

ORDER OF SHEETS

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

TOTAL SHEETS = 258



DESIGN DESIGNATION 5992-10-74

A.A.D.T. (2027)	=	4,400
A.A.D.T. (2047)	=	6,550
D.H.V.	=	5.4
D.D.	=	58/42
T.	=	5.4
DESIGN SPEED	=	35 MPH
ESALS	=	613,000

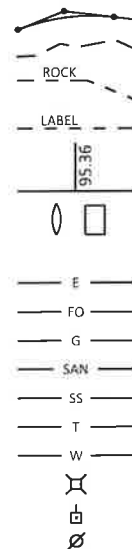
CONVENTIONAL SYMBOLS

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

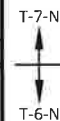
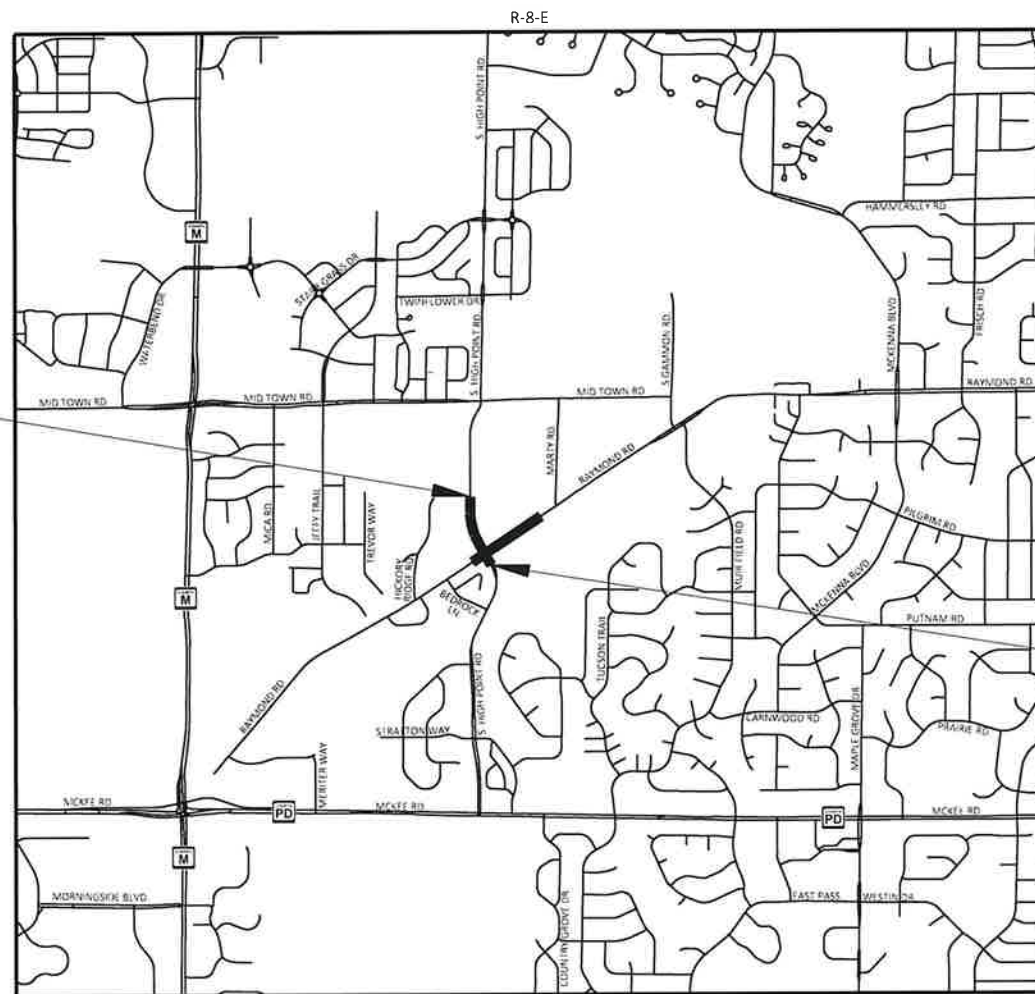
PLAN OF PROPOSED IMPROVEMENT

C MADISON, S. HIGH POINT RD EXT
(RAYMOND RD TO MIDTOWN PLAT LIMIT)

LOCAL STREET
DANE COUNTY

STATE PROJECT NUMBER
5992-10-74
ROADWAY

STATE PROJECT NUMBER
5992-10-75
LOCAL UTILITIES



LAYOUT
SCALE 0 0.5 MILE
TOTAL NET LENGTH OF CENTERLINE = 0.198 MILE

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), DANE COUNTY, NAD83 (2011R), 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

5992-10-74

5992-10-75

FEDERAL PROJECT

PROJECT

WISC 2026432

CONTRACT

1

ACCEPTED FOR
CITY OF MADISON

4-23-2026
(Date)

(City Engineer)

STREET PROJECT APPROVED
March 10, 2026 BY THE COMMON COUNCIL
OF MADISON, WISCONSIN

ORIGINAL PLANS PREPARED BY

1702 Pankratz Street, Madison, WI 53704
608-242-7779, 1-800-446-0679 Fax: 608-242-5664



DATE: 3/30/2026
(Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	MSA PROFESSIONAL SERVICES, INC.
Surveyor	MSA PROFESSIONAL SERVICES, INC.
Designer	ZACHARY PEARSON
Project Manager	SW REGION
Regional Examiner	KYLE HEMP
Regional Supervisor	

APPROVED FOR THE DEPARTMENT
DATE: 04/28/26
(Signature)

E

GENERAL NOTES

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

ALL LENGTHS ARE IN FEET EXCEPT AS SHOWN.

OFFSETS FOR INLETS AND MANHOLES ARE GIVEN TO THE CENTER OF STRUCTURE.

A MINIMUM 6 INCHES OF ADJUSTMENT RINGS ARE REQUIRED FOR STORM SEWER STRUCTURES, UNLESS OTHERWISE NOTED.

ALL CONCRETE DRIVEWAYS AND SIDEWALKS ACROSS DRIVEWAYS SHALL BE 7" THICK AND SHALL BE PAID FOR AS CONCRETE SIDEWALK 7-INCH.

RADIUS DIMENSIONS FOR THE CURB AND GUTTER ARE TO THE FACE OF CURB.

THE CLEAR ZONE BEHIND CURB AND GUTTER IS 2 FEET FROM THE FACE OF THE CURB.

UNDISTRIBUTED QUANTITIES SHALL NOT BE USED WITHOUT APPROVAL BY THE ENGINEER.

HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN.

SECTION 2 ORDER OF SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
OVERVIEW DETAILS
REMOVAL DETAILS
PLAN DETAILS
PAVING DETAILS
CURB RAMP DETAILS
EROSION CONTROL
STORM SEWER
SANITARY SEWER AND WATER MAIN
EXISTING SIGNING
PERMANENT SIGNING
LIGHTING AND CONDUIT PLAN
PAVEMENT MARKINGS
TRAFFIC CONTROL
DETOUR ROUTE
PEDESTRIAN DETOUR ROUTE
ALIGNMENT OVERVIEW
CONTROL POINTS

DESIGN CONTACTS

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WISCONSIN DEPARTMENT OF TRANSPORTATION SW REGION
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2101 WRIGHT STREET
MADISON, WI 53704
TELEPHONE: (608) 246-5319
EMAIL: ZACHARY.PEARSON@DOT.WI.GOV

DNR LIAISON

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
ATTN: ERIC HEGGELUND
3911 FISH HATCHERY ROAD
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TELEPHONE: (608) 275-3301
EMAIL: ERIC.HEGGELUND@WISCONSIN.GOV

STANDARD ABBREVIATIONS

AC ACRES
AH AHEAD
ALUM. ALUMINUM
A.P. ACCESS POINT
ASPH ASPHALT
AVE AVENUE
BK BACK
BLK BLOCK
BM BENCHMARK
CABC CRUSHED AGGREGATE BASE COURSE
C/L CENTERLINE
Δ CENTRAL ANGLE or DELTA
CONC CONCRETE
CP CONTROL POINT
CSM CERTIFIED SURVEY MAP
D DEGREE OF CURVE
DIA DIAMETER
E EAST
EB EASTBOUND
ET AL AND OTHERS
EW ENDWALL
EXIST EXISTING
FT FOOT
FT2 SQUARE FEET
GN GRID NORTH
HYD HYDRANT
IN INCH
INL INLET
IP IRON PIPE
L LENGTH
L LENGTH OF CURVE
LF LINEAL FEET
LC LONG CHORD
LCB LONG CHORD BEARING
LP LOW POINT
LT LEFT
MH MANHOLE
MI MILE
MON MONUMENT
N NORTH
NB NORTHBOUND
NO NUMBER
PB PULLBOX
PC POINT OF CURVATURE
PI POINT OF INTERSECTION
PT POINT
PT POINT OF TANGENCY
PL PROPERTY LINE
PLE PERMANENT LIMITED EASEMENT
POB POINT OF BEGINNING
R RADIUS
R RANGE
RCP REINFORCED CONCRETE PIPE
REQ'D REQUIRED
RL or R/L REFERENCE LINE
RP RADIUS POINT
RT RIGHT
R/W RIGHT-OF-WAY
RD ROAD
SAN SANITARY SEWER
S SOUTH
SB SOUTHBOUND
SL SPECIAL LOGO
SQ SQUARE
STD STANDARD
SEC SECTION
SSP STORM SEWER PIPE
SSPRC STORM SEWER PIPE REINFORCED CONCRETE
SSPRCHE STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
ST STREET
STA STATION
STM STORM SEWER
STR STRUCTURE
T TANGENT
TAN TANGENT
TEMP TEMPORARY
TLE TEMPORARY LIMITED EASEMENT
T or TN TOWN
TYP TYPICAL
UD UNDERDRAIN
ULO UTILITY LINE OPENING
WM WATERMAIN
WV WATER VALVE
W WEST
WB WESTBOUND
X EAST GRID COORDINATE
Y NORTH GRID COORDINATE

UTILITIES

ELECTRIC
ALLIANT ENERGY
ATTN: MATT HOOKER
2147 CO HWY P8
VERONA, WI 53593
TELEPHONE: (608) 235-0782
EMAIL: MATTHEWHOOKER@ALLIANTENERGY.COM

SANITARY SEWER
CITY OF MADISON
ATTN: MARK MODER
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MADISON, WI 53703
TELEPHONE: (608) 261-9250
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WATERMAIN
CITY OF MADISON
ATTN: ADAM WIEDERHOEFT
119 E. OLIN AVENUE
MADISON, WI 53713
TELEPHONE: (608) 266-9121
EMAIL: AWIEDERHOEFT@MADISONWATER.ORG

GAS
MADISON GAS & ELECTRIC COMPANY (MG&E)
ATTN: ROGER AHLES
623 RAILROAD STREET
MADISON, WI 53701
TELEPHONE: (608) 252-5682
EMAIL: RAHLES@MGE.COM

SANITARY SEWER
MADISON METROPOLITAN SEWERAGE DISTRICT (MMSD)
ATTN: AARON MCFARLIN
1610 MOORLAND ROAD
MADISON, WI 53713
TELEPHONE: (608) 222-1201
EMAIL: AARONM@MADSEWER.ORG

COMMUNICATIONS
MOUNT HOREB TELEPHONE COMPANY
ATTN: JEFFREY INABNIT
200 EAST MAIN STREET
MOUNT HOREB, WI 53572
TELEPHONE: (608) 437-0632
EMAIL: JEFFREY.INABNIT@MHTCINC.COM

COMMUNICATIONS
SPECTRUM
ATTN: MIKE TRANKLE
2701 DANIELS STREET
MADISON, WI 53718
TELEPHONE: (608) 220-3025
EMAIL: MIKE.TRANKLE@CHARTERCOM.COM

COMMUNICATIONS
TDS TELECOM
ATTN: SAM JACOBSON
130 N. MONROE STREET
LANCASTER, WI 53813
TELEPHONE: (608) 391-2555

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
MEDIAN STRIP TURF	0.19	0.20	0.24	0.19	0.22	0.26	0.20	0.23	0.30	0.20	0.25 0.32	0.30 0.40
SIDE SLOPE TURF			0.25			0.27			0.28			0.30 0.38
PAVEMENT:	0.40 - 0.60											
ASPHALT:	0.70 - 0.95											
CONCRETE:	0.80 - 0.95											
BRICK:	0.70 - 0.80											
DRIVES, WALKS:	0.75 - 0.85											
ROOFS:	0.75 - 0.95											
GRAVEL ROADS, SHOULDERS	0.40 - 0.60											

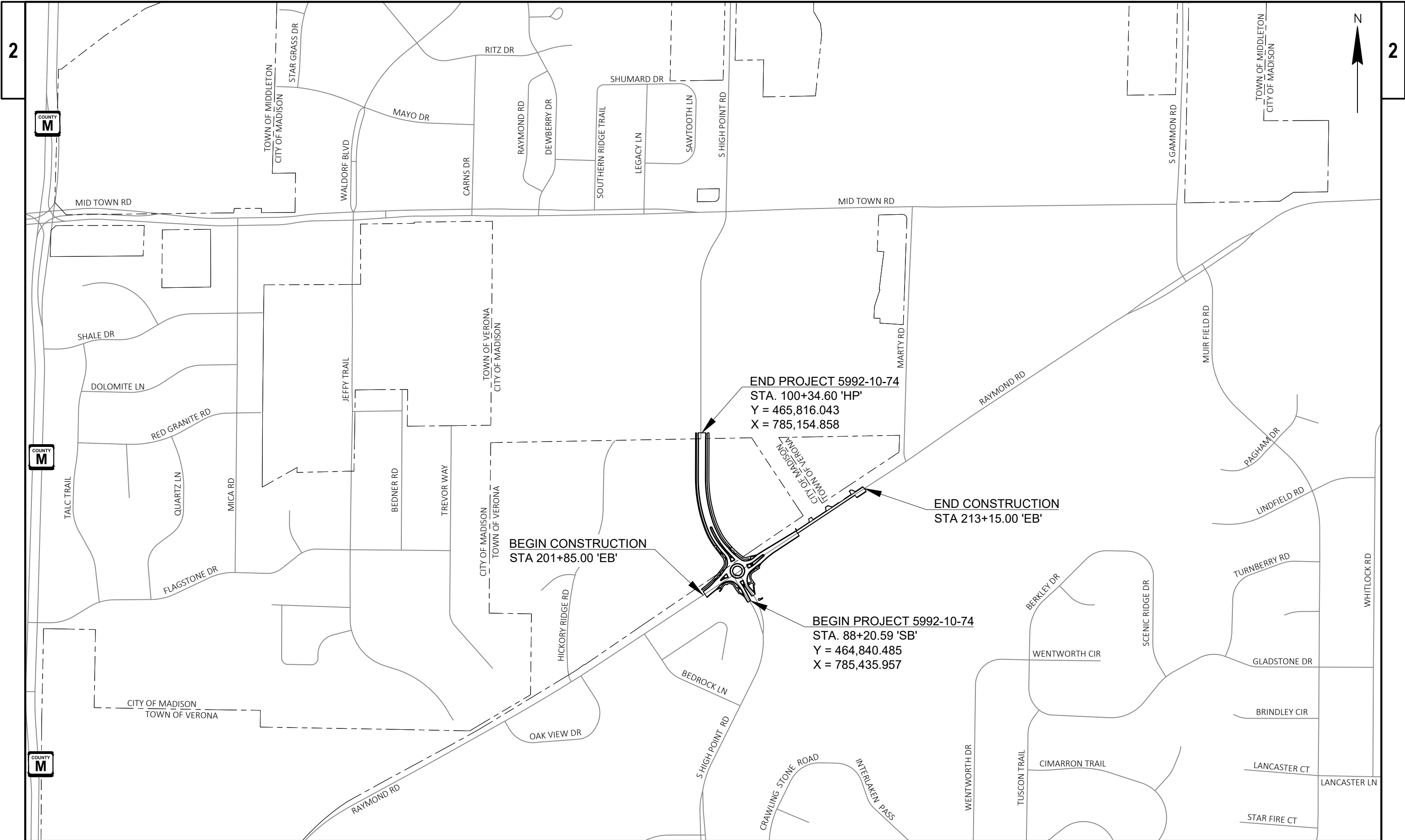
TOTAL PROJECT AREA = 4.60 ACRES

TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 4.44 ACRES

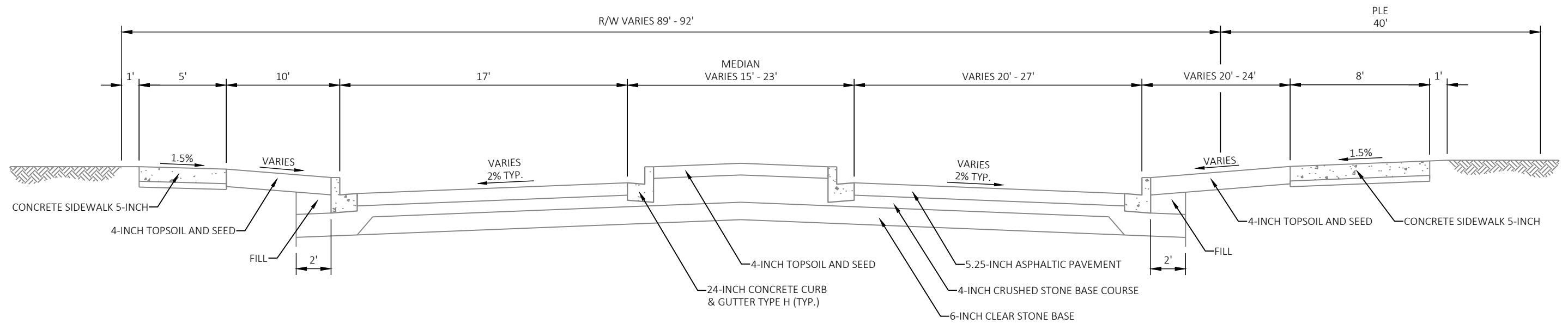


Dial 811 or (800) 242-8511

www.DiggersHotline.com

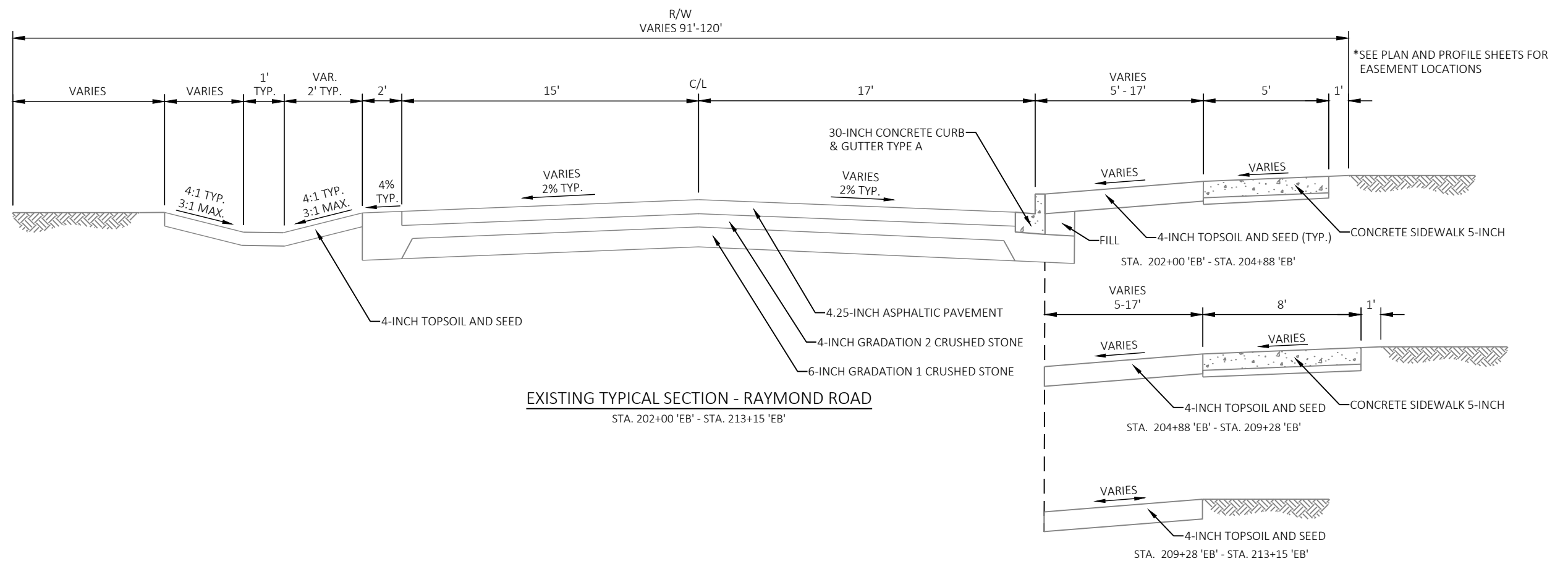


PROJECT NO: 5992-10-74	HWY: S. HIGH POINT ROAD	COUNTY: DANE	PROJECT OVERVIEW	SHEET 3	E
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EXISTING TYPICAL SECTION - S. HIGH POINT ROAD

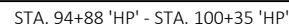
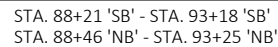
STA. 88+20.59 'SB' - STA. 89+70 'SB'

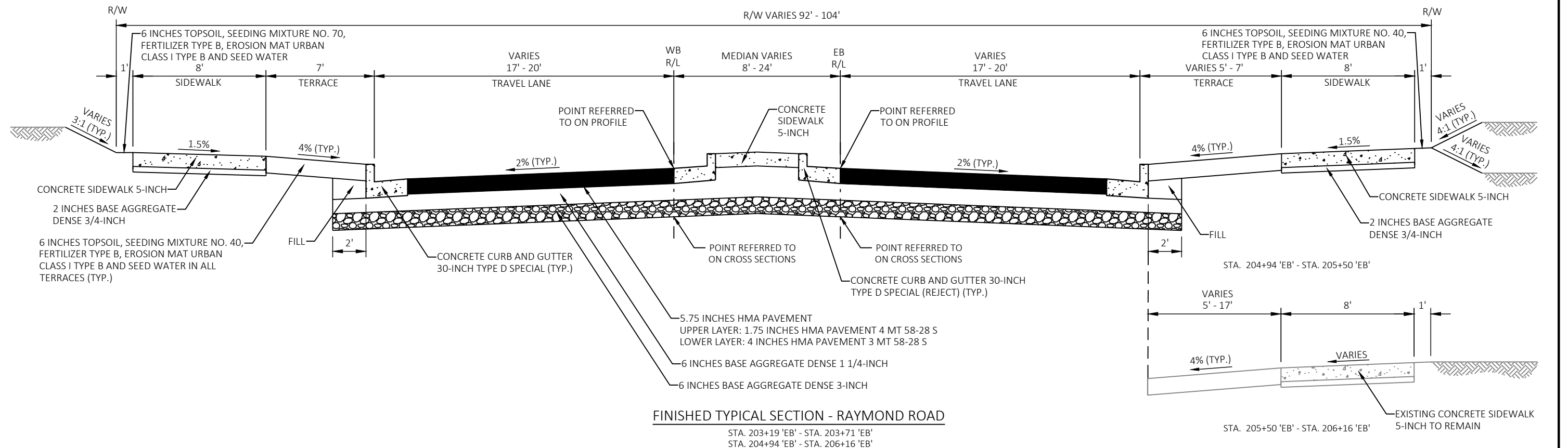
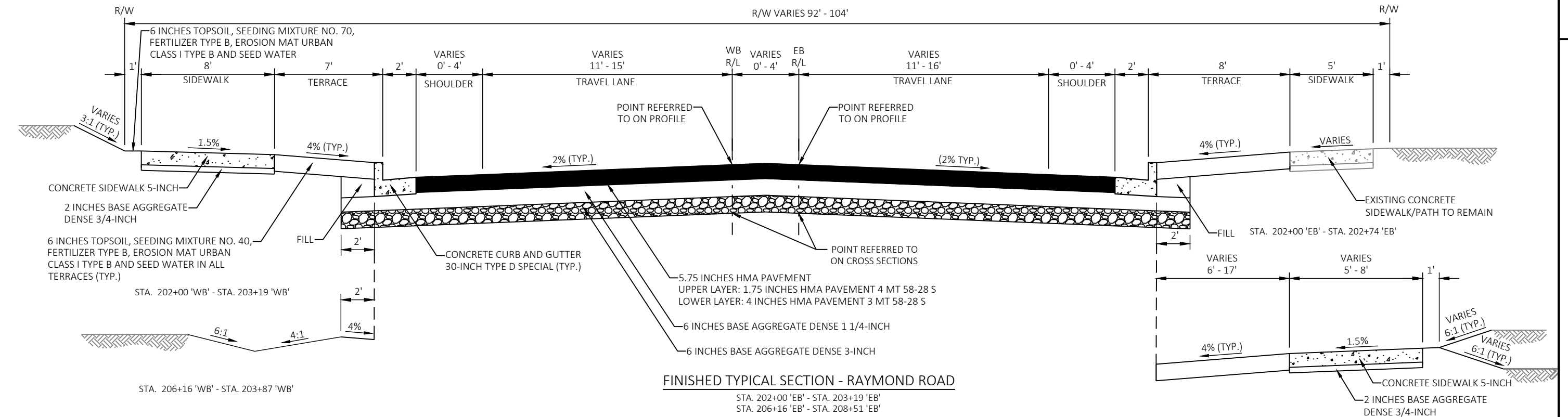


EXISTING TYPICAL SECTION - RAYMOND ROAD

STA. 202+00 'EB' - STA. 213+15 'EB'

2

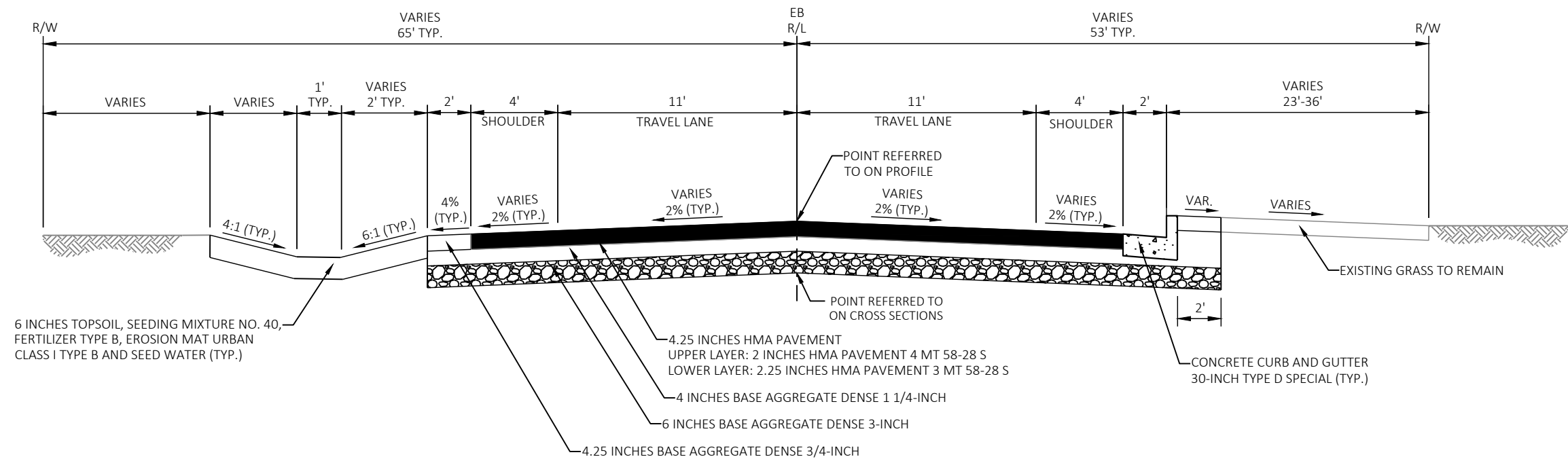




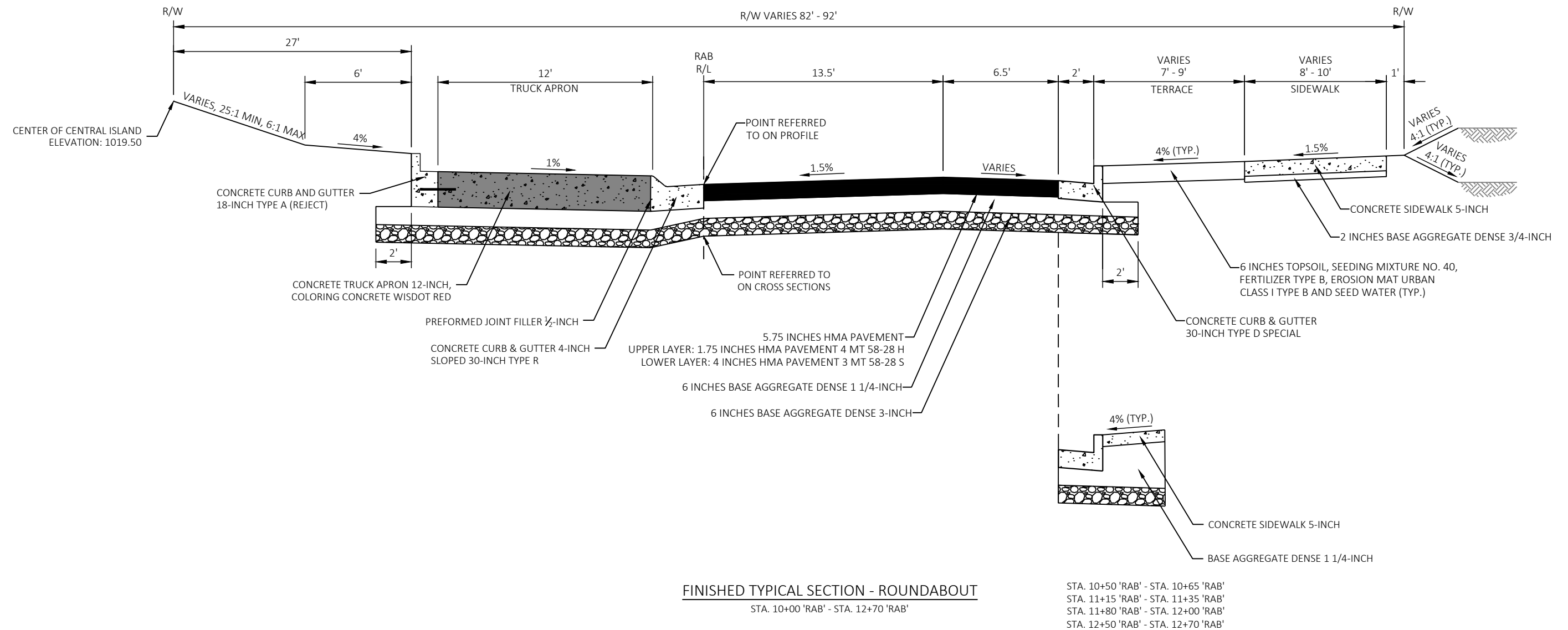
The diagram illustrates a cross-section of a road construction project. Key features include:

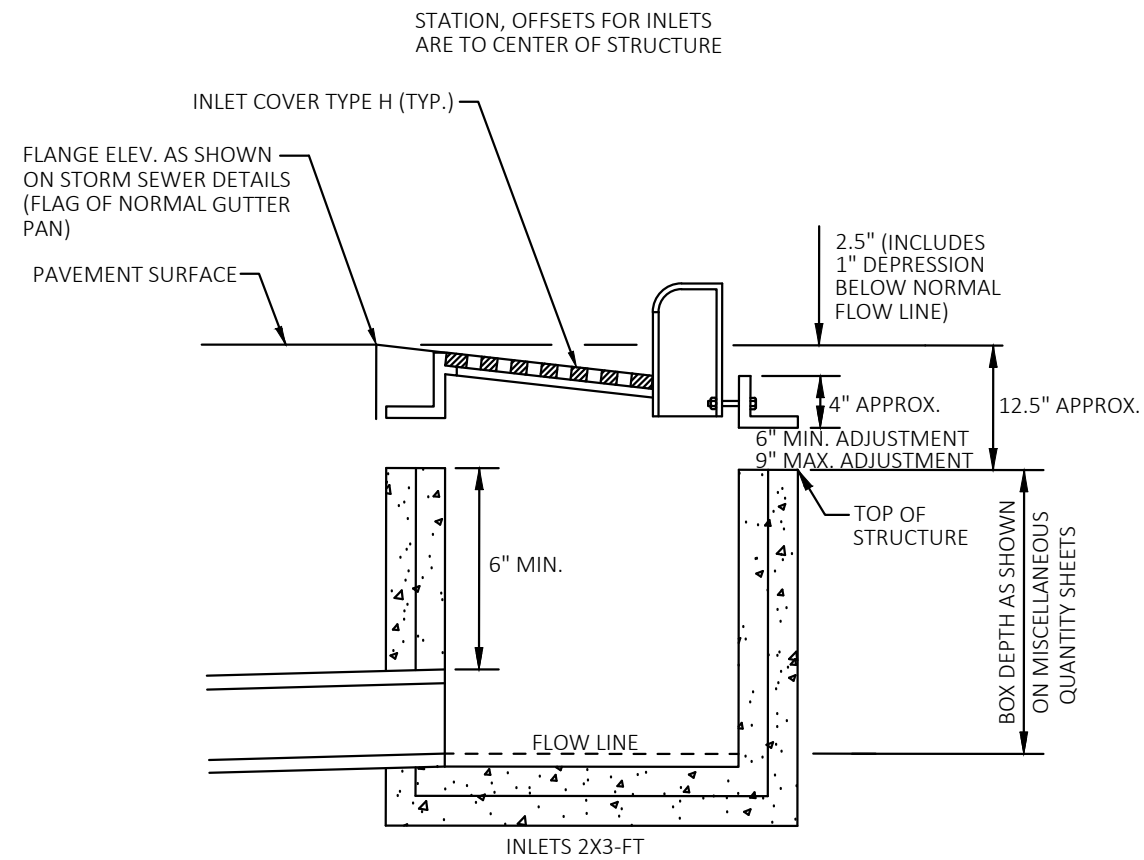
- Dimensions and Layout:**
 - R/W (Right of Way):** Indicated at both ends of the section.
 - VARIES 65' TYP.:** Dimension for the left side of the road.
 - VARIES 53' TYP.:** Dimension for the right side of the road.
 - EB R/L (Edge of Right of Way):** Marked at the center of the road.
 - SHOULDER:** 4' wide, with a 4% (TYP.) slope.
 - TRAVEL LANE:** 11' wide, with a 2% (TYP.) slope.
 - VARIES 23' - 36':** Dimension for the right side of the road.
- Grading and Slopes:**
 - 4:1 (TYP.):** Slope for the left side of the road.
 - 6:1 (TYP.):** Slope for the left side of the road.
 - 2% (TYP.):** Slope for the travel lane.
 - VARIES 2% TYP.:** Slope for the right side of the road.
- Materials and Layers:**
 - 6 INCHES TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE B AND SEED WATER (TYP.) (USE SEEDING MIXTURE NO. 70 FROM STA. 208+51 'EB' TO STA. 209+50 'EB'):** Material for the left side of the road.
 - 4.25 INCHES HMA PAVEMENT:**
 - UPPER LAYER: 2 INCHES HMA PAVEMENT 4 MT 58-28 S
 - LOWER LAYER: 2.25 INCHES HMA PAVEMENT 3 MT 58-28 S
 - 4 INCHES BASE AGGREGATE DENSE 1 1/4-INCH**
 - 6 INCHES BASE AGGREGATE DENSE 3-INCH**
 - 4.25 INCHES BASE AGGREGATE DENSE 3/4-INCH**
- Existing Structures and Materials:**
 - EXISTING GRASS TO REMAIN:** Located on the right side of the road.
 - EXISTING TYPE 'A' CONCRETE CURB AND GUTTER TO REMAIN:** Located on the right side of the road.
 - EXISTING 4.25-INCH ASPHALTIC PAVEMENT TO REMAIN:** Located on the right side of the road.
 - EXISTING 4-INCH GRADATION 2 CRUSHED STONE TO REMAIN:** Located on the right side of the road.
 - EXISTING 6-INCH GRADATION 1 CRUSHED STONE TO REMAIN:** Located on the right side of the road.
- Points of Reference:**
 - POINT REFERRED TO ON PROFILE:** Located at the center of the road.
 - POINT REFERRED TO ON CROSS SECTIONS:** Located at the center of the road.

STA. 208+51 'EB' - STA. 212+49 'EB'

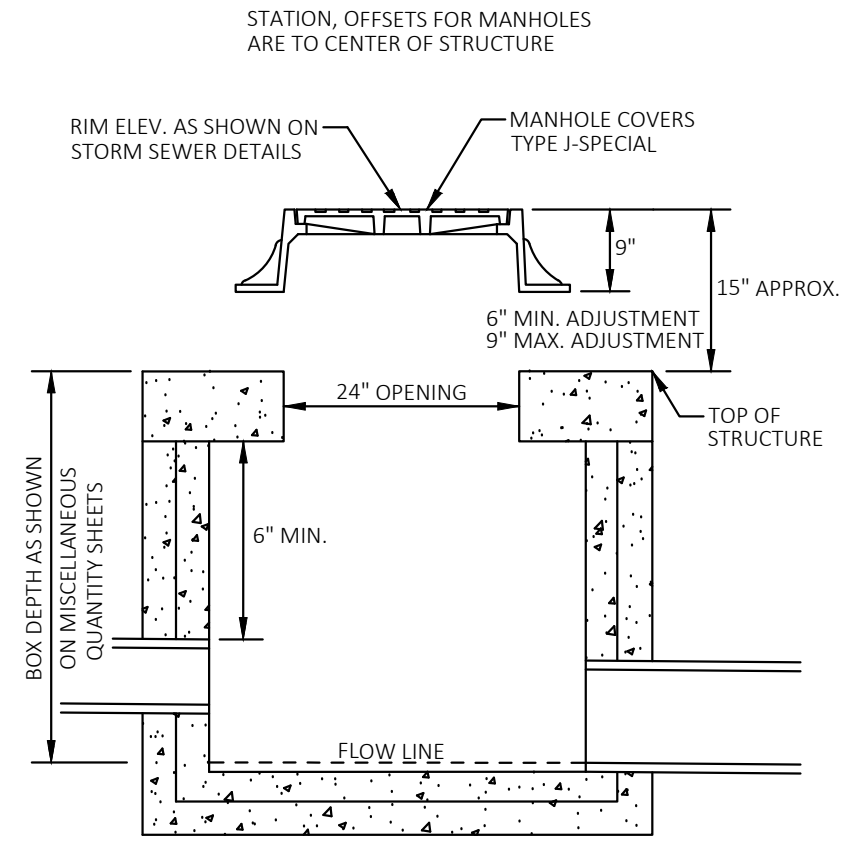


STA. 212+49 'EB' - STA. 213+15 'EB'

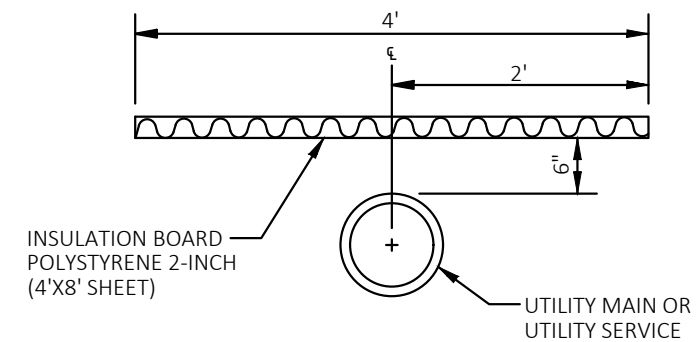




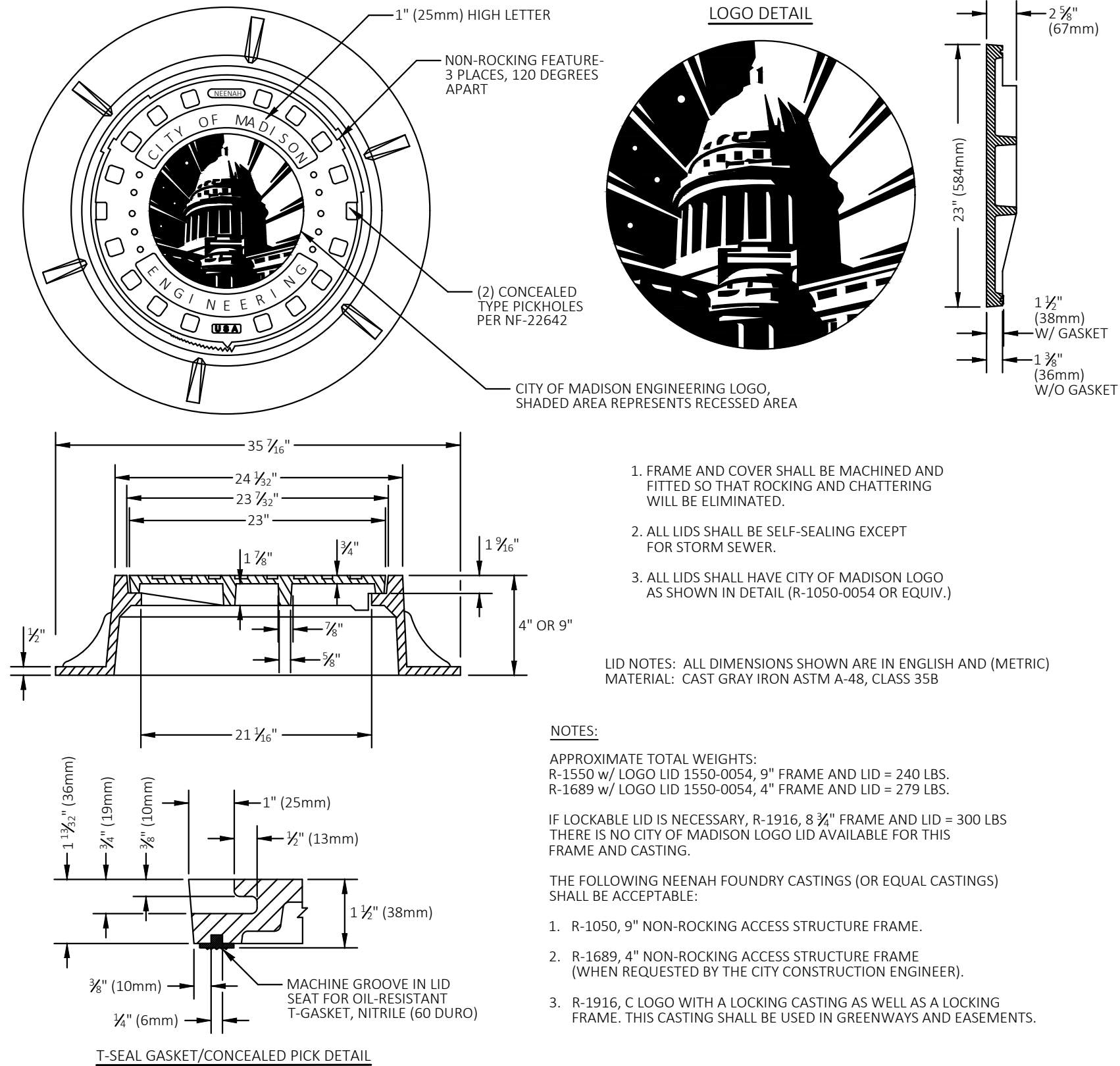
DETAIL FOR COMPUTING INLET ELEVATIONS



DETAIL FOR COMPUTING MANHOLE ELEVATIONS



PIPE INSULATION DETAIL

MANHOLE COVERS TYPE J-SPECIAL DETAIL

SOURCE: (CITY OF MADISON S.D.D. 5.7.16)

PROJECT NO: 5992-10-74

HWY: S. HIGH POINT ROAD

COUNTY: DANE

CONSTRUCTION DETAILS

SHEET

10

E

FILE NAME : G:\00\00373\00373140\CADD\C3D\59921073\SHEETPLAN\021001-CD.DWG
LAYOUT NAME - 021002-cd

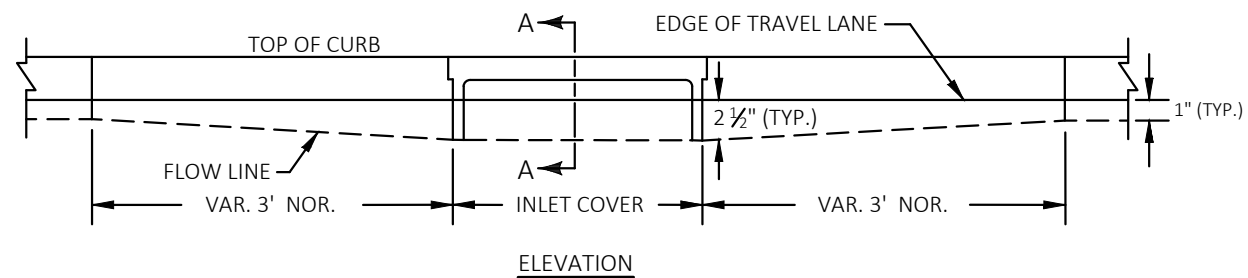
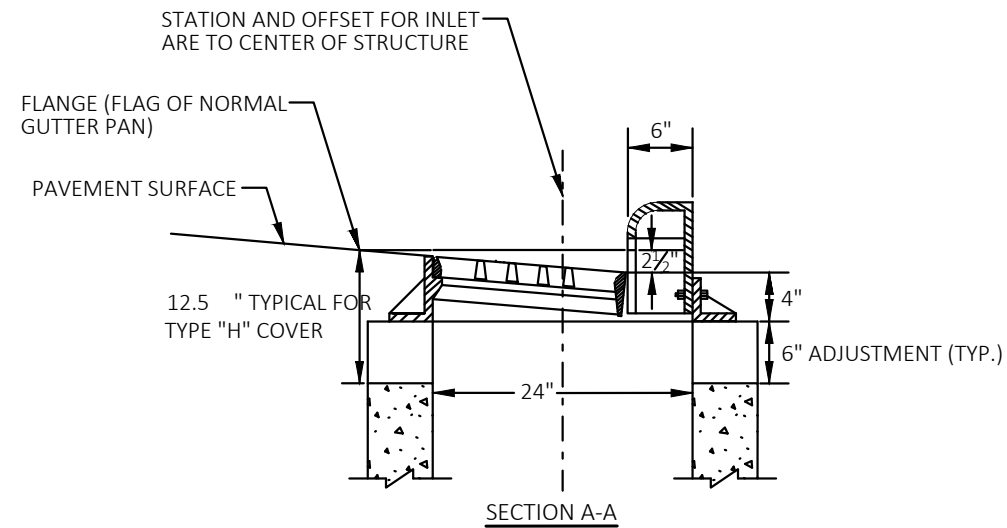
PLOT DATE : 7/29/2026 9:51 AM

PLOT BY : KEVIN KLOCKZIEM

PLOT NAME :

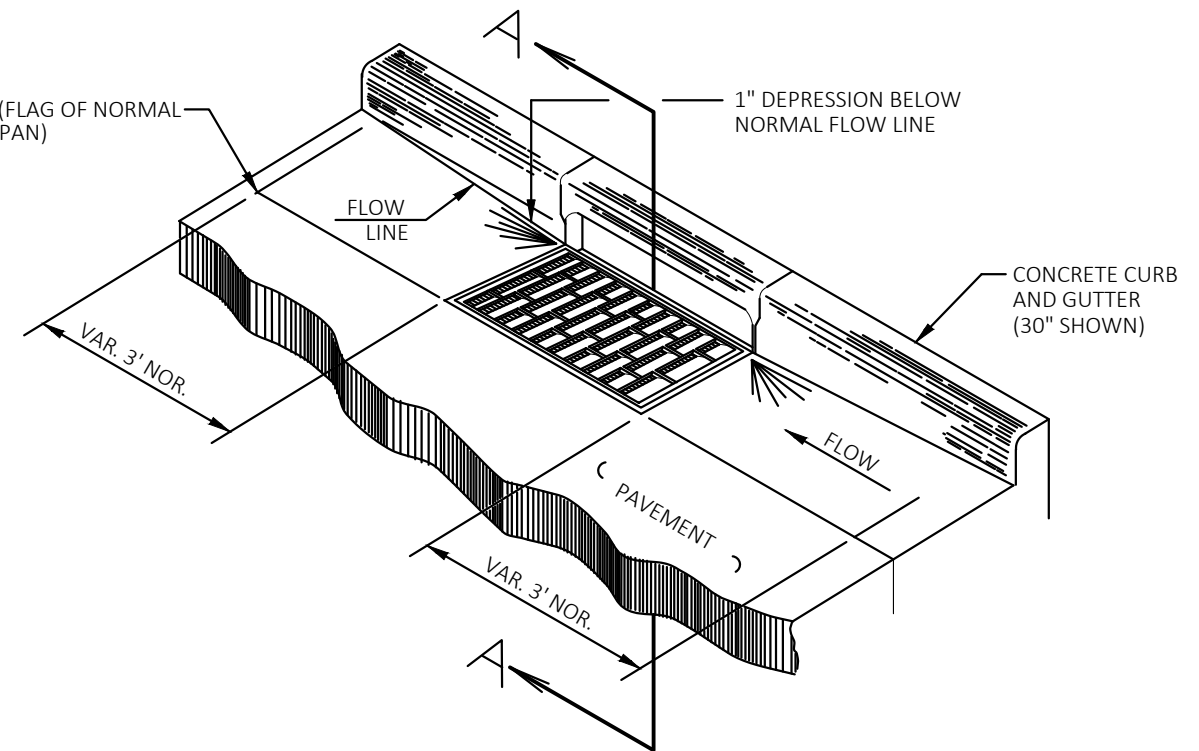
PLOT SCALE : NONE

WISDOT/CADDs SHEET 42



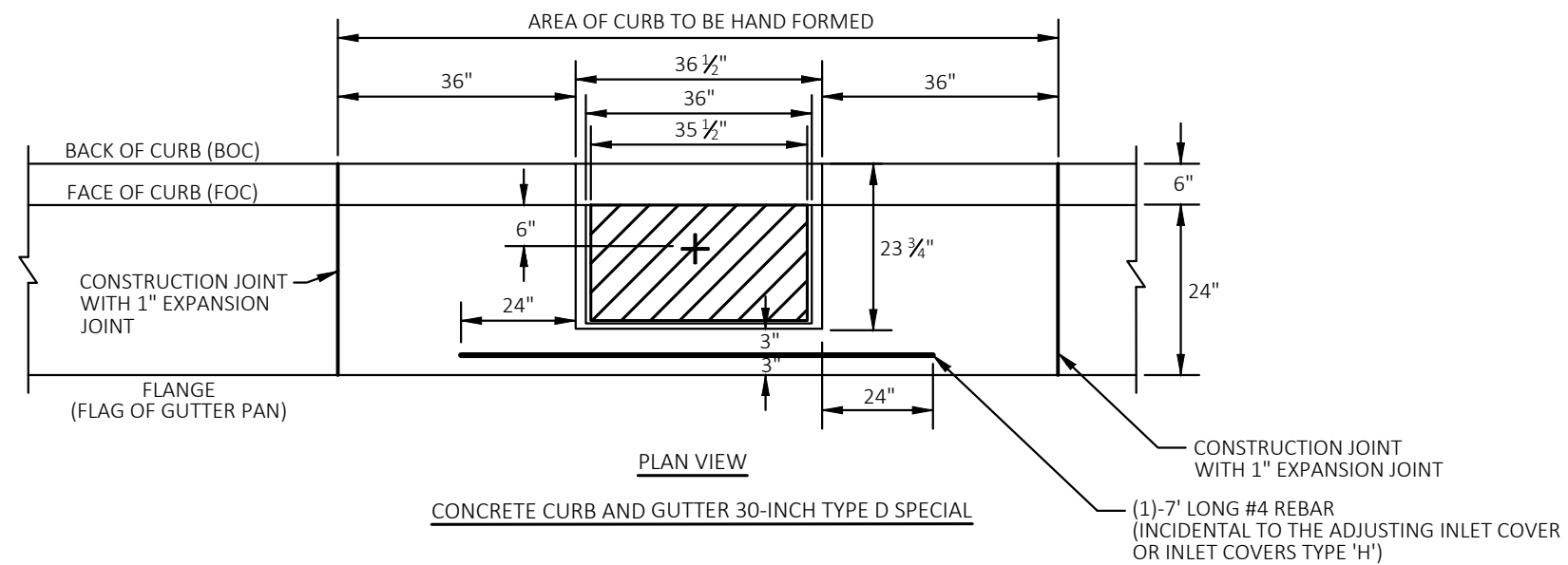
CURB AND GUTTER AT INLET DETAIL

FLANGE (FLAG OF NORMAL GUTTER PAN)



+

CENTER OF STRUCTURE
(STATION AND OFFSET
AS INDICATED ON THE
STORM SEWER PLANS)



CURB AND GUTTER AT INLET DETAIL

SOURCE: (CITY OF MADISON S.D.D. 5.7.27)

PROJECT NO: 5992-10-74

HWY: S. HIGH POINT ROAD

COUNTY: DANE

CONSTRUCTION DETAILS

SHEET

11

E

FILE NAME : G:\00\00373\00373140\CADD\C3D\59921073\SHEETPLAN\021001-CD.DWG
LAYOUT NAME - 021003-cd

PLOT DATE : 7/29/2026 9:51 AM

PLOT BY : KEVIN KLOCKZIEM

PLOT NAME :

PLOT SCALE : NONE

WISDOT/CADD SHEET 42

Technical drawing of a concrete curb cross-section. The curb is 24 inches wide and 13 inches high. It features a 6-inch wide top flange with a 2 1/2 inch radius. The main body has a 3 inch radius. A 1 1/2 inch thick layer is shown on the right side, and the base is 8 1/2 inches high. The drawing includes dimensions and a pattern of small triangles representing aggregate.

Technical drawing of a composite shape. The top horizontal edge is divided into a 6" segment on the left and a 24" segment on the right. The left vertical edge is 14 1/2" high. The top-left corner is rounded with a radius of 2 1/2" R. The top-right corner is rounded with a radius of 3" R. The right vertical edge is 1 1/2" high. The bottom edge is a sloped line. The area between the top and bottom edges is filled with a stippled pattern. A dimension of 6" is shown for the horizontal distance from the left edge to the start of the 3" R arc. A dimension of 24" is shown for the horizontal distance from the end of the 2 1/2" R arc to the right edge. A dimension of 14 1/2" is shown for the total height on the left. A dimension of 1 1/2" is shown for the height on the right. A dimension of 6" is shown for the horizontal distance from the left edge to the start of the 3" R arc. A dimension of 24" is shown for the horizontal distance from the end of the 2 1/2" R arc to the right edge. A dimension of 3" R is shown for the top-right corner radius. A dimension of 2 1/2" R is shown for the top-left corner radius.

[illegible]

A cross-sectional diagram of a concrete sidewalk and curb assembly. The diagram shows a concrete sidewalk with a thickness of 5 inches. Below the sidewalk is a concrete curb with a thickness of 7 inches. The curb is 10 feet wide (typical). The sidewalk is 8 feet wide (minimum). A 1/2 inch expansion joint is shown incidental to the concrete sidewalk. A 1 inch expansion joint is shown incidental to the concrete sidewalk. The diagram also shows the back of the curb, the face of the curb, the flange line, and the terrace width which varies. Section lines A-A are indicated at the top and bottom of the diagram.

CONCRETE SIDEWALK 5-INCH

8' MIN.

10' (TYP.)

CONCRETE SIDEWALK 7-INCH

1/2" EXPANSION JOINT
(INCIDENTAL TO CONCRETE SIDEWALK)

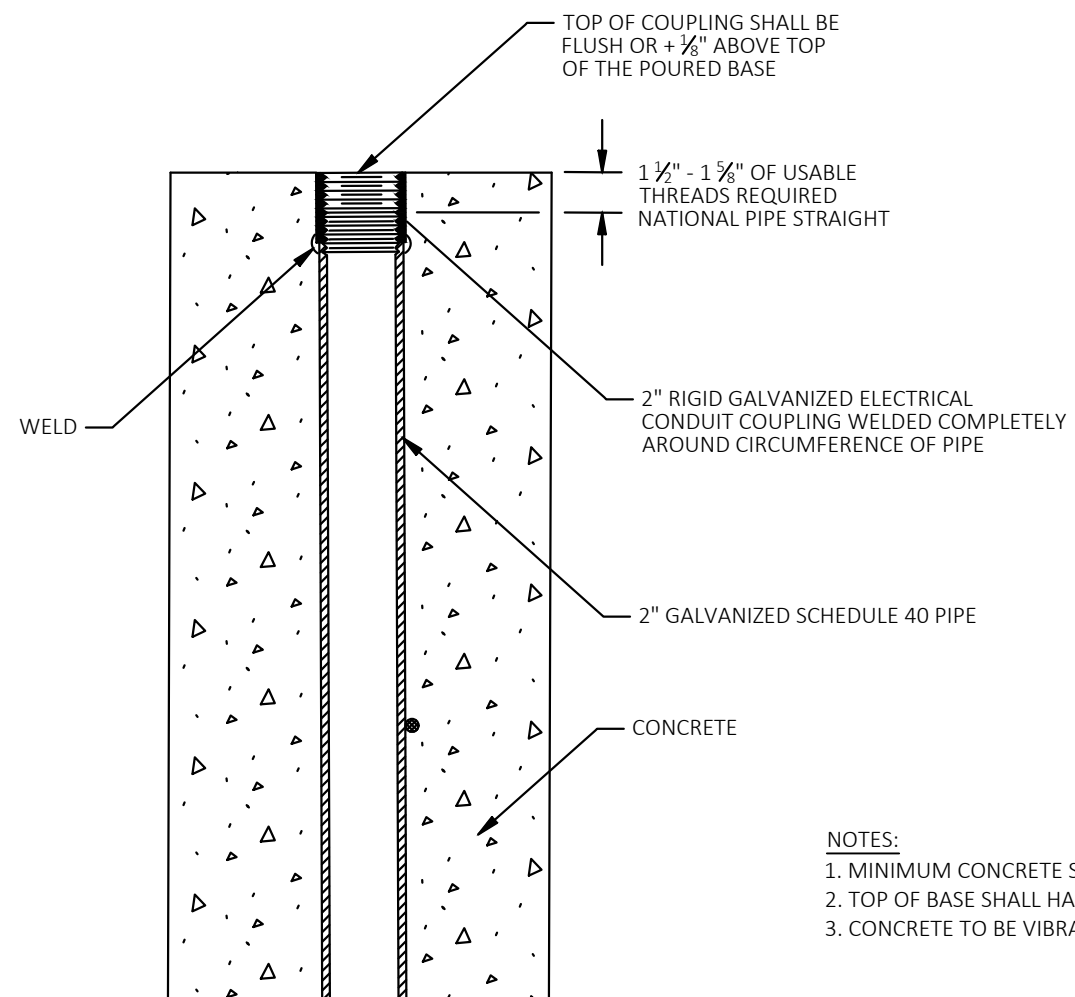
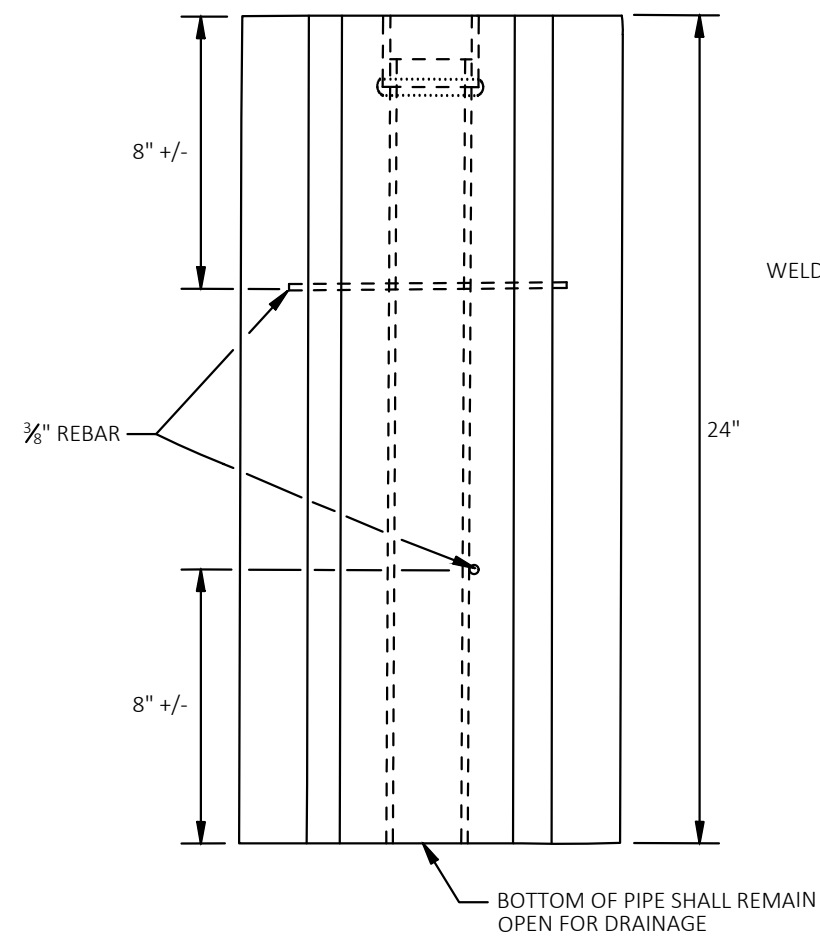
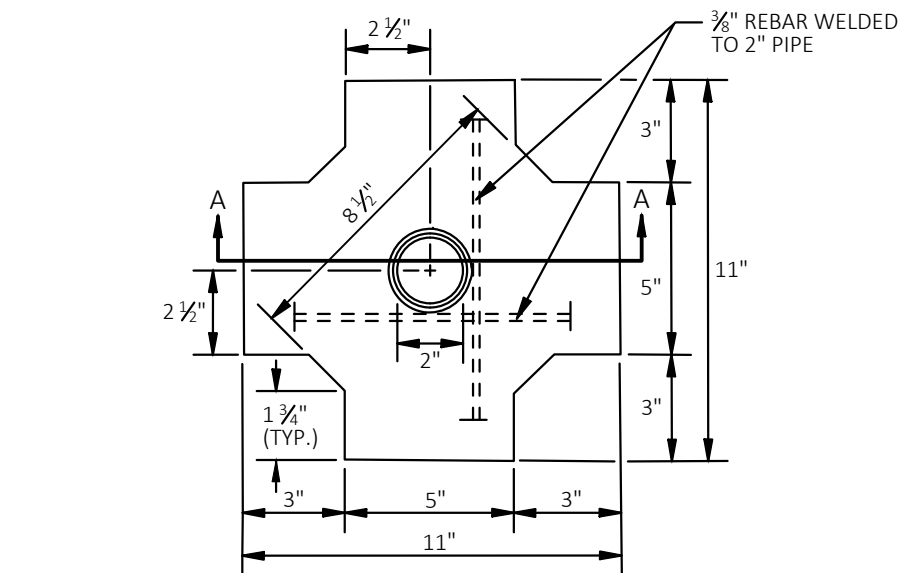
TERRACE WIDTH VARIES

BACK OF CURB

FACE OF CURB

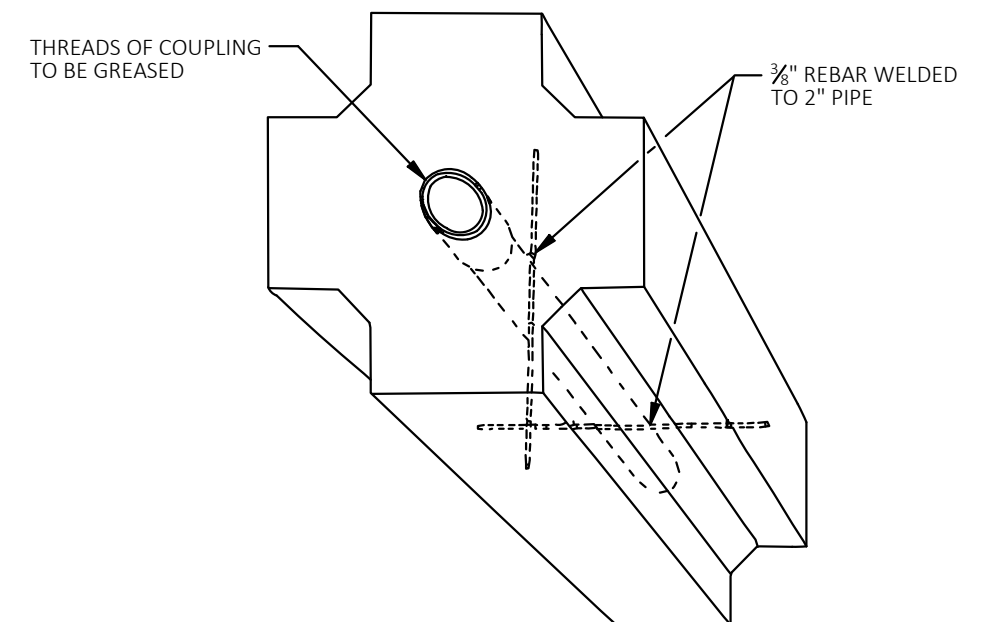
FLANGE LINE

1" EXPANSION JOINT
(INCIDENTAL TO CONCRETE SIDEWALK)

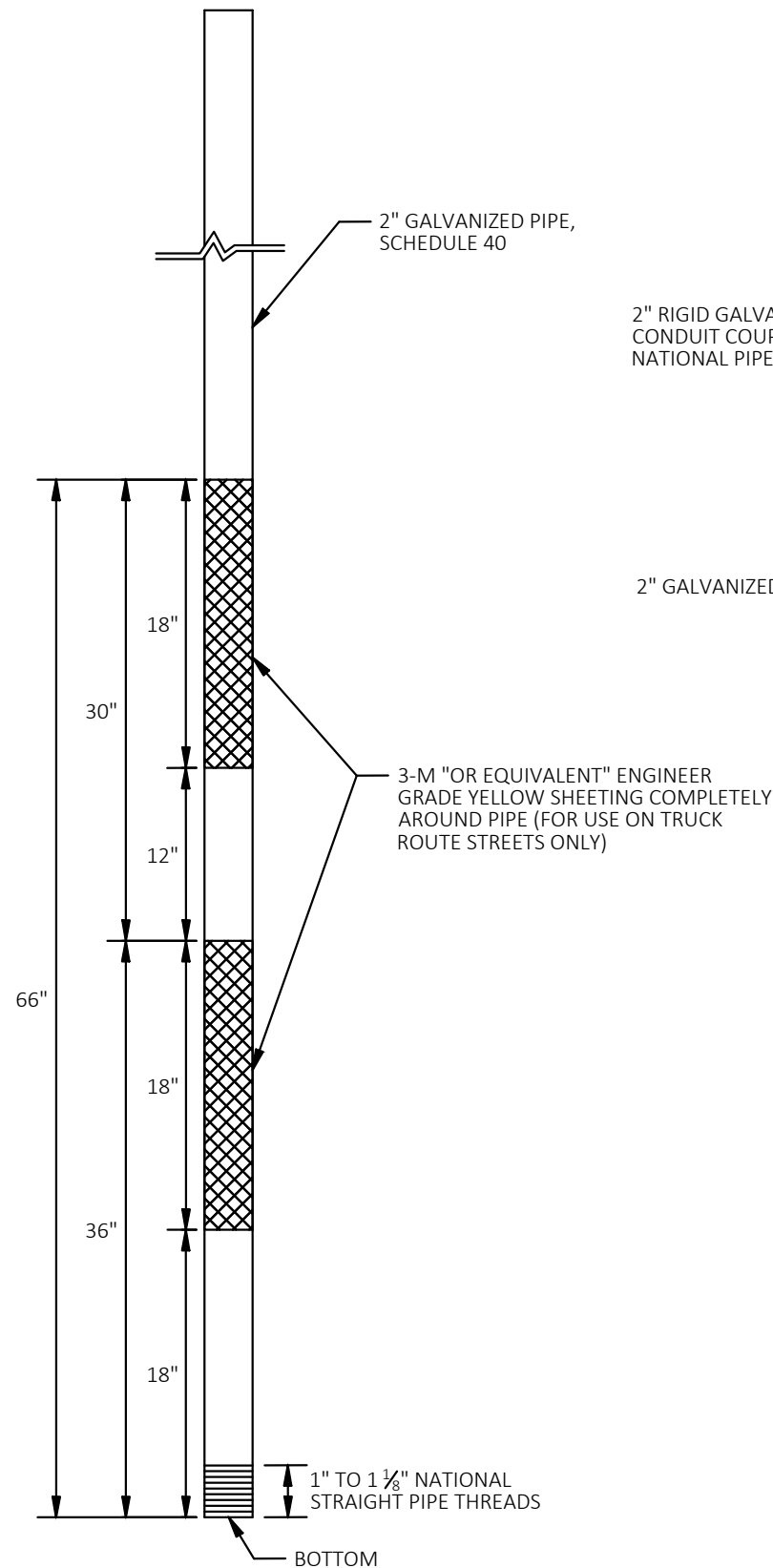


SECTION A-A

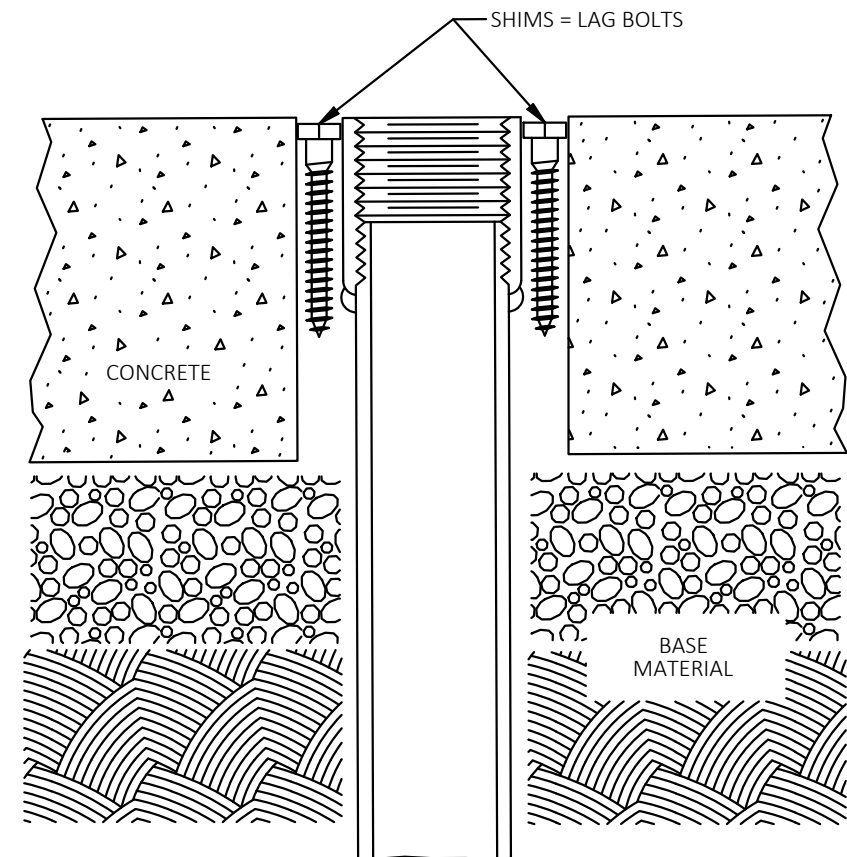
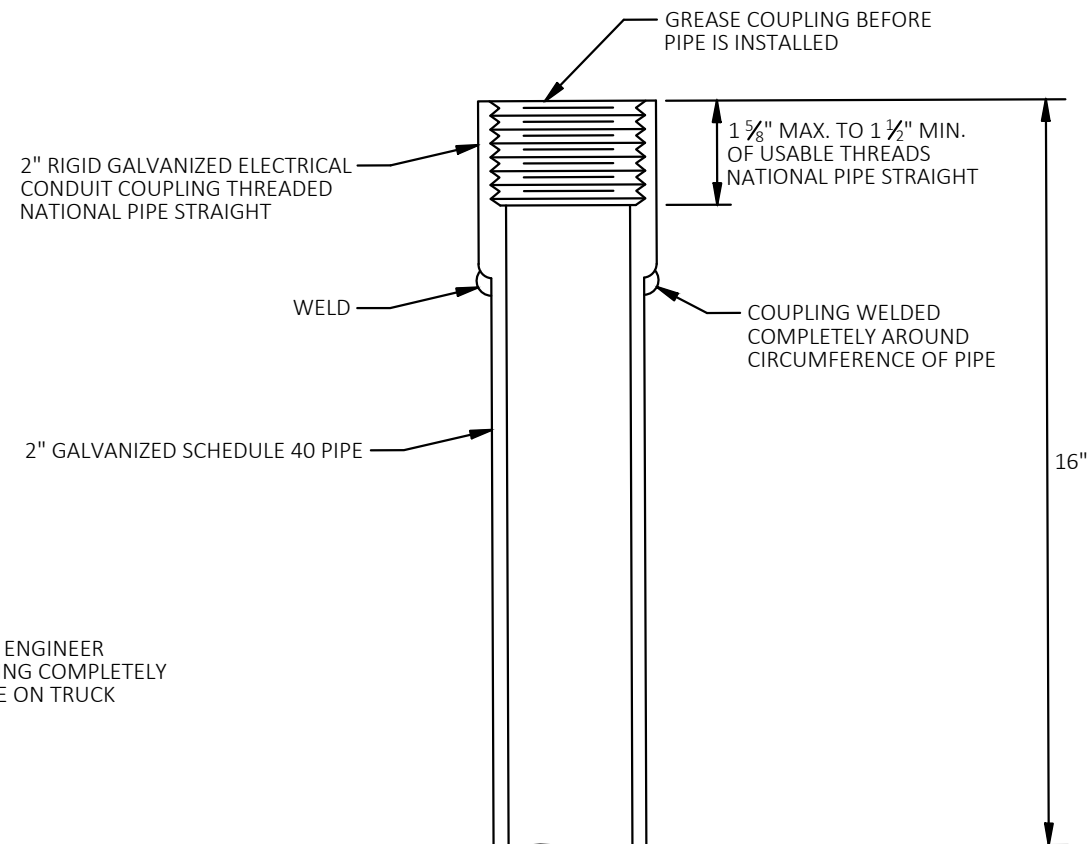
PRECAST CONCRETE SIGN BASE



- NOTES:
1. MINIMUM CONCRETE STRENGTH TO BE 3200 PSI IN 28 DAYS.
 2. TOP OF BASE SHALL HAVE SMOOTH FINISH.
 3. CONCRETE TO BE VIBRATED IN FORM TO REMOVE AIR POCKETS.



SIGN POST AND REFLECTIVE SIGN POST DETAIL



NOTES:

DRILL OR COREDRILL 3 1/8" HOLE ALL THE WAY THROUGH THE CONCRETE TO THE BASE MATERIAL. TEMPORARILY HAND-TIGHTEN A THREADED PIPE ABOUT 4 FEET LONG INTO THE INSERT (SEE INSERT DETAIL). DRIVE THE INSERT INTO THE BASE MATERIAL AT A LEVEL/PLUMB POSITION UNTIL THE INSERT IS FLUSH WITH THE TOP OF THE CONCRETE. SHIM INSERT TO A LEVEL/PLUMB POSITION USING VARIOUS SIZES OF LAG BOLTS. REMOVE TEMPORARY PIPE, INSTALL PERMANENT PIPE. USE LARGE PIPE WRENCH TO TIGHTEN UNTIL INSERT TURNS, THEN RESET SHIMS/OR ADD SHIMS UNTIL PIPE NO LONGER TURNS. RE-TIGHTEN PIPE, RECHECK LEVEL/PLUMB/TOP OF CONCRETE WITH INSERT. MIX UP A BATCH OF WATERPROOF ANCHORING CEMENT FOR CONCRETE THAT HAS A COMPRESSIVE STRENGTH OF 8000 PSI AT 28 DAYS. THE ANCHORING CEMENT SHALL BE MIXED UP TO A LIQUID CONSISTENCY, NOT A PASTE. POUR THE ANCHORING CEMENT BETWEEN THE CONCRETE AND OUTSIDE OF THE PIPE, UNTIL FLUSH WITH THE TOP OF THE INSERT. QUICKLY RECHECK INSERT FOR LEVEL/PLUMB/TOP OF CONCRETE SINCE THE ANCHORING CEMENT IS FAST- SETTING. ADD MORE ANCHORING CEMENT AS IT SETTLES. INSTALLATION SHALL BE LEVEL/PLUMB, SOLID AND STRONG WHEN COMPLETED.

SIGN POST FOR CONCRETE INSTALLATION DETAIL

SOURCE: (CITY OF MADISON S.D.D. 6.43)

SOURCE: (CITY OF MADISON S.D.D. 6.41)
SOURCE: (CITY OF MADISON S.D.D. 6.43)

PROJECT NO: 5992-10-74

HWY: S. HIGH POINT ROAD

COUNTY: DANE

CONSTRUCTION DETAILS

SHEET

14

E

FILE NAME : G:\00\00373\00373140\CADD\C3D\59921073\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 021006-cd

PLOT DATE : 7/29/2026 9:51 AM

PLOT BY : KEVIN KLOCKZIEM

PLOT NAME :

PLOT SCALE : NONE

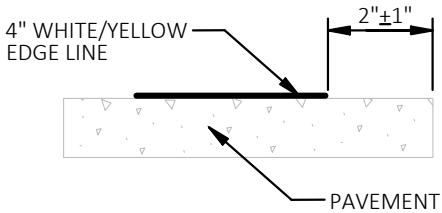
WISDOT/CADDs SHEET 42

GENERAL NOTES FOR
EPOXY PAVEMENT MARKINGS

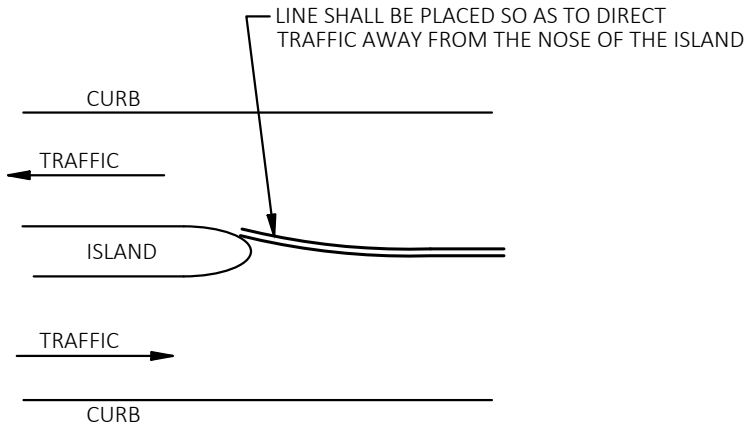
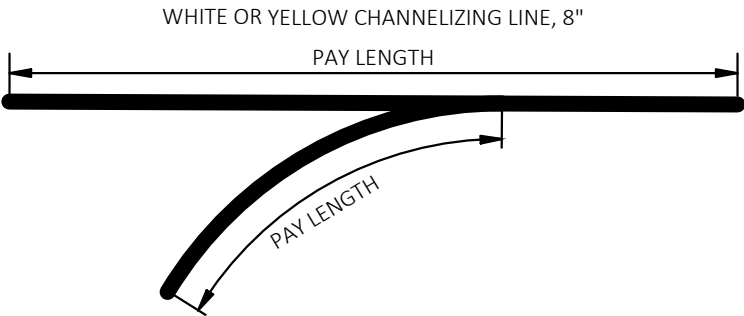
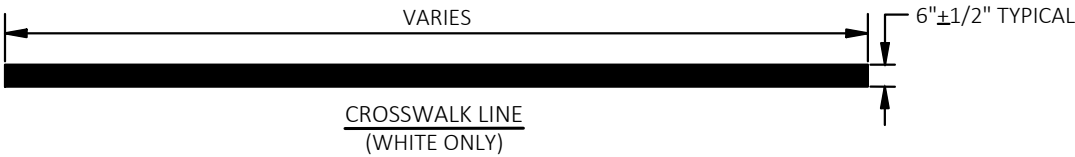
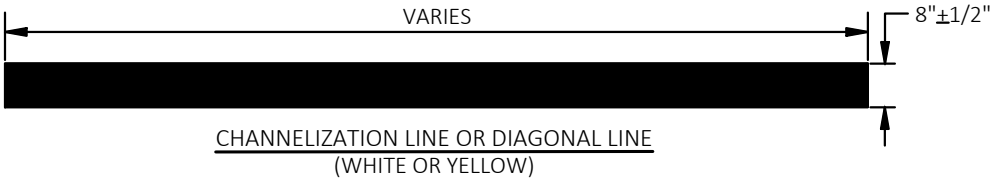
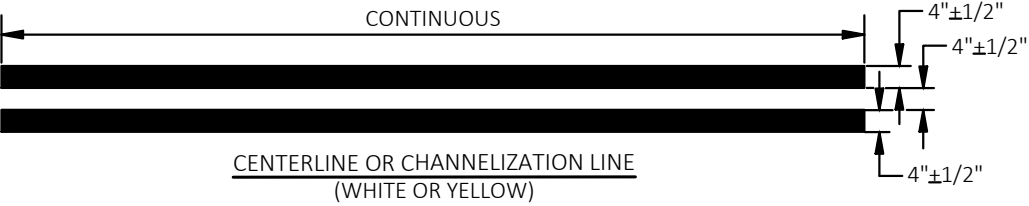
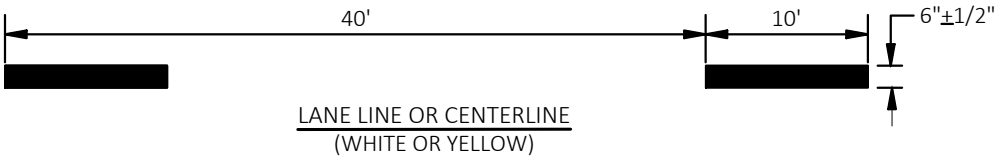
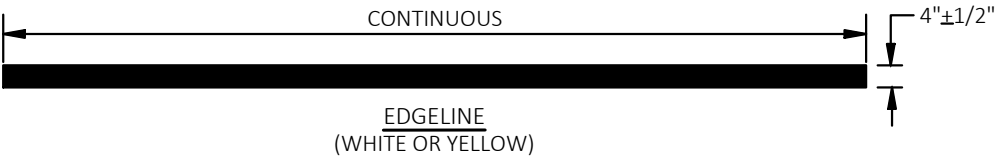
AT STREET INTERSECTIONS, MARKINGS START OR END AT THE MARKED CROSSWALK. THE PROPERTY LINE EXTENDED, IF THERE IS NO MARKED CROSSWALK.

CROSSWALKS AND STOP BARS WILL BE PLACED NO CLOSER THAN 2' TO THE FACE OF CURB.

FOR MORE INFORMATION AND FULL SIZE PATTERNS FOR ARROWS & WORD LEGENDS ARE AVAILABLE AT THE CITY OF MADISON TRAFFIC ENGINEERING FIELD OPERATIONS FACILITY 1120 SAYLE ST. (608) 266-4767



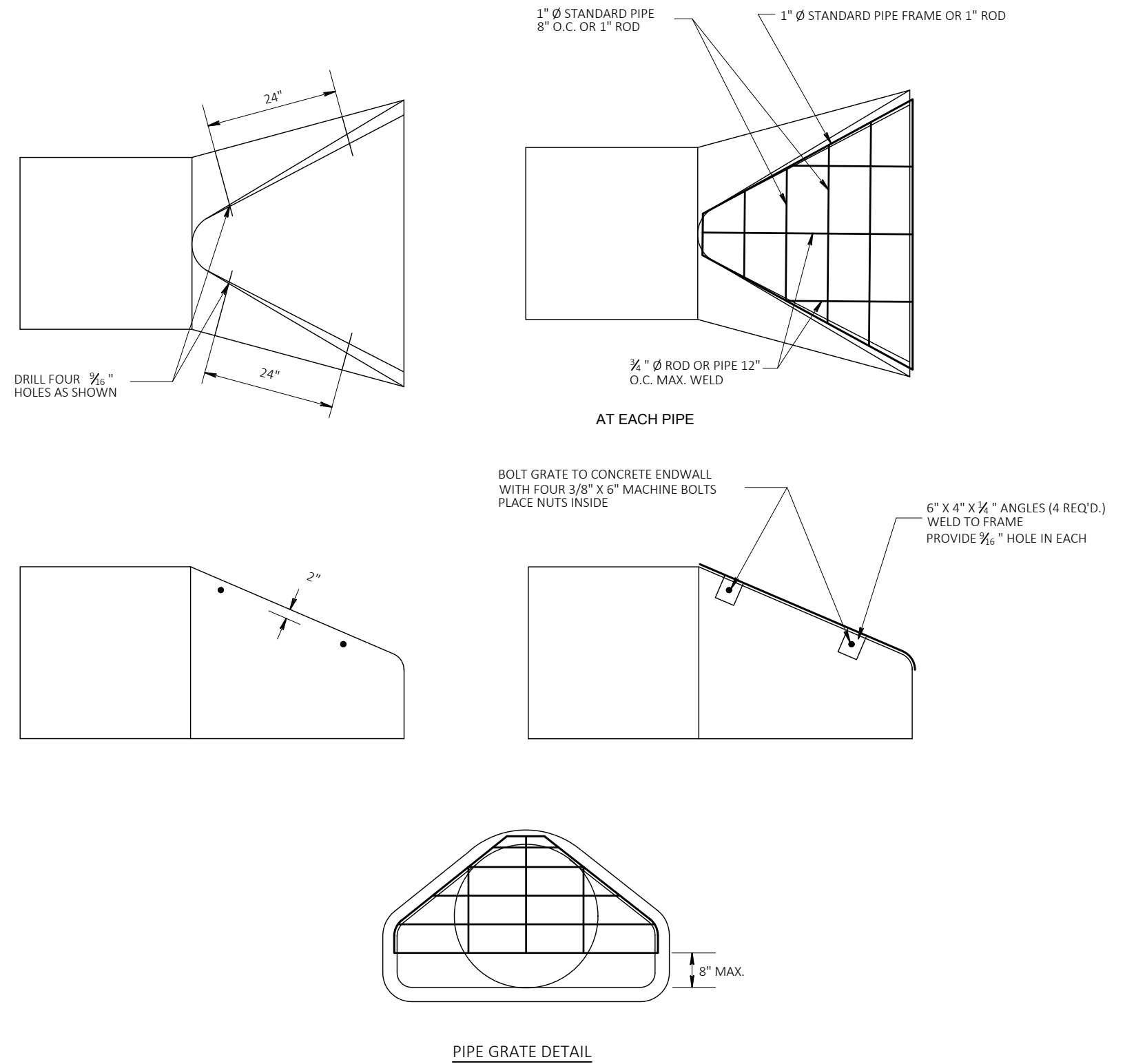
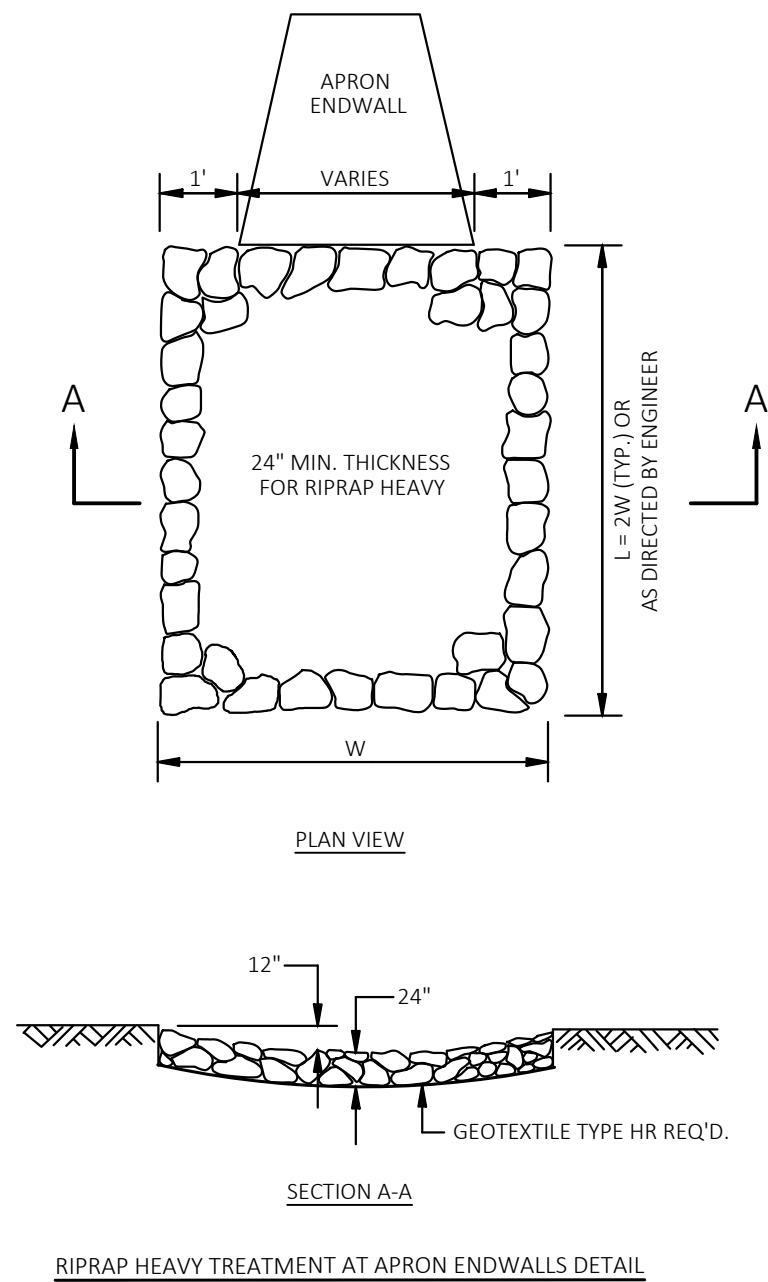
EDGE LINE PLACEMENT



ISLAND APPROACH

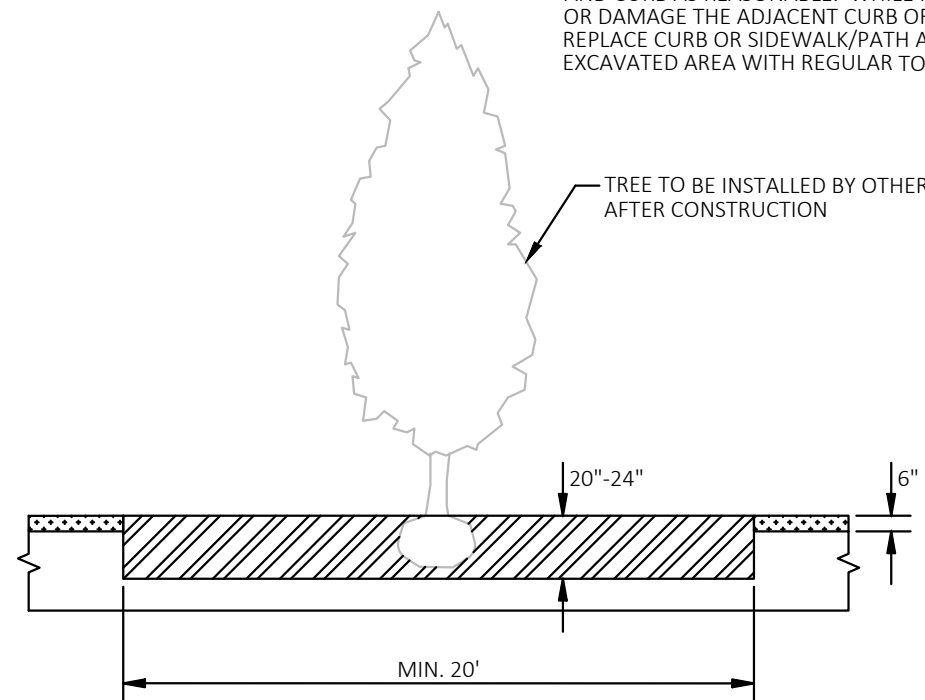
PERMANENT PAVEMENT MARKING DETAILS

SOURCE: (CITY OF MADISON S.D.D. 6.37)



TERRACE EXCAVATION FOR TREE PLANTING:

THIS INCLUDES ALL WORK NECESSARY TO EXCAVATE AREAS WITHIN GRASS TERRACES TO AN APPROPRIATE DEPTH SUITABLE FOR NEW TREE PLANTINGS. ALL WORK SHALL BE IN ACCORDANCE WITH ARTICLE 201 OF THE CITY OF MADISON STANDARD SPECIFICATIONS. THE PROPOSED LOCATIONS FOR TREE PLANTINGS ARE IDENTIFIED ON THE LANDSCAPING PLAN INCLUDED WITHIN THIS PLAN SET. PRIOR TO THE CONTRACTOR STARTING THE EXCAVATION WORK, THE ENGINEER AND FORESTRY REPRESENTATIVE SHALL REVIEW THE PLAN LOCATIONS ON-SITE AND CONFIRM THAT NOT CONFLICTS ARE ANTICIPATED. ONCE THE LOCATIONS MARKED, THE CONTRACTOR SHALL EXCAVATE THE TERRACE AREA TO A SUITABLE DEPTH FOR NEW TREE PLANTINGS. APPROXIMATELY TWENTY (20) INCHES TO TWENTY-FOUR (24) INCHES. THE TERRACE SHALL BE EXCAVATED TO A MINIMUM LENGTH OF TWENTY (20) FEET, BUT THAT MAY BE REDUCED BY THE CONSTRUCTION ENGINEER TO FIT SITE CONSTRAINTS AS NECESSARY. THE WIDTH OF THE TERRACE SHALL ALSO BE EXCAVATED TO AS CLOSE TO THE SIDEWALK/PATH AND CURB AS REASONABLE. WHILE PERFORMING THE EXCAVATION, THE CONTRACTOR SHALL TAKE CARE TO NOT UNDERMINE OR DAMAGE THE ADJACENT CURB OR SIDEWALK. IF DAMAGED DURING THE EXCAVATION PROCESS, THE CONTRACTOR SHALL REPLACE CURB OR SIDEWALK/PATH AT THEIR COST. ONCE THE AREA IS EXCAVATED, THE CONTRACTOR SHALL BACKFILL THE EXCAVATED AREA WITH REGULAR TOPSOIL AND THE SURFACE SHALL BE RESTORED WITH SEED AND EROSION MAT.

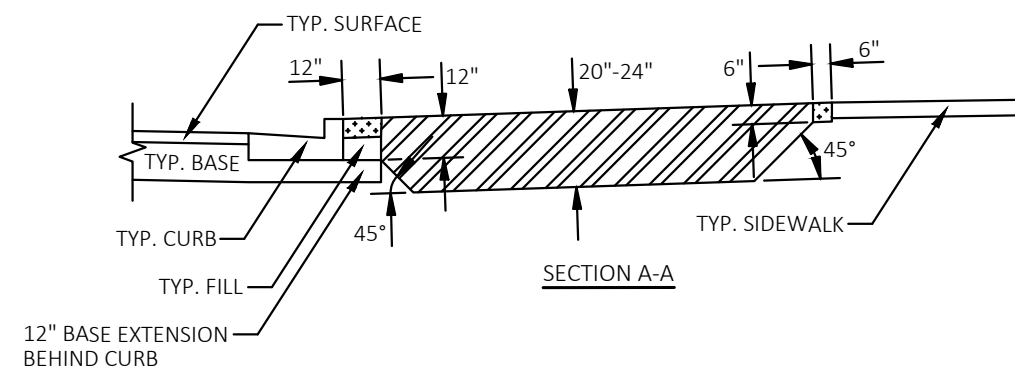
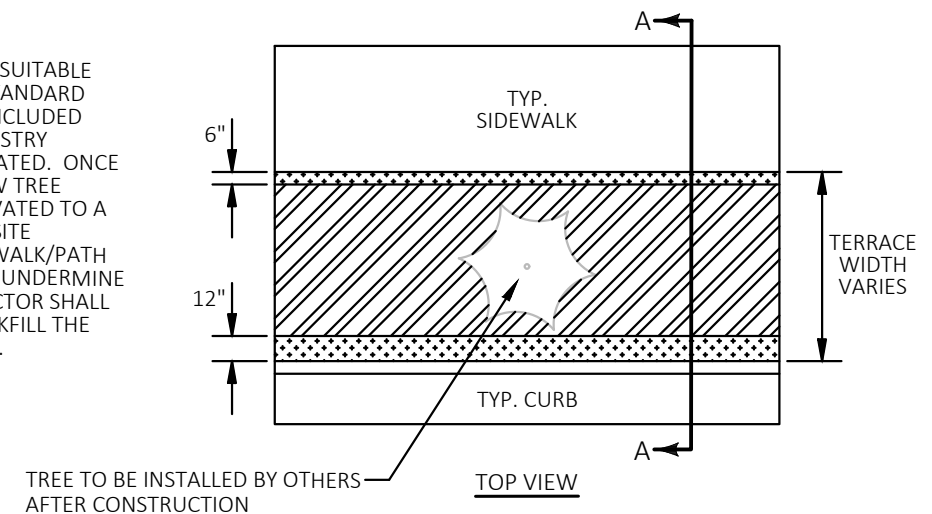
FRONT VIEW

TO PREVENT UNDERMINING, EXCAVATION SHALL NOT BE WITHIN 6" OF FRONT OF WALK OR 12" OF FRONT OF PATH, AND 12" OF BACK OF CURB

RESTORE ALL SURFACES WITH SEED AND EROSION MAT

LEGEND

-  AREA TO BE EXCAVATED 20"-24" DEEP AND BACKFILLED WITH TOPSOIL (CY)
-  AREA TO BE 6" TOPSOIL (SY)

TERRACE EXCAVATION FOR TREE PLANTING DETAIL

SOURCE: (CITY OF MADISON S.D.D. 2.18)

PROJECT NO: 5992-10-74

HWY: S. HIGH POINT ROAD

COUNTY: DANE

CONSTRUCTION DETAILS

SHEET

17

E

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LAYOUT NAME - 021009-cd

PLOT DATE : 7/29/2026 9:51 AM

PLOT BY : KEVIN KLOCKZIEM

PLOT NAME :

PLOT SCALE : NONE

WISDOT/CADDs SHEET 42

2



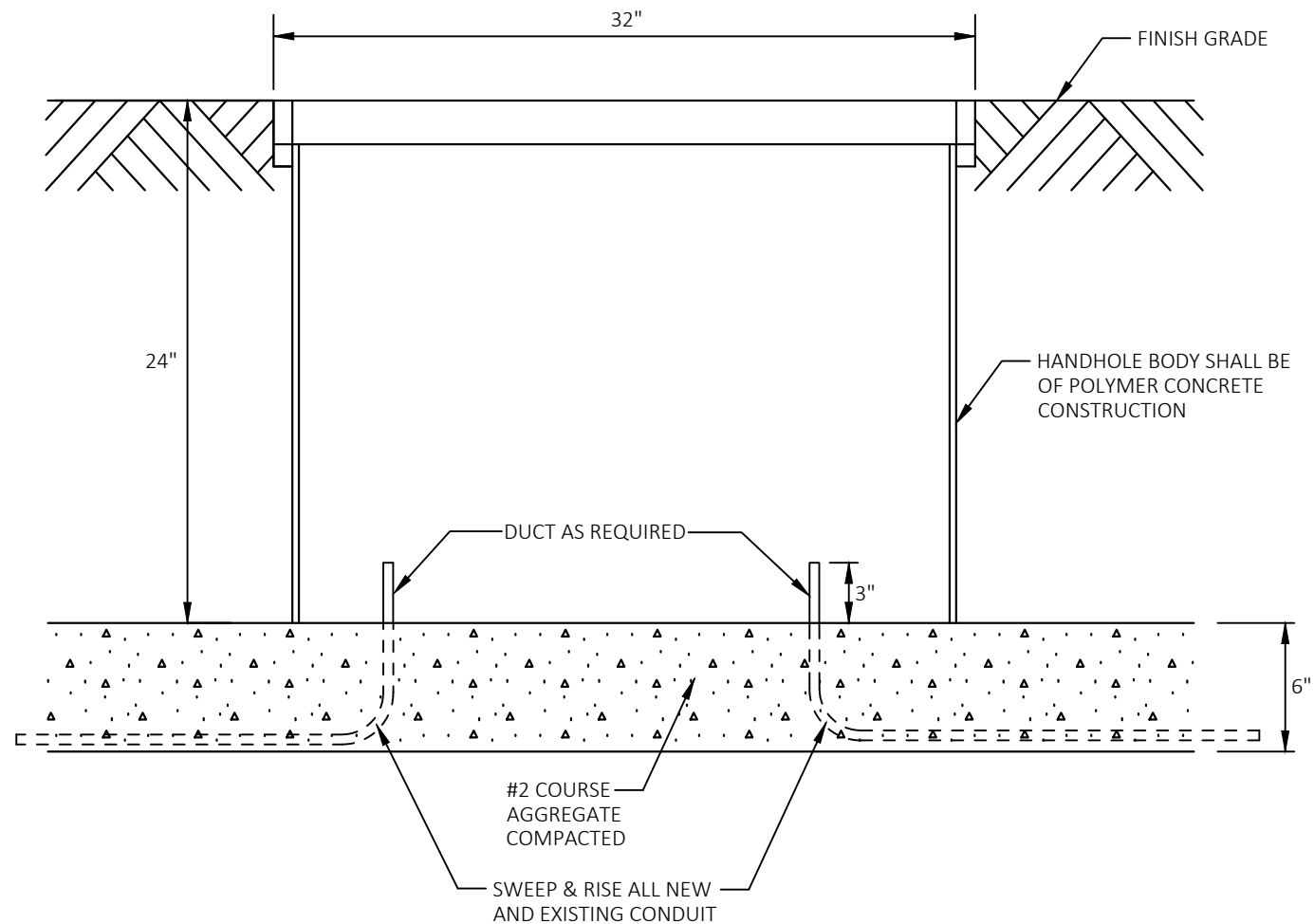
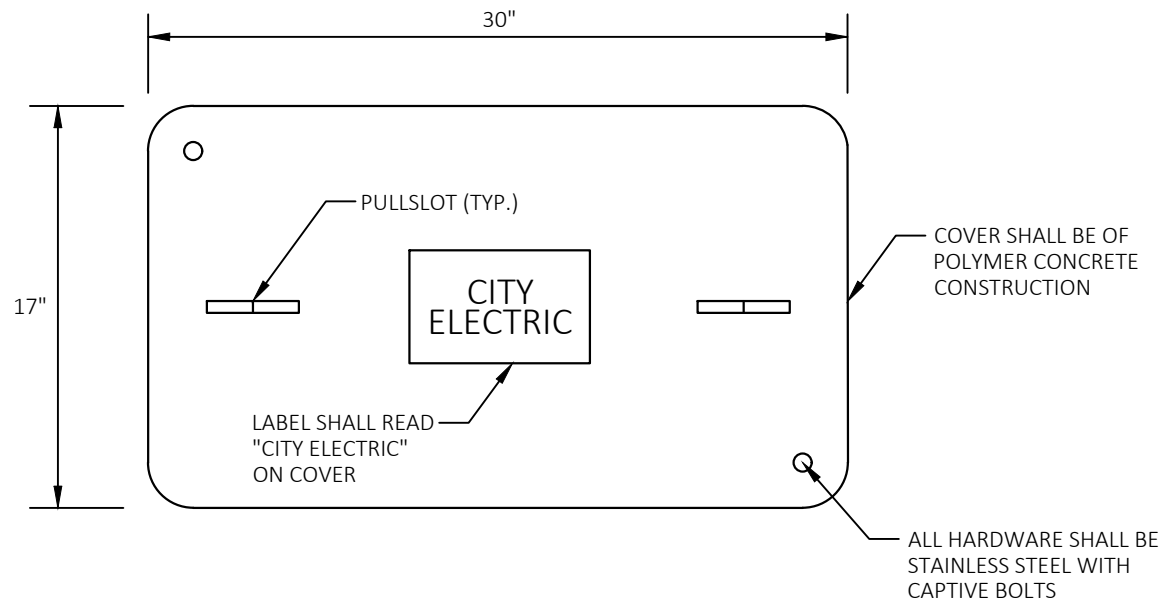
COUNTY: DANE



SHEET

1000000

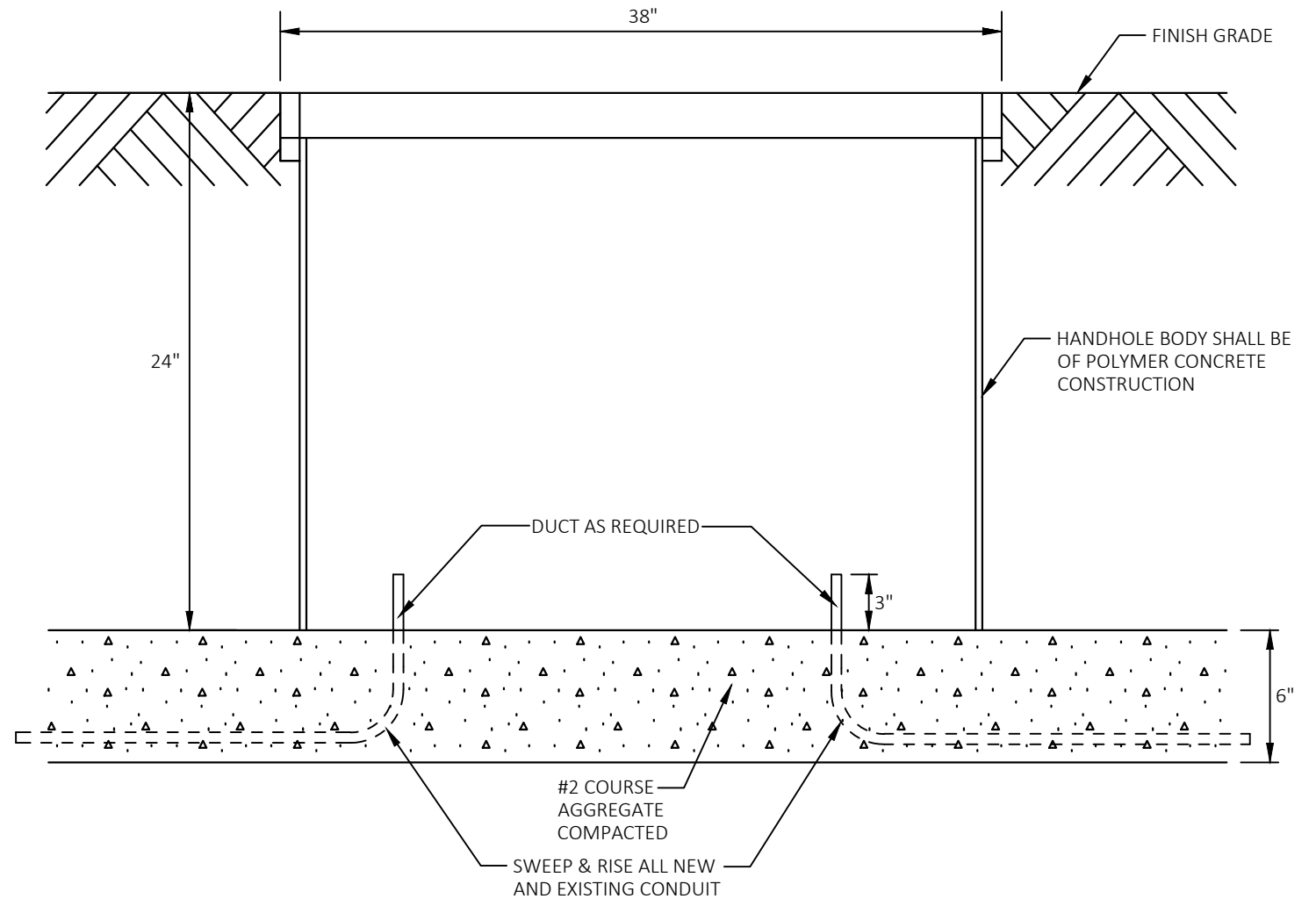
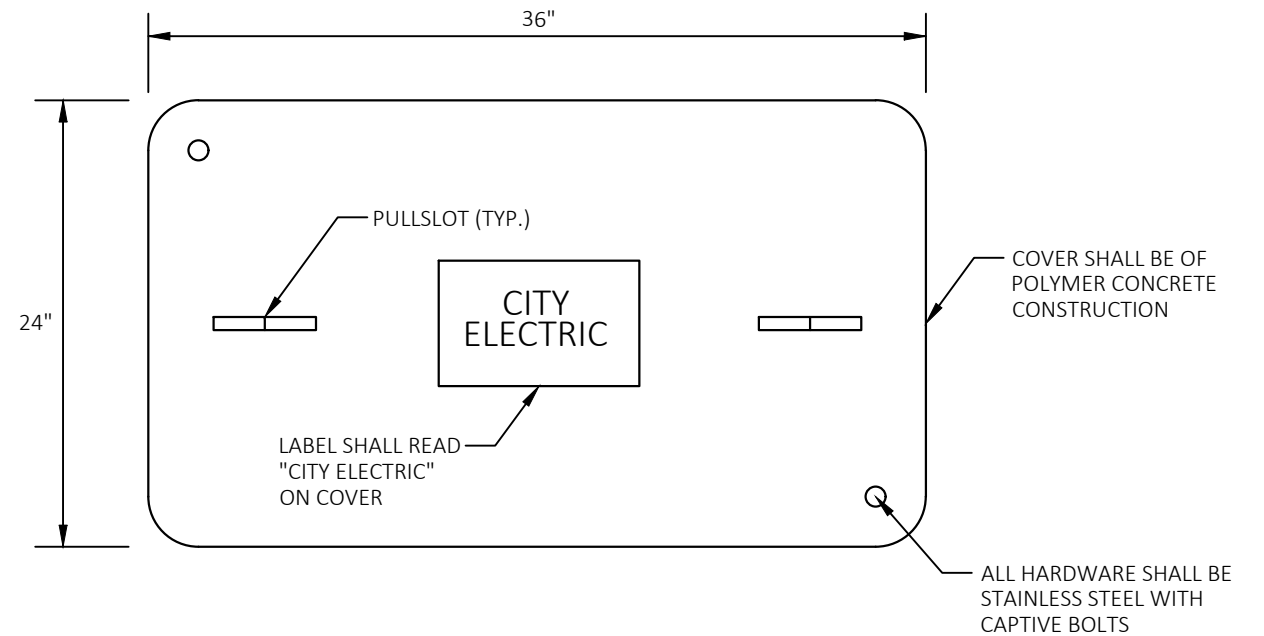
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ELECTRICAL PULLBOX, TYPE 1 DETAIL

SOURCE: (CITY OF MADISON S.D.D. 6.22)

2



ELECTRICAL PULLBOX, TYPE V DETAIL

SOURCE: (CITY OF MADISON S.D.D. 6.26)

PROJECT NO: 5992-10-74

HWY: S. HIGH POINT ROAD

COUNTY: DANE

CONSTRUCTION DETAILS

SHEET

19

E

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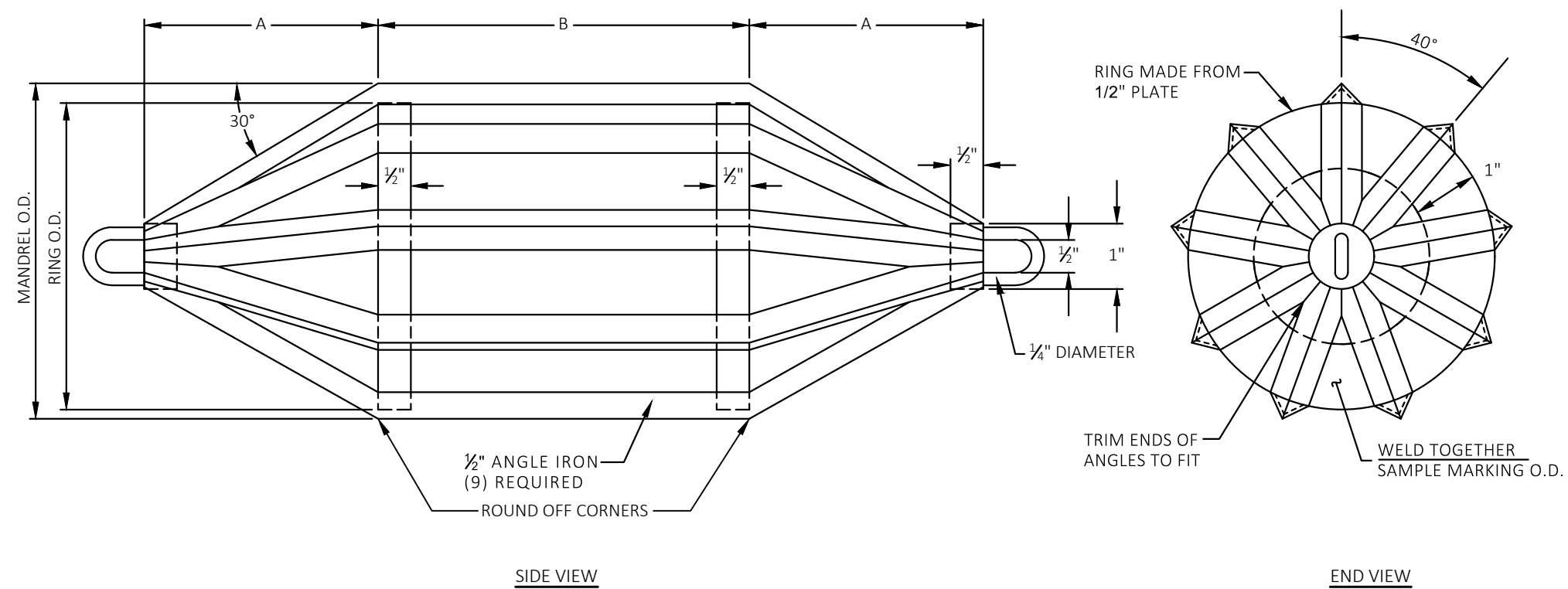
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PLOT BY : KEVIN KLOCKZIEM

PLOT NAME :

PLOT SCALE : NONE

WISDOT/CADDs SHEET 42



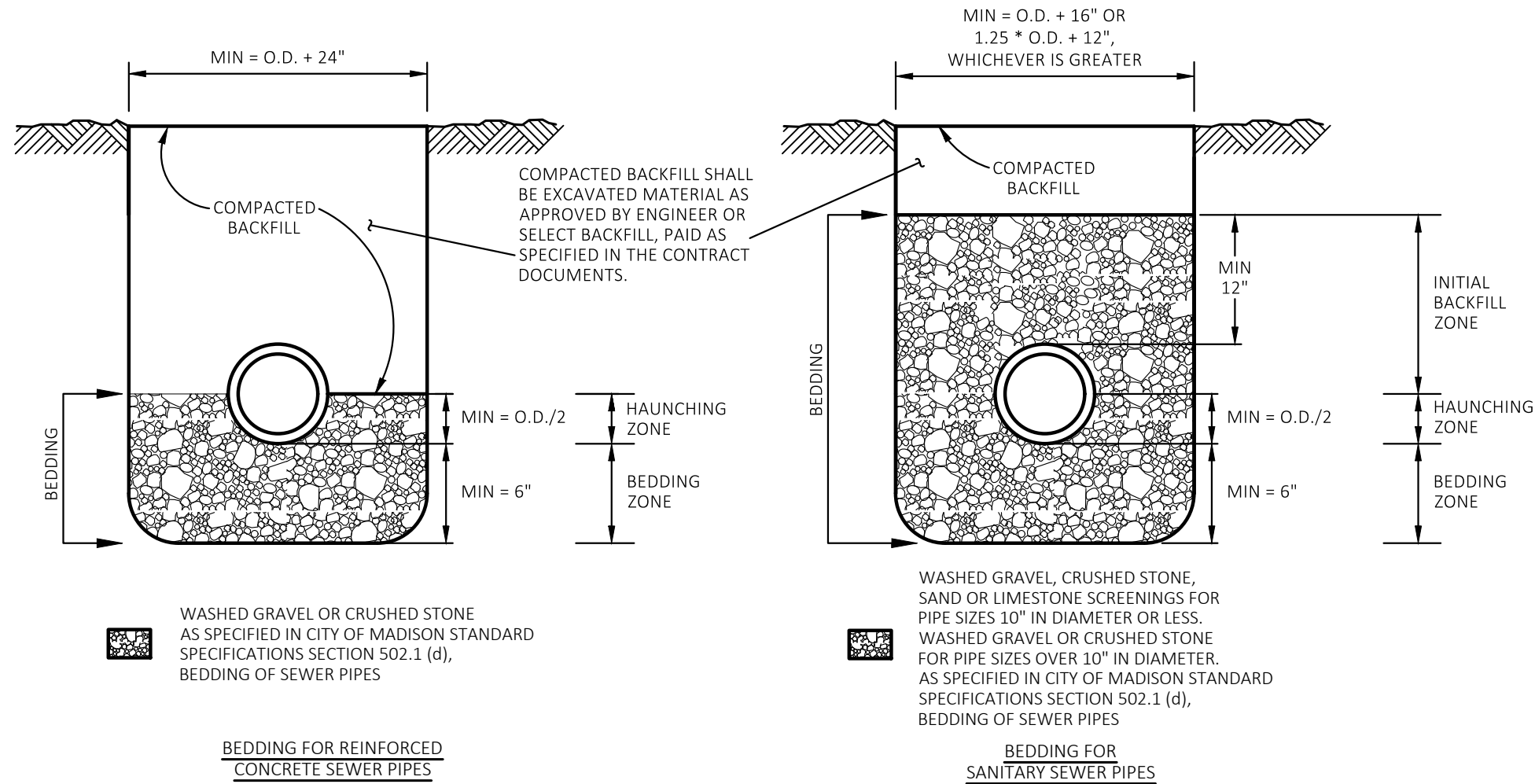
NOMINAL PIPE SIZE ID (IN)	DIMENSIONS		MANDREL O.D. (IN)	RING O.D. (IN)
	A (IN)	B (IN)		
6	4.0	4	5.61	4.90
8	5.3	6	7.36	6.65
10	6.7	6	9.21	8.50
12	8.0	8	11.06	10.35
15	10.0	9	13.82	13.11

MANDREL FOR USE IN ALL P.V.C. SEWER PIPE

NOTE:
AFTER CONSTRUCTION IS COMPLETE, TRUE THE
O.D. DIMENSION FOR THE FULL LENGTH OF "B"
TO +/-0.010" BY TOOL AND LATHE OR GRINDING.

SANITARY SEWER MANDREL DETAIL

SOURCE: (CITY OF MADISON S.D.D. 5.1.1)



NOTES:

UNLESS OTHERWISE SPECIFIED, ALL SANITARY PIPES, INCLUDING LATERALS AND LEADS, SHALL BE INSTALLED WITH THE TYPE OF BEDDING SHOWN FOR THE TYPE AND SIZE OF PIPE INSTALLED.

THE COSTS OF BEDDING SHALL BE INCLUDED IN THE UNIT PRICES BID FOR THE PIPE.
FOR RCP, BEDDING INCLUDES THE HAUNCHING & BEDDING ZONES.
FOR PLASTIC PIPES, THE BEDDING INCLUDES THE HAUNCHING, BEDDING & INITIAL BACKFILL ZONES.
THE BEDDING SHALL BE INSTALLED & COMPACTED IN 6" MAXIMUM LIFTS.

ALL TRENCHES SHALL BE HAND BACKFILLED TO A POINT 12" ABOVE THE TOP OF THE PIPE. ALL BEDDING SHALL BE MECHANICALLY COMPACTED.

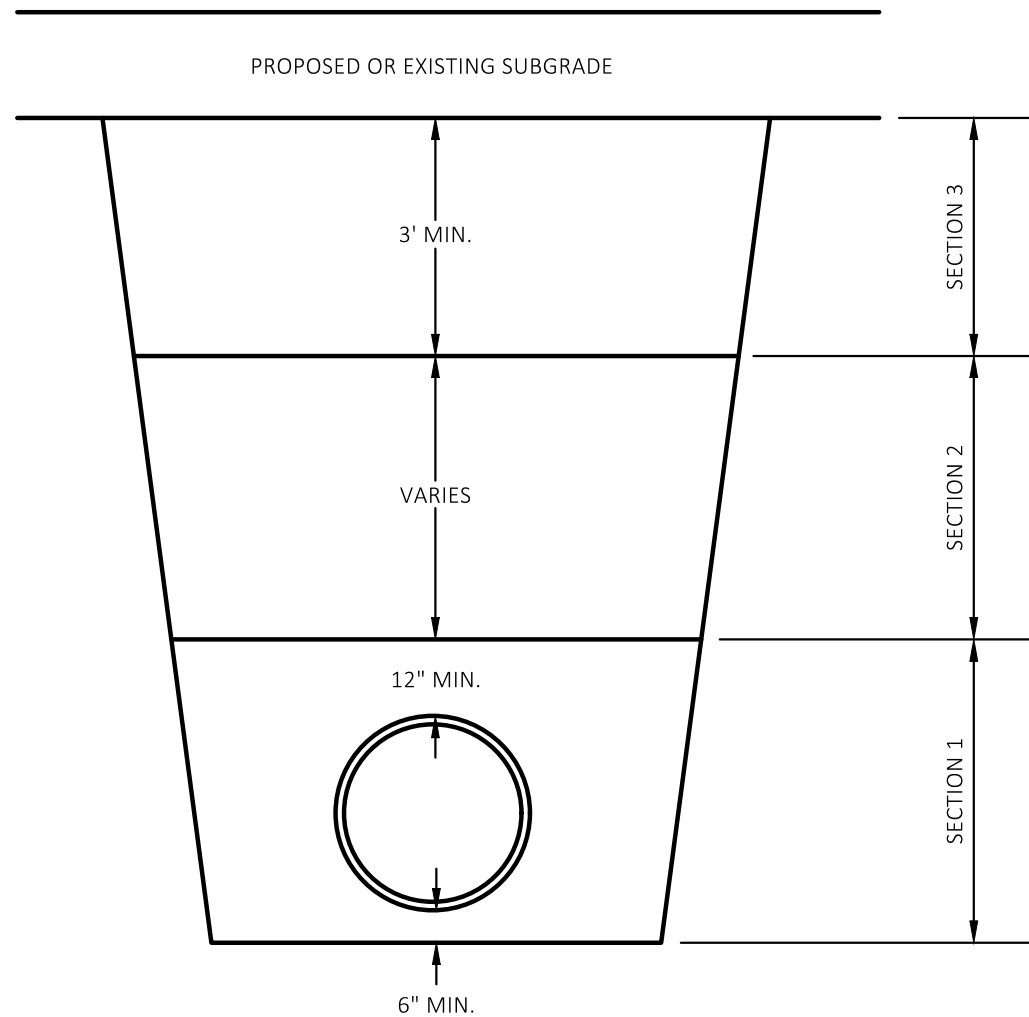
PAYMENT SHALL NOT BE MADE FOR BACKFILL WITH EXCAVATED MATERIAL, IF APPROVED.
SELECT FILL, IF REQUIRED, SHALL BE PAID PER CONTRACT.

THE MAXIMUM ALLOWABLE TRENCH WIDTH SHALL BE $3 * O.D.$, THE MINIMUM TRENCH WIDTH AS SPECIFIED, AND SHALL APPLY FROM THE BOTTOM OF THE TRENCH TO A POINT 12" ABOVE THE TOP OF THE PIPE. WHERE THIS WIDTH IS EXCEEDED, THE CONTRACTOR SHALL FURNISH AND INSTALL A HIGHER TYPE OF BEDDING AT NO EXTRA COST. THE TYPE OF BEDDING SHALL BE DETERMINED BY THE ENGINEER.

O.D. EQUALS THE OUTSIDE DIAMETER OF THE PIPE.

SANITARY SEWER PIPE BEDDING AND BACKFILL DETAIL

SOURCE: (CITY OF MADISON S.D.D. 5.2.1)



TYPICAL TRENCH COMPACTION

ALL BACKFILL MATERIAL SHALL BE PLACED IN LIFTS NOT TO EXCEED 12" BEFORE COMPACTION UNLESS AUTHORIZED BY THE ENGINEER DUE TO THE CHARACTER OF THE MATERIAL AND THE COMPACTING EQUIPMENT. EACH LIFT SHALL BE MECHANICALLY COMPACTED TO THE REQUIRED DENSITY PRIOR TO PLACING SUCCEEDING LIFTS OF BACKFILL MATERIAL.

IN COLD WEATHER, TRENCHES SHALL BE COMPACTED IN ACCORDANCE WITH THE REQUIREMENTS SPECIFIED IN CITY OF MADISON STANDARD SPECIFICATIONS SECTION 502.1 (e), BACKFILLING EXCAVATIONS AND COMPACTION OF BACKFILL.

SECTION 1:

MECHANICALLY COMPACTED BEDDING AS REQUIRED BY THE SPECIFICATIONS. COMPACTION ACHIEVED WITH SMALLER PLATE COMPACTOR. FOR ALL PLASTIC PIPE SECTION 1 SHALL BE INSTALLED IN ACCORDANCE WITH CITY OF MADISON S.D.D. 'PIPE BEDDING AND BACKFILL'.

SECTION 2:

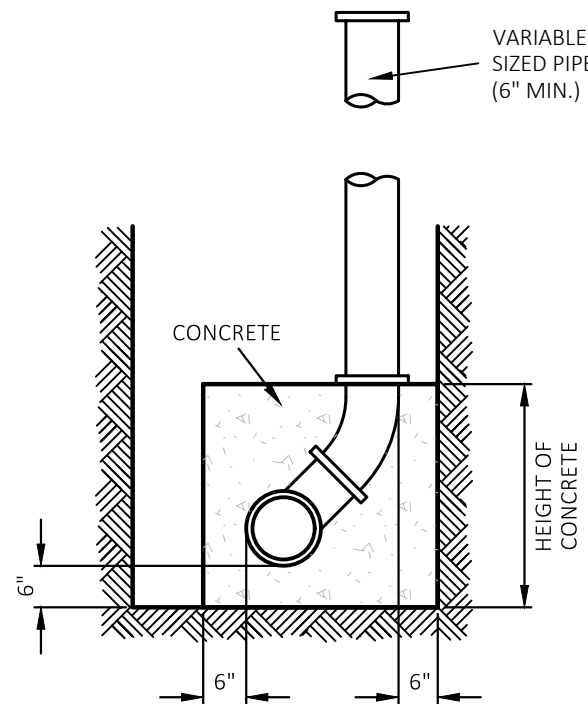
MINIMUM COMPACTION OF 90% MAXIMUM DENSITY. COMPACTION OF BACKFILL WITH BOMAG OR HOE-PAC SHALL NOT BEGIN UNTIL THE DEPTH OF BACKFILL MATERIAL IS TWO FEET ABOVE THE TOP OF PIPE.

SECTION 3:

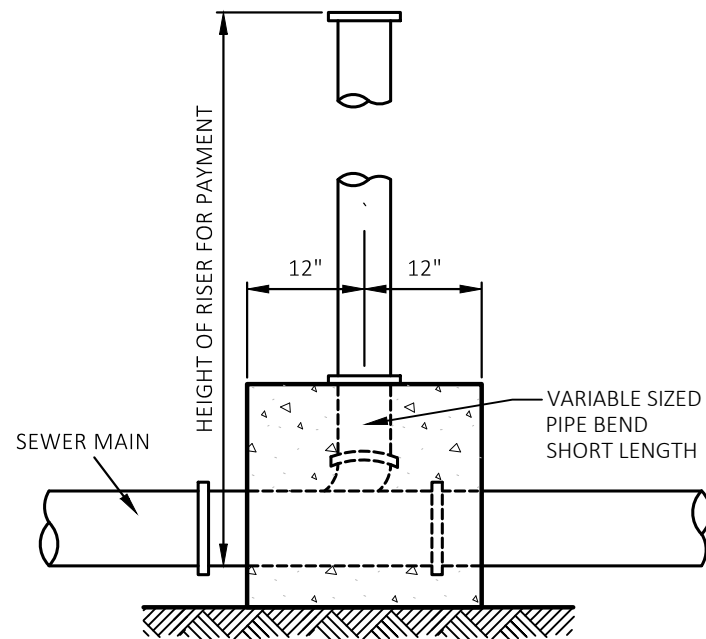
MINIMUM COMPACTION OF 95% MAXIMUM DENSITY.

TYPICAL SANITARY SEWER TRENCH COMPACTION DETAIL

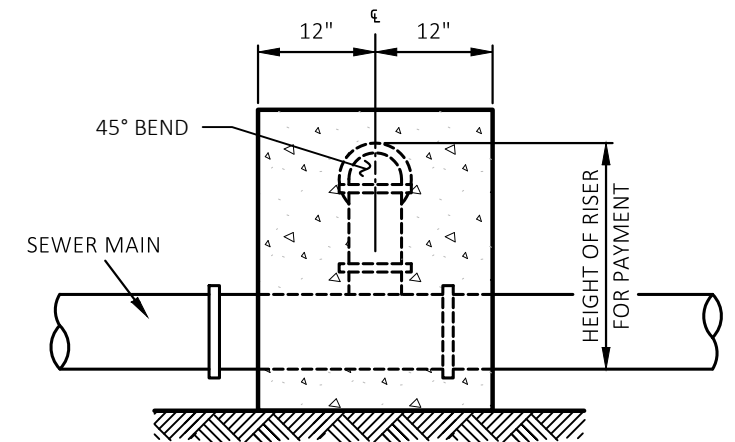
SOURCE: (CITY OF MADISON S.D.D. 5.2.2)



ALTERNATE METHOD A



ALTERNATE METHOD B



LATERAL AND RECONNECT SHALL
CONFORM TO CITY OF MADISON
STANDARD SPECIFICATIONS

BEDDING MATERIAL AND DIMENSIONS
PER CITY OF MADISON STANDARD
SPECIFICATIONS
(CITY OF MADISON S.D.D. 'PIPE BEDDING
AND BACKFILL')

MAIN LINE
TRENCH WALL

22.5°
BENDS

2'

CONNECT TO EXISTING
LATERAL AT EXISTING
MAIN WITH COUPLING.

EXISTING LATERAL

PVC LATERAL
AT 0.25 INCH
PER FOOT SLOPE

6"-12"

PVC LATERAL
AT 1:1 SLOPE

6" MIN.

INSTALL MANUFACTURED WYE FITTING PER
CITY OF MADISON STANDARD SPECIFICATIONS
SECTION 503.3 (d)

SANITARY SEWER RISER DETAIL

SOURCE: (CITY OF MADISON S.D.D. 5.3.1)

PROJECT NO: 5992-10-75

HWY: S. HIGH POINT ROAD

COUNTY: DANE

CONSTRUCTION DETAILS

SHEET

23

E

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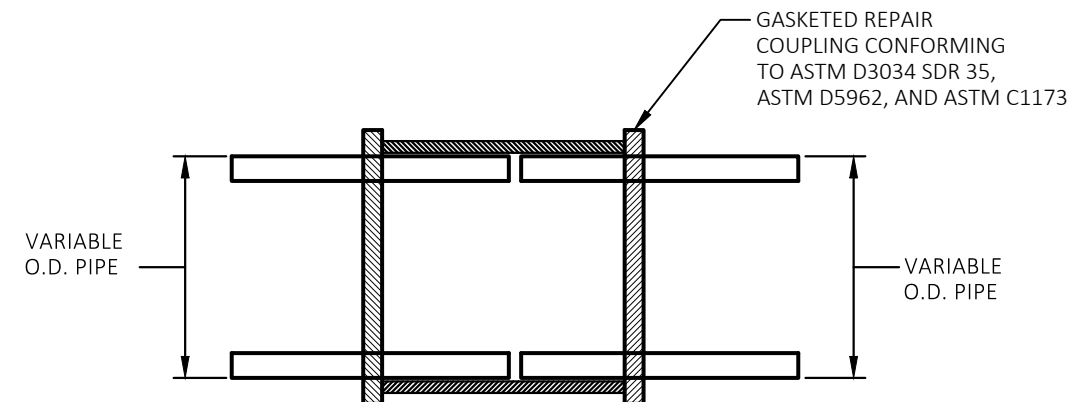
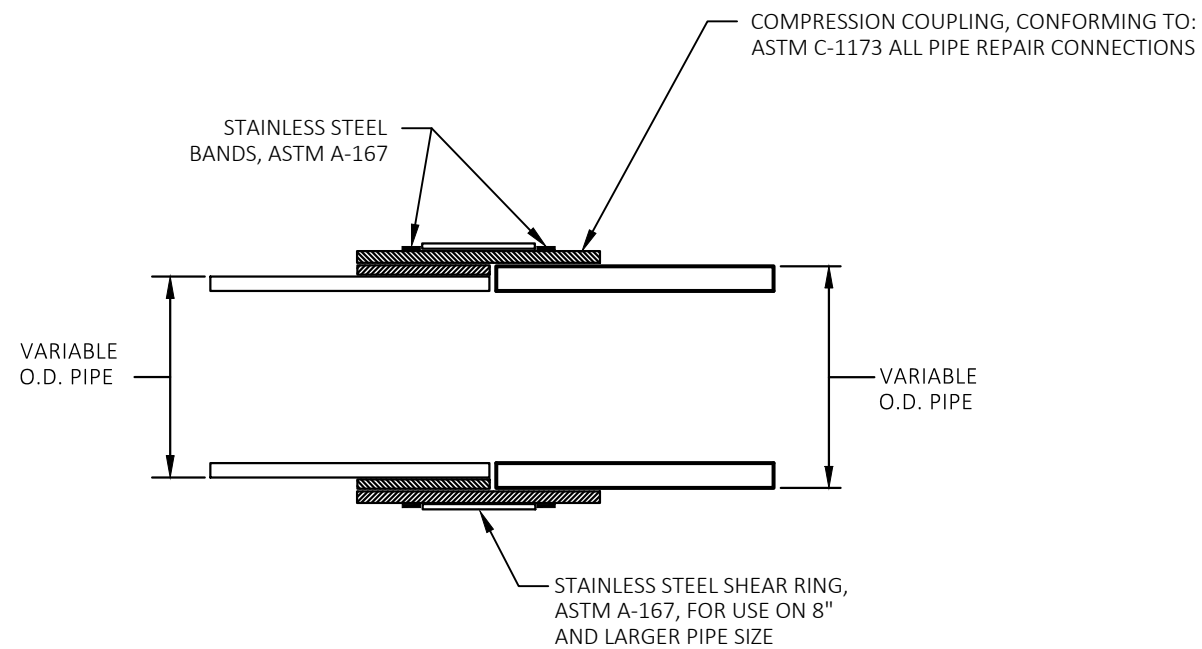
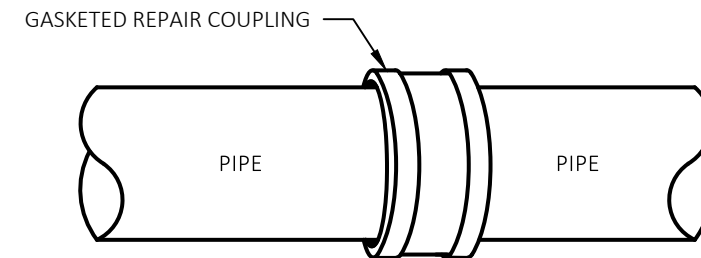
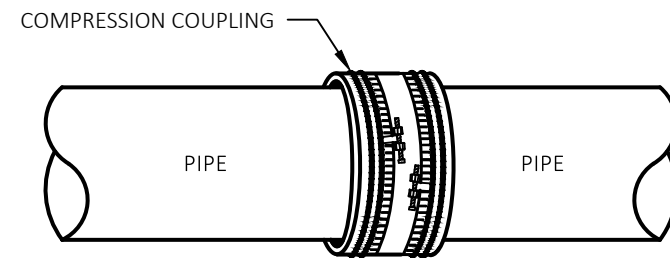
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PLOT BY : KEVIN KLOCKZIEM

PLOT NAME :

PLOT SCALE : NONE

WISDOT/CADDs SHEET 42



COMPRESSION COUPLING

PIPES WITH DIFFERENT MATERIAL TYPES
PIPES WITH DIFFERENT OUTSIDE DIAMETERS

GASKETED REPAIR COUPLING

PVC TO PVC CONNECTION

ALL REPAIRS INVOLVING PIPE CONNECTIONS 8" IN DIAMETER TO 8" IN DIAMETER OR LARGER SHALL UTILIZE THE FERNCO RC STRONGBACK OR EQUIVALENT REPAIR COUPLING. (ASTM C1173).

SANITARY SEWER COUPLING DETAILS

SOURCE: (CITY OF MADISON S.D.D. 5.3.3)

PROJECT NO: 5992-10-75

HWY: S. HIGH POINT ROAD

COUNTY: DANE

CONSTRUCTION DETAILS

SHEET

24

E

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PLOT NAME :

PLOT SCALE : NONE

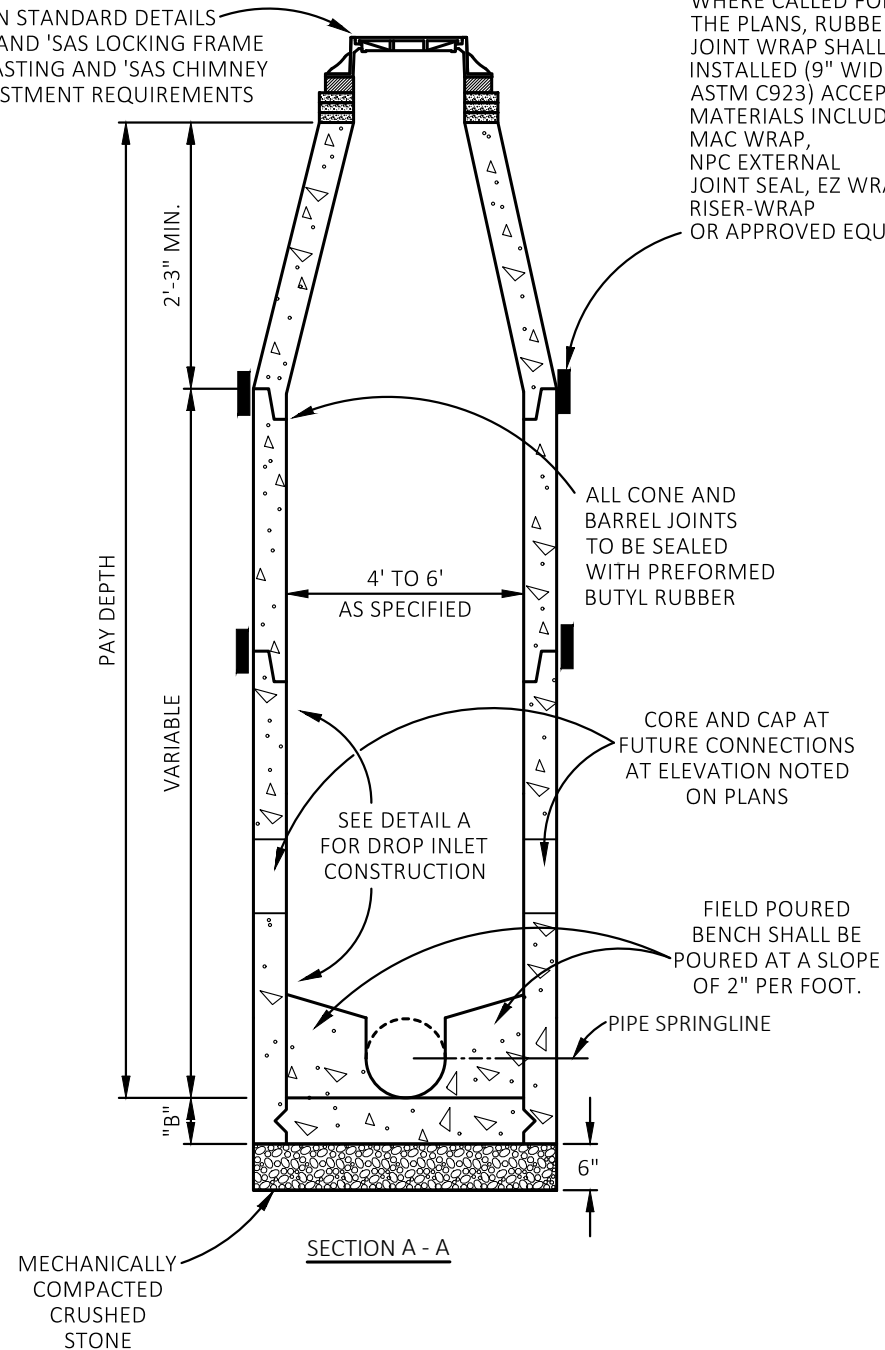
WISDOT/CADDs SHEET 42

NOTES:

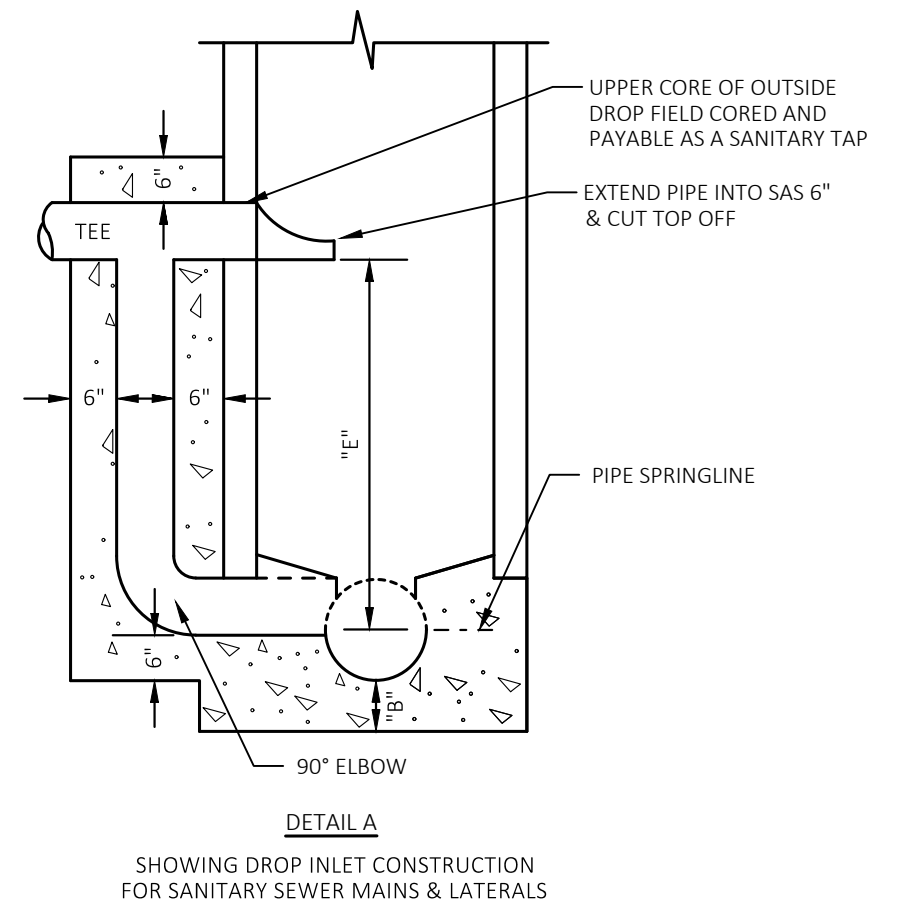
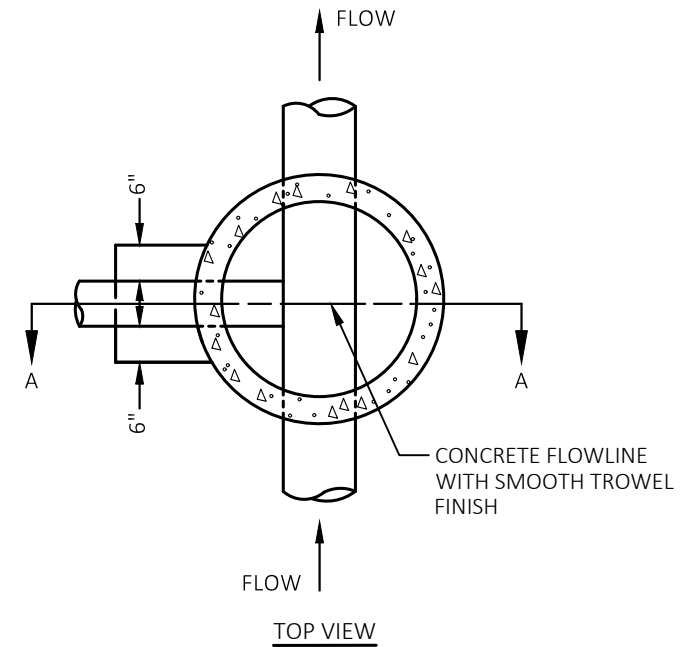
- 1) PRECAST S.A.S. SECTIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH ASTM C-478.
- 2) THICKNESS OF BASE, "B":
6" MIN. FOR 4' DIAMETER SAS
8" MIN. FOR 5' AND 6' DIAMETER SAS
- 3) FOR CASTING DESIGNATION REFER TO CITY OF MADISON STANDARD DETAILS 'SAS FRAME AND COVER' AND 'SAS LOCKING FRAME AND LOGO COVER'.
- 4) CENTERED (CONCENTRIC) CONE SHALL BE INSTALLED UNLESS OTHERWISE DIRECTED.
- 5) DROP INLET SHALL BE BUILT FOR ALL SEWER MAINS AND LATERALS WHEN "E" IS GREATER THAN 24". "E" SHOULD BE MEASURED FROM INVERT OF INCOMING PIPE TO THE SPRINGLINE OF THE OUTGOING SEWER. INSIDE DROP PER CITY OF MADISON STANDARD DETAIL DRAWING 'INSIDE DROP FOR SANITARY MAIN & LATERAL' MAY BE INSTALLED FOR 4" AND 6" SERVICE CONNECTIONS WHERE OUTSIDE DROP INLET CONSTRUCTION IS INFEASIBLE. ENGINEER SHALL APPROVE INSIDE DROP INLET PRIOR TO INSTALLATION.
- 6) FLEXIBLE PIPE TO SAS CONNECTOR REQUIRED PER CITY OF MADISON STANDARD DETAIL DRAWING 'FLEXIBLE PIPE TO S.A.S. CONNECTOR'.
- 7) ALL BENCHES TO BE FIELD POURED CONCRETE WITH SMOOTH TROWEL FINISH. PRECAST BENCHES ONLY PERMITTED WITH PRIOR APPROVAL OF ENGINEER IN WRITING.
- 8) ALL JOINTS BETWEEN RINGS SHALL BE SEALED WITH 3/8" OF AIR-ENTRAINED TYPE M OR S MORTAR. THE OUTSIDE SURFACE OF THE ADJUSTING RINGS SHALL BE SEALED WITH A 1/2" THICK AIR-ENTRAINED MORTAR TYPE M OR S SEAL. THE METHOD USED FOR SEALING THE OUTSIDE SURFACE SHALL BE COMPATIBLE WITH THAT USED TO SEAL JOINTS BETWEEN THE RINGS.
- 9) PRECAST SANITARY SEWER ACCESS STRUCTURE FOR STREET RECONSTRUCTION PROJECTS AND FOR STREET EXCAVATION PERMITS REQUIRE PRECAST SHOP DRAWING APPROVAL FROM CITY ENGINEERING PRIOR TO BEING FABRICATED BY THE MANUFACTURER NO PRECAST SHOP DRAWINGS ARE REQUIRED FOR NEW CONSTRUCTION IN SUBDIVISION DEVELOPMENTS.

SEE CITY OF MADISON STANDARD DETAILS 'SAS FRAME AND COVER' AND 'SAS LOCKING FRAME AND LOGO COVER' FOR CASTING AND 'SAS CHIMNEY AND CASTING' FOR ADJUSTMENT REQUIREMENTS

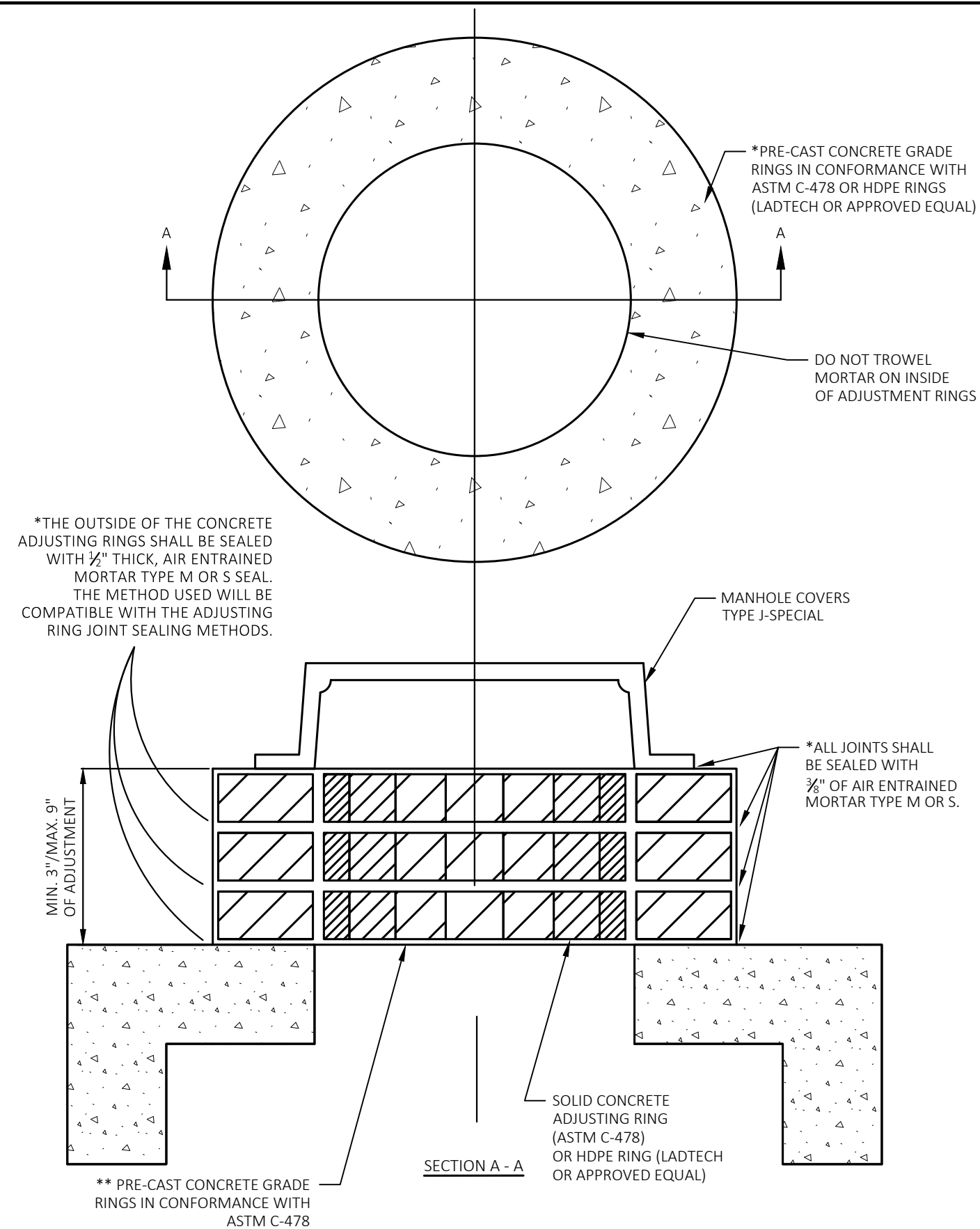
WHERE CALLED FOR ON THE PLANS, RUBBERIZED JOINT WRAP SHALL BE INSTALLED (9" WIDE ASTM C923) ACCEPTED MATERIALS INCLUDE MAC WRAP, NPC EXTERNAL JOINT SEAL, EZ WRAP, RISER-WRAP OR APPROVED EQUAL.



SANITARY SEWER ACCESS STRUCTURE, 4-FOOT DIAMETER DETAIL



SOURCE: (CITY OF MADISON S.D.D. 5.7.2)



** NOTE: HDPE ADJUSTMENT RINGS (LADTECH OR APPROVED EQUAL) MEETING AASHTO HS25 SPECS. ASTM D-1248 INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS WILL BE CONSIDERED AN ACCEPTABLE ALTERNATE TO PRECAST RINGS. IF PRO-RINGS ARE INSTALLED FOR THE WHOLE ADJUSTMENT, CONTRACTOR WILL BE PAID FOR AN INTERNAL CHIMNEY SEAL. PRO-RING ADJUSTMENT IS CONSIDERED TO BE EQUIVALENT OF AN INTERNAL CHIMNEY SEAL. PRO-RING SHALL HAVE M-1 ADHESIVE BETWEEN RINGS. CRETEX PRO RING WILL BE CONSIDERED AN ACCEPTED ALTERNATE FOR PRECAST RINGS. RING JOINT SEALANT SHALL BE ASTM C990 AND AASHTA M-198 (TROWELABLE EZ-STICK #3 OR EQUAL)

SAS CHIMNEY AND CASTING DETAILS

SOURCE: (CITY OF MADISON S.D.D. 5.7.15)

PROJECT NO: 5992-10-75

HWY: S. HIGH POINT ROAD

COUNTY: DANE

CONSTRUCTION DETAILS

SHEET

26

E

FILE NAME : G:\00\00373\00373140\CADD\C3D\59921073\SHEETSPLAN\021001-CD.DWG
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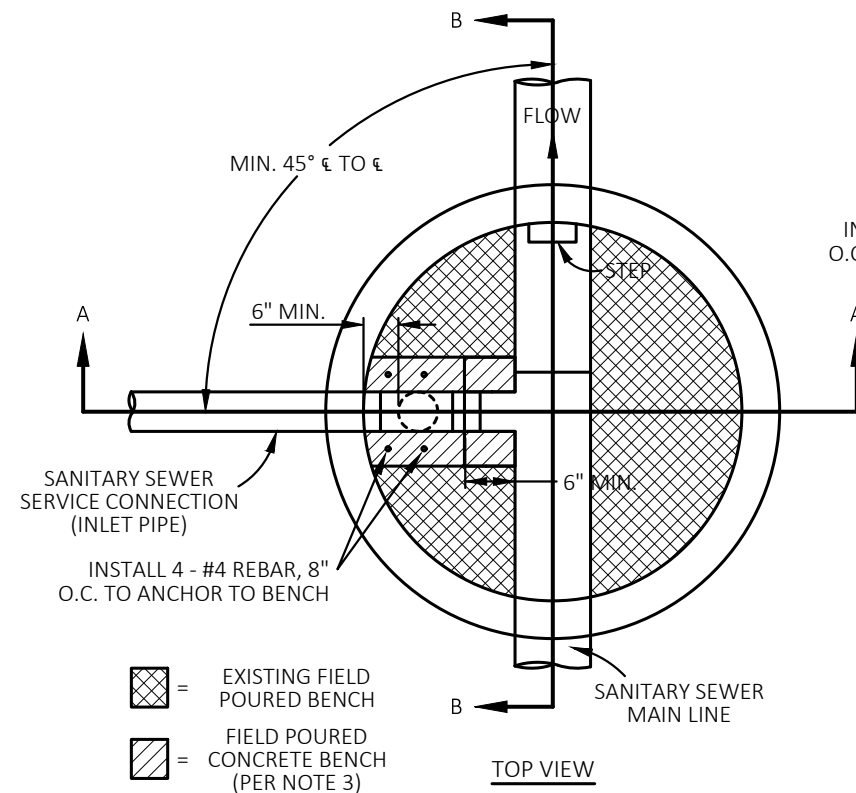
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PLOT BY : KEVIN KLOCKZIEM

PLOT NAME :

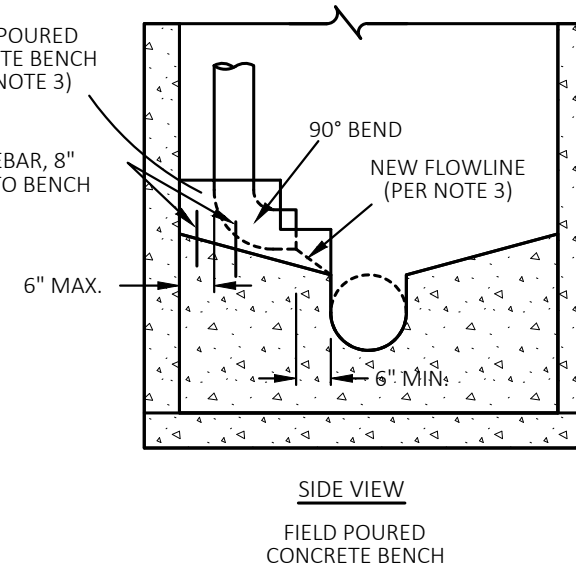
PLOT SCALE : NONE

WISDOT/CADDs SHEET 42



FIELD POURED CONCRETE BENCH (PER NOTE 3)

INSTALL 4 - #4 REBAR, 8" O.C. TO ANCHOR TO BENCH

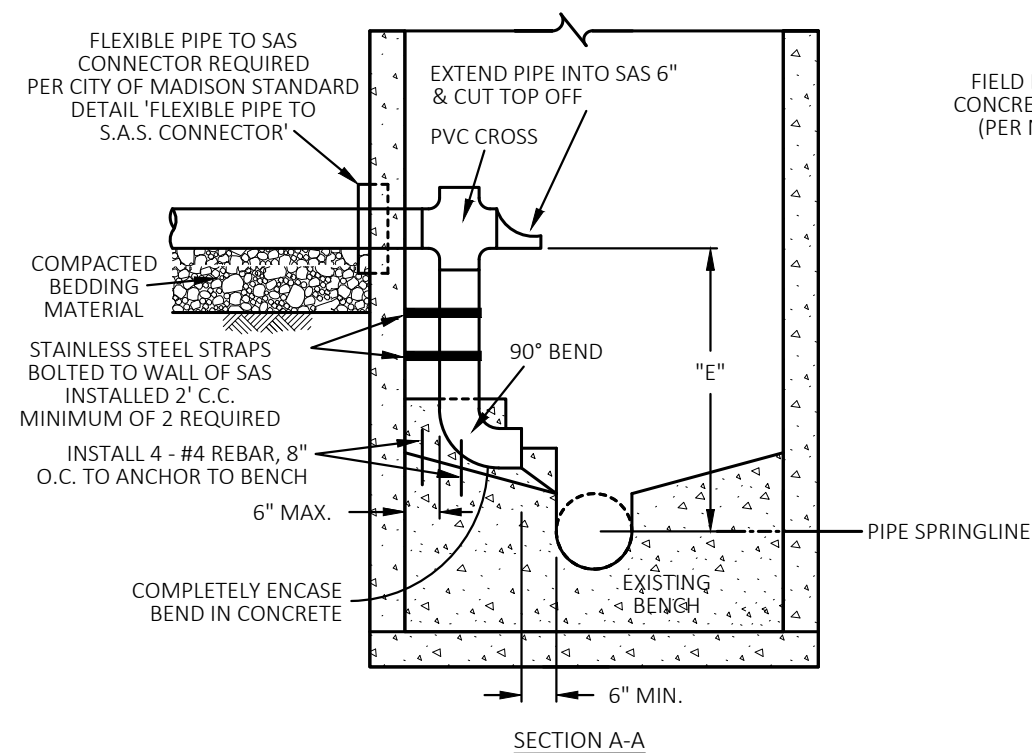


NOTES:

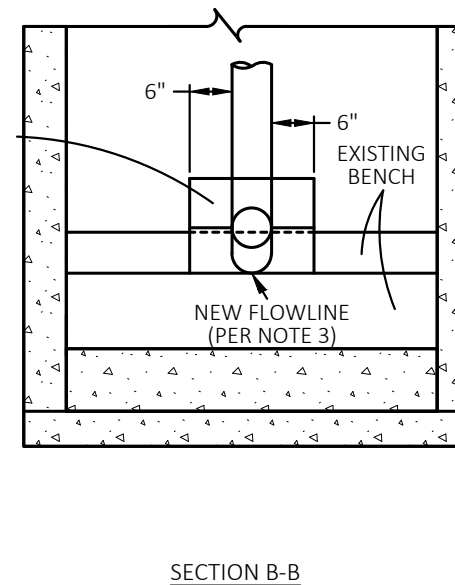
1) INSIDE DROP INLETS SHALL BE USED ONLY WHERE SITE CONDITIONS MAKE AN OUTSIDE DROP CONNECTION INFEASIBLE TO CONSTRUCT. THIS DETERMINATION SHALL BE MADE BY THE ENGINEER IN THE FIELD. THE CONTRACTOR SHALL OBTAIN APPROVAL FOR INSTALLATION OF THE INSIDE DROP INLET FROM THE ENGINEER PRIOR TO CONSTRUCTION.

2) DROP INLET SHALL BE BUILT WHEN "E" IS GREATER THEN 24". "E" SHALL BE MEASURED FROM THE INVERT OF THE INCOMING PIPE TO THE SPRINGLINE OF THE OUTGOING SEWER.

3) ENCASE INLET PIPE IN CONCRETE FROM THE EXISTING BENCH TO FIRST JOINT ABOVE THE 90° BEND. FORM NEW SMOOTH FLOWLINE FROM PIPE END TO MAIN CHANNEL. ROUGH BRUSH FINISH ALL OTHER SURFACES OF THE NEW CONCRETE ENCASEMENT.

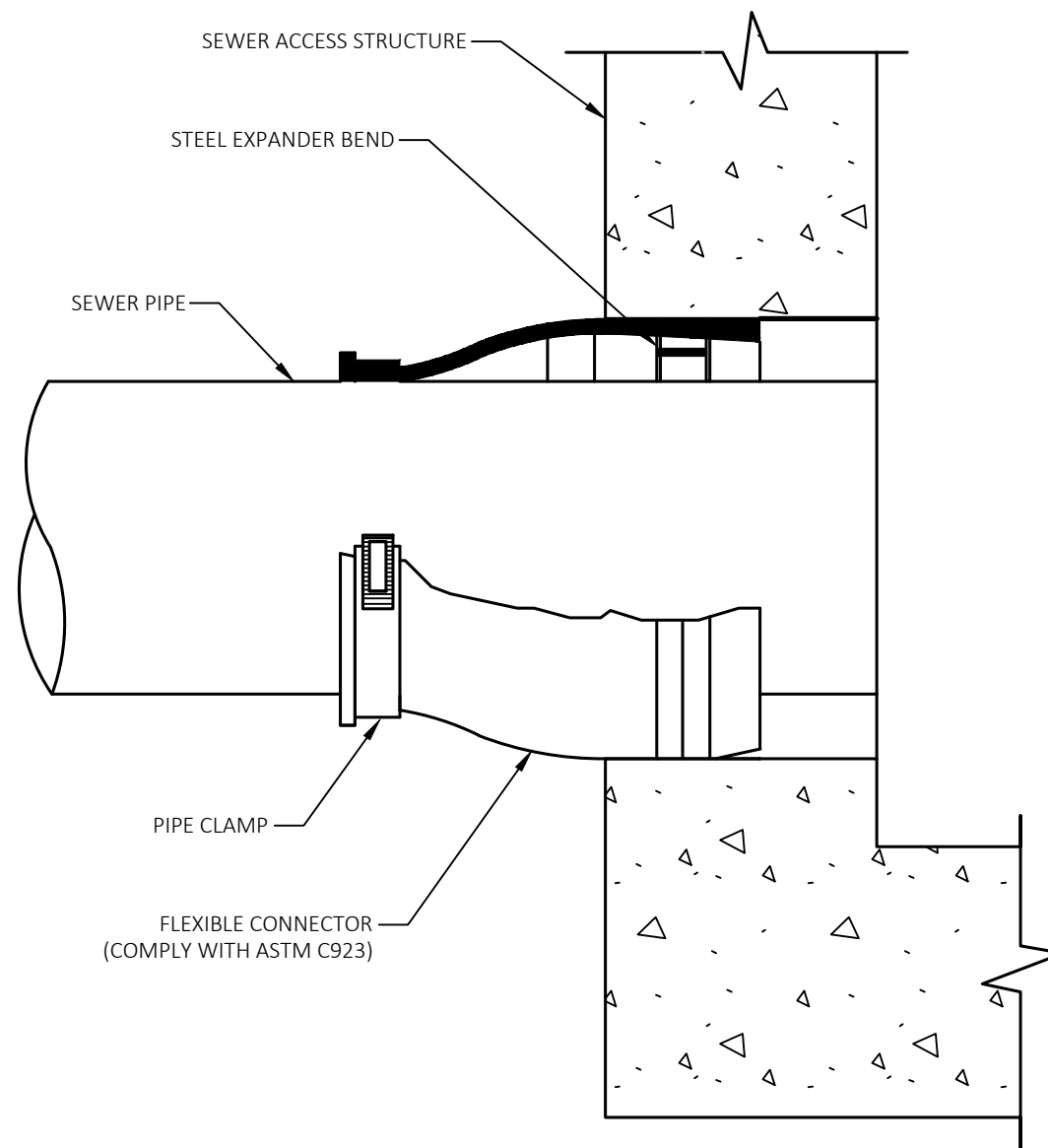


FIELD POURED CONCRETE BENCH (PER NOTE 3)



INSIDE DROP FOR SANITARY MAIN & LATERAL DETAILS

SOURCE: (CITY OF MADISON S.D.D. 5.7.30)



NOTES:

1. S.A.S. CONNECTIONS FOR SEWER MAINS SHALL BE MADE USING FLEXIBLE, WATERTIGHT CONNECTIONS SUCH AS KOR-N-SEAL 1 OR APPROVED EQUAL, UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
2. ALL STAINLESS STEEL ELEMENTS OF CONNECTOR SHALL BE TOTALLY NON-MAGNETIC SERIES 304 STAINLESS. EXCLUDING THE WORM SCREW TIGHTENING THE STEEL BAND AROUND THE PIPE WHICH SHALL BE SERIES 305 STAINLESS. THE WORM SCREW FOR TIGHTENING THE STEEL BAND SHALL BE TORQUED BY A BREAK-AWAY TORQUE WRENCH AVAILABLE FOR PRECAST S.A.S. SUPPLIER AND SET FOR 60 - 70 INCH/LBS.
3. THE CONNECTOR SHALL BE INSTALLED IN THE S.A.S. WALL BY ACTIVATING THE EXPANDING MECHANISM IN STRICT ACCORDANCE WITH THE RECOMMENDATIONS OF THE CONNECTOR MANUFACTURER.
4. THE CONNECTOR SHALL BE OF A SIZE SPECIFICALLY DESIGNED FOR THE PIPE MATERIAL AND SIZE BEING UTILIZED ON THE PROJECT.
5. ALL COSTS SHALL BE CONSIDERED INCIDENTAL TO THE S.A.S. AND/OR PIPE. THE ENGINEER RESERVES THE RIGHT TO REQUIRE A "CONCRETE ENCASEMENT" CONNECTION AT NO ADDITIONAL EXPENSE IN THE EVENT OF A DESIGN CHANGE.
6. CONCRETE COLLARS SHALL BE REQUIRED FOR STORM SEWER CONNECTIONS. FLEXIBLE WATERTIGHT CONNECTIONS MAY BE REQUIRED IF SPECIFIED BY THE ENGINEER.

FLEXIBLE PIPE TO S.A.S. CONNECTOR DETAIL

SOURCE: (CITY OF MADISON S.D.D. 5.7.31)

PROJECT NO: 5992-10-75

HWY: S. HIGH POINT ROAD

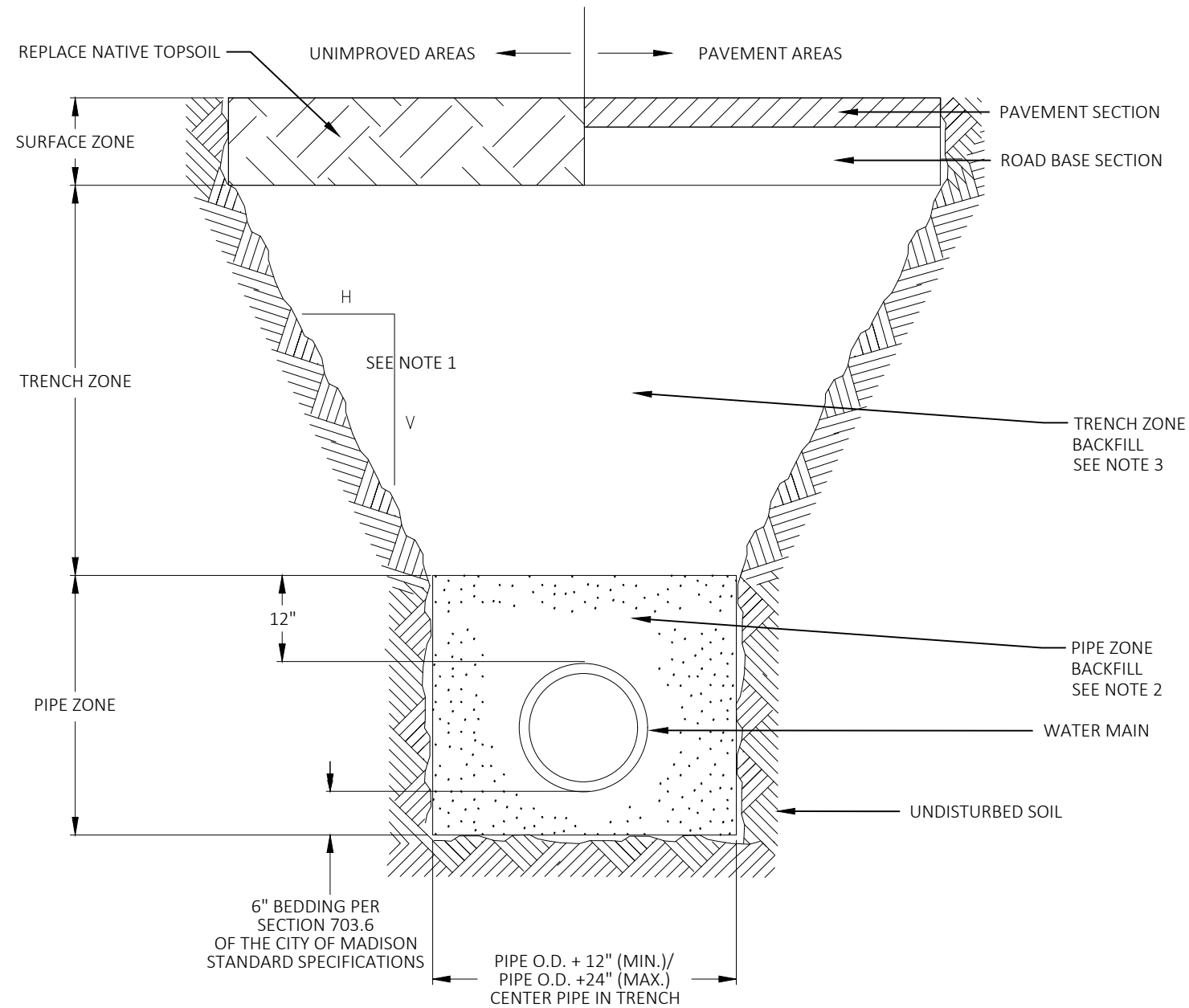
COUNTY: DANE

CONSTRUCTION DETAILS

SHEET

28

E

**NOTES:**

- 1) ALL EXCAVATION SHALL BE IN ACCORDANCE WITH THE WISCONSIN ADMINISTRATIVE CODE FOR "TRENCH EXCAVATION AND TUNNEL CONSTRUCTION" AND ANY ADDITIONAL REQUIREMENTS INCLUDING IN THE CONTRACT DOCUMENTS.
- 2) BACKFILL OPERATIONS SHALL COMPLY WITH SECTIONS 703.6 AND 202.2 (b) OF THE CITY OF MADISON STANDARD SPECIFICATIONS.
- 3) THE PIPE ZONE BEDDING MATERIAL SHALL CONSIST OF SELECT FILL SAND, LIMESTONE SCREENINGS, CLEAR STONE, OR WASHED GRAVEL.
- 4) SEE SECTION 703.6.1 OF THE CITY OF MADISON STANDARD SPECIFICATIONS FOR BACKFILL/COMPACTION REQUIREMENTS OF BEDDING/COVER MATERIAL IN THE PIPE ZONE.
- 5) TRENCH ZONE COMPACTION REQUIREMENTS:
 - ALL COMPACTION OPERATIONS SHALL COMPLY WITH SECTION 703.6.3 OF THE CITY OF MADISON STANDARD SPECIFICATIONS
 - DENSITY REQUIREMENTS:
 1. FROM 2-FEET OVER THE PIPE TO WITHIN 3-FEET OF THE SUBGRADE:
A MINIMUM OF 90% OF MAXIMUM DENSITY.
 2. WITHIN 3-FEET OF THE BOTTOM OF SUBGRADE:
A MINIMUM OF 95% OF MAXIMUM DENSITY.

TYPICAL WATER PIPE TRENCH DETAIL

SOURCE: (CITY OF MADISON S.D.D. 7.01)

PROJECT NO: 5992-10-75

HWY: S. HIGH POINT ROAD

COUNTY: DANE

CONSTRUCTION DETAILS

SHEET

29

E

FILE NAME : G:\00\00373\00373140\CADD\C3D\59921073\SHEETPLAN\021001-CD.DWG
LAYOUT NAME - 021023-cd

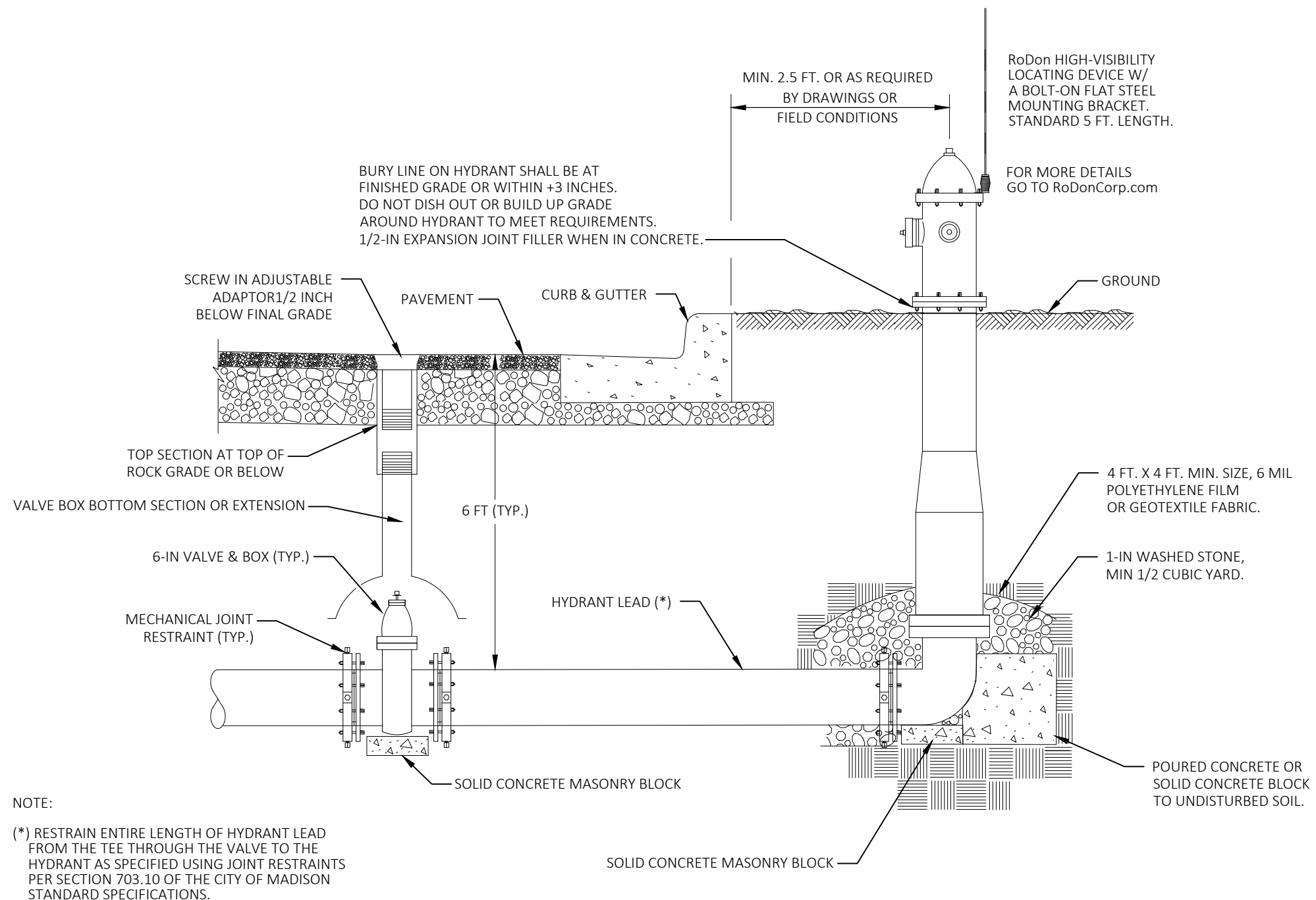
PLOT DATE : 7/29/2026 9:51 AM

PLOT BY : KEVIN KLOCKZIEM

PLOT NAME :

PLOT SCALE : NONE

WISDOT/CADDs SHEET 42



TYPICAL HYDRANT INSTALLATION DETAIL

SOURCE: (CITY OF MADISON S.D.D. 7.04)

PROJECT NO: 5992-10-75

HWY: S. HIGH POINT ROAD

COUNTY: DANE

CONSTRUCTION DETAILS

SHEET

30

E

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PLOT DATE : 7/29/2026 9:51 AM

PLOT BY : KEVIN KLOCKZIEM

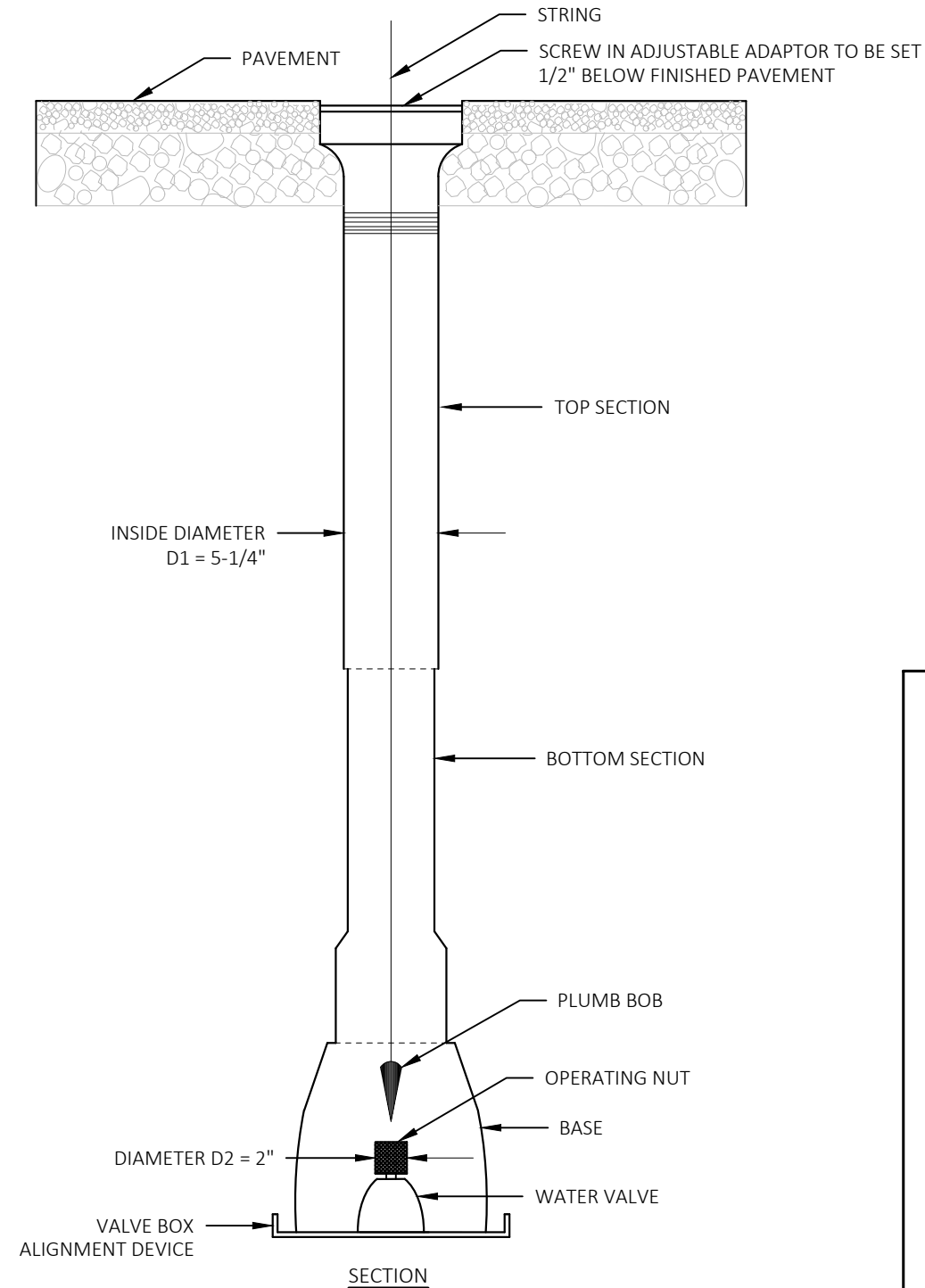
PLOT NAME :

PLOT SCALE : NONE

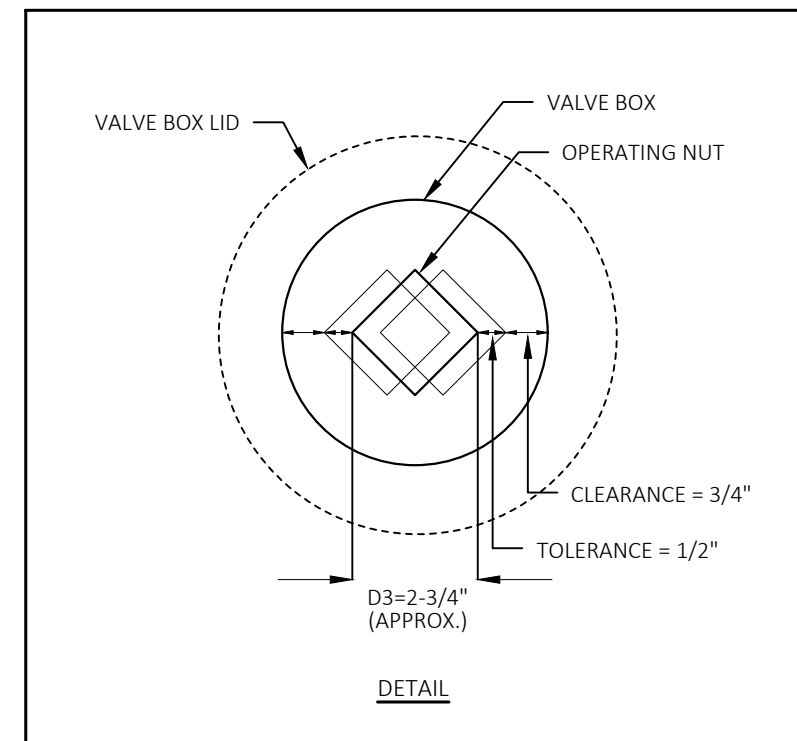
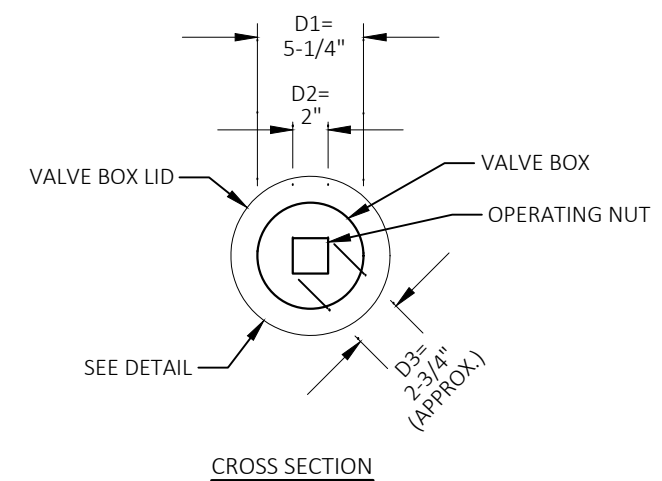
WISDOT/CADD SHEET 42

NOTES:

1. VALVE BOX SHALL BE LOCATED PLUMB AND CENTERED WITH RESPECT TO THE VALVE OPERATING NUT.
2. ALLOWABLE TOLERANCE SHALL BE 1/2"
3. PLUMBNESS AND ALIGNMENT SHALL BE VERIFIED WITH A PLUMB BOB, LOCATING THE VALVE NUT WITHIN THE ALLOWABLE TOLERANCE, AND CONFIRMING THAT THE VALVE IS OPERATIONAL WITHOUT THE VALVE KEY TOUCHING THE INSIDE EDGE OF THE VALVE BOX.
4. FOR STREETS WITH SLOPE GREATER THAN 3% THAT DOES NOT ALLOW EASY PLUMBNESS VERIFICATION, THE VALVE BOX STRAIGHTNESS SHALL BE VISUALLY ASSESSED VERIFYING ITS RELATIVE CENTERED POSITION, CONFIRMING THAT THE VALVE IS OPERATIONAL WITHOUT THE VALVE KEY TOUCHING THE INSIDE EDGE OF THE VALVE BOX AND RESTRICTING ITS USE.
5. FOR VALVE BOXES GREATER THAN 10 FT, UTILIZE ONE CONTINUOUS TUBE OF PVC CUT TO APPROPRIATE LENGTH INSIDE VALVE BOX TO MAINTAIN ALIGNMENT THROUGHOUT CONSTRUCTION.



WATER VALVE BOX ALIGNMENT DETAIL



SOURCE: (CITY OF MADISON S.D.D. 7.06)

PROJECT NO: 5992-10-75

HWY: S. HIGH POINT ROAD

COUNTY: DANE

CONSTRUCTION DETAILS

SHEET

31

E

FILE NAME : G:\00\00373\00373140\CADD\C3D\59921073\SHEETSPLAN\021001-CD.DWG
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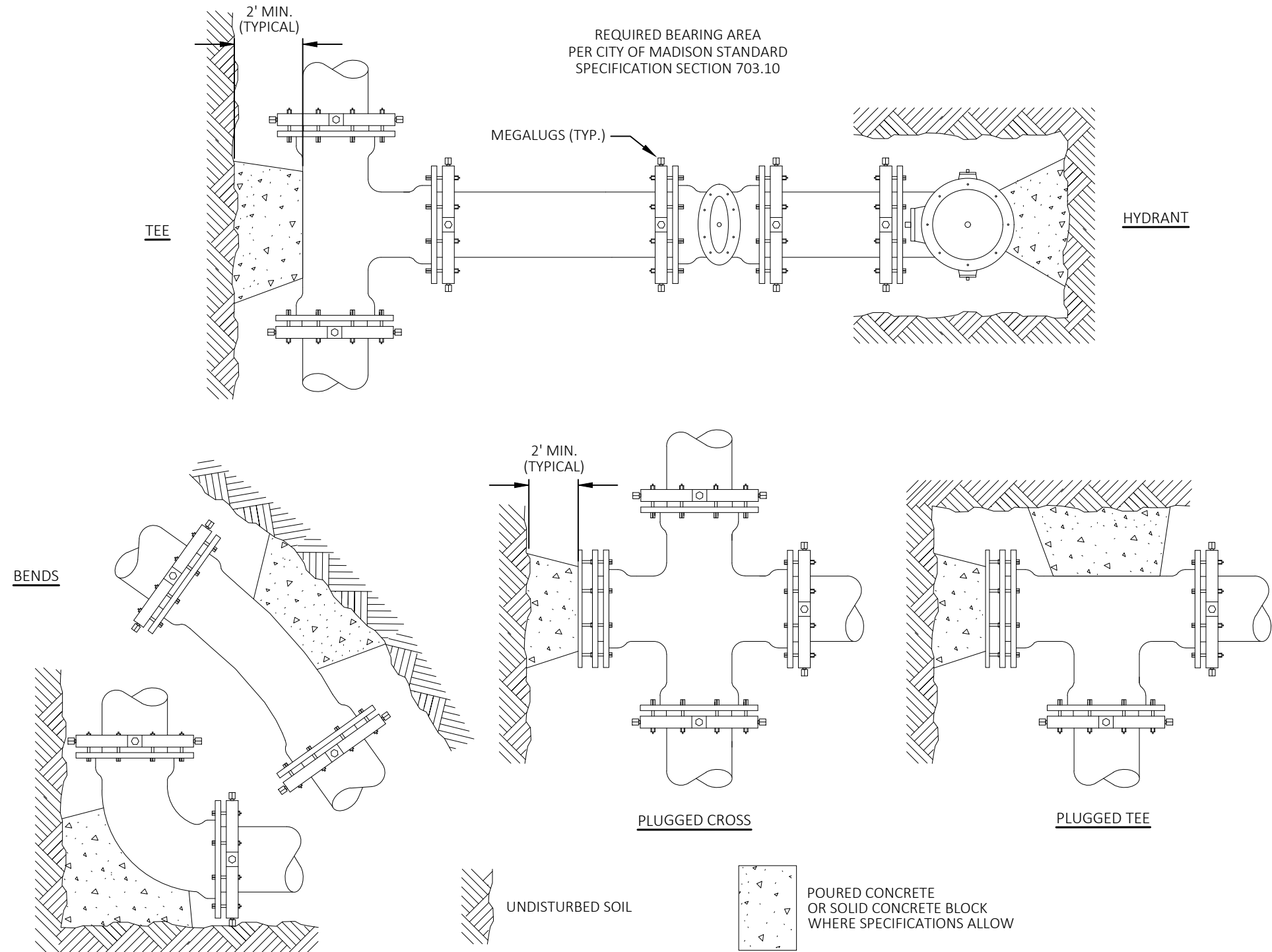
PLOT DATE : 7/29/2026 9:51 AM

PLOT BY : KEVIN KLOCKZIEM

PLOT NAME :

PLOT SCALE : NONE

WISDOT/CADDs SHEET 42



STANDARD CONCRETE BLOCK THRUST RESTRAINT DETAIL

SOURCE: (CITY OF MADISON S.D.D. 7.13)

PROJECT NO: 5992-10-75

HWY: S. HIGH POINT ROAD

COUNTY: DANE

CONSTRUCTION DETAILS

SHEET

32

E

FILE NAME : G:\00\00373\00373140\CADD\C3D\59921073\SHEETSPLAN\021001-CD.DWG
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PLOT BY : KEVIN KLOCKZIEM

PLOT NAME :

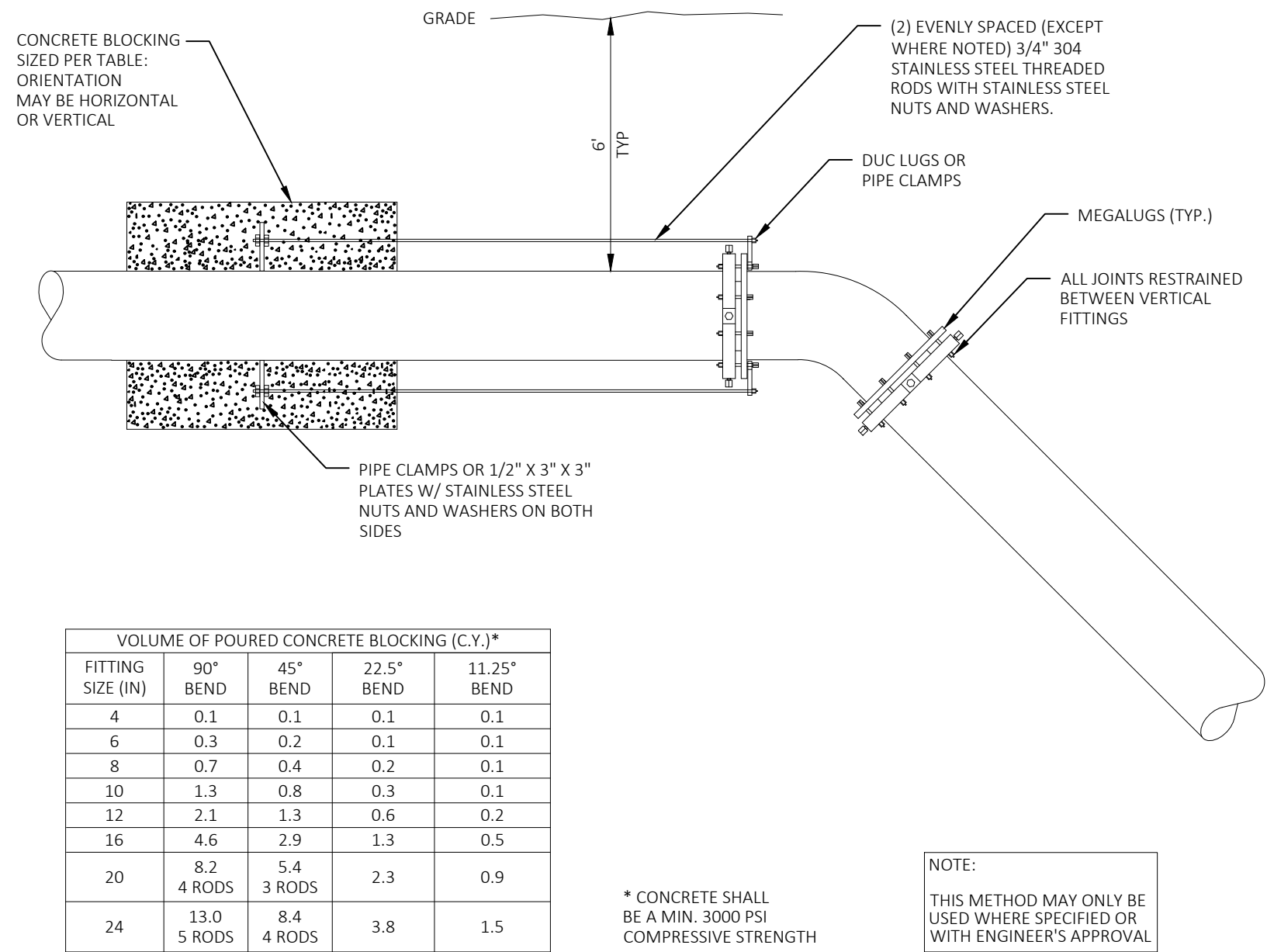
PLOT SCALE : NONE

WISDOT/CADDs SHEET 42

A cross-section diagram of a concrete wall. The wall has a total height of 18 inches, indicated by a vertical dimension line on the right. The base width is 6 inches, indicated by a horizontal dimension line at the bottom. The top of the wall is a semi-circle. A label 'REBARS' with an arrow points to the reinforcement bars within the concrete. The diagram is labeled 'CROSS SECTION' at the bottom.



- NOTES:
- 1) REBAR SHALL BE #5 EPOXY COATED GRADE 60
 - 2) CONCRETE SHALL BE MIN. 3,000 PSI
COMPRESSIVE STRENGTH
 - 3) ABOVE VALUES ARE BASED ON 150 PSI TEST PRESSURE.
FOR OTHER TEST PRESSURES PROPORTION AS FOLLOWS:
 $\text{BLOCK VOLUME} = \text{TEST PRESSURE} / 150 \times \text{TABLE VALUE}$



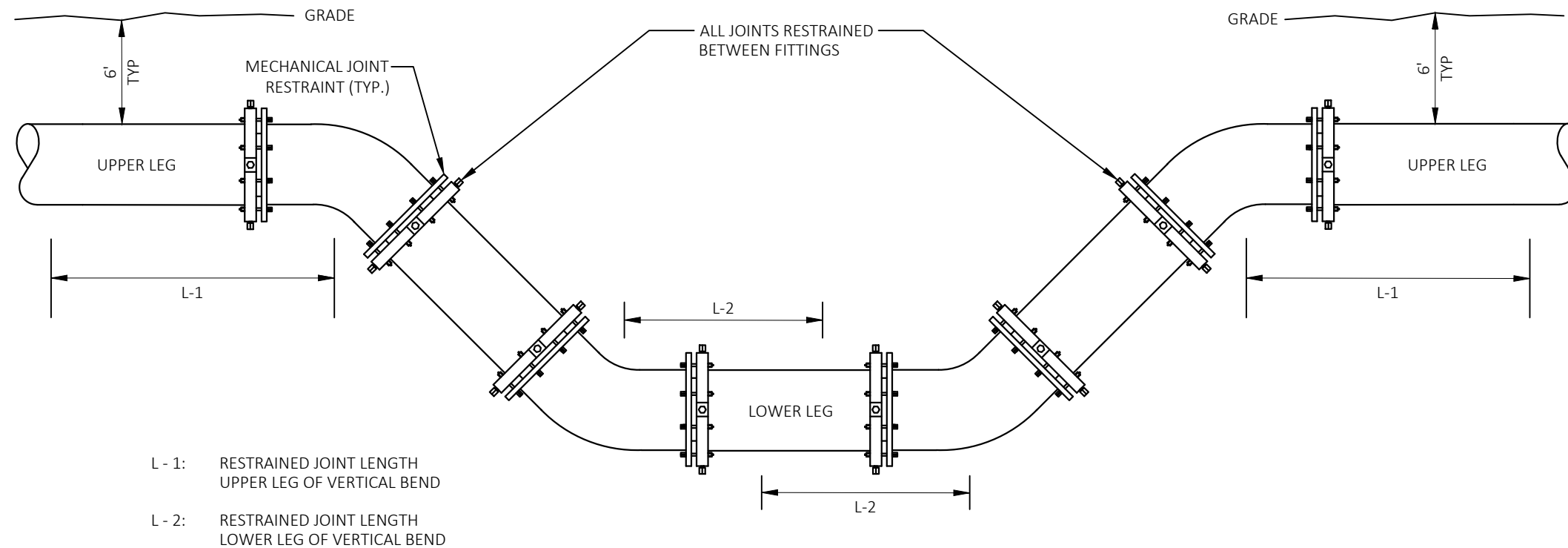
VOLUME OF POURED CONCRETE BLOCKING (C.Y.)*				
FITTING SIZE (IN)	90° BEND	45° BEND	22.5° BEND	11.25° BEND
4	0.1	0.1	0.1	0.1
6	0.3	0.2	0.1	0.1
8	0.7	0.4	0.2	0.1
10	1.3	0.8	0.3	0.1
12	2.1	1.3	0.6	0.2
16	4.6	2.9	1.3	0.5
20	8.2 4 RODS	5.4 3 RODS	2.3	0.9
24	13.0 5 RODS	8.4 4 RODS	3.8	1.5

* CONCRETE SHALL BE A MIN. 3000 PSI COMPRESSIVE STRENGTH

NOTE:
THIS METHOD MAY ONLY BE USED WHERE SPECIFIED OR WITH ENGINEER'S APPROVAL

ROD & CONCRETE BLOCK THRUST RESTRAINT FOR VERTICAL BENDS DETAIL

SOURCE: (CITY OF MADISON S.D.D. 7.15)



	90° BEND		45° BEND		22.5° BEND		11.25° BEND	
FITTING	L-1	L-2	L-1	L-2	L-1	L-2	L-1	L-2
SIZE (IN)	(FT)	(FT)	(FT)	(FT)	(FT)	(FT)	(FT)	(FT)
4	33*	33*	13	3	6	2	3	1
6	46*	46*	18	4	9	2	5	1
8	61*	61*	24	5	12	3	6	2
10	73*	73*	28	6	14	3	7	2
12	87*	87*	34	7	16	4	8	2
16	112*	112*	43	10	21	5	11	3
20	137*	137*	53	12	26	6	13	3
24	161*	161*	62	13	30	7	15	4

NOTES:

SOURCE: Adapted from the EBAA Iron Restraint Length Calculator, Version 7.1.2

Materials = Poly Wrapped Ductile Iron Pipe

Soil Type = GM (Silty Gravels, Gravel-Sand-Silt Mixtures)

Test Pressure = 150 PSI

*SOURCE: DIPRA - THRUST RESTRAINT DESIGN FOR DUCTILE IRON PIPE

Safety Factor = 1.5

Trench Type = 4

Bury Depth = 6'

Low Side Depth = 8'

JOINT RESTRAINT LENGTHS FOR VERTICAL BENDS DETAIL

SOURCE: (CITY OF MADISON S.D.D. 7.16)

PROJECT NO: 5992-10-75

HWY: S. HIGH POINT ROAD

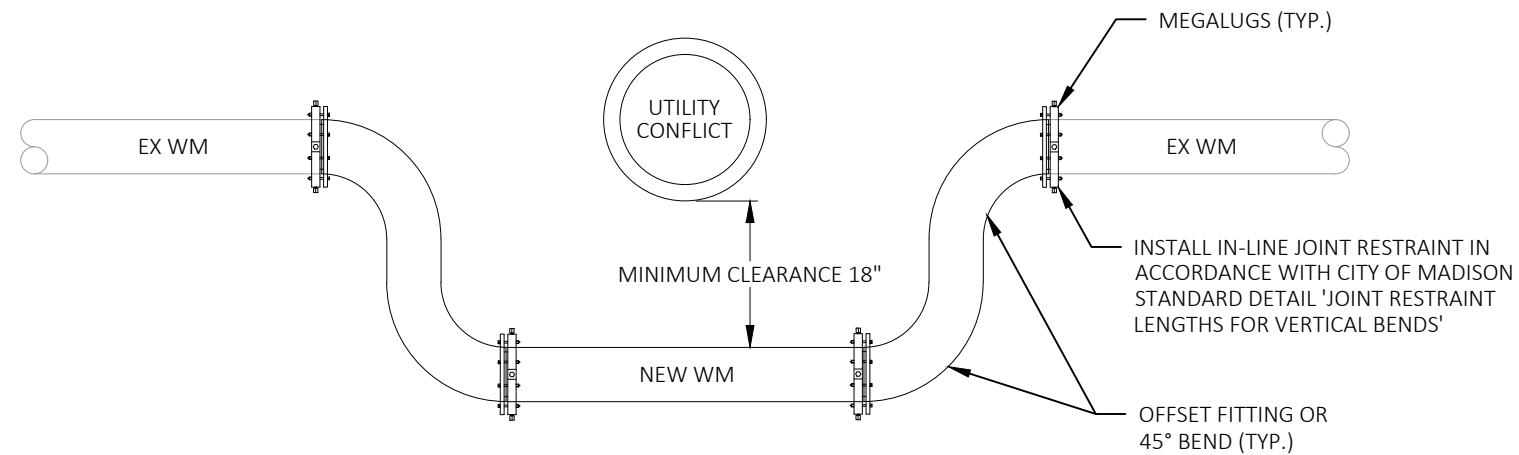
COUNTY: DANE

CONSTRUCTION DETAILS

SHEET

35

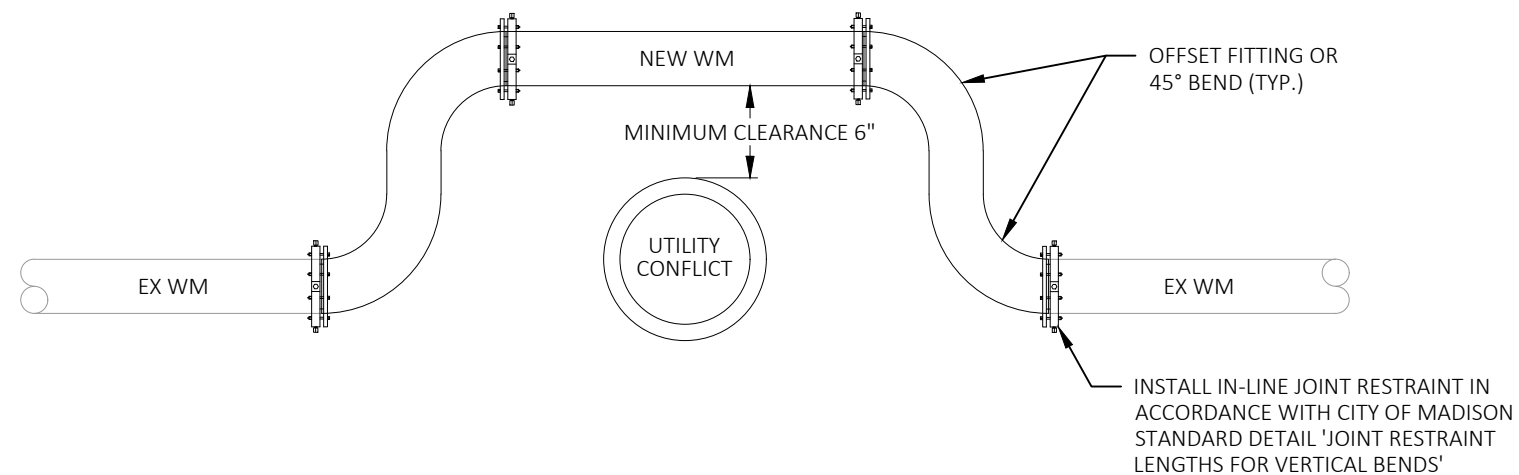
E



OFFSETTING EXISTING WATER MAIN UNDER UTILITY CONFLICTS
(PREFERRED METHOD)

NOTES:

- 1) CLEARANCE SHALL BE AS SPECIFIED IN THE CITY OF MADISON STANDARD SPECIFICATIONS, AS INDICATED ON THE CONSTRUCTION DRAWINGS, OR AS OTHERWISE AUTHORIZED BY THE ENGINEER.
- 2) CROSSING BELOW THE EXISTING UTILITY IS THE PREFERRED METHOD, CROSSING ABOVE ONLY WHEN AUTHORIZED BY THE ENGINEER, OR UNDER SPECIAL CIRCUMSTANCES.
- 3) MINIMUM ALLOWABLE CLEARANCE WHEN CROSSING BELOW SANITARY OR STORM SEWERS IS 18-IN.
- 4) IF REQUIRED CLEARANCE CANNOT BE OBTAINED, USE 45° FITTINGS IN LIEU OF OFFSET FITTINGS.
- 5) 11.25°, 22.5°, OR 90° FITTINGS ARE NOT ALLOWED WITHOUT ENGINEER APPROVAL.
- 6) INSULATE AS REQUIRED PER THE CITY OF MADISON STANDARD SPECIFICATIONS OR AS INDICATED ON THE DRAWINGS.
- 7) NEW PIPE SHALL HAVE NO JOINTS BETWEEN FITTINGS.



OFFSETTING EXISTING WATER MAIN OVER UTILITY CONFLICTS
(ALTERNATE METHOD WITH ENGINEER APPROVAL)

OFFSETTING EXISTING WATER MAIN OVER/UNDER UTILITY CONFLICTS DETAIL

SOURCE: (CITY OF MADISON S.D.D. 7.22)

PROJECT NO: 5992-10-75

HWY: S. HIGH POINT ROAD

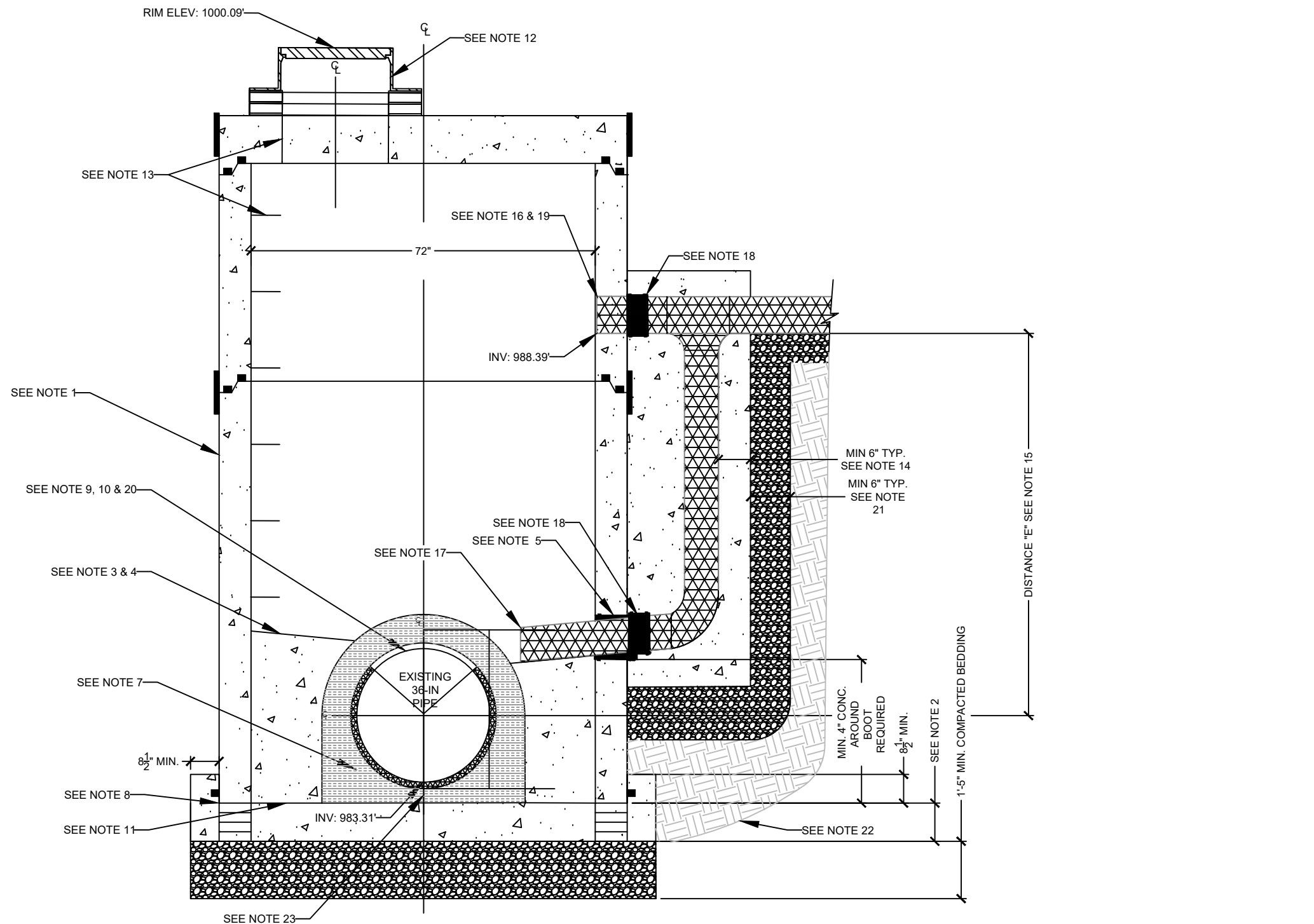
COUNTY: DANE

CONSTRUCTION DETAILS

SHEET

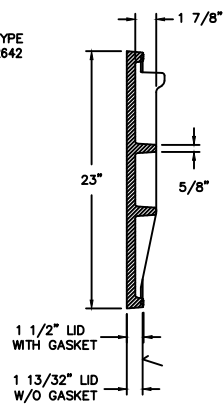
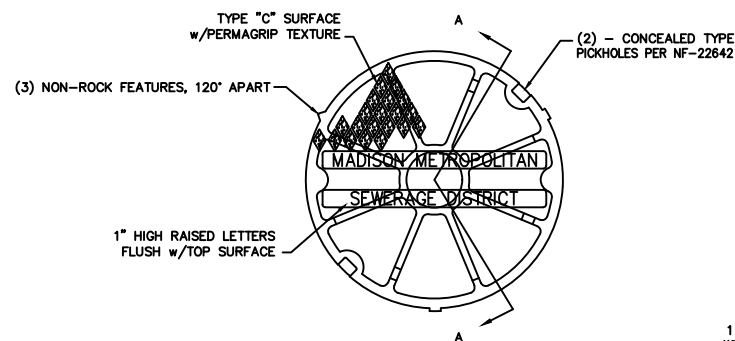
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E

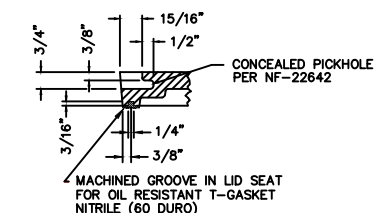
**DOGHOUSE NOTES:**

- MANHOLE SECTIONS AND THICKNESSES SHALL BE PRECAST REINFORCED CONCRETE, CONSTRUCTED PER ASTM C-478 (ROUND) OR C-193 (SQUARE).
- THE BASE THICKNESSES SHALL BE 8 INCHES FOR DEPTHS 10 FEET OR LESS AND 12 INCHES FOR DEPTHS OVER 10 FEET.**
- THE BENCH SHALL BE 75% OF THE HEIGHT OF THE PIPE WITH A MAX HEIGHT OF 24" FOR PIPES 24" DIA. OR LARGER, OR TO THE PIPE CROWN FOR PIPES LESS THAN 24" DIA.**
- BENCH SHALL BE SLOPED 1" - 2" PER FOOT.**
- A DROP CONNECTION IS REQUIRED IF THE INVERT ELEVATION OF THE ENTERING SEWER IS 2' OR MORE ABOVE THE SPRING LINE OF THE OUTGOING SEWER. SEE **OUTSIDE DROP NOTES ON THIS DETAIL** FOR OUTSIDE DROP CONNECTIONS.
- MANHOLE MUST BE INSPECTED AND APPROVED BY MMSD REPRESENTATIVE. CALL 608-222-1201 14 TO 16 DAYS PRIOR TO MANHOLE INSTALLATION.
- "DOGHOUSE" OPENING SHALL BE WATERTIGHT WITH VOID BETWEEN MANHOLE AND EXISTING PIPE FILLED WITH NON-SHRINK GROUT. INSTALL CONTINUOUS SWELLING WATERSTOP (ADEKA OR SIKASWELL OR EQUAL) AROUND PIPE, BASE SLAB, AND AROUND THE DOGHOUSE OPENING AT THE CENTER OF THE WALL PRIOR TO GROUTING.
- SWELLING WATERSTOP (ADEKA OR SIKASWELL OR EQUAL) TO BE PLACED AT PRECAST FACE PRIOR TO POURING BASE, PROVIDE COVER ON WATERSTOP PER MANUFACTURER'S RECOMMENDATIONS.
- REMOVE PORTION OF EXISTING PIPE FROM INTERIOR OF MANHOLE AFTER BENCH IS POURED. USE MEANS NECESSARY TO ASSURE DEBRIS DOES NOT ENTER SEWER.
- SAWCUT AND REMOVE TOP OF EXISTING PIPE FROM BENCH TO BENCH FOR A LENGTH OF 3.5 FEET, UNLESS OTHERWISE DIRECTED BY MADISON METROPOLITAN SEWERAGE DISTRICT.
- CONCRETE BASE MUST BE POURED IN-PLACE & VIBRATED. SUPPORT STRUCTURE AS NECESSARY DURING INSTALL. REINFORCE PER ASTM C-478. PROVIDE SUBMITTAL PER SPECIFICATIONS.
- CHIMNEY, AND FRAME SEE **MANHOLE COVERS TYPE J-SPECIAL - MMSD AND MMSD MANHOLE CHIMNEY CONSTRUCTION DETAILS. COVER TO BE STANDARD UNLESS BOLTED IS REQUESTED BY OWNER.**
- CHIMNEY AND STEPS SHALL BE PLACED TO AVOID CONFLICT WITH CONNECTIONS AND PREFERABLY OVER THE LARGEST BENCH.
- DROP CONNECTION TO BE ENCASED IN CONCRETE MIN. 6" ALL AROUND.
- DROP CONNECTION REQUIRED WHEN DISTANCE "E" IS 2'-0" OR LARGER.
- TEE TO REMAIN OPEN UNLESS OTHERWISE DIRECTED.
- EXTEND PIPE TO CHANNEL. PIPE SHALL BE FLUSH WITH BENCH IF POSSIBLE.
- CORED HOLE WITH WATERTIGHT RESILIENT CONNECTOR REQUIRED.
- OPENING EQUAL TO DIAMETER OF SEWER MAIN.
- SUPPORT STRUCTURE & EXISTING PIPE AS NECESSARY DURING CONSTRUCTION. CONTRACTOR TO PROVIDE CONTINUOUS FLOW THROUGHOUT WORK.
- 6" MIN. COMPACTED BEDDING MATERIAL PER PROJECT REQUIREMENTS.
- COMPACTED BACKFILL PER PROJECT REQUIREMENTS.
- BETWEEN PIPE OPENINGS, POUR BENCH AROUND BOTTOM OF PIPE AFTER BASE HAS BEEN INSTALLED. PIPE SUPPORT FOR BENCH SHALL NOT ALIGN WITH PREVIOUS POUR SEAM. REPOSITION SUPPORTS AS NEEDED FOR BENCH POUR TO ACHIEVE SEPERATE SEAM.

MMSD DOGHOUSE MANHOLE DETAIL



SECTION A-A

T-GASKET/CONCEALED PICKHOLE DETAIL
QUARTER SCALE

* USE NF-10500151 OR EQUAL

MATERIAL: CAST GRAY IRON ASTM A-48, CLASS 35B
FINISH: NO PAINT
WEIGHT: 114#

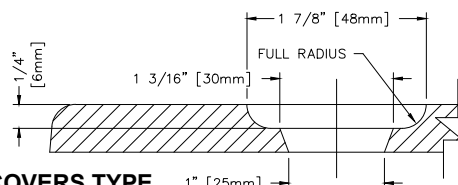
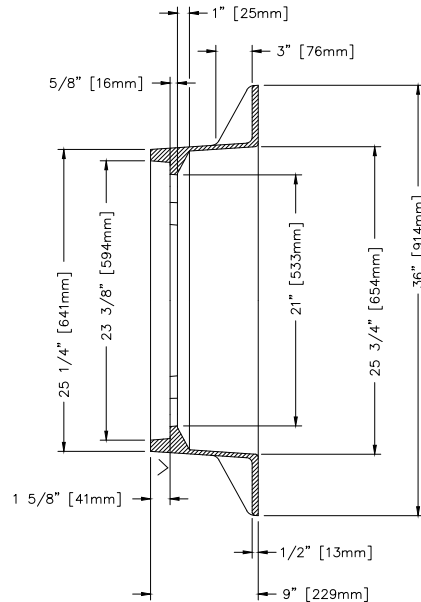
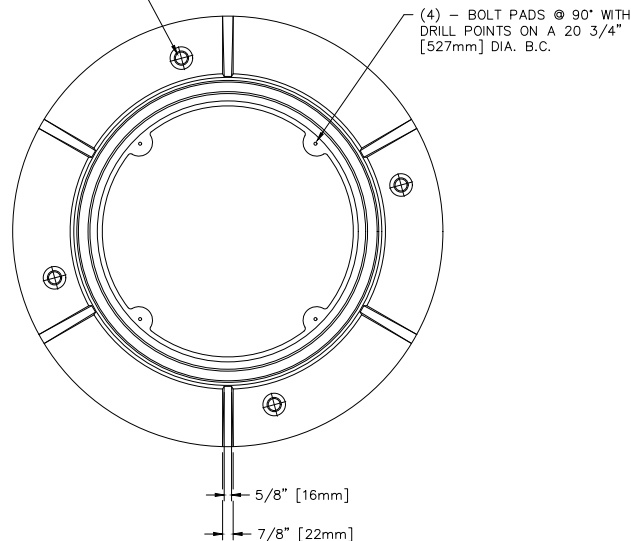
DR.	CAG	SCALE	TITLE
CH.	ELN	/8"=1"	R-1050 NON-ROCK SOLID LID, LTRD. "MADISON METROPOLITAN ", "SEWERAGE DISTRICT"
APP.	SPT		NEENAH FOUNDRY
DATE	11/22/2013		NEENAH WISCONSIN 54906 PHONE 800-558-5075
www.neenahfoundry.com			LINCOLN, NEBRASKA 68529 PHONE 800-534-7486

NF-10500151 B

CAD DWG. REF: 10500151.DWG-- 1

MANHOLE COVERS TYPE J-SPECIAL - MMSD

SCALE: NONE

(4) - 1" [25mm] DIA. ANCHOR
HOLES ON A 30" [762mm] DIA. B.C.

NOTE: ALL DIMENSIONS ARE SHOWN IN INCHES AND [MILLIMETERS].

MATERIAL: CAST GRAY IRON ASTM A-48, CLASS 35B

FINISH: NOT PAINTED

WEIGHT: 207#

DR.	CSK	SCALE	TITLE:
CH.		/8"=1"	R-1916-C WATERTIGHT FRAME
APP.			NEENAH FOUNDRY COMPANY
DATE	06-15-94		NEENAH WISCONSIN 54906

NF-19160280 B

MANHOLE COVERS TYPE
J-SPECIAL - MMSD

SCALE: NONE

ANCHOR BOLT HOLE DETAIL
FULL SCALE

19160280.DWG-- 2

PROJECT NO: 5992-10-75

HWY: S. HIGH POINT ROAD

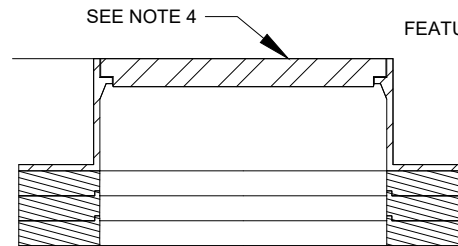
COUNTY: DANE

CONSTRUCTION DETAILS

SHEET

38

E

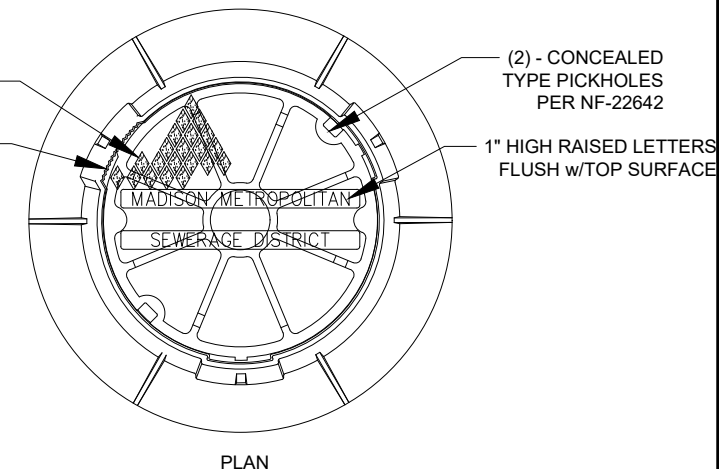
SEE NOTE 5
SEE NOTE 2

PROFILE

STANDARD

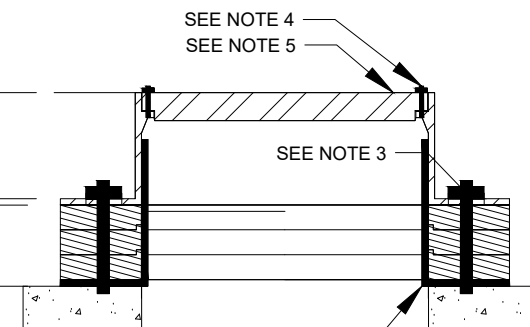
NOTES:

1. STANDARD MANHOLE, ACCESS HOLE, LADDER, CONNECTORS & BENCH SHALL BE PER MMSD DOGHOUSE MANHOLE DETAIL ON PREVIOUS PAGE.
2. CHIMNEY SHALL HAVE A MINIMUM HEIGHT OF 3" AND A MAXIMUM HEIGHT OF 9" OF ADJUSTING RINGS. ADJUSTING RINGS SHALL BE CRETEX PRO-RING OR EQUAL.
3. SEAL BETWEEN RINGS, CASTING, AND TOP DECK PER MANUFACTURER REQUIREMENTS.
4. MANHOLE CHIMNEYS SHALL OPENING SHALL BE 24" OFFSET, CENTERED OVER MANHOLE STEPS.
5. MANHOLE FRAME AND COVER SHALL BE CAST IRON WITH HEAVY DUTY, INDENTED TOP WITH SOLID LIDS



PLAN

- AND MACHINED BEARING SURFACES, NON-ROCKING, SELF SEALING, WITH CONCEALED PICK HOLES, STAMPED WITH THE LETTERING "MADISON METROPOLITAN SEWERAGE DISTRICT", NF-10500151.
6. 9" HEIGHT (NF-10502301 OR EQUAL) IS STANDARD. 4" HEIGHT (NF-16892301 OR EQUAL) MAY BE PERMITTED PER MADISON METROPOLITAN DISTRICT APPROVAL.
 7. CHIMNEY SEALS DETERMINED ON A CASE-BY-CASE BASIS.
 8. BROKEN OR CRACKED ADJUSTING RINGS ARE NOT PERMITTED AND WILL BE REJECTED.

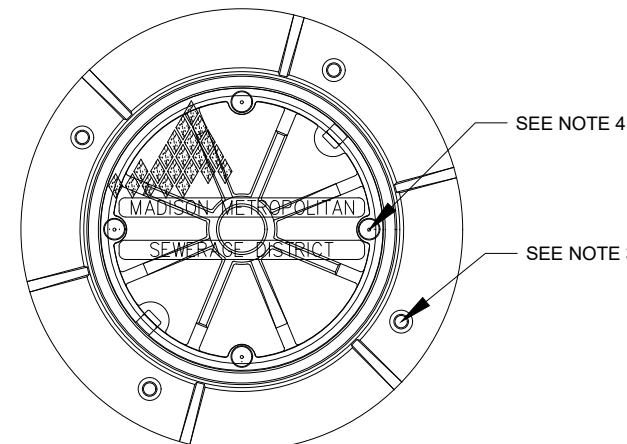
SEE NOTE 5
SEE NOTE 1 & 2

PROFILE

BOLTED DOWN

NOTES:

1. FOLLOW STANDARD CHIMNEY DETAIL REQUIREMENTS UNLESS OTHERWISE SUPERCEDED BY FOLLOWING NOTES.
2. INSTALL ADHESIVE AT RING FACES PER MANUFACTURER REQUIREMENTS.
3. SECURE CASTING TO MANHOLE TOP DECK WITH 1" DIAMETER ANCHOR HOLES, MINIMUM 2" EMBEDMENT, IN FOUR LOCATIONS WITH HEX HEAD SCREWS. ALL HARDWARE TO BE STAINLESS STEEL.

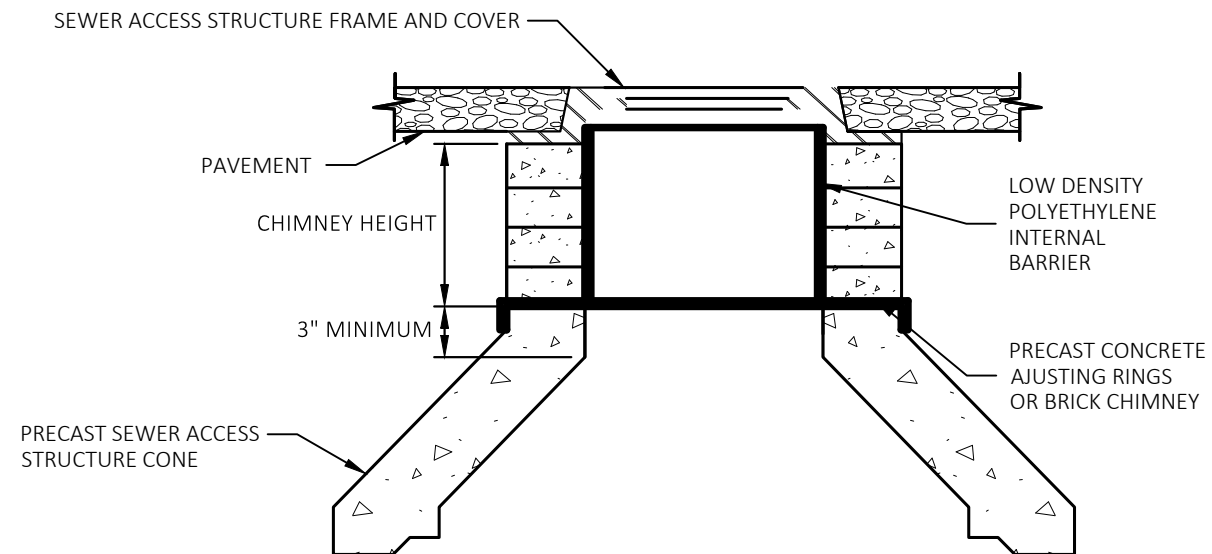


PLAN

4. SECURE LID TO CASTING IN HOLES WITH 1/2" BOLT WITH 3/4" HEX HEAD, WASHER AND RUBBER GASKET. ALL HARDWARE TO BE STAINLESS STEEL. COAT LID HARDWARE WITH ANTI-SEIZE LUBRICANT BEFORE INSTALLING.
5. LID SHALL BE NF-19160436 OR EQUAL WITH 1" RAISED LETTERS AND TYPE "C" CHECKERED TOP DESIGN W/PERMAGRIP SURFACE TEXTURE. 9" FRAME SHALL BE NF-19160280 OR EQUAL.
6. INSTALL I/I BARRIERS FROM STRIKE PRODUCTS OR APPROVED EQUAL.

MMSD MANHOLE CHIMNEY

SCALE: NONE



LOW DENSITY POLYETHYLENE INTERNAL BARRIER DETAILS

INTERNAL CHIMNEY SEALS SHALL BE USED ON
ALL SANITARY SEWER ACCESS STRUCTURES
AT THE FOLLOWING LOCATIONS:
1) WITHIN 100' OF A STREET LOW POINT
2) ALL GREENWAYS
3) WHERE SPECIFIED BY THE ENGINEER

AN INTERNAL CHIMNEY SEAL WHERE NEEDED, SHALL BE INSTALLED TO COVER THE ENTIRE CHIMNEY AREA IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS. FRAME SEALS SHALL CONSIST OF THE FOLLOWING INTERNAL SEAL:

LOW DENSITY POLYETHYLENE INTERNAL BARRIER

A LOW DENSITY POLYETHYLENE INTERNAL BARRIER SHALL MAINTAIN THEIR ADHESION ALLOWING REPEATED HORIZONTAL MOVEMENT OF NOT LESS THAN 1 INCH. THE BARRIER SHALL HAVE A MINIMUM THICKNESS OF 1/4-INCH AND CONFORM TO THE REQUIREMENTS OF THE FOLLOWING STANDARDS:
ASTM D 1248, D 1238, D 790, D 648, D 1693, ASTN D-792, UL-94.

IF CRETEX PRO-RINGS ARE INSTALLED FOR THE ENTIRE ADJUSTMENT,
CONTRACTOR WILL BE PAID FOR AN SANITARY SEWER INTERNAL CHIMNEY SEAL.
CRETEX PRO-RING SHALL HAVE M-1 ADHESIVE INSTALLED BETWEEN RINGS.

SANITARY SEWER INTERNAL CHIMNEY SEAL DETAIL

SOURCE: (CITY OF MADISON S.D.D. 5.7.17)

PROJECT NO: 5992-10-75

HWY: S. HIGH POINT ROAD

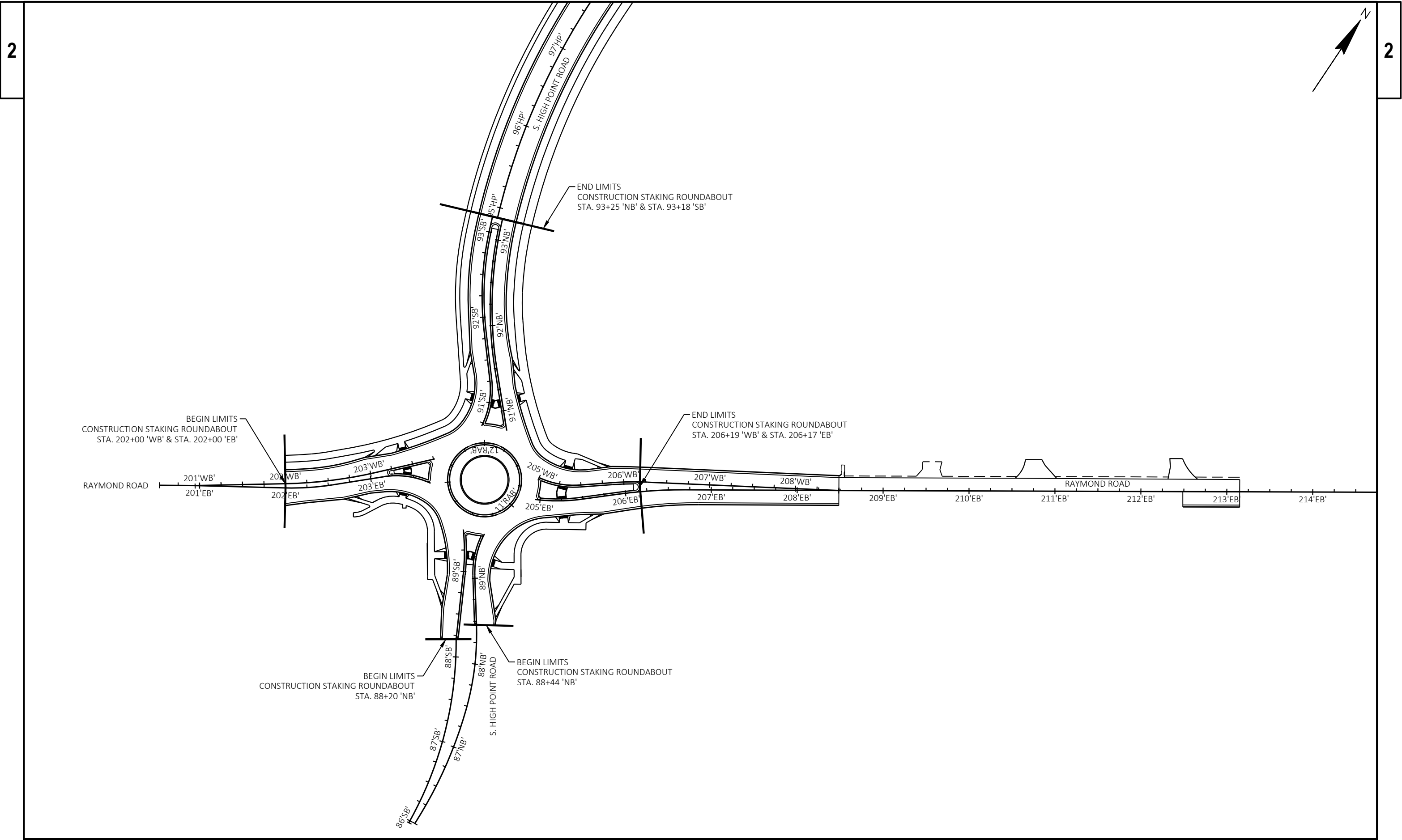
COUNTY: DANE

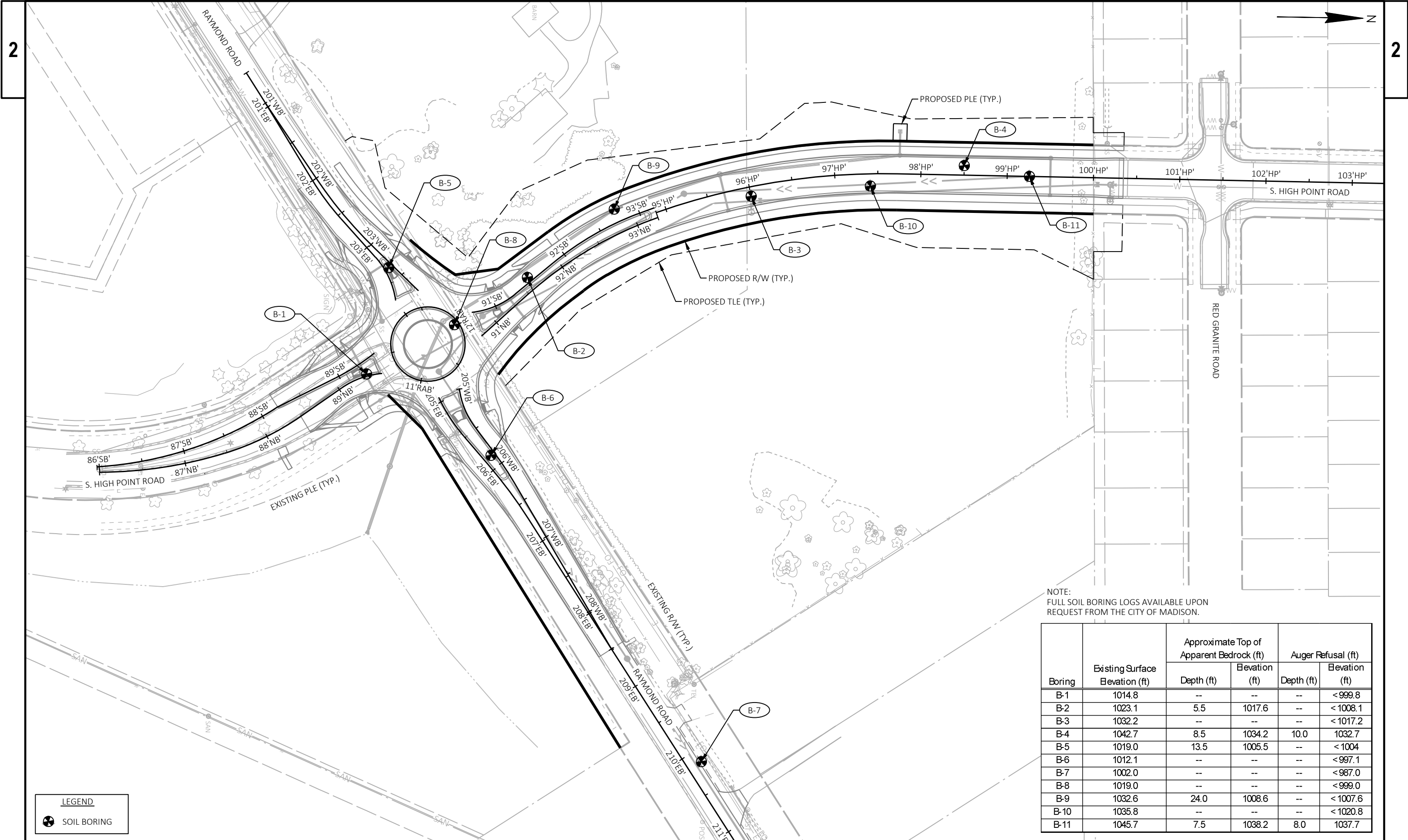
CONSTRUCTION DETAILS

SHEET

39

E



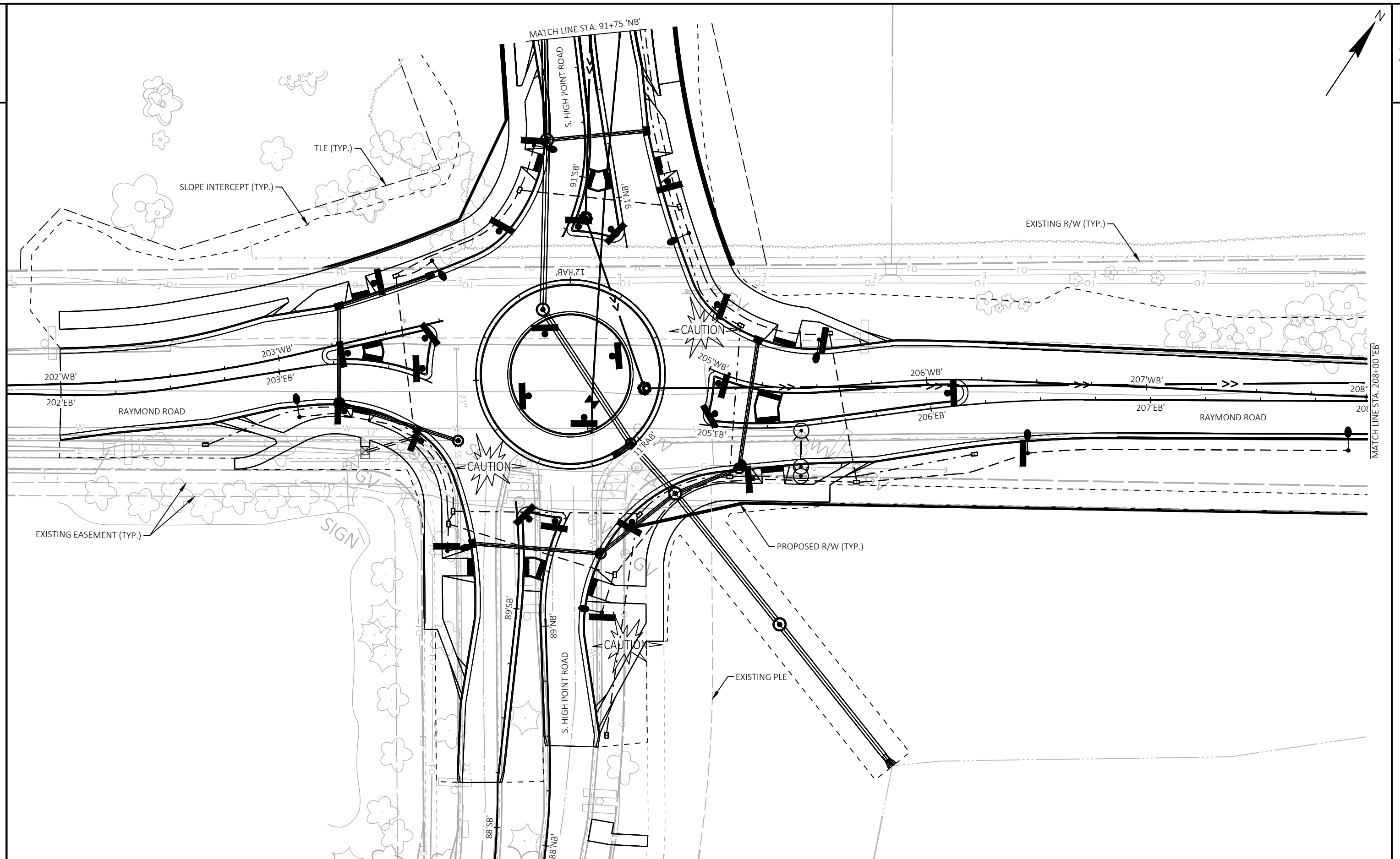


NOTE:
FULL SOIL BORING LOGS AVAILABLE UPON
REQUEST FROM THE CITY OF MADISON.

Boring	Existing Surface Elevation (ft)	Approximate Top of Apparent Bedrock (ft)		Auger Refusal (ft)	
		Depth (ft)	Elevation (ft)	Depth (ft)	Elevation (ft)
B-1	1014.8	--	--	--	<999.8
B-2	1023.1	5.5	1017.6	--	<1008.1
B-3	1032.2	--	--	--	<1017.2
B-4	1042.7	8.5	1034.2	10.0	1032.7
B-5	1019.0	13.5	1005.5	--	<1004
B-6	1012.1	--	--	--	<997.1
B-7	1002.0	--	--	--	<987.0
B-8	1019.0	--	--	--	<999.0
B-9	1032.6	24.0	1008.6	--	<1007.6
B-10	1035.8	--	--	--	<1020.8
B-11	1045.7	7.5	1038.2	8.0	1037.7

LEGEND

 SOIL BORING



PROJECT NO: 5992-10-74

HWY: S. HIGH POINT ROAD

COUNTY: DANE

OVERVIEW DETAILS

SHEET

42

E

FILE NAME : G:\00\00373\00373140\CADD\C3D\59921073\SHEETSP\021100-OV.DWG
LAYOUT NAME - 021100-ov

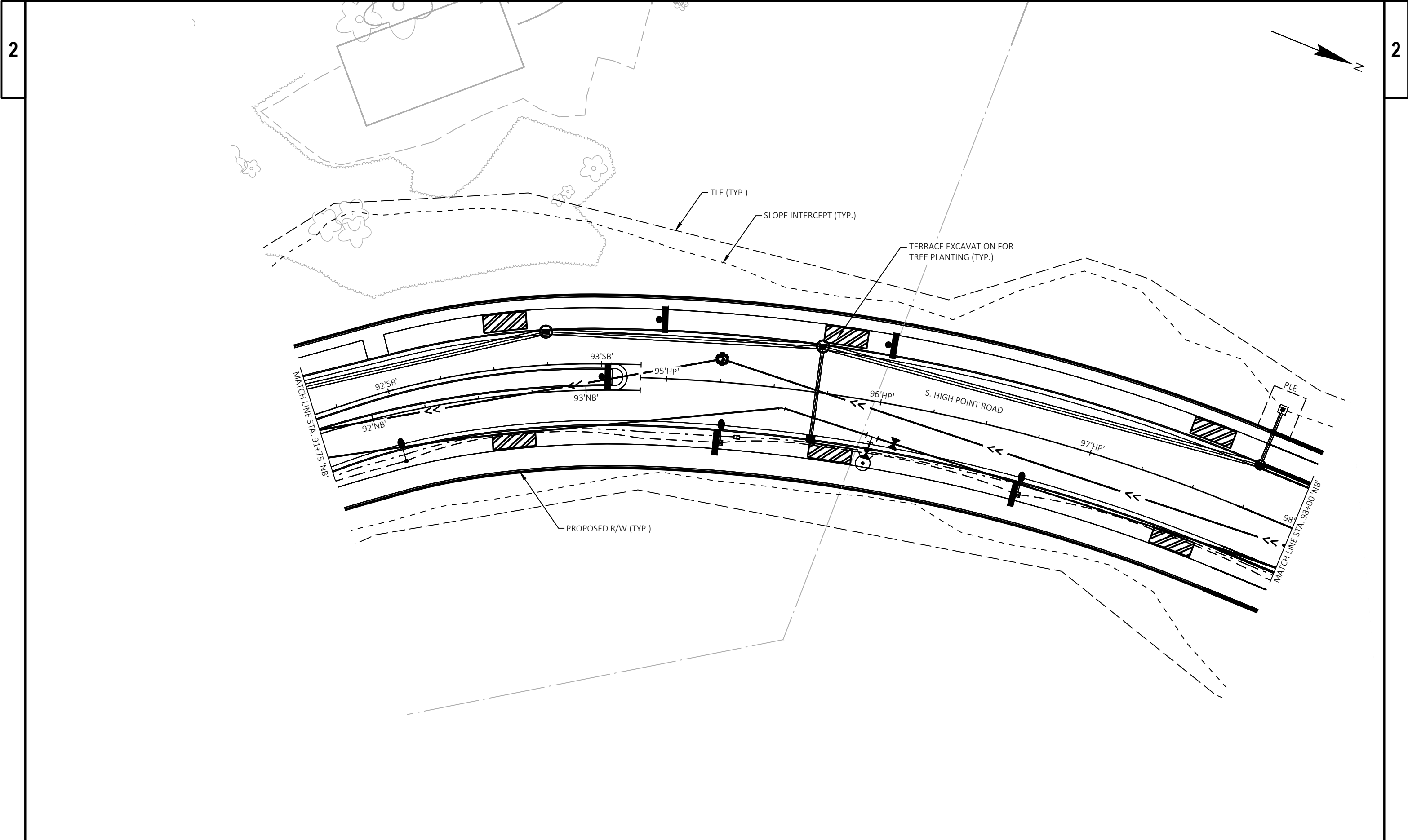
PLOT DATE : 4/17/2026 10:07 AM

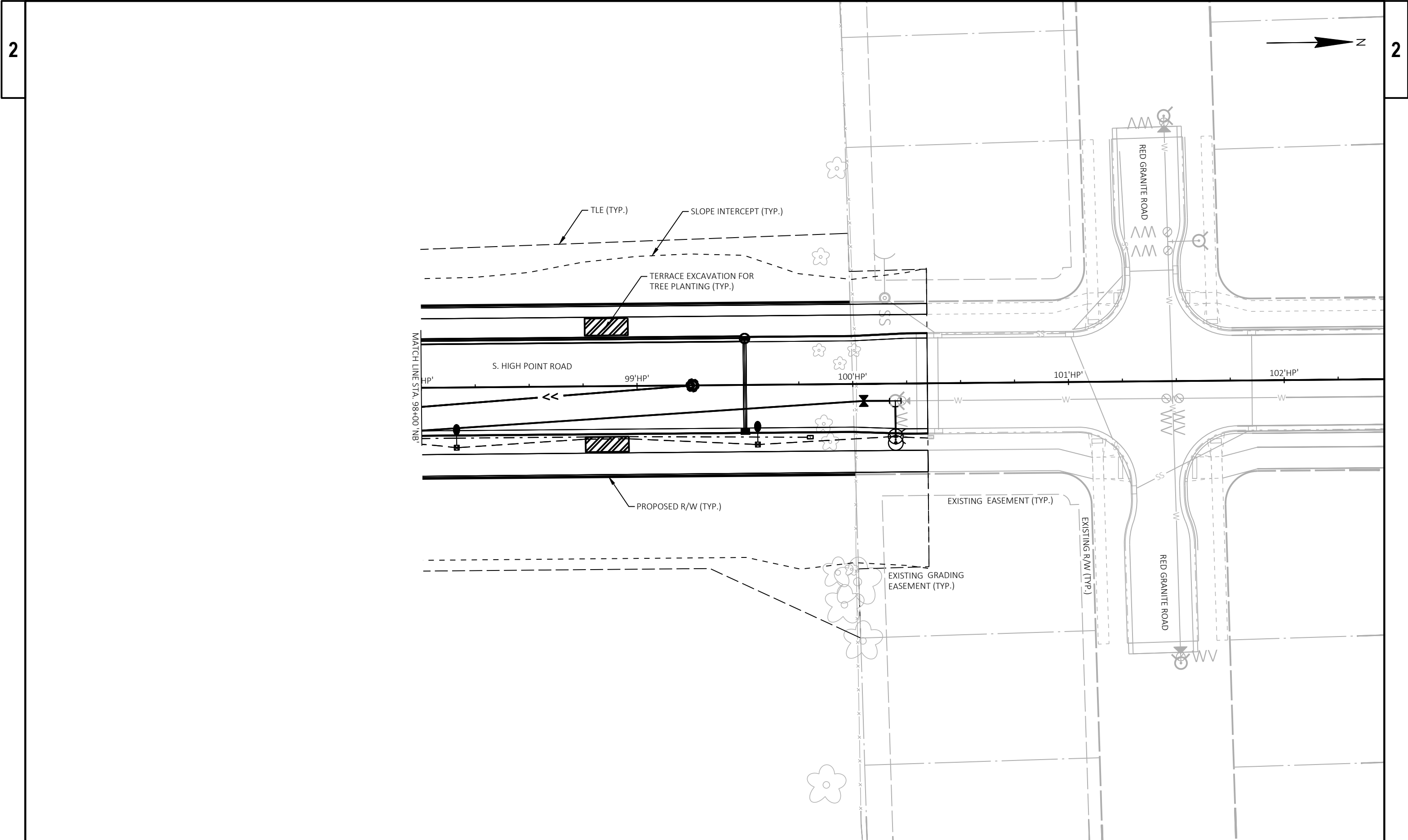
PLOT BY : KEVIN KLOCKZIEM

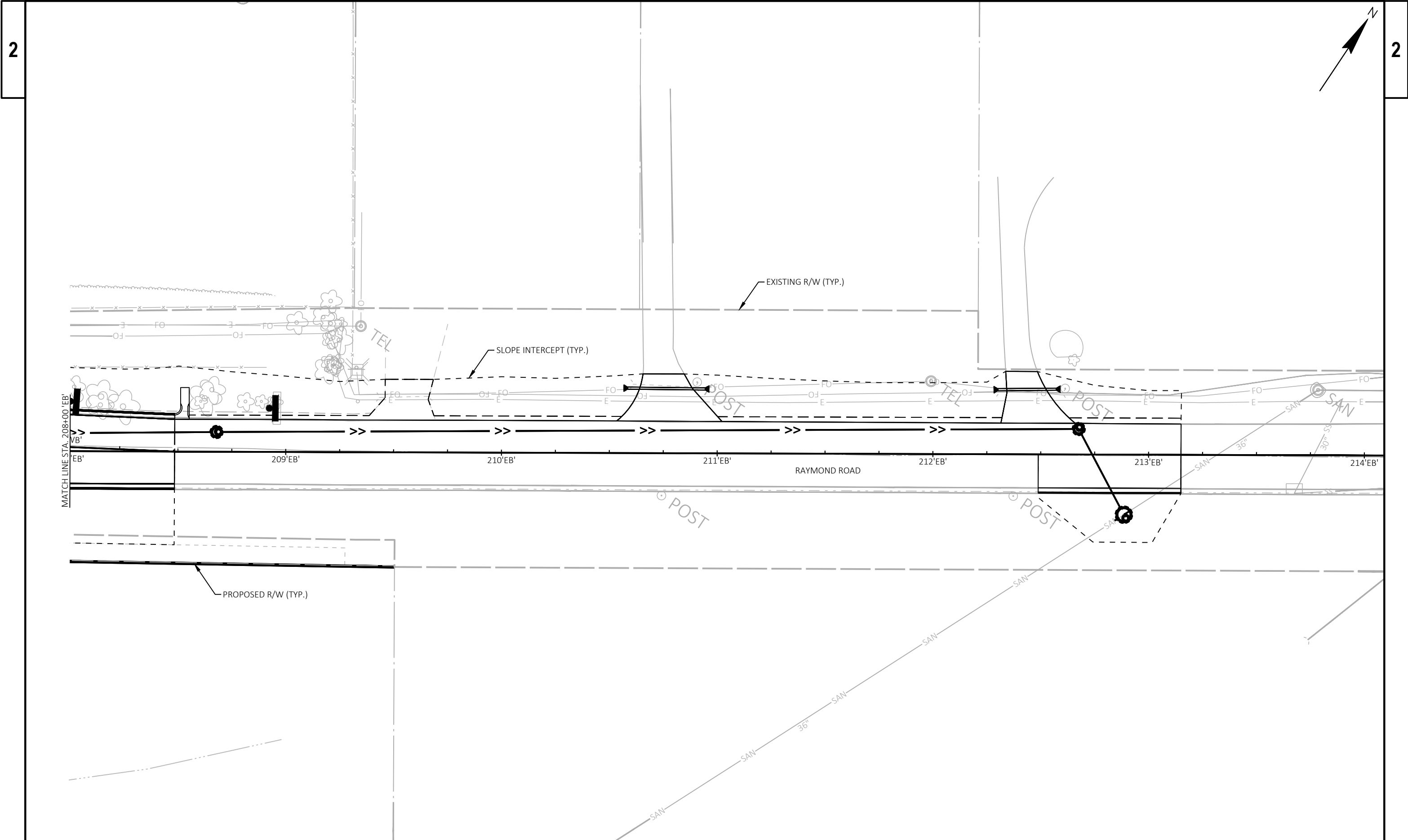
PLOT NAME :

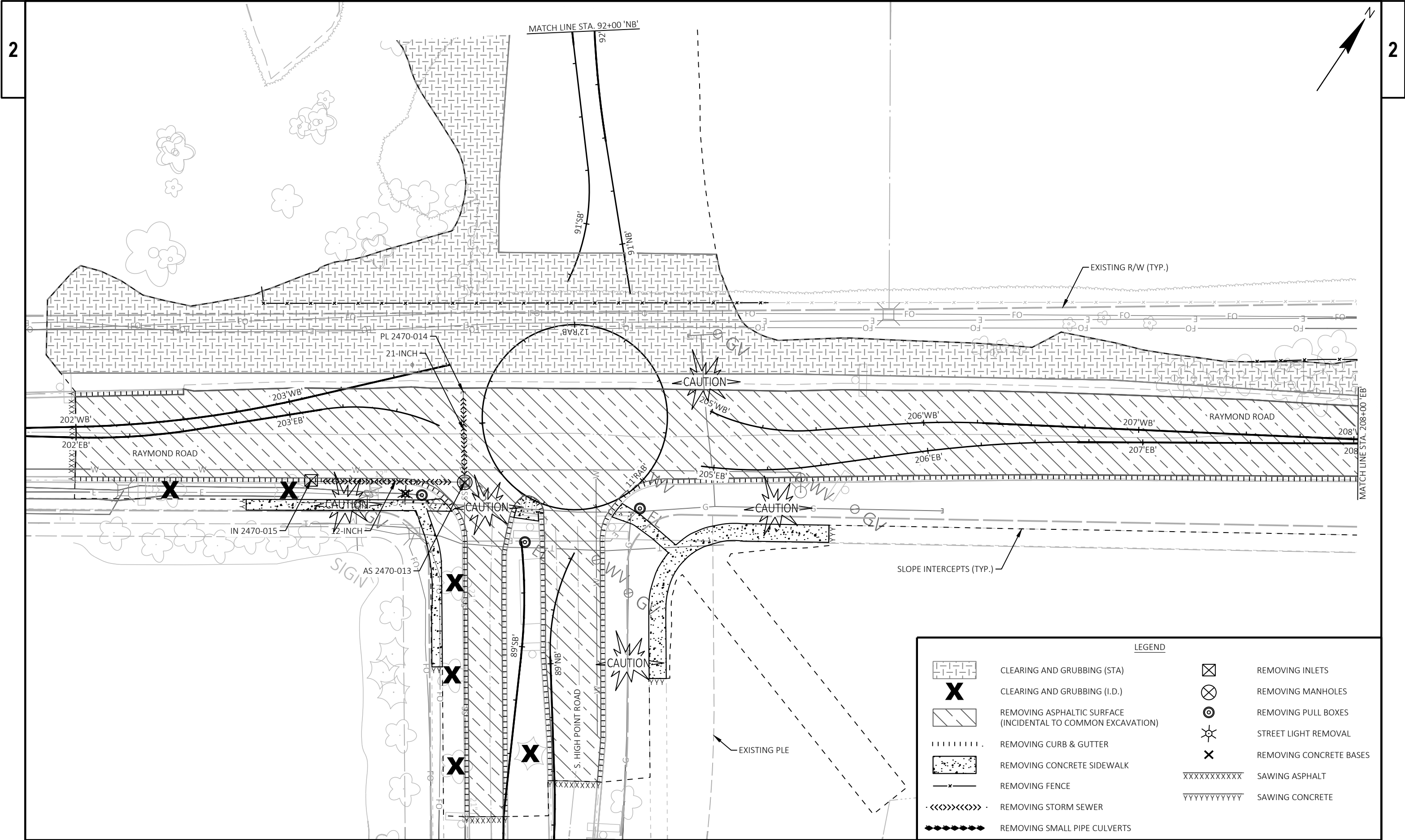
PLOT SCALE : 1 IN=40 FT

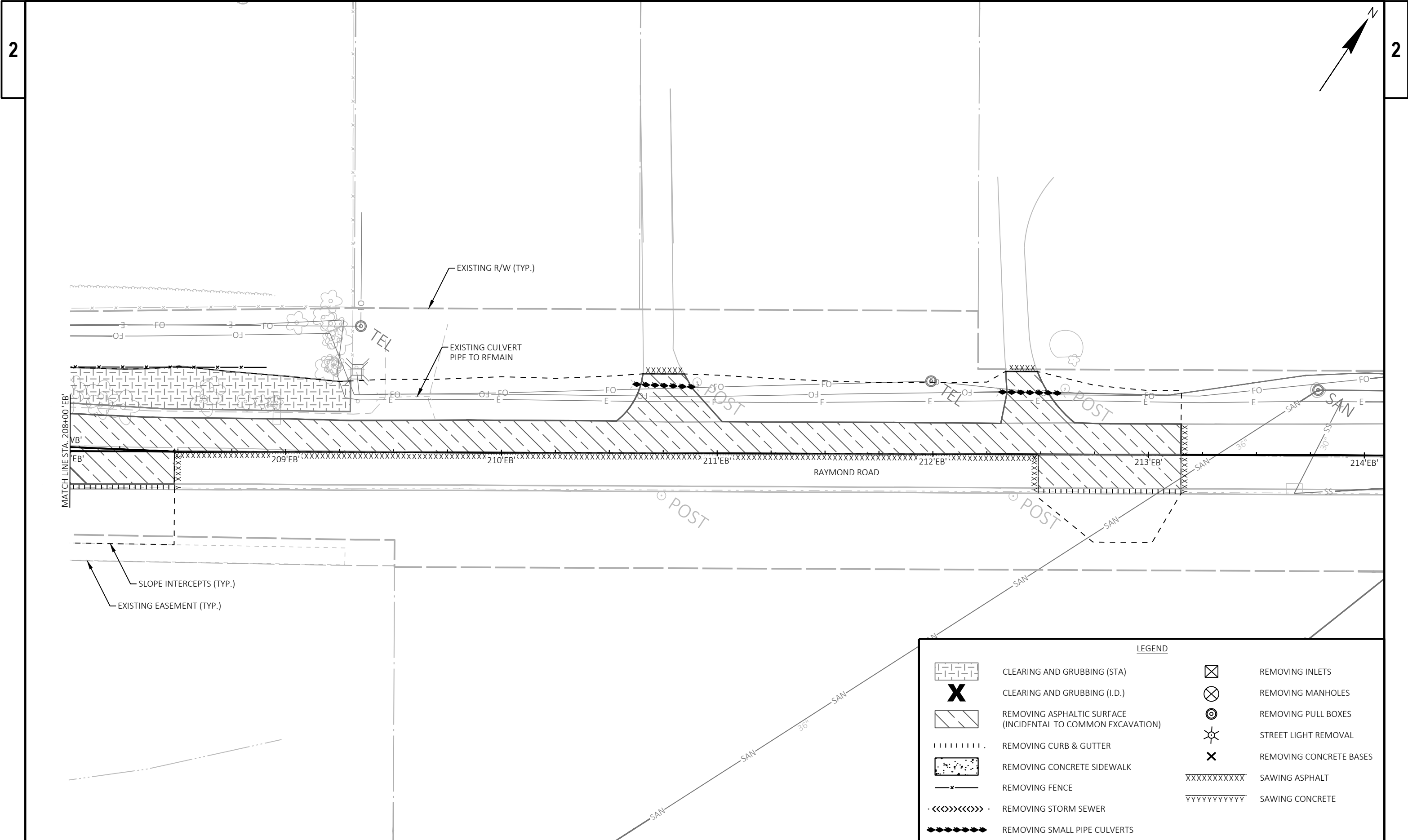
WISDOT/CADD'S SHEET 42



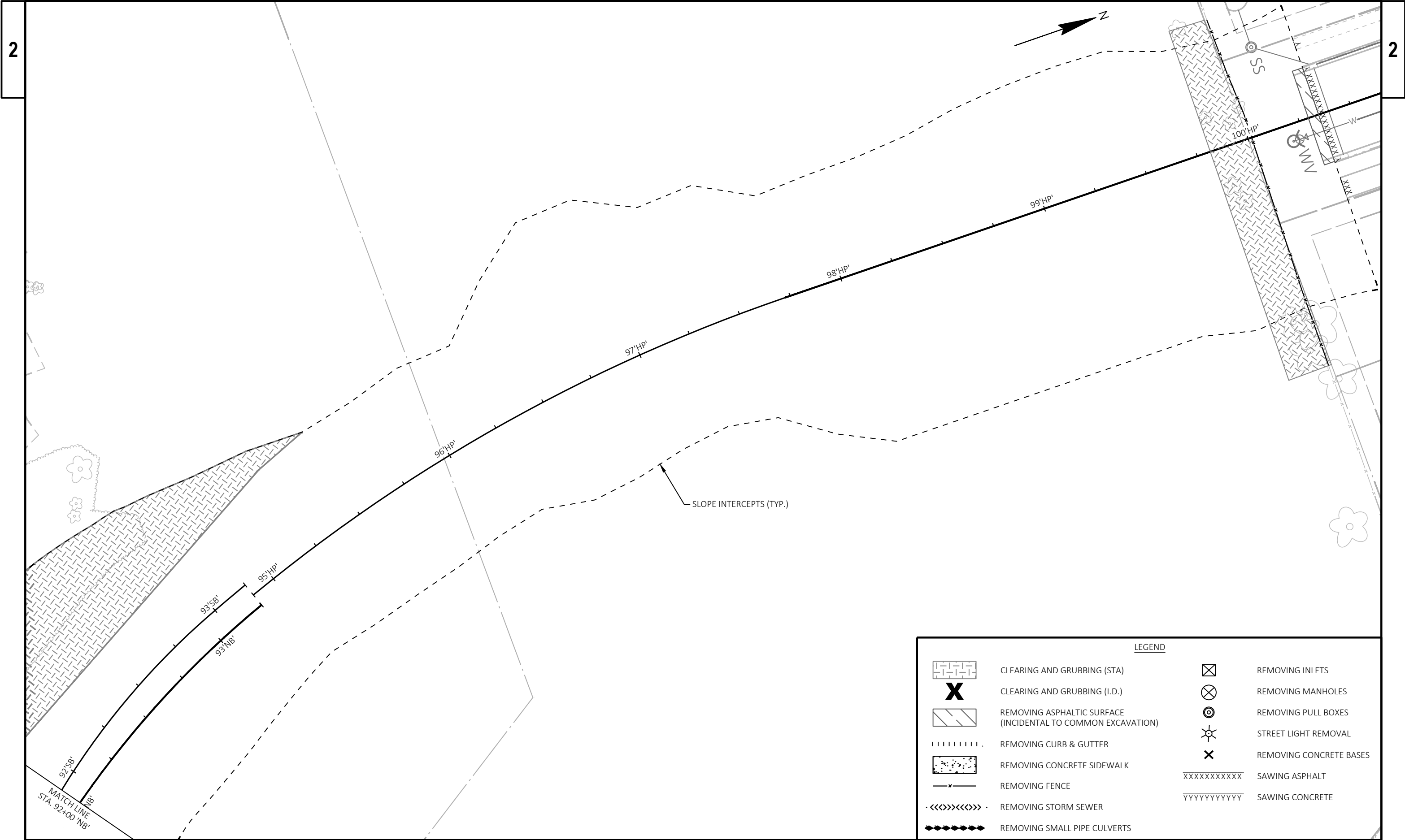




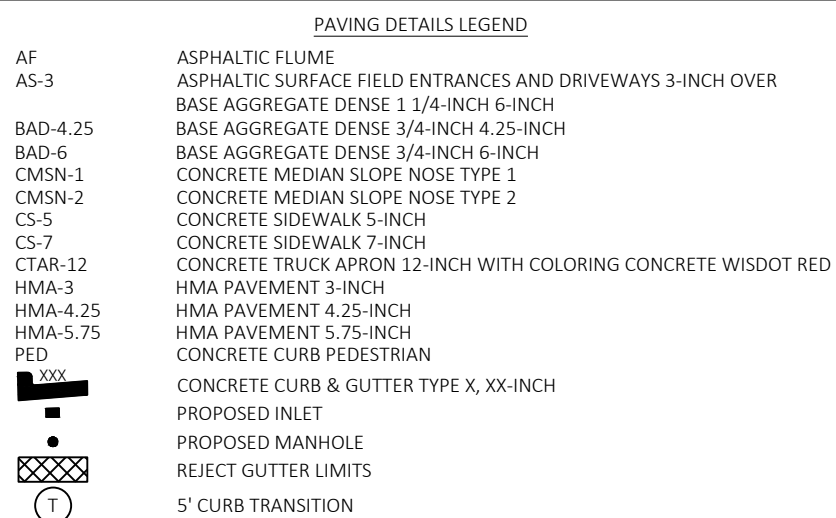


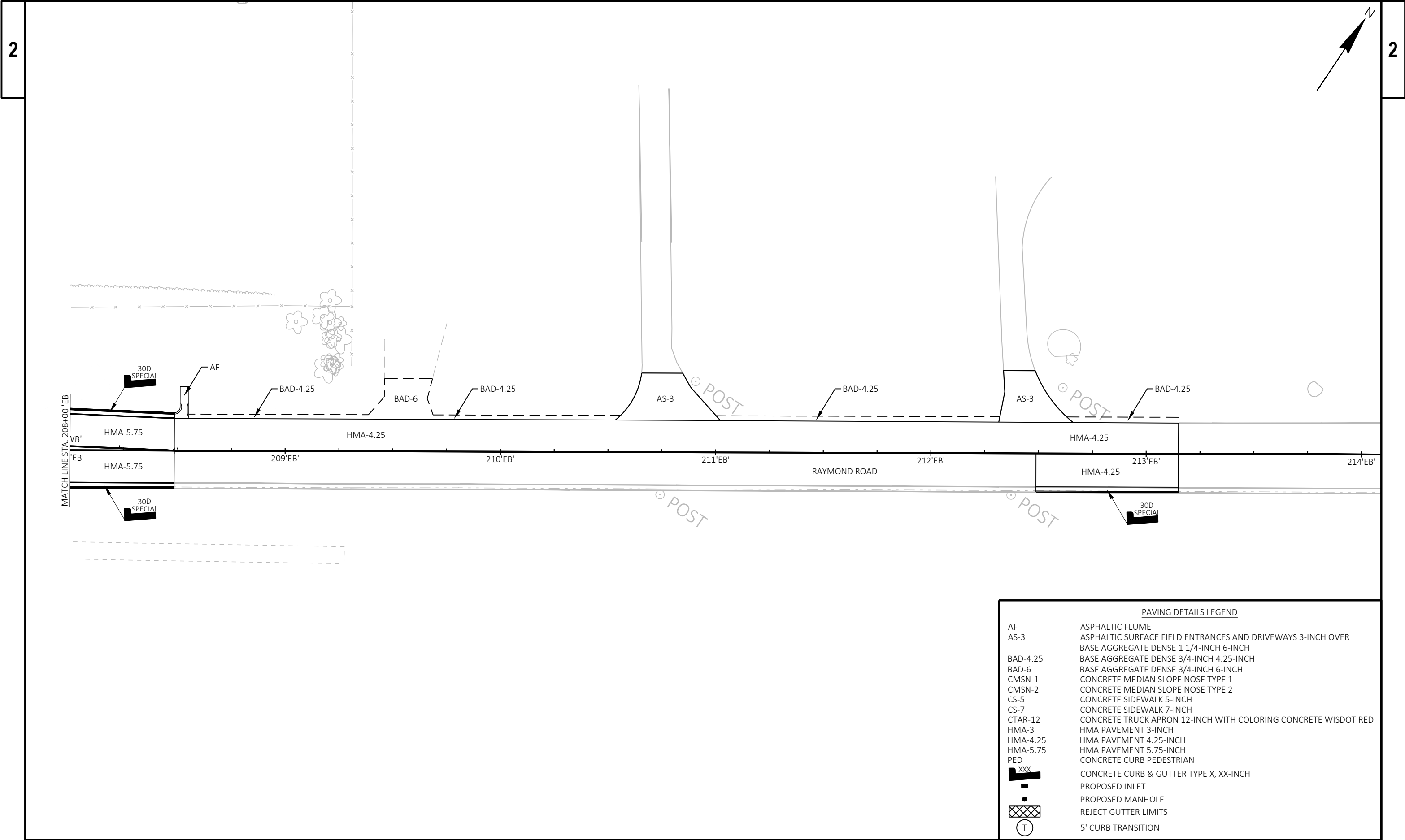


LEGEND			
	CLEARING AND GRUBBING (STA)		REMOVING INLETS
	CLEARING AND GRUBBING (I.D.)		REMOVING MANHOLES
	REMOVING ASPHALTIC SURFACE (INCIDENTAL TO COMMON EXCAVATION)		REMOVING PULL BOXES
	REMOVING CURB & GUTTER		STREET LIGHT REMOVAL
	REMOVING CONCRETE SIDEWALK		REMOVING CONCRETE BASES
	REMOVING FENCE		SAWING ASPHALT
	REMOVING STORM SEWER		SAWING CONCRETE
	REMOVING SMALL PIPE CULVERTS		

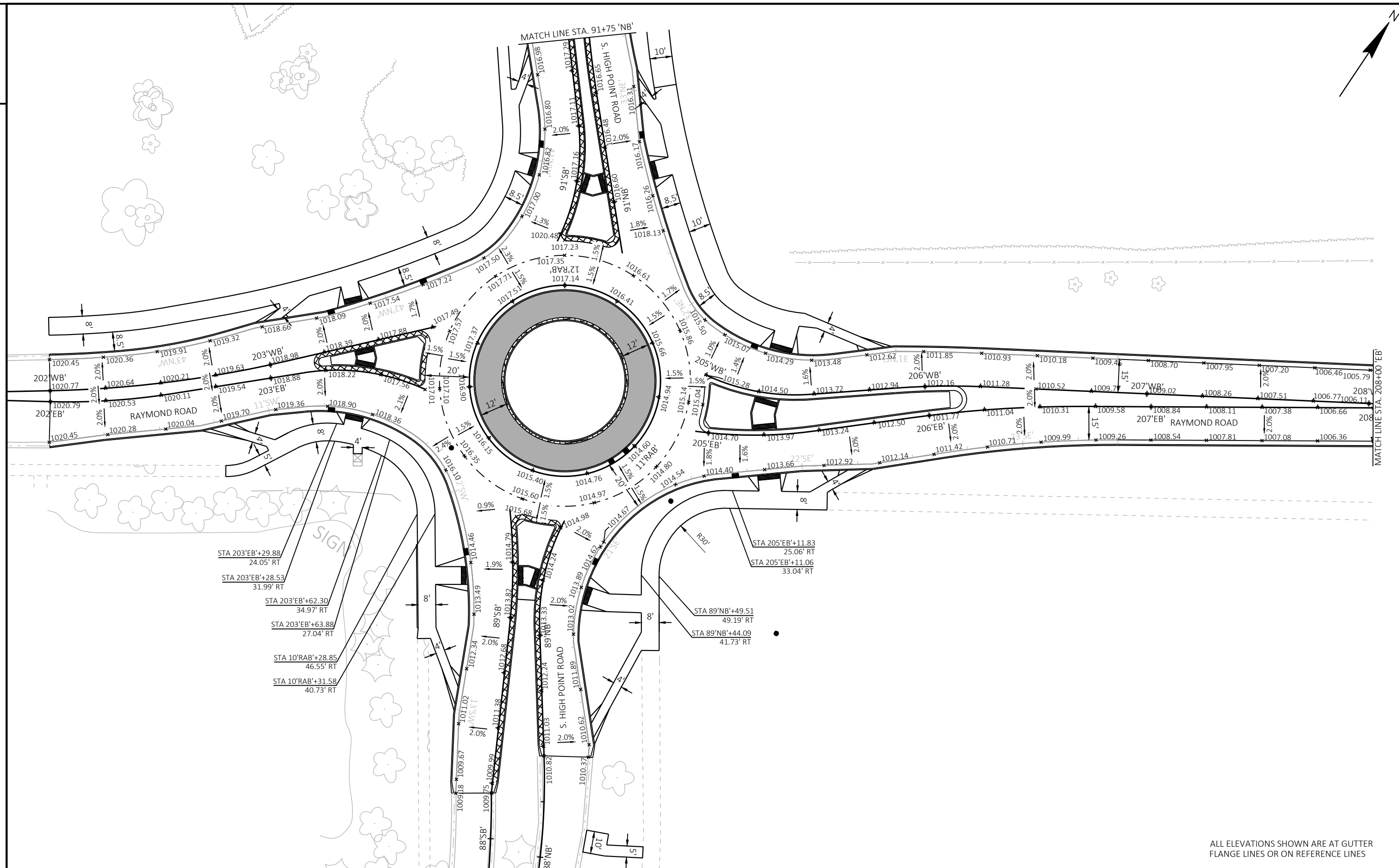


LEGEND			
	CLEARING AND GRUBBING (STA)		REMOVING INLETS
	CLEARING AND GRUBBING (I.D.)		REMOVING MANHOLES
	REMOVING ASPHALTIC SURFACE (INCIDENTAL TO COMMON EXCAVATION)		REMOVING PULL BOXES
	REMOVING CURB & GUTTER		STREET LIGHT REMOVAL
	REMOVING CONCRETE SIDEWALK		REMOVING CONCRETE BASES
	REMOVING FENCE		SAWING ASPHALT
	REMOVING STORM SEWER		SAWING CONCRETE
	REMOVING SMALL PIPE CULVERTS		





PAVING DETAILS LEGEND	
AF	ASPHALTIC FLUME
AS-3	ASPHALTIC SURFACE FIELD ENTRANCES AND DRIVEWAYS 3-INCH OVER
BAD-4.25	BASE AGGREGATE DENSE 1 1/4-INCH 6-INCH
BAD-6	BASE AGGREGATE DENSE 3/4-INCH 4.25-INCH
CMSN-1	CONCRETE MEDIAN SLOPE NOSE TYPE 1
CMSN-2	CONCRETE MEDIAN SLOPE NOSE TYPE 2
CS-5	CONCRETE SIDEWALK 5-INCH
CS-7	CONCRETE SIDEWALK 7-INCH
CTAR-12	CONCRETE TRUCK APRON 12-INCH WITH COLORING CONCRETE WISDOT RED
HMA-3	HMA PAVEMENT 3-INCH
HMA-4.25	HMA PAVEMENT 4.25-INCH
HMA-5.75	HMA PAVEMENT 5.75-INCH
PED	CONCRETE CURB PEDESTRIAN
XXX	CONCRETE CURB & GUTTER TYPE X, XX-INCH
•	PROPOSED INLET
•	PROPOSED MANHOLE
XXXX	REJECT GUTTER LIMITS
T	5' CURB TRANSITION



ALL ELEVATIONS SHOWN ARE AT GUTTER
FLANGE LINES OR ON REFERENCE LINES

PROJECT NO: 5992-10-74

HWY: S. HIGH POINT ROAD

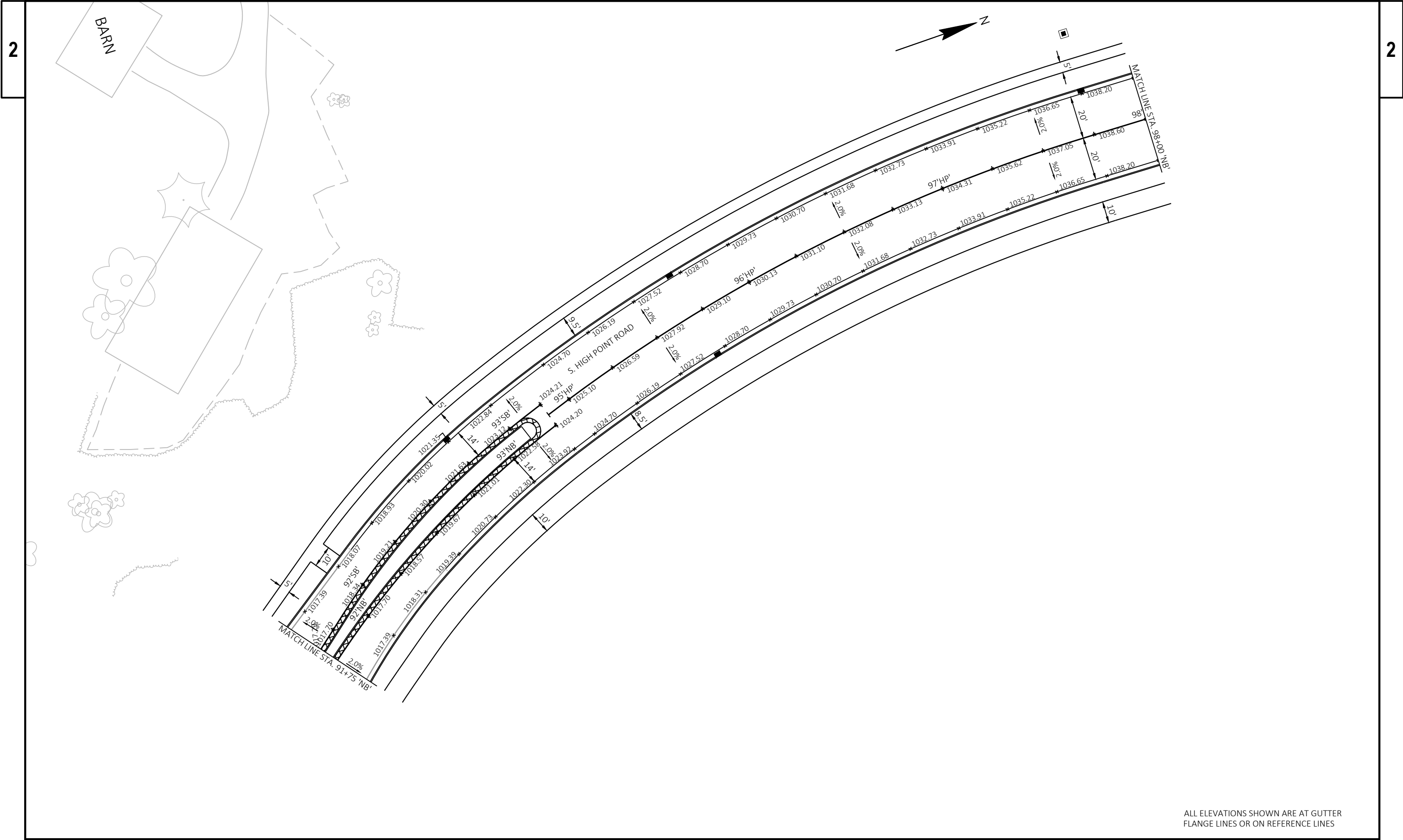
COUNTY: DANE

PAVING DETAILS

SHEET

52

E



ALL ELEVATIONS SHOWN ARE AT GUTTER
FLANGE LINES OR ON REFERENCE LINES

PROJECT NO: 5992-10-74

HWY: S. HIGH POINT ROAD

COUNTY: DANE

PAVING DETAILS

SHEET

53

E

FILE NAME : G:\00\00373\00373140\CADD\C3D\59921073\SHEETSPLAN\021201-PV.DWG
LAYOUT NAME - 021202-pv

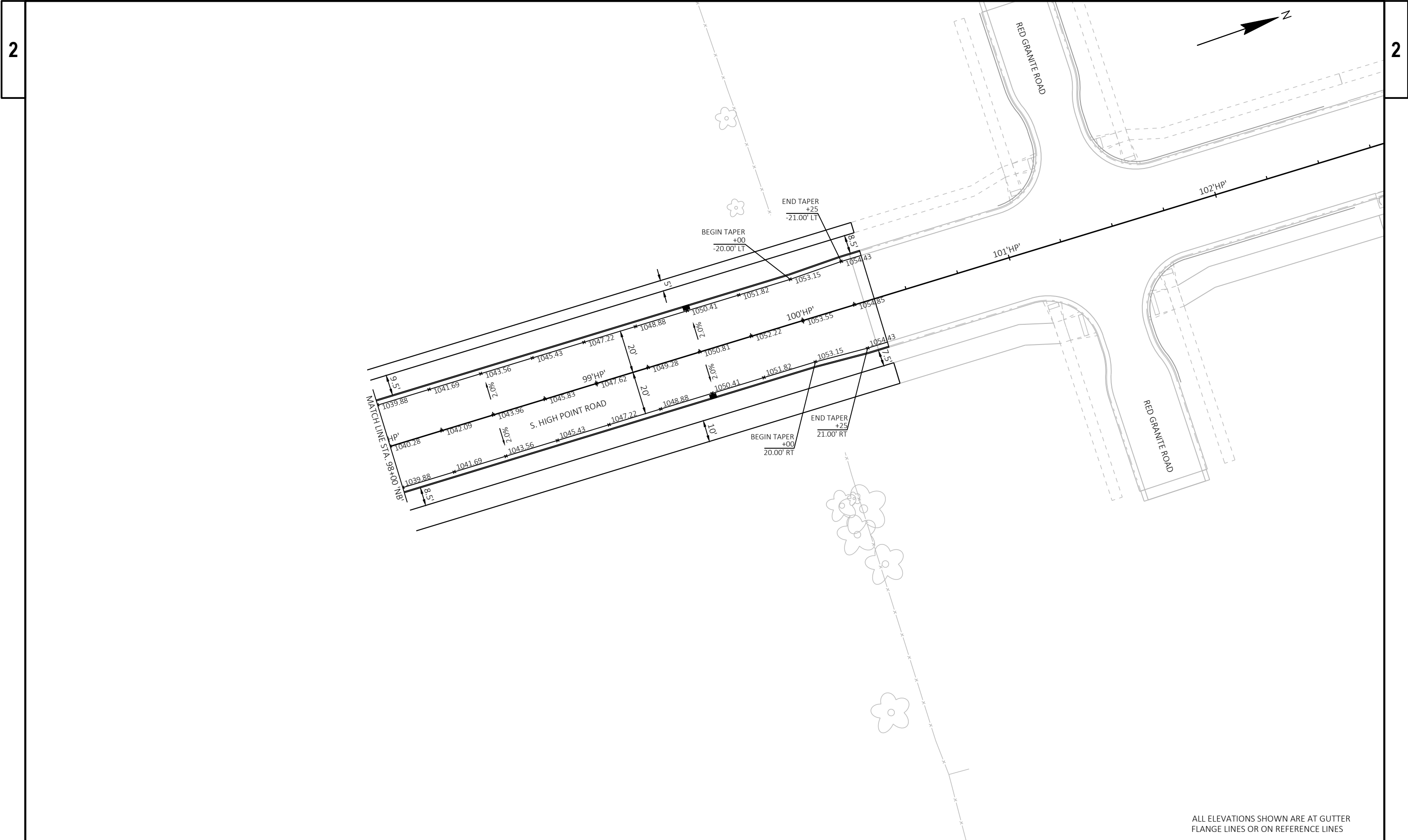
PLOT DATE : 4/16/2026 12:22 PM

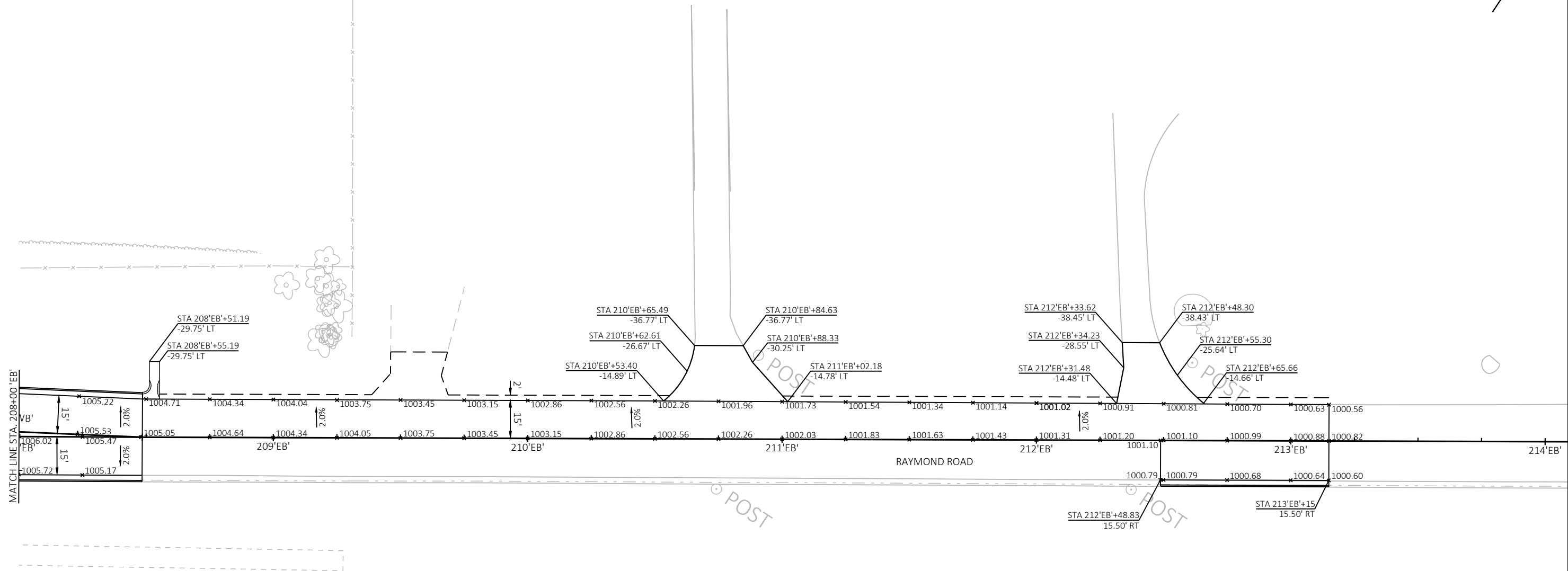
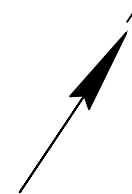
PLOT BY : KEVIN KLOCKZIEM

PLOT NAME :

PLOT SCALE : 1 IN:40 FT

WISDOT/CADD SHEET 42





ALL ELEVATIONS SHOWN ARE AT GUTTER
FLANGE LINES OR ON REFERENCE LINES

PROJECT NO: 5992-10-74

HWY: S. HIGH POINT ROAD

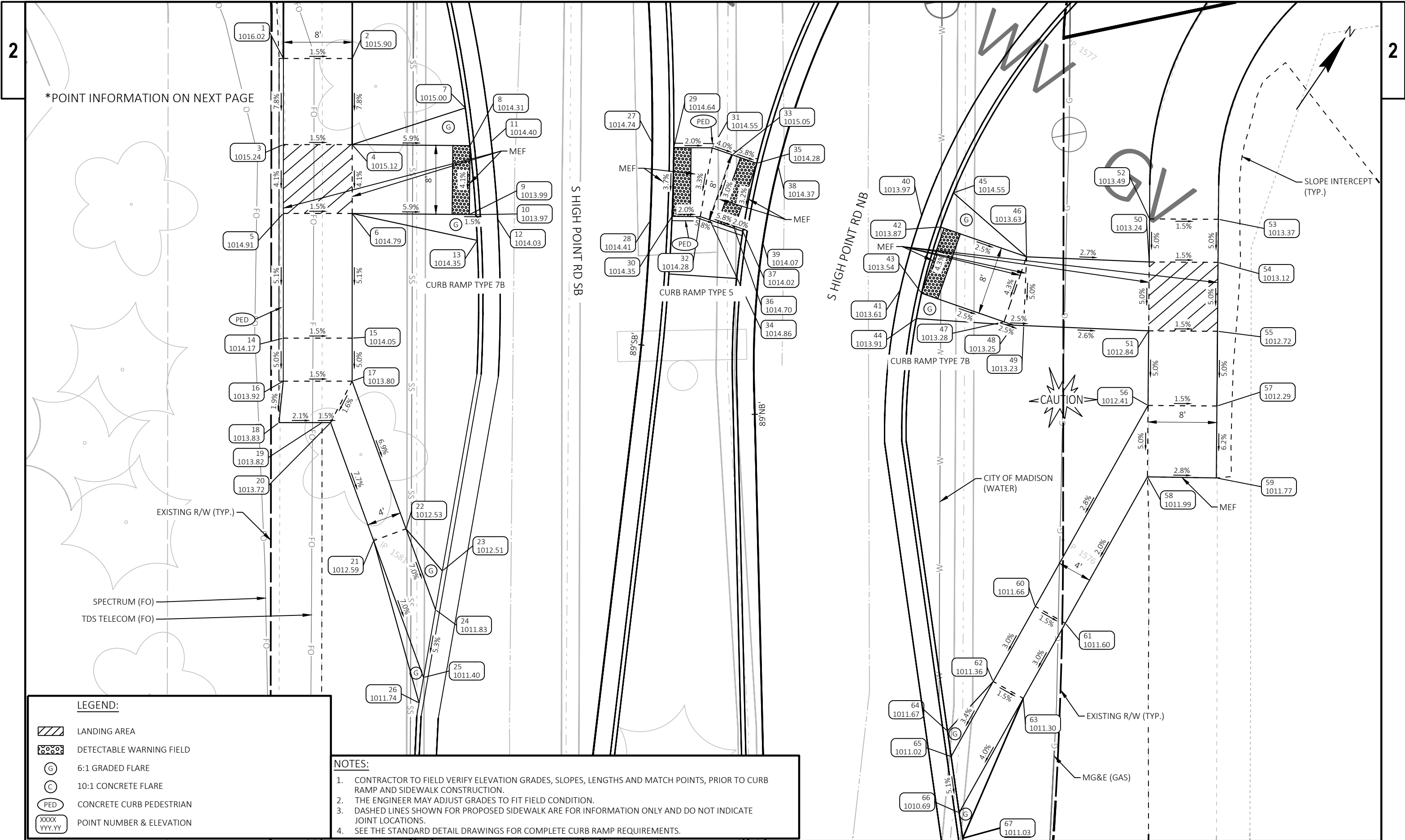
COUNTY: DANE

PAVING DETAILS

SHEET

55

E



S High Point Rd - South Crossing					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	89+34.99 'SB'	42.69' LT	1016.02	464915.00	785346.16
2	89+34.62 'SB'	34.70' LT	1015.90	464919.50	785352.78
3	89+22.92 'SB'	42.84' LT	1015.24	464906.74	785351.79
4	89+23.00 'SB'	34.84' LT	1015.12	464911.24	785358.41
5	89+13.28 'SB'	42.62' LT	1014.91	464900.12	785356.29
6	89+13.71 'SB'	34.63' LT	1014.79	464904.62	785362.91
7	89+27.80 'SB'	21.71' LT	1015.00	464922.15	785366.86
8	89+23.00 'SB'	21.17' LT	1014.31	464918.83	785369.78
9	89+18.64 'NB'	34.21' LT	1013.99	464912.18	785374.22
10	89+14.29 'SB'	20.27' LT	1013.97	464912.61	785374.85
11	89+23.54 'SB'	18.71' LT	1014.40	464920.62	785371.54
12	89+13.85 'SB'	17.71' LT	1014.03	464913.60	785377.24
13	89+11.05 'SB'	19.96' LT	1014.35	464910.22	785376.67
14	88+95.91 'SB'	41.43' LT	1014.17	464888.14	785364.45
15	88+96.99 'SB'	33.48' LT	1014.05	464892.65	785371.06
16	88+90.91 'SB'	40.84' LT	1013.92	464884.01	785367.27
17	88+91.85 'SB'	32.89' LT	1013.80	464888.51	785373.88
18	88+86.07 'SB'	40.77' LT	1013.83	464879.75	785369.56
19	88+86.66 'SB'	35.79' LT	1013.82	464882.57	785373.70
20	88+86.77 'SB'	34.81' LT	1013.72	464883.13	785374.52
21	88+73.75 'SB'	28.23' LT	1012.59	464874.61	785386.37
22	88+75.55 'SB'	24.66' LT	1012.53	464877.86	785388.71
23	88+71.19 'SB'	19.89' LT	1012.51	464876.19	785394.95
24	88+66.63 'SB'	20.15' LT	1011.83	464872.03	785396.83
25	88+58.64 'SB'	20.59' LT	1011.40	464864.74	785400.12
26	88+55.65 'SB'	20.76' LT	1011.74	464862.00	785401.36
27	89+23.50 'SB'	0.00'	1014.74	464931.01	785387.10
28	89+14.50 'SB'	0.00'	1014.41	464923.45	785391.98
29	89+23.00 'SB'	2.50' RT	1014.64	464931.99	785389.46
30	89+15.08 'SB'	2.50' RT	1014.35	464925.26	785393.80
31	89+29.25 'NB'	7.95' LT	1014.55	464934.47	785393.17
32	89+21.76 'NB'	7.65' LT	1014.28	464927.09	785396.52
33	89+29.05 'NB'	5.49' LT	1015.05	464935.11	785395.55
34	89+21.58 'NB'	6.51' LT	1014.86	464927.39	785397.64
35	89+28.79 'NB'	2.50' LT	1014.28	464935.89	785398.44

S High Point Rd - South Crossing					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
36	89+21.10 'NB'	3.55' LT	1014.70	464928.17	785400.54
37	89+20.92 'NB'	2.50' LT	1014.02	464928.45	785401.57
38	89+29.06 'NB'	0.00'	1014.37	464937.02	785400.69
39	89+19.97 'NB'	0.00'	1014.07	464928.66	785404.24
40	89+27.14 'NB'	17.54' RT	1013.97	464941.63	785417.70
41	89+16.23 'NB'	16.52' RT	1013.61	464933.07	785420.52
42	89+26.17 'NB'	19.97' RT	1013.87	464941.80	785420.25
43	89+16.15 'NB'	19.03' RT	1013.54	464934.20	785422.77
44	89+12.43 'NB'	18.70' RT	1013.91	464931.43	785423.92
45	89+31.52 'NB'	20.48' RT	1014.55	464945.93	785419.26
46	89+24.32 'NB'	30.46' RT	1013.63	464944.57	785430.46
47	89+12.91 'NB'	28.88' RT	1013.28	464936.85	785432.55
48	89+12.47 'NB'	30.01' RT	1013.25	464937.16	785433.69
49	89+12.52 'NB'	31.19' RT	1013.23	464937.78	785434.68
50	89+28.41 'NB'	44.50' RT	1013.24	464952.10	785442.57
51	89+13.32 'NB'	45.71' RT	1012.84	464945.44	785447.02
52	89+37.34 'NB'	43.13' RT	1013.49	464956.25	785439.78
53	89+42.84 'NB'	50.65' RT	1013.37	464960.72	785446.43
54	89+32.50 'NB'	52.25' RT	1013.12	464956.56	785449.20
55	89+14.67 'NB'	53.68' RT	1012.72	464949.91	785453.66
56	88+99.91 'NB'	45.69' RT	1012.41	464938.24	785451.84
57	88+99.64 'NB'	53.68' RT	1012.29	464942.69	785458.49
58	88+91.61 'NB'	45.42' RT	1011.99	464931.35	785456.46
59	88+91.29 'NB'	53.41' RT	1011.77	464935.75	785463.14
60	88+76.88 'NB'	32.03' RT	1011.66	464911.57	785454.18
61	88+74.84 'NB'	35.47' RT	1011.60	464911.92	785458.16
62	88+68.28 'NB'	26.93' RT	1011.36	464901.61	785455.05
63	88+66.24 'NB'	30.37' RT	1011.30	464901.96	785459.03
64	88+62.66 'NB'	21.47' RT	1011.67	464893.87	785453.90
65	88+59.68 'NB'	21.82' RT	1011.02	464891.65	785455.92
66	88+53.14 'NB'	22.59' RT	1010.69	464886.78	785460.36
67	88+50.16 'NB'	22.94' RT	1011.03	464884.56	785462.38

2

2 |

*POINT INFORMATION ON NEXT PAGE

— SLOPE INTERCEPT
(TYP.)

PROPOSED R/W (TYP.)

S HIGH POINT RD SB

S HIGH POINT RD NB

TLE (TYP.)

LEGEND:

 LANDING AREA DETECTABLE WARNING FIELD

6:1 GRADED FLARE

③ 10:1 CONCRETE FLARE

PED CONCRETE CURB PEDESTRIAN

XXXX
VVV VV

NOTES:

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

PROJECT NO:	5992-10-74
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HWY: S. HIGH POINT ROAD

COUNTY: DANE

CURB RAMP DETAILS - S HIGH POINT RD - NORTH CROSSING

SHEET

58

■

FILE NAME : G:\00\00373\00373140\CADD\C3D\59921073\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 021303-cr

PLOT DATE : 4/22/2026 10:59 AM

PLOT BY : KEVIN KLOCKZIEM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

S High Point Rd - North Crossing					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
100	91+63.25 'SB'	18.94' LT	1017.54	465129.02	785262.67
101	91+59.54 'SB'	18.75' LT	1017.02	465126.32	785265.21
102	91+51.55 'SB'	18.35' LT	1016.92	465120.49	785270.70
103	91+48.56 'SB'	18.20' LT	1017.39	465118.31	785272.75
104	91+48.93 'SB'	24.19' LT	1017.34	465114.71	785267.95
105	91+47.10 'SB'	20.63' LT	1017.28	465115.63	785271.85
106	91+50.08 'SB'	33.09' LT	1017.87	465109.82	785260.44
107	91+49.83 'SB'	28.09' LT	1017.79	465112.87	785264.40
108	91+45.08 'SB'	33.33' LT	1017.80	465105.86	785263.49
109	91+44.84 'SB'	28.34' LT	1017.73	465108.91	785267.45
110	91+44.74 'SB'	26.34' LT	1017.69	465110.13	785269.03
111	91+37.60 'SB'	33.69' LT	1017.68	465099.92	785268.06
112	91+37.21 'SB'	25.70' LT	1017.56	465104.81	785274.40
113	91+20.56 'SB'	34.75' LT	1017.51	465087.91	785276.73
114	91+19.32 'SB'	26.79' LT	1017.39	465091.94	785283.64
115	91+12.69 'SB'	35.32' LT	1017.42	465083.49	785279.06
116	91+11.36 'SB'	27.37' LT	1017.30	465086.89	785286.30
117	91+01.49 'SB'	36.18' LT	1017.46	465076.95	785281.64
118	90+93.44 'SB'	36.82' LT	1017.72	465072.13	785282.96
119	90+91.94 'SB'	28.88' LT	1017.60	465073.90	785290.76
120	91+00.06 'SB'	28.24' LT	1017.34	465079.41	785289.25
121	91+12.34 'SB'	18.76' LT	1017.18	465092.00	785293.26
122	91+08.61 'SB'	19.04' LT	1016.71	465089.29	785294.54

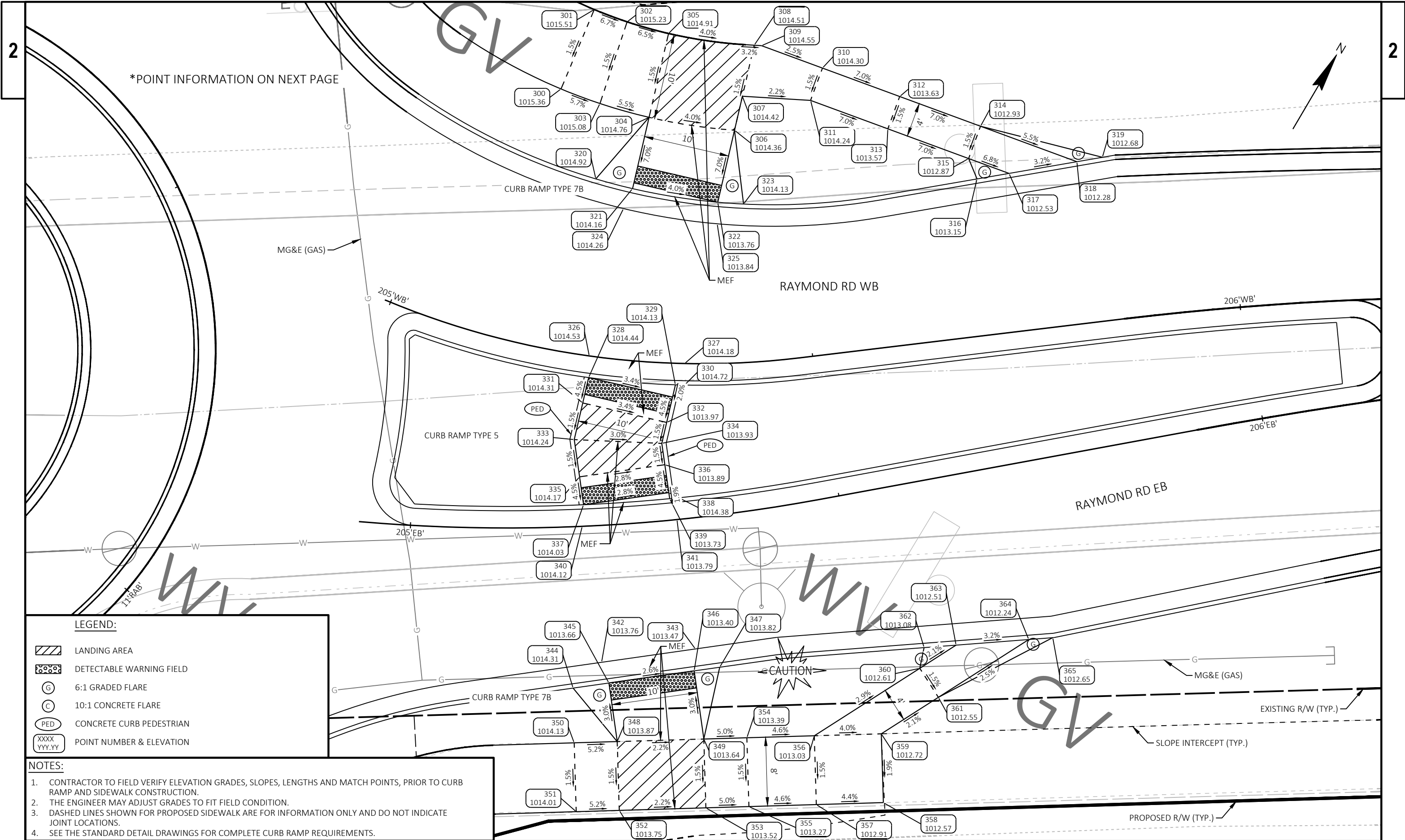
S High Point Rd - North Crossing					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
123	90+98.56 'SB'	19.81' LT	1016.75	465081.80	785297.41
124	90+93.43 'SB'	20.21' LT	1017.27	465077.88	785298.54
125	91+08.52 'SB'	16.53' LT	1016.79	465090.46	785296.76
126	90+97.58 'SB'	17.37' LT	1016.83	465082.02	785299.96
127	91+04.69 'SB'	0.00'	1017.14	465095.20	785312.98
128	90+95.59 'SB'	0.00'	1017.18	465086.91	785316.72
129	91+03.73 'SB'	2.50' RT	1017.06	465095.46	785315.65
130	90+95.86 'SB'	2.50' RT	1017.10	465088.09	785318.95
131	91+03.54 'SB'	3.59' RT	1017.04	465095.76	785316.71
132	91+03.21 'SB'	5.56' RT	1016.90	465096.33	785318.63
133	90+95.67 'SB'	4.49' RT	1016.96	465088.65	785320.87
134	91+12.78 'NB'	7.48' LT	1016.80	465096.70	785319.91
135	91+04.60 'NB'	9.02' LT	1016.84	465089.66	785324.35
136	91+12.90 'NB'	6.22' LT	1016.71	465097.64	785320.75
137	91+04.93 'NB'	5.49' LT	1016.73	465092.30	785326.71
138	91+13.17 'NB'	3.24' LT	1016.47	465099.87	785322.75
139	91+13.24 'NB'	2.50' LT	1016.46	465100.43	785323.25
140	91+05.21 'NB'	2.50' LT	1016.50	465094.54	785328.71
141	91+13.97 'NB'	0.00'	1016.53	465102.66	785324.58
142	91+04.94 'NB'	0.00'	1016.58	465096.04	785330.73
143	91+15.48 'NB'	16.24' RT	1016.20	465114.82	785335.46
144	91+06.51 'NB'	17.02' RT	1016.25	465108.77	785342.13
145	91+15.21 'NB'	18.77' RT	1016.12	465116.34	785337.50

S High Point Rd - North Crossing					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
146	91+07.24 'NB'	19.46' RT	1016.16	465110.96	785343.42
147	91+18.20 'NB'	18.55' RT	1016.61	465118.38	785335.30
148	91+03.51 'NB'	19.83' RT	1016.68	465108.48	785346.23
149	91+15.99 'NB'	27.24' RT	1016.72	465122.67	785343.17
150	91+08.02 'NB'	27.92' RT	1016.76	465117.30	785349.10
151	91+02.93 'NB'	28.44' RT	1017.00	465113.91	785352.94
152	91+04.00 'NB'	38.38' RT	1017.15	465121.46	785359.50
153	91+08.97 'NB'	37.88' RT	1016.91	465124.77	785355.74
154	91+16.76 'NB'	37.21' RT	1016.87	465130.01	785349.96
155	91+21.10 'NB'	26.88' RT	1016.79	465126.17	785339.43
156	91+21.74 'NB'	36.85' RT	1016.94	465133.43	785346.31
157	91+31.26 'NB'	26.34' RT	1016.93	465133.25	785332.13
158	91+31.66 'NB'	36.34' RT	1017.08	465140.35	785339.18
159	91+40.97 'NB'	21.50' RT	1016.54	465137.07	785321.97
160	91+42.45 'NB'	19.08' RT	1016.67	465136.51	785319.20
161	91+45.44 'NB'	19.26' RT	1016.19	465138.83	785317.29
162	91+53.66 'NB'	19.72' RT	1016.28	465145.01	785312.21
163	91+57.49 'NB'	19.88' RT	1016.78	465147.85	785309.89
164	91+42.83 'NB'	25.04' RT	1016.62	465140.85	785323.30
165	91+42.85 'NB'	26.04' RT	1016.64	465141.54	785324.02
166	91+42.98 'NB'	36.03' RT	1016.79	465148.43	785331.26
167	91+47.85 'NB'	26.00' RT	1016.98	465145.18	785320.60
168	91+47.86 'NB'	36.00' RT	1017.13	465151.99	785327.92

Raymond Rd - West Crossing					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
200	202+99.69 'WB'	34.00' LT	1019.47	464968.97	785221.46
201	202+99.69 'WB'	26.00' LT	1019.35	464963.41	785227.21
202	203+05.04 'WB'	34.00' LT	1019.13	464972.58	785224.91
203	203+05.04 'WB'	26.00' LT	1019.01	464967.08	785230.72
204	203+10.04 'WB'	34.02' LT	1018.78	464976.17	785228.27
205	203+10.10 'WB'	26.02' LT	1018.66	464970.74	785234.14
206	203+10.12 'WB'	24.02' LT	1018.62	464969.38	785235.61
207	202+97.47 'WB'	20.09' LT	1019.14	464957.77	785229.98
208	203+01.50 'WB'	19.87' LT	1018.55	464960.41	785232.83
209	203+09.67 'WB'	19.34' LT	1018.36	464965.84	785238.70
210	203+11.88 'WB'	20.42' LT	1018.56	464968.19	785239.43
211	203+12.66 'WB'	19.14' LT	1018.74	464967.88	785240.90
212	203+23.94 'WB'	26.32' LT	1018.89	464981.02	785243.40
213	203+23.65 'WB'	34.32' LT	1019.01	464986.29	785237.38
214	203+28.65 'WB'	26.52' LT	1018.77	464984.58	785246.49
215	203+28.28 'WB'	34.51' LT	1018.89	464989.79	785240.42
216	203+33.73 'WB'	26.77' LT	1018.54	464988.46	785249.78
217	203+33.28 'WB'	34.76' LT	1018.66	464993.60	785243.66
218	203+38.80 'WB'	27.09' LT	1018.29	464992.37	785253.03
219	203+38.27 'WB'	35.07' LT	1018.41	464997.45	785246.86
220	203+46.80 'WB'	27.69' LT	1018.12	464998.60	785258.08
221	203+46.14 'WB'	35.66' LT	1018.24	465003.58	785251.82
222	203+51.86 'WB'	28.14' LT	1018.28	465002.59	785261.23
223	203+51.12 'WB'	36.10' LT	1018.40	465007.51	785254.91
224	203+35.27 'WB'	18.35' LT	1018.25	464983.81	785256.98
225	203+38.81 'WB'	18.57' LT	1017.69	464986.53	785259.24
226	203+46.81 'WB'	19.16' LT	1017.52	464992.76	785264.30
227	203+49.80 'WB'	19.41' LT	1017.94	464995.11	785266.16
228	203+38.31 'WB'	16.03' LT	1017.79	464984.43	785260.75
229	203+47.31 'WB'	16.69' LT	1017.60	464991.44	785266.44
230	203+38.33 'WB'	0.00'	1018.11	464973.45	785272.43
231	203+47.33 'WB'	0.00'	1017.93	464980.00	785278.60
232	203+38.83 'WB'	2.50' RT	1018.02	464972.10	785274.60
233	203+46.83 'WB'	2.50' RT	1017.86	464977.93	785280.08
234	203+38.83 'WB'	5.51' RT	1018.55	464970.04	785276.79
235	203+46.83 'WB'	5.50' RT	1017.72	464975.87	785282.27
236	203+38.83 'WB'	5.95' RT	1017.86	464969.74	785277.11

Raymond Rd - West Crossing					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
237	203+46.83 'WB'	7.69' RT	1017.67	464974.37	785283.86
238	203+38.42 'EB'	3.09' LT	1018.43	464967.22	785278.13
239	203+38.36 'EB'	2.50' LT	1017.79	464966.67	785278.35
240	203+46.18 'EB'	2.50' LT	1017.58	464970.23	785285.54
241	203+37.56 'EB'	0.00'	1017.89	464964.10	785278.86
242	203+46.59 'EB'	0.00'	1017.65	464968.12	785286.94
243	203+35.00 'EB'	16.94' RT	1017.62	464948.26	785285.29
244	203+45.96 'EB'	17.89' RT	1017.31	464951.54	785293.68
245	203+29.95 'EB'	19.03' RT	1018.17	464944.31	785282.95
246	203+35.15 'EB'	19.46' RT	1017.53	464946.15	785286.69
247	203+45.21 'EB'	20.34' RT	1017.24	464949.06	785294.14
248	203+49.02 'EB'	20.68' RT	1017.68	464949.94	785297.01
249	203+34.15 'EB'	24.41' RT	1017.88	464941.51	785288.57
250	203+44.92 'EB'	25.35' RT	1017.59	464944.42	785296.03
251	203+26.20 'EB'	23.78' RT	1018.20	464938.75	785283.29
252	203+17.77 'EB'	23.54' RT	1018.55	464934.99	785278.19
253	203+10.79 'EB'	23.92' RT	1018.82	464930.44	785273.79
254	203+04.04 'EB'	25.50' RT	1019.05	464924.70	785269.90
255	202+97.41 'EB'	27.71' RT	1019.25	464918.58	785266.53
256	202+86.69 'EB'	22.39' RT	1019.16	464915.21	785255.05
257	202+80.73 'EB'	17.76' RT	1019.51	464914.57	785247.53
258	202+77.74 'EB'	17.94' RT	1019.09	464912.40	785245.46
259	202+69.75 'EB'	18.45' RT	1019.28	464906.61	785239.93
260	202+65.94 'EB'	18.69' RT	1019.86	464903.85	785237.30
261	202+84.92 'EB'	25.97' RT	1019.35	464911.37	785256.18
262	202+93.30 'EB'	30.13' RT	1019.40	464914.01	785265.16
263	202+93.93 'EB'	32.03' RT	1019.44	464913.04	785266.91
264	202+85.74 'EB'	34.76' RT	1019.64	464905.48	785262.75
265	202+73.84 'EB'	35.72' RT	1019.92	464896.70	785254.66
266	202+73.04 'EB'	40.65' RT	1020.03	464892.53	785257.42
267	202+87.32 'EB'	39.50' RT	1019.69	464903.07	785267.13
268	202+95.51 'EB'	36.77' RT	1019.44	464910.63	785271.29
269	203+06.56 'EB'	33.09' RT	1019.10	464920.84	785276.91
270	203+11.90 'EB'	31.84' RT	1018.94	464925.37	785279.98
271	203+17.77 'EB'	31.54' RT	1018.67	464928.97	785283.46
272	203+25.27 'EB'	31.76' RT	1018.32	464931.93	785287.48
273	203+32.22 'EB'	32.30' RT	1018.00	464934.09	785291.59

Raymond Rd - West Crossing					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
274	203+41.36 'EB'	33.10' RT	1017.78	464936.37	785297.19
275	203+42.11 'EB'	37.12' RT	1018.05	464932.99	785299.42
276	203+44.35 'EB'	33.36' RT	1017.71	464936.98	785299.05
277	203+47.73 'EB'	33.66' RT	1017.80	464937.60	785301.17
278	203+48.57 'EB'	36.50' RT	1017.99	464935.19	785302.76
279	203+52.64 'EB'	26.03' RT	1017.75	464945.93	785301.50
280	203+51.12 'EB'	33.96' RT	1017.87	464938.14	785303.31
281	203+60.43 'EB'	26.73' RT	1017.78	464946.98	785307.07
282	203+58.87 'EB'	34.66' RT	1017.90	464939.06	785308.22



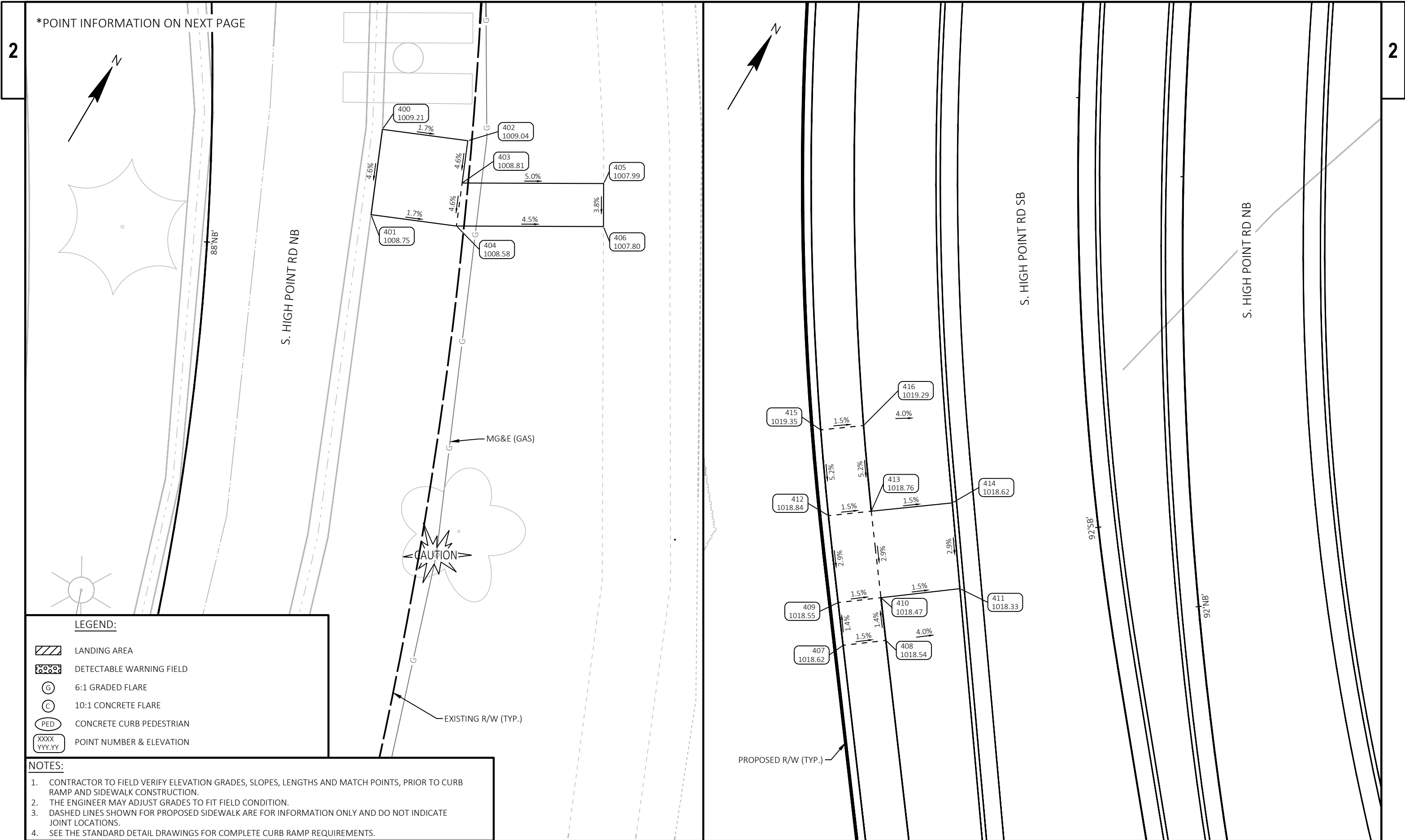
LEGEND:

- LANDING AREA
- DETECTABLE WARNING FIELD
- 6:1 GRADED FLARE
- 10:1 CONCRETE FLARE
- CONCRETE CURB PEDESTRIAN
- POINT NUMBER & ELEVATION

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

Raymond Rd - East Crossing					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
300	205+13.00 'WB'	29.84' LT	1015.36	465082.04	785415.96
301	205+15.44 'WB'	39.72' LT	1015.51	465091.93	785414.50
302	205+22.30 'WB'	39.05' LT	1015.23	465092.68	785418.50
303	205+19.93 'WB'	29.16' LT	1015.08	465082.92	785420.70
304	205+28.35 'WB'	28.34' LT	1014.76	465084.49	785426.42
305	205+30.62 'WB'	38.24' LT	1014.91	465094.00	785423.33
306	205+42.40 'WB'	27.02' LT	1014.36	465088.33	785435.68
307	205+44.08 'WB'	30.90' LT	1014.42	465092.19	785434.43
308	205+47.03 'WB'	36.69' LT	1014.51	465097.97	785432.55
309	205+50.64 'EB'	53.07' LT	1014.55	465098.37	785433.31
310	205+55.13 'WB'	33.11' LT	1014.30	465099.79	785440.71
311	205+53.31 'WB'	29.55' LT	1014.24	465095.86	785441.46
312	205+63.64 'WB'	28.76' LT	1013.63	465101.60	785450.10
313	205+61.82 'WB'	25.20' LT	1013.57	465097.67	785450.85
314	205+72.55 'WB'	24.21' LT	1012.93	465103.48	785459.92
315	205+70.73 'WB'	20.65' LT	1012.87	465099.55	785460.67
316	205+71.41 'WB'	18.18' LT	1013.15	465098.03	785462.73
317	205+75.18 'WB'	18.37' LT	1012.53	465100.50	785465.58
318	205+83.17 'WB'	18.78' LT	1012.28	465105.73	785471.63
319	205+86.16 'WB'	18.94' LT	1012.68	465107.70	785473.90
320	205+21.33 'WB'	20.45' LT	1014.92	465075.18	785424.82
321	205+26.89 'WB'	19.91' LT	1014.16	465076.41	785429.05
322	205+39.40 'WB'	18.74' LT	1013.76	465080.16	785438.34
323	205+43.10 'WB'	18.40' LT	1014.13	465081.53	785441.01
324	205+25.91 'WB'	17.49' LT	1014.26	465073.88	785429.34
325	205+39.24 'WB'	16.24' LT	1013.84	465077.98	785439.58
326	205+23.97 'WB'	0.00'	1014.53	465057.16	785434.78
327	205+35.10 'WB'	0.00'	1014.18	465062.13	785444.73
328	205+24.24 'WB'	2.50' RT	1014.44	465054.97	785436.02
329	205+34.09 'WB'	2.50' RT	1014.13	465059.45	785445.08
330	205+33.82 'WB'	3.93' RT	1014.72	465058.07	785445.53
331	205+23.98 'WB'	5.52' RT	1014.31	465052.10	785436.95
332	205+33.28 'WB'	6.90' RT	1013.97	465055.19	785446.46

Raymond Rd - East Crossing					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
333	205+23.62 'WB'	9.87' RT	1014.24	465047.94	785438.31
334	205+32.85 'WB'	9.36' RT	1013.93	465052.81	785447.24
335	205+19.89 'EB'	5.76' LT	1014.17	465044.56	785441.07
336	205+30.18 'EB'	6.49' LT	1013.89	465050.87	785448.82
337	205+20.22 'EB'	2.50' LT	1014.03	465042.01	785443.14
338	205+30.34 'EB'	3.21' LT	1014.38	465048.33	785450.89
339	205+30.37 'EB'	2.50' LT	1013.73	465047.78	785451.34
340	205+19.96 'EB'	0.00'	1014.12	465039.79	785444.31
341	205+30.98 'EB'	0.00'	1013.79	465046.14	785453.32
342	205+21.40 'EB'	15.88' RT	1013.76	465027.42	785454.38
343	205+31.58 'EB'	15.17' RT	1013.47	465034.37	785462.91
344	205+18.24 'EB'	18.73' RT	1014.31	465023.15	785453.10
345	205+22.06 'EB'	18.33' RT	1013.66	465025.80	785456.35
346	205+31.22 'EB'	17.69' RT	1013.40	465032.12	785464.10
347	205+33.97 'EB'	17.58' RT	1013.82	465034.01	785466.43
348	205+22.59 'EB'	25.18' RT	1013.87	465020.47	785460.69
349	205+31.51 'EB'	25.68' RT	1013.64	465025.92	785469.16
350	205+18.15 'EB'	25.10' RT	1014.13	465017.76	785456.49
351	205+18.11 'EB'	33.10' RT	1014.01	465011.04	785460.82
352	205+22.40 'EB'	33.18' RT	1013.75	465013.74	785465.02
353	205+31.02 'EB'	33.66' RT	1013.52	465019.19	785473.49
354	205+35.92 'EB'	26.09' RT	1013.39	465028.62	785473.36
355	205+35.28 'EB'	34.06' RT	1013.27	465021.90	785477.69
356	205+42.80 'EB'	26.96' RT	1013.03	465032.87	785479.95
357	205+41.92 'EB'	34.90' RT	1012.91	465026.14	785484.28
358	205+48.62 'EB'	35.99' RT	1012.57	465030.35	785490.82
359	205+49.83 'EB'	28.08' RT	1012.72	465037.07	785486.49
360	205+55.61 'EB'	21.41' RT	1012.61	465045.90	785486.39
361	205+57.12 'EB'	25.11' RT	1012.55	465044.13	785489.98
362	205+56.54 'EB'	19.13' RT	1013.08	465048.22	785485.58
363	205+60.24 'EB'	19.52' RT	1012.51	465050.38	785488.61
364	205+68.67 'EB'	20.40' RT	1012.24	465055.30	785495.50
365	205+71.44 'EB'	20.70' RT	1012.65	465056.92	785497.78



*POINT INFORMATION ON NEXT PAGE

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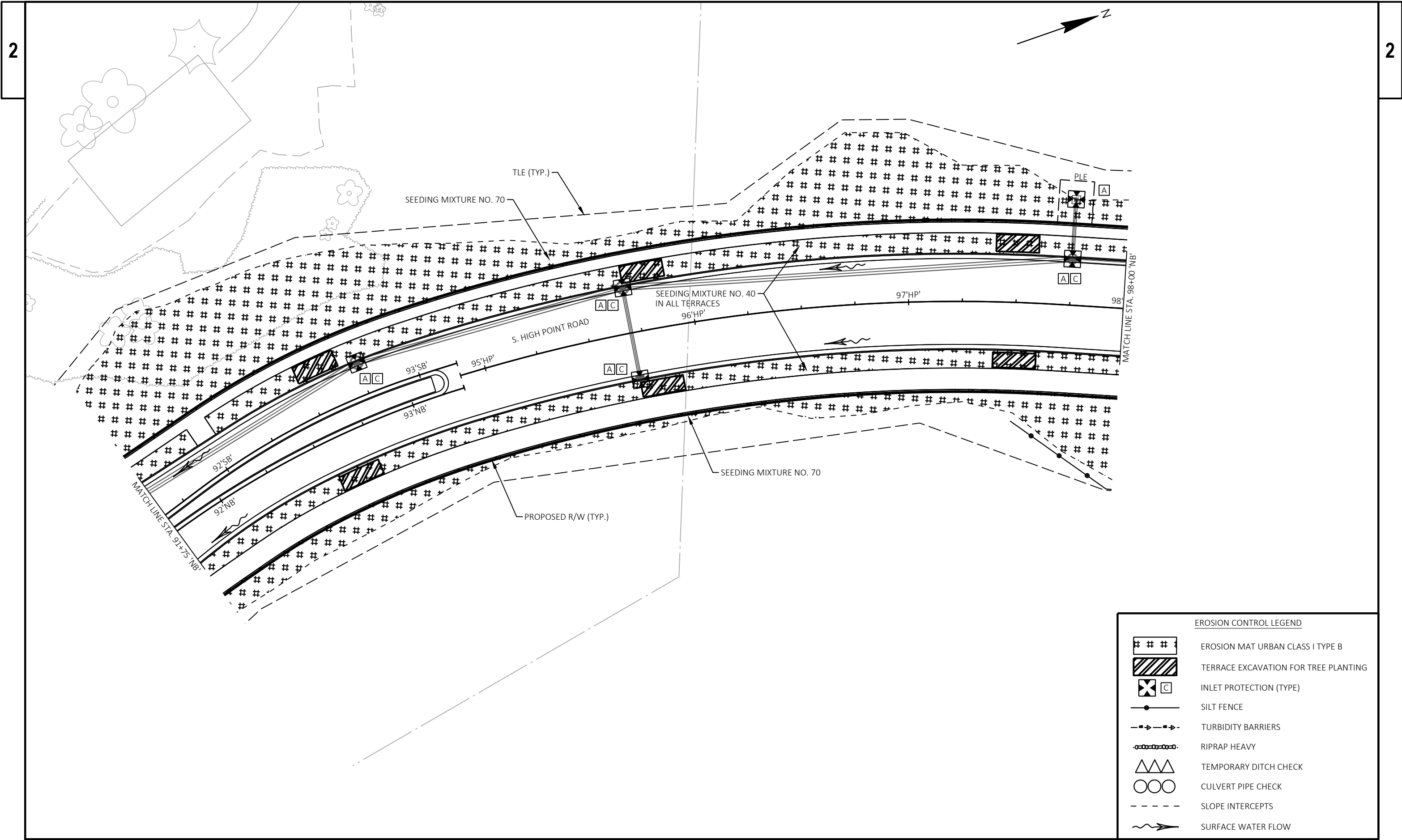
- LANDING AREA
- DETECTABLE WARNING FIELD
- 6:1 GRADED FLARE
- 10:1 CONCRETE FLARE
- CONCRETE CURB PEDESTRIAN
- POINT NUMBER & ELEVATION

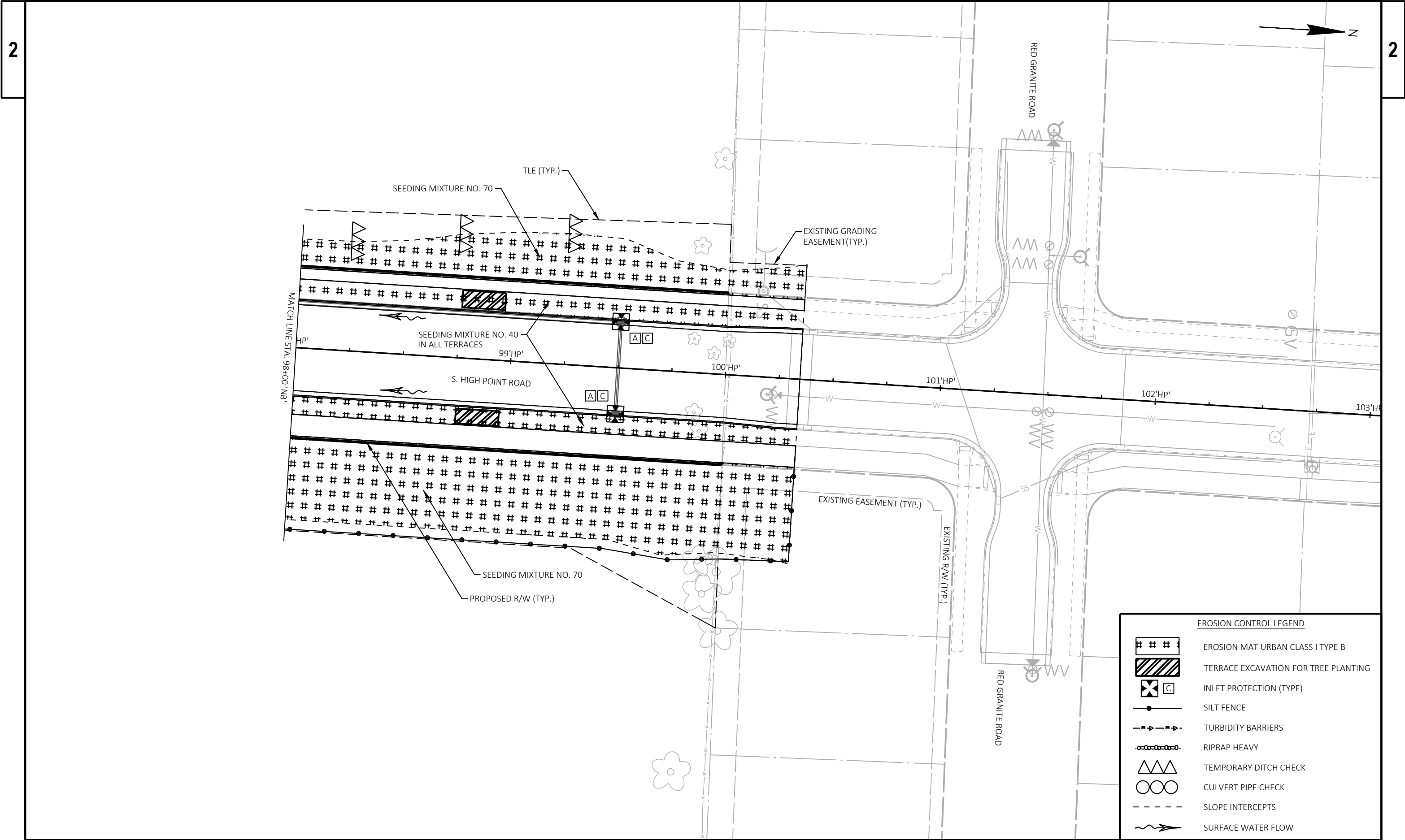
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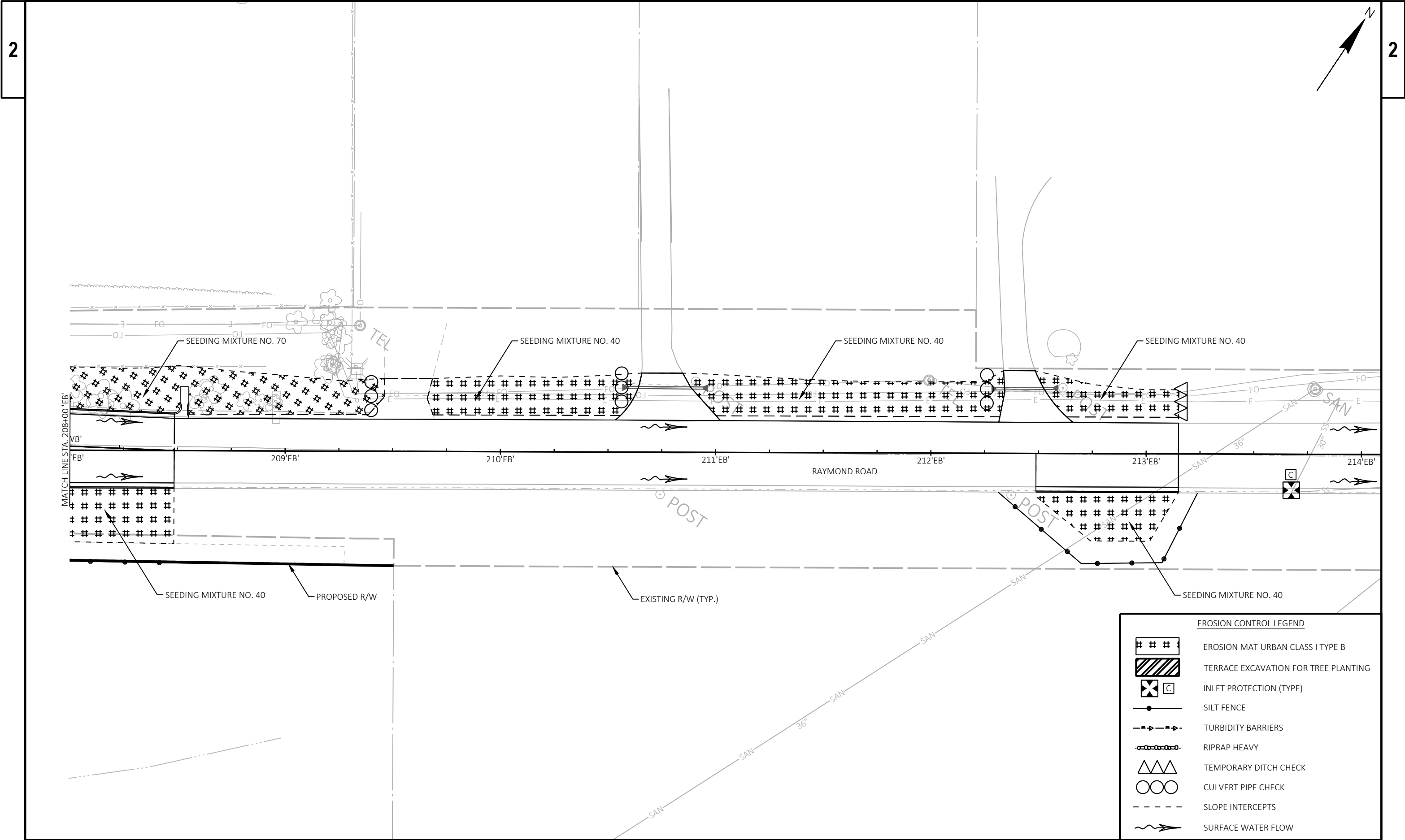
- CONTRACTOR TO FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
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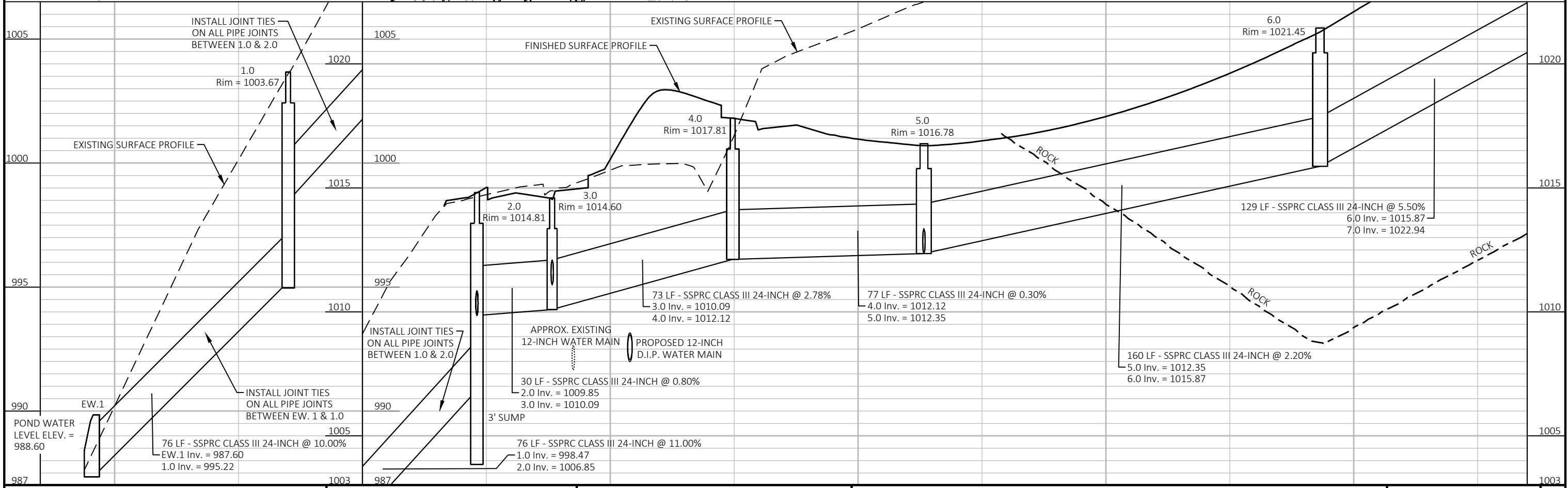
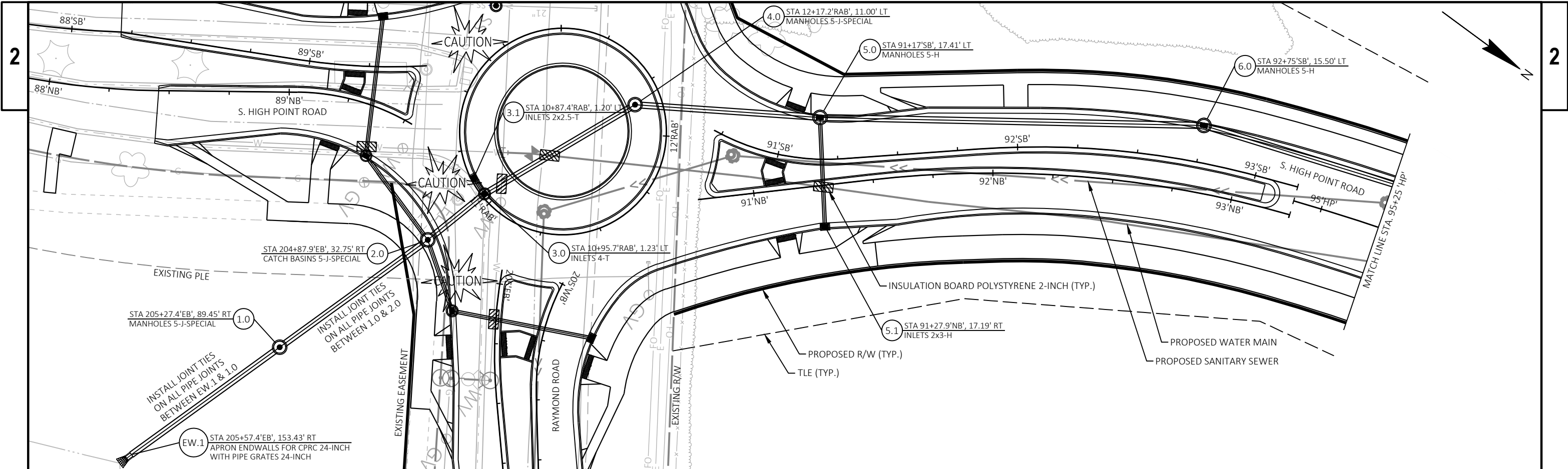
S. High Point Rd - South Bus Pad					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
400	88+13.50 'NB'	19.81' RT	1009.21	464850.39	785480.96
401	88+04.11 'NB'	18.84' RT	1008.75	464841.22	785484.94
402	88+12.47 'NB'	29.75' RT	1009.04	464854.38	785490.13
403	88+07.96 'NB'	29.25' RT	1008.81	464849.83	785492.11
404	88+03.35 'NB'	28.80' RT	1008.58	464845.21	785494.11
405	88+08.45 'NB'	45.67' RT	1007.99	464858.26	785506.21
406	88+04.08 'NB'	45.86' RT	1007.80	464853.97	785508.77

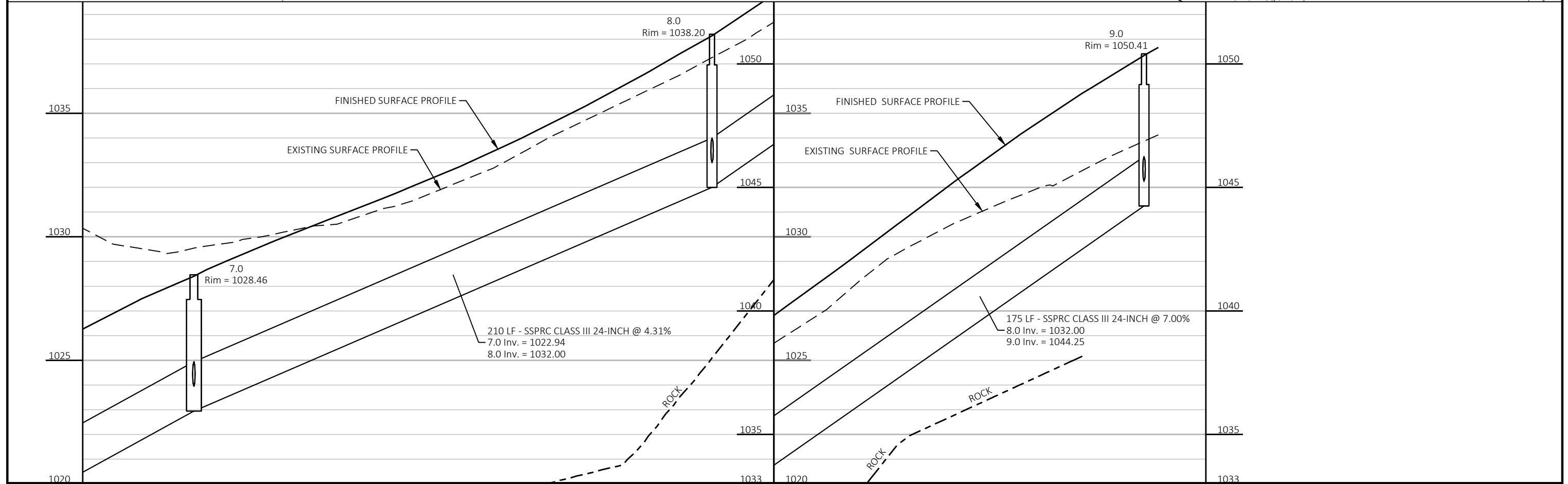
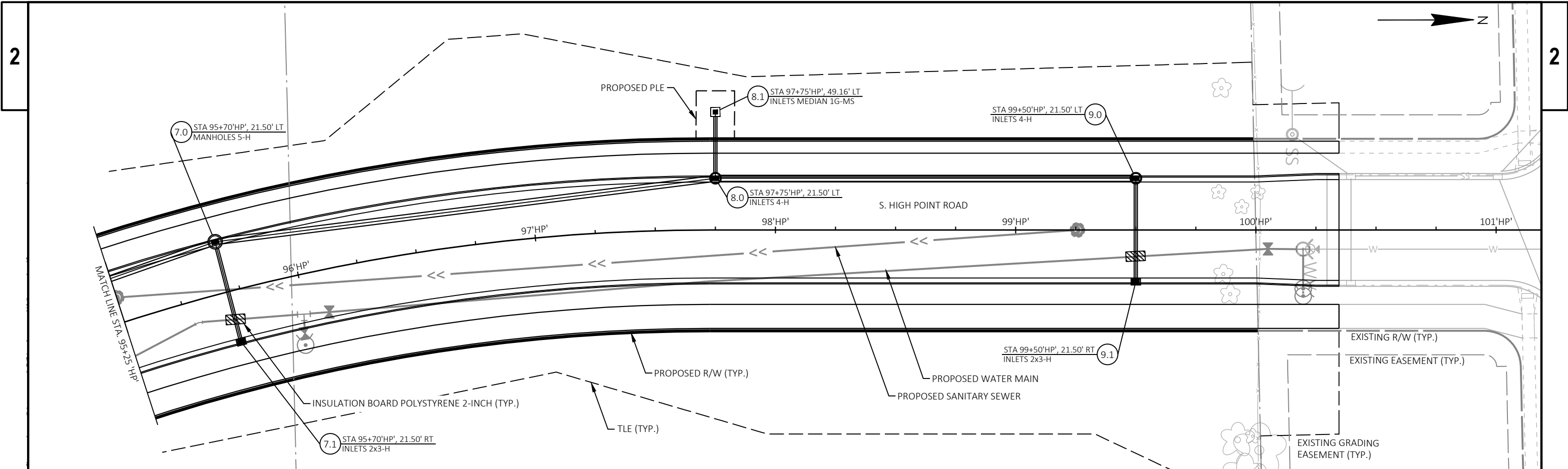
S. High Point Rd - North Bus Pad					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
407	91+90.63 'SB'	31.16' LT	1018.62	465142.48	785235.27
408	91+90.50 'SB'	26.16' LT	1018.54	465145.53	785239.23
409	91+95.22 'SB'	31.05' LT	1018.55	465146.44	785232.22
410	91+95.15 'SB'	26.05' LT	1018.47	465149.49	785236.18
411	91+95.01 'SB'	16.82' LT	1018.33	465155.12	785243.49
412	92+04.56 'SB'	31.00' LT	1018.84	465154.50	785226.04
413	92+04.56 'SB'	26.00' LT	1018.76	465157.51	785230.03
414	92+04.56 'SB'	16.54' LT	1018.62	465163.20	785237.59
415	92+13.74 'SB'	31.00' LT	1019.35	465162.57	785220.13
416	92+13.87 'SB'	26.00' LT	1019.29	465165.58	785224.12

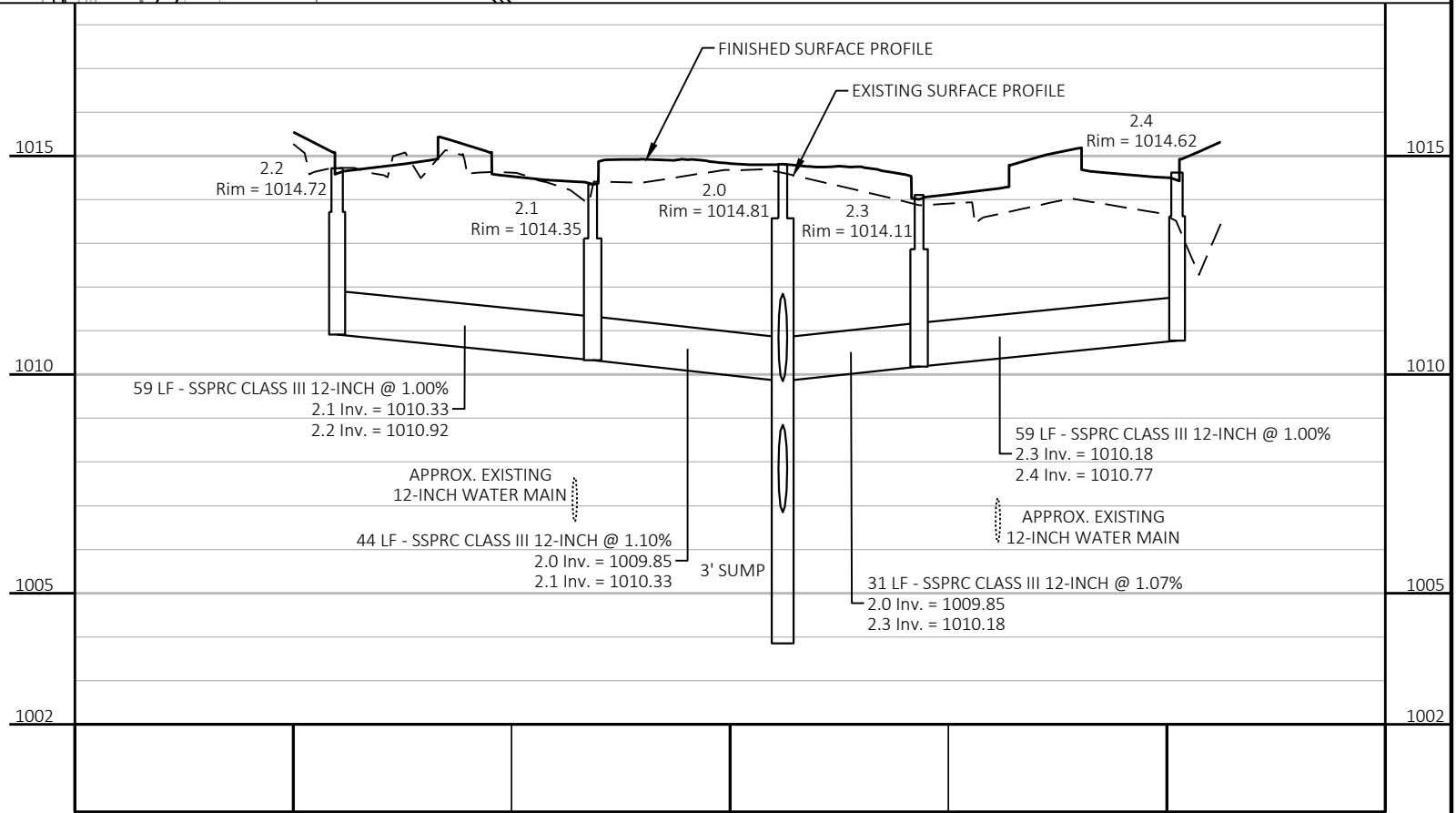
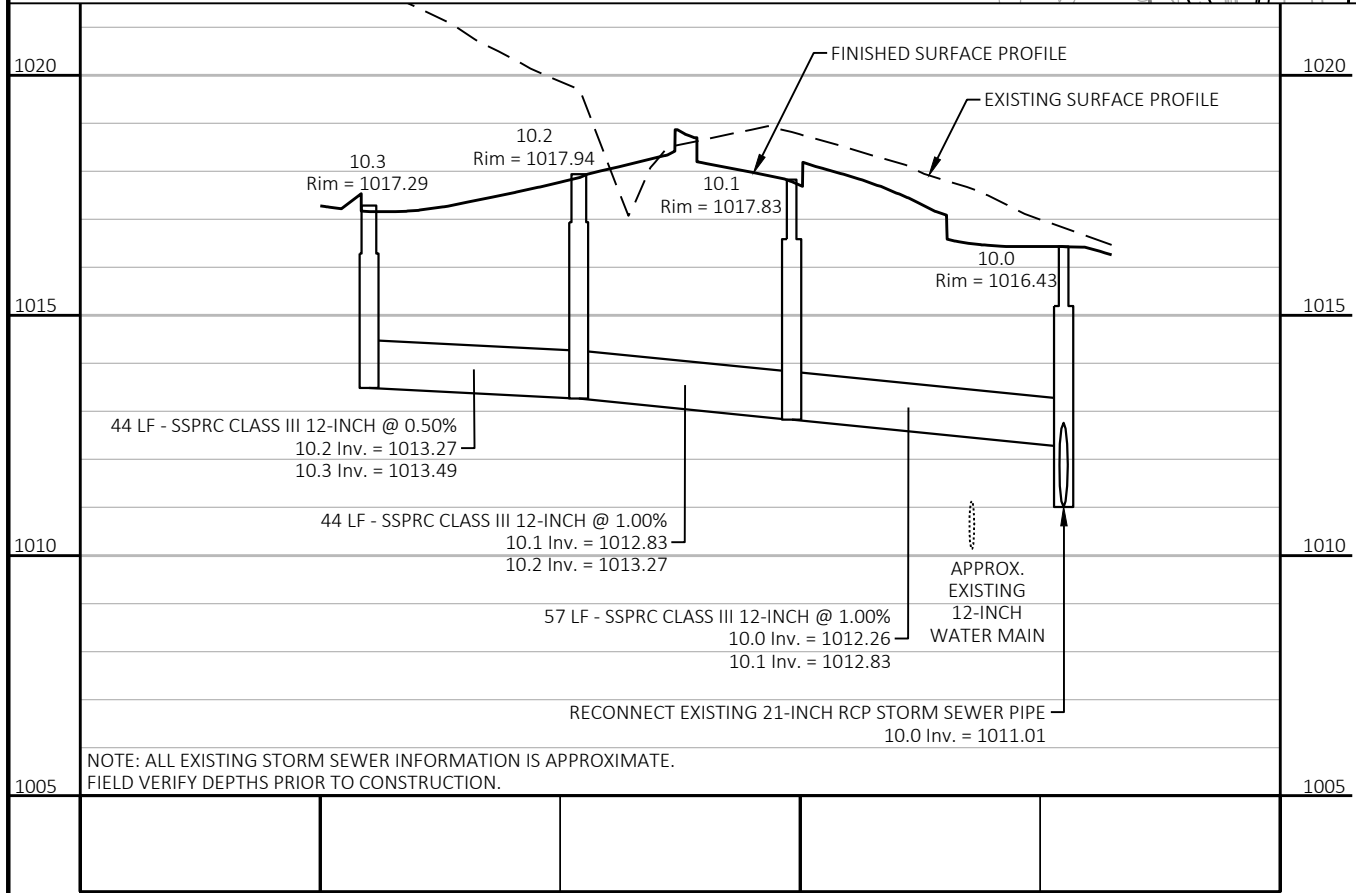
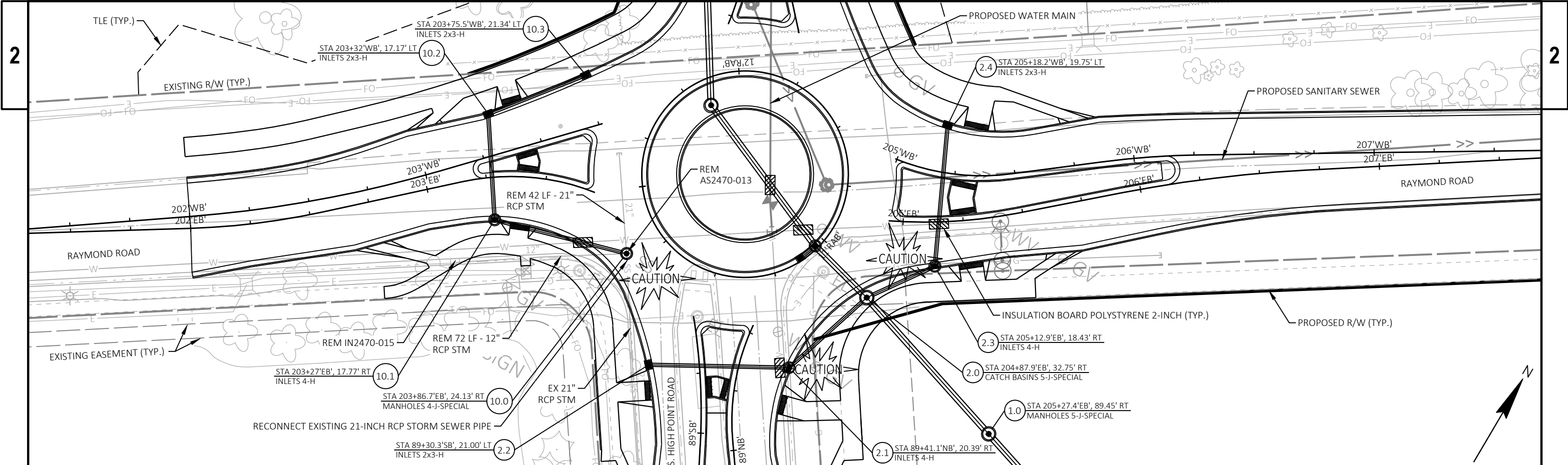


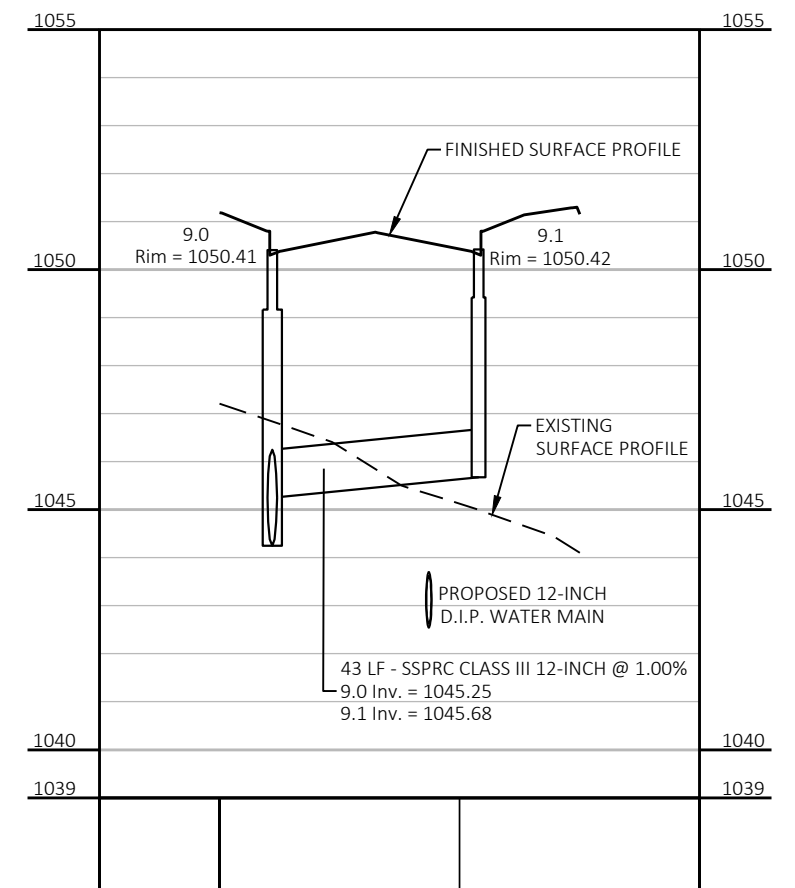
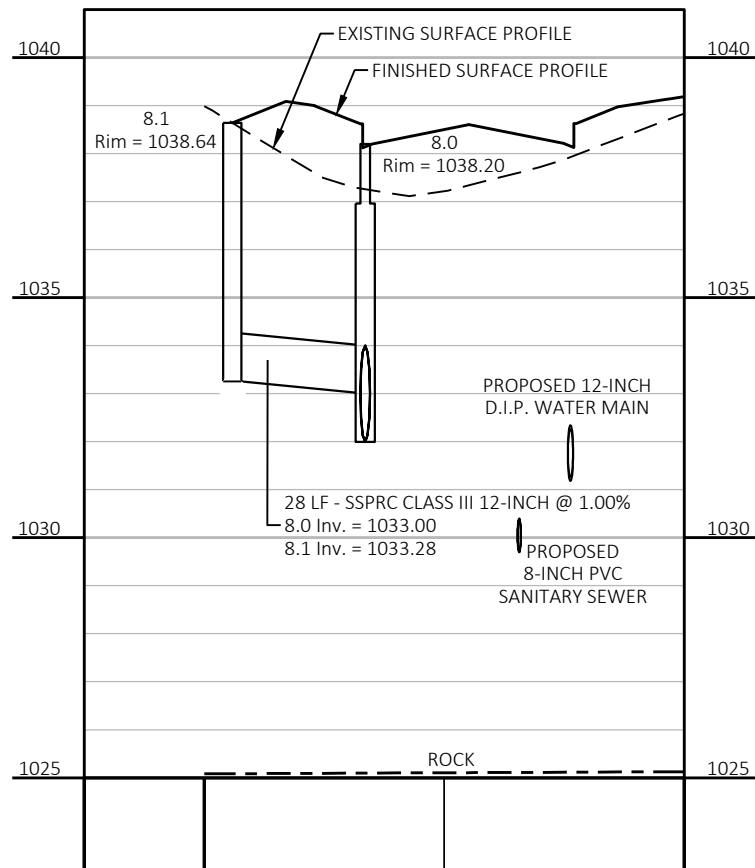
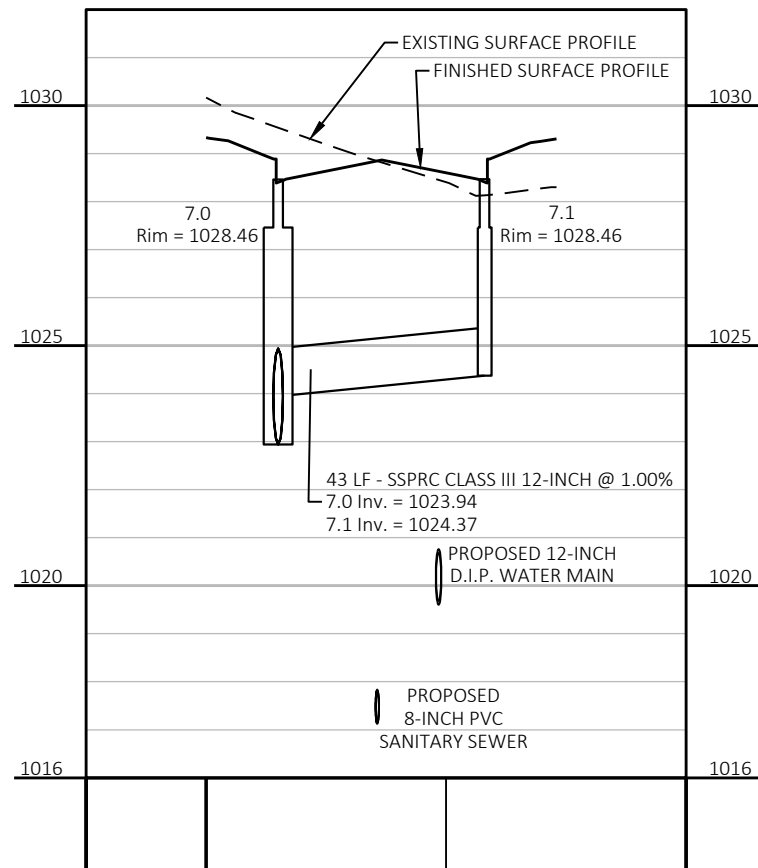
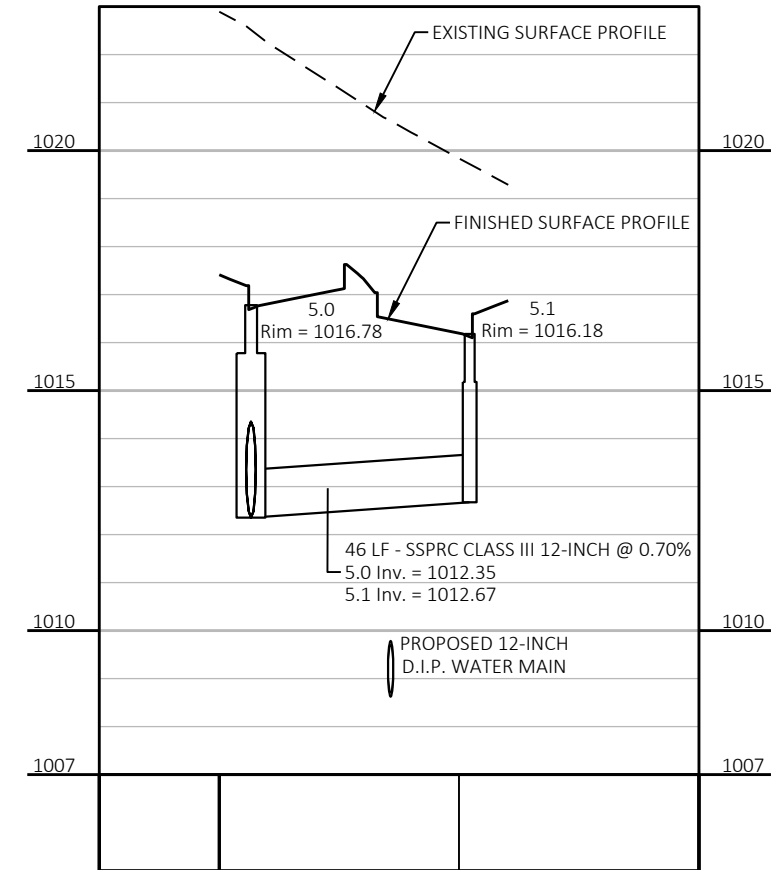
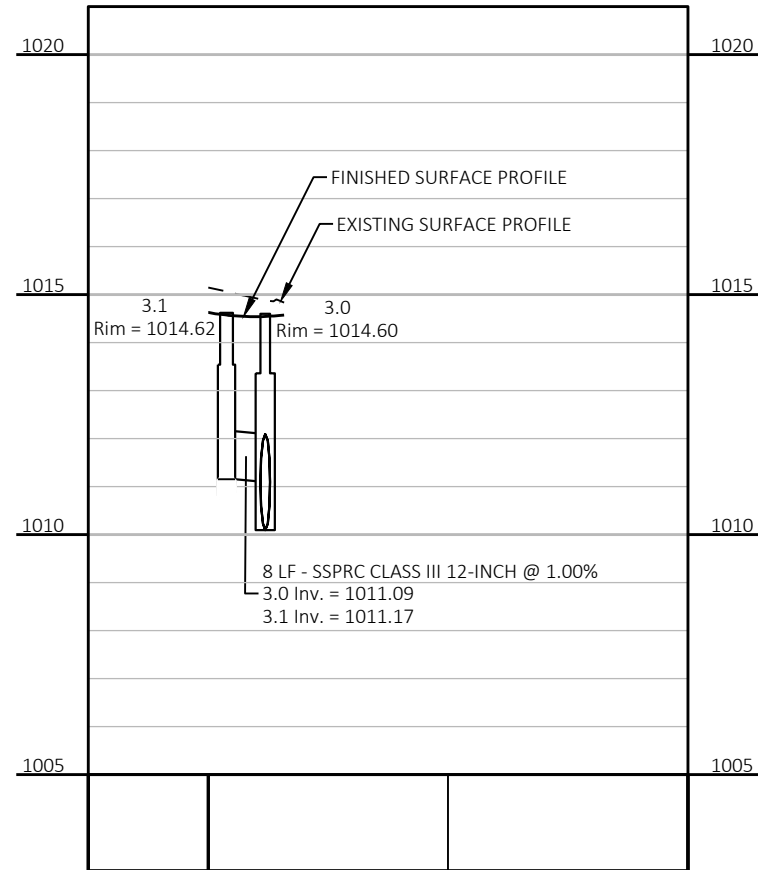


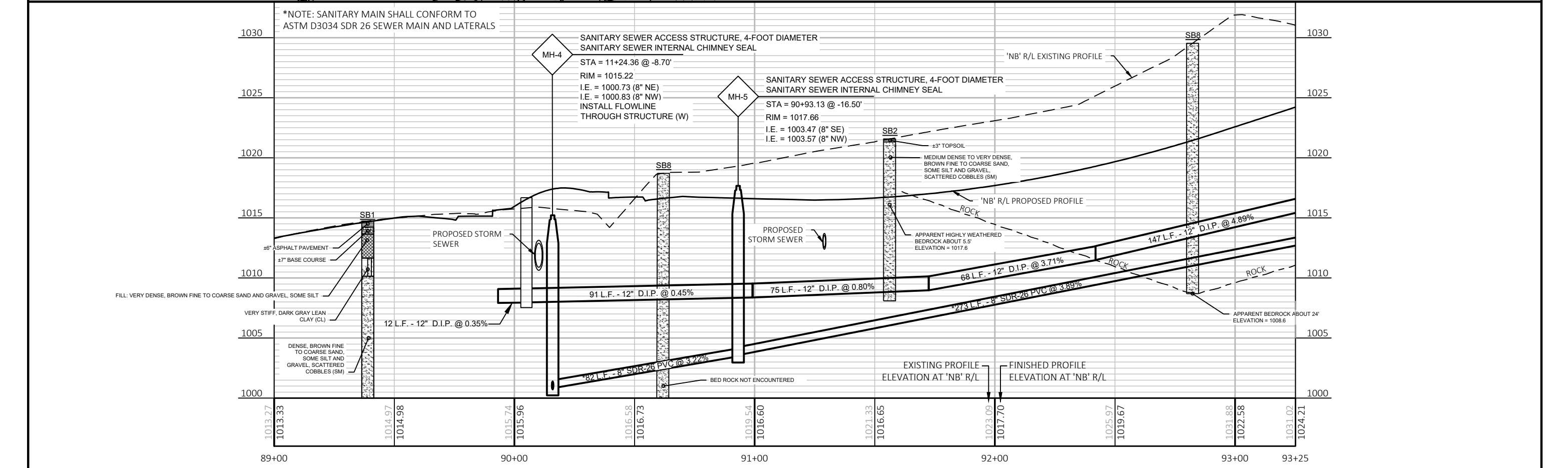
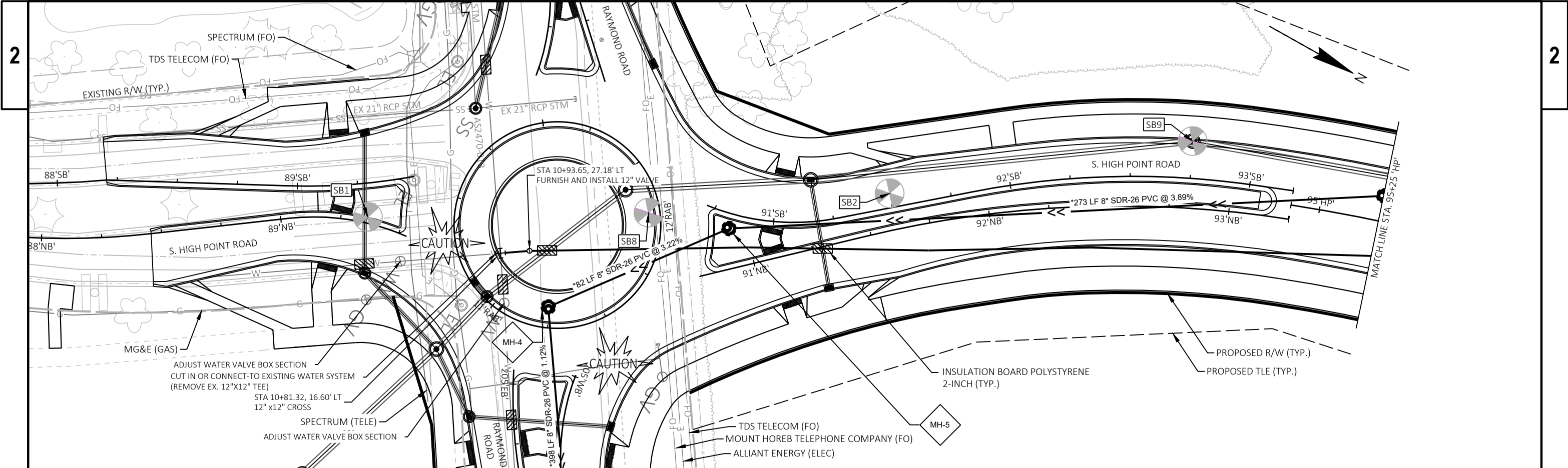


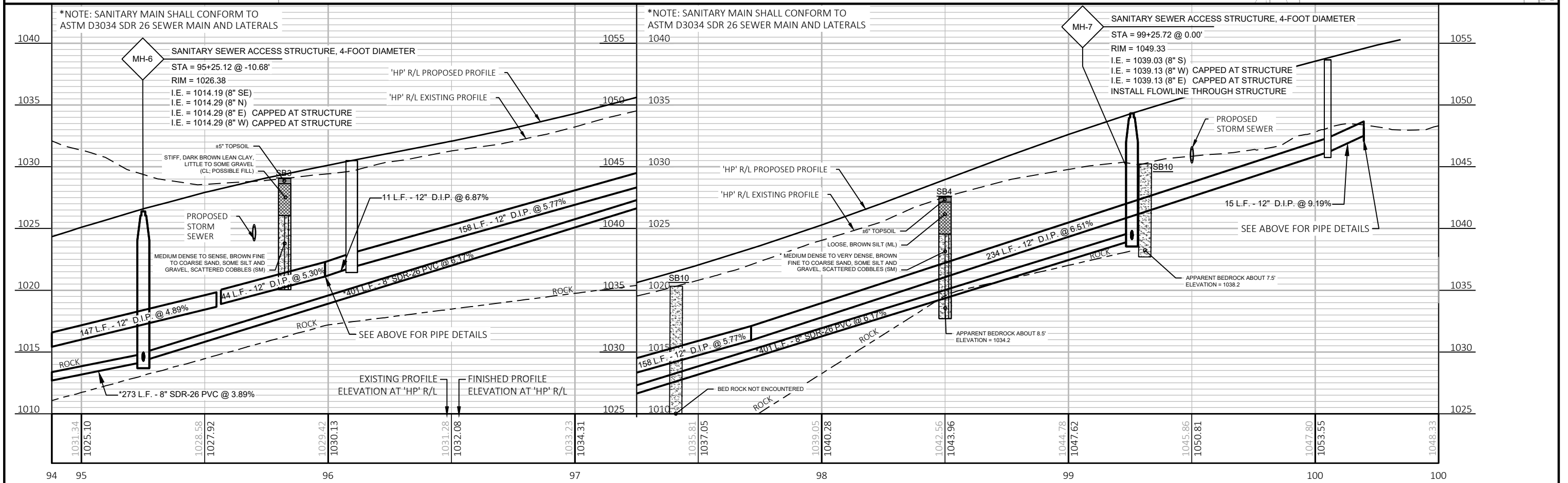


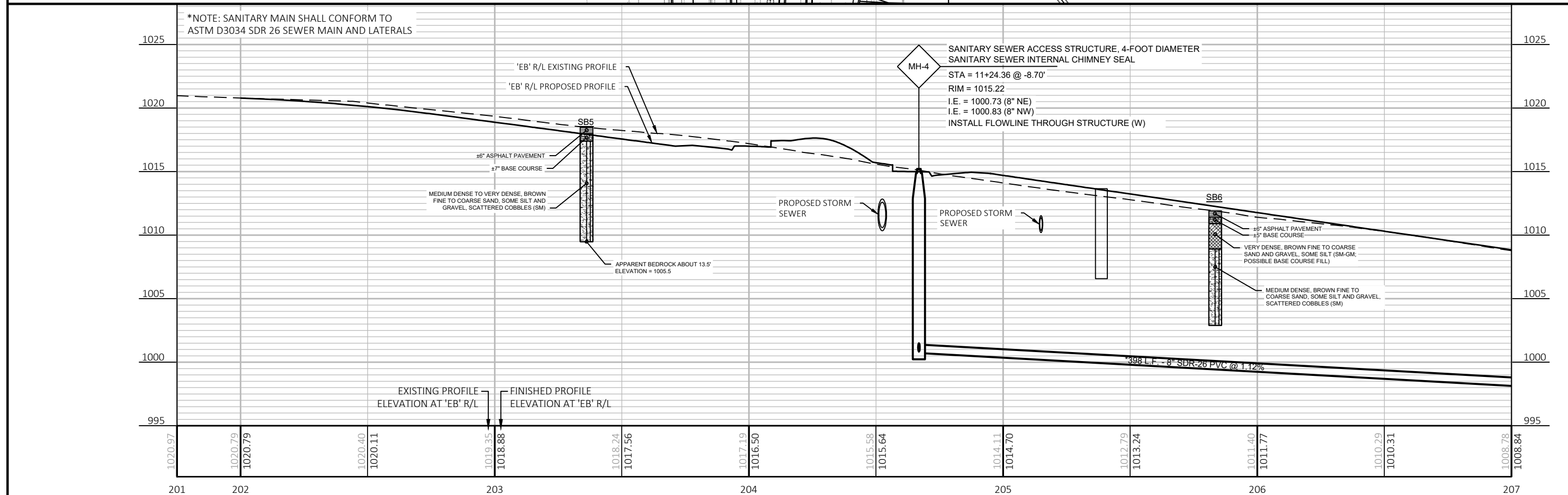


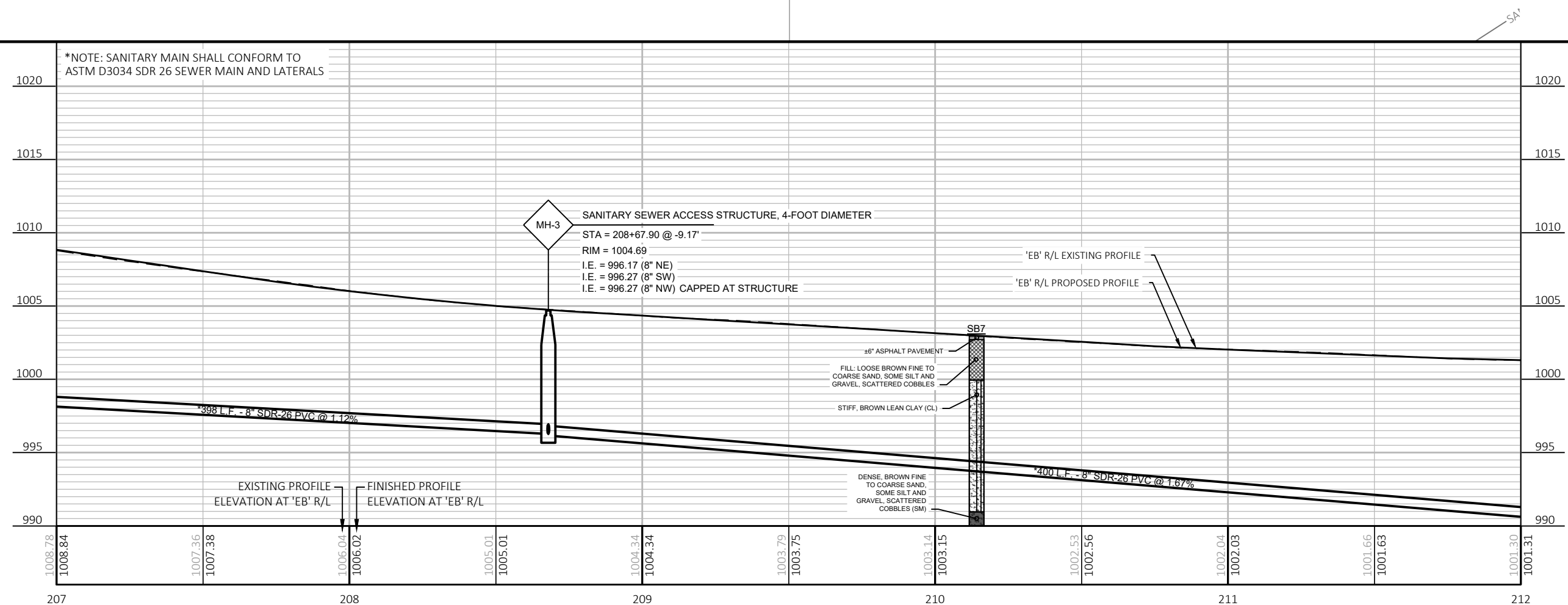
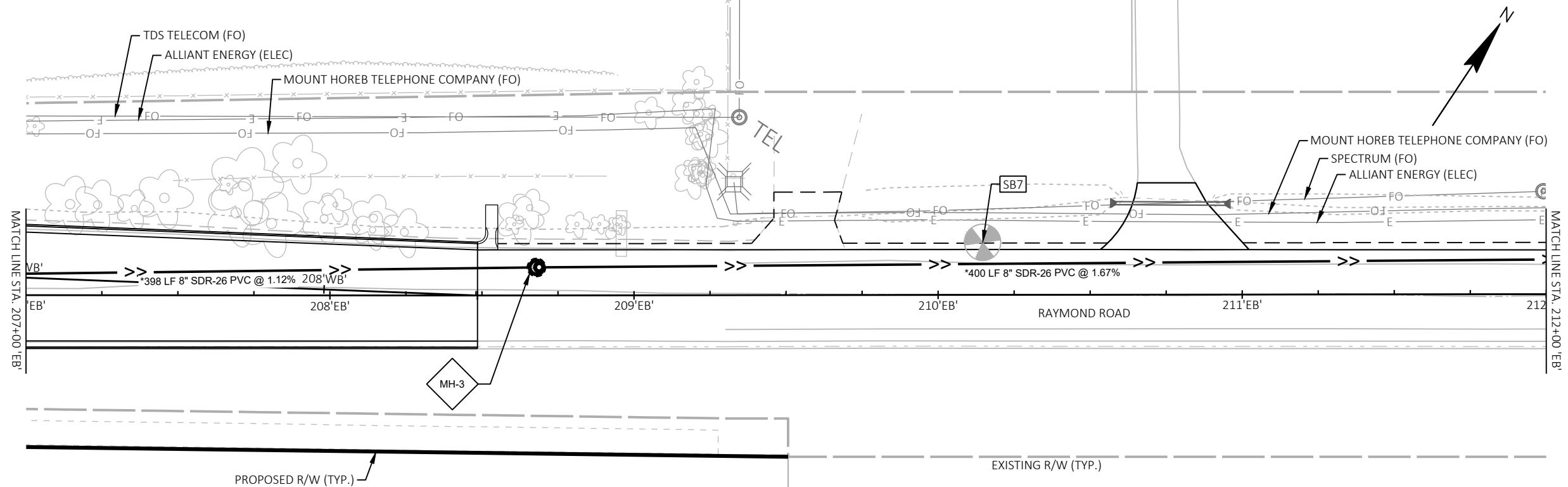


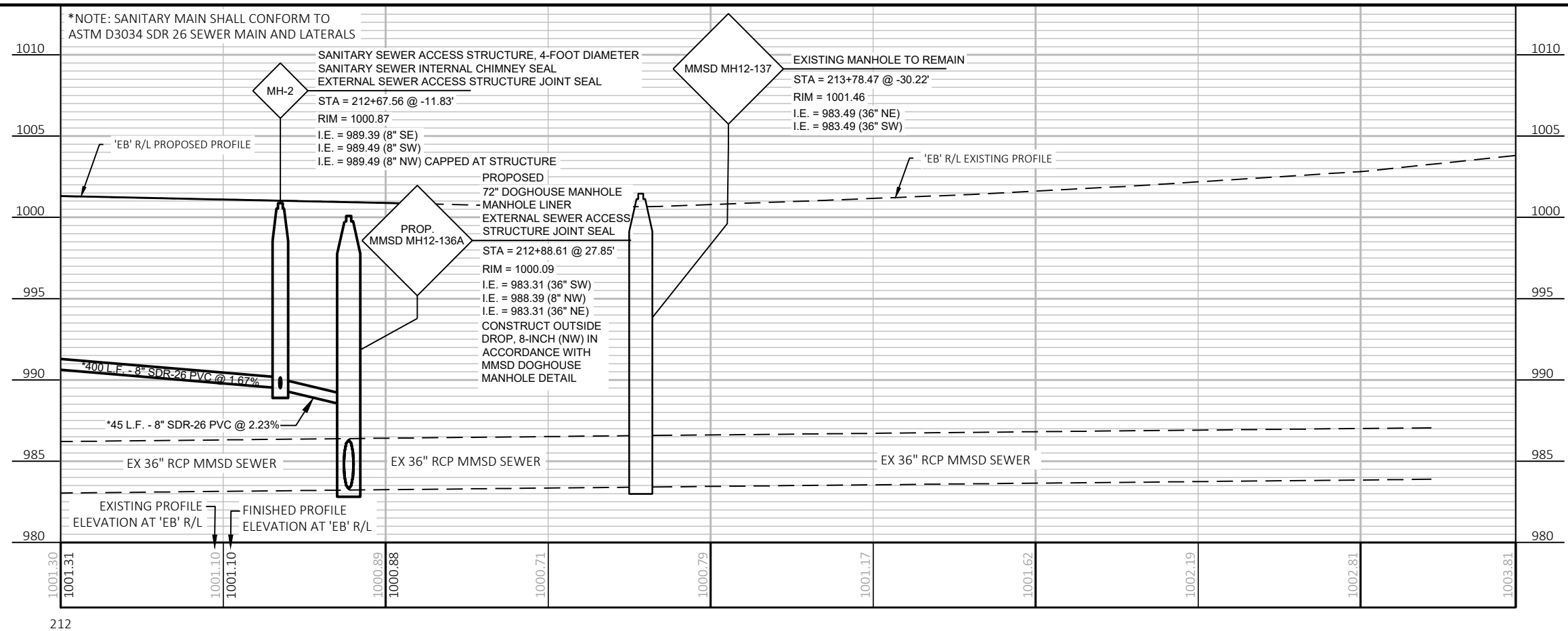
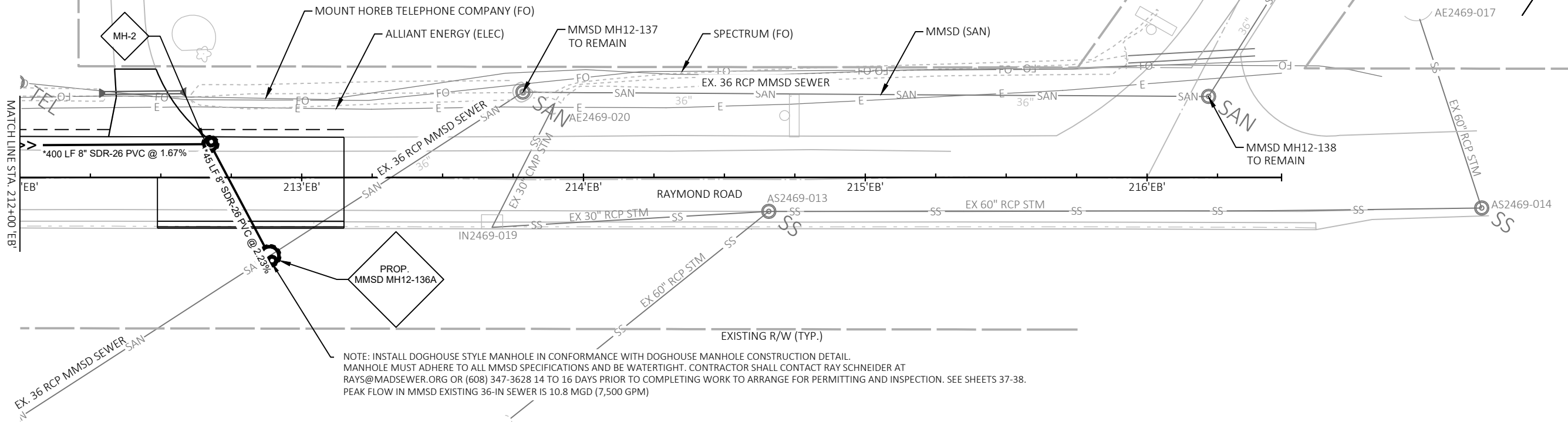


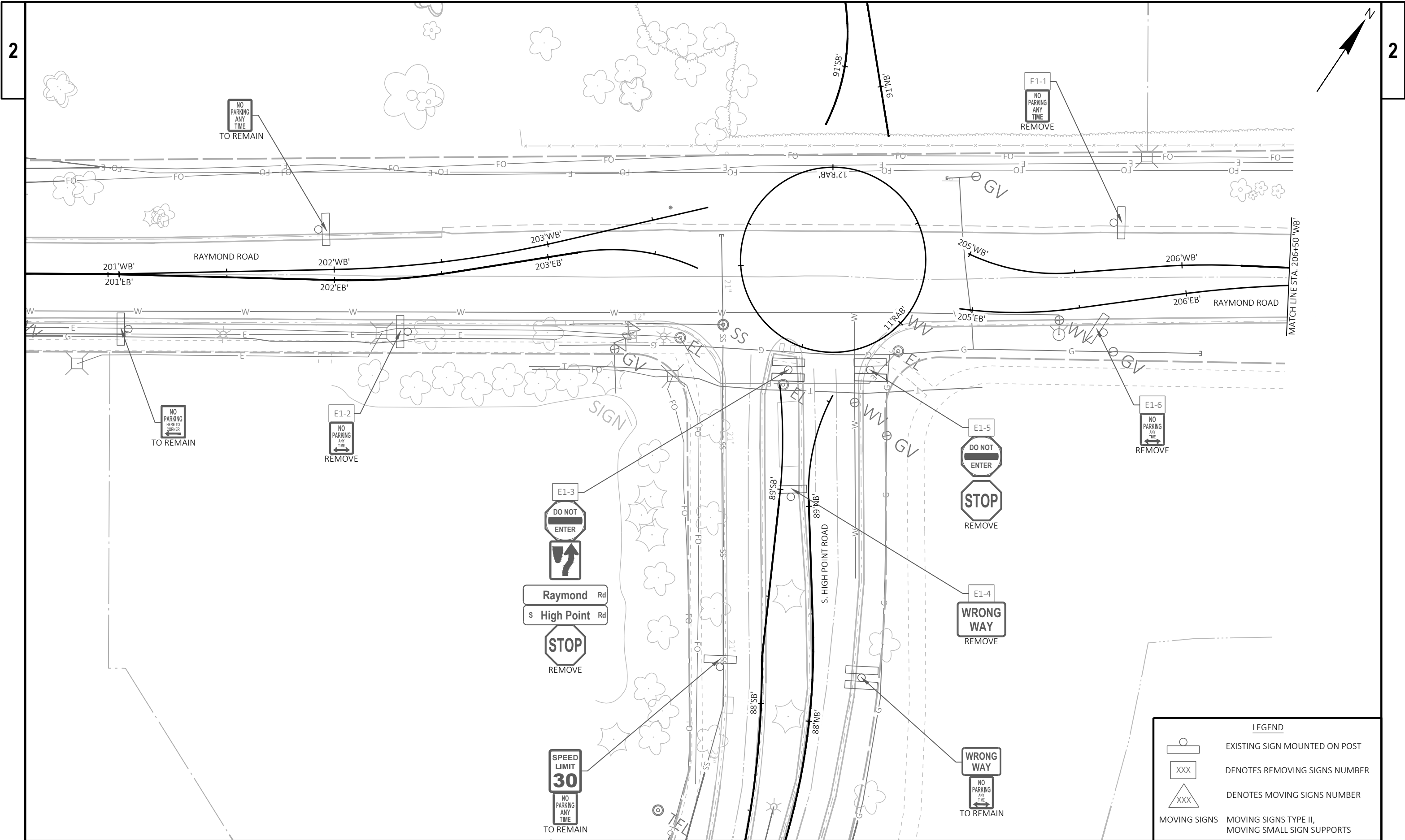






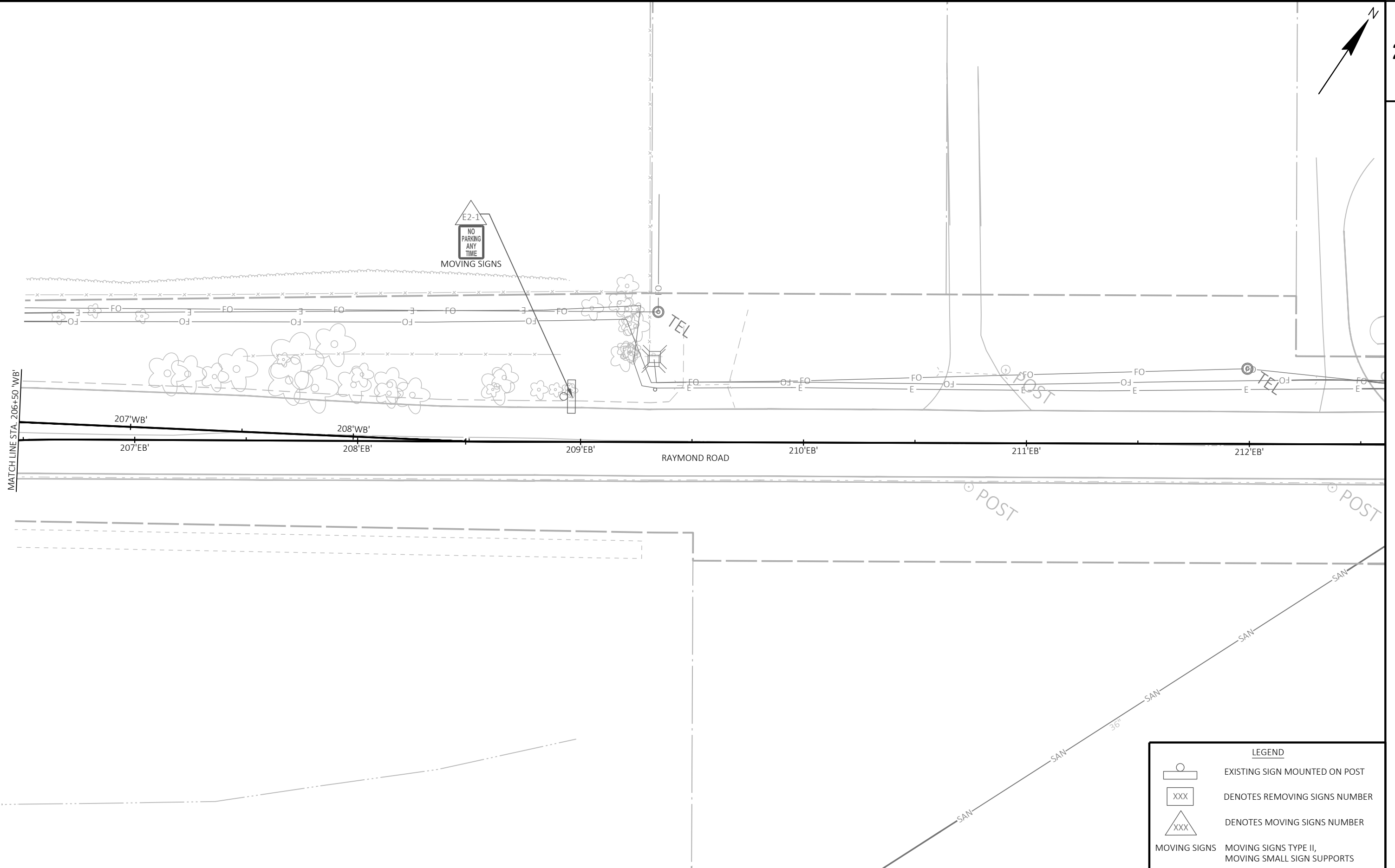




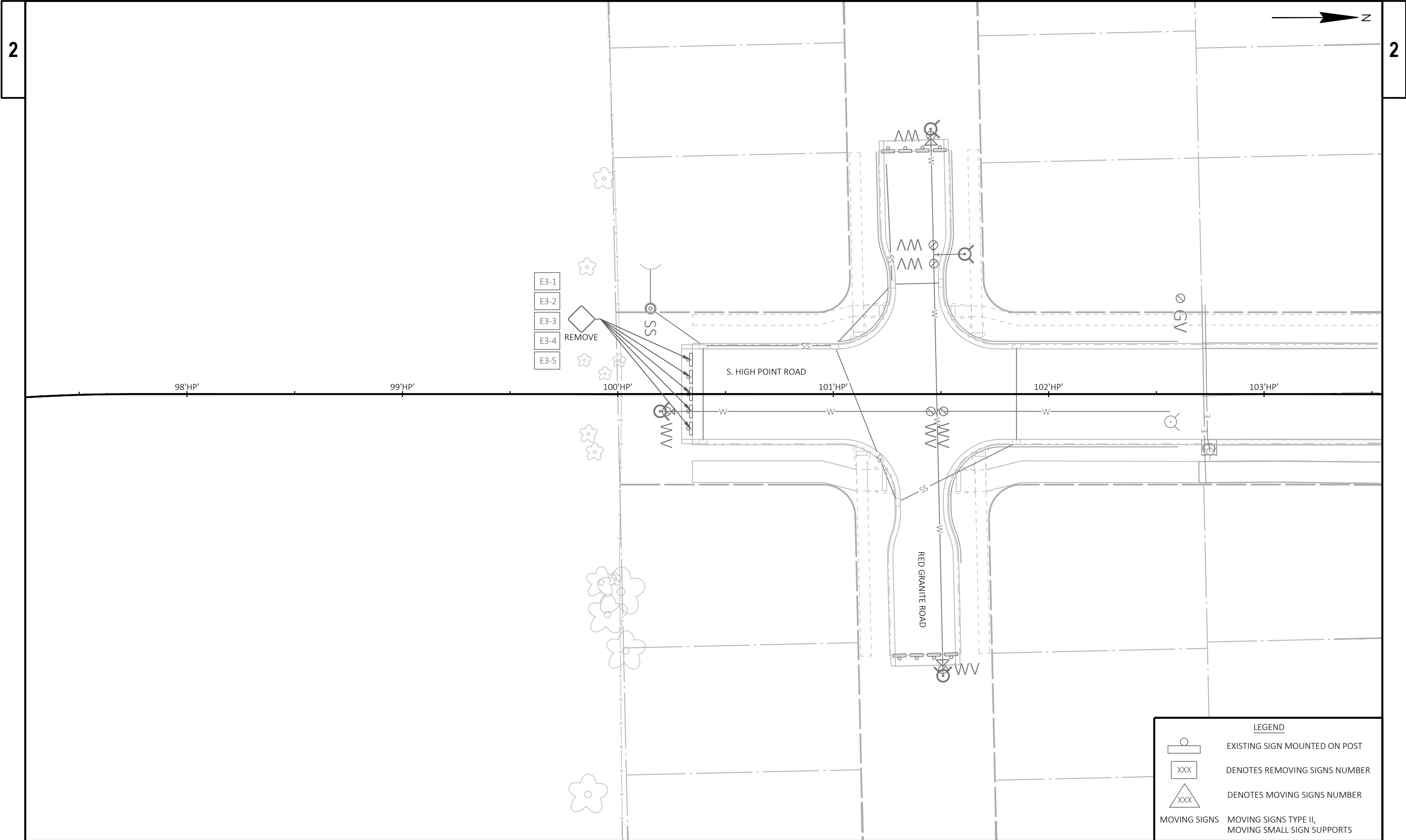


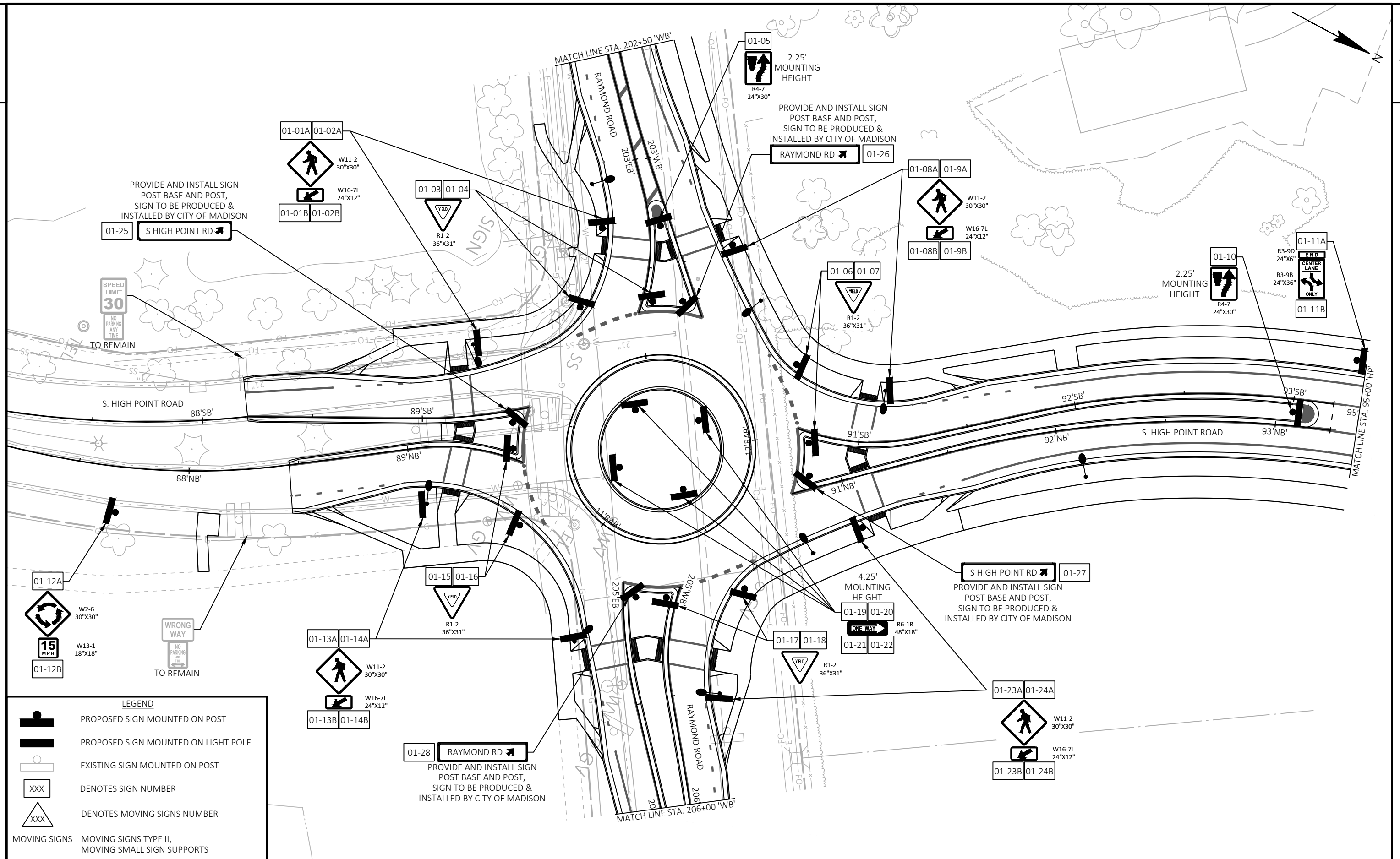
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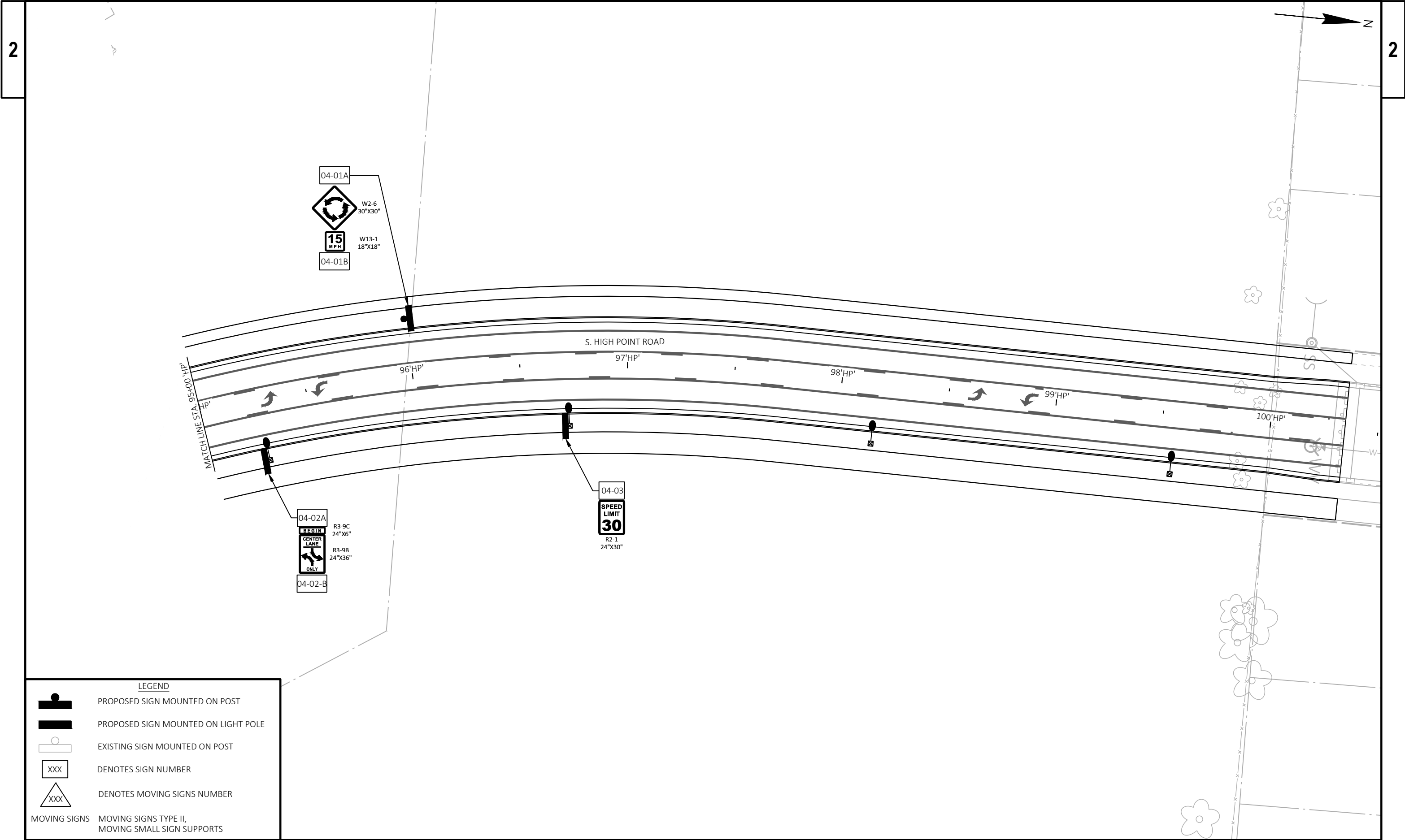
2



PROJECT NO: 5992-10-74	HWY: S. HIGH POINT ROAD	COUNTY: DANE	EXISTING SIGNING	SHEET 80	E
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LEGEND



PROPOSED SIGN MOUNTED ON POST



PROPOSED SIGN MOUNTED ON LIGHT POLE



EXISTING SIGN MOUNTED ON POST



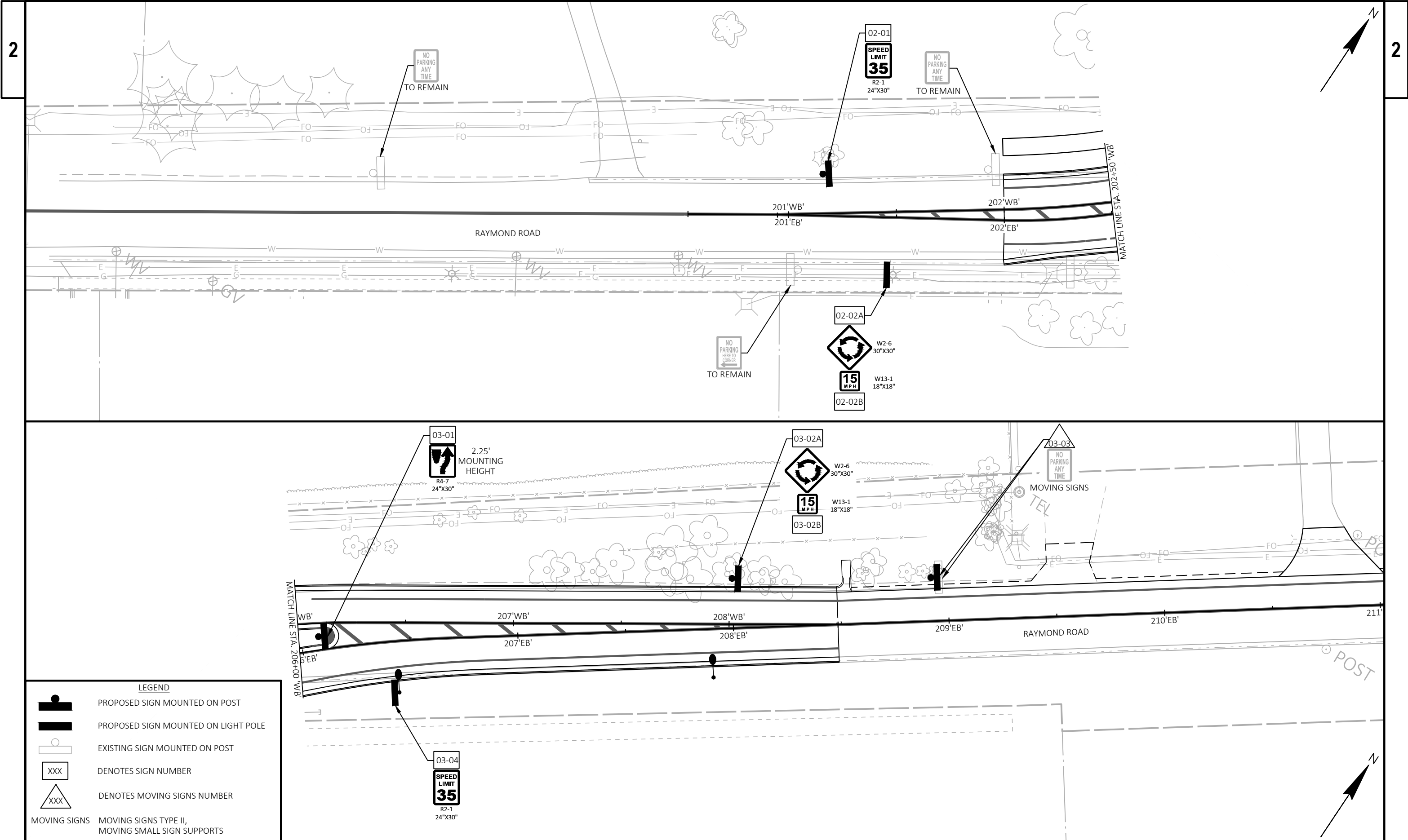
DENOTES SIGN NUMBER



DENOTES MOVING SIGNS NUMBER

MOVING SIGNS

MOVING SIGNS TYPE II,
MOVING SMALL SIGN SUPPORTS



LEGEND

PROPOSED SIGN MOUNTED ON POST

PROPOSED SIGN MOUNTED ON LIGHT POLE

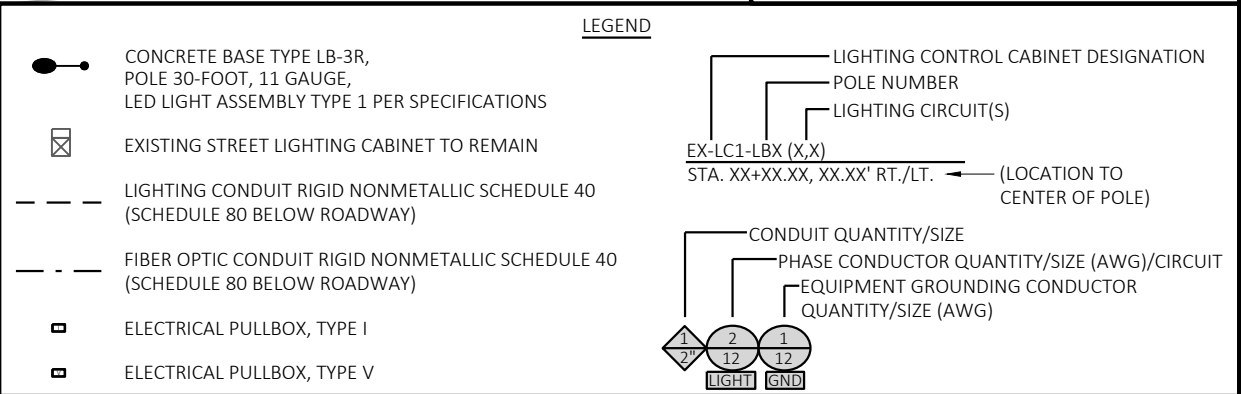
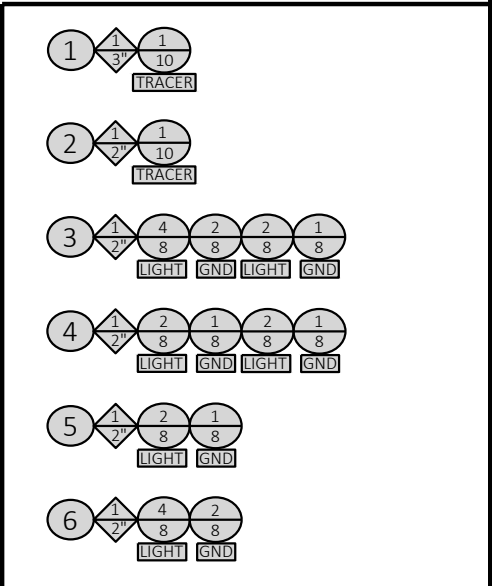
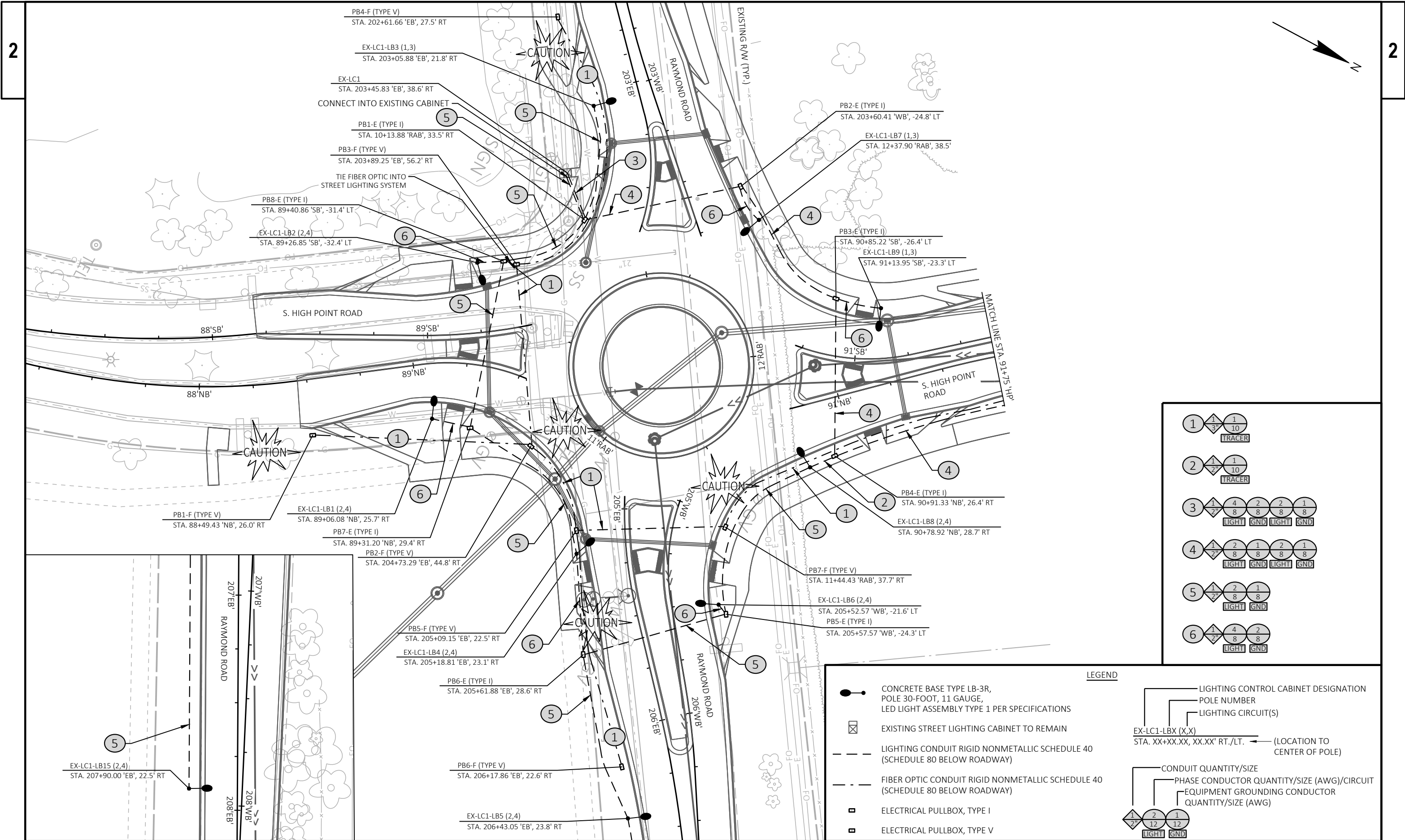
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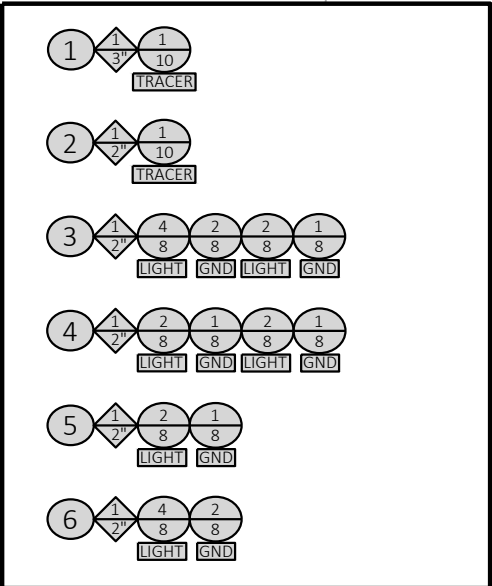
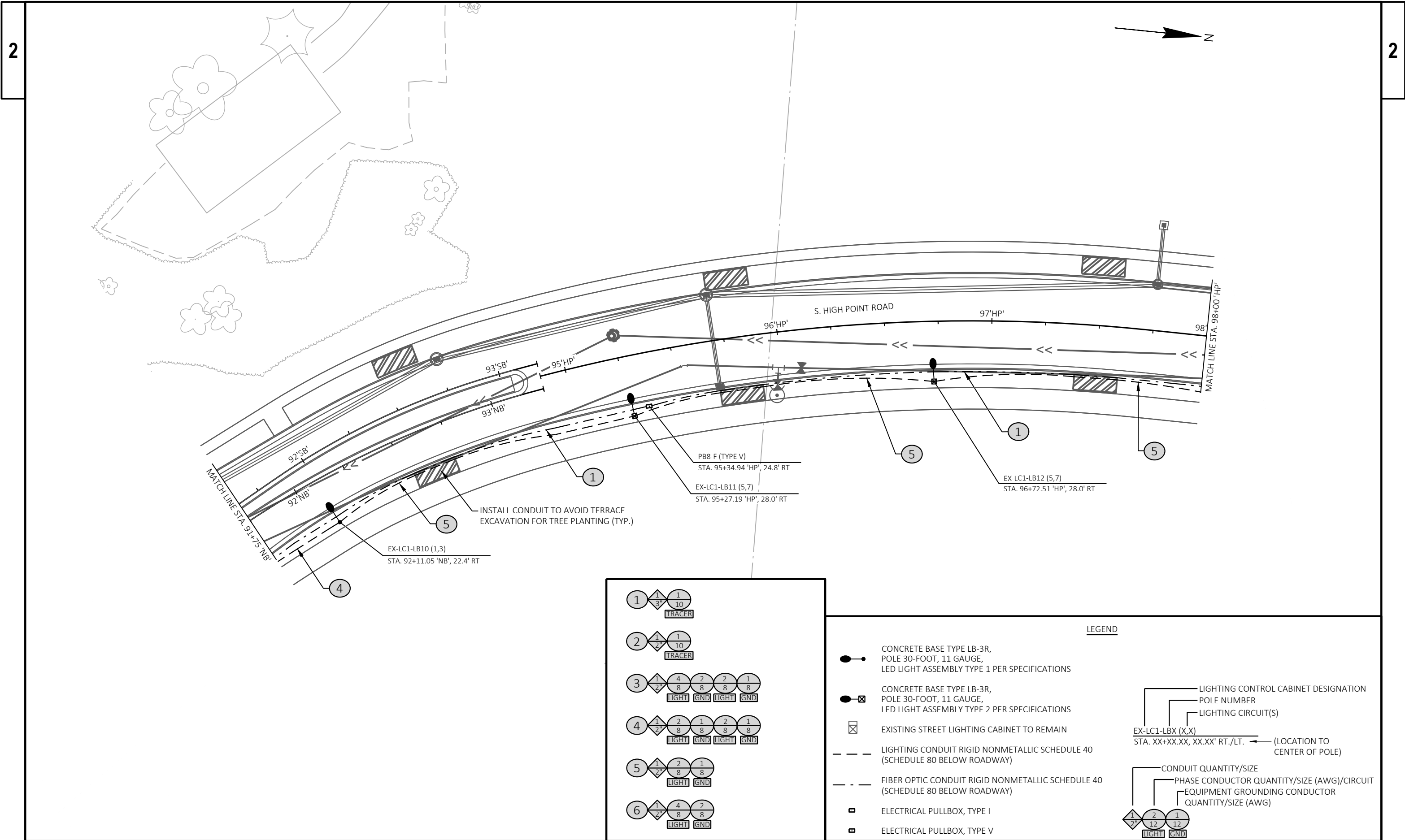
DENOTES SIGN NUMBER

DENOTES MOVING SIGNS NUMBER

MOVING SIGNS

MOVING SIGNS TYPE II,
MOVING SMALL SIGN SUPPORTS





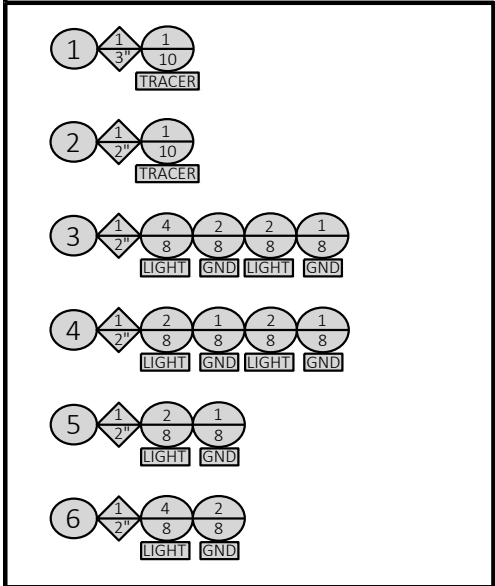
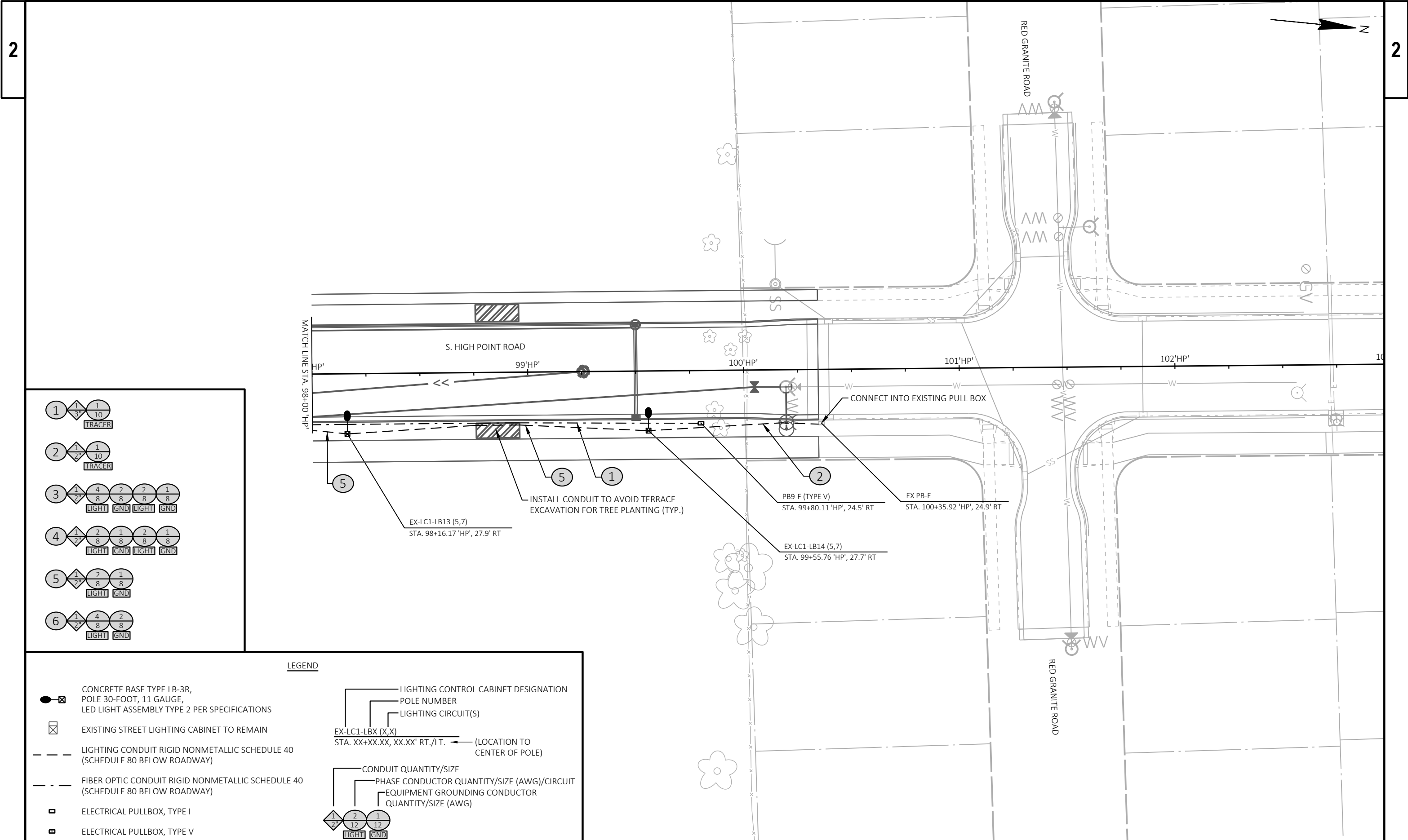
LEGEND

- CONCRETE BASE TYPE LB-3R, POLE 30-FOOT, 11 GAUGE, LED LIGHT ASSEMBLY TYPE 1 PER SPECIFICATIONS
- CONCRETE BASE TYPE LB-3R, POLE 30-FOOT, 11 GAUGE, LED LIGHT ASSEMBLY TYPE 2 PER SPECIFICATIONS
- EXISTING STREET LIGHTING CABINET TO REMAIN
- LIGHTING CONDUIT RIGID NONMETALLIC SCHEDULE 40 (SCHEDULE 80 BELOW ROADWAY)
- FIBER OPTIC CONDUIT RIGID NONMETALLIC SCHEDULE 40 (SCHEDULE 80 BELOW ROADWAY)
- ELECTRICAL PULLBOX, TYPE I
- ELECTRICAL PULLBOX, TYPE V

LIGHTING CONTROL CABINET DESIGNATION
POLE NUMBER
LIGHTING CIRCUIT(S)

EX-LC1-LBX (X,X)
STA. XX+XX.XX, XX.XX' RT./LT. (LOCATION TO CENTER OF POLE)

CONDUIT QUANTITY/SIZE
PHASE CONDUCTOR QUANTITY/SIZE (AWG)/CIRCUIT
EQUIPMENT GROUNDING CONDUCTOR QUANTITY/SIZE (AWG)



LEGEND

CONCRETE BASE TYPE LB-3R,
POLE 30-FOOT, 11 GAUGE,
LED LIGHT ASSEMBLY TYPE 2 PER SPECIFICATIONS

EXISTING STREET LIGHTING CABINET TO REMAIN

LIGHTING CONDUIT RIGID NONMETALLIC SCHEDULE 40
(SCHEDULE 80 BELOW ROADWAY)

FIBER OPTIC CONDUIT RIGID NONMETALLIC SCHEDULE 40
(SCHEDULE 80 BELOW ROADWAY)

ELECTRICAL PULLBOX, TYPE I

ELECTRICAL PULLBOX, TYPE V

LIGHTING CONTROL CABINET DESIGNATION

POLE NUMBER

LIGHTING CIRCUIT(S)

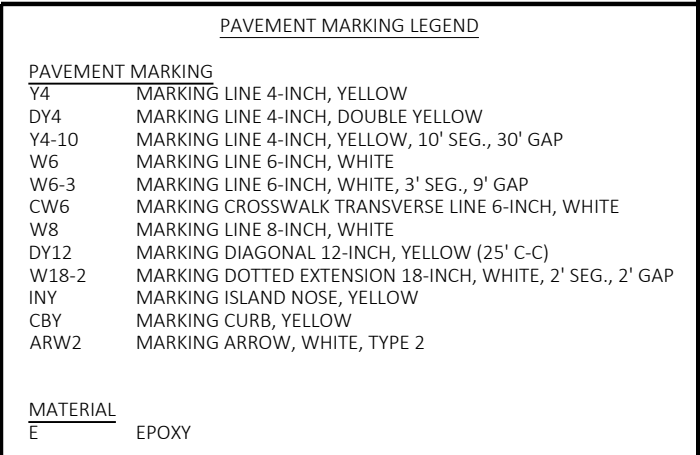
EX-LC1-LBX (X,X)
STA. XX+XX.XX, XX.XX' RT./LT. (LOCATION TO
CENTER OF POLE)

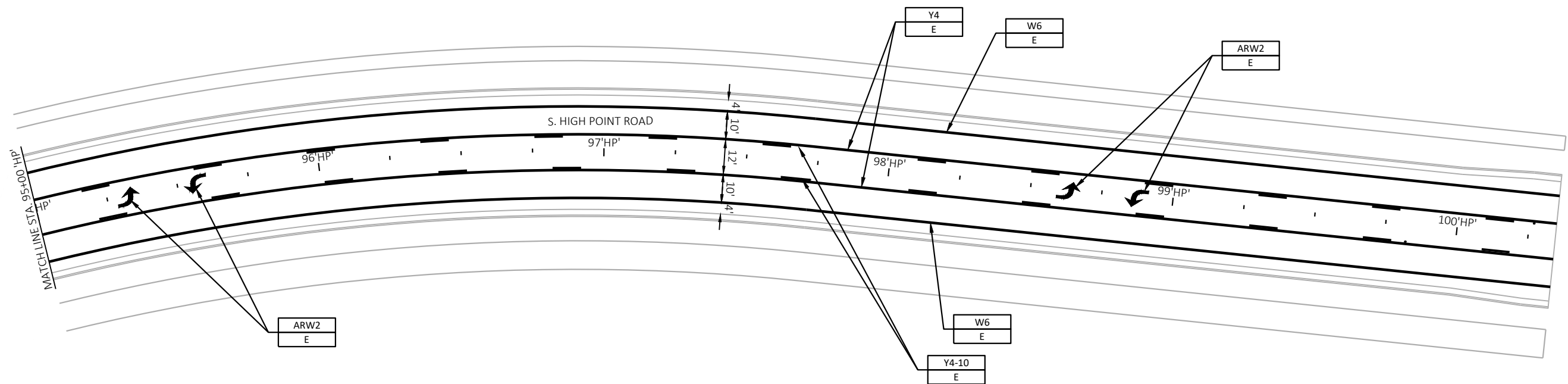
CONDUIT QUANTITY/SIZE

PHASE CONDUCTOR QUANTITY/SIZE (AWG)/CIRCUIT

EQUIPMENT GROUNDING CONDUCTOR
QUANTITY/SIZE (AWG)

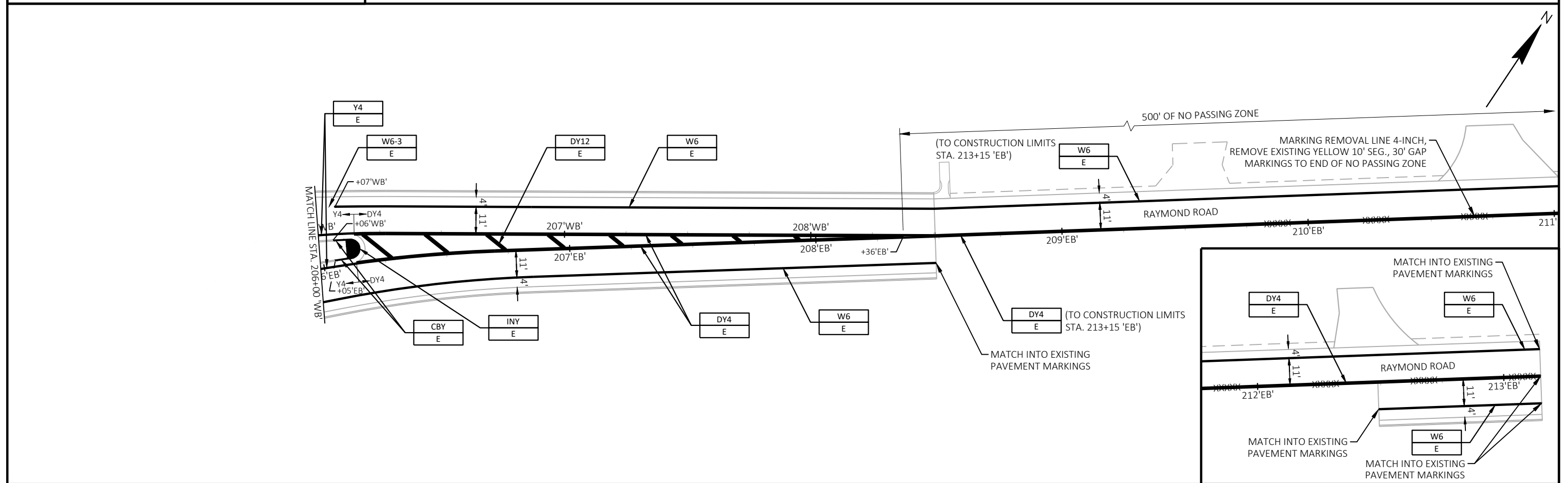
1/3" 2 1
12 12 12
LIGHT GND

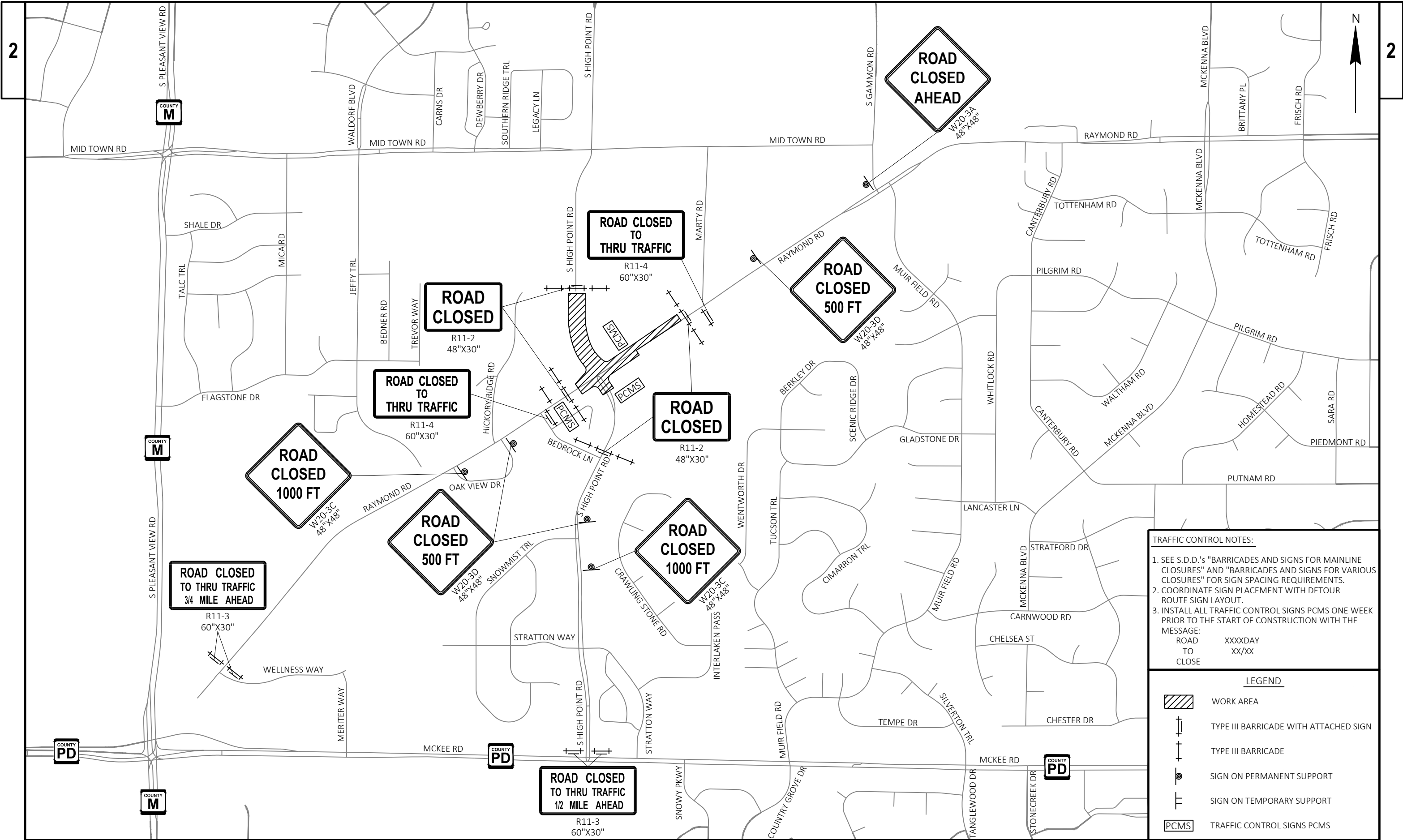


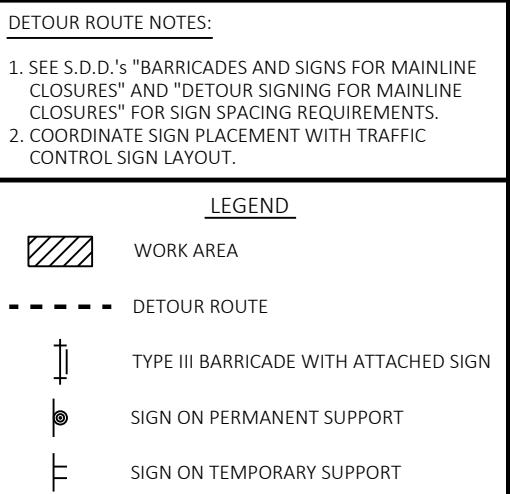


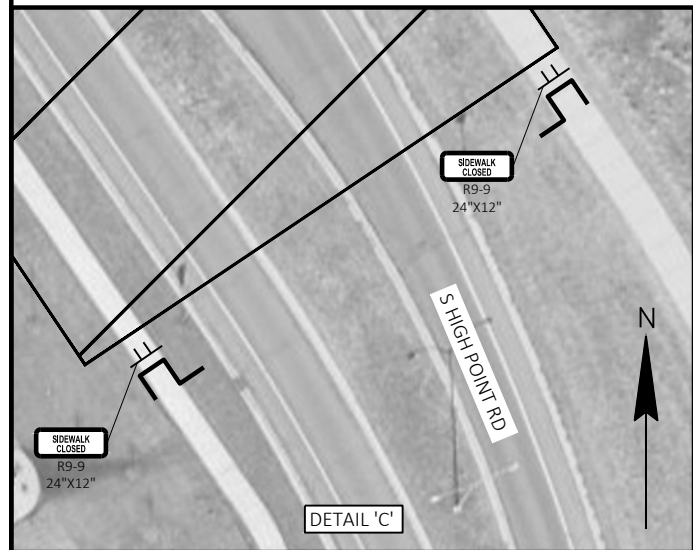
PAVEMENT MARKING LEGEND

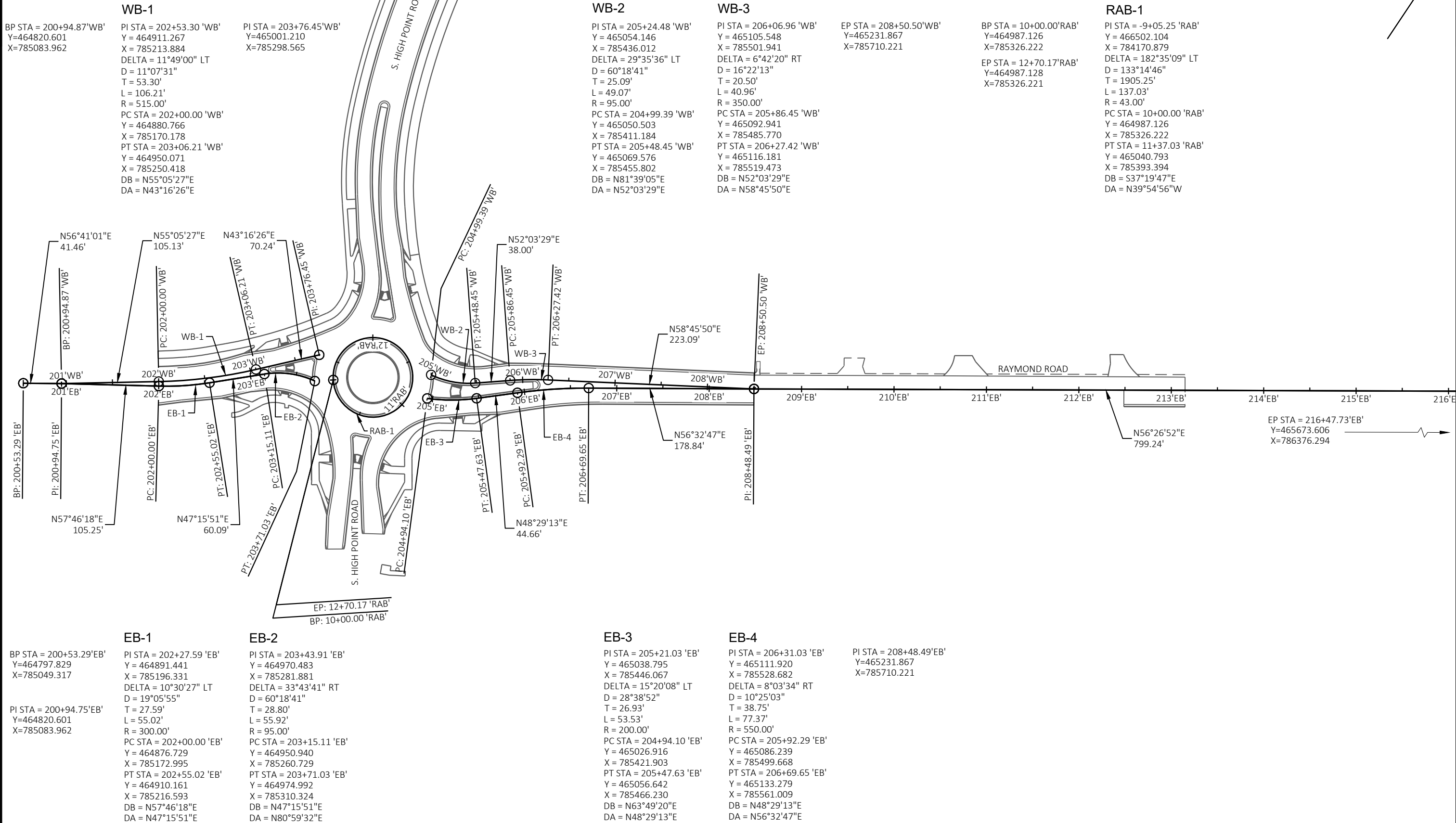
PAVEMENT MARKING	
Y4	MARKING LINE 4-INCH, YELLOW
DY4	MARKING LINE 4-INCH, DOUBLE YELLOW
Y4-10	MARKING LINE 4-INCH, YELLOW, 10' SEG., 30' GAP
W6	MARKING LINE 6-INCH, WHITE
W6-3	MARKING LINE 6-INCH, WHITE, 3' SEG., 9' GAP
CW6	MARKING CROSSWALK TRANSVERSE LINE 6-INCH, WHITE
W8	MARKING LINE 8-INCH, WHITE
DY12	MARKING DIAGONAL 12-INCH, YELLOW (25' C-C)
W18-2	MARKING DOTTED EXTENSION 18-INCH, WHITE, 2' SEG., 2' GAP
INY	MARKING ISLAND NOSE, YELLOW
CBY	MARKING CURB, YELLOW
ARW2	MARKING ARROW, WHITE, TYPE 2
MATERIAL	
E	EPOXY

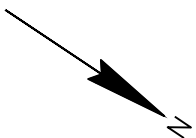












BP STA = 85+97.44'SB'
Y=464632.223
X=785508.860

SB-1

PI STA = 87+11.58 'SB'
Y = 464746.030
X = 785500.051
DELTA = 29°44'01" LT
D = 13°19'29"
T = 114.15'
L = 223.15'
R = 430.00'
PC STA = 85+97.44 'SB'
Y = 464632.223
X = 785508.860
PT STA = 88+20.59 'SB'
Y = 464840.485
X = 785435.957
DB = N04°25'34"W
DA = N34°09'35"W

SB-2

PI STA = 89+22.34 'SB'
Y = 464930.750
X = 785388.978
DELTA = 12°10'20" LT
D = 22°55'06"
T = 26.66'
L = 53.11'
R = 250.00'
PC STA = 88+95.69 'SB'
Y = 464907.104
X = 785401.284
PT STA = 89+48.80 'SB'
Y = 464951.269
X = 785371.962
DB = N27°29'42"W
DA = N39°40'03"W

SB-3

PI STA = 90+99.95 'SB'
Y = 465091.866
X = 785319.169
DELTA = 33°19'43" LT
D = 60°18'41"
T = 28.44'
L = 55.26'
R = 95.00'
PC STA = 90+71.51 'SB'
Y = 465063.646
X = 785322.673
PT STA = 91+26.77 'SB'
Y = 465113.519
X = 785300.736
DB = N07°04'41"W
DA = N40°24'24"W

SB-4

PI STA = 92+40.61 'SB'
Y = 465200.200
X = 785226.948
DELTA = 18°29'58" RT
D = 16°22'13"
T = 57.00'
L = 113.01'
R = 350.00'
PC STA = 91+83.61 'SB'
Y = 465156.797
X = 785263.896
PT STA = 92+96.61 'SB'
Y = 465253.083
X = 785205.681
DB = N40°24'24"W
DA = N21°54'26"W

SB-5

PI STA = 93+07.44 'SB'
Y = 465263.132
X = 785201.641
DELTA = 1°33'08" RT
D = 7°09'59"
T = 10.83'
L = 21.66'
R = 799.50'
PC STA = 92+96.61 'SB'
Y = 465253.083
X = 785205.681
PT STA = 93+18.27 'SB'
Y = 465273.286
X = 785197.873
DB = N21°54'26"W
DA = N20°21'18"W

EP STA = 93+18.27'SB'
Y=465273.286
X=785197.873

HP-1

BP STA = 94+88.03'HP'
Y=465275.373
X=785203.499

PI STA = 96+31.90 'HP'
Y = 465410.255
X = 785153.457
DELTA = 20°33'10" RT
D = 7°13'14"
T = 143.87'
L = 284.64'
R = 793.50'
PC STA = 94+88.03 'HP'
Y = 465275.373
X = 785203.499
PT STA = 97+72.67 'HP'
Y = 465554.120
X = 785153.954
DB = N20°21'18"W
DA = N00°11'52"E

PI STA = 100+00.00'HP'
Y=465781.446
X=785154.739

BP STA = 86+00.00'NB'
Y=464635.425
X=785515.132

NB-1

PI STA = 87+96.66 'NB'
Y = 464827.085
X = 785475.417
DELTA = 17°41'45" LT
D = 17°54'18"
T = 49.81'
L = 98.83'
R = 320.00'
PC STA = 87+46.85 'NB'
Y = 464779.707
X = 785490.799
PT STA = 88+45.68 'NB'
Y = 464867.546
X = 785446.362
DB = N17°59'11"W
DA = N35°40'56"W

NB-2

PI STA = 89+29.04 'NB'
Y = 464935.259
X = 785397.737
DELTA = 30°08'31" RT
D = 60°18'41"
T = 25.58'
L = 49.98'
R = 95.00'
PC STA = 89+03.46 'NB'
Y = 464914.480
X = 785412.658
PT STA = 89+53.44 'NB'
Y = 464960.721
X = 785395.267
DB = N35°40'56"W
DA = N05°32'26"W

NB-3

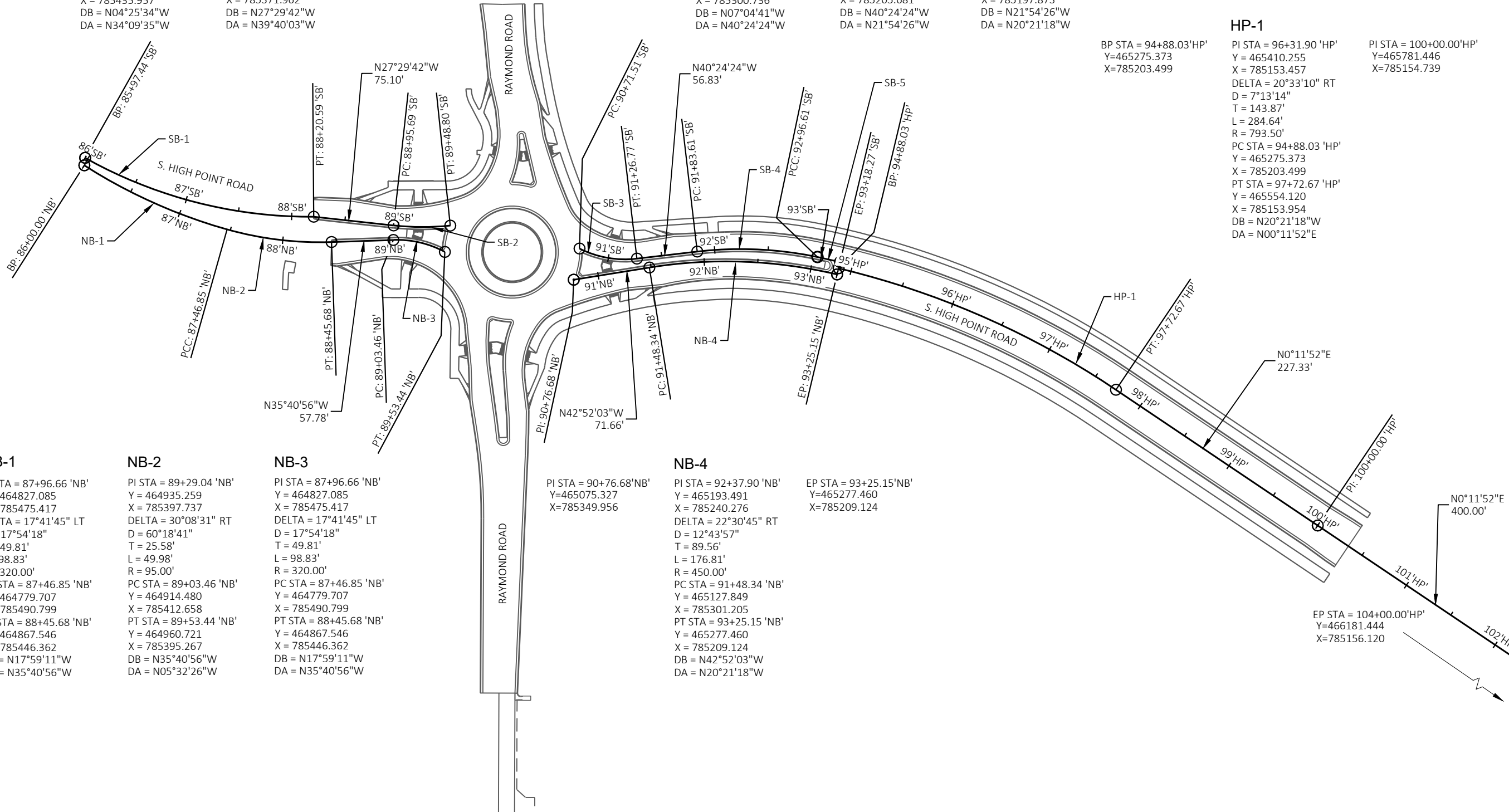
PI STA = 87+96.66 'NB'
Y = 464827.085
X = 785475.417
DELTA = 17°41'45" LT
D = 17°54'18"
T = 49.81'
L = 98.83'
R = 320.00'
PC STA = 87+46.85 'NB'
Y = 464779.707
X = 785490.799
PT STA = 88+45.68 'NB'
Y = 464867.546
X = 785446.362
DB = N17°59'11"W
DA = N35°40'56"W

PI STA = 90+76.68'NB'
Y=465075.327
X=785349.956

NB-4

PI STA = 92+37.90 'NB'
Y = 465193.491
X = 785240.276
DELTA = 22°30'45" RT
D = 12°43'57"
T = 89.56'
L = 176.81'
R = 450.00'
PC STA = 91+48.34 'NB'
Y = 465127.849
X = 785301.205
PT STA = 93+25.15 'NB'
Y = 465277.460
X = 785209.124
DB = N42°52'03"W
DA = N20°21'18"W

EP STA = 93+25.15'NB'
Y=465277.460
X=785209.124



NW-1

PI STA = 41+07.88 'NW'
Y = 465086.707
X = 785305.937
DELTA = 48°08'43" RT
D = 76°23'40"
T = 33.51'
L = 63.02'
R = 75.00'
PC STA = 40+74.37 'NW'
Y = 465111.104
X = 785282.970
PT STA = 41+37.40 'NW'
Y = 465053.322
X = 785303.089
DB = S43°16'10"E
DA = S04°52'33"W

NW-2

PI STA = 41+48.55 'NW'
Y = 465042.207
X = 785302.141
DELTA = 27°50'43" RT
D = 127°19'26"
T = 11.16'
L = 21.87'
R = 45.00'
PC STA = 41+37.40 'NW'
Y = 465053.322
X = 785303.089
PT STA = 41+59.27 'NW'
Y = 465032.822
X = 785296.111
DB = S04°52'33"W
DA = S32°43'16"W

NW-3

PI STA = 41+91.21 'NW'
Y = 465005.947
X = 785278.843
DELTA = 7°18'41" RT
D = 11°27'33"
T = 31.94'
L = 63.80'
R = 500.00'
PC STA = 41+59.27 'NW'
Y = 465032.822
X = 785296.111
PT STA = 42+23.07 'NW'
Y = 464981.487
X = 785258.295
DB = S32°43'16"W
DA = S40°01'56"W

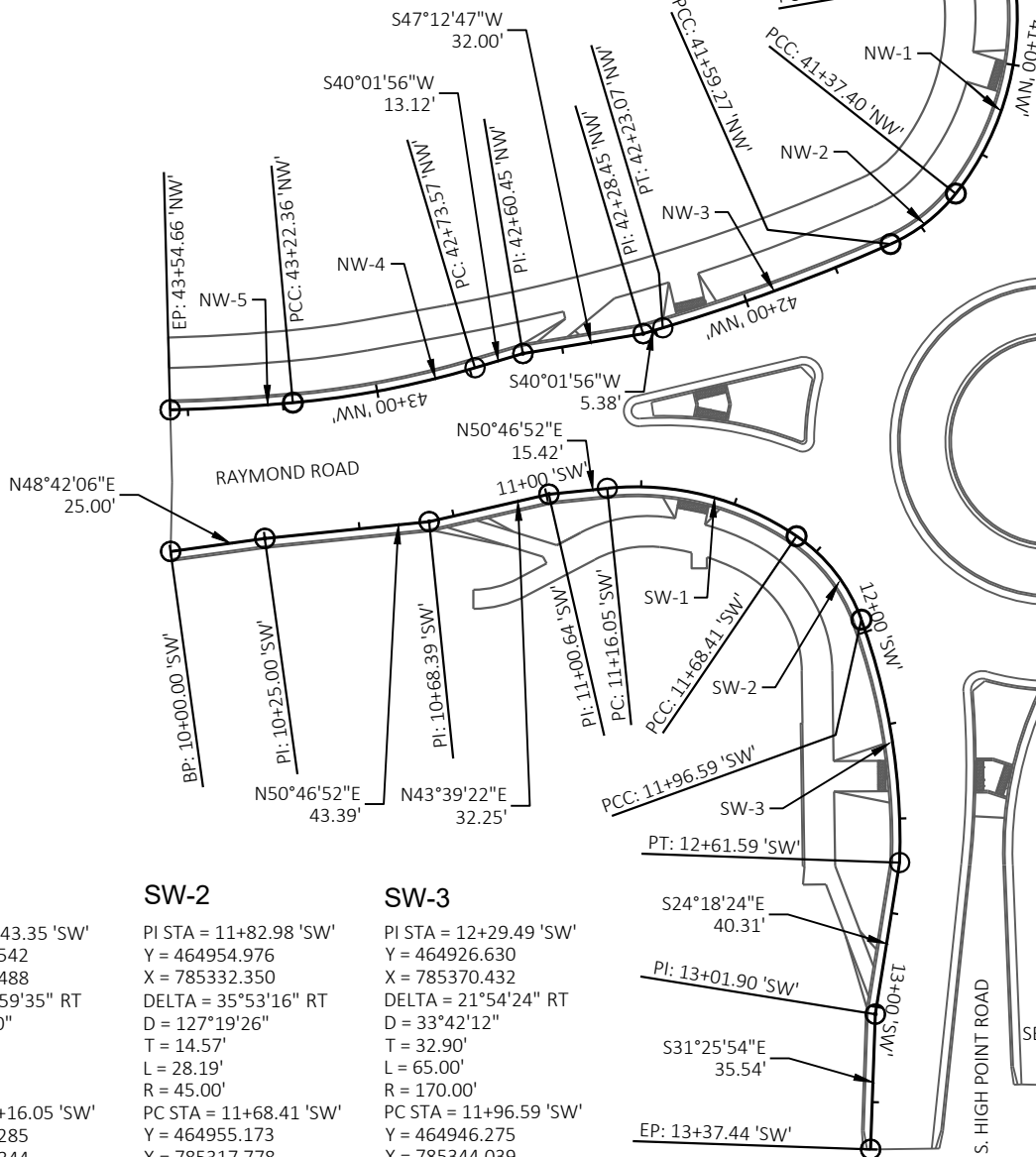
NW-4

PI STA = 42+98.05 'NW'
Y = 464926.843
X = 785207.167
DELTA = 11°21'54" RT
D = 23°17'27"
T = 24.48'
L = 48.80'
R = 246.00'
PC STA = 42+73.57 'NW'
Y = 464945.585
X = 785222.911
PT STA = 43+22.36 'NW'
Y = 464911.570
X = 785188.037
DB = S40°01'56"W
DA = S51°23'50"W

NW-5

PI STA = 43+38.52 'NW'
Y = 464901.492
X = 785175.413
DELTA = 3°41'37" RT
D = 11°26'11"
T = 16.15'
L = 32.30'
R = 501.00'
PC STA = 43+22.36 'NW'
Y = 464911.570
X = 785188.037
PT STA = 43+54.66 'NW'
Y = 464892.247
X = 785162.166
DB = S51°23'50"W
DA = S55°05'27"W

BP STA = 40+00.00'NW'
Y=465168.974
X=785236.466
PI STA = 40+46.79'NW'
Y=465131.186
X=785264.066
PI STA = 42+28.45'NW'
Y=464977.368
X=785254.835
PI STA = 42+60.45'NW'
Y=464955.631
X=785231.351
EP STA = 43+54.66'NW'
Y=464892.247
X=785162.166



SW-1

BP STA = 10+00.00'SW'
Y=464861.272
X=785182.740
PI STA = 10+25.00'SW'
Y=464877.771
X=785201.522
PC STA = 10+68.39'SW'
Y=464905.204
X=785235.136
PI STA = 11+00.64'SW'
Y=464928.536
X=785257.399
PT STA = 13+01.90'SW'
Y=464861.819
X=785404.182
EP STA = 13+37.44'SW'
Y=464831.498
X=785422.713

PI STA = 11+43.35 'SW'
Y = 464955.542
X = 785290.488
DELTA = 39°59'35" RT
D = 76°23'40"
T = 27.29'
L = 52.35'
R = 75.00'
PC STA = 11+16.05 'SW'
Y = 464938.285
X = 785269.344
PT STA = 11+68.41 'SW'
Y = 464955.173
X = 785317.778
DB = N50°46'52"E
DA = S89°13'33"E

SW-2

PI STA = 11+82.98 'SW'
Y = 464954.976
X = 785332.350
DELTA = 35°53'16" RT
D = 127°19'26"
T = 14.57'
L = 28.19'
R = 45.00'
PC STA = 11+68.41 'SW'
Y = 464955.173
X = 785317.778
PT STA = 11+96.59 'SW'
Y = 464946.275
X = 785344.039
DB = S89°13'33"E
DA = S53°20'17"E

SW-3

PI STA = 12+29.49 'SW'
Y = 464926.630
X = 785370.432
DELTA = 21°54'24" RT
D = 33°42'12"
T = 32.90'
L = 65.00'
R = 170.00'
PC STA = 11+96.59 'SW'
Y = 464946.275
X = 785344.039
PT STA = 12+61.59 'SW'
Y = 464898.557
X = 785387.589
DB = S53°20'17"E
DA = S31°25'54"E

S24°18'24"E
40.31'
PI: 13+01.90 'SW'
S31°25'54"E
35.54'
EP: 13+37.44 'SW'

NE-1

PI STA = 30+79.66 'NE'
Y = 465118.206
X = 785493.886
DELTA = 2°22'37" LT
D = 5°42'24"
T = 20.83'
L = 41.65'
R = 1004.00'
PC STA = 30+58.83 'NE'
Y = 465129.007
X = 785511.695
PT STA = 31+00.48 'NE'
Y = 465106.676
X = 785476.540
DB = S58°45'50"W
DA = S56°23'13"W

NE-2

PI STA = 31+58.66 'NE'
Y = 465068.605
X = 785432.548
DELTA = 44°25'07" RT
D = 76°23'40"
T = 30.62'
L = 58.14'
R = 75.00'
PC STA = 31+28.04 'NE'
Y = 465088.643
X = 785455.703
PT STA = 31+86.18 'NE'
Y = 465070.499
X = 785401.985
DB = S49°07'38"W
DA = N86°27'15"W

NE-3

PI STA = 31+97.45 'NE'
Y = 465071.195
X = 785390.743
DELTA = 31°27'17" RT
D = 143°14'22"
T = 11.26'
L = 21.96'
R = 40.00'
PC STA = 31+86.18 'NE'
Y = 465070.499
X = 785401.985
PT STA = 32+08.14 'NE'
Y = 465077.656
X = 785381.516
DB = N86°27'15"W
DA = N54°59'59"W

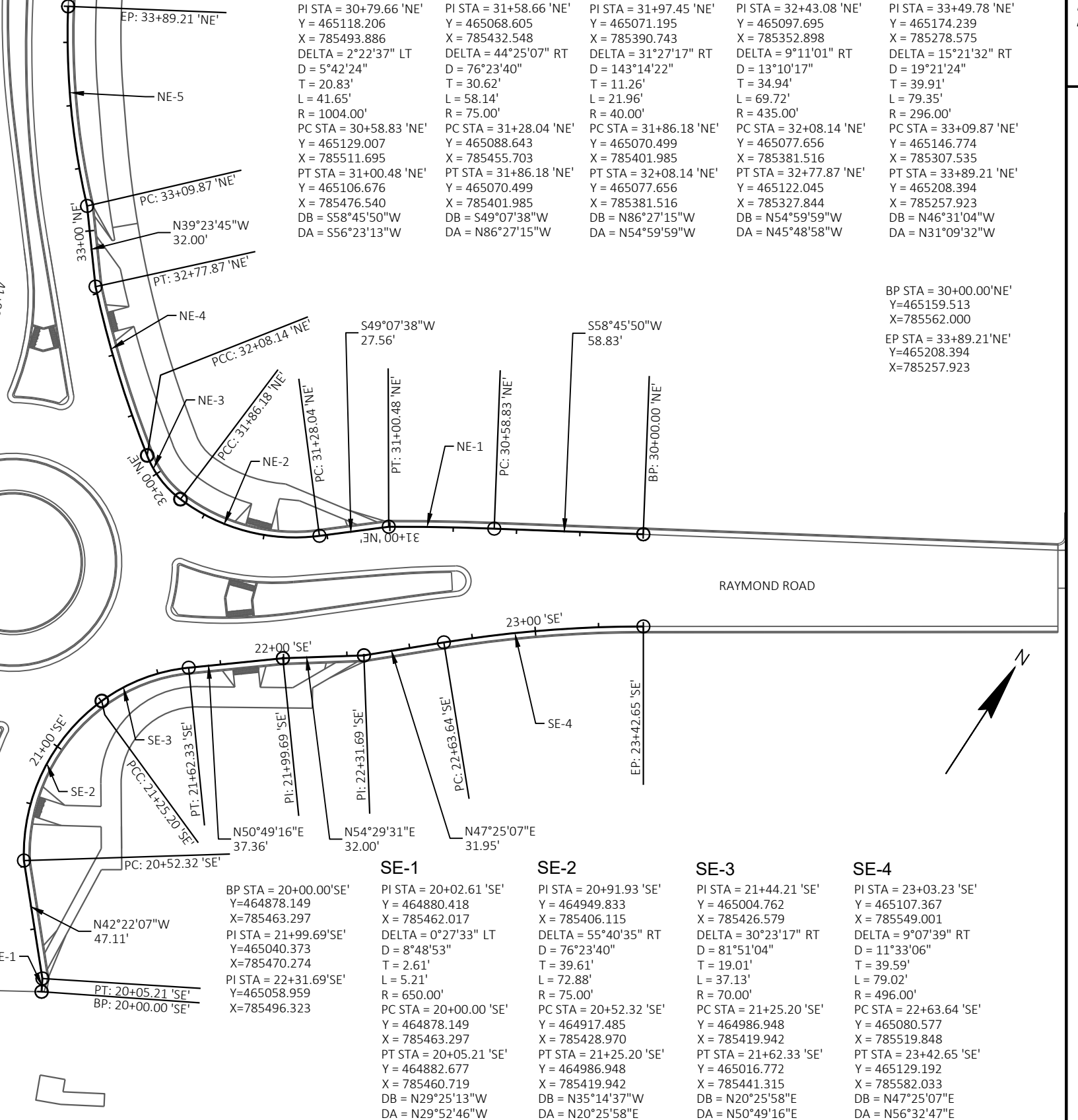
NE-4

PI STA = 32+43.08 'NE'
Y = 465097.695
X = 785352.898
DELTA = 9°11'01" RT
D = 13°10'17"
T = 34.94'
L = 69.72'
R = 435.00'
PC STA = 32+08.14 'NE'
Y = 465077.656
X = 785381.516
PT STA = 32+77.87 'NE'
Y = 465122.045
X = 785327.844
DB = N54°59'59"W
DA = N45°48'58"W

NE-5

PI STA = 33+49.78 'NE'
Y = 465174.239
X = 785278.575
DELTA = 15°21'32" RT
D = 19°21'24"
T = 39.91'
L = 79.35'
R = 296.00'
PC STA = 33+09.87 'NE'
Y = 465146.774
X = 785307.535
PT STA = 33+89.21 'NE'
Y = 465208.394
X = 785257.923
DB = N46°31'04"W
DA = N31°09'32"W

BP STA = 30+00.00'NE'
Y=465159.513
X=785562.000
EP STA = 33+89.21'NE'
Y=465208.394
X=785257.923



SE-1

BP STA = 20+00.00'SE'
Y=464878.149
X=785463.297
PI STA = 21+99.69'SE'
Y=465040.373
X=785470.274
PI STA = 22+31.69'SE'
Y=465058.959
X=785496.323

PI STA = 20+02.61 'SE'
Y = 464880.418
X = 785462.017
DELTA = 0°27'33" LT
D = 8°48'53"
T = 2.61'
L = 5.21'
R = 650.00'
PC STA = 20+00.00 'SE'
Y = 464878.149
X = 785463.297
PT STA = 20+05.21 'SE'
Y = 464882.677
X = 785460.719
DB = N29°25'13"W
DA = N29°52'46"W

SE-2

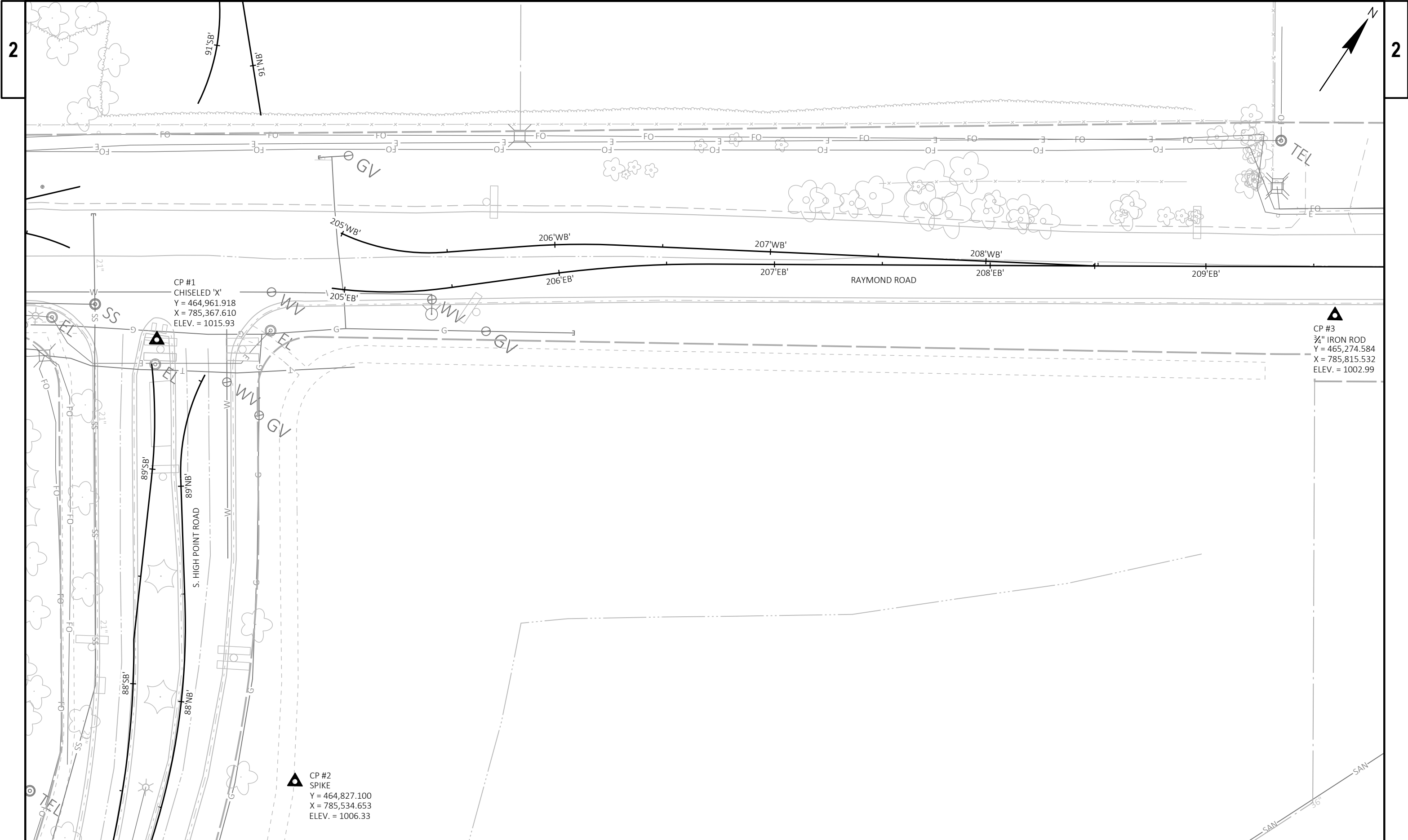
PI STA = 20+91.93 'SE'
Y = 464949.833
X = 785406.115
DELTA = 55°40'35" RT
D = 76°23'40"
T = 39.61'
L = 72.88'
R = 75.00'
PC STA = 20+52.32 'SE'
Y = 464917.485
X = 785428.970
PT STA = 21+25.20 'SE'
Y = 464986.948
X = 785419.942
DB = N35°14'37"W
DA = N20°25'58"E

SE-3

PI STA = 21+44.21 'SE'
Y = 465004.762
X = 785426.579
DELTA = 30°23'17" RT
D = 81°51'04"
T = 19.01'
L = 37.13'
R = 70.00'
PC STA = 21+25.20 'SE'
Y = 464986.948
X = 785419.942
PT STA = 21+62.33 'SE'
Y = 465016.772
X = 785441.315
DB = N20°25'58"E
DA = N50°49'16"E

SE-4

PI STA = 23+03.23 'SE'
Y = 465107.367
X = 785549.001
DELTA = 9°07'39" RT
D = 11°33'06"
T = 39.59'
L = 79.02'
R = 496.00'
PC STA = 22+63.64 'SE'
Y = 465080.577
X = 785519.848
PT STA = 23+42.65 'SE'
Y = 465129.192
X = 785582.033
DB = N47°25'07"E
DA = N56°32'47"E



Estimate Of Quantities By Plan Sets

5992-10-74					5992-10-75	
Line	Item	Item Description	Unit	Total	Qty	Qty
0002	201.0105	Clearing	STA	13.000	13.000	
0004	201.0120	Clearing	ID	40.000	40.000	
0006	201.0205	Grubbing	STA	13.000	13.000	
0008	201.0220	Grubbing	ID	40.000	40.000	
0010	203.0100	Removing Small Pipe Culverts	EACH	2.000	2.000	
0012	204.0150	Removing Curb & Gutter	LF	1,260.000	1,260.000	
0014	204.0155	Removing Concrete Sidewalk	SY	250.000	250.000	
0016	204.0170	Removing Fence	LF	560.000	560.000	
0018	204.0195	Removing Concrete Bases	EACH	1.000	1.000	
0020	204.0210	Removing Manholes	EACH	1.000	1.000	
0022	204.0220	Removing Inlets	EACH	1.000	1.000	
0024	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	72.000	72.000	
0026	204.0245	Removing Storm Sewer (size) 02. 21-Inch	LF	42.000	42.000	
0028	205.0100	Excavation Common	CY	12,900.000	12,900.000	
0030	205.0200	Excavation Rock	CY	59.000	59.000	
0032	213.0100	Finishing Roadway (project) 01. 5992-10-74	EACH	1.000	1.000	
0034	305.0110	Base Aggregate Dense 3/4-Inch	TON	215.000	215.000	
0036	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	4,100.000	4,100.000	
0038	305.0130	Base Aggregate Dense 3-Inch	TON	4,000.000	4,000.000	
0040	405.0100	Coloring Concrete WisDOT Red	CY	97.000	97.000	
0042	415.2010	Concrete Truck Apron 12-Inch	SY	290.000	290.000	
0044	455.0605	Tack Coat	GAL	380.000	380.000	
0046	460.2000	Incentive Density HMA Pavement	DOL	1,600.000	1,600.000	
0048	460.5224	HMA Pavement 4 LT 58-28 S	TON	130.000	130.000	
0050	460.6223	HMA Pavement 3 MT 58-28 S	TON	1,615.000	1,615.000	
0052	460.6224	HMA Pavement 4 MT 58-28 S	TON	755.000	755.000	
0054	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	23.000	23.000	
0056	465.0315	Asphaltic Flumes	SY	8.000	8.000	
0058	521.1012	Apron Endwalls for Culvert Pipe Steel 12-Inch	EACH	4.000	4.000	
0060	521.3112	Culvert Pipe Corrugated Steel 12-Inch	LF	63.000	63.000	
0062	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	1.000	1.000	
0064	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	173.000	173.000	
0066	601.0581	Concrete Curb & Gutter 4-Inch Sloped 30-Inch Type R	LF	258.000	258.000	
0068	601.0600	Concrete Curb Pedestrian	LF	123.000	123.000	
0070	602.0410	Concrete Sidewalk 5-Inch	SF	15,300.000	15,300.000	
0072	602.0420	Concrete Sidewalk 7-Inch	SF	195.000	195.000	
0074	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	272.000	272.000	
0076	606.0300	Riprap Heavy	CY	6.000	6.000	
0078	608.0005	Storm Sewer Rock Excavation	CY	100.000	100.000	
0080	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	506.000	506.000	
0082	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	1,006.000	1,006.000	
0084	611.0535	Manhole Covers Type J-Special	EACH	10.000	4.000	6.000
0086	611.0624	Inlet Covers Type H	EACH	15.000	15.000	
0088	611.0642	Inlet Covers Type MS	EACH	1.000	1.000	
0090	611.0652	Inlet Covers Type T	EACH	2.000	2.000	
0092	611.1005	Catch Basins 5-FT Diameter	EACH	1.000	1.000	
0094	611.2004	Manholes 4-FT Diameter	EACH	1.000	1.000	
0096	611.2005	Manholes 5-FT Diameter	EACH	5.000	5.000	
0098	611.3004	Inlets 4-FT Diameter	EACH	6.000	6.000	

Estimate Of Quantities By Plan Sets

				5992-10-74	5992-10-75	
Line	Item	Item Description	Unit	Total	Qty	Qty
0100	611.3225	Inlets 2x2.5-FT	EACH	1.000	1.000	
0102	611.3230	Inlets 2x3-FT	EACH	7.000	7.000	
0104	611.3901	Inlets Median 1 Grate	EACH	1.000	1.000	
0106	611.9850.S	Pipe Grates (size) 01. 24-Inch	EACH	1.000	1.000	
0108	612.0902.S	Insulation Board Polystyrene (inch) 01. 2-Inch	SY	28.480		28.480
0110	619.1000	Mobilization	EACH	1.000	0.760	0.240
0112	620.0300	Concrete Median Sloped Nose	SF	320.000	320.000	
0114	624.0100	Water	MGAL	95.000	95.000	
0116	625.0100	Topsoil	SY	11,400.000	11,400.000	
0118	625.0105	Topsoil	CY	90.000	90.000	
0120	628.1504	Silt Fence	LF	1,250.000	1,250.000	
0122	628.1520	Silt Fence Maintenance	LF	1,250.000	1,250.000	
0124	628.1905	Mobilizations Erosion Control	EACH	6.000	6.000	
0126	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	4.000	
0128	628.2008	Erosion Mat Urban Class I Type B	SY	11,400.000	11,400.000	
0130	628.6005	Turbidity Barriers	SY	50.000	50.000	
0132	628.7005	Inlet Protection Type A	EACH	18.000	18.000	
0134	628.7015	Inlet Protection Type C	EACH	23.000	23.000	
0136	628.7504	Temporary Ditch Checks	LF	80.000	80.000	
0138	628.7555	Culvert Pipe Checks	EACH	3.000	3.000	
0140	628.7560	Tracking Pads	EACH	2.000	2.000	
0142	629.0210	Fertilizer Type B	CWT	7.500	7.500	
0144	630.0140	Seeding Mixture No. 40	LB	240.000	240.000	
0146	630.0170	Seeding Mixture No. 70	LB	25.000	25.000	
0148	630.0500	Seed Water	MGAL	640.000	640.000	
0150	637.2210	Signs Type II Reflective H	SF	99.040	99.040	
0152	637.2230	Signs Type II Reflective F	SF	100.000	100.000	
0154	638.2102	Moving Signs Type II	EACH	1.000	1.000	
0156	638.2602	Removing Signs Type II	EACH	11.000	11.000	
0158	638.3000	Removing Small Sign Supports	EACH	11.000	11.000	
0160	638.4000	Moving Small Sign Supports	EACH	1.000	1.000	
0162	642.5401	Field Office Type D	EACH	1.000	0.760	0.240
0164	643.0300	Traffic Control Drums	DAY	1,400.000	1,400.000	
0166	643.0420	Traffic Control Barricades Type III	DAY	2,600.000	2,600.000	
0168	643.0705	Traffic Control Warning Lights Type A	DAY	4,150.000	4,150.000	
0170	643.0900	Traffic Control Signs	DAY	9,300.000	9,300.000	
0172	643.1000	Traffic Control Signs Fixed Message	SF	72.000	72.000	
0174	643.1050	Traffic Control Signs PCMS	DAY	30.000	30.000	
0176	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	70.000	70.000	
0178	643.5000	Traffic Control	EACH	1.000	1.000	
0180	644.1440	Temporary Pedestrian Surface Matting	SF	160.000	160.000	
0182	644.1601	Temporary Pedestrian Curb Ramp	DAY	300.000	300.000	
0184	644.1605	Temporary Pedestrian Detectable Warning Field	SF	20.000	20.000	
0186	644.1810	Temporary Pedestrian Barricade	LF	150.000	150.000	
0188	644.1900.S	Temporary Audible Message Devices	DAY	850.000	850.000	
0190	645.0120	Geotextile Type HR	SY	18.000	18.000	
0192	646.1020	Marking Line Epoxy 4-Inch	LF	6,000.000	6,000.000	
0194	646.2020	Marking Line Epoxy 6-Inch	LF	2,750.000	2,750.000	
0196	646.3020	Marking Line Epoxy 8-Inch	LF	210.000	210.000	

Estimate Of Quantities By Plan Sets

				5992-10-74	5992-10-75
Line	Item	Item Description	Unit	Total	Qty
0198	646.5020	Marking Arrow Epoxy	EACH	4.000	4.000
0200	646.6320	Marking Dotted Extension Epoxy 18-Inch	LF	70.000	70.000
0202	646.7120	Marking Diagonal Epoxy 12-Inch	LF	120.000	120.000
0204	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	275.000	275.000
0206	646.8120	Marking Curb Epoxy	LF	30.000	30.000
0208	646.8220	Marking Island Nose Epoxy	EACH	3.000	3.000
0210	646.9000	Marking Removal Line 4-Inch	LF	700.000	700.000
0212	650.4000	Construction Staking Storm Sewer	EACH	23.000	23.000
0214	650.4500	Construction Staking Subgrade	LF	2,024.000	2,024.000
0216	650.5000	Construction Staking Base	LF	2,024.000	2,024.000
0218	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	1,624.000	1,624.000
0220	650.6000	Construction Staking Pipe Culverts	EACH	2.000	2.000
0222	650.8501	Construction Staking Electrical Installations (project) 01. 5992-10-74	EACH	1.000	1.000
0224	650.9500	Construction Staking Sidewalk (project) 01. 5992-10-74	EACH	1.000	1.000
0226	650.9911	Construction Staking Supplemental Control (project) 01. 5992-10-74	EACH	1.000	1.000
0228	650.9920	Construction Staking Slope Stakes	LF	2,039.000	2,039.000
0230	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	1,505.000	1,505.000
0232	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	1,180.000	1,180.000
0234	652.0325	Conduit Rigid Nonmetallic Schedule 80 2-Inch	LF	300.000	300.000
0236	652.0335	Conduit Rigid Nonmetallic Schedule 80 3-Inch	LF	155.000	155.000
0238	652.0700.S	Install Conduit into Existing Item	EACH	3.000	3.000
0240	653.0905	Removing Pull Boxes	EACH	3.000	3.000
0242	655.0615	Electrical Wire Lighting 10 AWG	LF	1,770.000	1,770.000
0244	655.0620	Electrical Wire Lighting 8 AWG	LF	9,070.000	9,070.000
0246	659.5000.S	Lamp, Ballast, LED, Switch Disposal by Contractor	EACH	1.000	1.000
0248	690.0150	Sawing Asphalt	LF	620.000	620.000
0250	690.0250	Sawing Concrete	LF	58.500	58.500
0252	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	500.000	500.000
0254	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	2,000.000	2,000.000
0256	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	1,320.000	1,320.000
0258	SPV.0035	Special 01. Sanitary Sewer Rock Excavation	CY	250.000	250.000
0260	SPV.0035	Special 02. Water Main Rock Excavation	CY	100.000	100.000
0262	SPV.0060	Special 01. Street Light Removal	EACH	1.000	1.000
0264	SPV.0060	Special 02. Construction Staking Roundabout	EACH	1.000	1.000
0266	SPV.0060	Special 03. Precast Sign Post Base	EACH	16.000	16.000
0268	SPV.0060	Special 04. Sign Post Base for Concrete Installation	EACH	11.000	11.000
0270	SPV.0060	Special 05. Electrical Pullbox, Type I	EACH	8.000	8.000
0272	SPV.0060	Special 06. Electrical Pullbox, Type V	EACH	9.000	9.000
0274	SPV.0060	Special 07. Concrete Base Type LB-3R	EACH	15.000	15.000
0276	SPV.0060	Special 08. Pole 30-Foot, 11 Gauge	EACH	15.000	15.000
0278	SPV.0060	Special 09. LED Light Assembly Type 1	EACH	11.000	11.000
0280	SPV.0060	Special 10. LED Light Assembly Type 2	EACH	4.000	4.000
0282	SPV.0060	Special 11. Sanitary Sewer Access Structure, 4-Foot Diameter	EACH	6.000	6.000
0284	SPV.0060	Special 12. Doghouse Manhole	EACH	1.000	1.000
0286	SPV.0060	Special 13. Construction Staking Sanitary Sewer	EACH	1.000	1.000
0288	SPV.0060	Special 14. Cut-In or Connect-To Existing Water System	EACH	3.000	3.000
0290	SPV.0060	Special 15. Remove, Salvage and Reinstall Existing Hydrant	EACH	2.000	2.000
0292	SPV.0060	Special 16. Furnish and Install Hydrant	EACH	1.000	1.000
0294	SPV.0060	Special 17. Adjust Water Valve Box Section	EACH	2.000	2.000

Estimate Of Quantities By Plan Sets

				5992-10-74	5992-10-75	
Line	Item	Item Description	Unit	Total	Qty	Qty
0296	SPV.0060	Special 18. Furnish and Install 6-Inch Valve	EACH	3.000		3.000
0298	SPV.0060	Special 19. Furnish and Install 12-Inch Valve	EACH	3.000		3.000
0300	SPV.0060	Special 20. Construction Staking Water Main	EACH	1.000		1.000
0302	SPV.0060	Special 21. Manhole Covers Type J-Special - MMSD	EACH	1.000		1.000
0304	SPV.0060	Special 22. Sanitary Sewer Internal Chimney Seal	EACH	3.000		3.000
0306	SPV.0060	Special 23. Utility Line Opening (ULO)	EACH	3.000	3.000	
0308	SPV.0060	Special 24. Manhole Liner	EACH	1.000		1.000
0310	SPV.0060	Special 25. Wastewater Control MMSD	EACH	1.000		1.000
0312	SPV.0060	Special 26. External Sewer Access Structure Joint Seal	EACH	2.000		2.000
0314	SPV.0090	Special 01. Reflective Sign Post	LF	238.000	238.000	
0316	SPV.0090	Special 02. Concrete Curb & Gutter 30-Inch Type D Special	LF	4,138.000	4,138.000	
0318	SPV.0090	Special 03. Electrical Wire Lighting, 14-3 Grounded	LF	600.000	600.000	
0320	SPV.0090	Special 04. Sanitary Sewer Pipe PVC, 8-Inch	LF	1,599.000		1,599.000
0322	SPV.0090	Special 05. Select Fill for Sanitary Sewer	LF	1,599.000		1,599.000
0324	SPV.0090	Special 06. Furnish & Install 6-Inch Pipe & Fittings	LF	52.000		52.000
0326	SPV.0090	Special 07. Furnish & Install 12-Inch Pipe & Fittings	LF	855.000		855.000
0328	SPV.0090	Special 08. Select Fill for Water Main	LF	907.000		907.000
0330	SPV.0200	Special 01. Construct Outside Drop, 8-Inch	VF	3.580		3.580

CLEARING & GRUBBING

CATEGORY	STATION	TO	STATION	LOCATION	201.0105	201.0120	201.0205	201.0220
					CLEARING STA	CLEARING ID	GRUBBING STA	GRUBBING ID
0010	202+41 'EB'	-	-	RT	-	6	-	6
0010	202+94 'EB'	-	-	RT	-	6	-	6
0010	88+42 'SB'	-	-	LT	-	8	-	8
0010	88+51 'SB'	-	-	RT	-	6	-	6
0010	88+84 'SB'	-	-	LT	-	8	-	8
0010	89+31 'SB'	-	-	LT	-	6	-	6
0010	201+00 'WB'	-	210+00 'WB'	LT	9	-	9	-
0010	91+00 'SB'	-	96+00 'HP'	LT	3	-	3	-
0010	99+00 'HP'	-	100+00 'HP'	LT & RT	1	-	1	-
TOTALS					13	40	13	40

REMOVING SMALL PIPE CULVERTS

CATEGORY	STATION	TO	STATION	LOCATION	203.0100	REMARKS
					REMOVING SMALL PIPE CULVERTS EACH	
0010	210+61 'EB'	-	210+91 'EB'	LT	1	30 LF - 12" CMP
0010	212+30 'EB'	-	212+60 'EB'	LT	1	30 LF - 12" CMP
TOTAL					2	

REMOVING CURB & GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	204.0150
					REMOVING CURB & GUTTER LF
0010	202+00 'WB'	-	202+50 'WB'	LT	50
0010	202+00 'EB'	-	88+21 'SB'	RT/LT	326
0010	88+21 'SB'	-	88+46 'NB'	RT/LT (MEDIAN)	291
0010	88+44 'NB'	-	208+48 'EB'	RT/LT	527
0010	212+49 'EB'	-	213+15 'EB'	RT	66
TOTAL					1,260

REMOVING CONCRETE SIDEWALK

CATEGORY	STATION	TO	STATION	LOCATION	204.0155
					REMOVING CONCRETE SIDEWALK SY
0010	202+74 'EB'	-	88+86 'SB'	RT/LT	95
0010	204+10 'EB'	-	204+25 'EB'	RT (MEDIAN)	15
0010	88+92 'NB'	-	205+50 'EB'	RT	140
TOTAL					250

REMOVING FENCE

CATEGORY	STATION	TO	STATION	LOCATION	204.0170
					REMOVING FENCE LF
0010	202+98 'WB'	-	205+05 'WB'	LT	245
0010	207+49 'WB'	-	208+91 'EB'	LT	145
0010	100+00 'HP'	-	100+02 'HP'	LT & RT	170
TOTAL					560

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REMOVING STREET LIGHT POLE

CATEGORY	STATION	LOCATION	204.0195 REMOVING CONCRETE BASES EACH	659.5000.S LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH	SPV.0060.01 SPECIAL (01. STREET LIGHT REMOVAL) EACH
0010	203+69 'EB'	35' RT	1	1	1
TOTALS			1	1	1

REMOVING STORM SEWER STRUCTURES

CATEGORY	STATION	LOCATION	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH	REMARKS
0010	203+05 'EB'	32' RT	-	1	IN 2470-015
0010	203+87 'EB'	24' RT	1	-	AS 2470-013
TOTALS			1	1	

REMOVING STORM SEWER PIPE

CATEGORY	STATION	TO	STATION	LOCATION	204.0245.01 REMOVING STORM SEWER (SIZE) (01. 12-INCH) LF	204.0245.02 REMOVING STORM SEWER (SIZE) (02. 21-INCH) LF
0010	203+05 'EB'	-	203+87 'EB'	RT	72	-
0010	203+80 'EB'	-	203+87 'EB'	LT & RT	-	42
TOTALS					72	42

3

DIVISION	FROM/TO STATION	LOCATION	205.0100 EXCAVATION COMMON (1)		SALVAGED/UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	205.0200 ROCK EXCAVATION (7)	EXPANDED ROCK (12)	UNEXPANDED FILL	EXPANDED FILL (13)	MASS ORDINATE +/- (14)	WASTE
			CUT (2)	EBS EXCAVATION (3)				FACTOR 1.10		FACTOR 1.25		
DIVISION 1 - PROJECT 5992-10-74												
S HIGH POINT RD 'NB'	88+45.68/93+25.15		2,641	142	59	2,582	41	45	10	-44	2,626	
S HIGH POINT RD 'SB'	88+20.88/93+18.27		4,303	220	53	4,250	18	20	6	-17	4,267	
S HIGH POINT RD 'HP'	94+88.03/100+34.60		1,517	86	0	1,517	0	0	3,058	3,823	-2,306	
RAYMOND RD 'EB'	202+00.00/208+48.49		1,604	90	269	1,335	0	0	112	140	1,195	
RAYMOND RD 'WB'	203+23.41/206+12.77		440	30	30	410	0	0	96	120	290	
RAYMOND RD 'EB' - HALF RECON	208+48.49/213+15.00		728	38	123	605	0	0	0	0	605	
ROUNDABOUT 'RAB'	10+00.00/12+70.17		1,006	55	180	826	0	0	536	670	156	
DIVISION 1 SUBTOTAL			12,239	661	714	11,525	59	65	3,818	4,691	6,834	6,834
GRAND TOTAL			12,239	661	714	11,525	59	65	3,818	4,691	6,834	6,834
TOTAL COMMON EXC			12,900									

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 VOLUME IS ASSUMED T BE 5% OF CUT VOLUME. EBS EXCAVATION TO BE BACKFILLED WITH BASE AGGREGATE 3-INCH.
- (4) SALVAGED/UNUSABLE PAVEMENT MATERIAL INCLUDES ASPHALTIC PAVEMENT.
- (5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL
- (7) ROCK EXCAVATION ITEM NUMBER 205.0200.
- (12) EXPANDED ROCK FACTOR = 1.10
- (13) EXPANDED FILL FACTOR = 1.25
- DEPENDING ON SELECTIONS: **EXPANDED FILL = (UNEXPANDED FILL - EXPANDED ROCK) * FILL FACTOR**
- (14) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.
- (15) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

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BASE AGGREGATE									
					305.0110	305.0120	305.0130	624.0100	
					BASE AGGREGATE	BASE AGGREGATE	BASE		
					DENSE 3/4-INCH	DENSE 1 1/4-INCH	AGGREGATE		
CATEGORY	STATION	TO	STATION	LOCATION	TON	TON	TON	WATER	REMARKS
								MGAL	
0010	200+00 'EB'	-	208+49 'EB'	LT & RT	-	2,160	2,050	42	ROADWAY
0010	94+88 'HP'	-	100+35 'HP'	LT & RT	-	1,010	955	20	ROADWAY
0010	208+49 'EB'	-	213+15 'EB'	LT	-	230	328	4	ROADWAY
0010	202+00 'WB'	-	100+35 'HP'	LT	85	-	-	2	SIDEWALK
0010	202+66 'EB'	-	88+56 'SB'	RT/LT	25	-	-	1	SIDEWALK
0010	203+28 'EB'	-	203+67 'EB'	LT (MEDIAN)	-	25	-	1	MEDIAN SIDEWALK
0010	90+83 'NB'	-	93+12 'NB'	LT (MEDIAN)	-	85	-	2	MEDIAN SIDEWALK
0010	91+48 'NB'	-	205+86 'WB'	LT	25	-	-	1	SIDEWALK
0010	91+48 'NB'	-	100+35 'HP'	RT	-	455	-	10	MULTI-USE PATH
0010	204+98 'EB'	-	206+10 'EB'	LT (MEDIAN)	-	65	-	1	MEDIAN SIDEWALK
0010	88+03 'NB'	-	88+13 'NB'	RT	10	-	-	1	SIDEWALK
0010	88+50 'NB'	-	205+71 'EB'	RT	25	-	-	1	SIDEWALK
0010	89+16 'NB'	-	89+49 'NB'	LT (MEDIAN)	-	20	-	1	MEDIAN SIDEWALK
0010	209+39 'EB'	-	209+69 'EB'	LT	20	-	-	1	AGGREGATE DRIVEWAY
0010	210+54 'EB'	-	211+02 'EB'	LT	-	25	-	1	HMA DRIVEWAY
0010	212+32 'EB'	-	212+65 'EB'	LT	-	20	-	1	HMA DRIVEWAY
0010	208+55 'EB'	-	209+39 'EB'	LT	5	-	-	1	AGGREGATE SHOULDER
0010	209+69 'EB'	-	210+54 'EB'	LT	5	-	-	1	AGGREGATE SHOULDER
0010	211+02 'EB'	-	212+32 'EB'	LT	10	-	-	1	AGGREGATE SHOULDER
0010	212+65 'EB'	-	213+15 'EB'	LT	5	-	-	1	AGGREGATE SHOULDER
0010	S. HIGH POINT ROAD TEMPORARY PEDESTRIAN CROSSING			LT & RT	-	5	-	1	TEMPORARY PEDESTRIAN SURFACE
0010	UNDISTRIBUTED				-	-	667	-	EBS
TOTALS					215	4,100	4,000	95	

CONCRETE TRUCK APRON

CATEGORY	STATION	TO	STATION	LOCATION	405.0100	415.2010
					COLORING CONCRETE WISDOT RED CY	CONCRETE TRUCK APRON 12-INCH SY
0010	10+00 'RAB'	-	12+70 'RAB'	LT	97	290
TOTALS					97	290

HMA PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	455.0605	460.5224	460.6223	460.6224	REMARKS
					TACK COAT GAL	HMA PAVEMENT 4 LT 58-28 S TON	HMA PAVEMENT 3 MT 58-28 S TON	HMA PAVEMENT 4 MT 58-28 S TON	
0010	202+00 'EB'	-	208+48 'EB'	LT & RT	213	-	957	418	
0010	94+88 'HP'	-	100+35 'HP'	LT & RT	123	-	547	239	
0010	208+48 'EB'	-	213+15 'EB'	LT & RT	44	-	111	98	
0010	91+48 'NB'	-	100+35 'HP'	RT	-	130	-	-	MULTI-USE PATH
TOTALS					380	130	1,615	755	

ASPHALTIC DRIVEWAYS AND FIELD ENTRANCES

CATEGORY	STATION	TO	STATION	LOCATION	465.0120
					ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON
0010	210+54 'EB'	-	211+02 'EB'	LT	13
0010	212+32 'EB'	-	212+65 'EB'	LT	10
TOTAL					23

ASPHALTIC FLUMES

CATEGORY	STATION	LOCATION	465.0315
0010	208+50 'WB'	LT	8
TOTAL			8

CULVERT PIPES

CATEGORY	STATION	LOCATION	INVERT		TO	STATION	LOCATION	INVERT ELEVATION	PIPE SLOPE	521.1012	521.3112	650.6000		
			ELEVATION	APRON						ENDWALLS FOR	CULVERT PIPE	MINIMUM	CONSTRUCTION	
										CULVERT PIPE	CORRUGATED	THICKNESS	STAKING PIPE	
										STEEL 12-INCH	STEEL 12-INCH	(INCHES)	CULVERTS	
										EACH	LF	STEEL	ALUMINUM	EACH
0010	210+58.39 'EB'	30.10' LT	1000.08	-	210+94.35 'EB'	29.86' LT	999.75	0.90%	2	36	0.64	0.60	1	
0010	212+29.93 'EB'	29.95' LT	998.92	-	212+57.13 'EB'	30.24' LT	998.78	0.52%	2	27	0.64	0.60	1	
TOTALS										4	63	2		

CONCRETE CURB & GUTTER

					601.0405	601.0581	601.0600	SPV.0090.02
					CONCRETE CURB & GUTTER 18-INCH	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH		SPECIAL (02.
					TYPE A	TYPE R	CONCRETE CURB	CONCRETE CURB & GUTTER 30-INCH
CATEGORY	STATION	TO	STATION	LOCATION	LF	LF	PEDESTRIAN	TYPE D SPECIAL)
0010	202+00 'WB'	-	100+35 'HP'	LT	-	-	-	1,020
0010	202+00 'EB'	-	88+21 'SB'	RT/LT	-	-	38	334
0010	203+28 'EB'	-	203+67 'EB'	LT (MEDIAN)	-	-	16	96
0010	90+83 'NB'	-	93+12 'NB'	LT (MEDIAN)	-	-	22	474
0010	100+35 'HP'	-	208+50 'WB'	RT/LT	-	-	-	1,171
0010	204+97 'EB'	-	206+10 'EB'	LT (MEDIAN)	-	-	29	233
0010	88+44' NB'	-	208+49 'EB'	RT	-	-	-	504
0010	212+49 'EB'	-	213+15 'EB'	RT	-	-	-	66
0010	88+29 'NB'	-	89+50 'NB'	LT (MEDIAN)	-	-	18	240
0010	10+00 'RAB'	-	12+70 'RAB'	LT	173	258	-	-
TOTALS					173	258	123	4,138

CONCRETE SIDEWALK

				602.0410 602.0420 602.0515		
				CONCRETE CONCRETE CURB RAMP		
				SIDEWALK SIDEWALK DETECTABLE		
				5-INCH 7-INCH WARNING FIELD		
				NATURAL PATINA		
CATEGORY	STATION	TO	STATION	LOCATION	SF	SF
0010	202+00 'WB'	-	100+35 'HP'	LT	6,170	95
0010	202+66 'EB'	-	88+56 'SB'	RT/LT	1,790	-
0010	203+28 'EB'	-	203+67 'EB'	LT (MEDIAN)	425	-
0010	90+83 'NB'	-	93+12 'NB'	LT (MEDIAN)	1,650	-
0010	91+48 'NB'	-	205+86 'WB'	LT	1,795	-
0010	204+98 'EB'	-	206+10 'EB'	LT (MEDIAN)	1,280	-
0010	88+03 'NB'	-	88+13 'NB'	RT	85	100
0010	88+50 'NB'	-	205+71 'EB'	RT	1,715	-
0010	89+16 'NB'	-	89+49 'NB'	LT (MEDIAN)	390	-
				TOTALS	15,300	195
						272

RIPRAP OVER GEOTEXTILE

			606.0300 645.0120	
			RIPRAP GEOTEXTILE	
			HEAVY TYPE HR	
CATEGORY	STATION	LOCATION	CY	SY
0010	205+57 'EB'	RT	6	18
			TOTALS	6
				18

STORM SEWER PIPE

				608.0005	608.0312	608.0324
				STORM	STORM SEWER PIPE	STORM SEWER PIPE
				SEWER ROCK	REINFORCED	REINFORCED
CATEGORY	STRUCTURE NO.	TO	STRUCTURE NO.	EXCAVATION CY	12-INCH LF	24-INCH LF
0010	EW.1	-	1.0	-	-	76
0010	1.0	-	2.0	-	-	76
0010	2.0	-	3.0	-	-	30
0010	2.0	-	2.1	-	44	-
0010	2.0	-	2.3	-	31	-
0010	2.1	-	2.2	-	59	-
0010	2.3	-	2.4	-	59	-
0010	3.0	-	4.0	-	-	73
0010	3.0	-	3.1	-	8	-
0010	4.0	-	5.0	-	-	77
0010	5.0	-	6.0	90	-	160
0010	5.0	-	5.1	-	46	-
0010	6.0	-	7.0	-	-	129
0010	7.0	-	8.0	-	-	210
0010	7.0	-	7.1	-	43	-
0010	8.0	-	9.0	-	-	175
0010	8.0	-	8.1	-	28	-
0010	9.0	-	9.1	-	43	-
0010	10.0	-	10.1	-	57	-
0010	10.1	-	10.2	-	44	-
0010	10.2	-	10.3	-	44	-
0010	UNDISTRIBUTED			10	-	-
TOTALS				100	506	1,006

UTILITY LINE OPENING

			SPV.0060.23 SPECIAL (23. UTILITY LINE OPENING (ULO)) EACH
CATEGORY	STATION	LOCATION	
0010	203+86.7 'EB'	24.13' RT	1
0010	UNDISTRIBUTED		2
TOTAL 0000			3

STORM SEWER STRUCTURES																								
				*														**			***		****	
				522.1024	611.0535	611.0624	611.0642	611.0652	611.1005	611.2004	611.2005	611.3004	611.3225	611.3230	611.3901	611.9850.S.01	650.4000							
				APRON ENDWALLS	MANHOLE	INLET	INLET	INLET	CATCH	MANHOLES	MANHOLES					INLETS	CONSTRUCTION							
				FOR CULVERT PIPE	COVERS TYPE	COVERS	COVERS	COVERS	BASINS 5-FT	4-FT	5-FT	INLETS 4-FT	INLETS	INLETS	MEDIAN 1	PIPE GRATES (SIZE)	STAKING STORM							
				REINFORCED	J-SPECIAL	TYPE H	TYPE MS	TYPE T	DIAMETER	DIAMETER	DIAMETER	DIAMETER	2X2.5-FT	2X3-FT	GRATE	(01. 24-INCH)	SEWER	RIM	INVERT	DEPTH	REMARKS			
CATEGORY	STRUCTURE NO.	STATION	LOCATION	CONCRETE 24-INCH EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	ELEVATION	ELEVATION	FT				
0010	EW.1	205+57.4 'EB'	153.43' RT	1	-	-	-	-	-	-	-	-	-	-	-	1	1	-	987.60	-				
0010	1.0	205+27.4 'EB'	89.45' RT	-	1	-	-	-	-	-	1	-	-	-	-	-	1	1003.67	995.22	7.45				
0010	2.0	204+87.9 'EB'	32.75' RT	-	1	-	-	-	1	-	-	-	-	-	-	-	1	1014.81	1006.85	9.96	3' SUMP			
0010	2.1	89+41.1 'NB'	20.39' RT	-	-	1	-	-	-	-	-	1	-	-	-	-	1	1014.35	1010.33	3.19				
0010	2.2	89+30.3 'SB'	21.00' LT	-	-	1	-	-	-	-	-	-	-	1	-	-	1	1014.72	1010.92	2.97				
0010	2.3	205+12.9 'EB'	18.43' RT	-	-	1	-	-	-	-	-	1	-	-	-	-	1	1014.11	1010.18	3.10				
0010	2.4	205+18.2' 'WB'	19.75' LT	-	-	1	-	-	-	-	-	-	-	1	-	-	1	1014.62	1010.77	3.02				
0010	3.0	10+95.7 'RAB'	1.23' LT	-	-	-	-	1	-	-	-	1	-	-	-	-	1	1014.60	1010.09	3.68				
0010	3.1	10+87.4 'RAB'	1.20' LT	-	-	-	-	1	-	-	-	-	1	-	-	-	1	1014.62	1011.17	2.53				
0010	4.0	12+17.2 'RAB'	11.00' LT	-	1	-	-	-	-	-	1	-	-	-	-	-	1	1017.81	1012.12	4.69				
0010	5.0	91+17.0 'SB'	17.41' LT	-	-	1	-	-	-	-	1	-	-	-	-	-	1	1016.78	1012.35	3.68				
0010	5.1	91+27.9 'NB'	17.19' RT	-	-	1	-	-	-	-	-	-	-	1	-	-	1	1016.78	1012.67	3.28				
0010	6.0	92+75.0' 'SB'	15.50' LT	-	-	1	-	-	-	-	1	-	-	-	-	-	1	1021.45	1015.87	4.83				
0010	7.0	95+70.0 'HP'	21.50' LT	-	-	1	-	-	-	-	1	-	-	-	-	-	1	1028.46	1022.94	4.77				
0010	7.1	95+70.0 'HP'	21.50' RT	-	-	1	-	-	-	-	-	-	-	1	-	-	1	1028.46	1024.37	3.26				
0010	8.0	97+75.0 'HP'	21.50' LT	-	-	1	-	-	-	-	-	1	-	-	-	-	1	1038.20	1032.00	5.45				
0010	8.1	97+75.0 'HP'	49.16' LT	-	-	-	1	-	-	-	-	-	-	-	1	-	1	1038.64	1033.28	4.53				
0010	9.0	99+50.0 'HP'	21.50' LT	-	-	1	-	-	-	-	-	1	-	-	-	-	1	1050.41	1044.25	5.41				
0010	9.1	99+50.0 'HP'	21.50' RT	-	-	1	-	-	-	-	-	-	-	1	-	-	1	1050.42	1045.68	3.91				
0010	10.0	203+86.7 'EB'	24.13' RT	-	1	-	-	-	-	1	-	-	-	-	-	-	1	1016.44	1011.01	4.41				
0010	10.1	203+27.0 'EB'	17.77' RT	-	-	1	-	-	-	-	-	1	-	-	-	-	1	1017.83	1012.83	4.17				
0010	10.2	203.32.0 'WB'	17.17' LT	-	-	1	-	-	-	-	-	-	-	1	-	-	1	1017.94	1013.27	3.84				
0010	10.3	203+75.5 'WB'	21.34' LT	-	-	1	-	-	-	-	-	-	-	1	-	-	1	1017.29	1013.49	2.97				
TOTALS				1	4	15	1	2	1	1	5	6	1	7	1	1	23							

REMARKS:

STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

**RIM ELEV IS AT THE INLET COVER FLANGE LOCATION

***FOR STRUCTURES WITH SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF SUMP, FOR STRUCTURES WITHOUT SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE

****DEPTH = RIM/FLANGE ELEV - INVERT ELEV - COVER HEIGHT - 6-INCH ADJUSTMENT RING HEIGHT + PIPE WALL THICKNESS

CONCRETE MEDIAN SLOPED NOSE

620.0300 CONCRETE MEDIAN SLOPED NOSE						
CATEGORY	STATION	TO	STATION	LOCATION	SF	REMARKS
0010	203+20 'EB'	-	203+28 'EB'	LT	55	TYPE 1
0010	203+66 'EB'	-	203+69 'EB'	LT	9	TYPE 2
0010	203+68 'WB'	-	203+72 'WB'	RT	23	TYPE 2
0010	90+73 'SB'	-	90+76 'SB'	RT	9	TYPE 2
0010	90+80 'NB'	-	90+85 'NB'	LT	22	TYPE 2
0010	93+12 'NB'	-	93+19 'NB'	LT	69	TYPE 1
0010	205+01 'WB'	-	205+04 'WB'	RT	9	TYPE 2
0010	204+95 'EB'	-	205+00 'EB'	LT	19	TYPE 2
0010	206+10 'EB'	-	206+17 'EB'	LT	75	TYPE 1
0010	89+49 'NB'	-	89+52 'NB'	LT	9	TYPE 2
0010	89+41 'SB'	-	89+46 'SB'	RT	21	TYPE 2
TOTAL					320	

SILT FENCE

					628.1504	628.1520
					SILT FENCE	SILT FENCE
CATEGORY	STATION	TO	STATION	LOCATION	LF	MAINTENANCE
0010	97+50 'HP'	-	100+40 'HP'	RT	350	350
0010	88+35 'NB'	-	205+50 'EB'	RT	205	205
0010	205+20 'EB'	-	208+60 'EB'	RT	460	460
0010	212+30 'EB'	-	213+25 'EB'	RT	125	125
0010	UNDISTRIBUTED				110	110
TOTALS					1,250	1,250

MOBILIZATIONS EROSION CONTROL

628.1905 628.1910 MOBILIZATIONS MOBILIZATIONS EROSION EROSION CONTROL CONTROL EACH EACH			
CATEGORY	LOCATION		
0010	PROJECT 5992-10-74	6	4
TOTALS		6	4

TURBIDITY BARRIERS

628.6005 TURBIDITY BARRIERS					
CATEGORY	STATION	TO	STATION	LOCATION	SY
0010	205+55 'EB'	-	205+75 'EB'	RT	50
TOTAL					50

TEMPORARY DITCH CHECKS

628.7504 TEMPORARY DITCH CHECKS			
CATEGORY	STATION	LOCATION	LF
0010	206+75 'WB'	LT	10
0010	207+75 'WB'	LT	10
0010	213+15 'EB'	LT	10
0010	98+25 'HP'	LT	10
0010	98+75 'HP'	LT	10
0010	99+25 'HP'	LT	10
0010	UNDISTRIBUTED		20
TOTAL			80

INLET PROTECTION

CATEGORY	STATION	LOCATION	628.7005	628.7015	REMARKS
			INLET PROTECTION TYPE A EACH	INLET PROTECTION TYPE C EACH	
0010	203+05 'EB'	RT	-	1	EXISTING
0010	203+27 'EB'	RT	1	1	PROPOSED
0010	203+32 'WB'	LT	1	1	PROPOSED
0010	203+76 'WB'	LT	1	1	PROPOSED
0010	S. HIGH POINT RD. SOUTH OF PROJECT LIMITS		-	4	EXISTING
0010	89+30 'SB'	LT	1	1	PROPOSED
0010	89+41 'NB'	RT	1	1	PROPOSED
0010	10+87 'RAB'	LT	1	1	PROPOSED
0010	10+96 'RAB'	LT	1	1	PROPOSED
0010	205+13 'EB'	RT	1	1	PROPOSED
0010	205+18 'WB'	LT	1	1	PROPOSED
0010	213+68 'EB'	RT	-	1	EXISTING
0010	91+17 'SB'	LT	1	1	PROPOSED
0010	91+28 'NB'	RT	1	1	PROPOSED
0010	92+75 'SB'	LT	1	1	PROPOSED
0010	95+70 'HP'	LT	1	1	PROPOSED
0010	95+70 'HP'	RT	1	1	PROPOSED
0010	97+75 'HP'	LT	1	1	PROPOSED
0010	97+75 'HP'	LT	1	-	PROPOSED
0010	99+50 'HP'	LT	1	1	PROPOSED
0010	99+50 'HP'	RT	1	1	PROPOSED
TOTALS			18	23	

CULVERT PIPE CHECKS

CATEGORY	STATION	LOCATION	628.7555	REMARKS
			CULVERT PIPE CHECKS EACH	
0010	209+43 'EB'	LT	1	12-INCH PIPE
0010	210+58 'EB'	LT	1	12-INCH PIPE
0010	212+30 'EB'	LT	1	12-INCH PIPE
TOTAL			3	

TRACKING PADS

CATEGORY	LOCATION	628.7560
		TRACKING PADS EACH
0010	PROJECT 5992-10-74	2
TOTAL		2

RESTORATION ITEMS										
					625.0100	628.2008	629.0210	630.0140	630.0170	630.0500
					TOPSOIL	EROSION MAT	FERTILIZER	SEEDING MIXTURE	SEEDING MIXTURE	SEED WATER
CATEGORY	STATION	TO	STATION	LOCATION	SY	URBAN CLASS I TYPE B SY	TYPE B CWT	NO. 40 LB	NO. 70 LB	MGAL
0010	201+85 'EB'	-	100+35 'HP'	LT	3,765	3,765	2.4	44	10	213
0010	202+00 'EB'	-	88+21 'SB'	RT/LT	450	450	0.3	20	-	26
0010	100+35 'HP'	-	213+15 'EB'	RT/LT	3,765	3,765	2.4	61	10	213
0010	212+49 'EB'	-	213+15 'EB'	RT	120	120	0.1	5	-	7
0010	87+95 'NB'	-	208+49 'EB'	RT	1,400	1,400	0.9	63	-	79
0010	88+29 'NB'	-	89+16 'NB'	LT (MEDIAN)	125	125	0.1	6	-	7
0010	10+00 'RAB'	-	12+70 'RAB'	LT	255	255	0.2	11	-	14
0010	S. HIGH POINT ROAD TEMPORARY PEDESTRIAN CROSSING				20	20	0.1	1	-	1
0010	UNDISTRIBUTED				1,500	1,500	1.0	29	5	80
TOTALS					11,400	11,400	7.5	240	25	640

TERRACE EXCAVATION FOR TREE PLANTING					
					625.0105
CATEGORY	STATION	TO	STATION	LOCATION	TOPSOIL CY
0010	92+48 'SB'	-	92+68 'SB'	LT	12
0010	92+55 'NB'	-	92+75 'NB'	RT	10
0010	95+70 'HP'	-	95+90 'HP'	LT	12
0010	95+70 'HP'	-	95+90 'HP'	RT	10
0010	97+40 'HP'	-	97+60 'HP'	LT	12
0010	97+40 'HP'	-	97+60 'HP'	RT	10
0010	98+75 'HP'	-	98+95 'HP'	LT	12
0010	98+75 'HP'	-	98+95 'HP'	RT	10
0010	UNDISTRIBUTED				2
TOTAL					90

3

REMOVING SIGNS

				638.2602	638.3000
				REMOVING	REMOVING
				SIGNS TYPE II	SMALL SIGN
				SUPPORTS	
CATEGORY	SIGN NO.	STATION	LOCATION	EACH	EACH
0010	E1-1	205+70 'WB'	LT	1	1
0010	E1-2	202+32 'EB'	RT	1	1
0010	E1-3	89+61 'NB'	LT	1	1
0010	E1-4	89+05 'NB'	LT	1	1
0010	E1-5	89+69 'NB'	RT	1	1
0010	E1-6	205+60 'EB'	RT	1	1
0010	E3-1	100+33 'HP'	LT	1	1
0010	E3-2	100+33 'HP'	LT	1	1
0010	E3-3	100+33 'HP'	ONLINE	1	1
0010	E3-4	100+33 'HP'	RT	1	1
0010	E3-5	100+33 'HP'	RT	1	1
TOTALS				11	11

MOVING SIGNS

				638.2102	638.4000
				MOVING SIGNS	MOVING SMALL
				TYPE II	SIGN SUPPORTS
EXISTING	PROPOSED			EACH	EACH
CATEGORY	SIGN NO.	SIGN NO.	STATION	LOCATION	
0010	E2-1	03-03	208+92 'EB'	LT	1
TOTALS				1	1

PERMANENT SIGNING

				637.2210		637.2230		SPV.0060.03		SPV.0060.04		SPV.0090.01	
								SPECIAL (04.					
								SPECIAL (03.		SIGN POST BASE		SPECIAL (01.	
								PRECAST SIGN		FOR CONCRETE		REFLECTIVE	
								POST BASE)		INSTALLATION)		SIGN POST)	
CATEGORY	SIGN NO.	STATION	LOCATION	SIGN	SIZE			REFLECTIVE H	REFLECTIVE F	EACH	EACH	LF	REMARKS
				CODE	IN	X	IN	SF	SF				
0010	01-01A	89+27 'SB'	LT	W11-2	30	X	30	-	6.25	-	-	-	MOUNT ON STREET LIGHT POLE
0010	01-01B	89+27 'SB'	LT	W16-7L	24	X	12	-	2.00	-	-	-	MOUNT ON STREET LIGHT POLE
0010	01-02A	203+30 'EB'	RT	W11-2	30	X	30	-	6.25	1	-	10	ON POST WITH SIGN 01-02A
0010	01-02B	203+30 'EB'	RT	W16-7L	24	X	12	-	2.00	-	-	-	
0010	01-03	203+70 'EB'	RT	R1-2	36	X	31	3.88	-	1	-	10	
0010	01-04	203+64 'EB'	LT	R1-2	36	X	31	3.88	-	-	1	10	2.25' MOUNTING HEIGHT
0010	01-05	203+31 'EB'	LT	R4-7	24	X	30	5.00	-	-	1	5	
0010	01-06	90+69 'SB'	LT	R1-2	36	X	31	3.88	-	1	-	10	
0010	01-07	90+78 'SB'	RT	R1-2	36	X	31	3.88	-	-	1	10	
0010	01-08A	203+50 'WB'	LT	W11-2	30	X	30	-	6.25	1	-	10	
0010	01-08B	203+50 'WB'	LT	W16-7L	24	X	12	-	2.00	-	-	-	ON POST WITH SIGN 01-08A
0010	01-09A	91+14 'SB'	LT	W11-2	30	X	30	-	6.25	-	-	-	MOUNT ON STREET LIGHT POLE
0010	01-09B	91+14 'SB'	LT	W16-7L	24	X	12	-	2.00	-	-	-	MOUNT ON STREET LIGHT POLE
0010	01-10	93+00 'SB'	RT	R4-7	24	X	30	5.00	-	-	1	5	2.25' MOUNTING HEIGHT
0010	01-11A	94+95 'HP'	LT	R3-9D	24	X	6	1.00	-	1	-	10	ON POST WITH SIGN 01-11A
0010	01-11B	94+95 'HP'	LT	R3-9B	24	X	36	6.00	-	-	-	-	
0010	01-12A	87+68 'NB'	RT	W2-6	30	X	30	-	6.25	1	-	11	
0010	01-12B	87+68 'NB'	RT	W13-1	18	X	18	-	2.25	-	-	-	ON POST WITH SIGN 01-12A, 15 MPH
0010	01-13A	89+06 'NB'	RT	W11-2	30	X	30	-	6.25	-	-	-	MOUNT ON STREET LIGHT POLE
0010	01-13B	89+06 'NB'	RT	W16-7L	24	X	12	-	2.00	-	-	-	MOUNT ON STREET LIGHT POLE
0010	01-14A	205+19 'EB'	RT	W11-2	30	X	30	-	6.25	-	-	-	MOUNT ON STREET LIGHT POLE
0010	01-14B	205+19 'EB'	RT	W16-7L	24	X	12	-	2.00	-	-	-	MOUNT ON STREET LIGHT POLE
0010	01-15	89+47 'NB'	LT	R1-2	36	X	31	3.88	-	-	1	10	
0010	01-16	89+55 'NB'	RT	R1-2	36	X	31	3.88	-	1	-	10	
0010	01-17	205+06 'WB'	RT	R1-2	36	X	31	3.88	-	-	1	10	
0010	01-18	204+98 'WB'	LT	R1-2	36	X	31	3.88	-	1	-	10	4.25' MOUNTING HEIGHT
0010	01-19	10+78 'RAB'	LT	R6-1R	48	X	18	6.00	-	1	-	6	
0010	01-20	10+18 'RAB'	LT	R6-1R	48	X	18	6.00	-	1	-	6	
0010	01-21	12+24 'RAB'	LT	R6-1R	48	X	18	6.00	-	1	-	6	
0010	01-22	11+50 'RAB'	LT	R6-1R	48	X	18	6.00	-	1	-	6	
SHEET SUBTOTALS								72.04	58.00	12	6	155	
(CONTINUED ON NEXT SHEET)													

PROJECT NO: 5992-10-74

HWY: S. HIGH POINT ROAD

COUNTY: DANE

MISCELLANEOUS QUANTITIES

SHEET

112

E

PERMANENT SIGNING (CONTINUED)

637.2210 637.2230 SPV.0060.03 SPV.0060.04 SPV.0090.01													
SPECIAL (04.													
SPECIAL (03. SIGN POST BASE SPECIAL (01.													
SIGN TYPE II SIGN TYPE II PRECAST SIGN FOR CONCRETE REFLECTIVE													
REFLECTIVE H REFLECTIVE F POST BASE) INSTALLATION) SIGN POST)													
CATEGORY	SIGN NO.	STATION	LOCATION	SIGN CODE	SIZE			SF	SF	EACH	EACH	LF	REMARKS
0010	01-23A	205+53 'WB'	LT	W11-2	30	X	30	-	6.25	-	-	-	MOUNT ON STREET LIGHT POLE
0010	01-23B	205+53 'WB'	LT	W16-7L	24	X	12	-	2.00	-	-	-	MOUNT ON STREET LIGHT POLE
0010	01-24A	91+04 'NB'	RT	W11-2	30	X	30	-	6.25	1	-	10	
0010	01-24B	91+04 'NB'	RT	W16-7L	24	X	12	-	2.00	-	-	-	ON POST WITH SIGN 01-24A
0010	01-25	89+40 'SB'	RT	CITY INSTALLED SIGN				-	-	-	1	9	
0010	01-26	203+67 'WB'	RT	CITY INSTALLED SIGN				-	-	-	1	9	
0010	01-27	90+86 'NB'	LT	CITY INSTALLED SIGN				-	-	-	1	9	
0010	01-28	205+00 'EB'	LT	CITY INSTALLED SIGN				-	-	-	1	9	
0010	02-01	201+16 'WB'	LT	R2-1	24	X	30	5.00	-	1	-	10	35 MPH
0010	02-02A	201+49 'EB'	RT	W2-6	30	X	30	-	6.25	-	-	-	ON STREET LIGHT POLE
0010	02-02B	201+49 'EB'	RT	W13-1	18	X	18	-	2.25	-	-	-	15 MPH, ON STREET LIGHT POLE
0010	03-01	206+09 'WB'	RT	R4-7	24	X	30	5.00	-	-	1	5	2.25' MOUNTING HEIGHT
0010	03-02A	208+00 'WB'	LT	W2-6	30	X	30	-	6.25	1	-	11	
0010	03-02B	208+00 'WB'	LT	W13-1	18	X	18	-	2.25	-	-	-	ON POST WITH SIGN 03-02A, 15 MPH
0010	03-04	206+43 'EB'	RT	R2-1	24	X	30	5.00	-	-	-	-	35 MPH, MOUNT ON STREET LIGHT POLE
0010	04-01A	96+00 'HP'	LT	W2-6	30	X	30	-	6.25	1	-	11	
0010	04-01B	96+00 'HP'	LT	W13-1	18	X	18	-	2.25	-	-	-	ON POST WITH SIGN 04-01A, 15 MPH
0010	04-02A	95+27 'HP'	RT	R3-9C	24	X	6	1.00	-	-	-	-	MOUNT ON STREET LIGHT POLE
0010	04-02B	95+27 'HP'	RT	R3-9B	24	X	36	6.00	-	-	-	-	MOUNT ON STREET LIGHT POLE
0010	04-03	96+73 'HP'	RT	R2-1	24	X	30	5.00	-	-	-	-	30 MPH, MOUNT ON STREET LIGHT POLE
SHEET SUBTOTALS								27.00	42.00	4	5	83	
TOTALS								99.04	100.00	16	11	238	

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TRAFFIC CONTROL & PEDESTRIAN DETOUR																															
CATEGORY	LOCATION	DURATION	DRUMS NO. DEVICES	643.0300		643.0420		643.0705		643.0900		643.1000		643.1050		643.3180		643.5000		644.1440		644.1601		644.1605		644.1810		644.1900.S			
				TRAFFIC	BARRICADES	BARRICADES	WARNING	WARNING	TRAFFIC	TRAFFIC	TRAFFIC	TRAFFIC	TRAFFIC	TEMPORARY	TEMPORARY	TEMPORARY	TEMPORARY	TEMPORARY	TEMPORARY	TEMPORARY	TEMPORARY	TEMPORARY	TEMPORARY	TEMPORARY	TEMPORARY	TEMPORARY	TEMPORARY	TEMPORARY	TEMPORARY	TEMPORARY	
				CONTROL	TYPE III	TYPE III	LIGHTS TYPE A	LIGHTS TYPE A	CONTROL	CONTROL	CONTROL	CONTROL	CONTROL	MARKING LINE	MARKING LINE	CONTROL	CONTROL	CONTROL	CONTROL	CONTROL	CONTROL	CONTROL	CONTROL	CONTROL	CONTROL	CONTROL	CONTROL	CONTROL	CONTROL	CONTROL	CONTROL
				DRUMS	DRUMS	TYPE III	TYPE III	LIGHTS TYPE A	LIGHTS TYPE A	SIGNS	SIGNS	MESSAGE	MESSAGE	SIGNS PCMS	SIGNS PCMS	TAPE 6-INCH	CONTROL	CONTROL	CONTROL	CONTROL	CONTROL	CONTROL	CONTROL	CONTROL	CONTROL	CONTROL	CONTROL	CONTROL	CONTROL	CONTROL	CONTROL
				DAY	NO. DEVICES	DAY	NO. DEVICES	DAY	NO. DEVICES	DAY	NO. DEVICES	SF	NO. DEVICES	DAY	LF	EACH	SF	NO. DEVICES	DAY	SF	LF	NO. DEVICES	DAY								
0010	TRAFFIC CONTROL	124 DAYS	-	-	19	2,356	30	3,720	16	1,984	-	-	3	21	-	1	-	-	-	-	-	-	-	-	-	-	-	-			
0010	DETOUR ROUTE	124 DAYS	-	-	1	124	2	248	39	4,836	16	72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
0010	PEDESTRIAN DETOUR	124 DAYS	10	1,240	-	-	-	-	16	1,984	-	-	-	-	70	-	160	2	248	20	144	6	744								
0010	UNDISTRIBUTED	- DAYS	-	160	-	120	-	182	-	496	-	-	-	9	-	-	-	-	52	-	6	-	106								
TOTALS				1,400	2,600		4,150		9,300		72		30		70	1	160	300		20	150	850									

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		PAVEMENT MARKINGS									
		646.1020	646.2020	646.3020	646.5020	646.6320	646.7120	646.7420	646.8120	646.8220	646.9000
		MARKING LINE	MARKING LINE	MARKING LINE	MARKING	MARKING	MARKING	MARKING		MARKING	MARKING
		EPOXY 4-INCH	EPOXY 6-INCH	EPOXY 8-INCH	ARROW EPOXY	EXTENSION	DIAGONAL	TRANSVERSE	MARKING	ISLAND NOSE	REMOVAL
		(YELLOW)	(WHITE)	(WHITE)	(WHITE, TYPE 2)	(WHITE)	(YELLOW)	(WHITE)	(YELLOW)	(YELLOW)	LINE 4-INCH
CATEGORY	DESCRIPTION	LF	LF	LF	EACH	LF	LF	LF	LF	EACH	LF
0010	PROJECT 5992-10-74	6,000	2,750	210	4	70	120	275	30	3	700
TOTALS		6,000	2,750	210	4	70	120	275	30	3	700

CONSTRUCTION STAKING

650.4500 650.5000 650.5500 650.9920 SPV.0060.02

CATEGORY	STATION	TO	STATION	LOCATION	CONSTRUCTION STAKING SUBGRADE LF	CONSTRUCTION STAKING BASE LF	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	CONSTRUCTION STAKING SLOPE STAKES LF	SPECIAL (02. CONSTRUCTION STAKING ROUNDAABOUT) EACH
0010	201+85 'EB'	-	202+00 'EB'	LT	-	-	-	15	-
0010	206+19 'WB'	-	208+51 'WB'	LT	232	232	232	232	-
0010	206+17 'WB'	-	208+49 'EB'	RT	232	232	232	232	-
0010	208+49 'EB'	-	213+15 'EB'	LT & RT	466	466	-	466	-
0010	212+49 'EB'	-	213+15 'EB'	RT	-	-	66	-	-
0010	94+88 'HP'	-	100+35 'HP'	LT & RT	547	547	1,094	547	-
0010	94+88 'HP'	-	100+35 'HP'	RT (PATH)	547	547	-	547	-
0010			PROJECT 5992-10-74		-	-	-	-	1
TOTALS					2,024	2,024	1,624	2,039	1

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REMOVING PULL BOXES

653.0905 REMOVING PULL BOXES			
CATEGORY	STATION	LOCATION	EACH
0010	89+49 'SB'	2' RT	1
0010	89+62 'SB'	49' LT	1
0010	89+80 'NB'	25' RT	1
TOTAL			3

ELECTRICAL PULLBOX

				SPV.0060.05 SPECIAL (05. ELECTRICAL PULLBOX, TYPE I)	SPV.0060.06 SPECIAL (06. ELECTRICAL PULLBOX, TYPE V)
CATEGORY	PULLBOX NO.	STATION	LOCATION	EACH	EACH
0010	PB1-E	10+13.88 'RAB'	33.5' RT	1	-
0010	PB2-E	203+60.41 'WB'	24.8' LT	1	-
0010	PB3-E	90+85.22 'SB'	26.4' LT	1	-
0010	PB4-E	90+91.33 'NB'	26.4' RT	1	-
0010	PB5-E	205+57.57 'WB'	24.3' LT	1	-
0010	PB6-E	205+61.88 'EB'	28.6' RT	1	-
0010	PB7-E	89+31.20 'NB'	29.4' RT	1	-
0010	PB8-E	89+40.86 'SB'	31.4' LT	1	-
0010	PB1-F	88+49.43 'NB'	26.0' RT	-	1
0010	PB2-F	204+73.29 'EB'	44.8' RT	-	1
0010	PB3-F	203+89.25 'EB'	56.2' RT	-	1
0010	PB4-F	202+61.66 'EB'	27.5' RT	-	1
0010	PB5-F	205+09.15 'EB'	22.5' RT	-	1
0010	PB6-F	206+17.86 'EB'	22.6' RT	-	1
0010	PB7-F	11+44.43 'RAB'	37.7' RT	-	1
0010	PB8-F	95+34.94 'HP'	24.8' RT	-	1
0010	PB9-F	99+80.11 'HP'	24.5' RT	-	1
TOTALS				8	9

STREET LIGHTING POLES

				SPV.0060.07 SPECIAL (07. CONCRETE BASE TYPE LB-3R)	SPV.0060.08 SPECIAL (08. POLE 30-FOOT, 11 GAUGE)	SPV.0060.09 SPECIAL (09. LED LIGHT ASSEMBLY TYPE 1)	SPV.0060.10 SPECIAL (10. LED LIGHT ASSEMBLY TYPE 2)	SPV.0090.03 SPECIAL (03. ELECTRICAL WIRE LIGHTING, 14-3 GROUNDED)
CATEGORY	POLE NO.	STATION	LOCATION	EACH	EACH	EACH	EACH	LF
0010	LB-1	89+06.08 'NB'	25.7' RT	1	1	1	-	40
0010	LB-2	89+26.85 'SB'	32.4' LT	1	1	1	-	40
0010	LB-3	203+05.88 'EB'	21.8' RT	1	1	1	-	40
0010	LB-4	205+18.81 'EB'	23.1' RT	1	1	1	-	40
0010	LB-5	206+43.05 'EB'	23.8' RT	1	1	1	-	40
0010	LB-6	205+52.57 'WB'	21.6' LT	1	1	1	-	40
0010	LB-7	12+37.90 'RAB'	38.5' RT	1	1	1	-	40
0010	LB-8	90+78.92 'NB'	28.7' RT	1	1	1	-	40
0010	LB-9	91+13.95 'SB'	23.3' LT	1	1	1	-	40
0010	LB-10	92+11.05 'NB'	22.4' RT	1	1	1	-	40
0010	LB-11	95+27.19 'HP'	28.0' RT	1	1	-	1	40
0010	LB-12	96+72.51 'HP'	28.0' RT	1	1	-	1	40
0010	LB-13	98+16.17 'HP'	27.9' RT	1	1	-	1	40
0010	LB-14	99+55.76 'HP'	27.7' RT	1	1	-	1	40
0010	LB-15	207+90.00 'EB'	22.5' RT	1	1	1	-	40
TOTALS				15	15	11	4	600

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STREET LIGHTING AND FIBER CONDUIT & WIRE

				652.0225	652.0235	652.0325	652.0335	652.0700.S	655.0615	655.0620	REMARKS
CATEGORY	FROM NO.	TO	TO NO.	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH	CONDUIT RIGID NONMETALLIC SCHEDULE 80 2-INCH	CONDUIT RIGID NONMETALLIC SCHEDULE 80 3-INCH	INSTALL CONDUIT INTO EXISTING ITEM	ELECTRICAL WIRE LIGHTING 10 AWG	ELECTRICAL WIRE LIGHTING 8 AWG	
				LF	LF	LF	LF	EACH	LF	LF	
0010	LC1	-	PB1-E	23	-	-	-	1	-	138	1 - 2"
0010	LC1	-	PB1-E	23	-	-	-	1	-	414	1 - 2"
0010	PB1-E	-	LB-3	54	-	-	-	-	-	225	1 - 2"
0010	PB1-E	-	PB8-E	43	-	-	-	-	-	225	1 - 2"
0010	PB8-E	-	LB-2	12	-	-	-	-	-	198	1 - 2"
0010	PB1-E	-	PB2-E	-	-	75	-	-	-	642	1 - 2"
0010	PB2-E	-	LB-7	18	-	-	-	-	-	234	1 - 2"
0010	PB2-3	-	PB3-E	70	-	-	-	-	-	612	1 - 2"
0010	PB3-E	-	LB-9	21	-	-	-	-	-	252	1 - 2"
0010	PB3-E	-	PB4-E	-	-	75	-	-	-	642	1 - 2"
0010	PB4-E	-	LB-10	116	-	-	-	-	-	822	1 - 2"
0010	LB-10	-	LB-11	148	-	-	-	-	-	474	1 - 2"
0010	LB-11	-	LB-12	141	-	-	-	-	-	453	1 - 2"
0010	LB-12	-	LB-13	141	-	-	-	-	-	453	1 - 2"
0010	LB-13	-	LB-14	140	-	-	-	-	-	450	1 - 2"
0010	LB-14	-	EX PB-E	80	-	-	-	1	112	-	1 - 2"
0010	PB4-E	-	LB-8	12	-	-	-	-	35	-	1 - 2"
0010	LB-8	-	PB5-E	88	-	-	-	-	-	327	1 - 2"
0010	PB5-E	-	LB-6	5	-	-	-	-	-	156	1 - 2"
0010	PB5-E	-	PB6-E	-	-	70	-	-	-	306	1 - 2"
0010	PB6-E	-	LB-5	79	-	-	-	-	-	300	1 - 2"
0010	LB-5	-	LB-15	146	-	-	-	-	-	468	1 - 2"
0010	PB6-E	-	LB-4	46	-	-	-	-	-	402	1 - 2"
0010	LB-4	-	PB7-E	81	-	-	-	-	-	306	1 - 2"
0010	PB7-E	-	LB-1	18	-	-	-	-	-	234	1 - 2"
0010	PB7-E	-	PB8-E	-	-	80	-	-	-	337	1 - 2"
0010	PB4-F	-	PB3-F	-	142	-	-	-	174	-	1 - 3"
0010	PB3-F	-	PB8-E	-	6	-	-	-	38	-	1 - 3"
0010	PB3-F	-	PB2-F	-	-	-	85	-	117	-	1 - 3"
0010	PB2-F	-	PB1-F	-	101	-	-	-	133	-	1 - 3"
0010	PB2-F	-	PB5-F	-	46	-	-	-	78	-	1 - 3"
0010	PB5-F	-	PB6-F	-	112	-	-	-	144	-	1 - 3"
0010	PB5-F	-	PB7-F	-	-	-	70	-	102	-	1 - 3"
0010	PB7-F	-	PB8-F	-	336	-	-	-	368	-	1 - 3"
0010	PB8-F	-	PB9-F	-	437	-	-	-	469	-	1 - 3"
TOTALS				1,505	1,180	300	155	3	1,770	9,070	

PROJECT NO: 5992-10-74

HWY: S. HIGH POINT ROAD

COUNTY: DANE

MISCELLANEOUS QUANTITIES

SHEET

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E

SAWING

CATEGORY	STATION	TO	STATION	LOCATION	690.0150	690.0250	REMARKS
					SAWING ASPHALT LF	SAWING CONCRETE LF	
0010	202+00 'EB'	-	-	LT & RT	37	5	ROADWAY AND CURB & GUTTER
0010	202+74 'EB'	-	-	RT	-	5	SIDEWALK
0010	88+86 'SB'	-	-	LT	-	5	SIDEWALK
0010	88+21 'SB'	-	-	LT & RT	16	5	ROADWAY AND CURB & GUTTER
0010	88+45 'NB'	-	-	LT & RT	21	5	ROADWAY AND CURB & GUTTER
0010	88+92 'NB'	-	-	RT	-	8	SIDEWALK
0010	205+50 'EB'	-	-	RT	-	8	SIDEWALK
0010	208+48 'EB'	-	-	RT	15	2.5	ROADWAY AND CURB & GUTTER
0010	208+48 'EB'	-	212+49 'EB'	ONLINE	400	-	ROADWAY
0010	210+65 'EB'	-	210+85 'EB'	LT	19	-	DRIVEWAY
0010	212+33 'EB'	-	212+48 'EB'	LT	15	-	DRIVEWAY
0010	212+49 'EB'	-	-	RT	15	2.5	ROADWAY AND CURB & GUTTER
0010	213+15 'EB'	-	-	LT & RT	30	2.5	ROADWAY AND CURB & GUTTER
0010	100+35 'HP'	-	-	LT & RT	42	5	ROADWAY AND CURB & GUTTER
0010	100+35 'HP'	-	-	LT	-	5	SIDEWALK
0010	100+35 'HP'	-	-	RT	10	-	MULTI-USE PATH
TOTALS					620	58.5	

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3

* SPV.0060.11 SPV.0060.12 611.0535 SPV.0060.21 SPV.0060.22 SPV.0060.24 SPV.0060.13 SPV.0200.01 SPV.0060.26 SANITARY SEWER ACCESS DOGHOUSE MANHOLE MANHOLE COVERS SANITARY SEWER MANHOLE CONSTRUCTION CONSTRUCT EXTERNAL STRUCTURE, 4-FOOT MANHOLE COVERS TYPE TYPE J-SPECIAL - INTERNAL LINER STAKING OUTSIDE DROP, SEWER ACCESS DIAMETER J-SPECIAL MMSD CHIMNEY SEAL SANITARY SEWER 8-INCH STRUCTURE CATEGORY STRUCTURE NO. STATION LOCATION EACH EACH EACH EACH EACH EACH EACH VF EACH JOINT SEAL												
0010	MH-7	99+25.72 'HP'	ON LINE	1	-	1	-	-	-	-	-	-
0010	MH-6	95+25.12 'HP'	10.68' LT	1	-	1	-	-	-	-	-	-
0010	MH-5	90+93.13 'NB'	16.50' LT	1	-	1	-	1	-	-	-	-
0010	MH-4	11+24.36 'RAB'	8.70' LT	1	-	1	-	1	-	-	-	-
0010	MH-3	208+67.90 'EB'	9.17' LT	1	-	1	-	-	-	-	-	-
0010	MH-2	212+67.56 'EB'	11.83' LT	1	-	1	-	1	-	-	-	1
0010	MH12-136A	212+88.61 'EB'	27.85' RT	-	1	-	1	-	1	-	3.58	1
0010	PROJECT 5992-10-75			-	-	-	-	-	-	1	-	-
TOTALS				6	1	6	1	3	1	1	3.58	2

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

			SPV.0090.04	SPV.0090.05	SPV.0035.01
			SANITARY SEWER PIPE PVC, 8-INCH	SELECT FILL FOR SANITARY SEWER	SANITARY SEWER ROCK EXCAVATION
CATEGORY	FROM STRUCTURE	TO STRUCTURE	LF	LF	CY
0010	MH-7	MH-6	401	401	15
0010	MH-6	MH-5	273	273	195
0010	MH-5	MH-4	82	82	-
0010	MH-4	MH-3	398	398	-
0010	MH-3	MH-2	400	400	-
0010	MH-2	MH12-136A	45	45	-
0010	UNDISTRIBUTED		-	-	40
TOTALS			1,599	1,599	250

3

3

HYDRANTS				
CATEGORY	STATION	LOCATION	SPV.0060.15 REMOVE, SALVAGE AND REINSTALL EXISTING HYDRANT	SPV.0060.16 FURNISH AND INSTALL HYDRANT
			EACH	EACH
0020	95+96.52 'HP'	29.23' RT	-	1
0020	100+19.69 'HP'	27.50' RT	1	-
0020	205+38.25 'EB'	22.68' RT	1	-
TOTALS			2	1

WATER MAIN PIPE & FITTINGS									
CATEGORY	STATION	TO STATION	LOCATION	SPV.0090.06 FURNISH & INSTALL 6-INCH PIPE & FITTINGS	SPV.0090.07 FURNISH & INSTALL 12-INCH PIPE & FITTINGS	SPV.0090.08 SELECT FILL FOR WATER MAIN	SPV.0060.14 CUT-IN OR CONNECT-TO EXISTING WATER SYSTEM	SPV.0060.20 CONSTRUCTION STAKING WATER MAIN	SPV.0035.02 WATER MAIN ROCK EXCAVATION
				LF	LF	LF	EACH	EACH	CY
0020	10+81.32 'RAB'	-	16.60' LT	-	-	-	1	-	-
0020	10+81.32 'RAB'	10+93.65 'RAB'	LT	-	12	12	-	-	-
0020	10+93.65 'RAB'	90+99.15 'NB'	LT & RT	-	91	91	-	-	-
0020	90+99.15 'NB'	91+72.45 'NB'	LT & RT	-	75	75	-	-	10
0020	91+72.45 'NB'	92+41.95 'NB'	RT	-	68	68	-	-	60
0020	92+41.95 'NB'	95+54.75 'HP'	RT	-	147	147	-	-	-
0020	95+54.75 'HP'	95+98.76 'HP'	RT	-	44	44	-	-	-
0020	95+98.76 'HP'	95+97.38 'HP'	RT	8	-	8	-	-	-
0020	95+97.38 'HP'	95+96.52 'HP'	RT	5	-	5	-	-	-
0020	95+98.76 'HP'	96+09.54 'HP'	RT	-	11	11	-	-	-
0020	96+09.54 'HP'	97+71.43 'HP'	RT	-	158	158	-	-	-
0020	97+71.43 'HP'	100+05.03 'HP'	RT	-	234	234	-	-	-
0020	100+05.03 'HP'	100+19.64 'HP'	RT	-	15	15	1	-	-
0020	100+19.64 'HP'	100+19.68 'HP'	RT	16	-	16	-	-	-
0020	100+19.68 'HP'	100+19.69 'HP'	RT	3	-	3	-	-	-
0020	205+40.24 'EB'	-	2.14' RT	-	-	-	1	-	-
0020	205+40.24 'EB'	205+38.63 'EB'	RT	16	-	16	-	-	-
0020	205+38.63 'EB'	205+38.25 'EB'	RT	4	-	4	-	-	-
0020		PROJECT 5992-10-75		-	-	-	-	1	-
0020		UNDISTRIBUTED		-	-	-	-	-	30
TOTALS				52	855	907	3	1	100

INSULATION BOARD POLYSTYRENE 2-INCH

WATER VALVES					
CATEGORY	STATION	LOCATION	SPV.0060.17 ADJUST WATER VALVE BOX	SPV.0060.18 FURNISH AND INSTALL 6-INCH	SPV.0060.19 FURNISH AND INSTALL 12-INCH
			SECTION EACH	VALVE EACH	VALVE EACH
0020	10+93.65 'RAB'	27.18' LT	-	-	1
0020	96+09.54 'HP'	17.85' RT	-	-	1
0020	95+97.38 'HP'	24.36' RT	-	1	-
0020	100+05.03 'HP'	7.90' RT	-	-	1
0020	100+19.68 'HP'	24.5' RT	-	1	-
0020	205+38.63 'EB'	18.43' RT	-	1	-
0020	10+71.30 'RAB'	24.08' RT	1	-	-
0020	11+03.39 'RAB'	3.68' LT	1	-	-
TOTALS			2	3	3

612.0902.S.01 INSULATION BOARD POLYSTYRENE (INCH) (01. 2-INCH)			
CATEGORY	STATION	LOCATION	SY
0020	89+40 'NB'	17' RT	3.56
0020	10+97 'RAB'	9' LT	3.56
0020	11+12 'RAB'	31' LT	3.56
0020	91+29 'NB'	1' RT	3.56
0020	95+70 'HP'	12' RT	3.56
0020	99+50 'HP'	10' RT	3.56
0020	203+70 'EB'	21' RT	3.56
0020	205+15 'EB'	1' RT	3.56
TOTAL			28.48



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
5992-10-73
C MADISON, HIGH POINT ROAD
RAYMOND RD INTERSECTION
LOCAL STREET
DANE COUNTY

CONVENTIONAL SYMBOLS

SECTION LINE	---	SECTION CORNER SYMBOL		R/W MONUMENT (TO BE SET)	•
QUARTER LINE	---	NON-MONUMENTED R/W POINT	○		
SIXTEENTH LINE	---	SECTION CORNER MONUMENT		FOUND SURVEY MONUMENT (SEE FOUND MONUMENT TABLE)	IP
NEW REFERENCE LINE	---	GEODETIC SURVEY MONUMENT			
NEW R/W LINE	---	NON-PERMITTED SIGN		PERMITTED SIGN	
EXISTING R/W OR HE LINE	---				
PROPERTY LINE	---				
LOT, TIE & OTHER MINOR LINES	---				
EXISTING CENTERLINE	---	ACCESS RESTRICTED BY ACQUISITION			
CORPORATE LIMITS	---	NO ACCESS (BY STATUTORY AUTHORITY)			
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)	---	ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)			
TEMPORARY LIMITED EASEMENT AREA	---	NO ACCESS (NEW HIGHWAY)			
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)	---	PARCEL NUMBER	(25)		
BUILDING		TO BE REMOVED			
BRIDGE		PARALLEL OFFSETS			
CULVERT					

CONVENTIONAL ABBREVIATIONS

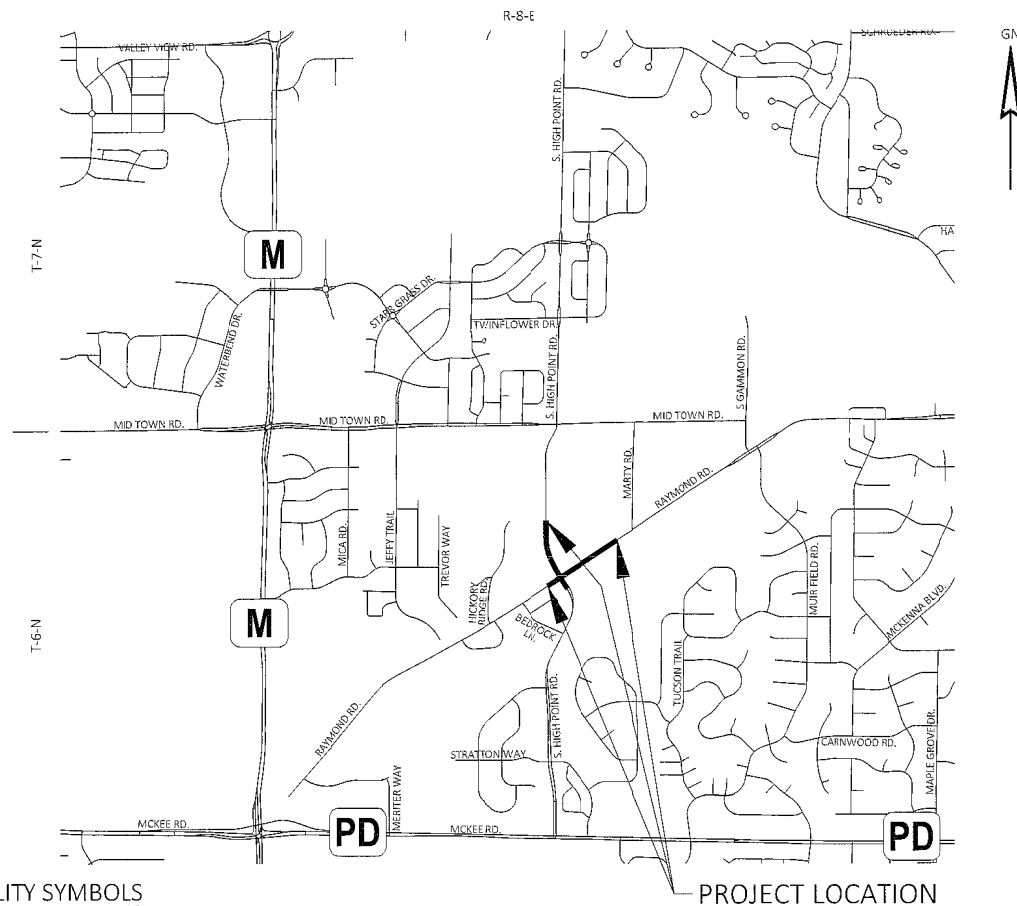
ACCESS RIGHTS	AR	PROPERTY LINE	PL
ACRES	AC	RECORDED AS	(100')
ALUMINUM	ALUM	REEL / IMAGE	R/I
AND OTHERS	ET AL	REFERENCE LINE	R/L
BLOCK	BLK	REMAINING	REM
CENTERLINE	C/L	RESTRICTIVE DEVELOPMENT	RDE
CERTIFIED SURVEY MAP	CSM	EASEMENT	
CONCRETE	CONC	RIGHT	RT
COUNTY TRUNK HIGHWAY	CTH	RIGHT OF WAY	R/W
CORNER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

CURVE DATA ABBREVIATIONS

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

CONVENTIONAL UTILITY SYMBOLS

UTILITY NUMBER	(40)
WATER	W
GAS	G
TELEPHONE	T
OVERHEAD TRANSMISSION LINES	OH
ELECTRIC	E
CABLE TELEVISION	TV
FIBER OPTIC	FO
SANITARY SEWER	SAN
STORM SEWER	SS
COMBINED SEWER	SSS
ELECTRIC TOWER	
TRANSMISSION STRUCTURES	
ELECTRIC POLE	
TELEPHONE POLE	
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)	



THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 5992-10-73

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), DANE 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 AND PERMANENT EASEMENT MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

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

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

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES OF PUBLIC STORM WATER MANAGEMENT AND STORM SEWER FACILITIES, 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.

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

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE TRAFFIC ENGINEERING UNIT OF THE CITY OF MADISON.

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: 5992-10-73 - 4.01

THAT PART OF OUTLOT 3 OF GLACIER VALLEY, RECORDED AS DOC. #4082046, LOCATED IN AND INCLUDING PART OF THE SE 1/4 OF THE NW 1/4; ALSO PART OF THE NW 1/4 OF THE NW 1/4; ALSO PART OF THE THE SW 1/4 OF THE NW 1/4; ALSO PART OF THE NE 1/4 OF THE NW 1/4; ALL LOCATED IN SECTION 2, T6N, R8E, TOWN OF VERONA AND CITY OF MADISON, DANE COUNTY, WISCONSIN.

RELOCATION ORDER LOCAL STREET C MADISON, HIGH POINT RD RAYMOND RD INTERSECTION DANE COUNTY

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

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

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAY OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE-NAMED PROJECT.
2. THE LANDS OF 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 MADISON, PURSUANT TO THE PROVISIONS OF SUBSECTIONS 62.22, WISCONSIN STATUTES.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), DANE 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 AND PERMANENT EASEMENT MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING LOCAL RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: CSM 2921, CSM 8021, THE PLAT OF *ESKER*, THE PLAT OF *GLACIER VALLEY*, AND THE PLAT OF *MIDPOINT MEADOWS*.

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

FOR ADDITIONAL INFORMATION, REFER TO TITLE SHEET, SHEET 2 OF 3 OF THIS DOCUMENT.

FOR ADDITIONAL TABLES AND UTILITY INFORMATION, REFER TO THE ACCOMPANYING SHEET, SHEET 3 OF 3 OF THIS DOCUMENT.

PI = 200+93.18 'HP'
Y = 465,081.605
X = 785,331.491
Δ = 23°14'49" RT
D = 12°38'53"
T = 93.18'
L = 183.80'
R = 453.00'
PC = 200+00.00 'HP'
PT = 201+83.80 'HP'

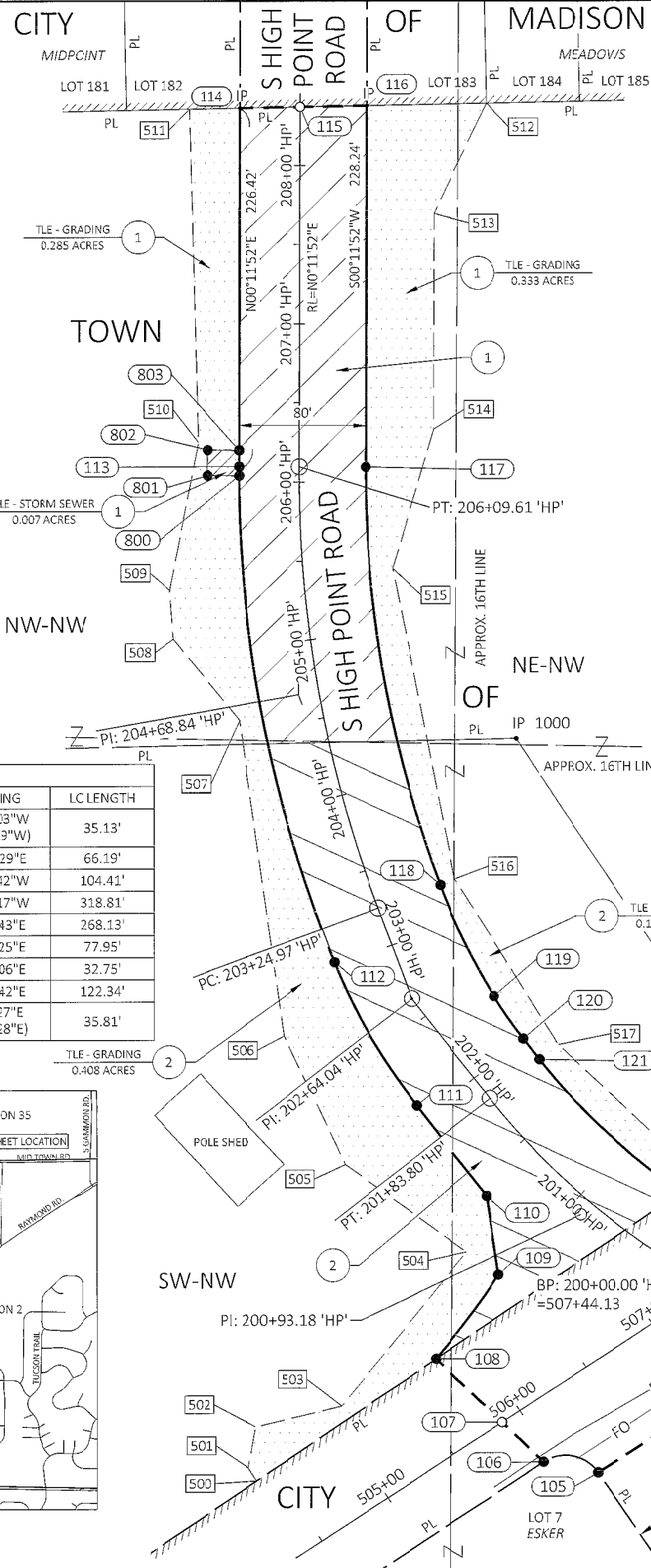
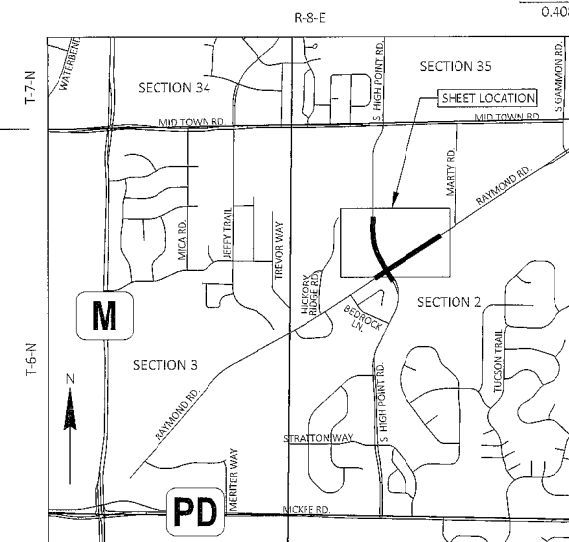
PI = 204+68.84 'HP'
Y = 465,410.255
X = 785,153.457
Δ = 23°14'49" RT
D = 7°13'14"
T = 143.67'
L = 284.64'
R = 793.50'
PC = 203+24.97 'HP'
PT = 206+09.61 'HP'

PI = 202+61.04 'HP'
Y = 785,224.692
X = 465,218.247
DB = N61°15'29"W
DA = N38°00'40"W

PI = 510+99.48
Y = 465,231.867
X = 785,710.221

RW COURSE TABLE		
COURSE	BEARING	DISTANCE
100 - 101	S33° 33' 08"E	53.76'
103 - 104	S43° 56' 15"W	56.14'
104 - 105	S57° 26' 51"W	92.04'
105 - 106	SEE CURVE TABLE	
106 - 107	N46° 07' 56"W	36.17'
107 - 108	N46° 07' 56"W	58.00'
108 - 109	SEE CURVE TABLE	
109 - 110	N08° 25' 56"W	50.18'
110 - 111	N37° 36' 58"W	72.26'
111 - 112	SEE CURVE TABLE	
112 - 113	SEE CURVE TABLE	
114 - 115	N88° 53' 55"E	38.01'
115 - 116	N88° 53' 55"E	42.01'
117 - 118	SEE CURVE TABLE	
118 - 119	SEE CURVE TABLE	
119 - 120	SEE CURVE TABLE	
120 - 121	S38° 00' 40"E	16.70'
121 - 122	SEE CURVE TABLE	
122 - 123	N55° 50' 28"E	72.05'
124 - 125	N56° 31' 28"E (N56°09'54"E)	289.19'
125 - 126	S33° 31' 39"E (S33°54'34"E)	27.00'
126 - 127	N56° 31' 28"E (N56°09'54"E)	168.27'
127 - 100	S33° 33' 08"E	39.24'
108 - 122	N55° 50' 28"E	186.90'
IP 10C2 - IP 1003	N57° 17' 19"E (N56°53'20"E)	446.42'
IP 10C3 - IP 1004	N56° 31' 12"E (N56°07'13"E)	18.31'
IP 1004 - 102	S33° 28' 48"E (S33°52'47"E)	12.56' (13.00')

RW CURVE TABLE				
COURSE	ARC LENGTH	RADIUS	LC BEARING	LC LENGTH
105-106	38.96'	25.00'	N78° 51' 03"W (N78°51'19"W)	35.13'
108 - 109	66.24'	480.00'	N36° 40' 29"E	66.19'
111 - 112	104.73'	382.00'	N29° 45' 42"W	104.41'
112 - 113	320.80'	831.50'	N10° 51' 17"W	318.81'
117 - 118	269.57'	751.50'	S10° 04' 43"E	268.13'
118 - 119	78.07'	414.00'	S25° 45' 25"E	77.95'
119 - 120	32.77'	274.00'	S34° 35' 06"E	32.75'
121 - 122	122.79'	413.00'	S46° 31' 42"E	122.34'
104 - IP 1002	39.92'	25.00'	N11°32'27"E (N11°08'28"E)	35.81'



VERONA
SE-NW
RAYMOND RD
510+00
WIDTH VARIES
509+00
RL=N56°42'21"E
508+00
507+00
506+00
505+00
504+00
503+00
502+00
501+00
500+00
CITY
S HIGH POINT RD
LOT 7
ESKER
OUTLOT 3
GLACIER VALLEY
PARCEL SUBJECT TO BLANKET
WISCONSIN TELEPHONE
COMPANY OVERHEAD
UTILITY EASEMENT
V.241, P.171
DOC. NO. 822088
40' PUBLIC PEDESTRIAN--BIKE PATH, PUBLIC
ROADWAY--PATHWAY DRAINAGE AND PUBLIC
GRADING--SLOPING EASEMENT PER
DOCUMENT #4082046

SEE SHEET 3 OF 3 FOR UTILITY INTEREST REQUIRED.

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	FEE R/W ACRES REQUIRED			PLE ACRES	TLE ACRES
			NEW	EXISTING	TOTAL		
1	MICHAEL H. CARPENTER AND BARBARA E. CARPENTER	FEE, PLE, TLE	0.740	--	0.740	0.007 (320 SF)	0.618
2	MICHAEL CARPENTER, ALSO KNOWN AS MICHAEL HUBBARD CARPENTER AND BARBARA E. CARPENTER	FEE, TLE	0.727	--	0.727	--	0.538
3	CITY OF MADISON ENGINEER STORMWATER UTILITY 533	FEE	0.146	--	0.146	--	--

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

APPROVED FOR THE CITY OF MADISON

RELOCATION ORDER APPROVED BY THE COMMON COUNCIL

DATE: 1/26/26

CITY CLERK

RELOCATION ORDER APPROVED BY THE PLANNING COMMISSION

DATE: 1/26/26

EXECUTIVE SECRETARY

RELOCATION ORDER APPROVED BY THE BOARD OF PUBLIC WORKS

DATE: 1/26/26

EXECUTIVE SECRETARY

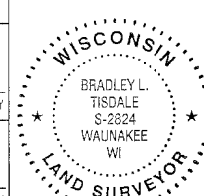
I, BRADLEY L. TISDALE, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF MADISON I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR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

SIGNATURE: *Bradley L. Tisdale* DATE: 10/31/25

PRINT NAME: BRADLEY L. TISDALE

REGISTRATION NUMBER: S-2824

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

SIGNATURE: *[Signature]* DATE: *[Date]*PRINT NAME: *[Name]*

ENGINEERING | ARCHITECTURE | SURVEYING
FUNDING | PLANNING | ENVIRONMENTAL
1702 Pankratz St Madison, WI 53704
(608) 242-7779 www.msa-ps.com
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TRANSPORTATION PROJECT PLAT NO: 5992-10-73 - 4.01
EXTENSION

RELOCATION ORDER LOCAL STREET C MADISON, HIGH POINT RD RAYMOND RD INTERSECTION DANE COUNTY

PLE COURSE TABLE		
COURSE	BEARING	DISTANCE
800 - 801	N89° 30' 35"W	20.02'
801 - 802	N00° 11' 52"E	16.00'
802 - 803	S89° 30' 35"E	20.00'
803 - 113	S00° 11' 52"W	10.28'

PLE CURVE TABLE				
COURSE	ARC LENGTH	RADIUS	LC BEARING	LC LENGTH
113 - 800	5.72'	831.50'	S00° 00' 02"W	5.72'

TLE COURSE TABLE		
COURSE	BEARING	DISTANCE
500 - 501	N32° 28' 13"W	9.57'
501 - 502	N10° 03' 22"E	26.31'
502 - 503	N76° 20' 21"E	55.76'
503 - 504	N39° 11' 01"E	125.57'
504 - 505	N54° 12' 45"W	94.63'
505 - 506	N25° 20' 02"W	90.02'
506 - 507	N07° 55' 46"W	201.18'
507 - 508	N39° 17' 19"W	66.33'
508 - 509	N04° 00' 54"W	31.05'
509 - 510	N11° 02' 40"E	94.92'
510 - 511	N01° 26' 45"W	210.70'
511 - 114	N88° 53' 55"E	31.88'
114 - 803	S00° 11' 52"W	216.15'
108 - 500	S55° 50' 28"W	137.13'
500 - 122	N55° 50' 28"E	324.07'
116 - 512	N88° 53' 55"E	75.85'
512 - 513	S25° 27' 05"W	76.95'
513 - 514	S00° 11' 52"W	136.36'
514 - 515	S16° 32' 29"W	91.64'
515 - 516	S11° 18' 52"E	200.04'
516 - 517	S31° 56' 56"E	123.54'
517 - 518	S46° 30' 19"E	123.38'
518 - 122	S55° 50' 28"W	15.30'

RW STATION & OFFSET TABLE RAYMOND RD		
POINT	STATION	OFFSET
100	516+40.08	0.00'
101	516+40.08	53.76'
102	512+01.57	53.17'
103	507+66.56	48.65'
104	507+11.81	61.06'
105	506+19.77	59.86'
106	505+94.69	35.26'
107	505+86.65	0.00'
108	505+73.76	-56.55'
123	508+32.68	-60.46'
124	511+82.63	-66.86'
125	514+71.82	-66.47'
126	514+71.81	-39.47'
127	516+40.08	-39.25'

TLE STATION & OFFSET TABLE RAYMOND RD		
POINT	STATION	OFFSET
500	504+36.60	-54.48'
501	504+36.74	-64.05'
502	504+54.80	-83.17'
503	505+07.31	-64.44'
518	507+75.94	-59.60'

TLE STATION & OFFSET TABLE HIGH POINT RD		
POINT	STATION	OFFSET
504	201+26.01 'HP'	-75.79'
505	202+07.40 'HP'	-97.89'
506	202+70.05 'HP'	-83.91'
507	204+58.36 'HP'	-52.55'
508	205+10.95 'HP'	-86.20'
509	205+38.96 'HP'	-85.17'
510	206+24.70 'HP'	-63.83'
511	208+35.31 'HP'	-69.87'
512	208+39.57 'HP'	117.83'
513	207+69.97 'HP'	85.00'
514	206+33.61 'HP'	85.00'
515	205+40.70 'HP'	56.44'
516	203+25.36 'HP'	52.07'
517	201+83.81 'HP'	55.16'

RW STATION & OFFSET TABLE HIGH POINT RD		
POINT	STATION	OFFSET
109	201+04.99 'HP'	-72.45'
110	201+40.44 'HP'	-42.02'
111	202+08.75 'HP'	-39.25'
112	203+02.45 'HP'	-37.70'
113	206+09.61 'HP'	-38.00'
114	208+36.03 'HP'	-38.00'
115	208+36.90 'HP'	0.00'
116	208+37.85 'HP'	42.00'
117	206+09.61 'HP'	42.00'
118	203+24.97 'HP'	42.00'
119	202+33.19 'HP'	41.96'
120	202+00.50 'HP'	40.00'
121	201+83.80 'HP'	40.00'
122	200+49.12 'HP'	40.00'

PLE STATION & OFFSET TABLE HIGH POINT RD		
POINT	STATION	OFFSET
800	206+04.15 'I-P'	-38.00'
801	206+04.37 'I-P'	-58.02'
802	206+19.99 'I-P'	-58.00'
803	206+19.89 'I-P'	-38.00'

UTILITY INTERESTS REQUIRED				
UTILITY NUMBER	OWNER(S)	PARCEL AFFECTED	INTEREST REQUIRED	EASEMENT AFFECTING
80	MADISON GAS & ELECTRIC	3	RELEASE OF RIGHTS	NO EASEMENT OF RECORD
81	CHARTER COMMUNICATIONS	3	RELEASE OF RIGHTS	PER PLAT OF GLACIER VALLEY; DOCUMENT #4082046
82	TDS TELECOM	3	RELEASE OF RIGHTS	PER PLAT OF GLACIER VALLEY; DOCUMENT #4082046
83	ALLIANT ENERGY	3	RELEASE OF RIGHTS	PER PLAT OF GLACIER VALLEY; DOCUMENT #4082046
84	MT HOREB TELEPHONE COMPANY	3	RELEASE OF RIGHTS	PER PLAT OF GLACIER VALLEY; DOCUMENT #4082046
85	WISCONSIN TELEPHONE COMPANY	3	RELEASE OF RIGHTS	DOCUMENT #822088

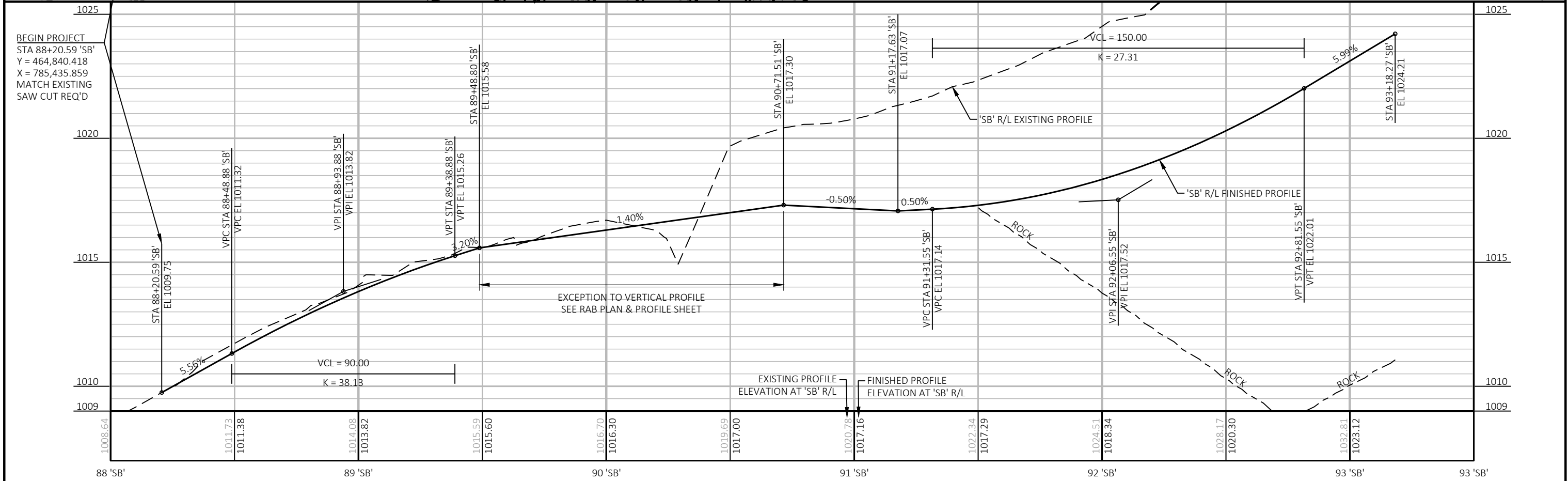
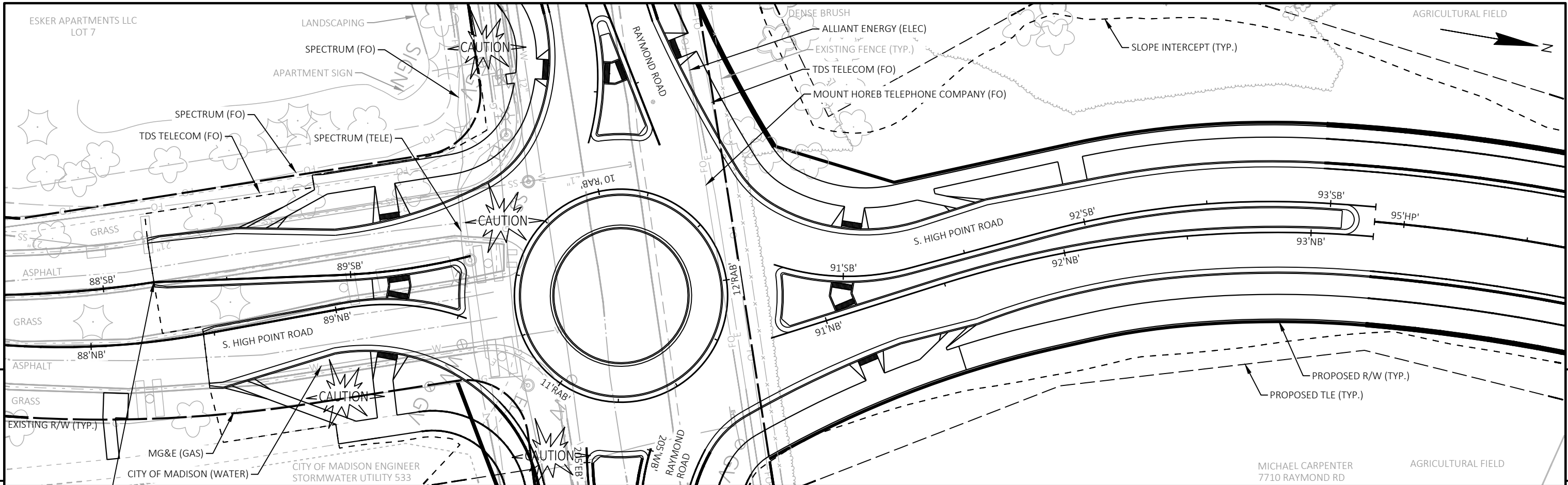
FOUND MONUMENT TABLE			
POINT	Y	X	TYPE
104	464968.023	785419.695	1-1/4" REBAR
114	465780.670	785116.736	1-1/2" PIPE
116	465782.208	785196.742	1-1/2" PIPE
123	465135.941	785454.023	1-1/2" OD PIPE
125	465493.052	785983.782	3/4" REBAR
126	465470.544	785998.695	3/4" REBAR
1000	465382.391	785291.109	1-1/2" OD PIPE
1001	464919.746	785452.488	1-1/4" REBAR
1002	465003.109	785426.859	1-1/4" REBAR
1003	465244.447	785802.488	1-1/4" REBAR
1004	465254.589	785817.741	1-1/4" REBAR
1005	465311.107	785757.470	1-1/2" OD PIPE
1006	465333.765	785742.397	3/4" REBAR
1007	465333.448	785743.184	1-1/2" OD PIPE
1008	465384.062	785867.557	1-1/2" OD PIPE
1009	465406.525	785852.713	3/4" REBAR

NOTES:

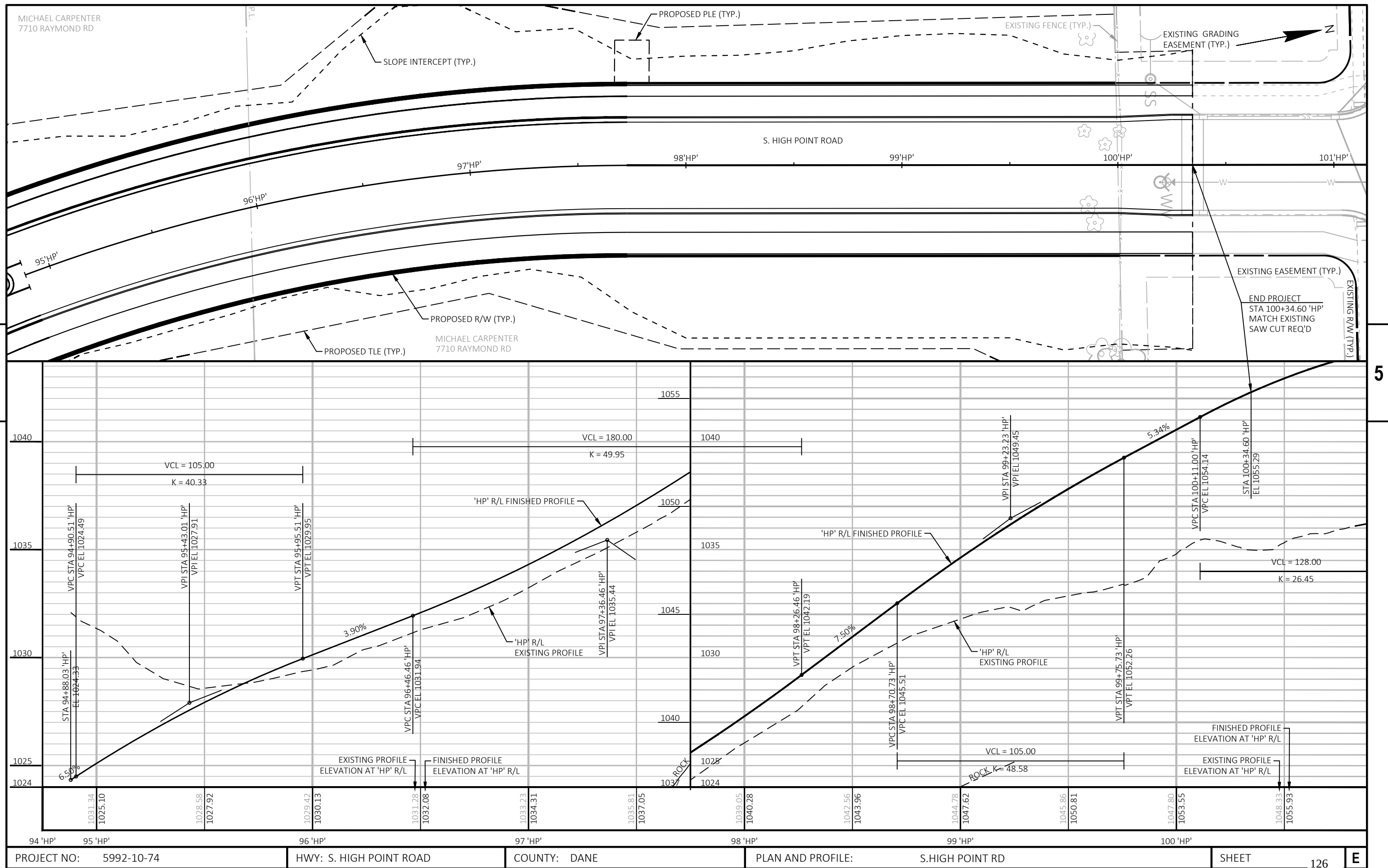
FOR ADDITIONAL INFORMATION, REFER TO TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN DANE COUNTY, AS SHEET 2 OF 3 OF THIS DOCUMENT.

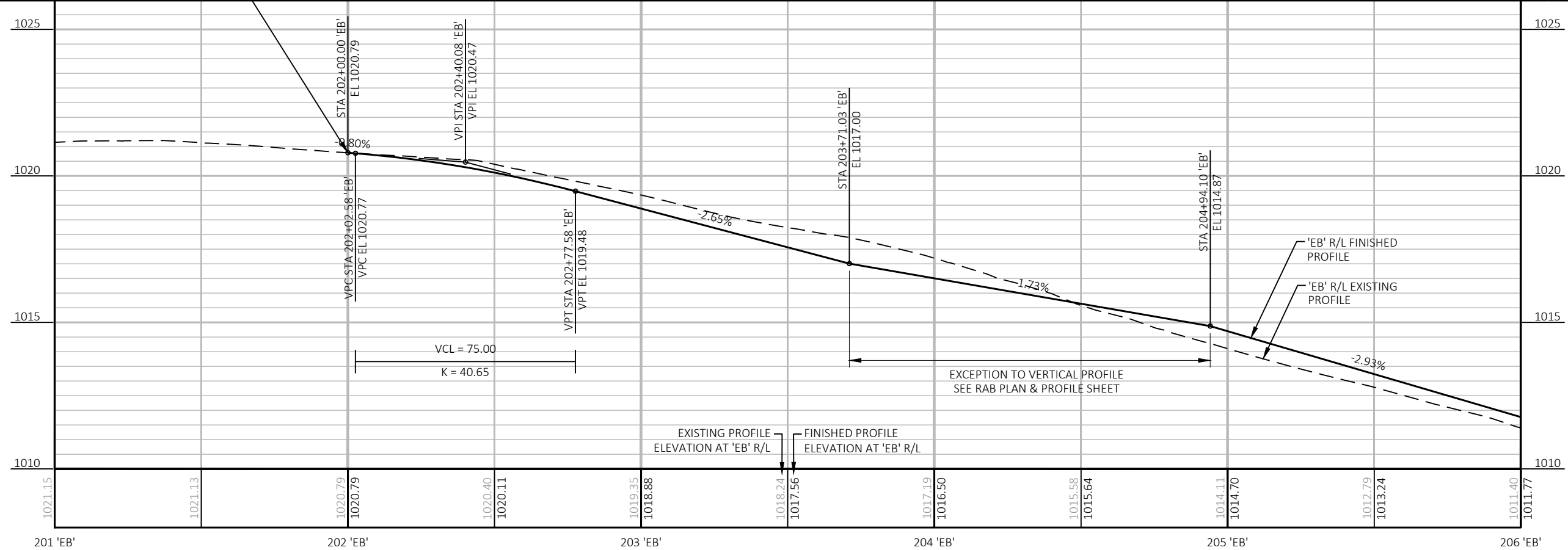
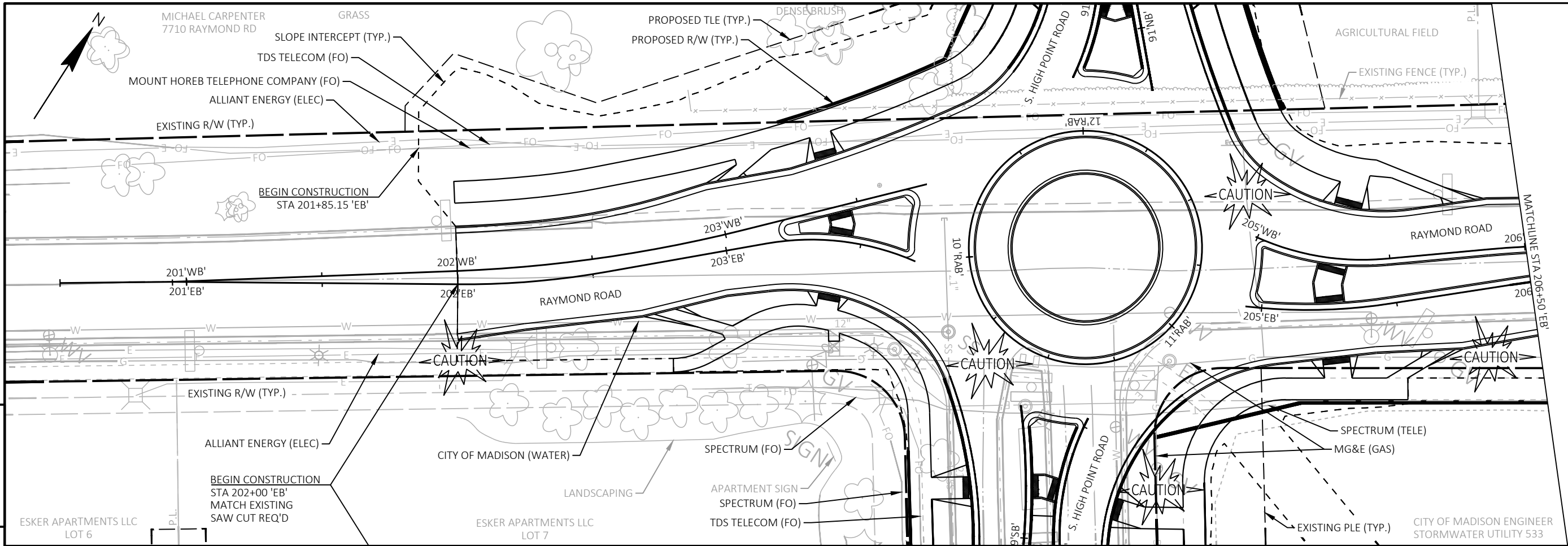
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), DANE COUNTY, NAD83(2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

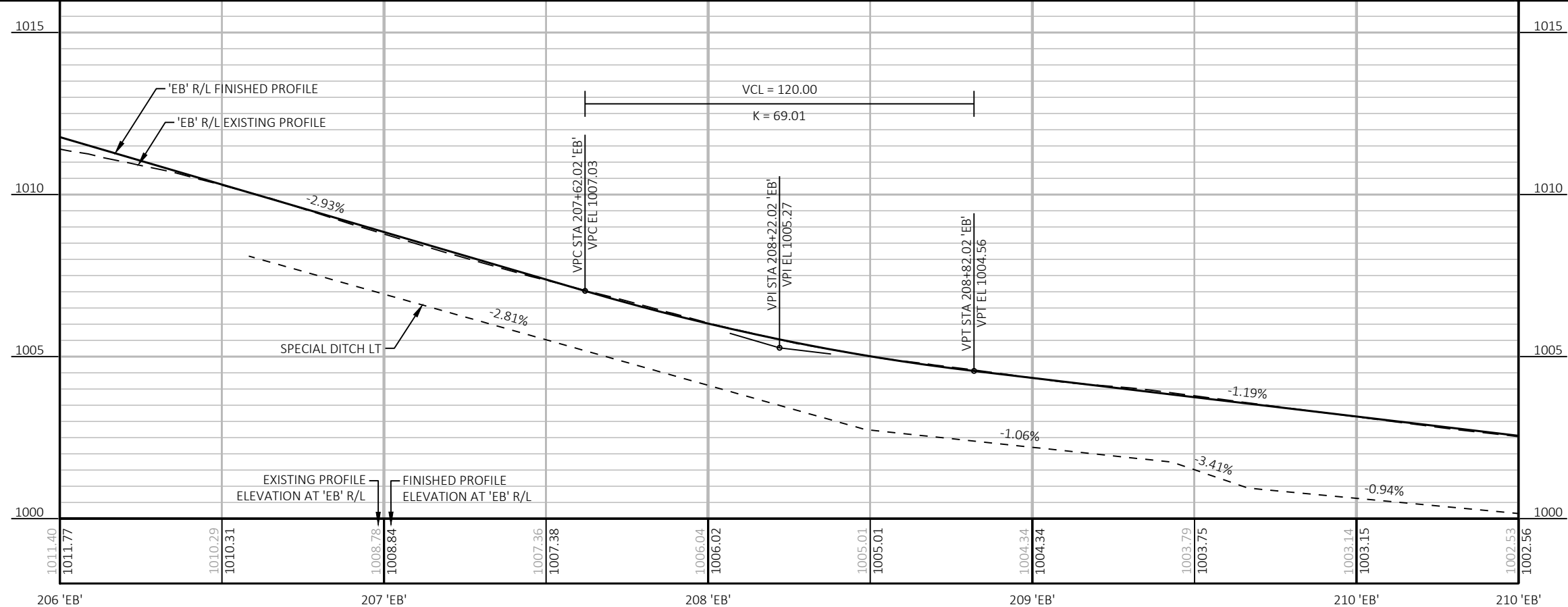
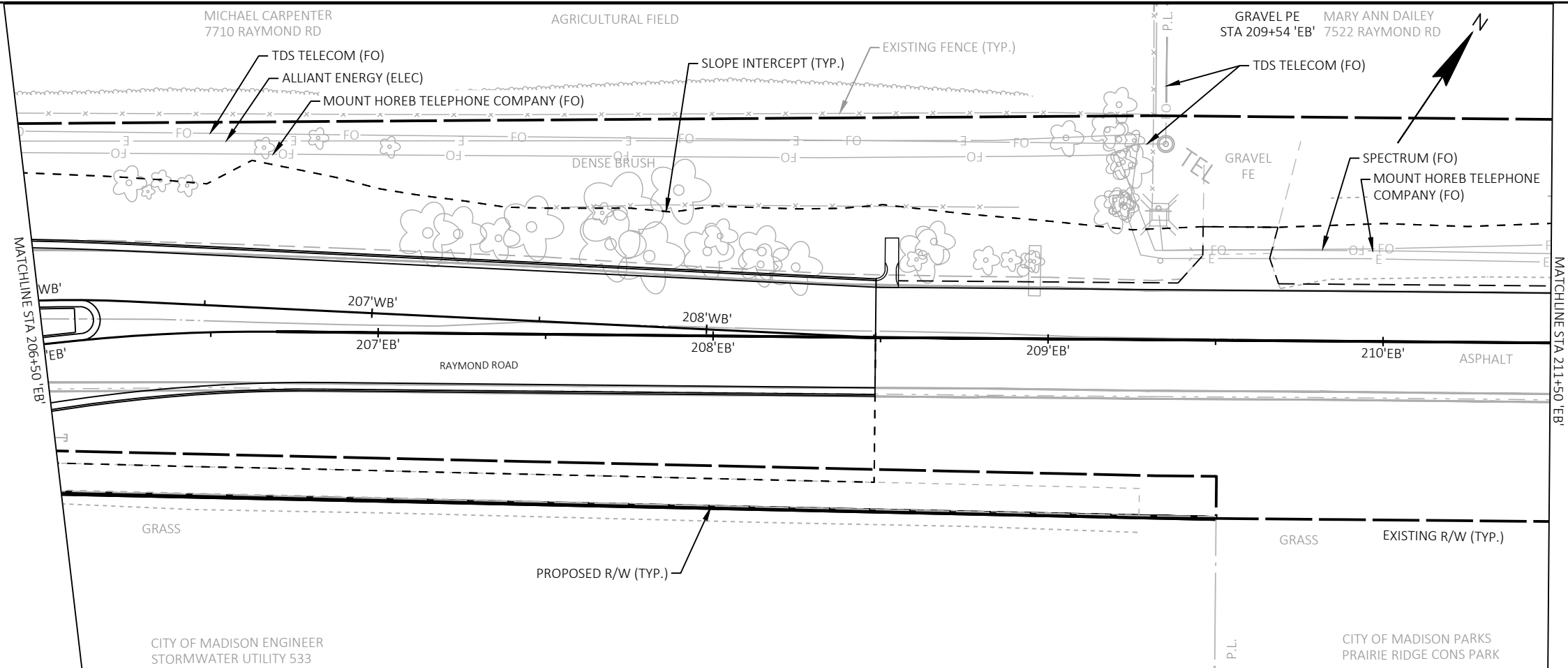
PROJECT NUMBER 5992-10-73- 4.01
SHEET 3 OF 3
AMENDMENT NO:

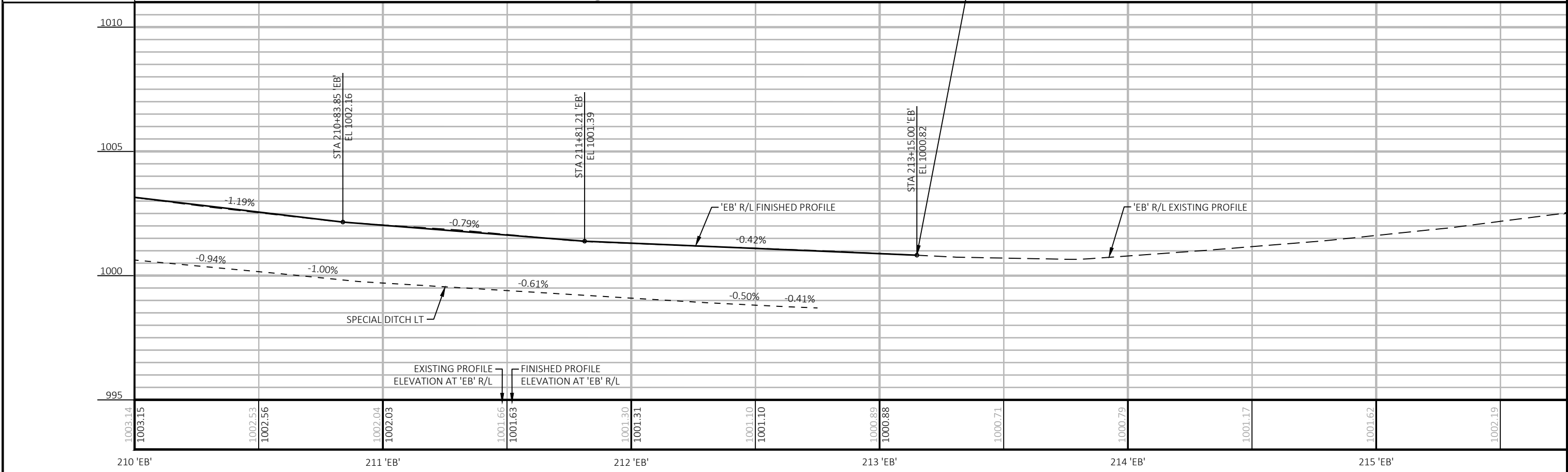
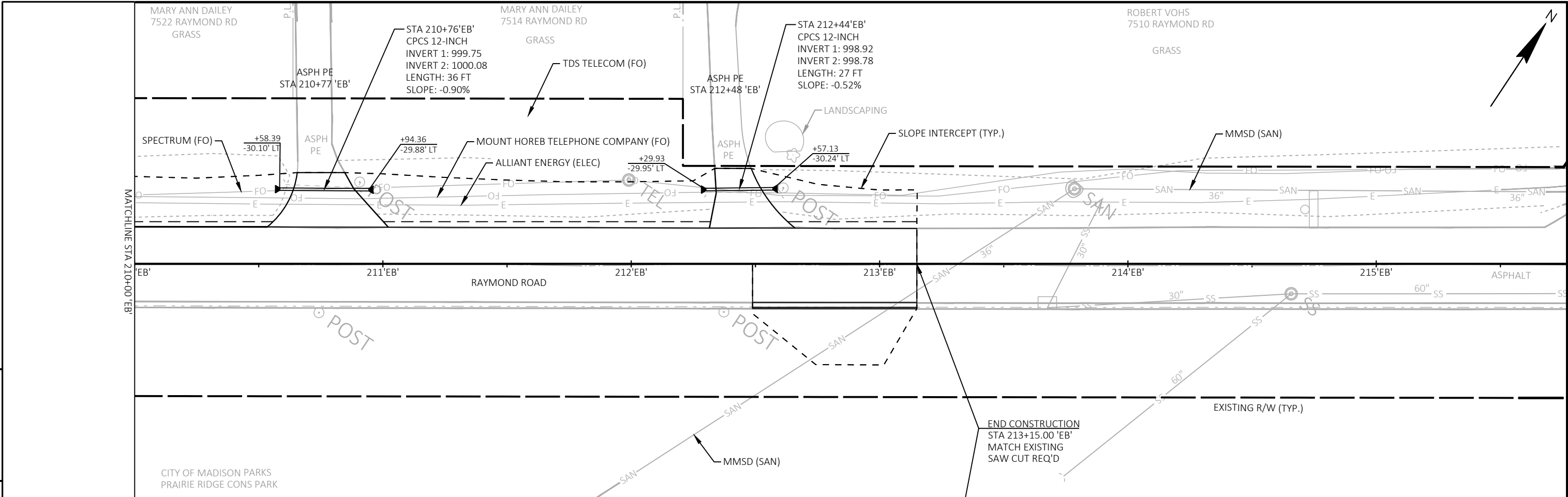


PROJECT NO:	5992-10-74	HWY: S. HIGH POINT ROAD	COUNTY: DANE	PLAN AND PROFILE:	S. HIGH POINT RD SB	SHEET	125	E
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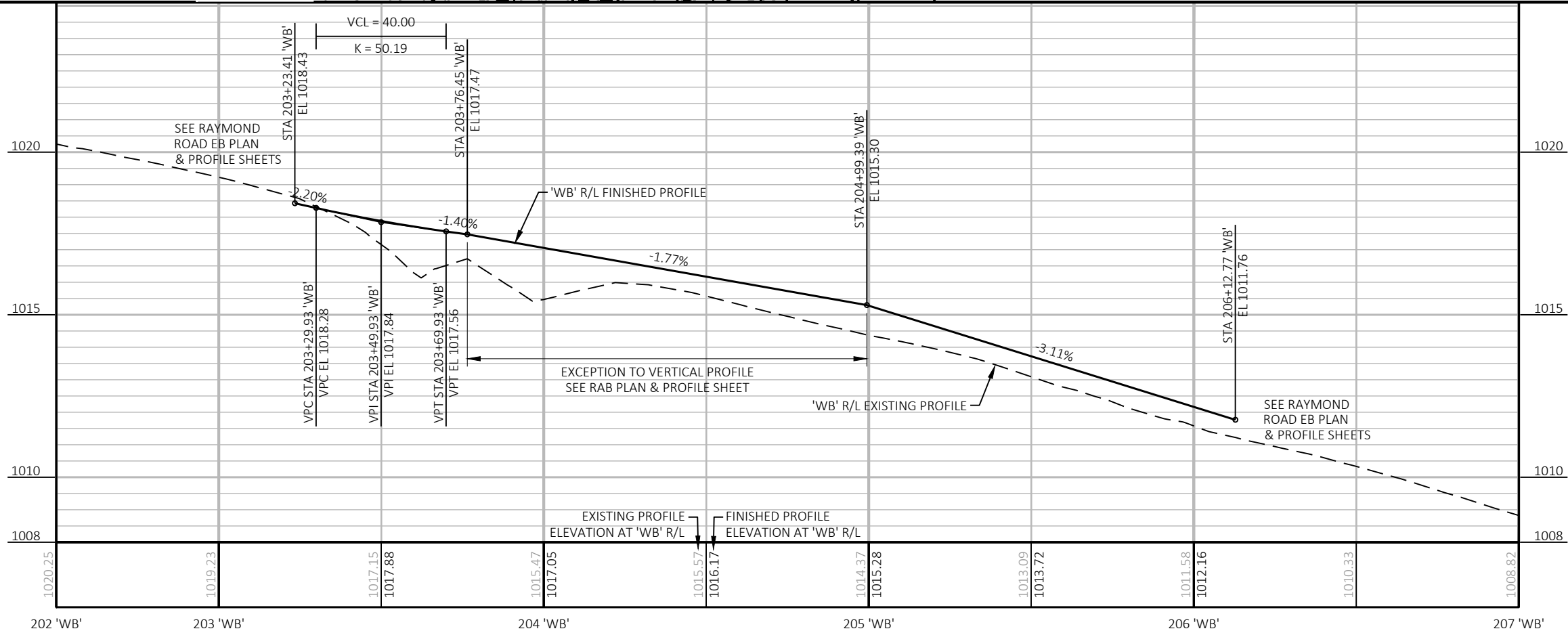
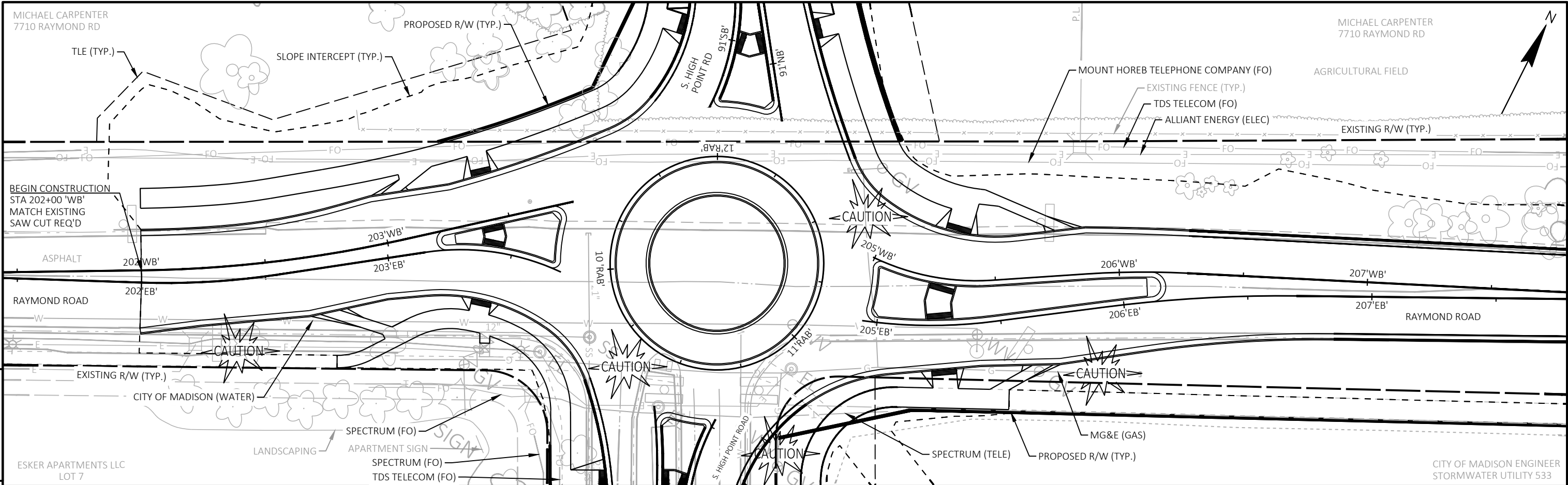




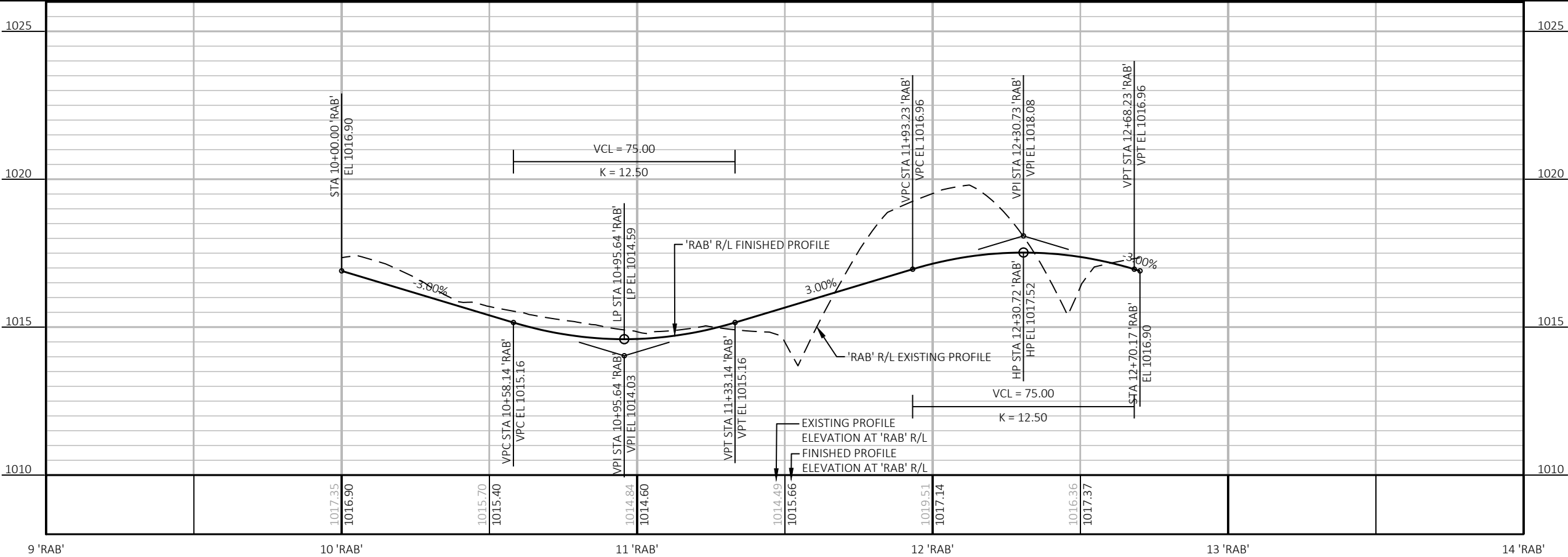
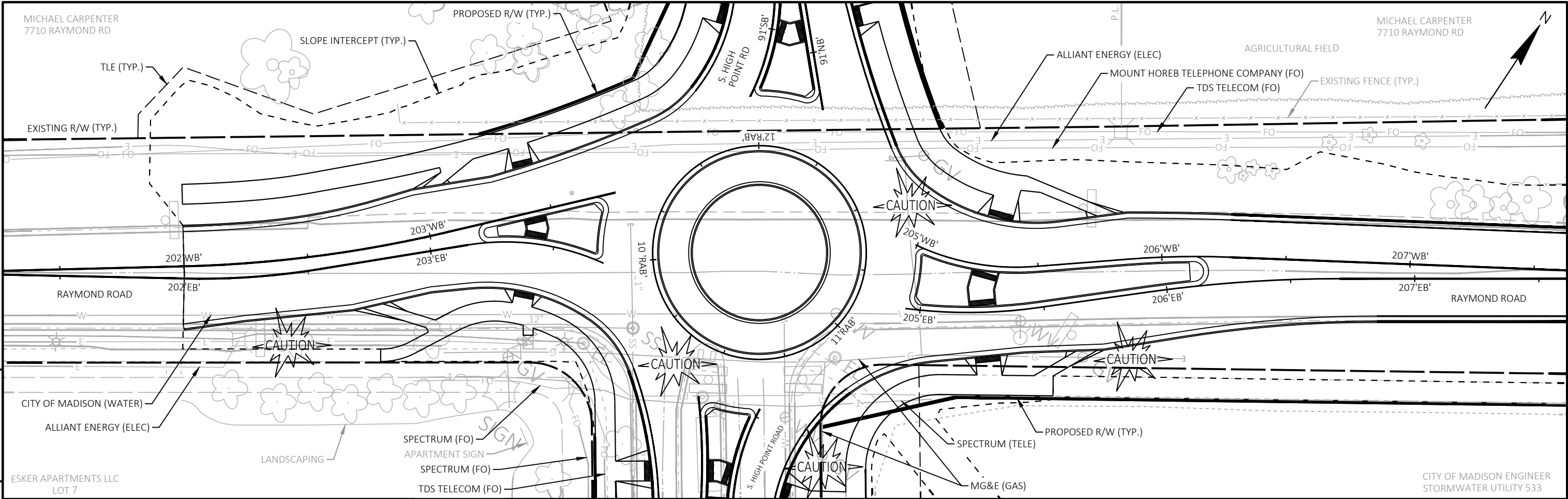


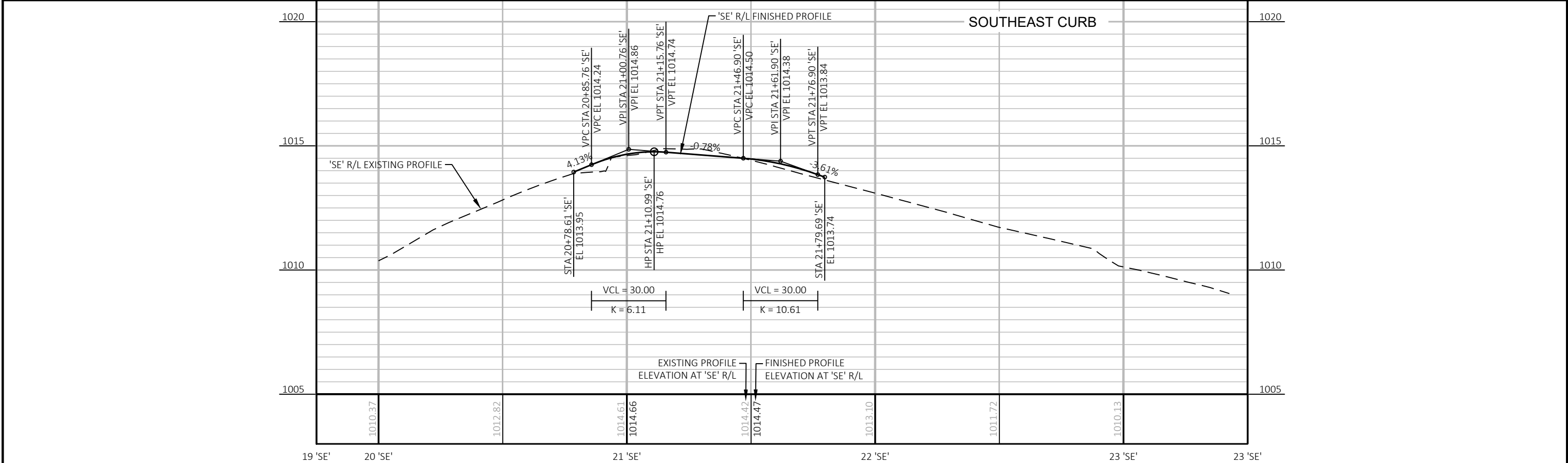
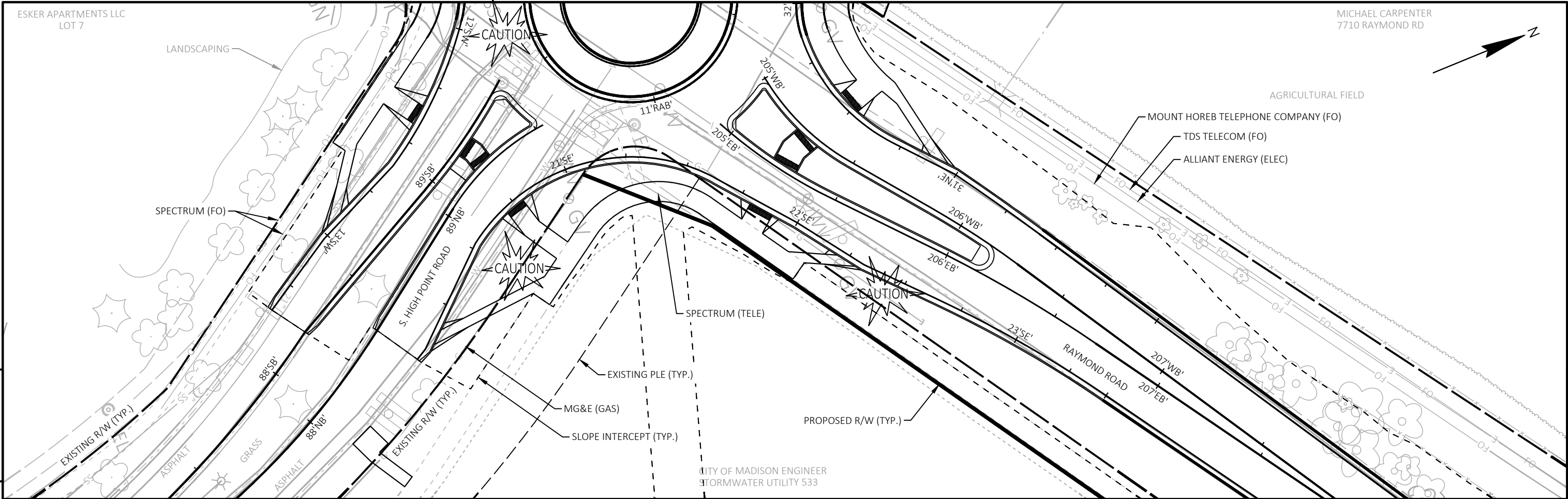


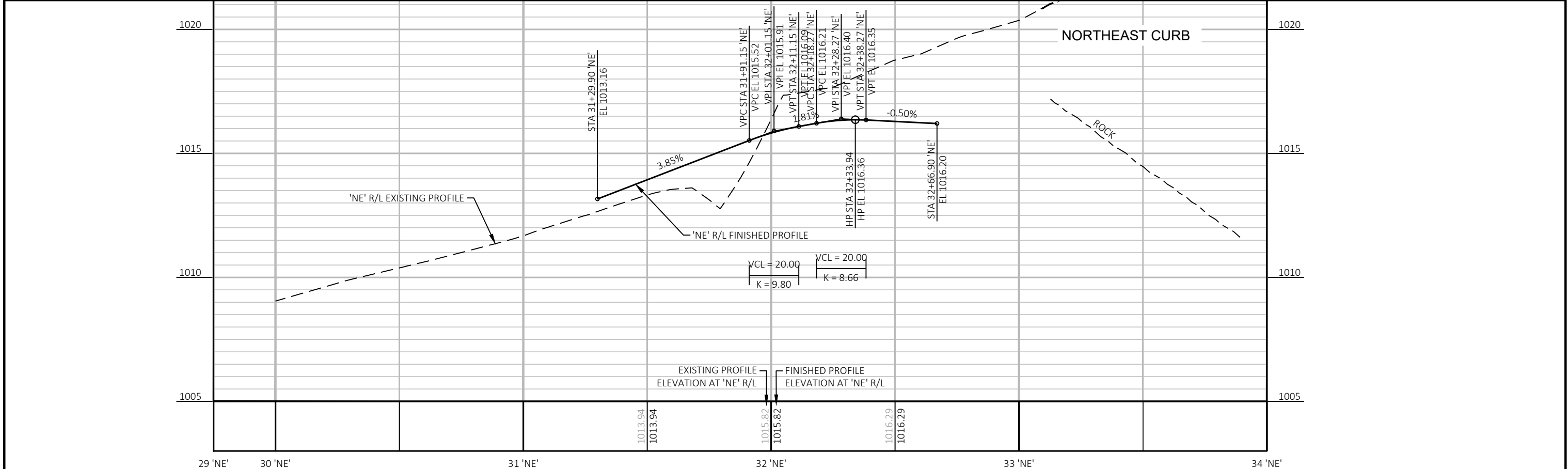
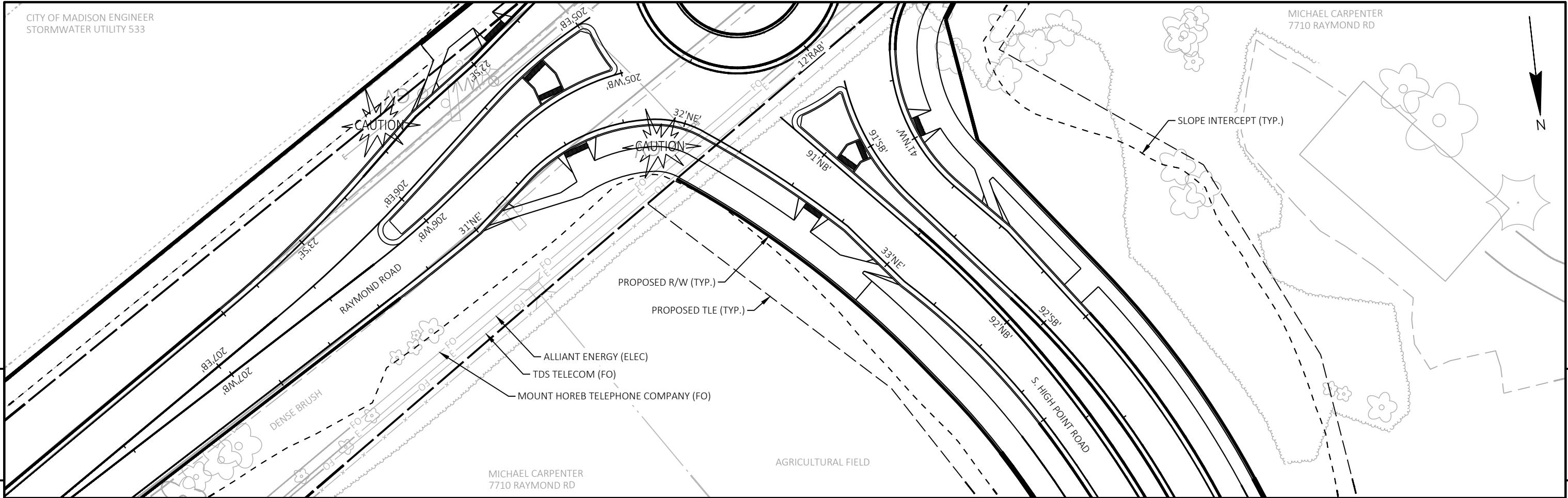
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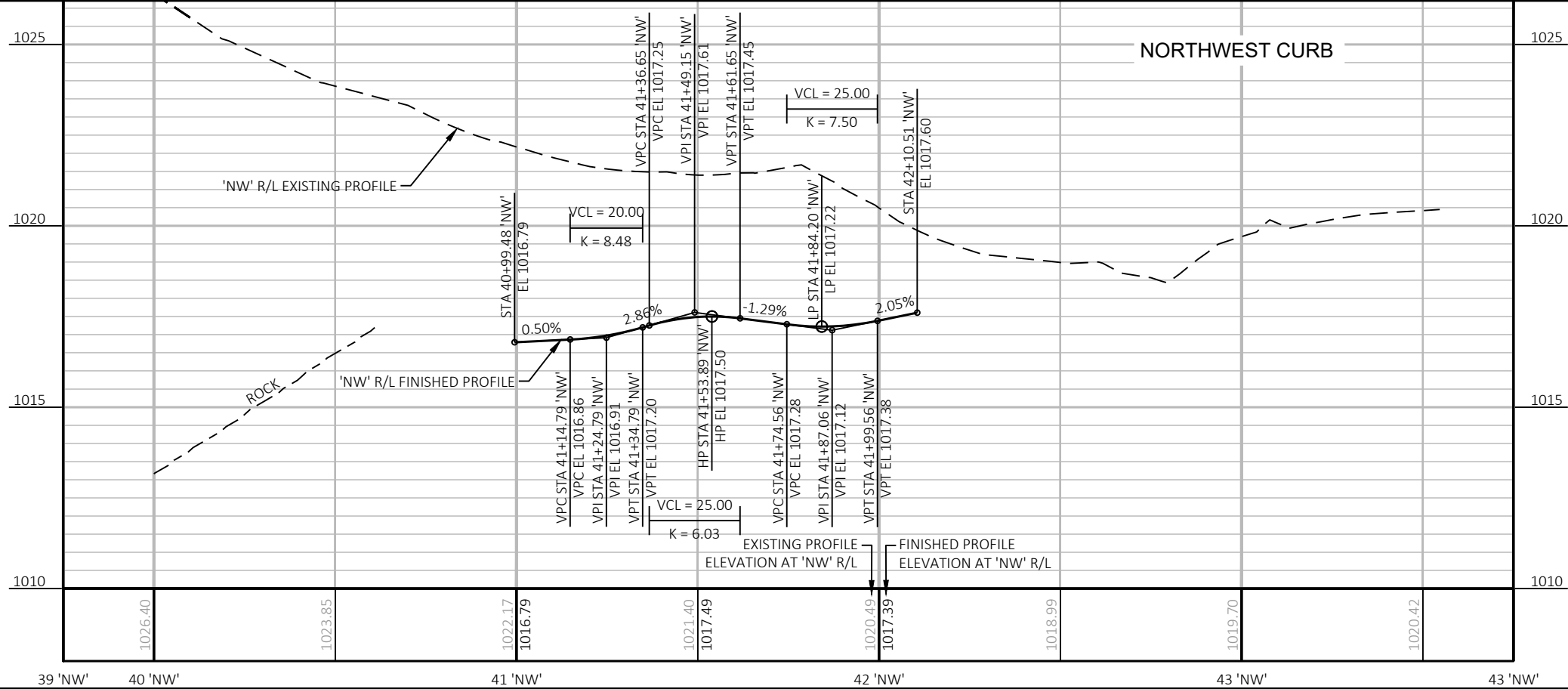
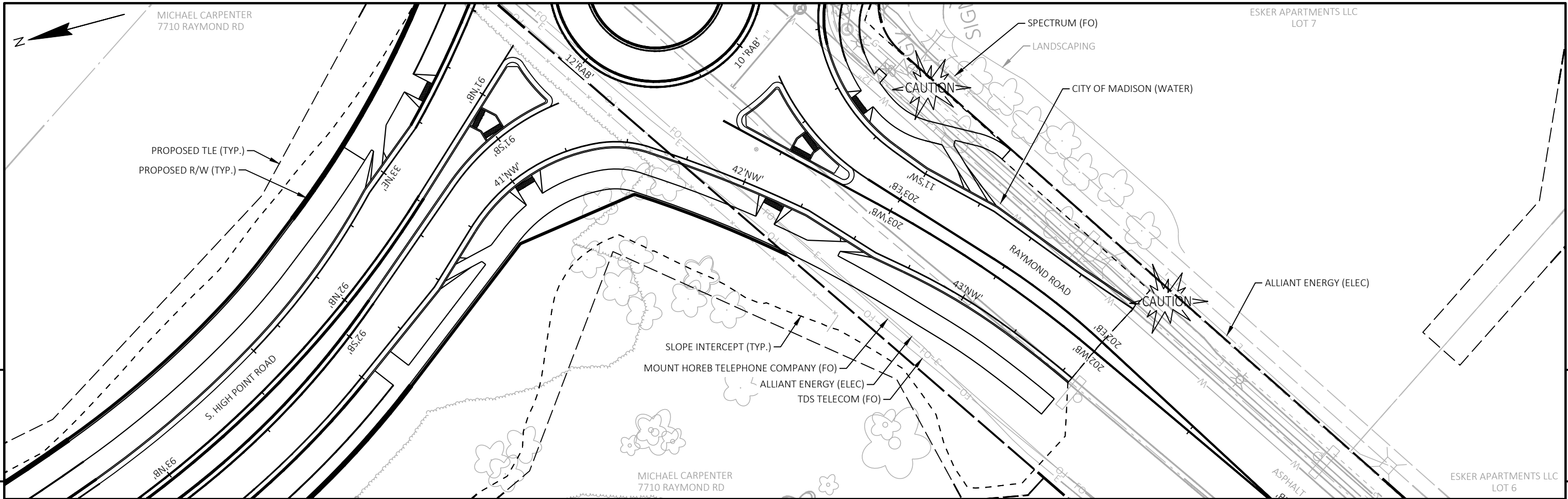


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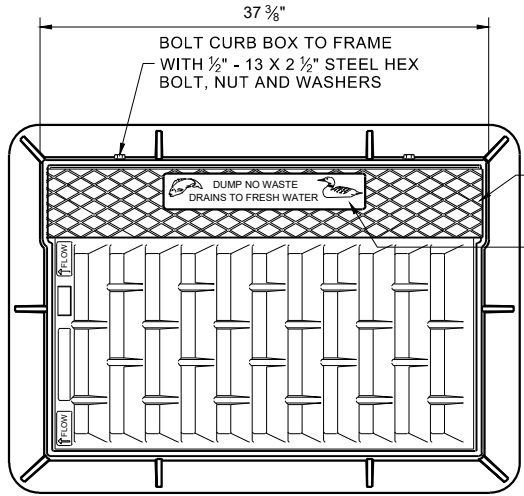






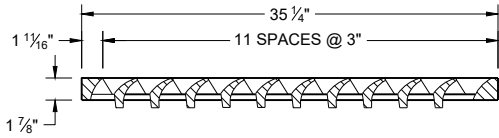
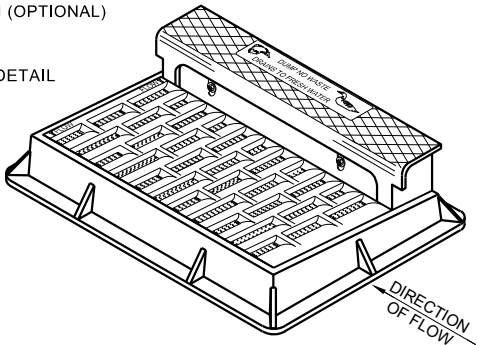
Standard Detail Drawing List

08A05-22A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-22B	INLET COVERS TYPE B, B-A, C, MS, MS-A, DW & WM
08A05-22C	INLET COVERS TYPE F, HM, HM-S, S, T, HM-GJ & HM-GJ-S
08A08-03	CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER
08B09-04	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08C06-03	INLETS 3-FT AND 4-FT DIAMETER
08C07-03	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT & 2X3.5-FT
08C08-03	INLETS MEDIAN 1 AND 2 GRATE
08D01-24A	CONCRETE CURB & GUTTER
08D01-24B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-07	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
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
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E11-02	TURBIDITY BARRIER
08E14-01	TRACKING PAD
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-10	CONDUIT
11B02-02	CONCRETE MEDIAN NOSE
13C19-03	HMA LONGITUDINAL JOINTS
15C02-10A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-10B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-10C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C07-16C	PAVEMENT MARKING ARROWS
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24C	PAVEMENT MARKING (TURN LANES)
15C11-11B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C18-09A	MEDIAN ISLAND PAVEMENT MARKINGS
15C18-09B	PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D30-12A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

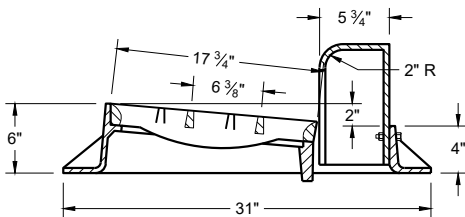
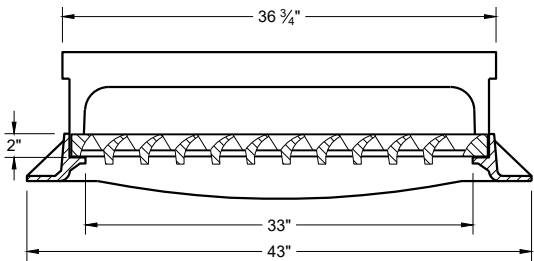
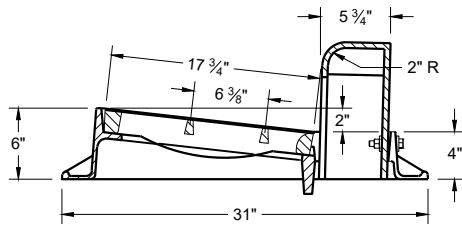
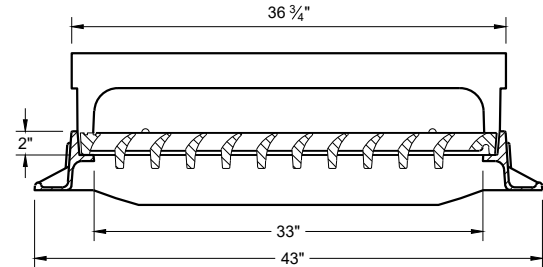


NOTE: EITHER CASTING IS ACCEPTABLE

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



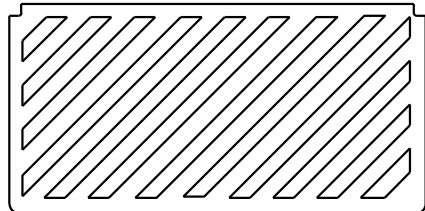
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"



TYPE "H"

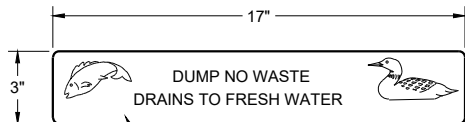
NOTE: EITHER CASTING IS ACCEPTABLE

1 1/8" DIAGONAL BARS WITH 1 5/8" OPENINGS

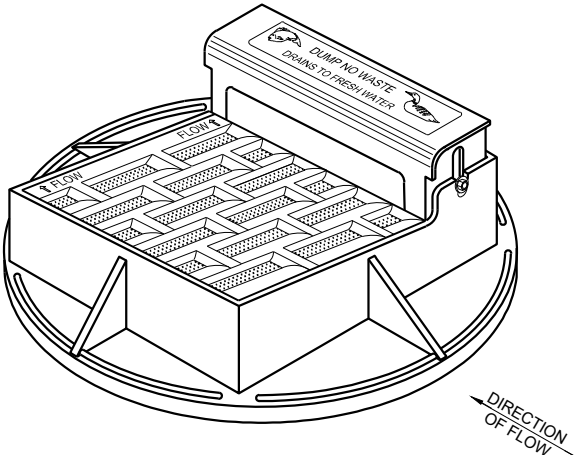


SPECIAL GRATE FOR TYPE "H" COVER

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

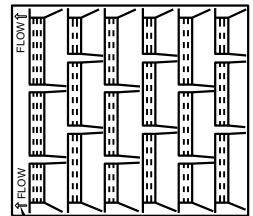


LOGO DETAIL

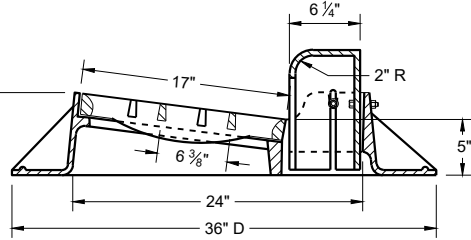
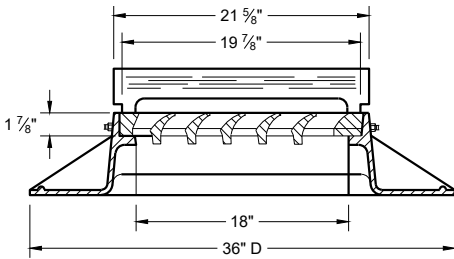
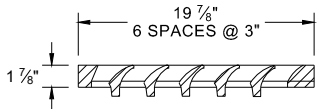


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

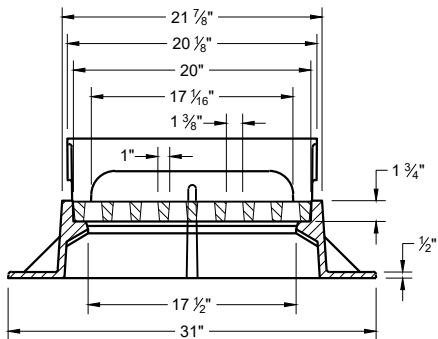
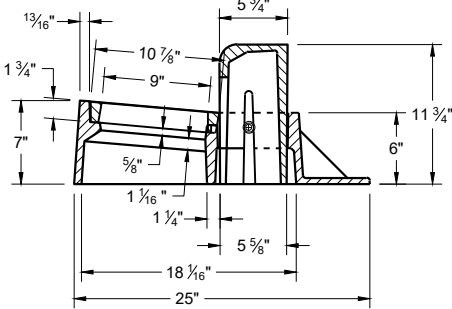
NOTE: EITHER CASTING IS ACCEPTABLE



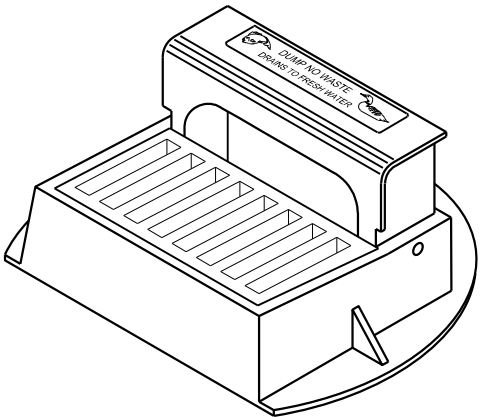
DIRECTION OF FLOW ARROWS



TYPE "A"



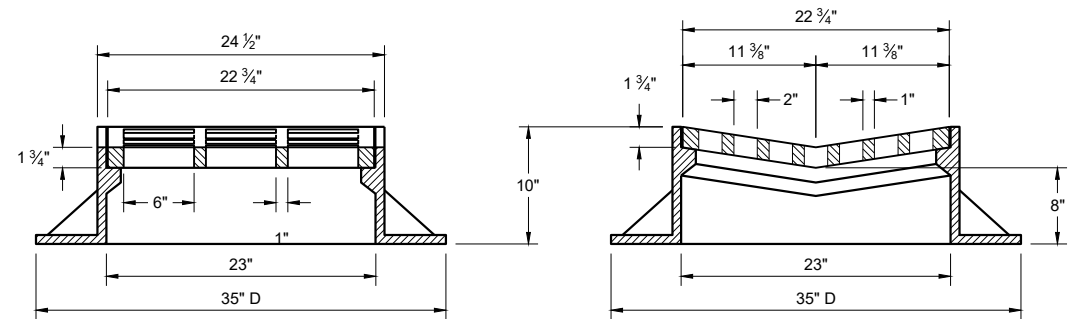
TYPE "Z"



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

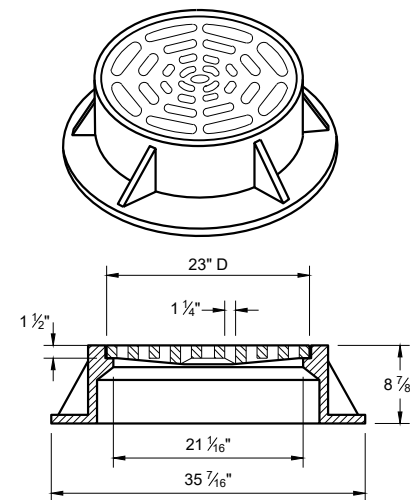
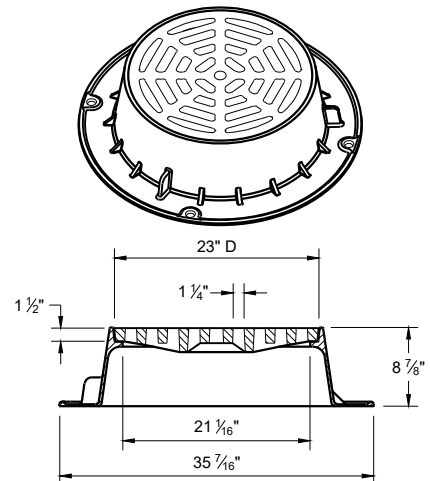
APPROVED
February 2025
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR
FHWA



TYPE "B"

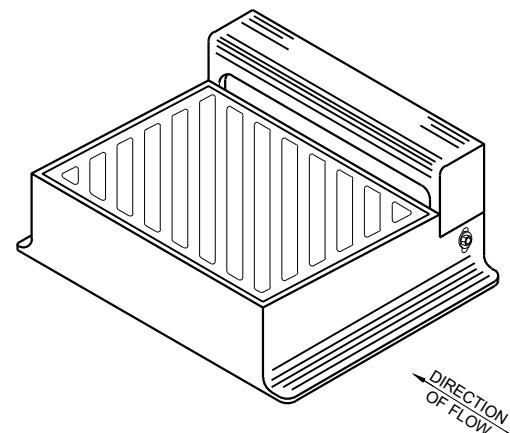
**ALTERNATIVE GRATE FOR
TYPE "B" COVER**

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

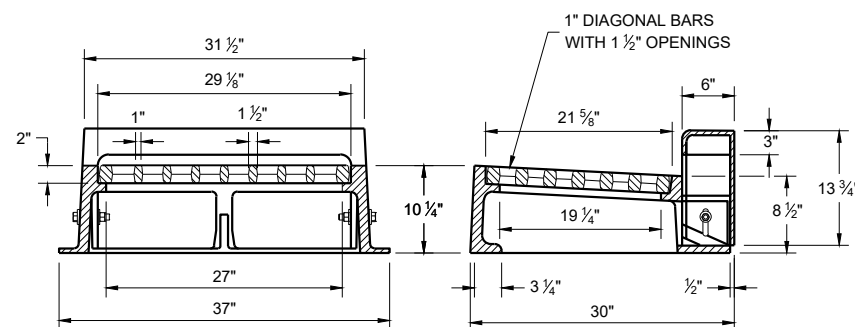


TYPE "C"

NOTE: EITHER CASTING IS ACCEPTABLE



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



TYPE "WM"

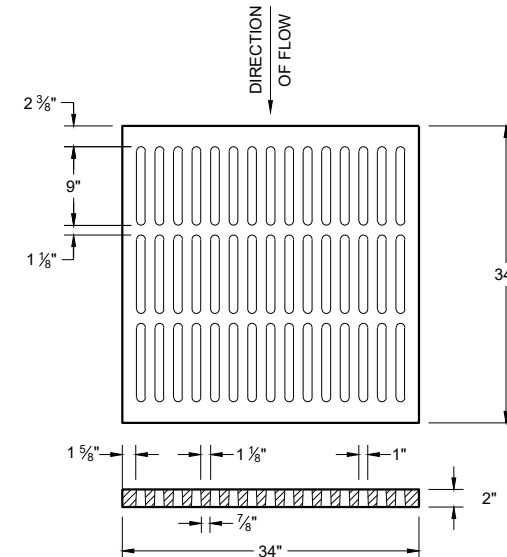
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

GENERAL NOTES

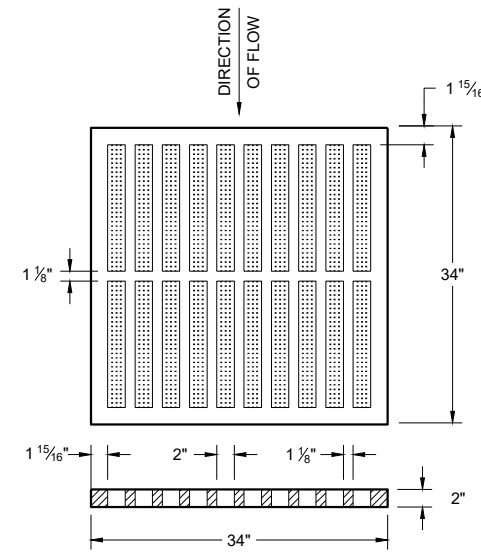
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

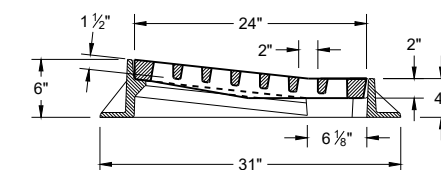
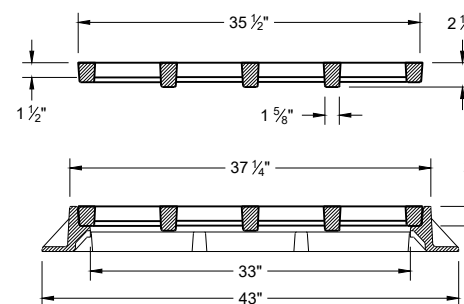
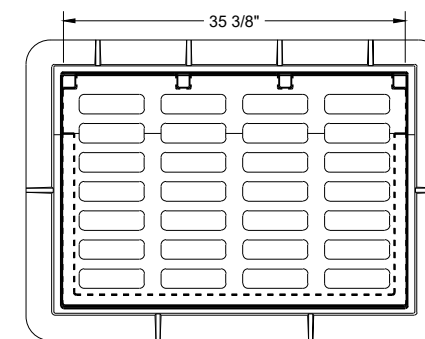
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



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

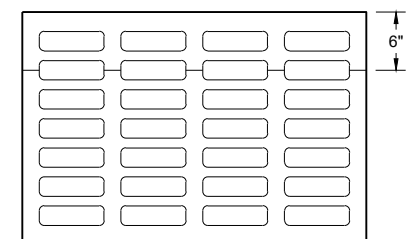
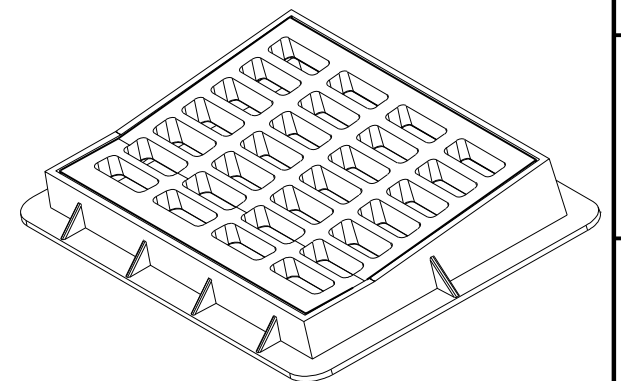


TYPE "MS"
USE ON FREEWAYS AND EXPRESSWAYS
**NOTED AS TYPE MS ON THE
DRAINAGE TABLE**



TYPE "DW"

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



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

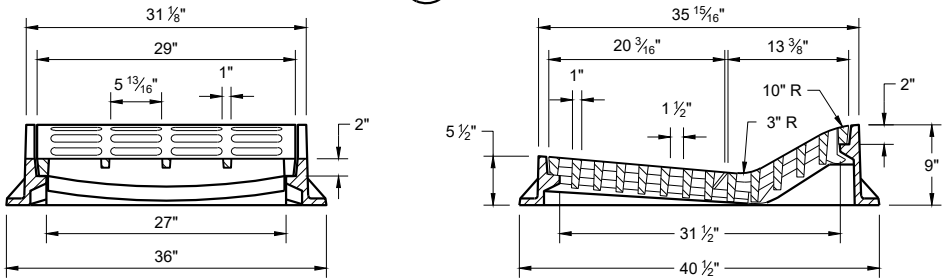
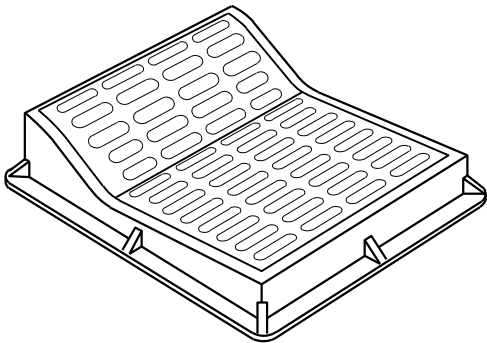
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

GENERAL NOTES

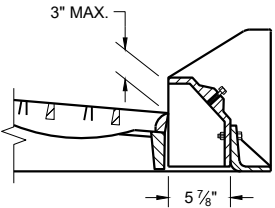
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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



TYPE "F"

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

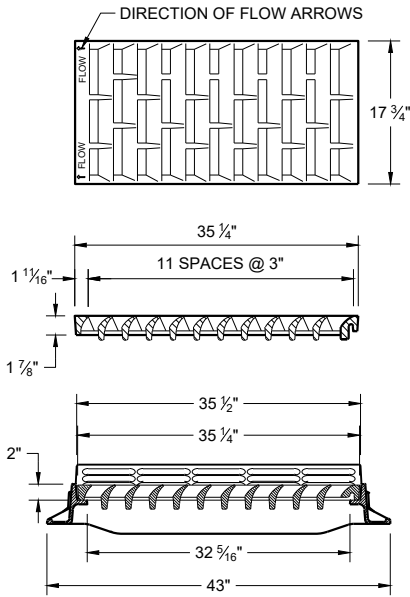


ALTERNATIVE CURB BOX
FOR TYPE "HM" COVER

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

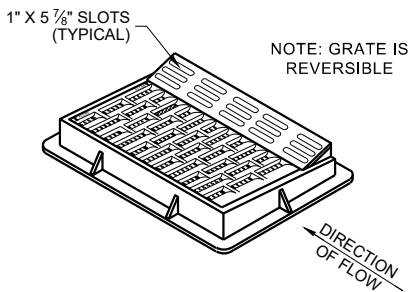
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

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

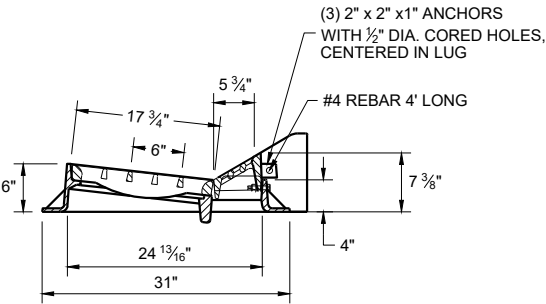


TYPE "HM"

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

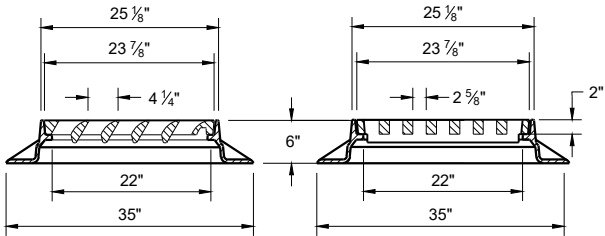
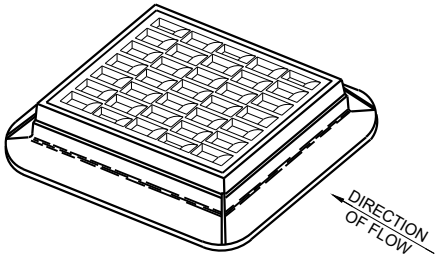


NOTE: GRATE IS REVERSIBLE

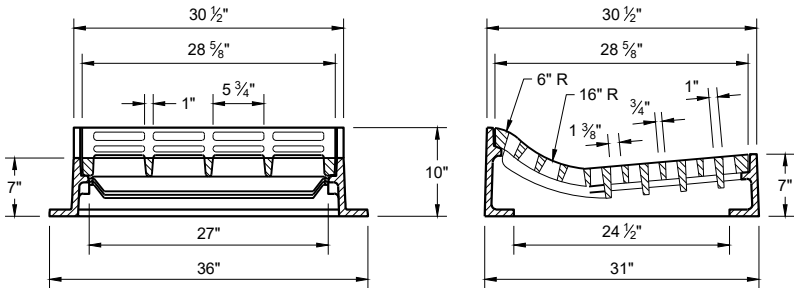
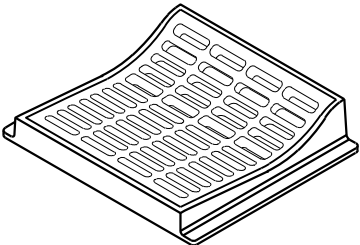


NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

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



TYPE "S"



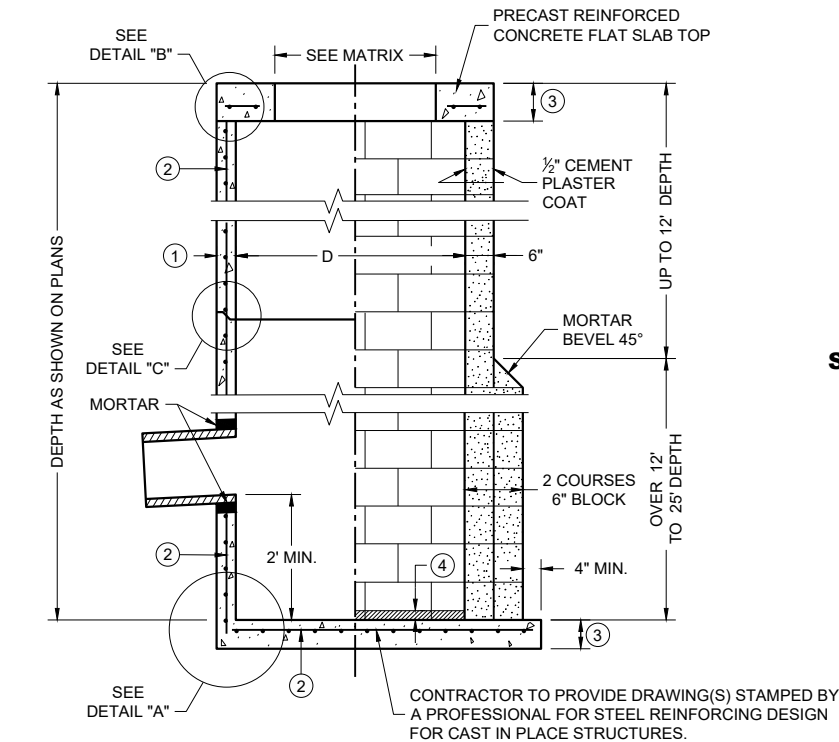
TYPE "T"

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

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

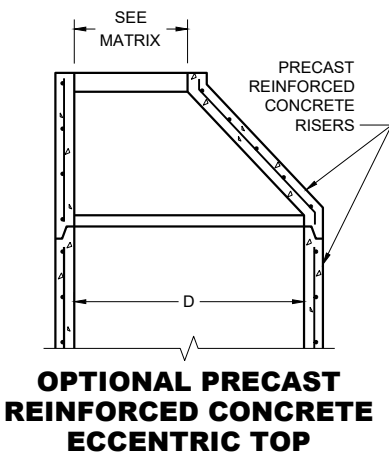
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

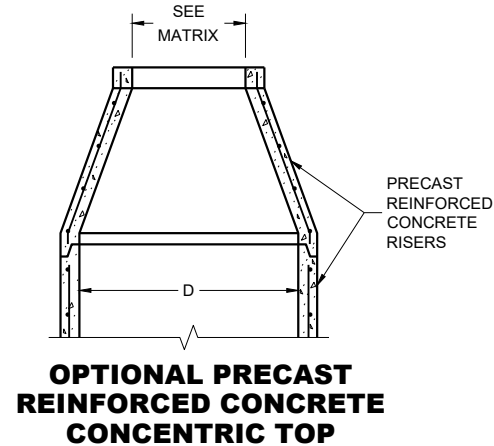


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

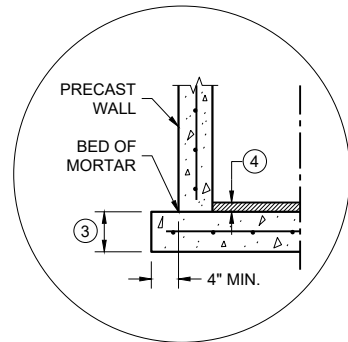
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE ②



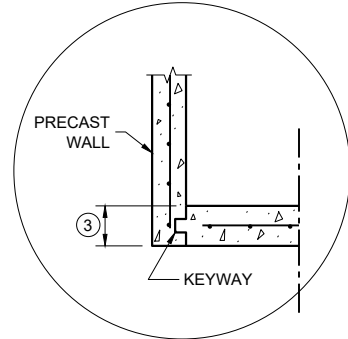
PLAN VIEW CIRCULAR OPENING



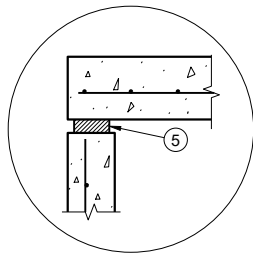
PLAN VIEW RECTANGULAR OPENING



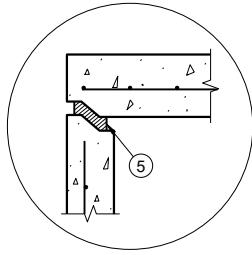
SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION



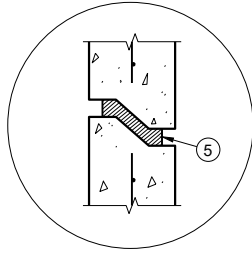
PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



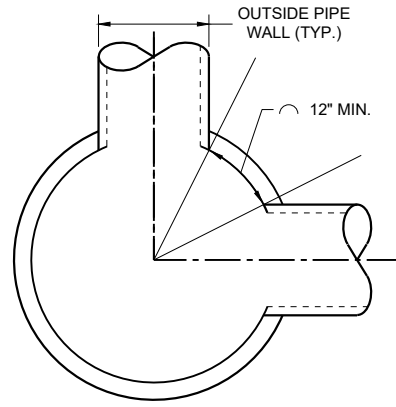
TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT



MINIMUM HORIZONTAL PIPE SEPARATION

COVER MATRIX

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

* REQUIRES 5-FT DIAMETER OR LARGER STRUCTURE

PIPE MATRIX

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

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

GENERAL NOTES

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

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

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

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

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

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

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

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

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

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

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

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

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

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

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

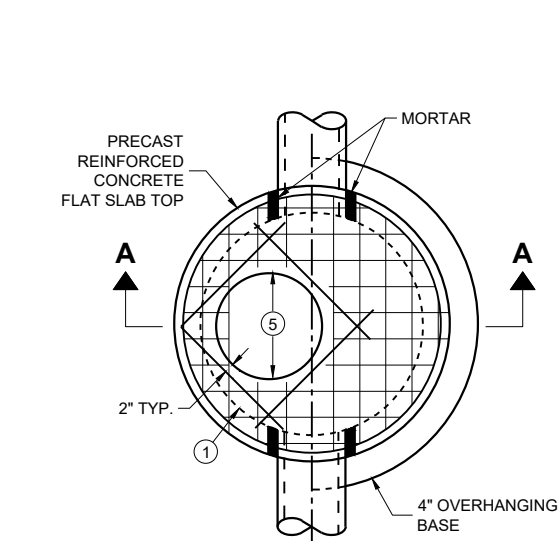
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

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

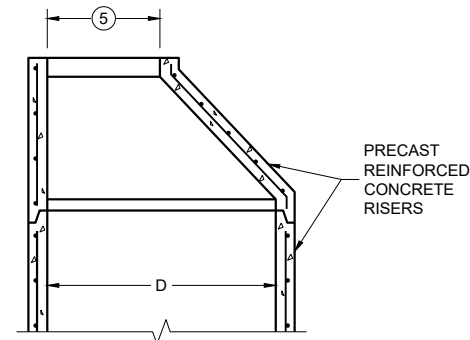
**CATCH BASINS, 3-FT.
4-FT., 5 FT., AND
6-FT. DIAMETER**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

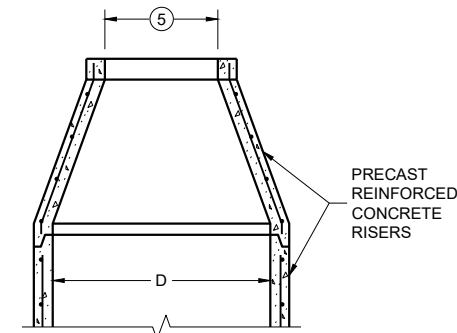
APPROVED
December 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA



PLAN VIEW
CIRCULAR OPENING



OPTIONAL PRECAST
REINFORCED CONCRETE
ECCENTRIC TOP



OPTIONAL PRECAST
REINFORCED CONCRETE
CONCENTRIC TOP

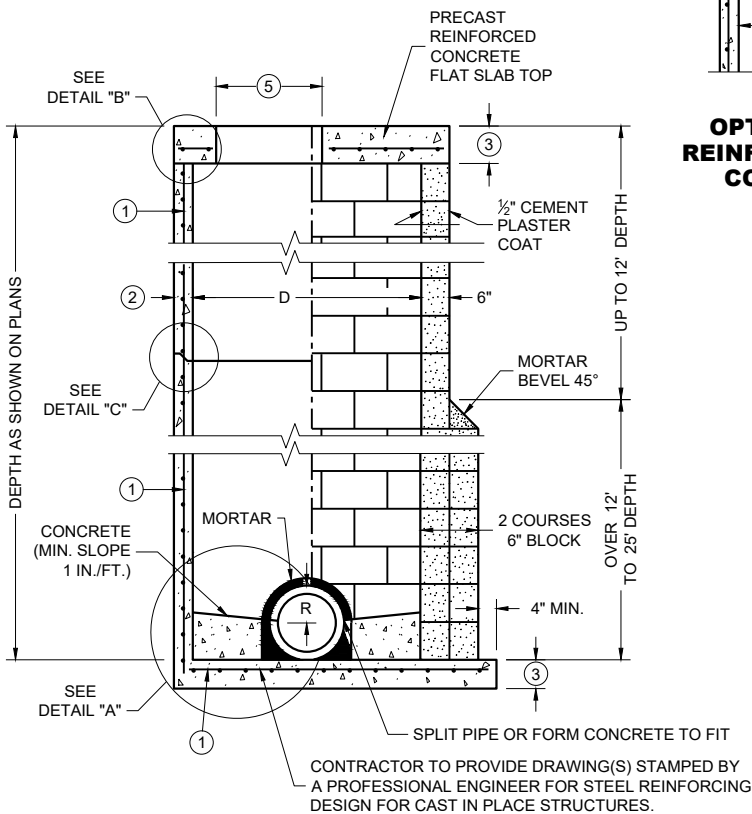
MANHOLE COVER OPENING MATRIX

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

PIPE MATRIX

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

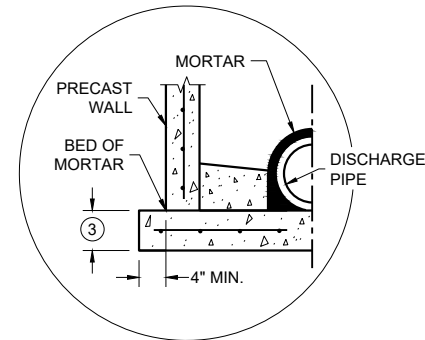
*A 36" PIPE AND A 42" PIPE CAN BE PLACED WITHIN 90 DEGREES.
SEE MINIMUM HORIZONTAL PIPE SEPARATION DETAIL.



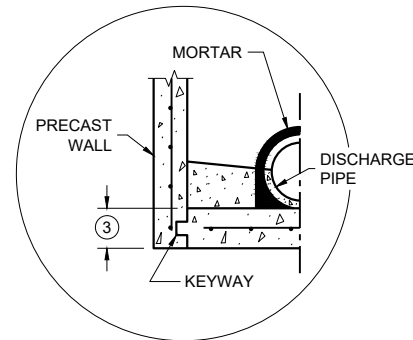
SECTION A - A

PRECAST REINFORCED
CONCRETE WITH
MONOLITHIC BASE

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

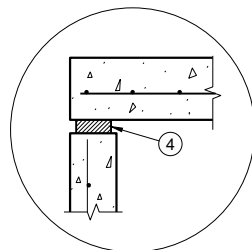


SEPARATE PRECAST REINFORCED
CONCRETE BASE OPTION

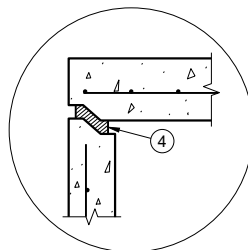


PRECAST REINFORCED CONCRETE
WITH INTEGRAL BASE OPTION

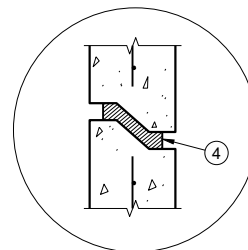
DETAIL "A"



TOP WITH PLAIN
END JOINT



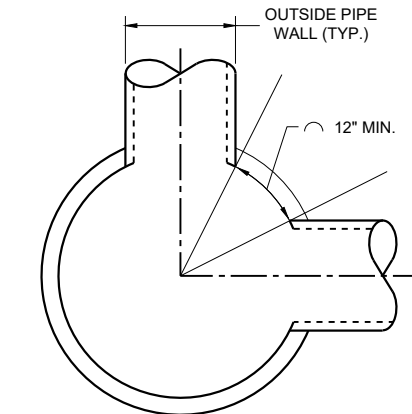
TOP WITH TONGUE
AND GROOVE JOINT



RISER WITH TONGUE
AND GROOVE JOINT

DETAIL "B"

DETAIL "C"



MINIMUM HORIZONTAL
PIPE SEPARATION

DETAIL "D"

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

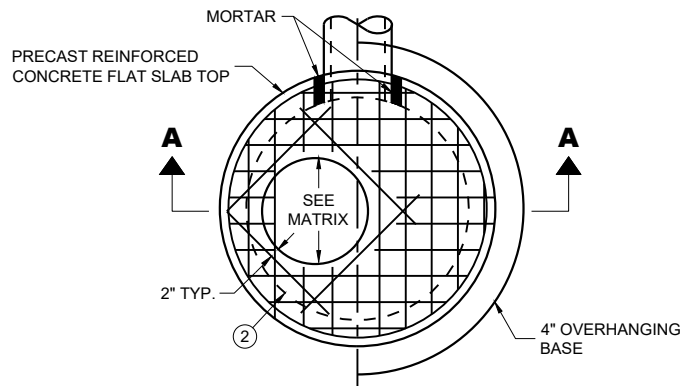
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

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

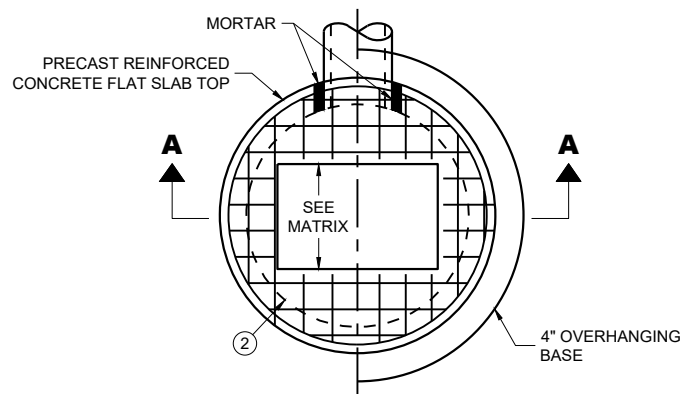
MANHOLES, 3-FT, 4-FT
5-FT, 6-FT, 7-FT, 8-FT, 9-FT
AND 10-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

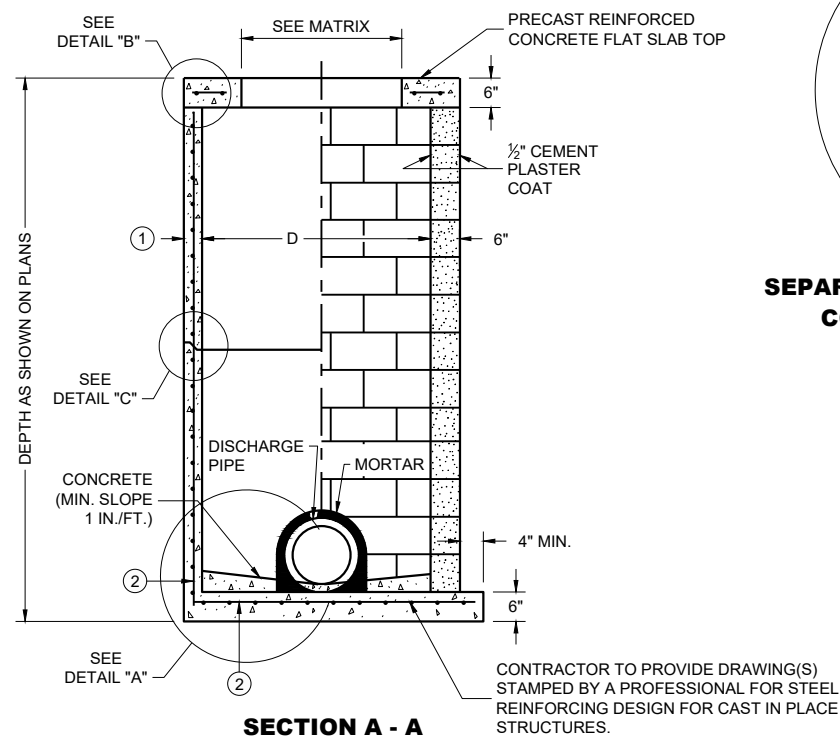
APPROVED
December 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA



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

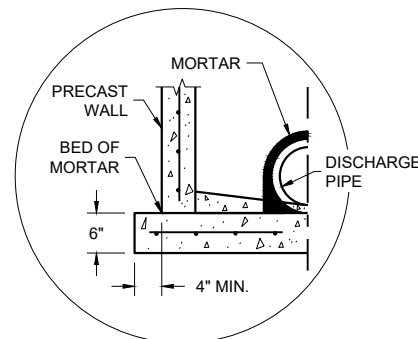
CIRCULAR INLETS WITH FLAT TOP

CATCH BASIN COVER OPENING MATRIX

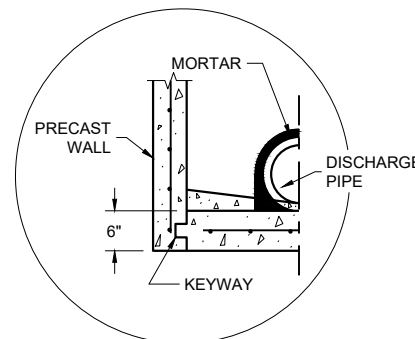
INLET SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V V-B	WM	Z
	OPENING SIZE (FT.)											
3-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
4-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
	2 X 2.5			X				X	X	X	X	
	2 X 3						X					
	2.5 X 3					X						

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

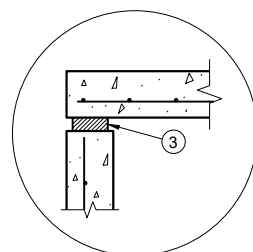


SEPARATE PRECAST REINFORCED
CONCRETE BASE OPTION

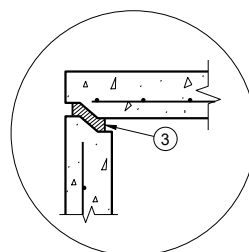


PRECAST REINFORCED CONCRETE
WITH INTEGRAL BASE OPTION

DETAIL "A"

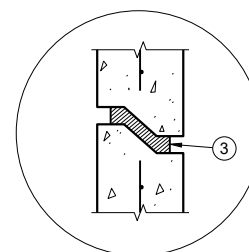


TOP WITH PLAIN
END JOINT



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

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

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

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

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

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

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

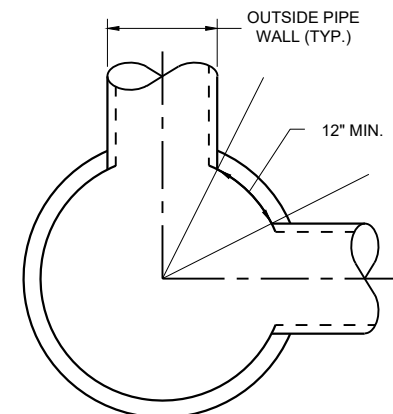
ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

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

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

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

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

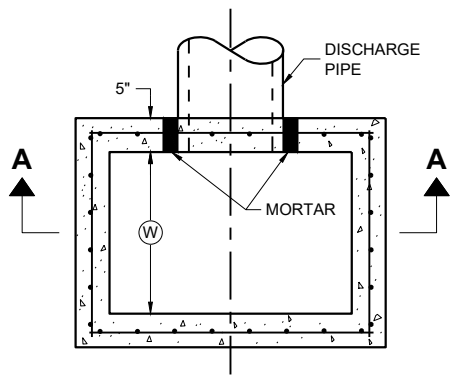


MINIMUM HORIZONTAL PIPE
SEPARATION
DETAIL "D"

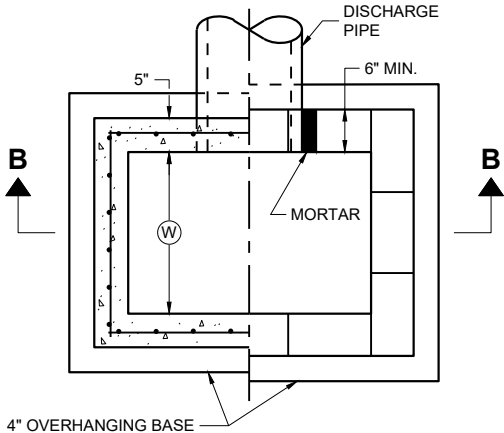
INLETS 3-FT
AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

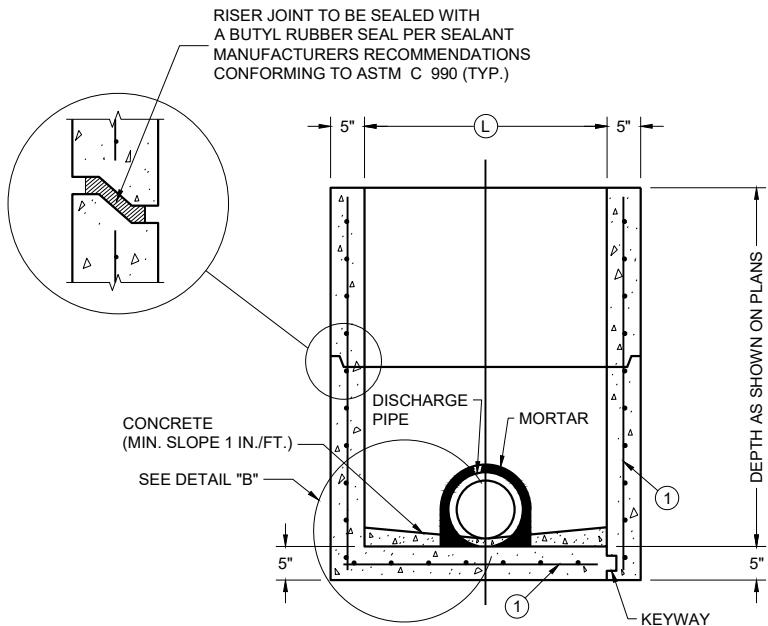
APPROVED
December 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



PLAN VIEW



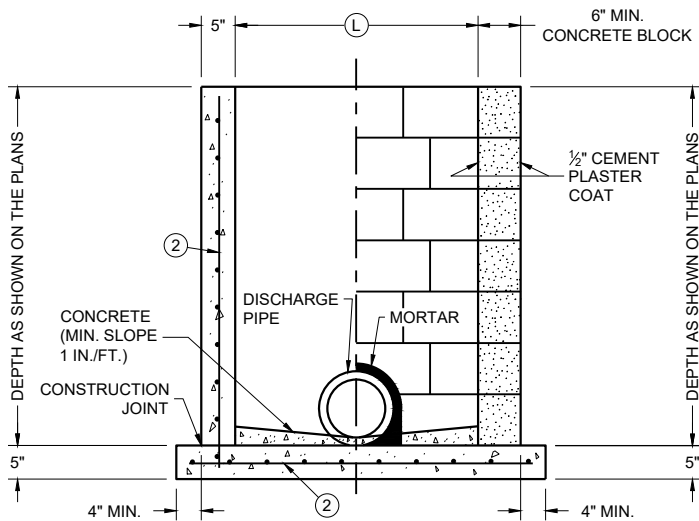
PLAN VIEW



PRECAST REINFORCED
CONCRETE WITH
MONOLITHIC BASE

PRECAST REINFORCED
CONCRETE WITH
INTEGRAL BASE

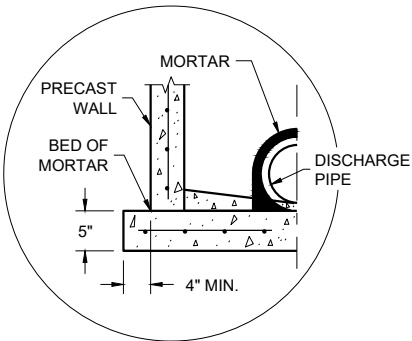
SECTION A - A



CAST IN PLACE
REINFORCED
CONCRETE

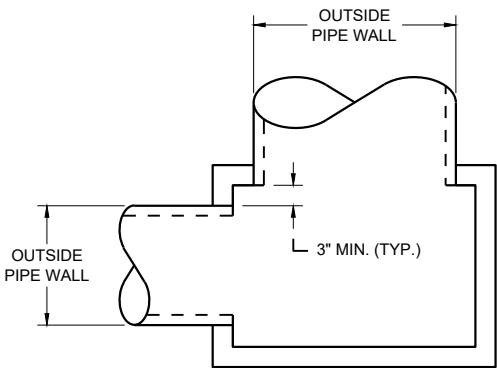
CONCRETE BLOCK WITH
CAST IN PLACE OR
PRECAST REINFORCED
CONCRETE BASE ①

SECTION B - B



SEPARATE PRECAST REINFORCED
CONCRETE BASE OPTION

DETAIL "B"



DETAIL "A"

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

CATCH BASIN COVER MATRIX

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

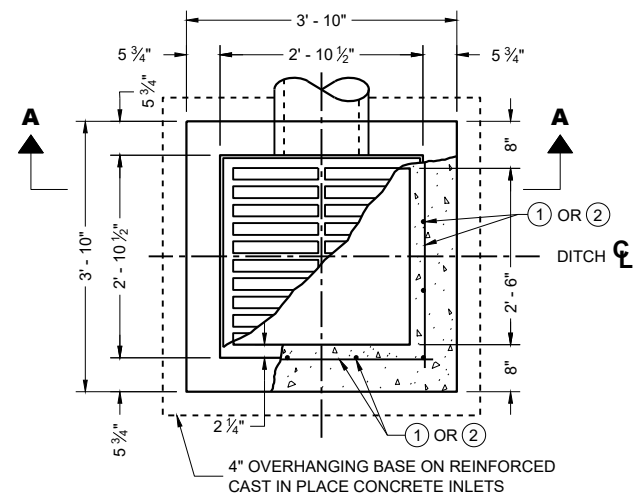
PIPE MATRIX

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

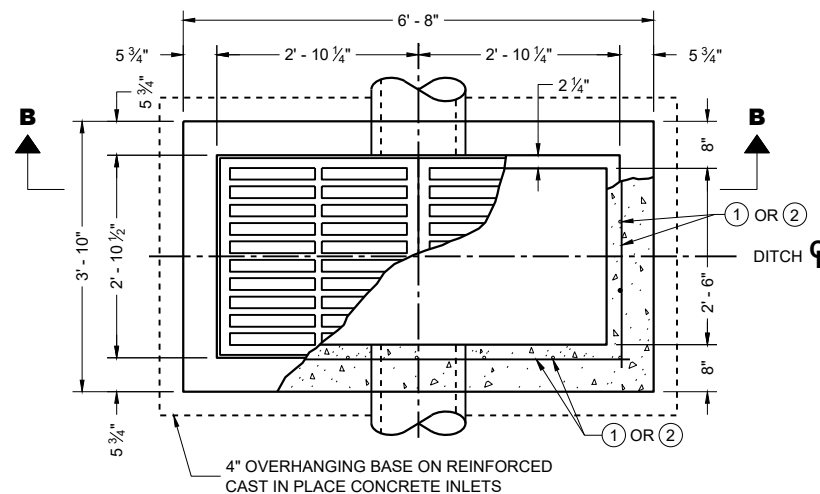
INLETS 2 X 2-FT, 2 X 2.5-FT,
2 X 3-FT, 2.5 X 3-FT
AND 2 X 3.5-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

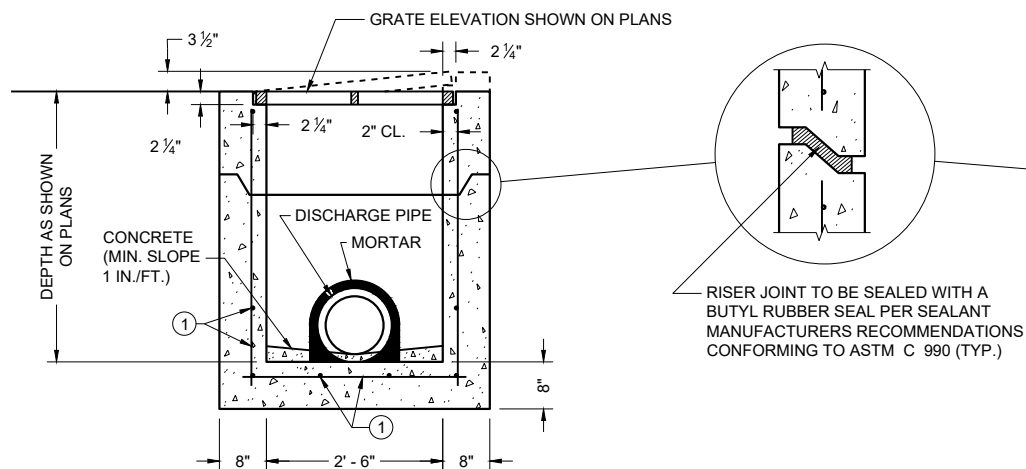
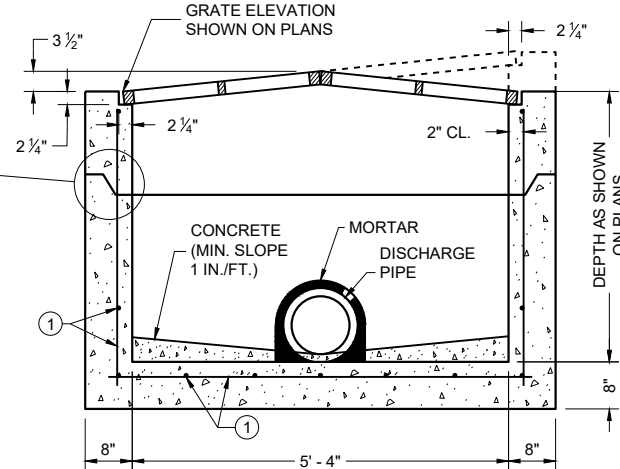
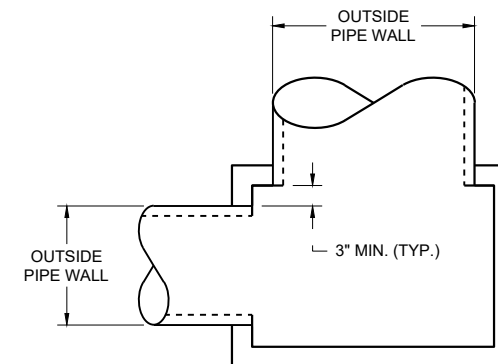
APPROVED
December 2023 /S/ Rodney Taylor
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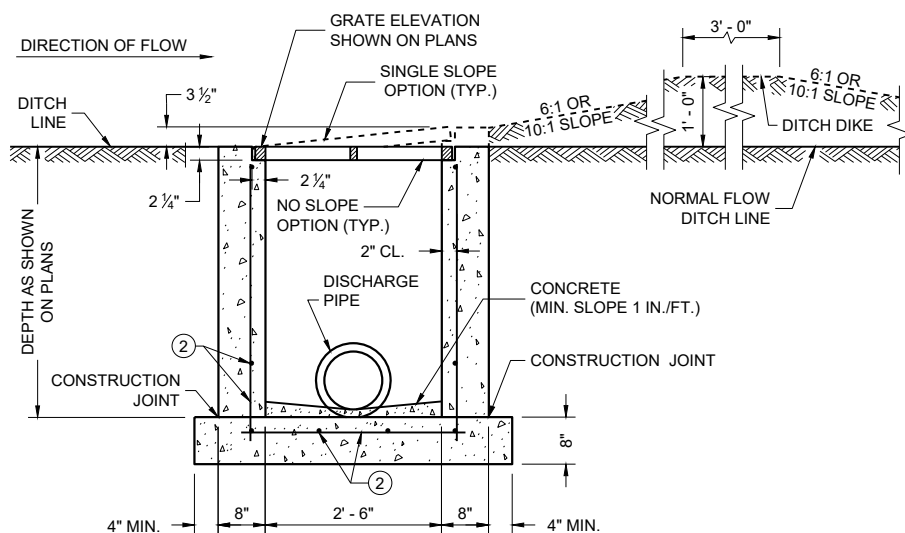
PLAN VIEW



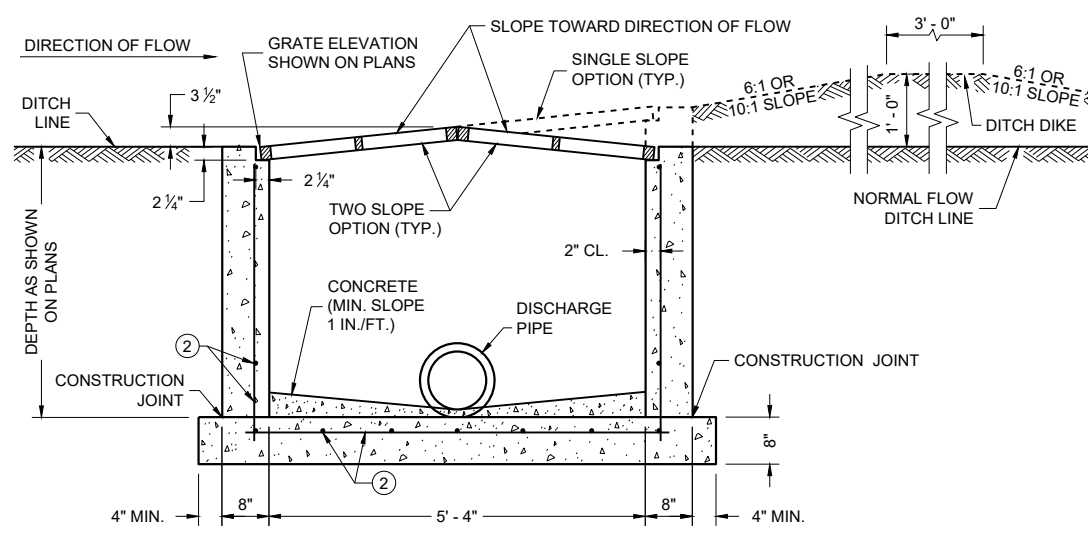
PLAN VIEW

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

DETAIL "A"

REINFORCED CAST IN PLACE CONCRETE
SECTION A - A

INLETS MEDIAN 1 GRATE

REINFORCED CAST IN PLACE CONCRETE
SECTION B - B

INLETS MEDIAN 2 GRATE

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

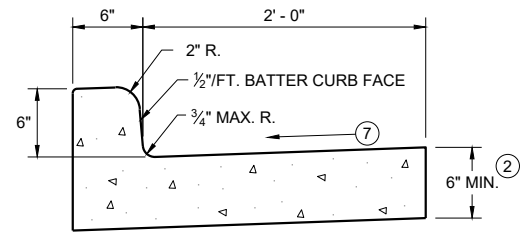
PIPE MATRIX

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

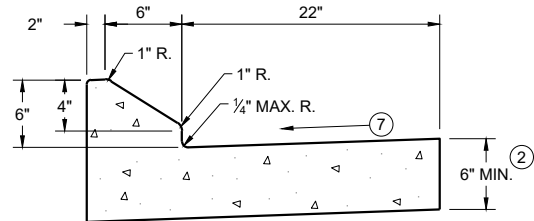
INLETS
MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

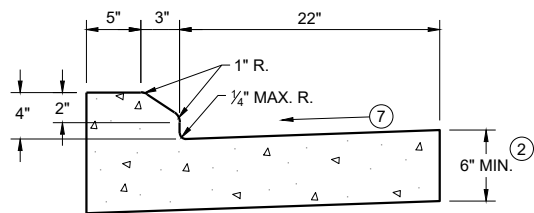
APPROVED
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FHWA UNIT SUPERVISOR



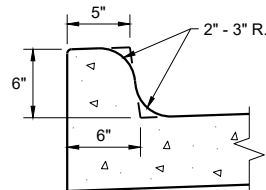
TYPES A^① & D



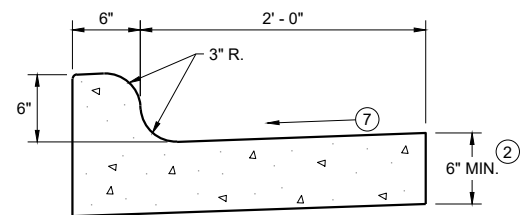
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

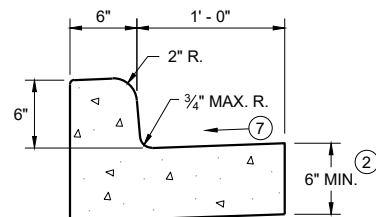


TYPES K^① & L
(OPTIONAL CURB SHAPE)



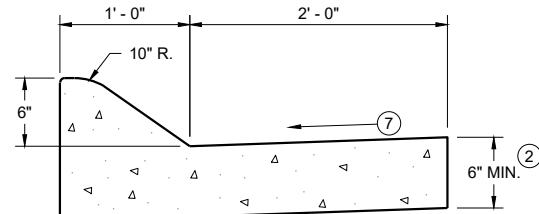
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

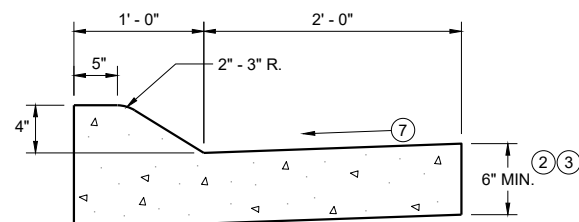


TYPES A^① & D

CONCRETE CURB AND GUTTER 18"

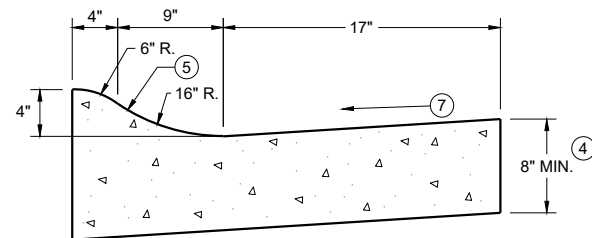


6" SLOPED CURB TYPES A^① & D



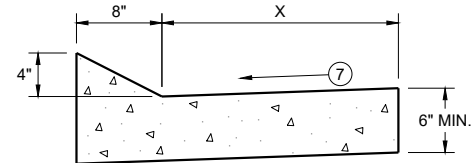
4" SLOPED CURB TYPES A^① & D

CONCRETE CURB AND GUTTER 36"



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

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

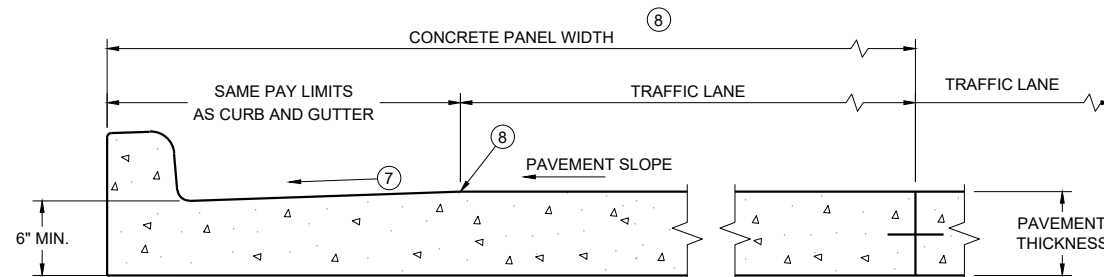


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

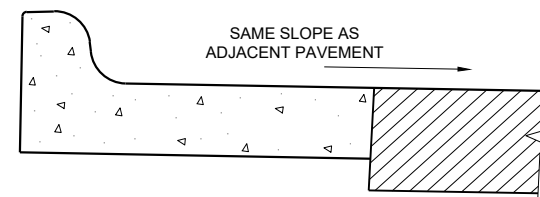
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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

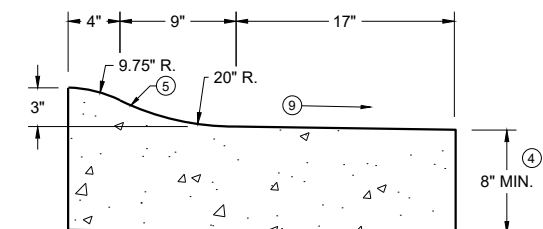


PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB AND GUTTER

* 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

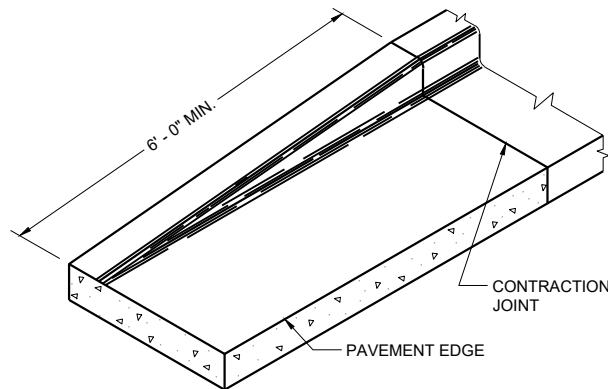
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

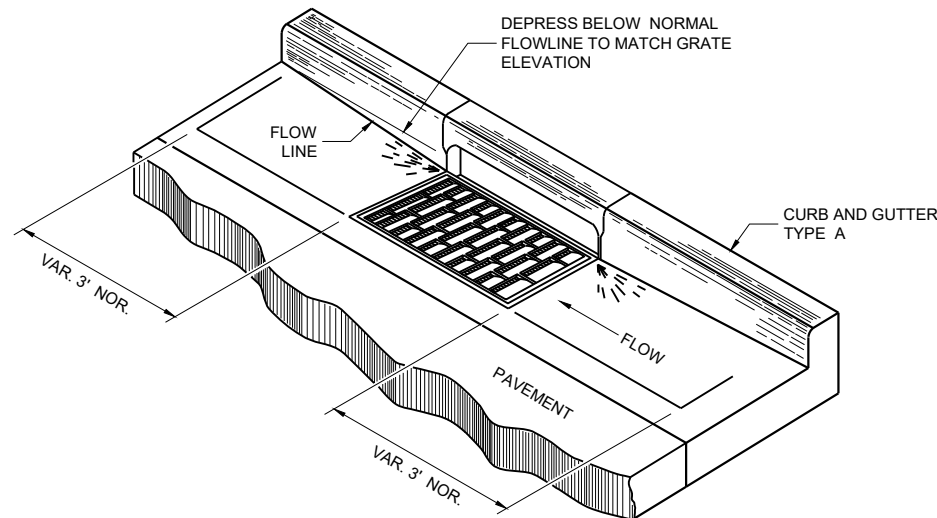
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

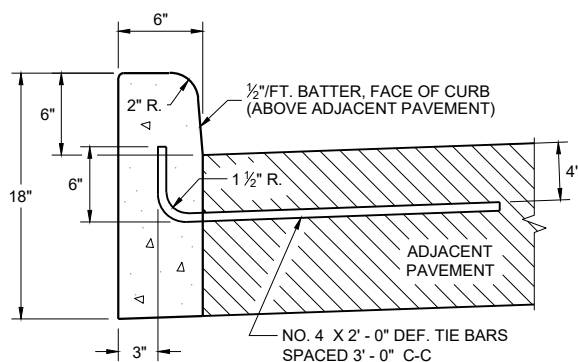


END SECTION CURB AND GUTTER

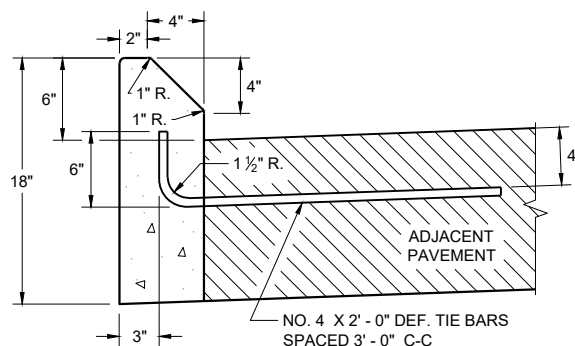


DETAIL OF CURB AND GUTTER AT INLETS

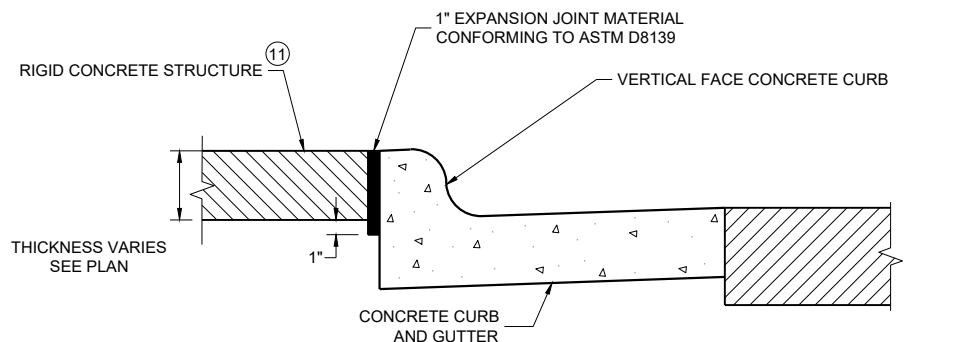
(TYPICAL H INLET COVER SHOWN)



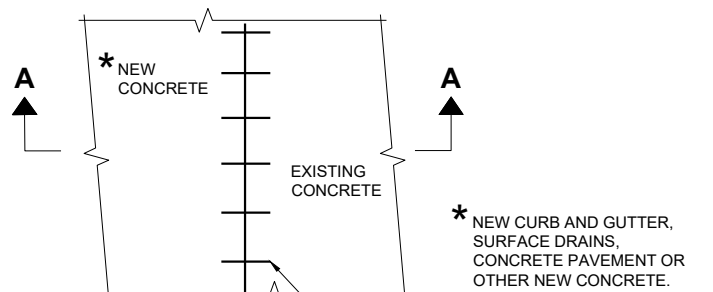
TYPES A^① & D



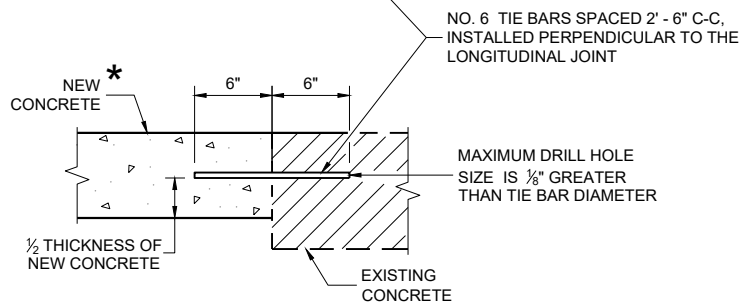
**TYPES G^① & J
CONCRETE CURB**



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



PLAN VIEW



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

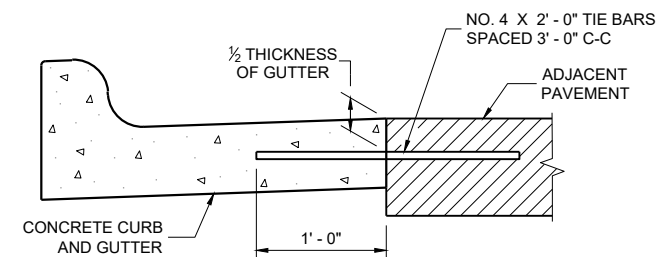
GENERAL NOTES

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

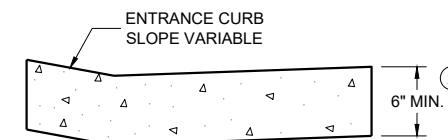
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

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



TYPICAL TIE BAR LOCATION^①



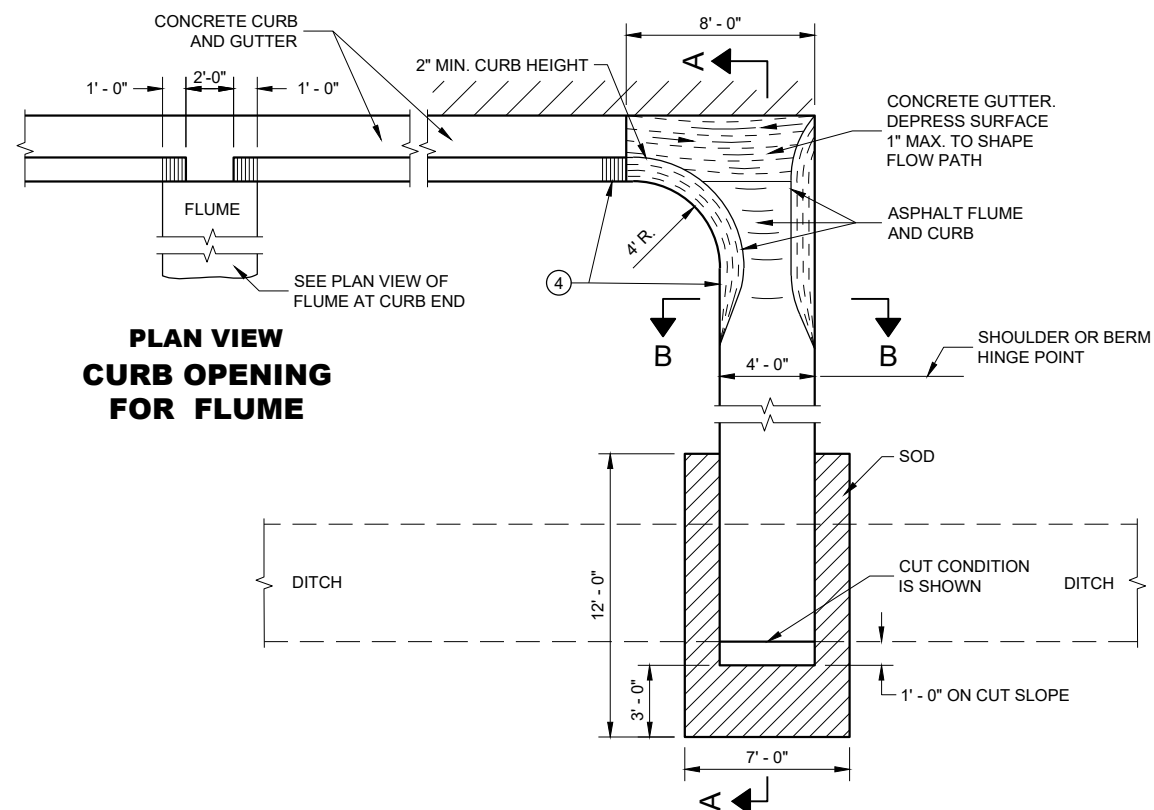
**DRIVEWAY ENTRANCE CURB^⑩
(WHEN DIRECTED BY THE ENGINEER)**

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

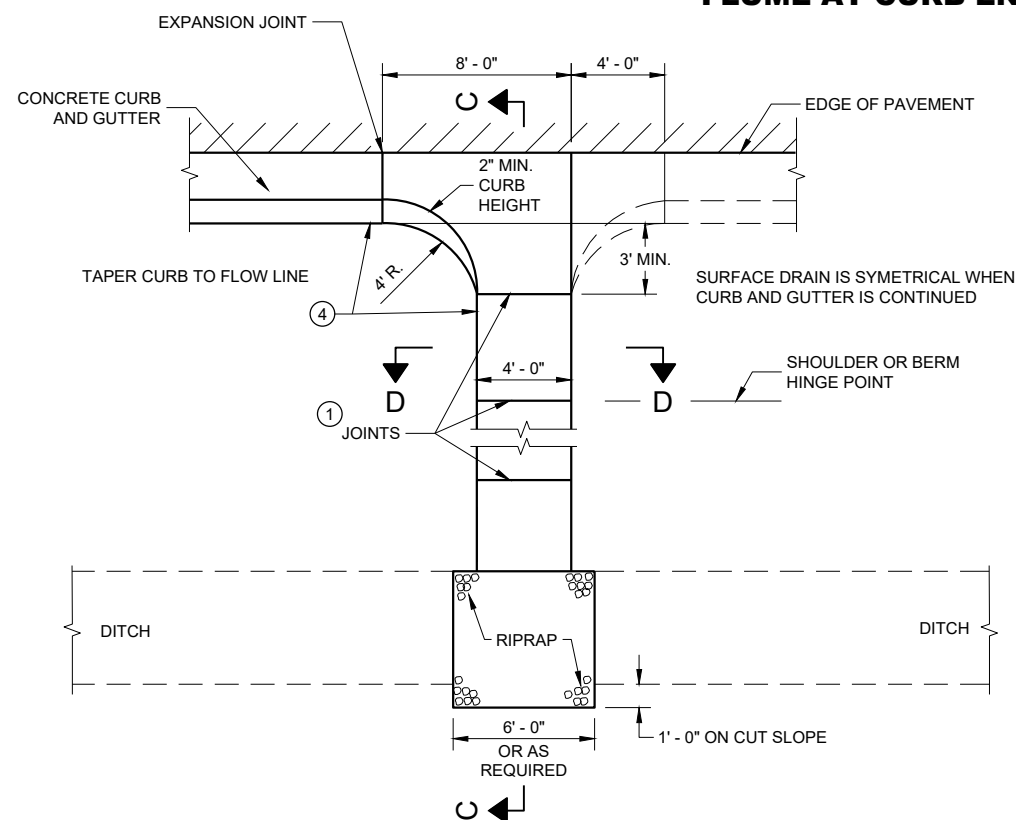
APPROVED
February 2025 DATE /S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

ASPHALTIC FLUME



**PLAN VIEW
CURB OPENING
FOR FLUME**

PLAN VIEW
FLUME AT CURB END

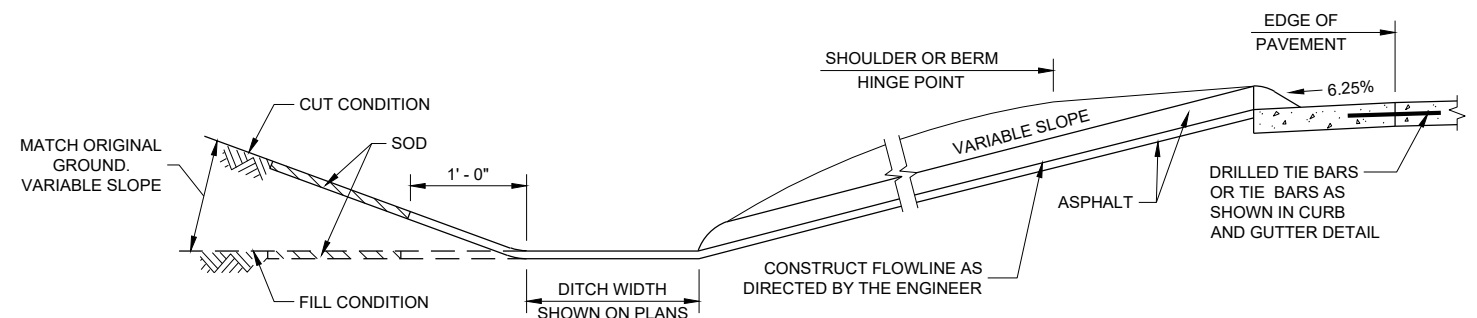


PLAN VIEW
CONCRETE SURFACE DRAIN

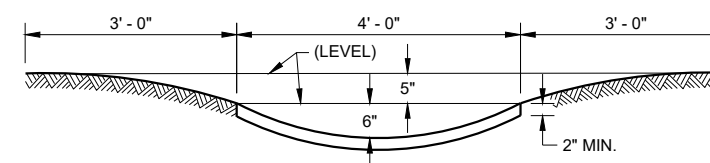
GENERAL NOTES

4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

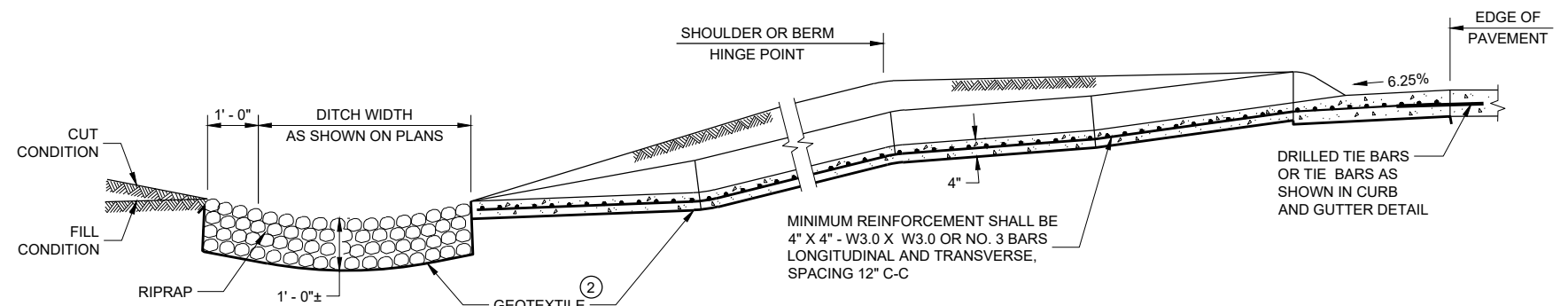
- ① JOINTS SHALL BE $\frac{1}{8}$ " TO $\frac{1}{4}$ " WIDE BY $\frac{1}{2}$ " DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
- ② GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
- ③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
- ④ ANGLE OF FLUME IN RELATION TO BACK OF CURB TO BE CONSTRUCTED PER THE PLAN DETAILS OR AS DIRECTED BY THE ENGINEER. ANGLE OF FLUME MAY BE OTHER THAN 90 DEGREES AS SHOWN.



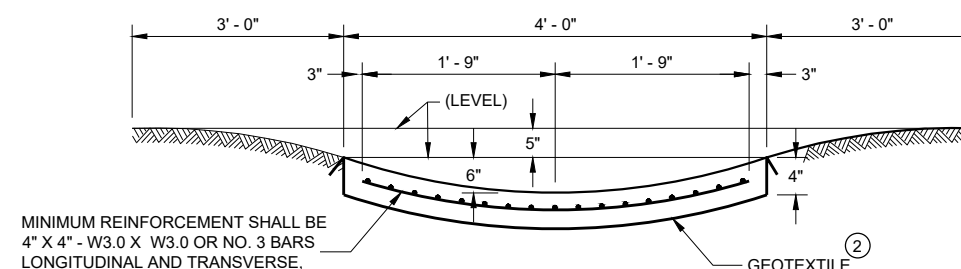
SECTION A - A



SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
 DATE

/s/ Rodney Taylor
 ROADWAY STANDARDS DEVELOPMENT
 ENGINEER

147

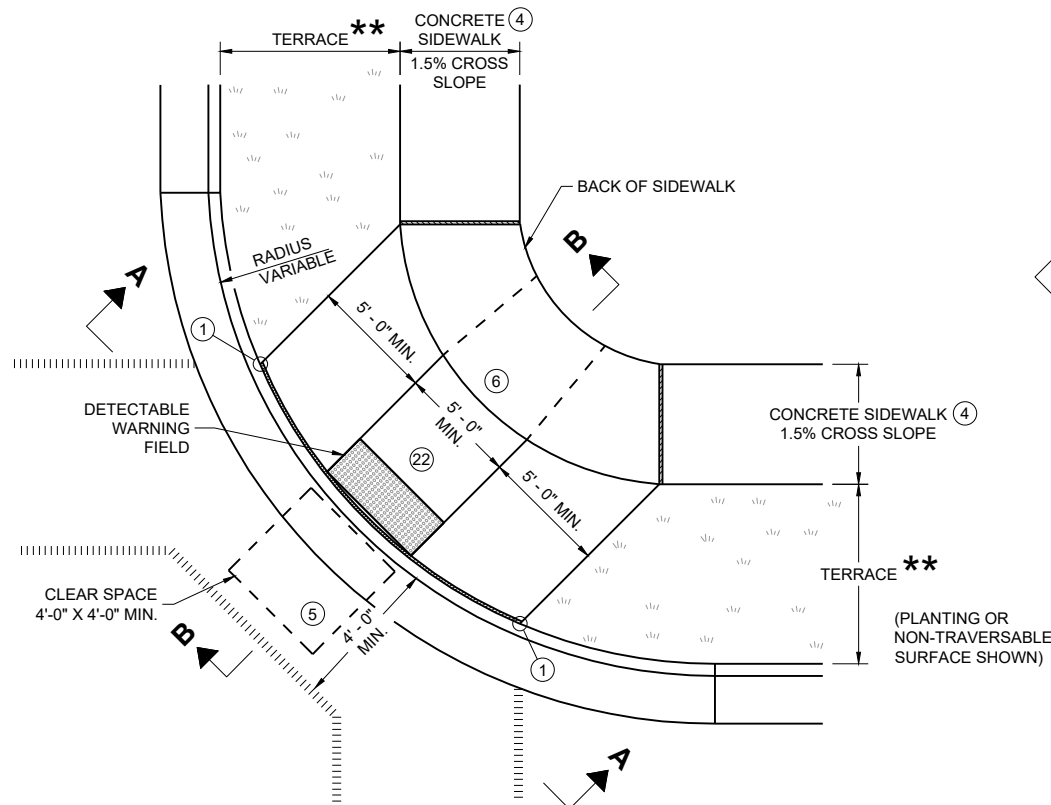
FHWA

6

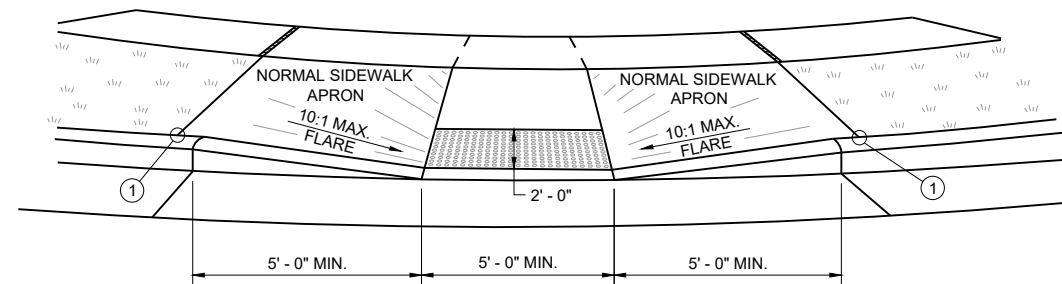
SDD 08D04 - 07

6 |

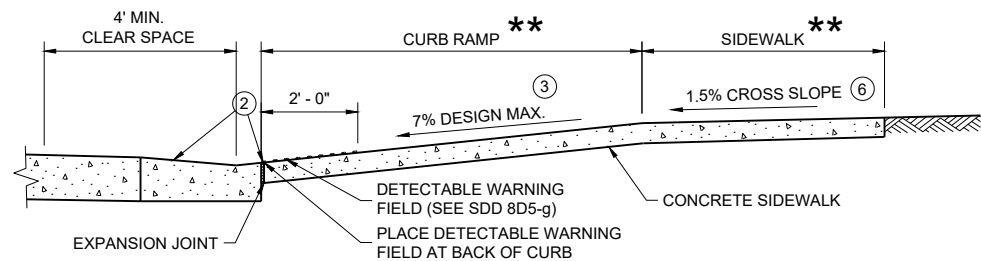
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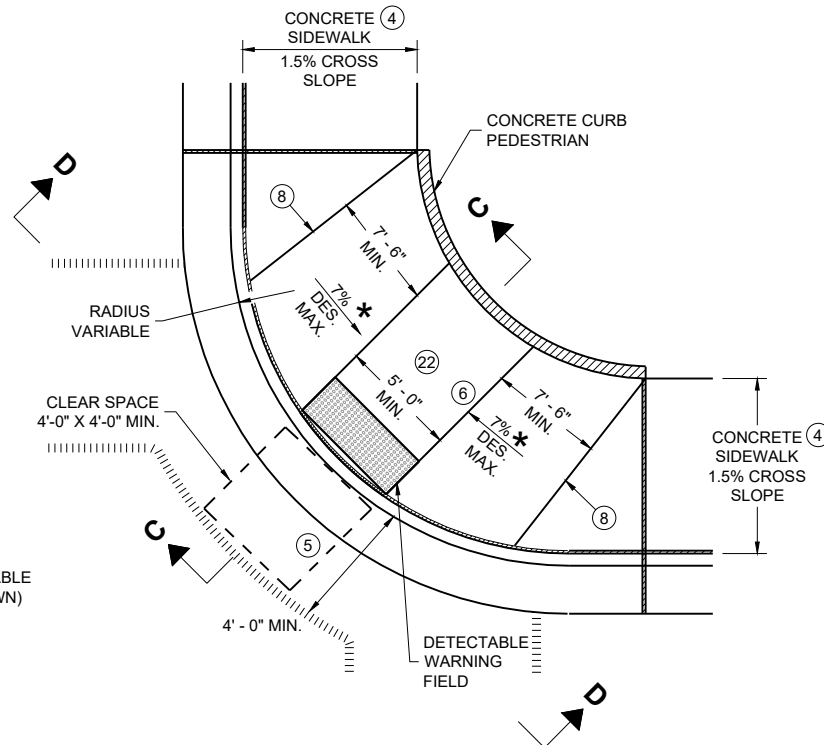
PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)



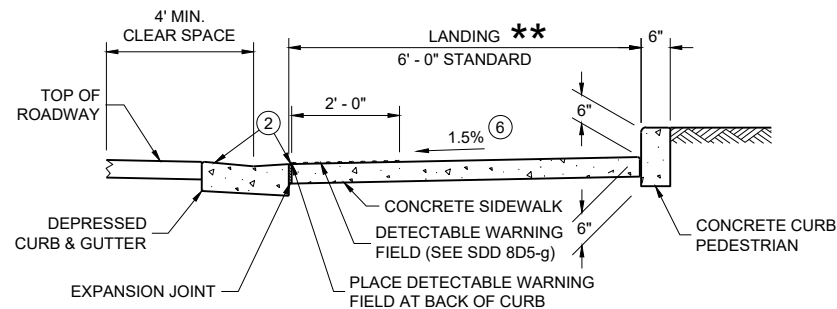
VIEW A - A FOR TYPE 1



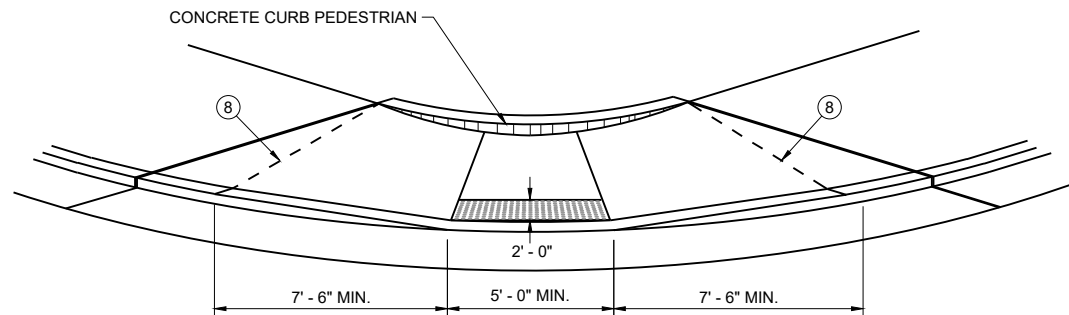
SECTION B - B FOR TYPE 1



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.

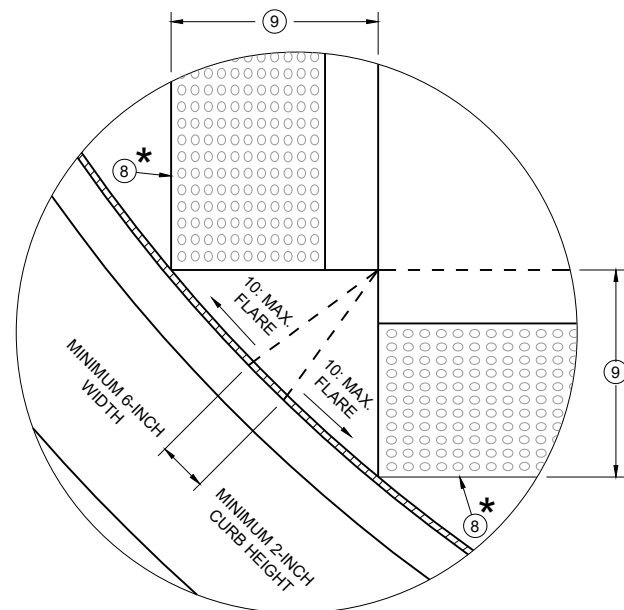
- ① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
- ② GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% 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.
- ⑰ A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- ⑳ THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

LEGEND

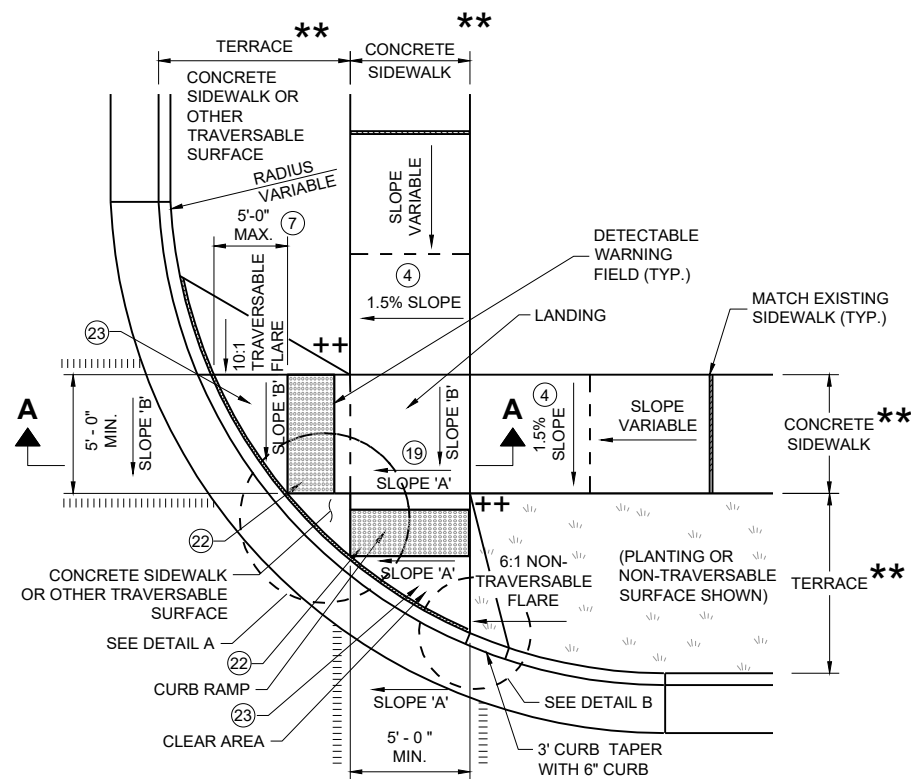
- ===== 1/2" EXPANSION JOINT SIDEWALK
- - - - - CONTRACTION JOINT FIELD LOCATED
- ||||||| PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS

CURB RAMPS
TYPE 1 AND 1-A

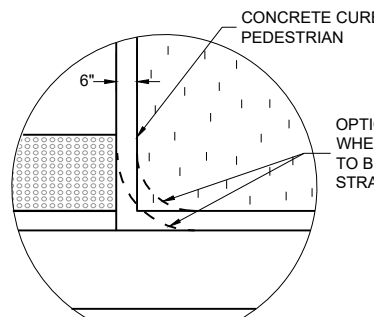
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



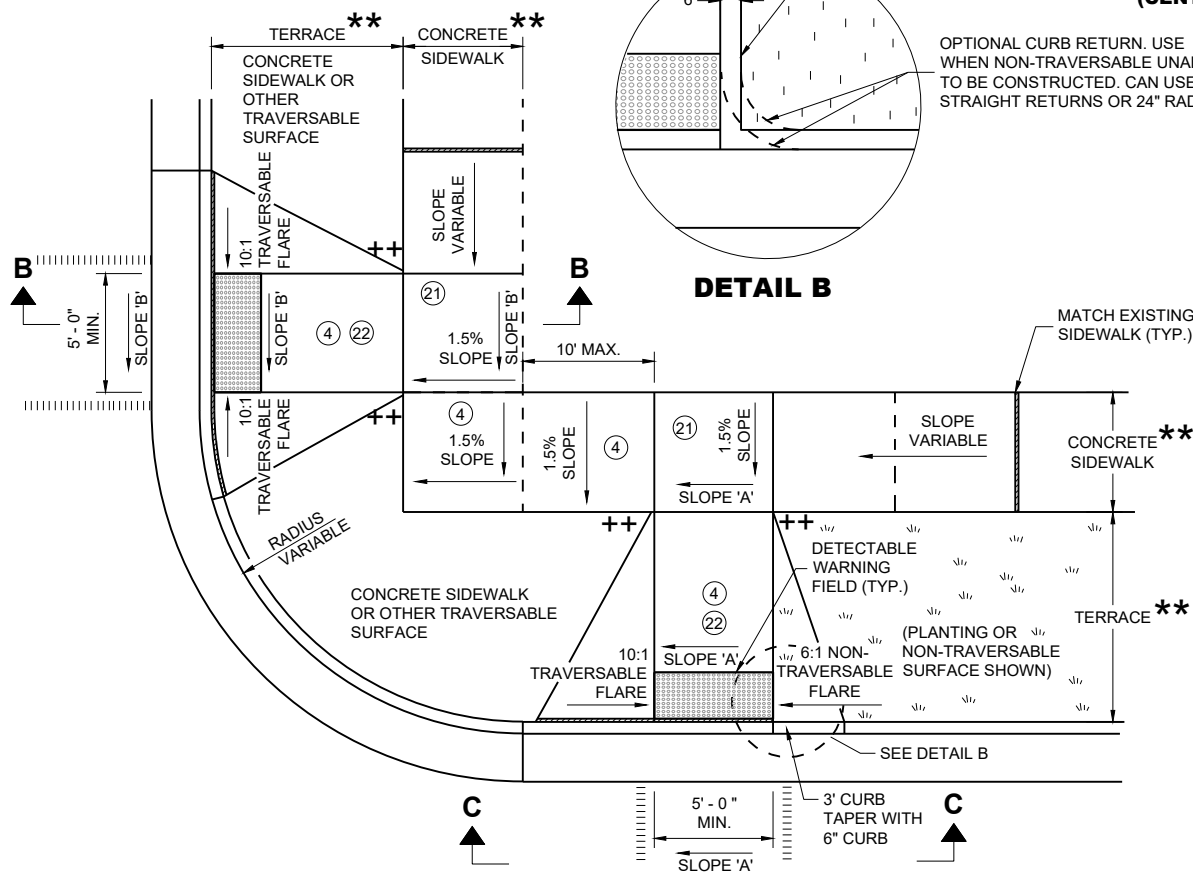
DETAIL A



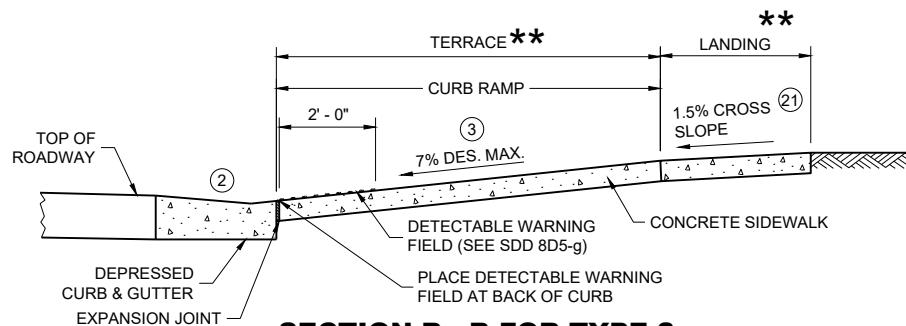
**PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)**



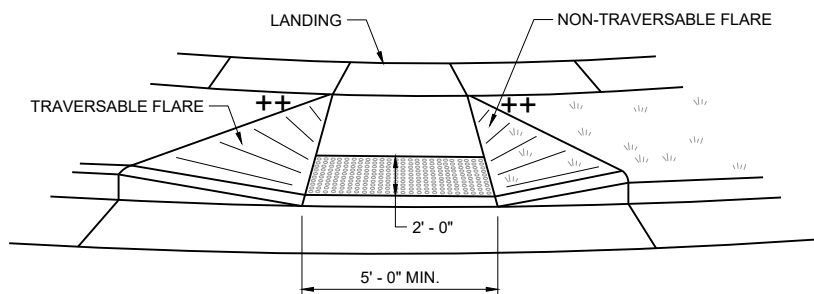
DETAIL B



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



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

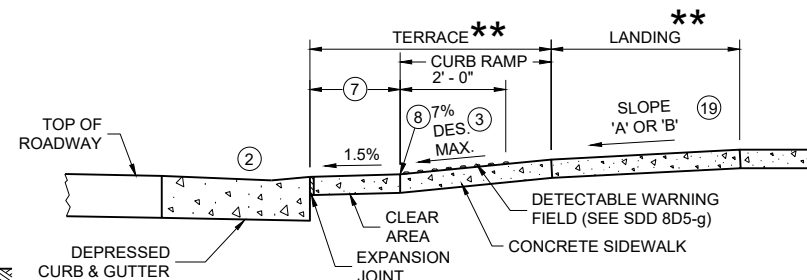
GENERAL NOTES

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.
- ⑰ A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- ⑲ WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.
- ⑳ 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.
- ㉒ THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.
- ㉓ THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



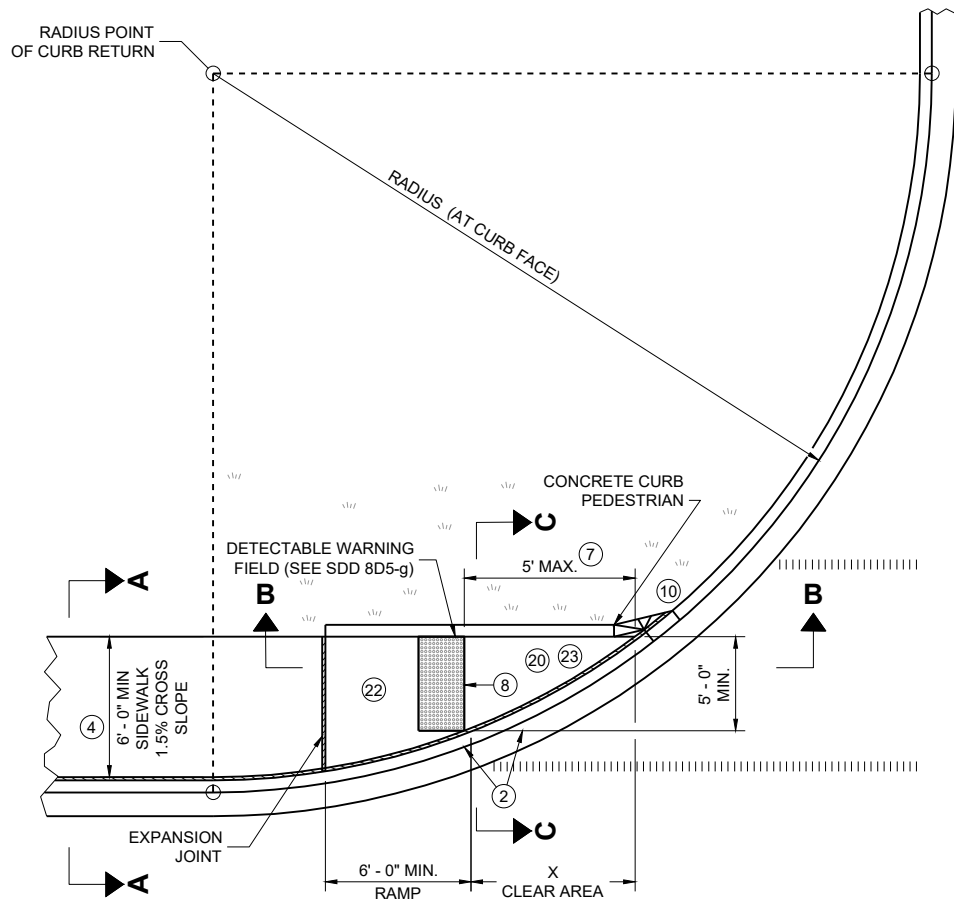
SECTION A - A FOR TYPE 2

LEGEND

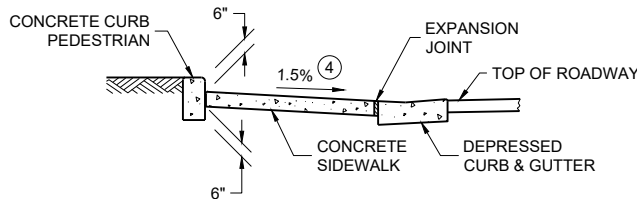
- 1/2" EXPANSION JOINT SIDEWALK
- - - CONTRACTION JOINT SIDEWALK
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

**CURB RAMPS
TYPE 2 AND 3**

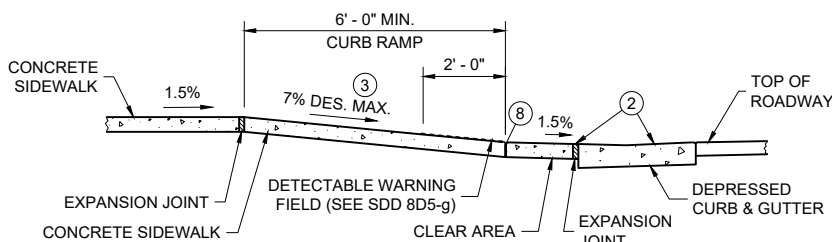
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW
CURB RAMP TYPE 4A



SECTION C - C FOR TYPE 4A

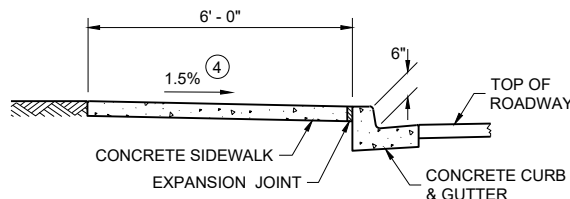


SECTION B - B FOR
TYPE 4A AND TYPE 4A1

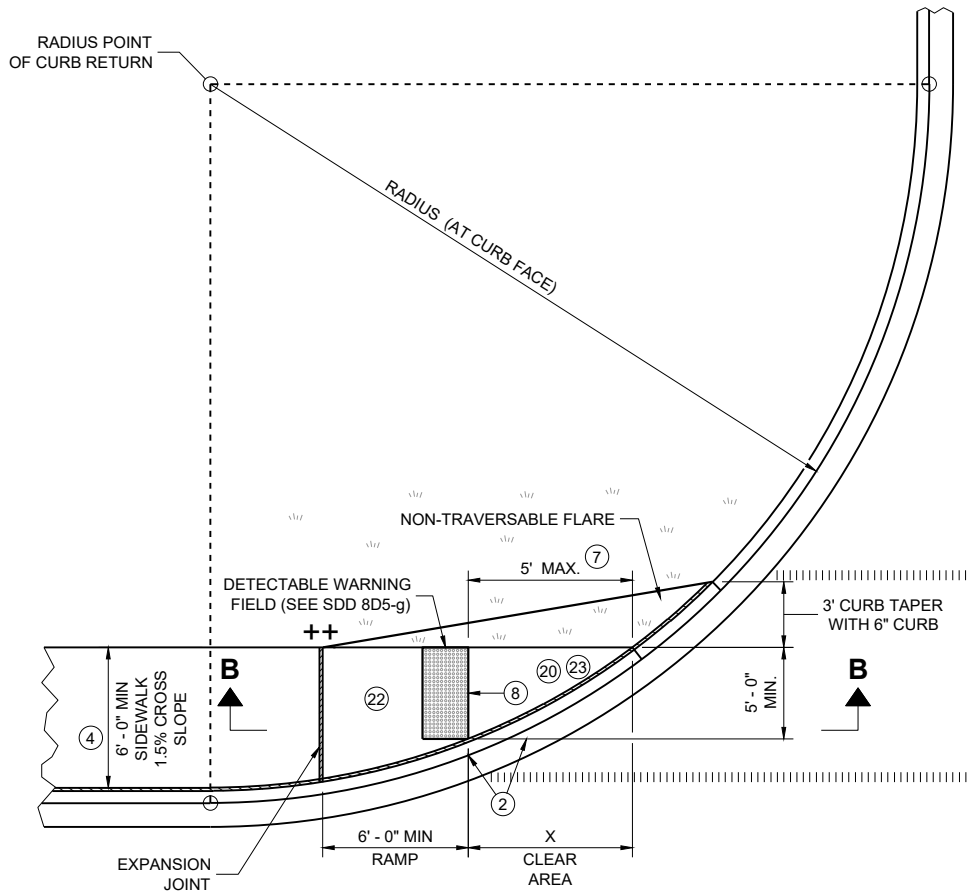
- LEGEND**
- 1/2" EXPANSION JOINT SIDEWALK
 - CONTRACTION JOINT SIDEWALK
 - PAVEMENT MARKING CROSSWALK (WHITE)
 - ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

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

INTERMEDIATE RADII CAN BE INTERPOLATED



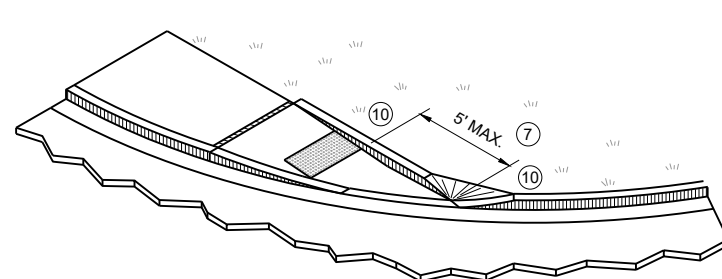
SECTION A - A FOR TYPE 4A



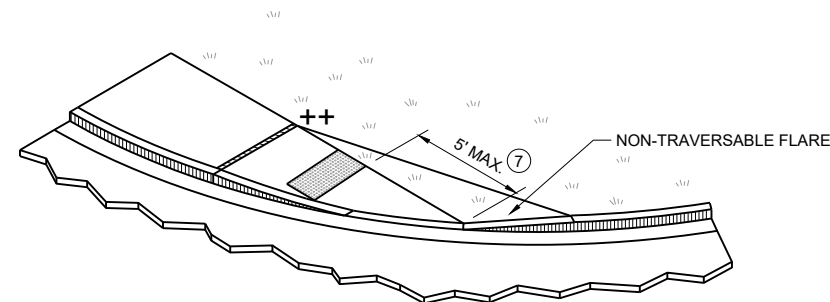
PLAN VIEW
CURB RAMP TYPE 4A1

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.



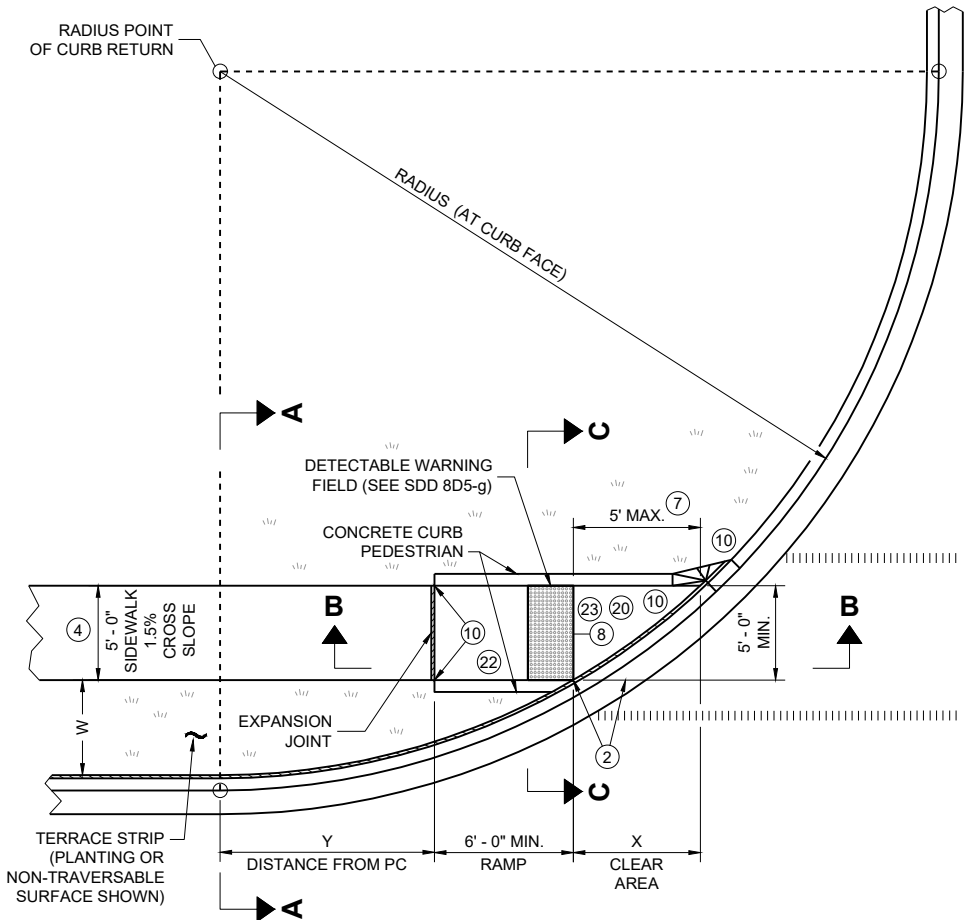
ISOMETRIC VIEW FOR TYPE 4A



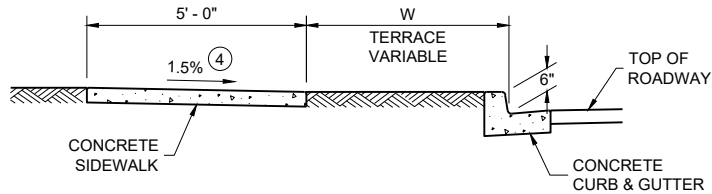
ISOMETRIC VIEW FOR TYPE 4A1

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

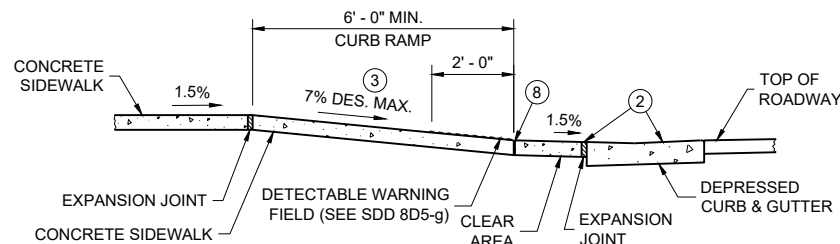
STATE OF WISCONSIN
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PLAN VIEW
CURB RAMP TYPE 4B



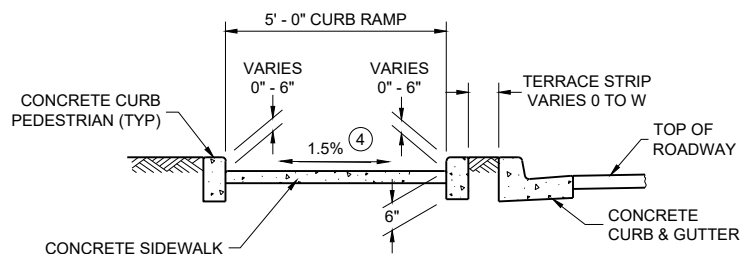
SECTION A - A FOR TYPE 4B



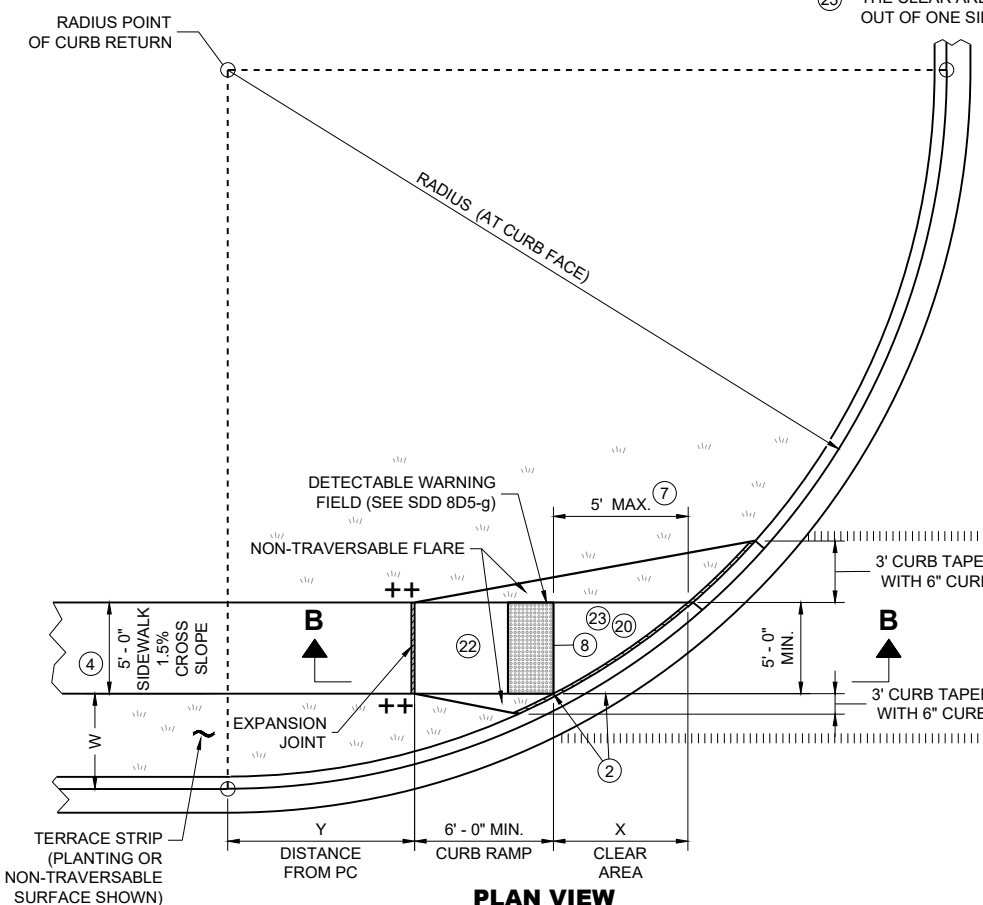
SECTION B - B FOR TYPE 4B AND TYPE 4B1

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"

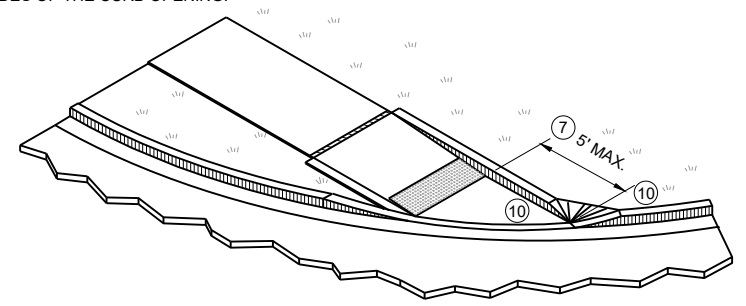
INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH



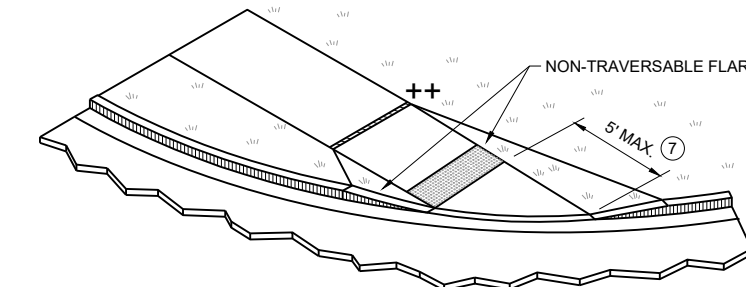
SECTION C - C FOR TYPE 4B



PLAN VIEW
CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

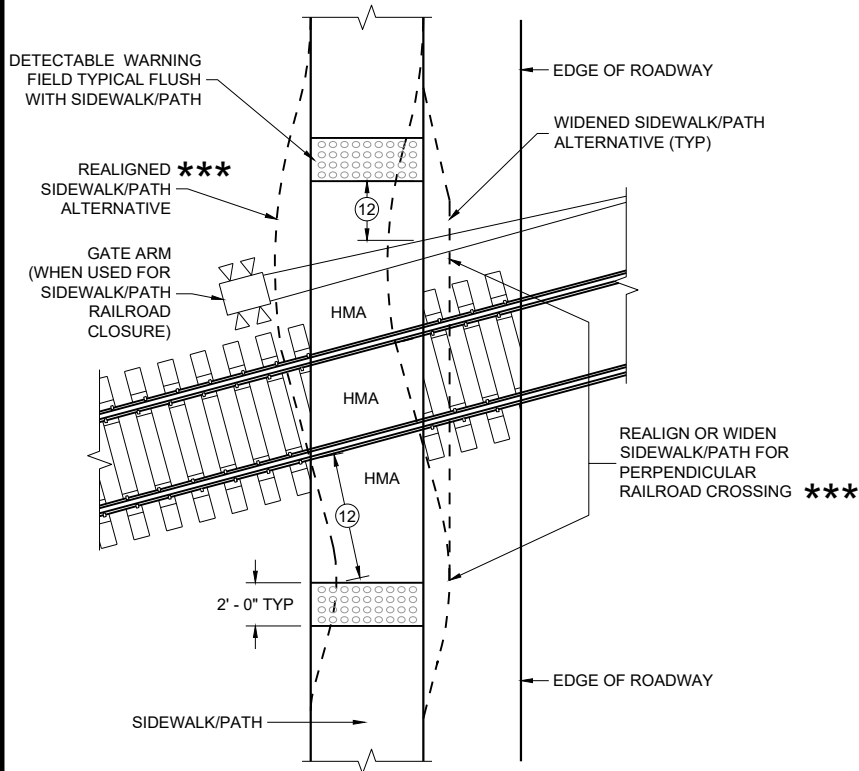
- LEGEND**
- 1/2" EXPANSION JOINT SIDEWALK
 - CONTRACTION JOINT SIDEWALK
 - PAVEMENT MARKING CROSSWALK (WHITE)
 - MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK
 - CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

GENERAL NOTES

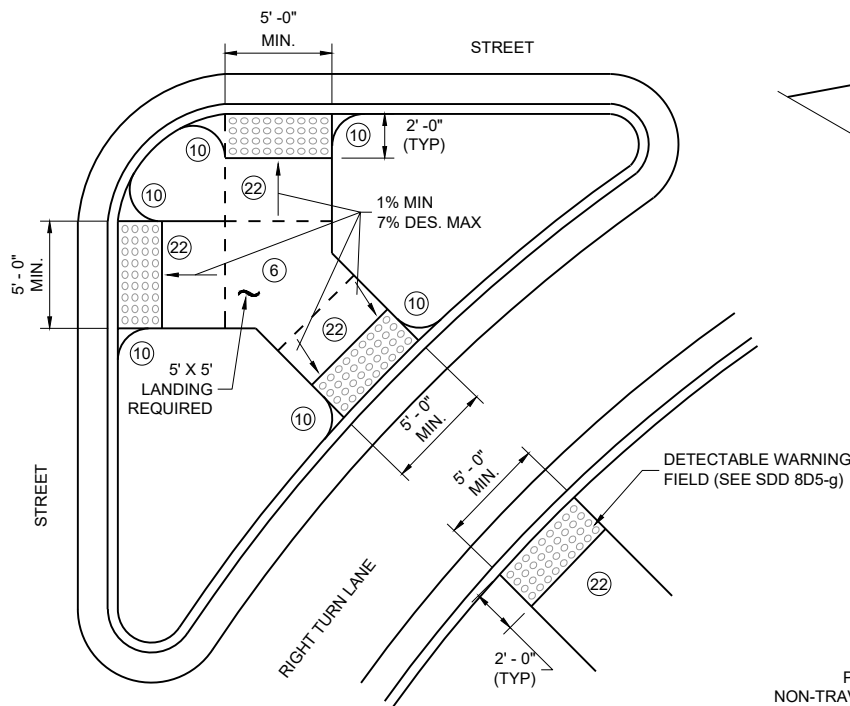
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.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

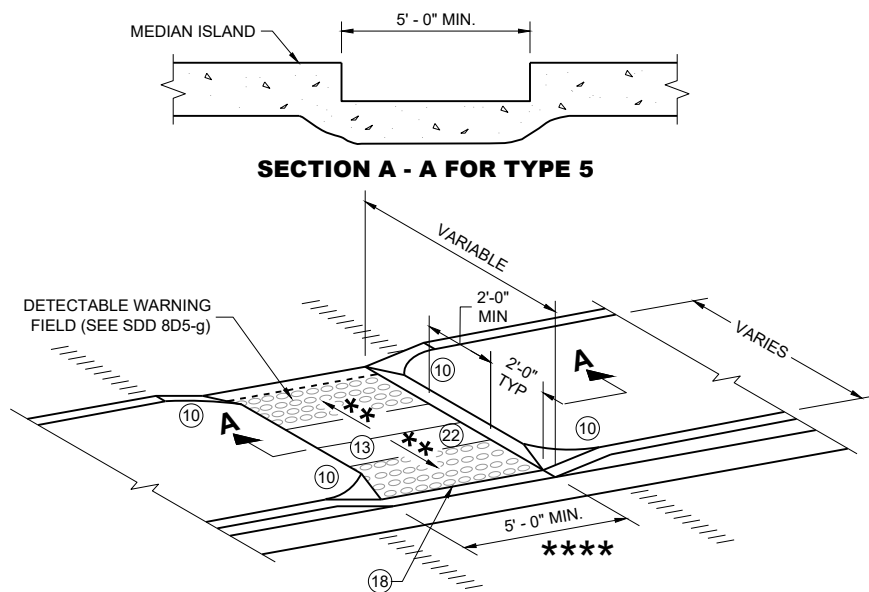


CURB RAMP TYPE 8
DETECTABLE WARNINGS
FOR SIDEWALKS OR SHARED USE PATHS
AT RAILROAD CROSSINGS

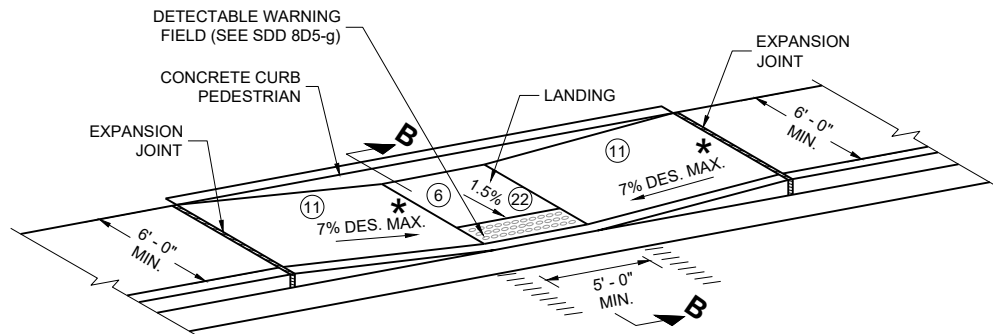


CURB RAMP TYPE 6
DETECTABLE WARNING AT ISLANDS

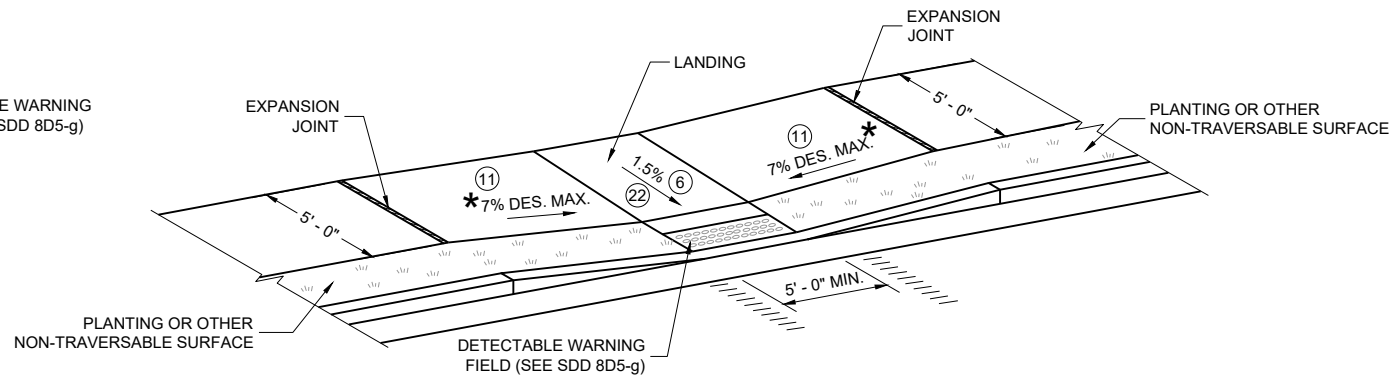
REFER TO GENERAL NOTES ② AND ③
FOR ALL ISLAND CURB RAMPS



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.

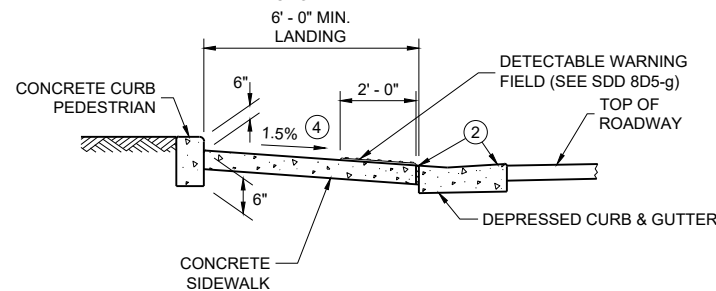
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

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 ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.
- ⑩ INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.
- ⑪ SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.
- ⑫ THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK/PATH. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM AND 12 FEET MINIMUM, 15 FEET TYPICAL FROM THE NEAREST RAIL.
- ⑬ DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.
- ⑰ A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- ⑱ WHEN THE DISTANCE BETWEEN THE BACK OF CURBS IS LESS THAN 6 FEET BUT THE FACE OF CURB TO FACE OF CURB DISTANCE IS 6 FEET OR GREATER THEN THE DETECTABLE WARNING FIELDS MAY BE MOVED SO THAT THE EDGE OF THE WARNING FIELD IS PLACED AT THE GUTTER FLOWLINE. MAINTAIN A MINIMUM OF TWO FEET BETWEEN DETECTABLE WARNING FIELD PANELS.
- ⑳ THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

LEGEND

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

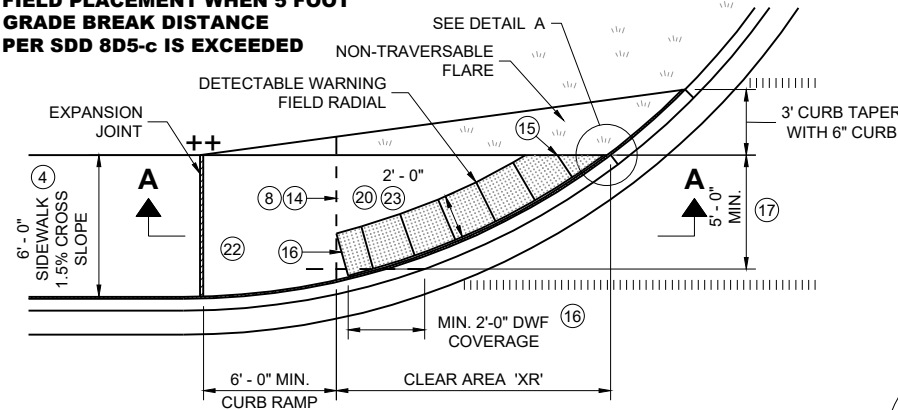


SECTION B - B FOR TYPE 7A

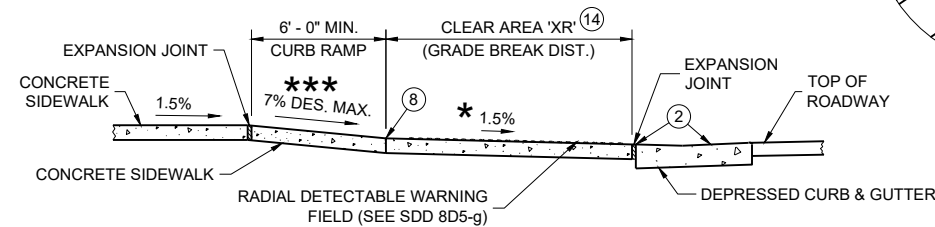
CURB RAMPS
TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

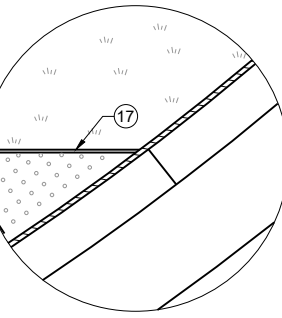
**RADIAL DETECTABLE WARNING
FIELD PLACEMENT WHEN 5 FOOT
GRADE BREAK DISTANCE
PER SDD 8D5-c IS EXCEEDED**



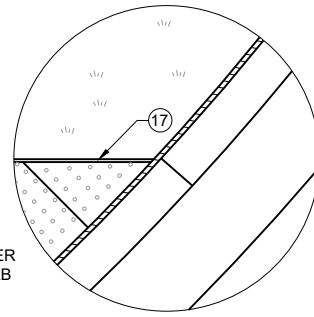
PLAN VIEW
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



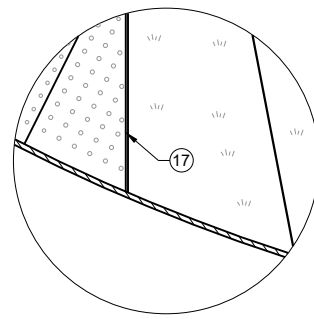
SECTION A - A FOR TYPE 4A1



DETAIL A

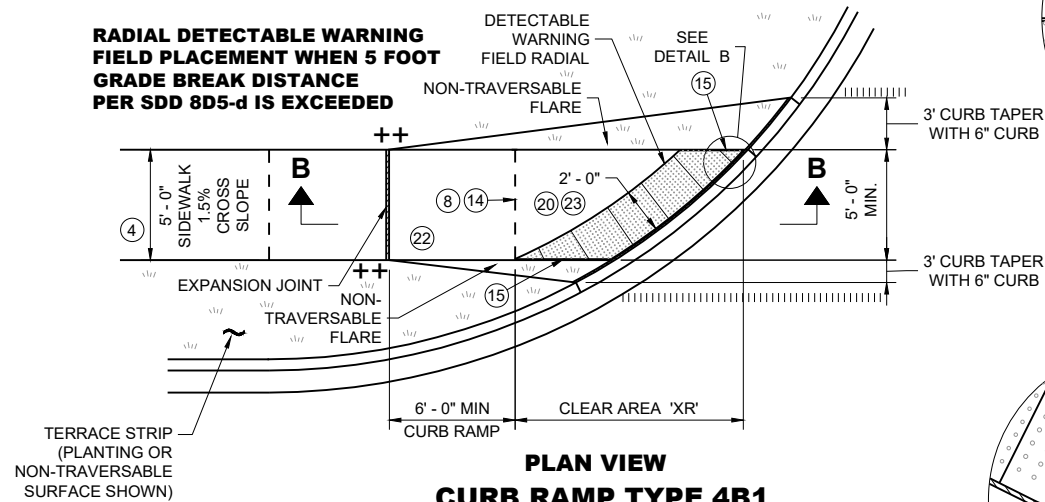


DETAIL B

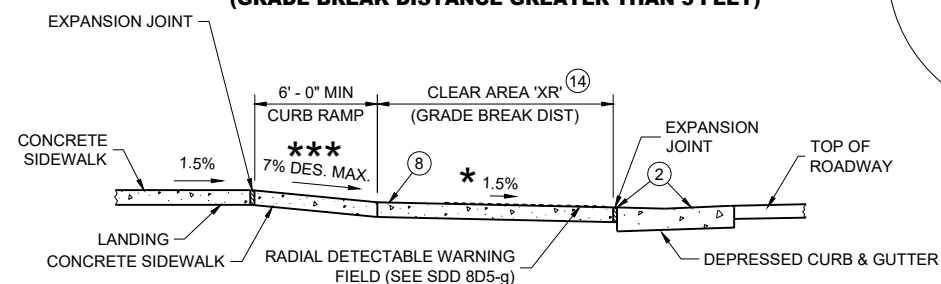


DETAIL C

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



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



SECTION B - B FOR TYPE 4B1

GENERAL NOTES

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

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

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

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

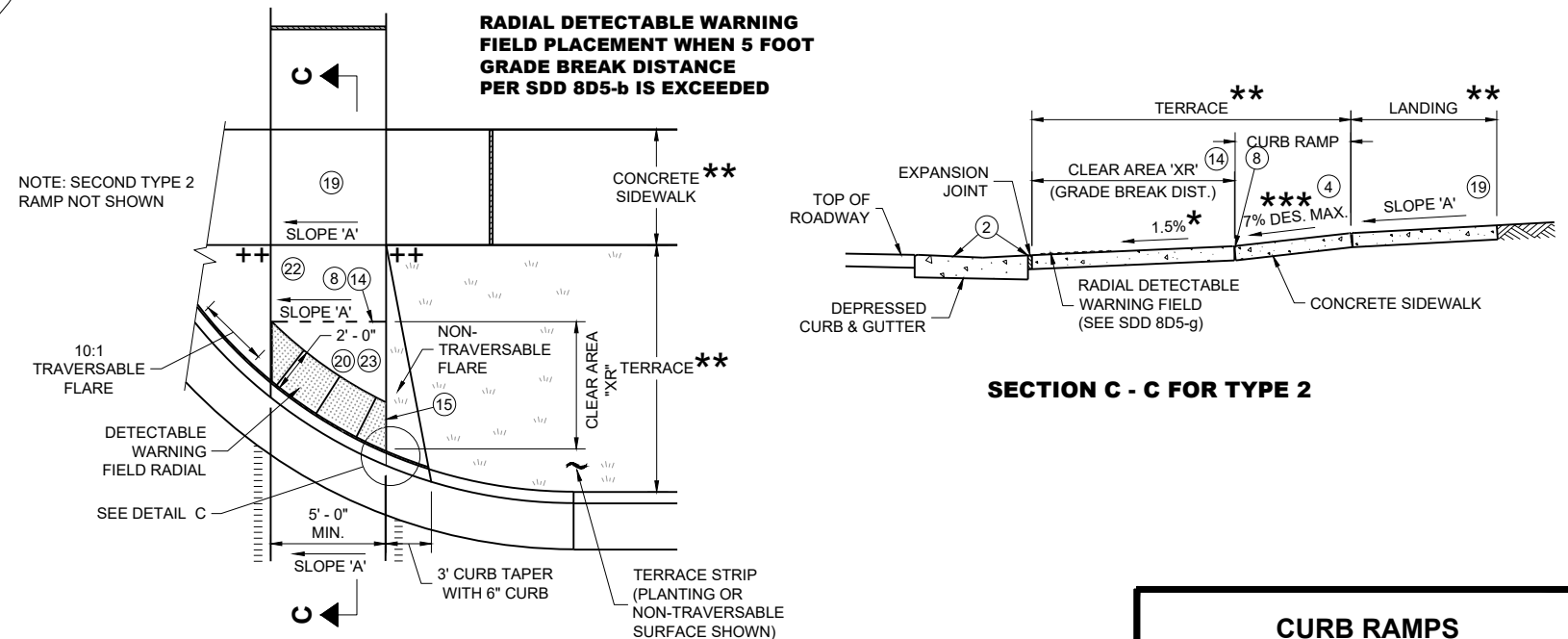
REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING 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.
- ㉒ THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.
- ㉓ THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.

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



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

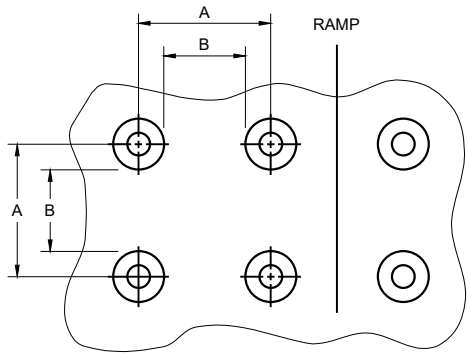
SECTION C - C FOR TYPE 2

CURB RAMPS
RADIAL DETECTABLE WARNING

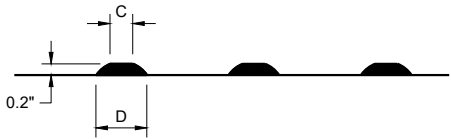
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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

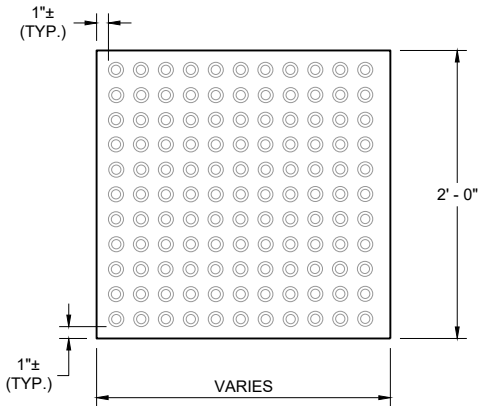


PLAN VIEW

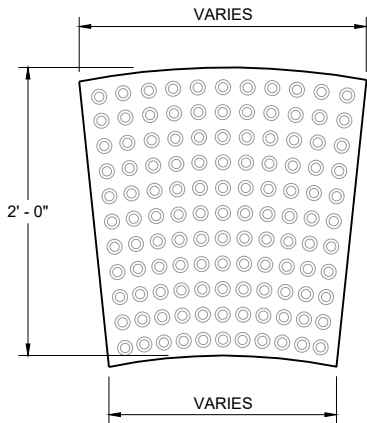


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

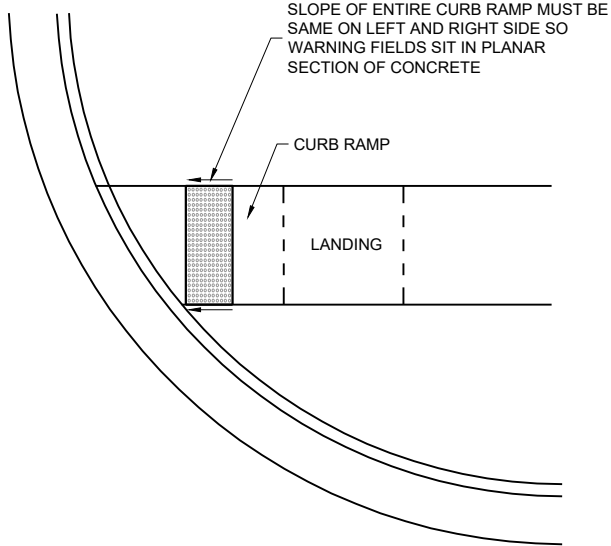


RECTANGULAR
PLATES

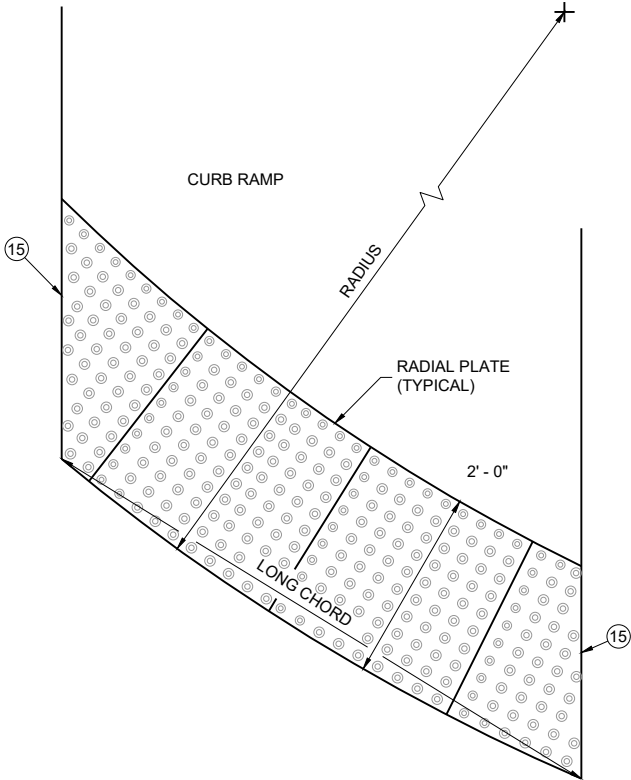


RADIAL
PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



DETECTABLE WARNING FIELD
PLANAR INSTALLATION



PLAN VIEW
RADIAL DETECTABLE
WARNING FIELD ATTRIBUTES

GENERAL NOTES

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

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

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

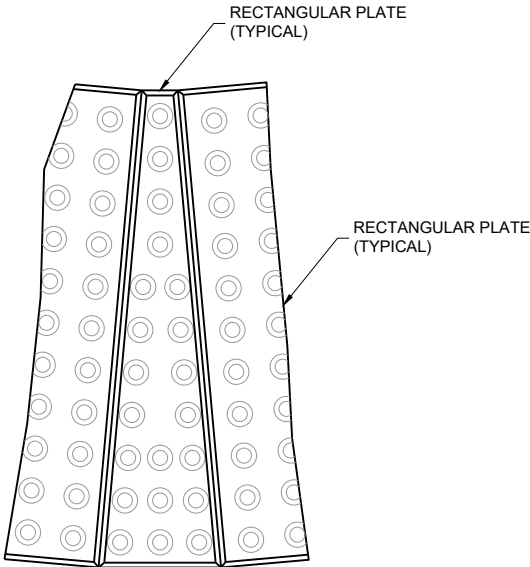
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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



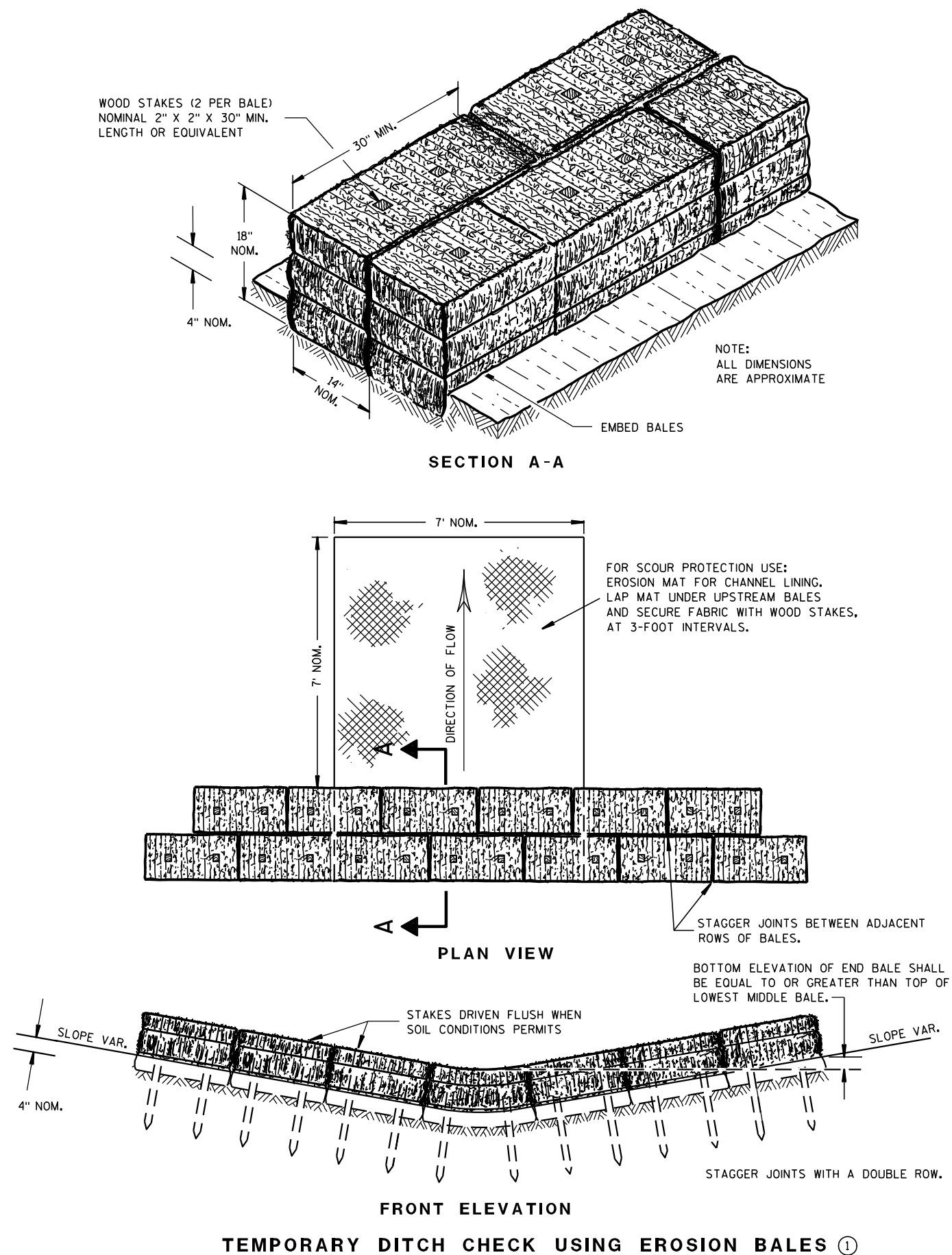
PLAN VIEW
RADIAL WEDGE PLATE
CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

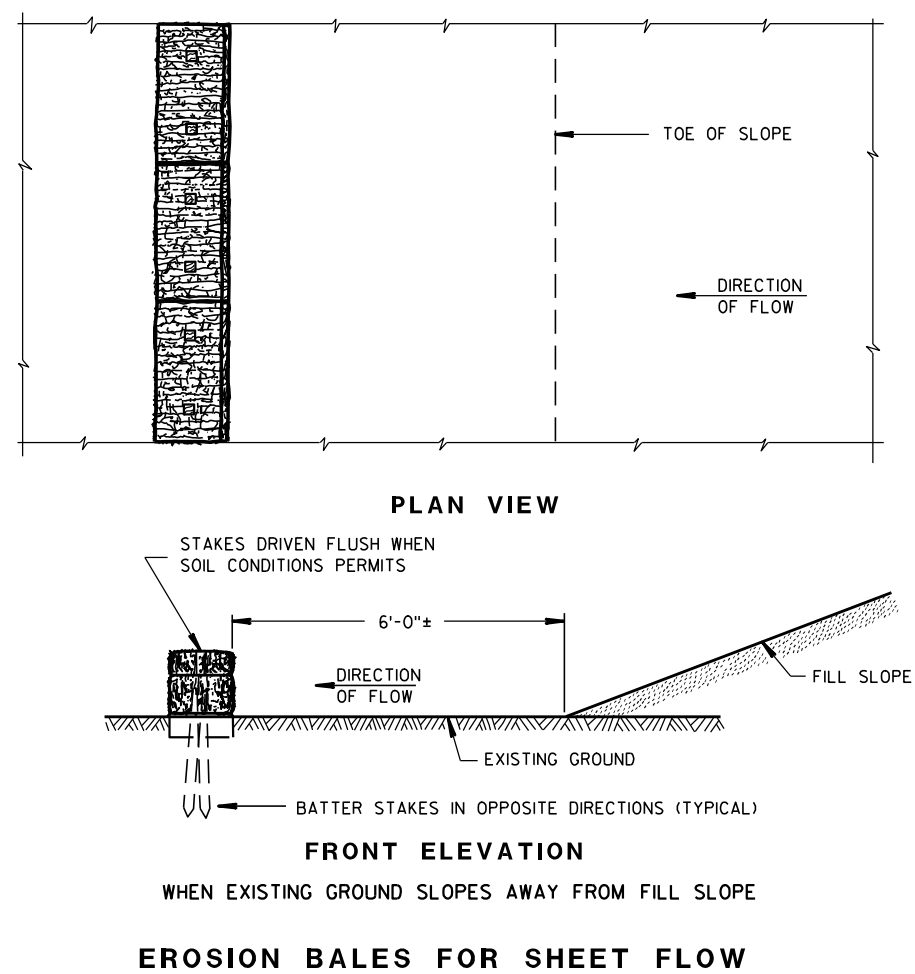
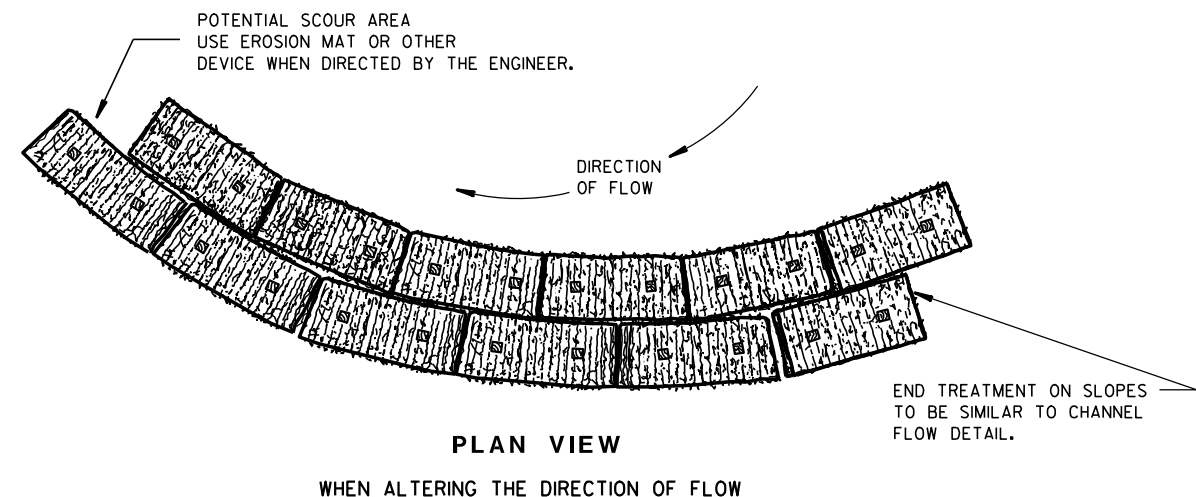
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GENERAL NOTES

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

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



TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

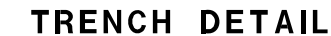
6/04/02
DATE

/S/ Beth Conn
CHIEF ROADWAY DEVELOPER 155 INEER

FHWA



- ① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
- ② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
- ③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1½" X 1½" OF OAK OR HICKORY.
- ④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
- ⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.

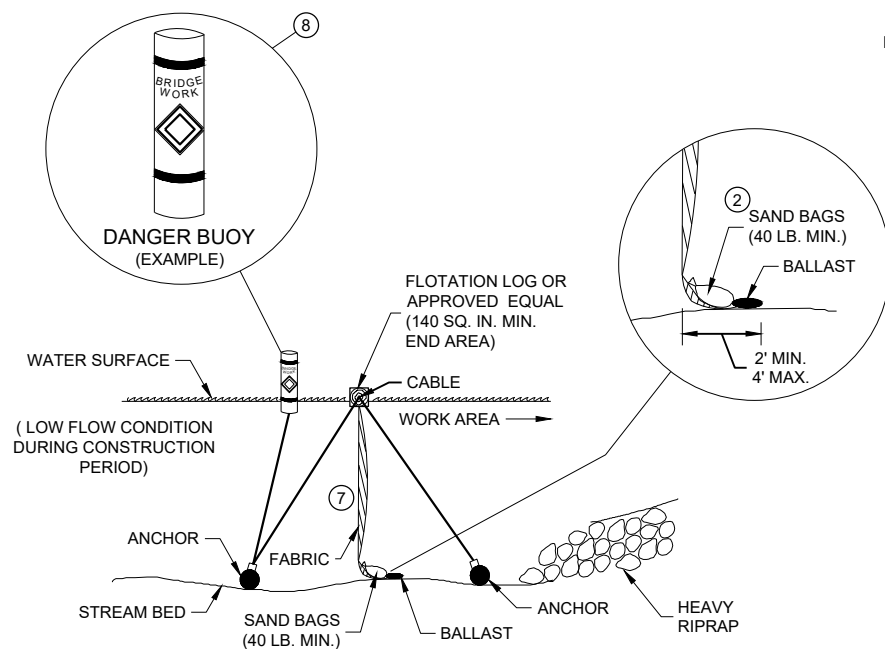


SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

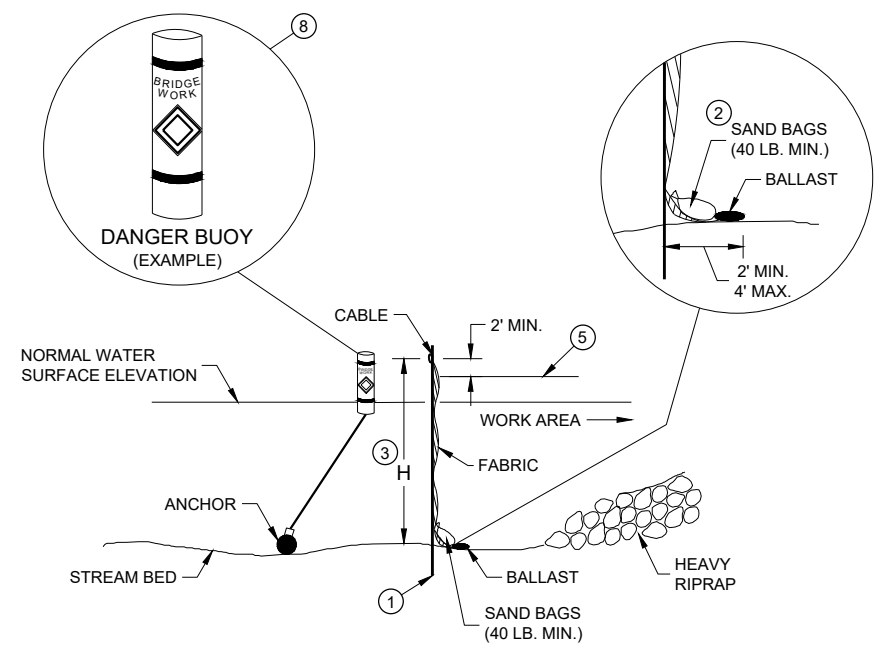
APPROVED
4-29-05
DATE /S/ Beth Connolly
CHIEF ROADWAY DEVELOPMENT **156** **ENGINEER**

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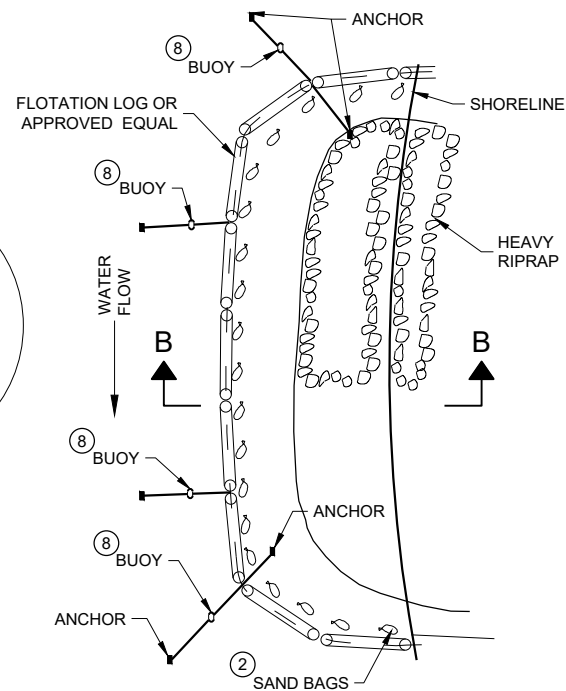
SECTION B - B

TURBIDITY BARRIER - FLOAT ALTERNATIVE CAUTION - SEE NOTE 6

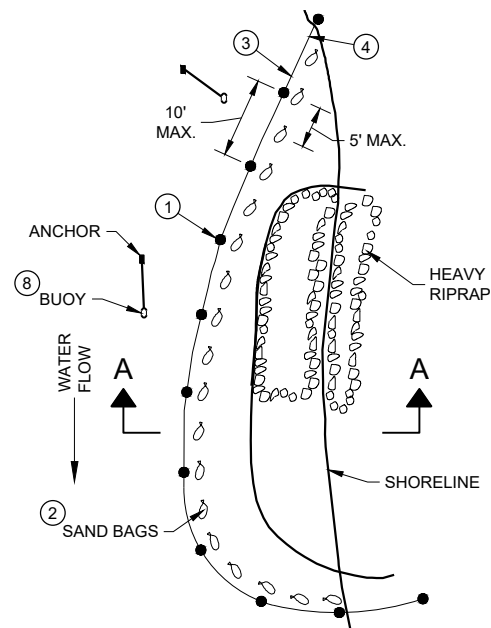


SECTION A - A

TURBIDITY BARRIER - STANDARD POST INSTALLATION



PLAN VIEW



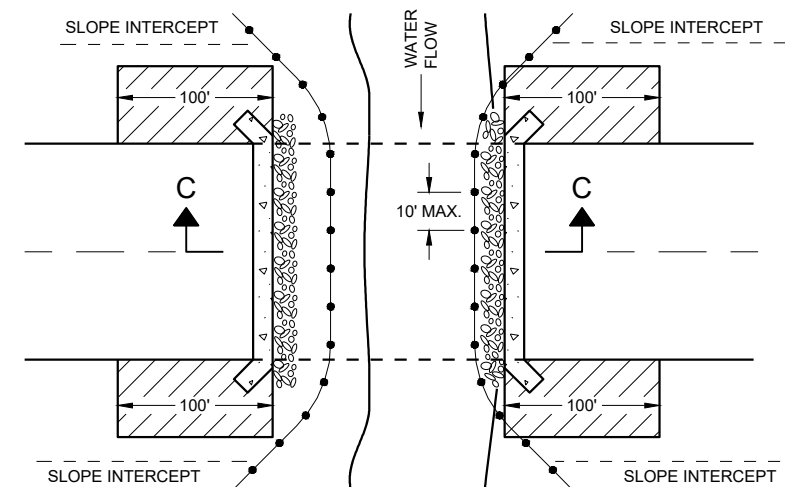
PLAN VIEW

GENERAL NOTES

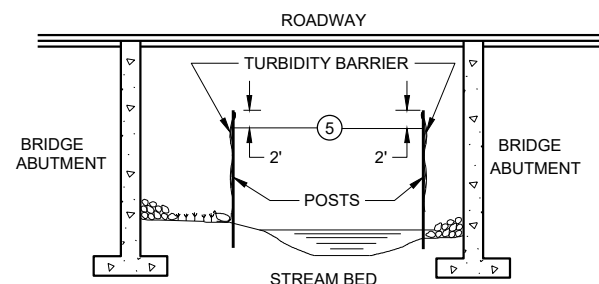
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

TURBIDITY BARRIER MAY BE REMOVED AT THE ENGINEERS DISCRETION, WHEN PERMANENT EROSION CONTROL MEASURES HAVE BEEN ESTABLISHED.

- 1 DRIVEN STEEL POSTS, PIPES, OR CHANNELS. LENGTH SHALL BE SUFFICIENT TO SECURELY SUPPORT BARRIER AT HIGH WATER ELEVATIONS.
- 2 SAND BAGS TO BE USED AS ADDITIONAL BALLAST WHEN ORDERED BY THE ENGINEER TO MEET ADVERSE FIELD CONDITIONS. SPACE AS APPROPRIATE FOR SITE CONDITIONS.
- 3 WHEN BARRIER HEIGHT "H" EXCEEDS 8 FEET, POST SPACING MAY NEED TO BE DECREASED.
- 4 IN WATERWAYS SUBJECT TO FLUCTUATING WATER ELEVATIONS, PROVISIONS SHOULD BE MADE TO ALLOW THE WATER TO EQUALIZE ON EACH SIDE OF THE BARRIER. THIS MAY BE ACCOMPLISHED BY LEAVING A PORTION OF THE BARRIER OPEN ON THE UPSTREAM END.
- 5 ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION PERIOD. MINIMUM BARRIER HEIGHT SHALL BE 2' GREATER THAN EITHER THE Q2 ELEVATION OR THE ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION, WHICHEVER IS GREATER.
- 6 FLOAT ALTERNATIVE WILL ONLY BE ALLOWED WITH WRITTEN APPROVAL OF THE ENGINEER, AND IS MEANT FOR LOCATIONS WHERE BEDROCK PREVENTS THE INSTALLATION OF POSTS.
- 7 ALLOW SUFFICIENT SLACK VERTICALLY AND HORIZONTALLY SO THAT SEDIMENT BUILD UP WILL NOT SEPARATE OR LOWER THE TURBIDITY BARRIER.
- 8 USE AS DIRECTED BY COAST GUARD OR DNR PERMIT WHEN WORKING IN NAVIGABLE WATERWAYS.



PLAN VIEW



SECTION C - C

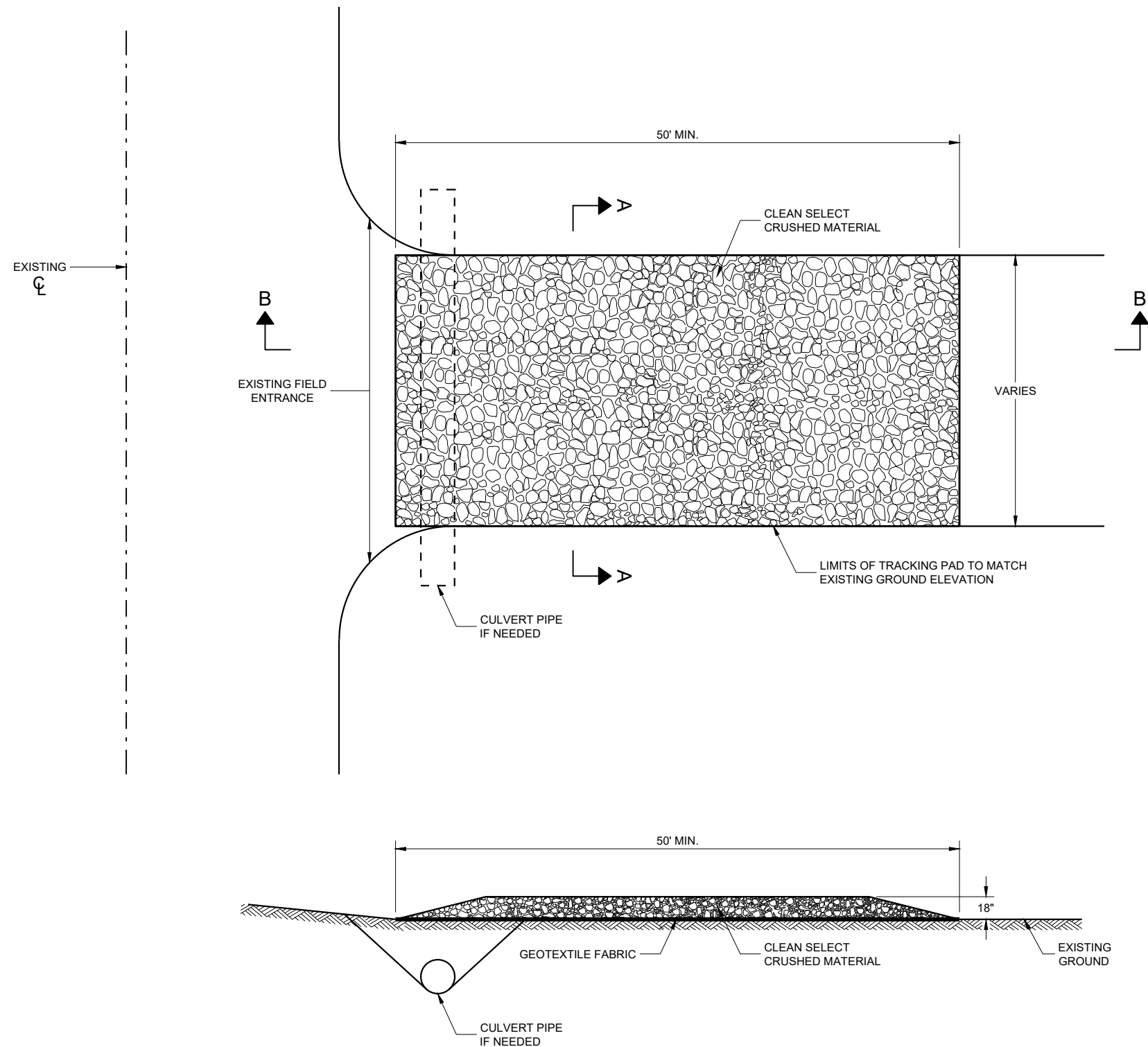
TURBIDITY BARRIER DETAIL SHOWING TYPICAL PLACEMENT AT STRUCTURES

TURBIDITY BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/4/02 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPER
ENGINEER 158

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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.

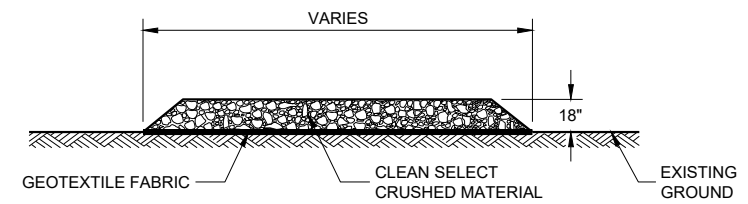
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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.



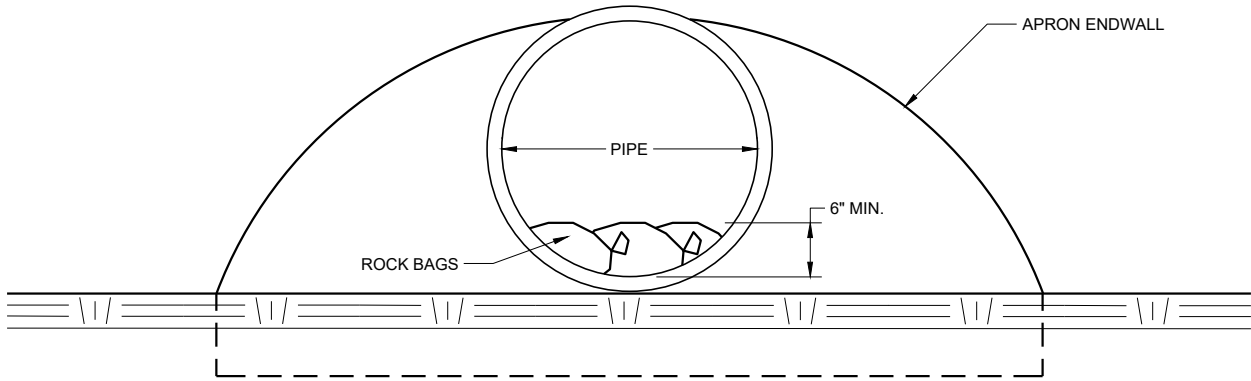
SECTION A - A

TRACKING PAD

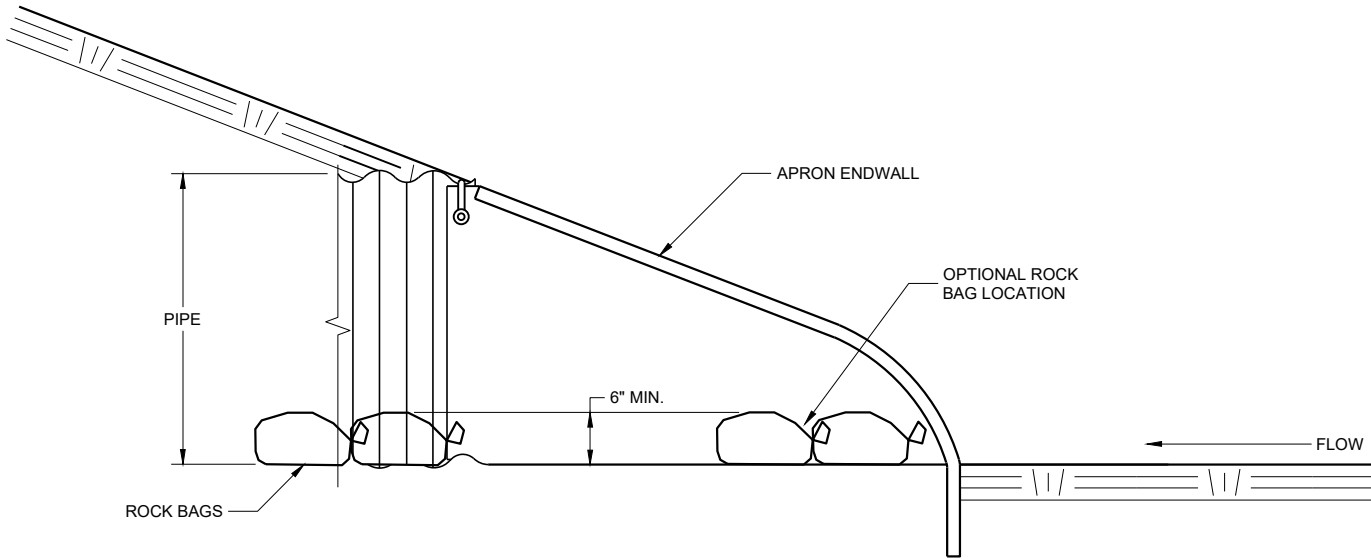
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/24/2011
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
159

FHWA



END VIEW



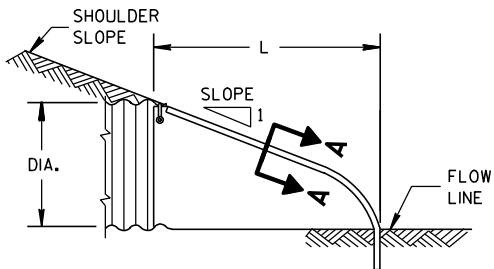
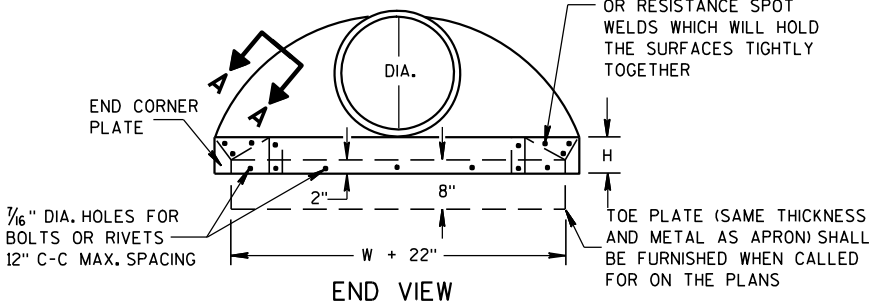
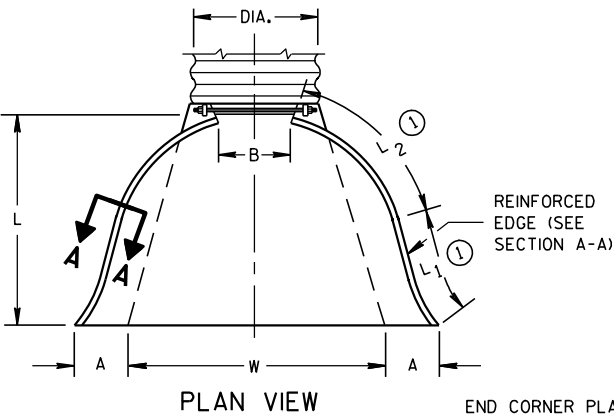
SIDE VIEW

CULVERT PIPE CHECK
(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK		
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION		
APPROVED May 2019 DATE	/S/ Daniel Schave	-
FHWA	EROSION CONTROL ENGI	160

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

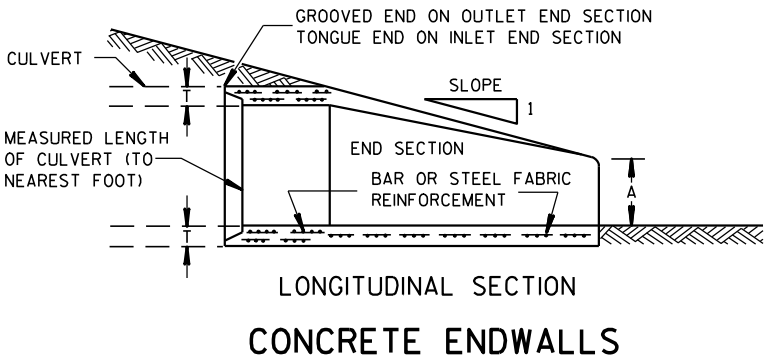
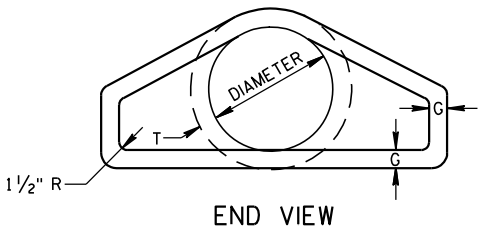
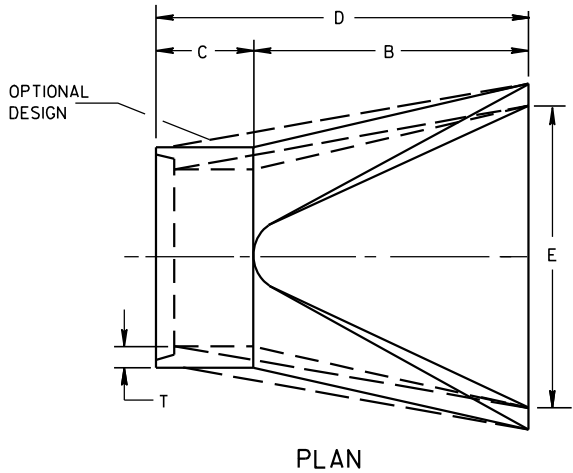
* EXCEPT CENTER PANEL
SEE GENERAL NOTES



SIDE ELEVATION
METAL ENDWALLS

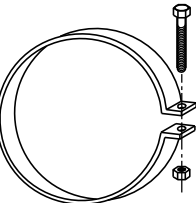
REINFORCED CONCRETE APRON ENDWALLS												
PIPE DIA. (IN.)	DIMENSIONS (Inches)							APPROX. SLOPE				
	T	A	B	C	D	E	G					
12	2	4	24	48 1/8	72 1/8	24	2	3 to 1				
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1				
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1				
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1				
24	3	9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

* MINIMUM
** MAXIMUM

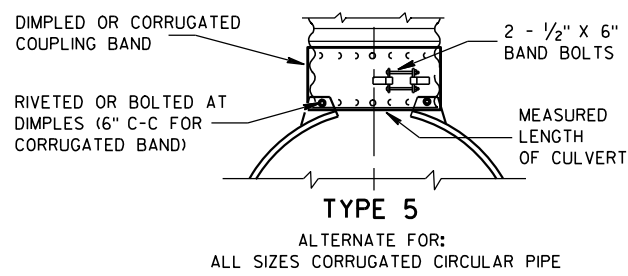
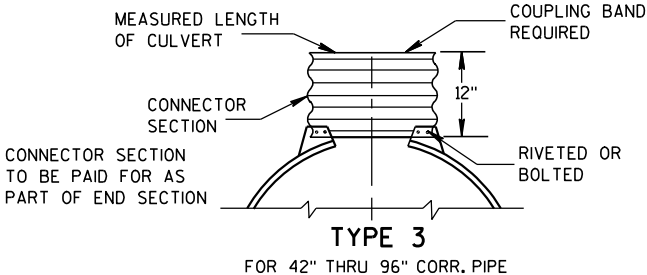
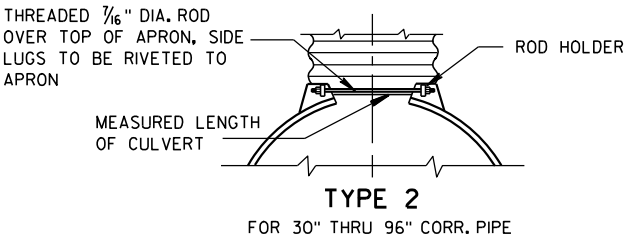
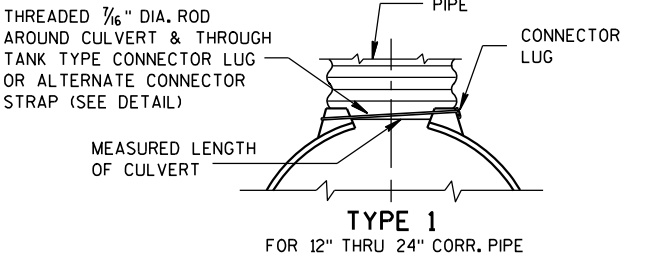


LONGITUDINAL SECTION
CONCRETE ENDWALLS

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



ALTERNATE FOR TYPE 1 CONNECTION
END SECTION CONNECTOR STRAP



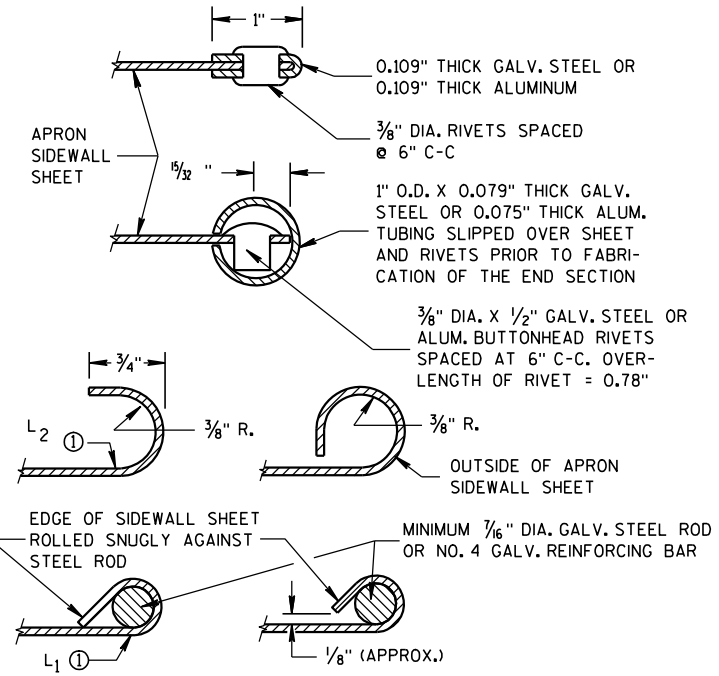
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

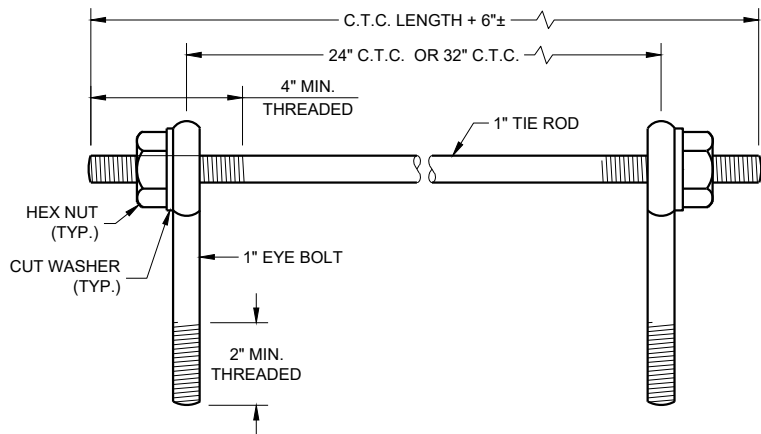
ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT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

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

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

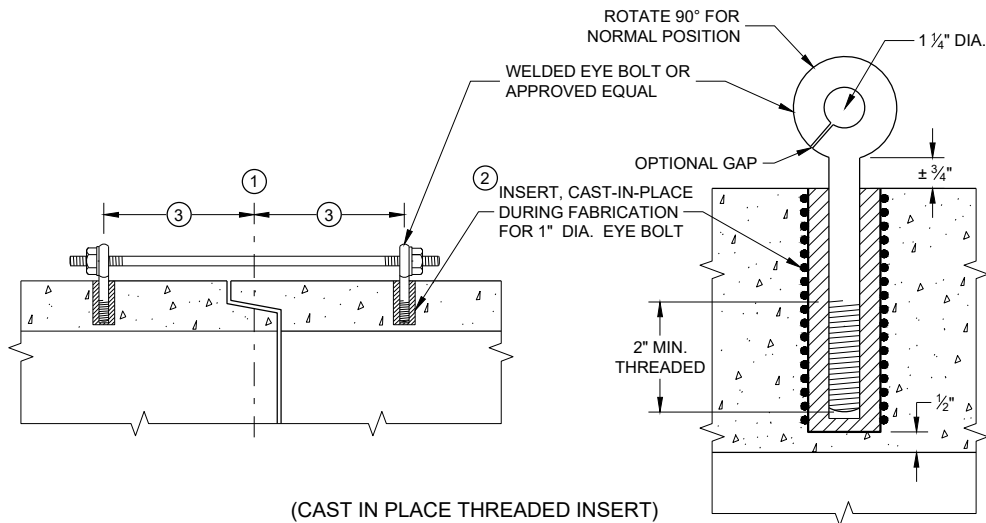
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE			
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
APPROVED 11/30/94 DATE	/S/ Rory L. Rhinehart CHIEF ROADWAY DEVELOP 161	NEER	
FHWA			



EYE BOLTS AND TIE ROD

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



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

GENERAL NOTES

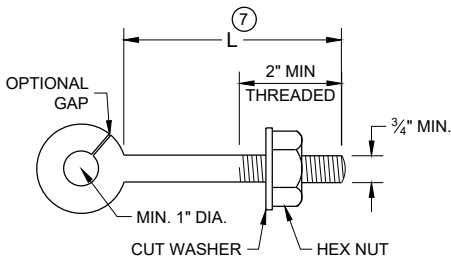
DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

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

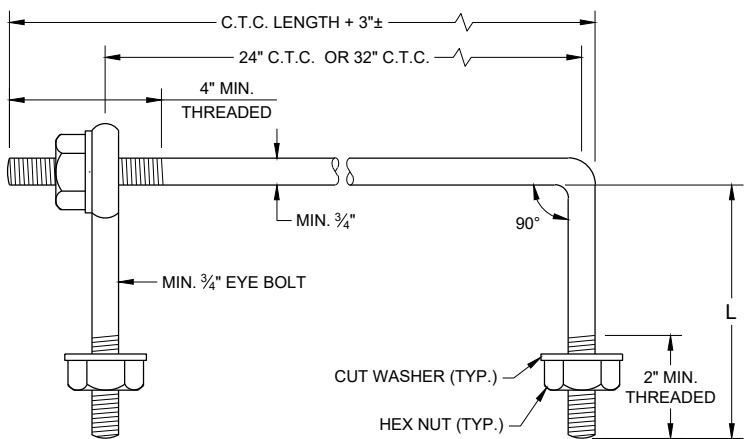
JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

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

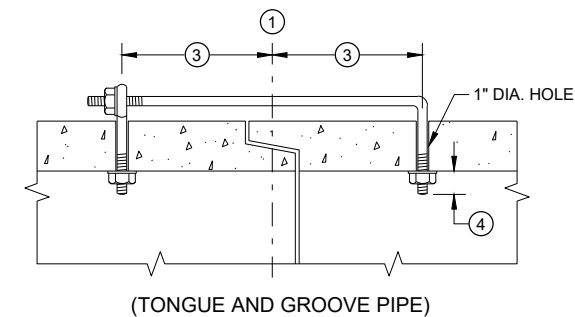


EYE BOLT 7

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



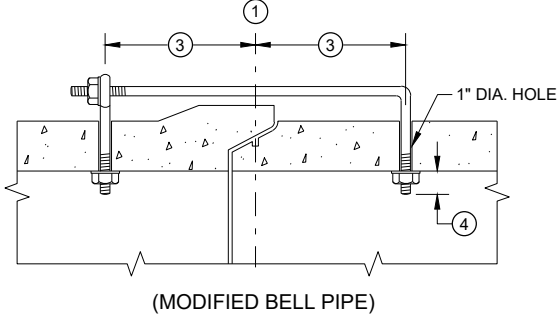
EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)

LONGITUDINAL SECTION

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



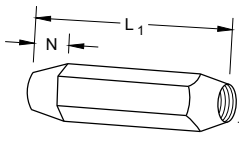
(MODIFIED BELL PIPE)

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

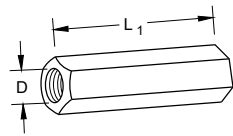
ADJUSTABLE TIE ROD TABLE

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

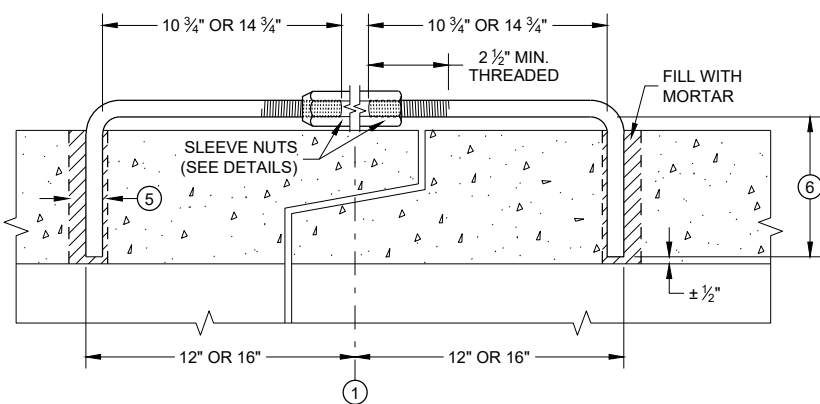


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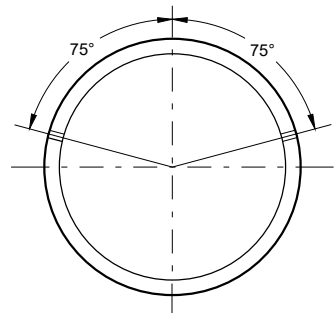
PLAIN

RIGHT AND LEFT THREADS
SLEEVE NUTS



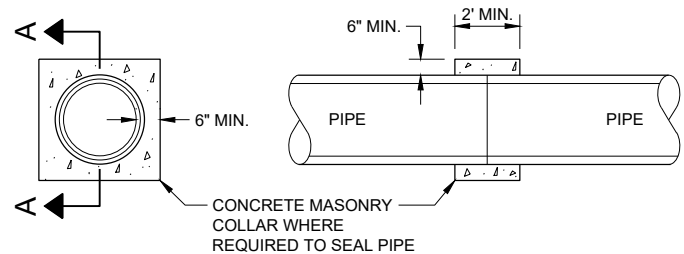
LONGITUDINAL SECTION

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



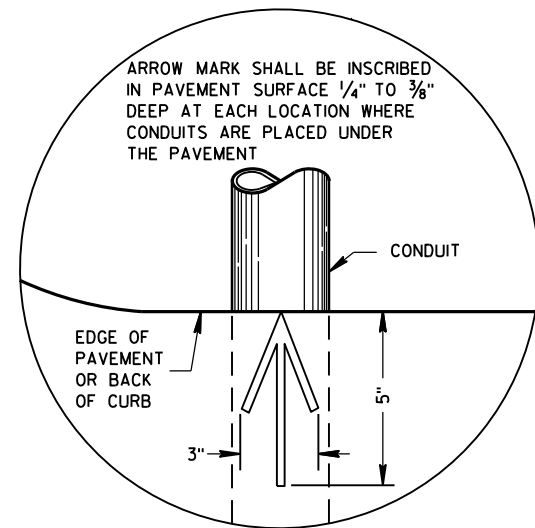
SECTION A - A

CONCRETE COLLAR DETAIL

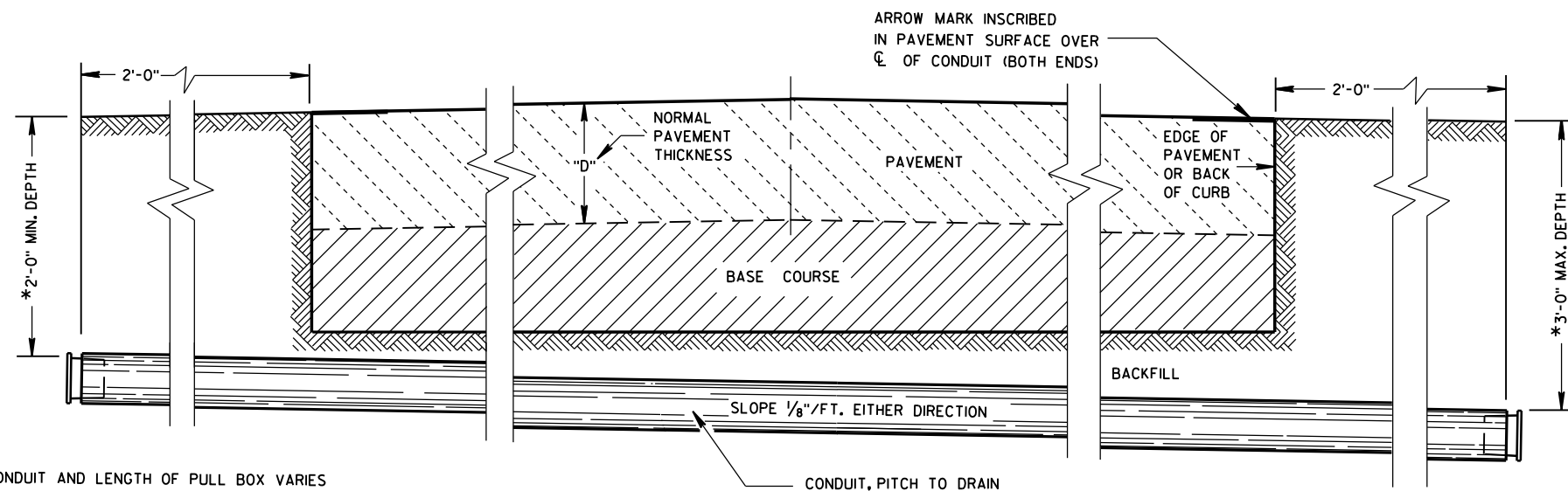
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT ENGINEER 162
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.).

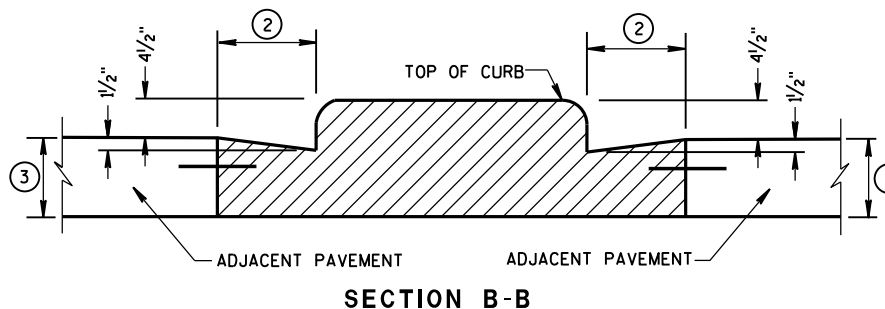
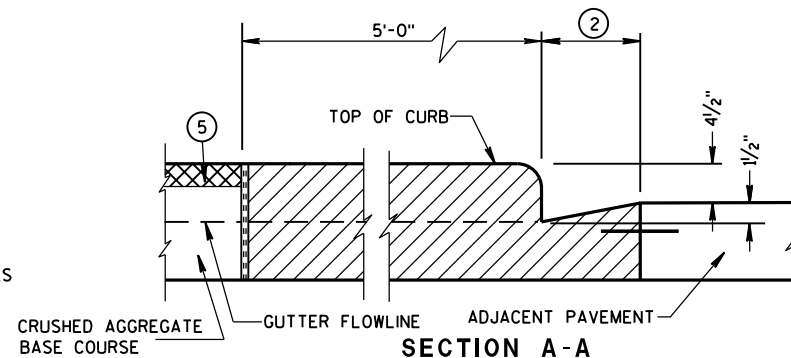
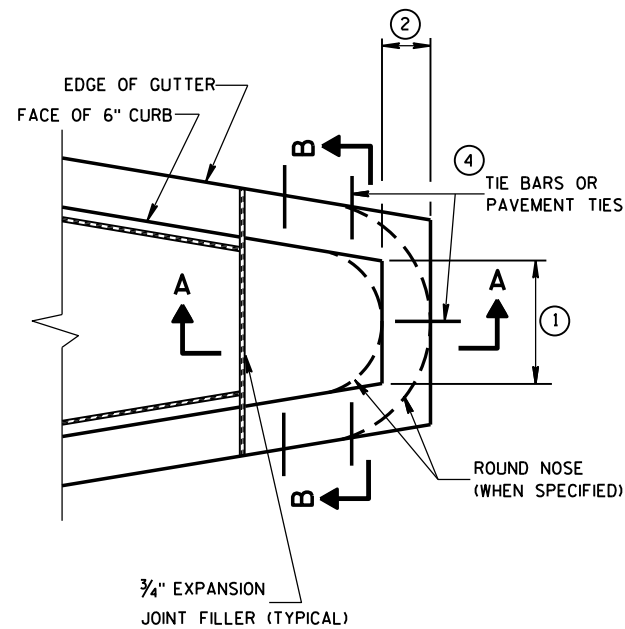
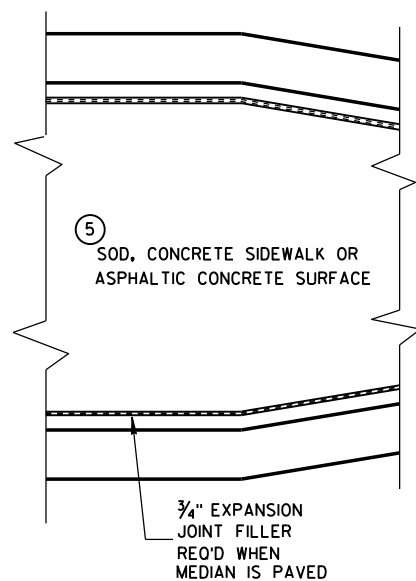
TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

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.

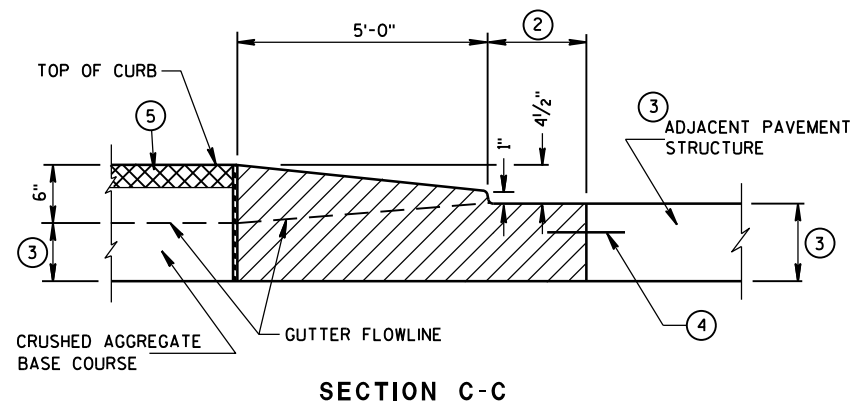
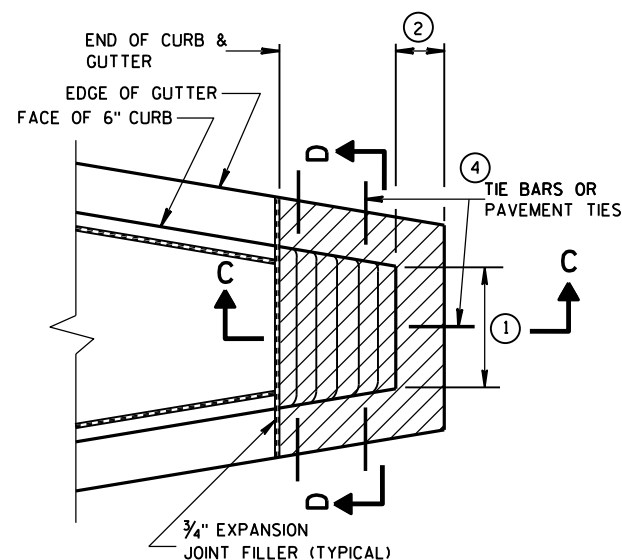
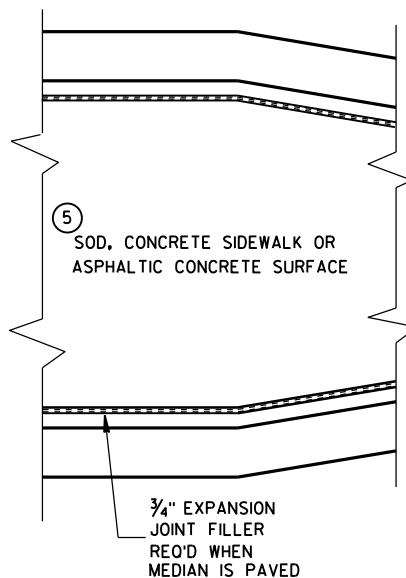
CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

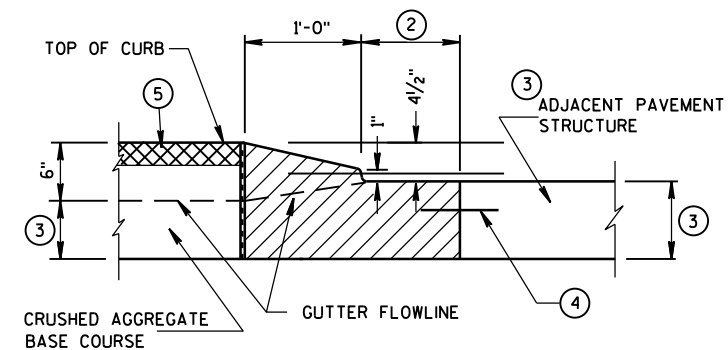
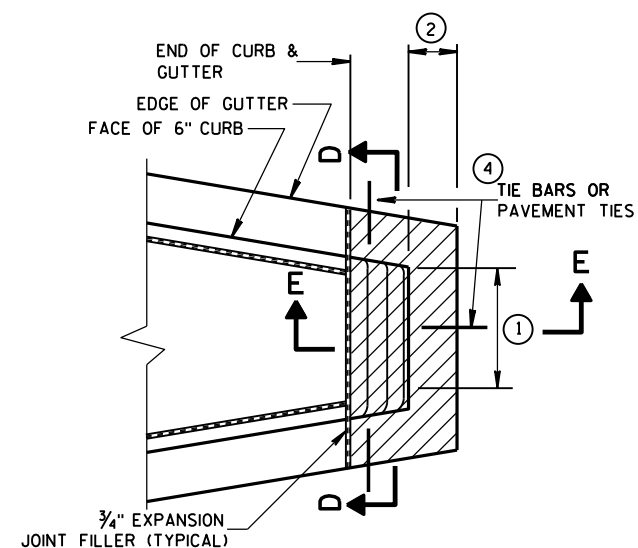
APPROVED
March, 2017 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL 163
FHWA



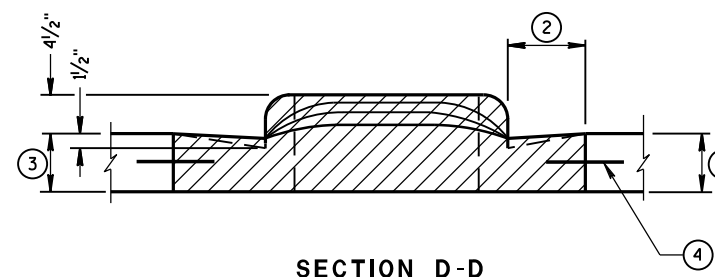
CONCRETE MEDIAN BLUNT NOSE DETAIL



CONCRETE MEDIAN SLOPED NOSE TYPE 1



CONCRETE MEDIAN SLOPED NOSE TYPE 2



GENERAL NOTES

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

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

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

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

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

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/8/2006

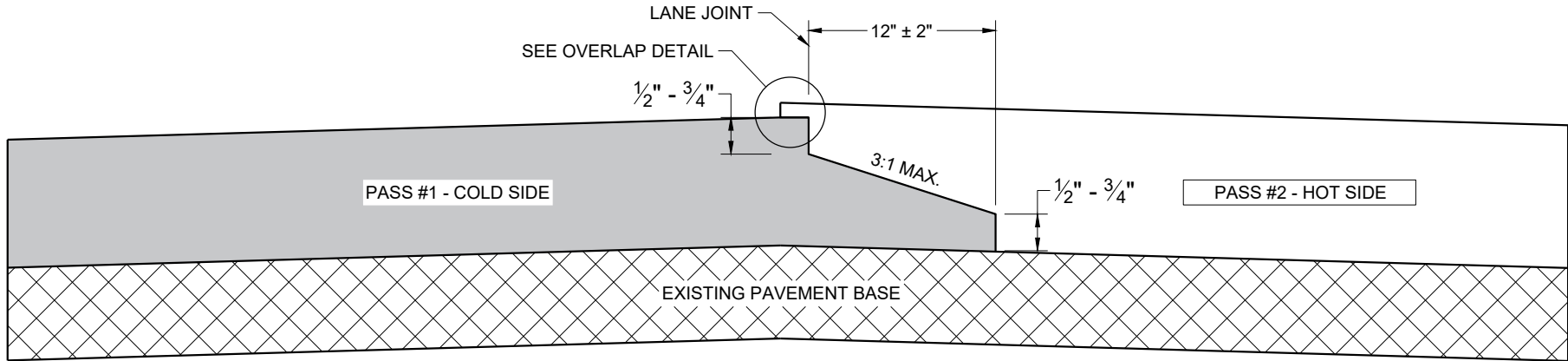
DATE

FHWA

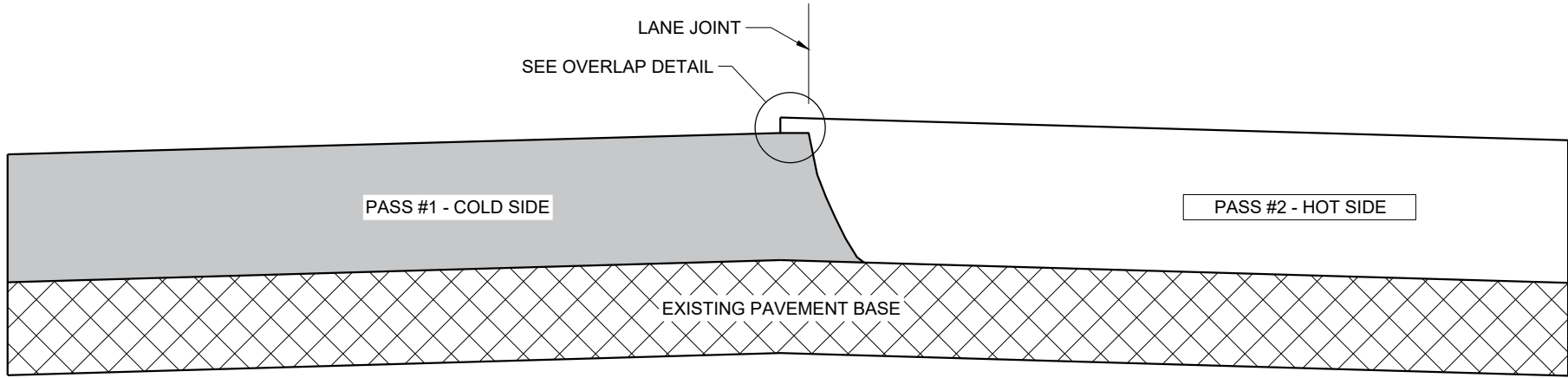
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

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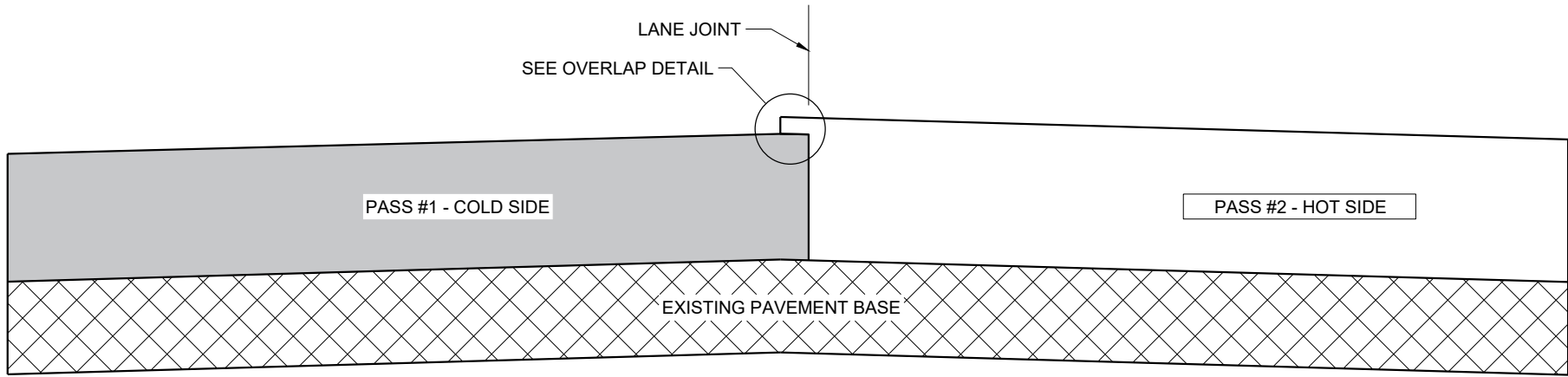
164



**TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT**



**TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT**



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

GENERAL NOTES

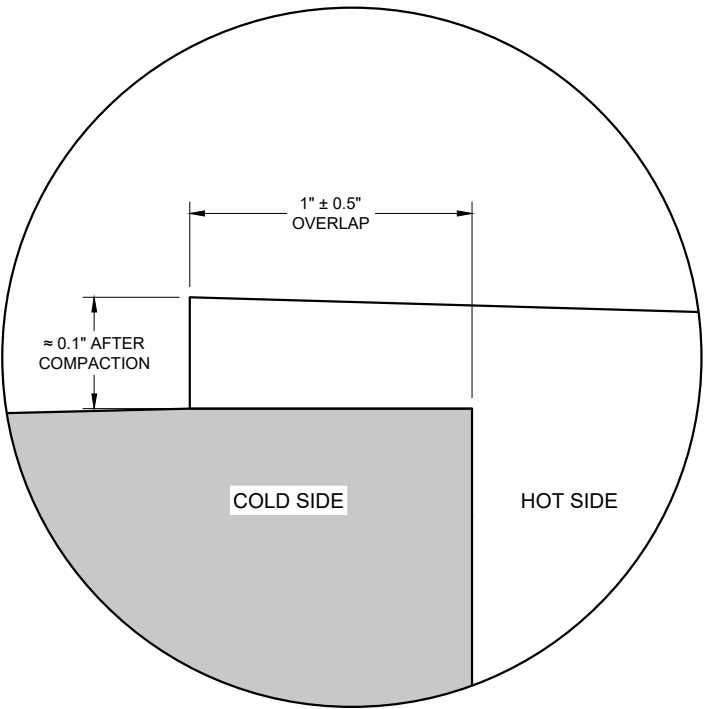
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



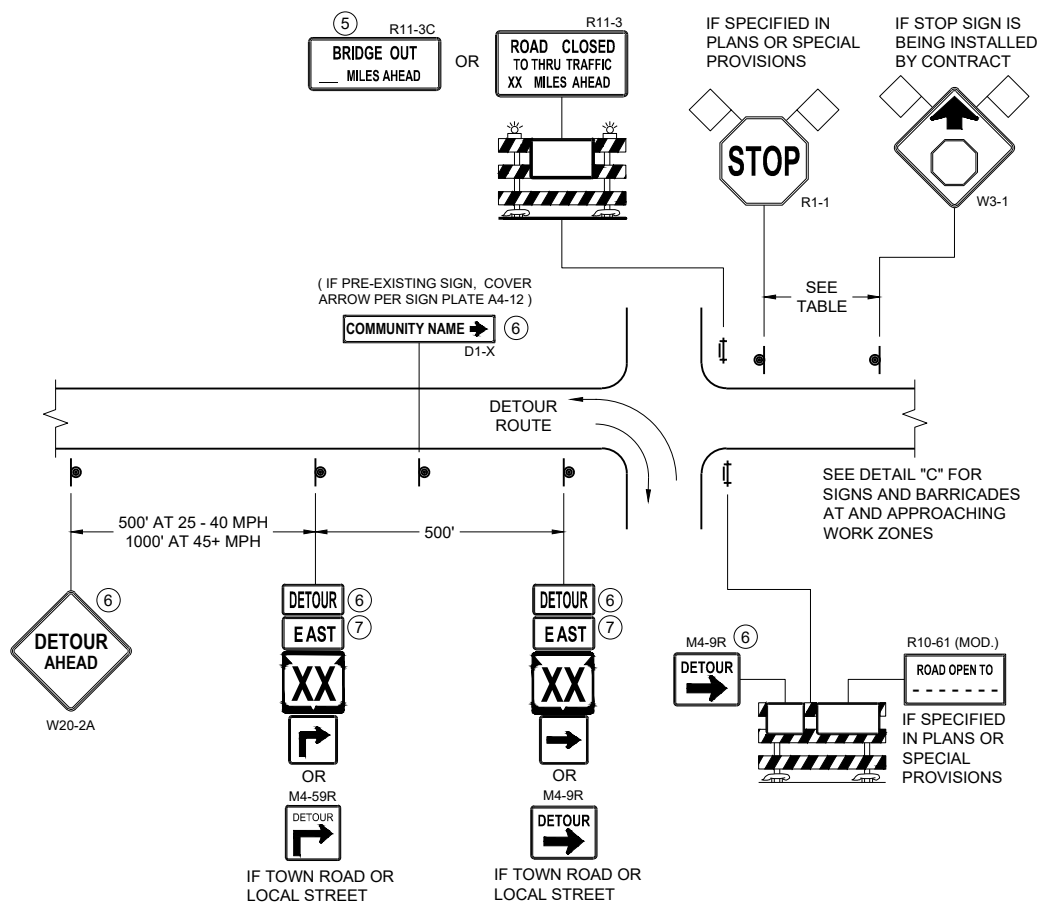
OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS

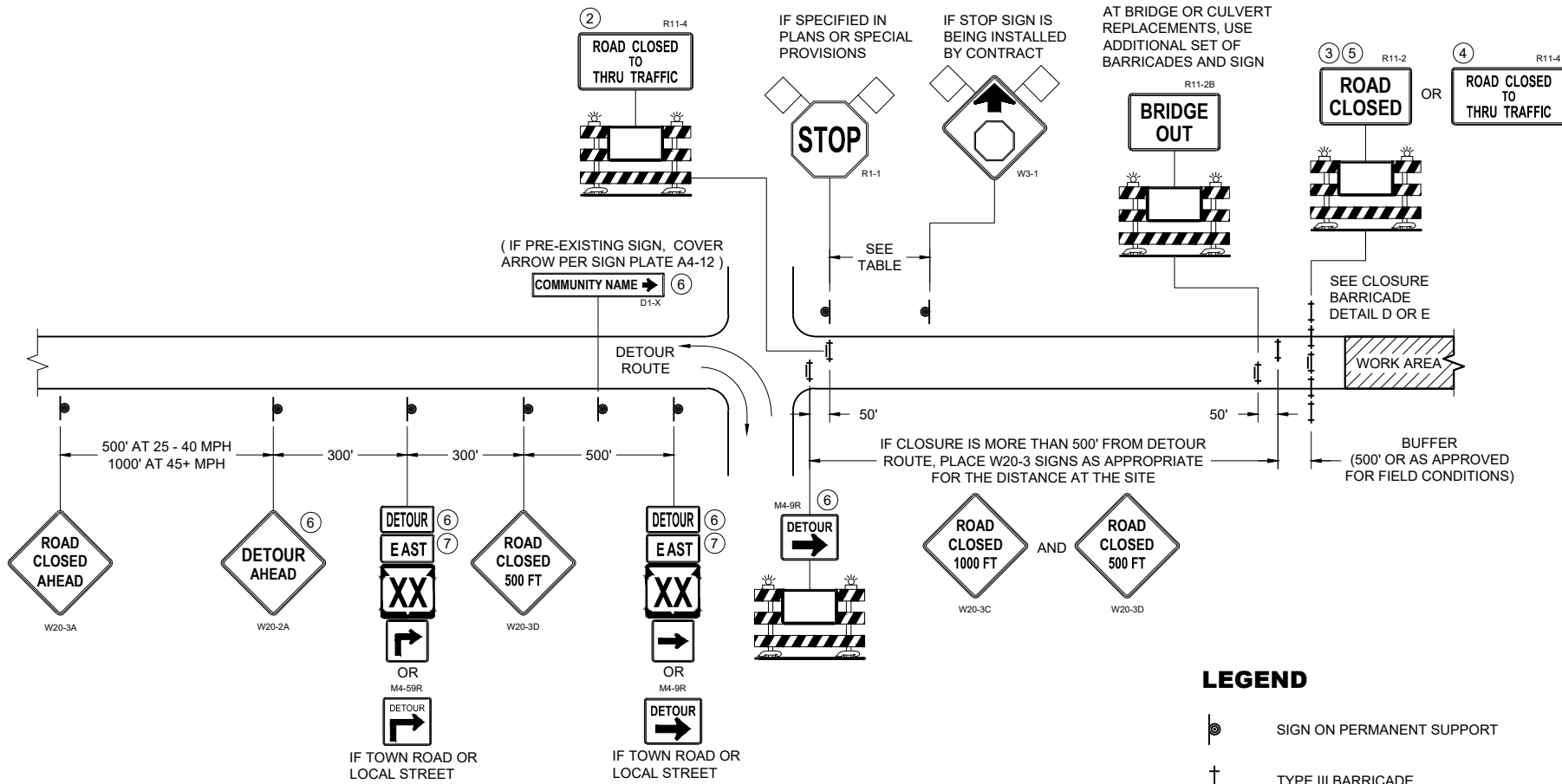
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGIN 165

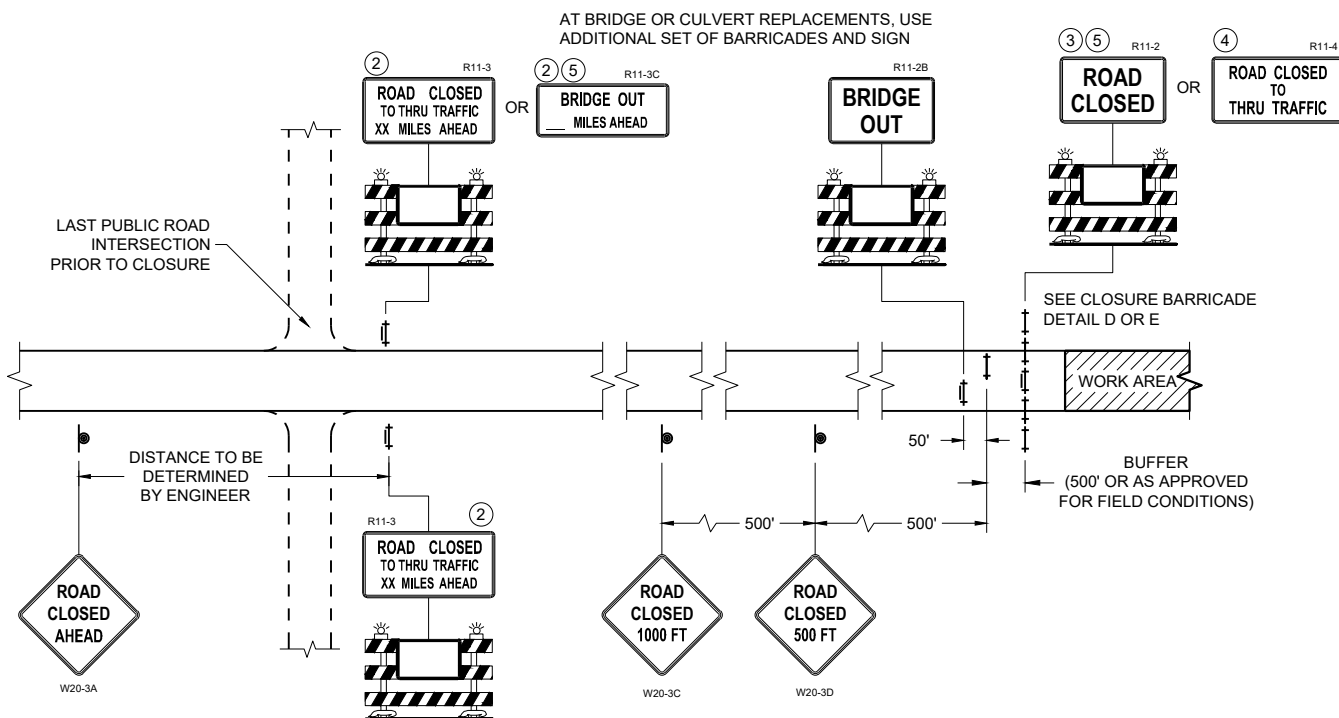
FHWA



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



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



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

LEGEND

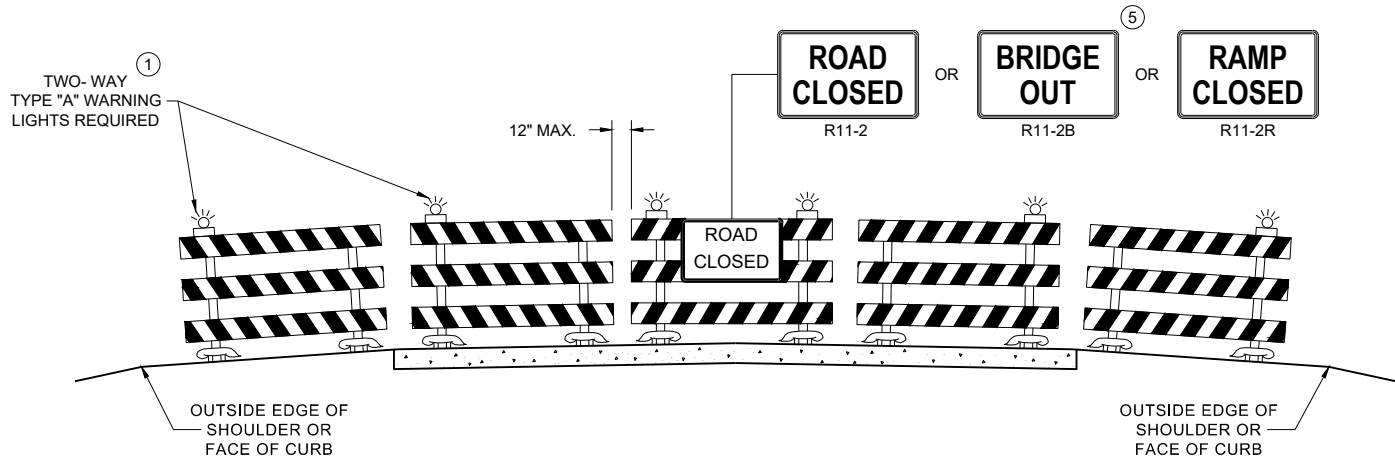
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

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

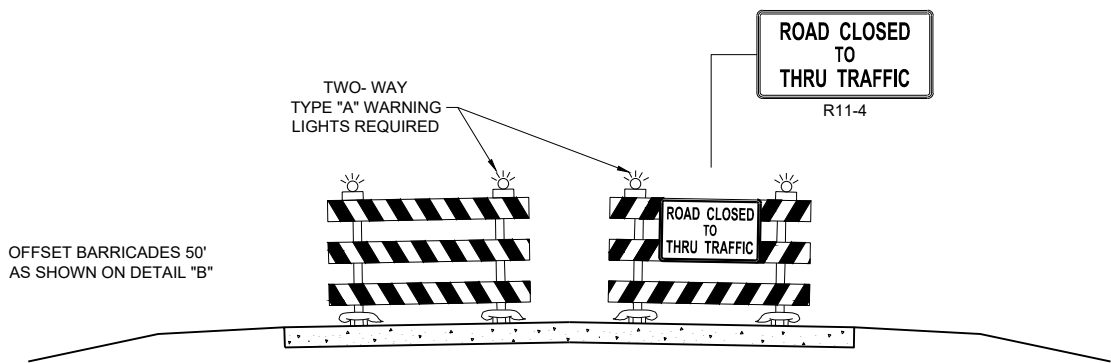
**BARRICADES AND SIGNS
FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER
FHWA



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

PARTIAL NUMBERS ON SIGNS SHALL BE DISPLAYED AS A WHOLE NUMBER(AS NEEDED) FOLLOWED BY A FRACTION. SIGNS SHALL NOT DISPLAY NUMBERS IN DECIMAL FORM.

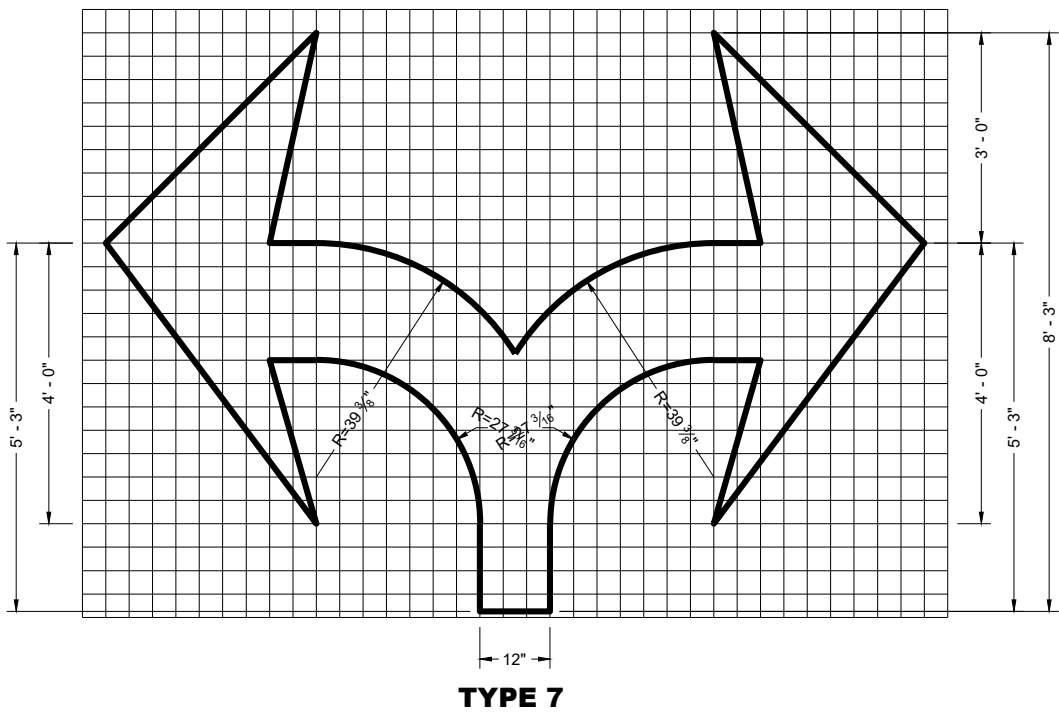
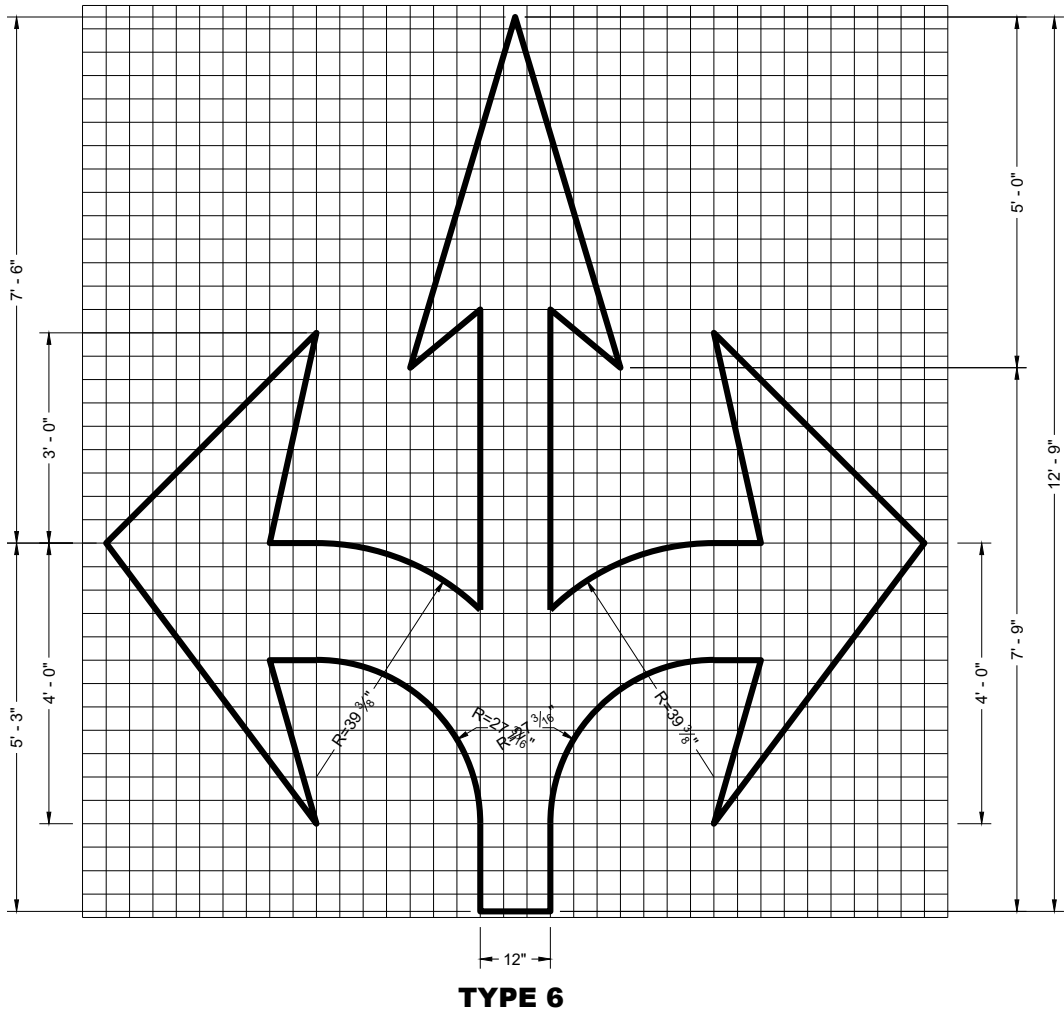
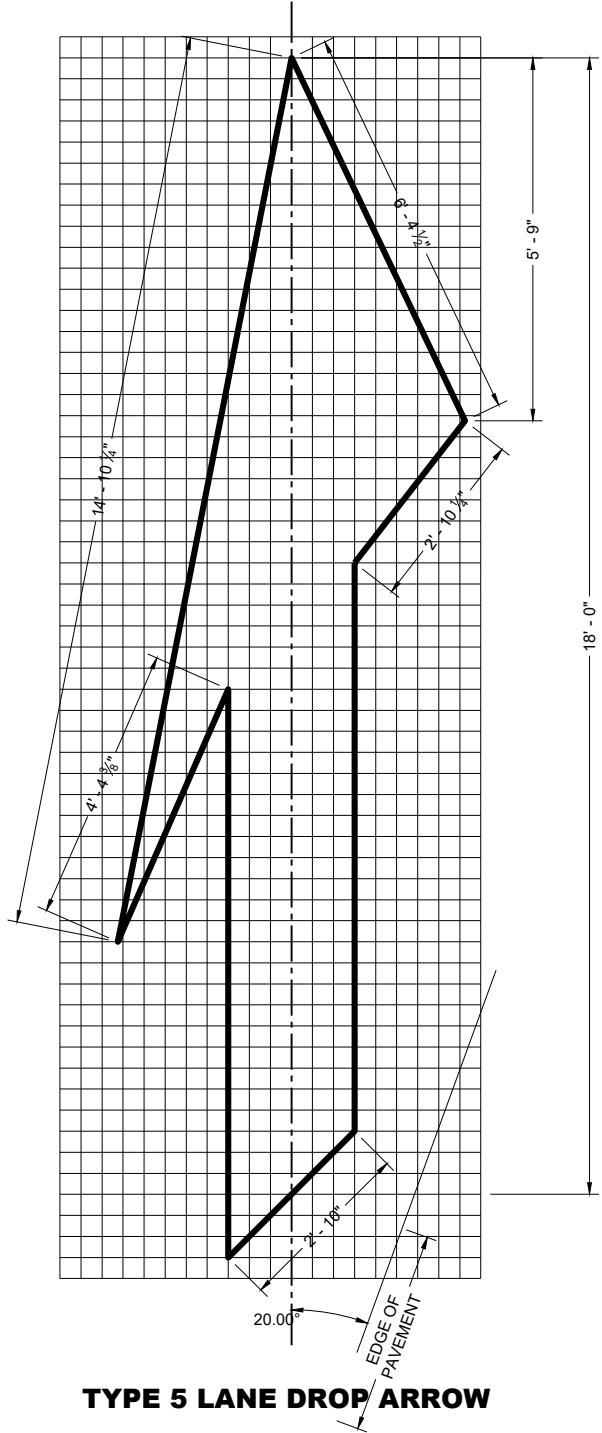
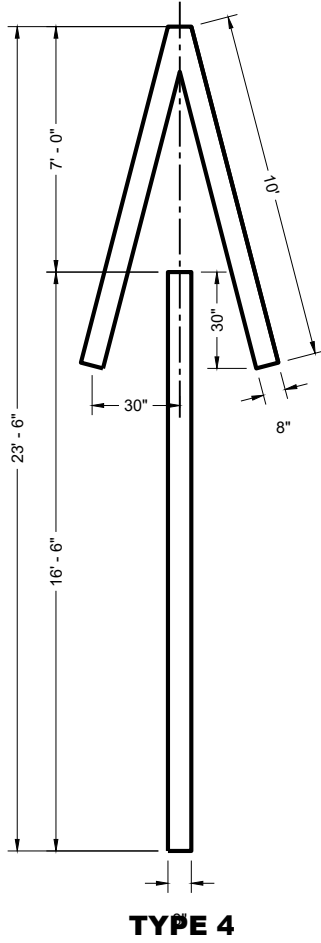
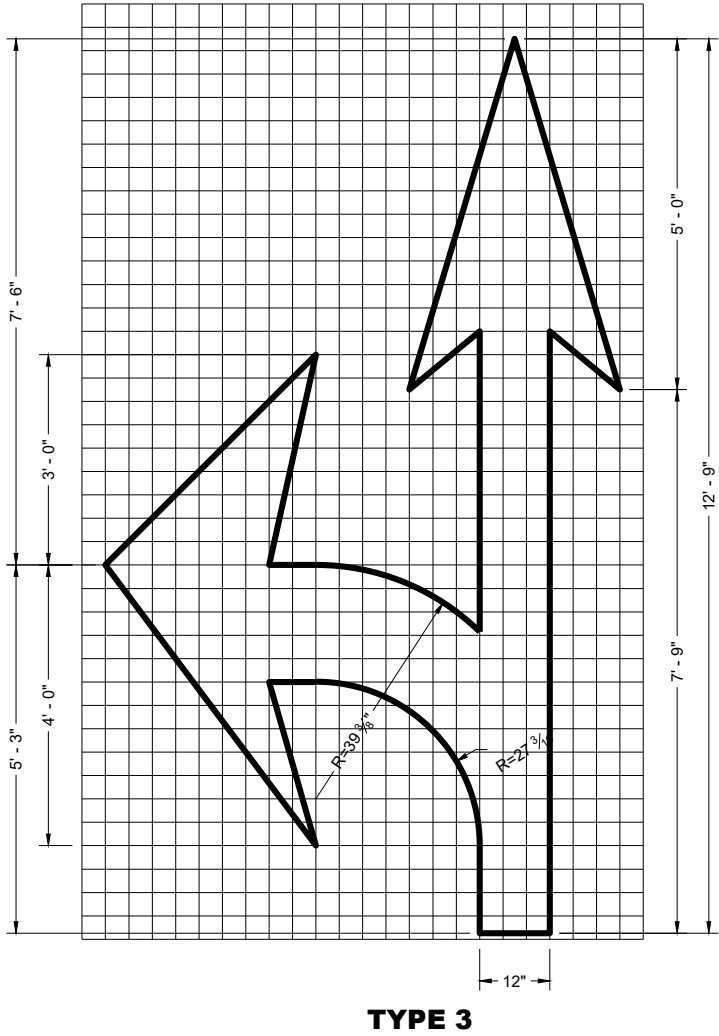
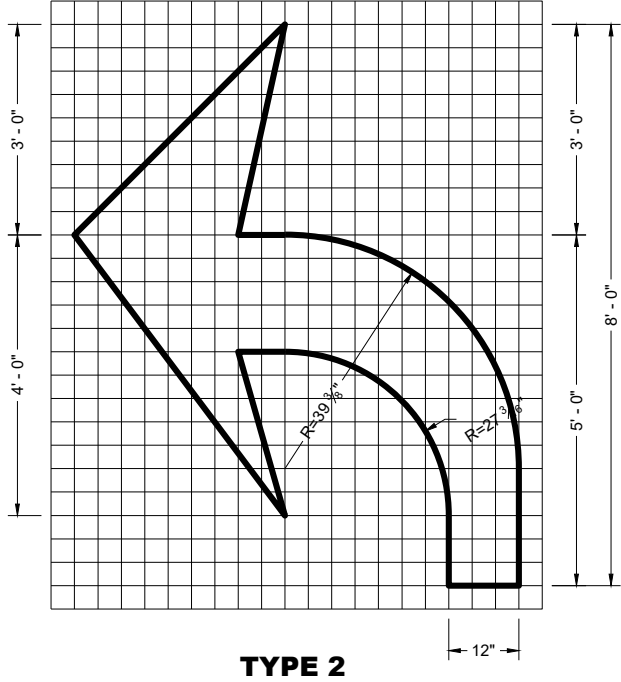
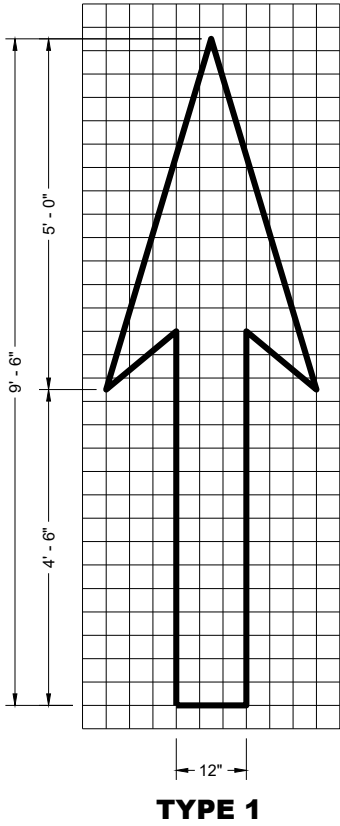
"WO" AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11 - 2 SHALL BE 48" X 30"
R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
M4 - 9 SHALL BE 30" X 24"
M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
R1 - 1 SHALL BE 36" X 36"

SIGNS PLACED ON TYPE III BARRICADES THAT ARE SIZES OTHER THAN 48"X30" SHALL HAVE A CORRUGATED POLYPROPYLENE OR POLYETHYLENE PLASTIC SIGN BASE.

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

BARRICADES AND SIGNS FOR VARIOUS CLOSURES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2025 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	



GENERAL NOTES

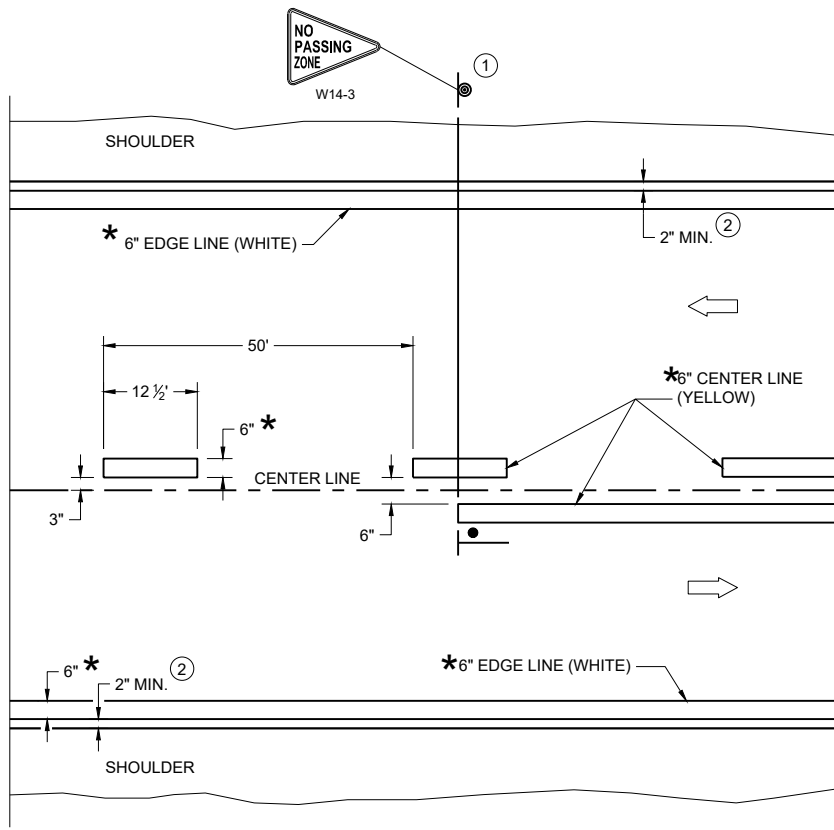
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

PAVEMENT MARKING ARROWS

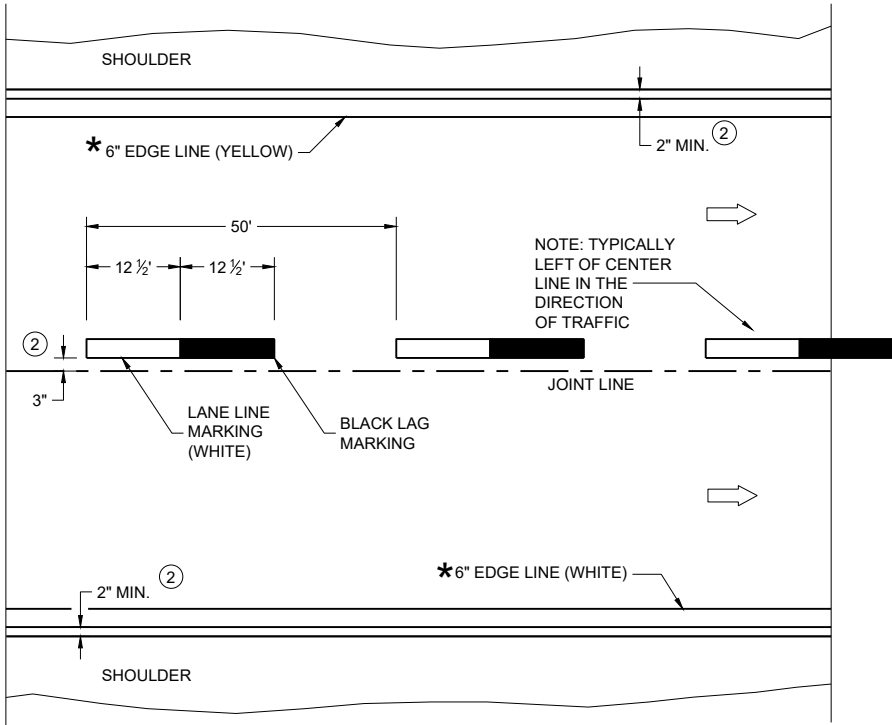
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

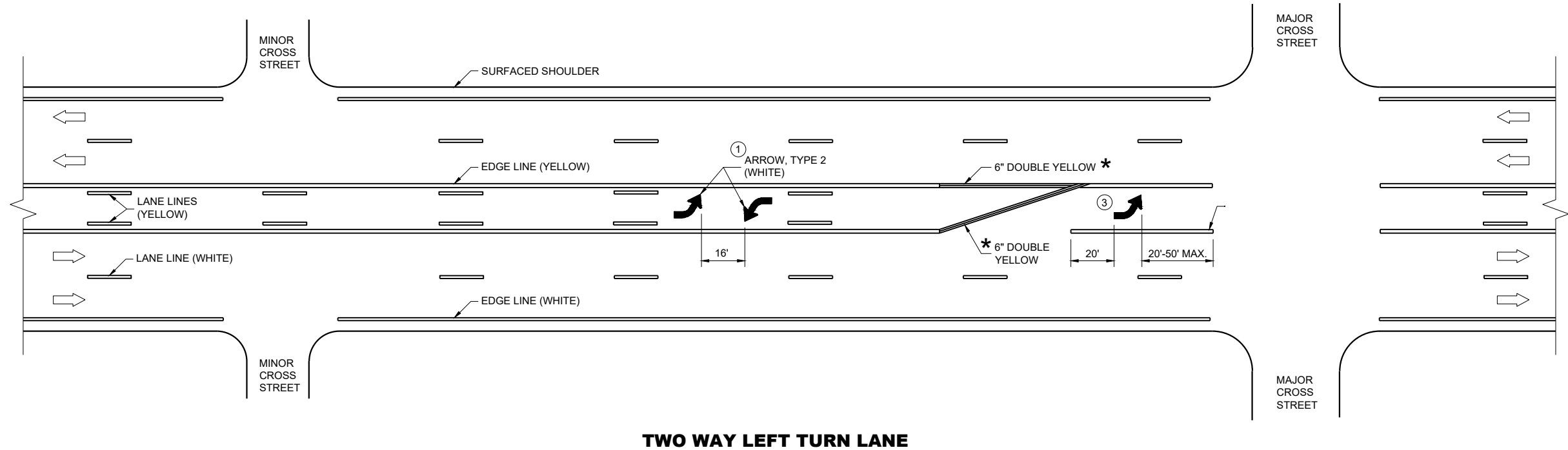
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

- ① LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
- ② MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

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

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



GENERAL NOTES

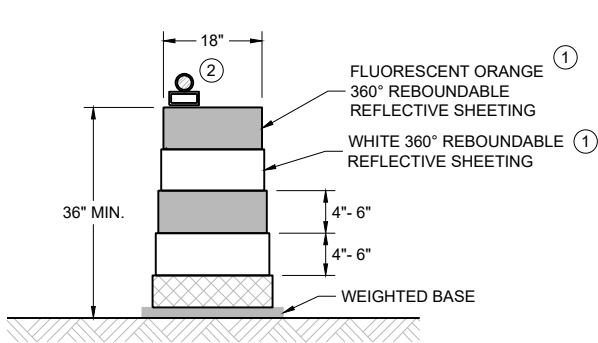
- ① A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
- ② 10" WHITE
- ③ TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

➡ DIRECTION OF TRAFFIC

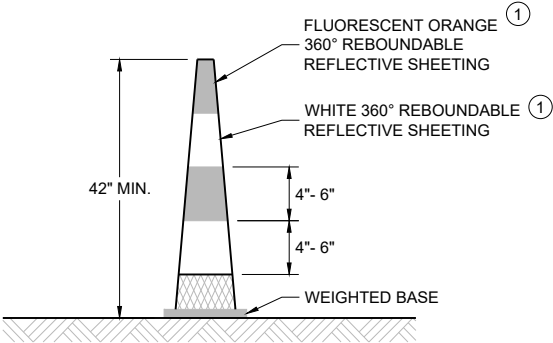
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

**PAVEMENT MARKING
(TURN LANES)**

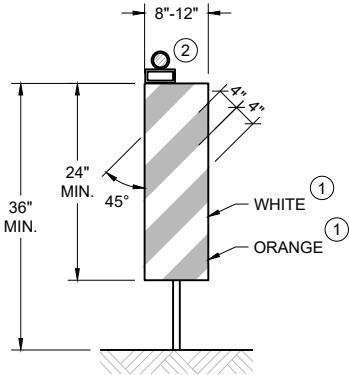
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



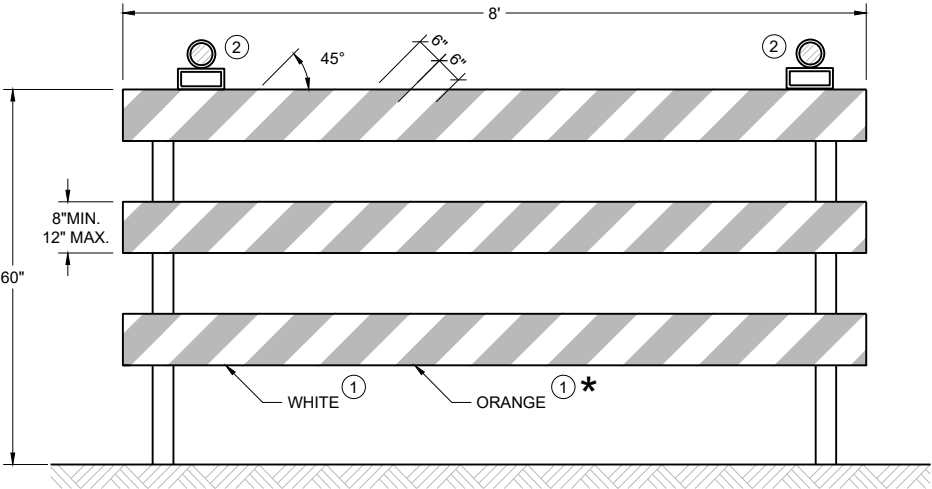
DRUM
BALLAST WIDTHS
RANGE FROM 24"-36"



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.

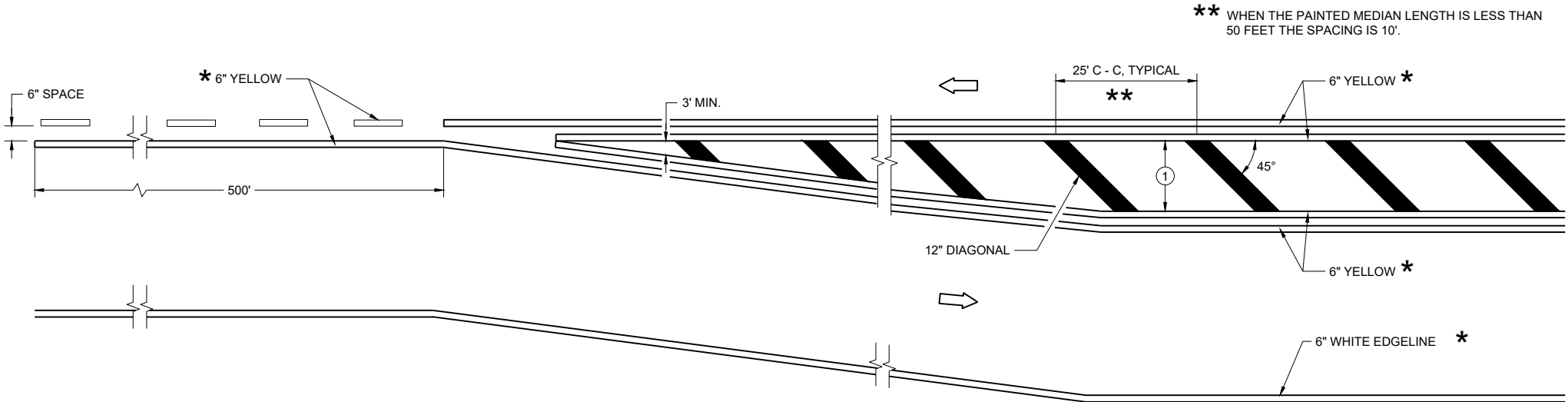


TYPE III BARRICADE
IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.
★ IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

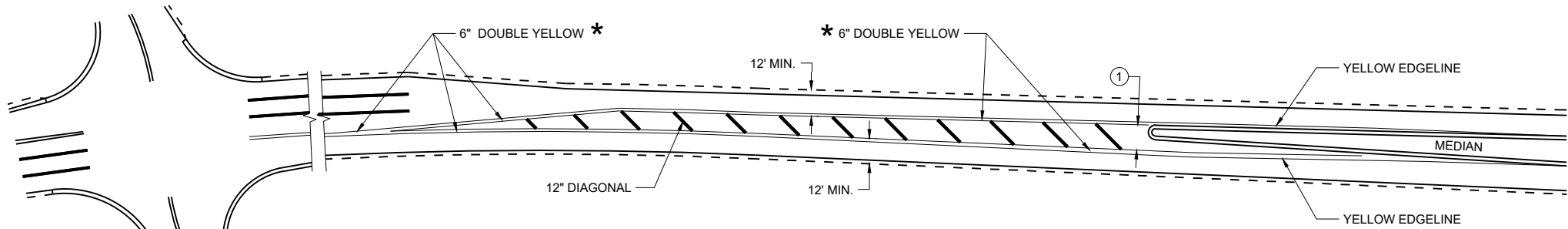
GENERAL NOTES

- 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.

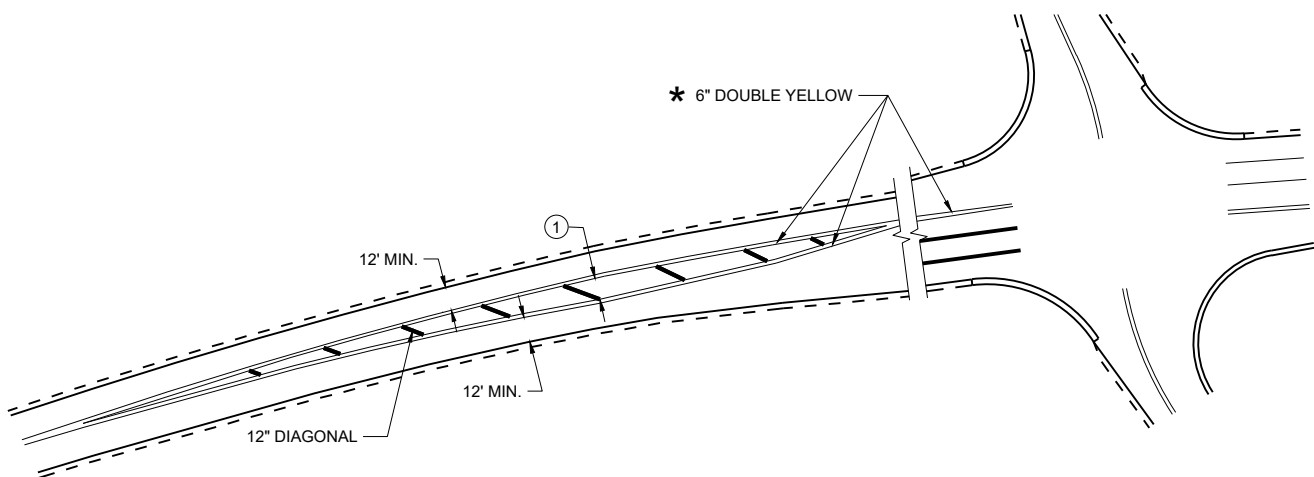
CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED February 2026 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	



MEDIAN ISLAND DETAIL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

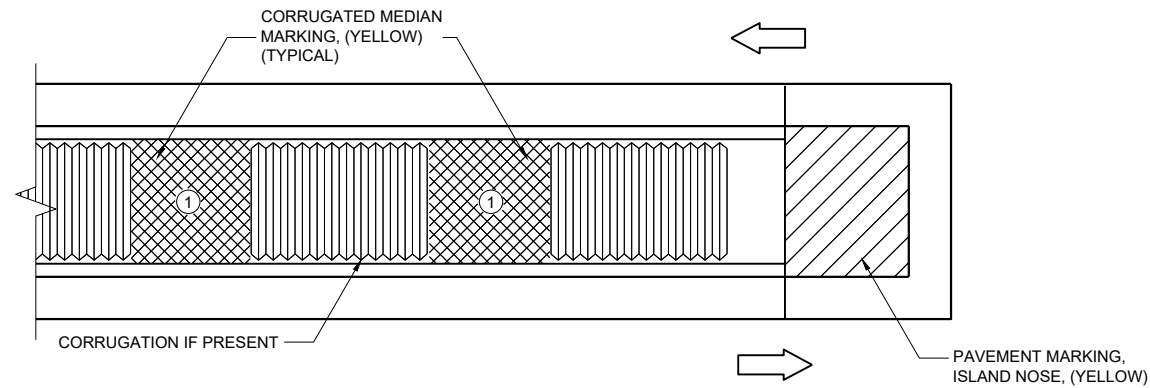
GENERAL NOTES

- 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.

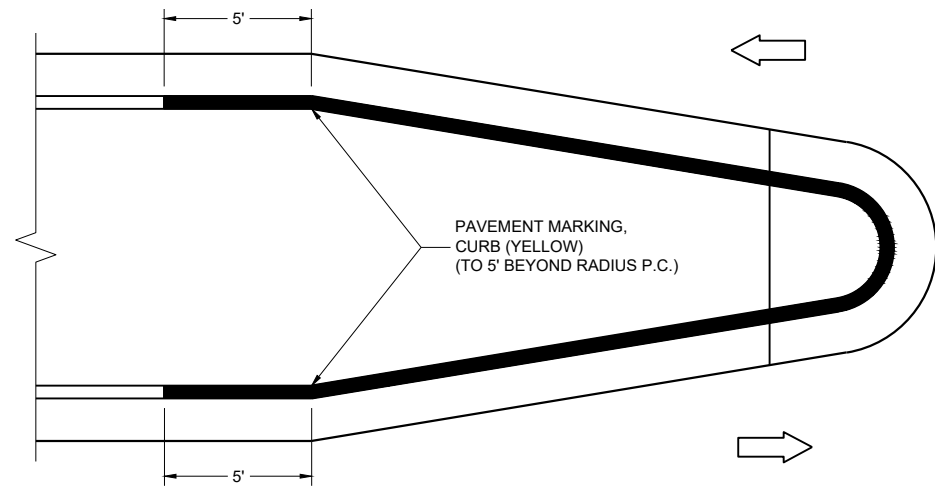
➡ DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

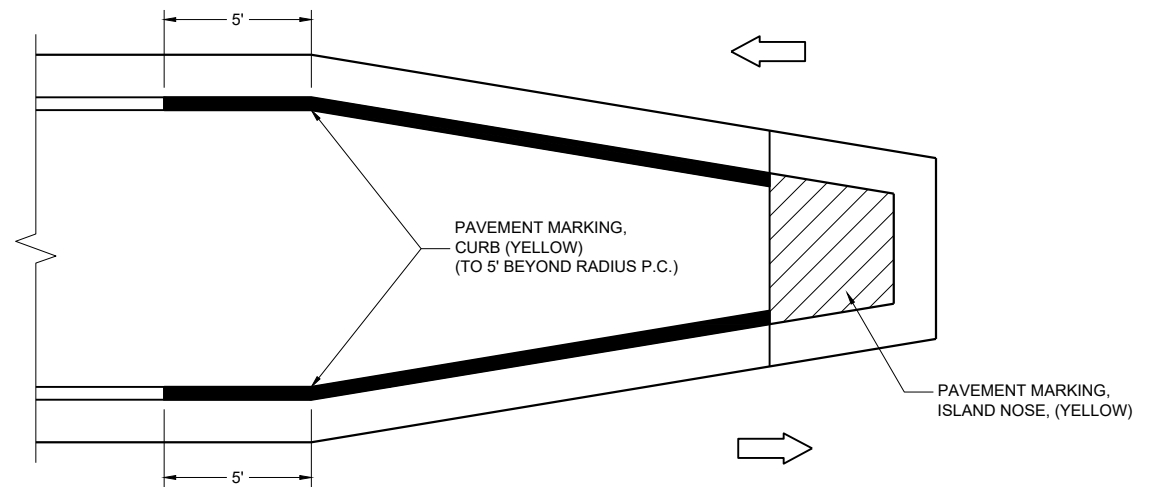
MEDIAN ISLAND PAVEMENT MARKINGS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED August 2024 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer
FHWA	173



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

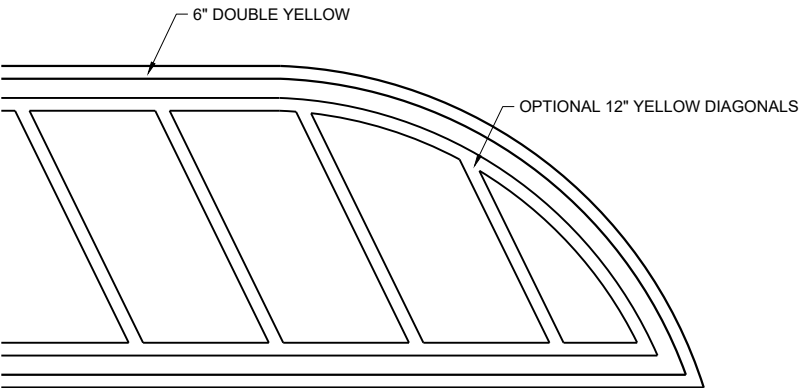
TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

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.

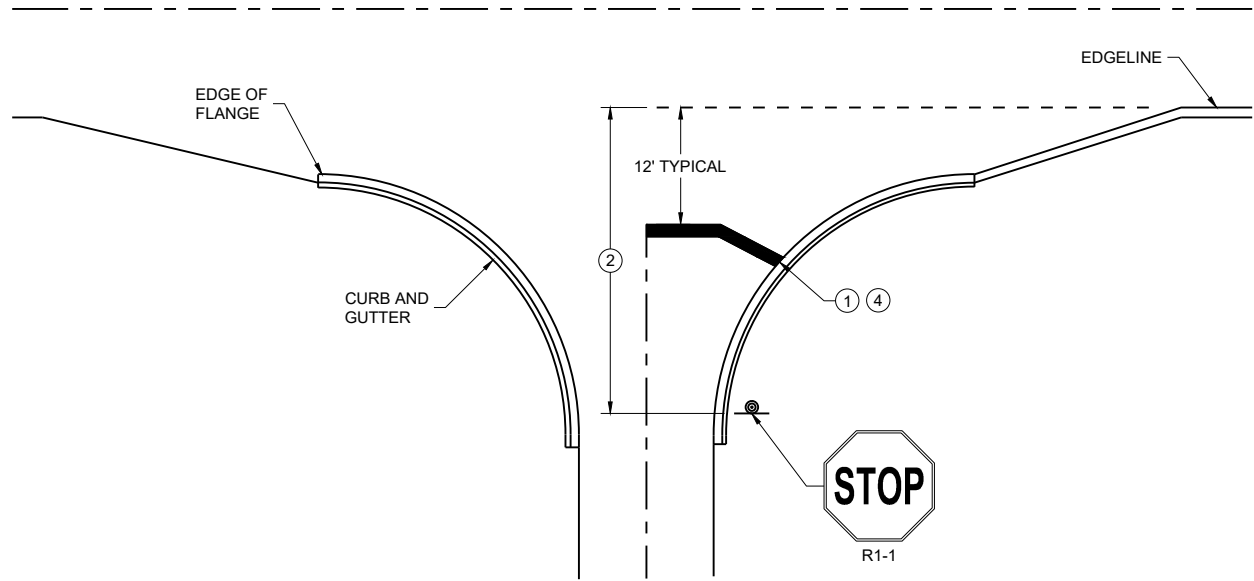
① APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

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

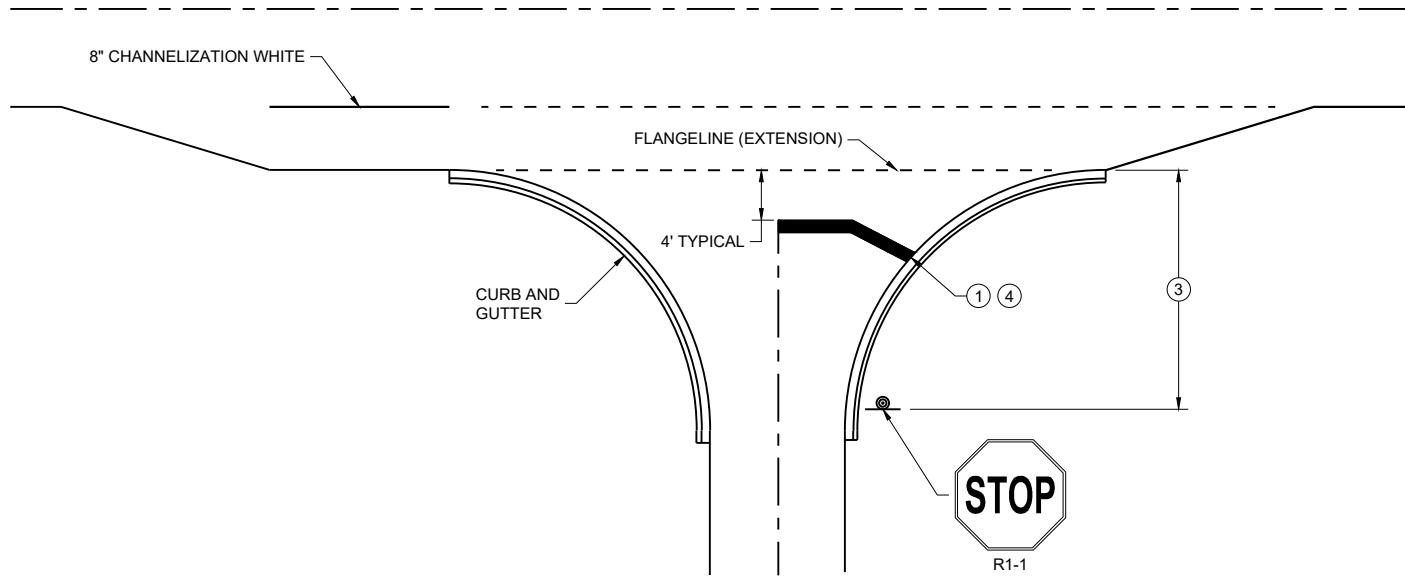


FLUSH MEDIAN ISLAND NOSE

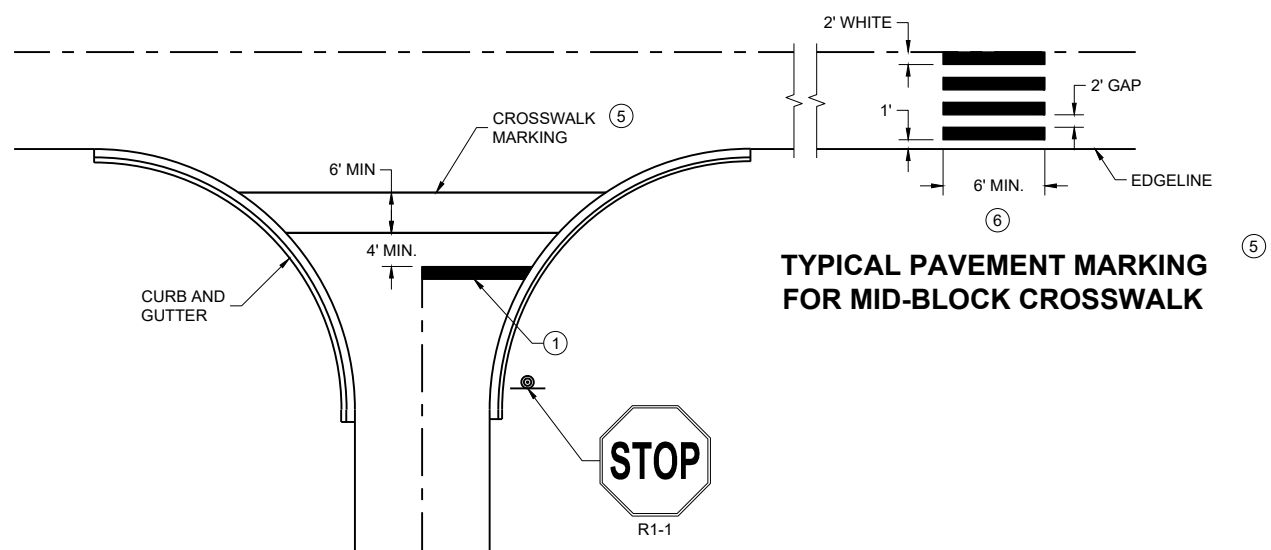
PAVEMENT MARKINGS, MEDIAN ISLAND NOSE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED August 2024 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer
FHWA 174	



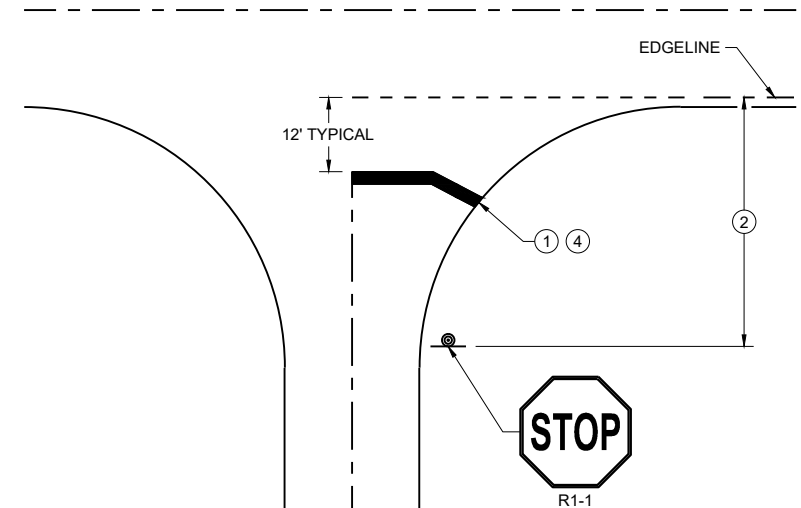
TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER



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



TYPICAL STOP LINE PAVEMENT MARKING FOR
SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING
WITHOUT CURB AND GUTTER

GENERAL NOTES

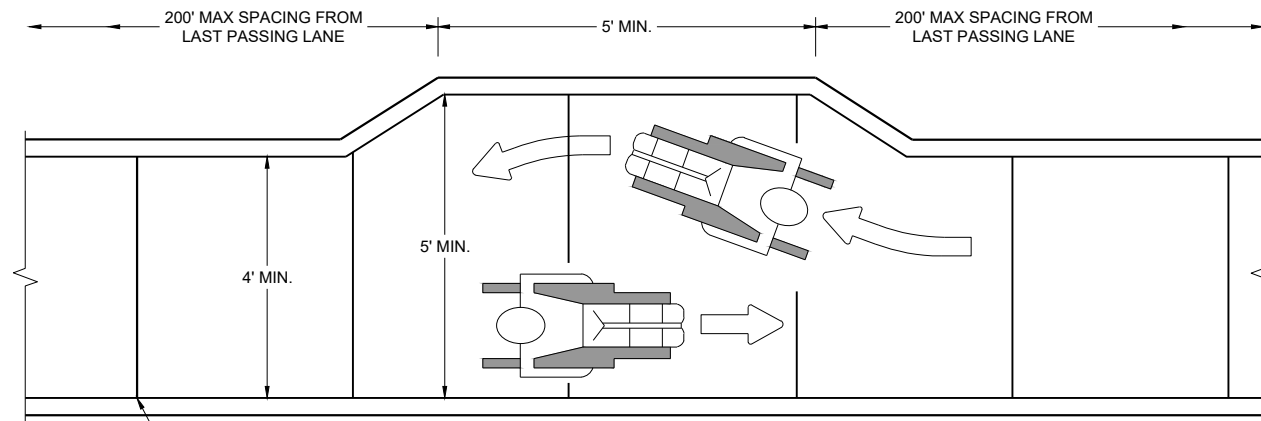
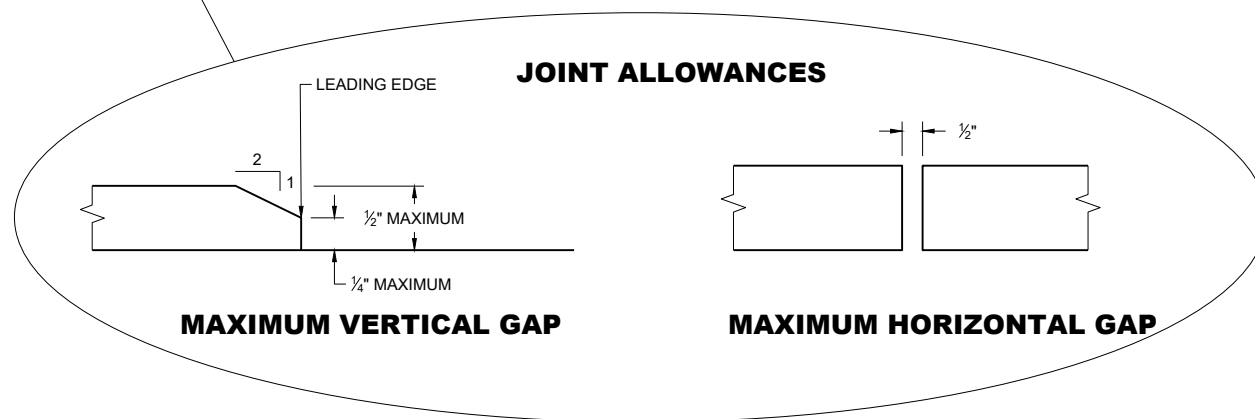
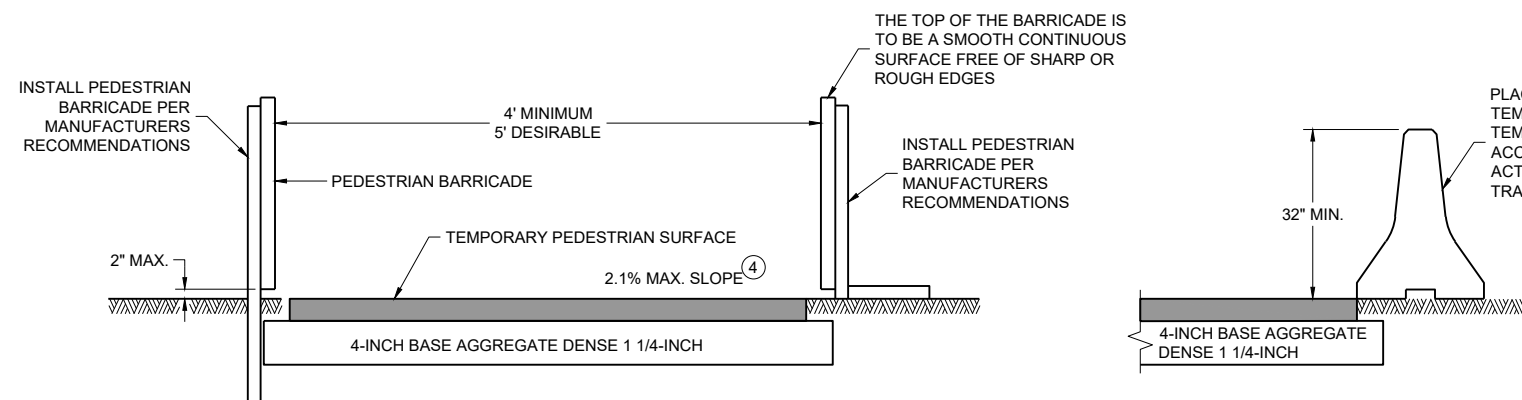
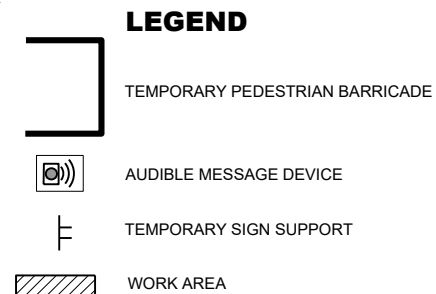
STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

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

STOP LINE AND CROSSWALK
PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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

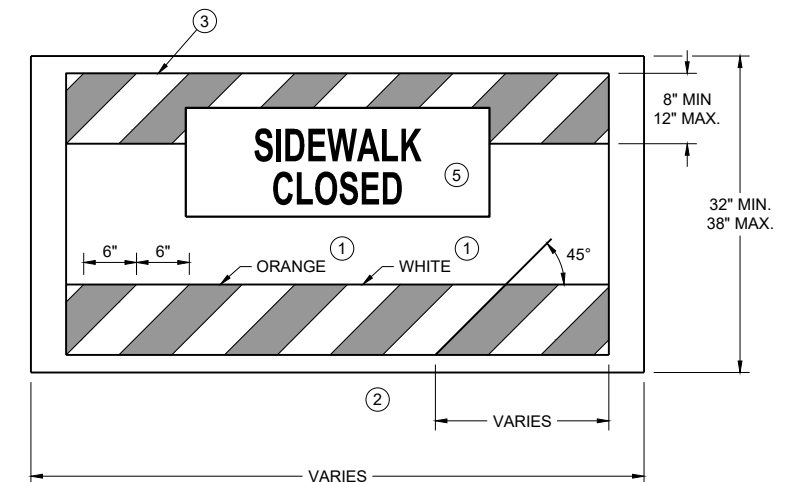
② SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

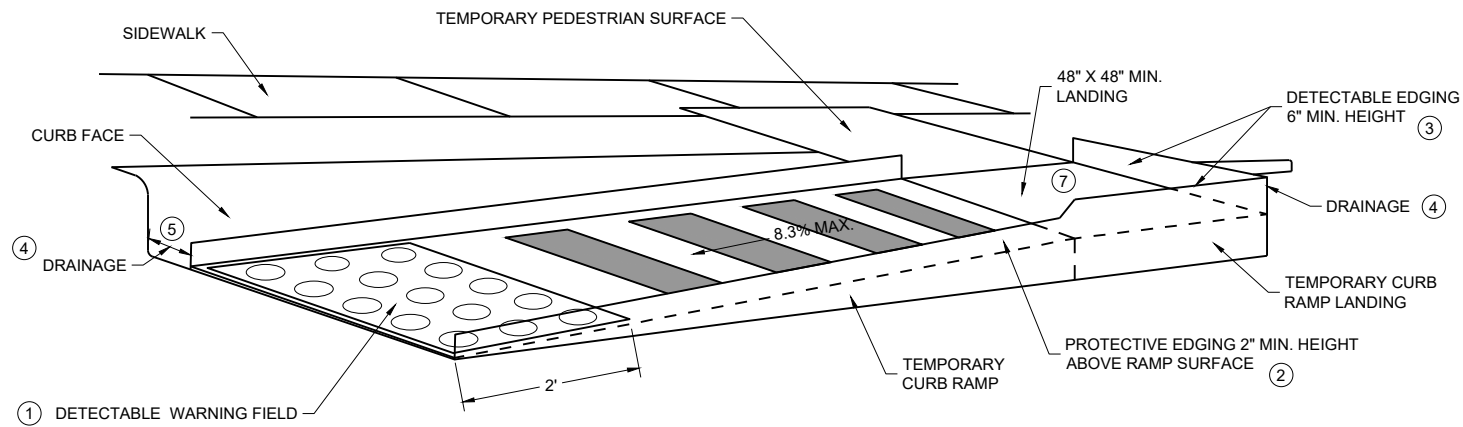
③ PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

★ USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

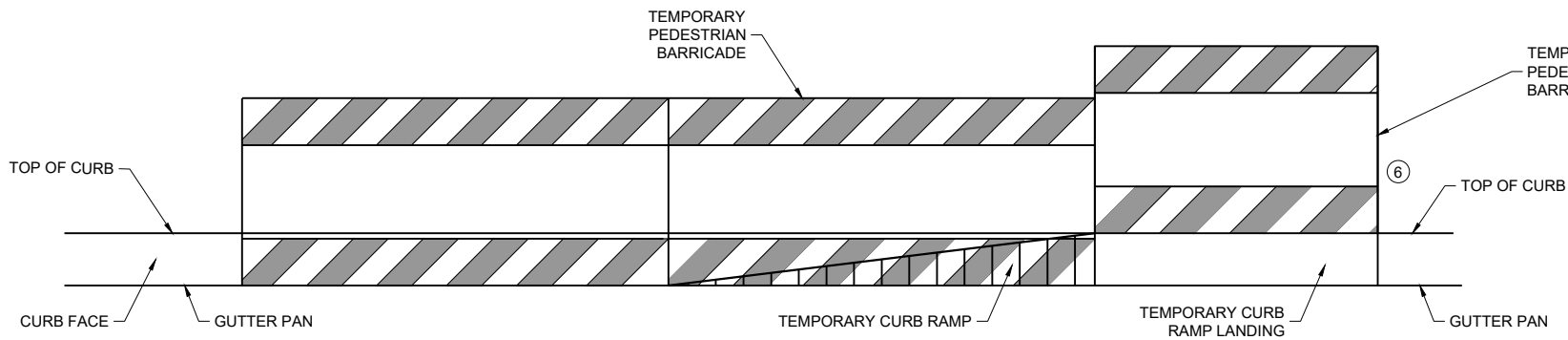
④ WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

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

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

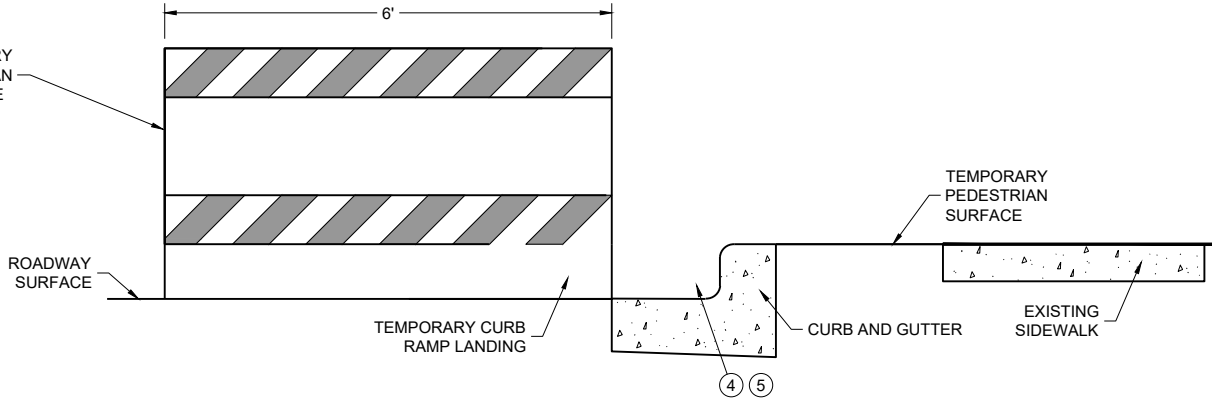


PERSPECTIVE VIEW



FRONT VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB



SIDE VIEW

GENERAL NOTES

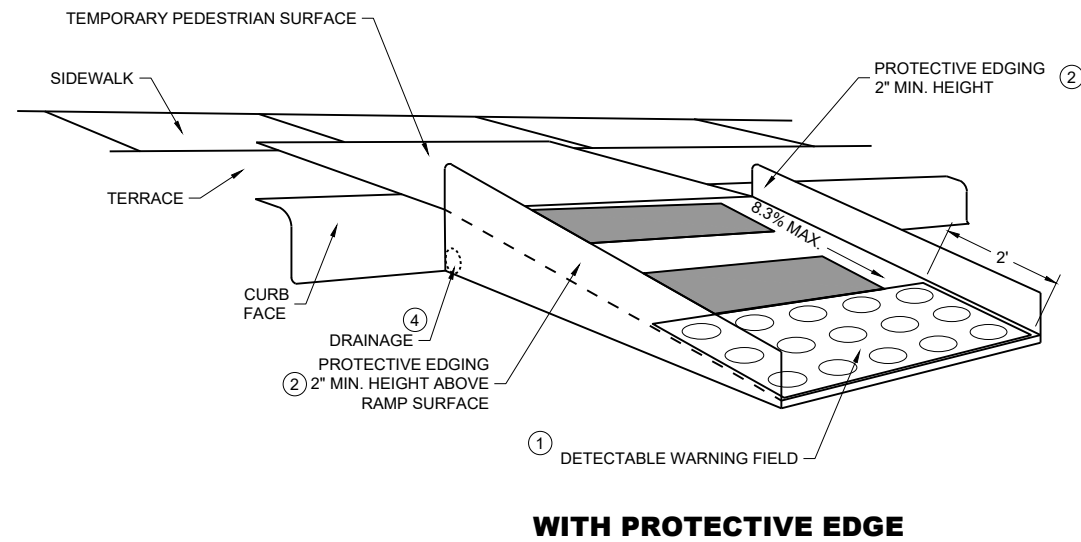
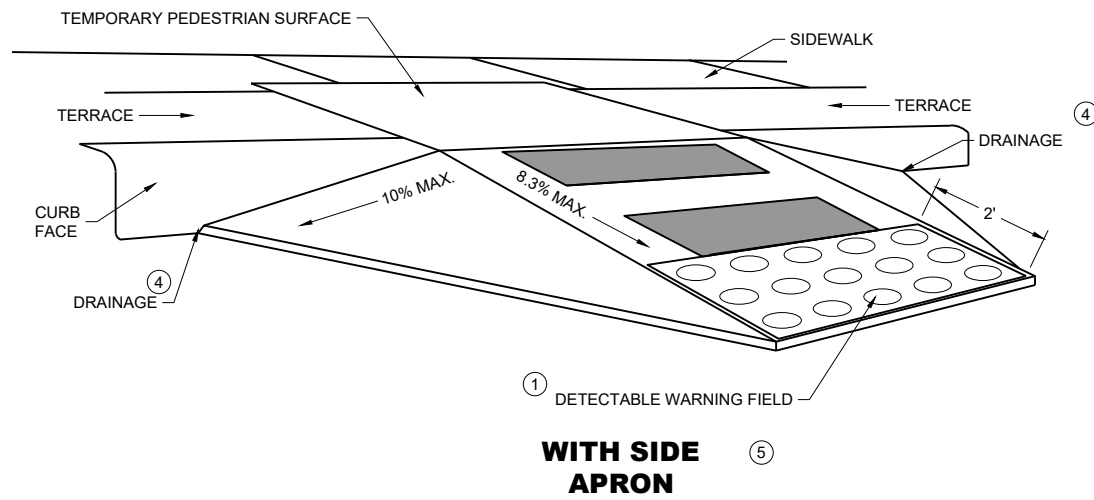
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

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

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

- ① INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.
- ② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
- ③ DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
- ④ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
- ⑤ ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.
- ⑥ IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.
- ⑦ LANDING TO BE SLOPED A MAXIMUM OF 2.1% IN ALL DIRECTIONS OF PEDESTRIAN TRAVEL.



TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

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

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

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

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

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

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

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

LEGEND

- SIGN ON 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)

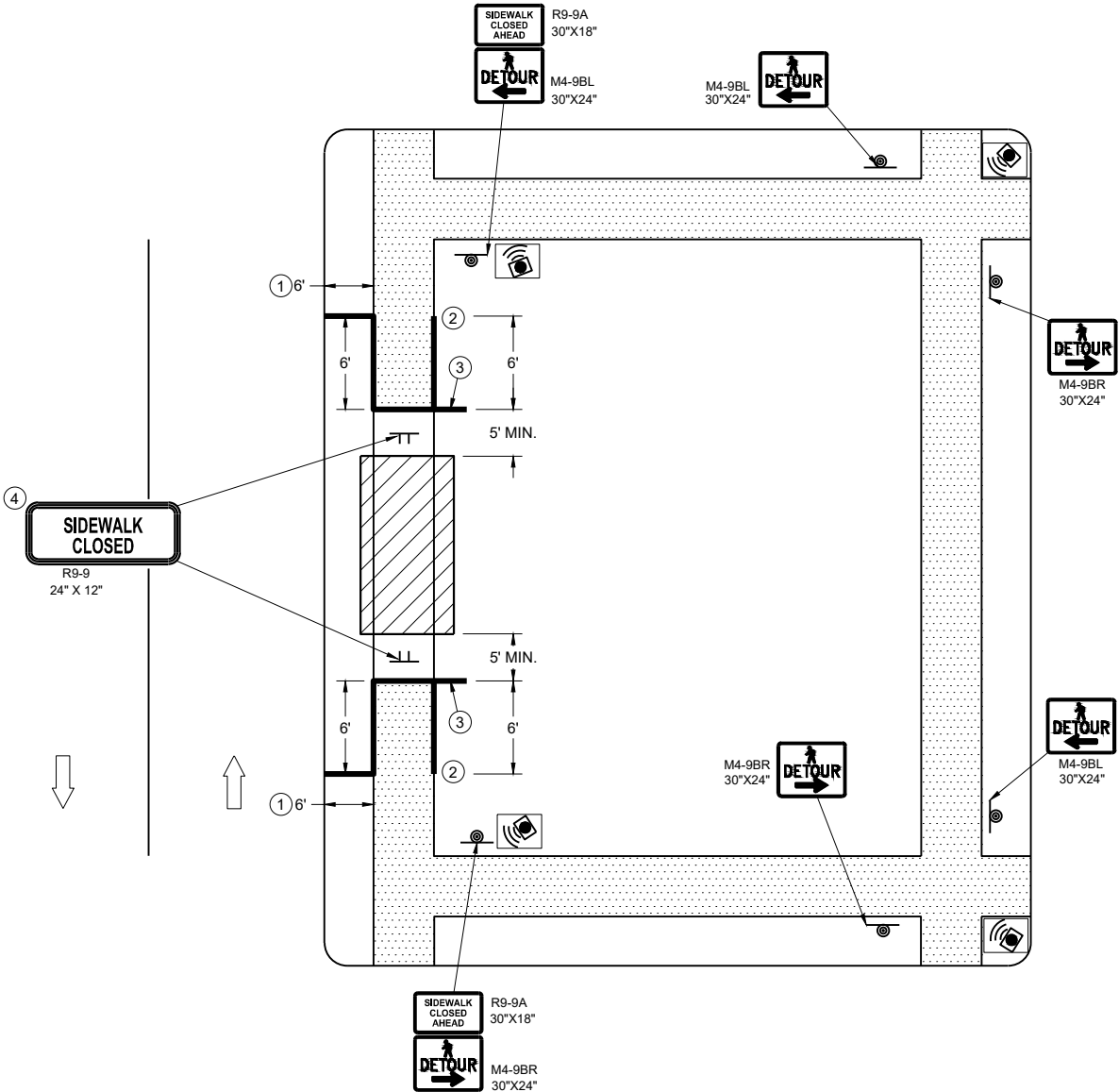
GENERAL NOTES

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.

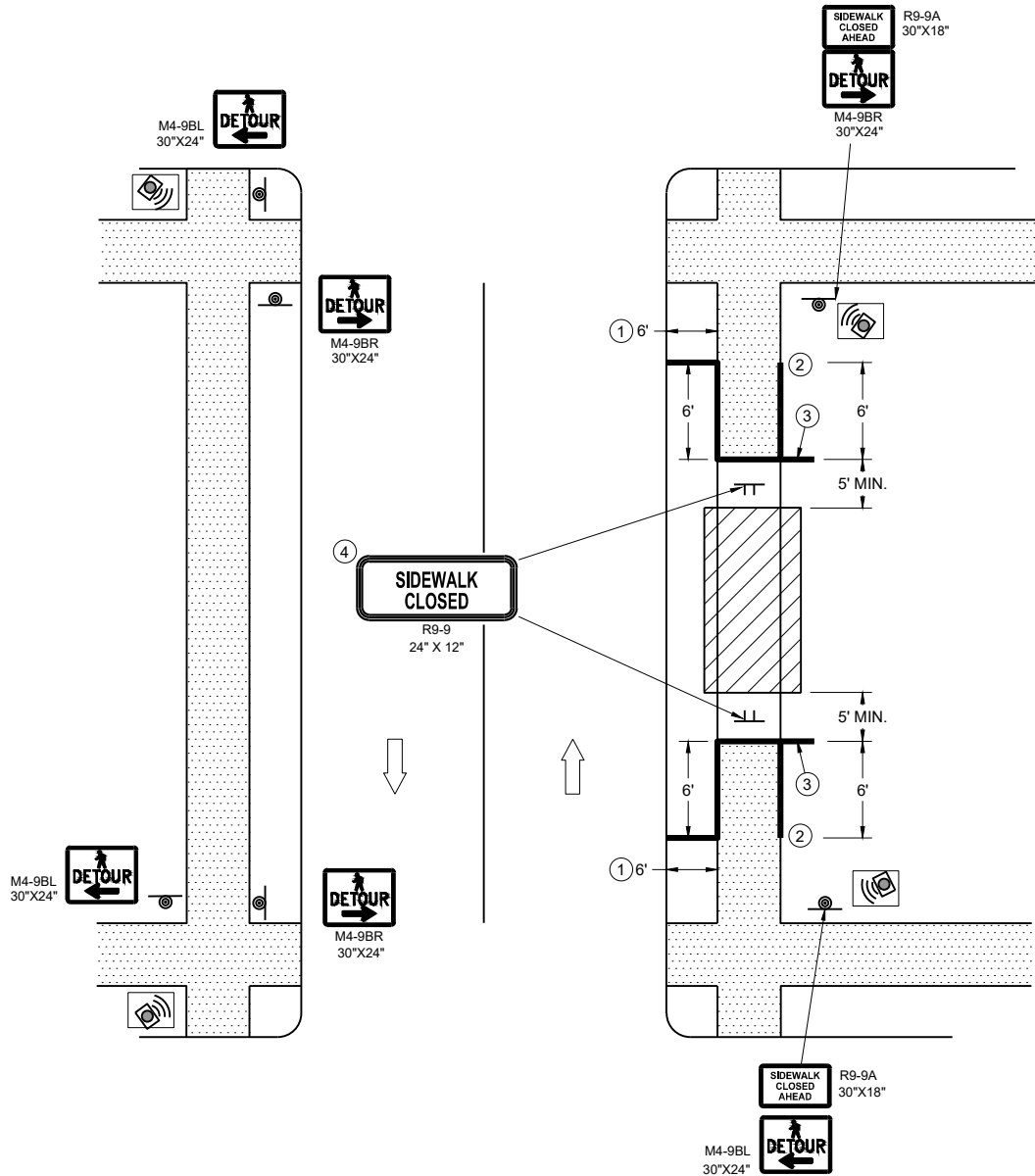
- IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
- PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
- IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
- MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

LEGEND

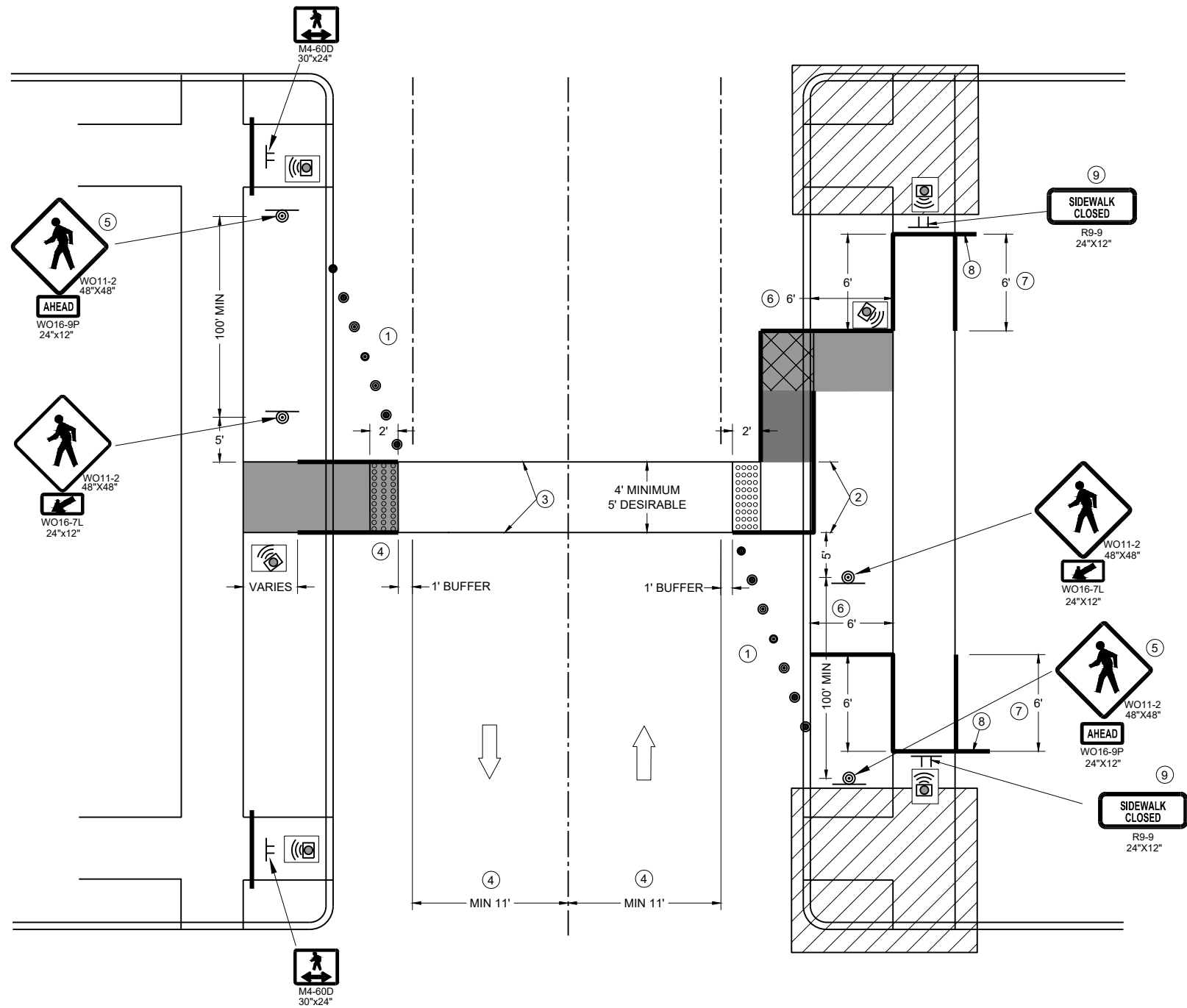
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

GENERAL NOTES

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



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

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

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

- 1 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)

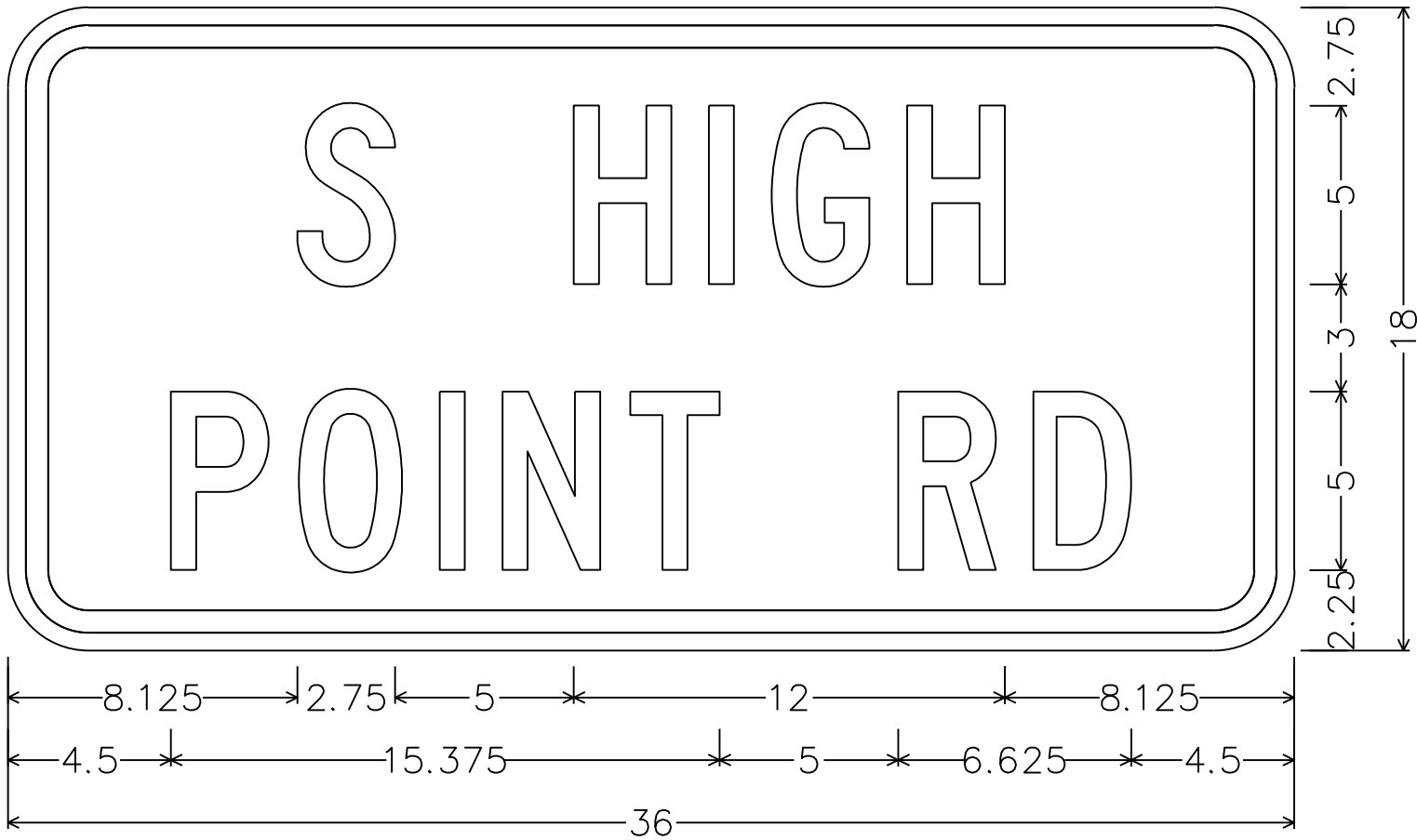
TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

- NOTES:
- 1. SIGN IS TYPE II - TYPE F REFLECTIVE - REFERENCE "WISDOT STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION" LATEST EDITION.
 - 2. COLOR
BACKGROUND - ORANGE
MESSAGE - BLACK
 - 3. MESSAGE SERIES - C

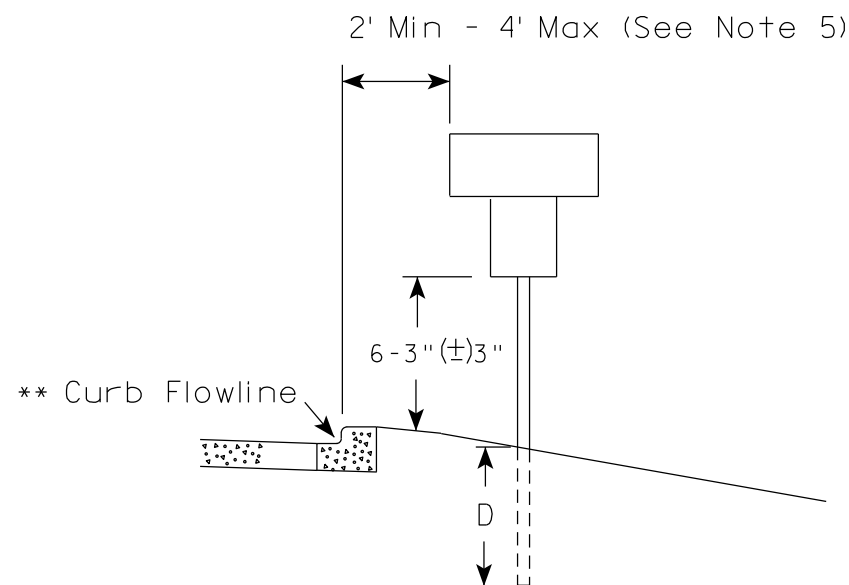
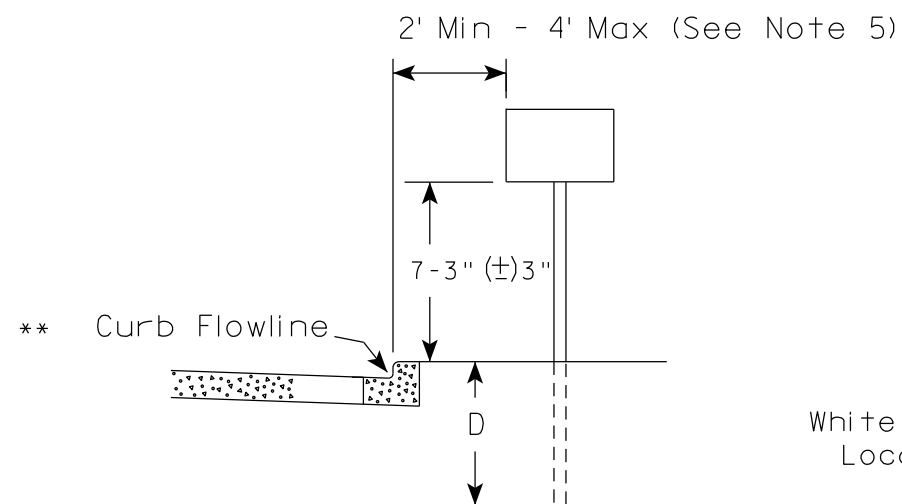


2.250" Radius, 0.625" Border, 0.500" Indent, Black on, Orange;
"S", C; "HIGH", C; "POINT", C; "RD", C;

7

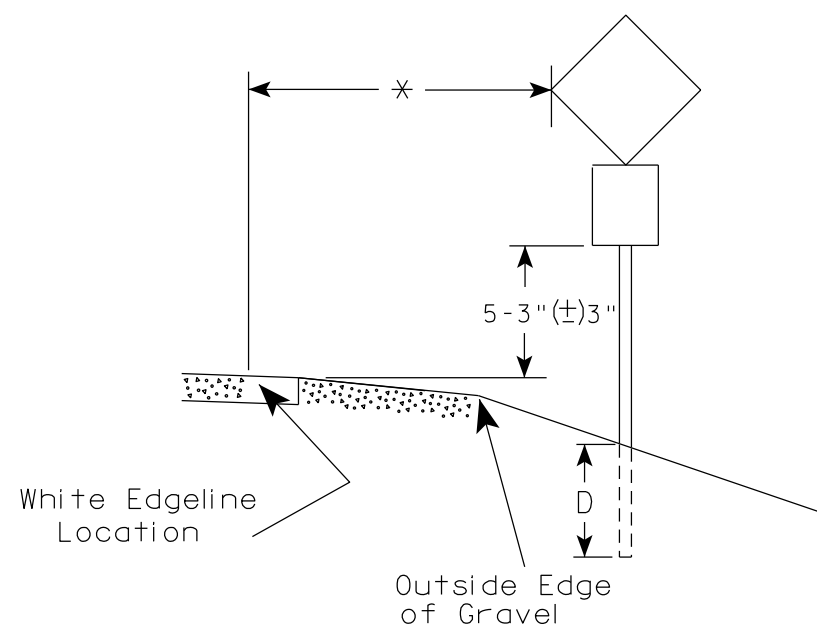
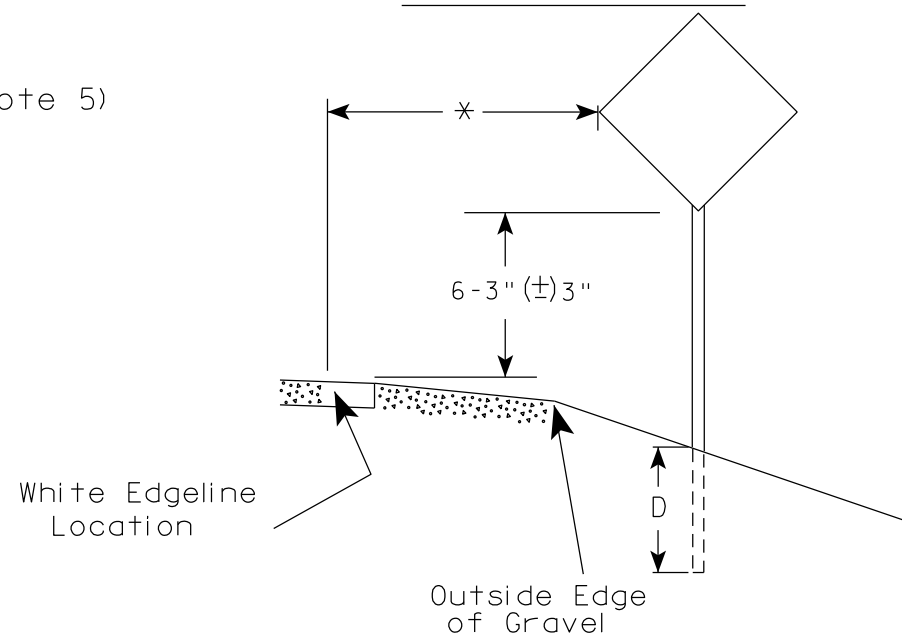
7

URBAN AREA



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

RURAL AREA (See Note 2)



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

GENERAL NOTES

- Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
- 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".
- For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 3" depending upon existence of a sub-sign.
- Minimum mounting height for signs mounted on traffic signal poles is 5'-3" (±) 3".
- Offset distance shall be consistent with existing signs or consistent throughout length of project.
- Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directed by the Engineer.

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R. Rauch
for State Traffic Engineer

DATE 12/6/23

PLATE NO. A4-3.23

PROJECT NO:

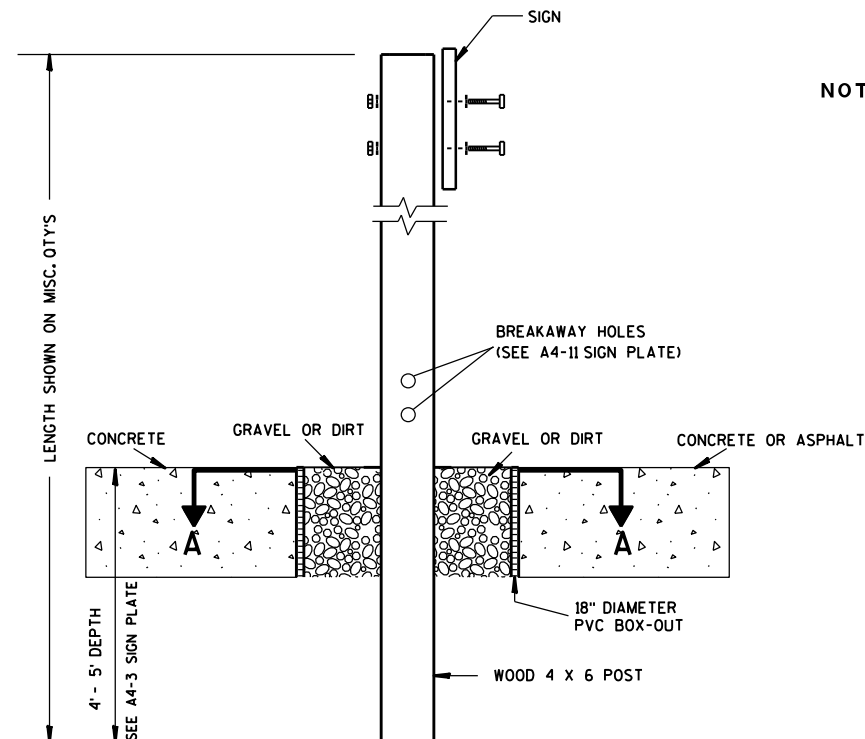
HWY:

COUNTY:

SHEET NO:

183

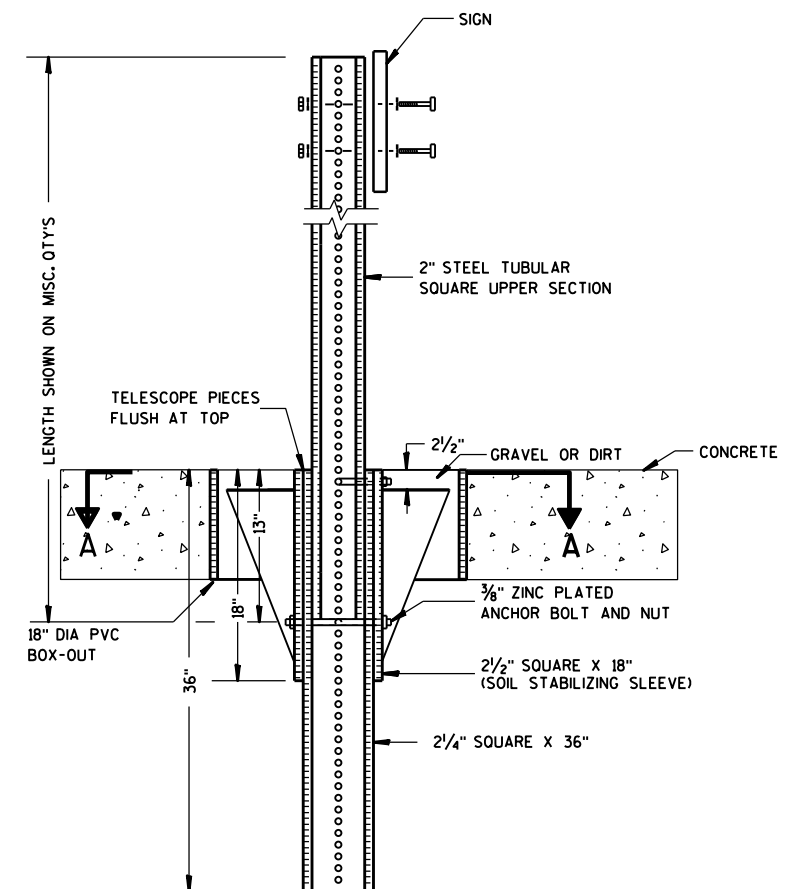
E



ELEVATION VIEW

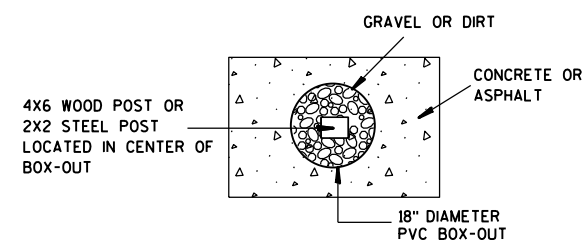
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- 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 184 A4-3B.1

PROJECT NO:

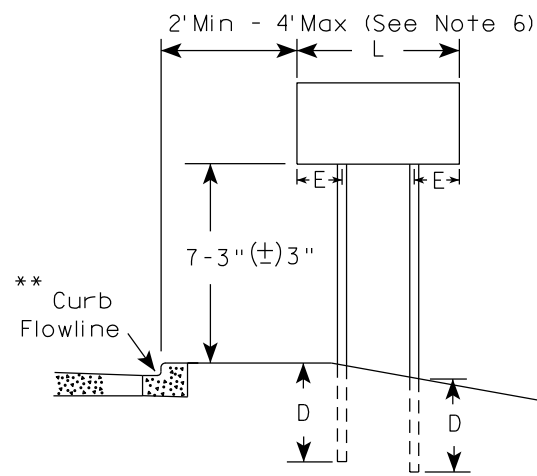
HWY:

COUNTY:

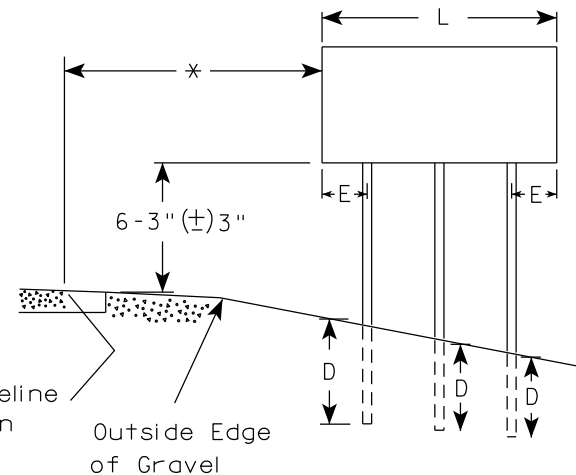
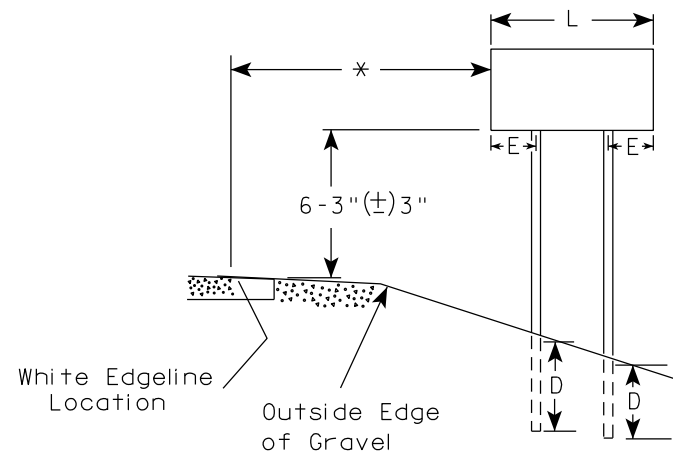
SHEET NO:

E

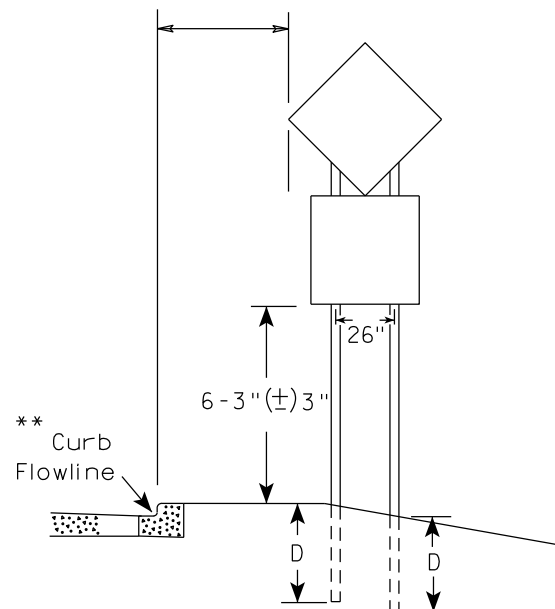
URBAN AREA



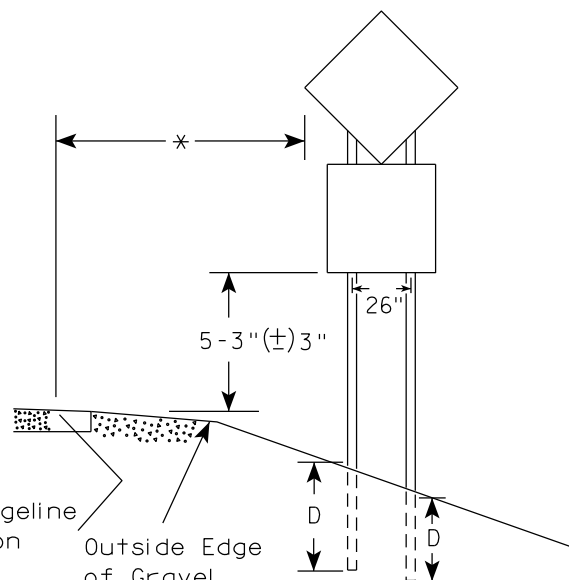
RURAL AREA (See Note 3)



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

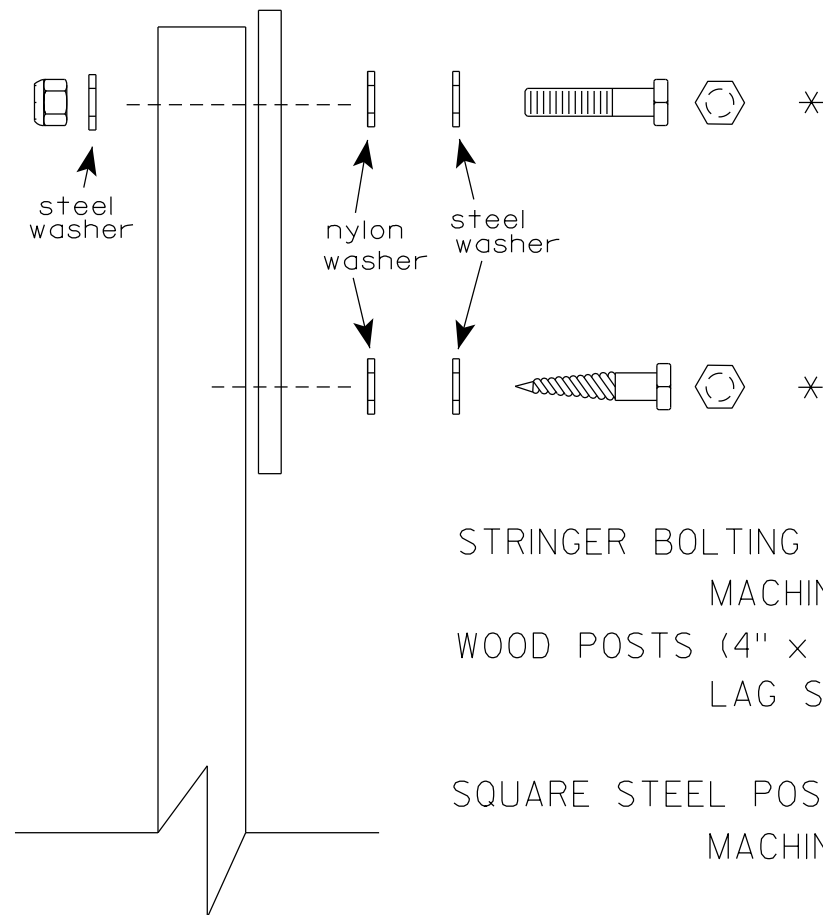
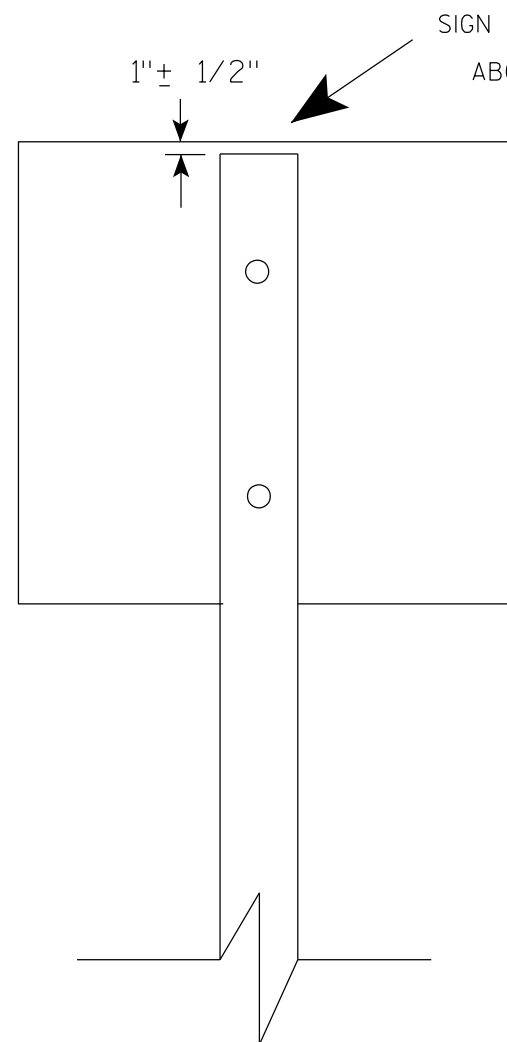
GENERAL NOTES

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

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

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

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



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.

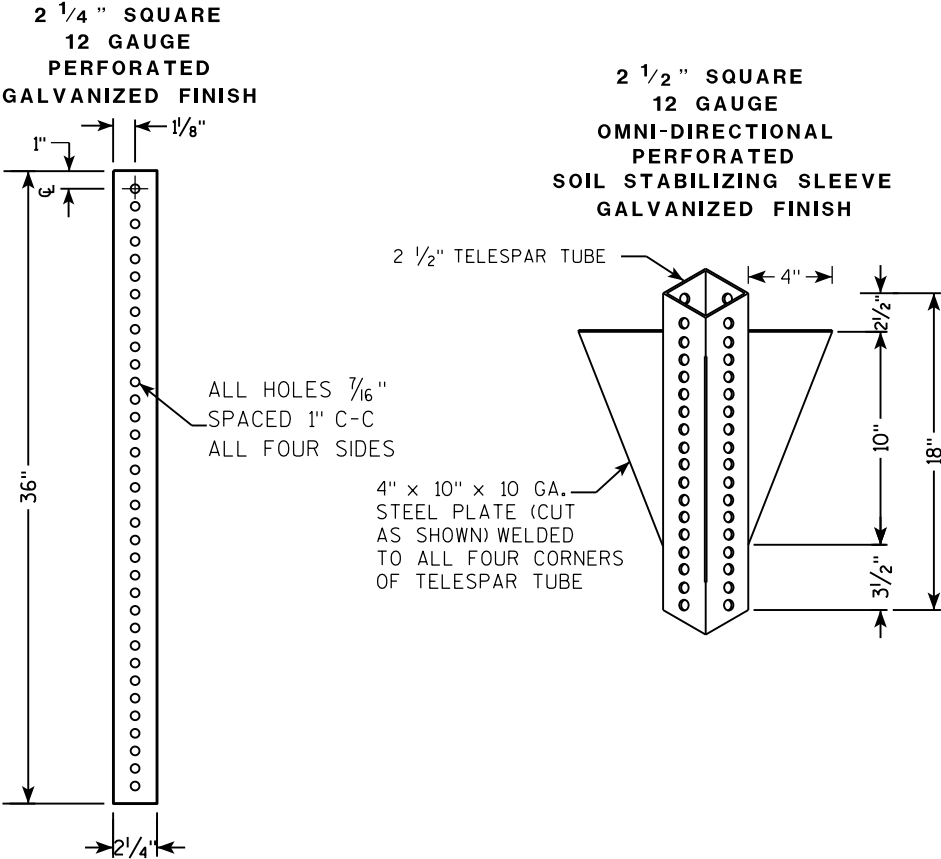
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

- 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

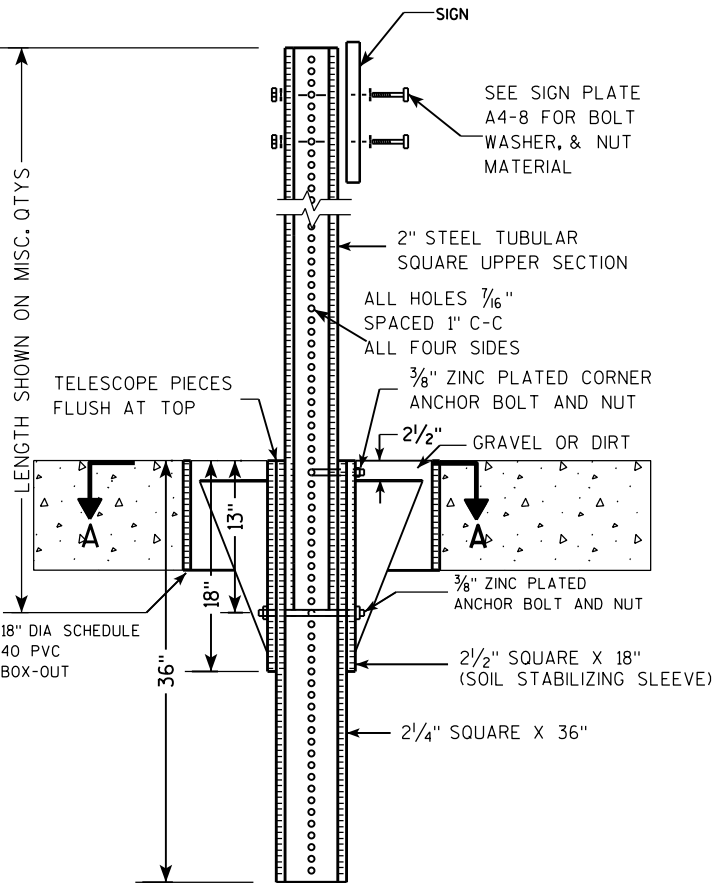
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

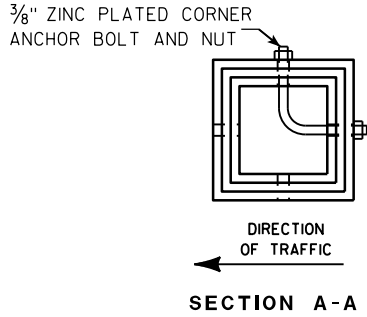
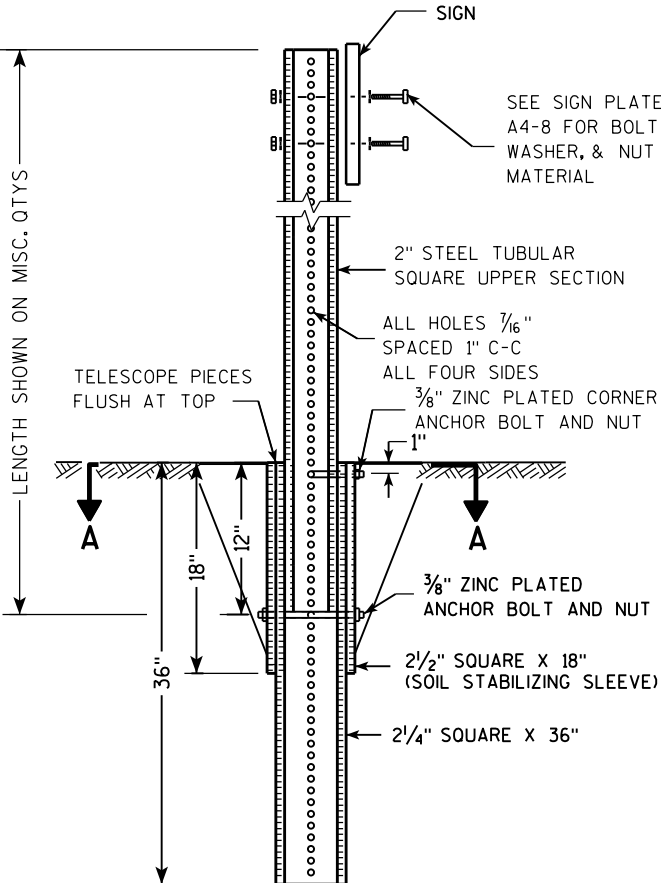
TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM



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).

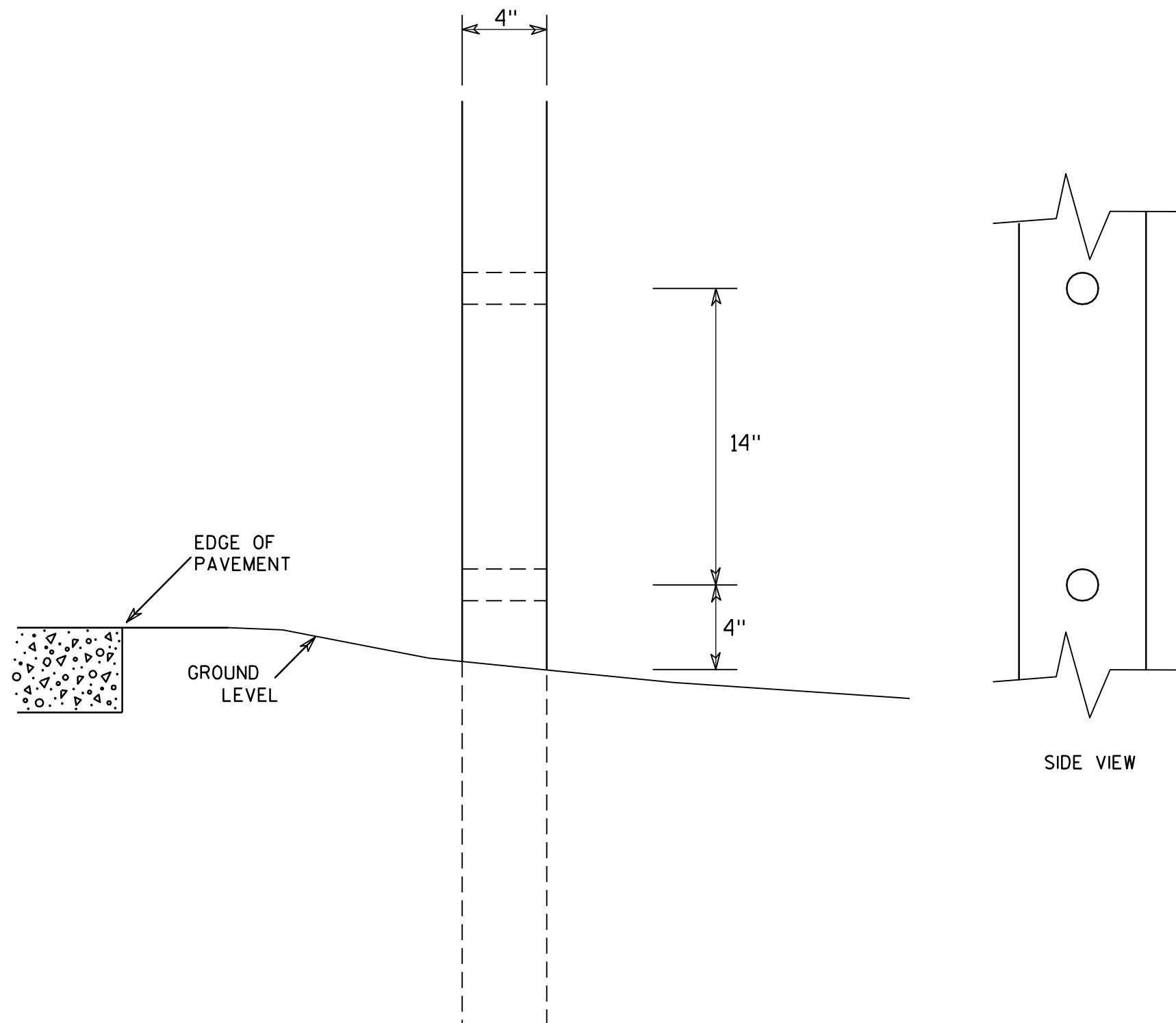
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/05/15 PLAT 187 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:

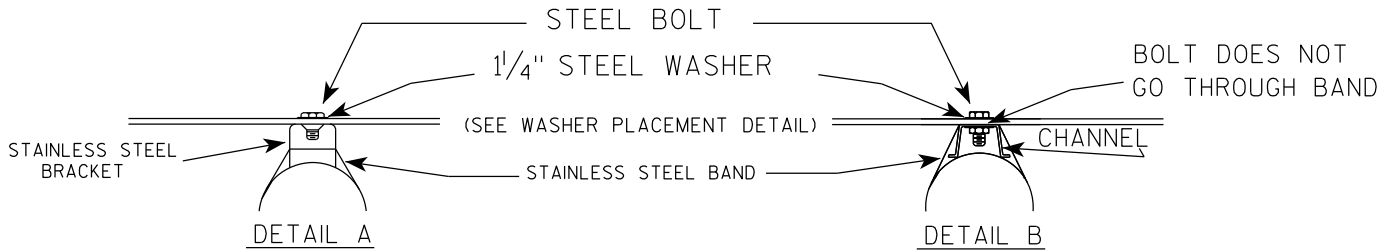
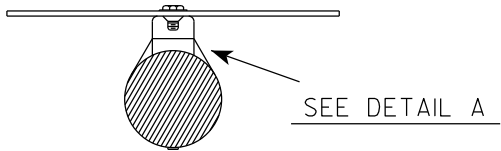
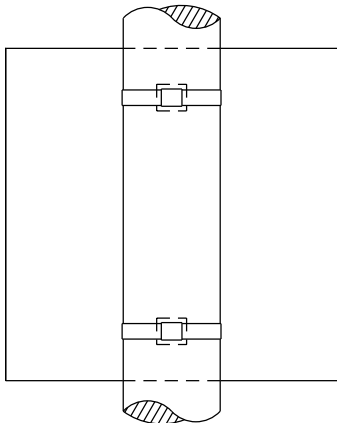
COUNTY:

SHEET NO: 188

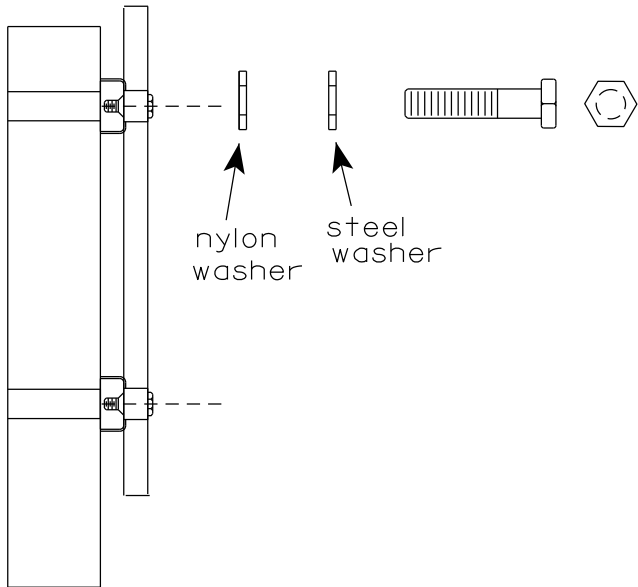
E

BANDING

SINGLE SIGN



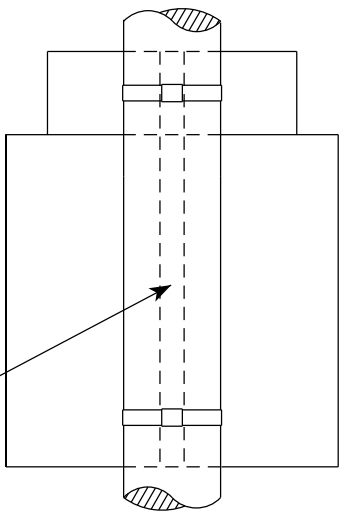
WASHER PLACEMENT



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

CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET

"J" ASSEMBLY



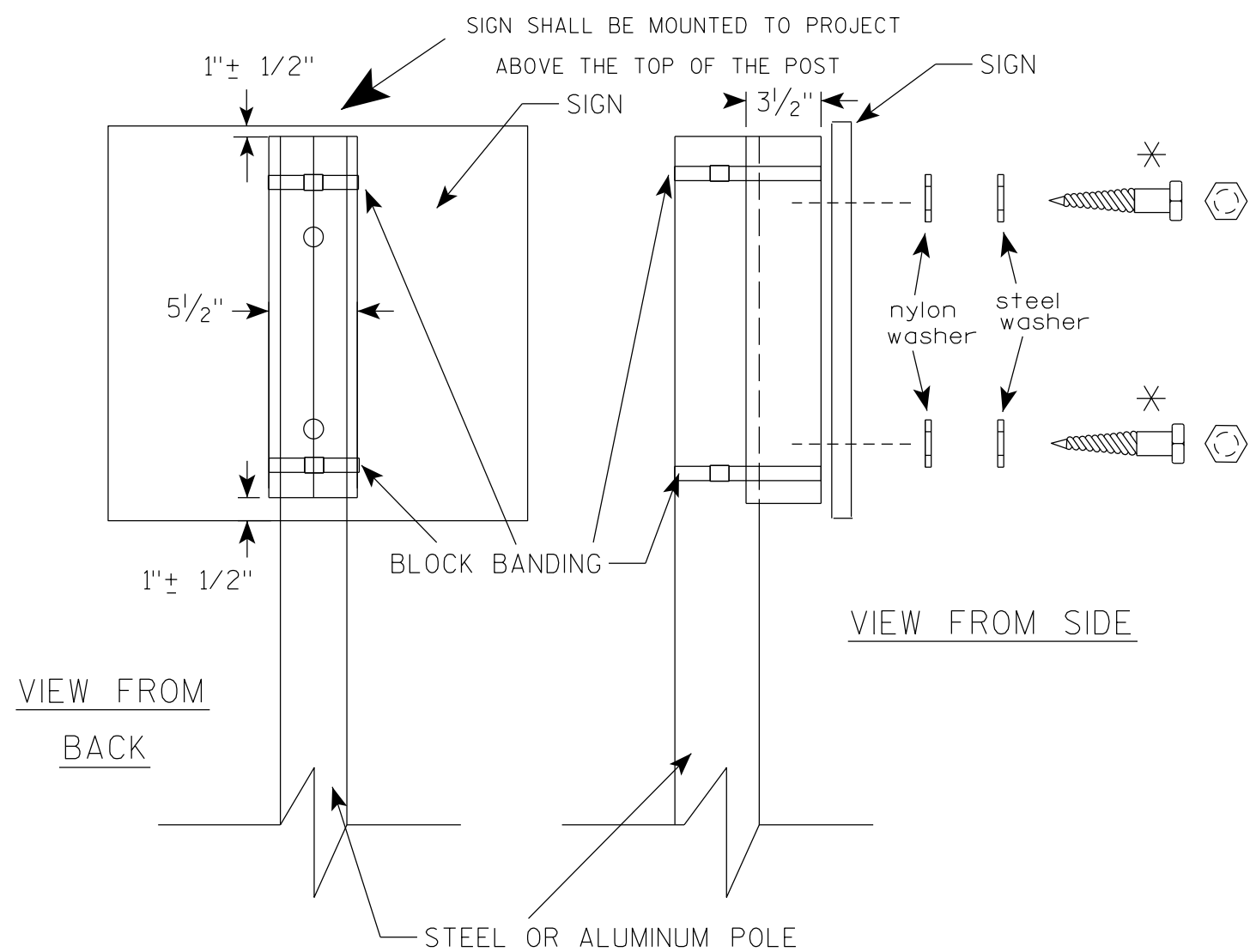
SEE DETAIL B

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

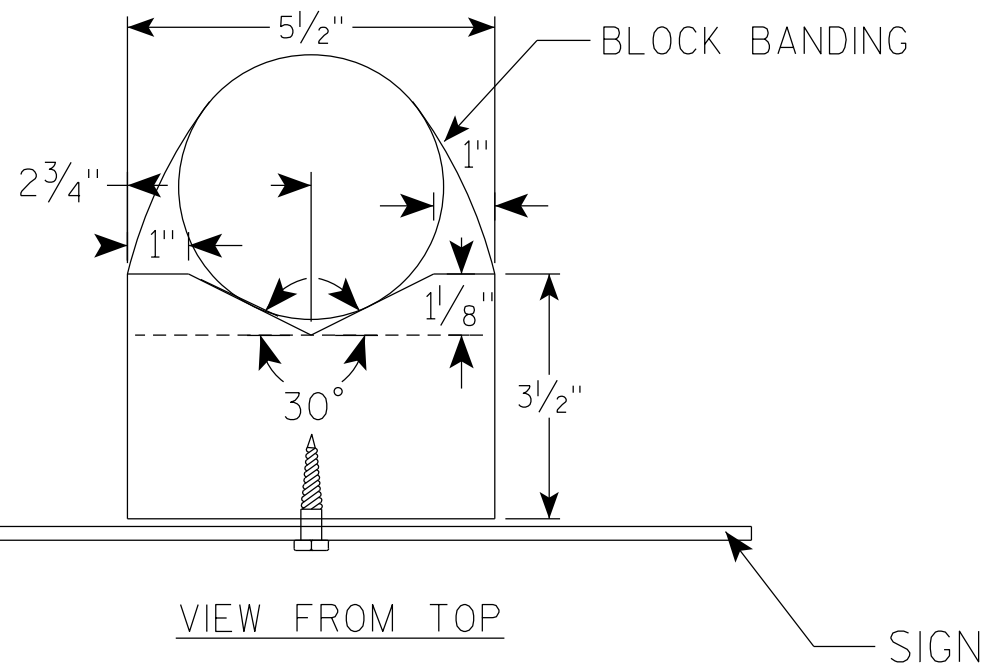
STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

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



VIEW FROM
BACK



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, 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 1 1/4" O.D. X 3/8" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1 1/4" O.D. X 3/8" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✱ LAG BOLTS SHALL BE 3/8" X 2 1/2"

BLOCK BANDING DETAIL
(V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

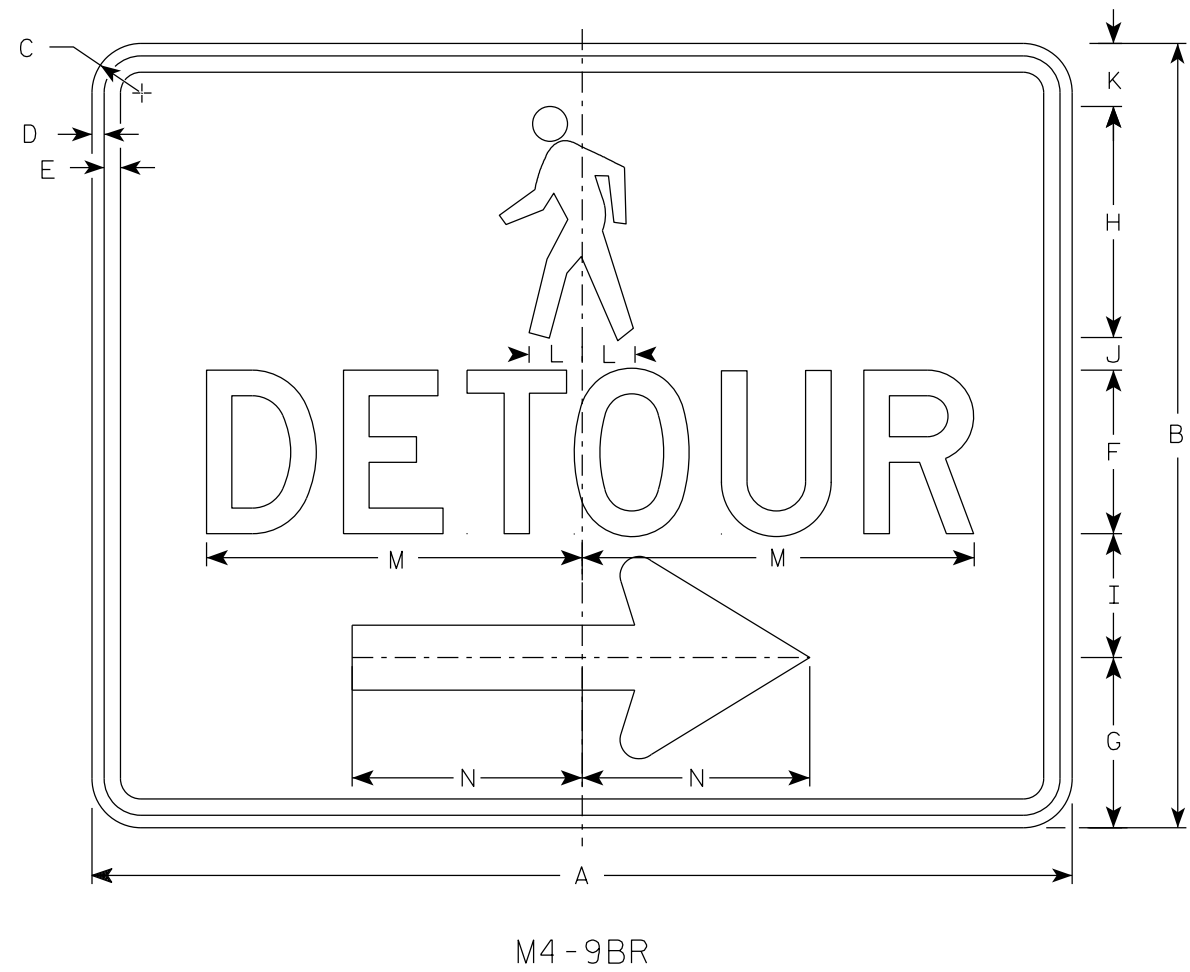
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 190

E

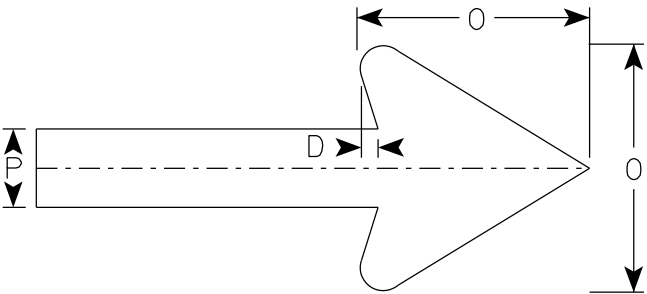
7



M4-9BR

NOTES

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



Arrow Detail

7

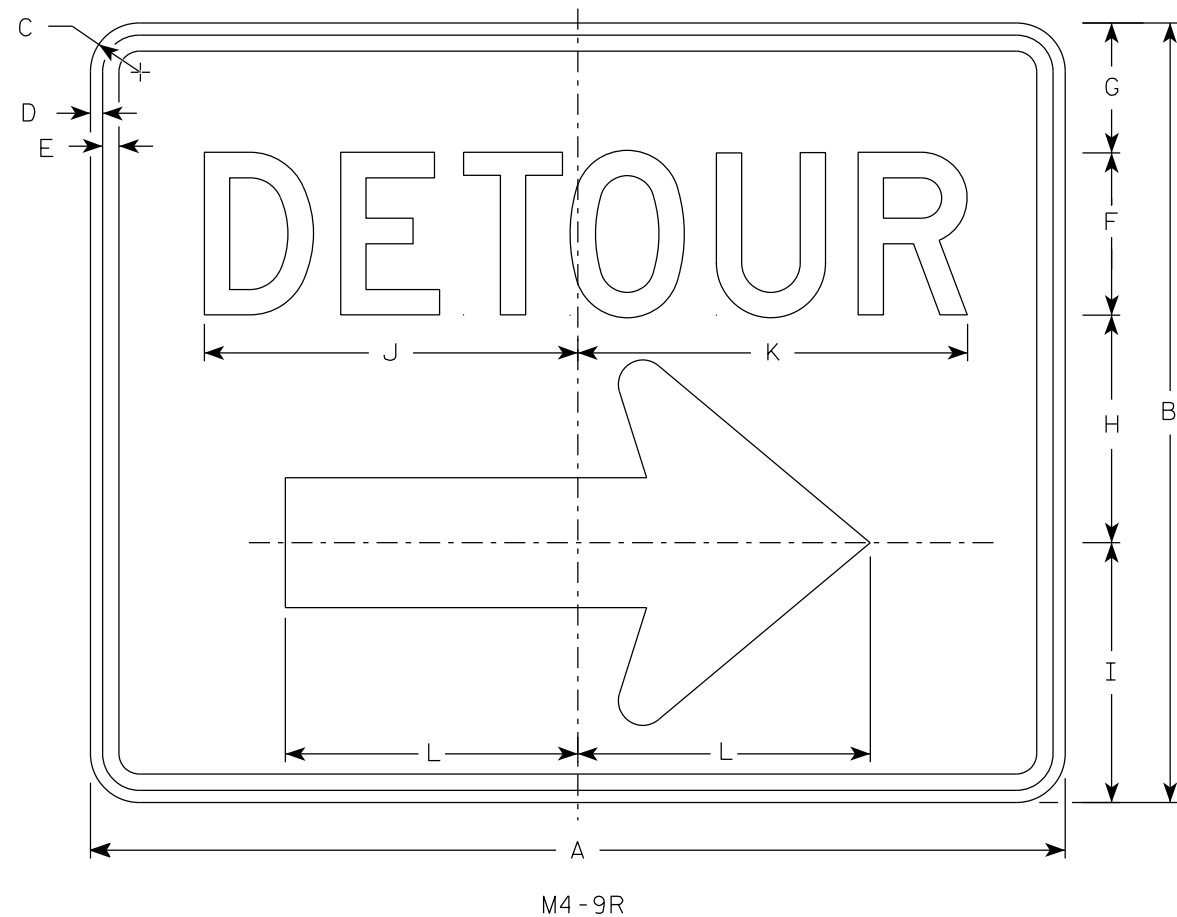
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.0
2M	30	24	1 1/2	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.0
3																											
4			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

STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

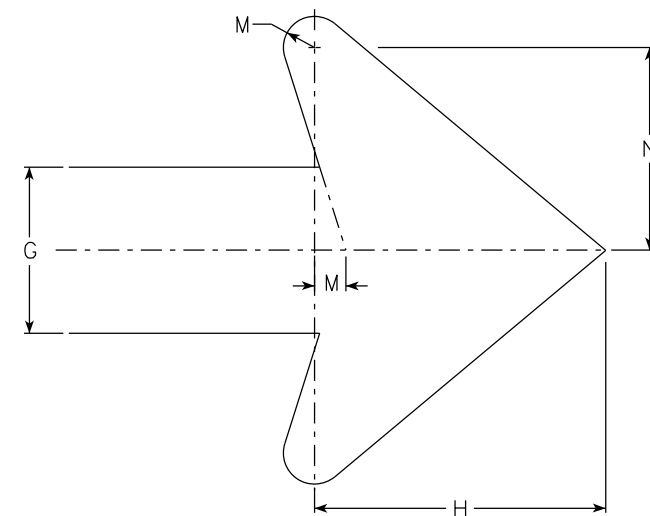
APPROVED *Matthew R. Rauch*
For State Traffic Engineer

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



NOTES

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



Arrow Detail

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

STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

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

PROJECT NO: HWY: COUNTY: SHEET NO: 192 E

7

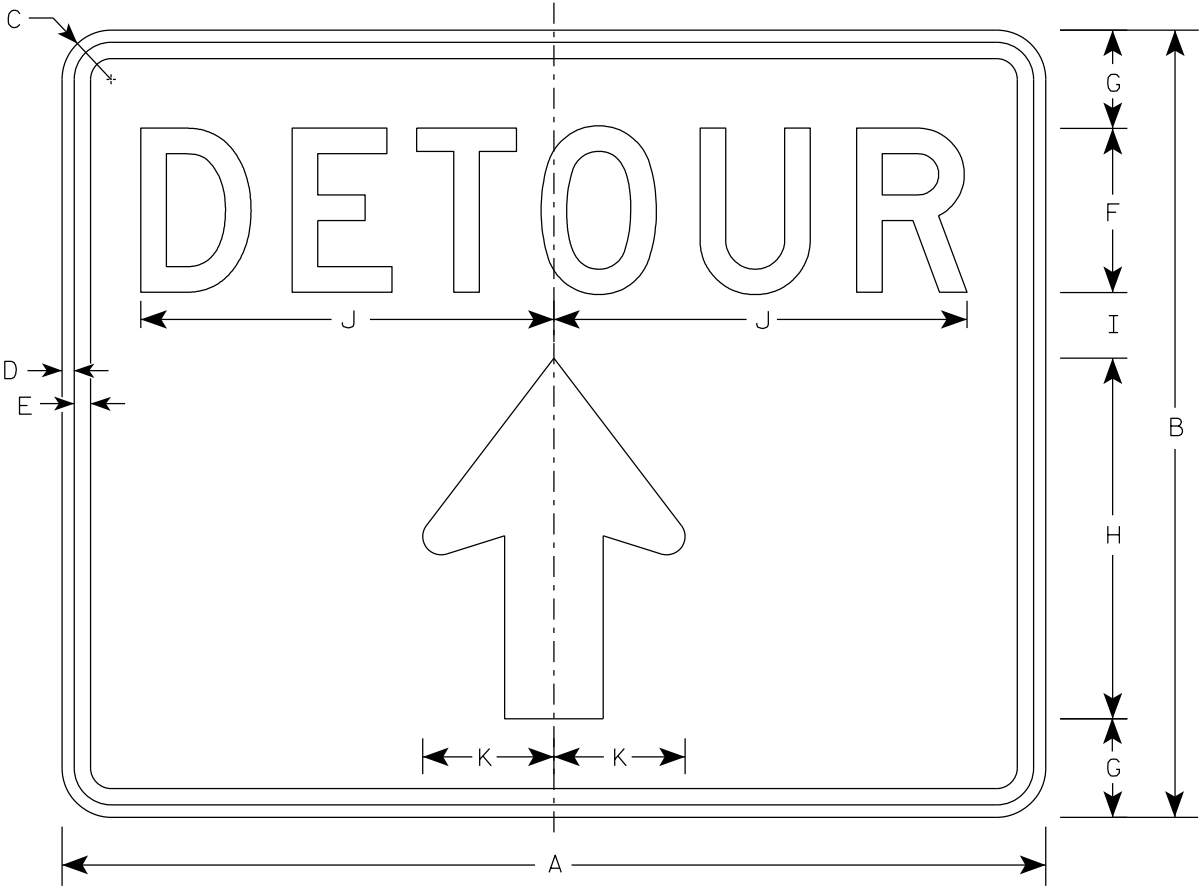
7

NOTES

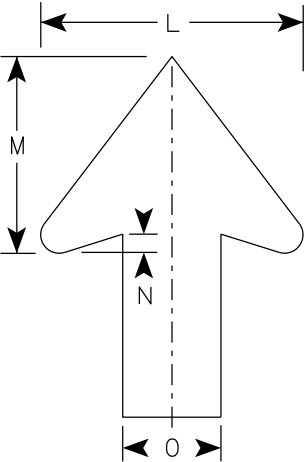
1. Sign is Type II-Type F Reflective
2. Color:

Background - Orange

Message - Black
3. Message Series - D



M4 - 9RA



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	5	3	11	2	12 5/8	4	8	6	1/2	3												5.00
2M	30	24	1 1/2	3/8	1/2	5	3	11	2	12 5/8	4	8	6	1/2	3												5.00
3																											
4																											
5																											

STANDARD SIGN

M4-9RA

WISCONSIN DEPT OF TRANSPORTATION

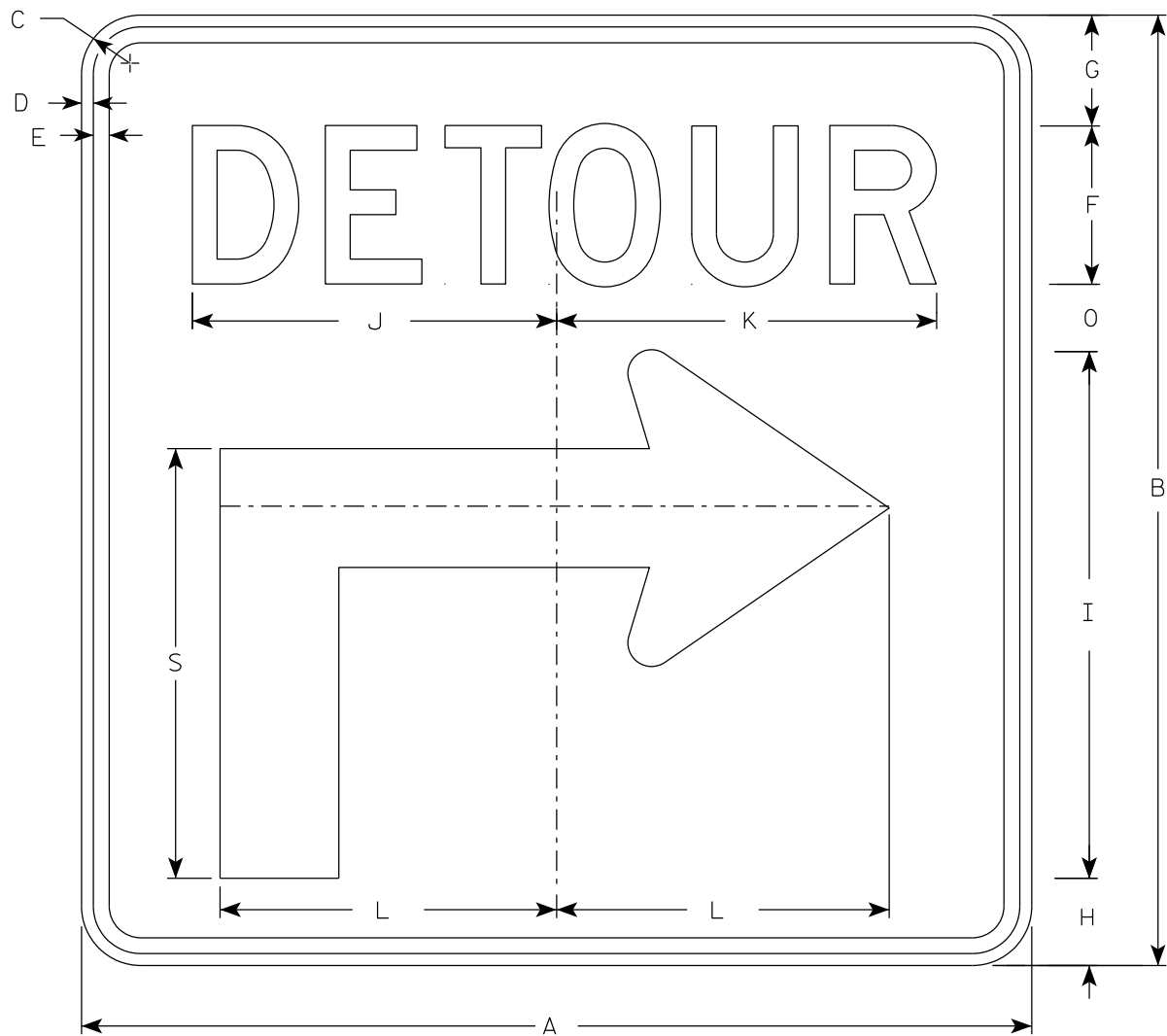
APPROVED *Matthew R. Rauch*

for State Traffic Engineer

DATE 2/9/2023

PLATE NO. M4-9RA.3

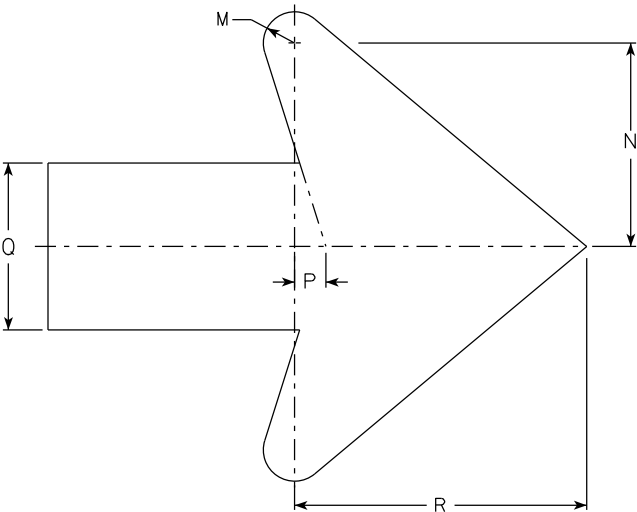
7



M4-59R

NOTES

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



Arrow Detail

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	30	1 7⁄8	3⁄8	1⁄2	5	3 1⁄2	2 3⁄4	16 5⁄8	11 1⁄2	12	10 1⁄2	3⁄4	4 1⁄4	2 1⁄8	5⁄8	3 3⁄4	7 1⁄2	13 1⁄2								6.25
2M	30	30	1 7⁄8	3⁄8	1⁄2	5	3 1⁄2	2 3⁄4	16 5⁄8	11 1⁄2	12	10 1⁄2	3⁄4	4 1⁄4	2 1⁄8	5⁄8	3 3⁄4	7 1⁄2	13 1⁄2								6.25
3	30	30	1 7⁄8	3⁄8	1⁄2	5	3 1⁄2	2 3⁄4	16 5⁄8	11 1⁄2	12	10 1⁄2	3⁄4	4 1⁄4	2 1⁄8	5⁄8	3 3⁄4	7 1⁄2	13 1⁄2								6.25
4	48	48	2 1⁄4	1⁄2	5⁄8	8	5 5⁄8	4 3⁄8	26 5⁄8	20 5⁄8	20 1⁄2	17	1 1⁄4	6 3⁄4	3 3⁄8	7⁄8	6	12	21 3⁄4								16.0
5	48	48	2 1⁄4	1⁄2	5⁄8	8	5 5⁄8	4 3⁄8	26 5⁄8	20 5⁄8	20 1⁄2	17	1 1⁄4	6 3⁄4	3 3⁄8	7⁄8	6	12	21 3⁄4								16.0

PROJECT NO:

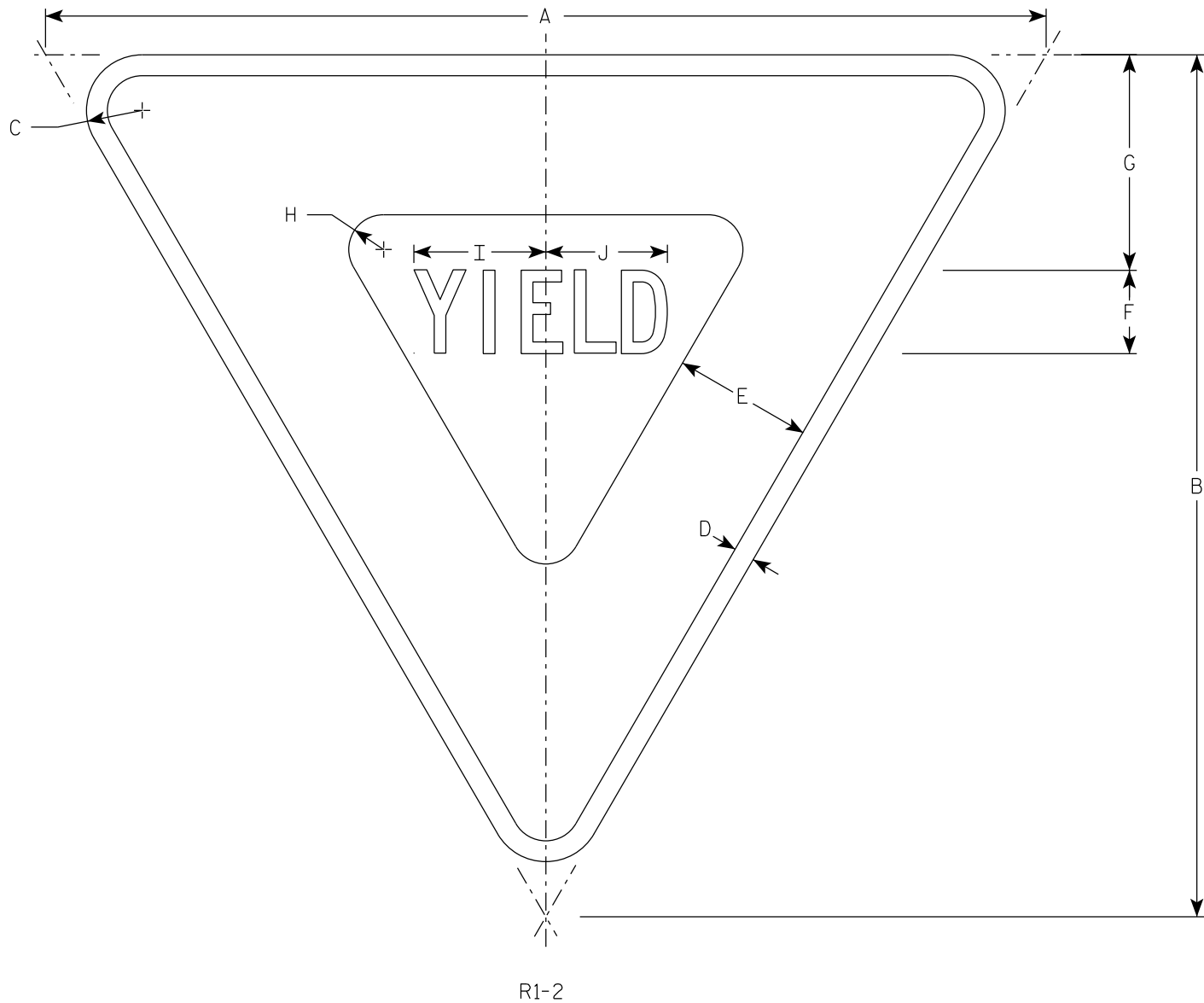
HWY:

COUNTY:

SHEET NO: 194

E

7



NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - See note 4
- 3. Message Series - C
- 4. The border strip and word message are reflectorized red.

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	26	2	5⁄8	4	2 1⁄2	6 3⁄8	7⁄8	4	3 5⁄8																	2.71
2S	36	31	2	3⁄4	5	3	7 3⁄4	1 1⁄4	4 3⁄4	4 3⁄8																	3.88
2M	48	42	3	1	6	4	9 3⁄4	2	6 1⁄4	5 7⁄8																	7.00
3	48	42	3	1	6	4	9 3⁄4	2	6 1⁄4	5 7⁄8																	7.00
4	48	42	3	1	6	4	9 3⁄4	2	6 1⁄4	5 7⁄8																	7.00
5	60	52	3	1 1⁄2	8	5	13	2 1⁄2	7 7⁄8	7 1⁄4																	10.83
6																											
7	18	15 1⁄2	1	3⁄8	2 1⁄2	1 1⁄2	3 7⁄8	5⁄8	2 3⁄8	2 1⁄4																	0.97

PROJECT NO:

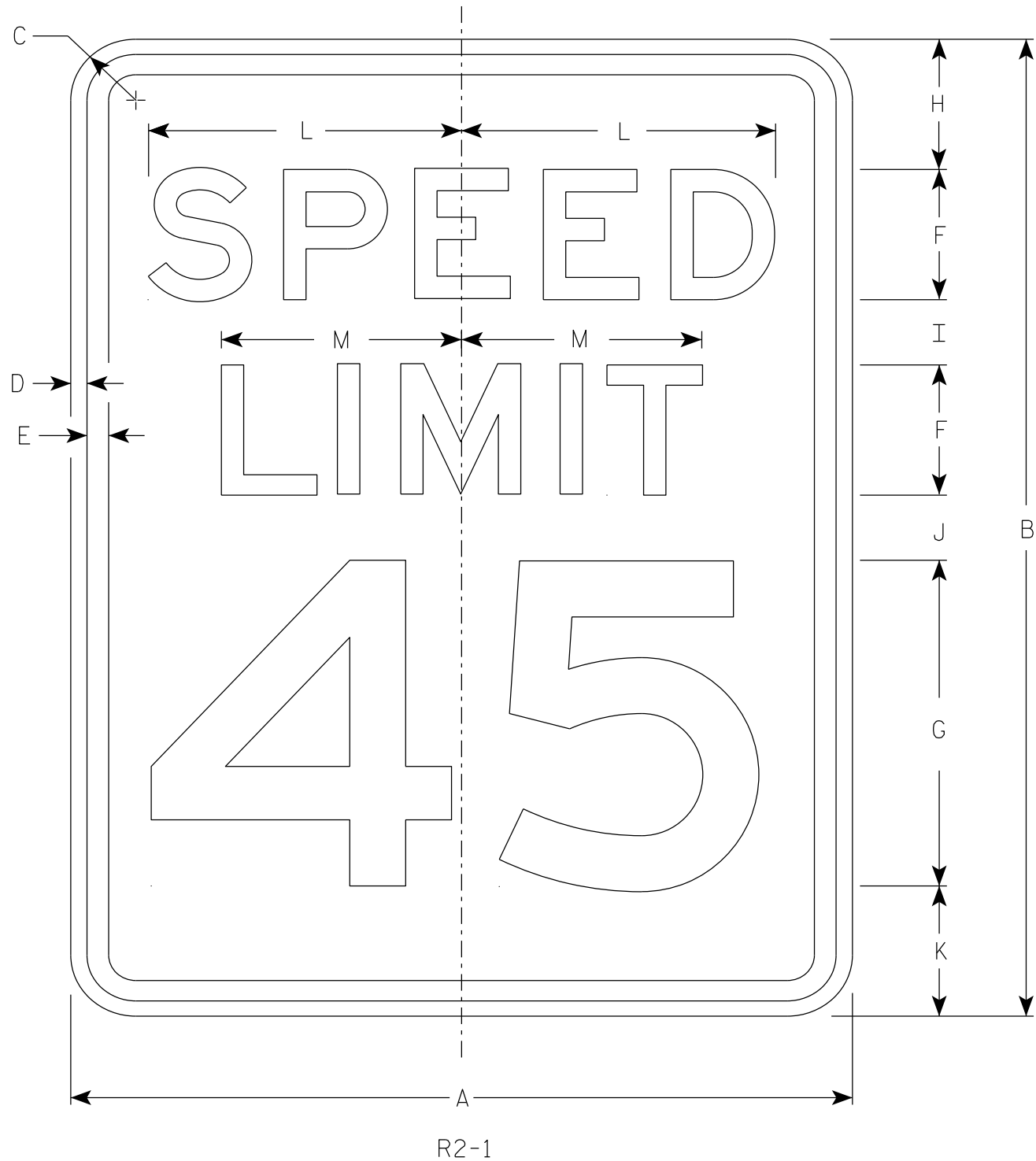
HWY:

COUNTY:

SHEET NO: 195

E

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

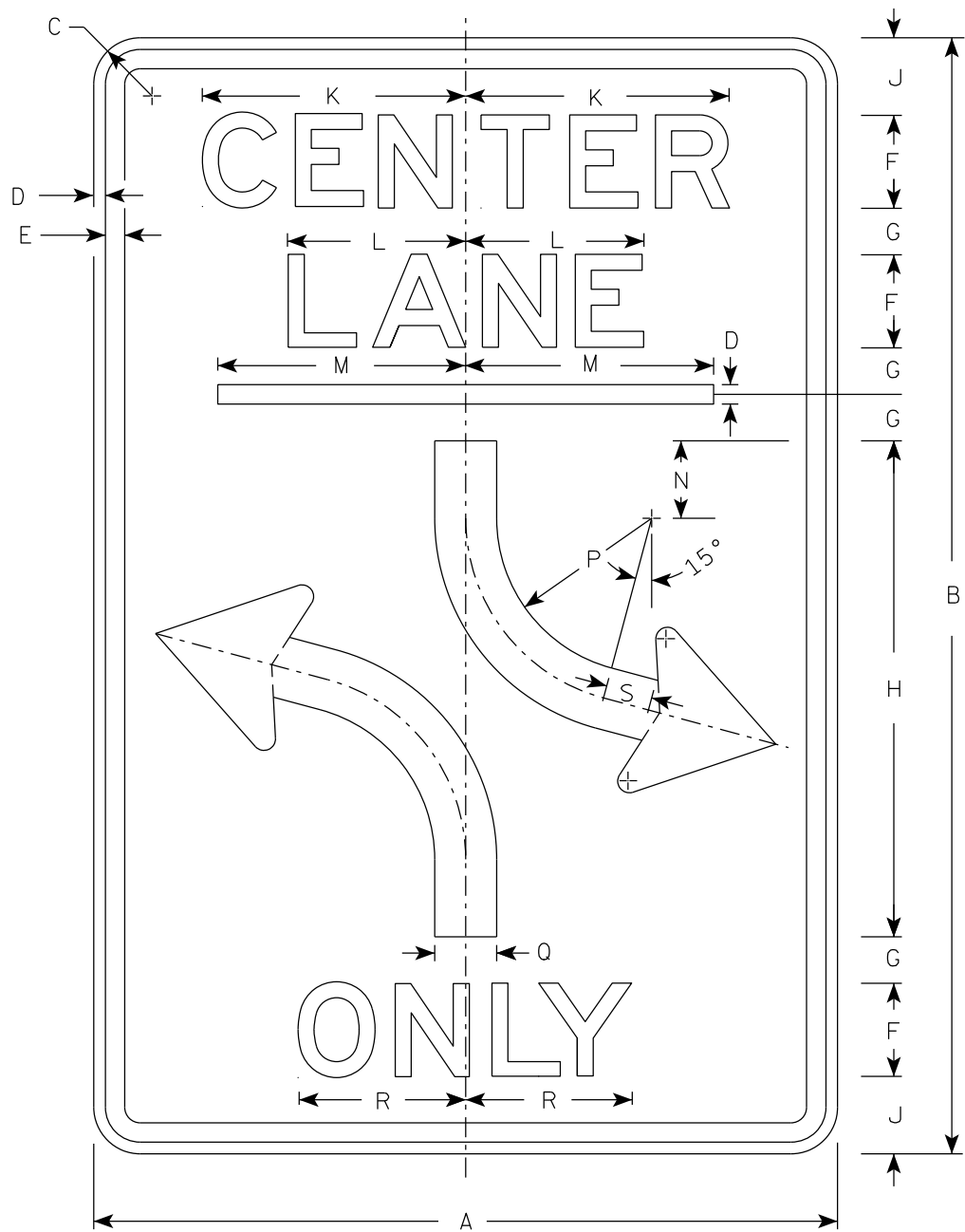
STANDARD SIGN

R2 - 1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

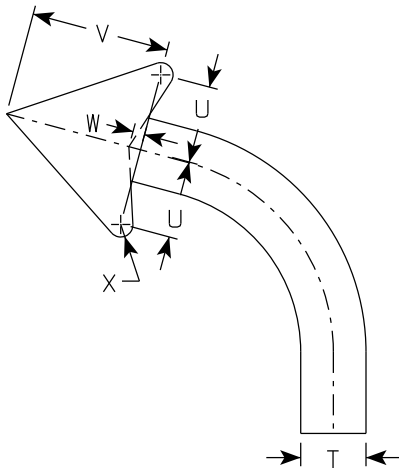
DATE 2/1/23 PLATE NO. R2-1.14



R3-9B

NOTES

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



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	24	36	1 1/2	3/8	1/2	3	1 1/2	16		2 1/2	8 1/2	5 3/4	8	2 1/2		6	2	5 1/8	1 1/2		2 3/8	4 3/8	3/8				6.0
2M	24	36	1 1/2	3/8	1/2	3	1 1/2	16		2 1/2	8 1/2	5 3/4	8	2 1/2		6	2	5 1/8	1 1/2		2 3/8	4 3/8	3/8				6.0
3	36	48	1 7/8	5/8	7/8	5	1 1/2	20		3 1/2	14 1/8	9 1/2	12	3		4	3	9 7/8	2		3 1/2	6 1/8	1/2				12.0
4																											
5																											

PROJECT NO:

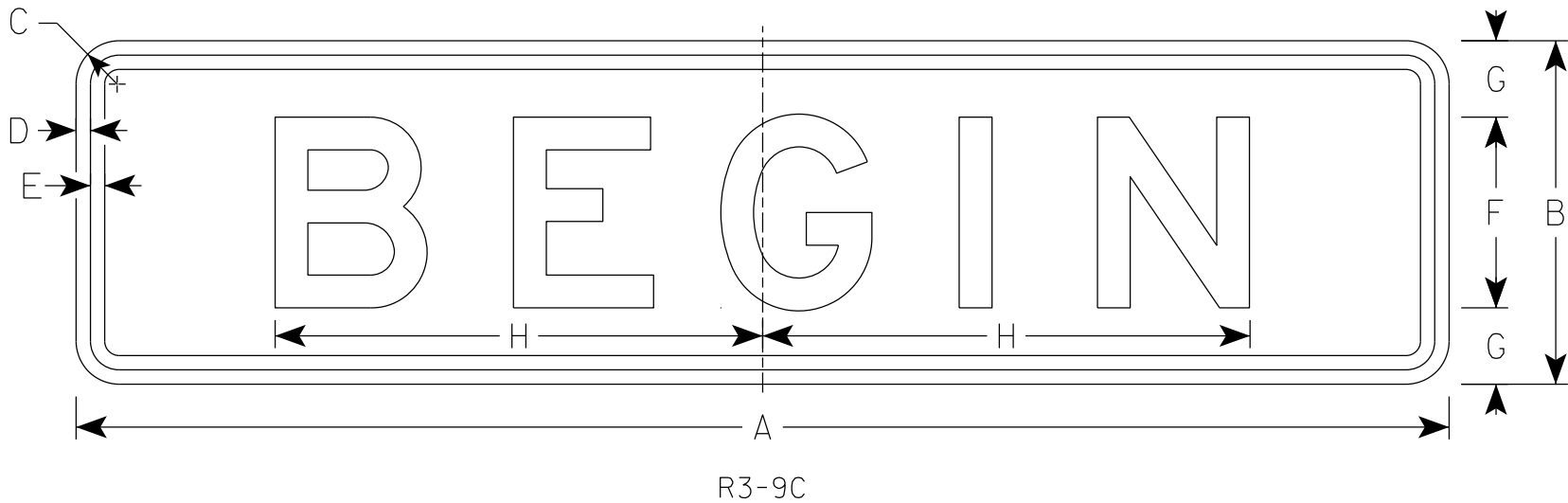
HWY:

COUNTY:

SHEET NO: 197

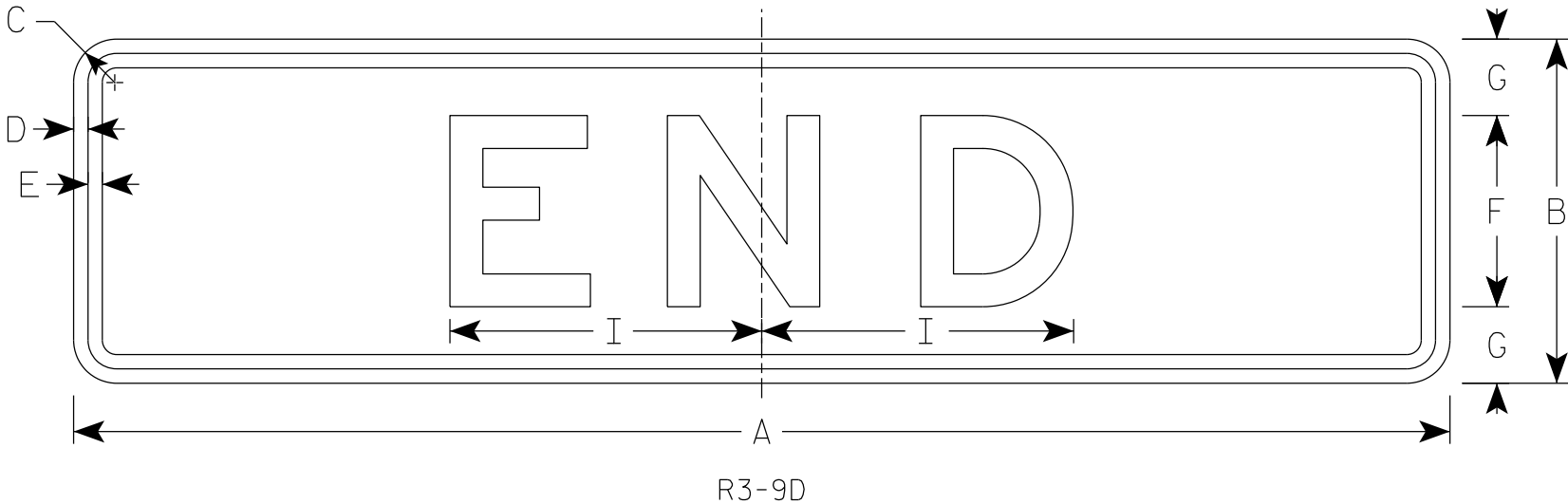
E

7



NOTES

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



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	6	1 1/2	3/8	3/8	3	1 1/2	7 3/4	4 7/8																		1.0
2M	24	6	1 1/2	3/8	3/8	3	1 1/2	7 3/4	4 7/8																		1.0
3	36	9	1 1/2	3/8	3/8	5	2	12 3/4	8 1/8																		2.25
4																											
5																											

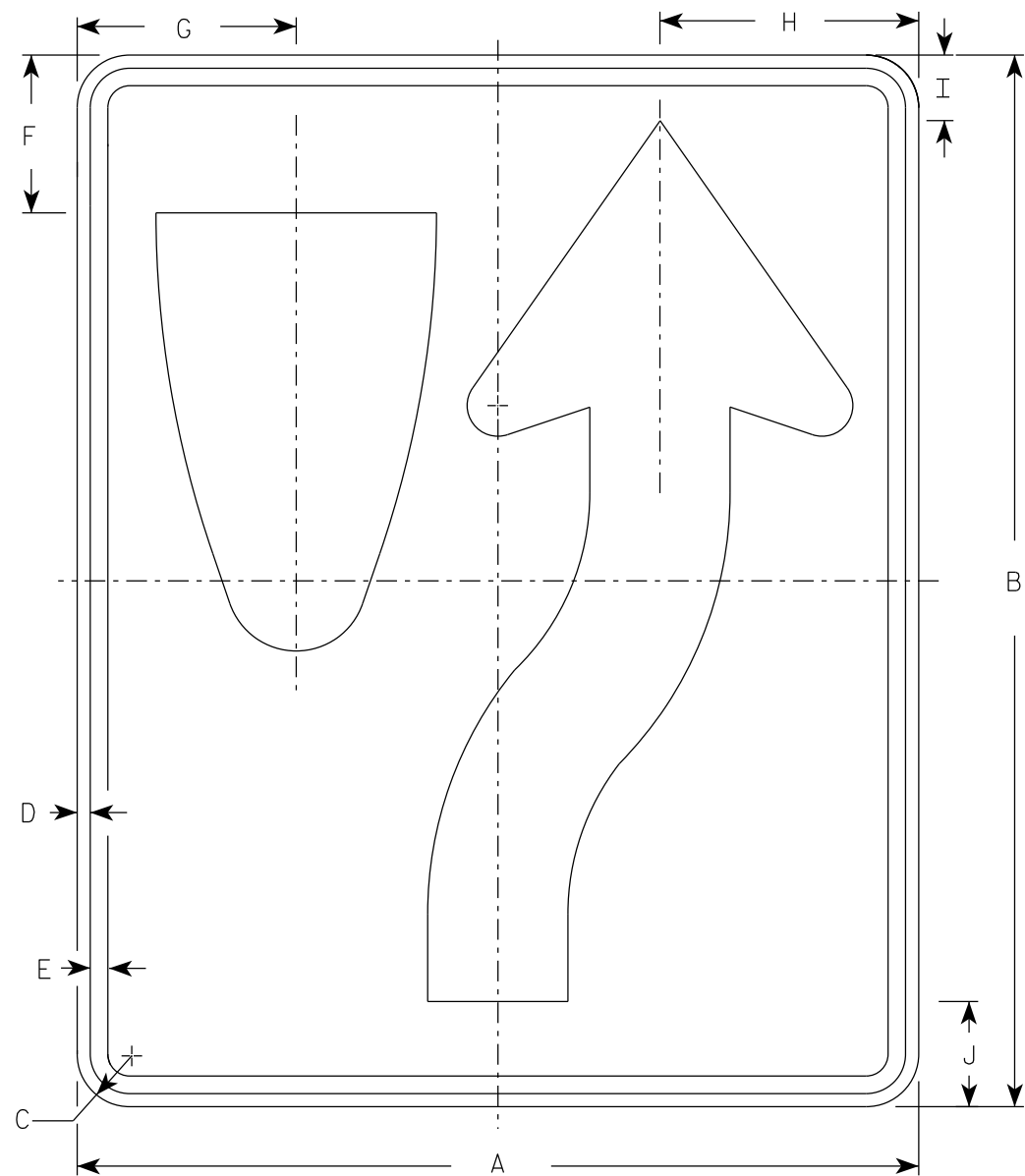
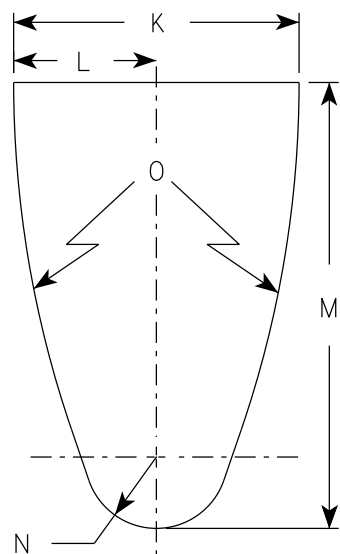
STANDARD SIGN
R3-9C & R3-9D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-9C.4

DIVIDER DETAIL

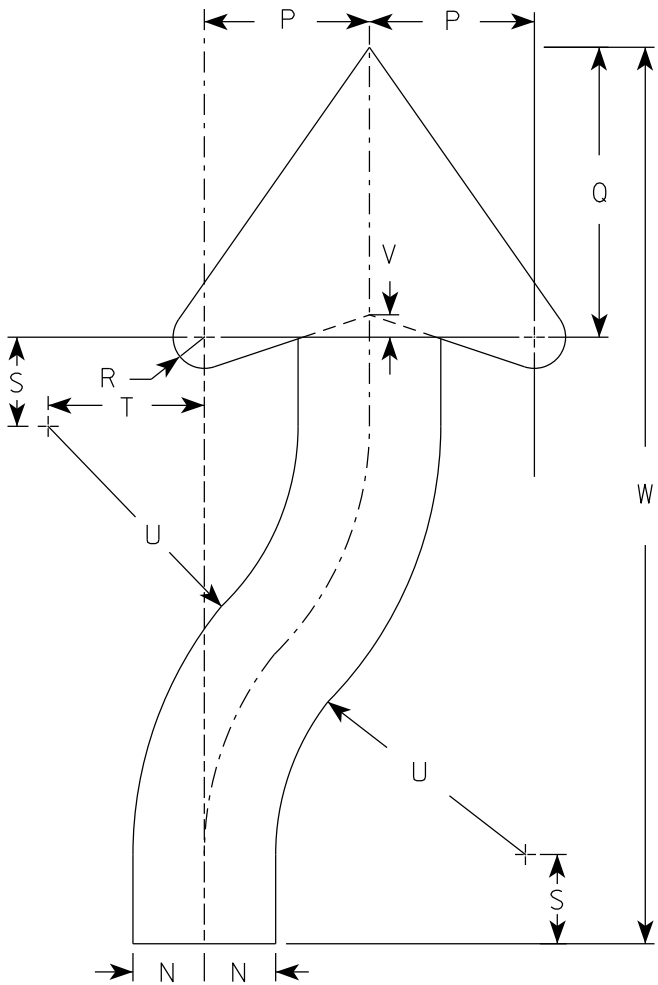


R4-7

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

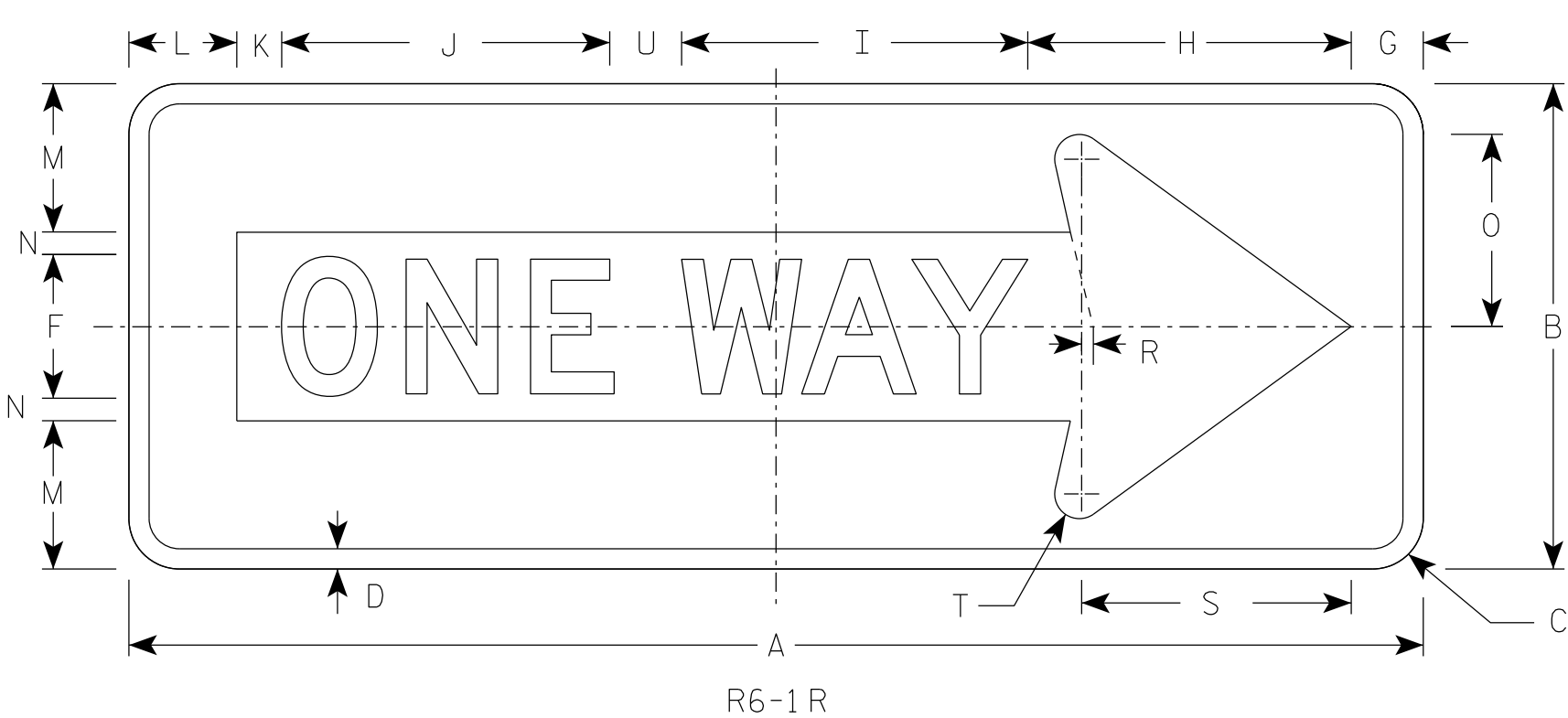
PROJECT NO:

HWY:

COUNTY:

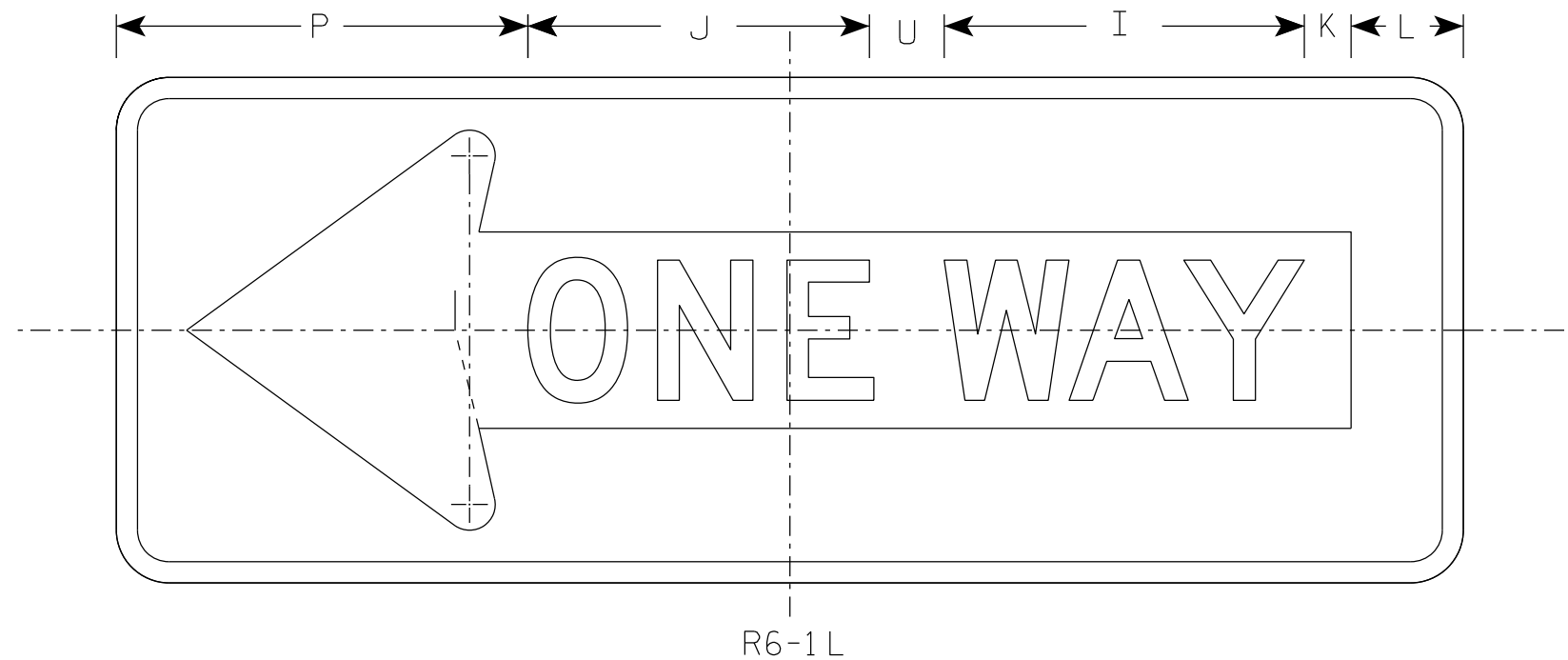
SHEET NO: 199

E



NOTES

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



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	12	1 1/2	1/2		4	2	7 1/2	9 5/8	9 1/8	1 1/4	3	3 3/8	5/8	4 3/8	11		3/8	7 1/2	3/4	2						3.0
2M	48	18	1 7/8	3/4		5	2 1/2	11	13	12 1/4	2 3/4	3 1/2	5 1/2	1	7 1/8	13 1/2		1/2	10 1/8	7/8	3						6.0
3	48	18	1 7/8	3/4		5	2 1/2	11	13	12 1/4	2 3/4	3 1/2	5 1/2	1	7 1/8	13 1/2		1/2	10 1/8	7/8	3						6.0
4	48	18	1 7/8	3/4		5	2 1/2	11	13	12 1/4	2 3/4	3 1/2	5 1/2	1	7 1/8	13 1/2		1/2	10 1/8	7/8	3						6.0
5																											

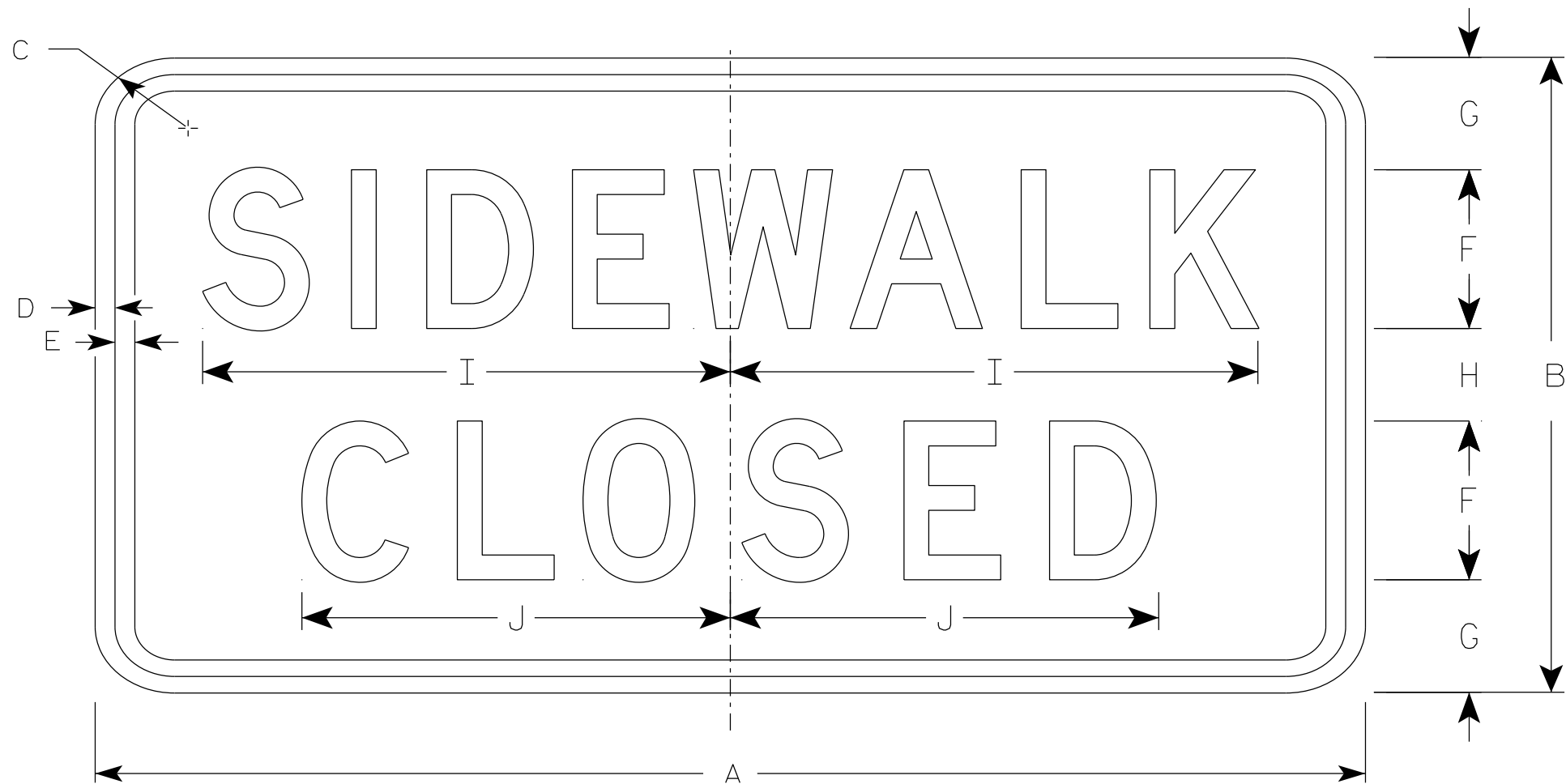
STANDARD SIGN
R6-1 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 4/7/2025 PLATE NO. R6-1.5

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: 201

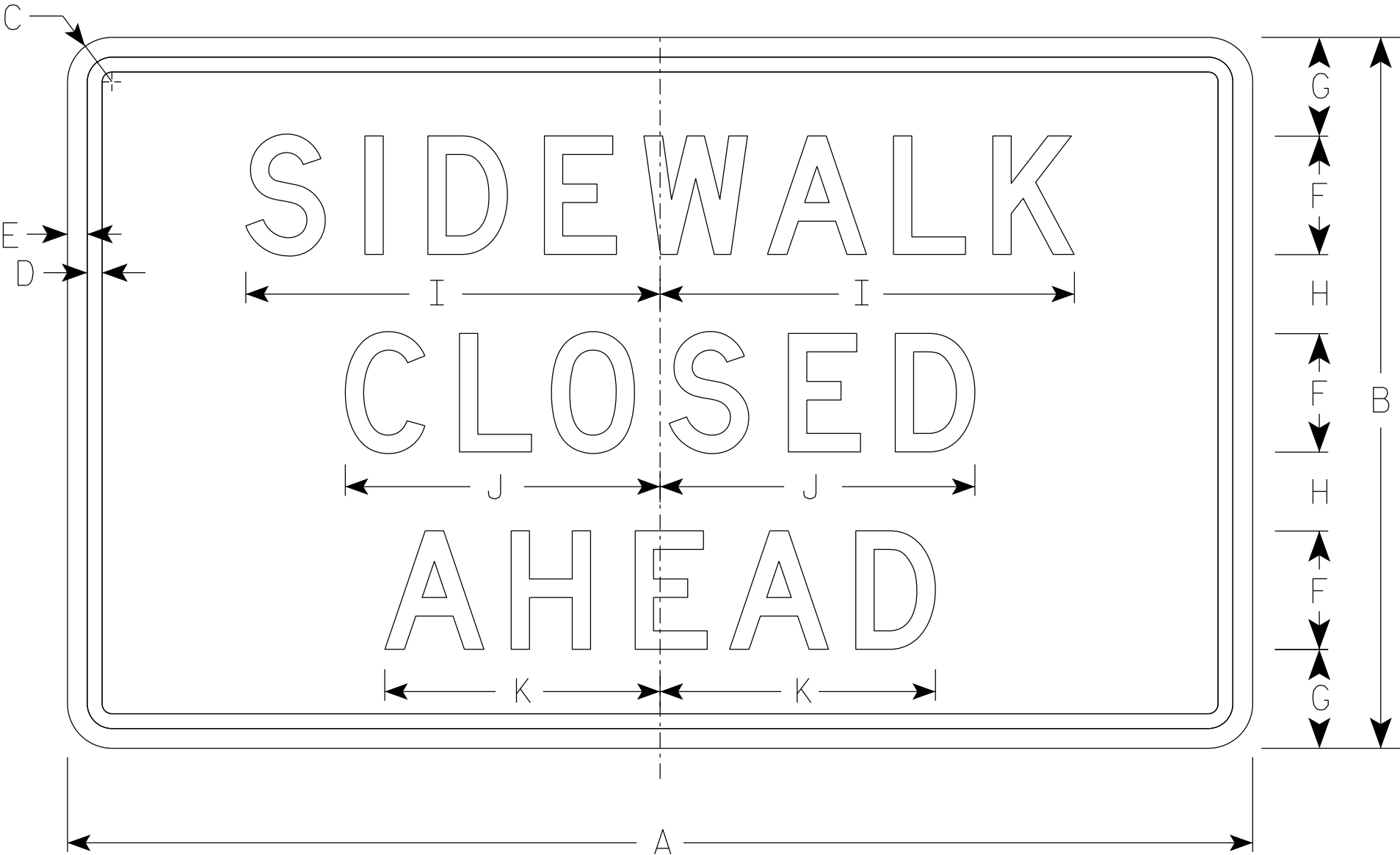
E

NOTES

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

Background - White

Message - Black
3. Message Series - D



R9-9A

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

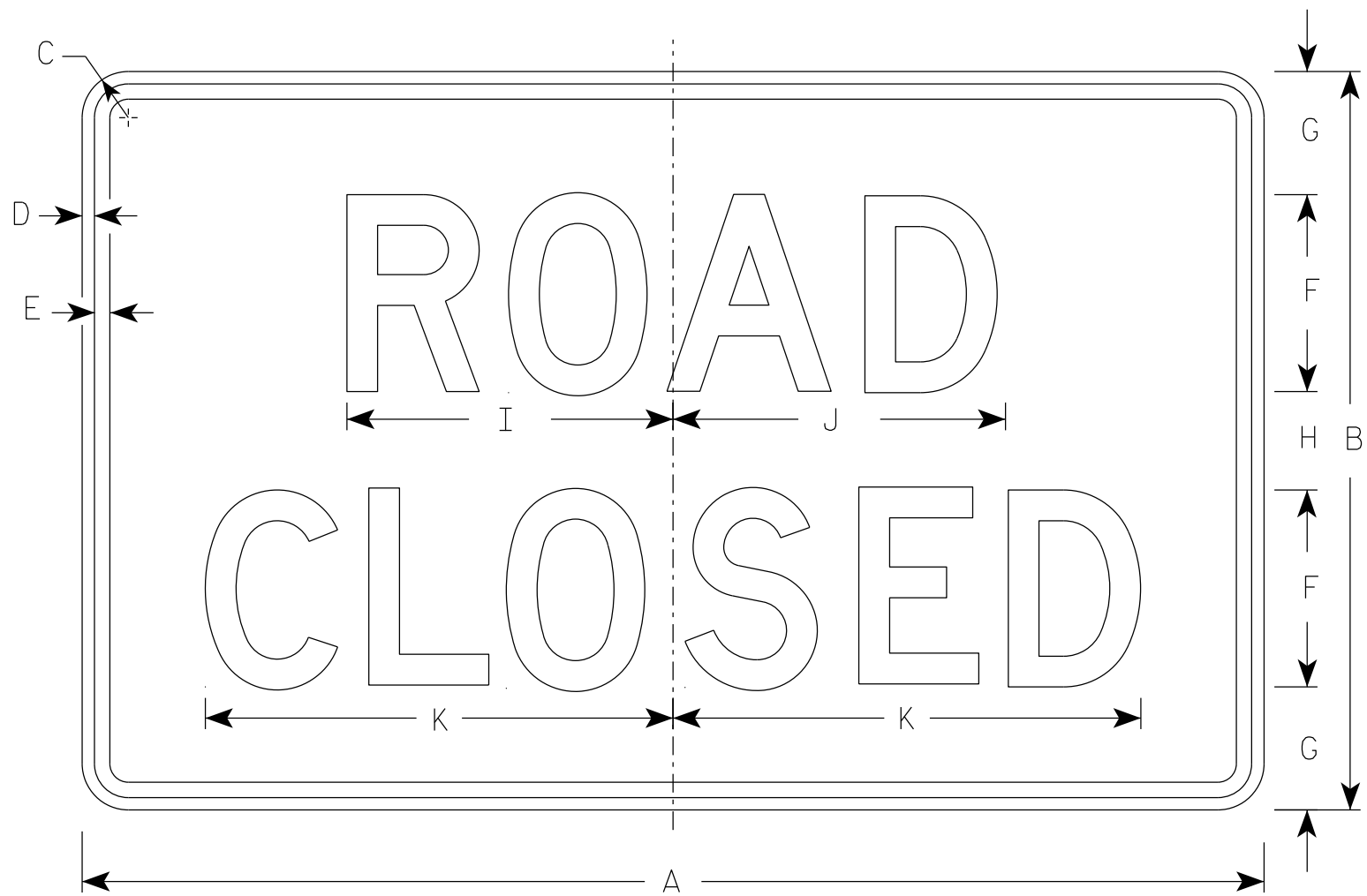
PROJECT NO:

HWY:

COUNTY:

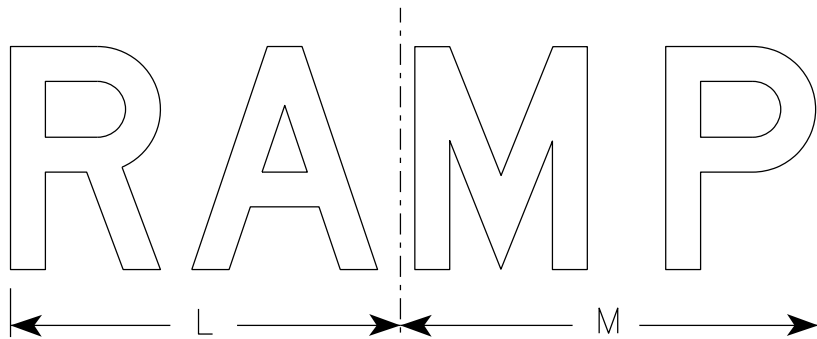
SHEET NO: 202

E

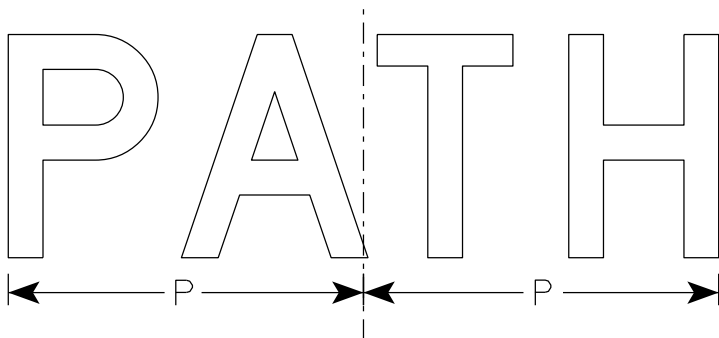


R11-2

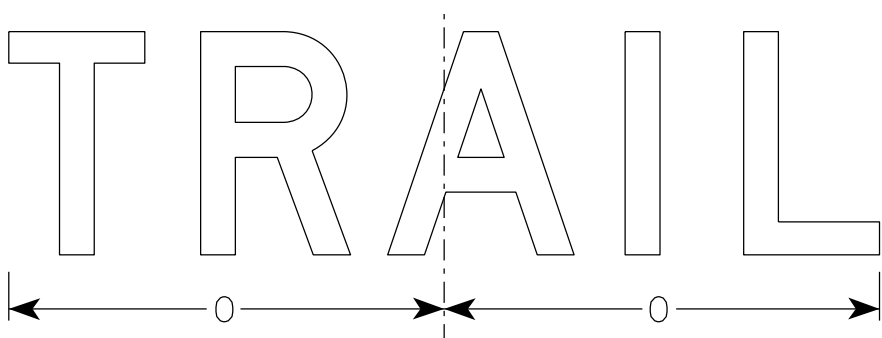
- NOTES
1. Sign is Type II - Type H Reflective
 2. Color:
Background - White
Message - Black
 3. Message Series - D
 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
 5. Modify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



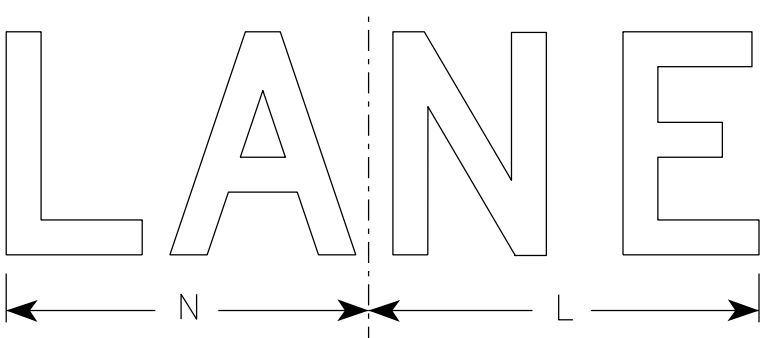
R11-2R



R11-2C



R11-2T



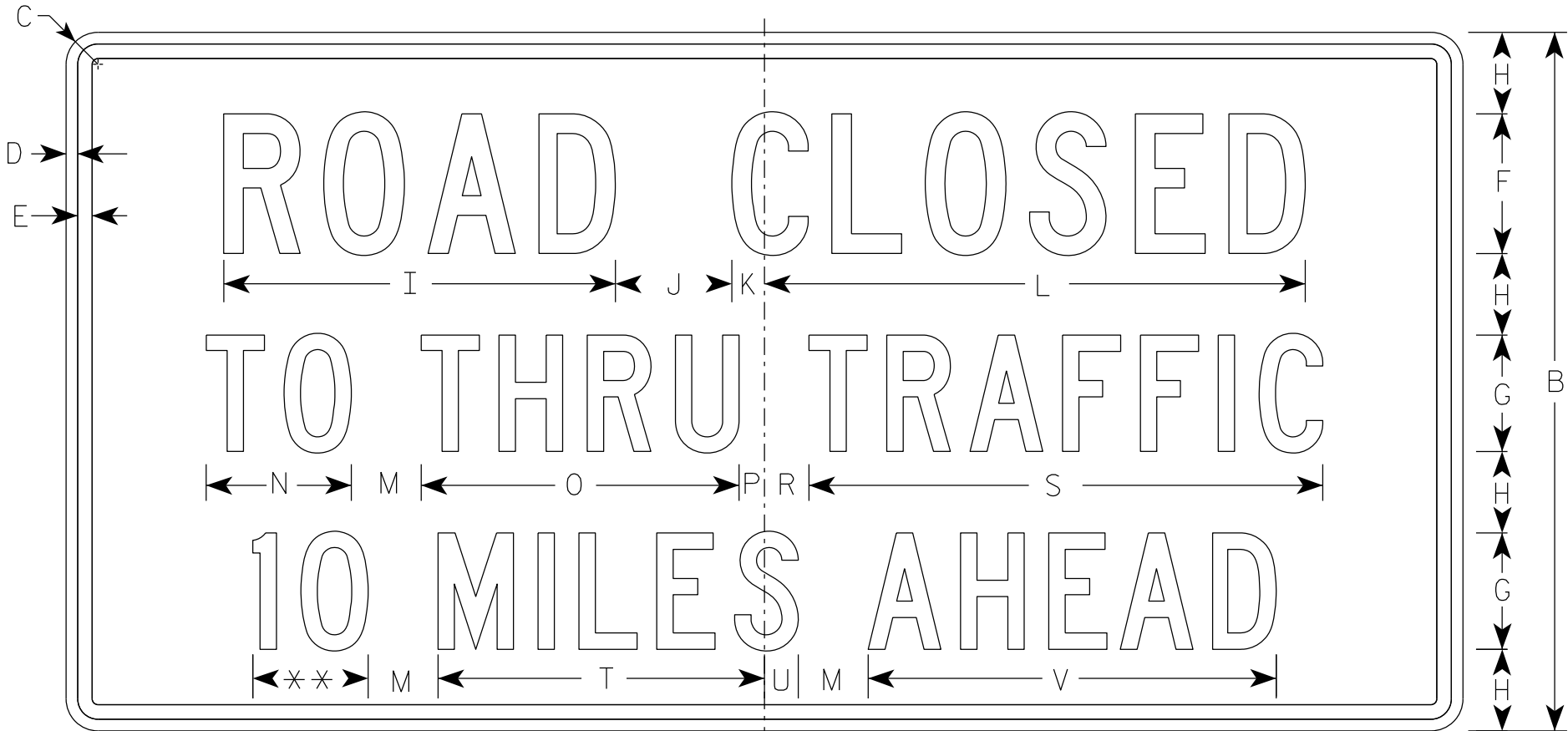
R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 7⁄8	1⁄2	5⁄8	8	5	4	13 1⁄4	13 1⁄2	19	14	15	13	15 5⁄8	12 3⁄4											10.0
2M	48	30	1 7⁄8	1⁄2	5⁄8	8	5	4	13 1⁄4	13 1⁄2	19	14	15	13	15 5⁄8	12 3⁄4											10.0
3	48	30	1 7⁄8	1⁄2	5⁄8	8	5	4	13 1⁄4	13 1⁄2	19	14	15	13	15 5⁄8	12 3⁄4											10.0
4	48	30	1 7⁄8	1⁄2	5⁄8	8	5	4	13 1⁄4	13 1⁄2	19	14	15	13	15 5⁄8	12 3⁄4											10.0
5	48	30	1 7⁄8	1⁄2	5⁄8	8	5	4	13 1⁄4	13 1⁄2	19	14	15	13	15 5⁄8	12 3⁄4											10.0

STANDARD SIGN R11-2	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 2/3/26	PLATE NO. R11-2.13

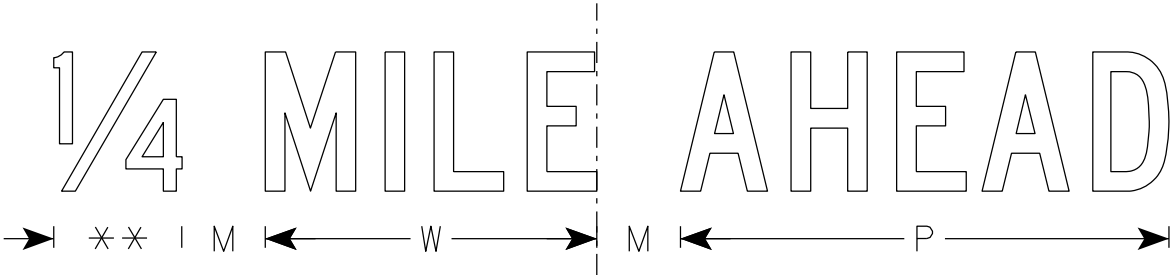
NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - C
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3

** See Note 5



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	3/8	4	3	2	11 1/4	3	1 1/8	15 3/8	2	3 3/4	8 1/4	5/8		1 3/8	13 1/4	8 3/8	7/8	10 1/2	7 1/8				4.5
2S	60	30	1 7/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
2M	60	30	1 7/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
3																											
4																											
5																											

STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-3.10

PROJECT NO:

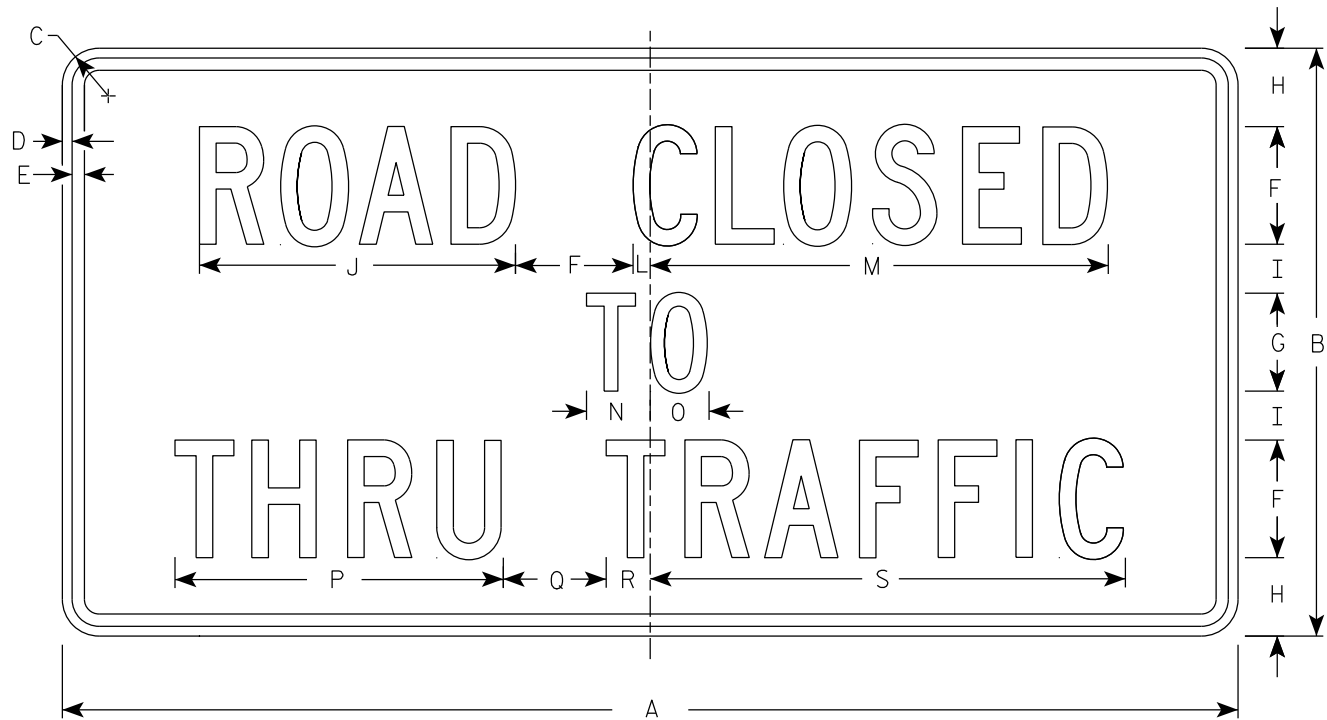
HWY:

COUNTY:

SHEET NO: 204

E

7



R11-4

NOTES

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

7

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

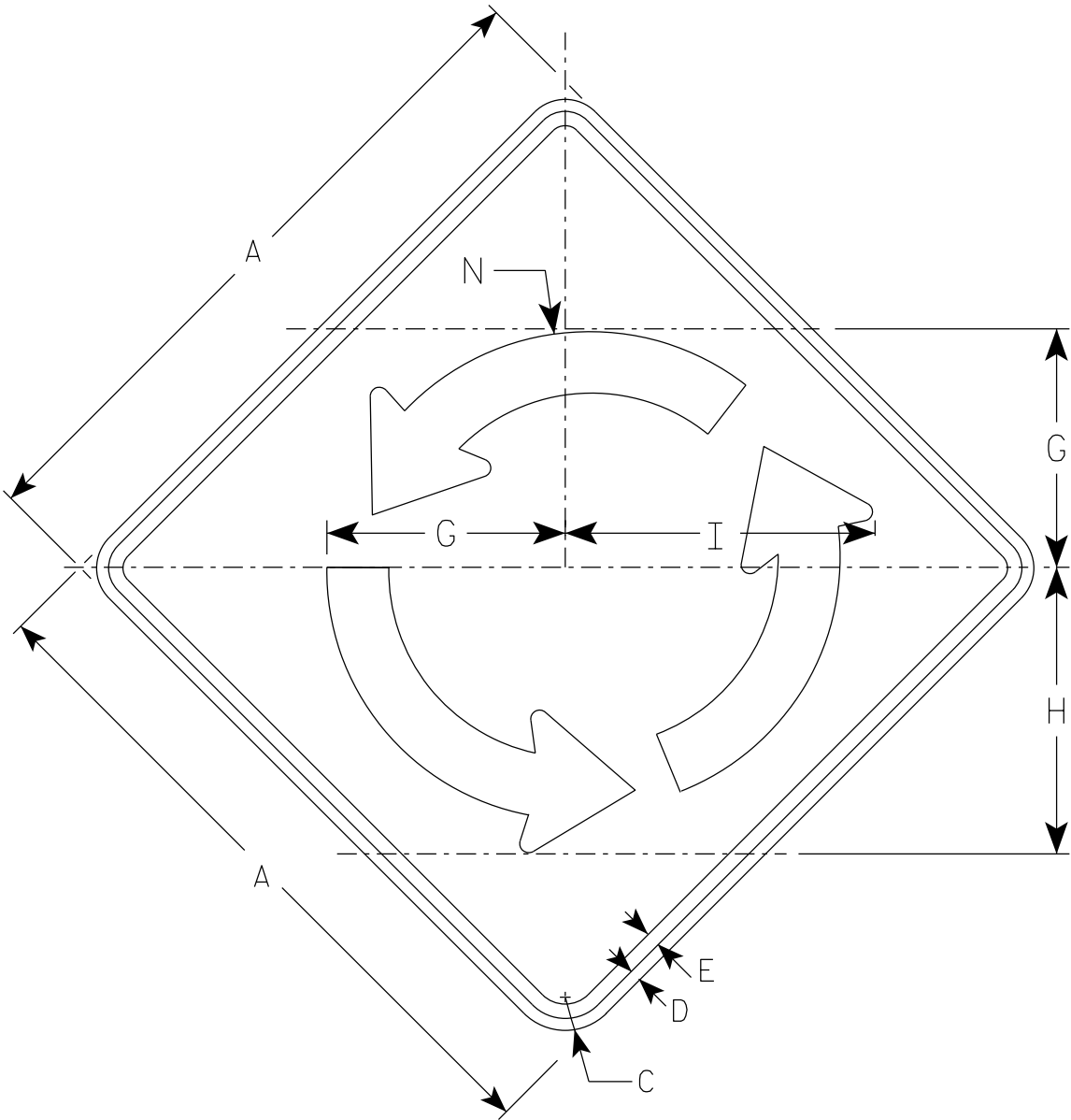
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 205

E

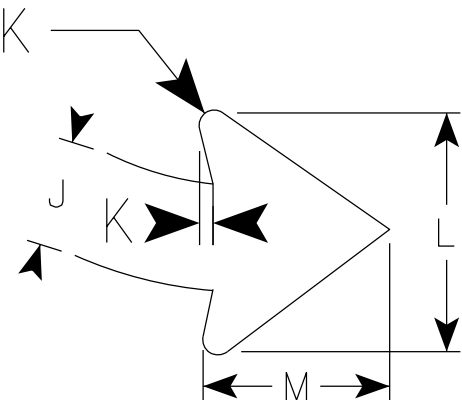


W2-6

NOTES

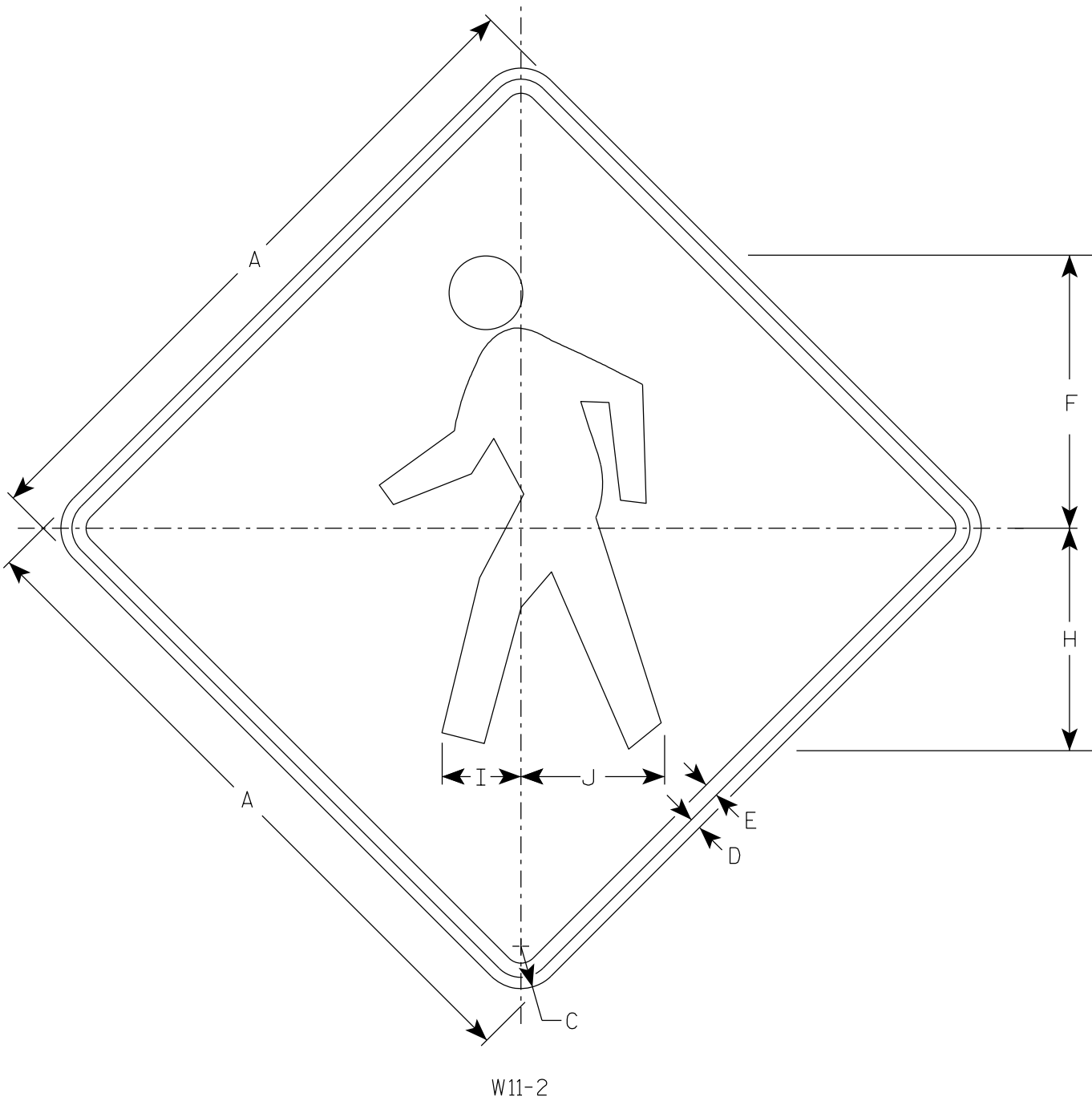
- 1. Sign is Type II - Type F Reflective
- 2. Color:
 - Background - Yellow
 - Message - Black

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	Area sq. ft.
1																									
2S	30		1 7/8	1/2	5/8		10 3/8	12 1/2	13 1/2	2 3/4	3/8	6	4 3/4	11 1/8											6.25
2M	30		1 7/8	1/2	5/8		10 3/8	12 1/2	13 1/2	2 3/4	3/8	6	4 3/4	11 1/8											6.25
3	36		2 1/4	5/8	3/4		12 1/2	15	16 1/4	3 1/4	1/2	7 3/8	5 3/4	13 3/8											9.00
4	48		3	3/4	1		16 5/8	20	16 1/4	4 3/8	5/8	9 3/4	7 5/8	17 7/8											16.0
5																									

7



NOTES

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

7

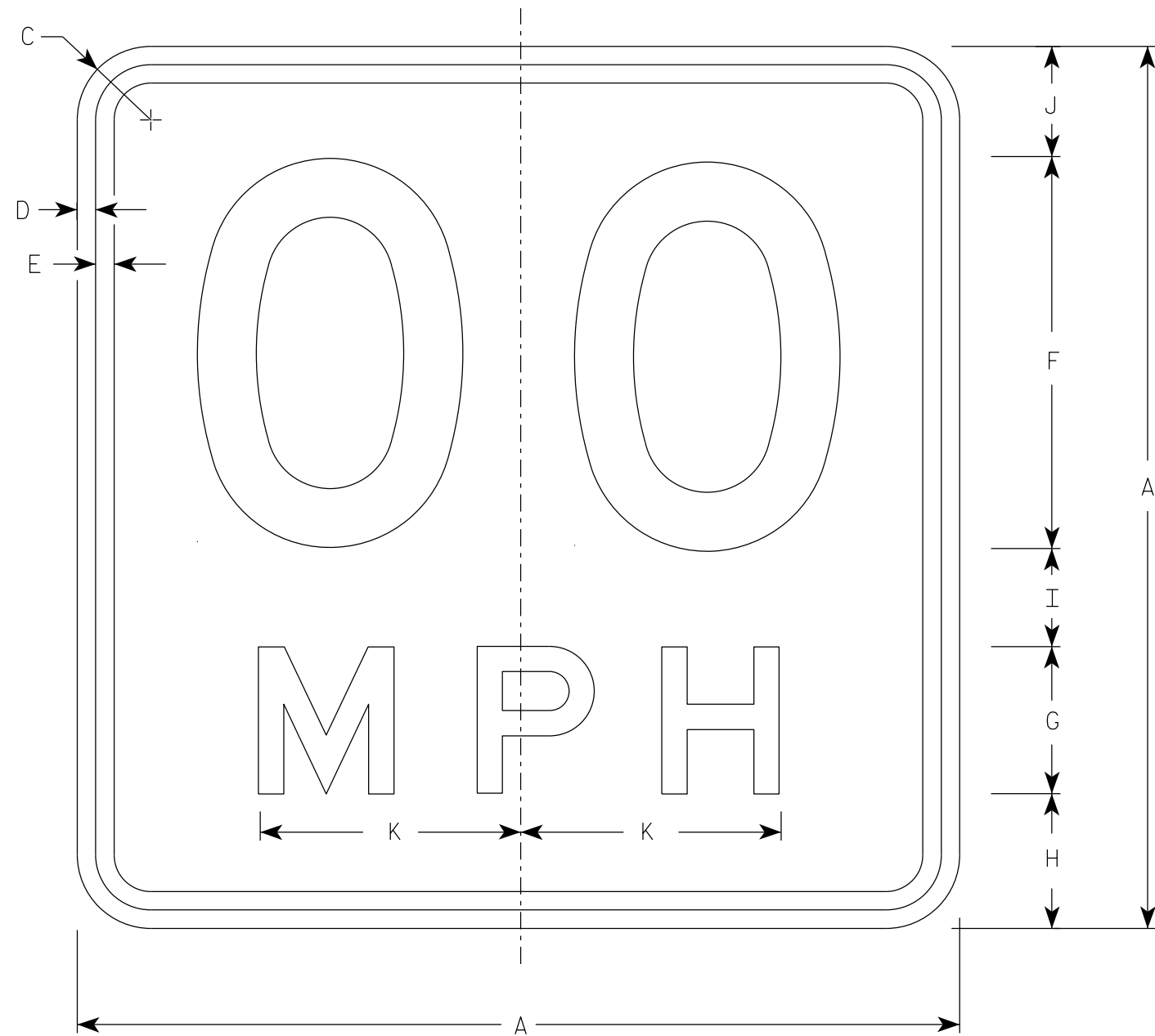
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2	9 3/4		7 7/8	2 7/8	5 1/8																	4.0
2S	30		1 7/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25
2M	36		2 1/4	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
3	36		2 1/4	5/8	3/4	14 1/2		11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

STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
Background - Yellow
Message - Black
3. Message Series - See Note 5
4. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
5. Line 1 is Series D
Line 2 is Series E

W13-1

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
✱ 2S	1	18		1 1/2	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8															2.25
	2	18		1 1/2	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8															2.25
✱ 2M	3	18		1 1/2	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8															2.25
	4	24		1 1/2	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8															4.00
	5	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8															9.00
	6	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8															9.00

STANDARD SIGN
W13-1

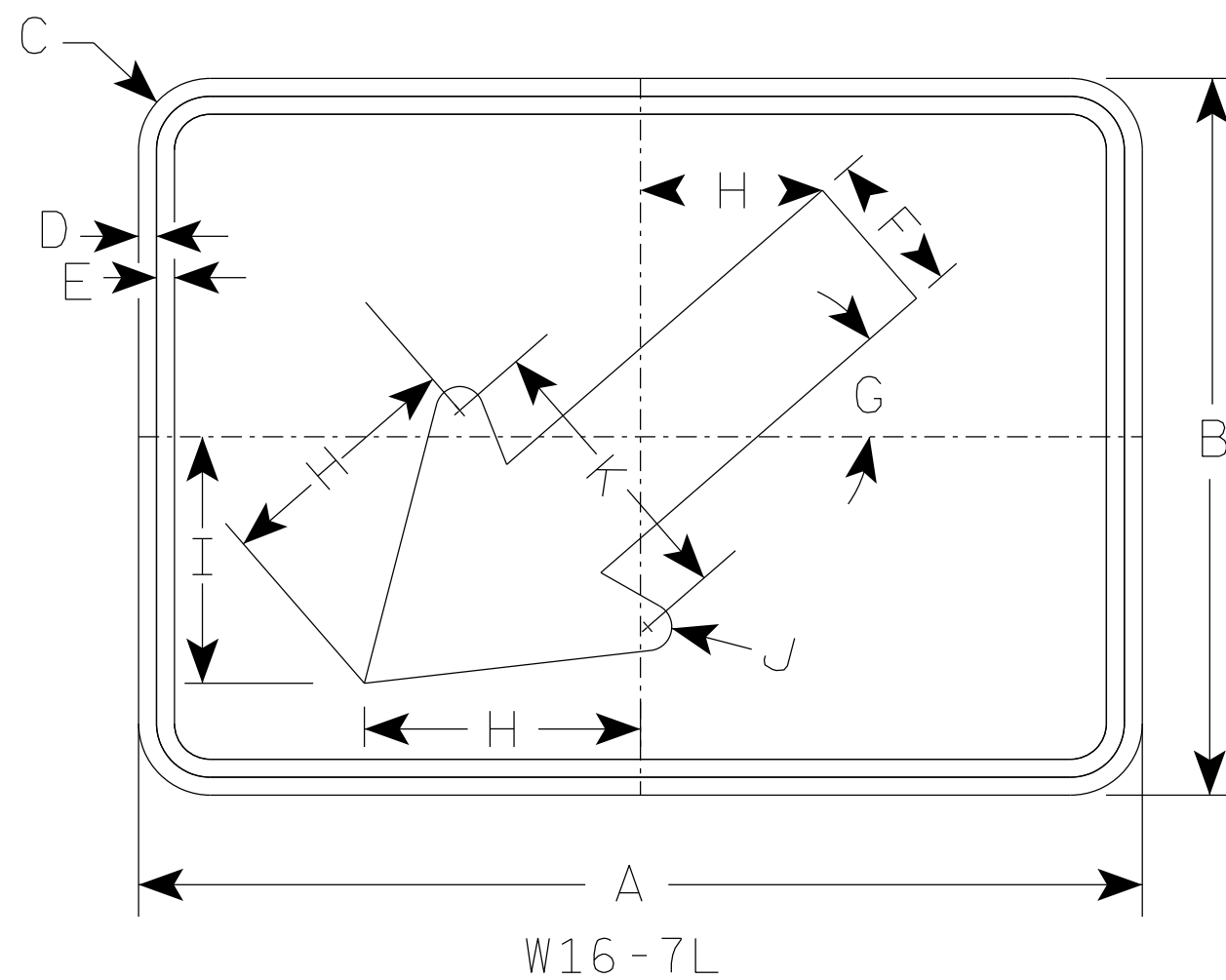
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R. Rauch
For State Traffic Engineer

DATE 1/8/2024 PLATE NO. W13-1.17

PROJECT NO: HWY: COUNTY: SHEET NO: 208 E

7



NOTES

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

- * For 36" x 36" Warning Signs, use 30" x 21" W16-7L signs.
- * For 48" x 48" Warning Signs, use 42" x 24" W16-7L signs.

7

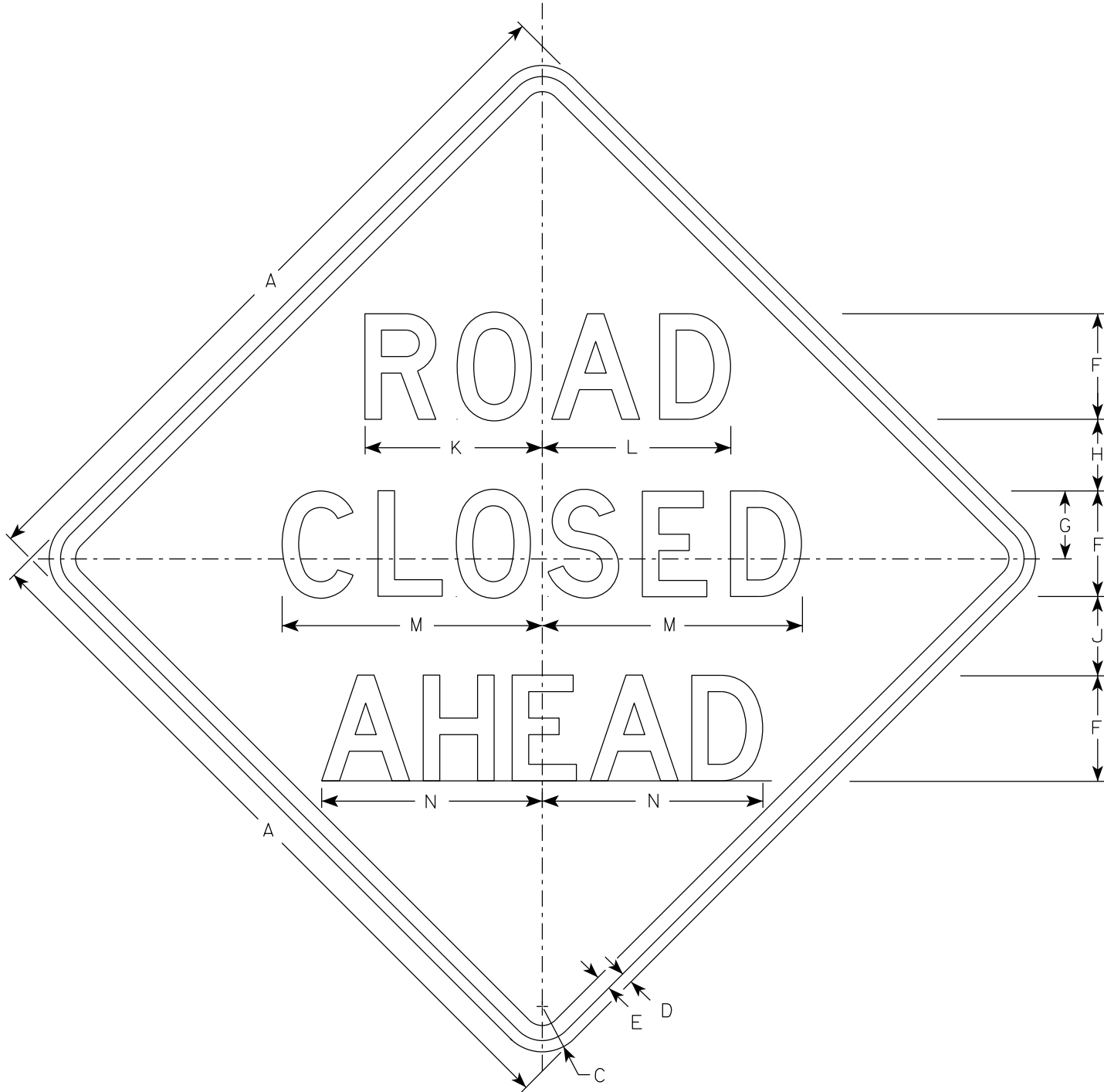
	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
✳	1																											
	2S	21	15	1 1/2	3/8	3/8	3	41°	5 1/4	5 1/8	1/2	6																2.19
	2M	30	21	1 1/2	3/8	1/2	4 1/2	41°	8 5/8	7 3/4	5/8	9 1/4																4.38
	3	30	21	1 1/2	3/8	1/2	4 1/2	41°	8 5/8	7 3/4	5/8	9 1/4																4.38
	4	42	24	1 7/8	1/2	5/8	6	41°	10 1/4	9 1/8	1	12																7.0
	5																											

STANDARD SIGN
W16-7

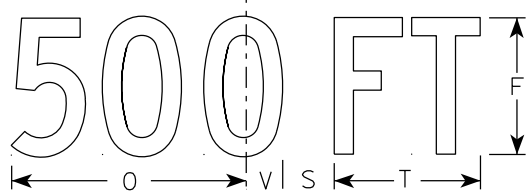
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

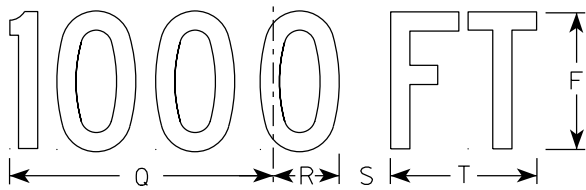
DATE 4/29/26 PLATE NO. W16-7.10



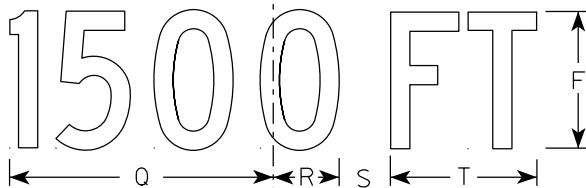
W20-3A



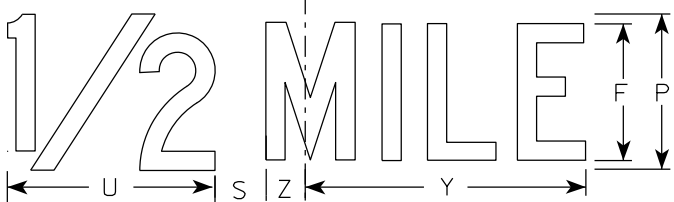
W20-3D



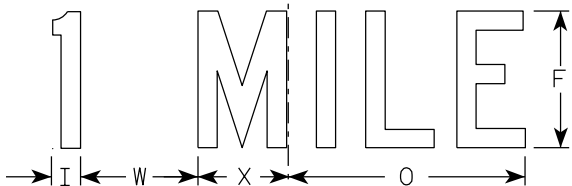
W20-3C



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

DIVISION 1 - S HIGH POINT RD 'NB'

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	ROCK EXC	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	ROCK EXC	CUT	EXPANDED FILL	EXPANDED ROCK	MASS ORDNATE
							NOTE 1	NOTE 2	NOTE 3		NOTE 1	1.25	1.10	NOTE 8
88+45.68	8845.68	0.00	51.67	12.27	0.00	0.00	0	0	0	0	0	0	0	0
88+50.00	8850.00	4.32	73.57	12.54	0.00	0.00	10	2	0	0	10	0	0	8
88+75.00	8875.00	25	60.61	14.48	0.87	0.00	62	13	0	0	72	0	0	57
89+00.00	8900.00	25	52.44	15.86	2.55	0.00	52	14	2	0	124	3	0	93
89+25.00	8925.00	25	52.75	16.02	3.36	0.00	49	15	3	0	173	6	0	123
89+50.00	8950.00	25	48.43	13.16	5.69	0.00	47	14	4	0	220	11	0	151
89+53.43	8953.43	3.43	37.05	8.13	5.51	0.00	5	1	1	0	225	13	0	154
90+76.69	9076.69	123.26	96.72	0.00	0.07	0.00					225	13	0	154
91+00.00	9100.00	23.31	200.58	0.00	0.00	0.00	128	0	0	0	353	13	0	282
91+25.00	9125.00	25	203.05	0.00	0.00	0.00	187	0	0	0	540	13	0	469
91+50.00	9150.00	25	228.58	0.00	0.00	0.00	200	0	0	0	740	13	0	669
91+62.50	9162.50	12.5	191.31	0.00	0.00	58.88	97	0	0	14	837	-7	15	785
91+75.00	9175.00	12.5	239.52	0.00	0.00	20.12	100	0	0	18	937	-32	35	910
92+00.00	9200.00	25	284.17	0.00	0.00	0.00	242	0	0	9	1179	-44	45	1164
92+25.00	9225.00	25	281.01	0.00	0.00	0.00	262	0	0	0	1441	-44	45	1426
92+50.00	9250.00	25	302.67	0.00	0.00	0.00	270	0	0	0	1711	-44	45	1696
92+75.00	9275.00	25	342.54	0.00	0.00	0.00	299	0	0	0	2010	-44	45	1995
93+00.00	9300.00	25	362.89	0.00	0.00	0.00	327	0	0	0	2337	-44	45	2322
93+25.15	9325.15	25.15	289.38	0.00	0.00	0.00	304	0	0	0	2641	-44	45	2626

DIVISION 1 - S HIGH POINT RD 'SB'

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	ROCK EXC	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	ROCK EXC	CUT	EXPANDED FILL	EXPANDED ROCK	MASS ORDNATE
							NOTE 1	NOTE 2	NOTE 3		NOTE 1	1.25	1.10	NOTE 8
88+20.88	8820.88	0.00	38.50	10.50	0.39	0.00	0	0	0	0	0	0	0	0
88+25.00	8825.00	4.12	39.13	10.58	0.40	0.00	6	2	0	0	6	0	0	4
88+50.00	8850.00	25	39.54	11.43	0.51	0.00	36	10	0	0	42	0	0	30
88+75.00	8875.00	25	34.23	11.41	2.92	0.00	34	11	2	0	76	3	0	51
89+00.00	8900.00	25	33.53	11.09	1.59	0.00	31	10	2	0	107	5	0	69
89+25.00	8925.00	25	41.26	10.90	1.57	0.00	35	10	1	0	142	6	0	93
89+48.80	8948.80	23.8	43.64	11.33	0.21	0.00	37	10	1	0	179	8	0	119
90+71.51	9071.51	122.71	253.63	0.00	0.00	0.00					179	8	0	119
90+75.00	9075.00	3.49	265.39	0.00	0.00	0.00	34	0	0	0	213	8	0	153
91+00.00	9100.00	25	287.67	0.00	0.00	0.00	256	0	0	0	469	8	0	409
91+25.00	9125.00	25	311.58	0.00	0.00	0.00	277	0	0	0	746	8	0	686
91+50.00	9150.00	25	349.85	0.00	0.00	17.34	306	0	0	8	1052	-4	9	1003
91+62.50	9162.50	12.5	400.38	0.00	0.00	12.88	174	0	0	7	1226	-13	17	1186
91+75.00	9175.00	12.5	457.58	0.00	0.00	0.00	199	0	0	3	1425	-17	20	1389
92+00.00	9200.00	25	539.25	0.00	0.00	0.00	461	0	0	0	1886	-17	20	1850
92+25.00	9225.00	25	558.19	0.00	0.00	0.00	508	0	0	0	2394	-17	20	2358
92+50.00	9250.00	25	594.08	0.00	0.00	0.00	533	0	0	0	2927	-17	20	2891
92+75.00	9275.00	25	586.91	0.00	0.00	0.00	547	0	0	0	3474	-17	20	3438
93+00.00	9300.00	25	520.13	0.00	0.00	0.00	513	0	0	0	3987	-17	20	3951
93+18.27	9318.27	18.27	415.22	0.00	0.00	0.00	316	0	0	0	4303	-17	20	4267

DIVISION 1 - S HIGH POINT RD 'HP'

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDNATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
94+88.03	9488.03	0.00	704.50	0.00	0.00	0	0	0	0	0	0
95+00.00	9500.00	11.97	578.93	0.00	0.00	284	0	0	284	0	284
95+25.00	9525.00	25	324.44	0.00	2.01	418	0	1	702	1	701
95+50.00	9550.00	25	154.49	0.00	3.90	222	0	3	924	5	919
95+75.00	9575.00	25	92.62	0.00	4.94	114	0	4	1038	10	1028
96+00.00	9600.00	25	74.59	0.00	1.23	77	0	3	1115	14	1101
96+25.00	9625.00	25	65.18	0.00	1.47	65	0	1	1180	15	1165
96+50.00	9650.00	25	55.86	0.00	11.51	56	0	6	1236	23	1214
96+75.00	9675.00	25	47.94	0.00	27.99	48	0	18	1284	45	1239
97+00.00	9700.00	25	44.86	0.00	30.83	43	0	27	1327	79	1248
97+25.00	9725.00	25	48.37	0.00	11.23	43	0	19	1370	103	1268
97+50.00	9750.00	25	41.17	0.00	16.00	41	0	13	1411	119	1292
97+75.00	9775.00	25	30.93	0.00	23.90	33	0	18	1444	141	1303
98+00.00	9800.00	25	33.41	0.00	36.47	30	0	28	1474	176	1298
98+25.00	9825.00	25	16.35	0.00	45.76	23	0	38	1497	224	1273
98+50.00	9850.00	25	13.58	0.00	75.27	14	0	56	1511	294	1217
98+75.00	9875.00	25	0.09	0.00	153.23	6	0	106	1517	426	1091
99+00.00	9900.00	25	0.00	0.00	261.77	0	0	192	1517	666	851
99+25.00	9925.00	25	0.00	0.00	375.52	0	0	295	1517	1035	482
99+50.00	9950.00	25	0.00	0.00	486.64	0	0	399	1517	1534	-17
99+75.00	9975.00	25	0.00	0.00	592.81	0	0	500	1517	2159	-642
100+00.00	10000.00	25	0.00	0.00	560.01	0	0	534	1517	2826	-1309
100+25.00	10025.00	25	0.00	0.00	643.01	0	0	557	1517	3523	-2006
100+34.60	10034.60	9.6	0.00	0.00	709.03	0	0	240	1517	3823	-2306

DIVISION 1 - RAYMOND RD 'EB'

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 8
			NOTE 1	NOTE 2	NOTE 3	NOTE 1	NOTE 2	NOTE 3	NOTE 1	NOTE 2	NOTE 3
202+00.00	20200.00	0.00	229.39	15.65	0.23	0	0	0	0	0	0
202+25.00	20225.00	25	156.44	15.93	2.16	179	15	1	179	1	163
202+50.00	20250.00	25	123.54	16.13	2.66	130	15	2	309	4	275
202+75.00	20275.00	25	135.19	16.81	0.00	120	15	1	429	5	379
203+00.00	20300.00	25	171.99	17.56	0.00	142	16	0	571	5	505
203+18.12	20318.12	18.12	202.49	17.06	0.89	126	12	0	697	5	619
203+25.00	20325.00	6.88	70.00	16.56	0.14	35	4	0	732	5	650
203+50.00	20350.00	25	90.99	17.88	0.00	75	16	0	807	5	709
203+71.03	20371.03	21.03	72.19	12.32	0.00	64	12	0	871	5	761
204+94.10	20494.10	123.07	38.75	3.27	0.24				871	5	761
205+00.00	20500.00	5.9	48.76	11.86	2.51	10	2	0	881	5	769
205+25.00	20525.00	25	40.04	8.41	3.55	41	9	3	922	9	797
205+50.00	20550.00	25	38.09	8.04	1.89	36	8	3	958	13	822
205+75.00	20575.00	25	40.74	8.63	2.28	36	8	2	994	15	847
206+00.00	20600.00	25	38.96	8.46	3.63	37	8	3	1031	19	872
206+09.64	20609.64	9.64	41.77	9.79	4.16	14	3	1	1045	20	882
206+15.54	20615.54	5.9	61.48	15.56	28.35	11	3	4	1056	25	885
206+25.00	20625.00	9.46	61.16	15.80	28.50	21	5	10	1077	38	889
206+50.00	20650.00	25	63.21	16.08	26.30	58	15	25	1135	69	900
206+75.00	20675.00	25	72.95	15.76	10.40	63	15	17	1198	90	927
207+00.00	20700.00	25	64.05	15.13	7.73	63	14	8	1261	100	966
207+25.00	20725.00	25	62.28	14.88	5.55	58	14	6	1319	108	1003
207+50.00	20750.00	25	61.50	14.93	5.16	57	14	5	1376	114	1039
207+75.00	20775.00	25	66.06	14.11	5.05	59	13	5	1435	120	1079
208+00.00	20800.00	25	66.75	13.23	6.16	61	13	5	1496	126	1121
208+25.00	20825.00	25	66.09	12.93	7.93	61	12	7	1557	135	1161
208+48.49	20848.49	23.49	43.09	6.13	2.38	47	8	4	1604	140	1195

DIVISION 1 - RAYMOND RD 'WB'

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 8
			NOTE 1	NOTE 2	NOTE 3	NOTE 1	NOTE 2	NOTE 3	NOTE 1	NOTE 2	NOTE 3
203+23.41	20323.41	0.00	141.49	0.39	0.00	0	0	0	0	0	0
203+25.00	20325.00	1.59	144.44	0.22	0.00	8	0	0	8	0	8
203+50.00	20350.00	25	184.88	0.00	0.00	152	0	0	160	0	160
203+75.00	20375.00	25	221.66	0.00	0.00	188	0	0	348	0	348
203+76.45	20376.45	1.45	222.48	0.00	0.00	12	0	0	360	0	360
204+99.39	20499.39	122.94	12.07	4.03	9.36				360	0	360
205+25.00	20525.00	25.61	18.52	7.66	19.64	15	6	14	375	18	352
205+50.00	20550.00	25	19.56	8.16	26.93	18	7	22	393	45	335
205+75.00	20575.00	25	20.46	7.97	28.11	19	7	25	412	76	316
206+00.00	20600.00	25	20.26	7.42	23.92	19	7	24	431	106	298
206+12.77	20612.77	12.77	18.36	5.73	24.45	9	3	11	440	120	290

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DIVISION 1 - RAYMOND RD 'EB' - HALF RECONSTRUCTION

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 8
208+48.49	20848.49	0.00	43.10	6.13	2.38	0	0	0	0	0	0
208+50.00	20850.00	1.51	44.11	6.10	0.00	2	0	0	2	0	2
208+75.00	20875.00	25	42.66	6.02	0.00	40	6	0	42	0	36
209+00.00	20900.00	25	37.67	5.84	0.00	37	5	0	79	0	68
209+25.00	20925.00	25	33.18	6.30	0.00	33	6	0	112	0	95
209+50.00	20950.00	25	48.82	6.63	0.00	38	6	0	150	0	127
209+75.00	20975.00	25	34.93	7.18	0.03	39	6	0	189	0	160
210+00.00	21000.00	25	35.52	7.21	0.00	33	7	0	222	0	186
210+25.00	21025.00	25	33.47	6.10	0.00	32	6	0	254	0	212
210+50.00	21050.00	25	34.14	6.16	0.00	31	6	0	285	0	237
210+75.00	21075.00	25	59.52	5.61	0.00	43	5	0	328	0	275
211+00.00	21100.00	25	37.03	6.07	0.00	45	5	0	373	0	315
211+25.00	21125.00	25	34.68	5.83	0.00	33	6	0	406	0	342
211+50.00	21150.00	25	34.25	5.79	0.00	32	5	0	438	0	369
211+75.00	21175.00	25	33.52	5.94	0.00	31	5	0	469	0	395
212+00.00	21200.00	25	31.91	5.62	0.00	30	5	0	499	0	420
212+25.00	21225.00	25	31.29	5.23	0.15	29	5	0	528	0	444
212+50.00	21250.00	25	78.66	12.39	0.00	51	8	0	579	0	487
212+75.00	21275.00	25	58.46	12.84	0.29	63	12	0	642	0	538
213+00.00	21300.00	25	57.64	12.75	0.00	54	12	0	696	0	580
213+15.00	21315.00	15	57.08	12.68	0.04	32	7	0	728	0	605

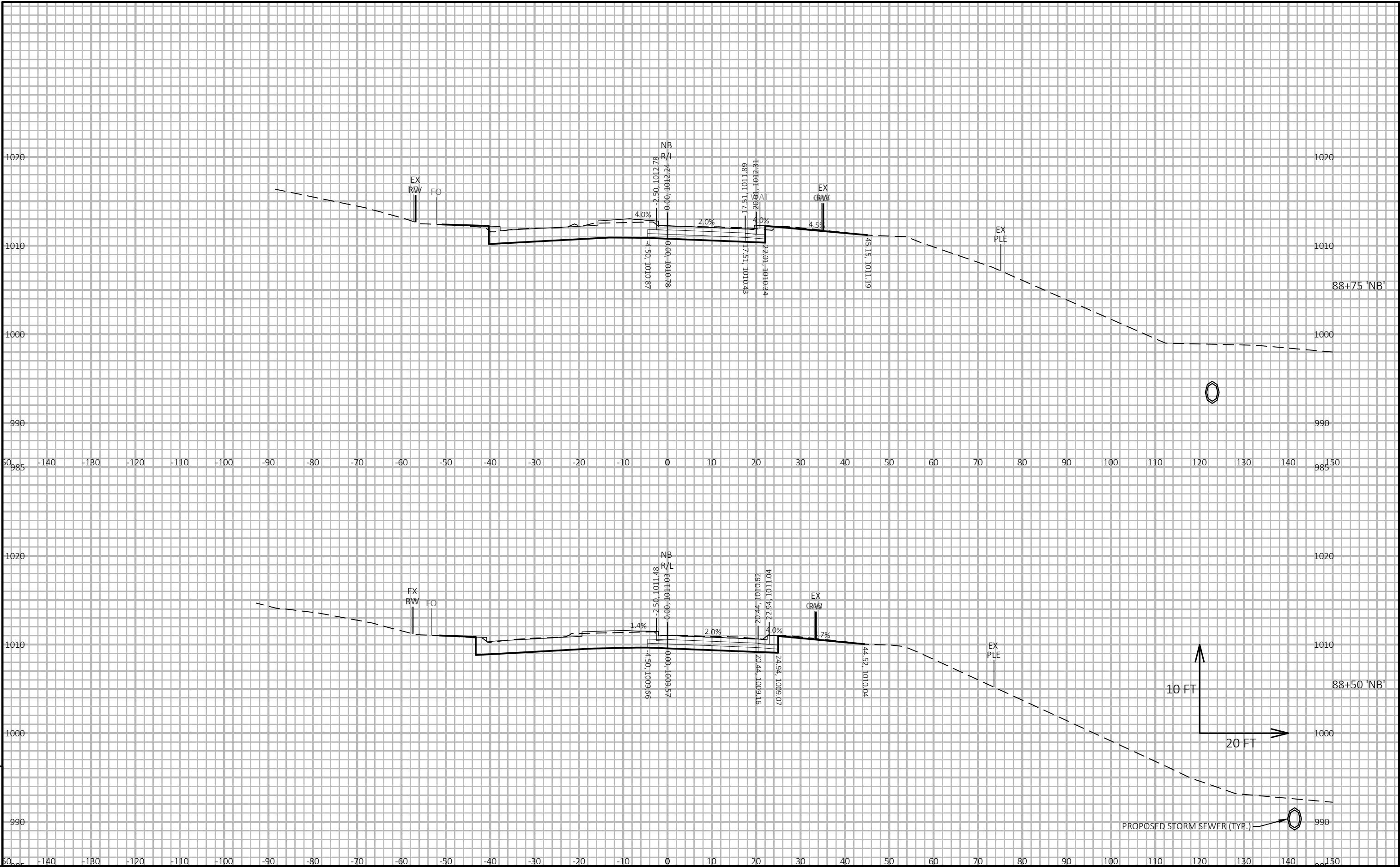
DIVISION 1 - ROUNDABOUT 'RAB'

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDNATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1	NOTE 1	NOTE 8
10+00.00	1000.00	0.00	71.40	25.97	53.06	0	0	0	0	0	0
10+10.31	1010.31	10.31	107.47	30.14	47.81	34	11	19	34	24	-1
10+16.53	1016.53	6.22	107.98	30.94	45.30	25	7	11	59	38	4
10+25.00	1025.00	8.47	93.18	29.20	42.97	32	9	14	91	55	9
10+29.62	1029.62	4.62	94.86	31.82	42.07	16	5	7	107	64	11
10+36.53	1036.53	6.91	83.87	33.74	40.83	23	8	11	130	78	13
10+47.46	1047.46	10.93	67.89	19.38	38.61	31	11	16	161	98	13
10+50.00	1050.00	2.54	82.18	19.26	38.05	7	2	4	168	103	13
10+55.00	1055.00	5	105.08	28.09	36.92	17	4	7	185	111	17
10+64.73	1064.73	9.73	69.21	26.04	34.88	31	10	13	216	128	22
10+75.00	1075.00	10.27	88.56	24.46	33.84	30	10	13	246	144	25
10+84.94	1084.94	9.94	101.70	17.48	34.01	35	8	12	281	159	37
10+87.50	1087.50	2.56	97.52	16.96	34.38	9	2	3	290	163	41
10+92.70	1092.70	5.2	95.69	16.54	34.51	19	3	7	309	171	48
11+00.00	1100.00	7.3	84.94	17.16	35.08	24	5	9	333	183	56
11+03.17	1103.17	3.17	77.97	18.32	35.46	10	2	4	343	188	59
11+16.51	1116.51	13.34	58.36	23.29	38.45	34	10	18	377	210	60
11+25.00	1125.00	8.49	58.72	25.14	42.16	18	8	13	395	226	54
11+34.32	1134.32	9.32	41.15	24.07	46.76	17	8	15	412	245	44
11+44.65	1144.65	10.33	25.00	17.91	58.54	13	8	20	425	270	24
11+50.00	1150.00	5.35	20.51	12.99	65.47	5	3	12	430	285	11
11+52.74	1152.74	2.74	33.42	11.43	60.50	3	1	6	433	293	6
11+58.00	1158.00	5.26	60.74	9.34	60.49	9	2	12	442	308	-3
11+62.50	1162.50	4.5	86.72	8.16	62.19	12	1	10	454	320	-4
11+64.72	1164.72	2.22	100.59	7.71	63.19	8	1	5	462	326	-3
11+71.87	1171.87	7.15	115.37	6.62	67.35	29	2	17	491	348	3
11+75.00	1175.00	3.13	110.25	6.28	68.86	13	1	8	504	358	5
11+81.79	1181.79	6.79	99.24	5.74	71.48	26	2	18	530	380	6
11+87.50	1187.50	5.71	176.70	5.44	73.19	29	1	15	559	399	15
11+93.20	1193.20	5.7	188.83	5.26	74.61	39	1	16	598	419	33
12+00.00	1200.00	6.8	152.36	5.20	75.97	43	1	19	641	443	52
12+02.24	1202.24	2.24	120.32	5.22	76.29	11	0	6	652	450	55
12+12.07	1212.07	9.83	182.33	5.51	77.47	55	2	28	707	485	73
12+23.97	1223.97	11.9	254.47	6.36	77.72	96	3	34	803	528	124
12+25.00	1225.00	1.03	251.61	6.47	77.68	10	0	3	813	531	130
12+30.62	1230.62	5.62	263.44	7.22	76.66	54	1	16	867	551	163
12+41.21	1241.21	10.59	96.35	9.69	70.67	71	3	29	938	588	195
12+50.00	1250.00	8.79	16.36	14.43	64.27	18	4	22	956	615	181
12+62.50	1262.50	12.5	95.22	35.07	57.11	26	11	28	982	650	161
12+70.17	1270.17	7.67	71.41	25.98	53.06	24	9	16	1006	670	156

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
8 - MASS ORDNATE	IF MARSH AND EBS TO BE BACKFILLED WITH GRANULAR: [CUT - SALVAGED PAVT - ((FILL - EXPANDED ROCK) * FILL FACTOR)]

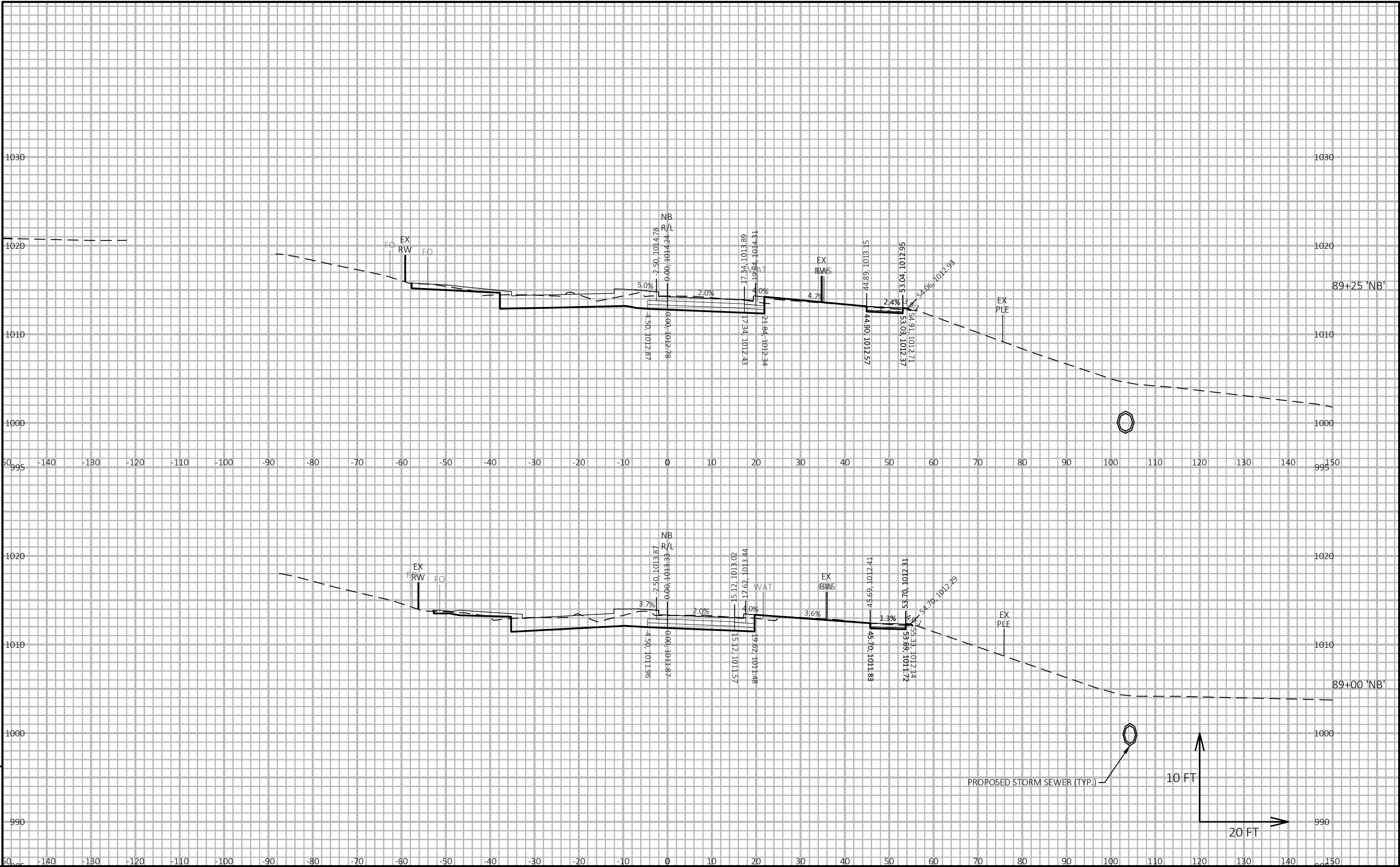
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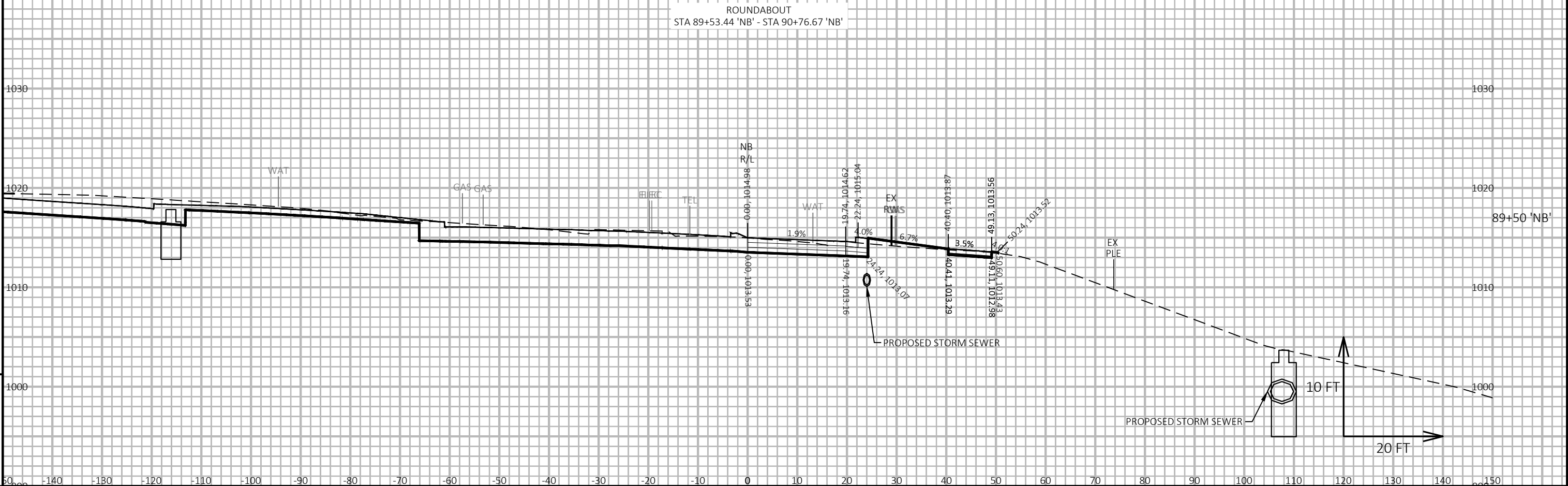
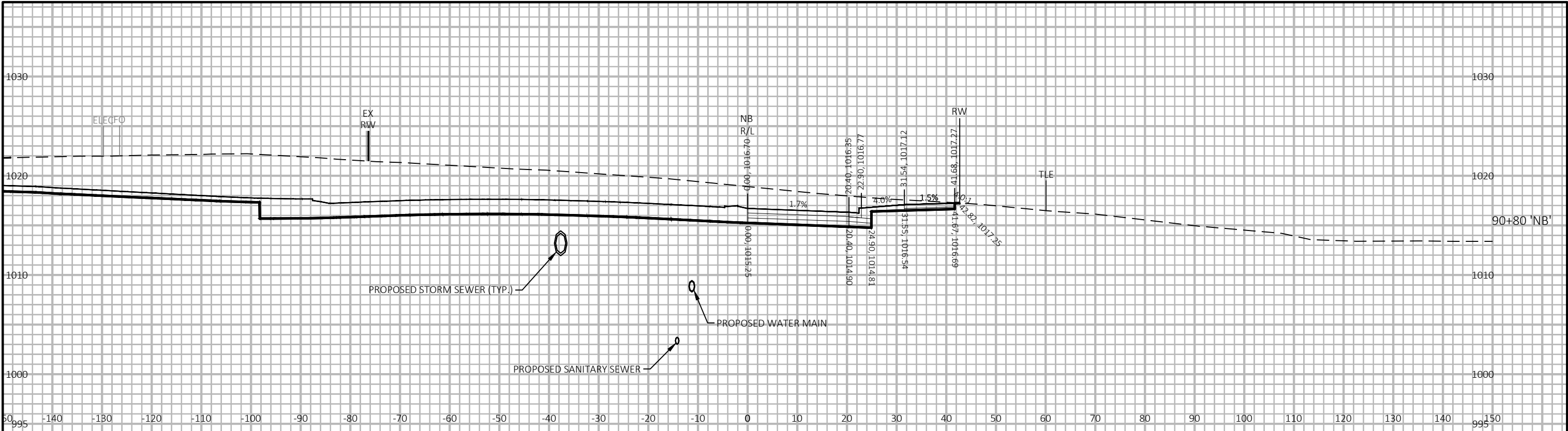
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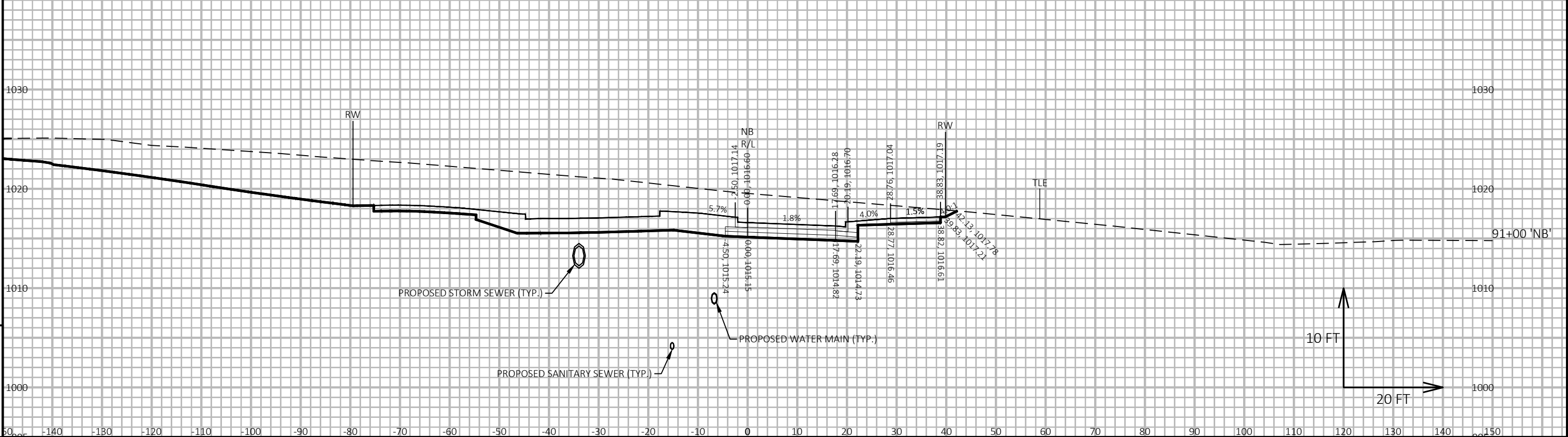
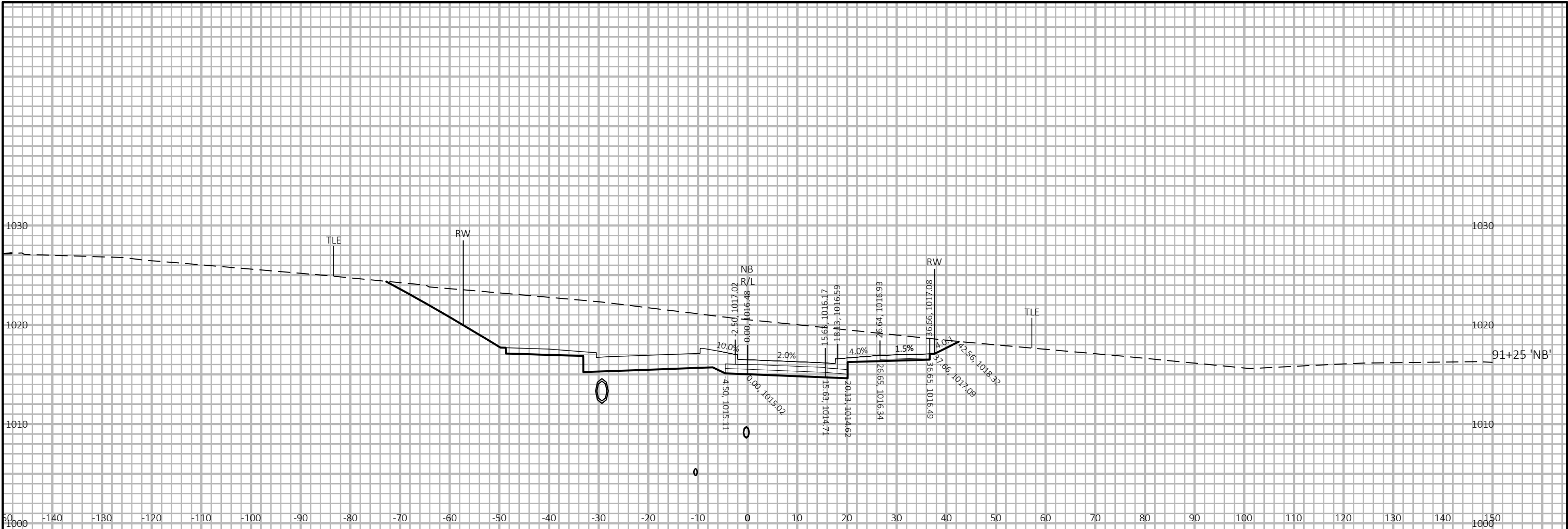
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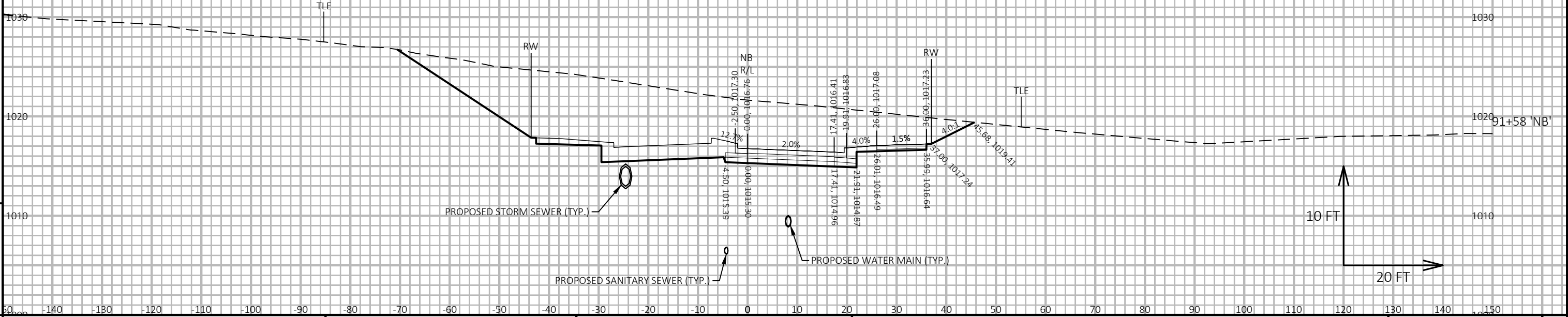
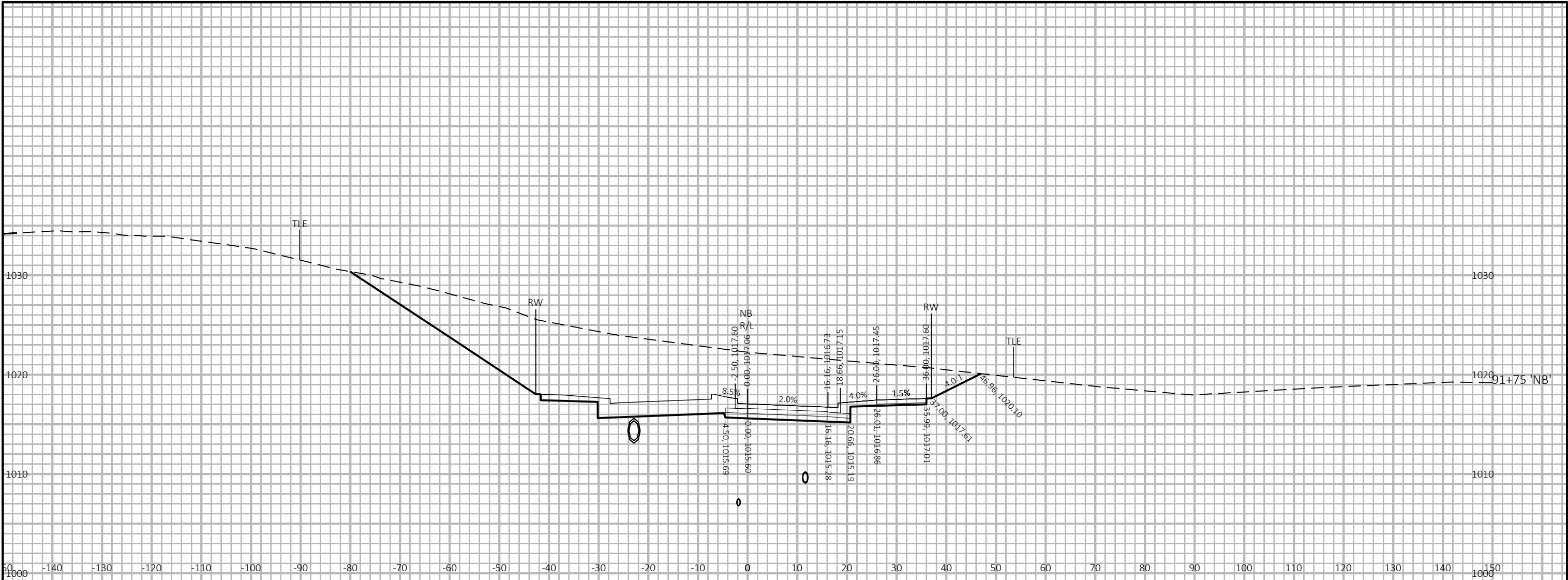
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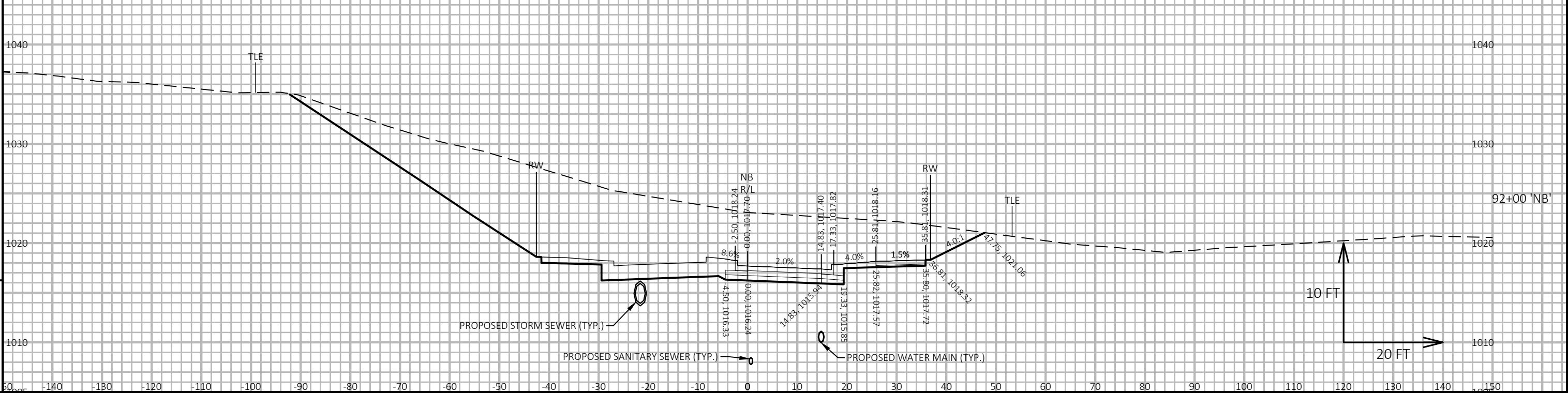
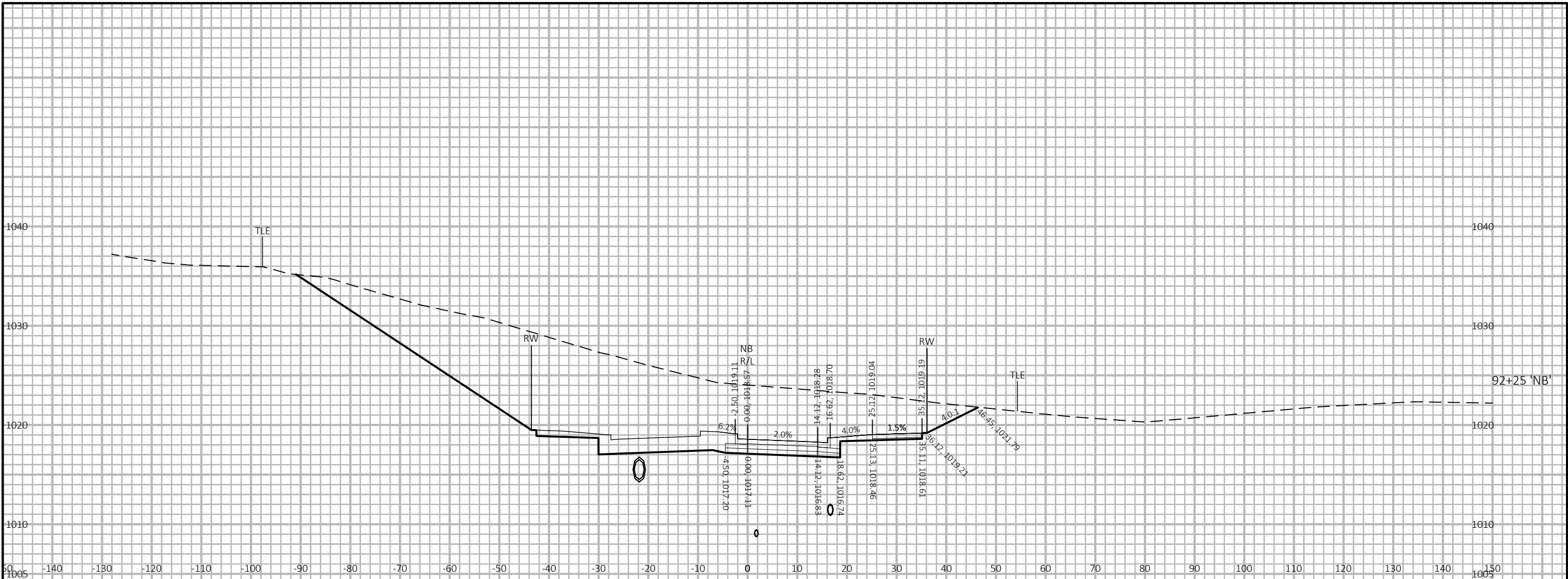


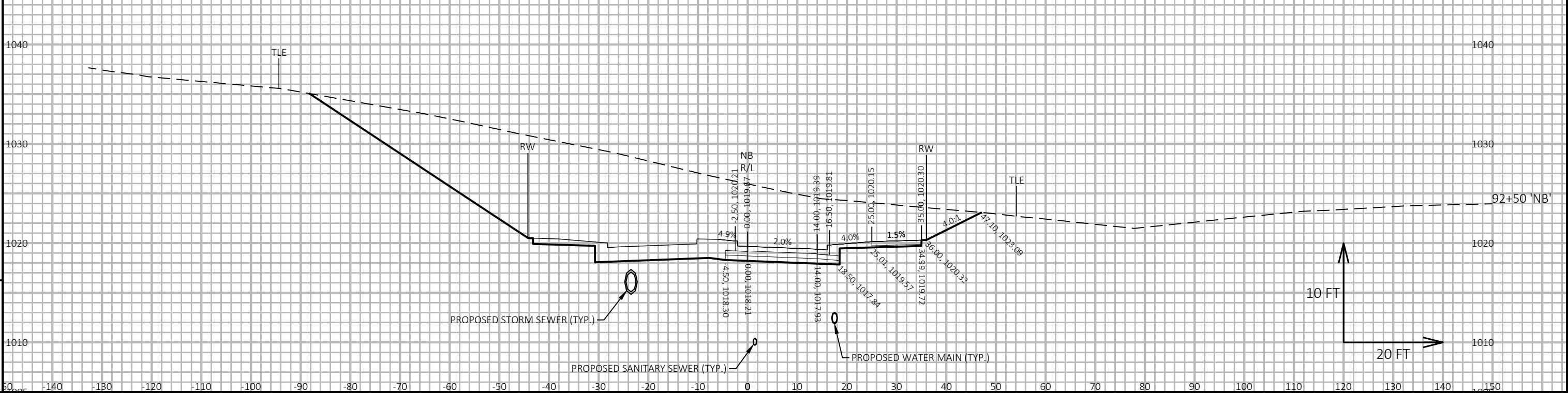
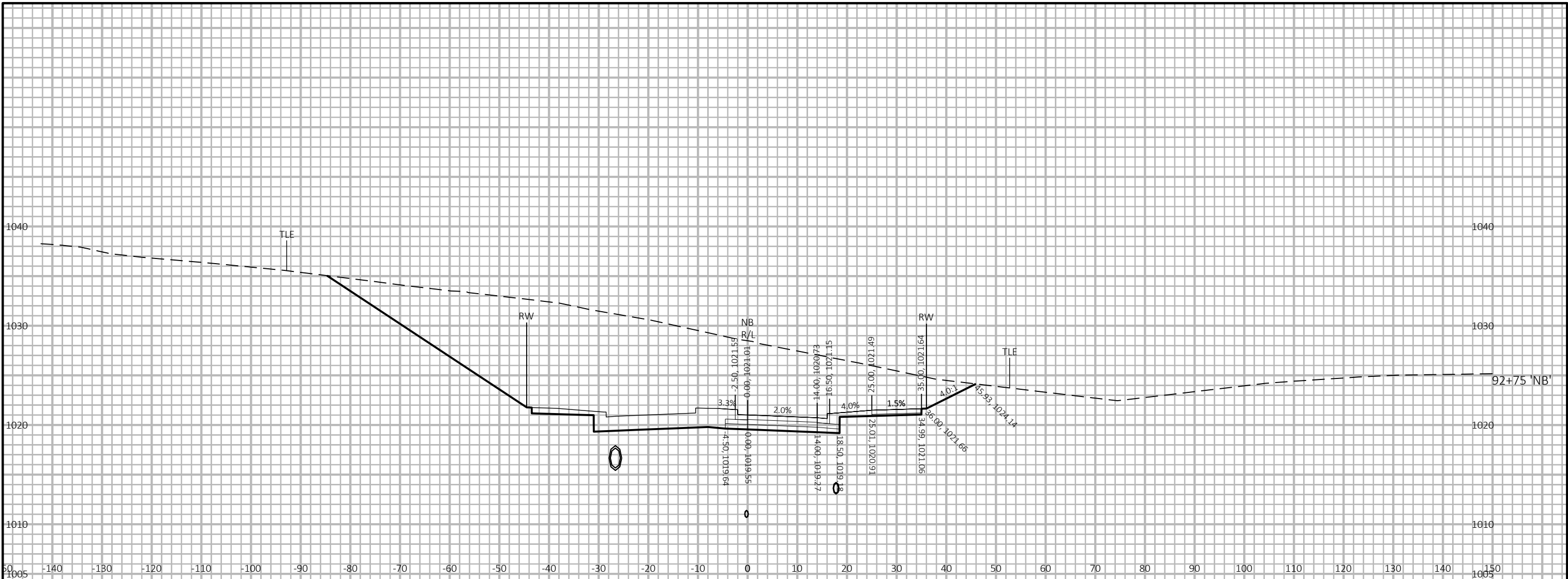


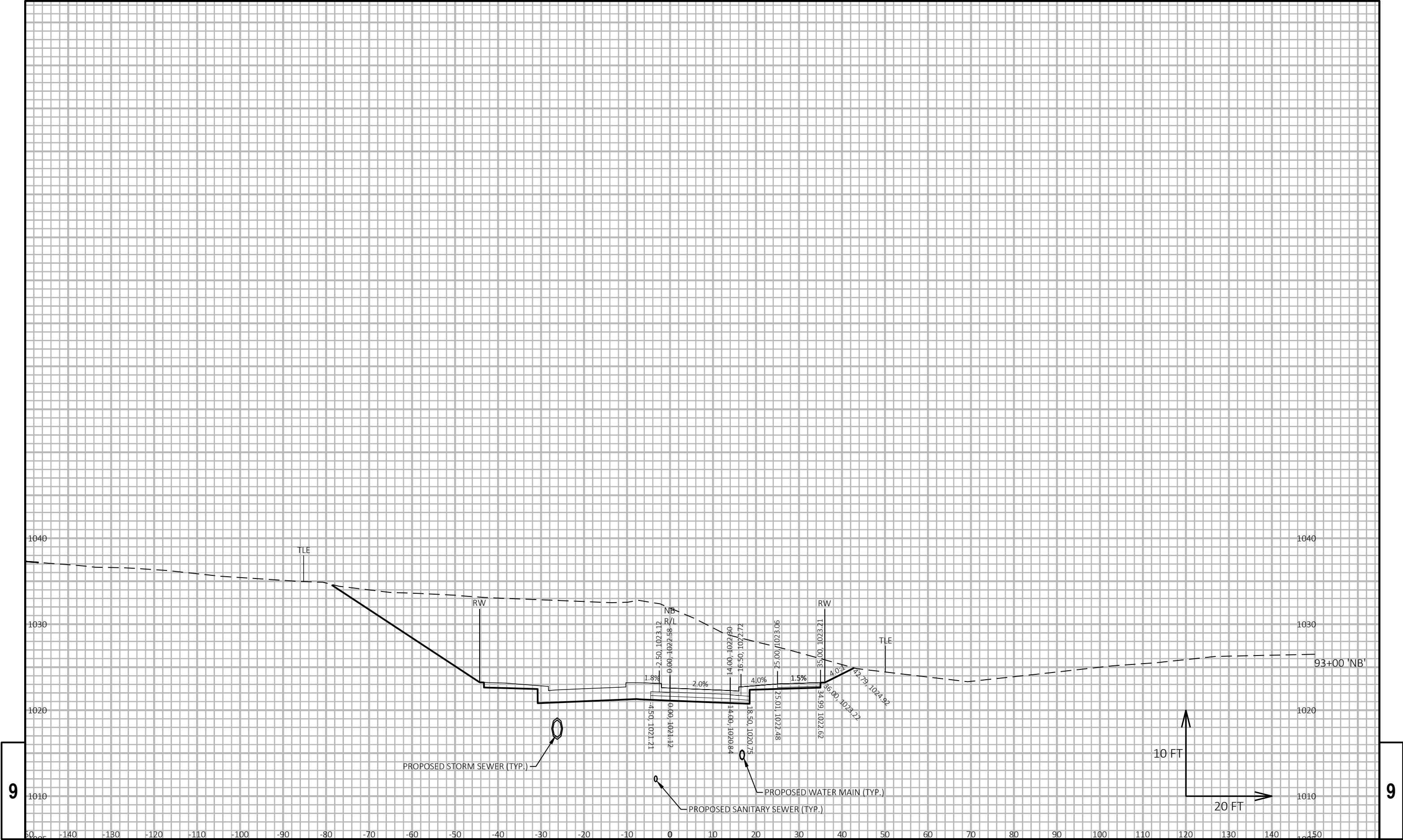
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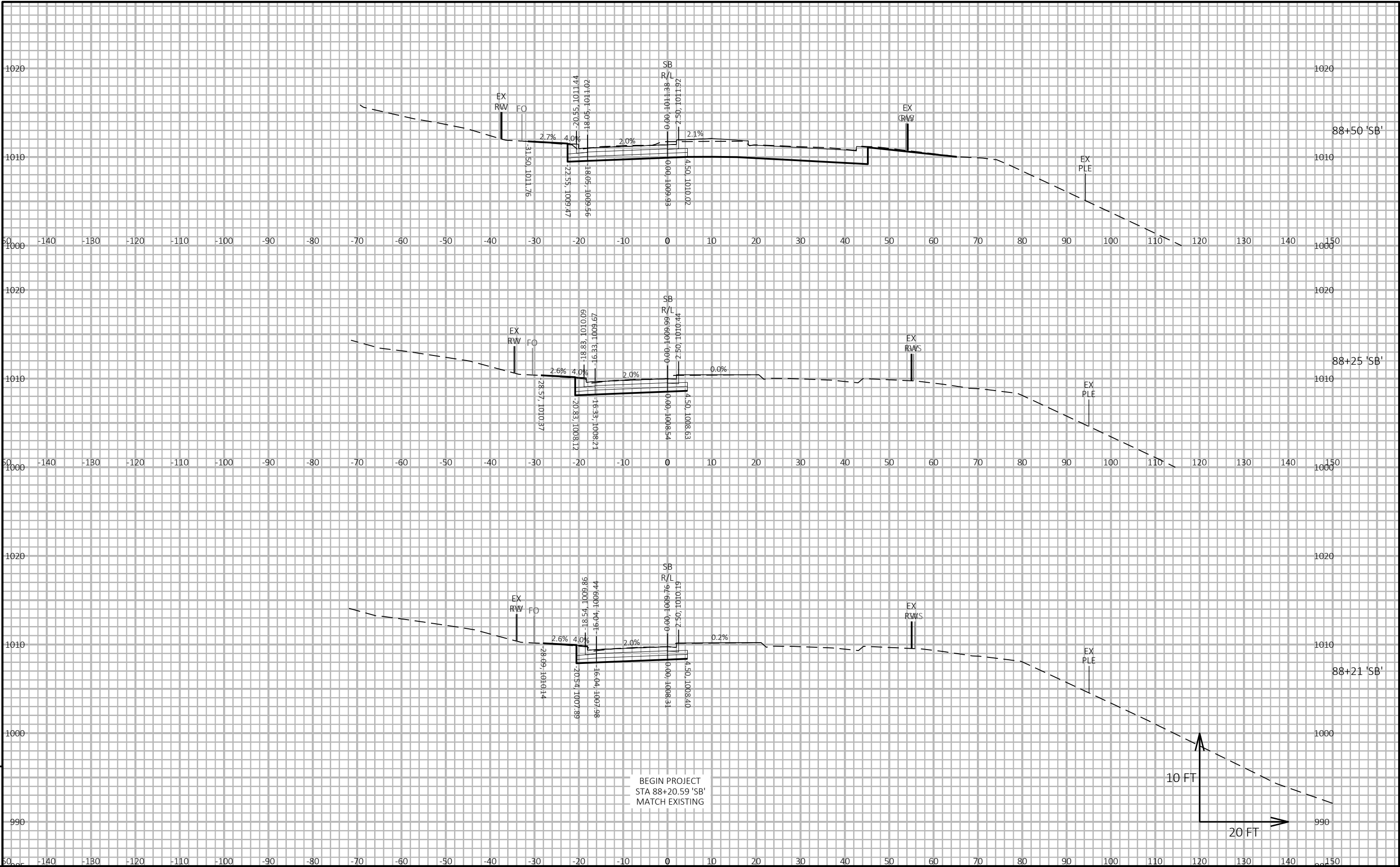






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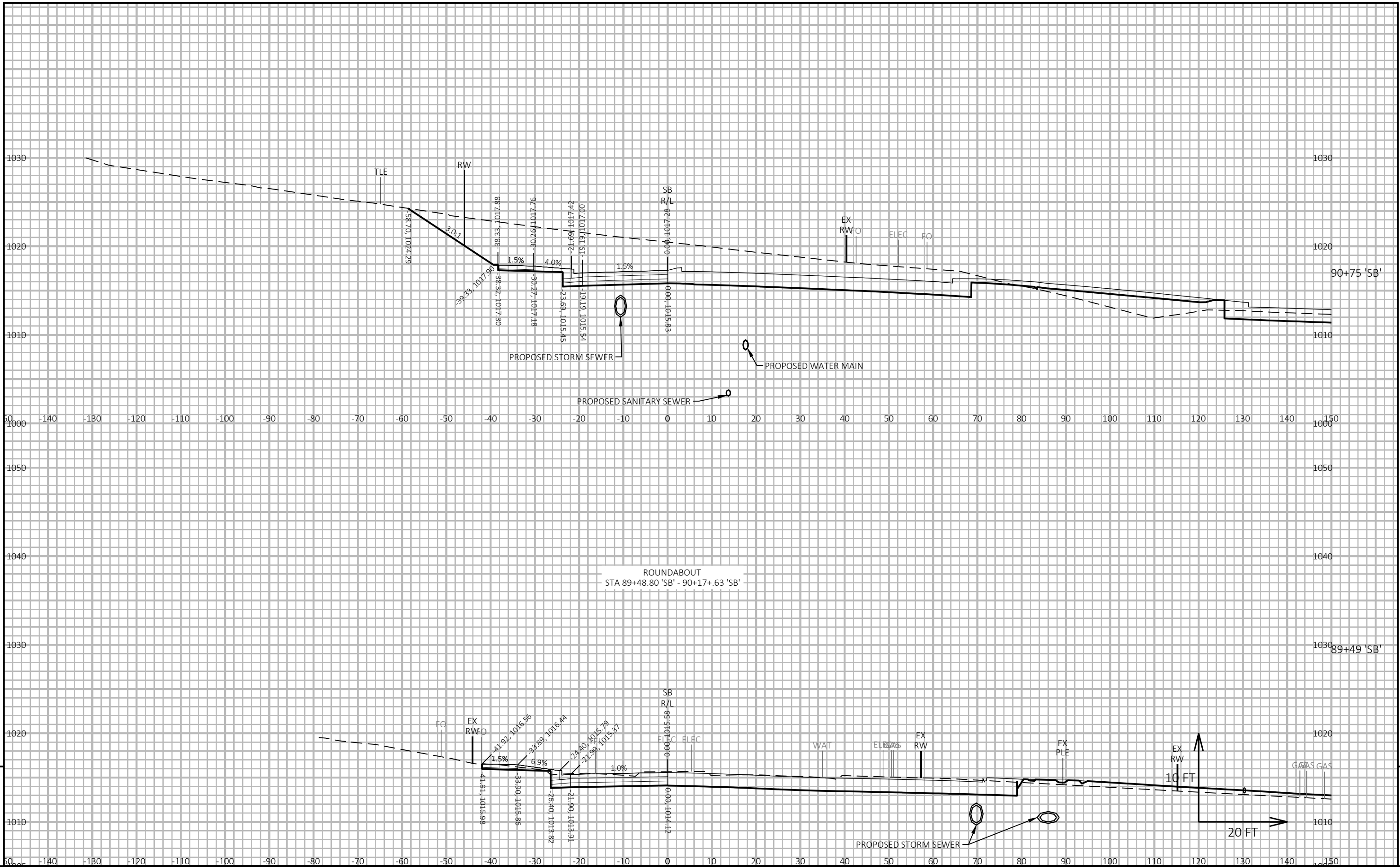
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PROJECT NO: 5992-10-74				HWY: S. HIGH POINT ROAD				COUNTY: DANE				CROSS SECTIONS: S. HIGH POINT RD SB				SHEET 224				E
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PROJECT NO: 5992-10-74

HWY: S. HIGH POINT ROAD

COUNTY: DANE

CROSS SECTIONS: S. HIGH POINT RD SB

SHEET 226

E

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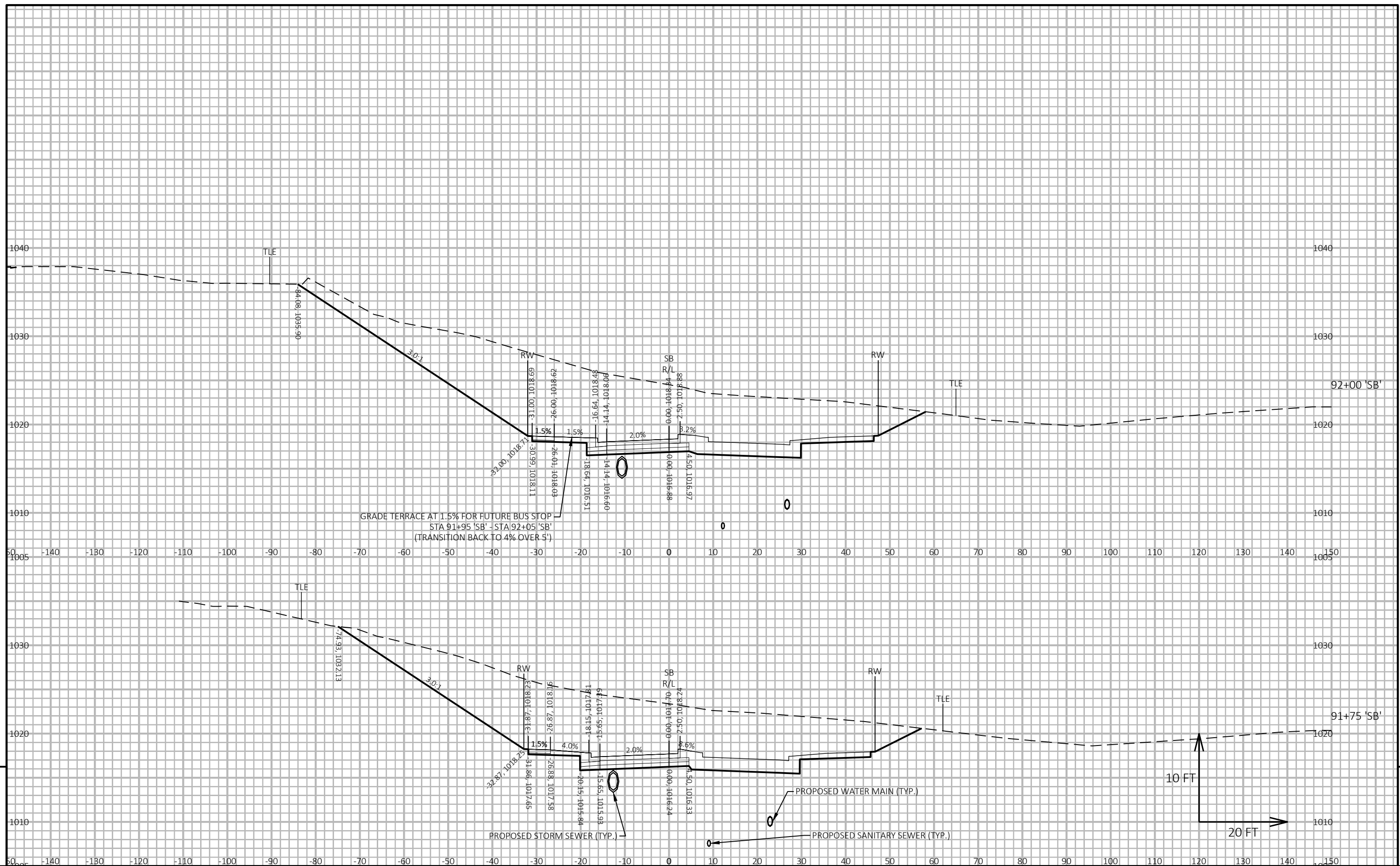
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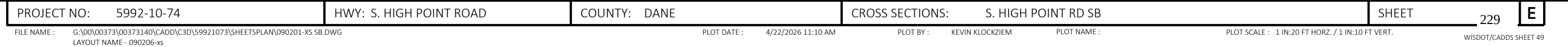
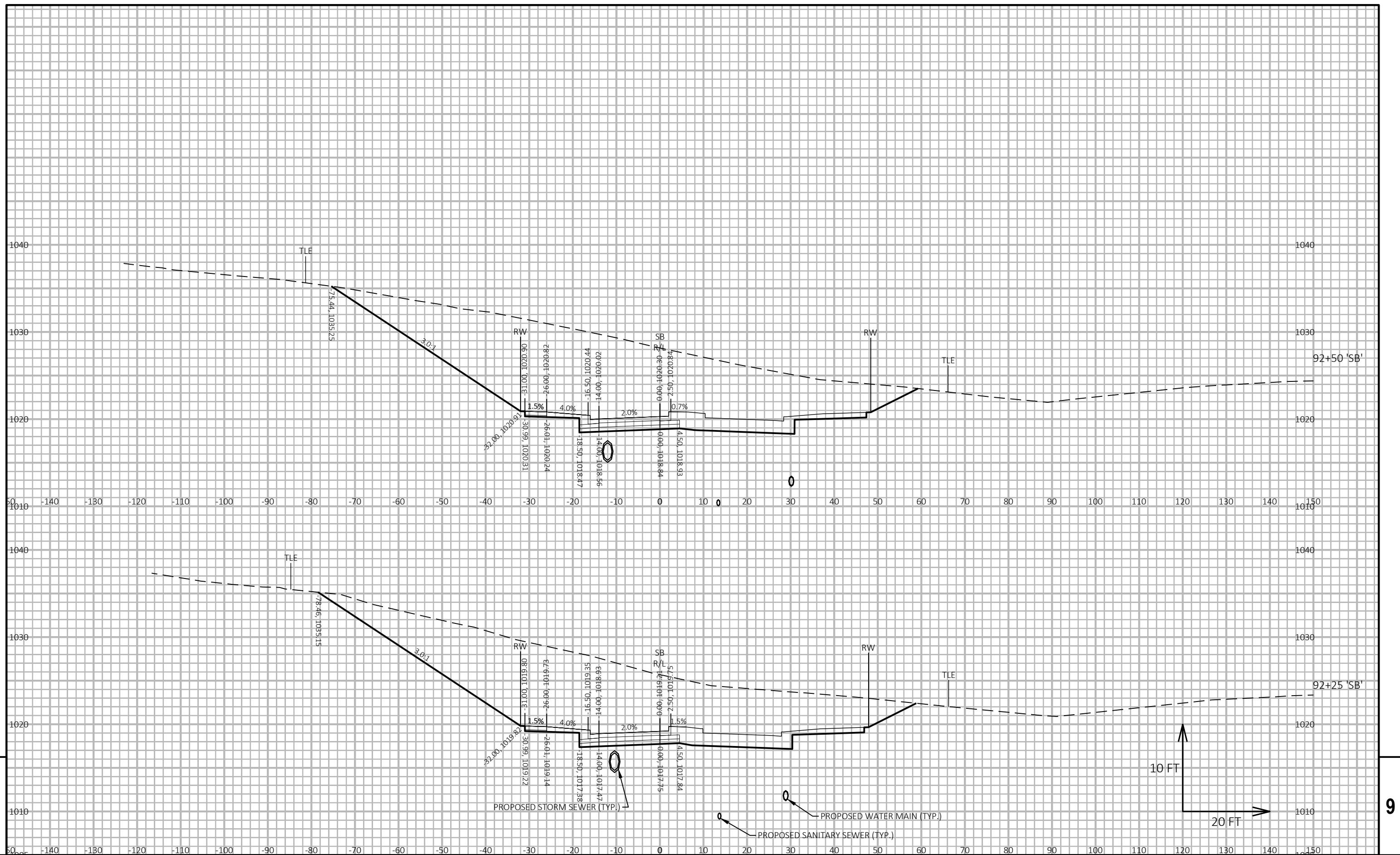
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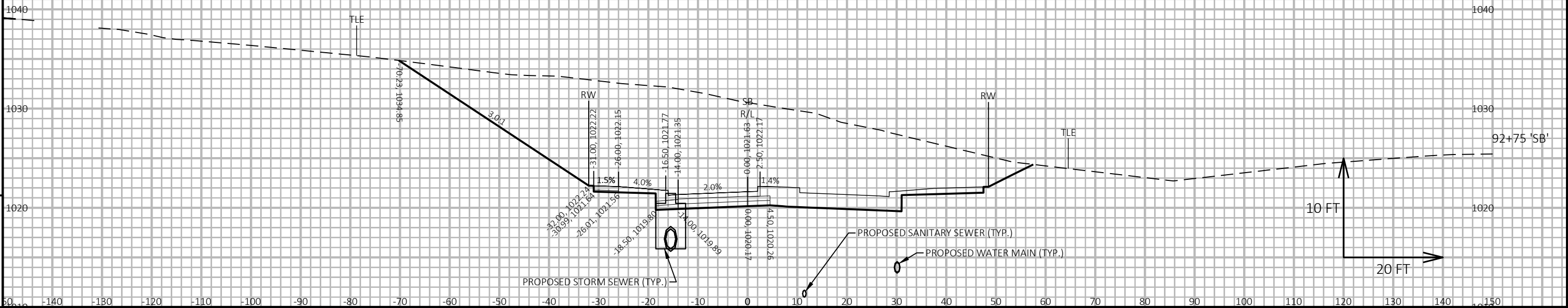
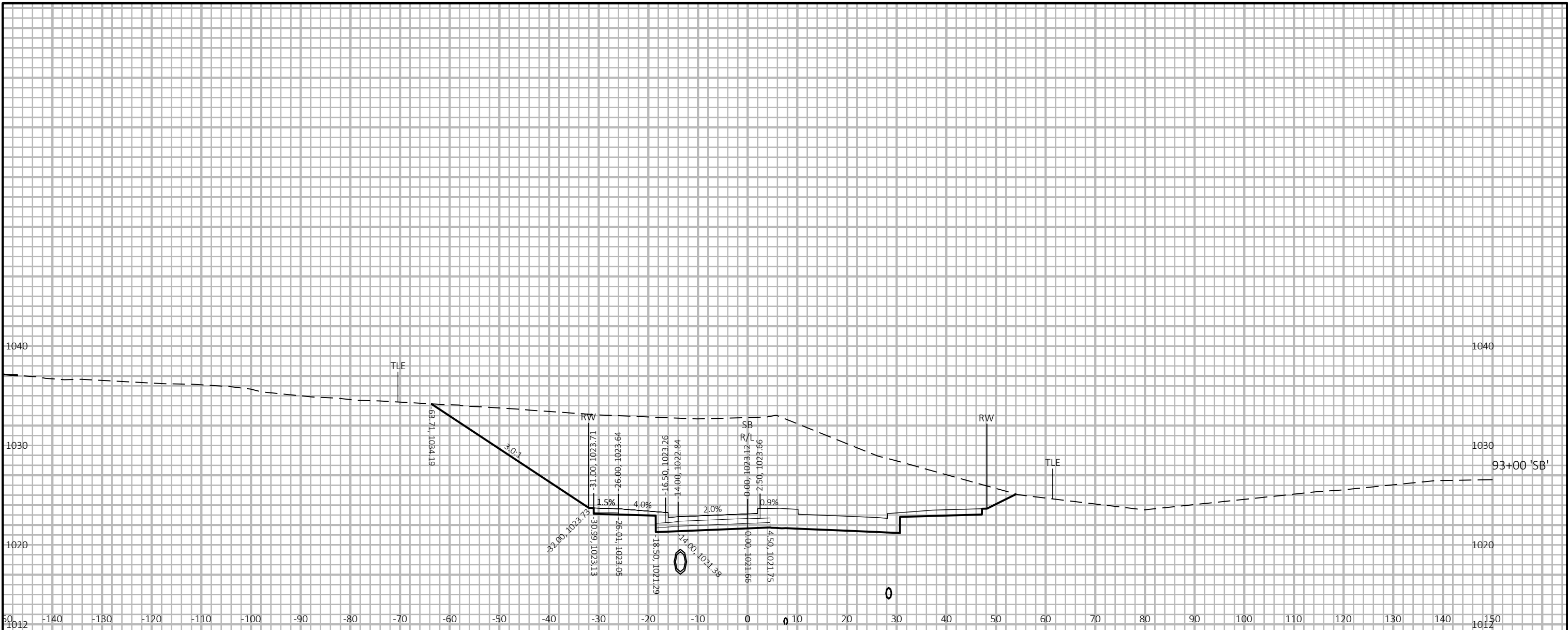
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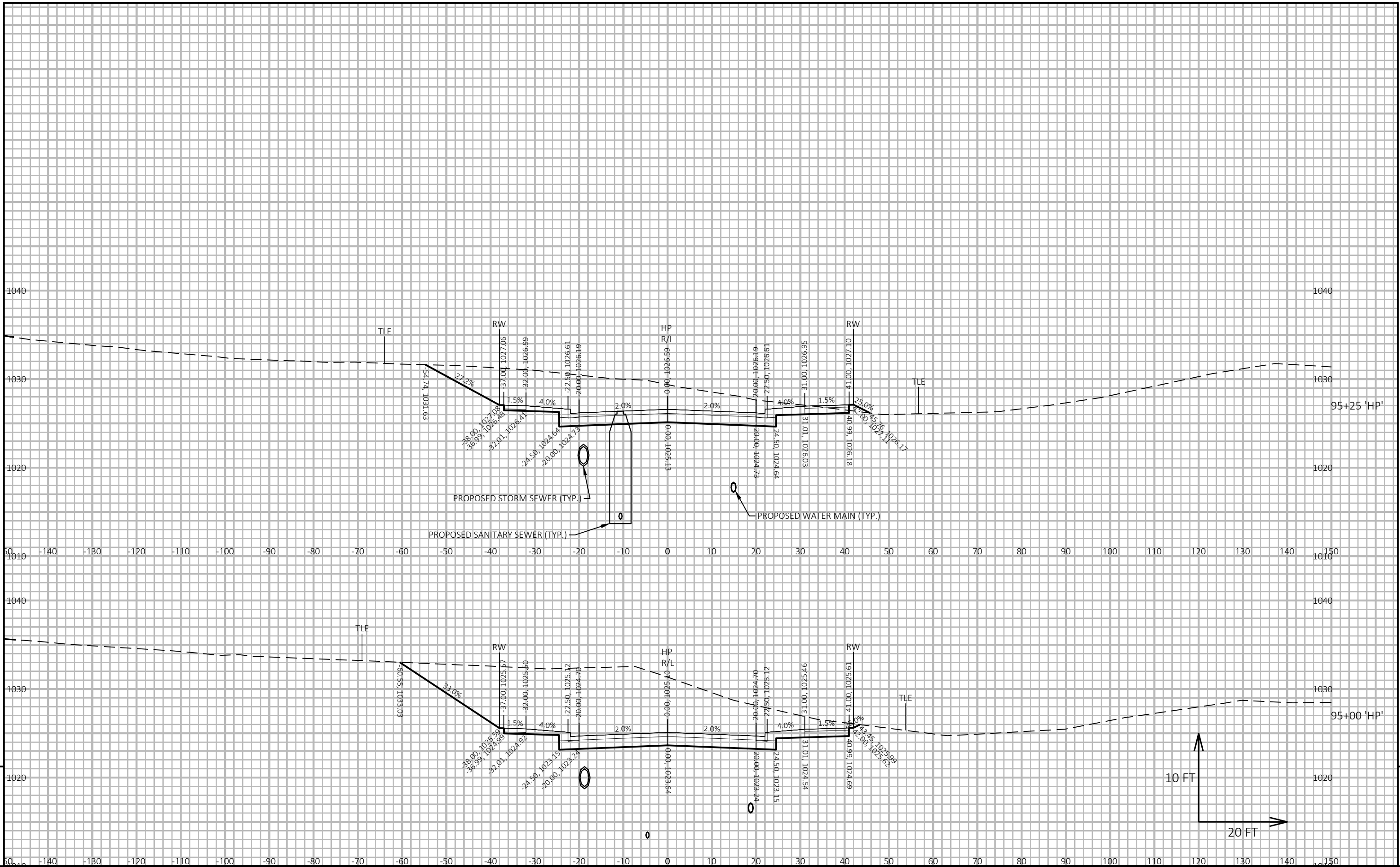
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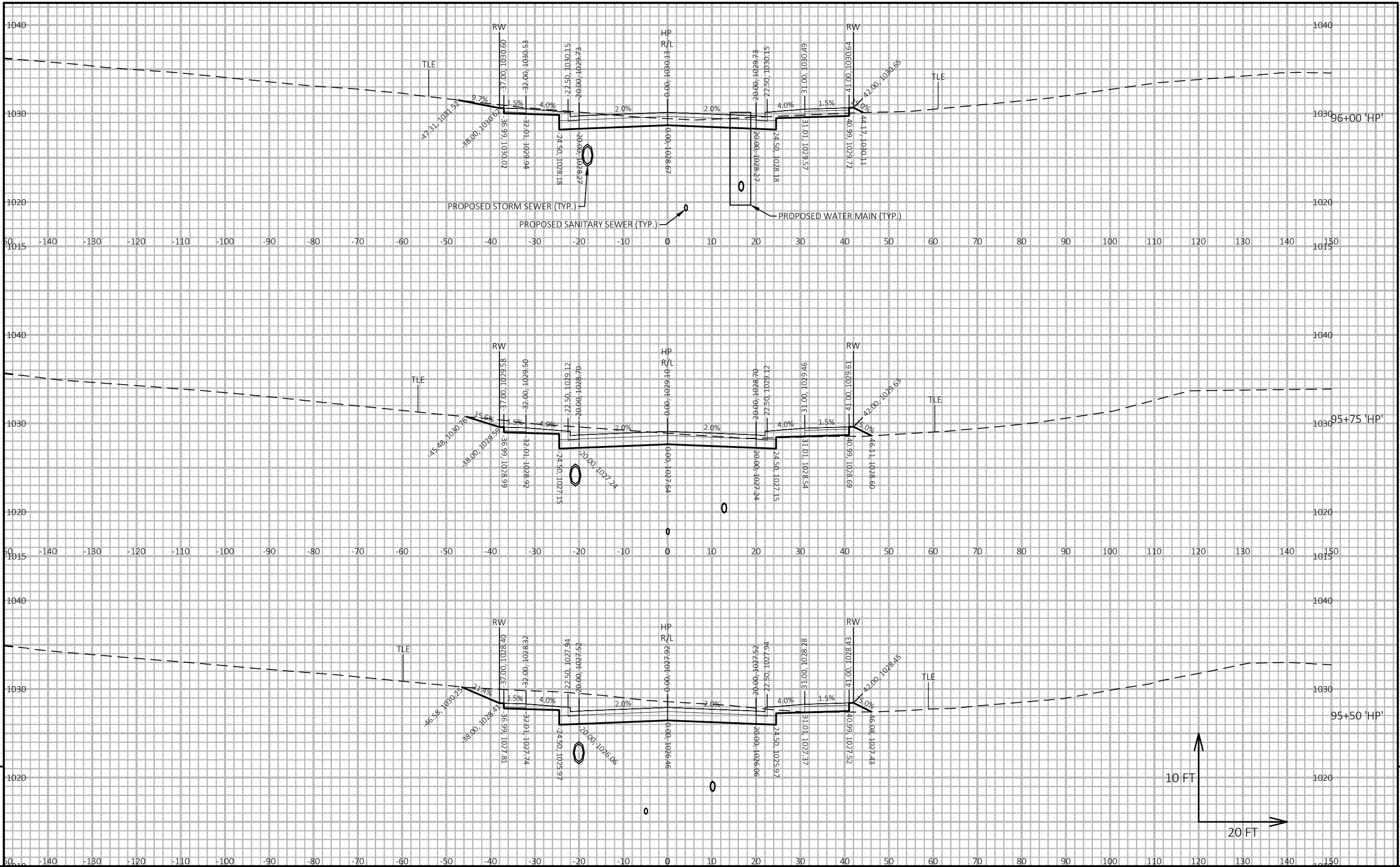
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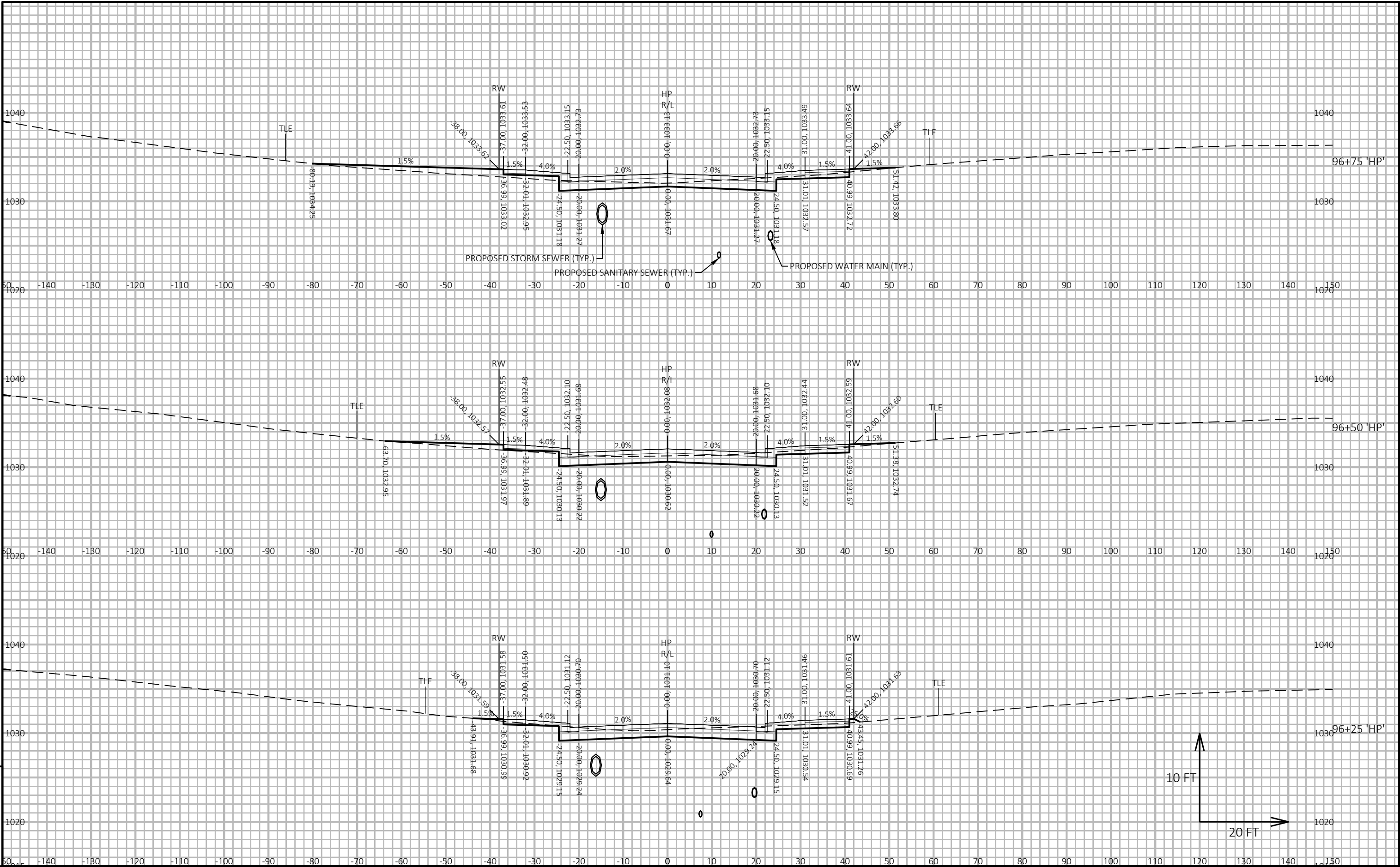


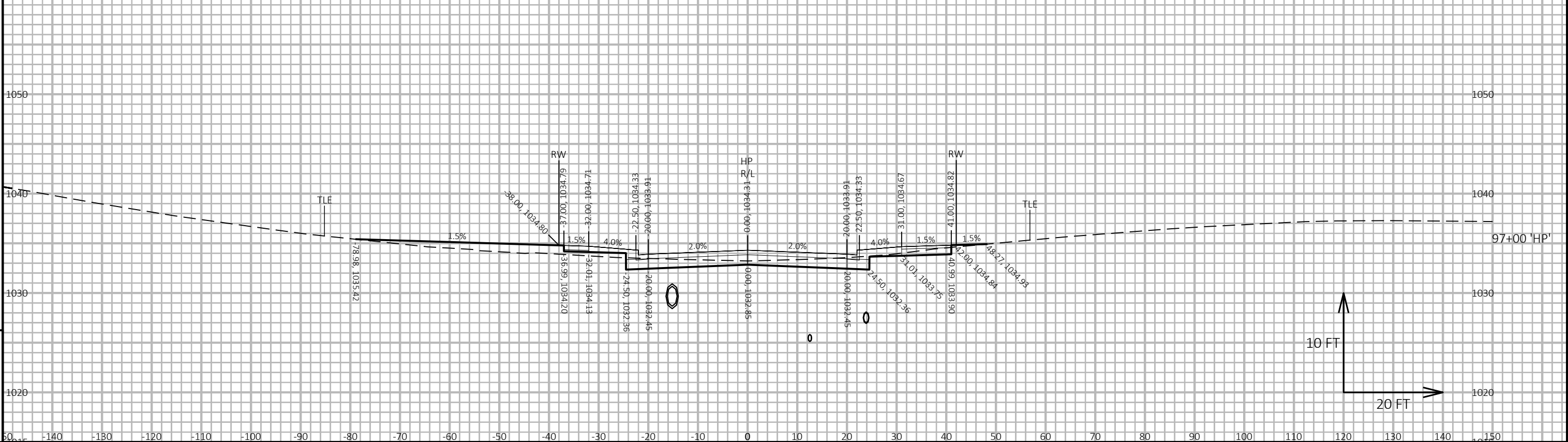
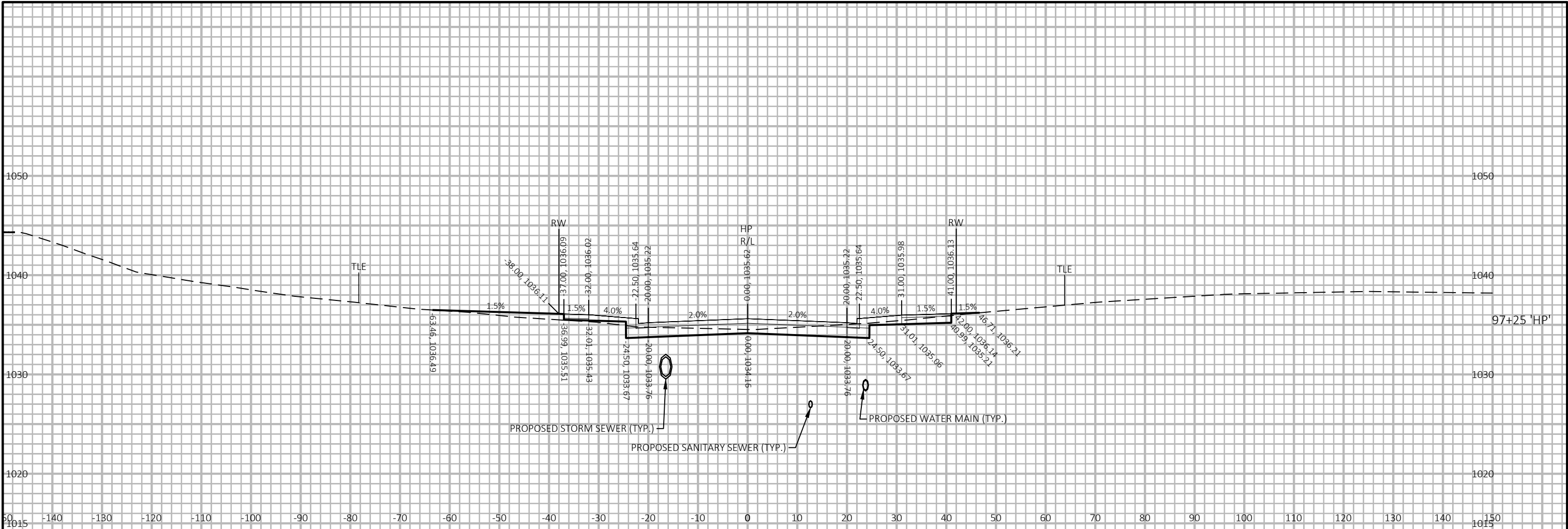


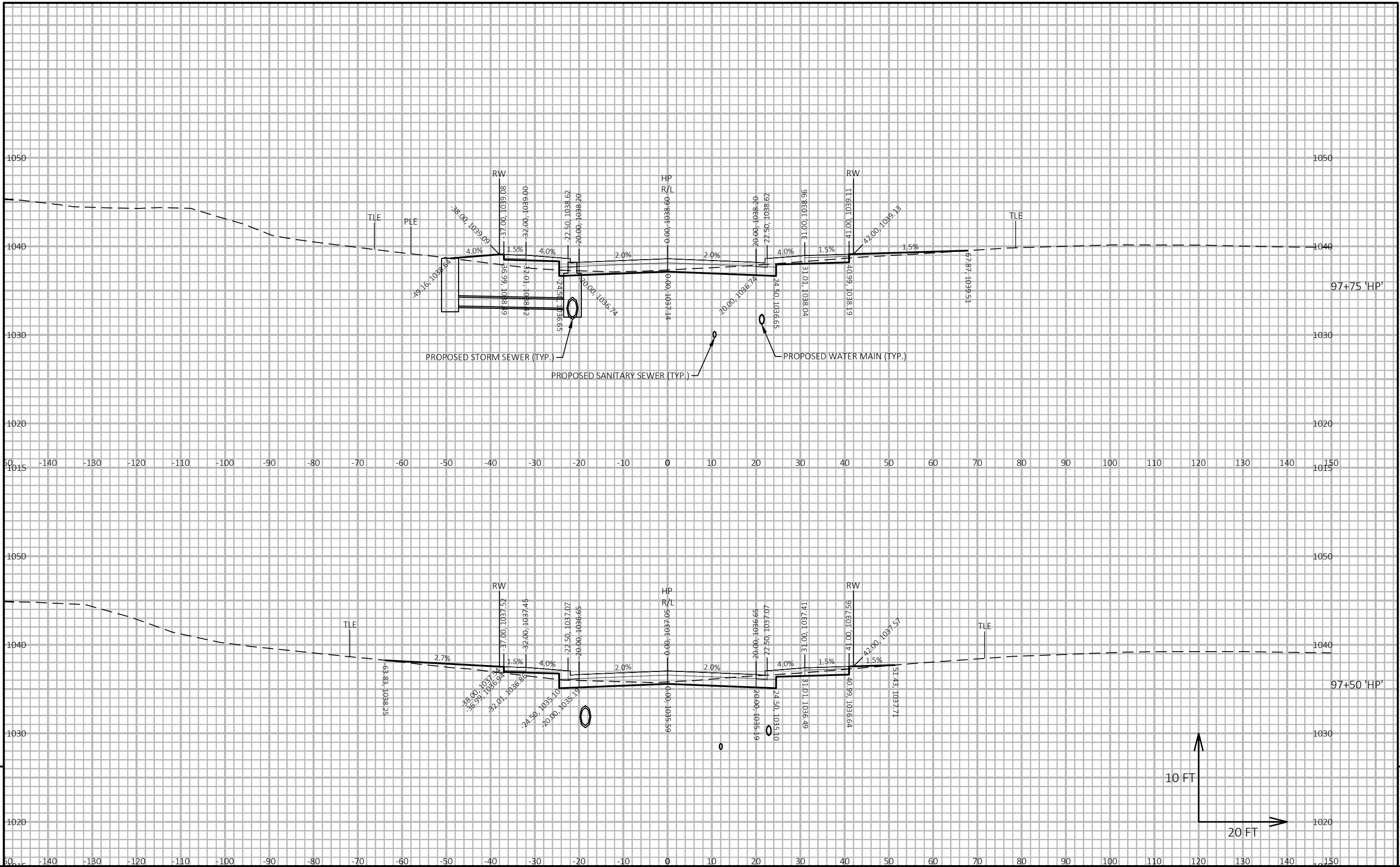








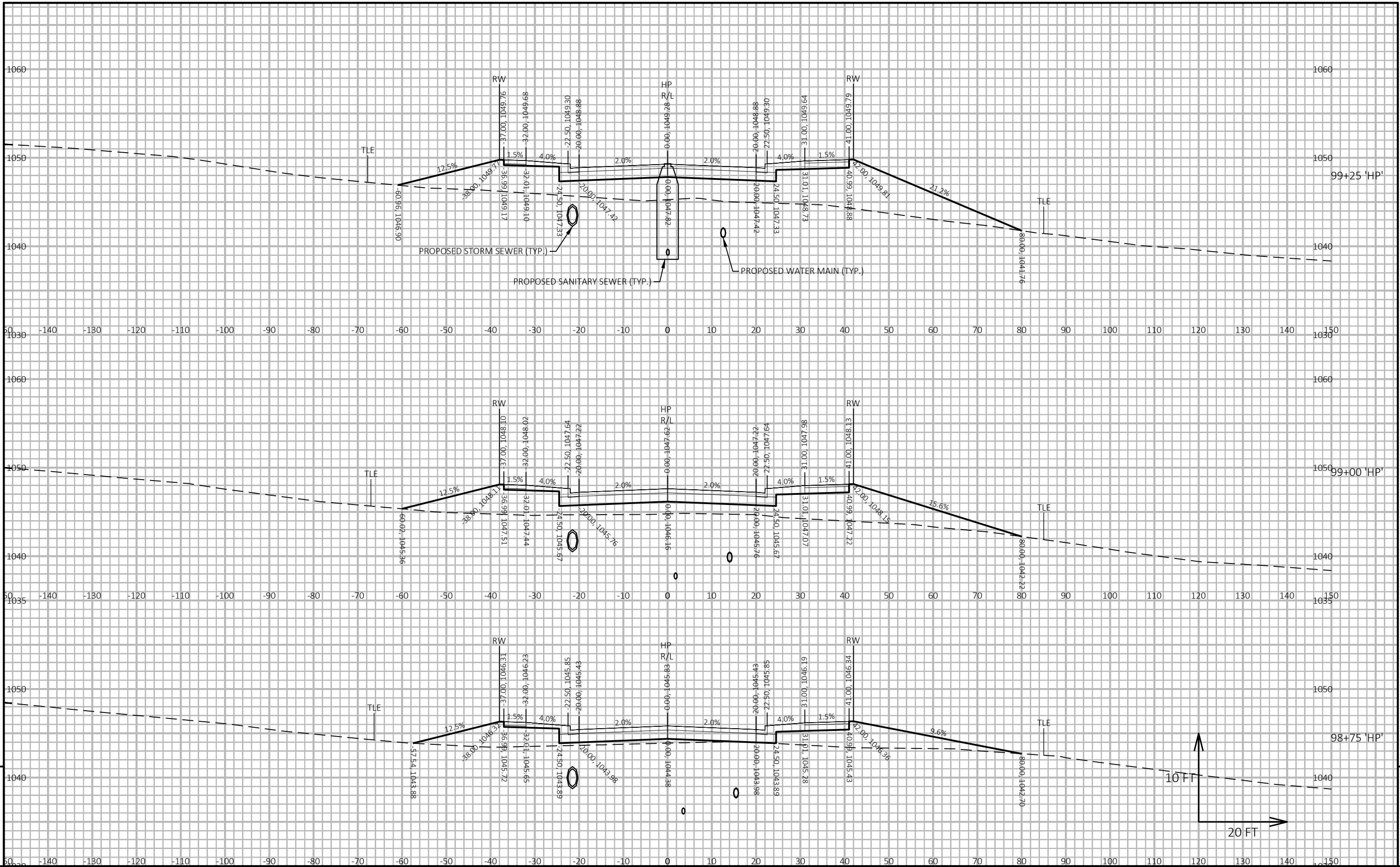


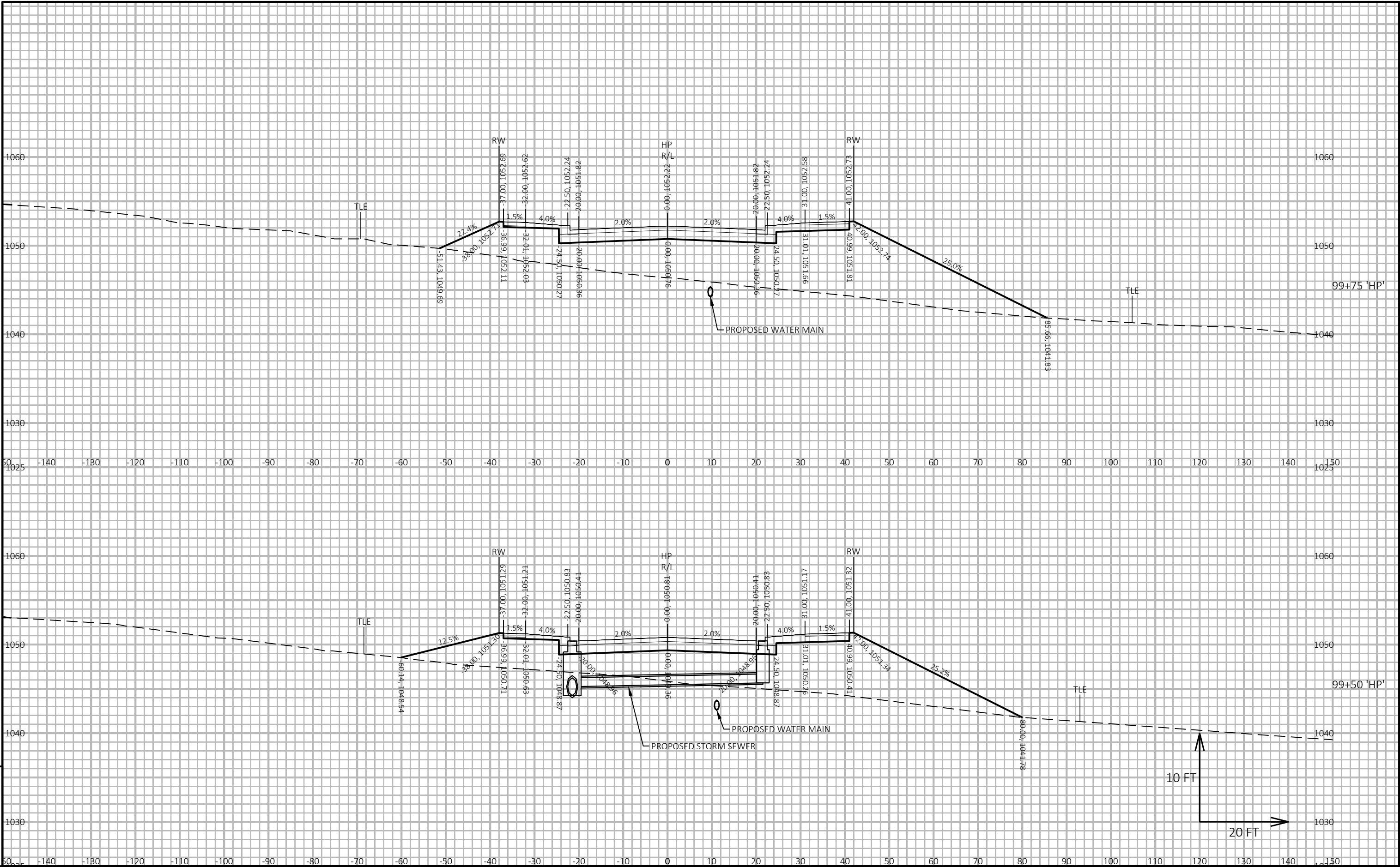


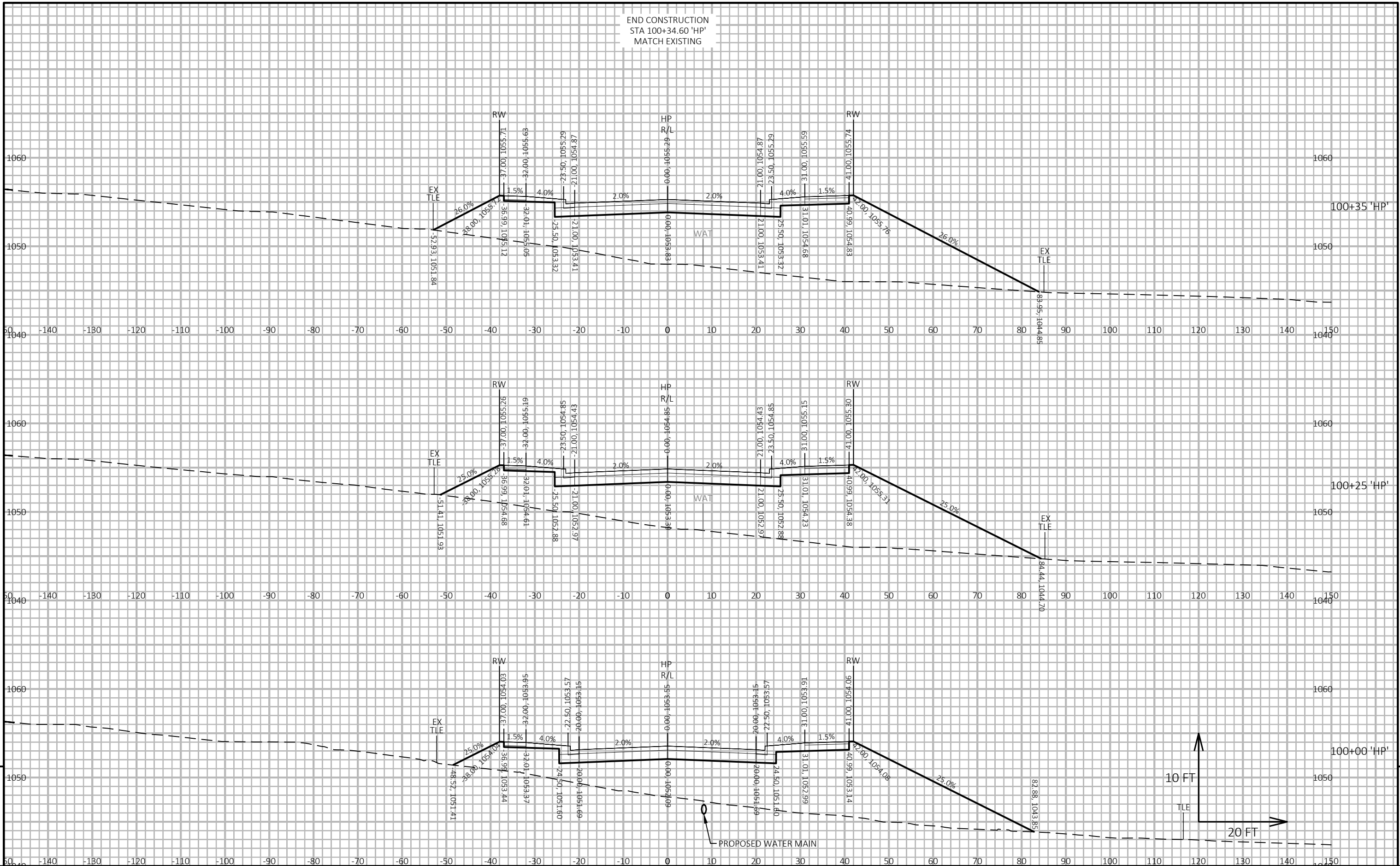


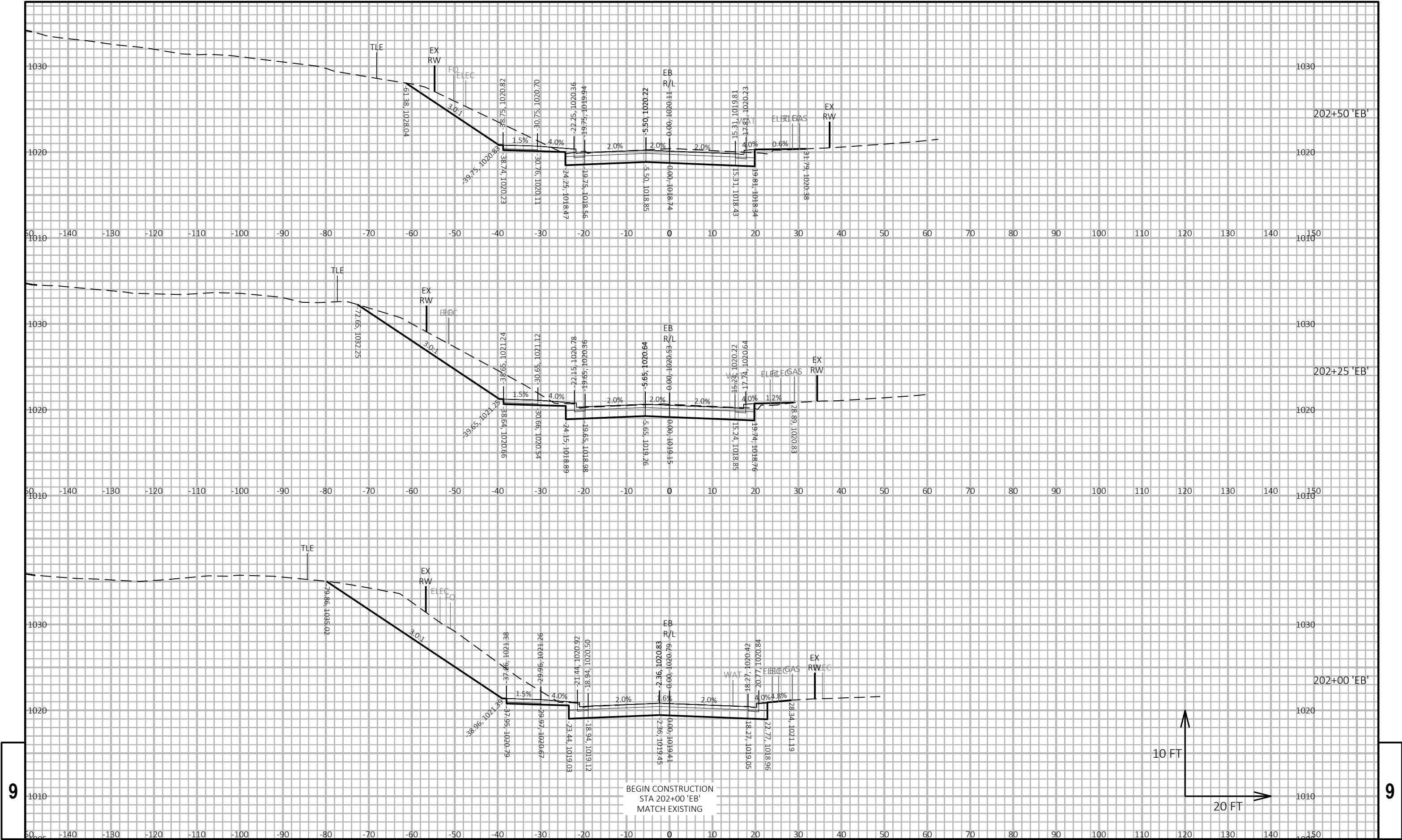
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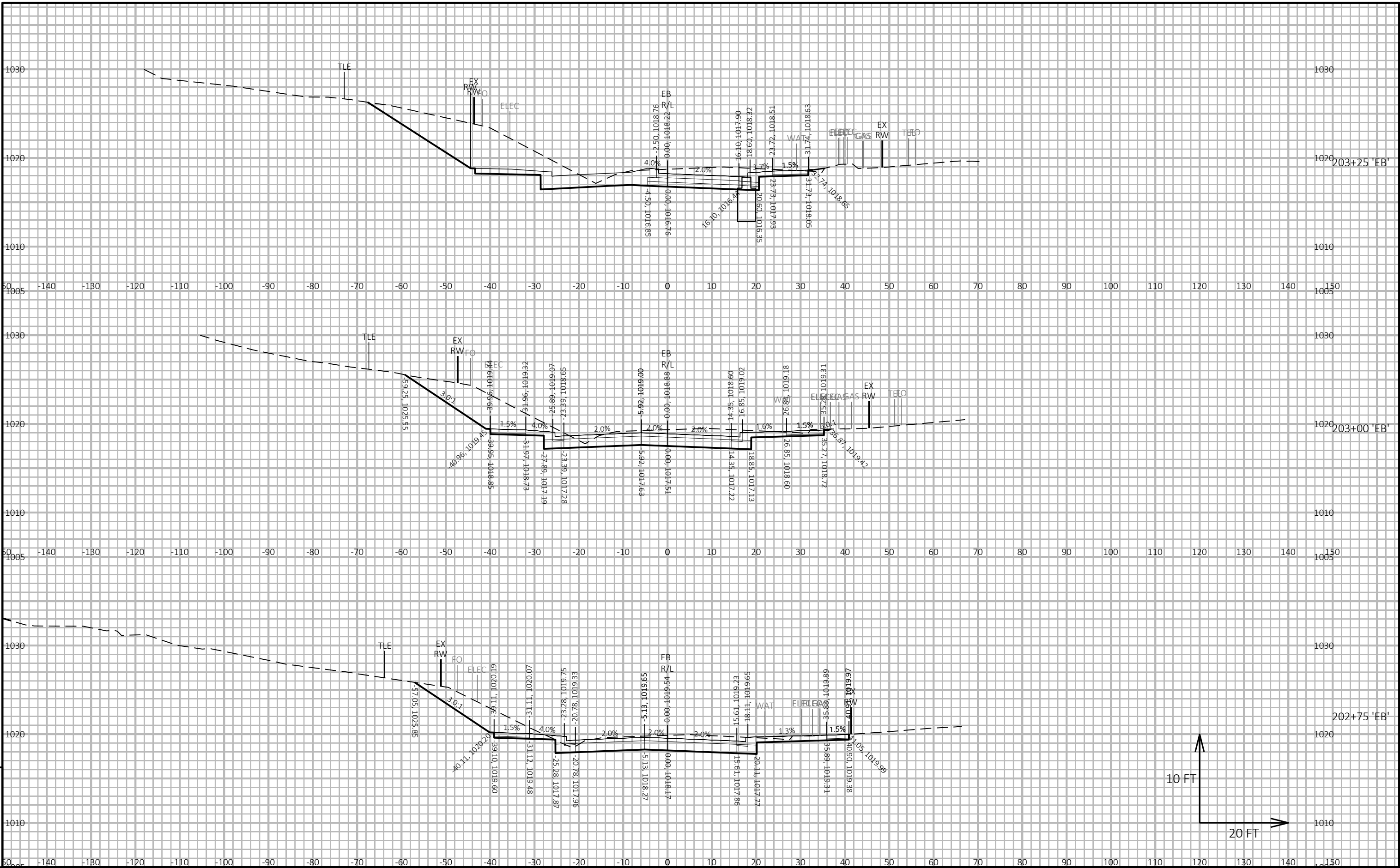
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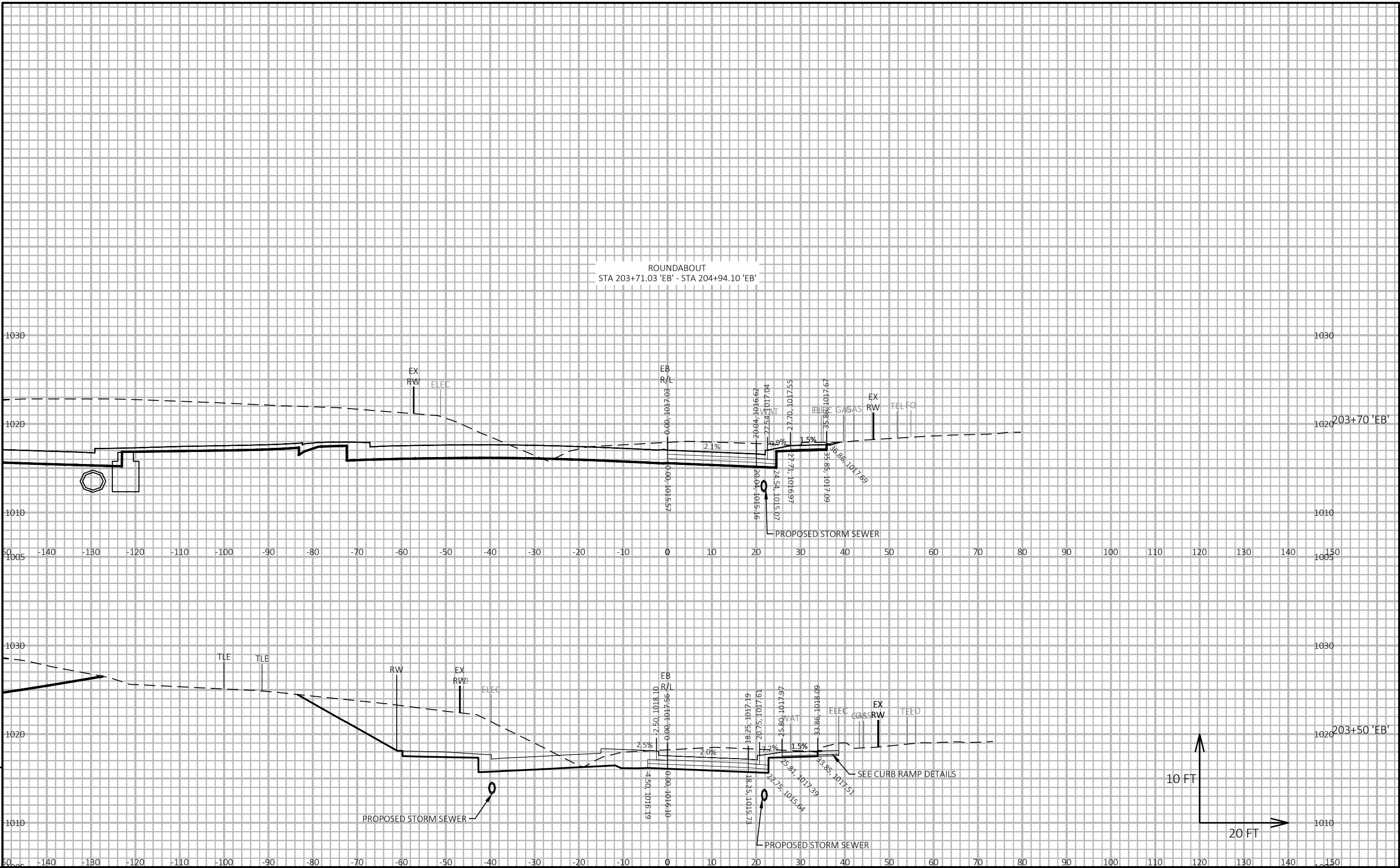


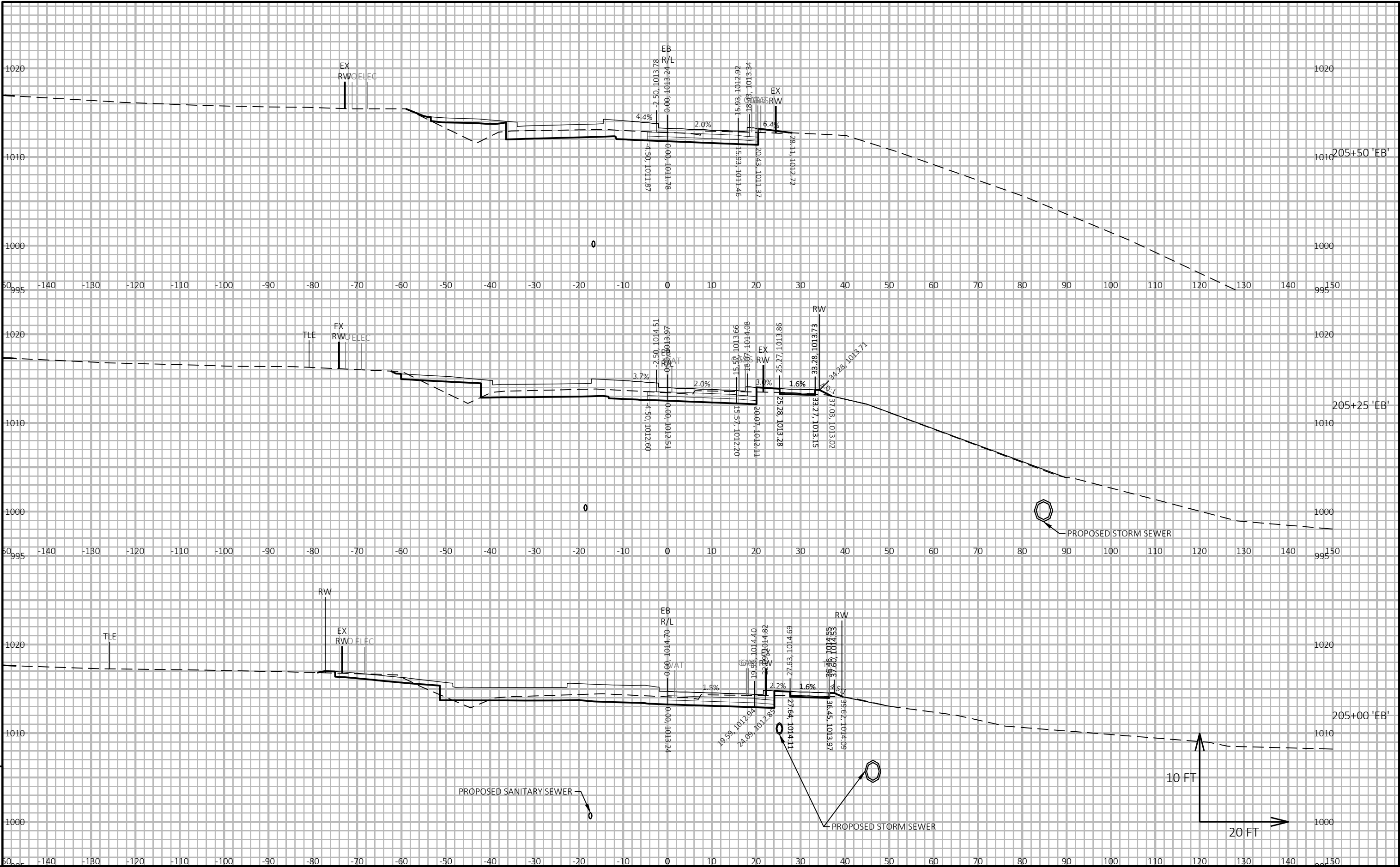


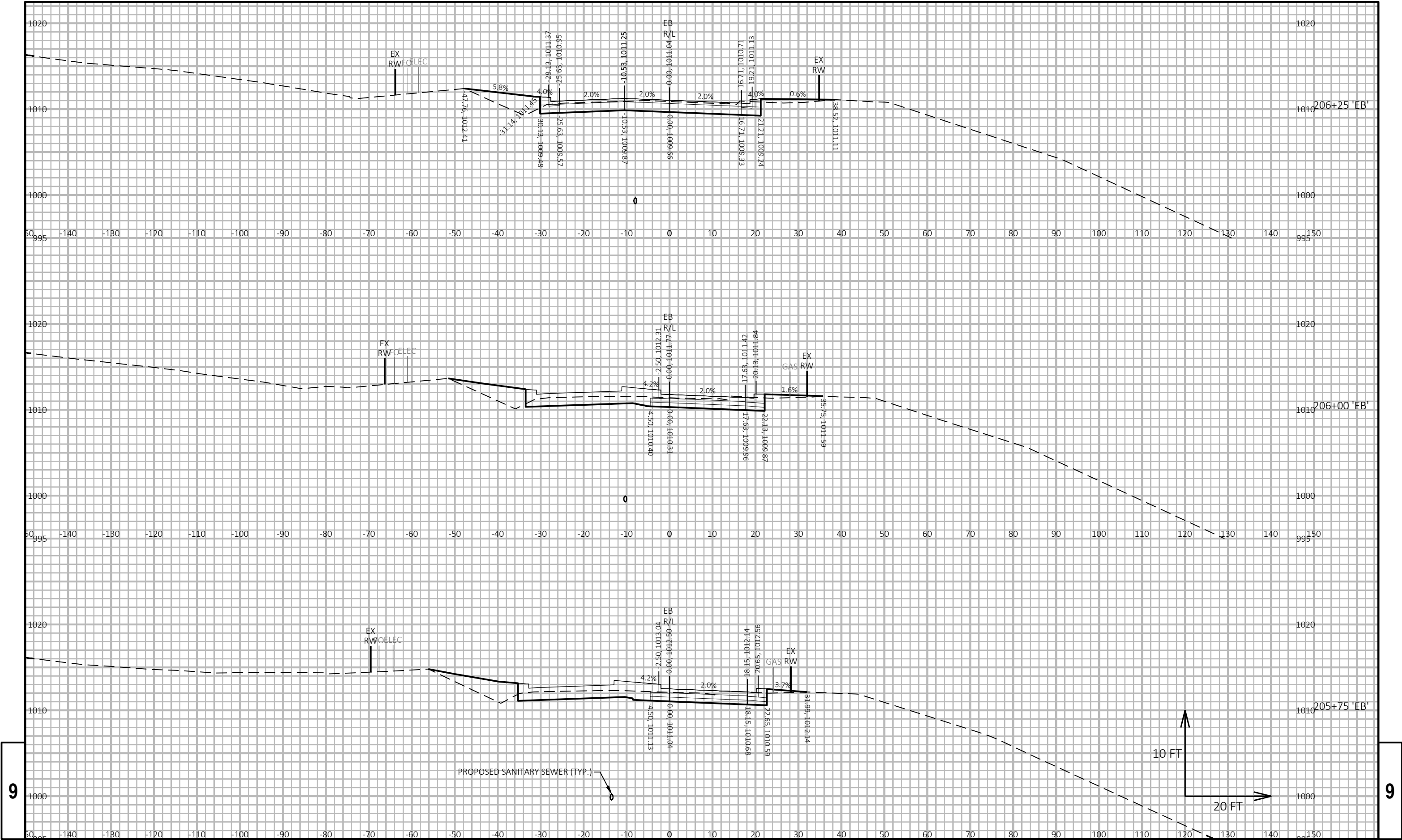


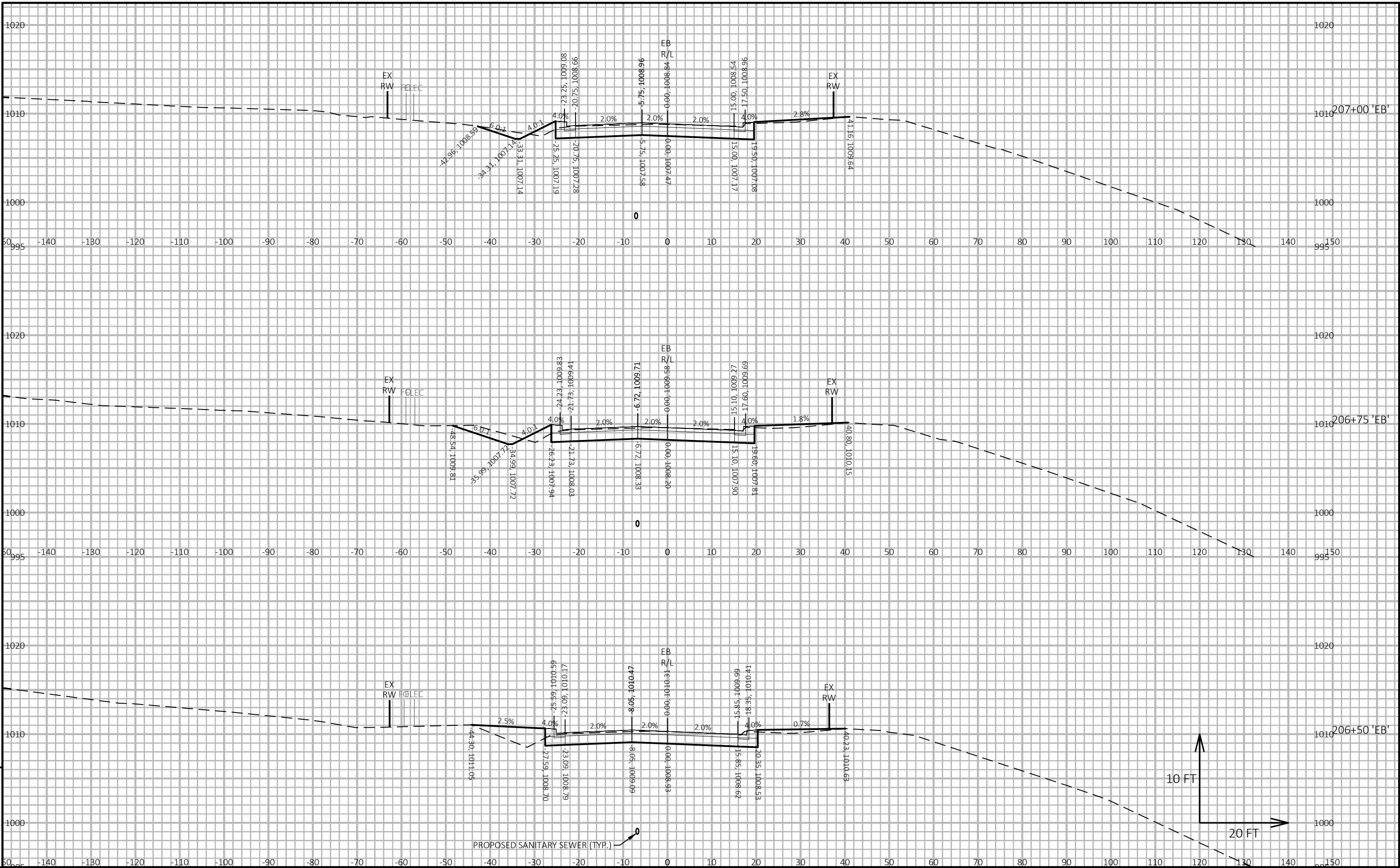








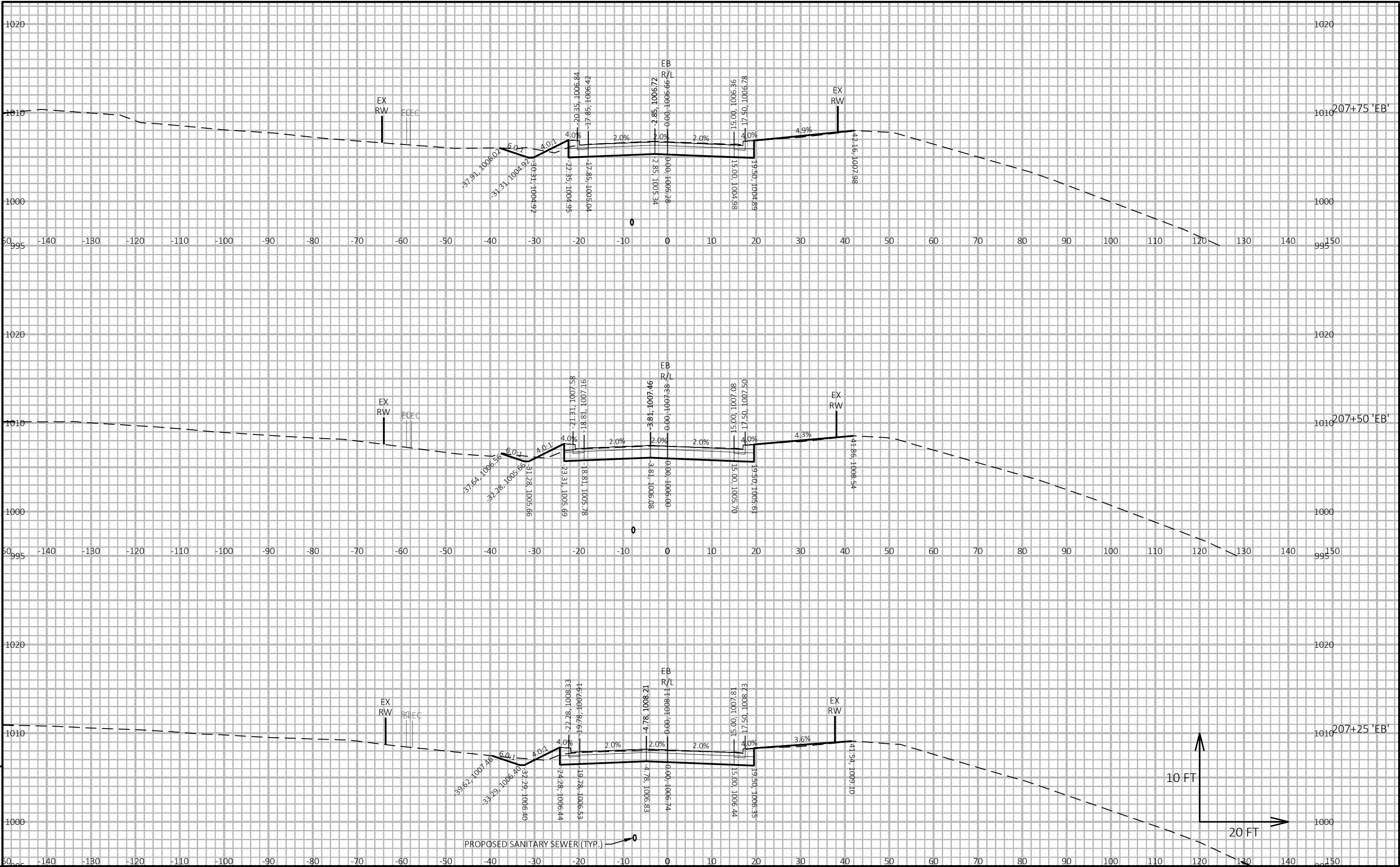


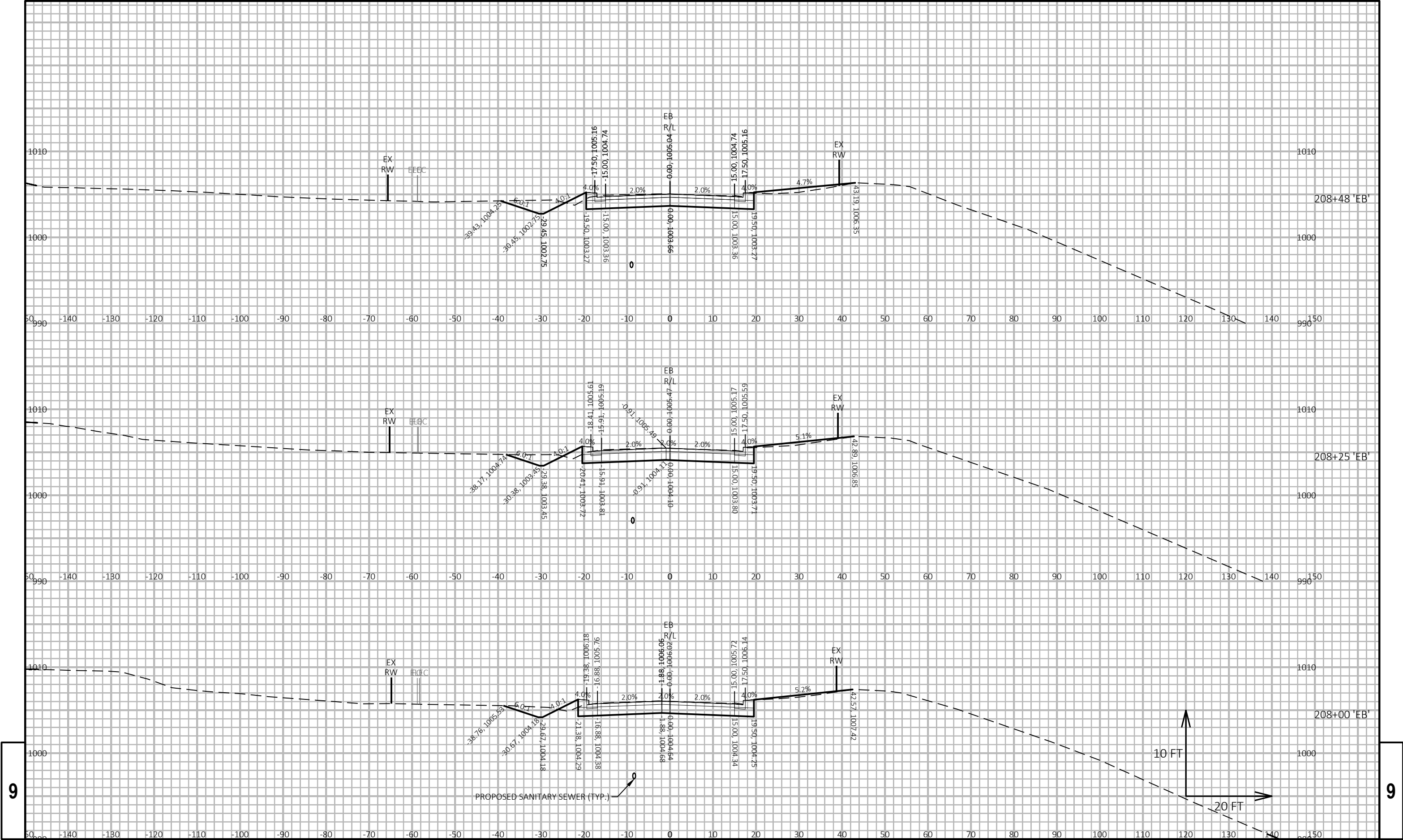


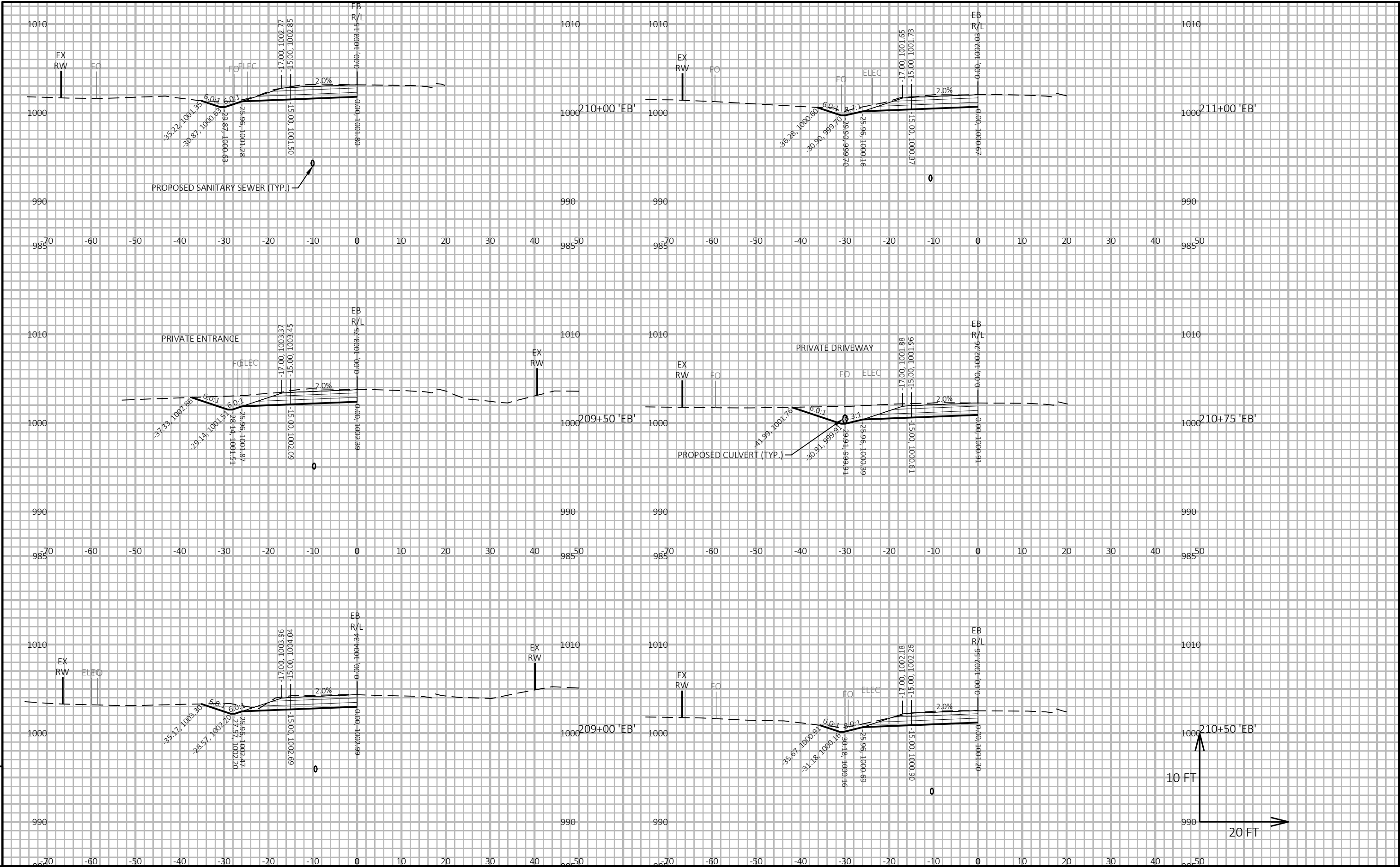
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PROJECT NO: 5992-10-74	HWY: S. HIGH POINT ROAD	COUNTY: DANE	CROSS SECTIONS: RAYMOND RD EB	SHEET 245	E
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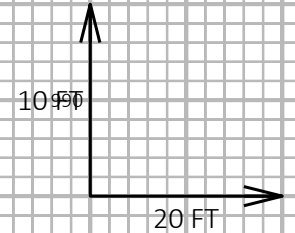
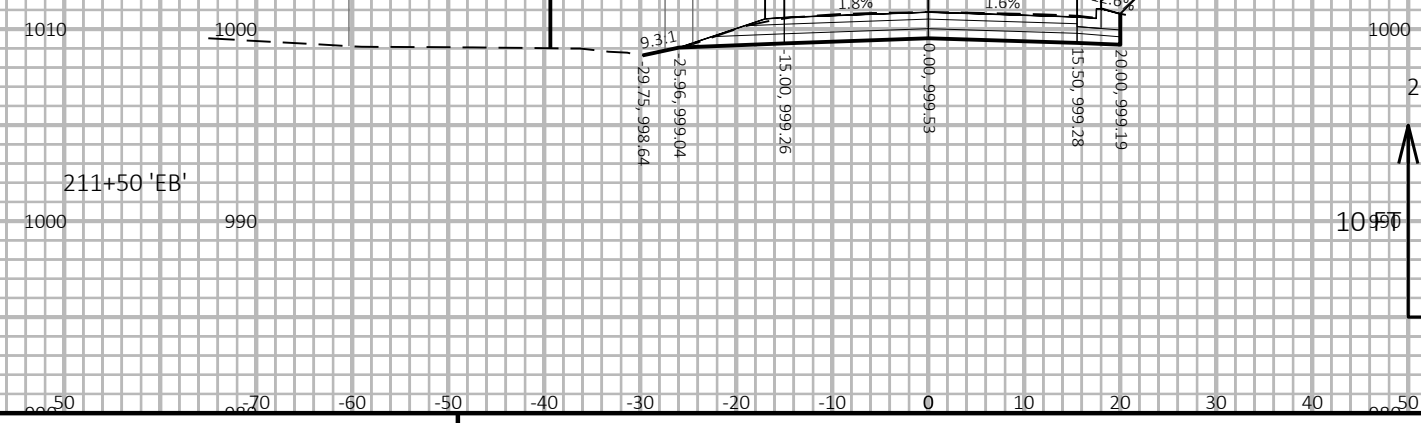
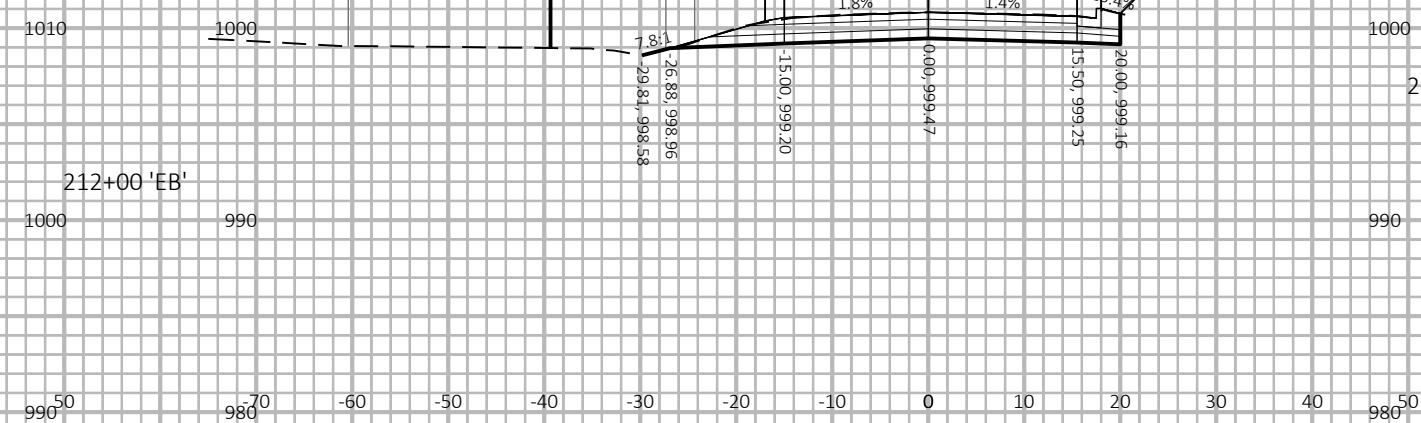
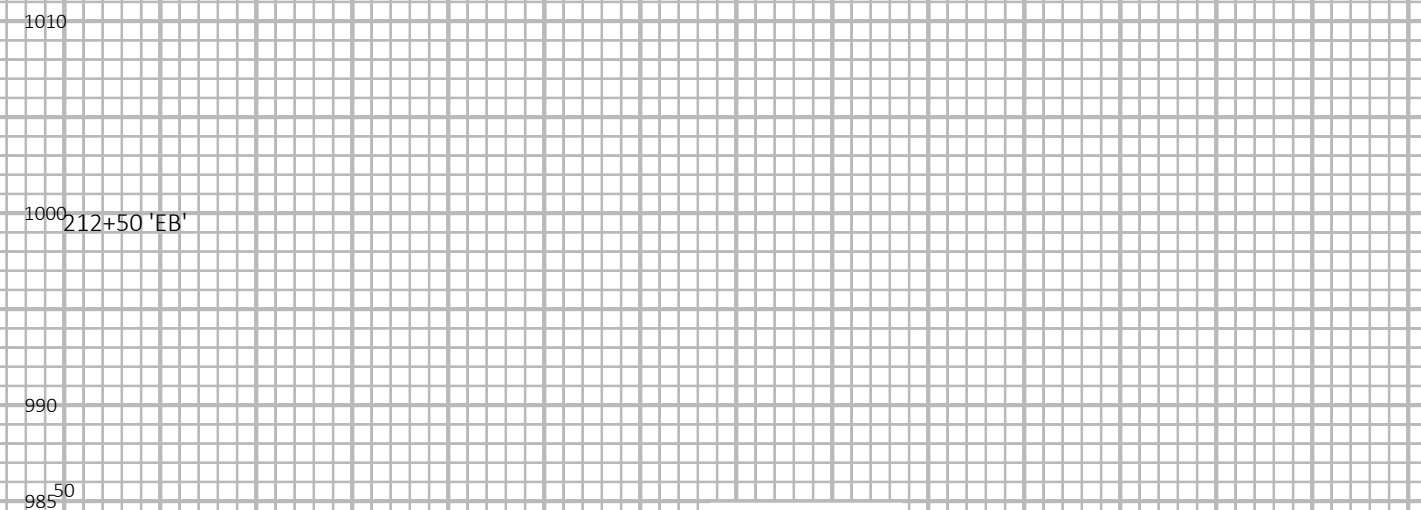


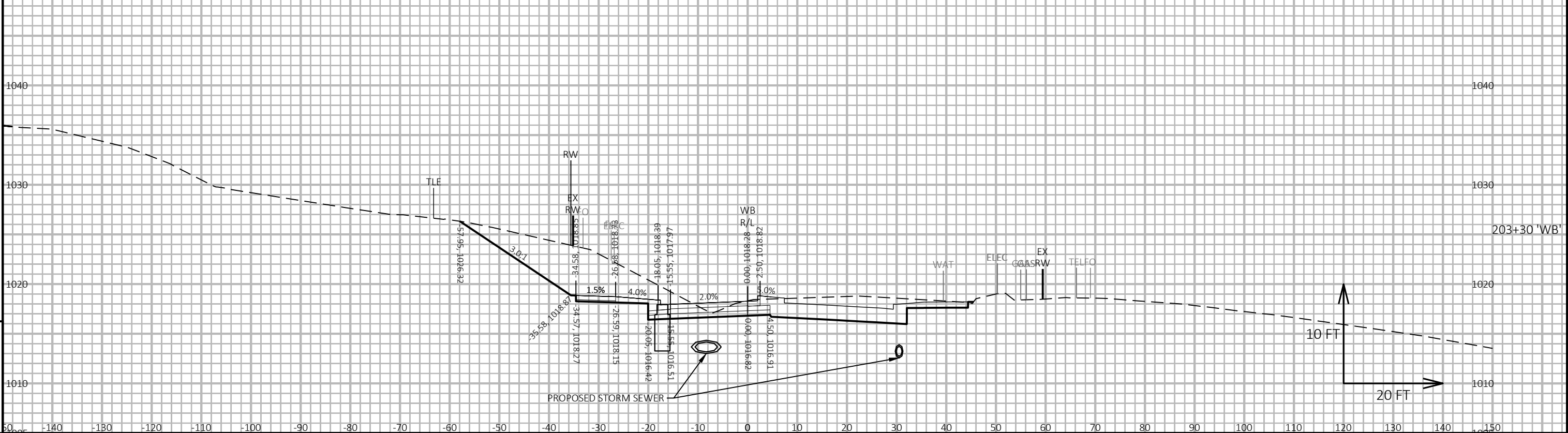
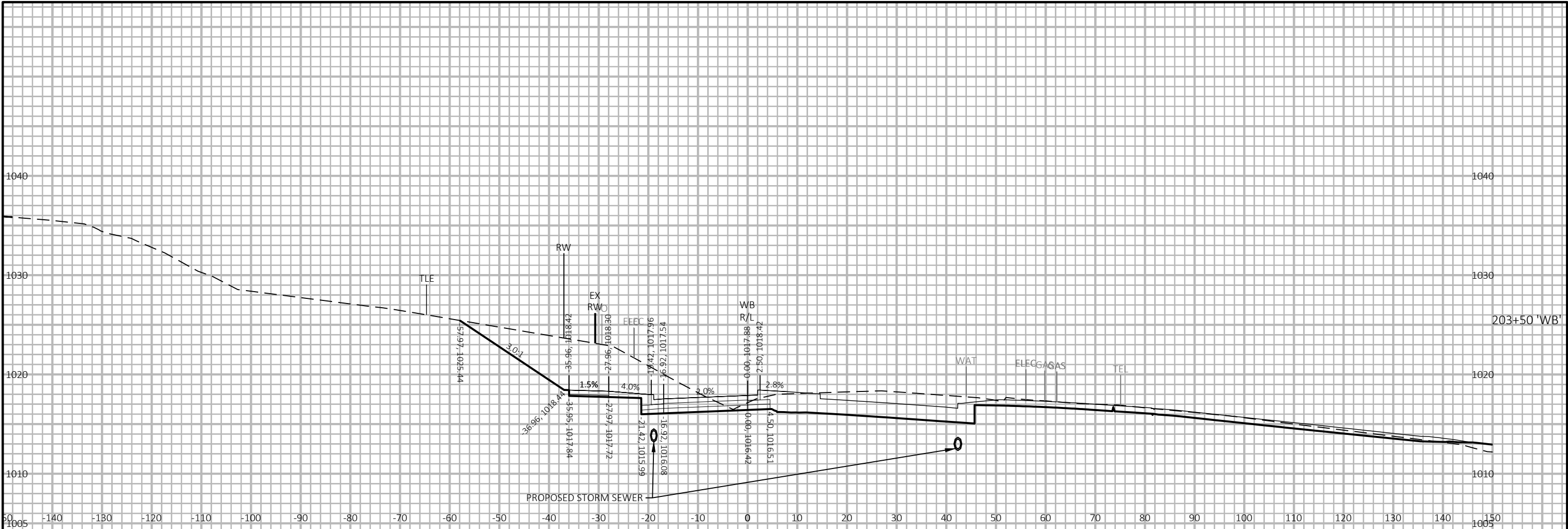


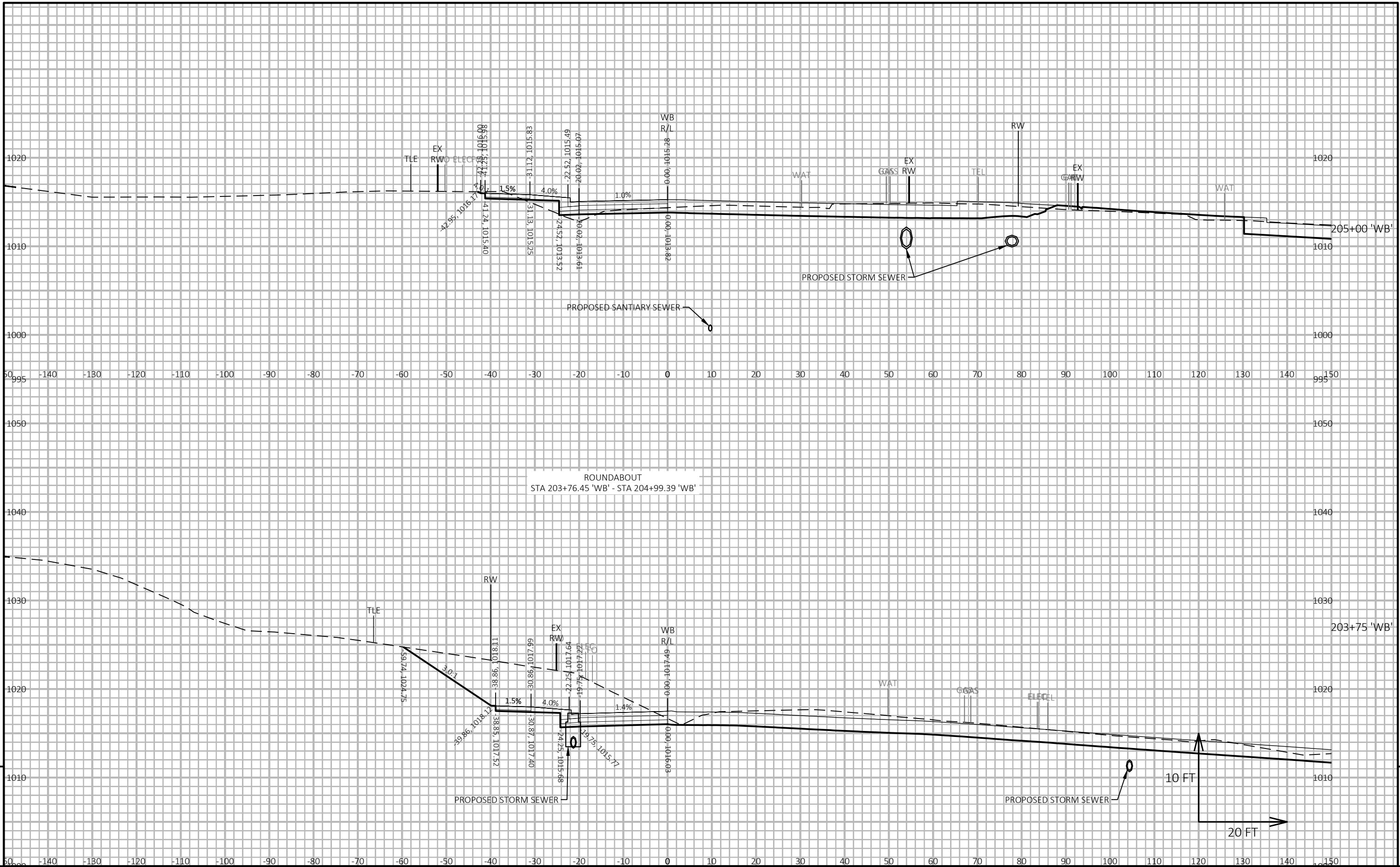


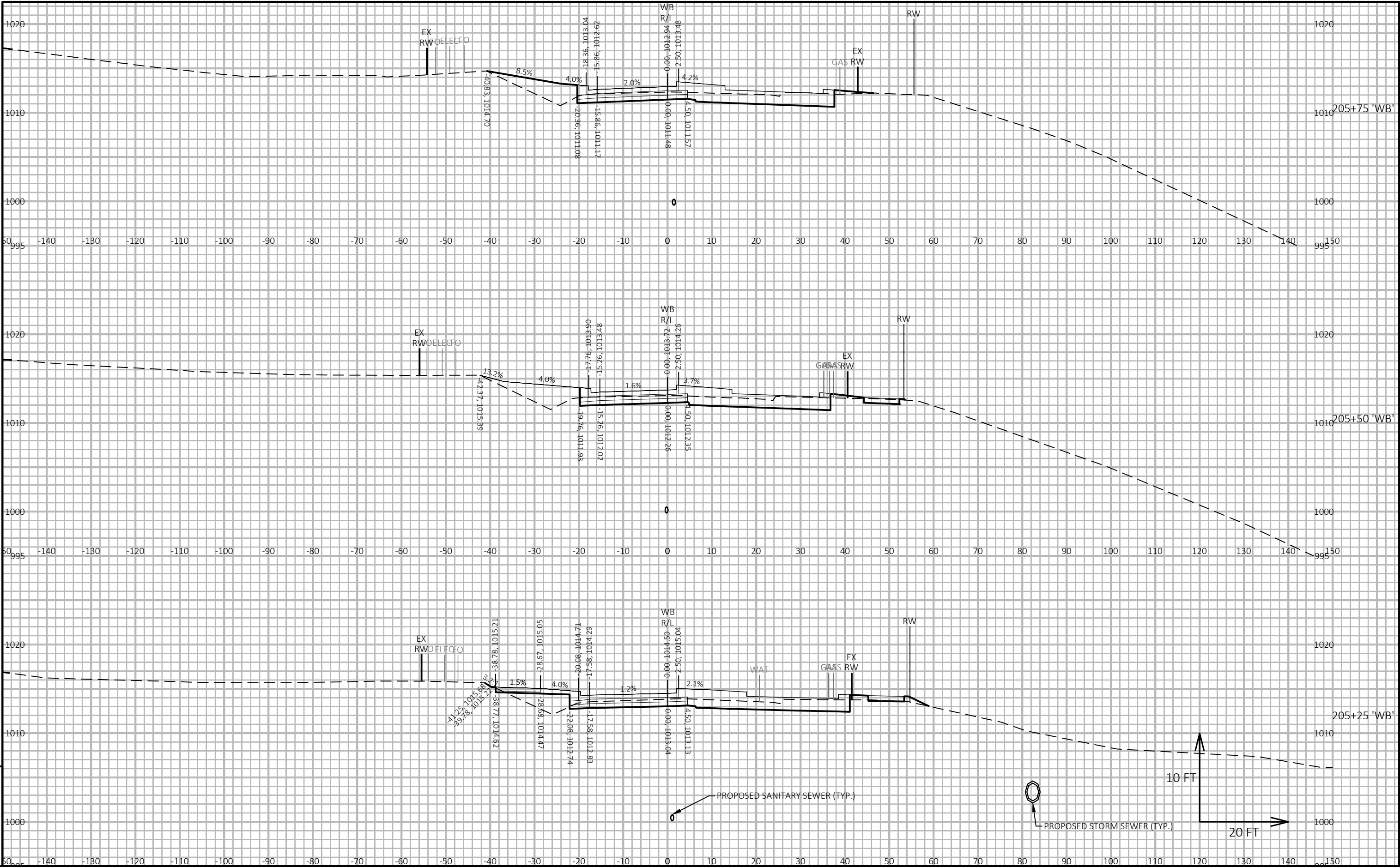
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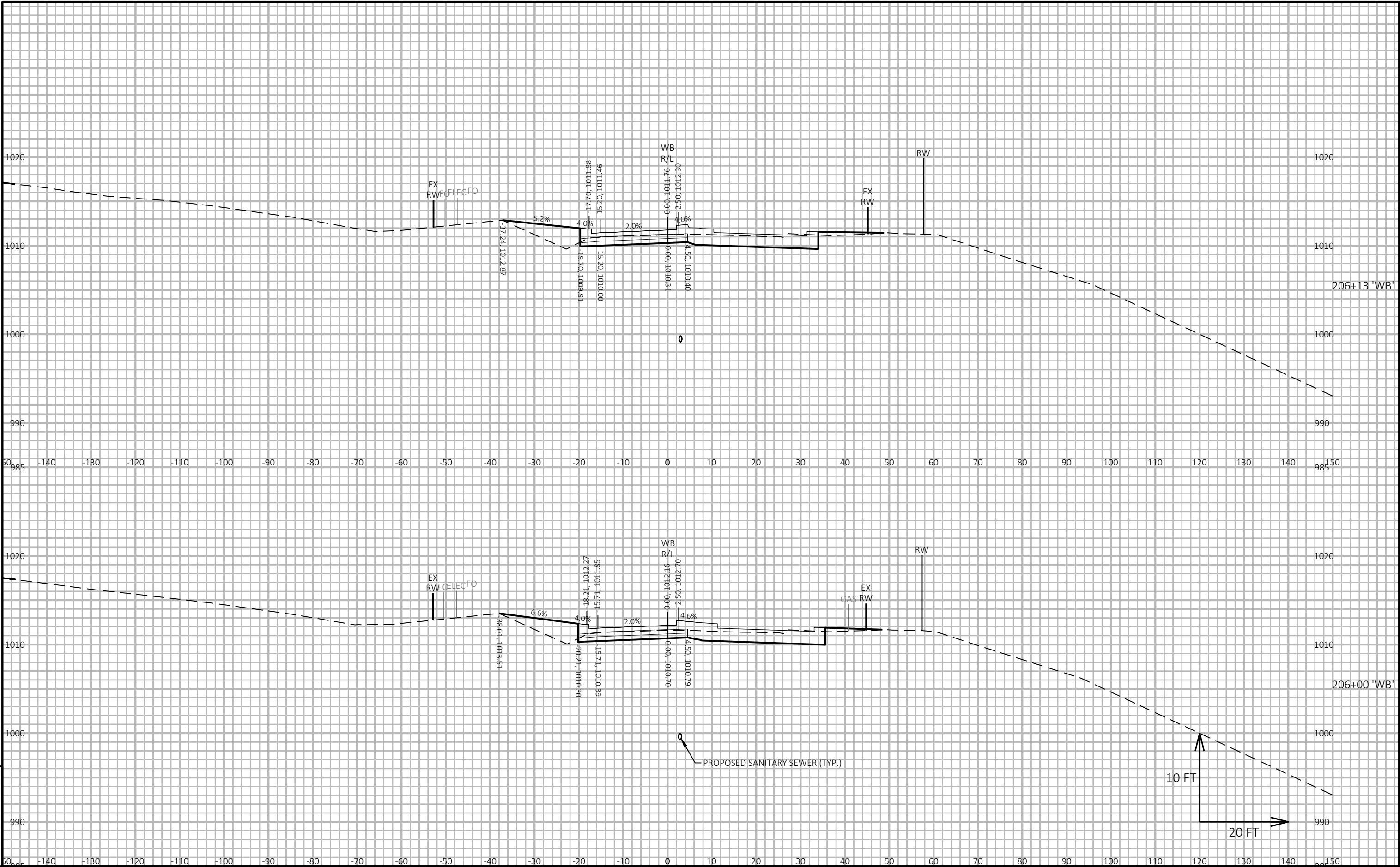


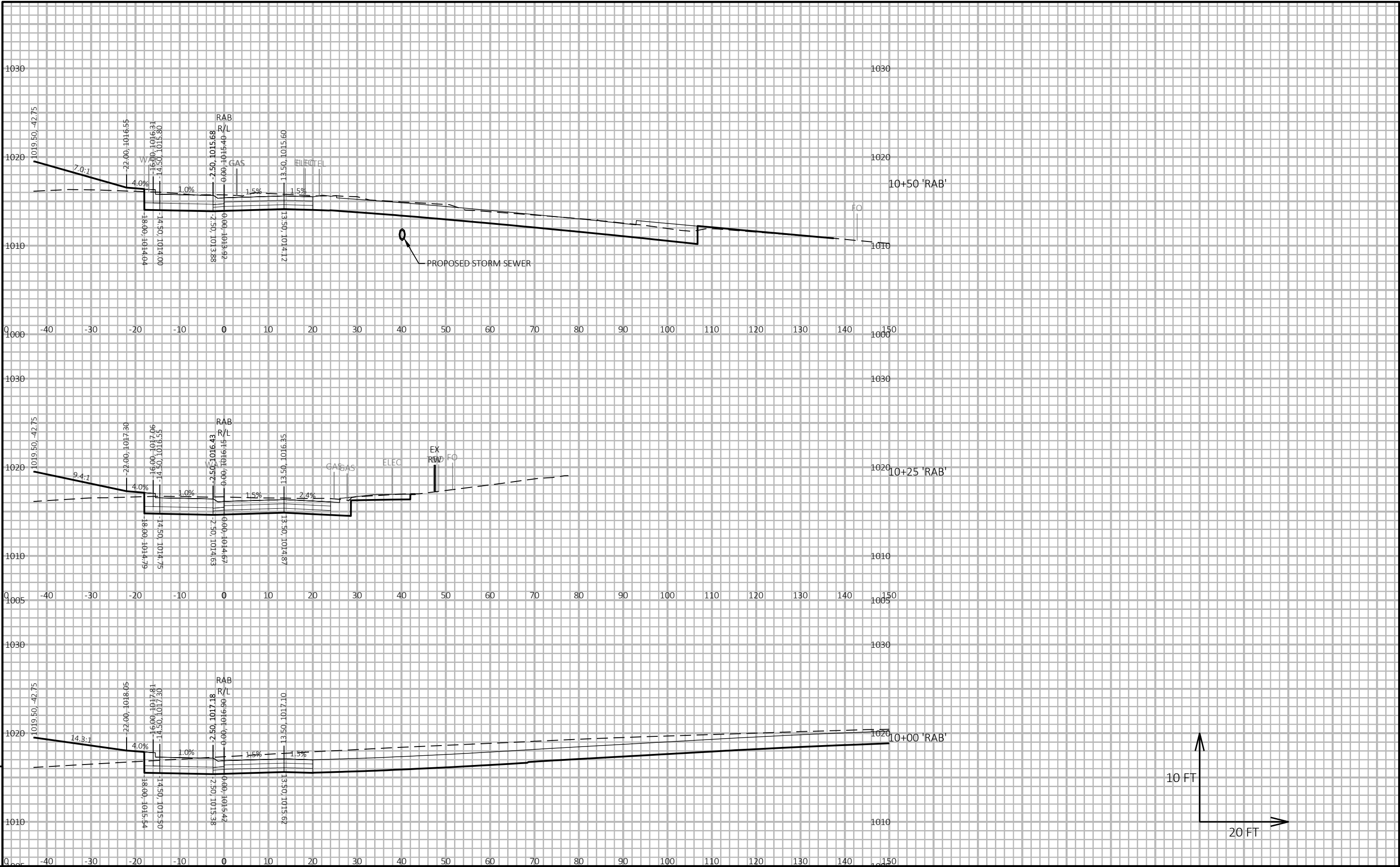


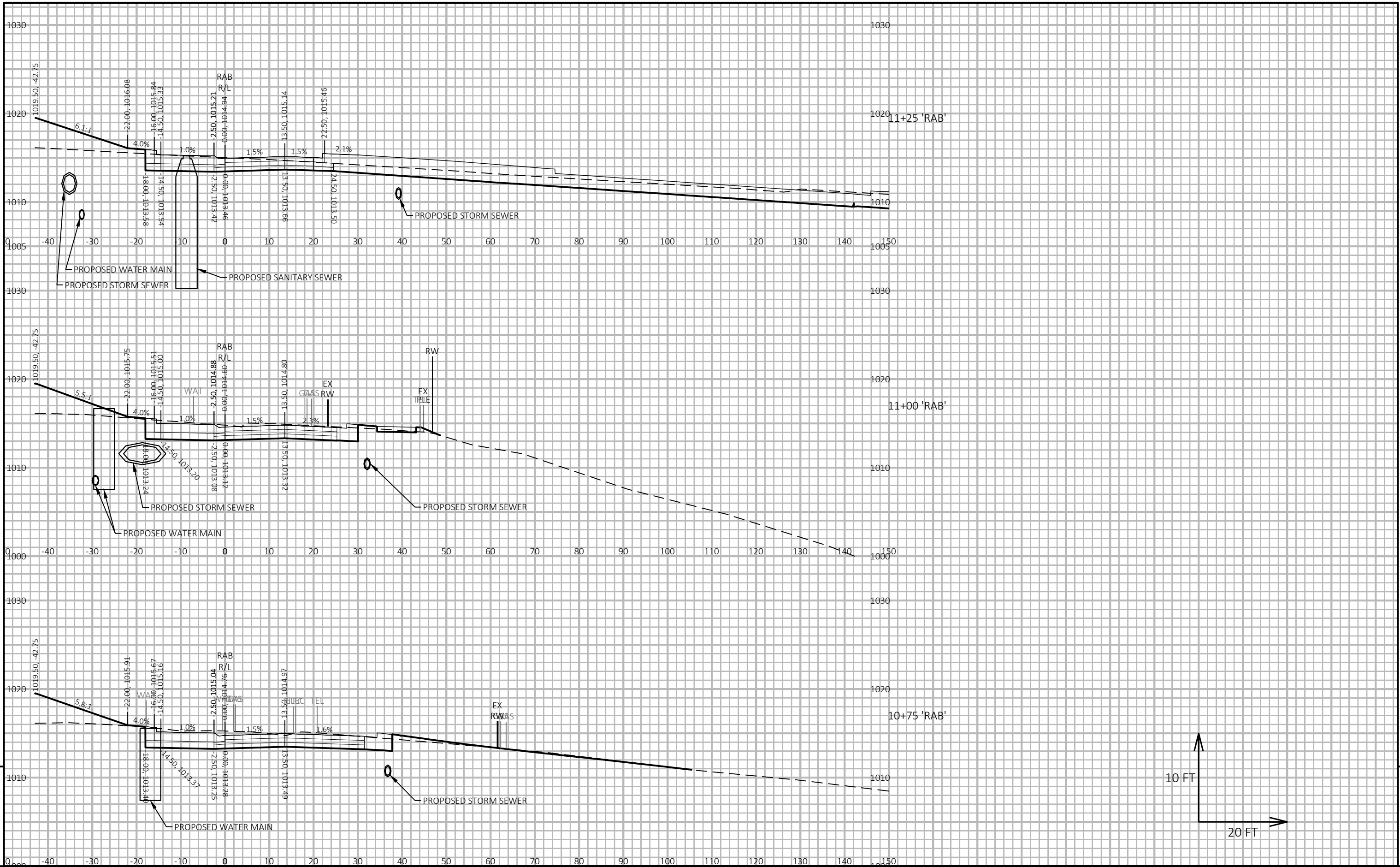


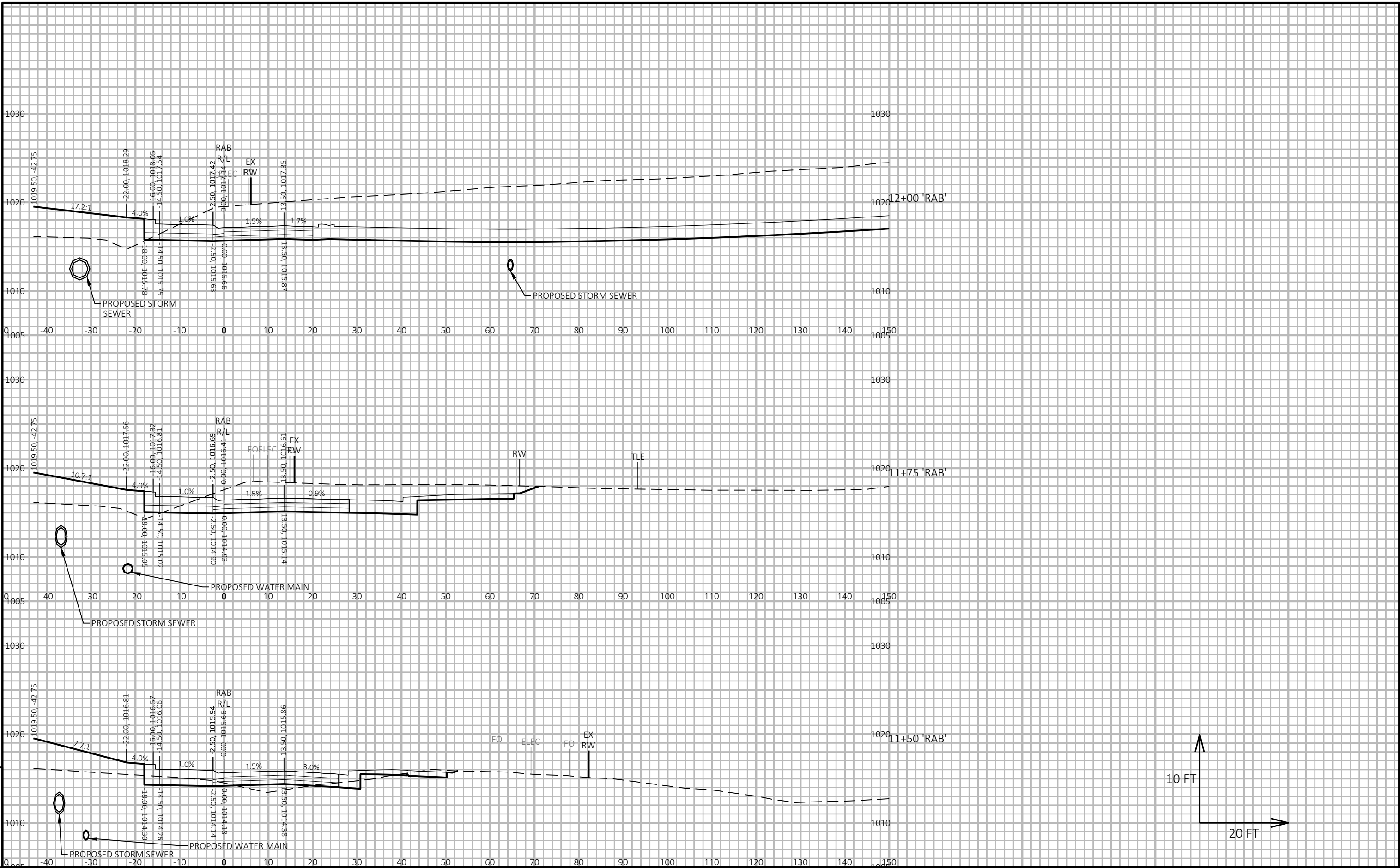
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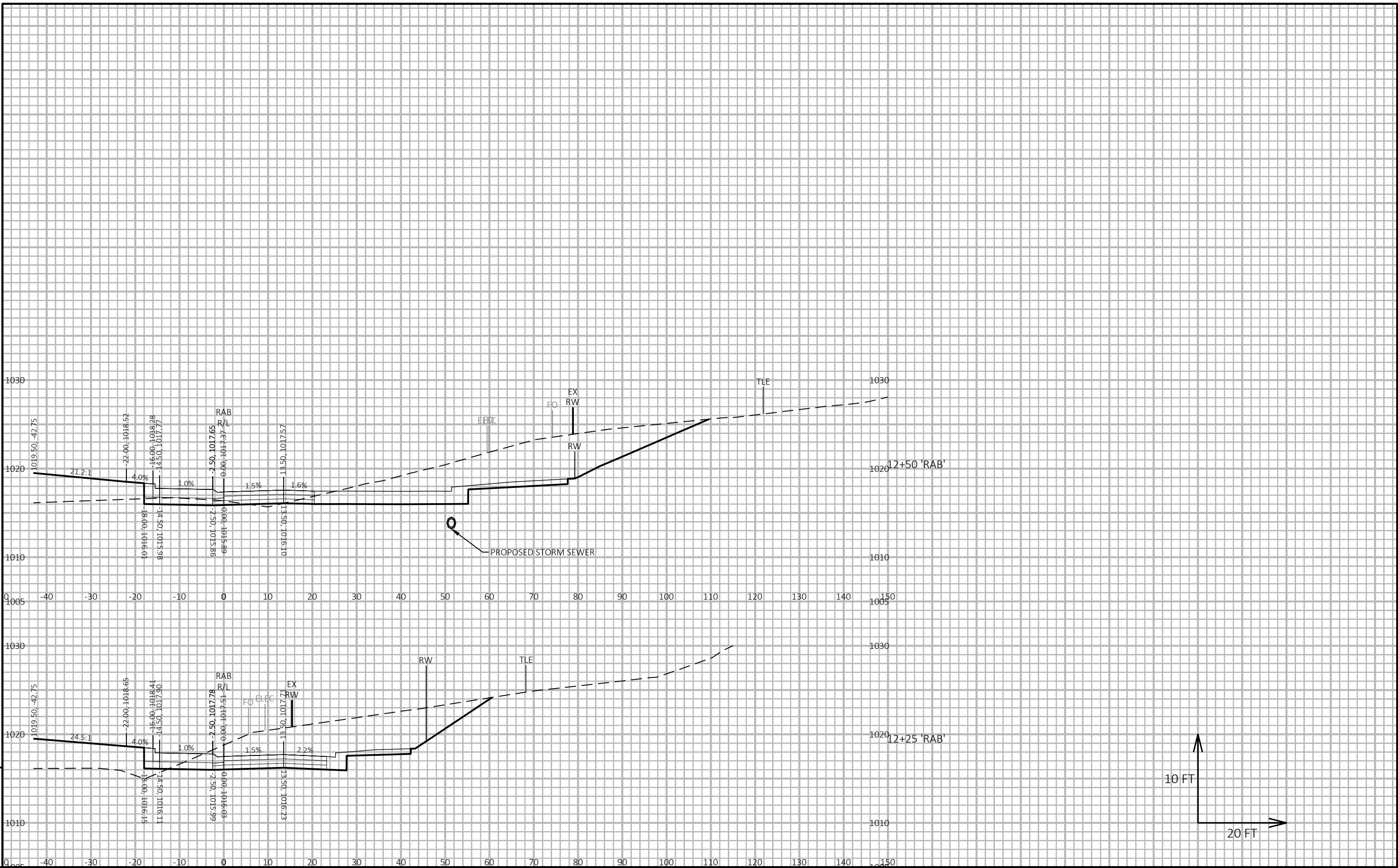
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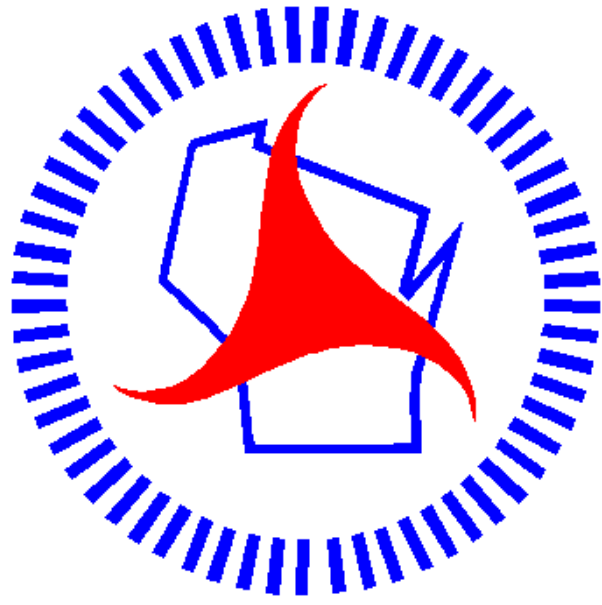












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