

WKE

PROJECT ID:
WITH: N/A

2703-00-76

COUNTY:

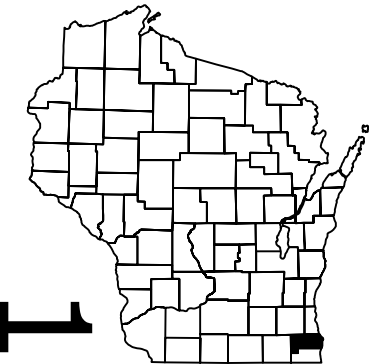
RACINE

MARCH 2026

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details (Includes Erosion Control Plans)
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 = 302



DESIGN DESIGNATION

A.A.D.T.	2026	=	12,340
A.A.D.T.	2046	=	13,330
D.H.V.		=	NA
D.D.		=	NA
T.		=	4.1%
DESIGN SPEED		=	35 MPH
ESALS		=	790,000

CONVENTIONAL SYMBOLS

PLAN

CORPORATE LIMITS	
PROPERTY LINE	
LOT LINE	
LIMITED HIGHWAY EASEMENT	
EXISTING RIGHT OF WAY	
PROPOSED OR NEW R/W LINE	
SLOPE INTERCEPT	
REFERENCE LINE	
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

CITY RACINE, OHIO ST

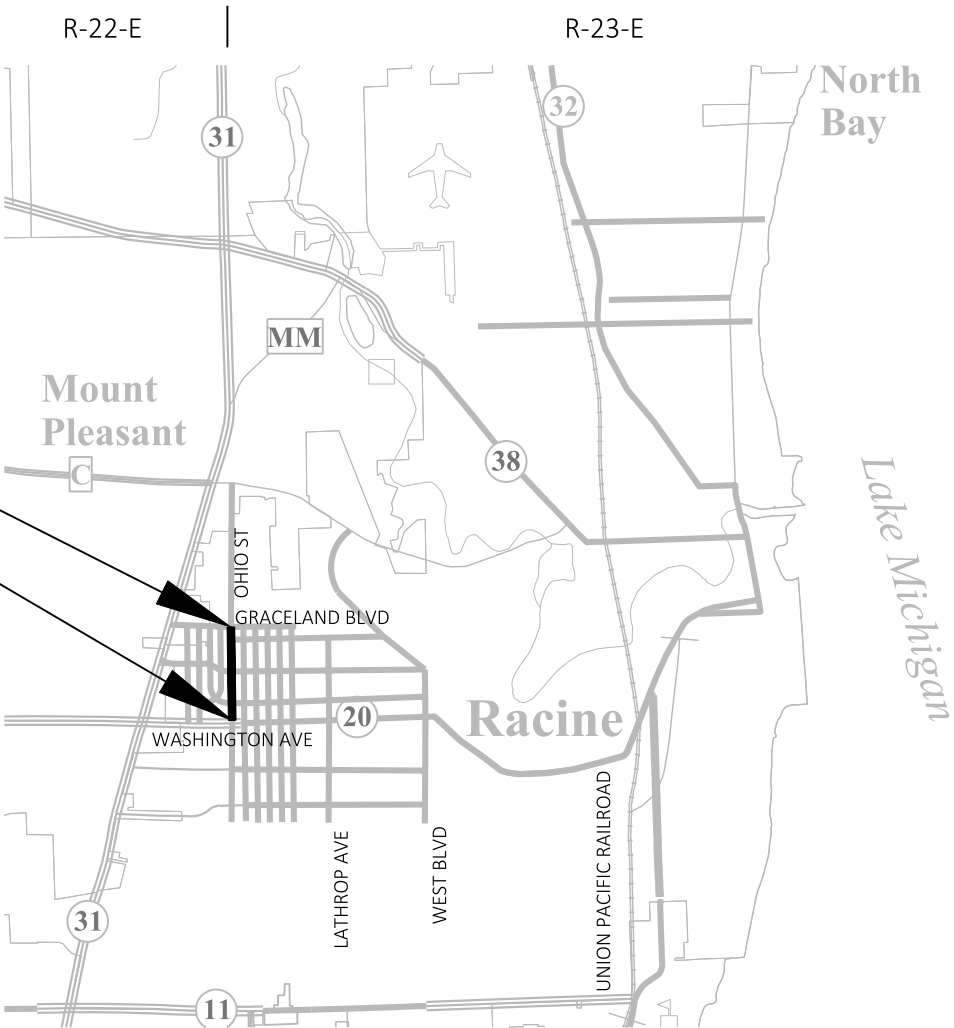
WASHINGTON AVE TO GRACELAND BLVD

LOCAL STREET
RACINE COUNTY

STATE PROJECT NUMBER
2703-00-76

END PROJECT
STA 42+17.43

BEGIN PROJECT
STA 17+25.29
X = 625,705.96
Y = 183,162.61



LAYOUT
SCALE 0 0.5 MI
TOTAL NET LENGTH OF CENTERLINE = 0.472

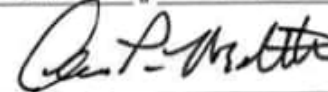
HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), RACINE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES.

ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 18

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
2703-00-76	WISC 2026224	1

ACCEPTED FOR

CITY OF RACINE


10/17/25
(Date)
CITY ENGINEER
(Signature & Title of Official)

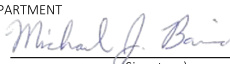
ORIGINAL PLANS PREPARED BY:


STRAND ASSOCIATES®
126 NORTH JEFFERSON STREET, Suite 350
MILWAUKEE, WISCONSIN 53202
(414) 271-0771


Bhupendra B. Bista
11/01/2025

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	STRAND ASSOCIATES, INC.
Surveyor	STRAND ASSOCIATES, INC.
Designer	MICHAEL BAIRD, P.E.
Project Manager	WISDOT SE REGION LOCAL PROGRAM
Regional Examiner	AMY TAETSCH, P.E.
Regional Supervisor	

APPROVED FOR THE DEPARTMENT
DATE: 10/17/2025 
(Signature)

E

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

CONTACT THE PROJECT ENGINEER AND THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION (SEWRPC), AT LEAST TWO WEEKS PRIOR TO WORK NEAR ANY PUBLIC SURVEY MONUMENT.

SECTION 2 ORDER OF SHEETS

- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- PLAN DETAILS
- CURB RAMP DETAILS
- PAVING GRADES
- EROSION CONTROL
- STORM SEWER
- PAVEMENT MARKING AND SIGNING
- LIGHTING
- TEMPORARY TRAFFIC SIGNAL
- SIGNAL REMOVAL
- TRAFFIC SIGNAL
- TRAFFIC CONTROL
- ALIGNMENT DETAIL
- CONTROL POINT DATA

SEWRPC CONTACT

ROB MERRY
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DNR LIAISON

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CITY OF RACINE CONTACT

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WISDOT REGION CONTACT

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BHUPENDRA.BISTA@STRAND.COM

UTILITY CONTACTS

* AT&T LOCAL NETWORK - COMMUNICATION LINE
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AT&T LOCAL
1000 TOWN CENTER, SUITE 150
SOUTHFIELD, MI 48075
(586) 252-2671

* AT&T WISCONSIN - COMMUNICATION LINE
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AT&T WISCONSIN
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(262) 676-3958
MV3658@ATT.COM

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* RACINE WASTEWATER UTILITY - SEWER
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AMANDA.KAMINSKI@CITYOFRACINE.ORG

* RACINE WATER WORKS COMMISSION - WATER
CHAD REGALIA
RACINE WATER WORKS COMMISSION
100 HUBBARD STREET
RACINE, WI 53402
(262) 497-4611
CHAD.REGALIA@CITYOFRACINE.ORG

* SPECTRUM - COMMUNICATION LINE
KEVIN WEHRHAHN
SPECTRUM
1320 N. DR. MARTIN LUTHER KING JR. DRIVE
MILWAUKEE, WI 53212
(414) 430-9356

* WE ENERGIES - ELECTRICITY
JASON CHAPIN
WE ENERGIES
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RACINE, WI 53406
(262) 884-6706
JASON.CHAPIN@WE-ENERGIES.COM

* WE ENERGIES - GAS/PETROLEUM
CHRIS DEGRAVE
WE ENERGIES
7815 NORTHWESTERN AVENUE
RACINE, WI 53406
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* RYSZARD WONTOR
WE ENERGIES
7815 NORTHWESTERN AVENUE
RACINE, WI 53406
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RYSZARD.WONTOR@WE-ENERGIES.COM

NON-UTILITY FACILITY CONTACTS

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ARA MOLITOR
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ARA.MOLITOR@CITYOFRACINE.ORG

* CITY OF RACINE - FIBER OPTIC - COMMUNICATION LINE
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730 WASHINGTON AVE, RM 106
RACINE, WI 53403
(262) 636-9487
ARA.MOLITOR@CITYOFRACINE.ORG

OTHER CONTACTS



Dial 811 or (800)242-8511

www.DiggersHotline.com

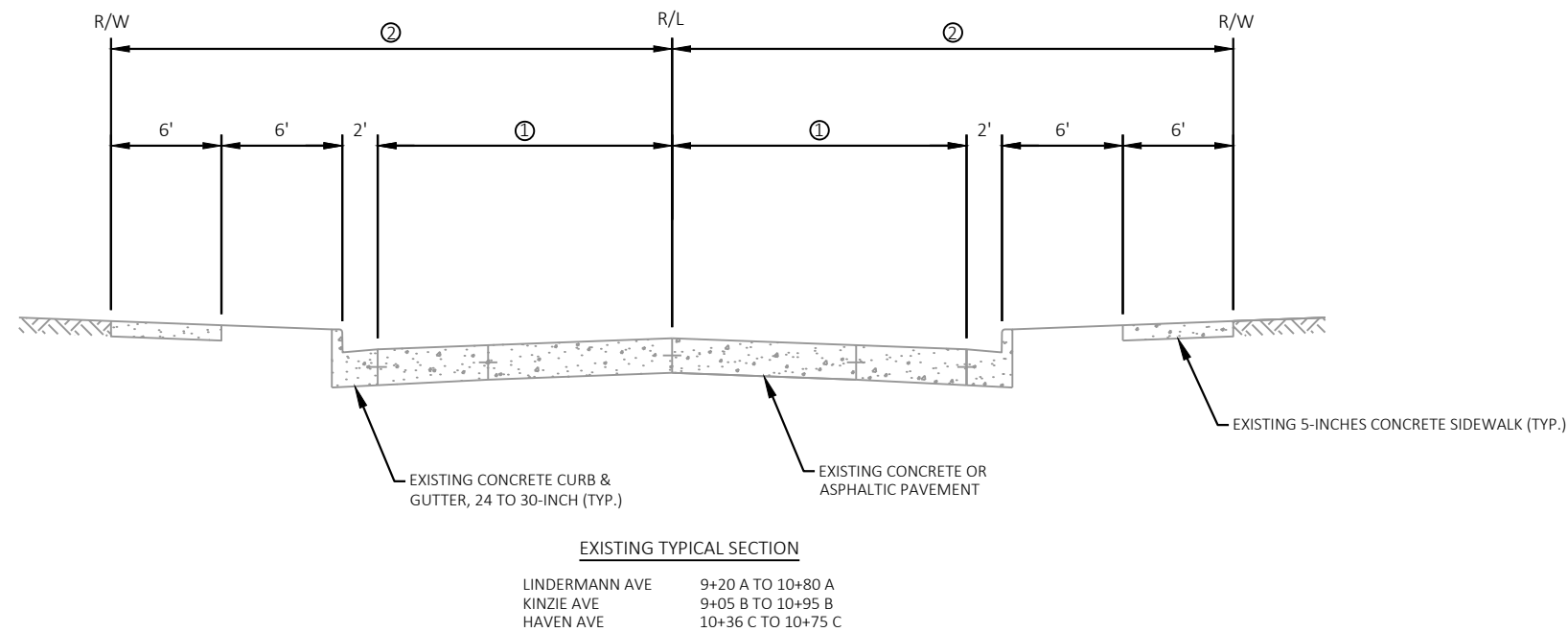
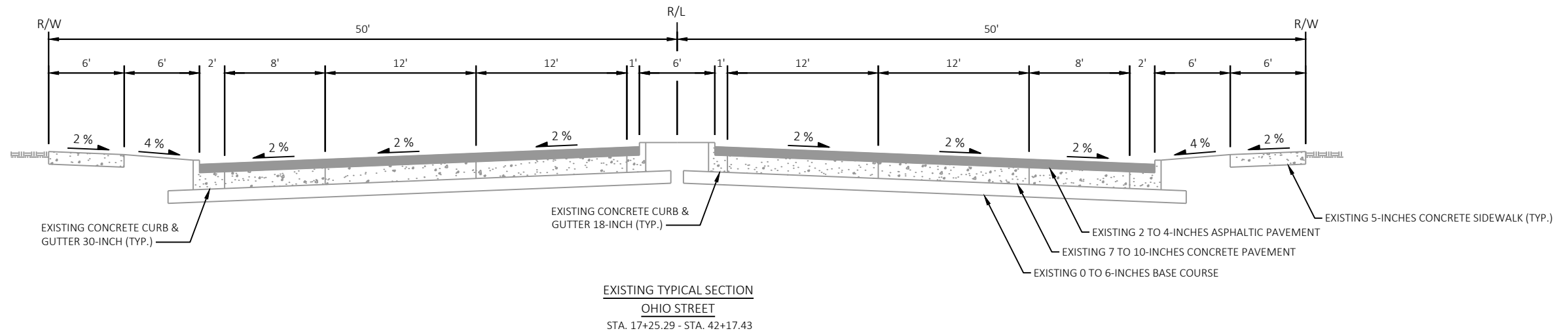
* DENOTES DIGGERS HOTLINE MEMBERS



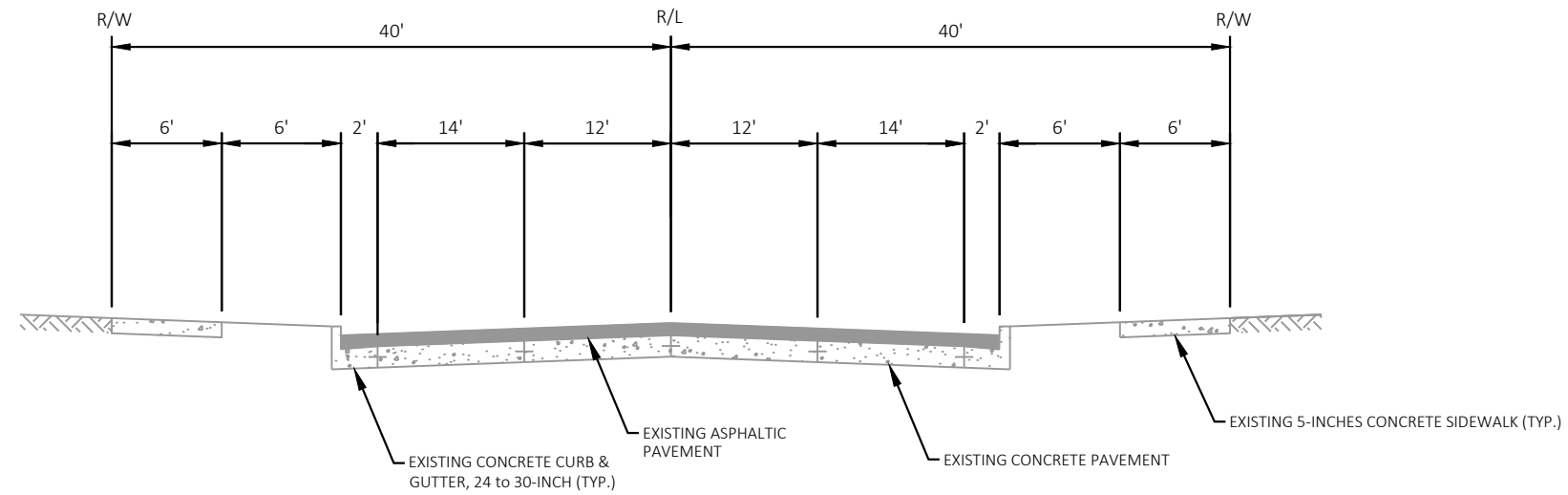
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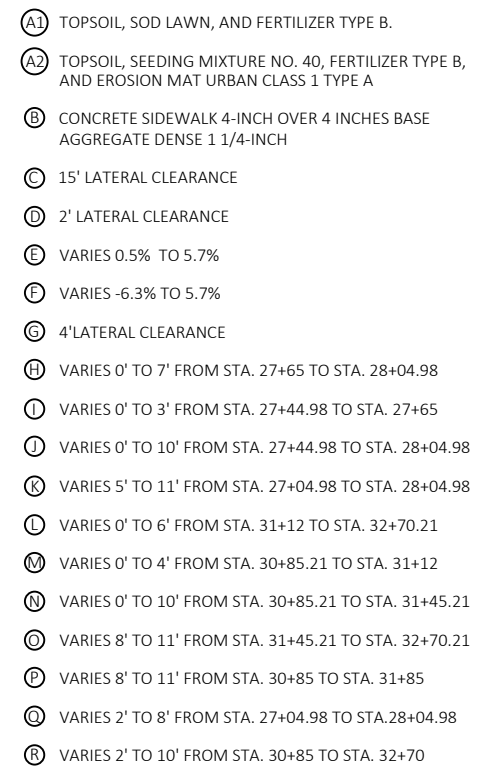
PROJECT NO: 2703-00-76	HWY: LOCAL STREET	COUNTY: RACINE	PROJECT OVERVIEW	SHEET 3	E
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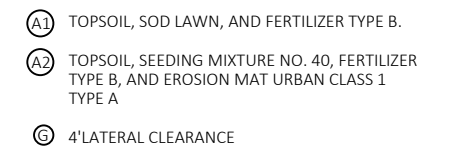


STREET	SIDEROADS OF OHIO STREET			
	LEFT		RIGHT	
	R/W WIDTH (FT) ②	LANE WIDTH (FT) ①	LANE WIDTH (FT) ①	R/W WIDTH (FT) ②
LINDERMANN AVE	30	16	16	30
KINZIE AVE	33	19	19	33
HAVEN AVE	30	16	16	30



EXISTING TYPICAL SECTION
GRACELAND BOULEVARD
GRACELAND BLVD. 9+20 D TO 10+80 D

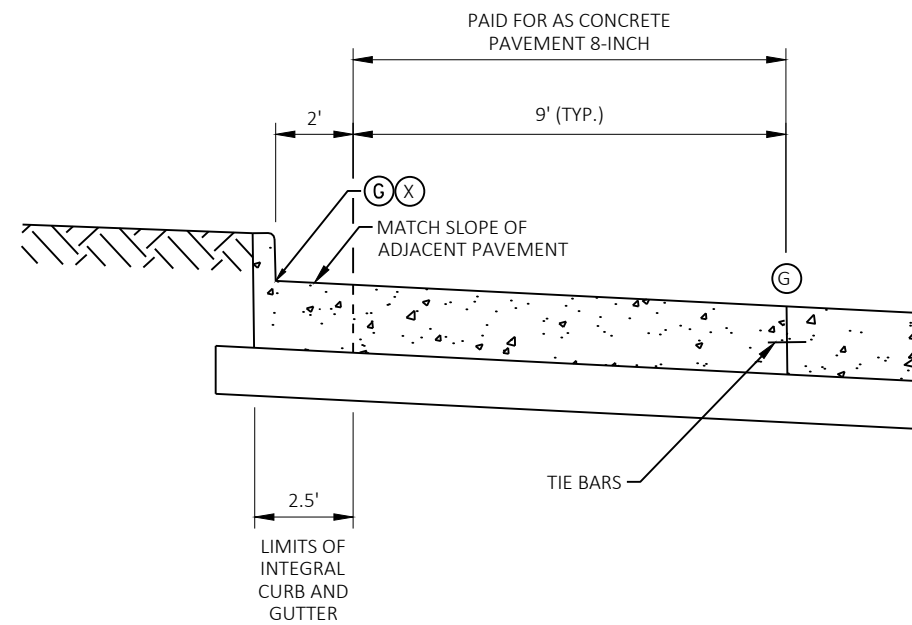




STREET	SIDEROADS OF OHIO STREET			
	LEFT		RIGHT	
	R/W WIDTH (FT) ②	LANE WIDTH (FT) ①	LANE WIDTH (FT) ①	R/W WIDTH (FT) ②
LINDERMANN AVE	30	16	16	30
KINZIE AVE	33	19	19	33
HAVEN AVE	30	16	16	30
GRACELAND BLVD	40	26	26	40

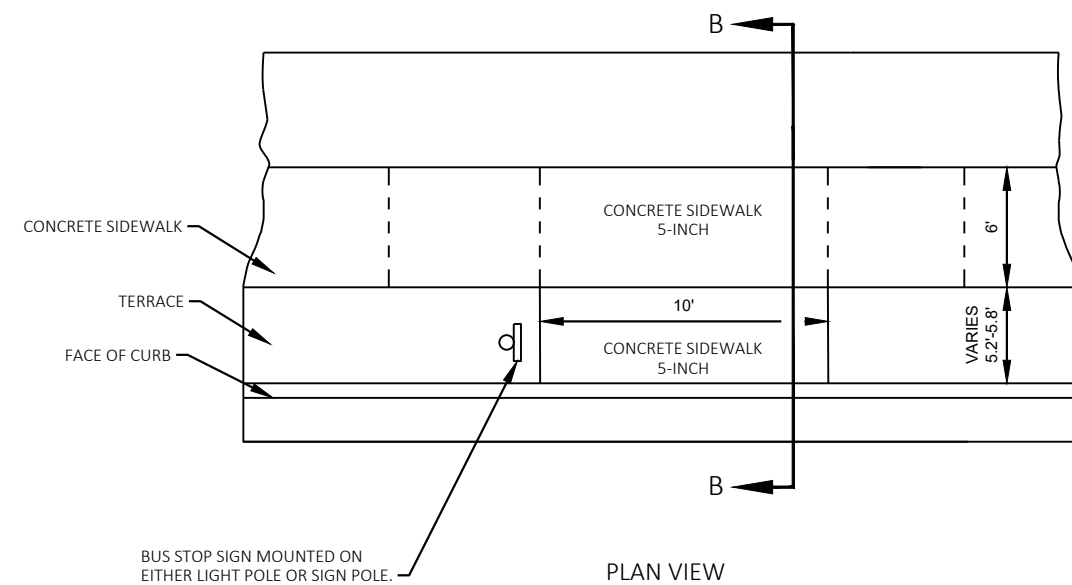
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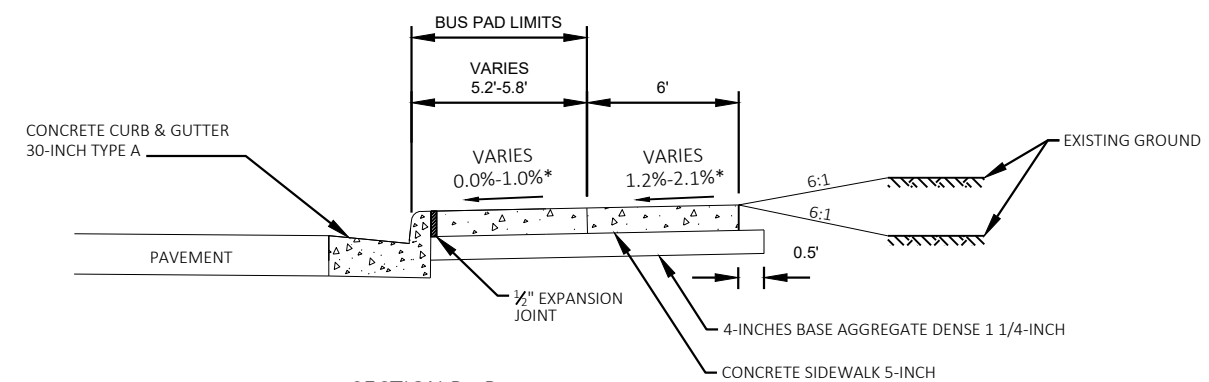
- (G) LOCATION OF ELEVATION SHOWN ON PAVING GRADE SHEETS.
- (X) LOCATION OF ELEVATION SHOWN ON CROSS SECTION SHEETS.

CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D GRADE DETAIL

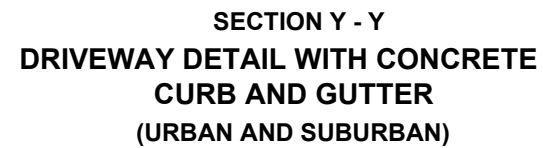


BUS PAD DETAIL

STA. 30+15 RT
STA. 37+38 RT



* $\pm 0.5\%$

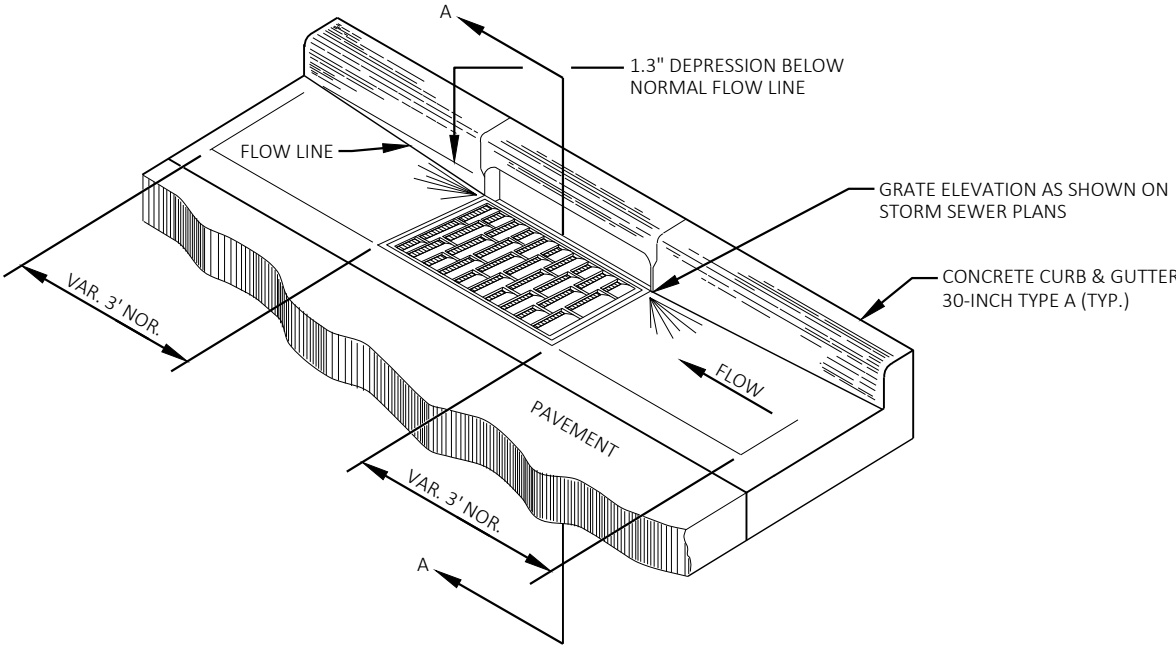
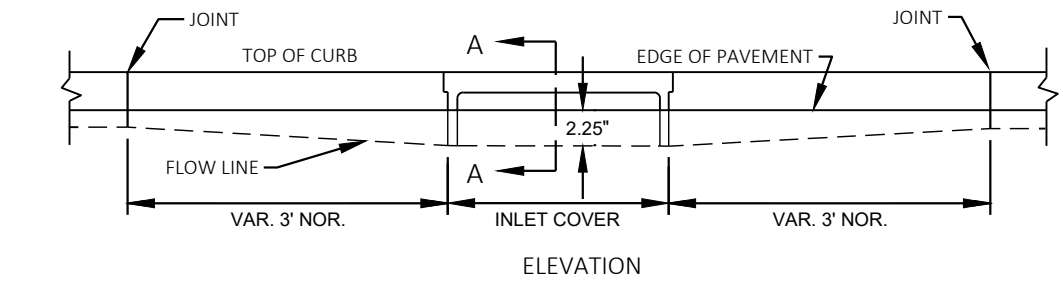


RUNOFF COEFFICIENT TABLE

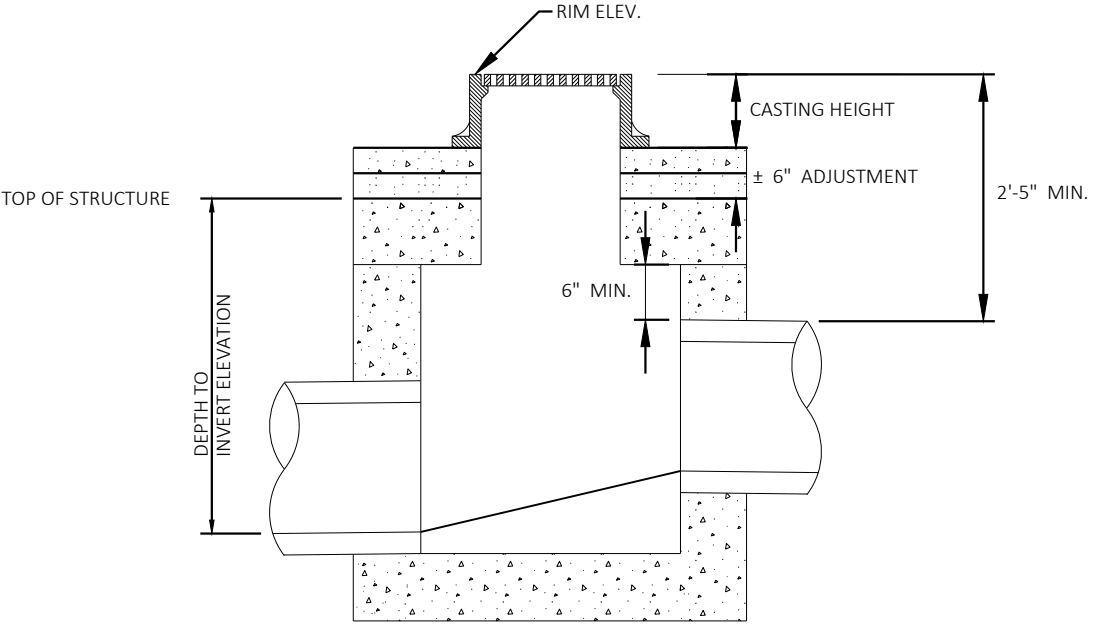
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08	.16	.22	.12	.20	.27	.15	.24	.33	.19	.28	.38
	.22	.30	.38	.26	.34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

TOTAL PROJECT AREA = 6.71 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 5.83 ACRES

NOT TO SCALE

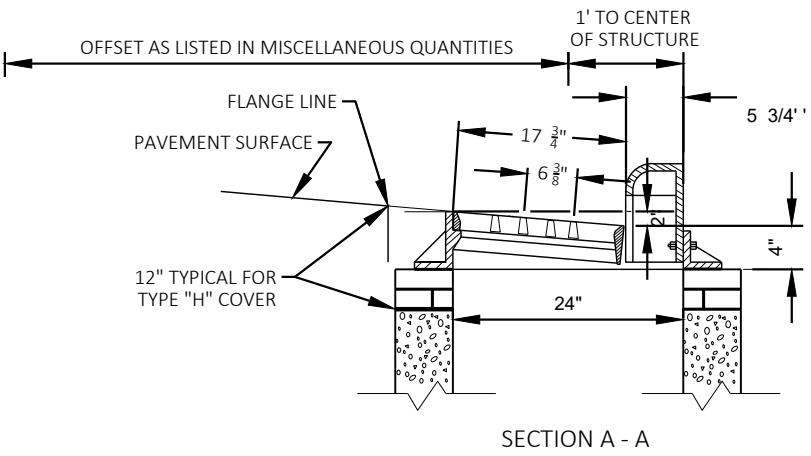


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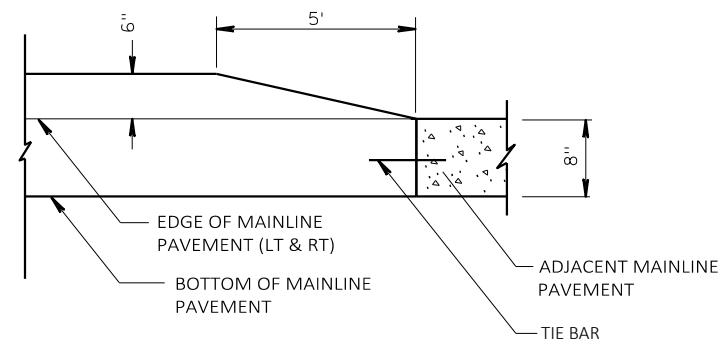
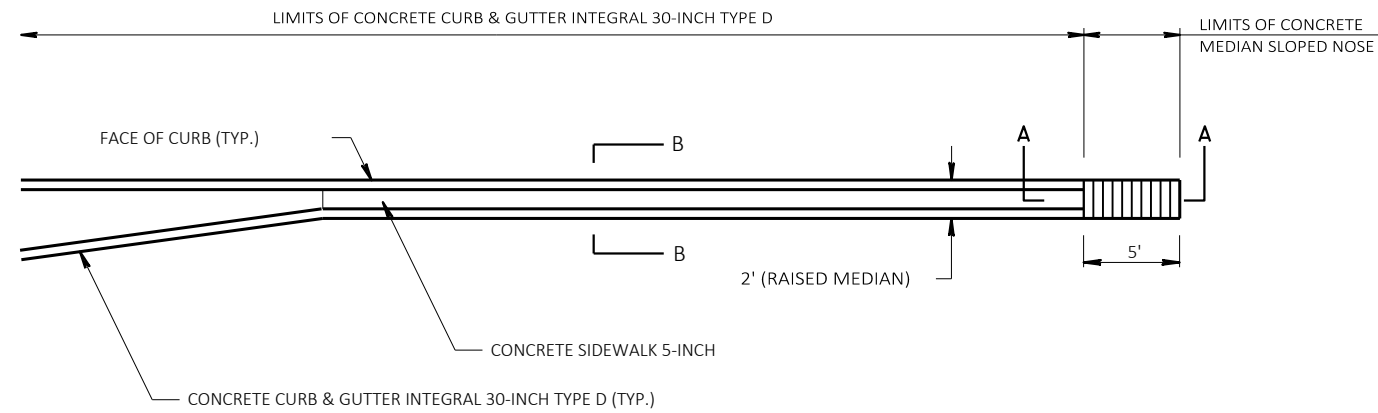


NOTE:
RIM ELEVATION IS AT FLOW LINE FOR INLETS

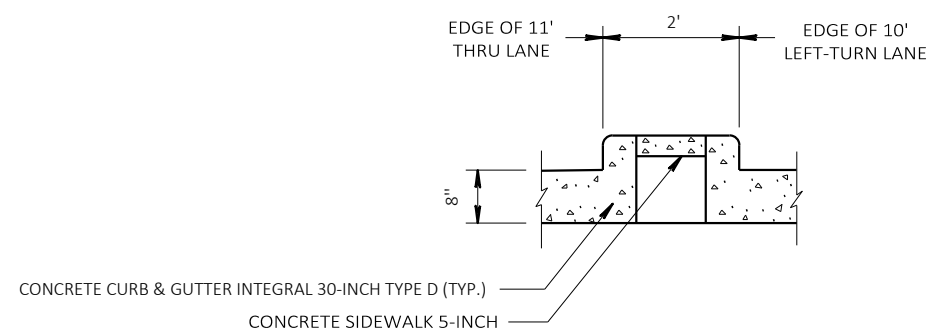
DETAIL FOR COMPUTING STRUCTURE ELEVATIONS



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



SECTION A-A



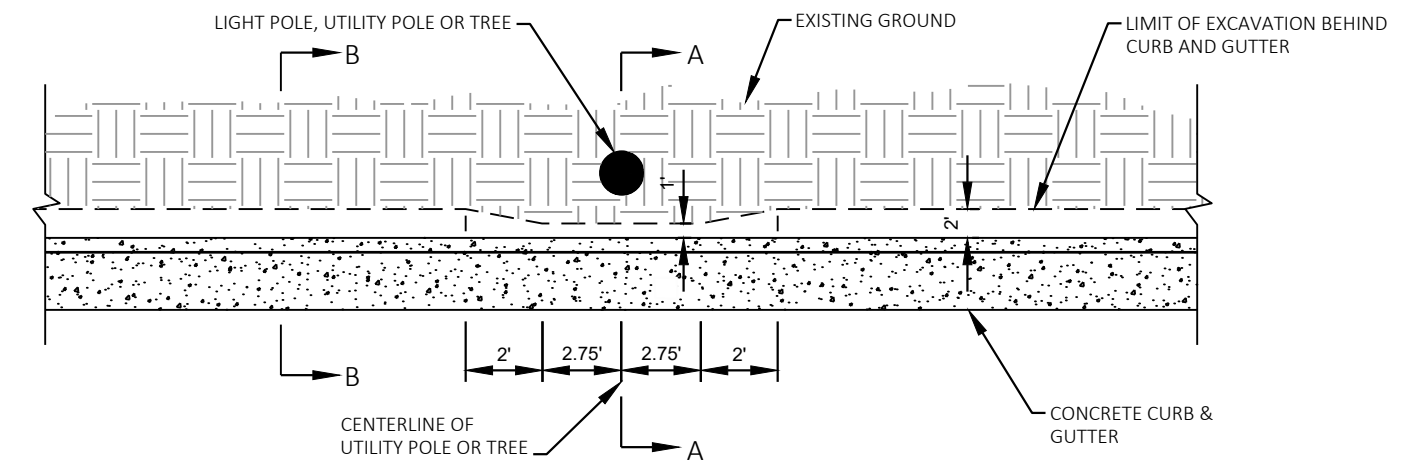
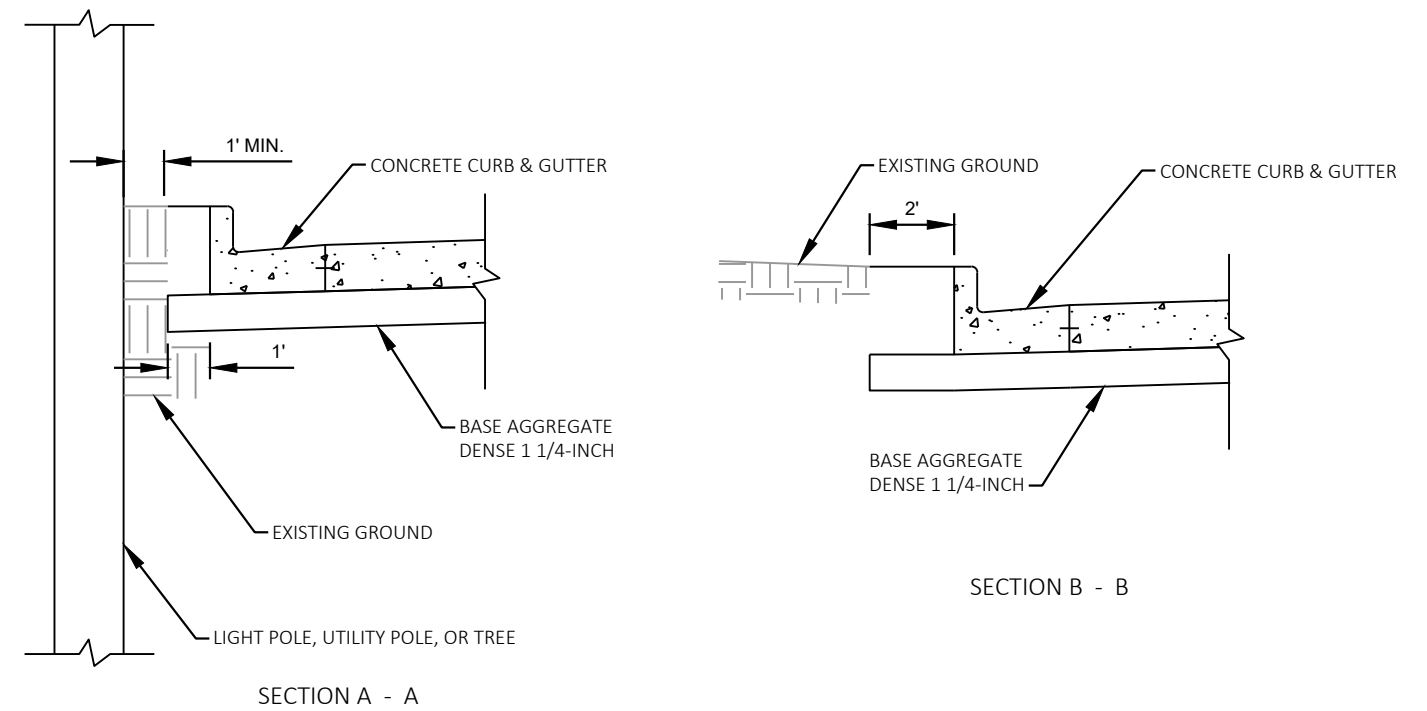
SECTION B-B

SEE STANDARD DETAIL DRAWING "CONCRETE MEDIAN NOSE" FOR ADDITIONAL INFORMATION

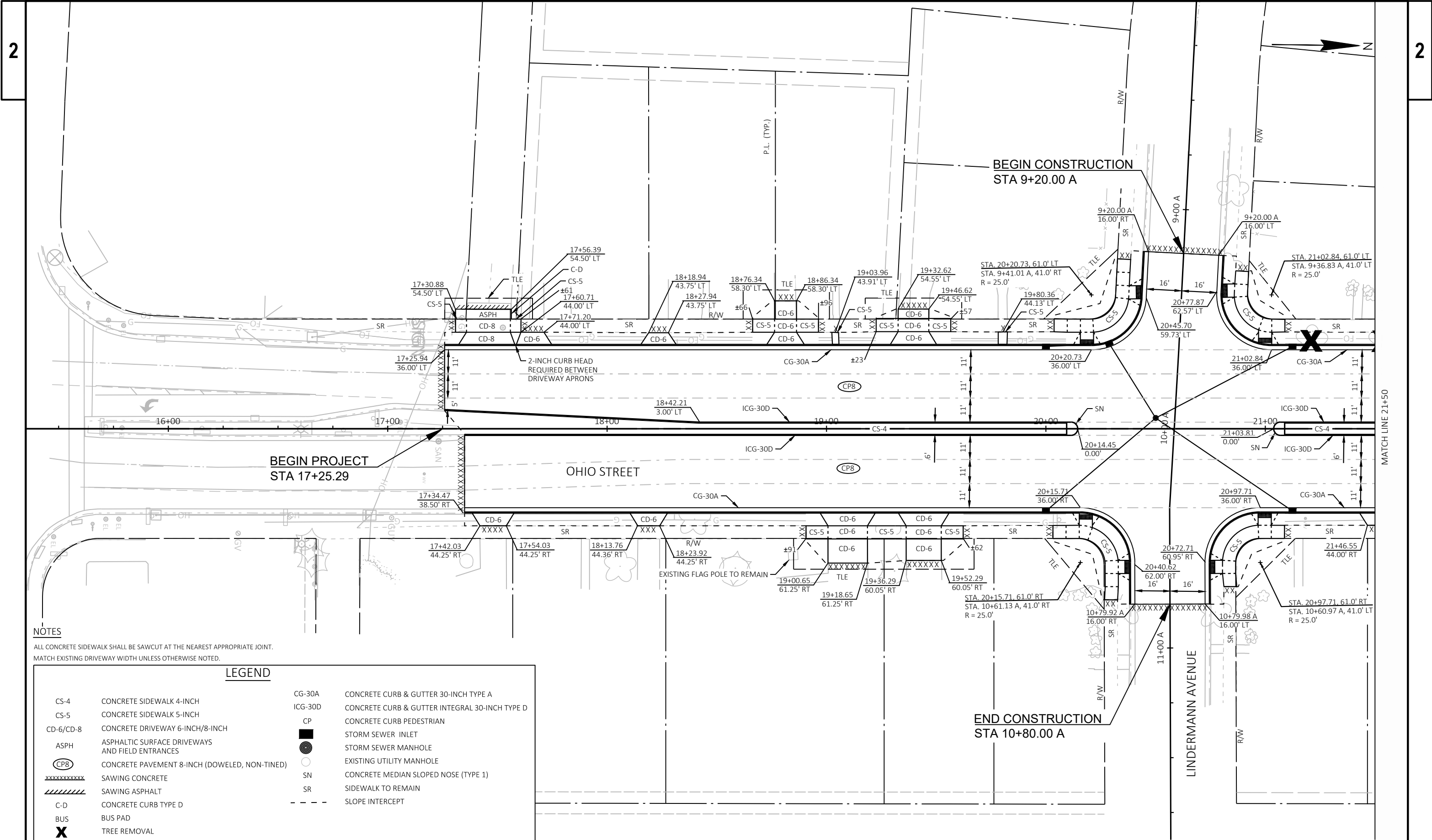
SEE STANDARD DETAIL DRAWING "CONCRETE CURB AND GUTTER" FOR ADDITIONAL INFORMATION

2-FOOT CONCRETE RAISED MEDIAN

STA. 28+04.98 TO STA. 28+79.23
STA. 29+85.96 TO STA. 30+85.21



EXCAVATION AROUND LIGHT POLES, UTILITY POLES OR TREES ADJACENT TO BACK OF CURB

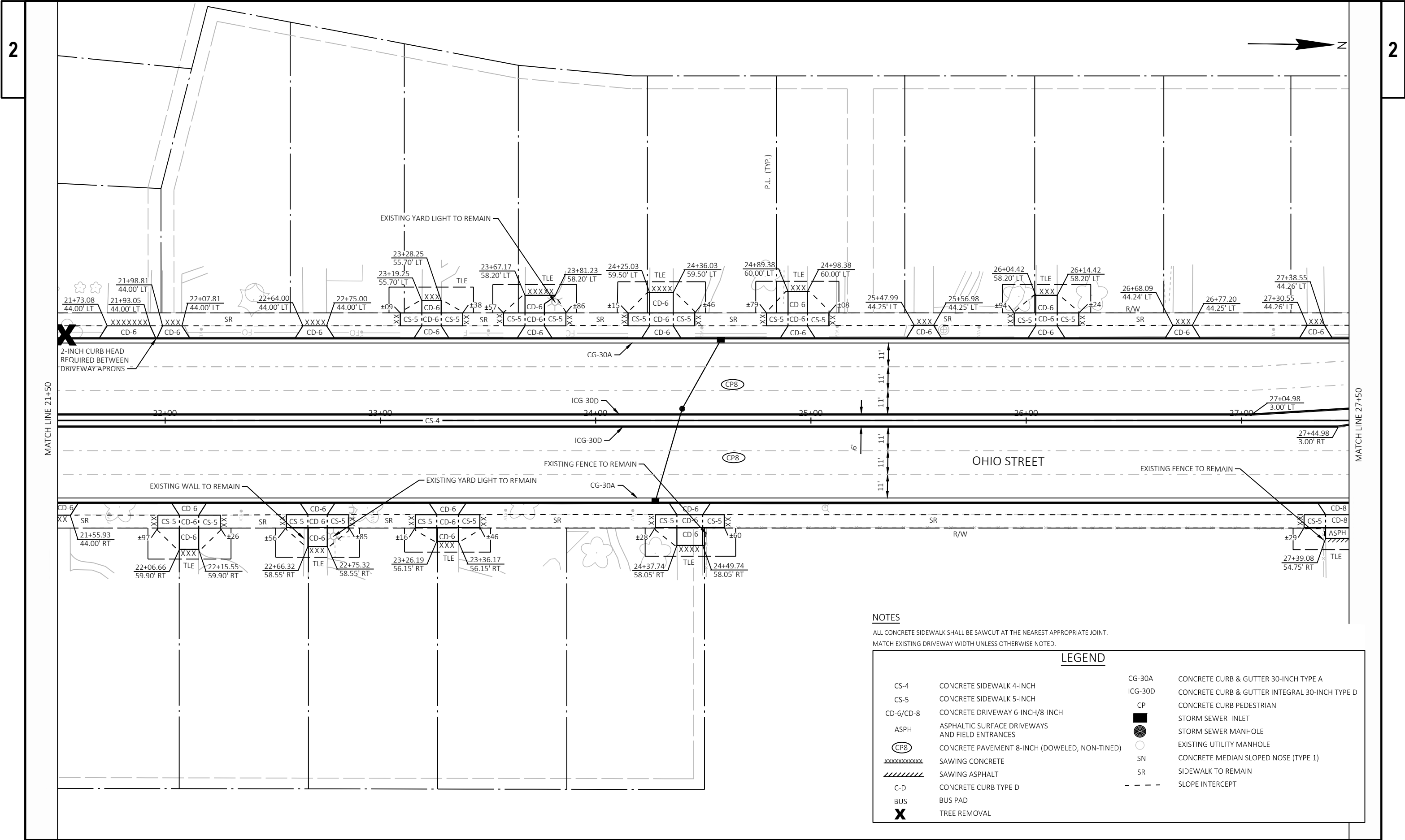


NOTES

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

LEGEND

CS-4	CONCRETE SIDEWALK 4-INCH	CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CS-5	CONCRETE SIDEWALK 5-INCH	ICG-30D	CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D
CD-6/CD-8	CONCRETE DRIVEWAY 6-INCH/8-INCH	CP	CONCRETE CURB PEDESTRIAN
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES		STORM SEWER INLET
	CONCRETE PAVEMENT 8-INCH (DOWELED, NON-TINED)		STORM SEWER MANHOLE
XXXXXXXXXX	SAWING CONCRETE		EXISTING UTILITY MANHOLE
	SAWING ASPHALT	SN	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
C-D	CONCRETE CURB TYPE D	SR	SIDEWALK TO REMAIN
BUS	BUS PAD	- - - -	SLOPE INTERCEPT
	TREE REMOVAL		

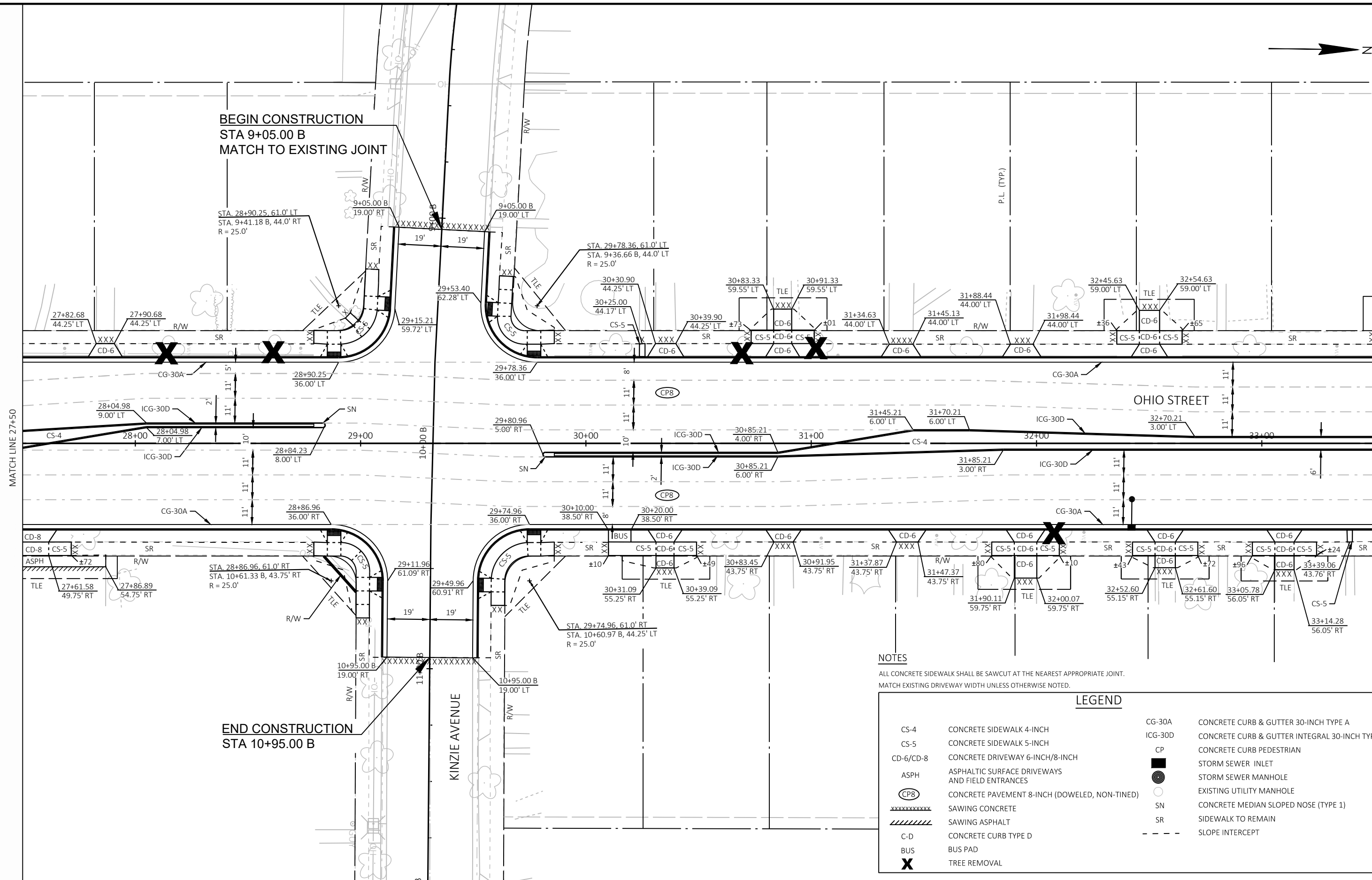


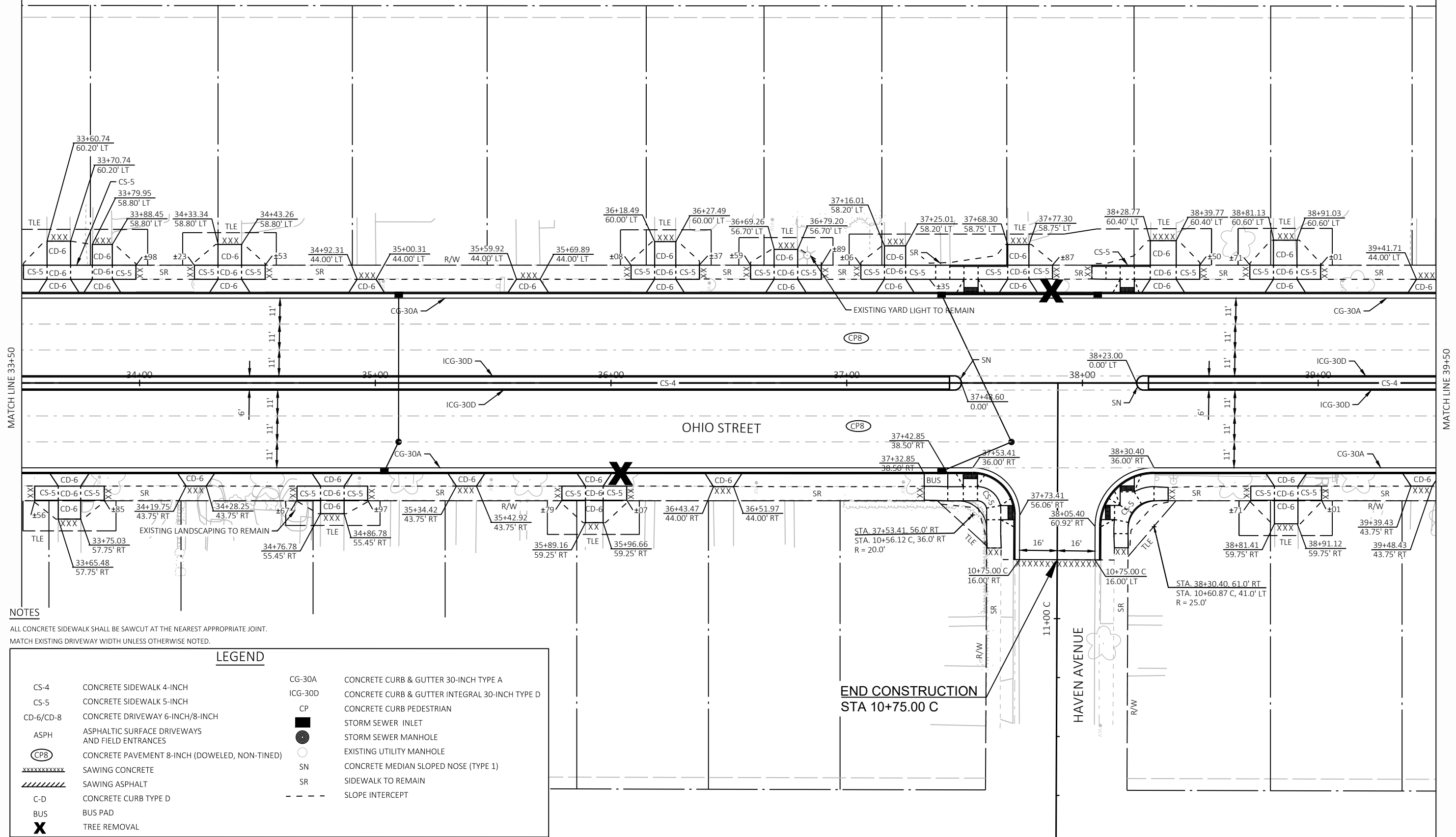
NOTES

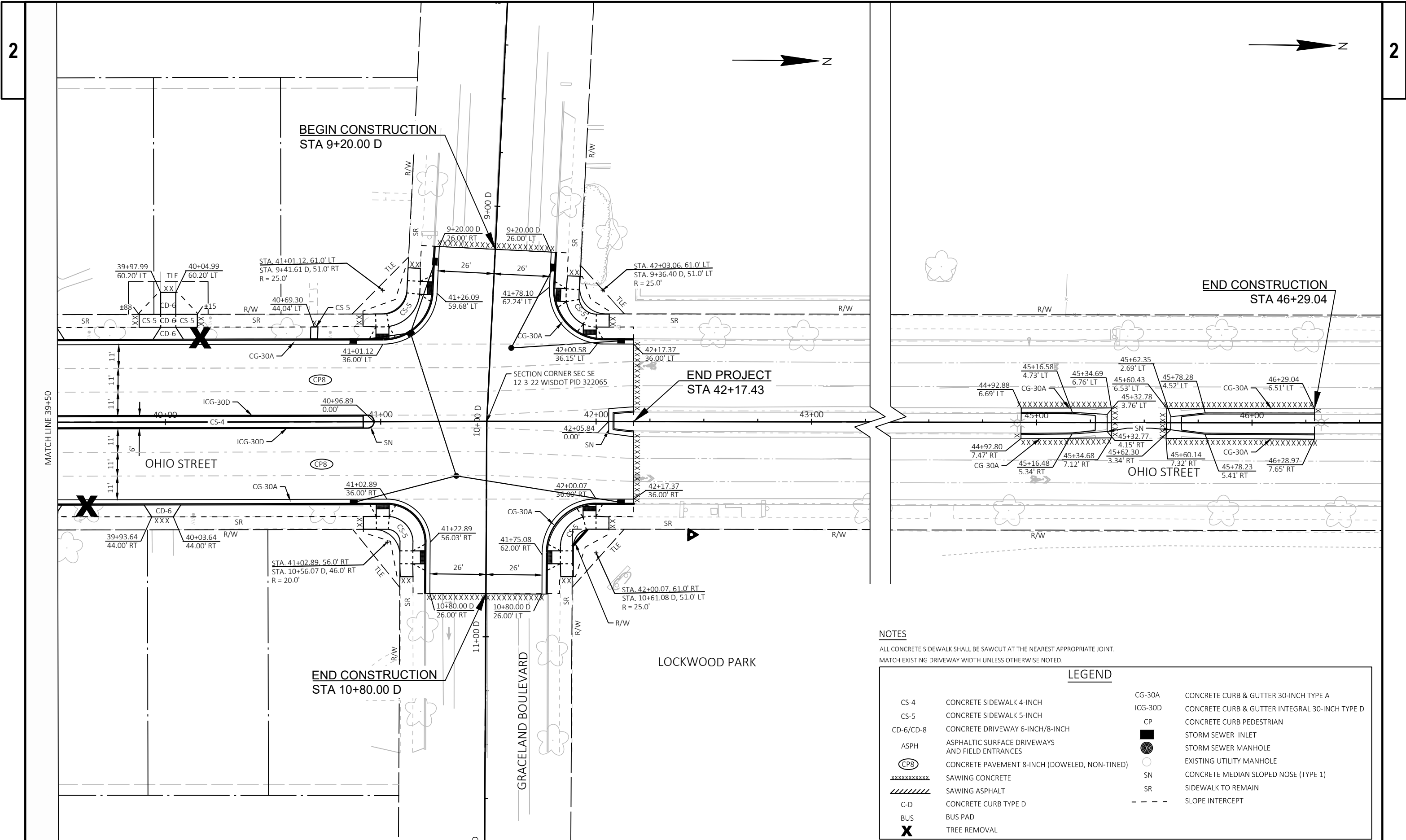
ALL CONCRETE SIDEWALK SHALL BE SAWCUT AT THE NEAREST APPROPRIATE JOINT.
MATCH EXISTING DRIVEWAY WIDTH UNLESS OTHERWISE NOTED.

LEGEND

CS-4	CONCRETE SIDEWALK 4-INCH	CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CS-5	CONCRETE SIDEWALK 5-INCH	ICG-30D	CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D
CD-6/CD-8	CONCRETE DRIVEWAY 6-INCH/8-INCH	CP	CONCRETE CURB PEDESTRIAN
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	●	STORM SEWER INLET
CP8	CONCRETE PAVEMENT 8-INCH (DOWELED, NON-TINED)	○	STORM SEWER MANHOLE
XXXXXXXXXX	SAWING CONCRETE	○	EXISTING UTILITY MANHOLE
////	SAWING ASPHALT	SN	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
C-D	CONCRETE CURB TYPE D	SR	SIDEWALK TO REMAIN
BUS	BUS PAD	- - -	SLOPE INTERCEPT
X	TREE REMOVAL		







NOTES

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

LEGEND

CS-4	CONCRETE SIDEWALK 4-INCH	CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CS-5	CONCRETE SIDEWALK 5-INCH	ICG-30D	CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D
CD-6/CD-8	CONCRETE DRIVEWAY 6-INCH/8-INCH	CP	CONCRETE CURB PEDESTRIAN
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	■	STORM SEWER INLET
CP-8	CONCRETE PAVEMENT 8-INCH (DOWELED, NON-TINED)	⊙	STORM SEWER MANHOLE
XXXXXXXXXX	SAWING CONCRETE	○	EXISTING UTILITY MANHOLE
////	SAWING ASPHALT	SN	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
C-D	CONCRETE CURB TYPE D	SR	SIDEWALK TO REMAIN
BUS	BUS PAD	- - -	SLOPE INTERCEPT
X	TREE REMOVAL		

PROJECT NO: 2703-00-76

HWY: LOCAL STREET

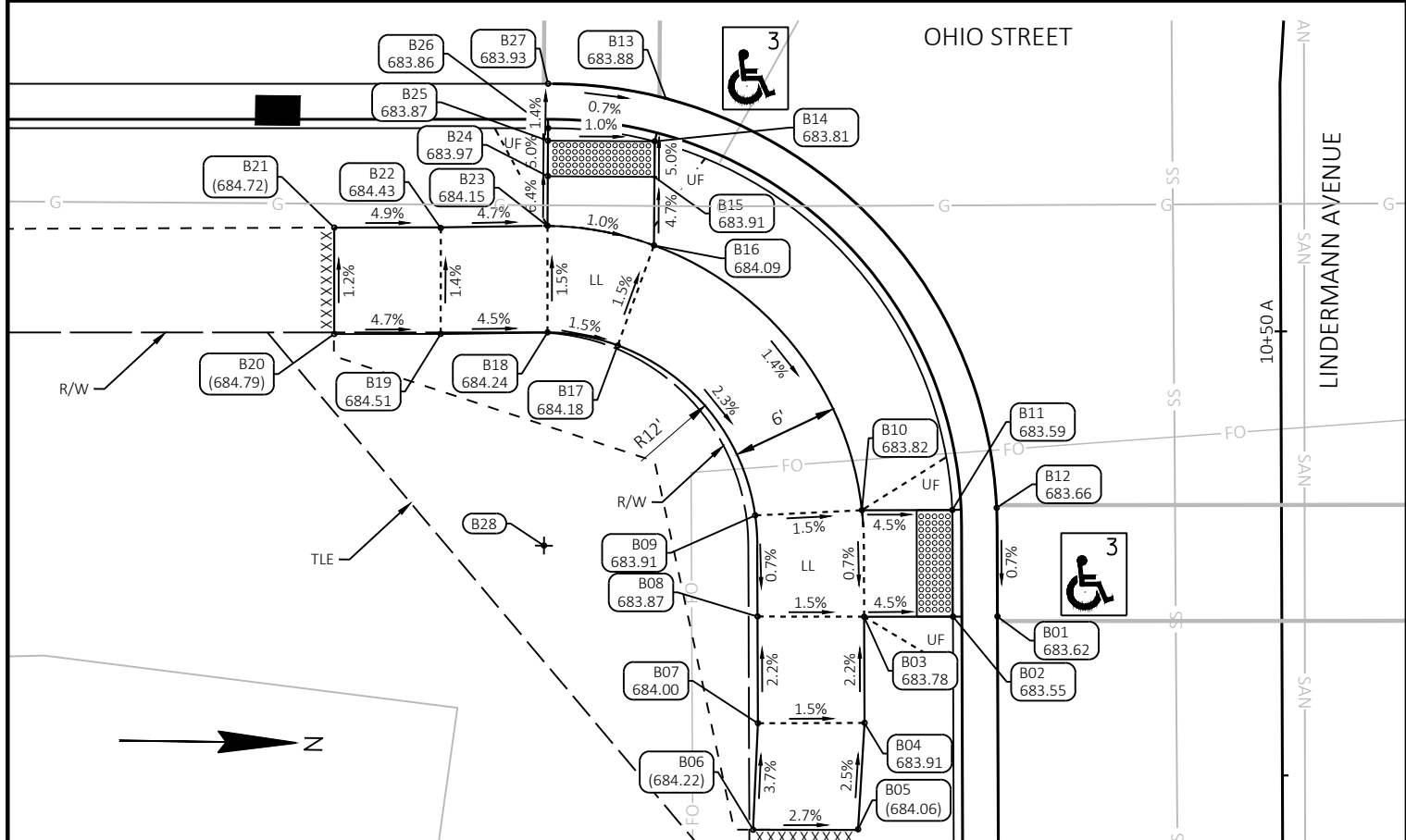
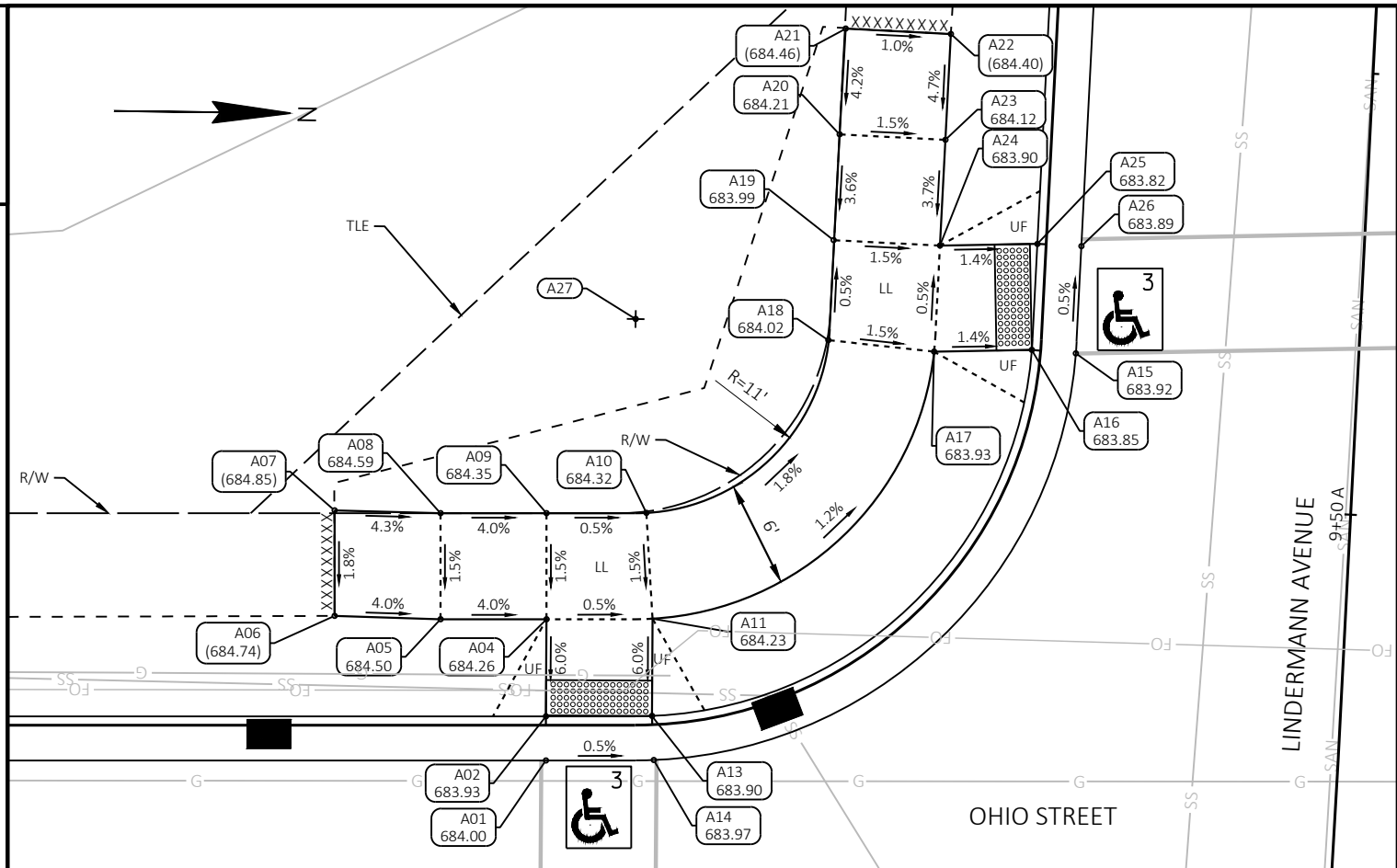
COUNTY: RACINE

PLAN DETAILS

SHEET

16

E



PROJECT NO: 2703-00-76 HWY: LOCAL STREET COUNTY: RACINE

FILE NAME : S:\MIL\1000-1099\1092\012\DRAWINGS\CAD\AUTOCAD\27030006\SHEETS\021301-CR.DWG PLOT DATE : 10/14/2025 2:44 PM

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	REMARKS
A01	20+15.69	36.00 LT	183452.53	625666.29	---
A02	20+15.69	38.50 LT	183452.49	625663.79	---
A04	20+15.72	44.00 LT	183452.46	625658.29	---
A05	20+09.72	44.00 LT	183446.46	625658.37	---
A06	20+03.72	44.19 LT	183440.46	625658.26	---
A07	20+03.72	50.16 LT	183440.38	625652.29	---
A08	20+09.72	50.00 LT	183446.38	625652.37	---
A09	20+15.72	50.00 LT	183452.38	625652.29	---
A10	20+21.37	50.02 LT	183458.03	625652.20	---
A11	20+21.72	44.03 LT	183458.46	625658.19	---
A13	20+21.69	38.52 LT	183458.49	625663.70	---
A14	20+21.79	36.02 LT	183458.63	625666.19	---
A15	20+45.69	59.05 LT	183482.24	625642.86	---
A16	20+43.20	59.25 LT	183479.74	625642.70	---
A17	20+37.66	59.15 LT	183474.21	625642.86	---

- NOTES:
- SEE STANDARD DETAIL DRAWING "CURB RAMP" FOR ADDITIONAL INFORMATION. GUTTER SLOPES SHALL BE 4% UNLESS OTHERWISE NOTED.

LL
UF

CURB RAMP TYPE X
LEVEL LANDING
UNPAVED - 6:1 NON-TRAVERSABLE FLARE; CURB HEAD TRANSITION REQ'D.

XXX
XXX.XX/(XXX.XX)

DETECTABLE WARNING FIELD
POINT NAME
PROPOSED ELEV. / (EXISTING ELEV.)

SLOPE INTERCEPT

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	REMARKS
B01	20+40.49	65.99 RT	183478.62	625767.96	---
B02	20+37.99	66.00 RT	183476.12	625768.00	---
B03	20+32.99	66.00 RT	183471.12	625768.06	---
B04	20+33.01	71.98 RT	183471.22	625774.04	---
B05	20+32.65	77.97 RT	183470.93	625780.04	---
B06	20+26.75	77.99 RT	183465.03	625780.13	---
B07	20+27.01	72.00 RT	183465.22	625774.14	---
B08	20+26.99	65.99 RT	183465.12	625768.13	---
B09	20+26.86	60.30 RT	183464.92	625762.44	---
B10	20+32.87	60.01 RT	183470.92	625762.07	---
B11	20+37.95	60.00 RT	183476.01	625762.00	---
B12	20+40.45	59.87 RT	183478.50	625761.84	---
B13	20+21.84	36.82 RT	183459.60	625739.03	---
B14	20+21.21	39.24 RT	183459.00	625741.46	---

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	REMARKS
A18	20+31.67	59.80 LT	183468.21	625642.29	---
A19	20+31.98	65.46 LT	183468.44	625636.62	---
A20	20+32.31	71.45 LT	183468.70	625630.63	---
A21	20+32.66	77.44 LT	183468.97	625624.64	---
A22	20+38.62	77.14 LT	183474.94	625624.86	---
A23	20+38.30	71.15 LT	183474.70	625630.86	---
A24	20+38.00	65.16 LT	183474.47	625636.85	---
A25	20+43.51	65.25 LT	183479.98	625636.69	---
A26	20+46.01	65.13 LT	183482.48	625636.78	---
A27	20+20.76	61.00 LT	183457.29	625641.23	R = 11', 17'

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	REMARKS
B15	20+21.20	41.24 RT	183459.01	625743.46	---
B16	20+21.17	45.10 RT	183459.04	625747.31	---
B17	20+19.12	50.74 RT	183457.06	625752.98	---
B18	20+15.18	50.00 RT	183453.11	625752.29	---
B19	20+09.17	50.08 RT	183447.10	625752.45	---
B20	20+03.18	50.09 RT	183441.11	625752.53	---
B21	20+03.18	44.10 RT	183441.03	625746.54	---
B22	20+09.17	44.13 RT	183447.03	625746.49	---
B23	20+15.18	44.00 RT	183453.03	625746.29	---
B24	20+15.19	41.20 RT	183453.01	625743.50	---
B25	20+15.21	39.21 RT	183453.00	625741.50	---
B26	20+15.21	38.50 RT	183452.99	625740.79	---
B27	20+15.21	36.00 RT	183452.96	625738.29	---
B28	20+14.98	62.00 RT	183453.06	625764.29	R = 12', 18'

CURB RAMP DETAILS - LINDERMANN AVENUE SHEET 17

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	REMARKS
C01	20+78.09	66.03 LT	183514.55	625635.47	---
C02	20+80.59	65.91 LT	183517.05	625635.57	---
C03	20+86.10	66.01 LT	183522.56	625635.40	---
C04	20+86.51	71.99 LT	183522.89	625629.41	---
C05	20+92.36	71.66 LT	183528.75	625629.67	---
C06	20+92.09	65.70 LT	183528.55	625635.63	---
C07	20+91.89	60.35 LT	183528.42	625640.98	---
C08	20+85.90	60.00 LT	183522.43	625641.41	---
C09	20+80.40	59.90 LT	183516.93	625641.57	---
C10	20+77.90	59.78 LT	183514.44	625641.73	---
C11	20+96.25	36.89 LT	183533.07	625664.38	---

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	REMARKS
C12	20+96.91	39.30 LT	183533.70	625661.96	---
C13	20+96.92	45.08 LT	183533.64	625656.19	---
C14	20+99.01	50.70 LT	183535.66	625650.54	---
C15	21+02.92	50.00 LT	183539.57	625651.19	---
C16	21+08.93	49.83 LT	183545.59	625651.29	---
C17	21+08.92	44.12 LT	183545.65	625657.00	---
C18	21+02.92	44.00 LT	183539.65	625657.19	---
C19	21+02.91	39.29 LT	183539.70	625661.90	---
C20	21+02.90	38.50 LT	183539.71	625662.69	---
C21	21+02.90	36.00 LT	183539.74	625665.19	---
C22	21+02.90	61.00 LT	183539.42	625640.19	R = 11', 17'

- NOTES:
- SEE STANDARD DETAIL DRAWING "CURB RAMPS" FOR ADDITIONAL INFORMATION.
 - GUTTER SLOPES SHALL BE 4% UNLESS OTHERWISE NOTED.

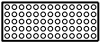
LEGEND


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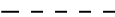
CURB RAMP TYPE X

LEVEL LANDING

UNPAVED - 6:1 NON-TRAVERSABLE FLARE; CURB HEAD TRANSITION REQ'D.


XXX
XXX.XX/(XXX.XX)

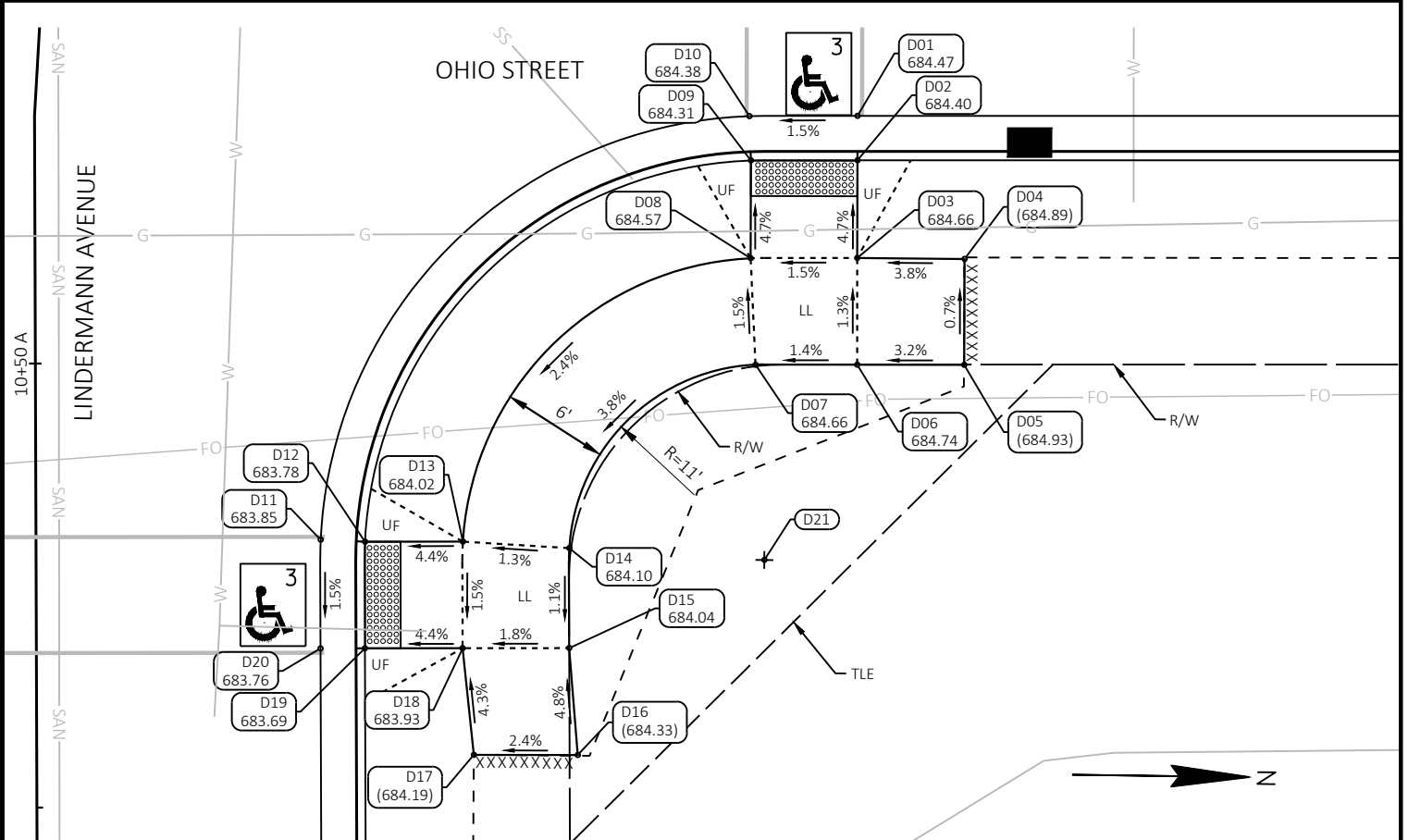
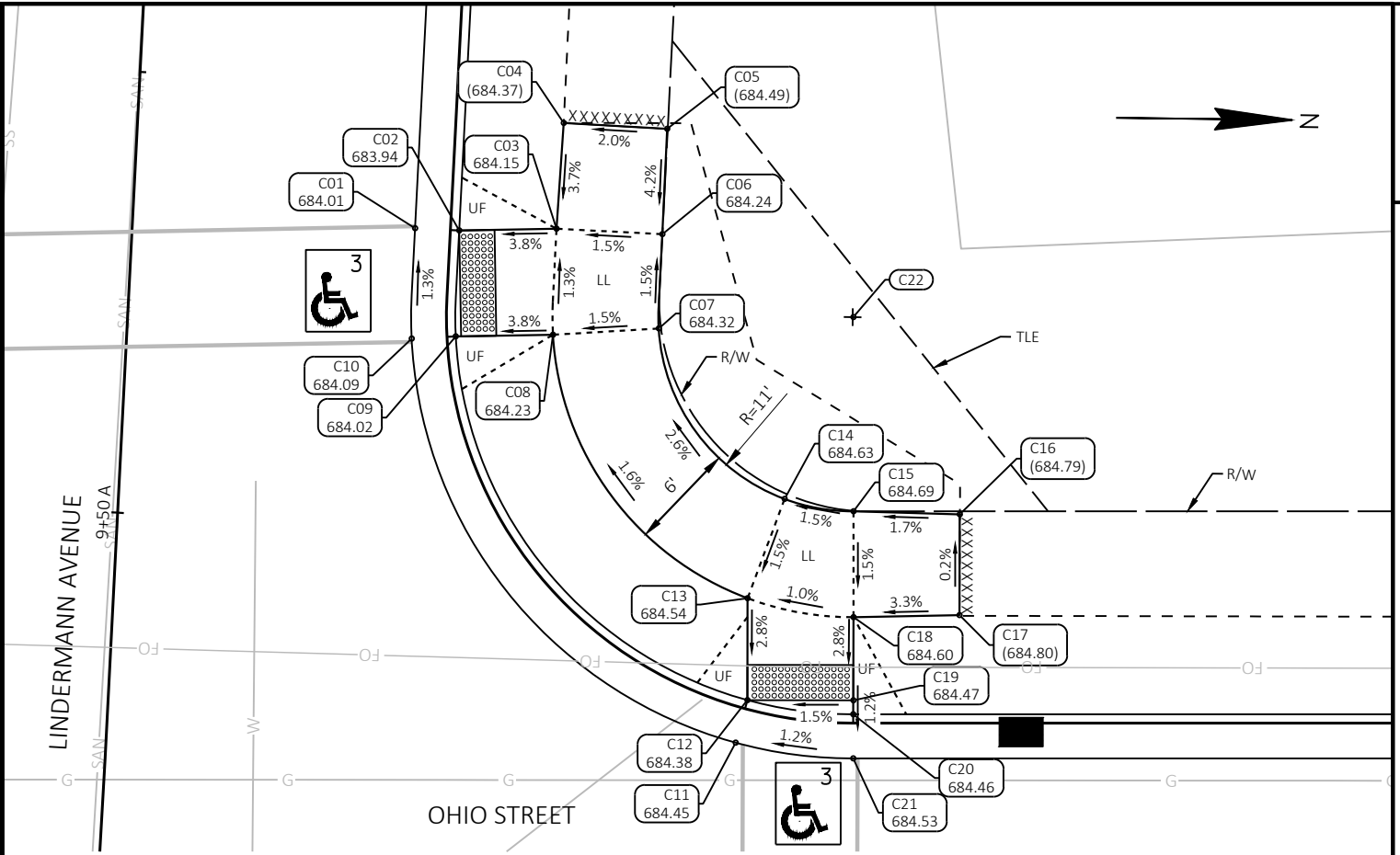
DETECTABLE WARNING FIELD
POINT NAME
PROPOSED ELEV. / (EXISTING ELEV.)

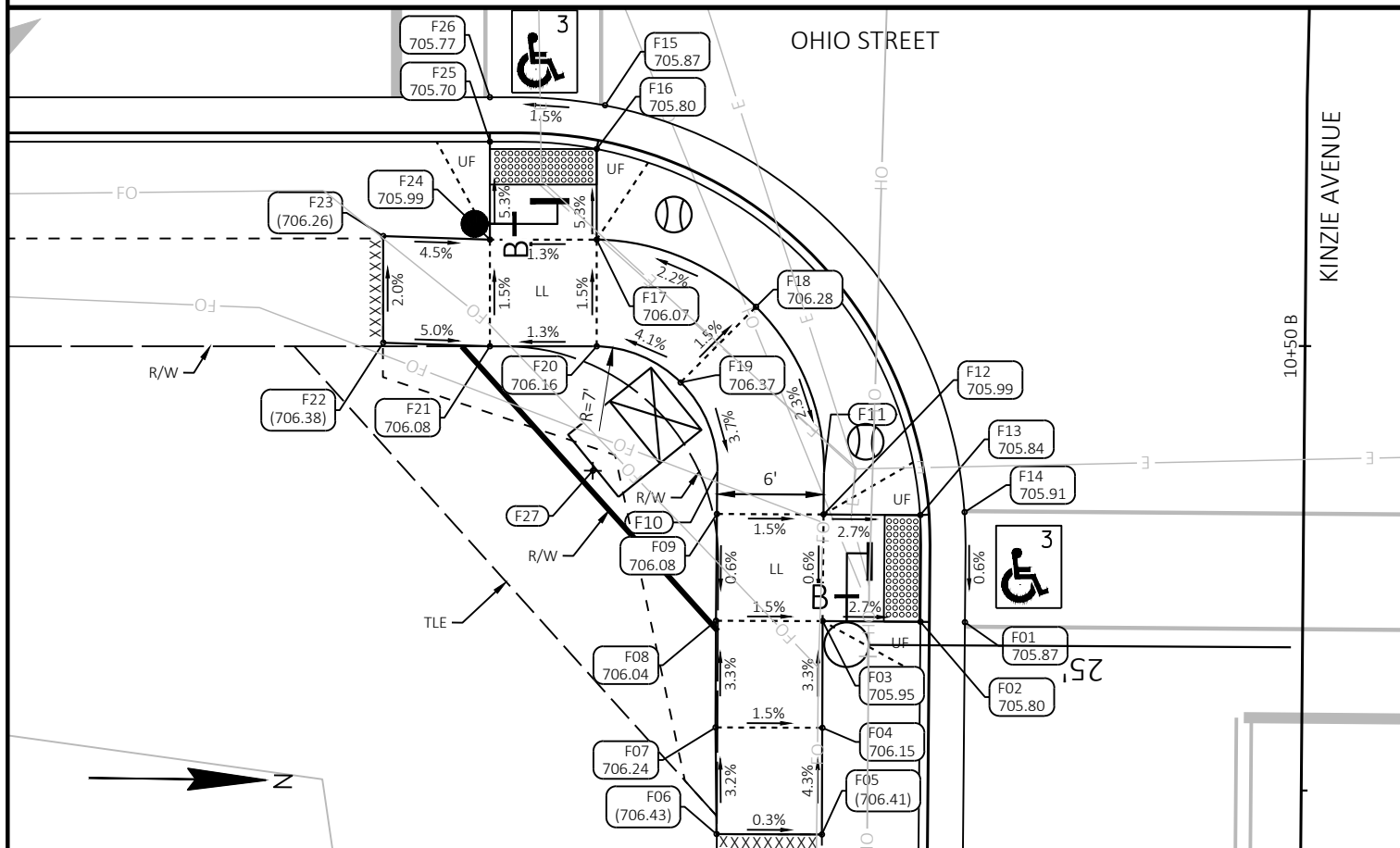
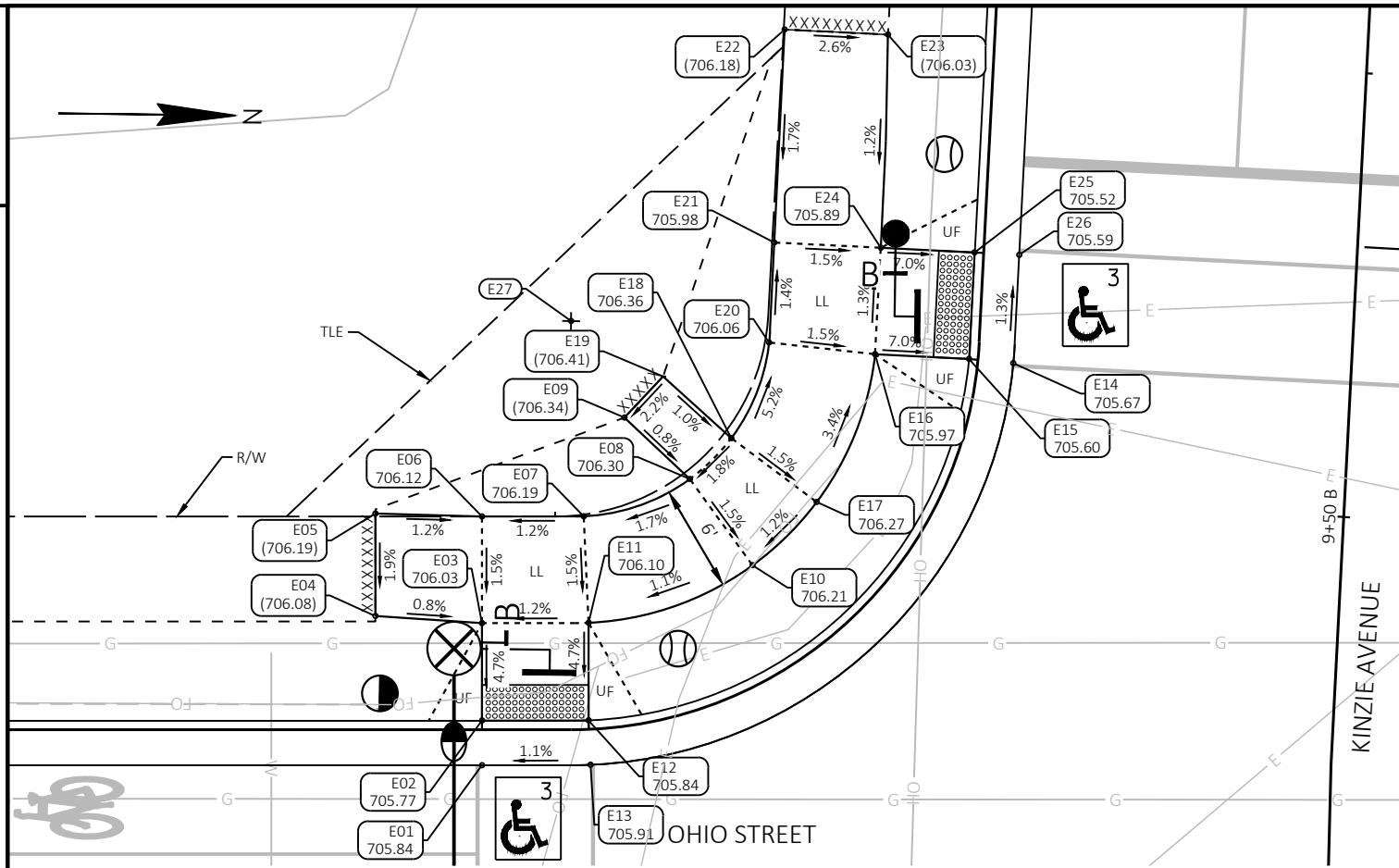


SLOPE INTERCEPT

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	REMARKS
D01	21+02.72	36.00 RT	183540.47	625737.19	---
D02	21+02.72	38.50 RT	183540.50	625739.69	---
D03	21+02.71	44.00 RT	183540.55	625745.19	---
D04	21+08.74	44.06 RT	183546.59	625745.17	---
D05	21+08.73	50.02 RT	183546.65	625751.13	---
D06	21+02.71	50.01 RT	183540.63	625751.19	---
D07	20+96.98	50.01 RT	183534.90	625751.27	---
D08	20+96.71	44.02 RT	183534.56	625745.28	---
D09	20+96.72	38.51 RT	183534.50	625739.77	---
D10	20+96.64	36.01 RT	183534.38	625737.28	---
D11	20+72.50	59.86 RT	183510.55	625761.42	---

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	REMARKS
D12	20+75.00	59.97 RT	183513.05	625761.50	---
D13	20+80.51	59.97 RT	183518.56	625761.43	---
D14	20+86.50	60.33 RT	183524.55	625761.72	---
D15	20+86.49	65.96 RT	183524.62	625767.35	---
D16	20+86.97	71.98 RT	183525.17	625773.36	---
D17	20+81.12	71.97 RT	183519.32	625773.42	---
D18	20+80.49	65.97 RT	183518.62	625767.43	---
D19	20+74.99	65.97 RT	183513.12	625767.50	---
D20	20+72.49	65.98 RT	183510.62	625767.54	---
D21	20+97.48	61.00 RT	183535.54	625762.25	R = 11', 17'





PROJECT NO: 2703-00-76

HWY: LOCAL STREET

COUNTY: RACINE

CURB RAMP DETAILS - KINZIE AVENUE

SHEET

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	REMARKS
E01	28+85.23	36.00 LT	184322.00	625655.30	---
E02	28+85.23	38.52 LT	184321.97	625652.78	---
E03	28+85.23	44.00 LT	184321.90	625647.30	---
E04	28+79.23	44.40 LT	184315.90	625646.98	---
E05	28+79.23	50.17 LT	184315.83	625641.21	---
E06	28+85.23	50.00 LT	184321.83	625641.30	---
E07	28+90.96	50.01 LT	184327.55	625641.22	---
E08	28+96.93	52.11 LT	184333.50	625639.05	---
E09	28+93.25	55.56 LT	184329.78	625635.64	---
E10	29+00.46	47.25 LT	184337.09	625643.86	---
E11	28+91.23	44.02 LT	184327.90	625647.21	---
E12	28+91.23	38.52 LT	184327.97	625652.71	---
E13	28+91.34	36.02 LT	184328.11	625655.20	---
E14	29+15.13	58.63 LT	184351.62	625632.30	---

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	REMARKS
E15	29+12.65	58.86 LT	184349.13	625632.10	---
E16	29+07.35	59.13 LT	184343.83	625631.89	---
E17	29+04.07	50.82 LT	184340.65	625640.25	---
E18	28+99.27	54.41 LT	184335.80	625636.72	---
E19	28+95.43	57.88 LT	184331.92	625633.30	---
E20	29+01.39	59.79 LT	184337.86	625631.31	---
E21	29+01.68	65.42 LT	184338.08	625625.68	---
E22	29+02.27	77.40 LT	184338.51	625613.69	---
E23	29+08.08	77.12 LT	184344.33	625613.90	---
E24	29+07.68	65.13 LT	184344.08	625625.90	---
E25	29+12.95	64.85 LT	184349.36	625626.10	---
E26	29+15.47	64.73 LT	184351.88	625626.20	---
E27	28+90.25	61.00 LT	184326.70	625630.24	R = 11', 17'

- NOTES:
- SEE STANDARD DETAIL DRAWING "CURB RAMPS" FOR ADDITIONAL INFORMATION.
 - GUTTER SLOPES SHALL BE 4% UNLESS OTHERWISE NOTED.

CURB RAMP TYPE X

LLLEVEL LANDING

UFUNPAVED - 6:1 NON-TRAVERSABLE FLARE; CURB HEAD TRANSITION REQ'D.

LEGEND

DETECTABLE WARNING FIELD

XXX

POINT NAME
XXX.XX/(XXX.XX)PROPOSED ELEV. / (EXISTING ELEV.)

-----SLOPE INTERCEPT

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	REMARKS
F01	29+11.94	65.52 RT	184350.00	625756.48	---
F02	29+09.44	65.50 RT	184347.50	625756.49	---
F03	29+03.94	65.46 RT	184342.00	625756.52	---
F04	29+03.92	71.46 RT	184342.05	625762.52	---
F05	29+03.90	77.46 RT	184342.10	625768.52	---
F06	28+97.98	77.44 RT	184336.18	625768.57	---
F07	28+97.92	71.44 RT	184336.05	625762.58	---
F08	28+97.94	65.44 RT	184336.00	625756.58	---
F09	28+98.00	59.43 RT	184335.97	625750.57	---
F10	28+98.02	57.06 RT	184335.96	625748.19	RADIUS PT
F11	29+04.02	57.11 RT	184341.96	625748.17	RADIUS PT
F12	29+03.99	59.46 RT	184341.97	625750.52	---
F13	29+09.43	59.50 RT	184347.41	625750.49	---
F14	29+11.93	59.34 RT	184349.90	625750.30	---

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	REMARKS
F15	28+91.70	36.45 RT	184329.39	625727.67	---
F16	28+91.23	38.91 RT	184328.95	625730.13	---
F17	28+91.23	44.00 RT	184329.01	625735.22	---
F18	29+00.19	47.79 RT	184338.02	625738.90	---
F19	28+95.96	52.04 RT	184333.84	625743.20	---
F20	28+91.23	50.00 RT	184329.09	625741.22	---
F21	28+85.23	50.00 RT	184323.09	625741.30	---
F22	28+79.23	49.80 RT	184317.09	625741.17	---
F23	28+79.23	43.80 RT	184317.01	625735.17	---
F24	28+85.23	44.00 RT	184323.01	625735.30	---
F25	28+85.23	38.50 RT	184322.95	625729.80	---
F26	28+85.23	36.00 RT	184322.91	625727.30	---
F27	28+91.02	57.00 RT	184328.96	625748.22	R = 7', 13'

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	REMARKS
G01	29+53.42	62.78 LT	184389.85	625627.67	---
G02	29+55.92	62.65 LT	184392.35	625627.76	---
G03	29+61.07	62.38 LT	184397.51	625627.96	---
G04	29+61.41	68.37 LT	184397.77	625621.97	---
G05	29+61.63	74.37 LT	184397.92	625615.97	---
G06	29+67.74	74.03 LT	184404.03	625616.24	---
G07	29+67.40	68.03 LT	184403.76	625622.23	---
G08	29+67.06	62.04 LT	184403.50	625628.23	---
G09	29+66.74	56.34 LT	184403.25	625633.94	---
G10	29+60.74	56.39 LT	184397.25	625633.96	---
G11	29+56.29	56.62 LT	184392.80	625633.79	---
G12	29+53.84	56.13 LT	184390.35	625634.30	---
G13	29+73.47	36.48 LT	184410.23	625653.70	---

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	REMARKS
G14	29+73.96	38.94 LT	184410.69	625651.25	---
G15	29+73.96	44.00 LT	184410.62	625646.18	---
G16	29+72.73	44.00 LT	184409.40	625646.20	RADIUS PT
G17	29+72.73	50.00 LT	184409.32	625640.20	RADIUS PT
G18	29+73.96	50.00 LT	184410.55	625640.18	---
G19	29+79.96	50.00 LT	184416.55	625640.11	---
G20	29+85.96	50.26 LT	184422.54	625639.77	---
G21	29+85.96	44.26 LT	184422.62	625645.77	---
G22	29+79.96	44.00 LT	184416.62	625646.11	---
G23	29+79.96	38.50 LT	184416.69	625651.61	---
G24	29+79.96	36.00 LT	184416.72	625654.11	---
G25	29+72.73	56.00 LT	184409.24	625634.20	R = 6', 12'

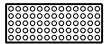
- NOTES:
- SEE STANDARD DETAIL DRAWING "CURB RAMPS" FOR ADDITIONAL INFORMATION.
 - GUTTER SLOPES SHALL BE 4% UNLESS OTHERWISE NOTED.

LEGEND

CURB RAMP TYPE X

LL

UF

DETECTABLE WARNING FIELD

XXX

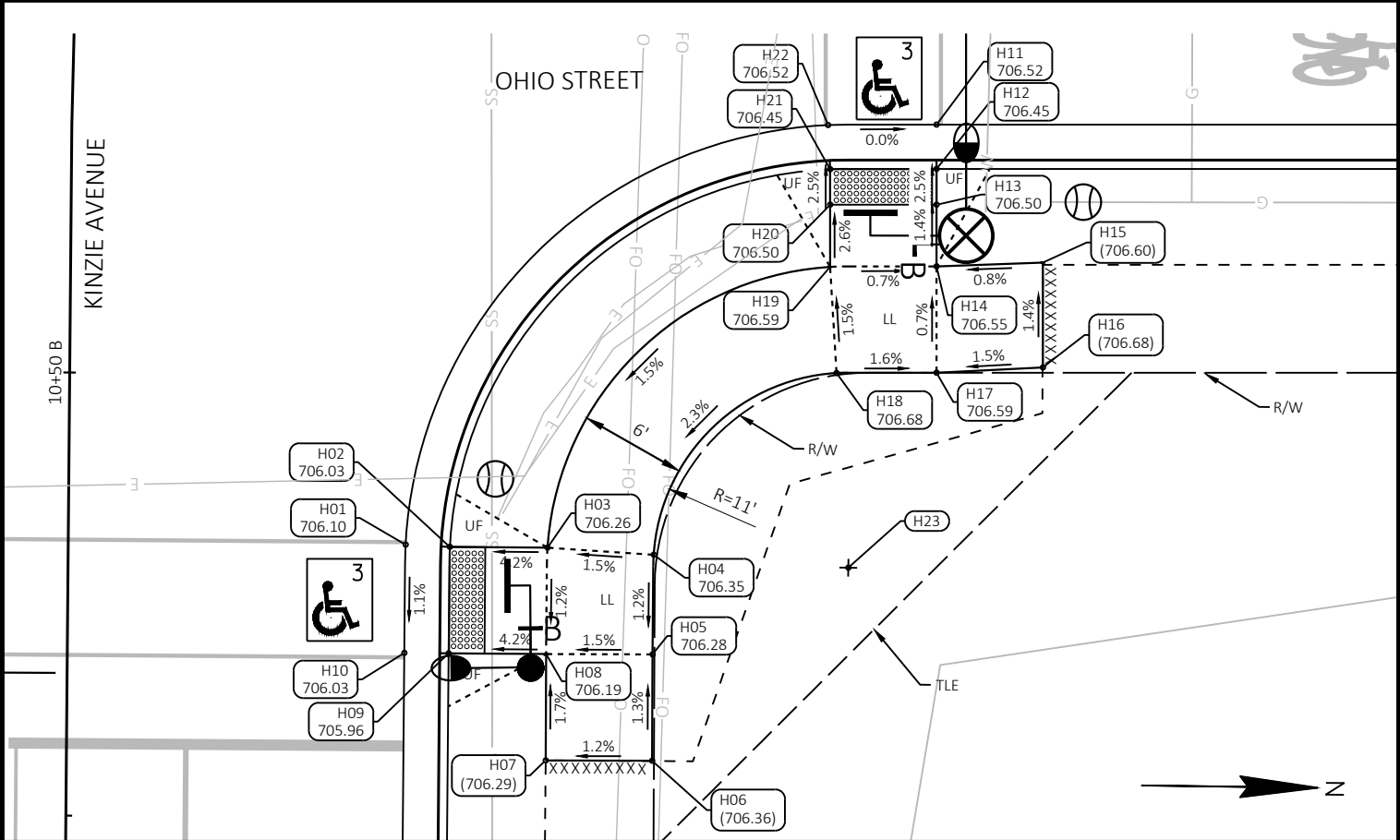
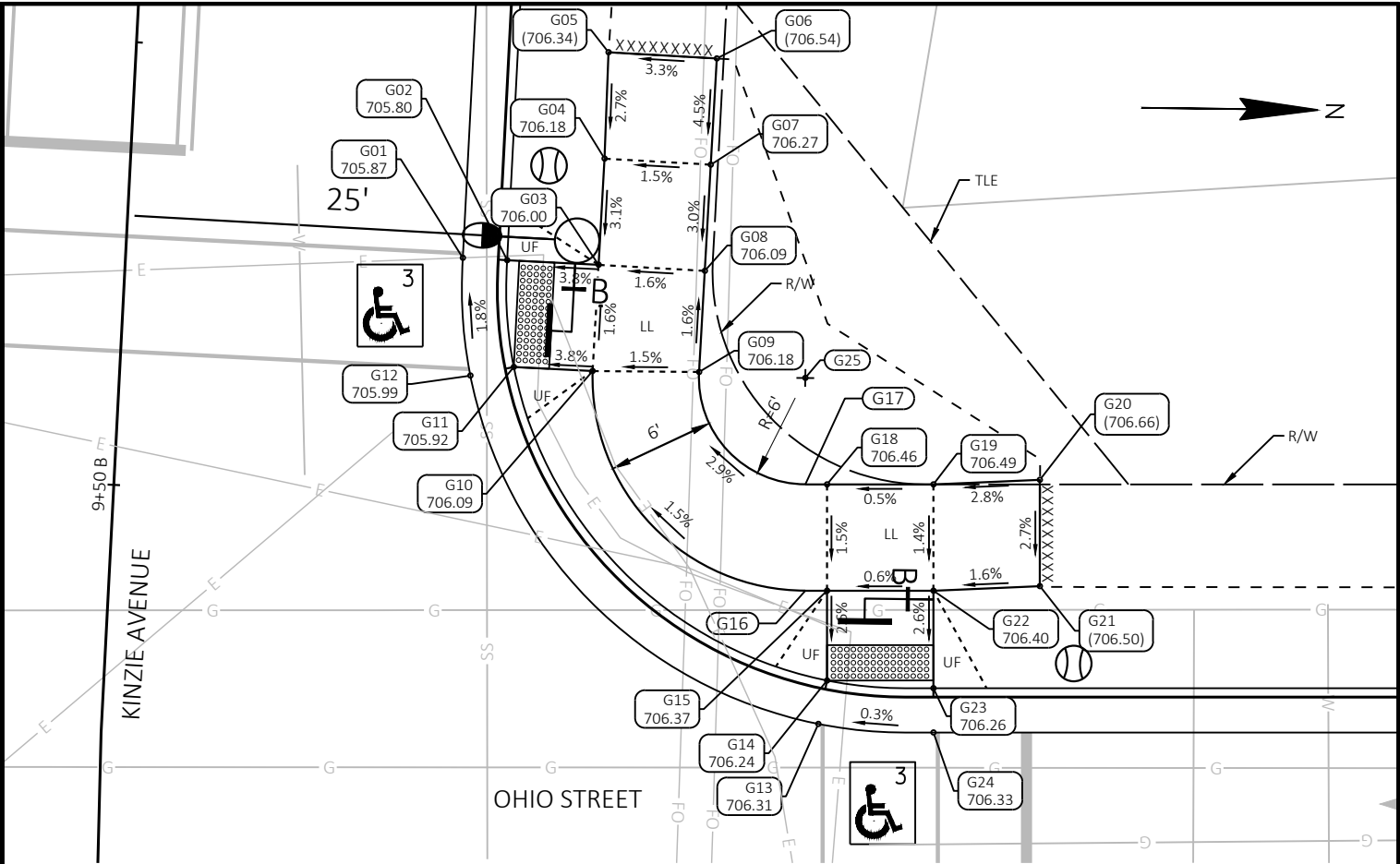
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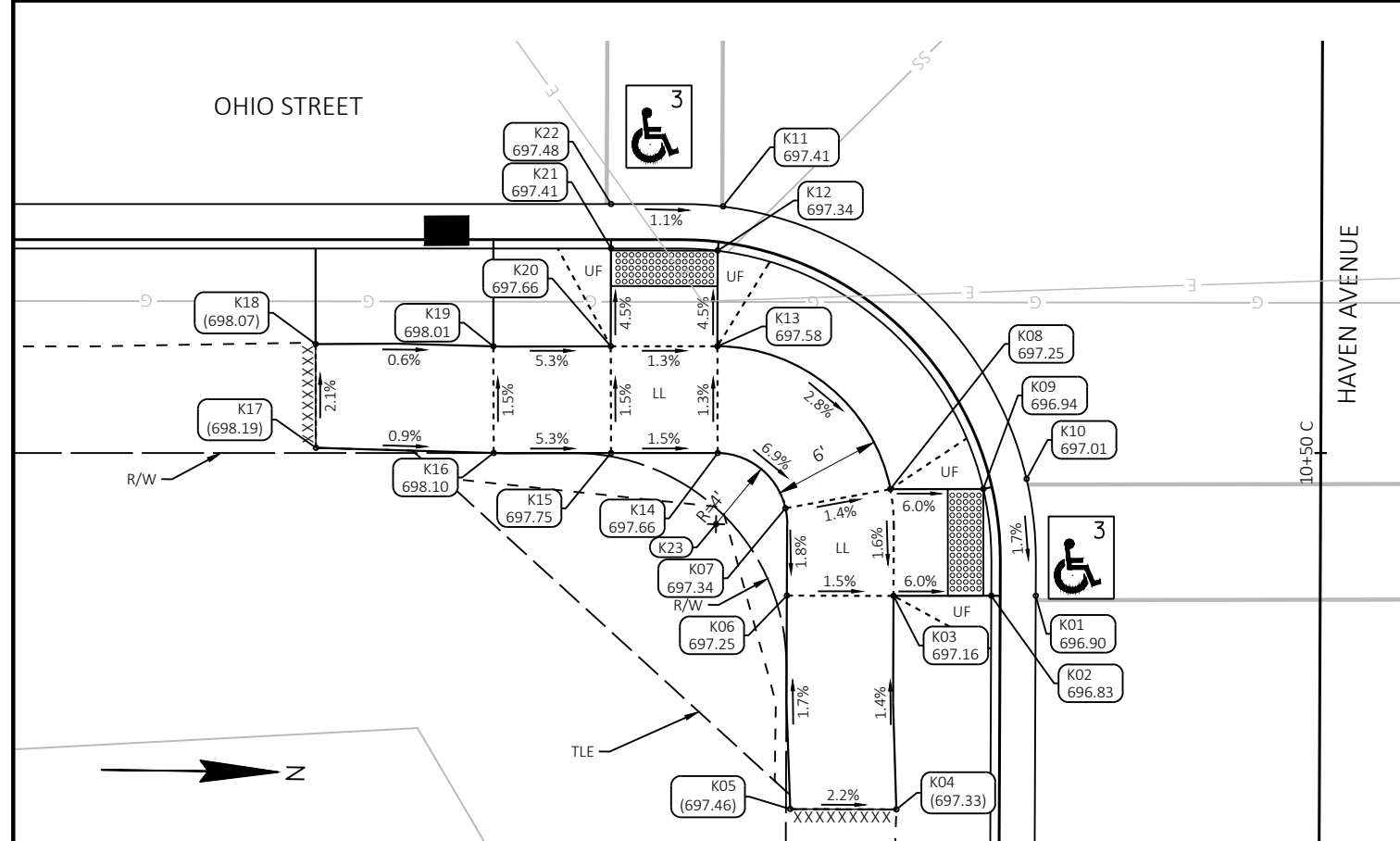
POINT NAME
PROPOSED ELEV. / (EXISTING ELEV.)

SLOPE INTERCEPT

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	REMARKS
H01	29+50.02	59.70 RT	184387.99	625750.18	---
H02	29+52.52	59.83 RT	184390.49	625750.28	---
H03	29+58.02	59.87 RT	184396.00	625750.25	---
H04	29+64.01	60.27 RT	184401.99	625750.57	---
H05	29+63.94	65.89 RT	184402.00	625756.19	---
H06	29+63.92	71.89 RT	184402.05	625762.19	---
H07	29+57.92	71.87 RT	184396.05	625762.25	---
H08	29+57.94	65.87 RT	184396.00	625756.25	---
H09	29+52.44	65.83 RT	184390.50	625756.28	---
H10	29+49.94	65.81 RT	184388.00	625756.29	---
H11	29+79.96	36.00 RT	184417.63	625726.10	---
H12	29+79.96	38.50 RT	184417.66	625728.60	---

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	REMARKS
H13	29+79.96	40.52 RT	184417.69	625730.62	---
H14	29+79.96	44.00 RT	184417.73	625734.10	---
H15	29+85.96	43.78 RT	184423.73	625733.81	---
H16	29+85.96	49.70 RT	184423.81	625739.72	---
H17	29+79.96	50.00 RT	184417.81	625740.10	---
H18	29+74.32	50.02 RT	184412.17	625740.19	---
H19	29+73.96	44.03 RT	184411.73	625734.21	---
H20	29+73.96	40.52 RT	184411.69	625730.70	---
H21	29+73.96	38.52 RT	184411.66	625728.70	---
H22	29+73.84	36.03 RT	184411.52	625726.20	---
H23	29+74.98	61.00 RT	184412.97	625751.16	R = 11', 17'





STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	REMARKS
J10	37+55.74	44.00 LT	185192.34	625636.30	---
J11	37+55.72	38.50 LT	185192.39	625641.80	---
J12	37+55.72	36.00 LT	185192.42	625644.30	---
J13	37+68.30	44.00 LT	185204.90	625636.15	---
J14	37+68.30	49.50 LT	185204.83	625630.65	---
J15	37+49.74	50.00 LT	185186.26	625630.38	---
J16	37+55.74	50.00 LT	185192.26	625630.30	---

- LEGEND**

	CURB RAMP TYPE X		DETECTABLE WARNING FIELD
LL	LEVEL LANDING		POINT NAME PROPOSED ELEV. / (EXISTING ELEV.)
UF	UNPAVED - 6:1 NON-TRAVERSABLE FLARE; CURB HEAD TRANSITION REQ'D.	— — — — —	SLOPE INTERCEPT

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	REMARKS
K13	37+55.45	44.00 RT	185193.17	625724.30	---
K14	37+55.47	50.00 RT	185193.26	625730.30	---
K15	37+49.47	50.00 RT	185187.26	625730.38	---
K16	37+42.87	50.00 RT	185180.66	625730.46	---
K17	37+32.87	49.71 RT	185170.65	625730.29	---
K18	37+32.85	43.88 RT	185170.56	625724.47	---
K19	37+42.85	44.00 RT	185180.56	625724.46	---
K20	37+49.45	44.00 RT	185187.17	625724.38	---
K21	37+49.47	38.50 RT	185187.11	625718.88	---
K22	37+49.47	36.00 RT	185187.08	625716.38	---
K23	37+55.37	54.00 RT	185193.21	625734.30	R = 4' , 10'

2

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	REMARKS
L01	38+16.00	36.00 LT	185252.70	625643.54	---
L02	38+16.00	38.50 LT	185252.67	625641.04	---
L03	38+16.00	44.00 LT	185252.60	625635.54	---
L04	38+10.00	44.00 LT	185246.60	625635.62	---
L05	38+10.00	49.50 LT	185246.53	625630.12	---
L06	38+16.00	49.50 LT	185252.53	625630.04	---
L07	38+22.00	49.50 LT	185258.53	625629.97	---
L08	38+22.00	44.00 LT	185258.60	625635.47	---
L09	38+22.00	38.50 LT	185258.67	625640.97	---
L10	38+22.00	36.00 LT	185258.70	625643.47	---
L11	38+28.77	44.00 LT	185265.37	625635.38	---
L12	38+28.77	49.50 LT	185265.30	625629.88	---
L13	38+04.00	44.13 LT	185240.60	625635.57	---
L14	38+04.00	49.49 LT	185240.52	625630.21	---

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	REMARKS
L15	38+10.00	50.00 LT	185246.52	625629.62	---
L16	38+16.00	50.00 LT	185252.52	625629.54	---
L17	38+22.00	50.00 LT	185258.52	625629.47	---

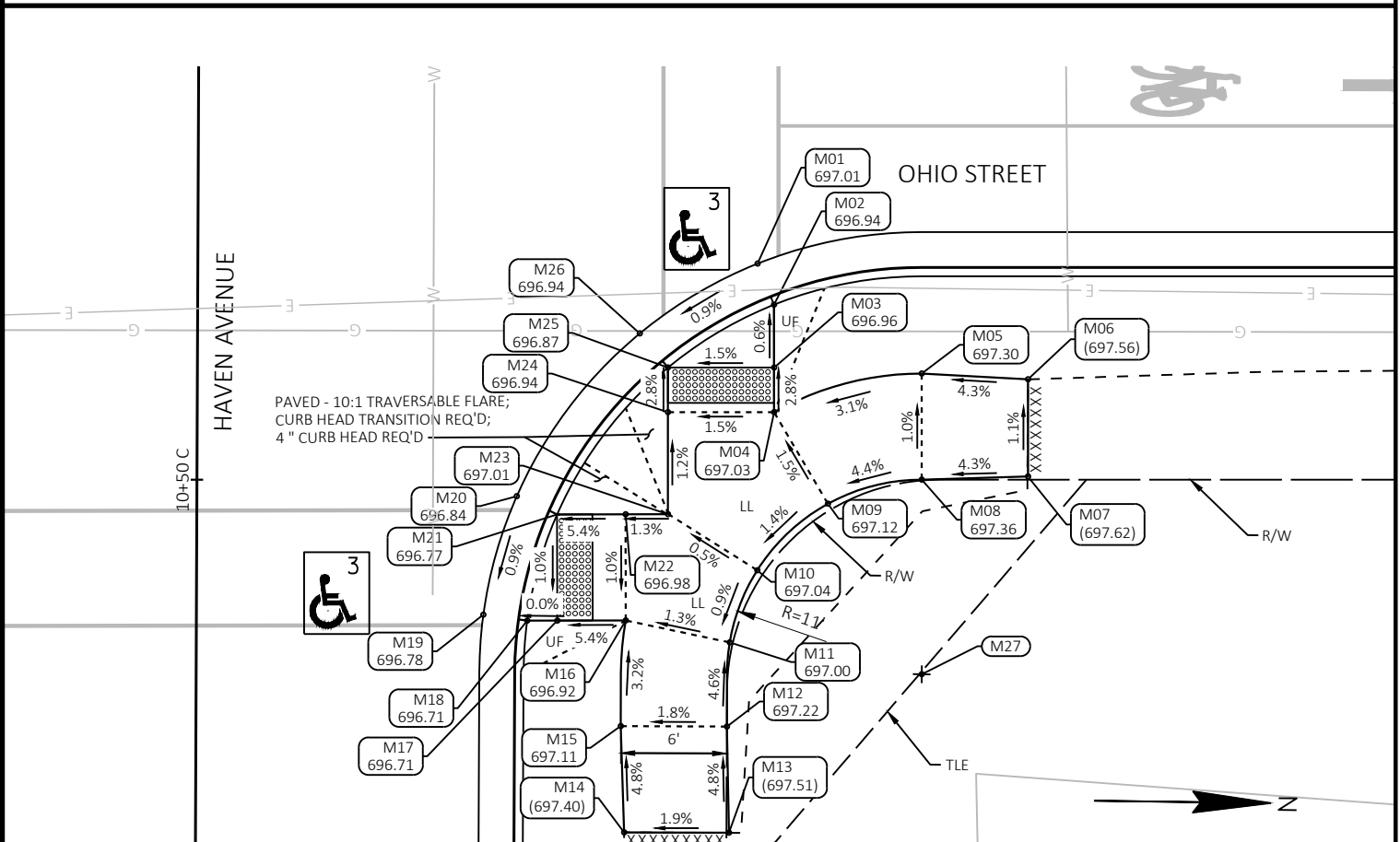
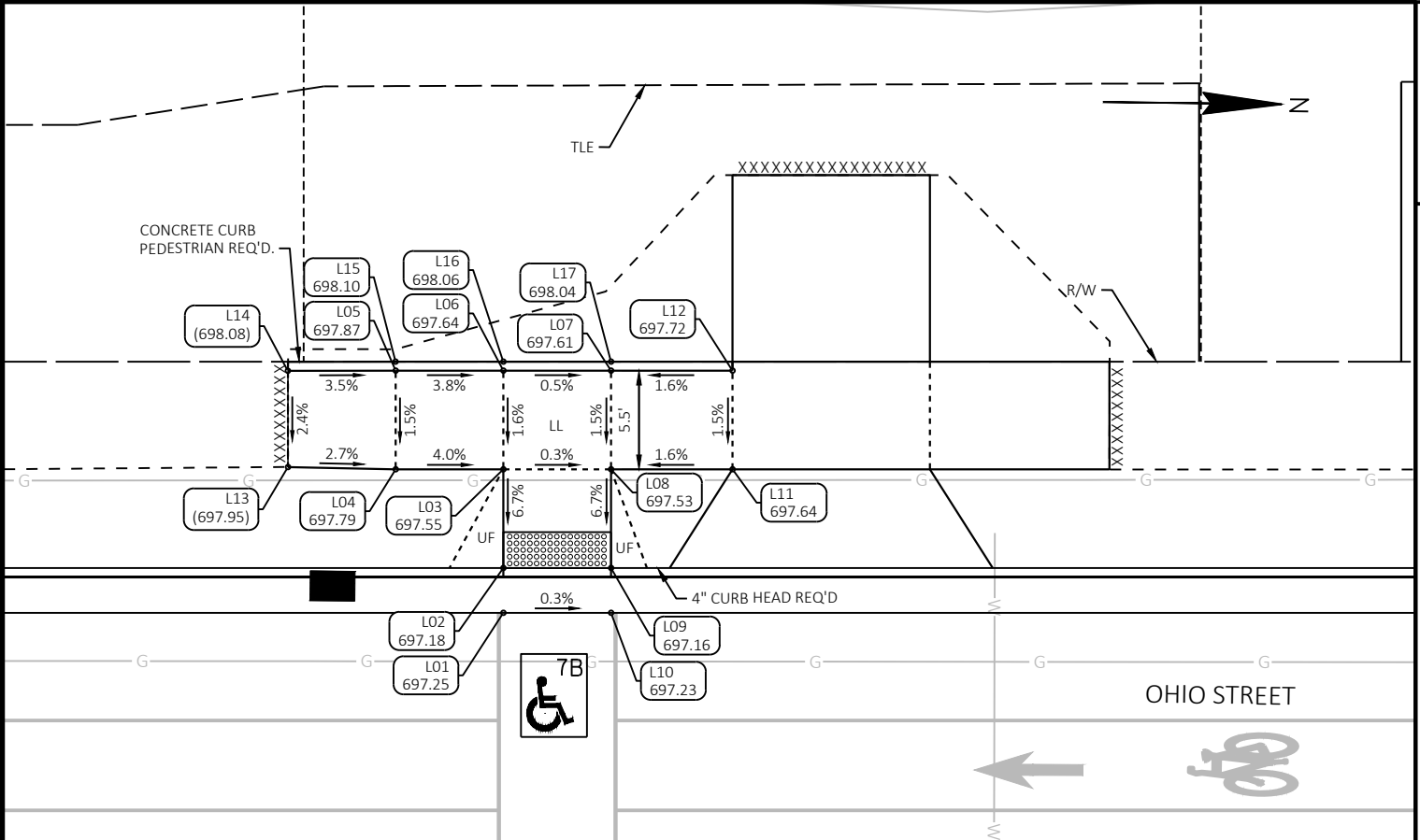
- NOTES:**
1. SEE STANDARD DETAIL DRAWING "CURB RAMPS" FOR ADDITIONAL INFORMATION.
 2. GUTTER SLOPES SHALL BE 4% UNLESS OTHERWISE NOTED.

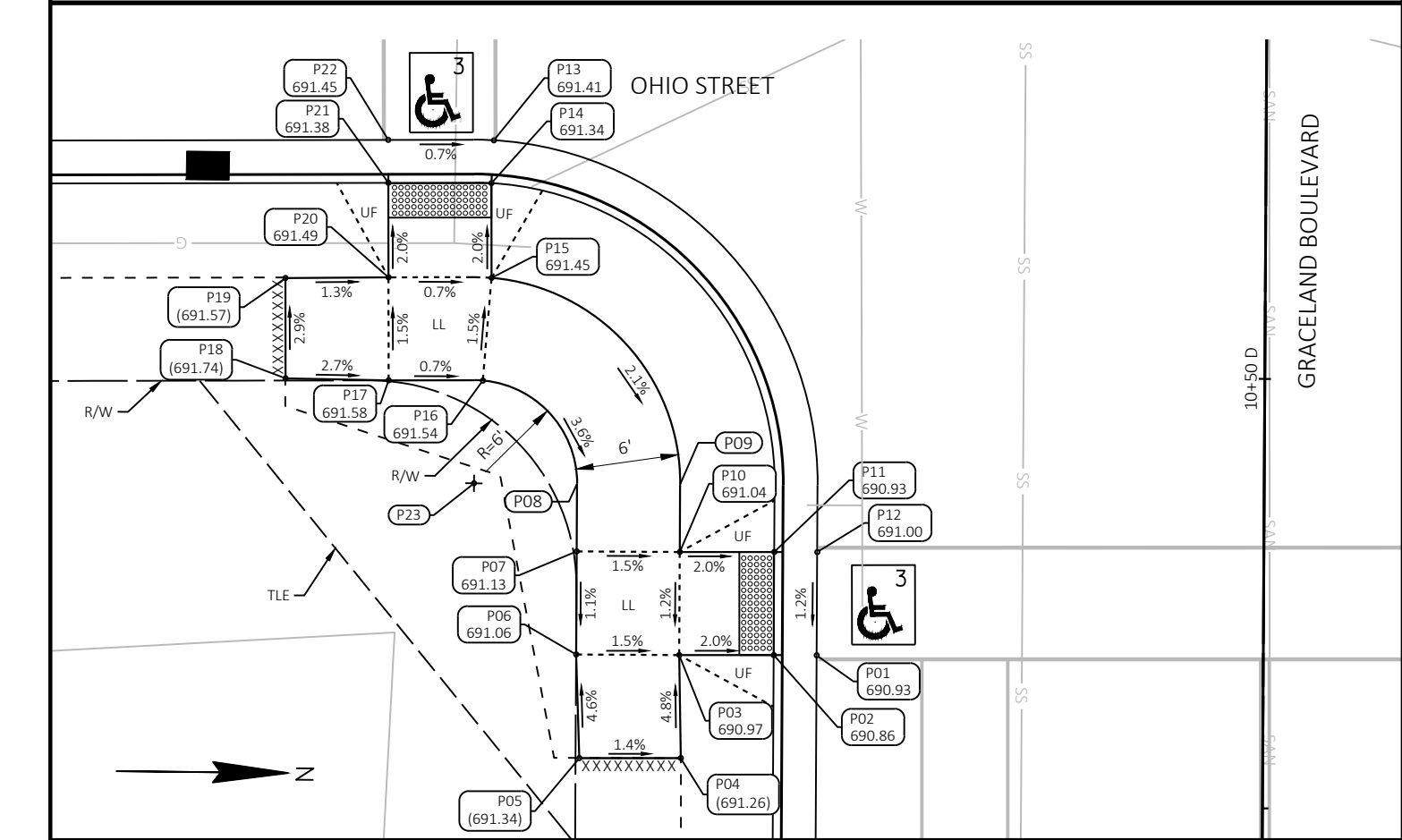
LEGEND

	CURB RAMP TYPE X		DETECTABLE WARNING FIELD
LL	LEVEL LANDING		POINT NAME PROPOSED ELEV. / (EXISTING ELEV.)
UF	UNPAVED - 6:1 NON-TRAVERSABLE FLARE; CURB HEAD TRANSITION REQ'D.	- - - - -	SLOPE INTERCEPT

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	REMARKS
M01	38+21.07	37.79 RT	185258.70	625717.26	---
M02	38+21.99	40.11 RT	185259.65	625719.57	---
M03	38+22.00	43.66 RT	185259.70	625723.12	---
M04	38+22.00	46.19 RT	185259.74	625725.65	---
M05	38+30.34	44.00 RT	185268.05	625723.35	---
M06	38+36.34	44.33 RT	185274.05	625723.61	---
M07	38+36.34	49.82 RT	185274.12	625729.10	---
M08	38+30.34	50.00 RT	185268.13	625729.35	---
M09	38+25.04	51.36 RT	185262.84	625730.78	---
M10	38+21.05	55.12 RT	185258.90	625734.59	---
M11	38+19.49	59.20 RT	185257.39	625738.69	---
M12	38+19.33	63.95 RT	185257.29	625743.45	---
M13	38+19.45	69.96 RT	185257.49	625749.45	---
M14	38+13.53	69.94 RT	185251.56	625749.50	---

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	REMARKS
M15	38+13.33	63.93 RT	185251.29	625743.50	---
M16	38+13.62	57.96 RT	185251.50	625737.52	---
M17	38+09.75	57.96 RT	185247.63	625737.58	---
M18	38+08.05	57.97 RT	185245.93	625737.60	---
M19	38+05.57	57.63 RT	185243.45	625737.30	---
M20	38+07.46	50.94 RT	185245.25	625730.58	---
M21	38+09.74	51.96 RT	185247.55	625731.58	---
M22	38+13.61	51.96 RT	185251.42	625731.52	---
M23	38+16.00	51.95 RT	185253.81	625731.49	---
M24	38+16.00	46.19 RT	185253.74	625725.72	---
M25	38+16.00	43.66 RT	185253.71	625723.20	---
M26	38+14.41	41.74 RT	185252.09	625721.29	---
M27	38+30.34	61.00 RT	185268.27	625740.35	R = 11', 17'





23

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	REMARKS
N01	40+97.89	36.00 LT	185534.56	625639.98	---
N02	40+97.89	38.50 LT	185534.53	625637.48	---
N03	40+97.89	44.00 LT	185534.47	625631.98	---
N04	40+91.89	44.28 LT	185528.46	625631.78	---
N05	40+91.86	49.84 LT	185528.36	625626.22	---
N06	40+97.72	50.00 LT	185534.22	625625.99	---
N07	41+02.98	50.13 LT	185539.48	625625.79	---
N08	41+03.89	44.20 LT	185540.46	625631.71	---
N09	41+03.89	38.65 LT	185540.53	625637.26	---
N10	41+04.17	36.16 LT	185540.85	625639.74	---
N11	41+26.20	58.58 LT	185562.59	625617.04	---
N12	41+23.71	58.82 LT	185560.09	625616.83	---

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	REMARKS
N13	41+18.22	59.11 LT	185554.60	625616.61	---
N14	41+12.25	59.74 LT	185548.62	625616.06	---
N15	41+12.56	65.41 LT	185548.86	625610.39	---
N16	41+12.88	71.41 LT	185549.10	625604.38	---
N17	41+18.53	71.11 LT	185554.76	625604.61	---
N18	41+18.55	65.10 LT	185554.86	625610.62	---
N19	41+24.05	64.81 LT	185560.36	625610.84	---
N20	41+26.54	64.68 LT	185562.85	625610.94	---
N21	41+22.03	64.92 LT	185558.34	625610.76	---
N22	41+21.72	58.93 LT	185558.10	625616.75	---
N23	41+01.32	61.00 LT	185537.68	625614.94	R = 11', 17'

NOTES:

- SEE STANDARD DETAIL DRAWING "CURB RAMPS" FOR ADDITIONAL INFORMATION

LEGEND



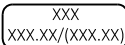
CURB RAMP TYPE X



LEVEL LANDING



DETECTABLE WARNING FIELD

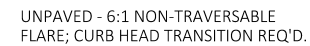


POINT NAME
PROPOSED ELEV. / (EXISTING ELEV.)

2.	NAME: FOR ADDITIONAL INFORMATION, GUTTER SLOPES SHALL BE 4% UNLESS OTHERWISE NOTED.	UF	UNPAVED - 6:1 NON-TRAVERSABLE FLARE; CURB HEAD TRANSITION REQ'D.	— — — — —	SLOPE INTERCEPT

[illegible]

1. SEE STANDARD DETAIL DRAWING "CURB RAMPS" FOR ADDITIONAL INFORMATION.
2. GUTTER SLOPES SHALL BE 4% UNLESS OTHERWISE NOTED.



POINT NAME	PROPOSED ELEV. / (EXISTING ELEV.)
------------	-----------------------------------

— — — — — SLOPE INTERCEPT

[illegible][illegible]

2

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	REMARKS
Q01	41+78.27	62.01 LT	185614.81	625613.05	---
Q02	41+80.77	61.91 LT	185617.31	625613.12	---
Q03	41+83.64	61.77 LT	185620.18	625613.24	---
Q04	41+86.12	61.64 LT	185622.66	625613.34	---
Q05	41+86.63	67.63 LT	185623.12	625607.35	---
Q06	41+92.36	67.41 LT	185628.84	625607.51	---
Q07	41+92.10	61.11 LT	185628.65	625613.82	---
Q08	41+92.08	56.60 LT	185628.67	625618.32	---
Q09	41+86.16	55.64 LT	185622.76	625619.35	---
Q10	41+83.34	55.78 LT	185619.94	625619.23	---
Q11	41+81.35	55.87 LT	185617.94	625619.15	---
Q12	41+78.91	55.30 LT	185615.51	625619.75	---
Q13	41+92.97	38.21 LT	185629.73	625636.70	---
Q14	41+94.00	40.49 LT	185630.74	625634.42	---

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	REMARKS
Q15	41+94.00	42.49 LT	185630.72	625632.42	---
Q16	41+94.00	45.23 LT	185630.70	625629.68	---
Q17	41+96.56	50.65 LT	185633.21	625624.23	---
Q18	42+00.03	49.89 LT	185636.68	625624.96	---
Q19	42+06.03	49.85 LT	185642.68	625624.94	---
Q20	42+06.00	43.85 LT	185642.71	625630.94	---
Q21	42+00.00	43.88 LT	185636.71	625630.97	---
Q22	42+00.00	42.49 LT	185636.72	625632.36	---
Q23	42+00.00	40.49 LT	185636.74	625634.36	---
Q24	42+00.00	38.74 LT	185636.76	625636.11	---
Q25	41+99.64	36.26 LT	185636.42	625638.59	---
Q26	41+99.98	57.89 LT	185636.55	625616.96	CENTER PT
Q27	41+81.64	61.87 LT	185618.18	625613.16	---

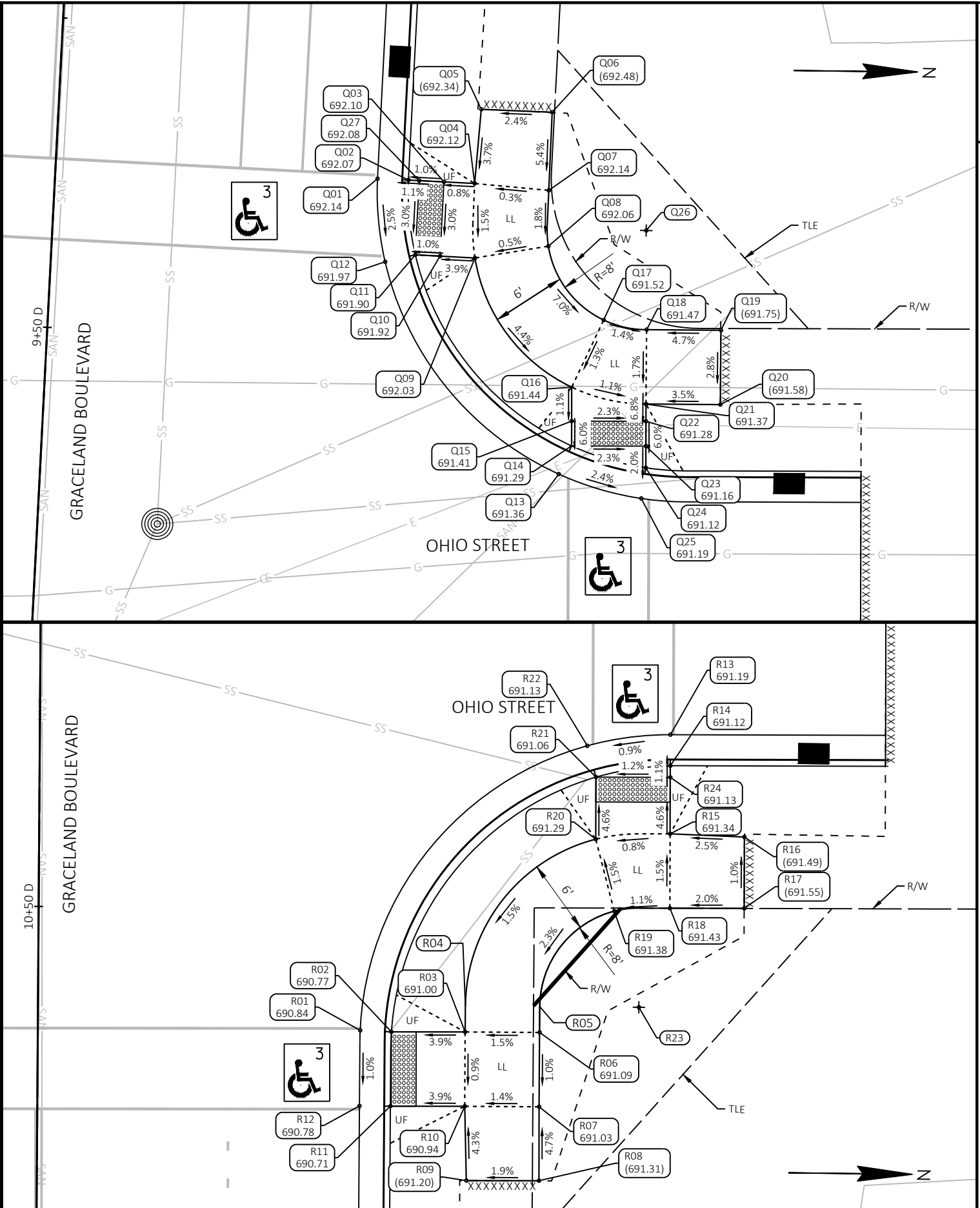
1. SEE STANDARD DETAIL DRAWING "CURB RAMPS" FOR ADDITIONAL INFORMATION.
2. GUTTER SLOPES SHALL BE 4% UNLESS OTHERWISE NOTED.

LEGEND

	CURB RAMP TYPE X		DETECTABLE WARNING FIELD
LL	LEVEL LANDING		POINT NAME PROPOSED ELEV. / (EXISTING ELEV.)
UF	UNPAVED - 6:1 NON-TRAVERSABLE FLARE; CURB HEAD TRANSITION REQ'D.		SLOPE INTERCEPT

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	REMARKS
R01	41+75.03	59.93 RT	185612.72	625735.01	---
R02	41+77.55	60.04 RT	185615.24	625735.10	---
R03	41+83.50	60.03 RT	185621.19	625735.03	---
R04	41+83.52	57.94 RT	185621.19	625732.95	RADIUS PT
R05	41+89.52	57.97 RT	185627.19	625732.91	RADIUS PT
R06	41+89.51	60.06 RT	185627.20	625735.00	---
R07	41+89.48	66.06 RT	185627.23	625741.00	---
R08	41+89.49	72.02 RT	185627.30	625746.96	---
R09	41+83.63	72.03 RT	185621.44	625747.03	---
R10	41+83.48	66.03 RT	185621.23	625741.03	---
R11	41+77.48	66.04 RT	185615.23	625741.10	---
R12	41+74.98	66.03 RT	185612.73	625741.11	---

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	REMARKS
R13	42+00.00	36.00 RT	185637.47	625710.85	---
R14	42+00.00	38.51 RT	185637.49	625713.35	---
R15	42+00.00	44.00 RT	185637.54	625718.85	---
R16	42+06.00	44.24 RT	185643.54	625719.03	---
R17	42+06.00	50.00 RT	185643.60	625724.79	---
R18	42+00.00	50.00 RT	185637.60	625724.85	---
R19	41+95.51	50.26 RT	185633.11	625725.14	---
R20	41+94.00	44.45 RT	185631.54	625719.35	---
R21	41+94.00	39.44 RT	185631.50	625714.34	---
R22	41+93.30	36.92 RT	185630.77	625711.83	---
R23	41+97.52	58.00 RT	185635.19	625732.87	CENTER PT
R24	42+00.00	39.44 RT	185637.50	625714.29	---



PROJECT NO: 2703-00-76

HWY: LOCAL STREET

COUNTY: RACINE

CURB RAMP DETAILS - GRACELAND BOULEVARD

SHEET 24 E

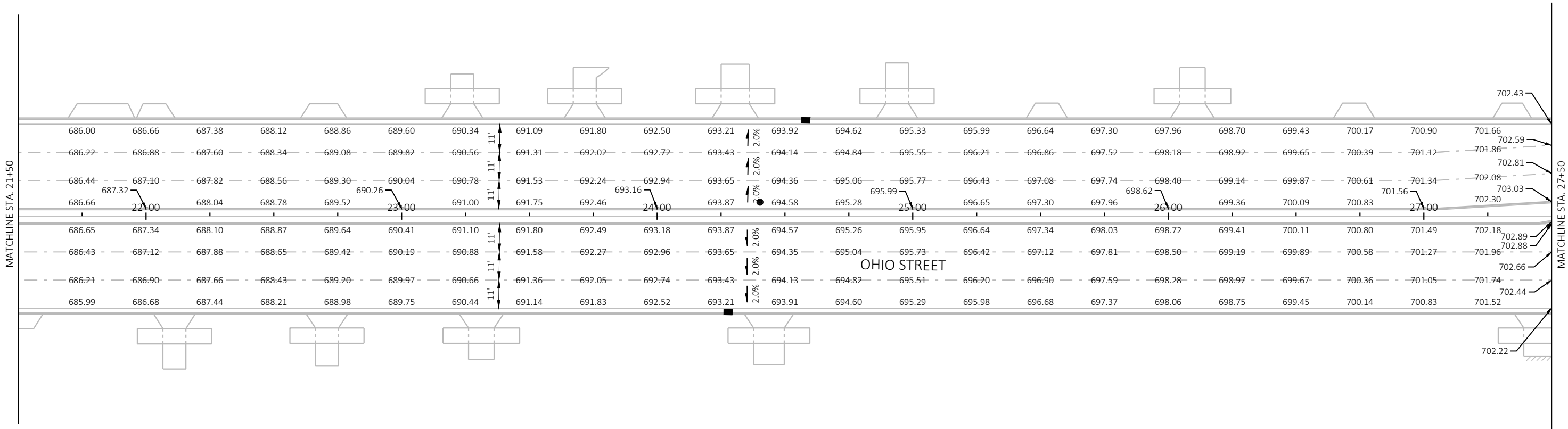
▲	HIGH POINT
◎	LOW POINT
*	END OF RADIUS
**	MATCH EXISTING





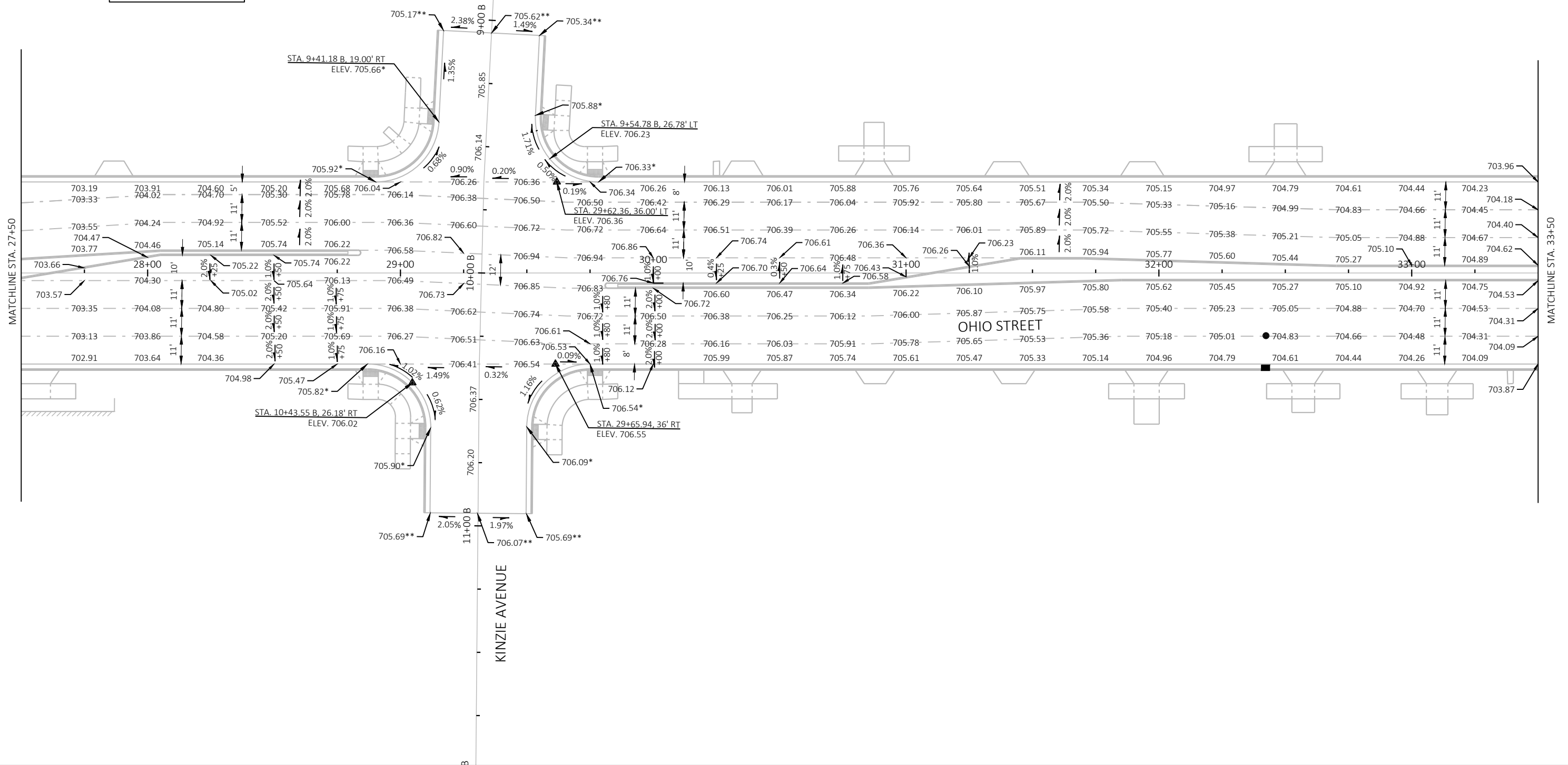
LEGEND

- ▲ HIGH POINT
- LOW POINT
- * END OF RADIUS
- ** MATCH EXISTING



LEGEND

- ▲ HIGH POINT
- LOW POINT
- * END OF RADIUS
- ** MATCH EXISTING



PROJECT NO: 2703-00-76

HWY: LOCAL STREET

COUNTY: RACINE

PAVING GRADES

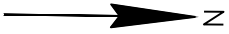
SHEET

27

E

2

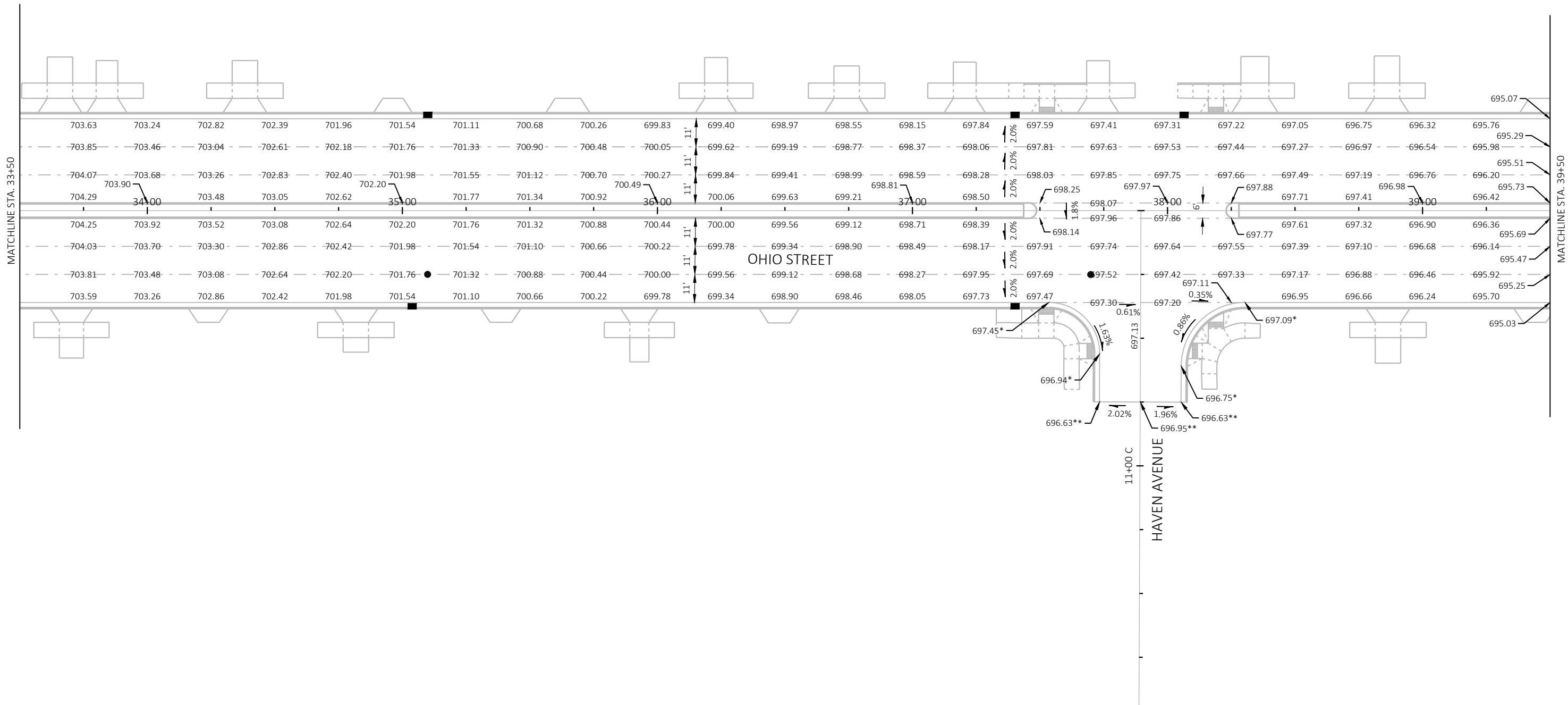
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LEGEND

- HIGH POINT
- LOW POINT
- END OF RADIUS
- MATCH EXISTING

-  HIGH POINT
-  LOW POINT
-  END OF RADIUS
-  MATCH EXISTING



PROJECT NO: 2703-00-76

HWY: LOCAL STREET

COUNTY: RACINE

PAVING GRADES

SHEET

28

E

FILE NAME : S:\MIL\1000-1099\1092\012\DRAWINGS\CAD\AUTOCAD\27030006\SHEETS\021401-JD.DWG
LAYOUT NAME - 021404-jd

PLOT DATE : 10/14/2025 2:53 PM

PLOT BY : OVERSTREET, JOELY

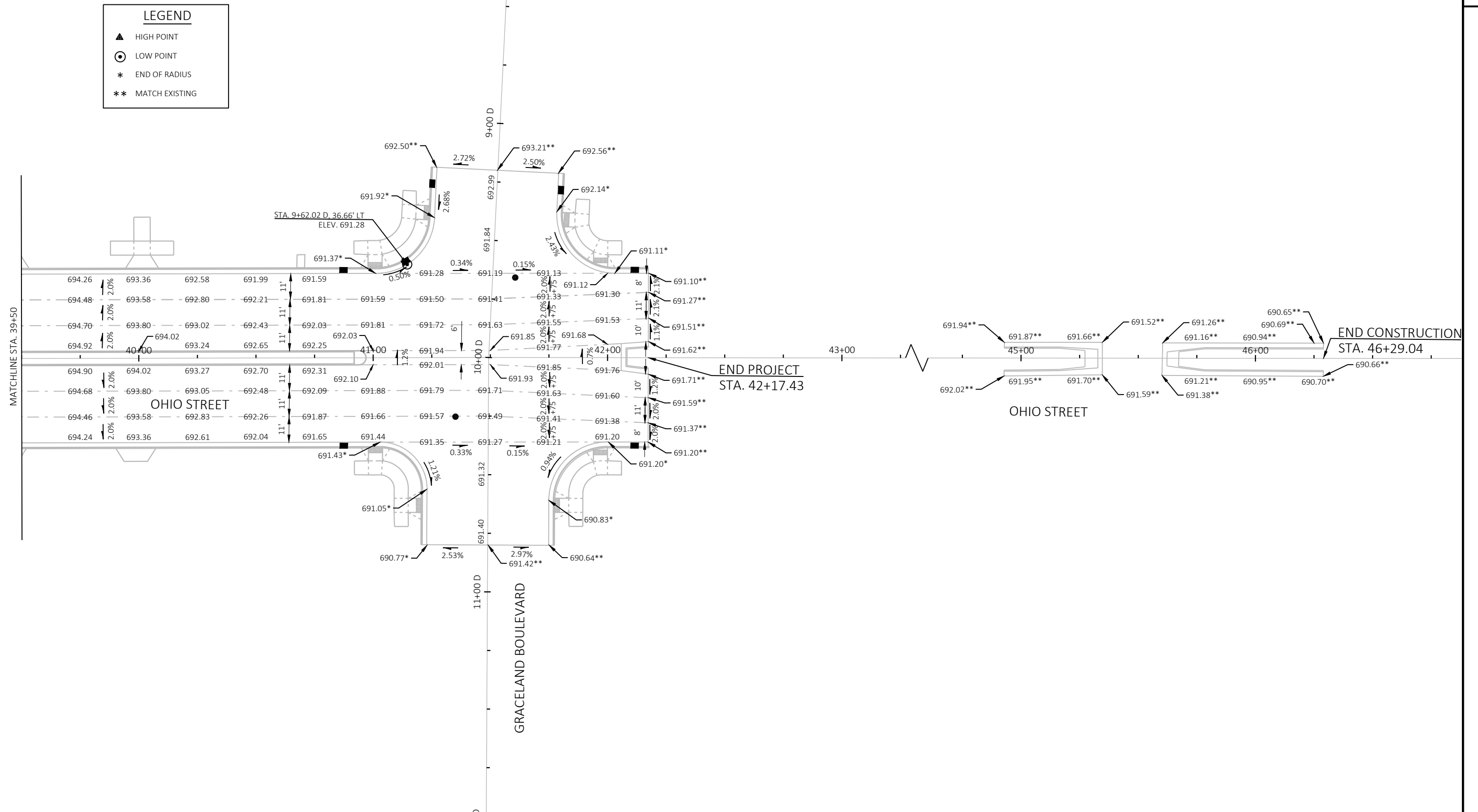
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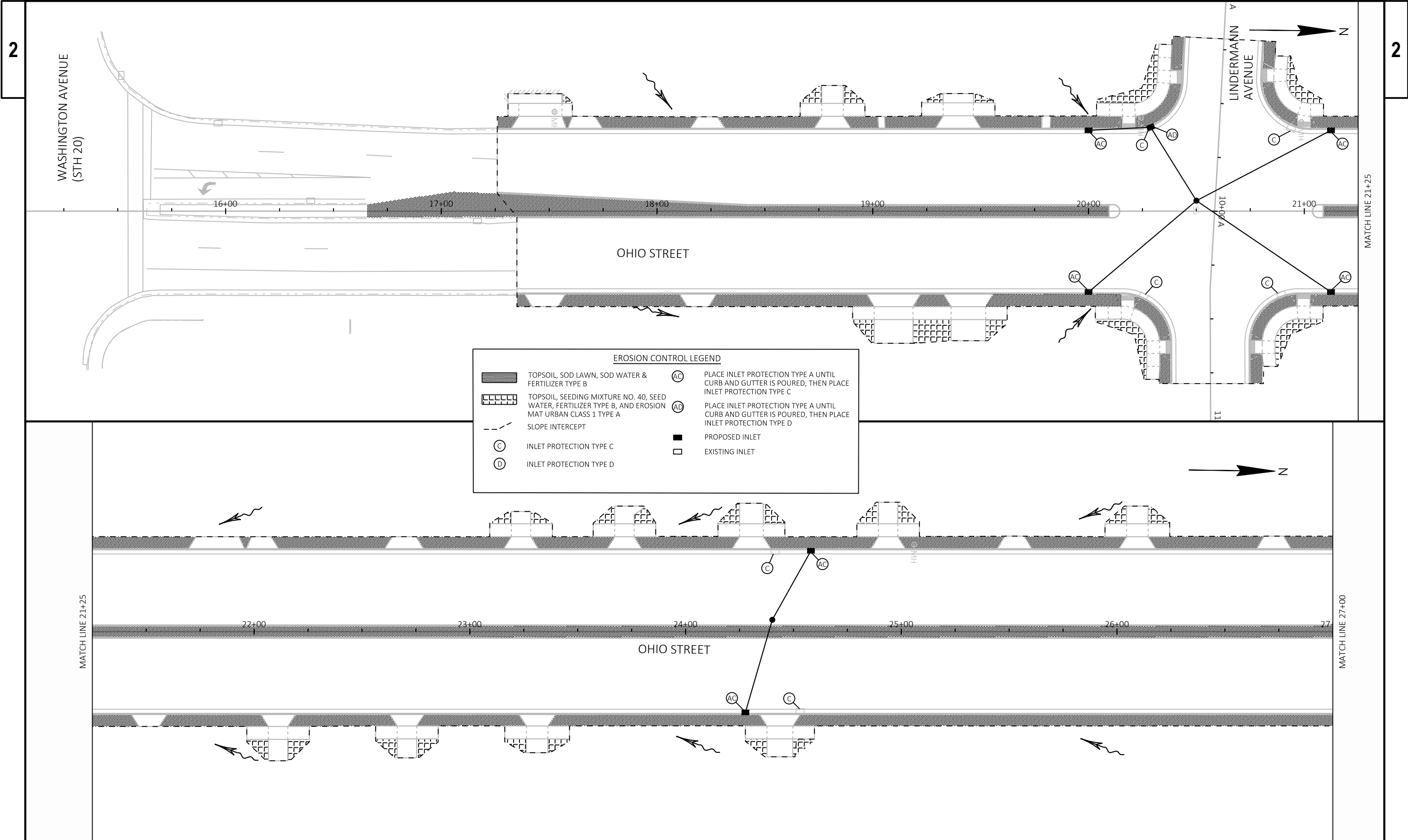
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

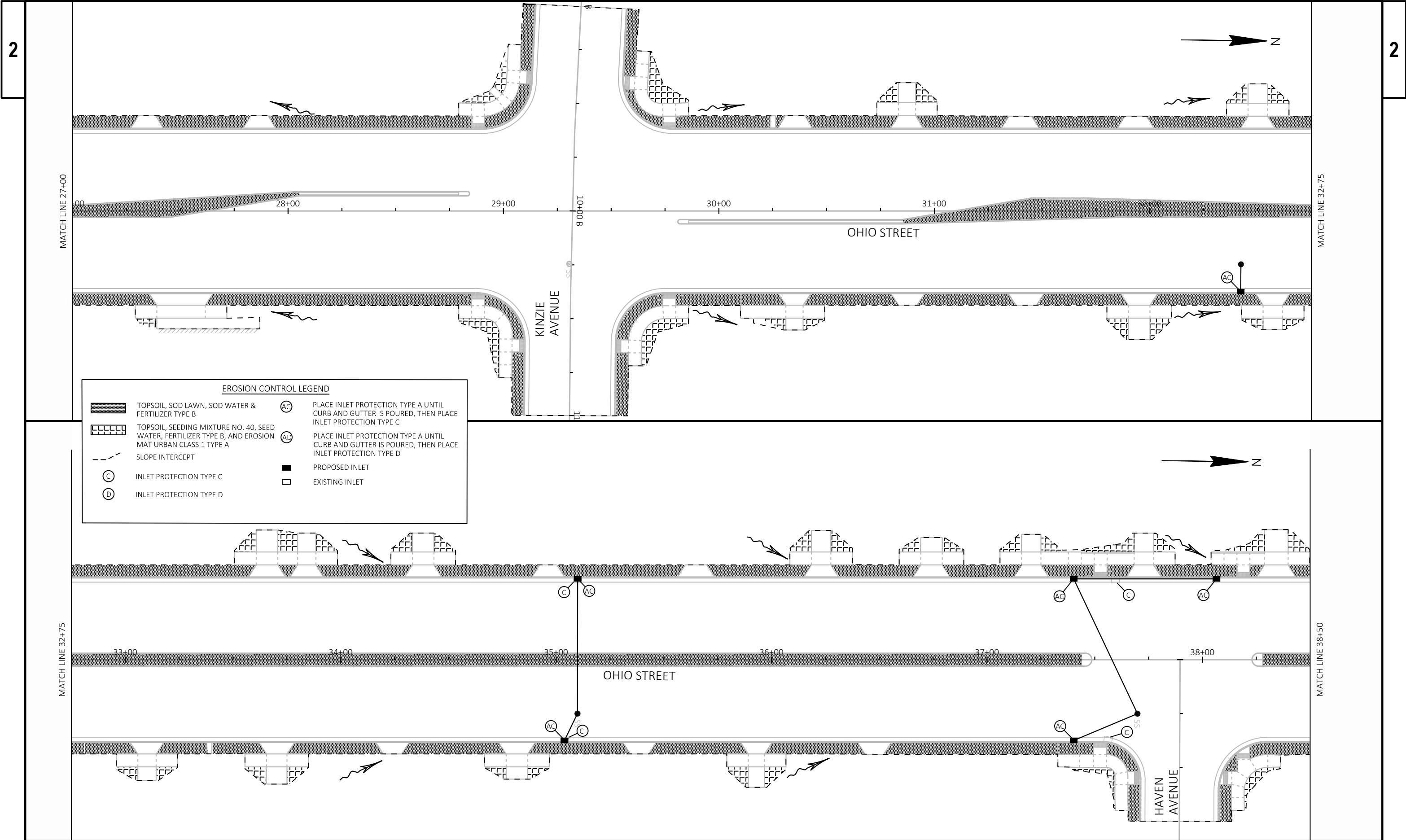
2 |

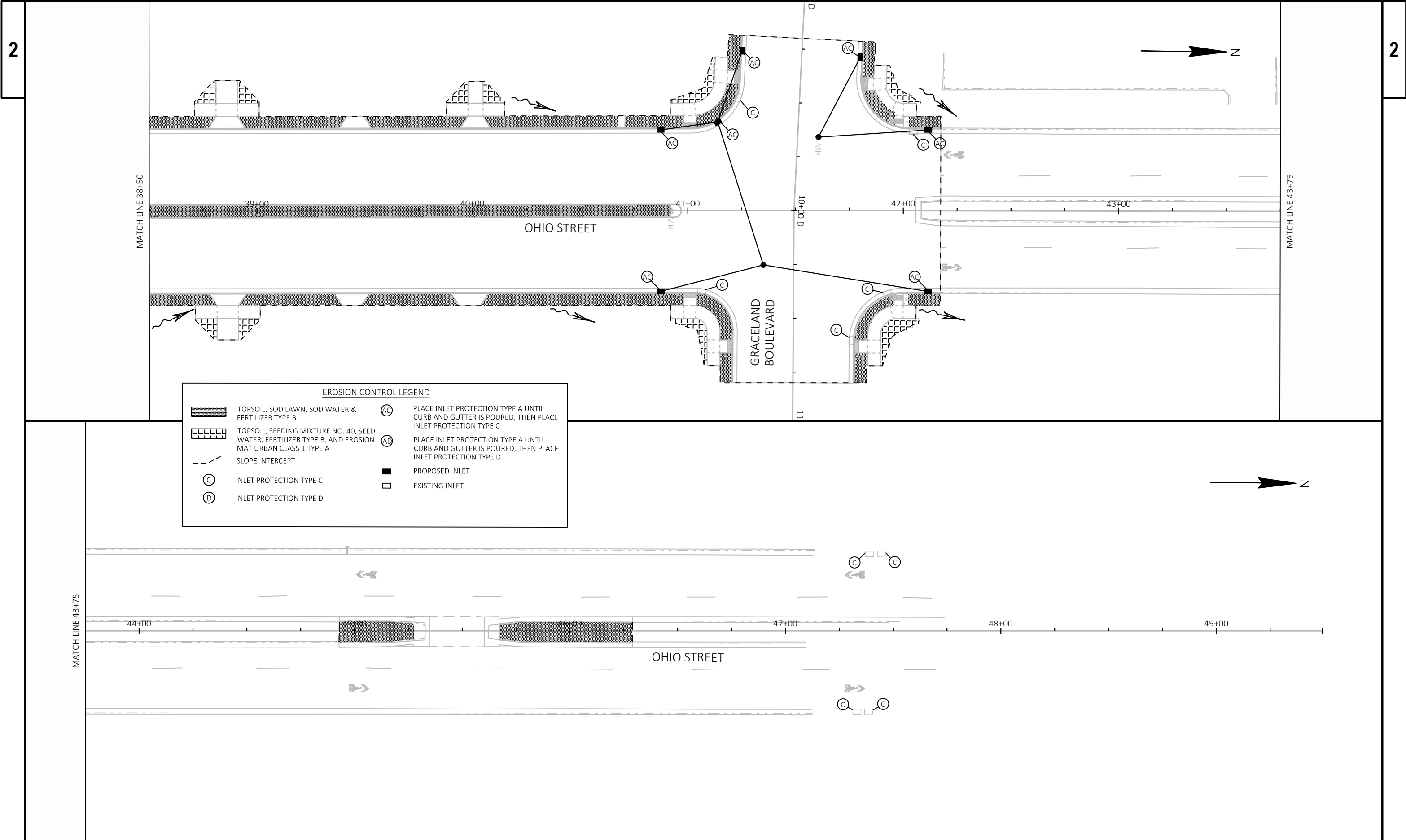




EROSION CONTROL LEGEND

	TOPSOIL, SOD LAWN, SOD WATER & FERTILIZER TYPE B		PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED, THEN PLACE INLET PROTECTION TYPE C
	TOPSOIL, SEEDING MIXTURE NO. 40, SEED WATER, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS 1 TYPE A		PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED, THEN PLACE INLET PROTECTION TYPE D
	SLOPE INTERCEPT		PROPOSED INLET
	INLET PROTECTION TYPE C		EXISTING INLET
	INLET PROTECTION TYPE D		





LEGEND

(A) REMOVING INLETS REQ'D

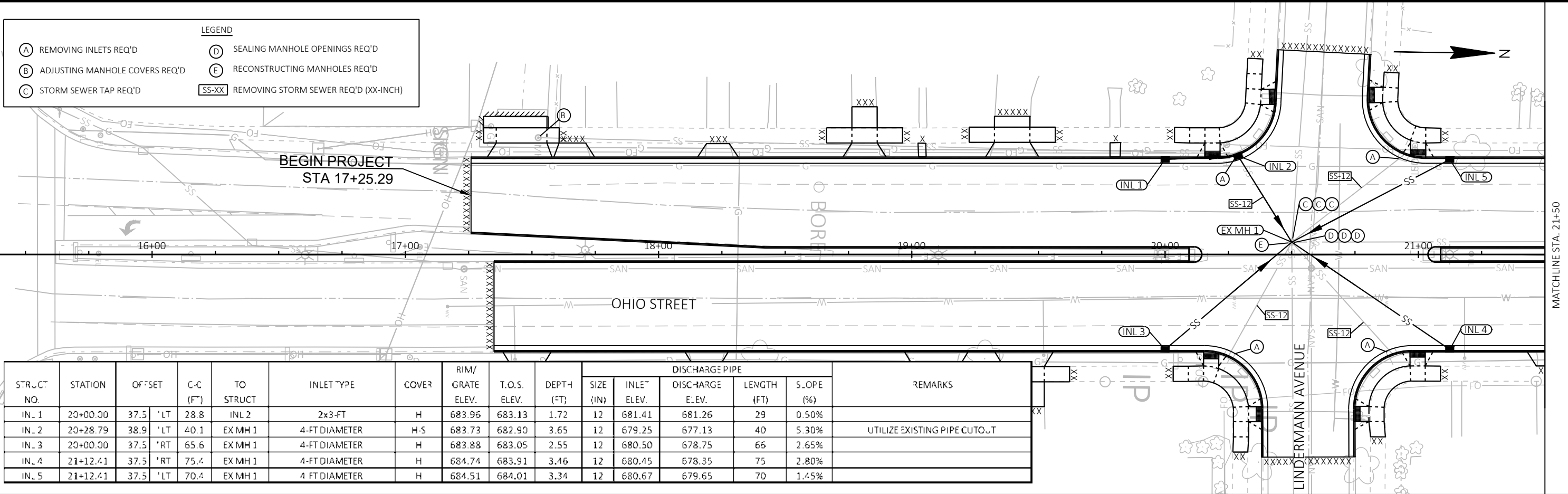
(B) ADJUSTING MANHOLE COVERS REQ'D

(C) STORM SEWER TAP REQ'D

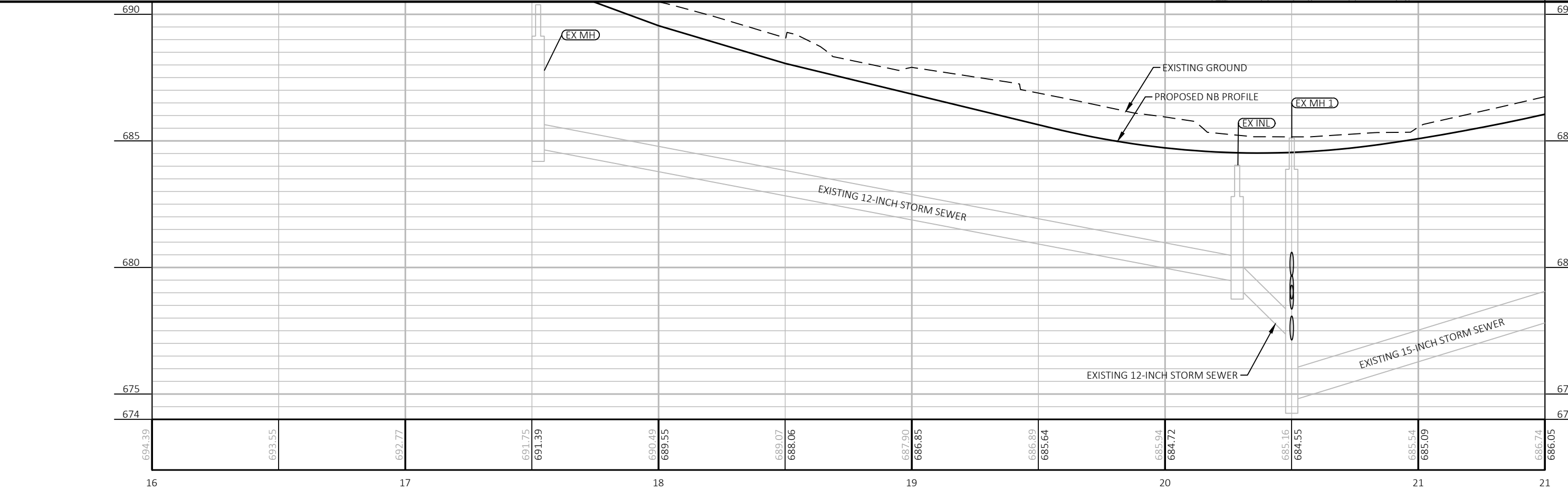
(D) SEALING MANHOLE OPENINGS REQ'D

(E) RECONSTRUCTING MANHOLES REQ'D

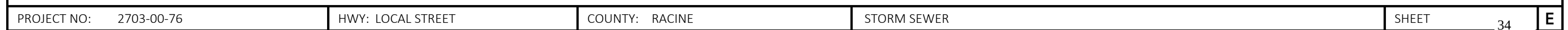
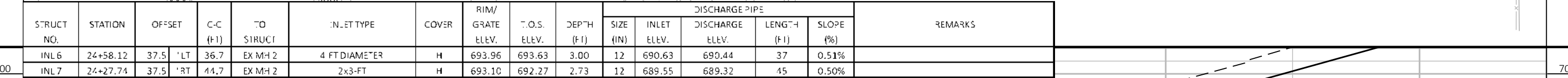
SS-XX REMOVING STORM SEWER REQ'D (XX-INCH)

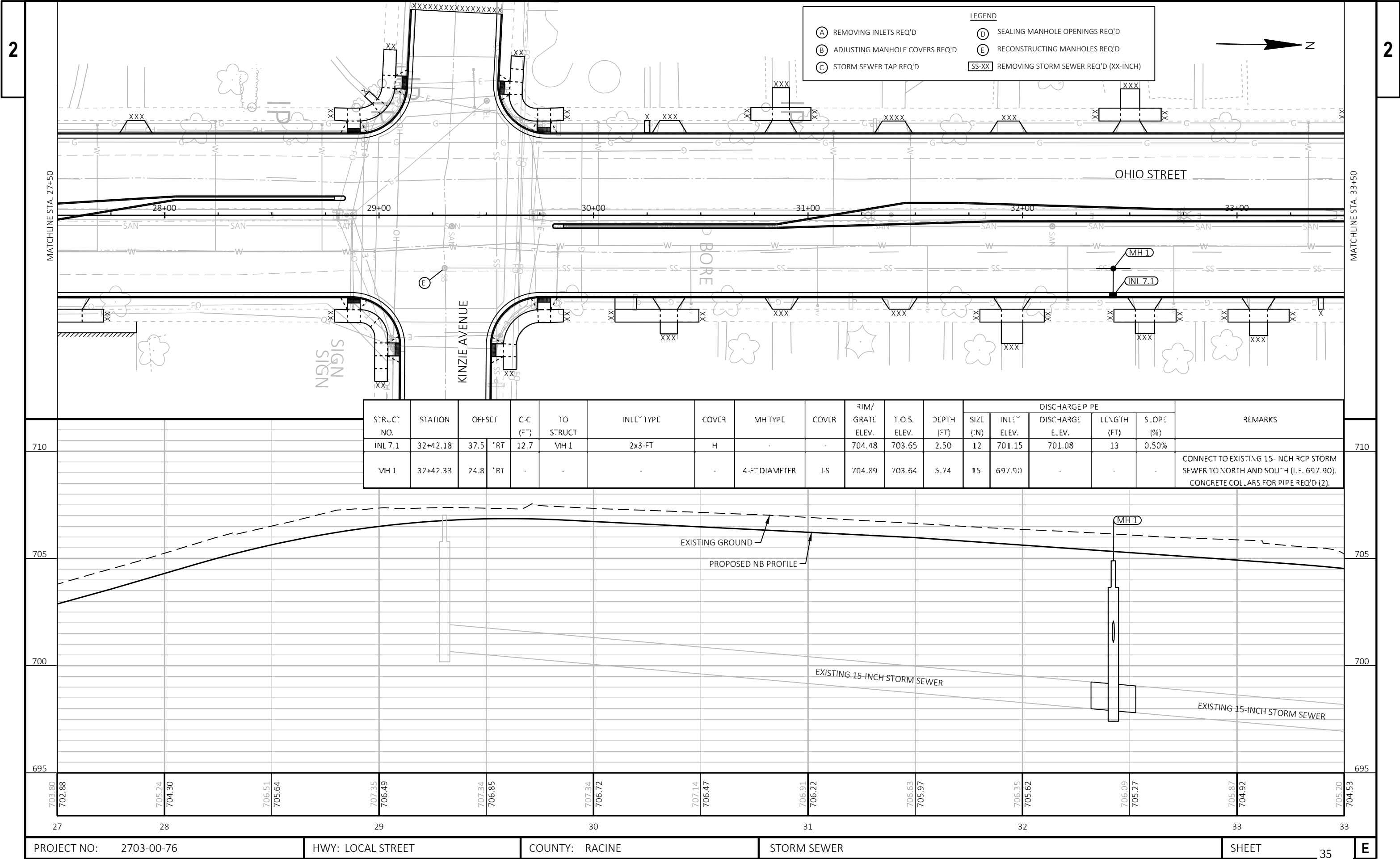


STRUCT NO.	STATION	OFFSET		C-C (F')	TO STRUCT	INLET TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE					REMARKS
											SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	
IN_1	20+00.00	37.5	'LT	28.8	INL 2	2x3-FT	H	683.96	683.13	1.72	12	681.41	681.26	29	0.50%	UTILIZE EXISTING PIPE CUTOFF
IN_2	20+28.79	38.9	'LT	40.1	EX MH 1	4-FT DIAMETER	H-S	683.73	682.90	3.65	12	679.25	677.13	40	5.30%	
IN_3	20+00.00	37.5	'RT	65.6	EX MH 1	4-FT DIAMETER	H	683.88	683.05	2.55	12	680.50	678.75	66	2.65%	
IN_4	21+12.41	37.5	'RT	75.4	EX MH 1	4-FT DIAMETER	H	684.74	683.91	3.46	12	680.45	678.35	75	2.80%	
IN_5	21+12.41	37.5	'LT	70.4	EX MH 1	4 FT DIAMETER	H	684.51	684.01	3.34	12	680.67	679.65	70	1.45%	



2





LEGEND

(A)

REMOVING INLETS REQ'D

(B)

ADJUSTING MANHOLE COVERS REQ'D

(C)

STORM SEWER TAP REQ'D

(D)

SEALING MANHOLE OPENINGS REQ'D

(E)

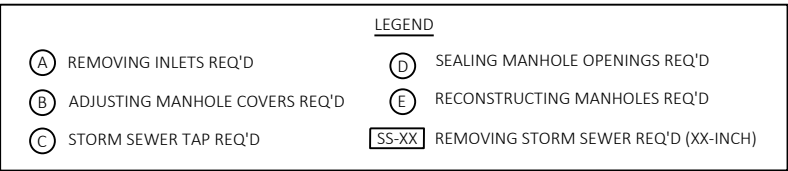
RECONSTRUCTING MANHOLES REQ'D

SS-XX

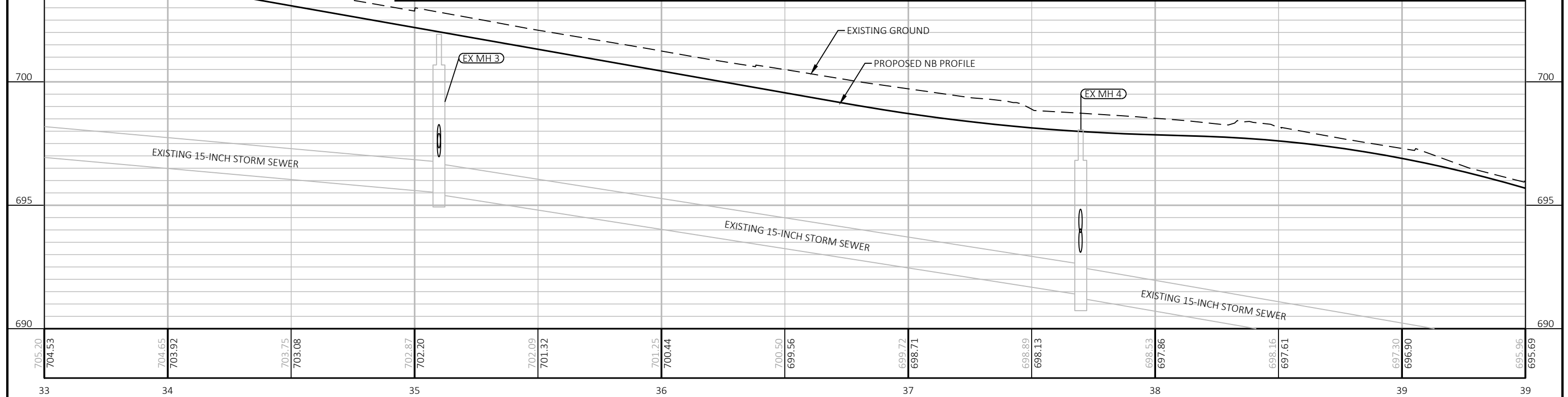
REMOVING STORM SEWER REQ'D (XX-INCH)

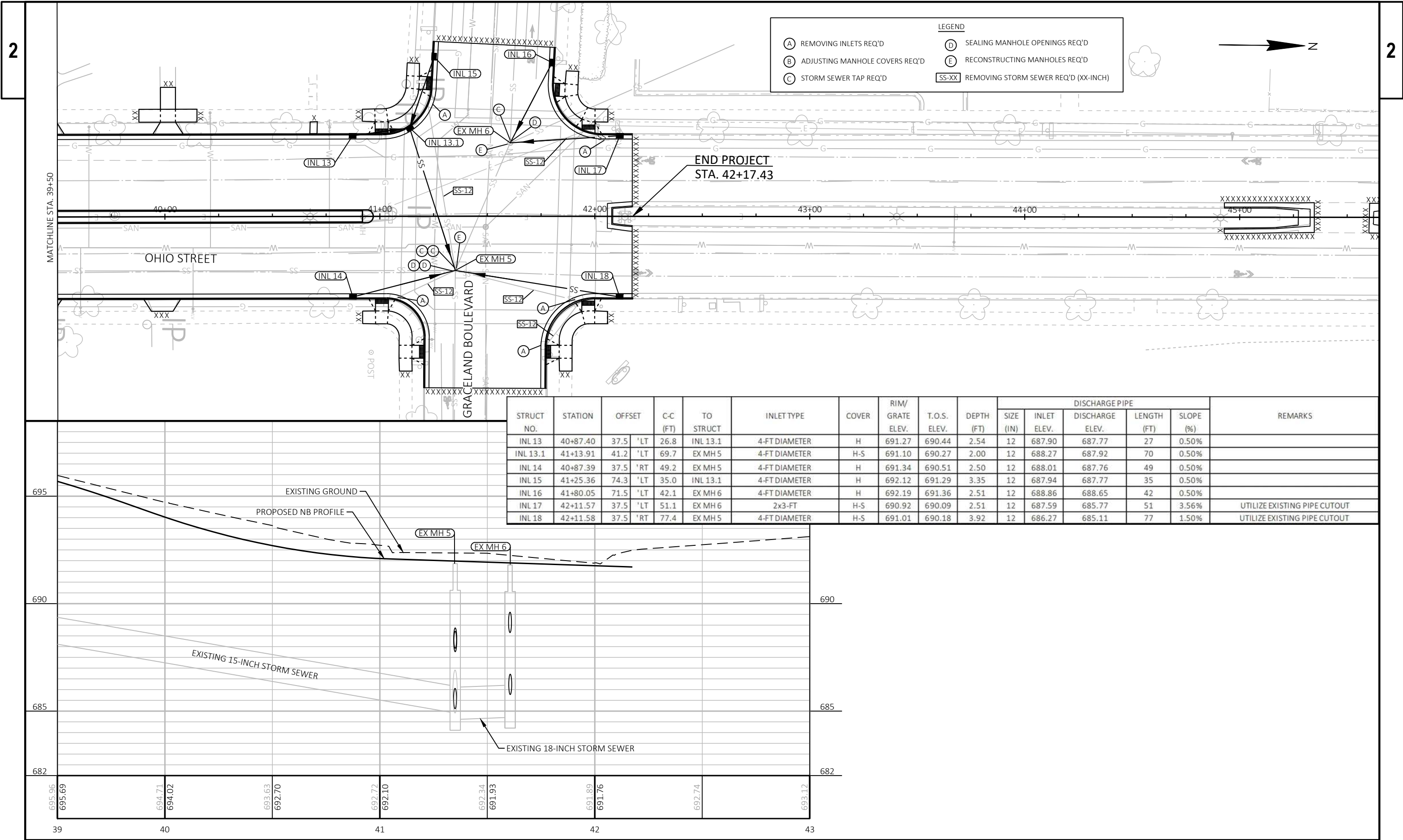
STRUCT NO.	STATION	OFF-SET	C-C (FT)	TO STRUCT	INLET TYPE	COVER	MH TYPE	COVER	RIM/GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE					REMARKS
												SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	
INL 7.1	32+42.18	37.5	RT	12.7	MH 1	2x3-FT	H	-	704.48	703.65	2.50	12	701.15	701.08	13	0.50%	
MH 1	32+42.33	24.8	RT	-	-	-	4-FT DIAMETER	1-5	704.89	703.64	5.74	15	697.90	-	-	-	CONNECT TO EXISTING 15-INCH RCP STORM SEWER TO NORTH AND SOUTH (I.E. 697.90). CONCRETE COLLARS FOR PIPE REQ'D (2).

2



STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE	COVER	MH TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPT-H (FT)	D SCHARGE PIPE					REMARKS
												SIZE (IN)	INLET ELEV.	D SCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	
INL 8	35+09.95	37.5	'LT	62.5	EX MH 3	4			701.18	700.35	3.08	12	697.28	696.96	63	0.50%	UTILIZE EXISTING PIPE CUTOUT
INL 9	35+03.85	37.5	'RT	13.9	EX MH 3	4			701.28	700.45	3.06	12	697.39	697.32	14	0.50%	UTILIZE EXISTING PIPE CUTOUT
NL 10	37+40.22	37.5	'RT	32.1	EX MH 4	4			697.38	696.55	2.50	12	694.05	693.89	32	0.50%	
NL 11	38+06.49	37.5	'LT	66.3	INL 12	4			697.10	696.27	2.50	12	693.77	693.44	66	0.50%	
NL 12	37+40.22	37.5	'LT	69.2	EX MH 4	4	5 FT D AMETER		697.49	696.66	3.22	12	693.44	693.09	69	0.50%	

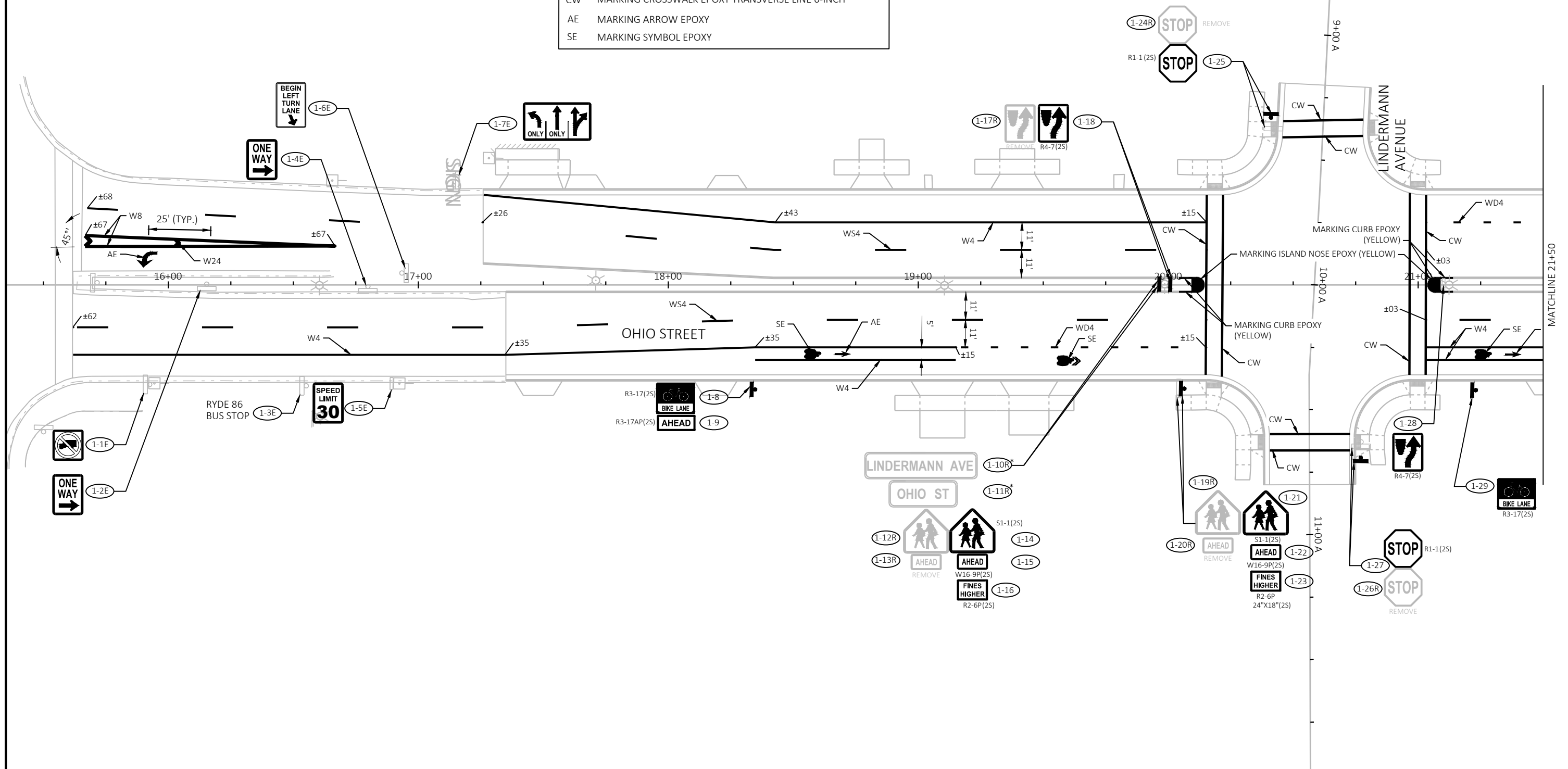




STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE					REMARKS
										SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	
INL 13	40+87.40	37.5	'LT	26.8	INL 13.1	4-FT DIAMETER	H	691.27	690.44	2.54	12	687.90	687.77	27	0.50%
INL 13.1	41+13.91	41.2	'LT	69.7	EX MH 5	4-FT DIAMETER	H-S	691.10	690.27	2.00	12	688.27	687.92	70	0.50%
INL 14	40+87.39	37.5	'RT	49.2	EX MH 5	4-FT DIAMETER	H	691.34	690.51	2.50	12	688.01	687.76	49	0.50%
INL 15	41+25.36	74.3	'LT	35.0	INL 13.1	4-FT DIAMETER	H	692.12	691.29	3.35	12	687.94	687.77	35	0.50%
INL 16	41+80.05	71.5	'LT	42.1	EX MH 6	4-FT DIAMETER	H	692.19	691.36	2.51	12	688.86	688.65	42	0.50%
INL 17	42+11.57	37.5	'LT	51.1	EX MH 6	2x3-FT	H-S	690.92	690.09	2.51	12	687.59	685.77	51	3.56%
INL 18	42+11.58	37.5	'RT	77.4	EX MH 5	4-FT DIAMETER	H-S	691.01	690.18	3.92	12	686.27	685.11	77	1.50%

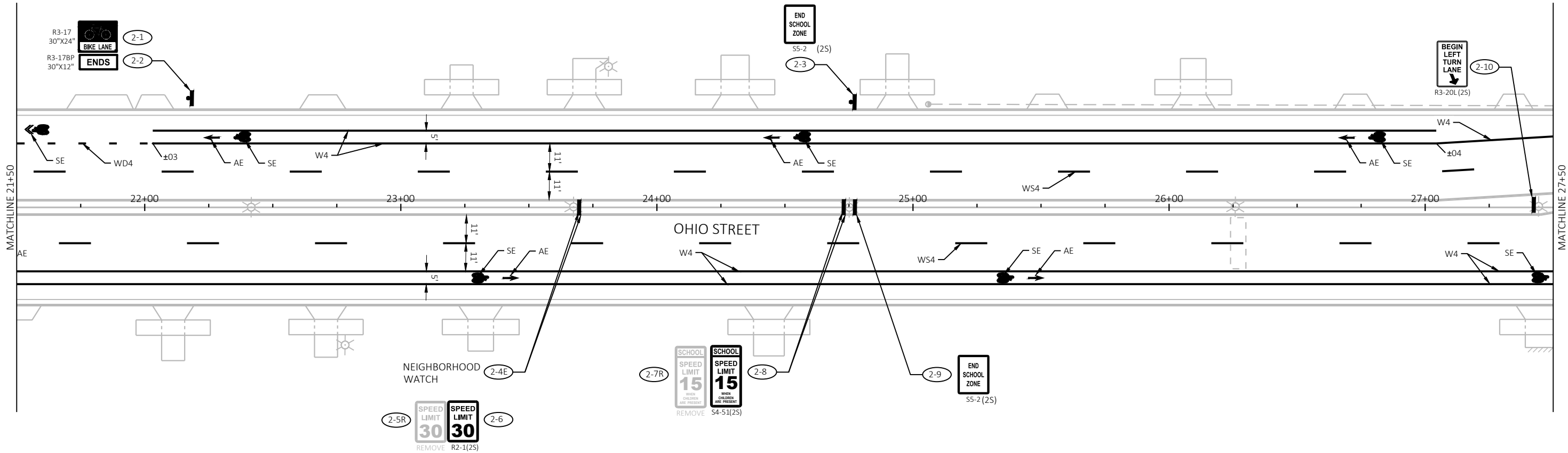
PAVEMENT MARKING LEGEND	
DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
W4	MARKING LINE EPOXY 4-INCH (WHITE)
WD4	MARKING LINE EPOXY 4-INCH (WHITE SKIP 3' SEG., 9' GAP)
WS4	MARKING LINE EPOXY 4-INCH (WHITE SKIP 12.5' SEG., 37.5' GAP)
W8	MARKING LINE EPOXY 8-INCH (WHITE)
W12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
Y12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
SL	MARKING STOP LINE EPOXY 18-INCH
W24	MARKING CHEVRON EPOXY 24-INCH
CW	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
AE	MARKING ARROW EPOXY
SE	MARKING SYMBOL EPOXY

SIGNING LEGEND	
	PROPOSED SIGN MOUNTED ON POSTS TUBULAR STEEL 2X2-INCH X 16 FT
#-#R	EXISTING SIGN TO BE REMOVED
#-#E	EXISTING SIGN TO REMAIN
	EXISTING SIGN MOUNTED ON EXISTING POST
	EXISTING SIGN MOUNTED ON LIGHT/UTILITY POLE
*	REMOVED/MOVED/INSTALLED BY OTHERS



PAVEMENT MARKING LEGEND	
DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
W4	MARKING LINE EPOXY 4-INCH (WHITE)
WD4	MARKING LINE EPOXY 4-INCH (WHITE SKIP 3' SEG., 9' GAP)
WS4	MARKING LINE EPOXY 4-INCH (WHITE SKIP 12.5' SEG., 37.5' GAP)
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Y12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
SL	MARKING STOP LINE EPOXY 18-INCH
W24	MARKING CHEVRON EPOXY 24-INCH
CW	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
AE	MARKING ARROW EPOXY
SE	MARKING SYMBOL EPOXY

SIGNING LEGEND	
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#-#E	EXISTING SIGN TO REMAIN
	EXISTING SIGN MOUNTED ON EXISTING POST
	EXISTING SIGN MOUNTED ON LIGHT/UTILITY POLE
*	REMOVED/MOVED/INSTALLED BY OTHERS

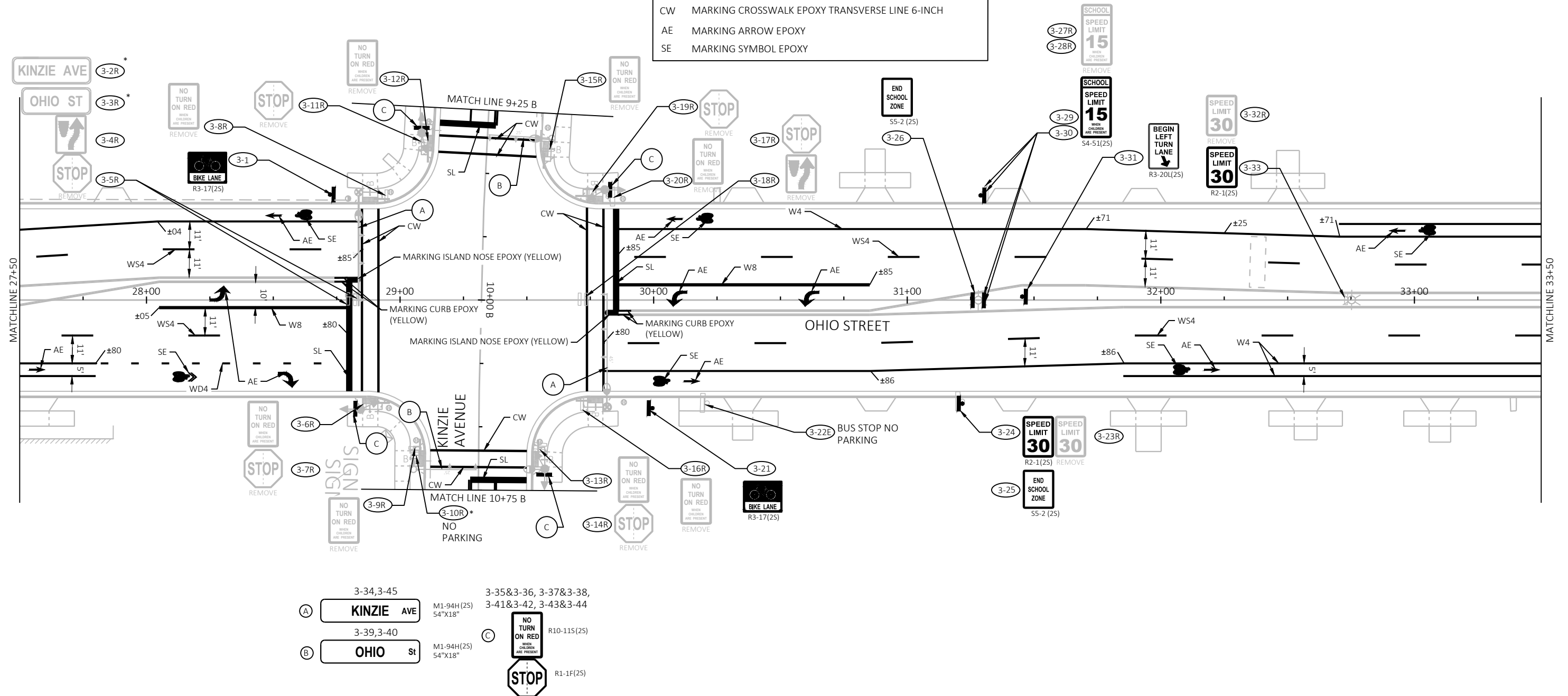


PAVEMENT MARKING LEGEND

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W4	MARKING LINE EPOXY 4-INCH (WHITE)
WD4	MARKING LINE EPOXY 4-INCH (WHITE SKIP 3' SEG., 9' GAP)
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W24	MARKING CHEVRON EPOXY 24-INCH
CW	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
AE	MARKING ARROW EPOXY
SE	MARKING SYMBOL EPOXY

SIGNING LEGEND

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

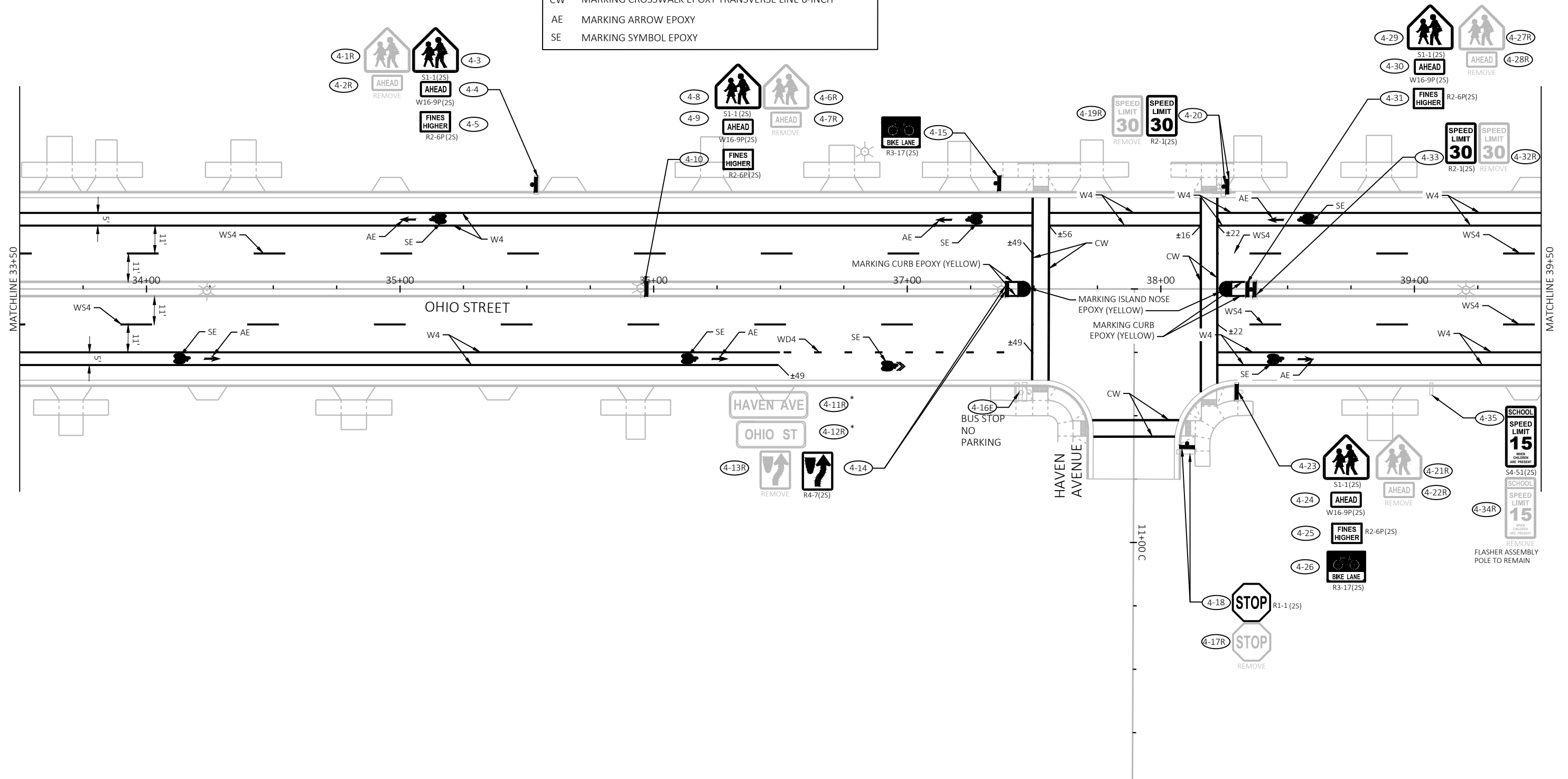


PAVEMENT MARKING LEGEND

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W4	MARKING LINE EPOXY 4-INCH (WHITE)
WD4	MARKING LINE EPOXY 4-INCH (WHITE SKIP 3' SEG., 9' GAP)
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Y12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
SL	MARKING STOP LINE EPOXY 18-INCH
W24	MARKING CHEVRON EPOXY 24-INCH
CW	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
AE	MARKING ARROW EPOXY
SE	MARKING SYMBOL EPOXY

SIGNING LEGEND

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



PROJECT NO: 2703-00-76

HWY: LOCAL STREET

COUNTY: RACINE

PAVEMENT MARKING AND SIGNING

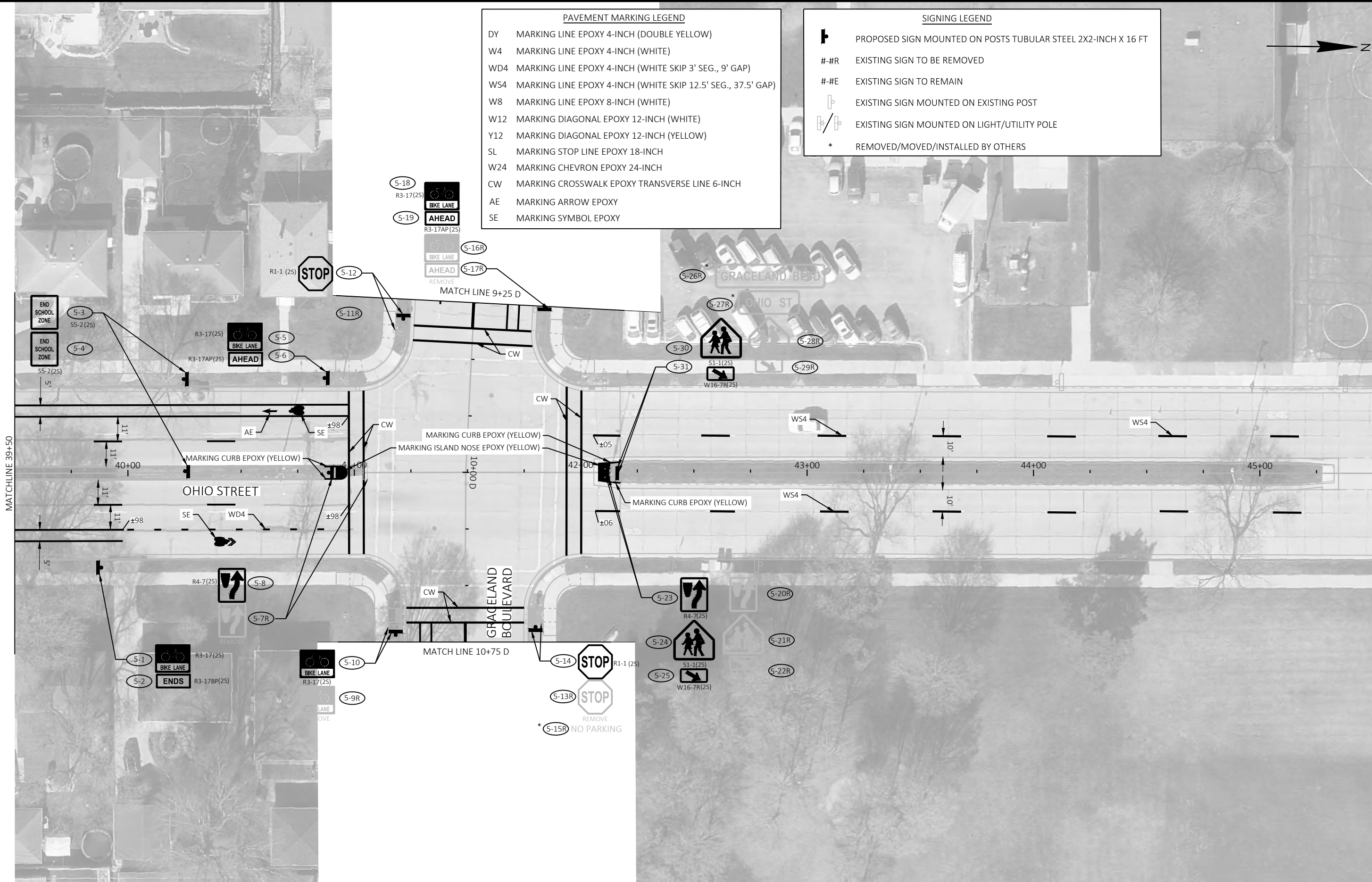
SHEET

41

E

PAVEMENT MARKING LEGEND	
DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
W4	MARKING LINE EPOXY 4-INCH (WHITE)
WD4	MARKING LINE EPOXY 4-INCH (WHITE SKIP 3' SEG., 9' GAP)
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W24	MARKING CHEVRON EPOXY 24-INCH
CW	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
AE	MARKING ARROW EPOXY
SE	MARKING SYMBOL EPOXY

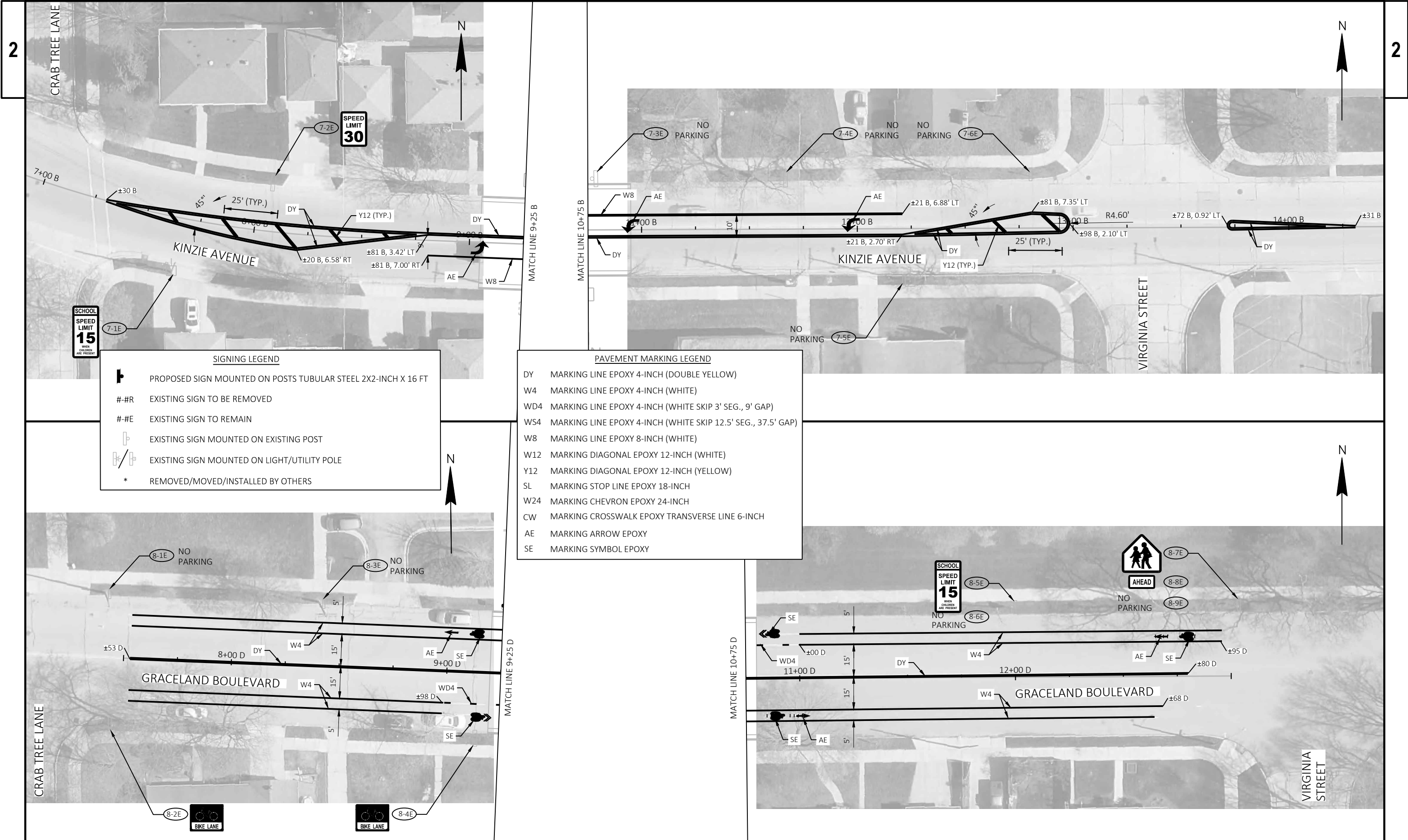
SIGNING LEGEND	
	PROPOSED SIGN MOUNTED ON POSTS TUBULAR STEEL 2X2-INCH X 16 FT
#-#R	EXISTING SIGN TO BE REMOVED
#-#E	EXISTING SIGN TO REMAIN
	EXISTING SIGN MOUNTED ON EXISTING POST
	EXISTING SIGN MOUNTED ON LIGHT/UTILITY POLE
*	REMOVED/MOVED/INSTALLED BY OTHERS

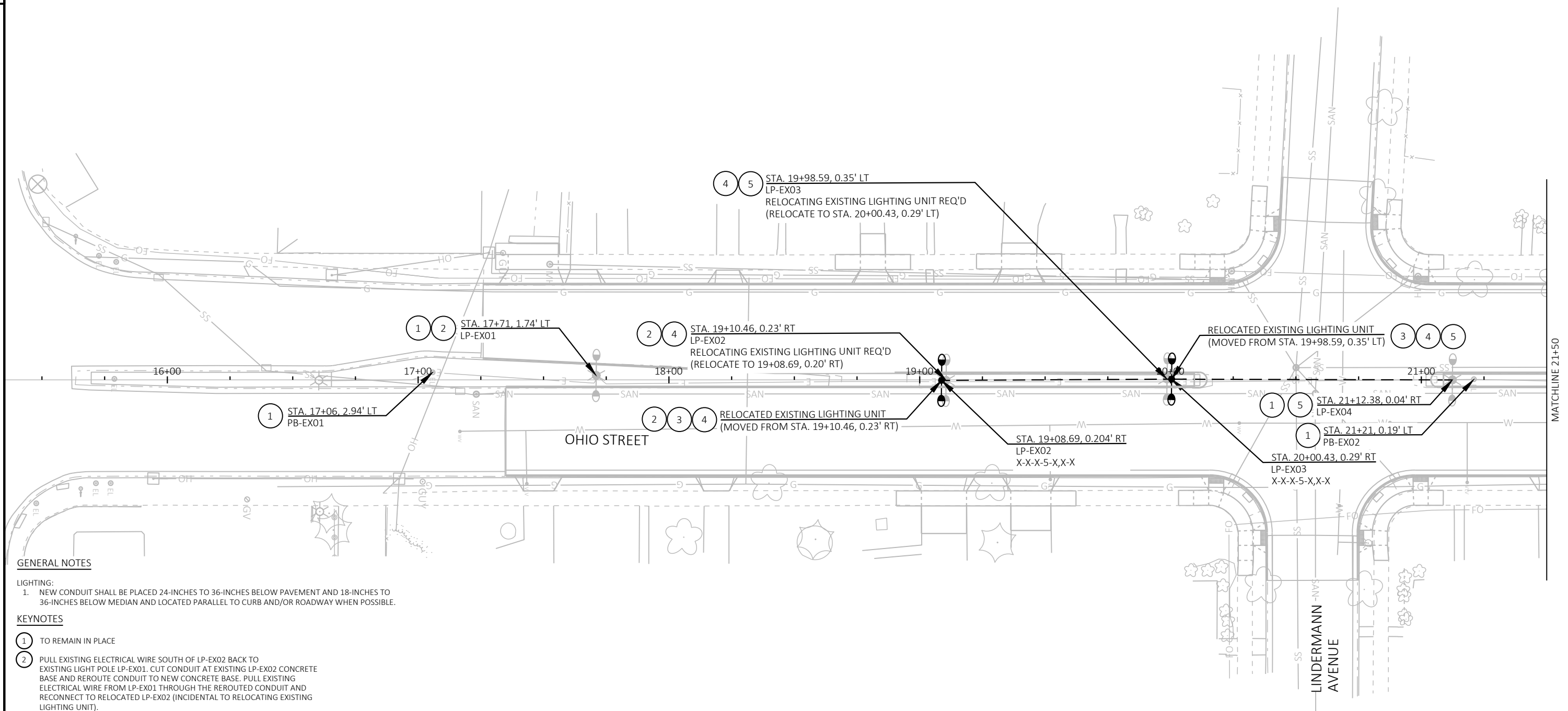


PAVEMENT MARKING LEGEND	
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W4	MARKING LINE EPOXY 4-INCH (WHITE)
WD4	MARKING LINE EPOXY 4-INCH (WHITE SKIP 3' SEG., 9' GAP)
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Y12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
SL	MARKING STOP LINE EPOXY 18-INCH
W24	MARKING CHEVRON EPOXY 24-INCH
CW	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
AE	MARKING ARROW EPOXY
SE	MARKING SYMBOL EPOXY

SIGNING LEGEND	
	PROPOSED SIGN MOUNTED ON POSTS TUBULAR STEEL 2X2-INCH X 16 FT
#-#R	EXISTING SIGN TO BE REMOVED
#-#E	EXISTING SIGN TO REMAIN
	EXISTING SIGN MOUNTED ON EXISTING POST
	EXISTING SIGN MOUNTED ON LIGHT/UTILITY POLE
*	REMOVED/MOVED/INSTALLED BY OTHERS





**GENERAL NOTES****LIGHTING:**

1. NEW CONDUIT SHALL BE PLACED 24-INCHES TO 36-INCHES BELOW PAVEMENT AND 18-INCHES TO 36-INCHES BELOW MEDIAN AND LOCATED PARALLEL TO CURB AND/OR ROADWAY WHEN POSSIBLE.

KEYNOTES

- 1 TO REMAIN IN PLACE
- 2 PULL EXISTING ELECTRICAL WIRE SOUTH OF LP-EX02 BACK TO EXISTING LIGHT POLE LP-EX01. CUT CONDUIT AT EXISTING LP-EX02 CONCRETE BASE AND REROUTE CONDUIT TO NEW CONCRETE BASE. PULL EXISTING ELECTRICAL WIRE FROM LP-EX01 THROUGH THE REROUTED CONDUIT AND RECONNECT TO RELOCATED LP-EX02 (INCIDENTAL TO RELOCATING EXISTING LIGHTING UNIT).
- 3 PROVIDE NEW CONCRETE BASE FOR RELOCATED LIGHTING UNIT.
- 4 REMOVE EXISTING ELECTRICAL WIRE AND CONDUIT BETWEEN LP-EX02 AND LP-EX03 (INCIDENTAL TO RELOCATING EXISTING LIGHTING UNIT). PROVIDE NEW ELECTRICAL WIRE LIGHTING [2-#4 CONDUCTORS (1 RED, 1 BLACK) PLUS 1-#8 INSULATED GREEN GROUND] IN NEW CONDUIT BETWEEN RELOCATED LIGHTING UNITS LP-EX02 AND LP-EX03.
- 5 REMOVE EXISTING ELECTRICAL WIRE AND CONDUIT BETWEEN LP-EX03 AND LP-EX04 (INCIDENTAL TO PROJECT). CUT CONDUIT AT EXISTING LP-EX04 CONCRETE BASE AND RECONNECT NEW CONDUIT TO EXISTING CONDUIT (INCIDENTAL TO NEW CONDUIT). PROVIDE NEW ELECTRICAL WIRE LIGHTING [2-#4 CONDUCTORS (1 RED, 1 BLACK) PLUS 1-#8 INSULATED GREEN GROUND] IN NEW CONDUIT BETWEEN RELOCATED LIGHTING UNITS LP-EX03 AND LP-EX04.

LEGEND

---	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS OTHERWISE NOTED	STA. XX+XX.XX, XX.XX' LT	STATION AND SET BACK DISTANCE FROM REFERENCE LINE
●—●	RELOCATED EXISTING LIGHTING UNIT	LED, 8-5-1, 3-1	LIGHT UNIT NUMBER IN CIRCUIT
⊙	PULL BOXES STEEL 24x42-INCH	---	CIRCUIT NUMBERS
⊙—⊙	EXISTING LIGHTING UNIT	---	BASE TYPE
LP-EXXX	EXISTING LIGHT POLE	---	MAST ARM BRACKET LENGTH IN FEET
PB-EXXX	EXISTING PULL BOX	---	LAMP WATTAGE
		---	DISTRIBUTION TYPE

PROJECT NO: 2703-00-76

HWY: LOCAL STREET

COUNTY: RACINE

LIGHTING PLAN

SHEET

45

E

FILE NAME : S:\MIL\1000-1099\1092\012\DRAWINGS\CAD\AUTOCAD\27030006\SHEETS\023601-LP.DWG
LAYOUT NAME - 023601-lp

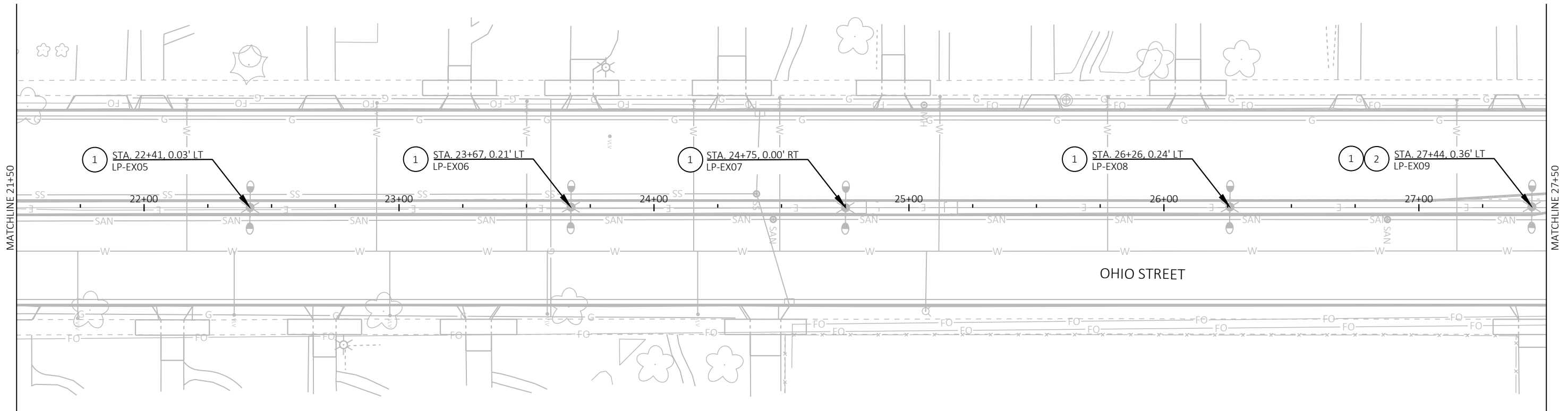
PLOT DATE : 12/5/2025 8:32 AM

PLOT BY : WRIGHT, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN=40 FT

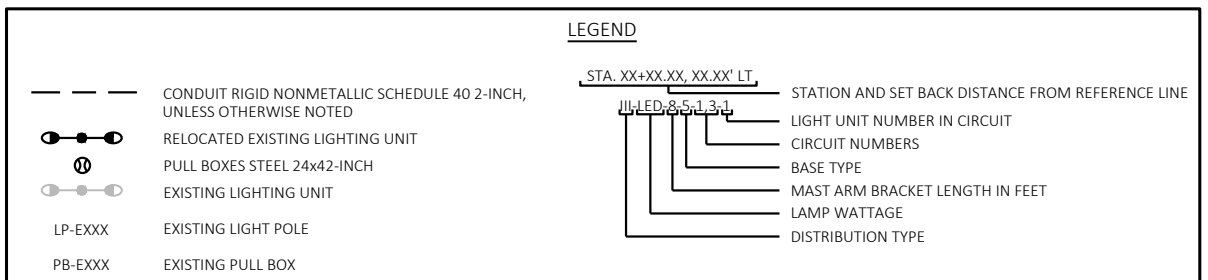
WISDOT/CADD'S SHEET 42

**GENERAL NOTES****LIGHTING:**

1. NEW CONDUIT SHALL BE PLACED 24-INCHES TO 36-INCHES BELOW PAVEMENT AND 18-INCHES TO 36-INCHES BELOW MEDIAN AND LOCATED PARALLEL TO CURB AND/OR ROADWAY WHEN POSSIBLE.

KEYNOTES

- 1 TO REMAIN IN PLACE
- 2 REMOVE EXISTING ELECTRICAL WIRE AND EXPOSED CONDUIT BETWEEN LP-EX09, LP-EX10, PB-EX03, AND LP-EX11. CUT OFF CONDUIT TWO FEET FROM LP-EX09 CONCRETE BASE AND CAP (INCIDENTAL TO PROJECT).



PROJECT NO: 2703-00-76

HWY: LOCAL STREET

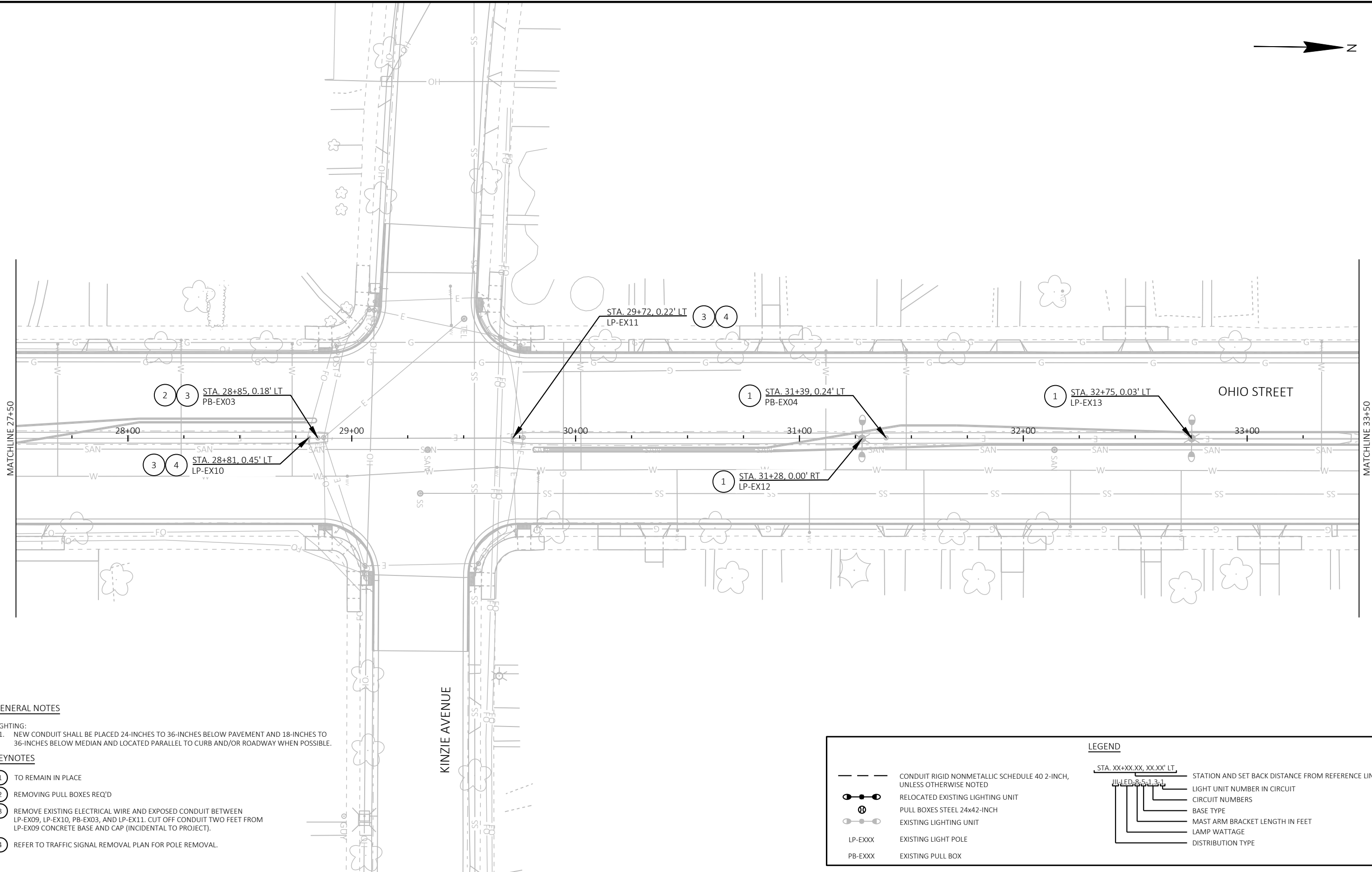
COUNTY: RACINE

LIGHTING PLAN

SHEET

46

E



PROJECT NO: 2703-00-76

HWY: LOCAL STREET

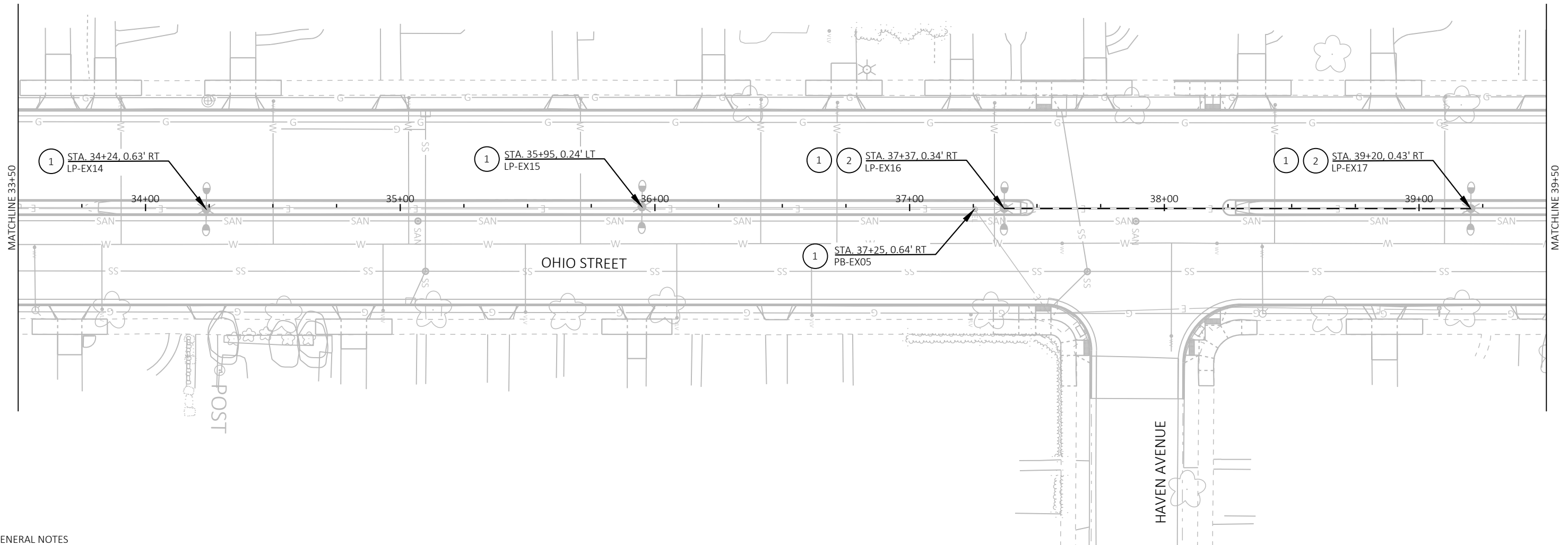
COUNTY: RACINE

LIGHTING PLAN

SHEET

47

E

**GENERAL NOTES**

LIGHTING:
1. NEW CONDUIT SHALL BE PLACED 24-INCHES TO 36-INCHES BELOW PAVEMENT AND 18-INCHES TO 36-INCHES BELOW MEDIAN AND LOCATED PARALLEL TO CURB AND/OR ROADWAY WHEN POSSIBLE.

KEYNOTES

- 1 TO REMAIN IN PLACE
- 2 REMOVE EXISTING ELECTRICAL WIRE AND CONDUIT BETWEEN LP-EX16 AND LP-EX17 (INCIDENTAL TO PROJECT). CUT CONDUIT AT EACH EXISTING LIGHT POLE CONCRETE BASE AND RECONNECT NEW CONDUIT TO EXISTING CONDUIT (INCIDENTAL TO NEW CONDUIT). PROVIDE NEW ELECTRICAL WIRE LIGHTING [2-#4 CONDUCTORS (1 RED, 1 BLACK) PLUS 1-#8 INSULATED GREEN GROUND] IN NEW CONDUIT BETWEEN LP-EX16 AND LP-EX17.

LEGEND

---	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS OTHERWISE NOTED	STA. XX+XX.XX, XX.XX' LT	STATION AND SET BACK DISTANCE FROM REFERENCE LINE
●—●	RELOCATED EXISTING LIGHTING UNIT	ILL-LED, 8-5-1, 3-1	LIGHT UNIT NUMBER IN CIRCUIT
⊙	PULL BOXES STEEL 24x42-INCH	—	CIRCUIT NUMBERS
●—●	EXISTING LIGHTING UNIT	—	BASE TYPE
LP-EXXX	EXISTING LIGHT POLE	—	MAST ARM BRACKET LENGTH IN FEET
PB-EXXX	EXISTING PULL BOX	—	LAMP WATTAGE
		—	DISTRIBUTION TYPE

PROJECT NO: 2703-00-76

HWY: LOCAL STREET

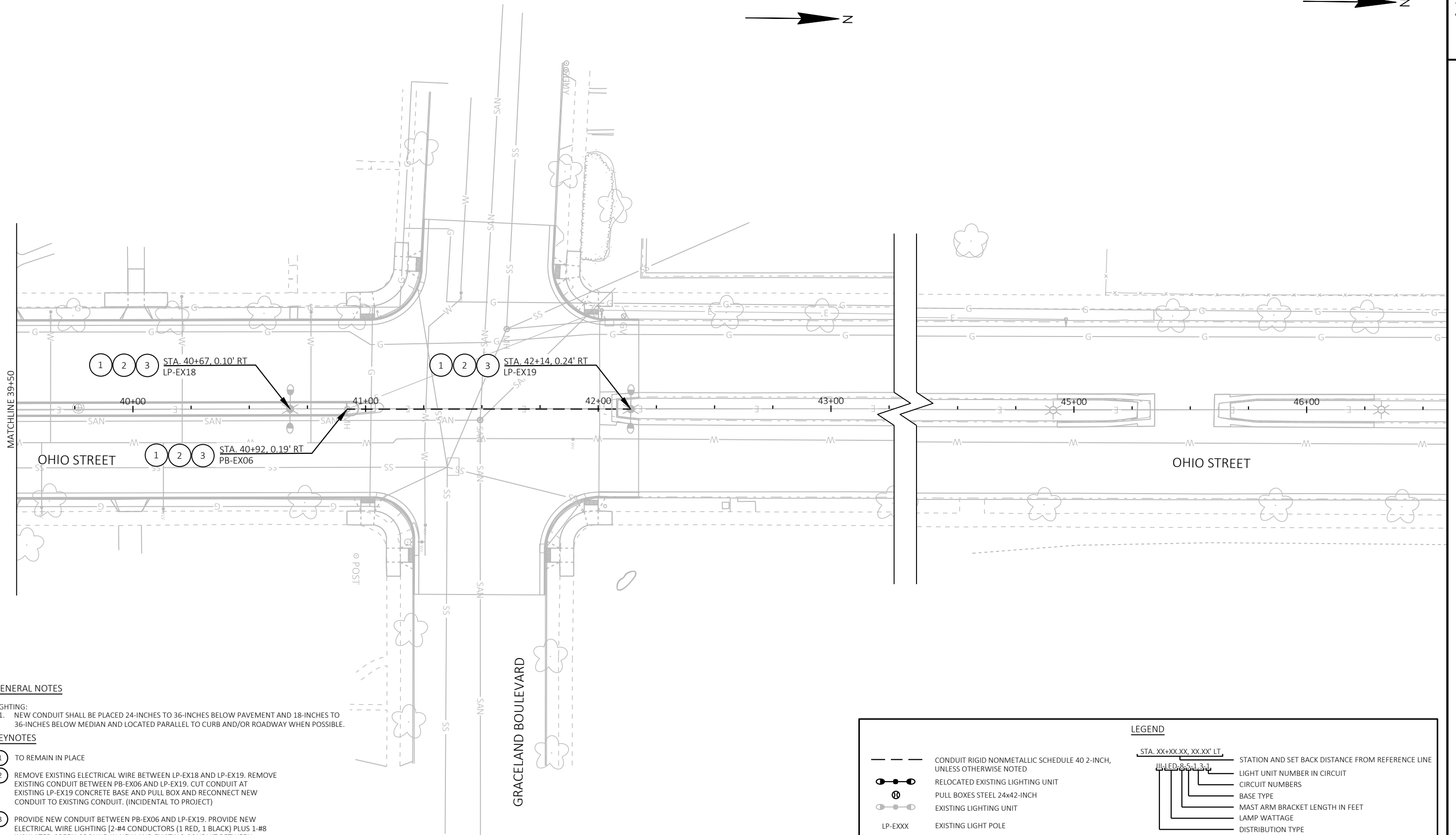
COUNTY: RACINE

LIGHTING PLAN

SHEET

48

E



PROJECT NO: 2703-00-76

HWY: LOCAL STREET

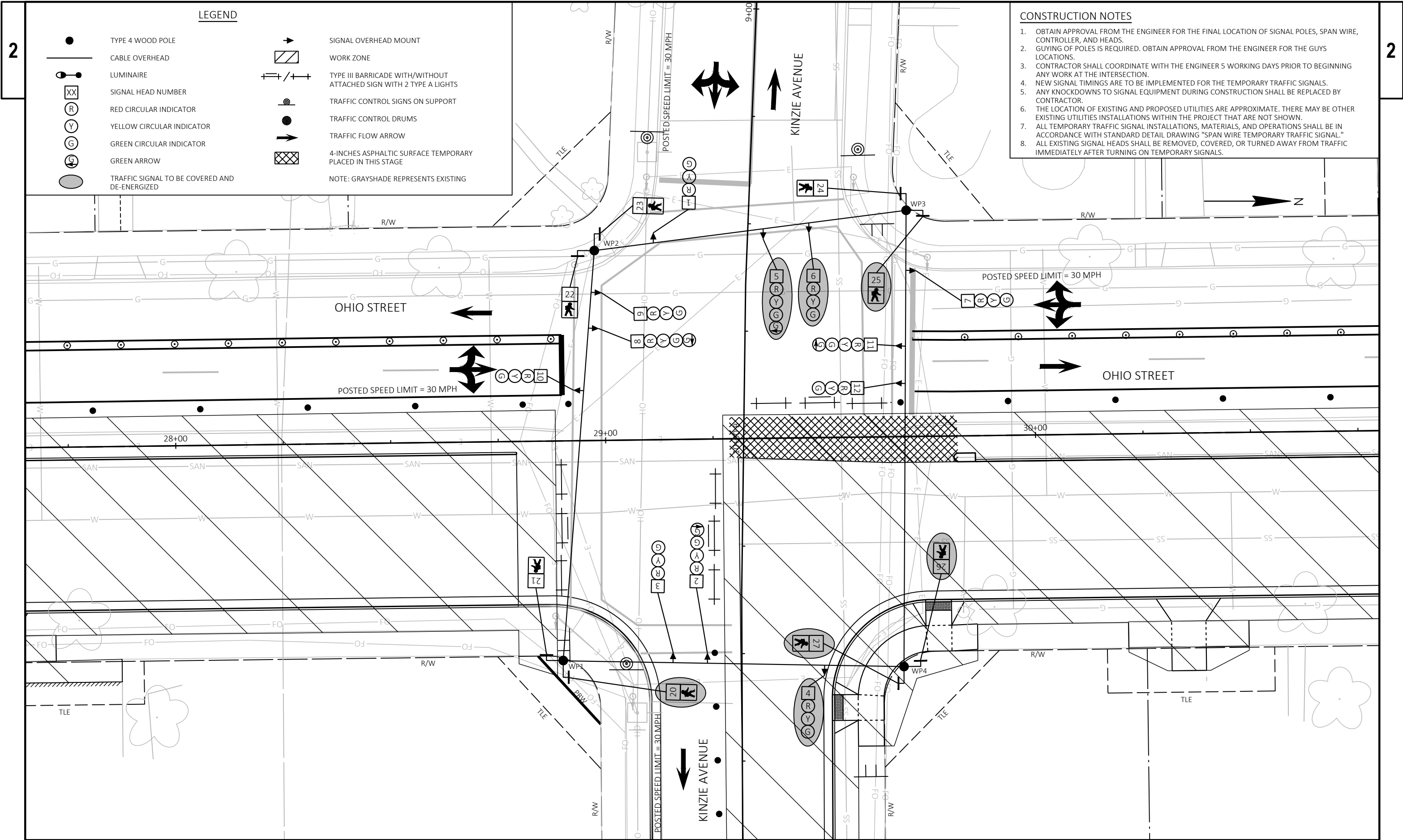
COUNTY: RACINE

LIGHTING PLAN

SHEET

49

E

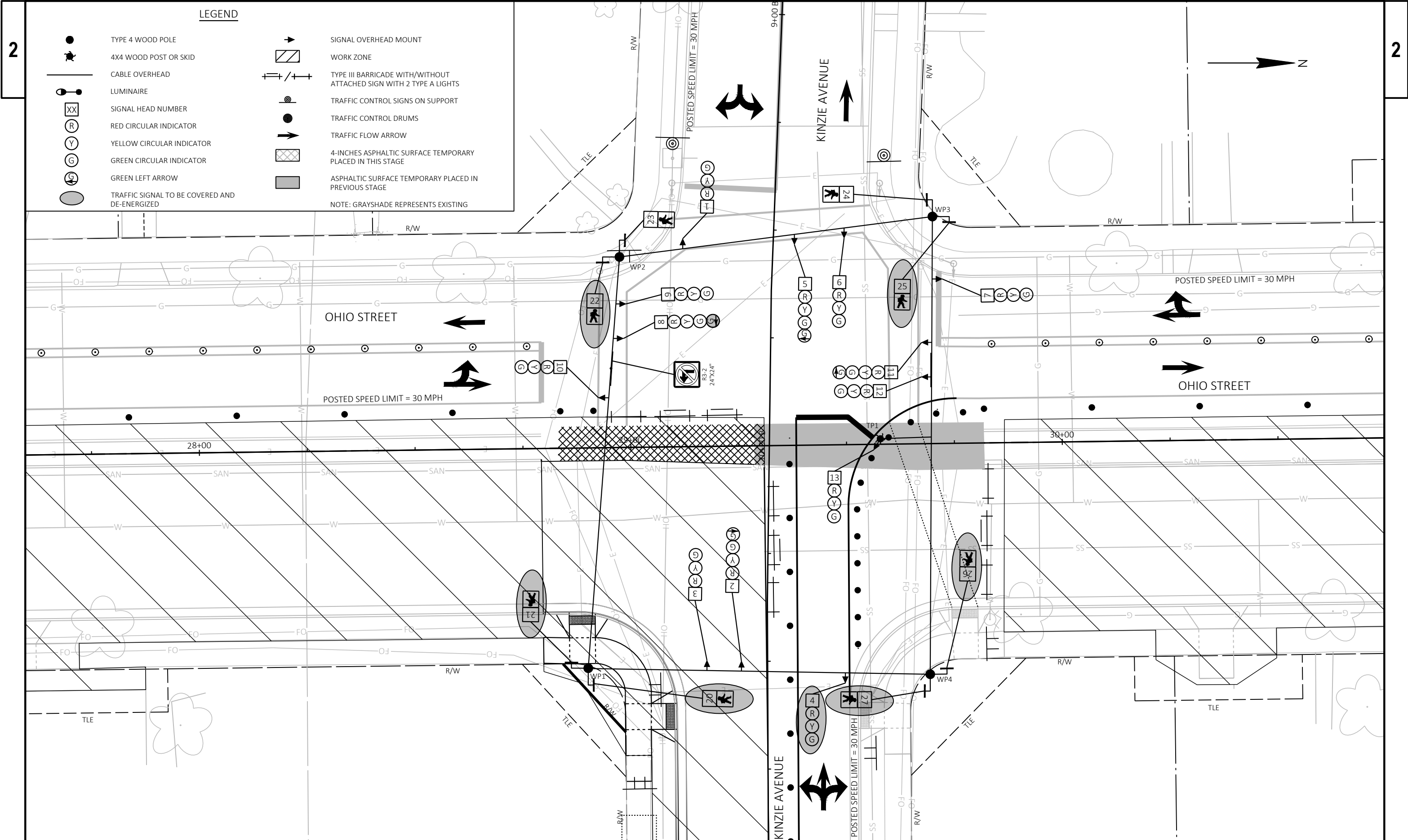


LEGEND

- | | | | |
|-----|---|-----|--|
| ● | TYPE 4 WOOD POLE | → | SIGNAL OVERHEAD MOUNT |
| — | CABLE OVERHEAD | ▨ | WORK ZONE |
| ⊙ | LUMINAIRE | ⊕/⊖ | TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN WITH 2 TYPE A LIGHTS |
| XX | SIGNAL HEAD NUMBER | ⊙ | TRAFFIC CONTROL SIGNS ON SUPPORT |
| (R) | RED CIRCULAR INDICATOR | ● | TRAFFIC CONTROL DRUMS |
| (Y) | YELLOW CIRCULAR INDICATOR | → | TRAFFIC FLOW ARROW |
| (G) | GREEN CIRCULAR INDICATOR | ▨ | 4-INCHES ASPHALTIC SURFACE TEMPORARY PLACED IN THIS STAGE |
| (G) | GREEN ARROW | | NOTE: GRAYSHADE REPRESENTS EXISTING |
| ⊙ | TRAFFIC SIGNAL TO BE COVERED AND DE-ENERGIZED | | |

CONSTRUCTION NOTES

1. OBTAIN APPROVAL FROM THE ENGINEER FOR THE FINAL LOCATION OF SIGNAL POLES, SPAN WIRE, CONTROLLER, AND HEADS.
2. GUYING OF POLES IS REQUIRED. OBTAIN APPROVAL FROM THE ENGINEER FOR THE GUYS LOCATIONS.
3. CONTRACTOR SHALL COORDINATE WITH THE ENGINEER 5 WORKING DAYS PRIOR TO BEGINNING ANY WORK AT THE INTERSECTION.
4. NEW SIGNAL TIMINGS ARE TO BE IMPLEMENTED FOR THE TEMPORARY TRAFFIC SIGNALS.
5. ANY KNOCKDOWNS TO SIGNAL EQUIPMENT DURING CONSTRUCTION SHALL BE REPLACED BY CONTRACTOR.
6. THE LOCATION OF EXISTING AND PROPOSED UTILITIES ARE APPROXIMATE. THERE MAY BE OTHER EXISTING UTILITIES INSTALLATIONS WITHIN THE PROJECT THAT ARE NOT SHOWN.
7. ALL TEMPORARY TRAFFIC SIGNAL INSTALLATIONS, MATERIALS, AND OPERATIONS SHALL BE IN ACCORDANCE WITH STANDARD DETAIL DRAWING "SPAN WIRE TEMPORARY TRAFFIC SIGNAL."
8. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC IMMEDIATELY AFTER TURNING ON TEMPORARY SIGNALS.



LEGEND

- TYPE 4 WOOD POLE
- ✱ 4X4 WOOD POST OR SKID
- CABLE OVERHEAD
- ⬢ LUMINAIRE
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- G GREEN LEFT ARROW
- TRAFFIC SIGNAL TO BE COVERED AND DE-ENERGIZED
- ➡ SIGNAL OVERHEAD MOUNT
- ▨ WORK ZONE
- ⚡ TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN WITH 2 TYPE A LIGHTS
- ⦿ TRAFFIC CONTROL SIGNS ON SUPPORT
- TRAFFIC CONTROL DRUMS
- ➡ TRAFFIC FLOW ARROW
- ▨ 4-INCHES ASPHALTIC SURFACE TEMPORARY PLACED IN THIS STAGE
- ▨ ASPHALTIC SURFACE TEMPORARY PLACED IN PREVIOUS STAGE

NOTE: GRAYSHADE REPRESENTS EXISTING

PROJECT NO: 2703-00-76

HWY: LOCAL STREET

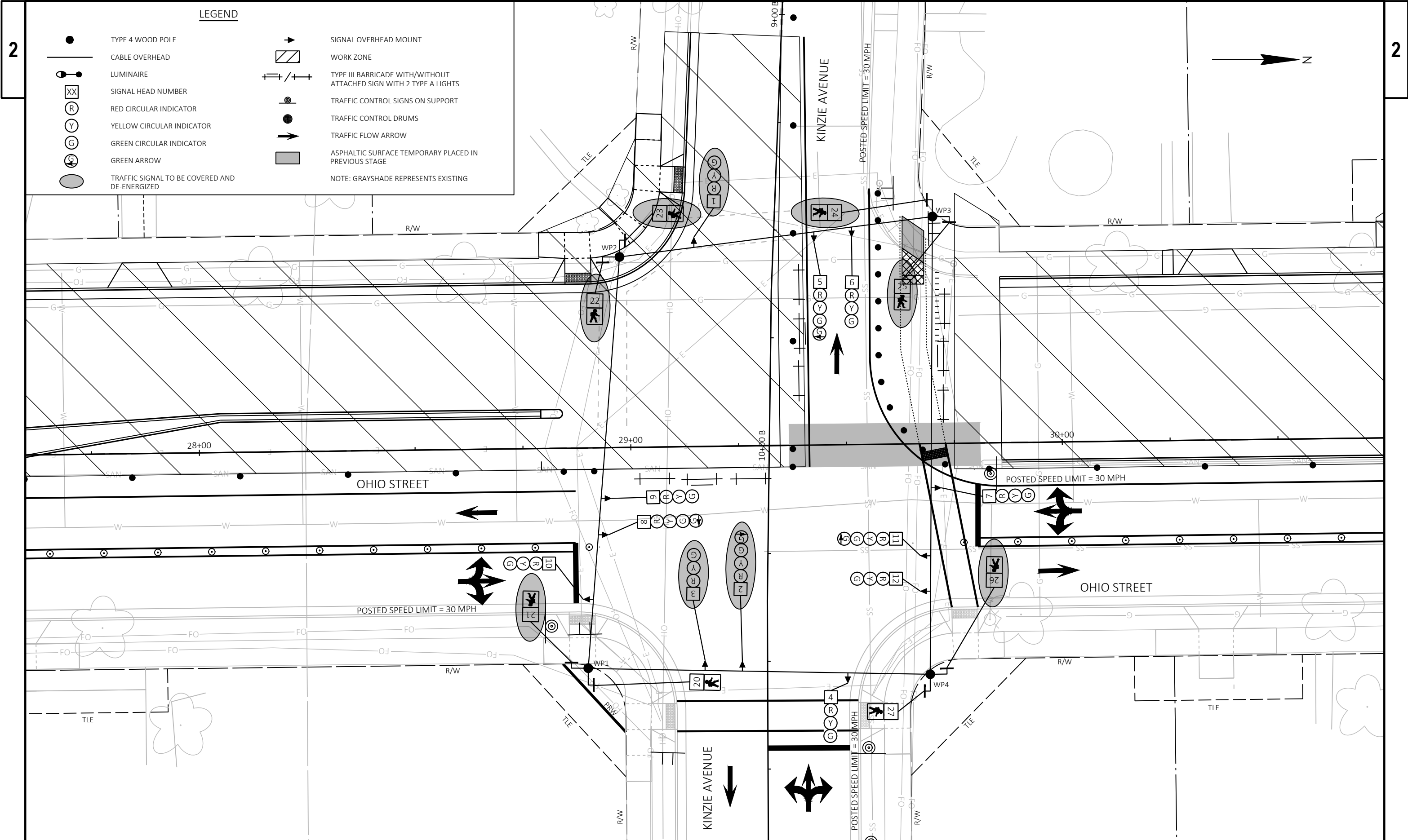
COUNTY: RACINE

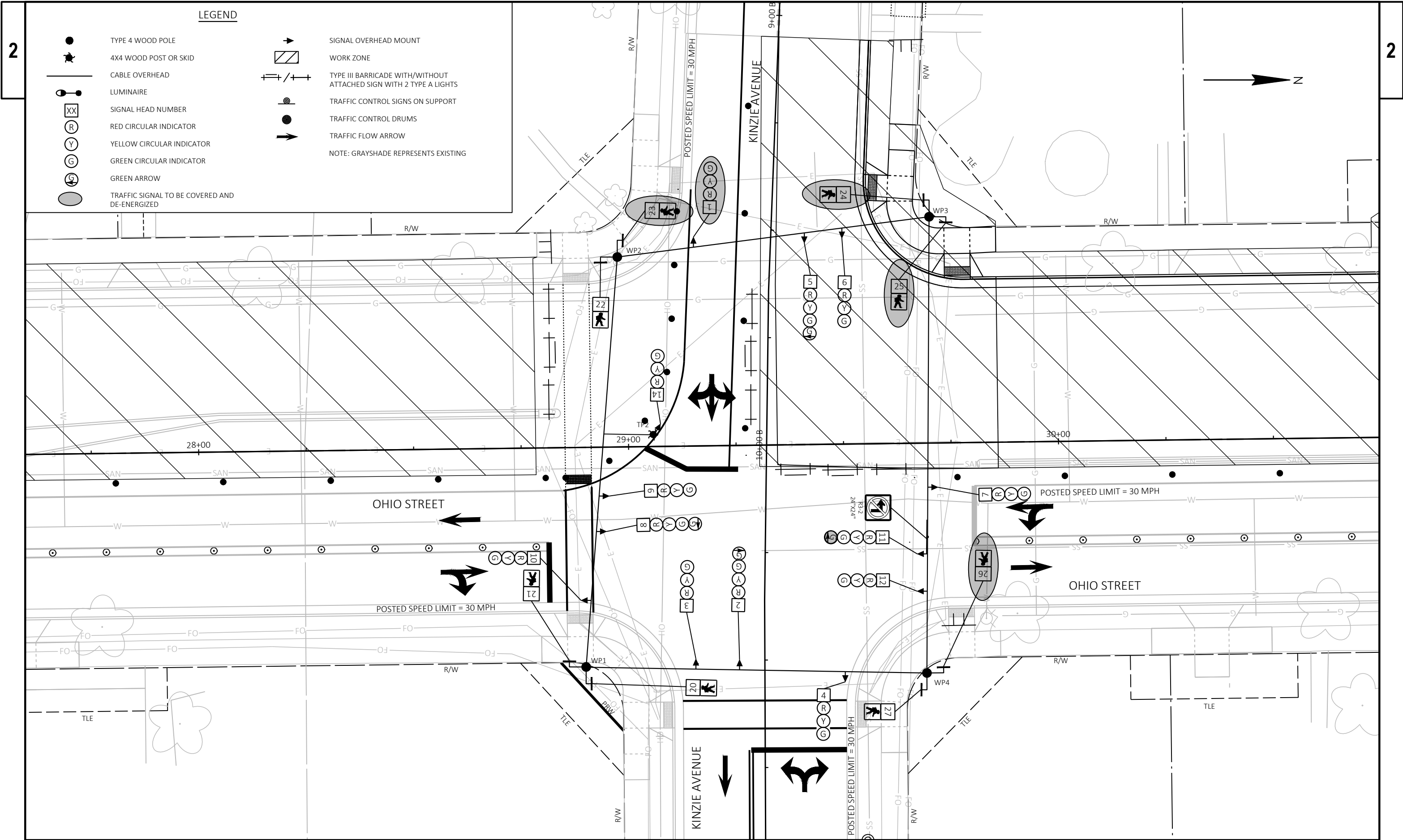
TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1B

SHEET

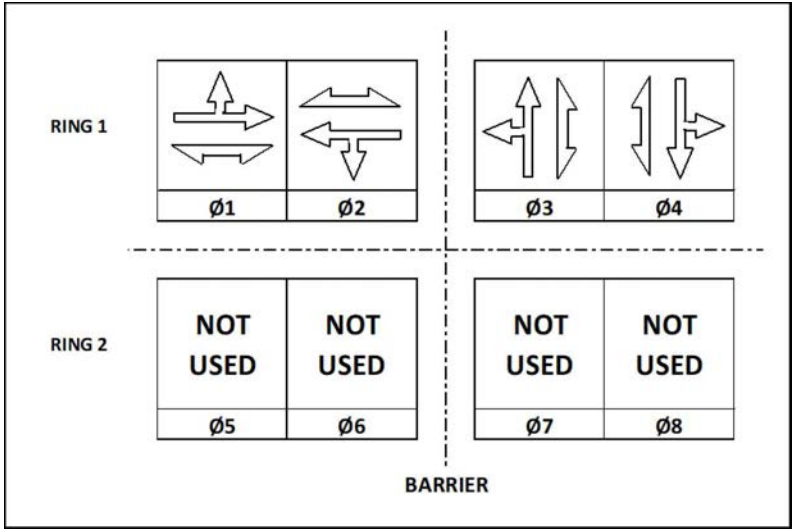
51

E





	HEAD NUMBERS	F L A S H
Ø1	10,11,12	R
Ø2	7,8,9	R
Ø3	4,5,6,13	R
Ø4	1,2,3,14	R
Ø2P	23,24	
Ø4P	21,22	
Ø6P	20,27	
Ø8P	25,26	



- GENERAL NOTES:
- 1. COVER AND DE-ENERGIZE SIGNAL HEADS FOR EACH STAGE AS SHOWN IN PLANS.
 - 2. PHASE 3 IS NOT ACTIVE DURING STAGE 1.
 - 3. LEFT-TURN ARROW FOR PHASE 2 IS NOT ACTIVE IN STAGE 1B.
 - 4. PHASE 4 IS NOT ACTIVE DURING STAGE 2.
 - 5. LEFT-TURN ARROW FOR PHASE 1 IS NOT ACTIVE IN STAGE 2B.



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1			---	X
2			---	X
3			---	X
4			---	X

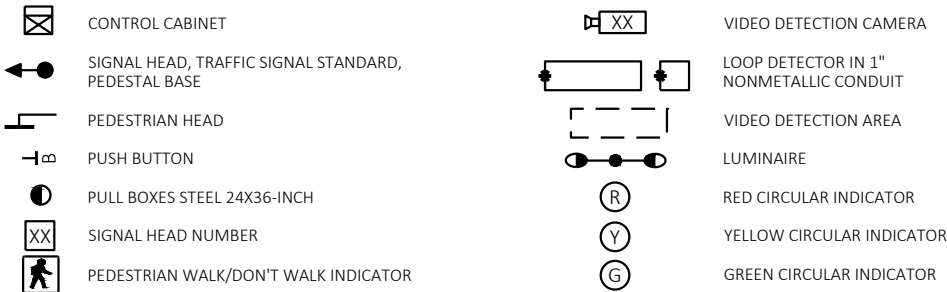
TYPE OF INTERCONNECT/COMMUNICATION	
NONE	X
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

TYPE OF COORDINATION	
NONE	X
TBC	
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM NO:	SS-

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

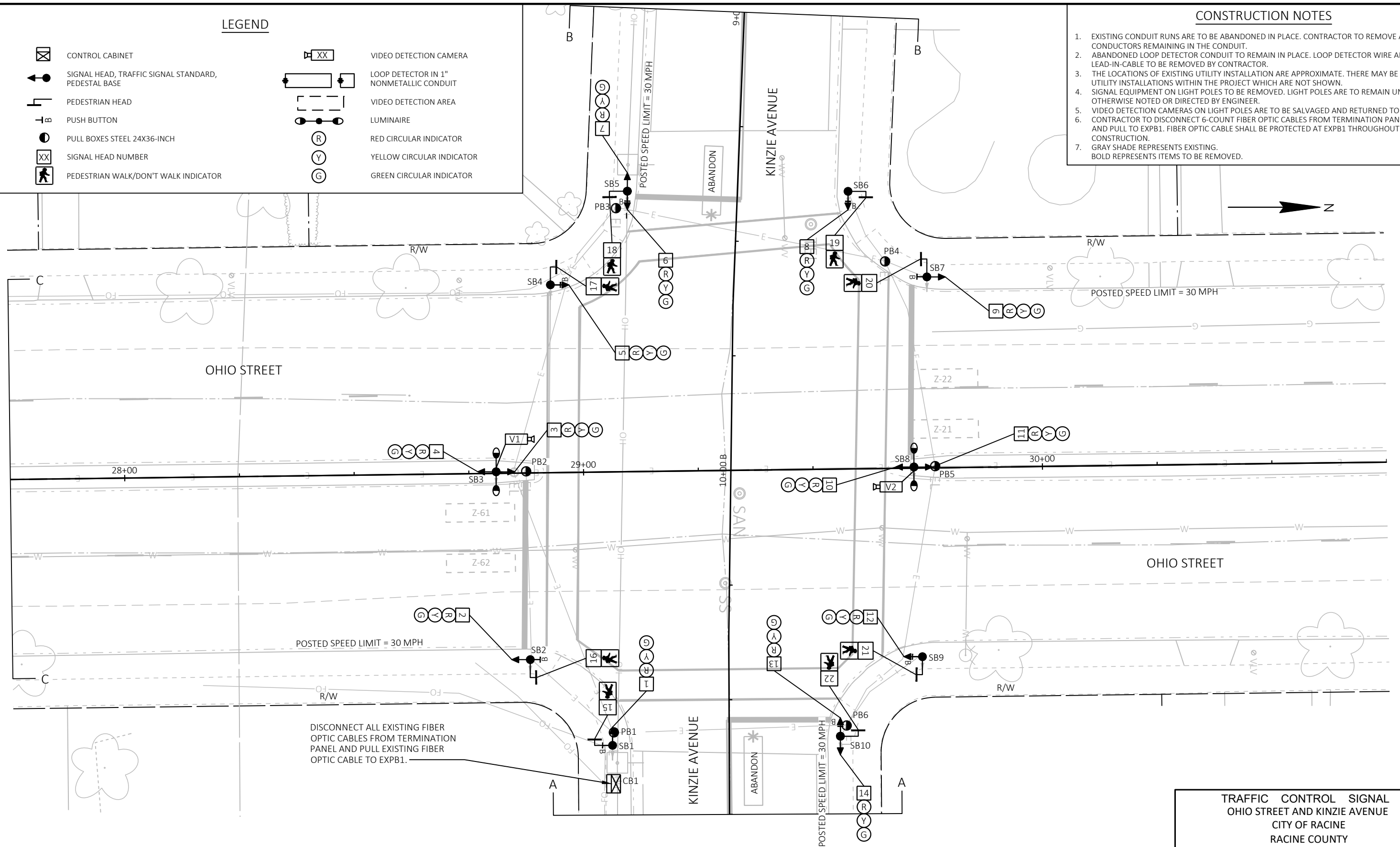
TYPE OF PRE-EMPT	
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RAILROAD	
EMERGENCY VEHICLE	
GTT	
TOMAR	
HARDWIRE	
OTHER	
CONFIRMATION LIGHTS	
LIFT BRIDGE	
QUEUE DETECTION	

LEGEND



CONSTRUCTION NOTES

- EXISTING CONDUIT RUNS ARE TO BE ABANDONED IN PLACE. CONTRACTOR TO REMOVE ANY CONDUCTORS REMAINING IN THE CONDUIT.
- ABANDONED LOOP DETECTOR CONDUIT TO REMAIN IN PLACE. LOOP DETECTOR WIRE AND LEAD-IN-CABLE TO BE REMOVED BY CONTRACTOR.
- THE LOCATIONS OF EXISTING UTILITY INSTALLATION ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
- SIGNAL EQUIPMENT ON LIGHT POLES TO BE REMOVED. LIGHT POLES ARE TO REMAIN UNLESS OTHERWISE NOTED OR DIRECTED BY ENGINEER.
- VIDEO DETECTION CAMERAS ON LIGHT POLES ARE TO BE SALVAGED AND RETURNED TO THE CITY.
- CONTRACTOR TO DISCONNECT 6-COUNT FIBER OPTIC CABLES FROM TERMINATION PANEL IN CB1 AND PULL TO EXPB1. FIBER OPTIC CABLE SHALL BE PROTECTED AT EXPB1 THROUGHOUT CONSTRUCTION.
- GRAY SHADE REPRESENTS EXISTING. BOLD REPRESENTS ITEMS TO BE REMOVED.



TRAFFIC CONTROL SIGNAL
OHIO STREET AND KINZIE AVENUE
CITY OF RACINE
RACINE COUNTY

SIGNAL NO. LOCAL

REGION CONTACT:
DESIGNED BY: STRAND ASSOCIATES INC. PAGE 1 OF 3
REVISED BY:

PROJECT NO: 2703-00-76

HWY: LOCAL STREET

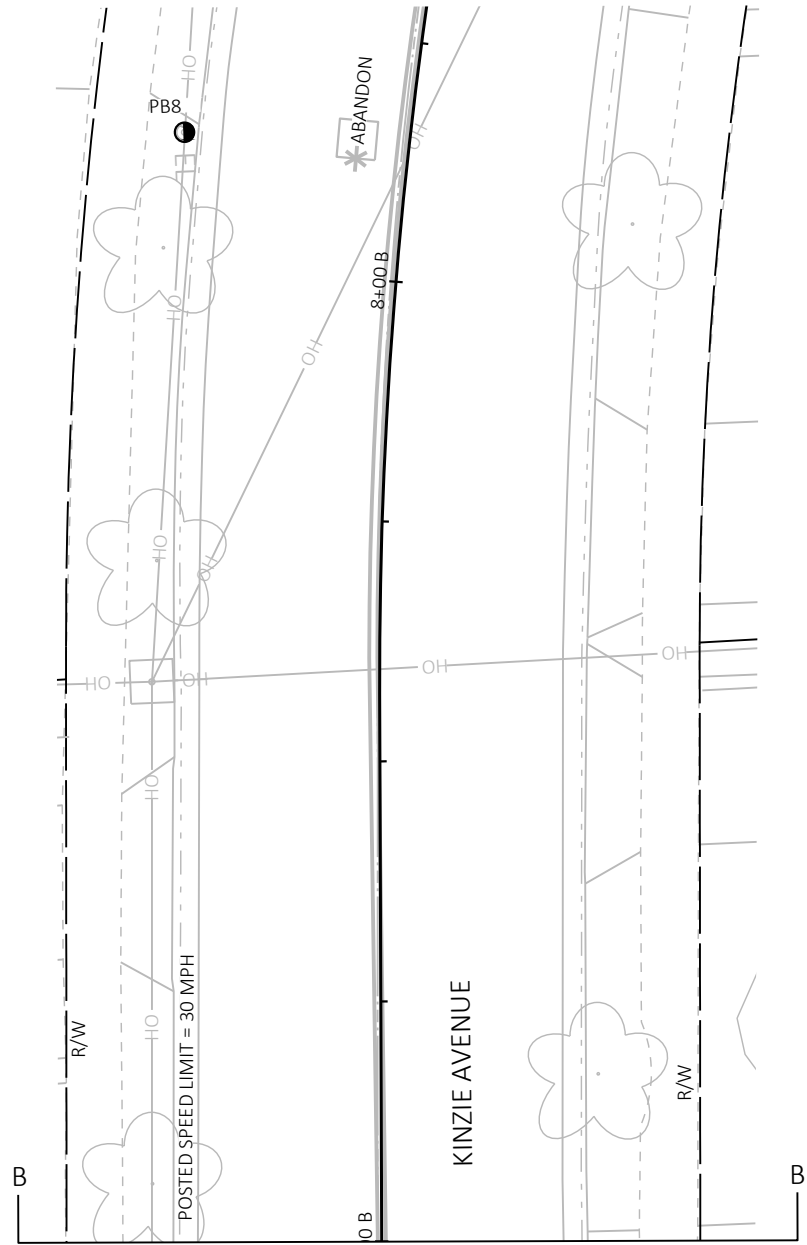
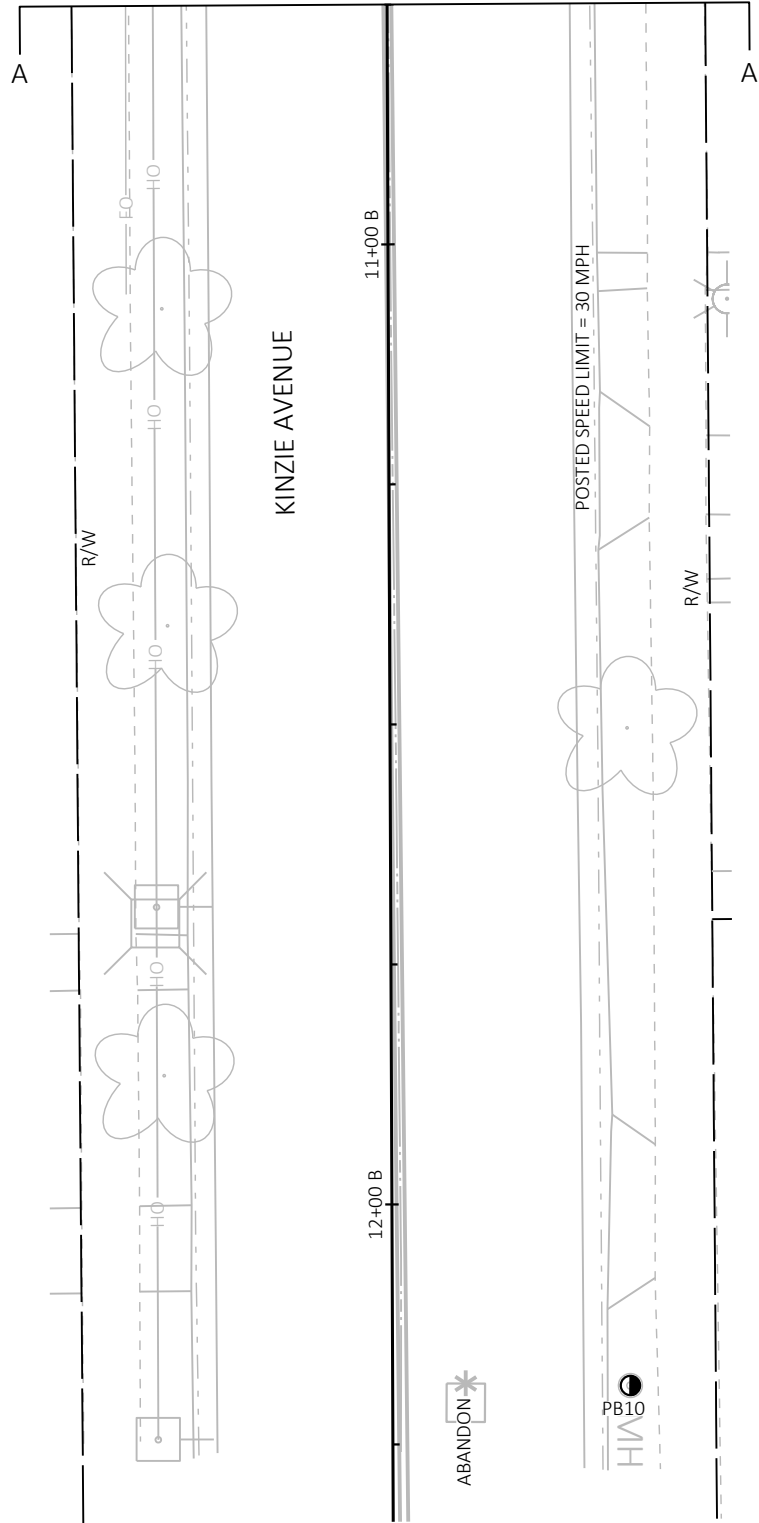
COUNTY: RACINE

TRAFFIC SIGNAL REMOVAL

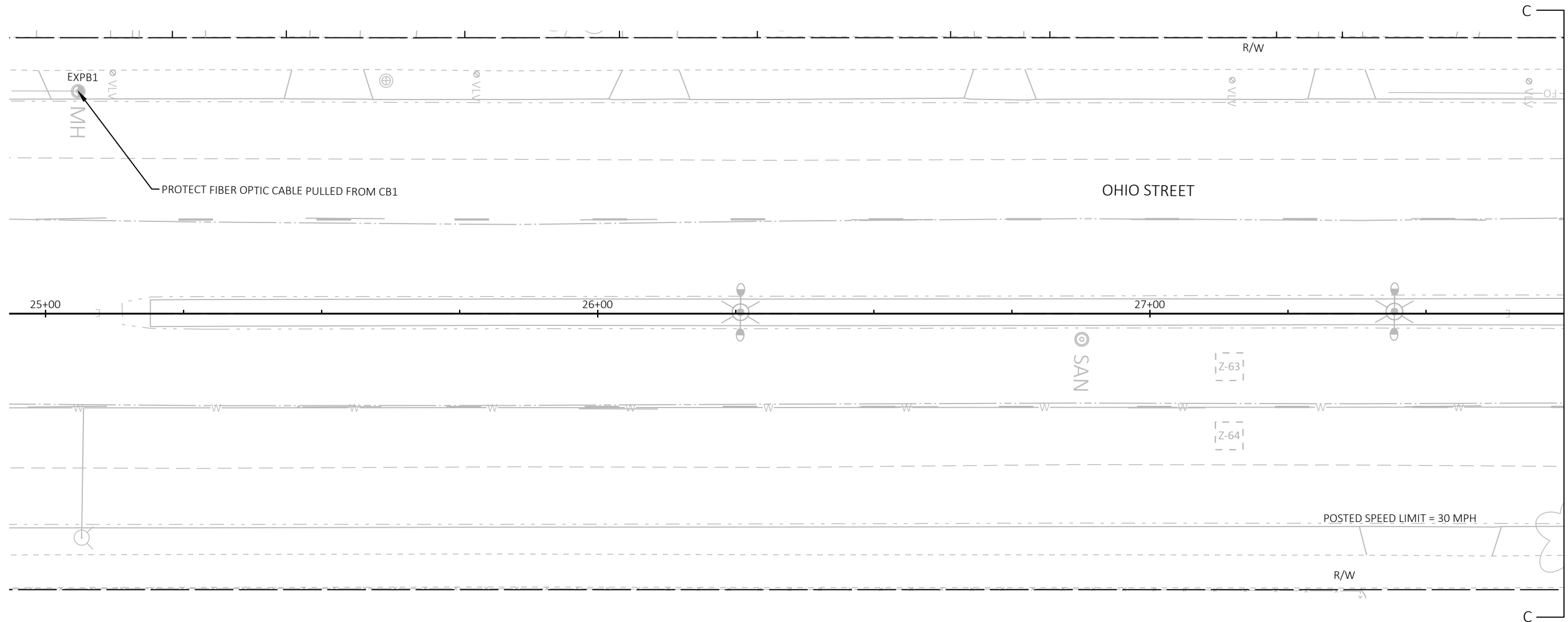
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TRAFFIC CONTROL SIGNAL OHIO STREET AND KINZIE AVENUE CITY OF RACINE RACINE COUNTY	
SIGNAL NO. LOCAL	
REGION CONTACT: DESIGNED BY: STRAND ASSOCIATES INC. REVISED BY:	PAGE 2 OF 3



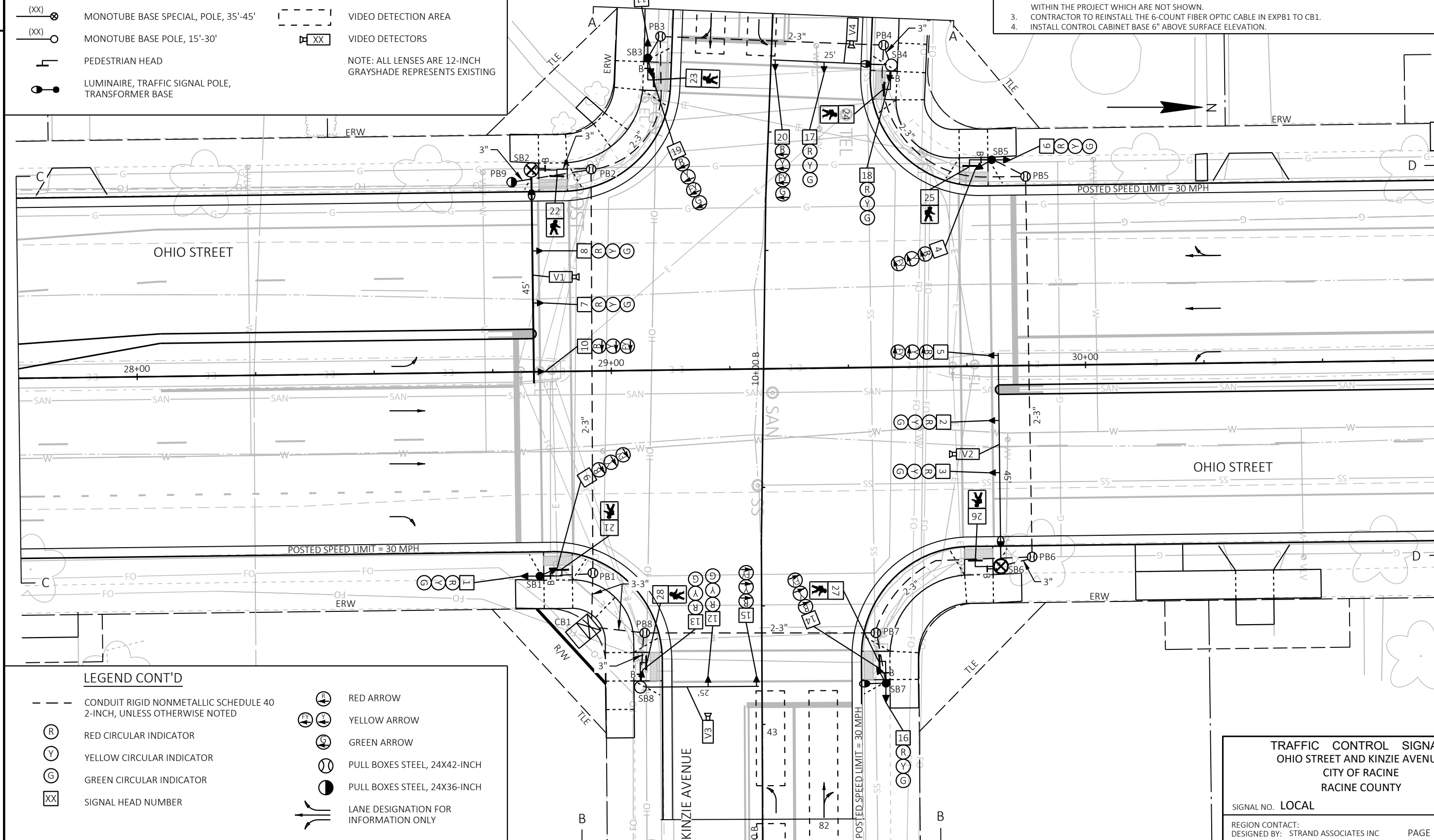
TRAFFIC CONTROL SIGNAL OHIO STREET AND KINZIE AVENUE CITY OF RACINE RACINE COUNTY	
SIGNAL NO. LOCAL	
REGION CONTACT: DESIGNED BY: STRAND ASSOCIATES INC. REVISED BY:	PAGE 3 OF 3

LEGEND

	CONTROL CABINET		PEDESTRIAN PUSH BUTTON
	SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE		DON'T WALK INDICATOR 16" WALK INDICATOR 16"
	MONOTUBE BASE SPECIAL, POLE, 35'-45'		VIDEO DETECTION AREA
	MONOTUBE BASE POLE, 15'-30'		VIDEO DETECTORS
	PEDESTRIAN HEAD	NOTE: ALL LENSES ARE 12-INCH GRAYSHADE REPRESENTS EXISTING	
	LUMINAIRE, TRAFFIC SIGNAL POLE, TRANSFORMER BASE		

CONSTRUCTION NOTES

1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT THE CITY OF RACINE ELECTRICAL FIELD UNIT TO MAKE ARRANGEMENTS AT (262) 653-4495.
2. THE LOCATION OF THE EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. CONTRACTOR TO REINSTALL THE 6-COUNT FIBER OPTIC CABLE IN EXPB1 TO CB1.
4. INSTALL CONTROL CABINET BASE 6" ABOVE SURFACE ELEVATION.



LEGEND CONT'D

	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS OTHERWISE NOTED		RED ARROW
	RED CIRCULAR INDICATOR		YELLOW ARROW
	YELLOW CIRCULAR INDICATOR		GREEN ARROW
	GREEN CIRCULAR INDICATOR		PULL BOXES STEEL, 24X42-INCH
	SIGNAL HEAD NUMBER		PULL BOXES STEEL, 24X36-INCH
			LANE DESIGNATION FOR INFORMATION ONLY

TRAFFIC CONTROL SIGNAL
OHIO STREET AND KINZIE AVENUE
CITY OF RACINE
RACINE COUNTY

SIGNAL NO. LOCAL

REGION CONTACT:
DESIGNED BY: STRAND ASSOCIATES INC
REVISED BY: PAGE 1 OF 5

PROJECT NO: 2703-00-76

HWY: LOCAL STREET

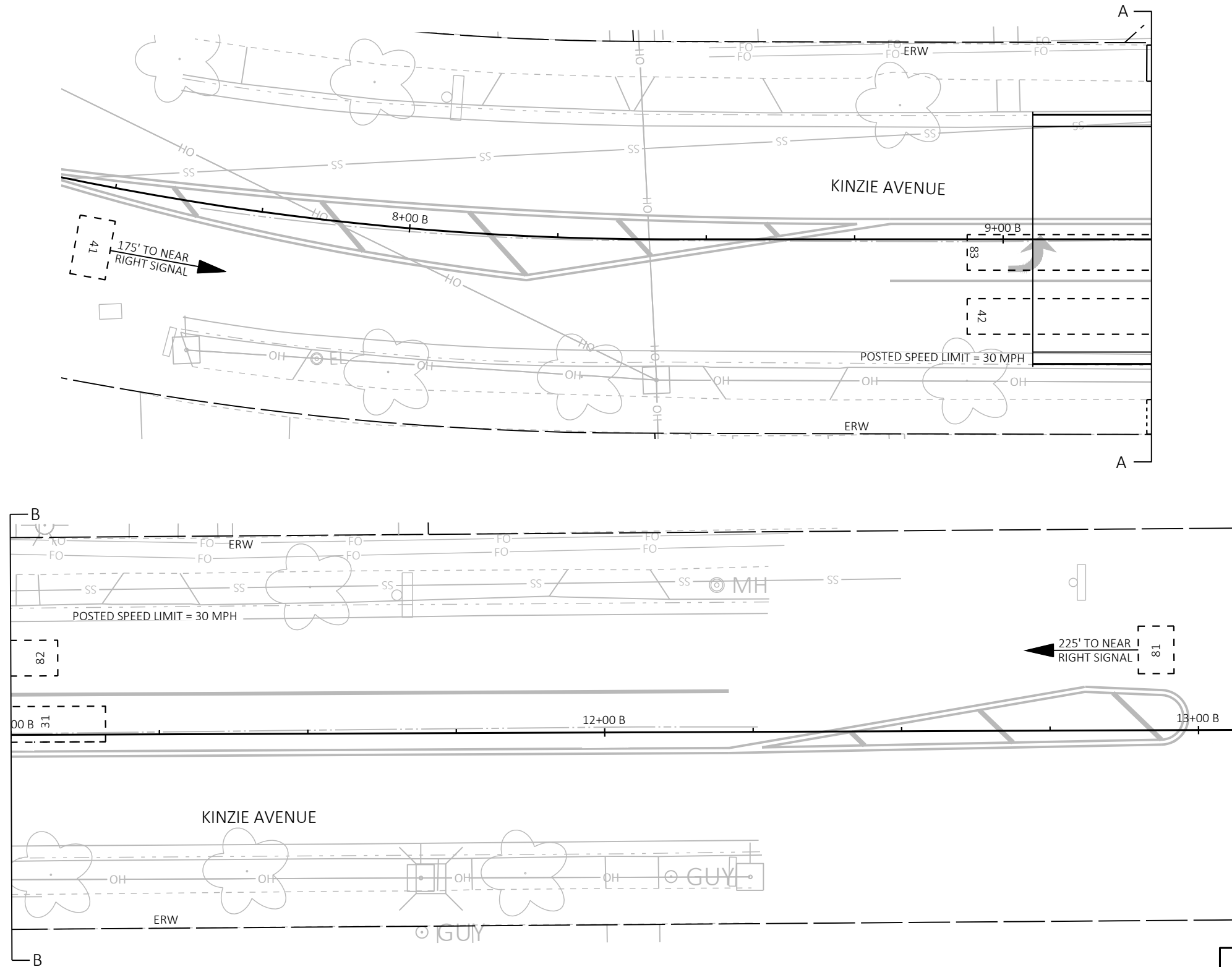
COUNTY: RACINE

TRAFFIC SIGNAL PLAN

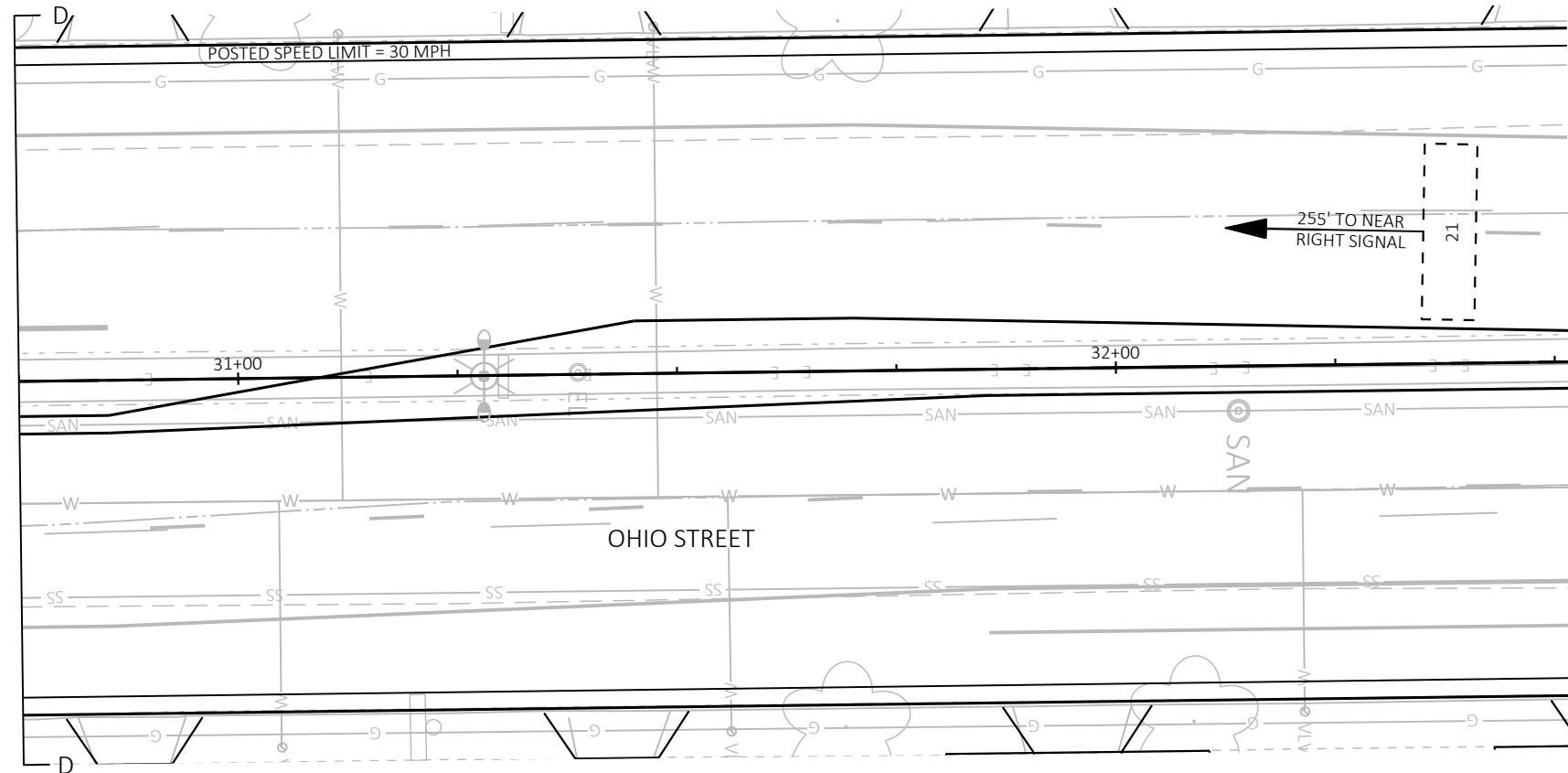
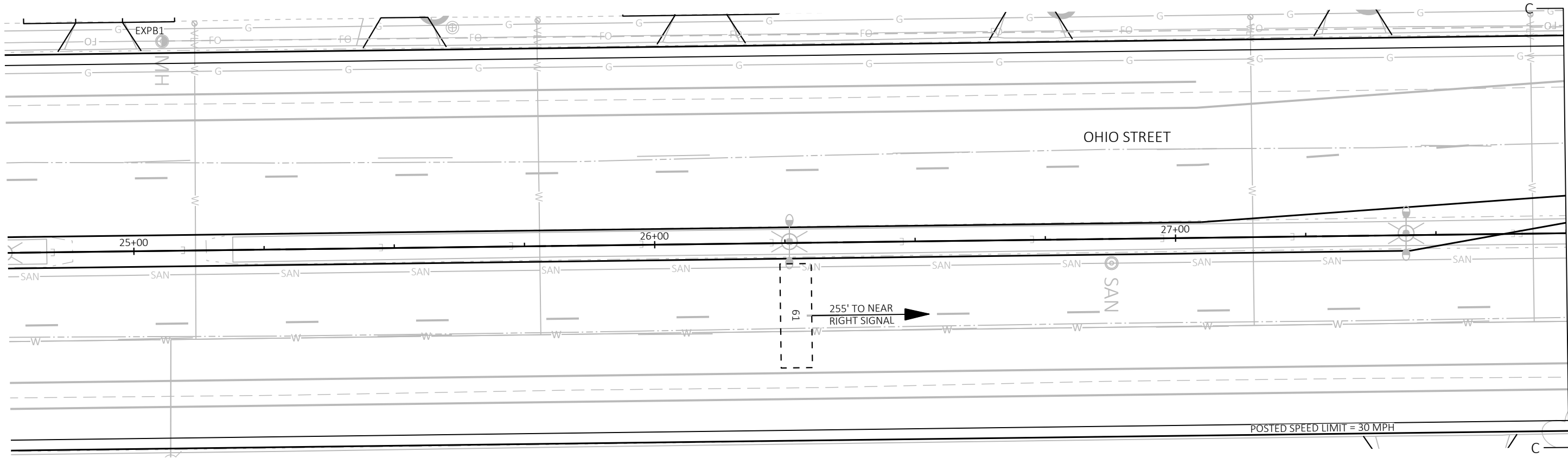
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58

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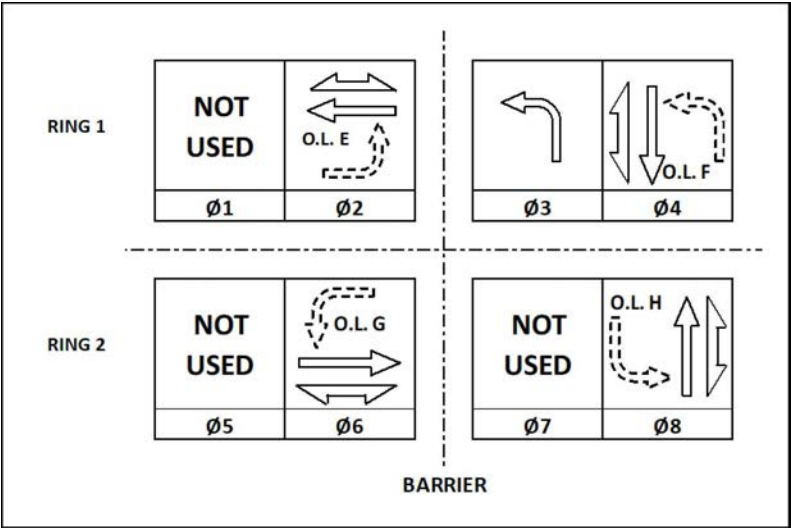


TRAFFIC CONTROL SIGNAL OHIO STREET AND KINZIE AVENUE CITY OF RACINE RACINE COUNTY	
SIGNAL NO. LOCAL	
REGION CONTACT: DESIGNED BY: STRAND ASSOCIATES INC REVISED BY:	PAGE 2 OF 5



TRAFFIC CONTROL SIGNAL OHIO STREET AND KINZIE AVENUE CITY OF RACINE RACINE COUNTY	
SIGNAL NO. LOCAL	
REGION CONTACT: DESIGNED BY: STRAND ASSOCIATES INC REVISED BY:	PAGE 3 OF 5

	HEAD NUMBERS	FLASH
Ø2	6,7,8	R
Ø3	19,20	R
Ø4	11,12,13	R
Ø6	1,2,3	R
Ø8	16,17,18	R
Ø2P	23,24	
Ø4P	21,22	
Ø6P	27,28	
Ø8P	25,26	
OLE	4,5	-
OLF	19,20	-
OLG	9,10	-
OLH	14,15	-



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1				
2	X	6	MIN	X
3		8		X
4		8		X
5				
6	X	2	MIN	X
7				
8		4		X

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	X
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

TYPE OF COORDINATION	
NONE	
TBC	X
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM NO:	SS-

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	
GTT	
TOMAR	
HARDWIRE	
OTHER	
CONFIRMATION LIGHTS	
LIFT BRIDGE	
QUEUE DETECTION	

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	21	41	43	81	83			
CALLED PHASE	2	4	4	8	8			
CALL OPTION	X		X		X			
DELAY TIME								
EXTENTION OPTION	X	X	X	X	X			
EXTEND TIME	X	X		X				
USE ADDED INITIAL								
CROSS SWITCH PHASE								
DETECTOR INPUT	4	2	8	6	12	10	16	
PLAN LOOP DETECTOR*(S)	31	42	61	82				
CALLED PHASE	3	4	6	8				
CALL OPTION	X	X	X	X				
DELAY TIME		X		X				
EXTENTION OPTION	X	X	X	X				
EXTEND TIME			X					
USE ADDED INITIAL								
CROSS SWITCH PHASE								

DETECTOR INPUT	19	17	23	21	27	25	31	29
PLAN LOOP DETECTOR*(S)								
CALLED PHASE								
CALL OPTION								
DELAY TIME								
EXTENTION OPTION								
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								
DETECTOR INPUT			24	22	28	26	32	30
PLAN LOOP DETECTOR*(S)								
CALLED PHASE								
CALL OPTION								
DELAY TIME								
EXTENTION OPTION								
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								

TRAFFIC CONTROL SIGNAL
OHIO STREET AND KINZIE AVENUE
CITY OF RACINE
RACINE COUNTY

SIGNAL NO. LOCAL

REGION CONTACT:
DESIGNED BY: STRAND ASSOCIATES INC
REVISED BY:

PAGE 4 OF 5

PROJECT ID:	2703-00-76
INTERSECTION:	Ohio Street & Kinzie Avenue

Signal Wire Color	BLK - black	RED - red	GRN - green
Coding	WHT - white	BLU - blue	ORG - orange

CB1 TO	NO. OF CONDUCTORS	HEAD NO.	SIGNAL INDICATION WIRE COLOR									PED BUTTON	OTHER
			RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	<FLASHING YELLOW>	D/WALK	WALK		
SB1	12	1	RED	ORG	GRN								
		9				RED/BLK	ORG/BLK		BLK/WHT				
		21								BLK	BLU		
		B										WHT/BLK	
SB2	12	7	RED	ORG	GRN								
		8	RED	ORG	GRN								
		10				RED/BLK	ORG/BLK		BLK/WHT				
		22								BLK	BLU		
SB3	12	B										WHT/BLK	
		11	RED	ORG	GRN								
		19				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
		23								BLK	BLU		
SB4	12	B										WHT/BLK	
		17	RED	ORG	GRN								
		18	RED	ORG	GRN								
		20				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
SB5	12	B										WHT/BLK	
		4				RED/BLK	ORG/BLK		BLK/WHT				
		6	RED	ORG	GRN								
		25								BLK	BLU		
SB6	12	B										WHT/BLK	
		2	RED	ORG	GRN								
		3	RED	ORG	GRN								
		5				RED/BLK	ORG/BLK		BLK/WHT				
SB7	12	B								BLK	BLU		
		26										WHT/BLK	
		14				RED/BLK	ORG/BLK		BLK/WHT				
		16	RED	ORG	GRN								
SB8	12	B								BLK	BLU		
		27										WHT/BLK	
		12	RED	ORG	GRN								
		13	RED	ORG	GRN								
		15				RED/BLK	ORG/BLK		BLK/WHT				
		28								BLK	BLU		
		B										WHT/BLK	

- *Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications
- *Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.
- *At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.
- *Reconnect the grounding conductors wherever the circuit has been interrupted to ensure the grounding circuit is complete.

Equipment grounding conductor 10 AWG Green XLP	
From	TO
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	CB1

Pull Box Bonding Jumper 10 AWG Green XLP	
From	To
PB1	CB1
PB2	SB2
PB3	SB3
PB4	SB4
PB5	SB5
PB6	SB6
PB7	SB7
PB8	CB1

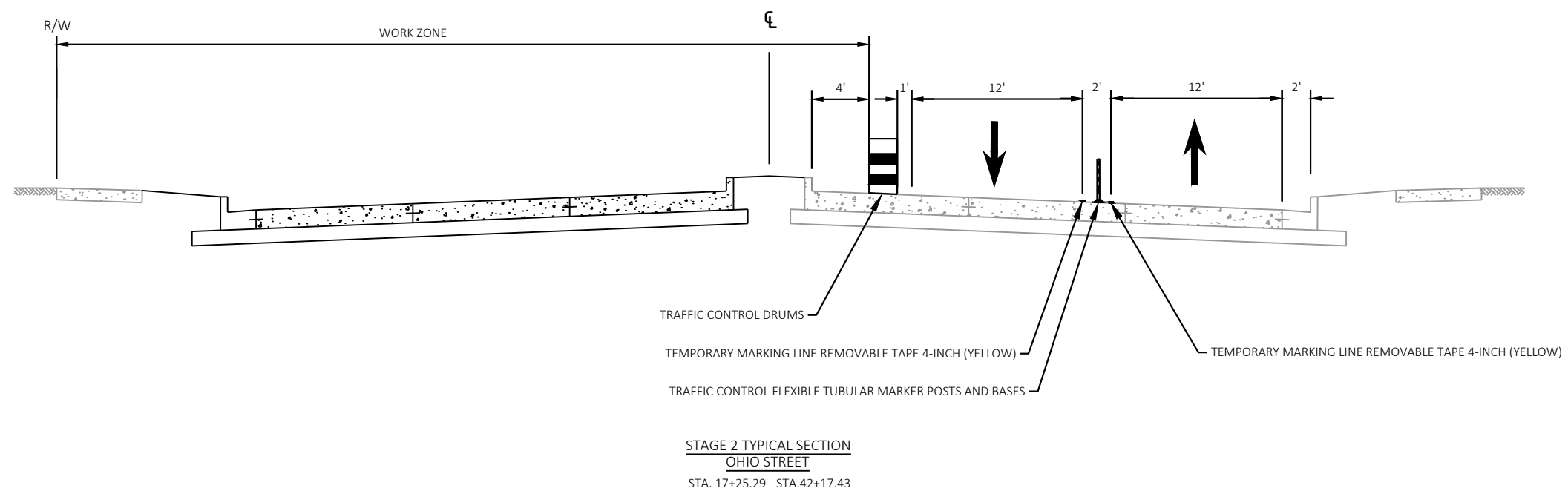
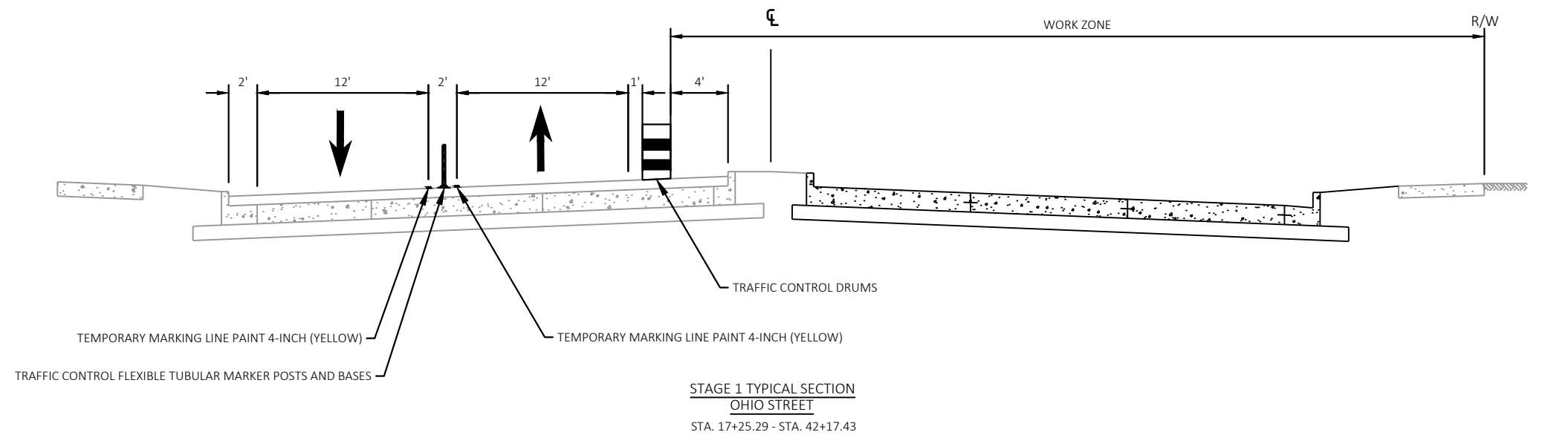
Lighting UF 2-10 AWG Grounded	
From	To
CB1	SB2
SB2	SB4
CB1	SB7
SB7	SB6

VIDEO DETECTION CABLE	
From	To
CB1	SB2 (V1)
CB1	SB4 (V4)
CB1	SB6 (V2)
CB1	SB8 (V3)

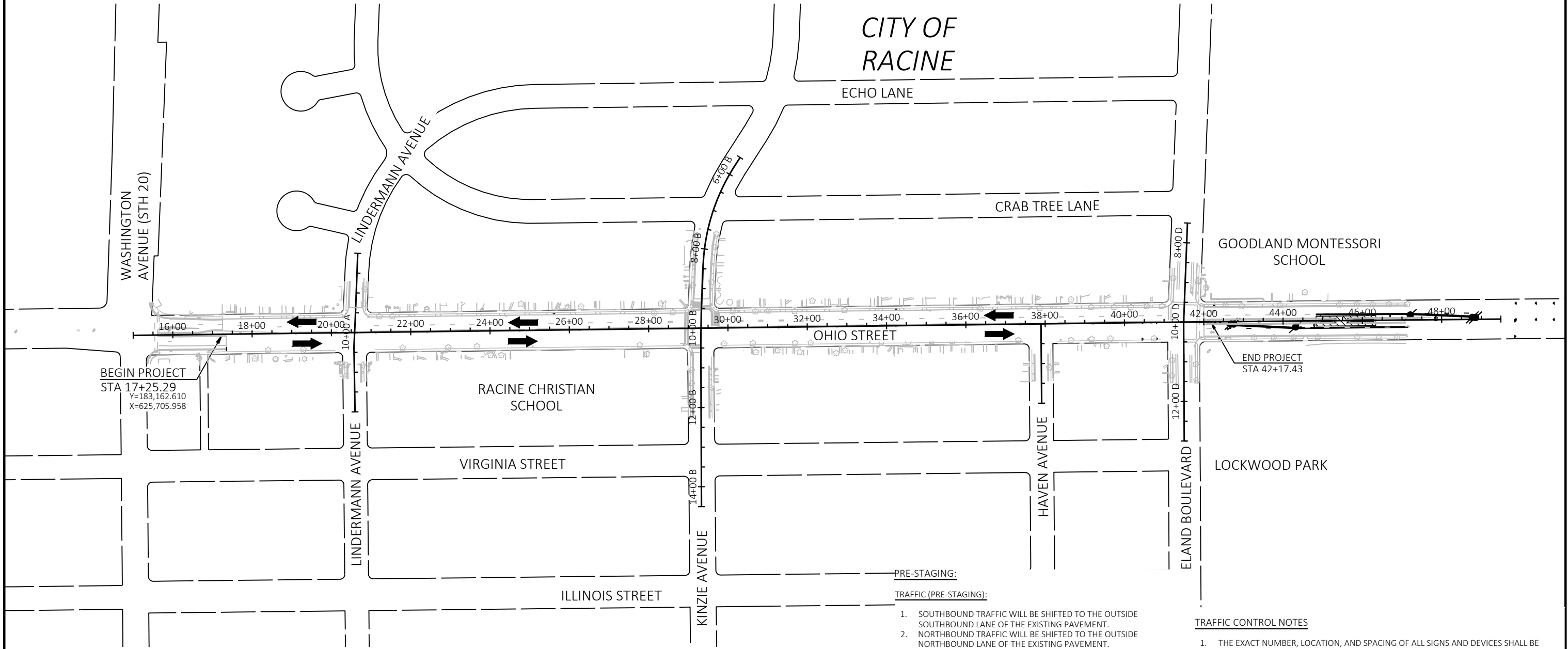
TRAFFIC CONTROL SIGNAL
OHIO STREET AND KINZIE AVENUE
CITY OF RACINE
RACINE COUNTY

SIGNAL NO. LOCAL

REGION CONTACT:
DESIGNED BY: STRAND ASSOCIATES INC
REVISED BY: PAGE 5 OF 5



NOTE:
PAVEMENT STRUCTURE FOR CROSSOVER:
4-INCHES ASPHALTIC SURFACE TEMPORARY OVER
6-INCHES BASE AGGREGATE DENSE 1 1/4-INCH



LEGEND

 WORK ZONE

PRE-STAGING:

TRAFFIC (PRE-STAGING):

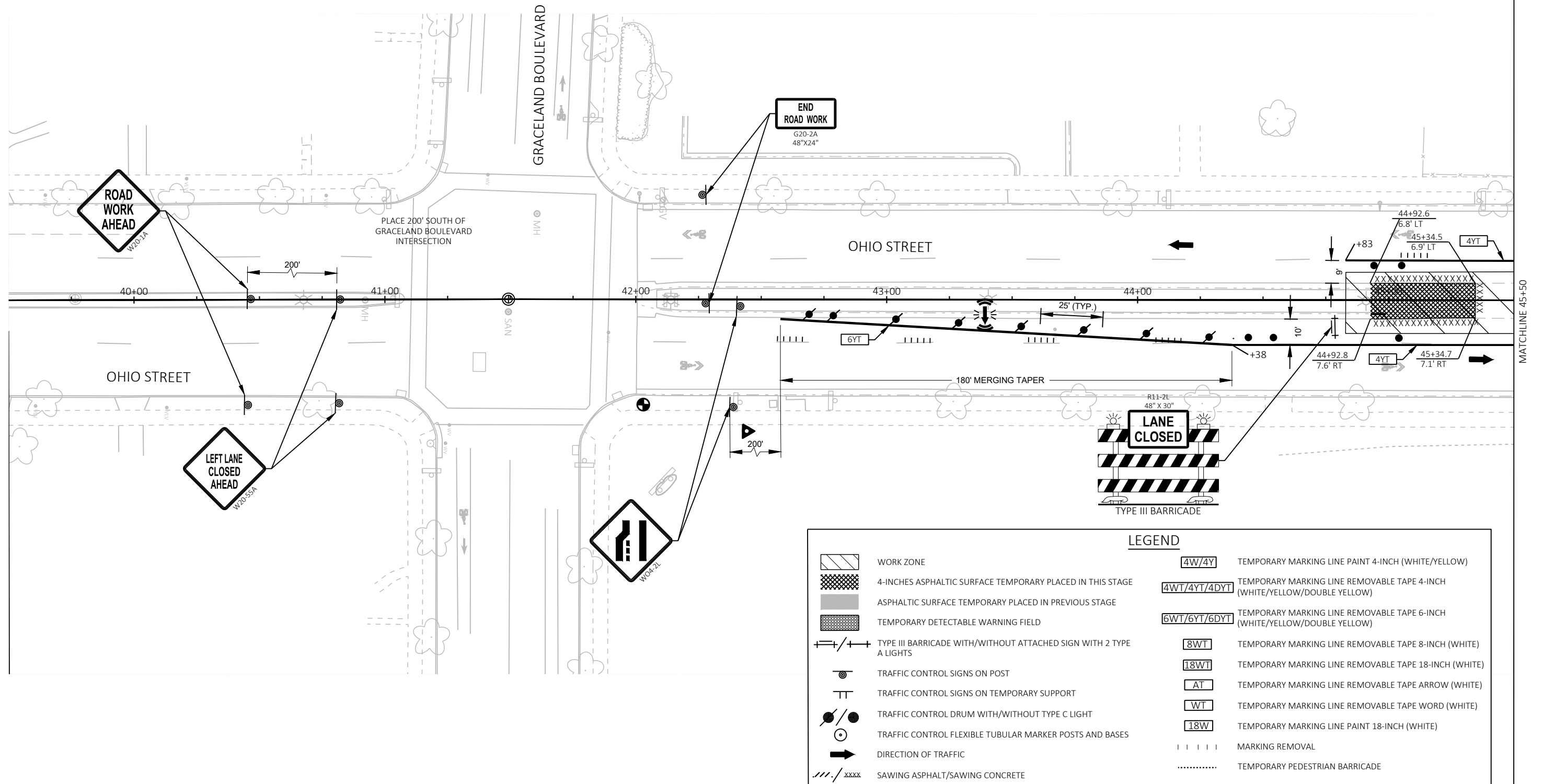
1. SOUTHBOUND TRAFFIC WILL BE SHIFTED TO THE OUTSIDE SOUTHBOUND LANE OF THE EXISTING PAVEMENT.
2. NORTHBOUND TRAFFIC WILL BE SHIFTED TO THE OUTSIDE NORTHBOUND LANE OF THE EXISTING PAVEMENT.
3. MAINTAIN PEDESTRIAN SIDEWALK ACCESS ON EXISTING SIDEWALK.

CONSTRUCT (PRE-STAGING):

1. INSTALL TRAFFIC CONTROL DEVICES NECESSARY FOR PRE-STAGE 1 CONSTRUCTION PRIOR TO THE TRAFFIC SWITCH TO PRE-STAGE 1.
2. REMOVE ALL EXISTING MARKINGS THAT CONFLICT WITH PRE-STAGE 1 TRAFFIC CONTROL.
3. REMOVE EXISTING CURB AND GUTTER, AND PAVEMENT WITHIN THE PRE-STAGE 1 CONSTRUCTION LIMITS.
4. CONSTRUCT PROPOSED CROSSOVERS AT SOUTH AND NORTH ENDS OF THE PROJECT.
5. PLACE ALL EROSION CONTROL DEVICES AND PERTINENT FINISHING ITEMS THAT PERTAIN TO PRE-STAGE 1 CONSTRUCTION.
6. PROVIDE TEMPORARY LIGHTING USING EXISTING LIGHTS.

TRAFFIC CONTROL NOTES

1. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
2. ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
3. ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
4. SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
5. SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
6. PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
7. TEMPORARY MARKING ON EXISTING OR TEMPORARY PAVEMENT SHALL BE TEMPORARY MARKING PAINT.
8. TEMPORARY MARKING ON NEW PAVEMENT SHALL BE TEMPORARY MARKING REMOVABLE TAPE.



PROJECT NO: 2703-00-76

HWY: LOCAL STREET

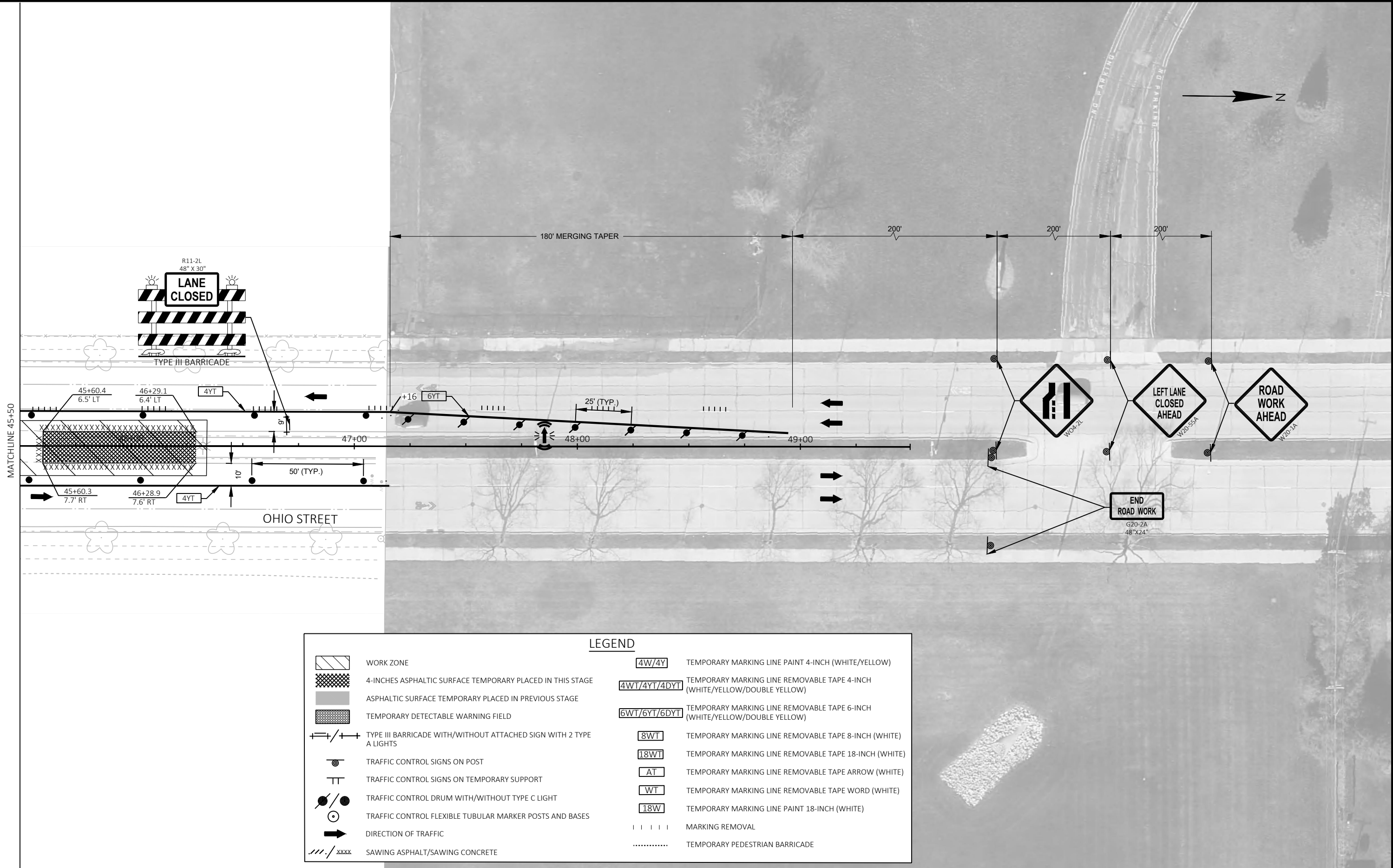
COUNTY: RACINE

TRAFFIC CONTROL - PRE-STAGE 1

SHEET

65

E



PROJECT NO: 2703-00-76

HWY: LOCAL STREET

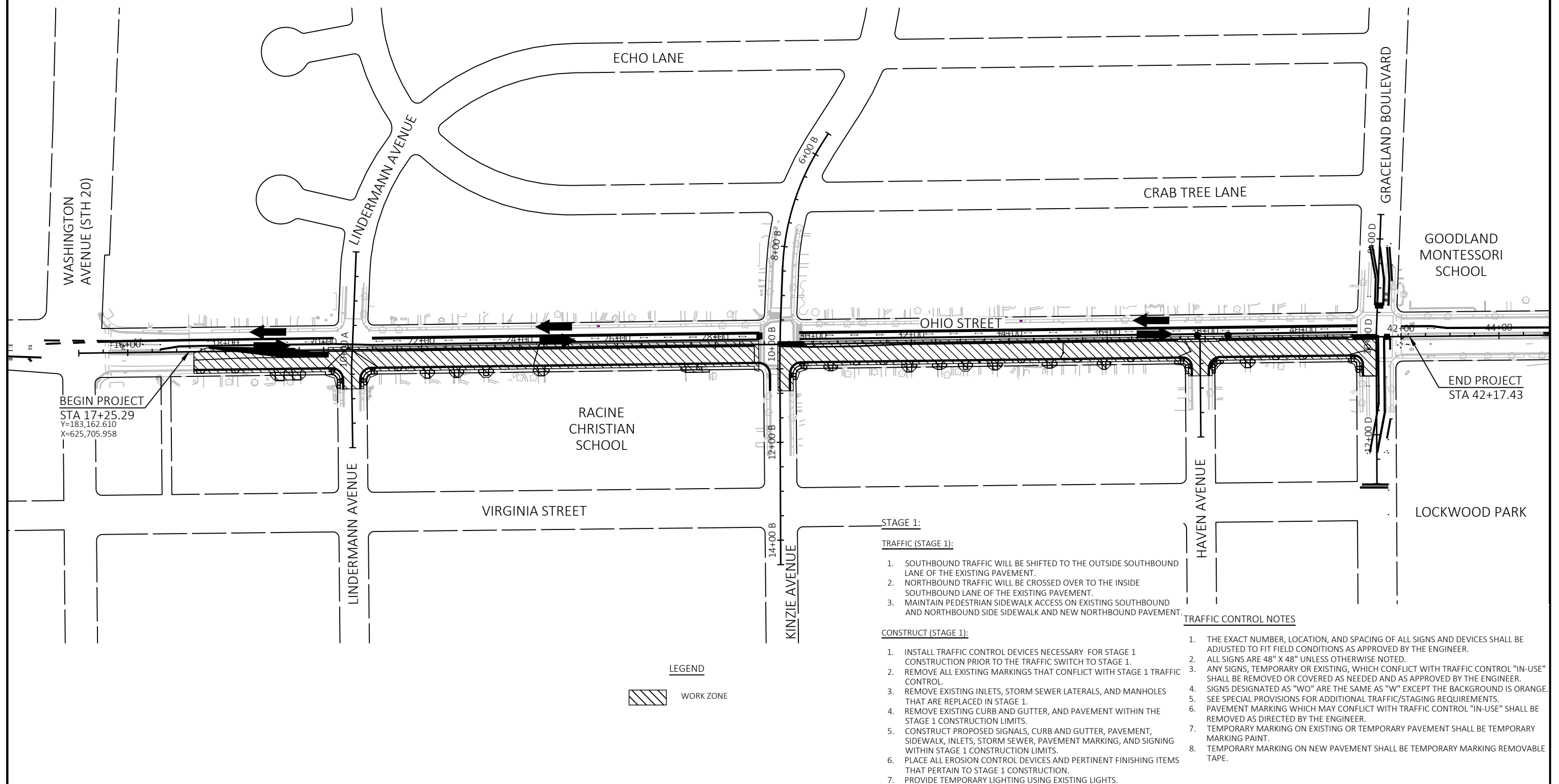
COUNTY: RACINE

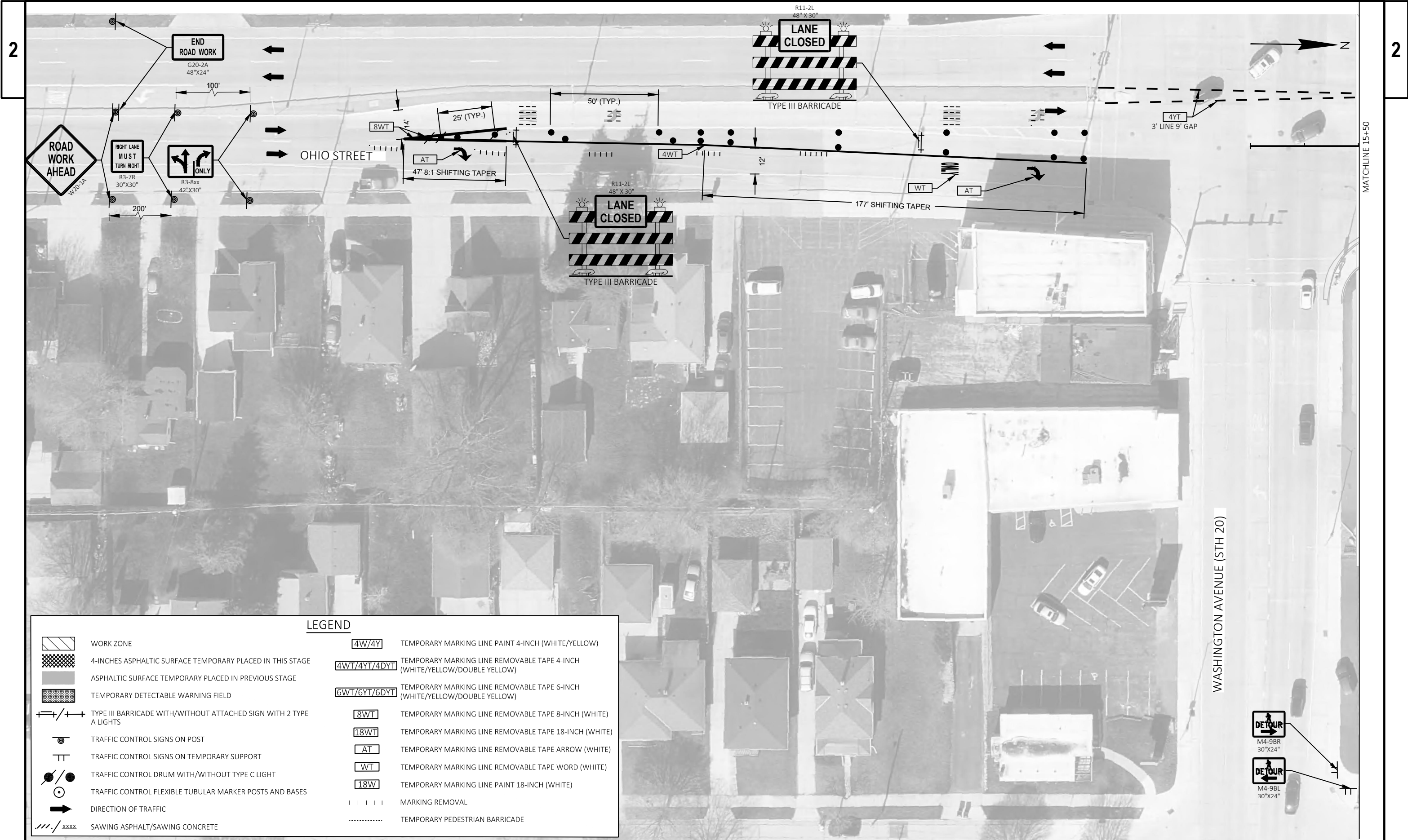
TRAFFIC CONTROL - PRE-STAGE 1

SHEET

66

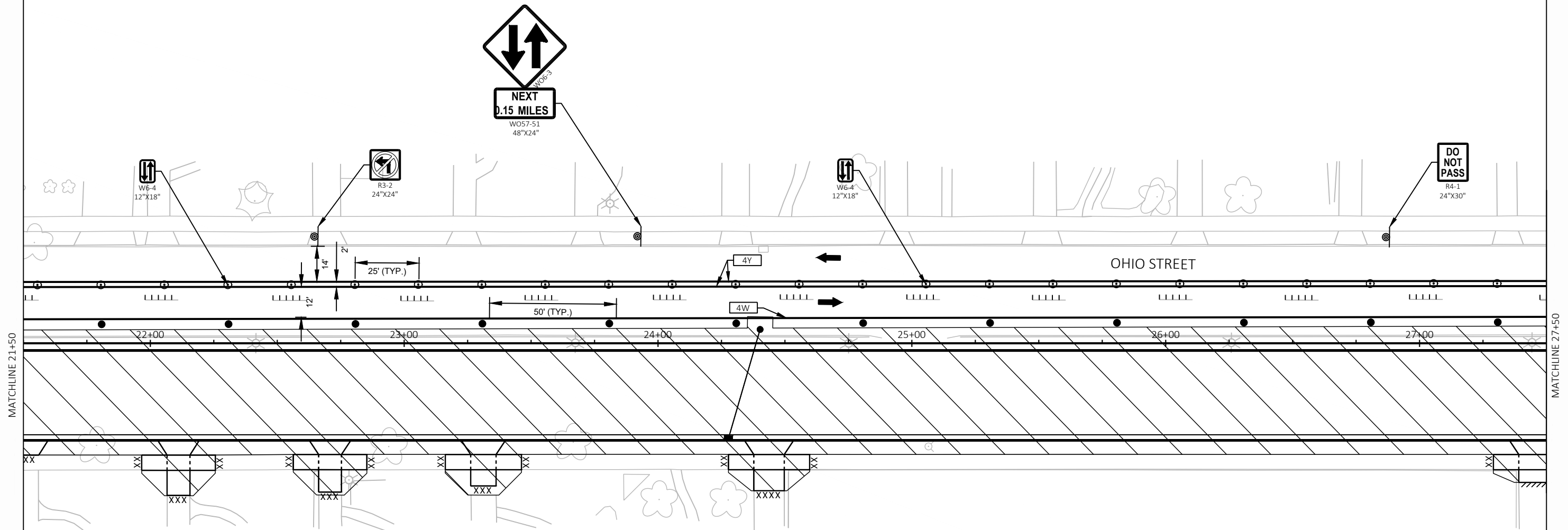
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LEGEND

	WORK ZONE		TEMPORARY MARKING LINE PAINT 4-INCH (WHITE/YELLOW)
	4-INCHES ASPHALTIC SURFACE TEMPORARY PLACED IN THIS STAGE		TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE/YELLOW/DOUBLE YELLOW)
	ASPHALTIC SURFACE TEMPORARY PLACED IN PREVIOUS STAGE		TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE/YELLOW/DOUBLE YELLOW)
	TEMPORARY DETECTABLE WARNING FIELD		TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN WITH 2 TYPE A LIGHTS		TEMPORARY MARKING LINE REMOVABLE TAPE 18-INCH (WHITE)
	TRAFFIC CONTROL SIGNS ON POST		TEMPORARY MARKING LINE REMOVABLE TAPE ARROW (WHITE)
	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT		TEMPORARY MARKING LINE REMOVABLE TAPE WORD (WHITE)
	TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C LIGHT		TEMPORARY MARKING LINE PAINT 18-INCH (WHITE)
	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS AND BASES		MARKING REMOVAL
	DIRECTION OF TRAFFIC		TEMPORARY PEDESTRIAN BARRICADE
	SAWING ASPHALT/SAWING CONCRETE		



LEGEND

	WORK ZONE		TEMPORARY MARKING LINE PAINT 4-INCH (WHITE/YELLOW)
	4-INCHES ASPHALTIC SURFACE TEMPORARY PLACED IN THIS STAGE		TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE/YELLOW/DOUBLE YELLOW)
	ASPHALTIC SURFACE TEMPORARY PLACED IN PREVIOUS STAGE		TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE/YELLOW/DOUBLE YELLOW)
	TEMPORARY DETECTABLE WARNING FIELD		TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN WITH 2 TYPE A LIGHTS		TEMPORARY MARKING LINE REMOVABLE TAPE 18-INCH (WHITE)
	TRAFFIC CONTROL SIGNS ON POST		TEMPORARY MARKING LINE REMOVABLE TAPE ARROW (WHITE)
	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT		TEMPORARY MARKING LINE REMOVABLE TAPE WORD (WHITE)
	TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C LIGHT		TEMPORARY MARKING LINE PAINT 18-INCH (WHITE)
	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS AND BASES		MARKING REMOVAL
	DIRECTION OF TRAFFIC		TEMPORARY PEDESTRIAN BARRICADE
	SAWING ASPHALT/SAWING CONCRETE		

PROJECT NO: 2703-00-76

HWY: LOCAL STREET

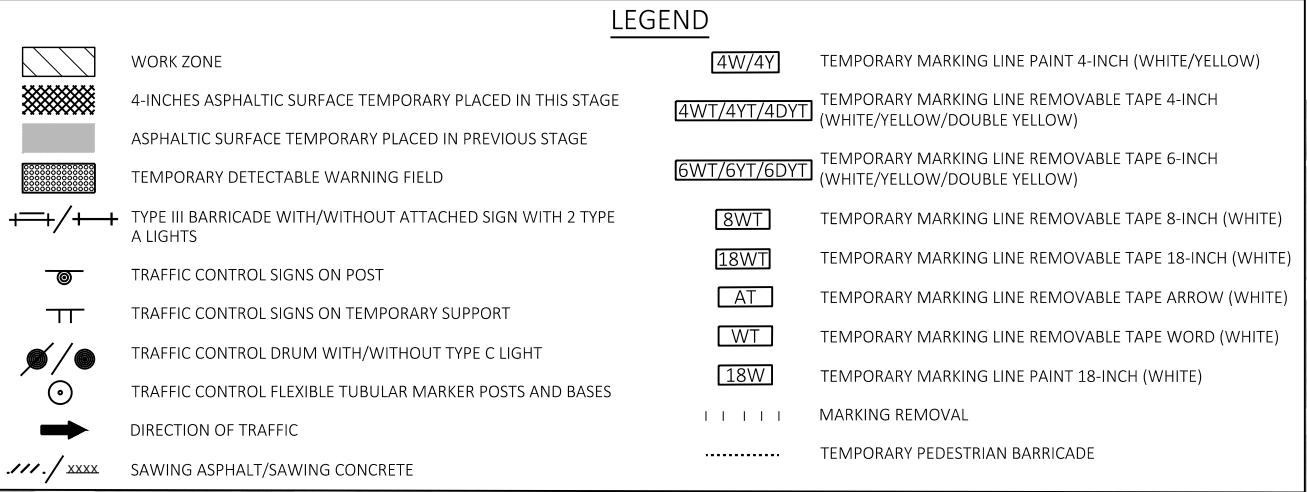
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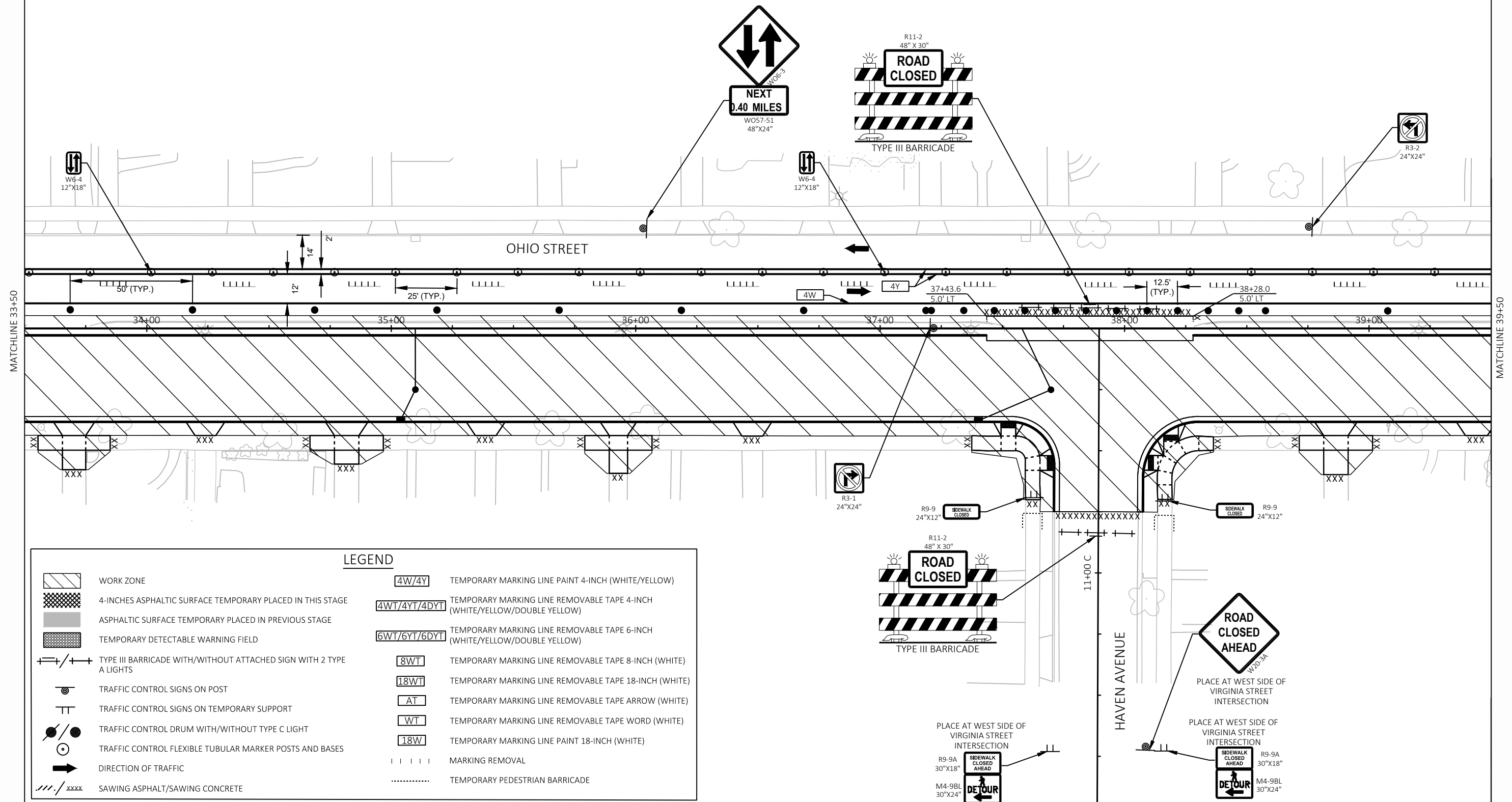
TRAFFIC CONTROL - STAGE 1

SHEET

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PROJECT NO: 2703-00-76

HWY: LOCAL STREET

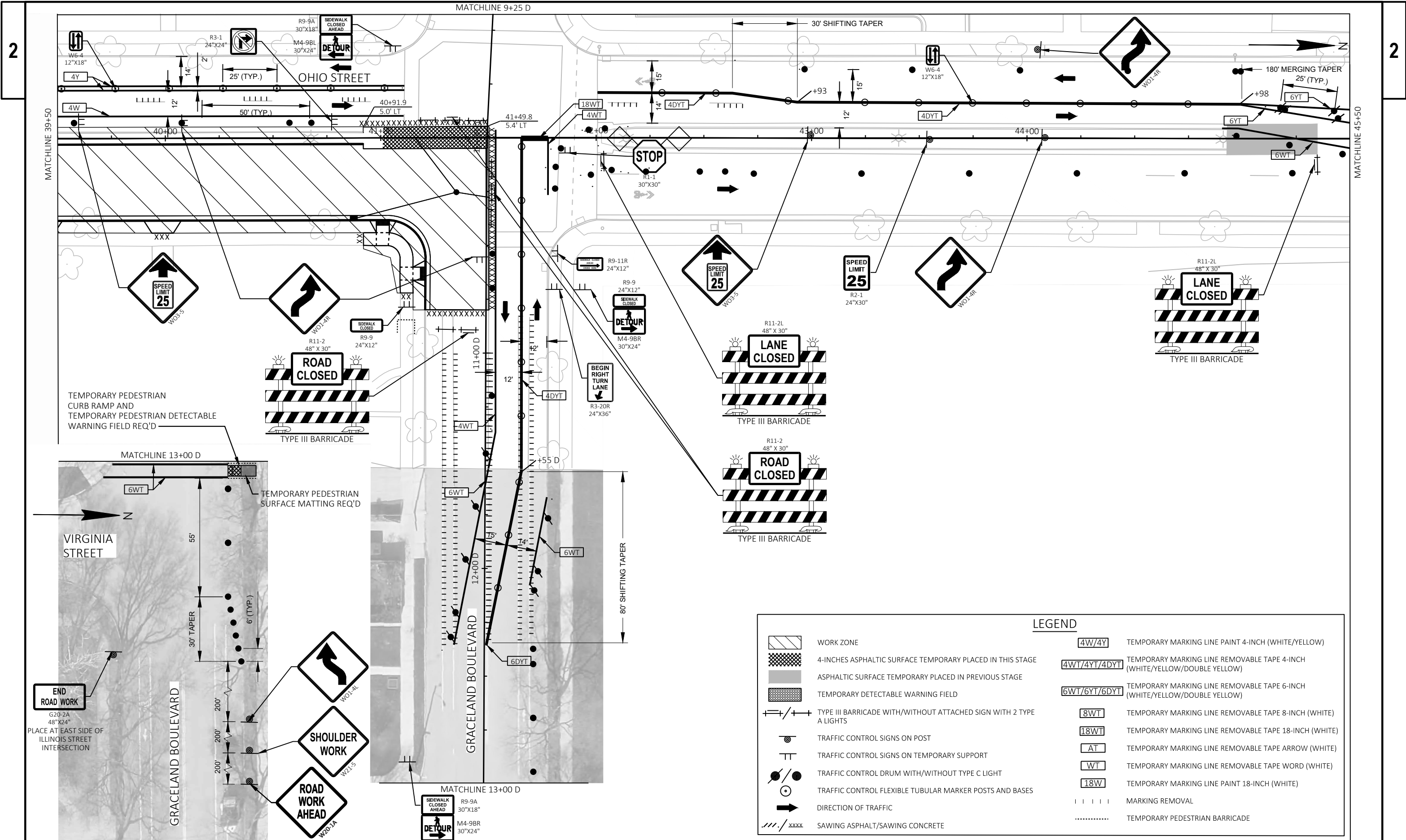
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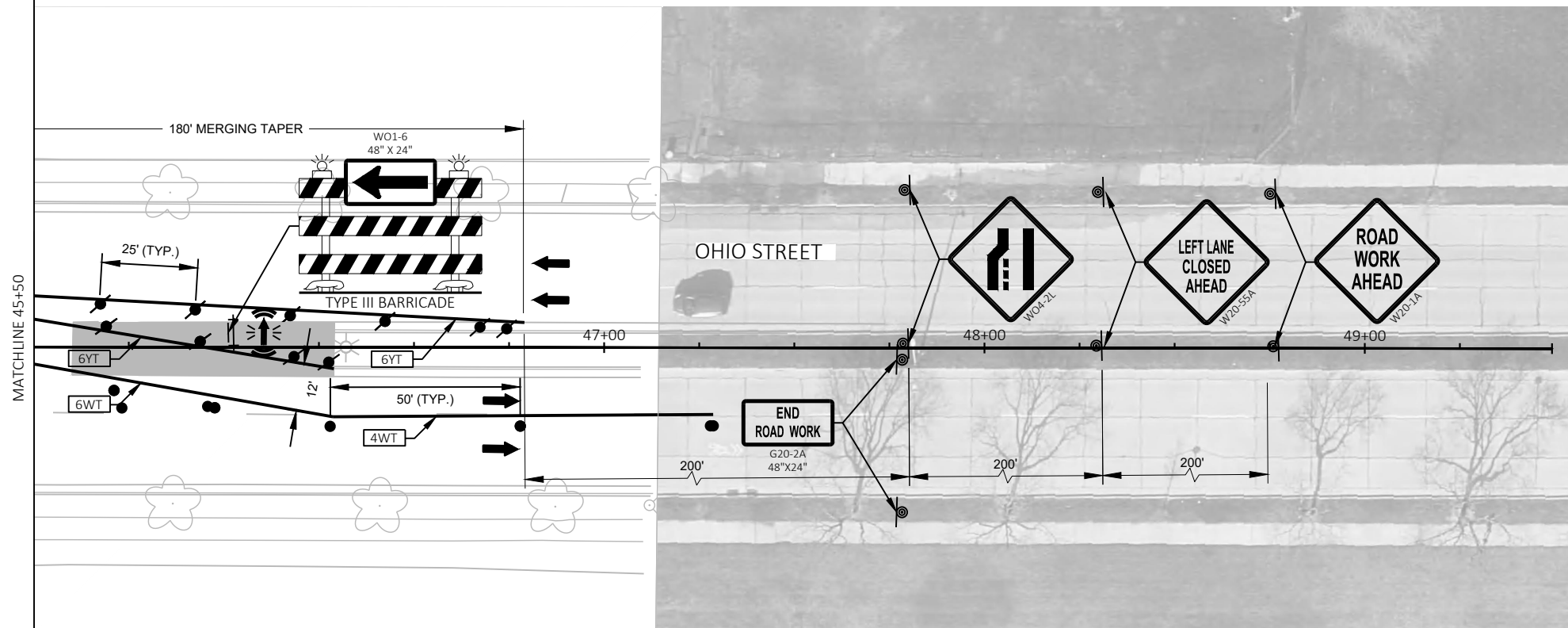
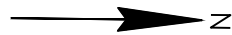
TRAFFIC CONTROL - STAGE 1

SHEET

72

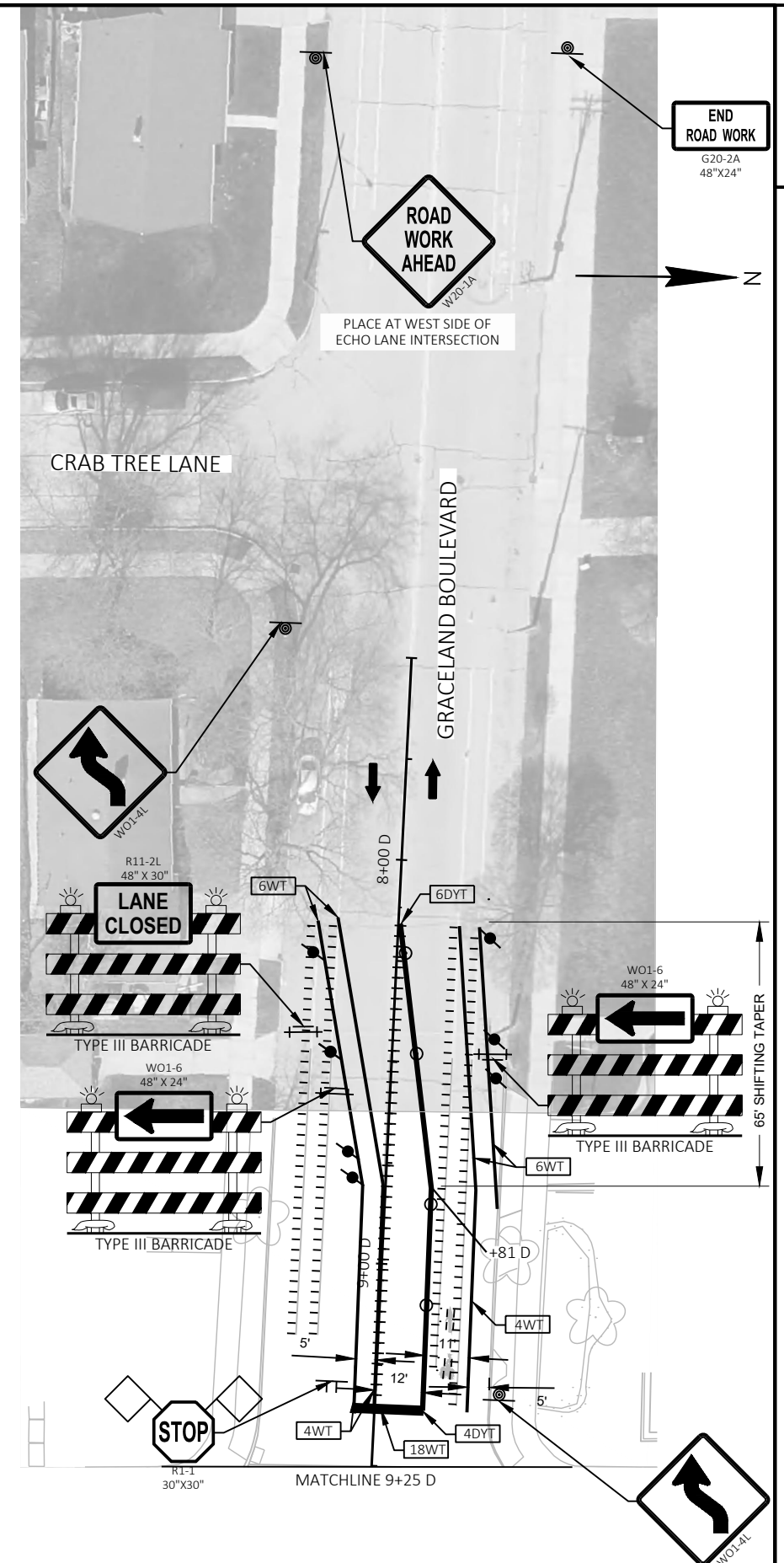
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LEGEND

	WORK ZONE		TEMPORARY MARKING LINE PAINT 4-INCH (WHITE/YELLOW)
	4-INCHES ASPHALTIC SURFACE TEMPORARY PLACED IN THIS STAGE		TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE/YELLOW/DOUBLE YELLOW)
	ASPHALTIC SURFACE TEMPORARY PLACED IN PREVIOUS STAGE		TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE/YELLOW/DOUBLE YELLOW)
	TEMPORARY DETECTABLE WARNING FIELD		TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN WITH 2 TYPE A LIGHTS		TEMPORARY MARKING LINE REMOVABLE TAPE 18-INCH (WHITE)
	TRAFFIC CONTROL SIGNS ON POST		TEMPORARY MARKING LINE REMOVABLE TAPE ARROW (WHITE)
	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT		TEMPORARY MARKING LINE REMOVABLE TAPE WORD (WHITE)
	TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C LIGHT		TEMPORARY MARKING LINE PAINT 18-INCH (WHITE)
	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS AND BASES		MARKING REMOVAL
	DIRECTION OF TRAFFIC		TEMPORARY PEDESTRIAN BARRICADE
	SAWING ASPHALT/SAWING CONCRETE		



PROJECT NO: 2703-00-76

HWY: LOCAL STREET

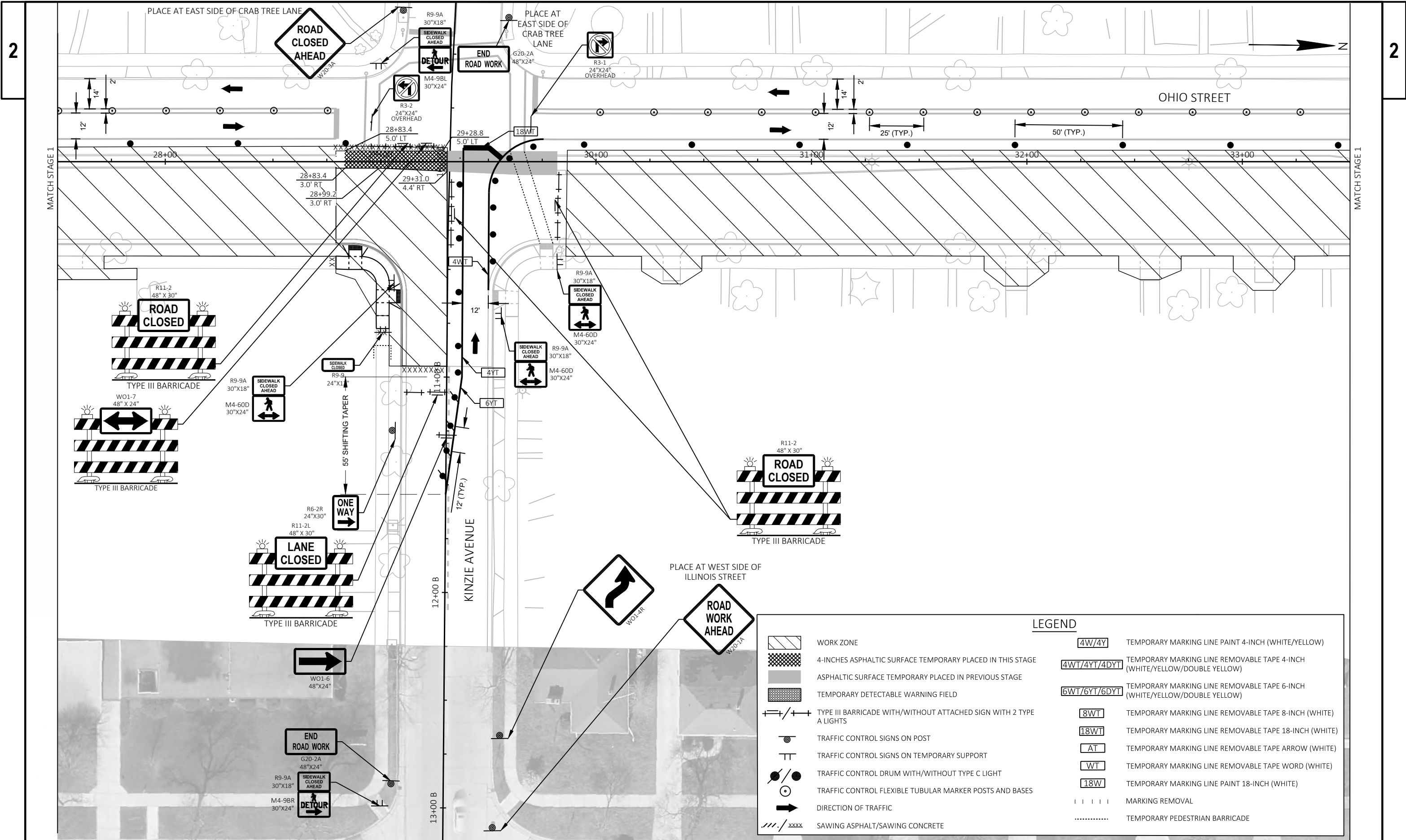
COUNTY: RACINE

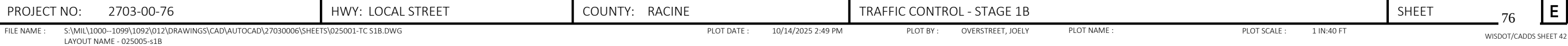
TRAFFIC CONTROL - STAGE 1

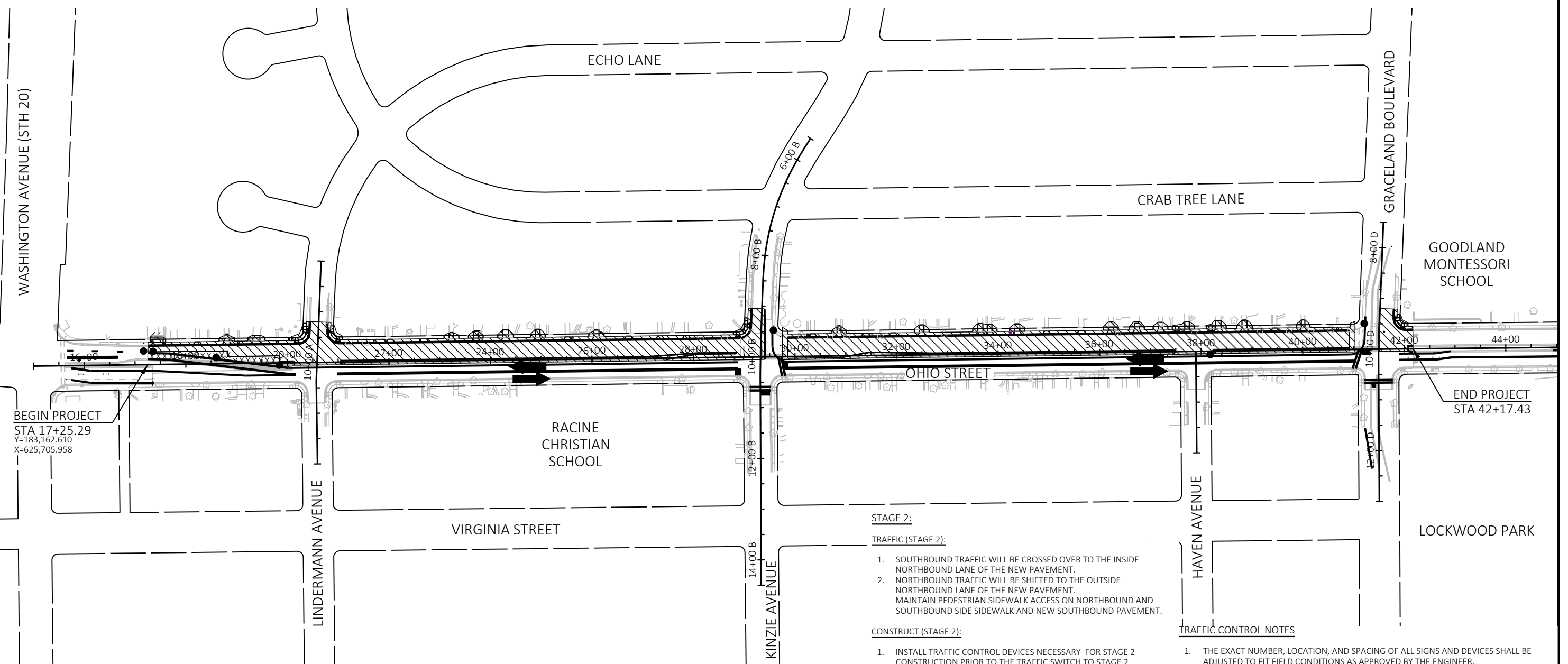
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74

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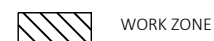




BEGIN PROJECT
STA 17+25.29
Y=183,162.610
X=625,705.958

END PROJECT
STA 42+17.43

LEGEND



WORK ZONE

STAGE 2:

TRAFFIC (STAGE 2):

1. SOUTHBOUND TRAFFIC WILL BE CROSSED OVER TO THE INSIDE NORTHBOUND LANE OF THE NEW PAVEMENT.
2. NORTHBOUND TRAFFIC WILL BE SHIFTED TO THE OUTSIDE NORTHBOUND LANE OF THE NEW PAVEMENT. MAINTAIN PEDESTRIAN SIDEWALK ACCESS ON NORTHBOUND AND SOUTHBOUND SIDE SIDEWALK AND NEW SOUTHBOUND PAVEMENT.

CONSTRUCT (STAGE 2):

1. INSTALL TRAFFIC CONTROL DEVICES NECESSARY FOR STAGE 2 CONSTRUCTION PRIOR TO THE TRAFFIC SWITCH TO STAGE 2.
2. REMOVE ALL EXISTING MARKINGS THAT CONFLICT WITH STAGE 2 TRAFFIC CONTROL.
3. REMOVE EXISTING INLETS, STORM SEWER LATERALS, AND MANHOLES THAT ARE REPLACED IN STAGE 2.
4. REMOVE EXISTING CURB AND GUTTER, AND PAVEMENT WITHIN THE STAGE 2 CONSTRUCTION LIMITS.
5. CONSTRUCT PROPOSED SIGNALS, CURB AND GUTTER, PAVEMENT, SIDEWALK, INLETS, STORM SEWER, PAVEMENT MARKING, AND SIGNING WITHIN STAGE 2 CONSTRUCTION LIMITS.
6. PLACE ALL EROSION CONTROL DEVICES AND PERTINENT FINISHING ITEMS THAT PERTAIN TO STAGE 2 CONSTRUCTION.
7. PROVIDE TEMPORARY LIGHTING USING EXISTING LIGHTS.
8. PROPOSED MARKING SHALL BE PLACED UPON COMPLETION OF STAGE 2 WORK EXCEPT FOR IN LOCATIONS WHERE MARKING MAY CONFLICT WITH STAGE 3 TRAFFIC CONTROL.

TRAFFIC CONTROL NOTES

1. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
2. ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
3. ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
4. SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
5. SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
6. PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
7. TEMPORARY MARKING ON EXISTING OR TEMPORARY PAVEMENT SHALL BE TEMPORARY MARKING PAINT.
8. TEMPORARY MARKING ON NEW PAVEMENT SHALL BE TEMPORARY MARKING REMOVABLE TAPE.

PROJECT NO: 2703-00-76

HWY: LOCAL STREET

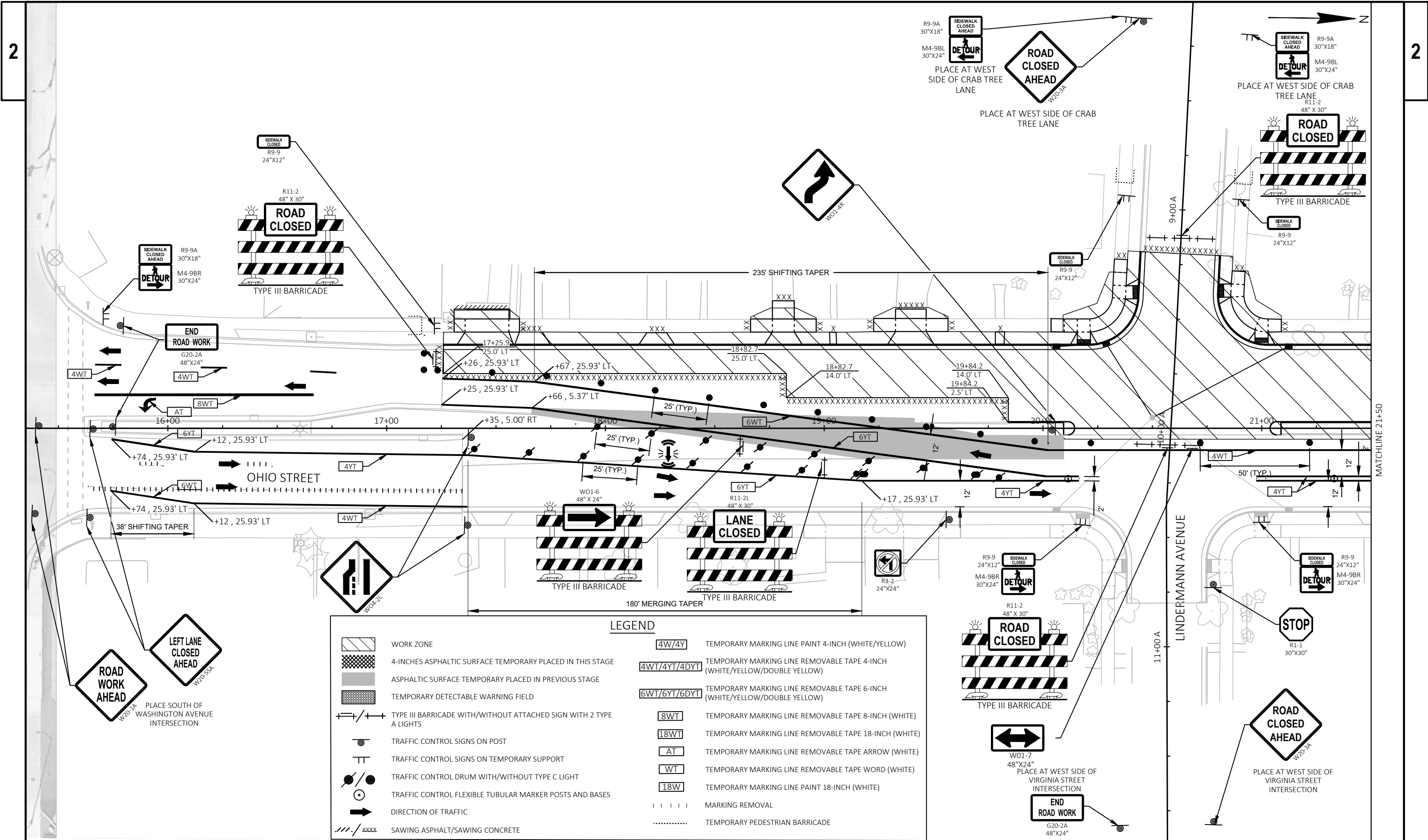
COUNTY: RACINE

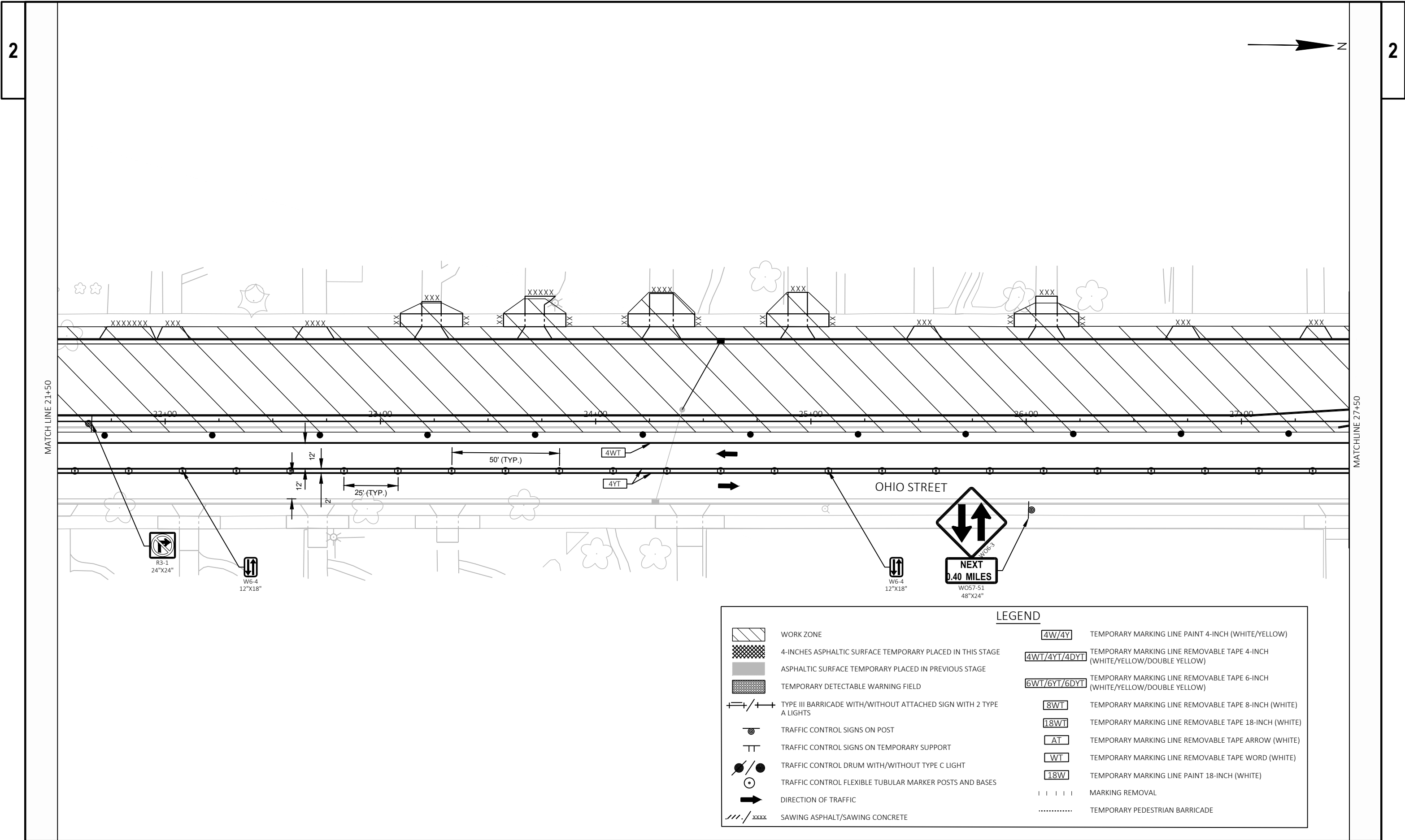
TRAFFIC CONTROL - STAGE 2 OVERVIEW

SHEET

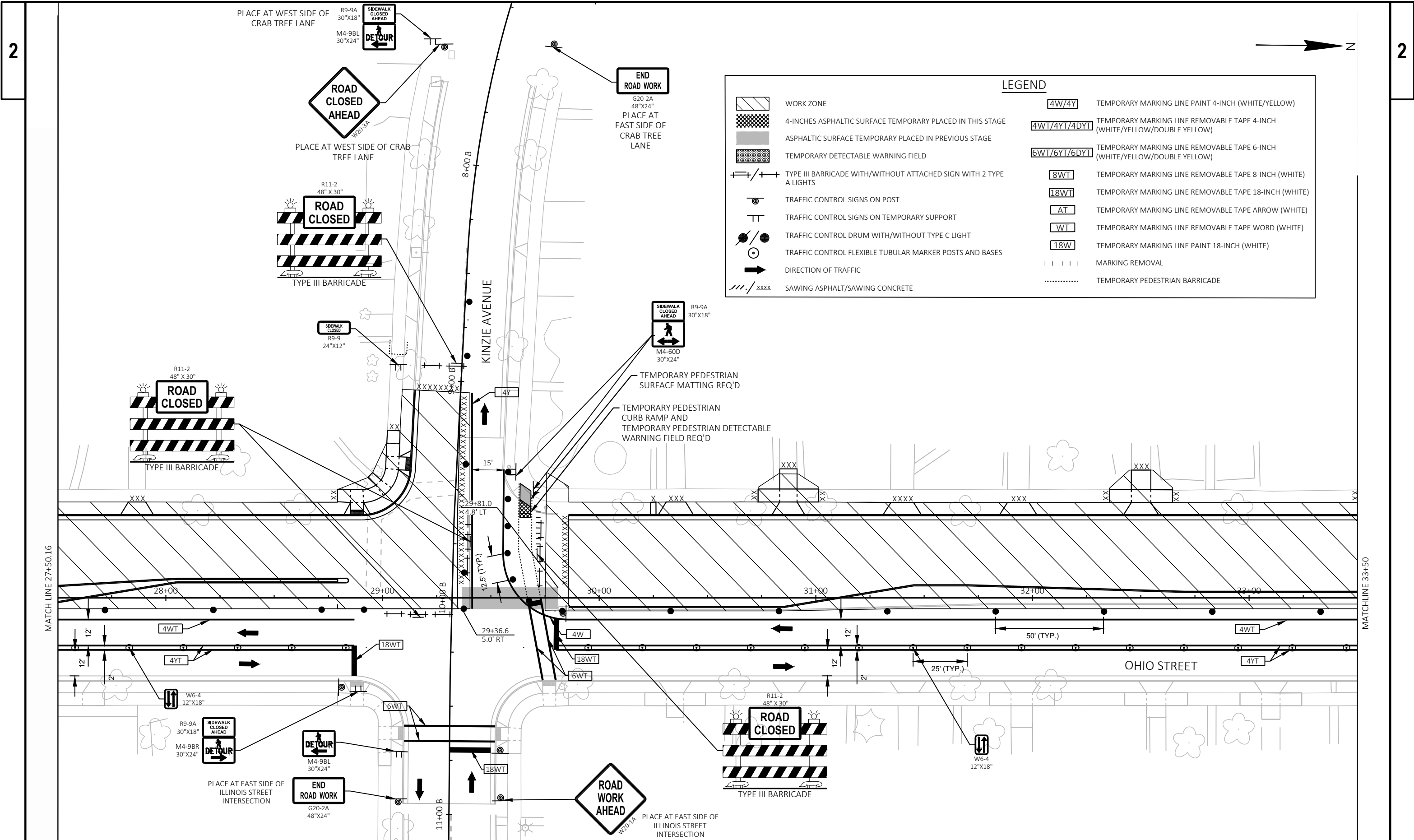
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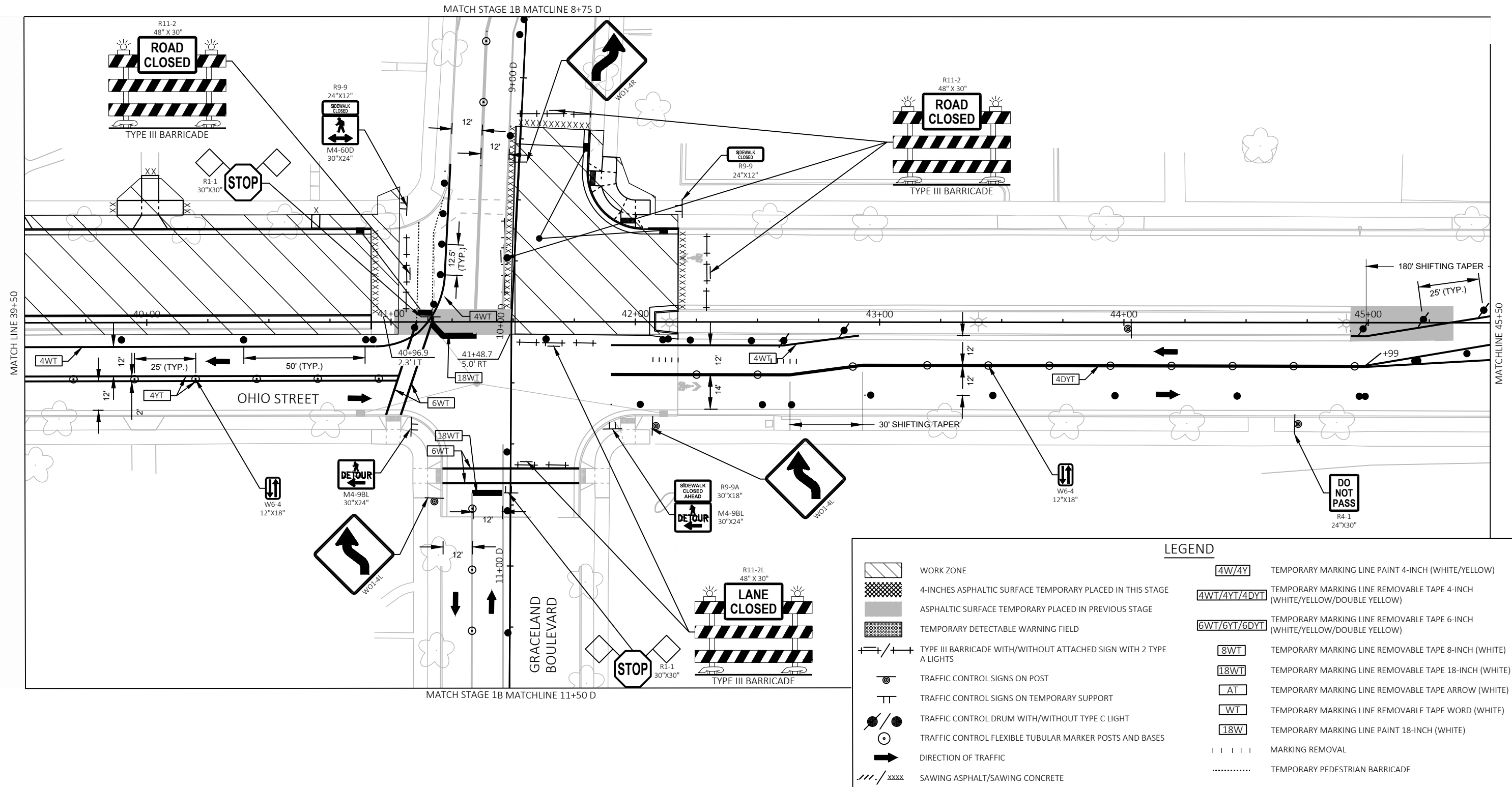
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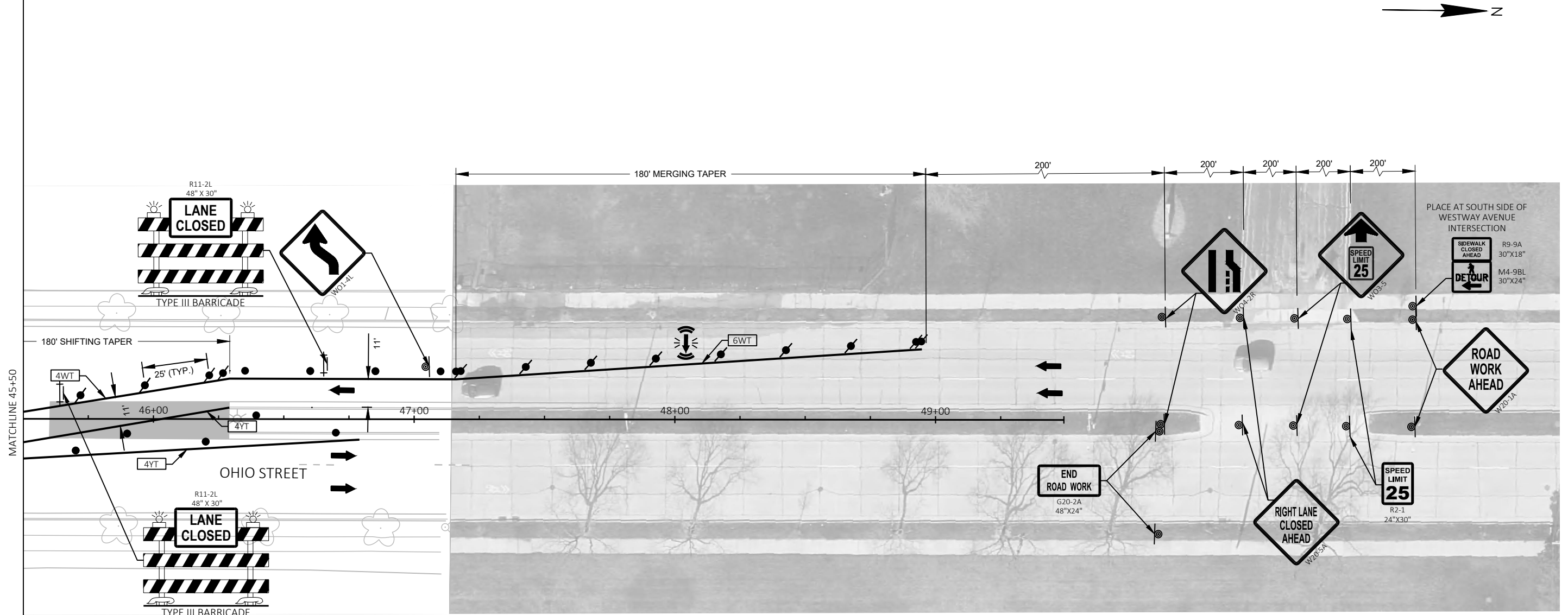




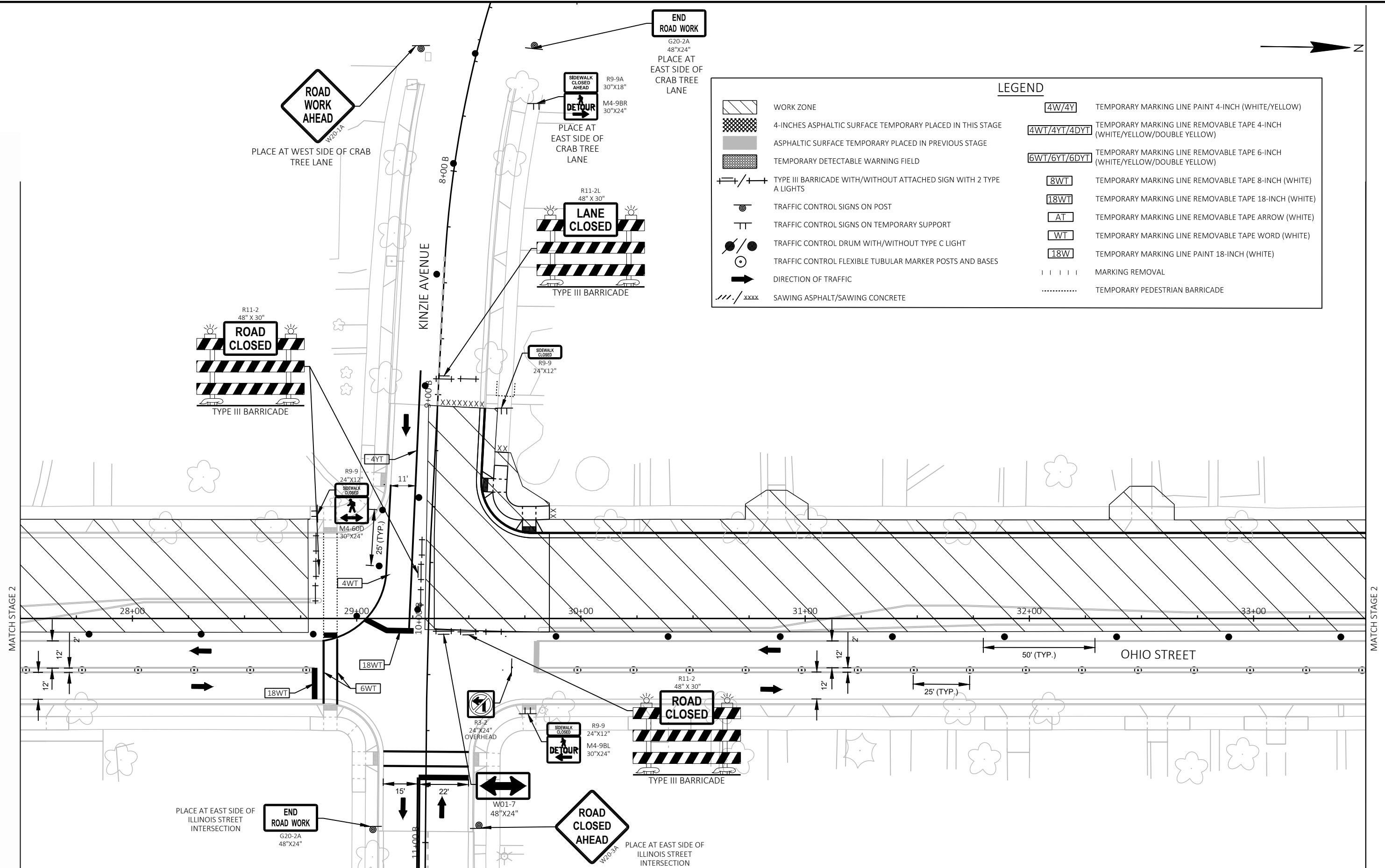
LEGEND		
	WORK ZONE	4W/4Y TEMPORARY MARKING LINE PAINT 4-INCH (WHITE/YELLOW)
	4-INCHES ASPHALTIC SURFACE TEMPORARY PLACED IN THIS STAGE	4WT/4YT/4DYT TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE/YELLOW/DOUBLE YELLOW)
	ASPHALTIC SURFACE TEMPORARY PLACED IN PREVIOUS STAGE	6WT/6YT/6DYT TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE/YELLOW/DOUBLE YELLOW)
	TEMPORARY DETECTABLE WARNING FIELD	8WT TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN WITH 2 TYPE A LIGHTS	18WT TEMPORARY MARKING LINE REMOVABLE TAPE 18-INCH (WHITE)
	TRAFFIC CONTROL SIGNS ON POST	AT TEMPORARY MARKING LINE REMOVABLE TAPE ARROW (WHITE)
	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT	WT TEMPORARY MARKING LINE REMOVABLE TAPE WORD (WHITE)
	TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C LIGHT	18W TEMPORARY MARKING LINE PAINT 18-INCH (WHITE)
	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS AND BASES	MARKING REMOVAL
	DIRECTION OF TRAFFIC	TEMPORARY PEDESTRIAN BARRICADE
	SAWING ASPHALT/SAWING CONCRETE	

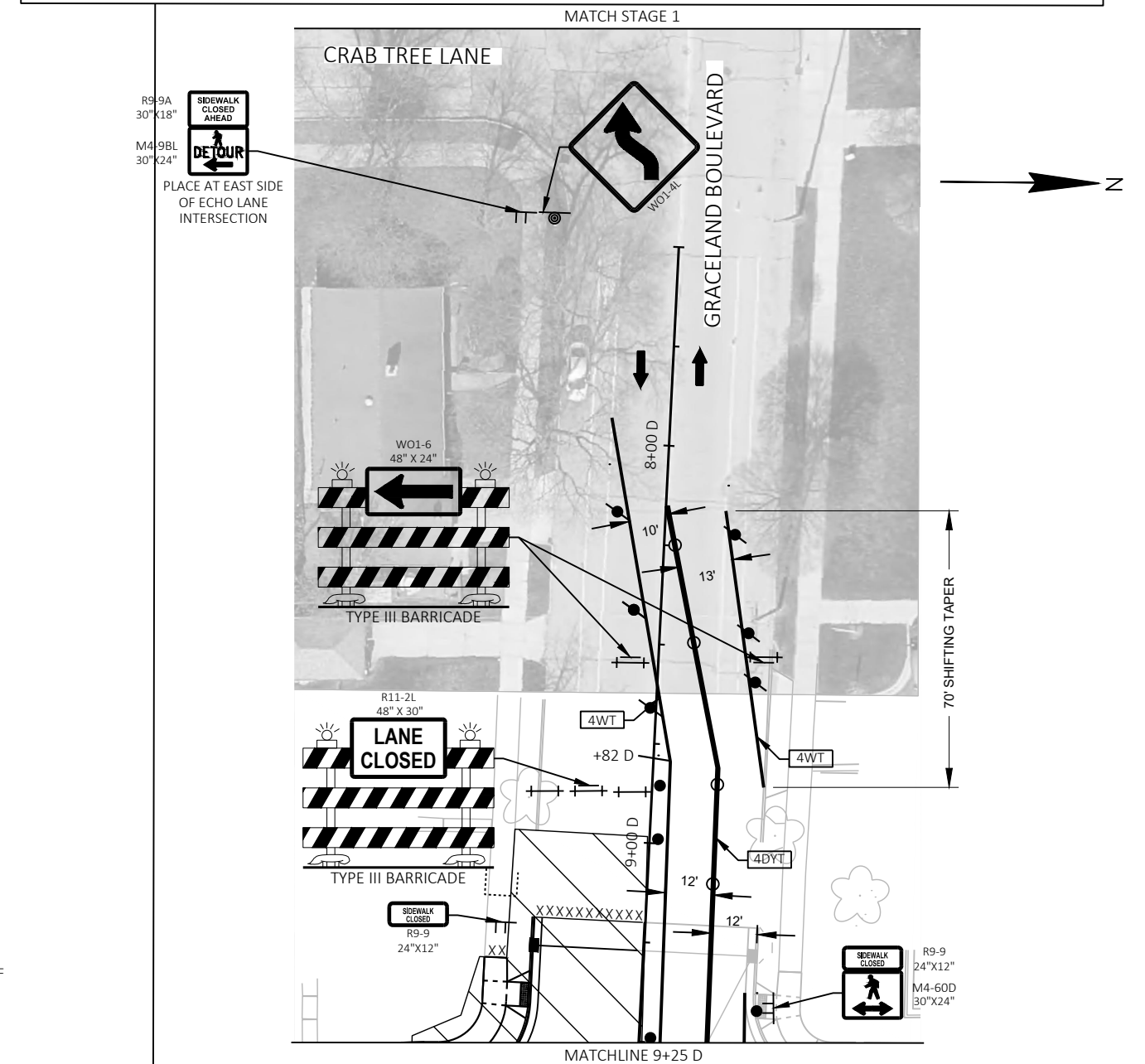
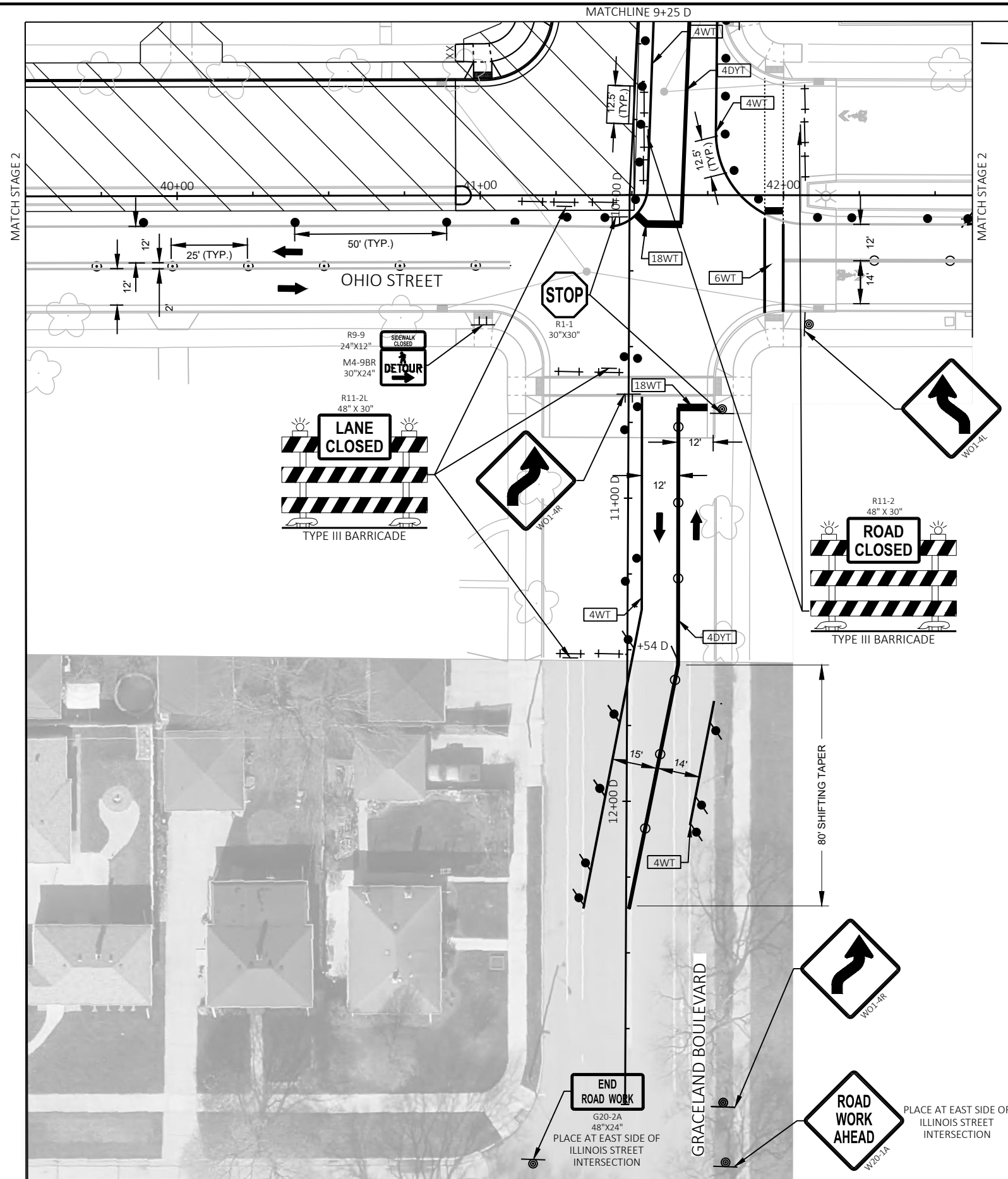


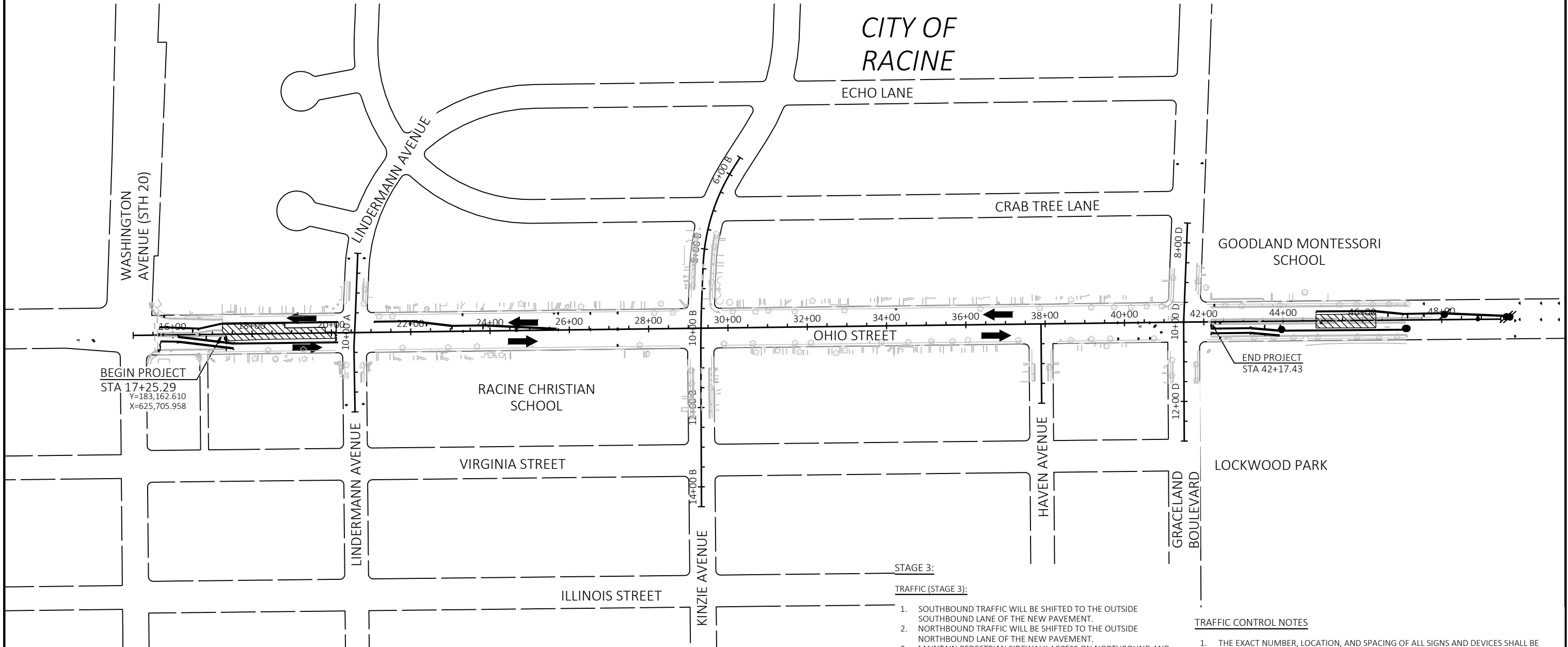




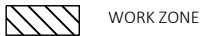
LEGEND		
	WORK ZONE	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE/YELLOW)
	4-INCHES ASPHALTIC SURFACE TEMPORARY PLACED IN THIS STAGE	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE/YELLOW/DOUBLE YELLOW)
	ASPHALTIC SURFACE TEMPORARY PLACED IN PREVIOUS STAGE	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE/YELLOW/DOUBLE YELLOW)
	TEMPORARY DETECTABLE WARNING FIELD	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN WITH 2 TYPE A LIGHTS	TEMPORARY MARKING LINE REMOVABLE TAPE 18-INCH (WHITE)
	TRAFFIC CONTROL SIGNS ON POST	TEMPORARY MARKING LINE REMOVABLE TAPE ARROW (WHITE)
	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT	TEMPORARY MARKING LINE REMOVABLE TAPE WORD (WHITE)
	TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C LIGHT	TEMPORARY MARKING LINE PAINT 18-INCH (WHITE)
	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS AND BASES	MARKING REMOVAL
	DIRECTION OF TRAFFIC	TEMPORARY PEDESTRIAN BARRICADE
	SAWING ASPHALT/SAWING CONCRETE	







LEGEND



STAGE 3:

TRAFFIC (STAGE 3):

1. SOUTHBOUND TRAFFIC WILL BE SHIFTED TO THE OUTSIDE SOUTHBOUND LANE OF THE NEW PAVEMENT.
2. NORTHBOUND TRAFFIC WILL BE SHIFTED TO THE OUTSIDE NORTHBOUND LANE OF THE NEW PAVEMENT.
3. MAINTAIN PEDESTRIAN SIDEWALK ACCESS ON NORTHBOUND AND SOUTHBOUND SIDE SIDEWALK.

CONSTRUCT (STAGE 3):

1. INSTALL TRAFFIC CONTROL DEVICES NECESSARY FOR STAGE 3 CONSTRUCTION PRIOR TO THE TRAFFIC SWITCH TO STAGE 3.
2. REMOVE ALL EXISTING MARKINGS THAT CONFLICT WITH STAGE 3 TRAFFIC CONTROL.
3. REMOVE EXISTING CURB AND GUTTER, AND PAVEMENT WITHIN THE STAGE 3 CONSTRUCTION LIMITS.
4. CONSTRUCT PROPOSED CROSSEOVERS AT SOUTH AND NORTH ENDS OF THE PROJECT.
5. PLACE ALL EROSION CONTROL DEVICES AND PERTINENT FINISHING ITEMS THAT PERTAIN TO STAGE 3 CONSTRUCTION.
6. PROVIDE TEMPORARY LIGHTING USING EXISTING LIGHTS.

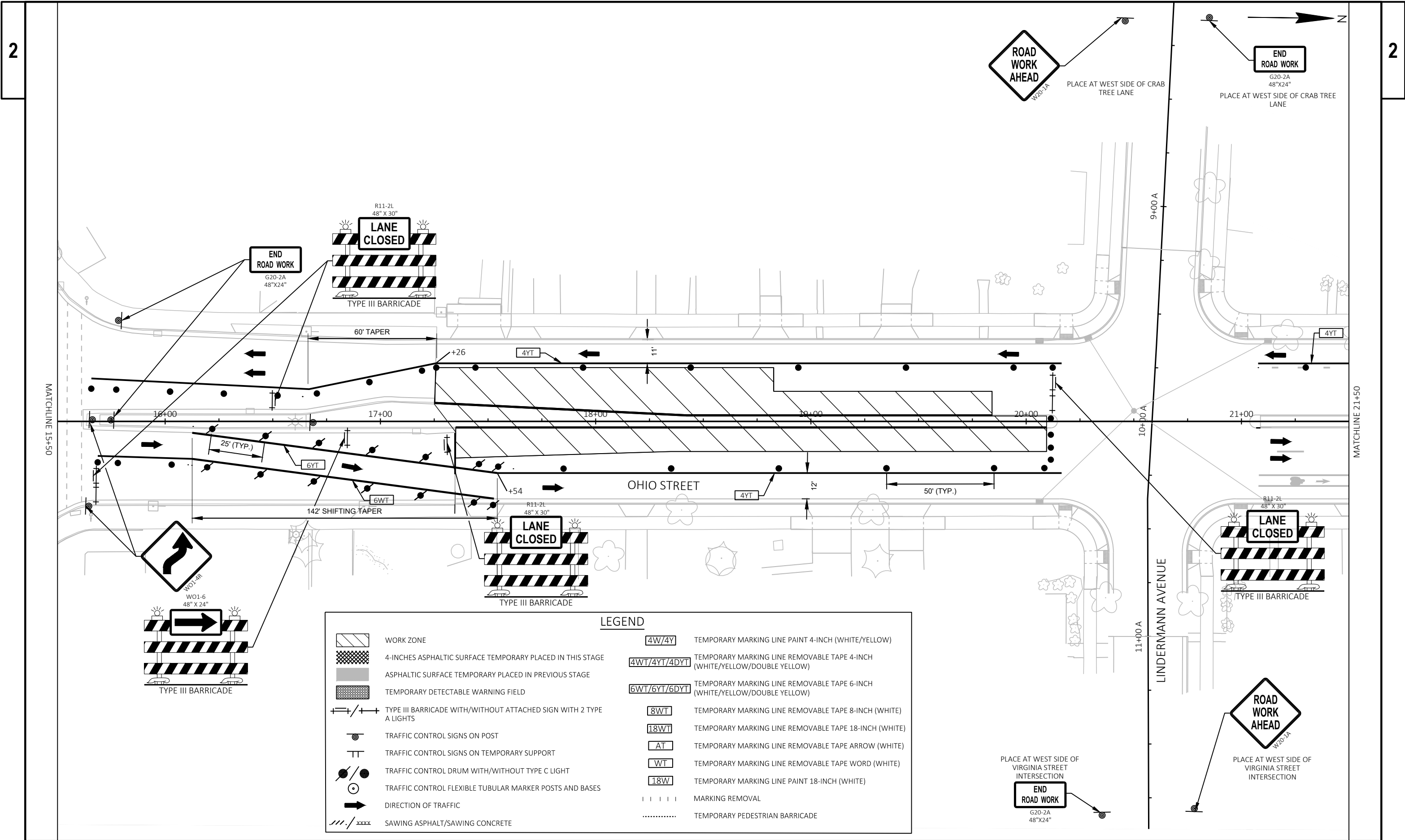
TRAFFIC CONTROL NOTES

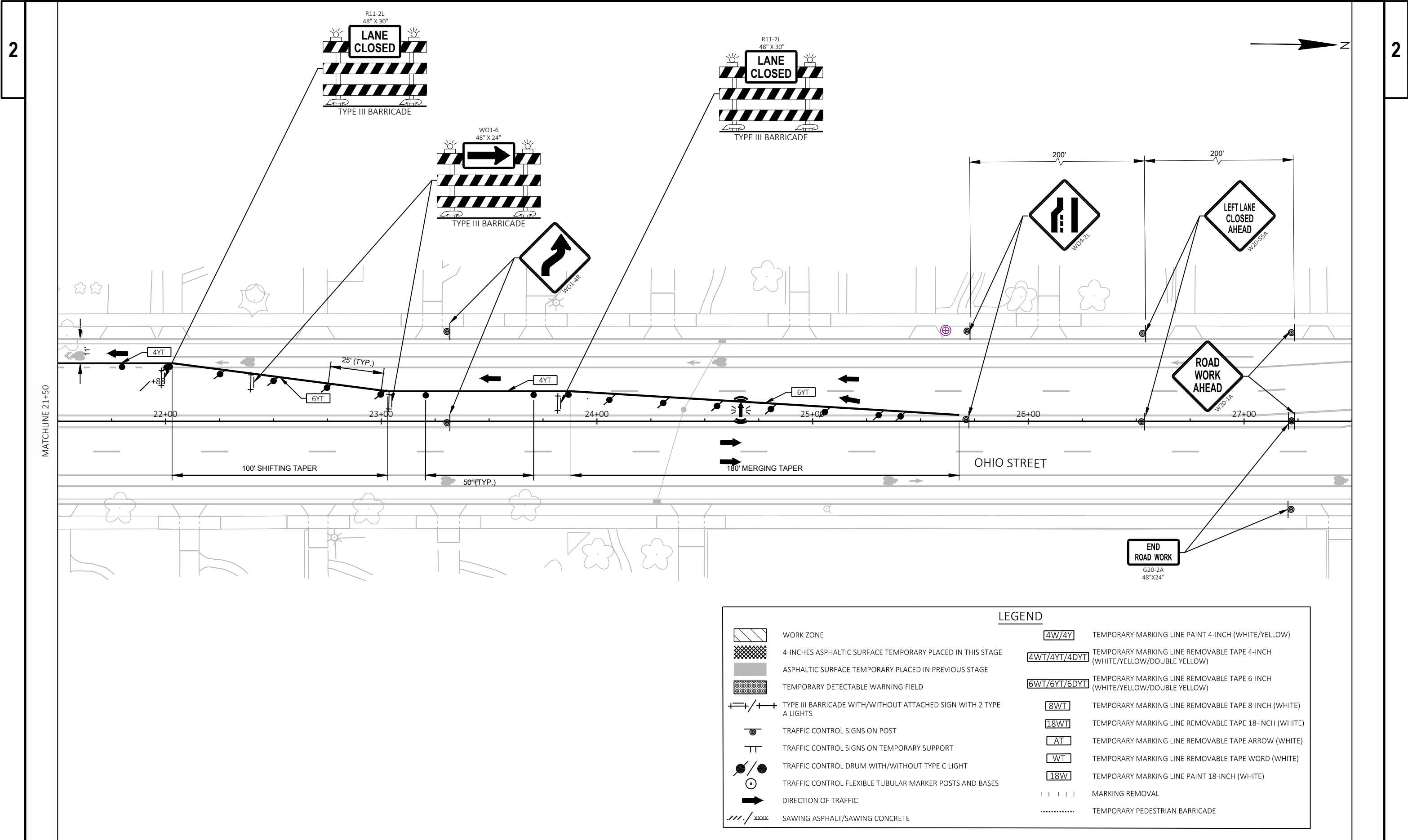
1. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
2. ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
3. ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
4. SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
5. SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
6. PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
7. TEMPORARY MARKING ON EXISTING OR TEMPORARY PAVEMENT SHALL BE TEMPORARY MARKING PAINT.
8. TEMPORARY MARKING ON NEW PAVEMENT SHALL BE TEMPORARY MARKING REMOVABLE TAPE.

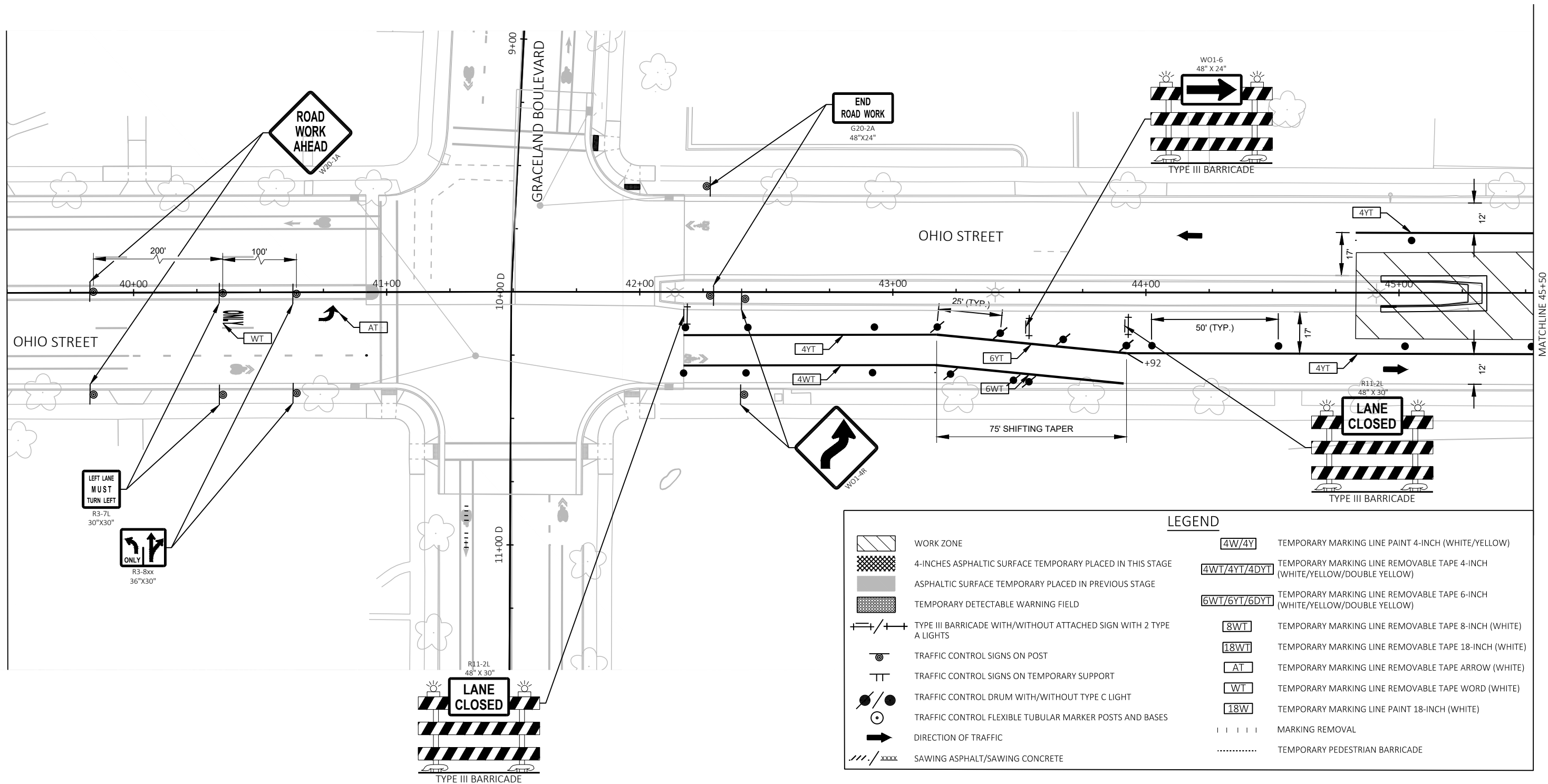


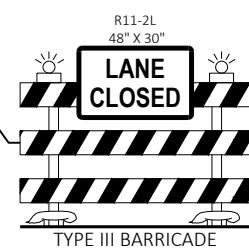
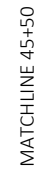
LEGEND

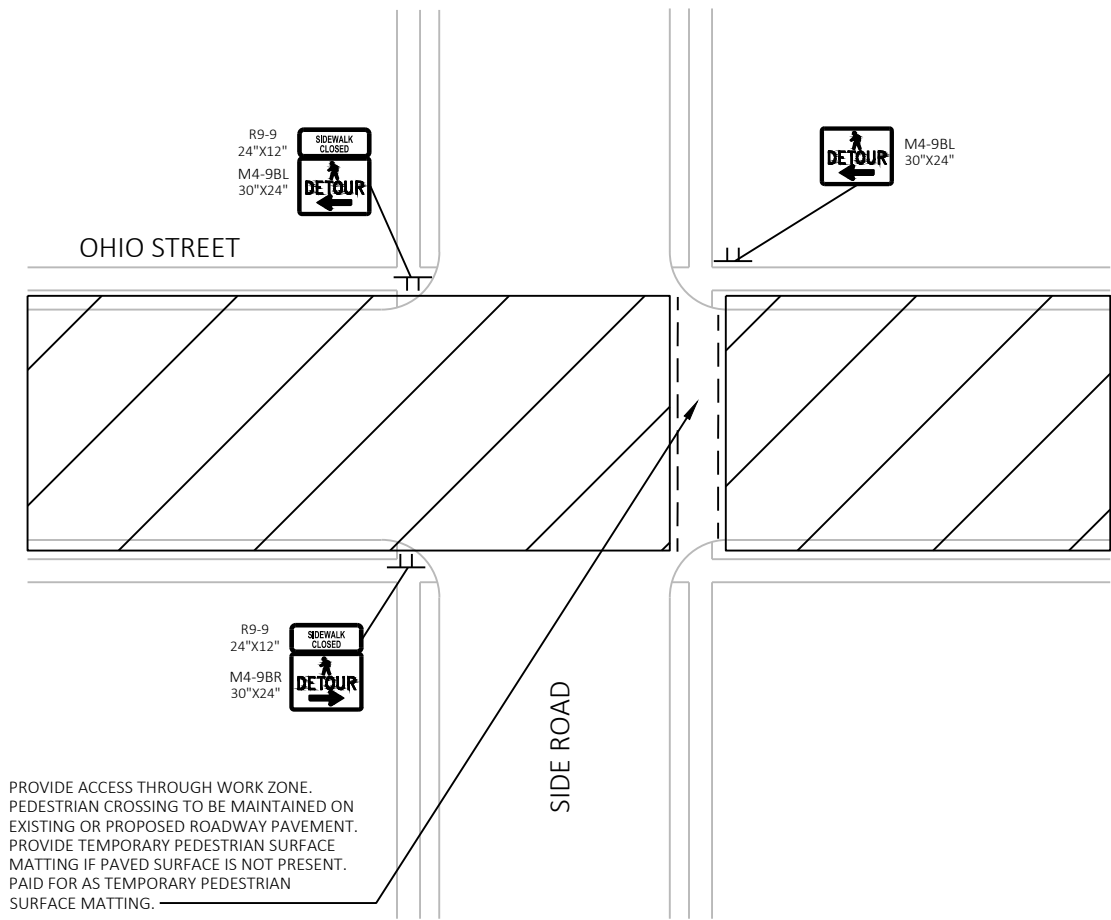
	WORK ZONE		TEMPORARY MARKING LINE PAINT 4-INCH (WHITE/YELLOW)
	4-INCHES ASPHALTIC SURFACE TEMPORARY PLACED IN THIS STAGE		TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE/YELLOW/DOUBLE YELLOW)
	ASPHALTIC SURFACE TEMPORARY PLACED IN PREVIOUS STAGE		TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE/YELLOW/DOUBLE YELLOW)
	TEMPORARY DETECTABLE WARNING FIELD		TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN WITH 2 TYPE A LIGHTS		TEMPORARY MARKING LINE REMOVABLE TAPE 18-INCH (WHITE)
	TRAFFIC CONTROL SIGNS ON POST		TEMPORARY MARKING LINE REMOVABLE TAPE ARROW (WHITE)
	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT		TEMPORARY MARKING LINE REMOVABLE TAPE WORD (WHITE)
	TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C LIGHT		TEMPORARY MARKING LINE PAINT 18-INCH (WHITE)
	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS AND BASES		MARKING REMOVAL
	DIRECTION OF TRAFFIC		TEMPORARY PEDESTRIAN BARRICADE
	SAWING ASPHALT/SAWING CONCRETE		



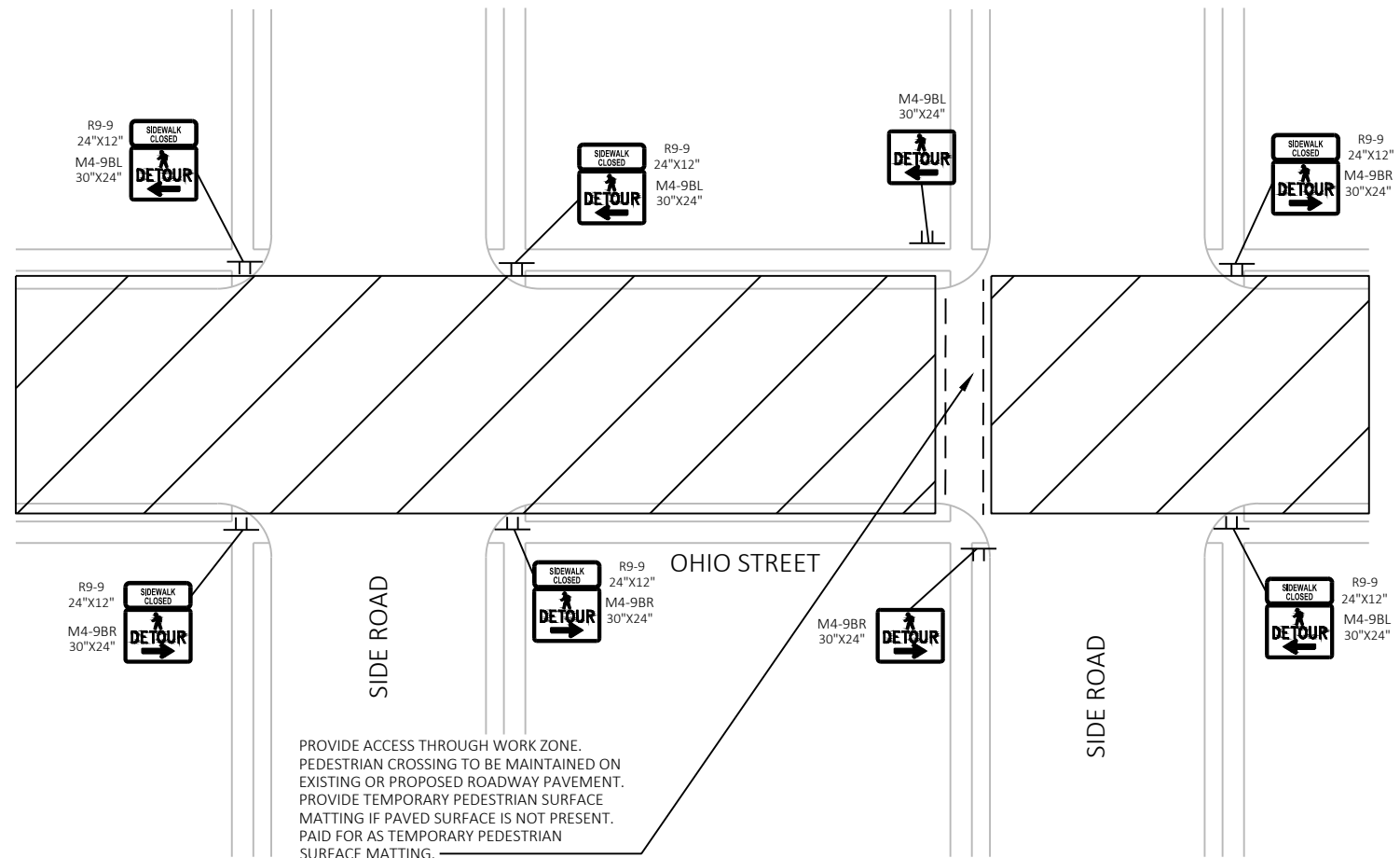








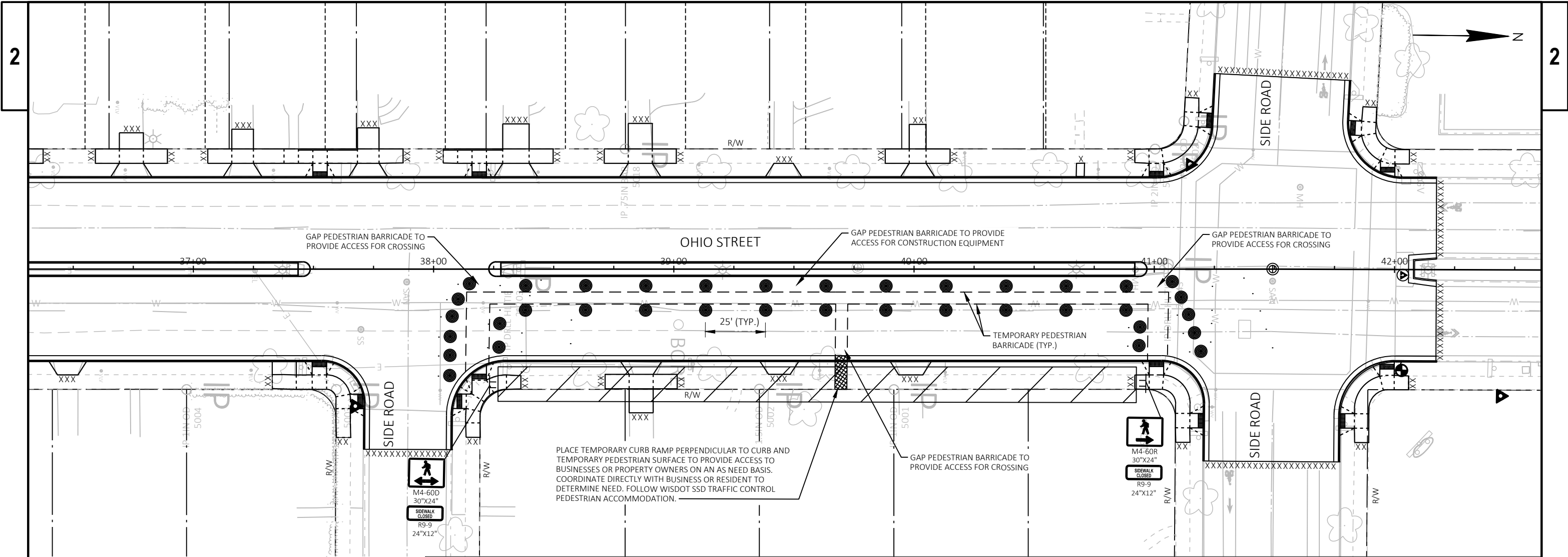
PARTIAL SIDEWALK CROSSING CLOSURE DETOUR
TYPICAL SIDEWALK CLOSURE WHEN ONLY
CLOSING ONE SIDE OF THE INTERSECTION



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

PEDESTRIAN ACCOMMODATION NOTES

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

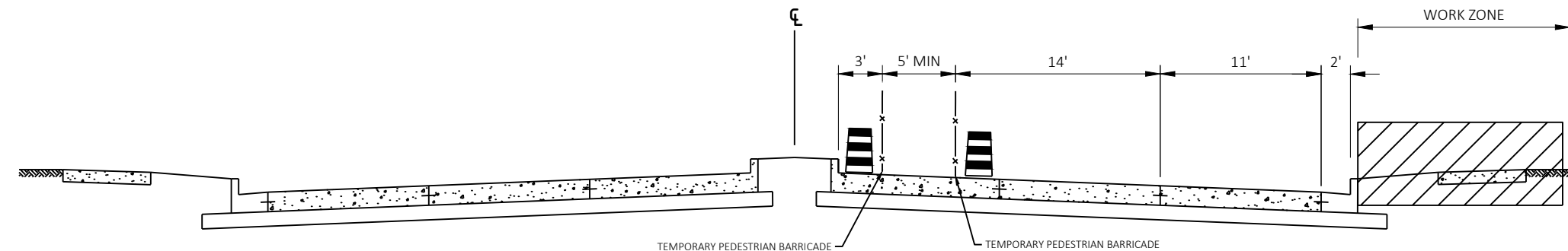


LEGEND

- TEMPORARY PEDESTRIAN SURFACE ASPHALT
- WORK ZONE
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUMS
- SIGN ON TEMPORARY SUPPORT

PEDESTRIAN ACCOMMODATION NOTES

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

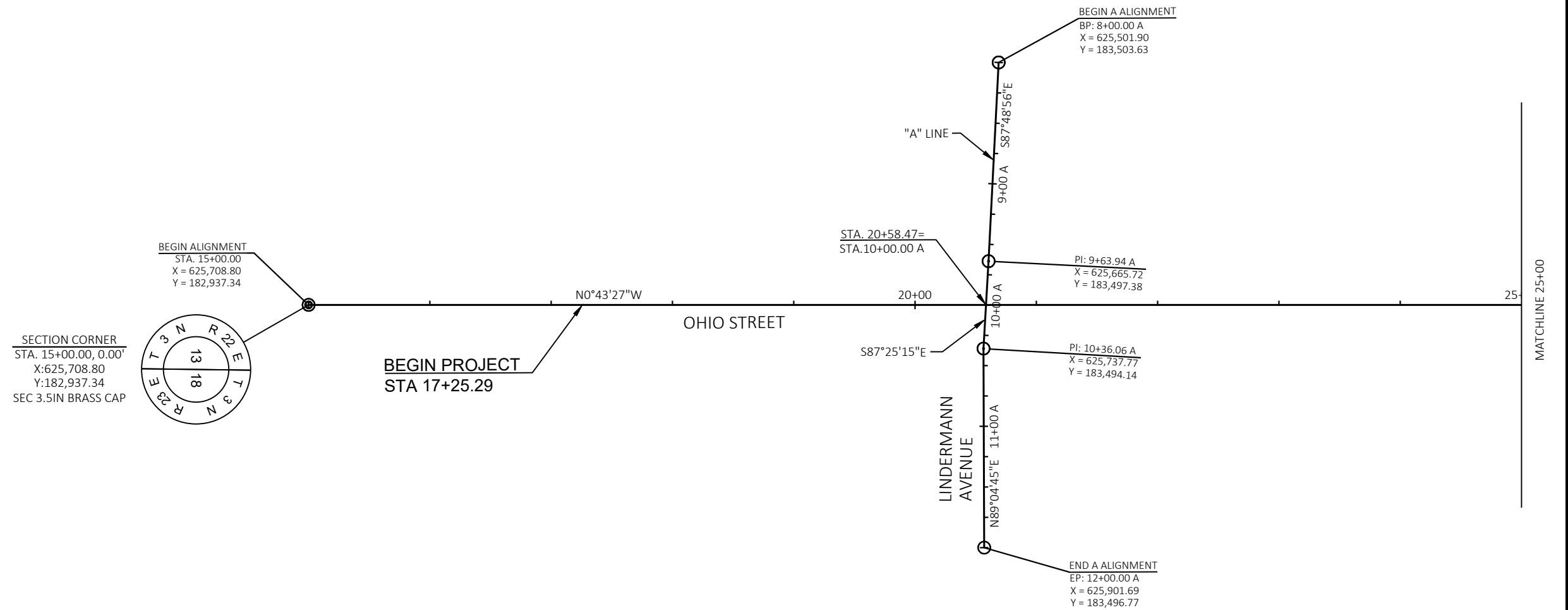


STAGING TYPICAL SECTION - SIDEWALK CLOSURE (STAGE 1 AND 2)

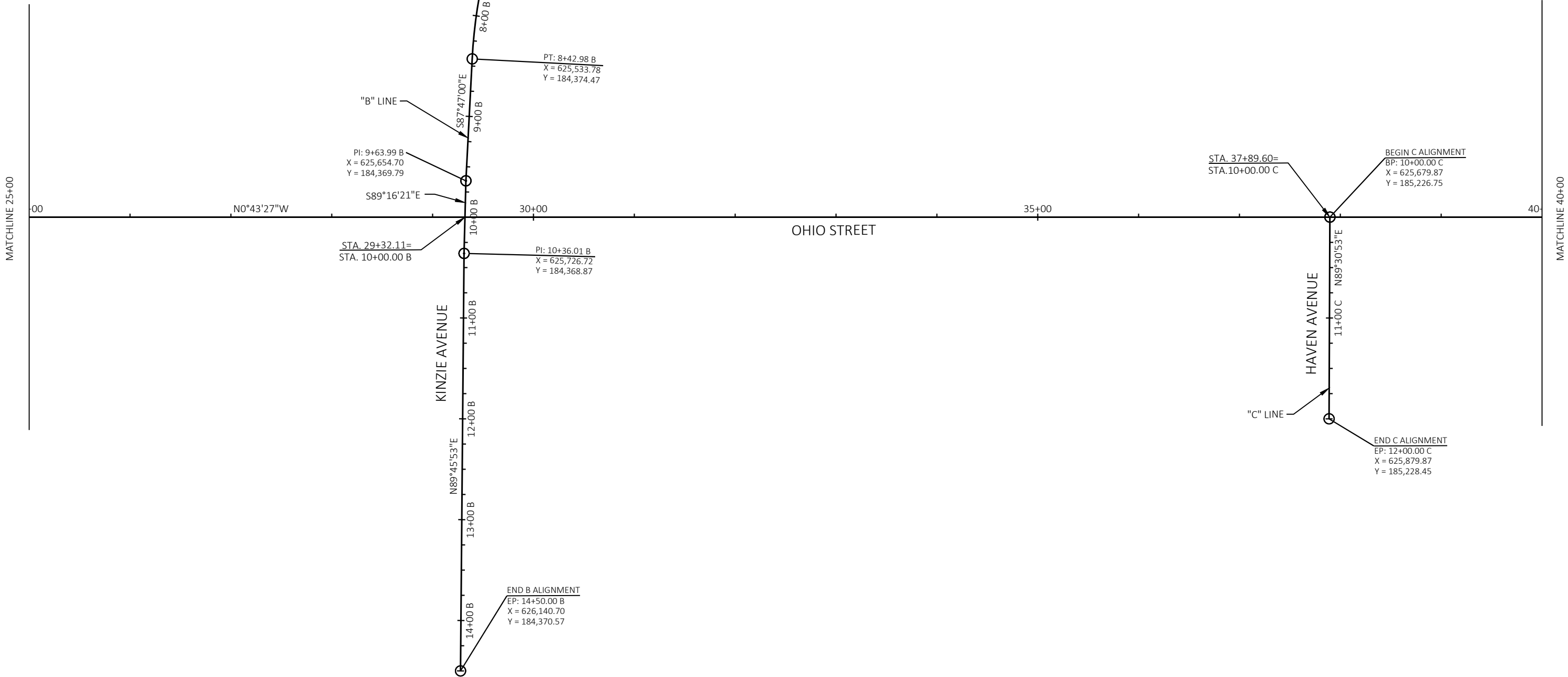
OHIO STREET
(MAINTAIN PEDESTRIAN ACCESS ON EXISTING SIDEWALK UNTIL NEW PAVEMENT IS CONSTRUCTED AND PROVIDE PEDESTRIAN ACCESS ON THE NEW PAVEMENT DURING SIDEWALK CONSTRUCTION.)

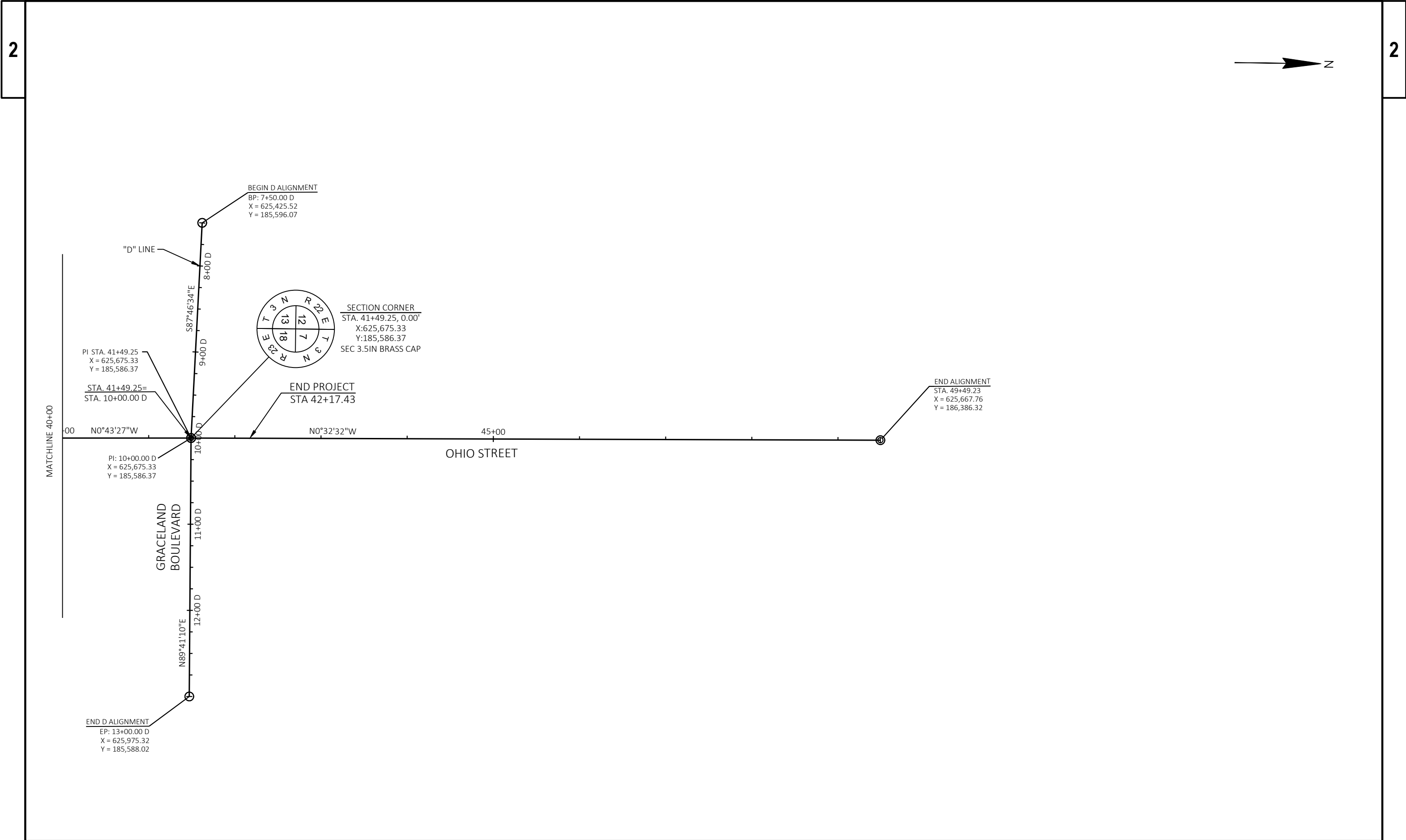
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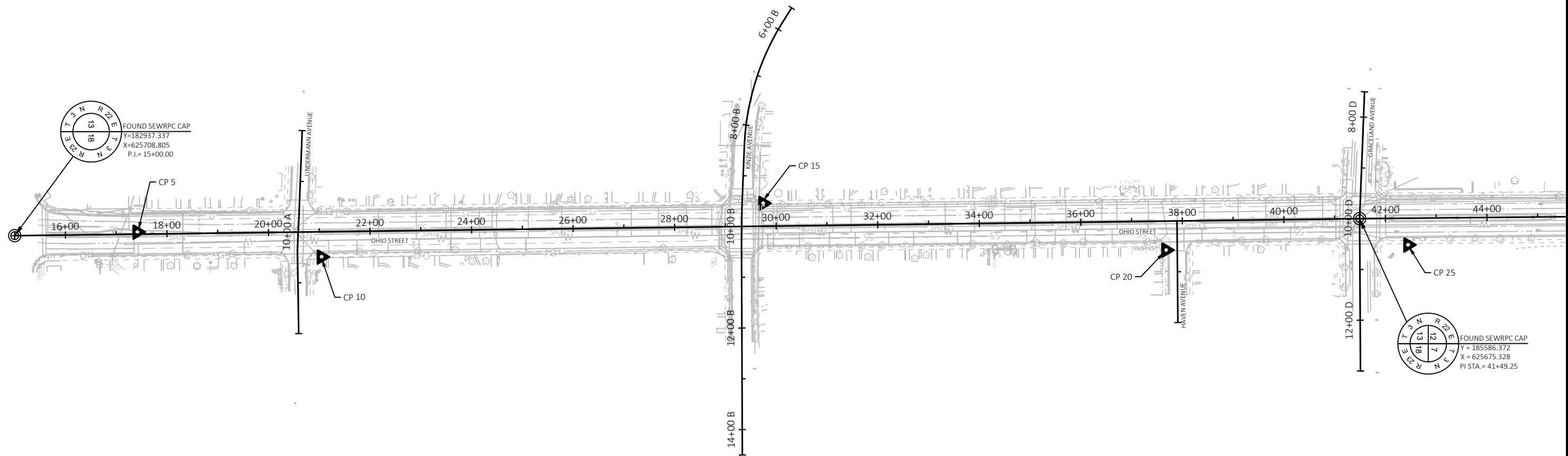
2



CURVE B1
PI STA = 7+14.02 B
X = 625,398.59
Y = 184,379.70
DELTA = 30°16'51" LT
D = 11°27'33"
T = 135.29'
L = 264.25'
R = 500.00'
PC STA = 5+78.73 B
X = 625,284.49
Y = 184,452.39
PT STA = 8+42.98 B
X = 625,533.78
Y = 184,374.47
DB = S57°30'09"E
DA = S87°47'00"E







CONTROL POINT DATA TABLE					
CP NO.	STATION	OFFSET	DESCRIPTION	Y	X
5	17+41.67	4.28' LT	3/4" REBAR	183,178.93	625,701.47
10	21+03.81	49.47' RT	CHISELED X	183,541.72	625,750.64
15	29+74.77	45.09' LT	CHISELED X	184,411.42	625,645.08
20	37+70.41	57.03' RT	3/4" REBAR	185,208.29	625,737.14
25	42+44.28	52.46' RT	3/4" REBAR	185,681.90	625,726.89

Estimate Of Quantities

2703-00-76

Line	Item	Item Description	Unit	Total	Qty
0002	201.0120	Clearing	ID	290.000	290.000
0004	201.0220	Grubbing	ID	290.000	290.000
0006	204.0100	Removing Concrete Pavement	SY	23,060.000	23,060.000
0008	204.0155	Removing Concrete Sidewalk	SY	970.000	970.000
0010	204.0195	Removing Concrete Bases	EACH	13.000	13.000
0012	204.0220	Removing Inlets	EACH	15.000	15.000
0014	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	690.000	690.000
0016	205.0100	Excavation Common	CY	19,674.000	19,674.000
0018	213.0100	Finishing Roadway (project) 01. 2703-00-76	EACH	1.000	1.000
0020	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	10,309.000	10,309.000
0022	311.0110	Breaker Run	TON	12,620.000	12,620.000
0024	415.0080	Concrete Pavement 8-Inch	SY	19,214.000	19,214.000
0026	415.0210	Concrete Pavement Gaps	EACH	8.000	8.000
0028	415.4100	Concrete Pavement Joint Filling	SY	21,356.000	21,356.000
0030	416.0610	Drilled Tie Bars	EACH	631.000	631.000
0032	416.0620	Drilled Dowel Bars	EACH	546.000	546.000
0034	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	13.000	13.000
0036	465.0125	Asphaltic Surface Temporary	TON	161.000	161.000
0038	520.8000	Concrete Collars for Pipe	EACH	7.000	7.000
0040	601.0110	Concrete Curb Type D	LF	5.000	5.000
0042	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	5,426.000	5,426.000
0044	601.0452	Concrete Curb & Gutter Integral 30-Inch Type D	LF	4,153.000	4,153.000
0046	601.0600	Concrete Curb Pedestrian	LF	50.000	50.000
0048	602.0405	Concrete Sidewalk 4-Inch	SF	10,200.000	10,200.000
0050	602.0410	Concrete Sidewalk 5-Inch	SF	9,100.000	9,100.000
0052	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	360.000	360.000
0054	602.0810	Concrete Driveway 6-Inch	SY	1,001.000	1,001.000
0056	602.0820	Concrete Driveway 8-Inch	SY	57.000	57.000
0058	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	970.000	970.000
0060	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	16.000	16.000
0062	611.0420	Reconstructing Manholes	EACH	7.000	7.000
0064	611.0535	Manhole Covers Type J-Special	EACH	1.000	1.000
0066	611.0624	Inlet Covers Type H	EACH	16.000	16.000
0068	611.0639	Inlet Covers Type H-S	EACH	4.000	4.000
0070	611.2004	Manholes 4-FT Diameter	EACH	1.000	1.000
0072	611.2005	Manholes 5-FT Diameter	EACH	1.000	1.000
0074	611.3004	Inlets 4-FT Diameter	EACH	13.000	13.000
0076	611.3230	Inlets 2x3-FT	EACH	6.000	6.000
0078	611.8110	Adjusting Manhole Covers	EACH	1.000	1.000
0080	619.1000	Mobilization	EACH	1.000	1.000
0082	620.0300	Concrete Median Sloped Nose	SF	192.000	192.000
0084	623.0200	Dust Control Surface Treatment	SY	26,900.000	26,900.000
0086	624.0100	Water	MGAL	210.000	210.000
0088	625.0100	Topsoil	SY	3,062.000	3,062.000
0090	627.0200	Mulching	SY	610.000	610.000
0092	628.1905	Mobilizations Erosion Control	EACH	9.000	9.000
0094	628.1910	Mobilizations Emergency Erosion Control	EACH	6.000	6.000
0096	628.2006	Erosion Mat Urban Class I Type A	SY	650.000	650.000
0098	628.6510	Soil Stabilizer Type B	ACRE	0.200	0.200

Estimate Of Quantities

2703-00-76

Line	Item	Item Description	Unit	Total	Qty
0100	628.7005	Inlet Protection Type A	EACH	22.000	22.000
0102	628.7015	Inlet Protection Type C	EACH	42.000	42.000
0104	628.7020	Inlet Protection Type D	EACH	4.000	4.000
0106	628.7560	Tracking Pads	EACH	6.000	6.000
0108	629.0210	Fertilizer Type B	CWT	6.000	6.000
0110	630.0140	Seeding Mixture No. 40	LB	28.000	28.000
0112	630.0200	Seeding Temporary	LB	16.000	16.000
0114	630.0500	Seed Water	MGAL	15.000	15.000
0116	631.0300	Sod Water	MGAL	63.000	63.000
0118	631.1000	Sod Lawn	SY	2,880.000	2,880.000
0120	634.0816	Posts Tubular Steel 2x2-Inch X 16-FT	EACH	30.000	30.000
0122	637.2210	Signs Type II Reflective H	SF	372.400	372.400
0124	637.2215	Signs Type II Reflective H Folding	SF	20.720	20.720
0126	638.2602	Removing Signs Type II	EACH	55.000	55.000
0128	638.3000	Removing Small Sign Supports	EACH	15.000	15.000
0130	642.5001	Field Office Type B	EACH	1.000	1.000
0132	643.0300	Traffic Control Drums	DAY	37,207.000	37,207.000
0134	643.0420	Traffic Control Barricades Type III	DAY	12,032.000	12,032.000
0136	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	294.000	294.000
0138	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	294.000	294.000
0140	643.0705	Traffic Control Warning Lights Type A	DAY	23,590.000	23,590.000
0142	643.0715	Traffic Control Warning Lights Type C	DAY	9,552.000	9,552.000
0144	643.0810	Traffic Control Connected Arrow Boards	DAY	514.000	514.000
0146	643.0900	Traffic Control Signs	DAY	28,173.000	28,173.000
0148	643.1050	Traffic Control Signs PCMS	DAY	21.000	21.000
0150	643.3105	Temporary Marking Line Paint 4-Inch	LF	6,939.000	6,939.000
0152	643.3150	Temporary Marking Line Removable Tape 4-Inch	LF	14,484.000	14,484.000
0154	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	4,963.000	4,963.000
0156	643.3250	Temporary Marking Line Removable Tape 8-Inch	LF	195.000	195.000
0158	643.3550	Temporary Marking Arrow Removable Tape	EACH	5.000	5.000
0160	643.3650	Temporary Marking Word Removable Tape	EACH	3.000	3.000
0162	643.3850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	186.000	186.000
0164	643.5000	Traffic Control	EACH	1.000	1.000
0166	644.1440	Temporary Pedestrian Surface Matting	SF	372.000	372.000
0168	644.1601	Temporary Pedestrian Curb Ramp	DAY	644.000	644.000
0170	644.1605	Temporary Pedestrian Detectable Warning Field	SF	128.000	128.000
0172	644.1810	Temporary Pedestrian Barricade	LF	2,181.000	2,181.000
0174	644.1900.S	Temporary Audible Message Devices	DAY	608.000	608.000
0176	645.0135	Geotextile Type SR	SY	11,770.000	11,770.000
0178	646.1020	Marking Line Epoxy 4-Inch	LF	11,983.000	11,983.000
0180	646.3020	Marking Line Epoxy 8-Inch	LF	575.000	575.000
0182	646.5020	Marking Arrow Epoxy	EACH	31.000	31.000
0184	646.5220	Marking Symbol Epoxy	EACH	30.000	30.000
0186	646.6120	Marking Stop Line Epoxy 18-Inch	LF	127.000	127.000
0188	646.7120	Marking Diagonal Epoxy 12-Inch	LF	66.000	66.000
0190	646.7220	Marking Chevron Epoxy 24-Inch	LF	12.000	12.000
0192	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	1,719.000	1,719.000
0194	646.8120	Marking Curb Epoxy	LF	80.000	80.000
0196	646.8220	Marking Island Nose Epoxy	EACH	8.000	8.000

Estimate Of Quantities

2703-00-76					
Line	Item	Item Description	Unit	Total	Qty
0198	646.9000	Marking Removal Line 4-Inch	LF	3,242.000	3,242.000
0200	646.9100	Marking Removal Line 8-Inch	LF	200.000	200.000
0202	646.9200	Marking Removal Line Wide	LF	50.000	50.000
0204	646.9300	Marking Removal Special Marking	EACH	5.000	5.000
0206	650.4000	Construction Staking Storm Sewer	EACH	40.000	40.000
0208	650.4500	Construction Staking Subgrade	LF	6,261.000	6,261.000
0210	650.7000	Construction Staking Concrete Pavement	LF	6,261.000	6,261.000
0212	650.8501	Construction Staking Electrical Installations (project) 01. 2703-00-76	EACH	1.000	1.000
0214	650.9000	Construction Staking Curb Ramps	EACH	30.000	30.000
0216	650.9500	Construction Staking Sidewalk (project) 01. 2703-00-76	EACH	1.000	1.000
0218	650.9911	Construction Staking Supplemental Control (project) 01. 2703-00-76	EACH	1.000	1.000
0220	650.9920	Construction Staking Slope Stakes	LF	6,261.000	6,261.000
0222	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	561.000	561.000
0224	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	913.000	913.000
0226	653.0135	Pull Boxes Steel 24x36-Inch	EACH	1.000	1.000
0228	653.0140	Pull Boxes Steel 24x42-Inch	EACH	8.000	8.000
0230	653.0905	Removing Pull Boxes	EACH	9.000	9.000
0232	654.0101	Concrete Bases Type 1	EACH	3.000	3.000
0234	654.0102	Concrete Bases Type 2	EACH	1.000	1.000
0236	654.0105	Concrete Bases Type 5	EACH	2.000	2.000
0238	654.0110	Concrete Bases Type 10	EACH	2.000	2.000
0240	654.0120	Concrete Bases Type 10-Special	EACH	2.000	2.000
0242	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	1.000	1.000
0244	655.0230	Cable Traffic Signal 5-14 AWG	LF	811.000	811.000
0246	655.0260	Cable Traffic Signal 12-14 AWG	LF	1,331.000	1,331.000
0248	655.0320	Cable Type UF 2-10 AWG Grounded	LF	506.000	506.000
0250	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	1,211.000	1,211.000
0252	655.0610	Electrical Wire Lighting 12 AWG	LF	576.000	576.000
0254	655.0620	Electrical Wire Lighting 8 AWG	LF	573.000	573.000
0256	655.0630	Electrical Wire Lighting 4 AWG	LF	1,146.000	1,146.000
0258	656.0201	Electrical Service Meter Breaker Pedestal (location) 01. Ohio Street and Kinzie Avenue	EACH	1.000	1.000
0260	657.0100	Pedestal Bases	EACH	3.000	3.000
0262	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	1.000	1.000
0264	657.0310	Poles Type 3	EACH	1.000	1.000
0266	657.0345	Poles Type 9	EACH	1.000	1.000
0268	657.0350	Poles Type 10	EACH	1.000	1.000
0270	657.0352	Poles Type 10-Special	EACH	2.000	2.000
0272	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	2.000	2.000
0274	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	2.000	2.000
0276	657.0525	Monotube Arms 25-FT	EACH	2.000	2.000
0278	657.0546	Monotube Arms 45-FT-Special	EACH	2.000	2.000
0280	657.0609	Luminaire Arms Single Member 4-Inch Clamp 6-FT	EACH	1.000	1.000
0282	657.0806	Luminaire Arms Steel 6-FT	EACH	3.000	3.000
0284	658.0173	Traffic Signal Face 3S 12-Inch	EACH	18.000	18.000
0286	658.0174	Traffic Signal Face 4S 12-Inch	EACH	2.000	2.000
0288	658.0416	Pedestrian Signal Face 16-Inch	EACH	8.000	8.000
0290	658.0500	Pedestrian Push Buttons	EACH	8.000	8.000
0292	658.5070	Signal Mounting Hardware (location) 01. Ohio Street and Kinzie Avenue	EACH	1.000	1.000
0294	659.1125	Luminaires Utility LED C	EACH	4.000	4.000

Estimate Of Quantities

2703-00-76

Line	Item	Item Description	Unit	Total	Qty
0296	661.0201	Temporary Traffic Signals for Intersections (location) 01. Ohio Street and Kinzie Avenue	EACH	1.000	1.000
0298	670.0101	Field System Integrator	EACH	1.000	1.000
0300	670.0201	ITS Documentation	EACH	1.000	1.000
0302	674.0300	Remove Cable	LF	539.000	539.000
0304	674.0400	Reinstall Cable	LF	539.000	539.000
0306	678.0400	Fiber Optic Termination	EACH	4.000	4.000
0308	678.0501	Communication System Testing	EACH	1.000	1.000
0310	690.0150	Sawing Asphalt	LF	83.000	83.000
0312	690.0250	Sawing Concrete	LF	3,861.000	3,861.000
0314	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	5,764.000	5,764.000
0316	740.0440	Incentive IRI Ride	DOL	6,736.000	6,736.000
0318	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	1,200.000	1,200.000
0320	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	2,400.000	2,400.000
0322	SPV.0060	Special 01. Sealing Manhole Openings	EACH	10.000	10.000
0324	SPV.0060	Special 02. Storm Sewer Tap	EACH	10.000	10.000
0326	SPV.0060	Special 03. Maintenance of Lighting	EACH	1.000	1.000
0328	SPV.0060	Special 04. Adjust Sanitary Sewer Manhole Covers	EACH	8.000	8.000
0330	SPV.0060	Special 05. Traffic Signal Controller and Cabinet	EACH	1.000	1.000
0332	SPV.0060	Special 06. Utility Line Opening (ULO)	EACH	4.000	4.000
0334	SPV.0060	Special 07. Section Corner Monuments	EACH	1.000	1.000
0336	SPV.0060	Special 08. Relocating Existing Lighting Unit	EACH	2.000	2.000
0338	SPV.0060	Special 09. Remove and Salvage Traffic Signal Equipment; Ohio Street and Kinzie Avenue	EACH	1.000	1.000
0340	SPV.0060	Special 10. Ethernet Switches	EACH	1.000	1.000
0342	SPV.0060	Special 11. Traffic Signal Detection System; Ohio Street and Kinzie Avenue	EACH	1.000	1.000
0344	SPV.0060	Special 12. Fiber Optic Termination Panel	EACH	1.000	1.000
0346	SPV.0060	Special 13. Adjust Street Lighting Pull Box Covers	EACH	2.000	2.000
0348	SPV.0075	Special 01. Street Sweeping	HRS	50.000	50.000

CLEARING AND GRUBBING ITEMS				
CATEGORY	STATION	LOCATION	201.0120 CLEARING ID	201.0220 GRUBBING ID
0010	21+21	LT	26	26
	21+54	LT	26	26
	28+14	LT	22	22
	28+62	LT	25	25
	30+70	LT	23	23
	31+02	LT	13	13
	32+08	RT	23	23
	36+04	RT	18	18
	37+87	LT	40	40
	39+65	RT	38	38
	40+17	LT	36	36
TOTALS			290	290

REMOVING CONCRETE PAVEMENT				
CATEGORY	STATION - STATION	204.0100		
		STAGE 1 SY	STAGE 2 SY	
0030	16+65 - 23+00	2,550	2,480	
	23+00 - 32+25	4,050	4,060	
	32+25 - 46+29	4,570	4,330	
	CONCRETE DRIVEWAYS	440	580	
SUB-TOTALS		11,610	11,450	
TOTAL		23,060		

REMOVING CONCRETE SIDEWALK				
CATEGORY	STATION - STATION	204.0155		
		STAGE 1 SY	STAGE 2 SY	
0010	16+65 - 23+00	130	110	
	23+00 - 32+25	150	150	
	32+25 - 46+29	200	230	
SUB-TOTALS		480	490	
TOTAL		970		

REMOVING CONCRETE BASES			
CATEGORY	STATION	LOCATION	204.0195* EACH
0010	19+10.46	0.23' RT	1
	19+98.59	0.35' LT	1
TOTAL			2

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

EARTHWORK SUMMARY

CATEGORY	STAGE	STATION		LOCATION	205.0100* EXCAVATION COMMON (1)		SALVAGED/ UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	EXPANDED EBS BACKFILL (11)	(16) 311.0110* BREAKER RUN	UNEXPANDED FILL	EXPANDED FILL (13)	MASS ORDINATE ± (14)
					CUT (2)	EBS (3)*** EXCAVATION			FACTOR 1.10	FACTOR** 1.75		FACTOR 1.25	
		FROM	TO		CY	CY			CY	TON	CY	CY	
0010	1	16+65	- 46+29	STAGE 1	6,145	3,067	2,793	3,352	3,374	5,904	1	1	3,351
	1			SIDEROADS	441	220	315	126	242	424	--	--	126
	2	16+65	- 46+29	STAGE 2	6,171	3,088	2,222	3,949	3,397	5,944	2	2	3,947
	2			SIDEROADS	362	181	258	103	199	348	--	--	103
SUB-TOTALS					13,118	6,556	5,588	7,530	7,212	12,620	3	3	7,527
TOTALS					19,674					12,620			

NOTES

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

- * ADDITIONAL QUANTITIES LISTED ELSEWHERE
- ** CY TO TON CONVERSION FACTOR = 1.75 TON/CY
- *** UNDISTRIBUTED EBS EXCAVATION = 50% OF CUT

BASE AGGREGATE DENSE						
					305.0120 1 1/4-INCH	
CATEGORY	STAGE	STATION - STATION		LOCATION	TON	
0010	1	16+65	- 23+00	RT	1,000	
		23+00	- 32+25	RT	1,760	
		32+25	- 46+29	RT	2,020	
		CROSSOVER + TEMP P**			LT/RT	280
		STAGE 1 SUB-TOTAL				5,060
	2	16+65	- 23+00	LT	1,070	
		23+00	- 32+25	LT	1,900	
		32+25	- 46+29	LT	2,000	
	STAGE 2 SUB-TOTAL				4,970	
	3	16+65	- 23+00	LT/RT	240	
23+00		- 32+25	LT/RT	---		
32+25		- 46+29	LT/RT	39		
STAGE 3 SUB-TOTAL				279		
TOTAL					10,309	

** CROSSOVER AND TEMPORARY PAVEMENT

CONCRETE PAVEMENT						
CATEGORY	STAGE	STATION - STATION		LOCATION	415.0080	415.4100
					8-INCH SY	JOINT FILLING SY
0010	1	16+65	- 23+00	RT	1,890	2,040
		23+00	- 32+25	RT	3,450	3,820
		32+25	- 46+29	RT	3,960	4,370
		STAGE 1 SUB-TOTALS			9,300	10,230
	2	16+65	- 23+00	LT	2,030	2,240
		23+00	- 32+25	LT	3,650	4,080
		32+25	- 46+29	LT	3,800	4,200
		STAGE 2 SUB-TOTALS			9,480	10,520
	3	16+65	- 23+00		434	546
		23+00	- 32+25		---	---
		32+25	- 46+29		---	60
STAGE 3 SUB-TOTALS			434	606		
TOTALS				19,214	21,356	

CONCRETE PAVEMENT GAPS				
CATEGORY	STATION - STATION	LOCATION	415.0210	
			STAGE 1 EACH	STAGE 2 EACH
0010	17+25 - 42+17	LT & RT	4	4
TOTAL			8	

PAVEMENT BARS					
CATEGORY	STATION - STATION		LOCATION	416.0610	416.0620
				DRILLED TIE BARS EACH	DRILLED DOWEL BARS EACH
0010	16+65	- 23+00	LT & RT	333	126
	23+00	- 32+25	LT & RT	119	179
	32+25	- 46+29	LT & RT	179	241
	TOTALS			631	546

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES				
CATEGORY	STATION	LOCATION	465.0120	REMARKS
			TON	
0010	17+50	LT	4	DRIVEWAY PARKING LOT
	27+50	RT	9	
	TOTAL		13	

ASPHALTIC SURFACE TEMPORARY				
CATEGORY	STATION	LOCATION	465.0125	
			STAGE 1 TON	STAGE 2 TON
0010	16+65 - 23+00	LT & RT	107	---
	23+00 - 32+25	LT & RT	25	---
	32+25 - 46+29	LT & RT	29	---
	TOTAL		161	

CONCRETE CURB & GUTTER ITEMS							
CATEGORY	STAGE	STATION - STATION		601.0110	601.0409	601.0452	601.0600
				CONCRETE CURB TYPE D LF	CURB & GUTTER 30-INCH TYPE A LF	CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D LF	CONCRETE CURB PEDESTRIAN LF
0010	1	16+65	- 23+00	---	593	191	---
		23+00	- 32+25	---	977	702	---
		32+25	- 46+29	---	1,023	787	50
		STAGE 1 SUB-TOTALS		---	2,593	1,680	50
	2	16+65	- 23+00	5	602	216	---
		23+00	- 32+25	---	977	936	---
		32+25	- 46+29	---	1,001	787	---
		STAGE 2 SUB-TOTALS		5	2,580	1,939	---
	3	16+65	- 23+00	---	60	533	---
		23+00	- 32+25	---	---	---	---
		32+25	- 46+29	---	193	---	---
		STAGE 3 SUB-TOTALS		---	253	533	---
TOTALS				5	5,426	4,153	50

SIDEWALK ITEMS								
CATEGORY	STAGE	STATION	-	STATION	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH
0010	1	16+65	-	23+00	1,150	1,150	48	4
		23+00	-	32+25	1,650	1,350	48	4
		32+25	-	46+29	1,950	2,050	96	8
		STAGE 1 SUB-TOTALS			4,750	4,550	192	16
	2	16+65	-	23+00	1,500	1,000	48	4
		23+00	-	32+25	1,950	1,450	48	4
		32+25	-	46+29	2,000	2,100	72	6
		STAGE 2 SUB-TOTALS			5,450	4,550	168	14
	TOTALS				10,200	9,100	360	30

CONCRETE DRIVEWAY						
CATEGORY	STATION	LOCATION	602.0810		602.0820	
			CONCRETE DRIVEWAY 6-INCH		CONCRETE DRIVEWAY 8-INCH	
			STAGE 1	STAGE 2	STAGE 1	STAGE 2
			SY	SY	SY	SY
0010	17+50	LT	---	---	---	27
	17+50	RT	10	---	---	---
	17+66	LT	---	8	---	---
	18+19	RT	9	---	---	---
	18+23	LT	---	7	---	---
	18+81	LT	---	25	---	---
	19+10	RT	50	---	---	---
	19+40	LT	---	25	---	---
	19+44	RT	40	---	---	---
	21+50	RT	8	---	---	---
	21+83	LT	---	15	---	---
	22+03	LT	---	7	---	---
	22+11	RT	25	---	---	---
	22+70	LT	---	9	---	---
	22+70	RT	20	---	---	---
	23+24	LT	---	20	---	---
	23+31	RT	20	---	---	---
	23+72	LT	---	25	---	---
	24+31	LT	---	30	---	---
	24+44	RT	30	---	---	---
	24+94	LT	---	25	---	---
	25+52	LT	---	8	---	---
	26+09	LT	---	25	---	---
	26+73	LT	---	8	---	---
	27+35	LT	---	7	---	---

CONTINUED ON RIGHT

CONCRETE DRIVEWAY						
CATEGORY	STATION	LOCATION	602.0810		602.0820	
			CONCRETE DRIVEWAY 6-INCH		CONCRETE DRIVEWAY 8-INCH	
			STAGE 1	STAGE 2	STAGE 1	STAGE 2
			SY	SY	SY	SY
0010	27+50	RT	---	---	30	---
	27+87	LT	---	7	---	---
	30+35	LT	---	8	---	---
	30+35	RT	15	---	---	---
	30+87	LT	---	20	---	---
	30+87	RT	7	---	---	---
	31+40	LT	---	9	---	---
	31+43	RT	8	---	---	---
	31+93	LT	---	8	---	---
	31+95	RT	25	---	---	---
	32+50	LT	---	25	---	---
	32+57	RT	20	---	---	---
	33+10	RT	20	---	---	---
	33+66	LT	---	25	---	---
	33+70	RT	20	---	---	---
	33+84	LT	---	20	---	---
	34+24	RT	7	---	---	---
	34+38	LT	---	25	---	---
	34+82	RT	20	---	---	---
	34+96	LT	---	7	---	---
	35+39	RT	7	---	---	---
	35+65	LT	---	8	---	---
	35+93	RT	20	---	---	---
	36+23	LT	---	25	---	---
	36+48	RT	7	---	---	---
	36+74	LT	---	20	---	---
	37+21	LT	---	20	---	---
	37+73	LT	---	20	---	---
	38+34	LT	---	30	---	---
	38+86	LT	---	25	---	---
	38+86	RT	25	---	---	---
	39+46	LT	---	7	---	---
	39+46	RT	7	---	---	---
	40+00	RT	8	---	---	---
	40+01	LT	---	20	---	---
SUB-TOTALS			428	573	30	27
TOTALS			1,001		57	

STORM SEWER SUMMARY					
CATEGORY	FROM STRUCTURE	TO STRUCTURE	608.0412	608.0415	520.8000
			STORM SEWER PIPE REINFORCED CONCRETE CLASS IV		CONCRETE COLLARS
			12-INCH LF	15-INCH LF	FOR PIPE EACH
0010	INL 1	INL 2	29	---	---
	INL 2	EX MH 1	40	---	1
	INL 3	EX MH 1	66	---	---
	INL 4	EX MH 1	75	---	---
	INL 5	EX MH 1	70	---	---
	INL 6	EX MH 2	37	---	---
	INL 7	EX MH 2	45	---	---
	INL 7.1	MH 1	13	---	---
	MH 1	-	---	16	2
	INL 8	EX MH 3	63	---	1
	INL 9	EX MH 3	14	---	1
	INL 10	EX MH 4	32	---	---
	INL 11	INL 12	66	---	---
	INL 12	EX MH 4	69	---	---
	INL 13	INL 13.1	27	---	---
	INL 13.1	EX MH 5	70	---	---
	INL 14	EX MH 5	49	---	---
	INL 15	INL 13.1	35	---	---
	INL 16	EX MH 6	42	---	---
	INL 17	EX MH 6	51	---	1
	INL 18	EX MH 5	77	---	1
TOTALS			970	16	7

STORM SEWER SUMMARY											
CATEGORY	STRUCT. ID#	STATION	OFFSET	611.2004	611.2005	611.3004	611.3230	611.0535	611.0624	611.0639	650.4000
				MANHOLES	MANHOLES	INLETS	INLETS	MANHOLE	INLET	INLET	CONSTRUCTION
				4-FT DIAMETER	5-FT DIAMETER	4-FT DIAMETER	2X3-FT	COVERS TYPE J-S SPECIAL	COVERS TYPE H	COVERS TYPE H-S	STAKING STORM SEWER
				EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
0010	INL 1	20+00.00	37.50 ' LT	---	---	---	1	---	1	---	1
	INL 2	20+28.79	38.93 ' LT	---	---	1	---	---	---	1	1
	INL 3	20+00.00	37.50 ' RT	---	---	1	---	---	1	---	1
	INL 4	21+12.41	37.50 ' RT	---	---	1	---	---	1	---	1
	INL 5	21+12.41	37.50 ' LT	---	---	1	---	---	1	---	1
	INL 6	24+58.12	37.50 ' LT	---	---	1	---	---	1	---	1
	INL 7	24+27.74	37.50 ' RT	---	---	---	1	---	1	---	1
	INL 7.1	32+42.18	37.50 ' RT	---	---	---	1	---	1	---	1
	MH 1	32+42.33	24.79 ' RT	1	---	---	---	1	---	---	1
	INL 8	35+09.95	37.50 ' LT	---	---	---	1	---	1	---	1
	INL 9	35+03.85	37.50 ' RT	---	---	1	---	---	1	---	1
	INL 10	37+40.22	37.50 ' RT	---	---	1	---	---	1	---	1
	INL 11	38+06.49	37.50 ' LT	---	---	---	1	---	1	---	1
	INL 12	37+40.22	37.50 ' LT	---	1	---	---	---	1	---	1
	INL 13	40+87.40	37.50 ' LT	---	---	1	---	---	1	---	1
	INL 13.1	41+13.91	41.16 ' LT	---	---	1	---	---	---	1	1
	INL 14	40+87.39	37.48 ' RT	---	---	1	---	---	1	---	1
	INL 15	41+25.36	74.26 ' LT	---	---	1	---	---	1	---	1
INL 16	41+80.05	71.46 ' LT	---	---	1	---	---	1	---	1	
INL 17	42+11.57	37.50 ' LT	---	---	---	1	---	---	1	1	
INL 18	42+11.58	37.50 ' RT	---	---	1	---	---	---	1	1	
TOTALS				1	1	13	6	1	16	4	40

MISCELLANEOUS STORM SEWER SUMMARY									
CATEGORY	STAGE	STATION - STATION	204.0220	204.0245	611.0420	611.8110	SPV.0060.01	SPV.0060.02	
			REMOVING INLETS EACH	REMOVING STORM SEWER 12-INCH LF	RECONSTRUCTING MANHOLES EACH	ADJUSTING MANHOLE COVERS EACH	SEALING MANHOLE OPENINGS EACH	STORM SEWER TAP EACH	
0010	1	16+65 - 23+00	2	112	1	0	2	2	
		23+00 - 32+25	1	45	2	0	1	1	
		32+25 - 46+29	5	242	3	0	4	4	
	STAGE 1 SUB-TOTAL		8	399	6	0	7	7	
0010	2	16+65 - 23+00	2	97	0	1	1	1	
		23+00 - 32+25	1	34	0	0	1	1	
		32+25 - 46+29	4	160	1	0	1	1	
	STAGE 2 SUB-TOTAL		7	291	1	1	3	3	
0010	3	16+65 - 23+00	0	0	0	0	0	0	
		23+00 - 32+25	0	0	0	0	0	0	
		32+25 - 46+29	0	0	0	0	0	0	
	STAGE 3 SUB-TOTAL		0	0	0	0	0	0	
TOTAL			15	690	7	1	10	10	

3

CONCRETE MEDIAN SLOPED NOSE

CATEGORY		STATION - STATION		620.0300 SF
0010	16+65	-	23+00	52
	23+00	-	32+25	19
	32+25	-	46+29	120
	TOTAL			192

DUST CONTROL SURFACE TREATMENT

CATEGORY	PROJECT	623.0200 SY
0010	2703-00-76	26,900

TOPSOIL

				625.0100 TOPSOIL SY
CATEGORY	STAGE	STATION	LOCATION	
0010	1	16+65 - 23+00	RT	279
		23+00 - 32+25	RT	484
		32+25 - 46+29	RT	474
		STAGE 1 SUB-TOTAL		1,237
	2	16+65 - 23+00	LT/RT	264
		23+00 - 32+25	LT/RT	477
		32+25 - 46+29	LT/RT	471
		STAGE 2 SUB-TOTAL		1,213
	UNDISTRIBUTED		LT/RT	612
	TOTAL			3,062

WATER

CATEGORY	PROJECT	624.0100 MGAL	REMARKS
0010	2703-00-76	210	BASE AGGREGATE COMPACTION

TRACKING PADS

CATEGORY	STATION	628.7560 EACH
0010	UNDISTRIBUTED	6

MOBILIZATIONS EROSION CONTROL

CATEGORY	STATION - STATION	628.1905 EACH
0010	UNDISTRIBUTED	9

FINISHING ITEMS

CATEGORY	STAGE	STATION	LOCATION	627.0200	628.2006	628.6510	629.0210	630.0140	630.0200	630.0500	631.0300	631.1000
				MULCHING SY	EROSION MAT URBAN CLASS I TYPE A SY	SOIL STABILIZER TYPE B ACRE	FERTILIZER TYPE B CWT	SEEDING MIXTURE NO. 40 LB	SEEDING TEMPORARY LB	SEED WATER MGAL	SOD WATER MGAL	SOD LAWN SY
0010	1	16+65 - 23+00	RT	---	94	---	1	4	---	2.1	6.3	280
		23+00 - 32+25	RT	---	72	---	1	3	---	1.6	11.0	480
		32+25 - 46+29	RT	---	110	---	1	5	---	2.4	11.0	470
	STAGE 1 SUB-TOTAL			---	276	---	3	12	---	6.1	28.3	1,230
	2	16+65 - 23+00	LT/RT	---	55	---	1	2	---	1.2	5.9	260
		23+00 - 32+25	LT/RT	---	99	---	1	4	---	2.2	11.0	480
		32+25 - 46+29	LT/RT	---	160	---	1	7	---	3.7	11.0	470
	STAGE 2 SUB-TOTAL			---	314	---	3	13	---	7.1	27.9	1,210
	UNDISTRIBUTED		LT/RT	610	60	0.2	---	3	16	1.8	6.8	440
	TOTALS			610	650	0.2	6	28	16	15	63.0	2,880

MOBILIZATIONS EMERGENCY EROSION CONTROL

CATEGORY	STATION - STATION	628.1910 EACH
0010	UNDISTRIBUTED	6

INLET PROTECTION

		628.7005	628.7015	628.7020
		INLET PROTECTION	INLET PROTECTION	INLET PROTECTION
		TYPE A	TYPE C	TYPE D
CATEGORY	LOCATION	EACH	EACH	EACH
0010	16+65 - 23+00	5	8	1
	23+00 - 32+25	2	4	---
	32+25 - 46+29	13	26	---
	UNDISTRIBUTED	2	4	3
	TOTALS	22	42	4

STREET SWEEPING

CATEGORY	PROJECT	SPV.0075.01 HRS	REMARKS
0010	2703-00-76	50	1.5 TO 2 HOURS PER WEEK

PROJECT NO: 2703-00-76

HWY: LOCAL STREET

COUNTY: RACINE

MISCELLANEOUS QUANTITIES

SHEET: 106

E

FILE NAME : _____

PLOT DATE : _____

PLOT BY : _____

PLOT NAME : _____

PLOT SCALE : 1" = 1"

WISDOT/CADDs SHEET 42

3

PERMANENT SIGNING SUMMARY												
SIGN NO.	LOCATION	SIGN CODE	SIGN MESSAGE	SIGN SIZE			637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	634.0816 POSTS TUBULAR 2 X 2-INCH X 16-FT EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
				W [IN.]	X [IN.]	H [IN.]						
1-8	RT	R3-17(2S)	BIKE LANE	30	X	24	5.00	---	1	---	---	MOUNTED UNDER 1-8 MOUNTED ON EXISTING LIGHT POLE MOUNTED BELOW 1-12R MOUNTED ON EXISTING LIGHT POLE
1-9	RT	R3-17AP(2S)	AHEAD	30	X	12	2.50	---	---	---	---	
1-12R	-	S1-1(2S)	SCHOOL ZONE	---	x	---	---	---	---	1	---	
1-13R	-	W16-9P(2S)	AHEAD	---	x	---	---	---	---	1	---	
1-14	-	S1-1(2S)	SCHOOL ZONE	---	x	---	6.75	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE
1-15	-	W16-9P(2S)	AHEAD	24	X	12	2.00	---	---	---	---	MOUNT BELOW 1-14
1-16	-	R2-6P(2S)	FINES HIGHER	24	X	18	3.00	---	---	---	---	MOUNT BELOW 1-15
1-17R	-	R4-7(2S)	KEEP RIGHT	---	x	---	---	---	---	1	---	MOUNTED ON EXISTING LIGHT POLE
1-18	-	R4-7(2S)	KEEP RIGHT	24	X	30	5.00	---	---	---	---	MOUNTED ON OPPOSITE SIDE OF 1-14
1-19R	RT	S1-1(2S)	SCHOOL ZONE	---	x	---	---	---	---	1	1	
1-20R	RT	W16-9P(2S)	AHEAD	---	x	---	---	---	---	1	---	MOUNTED BELOW 1-18R
1-21	RT	S1-1(2S)	SCHOOL ZONE	---	x	---	6.75	---	1	---	---	
1-22	RT	W16-9P(2S)	AHEAD	24	X	12	2.00	---	---	---	---	MOUNT BELOW 1-21
1-23	RT	R2-6P(2S)	FINES HIGHER	24	X	18	3.00	---	---	---	---	MOUNT BELOW 1-22
1-24R	LT	R1-1(2S)	STOP	---	x	---	---	---	---	1	1	
1-25	LT	R1-1(2S)	STOP	30	X	30	5.18	---	1	---	---	
1-26R	RT	R1-1(2S)	STOP	---	x	---	---	---	---	1	1	
1-27	RT	R1-1(2S)	STOP	30	X	30	5.18	---	1	---	---	
1-28	-	R4-7(2S)	KEEP RIGHT	24	X	30	5.00	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE
1-29	RT	R3-17(2S)	BIKE LANE	30	X	24	5.00	---	1	---	---	
2-1	LT	R3-17(2S)	BIKE LANE	30	X	24	5.00	---	1	---	---	
2-2	LT	R3-17BP(2S)	ENDS	30	X	12	2.50	---	---	---	---	MOUNTED UNDER 2-1
2-3	LT	S5-2(2S)	END SCHOOL ZONE	24	X	30	5.00	---	1	---	---	
2-5R	-	R2-1(2S)	SPEED LIMIT 30	---	x	---	---	---	---	1	---	MOUNTED ON EXISTING LIGHT POLE
2-6	-	R2-1(2S)	SPEED LIMIT 30	24	X	30	5.00	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE
2-7R	-	S4-51(2S)	SCHOOL SPEED LIMIT 15	---	x	---	---	---	---	1	---	MOUNTED ON EXISTING LIGHT POLE
2-8	-	S4-51(2S)	SCHOOL SPEED LIMIT 15	24	X	48	8.00	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE
2-9	-	S5-2(2S)	END SCHOOL ZONE	24	X	30	5.00	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE
2-10	-	R3-20L(2S)	BEGIN LEFT TURN LANE	24	X	36	6.00	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE
3-1	LT	R3-17(2S)	BIKE LANE	30	X	24	5.00	---	1	---	---	
3-4R	-	R4-7(2S)	KEEP RIGHT	---	x	---	---	---	---	1	---	MOUNTED ON EXISTING SIGNAL POLE
3-5R	-	R1-1F(2S)	STOP - FOLDING	---	x	---	---	---	---	1	---	MOUNTED ON EXISTING SIGNAL POLE
3-6R	RT	R10-11S(2S)	NO TURN ON RED	---	x	---	---	---	---	1	---	MOUNTED ON EXISTING SIGNAL POLE
3-7R	RT	R1-1F(2S)	STOP - FOLDING	---	x	---	---	---	---	1	---	MOUNTED ON EXISTING SIGNAL POLE
3-8R	LT	R10-11S(2S)	NO TURN ON RED	---	x	---	---	---	---	1	---	MOUNTED ON EXISTING SIGNAL POLE
3-9R	RT	R10-11S(2S)	NO TURN ON RED	---	x	---	---	---	---	1	---	MOUNTED ON EXISTING SIGNAL POLE
3-11R	LT	R1-1F(2S)	STOP - FOLDING	---	x	---	---	---	---	1	---	MOUNTED ON EXISTING SIGNAL POLE
3-12R	LT	R10-11S(2S)	NO TURN ON RED	---	x	---	---	---	---	1	---	MOUNTED ON EXISTING SIGNAL POLE
3-13R	RT	R10-11S(2S)	NO TURN ON RED	---	x	---	---	---	---	1	---	MOUNTED ON EXISTING SIGNAL POLE
3-14R	RT	R1-1F(2S)	STOP - FOLDING	---	x	---	---	---	---	1	---	MOUNTED ON EXISTING SIGNAL POLE
3-15R	LT	R10-11S(2S)	NO TURN ON RED	---	x	---	---	---	---	1	---	MOUNTED ON EXISTING SIGNAL POLE
3-16R	RT	R10-11S(2S)	NO TURN ON RED	---	x	---	---	---	---	1	---	MOUNTED ON EXISTING SIGNAL POLE
3-17R	LT	R1-1F(2S)	STOP - FOLDING	---	x	---	---	---	---	1	---	MOUNTED ON EXISTING SIGNAL POLE
3-18R	-	R4-7(2S)	KEEP RIGHT	---	x	---	---	---	---	1	---	MOUNTED ON EXISTING SIGNAL POLE
3-19R	LT	R1-1F(2S)	STOP - FOLDING	---	x	---	---	---	---	1	---	MOUNTED ON EXISTING SIGNAL POLE
3-20R	LT	R10-11S(2S)	NO TURN ON RED	---	x	---	---	---	---	1	---	MOUNTED ON EXISTING SIGNAL POLE
3-21	RT	R3-17(2S)	BIKE LANE	30	X	24	5.00	---	1	---	---	
3-23R	RT	R2-1(2S)	SPEED LIMIT 30	---	x	---	---	---	---	1	1	
3-24	RT	R2-1(2S)	SPEED LIMIT 30	24	X	30	5.00	---	1	---	---	
3-25	RT	S5-2(2S)	END SCHOOL ZONE	24	X	30	5.00	---	---	---	---	MOUNT BELOW 3-24
3-26	-	S5-2(2S)	END SCHOOL ZONE	24	X	30	5.00	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE
3-27R	LT	S4-51(2S)	SCHOOL SPEED LIMIT 15	---	x	---	---	---	---	1	1	
3-28R	LT	S4-51(2S)	SCHOOL SPEED LIMIT 15	---	x	---	---	---	---	1	---	MOUNTED ON EXISTING LIGHT POLE
3-29	-	S4-51(2S)	SCHOOL SPEED LIMIT 15	24	x	48	8.00	---	1	---	---	
3-30	-	S4-51(2S)	SCHOOL SPEED LIMIT 15	24	X	48	8.00	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE
3-31	LT	R3-20L(2S)	BEGIN LEFT TURN LANE	24	X	36	6.00	---	1	---	---	
3-32R	-	R2-1(2S)	SPEED LIMIT 30	---	x	---	---	---	---	1	---	MOUNTED ON EXISTING LIGHT POLE
3-33	-	R2-1(2S)	SPEED LIMIT 30	24	X	30	5.00	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE
3-34	LT	M1-94H(2S)	KINZIE AVE	54	X	18	6.75	---	---	---	---	MOUNTED ON SIGNAL MAST ARM
3-35	RT	R10-11S(2S)	NO TURN ON RED	24	X	36	6.00	---	---	---	---	MOUNTED ON PROPOSED SIGNAL POLE
3-36	RT	R1-1F(2S)	STOP - FOLDING	30	X	30	---	5	---	---	---	MOUNTED ON PROPOSED SIGNAL POLE
3-37	LT	R10-11S(2S)	NO TURN ON RED	24	X	36	6.00	---	---	---	---	MOUNTED ON PROPOSED SIGNAL POLE
3-38	LT	R1-1F(2S)	STOP - FOLDING	30	X	30	---	5	---	---	---	MOUNTED ON PROPOSED SIGNAL POLE
3-39	LT	M1-94H (2S)	OHIO ST	54	X	18	6.75	---	---	---	---	MOUNTED ON SIGNAL MAST ARM
3-40	LT	M1-94H (2S)	OHIO ST	54	X	18	6.75	---	---	---	---	MOUNTED ON SIGNAL MAST ARM
3-41	RT	R10-11S(2S)	NO TURN ON RED	24	X	36	6.00	---	---	---	---	MOUNTED ON PROPOSED SIGNAL POLE
3-42	RT	R1-1F(2S)	STOP - FOLDING	30	X	30	---	5	---	---	---	MOUNTED ON PROPOSED SIGNAL POLE
3-43	LT	R10-11S(2S)	NO TURN ON RED	24	X	36	6.00	---	---	---	---	MOUNTED ON PROPOSED SIGNAL POLE
3-44	LT	R1-1F(2S)	STOP - FOLDING	30	X	30	---	5	---	---	---	MOUNTED ON PROPOSED SIGNAL POLE
3-45	LT	M1-94H(2S)	KINZIE AVE	54	X	18	6.75	---	---	---	---	MOUNTED ON SIGNAL MAST ARM

CONTINUED ON NEXT PAGE

PERMANENT SIGNING SUMMARY												
SIGN NO.	LOCATION	SIGN CODE	SIGN MESSAGE	SIGN SIZE			637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	634.0816 POSTS TUBULAR 2 X 2-INCH X 16-FT EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
				W [IN.]	X	H [IN.]						
4-1R	LT	S1-1(2S)	SCHOOL ZONE	---	x	---	---	---	---	1	1	
4-2R	LT	W16-9P(2S)	AHEAD	---	x	---	---	---	---	1	---	MOUNTED UNDER 4-1R
4-3	LT	S1-1(2S)	SCHOOL ZONE	---	x	---	6.75	---	1	---	---	
4-4	LT	W16-9P(2S)	AHEAD	24	X	12	2.00	---	---	---	---	MOUNTED UNDER 4-3
4-5	LT	R2-6P(2S)	FINES HIGHER	24	X	18	3.00	---	---	---	---	MOUNTED UNDER 4-4
4-6R	-	S1-1(2S)	SCHOOL ZONE	---	x	---	---	---	---	1	---	MOUNTED ON EXISTING LIGHT POLE
4-7R	-	W16-9P(2S)	AHEAD	---	x	---	---	---	---	1	---	MOUNTED ON EXISTING LIGHT POLE UNDER 4-6R
4-8	-	S1-1(2S)	SCHOOL ZONE	---	x	---	6.75	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE
4-9	-	W16-9P(2S)	AHEAD	24	X	12	2.00	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE UNDER 4-8
4-10	-	R2-6P(2S)	FINES HIGHER	24	X	18	3.00	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE
4-11R	-	M1-94H (2S)	HAVEN AVE	---	x	---	---	---	---	1	---	
4-12R	-	M1-94H(2S)	OHIO ST	---	x	---	---	---	---	1	---	
4-13R	-	R4-7(2S)	KEEP RIGHT	---	x	---	---	---	---	1	---	MOUNTED ON EXISTING LIGHT POLE
4-14	-	R4-7(2S)	KEEP RIGHT	24	X	30	5.00	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE
4-15	LT	R3-17(2S)	BIKE LANE	30	X	24	5.00	---	1	---	---	
4-17R	RT	R1-1(2S)	STOP	---	x	---	---	---	---	1	1	
4-18	RT	R1-1(2S)	STOP	30	X	30	5.18	---	1	---	---	
4-19R	LT	R2-1(2S)	SPEED LIMIT 30	---	x	---	---	---	1	1	1	
4-20	LT	R2-1(2S)	SPEED LIMIT 30	24	X	30	5.00	---	1	---	---	
4-21R	RT	S1-1(2S)	SCHOOL ZONE	---	x	---	---	---	---	1	1	
4-22R	RT	W16-9P(2S)	AHEAD	---	x	---	---	---	---	1	---	MOUNTED UNDER 4-21R
4-23	RT	S1-1(2S)	SCHOOL ZONE	---	x	---	6.75	---	1	---	---	
4-24	RT	W16-9P(2S)	AHEAD	24	X	12	2.00	---	---	---	---	MOUNTED UNDER 4-23
4-25	RT	R2-6P(2S)	FINES HIGHER	24	X	18	3.00	---	---	---	---	MOUNTED UNDER 4-24
4-26	RT	R3-17(2S)	BIKE LANE	30	X	24	5.00	---	---	---	---	MOUNTED UNDER 4-25
4-27R	-	S1-1(2S)	SCHOOL ZONE	---	x	---	---	---	---	1	1	
4-28R	-	W16-9P(2S)	AHEAD	---	x	---	---	---	---	1	---	MOUNTED UNDER 4-27R
4-29	-	S1-1(2S)	SCHOOL ZONE	---	x	---	6.75	---	1	---	---	
4-30	-	W16-9P(2S)	AHEAD	24	X	12	2.00	---	---	---	---	MOUNTED BELOW 4-29
4-31	-	R2-6P(2S)	FINES HIGHER	24	X	18	3.00	---	---	---	---	MOUNTED BELOW 4-30
4-32R	-	R2-1(2S)	SPEED LIMIT 30	---	x	---	---	---	---	1	---	MOUNTED ON OPPOSITE OF 4-29
4-33	-	R2-1(2S)	SPEED LIMIT 30	24	X	30	5.00	---	---	---	---	MOUNTED ON OPPOSITE OF 4-29
4-34R	RT	S4-51(2S)	SCHOOL SPEED LIMIT 15	---	x	---	---	---	---	1	---	MOUNTED ON FLASHER ASSEMBLY POLE
4-35	RT	S4-51(2S)	SCHOOL SPEED LIMIT 15	24	X	48	8.00	---	1	---	---	
5-1	RT	R3-17(2S)	BIKE LANE	30	X	24	5.00	---	1	---	---	
5-2	RT	R3-17BP(2S)	ENDS	30	X	12	2.50	---	---	---	---	MOUNTED UNDER 5-1
5-3	LT	S5-2(2S)	END SCHOOL ZONE	24	X	30	5.00	---	1	---	---	
5-4	-	S5-2(2S)	END SCHOOL ZONE	24	X	30	5.00	---	1	---	---	
5-5	LT	R3-17(2S)	BIKE LANE	30	X	24	5.00	---	1	---	---	
5-6	LT	R3-17AP(2S)	AHEAD	30	x	12	2.50	---	---	---	---	MOUNTED UNDER 5-5
5-7R	-	R4-7(2S)	KEEP RIGHT	---	x	---	---	---	---	1	1	
5-8	-	R4-7(2S)	KEEP RIGHT	24	X	30	5.00	---	1	---	---	
5-9R	RT	R3-17(2S)	BIKE LANE	---	x	---	---	---	---	1	1	
5-10	RT	R3-17(2S)	BIKE LANE	30	X	24	5.00	---	1	---	---	
5-11R	LT	R1-1(2S)	STOP	---	x	---	---	---	---	1	1	
5-12	LT	R1-1(2S)	STOP	30	X	30	5.18	---	1	---	---	
5-13R	RT	R1-1(2S)	STOP	---	x	---	---	---	---	1	1	
5-14	RT	R1-1(2S)	STOP	30	X	30	5.18	---	1	---	---	
5-16R	LT	R3-17(2S)	BIKE LANE	---	x	---	---	---	---	1	1	
5-17R	LT	R3-17AP(2S)	AHEAD	---	x	---	---	---	---	1	---	MOUNTED UNDER 5-16
5-18	LT	R3-17(2S)	BIKE LANE	30	X	24	5.00	---	1	---	---	
5-19	LT	R3-17AP(2S)	AHEAD	30	X	12	2.50	---	---	---	---	MOUNTED UNDER 5-18
5-20R	-	R4-7(2S)	KEEP RIGHT	---	x	---	---	---	---	1	---	MOUNTED ON EXISTING LIGHT POLE
5-21R	-	S1-1(2S)	SCHOOL ZONE	---	x	---	---	---	---	1	---	MOUNTED ON EXISTING LIGHT POLE UNDER 5-20R
5-22R	-	W16-7R(2S)	DOWNWARD DIAGONAL ARROW	---	x	---	---	---	---	1	---	MOUNTED ON EXISTING LIGHT POLE UNDER 5-21R
5-23	-	R4-7(2S)	KEEP RIGHT	24	X	30	5.00	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE
5-24	-	S1-1(2S)	SCHOOL ZONE	---	x	---	6.75	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE UNDER 5-23
5-25	-	W16-7R(2S)	DOWNWARD DIAGONAL ARROW	24	X	12	2.00	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE UNDER 5-24
5-28R	-	S1-1(2S)	SCHOOL ZONE	---	x	---	---	---	---	1	---	MOUNTED ON EXISTING LIGHT POLE OPPOSITE SIDE OF 5-20R
5-29R	-	W16-7R(2S)	DOWNWARD DIAGONAL ARROW	---	x	---	---	---	---	1	---	MOUNTED ON EXISTING LIGHT POLE UNDER 5-22R
5-30	-	S1-1(2S)	SCHOOL ZONE	---	x	---	6.75	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE OPPOSITE SIDE OF 5-24
5-31	-	W16-7R(2S)	DOWNWARD DIAGONAL ARROW	24	X	12	2.00	---	---	---	---	MOUNTED ON EXISTING LIGHT POLE UNDER 5-25
6-1	-	S5-2(2S)	END SCHOOL ZONE	24	X	30	5.00	---	1	---	---	
6-2	RT	S5-2(2S)	END SCHOOL ZONE	24	X	30	5.00	---	1	---	---	
6-3	LT	R2-6P(2S)	FINES HIGHER	24	X	18	3.00	---	---	---	---	MOUNT BELOW EXISTING SCHOOL CROSSING AHEAD SIGN
6-4	-	R2-6P(2S)	FINES HIGHER	24	X	18	3.00	---	---	---	---	MOUNT BELOW EXISTING SCHOOL CROSSING AHEAD SIGN
TOTALS							372.400	20.720	30	55	15	

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TRAFFIC CONTROL ITEMS																			
CATEGORY	STAGE	CALENDAR DAYS																	
			643.0300 TRAFFIC CONTROL DRUMS		643.0420 TRAFFIC CONTROL BARRICADES TYPE III		643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A		643.0715 TYPE C		643.0810 TRAFFIC CONTROL CONNECTED ARROW BOARDS		643.0900 TRAFFIC CONTROL SIGNS		643.1050 TRAFFIC CONTROL SIGNS PCMS		
			QTY	DAY	QTY	DAY	EACH	EACH	QTY	DAY	QTY	DAY	QTY	DAY	QTY	DAY	QTY	DAY	
0010	STAGE 1	82	266	21,812	79	6,478	160	160	158	12,956	62	5,084	4	328	195	15,990	2	14	
	STAGE 2	79	183	14,457	68	5,372	134	134	130	10,270	50	3,950	2	158	145	11,455	---	---	
	STAGE 3	14	67	938	13	182	---	---	26	364	37	518	2	28	52	728	---	---	
	UNDISTRIBUTED	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	7	
	TOTALS	175	516	37,207	160	12,032	294	294	314	23,590	149	9,552	8	514	392	28,173	2	21	

TRAFFIC CONTROL PEDESTRIAN ACCOMMODATION ITEMS							
CATEGORY	STAGE	CALENDAR DAYS	644.1440	644.1601	644.1605	644.1810	644.1900.S
			TEMPORARY PEDESTRIAN SURFACE MATTING	TEMPORARY PEDESTRIAN CURB RAMP	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD	TEMPORARY PEDESTRIAN BARRICADE	TEMPORARY AUDIBLE MESSAGE DEVICES
0010	STAGE 1	82	SF	DAY	SF	LF	DAY
			185	328	40	1,002	---
			187	316	88	1,179	---
			---	---	---	---	---
			---	---	---	---	608
0010	STAGE 2	79	187	316	88	1,179	---
	STAGE 3	14	---	---	---	---	---
	UNDISTRIBUTED	---	---	---	---	---	608
	TOTALS	175	372	644	128	2,181	608

TEMPORARY PAVEMENT MARKING ITEMS								
CATEGORY	STATION	643.3105	643.3150	643.3180	643.3250	643.3550	643.3650	643.3850
		TEMPORARY MARKING LINE PAINT 4-INCH LF	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH LF	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH LF	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH LF	TEMPORARY MARKING ARROW REMOVABLE TAPE EACH	TEMPORARY MARKING WORD REMOVABLE TAPE EACH	TEMPORARY MARKING LINE REMOVABLE TAPE 18-INCH LF
0010	PRE-STAGE 1	0	953	721	---	---	---	---
	STAGE 1	6,753	2,117	1,263	95	2	1	44
	STAGE 1B	---	972	738	---	---	---	---
	STAGE 2	186	7,247	1,154	100	1	---	81
	STAGE 2B	---	1,493	117	---	---	---	61
	STAGE 3	---	1,702	970	---	2	2	---
	TOTALS	6,939	14,484	4,963	195	5	3	186

GEOTEXTILE TYPE SR					
CATEGORY	STAGE	STATION - STATION			645.0135
					SY
0010	1	16+65	-	23+00	1,130
		23+00	-	32+25	2,100
		32+25	-	46+29	2,390
	STAGE 1 SUB-TOTAL				5,620
	2	16+65	-	23+00	1,230
		23+00	-	32+25	2,250
		32+25	-	46+29	2,310
	STAGE 2 SUB-TOTAL				5,790
	3	16+65	-	23+00	310
		23+00	-	32+25	--
		32+25	-	46+29	50
	STAGE 3 SUB-TOTAL				360
	TOTAL				11,770

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PERMANENT PAVEMENT MARKING ITEMS

CATEGORY	STATION	-	STATION	646.1020				646.3020	646.5020	646.5220	646.6120	646.7120	646.7220	646.7420	646.8120	646.8220		
				MARKING LINE EPOXY 4-INCH				MARKING LINE			MARKING	MARKING	MARKING	MARKING			MARKING	
				SOLID	SOLID	DASHED WHITE	DASHED WHITE	EPOXY 8-INCH			ARROW EPOXY	SYMBOL EPOXY	STOP LINE	DIAGONAL EPOXY			CHEVRON	CROSSWALK
				YELLOW	WHITE	12.5' SEG., 37.5' GAP	3' SEG., 9' GAP	WHITE			EACH	EACH	EPOXY	12-INCH			EPOXY	EPOXY TRANSVERSE
				LF	LF	LF	LF	LF			18-INCH	Yellow	24-INCH	LINE 6-INCH	MARKING	MARKING ISLAND		
				LF	LF	LF	LF	LF							CURB EPOXY	NOSE EPOXY		
0010	15+00	-	23+00	---	1,311	324	50	200	4	5	---	---	12	418	20	2		
	23+00	-	32+25	---	2,474	412	25	175	13	10	83	0	0	289	20	2		
	32+25	-	48+75	---	2,873	697	50	0	8	10	---	0	0	650	40	4		
	7+00 B	-	14+50 B	1,506	---	---	---	200	3	---	44	66	---	153	0	0		
	7+50 D	-	13+00 D	794	1,449	0	18	0	3	5	0	0	0	209	0	0		
	SUB-TOTALS				2,300	8,107	1,433	143	575	31	30	127	66	12	1,719	80	8	
TOTALS				11,983				575	31	30	127	66	12	1,719	80	8		

REMOVING PAVEMENT MARKING ITEMS

						646.9000 MARKING REMOVAL LINE 4-INCH	646.9100 MARKING REMOVAL LINE 8-INCH	646.9200 MARKING REMOVAL LINE WIDE	646.9300 MARKING REMOVAL SPECIAL MARKING
CATEGORY	STAGE	STATION	-	STATION	LOCATION	LF	LF	LF	EACH
0010	1	16+65	-	23+00	LT/RT	294	200	14	5
		23+00	-	32+25	LT/RT	249	---	19	---
		32+25	-	46+29	LT/RT	1,996	---	---	---
	STAGE 1 SUBTOTALS					2,539	200	33	5
	2	16+65	-	23+00	LT/RT	---	---	---	---
		23+00	-	32+25	LT/RT	---	---	17	---
		32+25	-	46+29	LT/RT	26	---	---	---
	STAGE 2 SUBTOTALS					26	---	17	---
	3	16+65	-	23+00	LT/RT	224	---	---	---
		23+00	-	32+25	LT/RT	315	---	---	---
32+25		-	46+29	LT/RT	138	---	---	---	
STAGE 2 SUBTOTALS					677	---	---	---	
TOTAL						3,242	200	50	5

CONSTRUCTION STAKING SUMMARY

		650.4500	650.7000	650.9920
		CONSTRUCTION	CONSTRUCTION	CONSTRUCTION
		STAKING	STAKING	STAKING
		SUBGRADE	CONCRETE PAVEMENT	SLOPE STAKES
CATEGORY	STATION - STATION	LF	LF	LF
0010	16+65 - 46+29	5,928	5,928	5,928
	SIDEROADS	333	333	333
	TOTALS	6,261	6,261	6,261

STREET LIGHTING SUMMARY

CATEGORY	LP. NO.	STATION	LOCATION	SPV.0060.08	654.0105
				RELOCATING EXISTING LIGHTING UNIT EACH	CONCRETE BASES TYPE 5 EACH
0010	LP-EX02	19+08.69	0.20' RT	1	1
	LP-EX03	20+00.43	0.29' RT	1	1
	TOTALS			2	2

REMOVING PULL BOXES

CATEGORY	STATION	LOCATION	653.0905*
			REMOVING PULL BOXES EACH
0010	28+85.00	0.18' LT	1

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

STREET LIGHTING CONDUIT SUMMARY

CATEGORY	FROM	LOCATION TO	652.0225*
			CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF
0010	LP-EX02	LP-EX03	92
	LP-EX03	LP-EX04	112
	LP-EX16	LP-EX17	183
	PB-EX06	LP-EX19	122
	TOTAL		509

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

STREET LIGHTING WIRE SUMMARY

CATEGORY	FROM	TO	655.0620	655.0630
			ELECTRICAL WIRE LIGHTING 8 AWG (GROUND) LF	ELECTRICAL WIRE LIGHTING 4 AWG LF
0010	LP-EX02	LP-EX03	98	196
	LP-EX03	LP-EX04	118	236
	LP-EX16	LP-EX17	189	378
	LP-EX18	LP-EX19	168	336
	TOTALS		573	1,146

CONSTRUCTION STAKING

CATEGORY	PROJECT	650.8501	650.9500	650.9911
		ELECTRICAL INSTALLATIONS EACH	SIDEWALK EACH	SUPPLEMENTAL CONTROL EACH
0010	2703-06-76	1	1	1

PROJECT NO: 2703-00-76

HWY: LOCAL STREET

COUNTY: RACINE

MISCELLANEOUS QUANTITIES

SHEET: 110

E

FILE NAME : _____

PLOT DATE : _____

PLOT BY : _____

PLOT NAME : _____

PLOT SCALE : 1" = 1"

WISDOT/CADDs SHEET 42

REMOVING CONCRETE BASES					
CATEGORY	INTERSECTION	BASE NO.	STATION	LOCATION	204.0195*
					EACH
0010	OHIO STREET & KINZIE AVENUE	CB1	10+68.2 B	24.74' RT	1
		SB1	10+59.9 B	25.4' RT	1
		SB2	28+87.9	40.7' RT	1
		SB3	28+81.0	0.3' LT	1
		SB4	28+93.3	41.0' LT	1
		SB5	9+40.0 B	24.0' RT	1
		SB6	9+38.2 B	24.1' LT	1
		SB7	29+75.3	41.6' LT	1
		SB8	29+72.0	0.2' LT	1
		SB9	29+73.3	41.1' RT	1
		SB10	10+58.1 B	24.2' LT	1
TOTAL					11

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

TRAFFIC SIGNAL CONDUIT SUMMARY					
CATEGORY	INTERSECTION	FROM	TO	652.0225* CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF
0010	OHIO STREET & KINZIE AVENUE	CB1	PB1	--	33
		PB1	PB2	--	170
		PB2	PB3	--	72
		PB3	PB4	--	94
		PB4	PB5	--	98
		PB5	PB6	--	160
		PB6	PB7	--	82
		PB7	PB8	--	98
		PB8	CB1	--	36
		PB1	SB1	11	33
		PB2	SB2	--	13
		PB3	SB3	5	--
		PB4	SB4	5	--
		PB5	SB5	8	--
		PB6	SB6	--	7
		PB7	SB7	11	--
		PB8	SG8	12	--
		PB9	PB2	--	17
		TOTALS			913

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

TRAFFIC SIGNAL PULL BOX SUMMARY						
CATEGORY	INTERSECTION	PULL BOX NO.	LOCATION*		653.0135 PULL BOXES STEEL 24X36-INCH	653.0140 PULL BOXES STEEL 24X42-INCH
			STATION	OFFSET	EACH	EACH
0010	OHIO STREET & KINZIE AVENUE	PB1	28+95.6	42.6' RT	--	1
		PB2	28+96.3	42.6' RT	--	1
		PB3	9+30.8 B	23.5' RT	--	1
		PB4	9+30.8 B	23.6' LT	--	1
		PB5	29+87.9	39.9' LT	--	1
		PB6	29+88.2	40.4' RT	--	1
		PB7	10+55.8 B	24.1' LT	--	1
		PB8	10+55.6 B	24.7' RT	--	1
		PB9	28+79.5	40.0' LT	1	--
TOTALS					1	8

*FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

REMOVING PULL BOXES					
CATEGORY		PULL BOX NO.	STATION	LOCATION	653.0905* EACH
0010	OHIO STREET & KINZIE AVENUE	PB1	10+57.0 B	25.1' RT	1
		PB2	28+87.5	0.4' LT	1
		PB3	9+43.8 B	26.3' RT	1
		PB4	29+66.3	45.1' LT	1
		PB5	29+76.6	0.4' LT	1
		PB6	10+55.7 B	25.6' LT	1
		PB8	7+86.9 B	23.4' RT	1
		PB10	12+19.0 B	24.8' LT	1
		TOTAL			8

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

CONCRETE BASES										
CATEGORY	INTERSECTION	SB NO.	STATION	LOCATION	654.0101	654.0102	654.0110	654.0120	654.0217	SPV.0060.06
					CONCRETE BASES TYPE 1 EACH	CONCRETE BASES TYPE 2 EACH	CONCRETE BASES TYPE 10 EACH	CONCRETE BASES TYPE 10 SPECIAL EACH	CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH	UTILITY LINE OPENING (ULO) EACH
0010	OHIO STREET & KINZIE AVENUE	CB1	28+94.5	53.9' RT	--	--	--	--	1	--
		SB1	28+84.4	43.0 RT	1	--	--	--	--	--
		SB2	28+83.7	42.6 LT	--	--	--	1	--	1
		SB3	9+35.4 B	26.0 RT	1	--	--	--	--	--
		SB4	9+34.9 B	25.4 LT	--	--	1	--	--	1
		SB5	29+80.7	43.5 LT	1	--	--	--	--	--
		SB6	29+81.6	42.3 RT	--	--	--	1	--	1
		SB7	10+66.4 B	26.1 LT	--	1	--	--	--	--
		SB8	10+67.0 B	25.6 RT	--	--	1	--	--	1
		TOTALS			3	1	2	2	1	4

TRAFFIC SIGNAL CABLE SUMMARY					
CATEGORY	INTERSECTIONS	FROM	TO	655.0230	655.0260
				CABLE 5-14 AWG LF	TRAFFIC SIGNAL 12-14 AWG LF
0010	OHIO STREET & KINZIE AVENUE	CB1	SB1	--	60
		SB1	HEAD 1	19	--
		SB1	HEAD 9	19	--
		SB1	HEAD 21	14	--
		CB1	SB2	--	162
		SB2	HEAD 7	53	---
		SB2	HEAD 8	42	---
		SB2	HEAD 10	68	--
		SB2	HEAD 22	14	--
		CB1	SB3	--	205
		SB3	HEAD 11	14	---
		SB3	HEAD 19	22	--
		SB3	HEAD 23	14	--
		CB1	SB4	--	267
		SB4	HEAD 17	39	---
		SB4	HEAD 18	19	---
		SB4	HEAD 20	50	--
		SB4	HEAD 24	14	--
		CB1	SB5	--	273
		SB5	HEAD 4	19	--
		SB5	HEAD 6	19	--
		SB5	HEAD 25	14	--
		CB1	SB6	--	177
		SB6	HEAD 2	55	---
		SB6	HEAD 3	45	--
		SB6	HEAD 5	70	---
		SB6	HEAD 26	14	--
		CB1	SB7	--	125
		SB7	HEAD 14	19	--
		SB7	HEAD 16	19	--
		SB7	HEAD 27	14	--
		CB1	SB8	--	62
		SB8	HEAD 12	39	---
		SB8	HEAD 13	19	---
		SB8	HEAD 15	50	--
		SB8	HEAD 28	14	--
		TOTALS			811 1,331

TRAFFIC SIGNAL LIGHTING WIRE SUMMARY					
CATEGORY	INTERSECTIONS	LOCATION		655.0320	655.0610
		FROM	TO	CABLE TYPE UF 2-10 AWG GROUNDED LF	ELECTRICAL WIRE LIGHTING 12 AWG LF
0010	OHIO STREET & KINZIE AVENUE	CB1	SB2	154	--
		SB2	LUMN	--	144
		SB2	SB4	146	--
		SB4	LUMN	--	144
		CB1	SB7	117	--
		SB7	LUMN	--	144
		SB7	SB6	89	--
		SB6	LUMN	--	144
		TOTALS			506 576

ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG				
CATEGORY	INTERSECTION	FROM	TO	655.0515 LF
0010	OHIO STREET & KINZIE AVENUE	CB1	SB1	60
		SB1	SB2	155
		SB2	SB3	100
		SB3	SB4	103
		SB4	SB5	110
		SB5	SB6	140
		SB6	SB7	105
		SB7	SB8	120
		SB8	CB1	62
		PB1	SB1	34
		PB2	SB2	36
		PB3	SB3	28
		PB4	SB4	28
		PB5	SB5	31
		PB6	SB6	30
		PB7	SB7	34
		PB8	SB8	35
		TOTAL		1,211

ELECTRICAL SERVICE METER BREAKER PEDESTAL			
CATEGORY	BASE NO.	LOCATION*	656.0201.01 EACH
0010	CB1	OHIO STREET AND KINZIE AVENUE	1

*FINAL LOCATION TO BE DETERMINED BY THE FIELD ENGINEER

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TRAFFIC SIGNAL BASES, POLES, MONOTUBE ARMS, PUSH BUTTONS, AND LUMINAIRES																	
CATEGORY	INTERSECTION	SIGNAL BASE NO.	657.0100	657.0255	657.0310	657.0345	657.0350	657.0352	657.0420	657.0425	657.0525	657.0546	657.0609	657.0806	658.0500	659.1125	
			PEDESTAL BASES EACH	TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	POLES TYPE 3 EACH	POLES TYPE 9 EACH	POLES TYPE 10 EACH	POLES TYPE 10 SPECIAL EACH	TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	MONOTUBE ARMS 25-FT EACH	MONOTUBE ARMS 45-FT-SPECIAL EACH	LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 6-FT EACH	LUMINAIRE ARMS STEEL 6-FT EACH	PEDESTRIAN PUSH BUTTONS EACH	UTILITY LED C EACH	
0010	OHIO STREET & KINZIE AVENUE	SB1	1	---	---	---	---	---	1	---	---	---	---	---	1	---	
		SB2	---	---	---	---	---	1	---	---	---	1	---	1	1	1	
		SB3	1	---	---	---	---	---	---	1	---	---	---	---	1	---	
		SB4	---	---	---	---	1	---	---	---	1	---	---	1	1	1	
		SB5	1	---	---	---	---	---	1	---	---	---	---	---	1	---	
		SB6	---	---	---	---	---	1	---	---	---	1	---	1	1	1	
		SB7	---	1	1	---	---	---	---	1	---	---	1	---	1	1	
		SB8	---	---	---	1	---	---	---	---	1	---	---	---	1	---	
		TOTALS	3	1	1	1	1	2	2	2	2	2	1	3	8	4	

TRAFFIC SIGNAL FACES SUMMARY

CATEGORY	INTERSECTION	SIGNAL HEAD NO.	SIGNAL BASE NO.	658.0173	658.0174	658.0416	
				TRAFFIC SIGNAL FACE 3S 12-INCH EACH	TRAFFIC SIGNAL FACE 4S 12-INCH EACH	PEDESTRIAN SIGNAL FACE 16-INCH EACH	
0010	OHIO STREET & KINZIE AVENUE	1	SB1	1	---	---	
		2	SB6	1	---	---	
		3	SB6	1	---	---	
		4	SB5	1	---	---	
		5	SB6	1	---	---	
		6	SB5	1	---	---	
		7	SB2	1	---	---	
		8	SB2	1	---	---	
		9	SB1	1	---	---	
		10	SB2	1	---	---	
		11	SB3	1	---	---	
		12	SB8	1	---	---	
		13	SB8	1	---	--	
		14	SB7	1	---	--	
		15	SB8	1	---	--	
		16	SB7	1	---	---	
		17	SB4	1	---	---	
		18	SB4	1	---	---	
		19	SB3	---	1	---	
		20	SB4	---	1	---	
		21	SB1	---	---	1	
		22	SB2	---	---	1	
		23	SB3	---	---	1	
		24	SB4	---	---	1	
		25	SB5	---	---	1	
		26	SB6	---	---	1	
		27	SB7	---	---	1	
		28	SB8	---	---	1	
		TOTALS		18	2	8	

SIGNAL MOUNTING HARDWARE

CATEGORY	LOCATION	658.5070.01 EACH
0010	OHIO STREET AND KINZIE AVENUE	1

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

CATEGORY	LOCATION	661.0201 EACH
0010	OHIO STREET AND KINZIE AVENUE	1

TRAFFIC SIGNAL CONTROLLER AND CABINET

CATEGORY	LOCATION	SPV.0060.05 EACH
0010	OHIO STREET AND KINZIE AVENUE	1

REMOVE AND SALVAGE TRAFFIC SIGNAL EQUIPMENT

CATEGORY	LOCATION	SPV.0060.09 EACH
0010	OHIO STREET AND KINZIE AVENUE	1

TRAFFIC SIGNAL DETECTION SYSTEM

CATEGORY	LOCATION	SPV.0060.11 EACH
0010	OHIO STREET AND KINZIE AVENUE	1

REMOVE AND REINSTALL CABLE						
CATEGORY	LOCATION			674.0300	674.0400	NOTES
	INTERSECTION	FROM	TO	REMOVE CABLE LF	REINSTALL CABLE LF	
0010	OHIO STREET & KINZIE AVENUE	CB1	EXPB1	539	539	EXISTING 6-CT FIBER OPTIC CABLE

SAWING EXISTING PAVEMENT				
CATEGORY	STAGE	690.0150	690.0250	
		SAWING ASPHALT LF	SAWING CONCRETE LF	
0010	STAGE 1	53	1827	
	STAGE 2	30	1054	
	STAGE 3	---	981	
	UNDISTRIBUTED	---	---	
	TOTALS	83	3,861	

MAINTENANCE OF LIGHTING			
CATEGORY	LOCATION	SPV.0060.03	
		EACH	
0010	LT/RT	1	

ADJUST SANITARY SEWER MANHOLE COVERS				
CATEGORY	STATION	LOCATION	SPV.0060.04	
			EACH	
0020	20+58	RT	1	
	24+47	RT	1	
	26+88	RT	1	
	29+34	RT	1	
	32+14	RT	1	
	35+07	RT	1	
	37+88	RT	1	
	41+49	RT	1	
	TOTAL		8	

SECTION CORNER MONUMENTS					
CATEGORY	STAGE	STATION	LOCATION	SPV.0060.07	REMARKS
				EACH	
0010	1	41+49.25	0.0' RT	1	SECTION LINE 12, 7, 13, 18

ITS SWITCH SUMMARY					
CATEGORY	INTERSECTION	EQUIPMENT LOCATION	678.0400	SPV.0060.10	SPV.0060.12
			FIBER OPTIC TERMINATION EACH	ETHERNET SWITCHES EACH	FIBER OPTIC TERMINATION PANEL EACH
0010	OHIO STREET & KINZIE AVENUE	CB1	4	1	1

ITS INTEGRATION, DOCUMENTATION, AND TESTING				
CATEGORY	PROJECT	670.0101	670.0201	678.0501
		FIELD SYSTEM INTEGRATOR EACH	ITS DOCUMENTATION EACH	COMMUNICATION SYSTEM TESTING EACH
0010	2703-00-76	1	1	1

ADJUSTING STREET LIGHTING PULL BOX COVERS				
CATEGORY	STATION	LOCATION	SPV.0060.13	
			EACH	
0010	37+25	0.64' RT	1	
	40+92	0.19' RT	1	
	TOTAL		2	

STATE OF WISCONSIN
CITY OF RACINE
TRANSPORTATION PROJECT PLAT TITLE SHEET
2703-00-06
OHIO STREET
WASHINGTON AVENUE TO GRACELAND BOULEVARD
LOCAL STREET
RACINE COUNTY



CONVENTIONAL SYMBOLS

SECTION LINE	---	SECTION CORNER SYMBOL		R/W MONUMENT (TO BE SET)	•
QUARTER LINE	---	SECTION CORNER MONUMENT		NON-MONUMENTED R/W POINT	○
SIXTEENTH LINE	---	GEODETIC SURVEY MONUMENT		FOUND IRON PIN (3/4-INCH CAPPED REBAR UNLESS NOTED)	IP
NEW REFERENCE LINE	---	SIXTEENTH CORNER MONUMENT		OFF-PREMISE SIGN	
NEW R/W LINE	---	SIGN			
EXISTING R/W OR HE LINE	---				
PROPERTY LINE	---				
LOT, TIE & OTHER MINOR LINES	---				
SLOPE INTERCEPT	---				
CORPORATE LIMITS	---				
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC.)	---	ELECTRIC POLE		COMPENSABLE	
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)	---	TELEPHONE POLE		NON-COMPENSABLE	
TEMPORARY LIMITED EASEMENT AREA	---	PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)			
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)	---	ACCESS RESTRICTED BY ACQUISITION			
TRANSMISSION STRUCTURES	---	NO ACCESS (BY STATUTORY AUTHORITY)			
BUILDING		ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)			
TO BE REMOVED		NO ACCESS (NEW HIGHWAY)			
BRIDGE		PARCEL NUMBER (25)		UTILITY NUMBER (40)	
CULVERT		PARALLEL OFFSETS			

CONVENTIONAL ABBREVIATIONS

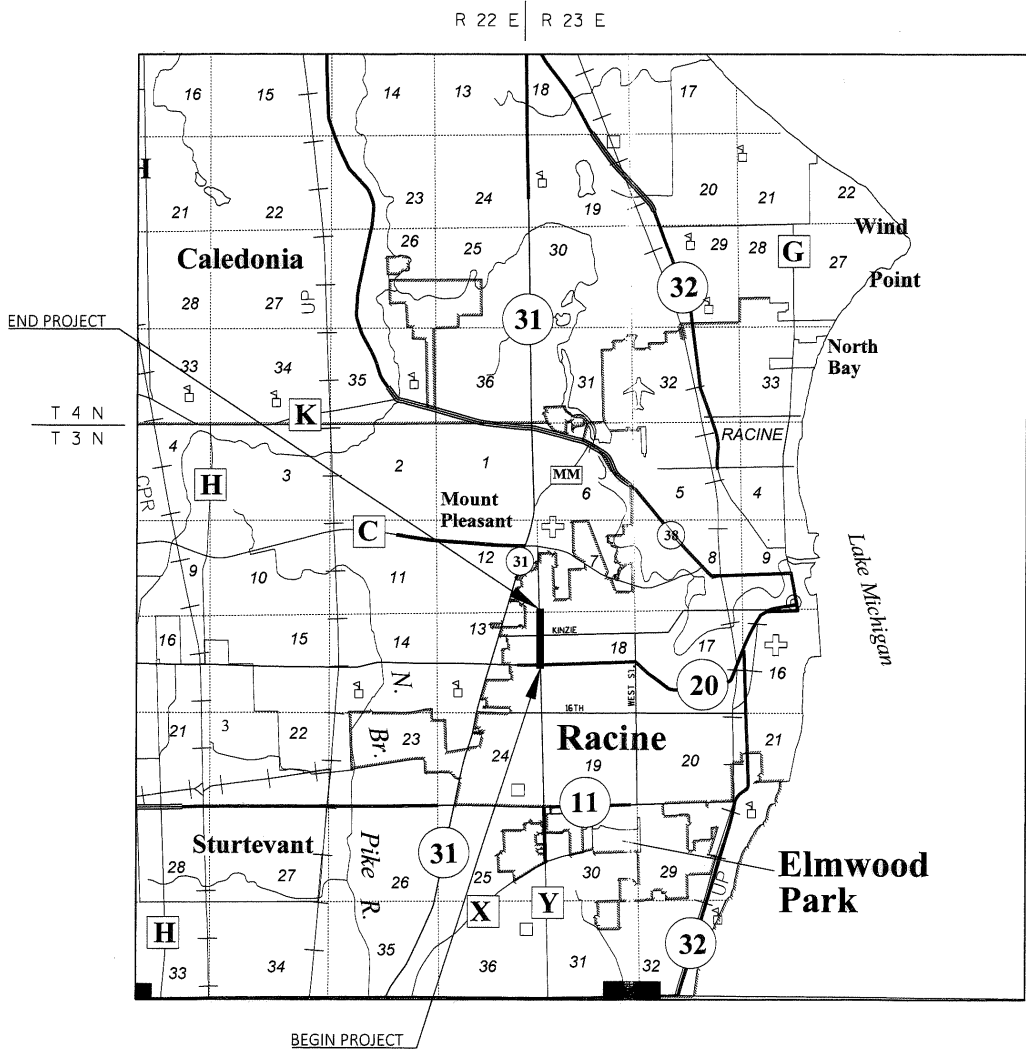
ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	RECORDED AS	(100')
ALUMINUM	ALUM	REEL / IMAGE	R/I
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RESTRICTIVE DEVELOPMENT	RDE
CENTERLINE	C/L	EASEMENT	
CERTIFIED SURVEY MAP	CSM	RIGHT	RT
CONCRETE	CONC	RIGHT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

CURVE DATA

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

CONVENTIONAL UTILITY SYMBOLS

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



THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 2703-00-06.

NOTES:

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

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

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

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

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

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

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

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

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

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE CITY OF RACINE.

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

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

TRANSPORTATION PROJECT PLAT NO: 2703-00-06-4.01

THAT PART OF LOTS 1, 2, 3, AND 4 BLOCK 8 AND PART OF LOTS 23, 24, 26, 27, 28, 29, AND 30, BLOCK 7 OF WESTWOOD VILLAGE NO. 3 BEING LOCATED IN AND INCLUDING OTHER LANDS THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4, IN SECTION 13, TOWNSHIP 3 NORTH, RANGE 22 EAST AND THAT PART OF LOTS 17, 18, AND 19, BLOCK 2 OF SAMPE SUBDIVISION AND PART OF LOTS 1, 2, 3, 4, 5, AND 6 BLOCK 2 OF VIRGINIA SUBDIVISION NO. 2 BEING LOCATED IN AND INCLUDING OTHER LANDS IN THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4, IN SECTION 18, TOWNSHIP 3 NORTH, RANGE 23 EAST, ALL IN THE CITY OF RACINE, RACINE COUNTY, WISCONSIN

RELOCATION ORDER OHIO STREET (WASHINGTON AVENUE TO GRACELAND BOULEVARD) RACINE COUNTY

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

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

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

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

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

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS IN RACINE COUNTY AS SHEET 1 OF 2 OF THIS DOCUMENT.

FOUND IRON PINS ARE 1.25" PIPES UNLESS OTHERWISE NOTED.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE CITY OF RACINE.

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

HIGHWAY	HISTORICAL BASIS OF R/W	YEAR	WIDTH
OHIO ST.	SAMPE SUBDIVISION VIRGINIA SUBDIVISION NO. 2 WESTWOOD VILLAGE NO. 3	1954	100'
		1955	100'
		1956	100'
WASHINGTON AVE.	SAMPE SUBDIVISION	1954	66'
LINDERMANN AVE.	SAMPE SUBDIVISION VIRGINIA SUBDIVISION NO. 2 WESTWOOD VILLAGE NO. 3	1954	60'
		1955	60'
		1956	60'

SCHEDULE OF LANDS & INTERESTS REQUIRED

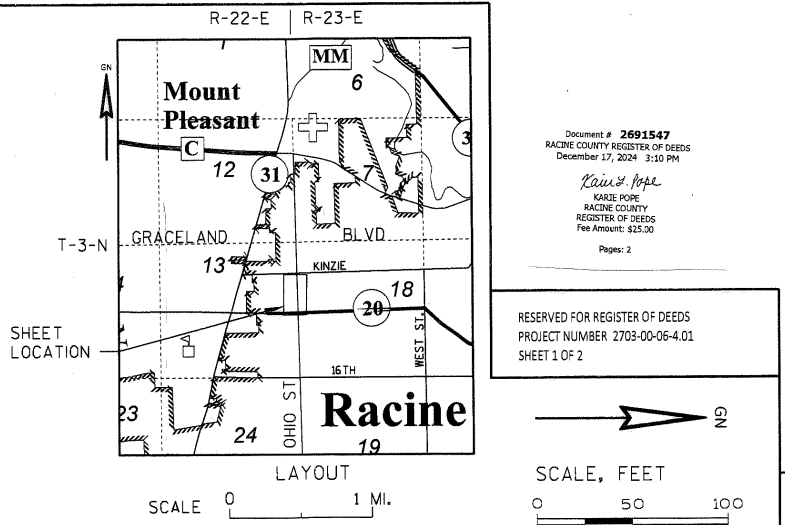
OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY

PARCEL NUMBER	TAX ID.	OWNERS	INTERESTS REQUIRED	R/W NEW	S.F. REQUIRED EXISTING	TOTAL	TLE S.F.
1	27600001313018	AKIL, L.L.C.	TLE	---	---	---	94
2	27600001313020	GEORGE D. HANUS NATIONAL SURETY TRUST	TLE	---	---	---	218
3	276000012093001	XIAO YAN LIU	TLE	---	---	---	68
4	276000012093002	WILLIAM BATTS	TLE	---	---	---	195
5	276000012093003	EUGENE E. & MARYAN PRUDHOM	TLE	---	---	---	464
6	276000012093004	AUGUSTINE MORALES, JR.	TLE	---	---	---	770
7	276000011847001	THE TAYLOR AVENUE CHURCH OF THE NAZARENE	TLE	---	---	---	267
8	276000011847030	BOHN LIVING TRUST	TLE	---	---	---	85
9	276000011847029	DANA L. EVERTON	TLE	---	---	---	543
10	276000011847028	JENNIFER R. PEZDIR & BRANDON E. ADAMS	TLE	---	---	---	559
11	276000011847027	RICHARD L. & DIANE L. MEHALKO	TLE	---	---	---	534
12	276000011847026	ADAM WILK	TLE	---	---	---	426
13	276000011847025	MARK PALLARDY	TLE	---	---	---	197
14	276000011847023	ANTONIO RUSSO	TLE	---	---	---	344
15	276000013132006	SCHOOL OF CHRISTIAN INSTRUCTIONS, INC.	TLE	---	---	---	869
16	276000010913006	IYESHEA COHEN	TLE	---	---	---	360
17	276000010913005	CRAIG & STACY M. BROUWERS	TLE	---	---	---	275
18	276000010913004	CHRISTOPHER & FLORINDA CROSON	TLE	---	---	---	493
19	276000010913003	DENISE A. ERICKSON	TLE	---	---	---	552
20	276000010913002	PAULINE VERBRUGGE	TLE	---	---	---	210
21	276000010913001	ADRIAN D. & CASSANDRA M. MALONE	TLE	---	---	---	337
22	276000010803019	MICHELLE L. BRUCE	TLE	---	---	---	406
23	276000010803018	ALEXANDER DEAN HAGNESS	TLE	---	---	---	576
24	276000010803016	HENRY & CAPRICIA COTTON	TLE	---	---	---	580

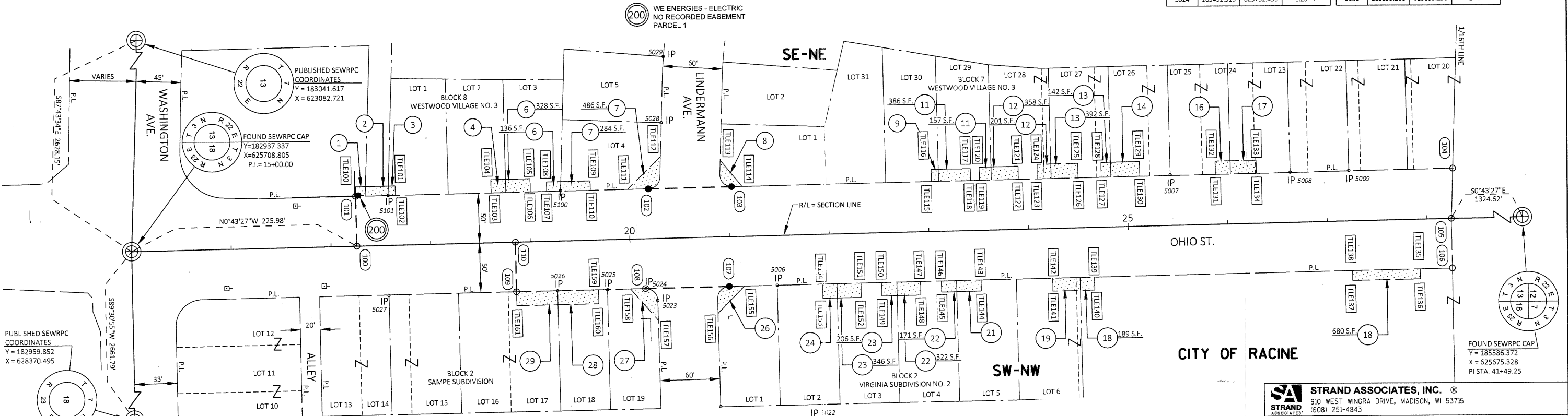
UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTERESTS REQUIRED
200	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS

THE PURPOSE OF ALL TLE'S IS FOR SLOPE GRADING UNLESS OTHERWISE NOTED.



FOUND MONUMENT TABLE				FOUND MONUMENT TABLE			
POINT #	Y COORDS	X COORDS	IP TYPE	POINT #	Y COORDS	X COORDS	IP TYPE
5006	183584.479	625750.692	1" RBR.	5025	183414.227	625753.029	1.25" IP
5007	183980.215	625644.994	1" IP	5026	183364.188	625753.629	IP 3IN OD
5008	184100.586	625643.865	0.75" RBR.	5027	183194.925	625755.971	0.75" RBR.
5009	184159.547	625643.096	0.75" RBR.	5028	183470.241	625586.207	1.25" IP
5022	183526.304	625872.228	1.25" IP	5029	183473.286	625520.353	1.25" IP
5023	183464.562	625764.334	1.25" IP	5100	183368.291	625653.026	0.75" RBR
5024	183452.915	625752.496	1.25" IP	5101	183195.268	625655.298	2" IP



COURSE	BEARING	DISTANCE
100 - 101	S89° 17' 47" W	50.00'
101 - 102	N00° 43' 27" W	293.81'
102 - 103	N00° 43' 27" W	83.48'
103 - 104	N00° 43' 27" W	723.92'
104 - 105	S87° 45' 04" E	50.07'
105 - 106	N89° 36' 03" E	50.00'

COURSE	BEARING	DISTANCE
106 - 107	S00° 43' 27" E	725.86'
107 - 108	S00° 43' 27" E	84.00'
108 - 109	S00° 43' 27" E	129.48'
109 - 110	S89° 16' 33" W	50.00'
110 - 100	S00° 43' 27" E	159.02'
110 - 105	S00° 43' 27" E	939.62'

POINT	STATION	OFFSET
100	17+25.98	0.00'
101	17+26.00	-50.00'
102	20+19.81	-50.00'
103	21+03.30	-50.00'
104	28+27.22	-50.00'
105	28+24.62	0.00'

POINT	STATION	OFFSET
106	28+24.34	50.00'
107	20+98.48	50.00'
108	20+14.48	50.00'
109	18+85.00	50.00'
110	18+85.00	0.00'

POINT	STATION	OFFSET
TLE100	17+26.00	-59.50'
TLE101	17+66.00	-59.50'
TLE102	17+66.00	-50.00'
TLE103	18+62.00	-50.00'
TLE104	18+62.00	-63.30'
TLE105	19+01.33	-63.30'
TLE106	19+01.34	-50.00'
TLE107	19+17.62	-50.00'
TLE108	19+17.62	-59.55'

POINT	STATION	OFFSET
TLE109	19+61.62	-59.55'
TLE110	19+61.62	-50.00'
TLE111	19+98.97	-50.00'
TLE112	20+32.84	-81.86'
TLE113	20+92.65	-76.65'
TLE114	21+13.93	-50.00'
TLE115	23+04.00	-50.00'
TLE116	23+04.00	-62.00'
TLE117	23+43.25	-62.00'

POINT	STATION	OFFSET
TLE118	23+43.25	-50.00'
TLE119	23+52.17	-50.00'
TLE120	23+52.17	-63.20'
TLE121	23+91.19	-63.20'
TLE122	23+91.18	-50.00'
TLE123	24+10.04	-50.00'
TLE124	24+10.27	-64.50'
TLE125	24+51.04	-64.50'
TLE126	24+51.04	-50.00'

POINT	STATION	OFFSET
TLE127	24+74.38	-50.00'
TLE128	24+74.38	-64.70'
TLE129	25+13.00	-64.70'
TLE130	25+13.00	-50.00'
TLE131	25+89.00	-50.00'
TLE132	25+89.00	-63.20'
TLE133	26+30.00	-63.20'
TLE134	26+30.00	-50.00'
TLE135	27+92.00	50.00'

POINT	STATION	OFFSET
TLE136	27+92.00	60.00'
TLE137	27+24.00	60.00'
TLE138	27+24.00	50.00'
TLE139	24+65.00	50.00'
TLE140	24+65.02	63.05'
TLE141	24+23.00	63.05'
TLE142	24+23.00	50.00'
TLE143	23+51.19	50.00'
TLE144	23+51.19	61.15'

POINT	STATION	OFFSET
TLE145	23+11.19	61.15'
TLE146	23+11.19	50.00'
TLE147	22+90.32	50.00'
TLE148	22+90.32	63.55'
TLE149	22+51.32	63.55'
TLE150	22+51.32	50.00'
TLE151	22+30.60	50.00'
TLE152	22+30.58	64.40'
TLE153	21+92.00	64.40'

POINT	STATION	OFFSET
TLE154	21+92.00	50.00'
TLE155	21+13.73	50.00'
TLE156	20+86.53	76.98'
TLE157	20+26.55	82.30'
TLE158	19+99.42	50.00'
TLE159	19+67.28	50.00'
TLE160	19+67.28	64.05'
TLE161	18+85.00	64.05'

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

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

SIGNATURE: *Heather Bartelt* DATE: 11/22/24
PRINT NAME: HEATHER S. BARTELT
REGISTRATION NUMBER: S-2797
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF RACINE.
SIGNATURE: *[Signature]* DATE: 11/27/24
PRINT NAME: *[Name]*

TRANSPORTATION PROJECT PLAT NO: 2703-00-06-4.02

THAT PART OF LOT 19, BLOCK 7 OF WESTWOOD VILLAGE NO. 3 AND THAT PART OF LOTS 1, 2, 3, 5, 6, 8, 9, 10, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, AND 22, BLOCK 1 OF WESTWOOD VILLAGE BEING LOCATED IN THE NORTHEAST 1/4 OF THE NORTHEAST 1/4, IN SECTION 13, AND THAT PART OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 IN SECTION 12, TOWNSHIP 3 NORTH, RANGE 22 EAST, AND THAT PART OF LOTS 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, AND 14, BLOCK 5 OF IRVING MANOR NO. 2 AND THAT PART OF LOTS 1, 2, AND 5, BLOCK 6 OF IRVING MANOR NO. 2 BEING LOCATED IN AND INCLUDING OTHER LANDS IN THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 IN SECTION 18, AND THAT PART OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 IN SECTION 7, IN TOWNSHIP 3 NORTH, RANGE 23 EAST, ALL IN THE CITY OF RACINE, RACINE COUNTY, WISCONSIN

RELOCATION ORDER OHIO STREET (WASHINGTON AVENUE TO GRACELAND BOULEVARD) RACINE COUNTY

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

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

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

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

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

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS IN RACINE COUNTY AS SHEET 2 OF 2 OF DOCUMENT 2691547.

FOUND IRON PINS ARE 1.5" PIPES UNLESS OTHERWISE NOTED.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE CITY OF RACINE.

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

FOR STATION OFFSET TABLES, CURVE DATA, AND FOUND MONUMENT TABLES REFER TO EXTENSION SHEET, RECORDED AS SHEET 2 OF 2.

HIGHWAY	HISTORICAL BASIS OF R/W	YEAR	WIDTH
OHIO ST.	IRVING MANOR NO. 2	1951	100'
	WESTWOOD VILLAGE	1955	100'
	WESTWOOD VILLAGE NO. 3	1956	100'
GRACELAND BLVD.	IRVING MANOR NO. 2	1951	80'
	WESTWOOD VILLAGE	1955	80'
HAVEN AVE.	IRVING MANOR NO. 2	1951	60'
	WESTWOOD VILLAGE	1955	60'
KINZIE AVE.	IRVING MANOR NO. 2	1951	66'
	WESTWOOD VILLAGE	1955	66'
	WESTWOOD VILLAGE NO. 3	1956	66'

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	TAX ID.	OWNERS	INTERESTS REQUIRED	R/W NEW	S.F. EXISTING	S.F. REQUIRED TOTAL	TLE S.F.
18	27600001312006	SCHOOL OF CHRISTIAN INSTRUCTIONS, INC.	FEE, TLE	86	---	86	199
31	276000011847019	HANH T. & RICHARD L. SCHOMER	TLE	---	---	---	323
32	276000010290001	JOSEPH L. & JEAN MARIE LANZA	TLE	---	---	---	300
33	276000010290002	RICK L. & MICHELE A. LUNDE	TLE	---	---	---	180
34	276000010290003	JEFFERY A. BROWN	TLE	---	---	---	388
36	276000010290005	WILLIAM J. & MARLENE J. HALL AND DAVID S. & SHERI A. HALLIDAY	TLE	---	---	---	199
37	276000010290006	ROSA SEYMOUR	TLE	---	---	---	357
38	276000010290007	JACOB D. & KATIE L. JENSEN	TLE	---	---	---	519
39	276000010290009	SHAWN MANBECK	TLE	---	---	---	576
41	276000010290010	JEFFERY L. ROBERTS	TLE	---	---	---	341
42	276000010290012	STURTEVANT REALTY, LLC	TLE	---	---	---	164
43	276000010290013	THE RONALD AND CAROL SCHMIDT LIVING TRUST	TLE	---	---	---	539
44	276000010290014	STUART P. DOUGLAS	TLE	---	---	---	526
46	276000010290015	TU TRAN	TLE	---	---	---	699
47	276000010290016	VALENCIA WASHINGTON	TLE	---	---	---	762
48	276000010290018	JOHN W. SMITH	TLE	---	---	---	724
49	276000010290019	PAUL J. & KATHLEEN M. HOLLEY	TLE	---	---	---	408
51	276000010290020	MARTIN O'MALLEY	TLE	---	---	---	180
52	276000010290021	RAMIRO LOPEZ ROCHA	TLE	---	---	---	382
53	276000010290022	C RIZZO PROPERTIES LLC	TLE	---	---	---	302
54	27600001312017	UNIFIED SCHOOL DISTRICT NO. 1	TLE	---	---	---	205
56	276000022869008	CITY OF RACINE	FEE, TLE	20	2000	2020	297
57	276000011651005	GUY V. & FAYTHE M. LADD	TLE	---	---	---	266
58	276000011651002	DANIEL BECKER	TLE	---	---	---	387
59	276000011651001	DAVID W. & PATRICIA C. MILLER REVOCABLE TRUST	TLE	---	---	---	407
61	276000011523014	WILLIE E. & DOROTHY L. MC DONALD	TLE	---	---	---	168
62	276000011523012	MADALYN LOUISE WILLING	TLE	---	---	---	378
63	276000011523011	KATHLEEN S. & JAMES G. LEE	TLE	---	---	---	176
64	276000011523010	ANN M. RUFFALO	TLE	---	---	---	297
66	276000011523009	CHAD R. STEPHENS	TLE	---	---	---	121
67	276000011523008	PAUL R. & JENNIFER R. MACIEJEWSKI	TLE	---	---	---	363
68	276000011523007	SANDRA A. VILLAREAL	TLE	---	---	---	403
69	276000011523006	LINDA S. QUELLA	TLE	---	---	---	438
71	276000011523005	SANTOS R MORENA JR., JOHN J. MORENO & MARIA E. DEMPSEY	TLE	---	---	---	485
72	276000011523004	GERALD W. & LYNNE R. SPRANGER	TLE	---	---	---	243
73	276000011523002	JOSEPH BOEDECKER	TLE	---	---	---	304
74	276000011523001	BYRON MULLEN	TLE	---	---	---	425

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTERESTS REQUIRED
201	AT&T WISCONSIN	RELEASE OF RIGHTS

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

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

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

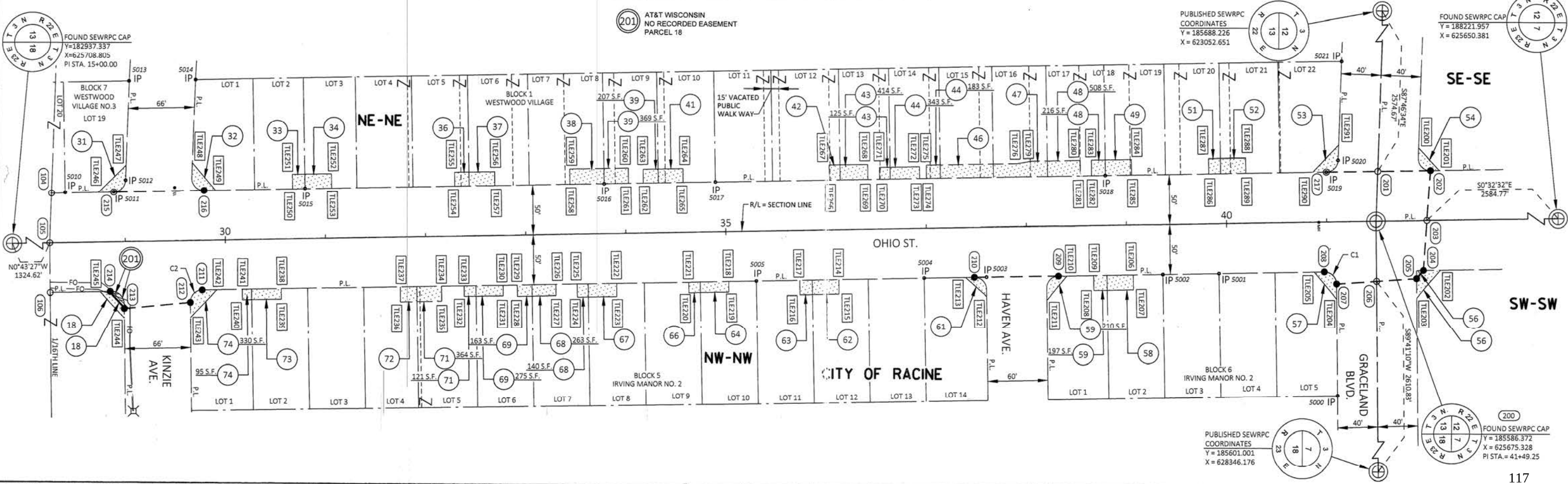
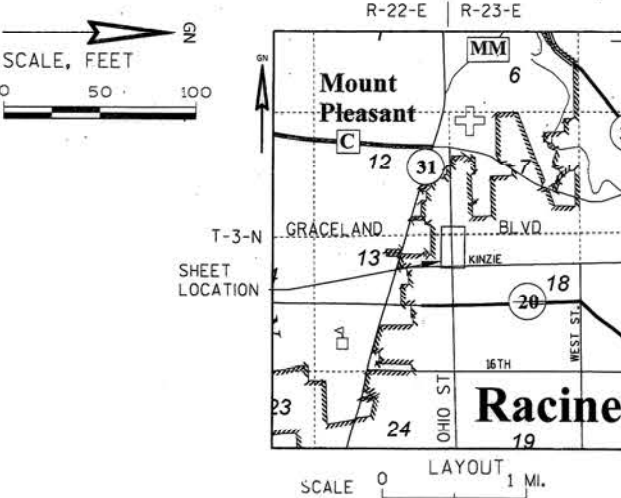
SIGNATURE: *Heather Bartelt* DATE: 1/2/25
PRINT NAME: HEATHER S. BARTELT
REGISTRATION NUMBER: S-2797

SIGNATURE: *Heather Bartelt* DATE: 01/02/25
PRINT NAME: *Heather Bartelt*

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

Document # 2693523
RACINE COUNTY REGISTER OF DEEDS
January 21, 2025 3:26 PM
Karen Pope
KAREN POPE
RACINE COUNTY
REGISTER OF DEEDS
Fee Amount: \$25.00
Page: 3

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 2703-00-06-4.02
SHEET 1 OF 2



TRANSPORTATION PROJECT PLAT NO: 2703-00-06-4.02
EXTENSION SHEET

RELOCATION ORDER OHIO STREET (WASHINGTON AVENUE TO GRACELAND BOULEVARD) RACINE COUNTY

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

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS IN RACINE COUNTY AS SHEET 1 OF 2 OF DOCUMENT

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

COURSE TABLE		
COURSE	BEARING	DISTANCE
201 - 202	N00° 37' 40"W	52.64'
202 - 203	S85° 49' 49"E	50.17'
203 - 204	S85° 49' 49"E	50.17'
204 - 205	S48° 51' 29"E	10.59'
205 - 206	S03° 37' 14"E	40.07'
206 - 207	S03° 37' 14"E	40.07'
207 - 208	SEE C1 DATA	
208 - 209	S00° 43' 27"E	265.46'
209 - 210	S00° 43' 27"E	84.00'
210 - 211	S00° 43' 27"E	771.27'
211 - 212	SEE C2 DATA	
212 - 213	S05° 04' 24"E	66.22'
213 - 214	S50° 17' 18"W	21.82'
214 - 106	S00° 43' 27"E	59.97'
106 - 105	S89° 36' 03"W	50.00'
105 - 104	N87° 45' 04"W	50.07'
104 - 215	N00° 43' 27"W	62.15'
215 - 216	N00° 43' 27"W	90.13'
216 - 217	N00° 43' 27"W	1120.87'
217 - 201	N00° 37' 40"W	51.45'
105 - 200	N00° 43' 27"W	1324.62'
200 - 201	N87° 46' 34"W	49.98'
200 - 203	N00° 32' 32"W	50.94'
200 - 206	N89° 41' 10"E	60.06'

C1

R=12.00'
L=18.94'
LCB=S44°28'52"W
LCH=17.03'

C2

R=12.00'
L=18.79'
LCB=S45°35'05"E
LCH=16.93'

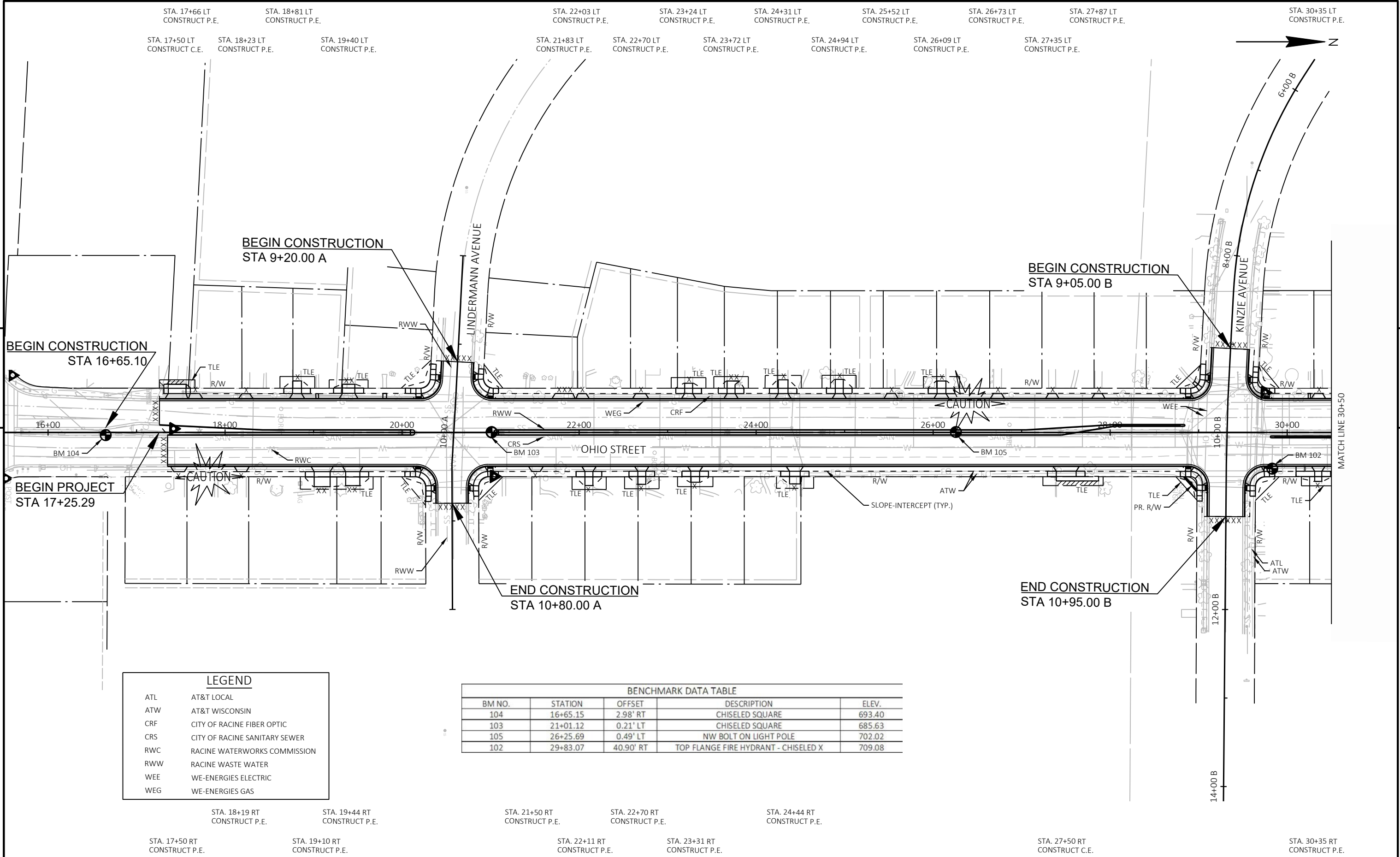
FOUND MONUMENT TABLE			
POINT #	Y COORDS	X COORDS	IP TYPE
5000	185547.546	625849.432	1.5" RBR.
5001	185429.381	625727.444	1" IP
5002	185373.369	625727.954	1.5" IP
5003	185197.293	625730.298	1.5" RBR.
5004	185134.972	625731.139	1" IP
5005	184967.440	625733.362	1.25" IP
5010	184277.387	625641.437	1" IP
5011	184325.944	625640.983	2" IP
5012	184337.809	625629.510	1.25" IP
5013	184341.519	625530.885	1.25" IP
5014	184407.989	625529.841	2" IP
5015	184516.913	625638.438	1" IP
5016	184815.710	625635.038	1.25" IP
5017	184926.836	625633.572	1" IP
5018	185316.223	625628.771	0.75" RBR.
5019	185536.826	625626.076	2" IP
5020	185548.712	625614.278	2" IP
5021	185552.543	625515.893	1.25" IP

STATION & OFFSET TABLE		
POINT	STATION	OFFSET
104	28+27.22	-50.00'
105	28+24.62	0.00'
106	28+24.34	50.00'
200	41+49.25	0.00'
201	41+51.66	-49.92'
202	42+04.30	-50.00'
203	42+00.18	0.00'
204	41+96.06	50.00'
205	41+89.02	57.91'
206	41+48.82	60.06'
207	41+08.80	62.09'
208	40+96.80	50.00'
209	38+31.34	50.00'
210	37+47.34	50.00'
211	29+76.07	50.00'
212	29+64.07	61.94'
213	28+98.04	66.96'
214	28+84.31	50.00'
215	28+89.37	-50.00'
216	29+79.50	-50.00'
217	41+00.37	-50.00'

STATION & OFFSET TABLE		
POINT	STATION	OFFSET
TLE200	41+92.79	-72.43'
TLE201	42+13.08	-50.00'
TLE202	42+13.07	50.00'
TLE203	41+88.94	77.02'
TLE204	41+08.69	77.01'
TLE205	40+86.89	50.00'
TLE206	39+06.00	50.00'
TLE207	39+06.00	64.75'
TLE208	38+66.41	64.75'
TLE209	38+66.41	50.00'
TLE210	38+39.65	50.00'
TLE211	38+19.29	73.72'
TLE212	37+59.31	69.02'
TLE213	37+38.45	50.00'
TLE214	36+12.00	50.00'
TLE215	36+12.00	64.25'
TLE216	35+73.00	64.25'
TLE217	35+73.00	50.00'
TLE218	35+02.00	50.00'
TLE219	35+02.00	60.45'
TLE220	34+62.00	60.45'
TLE221	34+62.00	50.00'
TLE222	33+90.00	50.00'
TLE223	33+90.00	62.75'
TLE224	33+50.53	62.75'
TLE225	33+50.53	50.00'
TLE226	33+29.28	50.00'
TLE227	33+29.28	61.05'
TLE228	32+90.78	61.05'
TLE229	32+90.78	50.00'
TLE230	32+76.60	50.00'

STATION & OFFSET TABLE		
POINT	STATION	OFFSET
TLE231	32+76.60	60.15'
TLE232	32+37.60	60.15'
TLE233	32+37.60	50.00'
TLE234	32+15.11	50.00'
TLE235	32+15.11	64.75'
TLE236	31+74.00	64.75'
TLE237	31+74.00	50.00'
TLE238	30+55.00	50.00'
TLE239	30+55.00	60.25'
TLE240	30+16.09	60.25'
TLE241	30+16.09	50.00'
TLE242	29+90.96	50.00'
TLE243	29+64.00	76.89'
TLE244	28+98.00	76.44'
TLE245	28+74.23	50.00'
TLE246	28+74.23	-50.00'
TLE247	29+02.16	-76.42'
TLE248	29+68.33	-77.76'
TLE249	29+90.96	-50.00'
TLE250	30+68.00	-50.00'
TLE251	30+68.00	-64.55'
TLE252	31+07.00	-64.55'
TLE253	31+07.00	-50.00'
TLE254	32+30.00	-50.00'
TLE255	32+30.00	-63.90'
TLE256	32+70.00	-63.90'
TLE257	32+70.00	-50.00'
TLE258	33+45.00	-50.00'
TLE259	33+45.00	-65.20'
TLE260	34+03.45	-65.20'
TLE261	34+03.45	-50.00'

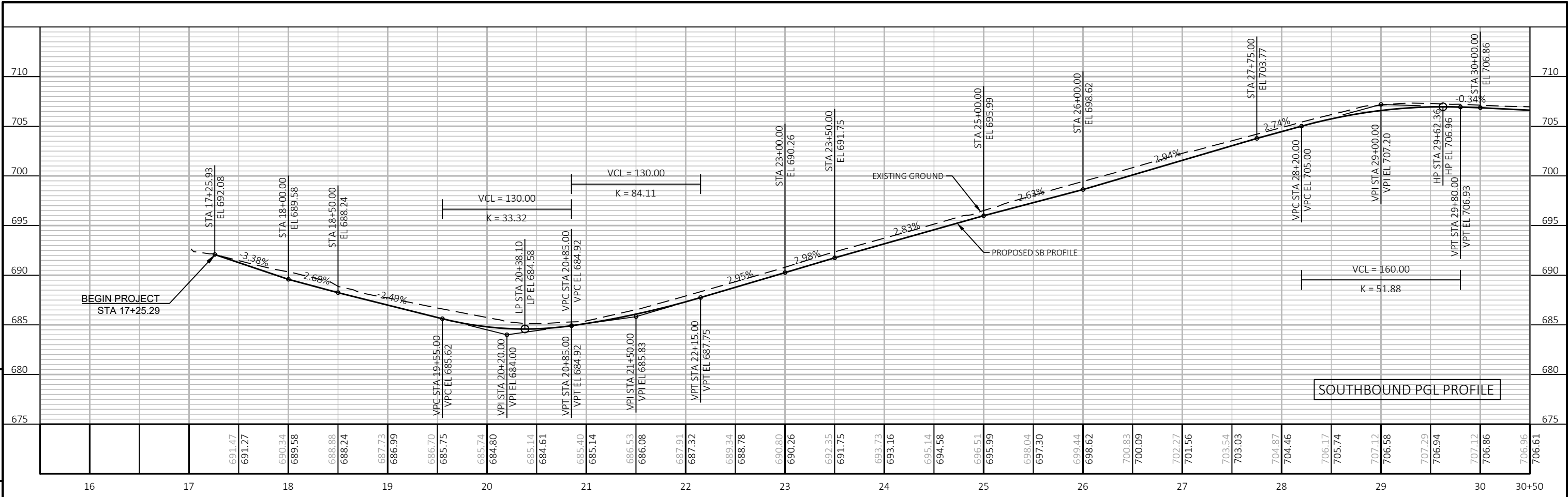
STATION & OFFSET TABLE		
POINT	STATION	OFFSET
TLE262	34+18.26	-50.00'
TLE263	34+18.26	-63.80'
TLE264	34+58.00	-63.80'
TLE265	34+58.00	-50.00'
TLE266	36+04.00	-50.00'
TLE267	36+04.00	-65.00'
TLE268	36+42.51	-65.00'
TLE269	36+42.51	-50.00'
TLE270	36+54.20	-50.00'
TLE271	36+54.29	-61.70'
TLE272	36+94.17	-61.70'
TLE273	36+94.20	-50.00'
TLE274	37+01.02	-50.00'
TLE275	37+01.05	-63.20'
TLE276	37+92.30	-63.20'
TLE279	38+06.00	-65.35'
TLE280	38+54.77	-65.51'
TLE281	38+54.77	-50.00'
TLE282	38+66.03	-50.00'
TLE283	38+66.03	-65.60'
TLE284	39+06.00	-65.60'
TLE285	39+06.00	-50.00'
TLE286	39+83.00	-50.00'
TLE287	39+83.00	-65.20'
TLE288	40+20.00	-65.20'
TLE289	40+20.00	-50.00'
TLE290	40+86.86	-50.00'
TLE291	41+13.13	-76.40'



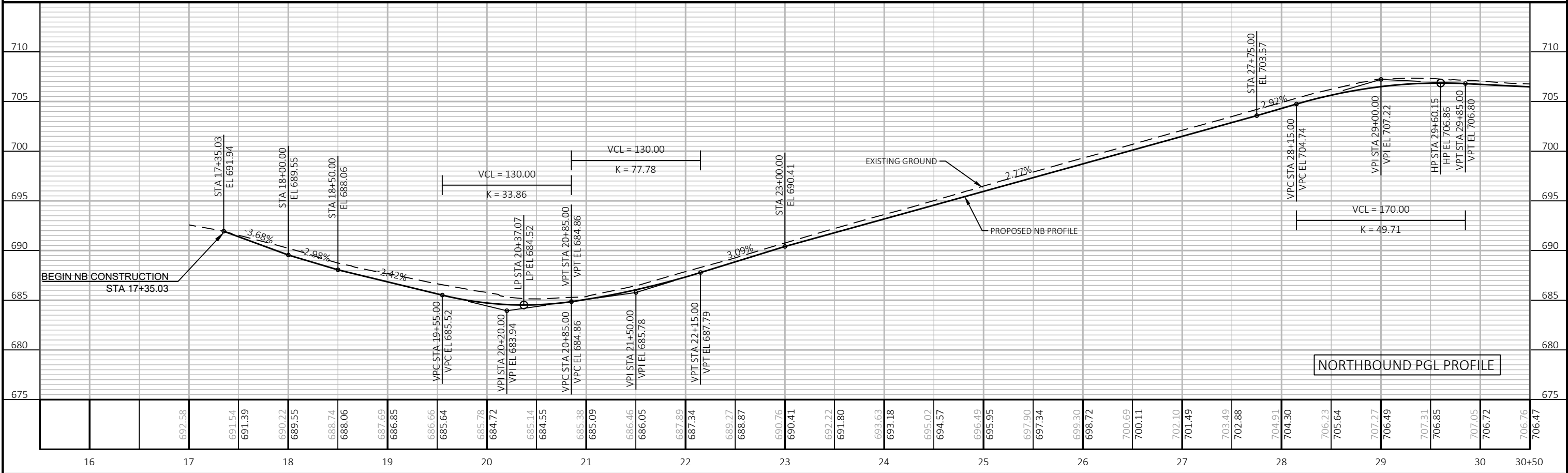
LEGEND	
ATL	AT&T LOCAL
ATW	AT&T WISCONSIN
CRF	CITY OF RACINE FIBER OPTIC
CRS	CITY OF RACINE SANITARY SEWER
RWC	RACINE WATERWORKS COMMISSION
RWW	RACINE WASTE WATER
WEE	WE-ENERGIES ELECTRIC
WEG	WE-ENERGIES GAS

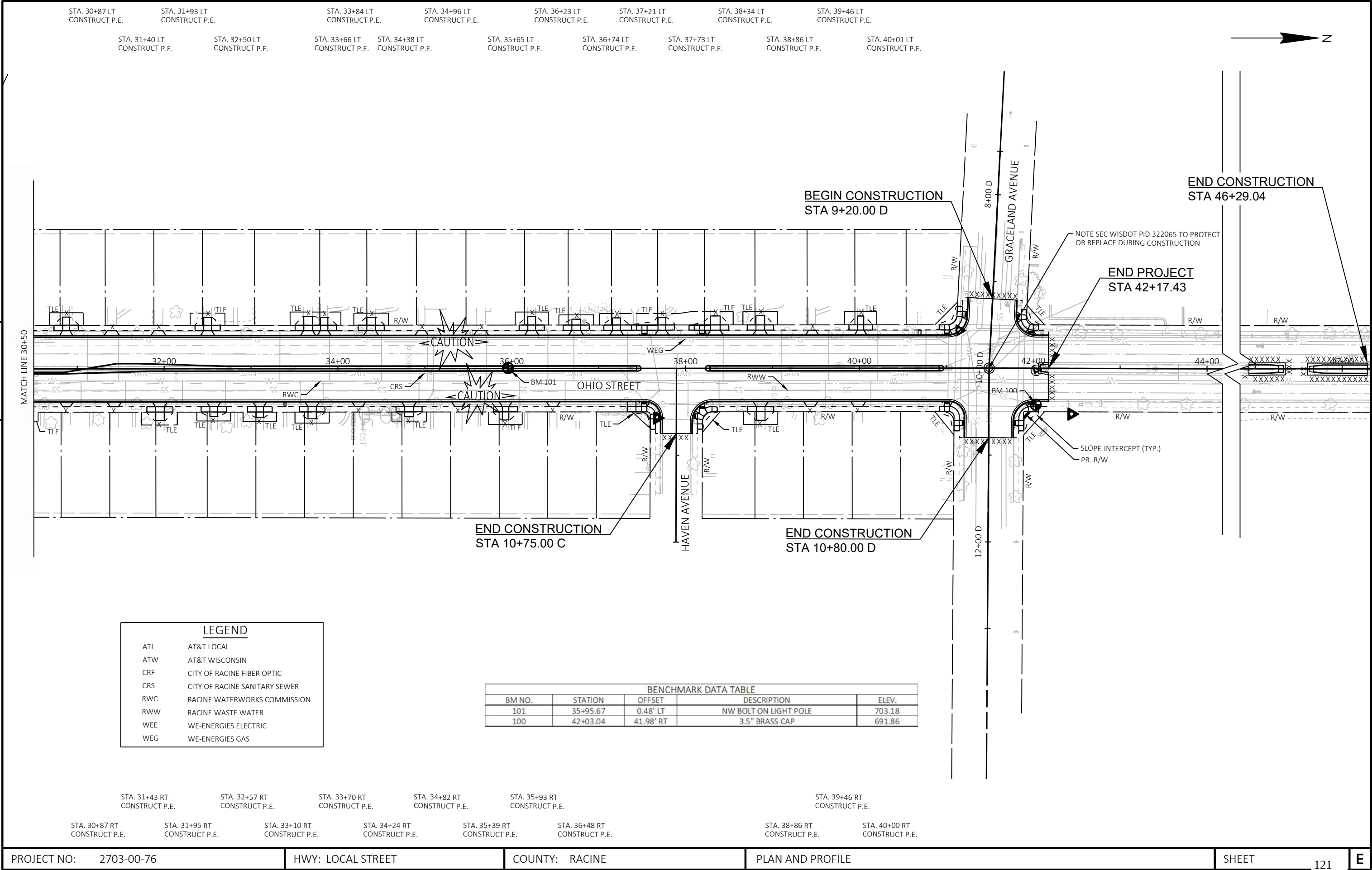
BENCHMARK DATA TABLE				
BM NO.	STATION	OFFSET	DESCRIPTION	ELEV.
104	16+65.15	2.98' RT	CHISELED SQUARE	693.40
103	21+01.12	0.21' LT	CHISELED SQUARE	685.63
105	26+25.69	0.49' LT	NW BOLT ON LIGHT POLE	702.02
102	29+83.07	40.90' RT	TOP FLANGE FIRE HYDRANT - CHISELED X	709.08

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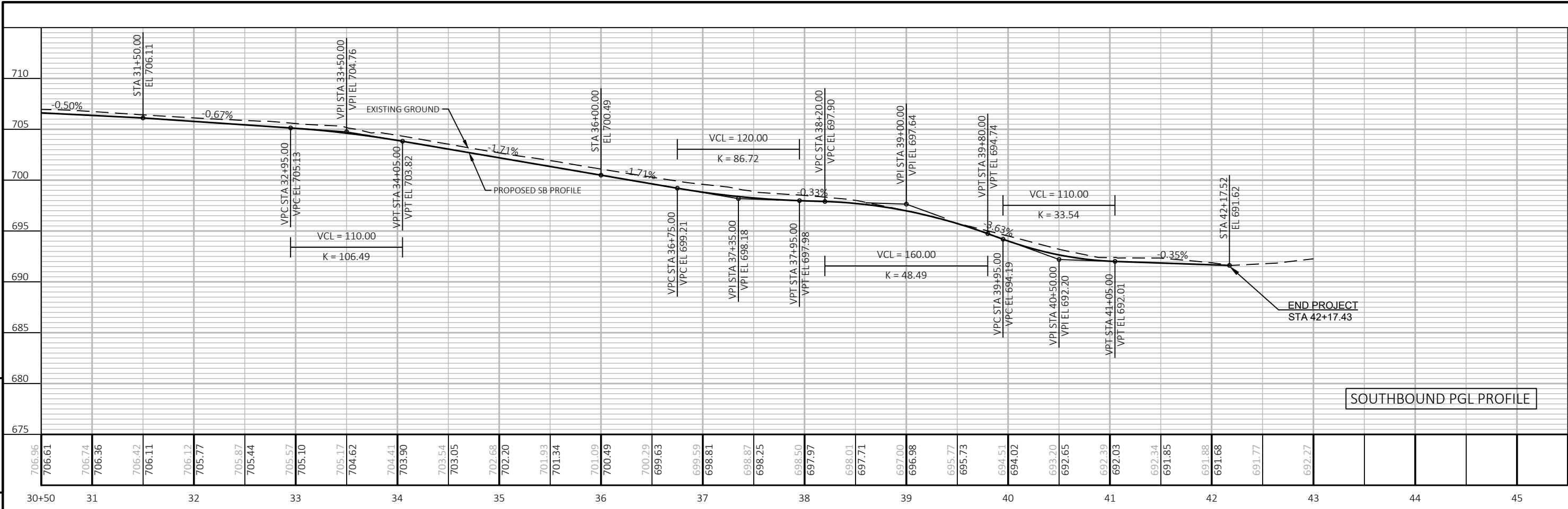


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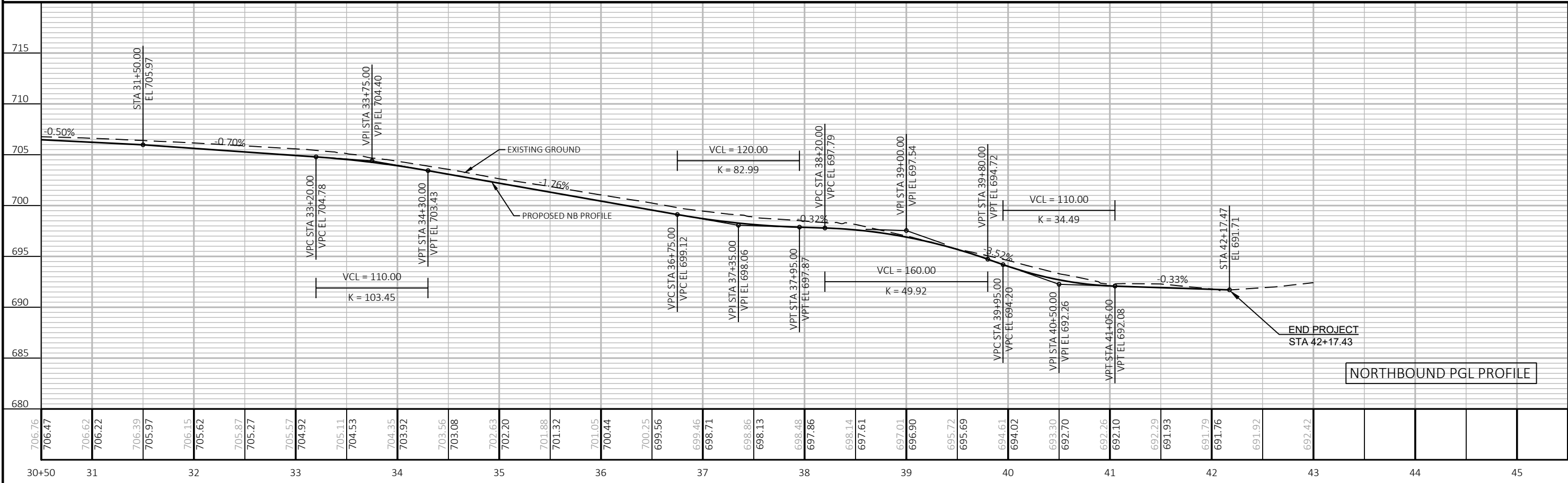




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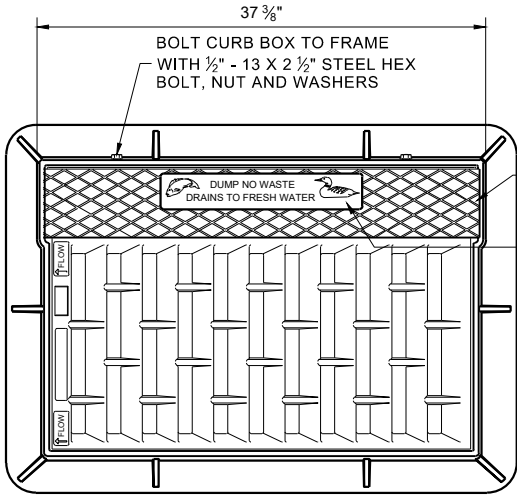


Standard Detail Drawing List

08A05-22A	INLET COVERS TYPE A, H, A-S, H-S & Z
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
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
08D18-05	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-10	CONDUIT
09B04-13	PULL BOX
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C06-07	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09C11-10	CONCRETE BASE TYPE 10
09C15-02	CONCRETE BASE TYPE 10 SPECIAL
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D02-03	SIGNAL CONTROL CABINET
09D04-03	LIGHTING CONTROL CABINET 120/240 VOLT
09E01-15B	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-06	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E05-06	TRAFFIC SIGNAL STANDARD ORNAMENTAL BRACKET MOUNTINGS TYPICAL FOR 13 FT. OR 15 FT.
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E07-06	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09G01-04A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04C	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09H14-01	WIRELESS DETECTION SENSOR MOUNTING
11B02-02	CONCRETE MEDIAN NOSE
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C13-11	URBAN DOWELED CONCRETE PAVEMENT
13C18-08A	CONCRETE PAVEMENT JOINTING
13C18-08B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-08C	CONCRETE PAVEMENT JOINT TYPES
13C18-08D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
13C18-08F	CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C07-16B	PAVEMENT MARKING WORDS
15C07-16C	PAVEMENT MARKING ARROWS
15C07-16E	PAVEMENT MARKING FOR BIKE LANES
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-24C	PAVEMENT MARKING (TURN LANES)
15C08-24D	PAVEMENT MARKING (TURN LANES)
15C11-10A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C18-09A	MEDIAN ISLAND PAVEMENT MARKINGS
15C18-09B	PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
15C18-09C	MEDIAN PAVEMENT MARKINGS DOUBLE ARROW WARNING SIGN PLACEMENT
15C29-08A	BICYCLE LANE MARKING
15C29-08B	PAVEMENT MARKING FOR SHARED LANE 35 MPH OR LESS

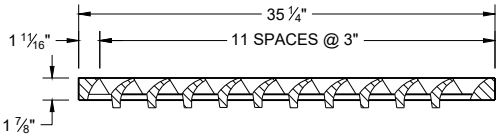
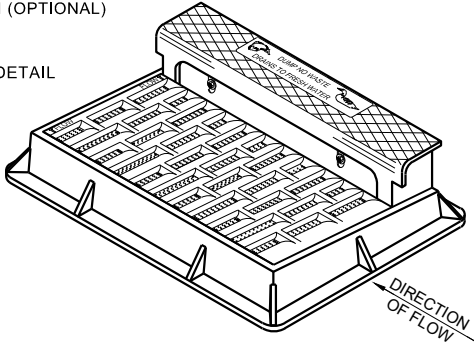
Standard Detail Drawing List

15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D20-10A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D30-11A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

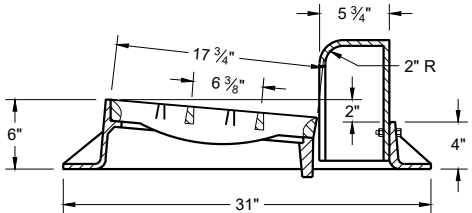
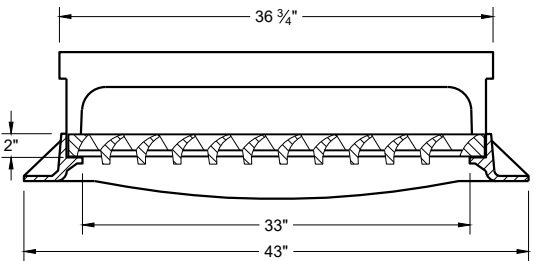
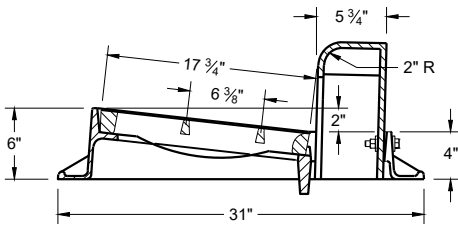
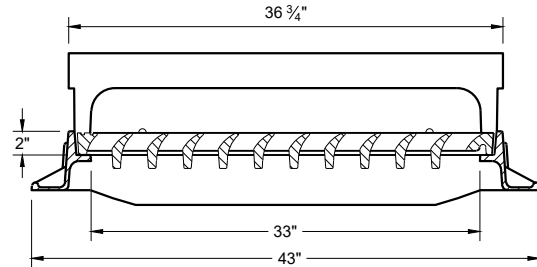


NOTE: EITHER CASTING IS ACCEPTABLE

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

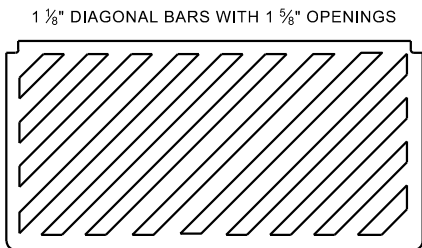


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

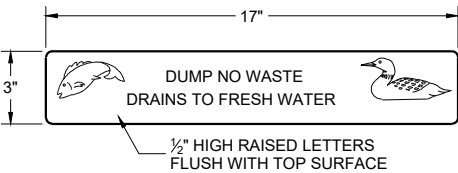


TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE



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



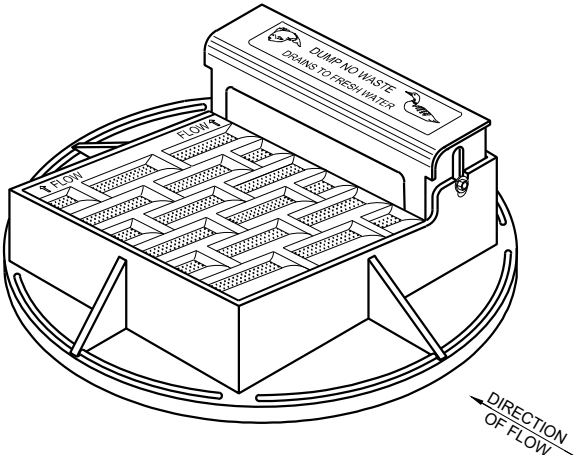
LOGO DETAIL

GENERAL NOTES

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

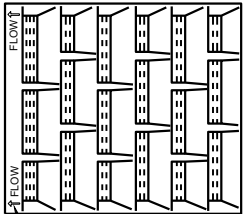
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

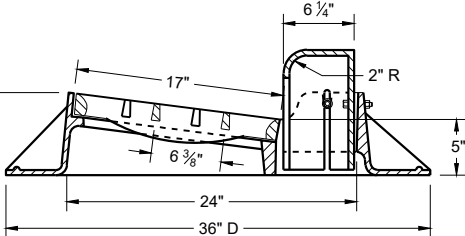
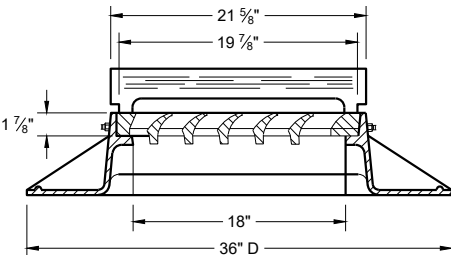
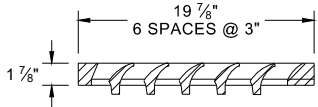


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

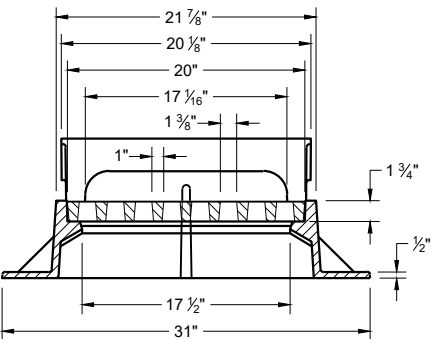
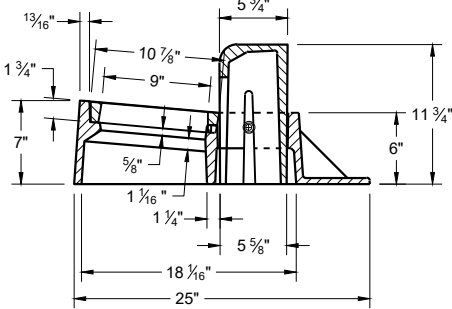
NOTE: EITHER CASTING IS ACCEPTABLE



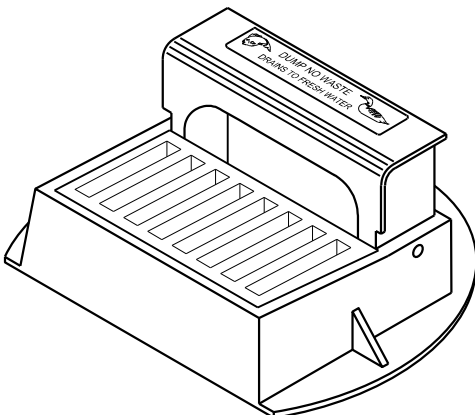
DIRECTION OF FLOW ARROWS



TYPE "A"



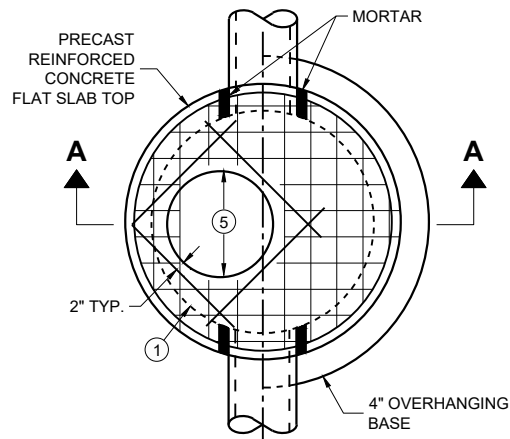
TYPE "Z"



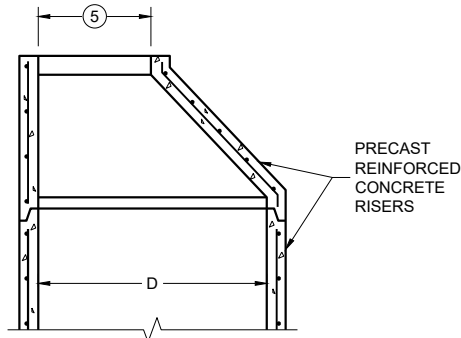
**INLET COVERS
TYPES A, H, A-S, H-S AND Z**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

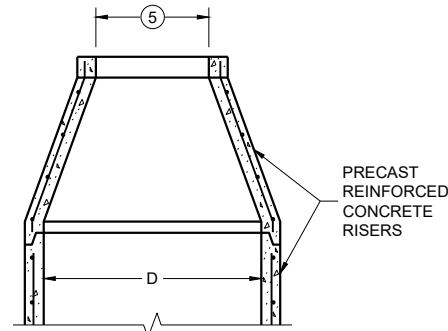
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February 2025 DATE /S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
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FHWA



PLAN VIEW
CIRCULAR OPENING



OPTIONAL PRECAST
REINFORCED CONCRETE
ECCENTRIC TOP



OPTIONAL PRECAST
REINFORCED CONCRETE
CONCENTRIC TOP

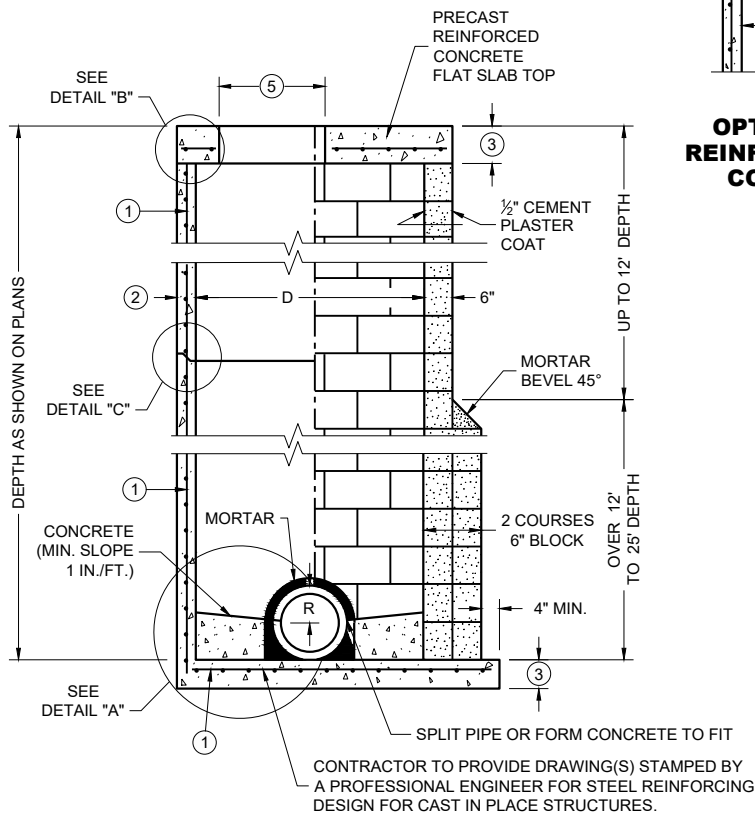
MANHOLE COVER OPENING MATRIX

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

PIPE MATRIX

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

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

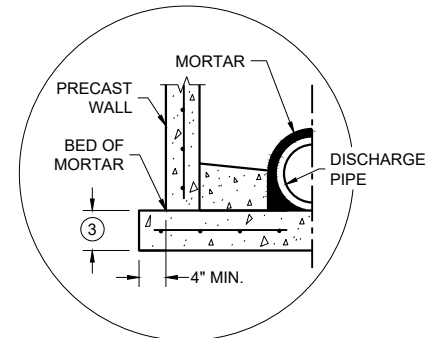


SECTION A - A

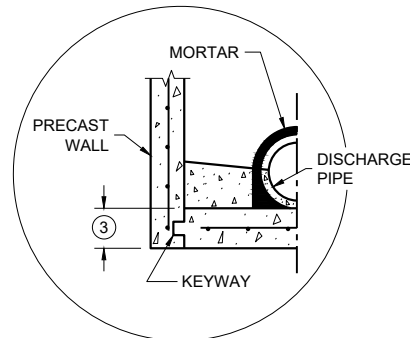
PRECAST REINFORCED
CONCRETE WITH
MONOLITHIC BASE

CONCRETE BLOCK WITH
CAST IN PLACE OR
PRECAST REINFORCED
CONCRETE BASE

1

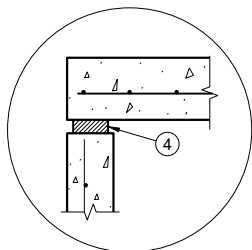


SEPARATE PRECAST REINFORCED
CONCRETE BASE OPTION

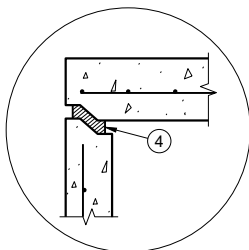


PRECAST REINFORCED CONCRETE
WITH INTEGRAL BASE OPTION

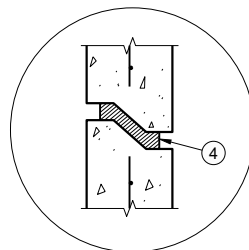
DETAIL "A"



TOP WITH PLAIN
END JOINT



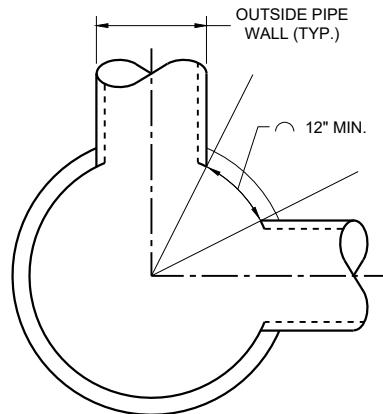
TOP WITH TONGUE
AND GROOVE JOINT



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.

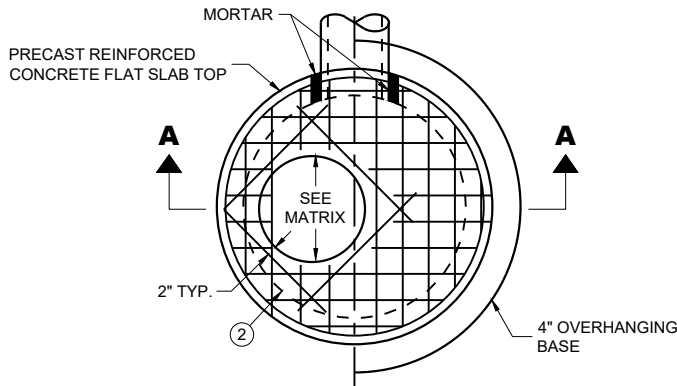
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

- 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.

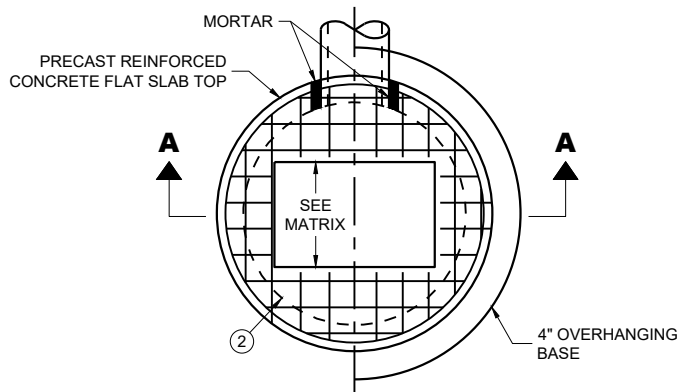
MANHOLES, 3-FT, 4-FT
5-FT, 6-FT, 7-FT, 8-FT, 9-FT
AND 10-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

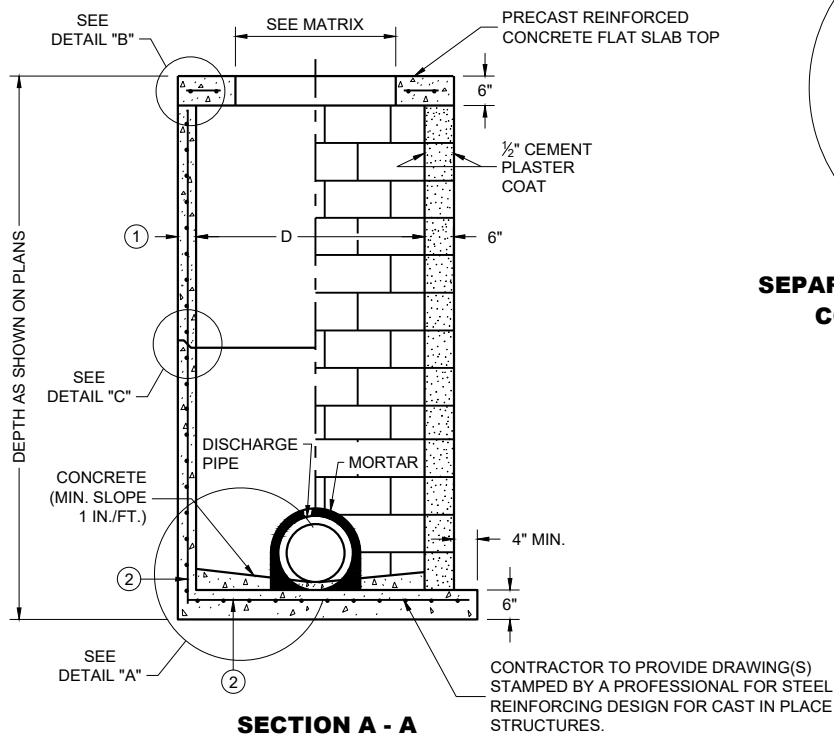
APPROVED
December 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA



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 ②

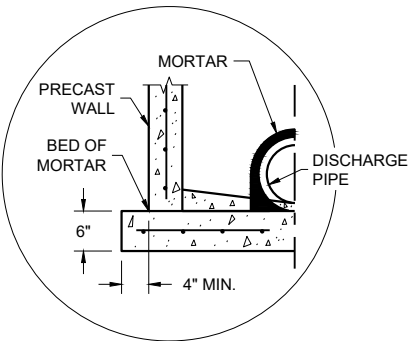
CIRCULAR INLETS WITH FLAT TOP

CATCH BASIN COVER OPENING MATRIX

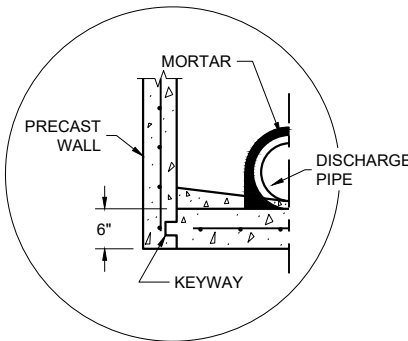
INLET SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V V-B	WM	Z
	OPENING SIZE (FT.)											
3-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
4-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
	2 X 2.5			X				X	X	X	X	
	2 X 3						X					
	2.5 X 3					X						

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

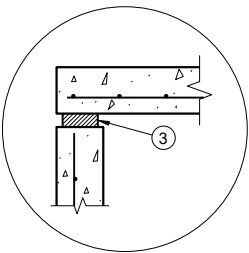


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

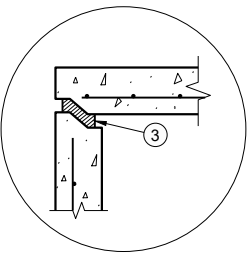


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

DETAIL "A"

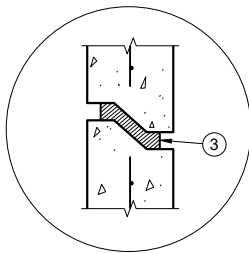


TOP WITH PLAIN END JOINT



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

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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.

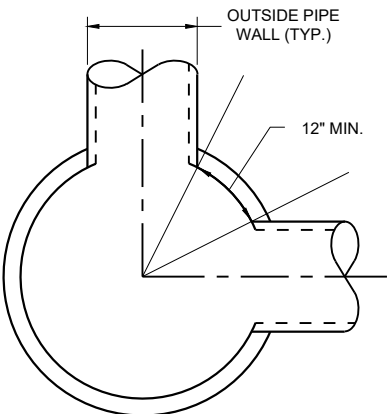
ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

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.

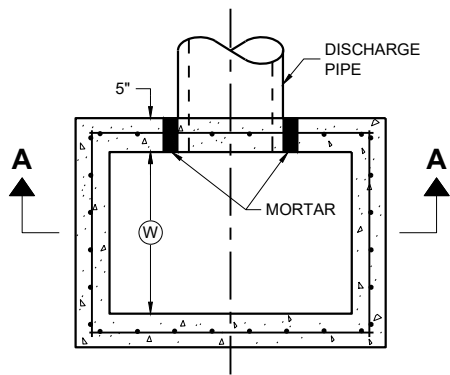


MINIMUM HORIZONTAL PIPE SEPARATION
DETAIL "D"

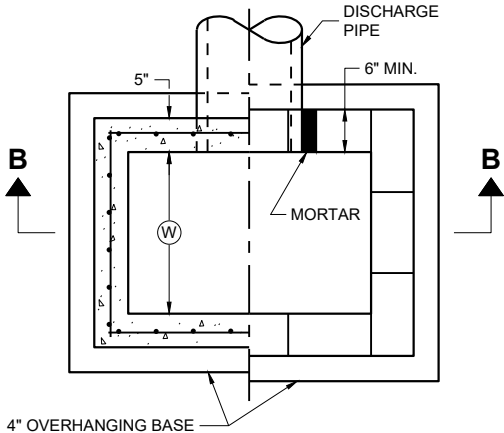
**INLETS 3-FT
AND 4-FT DIAMETER**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

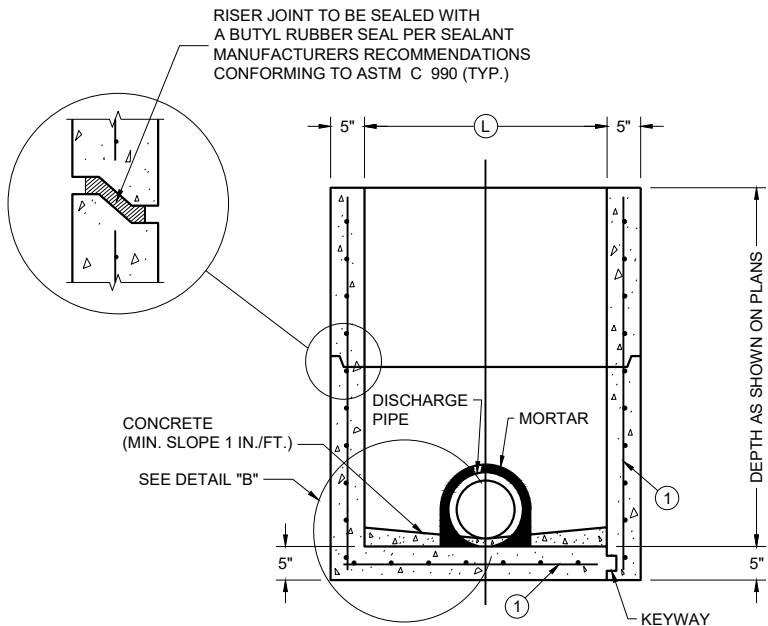
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December 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



PLAN VIEW



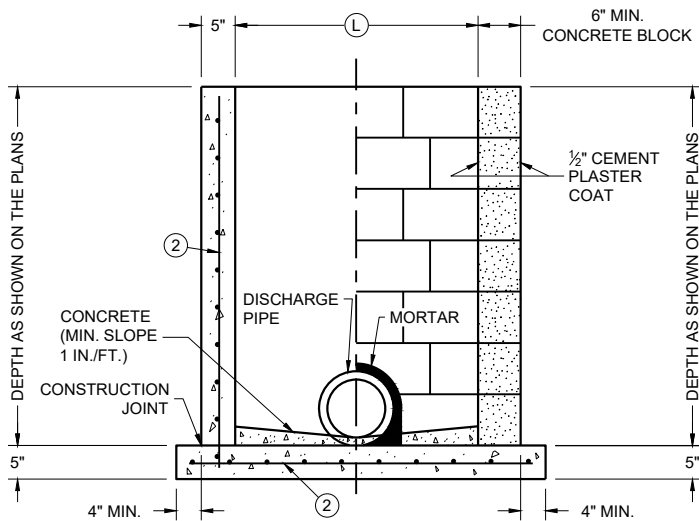
PLAN VIEW



PRECAST REINFORCED
CONCRETE WITH
MONOLITHIC BASE

PRECAST REINFORCED
CONCRETE WITH
INTEGRAL BASE

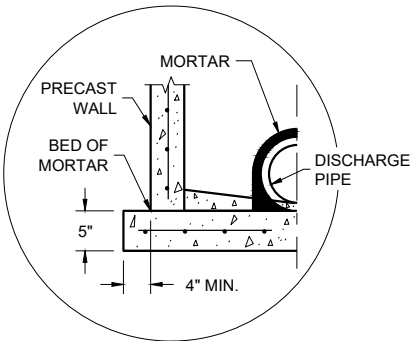
SECTION A - A



CAST IN PLACE
REINFORCED
CONCRETE

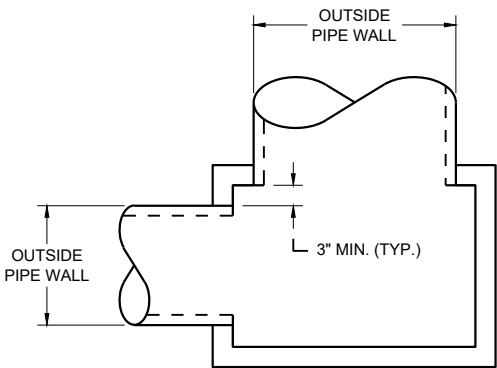
CONCRETE BLOCK WITH
CAST IN PLACE OR
PRECAST REINFORCED
CONCRETE BASE ①

SECTION B - B



SEPARATE PRECAST REINFORCED
CONCRETE BASE OPTION

DETAIL "B"



DETAIL "A"

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

CATCH BASIN COVER MATRIX

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

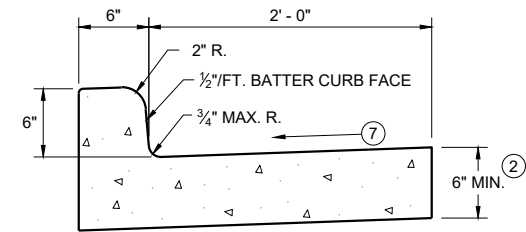
PIPE MATRIX

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

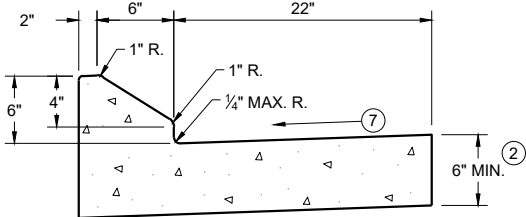
INLETS 2 X 2-FT, 2 X 2.5-FT,
2 X 3-FT, 2.5 X 3-FT
AND 2 X 3.5-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

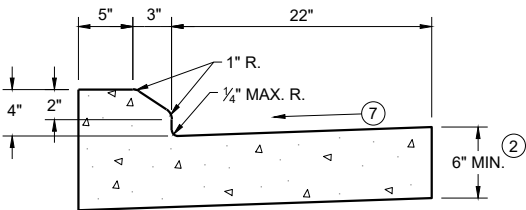
APPROVED
December 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



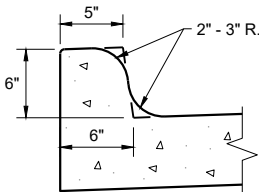
TYPES A^① & D



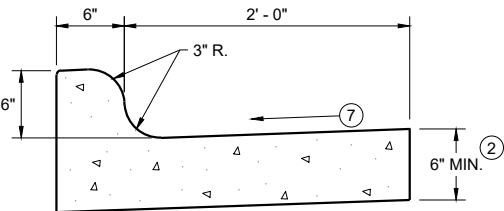
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

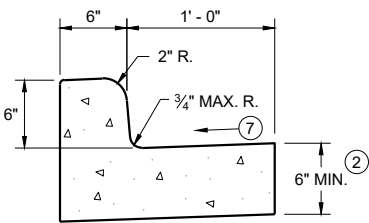


TYPES K^① & L
(OPTIONAL CURB SHAPE)



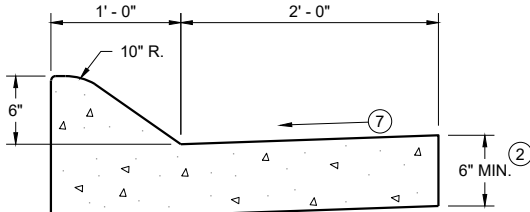
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

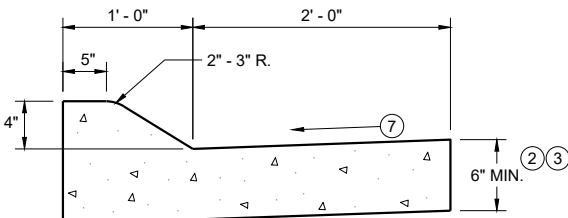


TYPES A^① & D

CONCRETE CURB AND GUTTER 18"

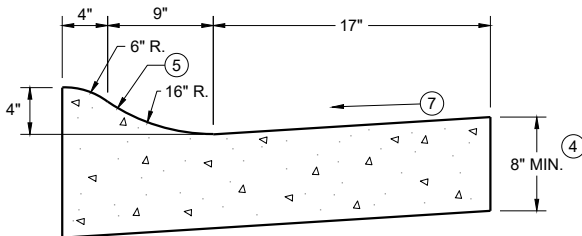


6" SLOPED CURB TYPES A^① & D



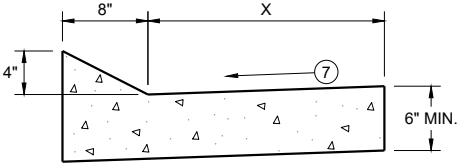
4" SLOPED CURB TYPES A^① & D

CONCRETE CURB AND GUTTER 36"



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

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

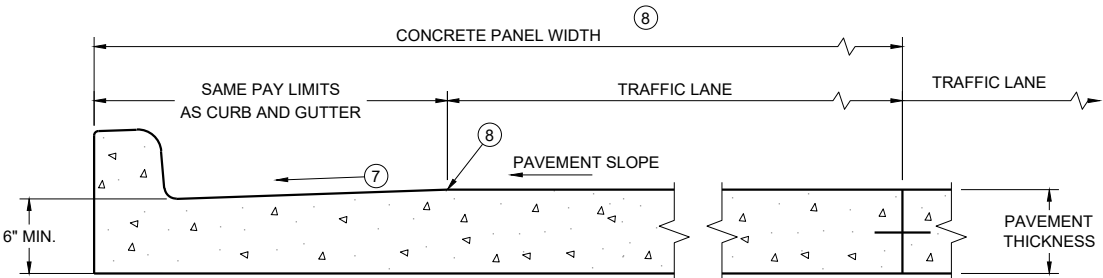


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

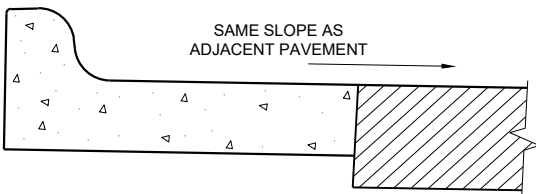
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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

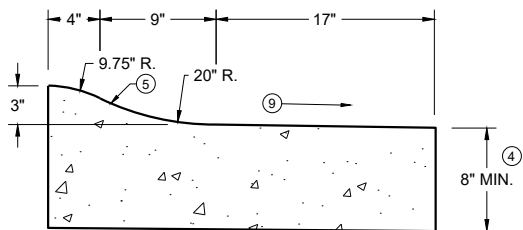


PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB AND GUTTER

* 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

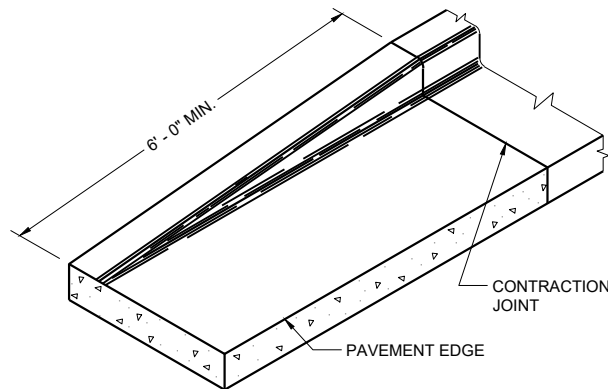
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

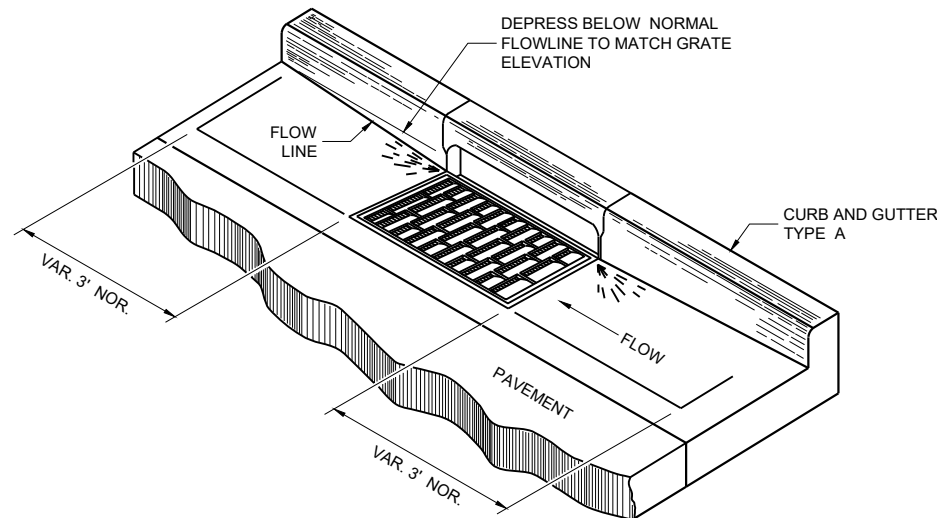
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

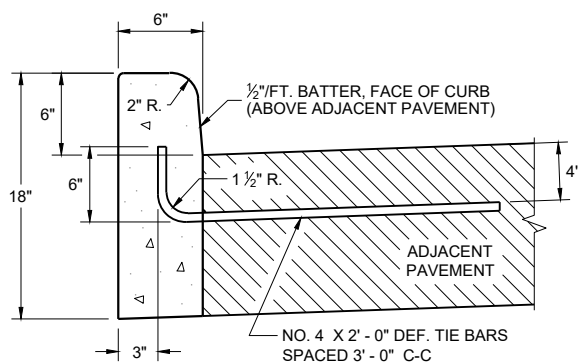


END SECTION CURB AND GUTTER

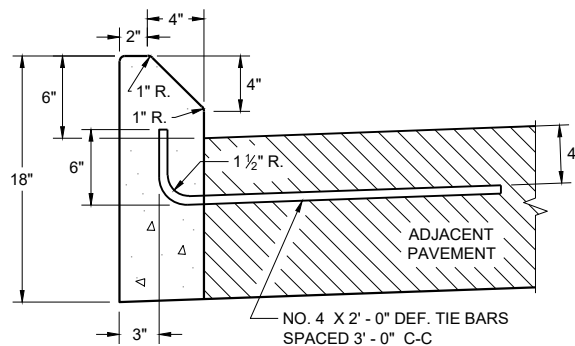


DETAIL OF CURB AND GUTTER AT INLETS

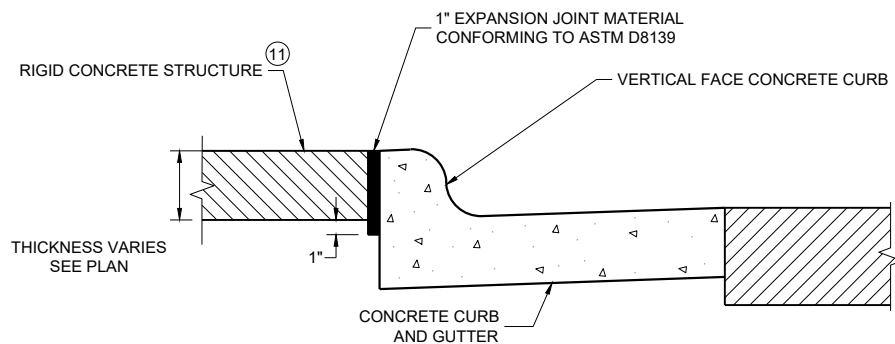
(TYPICAL H INLET COVER SHOWN)



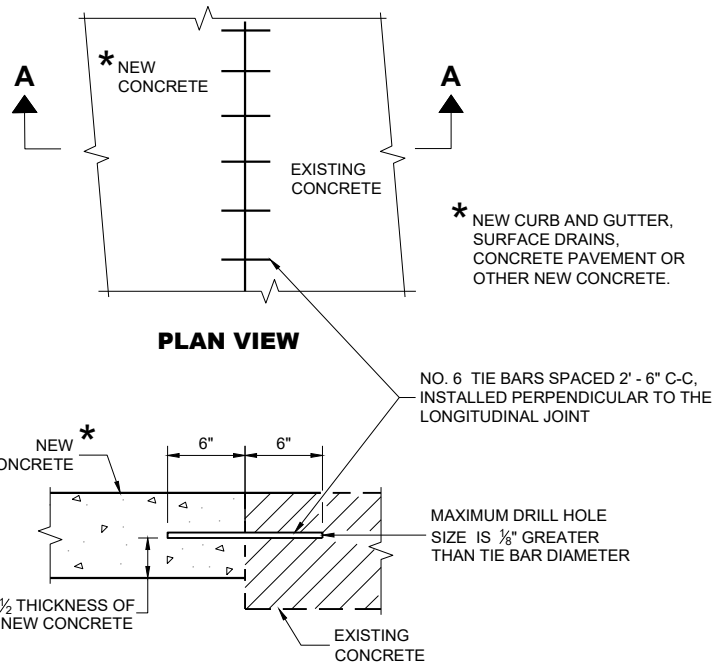
TYPES A^① & D



**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**

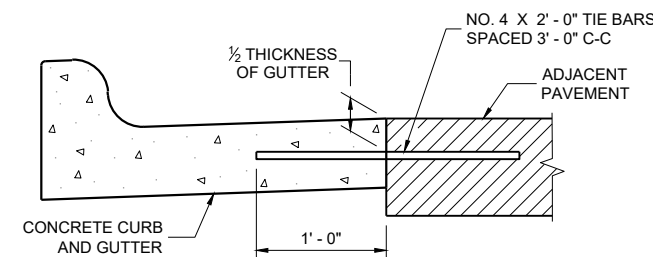
GENERAL NOTES

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

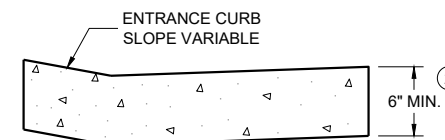
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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)**

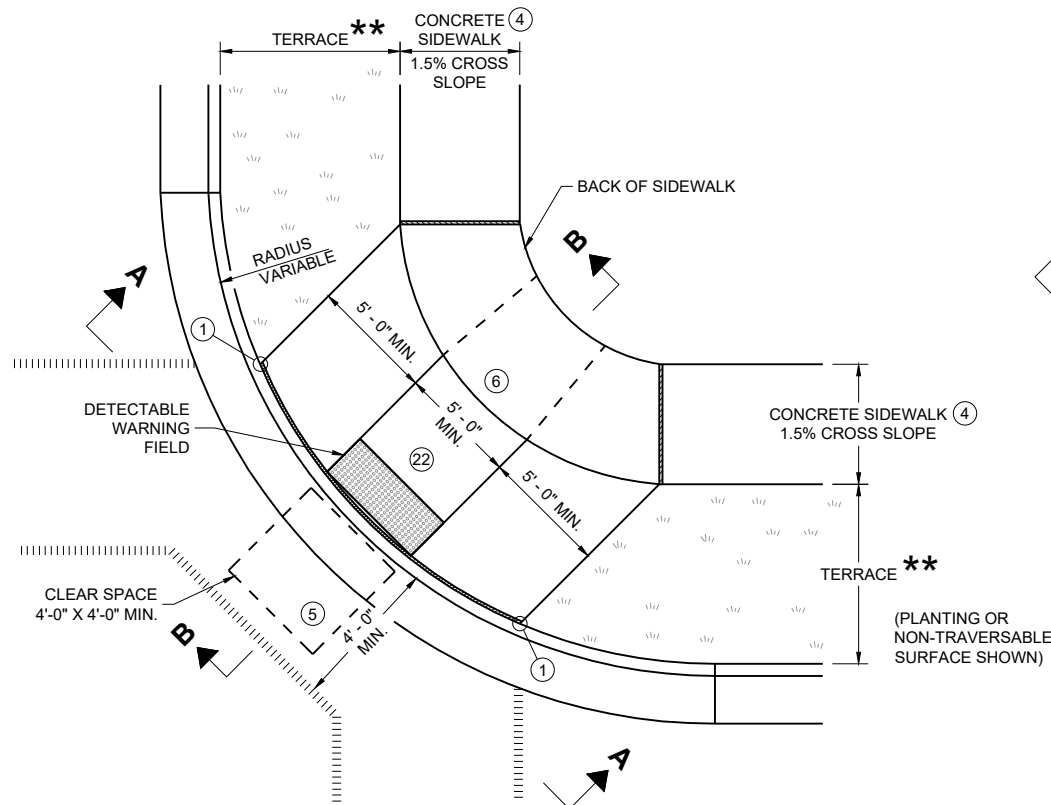
**CONCRETE CURB, TIES
AND CURB AND GUTTER
APPLICATIONS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

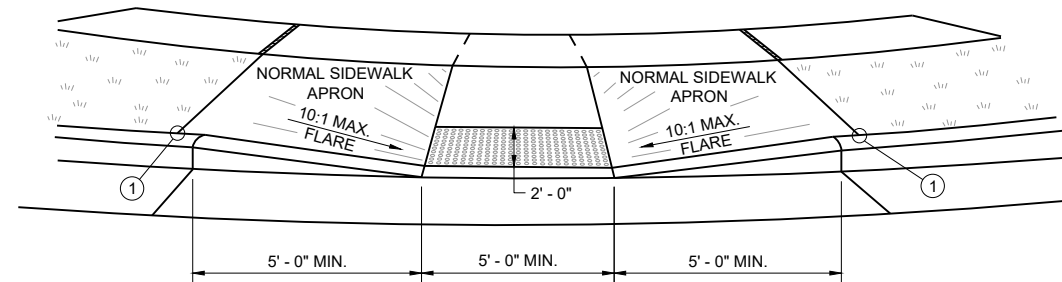
APPROVED
February 2025 DATE /S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

FHWA

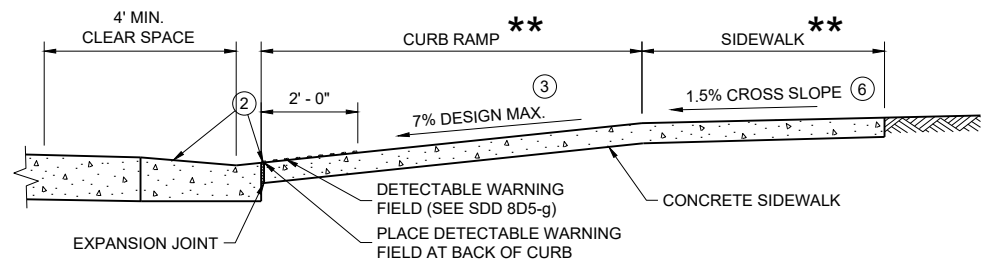
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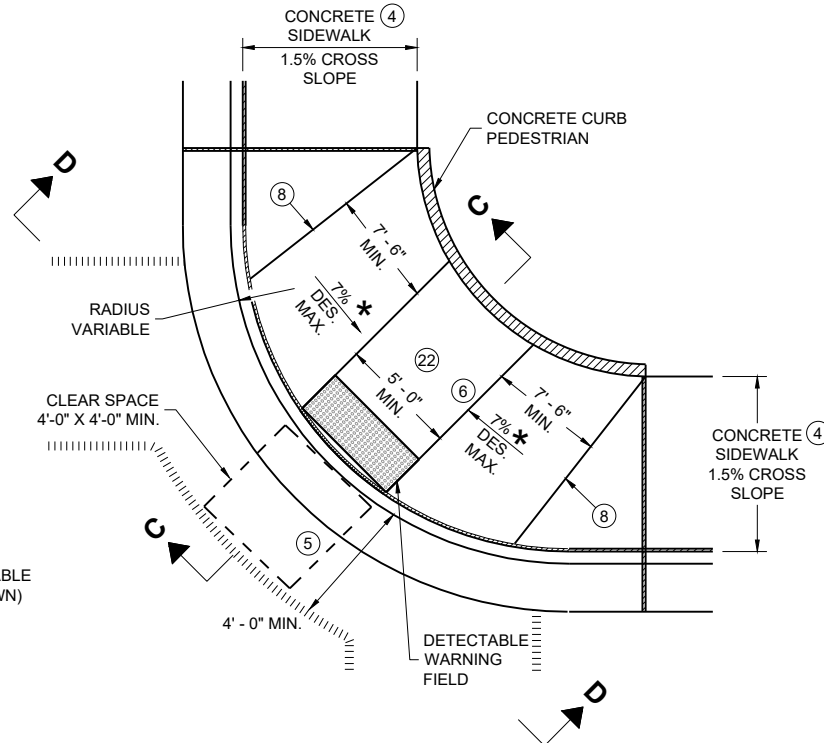
PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)



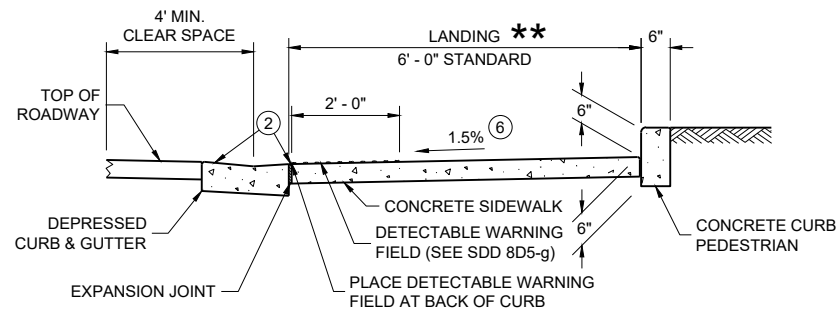
VIEW A - A FOR TYPE 1



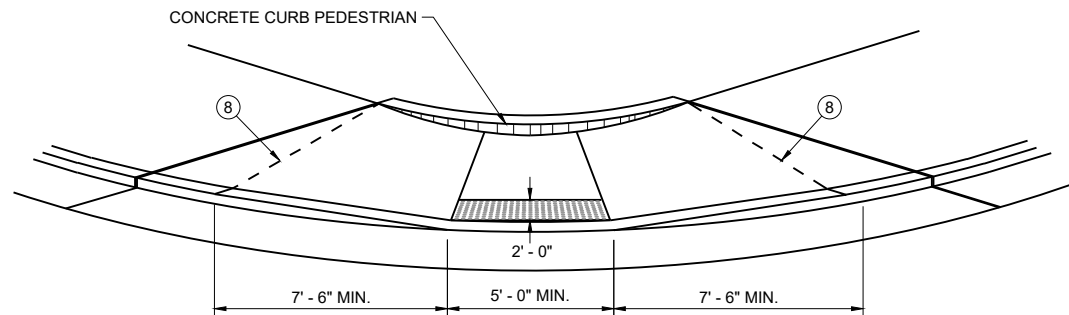
SECTION B - B FOR TYPE 1



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.

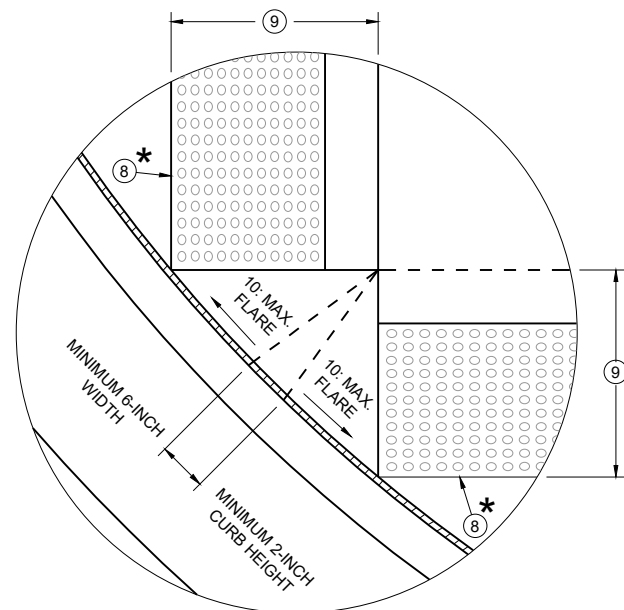
- ① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
- ② GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% 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.
- ⑪ A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- ⑫ 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

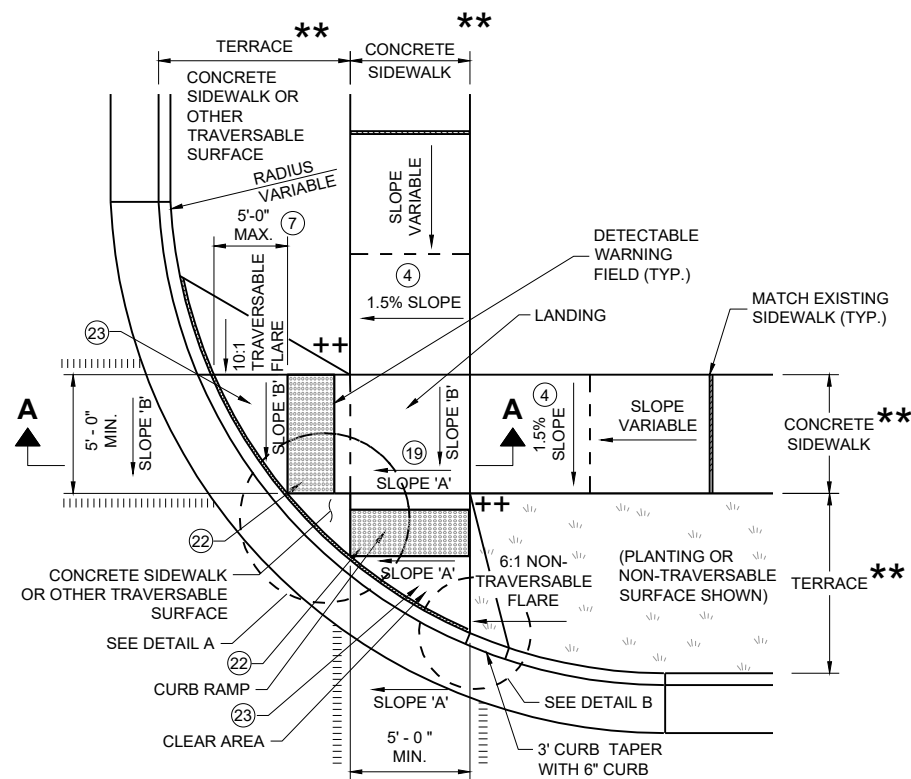
- 1/2" EXPANSION JOINT SIDEWALK
- - - CONTRACTION JOINT FIELD LOCATED
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS

CURB RAMPS
TYPE 1 AND 1-A

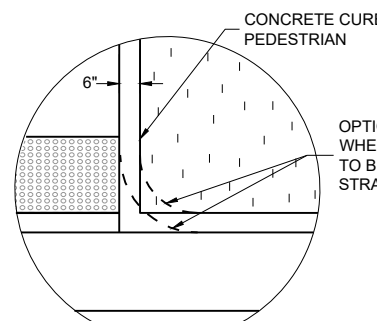
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



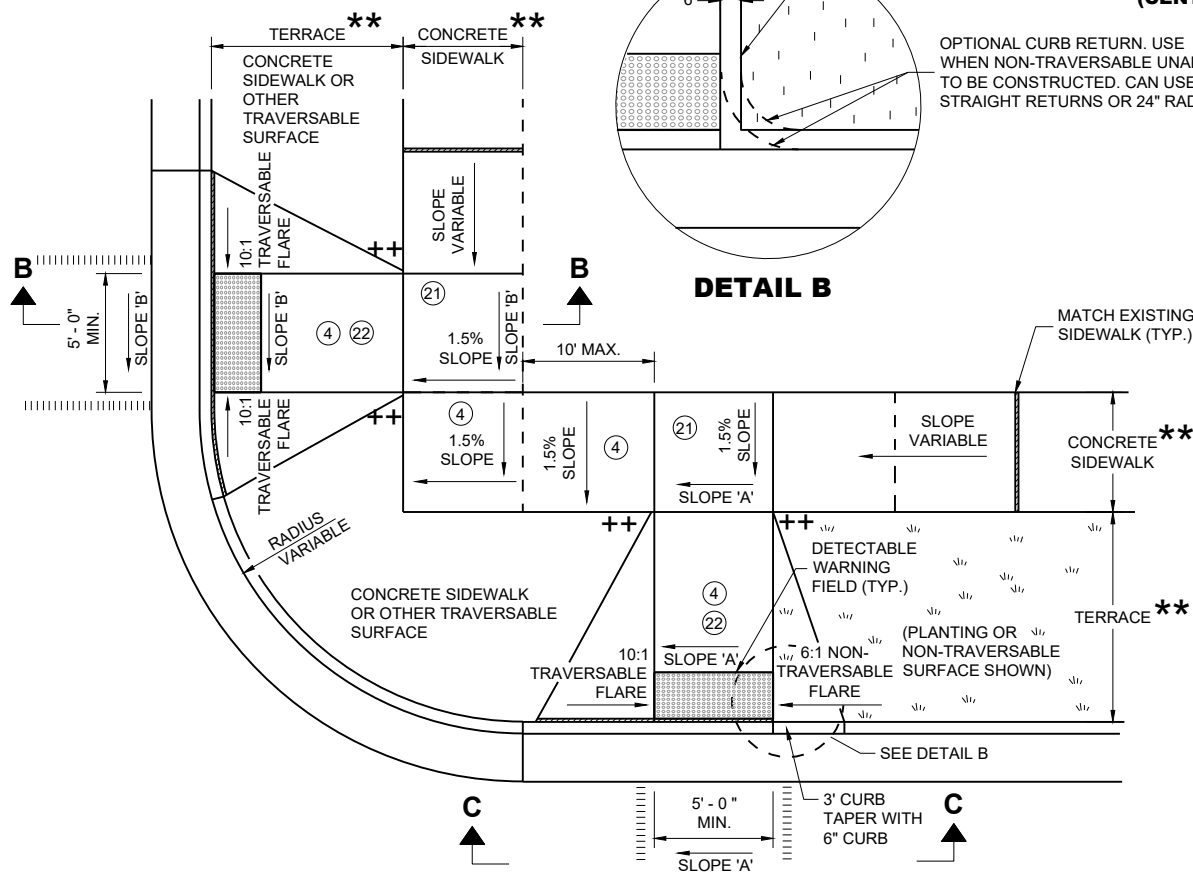
DETAIL A



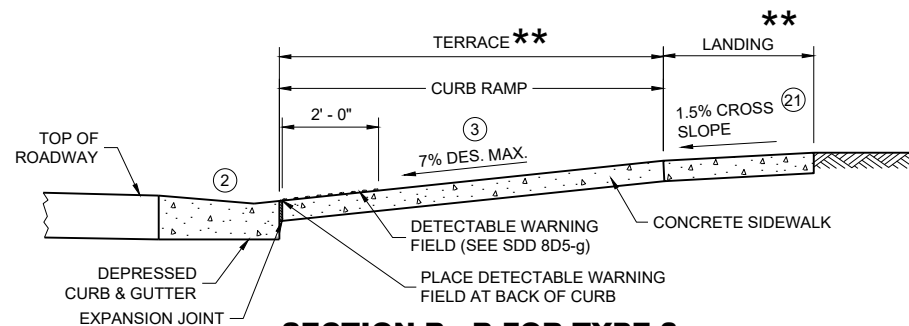
**PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)**



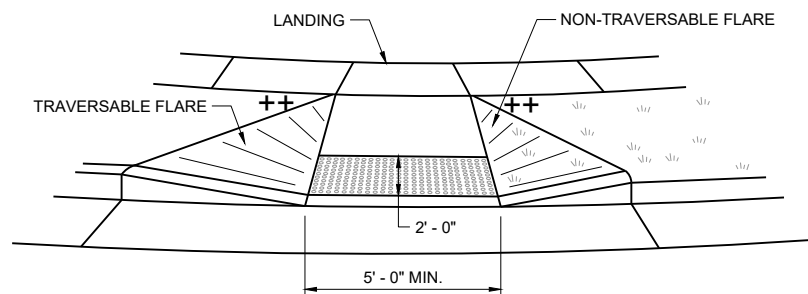
DETAIL B



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



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

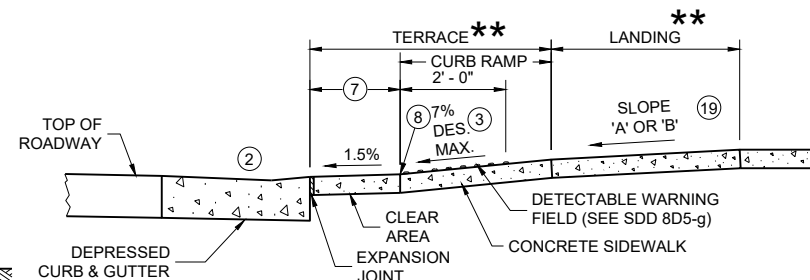
GENERAL NOTES

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 $\pm 0.5\%$ CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑦ WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑨ WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% DESIGN MAXIMUM SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% DESIGN MAXIMUM SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.
- ⑪ A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- ⑫ 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.
- ⑬ PROVIDE A LANDING WITH A SLOPE PARALLEL TO ROADWAY THAT MATCHES SLOPE AT THE BOTTOM OF THE ADJACENT RAMP. SLOPE PERPENDICULAR TO ROADWAY SHALL BE 2.1% MAXIMUM. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.
- ⑭ 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.
- ⑮ 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.



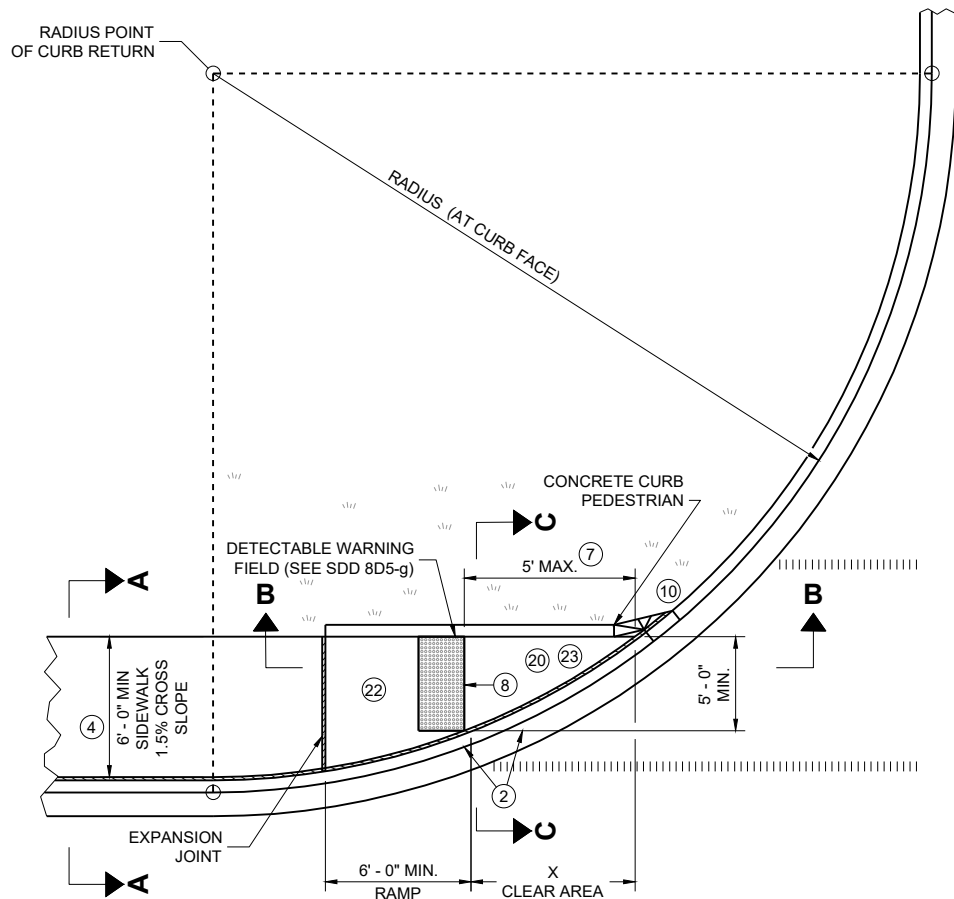
SECTION A - A FOR TYPE 2

LEGEND

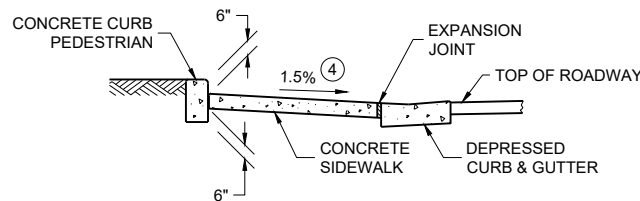
- 1/2" EXPANSION JOINT SIDEWALK
- - - CONTRACTION JOINT SIDEWALK
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

**CURB RAMPS
TYPE 2 AND 3**

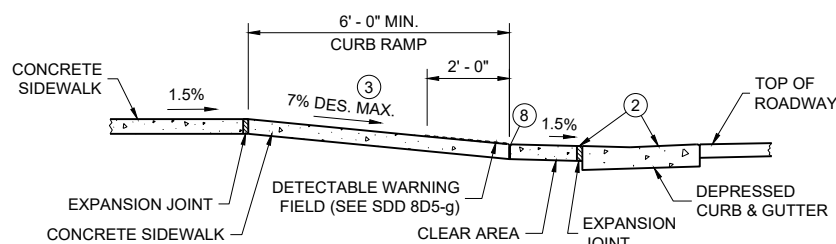
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW
CURB RAMP TYPE 4A



SECTION C - C FOR TYPE 4A



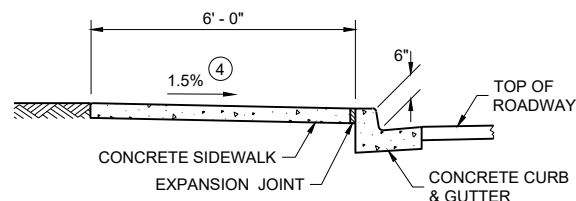
SECTION B - B FOR
TYPE 4A AND TYPE 4A1

LEGEND

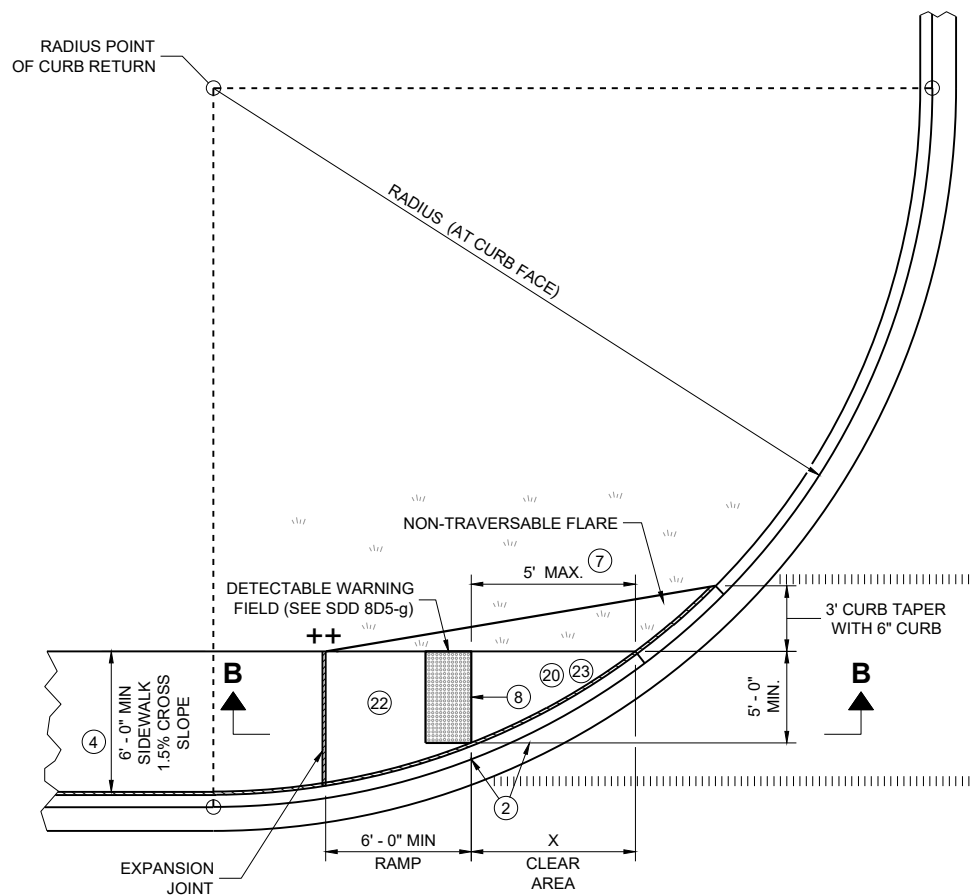
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

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

INTERMEDIATE RADII CAN BE INTERPOLATED



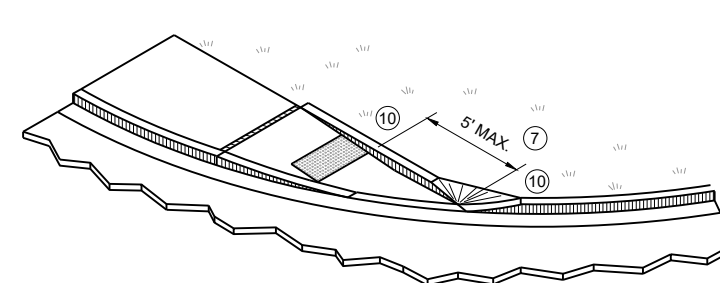
SECTION A - A FOR TYPE 4A



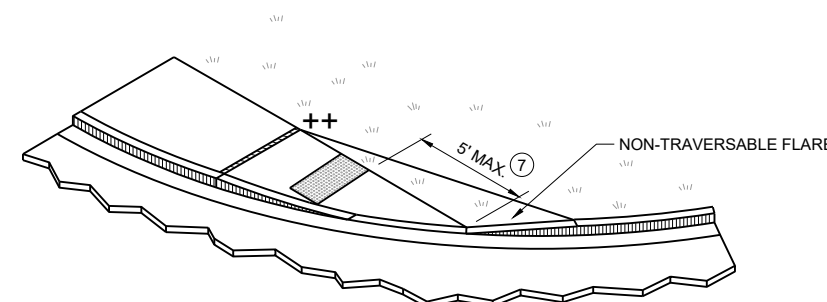
PLAN VIEW
CURB RAMP TYPE 4A1

GENERAL NOTES

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.
- A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.
- THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.
- THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



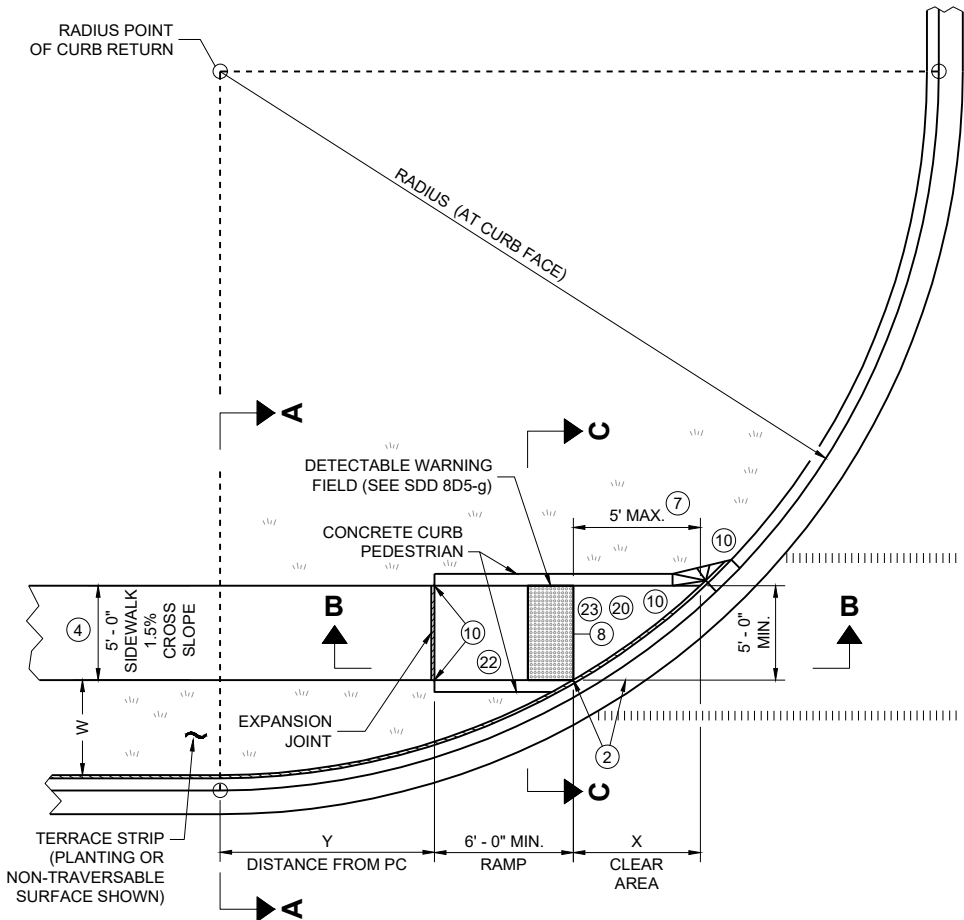
ISOMETRIC VIEW FOR TYPE 4A



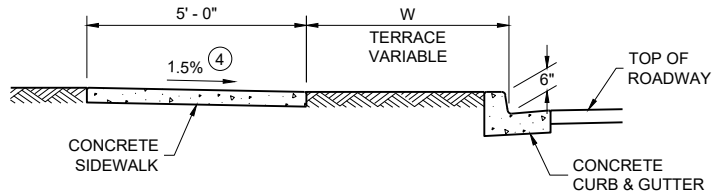
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

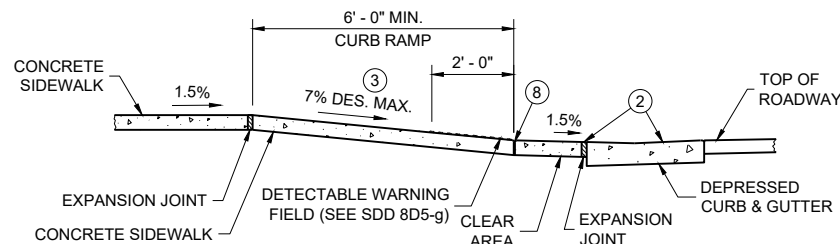
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW
CURB RAMP TYPE 4B



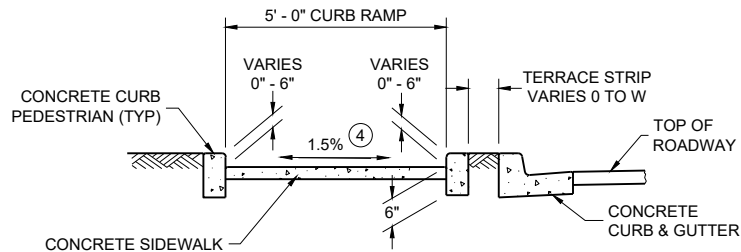
SECTION A - A FOR TYPE 4B



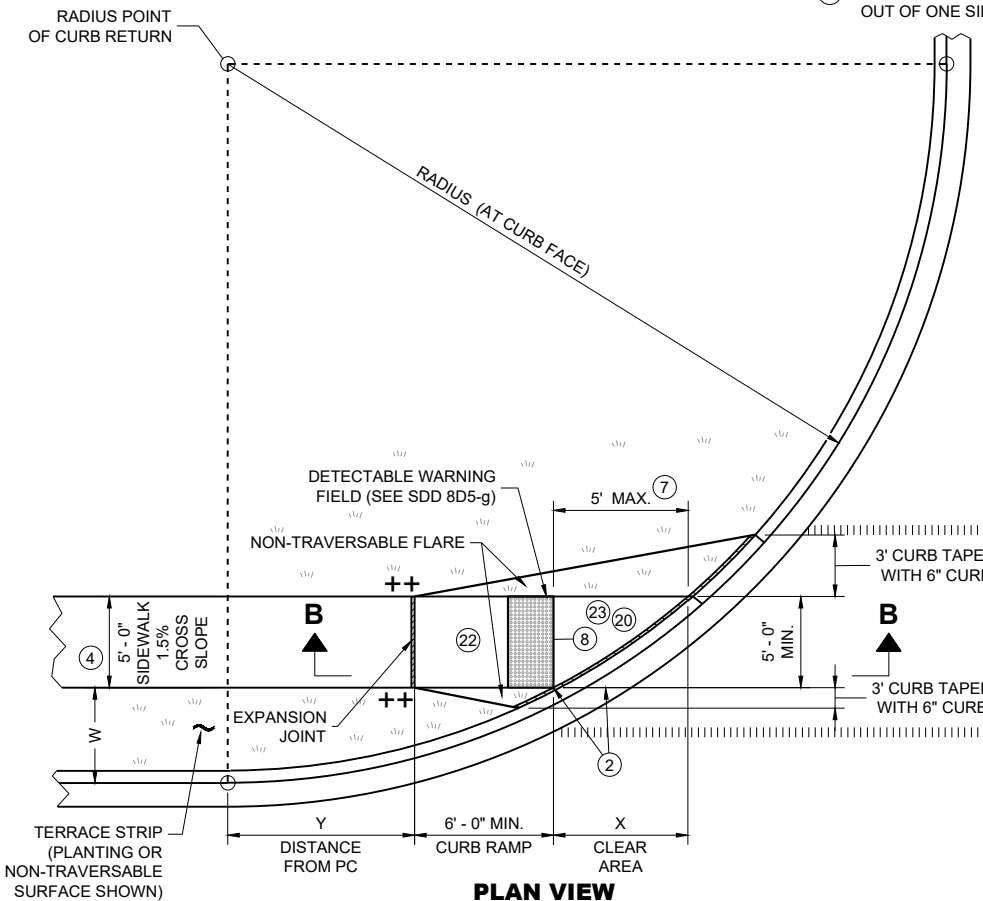
SECTION B - B FOR TYPE 4B AND TYPE 4B1

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"

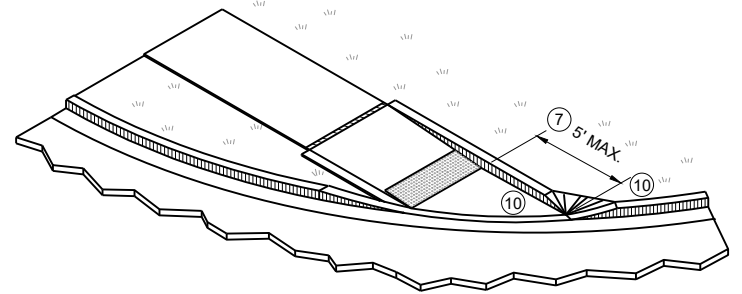
INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH



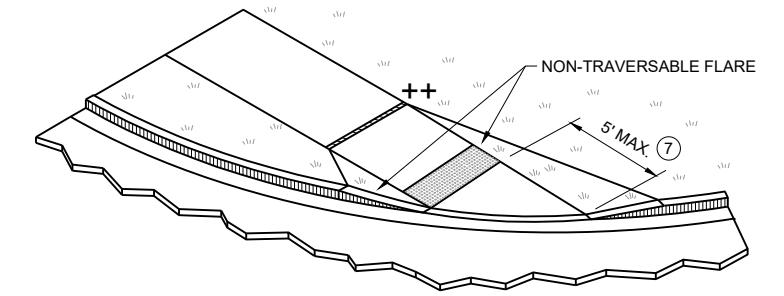
SECTION C - C FOR TYPE 4B



PLAN VIEW
CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

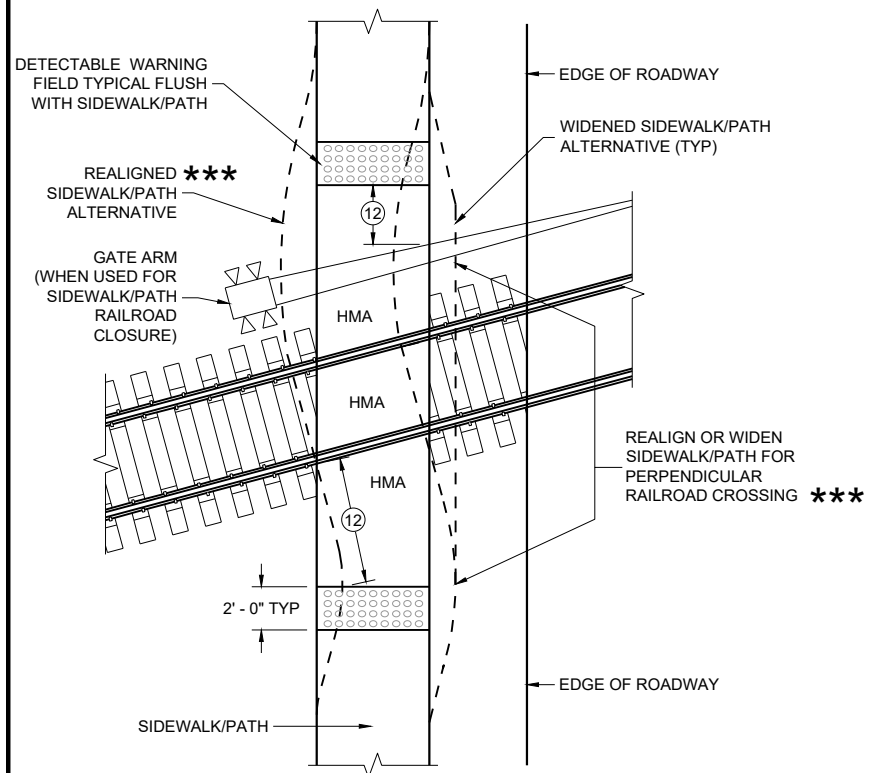
- LEGEND**
- 1/2" EXPANSION JOINT SIDEWALK
 - CONTRACTION JOINT SIDEWALK
 - PAVEMENT MARKING CROSSWALK (WHITE)
 - MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK
 - CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

GENERAL NOTES

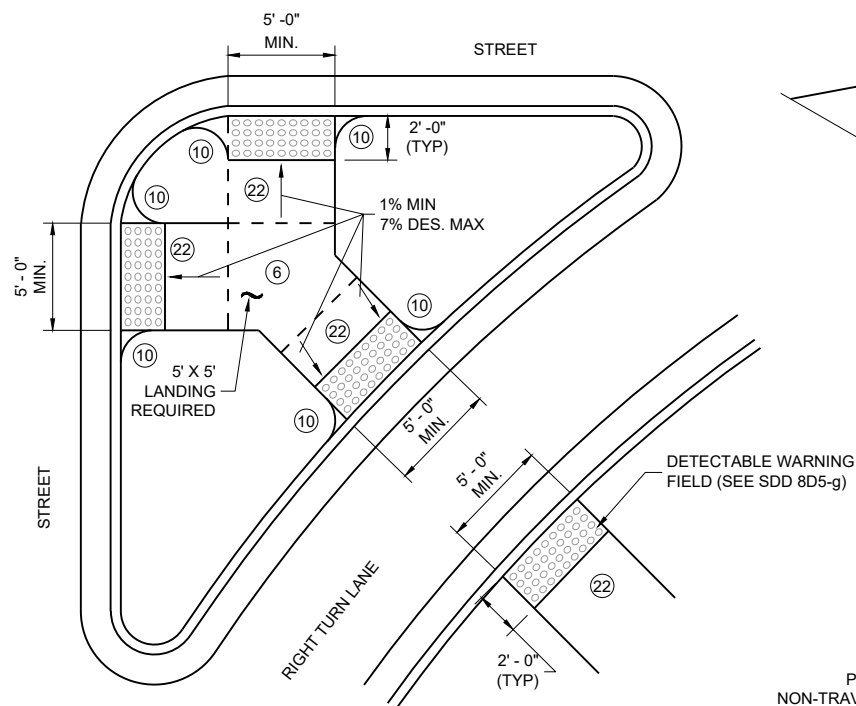
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.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

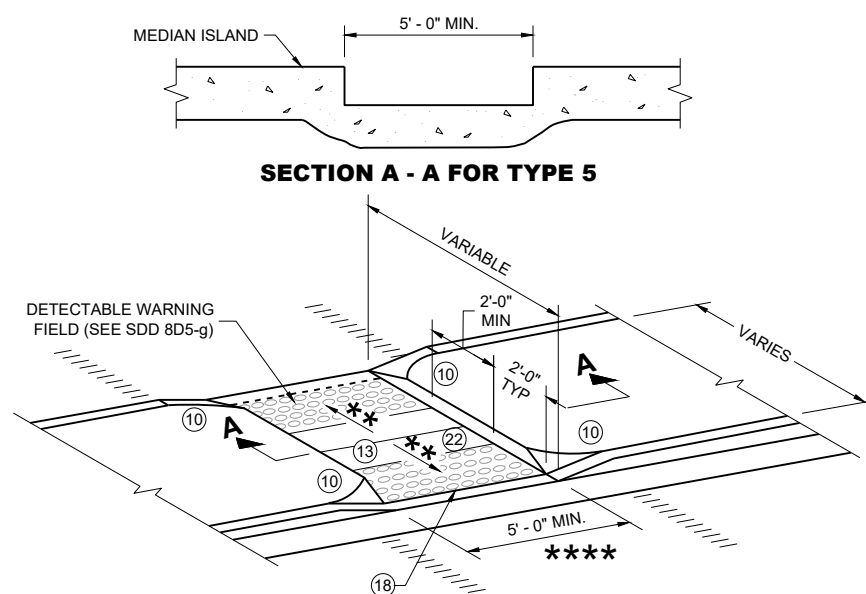


CURB RAMP TYPE 8
DETECTABLE WARNINGS
FOR SIDEWALKS OR SHARED USE PATHS
AT RAILROAD CROSSINGS

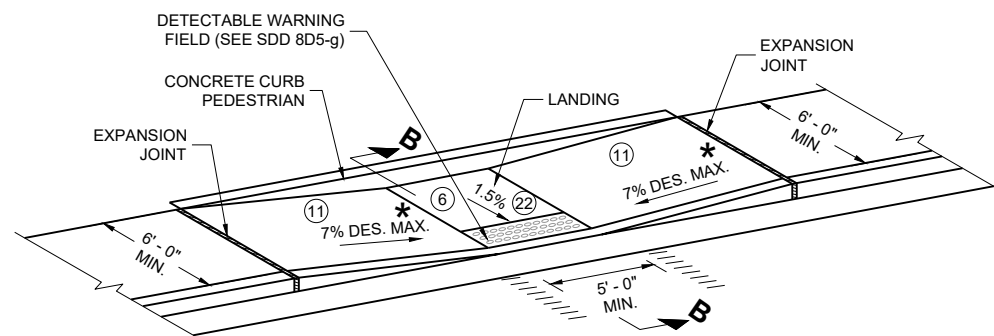


CURB RAMP TYPE 6
DETECTABLE WARNING AT ISLANDS

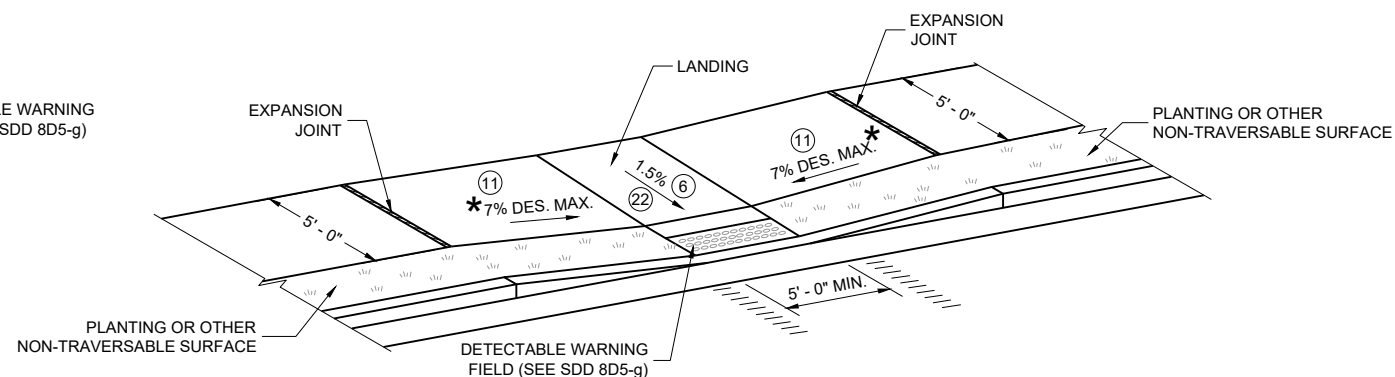
REFER TO GENERAL NOTES ② AND ③
FOR ALL ISLAND CURB RAMPS



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.

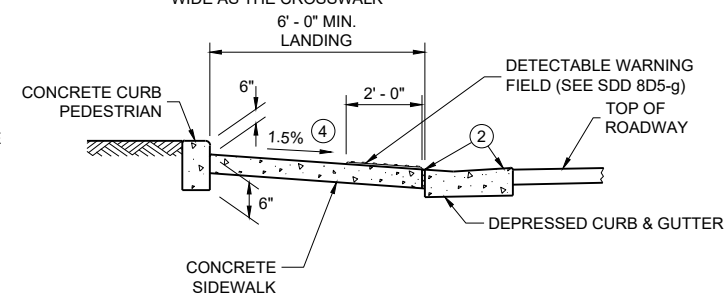
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

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.
- ⑳ THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

LEGEND

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

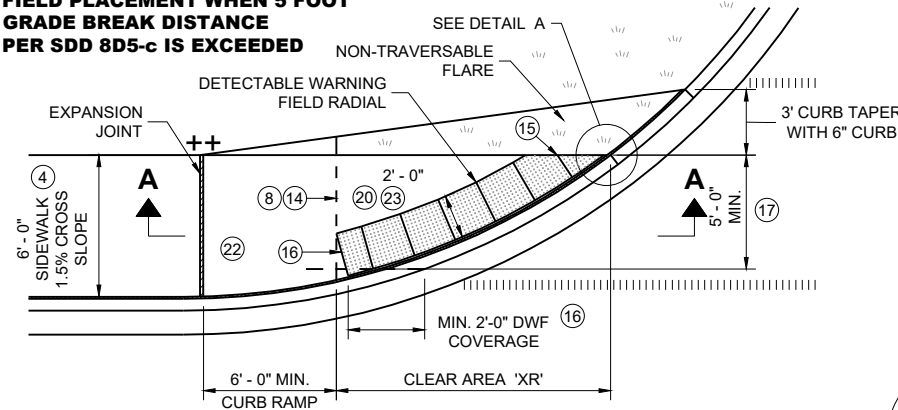


SECTION B - B FOR TYPE 7A

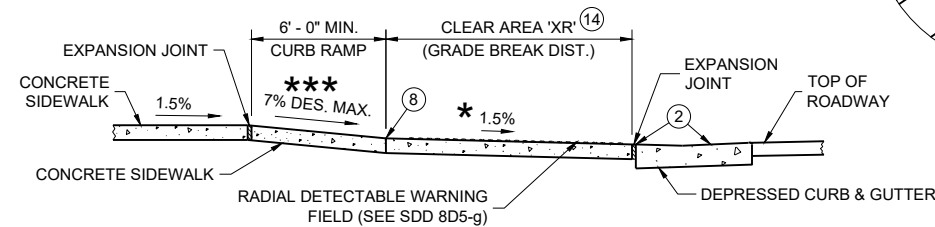
CURB RAMPS
TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

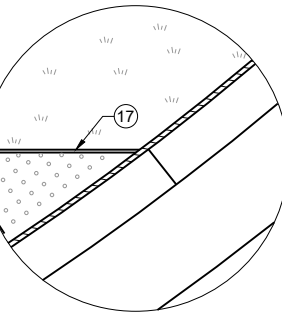
**RADIAL DETECTABLE WARNING
FIELD PLACEMENT WHEN 5 FOOT
GRADE BREAK DISTANCE
PER SDD 8D5-c IS EXCEEDED**



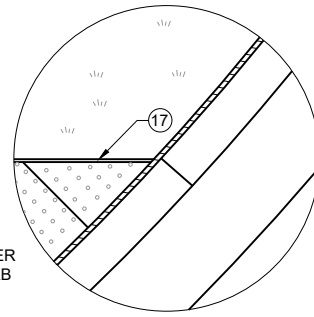
PLAN VIEW
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



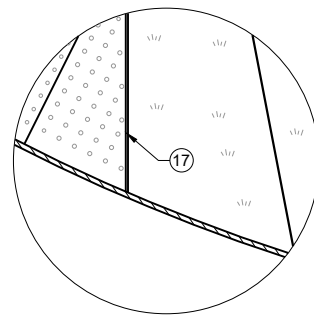
SECTION A - A FOR TYPE 4A1



DETAIL A

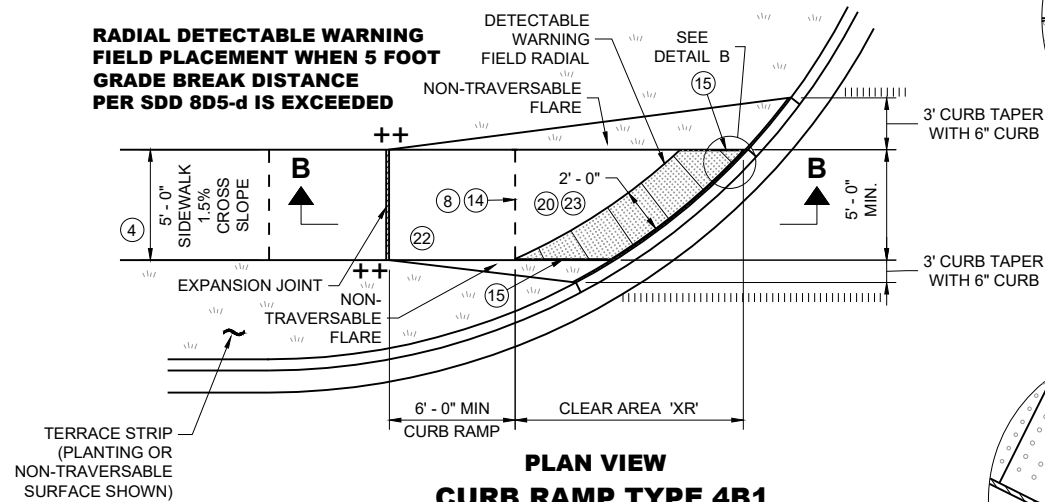


DETAIL B

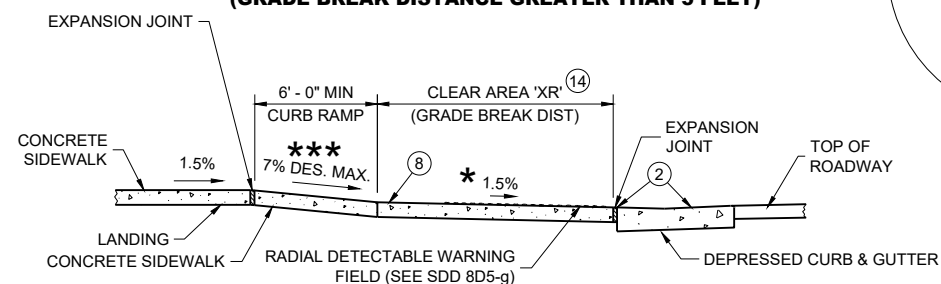


DETAIL C

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



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



SECTION B - B FOR TYPE 4B1

GENERAL NOTES

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

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

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

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

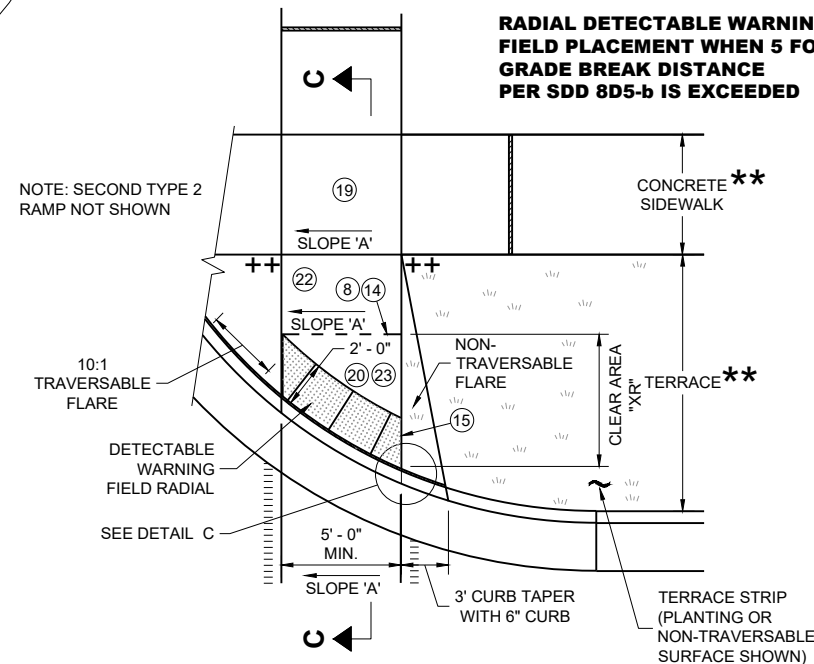
REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

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

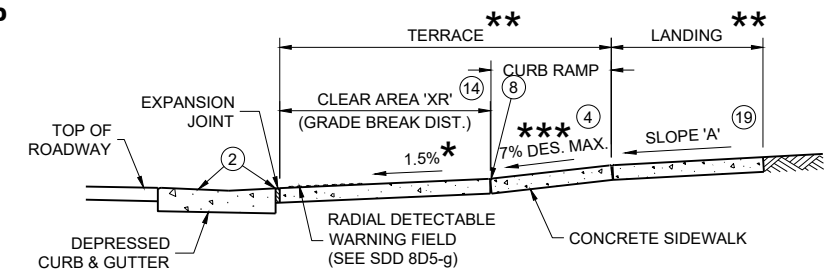
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

- ② GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.
- ④ $\pm 0.5\%$ CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑭ CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.
- ⑮ FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN $\frac{1}{8}$ " DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.
- ⑮ 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.
- ⑰ 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.
- ㉓ 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)



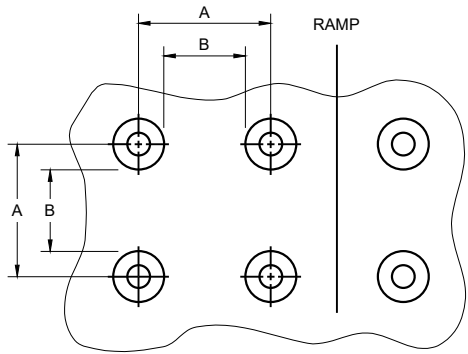
SECTION C - C FOR TYPE 2

CURB RAMPS
RADIAL DETECTABLE WARNING

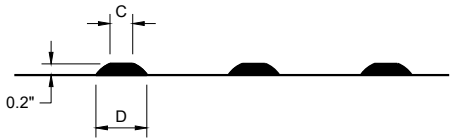
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	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

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

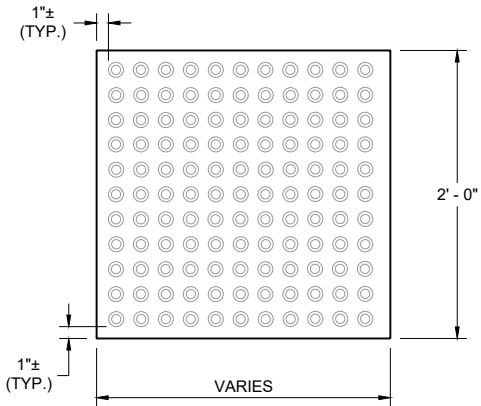


PLAN VIEW

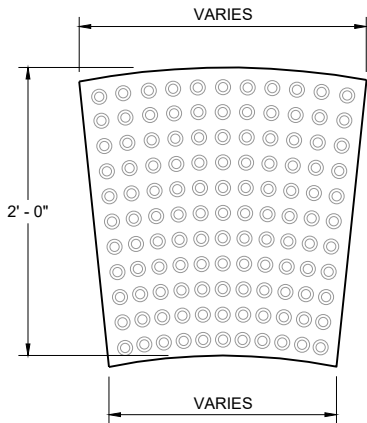


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

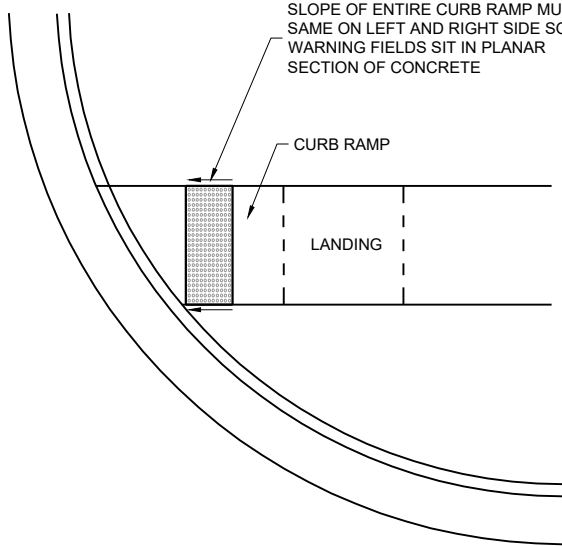


RECTANGULAR
PLATES

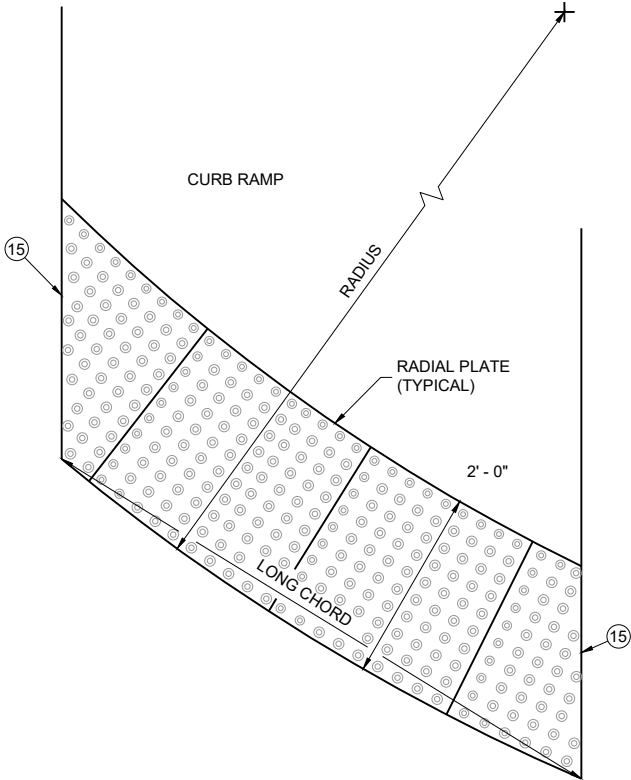


RADIAL
PLATES

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.

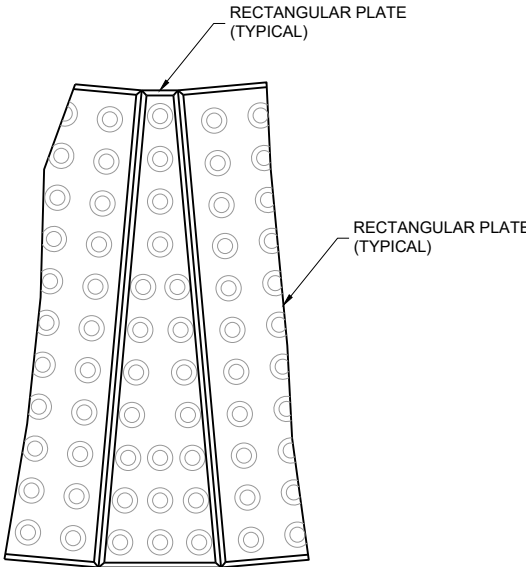
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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.



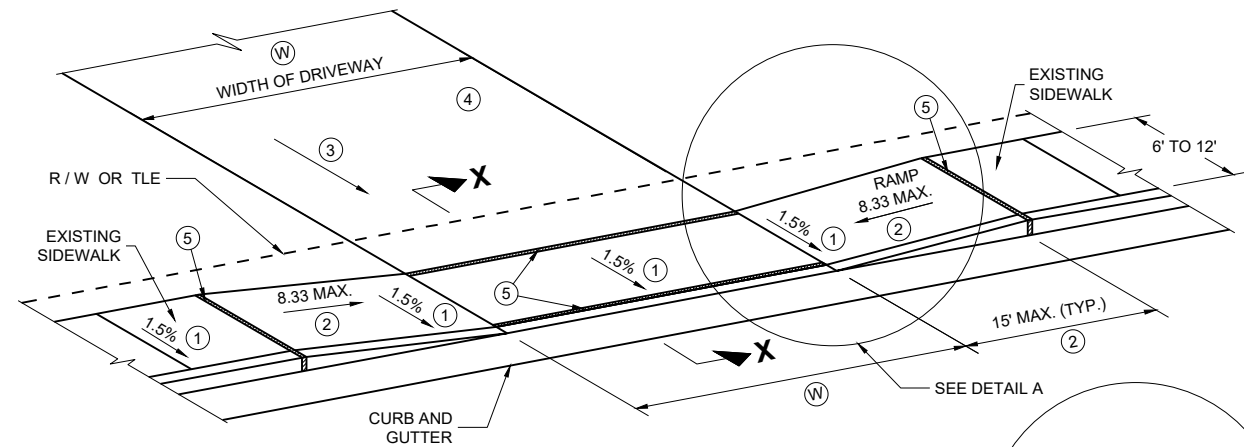
PLAN VIEW
RADIAL WEDGE PLATE
CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

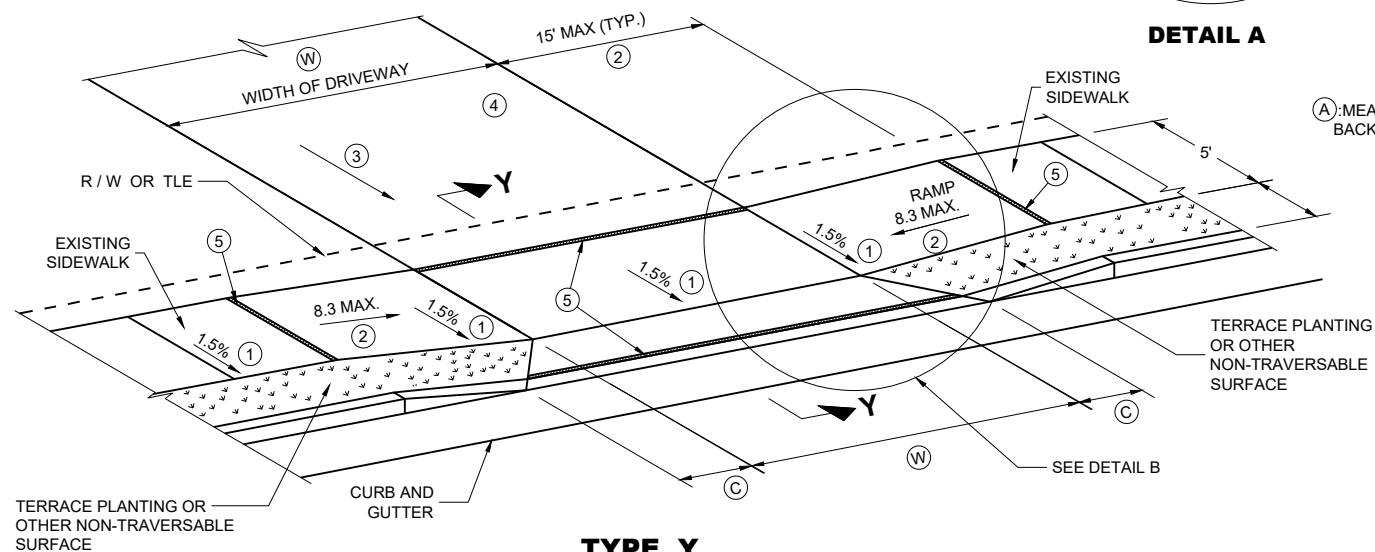
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA



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



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

GENERAL NOTES

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

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

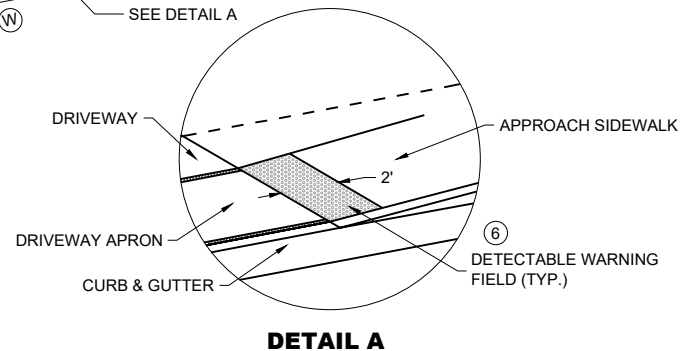
- ① CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.
- ② THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

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

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

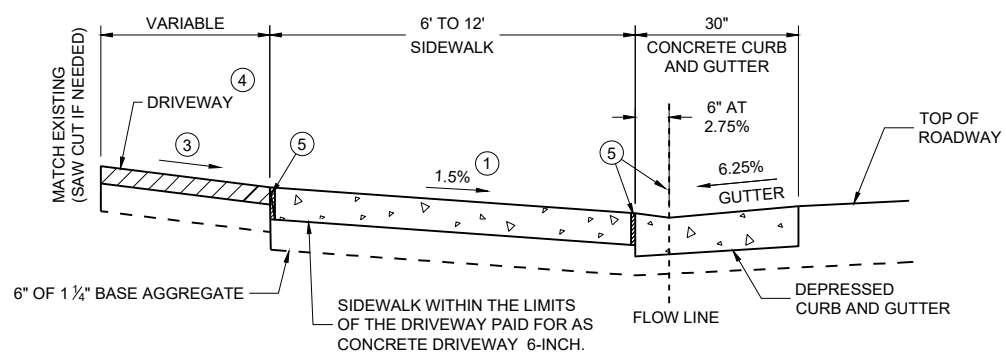
- ⑤ 1/2" EXPANSION JOINT FILLER

- ⑥ DETECTABLE WARNING FIELDS ARE REQUIRED WHEN A PEDESTRIAN CIRCULATION ROUTE CROSSES A DRIVEWAY THAT IS TRAFFIC SIGNAL, STOP, OR YIELD SIGN CONTROLLED. DETECTABLE WARNING FIELDS TO BE 2 FT DEEP AND EXTEND THE WIDTH OF THE PEDESTRIAN CIRCULATION ROUTE.

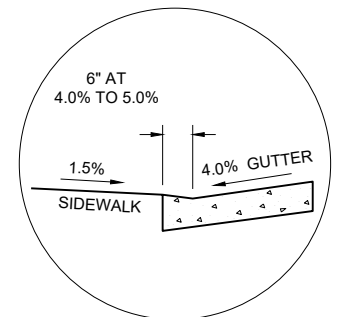


DETAIL A

(A): MEASURE FROM
BACK OF CURB



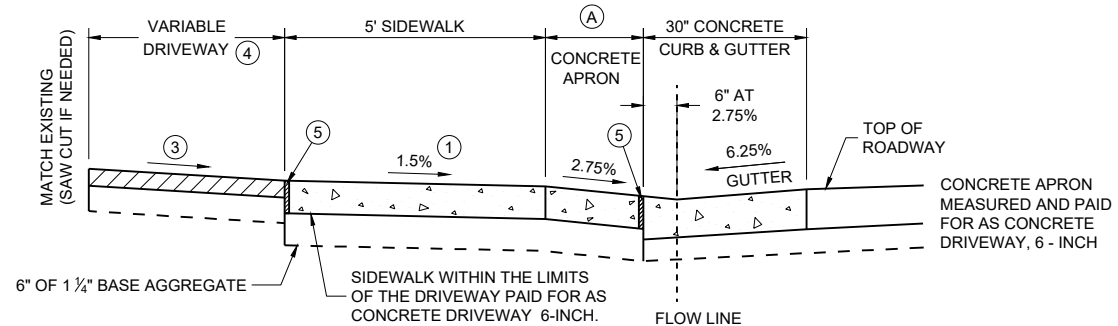
SECTION X - X



SECTION X - X
4% GUTTER SLOPE

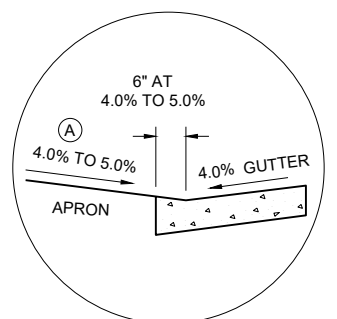
TABLE Y

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

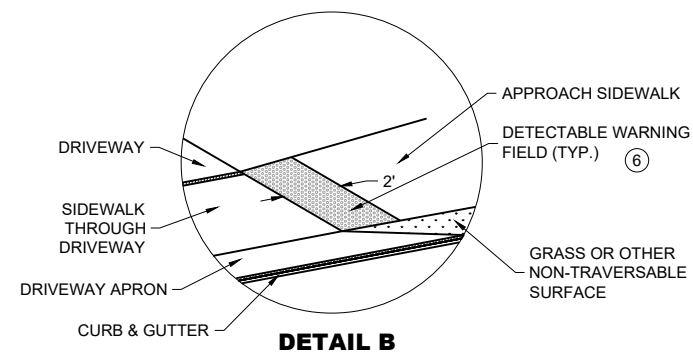


NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS

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



SECTION Y - Y
4% GUTTER SLOPE



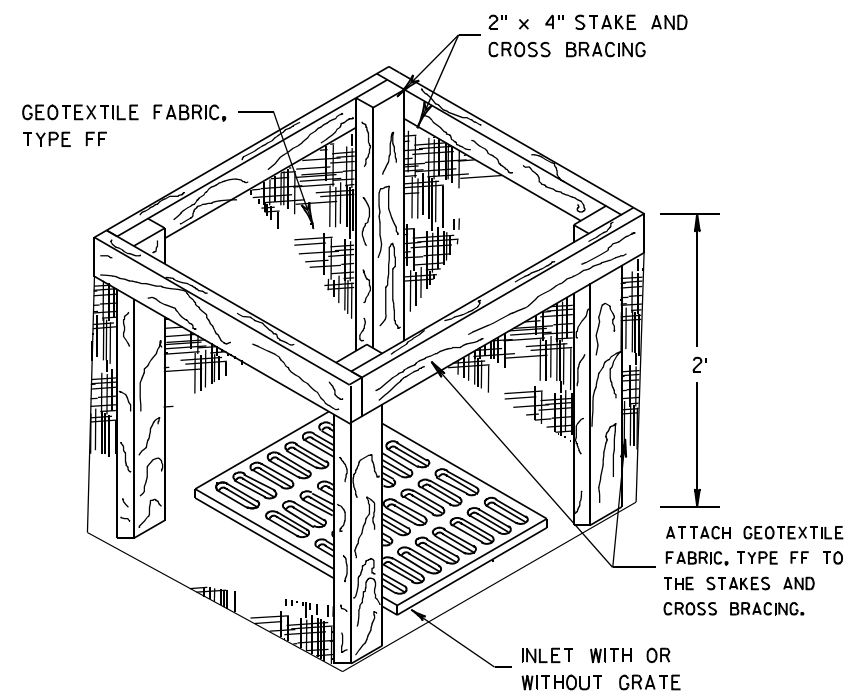
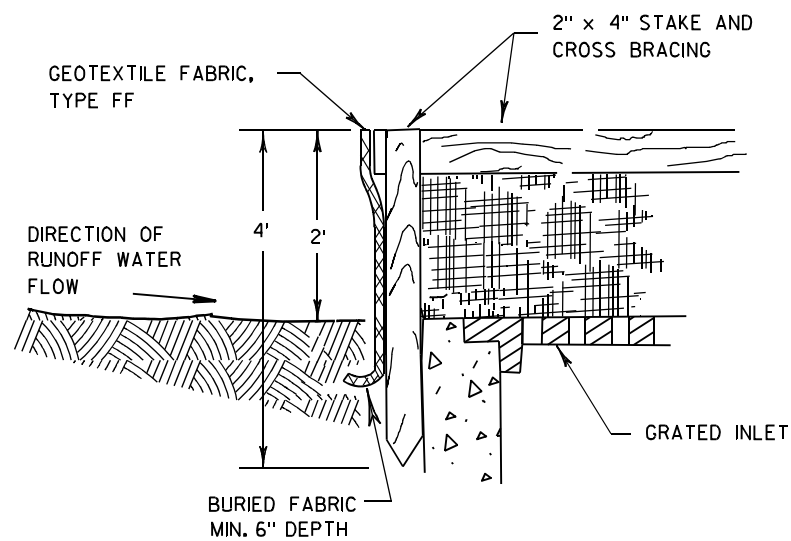
DETAIL B

DRIVEWAY AND SIDEWALK RAMPS TYPES X AND Y

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 /S/ Rodney Taylor
DATE

FHWA



INLET PROTECTION, TYPE A

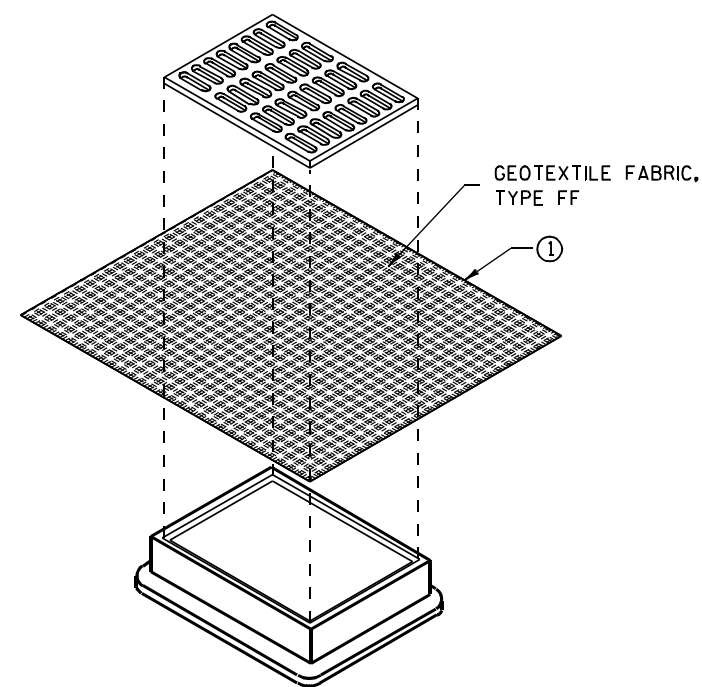
GENERAL NOTES

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.

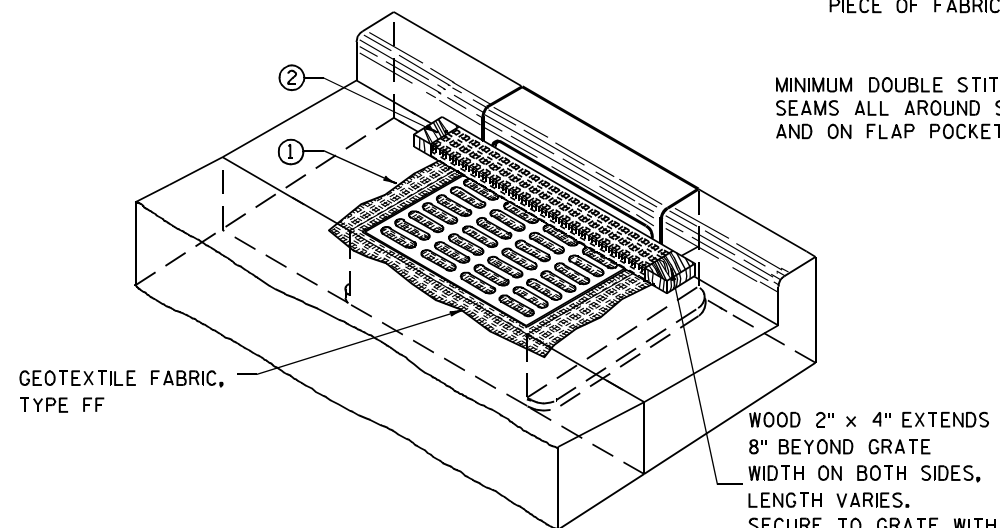
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- 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.

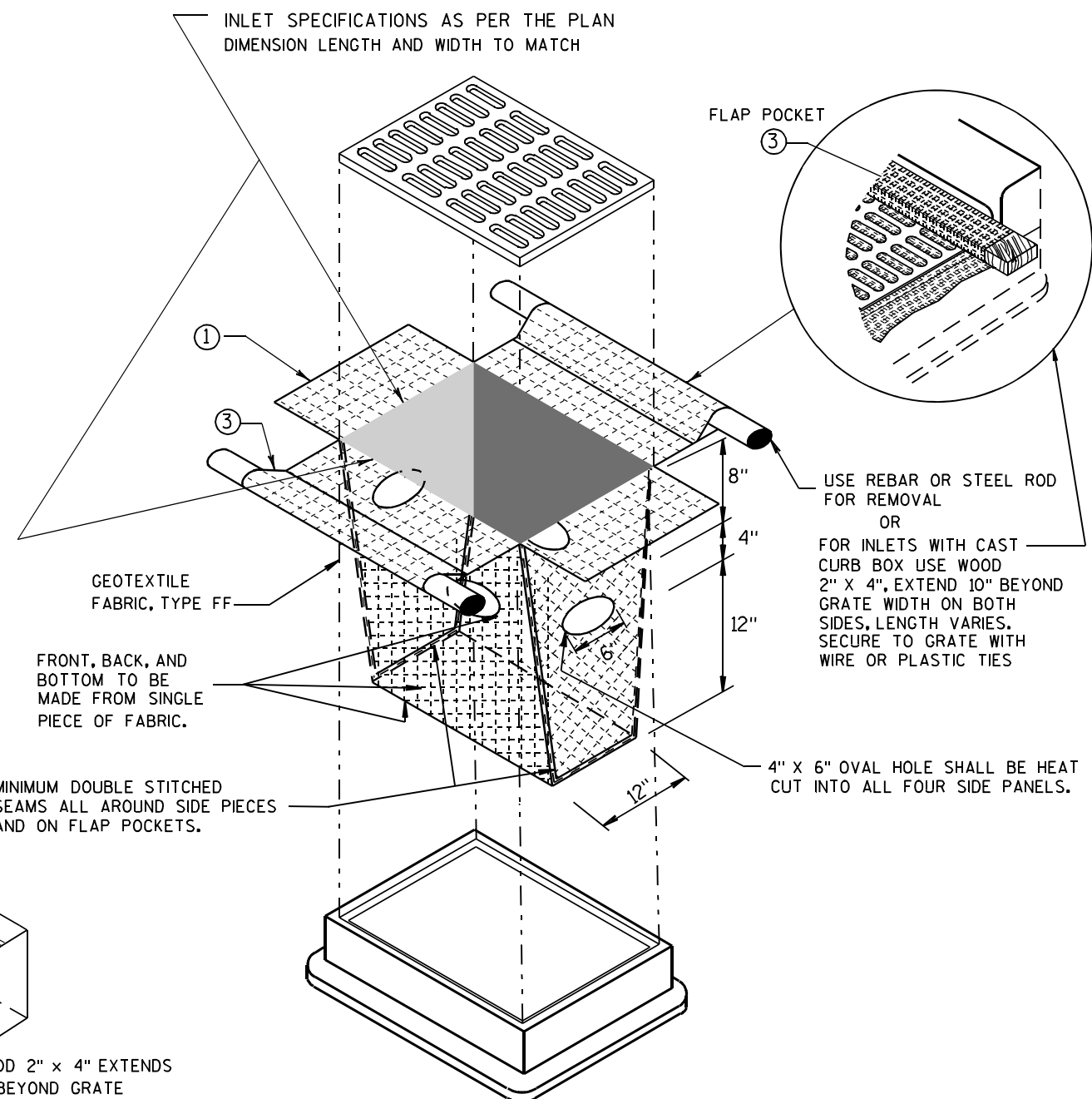
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

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.



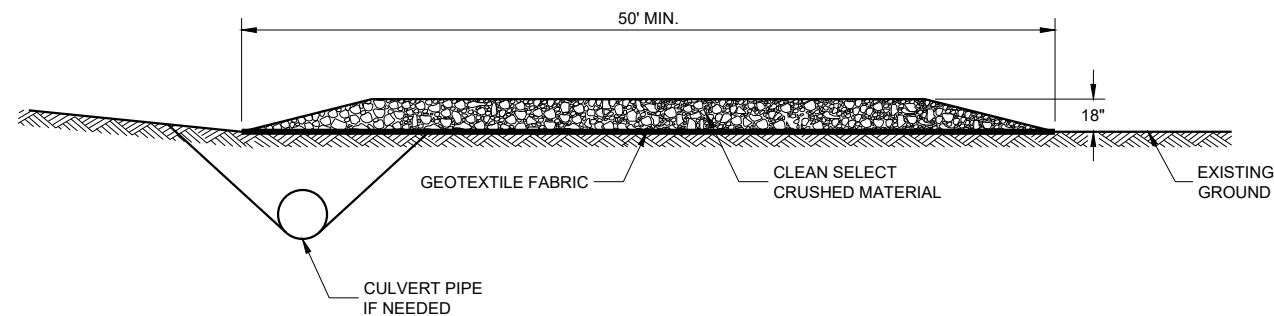
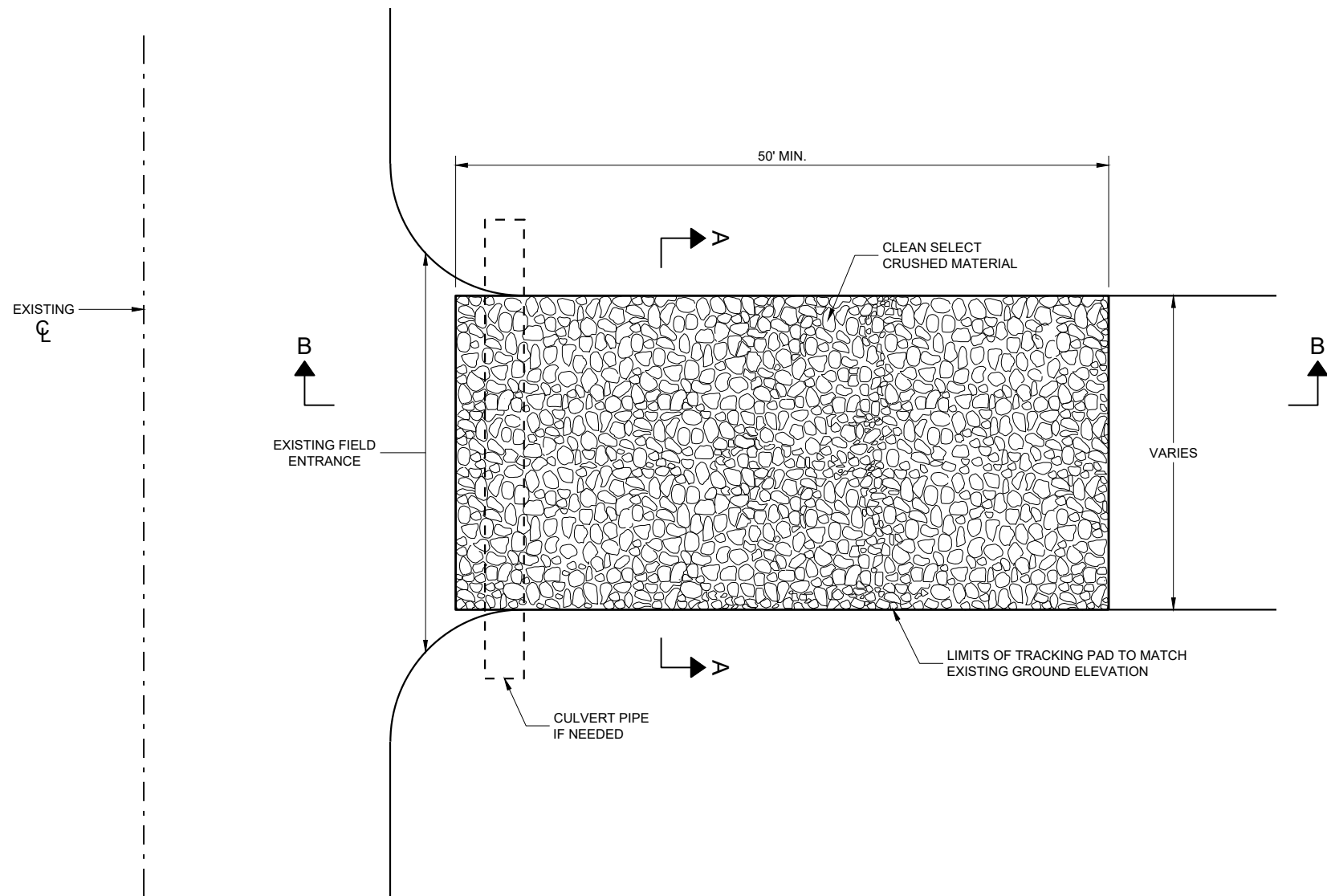
INLET PROTECTION, TYPE D

(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 139
FHWA CHIEF ROADWAY DEVELOPMENT ENGINEER



SECTION B - B

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.

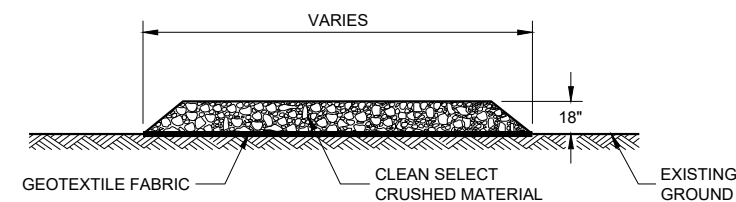
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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.



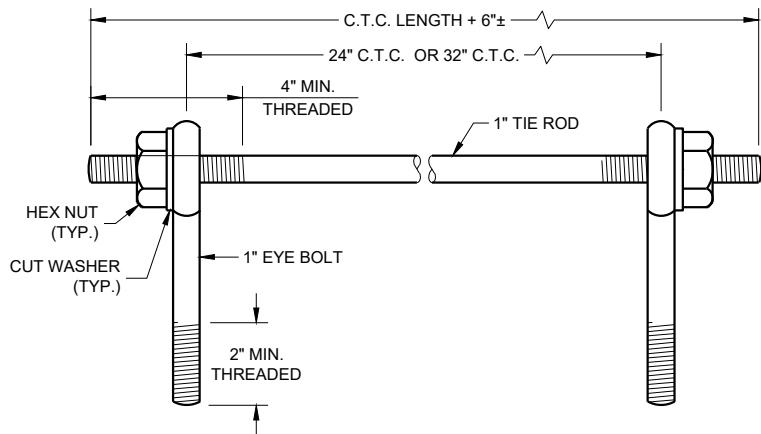
SECTION A - A

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

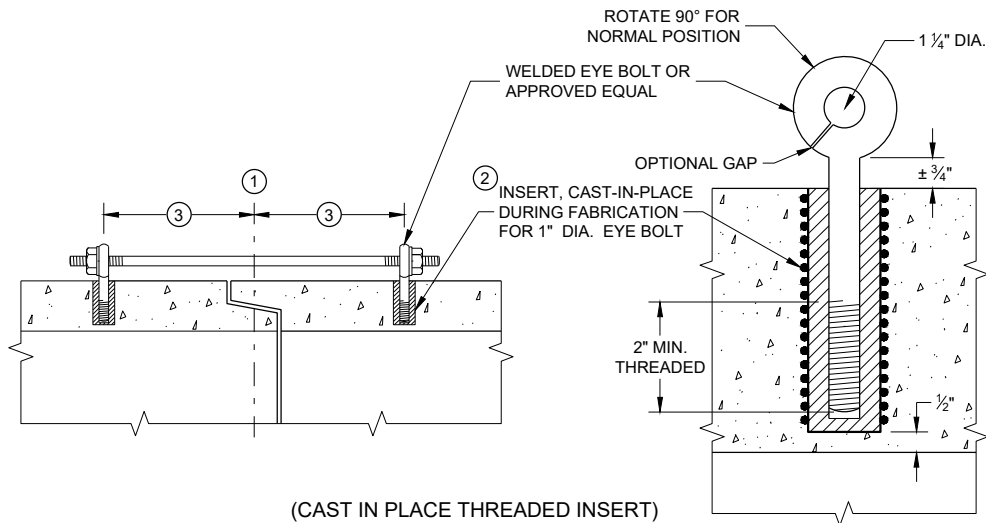
APPROVED
3/24/2011 /S/ Jerry H. Zogg
DATE ROADWAY STANDARDS DEVELOPMENT ENGINEER 140

FHWA



EYE BOLTS AND TIE ROD

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



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

GENERAL NOTES

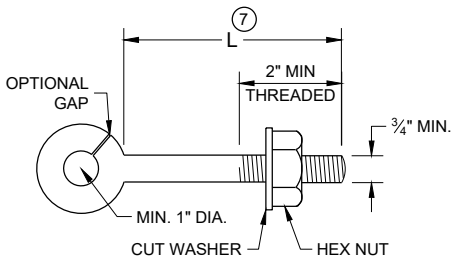
DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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.

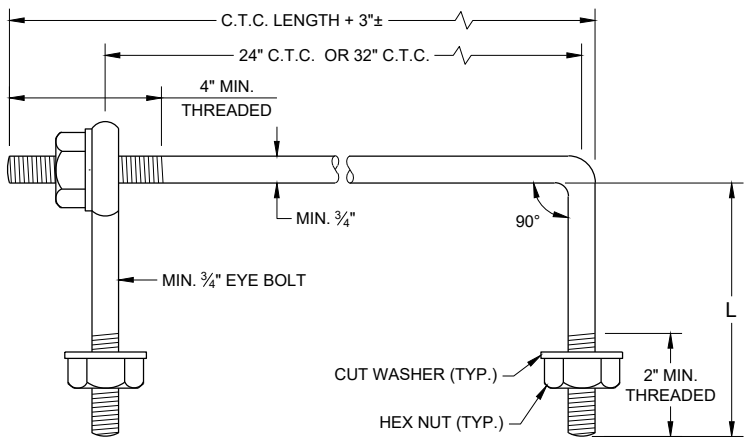
JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

- 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.

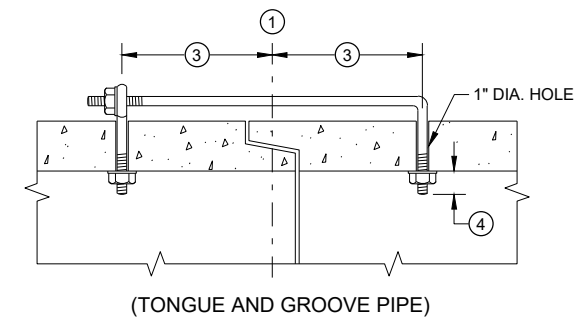


EYE BOLT 7

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



EYE BOLT AND TIE ROD

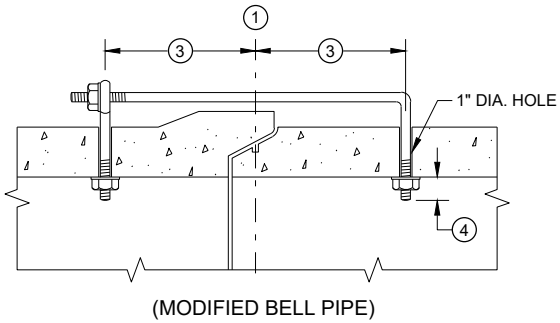


(TONGUE AND GROOVE PIPE)

LONGITUDINAL SECTION

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

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

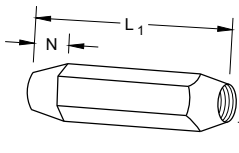


(MODIFIED BELL PIPE)

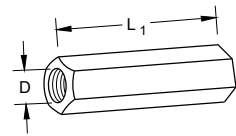
ADJUSTABLE TIE ROD TABLE

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

DIMENSIONS SHOWN ARE IN INCHES

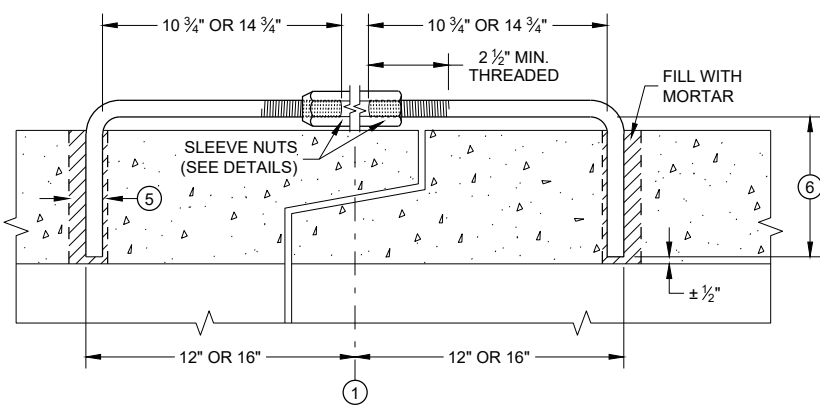


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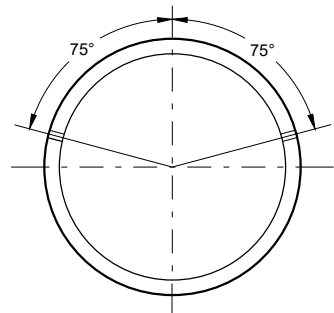
PLAIN

RIGHT AND LEFT THREADS
SLEEVE NUTS



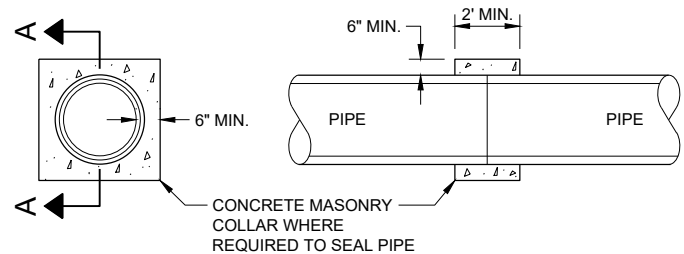
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



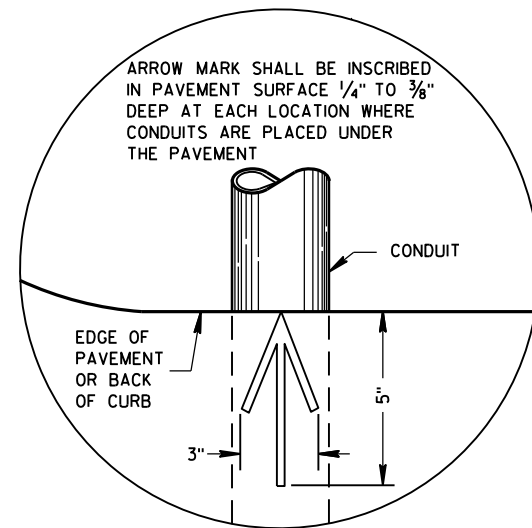
SECTION A - A

CONCRETE COLLAR DETAIL

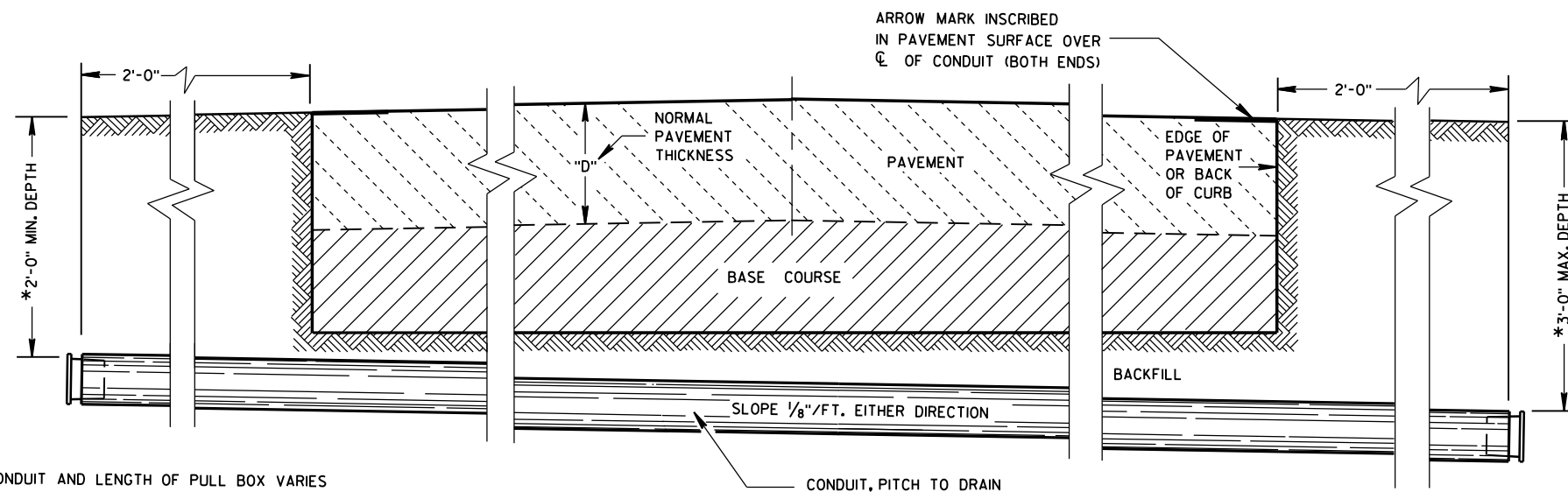
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT ENGINEER 141
FHWA



PLAN VIEW
ARROW MARK



SIDE ELEVATION
DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

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

GENERAL NOTES

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

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

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

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

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

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

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

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

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

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

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

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

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

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

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

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

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

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

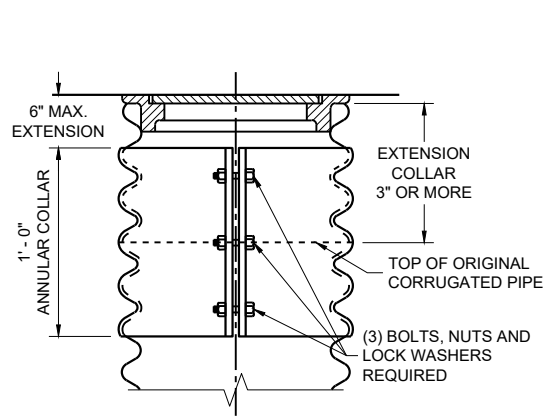
ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

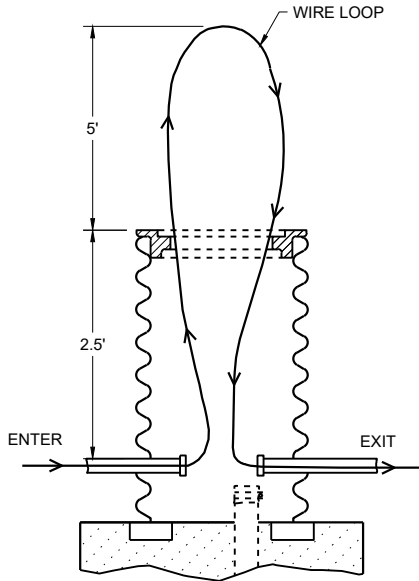
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL 142
FHWA

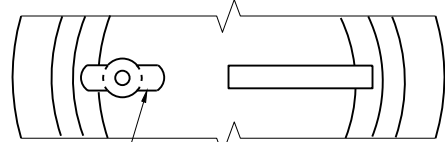
CORRUGATED PIPE EXTENDER



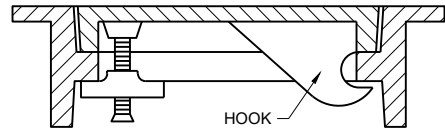
MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



BOTTOM



SECTION



ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE

GENERAL NOTES

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

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

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

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

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

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

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

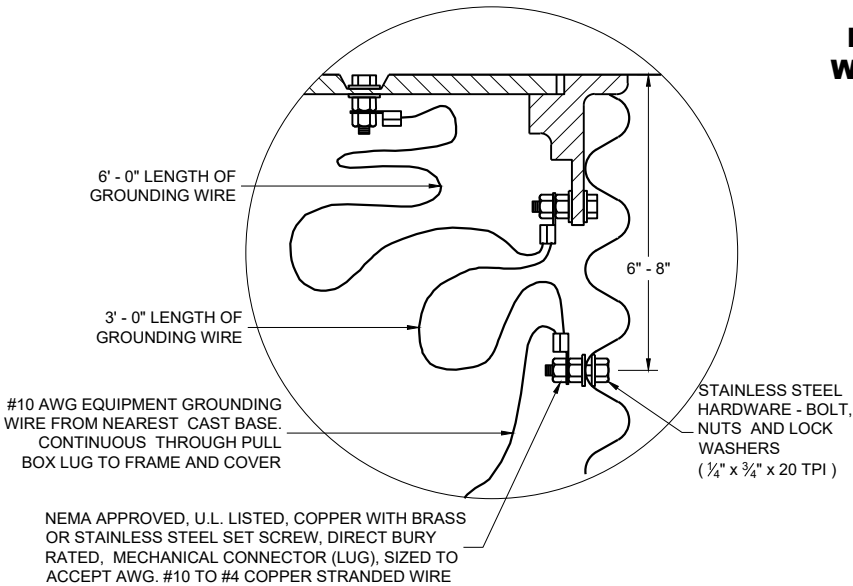
TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
		12	12	12	18	18	18	24	24	24
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS*										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

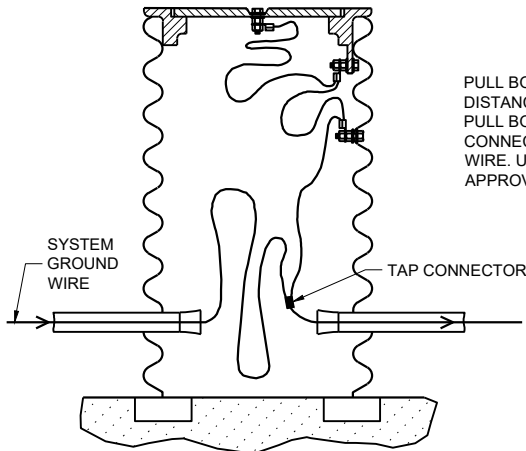
*THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

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

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



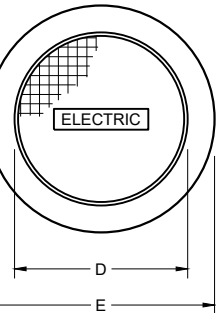
EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



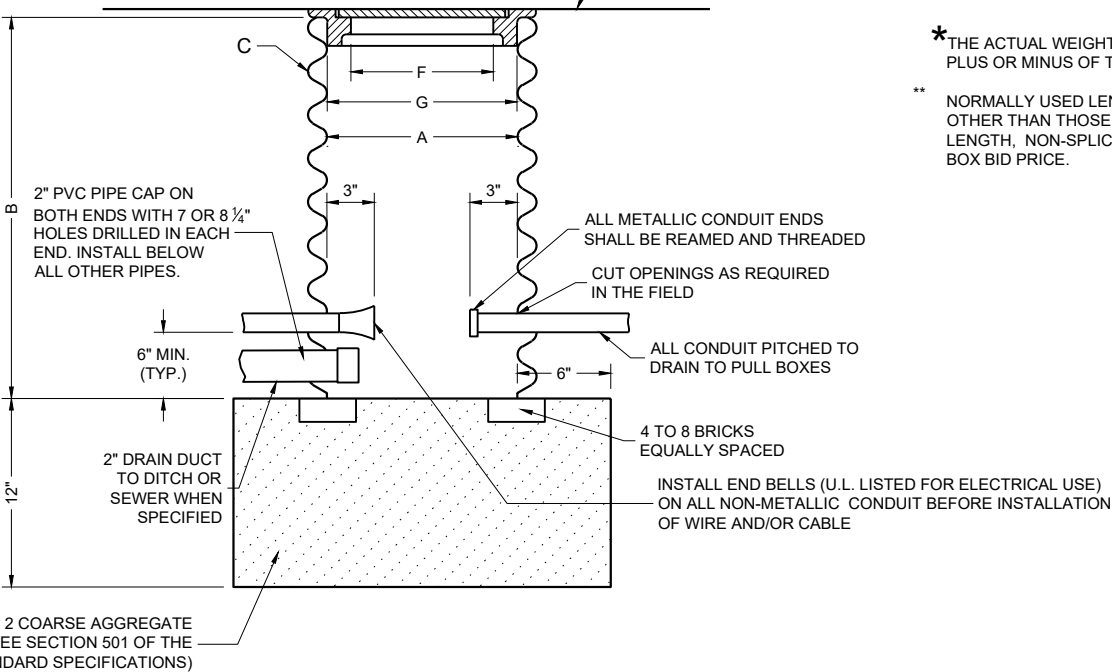
PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

HEAVY DUTY FRAME AND COVER

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



FINAL GRADE



PULL BOX

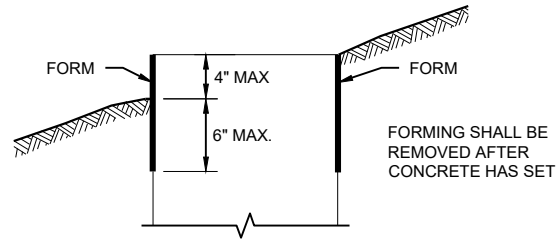
PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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



FORMING DETAIL

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

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

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

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

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

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

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

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

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

GENERAL NOTES

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

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

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

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

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

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

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

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

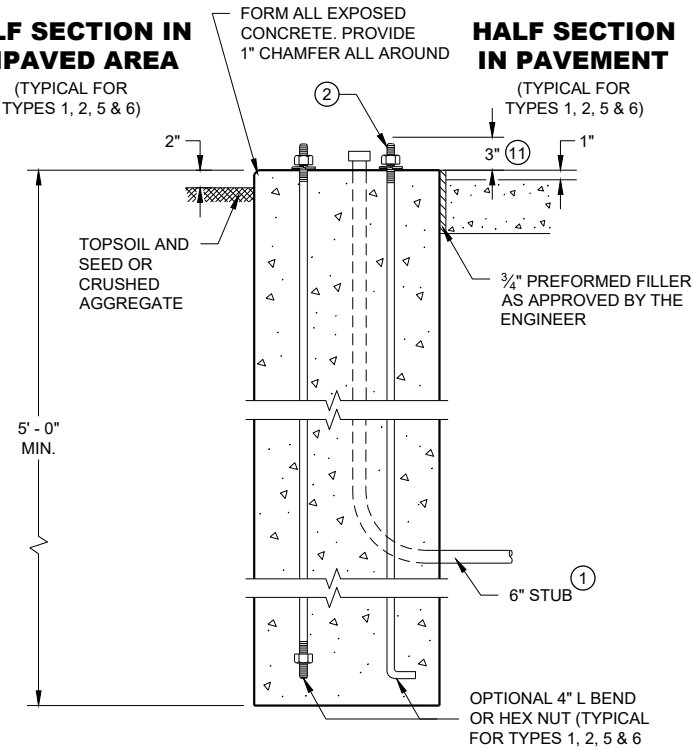
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

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

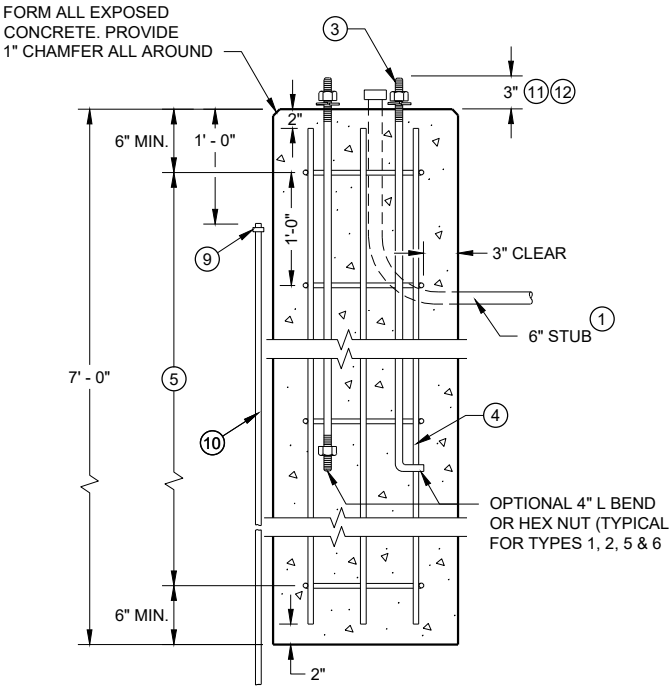
- 1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN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

HALF SECTION IN UNPAVED AREA



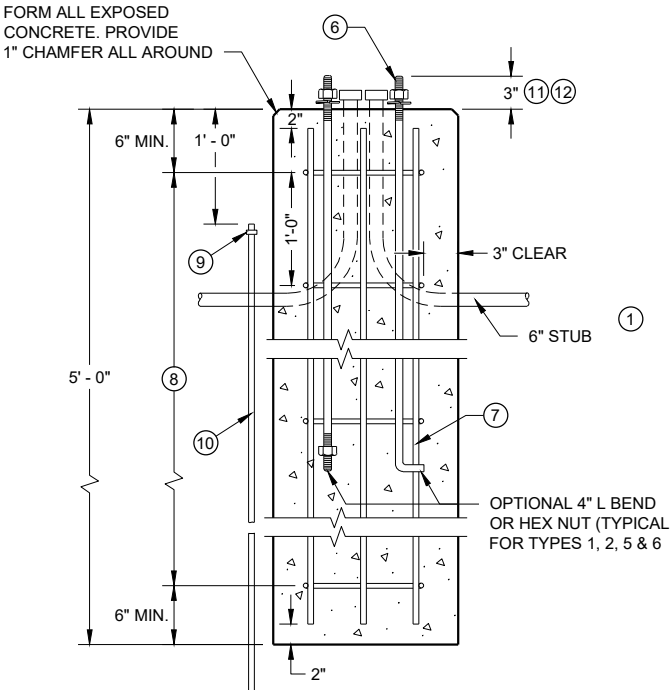
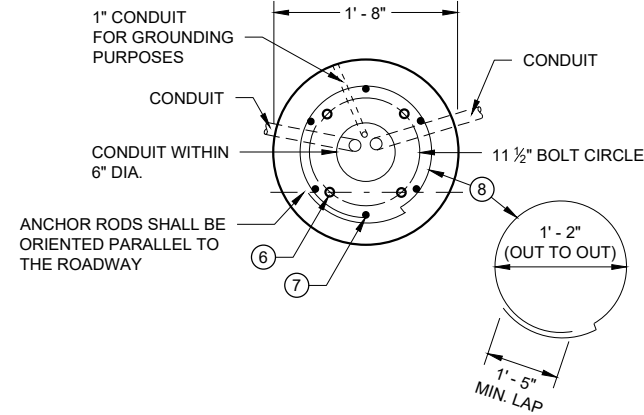
TYPE 1

HALF SECTION IN PAVEMENT



TYPE 2

CONCRETE BASES



TYPE 5 & 6

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.

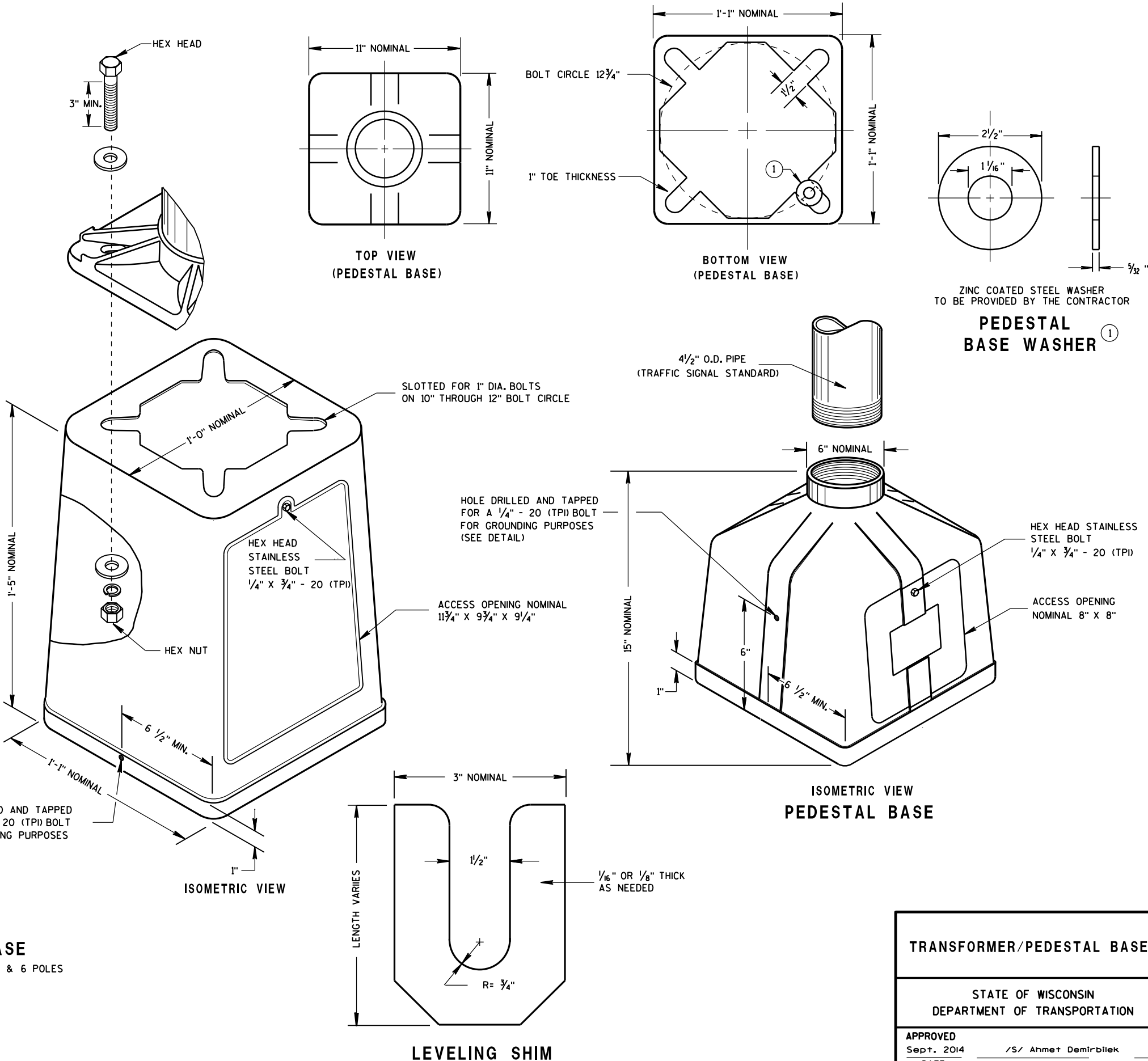
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

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

ISOMETRIC VIEW
PEDESTAL BASE

LEVELING SHIM

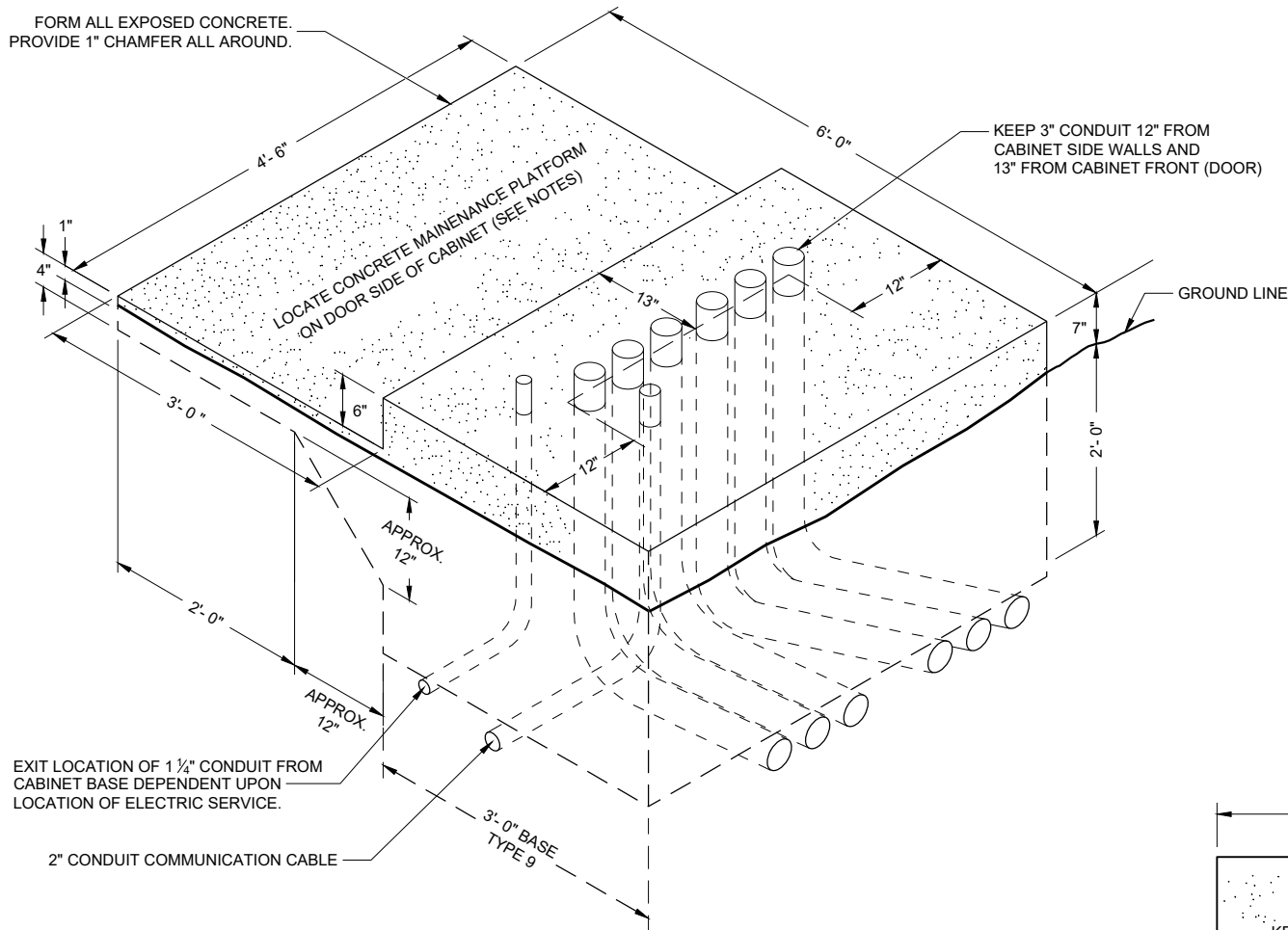
TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL 145
FHWA

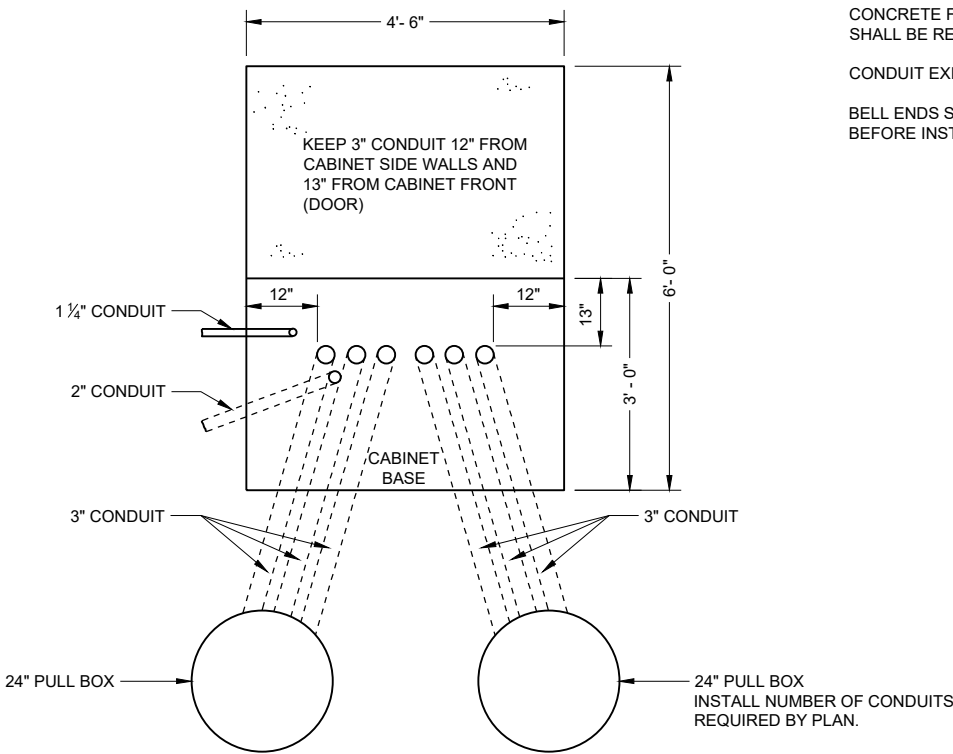


SDD 09C06 Concrete Control Cabinet Base, Type 9, Special



ISOMETRIC VIEW TYPE 9 SPECIAL

(C.Y. CONCRETE = APPROX. 1.56)



PLAN VIEW CONCRETE CONTROL CABINET BASE, TYPE 9 SPECIAL

GENERAL NOTES

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

INSTALL FOUR INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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

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

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

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT EQUALS 6 TIMES THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NON - METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

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 BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6 INCHES MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

CONDUIT EXITING THE CONCRETE BASE (SIX 3") SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

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

CONCRETE CONTROL CABINET BASE TYPE 9, SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014 /S/ Ahmet Demerbilek
DATE STATE ELECTRICAL ENGI 146
FHWA

GENERAL NOTES

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

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING. A STEEL CASING OR CORRUGATED METAL PIPE IS ALLOWED TO REMAIN. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BASE IN LAYERS OF ONE FOOT OR LESS.

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

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

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

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

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

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

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NON-METALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

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

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

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

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

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

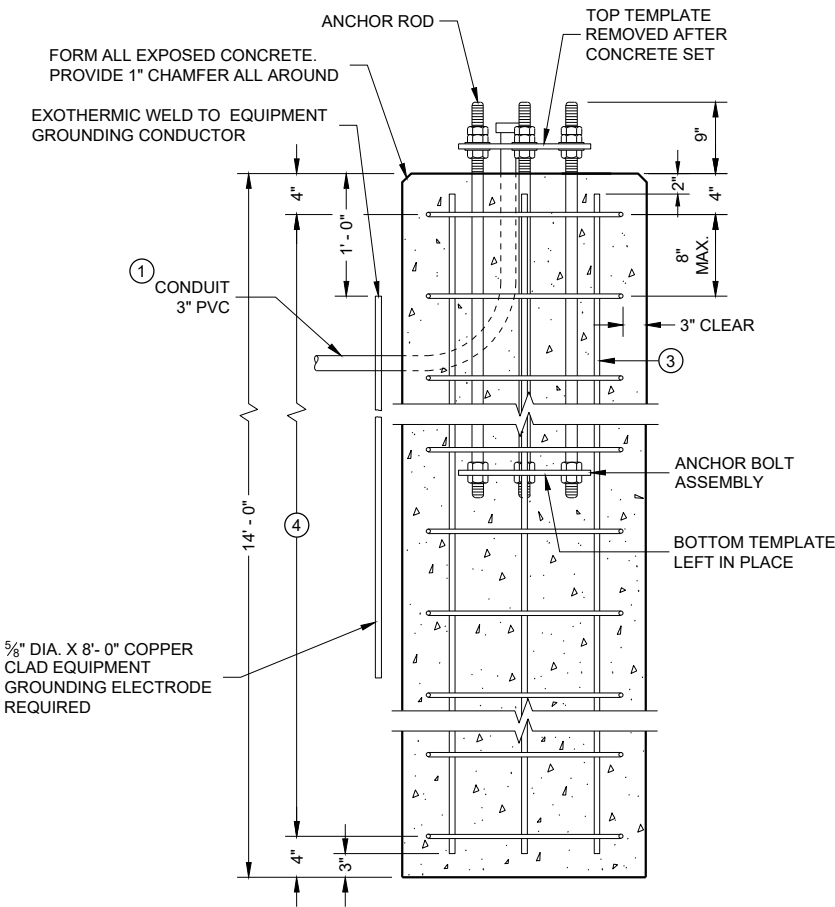
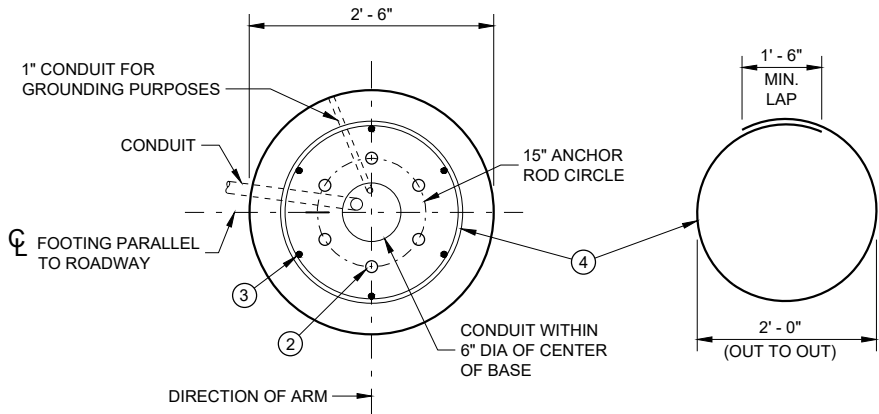
THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

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

- 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 (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER RUN) EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.
- 2
- (6) 1 1/2 DIA. X 4' - 4" ANCHOR RODS
- 3
- (6) NO. 6 X 13' - 7" BAR STEEL REINFORCEMENT.
- 4
- (21) NO. 5 X 7'-10" BAR STEEL REINFORCEMENT @ 8" MAX. C-C.

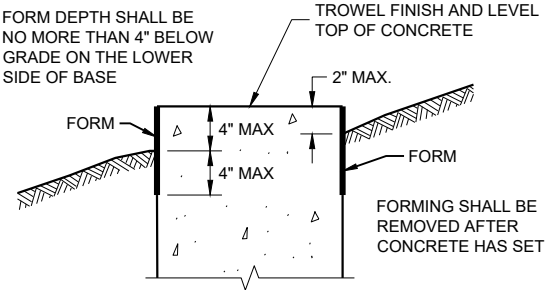
CONCRETE MASONRY.....	fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....	fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION)	fy = 55,000 p.s.i.
TEMPLATES, ASTM A709, GRADE 36.....	fy = 36,000 p.s.i.

QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	2.5
LBS. OF HOOP BAR STEEL	172
LBS. OF VERTICAL BAR STEEL	122

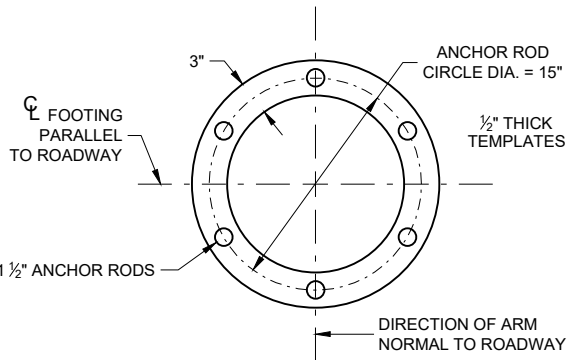


CONCRETE BASE, TYPE 10
(FOR TYPE 9, TYPE 10 AND OVER HEIGHT (OH) POLES)

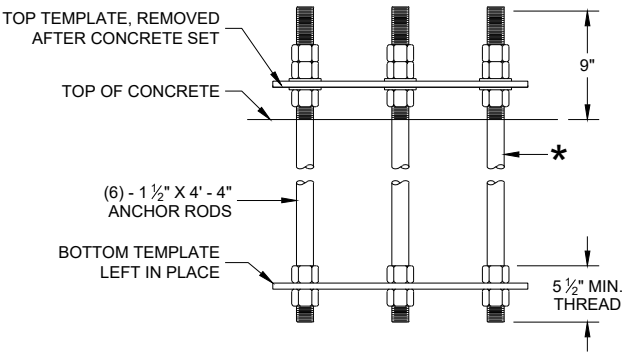
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE SDD 9C13 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.



FORMING DETAIL



TOP AND BOTTOM TEMPLATE



ANCHOR ROD
ASSEMBLY DETAILS

* THREAD TOP 10" OF ANCHOR ROD FOR 3 NUTS AND 2 WASHERS AND BOTTOM 5 1/2" FOR 2 NUTS PER ANCHOR ROD. HOT DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR ROD (ASTM A123) AND HOT DIP NUTS AND WASHERS (ASTM A153. USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

CONCRETE BASE
TYPE 10

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2017 DATE /S/ Ahmet Demerbilek
WIND LOADED STRUCTL PROGRAM LEADER 147
FHWA

GENERAL NOTES

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

THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING. A STEEL CASING OR CORRUGATED METAL PIPE IS ALLOWED TO REMAIN. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BASE IN LAYERS OF ONE FOOT OR LESS.

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

ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR RODS STICK OUT ABOVE TOP OF CONCRETE FOOTING BASE PER THIS SHEET.

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

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

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

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

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

FORM ALL EXPOSED CONCRETE CORNERS WITH 1" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

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

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4 1/2" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NON-METALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

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

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

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

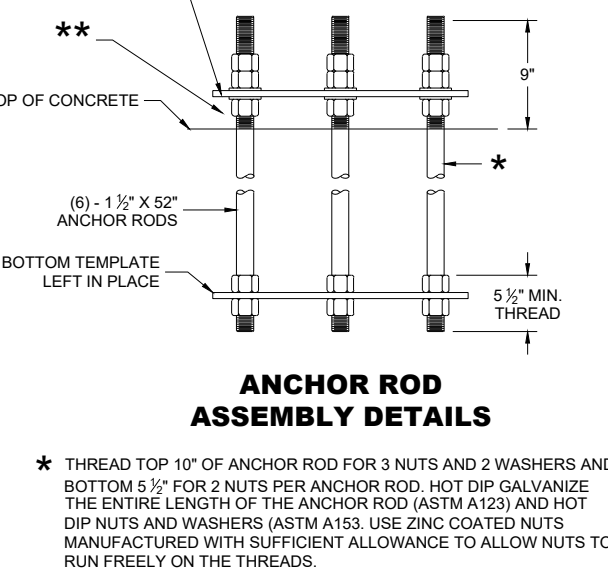
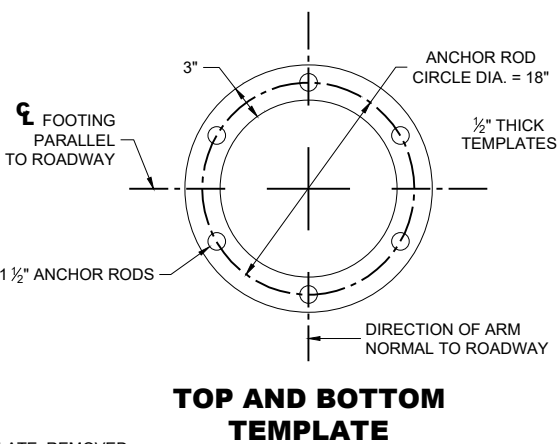
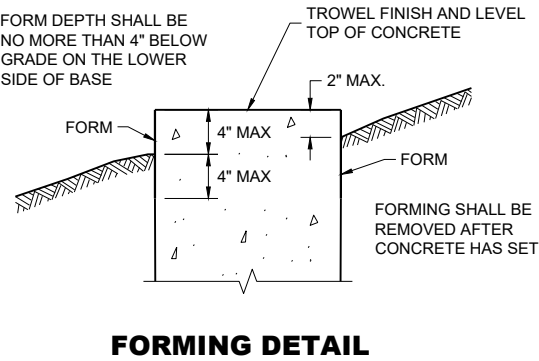
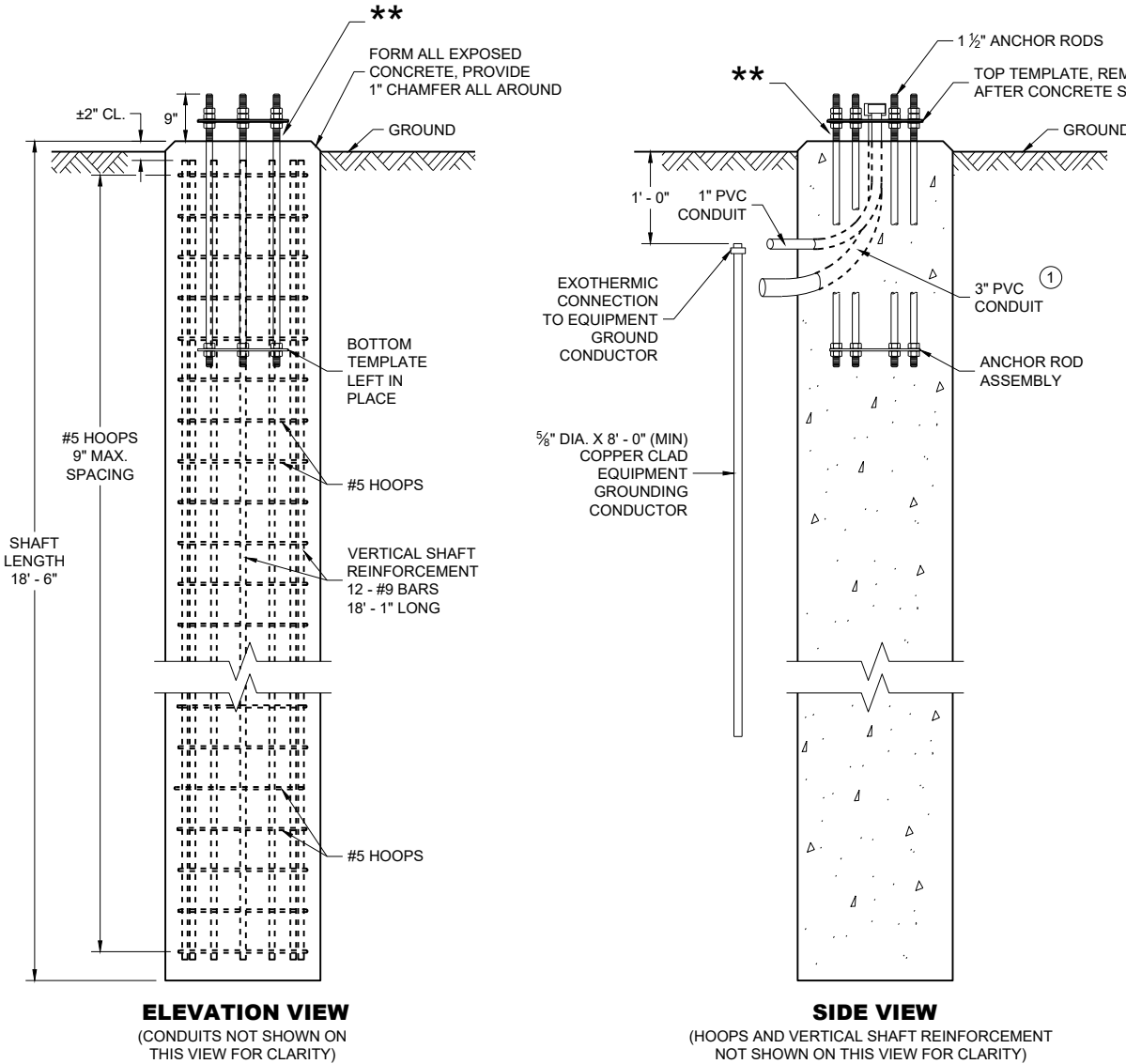
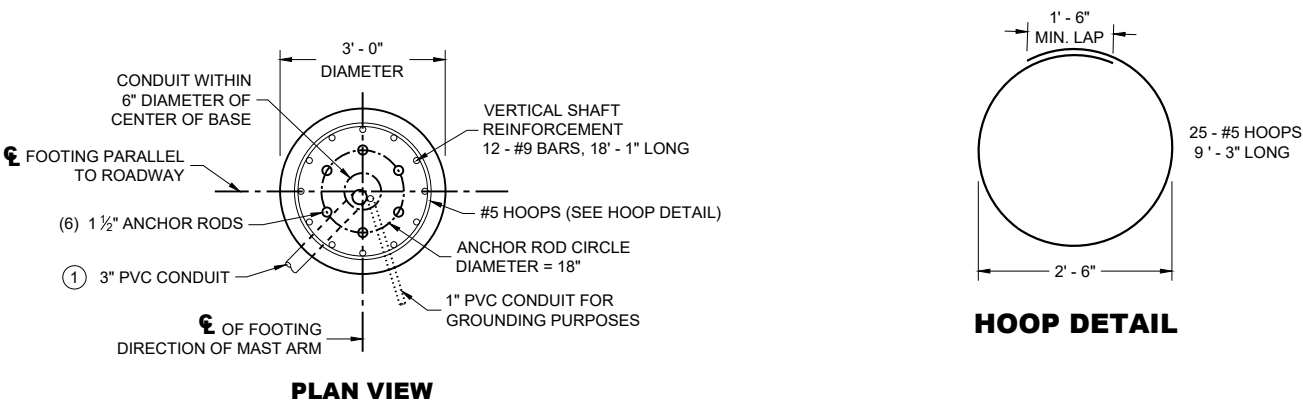
A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

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

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

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 (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER RUN) EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55.....fy = 55,000 p.s.i.
(IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION)
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.



* THREAD TOP 10" OF ANCHOR ROD FOR 3 NUTS AND 2 WASHERS AND BOTTOM 5 1/2" FOR 2 NUTS PER ANCHOR ROD. HOT DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR ROD (ASTM A123) AND HOT DIP NUTS AND WASHERS (ASTM A153. USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

** RODENT PROTECTION REQUIRED

CONCRETE BASE, TYPE 10 SPECIAL
(FOR TYPE 9 SPECIAL AND TYPE 10 SPECIAL POLES AND OVER HEIGHT (OH) POLES)

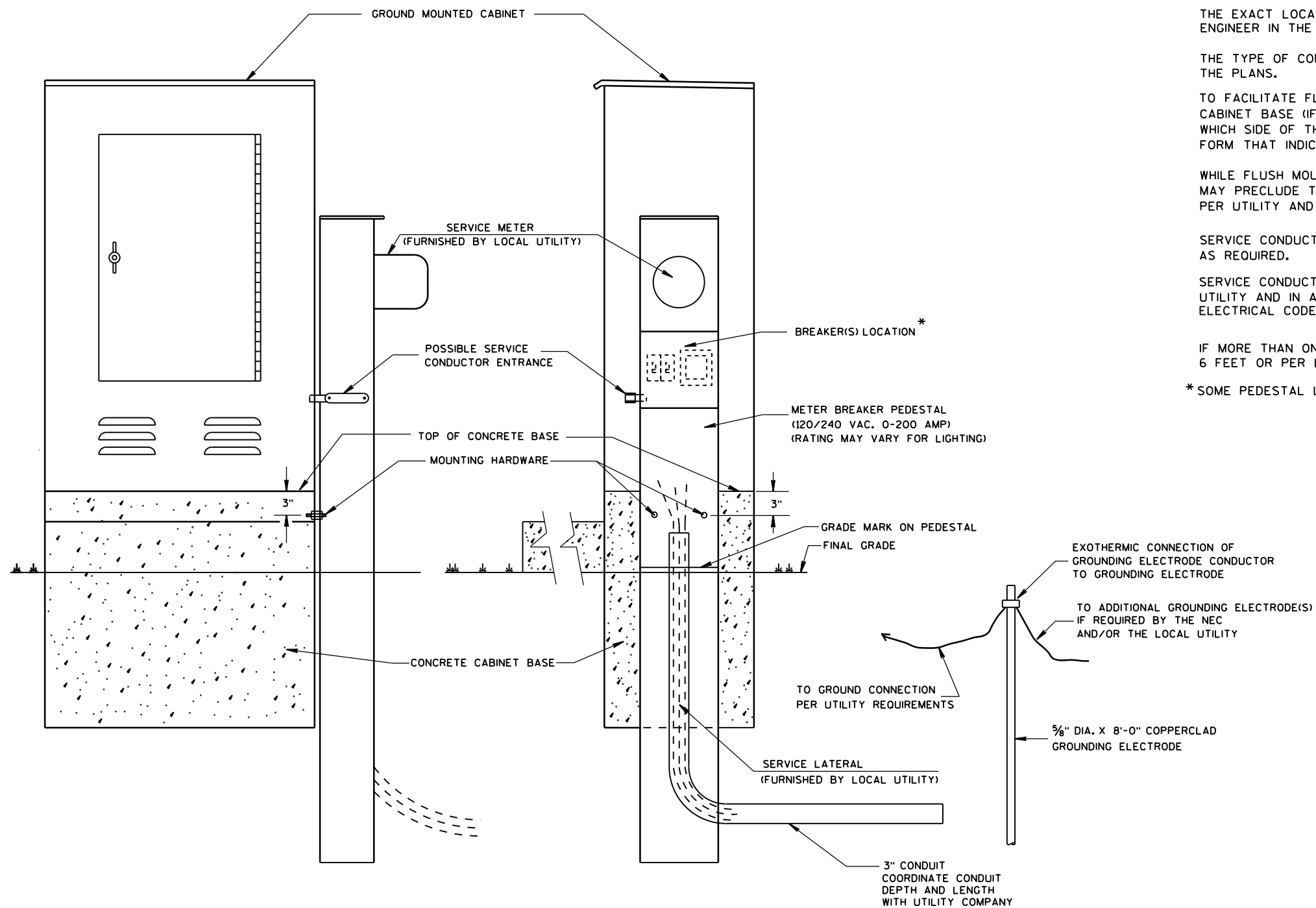
CONCRETE = 4.8 CUBIC YARD
H.S. REINFORCEMENT = 979 LBS.

FOR USE WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION.

CONCRETE BASE
TYPE 10 SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 /S/ Alex Crabtree
DATE WIND LOADED STRUCTURES PROGRAM LEADER
FHWA



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE, CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH, THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

CABINET SERVICE INSTALLATION
(METER BREAKER PEDESTAL)

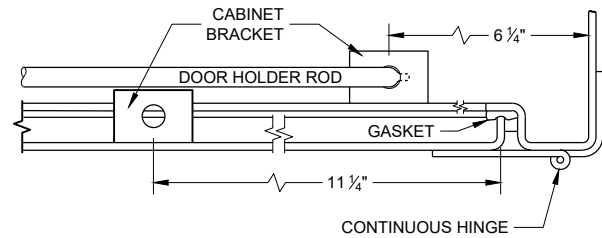
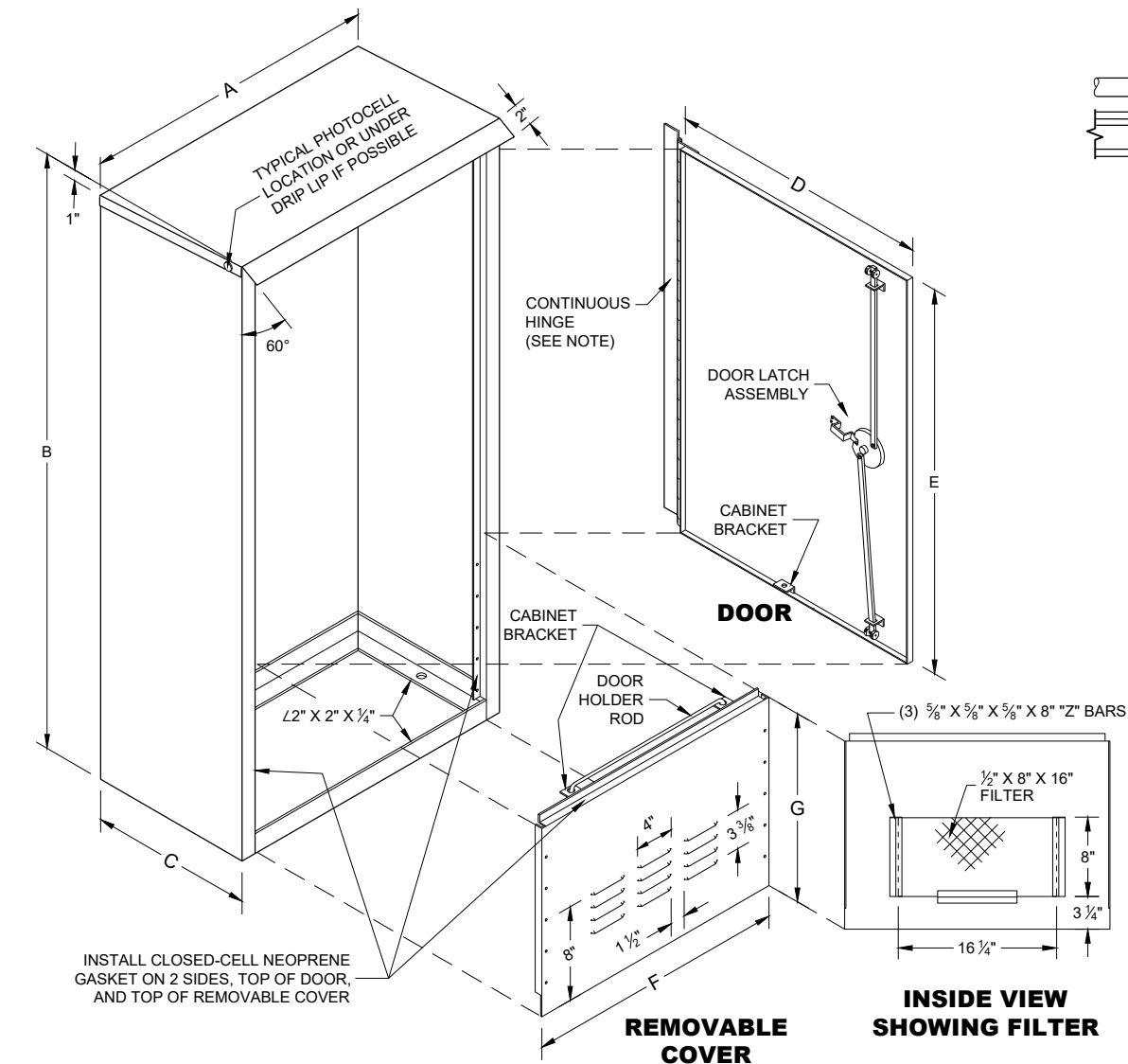
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

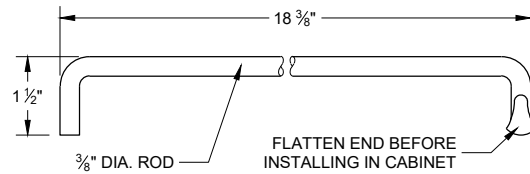
Sept. 2014
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL 149

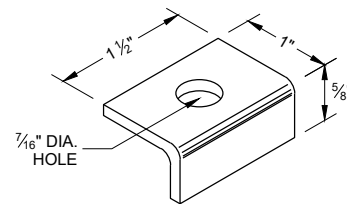
FHWA



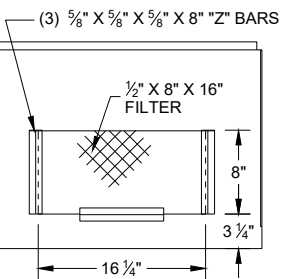
HINGE AND DOOR HOLDER



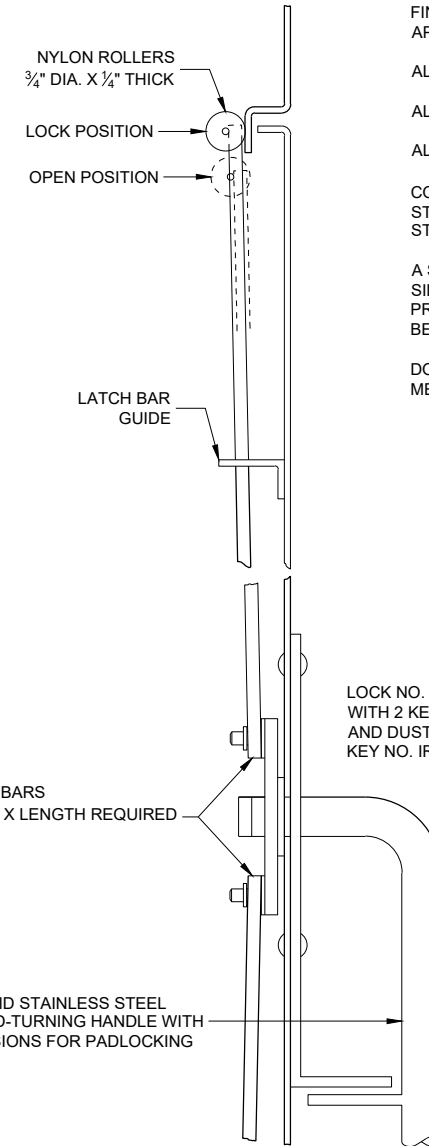
HOLDER ROD



CABINET BRACKET

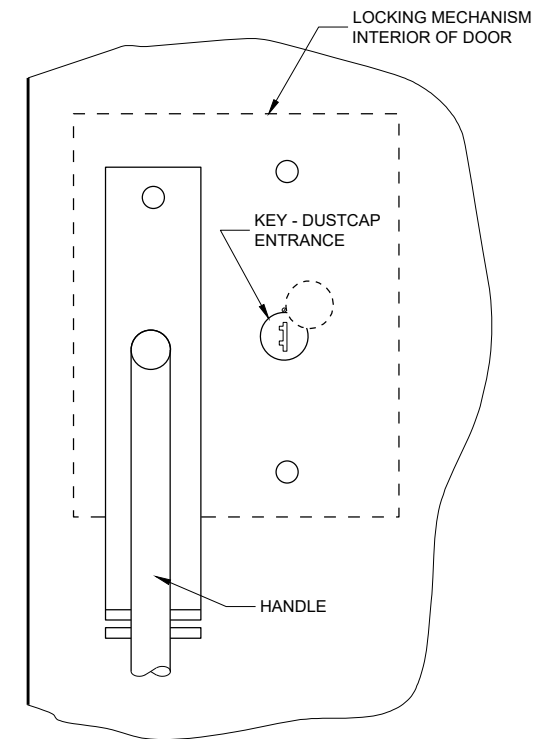


INSIDE VIEW SHOWING FILTER



SIDE VIEW

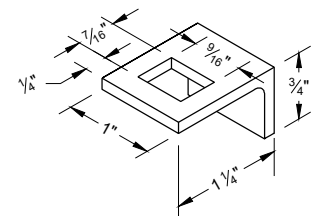
LATCH ASSEMBLY



FRONT VIEW

TABLE OF DIMENSIONS (INCHES)

MARK	CABINET TYPE		
	3060	3860	3866
A	30	38	38
B	60	60	66
C	16 1/2	16 1/2	24
D	26 1/2	34 3/4	33 3/4
E	38 3/4	38 3/4	38 3/4
F	26 1/2	34 3/4	33 3/4
G	19	19	25
H	16 1/2	16 1/2	24
H/2	8 3/4	8 3/4	12
J	30	38	38
J/2	15	19	19
K	13 3/4	13 3/4	21 1/4
L	27 1/2	35 1/2	35 1/2



LATCH BAR GUIDE

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.

PRIME WITH PHOSPHATE TREATMENT AND PRIMER.

FINISH EXTERIOR SURFACES WITH RUSTOLEUM #906 SILVER GRAY OR APPROVED EQUAL.

FINISH INTERIOR WITH RUSTOLEUM #2766 HIGH GLOSS WHITE ENAMEL OR APPROVED EQUAL.

ALL SHEET METAL PARTS SHALL BE .125 INCH THICK ALUMINUM.

ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

ALUMINUM SHALL BE TYPE 5052-H32.

CONTINUOUS HINGE SHALL BE HEAVY GAUGE ALUMINUM WITH 1/2" DIAMETER STAINLESS STEEL HINGE PIN. HINGE IS SECURED WITH 1/4" X 20 TPI STAINLESS STEEL CARRIAGE BOLTS AND STAINLESS STEEL NYLOCK NUTS.

A SINGLE PHOTOCELL SHALL BE LOCATED ON THE NORTH - NORTHEAST SIDE OF THE CABINET UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISIONS. THE PHOTOCELL SHALL BE PLACED AS SHOWN AND SHALL BE LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST.

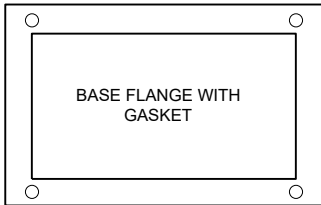
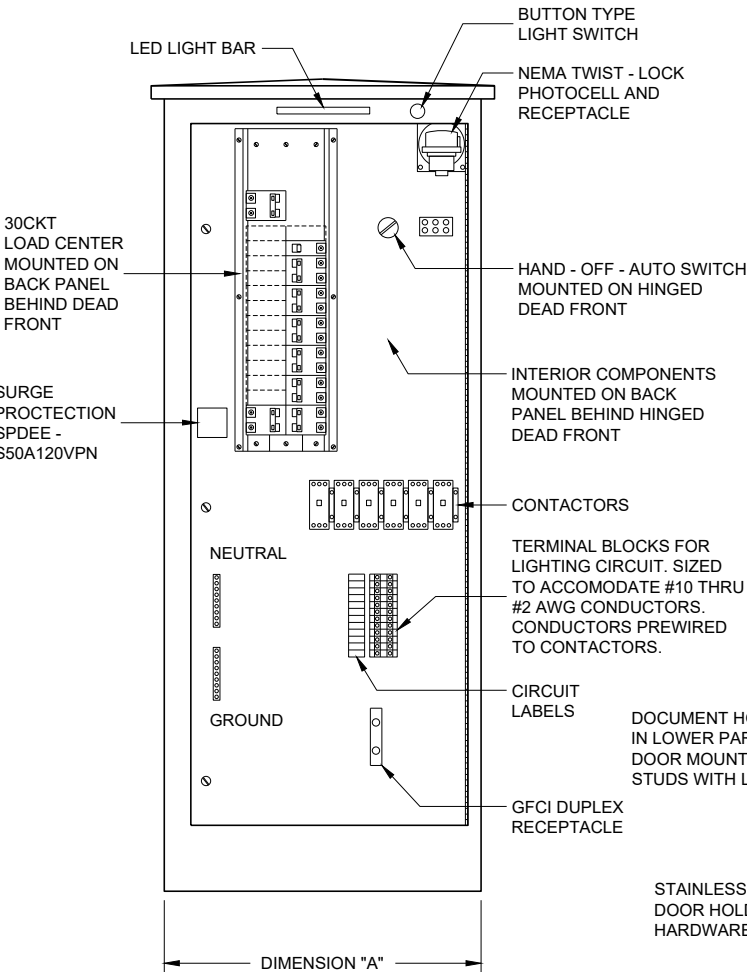
DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.

SIGNAL CONTROL CABINET

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014 /S/ Ahmet Demerbilek
DATE STATE ELECTRICAL ENGI 150
FHWA

FRONT INTERIOR
ELEVATION



LIGHTING CONTROL CABINET

SIDE VIEW

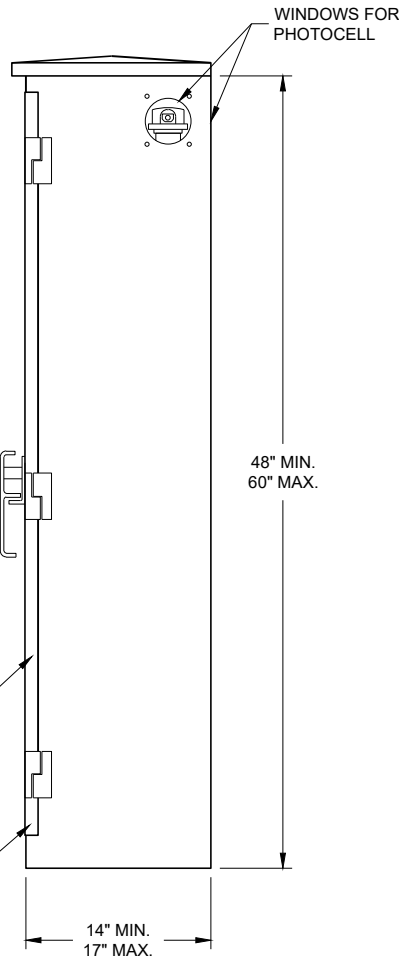
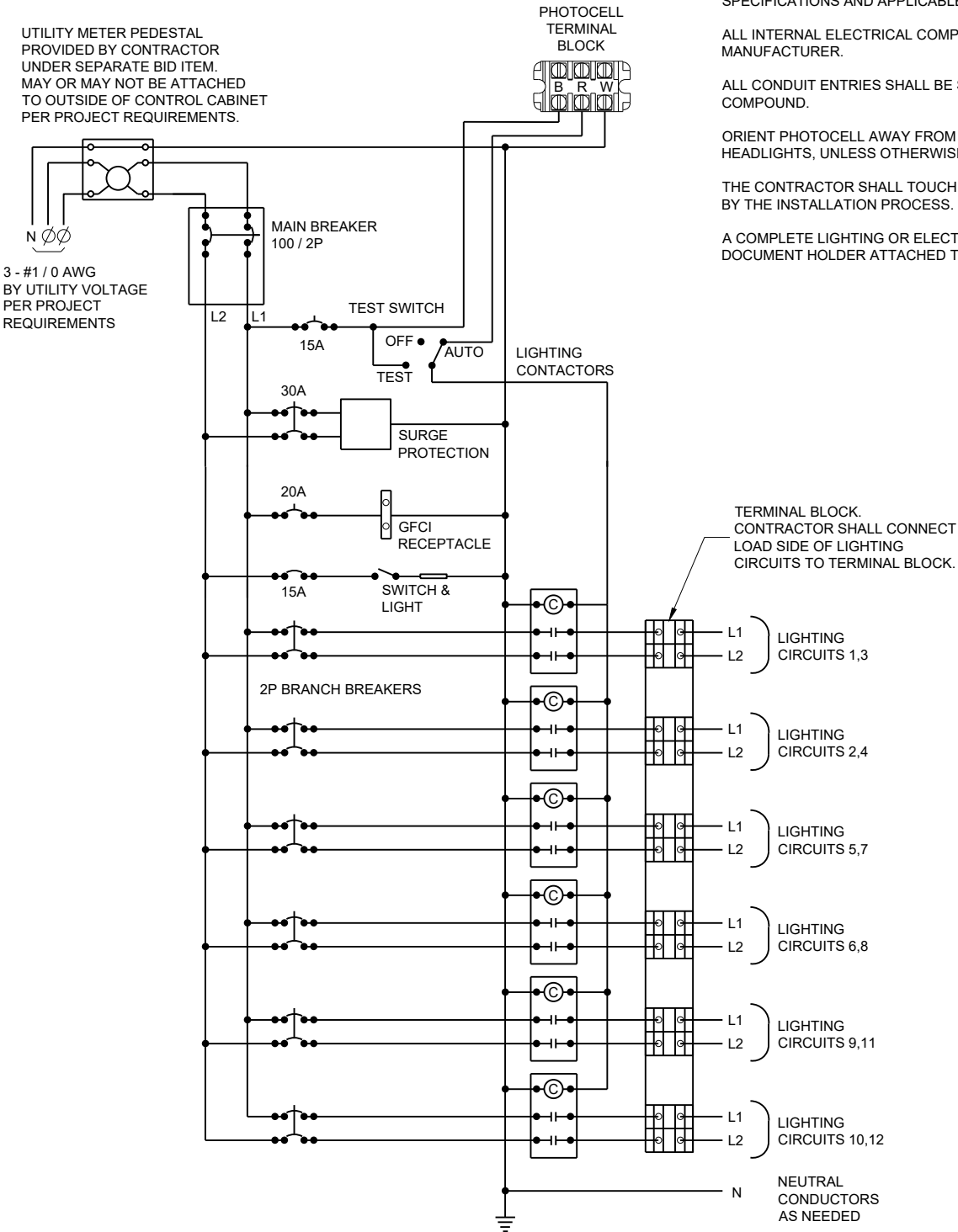


TABLE OF DIMENSIONS (INCHES)		
CONCRETE BASE TYPE	CABINET WIDTH	DIMENSION "A"
L24	24"	24"
L30	30"	30"

UTILITY METER PEDESTAL PROVIDED BY CONTRACTOR UNDER SEPARATE BID ITEM. MAY OR MAY NOT BE ATTACHED TO OUTSIDE OF CONTROL CABINET PER PROJECT REQUIREMENTS.



CONTROL CABINET SCHEMATIC

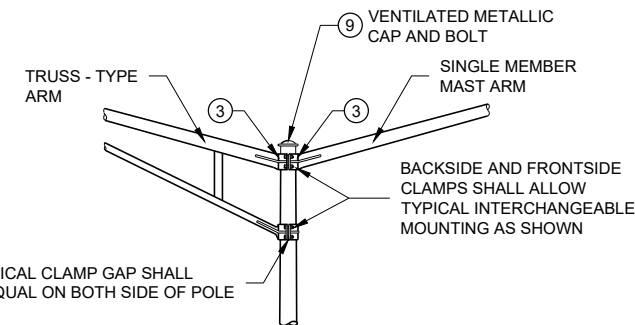
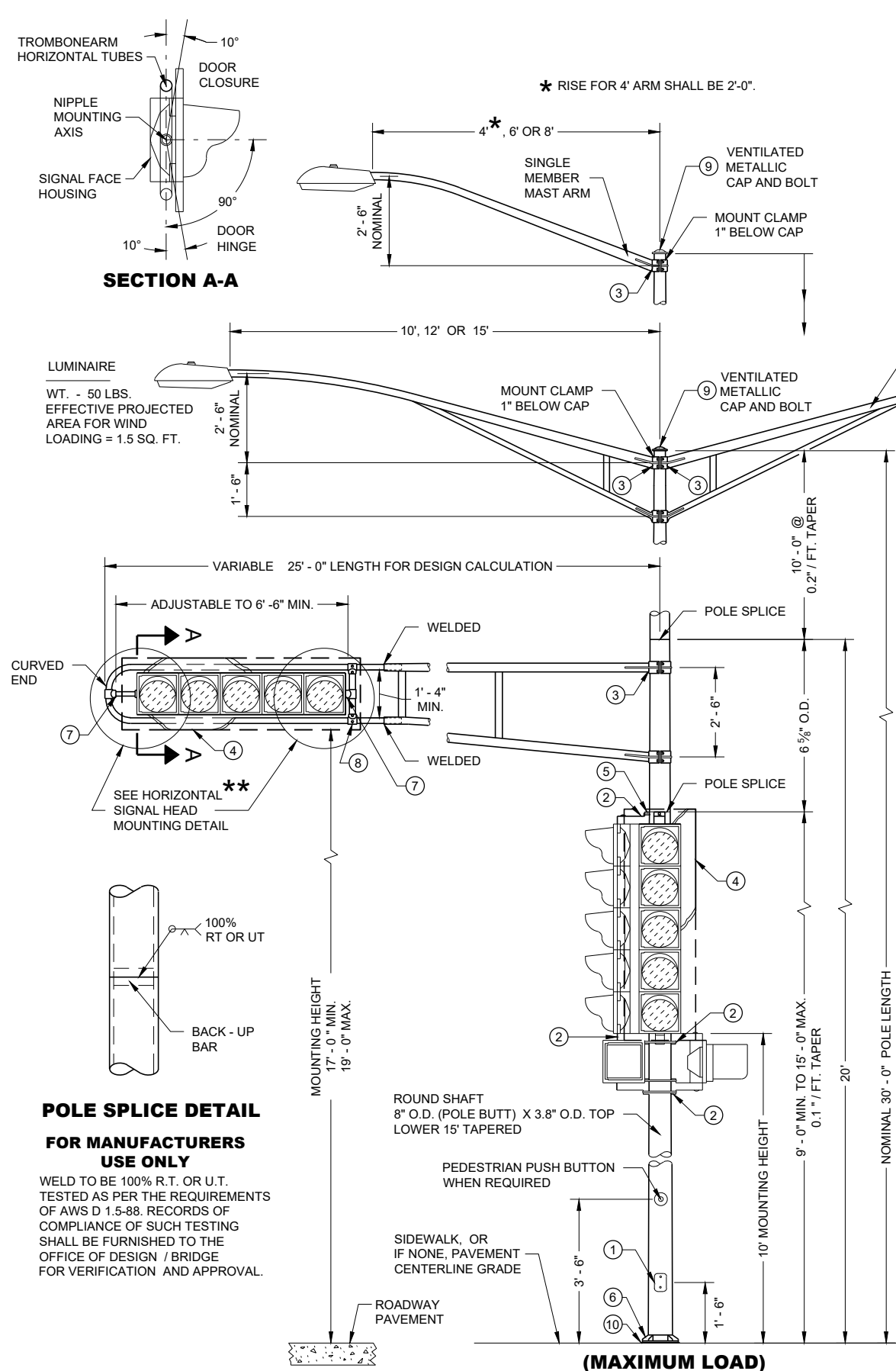
GENERAL NOTES

- 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.
- ALL INTERNAL ELECTRICAL COMPONENTS WILL BE PRE - WIRED BY THE CABINET MANUFACTURER.
- ALL CONDUIT ENTRIES SHALL BE SEALED WITH AN APPROPRIATE DUCT SEALING COMPOUND.
- ORIENT PHOTOCELL AWAY FROM AMBIENT LIGHT SOURCES AND ONCOMING TRAFFIC HEADLIGHTS, UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISION.
- THE CONTRACTOR SHALL TOUCH UP ANY DAMAGE TO THE ANODIZED FINISH CAUSED BY THE INSTALLATION PROCESS. COLOR MATCH PAINT SHALL BE USED.
- A COMPLETE LIGHTING OR ELECTRICAL PLAN SHALL BE SECURELY PLACED IN THE DOCUMENT HOLDER ATTACHED TO THE DOOR.

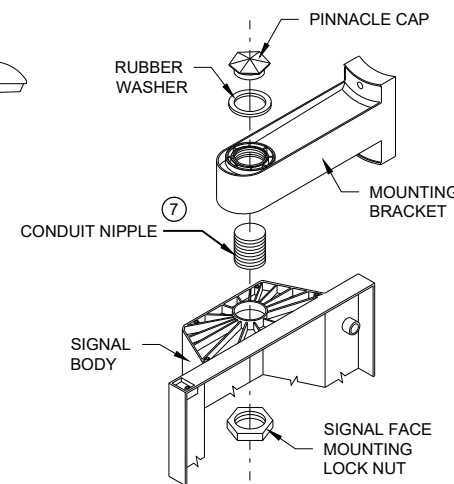
LIGHTING CONTROL CABINET
120 / 240 VOLT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

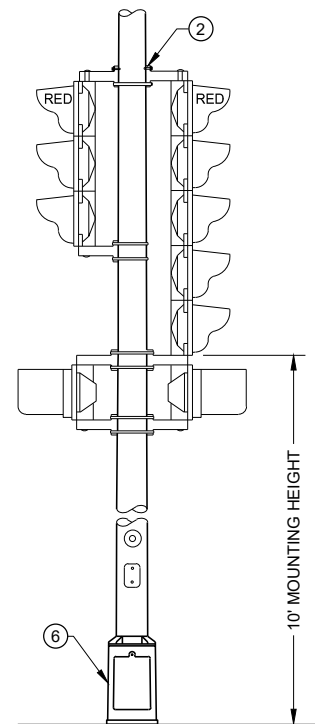
APPROVED
November 2018 /S/ Ahmet Demirelek
DATE STATE ELECTRICAL ENGI 151
FHWA



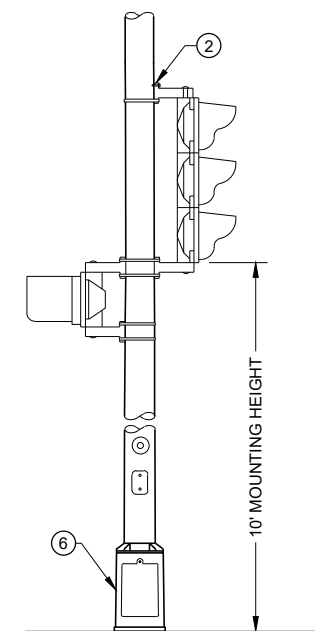
INTERCHANGEABLE MOUNTING DETAIL



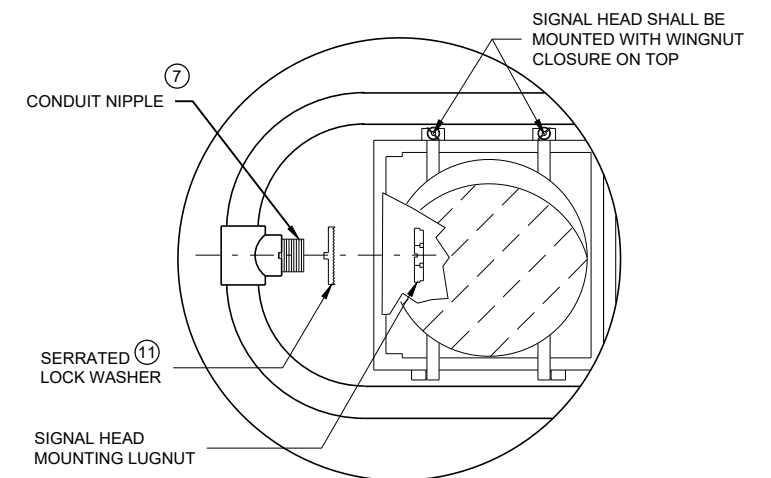
SIGNAL FACE MOUNTING DETAIL (BANDED)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE



HORIZONTAL SIGNAL HEAD MOUNTING DETAIL

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

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS TYPE 3 (HEAVY DUTY)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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

ALL TYPE 3 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL.

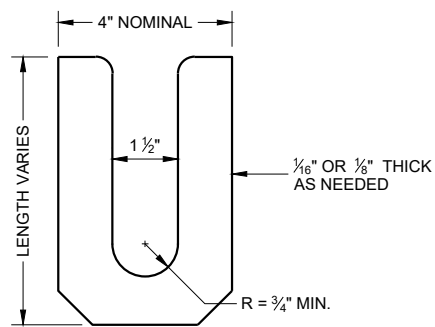
SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

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

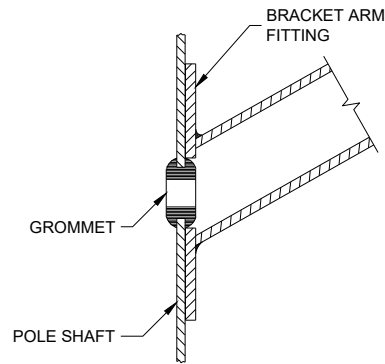
THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 3/8 INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

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

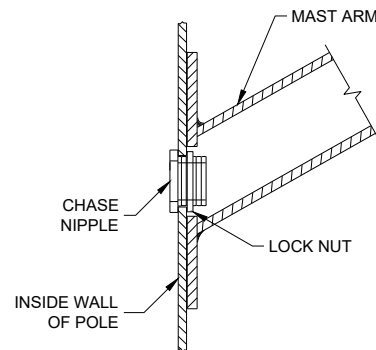
- 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) 1/4" X 3/4" - 20 TPI, STAINLESS STEEL, HEX HEAD BOLTS.
- SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING.
- GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 1/2" HOLE IN POLE SHAFT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



LEVELING SHIM
SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



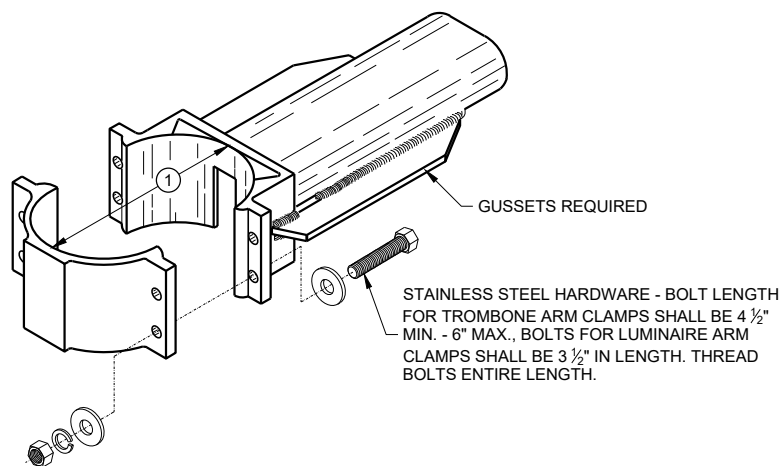
TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

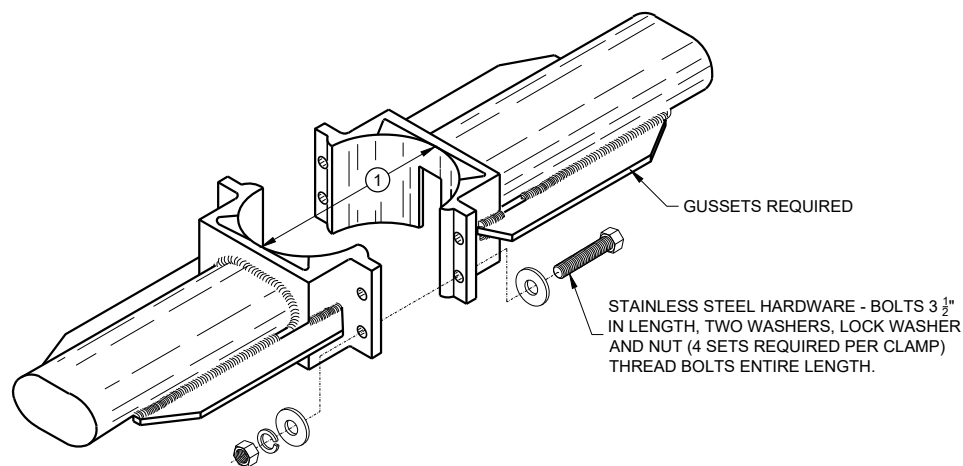
CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

- ① 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.
- ② INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)
- ③ BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.
- ④ LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

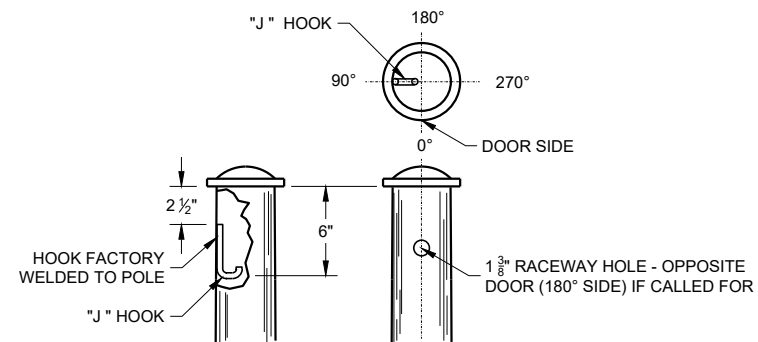
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



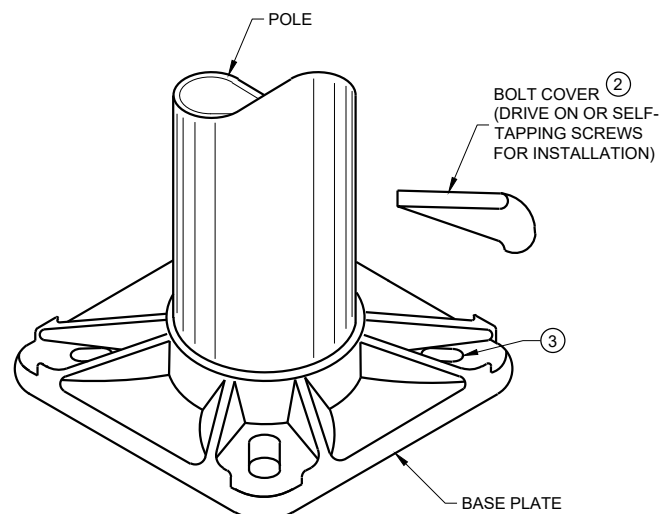
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



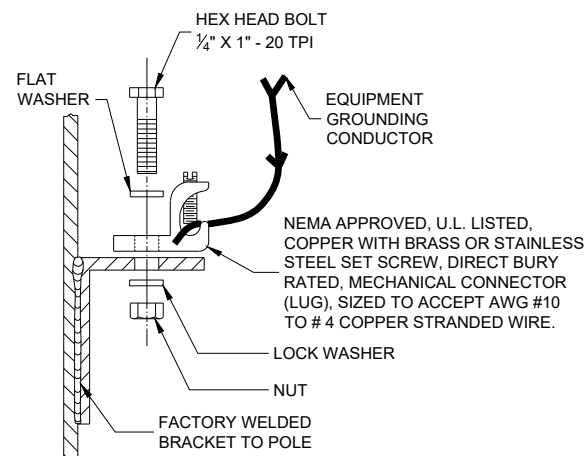
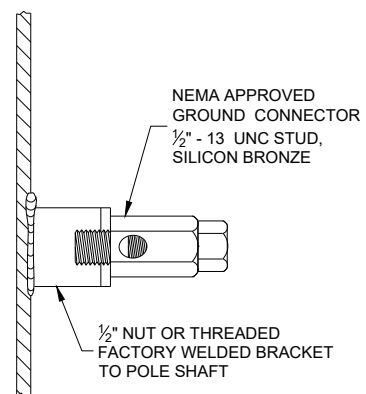
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS



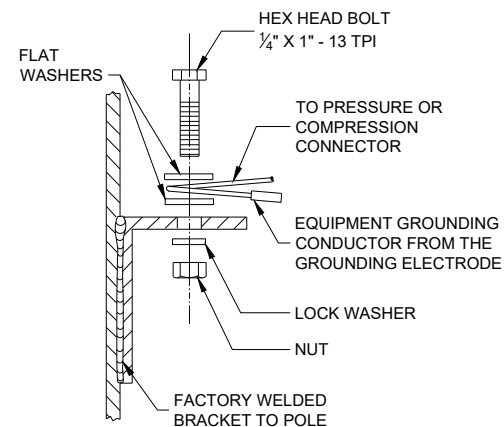
TYPICAL "J" HOOK LOCATION



BASE PLATE



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



HARDWARE DETAILS FOR POLE MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

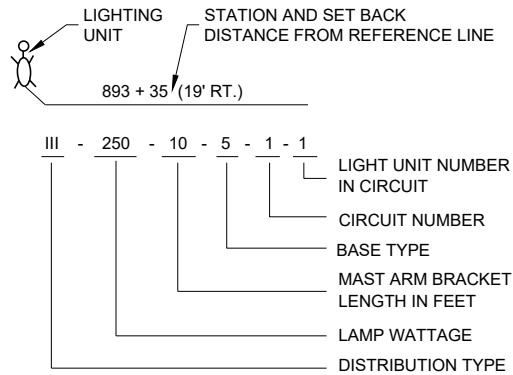
APPROVED
November 2018 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL ENGI 153
FHWA

GENERAL NOTES

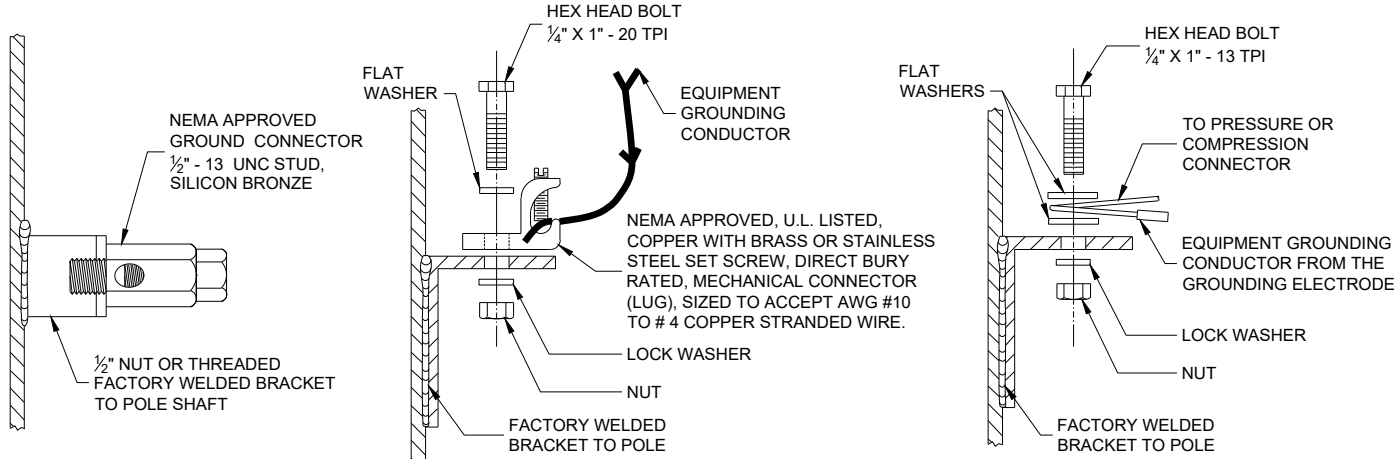
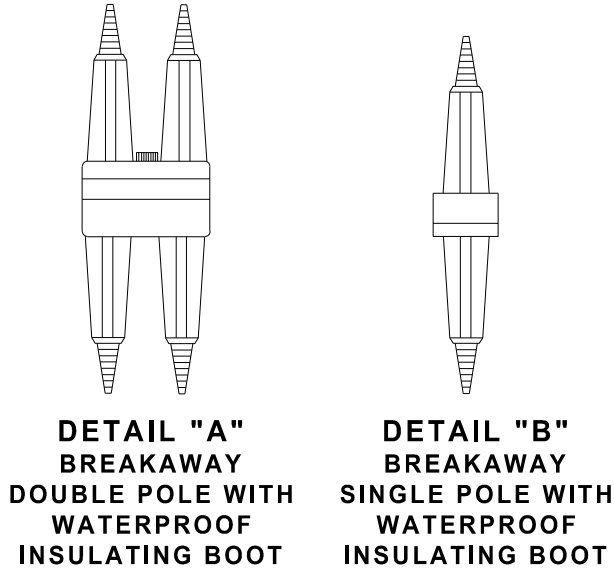
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

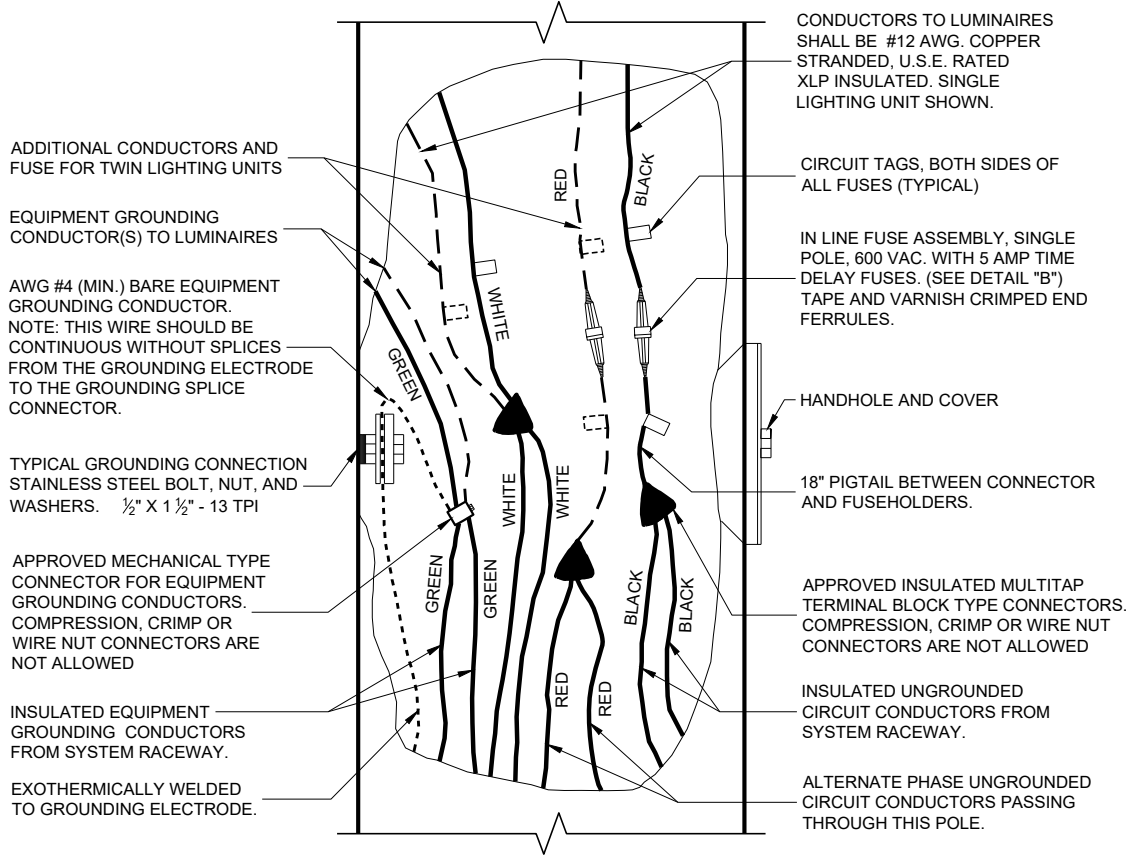
WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.



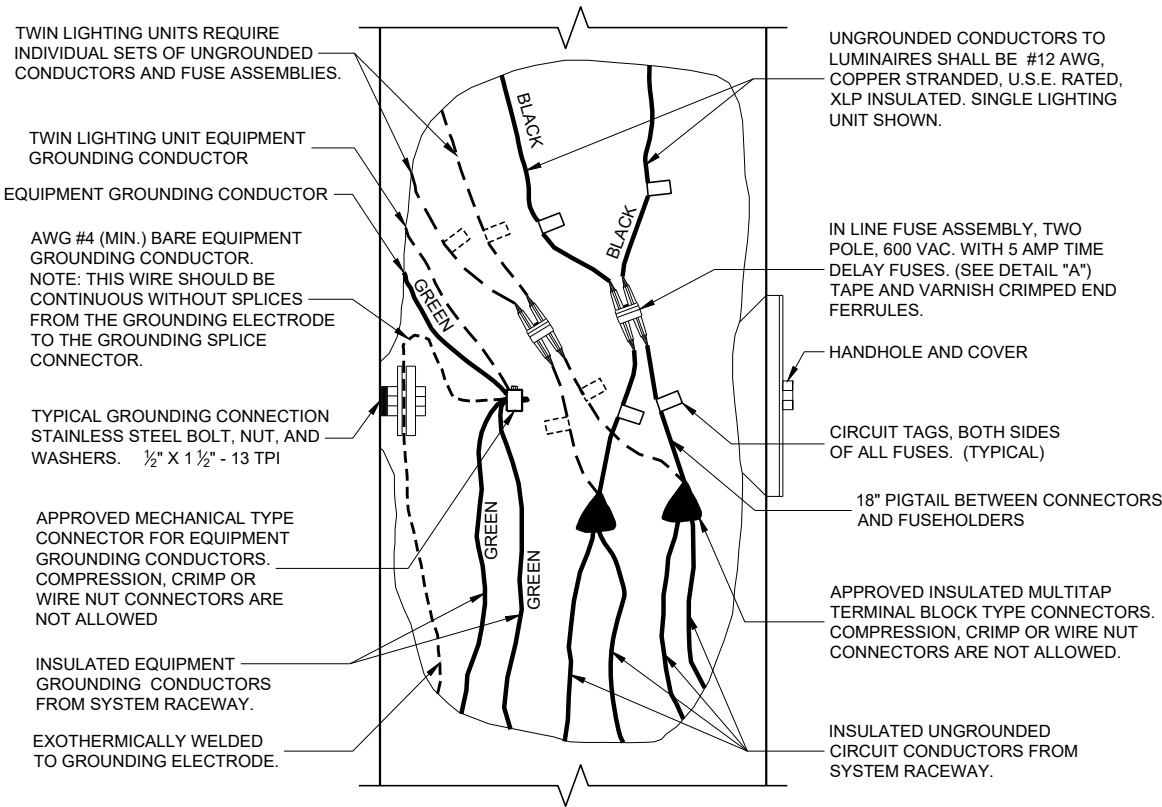
LIGHTING UNIT CODE
(TYPICAL)



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



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



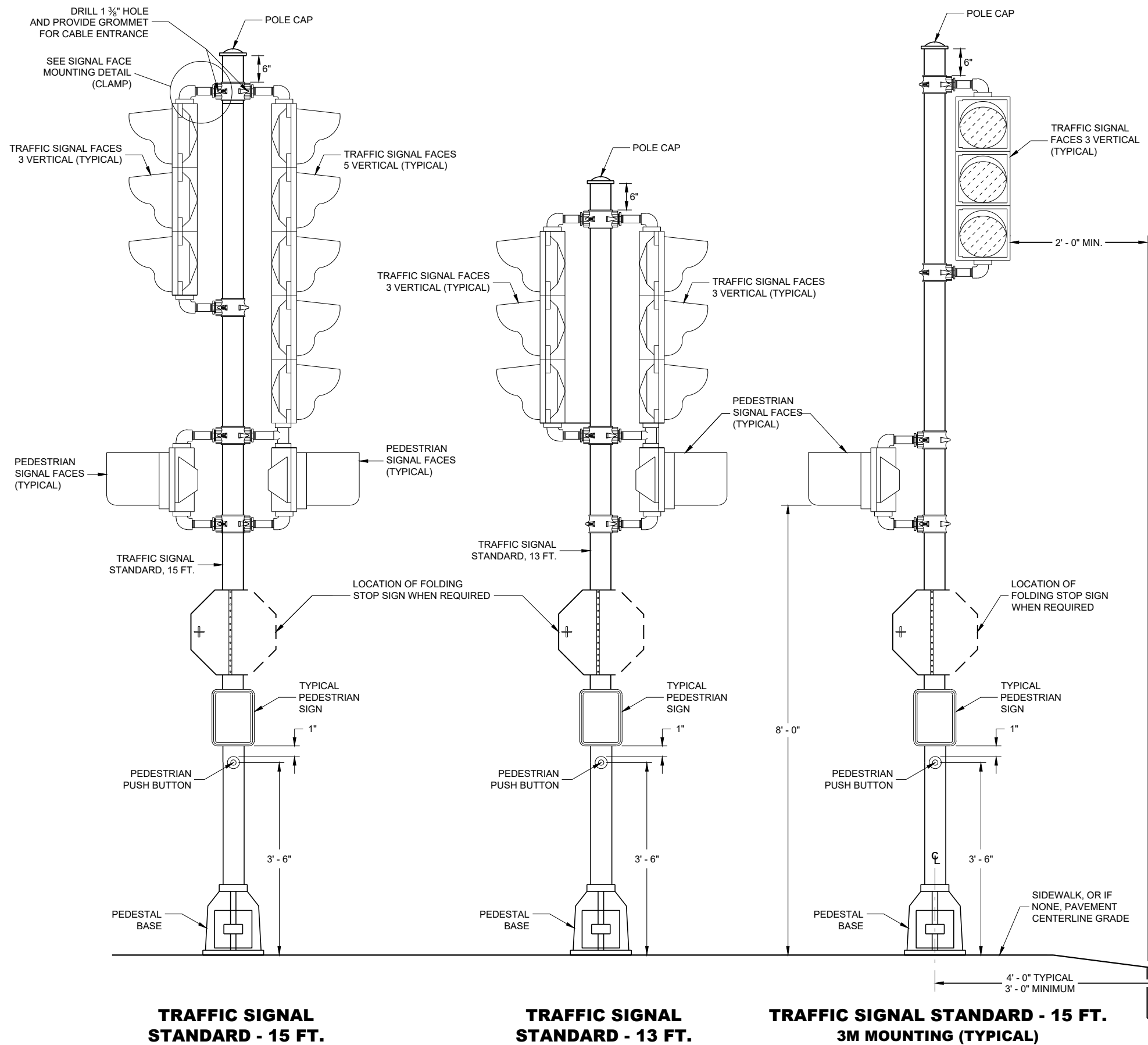
2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS)
WITH EQUIPMENT GROUNDING CONDUCTOR

NON - FREEWAY LIGHTING UNIT
POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018 /S/ Ahmet Demirelek
DATE STATE ELECTRICAL ENGI 154

FHWA



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.

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

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLE CLAMP (AS SHOWN) MOUNTING BRACKETS SHALL BE USED.

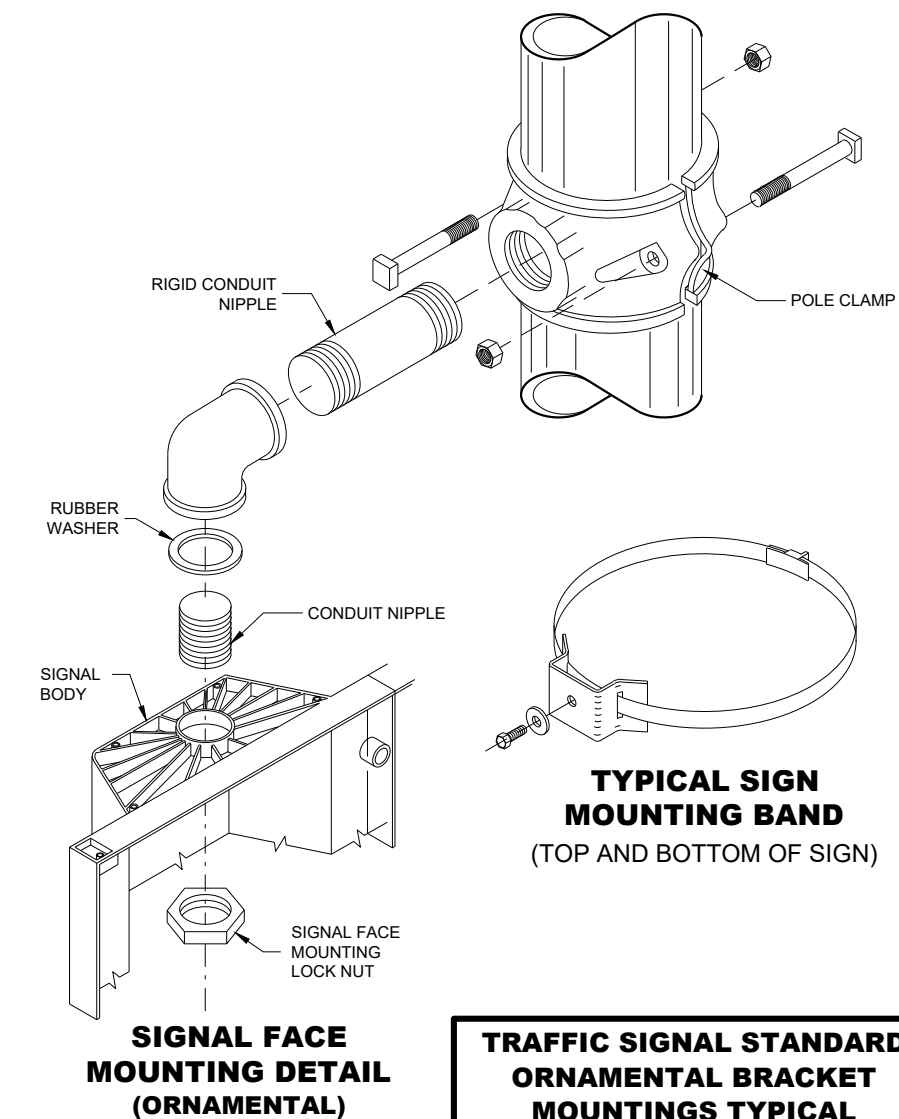
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

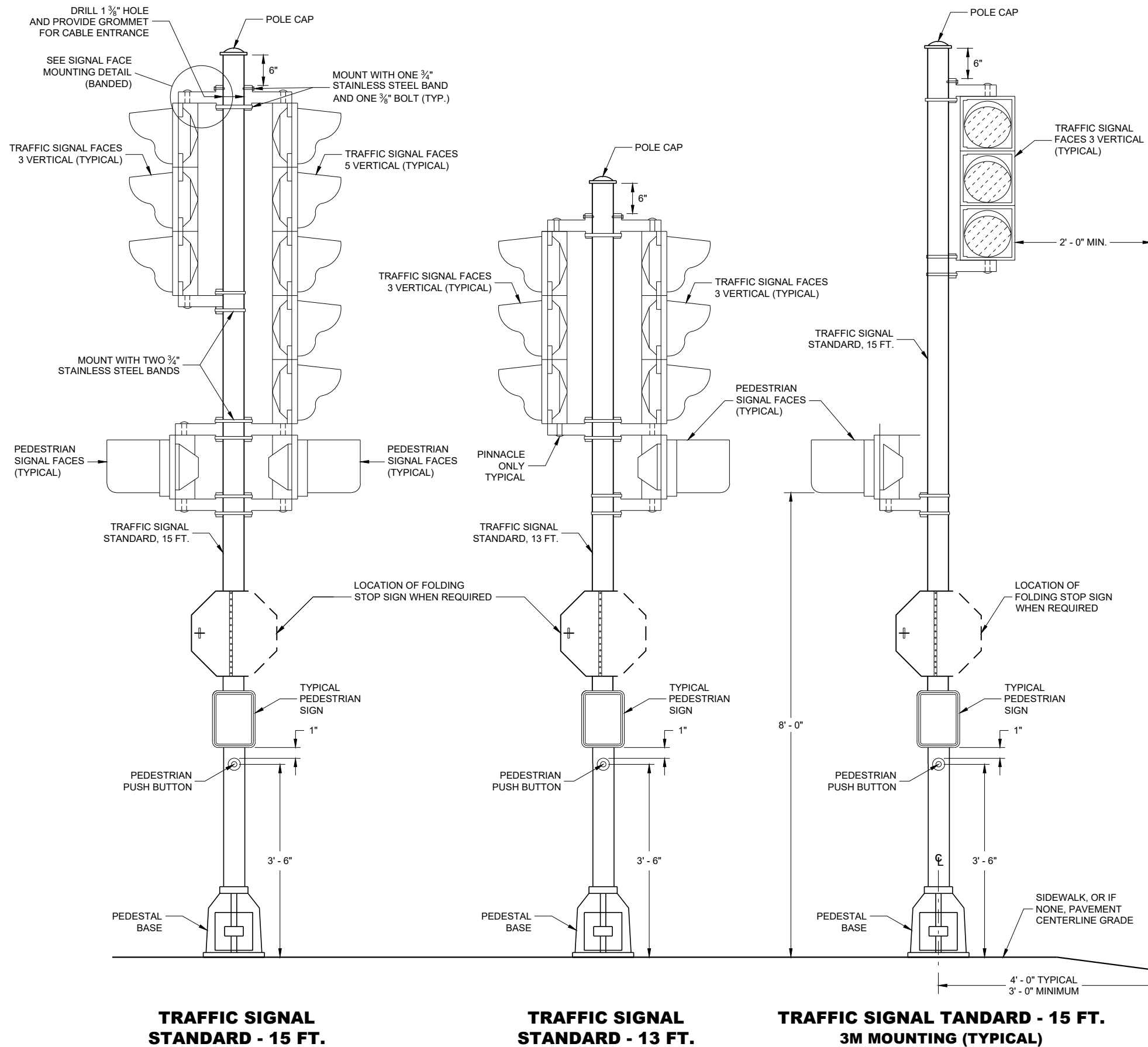
FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) 1/2" X 3/4" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



TRAFFIC SIGNAL STANDARD ORNAMENTAL BRACKET MOUNTINGS TYPICAL FOR 13 FT. OR 15 FT.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/28/2013
DATE
/S/ Ahmet Demirebilek
STATE ELECTRICAL ENGI 155
FHWA



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.

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

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

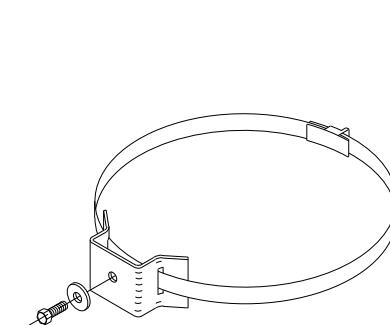
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

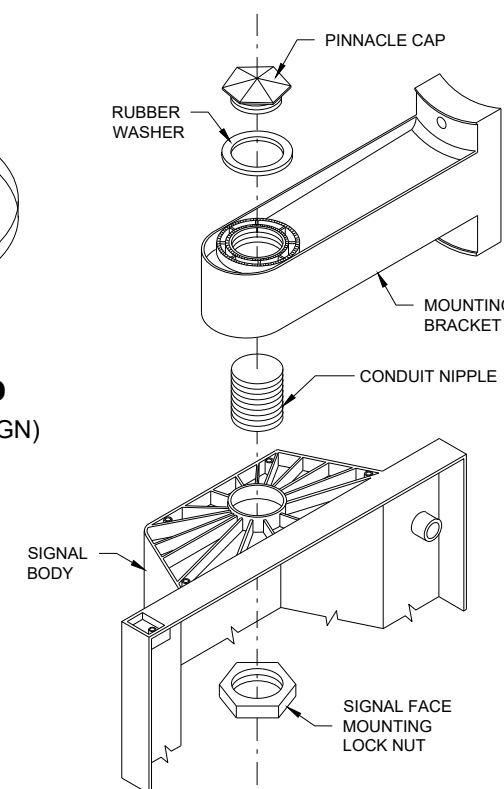
FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) 1/4" X 3/4" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)

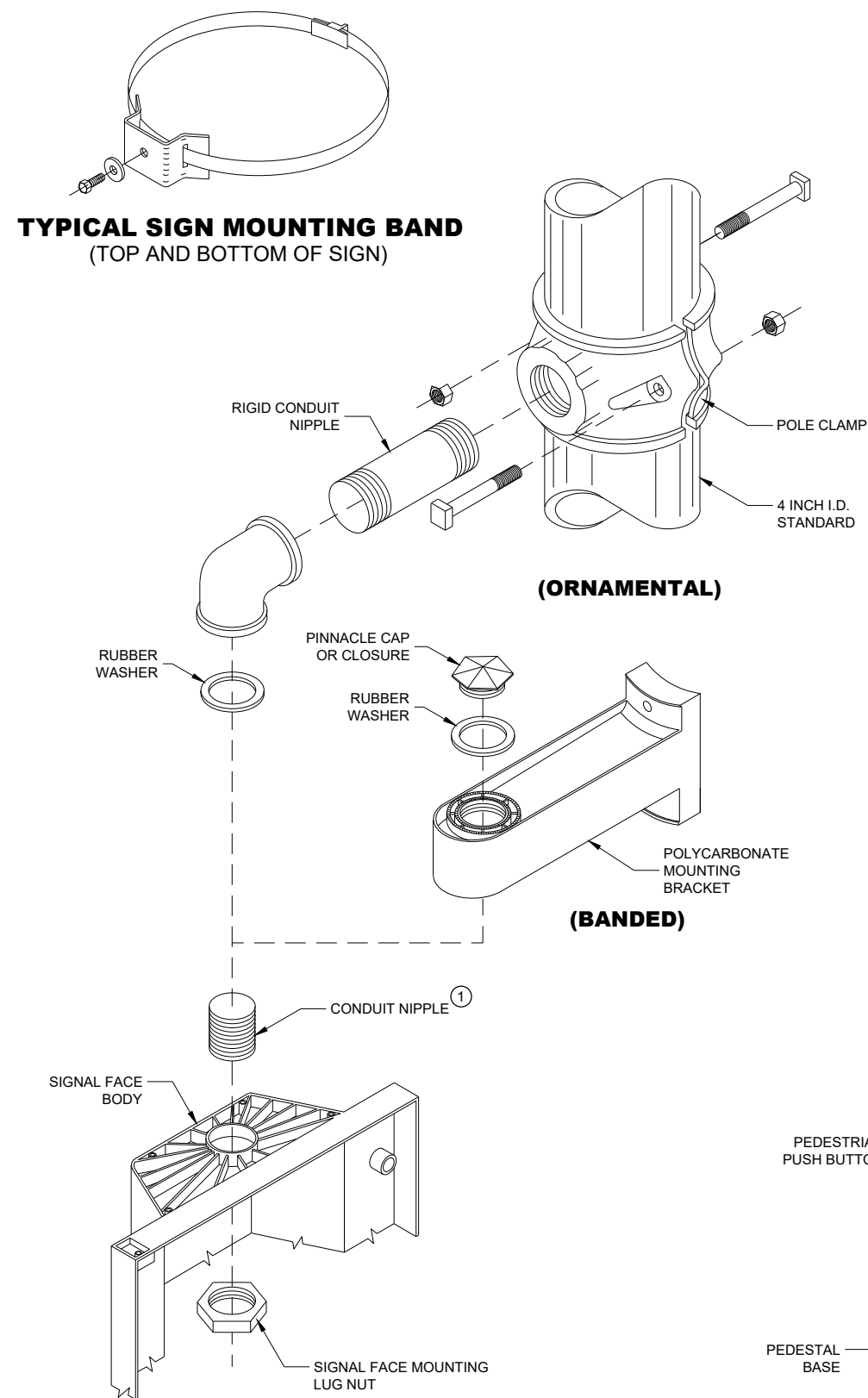
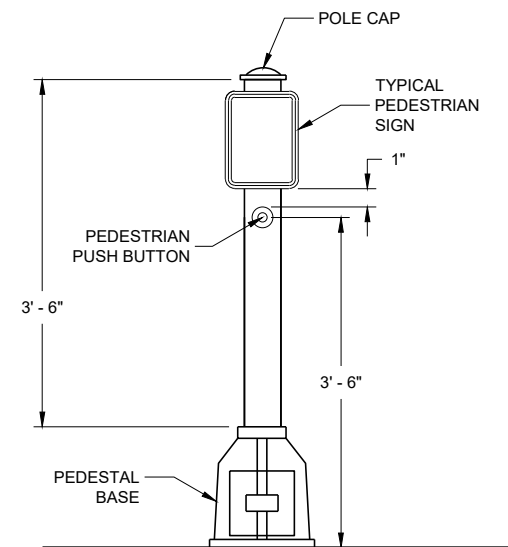
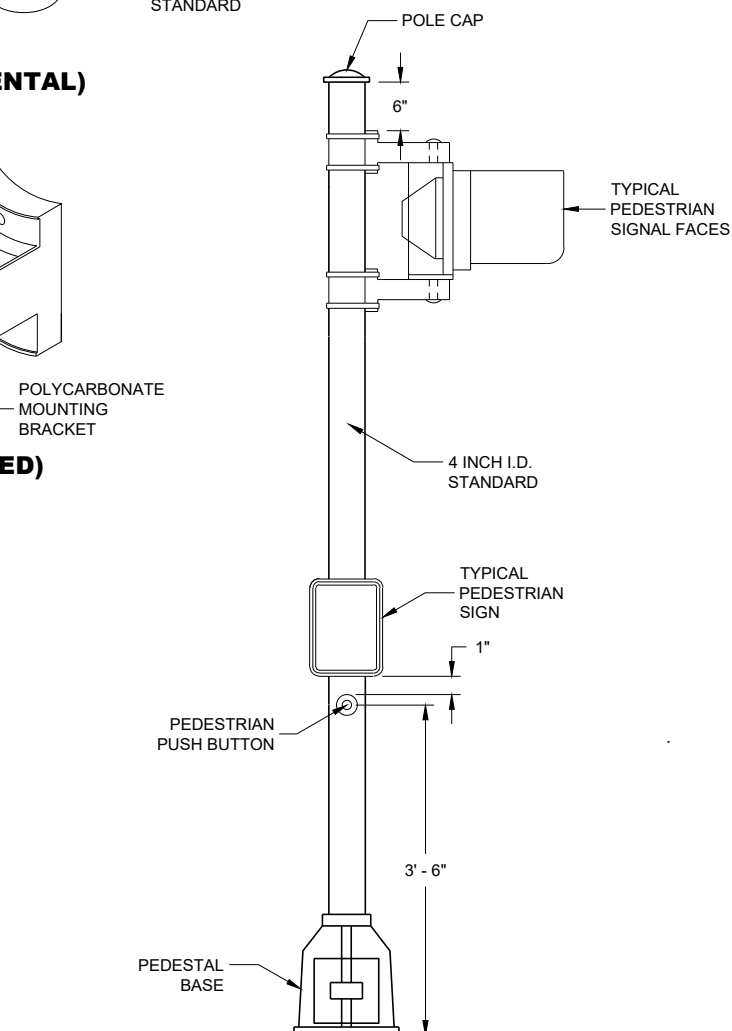
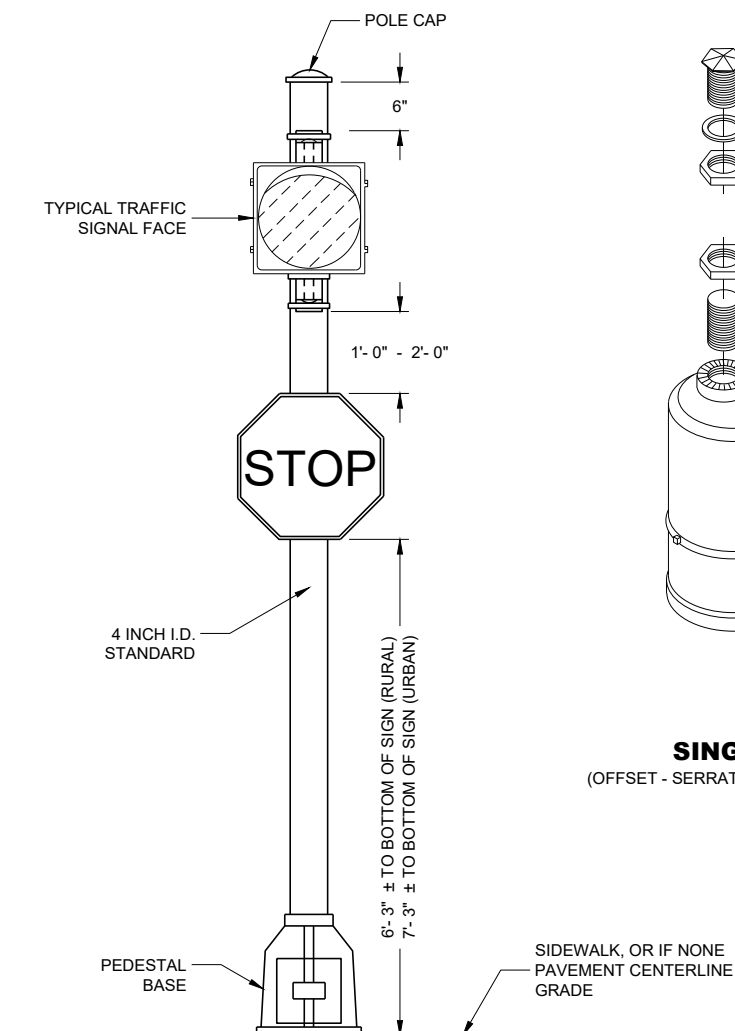


SIGNAL FACE MOUNTING DETAIL
(BANDED)

**TRAFFIC SIGNAL STANDARD
POLY BRACKET MOUNTINGS
(TYPICAL) 13 FT. OR 15 FT.**

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**SIGNAL FACE MOUNTING DETAILS****PEDESTRIAN PUSH BUTTON
TYPICAL MOUNTING****PEDESTRIAN FACE STANDARD - 10 FT.**
(WALK - DON'T WALK)**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.

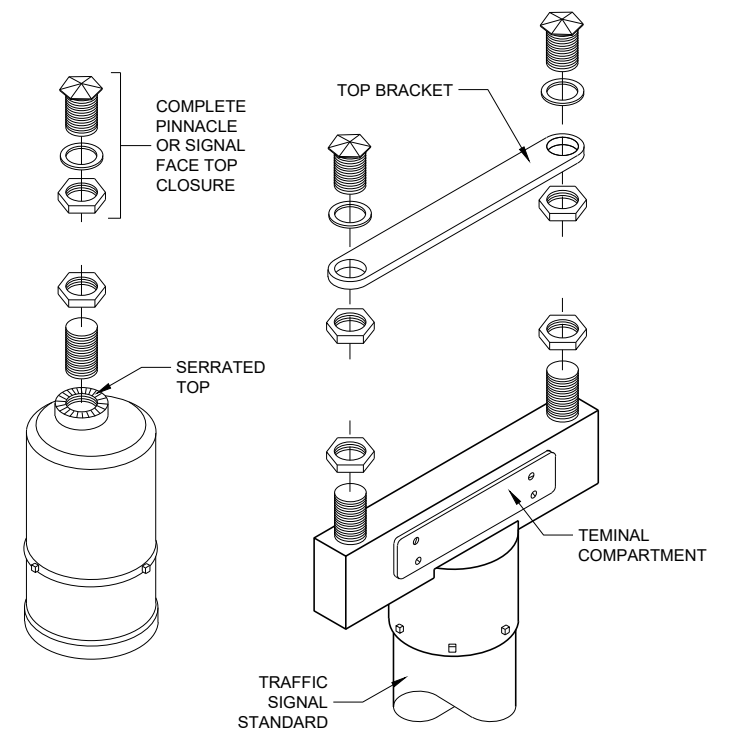
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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) 1/2" X 3/4" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

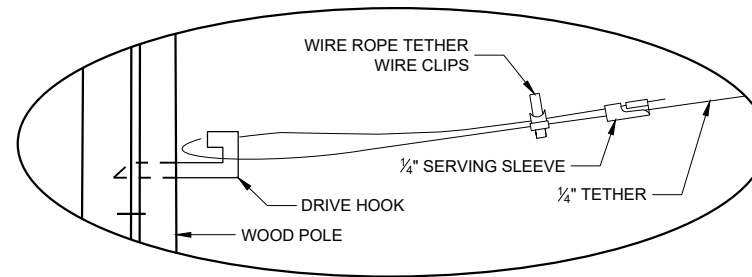
- ① USE 1 1/2" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 1/2" OPENING IN SIGNAL FACES AND BRACKET ENDS.

**SINGLE**
(OFFSET - SERRATED MOUNTING)**DOUBLE**
(SERRATED MOUNTING)**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 157
FHWA

MINIMUM POLE LENGTHS	POLE BURIAL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

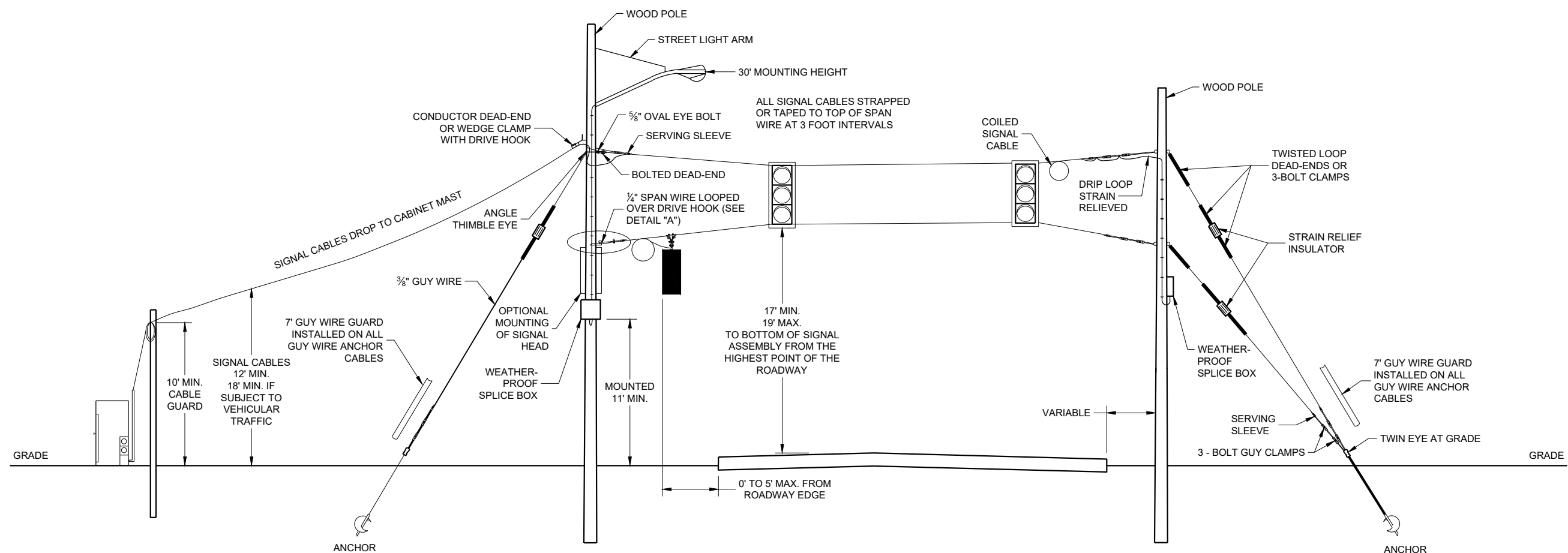


DETAIL "A"

GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
2. SIGNAL FACES:
 - A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
 - B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
 - C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
 - D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
3. SPAN WIRE:
 - A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
 - B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
 - C. THE SIGNAL ASSEMBLY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



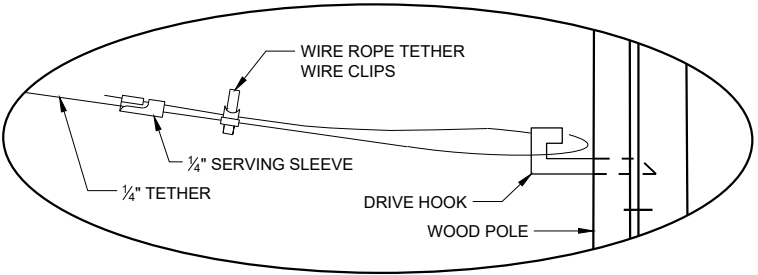
SPAN WIRE TEMPORARY SIGNALS

**SPAN WIRE TEMPORARY
TRAFFIC SIGNAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015 /S/ Ahmet Demerbilek
DATE STATE ELECTRICAL ENGI 158

MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

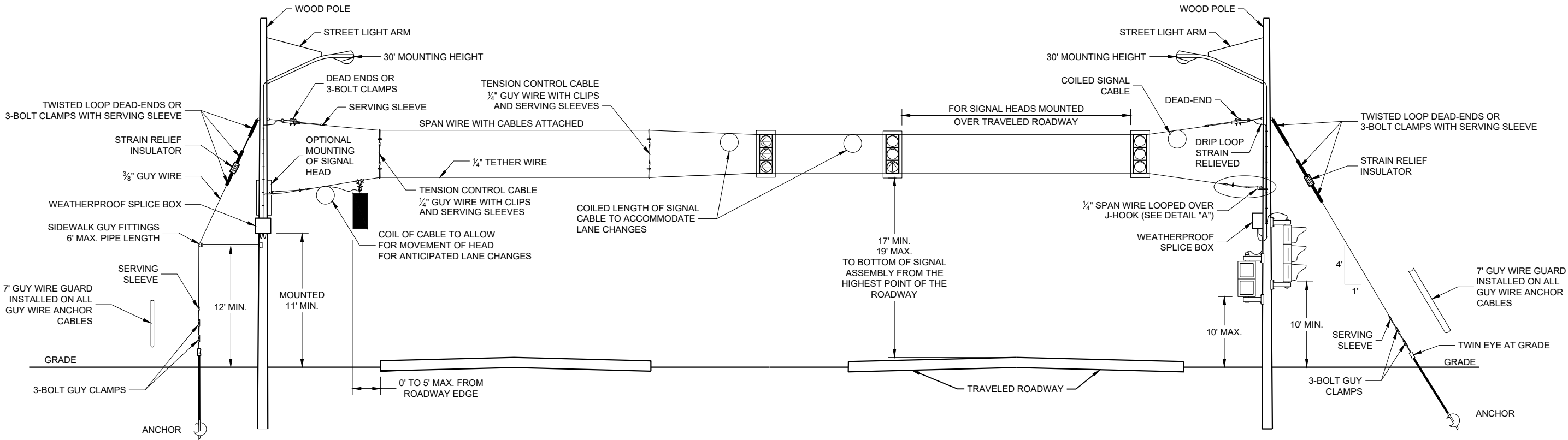


DETAIL "A"

GENERAL NOTES

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- WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
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 - EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
 - EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
 - NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
 - FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
- SPAN WIRE:
 - EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
 - SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
 - THE SIGNAL ASSEMBLY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

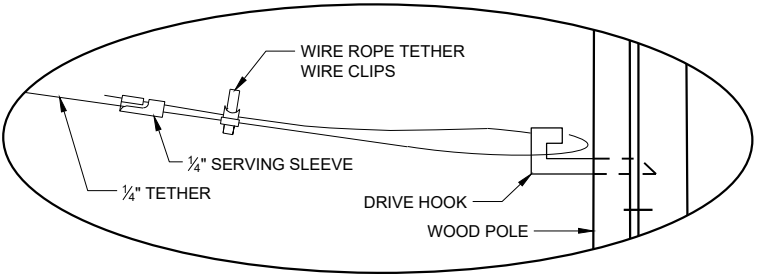
SPAN WIRE TEMPORARY
TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015 /S/ Ahmet Demerbilek
DATE STATE ELECTRICAL ENGI 159

FHWA

MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

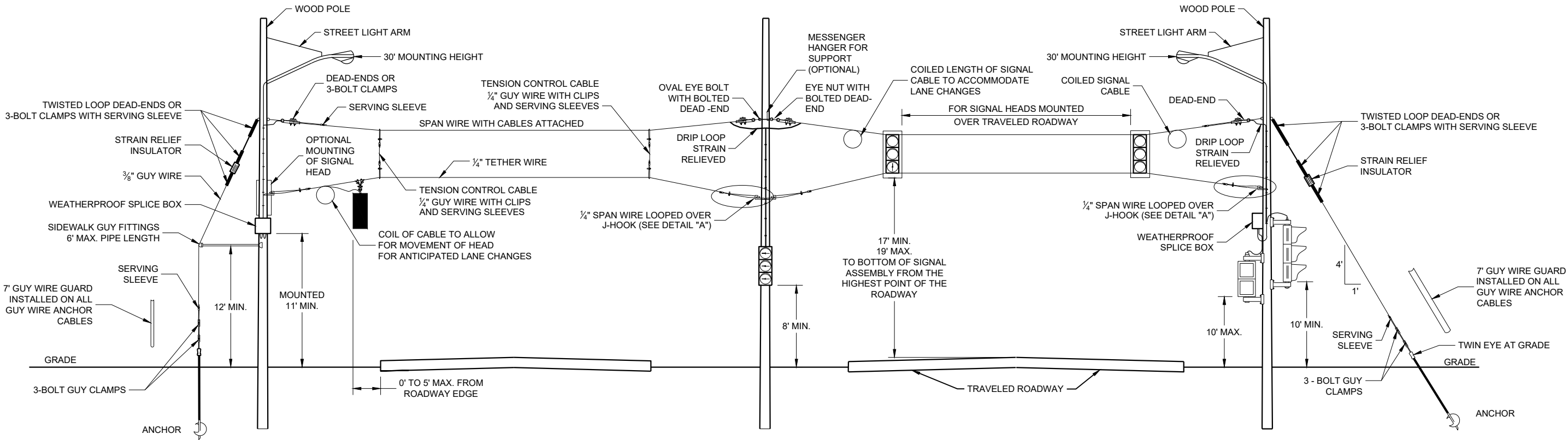


DETAIL "A"

GENERAL NOTES

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

- WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
- SIGNAL FACES:
 - ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
 - EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
 - EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
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 - FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
- SPAN WIRE:
 - EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
 - SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
 - THE SIGNAL ASSEMBLY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



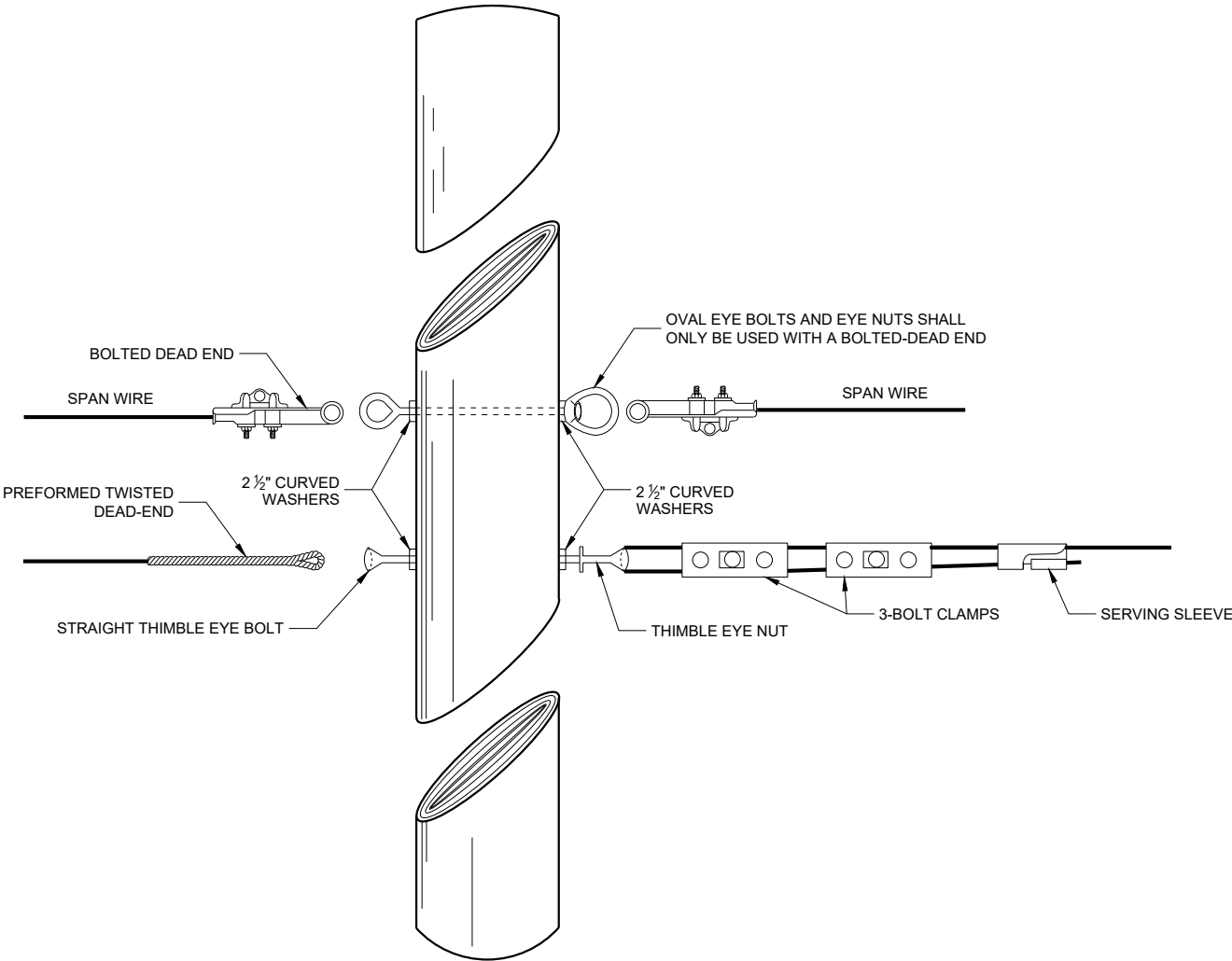
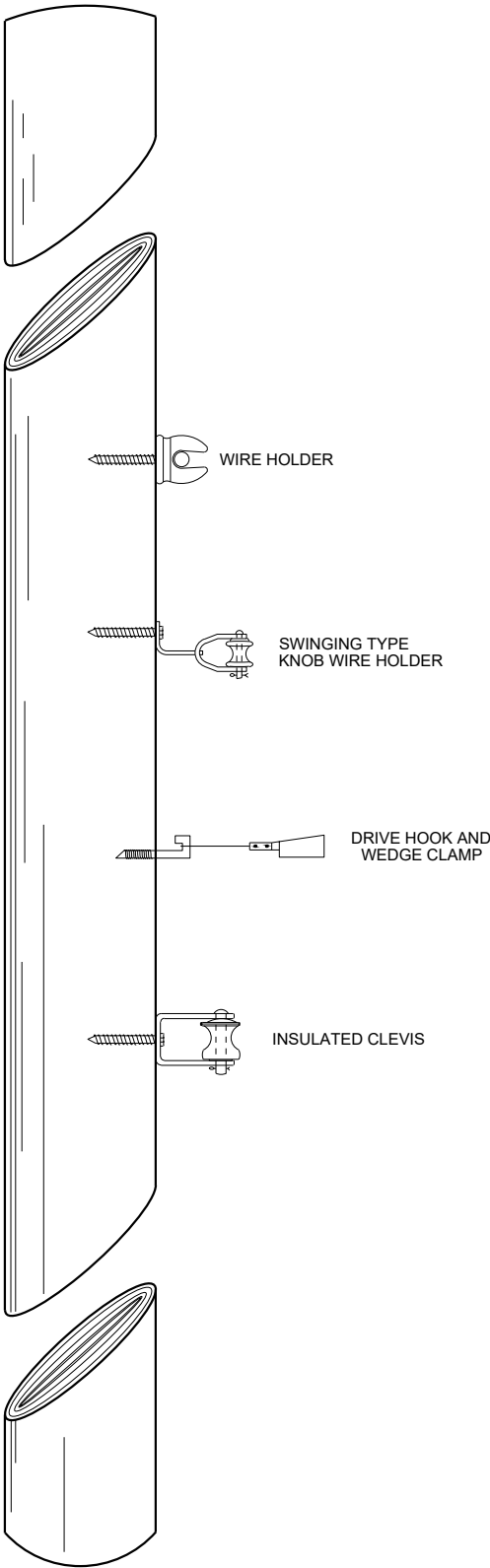
SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY
TRAFFIC SIGNAL

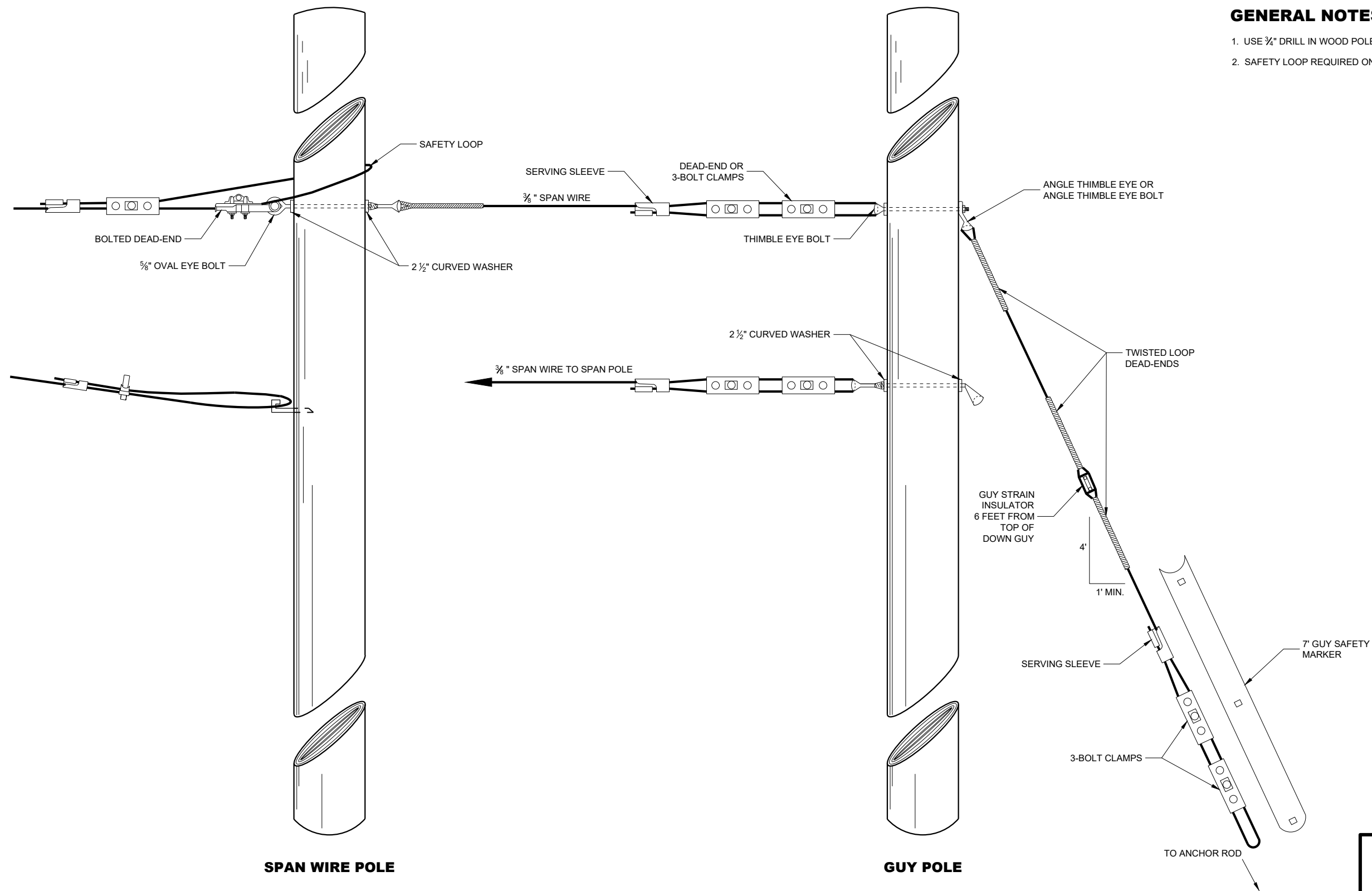
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015 /S/ Ahmet Demerbilek
DATE STATE ELECTRICAL ENGI 160

FHWA



SPAN WIRE TEMPORARY TRAFFIC SIGNAL		
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION		
APPROVED June 2015 DATE	/S/ Ahmet Demerbilek ROADWAY STANDARDS DEVELOPMENT ENGINEER	161
FHWA		

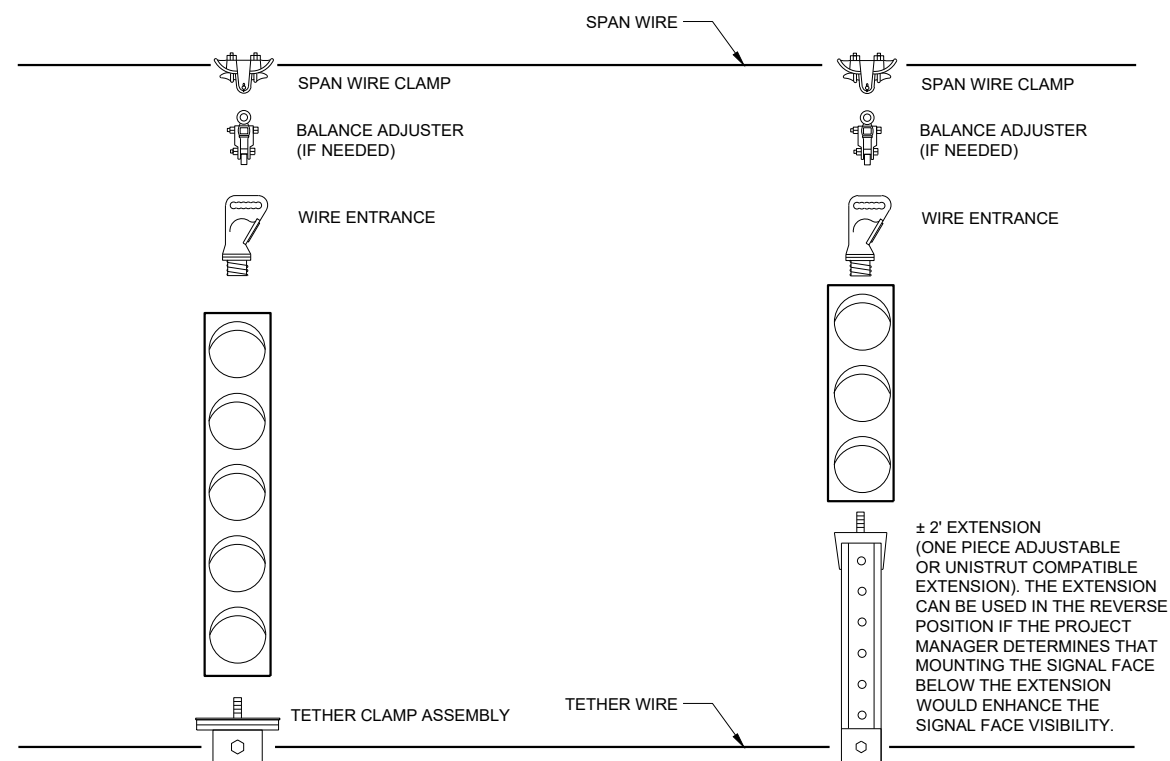
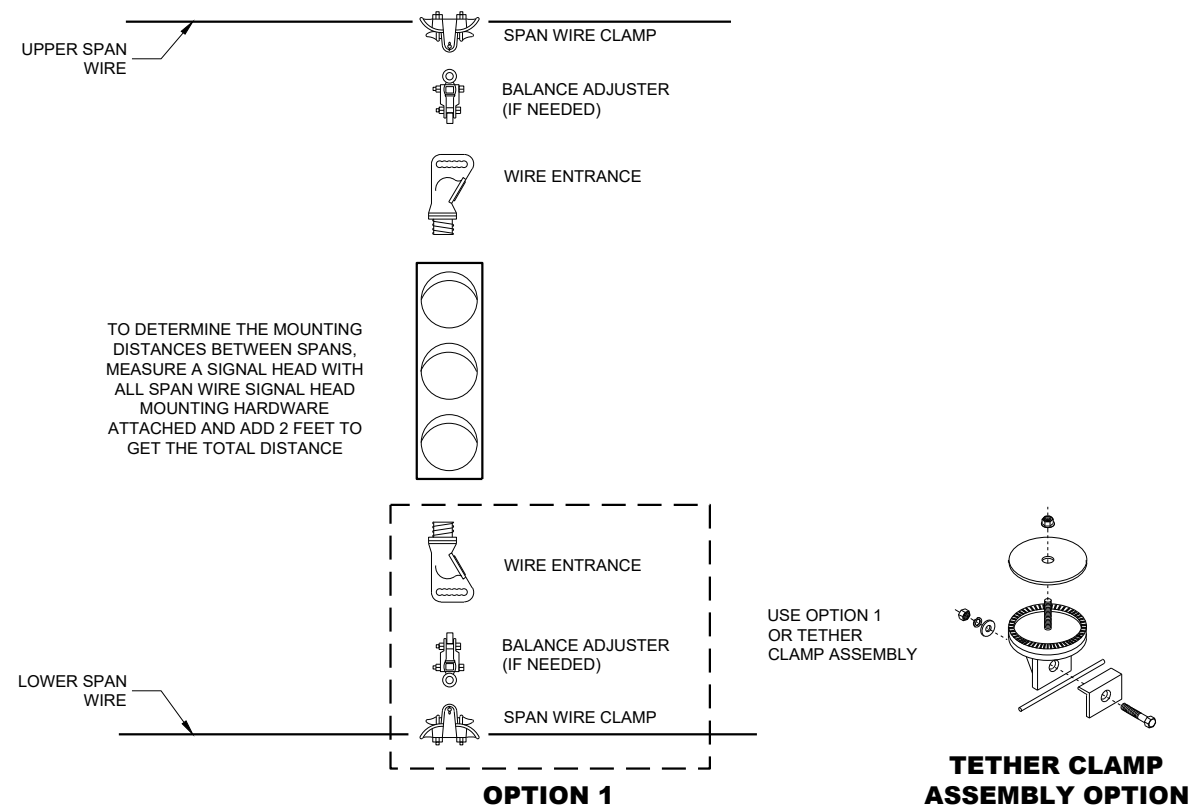
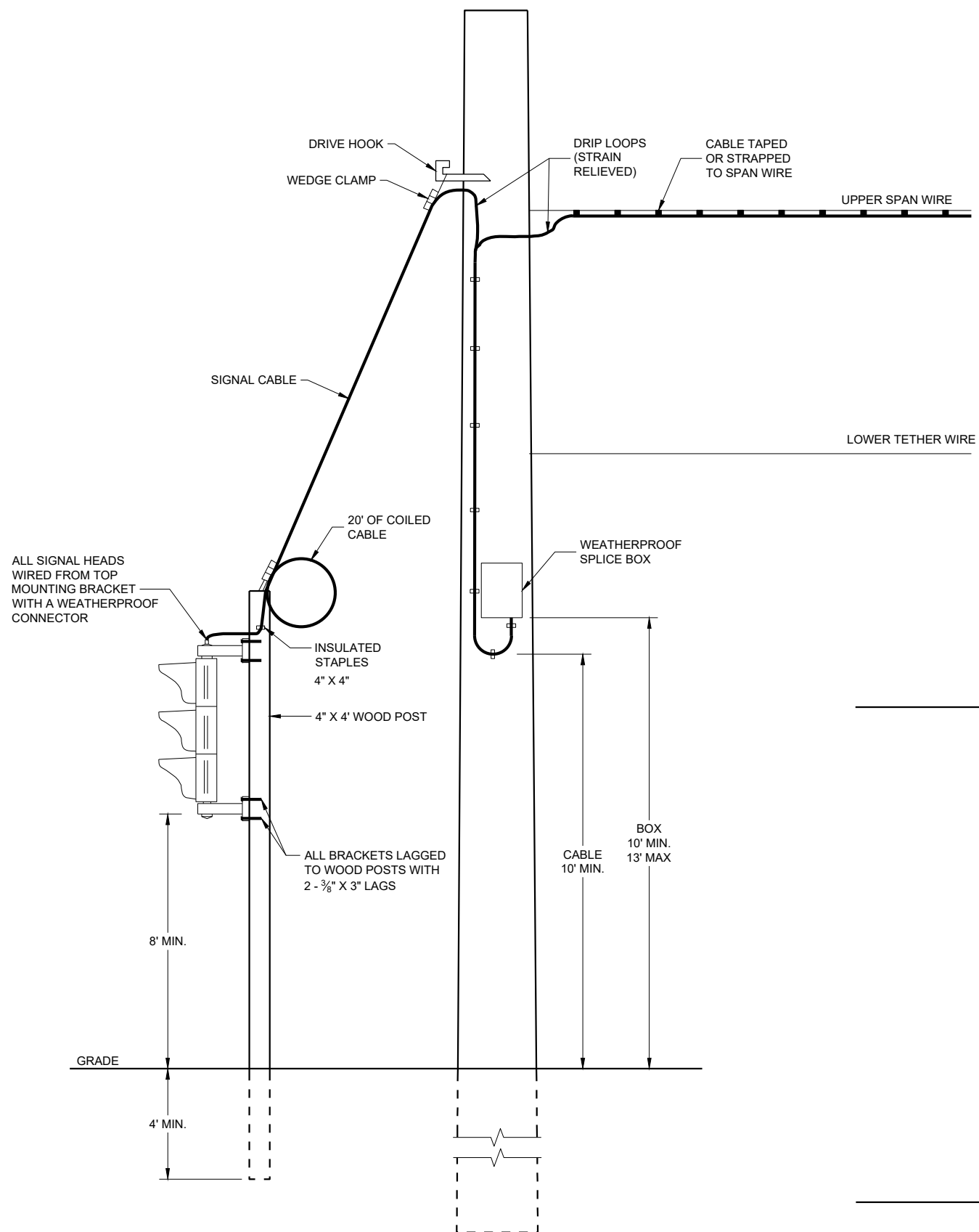


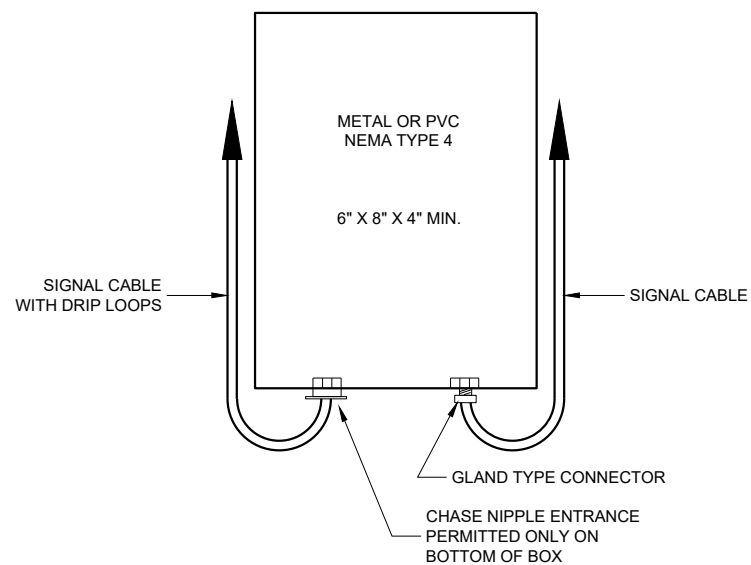
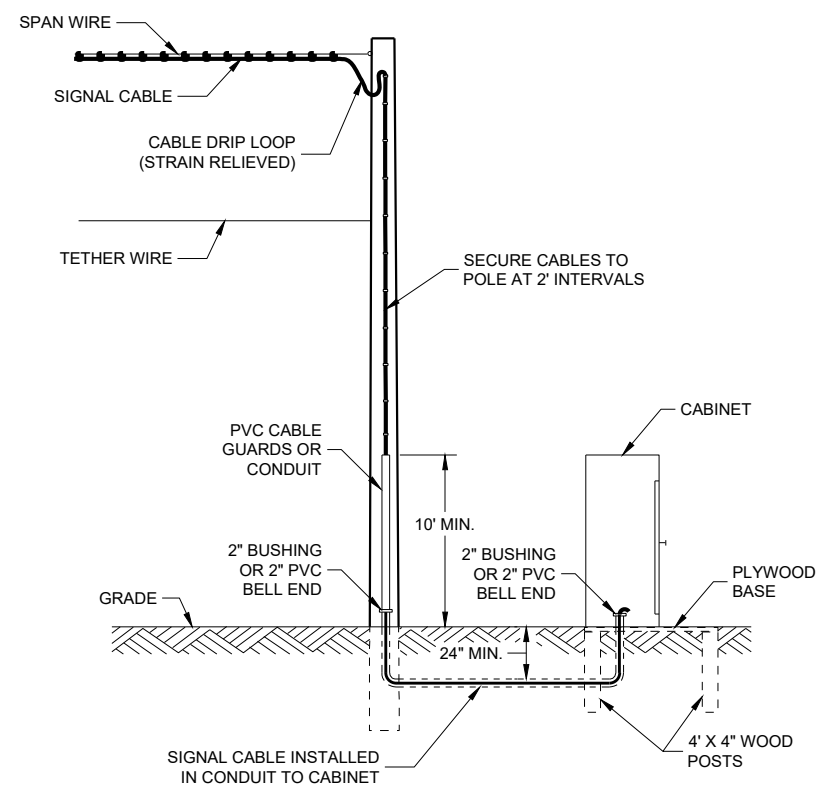
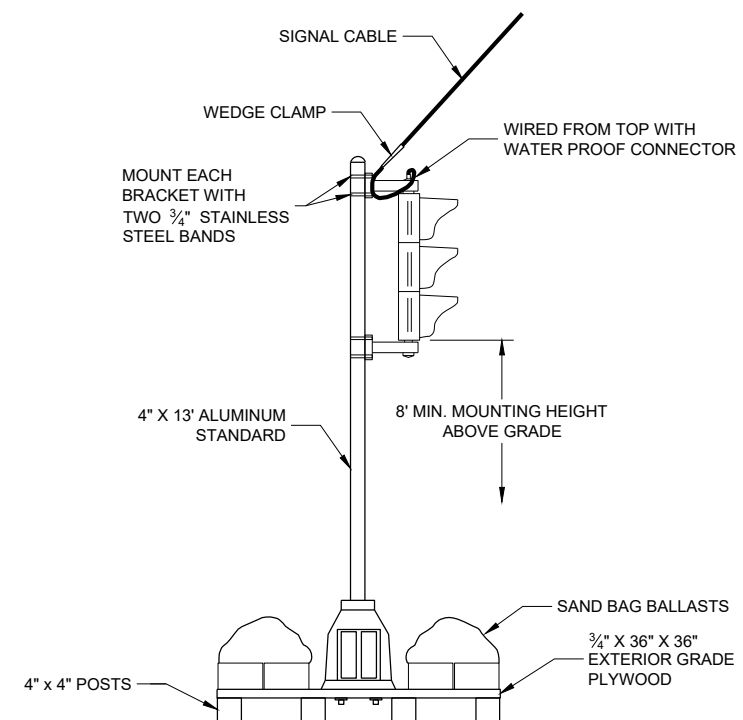
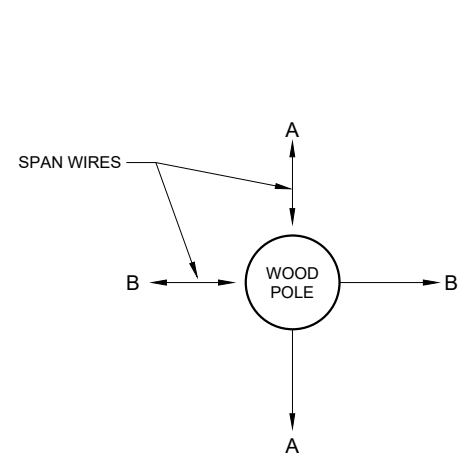
TYPICAL DEAD-ENDINGS OR GUYING

GENERAL NOTES

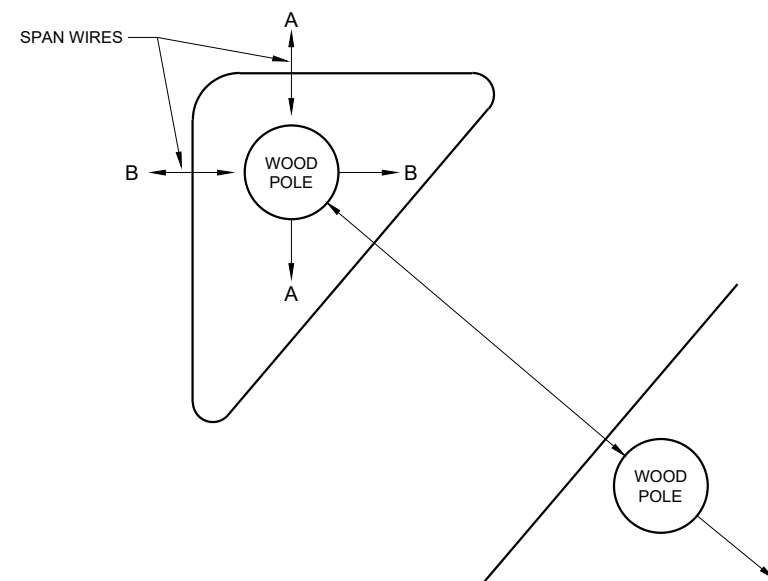
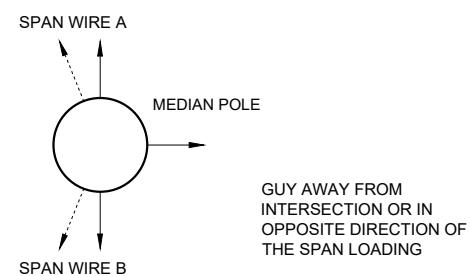
1. USE 3/4" DRILL IN WOOD POLE TO PROVIDE FOR 5/8" BOLTS.
2. SAFETY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.

SPAN WIRE TEMPORARY TRAFFIC SIGNAL	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2015 DATE	/S/ Ahmet Demerbilek ROADWAY STANDARDS DEVELOPMENT ENGINEER 162
FHWA	



**SPLICE BOX****TYPICAL SKID TYPE TEMPORARY**

ALL DOWN OR SIDEWALK GUYS SHALL BE INSTALLED IN THE OPPOSITE DIRECTION OF THE STRAIN OF THE SPAN WIRE

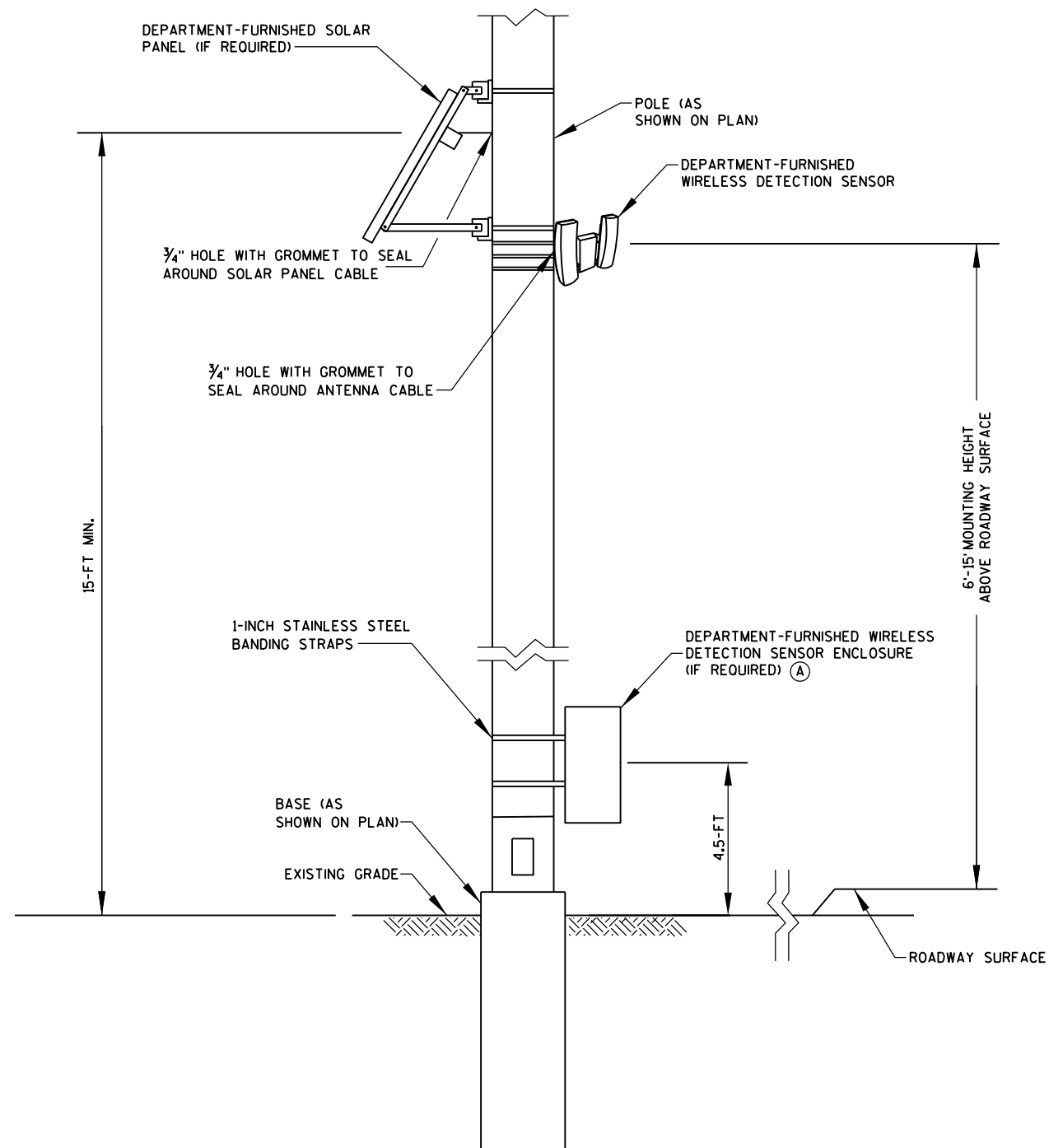
CORNER POLES**ISLAND POLES****MEDIAN POLES**

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE
/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVELOPMENT ENGINEER 164

FHWA



WIRELESS DETECTION SENSOR MOUNTING
(SOLAR-POWERED OPTION SHOWN)

GENERAL NOTES

SECURE LOOSE CABLES TO POLE AT 5-FT INTERVALS.

INSTALL DRIP LOOPS ON LOOSE CABLES TO PREVENT WATER FROM FLOWING ON CABLE AND ENTERING POLES/ENCLOSURES.

MOUNT EQUIPMENT UTILIZING STAINLESS STEEL BANDS OR METHOD APPROVED BY THE ENGINEER.

ORIENT SOLAR PANEL AS CLOSE TO SOUTH AS POSSIBLE.

(A) FOR NON-SOLAR WIRELESS DETECTION SENSOR MOUNTING OPTION, SEE S.D.D. "INSTALL MOUNTED CABINET ON POLES"

WIRELESS DETECTION SENSOR MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

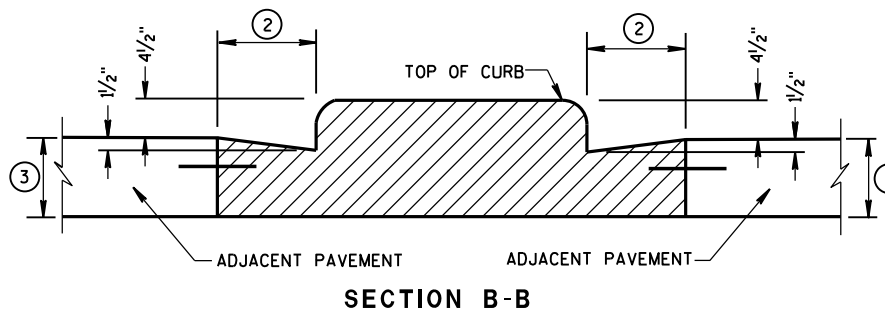
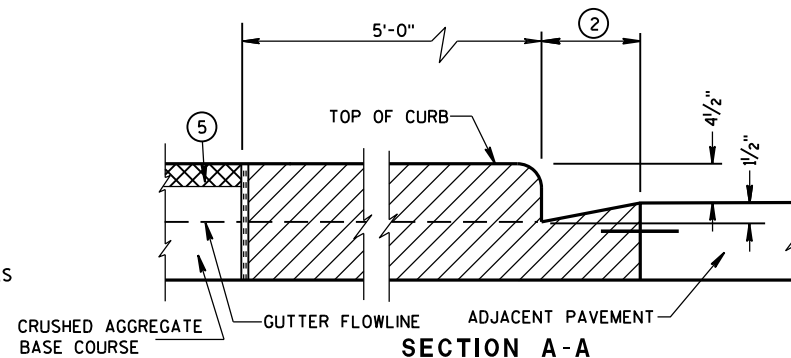
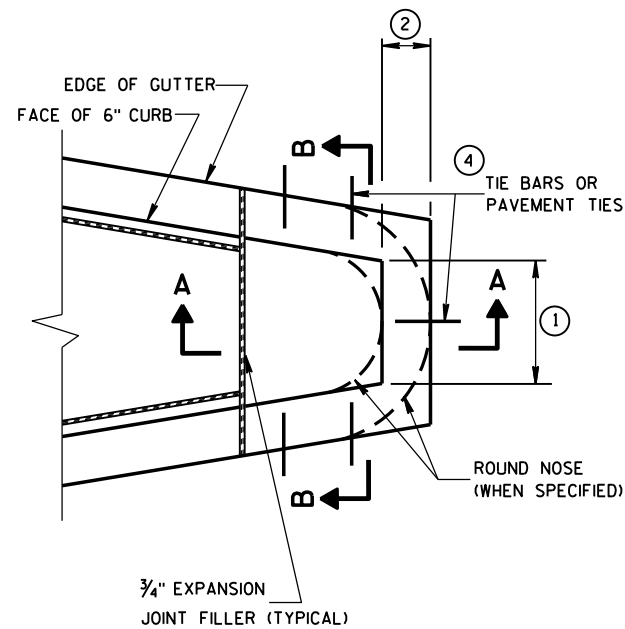
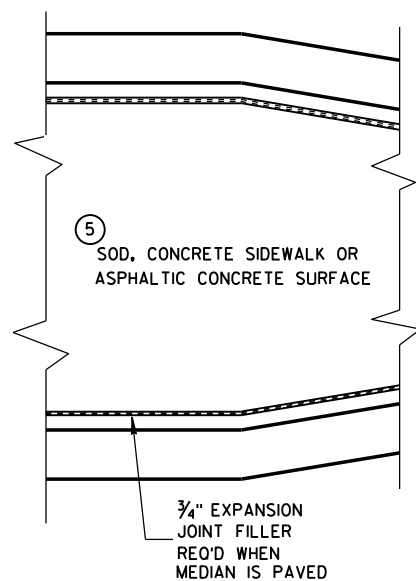
May 2017

DATE

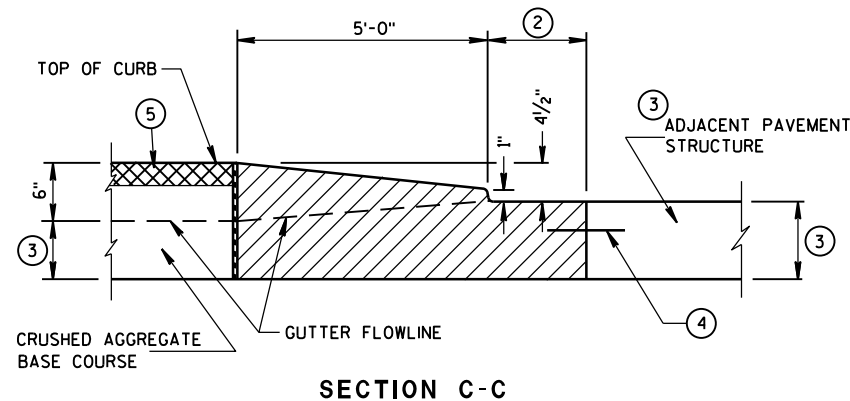
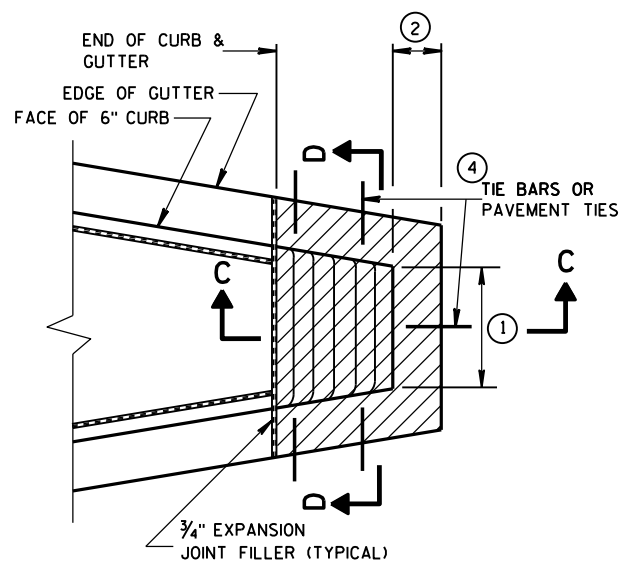
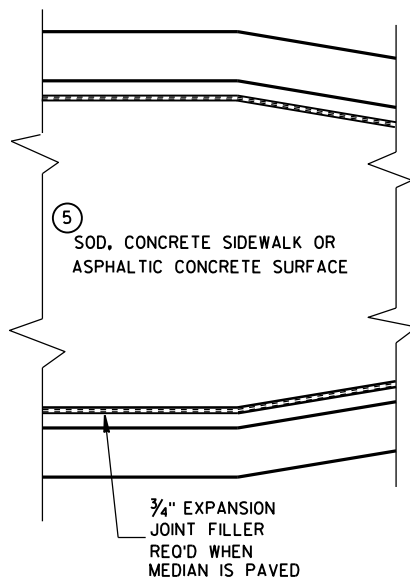
FHWA

/S/ Ahmet Demirbilek

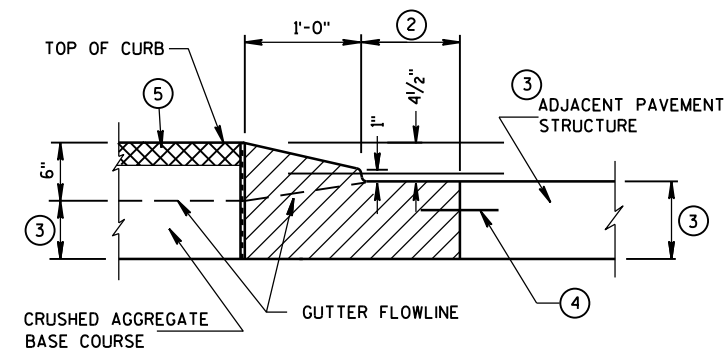
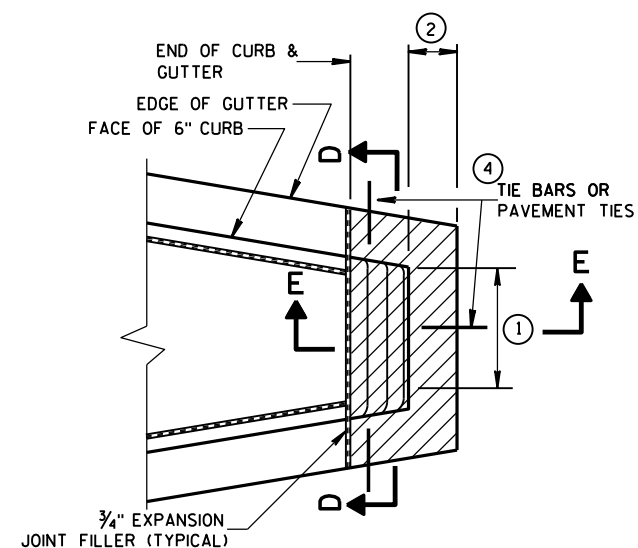
STATE ELECTRICAL 165



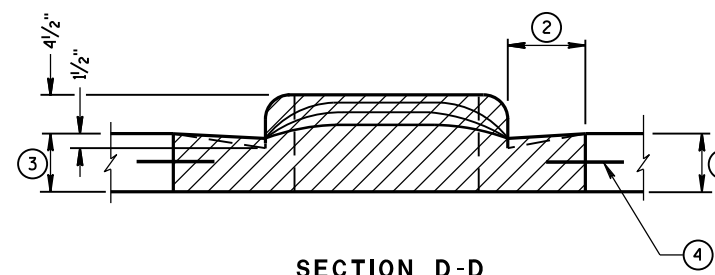
CONCRETE MEDIAN BLUNT NOSE DETAIL



CONCRETE MEDIAN SLOPED NOSE TYPE 1



CONCRETE MEDIAN SLOPED NOSE TYPE 2



GENERAL NOTES

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

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

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

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

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

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

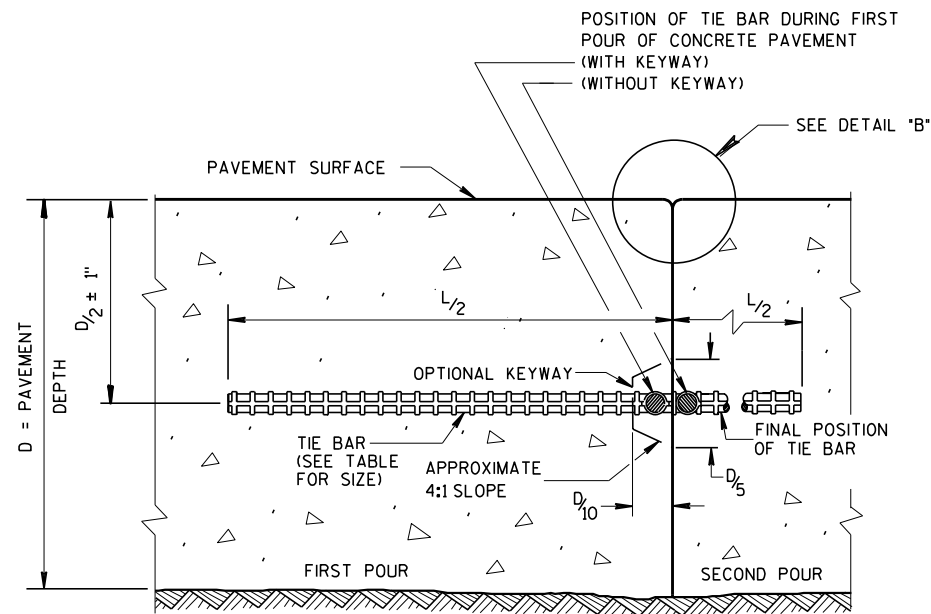
6/8/2006

DATE

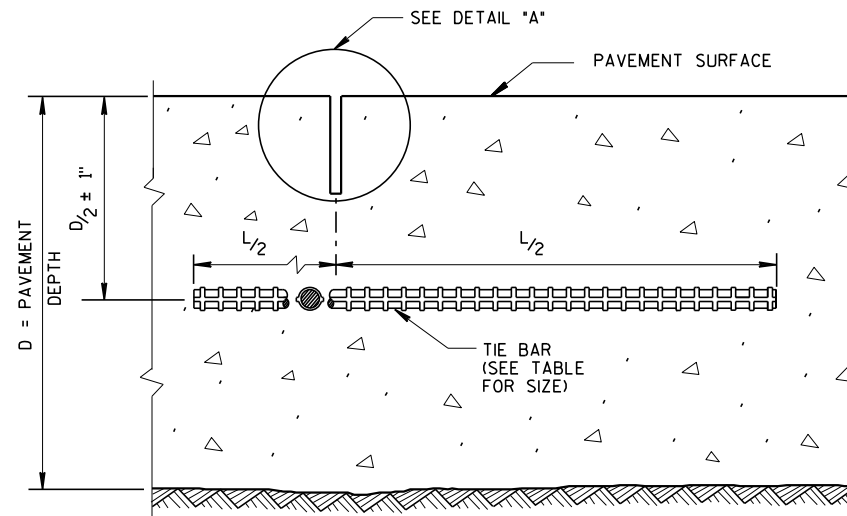
FHWA

/S/ Jerry H. Zoag
ROADWAY STANDARDS & 166
ENGINEER

4T



CONSTRUCTION JOINT



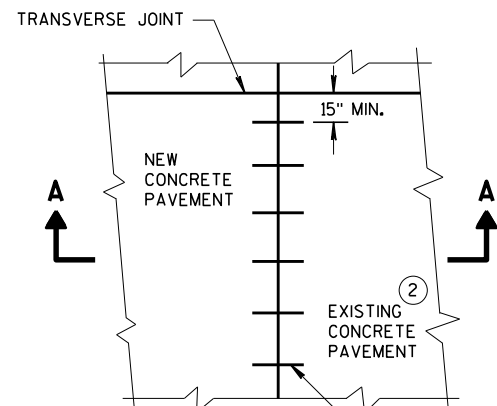
SAWED JOINT

GENERAL NOTES

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

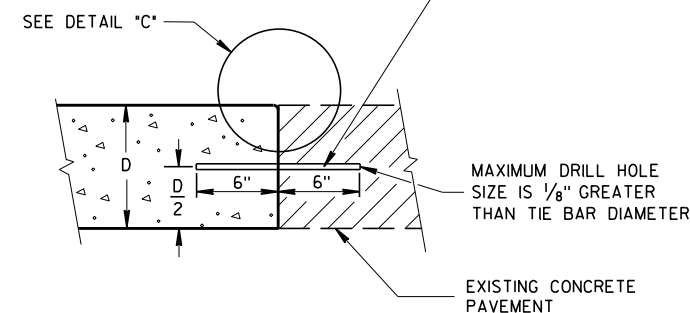
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

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

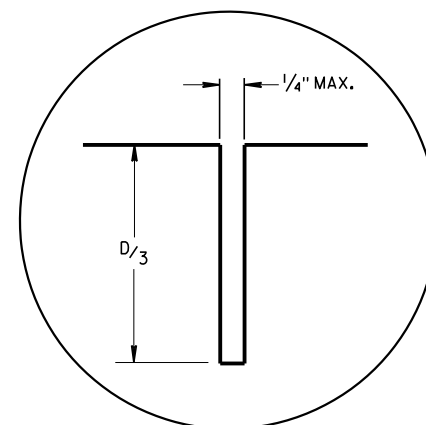


PLAN VIEW

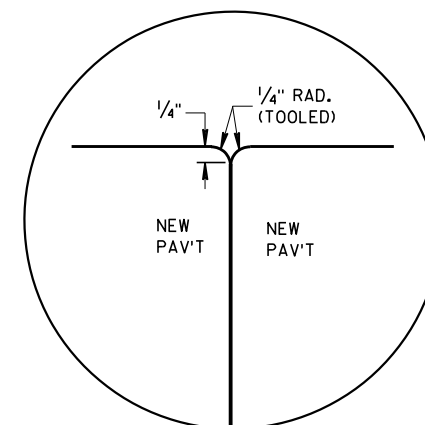
NO. 6 TIE BARS SPACED 30" C-C, INSTALLED PERPENDICULAR TO THE LONGITUDINAL JOINT. ①



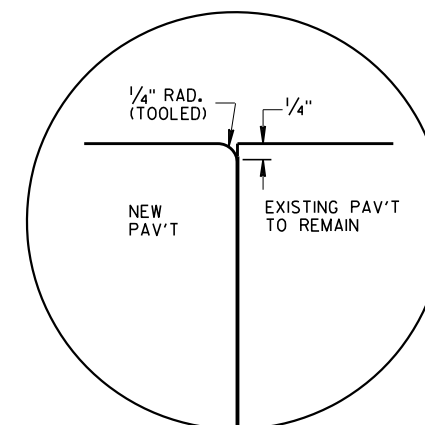
SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT
TIE BARS ANCHORED
INTO EXISTING PAVEMENT



DETAIL "A"



DETAIL "B"



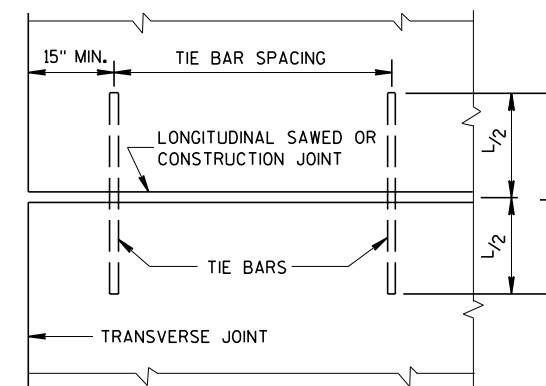
DETAIL "C"

TIE BAR TABLE

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

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

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

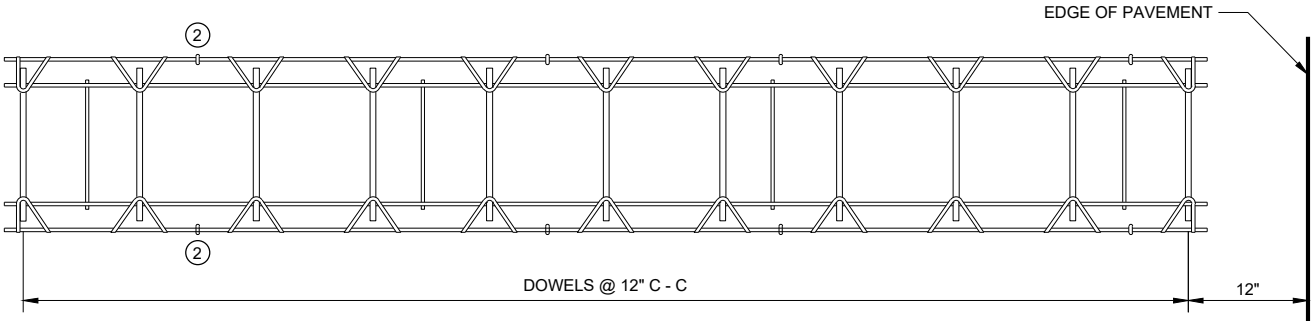


PLAN VIEW
SHOWING LOCATION OF TIE BARS

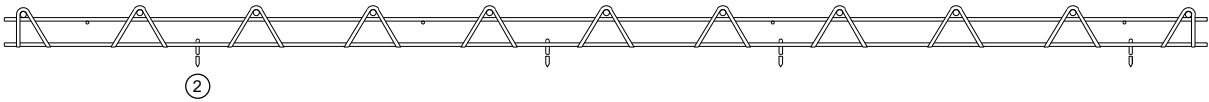
CONCRETE PAVEMENT
LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 /S/ Peter Kern
DATE PAVEMENT SUPE 167
FHWA

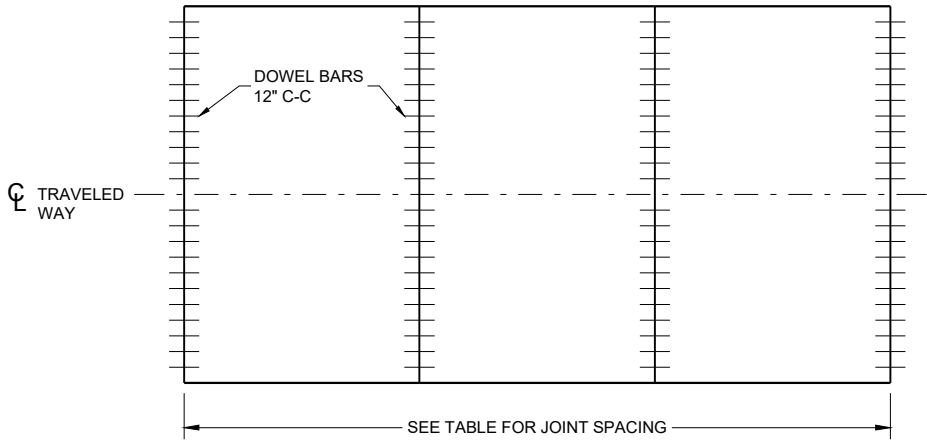


PLAN VIEW

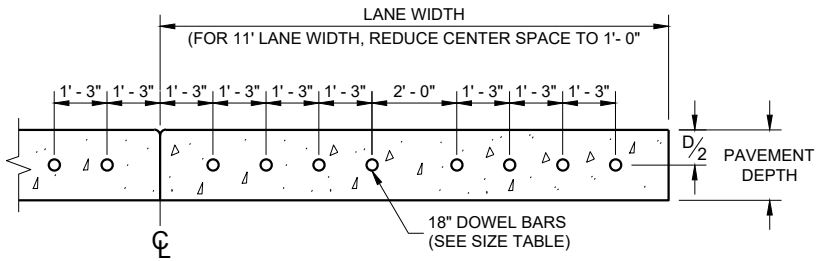


SIDE VIEW

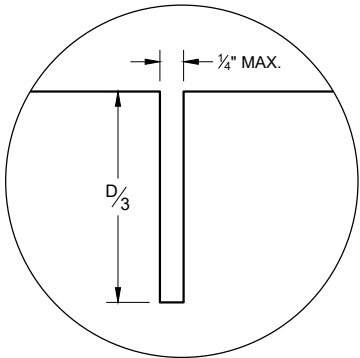
CONTRACTION JOINT DOWEL ASSEMBLY 1



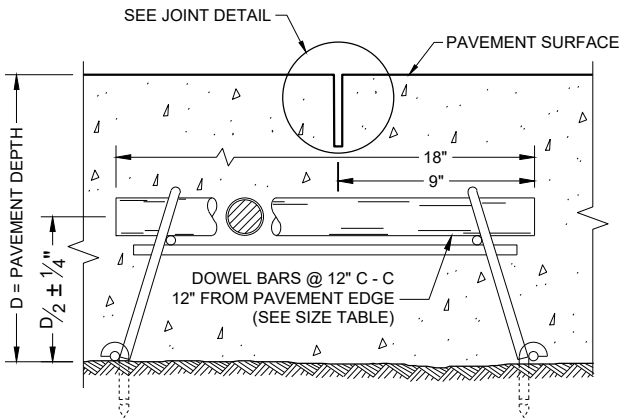
CONTRACTION JOINT LOCATIONS



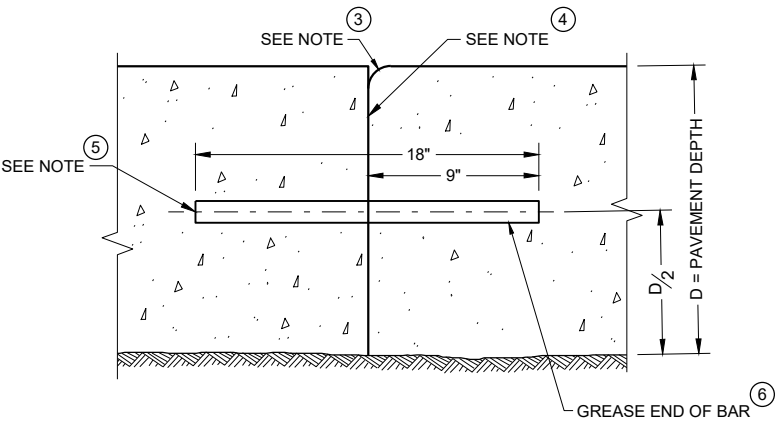
DRILLED DOWEL BAR CONSTRUCTION JOINT 7



JOINT DETAIL



DOWELED CONTRACTION JOINT



TRANSVERSE CONSTRUCTION JOINT

GENERAL NOTES

CONTRACTION JOINTS

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

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

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

CONSTRUCTION JOINTS

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

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

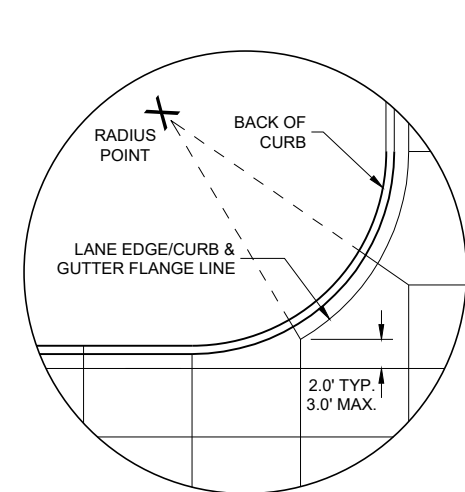
PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

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

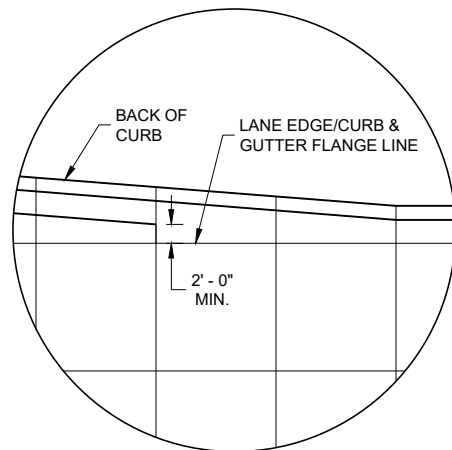
URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

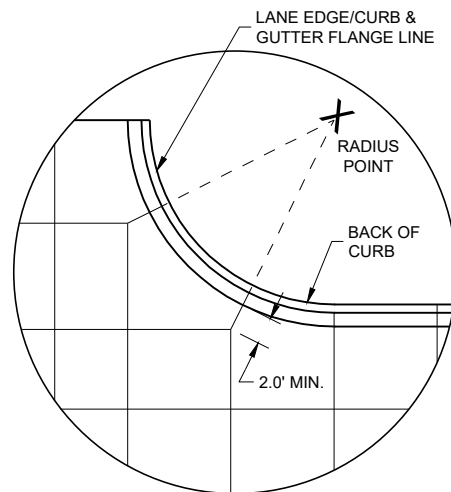
APPROVED
November 2022 /S/ Peter Kemp P.E.
DATE PAVEMENT SUPERVISOR 168
FHWA



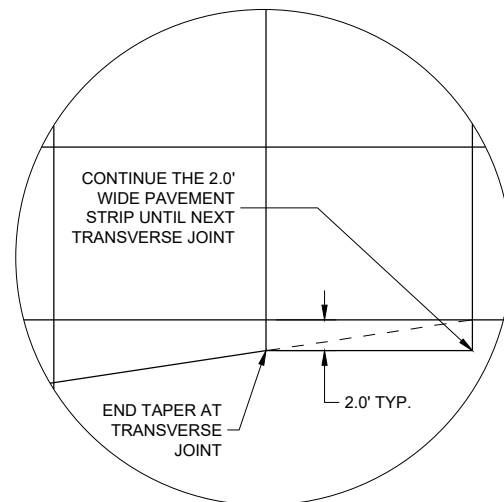
DETAIL "A"



DETAIL "B"



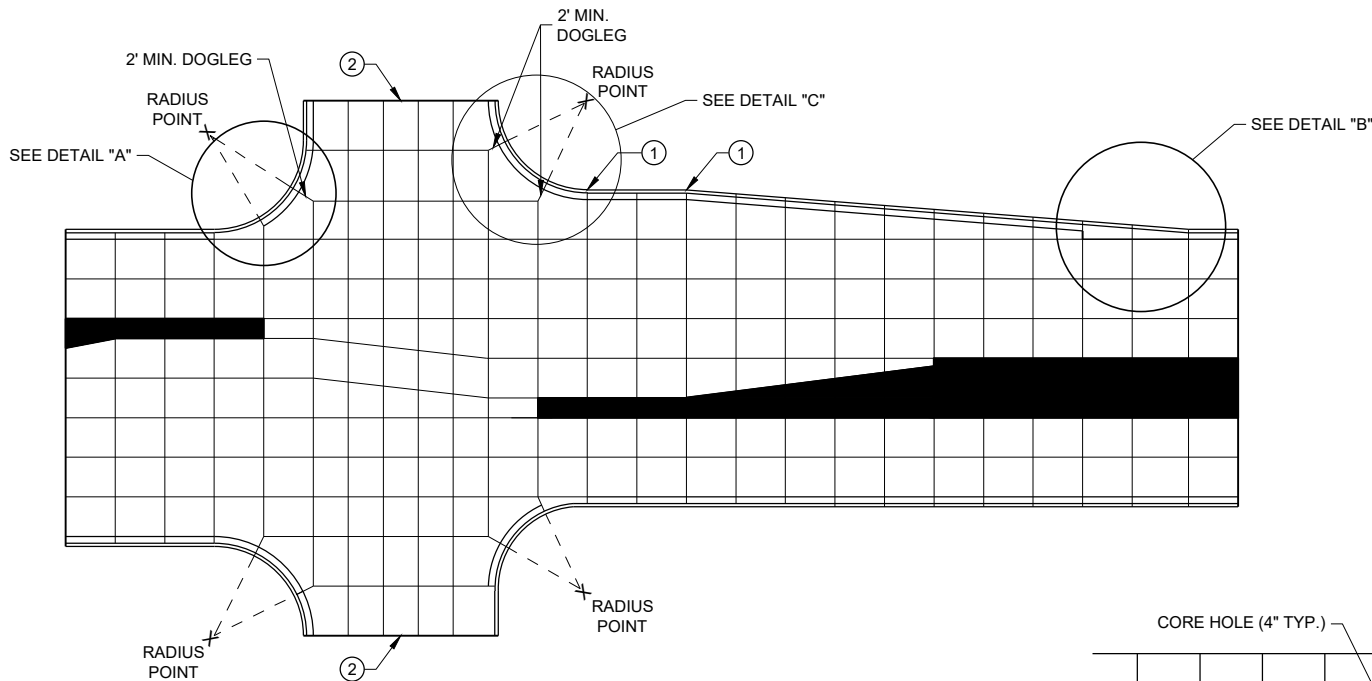
DETAIL "C"



DETAIL "D"

GENERAL NOTES

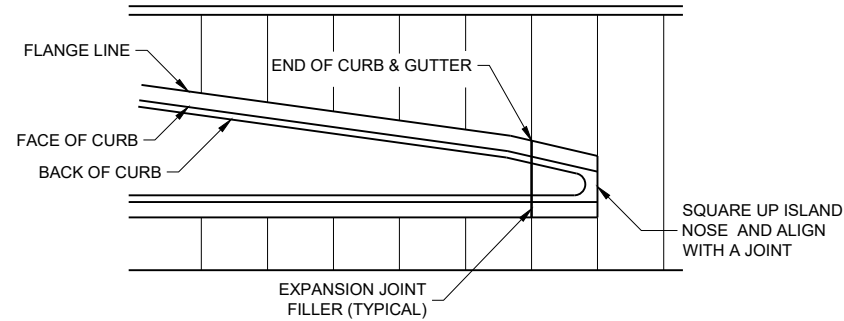
- THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.
- ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.
- CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.
- ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.
- AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.
- SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.
- AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.
- CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.
- 1 PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
 - 2 CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
 - 3 THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



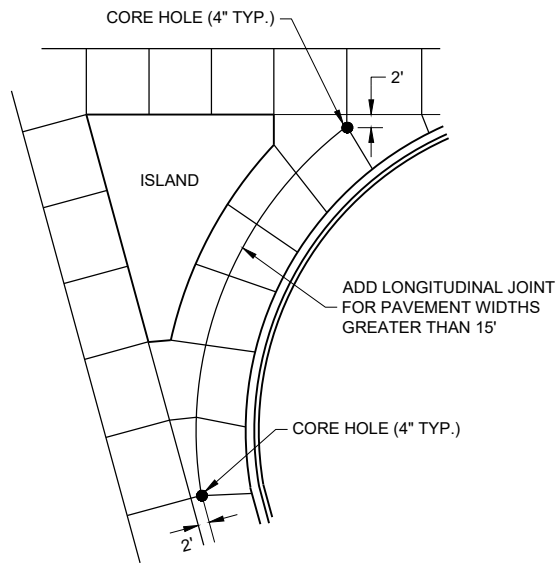
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

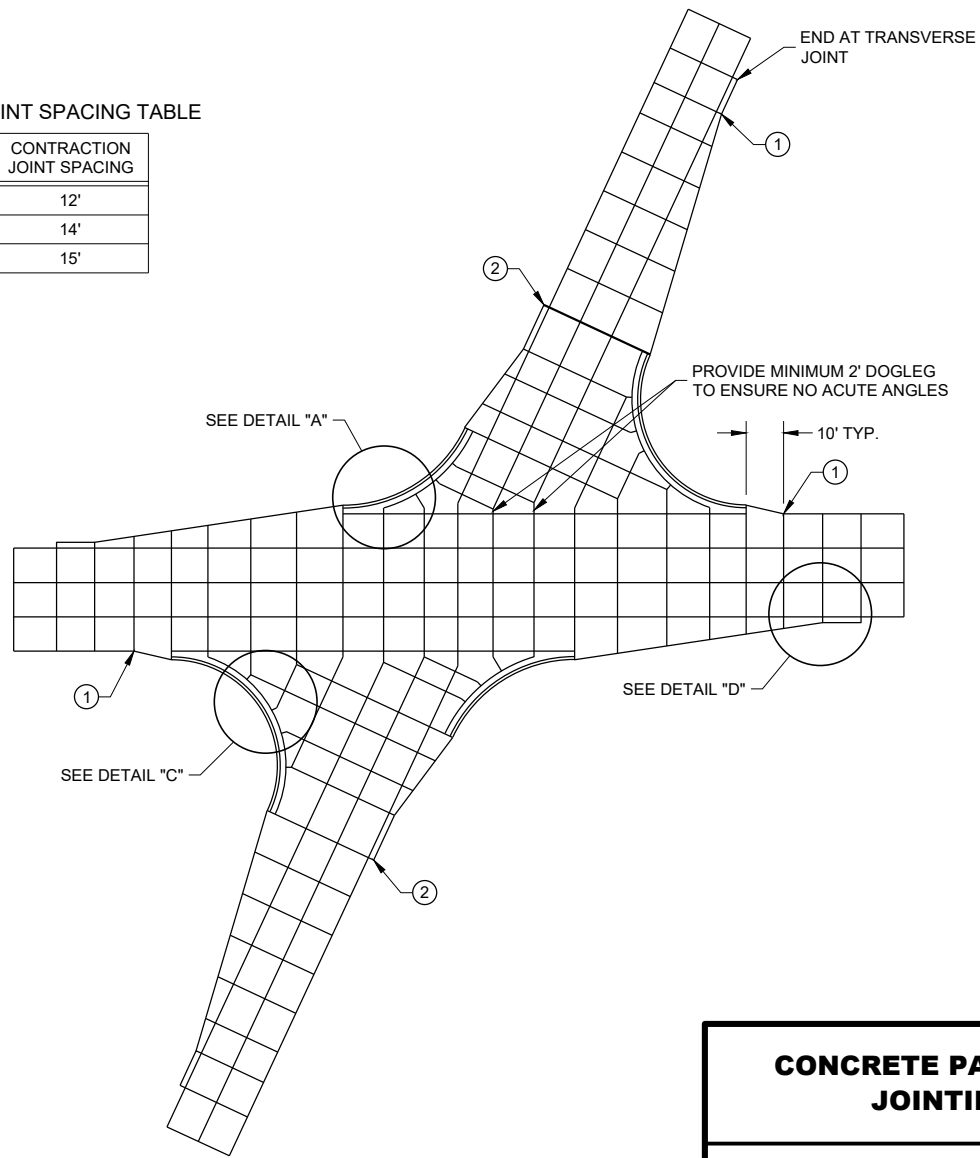
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 1/2"	12'
7", 7 1/2"	14'
8" & ABOVE	15'



APPROACH TO MEDIAN



LARGE RIGHT TURN



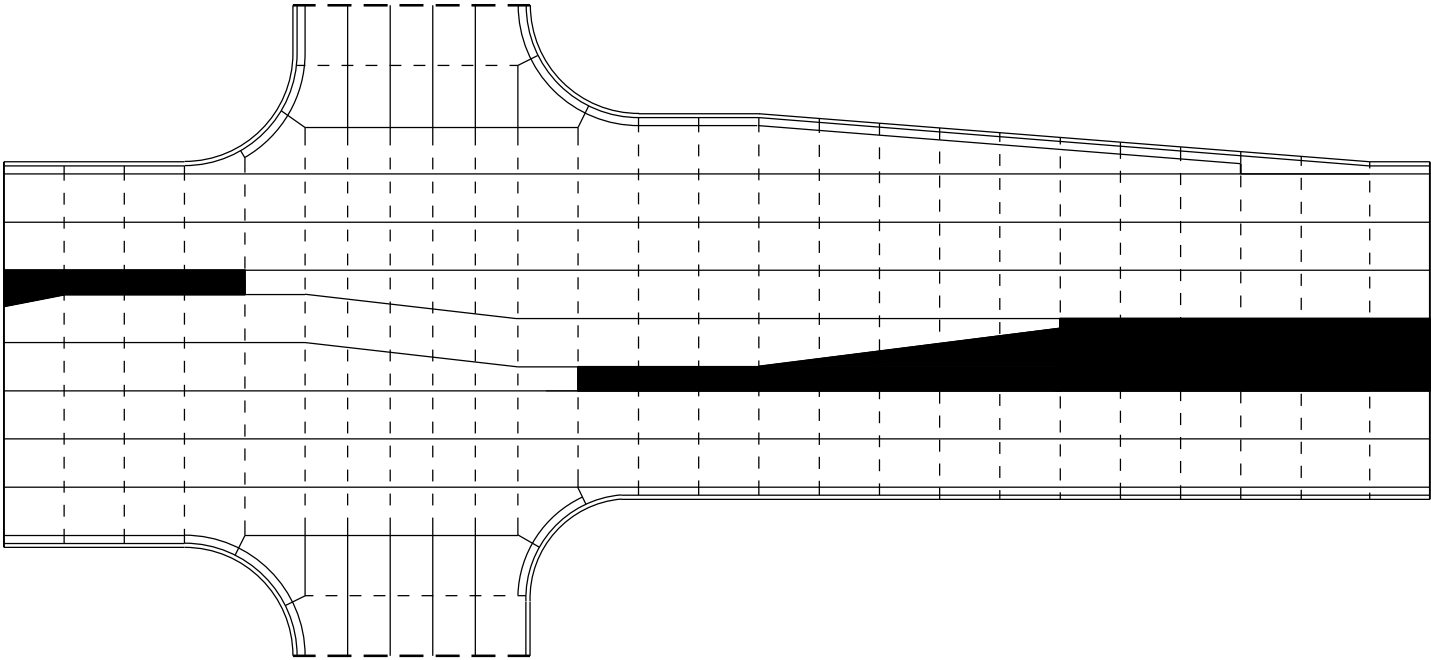
SKEWED INTERSECTION

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

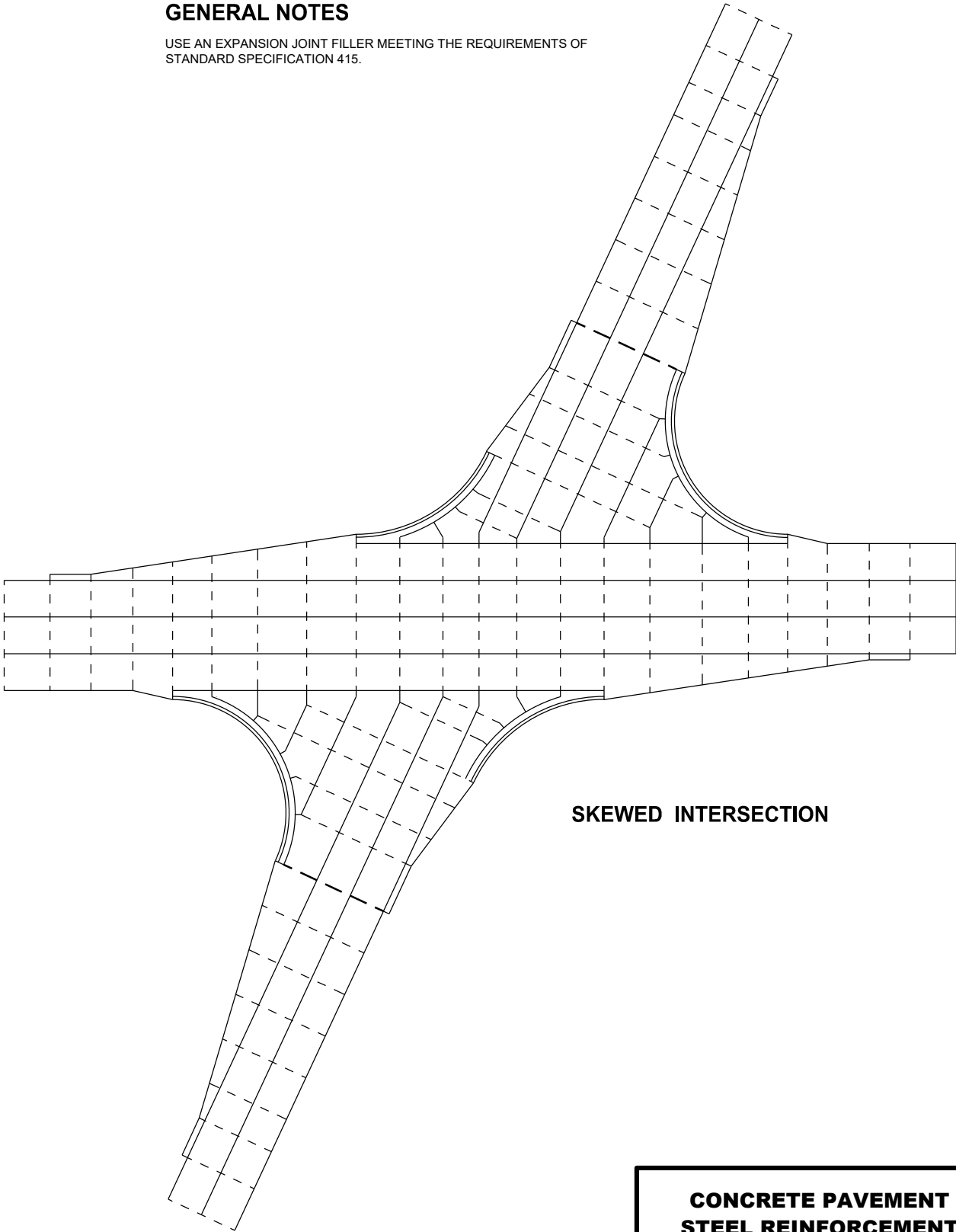
- POTENTIAL DOWELED EXPANSION JOINT
- DOWELED JOINT
- TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

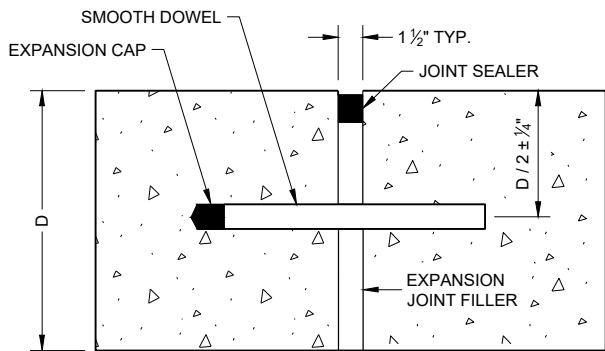
USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



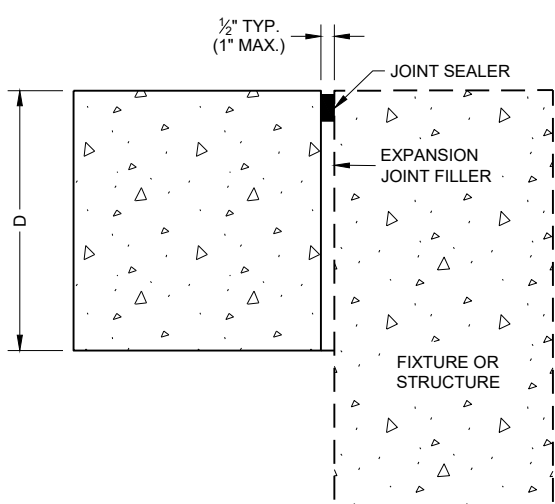
SKEWED INTERSECTION

CONCRETE PAVEMENT
STEEL REINFORCEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 170

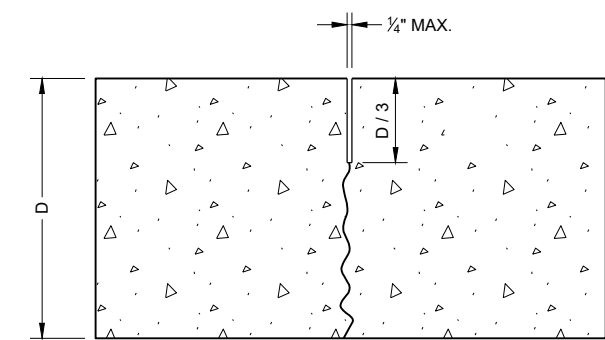


DOWELED TRANSVERSE ①

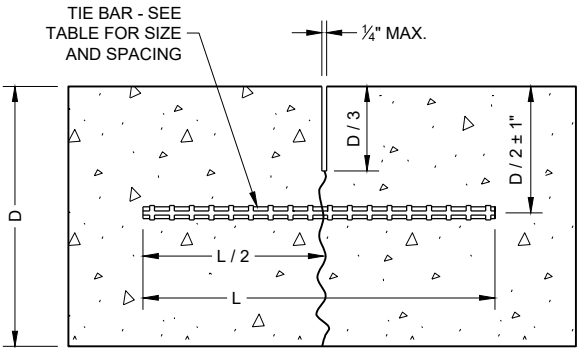


UNTIED - LONGITUDINAL

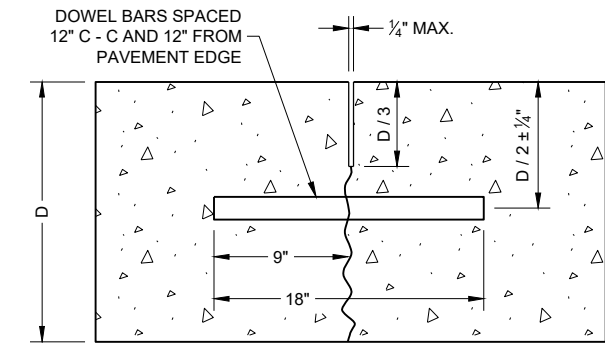
EXPANSION JOINTS



UNDOWELED TRANSVERSE



TIED LONGITUDINAL



DOWELED TRANSVERSE

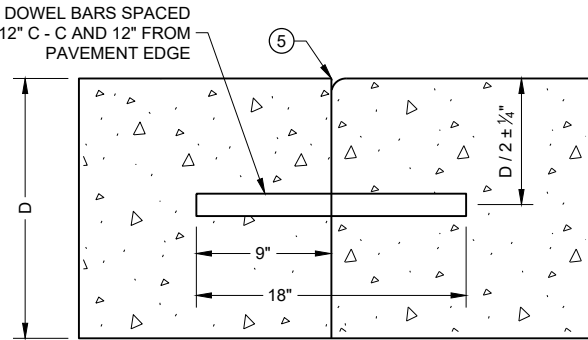
CONTRACTION JOINTS ②

TIE BAR TABLE

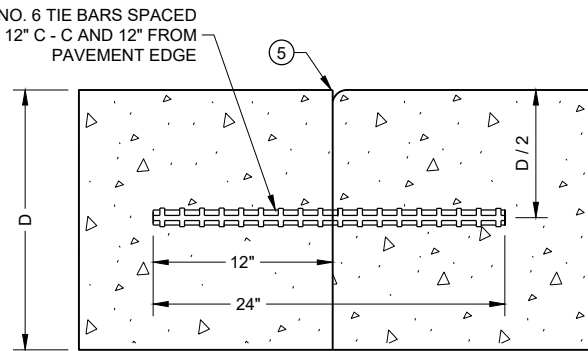
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

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

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



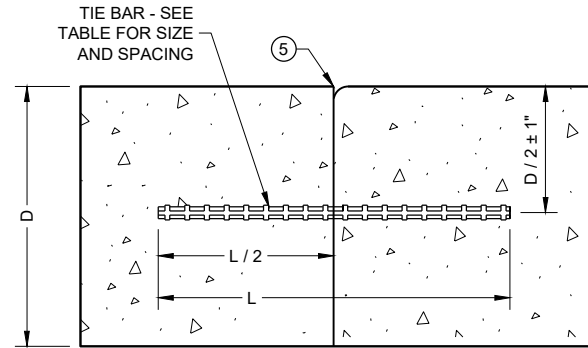
DOWELED TRANSVERSE ③



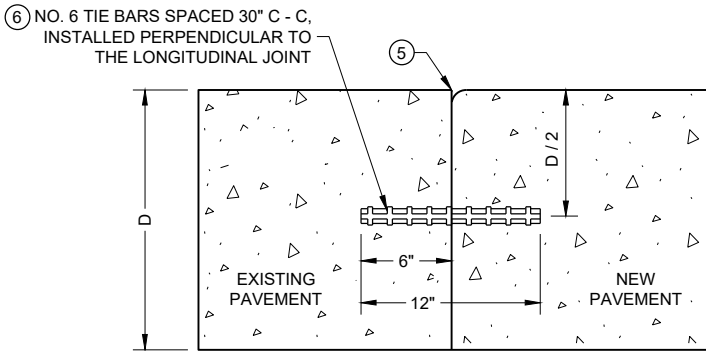
TIED TRANSVERSE ③
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)

GENERAL NOTES

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



TIED LONGITUDINAL

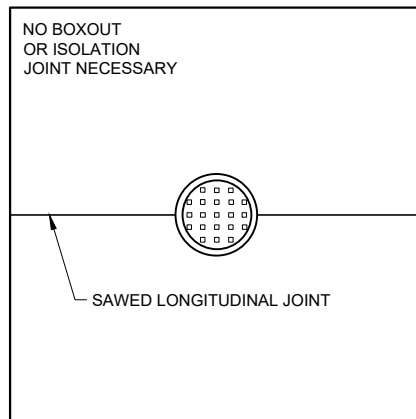


TIED LONGITUDINAL TO EXISTING

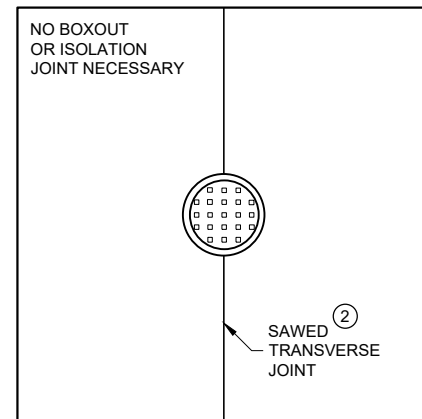
CONSTRUCTION JOINTS ④

**CONCRETE PAVEMENT
JOINT TYPES**

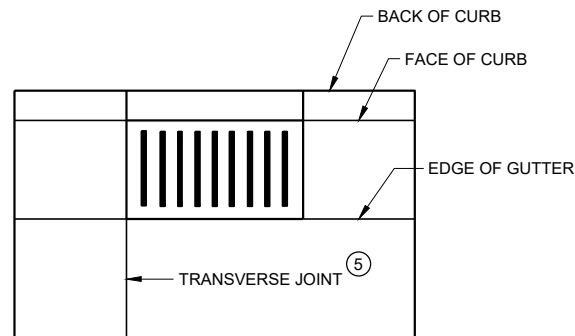
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 171



**MANHOLE WITH
LONGITUDINAL JOINT**



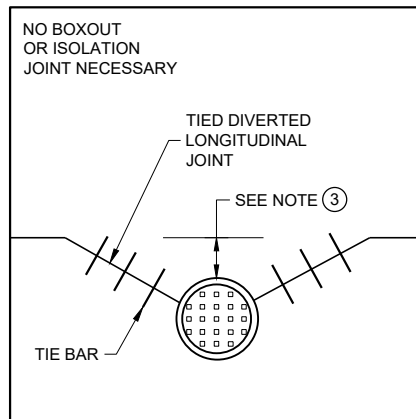
**MANHOLE WITH
TRANSVERSE JOINT**



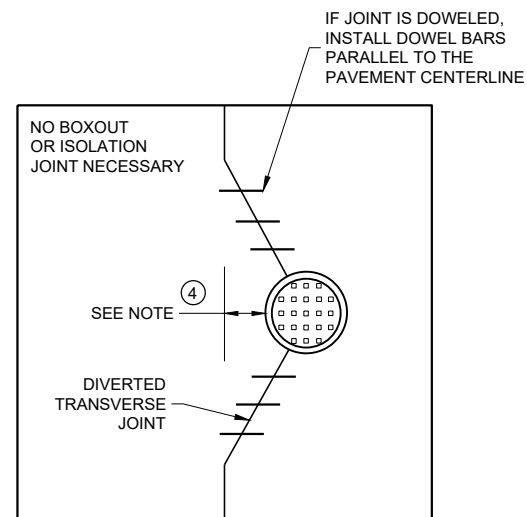
**INLET WITH
TRANSVERSE JOINT**

GENERAL NOTES

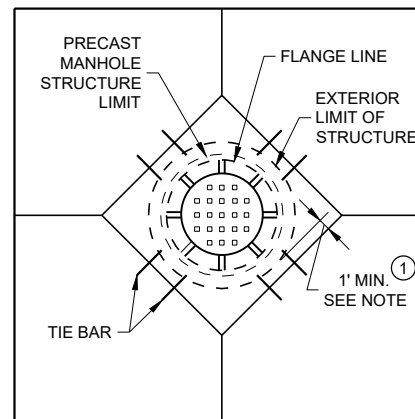
- ① USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
- ② ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
- ③ IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE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



**MANHOLE WITH DIVERTED
LONGITUDINAL CONTRACTION JOINT**



**MANHOLE WITH DIVERTED
TRANSVERSE CONTRACTION JOINT**



**DIAGONAL MANHOLE BOXOUT
FOR CONSTRUCTION JOINTS**

**CONCRETE PAVEMENT
JOINTING AT UTILITY
FIXTURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVISOR 172

FHWA

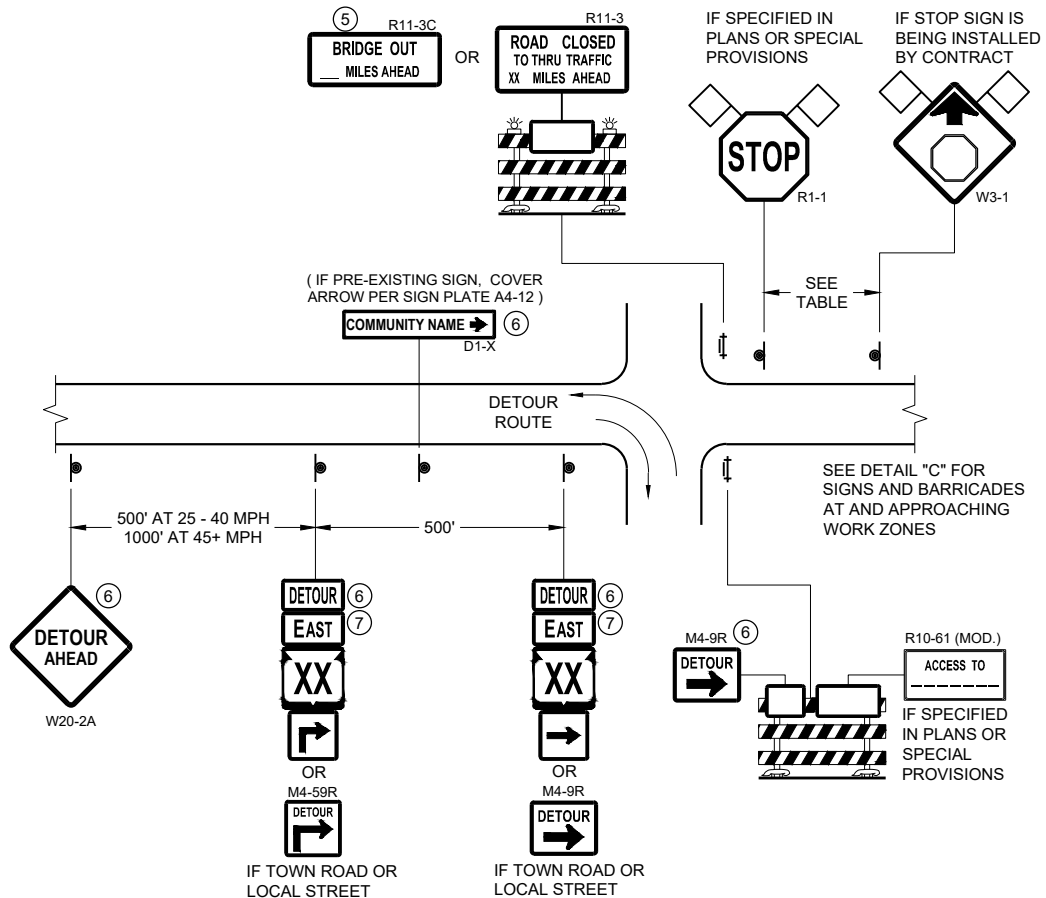
-----	DOWELED JOINT
————	TIED JOINT
	EXPANSION JOINT
— — —	POTENTIAL DOWELED EXPANSION JOINT
←	DIRECTION OF TRAFFIC

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

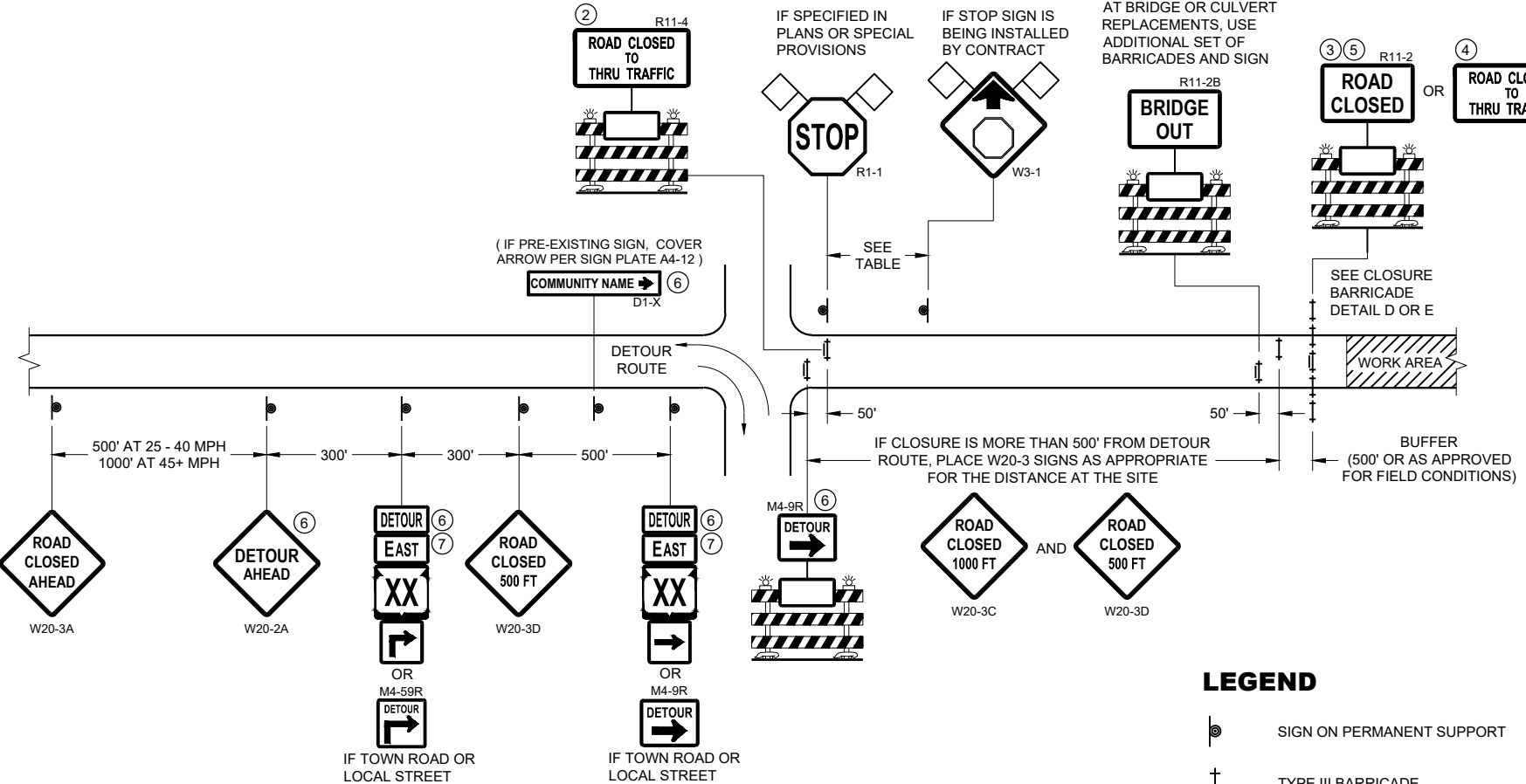


APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVISOR 173



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



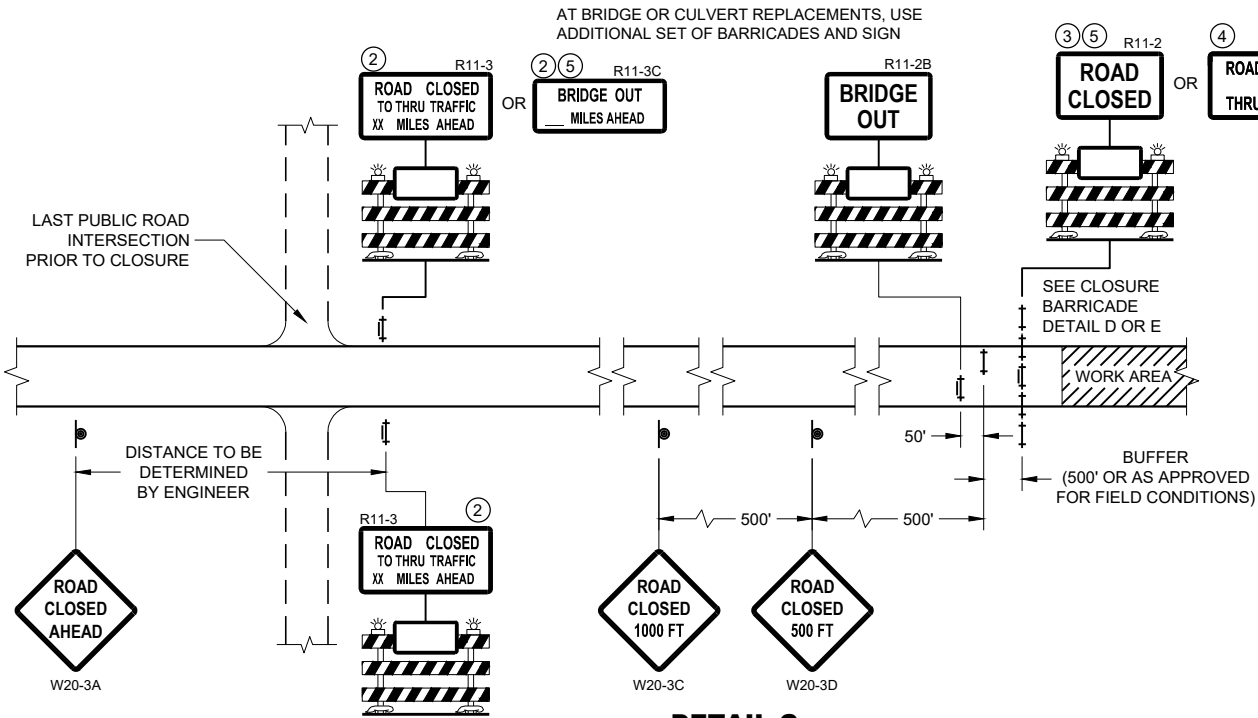
DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE LESS THAN ½ MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)

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

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

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

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



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

**BARRICADES AND SIGNS
FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 174

FHWA



SEE SDD 15C2 - SHEET "a" FOR LEGEND

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

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

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

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

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

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

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

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

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:

LESS OTHERWISE NOTED BELOW:

R11 - 2 SHALL BE 48" X 30"

R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60" X 30"

M4 - 9 SHALL BE 30" X 24"

M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)

M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)

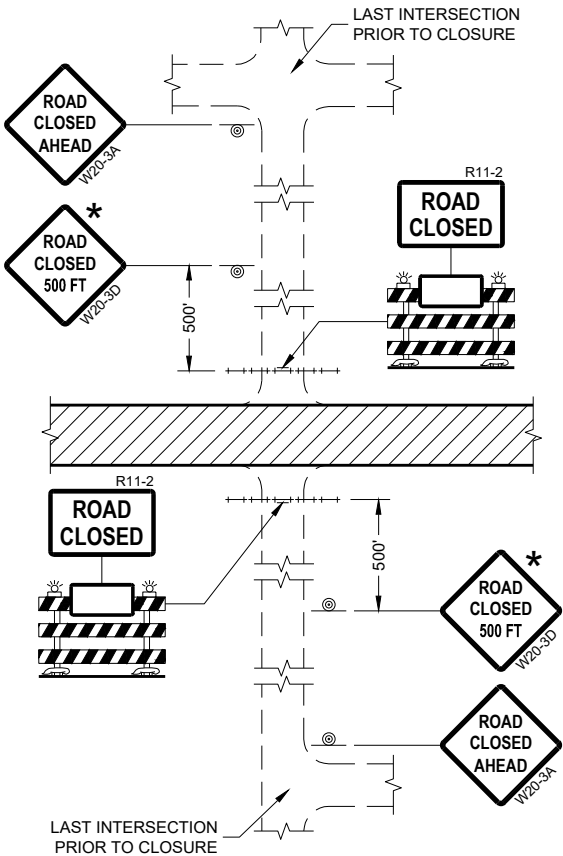
M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)

MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)

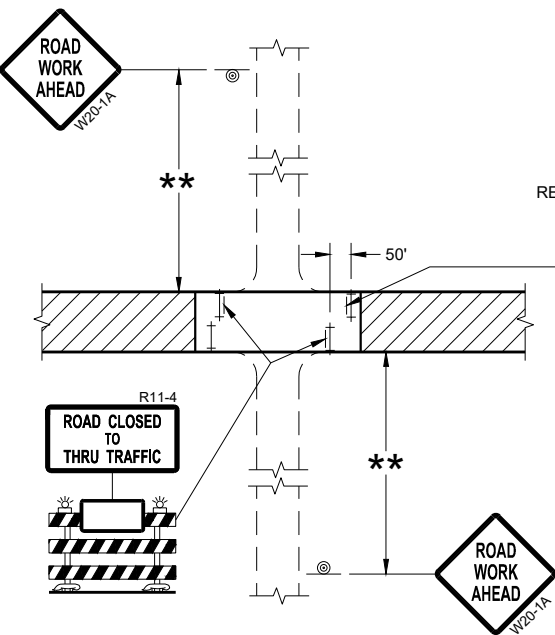
D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

R1 - 1 SHALL BE 36" X 36"

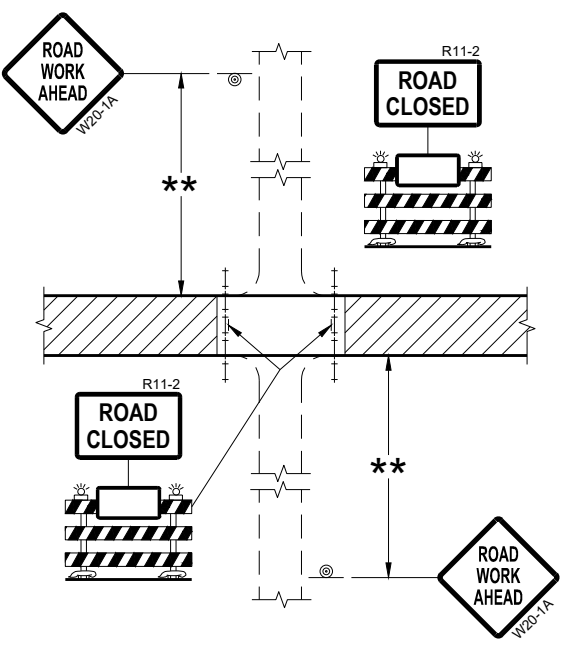
- ① TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING).
- ② THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.
- ③ FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".
- ④ FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".
- ⑤ FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.
- ⑥ INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.
- ⑦ "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.



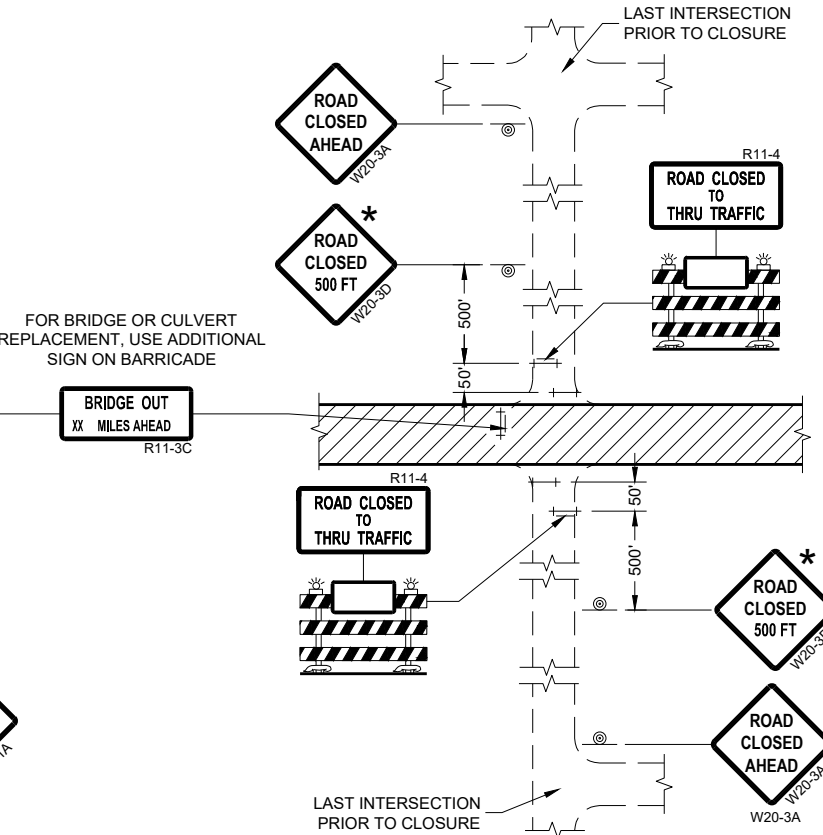
DETAIL 1
(NO ACCESS TO PROJECT)



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



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



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

- * OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.
- ** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.

LEGEND

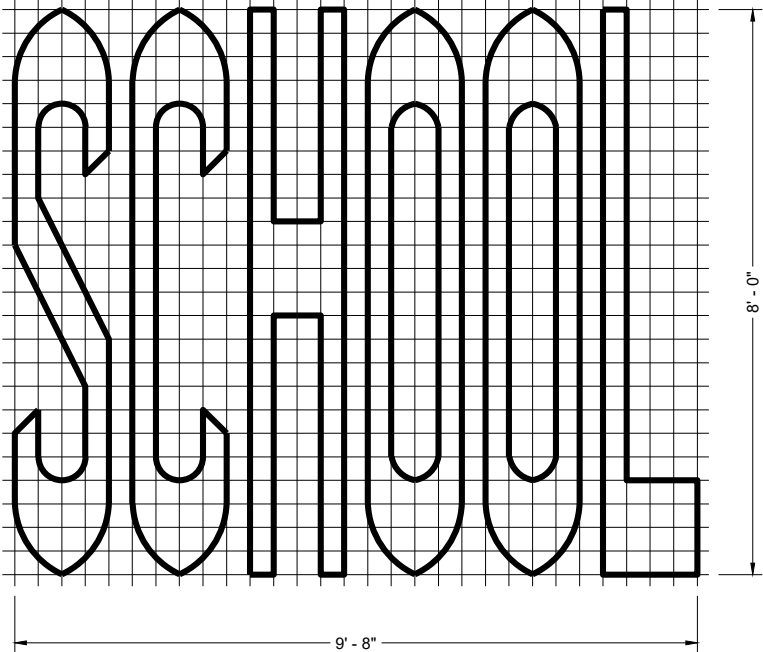
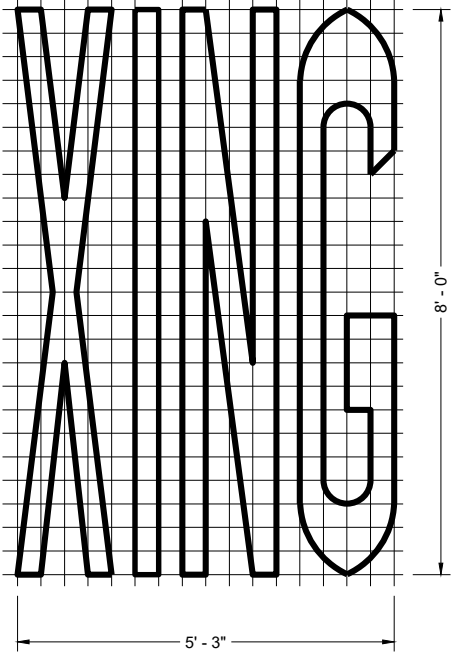
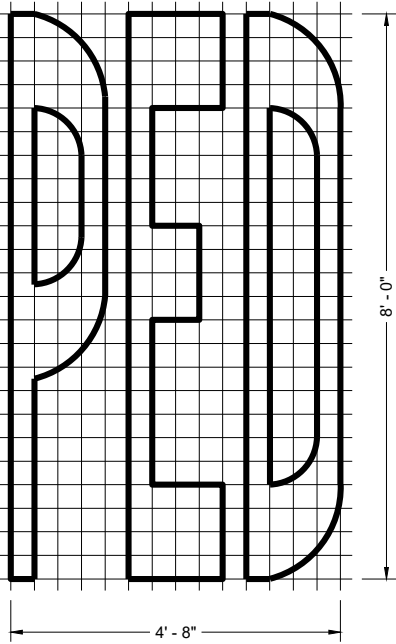
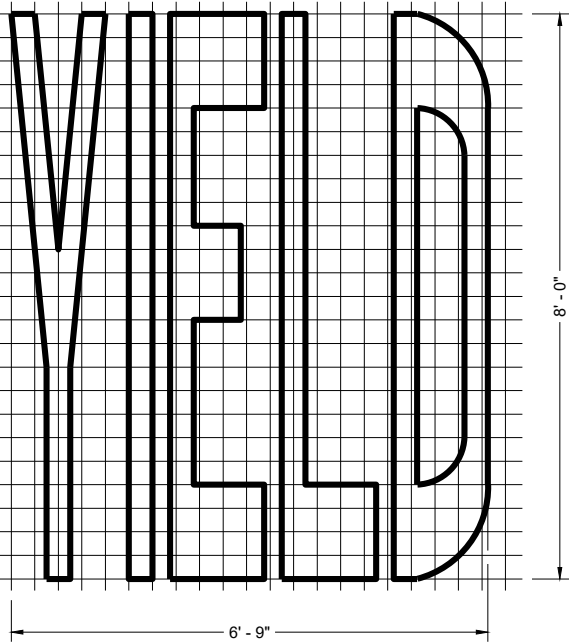
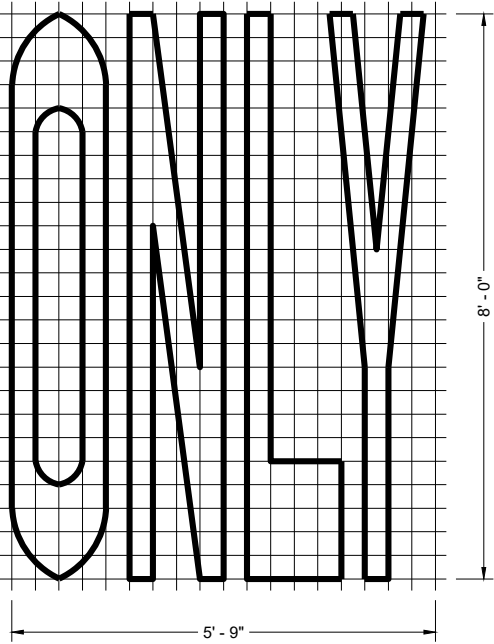
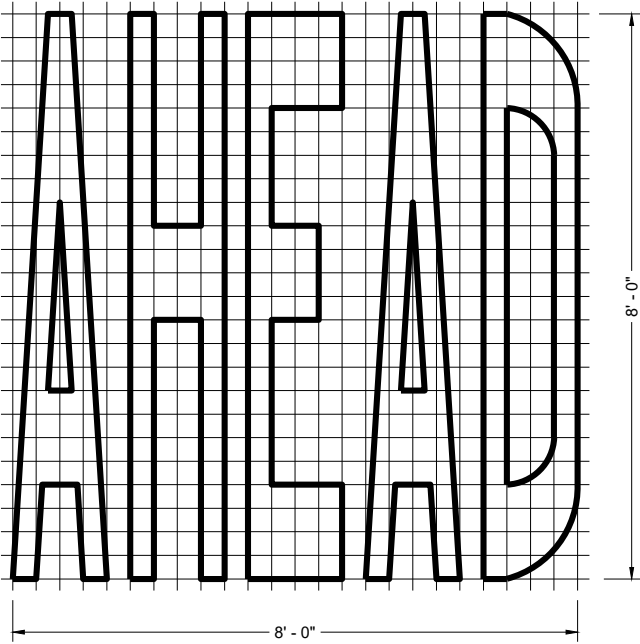
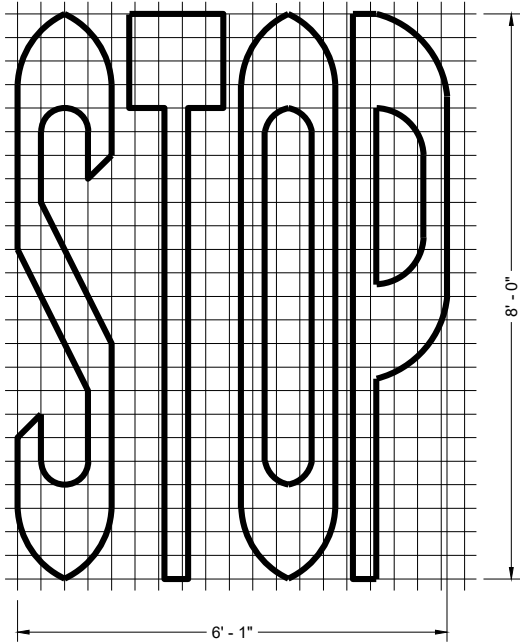
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

**BARRICADES AND SIGNS
FOR
SIDEROAD CLOSURES**

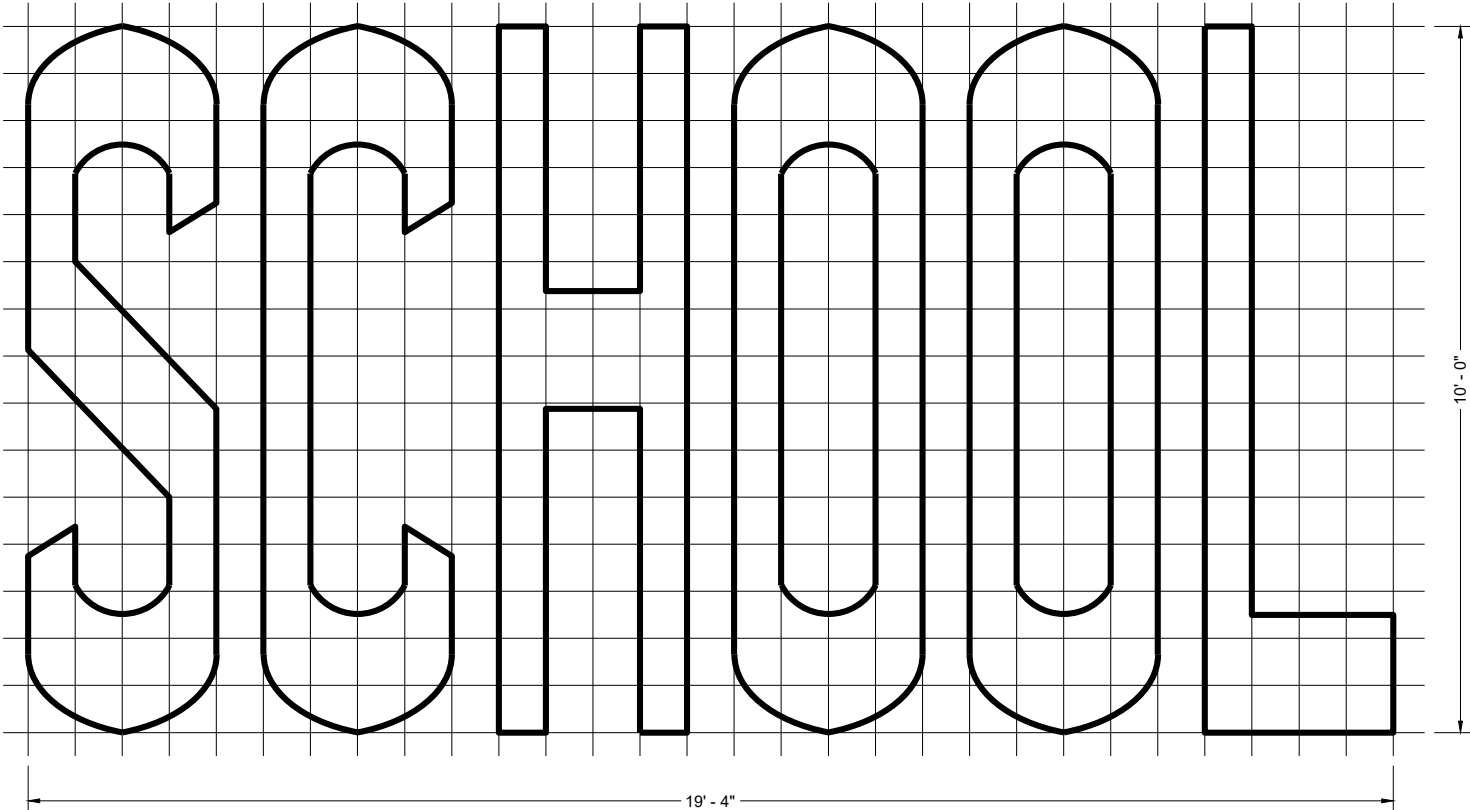
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 176

FHWA



SINGLE LANE



TWO - LANE

GENERAL NOTES

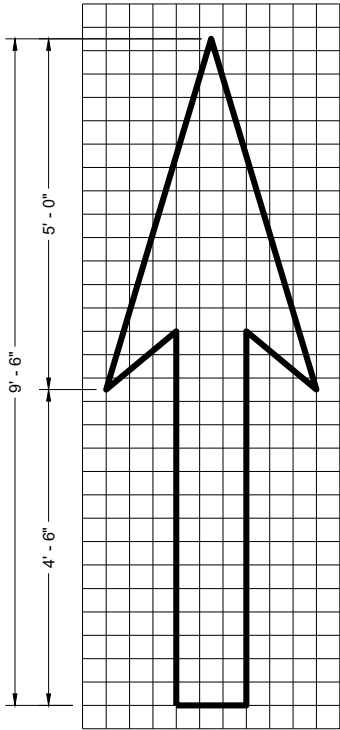
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

PAVEMENT MARKING WORDS

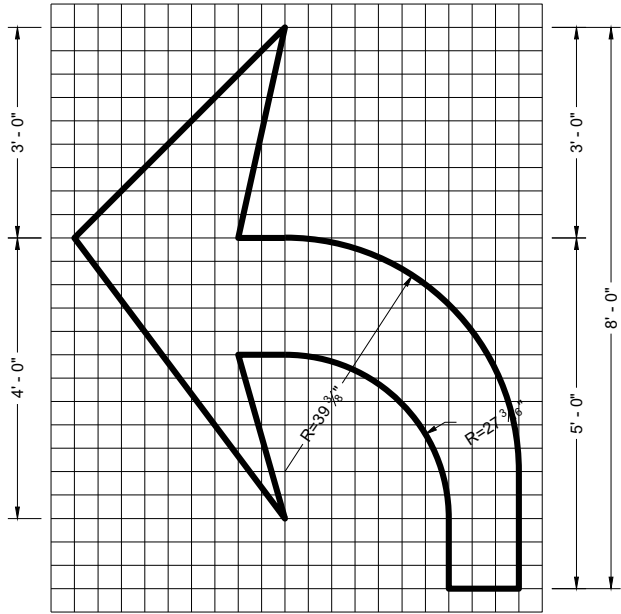
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 /S/ Jeannie Silver
DATE STATE SIGNING AND MARKING ENGINEER

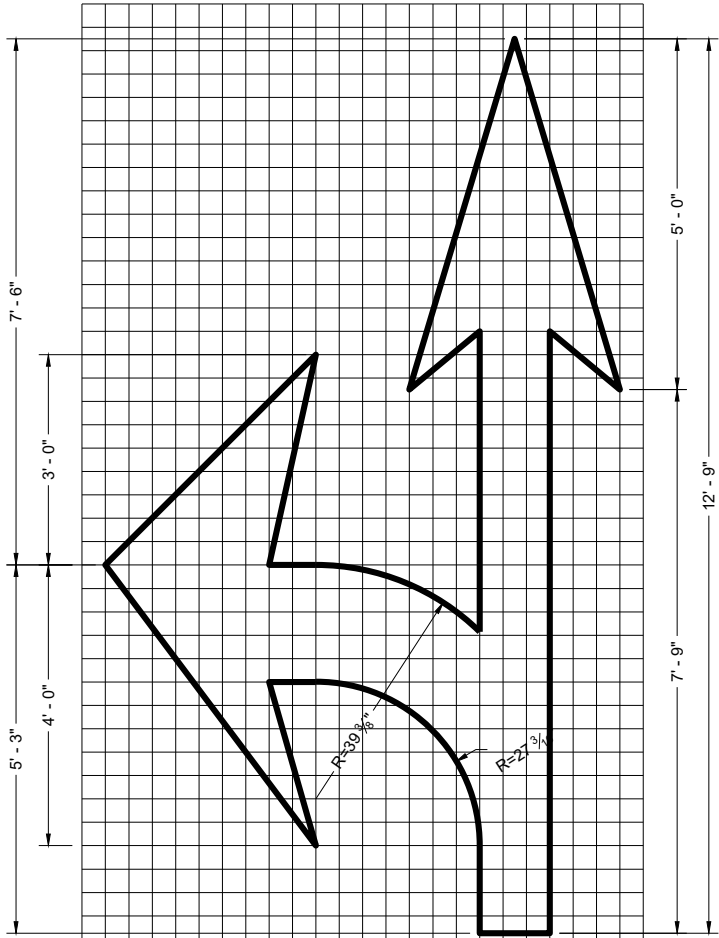
FHWA



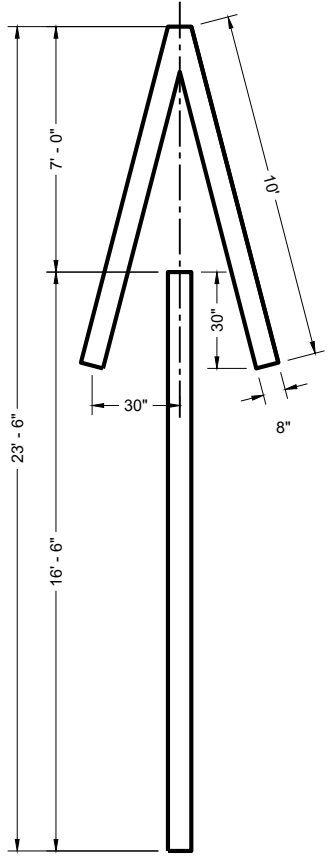
TYPE 1



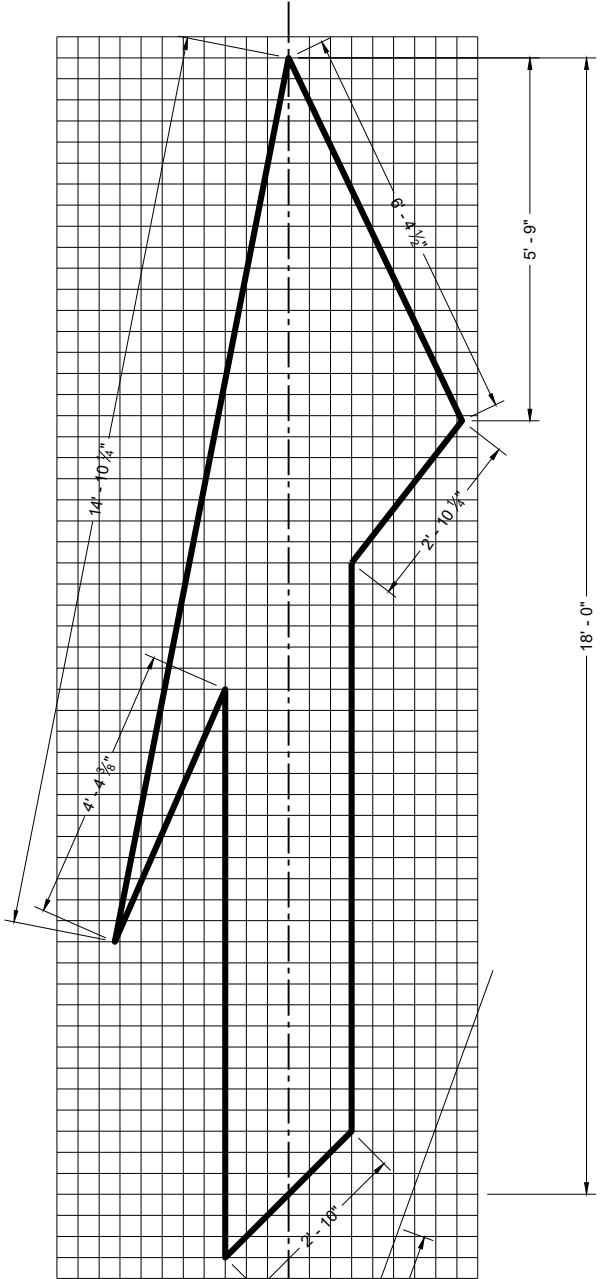
TYPE 2



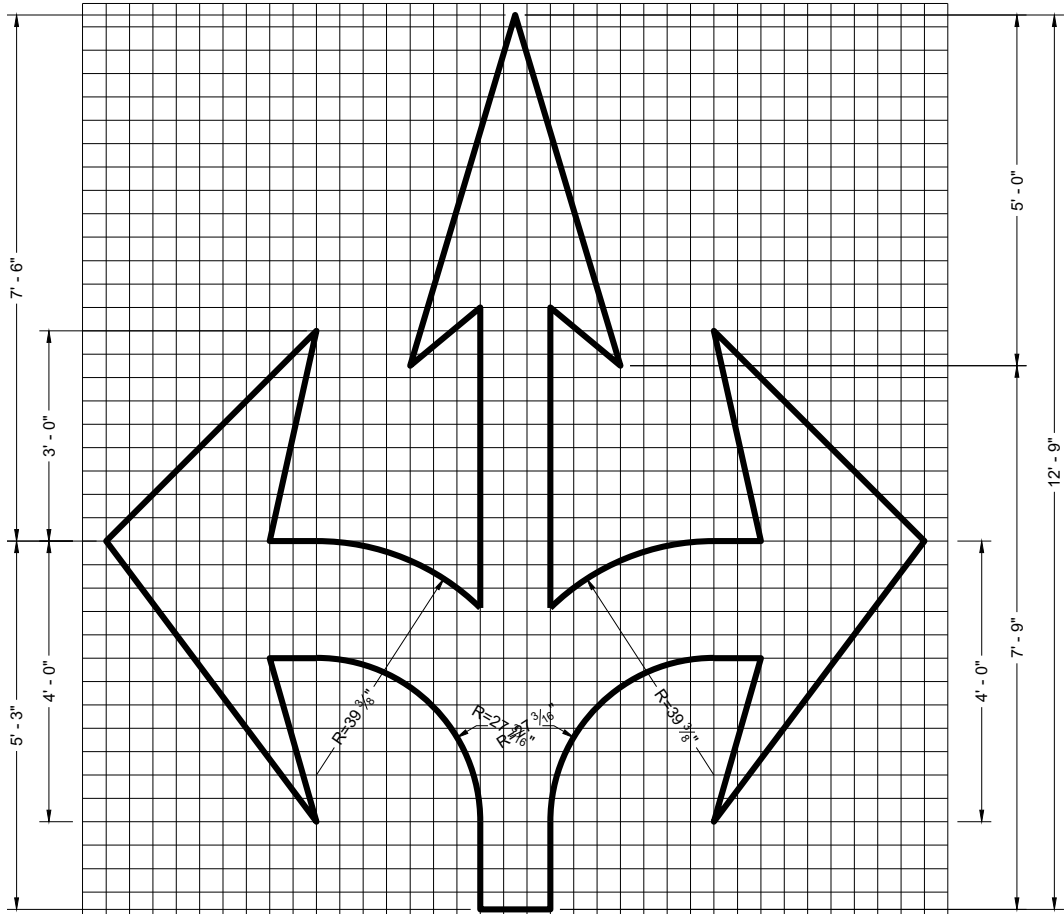
TYPE 3



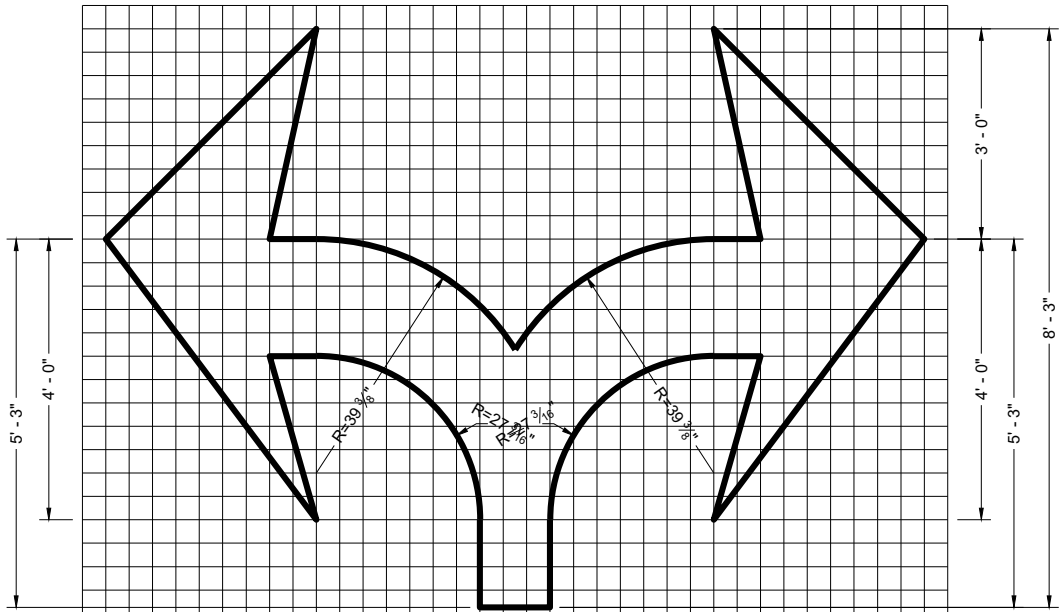
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

GENERAL NOTES

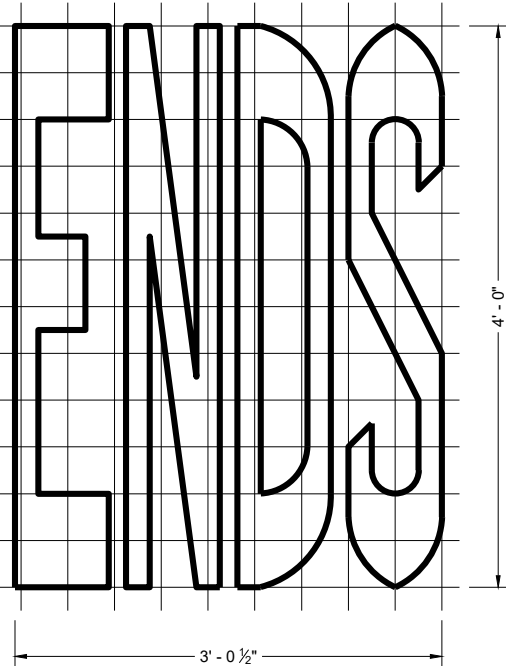
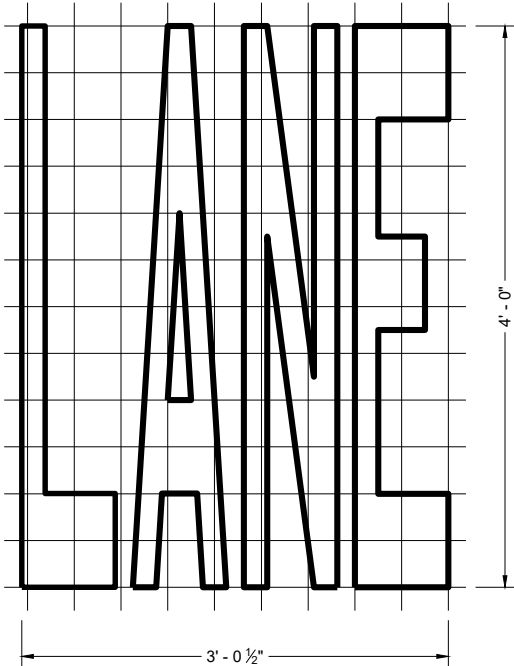
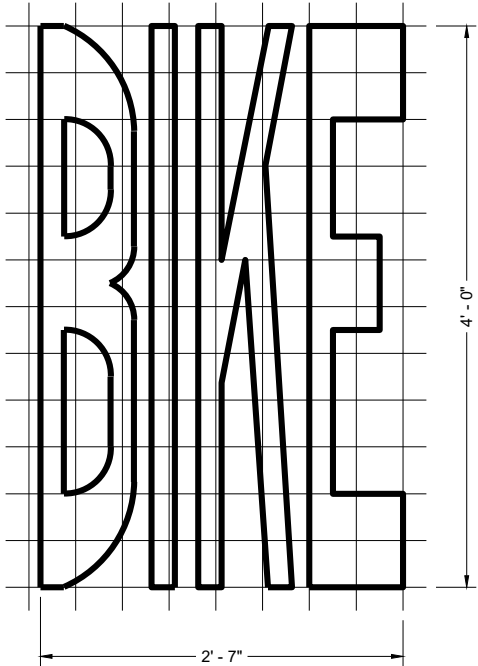
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

PAVEMENT MARKING ARROWS

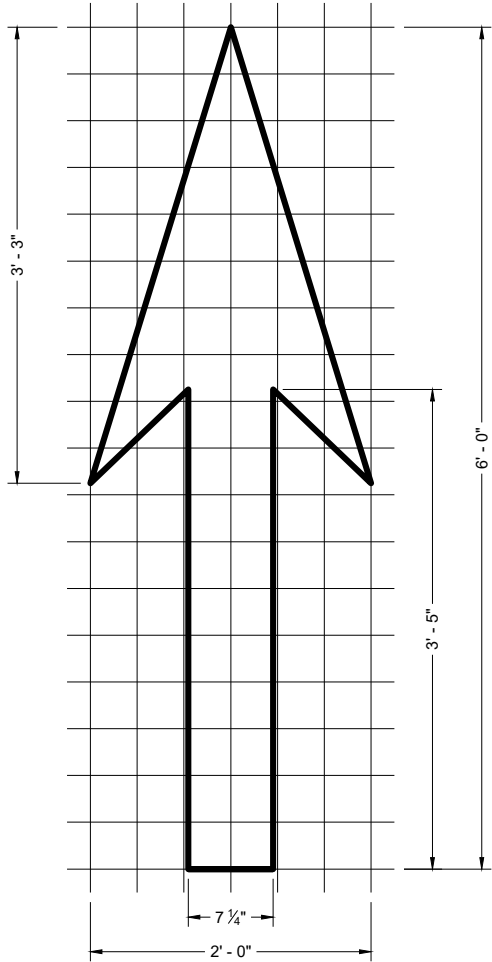
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024
DATE /S/ Jeannie Silver
STATE SIGNING AND MARKING ENGINEER

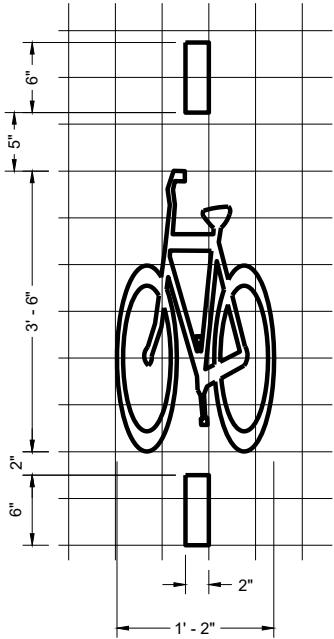
FHWA



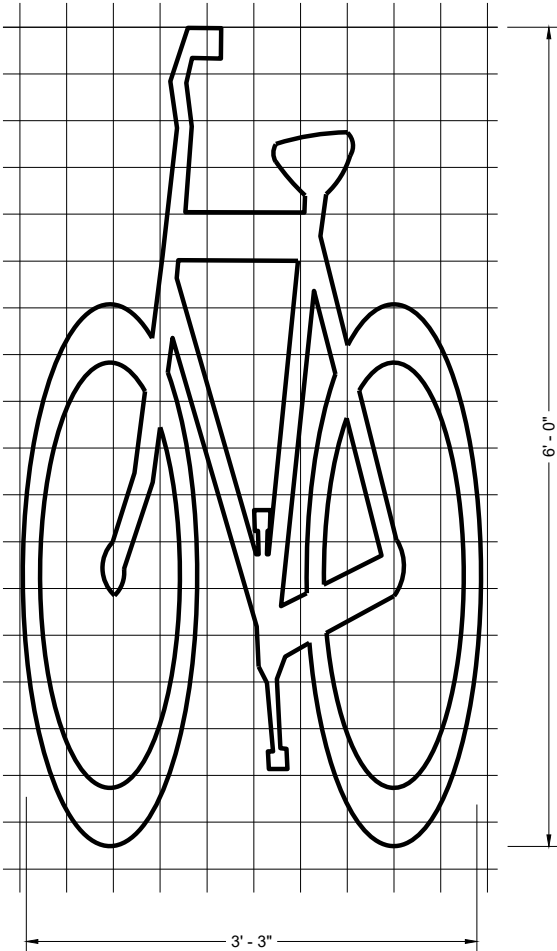
BIKE LANE WORDS



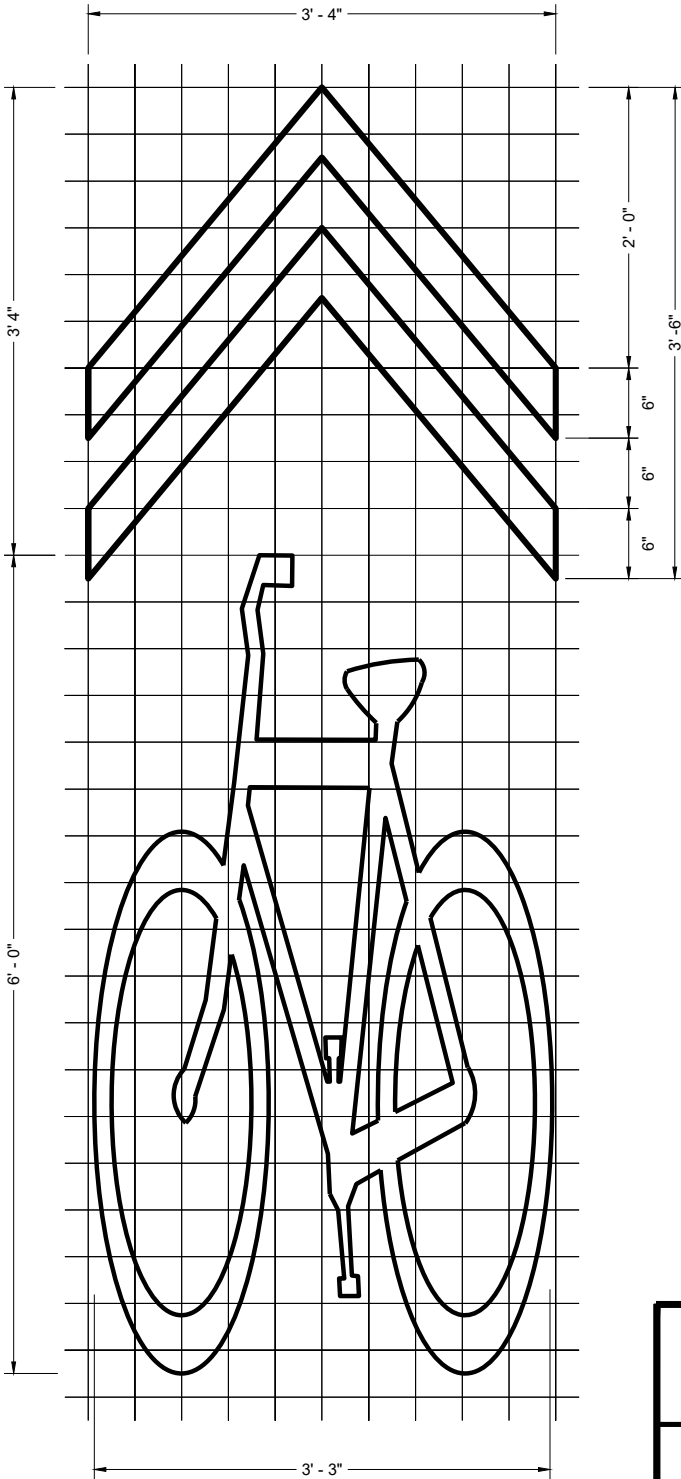
BIKE LANE ARROW



BICYCLE DETECTOR PAVEMENT MARKING



BIKE LANE SYMBOL

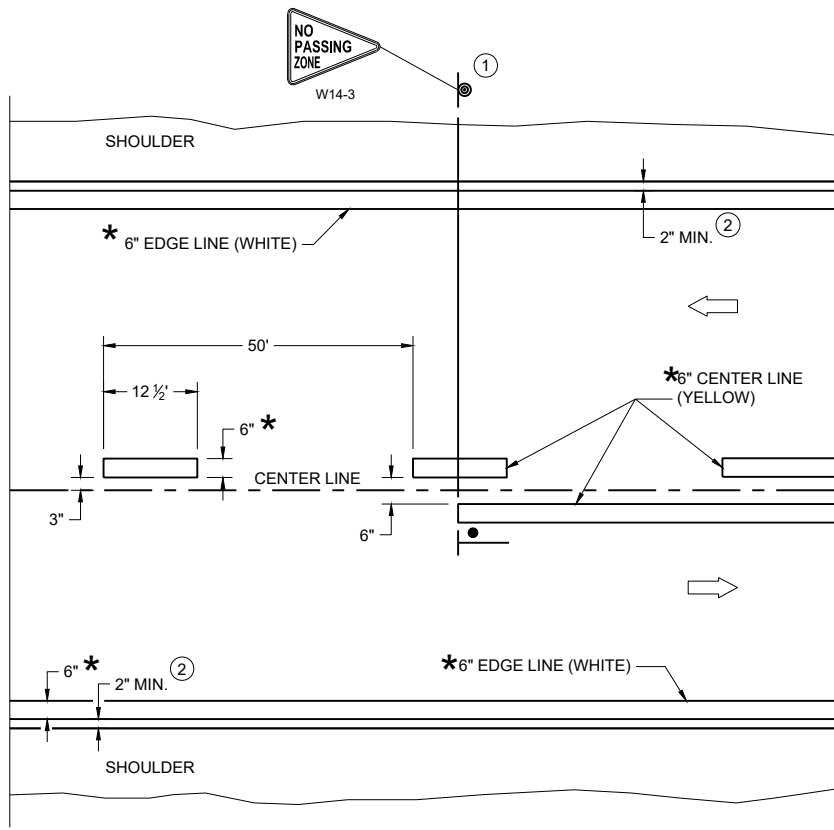


BIKE LANE SYMBOL FOR SHARED LANE

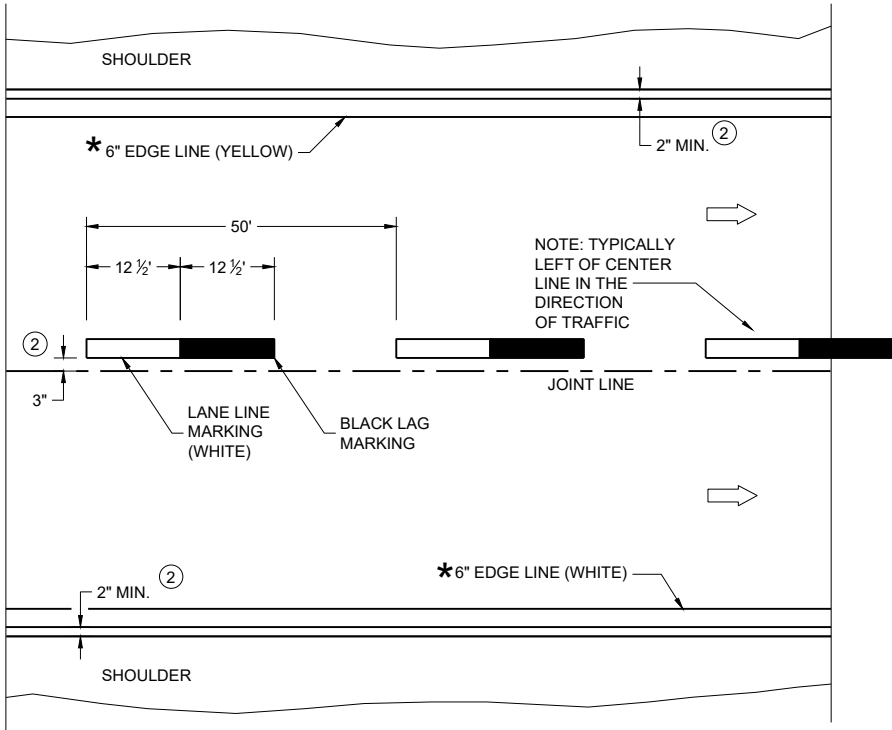
GENERAL NOTES

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

PAVEMENT MARKING FOR BIKE LANES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2024 DATE	/S/ Jeannie Silver STATE SIGNING AND MARKING ENGINEER
FHWA 179	



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

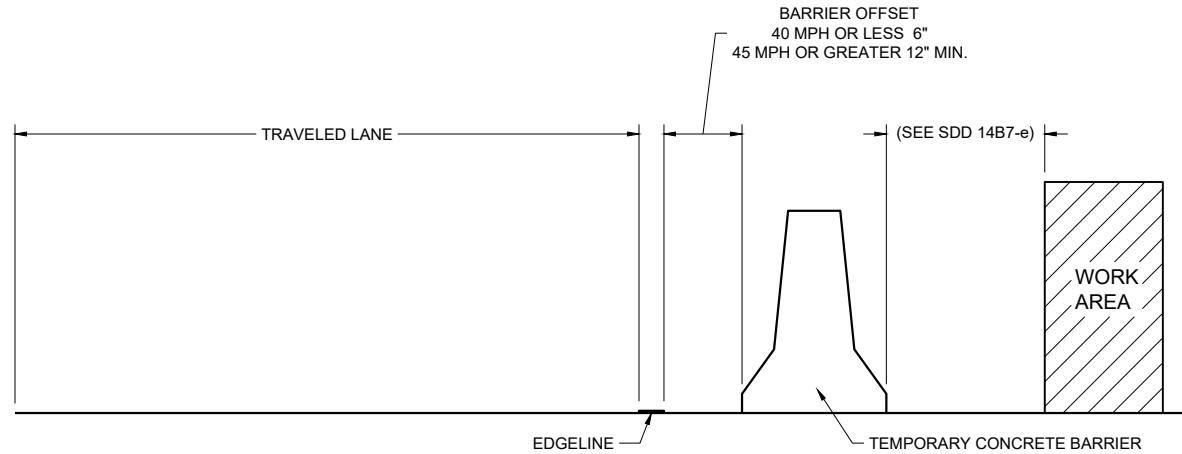
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

- 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 180	



TEMPORARY BARRIER OFFSET FROM EDGE LINE

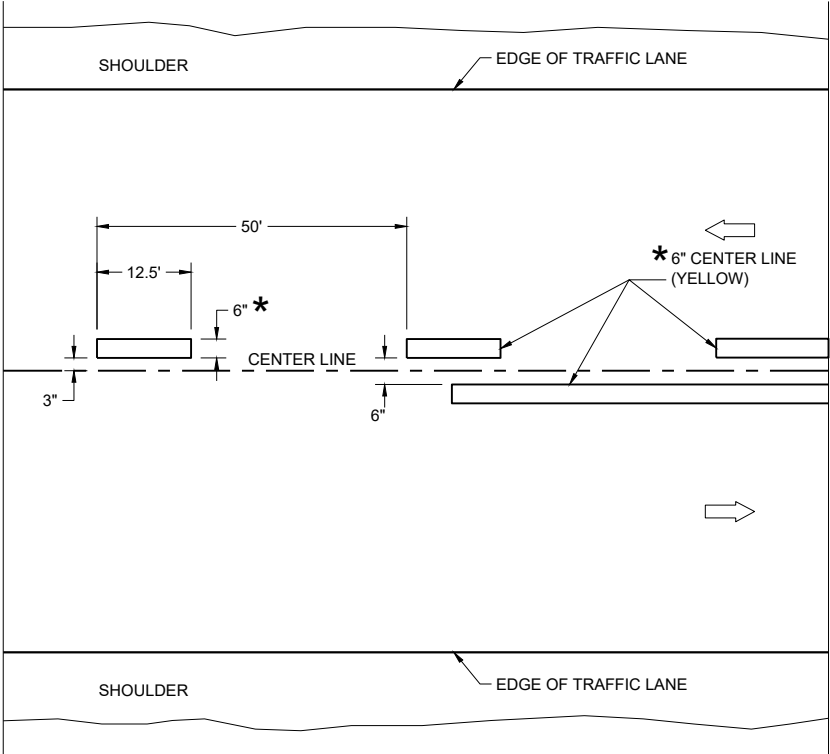
GENERAL NOTES

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

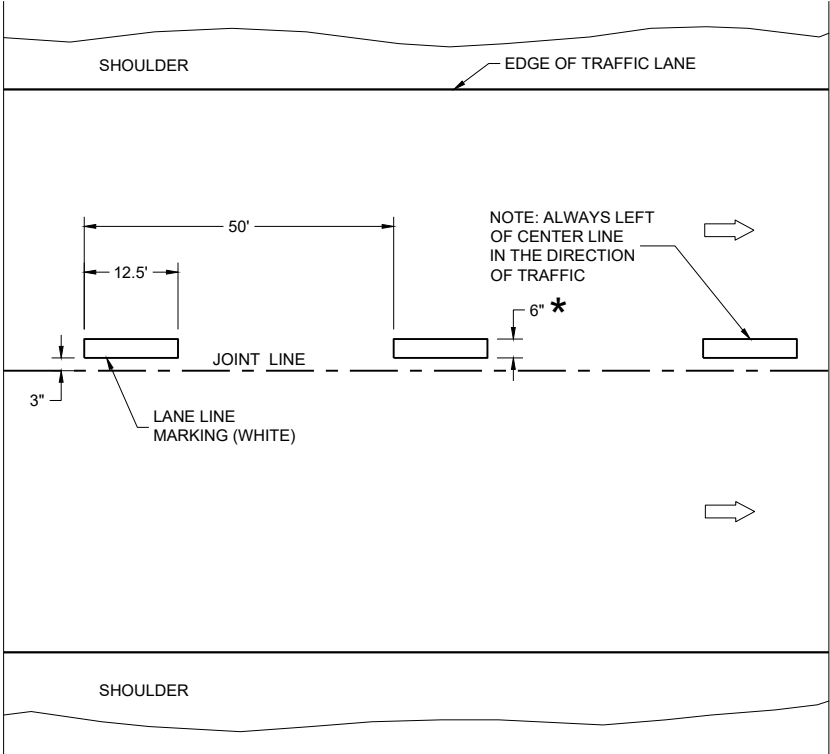
LEGEND

➡ DIRECTION OF TRAFFIC

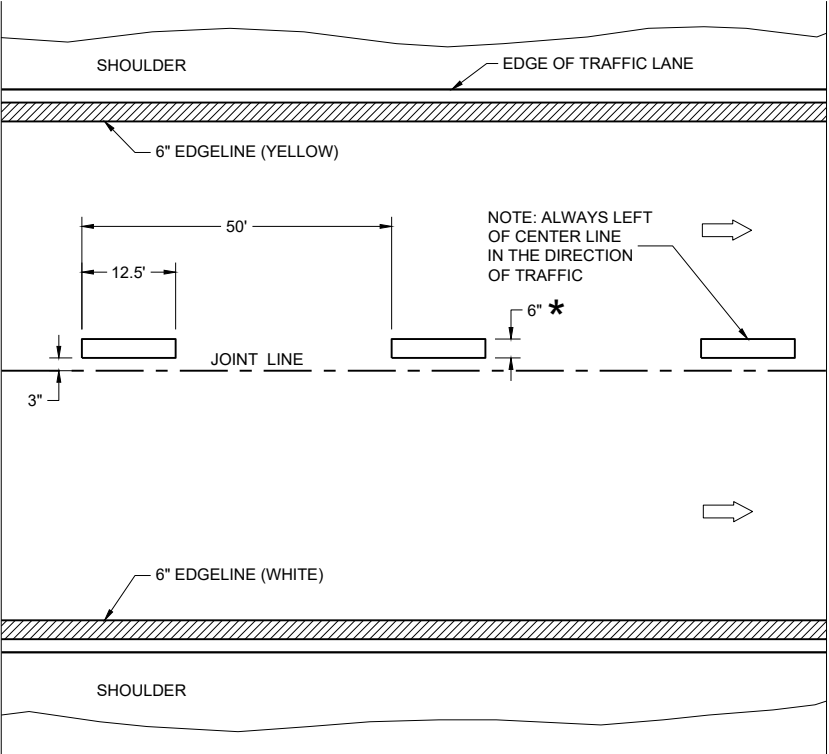
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



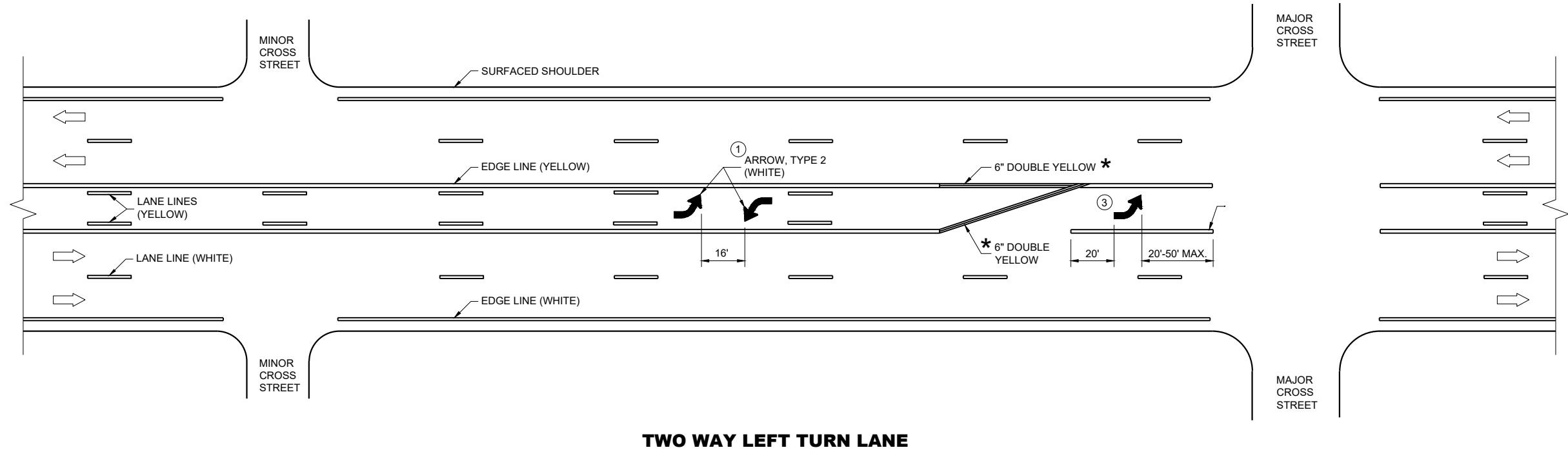
ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED December 2024 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer
FHWA 181	

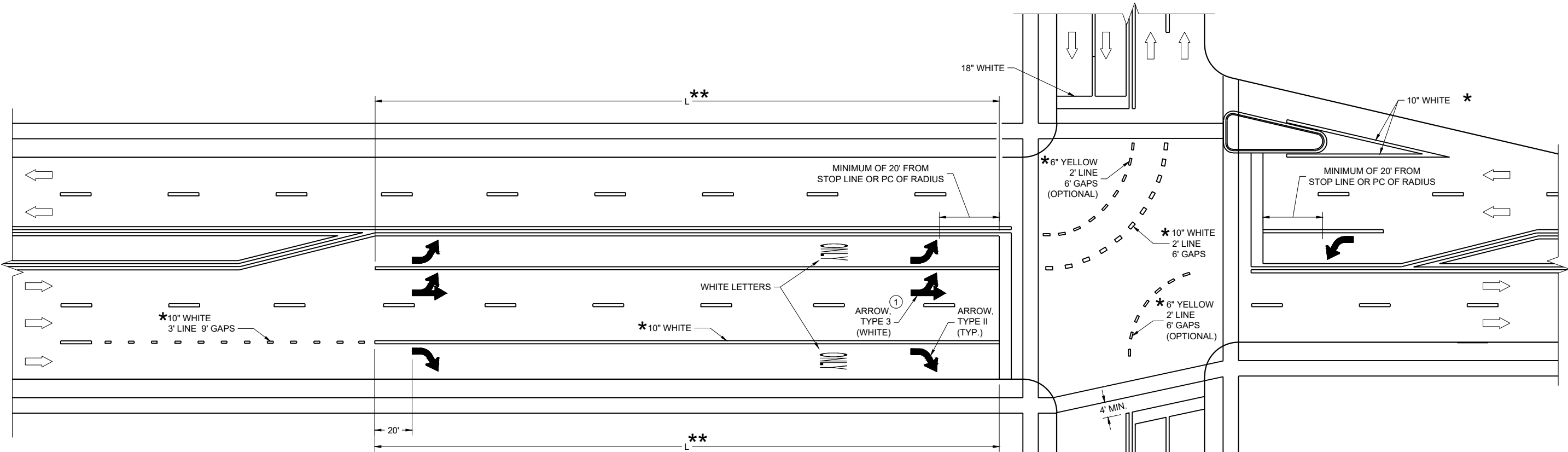


GENERAL NOTES

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

➡ DIRECTION OF TRAFFIC

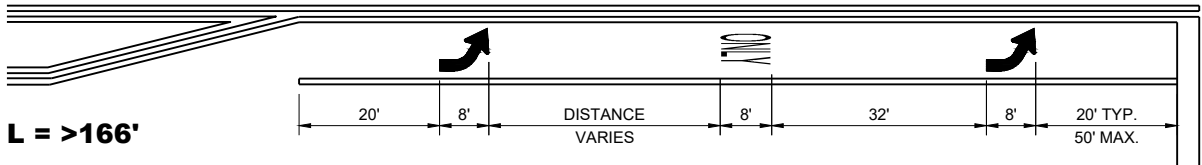
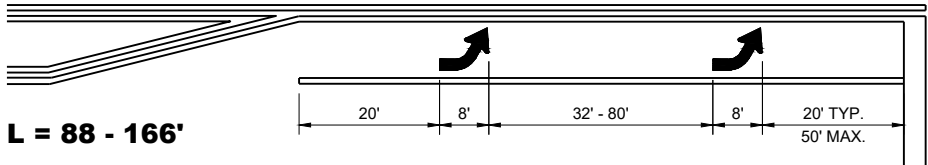
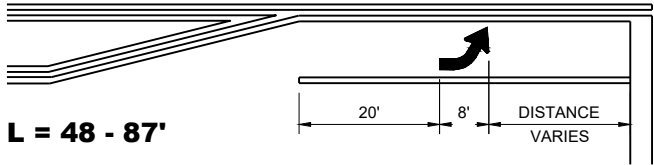
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



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

TURN LANE OPTIONS

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



GENERAL NOTES

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

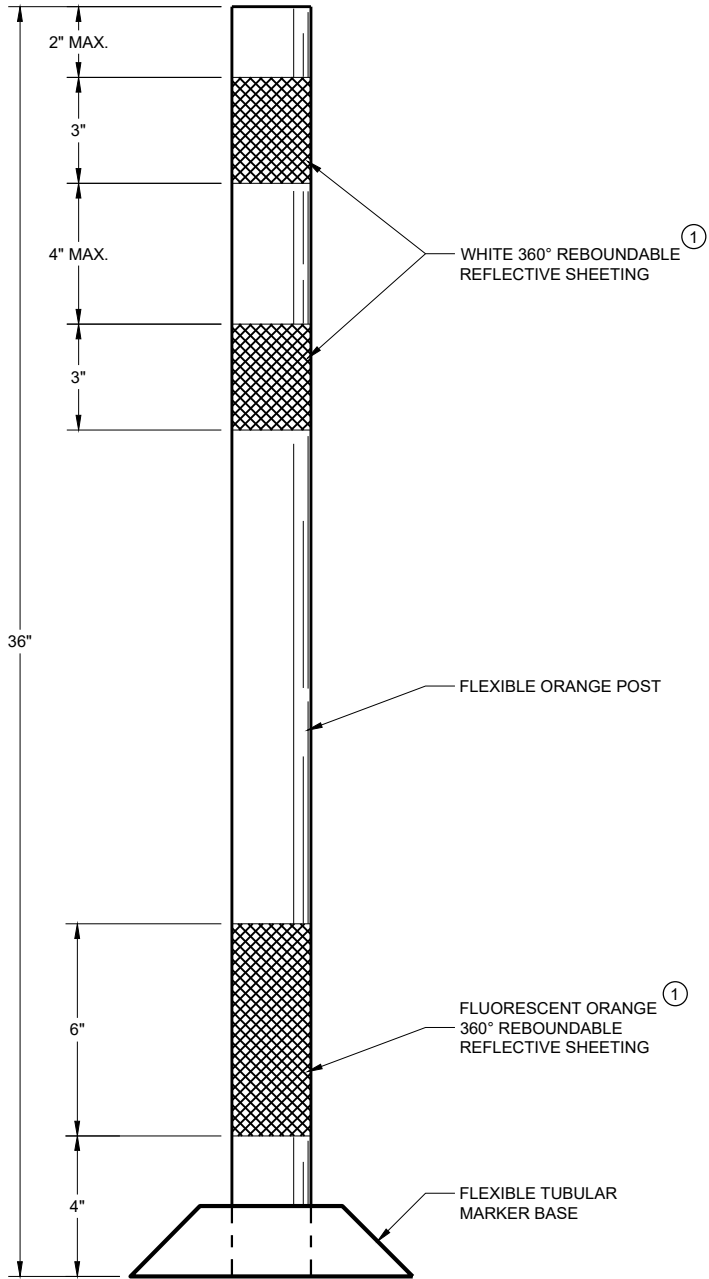
➡ DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING
(TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



FLEXIBLE TUBULAR
MARKER POST
WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

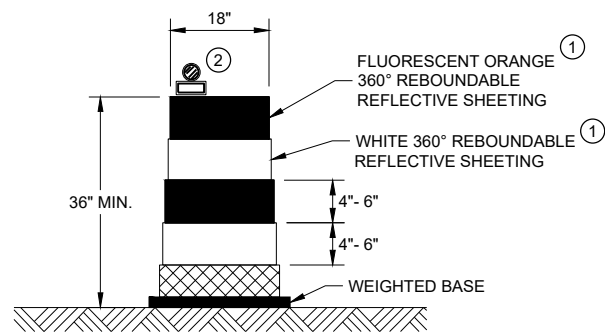
① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

CHANNELIZING DEVICES
FLEXIBLE TUBULAR
MARKER POST

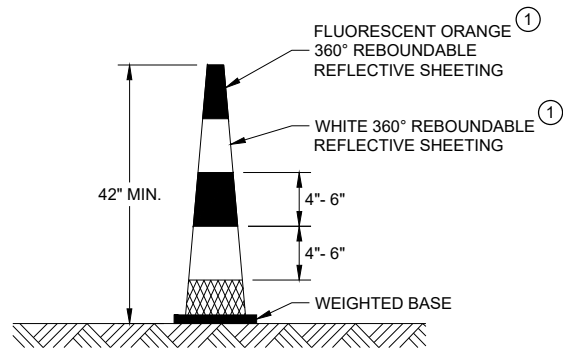
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 184

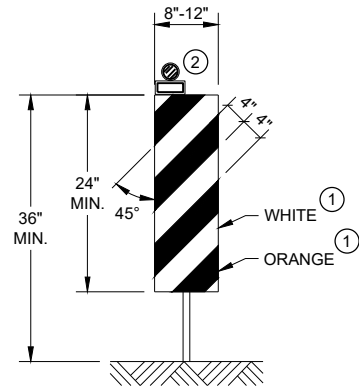
FHWA



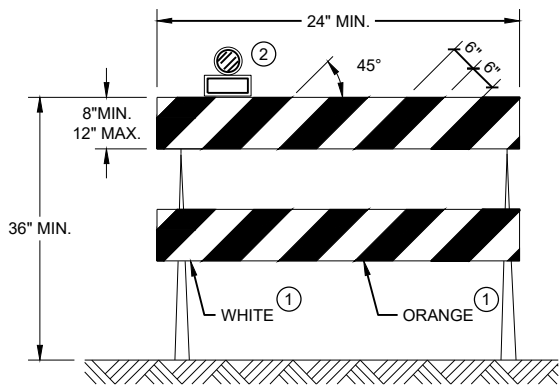
DRUM
BALLAST WIDTHS
RANGE FROM 24"-36"



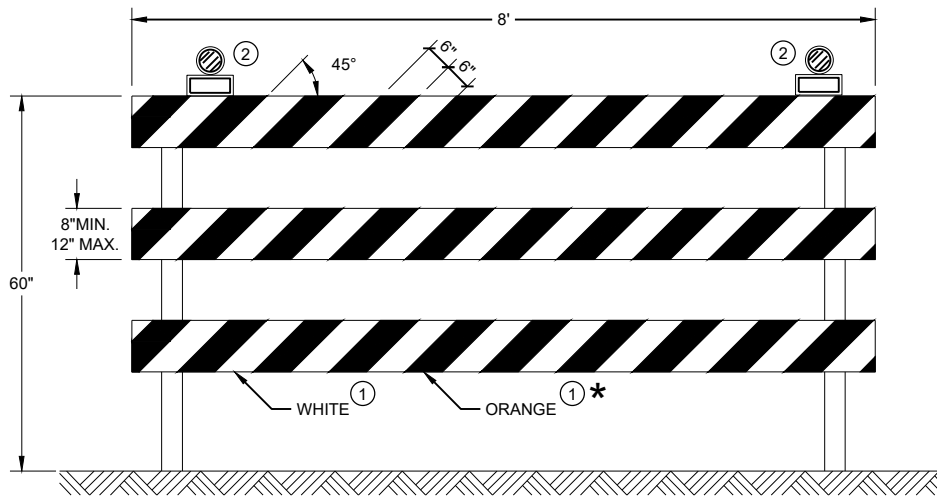
42" CONE
DO NOT USE IN TAPERS
½ SPACING OF DRUMS
BALLAST WIDTHS
RANGE FROM 14"-20"



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



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



TYPE III BARRICADE
IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.
* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

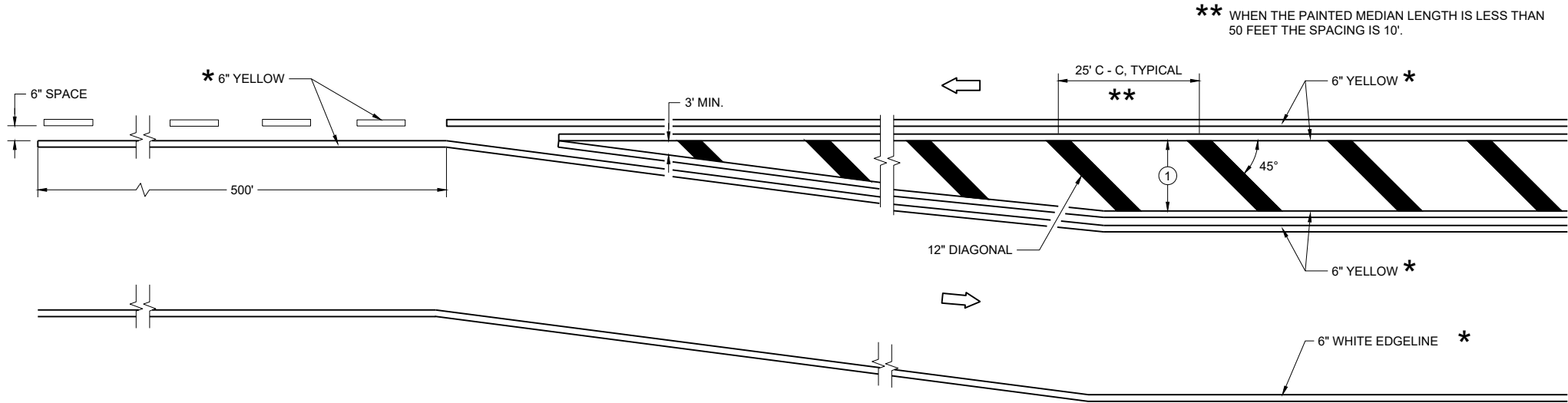
GENERAL NOTES

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

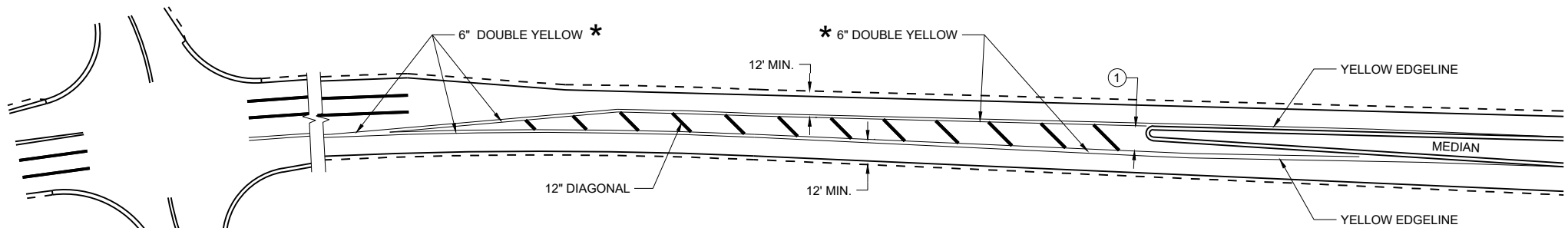
**CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

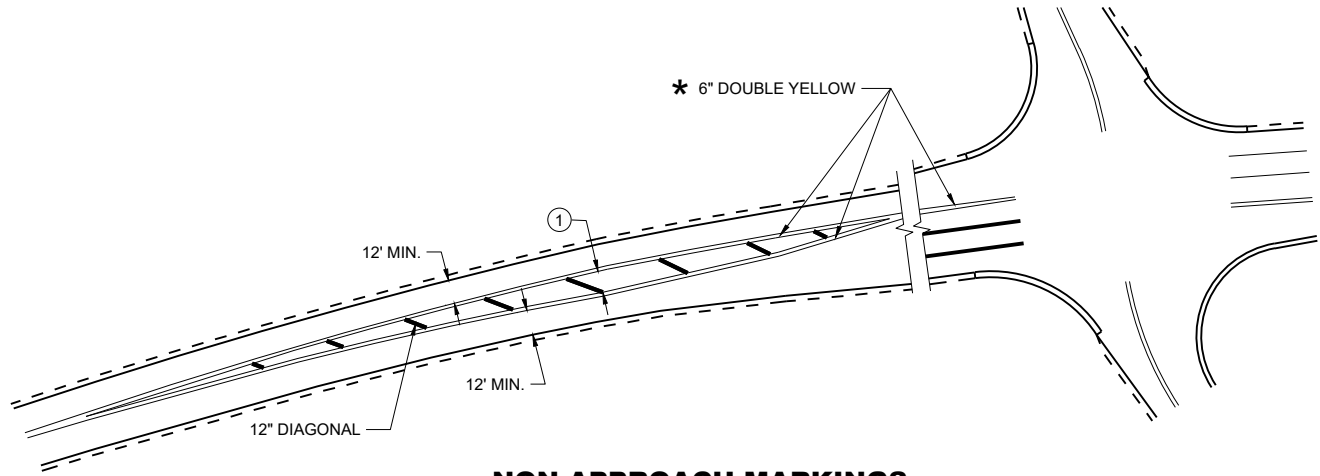
APPROVED
November 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 185
FHWA



MEDIAN ISLAND DETAIL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

GENERAL NOTES

- ① DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

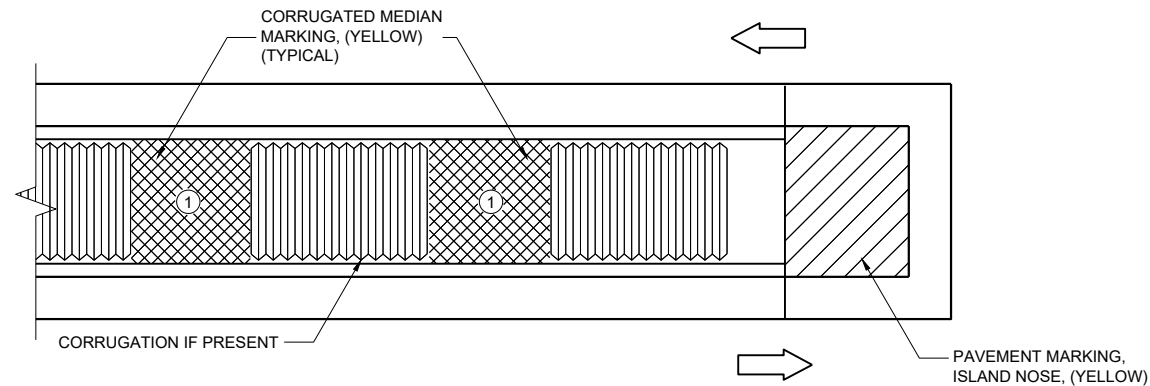
➡ DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

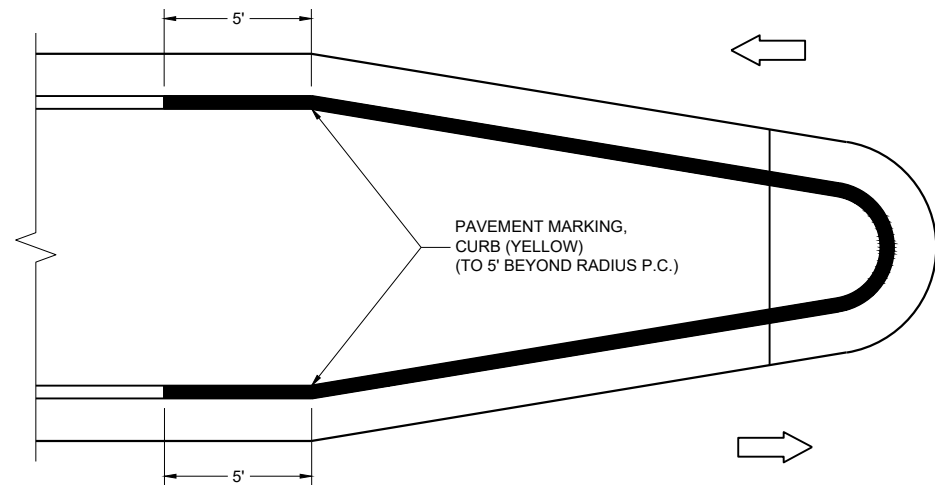
MEDIAN ISLAND
PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

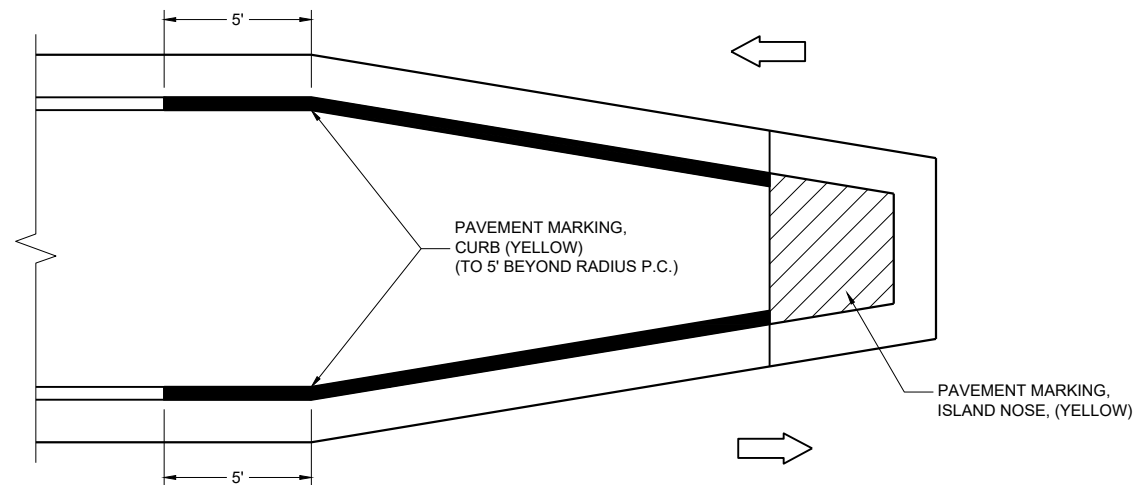
APPROVED
August 2024 /S/ Jeannie Silver
DATE Statewide Pavement Marking Engineer



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

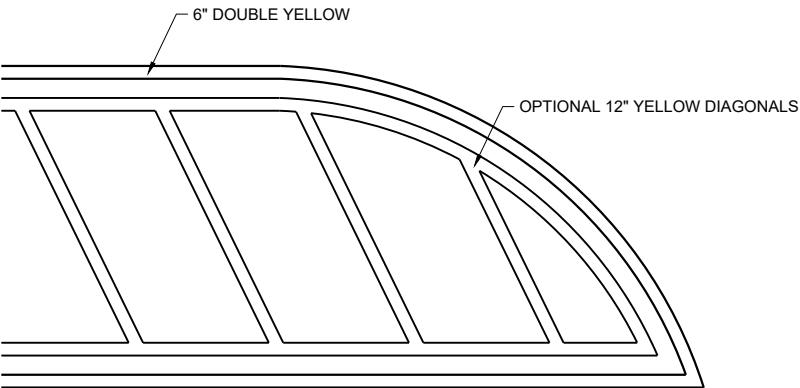
TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

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

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

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



FLUSH MEDIAN ISLAND NOSE

PAVEMENT MARKINGS, MEDIAN ISLAND NOSE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED August 2024 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer
FHWA	187

REQUIREMENTS FOR EDGE LINES		
POSTED SPEED	IS THERE CONTINUOUS LIGHTING?	
	YES	NO
≤ 30 MPH	NO	OPTIONAL
35 OR 40 MPH	OPTIONAL	RECOMMENDED
≥ 45 MPH	RECOMMENDED	REQUIRED

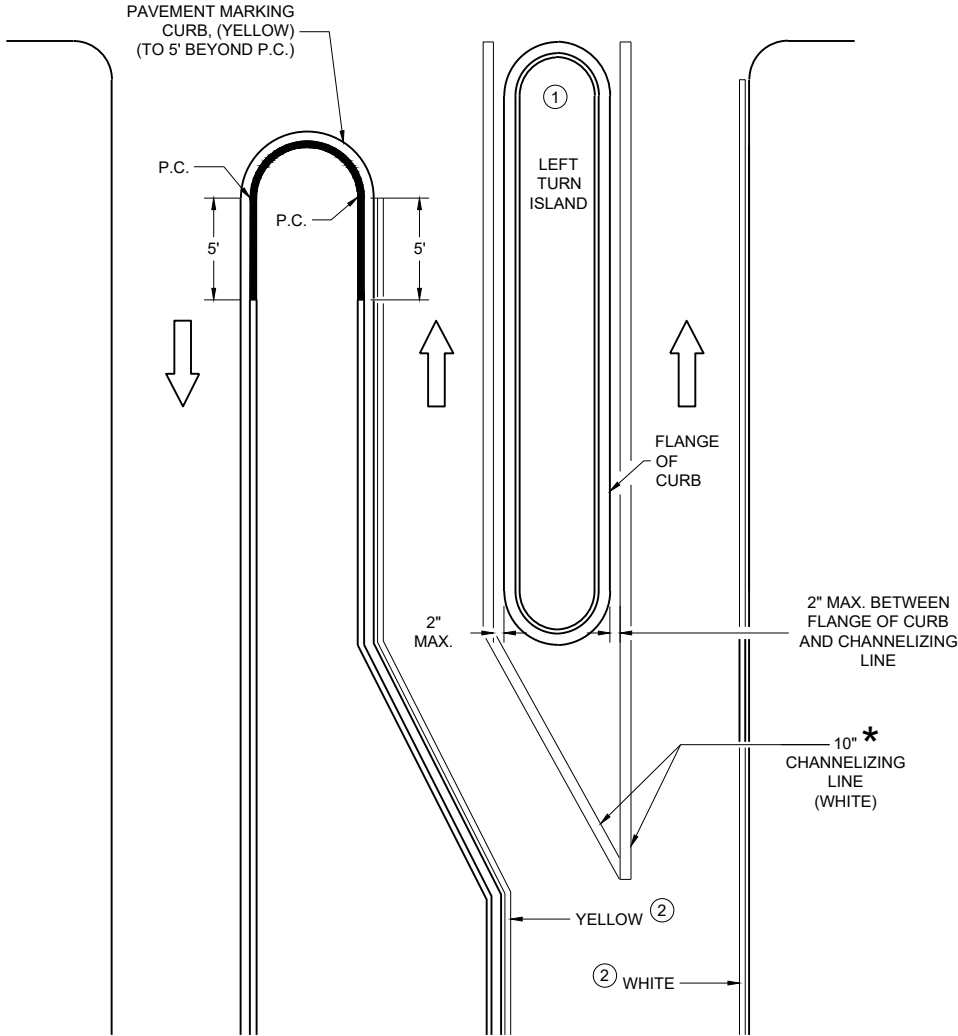
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

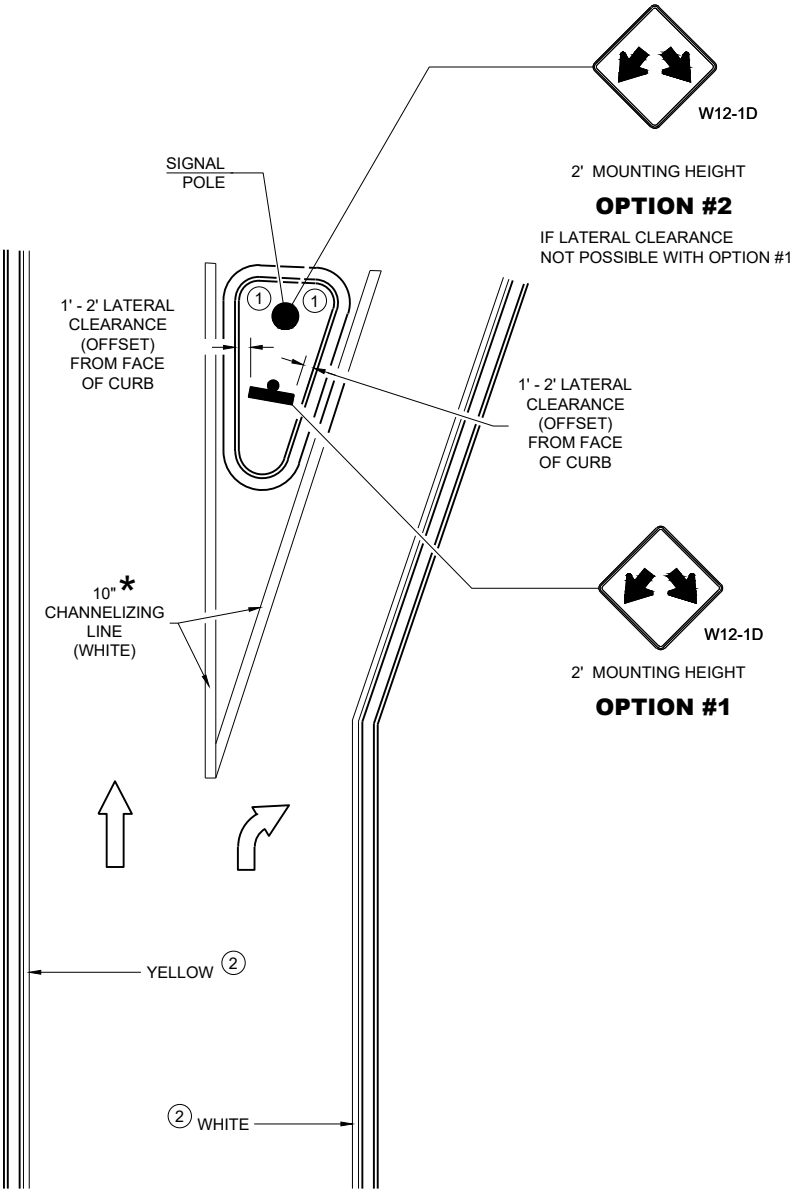
APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.
SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

- ① MARK CURB NOSES YELLOW.
- ② MARK ACCORDING TO TABLE.
- ③ CHEVRON MAY BE OMITTED IF LESS THAN 4" WIDE

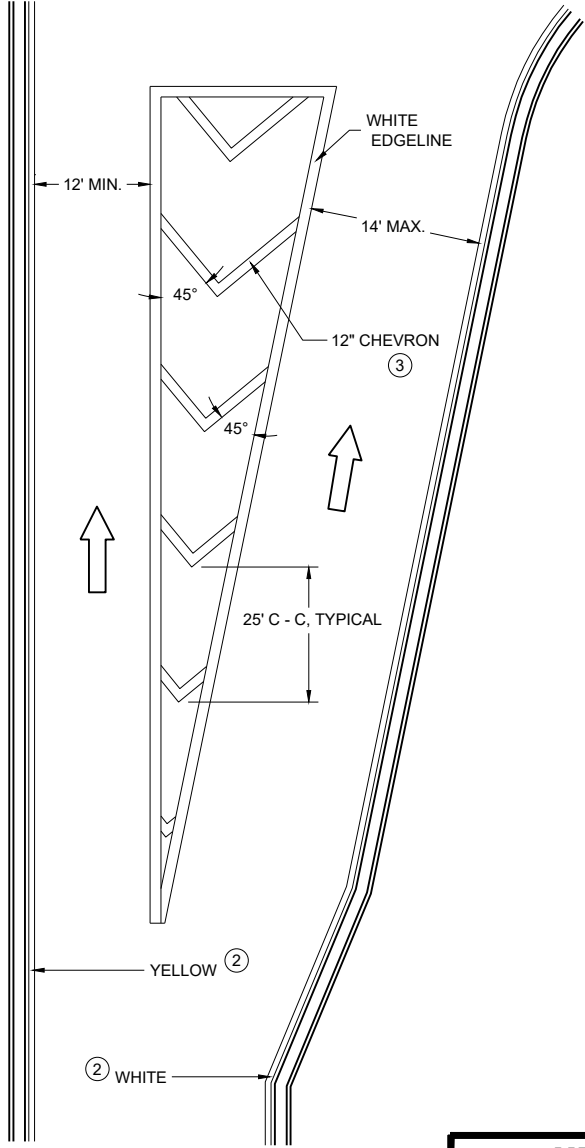
➡ DIRECTION OF TRAVEL



LEFT TURN & MEDIAN ISLAND



RIGHT TURN ISLAND



TURN LANE DETAIL

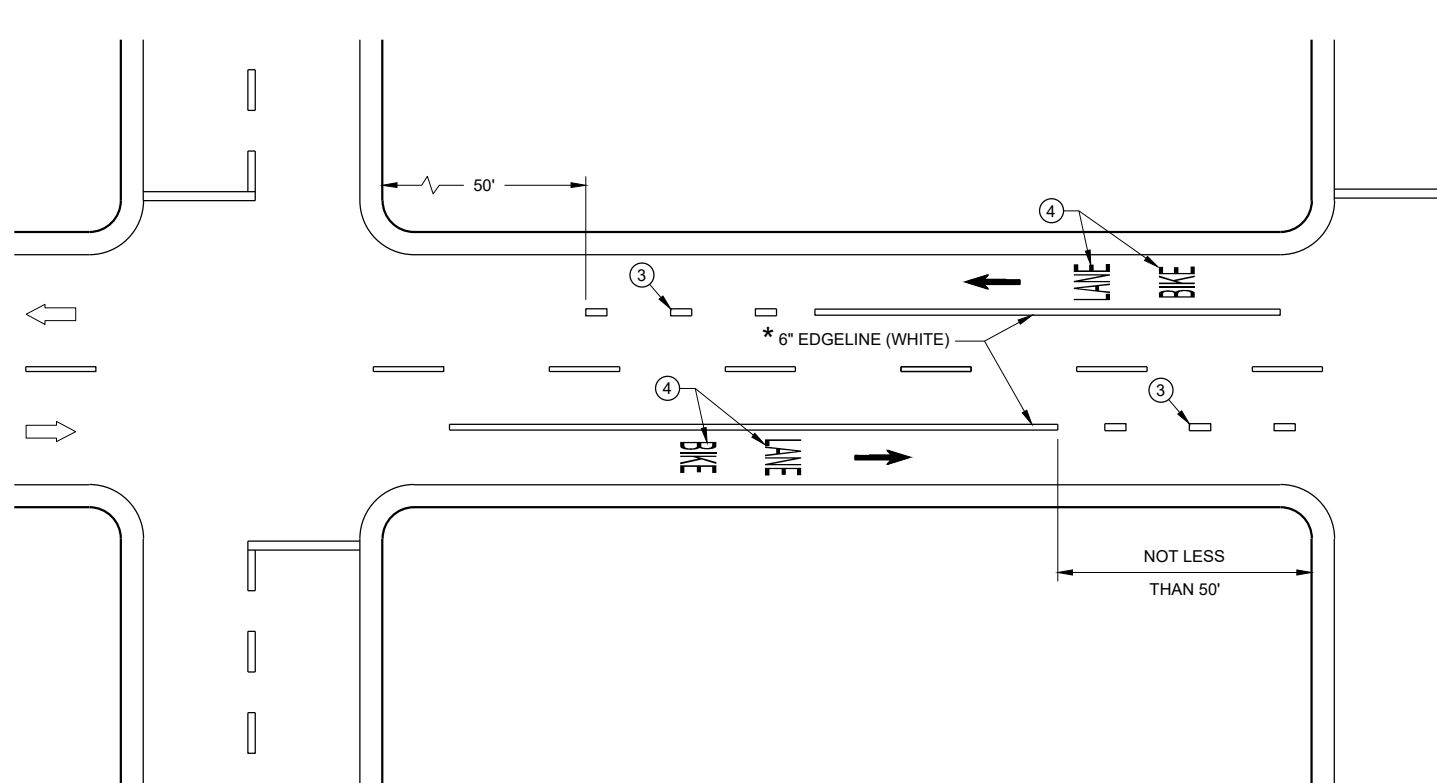
MEDIAN PAVEMENT MARKINGS, DOUBLE ARROW WARNING SIGN PLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

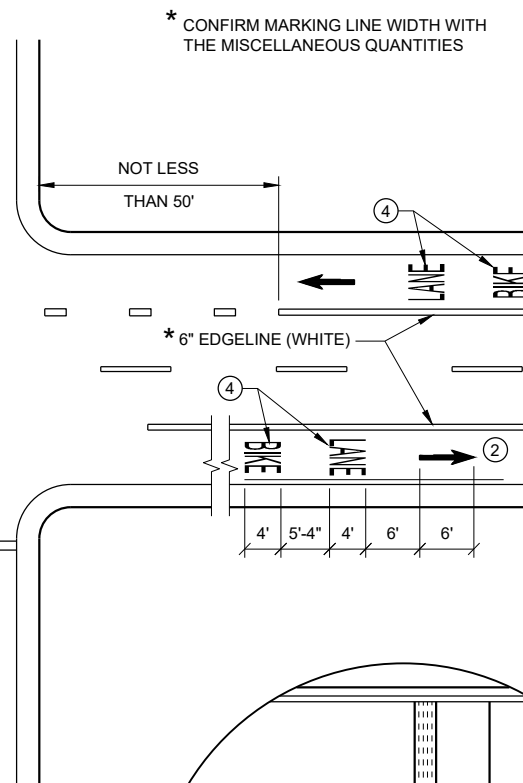
APPROVED
August 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

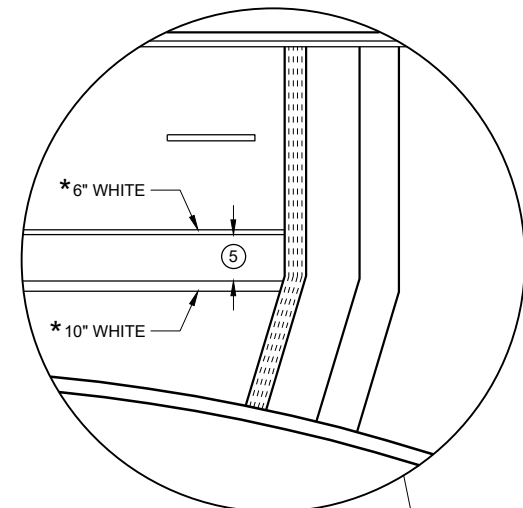


DESIGNATED BIKE LANE - NO PARKING

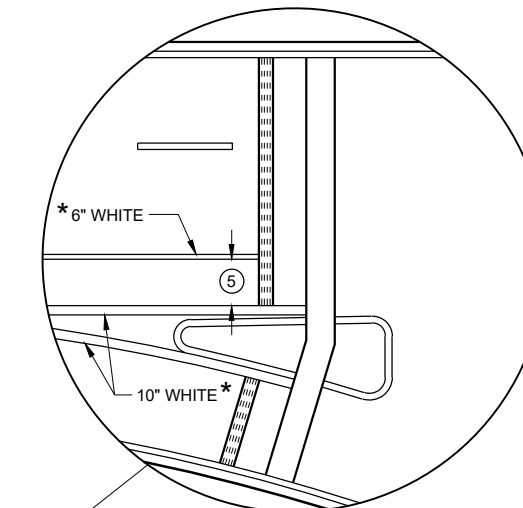


* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

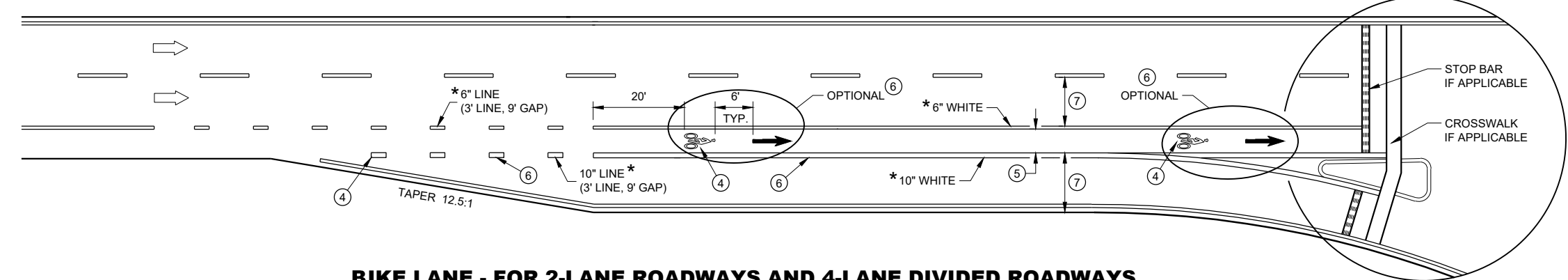
- ### GENERAL NOTES
- 1 DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
 - 2 MINIMUM OF ONE PER BLOCK. MAXIMUM OF 250 FEET.
 - 3 DOTTED LINES (3' LINE, 9' GAP) SHOULD BE USED 50 FEET TO 200 FEET IN ADVANCE OF AN INTERSECTION WHERE THERE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



4 LANE DIVIDED WITHOUT ISLAND

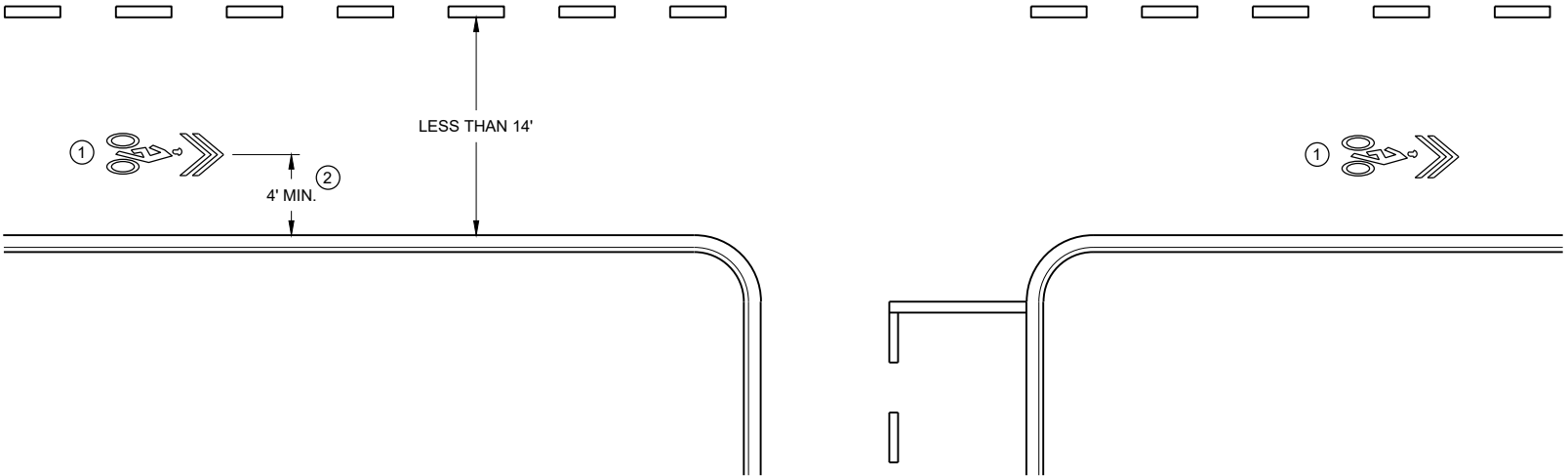


4 LANE DIVIDED WITH ISLAND

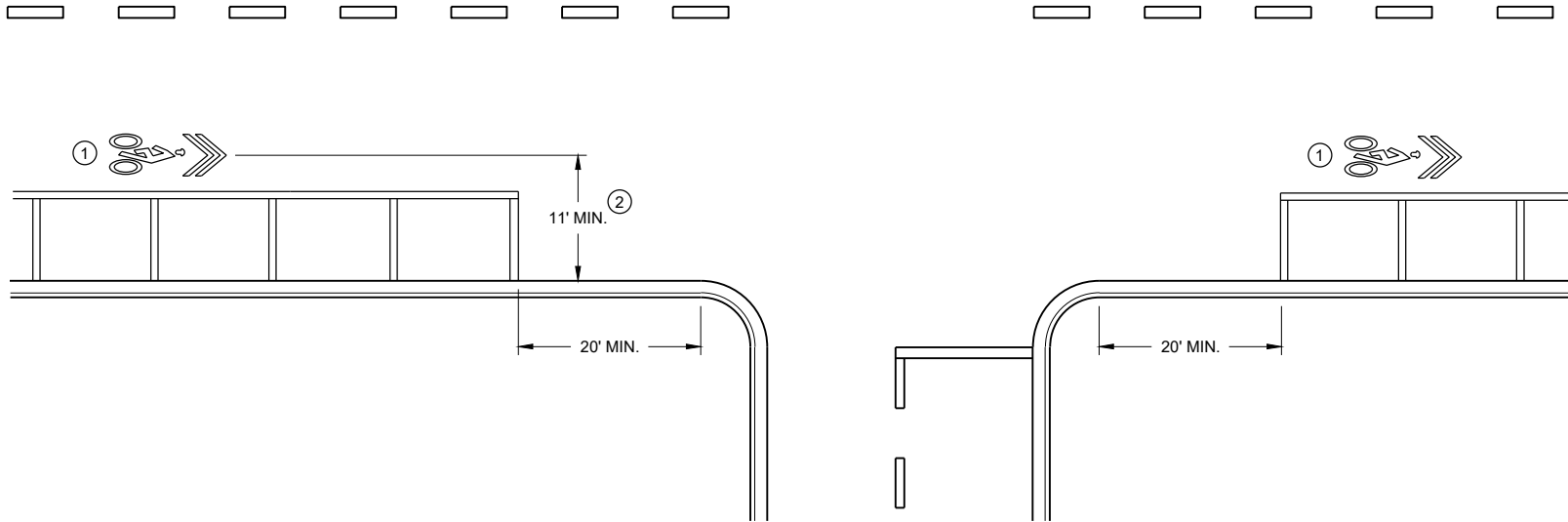


BIKE LANE - FOR 2-LANE ROADWAYS AND 4-LANE DIVIDED ROADWAYS
(4-LANE DIVIDED WITH RIGHT TURN LANE SHOWN)

BIKE LANE MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Matthew Rauch STATE SIGNING AND MAP ENGINEER 189
FHWA	



WITHOUT PARKING

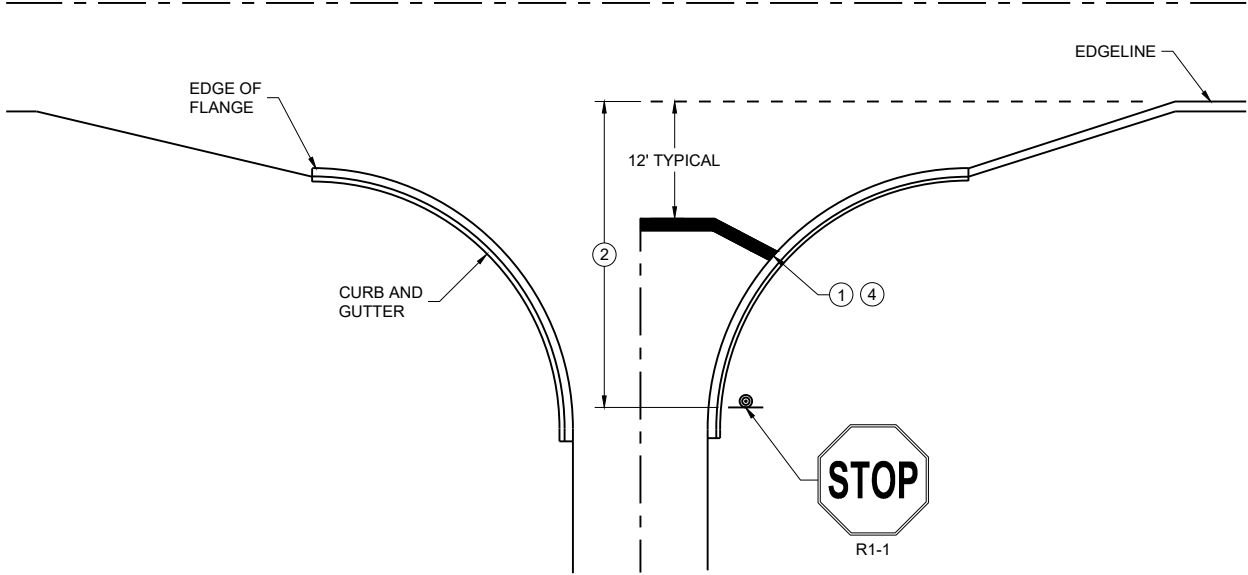


WITH PARKING

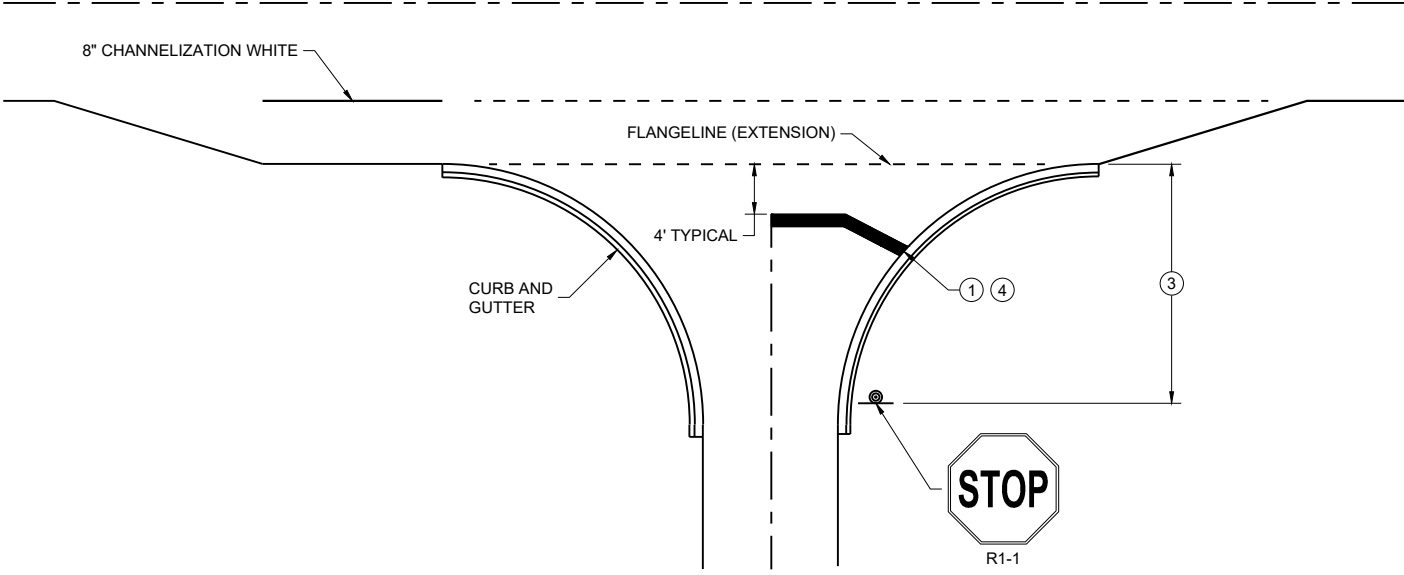
GENERAL NOTES

- ① MINIMUM OF ONE PER BLOCK, MAXIMUM OF 250 FEET.
- ② OR TO EDGE OF PAVEMENT WITHOUT CURB.

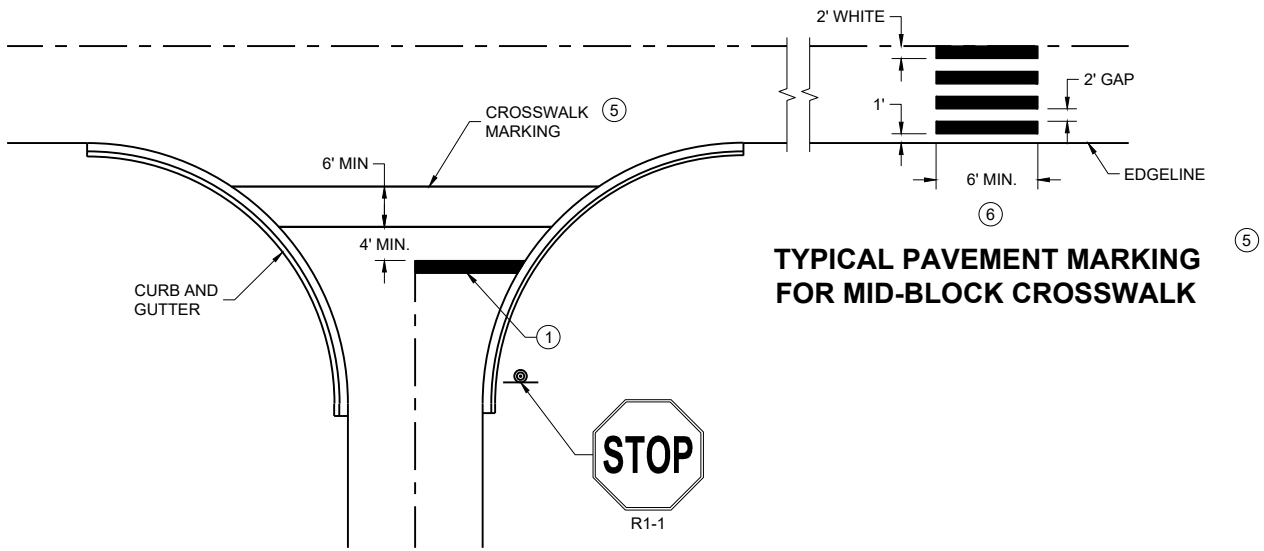
PAVEMENT MARKING FOR SHARED LANE 35 MPH OR LESS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Matthew Rauch STATE SIGNING AND MAP ENGINEER 190
FHWA	



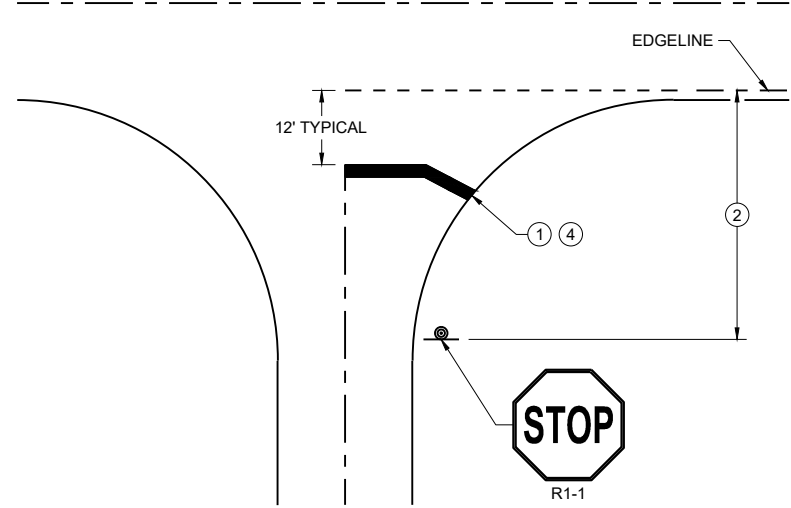
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



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 DATE	/S/ Matthew Rauch STATE SIGNING AND MARKING ENGINEER

	SIGN ON PERMANENT SUPPORT
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
	TYPE III BARRICADE WITH ATTACHED SIGN
	TYPE "A" WARNING LIGHT (FLASHING)
	REMOVING PAVEMENT MARKINGS
	DIRECTION OF TRAFFIC
	WORK AREA
	CONNECTED ARROW BOARD
	WZ START LOCATION MARKER
	WZ END LOCATION MARKER

FOR WORK ON ROADWAYS WITH SPEEDS GREATER THAN 45MPH, USE SDD 15D12.

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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

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

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

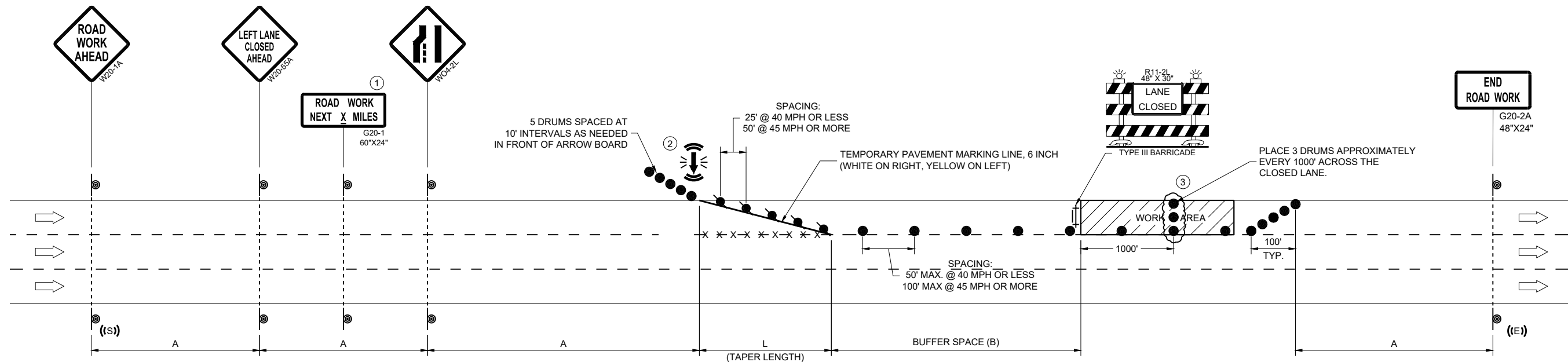
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN

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

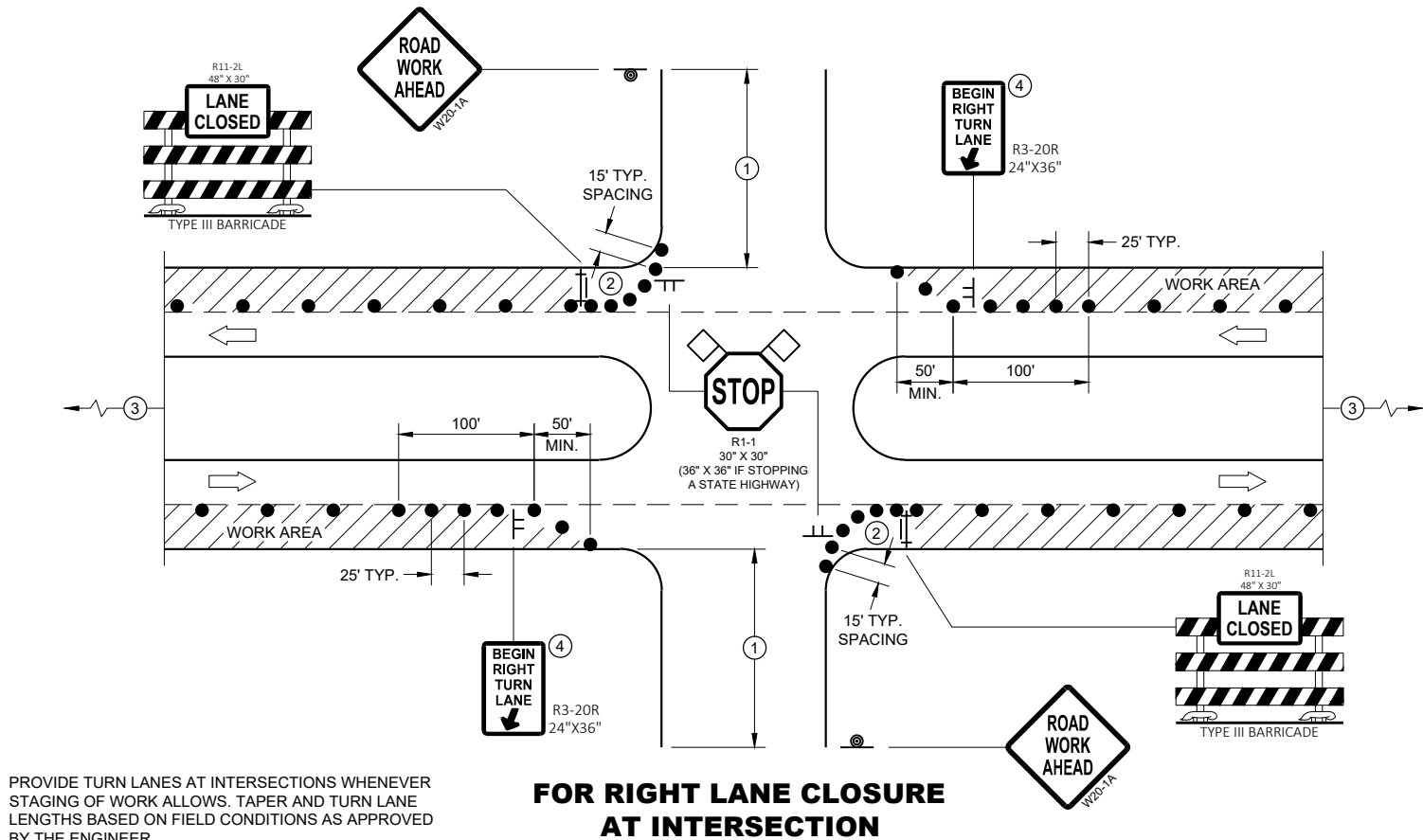
- ① OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.
- ② WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO PLACE THE ARROW BOARD AS SHOWN, PLACE THE ARROW BOARD AT THE END OF THE TAPER.
- ③ DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	155'
30	200'	180'	200'
35	350'	245'	250'
40	350'	320'	305'
45	500'	540'	360'

APPROVED
November 2025
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

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

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

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

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

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

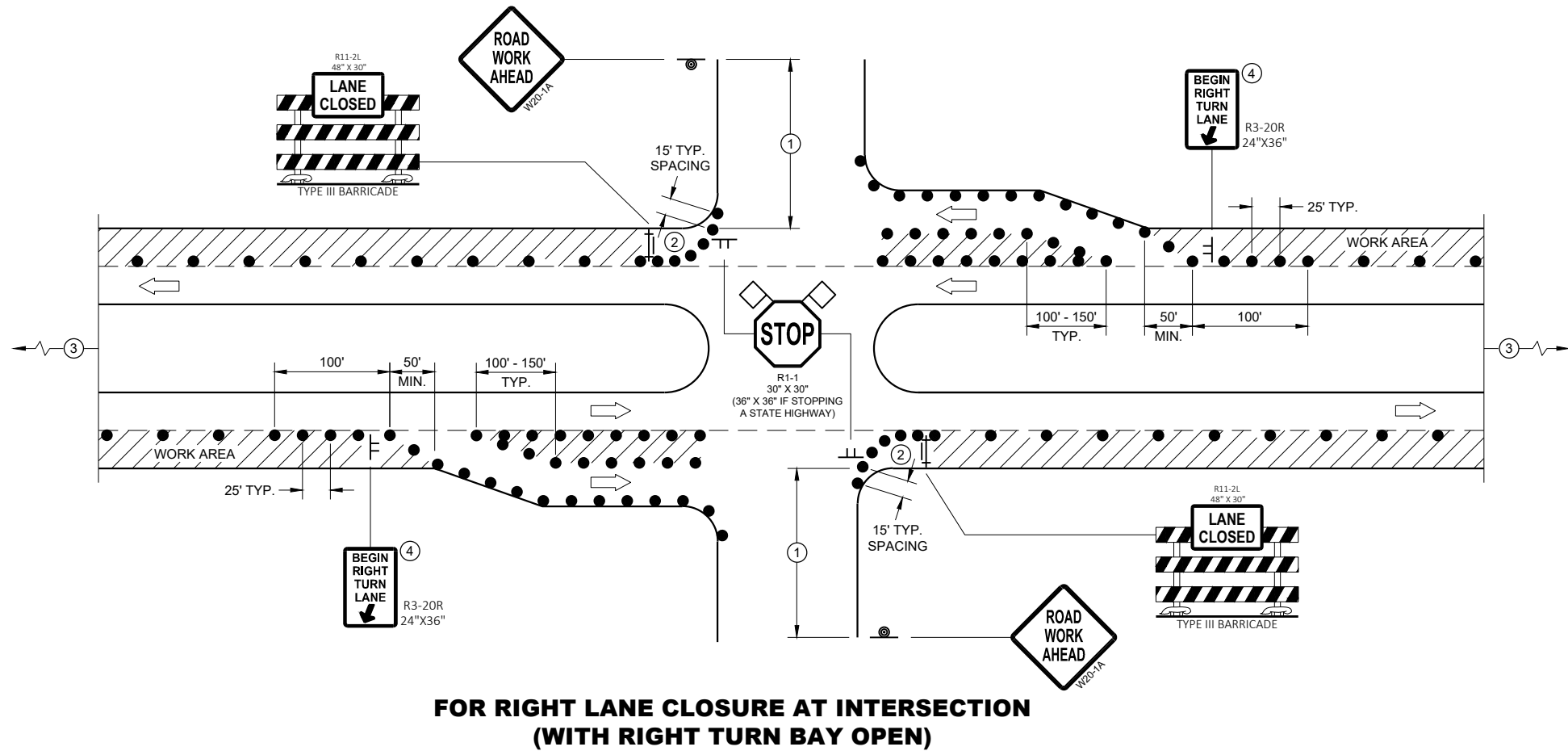
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

- ① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.
- ② ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS
- ③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.
- ④ MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



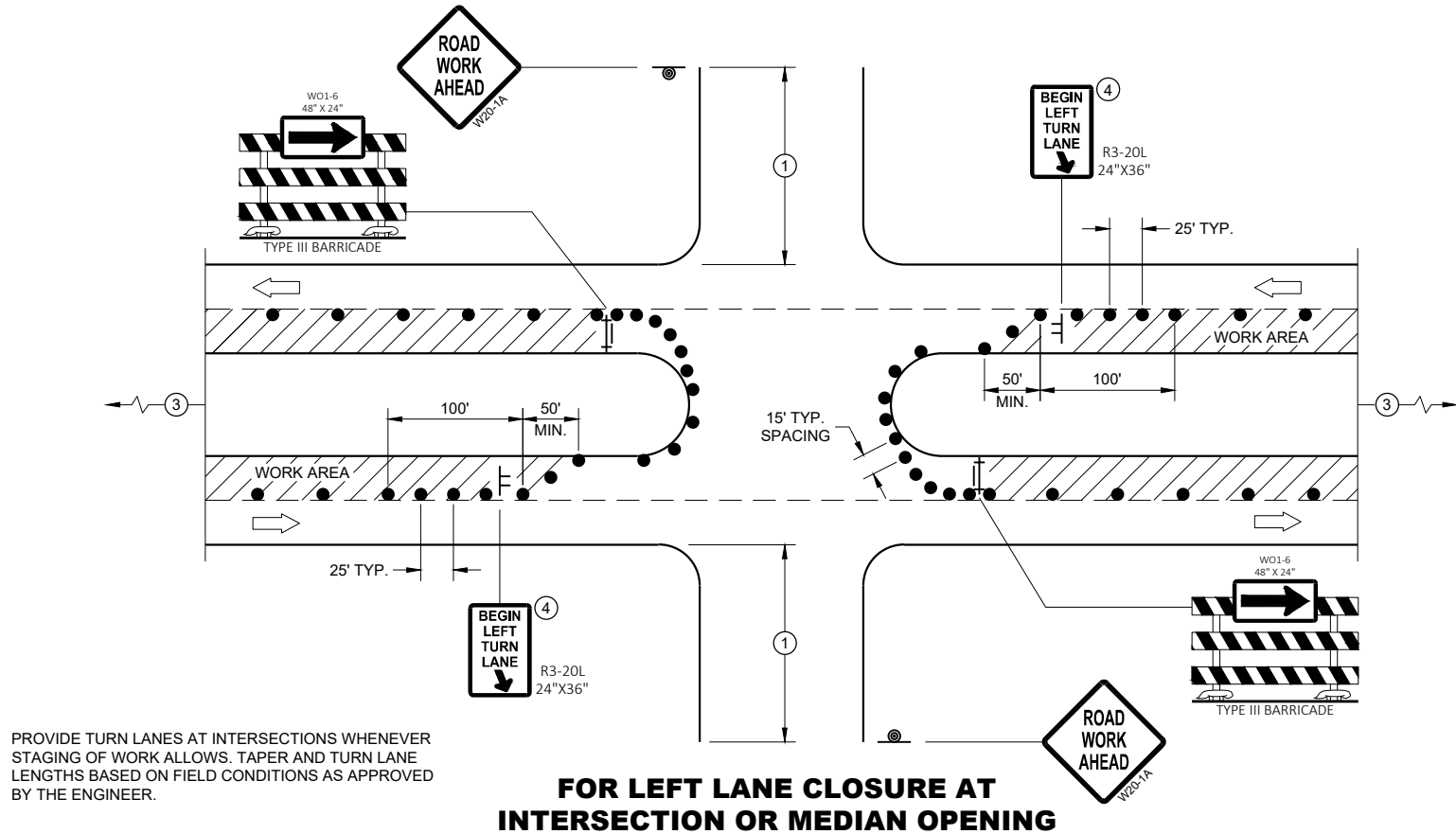
FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- ◇ ◇ FLAGS, 16" X 16" MIN., ORANGE
- ▨ WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 193



FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

GENERAL NOTES

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

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

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

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

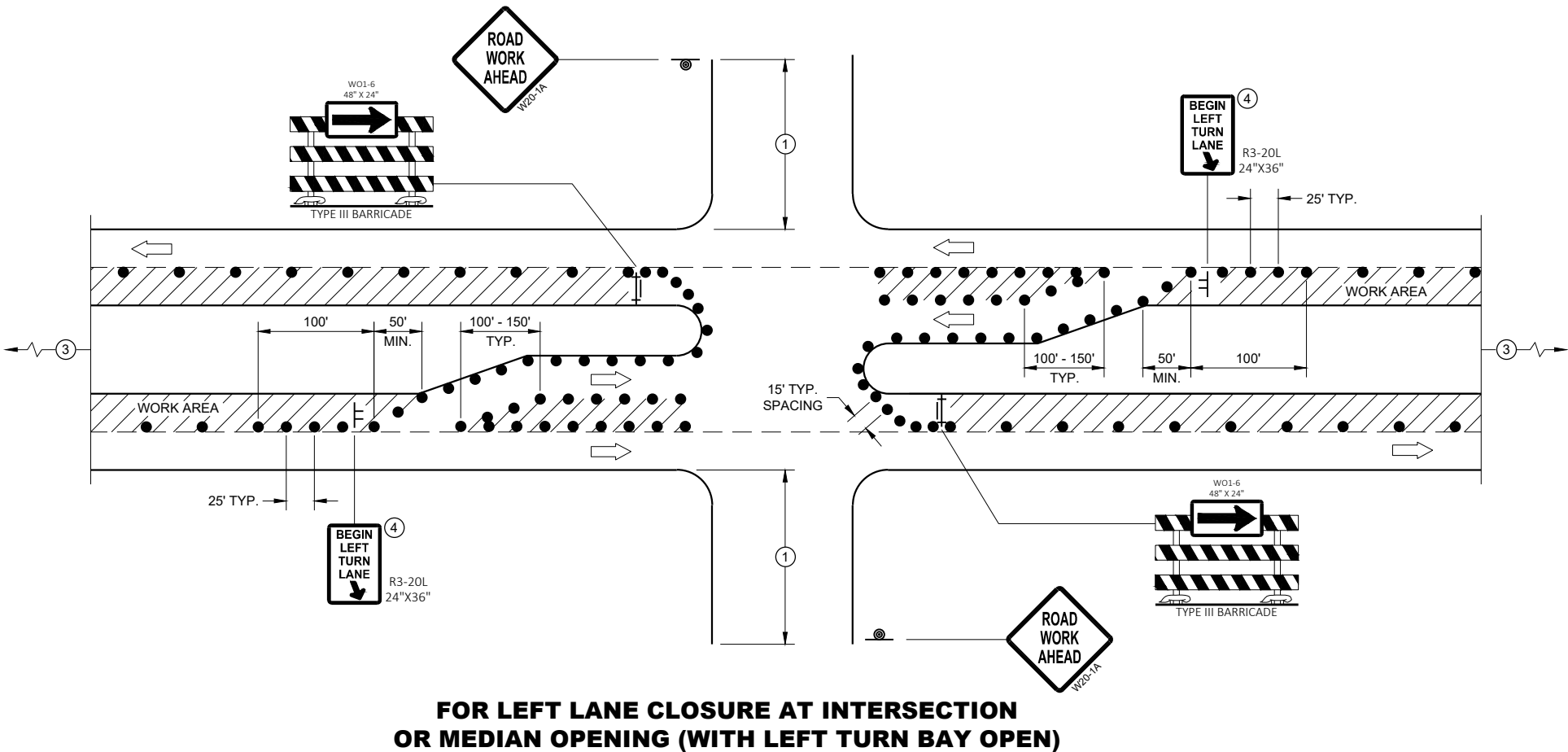
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

- ① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.
- ② ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS
- ③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.
- ④ MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

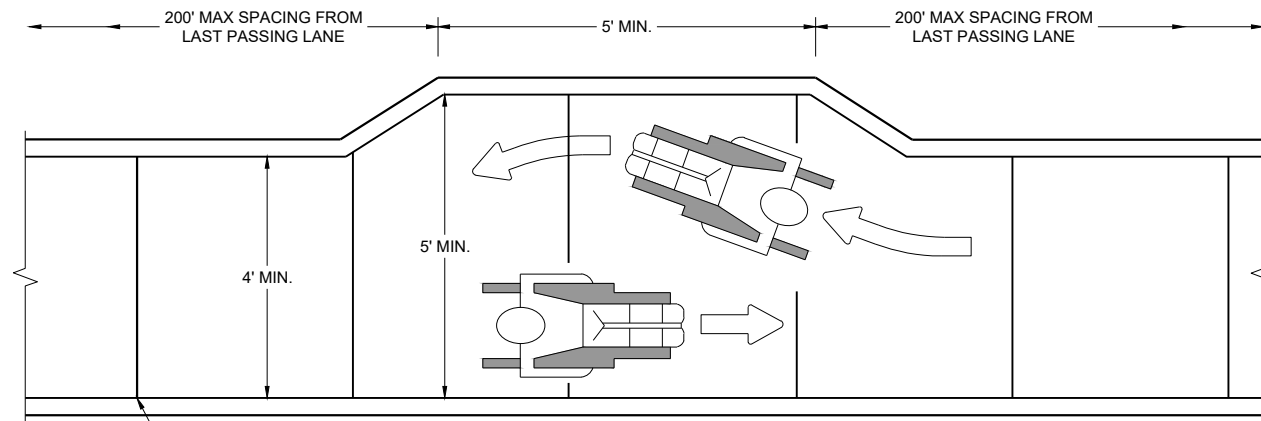
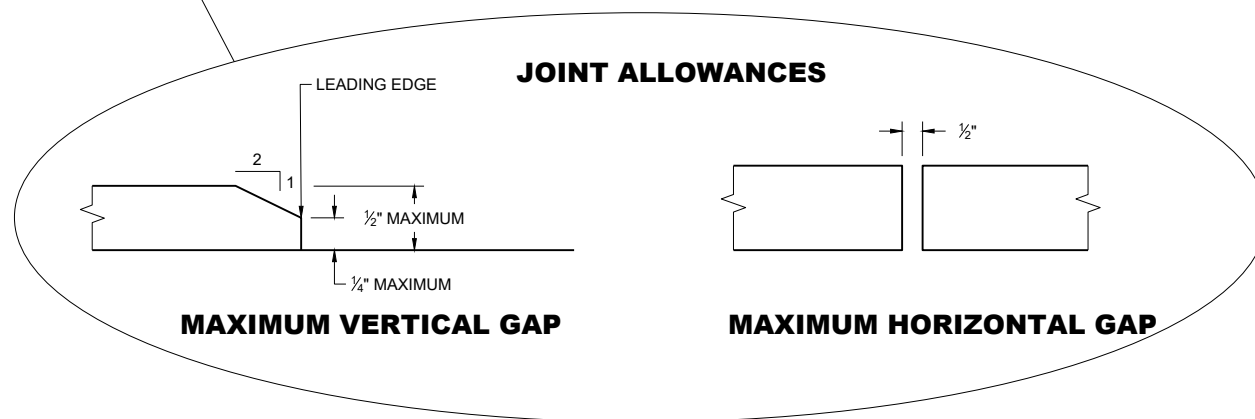
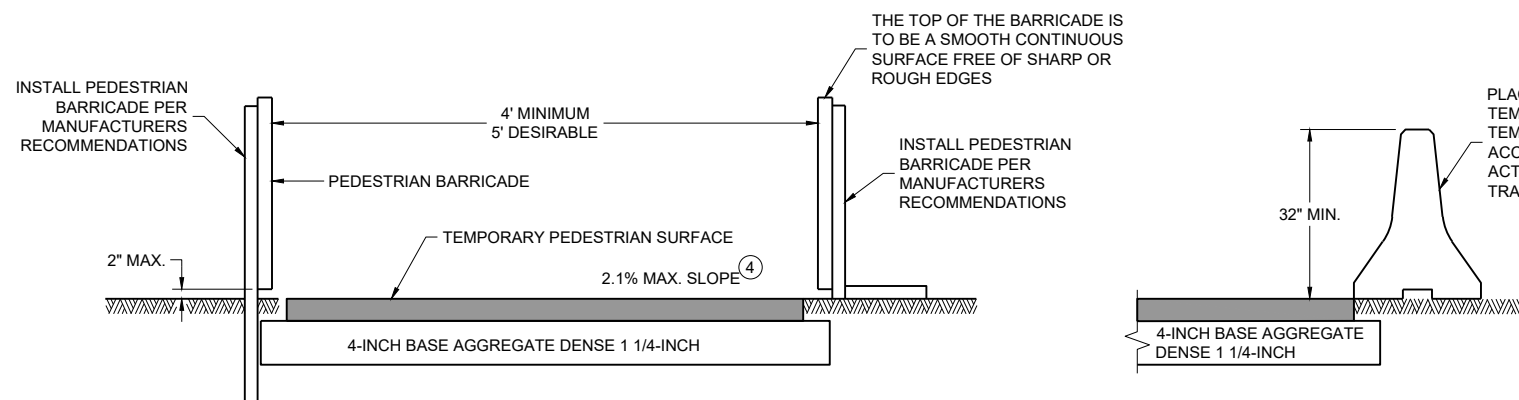
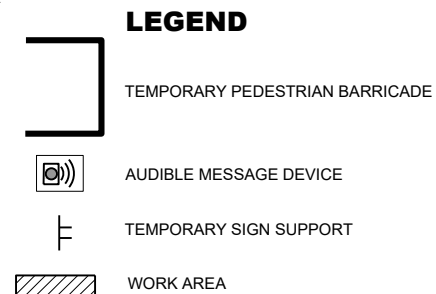


FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)

**TRAFFIC CONTROL,
INTERSECTION WITHIN SINGLE
LEFT LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 194
FHWA

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

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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

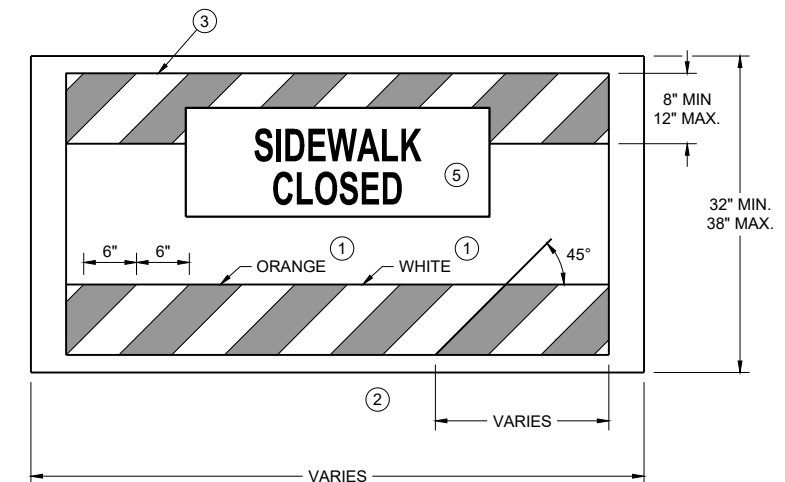
② SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

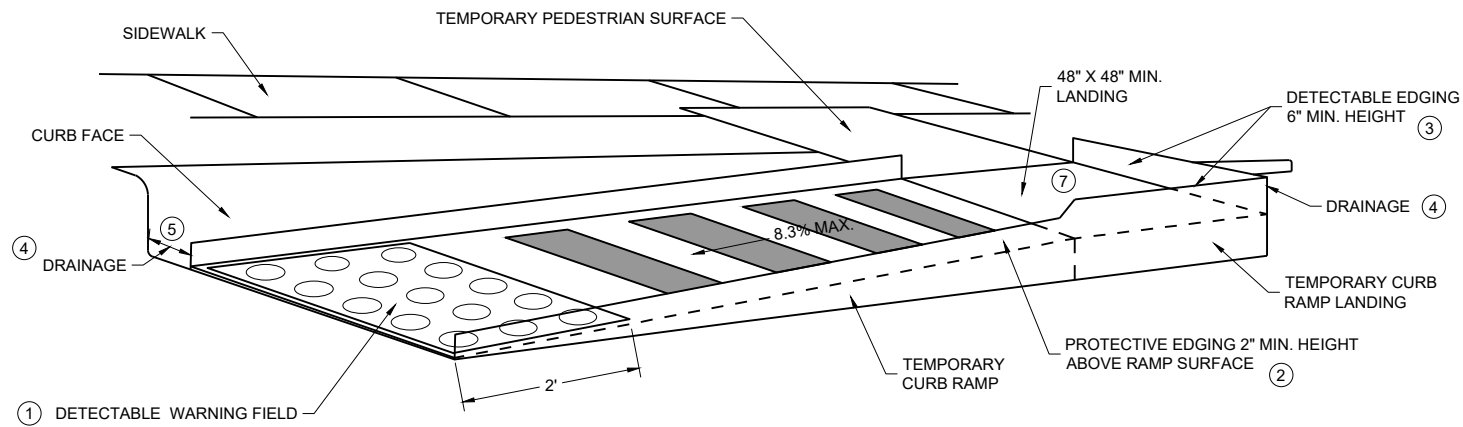
③ PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

★ USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

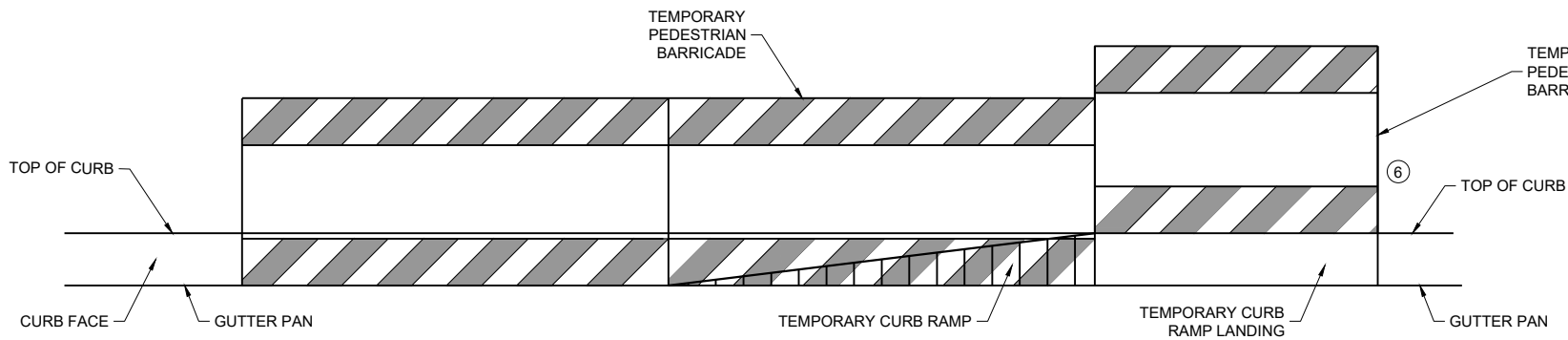
④ WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

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

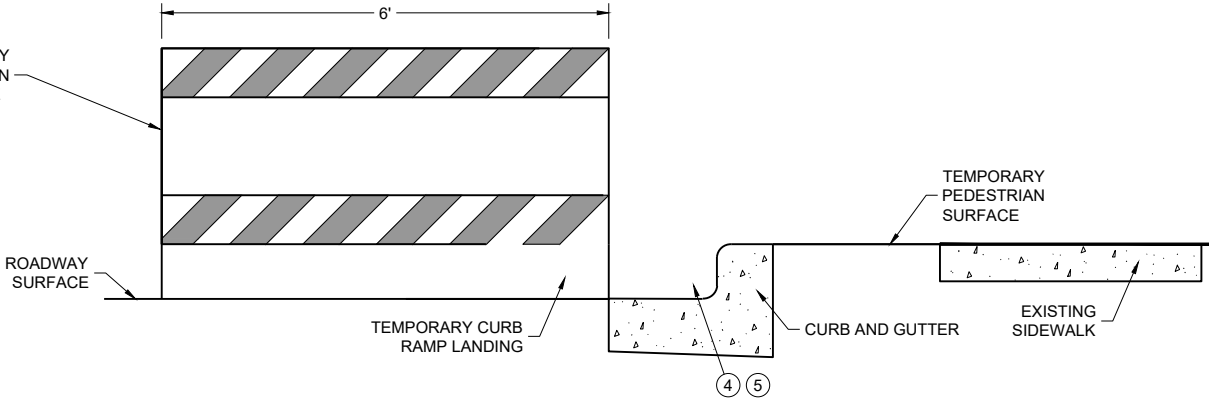


PERSPECTIVE VIEW



FRONT VIEW

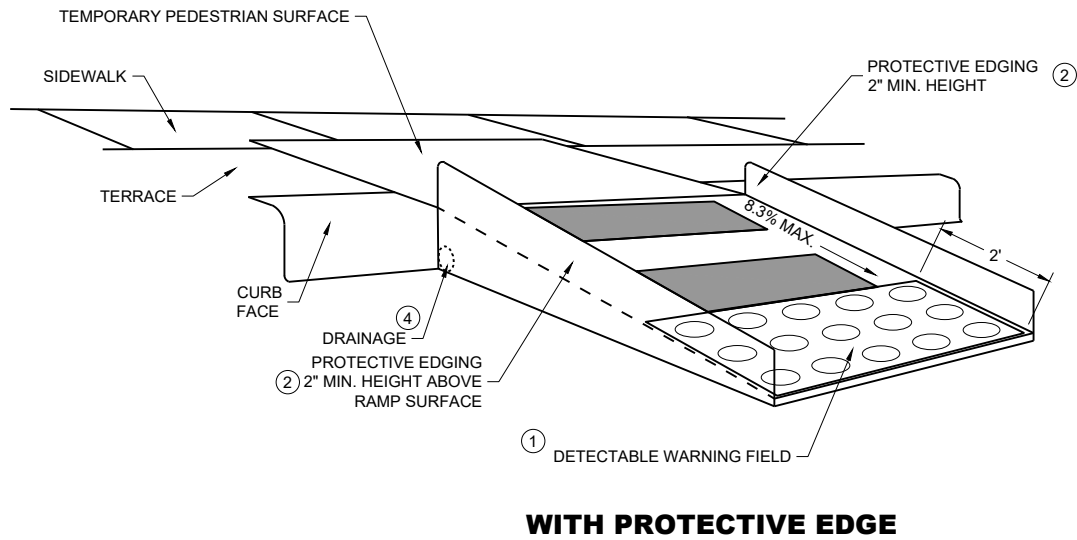
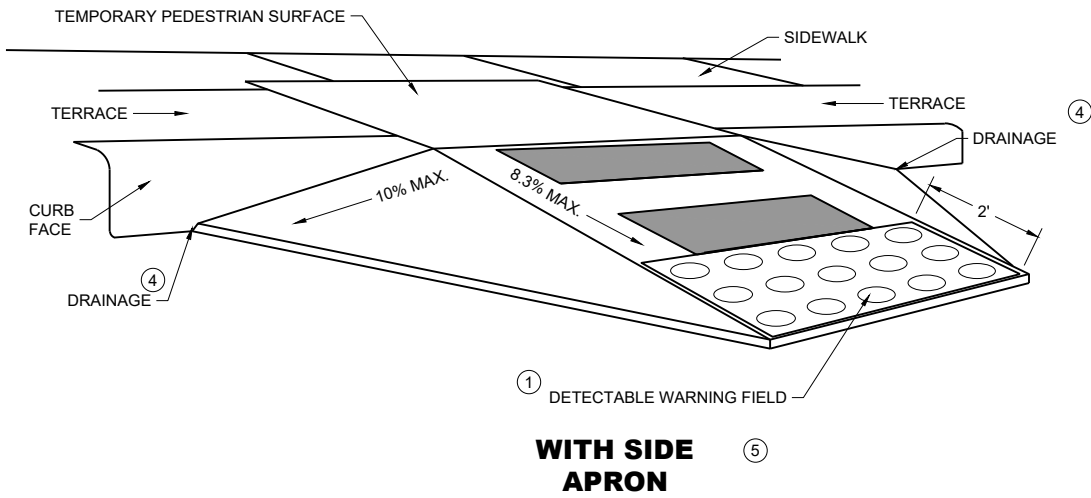
TEMPORARY CURB RAMP PARALLEL TO CURB



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.



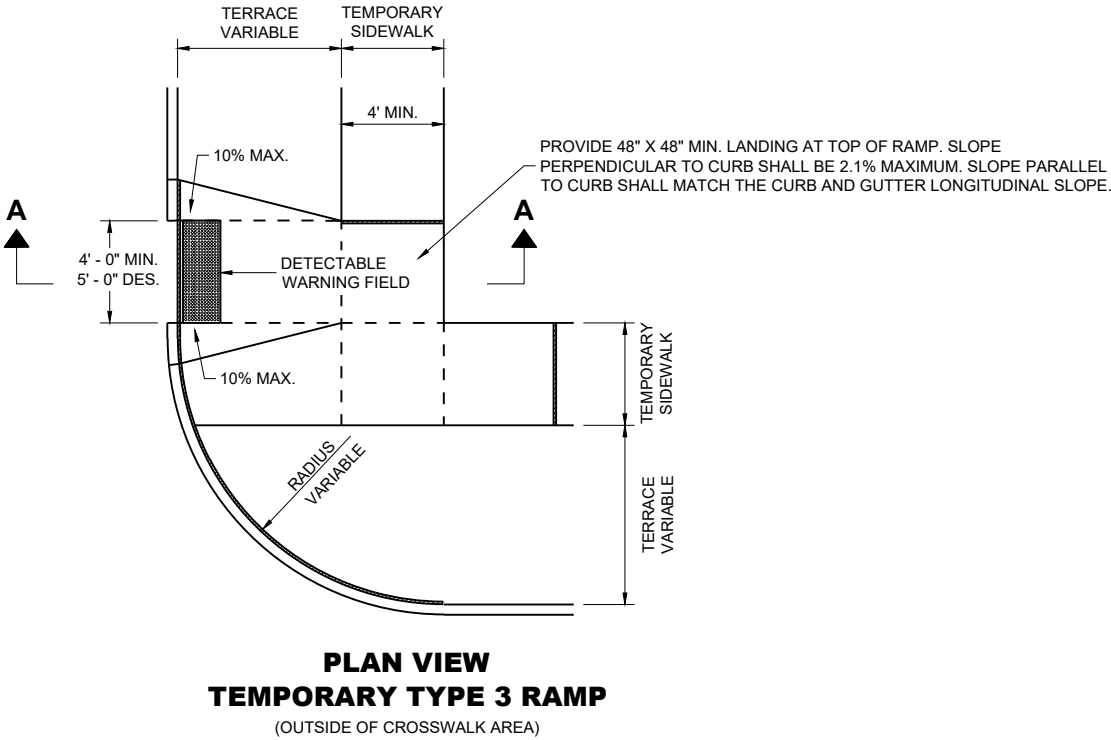
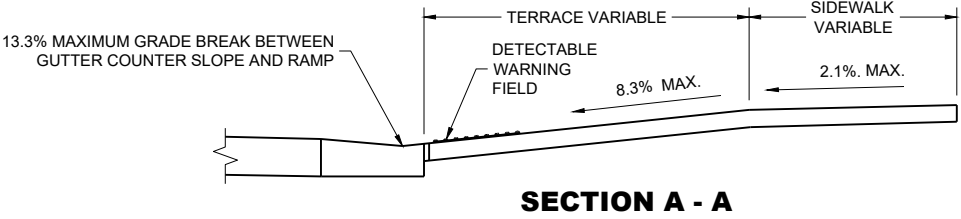
TEMPORARY CURB RAMP PERPENDICULAR TO CURB

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".

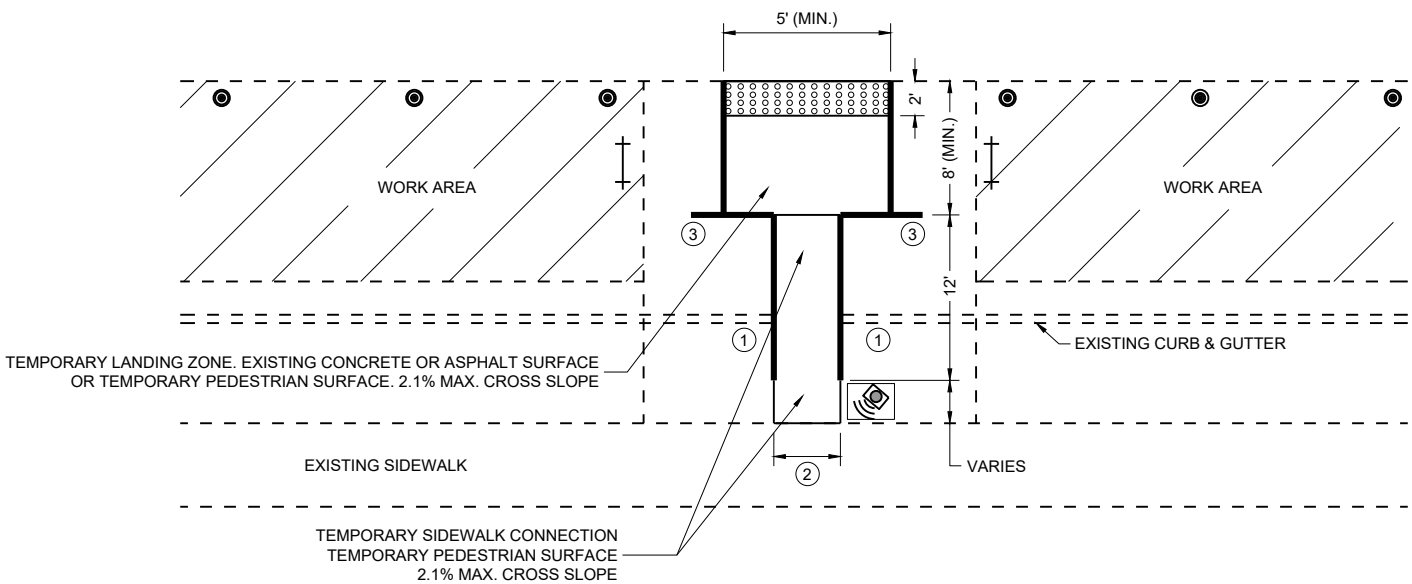
- ① INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS
- ② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE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

GENERAL NOTES

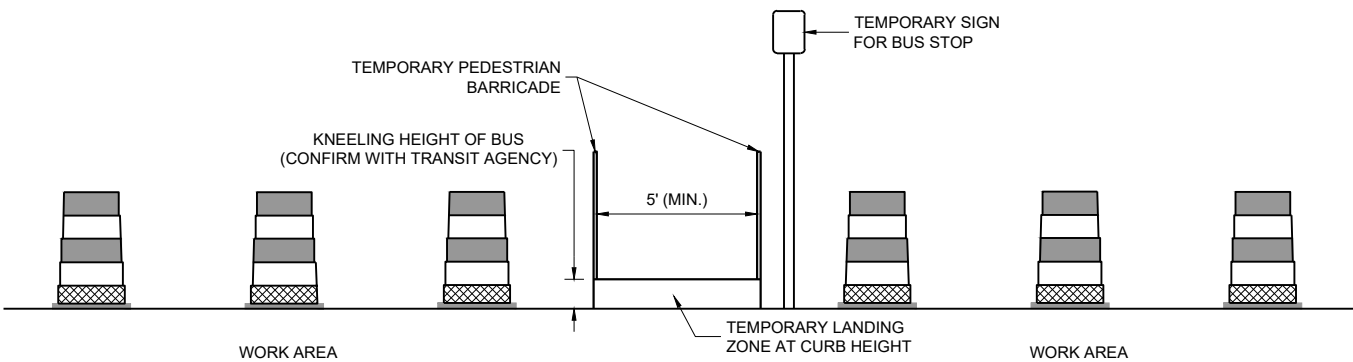


TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW



PROFILE VIEW
TEMPORARY BUS STOP PAD

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

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

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

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

LEGEND

- TRAFFIC CONTROL DRUM
- ⊢ TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- ⊞ TEMPORARY DETECTABLE WARNING FIELD
- ▨ WORK AREA
- 🔊 TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

LEGEND

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

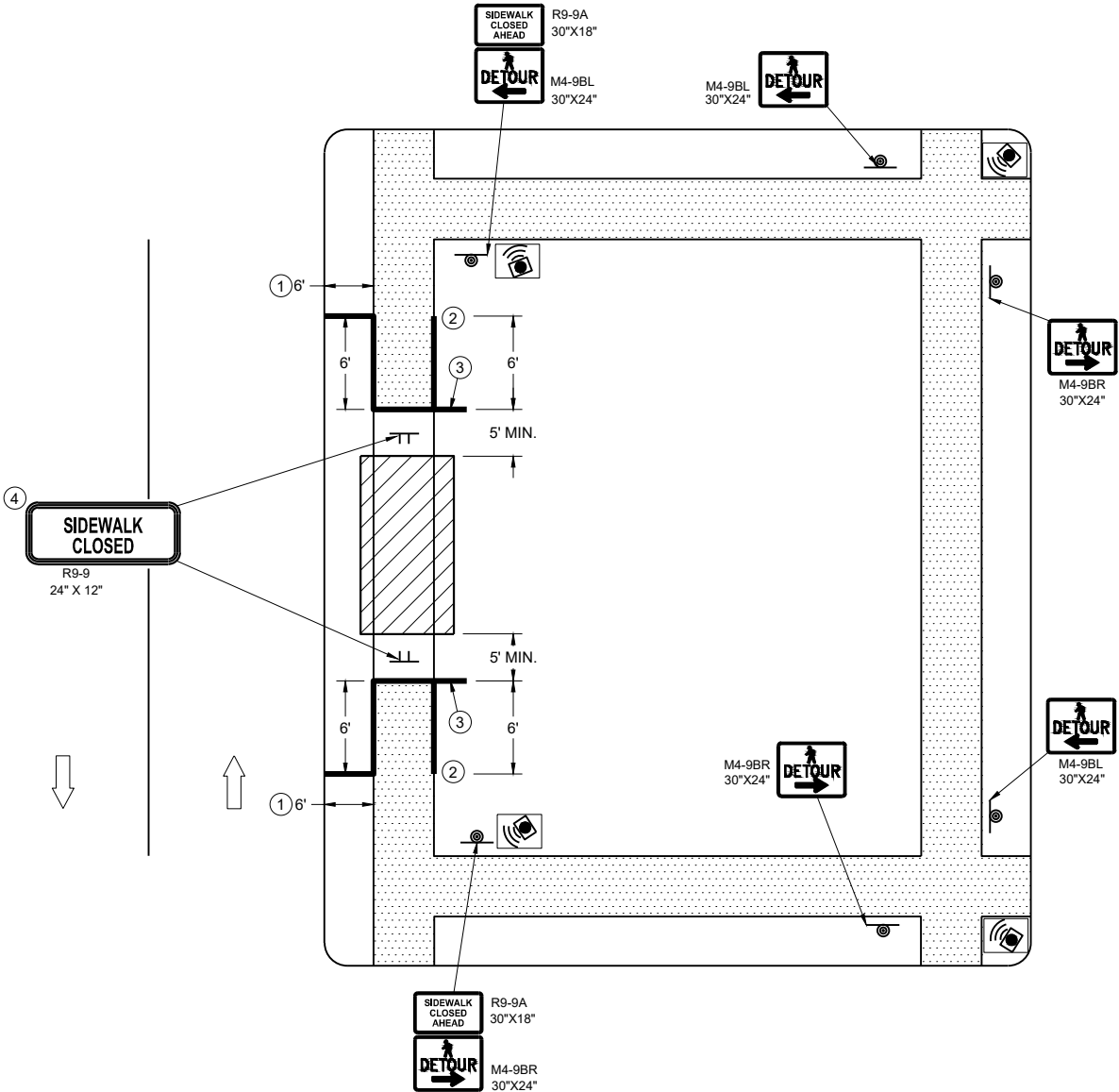
GENERAL NOTES

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

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

- 1 IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
- 2 PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
- 3 IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
- 4 MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



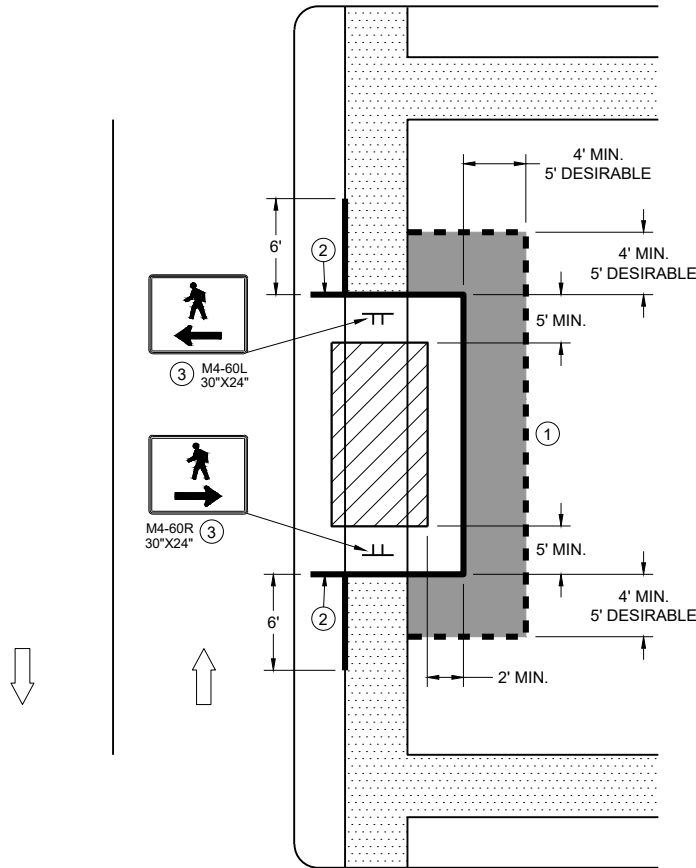
SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

LEGEND

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

GENERAL NOTES

- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
- WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.
- 1 USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
 - 2 IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
 - 3 MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK BYPASS
SINGLE SIDE

LEGEND

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

GENERAL NOTES

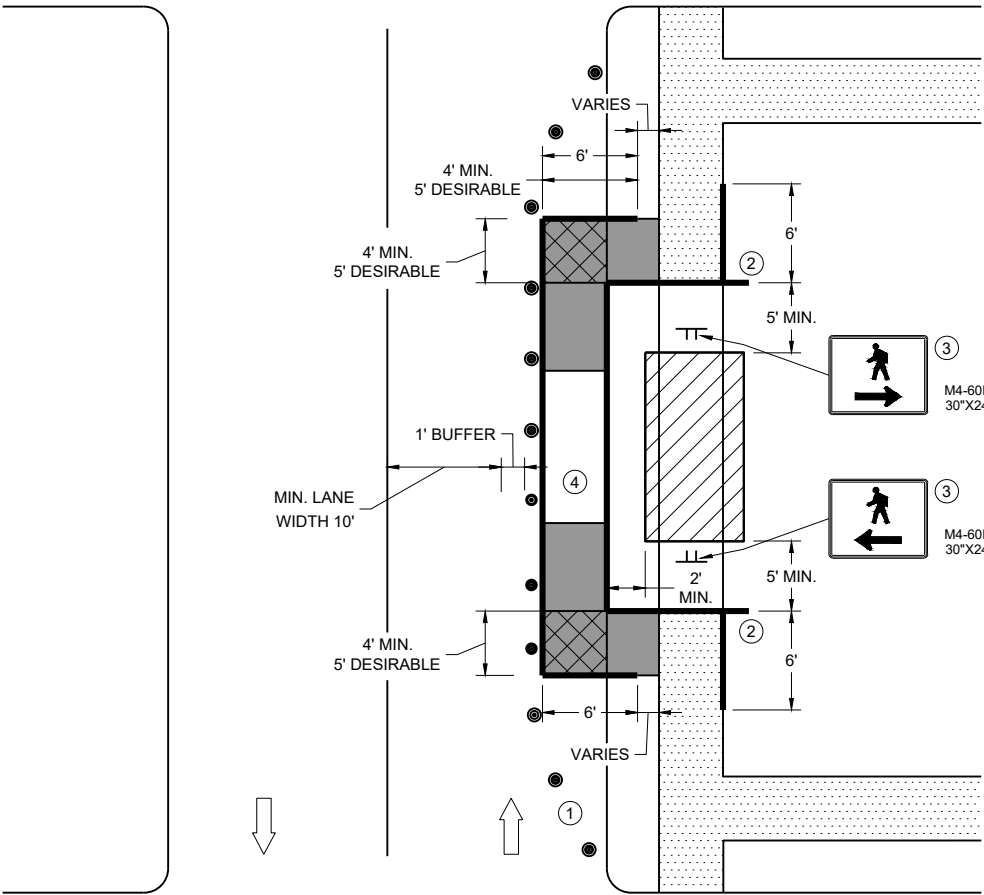
- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
- WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- ①

SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
- ②

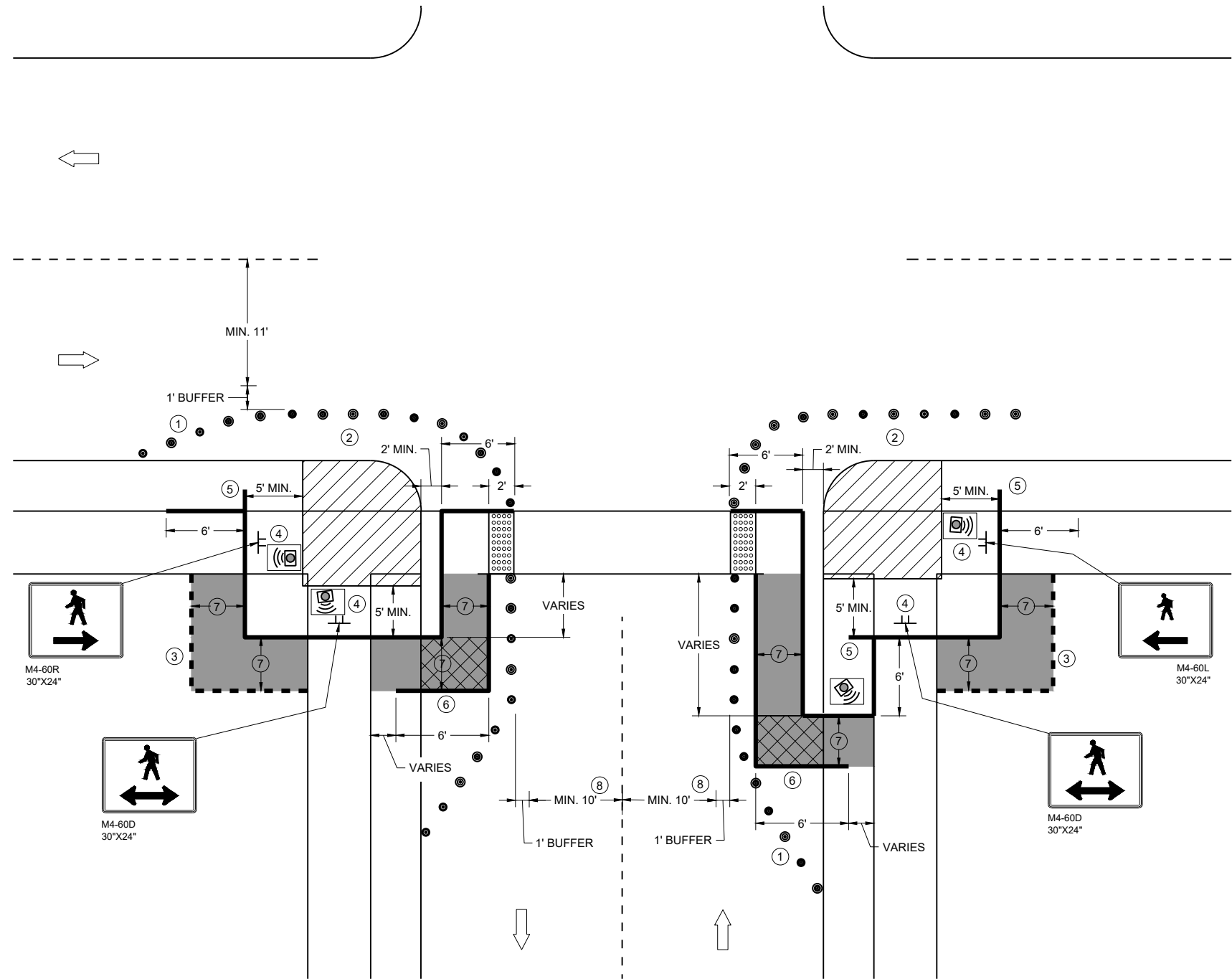
PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
- ③

MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
- ④

USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURFACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.



SIDEWALK BYPASS, SINGLE SIDE



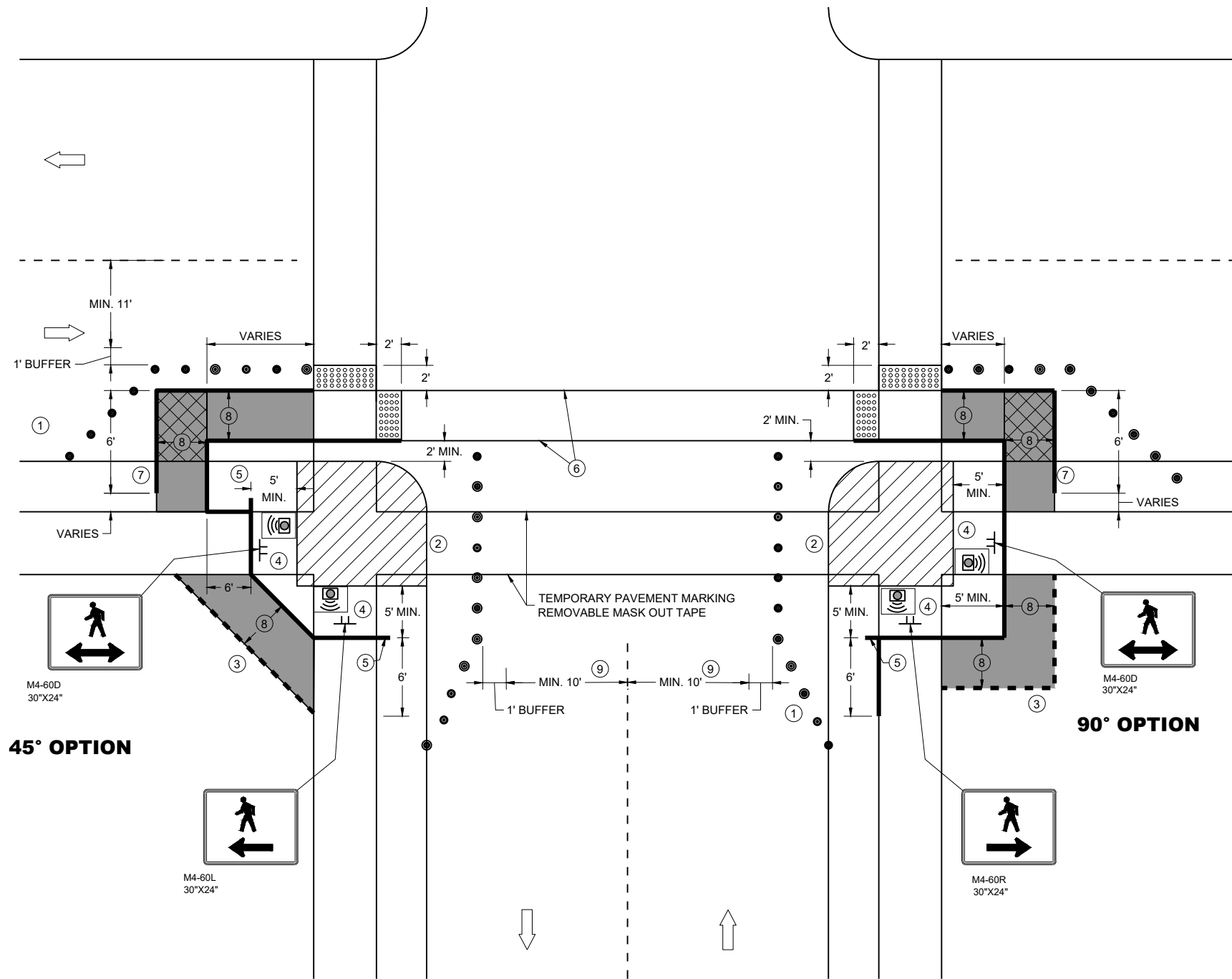
CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

- IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.
- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG
- WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.
- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
 - ② PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
 - ③ USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
 - ④ MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
 - ⑤ PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
 - ⑥ IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
 - ⑦ 4 FEET MINIMUM, 5 FEET DESIRABLE
 - ⑧ IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



GENERAL NOTES

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

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

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

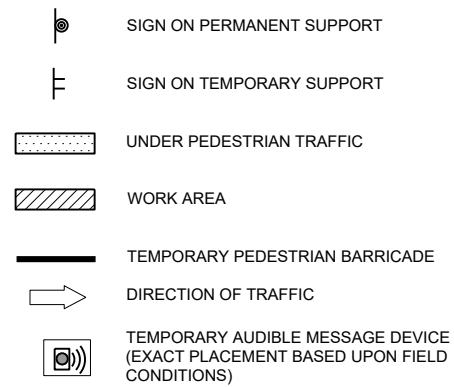
WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

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

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

LEGEND



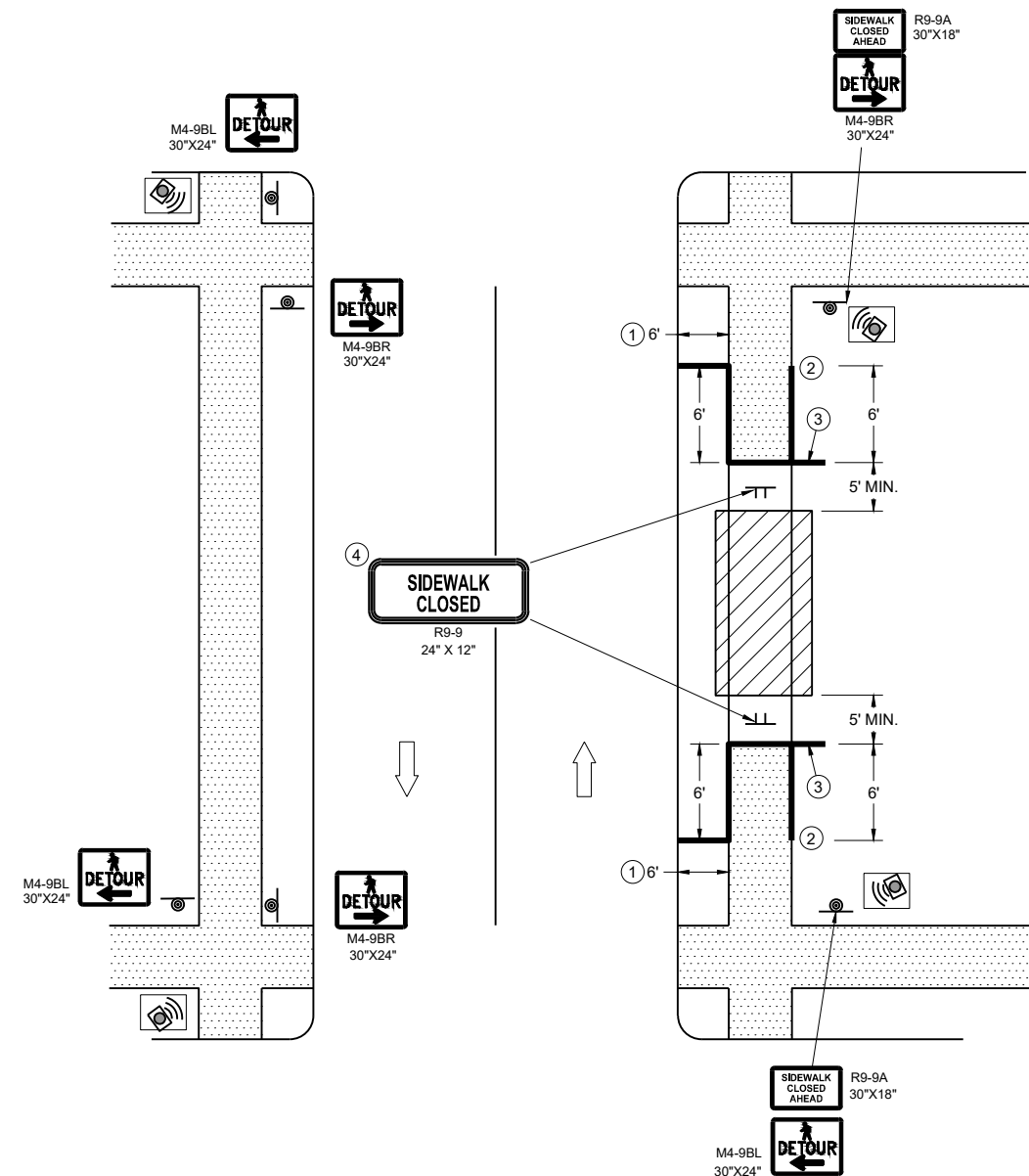
GENERAL NOTES

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

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

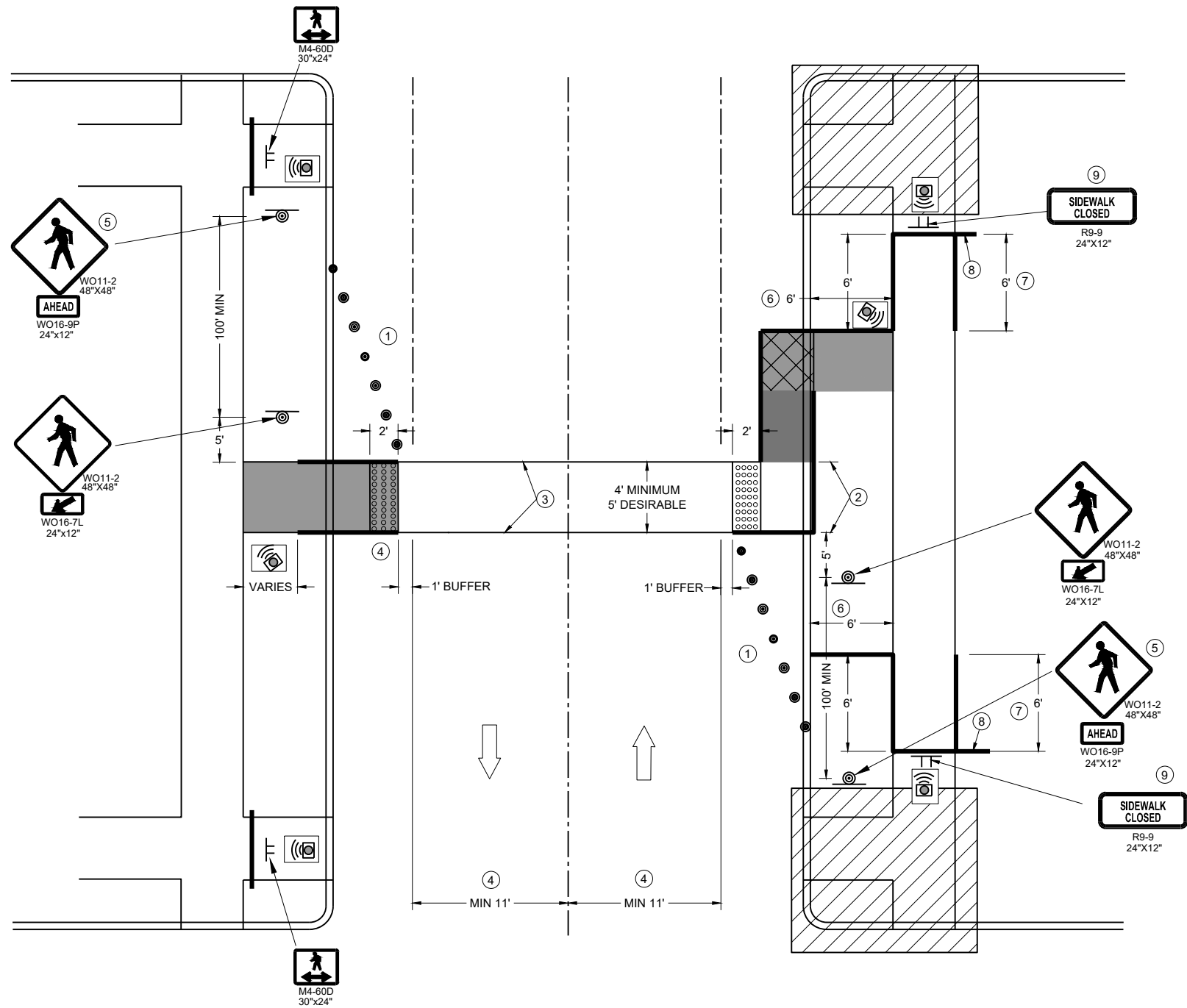
- ① IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
- ② PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
- ③ IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
- ④ MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

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

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

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

LEGEND

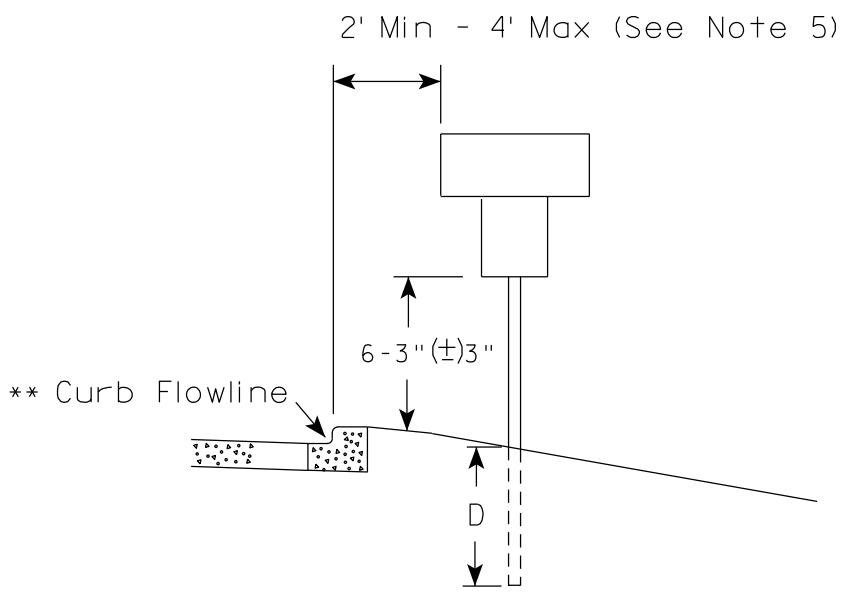
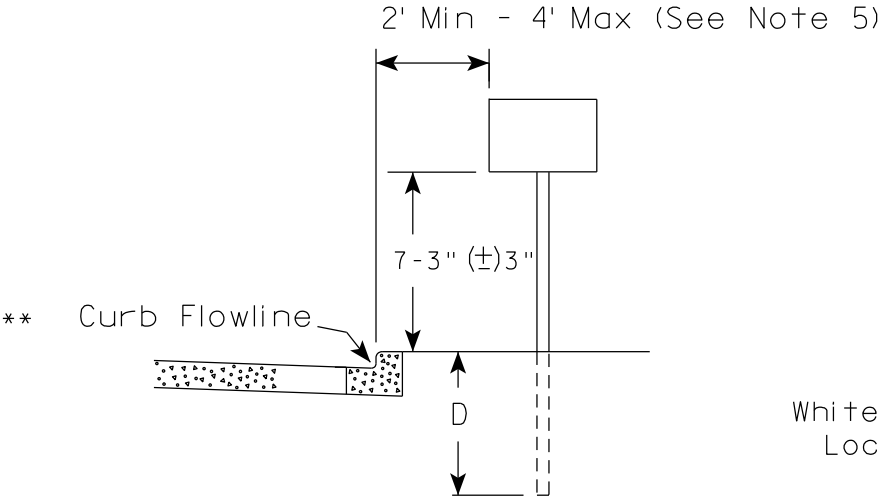
- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

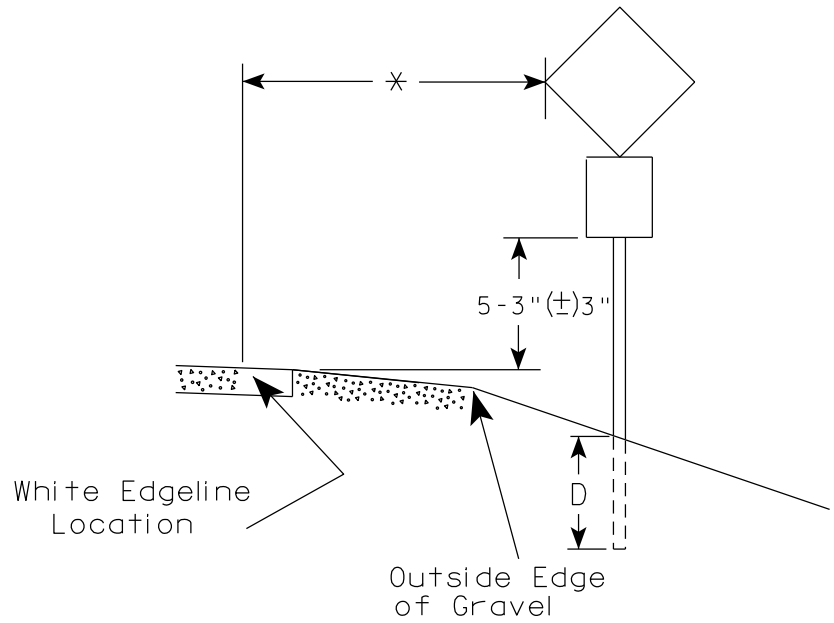
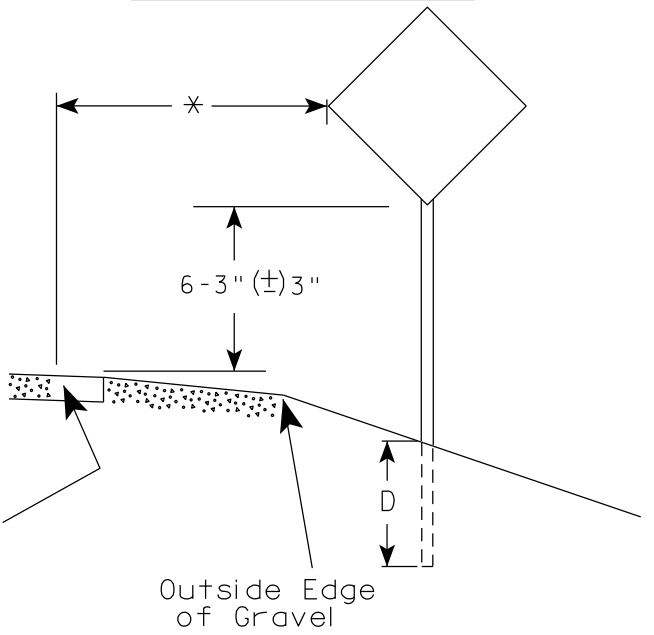
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

URBAN AREA



RURAL AREA (See Note 2)



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.

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

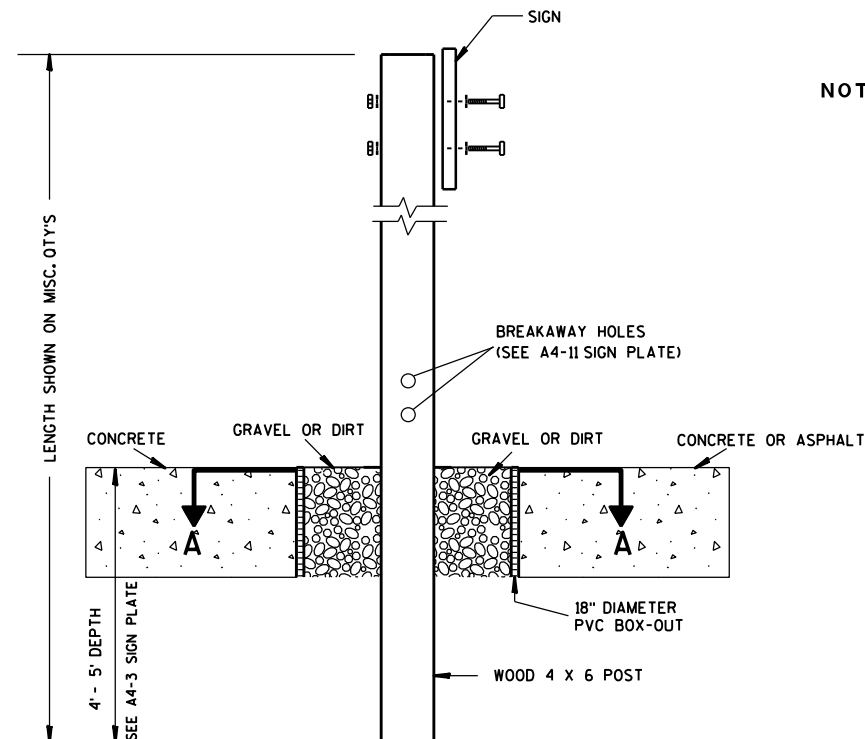
* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

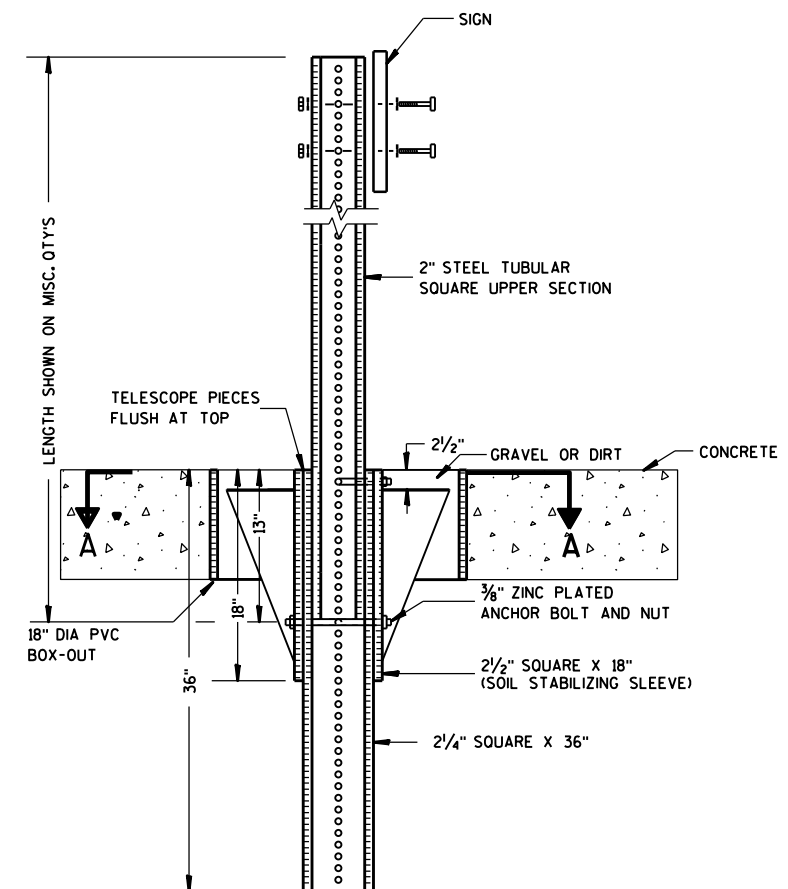
DATE 12/6/23 PLATE NO. A4-3.23



ELEVATION VIEW

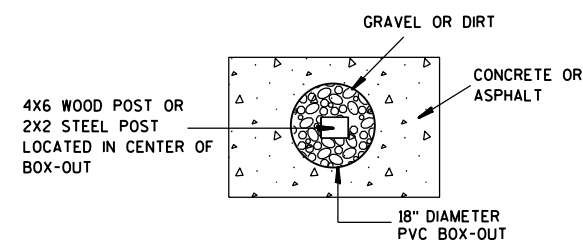
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- 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 208 A4-3B.1

PROJECT NO:

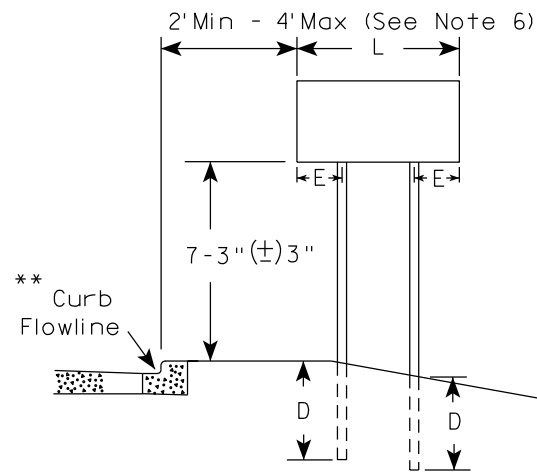
HWY:

COUNTY:

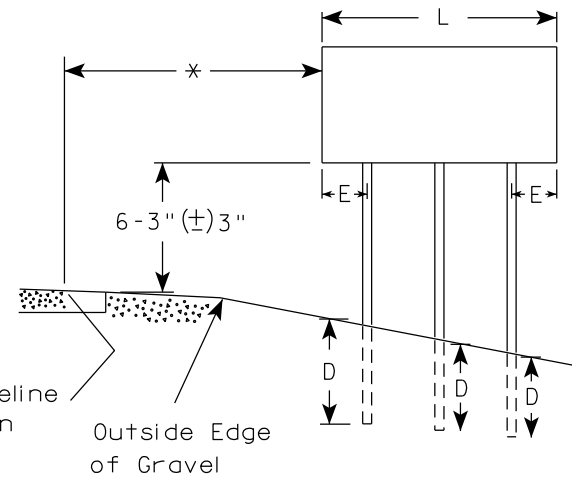
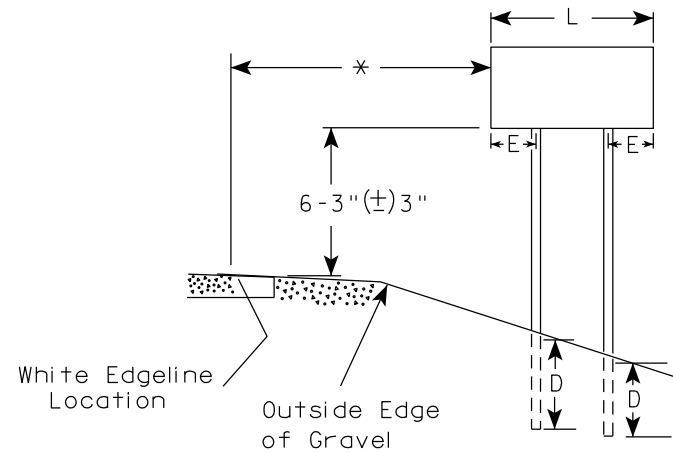
SHEET NO:

E

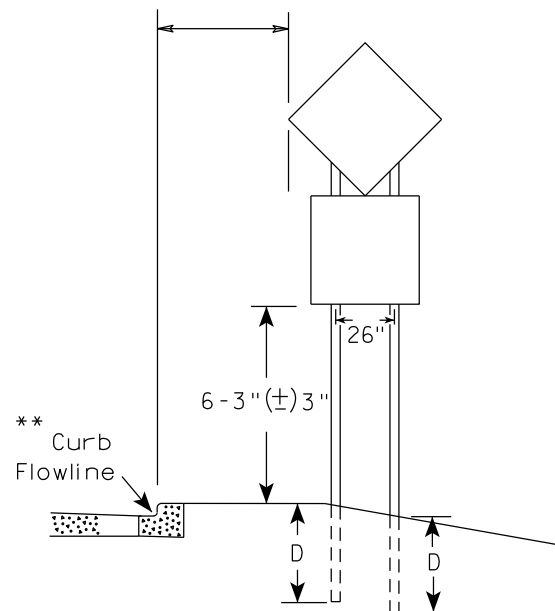
URBAN AREA



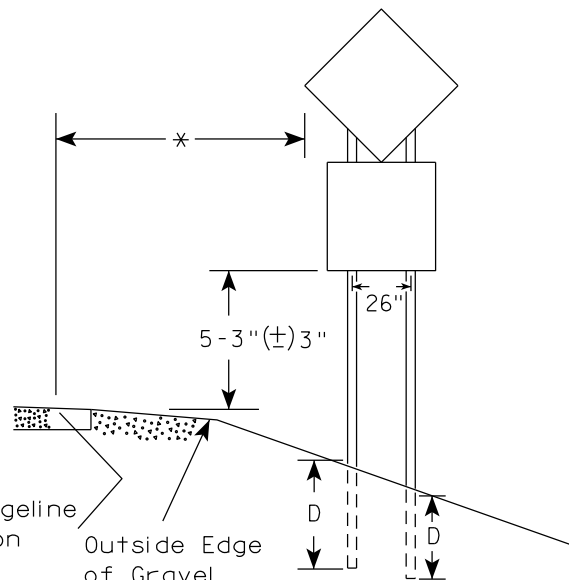
RURAL AREA (See Note 3)



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



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION
OF TYPE II SIGNS
ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

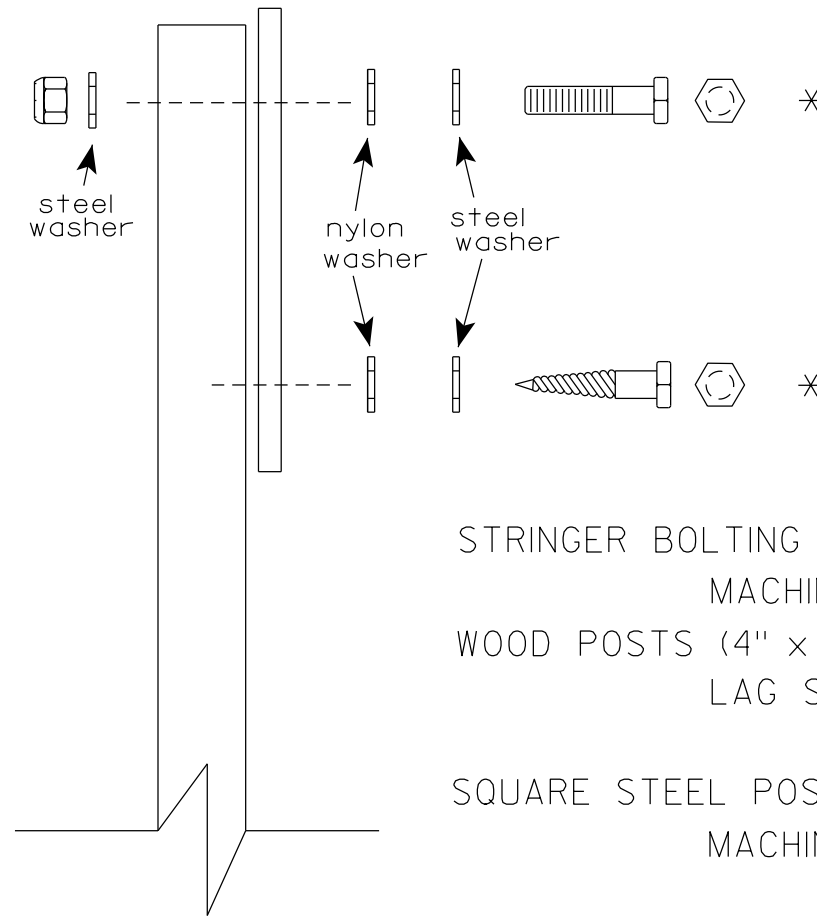
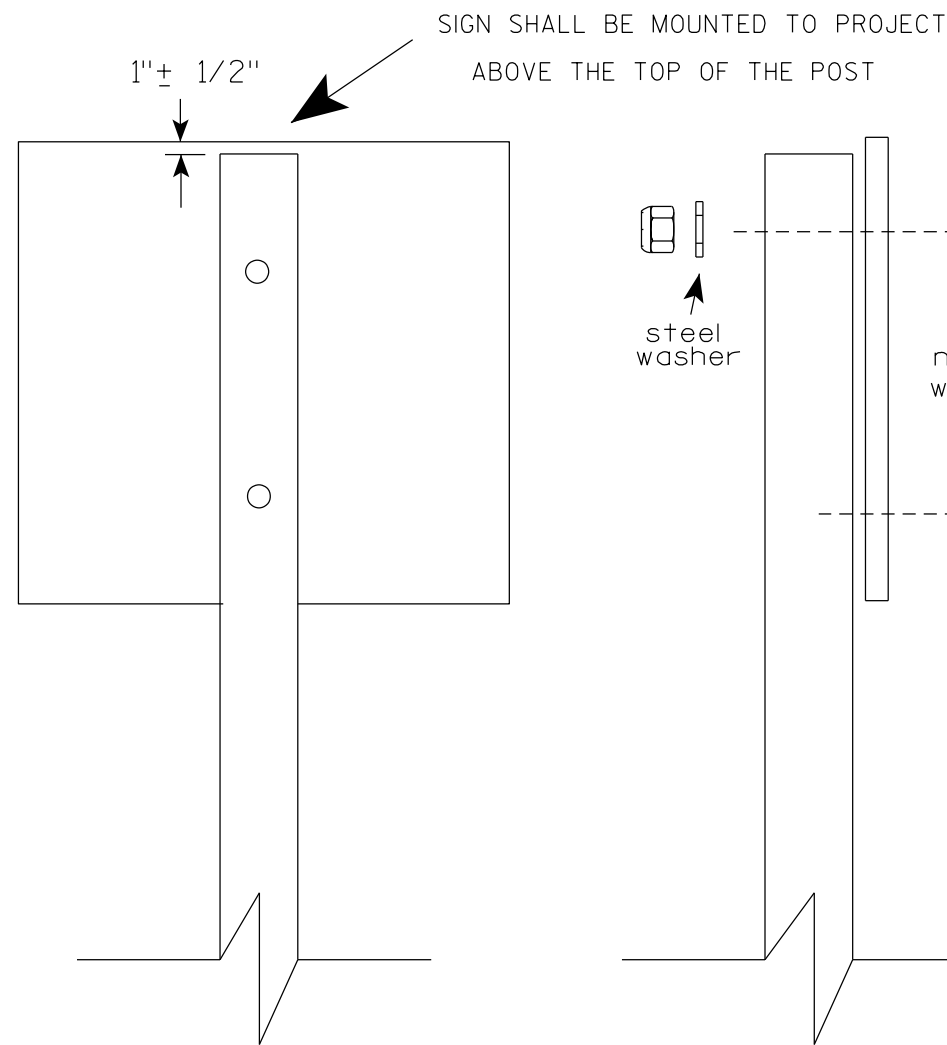
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 209

E



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.

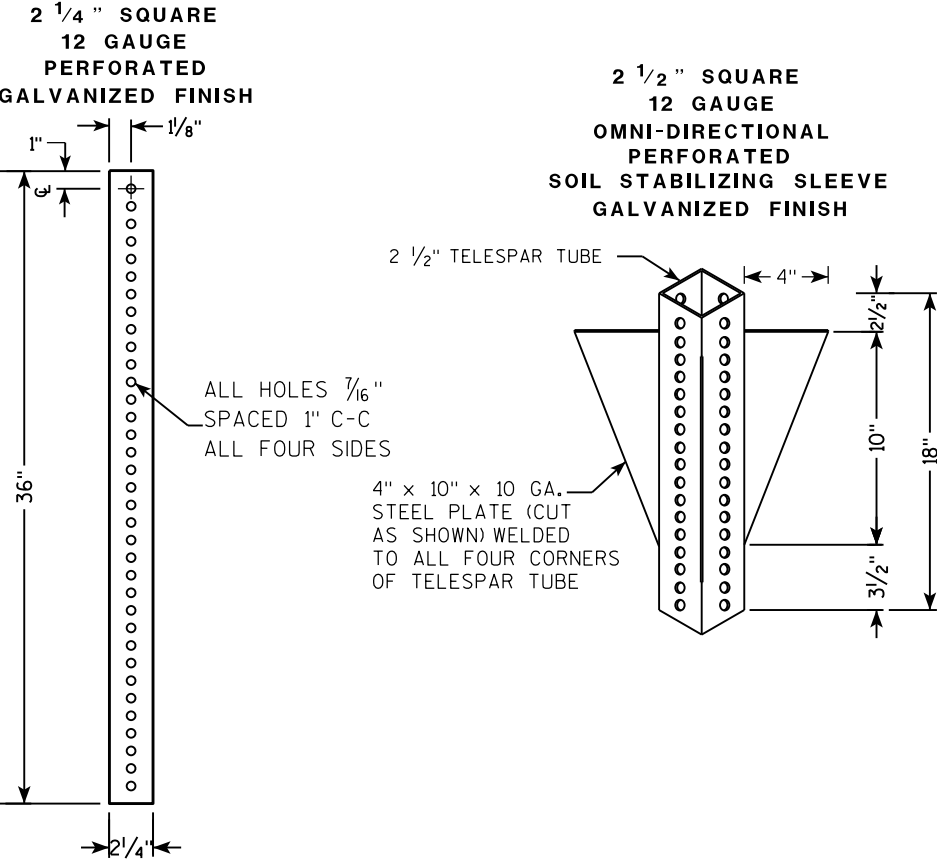
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

- 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

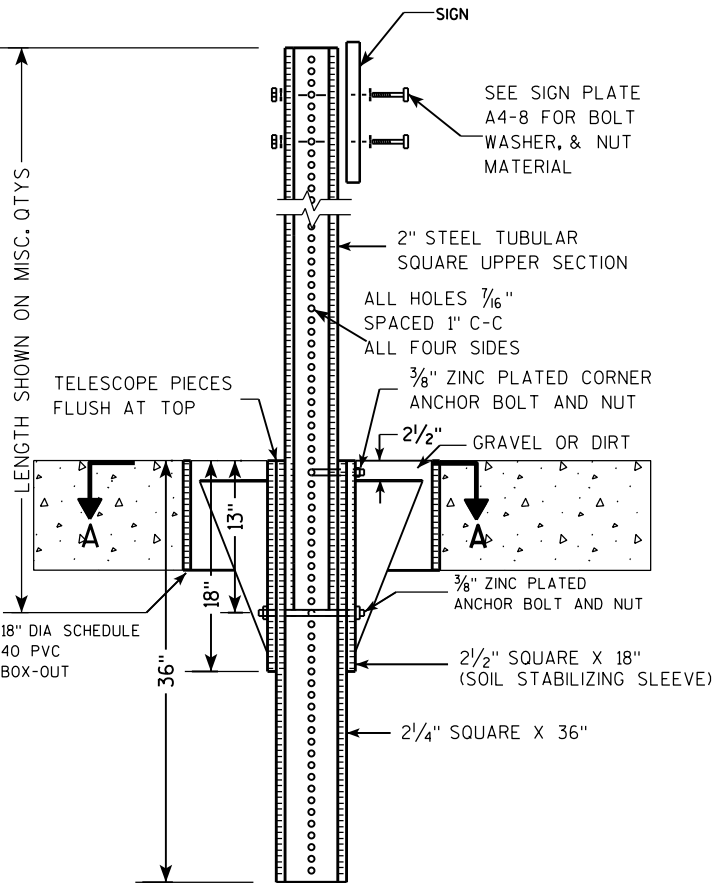
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

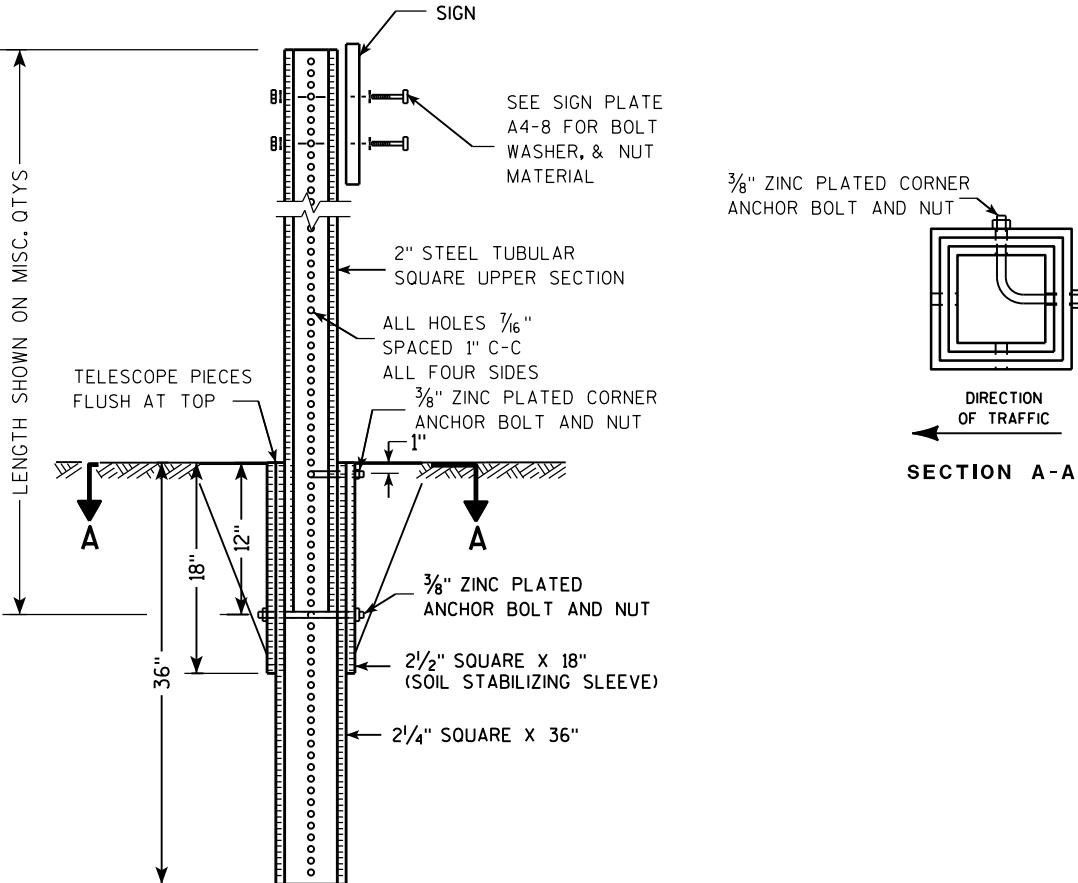
TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM



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).

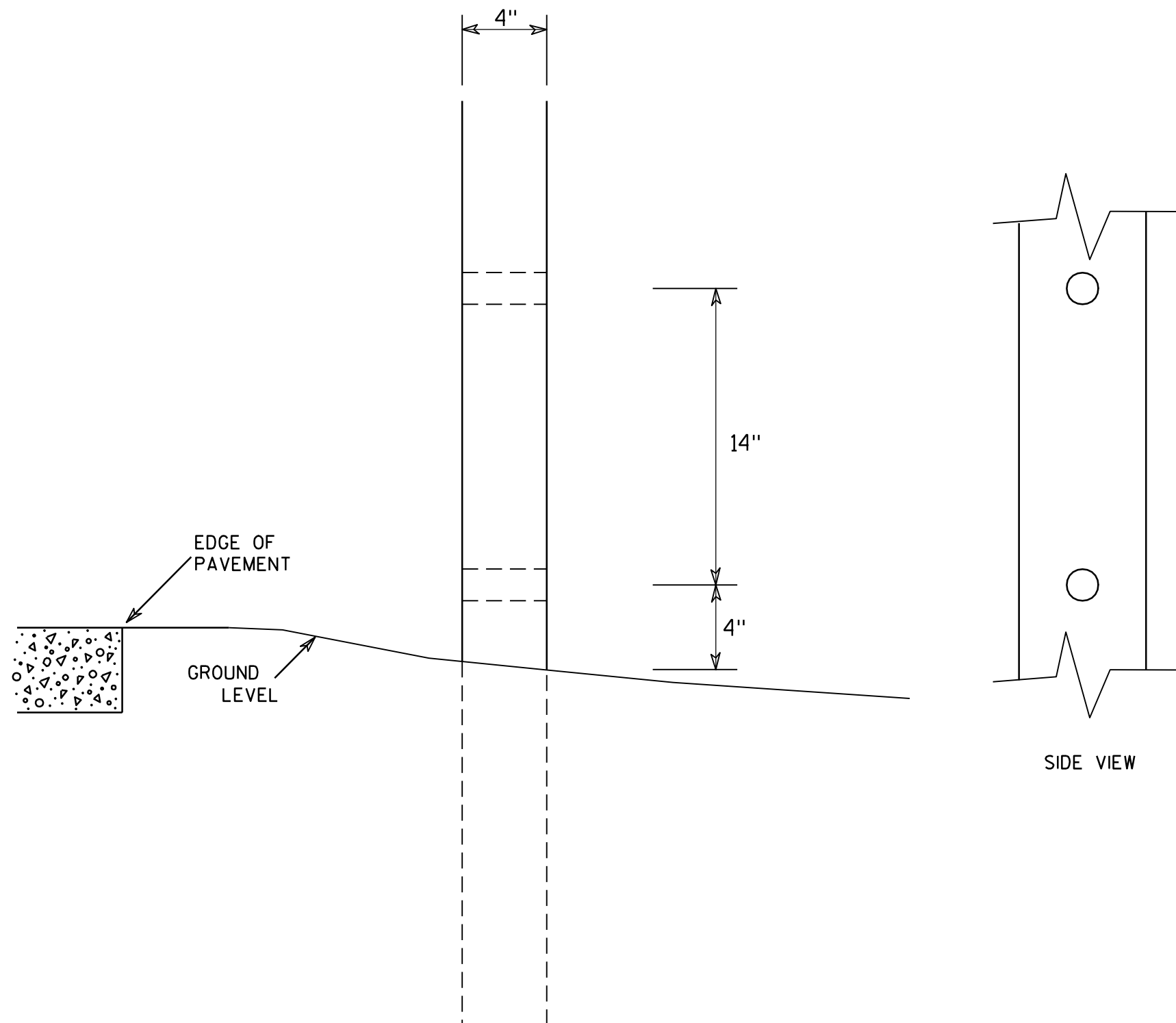
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/05/15 PLAT 211 14-9.9

7



GENERAL NOTES

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

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Chester J. Spang
for State Traffic Engineer

DATE 3/27/97

PLATE NO. A4-11.2

PROJECT NO:

HWY:

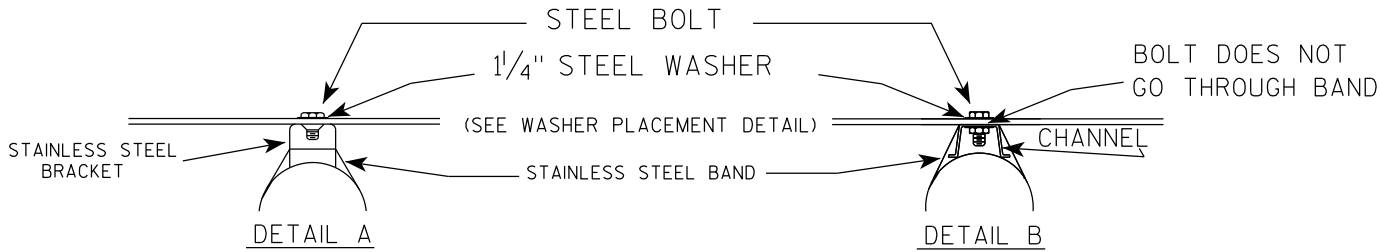
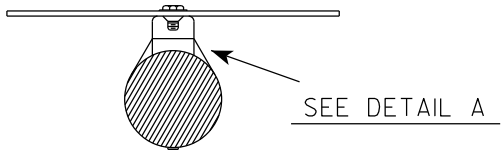
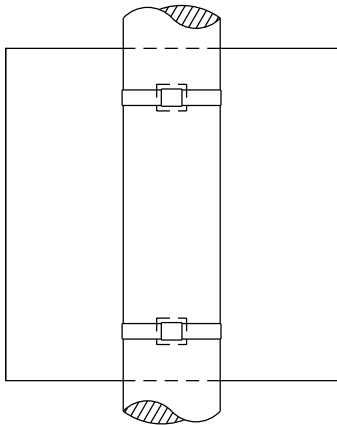
COUNTY:

SHEET NO: 212

E

BANDING

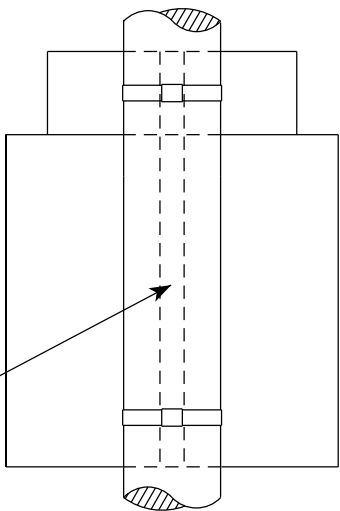
SINGLE SIGN



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 $\frac{3}{4}$ " 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

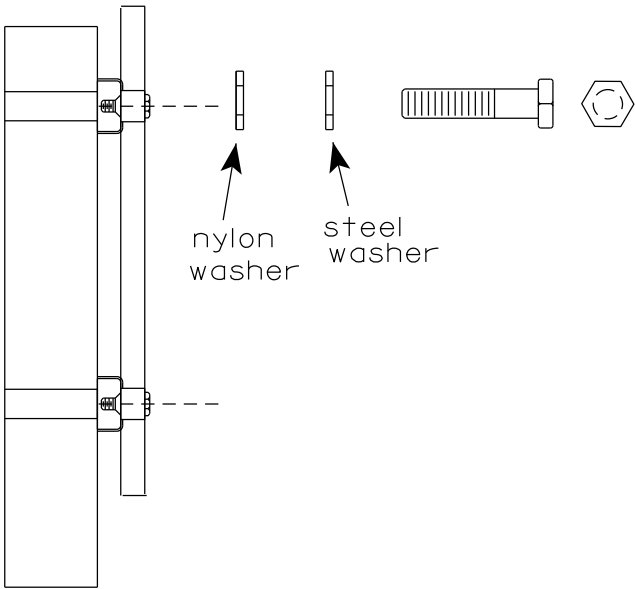
"J" ASSEMBLY



CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET

SEE DETAIL B

WASHER PLACEMENT

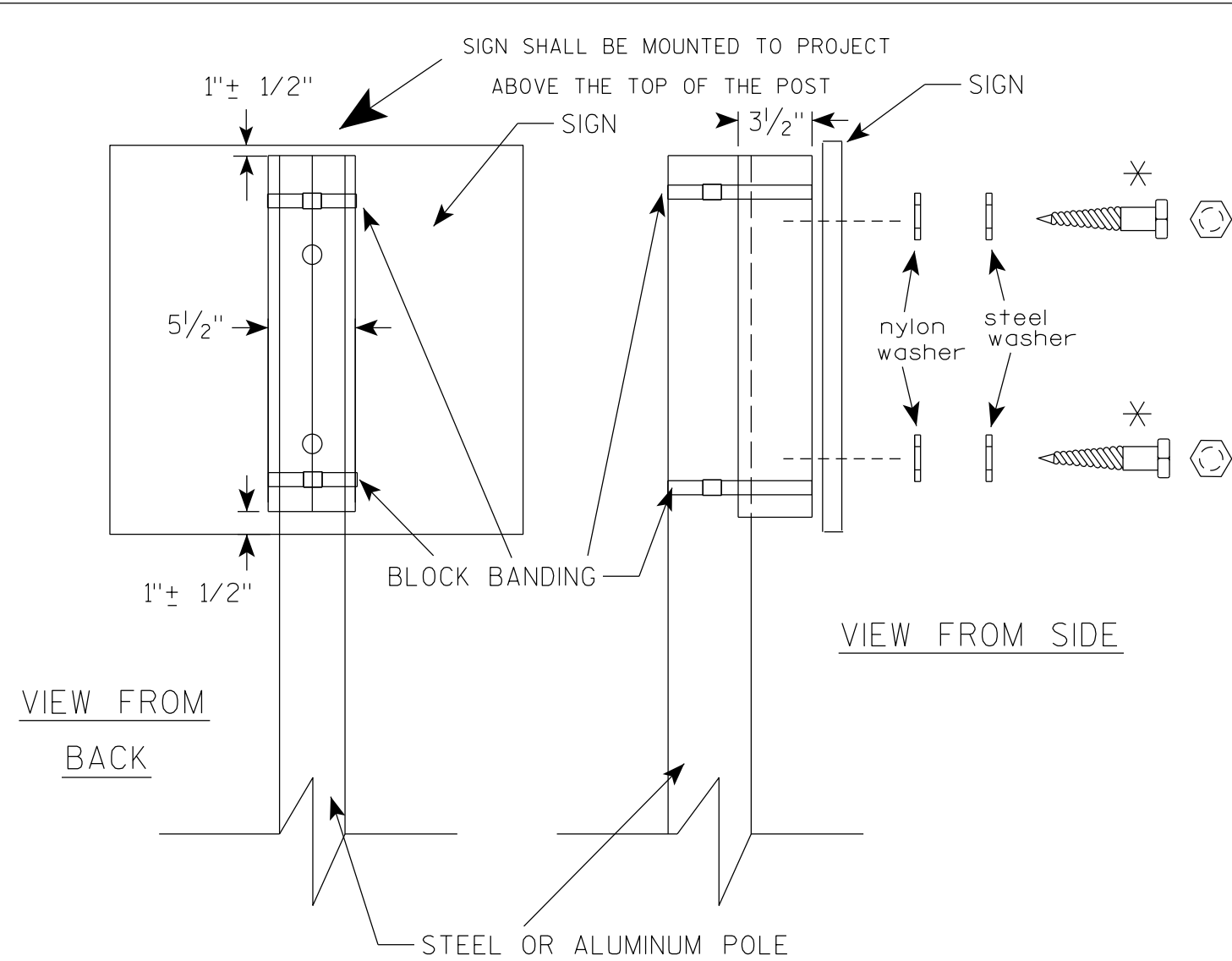


WASHERS (ALL POSTS) -
1-1/4" O.D. X $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ " STEEL
1-1/4" O.D. X $\frac{3}{8}$ " I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

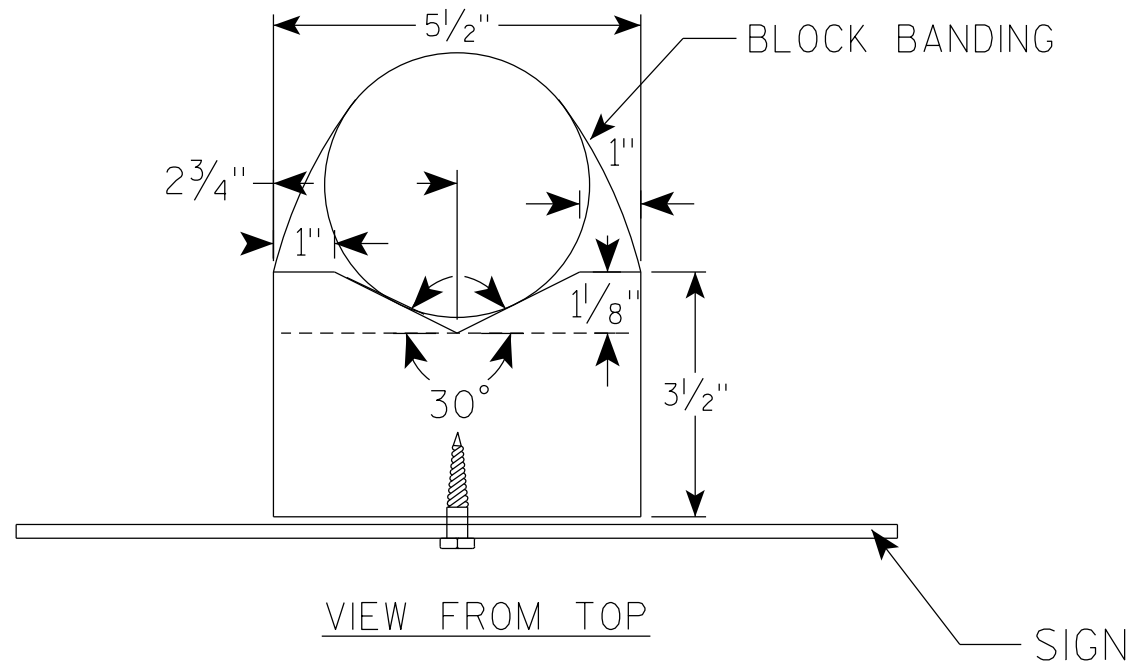
WISCONSIN DEPT OF TRANSPORTATION

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



VIEW FROM
BACK

VIEW FROM SIDE



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: 214

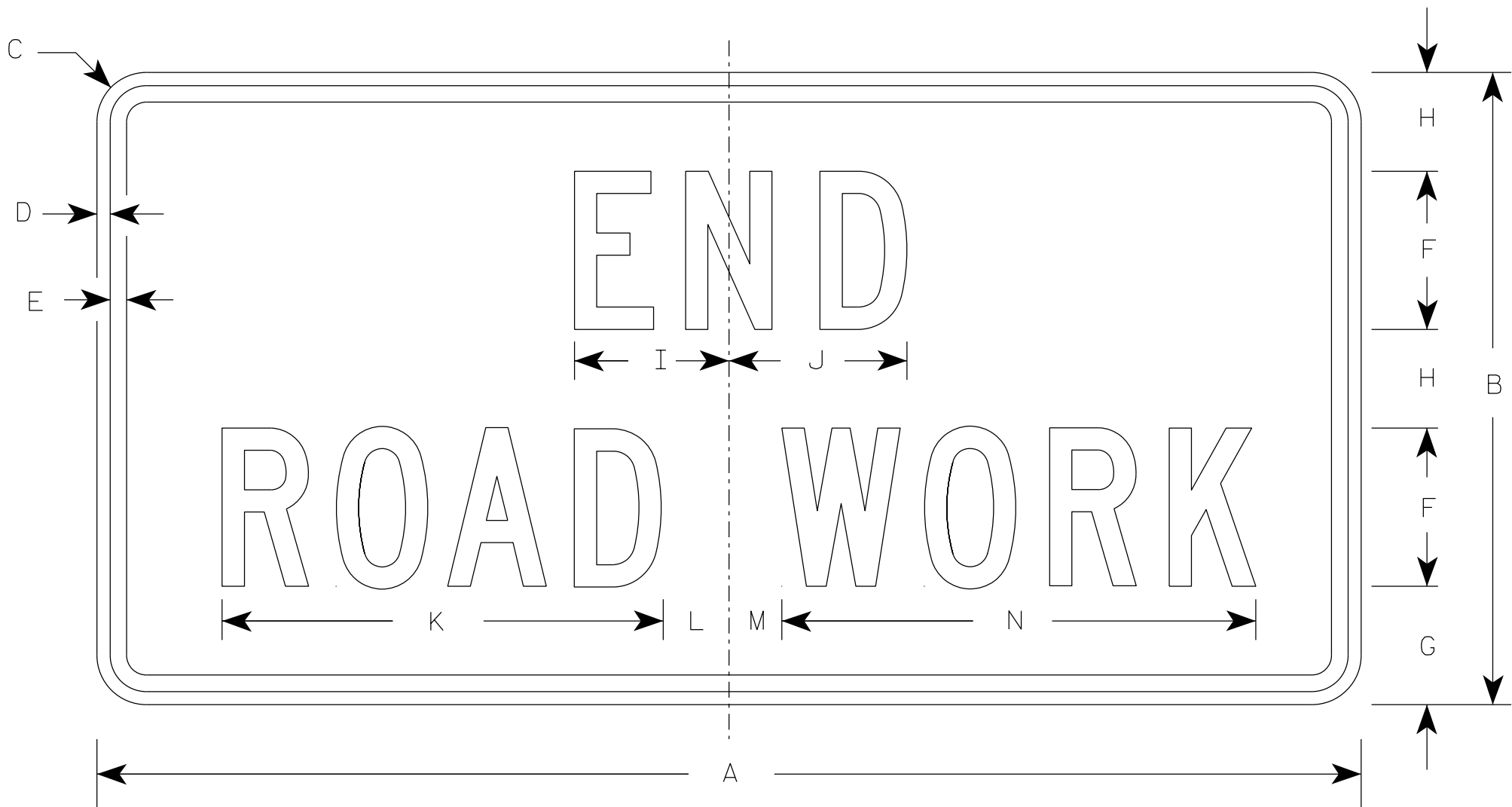
E

NOTES

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

Background - Orange

Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



G20-2A

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5
2	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
2M	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
3	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
4	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
5	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0

PROJECT NO:

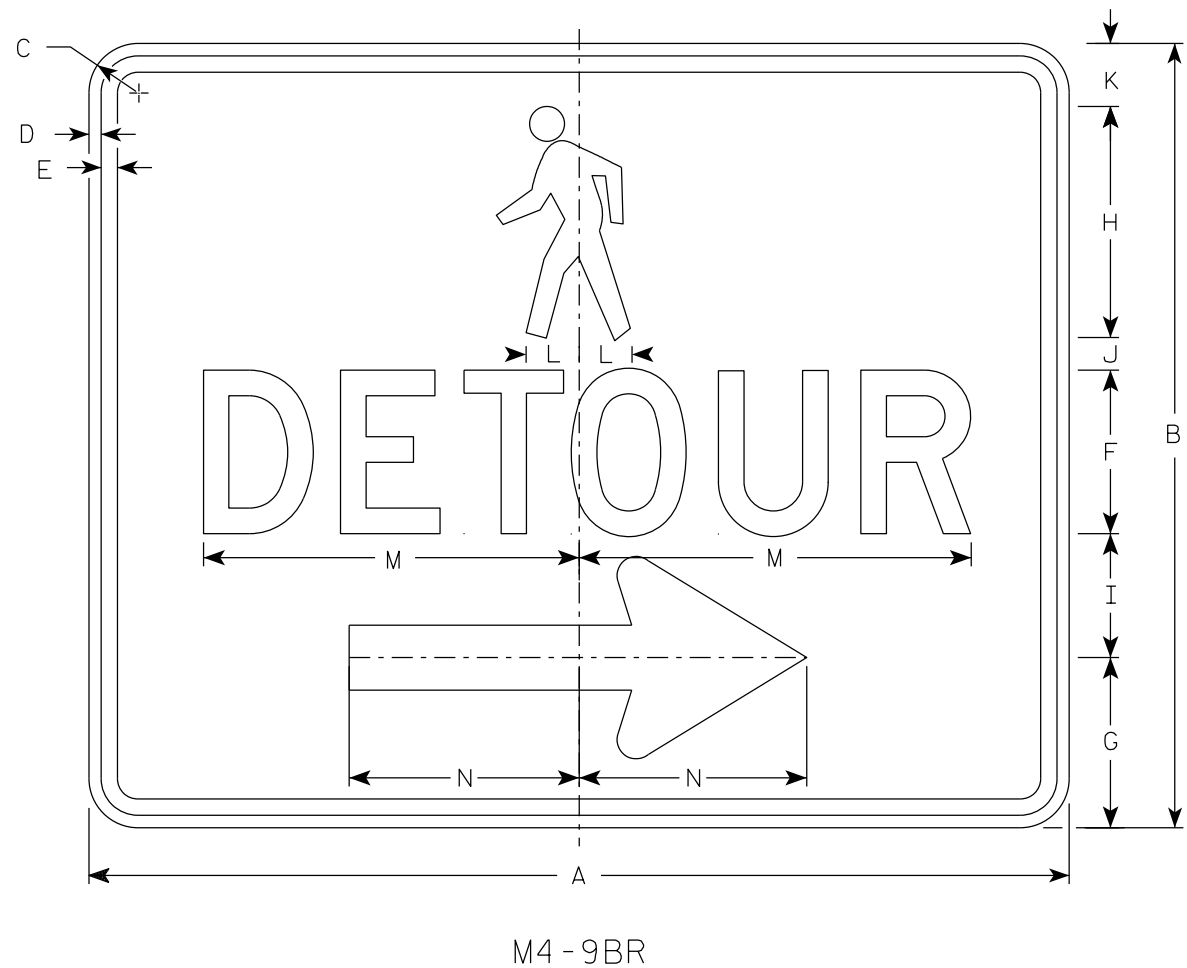
HWY:

COUNTY:

SHEET NO: 215

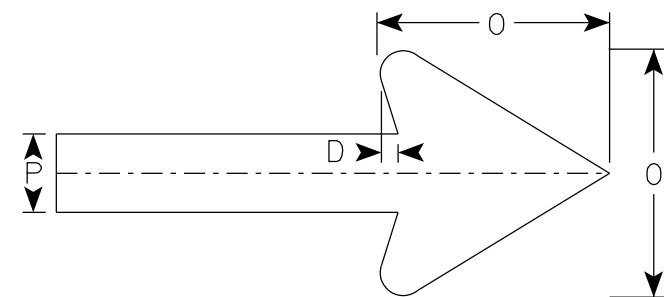
E

7



NOTES

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



Arrow Detail

7

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

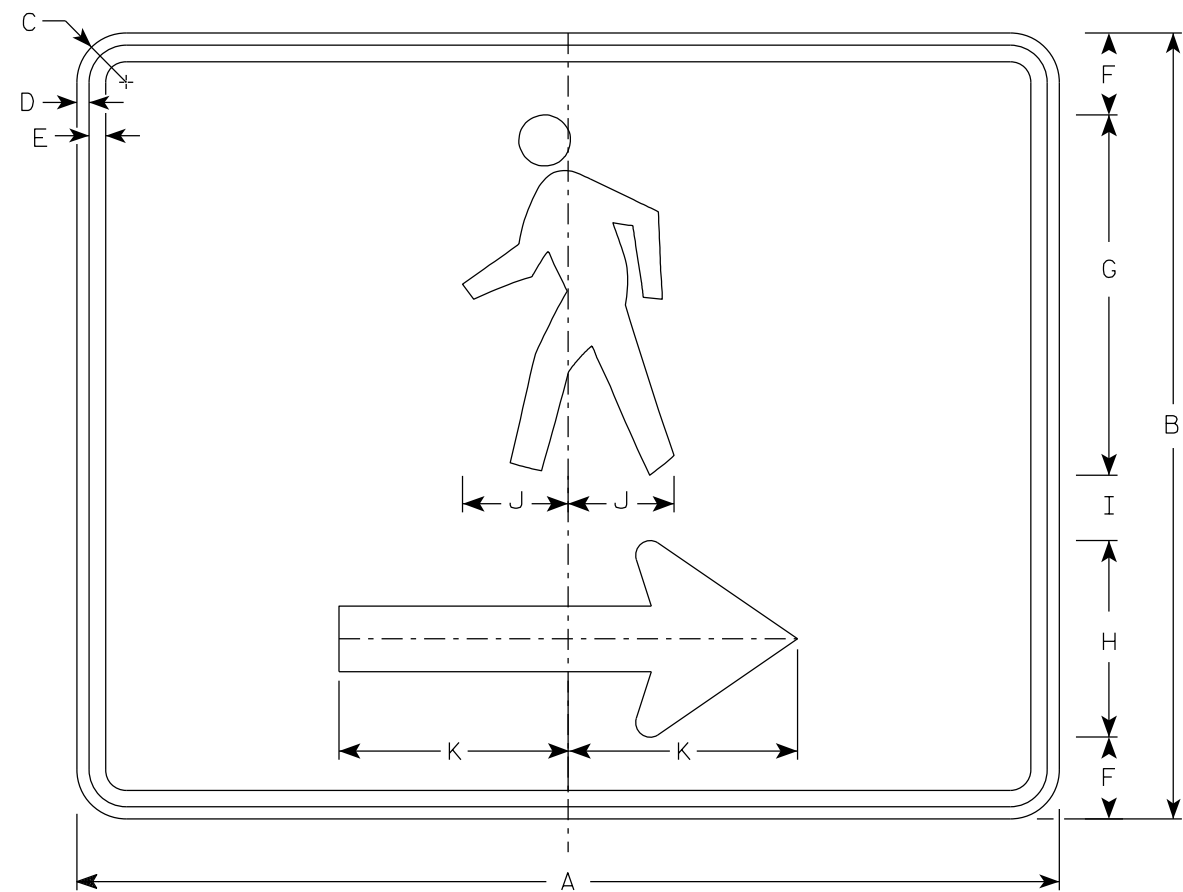
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 216

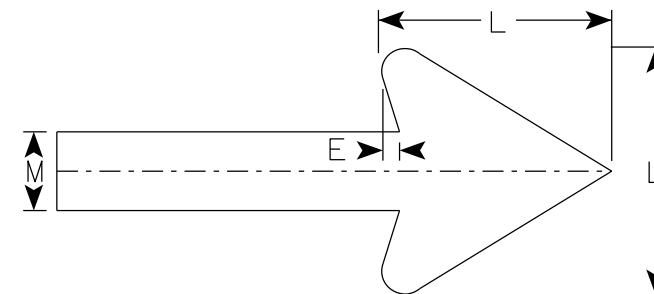
E



M4-60R

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
Background - Orange
Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M4-60L is the same as M4-60R except the arrow is reversed.

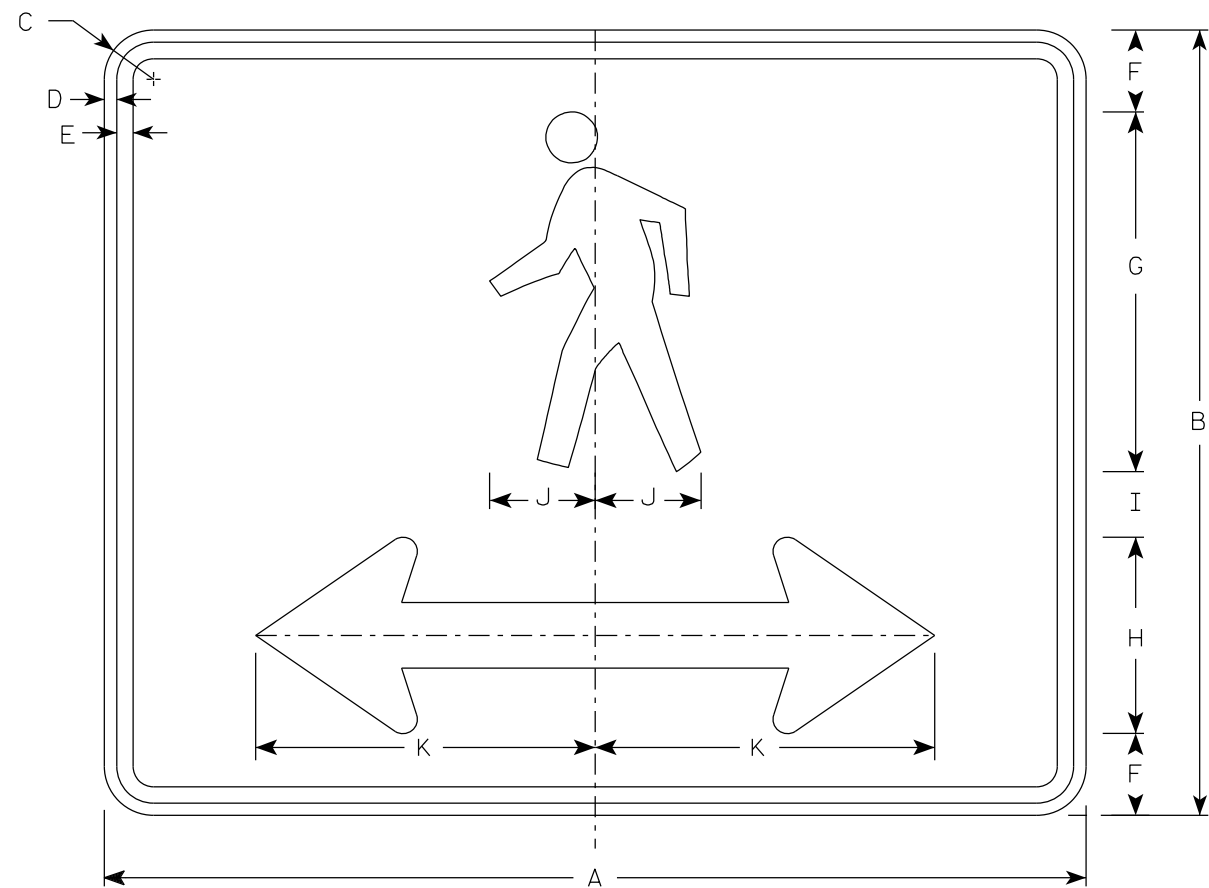


Arrow Detail

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

PROJECT NO:		HWY:		COUNTY:		SHEET NO: 217		E
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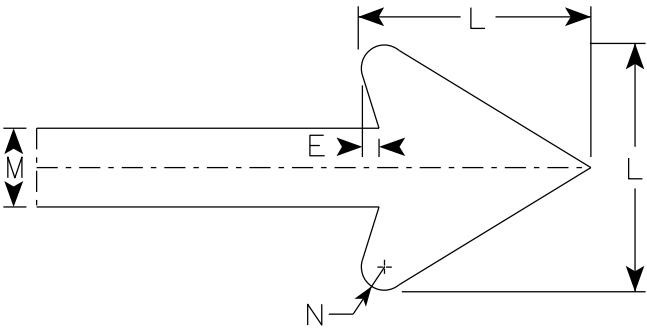
7



M4-60D

NOTES

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

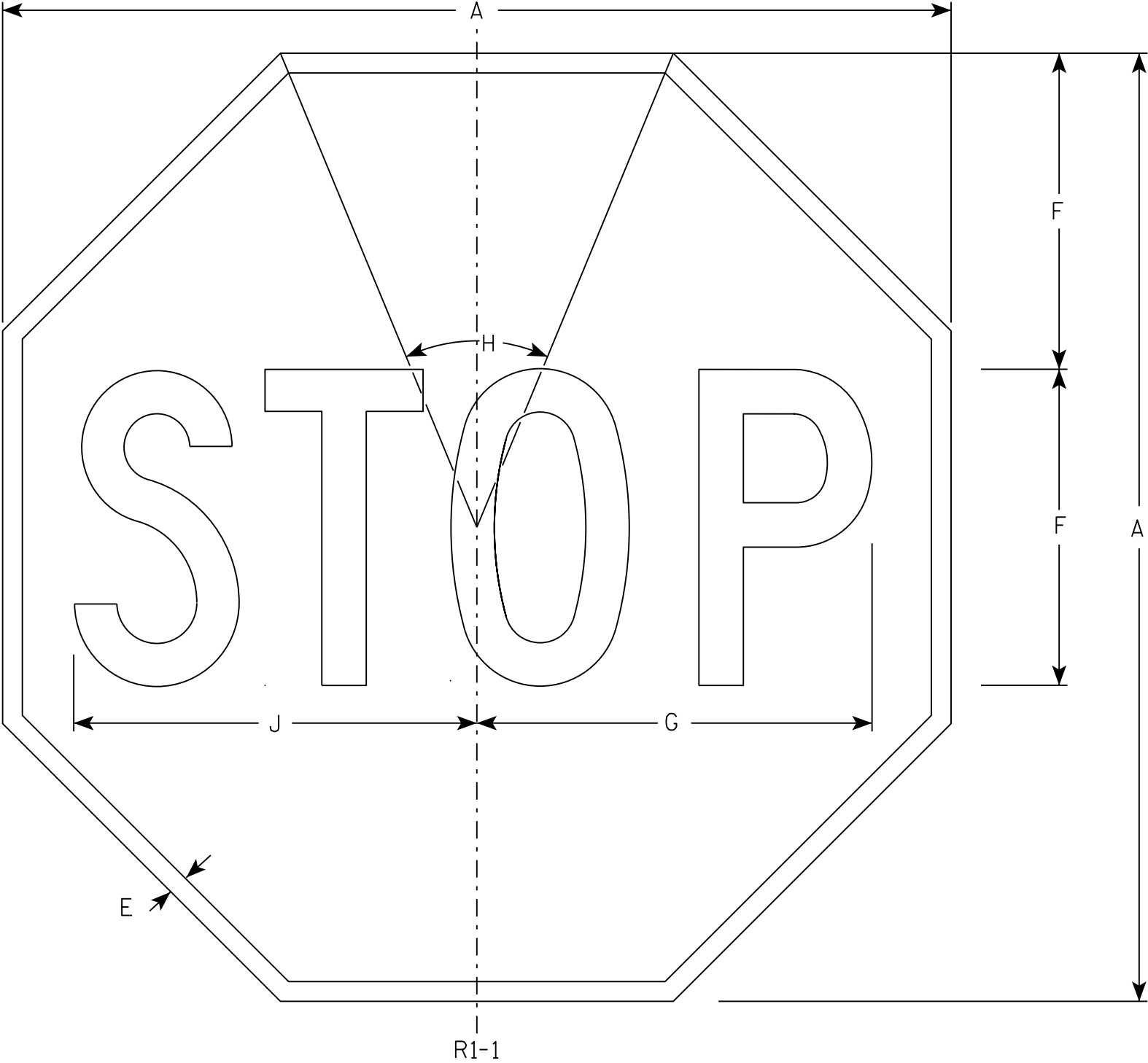


Arrow Detail

7

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

7



NOTES

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

7

R1-1

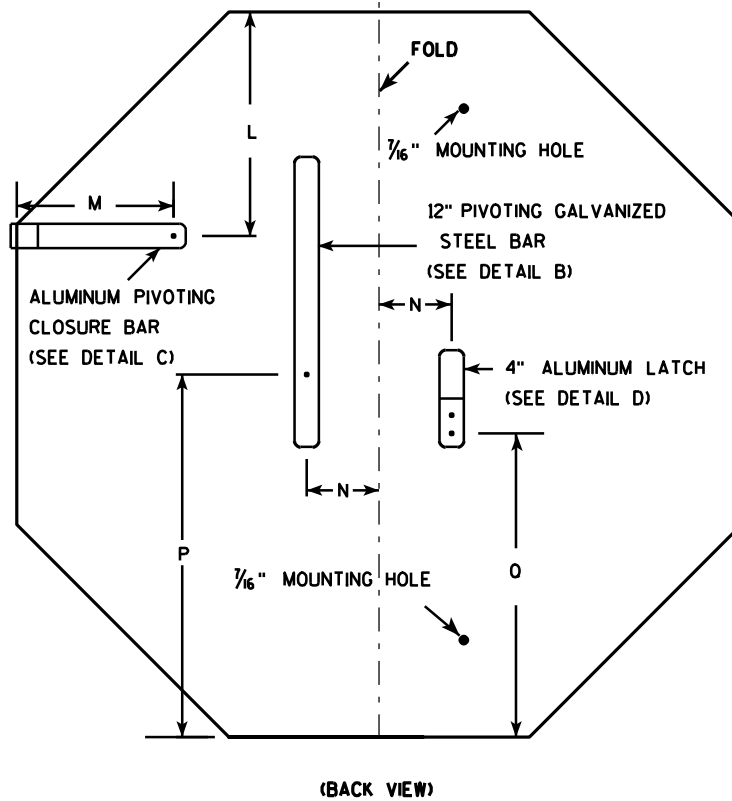
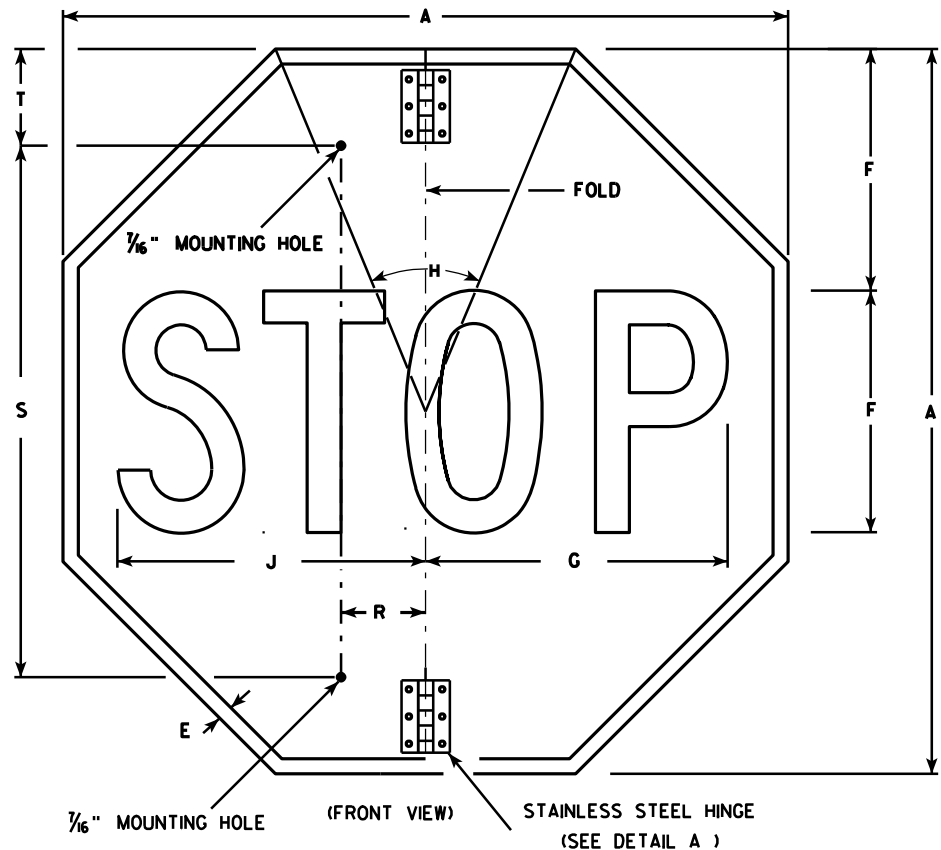
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

STANDARD SIGN
R1 - 1

WISCONSIN DEPT OF TRANSPORTATION

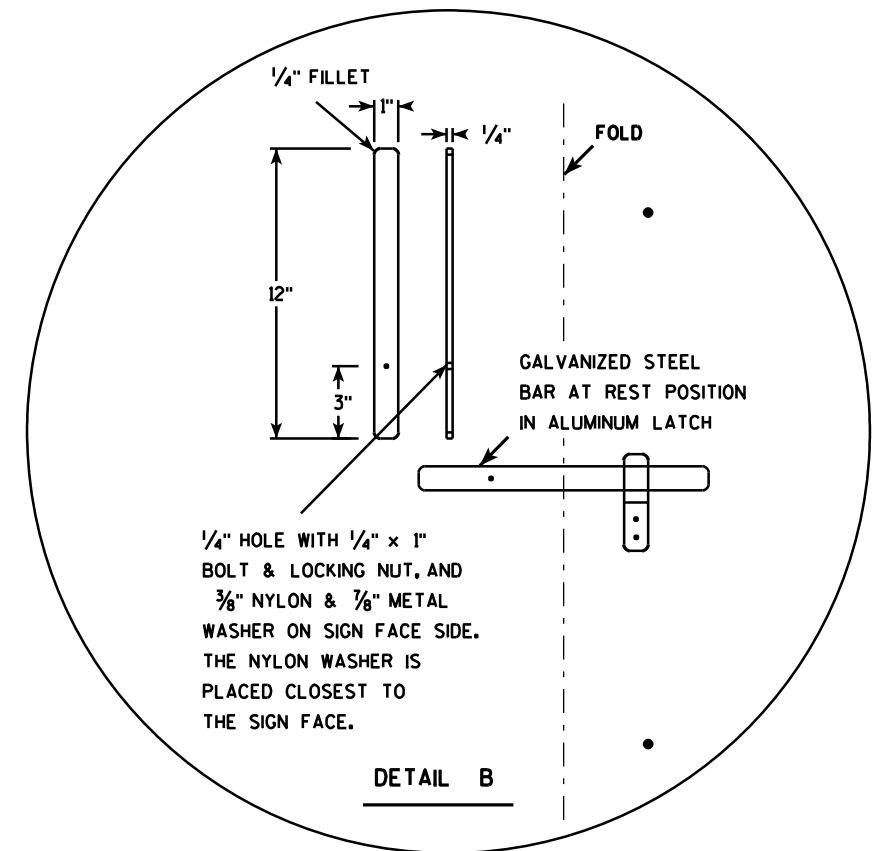
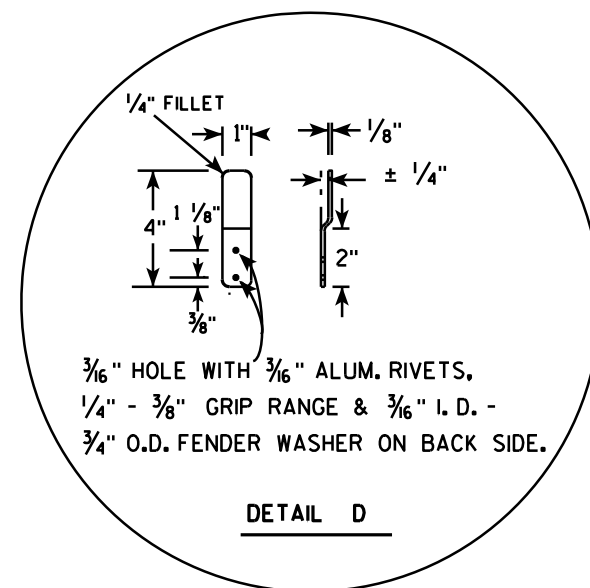
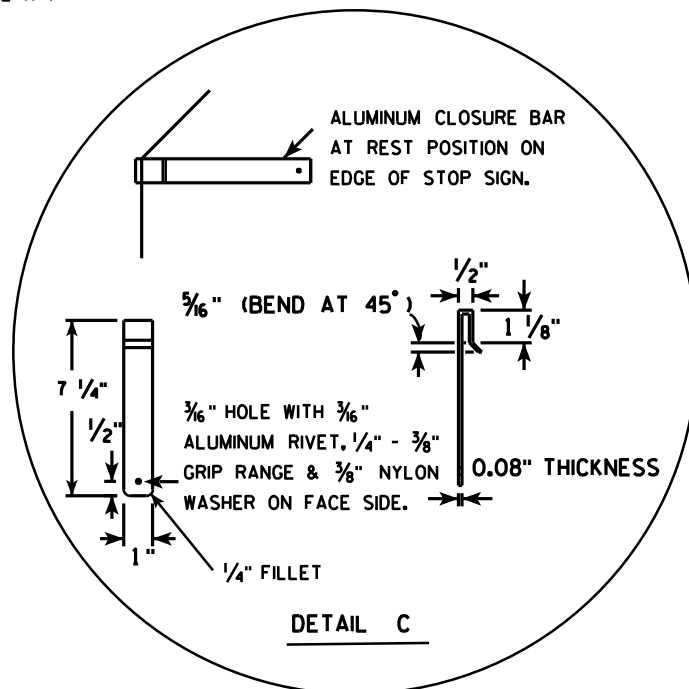
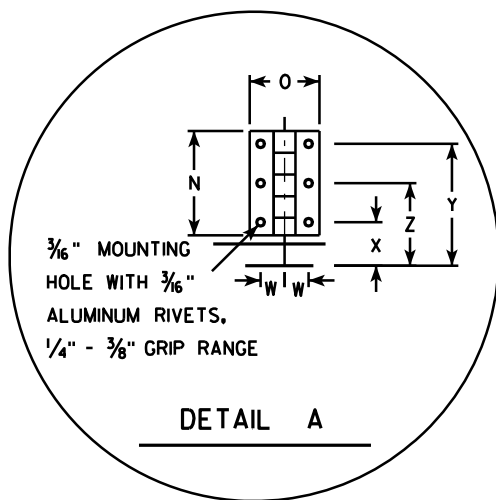
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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



NOTES

- Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- Color:
Background - Red
Message - White
- Message Series - C
- All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.



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				$\frac{5}{8}$	10	12 $\frac{1}{2}$	45		12 $\frac{3}{4}$		9 $\frac{1}{4}$	6 $\frac{1}{2}$	3	2	15	12 $\frac{3}{8}$	2 $\frac{1}{2}$	22	5			$\frac{1}{16}$	1 $\frac{1}{4}$	3 $\frac{1}{2}$	2 $\frac{3}{8}$	5.18
2M	36				$\frac{3}{4}$	12	15	45		15 $\frac{3}{8}$		11	6 $\frac{1}{2}$	3	2	18	15 $\frac{3}{8}$	2 $\frac{1}{2}$	26	5			$\frac{1}{16}$	1 $\frac{1}{4}$	3 $\frac{1}{2}$	2 $\frac{3}{8}$	7.46
3	36				$\frac{3}{4}$	12	15	45		15 $\frac{3}{8}$		11	6 $\frac{1}{2}$	3	2	18	15 $\frac{3}{8}$	2 $\frac{1}{2}$	26	5			$\frac{1}{16}$	1 $\frac{1}{4}$	3 $\frac{1}{2}$	2 $\frac{3}{8}$	7.46
4																											
5																											

PROJECT NO:	HWY:	COUNTY:	SHEET NO: 220	E
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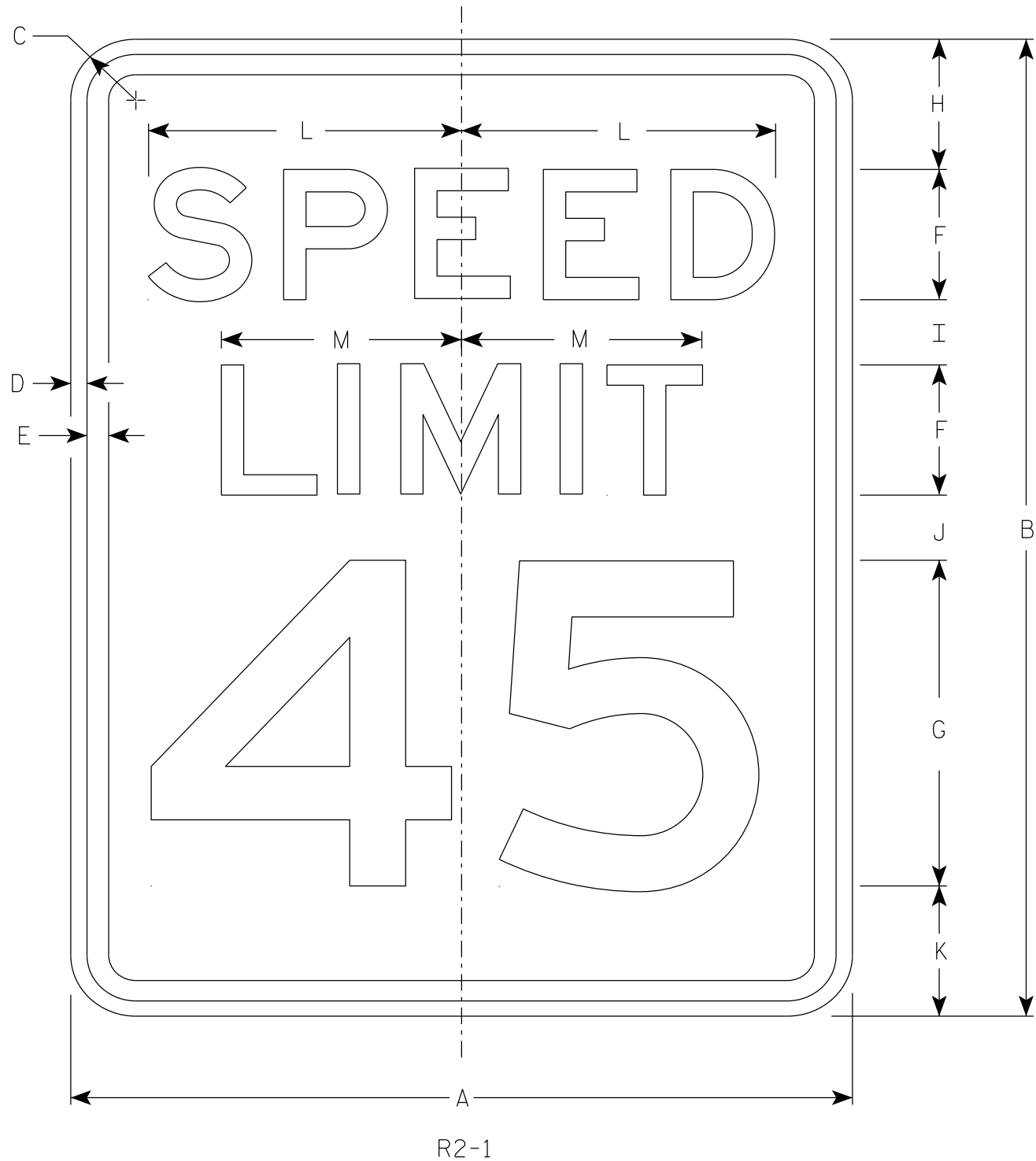
STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1F.3

7



NOTES

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

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/2	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/2	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 7/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	3	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

STANDARD SIGN

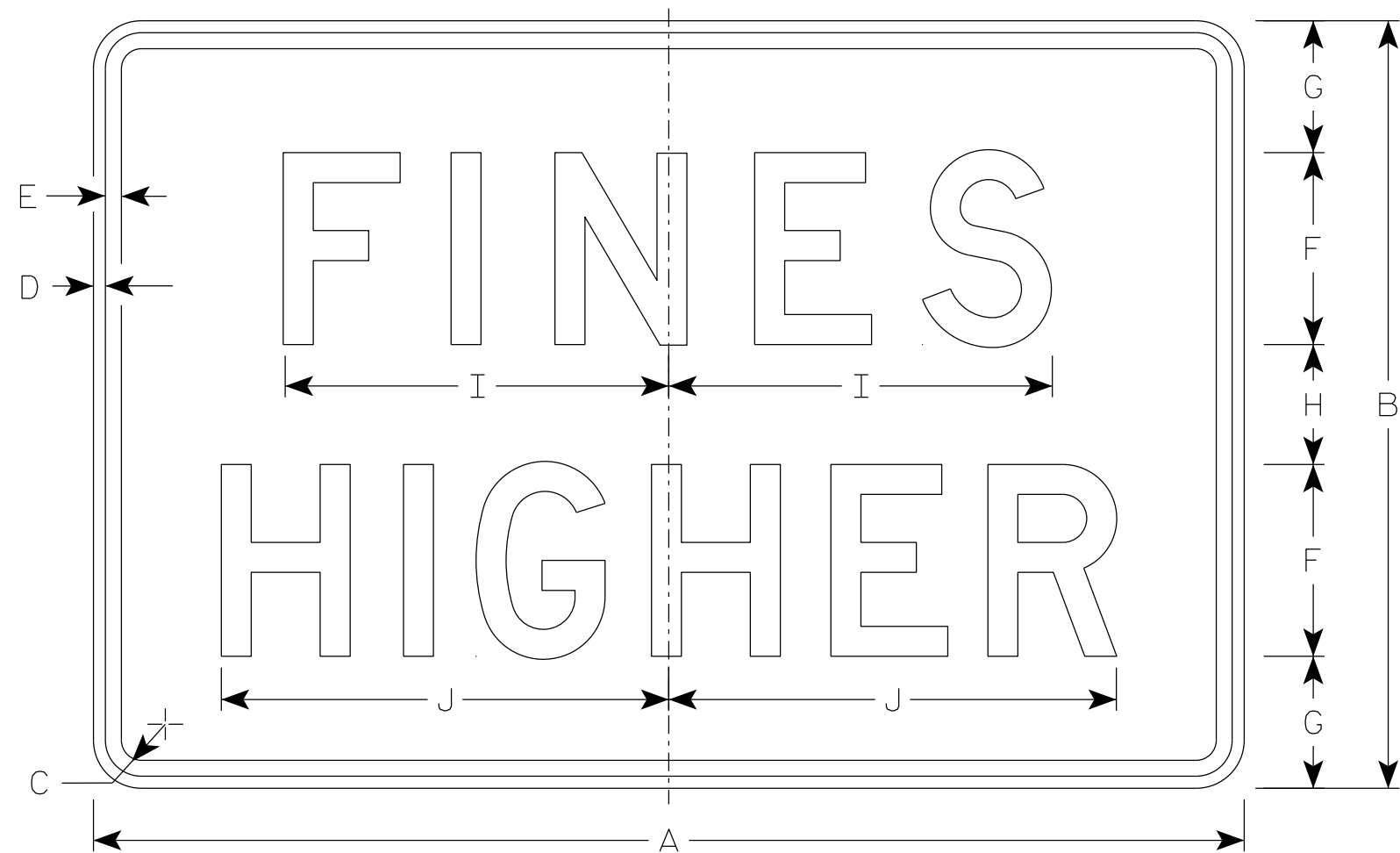
R2 - 1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

7



R2-6P

NOTES

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

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	18	1 1/2	3/8	3/8	4	3 1/2	3	7 5/8	9 1/4																	3.0
2M	24	18	1 1/2	3/8	3/8	4	3 1/2	3	7 5/8	9 1/4																	3.0
3	36	24	1 1/2	3/8	1/2	6	4 1/8	3 3/4	12	14																	6.0
4	36	24	1 1/2	3/8	1/2	6	4 1/8	3 3/4	12	14																	6.0
5	48	36	1 7/8	1/2	5/8	8	7	6	15 1/8	19																	12.0

PROJECT NO:

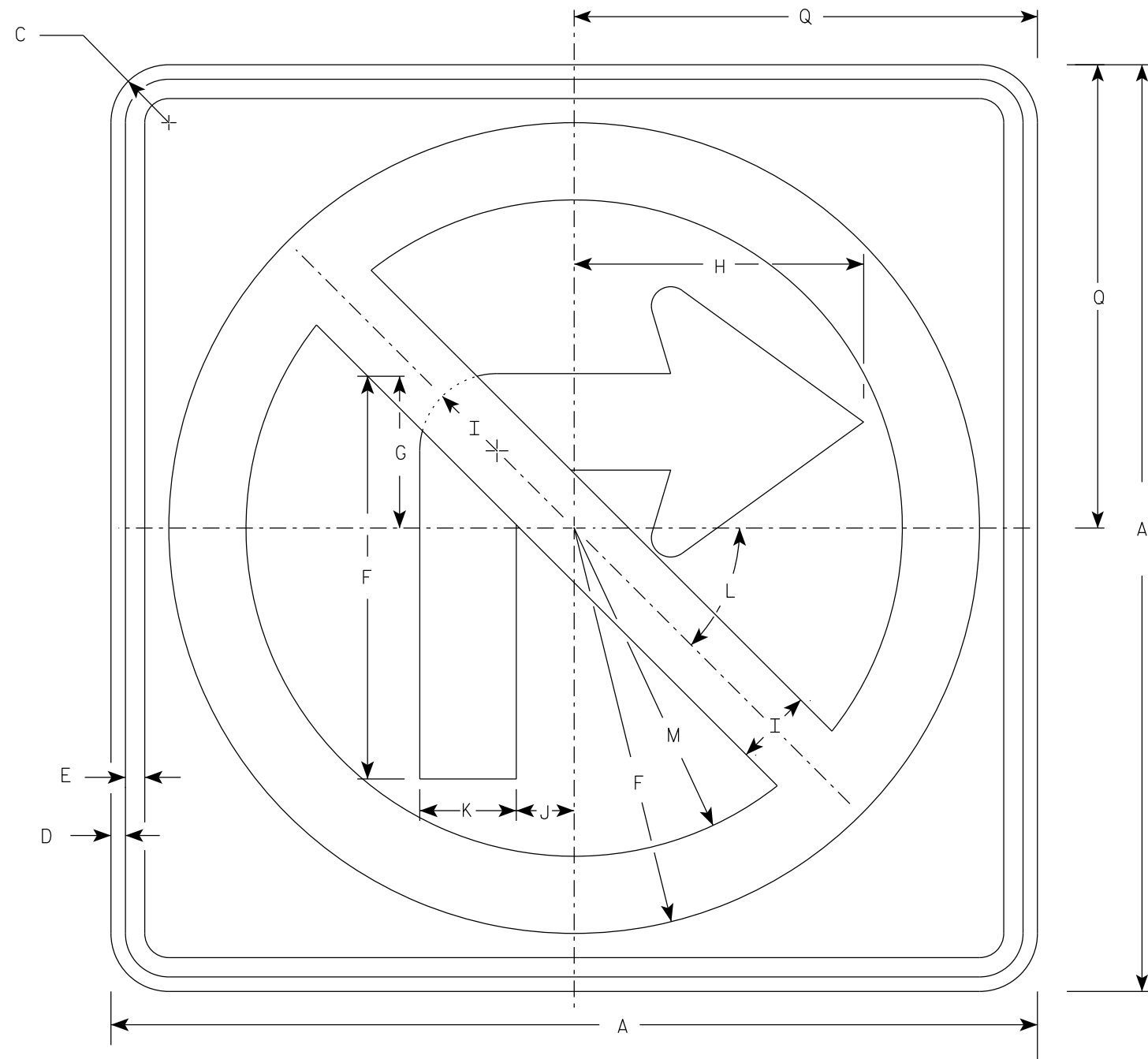
HWY:

COUNTY:

SHEET NO: 222

E

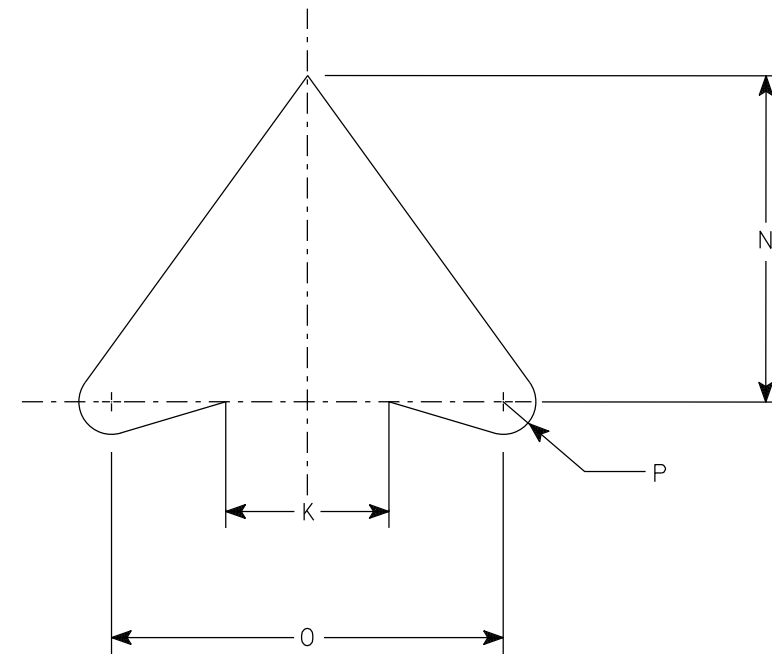
7



R3-1

NOTES

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

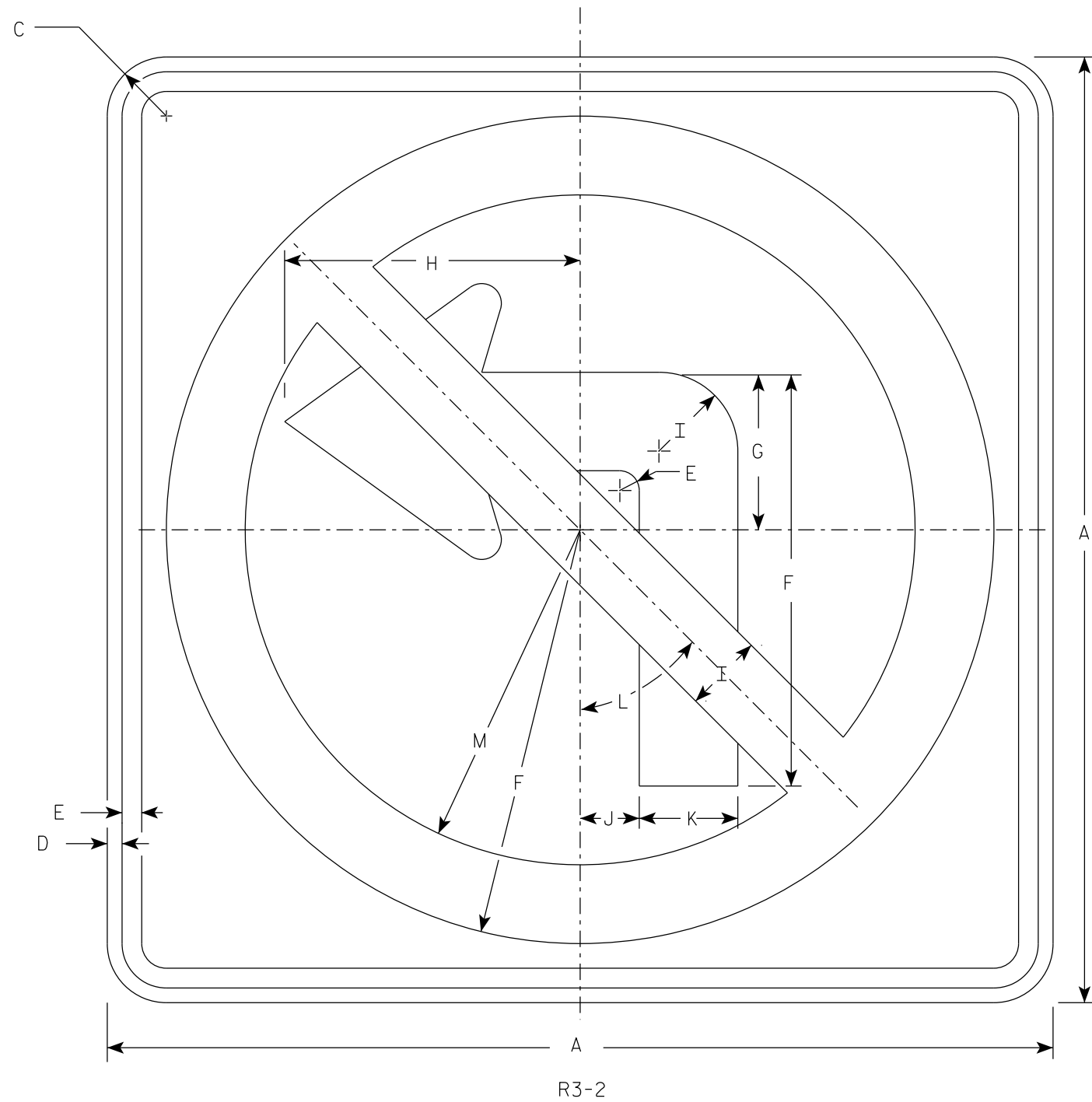


ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/2	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

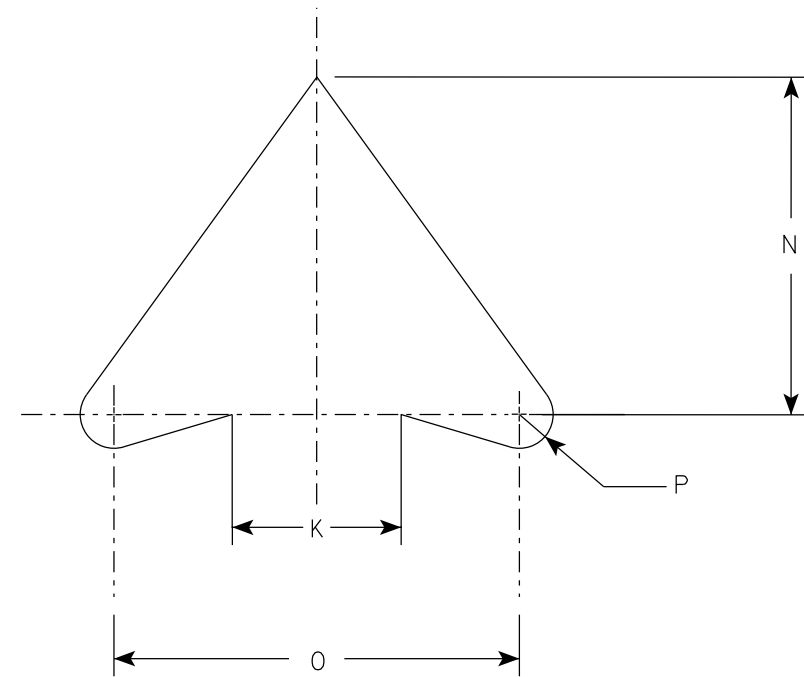
PROJECT NO:	HWY:	COUNTY:	SHEET NO: 223												E
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7



NOTES

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



ARROW DETAIL

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

PROJECT NO:

HWY:

COUNTY:

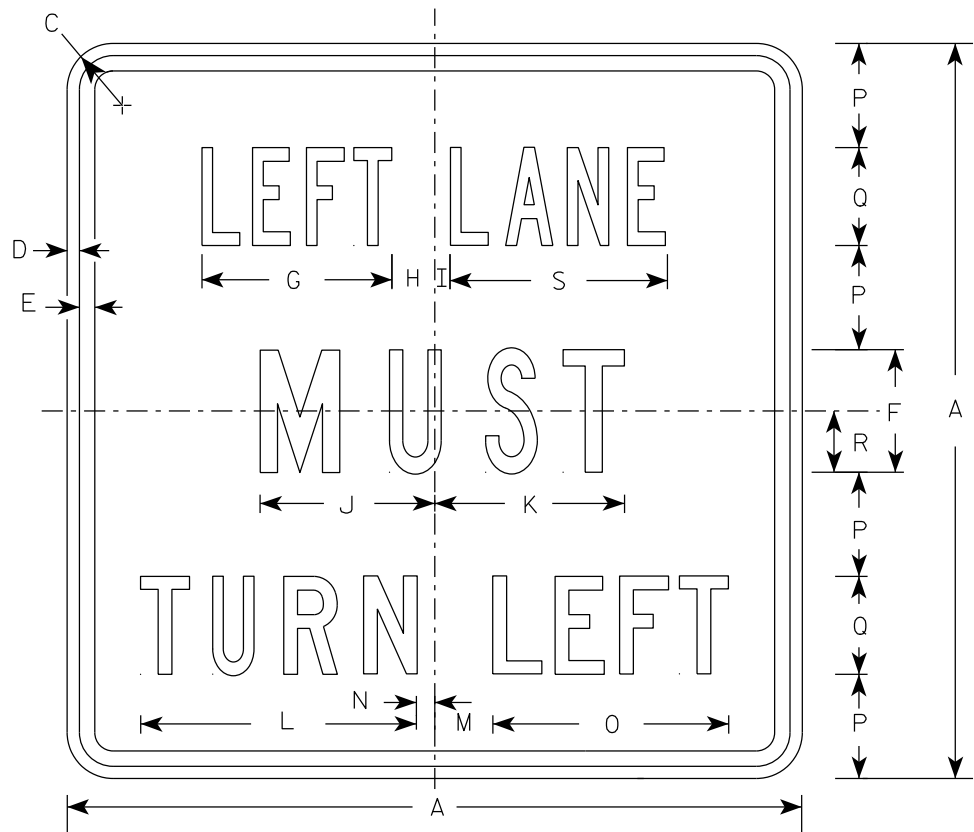
SHEET NO: 224

E

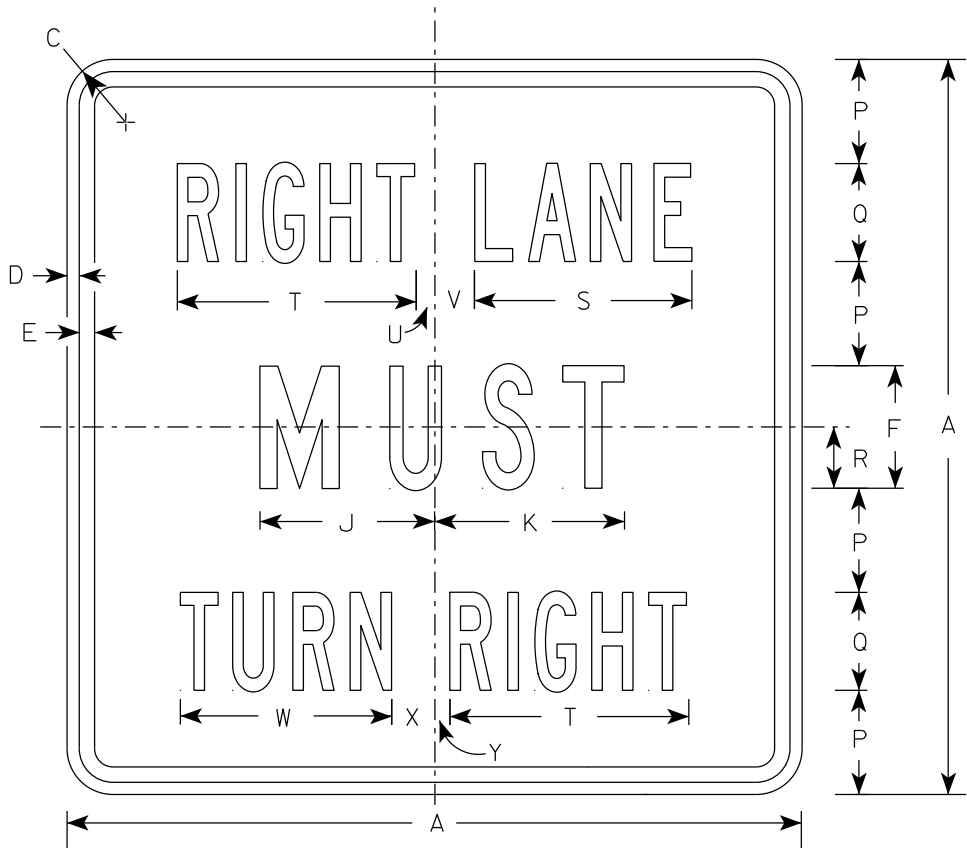
7

NOTES

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



R3-7L



R3-7R

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

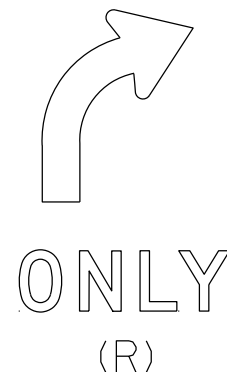
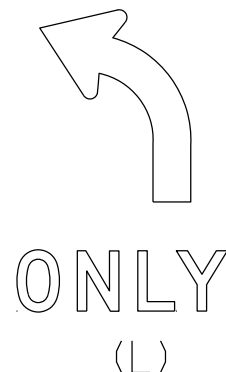
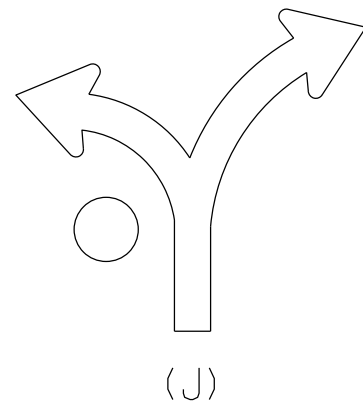
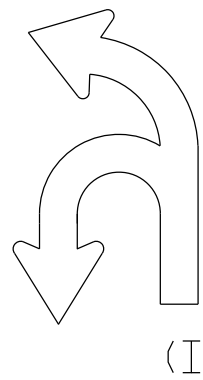
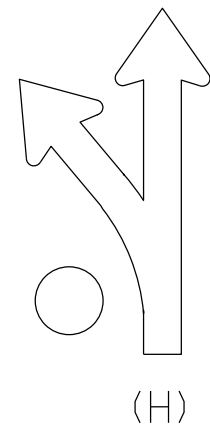
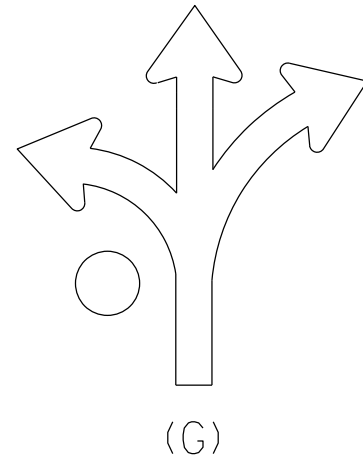
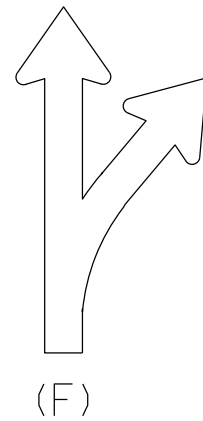
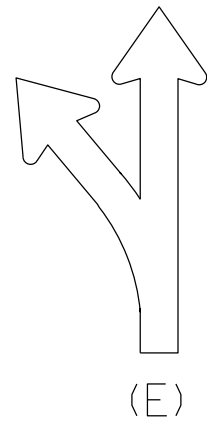
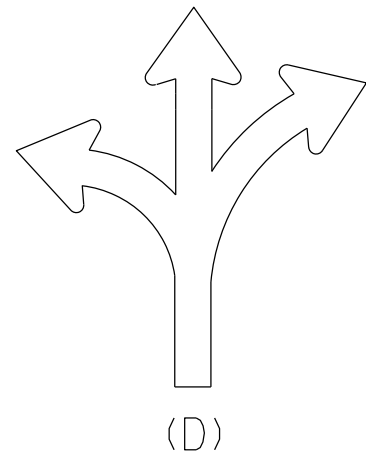
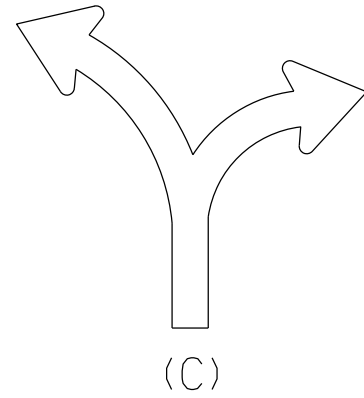
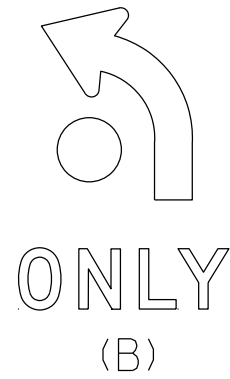
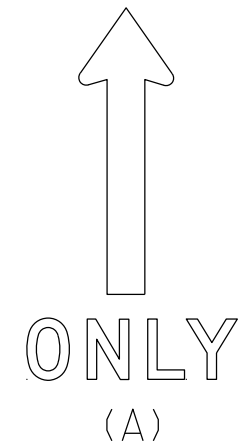
STANDARD SIGN
R3-7L & R3-7R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

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

7



NOTES

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

1 Letter = 3.75 sq ft for Size 2

6.0 sq ft for Size 3

10.0 sq ft for Size 4 or 5

2 Letters = 7.5 sq ft for Size 2

12.0 sq ft for Size 3

20.0 sq ft for Size 4 or 5

3 Letters = 11.25 sq ft for Size 2

18.0 sq ft for Size 3

30.0 sq ft for Size 4 or 5

4 Letters = 15.0 sq ft for Size 2

24.0 sq ft for Size 3

40.0 sq ft for Size 4 or 5

5 Letters = 18.75 sq ft for Size 2

30.0 sq ft for Size 3

50.0 sq ft for Size 4 or 5

6 Letters = 22.5 sq ft for Size 2

36.0 sq ft for Size 3

60.0 sq ft for Size 4 or 5

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

Add the amounts when these letters are used:

1.25 sq ft for Size 2

1.5 sq ft for Size 3

2.0 sq ft for Size 4 or 5

STANDARD SIGN
R3-8 Series

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

PROJECT NO:

FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn

PLOT DATE : 14-FEB 2023 3:01

PLOT BY : mscj9h

PLOT NAME :

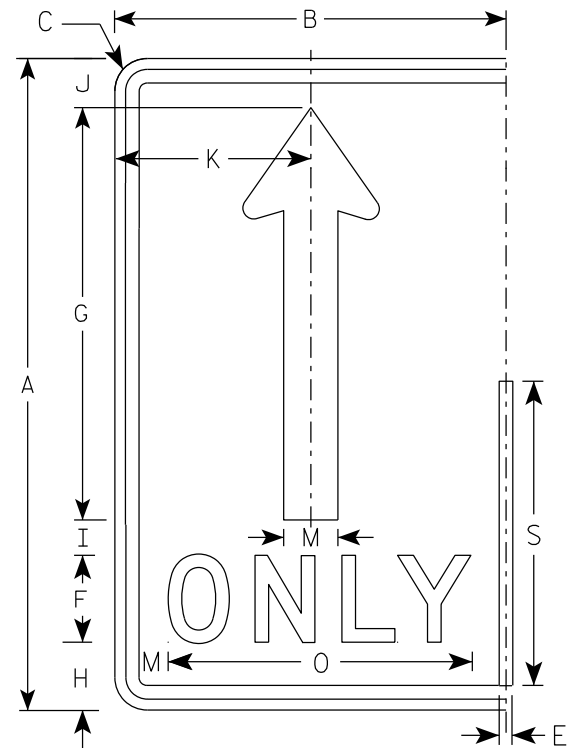
SHEET NO: 226

E

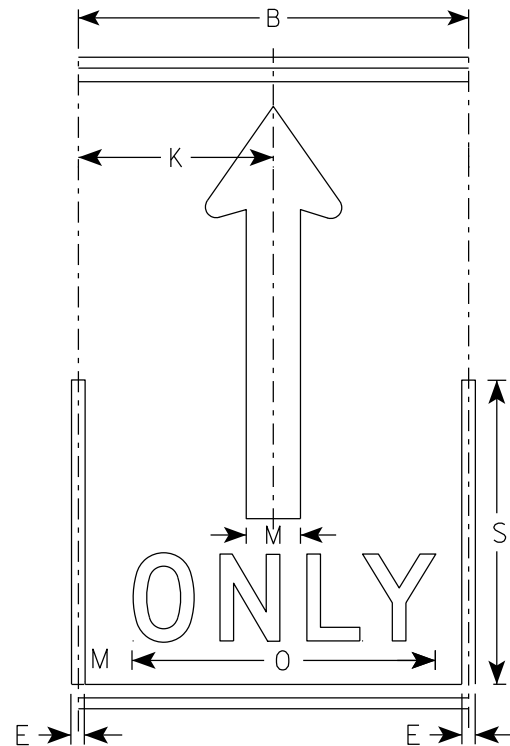
WISDOT/CADDs SHEET 42

NOTES

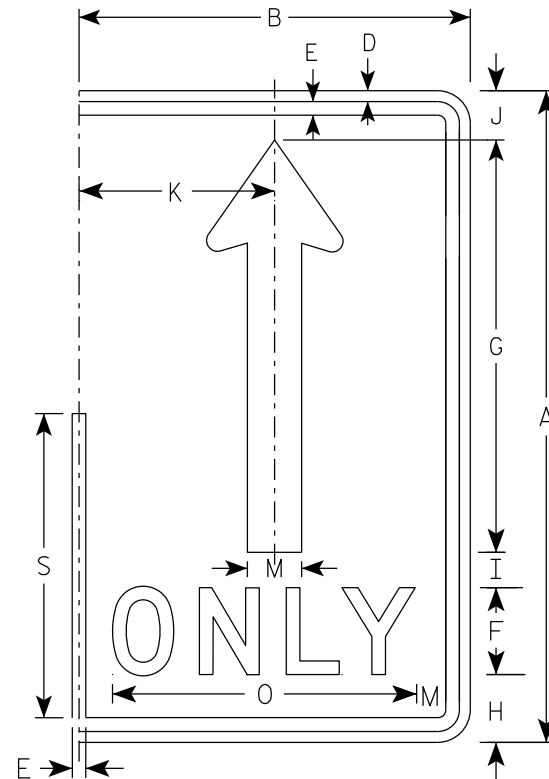
- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - D



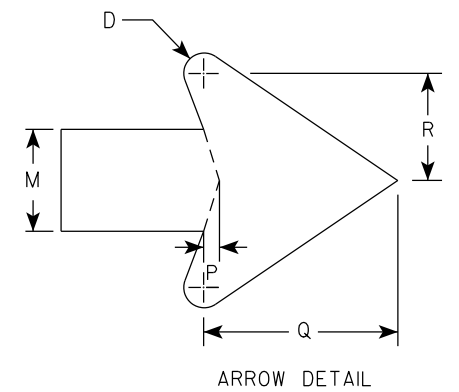
(A)



(A)



(A)



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

STANDARD SIGN
R3-8 (A) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

7

7

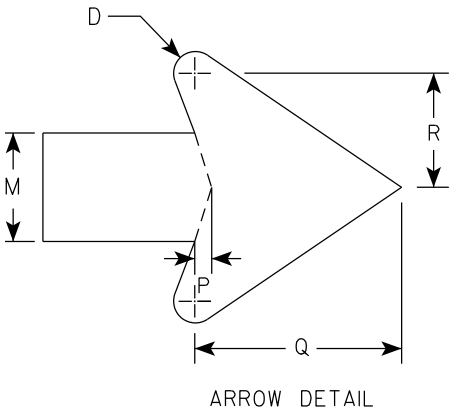
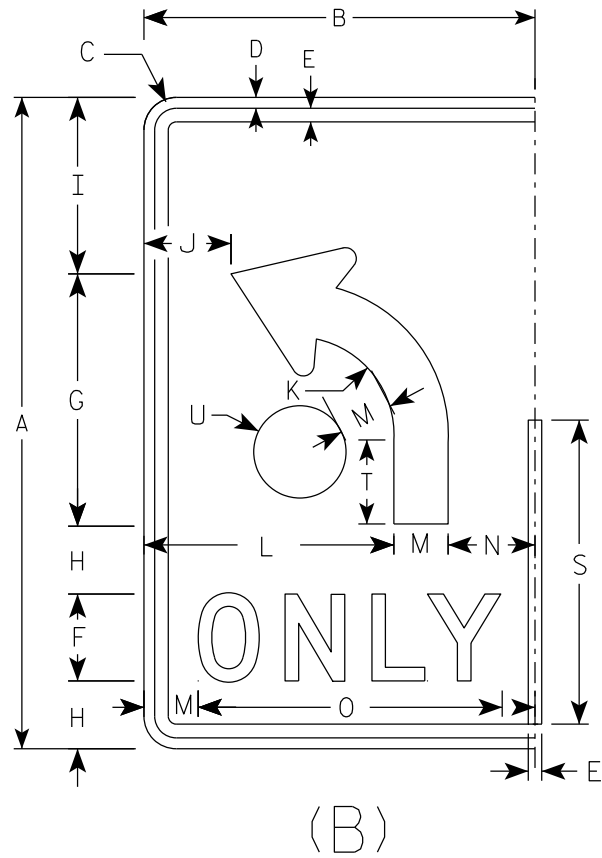
NOTES

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

Background - White

Message - Black

Message Series - D



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

STANDARD SIGN

R3-8 (B) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*

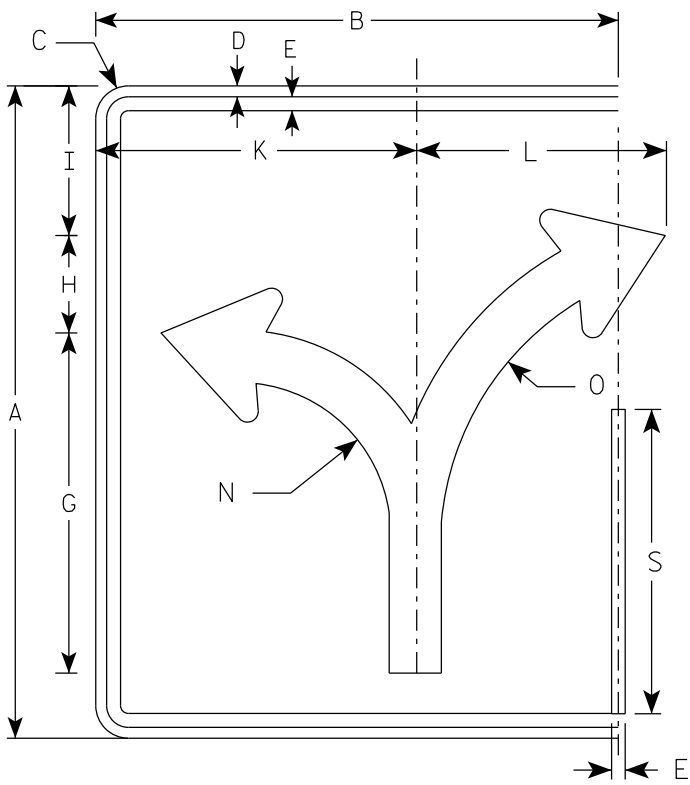
for State Traffic Engineer

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

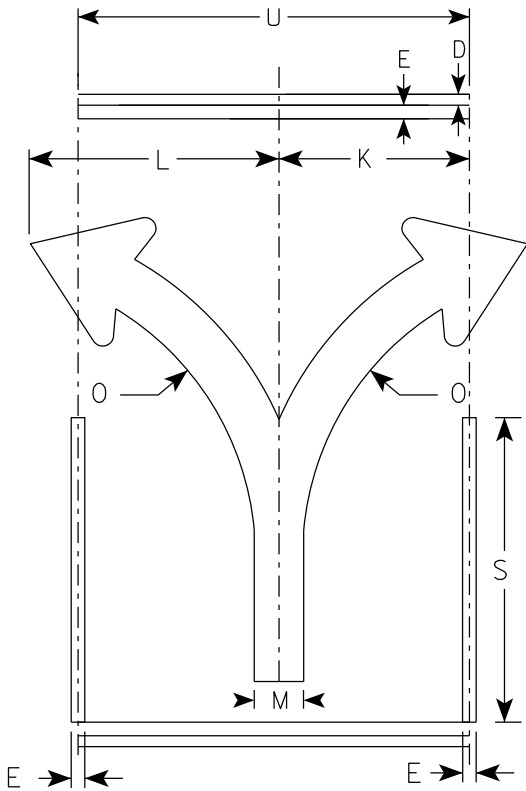
7

NOTES

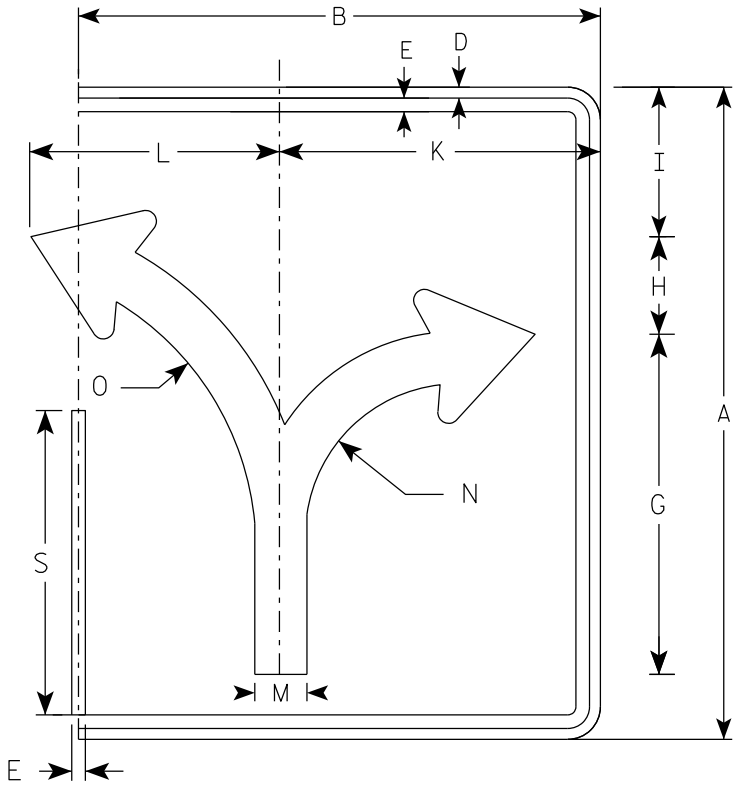
- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - None



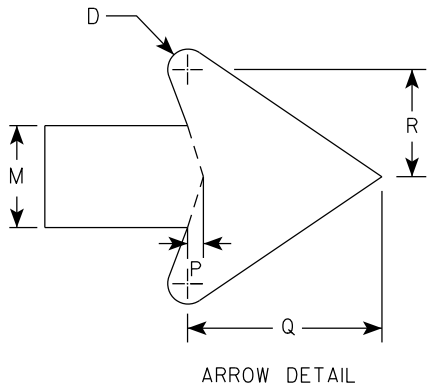
(C)



(C)



(C)



7

																											ENDS	MIDDLE
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area sq. ft.
1																												
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 229

E

STANDARD SIGN
R3-8 (C) Arrow

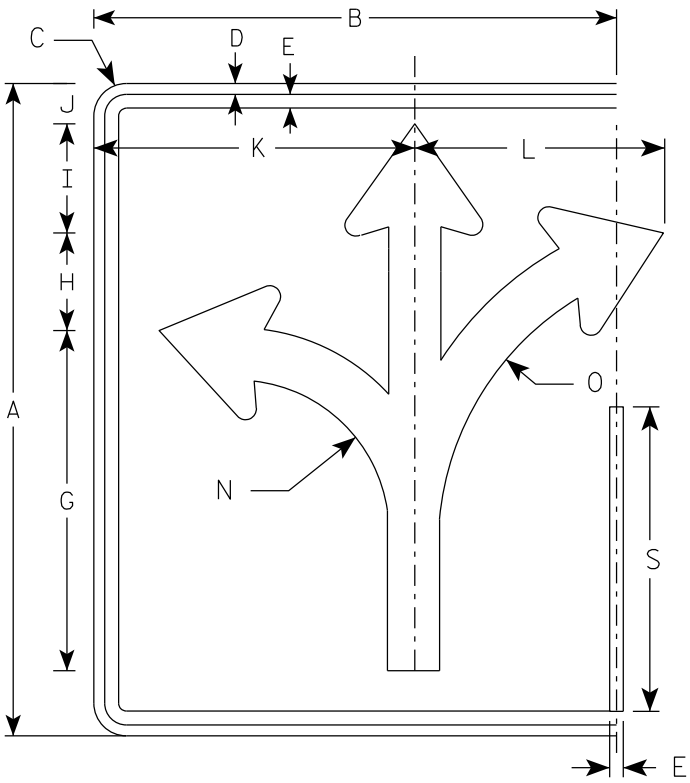
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

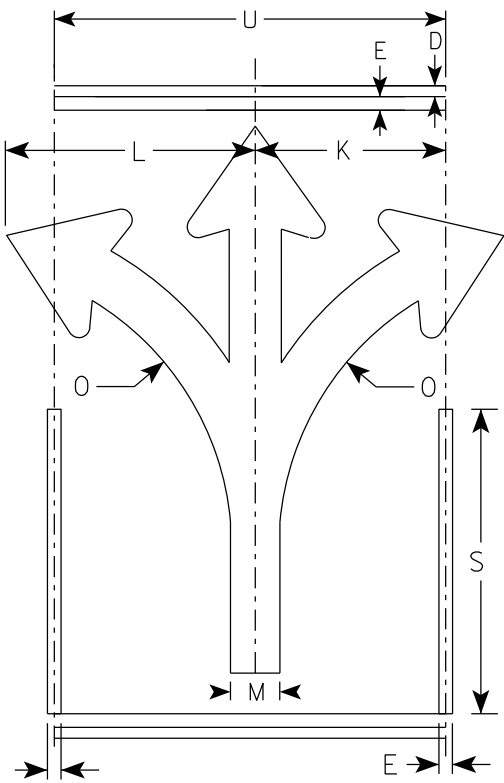
DATE 2/14/23 PLATE NO. R3-8.2

NOTES

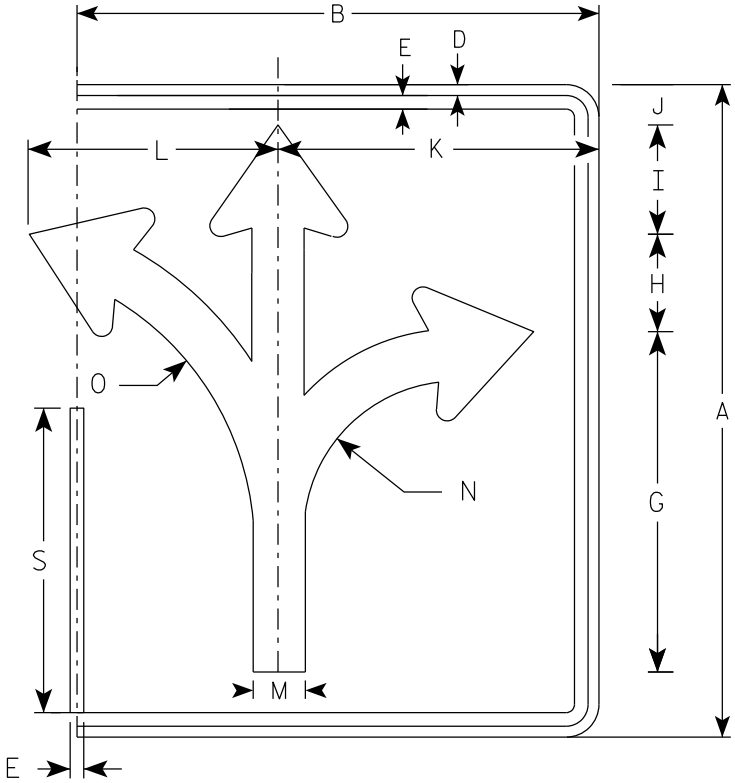
- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - None



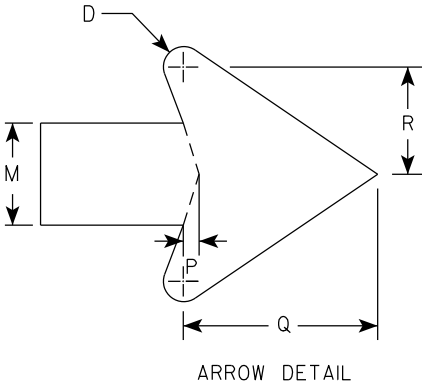
(D)



(D)



(D)



ARROW DETAIL

																												ENDS	MIDDLE
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area sq. ft.	
1																													
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75	
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75	
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	6	2 1/4	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0	
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0	
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0	

PROJECT NO:

HWY:

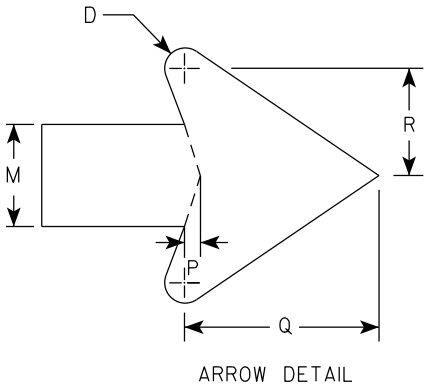
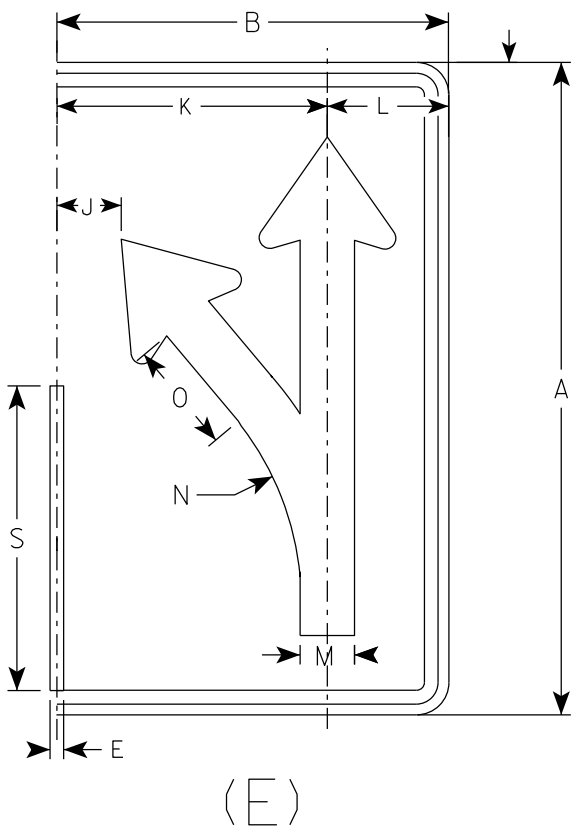
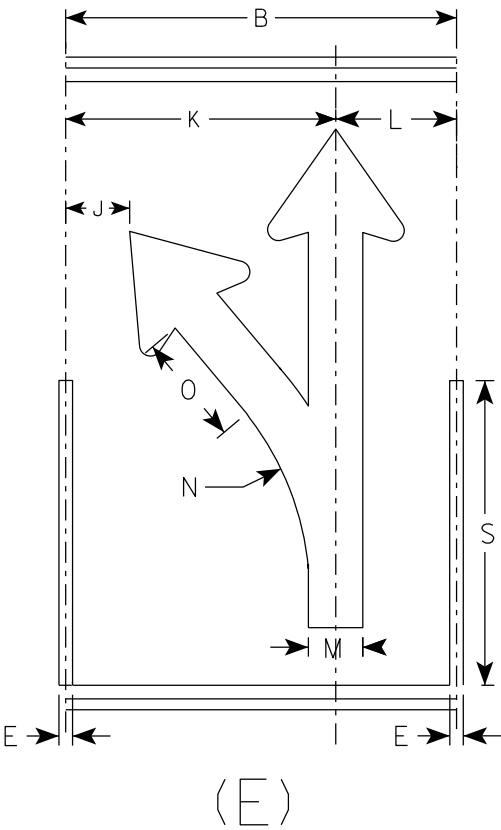
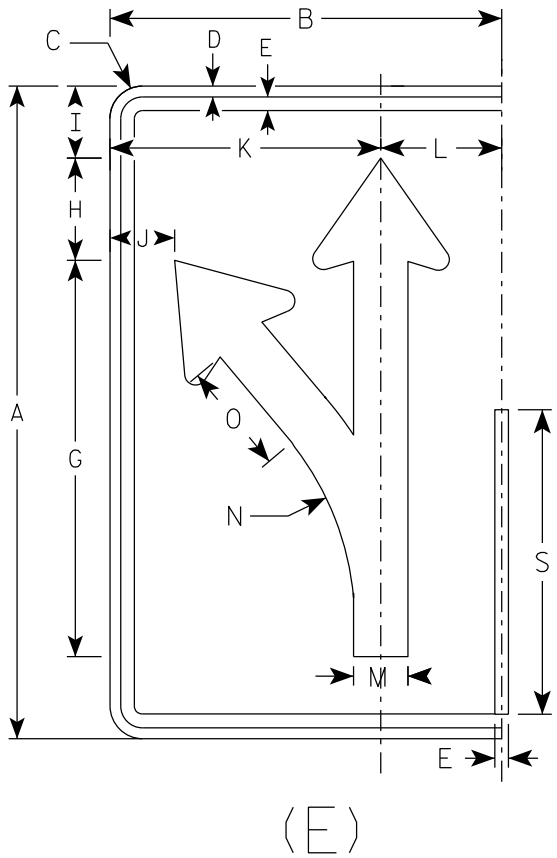
COUNTY:

SHEET NO: 230

E

NOTES

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



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (E) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

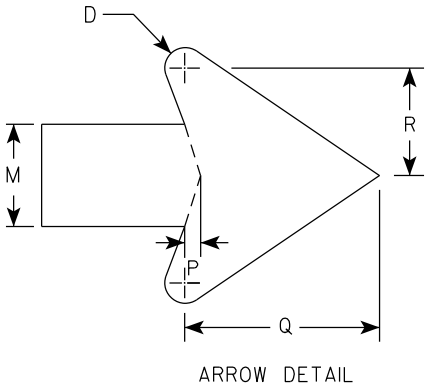
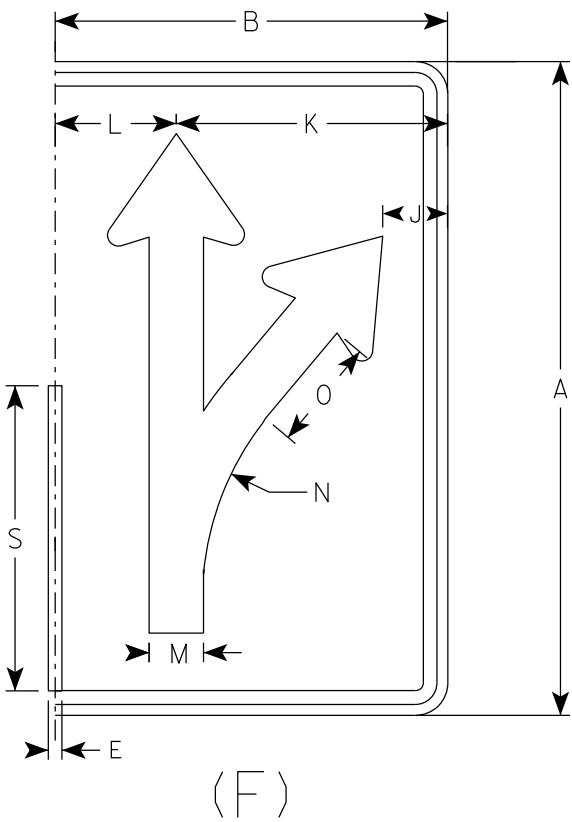
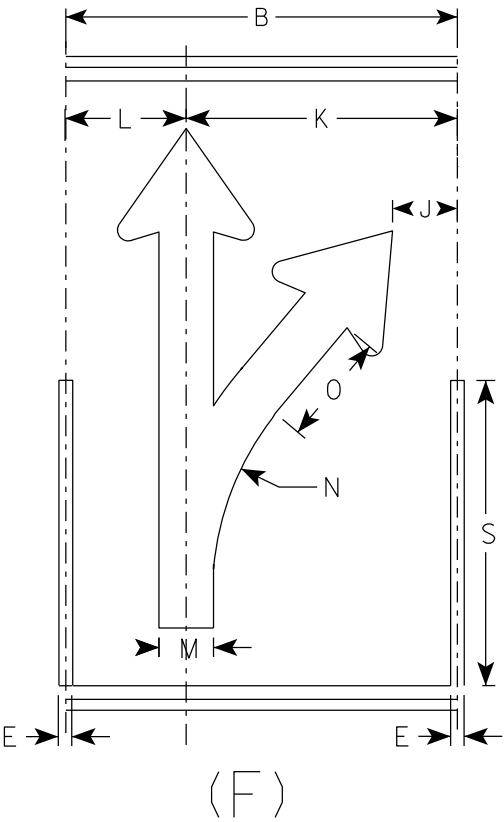
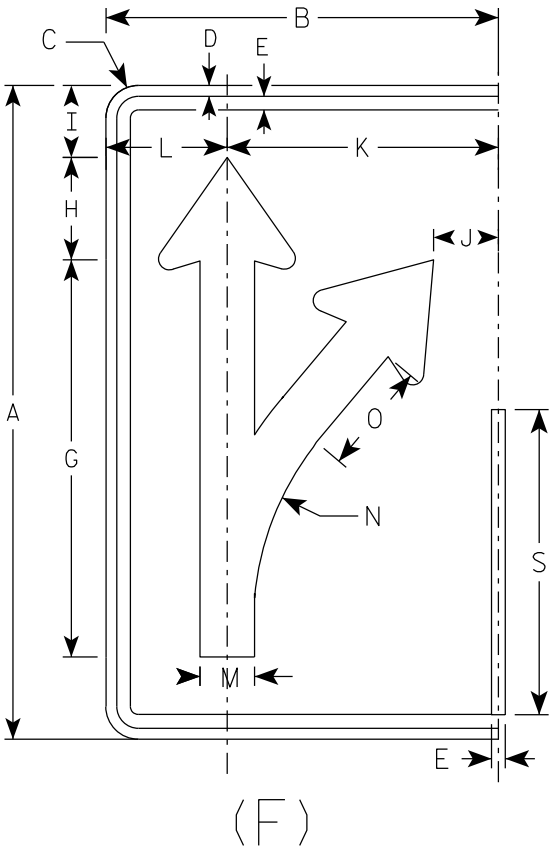
DATE 2/14/23 PLATE NO. R3-8.2

NOTES

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

Background - White

Message - Black
3. Message Series - None



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 232

E

STANDARD SIGN
R3-8 (F) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

7

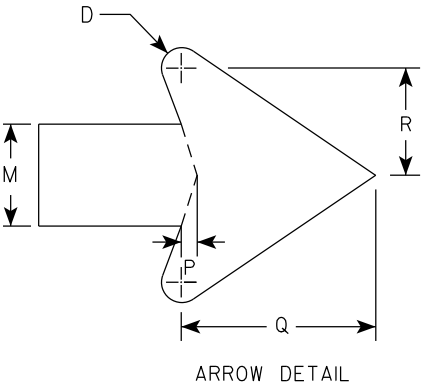
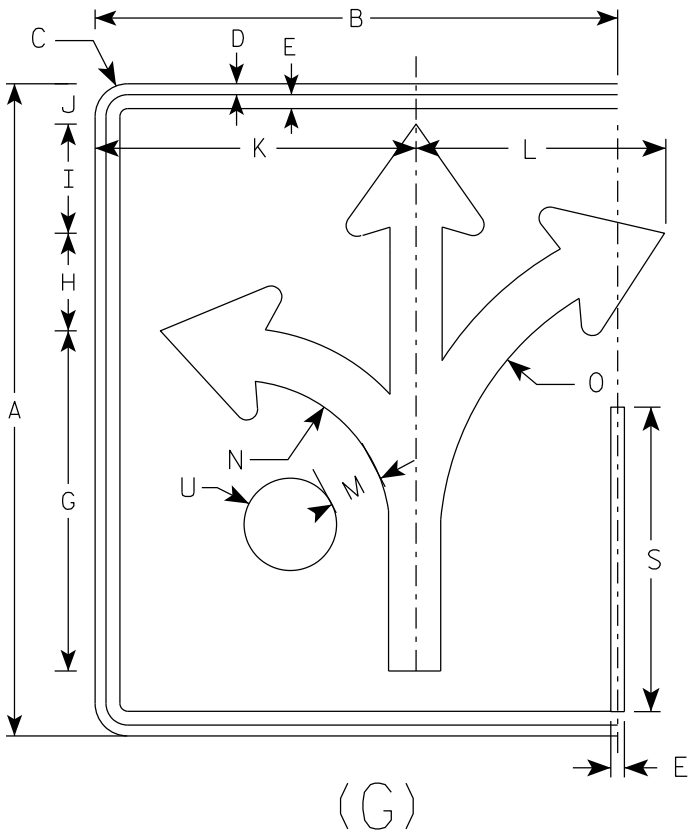
7

NOTES

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

Background - White

Message - Black
3. Message Series - None



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

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 233

E

STANDARD SIGN

R3-8 (G) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

7

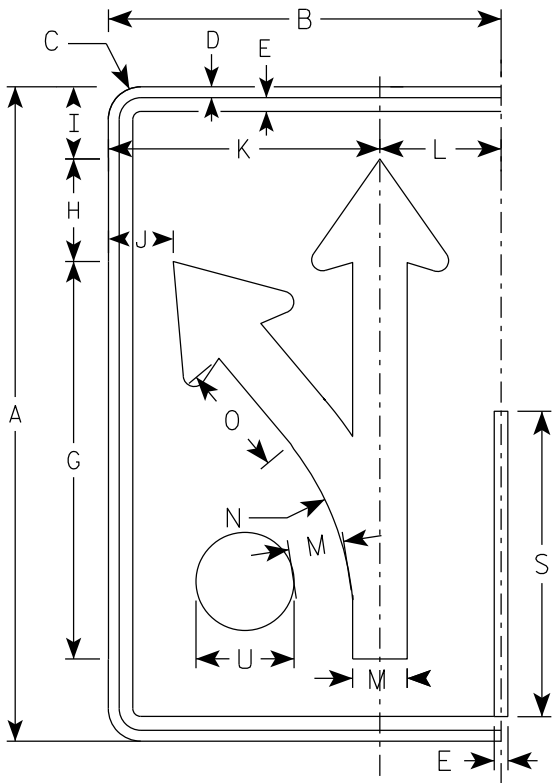
7

NOTES

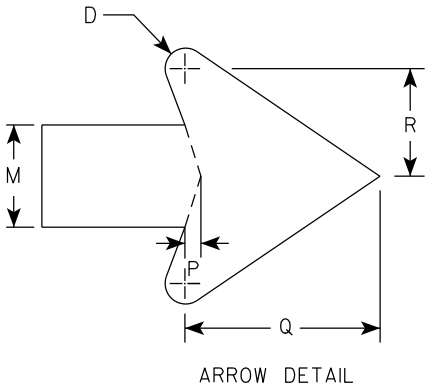
1. Sign is Type II - Type H Reflective
2. Color:

Background - White

Message - Black
3. Message Series - None



(H)



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4		2 1/2						6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0

STANDARD SIGN

R3-8 (H) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

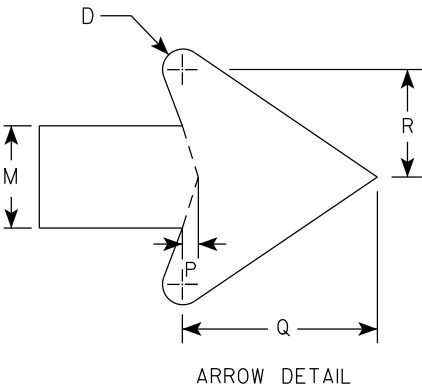
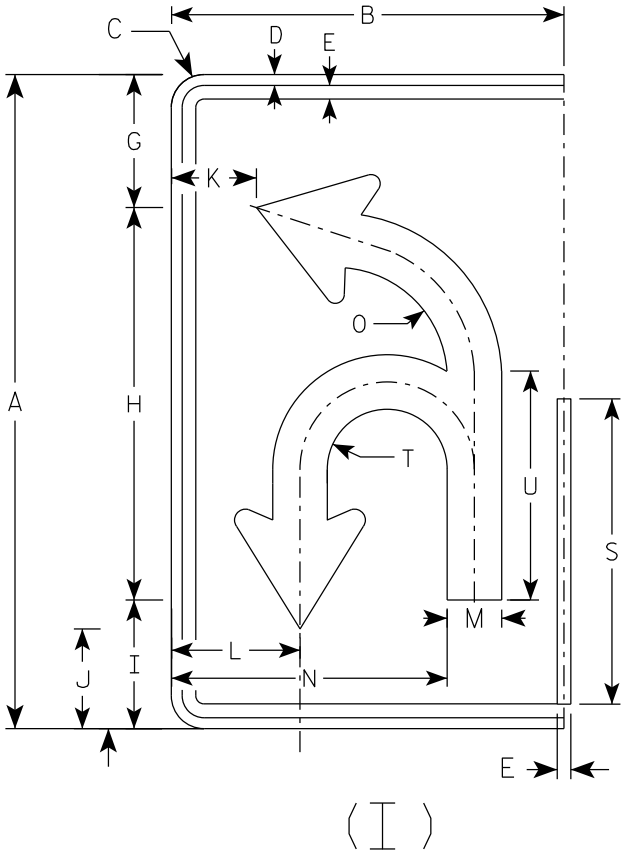
DATE 2/14/23 PLATE NO. R3-8.2

NOTES

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

Background - White

Message - Black
3. Message Series - None



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
2M	30	18	1 1/2	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	21 5/8	7 1/8	5 1/2	5 7/8	8 1/4	3	16 3/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4	3 1/4	12 5/8						6.0
4	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0
5	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 235

E

STANDARD SIGN

R3-8 (I) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

7

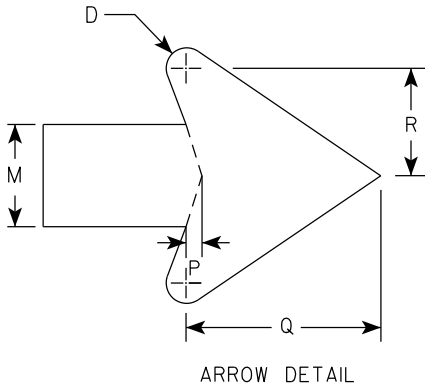
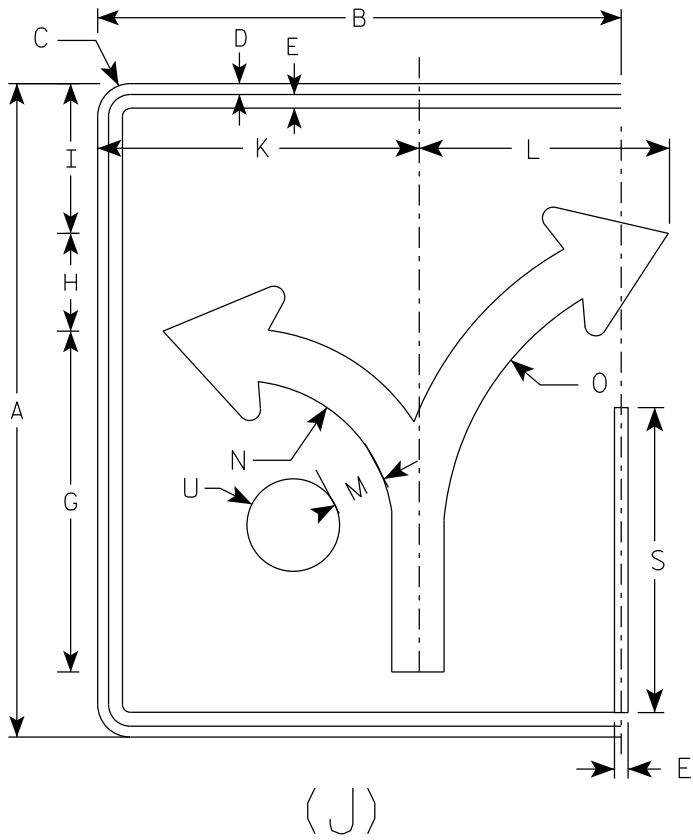
7

NOTES

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

Background - White

Message - Black
3. Message Series - None



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

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 236

E

STANDARD SIGN

R3-8 (J) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*

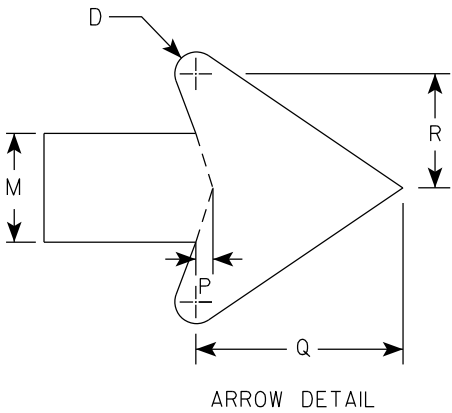
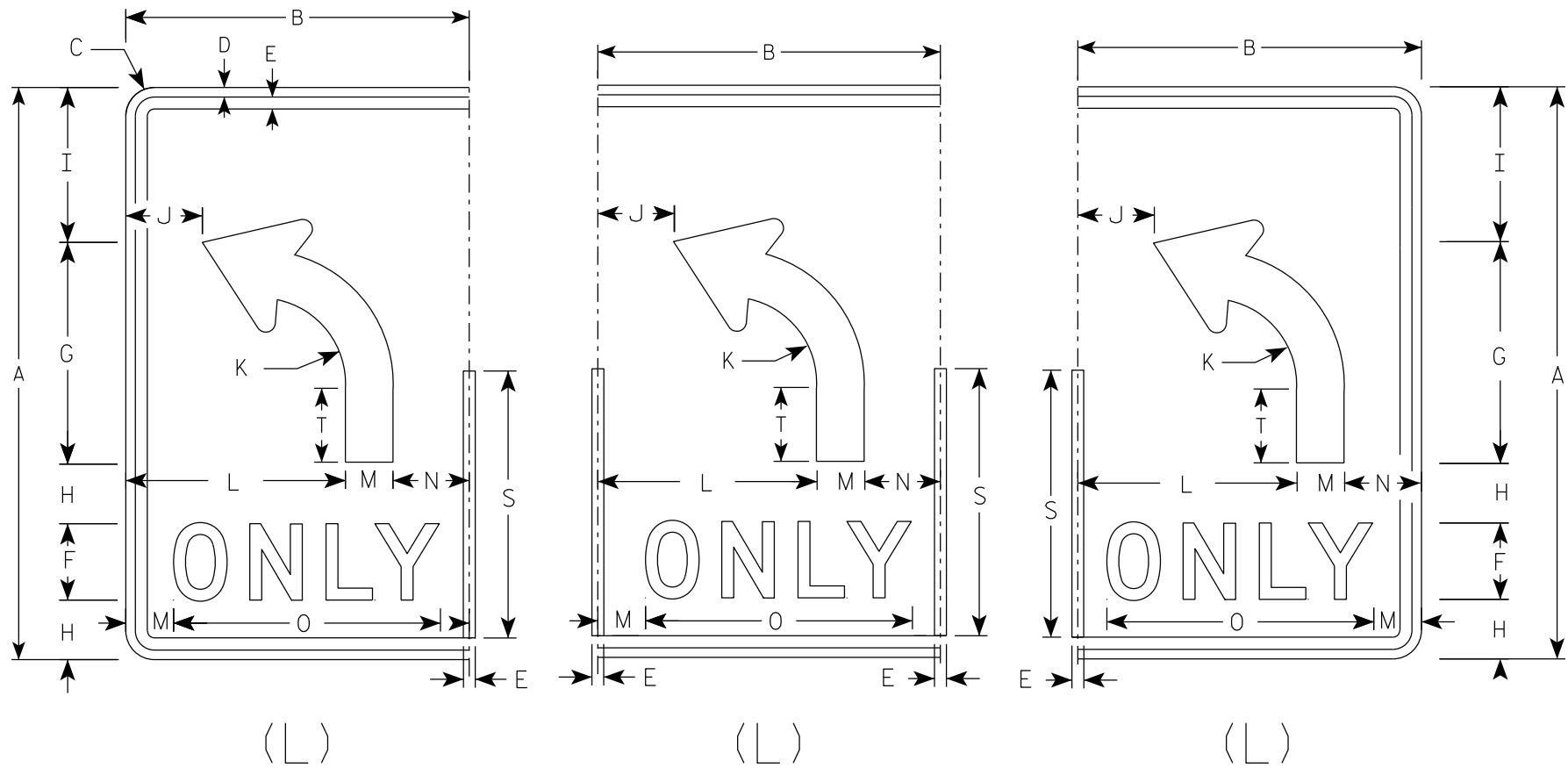
for State Traffic Engineer

DATE 2/14/23

PLATE NO. R3-8.2

NOTES

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



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

STANDARD SIGN
R3-8 (L) Arrow

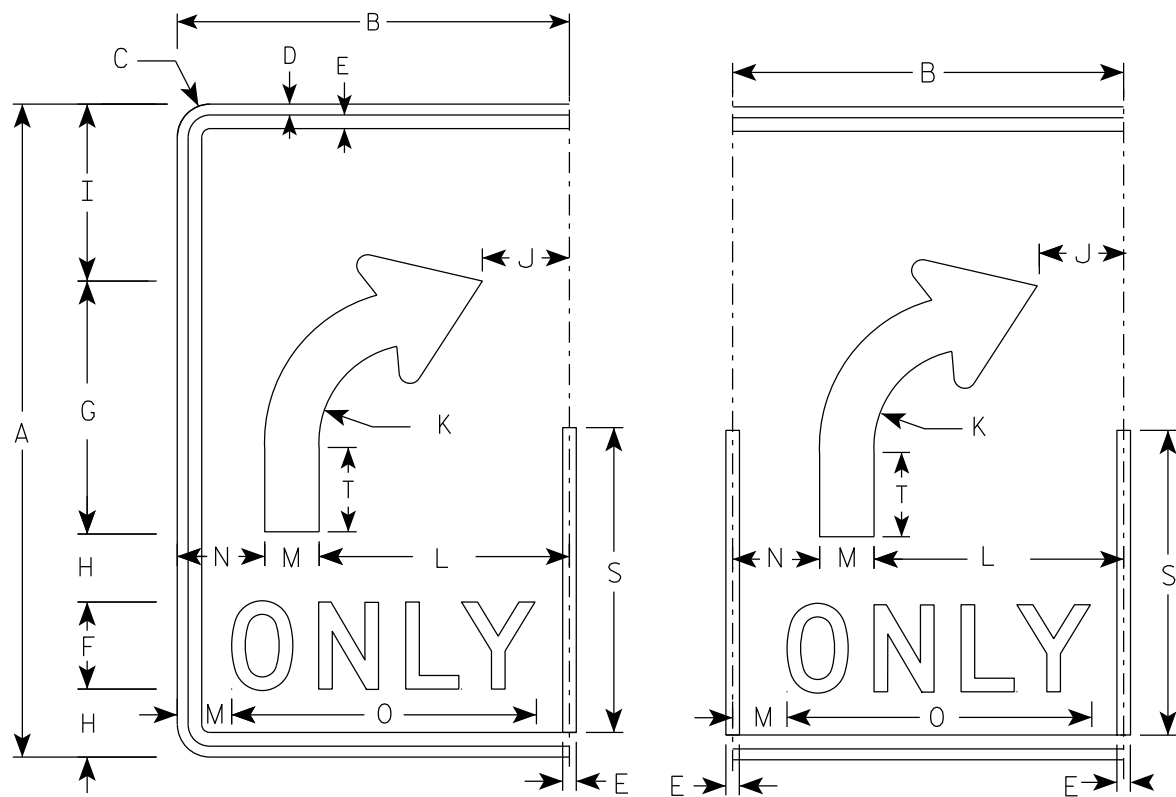
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

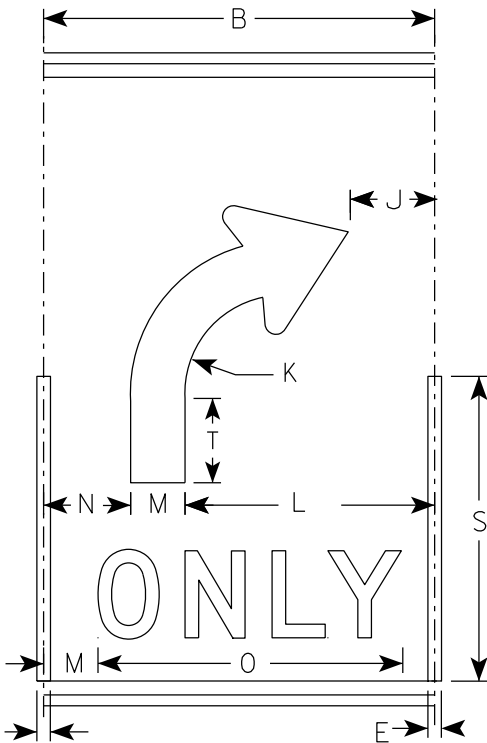
DATE 2/14/23 PLATE NO. R3-8.2

NOTES

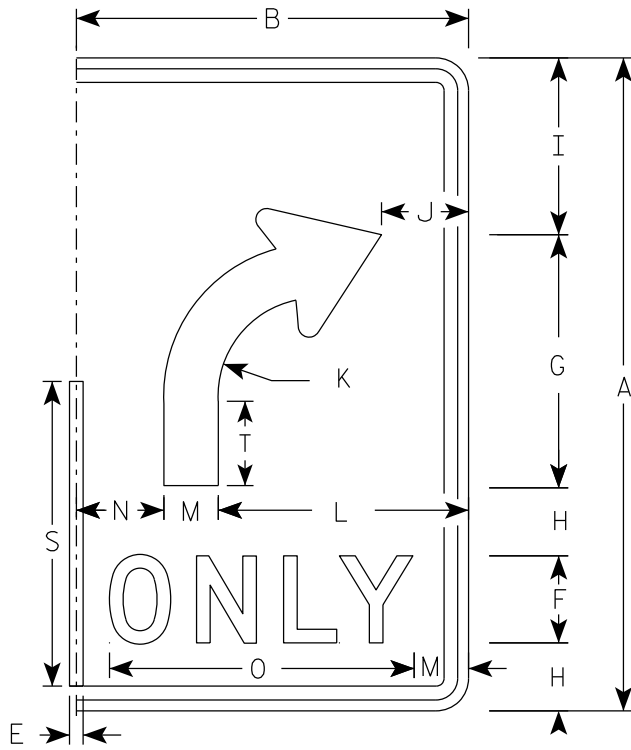
- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - D



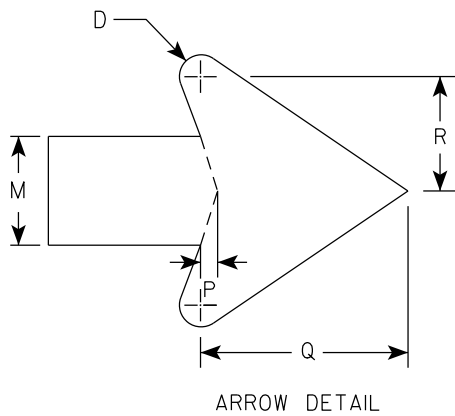
(R)



(R)



(R)



ARROW DETAIL

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

STANDARD SIGN

R3-8 (R) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*

for State Traffic Engineer

DATE 2/14/23

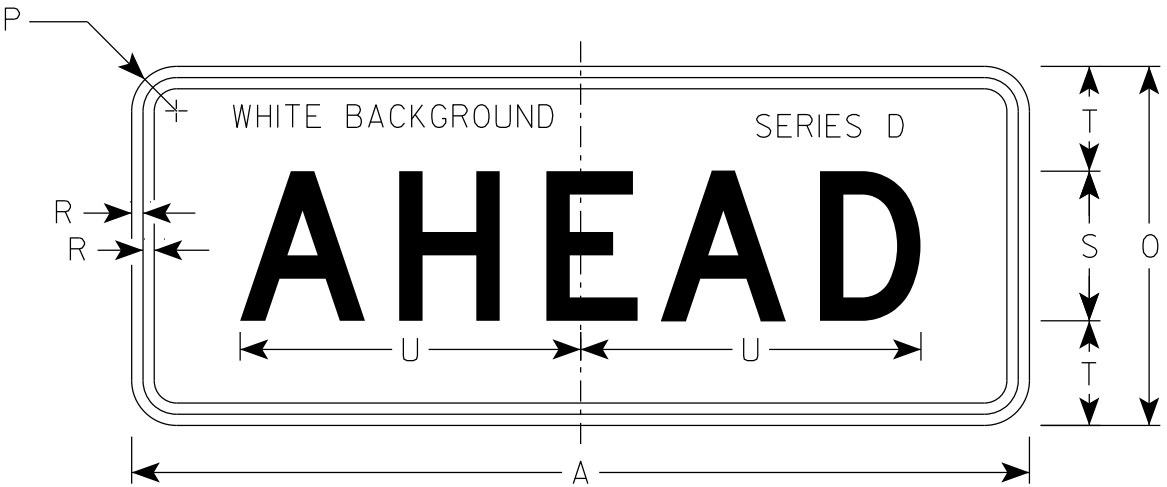
PLATE NO. R3-8.2



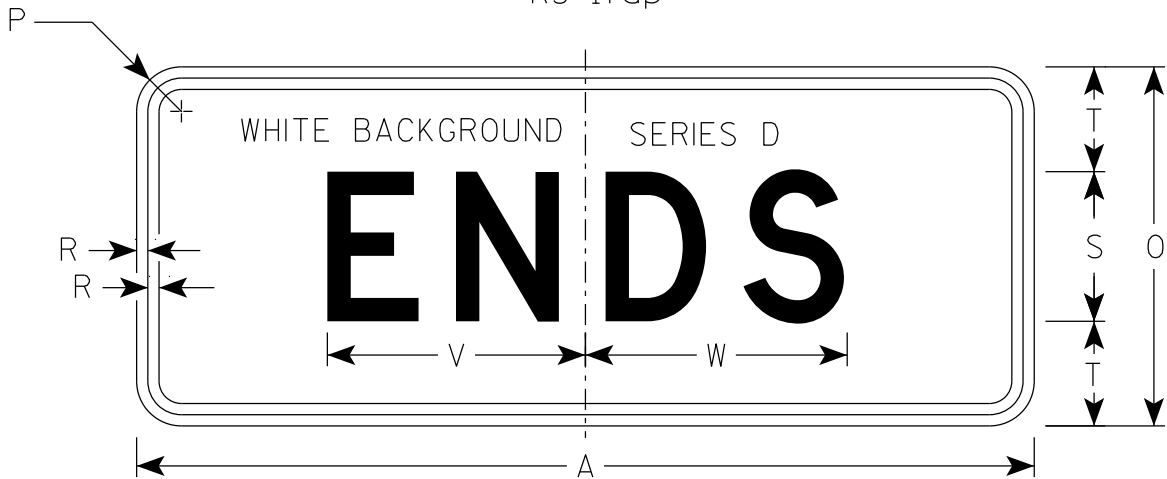
R3-17

NOTES

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



R3-17ap



R3-17bp

																												R3-17	R3-17ap	R3-17bp
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	v	W	X	Y	Z	Area sq. ft.	Area sq. ft.	Area sq. ft.	
1																														
2S	30	24	1 1/2	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/2	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5	
2M	30	24	1 1/2	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/2	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5	
3																														
4																														
5																														

STANDARD SIGN

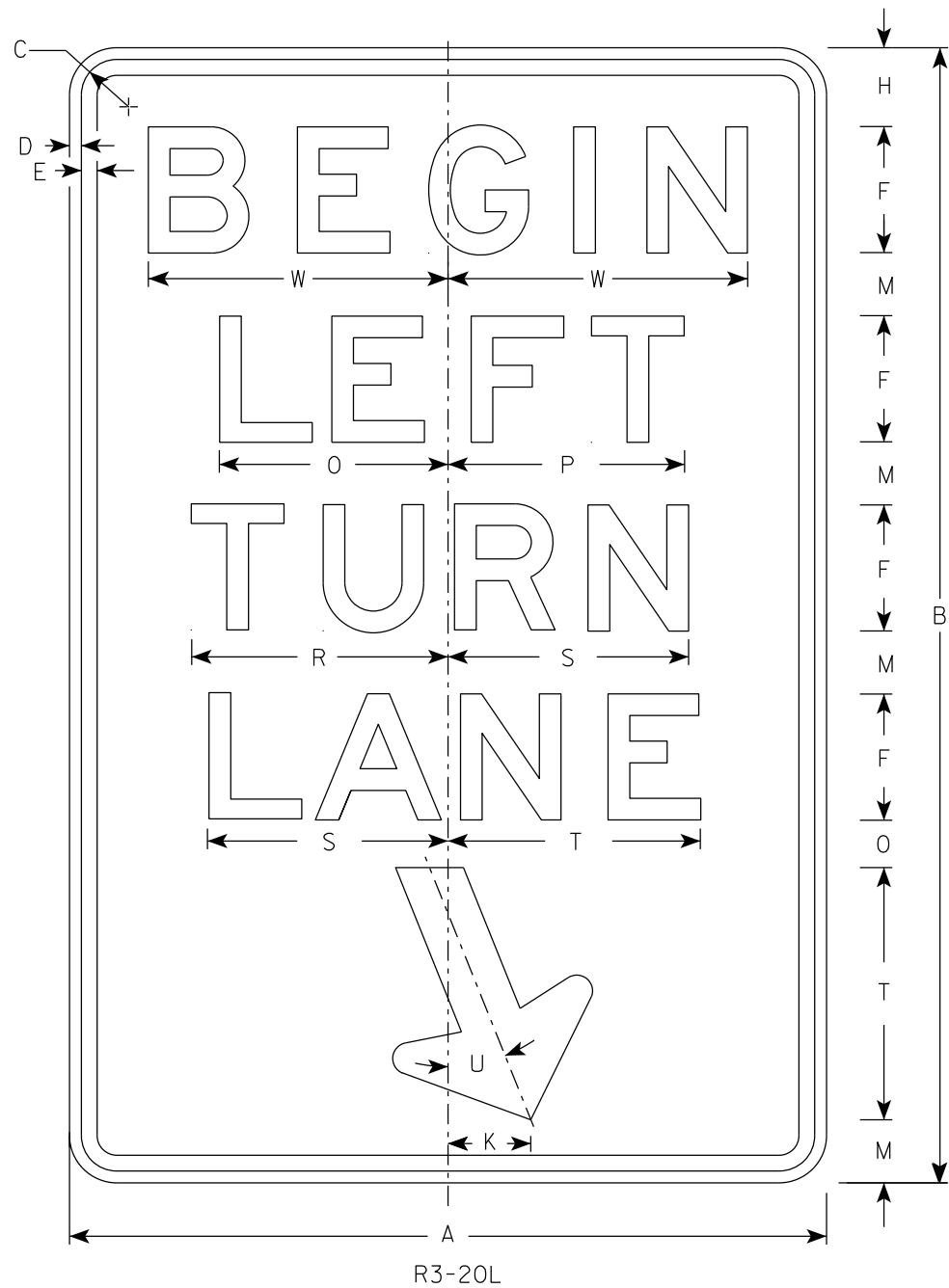
R3-17 & R3-17a&bp

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

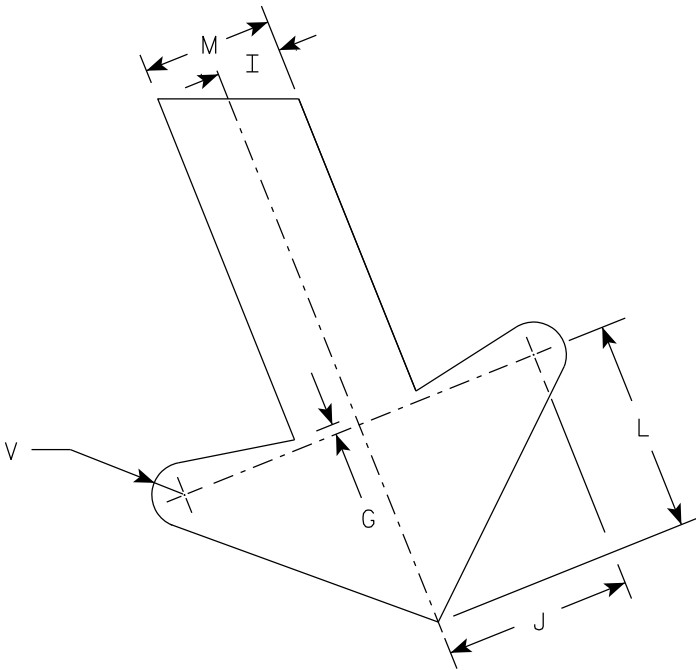
7



R3-20L

NOTES

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



ARROW DETAIL

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 7/8	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

PROJECT NO:

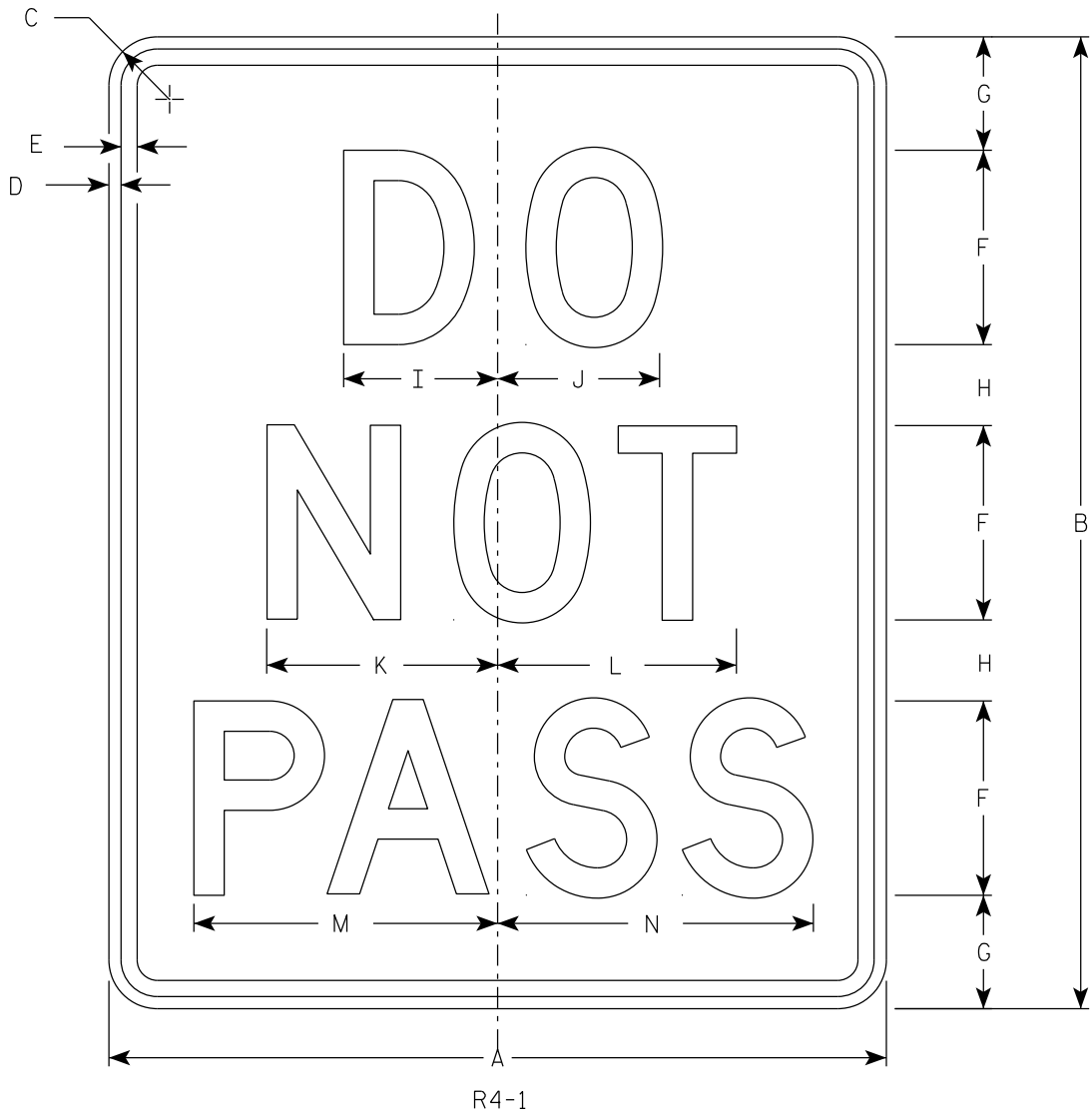
HWY:

COUNTY:

SHEET NO: 240

E

7



NOTES

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

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/2	3/8	1/2	4	3 1/2	2 1/2	3 1/8	3 1/4	4 3/4	4 7/8	6 1/4	6 1/2													3.0
2S	24	30	1 1/2	3/8	1/2	6	3 1/2	2 1/2	4 3/4	5	7 1/8	7 3/8	9 3/8	9 3/4													5.0
2M	24	30	1 1/2	3/8	1/2	6	3 1/2	2 1/2	4 3/4	5	7 1/8	7 3/8	9 3/8	9 3/4													5.0
3	36	48	1 7/8	5/8	3/4	8	7	5	6 1/4	6 5/8	9 1/2	9 3/4	12 1/2	13													12.0
4	36	48	1 7/8	5/8	3/4	8	7	5	6 1/4	6 5/8	9 1/2	9 3/4	12 1/2	13													12.0
5	48	60	3	3/4	1	10	8	7	7 3/4	8 3/8	11 7/8	12 1/4	15 5/8	16 1/4													20.0

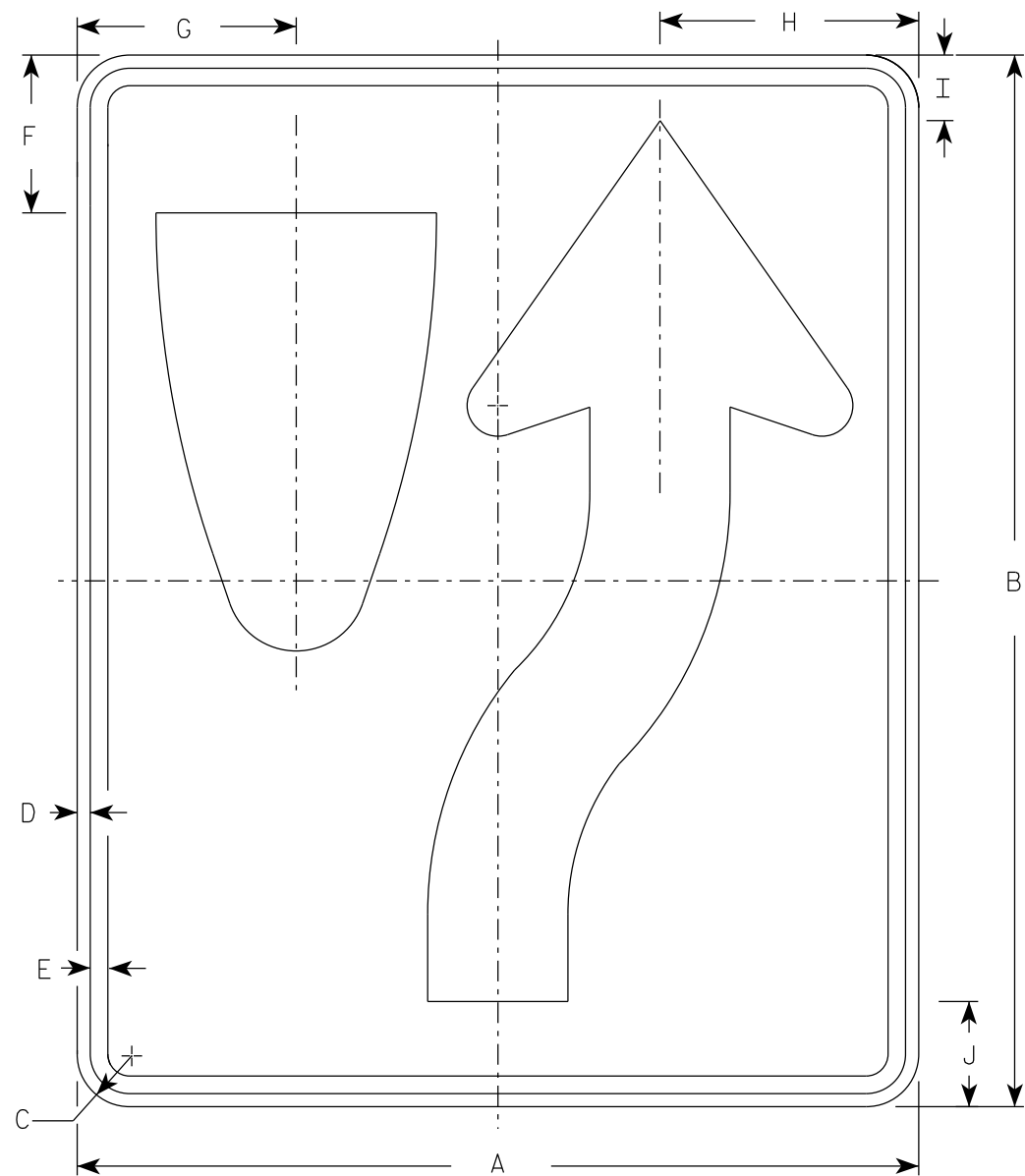
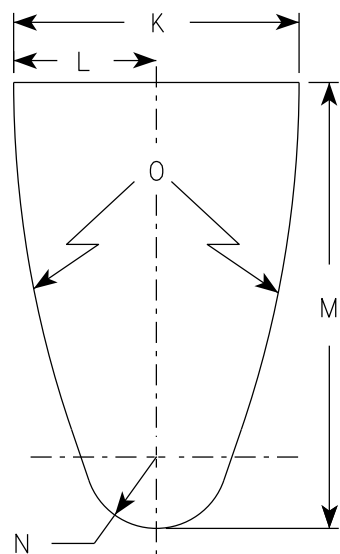
STANDARD SIGN
R4-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
For State Traffic Engineer

DATE 3/16/23 PLATE NO. R4-1.8

DIVIDER DETAIL

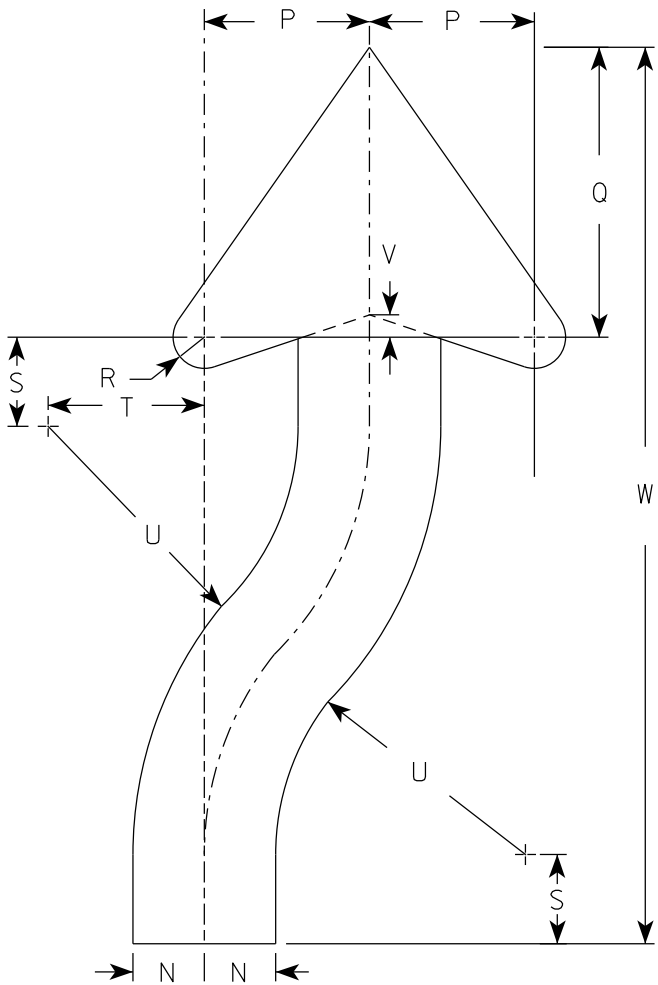


R4-7

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
 - Background - White
 - Message - Black
- 3. R4-8 is the same as R4-7 except Legend is reversed.

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	v	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/2	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/2	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/2	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 7/8	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 7/8	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	3	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

PROJECT NO:

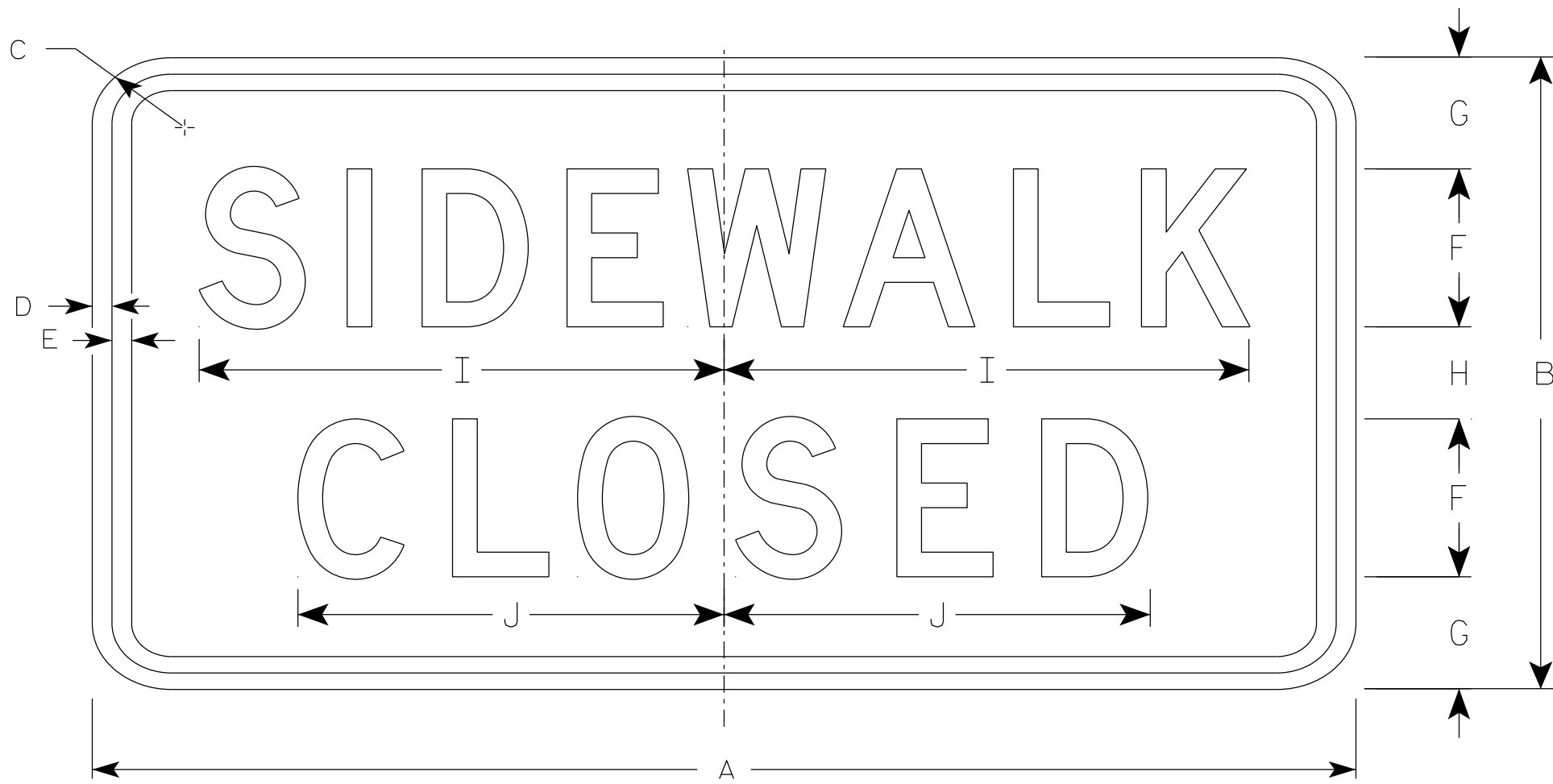
HWY:

COUNTY:

SHEET NO: 242

E

7



R9-9

NOTES

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

7

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

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 243

E

STANDARD SIGN
R9-9

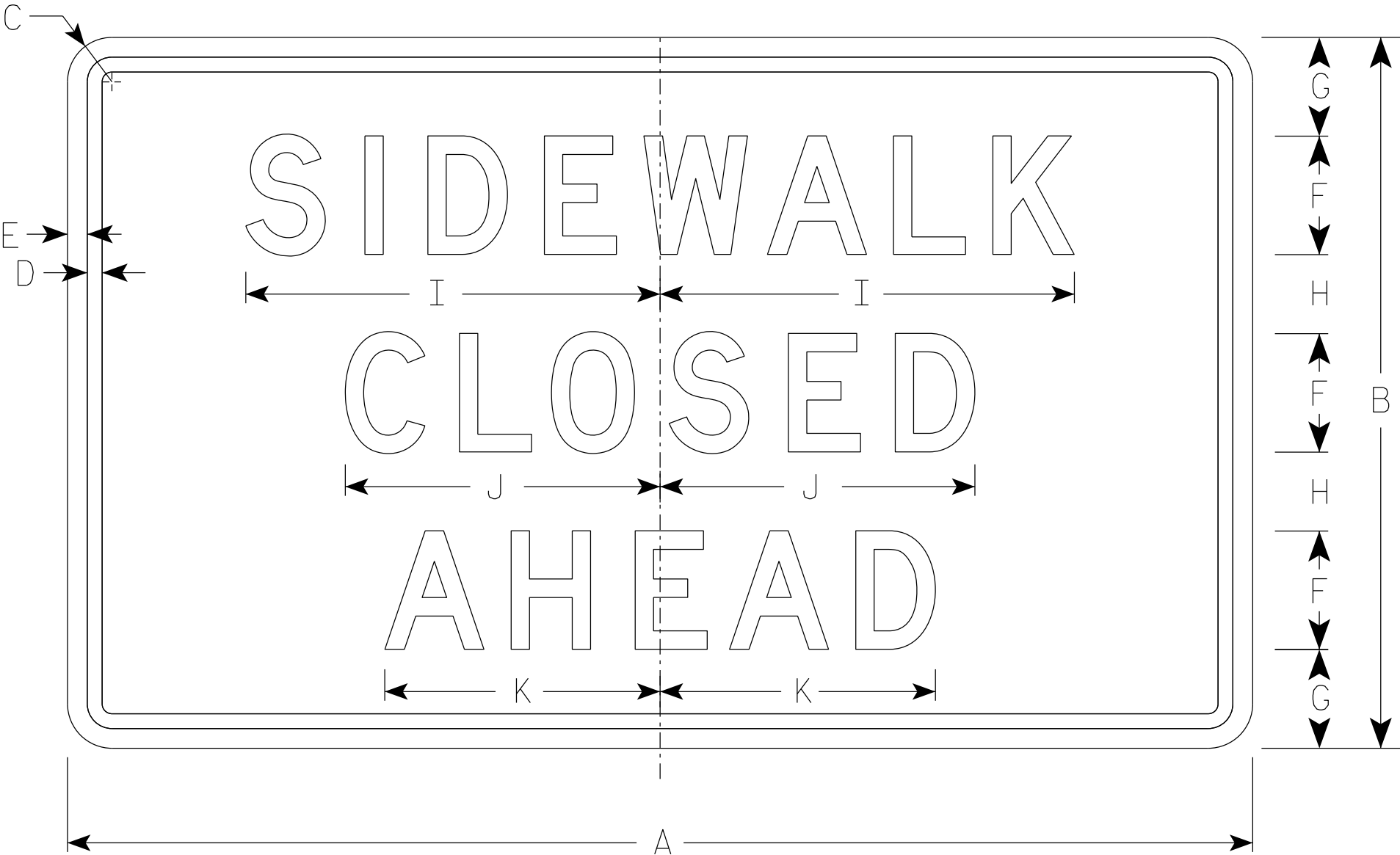
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

NOTES

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



R9-9A

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

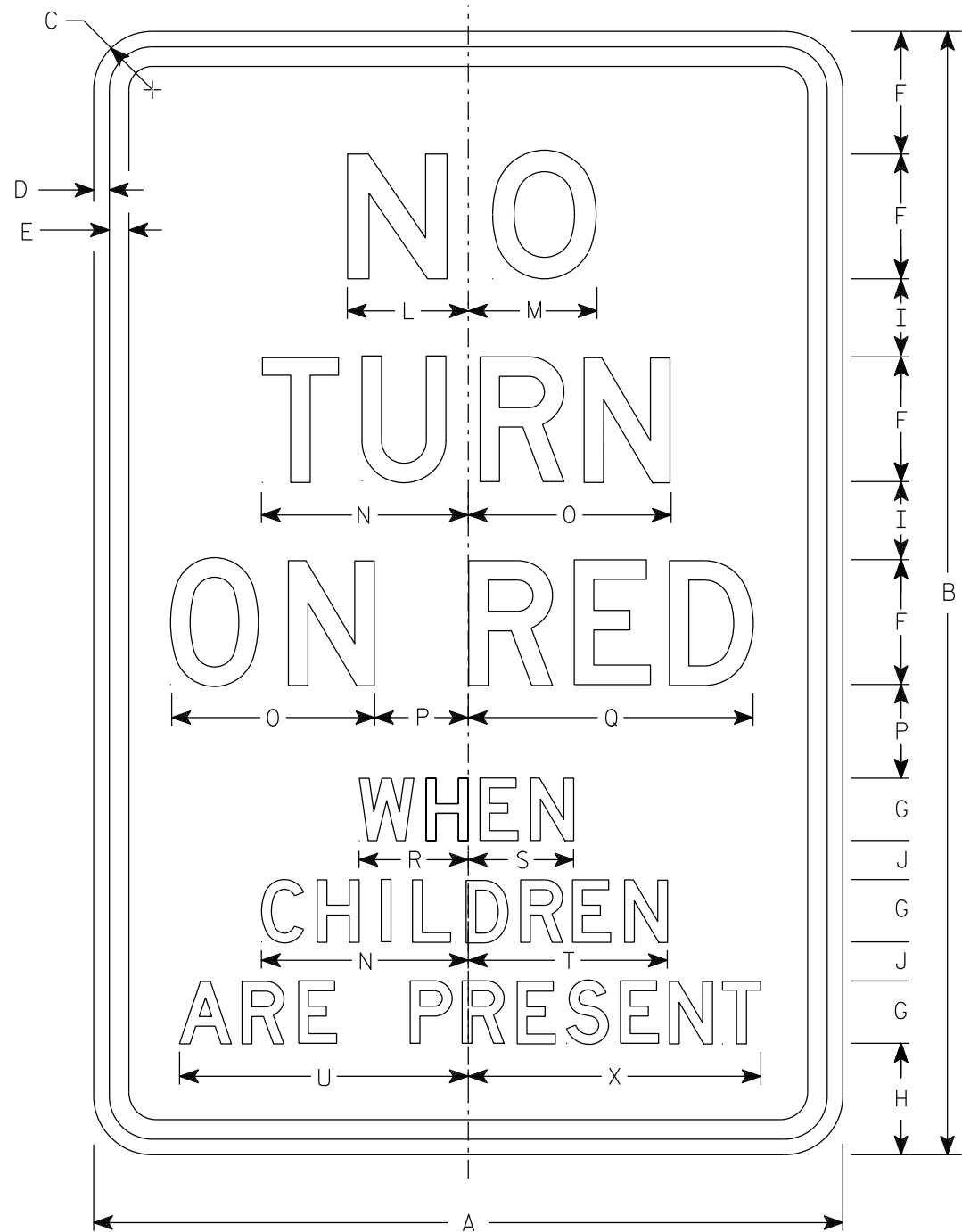
STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

7



R10-11S

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - Line 1 is Series E.
Lines 2 thru 6 are Series D.

7

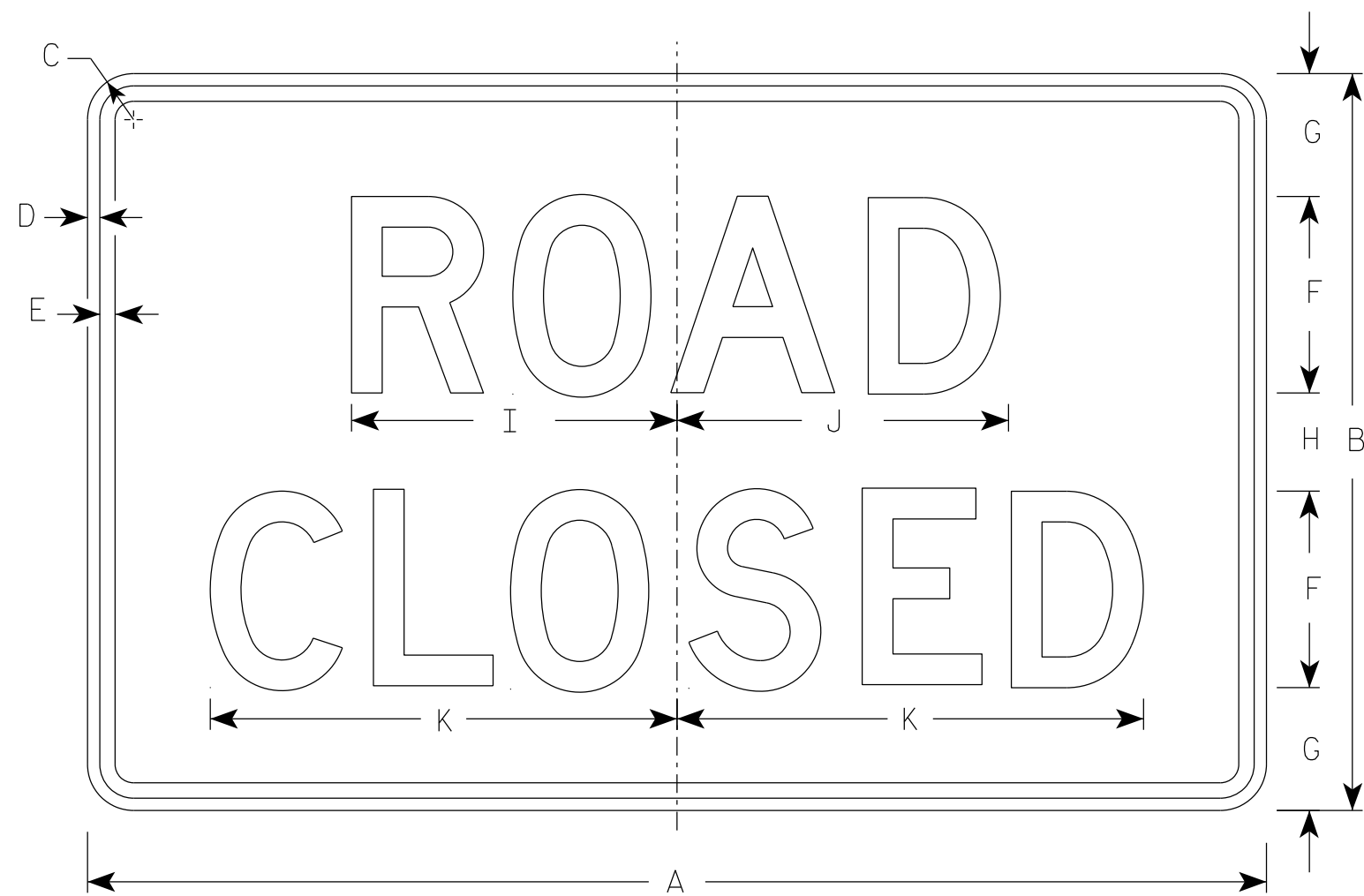
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/2	3/8	1/2	4	2	3 1/2	2 1/2	1 1/4	4 1/2	3 7/8	4 1/8	6 5/8	6 1/2	3	9 1/8	3 1/2	3 3/8	6 3/8	9 1/4			9 3/8		6.0	
2M	24	36	1 1/2	3/8	1/2	4	2	3 1/2	2 1/2	1 1/4	4 1/2	3 7/8	4 1/8	6 5/8	6 1/2	3	9 1/8	3 1/2	3 3/8	6 3/8	9 1/4			9 3/8		6.0	
3																											
4																											
5																											

STANDARD SIGN
R10-11S

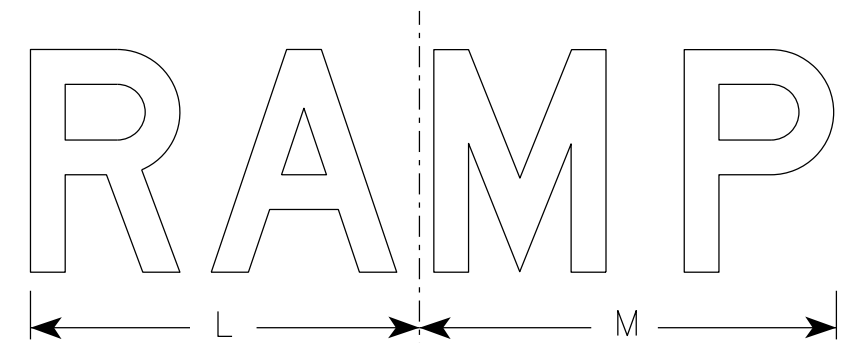
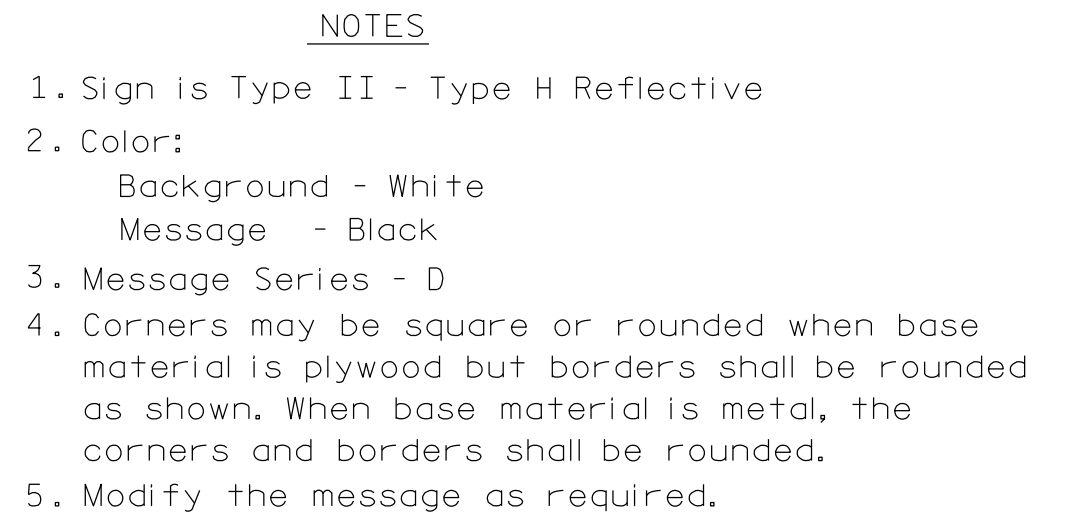
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

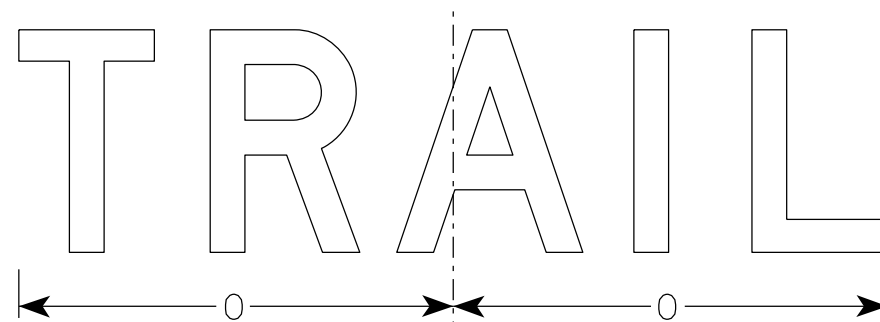
DATE 1/31/24 PLATE NO. R10-11S.6



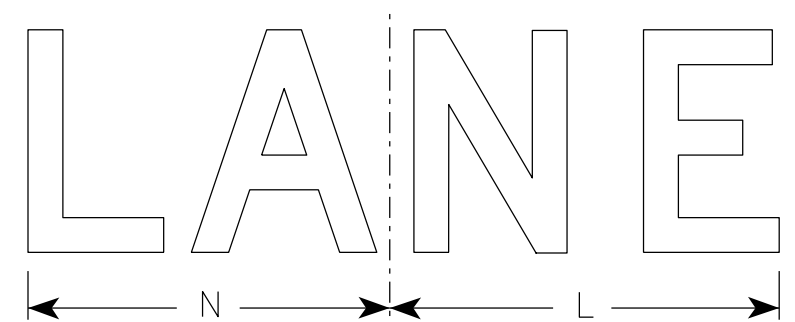
R11-2



R11-2R



R11-2T



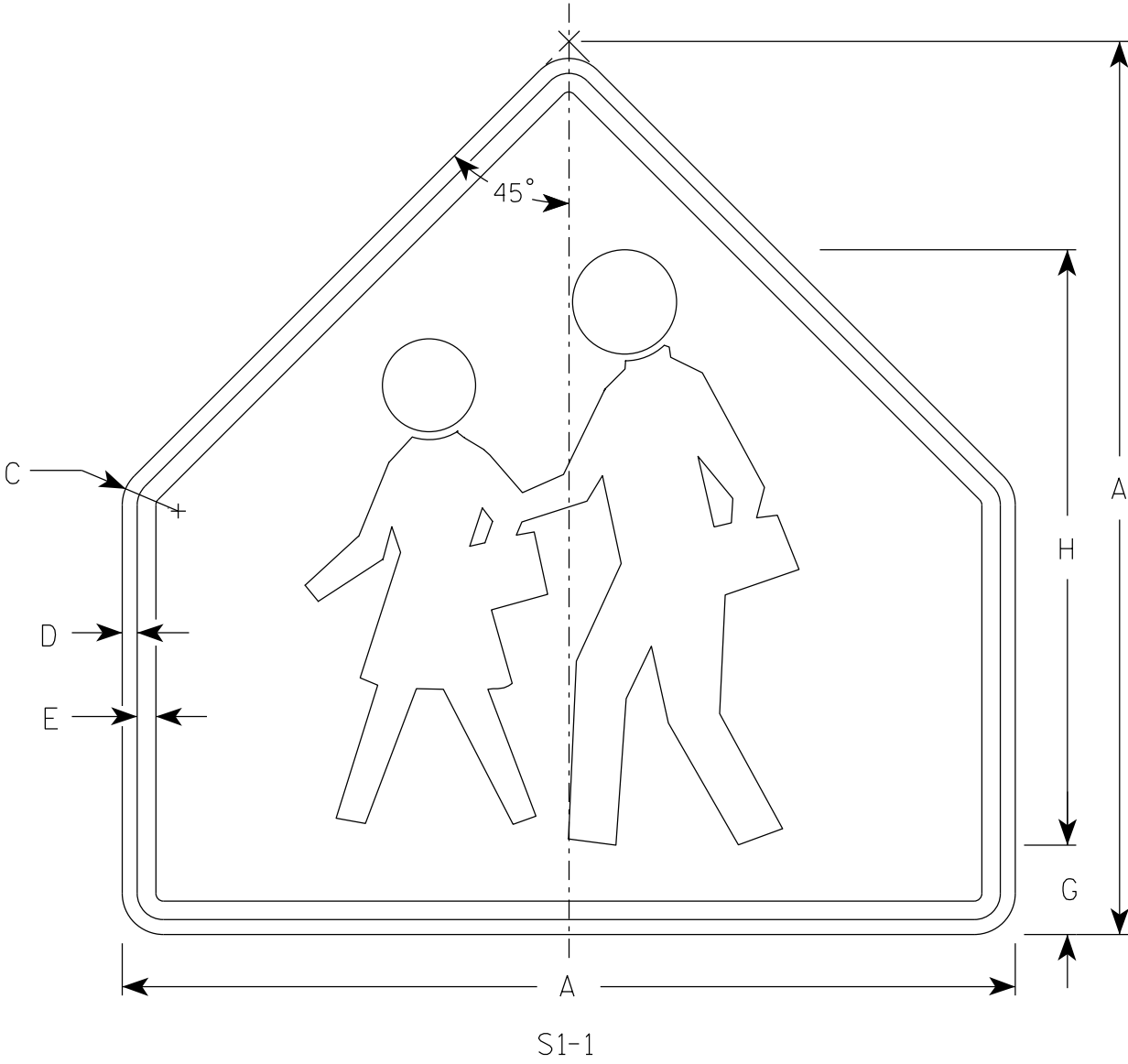
R11-2L

[illegible]

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

PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
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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																											

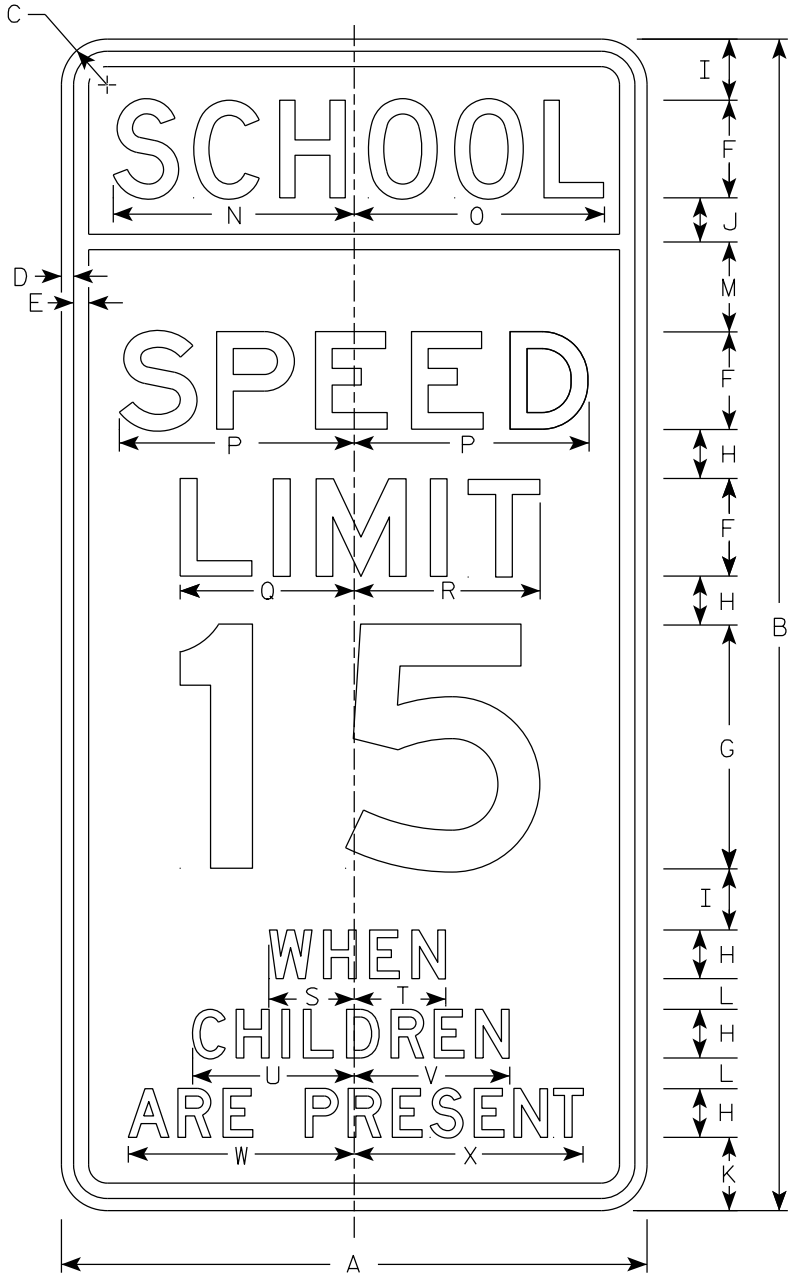
STANDARD SIGN
S1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

7



S4-51

NOTES

1. Sign is Type II - See Note 2 for Sheeting Type
2. Color:
Background - See Note 4
Message - Black
3. Message Series - See Note 5
4. Top panel (SCHOOL) background - Yellow Green - Type F Reflective
Lower panel background - White - Type SH Reflective
5. From top to bottom:
Lines 1, 5, 6 & 7 are series D
Lines 2, 3 & 4 are series E
6. Line 4 substitute appropriate numerals and adjust spacing to achieve proper balance.

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	48	1 7/8	1/2	5/8	4	10	2	2 1/2	1 3/4	3	1 1/4	3 3/4	9 7/8	10 1/4	9 5/8	7 1/8	7 5/8	3 1/2	3 3/8	6 5/8	6 3/8	9 1/4	9 3/8			8.00
2M	24	48	1 7/8	1/2	5/8	4	10	2	2 1/2	1 3/4	3	1 1/4	3 3/4	9 7/8	10 1/4	9 5/8	7 1/8	7 5/8	3 1/2	3 3/8	6 5/8	6 3/8	9 1/4	9 3/8			8.00
3	36	72	3	3/4	1	6	15	3	3 3/4	2 3/4	4 1/2	1 7/8	5 1/2	15	15 1/4	14 1/2	11 1/4	11 1/2	5 1/2	5 3/4	10	9 3/4	14	14 1/8			18.00
4																											
5																											

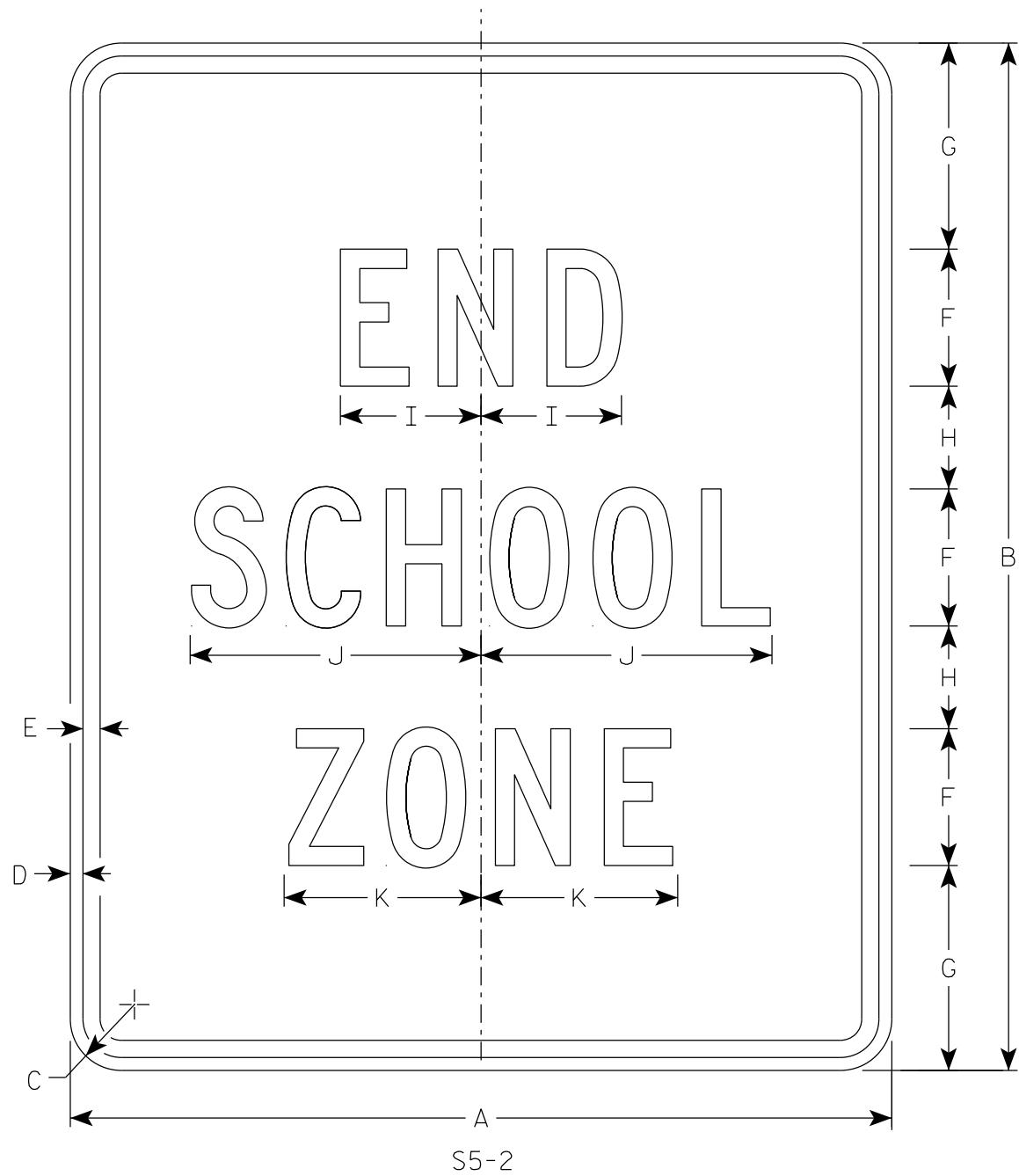
STANDARD SIGN
S4-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/22/2023 PLATE NO. S4-51.11

7



NOTES

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

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	30	1 1/2	3/8	1/2	4	6	3	4 1/8	8 1/2	5 3/4																5.0
2M	24	30	1 1/2	3/8	1/2	4	6	3	4 1/8	8 1/2	5 3/4																5.0
3	36	42	1 7/8	5/8	3/4	6	7	5	6 1/8	12 5/8	8 5/8																10.5
4																											
5																											

STANDARD SIGN
S5-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

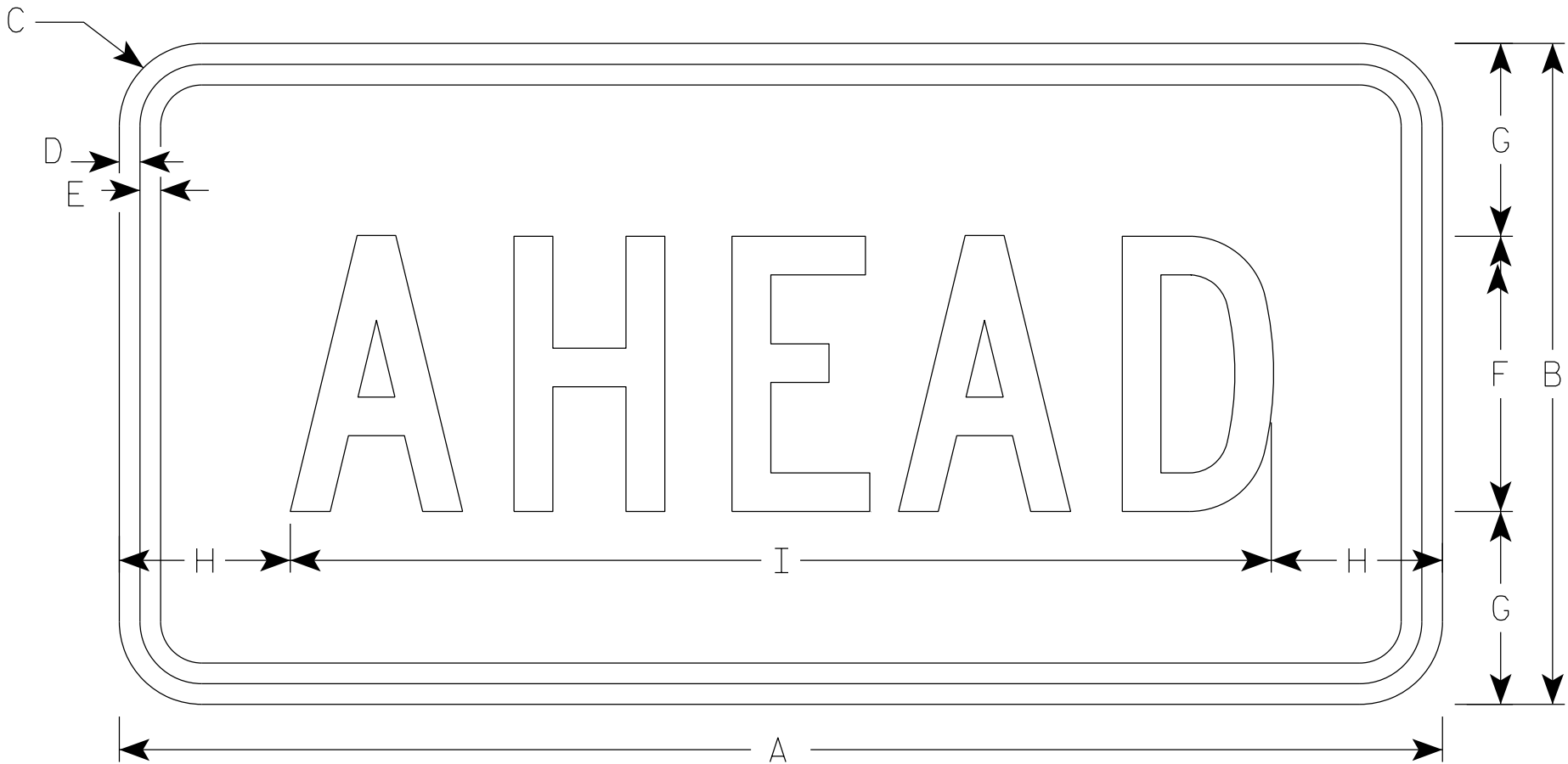
DATE 2/23/2023 PLATE NO. S5-2.3

NOTES

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

Background - Yellow-Green

Message - Black
3. Message Series - C



S16-9P

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	5	3 1/2	3 1/8	17 3/4																		2.0
2S	30	18	1 1/2	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
2M	30	18	1 1/2	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/2	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

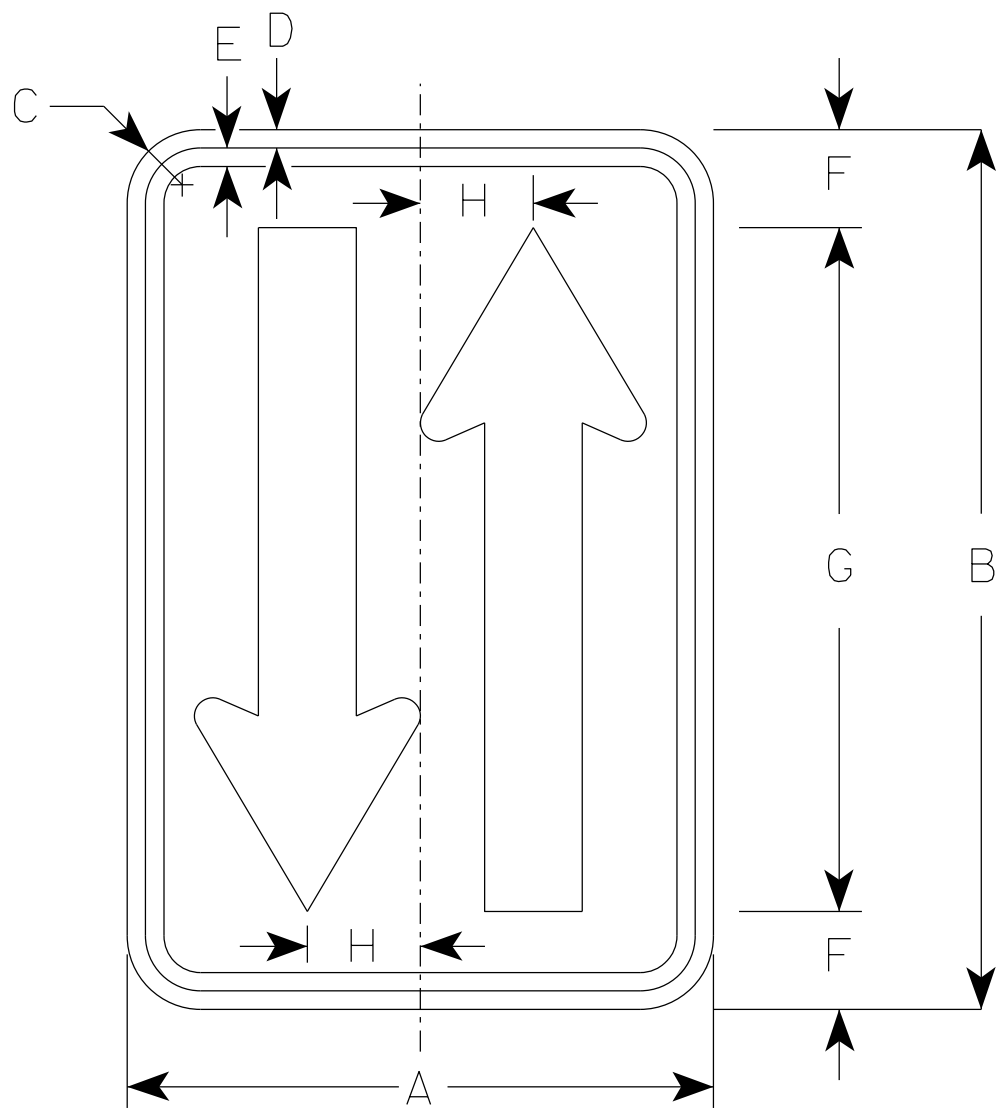
STANDARD SIGN
S16-9P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/23/2023 PLATE NO. S16-9P.2

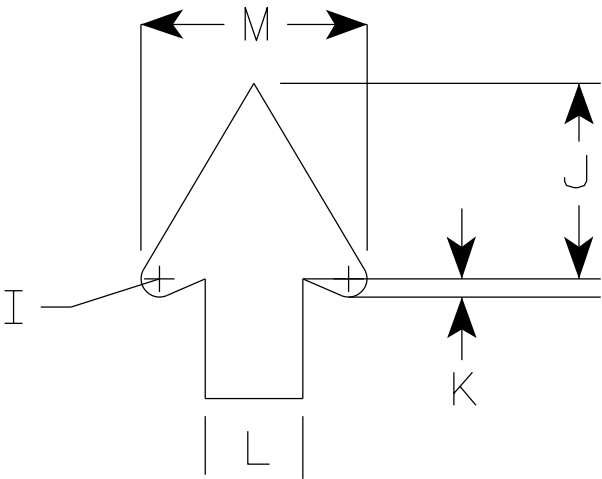
7



W6 - 4

NOTES

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



Arrow Detail

7

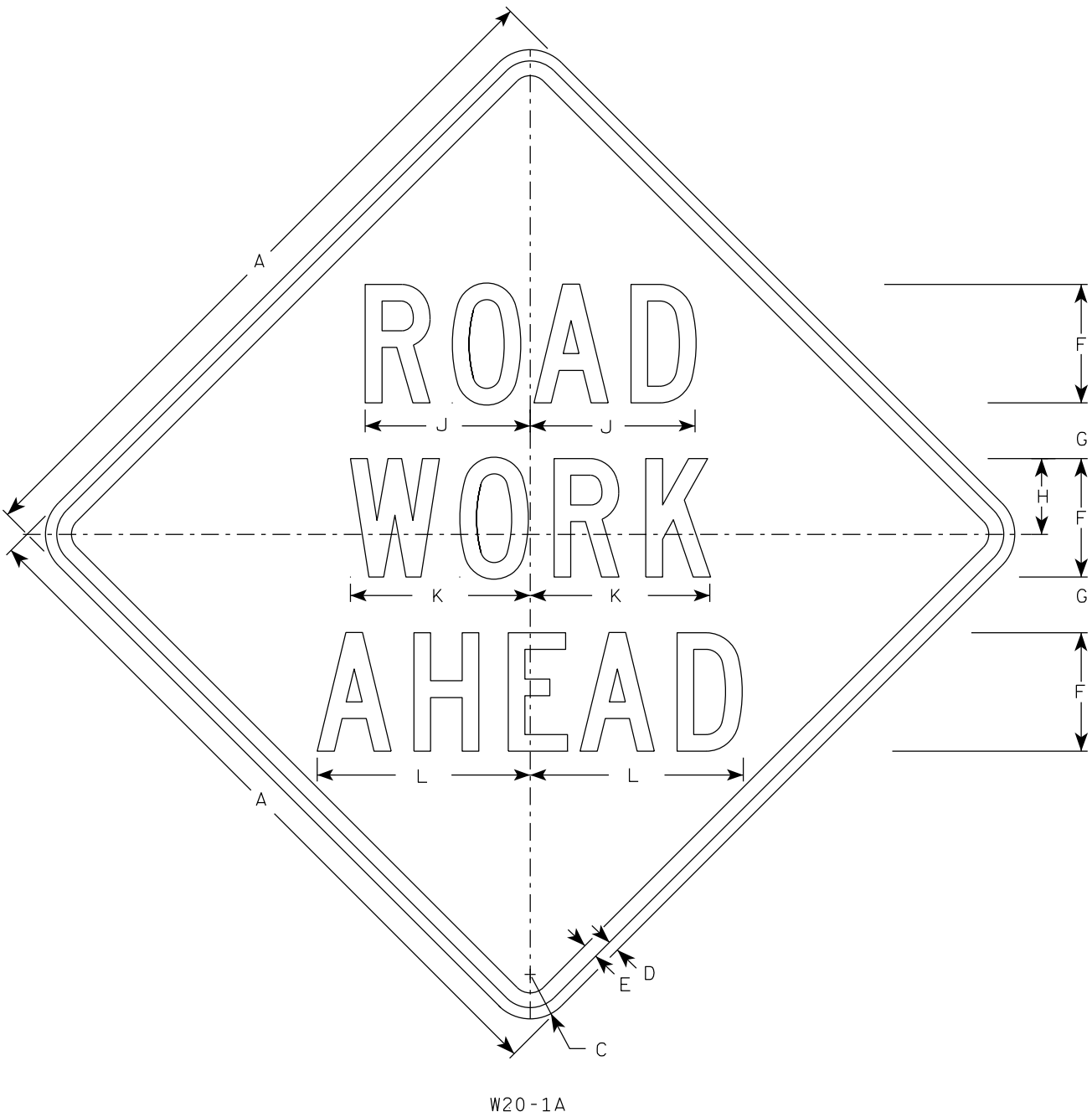
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	18	1 1/2	3/8	3/8	2	14	2 1/4	3/8	4	1/8	2	4 5/8														1.5
2M	12	18	1 1/2	3/8	3/8	2	14	2 1/4	3/8	4	1/8	2	4 5/8														1.5
3																											
4																											
5																											

STANDARD SIGN
W6 - 4

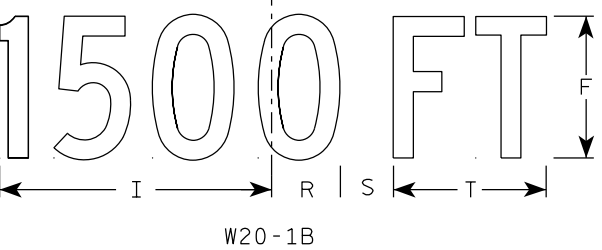
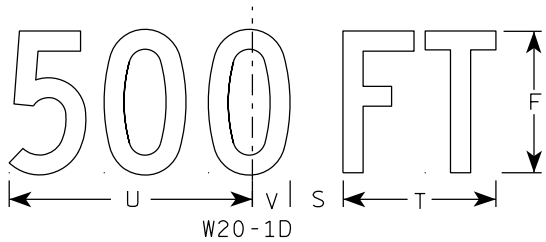
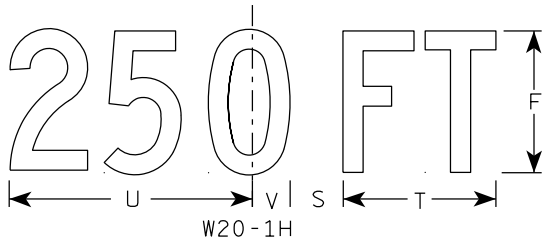
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 9/6/2023 PLATE NO. W6-4.2

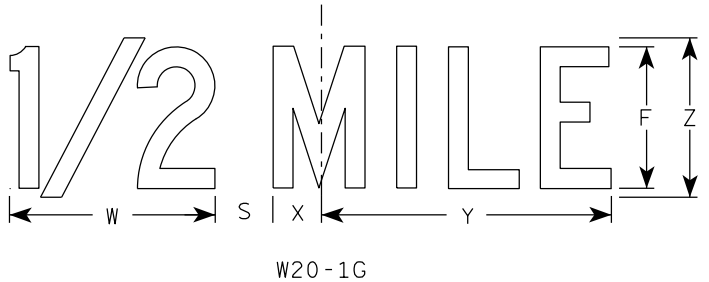


W20-1A

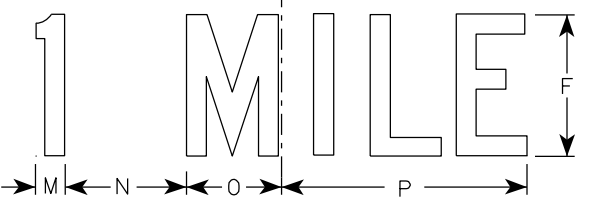


W20-1B

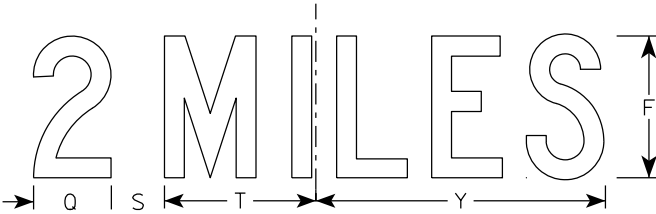
- NOTES
1. Sign is Type II - Type F Reflective
 2. Color:
Background - Orange
Message - Black
 3. Message Series - C
 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



W20-1F



W20-1E

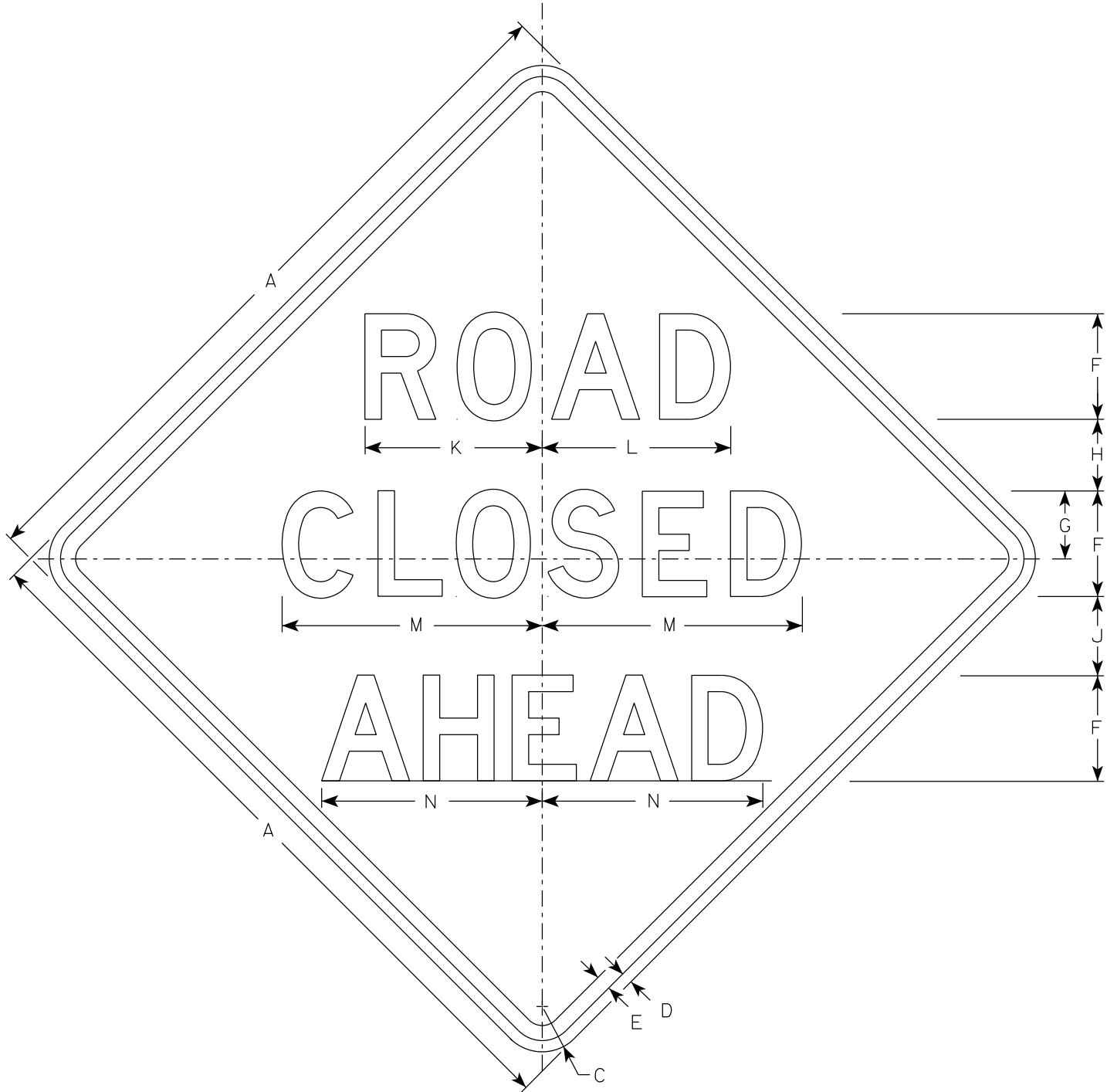
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	v	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13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

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

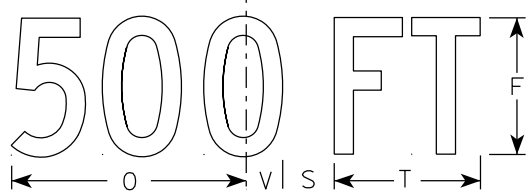
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

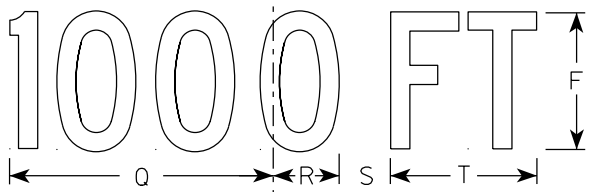
DATE 1/10/2024 PLATE NO. W20-1.12



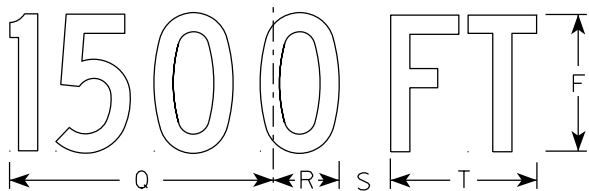
W20-3A



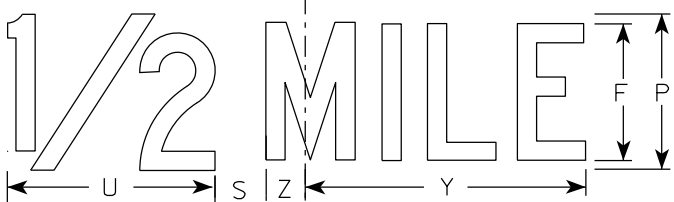
W20-3D



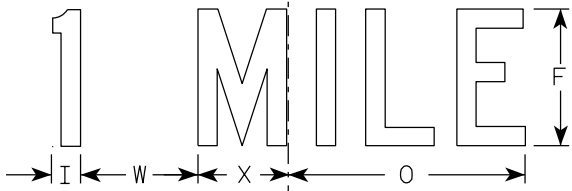
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

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

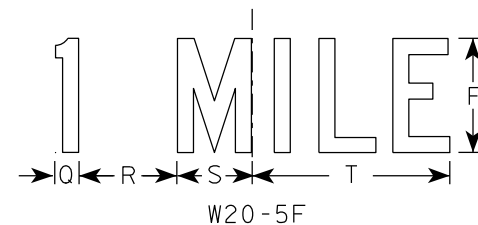
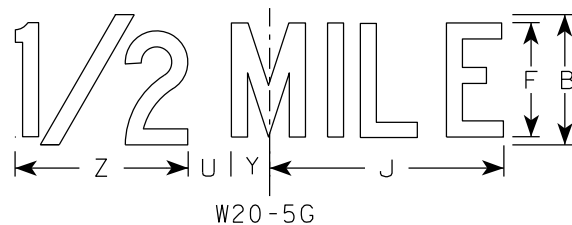
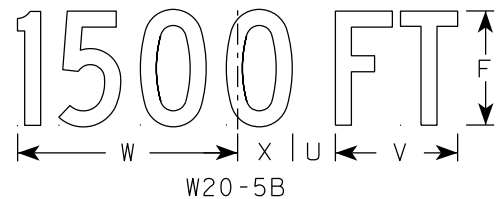
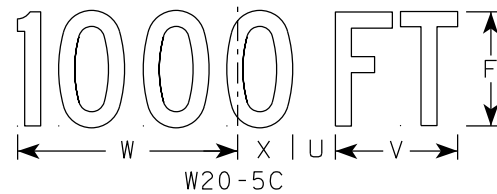
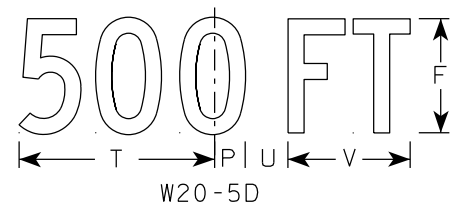
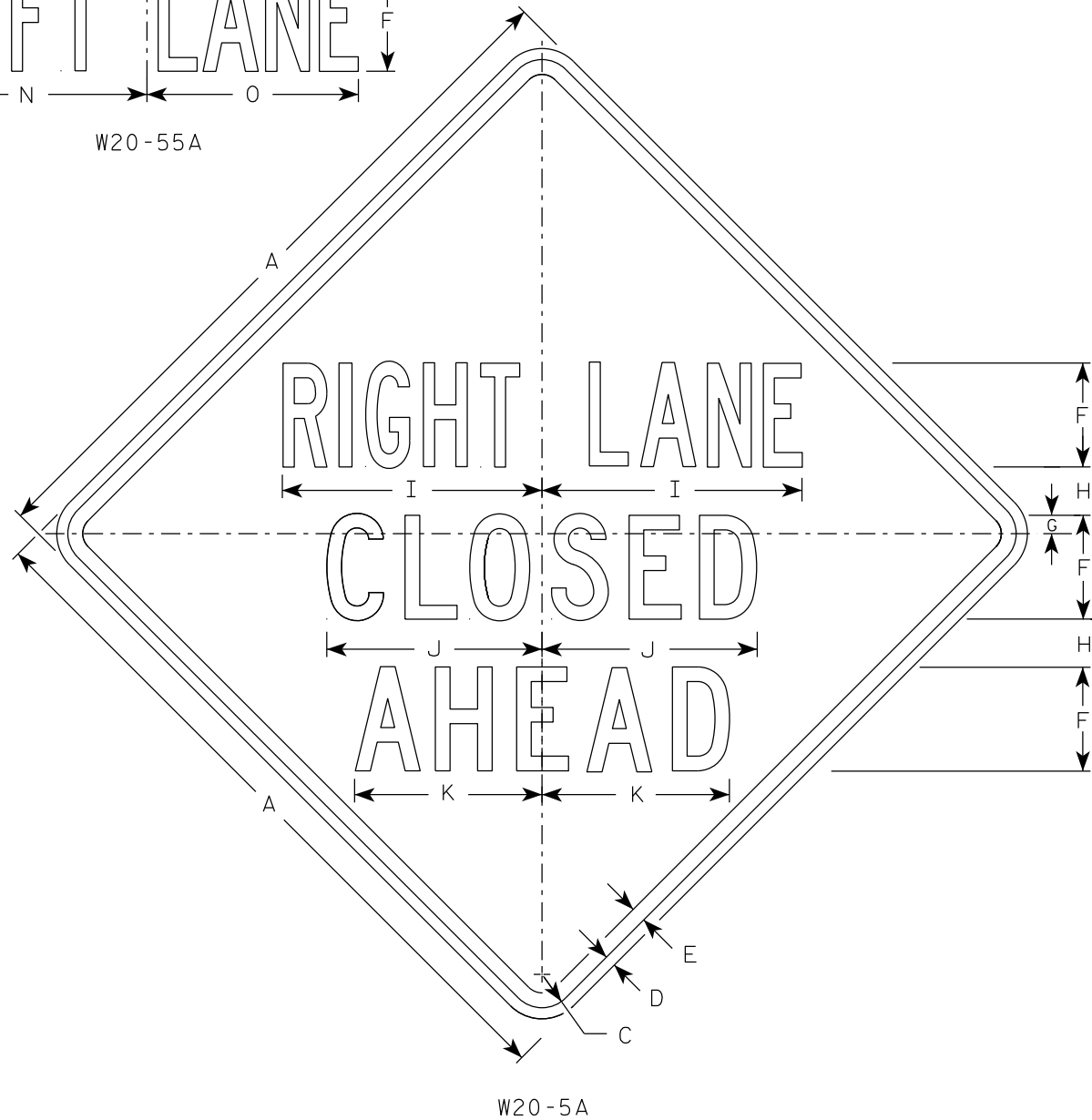
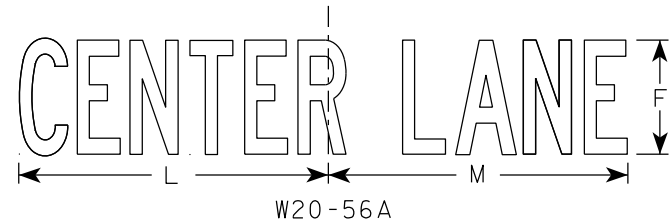
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	v	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10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

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

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-3.8



NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Orange
Message - Black
- 3. Message Series - See Note 5
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. " _____ LANE" is Series B.
All other copy is Series C.

7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	2 1/4	5/8	3/4	5	7/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 7/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 254

E

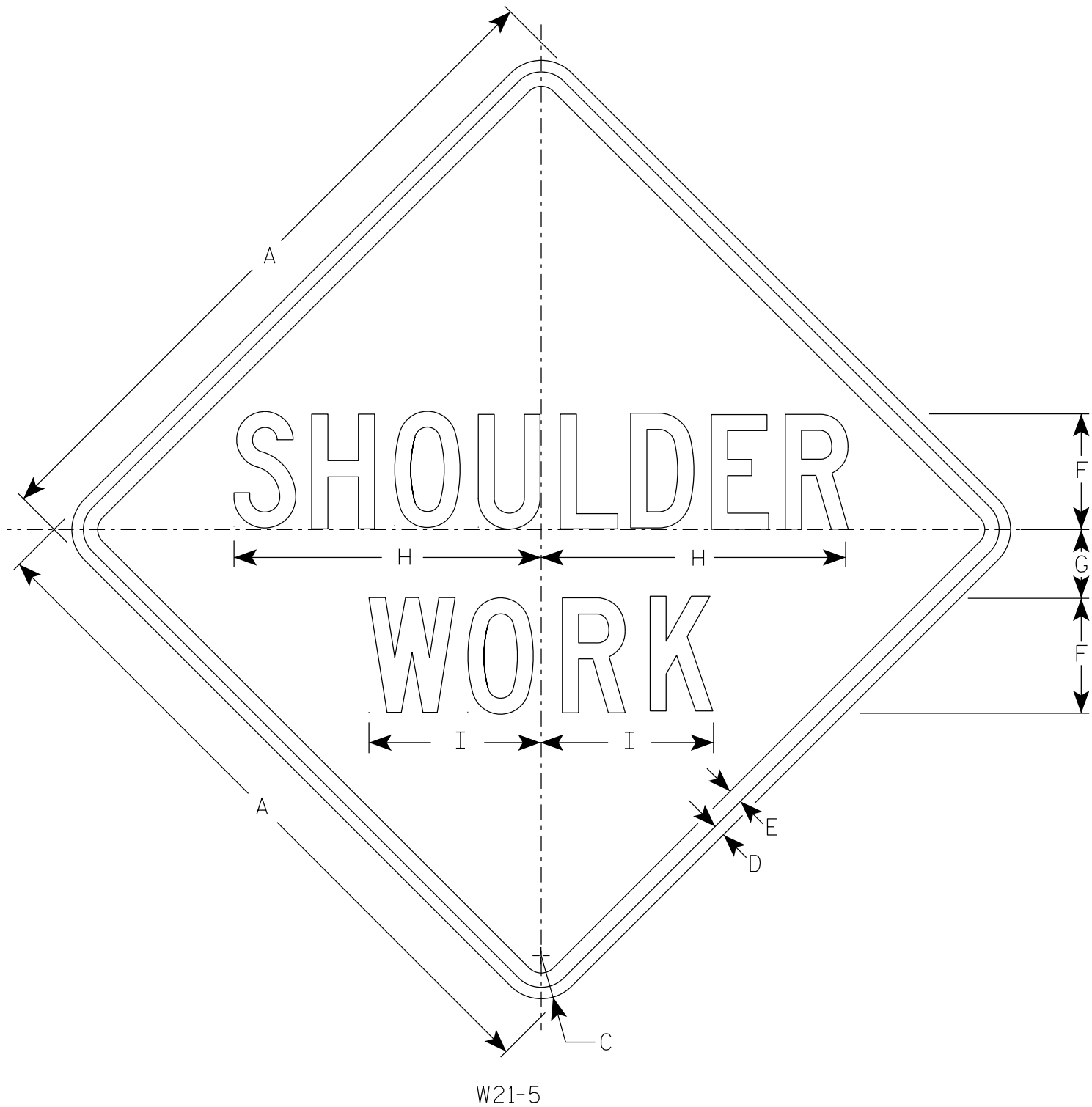
STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
For State Traffic Engineer

DATE 3/27/24 PLATE NO. W20-5.12

7



NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
 - Background - Orange
 - Message - Black
- 3. Message Series - C

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	6	3 1/2	16	9																		9.0
2S	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
2M	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
3	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
4	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
5	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0

STANDARD SIGN

W21-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 1/11/2024 PLATE NO. W21-5.7

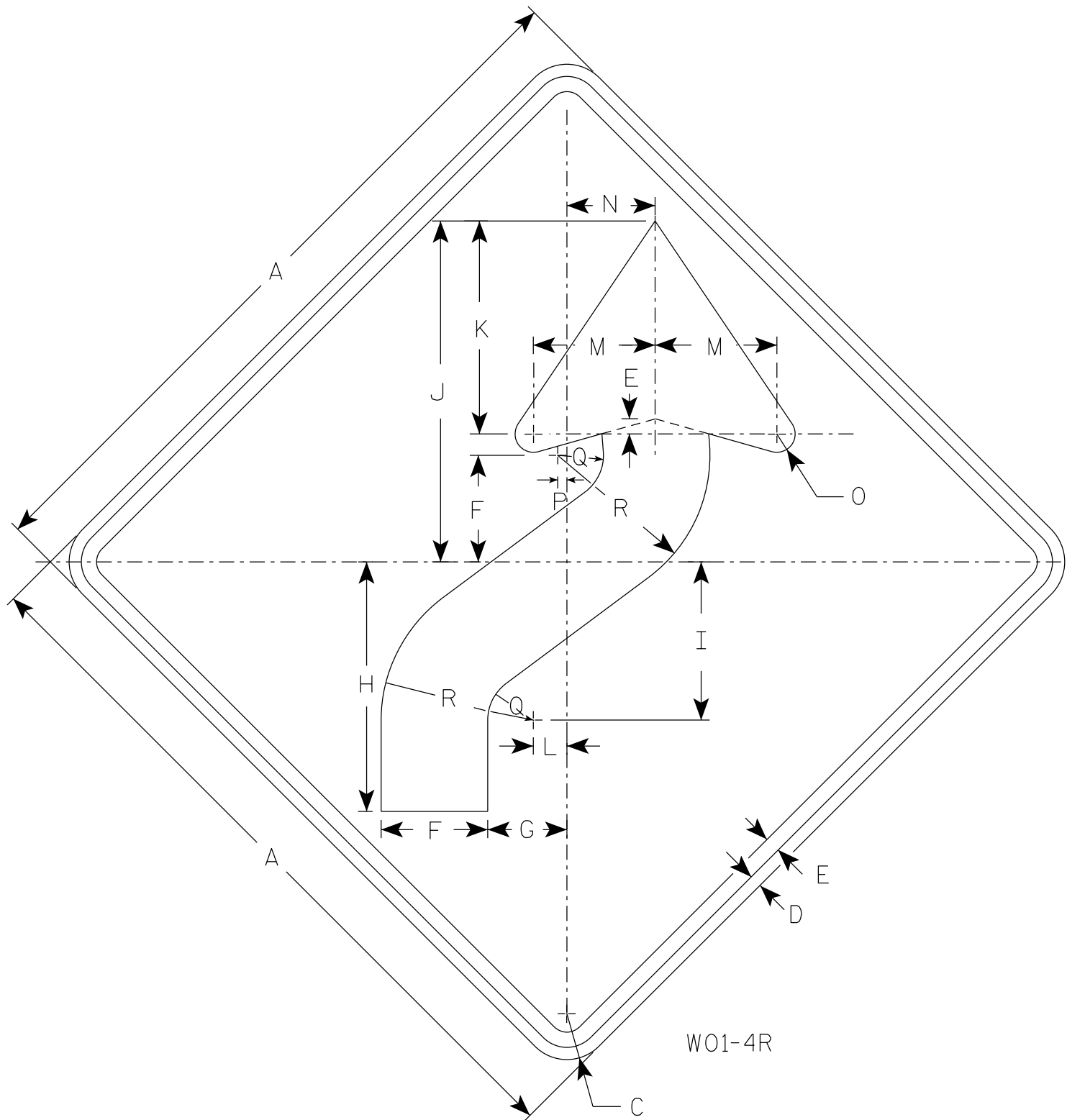
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 255

E



NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

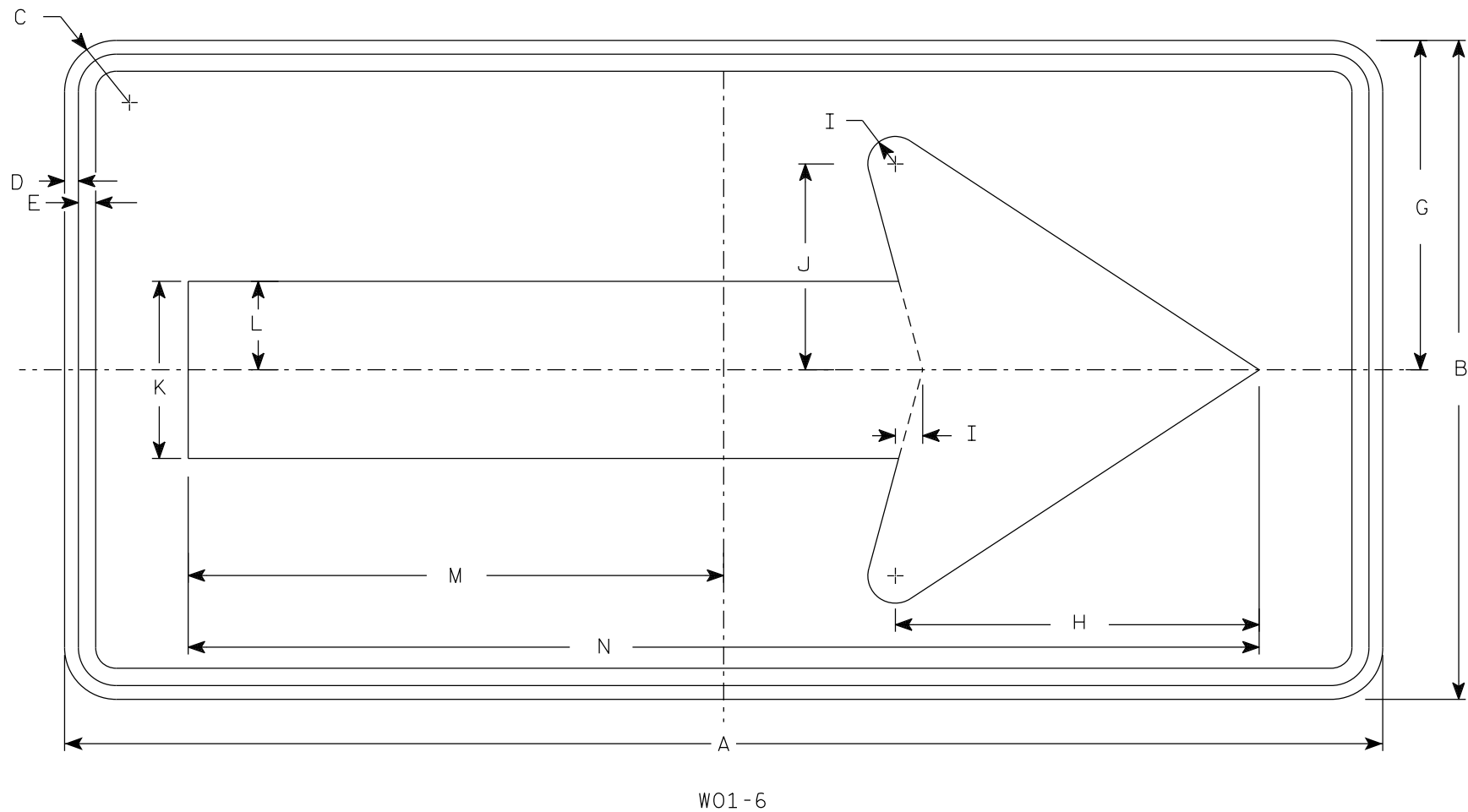
STANDARD SIGN
W01-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

7



NOTES

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

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN

W01-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

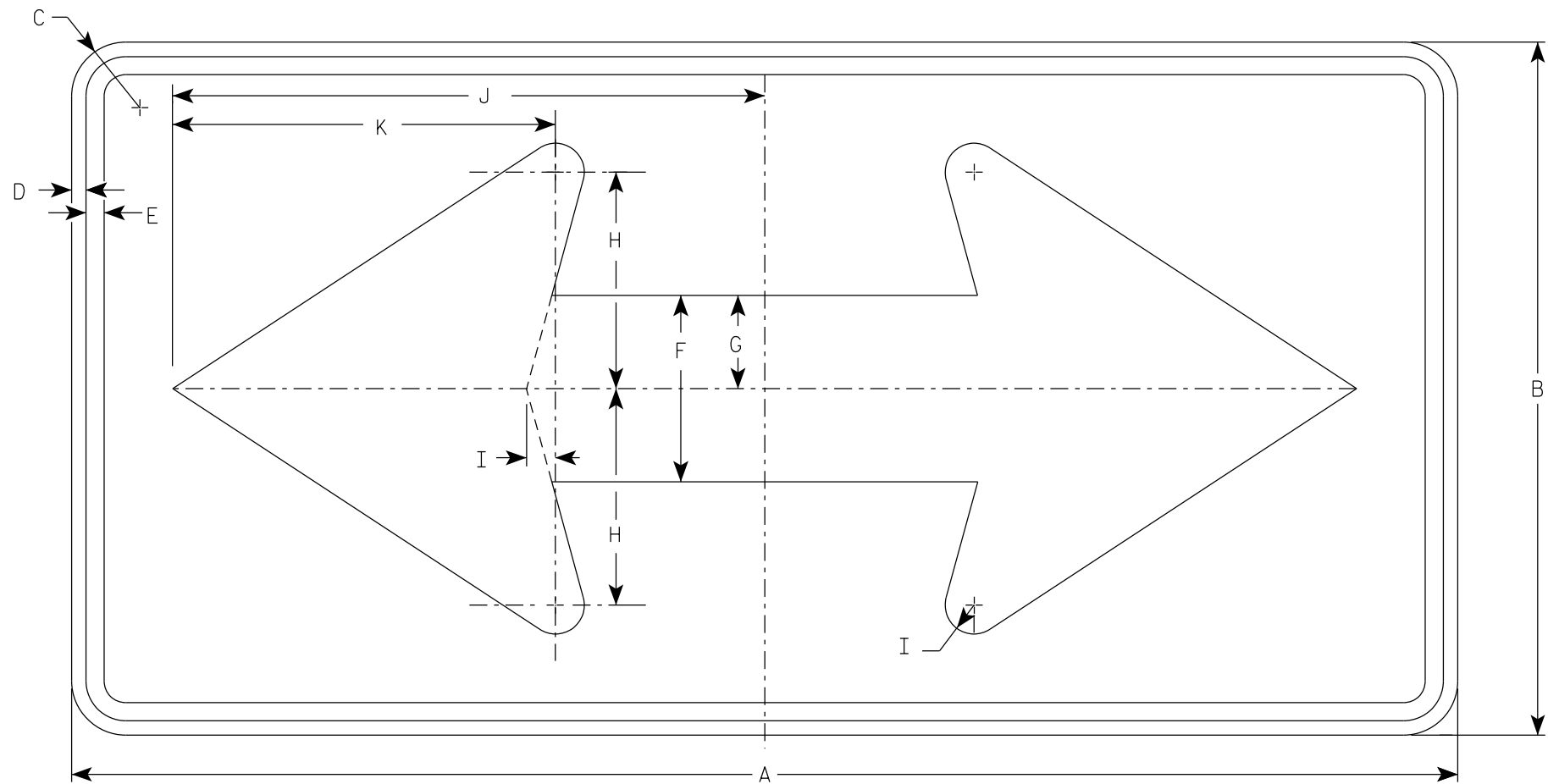
Matthew R. Rauch

for State Traffic Engineer

DATE 1/24/2024

PLATE NO. W01-6.2

7



W01-7

NOTES

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

7

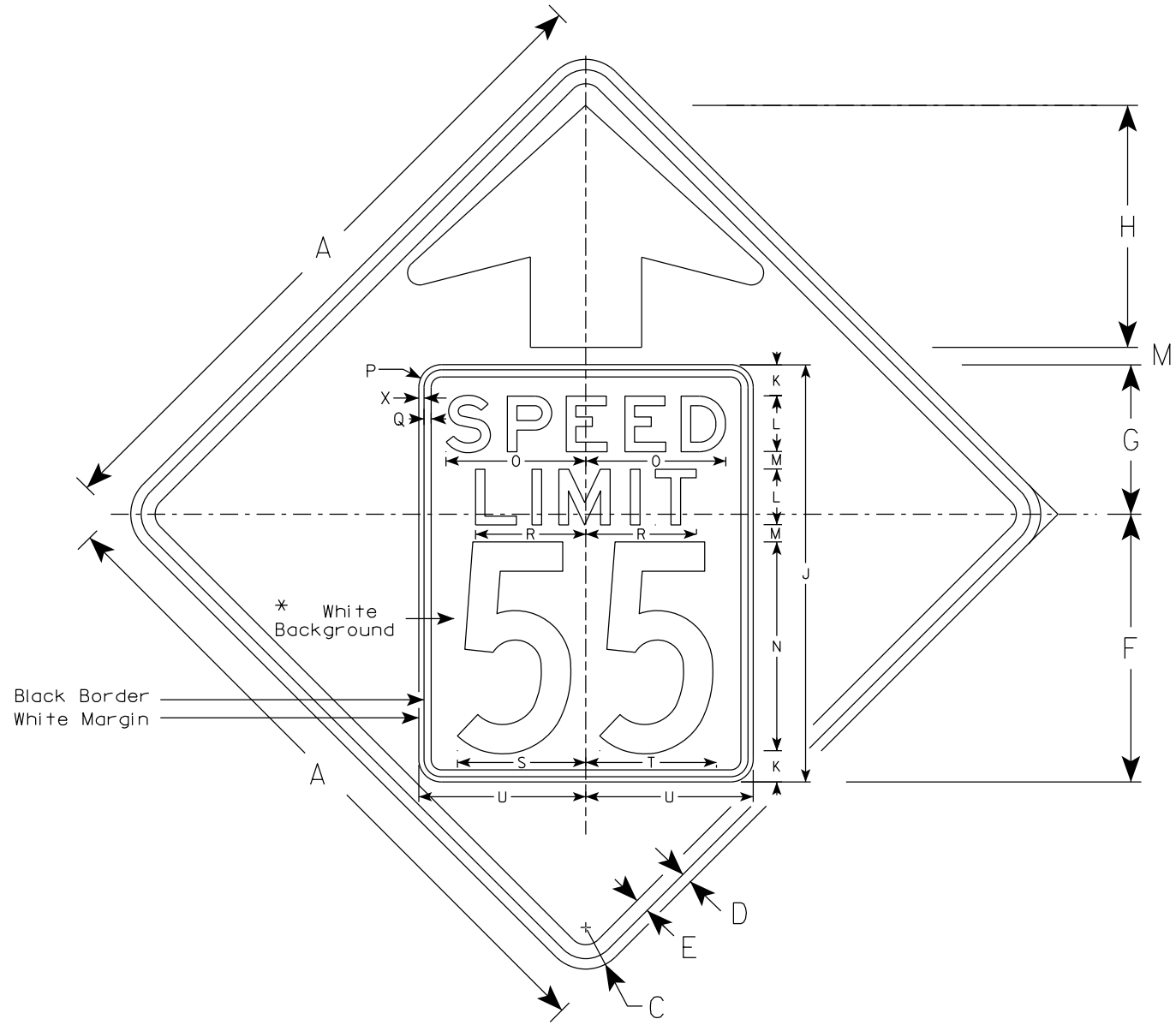
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 7/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
2M	48	24	1 7/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
3	60	30	1 7/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
4	60	30	1 7/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
5	60	30	1 7/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5

STANDARD SIGN
W01-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 1/24/2024 PLATE NO. W01-7.2

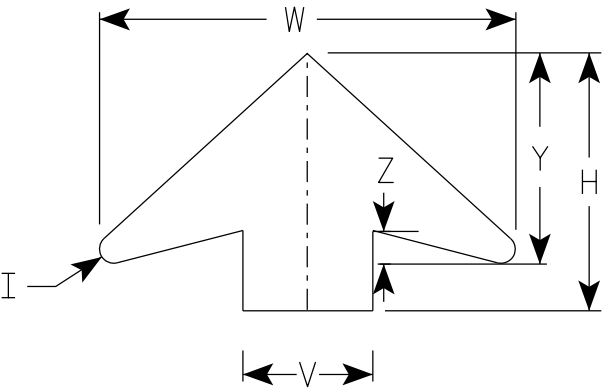


W03-5

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color: *
Background - ORANGE*
Message - BLACK
- 3. Message Series - C for numbers Series E for wording
- 4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2S	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
2M	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
3	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
4	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W03-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
For State Traffic Engineer

DATE 1/24/2024 PLATE NO. W03-5.2

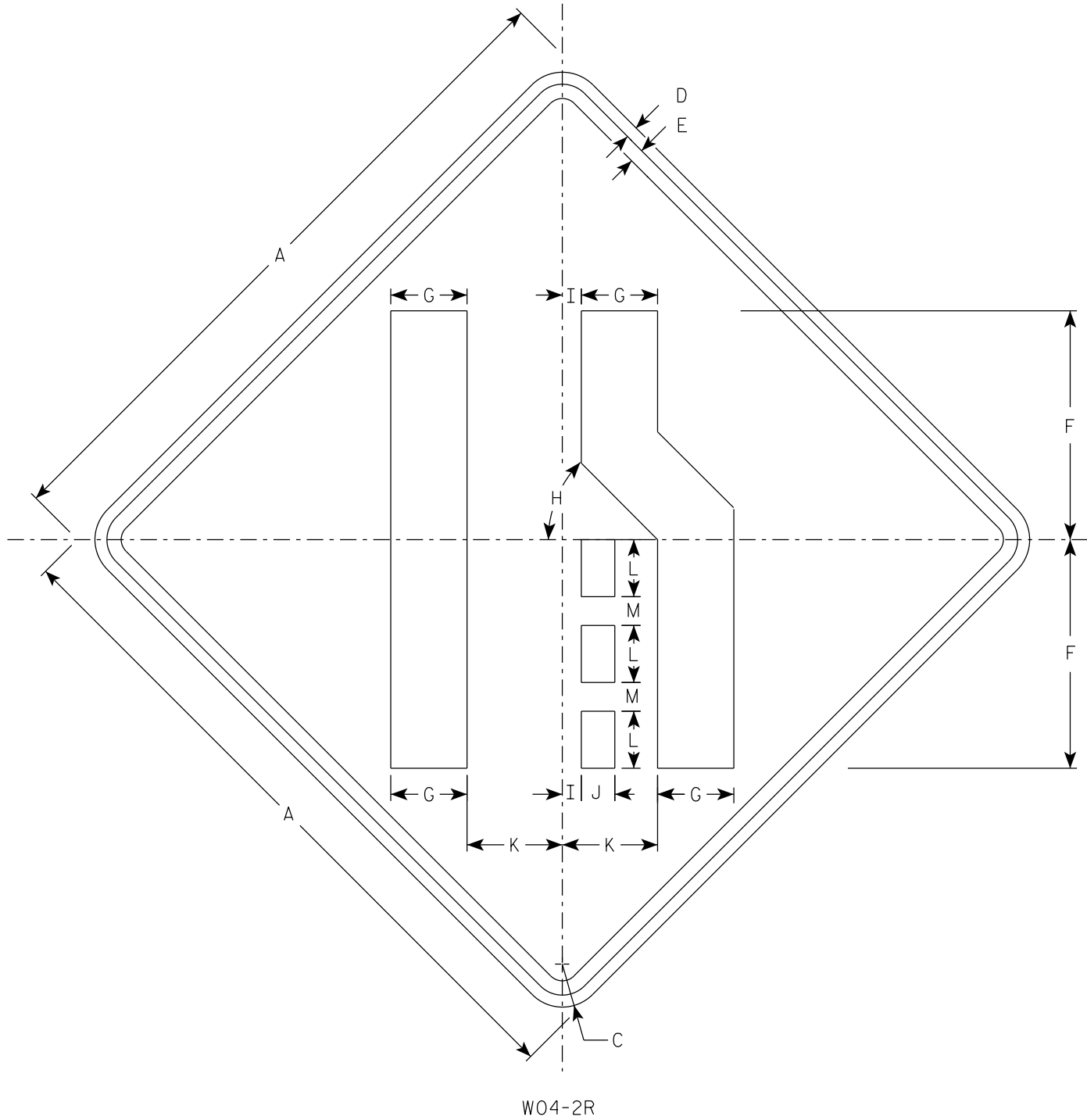
PROJECT NO:

SHEET NO:

259

E

7

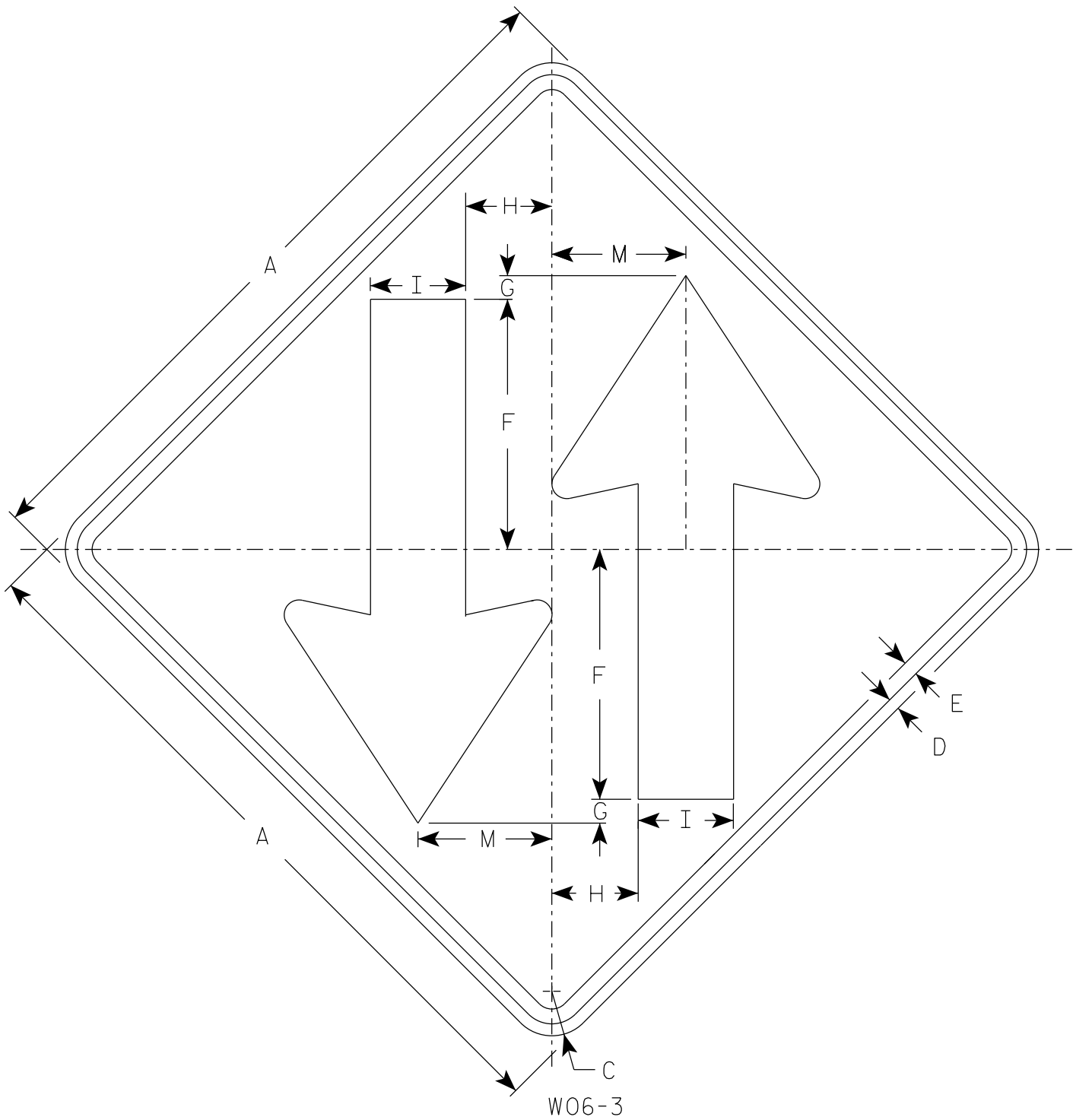


NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Orange
Message - Black
- 3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

7

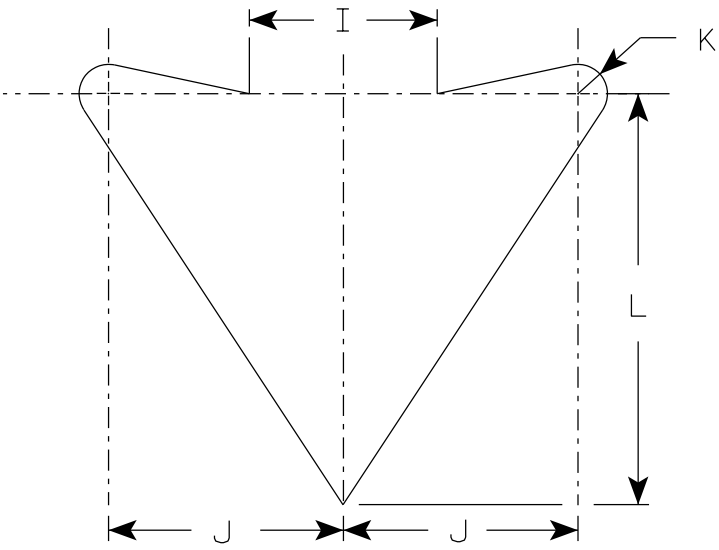
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0



W06-3

NOTES

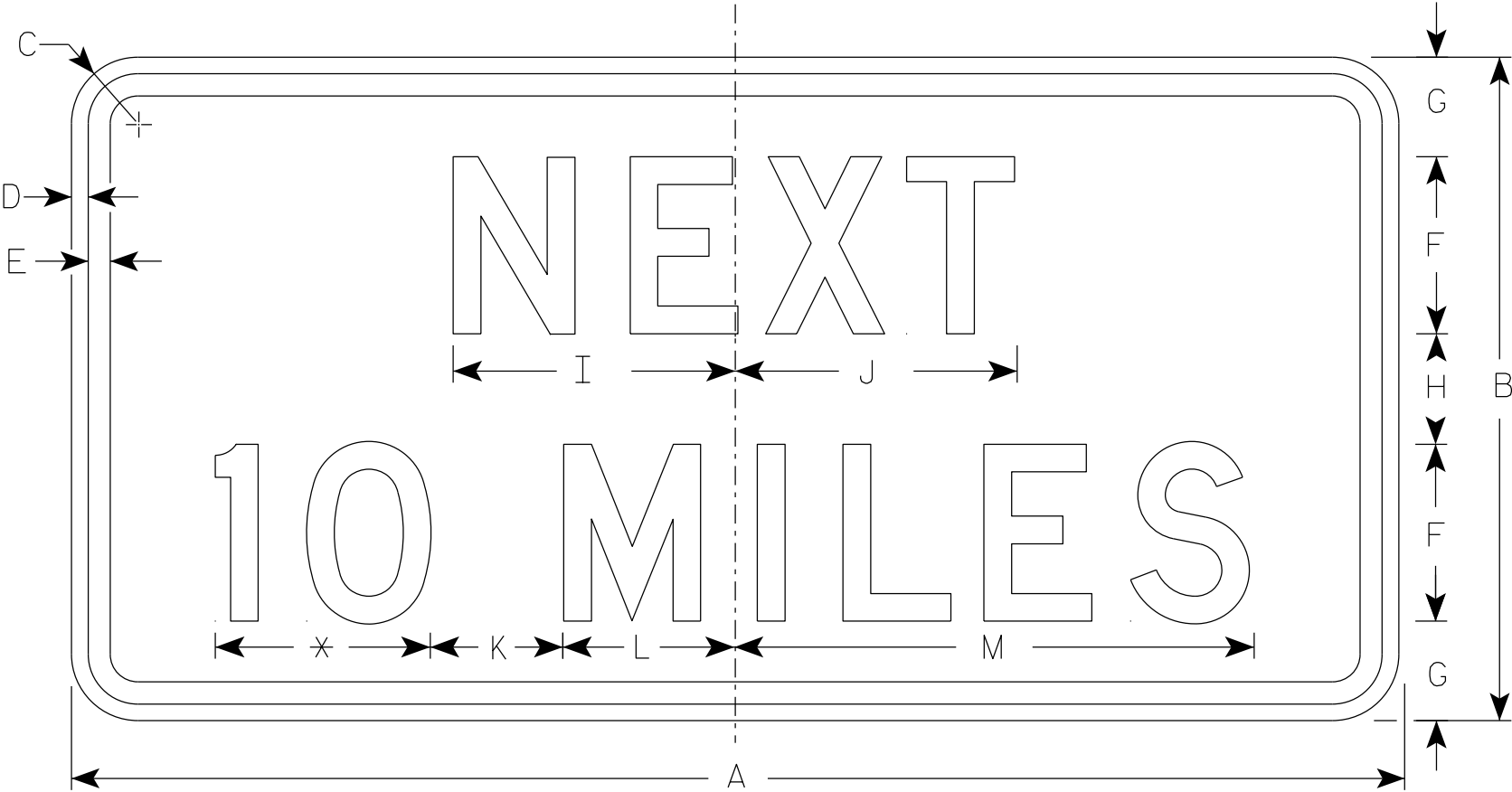
- 1. Sign is Type II - Type F Reflective
- 2. Color:
 - Background - Orange
 - Message - Black
- 3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

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

7



W057-51

* See note 5

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
Background - Orange
Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Round distance to the nearest whole Mile and substitute appropriate numerals and optically adjust spacing to achieve proper balance.

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	1/2	5	2 3/4	2 1/2	7 7/8	8	5	4 1/8	15 3/8														4.5
2S	48	24	1 7/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
2M	48	24	1 7/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
3	48	24	1 7/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
4	48	24	1 7/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
5	48	24	1 7/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 262

E

OHIO STREET																
CATEGORY	STAGE	REFERENCE LINE STATION	DISTANCE (FT)	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
				CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	EXPANDED FILL 1.15	EXPANDED EBS BACKFILL 1.10	REDUCED EBS IN FILL 0.80	MASS ORDINATE
								NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 7	NOTE 8
0010	1	17+26 BA, AH		0	30	0	0	0	0	0	0	0	0	0		0
		17+35	9	46	30	0	23	8	10	0	4	8	0	4	3	-2
		17+48	13	54	30	0	27	24	15	0	12	32	0	18	13	7
		17+50	2	55	30	0	28	4	2	0	2	36	0	20	15	9
		17+66	16	55	30	0	28	33	18	0	16	69	0	37	28	24
		18+00	34	64	30	0	32	76	38	0	38	145	0	79	58	62
		18+19	19	69	30	0	35	47	21	0	23	192	0	105	76	88
		18+23	4	69	30	0	35	11	5	0	6	203	0	111	81	94
		18+50	27	69	30	0	35	68	30	0	34	271	0	149	108	132
		18+81	31	73	30	0	36	82	35	0	41	353	0	194	141	179
		19+00	19	75	30	0	37	51	21	0	25	404	0	221	161	209
		19+10	10	98	30	0	49	31	11	0	15	435	0	238	173	229
		19+40	30	102	30	0	51	111	34	0	55	546	0	298	217	306
		19+44	5	101	30	0	51	18	5	0	9	564	0	308	224	319
		19+50	6	101	30	0	50	21	6	0	11	585	0	320	233	334
		20+00	50	84	30	0	42	171	56	0	86	756	0	415	302	449
		20+50	50	65	30	0	33	138	56	0	69	894	0	491	357	531
		21+00	50	55	30	0	27	111	56	0	56	1,005	0	552	402	586
		21+50	50	64	30	0	32	110	56	0	55	1,115	0	613	446	640
		21+83	33	64	30	0	32	79	37	0	39	1,194	0	656	477	682
		22+00	17	65	30	0	33	41	19	0	20	1,235	0	678	493	704
		22+03	3	65	30	0	33	8	4	0	4	1,243	0	682	496	708
		22+11	8	86	30	0	43	22	9	0	11	1,265	0	694	505	721
		22+50	39	61	30	0	31	106	44	0	53	1,371	0	752	547	783
		22+70	20	80	30	0	40	51	22	0	26	1,422	0	781	568	812
		23+00	30	59	30	0	29	79	34	0	39	1,501	0	824	599	857
		23+24	24	60	30	0	30	52	27	0	26	1,553	0	853	620	882
		23+31	7	80	30	0	40	19	8	0	10	1,572	0	864	628	893
		23+50	19	61	30	0	31	49	21	0	25	1,621	0	891	648	921
		23+72	22	63	30	0	31	50	24	0	25	1,671	0	919	668	947
		24+00	28	63	30	0	32	66	32	0	33	1,737	0	955	694	981
		24+31	31	64	30	0	32	72	34	0	36	1,809	0	994	723	1,019
		24+44	13	85	30	0	43	37	15	0	18	1,846	0	1,014	737	1,041
		24+50	6	64	30	0	32	17	7	0	9	1,863	0	1,024	744	1,051
		24+94	44	65	30	0	32	104	49	0	52	1,967	0	1,081	786	1,106
		25+00	6	65	30	0	32	15	7	0	7	1,982	0	1,089	792	1,114
		25+50	50	67	30	0	33	122	56	0	61	2,104	0	1,156	841	1,180
		25+52	2	67	30	0	33	6	3	0	3	2,110	0	1,159	843	1,183
		26+00	48	67	30	0	34	118	53	0	59	2,228	0	1,224	890	1,248
		26+09	9	67	30	0	33	23	11	0	12	2,251	0	1,238	900	1,260
		26+50	41	67	30	0	33	100	45	0	50	2351	0	1,293	940	1,315
		26+73	23	67	30	0	33	56	25	0	28	2,407	0	1,323	962	1,346
		27+00	27	67	30	0	33	67	31	0	34	2,474	0	1,361	989	1,382
		27+35	35	66	30	0	33	85	39	0	42	2,559	0	1,407	1,023	1,428
		27+50	15	82	30	0	41	42	17	0	21	2,601	0	1,430	1,040	1,453
		27+87	37	69	30	0	35	103	41	0	51	2,704	0	1,486	1,081	1,515
		28+00	13	69	30	0	34	34	15	0	17	2,738	0	1,505	1,095	1,534
		28+50	50	70	30	0	35	128	56	0	64	2,866	0	1,575	1,146	1,606
		29+00	50	62	30	0	31	122	56	0	61	2,988	0	1,642	1,195	1,672
		29+50	50	53	30	0	26	106	56	0	53	3,094	0	1,701	1,237	1,722
		30+00	50	59	30	0	30	104	56	0	52	3,198	0	1,758	1,279	1,770
		30+35	35	73	30	0	37	87	40	0	43	3,285	0	1,805	1,313	1,817
		30+50	15	58	30	0	29	36	16	0	18	3,321	0	1,825	1,327	1,837
		30+87	37	62	30	0	31	83	42	0	42	3,404	0	1,871	1,361	1,878
		31+00	13	60	30	0	30	29	14	0	14	3,433	0	1,887	1,372	1,893
		31+40	40	64	30	0	32	92	45	0	46	3,525	0	1,937	1,409	1,940
		31+43	3	64	30	0	32	7	3	0	3	3,532	0	1,940	1,411	1,944
		31+50	7	58	30	0	29	17	8	0	8	3,549	0	1,949	1,417	1,953
		31+93	43	86	30	0	43	116	49	0	58	3,665	0	2,013	1,463	2,020
		31+95	2	86	30	0	43	5	2	0	3	3,670	0	2,016	1,465	2,023
		32+00	5	87	30	0	43	16	5	0	8	3,686	0	2,025	1,471	2,034
		32+50	50	69	30	0	35	144	56	0	72	3,830	0	2,104	1,529	2,122
		32+57	7	87	30	0	43	21	8	0	10	3,851	0	2,115	1,537	2,135
		33+00	43	72	30	0	36	127	48	0	63	3,978	0	2,185	1,587	2,214
		33+10	10	92	30	0	46	31	11	0	15	4,009	0	2,201	1,599	2,234

OHIO STREET																		
CATEGORY	STAGE	REFERENCE LINE STATION	DISTANCE (FT)	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)						
				CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	EXPANDED	EXPANDED EBS	REDUCED	MASS ORDINATE		
													NOTE 1	NOTE 2	NOTE 3		NOTE 1	FILL 1.15
0010	1	33+50	40	68	30	0	34	119	45	0	59	4,128	0	2,266	1,646	2,308		
		33+66	16	84	30	0	42	45	18	0	22	4,173	0	2,290	1,664	2,335		
		33+70	5	83	30	0	42	14	5	0	7	4,187	0	2,298	1,670	2,344		
		33+84	14	64	30	0	32	38	16	0	19	4,225	0	2,319	1,685	2,366		
		34+00	16	63	30	0	32	37	18	0	19	4,262	0	2,340	1,700	2,385		
		34+24	24	67	30	0	33	58	27	0	29	4,320	0	2,372	1,723	2,416		
		34+38	14	63	30	0	31	34	16	0	17	4,354	0	2,390	1,737	2,434		
		34+50	12	63	30	0	31	27	13	0	14	4,381	0	2,406	1,748	2,448		
		34+82	32	78	30	0	39	83	36	0	42	4,464	0	2,452	1,782	2,495		
		34+96	15	62	30	0	31	38	16	0	19	4,502	0	2,473	1,797	2,517		
		35+00	4	62	30	0	31	8	4	0	4	4,510	0	2,477	1,800	2,521		
		35+39	39	68	30	0	34	93	43	0	46	4,603	0	2,528	1,837	2,571		
		35+50	11	65	30	0	32	28	13	0	14	4,631	0	2,543	1,848	2,586		
		35+65	15	65	30	0	32	36	17	0	18	4,667	0	2,563	1,862	2,605		
		35+93	28	87	30	0	44	79	31	0	39	4,746	0	2,606	1,893	2,653		
		36+00	7	66	30	0	33	20	8	0	10	4,766	0	2,617	1,901	2,665		
		36+23	23	67	30	0	34	57	26	0	28	4,823	0	2,648	1,923	2,696		
		36+48	25	73	30	0	36	64	28	0	32	4,887	0	2,683	1,949	2,732		
		36+50	2	73	30	0	36	6	3	0	3	4,893	0	2,686	1,951	2,735		
		36+74	24	71	30	0	36	65	27	0	32	4,958	0	2,721	1,977	2,773		
		37+00	26	72	30	0	36	69	29	0	34	5,027	0	2,759	2,004	2,813		
		37+21	21	72	30	0	36	55	23	0	27	5,082	0	2,789	2,026	2,845		
		37+50	29	70	30	0	35	78	33	0	39	5,160	0	2,831	2,057	2,890		
		37+73	23	64	30	0	32	56	26	0	28	5,216	0	2,862	2,079	2,920		
		38+00	27	64	30	0	32	64	30	0	32	5,280	0	2,897	2,105	2,954		
		38+34	34	64	30	0	32	81	38	0	41	5,361	0	2,943	2,138	2,997		
		38+50	16	61	30	0	30	36	18	0	18	5,397	0	2,962	2,152	3,015		
		38+86	36	74	30	0	37	90	40	0	45	5,487	0	3,012	2,188	3,065		
		39+00	14	50	30	0	25	32	16	0	16	5,519	0	3,029	2,201	3,081		
		39+46	46	48	30	0	24	83	51	0	42	5,602	0	3,076	2,235	3,113		
		39+50	4	46	30	1	23	8	5	0	4	5,610	0	3,080	2,238	3,116		
		40+00	50	62	30	0	31	100	56	1	50	5,710	1	3,135	2,278	3,159		
		40+01	1	62	30	0	31	3	2	0	2	5,713	1	3,137	2,280	3,160		
		40+50	49	61	30	0	31	111	54	0	55	5,824	1	3,198	2,324	3,217		
		41+00	50	50	30	1	25	103	56	0	51	5,927	1	3,254	2,365	3,264		
		41+50	50	57	30	0	28	99	56	0	49	6,026	1	3,308	2,404	3,307		
		42+00	50	42	30	0	21	91	56	0	46	6,117	1	3,358	2,441	3,342		
		42+09	9	45	30	0	23	15	11	0	8	6,132	1	3,367	2,447	3,346		
		42+17	7	46	30	0	23	13	8	0	6	6,145	1	3,374	2,452	3,351		
							COLUMN TOTALS	6,145	2,793	1	3,067	6,145	1	3,374	2,452	3,351		
NOTES: 1. CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL 2. THIS DOES NOT SHOW UP IN CROSS SECTIONS 3. DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME 4. WILL BE BACKFILLED WITH GRANULAR BACKFILL (OR CUT, OR BORROW) 5. WILL BE BACKFILLED WITH BREAKER RUN 6. REDUCED MARSH EXCAVATION THAT CAN BE USED IN FILL 7. REDUCED EBS EXCAVATION THAT CAN BE USED IN FILL																		
PROJECT NO: 2703-00-76			HWY: LOCAL STREET			COUNTY: RACINE			EARTHWORK					SHEET			264	E

OHIO STREET																
CATEGORY	STAGE	REFERENCE LINE STATION	DISTANCE (FT)	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
				CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	EXPANDED FILL 1.15	EXPANDED EBS BACKFILL 1.10	REDUCED EBS IN FILL 0.80	MASS ORDINATE
								NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 7	NOTE 8
0010	2	17+26 BA, AH		40	28	0	20	0	0	0	0	0	0	0		0
		17+35	9	46	28	0	23	14	9	0	7	14	0	8	6	5
		17+48	13	65	28	0	33	27	13	0	13	41	0	22	16	19
		17+50	2	66	28	0	33	5	2	0	2	46	0	24	18	22
		17+66	16	59	28	0	30	37	16	0	18	83	0	44	32	43
		18+00	34	63	28	0	31	77	1	0	38	160	0	86	62	119
		18+19	19	65	28	0	32	45	20	0	22	205	0	110	80	144
		18+23	4	65	28	0	33	11	5	0	5	216	0	116	84	150
		18+50	27	64	28	0	32	63	27	0	32	279	0	151	110	186
		18+81	31	85	28	0	43	86	32	0	43	365	0	198	144	240
		19+00	19	69	28	0	35	53	2	0	27	418	0	228	166	291
		19+10	10	71	28	0	35	25	10	0	13	443	0	242	176	306
		19+40	30	90	28	0	45	89	31	0	45	532	0	292	212	364
		19+44	5	92	28	0	46	16	5	0	8	548	0	300	218	375
		19+50	6	77	28	0	38	18	6	0	9	566	0	310	225	387
		20+00	50	76	28	0	38	142	3	0	71	708	0	388	282	526
		20+50	50	63	28	0	31	129	52	0	64	837	0	459	333	603
		21+00	50	49	28	0	24	103	52	0	51	940	0	515	374	654
		21+50	50	59	28	0	29	99	52	0	50	1,039	0	570	414	701
		21+83	33	65	28	0	33	76	34	0	38	1,115	0	612	444	743
		22+00	17	66	28	0	33	41	4	0	21	1,156	0	635	461	780
		22+03	3	66	28	0	33	8	3	0	4	1,164	0	639	464	785
		22+11	8	63	28	0	31	19	8	0	9	1,183	0	649	471	796
		22+50	39	61	28	0	30	89	40	0	44	1,272	0	697	506	845
		22+70	20	62	28	0	31	44	20	0	22	1,316	0	722	524	869
		23+00	30	61	28	0	30	69	5	0	35	1,385	0	760	552	933
		23+24	24	76	28	0	38	60	25	0	30	1,445	0	793	576	968
		23+31	7	61	28	0	30	19	8	0	9	1,464	0	803	583	979
		23+50	19	61	28	0	30	42	19	0	21	1,506	0	826	600	1,002
		23+72	22	81	28	0	40	57	22	0	28	1,563	0	857	622	1,037
		24+00	28	61	28	0	31	74	6	0	37	1,637	0	898	652	1,105
		24+31	31	82	28	0	41	81	32	0	41	1,718	0	943	685	1,154
		24+44	13	63	28	0	32	36	14	0	18	1,754	0	963	699	1,176
		24+50	6	64	28	0	32	15	6	0	7	1,769	0	970	705	1,185
		24+94	44	86	28	0	43	122	45	0	61	1,891	0	1,037	754	1,262
		25+00	6	64	28	0	32	17	7	0	9	1,908	0	1,047	761	1,272
		25+50	50	68	28	0	34	123	52	0	61	2,031	0	1,114	810	1,343
		25+52	2	68	28	0	34	6	3	0	3	2,037	0	1,118	812	1,346
		26+00	48	67	28	0	34	119	49	0	59	2,156	0	1,183	859	1,416
		26+09	9	85	28	0	42	26	10	0	13	2,182	0	1,197	869	1,432
		26+50	41	65	28	0	32	112	8	0	56	2,294	0	1,258	914	1,536
		26+73	23	68	28	0	34	56	23	0	28	2,350	0	1,289	936	1,569
		27+00	27	63	28	0	32	66	28	0	33	2,416	0	1,326	962	1,607
		27+35	35	62	28	0	31	80	36	0	40	2,496	0	1,370	994	1,651
		27+50	15	61	28	0	30	35	16	0	18	2,531	0	1,389	1,008	1,670
		27+87	37	62	28	0	31	83	9	0	42	2,614	0	1,436	1,042	1,744
		28+00	13	58	28	0	29	30	14	0	15	2,644	0	1,452	1,054	1,760
		28+50	50	59	28	1	30	109	52	1	54	2,753	1	1,511	1,097	1,816
		29+00	50	62	28	0	31	112	52	1	56	2,865	2	1,573	1,142	1,875
		29+50	50	57	28	0	28	110	52	0	55	2,975	2	1,634	1,186	1,933
		30+00	50	57	28	0	29	105	10	0	53	3,080	2	1,692	1,228	2,028
		30+35	35	63	28	0	31	79	37	0	39	3,159	2	1,735	1,259	2,070
		30+50	15	60	28	0	30	33	15	0	17	3,192	2	1,753	1,273	2,088
		30+87	37	81	28	0	40	98	39	0	49	3,290	2	1,807	1,312	2,147
		31+00	13	61	28	0	31	33	13	0	17	3,323	2	1,826	1,326	2,167
		31+40	40	63	28	0	31	92	11	0	46	3,415	2	1,877	1,363	2,248
		31+43	3	63	28	0	31	6	3	0	3	3,421	2	1,880	1,365	2,251
		31+50	7	54	28	0	27	16	8	0	8	3,437	2	1,889	1,371	2,259
		31+93	43	60	28	0	30	92	45	0	46	3,529	2	1,939	1,408	2,306
		31+95	2	60	28	0	30	4	2	0	2	3,533	2	1,942	1,410	2,308
		32+00	5	57	28	0	29	11	12	0	5	3,544	2	1,947	1,414	2,307
		32+50	50	82	28	0	41	129	52	0	65	3,673	2	2,019	1,466	2,384
		32+57	7	63	28	0	32	19	7	0	10	3,692	2	2,030	1,474	2,396
		33+00	43	65	28	0	32	102	44	0	51	3,794	2	2,086	1,515	2,454
		33+10	10	65	28	0	33	24	10	0	12	3,818	2	2,099	1,525	2,468

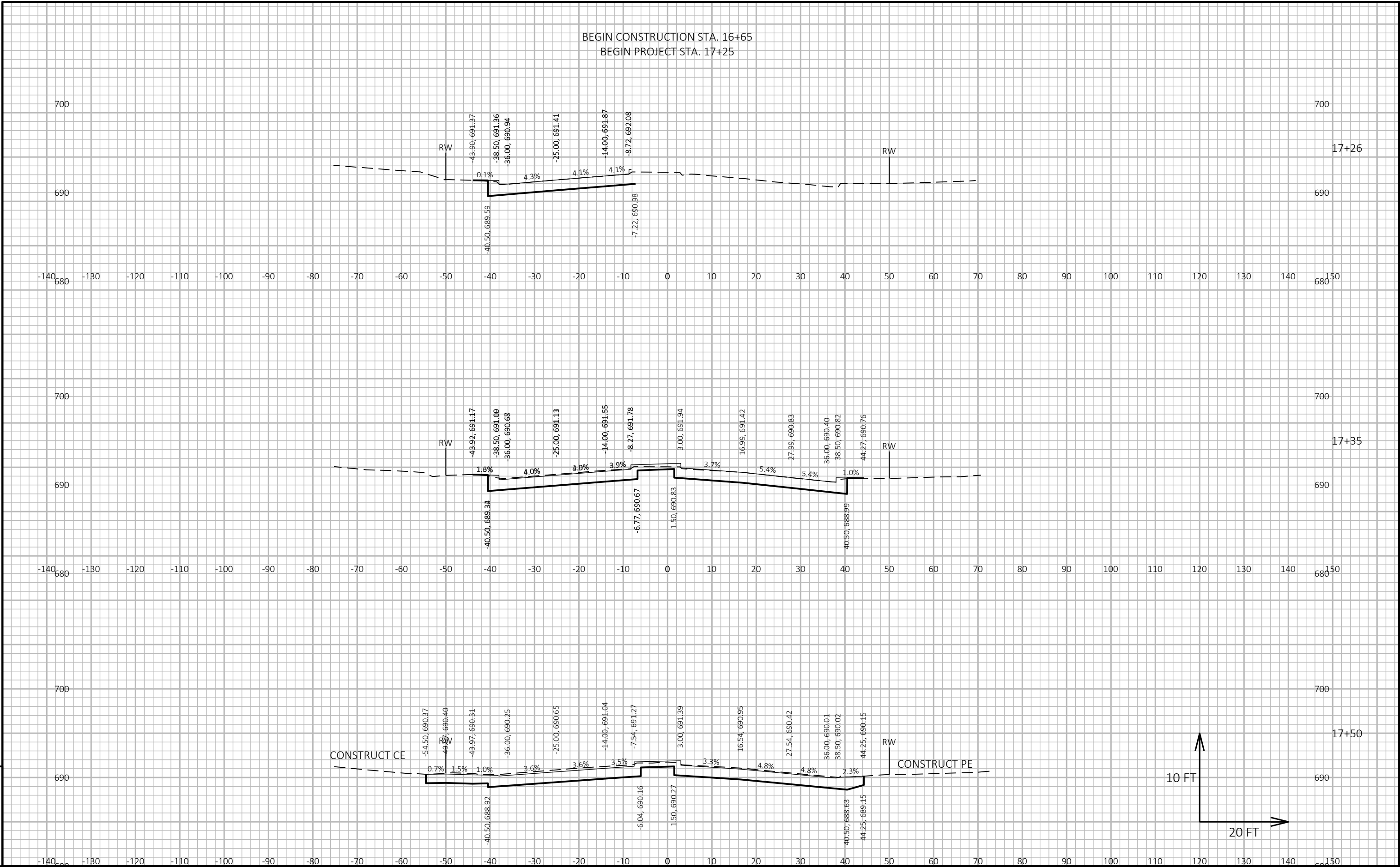
OHIO STREET																		
CATEGORY	STAGE	REFERENCE LINE STATION	DISTANCE (FT)	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)						
				CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	EXPANDED FILL 1.15	EXPANDED EBS BACKFILL 1.10	REDUCED EBS IN FILL 0.80	MASS ORDINATE		
																	NOTE 1	NOTE 2
0010	2	33+50	40	67	28	0	33	98	13	0	49	3,916	2	2,153	1,564	2,553		
		33+66	16	88	28	0	44	45	16	0	22	3,961	2	2,177	1,582	2,582		
		33+70	5	87	28	0	43	15	5	0	7	3,976	2	2,185	1,588	2,592		
		33+84	14	83	28	0	42	44	14	0	22	4,020	2	2,209	1,606	2,622		
		34+00	16	64	28	0	32	43	16	0	22	4,063	2	2,233	1,624	2,649		
		34+24	24	64	28	0	32	57	14	0	29	4,120	2	2,265	1,647	2,692		
		34+38	14	84	28	0	42	39	15	0	20	4,159	2	2,287	1,663	2,716		
		34+50	12	64	28	0	32	32	12	0	16	4,191	2	2,305	1,676	2,736		
		34+82	32	64	28	0	32	75	33	0	38	4,266	2	2,346	1,706	2,778		
		34+96	15	67	28	0	34	35	15	0	18	4,301	2	2,366	1,720	2,798		
		35+00	4	67	28	0	34	9	15	0	5	4,310	2	2,372	1,724	2,792		
		35+39	39	67	28	0	33	96	40	0	48	4,406	2	2,424	1,762	2,848		
		35+50	11	68	28	0	34	28	12	0	14	4,434	2	2,440	1,773	2,864		
		35+65	15	71	28	0	36	38	15	0	19	4,472	2	2,461	1,788	2,887		
		35+93	28	68	28	0	34	73	29	0	36	4,545	2	2,500	1,817	2,931		
		36+00	7	68	28	0	34	18	16	0	9	4,563	2	2,510	1,824	2,933		
		36+23	23	90	28	0	45	67	24	0	34	4,630	2	2,548	1,851	2,976		
		36+48	25	71	28	0	35	74	26	0	37	4,704	2	2,588	1,881	3,024		
		36+50	2	71	28	0	35	6	2	0	3	4,710	2	2,592	1,883	3,028		
		36+74	24	92	28	0	46	73	25	0	37	4,783	2	2,632	1,913	3,076		
		37+00	26	76	28	0	38	80	17	0	40	4,863	2	2,676	1,945	3,139		
		37+21	21	95	28	0	48	65	21	0	33	4,928	2	2,713	1,971	3,183		
		37+50	29	71	28	0	35	91	30	0	45	5,019	2	2,762	2,007	3,244		
		37+73	23	91	28	0	46	68	24	0	34	5,087	2	2,800	2,034	3,288		
		38+00	27	70	28	0	35	81	28	0	41	5,168	2	2,845	2,067	3,341		
		38+34	34	86	28	0	43	99	18	0	50	5,267	2	2,900	2,107	3,422		
		38+50	16	61	28	0	30	43	16	0	21	5,310	2	2,923	2,124	3,449		
		38+86	36	76	28	0	38	91	37	0	46	5,401	2	2,973	2,161	3,503		
		39+00	14	53	28	0	27	33	14	0	17	5,434	2	2,992	2,175	3,522		
		39+46	46	54	28	0	27	90	47	0	45	5,524	2	3,042	2,211	3,565		
		39+50	4	51	28	0	25	8	19	0	4	5,532	2	3,046	2,214	3,554		
		40+00	50	89	28	0	44	129	52	0	65	5,661	2	3,117	2,266	3,631		
		40+01	1	89	28	0	45	5	2	0	2	5,666	2	3,120	2,268	3,634		
		40+50	49	70	28	0	35	143	50	0	71	5,809	2	3,198	2,325	3,727		
		41+00	50	61	28	0	30	121	52	0	61	5,930	2	3,265	2,374	3,796		
		41+50	50	62	28	0	31	114	20	0	57	6,044	2	3,328	2,420	3,890		
		42+00	50	44	28	0	22	98	52	0	49	6,142	2	3,381	2,459	3,936		
		42+09	9	46	28	0	23	16	10	0	8	6,158	2	3,390	2,465	3,942		
		42+17	7	47	28	0	23	13	8	0	6	6,171	2	3,397	2,470	3,947		
						COLUMN TOTALS				6,171	2,222	2	3,088	6,171	2	3,397	2,470	3,947
NOTES: 1. CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL 2. THIS DOES NOT SHOW UP IN CROSS SECTIONS 3. DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME 5. WILL BE BACKFILLED WITH BREAKER RUN 8. EBS TO BE BACKFILLED WITH BREAKER RUN: [CUT - SALVAGED PAVT - EXPANDED FILL]																		
PROJECT NO: 2703-00-76			HWY: LOCAL STREET		COUNTY: RACINE			EARTHWORK							SHEET		266	E

OHIO STREET SIDEROADS

CATEGORY	STAGE	REFERENCE LINE STATION	VOLUME (CF)	VOLUME (CY)
			CUT	CUT
0010	1	10+36.06A - 10+80A	2527	94
		10+36.01B - 10+95B	3660	136
		10+36C - 10+75C	2219	82
		10+36.08D - 10+80D	3487	129
		TOTAL	11894	441

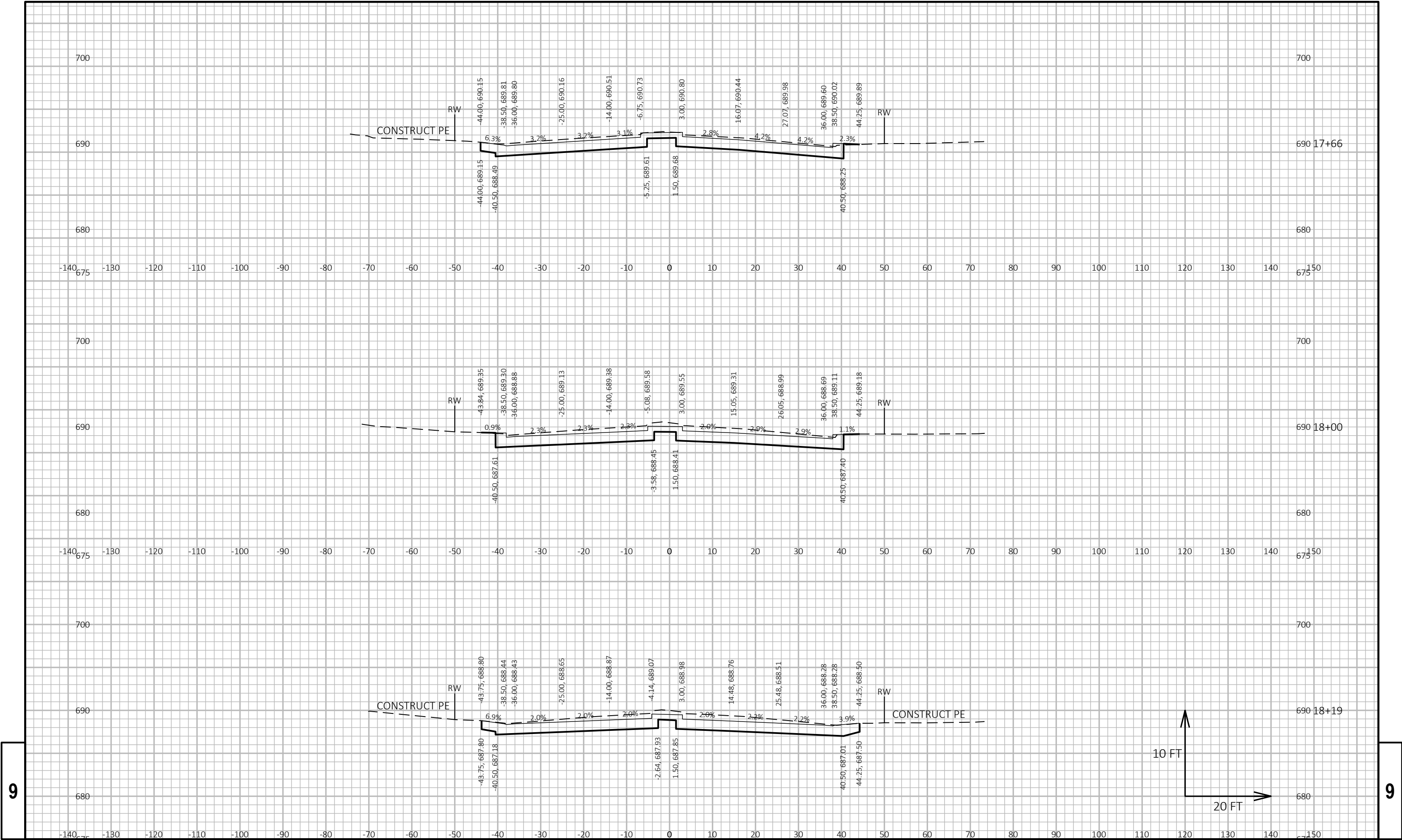
CATEGORY	STAGE	REFERENCE LINE STATION	VOLUME (CF)	VOLUME (CY)
			CUT	CUT
0010	2	9+20A - 9+63.94A	2529	94
		9+05B - 9+63.99B	3662	136
		9+20D - 9+64.04D	3570	132
		TOTAL	9761	362

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



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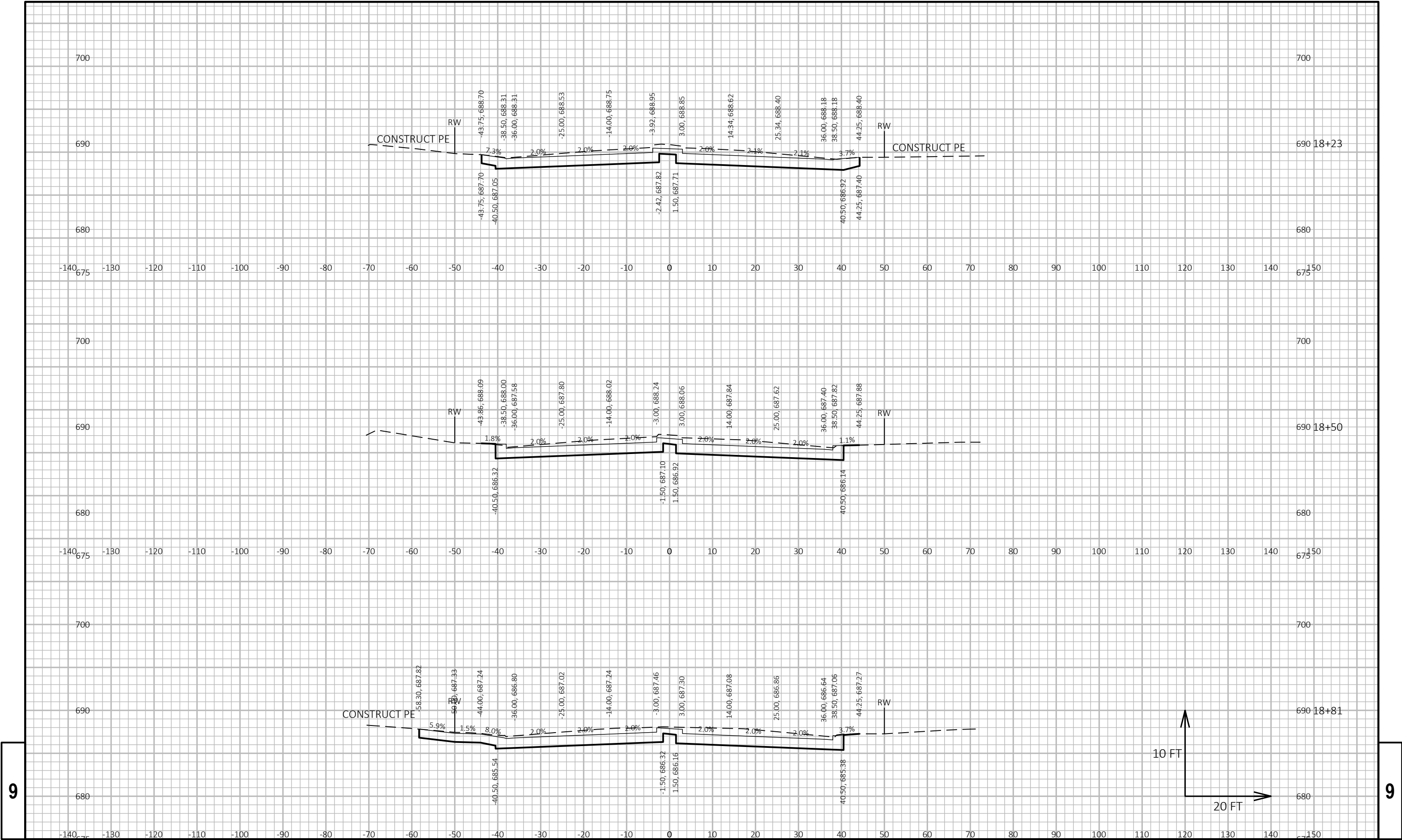
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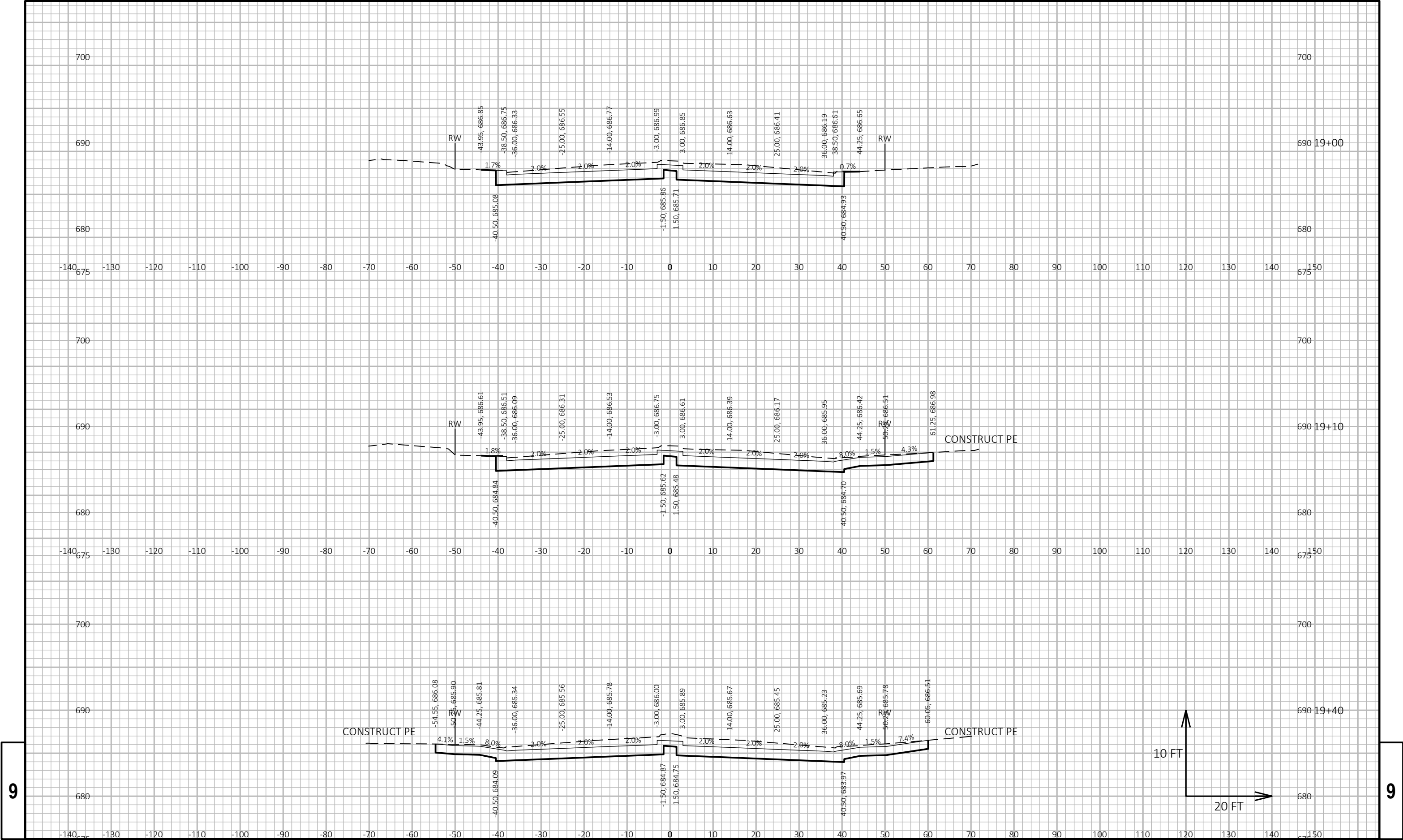
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PROJECT NO: 2703-00-76	HWY: LOCAL STREET	COUNTY: RACINE	CROSS SECTIONS: OHIO STREET	SHEET 269	E
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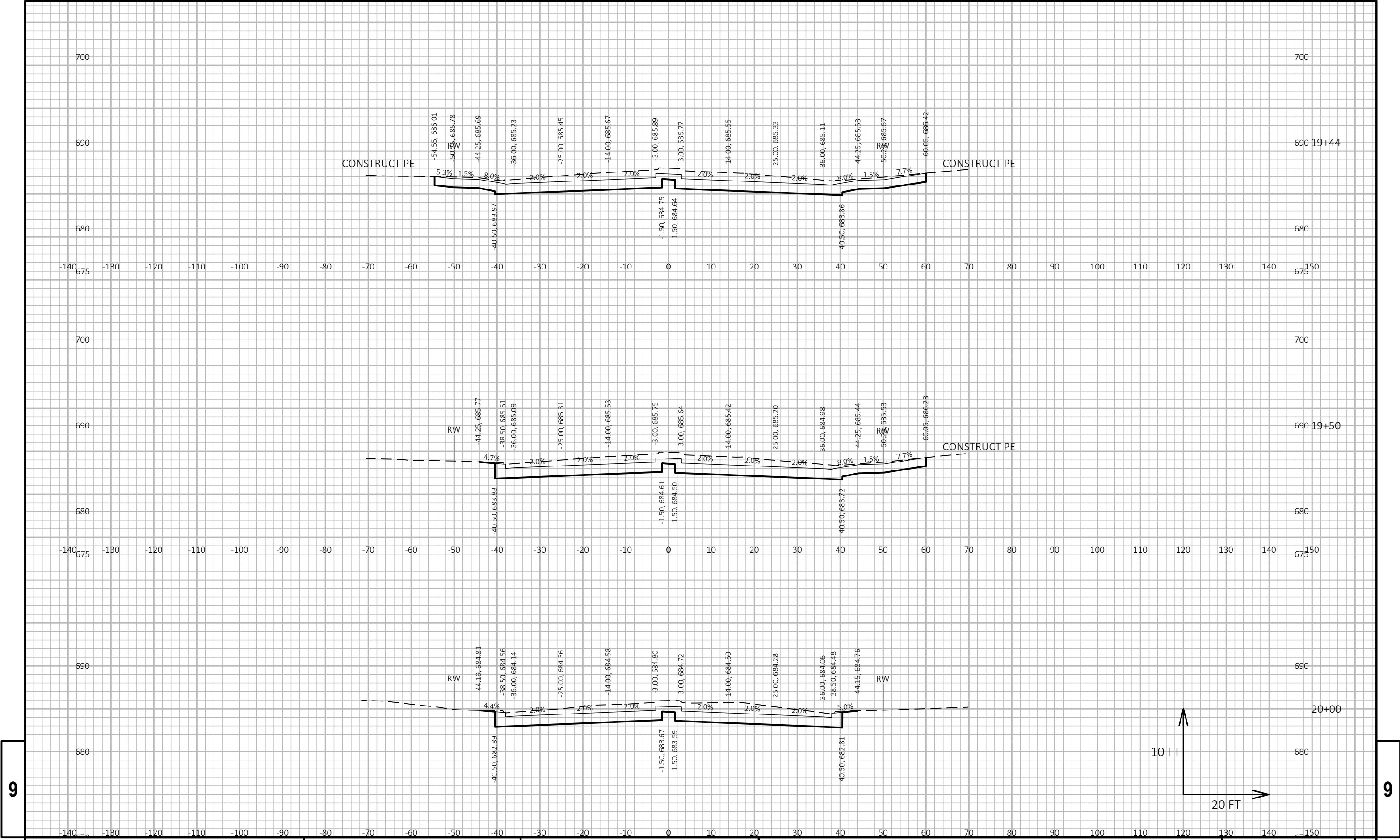
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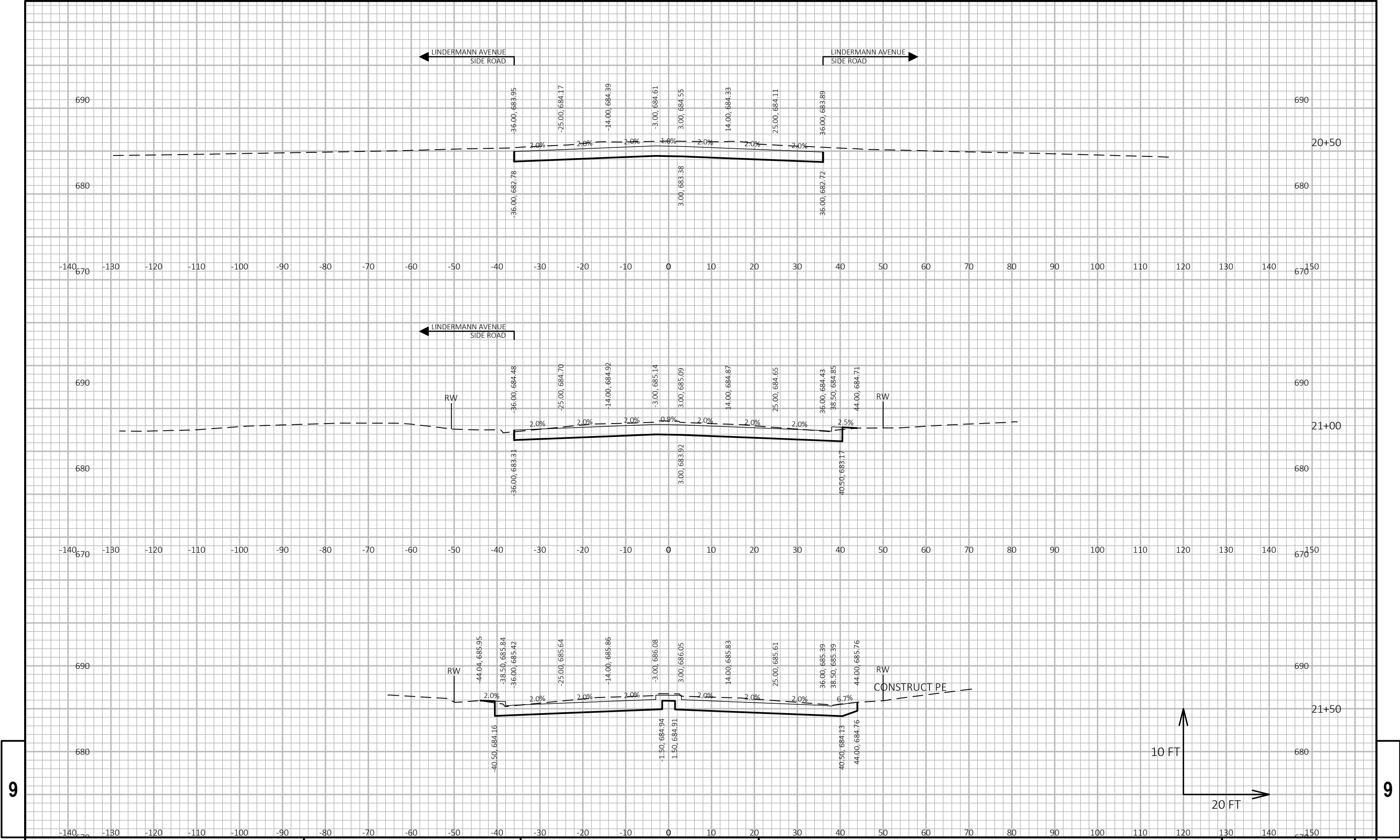
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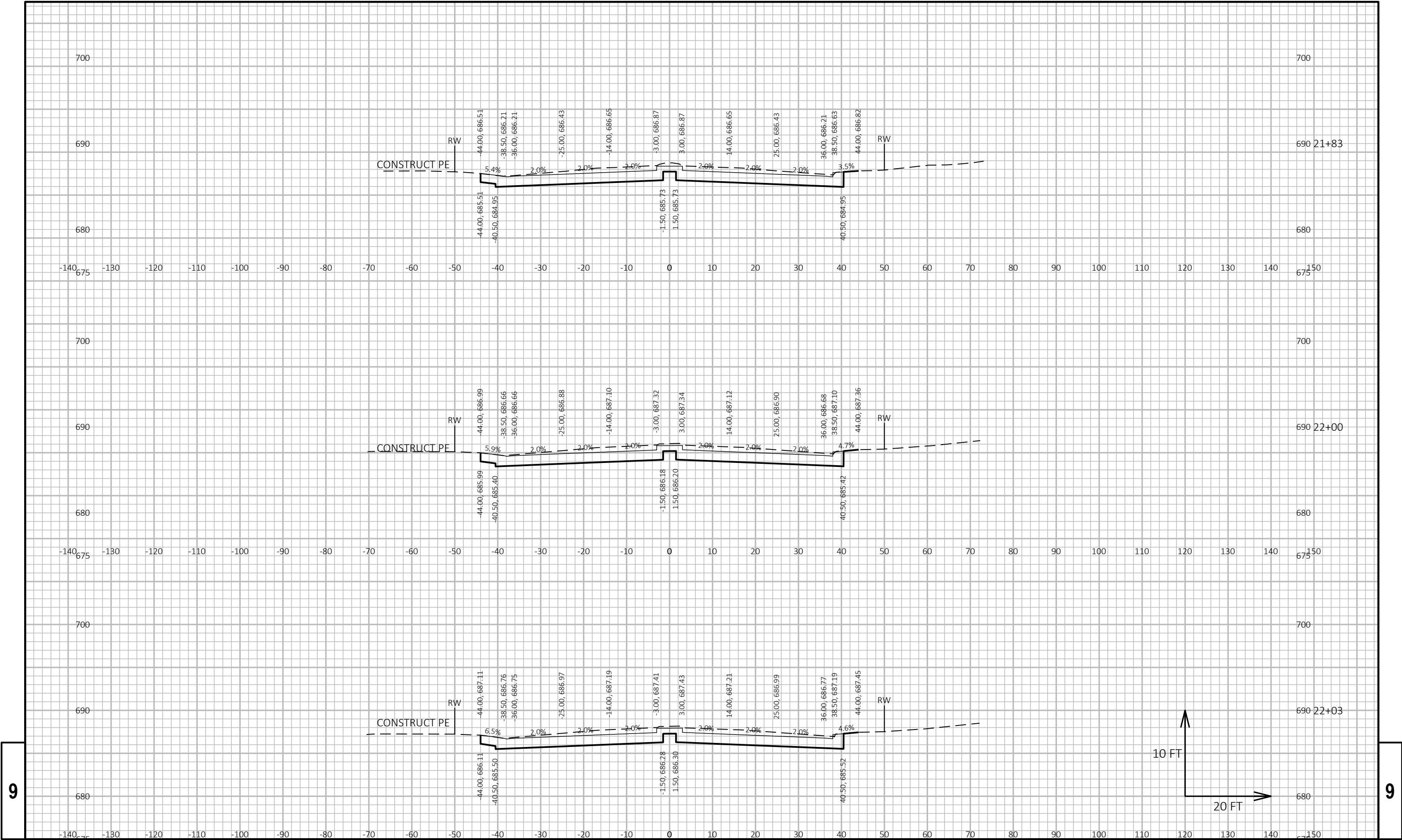
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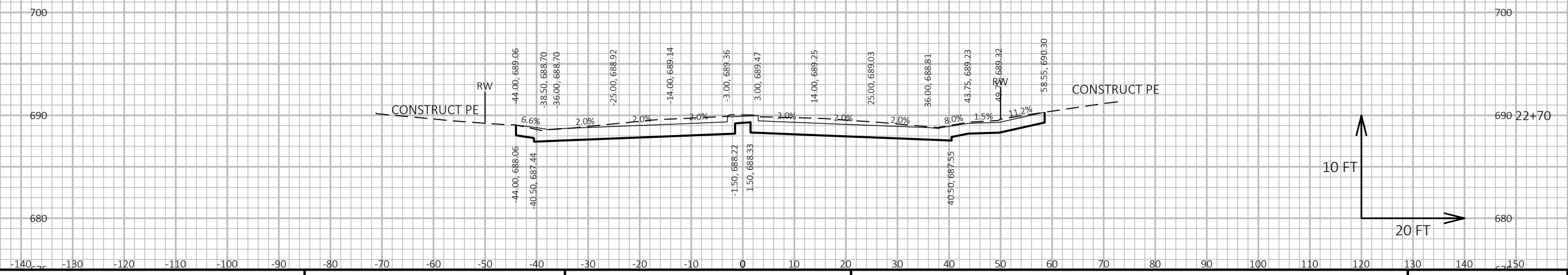
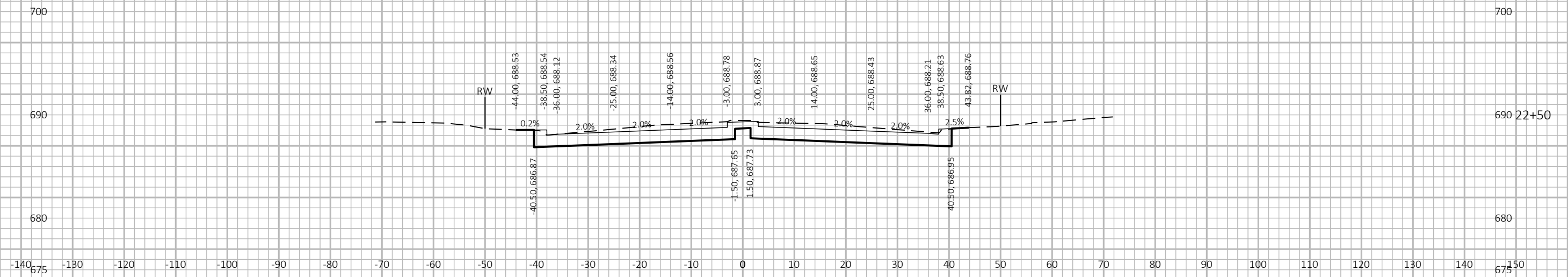
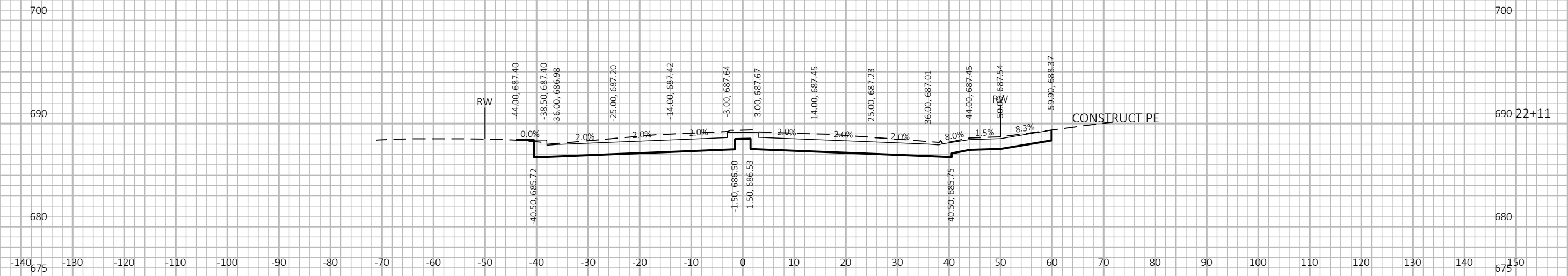
PROJECT NO: 2703-00-76	HWY: LOCAL STREET	COUNTY: RACINE	CROSS SECTIONS: OHIO STREET	SHEET 272	E
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PROJECT NO: 2703-00-76

HWY: LOCAL STREET

COUNTY: RACINE

CROSS SECTIONS: OHIO STREET

SHEET 275

FILE NAME : S:\MIL\1000--1099\1092\012\DRAWINGS\CAD\AUTOCAD\27030006\SHEETS\090201-XS.DWG
LAYOUT NAME - 090208-xs

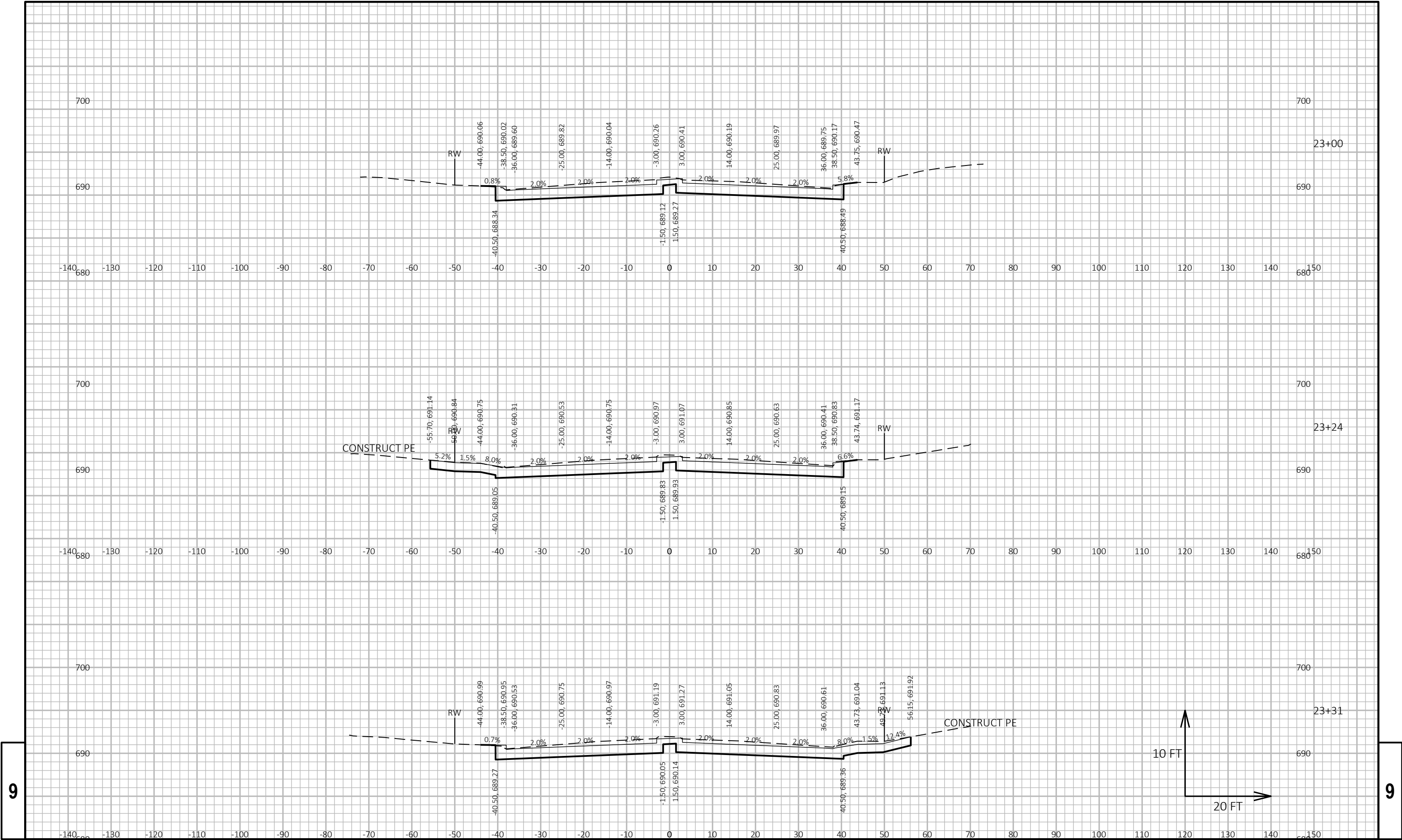
PLOT DATE : 10/14/2025 2:56 PM

PLOT BY : OVERSTREET, JOELY

PLOT NAME :

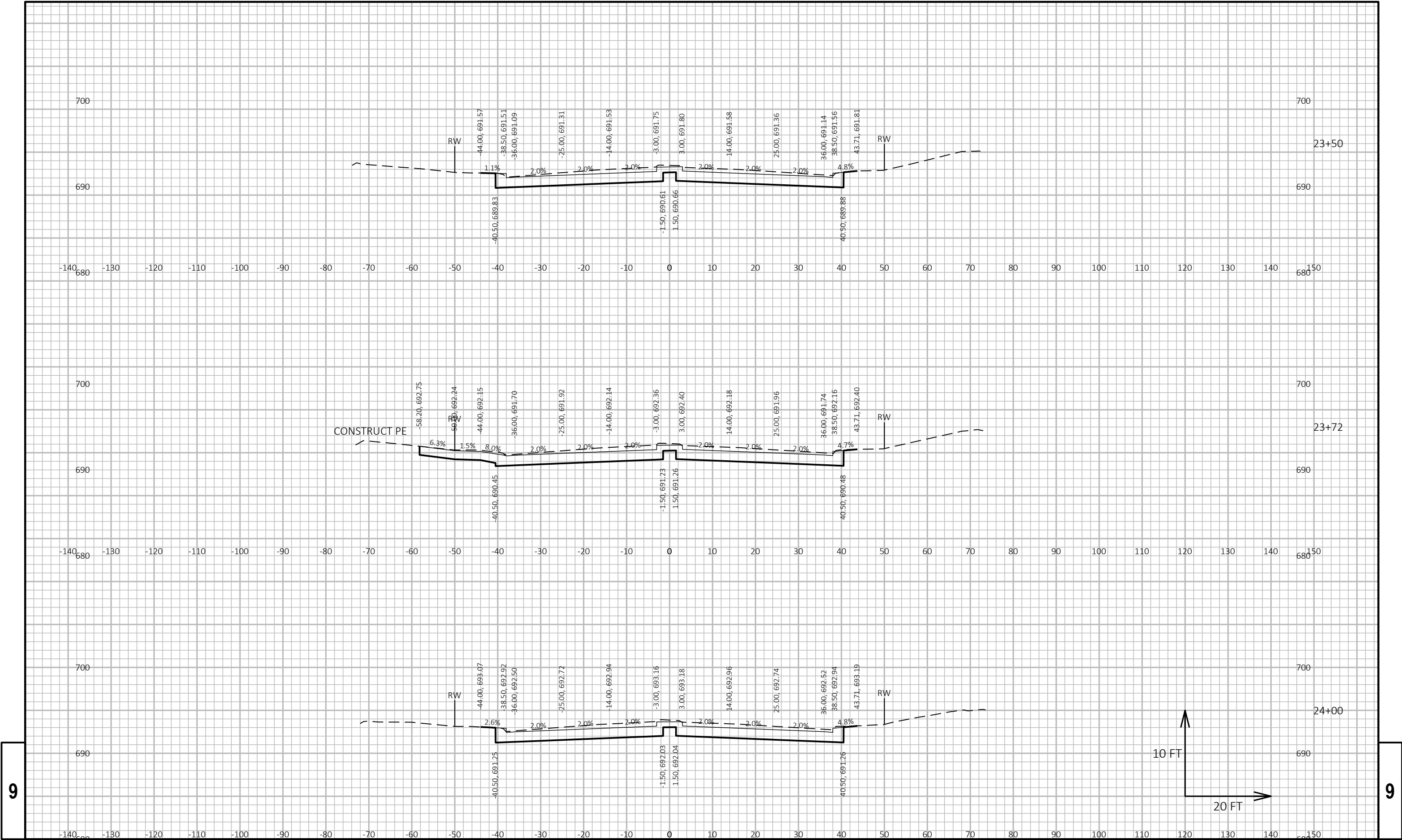
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



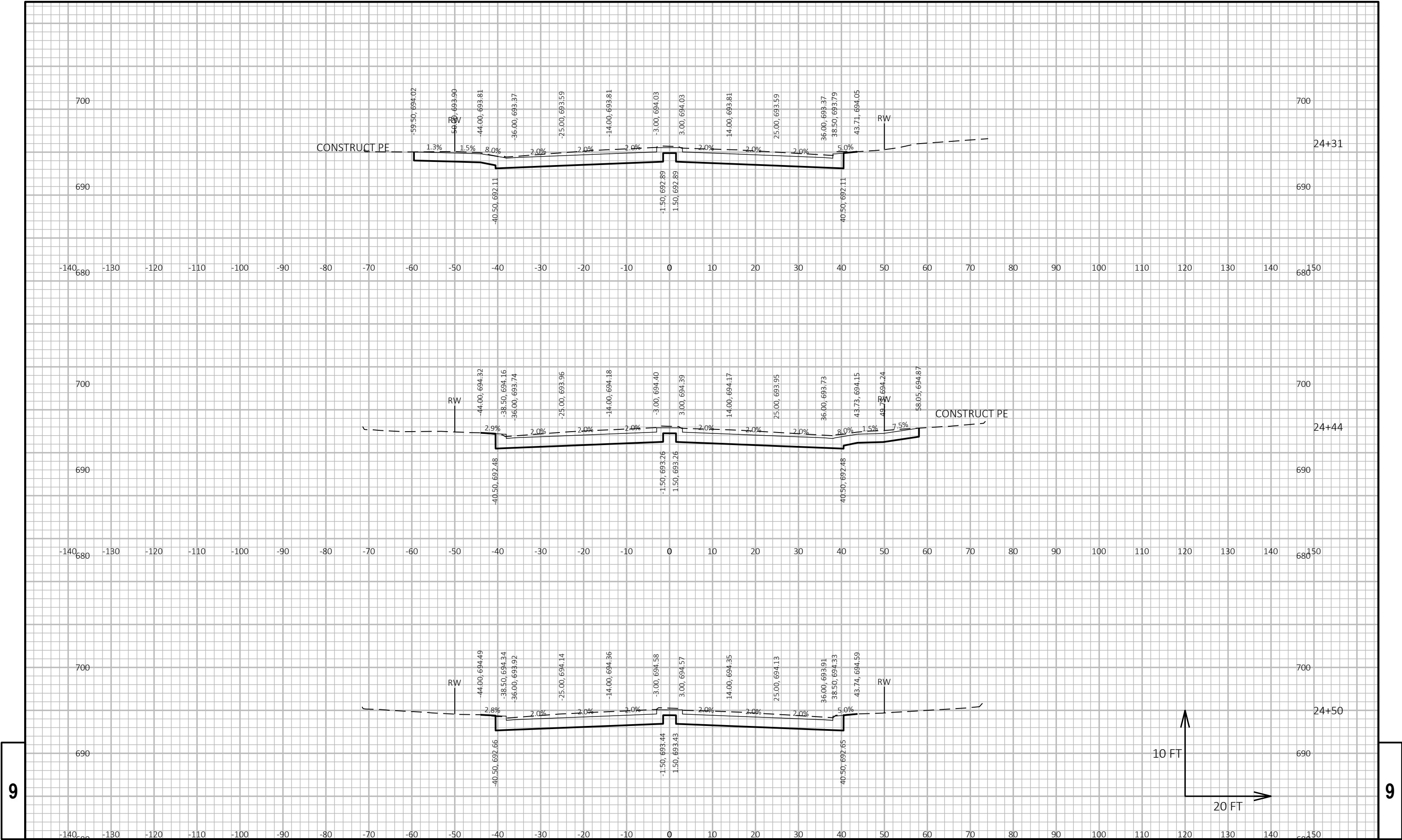
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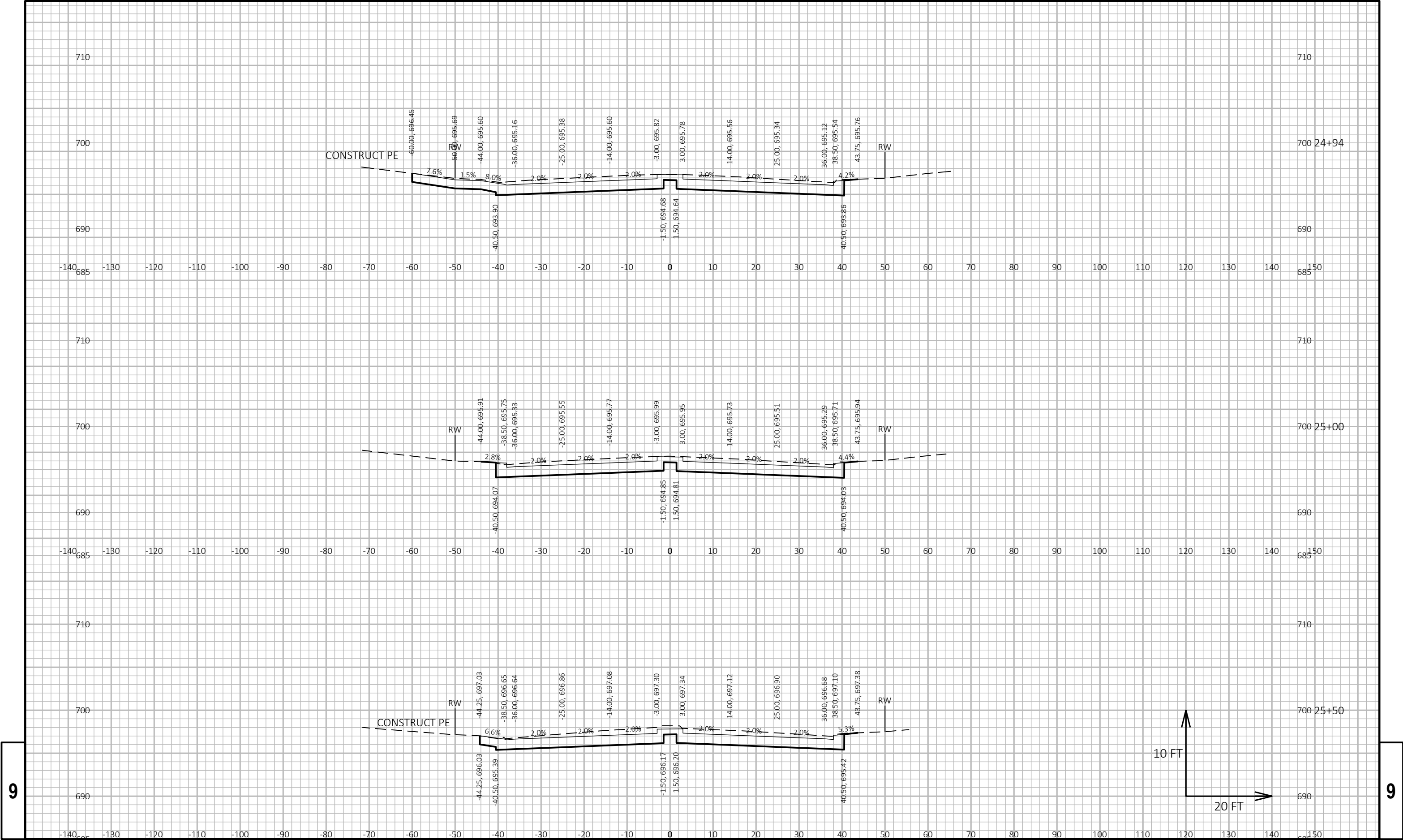
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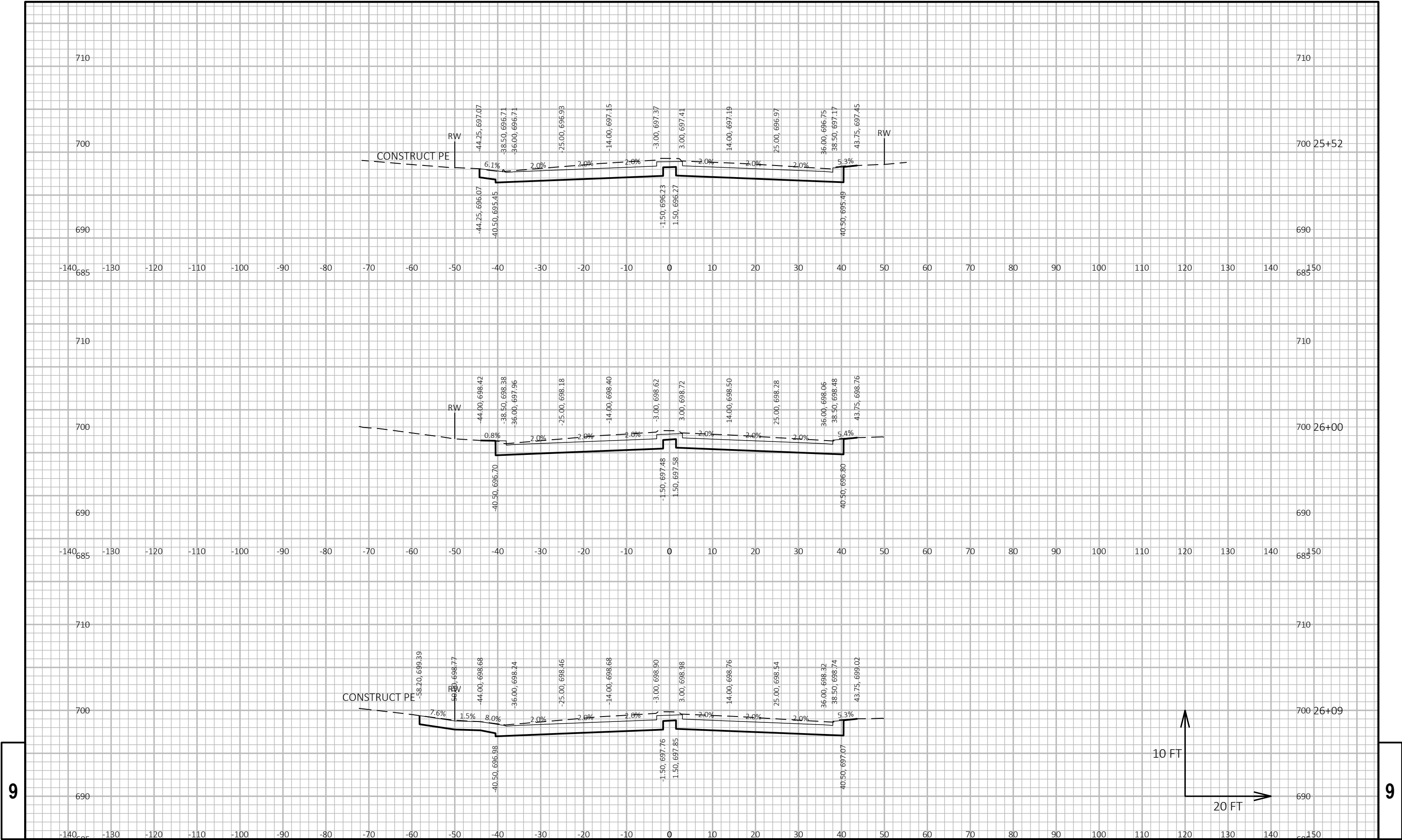
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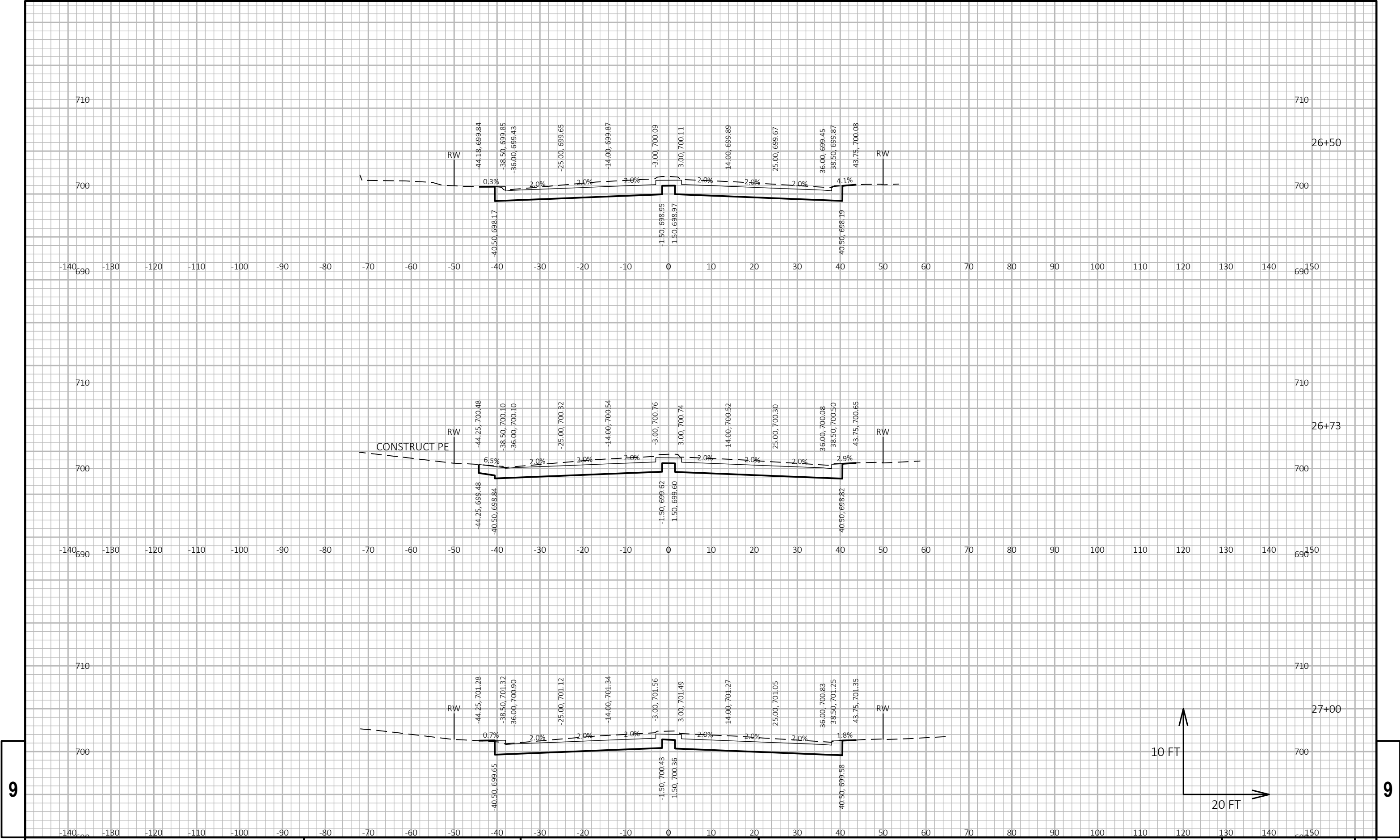
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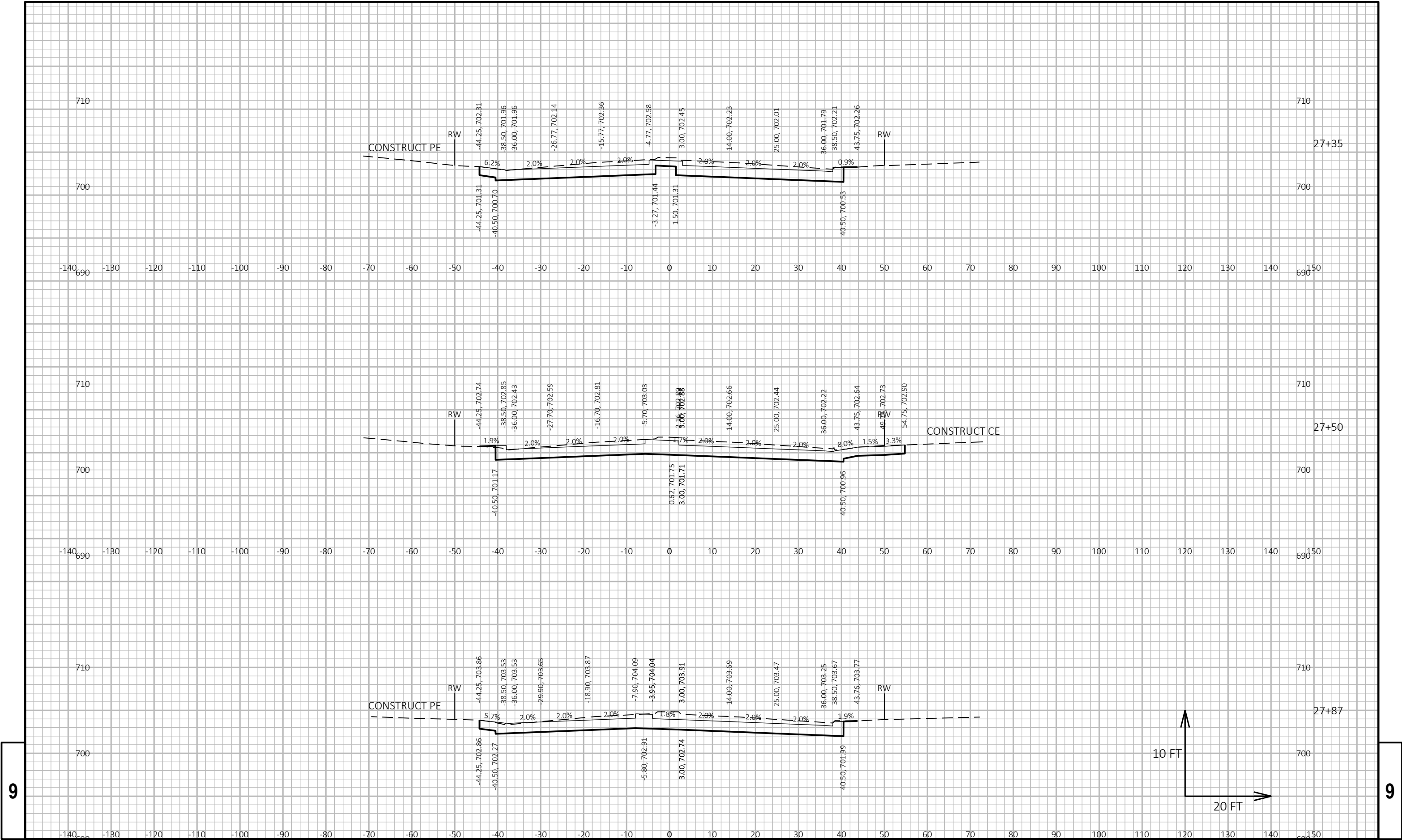
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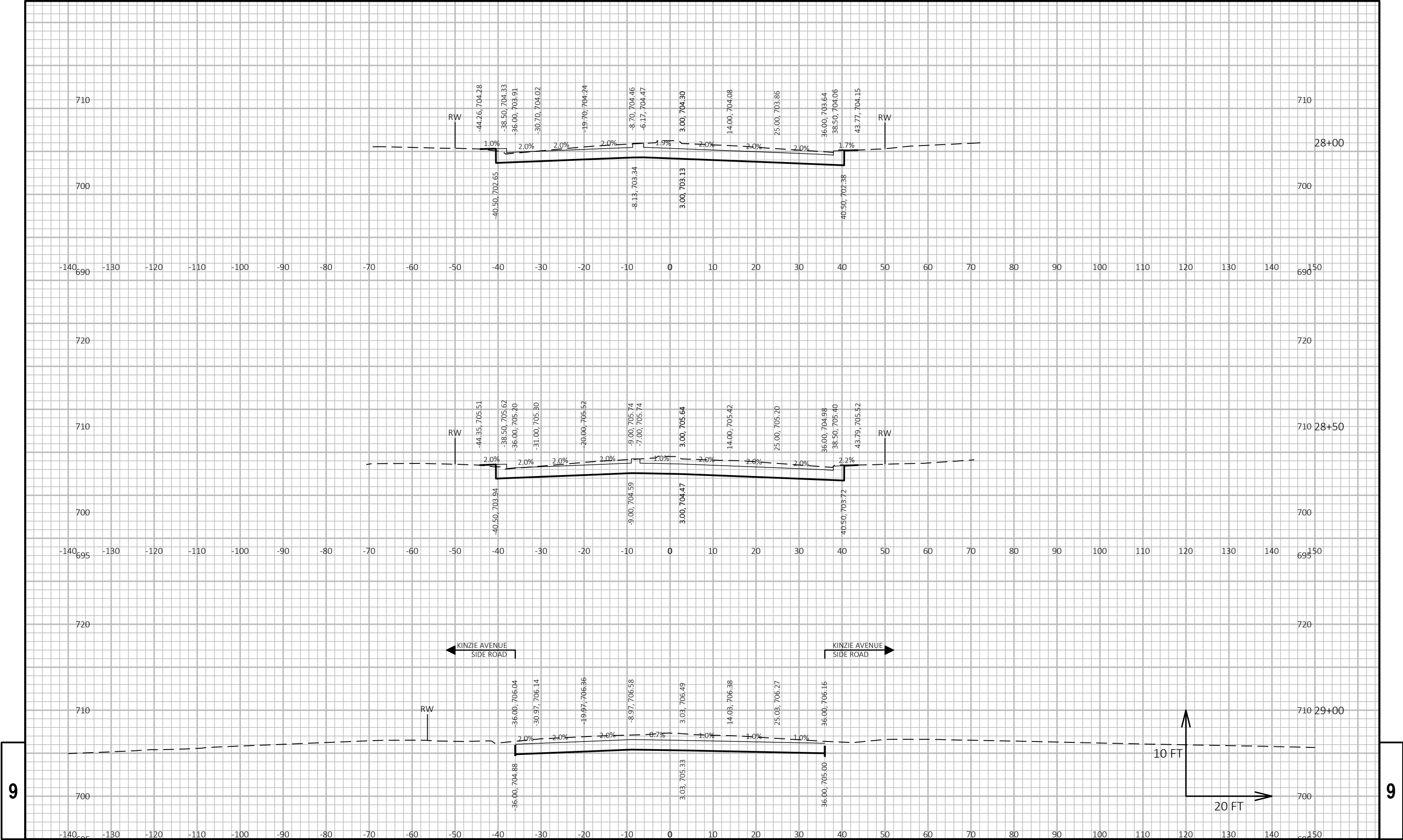
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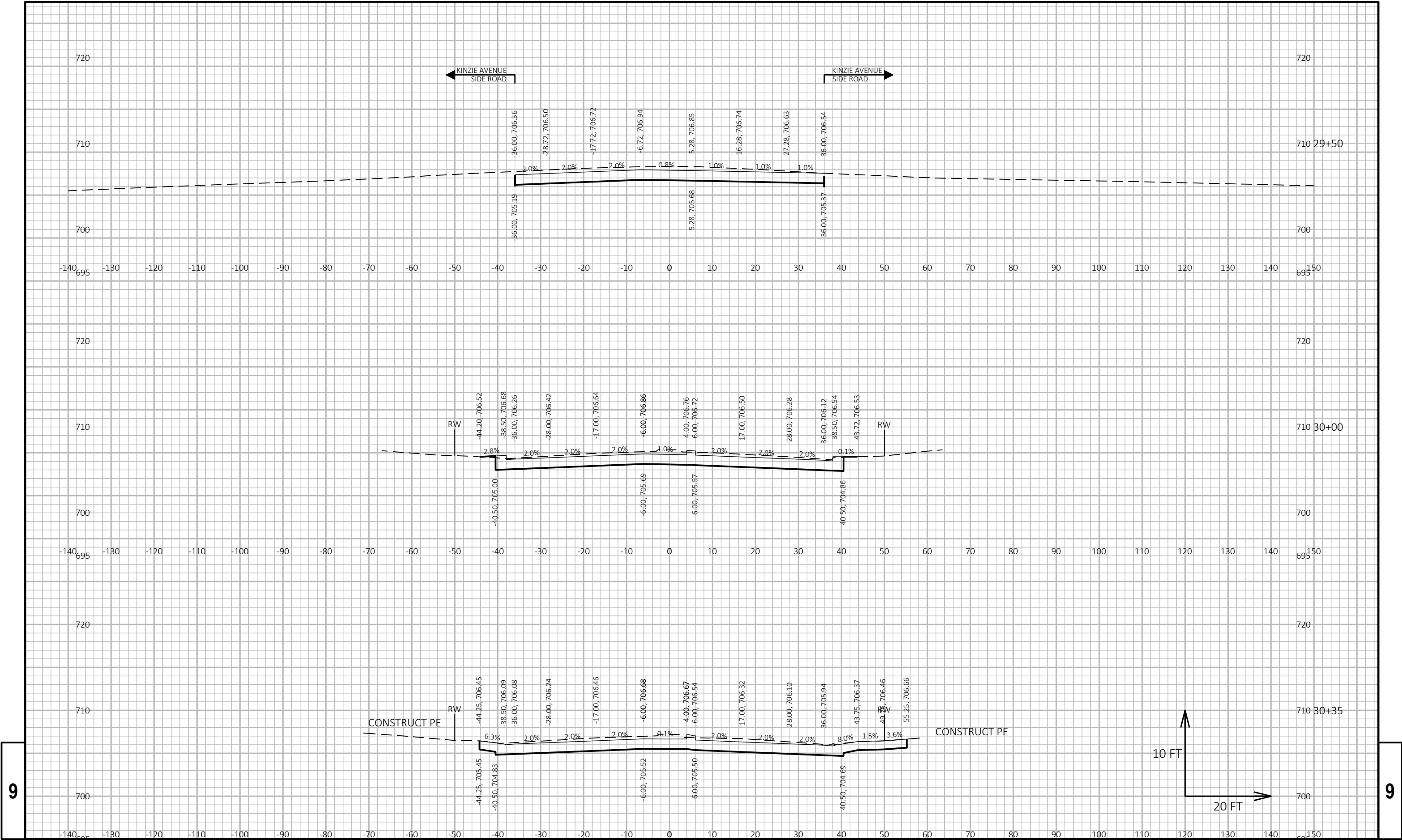
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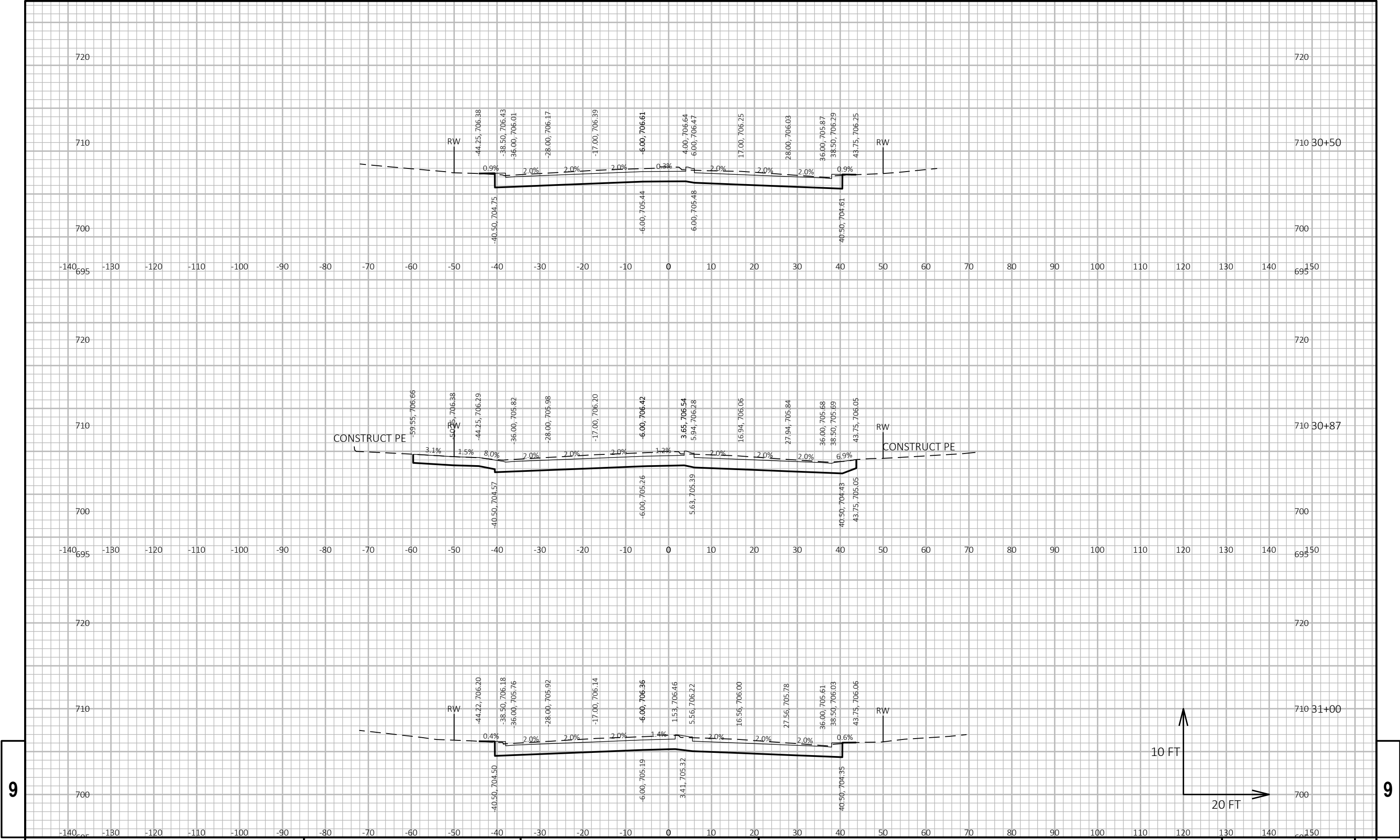
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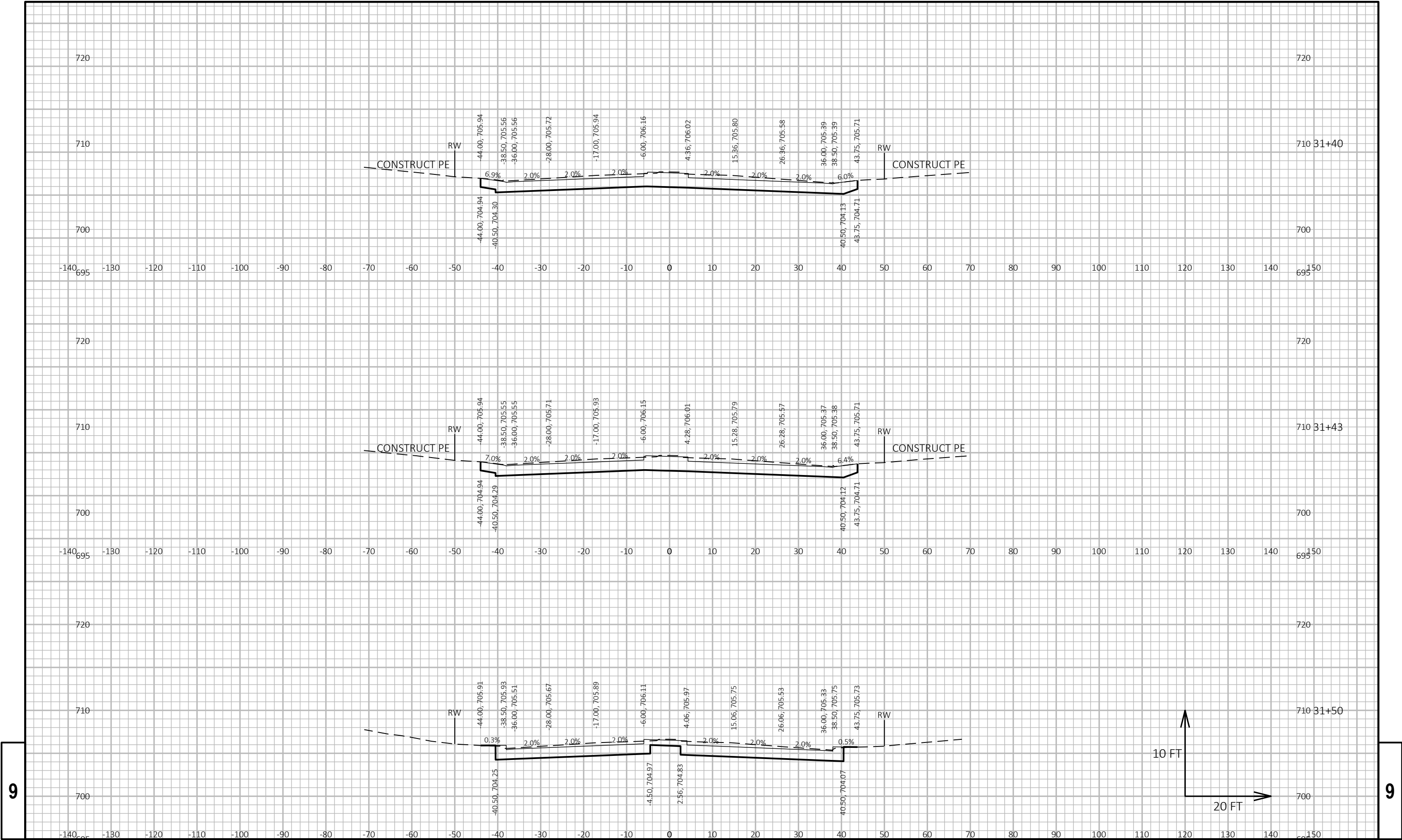
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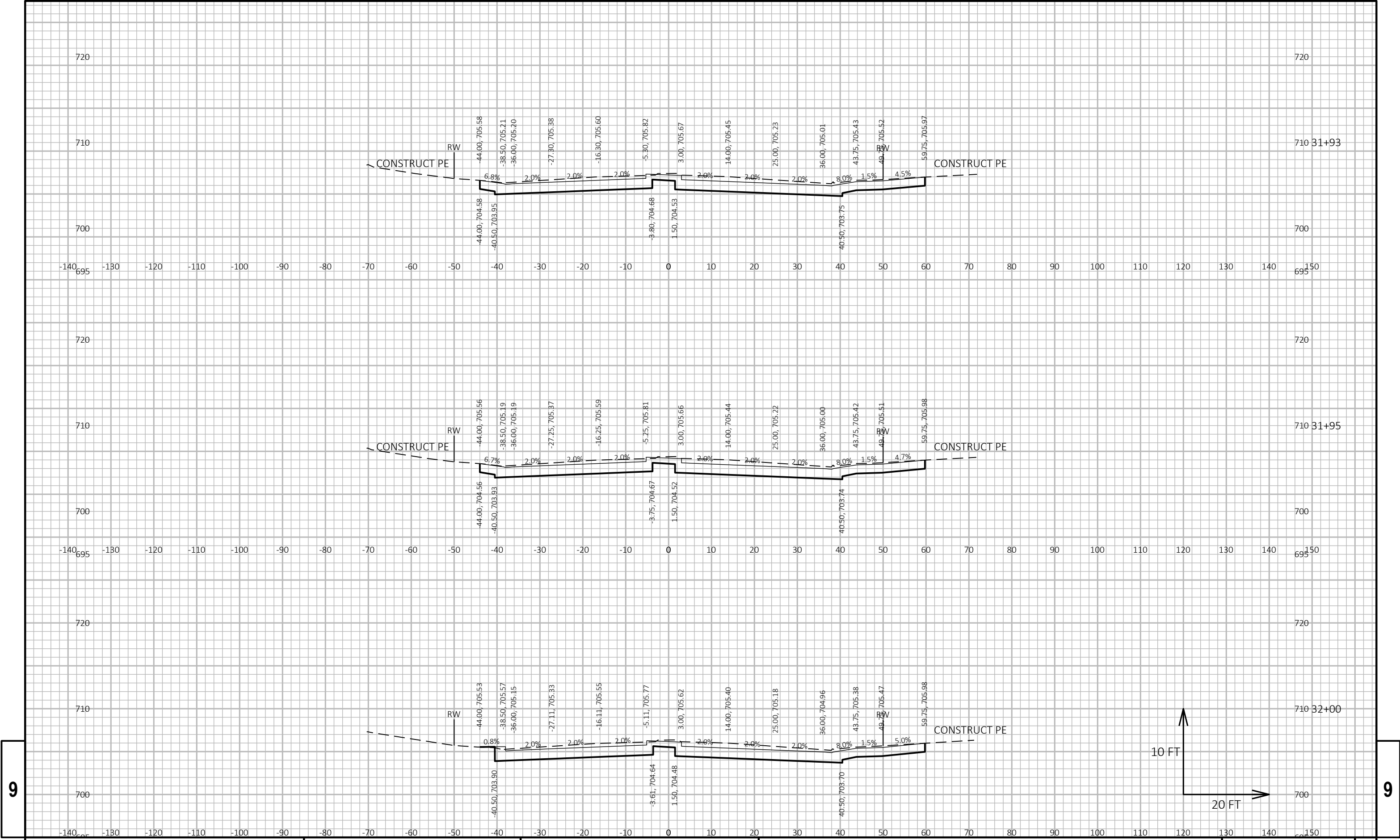
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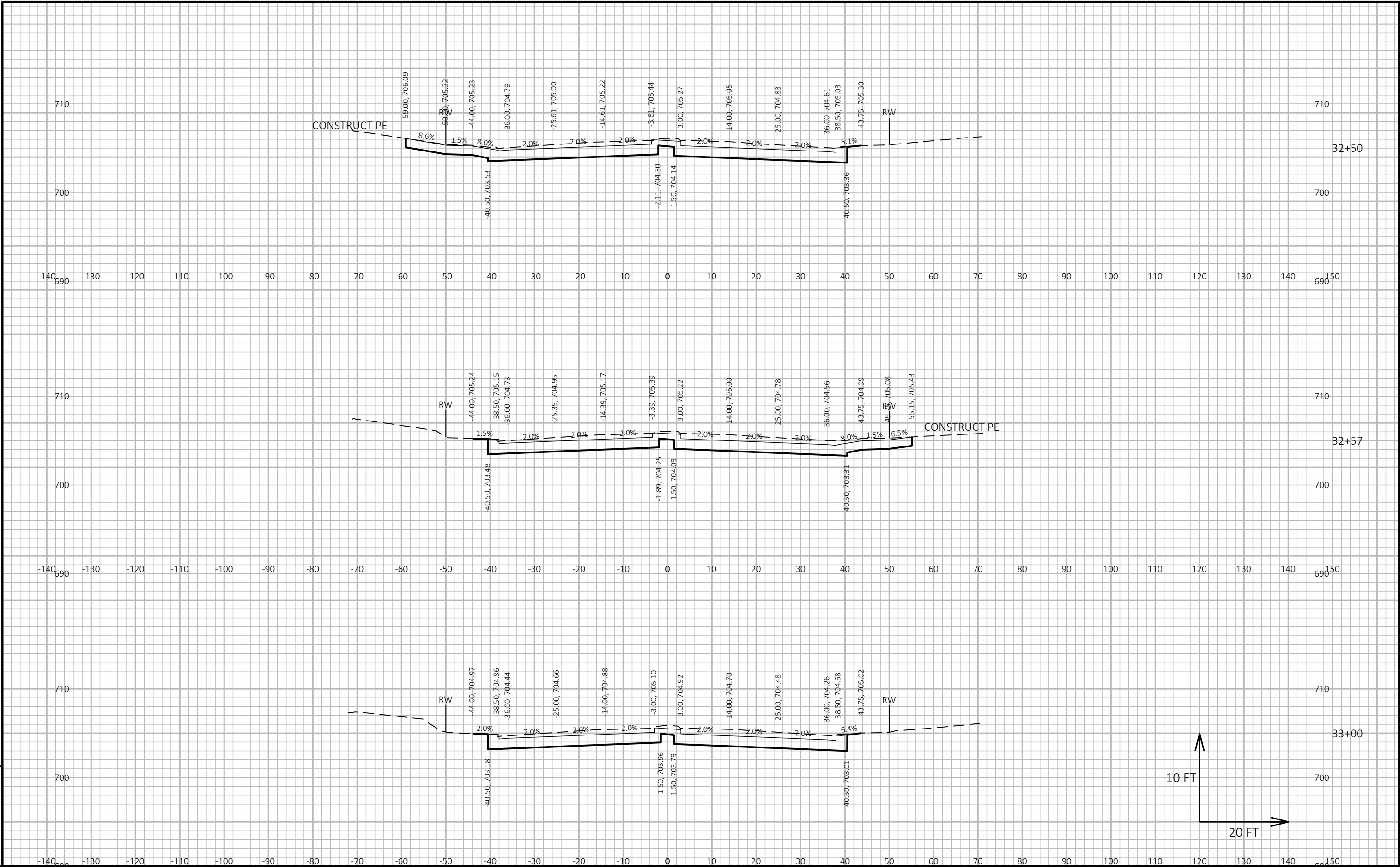




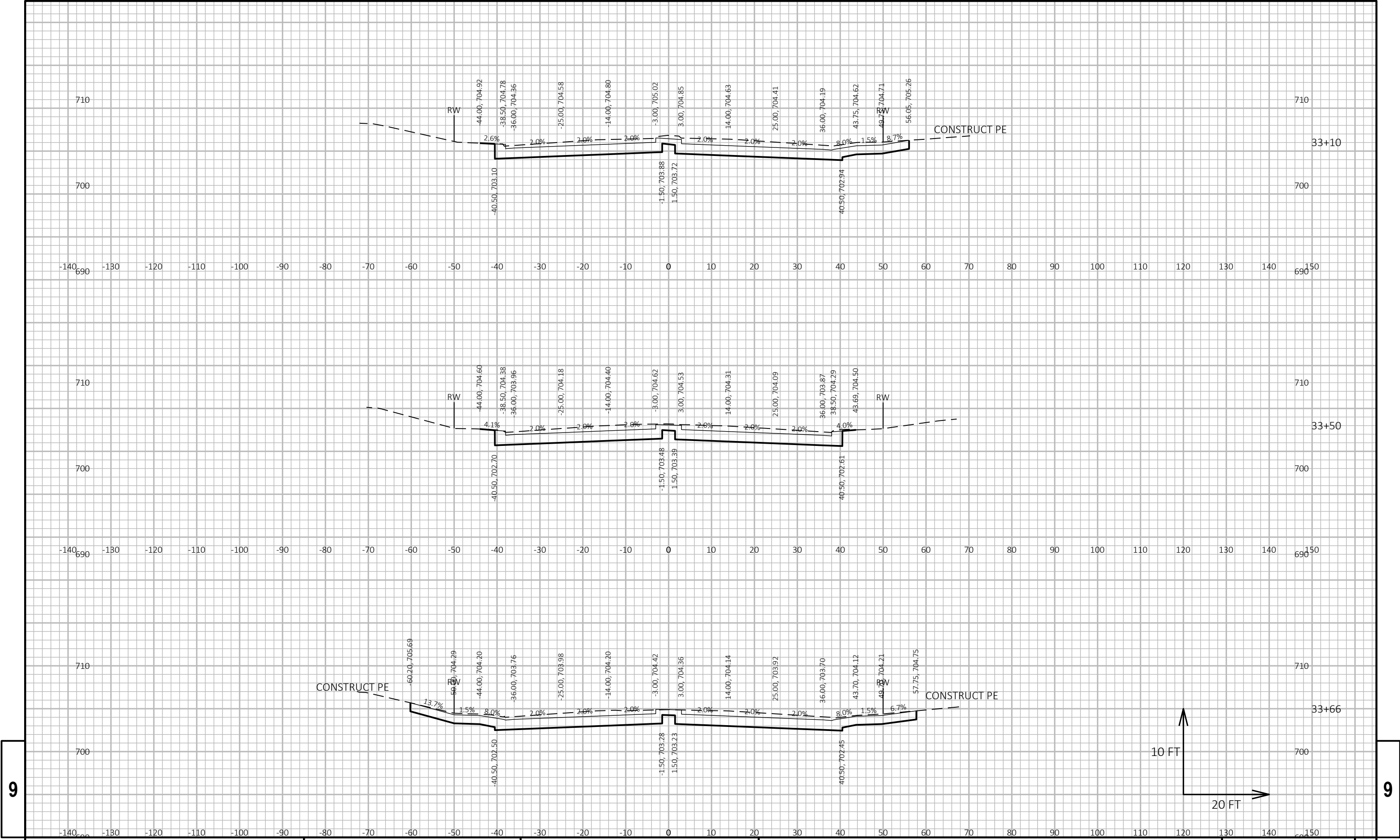
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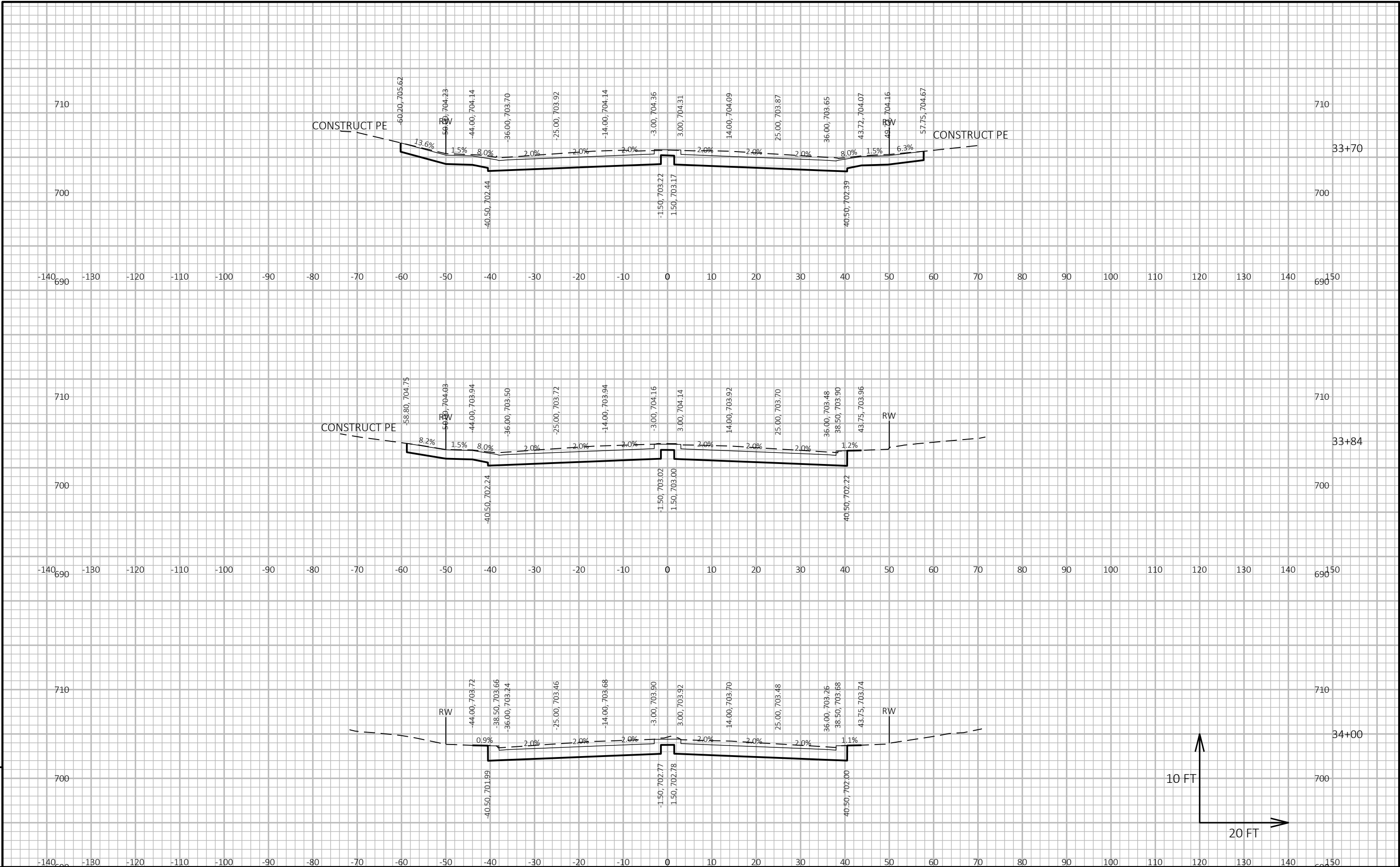
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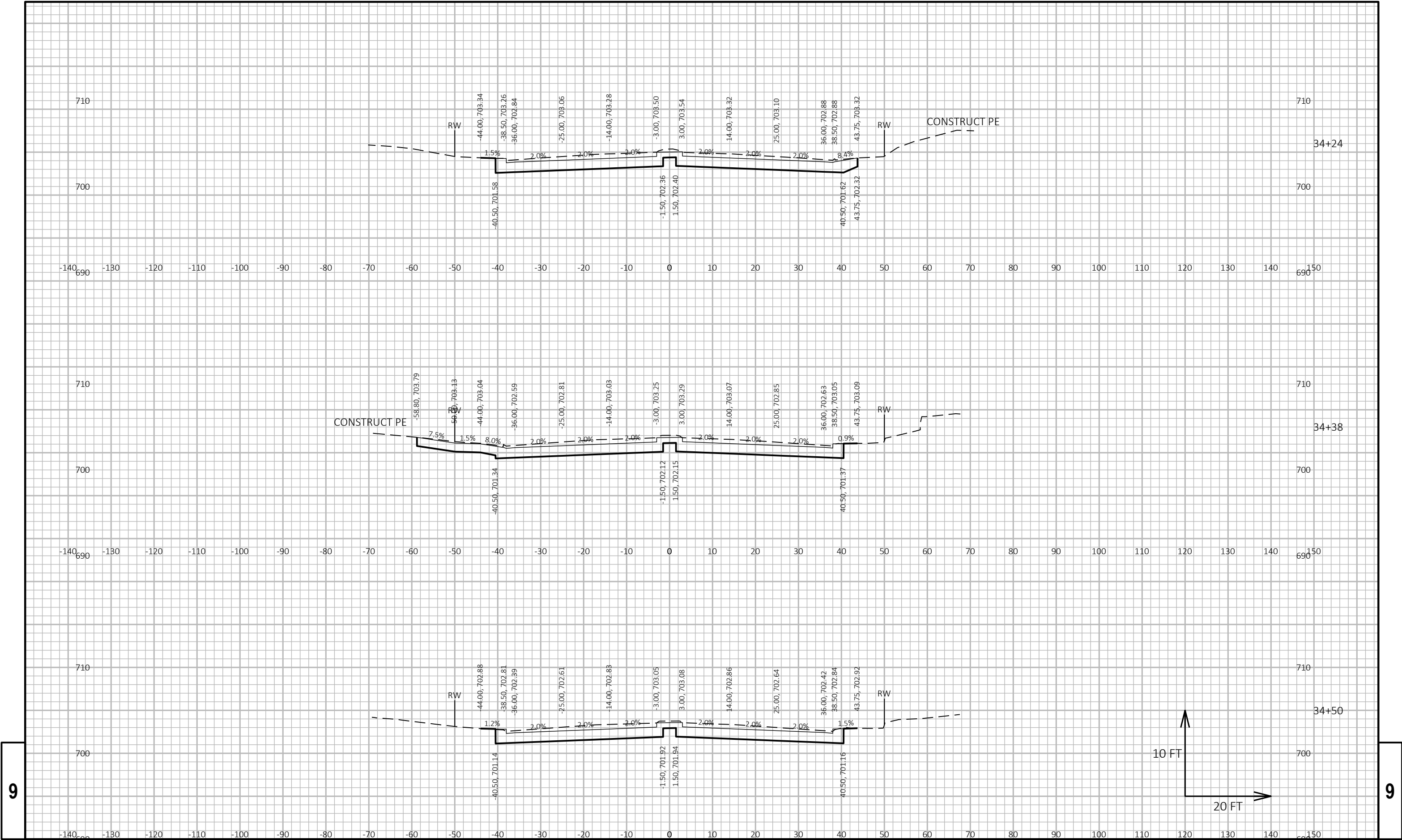
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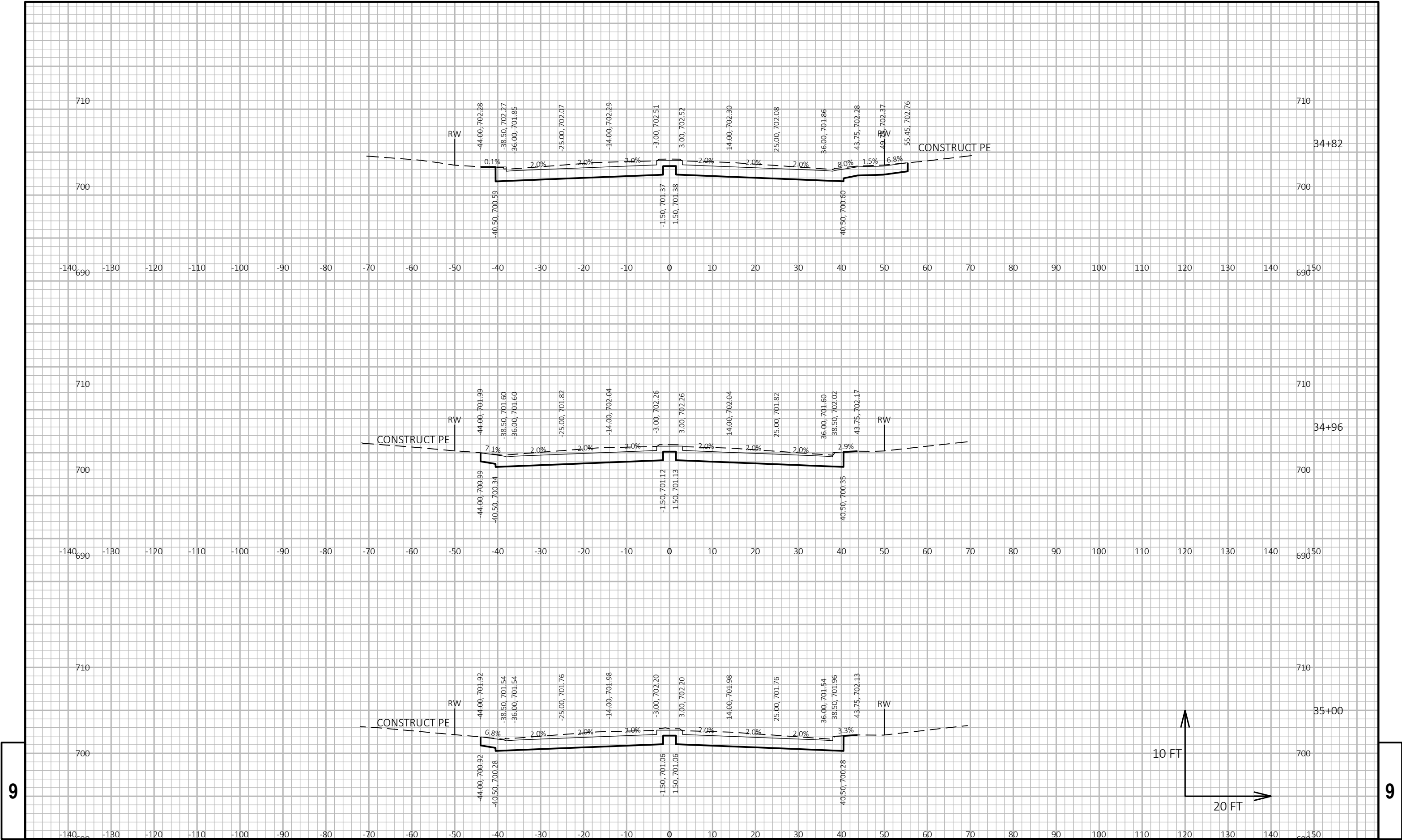


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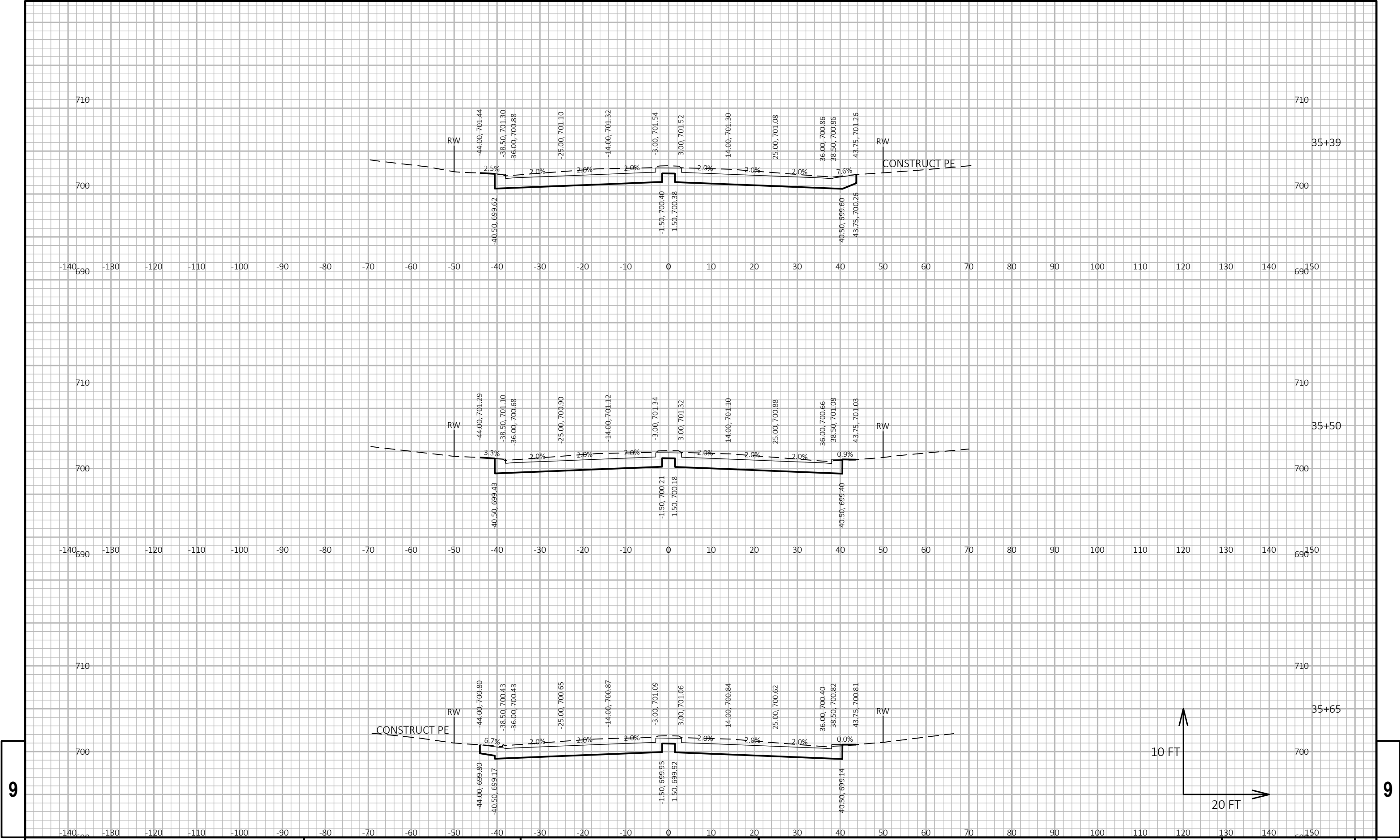
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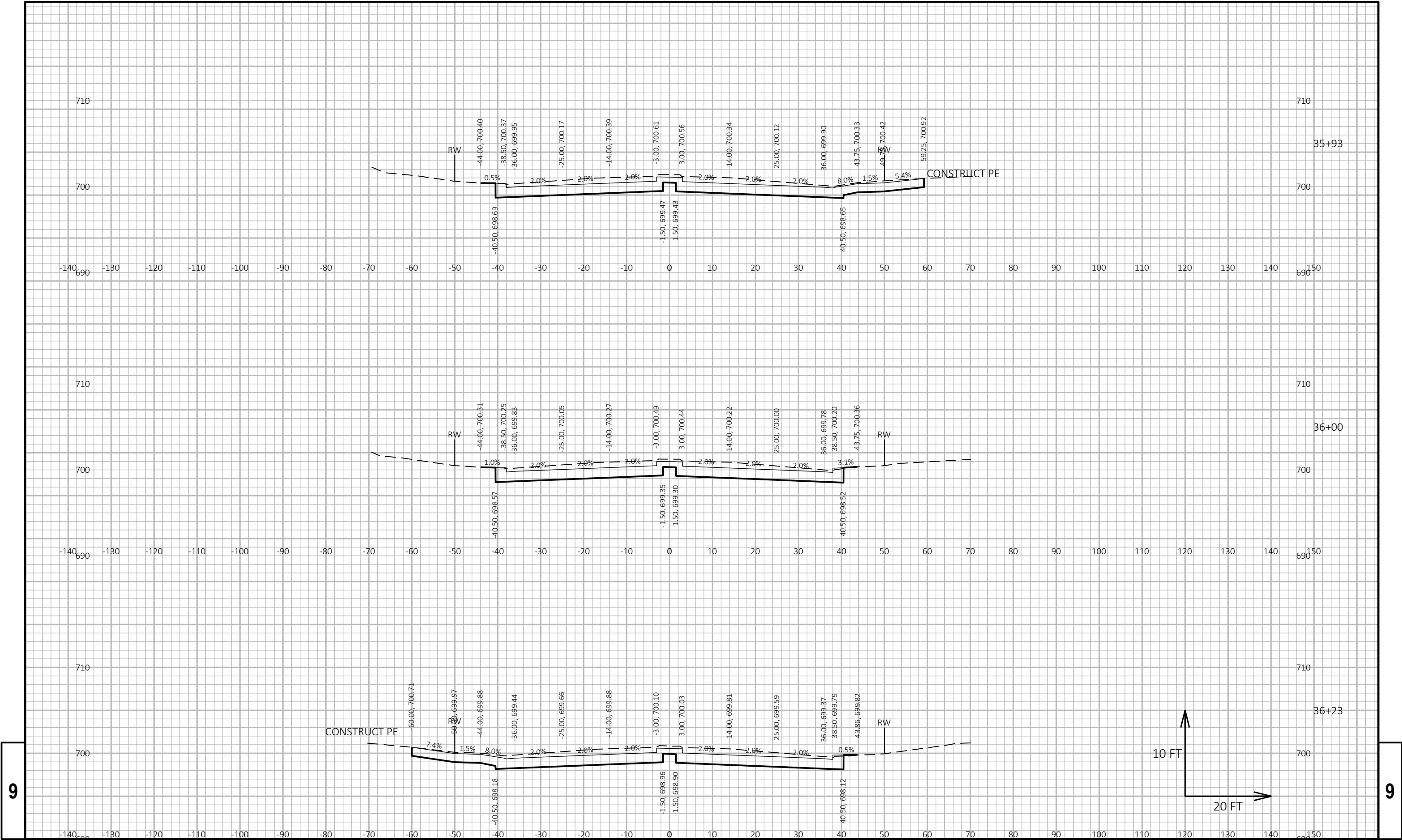
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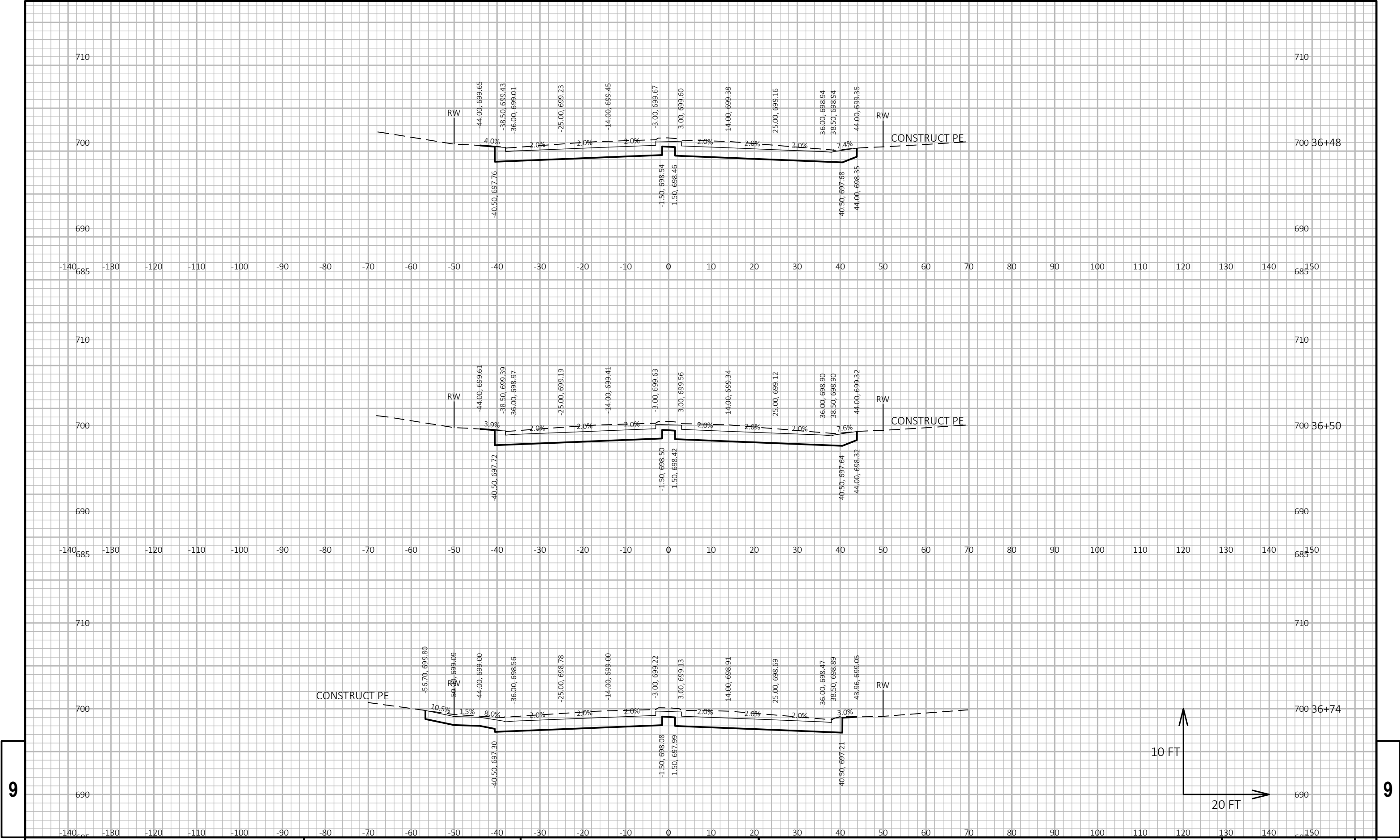
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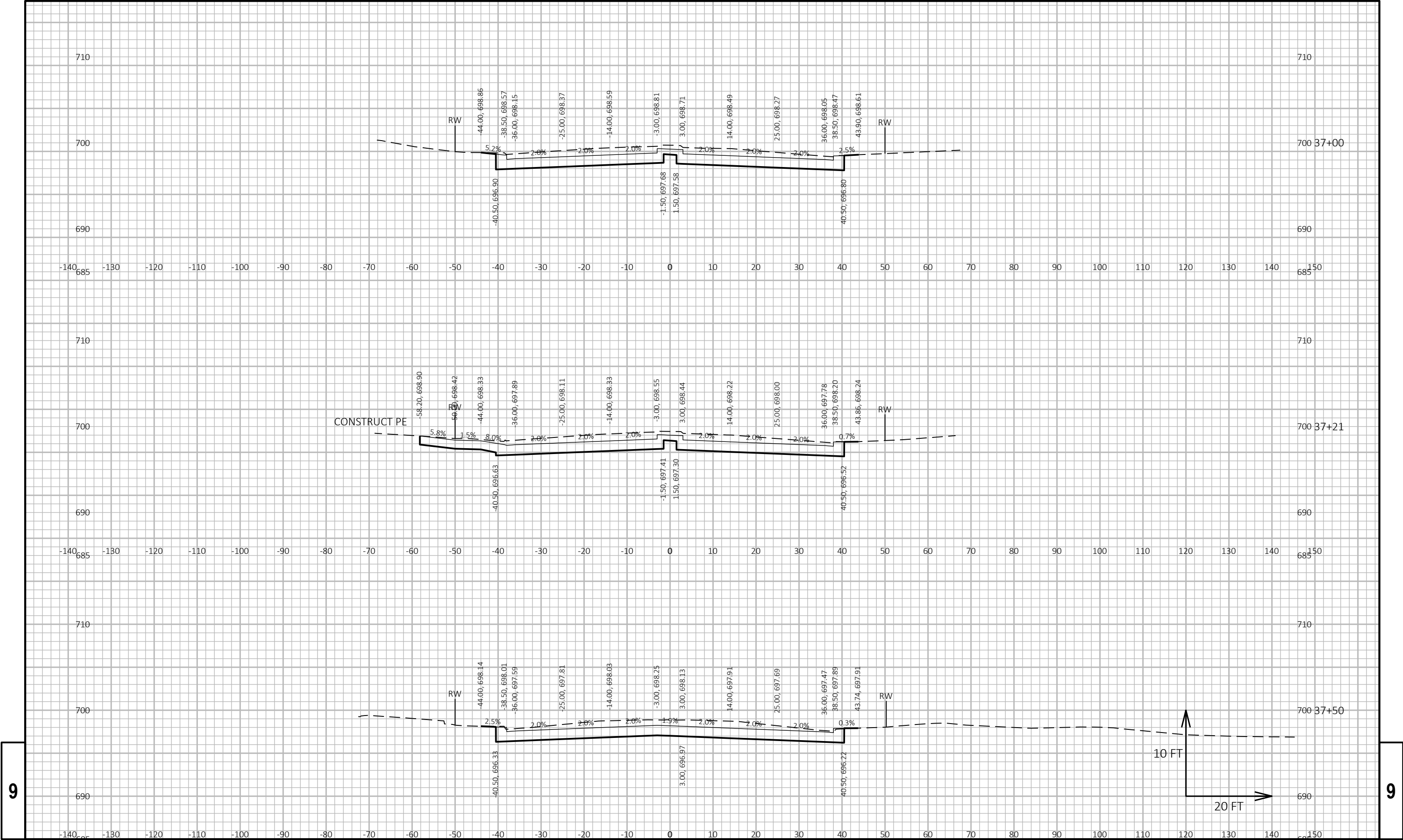
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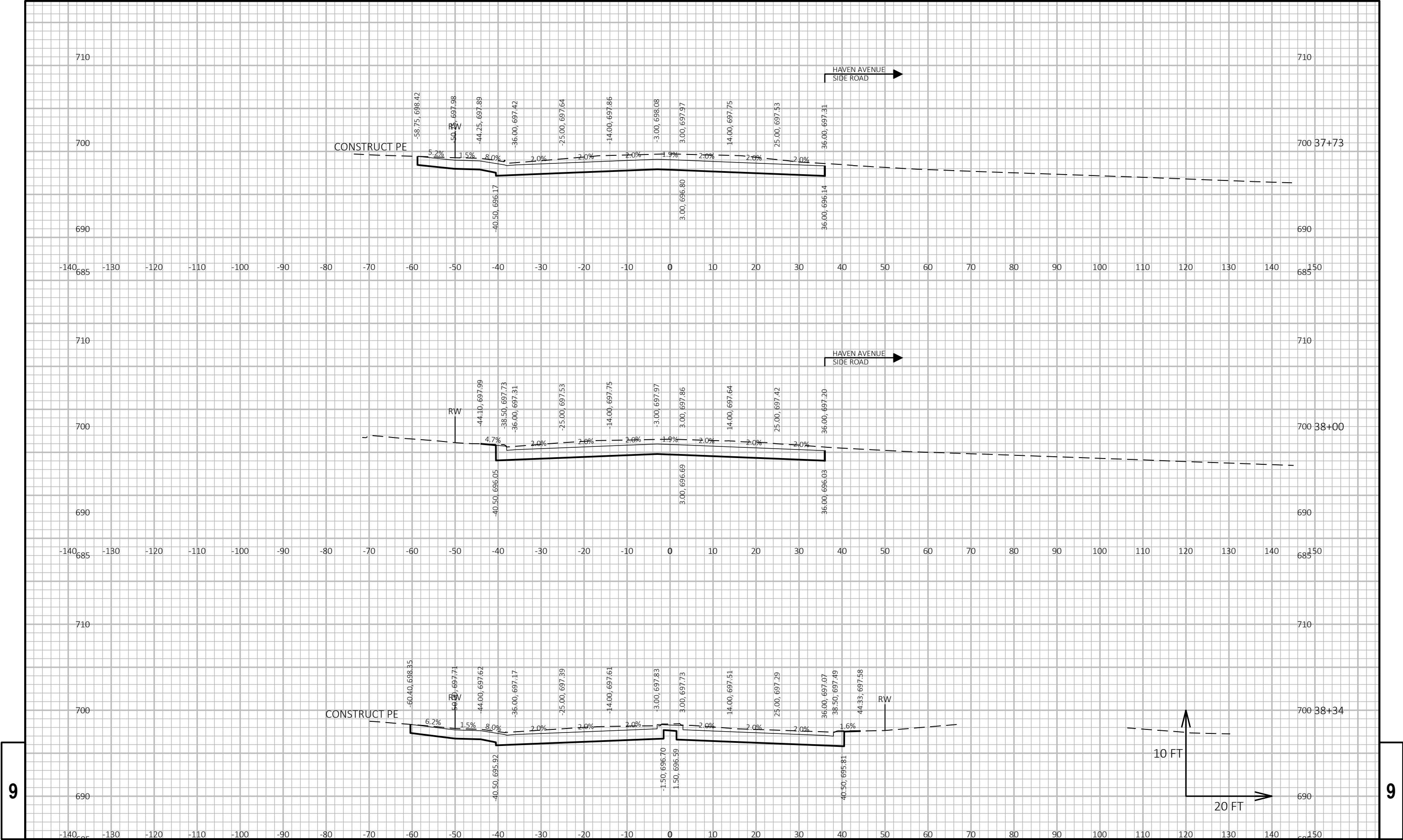
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PROJECT NO: 2703-00-76				HWY: LOCAL STREET				COUNTY: RACINE				CROSS SECTIONS: OHIO STREET				SHEET 295				E
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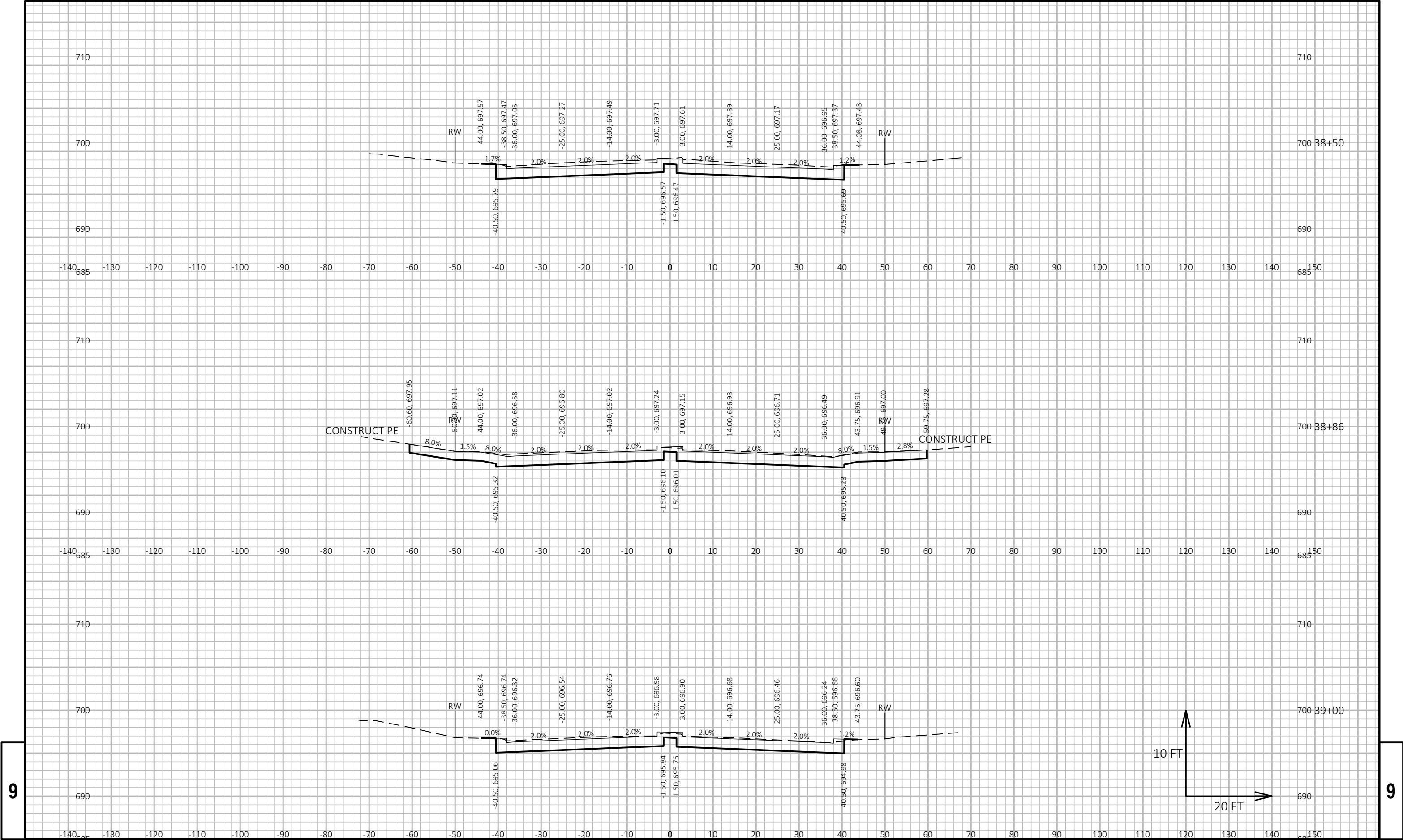
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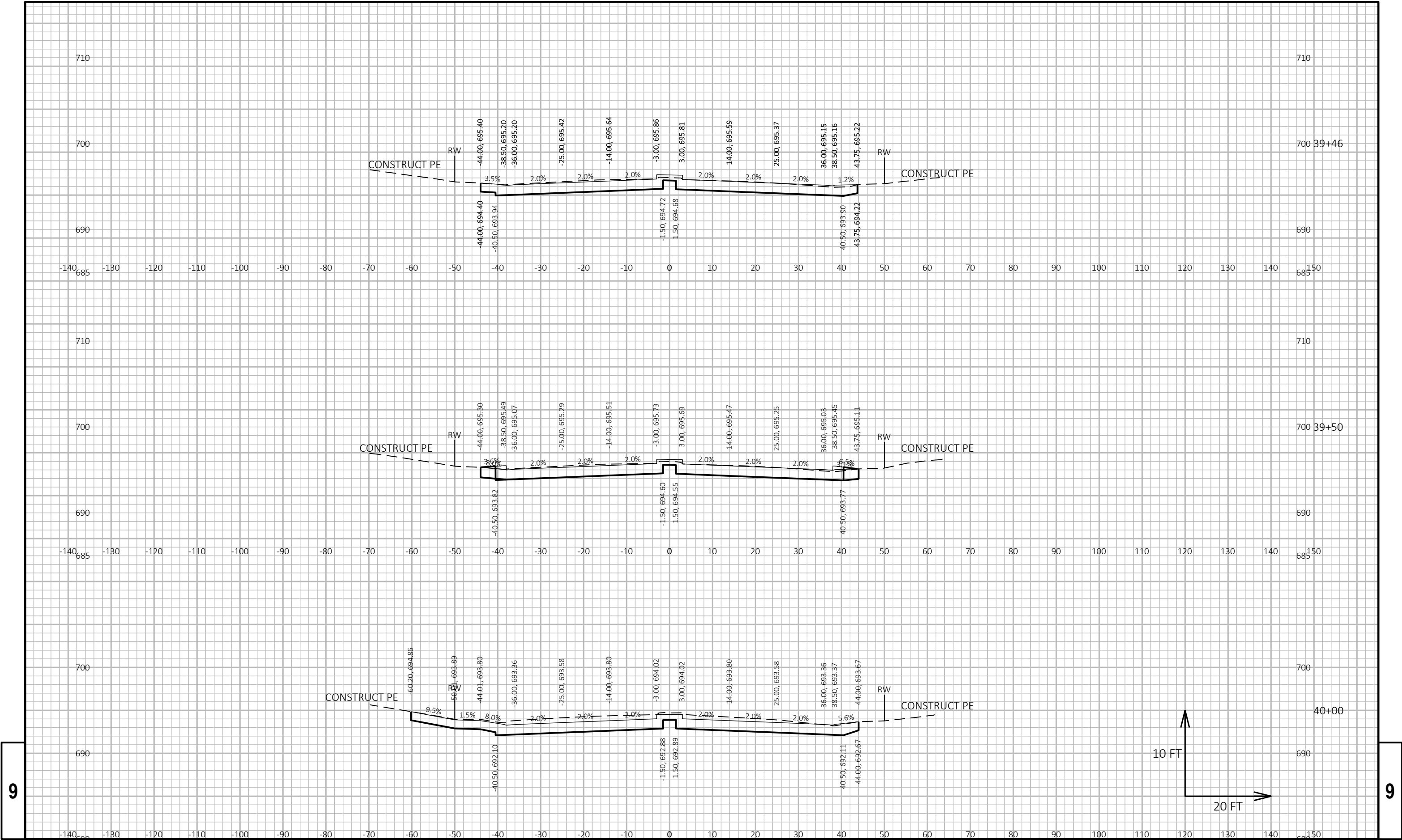
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PROJECT NO: 2703-00-76

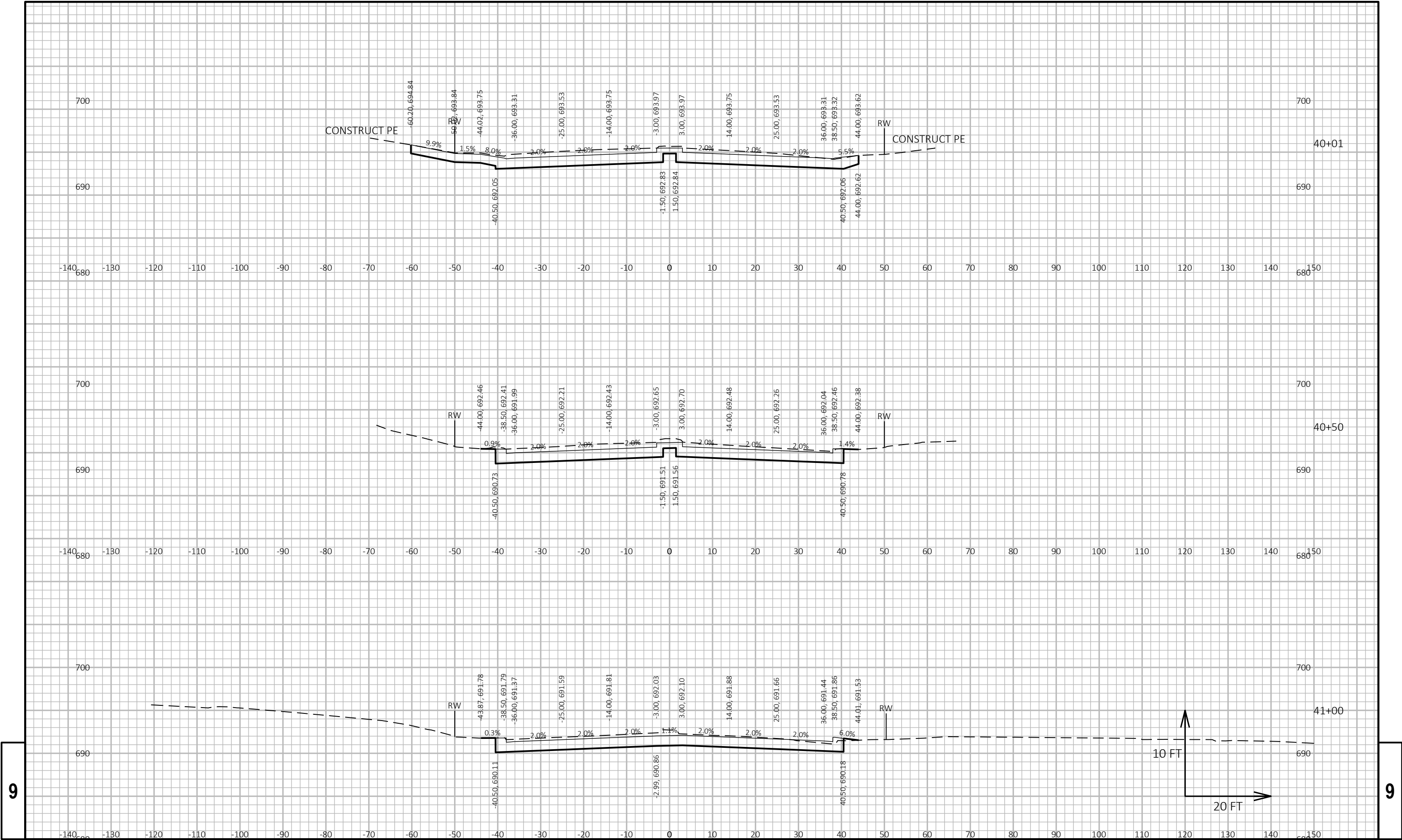
HWY: LOCAL STREET

COUNTY: RACINE

CROSS SECTIONS: OHIO STREET

SHEET 299

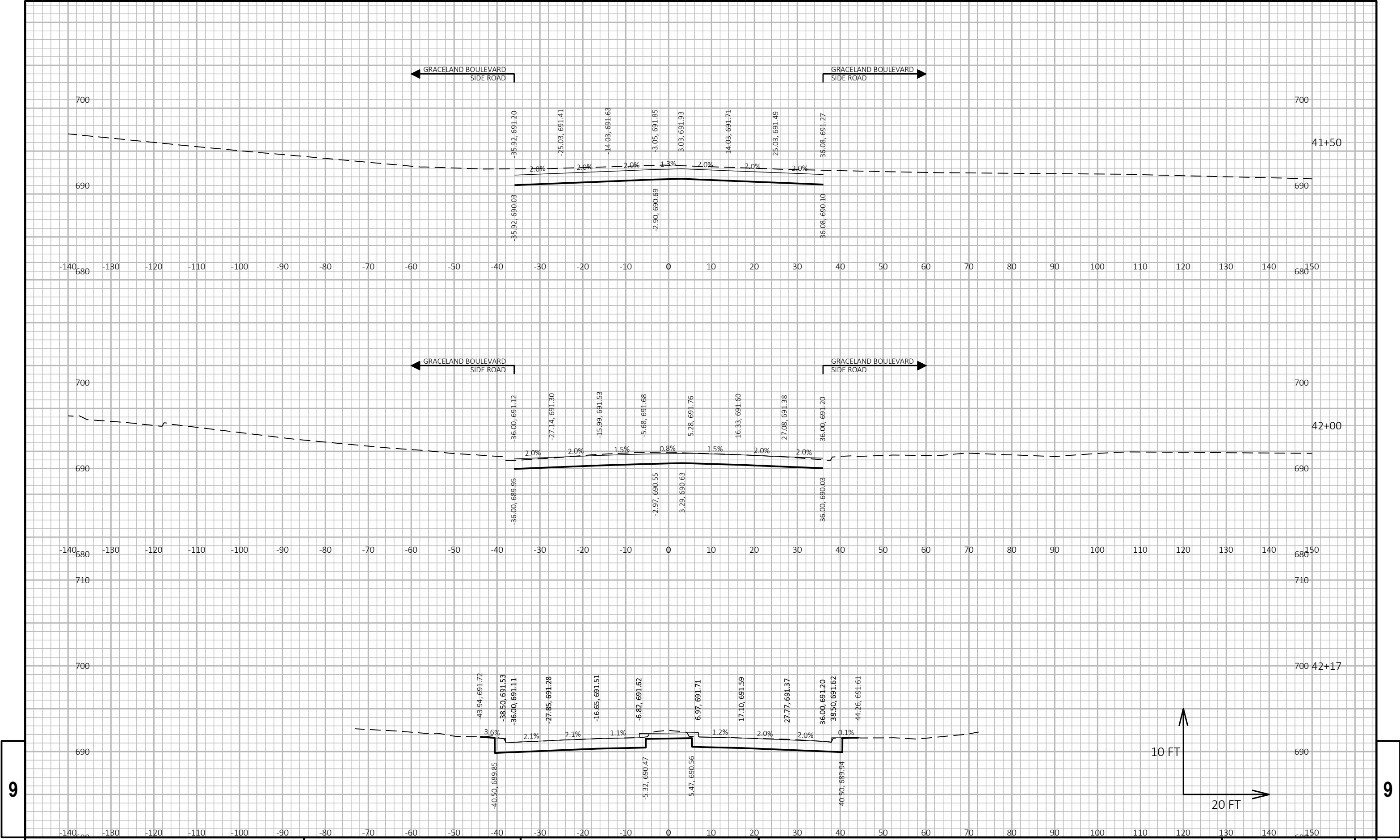
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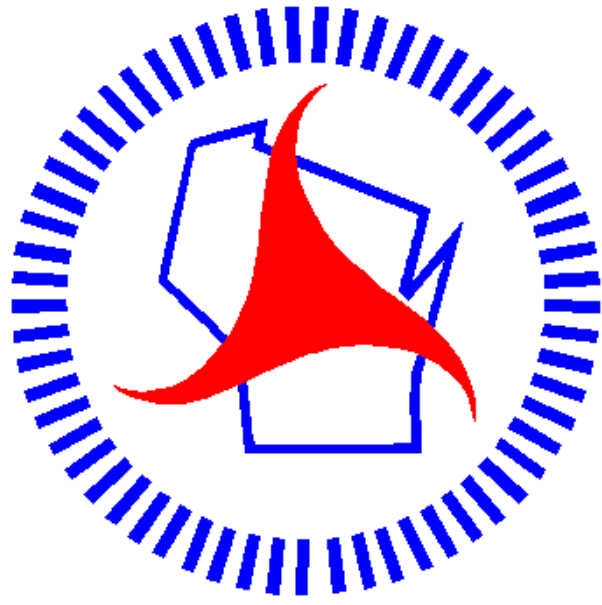
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PROJECT NO: 2703-00-76	HWY: LOCAL STREET	COUNTY: RACINE	CROSS SECTIONS: OHIO STREET	SHEET 300	E
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Wisconsin Department of Transportation

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