

WIS
PROJECT ID:
6150-01-77, 6150-01-78
COUNTY:
MARQUETTE

SEPTEMBER 2026
ORDER OF SHEETS

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

TOTAL SHEETS = 212

DESIGN DESIGNATION

A.A.D.T.	2029	=	2900
A.A.D.T.	2049	=	2900
D.H.V.		=	450
D.D.		=	61/39
T.		=	13.4%
DESIGN SPEED		=	25 MPH
ESALS		=	650000

CONVENTIONAL SYMBOLS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
PLAN OF PROPOSED IMPROVEMENT

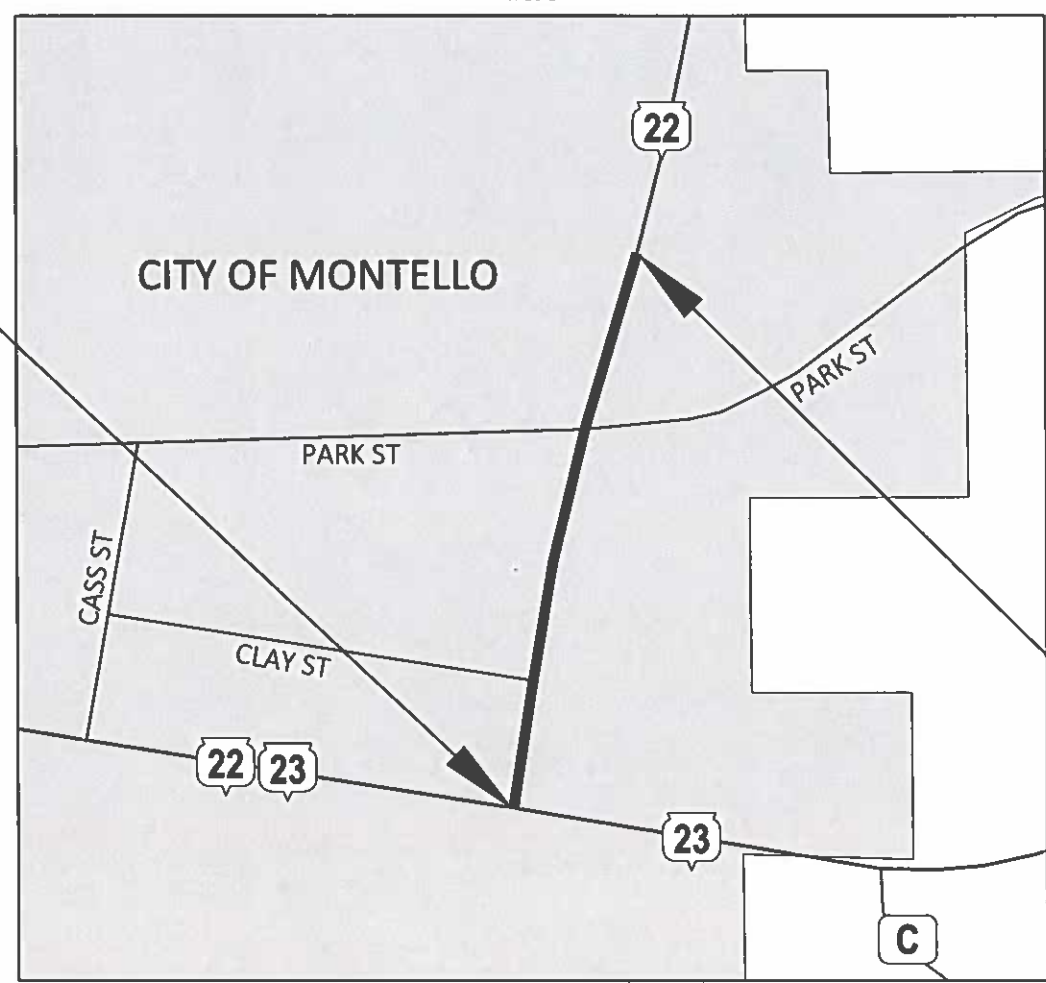
STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6150-01-77	WISC 2026425	1
6150-01-78		

C MONTELLO, CHURCH ST
N JCT STH 23 TO PARK STREET
STH 22
MARQUETTE COUNTY

C MONTELLO, CHURCH ST
N JCT STH 23 TO PARK STREET
STH 22
MARQUETTE COUNTY

STATE PROJECT NUMBER
6150-01-77
(ROADWAY)

STATE PROJECT NUMBER
6150-01-78
(WATER & SANITARY SEWER)



ORIGINAL DRAWING PREPARED BY
ANDREW K. SCHULTZ
41695
GREEN BAY, WI
PROFESSIONAL ENGINEER
DATE: 4/29/26
(Signature)

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
PREPARED BY	QUEST
Surveyor	GRAEF
Designer	ELIZABETH MILLER, P.E.
Project Manager	FRED SCHUNKE, P.E.
Regional Examiner	NICHOLE LYSNE, P.E.
Regional Supervisor	

APPROVED FOR THE DEPARTMENT
DATE: 4/29/26
(Signature)

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WISCONSIN DNR LIAISON

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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.

HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 115 LBS/SY/IN.

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

CURB AND GUTTER PLAN GRADES ARE AT THE FLANGE LINE UNLESS OTHERWISE NOTED.

ORDER OF SECTION 2 DETAIL SHEETS

- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- INTERSECTION DETAILS
- PLAN DETAILS
- CURB RAMP DETAILS
- EROSION CONTROL PLAN
- STORM SEWER
- PAVEMENT MARKING
- TRAFFIC CONTROL
- DETOUR PLAN
- ALIGNMENT DIAGRAM

DIGGERSHOTLINE

Dial 811 or (800)242-8511

www.DiggersHotline.com

RUNOFF COEFFICIENT TABLE

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

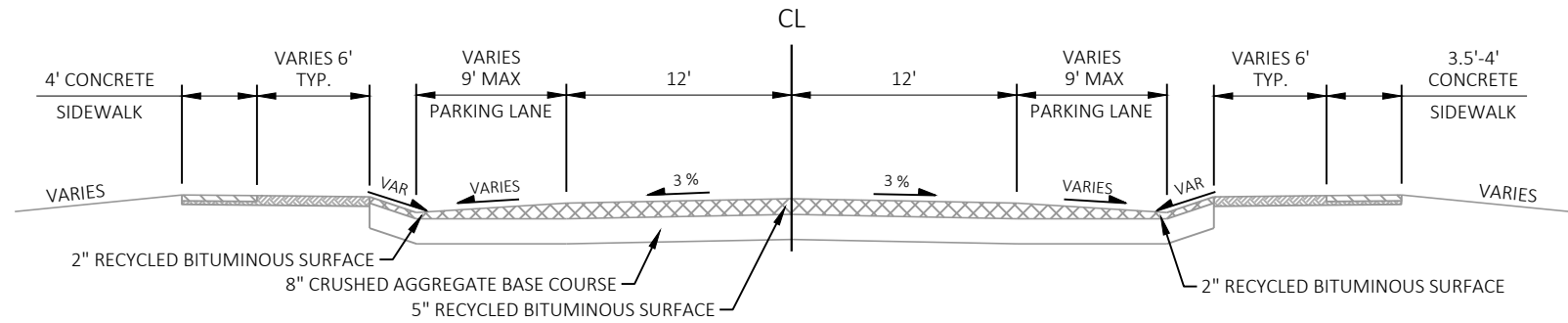
TOTAL PROJECT AREA = 4.05 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 2.83 ACRES

STANDARD ABBREVIATIONS

ABUT	ABUTMENT	FERT	FERTILIZER	RDWY	ROADWAY
AC	ACRE	FO	FIBER OPTIC	RTT	RIGHT
AGG	AGGREGATE	FE	FIELD ENTRANCE	S	SOUTH
AH	AHEAD	FL OR F/L	FLOW LINE	SAN	SANITARY
∠	ANGLE	FT	FOOT	SI	SLOPE INTERCEPT
AADT	ANNUAL AVERAGE DAILY TRAFFIC	FTMS	FREE TRAFFIC MANAGEMENT SYSTEM	SHLDR	SHOULDER
AEW	APRON ENDWALL	H	HEIGHT	SW	SIDEWALK
ASPH	ASPHALTIC	HES	HIGH EARLY STRENGTH	SB	SOUTHBOUND
BK	BACK	HE	HIGHWAY EASEMENT	SE	SOUTHEAST
BC	BACK OF CURB	HMA	HOT MIX ASPHALT	SPECS	SPECIFICATIONS
BAD	BASE AGGREGATE DENSE	HWY	HIGHWAY	SF	SQUARE FEET
BL OR B/L	BASE LINE	CWT	HUNDRED WEIGHT	SY	SQUARE YARD
BLDG	BUILDING	IN DIA	INCH DIAMETER	SDD	STANDARD DETAIL DRAWINGS
BM	BENCH MARK	INL	INLET	ST	STREET
BP	BEGIN PROJECT	ID	INSIDE DIAMETER	STH	STATE TRUNK HIGHWAY
CB	CATCH BASIN	INTERS	INTERSECTION	STA	STATION
CL OR C/L	CENTER LINE	IH	INTERSTATE HIGHWAY	SSMH	STORM SEWER MANHOLE
Δ	CENTRAL ANGLE OR DELTA	INV	INVERT	SSPC	STORM SEWER PIPE COMPOSITE
CE	COMMERCIAL ENTRANCE	IN	INCH	SSCPE	STORM SEWER PIPE CORRUGATED POLYETHYLENE
COORDS	COORDINATES	JCT	JUNCTION	SSCPP	STORM SEWER PIPE CORRUGATED POLYPROPYLENE
CONC	CONCRETE	JT	JOINT	SSPNRC	STORM SEWER PIPE NON-REINFORCED CONCRETE
CSW	CONCRETE SIDEWALK	LB	POUND	SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
CONST	CONSTRUCTION	LT	LEFT	SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
CP	CONTROL POINT	LTT	LEFT	SSPRCHE	STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
CO	COUNTY	LHF	LEFT HAND FORWARD	SE	SUPERELEVATION / SOUTH EAST
CTH	COUNTY TRUCK HIGHWAY	L	LENGTH OF CURVE	SL OR S/L	SURVEY LINE
CY	CUBIC YARD	LF	LINEAR FOOT	SW	SOUTHWEST
CMP	CULVERT METAL PIPE	LC	LONG CHORD OF CURVE	TEMP	TEMPORARY
CP	CULVERT PIPE	LS	LUMP SUM	TI	TEMPORARY INTEREST
CPCA	CULVERT PIPE CORRUGATED ALUMINUM	LP	LOW POINT	TLE	TEMPORARY LIMITED EASEMENT
CPCPE	CULVERT PIPE CORRUGATED POLYETHYLENE	MAX	MAXIMUM	TC	TOP OF CURB
CPCPP	CULVERT PIPE CORRUGATED POLYPROPYLENE	MEF	MAXIMUM EXTENT FEASIBLE	TL OR T/L	TRANSIT LINE
CPCS	CULVERT PIPE CORRUGATED STEEL	MPH	MILES PER HOUR	T	TRUCKS (PERCENT OF)
CPCSAC	CULVERT PIPE CORRUGATED STEEL ALUMINUM COATED	MGAL	ONE THOUSAND GALLONS	TYP	TYPICAL
CPCSPC	CULVERT PIPE CORRUGATED STEEL POLYMER COATED	MI	MILES	ULO	UTILITY LINE OPEN
CPRC	CULVERT PIPE REINFORCED CONCRETE	MIN	MINIMUM	USH	UNITED STATES HIGHWAY
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL	MH	MANHOLE	UNK	UNKNOWN
CPS	CULVERT PIPE SALVAGED	ML OR M/L	MATCH LINE	VAR	VARIABLE/VAIRES
CPT	CULVERT PIPE TEMPORARY	N	NORTH	VC	VERTICAL CURVE
CR	CURB RAMP	NE	NORTHEAST	VCL	VERTICAL CURVE LENGTH
C & G	CURB AND GUTTER	NOM	NOMINAL	VOL	VOLUME
D	DEGREE OF CURVE	NC	NORMAL CROWN	VPC	VERTICAL POINT OF CURVATURE
DA	DIRECTION AHEAD	NB	NORTHBOUND	VPI	VERTICAL POINT OF INTERSECTION
DB	DIRECTION BACK	NO	NUMBER	VPT	VERTICAL POINT OF TANGENCY
DHV	DESIGN HOUR VOLUME	NW	NORTHWEST	W	WEST / WIDTH
DIA	DIAMETER	OD	OUTSIDE DIAMETER	WB	WESTBOUND
DIP	DUCTILE IRON PIPE	OH	OVERHEAD	WV	WATER VALVE
DIR	DIRECTION	PAVT	PAVEMENT		
DIST	DISTANCE	PLE	PERMANENT LIMITED EASEMENT		
DD	DIRECTIONAL DISTRIBUTION	PC	POINT OF CURVATURE		
DE	DRAINAGE EASEMENT	PI	POINT OF INTERSECTION		
DES	DESIRABLE	PT	POINT OF TANGENCY/POINT		
DESC	DESCRIPTION	PCC	PORTLAND CEMENT CONCRETE		
DWY	DRIVEWAY	PSI	POUNDS PER SQUARE INCH		
E	EAST	PE	PRIVATE ENTRANCE		
EA	EACH	PROJ	PROJECT		
EB	EASTBOUND	PL	PROPERTY LINE		
EL OR ELEV	ELEVATION	PPOL	POWER POLE		
EMB	EMBANKMENT	PRW	PROPOSED RIGHT OF WAY		
EW	ENDWALL	PVC	POLYVINYL CHLORIDE		
EAT	ENERGY ABSORBING TERMINAL	R	RADIUS		
ESALS	EQUIVALENT SINGLE AXLE LOADS	RL OR R/L	REFERENCE LINE		
EXC	EXCAVATION	REQD	REQUIRED		
EBS	EXCAVATION BELOW SUBGRADE	RT	RIGHT		
EP	END PROJECT	RHF	RIGHT HAND FORWARD		
EXIST	EXISTING	R/W	RIGHT OF WAY		
EX	EXISTING	RD	ROAD		

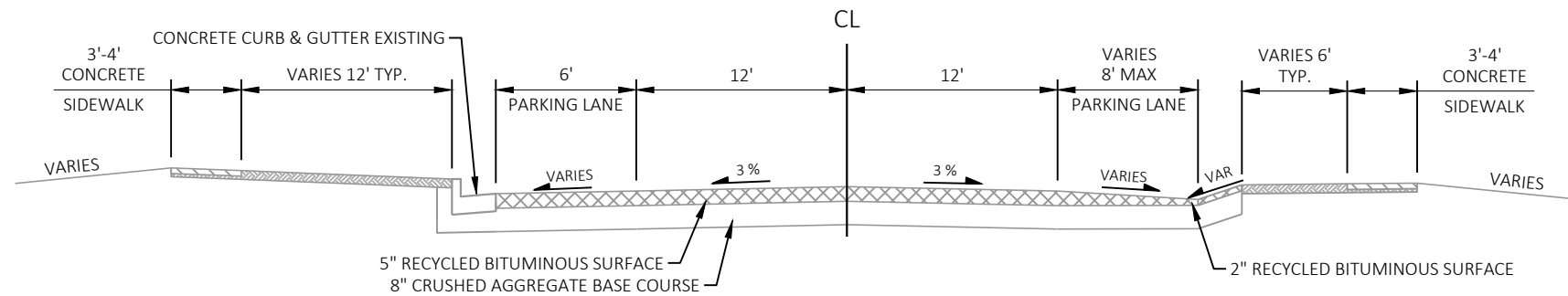


PROJECT NO: 6150-01-77/78	HWY: STH 22	COUNTY: MARQUETTE	PROJECT OVERVIEW	SHEET 4	E
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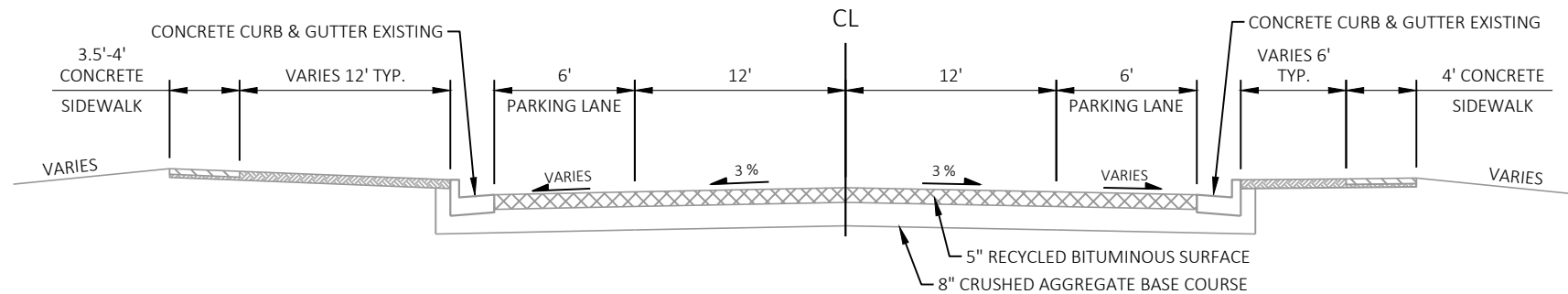
EXISTING TYPICAL SECTION: STH 22

STA 53+34 - 56+57



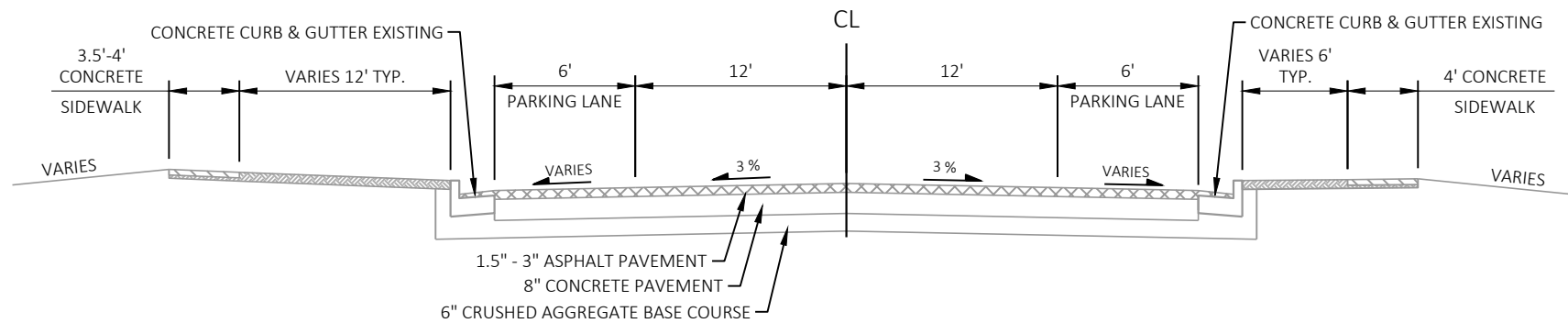
EXISTING TYPICAL SECTION: STH 22

STA 51+54 - 53+34



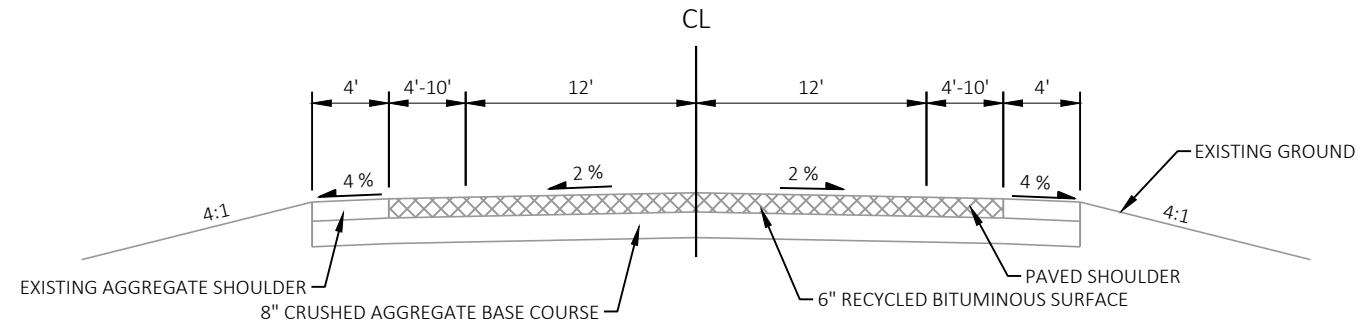
EXISTING TYPICAL SECTION: STH 22

STA 50+37- 51+54



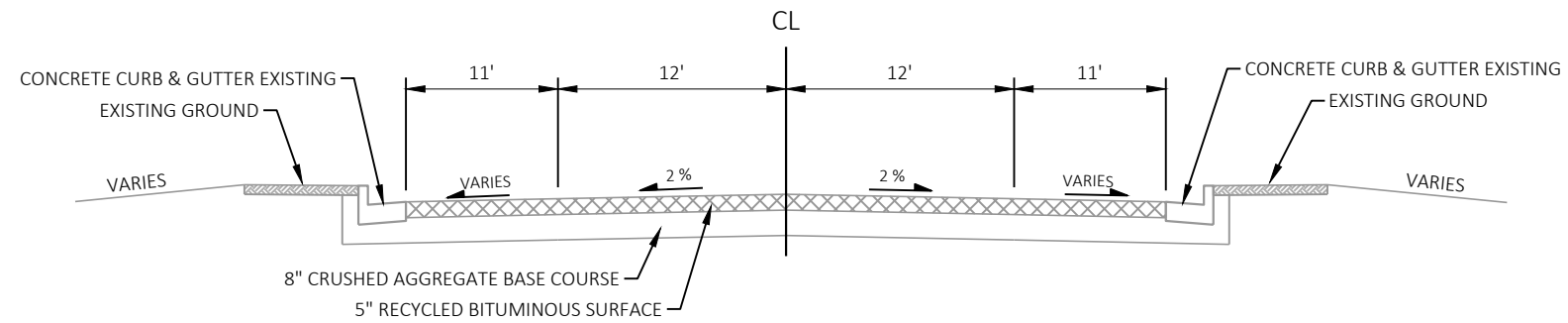
EXISTING TYPICAL SECTION: STH 22

STA 50+12.05 - 50+37



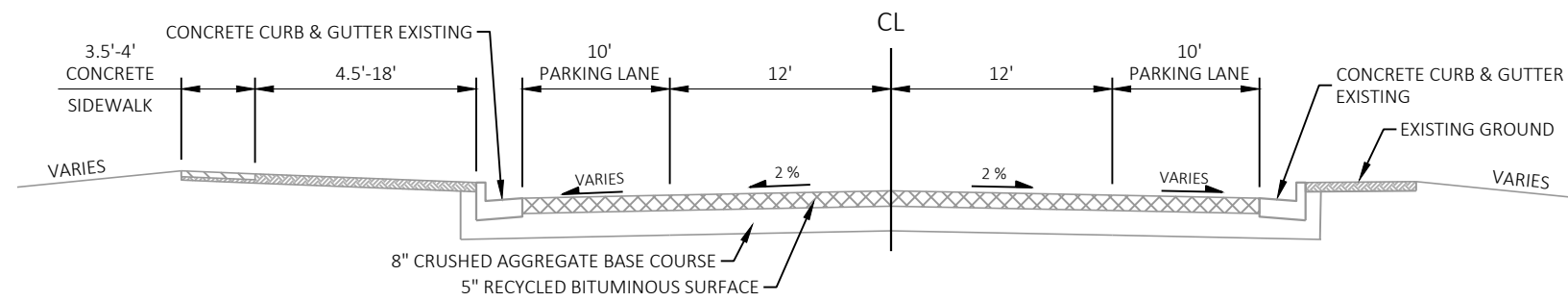
EXISTING TYPICAL SECTION: STH 22

STA 62+25 - 64+75



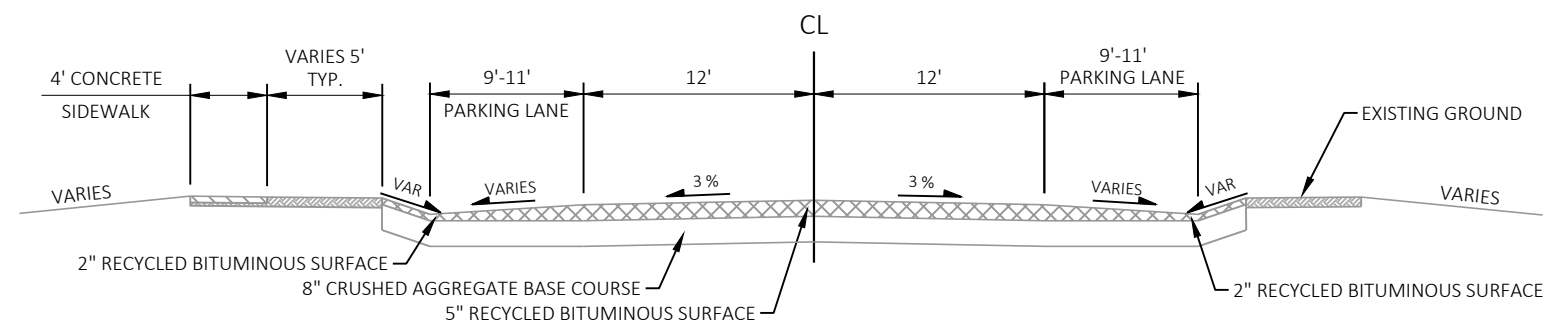
EXISTING TYPICAL SECTION: STH 22

STA 59+94 - 62+25



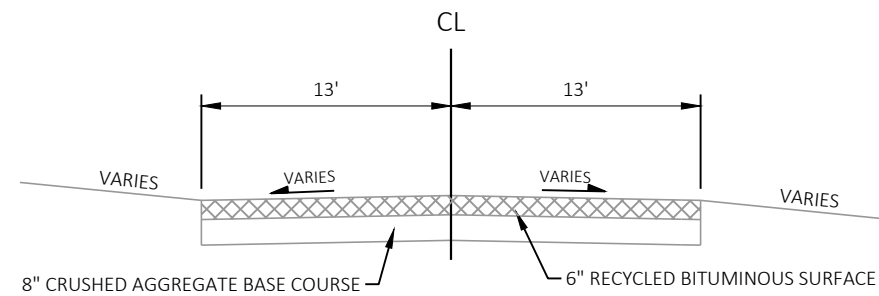
EXISTING TYPICAL SECTION: STH 22

STA 57+59 - 59+94



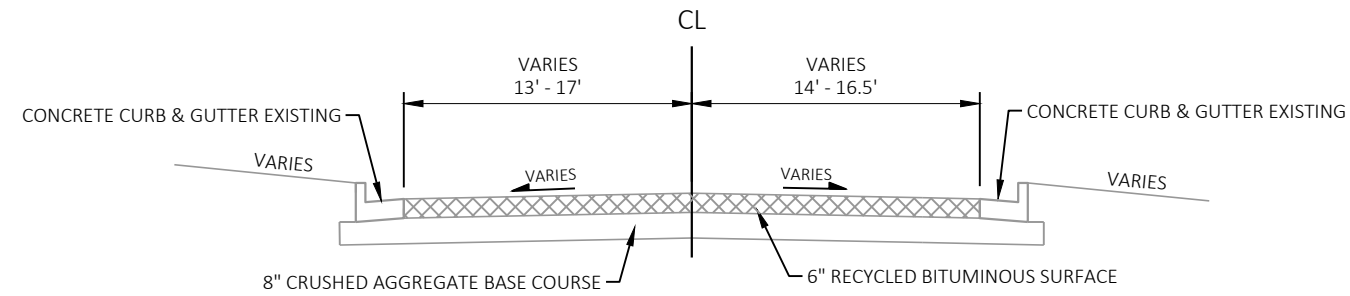
EXISTING TYPICAL SECTION: STH 22

STA 56+57 - 57+59



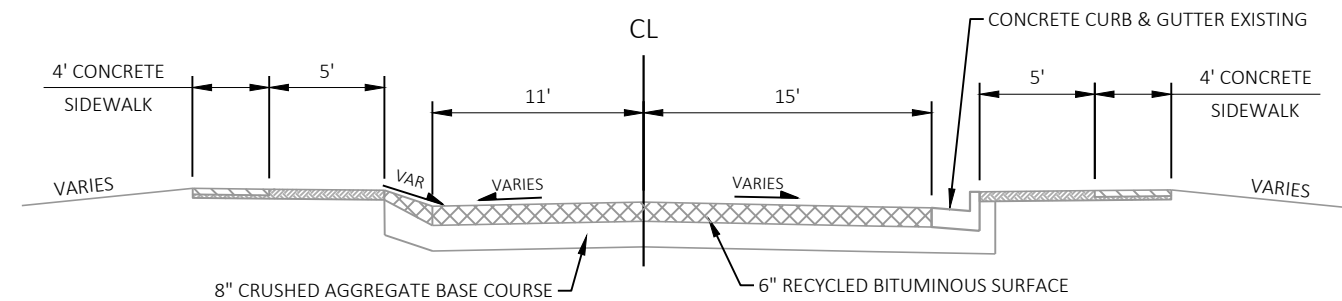
EXISTING TYPICAL SECTION: PARK STREET

STA 11+00 C - 11+25 C



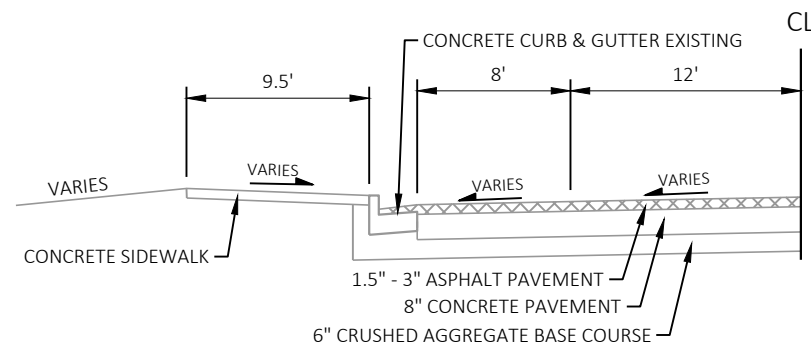
EXISTING TYPICAL SECTION: PARK STREET

STA 10+65 C - 11+00 C



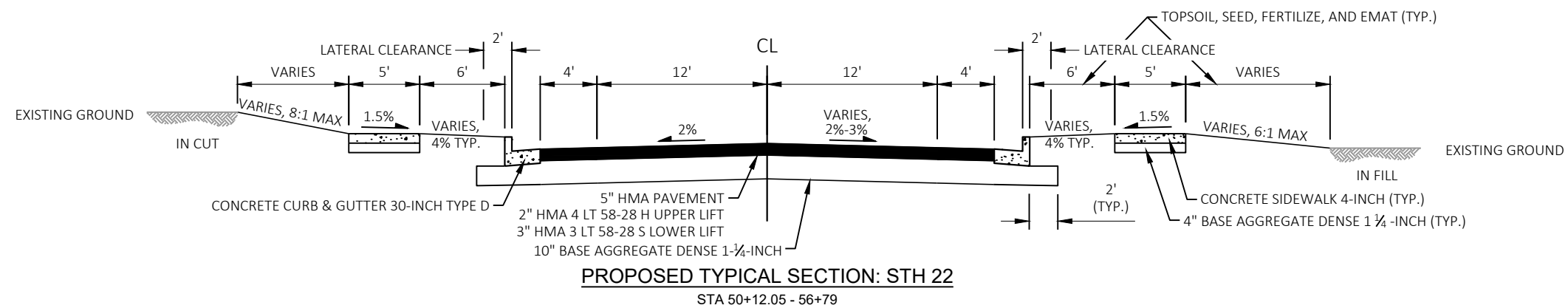
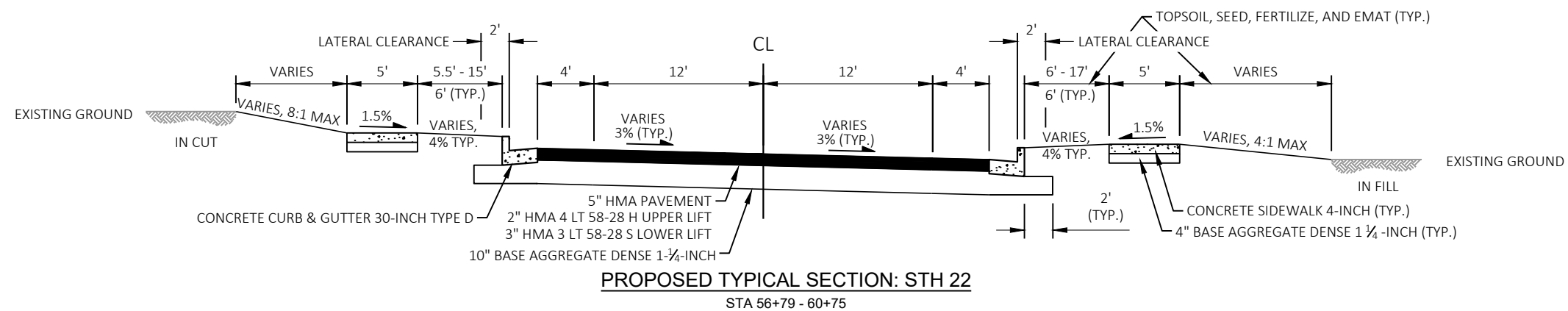
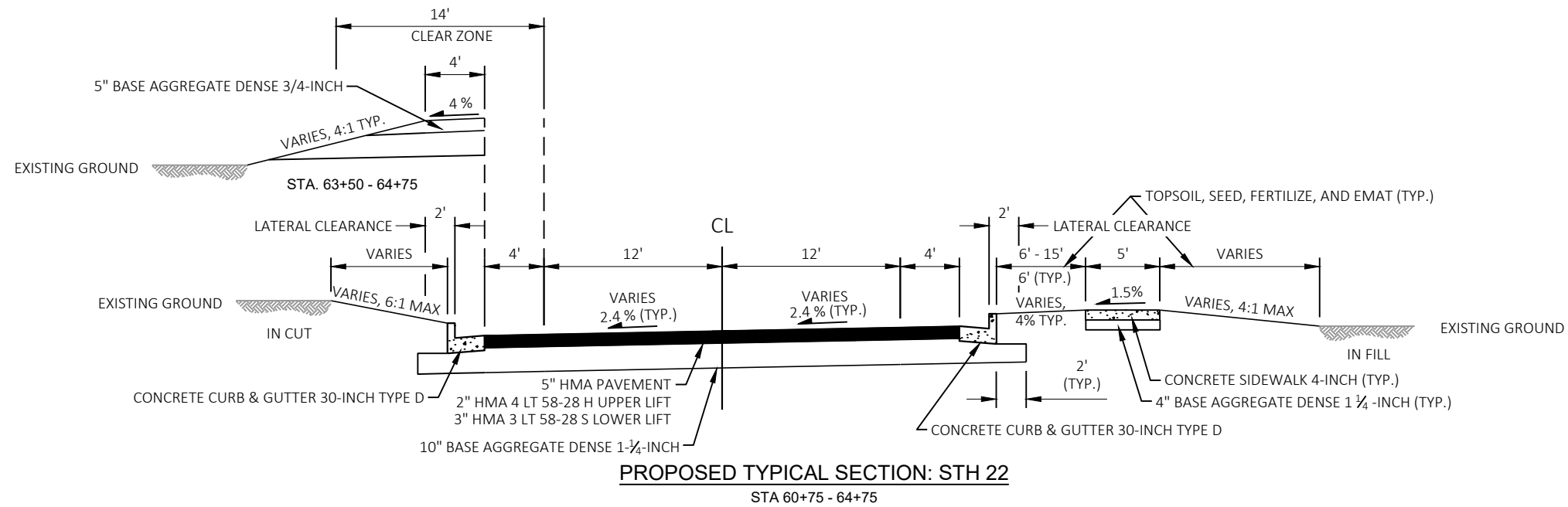
EXISTING TYPICAL SECTION: CLAY STREET

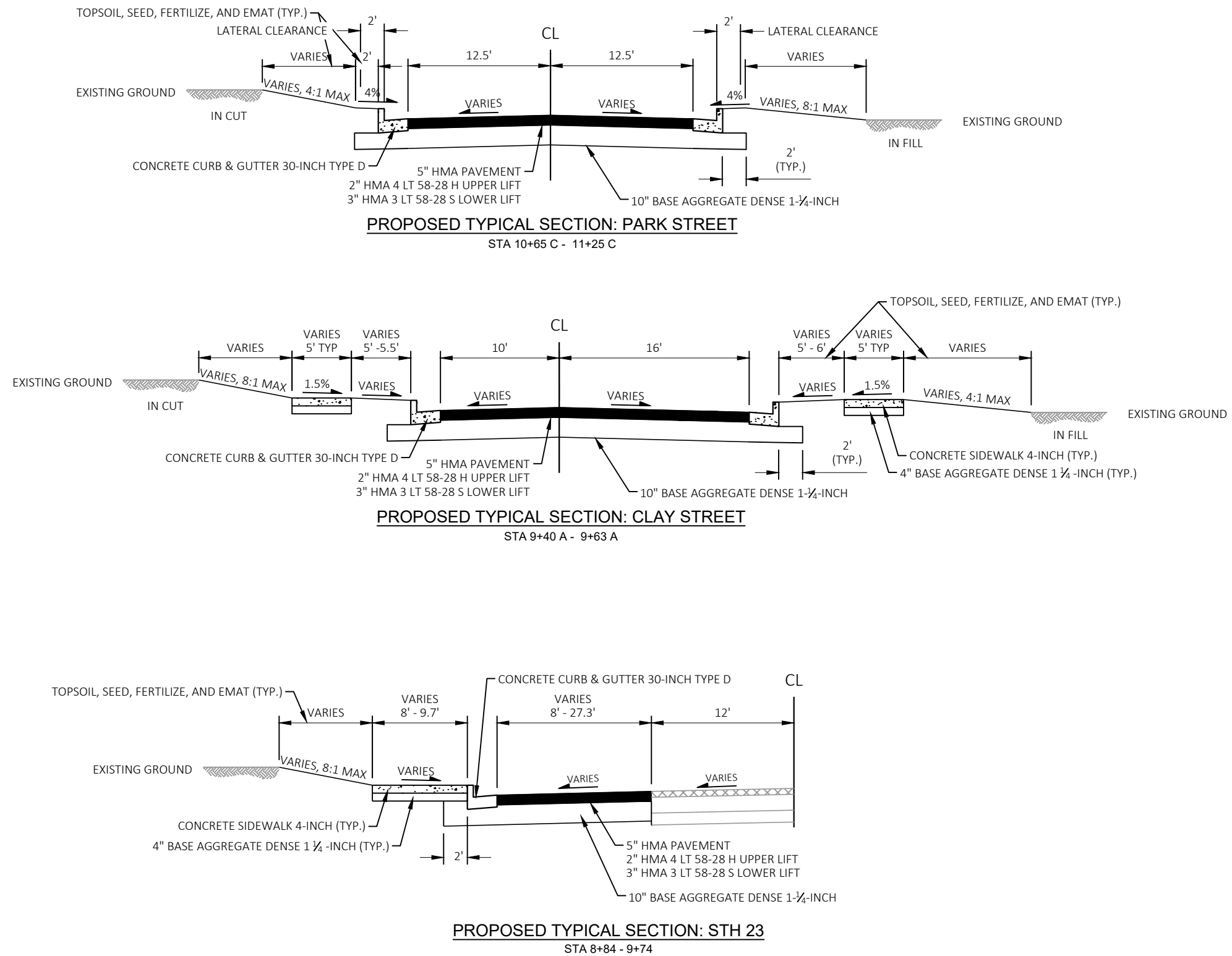
STA 9+40 A - 9+63 A

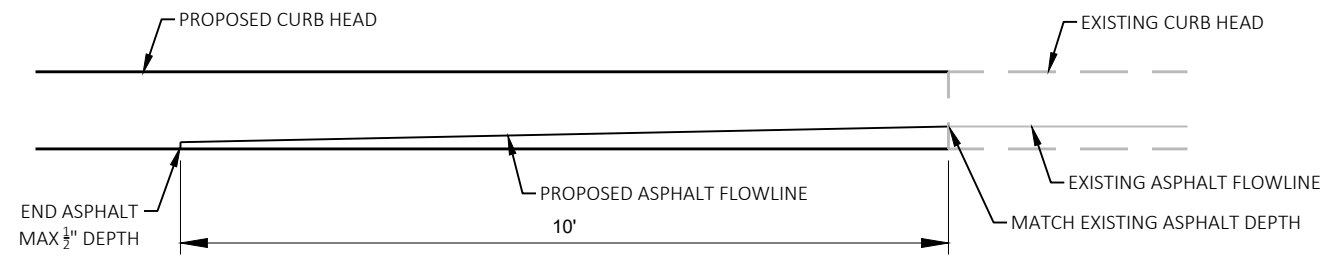


EXISTING TYPICAL SECTION: STH 23

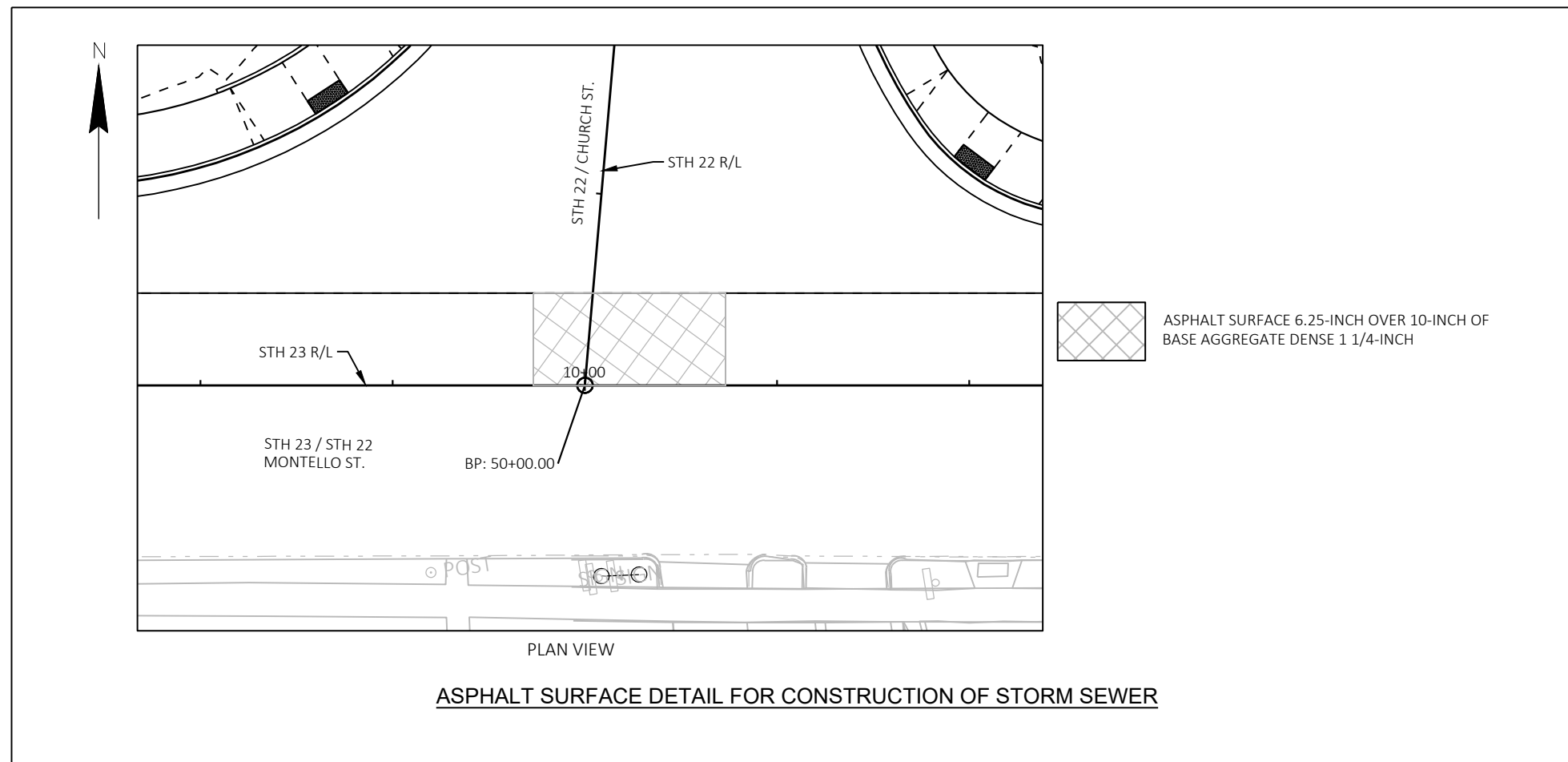
STA 8+84 - 9+74



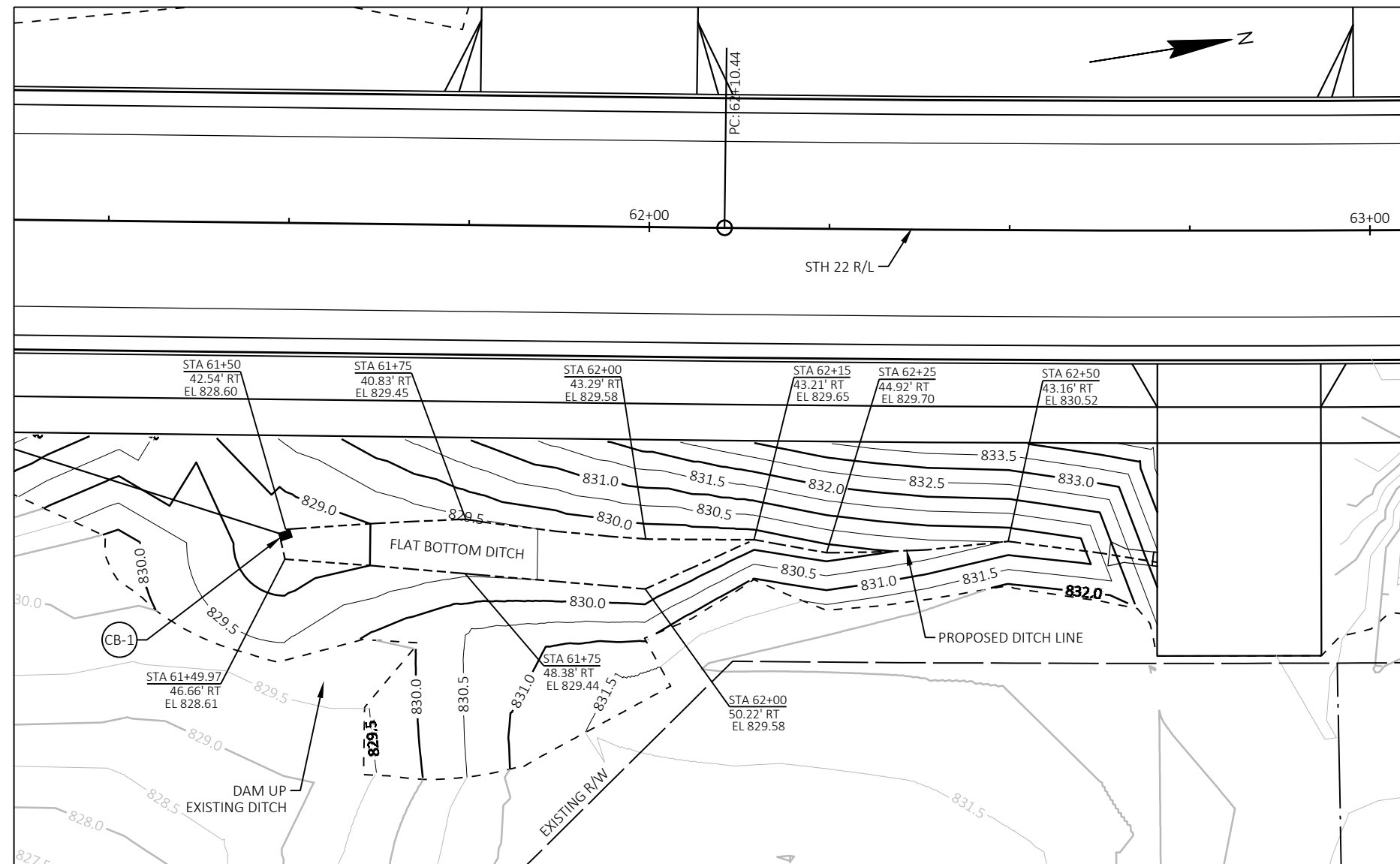




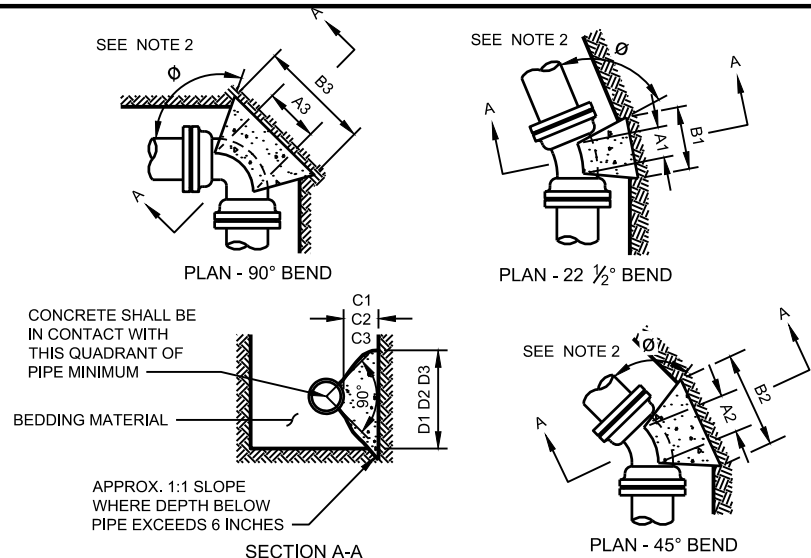
PAVED ASPHALT GUTTER PAN DETAIL STH 22/STH 23 INTERSECTION



ASPHALT SURFACE DETAIL FOR CONSTRUCTION OF STORM SEWER



DITCH GRADING DETAIL

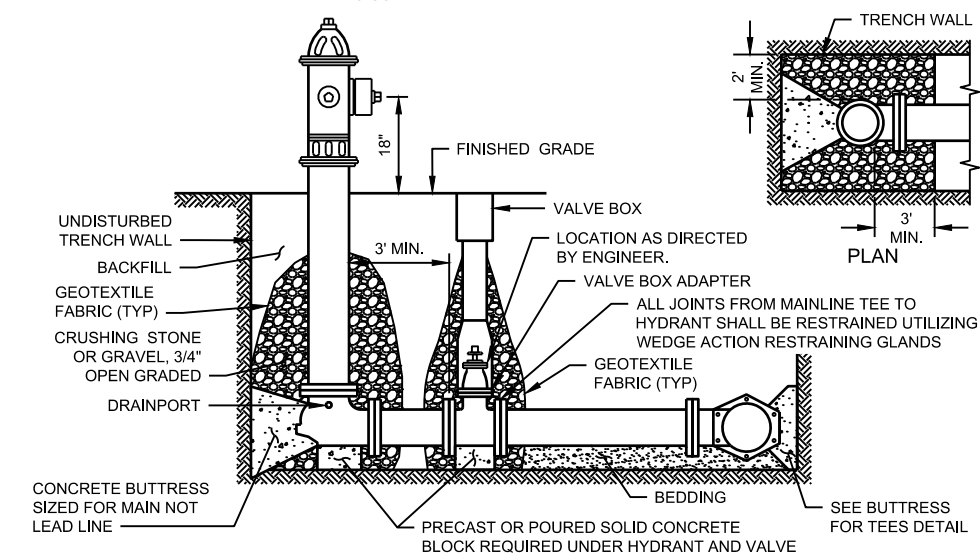


NOTES:

- DIMENSIONS IN TABLE ARE BASED ON A WATER PRESSURE OF 150 P.S.I. AND AN EARTH RESISTANCE OF 2 TONS PER SQ. FT. INFORM THE ENGINEER IF PRESSURES EXCEED 150 PSI, OR ON-SITE SOIL DOES NOT MEET THIS CONDITION.
- DIMENSION C1 C2 C3 SHOULD BE LARGE ENOUGH TO MAKE ANGLE $\emptyset$ EQUAL TO OR LARGER THAN 45°.
- DIMENSION A1 A2 A3 SHOULD BE AS LARGE AS POSSIBLE WITHOUT INTERFERING WITH THE MECHANICAL JOINT.
- BUTTRESS TO BE POURED AGAINST FIRM UNDISTURBED SOIL, OR DISTURBED SOIL COMPACTED TO 95% OF MODIFIED PROCTOR DENSITY, ASTM D1557.
- ALL BUTTRESSED FITTINGS SHALL BE WRAPPED IN POLYETHYLENE.
- CONCRETE SHALL HAVE A MINIMUM 7-DAY COMPRESSIVE STRENGTH OF 2000 PSI.
- IN ADDITION TO BUTTRESS, ALL JOINTS SURROUNDING BENDS SHALL BE RESTRAINED WITH WEDGE ACTION RESTRAINING GLANDS.

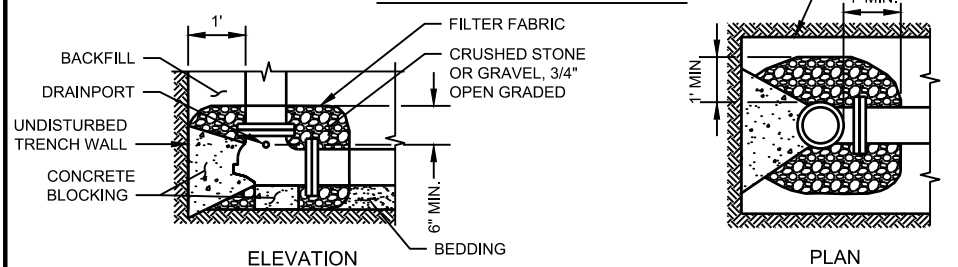
BUTTRESS FOR BENDS DETAIL

NO SCALE



ELEVATION

IMPERVIOUS SOIL SUMP DETAIL

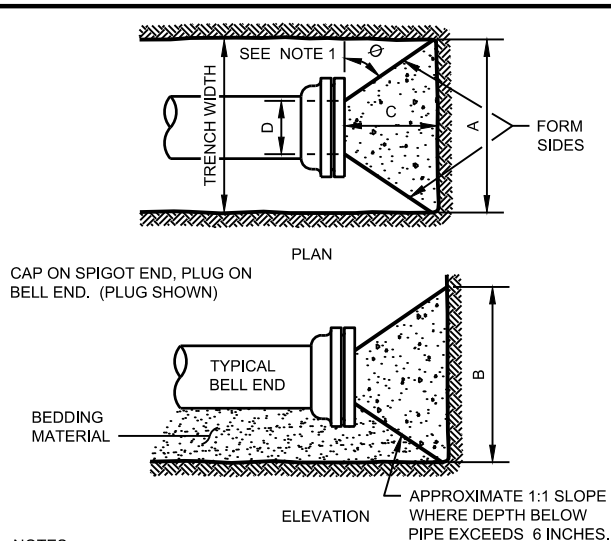


ELEVATION

PERVIOUS SOIL SUMP DETAIL

HYDRANT AND LEAD CONNECTION DETAIL

NO SCALE

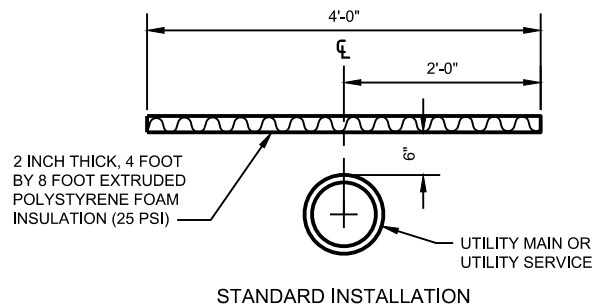


NOTES:

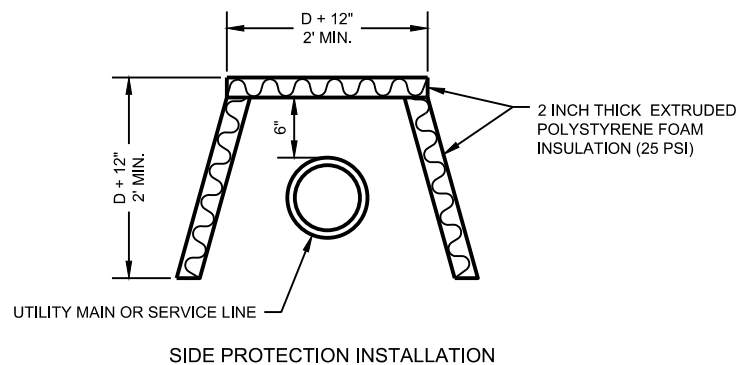
- DIMENSION 'C' SHOULD BE LARGE ENOUGH TO MAKE ANGLE $\emptyset$ EQUAL TO OR LARGER THAN 45°.
- DIMENSION 'D' EQUALS APPROX. I.D. OF PIPE LESS 2 INCHES. THE CONCRETE SHOULD NOT INTERFERE WITH THE MECHANICAL JOINTS.
- WHERE BUTTRESSES ARE NOT POSSIBLE BECAUSE OF POOR SOIL CONDITIONS OR LACK OF ROOM, WEDGE ACTION RESTRAINING GLANDS SHALL BE PERMITTED.
- BUTTRESS DIMENSIONS ARE BASED ON A SOIL RESISTANCE OF TWO TONS PER SQ. FT. AND A WATER PRESSURE OF 150 PSI. INFORM THE ENGINEER IF ON-SITE SOIL DOES NOT MEET THIS CONDITION OR PRESSURES EXCEED 150 PSI.
- BUTTRESS TO BE POURED AGAINST FIRM UNDISTURBED SOIL, OR DISTURBED SOIL COMPACTED TO 95% OF MODIFIED PROCTOR DENSITY, ASTM D1557.
- CONCRETE SHALL HAVE A MINIMUM 7-DAY COMPRESSIVE STRENGTH OF 2000 PSI.
- ALL POURED BUTTRESSED FITTINGS SHALL BE WRAPPED IN POLYETHYLENE.
- NO WOOD BUTTRESS ALLOWED.

BUTTRESS FOR PLUGS DETAIL

NO SCALE



STANDARD INSTALLATION



SIDE PROTECTION INSTALLATION

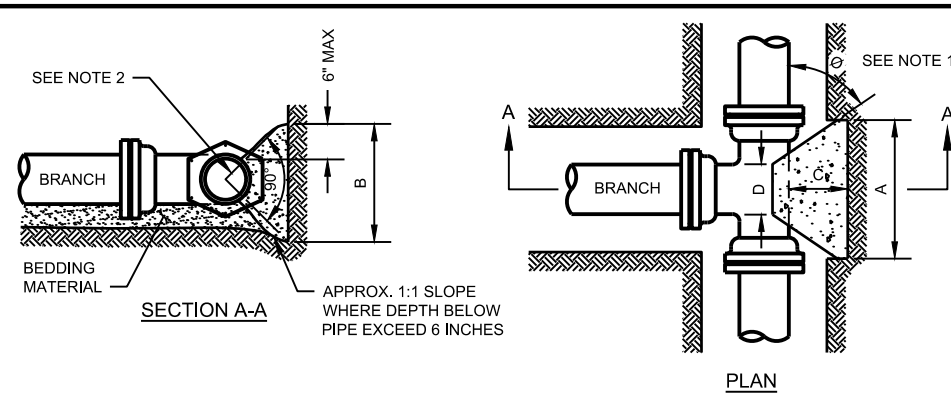
GENERAL NOTES:

- THE SIDE PROTECTION INSTALLATION SHALL BE USED WHERE FROST WILL PENETRATE BELOW THE PIPE INVERT.

PIPE INSULATION DETAIL

NO SCALE

BUTTRESS DIMENSIONS				
DIA.	A	B	C	D
6"	1'-6"	1'-2"	SEE NOTE NO. 1	SEE NOTE NO. 2
8"	2'-0"	1'-4"		
12"	2'-5"	1'-10"		
16"	3'-4"	2'-4"		
20"	4'-3"	2'-10"		
24"	5'-2"	3'-4"	SEE NOTE NO. 1	SEE NOTE NO. 2
30"	6'-9"	4'-0"		



NOTES:

- DIMENSION 'C' SHOULD BE LARGE ENOUGH TO MAKE ANGLE $\emptyset$ GREATER THAN OR EQUAL TO 45°.
- CONCRETE SHOULD BEAR ON THIS QUADRANT OF PIPE AT A MINIMUM.
- DIMENSION 'D' SHOULD BE AS LARGE AS POSSIBLE BUT CONCRETE SHOULD NOT INTERFERE WITH MECHANICAL JOINTS.
- BUTTRESS DIMENSIONS ARE BASED ON A SOIL RESISTANCE OF TWO TONS PER SQ. FT. AND A WATER PRESSURE OF 150 PSI. INFORM THE ENGINEER IF ON-SITE SOIL DOES NOT MEET THIS CONDITION OR PRESSURES EXCEED 150 PSI.
- BUTTRESS TO BE PLACED AGAINST FIRM UNDISTURBED SOIL, OR DISTURBED SOIL COMPACTED TO 95% OF MODIFIED PROCTOR DENSITY, ASTM D1557.
- CONCRETE SHALL HAVE A MINIMUM 7-DAY COMPRESSIVE STRENGTH OF 2000 PSI.
- ALL POURED BUTTRESSED FITTINGS SHALL BE WRAPPED IN POLYETHYLENE.
- IN ADDITION TO BUTTRESSES, ALL JOINTS SURROUNDING TEES SHALL BE RESTRAINED WITH WEDGE ACTION RESTRAINING GLANDS.

BUTTRESS DIMENSIONS				
DIA.	A	B	C	D
6"	1'-3"	1'-0"	SEE NOTE NO. 1	SEE NOTE NO. 3
8"	1'-6"	1'-4"		
10"	1'-10"	1'-8"		
12"	2'-3"	2'-0"		
16"	3'-2"	2'-6"		
20"	4'-0"	3'-0"	SEE NOTE NO. 1	SEE NOTE NO. 3
24"	5'-3"	3'-4"		

DIA. = BRANCH DIAMETER

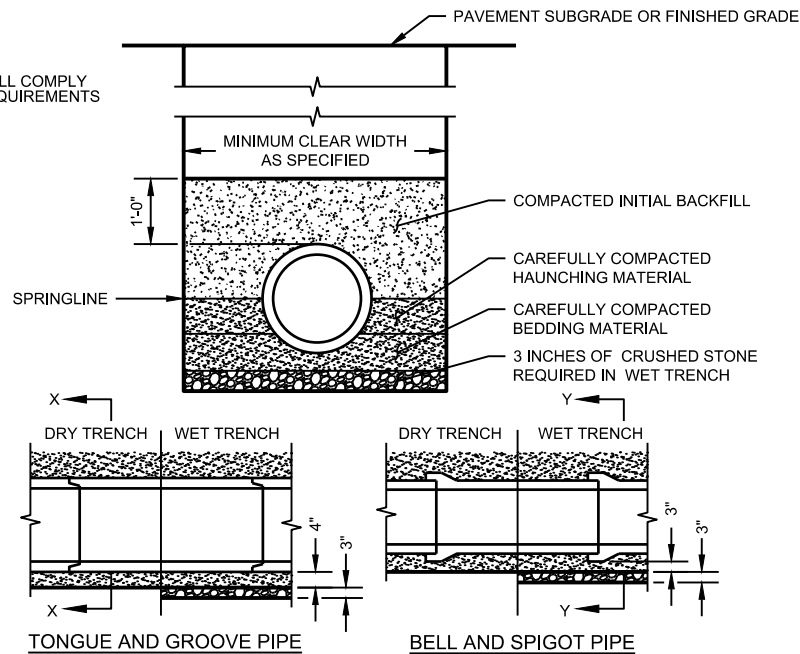
BUTTRESS FOR TEES DETAIL

NO SCALE

RESTRAINED/TIED PIPE LENGTH CHART						
MIN LENGTH REQUIRING RESTRAINT IN FEET						
	6"	8"	10"	12"	16"	24"
FITTING TYPE						
11.25° BEND	10	10	10	10	10	10
22.5° BEND	10	10	10	10	11	15
45° BEND	10	15	15	20	25	30
90° BEND	25	30	35	40	55	75
TEE/CROSS	15	25	35	45	65	95
STUB OR PLUG	30	35	45	50	95	100
REDUCER	0	20	35	50	105	125
VERTICAL BEND (45°)	20	30	35	40	50	75

THE ABOVE LENGTHS (GIVEN IN FEET) REPRESENT THE MINIMUM LENGTH OF PIPE TO BE TIED TOGETHER IN EACH REQUIRED DIRECTION FROM THE FITTING DESCRIBED

TRENCHES SHALL COMPLY WITH OSHA REQUIREMENTS

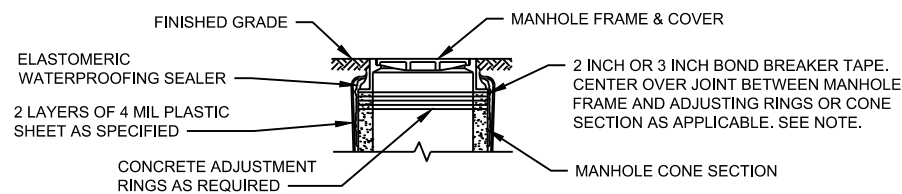


GENERAL NOTES:

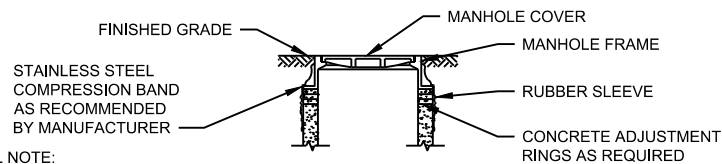
- BEDDING AND HAUNCHING MATERIAL SHALL BE WELL-GRADED 3/4 TO 1/4 INCH CRUSHED STONE OR OTHER NON-COHESIVE MATERIAL NOT SUBJECT TO MIGRATION AND FREE OF DEBRIS, ORGANIC MATERIAL, AND LARGE STONES.
- BEDDING MATERIAL TO BE PLACED BEFORE SETTING PIPE, 4 INCH MINIMUM UNDER BARREL WITH 3 INCH MINIMUM UNDER BELL.
- INITIAL BACKFILL SHALL BE DENSELY COMPACTED, NON-COHESIVE FINELY DIVIDED MATERIAL FREE OF DEBRIS, ORGANIC MATERIAL, AND LARGE STONES.
- IN ROCK OR OTHER UNCOMPRESSIBLE MATERIALS, THE TRENCH SHALL BE OVEREXCAVATED A MINIMUM OF 6-INCHES AND REFILLED WITH GRANULAR MATERIAL.

CLASS "B" EMBEDMENT FOR RIGID PIPE DETAIL

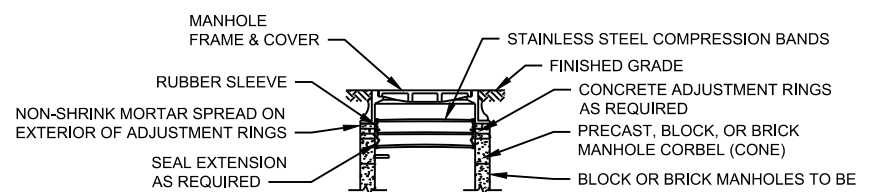
NO SCALE



THE BOND BREAKER TAPE IS TO PREVENT THE SEALER FROM BONDING TO THE EDGE OF THE FLANGE OF THE MH FRAME AND THE UPPER 1-1/2 INCHES OF ADJUSTING RING OR CONE. IF THE EDGE OF FLANGE IS NOT FLUSH WITH ADJUSTING RING OR CONE, APPLY ADDITIONAL TAPE AS REQUIRED TO PREVENT SUCH BONDING.

ELASTOMERIC FRAME/CHIMNEY SEAL

GENERAL NOTE:
THE SEAL SHALL EXTEND FROM THE CASTING TO THE CORBEL (CONE). SEAL EXTENSIONS SHALL BE USED AS REQUIRED.

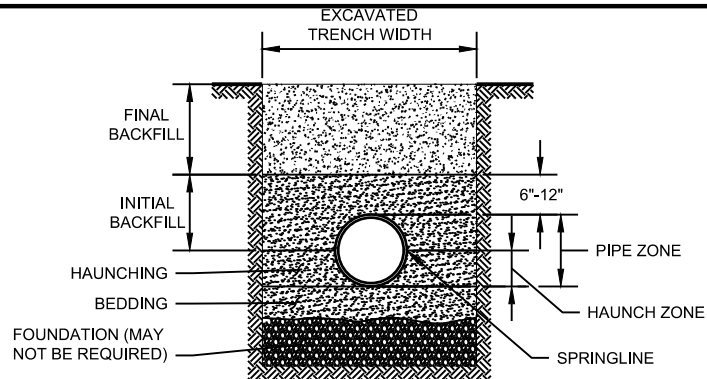
EXTERNAL RUBBER SLEEVE FRAME/CHIMNEY SEAL

GENERAL NOTES:

- THE SEAL SHALL EXTEND FROM THE CASTING TO THE CORBEL (CONE). SEAL EXTENSIONS SHALL BE USED AS REQUIRED.
- AN INTERNAL ADAPTOR SEAL RING MAY BE USED IN LIEU OF THE RUBBER SLEEVE. THE INTERNAL ADAPTOR SEAL RING SHALL BE INSTALLED PER MANUFACTURER'S INSTRUCTIONS.

INTERNAL RUBBER SLEEVE FRAME/CHIMNEY SEAL**MANHOLE WATERPROOFING DETAIL**

NO SCALE

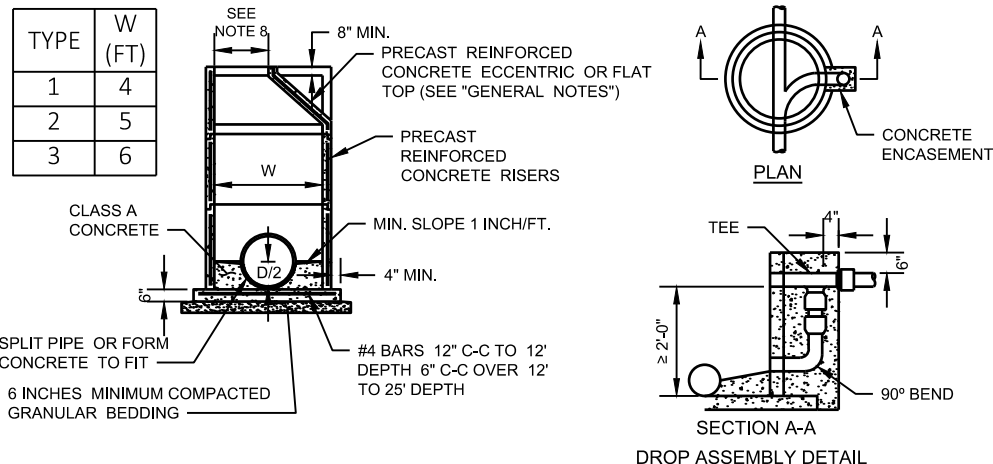


GENERAL NOTES:

- DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO ASTM D2321.
- CLASS II EMBEDMENT MATERIAL SHALL BE CLEAN, COARSE-GRAINED SOILS WITH LITTLE TO NO FINES. NO PARTICLES LARGER THAN 1 1/2 -INCHES SHALL BE USED IN THE PIPE EMBEDMENT.
- WHERE HYDRAULIC GRADIENT EXISTS USE A WELL-GRADED MIXTURE TO MINIMIZE MIGRATION OF FINES FROM ADJACENT SOIL.
- CLASS II MATERIAL IS SUITABLE AS A FOUNDATION AND FOR REPLACING OVER- EXCAVATED AND UNSTABLE TRENCH BOTTOM. INSTALL AND COMPACT IN 6-INCH MAXIMUM LAYERS.
- INSTALL AND COMPACT BEDDING IN 6-INCH MAXIMUM LAYERS. LEVEL FINAL GRADE BY HAND. MINIMUM DEPTH 4 INCH (6 INCH IN ROCK CUTS.)
- INSTALL AND COMPACT HAUNCHING IN 6-INCH MAXIMUM LAYERS. WORK IN AROUND PIPE BY HAND TO PROVIDE UNIFORM SUPPORT.
- INSTALL AND COMPACT INITIAL BACKFILL TO A MINIMUM OF 6 INCH ABOVE PIPE CROWN.
- EMBEDMENT COMPACTION:
MINIMUM DENSITY 85% STANDARD PROCTOR. USE HAND TAMPERS OR VIBRATORY COMPACTORS.
- EMBEDMENT INCLUDES BEDDING, HAUNCHING, AND INITIAL BACKFILL.

CLASS II - FLEXIBLE PIPE EMBEDMENT DETAIL

NO SCALE

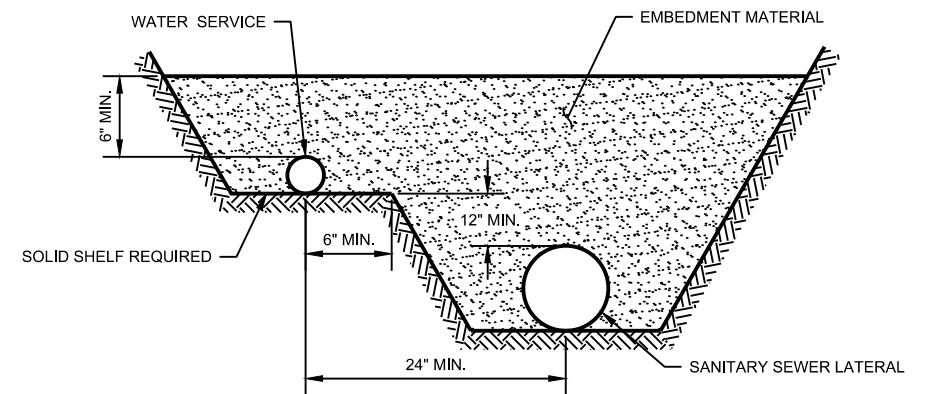


GENERAL NOTES:

- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING AND THE APPLICABLE SPECIAL CONDITIONS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS.
- DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.
- PRECAST REINFORCED BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS FOR GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.
- ECCENTRIC CONE TOPS SHALL BE USED ON ALL STRUCTURES 5 FEET OR GREATER IN DEPTH, AND FLAT TOPS SHALL BE USED ONLY ON STRUCTURES LESS THAN 5 FEET IN DEPTH, UNLESS DIRECTED BY THE ENGINEER.
- PRECAST REINFORCED CONCRETE RISERS MAY BE PLACED WITH TONGUE UP OR DOWN.
- ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.
- DROP CONNECTIONS SHALL BE USED WHEN THE PIPE INVERT IS MORE THAN 2 FEET ABOVE THE MANHOLE INVERT. PRECAST STRUCTURE MANWAY CLEAR OPENING SHALL MATCH CASTING - REFER TO STANDARD SPECIFICATION
- DIVISION 33 AND THE APPLICABLE SPECIAL CONDITIONS.
 - OPENING SHALL BE 24" FOR R-1550 CASTINGS
 - OPENING SHALL BE 27" FOR R-1642 CASTINGS
- DROP CONNECTION AND ASSEMBLY SHALL BE CONSTRUCTED WITH DUCTILE IRON PIPE.

PRECAST REINFORCED CONCRETE MANHOLE DETAIL

NO SCALE

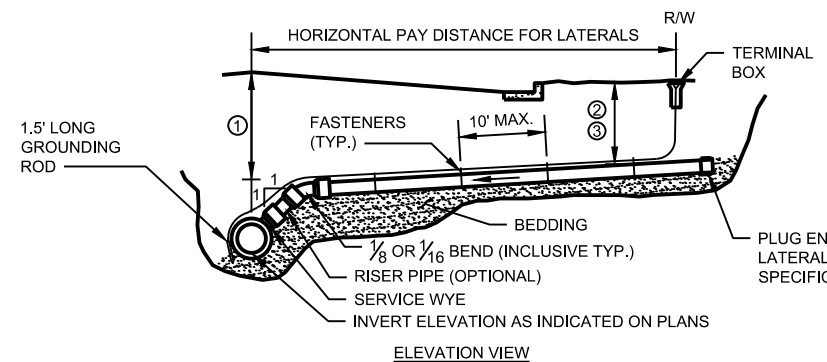


GENERAL NOTES:

- WATER SERVICES 2 INCHES IN DIAMETER AND LESS SHALL BE LAID WITH A CLEAR HORIZONTAL SEPARATION NOT LESS THAN 2 FEET FROM THE SANITARY LATERAL.

WATER SERVICE AND SANITARY SEWER LATERAL DETAIL

NO SCALE



NOTES FOR LATERAL INSTALLATION:

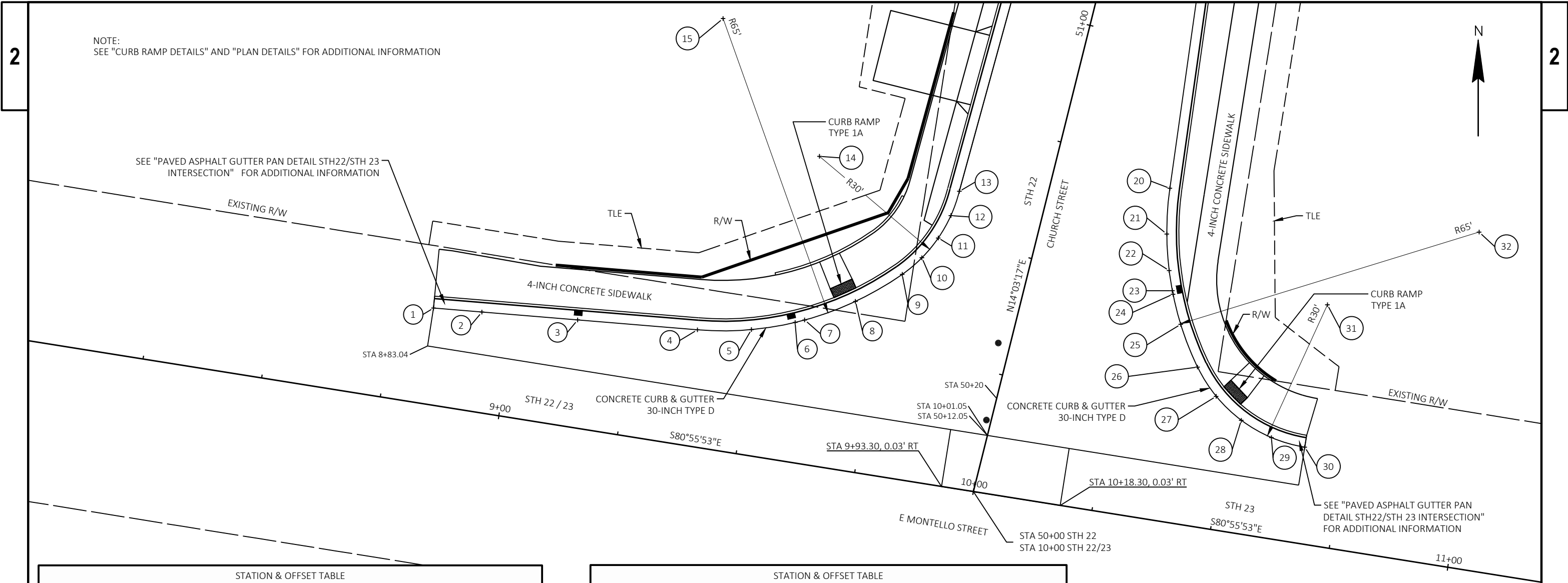
- MINIMUM DEPTH OF COVER UNDER ROADWAY = 7 FEET.
- MINIMUM DEPTH OF COVER UNDER GRASS AREAS = 5 1/2 FEET.
- MINIMUM DEPTH OF COVER UNDER GRASS AREAS WITH FROST PROTECTION = 3 FEET 6 INCHES.
- LATERAL SLOPES SHALL BE 1/8 INCH PER FOOT MINIMUM AND 1/2 INCH PER FOOT MAXIMUM.

NOTES FOR TRACER WIRE INSTALLATION:

- THE TRACER WIRE SHALL REMAIN CONTINUOUS TO THE GREATEST EXTENT POSSIBLE.
- NO. 12 GAUGE GREEN INSULATED COPPER TRACER WIRE SHALL BE INSTALLED WITH THE NON-CONDUCTIVE SERVICE. PIPE TRACER WIRE TERMINAL BOXES SHALL BE INSTALLED DIRECTLY ABOVE THE SEWER MAIN OR AS DETERMINED BY THE ENGINEER OR OWNER. TRACER WIRE INSTALLATION REQUIRES ACCESS POINTS AT LEAST EVERY 300 FEET.
- TRACER WIRE SHALL BE RESTRAINED BY CABLE-TIES, TAPE, OR BY NON-CORROSIVE FASTENER APPROVED BY THE OWNER, INSTALLED EVERY 10 FEET ALONG SERVICE. DO NOT WRAP TRACER WIRE AROUND THE PIPE.
- TRACER WIRE SHALL RUN FROM THE WYE AND TERMINATED IN A FLUSH MOUNTED TERMINAL BOX WITH A CAST IRON LOCKABLE TOP. SPLICES IN TRACER WIRE SHOULD BE MADE WITH SPLIT BOLT OR COMPRESSION-TYPE CONNECTORS. WIRE NUTS SHALL NOT BE USED. A WATER-PROOF CONNECTION IS NECESSARY TO PREVENT CORROSION. TERMINAL BOX SHALL BE VALVCO, OR APPROVED EQUAL.

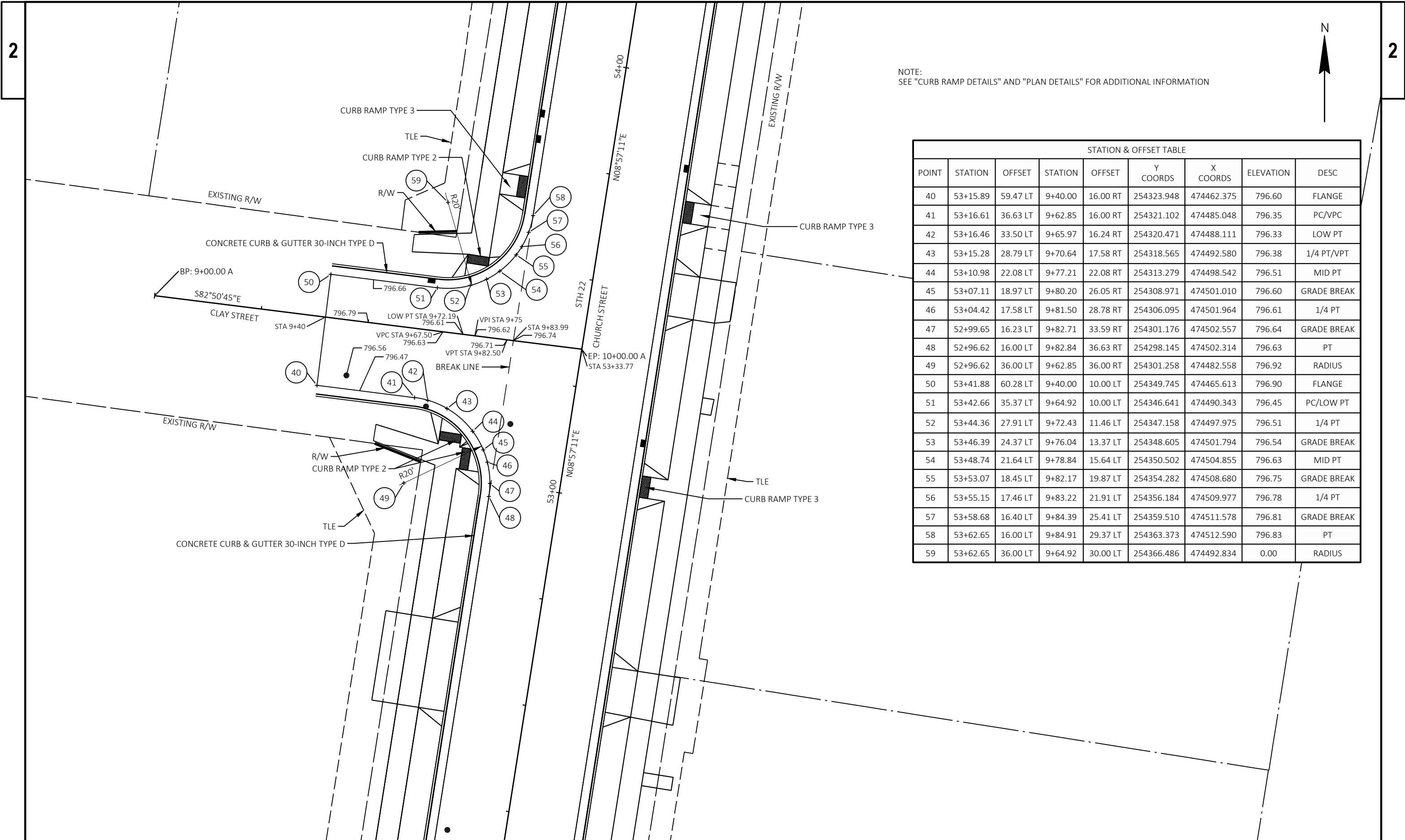
SANITARY SEWER LATERAL DETAIL

NO SCALE



STATION & OFFSET TABLE								
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESC
1	50+09.76	118.25 LT	8+83.04	20.00 LT	254043.495	474346.531	795.14	FLANGE
2	50+11.40	108.29 LT	8+93.11	20.77 LT	254042.666	474356.597	795.17	GRADE BREAK
3	50+14.65	88.55 LT	9+13.06	22.29 LT	254041.024	474376.530	795.07	LOW PT
4	50+18.71	63.88 LT	9+37.98	24.19 LT	254038.971	474401.445	795.56	PC
5	50+21.49	52.98 LT	9+49.08	26.01 LT	254039.021	474412.695	795.44	1/4 PT
6	50+25.14	44.52 LT	9+57.84	28.91 LT	254040.509	474421.794	795.41	LOW PT
7	50+26.11	42.73 LT	9+59.71	29.72 LT	254041.010	474423.767	795.41	MID PT
8	50+32.42	33.42 LT	9+69.53	35.20 LT	254044.878	474434.331	795.49	1/4 PT
9	50+40.25	25.34 LT	9+78.26	42.30 LT	254050.510	474444.069	795.62	PCC
10	50+44.59	22.21 LT	9+81.75	46.35 LT	254053.959	474448.162	795.69	1/4 PT
11	50+49.42	19.90 LT	9+84.47	50.96 LT	254058.084	474451.571	795.75	MID PT
12	50+54.58	18.48 LT	9+86.34	55.98 LT	254062.743	474454.204	795.82	1/4 PT
13	50+59.91	18.00 LT	9+87.27	61.25 LT	254067.798	474455.962	795.88	PT
14	50+59.91	48.00 LT	9+57.39	63.85 LT	254075.083	474426.860	0.00	RADIUS
15	50+82.84	74.44 LT	9+33.04	89.00 LT	254103.752	474406.782	0.00	RADIUS

STATION & OFFSET TABLE								
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESC
20	50+71.16	24.36 RT	10+30.45	68.77 LT	254068.422	474499.780	795.79	PC
21	50+61.77	26.05 RT	10+31.32	59.27 LT	254058.902	474499.140	795.71	1/4 PT
22	50+54.52	28.37 RT	10+33.00	51.85 LT	254051.308	474499.633	795.64	VPT
23	50+50.61	30.03 RT	10+34.31	47.80 LT	254047.109	474500.294	795.62	LOW PT
24	50+49.93	30.35 RT	10+34.57	47.10 LT	254046.375	474500.438	795.62	VPI
25	50+44.23	33.43 RT	10+37.15	41.15 LT	254040.094	474502.043	795.67	1/4 PT
26	50+36.45	38.96 RT	10+41.99	32.93 LT	254031.211	474505.525	795.78	PCC
27	50+31.49	44.21 RT	10+46.78	27.53 LT	254025.121	474509.409	795.84	1/4 PT
28	50+27.92	50.49 RT	10+52.73	23.43 LT	254020.135	474514.637	795.87	MID PT
29	50+25.96	57.45 RT	10+59.48	20.87 LT	254016.544	474520.904	795.97	1/4 PT
30	50+25.72	64.67 RT	10+66.66	20.00 LT	254014.555	474527.849	796.18	PC
31	50+55.60	62.06 RT	10+66.66	50.00 LT	254044.180	474532.577	0.00	RADIUS
32	50+77.95	89.00 RT	10+95.44	69.91 LT	254059.309	474564.139	0.00	RADIUS



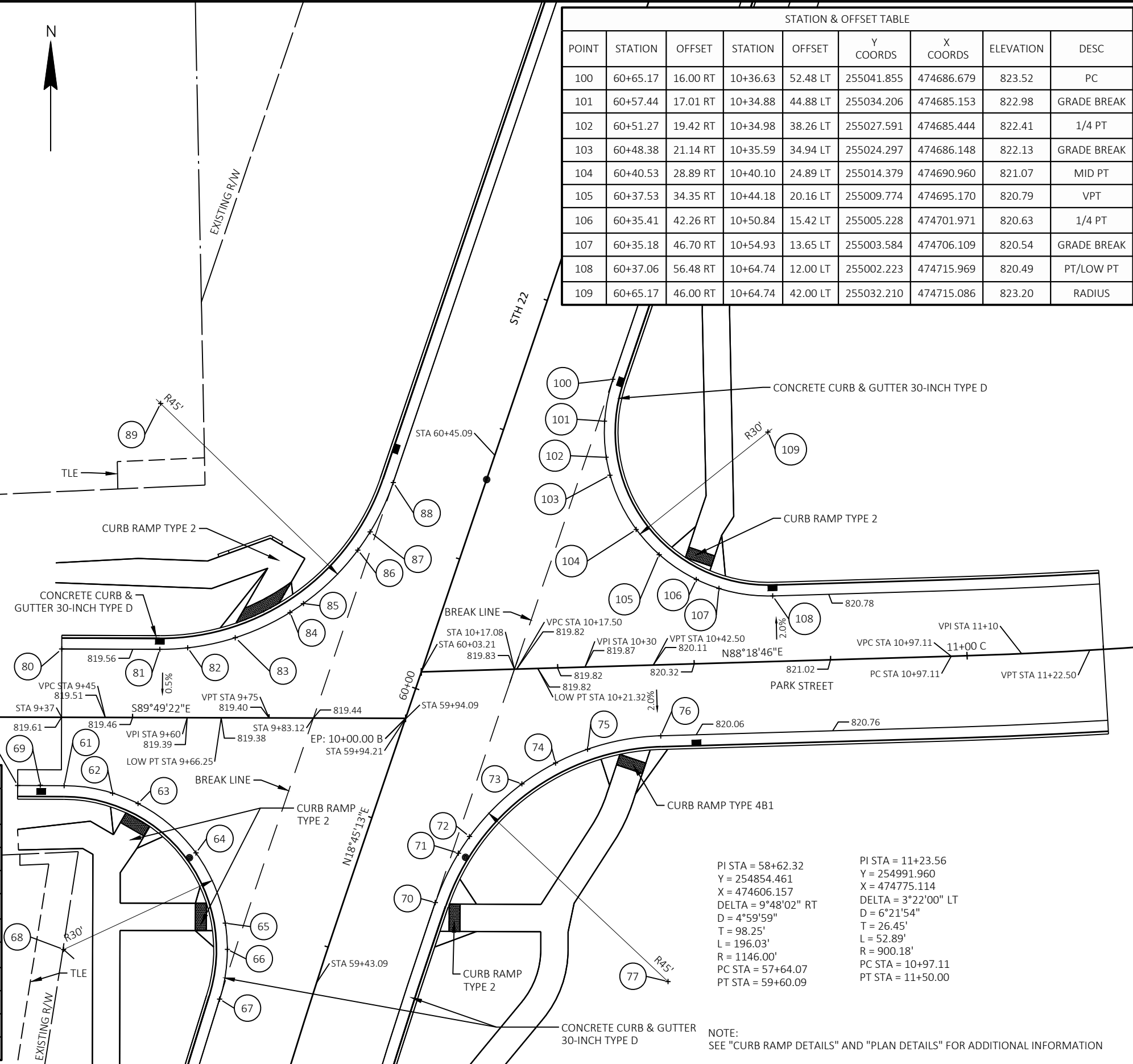
NOTE:
SEE "CURB RAMP DETAILS" AND "PLAN DETAILS" FOR ADDITIONAL INFORMATION

STATION & OFFSET TABLE								
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESC
40	53+15.89	59.47 LT	9+40.00	16.00 RT	254323.948	474462.375	796.60	FLANGE
41	53+16.61	36.63 LT	9+62.85	16.00 RT	254321.102	474485.048	796.35	PC/VPC
42	53+16.46	33.50 LT	9+65.97	16.24 RT	254320.471	474488.111	796.33	LOW PT
43	53+15.28	28.79 LT	9+70.64	17.58 RT	254318.565	474492.580	796.38	1/4 PT/VPT
44	53+10.98	22.08 LT	9+77.21	22.08 RT	254313.279	474498.542	796.51	MID PT
45	53+07.11	18.97 LT	9+80.20	26.05 RT	254308.971	474501.010	796.60	GRADE BREAK
46	53+04.42	17.58 LT	9+81.50	28.78 RT	254306.095	474501.964	796.61	1/4 PT
47	52+99.65	16.23 LT	9+82.71	33.59 RT	254301.176	474502.557	796.64	GRADE BREAK
48	52+96.62	16.00 LT	9+82.84	36.63 RT	254298.145	474502.314	796.63	PT
49	52+96.62	36.00 LT	9+62.85	36.00 RT	254301.258	474482.558	796.92	RADIUS
50	53+41.88	60.28 LT	9+40.00	10.00 LT	254349.745	474465.613	796.90	FLANGE
51	53+42.66	35.37 LT	9+64.92	10.00 LT	254346.641	474490.343	796.45	PC/LOW PT
52	53+44.36	27.91 LT	9+72.43	11.46 LT	254347.158	474497.975	796.51	1/4 PT
53	53+46.39	24.37 LT	9+76.04	13.37 LT	254348.605	474501.794	796.54	GRADE BREAK
54	53+48.74	21.64 LT	9+78.84	15.64 LT	254350.502	474504.855	796.63	MID PT
55	53+53.07	18.45 LT	9+82.17	19.87 LT	254354.282	474508.680	796.75	GRADE BREAK
56	53+55.15	17.46 LT	9+83.22	21.91 LT	254356.184	474509.977	796.78	1/4 PT
57	53+58.68	16.40 LT	9+84.39	25.41 LT	254359.510	474511.578	796.81	GRADE BREAK
58	53+62.65	16.00 LT	9+84.91	29.37 LT	254363.373	474512.590	796.83	PT
59	53+62.65	36.00 LT	9+64.92	30.00 LT	254366.486	474492.834	0.00	RADIUS

STATION & OFFSET TABLE								
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESC
70	59+64.04	16.00 RT	10+01.32	42.28 RT	254946.095	474654.166	816.84	PC
71	59+73.96	17.11 RT	10+05.82	33.38 RT	254955.130	474658.402	817.49	GRADE BREAK
72	59+77.49	18.06 RT	10+07.94	30.40 RT	254958.169	474660.437	817.76	1/4 PT
73	59+89.71	24.04 RT	10+17.81	21.04 RT	254967.816	474670.031	818.75	MID PT
74	59+95.32	28.64 RT	10+24.08	17.40 RT	254971.643	474676.192	819.22	VPI
75	59+99.59	33.40 RT	10+30.03	15.06 RT	254974.156	474682.069	819.47	1/4 PT
76	60+06.21	45.28 RT	10+43.48	13.00 RT	254976.608	474695.452	819.88	PT
77	59+64.04	61.00 RT	10+43.48	58.00 RT	254931.627	474696.777	0.00	RADIUS

STATION & OFFSET TABLE								
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESC
80	59+85.99	63.70 LT	9+37.00	12.50 LT	254992.497	474585.752	819.82	FLANGE
81	59+91.71	46.66 LT	9+54.97	12.50 LT	254992.441	474603.724	819.48	PC/LOW PT
82	59+93.61	41.94 LT	9+60.06	12.79 LT	254992.714	474608.810	819.53	VPC
83	59+98.16	34.28 LT	9+68.77	14.67 LT	254994.566	474617.529	819.74	1/4 PT
84	60+05.76	26.26 LT	9+78.79	19.32 LT	254999.186	474627.560	820.33	VPT
85	60+08.10	24.46 LT	9+81.24	20.96 LT	255000.822	474630.017	820.54	MID PT
86	60+20.57	18.17 LT	9+91.18	30.78 LT	255010.605	474639.985	821.52	1/4 PT
87	60+24.45	17.11 LT	9+93.42	34.12 LT	255013.938	474642.238	821.80	GRADE BREAK
88	60+34.37	16.00 LT	9+97.63	43.16 LT	255022.974	474646.474	822.45	PT
89	60+34.37	61.00 LT	9+54.97	57.50 LT	255037.441	474603.863	0.00	RADIUS

STATION & OFFSET TABLE								
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESC
60	59+59.76	63.32 LT	9+29.00	12.50 RT	254967.522	474577.675	819.15	FLANGE
61	59+62.45	55.25 LT	9+37.51	12.50 RT	254967.496	474586.186	819.04	PC
62	59+64.01	46.42 LT	9+46.38	13.84 RT	254966.128	474595.047	818.77	GRADE BREAK
63	59+63.70	41.37 LT	9+51.07	15.74 RT	254964.215	474599.733	818.46	1/4 PT
64	59+58.58	28.42 LT	9+61.70	24.75 RT	254955.167	474610.336	817.62	MID PT
65	59+48.29	19.26 LT	9+67.11	37.60 RT	254942.304	474615.705	816.77	1/4 PT
66	59+43.94	17.41 LT	9+67.51	42.38 RT	254937.527	474616.093	816.49	GRADE BREAK
67	59+34.95	16.00 LT	9+66.11	51.50 RT	254928.409	474614.662	815.89	PT
68	59+35.02	45.98 LT	9+37.51	42.50 RT	254937.496	474586.093	817.47	RADIUS
69	59+61.14	59.41 LT	9+33.15	12.42 RT	254967.586	474581.827	819.09	INL



STATION & OFFSET TABLE								
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESC
100	60+65.17	16.00 RT	10+36.63	52.48 LT	255041.855	474686.679	823.52	PC
101	60+57.44	17.01 RT	10+34.88	44.88 LT	255034.206	474685.153	822.98	GRADE BREAK
102	60+51.27	19.42 RT	10+34.98	38.26 LT	255027.591	474685.444	822.41	1/4 PT
103	60+48.38	21.14 RT	10+35.59	34.94 LT	255024.297	474686.148	822.13	GRADE BREAK
104	60+40.53	28.89 RT	10+40.10	24.89 LT	255014.379	474690.960	821.07	MID PT
105	60+37.53	34.35 RT	10+44.18	20.16 LT	255009.774	474695.170	820.79	VPT
106	60+35.41	42.26 RT	10+50.84	15.42 LT	255005.228	474701.971	820.63	1/4 PT
107	60+35.18	46.70 RT	10+54.93	13.65 LT	255003.584	474706.109	820.54	GRADE BREAK
108	60+37.06	56.48 RT	10+64.74	12.00 LT	255002.223	474715.969	820.49	PT/LOW PT
109	60+65.17	46.00 RT	10+64.74	42.00 LT	255032.210	474715.086	823.20	RADIUS

PI STA = 58+62.32
Y = 254854.461
X = 474606.157
DELTA = 9°48'02" RT
D = 4°59'59"
T = 98.25'
L = 196.03'
R = 1146.00'
PC STA = 57+64.07
PT STA = 59+60.09

PI STA = 11+23.56
Y = 254991.960
X = 474775.114
DELTA = 3°22'00" LT
D = 6°21'54"
T = 26.45'
L = 52.89'
R = 900.18'
PC STA = 10+97.11
PT STA = 11+50.00

NOTE:
SEE "CURB RAMP DETAILS" AND "PLAN DETAILS" FOR ADDITIONAL INFORMATION

SEE "PAVED ASPHALT GUTTER PAN DETAIL STH22/STH 23 INTERSECTION" FOR ADDITIONAL INFORMATION

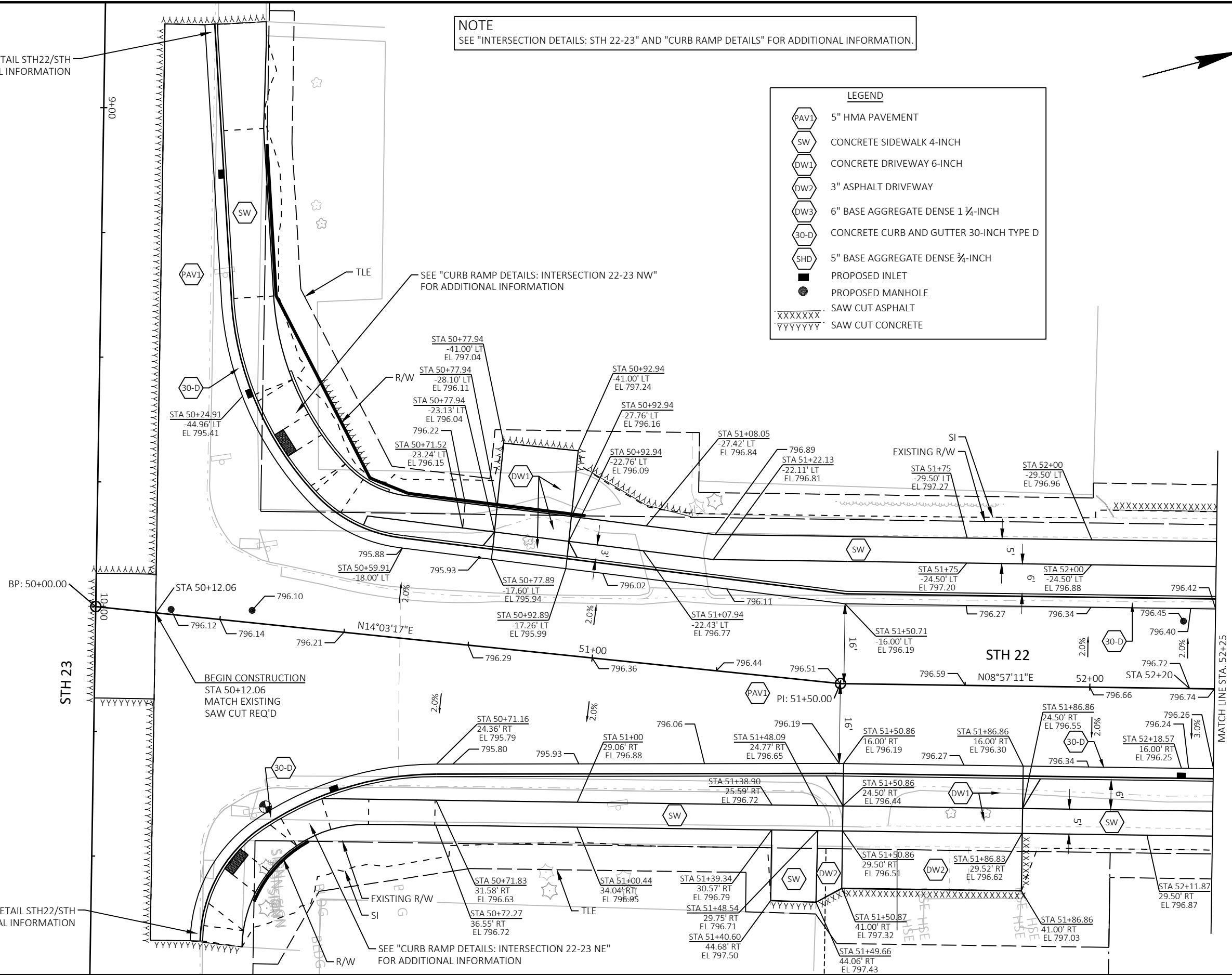
SEE "PAVED ASPHALT GUTTER PAN DETAIL STH22/STH 23 INTERSECTION" FOR ADDITIONAL INFORMATION

NOTE
SEE "INTERSECTION DETAILS: STH 22-23" AND "CURB RAMP DETAILS" FOR ADDITIONAL INFORMATION.



LEGEND

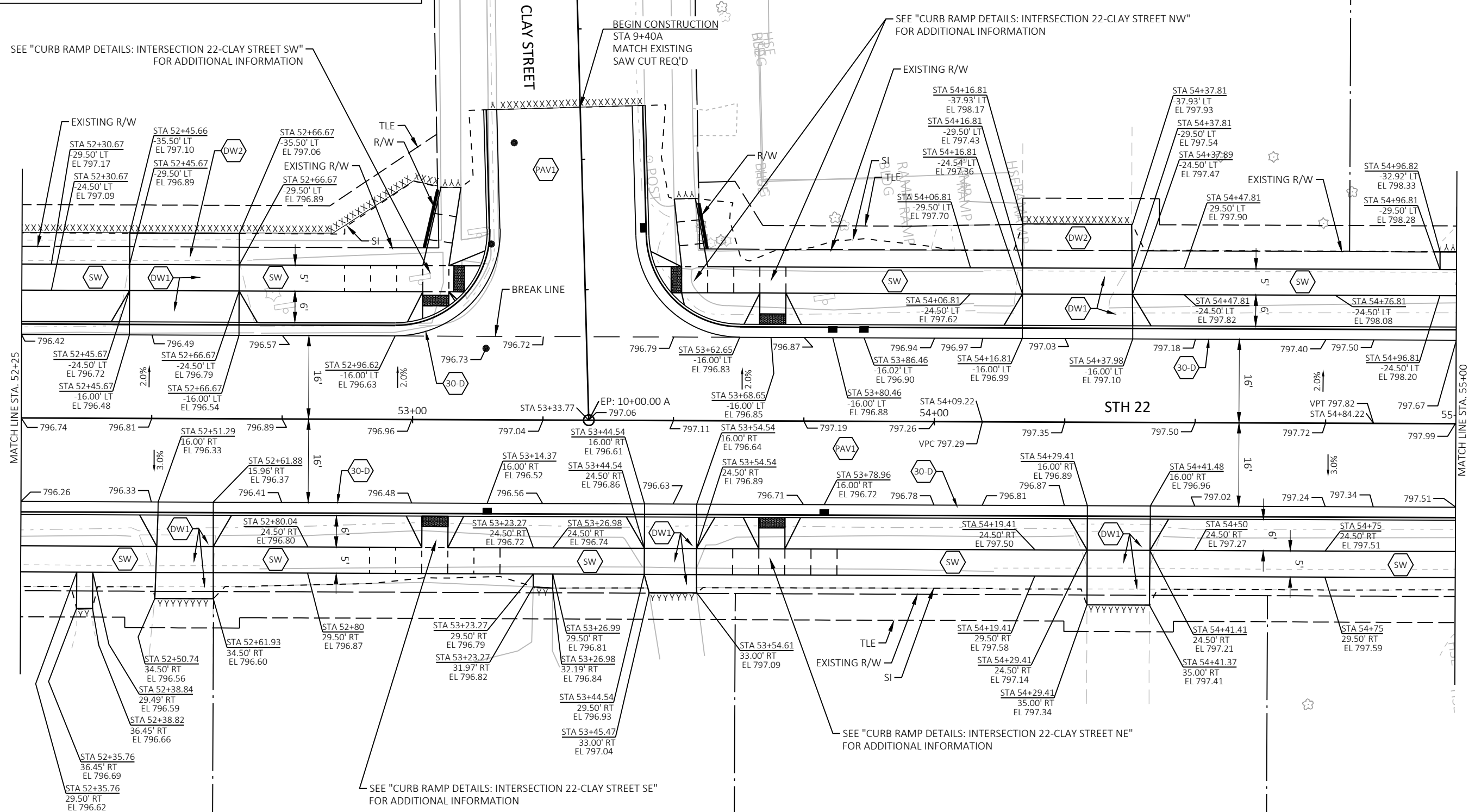
- PAV1 5" HMA PAVEMENT
- SW CONCRETE SIDEWALK 4-INCH
- DW1 CONCRETE DRIVEWAY 6-INCH
- DW2 3" ASPHALT DRIVEWAY
- DW3 6" BASE AGGREGATE DENSE 1 1/4-INCH
- 30-D CONCRETE CURB AND GUTTER 30-INCH TYPE D
- SHD 5" BASE AGGREGATE DENSE 3/4-INCH
- PROPOSED INLET
- PROPOSED MANHOLE
- SAW CUT ASPHALT
- SAW CUT CONCRETE

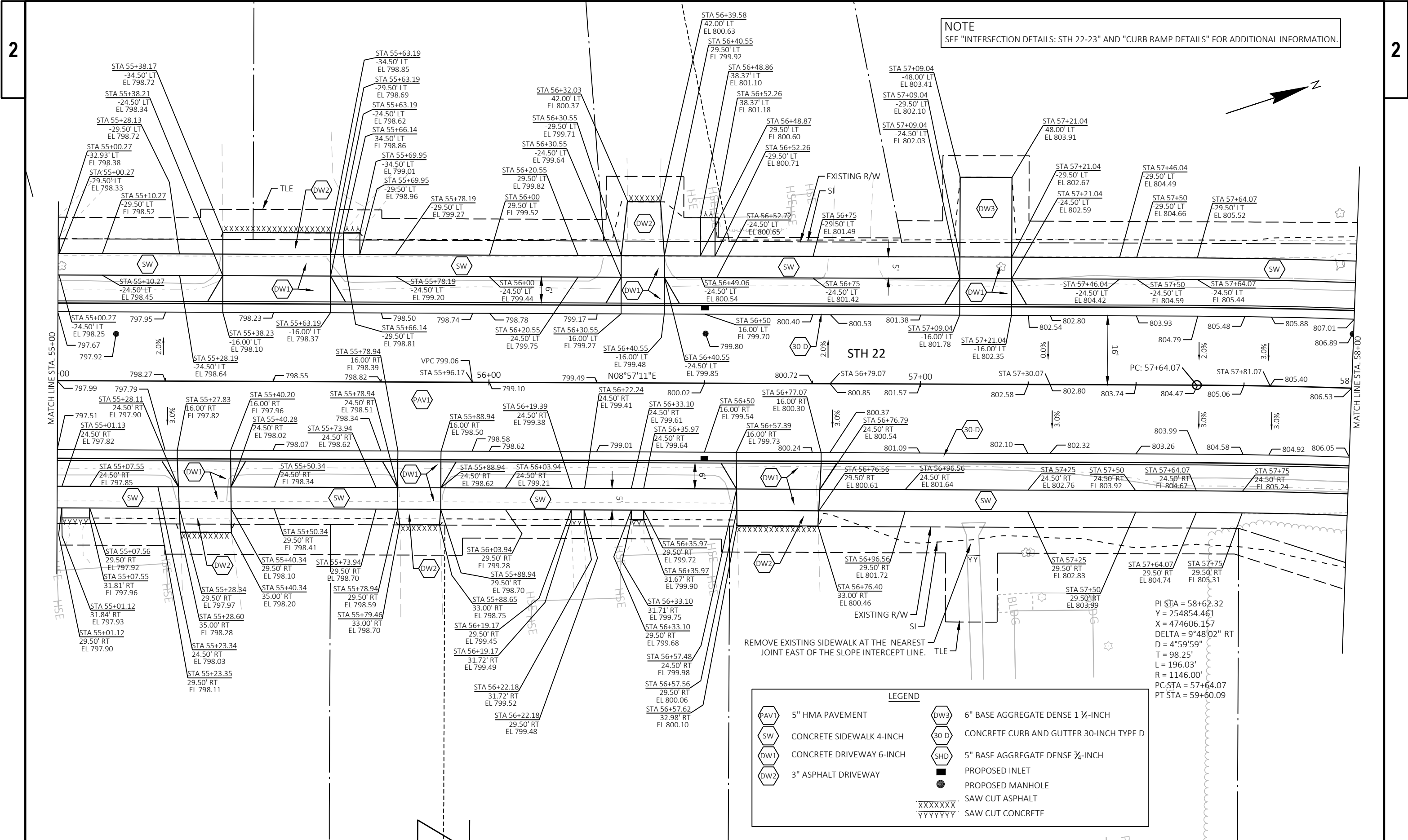


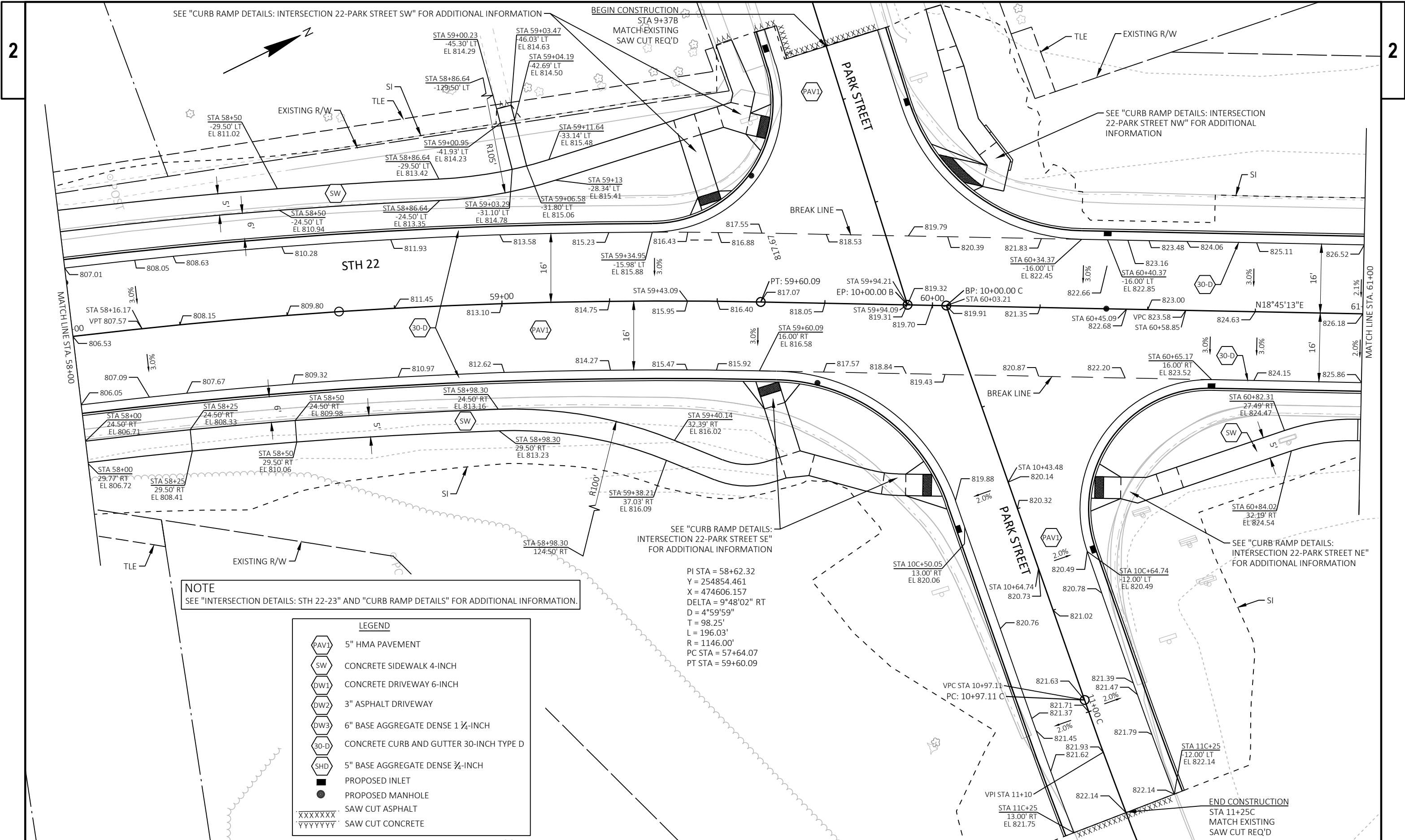
LEGEND			
PAV1	5" HMA PAVEMENT	DW3	6" BASE AGGREGATE DENSE 1 1/4-INCH
SW	CONCRETE SIDEWALK 4-INCH	30-D	CONCRETE CURB AND GUTTER 30-INCH TYPE D
DW1	CONCRETE DRIVEWAY 6-INCH	SHD	5" BASE AGGREGATE DENSE 3/4-INCH
DW2	3" ASPHALT DRIVEWAY	■	PROPOSED INLET
		●	PROPOSED MANHOLE
		XXXXXX	SAW CUT ASPHALT
		YYYYYY	SAW CUT CONCRETE

SEE "CURB RAMP DETAILS: INTERSECTION 22-CLAY STREET SW"
FOR ADDITIONAL INFORMATION

NOTE
SEE "INTERSECTION DETAILS: STH 22-23" AND "CURB RAMP DETAILS" FOR ADDITIONAL INFORMATION.







PROJECT NO: 6150-01-77

HWY: STH 22

COUNTY: MARQUETTE

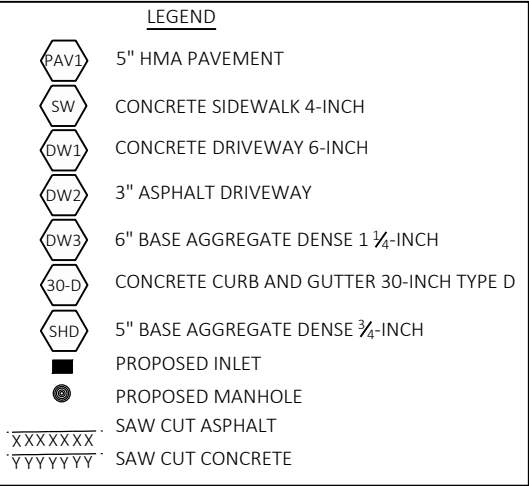
PLAN DETAILS

SHEET

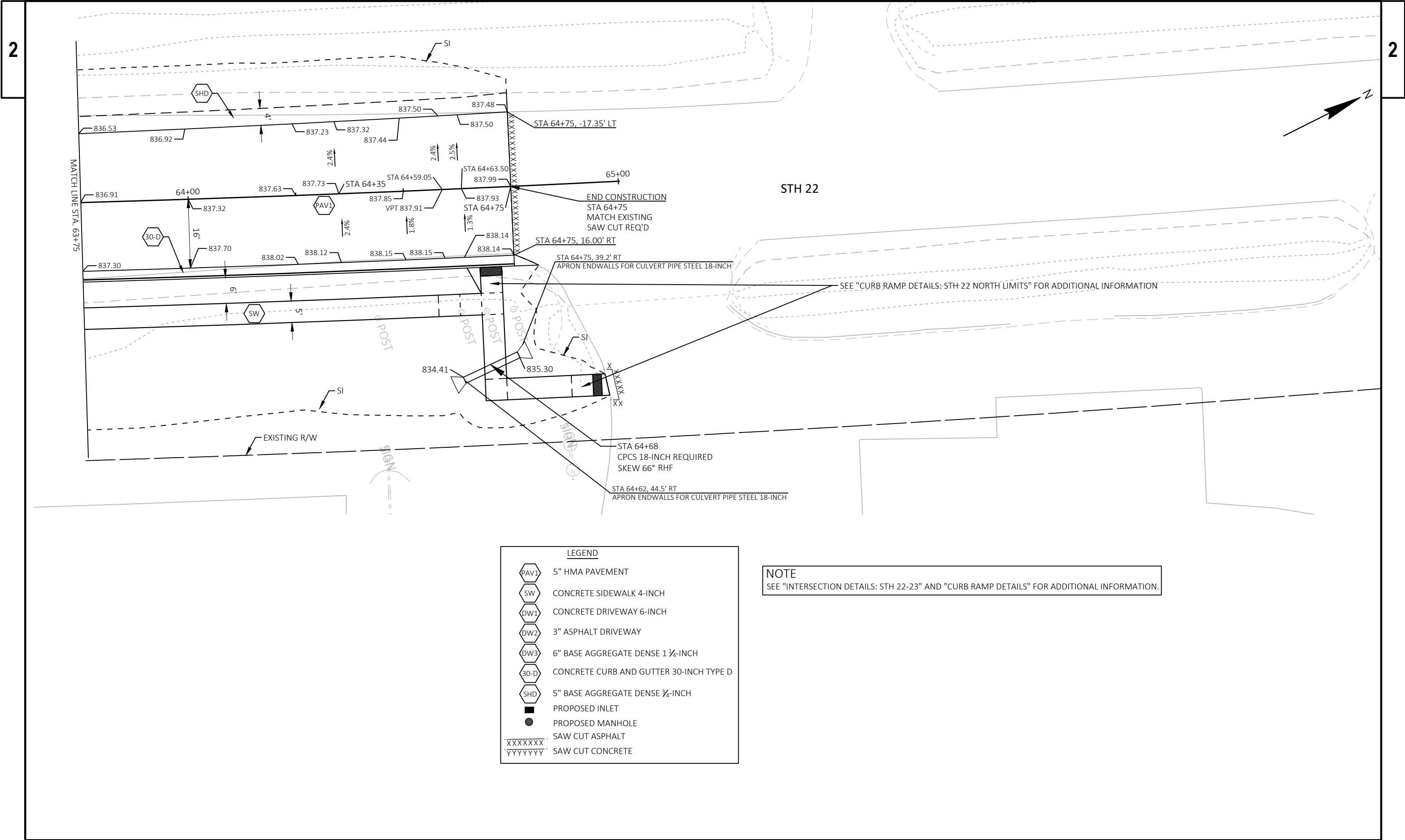
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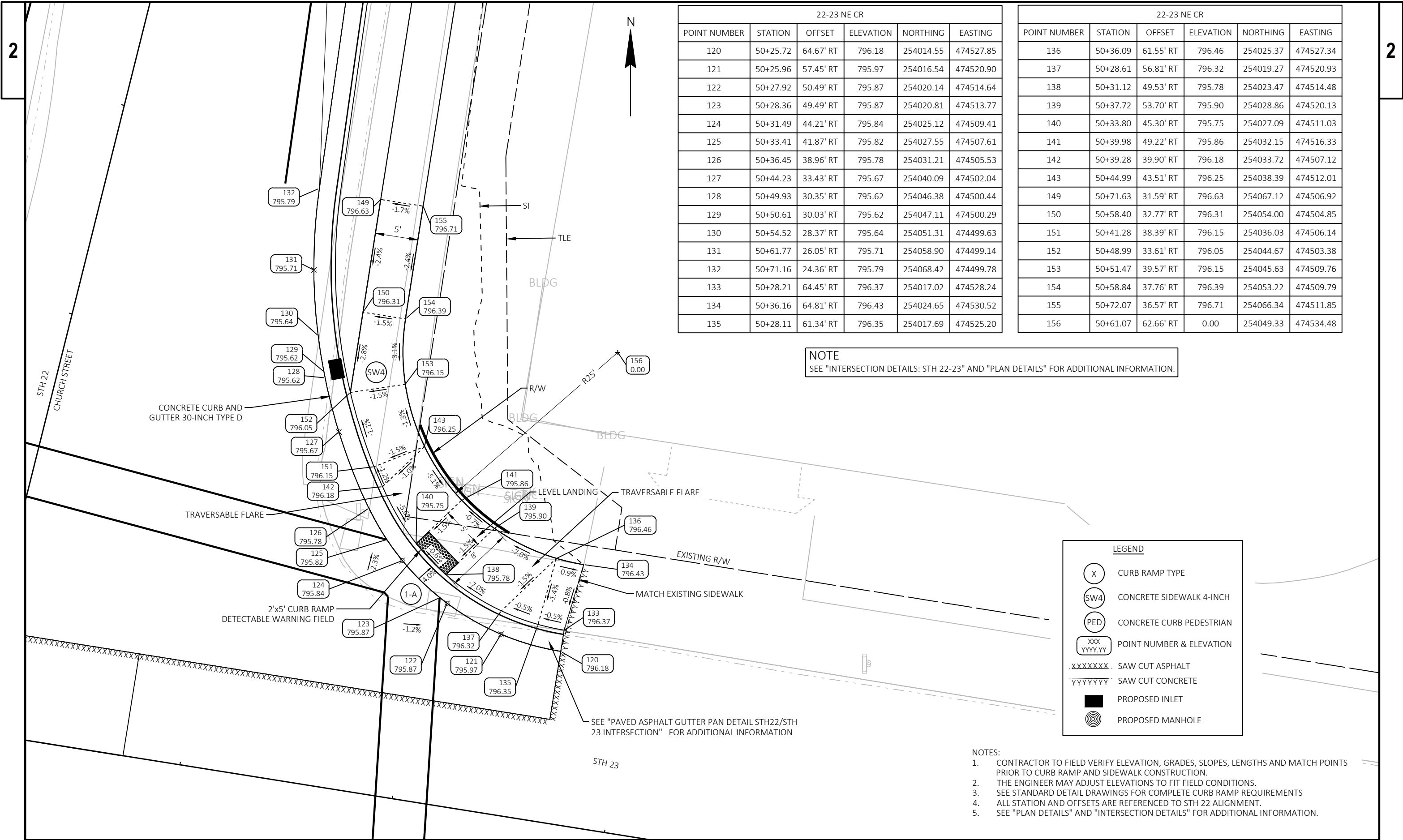
A diagram showing a horizontal line with an arrow pointing to the right, labeled with a script letter z at its tip.



LEGEND

PAV1	5" HMA PAVEMENT
SW	CONCRETE SIDEWALK 4-INCH
DW1	CONCRETE DRIVEWAY 6-INCH
DW2	3" ASPHALT DRIVEWAY
DW3	6" BASE AGGREGATE DENSE 1 1/4-INCH
30-D	CONCRETE CURB AND GUTTER 30-INCH TYPE D
SHD	5" BASE AGGREGATE DENSE 3/4-INCH
■	PROPOSED INLET
●	PROPOSED MANHOLE
XXXXXXX	SAW CUT ASPHALT
YYYYYYY	SAW CUT CONCRETE

NOTE
SEE "INTERSECTION DETAILS: STH 22-23" AND "CURB RAMP DETAILS" FOR ADDITIONAL INFORMATION.



22-23 NE CR					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
120	50+25.72	64.67' RT	796.18	254014.55	474527.85
121	50+25.96	57.45' RT	795.97	254016.54	474520.90
122	50+27.92	50.49' RT	795.87	254020.14	474514.64
123	50+28.36	49.49' RT	795.87	254020.81	474513.77
124	50+31.49	44.21' RT	795.84	254025.12	474509.41
125	50+33.41	41.87' RT	795.82	254027.55	474507.61
126	50+36.45	38.96' RT	795.78	254031.21	474505.53
127	50+44.23	33.43' RT	795.67	254040.09	474502.04
128	50+49.93	30.35' RT	795.62	254046.38	474500.44
129	50+50.61	30.03' RT	795.62	254047.11	474500.29
130	50+54.52	28.37' RT	795.64	254051.31	474499.63
131	50+61.77	26.05' RT	795.71	254058.90	474499.14
132	50+71.16	24.36' RT	795.79	254068.42	474499.78
133	50+28.21	64.45' RT	796.37	254017.02	474528.24
134	50+36.16	64.81' RT	796.43	254024.65	474530.52
135	50+28.11	61.34' RT	796.35	254017.69	474525.20

22-23 NE CR					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
136	50+36.09	61.55' RT	796.46	254025.37	474527.34
137	50+28.61	56.81' RT	796.32	254019.27	474520.93
138	50+31.12	49.53' RT	795.78	254023.47	474514.48
139	50+37.72	53.70' RT	795.90	254028.86	474520.13
140	50+33.80	45.30' RT	795.75	254027.09	474511.03
141	50+39.98	49.22' RT	795.86	254032.15	474516.33
142	50+39.28	39.90' RT	796.18	254033.72	474507.12
143	50+44.99	43.51' RT	796.25	254038.39	474512.01
149	50+71.63	31.59' RT	796.63	254067.12	474506.92
150	50+58.40	32.77' RT	796.31	254054.00	474504.85
151	50+41.28	38.39' RT	796.15	254036.03	474506.14
152	50+48.99	33.61' RT	796.05	254044.67	474503.38
153	50+51.47	39.57' RT	796.15	254045.63	474509.76
154	50+58.84	37.76' RT	796.39	254053.22	474509.79
155	50+72.07	36.57' RT	796.71	254066.34	474511.85
156	50+61.07	62.66' RT	0.00	254049.33	474534.48

NOTE
SEE "INTERSECTION DETAILS: STH 22-23" AND "PLAN DETAILS" FOR ADDITIONAL INFORMATION.

LEGEND

X

CURB RAMP TYPE

SW4

CONCRETE SIDEWALK 4-INCH

PED

CONCRETE CURB PEDESTRIAN

XXX
YYYY.YY

POINT NUMBER & ELEVATION

.XXXXXXXX.

SAW CUT ASPHALT

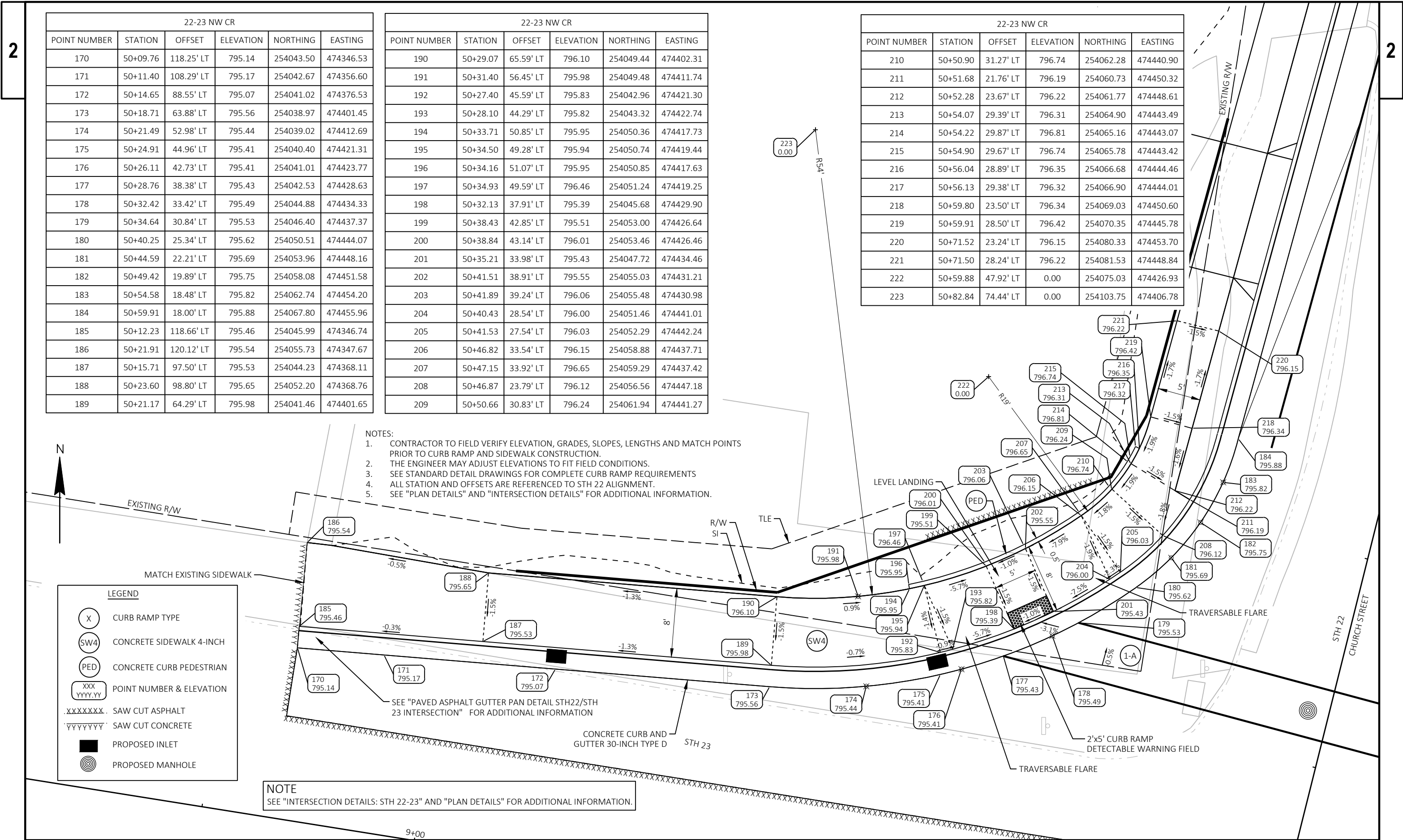
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SAW CUT CONCRETE

PROPOSED INLET

PROPOSED MANHOLE

- NOTES:
- CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
 - THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
 - SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 - ALL STATION AND OFFSETS ARE REFERENCED TO STH 22 ALIGNMENT.
 - SEE "PLAN DETAILS" AND "INTERSECTION DETAILS" FOR ADDITIONAL INFORMATION.



LEGEND

X

CURB RAMP TYPE

SW4

CONCRETE SIDEWALK 4-INCH

PED

CONCRETE CURB PEDESTRIAN

XXX
YYYY.YY

POINT NUMBER & ELEVATION

XXXXXXXX

SAW CUT ASPHALT

YYYYYYYY

SAW CUT CONCRETE

PROPOSED INLET

PROPOSED MANHOLE

- NOTES:
1.

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

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

SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4.

ALL STATION AND OFFSETS ARE REFERENCED TO STH 22 ALIGNMENT.
5.

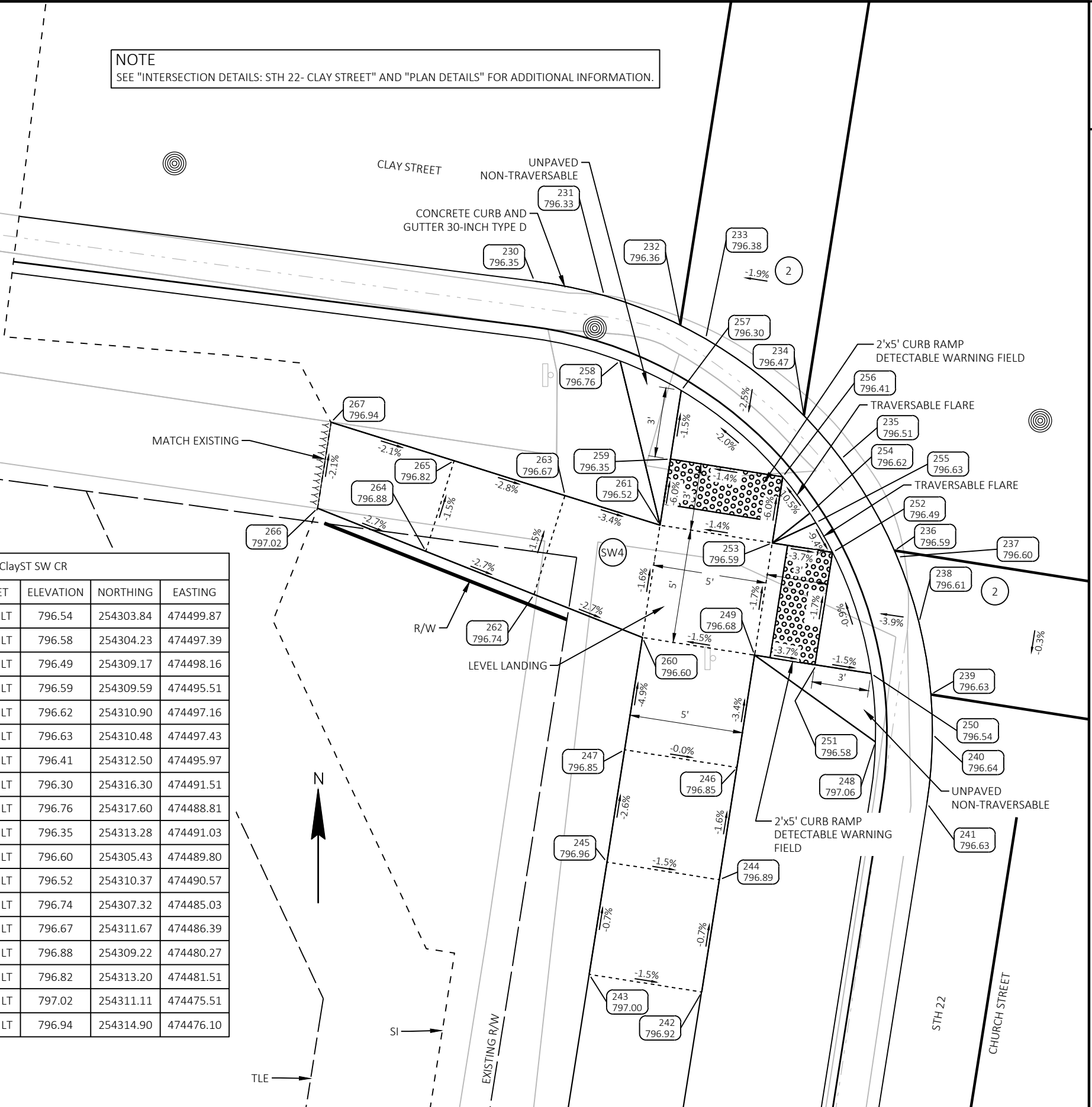
SEE "PLAN DETAILS" AND "INTERSECTION DETAILS" FOR ADDITIONAL INFORMATION.

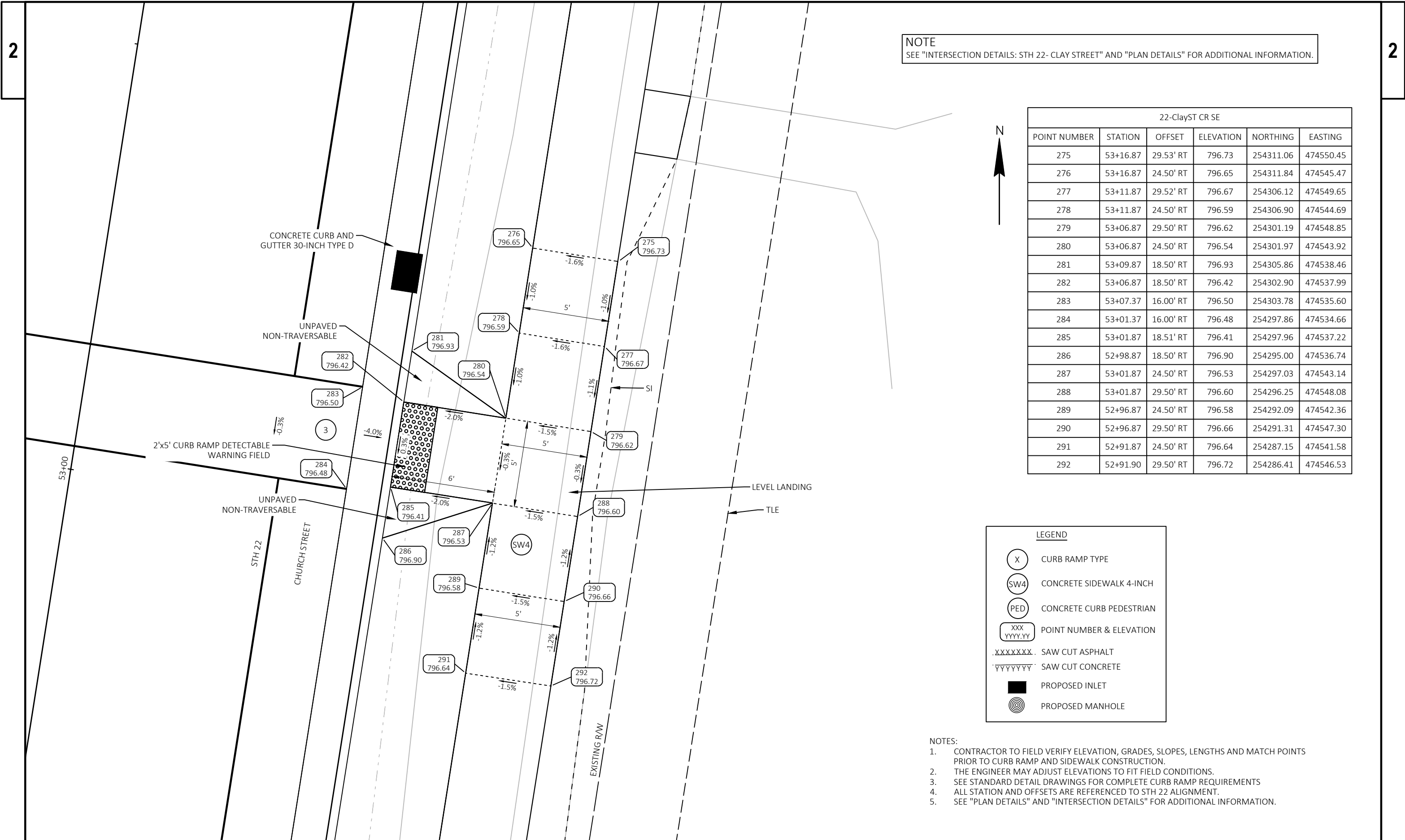
NOTE

SEE "INTERSECTION DETAILS: STH 22- CLAY STREET" AND "PLAN DETAILS" FOR ADDITIONAL INFORMATION.

INT 22 ClayST SW CR					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
230	53+16.61	36.63' LT	796.35	254321.10	474485.05
231	53+16.46	33.50' LT	796.33	254320.47	474488.11
232	53+15.70	30.00' LT	796.36	254319.17	474491.45
233	53+15.28	28.79' LT	796.38	254318.57	474492.58
234	53+12.62	24.00' LT	796.47	254315.19	474496.90
235	53+10.98	22.08' LT	796.51	254313.28	474498.54
236	53+07.37	19.13' LT	796.59	254309.25	474500.89
237	53+07.11	18.97' LT	796.60	254308.97	474501.01
238	53+04.42	17.58' LT	796.61	254306.09	474501.96
239	53+01.37	16.57' LT	796.63	254302.92	474502.49
240	52+99.65	16.23' LT	796.64	254301.18	474502.56
241	52+96.62	16.00' LT	796.63	254298.14	474502.31
242	52+86.87	24.49' LT	796.92	254289.84	474492.41
243	52+86.87	29.50' LT	797.00	254290.61	474487.46
244	52+91.87	24.49' LT	796.89	254294.77	474493.18
245	52+91.87	29.50' LT	796.96	254295.55	474488.24
246	52+96.87	24.50' LT	796.85	254299.71	474493.96
247	52+96.87	29.50' LT	796.85	254300.49	474489.02
248	52+98.93	18.65' LT	797.06	254300.84	474500.05
249	53+01.87	24.50' LT	796.68	254304.65	474494.73

INT 22 ClayST SW CR					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
250	53+01.87	19.31' LT	796.54	254303.84	474499.87
251	53+01.87	21.82' LT	796.58	254304.23	474497.39
252	53+06.87	21.82' LT	796.49	254309.17	474498.16
253	53+06.87	24.50' LT	796.59	254309.59	474495.51
254	53+08.42	23.07' LT	796.62	254310.90	474497.16
255	53+08.04	22.74' LT	796.63	254310.48	474497.43
256	53+09.81	24.50' LT	796.41	254312.50	474495.97
257	53+12.87	29.50' LT	796.30	254316.30	474491.51
258	53+13.74	32.36' LT	796.76	254317.60	474488.81
259	53+09.81	29.50' LT	796.35	254313.28	474491.03
260	53+01.87	29.50' LT	796.60	254305.43	474489.80
261	53+06.87	29.50' LT	796.52	254310.37	474490.57
262	53+03.00	34.50' LT	796.74	254307.32	474485.03
263	53+07.51	33.83' LT	796.67	254311.67	474486.39
264	53+04.13	39.50' LT	796.88	254309.22	474480.27
265	53+08.26	38.89' LT	796.82	254313.20	474481.51
266	53+05.26	44.50' LT	797.02	254311.11	474475.51
267	53+09.09	44.50' LT	796.94	254314.90	474476.10





NOTE
SEE "INTERSECTION DETAILS: STH 22- CLAY STREET" AND "PLAN DETAILS" FOR ADDITIONAL INFORMATION.

22-ClayST CR SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
275	53+16.87	29.53' RT	796.73	254311.06	474550.45
276	53+16.87	24.50' RT	796.65	254311.84	474545.47
277	53+11.87	29.52' RT	796.67	254306.12	474549.65
278	53+11.87	24.50' RT	796.59	254306.90	474544.69
279	53+06.87	29.50' RT	796.62	254301.19	474548.85
280	53+06.87	24.50' RT	796.54	254301.97	474543.92
281	53+09.87	18.50' RT	796.93	254305.86	474538.46
282	53+06.87	18.50' RT	796.42	254302.90	474537.99
283	53+07.37	16.00' RT	796.50	254303.78	474535.60
284	53+01.37	16.00' RT	796.48	254297.86	474534.66
285	53+01.87	18.51' RT	796.41	254297.96	474537.22
286	52+98.87	18.50' RT	796.90	254295.00	474536.74
287	53+01.87	24.50' RT	796.53	254297.03	474543.14
288	53+01.87	29.50' RT	796.60	254296.25	474548.08
289	52+96.87	24.50' RT	796.58	254292.09	474542.36
290	52+96.87	29.50' RT	796.66	254291.31	474547.30
291	52+91.87	24.50' RT	796.64	254287.15	474541.58
292	52+91.90	29.50' RT	796.72	254286.41	474546.53

LEGEND

X

CURB RAMP TYPE

SW4

CONCRETE SIDEWALK 4-INCH

PED

CONCRETE CURB PEDESTRIAN

XXX
YYYY.YY

POINT NUMBER & ELEVATION

.XXXXXXX.

SAW CUT ASPHALT

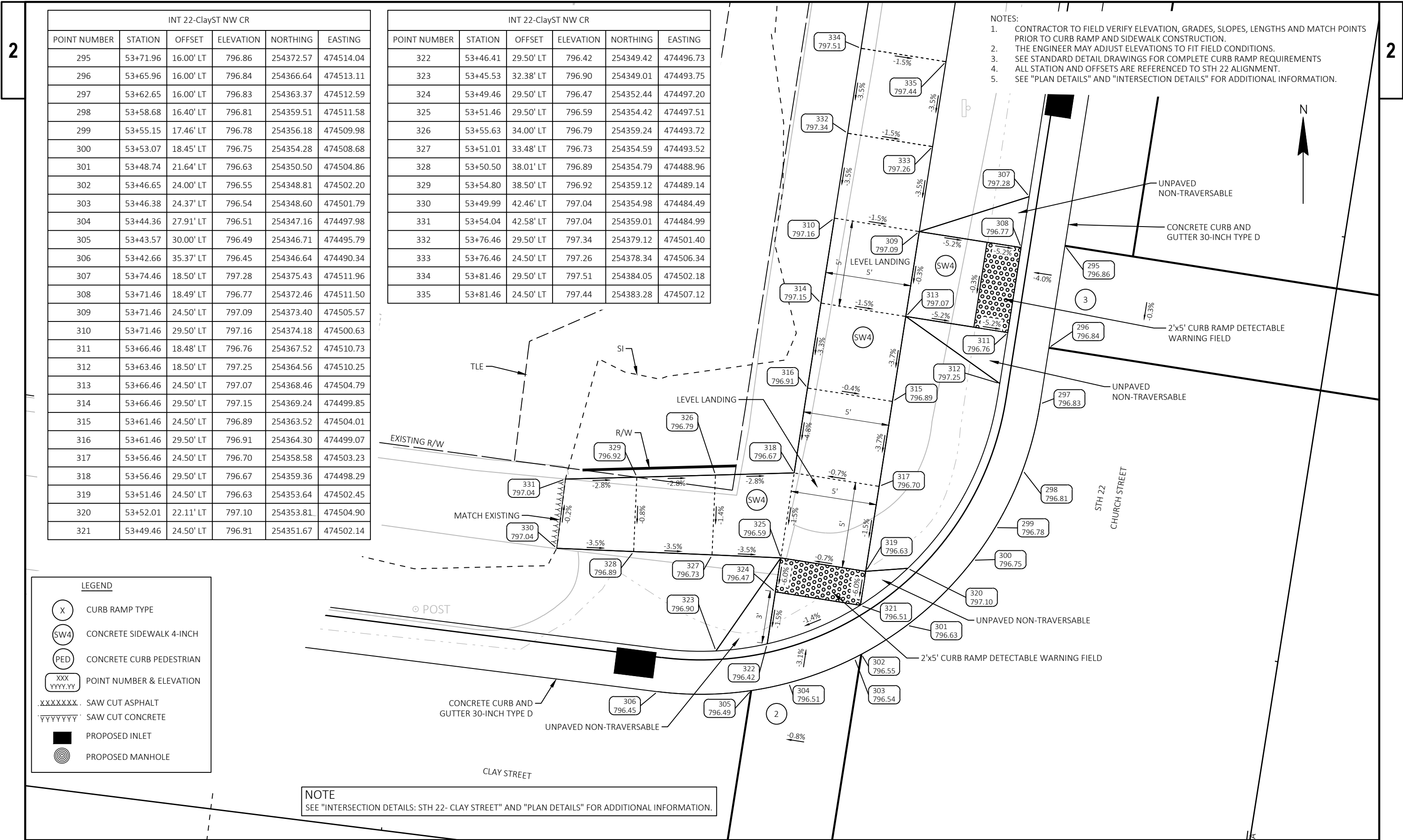
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SAW CUT CONCRETE

PROPOSED INLET

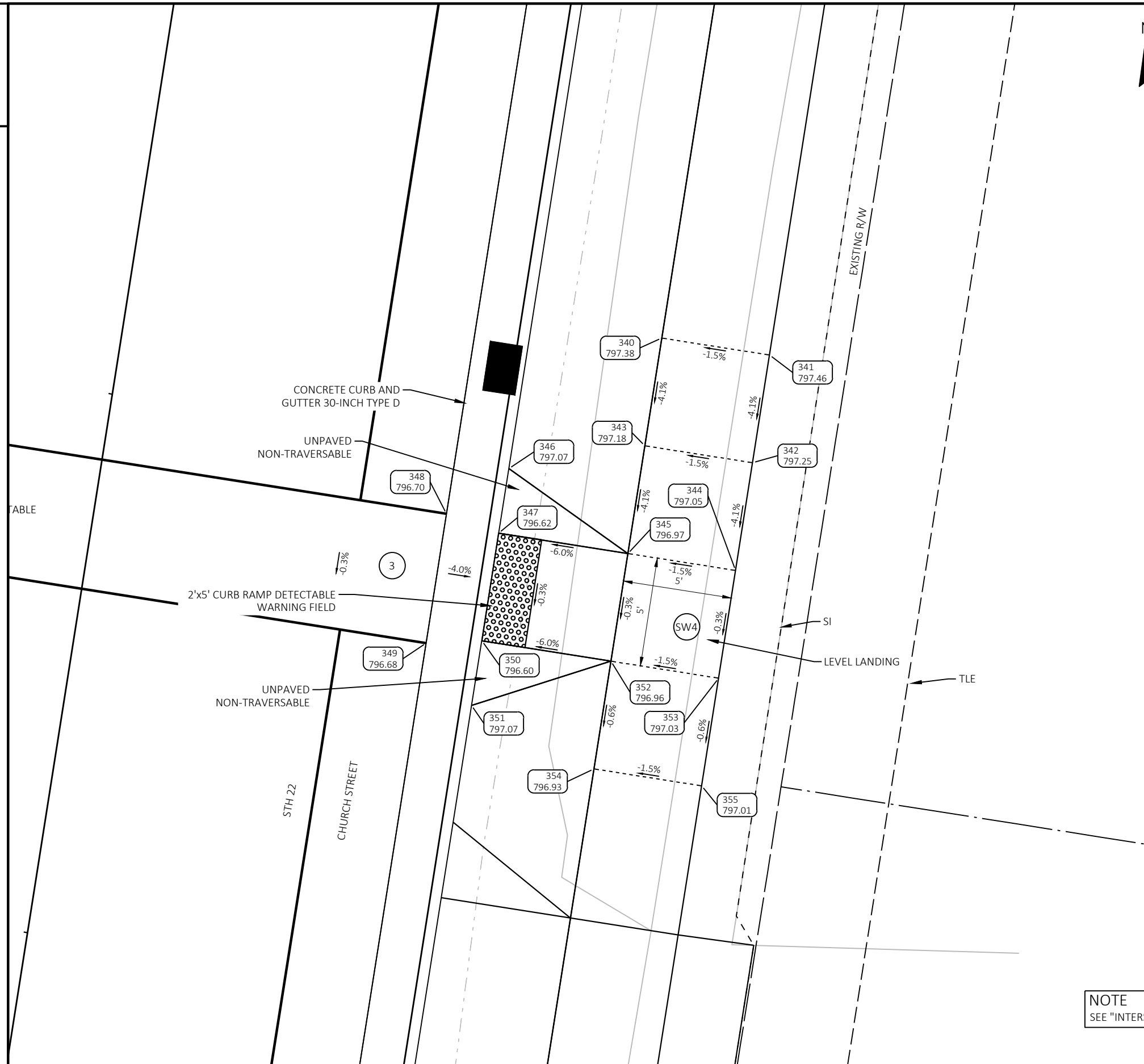
PROPOSED MANHOLE

- NOTES:
- CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
 - THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
 - SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 - ALL STATION AND OFFSETS ARE REFERENCED TO STH 22 ALIGNMENT.
 - SEE "PLAN DETAILS" AND "INTERSECTION DETAILS" FOR ADDITIONAL INFORMATION.



2

2 |



NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSETS ARE REFERENCED TO STH 22 ALIGNMENT.
5. SEE "PLAN DETAILS" AND "INTERSECTION DETAILS" FOR ADDITIONAL INFORMATION.

LEGEND

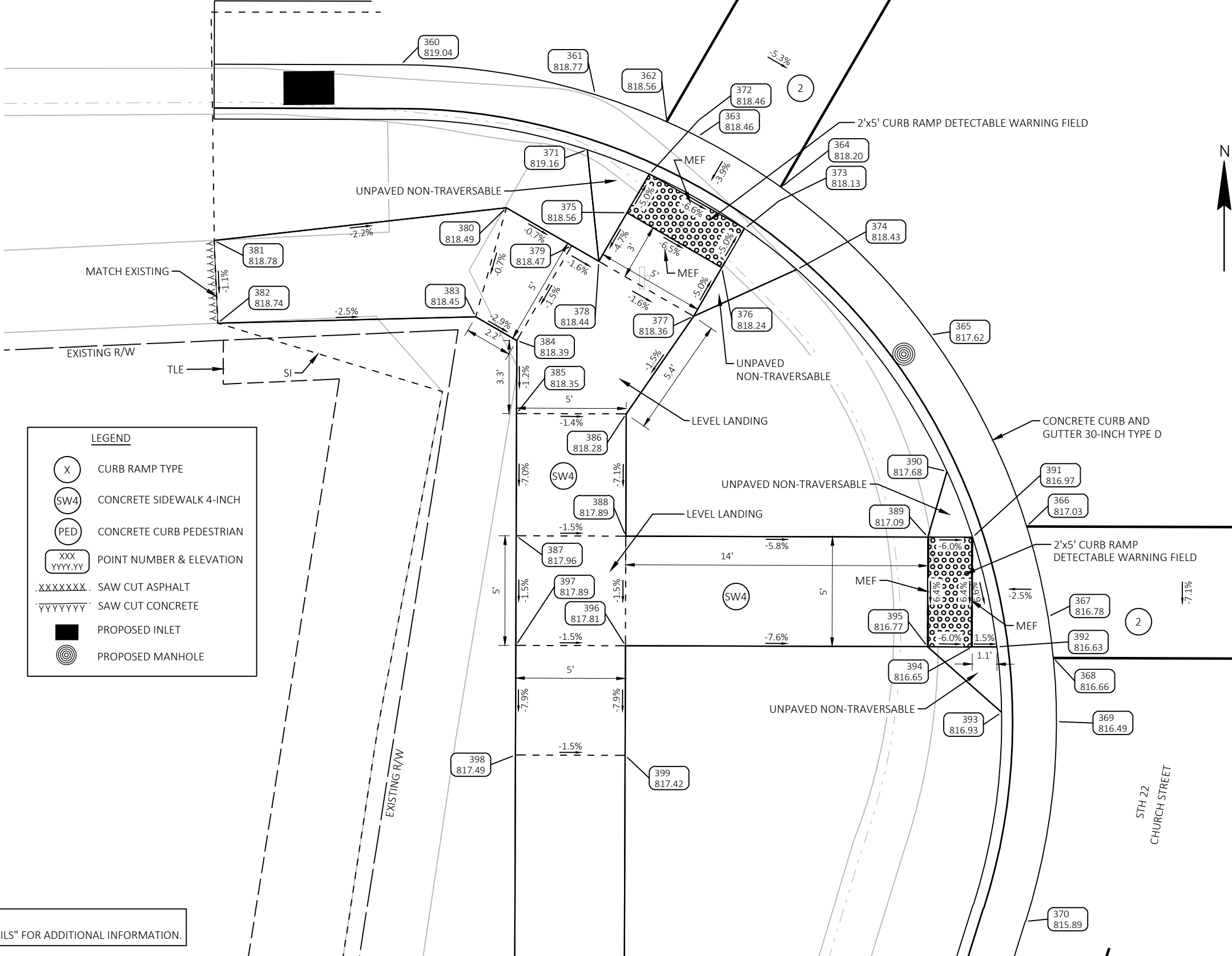
-  CURB RAMP TYPE
-  CONCRETE SIDEWALK 4-INCH
-  CONCRETE CURB PEDESTRIAN
-  POINT NUMBER & ELEVATION
-  SAW CUT ASPHALT
-  SAW CUT CONCRETE
-  PROPOSED INLET
-  PROPOSED MANHOLE

INT 22-CLAYST CR E					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
340	53+81.46	24.50' RT	797.38	254375.65	474555.52
341	53+81.46	29.50' RT	797.46	254374.87	474560.46
342	53+76.46	29.50' RT	797.25	254369.93	474559.69
343	53+76.46	24.50' RT	797.18	254370.71	474554.75
344	53+71.46	29.50' RT	797.05	254364.99	474558.91
345	53+71.46	24.50' RT	796.97	254365.77	474553.97
346	53+74.46	18.50' RT	797.07	254369.67	474548.51
347	53+71.46	18.51' RT	796.62	254366.70	474548.05
348	53+71.97	16.00' RT	796.70	254367.59	474545.65
349	53+65.97	16.00' RT	796.68	254361.67	474544.72
350	53+66.46	18.52' RT	796.60	254361.76	474547.28
351	53+63.46	18.50' RT	797.07	254358.80	474546.80
352	53+66.46	24.50' RT	796.96	254360.83	474553.19
353	53+66.46	29.50' RT	797.03	254360.05	474558.13
354	53+61.46	24.50' RT	796.93	254355.89	474552.41
355	53+61.46	29.50' RT	797.01	254355.12	474557.35

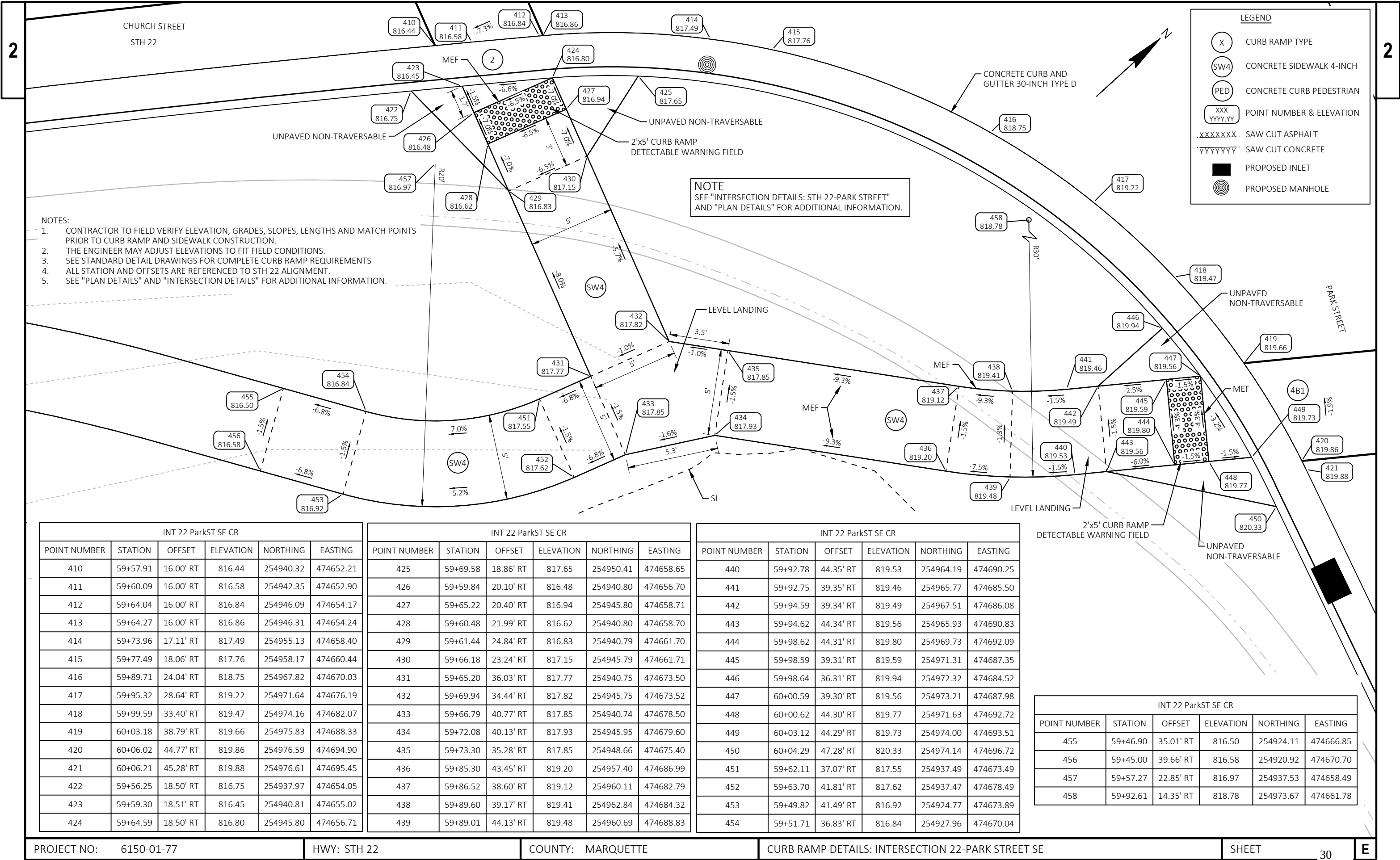
NOTE
SEE "INTERSECTION DETAILS: STH 22- CLAY STREET" AND "PLAN DETAILS" FOR ADDITIONAL INFORMATION.

INT 22 ParkST SW CR					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
360	59+62.45	55.25' LT	819.04	254967.50	474586.19
361	59+64.01	46.42' LT	818.77	254966.13	474595.05
362	59+63.89	42.92' LT	818.56	254964.89	474598.32
363	59+63.70	41.37' LT	818.46	254964.22	474599.73
364	59+62.74	37.03' LT	818.20	254961.91	474603.53
365	59+58.58	28.42' LT	817.62	254955.17	474610.34
366	59+51.84	21.48' LT	817.03	254946.43	474614.73
367	59+48.29	19.26' LT	816.78	254942.31	474615.70
368	59+46.61	18.45' LT	816.66	254940.43	474615.95
369	59+43.94	17.41' LT	816.49	254937.53	474616.09
370	59+34.95	16.00' LT	815.89	254928.41	474614.66
371	59+61.51	45.95' LT	819.16	254963.62	474594.69
372	59+61.38	42.92' LT	818.46	254962.51	474597.52
373	59+60.42	38.01' LT	818.13	254960.03	474601.86
374	59+59.43	35.15' LT	818.43	254958.16	474604.24
375	59+59.40	43.32' LT	818.56	254960.74	474596.50
376	59+58.45	38.42' LT	818.24	254958.24	474600.82
377	59+56.02	38.93' LT	818.36	254956.02	474599.54
378	59+56.98	43.82' LT	818.44	254958.53	474595.21
379	59+57.25	45.22' LT	818.47	254959.24	474593.98
380	59+57.91	48.60' LT	818.49	254960.97	474591.00
381	59+52.52	60.77' LT	818.78	254959.48	474577.67
382	59+49.17	59.42' LT	818.74	254955.71	474577.83
383	59+52.97	48.35' LT	818.45	254956.00	474589.60
384	59+52.54	46.23' LT	818.39	254954.91	474591.47
385	59+49.50	45.19' LT	818.35	254951.58	474591.46
386	59+50.99	40.44' LT	818.28	254951.57	474596.46
387	59+44.39	43.47' LT	817.96	254946.00	474591.44
388	59+45.87	38.71' LT	817.89	254945.99	474596.44
389	59+50.00	25.61' LT	817.09	254945.95	474610.22
390	59+53.05	25.72' LT	817.68	254948.94	474611.10
391	59+50.62	23.67' LT	816.97	254945.94	474612.26
392	59+46.30	21.05' LT	816.63	254940.94	474613.38
393	59+43.57	19.92' LT	816.93	254937.95	474613.59
394	59+45.96	22.12' LT	816.65	254940.94	474612.25
395	59+45.35	24.07' LT	816.77	254940.95	474610.20
396	59+41.26	37.19' LT	817.81	254940.99	474596.43
397	59+39.80	41.96' LT	817.89	254941.00	474591.43
398	59+35.19	40.46' LT	817.49	254936.00	474591.41
399	59+36.64	35.68' LT	817.42	254935.99	474596.41

- NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
 3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 4. ALL STATION AND OFFSETS ARE REFERENCED TO STH 22 ALIGNMENT.
 5. SEE "PLAN DETAILS" AND "INTERSECTION DETAILS" FOR ADDITIONAL INFORMATION.



NOTE
SEE "INTERSECTION DETAILS: STH 22-PARK STREET" AND "PLAN DETAILS" FOR ADDITIONAL INFORMATION.



- NOTES:
- 1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
 - 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
 - 3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 - 4. ALL STATION AND OFFSETS ARE REFERENCED TO STH 22 ALIGNMENT.
 - 5. SEE "PLAN DETAILS" AND "INTERSECTION DETAILS" FOR ADDITIONAL INFORMATION.

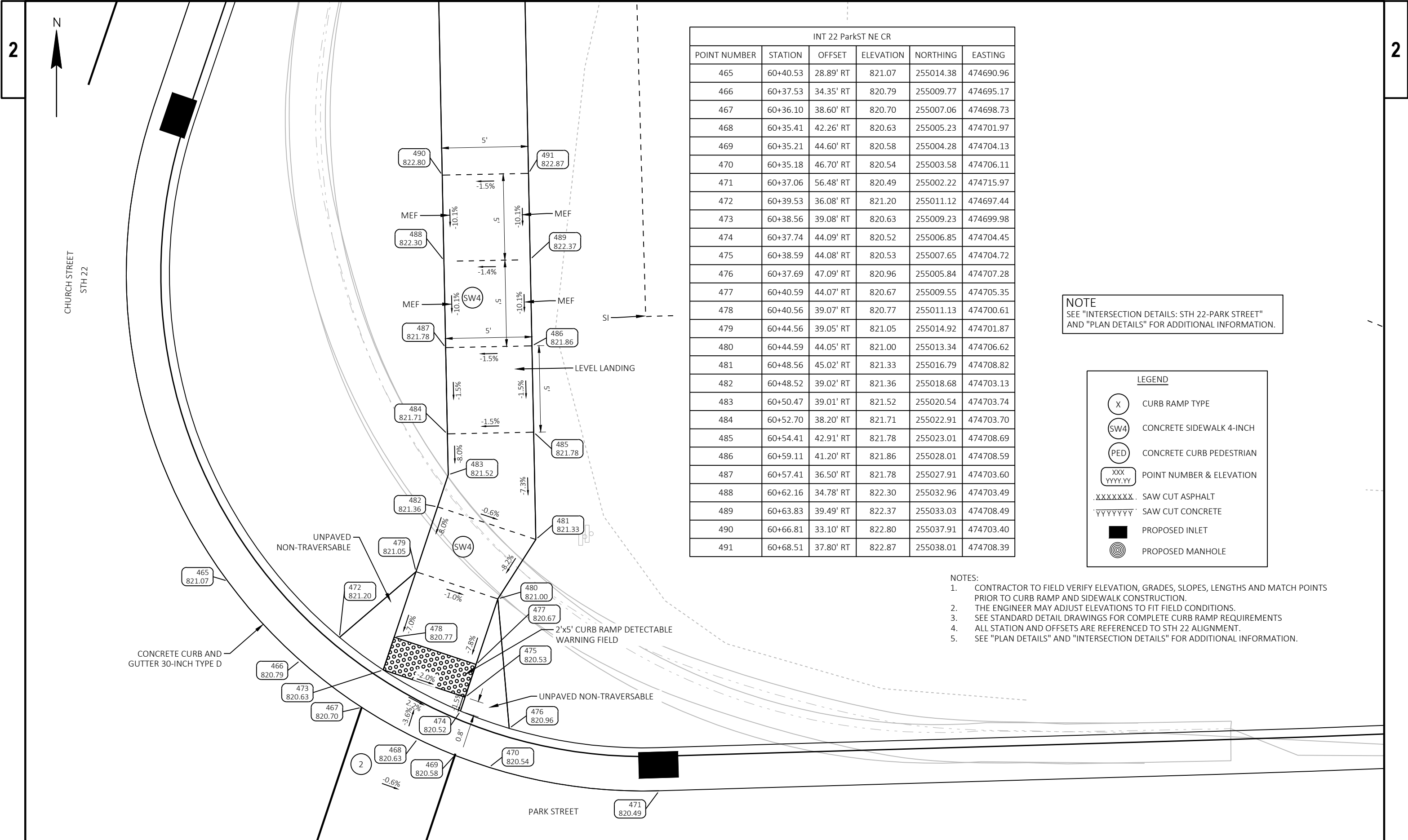
NOTE
SEE "INTERSECTION DETAILS: STH 22-PARK STREET"
AND "PLAN DETAILS" FOR ADDITIONAL INFORMATION.

INT 22 ParkSt SE CR					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
410	59+57.91	16.00' RT	816.44	254940.32	474652.21
411	59+60.09	16.00' RT	816.58	254942.35	474652.90
412	59+64.04	16.00' RT	816.84	254946.09	474654.17
413	59+64.27	16.00' RT	816.86	254946.31	474654.24
414	59+73.96	17.11' RT	817.49	254955.13	474658.40
415	59+77.49	18.06' RT	817.76	254958.17	474660.44
416	59+89.71	24.04' RT	818.75	254967.82	474670.03
417	59+95.32	28.64' RT	819.22	254971.64	474676.19
418	59+99.59	33.40' RT	819.47	254974.16	474682.07
419	60+03.18	38.79' RT	819.66	254975.83	474688.33
420	60+06.02	44.77' RT	819.86	254976.59	474694.90
421	60+06.21	45.28' RT	819.88	254976.61	474695.45
422	59+56.25	18.50' RT	816.75	254937.97	474654.05
423	59+59.30	18.51' RT	816.45	254940.81	474655.02
424	59+64.59	18.50' RT	816.80	254945.80	474656.71

INT 22 ParkSt SE CR					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
425	59+69.58	18.86' RT	817.65	254950.41	474658.65
426	59+59.84	20.10' RT	816.48	254940.80	474656.70
427	59+65.22	20.40' RT	816.94	254945.80	474658.71
428	59+60.48	21.99' RT	816.62	254940.80	474658.70
429	59+61.44	24.84' RT	816.83	254940.79	474661.70
430	59+66.18	23.24' RT	817.15	254945.79	474661.71
431	59+65.20	36.03' RT	817.77	254940.75	474673.50
432	59+69.94	34.44' RT	817.82	254945.75	474673.52
433	59+66.79	40.77' RT	817.85	254940.74	474678.50
434	59+72.08	40.13' RT	817.93	254945.95	474679.60
435	59+73.30	35.28' RT	817.85	254948.66	474675.40
436	59+85.30	43.45' RT	819.20	254957.40	474686.99
437	59+86.52	38.60' RT	819.12	254960.11	474682.79
438	59+89.60	39.17' RT	819.41	254962.84	474684.32
439	59+89.01	44.13' RT	819.48	254960.69	474688.83

INT 22 ParkSt SE CR					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
440	59+92.78	44.35' RT	819.53	254964.19	474690.25
441	59+92.75	39.35' RT	819.46	254965.77	474685.50
442	59+94.59	39.34' RT	819.49	254967.51	474686.08
443	59+94.62	44.34' RT	819.56	254965.93	474690.83
444	59+98.62	44.31' RT	819.80	254969.73	474692.09
445	59+98.59	39.31' RT	819.59	254971.31	474687.35
446	59+98.64	36.31' RT	819.94	254972.32	474684.52
447	60+00.59	39.30' RT	819.56	254973.21	474687.98
448	60+00.62	44.30' RT	819.77	254971.63	474692.72
449	60+03.12	44.29' RT	819.73	254974.00	474693.51
450	60+04.29	47.28' RT	820.33	254974.14	474696.72
451	59+62.11	37.07' RT	817.55	254937.49	474673.49
452	59+63.70	41.81' RT	817.62	254937.47	474678.49
453	59+49.82	41.49' RT	816.92	254924.77	474673.89
454	59+51.71	36.83' RT	816.84	254927.96	474670.04

INT 22 ParkSt SE CR					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
455	59+46.90	35.01' RT	816.50	254924.11	474666.85
456	59+45.00	39.66' RT	816.58	254920.92	474670.70
457	59+57.27	22.85' RT	816.97	254937.53	474658.49
458	59+92.61	14.35' RT	818.78	254973.67	474661.78



INT 22 ParkST NE CR					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
465	60+40.53	28.89' RT	821.07	255014.38	474690.96
466	60+37.53	34.35' RT	820.79	255009.77	474695.17
467	60+36.10	38.60' RT	820.70	255007.06	474698.73
468	60+35.41	42.26' RT	820.63	255005.23	474701.97
469	60+35.21	44.60' RT	820.58	255004.28	474704.13
470	60+35.18	46.70' RT	820.54	255003.58	474706.11
471	60+37.06	56.48' RT	820.49	255002.22	474715.97
472	60+39.53	36.08' RT	821.20	255011.12	474697.44
473	60+38.56	39.08' RT	820.63	255009.23	474699.98
474	60+37.74	44.09' RT	820.52	255006.85	474704.45
475	60+38.59	44.08' RT	820.53	255007.65	474704.72
476	60+37.69	47.09' RT	820.96	255005.84	474707.28
477	60+40.59	44.07' RT	820.67	255009.55	474705.35
478	60+40.56	39.07' RT	820.77	255011.13	474700.61
479	60+44.56	39.05' RT	821.05	255014.92	474701.87
480	60+44.59	44.05' RT	821.00	255013.34	474706.62
481	60+48.56	45.02' RT	821.33	255016.79	474708.82
482	60+48.52	39.02' RT	821.36	255018.68	474703.13
483	60+50.47	39.01' RT	821.52	255020.54	474703.74
484	60+52.70	38.20' RT	821.71	255022.91	474703.70
485	60+54.41	42.91' RT	821.78	255023.01	474708.69
486	60+59.11	41.20' RT	821.86	255028.01	474708.59
487	60+57.41	36.50' RT	821.78	255027.91	474703.60
488	60+62.16	34.78' RT	822.30	255032.96	474703.49
489	60+63.83	39.49' RT	822.37	255033.03	474708.49
490	60+66.81	33.10' RT	822.80	255037.91	474703.40
491	60+68.51	37.80' RT	822.87	255038.01	474708.39

NOTE
SEE "INTERSECTION DETAILS: STH 22-PARK STREET"
AND "PLAN DETAILS" FOR ADDITIONAL INFORMATION.

LEGEND

X

CURB RAMP TYPE

SW4

CONCRETE SIDEWALK 4-INCH

PED

CONCRETE CURB PEDESTRIAN

xxx
yyyy.yy

POINT NUMBER & ELEVATION

xxxxxxx

SAW CUT ASPHALT

yyyyyyy

SAW CUT CONCRETE

PROPOSED INLET

PROPOSED MANHOLE

- NOTES:
- CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
 - THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
 - SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 - ALL STATION AND OFFSETS ARE REFERENCED TO STH 22 ALIGNMENT.
 - SEE "PLAN DETAILS" AND "INTERSECTION DETAILS" FOR ADDITIONAL INFORMATION.

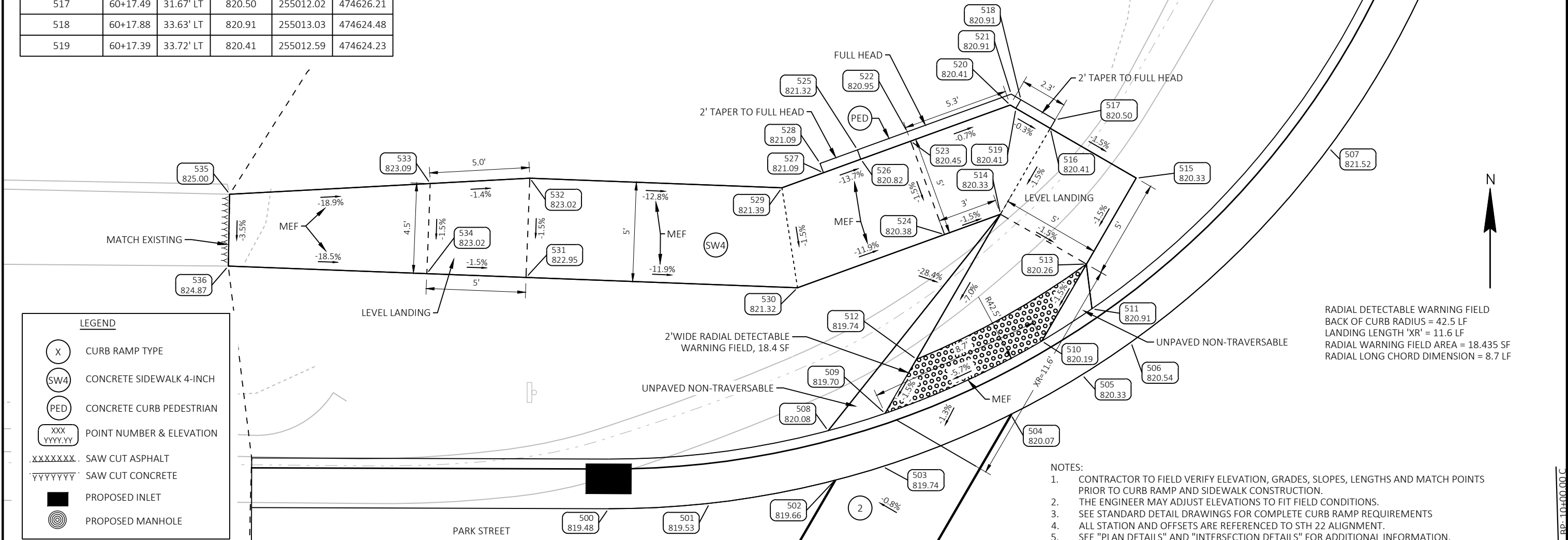
2

INT 22 PARK ST NW CR					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
500	59+91.71	46.66' LT	819.48	254992.44	474603.72
501	59+93.61	41.94' LT	819.53	254992.71	474608.81
502	59+96.73	36.34' LT	819.66	254993.87	474615.12
503	59+98.16	34.28' LT	819.74	254994.57	474617.53
504	60+02.71	29.02' LT	820.07	254997.18	474623.97
505	60+05.76	26.26' LT	820.33	254999.19	474627.56
506	60+08.10	24.46' LT	820.54	255000.82	474630.02
507	60+20.57	18.17' LT	821.52	255010.61	474639.99
508	59+98.98	37.46' LT	820.08	254996.37	474614.77
509	60+00.73	35.02' LT	819.70	254997.24	474617.64
510	60+06.72	28.72' LT	820.19	255000.88	474625.54
511	60+09.06	26.85' LT	820.91	255002.50	474628.06
512	60+03.82	34.40' LT	819.74	254999.97	474619.23
513	60+11.11	27.84' LT	820.26	255004.76	474627.78
514	60+12.09	32.75' LT	820.33	255007.27	474623.46
515	60+16.01	26.86' LT	820.33	255009.08	474630.29
516	60+17.00	31.76' LT	820.41	255011.59	474625.96
517	60+17.49	31.67' LT	820.50	255012.02	474626.21
518	60+17.88	33.63' LT	820.91	255013.03	474624.48
519	60+17.39	33.72' LT	820.41	255012.59	474624.23

INT 22 PARK ST NW CR					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
520	60+17.45	34.05' LT	820.41	255012.76	474623.94
521	60+17.99	34.18' LT	820.91	255013.31	474623.99
522	60+14.51	38.53' LT	820.95	255011.42	474618.76
523	60+14.12	38.21' LT	820.45	255010.94	474618.93
524	60+10.22	35.09' LT	820.38	255006.24	474620.63
525	60+12.85	40.61' LT	821.32	255010.51	474616.25
526	60+12.46	40.30' LT	820.82	255010.04	474616.42
527	60+11.21	41.86' LT	821.09	255009.36	474614.54
528	60+11.60	42.17' LT	821.09	255009.83	474614.37
529	60+09.82	43.59' LT	821.39	255008.60	474612.45
530	60+05.31	41.23' LT	821.32	255003.57	474613.24
531	60+01.40	54.34' LT	822.95	255004.09	474599.57
532	60+06.20	55.76' LT	823.02	255009.08	474599.76
533	60+04.33	60.43' LT	823.09	255008.81	474594.75
534	59+99.98	59.13' LT	823.02	255004.28	474594.58
535	60+00.57	69.81' LT	825.00	255008.27	474584.66
536	59+97.12	68.71' LT	824.87	255004.66	474584.58

NOTE
SEE "INTERSECTION DETAILS: STH 22-PARK STREET"
AND "PLAN DETAILS" FOR ADDITIONAL INFORMATION.

2



PROJECT NO: 6150-01-77

HWY: STH 22

COUNTY: MARQUETTE

CURB RAMP DETAILS: INTERSECTION 22-PARK STREET NW

SHEET

32

E

22 North Limits SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
545	64+67.03	16.00' RT	838.15	255424.82	474810.62
546	64+72.01	16.00' RT	838.16	255429.62	474812.01
547	64+72.02	18.50' RT	838.16	255428.93	474814.42
548	64+67.03	18.50' RT	838.17	255424.13	474813.03
549	64+64.04	18.50' RT	838.56	255421.24	474812.19
550	64+67.03	24.50' RT	838.26	255422.46	474818.79
551	64+72.02	24.50' RT	838.25	255427.27	474820.18
552	64+72.02	29.50' RT	838.18	255425.88	474824.98
553	64+67.04	29.51' RT	838.18	255421.07	474823.60
554	64+62.06	24.50' RT	838.35	255417.66	474817.39
555	64+62.06	29.50' RT	838.27	255416.26	474822.19
556	64+57.08	24.50' RT	838.44	255412.86	474815.99
557	64+57.08	29.50' RT	838.36	255411.46	474820.79
558	64+67.06	44.50' RT	837.50	255416.91	474838.00
559	64+72.02	44.50' RT	837.58	255421.71	474839.39
560	64+72.03	49.50' RT	837.65	255420.33	474844.19
561	64+67.07	49.50' RT	837.58	255415.52	474842.81
570	64+86.91	44.51' RT	837.00	255436.13	474843.55
571	64+86.90	49.51' RT	837.07	255434.74	474848.36
572	64+91.87	44.52' RT	836.90	255440.93	474844.94
573	64+91.85	49.52' RT	836.88	255439.54	474849.74
574	64+93.85	44.53' RT	836.86	255442.85	474845.49
575	64+93.84	49.53' RT	836.80	255441.46	474850.30
576	64+95.58	49.53' RT	836.74	255443.16	474850.79
577	64+94.69	44.53' RT	836.85	255443.66	474845.73

LEGEND

- X

CURB RAMP TYPE
- SW4

CONCRETE SIDEWALK 4-INCH
- PED

CONCRETE CURB PEDESTRIAN
- XXX
YYYY.YY

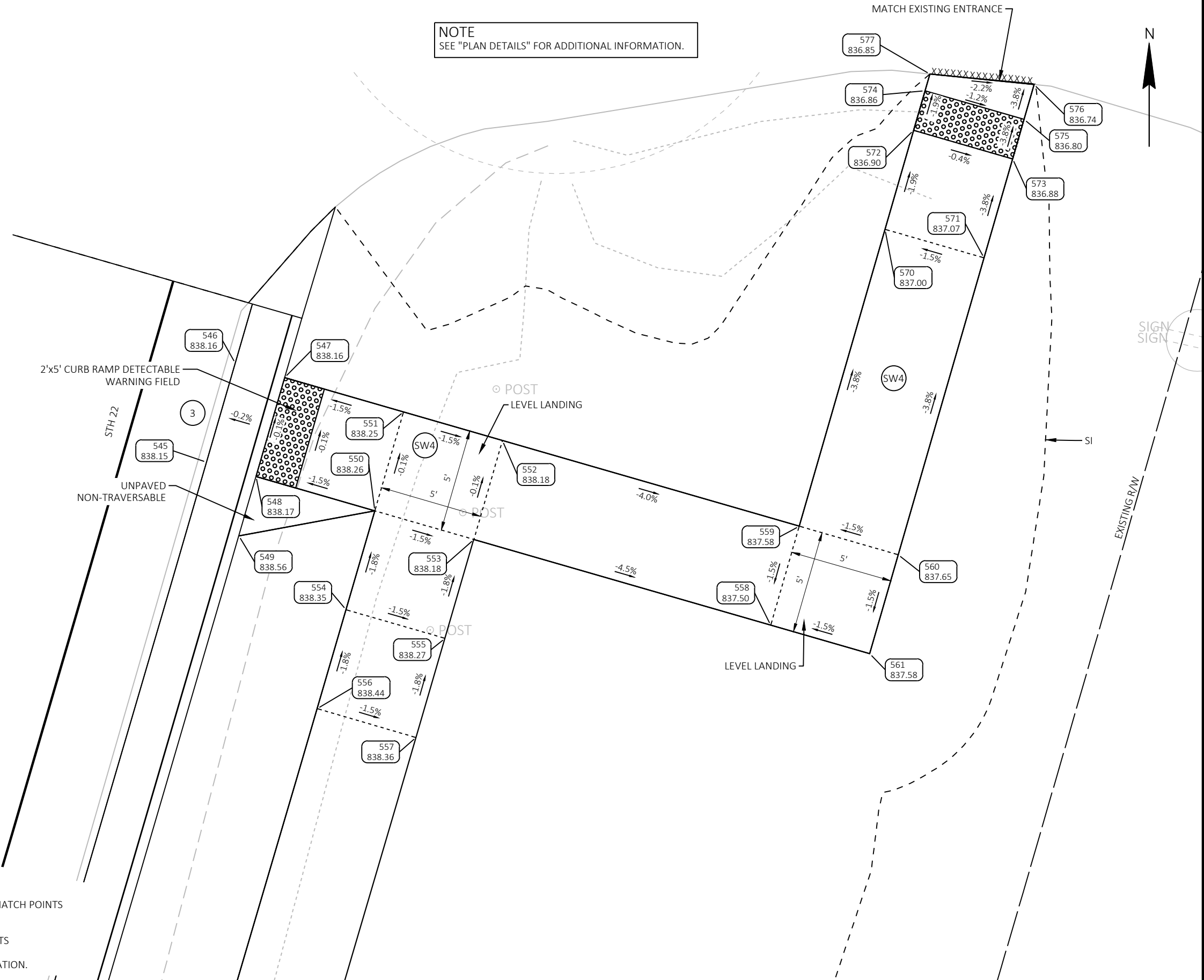
POINT NUMBER & ELEVATION
- XXXXXXX

SAW CUT ASPHALT
- YYYYYYY

SAW CUT CONCRETE
- PROPOSED INLET
- PROPOSED MANHOLE

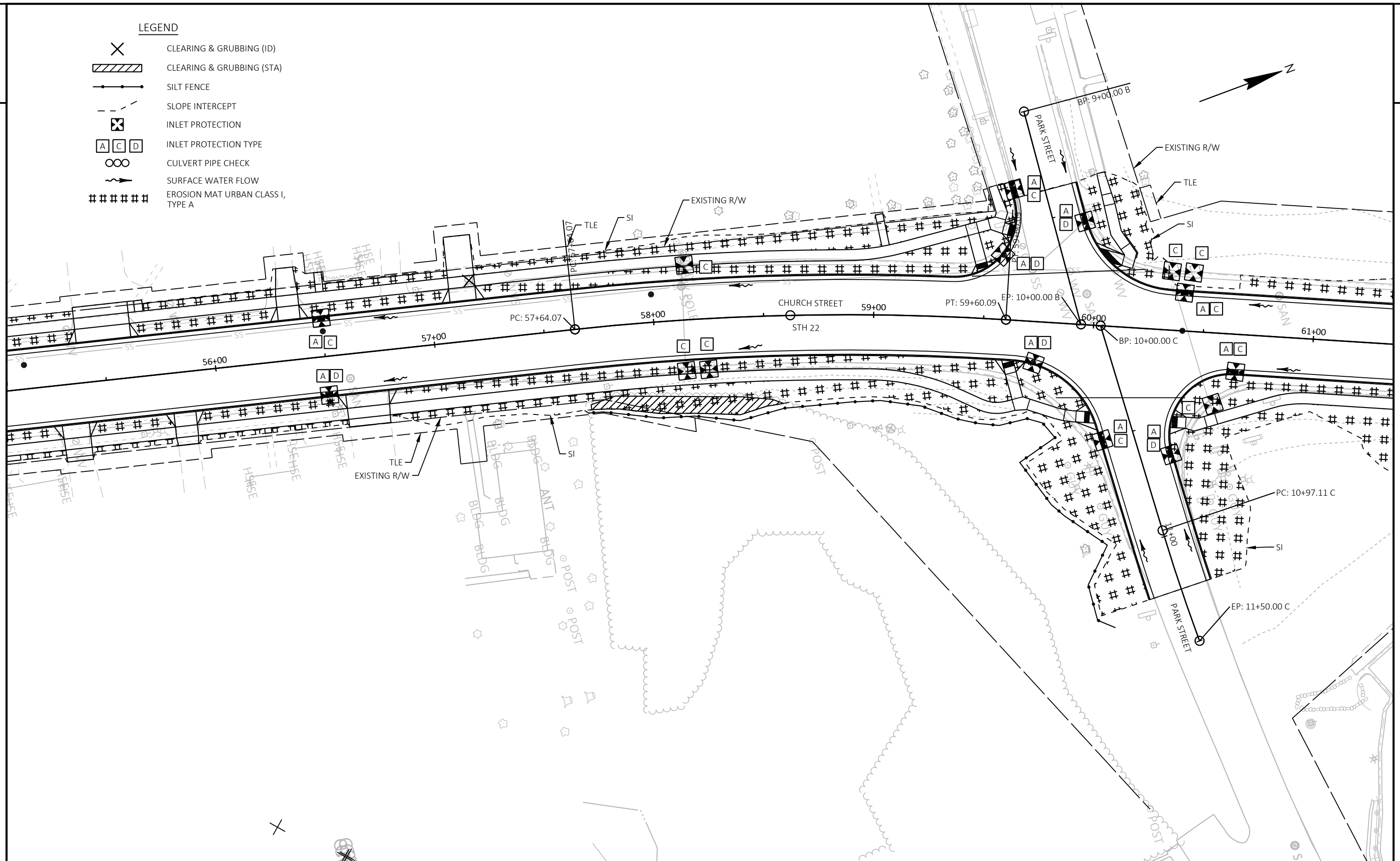
- NOTES:
- CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
 - THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
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 - ALL STATION AND OFFSETS ARE REFERENCED TO STH 22 ALIGNMENT.
 - SEE "PLAN DETAILS" AND "INTERSECTION DETAILS" FOR ADDITIONAL INFORMATION.

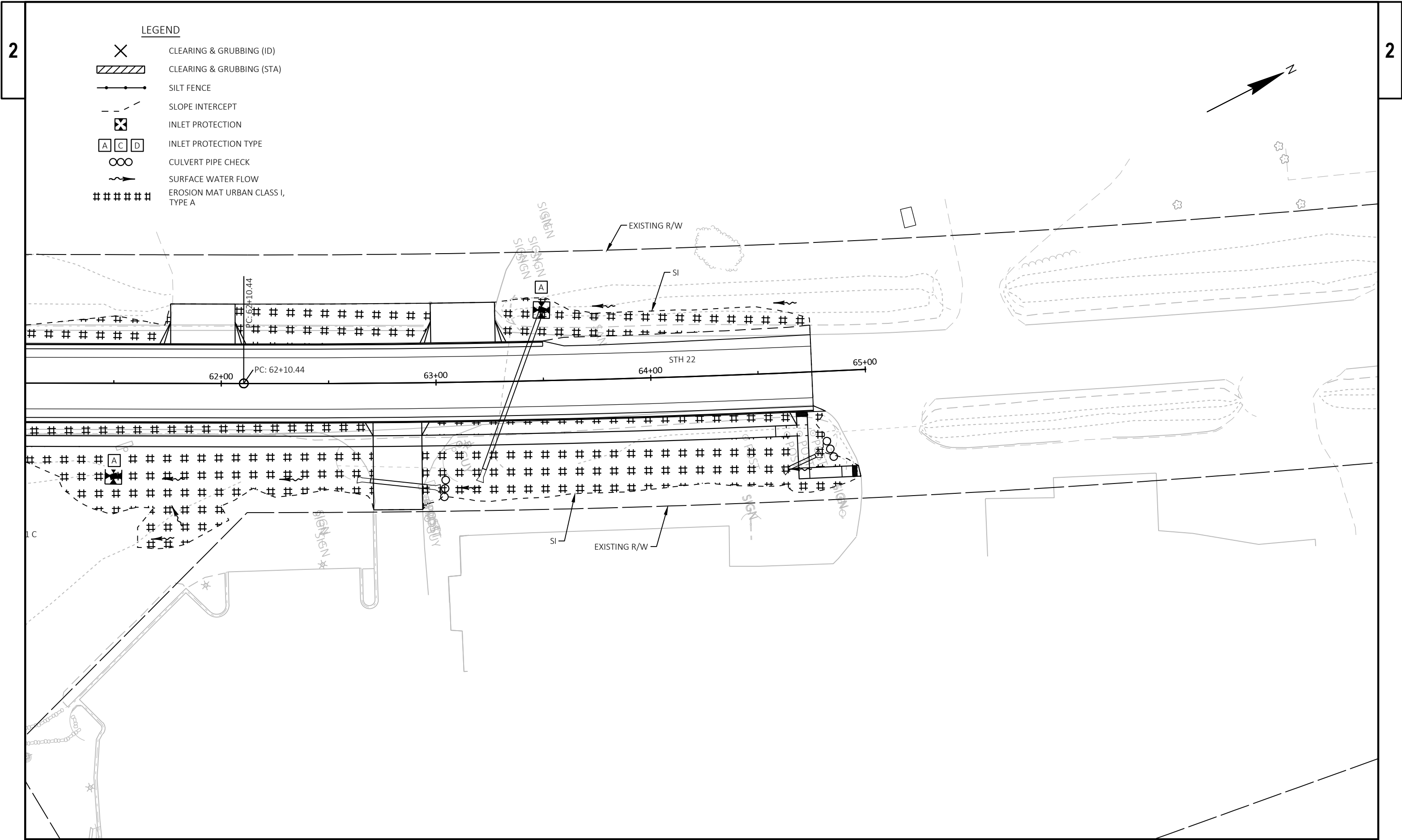
NOTE
SEE "PLAN DETAILS" FOR ADDITIONAL INFORMATION.

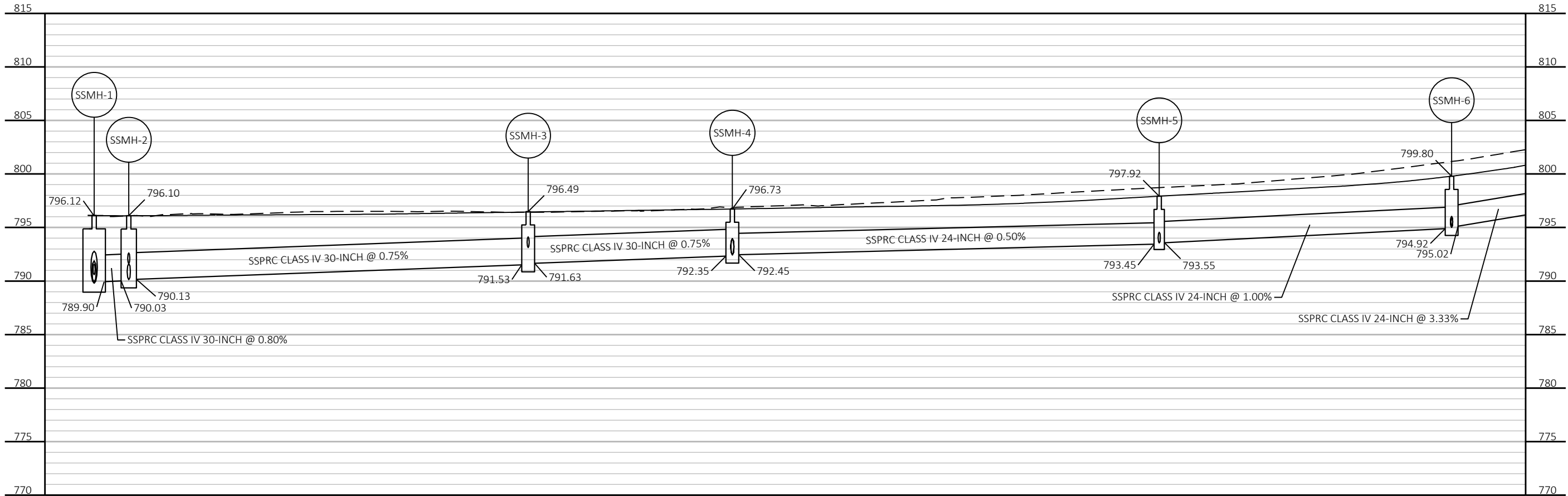
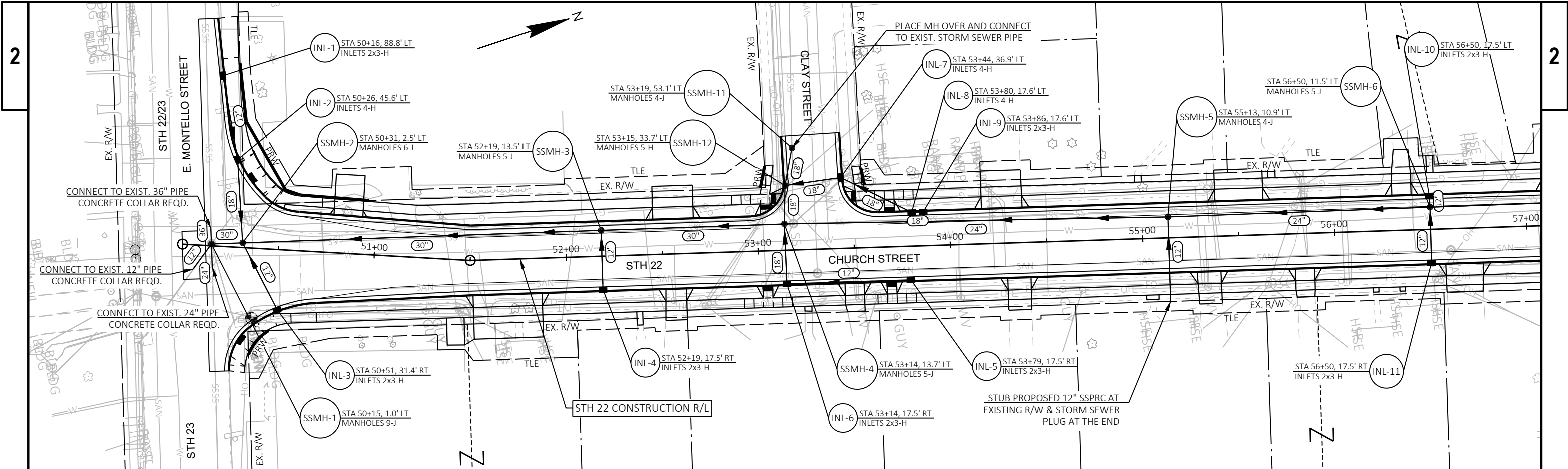


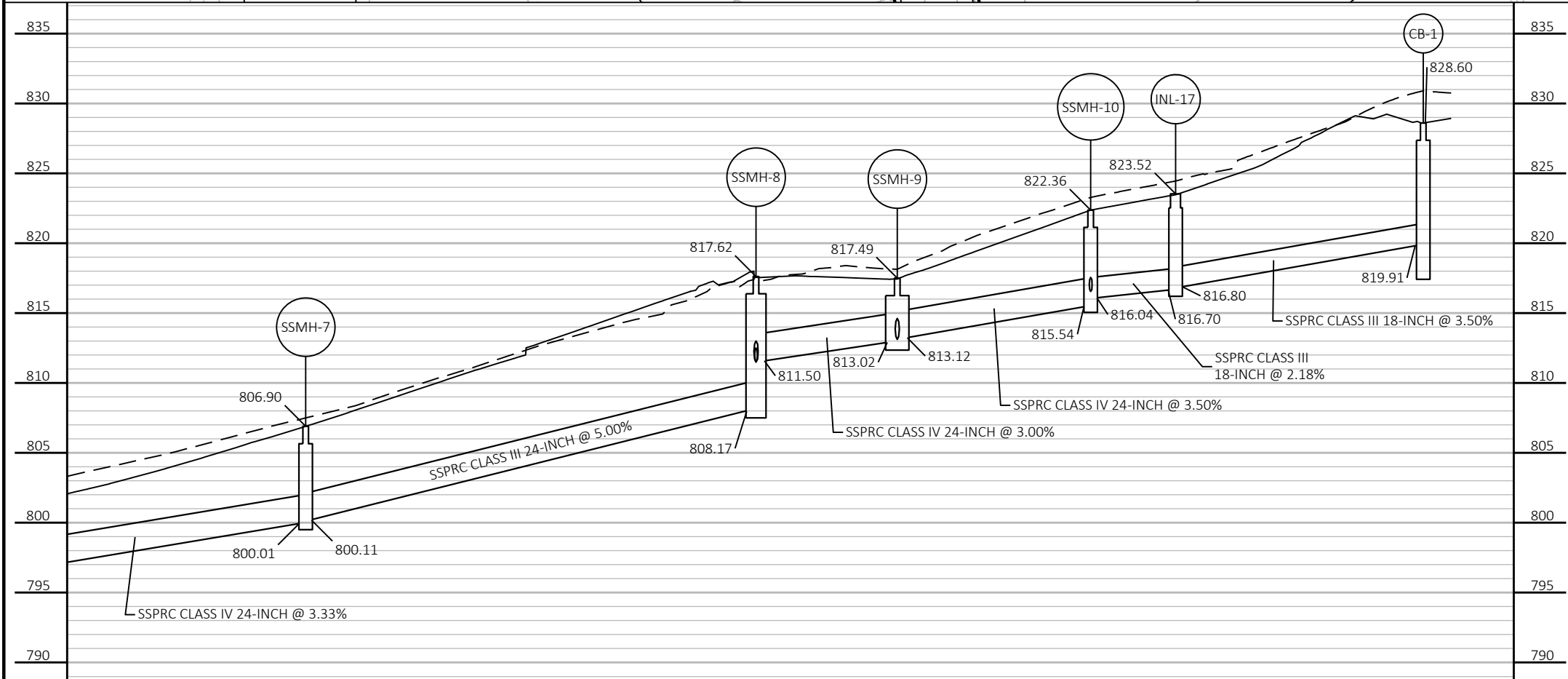
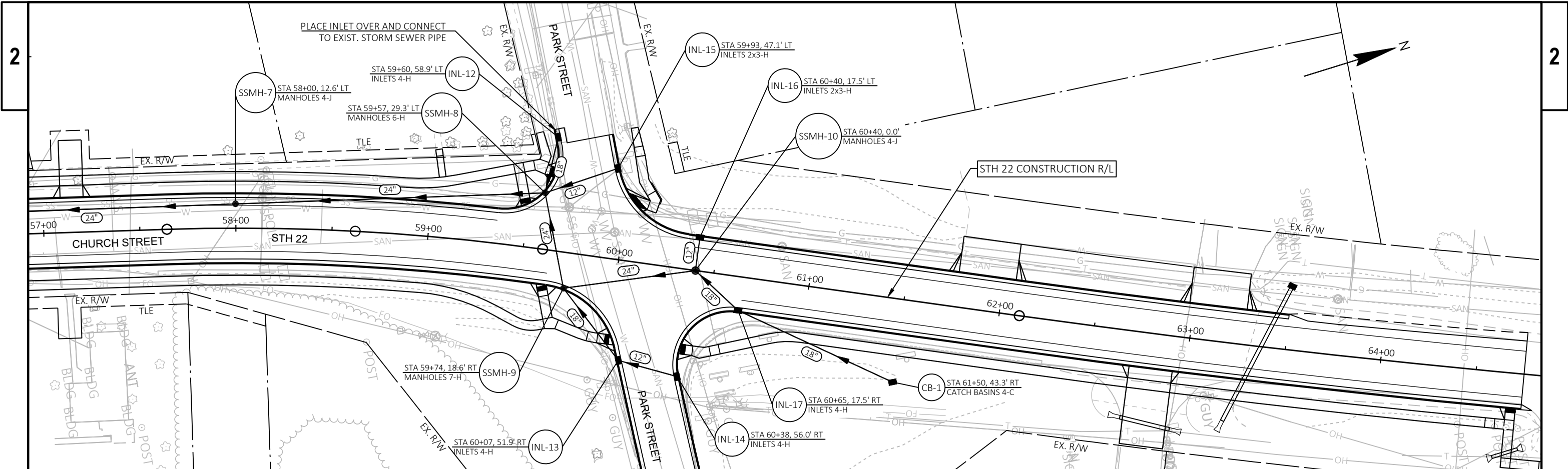
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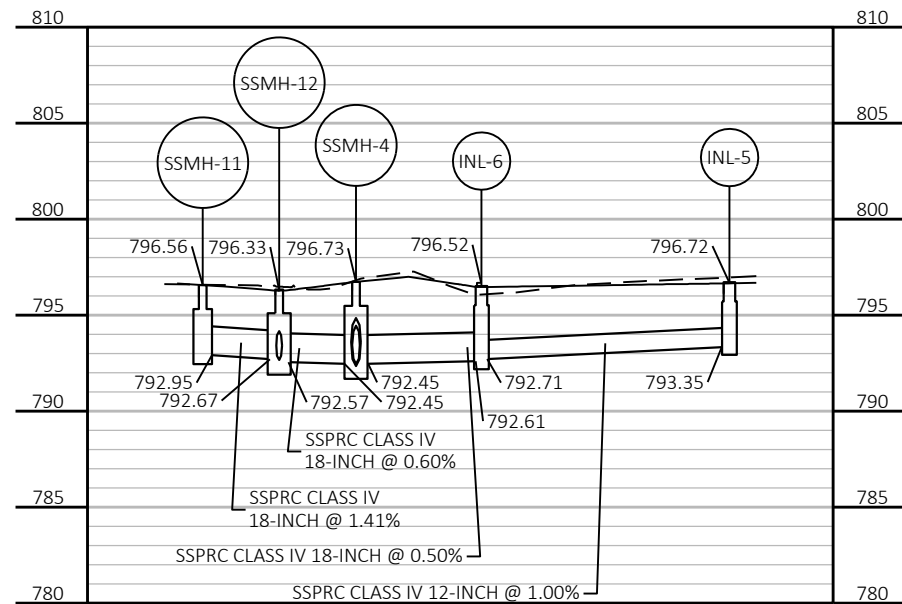
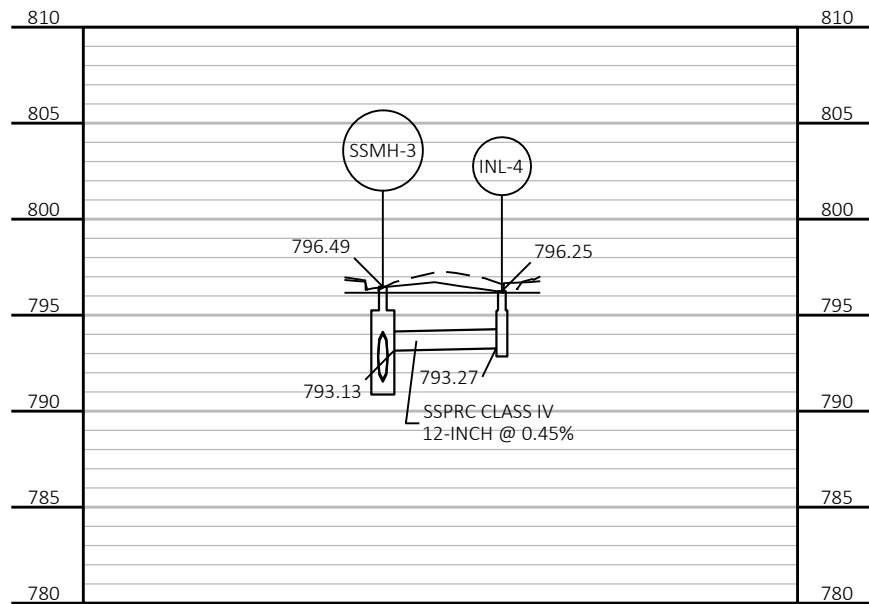
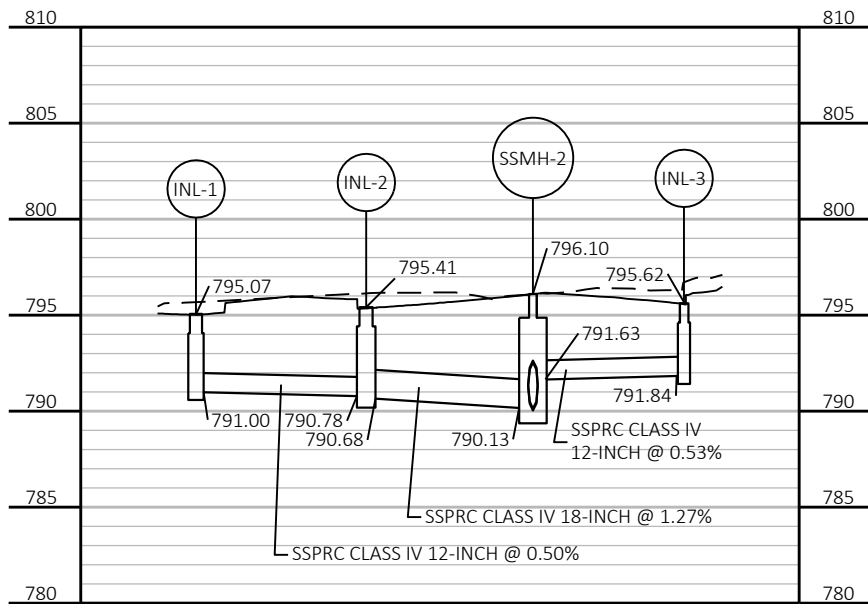
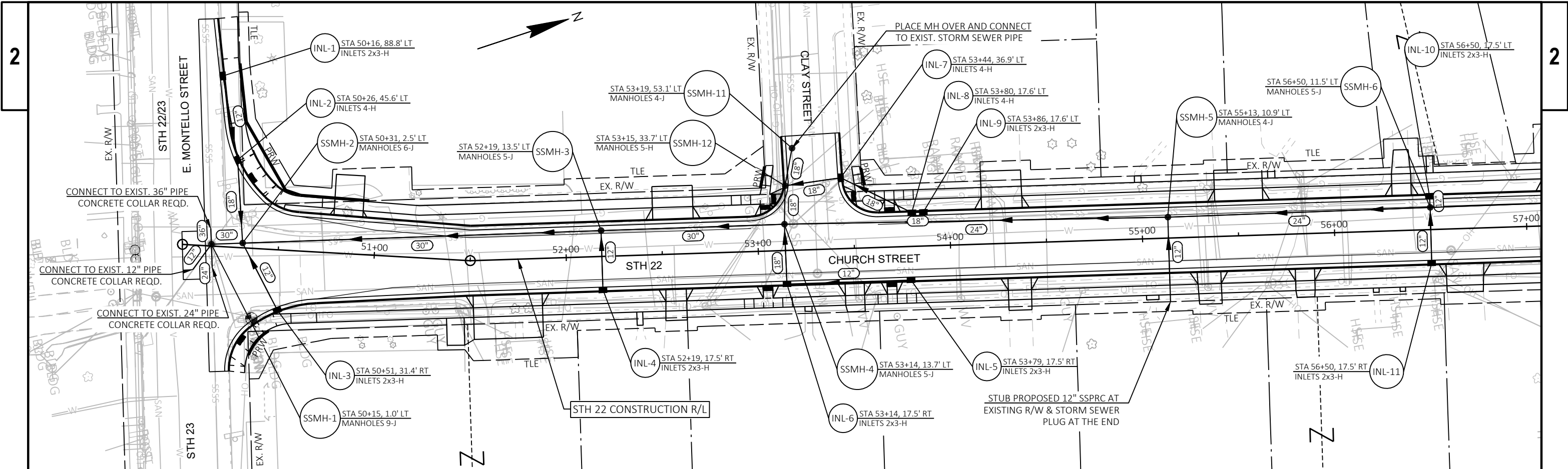
- ✕ CLEARING & GRUBBING (ID)
- ▨ CLEARING & GRUBBING (STA)
- SILT FENCE
- - - SLOPE INTERCEPT
- ⊗ INLET PROTECTION
- [A] [C] [D] INLET PROTECTION TYPE
- ∞ CULVERT PIPE CHECK
- ~> SURFACE WATER FLOW
- ##### EROSION MAT URBAN CLASS I, TYPE A

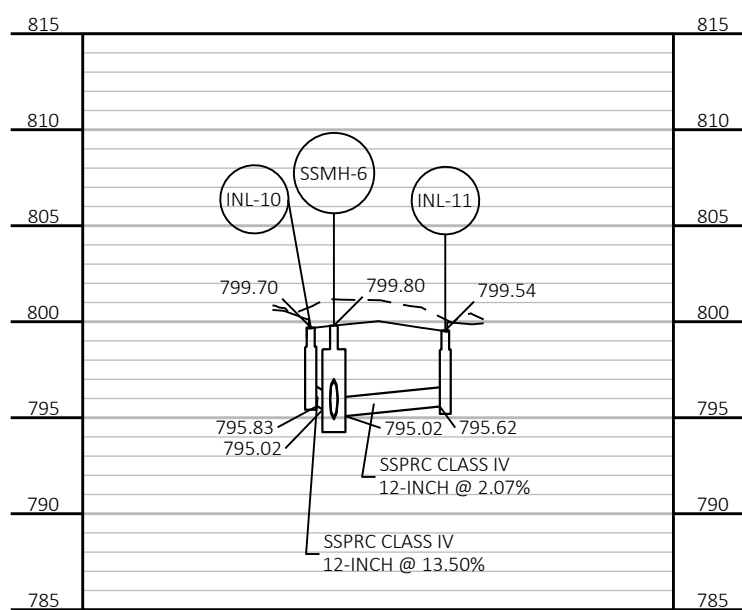
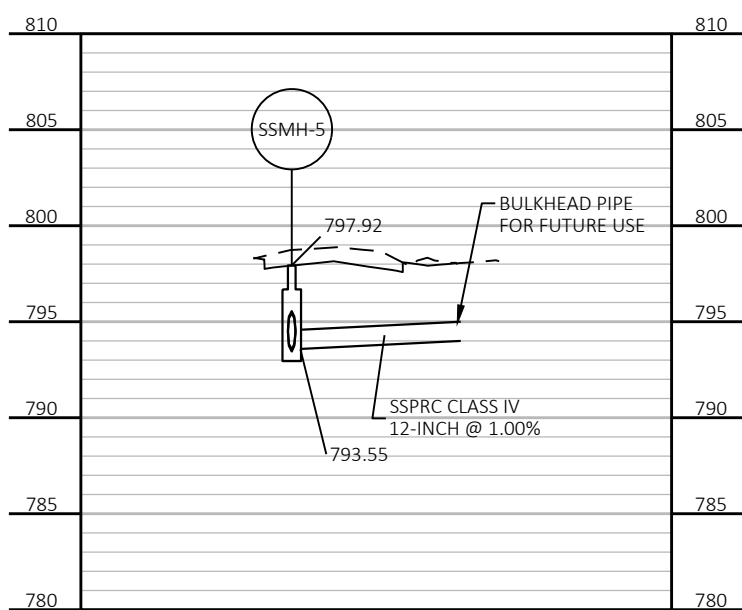
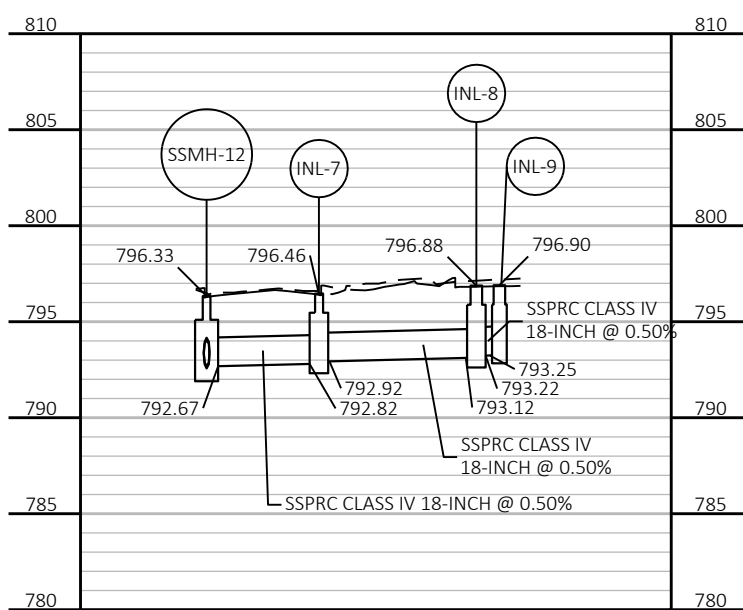
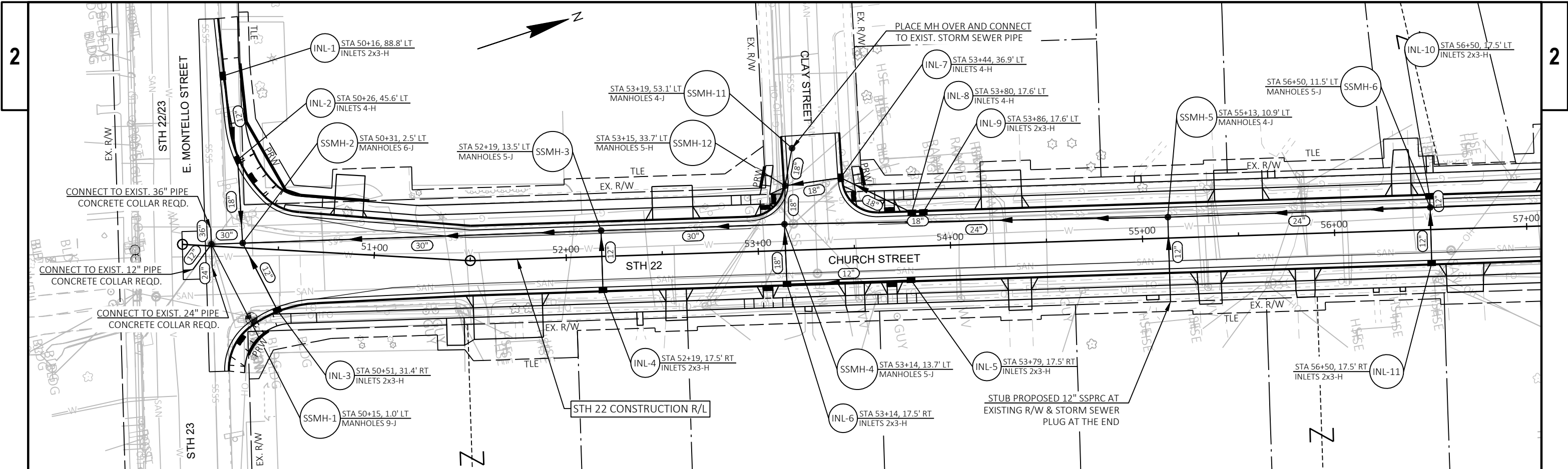


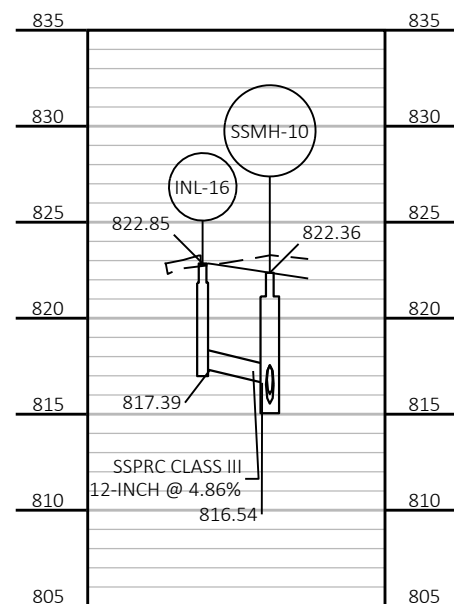
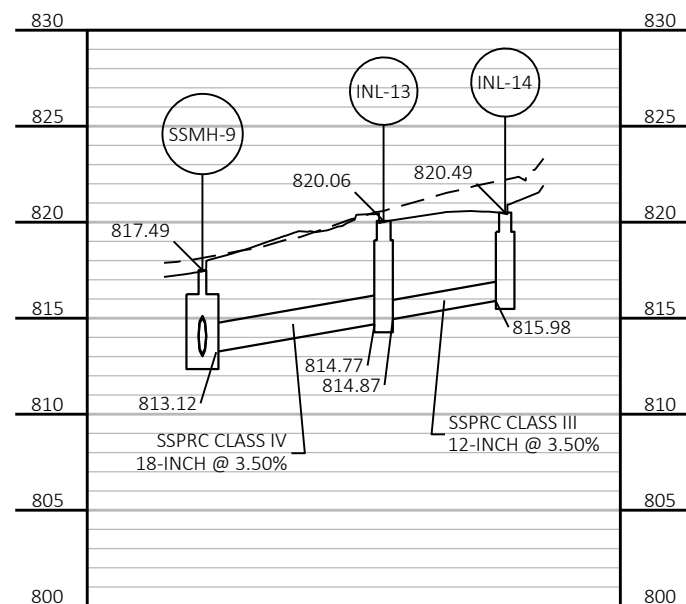
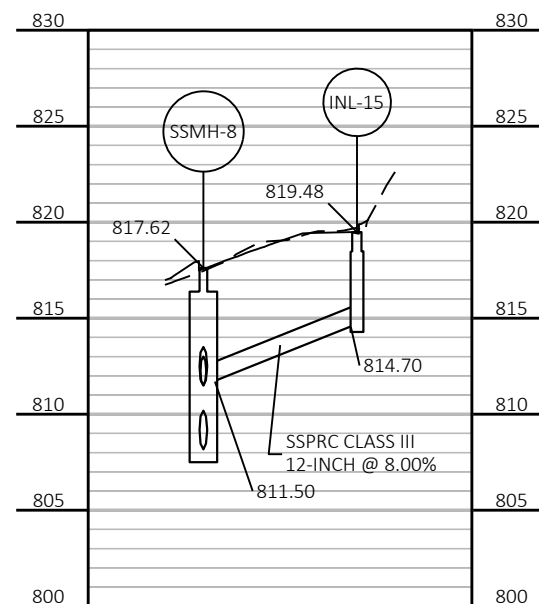
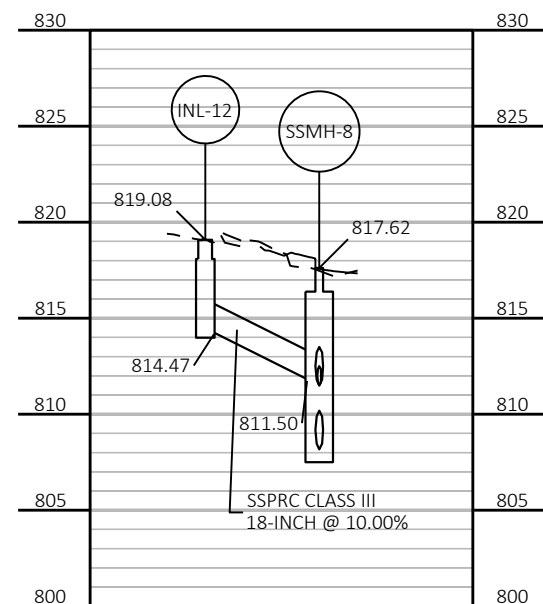
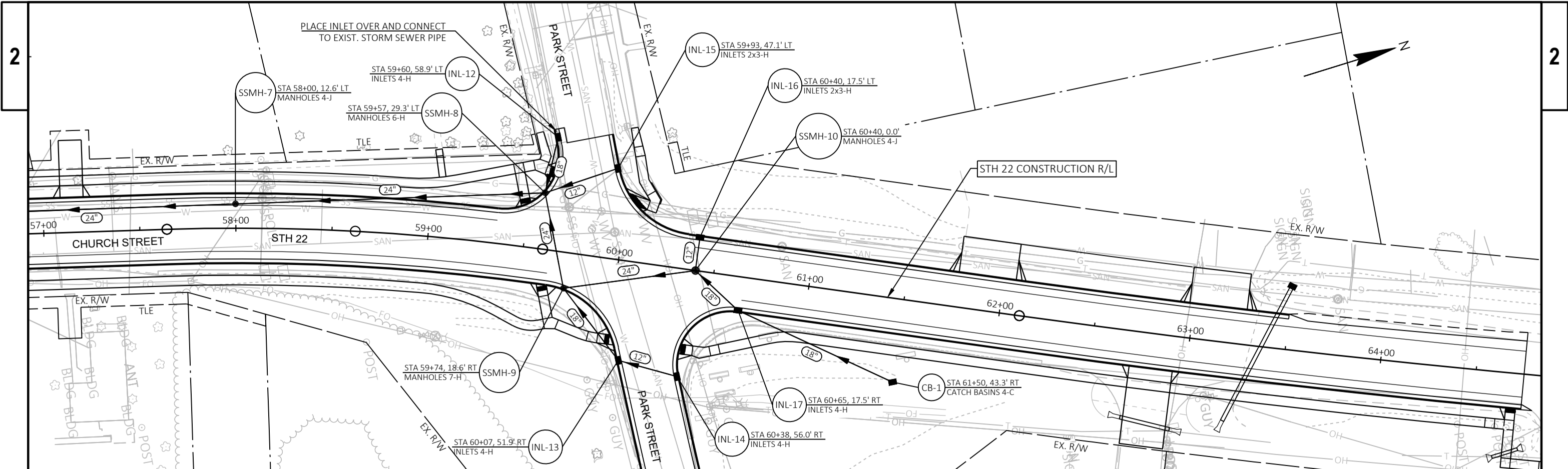


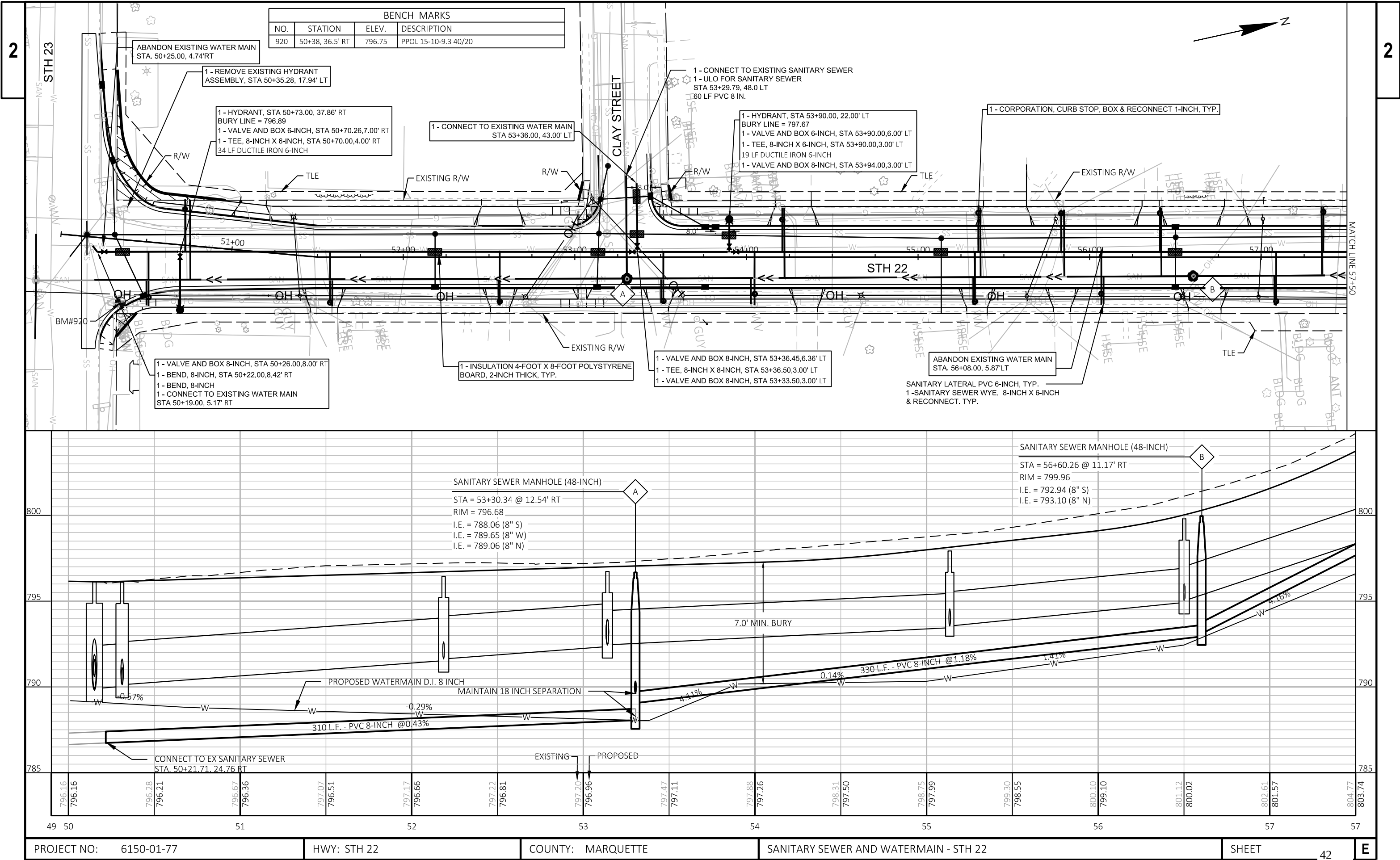




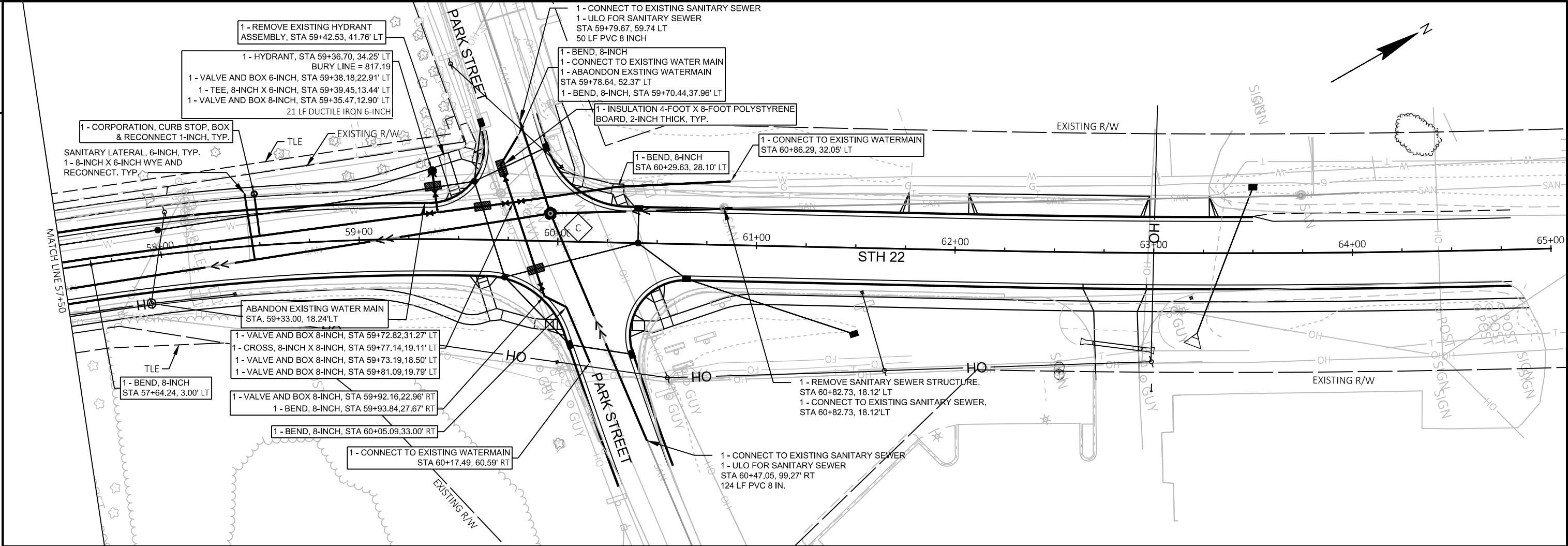






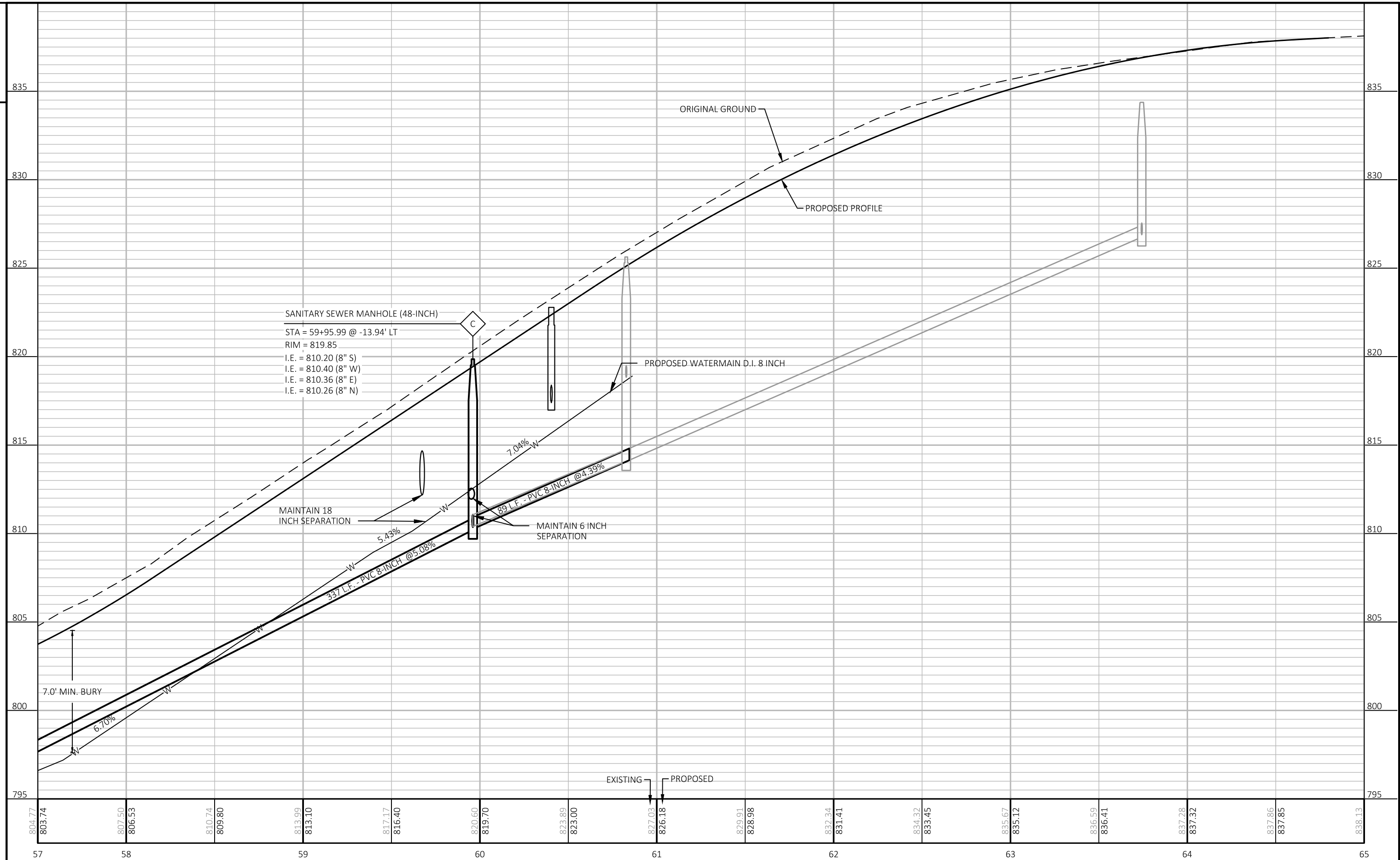


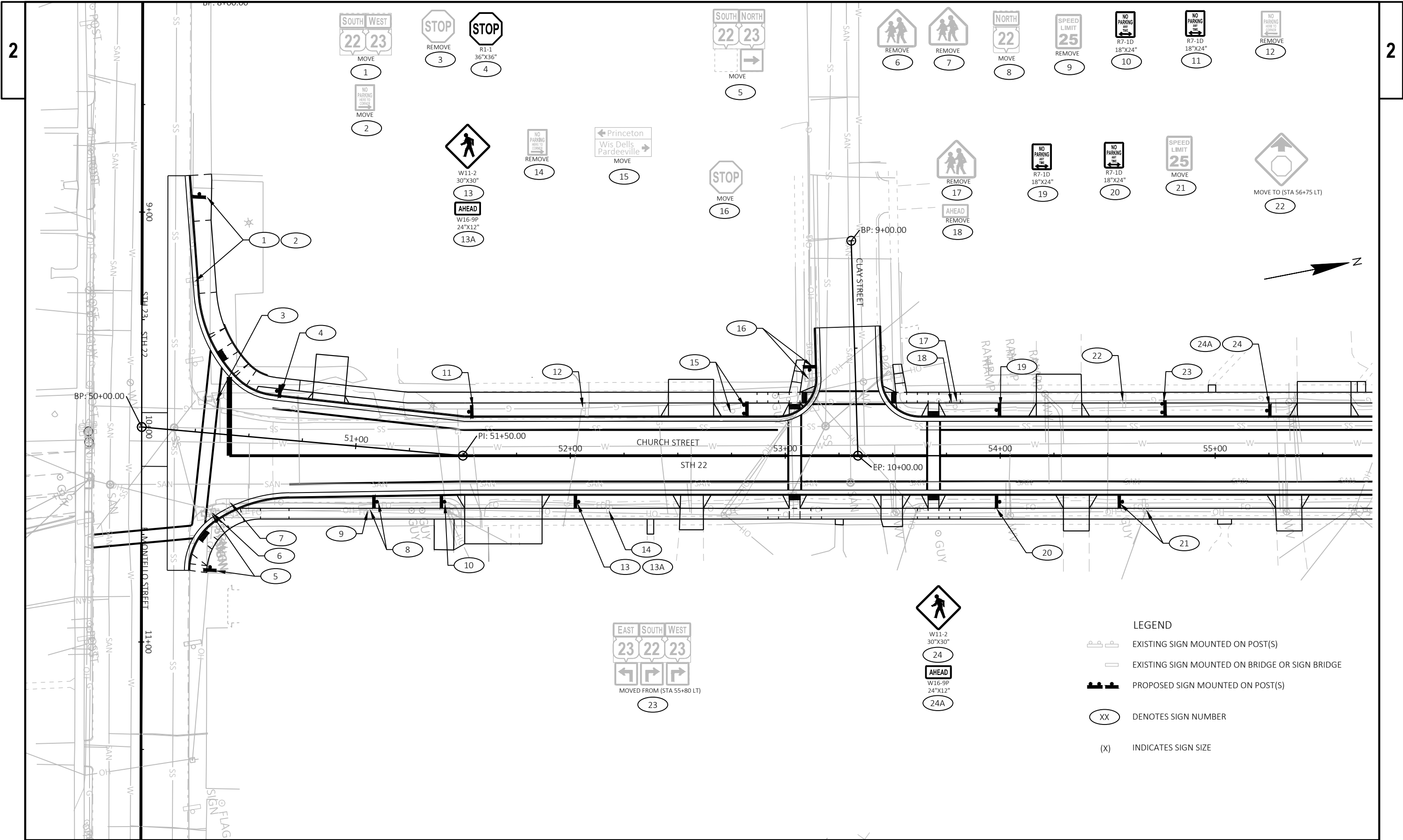
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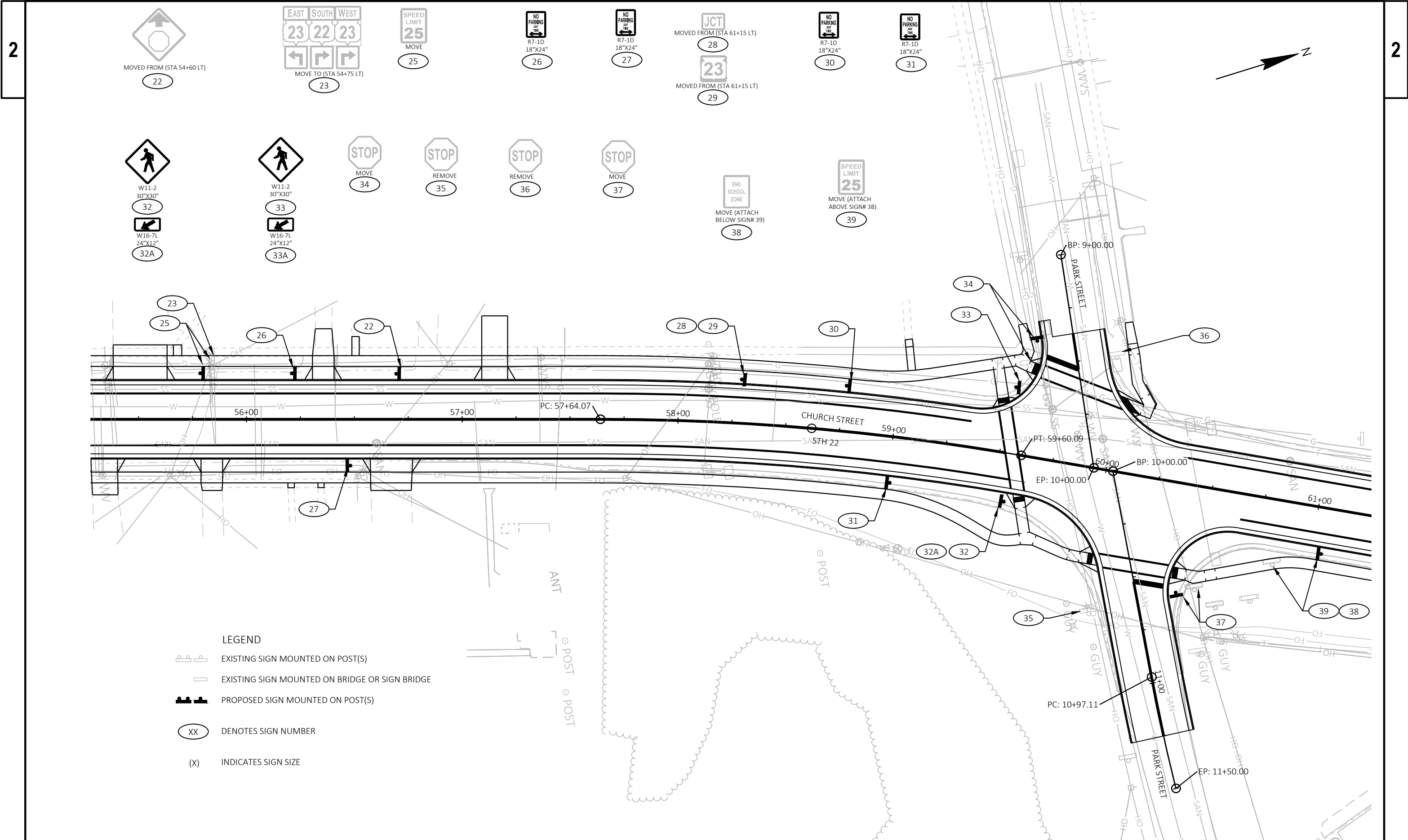


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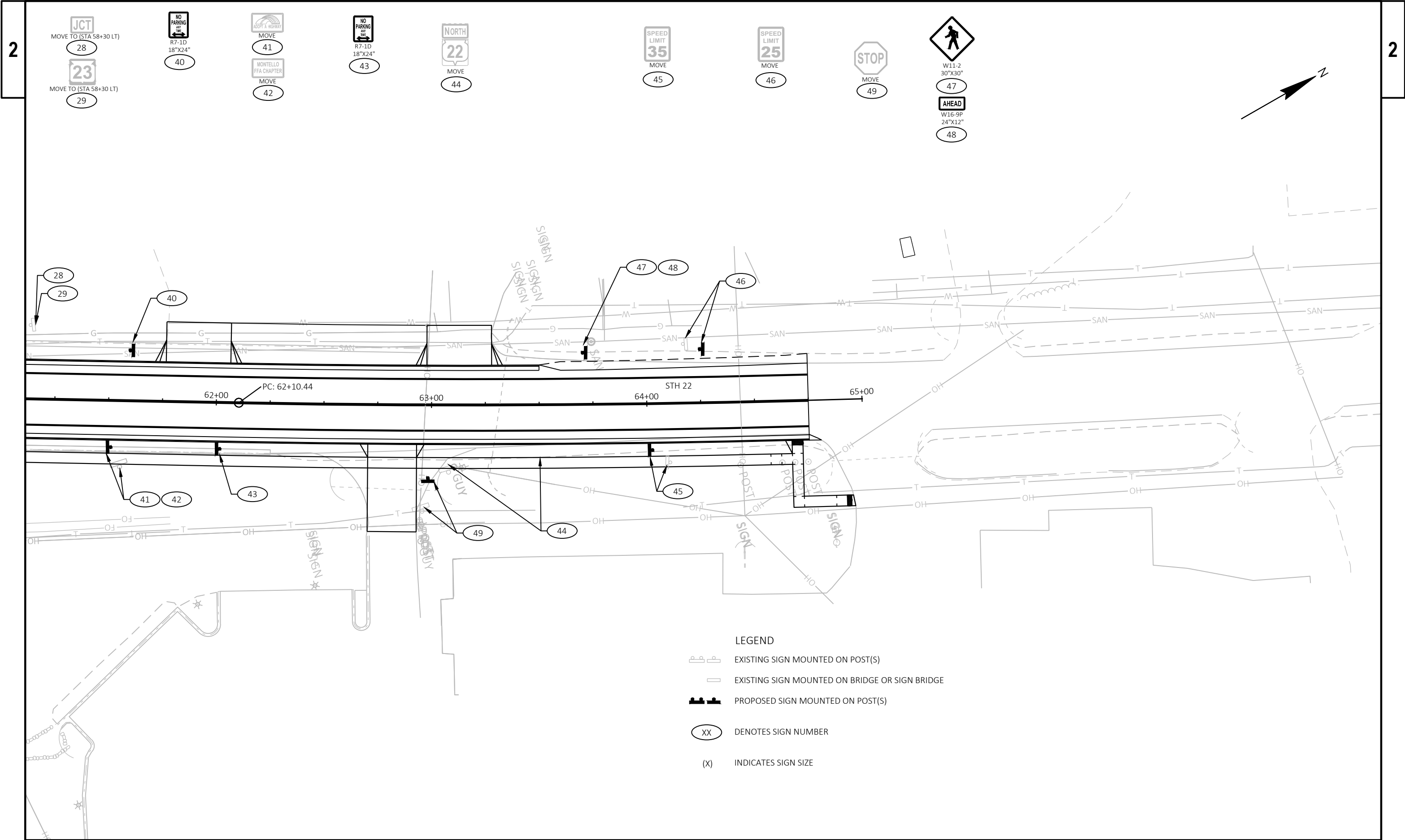
SEE PROFILE NEXT PAGE

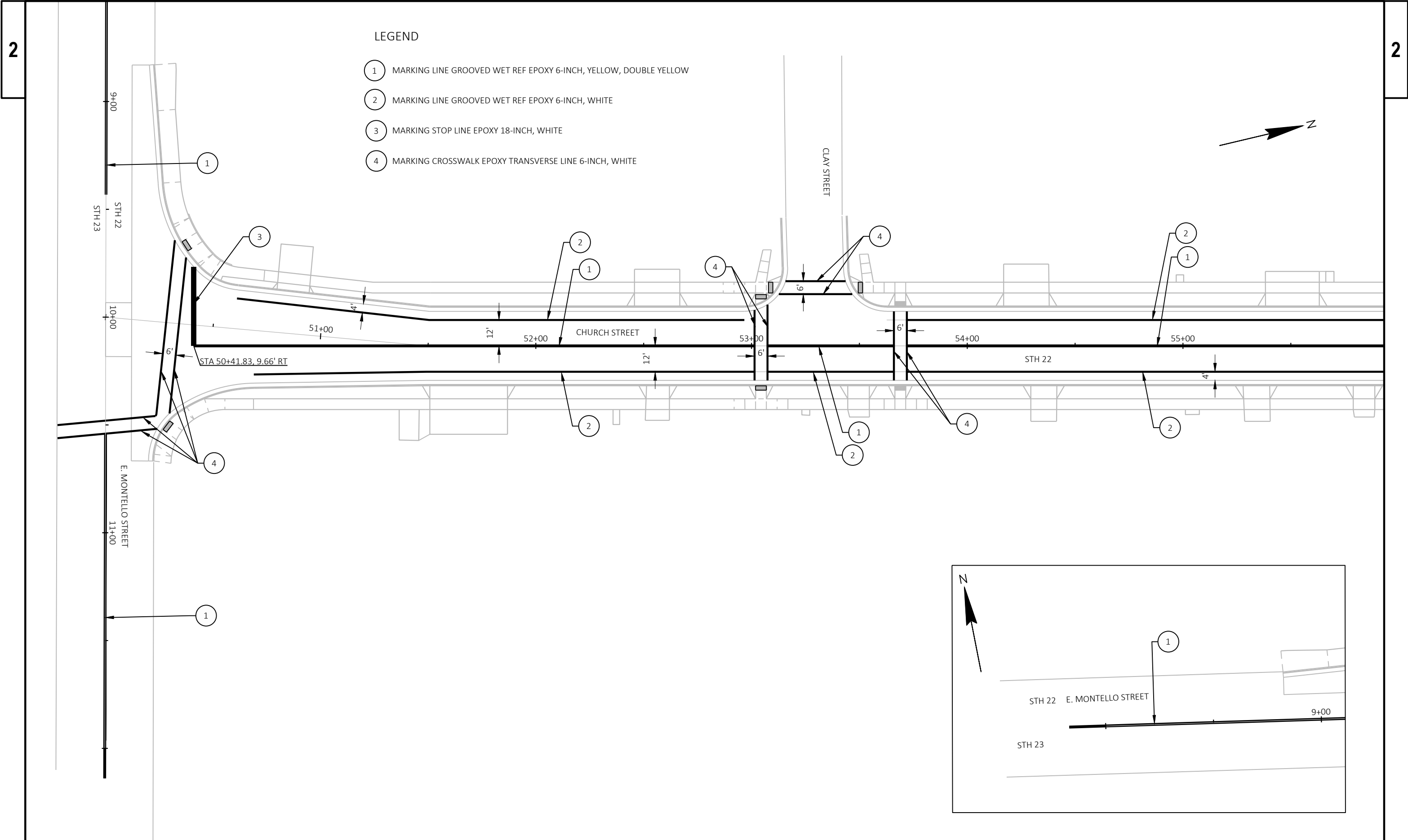






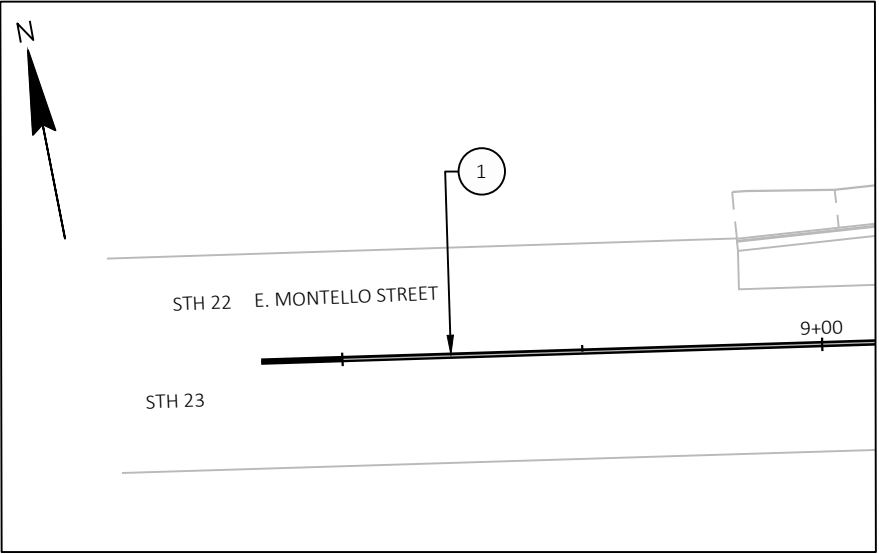
- LEGEND
- EXISTING SIGN MOUNTED ON POST(S)
 - EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
 - PROPOSED SIGN MOUNTED ON POST(S)
 - DENOTES SIGN NUMBER
 - INDICATES SIGN SIZE

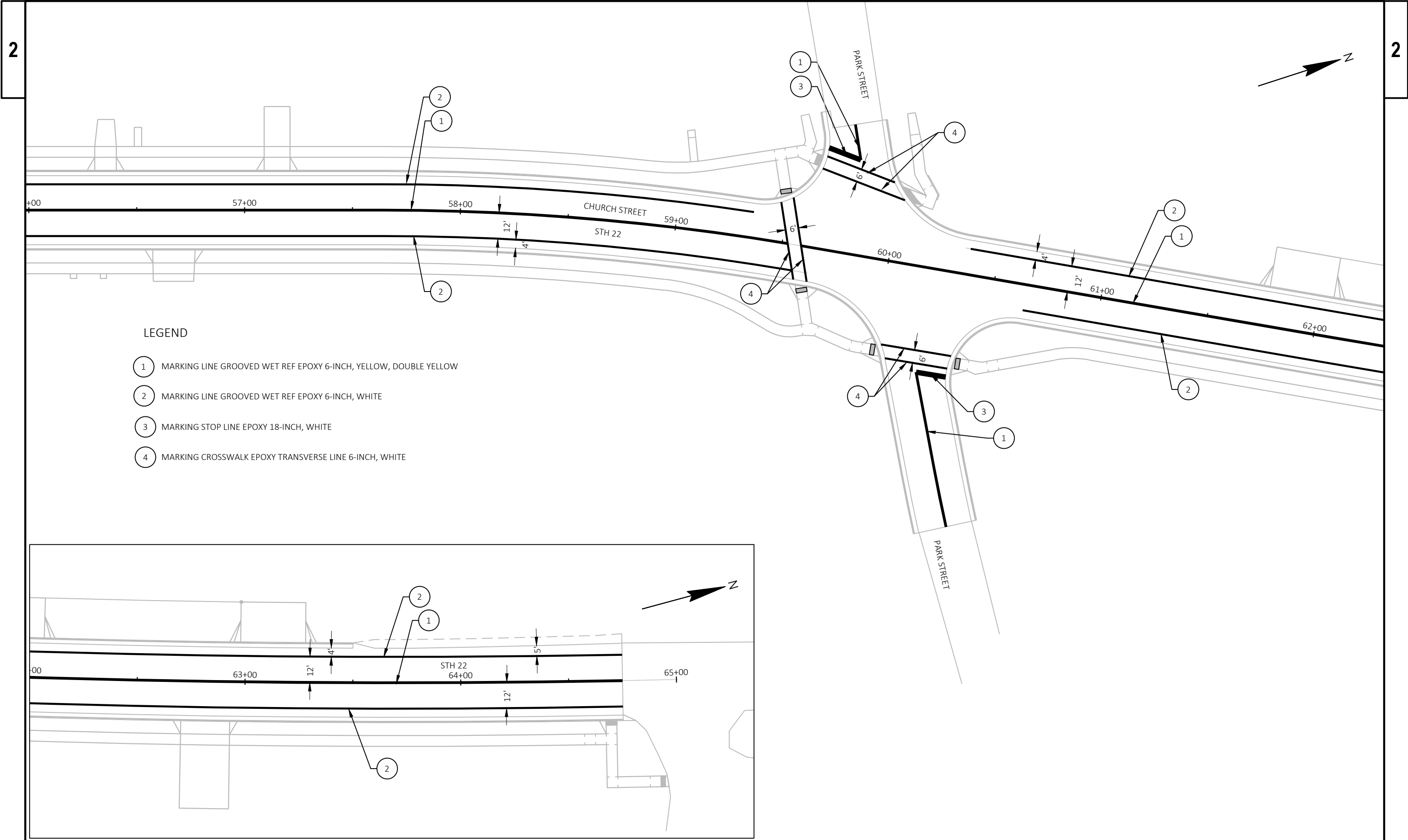




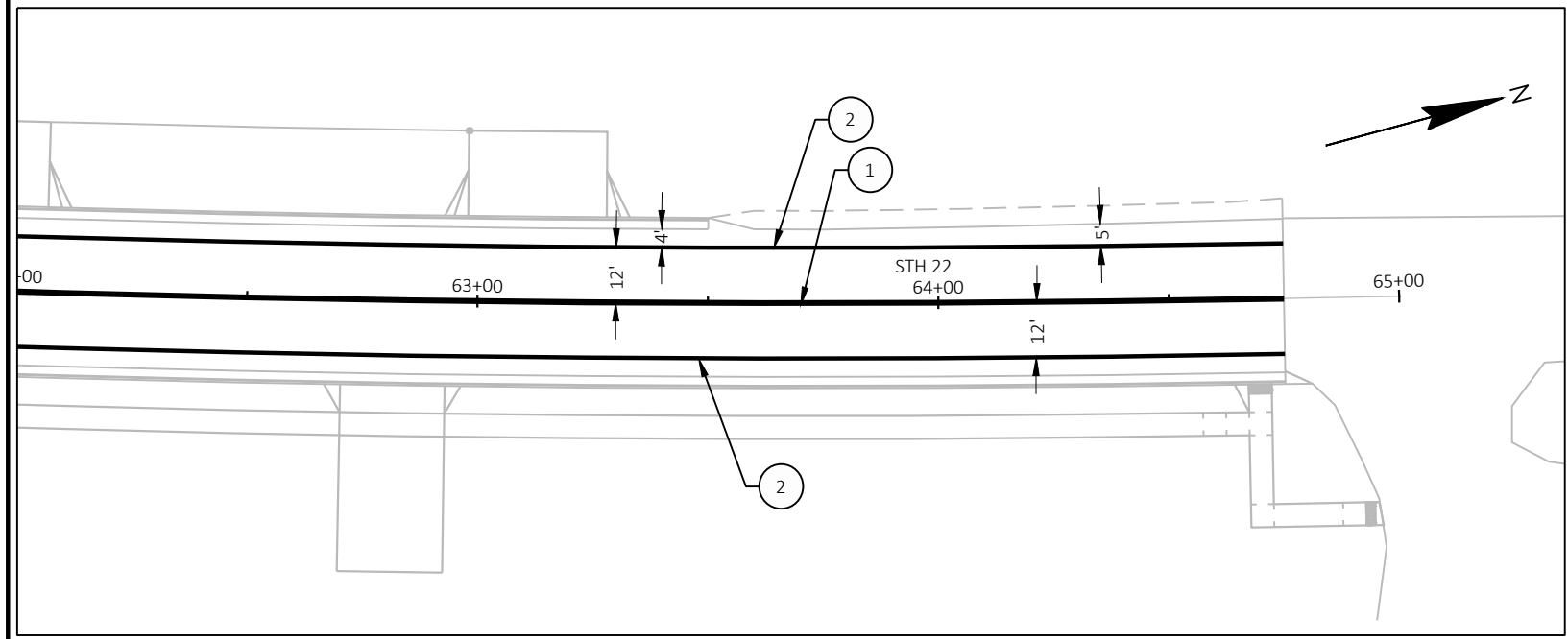
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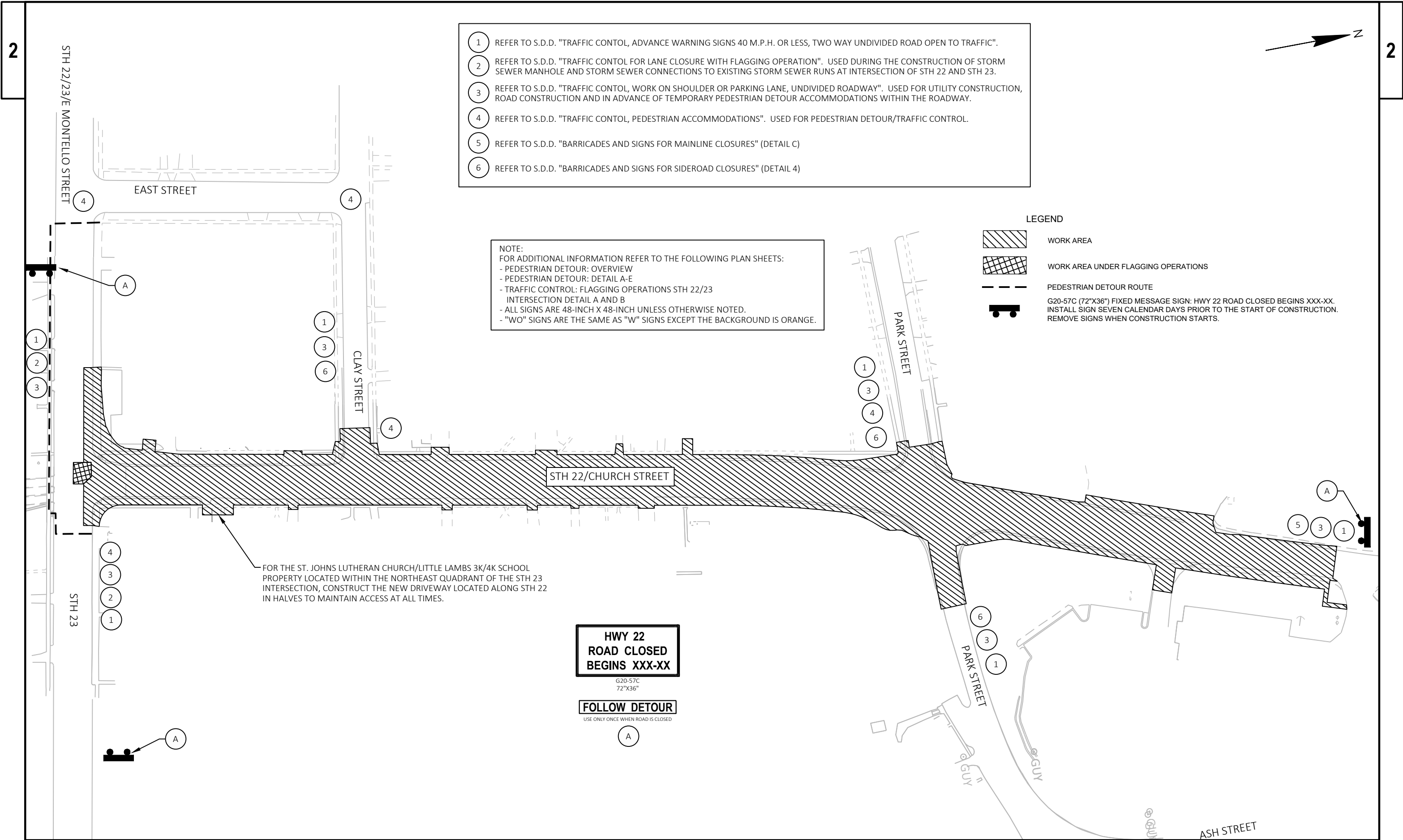
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- 2 MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
- 3 MARKING STOP LINE EPOXY 18-INCH, WHITE
- 4 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE





- LEGEND
- 1 MARKING LINE GROOVED WET REF EPOXY 6-INCH, YELLOW, DOUBLE YELLOW
 - 2 MARKING LINE GROOVED WET REF EPOXY 6-INCH, WHITE
 - 3 MARKING STOP LINE EPOXY 18-INCH, WHITE
 - 4 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE





- 1 REFER TO S.D.D. "TRAFFIC CONTOL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC".
- 2 REFER TO S.D.D. "TRAFFIC CONTOL FOR LANE CLOSURE WITH FLAGGING OPERATION". USED DURING THE CONSTRUCTION OF STORM SEWER MANHOLE AND STORM SEWER CONNECTIONS TO EXISTING STORM SEWER RUNS AT INTERSECTION OF STH 22 AND STH 23.
- 3 REFER TO S.D.D. "TRAFFIC CONTOL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY". USED FOR UTILITY CONSTRUCTION, ROAD CONSTRUCTION AND IN ADVANCE OF TEMPORARY PEDESTRIAN DETOUR ACCOMMODATIONS WITHIN THE ROADWAY.
- 4 REFER TO S.D.D. "TRAFFIC CONTOL, PEDESTRIAN ACCOMMODATIONS". USED FOR PEDESTRIAN DETOUR/TRAFFIC CONTROL.
- 5 REFER TO S.D.D. "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" (DETAIL C)
- 6 REFER TO S.D.D. "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" (DETAIL 4)

NOTE:
FOR ADDITIONAL INFORMATION REFER TO THE FOLLOWING PLAN SHEETS:
- PEDESTRIAN DETOUR: OVERVIEW
- PEDESTRIAN DETOUR: DETAIL A-E
- TRAFFIC CONTROL: FLAGGING OPERATIONS STH 22/23
INTERSECTION DETAIL A AND B
- ALL SIGNS ARE 48-INCH X 48-INCH UNLESS OTHERWISE NOTED.
- "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

LEGEND

WORK AREA

WORK AREA UNDER FLAGGING OPERATIONS

PEDESTRIAN DETOUR ROUTE

G20-57C (72"x36") FIXED MESSAGE SIGN: HWY 22 ROAD CLOSED BEGINS XXX-XX. INSTALL SIGN SEVEN CALENDAR DAYS PRIOR TO THE START OF CONSTRUCTION. REMOVE SIGNS WHEN CONSTRUCTION STARTS.

HWY 22
ROAD CLOSED
BEGINS XXX-XX

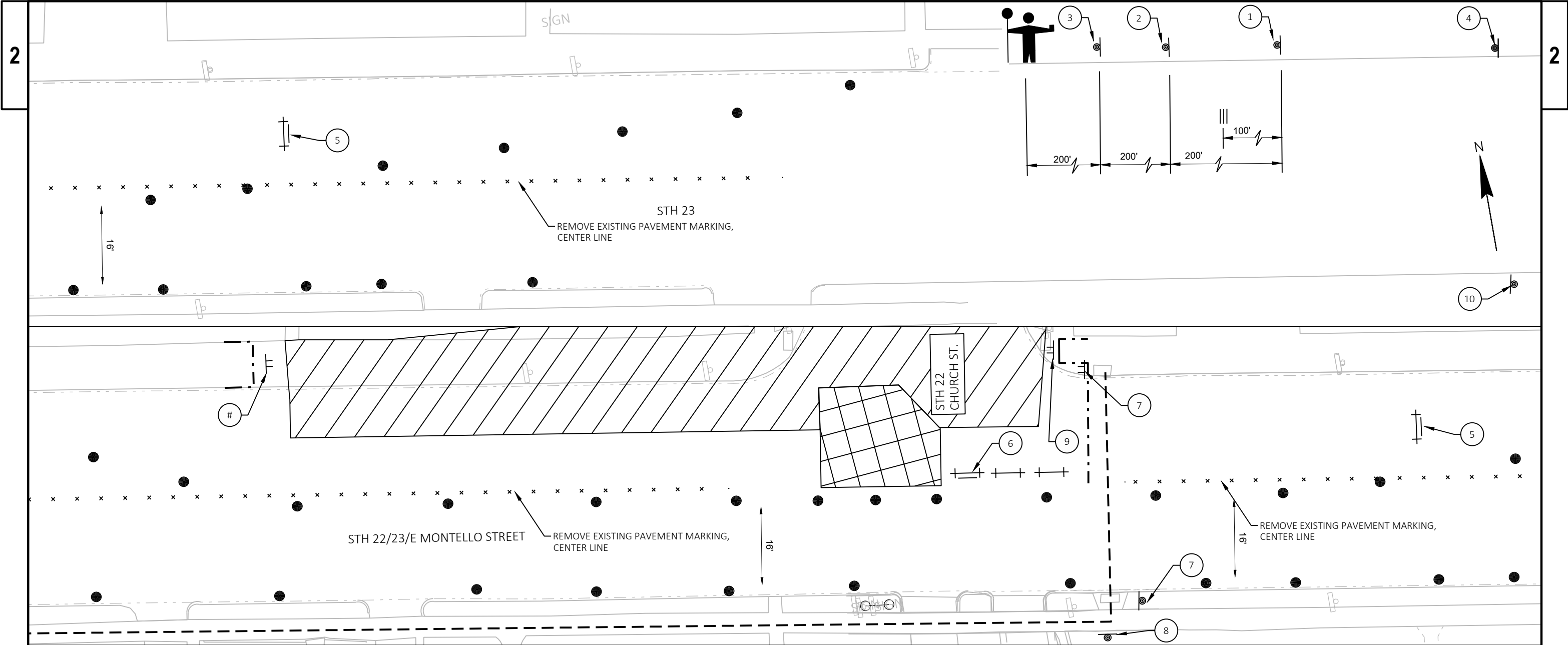
G20-57C
72"x36"

FOLLOW DETOUR

USE ONLY ONCE WHEN ROAD IS CLOSED

A

FOR THE ST. JOHNS LUTHERAN CHURCH/LITTLE LAMBS 3K/4K SCHOOL
PROPERTY LOCATED WITHIN THE NORTHEAST QUADRANT OF THE STH 23
INTERSECTION, CONSTRUCT THE NEW DRIVEWAY LOCATED ALONG STH 22
IN HALVES TO MAINTAIN ACCESS AT ALL TIMES.



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2

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FOR THESE SIGNS REFER TO PEDESTRIAN DETOUR: DETAIL A AND B

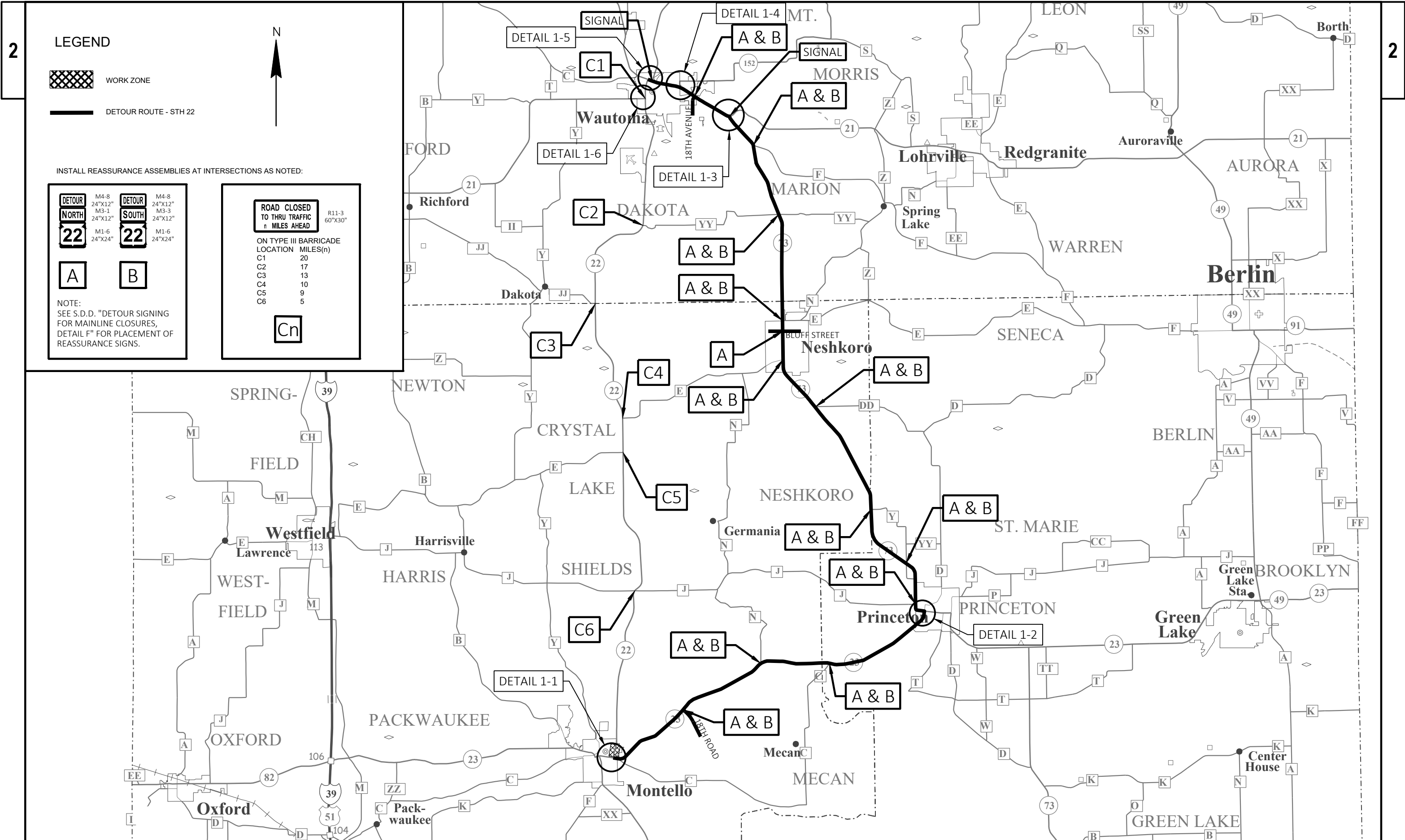
NOTE:
ALL SIGNS 48"x48" UNLESS OTHERWISE NOTED.
"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

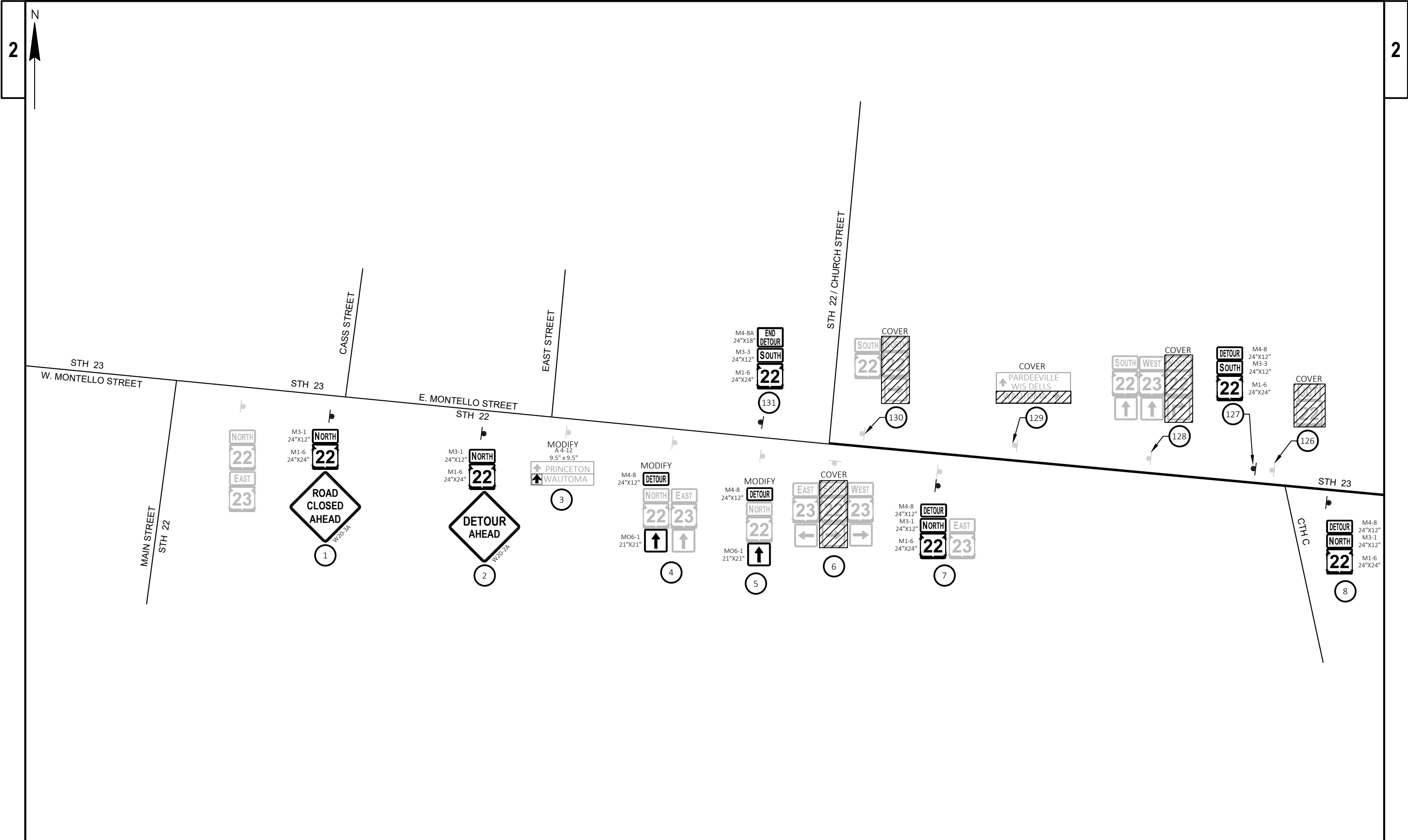
REFER TO THE FOLLOWING STANDARD DETAIL DRAWINGS:
- "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"
- "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY"
- "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION"

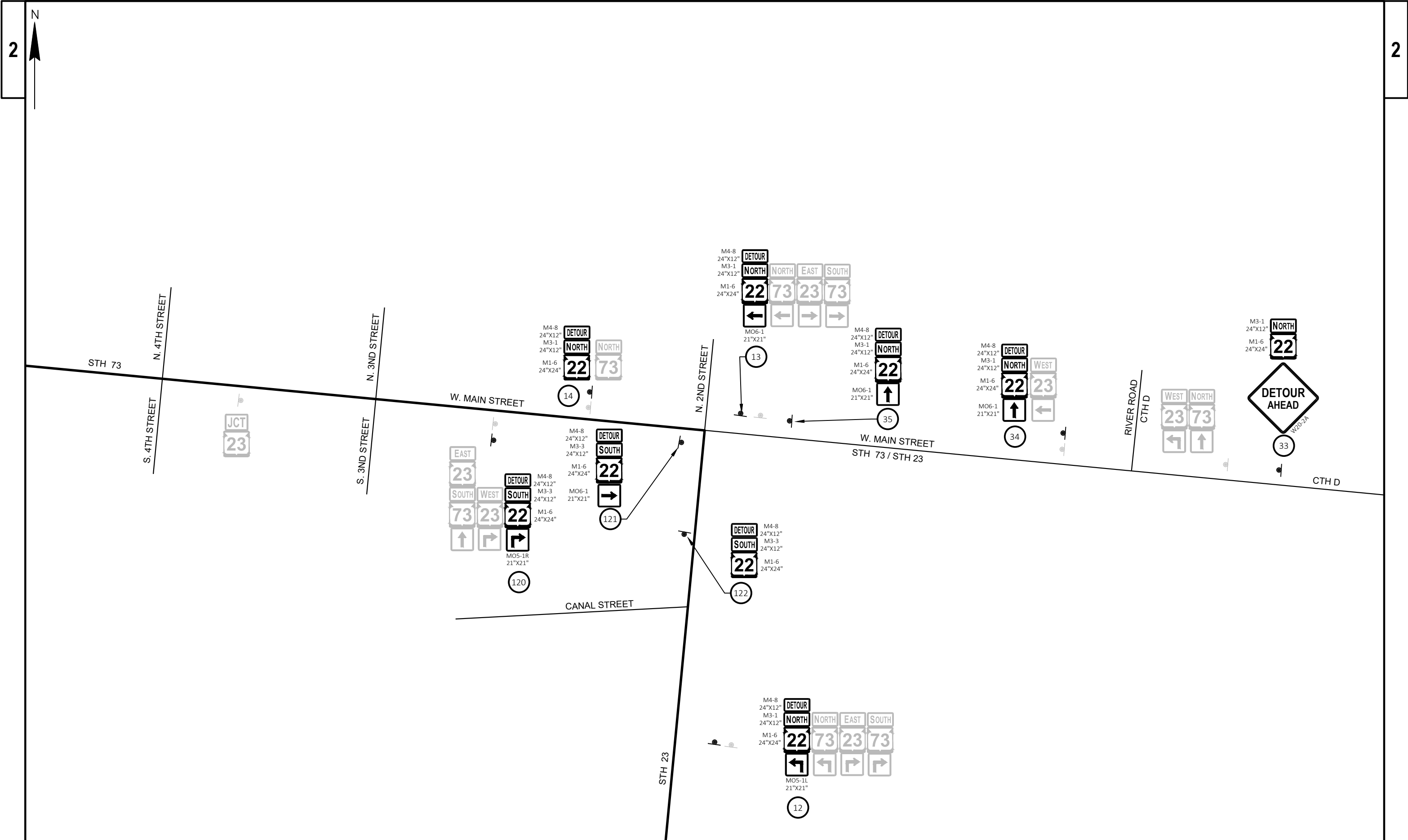
FOR ADDITIONAL INFORMATION REFER TO THE FOLLOWING PLAN SHEETS:
- PEDESTRIAN DETOUR: OVERVIEW
- PEDESTRIAN DETOUR: DETAIL A-E

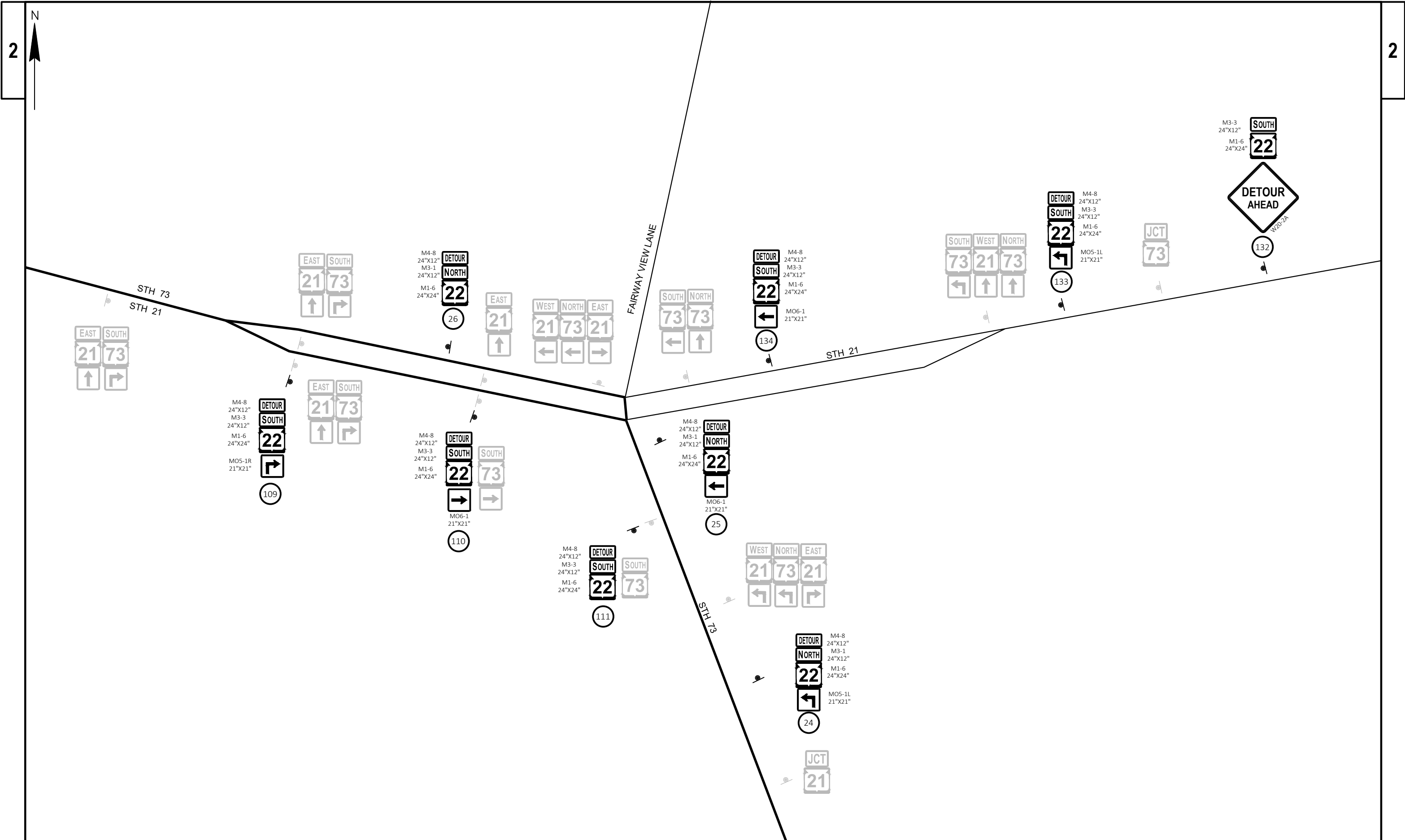
LEGEND

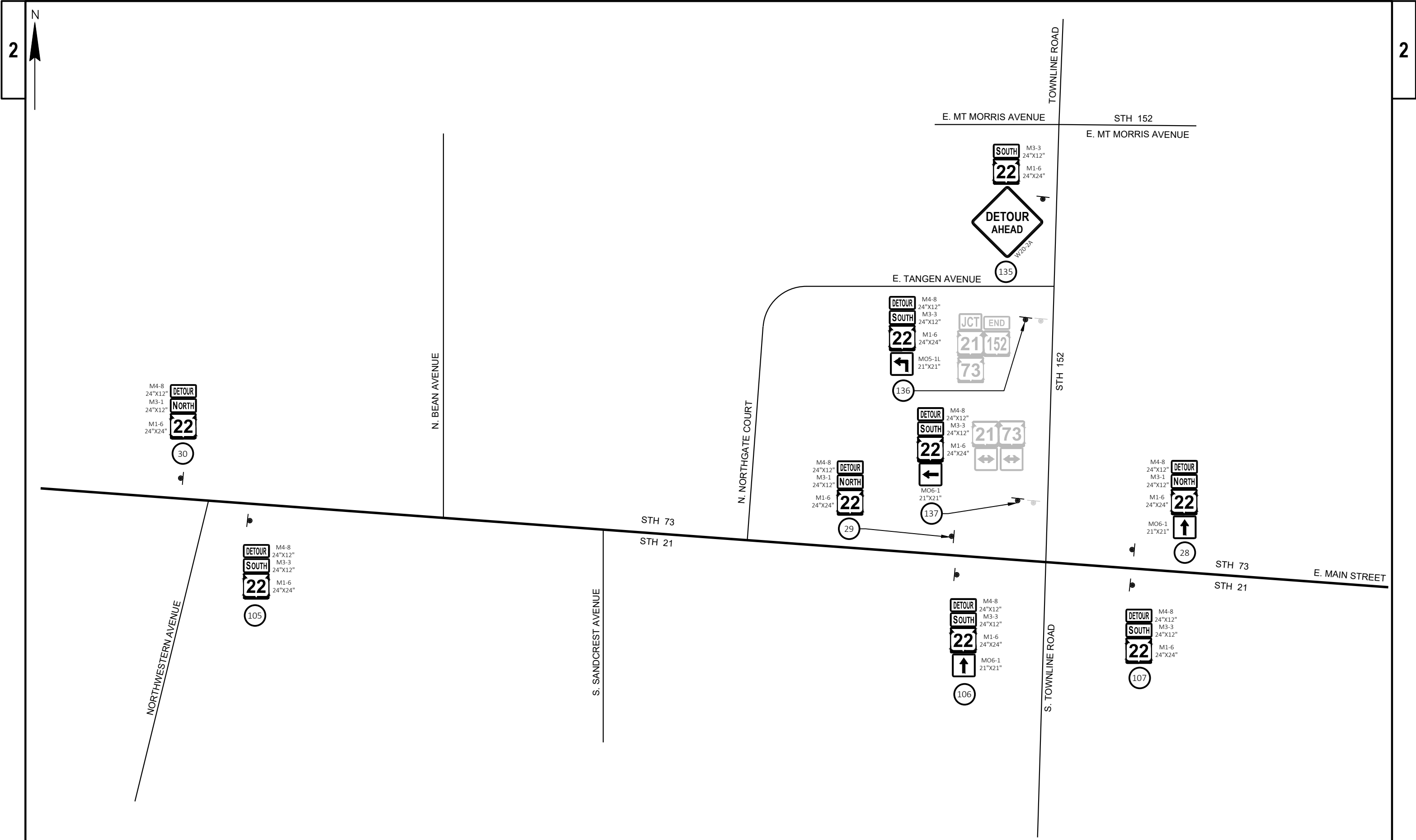
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE III BARRICADE
- TEMPORARY PORTABLE RUMBLE STRIP ARRAY
- WORK AREA
- WORK AREA UNDER FLAGGING OPERATIONS
- PEDESTRIAN DETOUR ROUTE

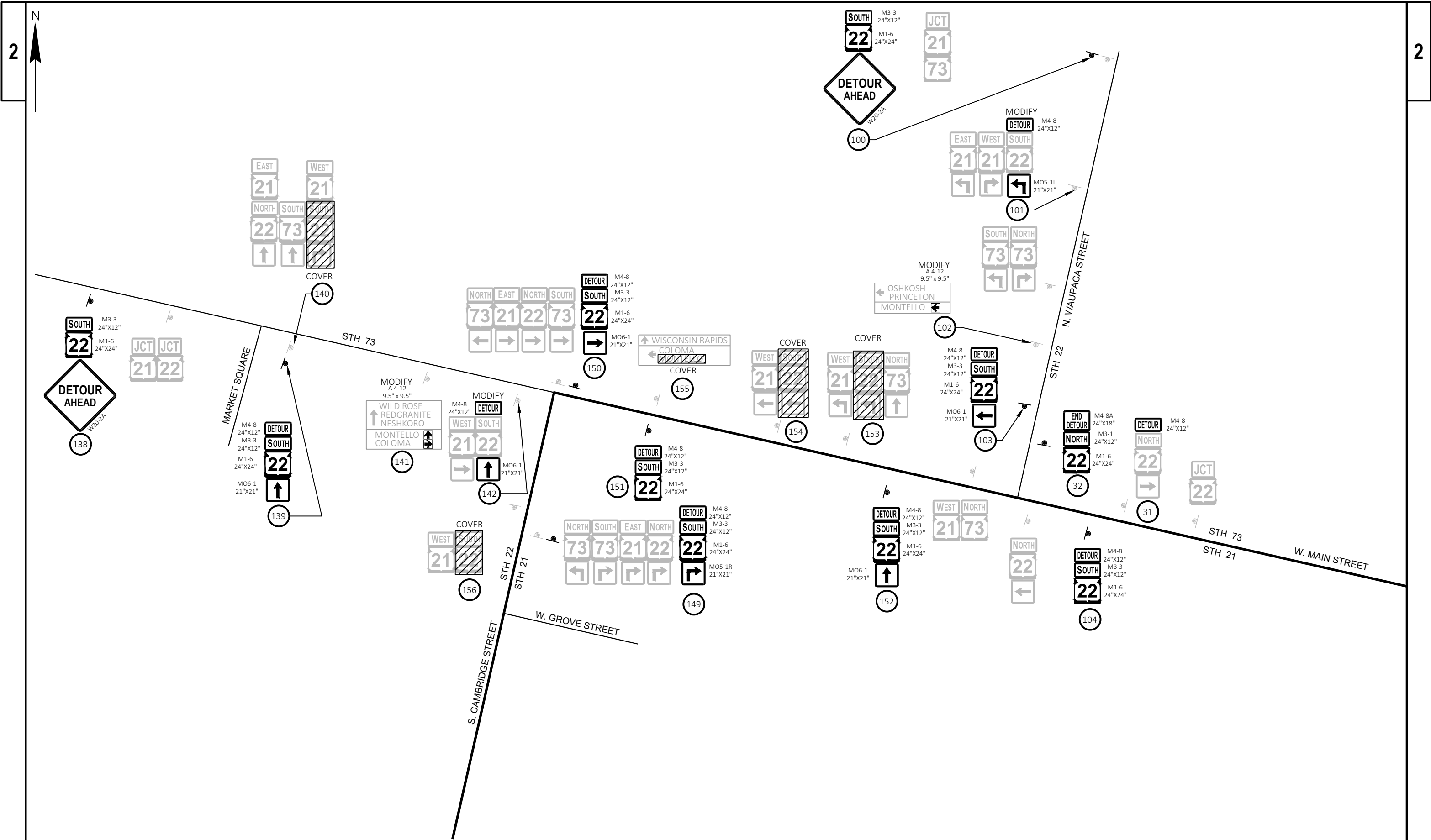


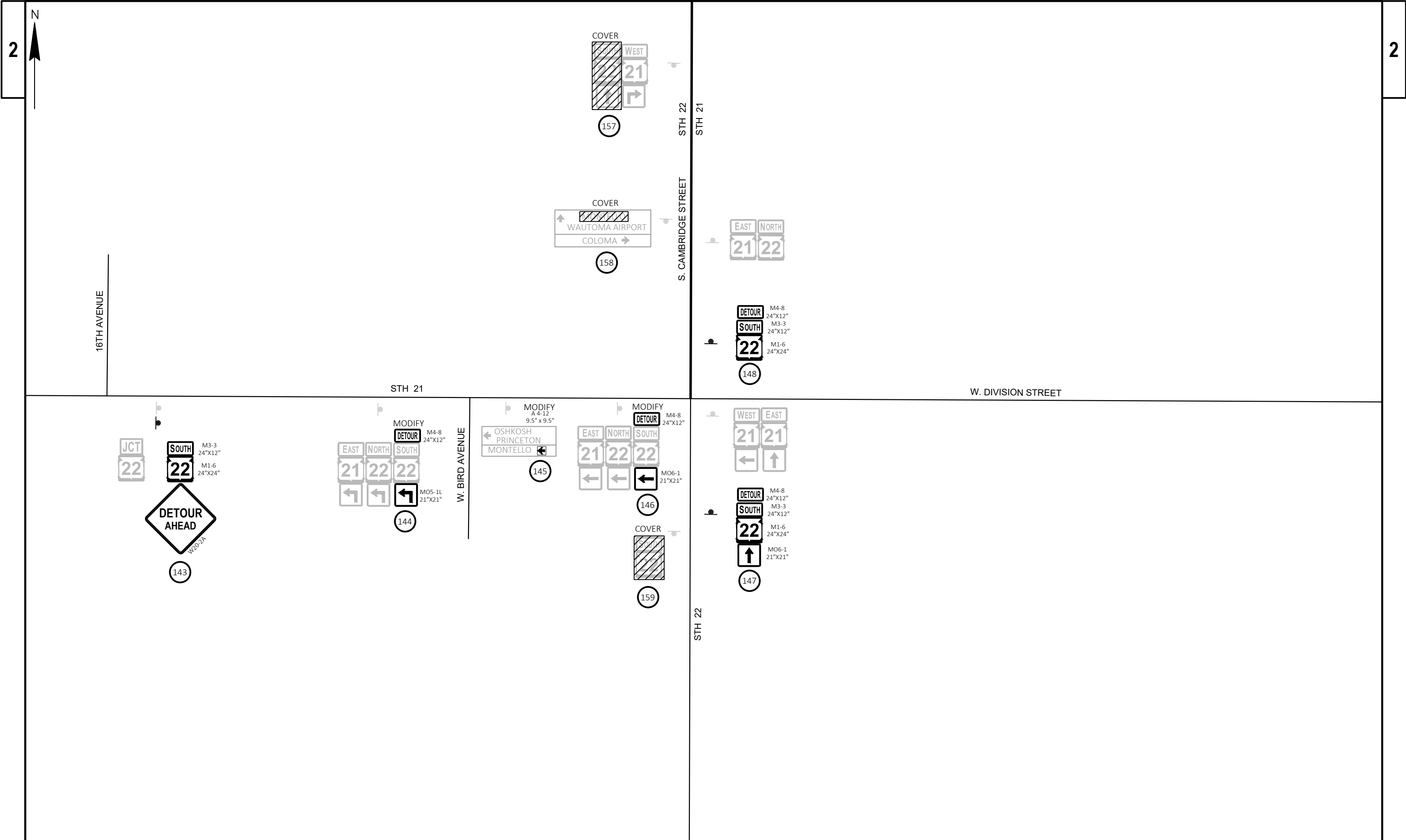














- (A) PLAN SHEET: PEDESTRIAN DETOUR: DETAIL A
- (B) PLAN SHEET: PEDESTRIAN DETOUR: DETAIL B
- (C) PLAN SHEET: PEDESTRIAN DETOUR: DETAIL C
- (D) PLAN SHEET: PEDESTRIAN DETOUR: DETAIL D
- (E) PLAN SHEET: PEDESTRIAN DETOUR: DETAIL E

NOTE:
A SHUTTLE SERVICE WILL BE PROVIDED FOR PEDESTRIANS WHEN THE SIDEWALK IS OUT OF SERVICE INSIDE THE CONSTRUCTION LIMITS.

FOR ADDITIONAL INFORMATION REFER TO THE FOLLOWING PLAN SHEETS:
- TRAFFIC CONTROL: OVERVIEW
- TRAFFIC CONTROL: FLAGGING OPERATIONS STH 22/23 INTERSECTION DETAIL A AND B
- PEDESTRIAN DETOUR: DETAIL A-E

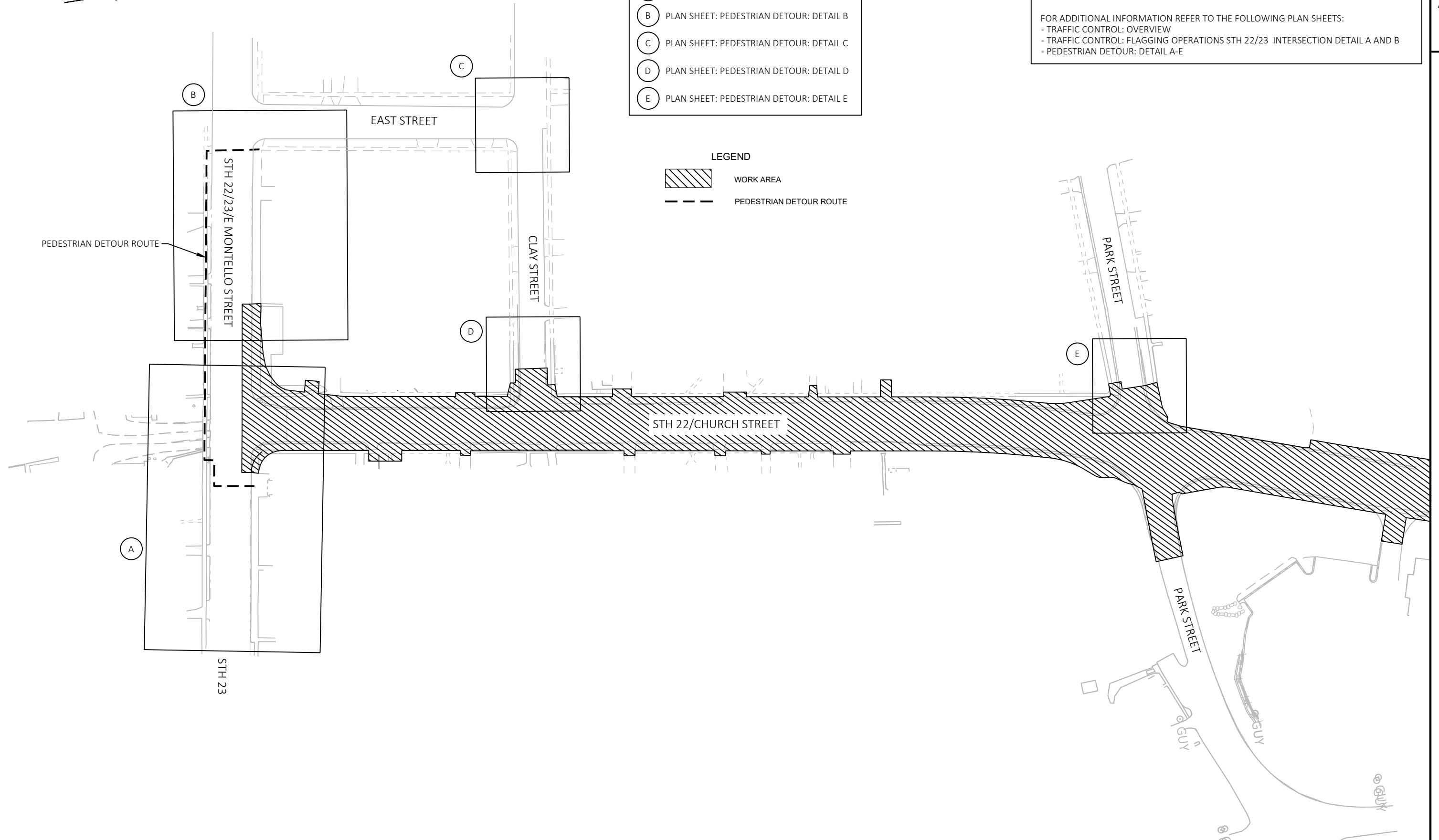
LEGEND

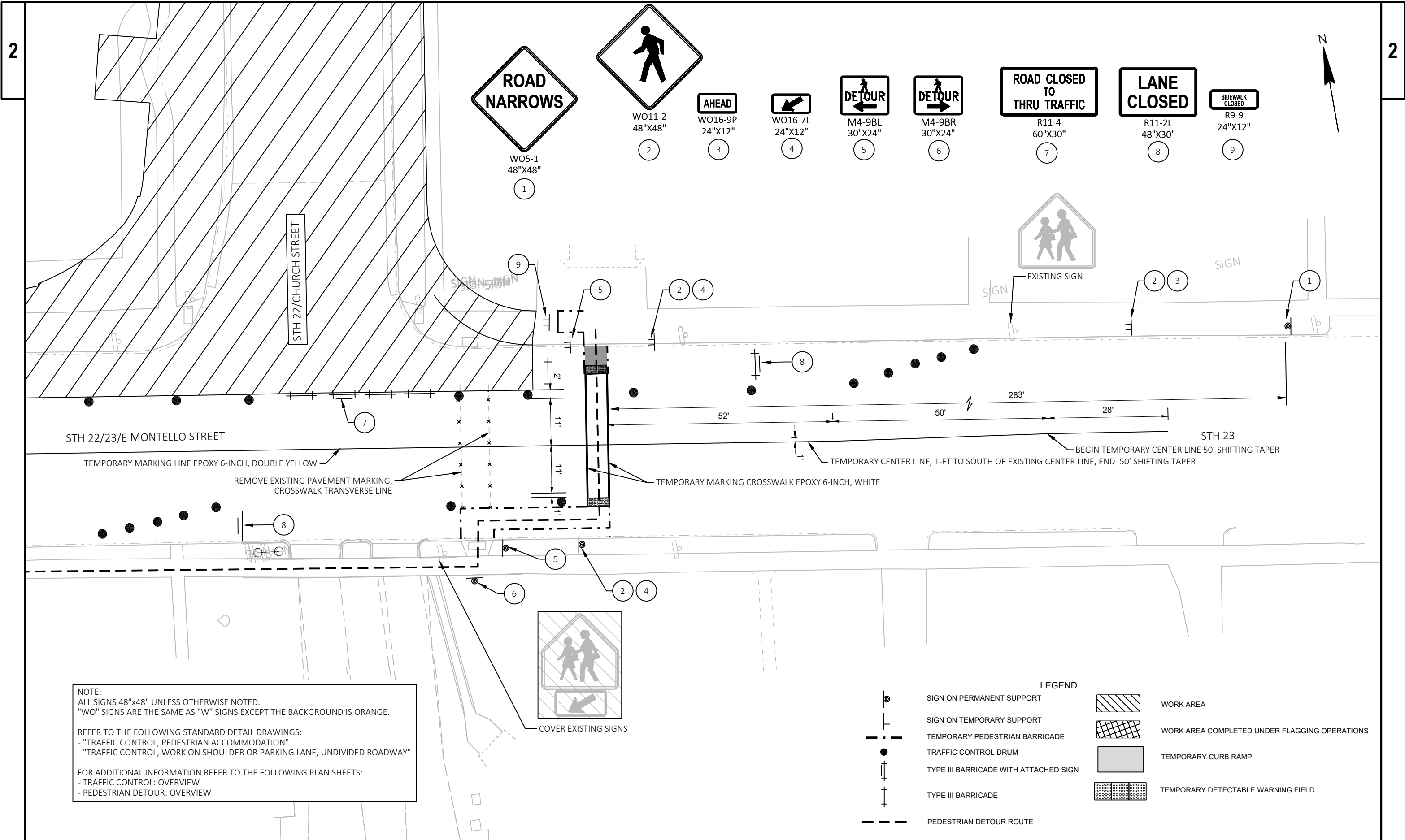


WORK AREA



PEDESTRIAN DETOUR ROUTE





PROJECT NO: 6150-01-77

HWY: STH 22

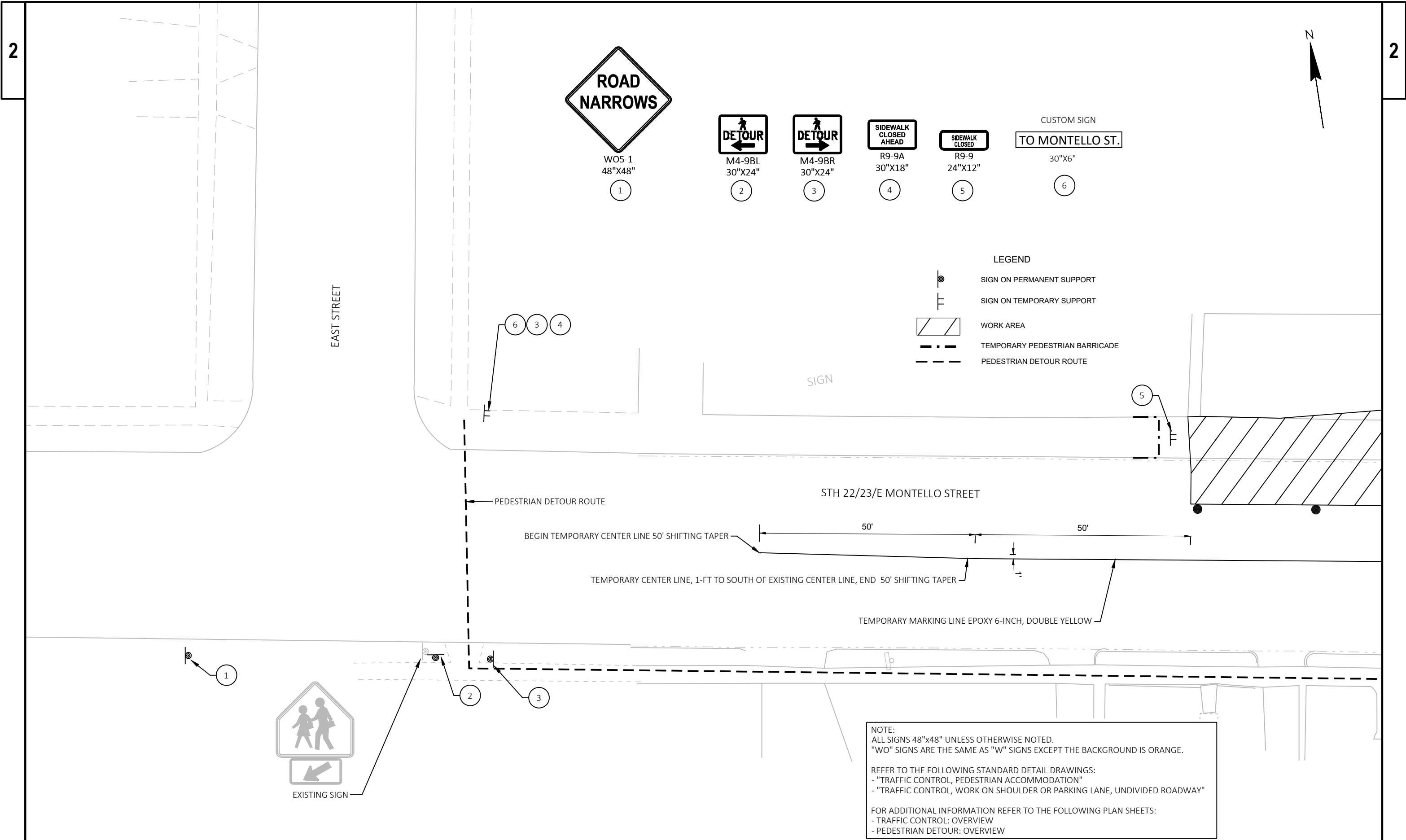
COUNTY: MARQUETTE

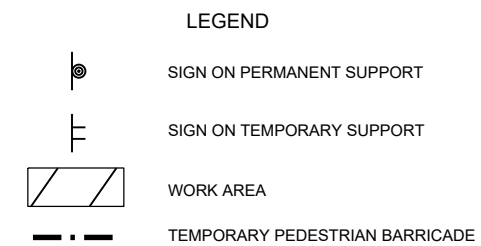
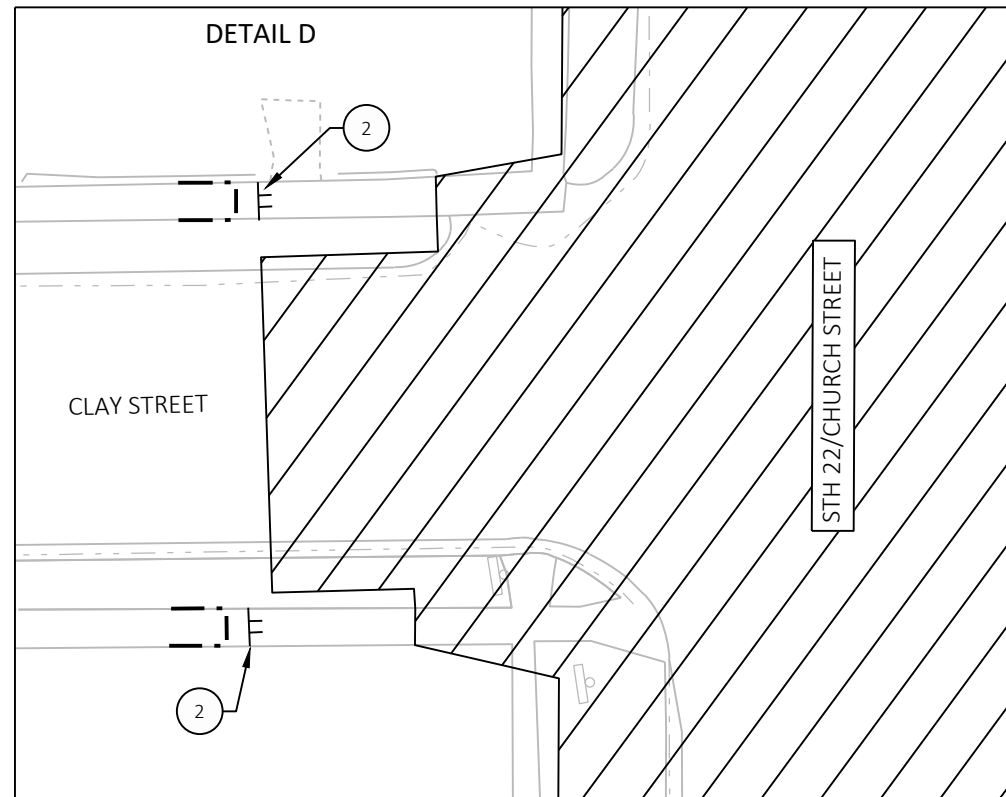
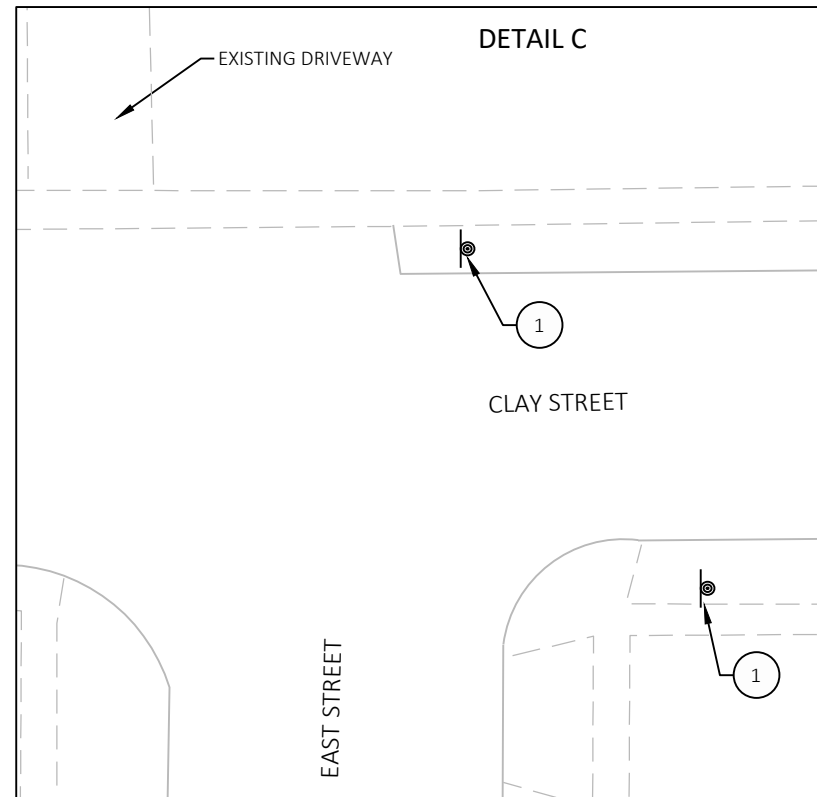
PEDESTRIAN DETOUR: DETAIL A

SHEET

61

E





SIDEWALK
CLOSED
AHEAD

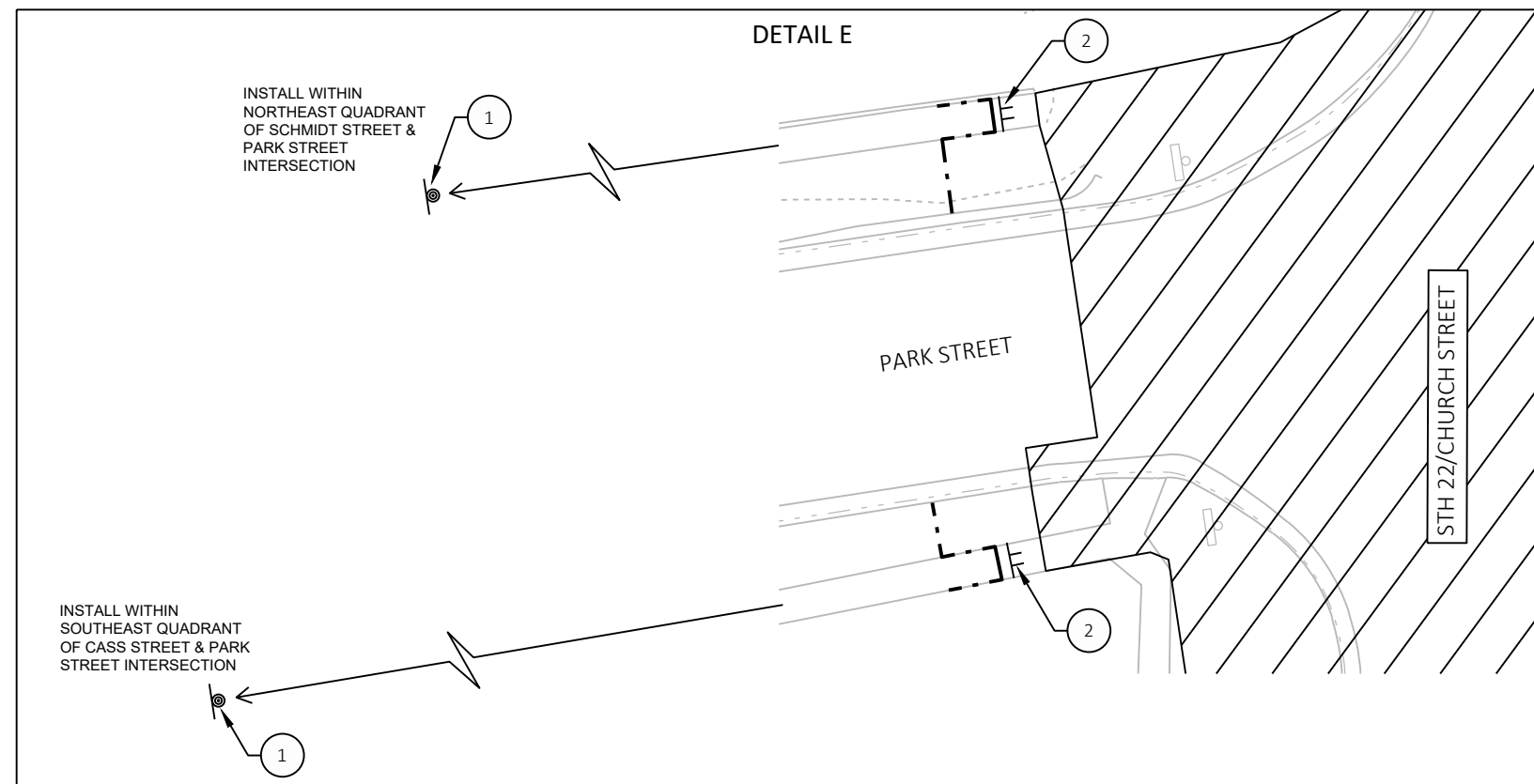
R9-9A
30"X18"

1

SIDEWALK
CLOSED

R9-9
24"X12"

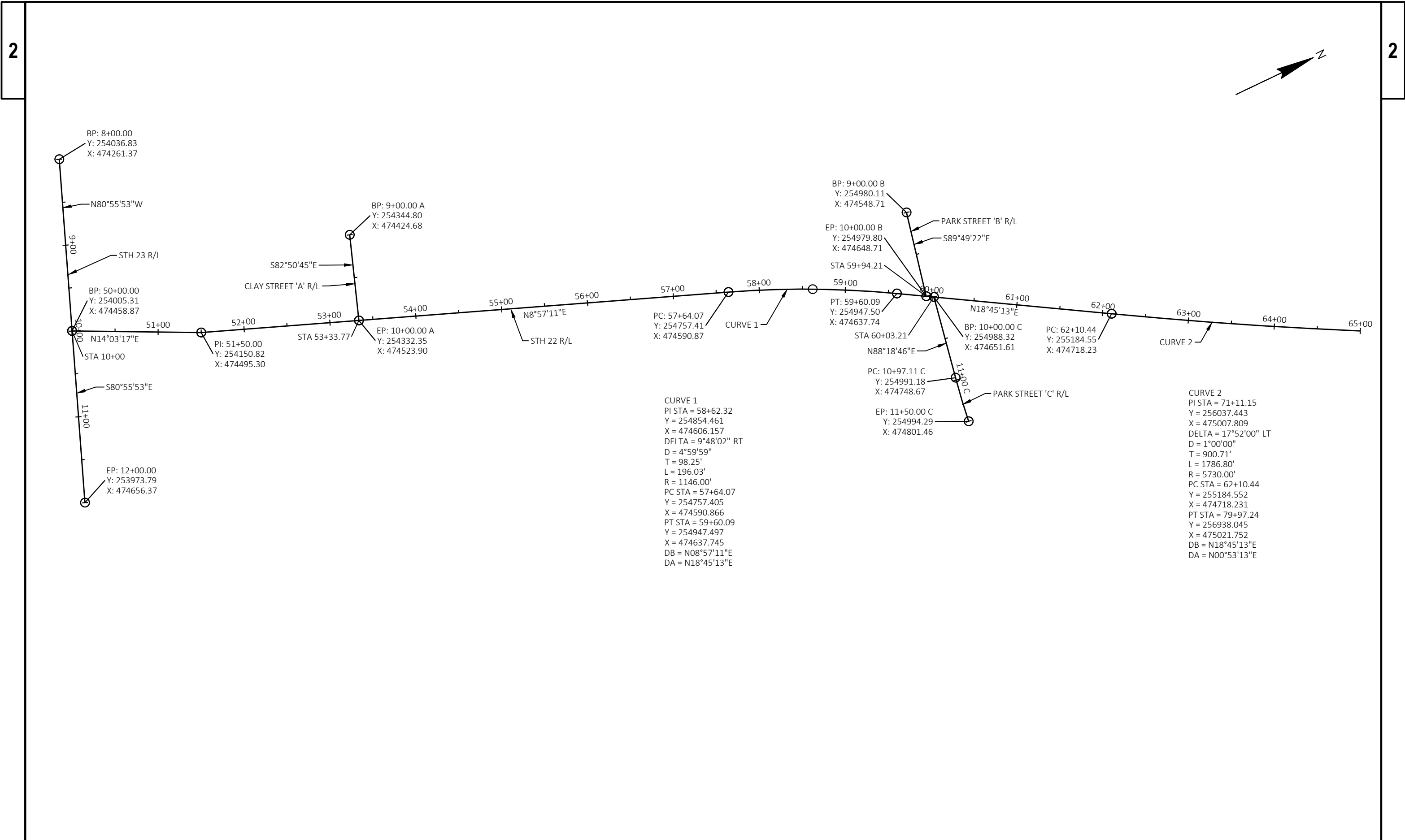
2



NOTE:
ALL SIGNS 48"x48" UNLESS OTHERWISE NOTED.
"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

REFER TO THE FOLLOWING STANDARD DETAIL DRAWINGS:
- "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"

FOR ADDITIONAL INFORMATION REFER TO THE FOLLOWING PLAN SHEET:
- PEDESTRIAN DETOUR: OVERVIEW



Estimate Of Quantities

6150-01-77					6150-01-78	
Line	Item	Item Description	Unit	Total	Qty	Qty
0002	201.0105	Clearing	STA	2.000	2.000	
0004	201.0120	Clearing	ID	134.000	134.000	
0006	201.0205	Grubbing	STA	2.000	2.000	
0008	201.0220	Grubbing	ID	158.000	158.000	
0010	203.0100	Removing Small Pipe Culverts	EACH	2.000	2.000	
0012	204.0100	Removing Concrete Pavement	SY	476.000	476.000	
0014	204.0110	Removing Asphaltic Surface	SY	481.000	481.000	
0016	204.0150	Removing Curb & Gutter	LF	1,519.000	1,519.000	
0018	204.0155	Removing Concrete Sidewalk	SY	755.000	755.000	
0020	204.0210	Removing Manholes	EACH	4.000	4.000	
0022	204.0220	Removing Inlets	EACH	13.000	13.000	
0024	204.0245	Removing Storm Sewer (size) 01. 12-INCH	LF	464.000	464.000	
0026	204.0245	Removing Storm Sewer (size) 02. 16-INCH	LF	496.000	496.000	
0028	204.0245	Removing Storm Sewer (size) 03. 24-INCH	LF	475.000	475.000	
0030	204.0245	Removing Storm Sewer (size) 04. 30-INCH	LF	8.000	8.000	
0032	205.0100	Excavation Common	CY	5,535.000	5,535.000	
0034	213.0100	Finishing Roadway (project) 01. 6150-01-77	EACH	1.000	1.000	
0036	305.0110	Base Aggregate Dense 3/4-Inch	TON	23.000	23.000	
0038	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	5,001.000	5,001.000	
0040	455.0605	Tack Coat	GAL	379.000	379.000	
0042	460.2000	Incentive Density HMA Pavement	DOL	1,160.000	1,160.000	
0044	460.5223	HMA Pavement 3 LT 58-28 S	TON	1,085.000	1,085.000	
0046	460.5424	HMA Pavement 4 LT 58-28 H	TON	723.000	723.000	
0048	465.0105	Asphaltic Surface	TON	12.000	12.000	
0050	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	59.000	59.000	
0052	520.8000	Concrete Collars for Pipe	EACH	3.000	3.000	
0054	521.1018	Apron Endwalls for Culvert Pipe Steel 18-Inch	EACH	2.000	2.000	
0056	521.3118	Culvert Pipe Corrugated Steel 18-Inch	LF	14.000	14.000	
0058	522.0118	Culvert Pipe Reinforced Concrete Class III 18-Inch	LF	105.500	105.500	
0060	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	3.000	3.000	
0062	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	3,097.000	3,097.000	
0064	601.0600	Concrete Curb Pedestrian	LF	44.000	44.000	
0066	602.0405	Concrete Sidewalk 4-Inch	SF	12,576.000	12,576.000	
0068	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	150.000	150.000	
0070	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	18.500	18.500	
0072	602.0810	Concrete Driveway 6-Inch	SY	355.000	355.000	
0074	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	106.000	106.000	
0076	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	149.000	149.000	
0078	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	173.000	173.000	
0080	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	258.000	258.000	
0082	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	237.000	237.000	
0084	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	607.000	607.000	
0086	608.0430	Storm Sewer Pipe Reinforced Concrete Class IV 30-Inch	LF	298.000	298.000	
0088	608.0436	Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch	LF	8.000	8.000	
0090	611.0530	Manhole Covers Type J	EACH	9.000	9.000	
0092	611.0612	Inlet Covers Type C	EACH	1.000	1.000	
0094	611.0624	Inlet Covers Type H	EACH	20.000	20.000	
0096	611.0642	Inlet Covers Type MS	EACH	1.000	1.000	
0098	611.1004	Catch Basins 4-FT Diameter	EACH	1.000	1.000	

Estimate Of Quantities

		6150-01-77	6150-01-78			
Line	Item	Item Description	Unit	Total	Qty	Qty
0100	611.2004	Manholes 4-FT Diameter	EACH	4.000	4.000	
0102	611.2005	Manholes 5-FT Diameter	EACH	4.000	4.000	
0104	611.2006	Manholes 6-FT Diameter	EACH	2.000	2.000	
0106	611.2007	Manholes 7-FT Diameter	EACH	1.000	1.000	
0108	611.2009	Manholes 9-FT Diameter	EACH	1.000	1.000	
0110	611.3004	Inlets 4-FT Diameter	EACH	7.000	7.000	
0112	611.3230	Inlets 2x3-FT	EACH	10.000	10.000	
0114	611.3902	Inlets Median 2 Grate	EACH	1.000	1.000	
0116	618.0100	Maintenance and Repair of Haul Roads (project) 01. 6150-01-77	EACH	1.000	1.000	
0118	619.1000	Mobilization	EACH	1.000	1.000	
0120	624.0100	Water	MGAL	46.000	46.000	
0122	625.0100	Topsoil	SY	5,428.000	5,428.000	
0124	628.1504	Silt Fence	LF	426.000	426.000	
0126	628.1520	Silt Fence Maintenance	LF	426.000	426.000	
0128	628.1905	Mobilizations Erosion Control	EACH	10.000	10.000	
0130	628.1910	Mobilizations Emergency Erosion Control	EACH	5.000	5.000	
0132	628.2006	Erosion Mat Urban Class I Type A	SY	5,428.000	5,428.000	
0134	628.7005	Inlet Protection Type A	EACH	22.000	22.000	
0136	628.7015	Inlet Protection Type C	EACH	22.000	22.000	
0138	628.7020	Inlet Protection Type D	EACH	9.000	9.000	
0140	628.7555	Culvert Pipe Checks	EACH	5.000	5.000	
0142	629.0210	Fertilizer Type B	CWT	3.420	3.420	
0144	630.0140	Seeding Mixture No. 40	LB	245.000	245.000	
0146	630.0200	Seeding Temporary	LB	29.000	29.000	
0148	630.0500	Seed Water	MGAL	97.540	97.540	
0150	633.5200	Markers Culvert End	EACH	2.000	2.000	
0152	634.0614	Posts Wood 4x6-Inch x 14-FT	EACH	22.000	22.000	
0154	634.0616	Posts Wood 4x6-Inch x 16-FT	EACH	12.000	12.000	
0156	634.0618	Posts Wood 4x6-Inch x 18-FT	EACH	2.000	2.000	
0158	637.2210	Signs Type II Reflective H	SF	39.000	39.000	
0160	637.2230	Signs Type II Reflective F	SF	55.000	55.000	
0162	638.2102	Moving Signs Type II	EACH	22.000	22.000	
0164	638.2602	Removing Signs Type II	EACH	10.000	10.000	
0166	638.3000	Removing Small Sign Supports	EACH	27.000	27.000	
0168	642.5201	Field Office Type C	EACH	1.000	1.000	
0170	643.0300	Traffic Control Drums	DAY	5,845.000	5,845.000	
0172	643.0420	Traffic Control Barricades Type III	DAY	3,660.000	3,660.000	
0174	643.0705	Traffic Control Warning Lights Type A	DAY	6,581.000	6,581.000	
0176	643.0900	Traffic Control Signs	DAY	45,044.000	45,044.000	
0178	643.0920	Traffic Control Covering Signs Type II	EACH	13.000	13.000	
0180	643.1000	Traffic Control Signs Fixed Message	SF	54.000	54.000	
0182	643.3170	Temporary Marking Line Epoxy 6-Inch	LF	862.000	862.000	
0184	643.3320	Temporary Marking Crosswalk Epoxy 6-Inch	LF	58.000	58.000	
0186	643.5000	Traffic Control	EACH	1.000	1.000	
0188	644.1601	Temporary Pedestrian Curb Ramp	DAY	145.000	145.000	
0190	644.1605	Temporary Pedestrian Detectable Warning Field	SF	20.000	20.000	
0192	644.1810	Temporary Pedestrian Barricade	LF	214.000	214.000	
0194	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	6,052.000	6,052.000	
0196	646.6120	Marking Stop Line Epoxy 18-Inch	LF	67.000	67.000	

Estimate Of Quantities

6150-01-77						6150-01-78	
Line	Item	Item Description	Unit	Total	Qty	Qty	
0198	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	653.000	653.000		
0200	646.9000	Marking Removal Line 4-Inch	LF	710.000	710.000		
0202	646.9002	Marking Removal Line 6-Inch	LF	68.000	68.000		
0204	650.4000	Construction Staking Storm Sewer	EACH	30.000	30.000		
0206	650.4500	Construction Staking Subgrade	LF	1,715.000	1,715.000		
0208	650.5000	Construction Staking Base	LF	1,715.000	1,715.000		
0210	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	3,141.000	3,141.000		
0212	650.6000	Construction Staking Pipe Culverts	EACH	3.000	3.000		
0214	650.9000	Construction Staking Curb Ramps	EACH	16.000	16.000		
0216	650.9500	Construction Staking Sidewalk (project) 01. 6150-01-77	EACH	0.800	0.800		
0218	650.9500	Construction Staking Sidewalk (project) 02. 6150-01-77	EACH	0.200	0.200		
0220	650.9911	Construction Staking Supplemental Control (project) 01. 6150-01-77	EACH	1.000	1.000		
0222	650.9920	Construction Staking Slope Stakes	LF	1,715.000	1,715.000		
0224	690.0150	Sawing Asphalt	LF	555.000	555.000		
0226	690.0250	Sawing Concrete	LF	407.000	407.000		
0228	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	2,000.000	2,000.000		
0230	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	1,260.000	1,260.000		
0232	SPV.0035	Special .01 Imported Granular Backfill (For Sanitary Sewer)	CY	400.000		400.000	
0234	SPV.0035	Special .02 Imported Granular Backfill (For Water Main)	CY	400.000		400.000	
0236	SPV.0060	Special .01 Construction Sanitary Sewer Staking	EACH	1.000		1.000	
0238	SPV.0060	Special .02 Construction Water Main Staking	EACH	1.000		1.000	
0240	SPV.0060	Special .03 Ulo for Sanitary Sewer	EACH	3.000		3.000	
0242	SPV.0060	Special .04 Sanitary Sewer Manhole, 48-Inch	EACH	3.000		3.000	
0244	SPV.0060	Special .05 Sanitary Sewer Wye, 8-Inch x 6-Inch	EACH	15.000		15.000	
0246	SPV.0060	Special .06 Connect to Existing Sanitary Sewer	EACH	5.000		5.000	
0248	SPV.0060	Special .07 Remove Sanitary Sewer Structure	EACH	1.000		1.000	
0250	SPV.0060	Special .08 Remove Existing Hydrant Assembly	EACH	2.000		2.000	
0252	SPV.0060	Special .09 Remove Existing Valve Box	EACH	1.000		1.000	
0254	SPV.0060	Special .10 Abandon Existing Water Main	EACH	3.000		3.000	
0256	SPV.0060	Special .11 Hydrant	EACH	3.000		3.000	
0258	SPV.0060	Special .12 Valve and Box 6-Inch	EACH	3.000		3.000	
0260	SPV.0060	Special .13 Valve and Box 8-Inch	EACH	9.000		9.000	
0262	SPV.0060	Special .14 Tee 8-Inch x 6-Inch	EACH	3.000		3.000	
0264	SPV.0060	Special .15 Tee 8-Inch x 8-Inch	EACH	1.000		1.000	
0266	SPV.0060	Special .16 Cross 8-Inch x 8-Inch	EACH	1.000		1.000	
0268	SPV.0060	Special .17 Bend 8-Inch	EACH	8.000		8.000	
0270	SPV.0060	Special .18 Corporation Curb Stop Box & Reconnect 1-Inch	EACH	14.000		14.000	
0272	SPV.0060	Special .19 Connect to Existing Water Main	EACH	5.000		5.000	
0274	SPV.0060	Special .20 Temporary Water Service	EACH	14.000		14.000	
0276	SPV.0060	Special .21 Transite Pipe Removal Connection Handling and Disposal	EACH	1.000		1.000	
0278	SPV.0060	Special .22 Shuttle Service	EACH	1.000	1.000		
0280	SPV.0060	Special .23 Storm Sewer Plug	EACH	1.000	1.000		
0282	SPV.0090	Special .01 Sanitary Sewr PVC 8-Inch	LF	1,300.000		1,300.000	
0284	SPV.0090	Special .02 Sanitary Lateral PVC 6-Inch	LF	422.000		422.000	
0286	SPV.0090	Special .03 Water Main Ductile Iron 6-Inch	LF	74.000		74.000	
0288	SPV.0090	Special .04 Water Main Ductile Iron 8-Inch	LF	1,241.000		1,241.000	
0290	SPV.0090	Special .05 Water Service Copper 1-Inch	LF	433.000		433.000	
0292	SPV.0165	Special .01 Insulation 4-Foot x 8-Foot Polystyrene Board, 2-Inch Thick	SF	352.000		352.000	

3

CLEARING & GRUBBING

	201.0105 CLEARING	201.0205 GRUBBING	201.0120 CLEARING	201.0220 GRUBBING
STATION TO STATION	STA	STA	ID	ID
STH 22				
50+85 LT	-	-	45	45
52+17 LT	-	-	5	5
53+55 - 53+57 LT	-	-	33	33
53+84 LT	-	-	-	24
55+01 LT	-	-	14	14
57+19 LT	-	-	37	37
57+68 - 58+58 RT	2	2	-	-
TOTALS	2	2	134	158

REMOVING SMALL PIPE CULVERTS

	203.0100 REMOVING SMALL PIPE CULVERTS	
STATION TO STATION	EACH	REMARKS
STH 22		
62+78 RT	1	18" X 50' CMP, 3.5' DEPTH
63+32	1	18" X 64' CMP, 2' DEPTH
TOTALS	2	

REMOVING CONCRETE PAVEMENT

	204.0100 REMOVING CONCRETE PAVEMENT	
STATION TO STATION	SY	REMARKS
STH 22		
51+03 - 51+22 LT	25	CONCRETE DRIVEWAY REMOVAL
51+51 - 51+60 RT	4	CONCRETE DRIVEWAY REMOVAL
52+46 - 52+67 LT	40	CONCRETE DRIVEWAY REMOVAL
52+51 - 52+62 RT	17	CONCRETE DRIVEWAY REMOVAL
53+45 - 53+55 RT	5	CONCRETE DRIVEWAY REMOVAL
54+16 - 54+38 LT	10	CONCRETE DRIVEWAY REMOVAL
54+29 - 54+41 RT	20	CONCRETE DRIVEWAY REMOVAL
55+28 - 55+40 RT	5	CONCRETE DRIVEWAY REMOVAL
55+38 - 55+62 LT	11	CONCRETE DRIVEWAY REMOVAL
55+79 - 55+89 RT	4	CONCRETE DRIVEWAY REMOVAL
56+26 - 56+41 LT	6	CONCRETE DRIVEWAY REMOVAL
56+79 - 56+90 LT	5	CONCRETE DRIVEWAY REMOVAL
STH 23		
8+83 - 10+67	324	CONCRETE UNDER ASPHALT
TOTALS	476	

3

REMOVING ASPHALTIC SURFACE

	204.0110 REMOVING ASPHALTIC SURFACE
STATION TO STATION	SY
STH 22	
51+89 - 52+50 RT	13
52+63 - 53+00 RT	6
53+08 - 53+45 RT	7
53+73 - 54+27 RT	9
53+73 - 54+15 LT	7
54+39 - 55+38 LT	25
54+43 - 55+28 RT	13
55+42 - 55+77 RT	4
55+63 - 56+31 LT	22
55+89 - 56+57 RT	7
56+41 - 57+09 LT	27
57+21 - 59+45 LT	61
57+33 - 59+61 RT	35
59+66 - 60+06 RT	28
60+02 - 61+75 LT	75
62+06 - 62+98 LT	139
CLAY STREET	
9+59A - 9+71A LT	3
TOTALS	481

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

REMOVING CURB & GUTTER

	204.0150 REMOVING CURB & GUTTER
STATION TO STATION	LF
STH 22	
50+37 - 53+04 LT	267
50+37 - 51+50 RT	118
57+59 - 59+38 RT	176
57+60 - 59+41 LT	184
60+35 - 62+95 LT	259
60+80 - 62+26 RT	146
CLAY STREET	
9+40A - 9+81A RT	46
PARK STREET	
9+29B - 9+60B RT	50
9+37B - 9+88B LT	65
10+00C - 11+01C RT	123
10+49C - 10+98C LT	85
TOTALS	1,519

REMOVING CONCRETE SIDEWALK

	204.0155 REMOVING CONCRETE
STATION TO STATION	SY
STH 22	
50+21 - 51+03 LT	40
50+26 - 51+51 RT	70
51+22 - 52+46 LT	52
51+60 - 52+51 RT	44
52+67 - 53+06 LT	13
52+62 - 53+45 RT	34
53+54 - 54+16 LT	27
53+55 - 54+29 RT	32
54+38 - 55+38 LT	44
54+41 - 55+28 RT	38
55+40 - 55+79 RT	18
55+62 - 56+26 LT	29
55+89 - 56+57 RT	30
56+41 - 56+79 LT	19
56+90 - 59+51 LT	111
57+12 RT	3
STH 23	
8+83 - 9+80 LT	102
10+47 - 10+67 LT	19
CLAY STREET	
9+55A - 9+81A RT	14
9+58A - 9+72A LT	6
PARK STREET	
9+29B - 9+44B LT	10
TOTALS	755

3

REMOVING MANHOLES	
204.0210	
REMOVING MANHOLES	
STATION	EACH
STH 22	
50+15, 1' LT	1
53+19, 14' LT	1
58+14, 15' LT	1
59+71, 24' LT	1
TOTALS	4

REMOVING INLETS	
204.0220	
REMOVING INLETS	
STATION	EACH
STH 22	
50+25, 16' LT	1
50+29, 38' RT	1
53+02, 20' RT	1
53+11, 24' LT	1
53+49, 39' LT	1
58+13, 23' RT	1
58+14, 24' LT	1
58+21, 23' RT	1
59+60, 59' LT	1
59+95, 48' LT	1
60+33, 26' LT	1
60+42, 26' LT	1
60+55, 32' RT	1
TOTALS	13

REMOVING STORM SEWER					
		204.0245.01	204.0245.02	204.0245.03	204.0245.04
		12-INCH	16-INCH	24-INCH	30-INCH
STATION TO STATION		LF	LF	LF	LF
STH 22					
50+06 RT - 50+15 LT	16	-	-	-	
50+15 LT - 50+25 LT	18	-	-	-	
50+15 LT - 50+16 RT	-	-	12	-	
50+15 LT - 50+29 RT	42	-	-	-	
50+15 LT	-	-	-	8	
50+15 LT - 53+19 LT	-	-	303	-	
53+19 LT - 53+02 RT	38	-	-	-	
53+19 LT - 53+11 LT	12	-	-	-	
53+19 LT	39	-	-	-	
53+19 LT - 53+49 LT	39	-	-	-	
53+19 LT - 58+14 LT	-	496	-	-	
58+13 RT - 58+21 RT	8	-	-	-	
58+14 LT - 58+13 RT	38	-	-	-	
58+14 LT	8	-	-	-	
58+14 LT - 59+71 LT	-	-	160	-	
59+71 LT 59+60 LT	37	-	-	-	
59+71 LT 59+95 LT	35	-	-	-	
59+71 LT 60+33 LT	63	-	-	-	
60+33 LT 60+42 LT	9	-	-	-	
60+33 LT 60+55 RT	62	-	-	-	
TOTALS	464	496	475	8	

3

DIVISION	FROM/TO STATION	LOCATION	COMMON EXCAVATION (1)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (2)	AVAILABLE MATERIAL (3)	UNEXPANDED FILL	EXPANDED FILL (4)	MASS ORDINATE +/- (5)	WASTE	208.0100 BORROW
			CUT (2)				FACTOR 1.25			
DIVISION 1										
22	50+71.82/64+75.00		4,933	983	3,950	384	480	3,470	3,470	0
23	8+83.75/10+66.66		204	93	111	0	0	111	111	0
CLAY	9+40.00/9+62.85		43	12	31	0	0	31	31	0
PARK-E	10+64.74/11+25.00		355	31	324	0	0	324	324	0
DIVISION 1 SUBTOTAL			5,535	1,119	4,416	384	480	3,936	3,936	0
GRAND TOTAL			5,535	1,119	4,416	384	480	3,936	3,936	0
TOTAL COMMON EXC			5,535							

NOTES:
(1) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(2) SALVAGED/UNUSABLE PAVEMENT MATERIAL
(3) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL
(4) EXPANDED FILL FACTOR = 1.25
(5) 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.
(6) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

3

BASE AGGREGATE DENSE 3/4-INCH	
305.0110 BASE AGGREGATE DENSE 3/4-INCH	
STATION TO STATION	TON
STH 22	
63+50 - 64+75 LT	23
TOTALS	23

BASE AGGREGATE DENSE 1 1/4-INCH	
305.0120 BASE AGGREGATE DENSE 1 1/4-INCH	
STATION TO STATION	TON
STH 22	
50+22 - 53+34	1,044
53+34 - 59+94	1,872
59+94 - 64+75	1,369
STH 23	
8+83 - 10+67	160
CLAY STREET	
9+40A - 9+84A	116
PARK STREET	
9+37B - 9+83B	158
10+17C - 11+25C	282
TOTALS	5,001

HMA PAVEMENT						
		460.5223 3 LT 58-28 S	460.5424 4 LT 58-28 H	465.0120 DRIVEWAYS AND FIELD ENTRANCES	465.0105 ASPHALTIC SURFACE	455.0605 TACK COAT
STATION TO STATION		TON	TON	TON	TON	GAL
STH 22						
	50+22 - 53+34	226	150	12	-	78
	53+34 - 59+94	405	270	11	-	141
	59+94 - 64+75	296	198	36	-	103
STH 23						
	8+83 - 10+67	36	24	-	12	14
CLAY STREET						
	9+40A - 9+84A	25	17	-	-	9
PARK STREET						
	9+37B - 9+83B	34	22	-	-	12
	10+17C - 11+25C	63	42	-	-	22
TOTALS		1,085	723	59	12	379

3

NOTE: ALL ITEMS ON THIS
SHEET ARE CATEGORY 0010
UNLESS OTHERWISE NOTED.

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CONCRETE CURB & GUTTER

		601.0411	601.0600
		30-INCH	CONCRETE CURB
		TYPE D	PEDESTRIAN
STATION TO STATION		LF	LF
STH 22			
50+22 - 53+34 RT		329	-
50+22 - 52+97 LT		299	-
50+34 - 50+56 LT		-	32
53+34 - 59+64 RT		627	-
53+63 - 59+35 LT		575	-
60+65 - 64+75 RT		411	-
60+34 - 63+50 LT		315	-
STH 23			
8+83 - 9+38		55	-
CLAY STREET			
9+40A - 9+84A RT		53	-
9+40A - 9+84A LT		52	-
PARK STREET			
9+29B - 9+64B RT		61	-
9+37B - 9+95B LT		72	12
10+03C - 11+25C RT		134	-
10+39C - 11+25C LT		114	-
TOTALS		3,097	44

CONCRETE DRIVEWAY

		602.0810
		6-INCH
STATION TO STATION		SY
STH 22		
50+78 LT - 50+93 LT		36
51+51 RT - 51+87 RT		46
52+46 LT - 52+68 LT		28
52+51 RT - 52+62 RT		22
53+45 RT - 53+55 RT		18
54+17 LT - 54+38 LT		28
54+29 RT - 54+41 RT		24
55+28 RT - 55+40 RT		17
55+28 LT - 55+63 LT		33
55+79 RT - 55+89 RT		15
56+31 LT - 56+41 LT		15
56+57 RT - 56+77 RT		26
57+09 LT - 57+21 LT		17
62+71 RT - 62+93 RT		30
TOTALS		355

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

CURB RAMP DETECTABLE WARNING FIELD YELLOW

		602.0505	602.0605
		CURB RAMP	CURB RAMP
		DETECTABLE	DETECTABLE
		WARNING FIELD	WARNING FIELD
		YELLOW	RADIAL YELLOW
STATION TO STATION		SF	SF
STH 22			
50+34 LT		10	-
50+33 RT		10	-
53+05 RT		10	-
53+05 LT		10	-
53+68 RT		10	-
53+68 LT		10	-
59+48 LT		10	-
59+63 RT		10	-
CLAY STREET			
9+72A RT		10	-
9+73A LT		10	-
PARK STREET			
9+51B RT		10	-
9+74B LT		-	18.5
10+38C RT		10	-
CATEGORY 0010	SUBTOTALS	120	18.5
STH 22			
64+70 RT		10	-
64+93 RT		10	-
PARK STREET			
10+52C LT		10	-
CATEGORY 0020	SUBTOTALS	30	0
PROJECT TOTALS		150	18.5

CONCRETE SIDEWALK

		602.0405
		4-INCH
STATION TO STATION		SF
STH 22		
50+28 - 51+51 RT		908
50+21 - 50+78 LT		527
50+93 - 52+46 LT		752
51+87 - 52+51 RT		342
52+62 - 53+45 RT		453
52+67 - 53+02 LT		176
53+55 - 54+29 RT		404
53+56 - 54+17 LT		332
54+38 - 55+38 LT		514
54+41 - 55+28 RT		449
55+40 - 55+79 RT		193
55+63 - 56+31 LT		356
55+89 - 56+57 RT		356
56+41 - 57+09 LT		373
56+77 - 59+65 RT		1,433
57+21 - 59+41 LT		1,178
STH 23		
8+82 - 9+37		459
CLAY STREET		
9+54A - 9+80A RT		139
9+58A - 9+76A LT		105
PARK STREET		
9+29B - 9+65B RT		268
9+36B - 9+81B LT		261
10+04C - 10+45C RT		274
CATEGORY 0010	SUBTOTAL	10,252
STH 22		
60+57 - 62+71 RT		1,072
62+93 - 64+96 RT		1,145
PARK STREET		
10+49C - 10+58C LT		107
CATEGORY 0020	SUBTOTAL	2,324
PROJECT TOTAL		12,576

3

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NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

CULVERT PIPE SUMMARY

		521.1018	521.3118	522.0418	522.1018	633.5200	650.6000	ALUMINUM	STEEL	INLET*	OUTLET*
		APRON ENDWALLS	CULVERT PIPE	CULVERT PIPE	APRON ENDWALLS FOR	MARKERS	CONSTRUCTION	THICKNESS	THICKNESS		
		FOR CULVERT PIPE	CORRUGATED	REINFORCED CONCRETE	CULVERT PIPE REINFORCED	CULVERT	STAKING				
		STEEL 18-INCH	STEEL 18-INCH	CLASS IV 18-INCH	CONCRETE 18-INCH	END	CULVERTS				
STATION	LOCATION	EACH	LF	LF	EACH	EACH	EACH	(INCHES)	(INCHES)	ELEVATION	ELEVATION
STH 22											
62+82.18' RT	STH 22	-	-	26.5	2	-	1	-	-	830.75	830.62
64+68.68' RT	STH 22	2	14	-	-	-	1	0.06	0.064	835.30	834.41
63+38	STH 22	-	-	79	1	2	1	-	-	831.39	830.87
TOTALS		2	14	105.5	3	2	3				

*PIPE INVERT AT END OF PIPE FOR INFORMATION ONLY. FIELD VERIFY.

3

CULVERT SYSTEM STRUCTURE

611.0642 611.3902

				INLET	INLETS				
				COVERS	MEDIAN 2				
				TYPE MS	GRATE	RIM**	INVERT***	DEPTH****	
STRUCTURE	STATION	OFFSET*	LOCATION	EACH	EACH	ELEVATION	ELEVATION	FT	
INL-20	63+50.00	33.10' LT	22	1	1	833.85	831.39	2.46	
TOTALS				1	1				

REMARKS:
*STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE
**RIM ELEV IS AT THE INLET COVER
***THE INVERT ELEVATION IS THE ELEVATION OF THE PIPE FLOW LINE
****DEPTH = RIM ELEV - TOP OF STRUCTURE BASE ELEV

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

STORM SEWER PIPES												SPV.0060.23	
				520.8000	608.0312	608.0318	608.0324	608.0412	608.0418	608.0424	608.0430	608.0436	
				CONCRETE COLLARS FOR PIPE	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 24-INCH	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 30-INCH	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 36-INCH	STORM SEWER PLUG
FROM	-	TO	LOCATION	EACH	LF	LF	LF	LF	LF	LF	LF	LF	EACH
EX. PIPE EAST	-	SSMH-1	22	1			12						
EX. PIPE SE	-	SSMH-1	22	1	16								
STUB	-	SSMH-5	22					44					1
CB-1	-	INL-17	22			89							
INL-1	-	INL-2	22					44					
INL-2	-	SSMH-2	22						43				
INL-3	-	SSMH-2	22					39					
INL-4	-	SSMH-3	22					31					
INL-5	-	INL-6	22					65					
INL-6	-	SSMH-4	22						31				
INL-7	-	SSMH-12	22						29				
INL-8	-	INL-7	22						41				
INL-9	-	INL-8	22						6				
INL-10	-	SSMH-6	22					6					
INL-11	-	SSMH-6	22					29					
INL-12	-	SSMH-8	22			30							
INL-13	-	SSMH-9	22						47				
INL-14	-	INL-13	22		32								
INL-15	-	SSMH-8	22		40								
INL-16	-	SSMH-10	22		18								
INL-17	-	SSMH-10	22			30							
SSMH-1	-	EX. PIPE WEST	22	1								8	
SSMH-2	-	SSMH-1	22								16		
SSMH-3	-	SSMH-2	22								187		
SSMH-4	-	SSMH-3	22								95		
SSMH-5	-	SSMH-4	22							200			
SSMH-6	-	SSMH-5	22							137			
SSMH-7	-	SSMH-6	22							150			
SSMH-8	-	SSMH-7	22				161						
SSMH-9	-	SSMH-8	22							51			
SSMH-10	-	SSMH-9	22							69			
SSMH-11	-	SSMH-12	22						20				
SSMH-12	-	SSMH-4	22						20				
TOTALS				3	106	149	173	258	237	607	298	8	1

NOTE: ALL ITEMS ON THIS
SHEET ARE CATEGORY 0010
UNLESS OTHERWISE NOTED.

3

STORM SEWER STRUCTURES																		
STRUCTURE	STATION	OFFSET*	LOCATION	611.0530	611.0612	611.0624	611.1004	611.2004	611.2005	611.2006	611.2007	611.2009	611.3004	611.3230	650.4000	RIM** ELEVATION	INVERT*** ELEVATION	DEPTH**** FT
				MANHOLE	INLET COVERS	INLET COVERS	CATCH BASINS	MANHOLES 4-FT	MANHOLES 5-FT	MANHOLES 6-FT	MANHOLES 7-FT	MANHOLES 9-FT	INLETS 4-FT	INLETS 2X3-FT	CONSTRUCTION STAKING			
				COVERS TYPE J EACH	TYPE C EACH	TYPE H EACH	4-FT DIAMETER EACH	DIAMETER EACH	DIAMETER EACH	DIAMETER EACH	DIAMETER EACH	DIAMETER EACH	DIAMETER EACH	EACH	STORM SEWER EACH			
CB-1	61+50.00	43.35' RT	22		1		1								1	828.60	817.91	9.45
INL-1	50+16.13	88.80' LT	22			1								1	1	795.07	791.00	3.24
INL-2	50+26.25	45.64' LT	22			1							1		1	795.41	790.68	3.94
INL-3	50+51.24	31.39' RT	22			1								1	1	795.62	791.84	2.95
INL-4	52+18.57	17.50' RT	22			1								1	1	796.25	793.27	2.14
INL-5	53+78.96	17.50' RT	22			1								1	1	796.72	793.35	2.53
INL-6	53+14.37	17.50' RT	22			1								1	1	796.52	792.61	3.13
INL-7	53+44.12	36.92' LT	22			1							1		1	796.47	792.82	2.86
INL-8	53+80.46	17.60' LT	22			1							1		1	796.88	793.12	2.96
INL-9	53+86.46	17.60' LT	22			1								1	1	796.90	793.25	2.85
INL-10	56+50.00	17.50' LT	22			1								1	1	799.70	795.83	3.04
INL-11	56+50.00	17.50' RT	22			1								1	1	799.54	795.62	3.09
INL-12	59+60.10	58.89' LT	22			1							1		1	819.08	814.47	3.82
INL-13	60+07.07	51.90' RT	22			1							1		1	820.06	814.77	4.50
INL-14	60+38.47	55.95' RT	22			1							1		1	820.49	815.98	3.68
INL-15	59+93.13	47.14' LT	22			1								1	1	819.48	814.70	3.94
INL-16	60+40.37	17.50' LT	22			1								1	1	822.85	817.39	4.62
INL-17	60+65.17	17.50' RT	22			1							1		1	823.52	816.70	6.03
SSMH-1	50+15.08	0.99' LT	22	1								1			1	796.12	789.80	5.41
SSMH-2	50+31.22	2.47' LT	22	1						1					1	796.10	790.03	5.12
SSMH-3	52+18.57	13.47' LT	22	1					1						1	796.49	791.53	4.01
SSMH-4	53+14.01	13.69' LT	22	1					1						1	796.73	792.35	3.43
SSMH-5	55+13.50	10.89' LT	22	1				1							1	797.92	793.45	3.48
SSMH-6	56+50.13	11.50' LT	22	1					1						1	799.80	794.92	3.89
SSMH-7	57+99.75	12.59' LT	22	1				1							1	806.90	800.01	5.89
SSMH-8	59+57.39	29.29' LT	22			1				1					1	817.62	808.17	8.45
SSMH-9	59+73.63	18.58' RT	22			1					1				1	817.49	813.02	3.49
SSMH-10	60+40.37	0.00	22	1				1							1	822.36	815.54	5.83
SSMH-11	53+19.26	53.08' LT	22	1				1							1	796.56	792.95	2.58
SSMH-12	53+14.98	33.69' LT	22			1			1						1	796.33	792.57	2.73
TOTALS				9	1	20	1	4	4	2	1	1	7	10	30			

REMARKS:
*STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE
**RIM ELEV IS AT THE INLET COVER FLANGE LOCATION
***FOR STRUCTURES WITH SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE SUMP. FOR STRUCTURES WITHOUT SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE
****DEPTH = RIM ELEV - TOP OF STRUCTURE BASE ELEV - COVER HEIGHT - 6-INCH ADJUSTMENT RING HEIGHT

3

3

<u>WATER</u>	
	624.0100
STATION TO STATION	WATER MGAL
STH 22	
50+22 - 53+34	10
53+34 - 59+94	19
59+94 - 64+75	14
STH 23	
8+83 - 10+67	2
CLAY STREET	
9+40A - 9+84A	1
PARK STREET	
9+37B - 9+83B	2
10+17C - 11+25C	3
TOTALS	46

<u>TOPSOIL</u>	
	625.0100
STATION TO STATION	TOPSOIL SY
STH 22	
50+36 - 53+44 RT	250
50+36 - 53+05 LT	247
53+54 - 59+99 RT	716
53+52 - 59+50 LT	685
60+38 - 64+94 RT	1,332
60+09 - 64+75 LT	531
STH 23	
8+82 - 9+52	19
CLAY STREET	
9+40A - 9+71A LT	14
9+40A - 9+69A RT	14
PARK STREET	
9+29B - 9+63B RT	25
9+36B - 9+75B LT	78
10+04C - 11+25C RT	252
10+54C - 11+25C LT	179
UNDISTRIBUTED	1,086
TOTALS	5,428

<u>EROSION MATTING</u>	
	628.2006
EROSION MAT URBAN CLASS I TYPE A	
STATION TO STATION	SY
STH 22	
50+36 - 53+44 RT	250
50+36 - 53+05 LT	247
53+54 - 59+99 RT	716
53+52 - 59+50 LT	685
60+38 - 64+94 RT	1,332
60+09 - 64+75 LT	531
STH 23	
8+82 - 9+52	19
CLAY STREET	
9+40A - 9+71A LT	14
9+40A - 9+69A RT	14
PARK STREET	
9+29B - 9+63B RT	25
9+36B - 9+75B LT	78
10+04C - 11+25C RT	252
10+54C - 11+25C LT	179
UNDISTRIBUTED	1,086
TOTALS	5,428

<u>INLET PROTECTION</u>			
	628.7005	628.7015	628.7020
INLET PROTECTION TYPE A TYPE C TYPE D			
STATION TO STATION	EACH	EACH	EACH
STH 22			
50+12 - 53+34	3	5	1
53+34 - 60+00	6	7	2
60+00 - 64+75	4	4	-
STH 23			
8+83 - 9+42	2	1	1
CLAY STREET			
9+40A - 9+83A	2	2	2
PARK STREET			
9+29B - 9+81B	3	1	2
10+21C - 11+25C	2	2	1
TOTALS	22	22	9

<u>FERTILIZER & SEEDING</u>				
	629.0210	630.0140	630.0200	630.0500
FERTILIZER SEEDING MIXTURE SEEDING SEED WATER TYPE B NO. 40 TEMPORARY				
STATION TO STATION	CWT	LB	LB	MGAL
STH 22				
50+27 - 53+44 RT	0.16	11	-	5.62
50+21 - 53+29 LT	0.18	13	-	6.30
53+54 - 60+00 RT	0.61	44	-	21.75
53+29 - 60+00 LT	0.46	33	-	16.27
60+00 - 64+94 RT	0.95	68	-	33.92
60+00 - 64+75 LT	0.38	27	-	13.68
UNDISTRIBUTED	0.68	49	29	--
TOTALS	3.42	245	29	97.54

<u>SILT FENCE</u>		
	628.1504	628.1520
SILT FENCE SILT FENCE MAINTENANCE		
STATION TO STATION	LF	LF
STH 22		
57+64 - 60+19	341	341
UNDISTRIBUTED	85	85
TOTALS	426	426

<u>CULVERT PIPE CHECKS</u>	
	628.7555
CULVERT PIPE CHECKS	
STATION TO STATION	EACH
STH 22	
63+04 RT	2
64+81 RT	2
UNDISTRIBUTED	1
TOTALS	5
NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.	

TYPE II PERMANENT SIGNING															6150-01-77 STH 22
SIGN NO.	SIGN CODE & SIZE		SIGN TYPE	TYPE II SIGN SIZE		637.2210 SIGNS	637.2230 SIGNS	638.2602	638.3000	634.0614	634.0616	634.0618	638.2102	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
						TYPE II	TYPE II	REMOVING	REMOVING	POSTS	POSTS	POSTS	MOVING		
				REFLC	REFLC	SIGNS	SMALL SIGN	WOOD	WOOD	WOOD	SIGNS	TYPE II	TYPE II		
			W	x	H	H	F	TYPE II	SUPPORTS	4"X 6"X14'	4"X 6"X16'	4"X 6"X18'	TYPE II		
			[IN.]	x	[IN.]	[SF]	[SF]	[EA]	[EA]	[EA]	[EA]	[EA]	[EA]		
1	J1-2	2S	II	48	x 39	--	--	--	--	--	--	--	1	2	STH 22 SOUTH AND STH 23 WEST
2	R7-51R	2S	II	18	x 24	--	--	--	1	--	1	--	1	1	NO PARKING
3	R1-1	2S	II	30	x 30	--	--	1	1	--	--	--	--	--	REMOVING STOP SIGN
4	R1-1	2M	II	36	x 36	9.00	--	--	--	--	--	--	--	--	STOP SIGN
5	J2-2	2S	II	48	x 57	--	--	--	1	--	1	--	1	--	STH 22 SOUTH AND STH 23 NORTH
6	S1-1	2S	II	36	x 36	--	--	1	--	--	--	--	--	--	SCHOOL CROSSING
7	S1-1	2S	II	36	x 36	--	--	1	--	--	--	--	--	--	SCHOOL CROSSING
8	J2-2	2S	II	24	x 36	--	--	--	1	--	1	--	1	--	STH 22 NORTH
9	R2-1	2S	II	24	x 30	--	--	1	1	--	--	--	--	--	SPEED LIMIT 25 MPH
10	R7-1D	2S	II	18	x 24	3.00	--	--	--	1	--	--	--	--	NO PARKING ANY TIME WITH ARROWS
11	R7-1D	2S	II	18	x 24	3.00	--	--	--	1	--	--	--	--	NO PARKING ANY TIME WITH ARROWS
12	R7-51L	2S	II	18	x 24	--	--	1	1	--	--	--	--	--	NO PARKING HERE TO CORNER WITH ARROW
13	W11-2	2S	II	30	x 30	--	9.00	--	--	--	--	--	--	13A	PEDESTRIAN CROSSING
13A	W16-9P	2S	II	24	x 12	--	2.00	--	--	--	1	--	--	13	AHEAD
14	R7-51R	2S	II	18	x 24	--	--	1	1	--	--	--	--	--	NO PARKING HERE TO CORNER WITH ARROW
15	D1-3	--	II	48	x 30	--	--	--	2	2	--	--	1	--	PRINCETON, WIS DELLS PARDEEVILLE
16	R1-1	2S	II	30	x 30	--	--	--	1	1	--	--	1	--	STOP SIGN AT CLAY STREET
17	S1-1	2S	II	36	x 36	--	--	1	--	--	--	--	--	--	SCHOOL CROSSING
18	W16-9P	2S	II	24	x 12	--	--	1	1	--	--	--	--	--	AHEAD
19	R7-1D	2S	II	18	x 24	3.00	--	--	--	1	--	--	--	--	NO PARKING ANY TIME WITH ARROWS
20	R7-1D	2S	II	18	x 24	3.00	--	--	--	1	--	--	--	--	NO PARKING ANY TIME WITH ARROWS
21	R2-1	2S	II	24	x 30	--	--	--	1	1	--	--	1	--	SPEED LIMIT 25 MPH
22	W3--1	2S	II	36	x 36	--	--	--	1	--	1	--	1	--	STOP AHEAD WITH ARROW
23	J3-3	2S	II	72	x 57	--	--	--	2	--	--	2	1	--	STH 23 EAST STH 22 SOUTH STH 23 WEST
24	W11-2	2S	II	30	x 30	--	9.00	--	--	--	--	--	--	24A	PEDESTRIAN CROSSING
24A	W16-9P	2S	II	24	x 12	--	2.00	--	--	--	1	--	--	24	AHEAD
25	R2-1	2S	II	24	x 30	--	--	--	1	1	--	--	1	--	SPEED LIMIT 25 MPH
26	R7-1D	2S	II	18	x 24	3.00	--	--	--	1	--	--	--	--	NO PARKING ANY TIME WITH ARROWS
27	R7-1D	2S	II	18	x 24	3.00	--	--	--	1	--	--	--	--	NO PARKING ANY TIME WITH ARROWS
28	M2-1	2S	II	21	x 15	--	--	--	--	--	--	--	1	29	JCT
29	M1-6	2S	II	24	x 24	--	--	--	1	--	1	--	1	28	STH 23
30	R7-1D	2S	II	18	x 24	3.00	--	--	--	1	--	--	--	--	NO PARKING ANY TIME WITH ARROWS
31	R7-1D	2S	II	18	x 24	3.00	--	--	--	1	--	--	--	--	NO PARKING ANY TIME WITH ARROWS
32	W11-2	2S	II	30	x 30	--	9.00	--	--	--	--	--	--	32A	PEDESTRIAN CROSSING
32A	W16-7L	2S	II	24	x 12	--	2.00	--	--	--	1	--	--	32.0	LEFT ARROW
33	W11-2	2S	II	30	x 30	--	9.00	--	--	--	--	--	--	33A	PEDESTRIAN CROSSING
33A	W16-7L	2S	II	24	x 12	--	2.00	--	--	--	1	--	--	33.0	LEFT ARROW
34	R1-1	2S	II	30	x 30	--	--	--	1	1	--	--	1	--	STOP SIGN
35	R1-1	2S	II	30	x 30	--	--	1	1	--	--	--	--	--	STOP SIGN
36	R1-1	2S	II	30	x 30	--	--	1	1	--	--	--	--	--	STOP SIGN
37	R1-1	2S	II	30	x 30	--	--	--	1	1	--	--	1	--	STOP SIGN
38	S5-2	2S	II	24	x 30	--	--	--	--	--	--	--	1	39.0	END SCHOOL ZONE
39	R2-1	2S	II	24	x 30	--	--	--	1	--	1	--	1	38.0	SPEED LIMIT 25 MPH
40	R7-1D	2S	II	18	x 24	3.00	--	--	--	1	--	--	--	--	NO PARKING ANY TIME WITH ARROWS
41	I55-56	2	II	30	x 18	--	--	--	--	--	--	--	1	42.0	ADOPT A HIGHWAY
42	I55-56P	2	II	30	x 18	--	--	--	1	1	--	--	1	41.0	MONTELLO FFA CHAPTER
43	R7-1D	2S	II	18	x 24	3.00	--	--	--	1	--	--	--	--	NO PARKING ANY TIME WITH ARROWS
44	J1-1	2S	II	24	x 39	--	--	--	1	--	1	--	1	--	STH 22 NORTH
45	R2-1	2S	II	24	x 30	--	--	--	1	1	--	--	1	--	SPEED LIMIT 35 MPH
46	R2-1	2S	II	24	x 30	--	--	--	1	1	--	--	1	--	SPEED LIMIT 25 MPH
47	W11-2	2S	II	30	x 30	--	9.00	--	--	--	--	--	--	48.0	PEDESTRIAN CROSSING
48	R2-1	2S	II	24	x 12	--	2.00	--	--	1	--	--	--	47.0	AHEAD
49	R1-1	2S	II	30	x 30	--	--	--	1	1	--	--	1	--	STOP SIGN
TOTALS						39.00	55.00	10	27	22	12	2	22		

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

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TRAFFIC CONTROL DETOUR SIGN SUMMARY

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 145 DAYS	643.0900* SIGNS DAYS	643.0420* BARRICADES TYPE III DAYS	643.0705* WARNING LIGHTS TYPE A DAYS	NUMBER OF CYCLES	643.0910 COVERING SIGNS TYPE I EACH	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
1	STH 23 EB, WEST OF THE CASS STREET INTERSECTION	M 3-1	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-1
		M 1-6	24"x24"	1	145	145						"
		W20-3A	48"x48"	1	145	145						"
2	STH 23 EB, WEST OF THE EAST STREET INTERSECTION	M 3-1	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-1
		M 1-6	24"x24"	1	145	145						"
		W20-2A	48"x48"	1	145	145						"
3	STH 23 EB, AT THE EAST STREET INTERSECTION, MODIFY EXISTING TYPE II SIGN	A 4-12	9.5"x9.5"	1	145	145						SEE DETOUR PLAN: DETAIL 1-1
4	STH 23 EB, EAST OF THE EAST STREET INTERSECTION, MODIFY EXISTING TYPE II SIGN	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-1
	"	MO 6-1	21"x21"	1	145	145						"
5	STH 23 EB, WEST OF THE STH 22 INTERSECTION, MODIFY EXISTING TYPE II SIGN	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-1
	"	MO 6-1	21"x21"	1	145	145						"
6	STH 23 EB, AT THE STH 22 INTERSECTION, COVER EXISTING TYPE II SIGN								1		1	SEE DETOUR PLAN: DETAIL 1-1
7	STH 23 EB, EAST OF THE STH 22 INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-1
	"	M 3-1	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
8	STH 23 EB, BEYOND THE CTH C INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-1
	"	M 3-1	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
9	STH 23 EB, BEYOND THE 18TH ROAD INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: OVERVIEW
	"	M 3-1	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
10	STH 23 EB, BEYOND THE CTH N INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: OVERVIEW
	"	M 3-1	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
11	STH 23 EB, BEYOND THE CTH C INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: OVERVIEW
	"	M 3-1	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
12	STH 23 EB, IN ADVANCE OF THE STH 73/W. MAIN STREET INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-2
	"	M 3-1	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
	"	MO 5-1L	21"x21"	1	145	145						"
13	STH 23 EB, BEYOND THE STH 73/W. MAIN STREET INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-2
	"	M 3-1	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
	"	MO 6-1	21"x21"	1	145	145						"
14	STH 73 NB, WEST OF THE STH 73/W. MAIN STREET INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-2
	"	M 3-1	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
15	STH 73 NB, BEYOND THE CTH J INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: OVERVIEW
	"	M 3-1	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
16	STH 73 NB, BEYOND THE CTH Y INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: OVERVIEW
	"	M 3-1	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
17	STH 73 NB, BEYOND THE CTH Y INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: OVERVIEW
	"	M 3-1	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
18	STH 73 NB, BEYOND THE CTH DD INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: OVERVIEW
	"	M 3-1	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
19	STH 73 NB, BEYOND THE CTH E/CTH N INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: OVERVIEW
	"	M 3-1	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
20	STH 73 NB, BEYOND THE BLUFF STREET INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: OVERVIEW
	"	M 3-1	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
PAGE SUBTOTALS				55		7,975	0	0		0	1	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

PROJECT NO: 615-01-77

HWY: STH 22

COUNTY: MARQUETTE

MISCELLANEOUS QUANTITIES

SHEET

77

E

3

TRAFFIC CONTROL DETOUR SIGN SUMMARY (CONTINUED)

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 145 DAYS	643.0900* SIGNS DAYS	643.0420* BARRICADES TYPE III DAYS	643.0705* WARNING LIGHTS TYPE A DAYS	NUMBER OF CYCLES	643.0910 COVERING SIGNS TYPE I EACH	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
21	STH 73 NB, BEYOND THE CTH E/CTH N INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: OVERVIEW
	"	M 3-1	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
22	STH 73 NB, BEYOND THE CTH YY INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: OVERVIEW
	"	M 3-1	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
23	STH 73 NB, BEYOND THE CTH F INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: OVERVIEW
	"	M 3-1	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
24	STH 73 NB, IN ADVANCE OF THE STH 21/FAIRWAY VIEW LANE INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-3
	"	M 3-1	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
	"	MO 5-1L	21"x21"	1	145	145						"
25	STH 73 NB, AT THE STH 21/FAIRWAY VIEW LANE INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-3
	"	M 3-1	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
	"	MO 6-1	21"x21"	1	145	145						"
26	STH 21 WB, WEST OF THE STH 73/FAIRWAY VIEW LANE INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-3
	"	M 3-1	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
27	STH 21 WB, BEYOND THE 18TH AVENUE INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: OVERVIEW
	"	M 3-1	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
28	STH 21 WB, IN ADVANCE OF THE STH 152/TOWNLIN ROAD INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-4
	"	M 3-1	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
	"	MO 6-1	21"x21"	1	145	145						"
29	STH 21 WB, BEYOND THE STH 152/TOWNLIN ROAD INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-4
	"	M 3-1	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
30	STH 21 WB, BEYOND THE NORTHWESTERN AVENUE INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-4
	"	M 3-1	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
31	STH 21 WB, IN ADVANCE OF THE STH 22/N. WAUPACA STREET INTERSECTION, MODIFY EXISTING TYPE II SIGN	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-5
32	STH 22 NB, NORTH OF THE STH 73/STH 21 INTERSECTION	M 4-8A	24"x18"	1	145	145						SEE DETOUR PLAN: DETAIL 1-5
	"	M 3-1	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
33	STH 73 NB, EAST OF THE CTH D/RIVER ROAD INTERSECTION	M 3-1	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-2
		M 1-6	24"x24"	1	145	145						"
		W20-2A	48"x48"	1	145	145						"
34	STH 73 NB, BEYOND THE CTH D/RIVER ROAD INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-2
	"	M 3-1	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
	"	MO 6-1	21"x21"	1	145	145						"
35	STH 73 NB, IN ADVANCE OF THE STH 73/W. MAIN STREET INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-2
	"	M 3-1	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
	"	MO 6-1	21"x21"	1	145	145						"
PAGE SUBTOTALS				48		6,960	0	0		0	0	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

PROJECT NO: 615-01-77

HWY: STH 22

COUNTY: MARQUETTE

MISCELLANEOUS QUANTITIES

SHEET

78

E

3

3

TRAFFIC CONTROL DETOUR SIGN SUMMARY (CONTINUED)

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 145 DAYS	643.0900* SIGNS DAYS	643.0420* BARRICADES TYPE III DAYS	643.0705* WARNING LIGHTS TYPE A DAYS	NUMBER OF CYCLES	643.0910 COVERING SIGNS TYPE I EACH	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
100	STH 22 SB, 1,200' NORTH OF THE STH 21/STH 73/W. MAIN STREET INTERSECTION	M 3-3	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-5
		M 1-6	24"x24"	1	145	145						"
		W20-2A	48"x48"	1	145	145						"
101	STH 22 SB, 550' NORTH OF THE STH 21/STH 73/W. MAIN STREET INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-5
	"	MO 5-1L	21"x21"	1	145	145						"
102	STH 22 SB, 200' NORTH OF THE STH 21/STH 73/W. MAIN STREET INTERSECTION	A 4-12	9.5"x9.5"	1	145	145						SEE DETOUR PLAN: DETAIL 1-5
103	STH 22 SB, IN ADVANCE OF THE STH 21/STH 73/W. MAIN STREET INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-5
	"	M 3-3	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
	"	MO 6-1	21"x21"	1	145	145						"
104	STH 21 EB, BEYOND THE STH 22/STH 73/W. MAIN STREET INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-5
	"	M 3-3	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
105	STH 21 EB, BEYOND THE NORTHWESTERN AVENUE INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-4
	"	M 3-3	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
106	STH 21 EB, IN ADVANCE OF THE STH 152/TOWNLIN ROAD INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-4
	"	M 3-3	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
	"	MO 6-1	21"x21"	1	145	145						"
107	STH 21 EB, BEYOND THE STH 152/TOWNLIN ROAD INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-4
	"	M 3-3	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
108	STH 21 EB, BEYOND THE 18TH AVENUE INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: OVERVIEW
	"	M 3-3	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
109	STH 21 EB, IN ADVANCE OF THE STH 73/FAIRWAY VIEW LANE INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-3
	"	M 3-3	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
	"	MO 5-1R	21"x21"	1	145	145						"
110	STH 21 EB, AT THE STH 73/FAIRWAY VIEW LANE INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-3
	"	M 3-3	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
	"	MO 6-1	21"x21"	1	145	145						"
111	STH 73 SB, BEYOND THE STH 21/FAIRWAY VIEW LANE INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-3
	"	M 3-3	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
112	STH 73 SB, BEYOND THE CTH F INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: OVERVIEW
	"	M 3-3	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
113	STH 73 SB, BEYOND THE CTH YY INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: OVERVIEW
	"	M 3-3	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
114	STH 73 SB, BEYOND THE CTH E/CTH N INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: OVERVIEW
	"	M 3-3	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
115	STH 73 SB, BEYOND THE CTH E/CTH N INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: OVERVIEW
	"	M 3-3	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
116	STH 73 SB, BEYOND THE CTH DD INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: OVERVIEW
	"	M 3-3	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
117	STH 73 SB, BEYOND THE CTH Y INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: OVERVIEW
	"	M 3-3	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
118	STH 73 SB, BEYOND THE CTH Y INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: OVERVIEW
	"	M 3-3	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
119	STH 73 SB, BEYOND THE CTH J INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: OVERVIEW
	"	M 3-3	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

PAGE SUBTOTALS

61

8,845

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NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

PROJECT NO: 615-01-77

HWY: STH 22

COUNTY: MARQUETTE

MISCELLANEOUS QUANTITIES

SHEET

79

E

TRAFFIC CONTROL DETOUR SIGN SUMMARY (CONTINUED)

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 145 DAYS	643.0900* SIGNS DAYS	643.0420* BARRICADES TYPE III DAYS	643.0705* WARNING LIGHTS TYPE A DAYS	NUMBER OF CYCLES	643.0910 COVERING SIGNS TYPE I EACH	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
120	STH 73 SB, IN ADVANCE OF THE STH 23/W. MAIN STREET INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-2
	"	M 3-3	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
	"	MO 5-1R	21"x21"	1	145	145						"
121	STH 73 SB, AT THE STH 23/W. MAIN STREET INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-2
	"	M 3-3	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
	"	MO 6-1	21"x21"	1	145	145						"
122	STH 23 WB, BEYOND THE STH 73/W. MAIN STREET INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-2
	"	M 3-3	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
123	STH 23 WB, BEYOND THE CTH C INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: OVERVIEW
	"	M 3-3	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
124	STH 23 WB, BEYOND THE CTH N INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: OVERVIEW
	"	M 3-3	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
125	STH 23 WB, BEYOND THE 18TH ROAD INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: OVERVIEW
	"	M 3-3	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
126	STH 23 WB, 150' WEST OF THE CTH C INTERSECTION, COVER EXISTING TYPE II SIGN								1		1	SEE DETOUR PLAN: DETAIL 1-1
127	STH 23 WB, BEYOND THE CTH C INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-1
	"	M 3-3	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
128	STH 23 WB, 325' WEST OF THE CTH C INTERSECTION, COVER EXISTING TYPE II SIGN								1		1	SEE DETOUR PLAN: DETAIL 1-1
129	STH 23 WB, 600' WEST OF THE CTH C INTERSECTION, COVER EXISTING TYPE II SIGN								1		1	SEE DETOUR PLAN: DETAIL 1-1
130	STH 23 WB, AT THE STH 22 INTERSECTION, COVER EXISTING TYPE II SIGN								1		1	SEE DETOUR PLAN: DETAIL 1-1
131	STH 23 WB, BEYOND THE STH 22 INTERSECTION	M 4-8A	24"x18"	1	145	145						SEE DETOUR PLAN: DETAIL 1-1
	"	M 3-3	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
132	STH 21 WB, 1,500' EAST OF THE STH 73/FAIRWAY VIEW LANE INTERSECTION	M 3-3	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-3
	"	M 1-6	24"x24"	1	145	145						"
	"	W20-2A	48"x48"	1	145	145						"
133	STH 21 WB, IN ADVANCE OF THE STH 73/FAIRWAY VIEW LANE INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-3
	"	M 3-3	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
	"	MO 5-1L	21"x21"	1	145	145						"
134	STH 21 WB, AT THE STH 73/FAIRWAY VIEW LANE INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-3
	"	M 3-3	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
	"	MO 6-1	21"x21"	1	145	145						"
135	STH 152 SB, 1,000' NORTH OF THE STH 21/STH 73 INTERSECTION	M 3-3	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-4
	"	M 1-6	24"x24"	1	145	145						"
	"	W20-2A	48"x48"	1	145	145						"
136	STH 152 SB, IN ADVANCE OF THE STH 21/STH 73 INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-4
	"	M 3-3	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
	"	MO 5-1L	21"x21"	1	145	145						"
137	STH 152 SB, AT THE STH 21/STH 73 INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-4
	"	M 3-3	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
	"	MO 6-1	21"x21"	1	145	145						"
138	STH 73 SB, 1,000' WEST OF THE STH 21/STH 73 INTERSECTION	M 3-3	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-5
	"	M 1-6	24"x24"	1	145	145						"
	"	W20-2A	48"x48"	1	145	145						"
139	STH 73 SB, BEYOND THE STH MARKET SQUARE INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-5
	"	M 3-3	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
	"	MO 6-1	21"x21"	1	145	145						"
140	STH 73 SB, 550' WEST OF THE STH 21/STH 22/S.CAMBRIDGE STREET INTERSECTION, COVER EXISTING TYPE II SIGN								1		1	SEE DETOUR PLAN: DETAIL 1-5
141	STH 73 SB, 425' WEST OF THE STH 21/STH 22/S.CAMBRIDGE STREET INTERSECTION, MODIFY EXISTING TYPE II SIGN	A 4-12	9.5"x9.5"	2	145	290						SEE DETOUR PLAN: DETAIL 1-5

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

PAGE SUBTOTALS

57

8,265

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NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

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TRAFFIC CONTROL DETOUR SIGN SUMMARY (CONTINUED)

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 145 DAYS	643.0900* SIGNS DAYS	643.0420* BARRICADES TYPE III DAYS	643.0705* WARNING LIGHTS TYPE A DAYS	NUMBER OF CYCLES	643.0910 COVERING SIGNS TYPE I EACH	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
142	STH 73 SB,AT THE STH 21/STH 22/S.CAMBRIDGE STREET INTERSECTION, MODIFY EXISTING TYPE II SIGN	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-5
	"	MO 6-1	21"x21"	1	145	145						"
143	STH 21 EB, 1,025' WEST OF THE W. BIRD AVENUE INTERSECTION	M 3-3	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-6
	"	M 1-6	24"x24"	1	145	145						"
	"	W20-2A	48"x48"	1	145	145						"
144	STH 21 EB, 325' WEST OF THE W. BIRD AVENUE INTERSECTION, MODIFY EXISTING TYPE II SIGN	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-6
	"	MO 5-1L	21"x21"	1	145	145						"
145	TH 21 EB, 225' WEST OF THE STH 22/W. DIVISION STREET/S. CAMBRIDGE STREET INTERSECTION, MODIFY EXISTING TYPE II SIGN	A 4-12	9.5"x9.5"	1	145	145						SEE DETOUR PLAN: DETAIL 1-6
146	H 21 EB, IN ADVANCE OF THE STH 22/W. DIVISION STREET/S. CAMBRIDGE STREET INTERSECTION, MODIFY EXISTING TYPE II SIGN	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-6
	"	MO 6-1	21"x21"	1	145	145						"
147	STH 22 NB, IN ADVANCE OF THE STH 21/W. DIVISION STREET/S. CAMBRIDGE STREET INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-6
	"	M 3-3	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
	"	MO 6-1	21"x21"	1	145	145						"
148	STH 22 NB, BEYOND THE STH 21/W. DIVISION STREET/S. CAMBRIDGE STREET INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-6
	"	M 3-3	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
149	STH 22 NB, IN ADVANCE OF THE STH 21/STH 73/W. MAIN STREET INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-5
	"	M 3-3	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
	"	MO 5-1R	21"x21"	1	145	145						"
150	STH 22 NB, BEYOND THE STH 21/STH 73/W. MAIN STREET INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-5
	"	M 3-3	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
	"	MO 6-1	21"x21"	1	145	145						"
151	STH 21 EB, BEYOND THE STH 22/STH 73/W. MAIN STREET INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-5
	"	M 3-3	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
152	STH 21 EB, IN ADVANCE OF THE STH 22/STH 73/N. WAUPACA STREET INTERSECTION	M 4-8	24"x12"	1	145	145						SEE DETOUR PLAN: DETAIL 1-5
	"	M 3-3	24"x12"	1	145	145						"
	"	M 1-6	24"x24"	1	145	145						"
	"	MO 6-1	21"x21"	1	145	145						"
153	STH 21 WB, 350' WEST OF STH 22/STH 73/N. WAUPACA STREET INTERSECTION, COVER EXISTING TYPE II SIGN								1		1	SEE DETOUR PLAN: DETAIL 1-5
154	STH 21 WB, 75' EAST OF STH 22/STH 73/S. CANBRIDGE STREET INTERSECTION, COVER EXISTING TYPE II SIGN								1		1	SEE DETOUR PLAN: DETAIL 1-5
155	STH 21 WB, AT THE STH 22/STH 73/S. CANBRIDGE STREET INTERSECTION, COVER EXISTING TYPE II SIGN								1		1	SEE DETOUR PLAN: DETAIL 1-5
156	STH 22 SB, 350' SOUTH OF THE STH 21/STH 73/W.MAIN STREET INTERSECTION, COVER EXISTING TYPE II SIGN								1		1	SEE DETOUR PLAN: DETAIL 1-5
157	STH 22 SB, 275' SOUTH OF THE W. RIVER STREET INTERSECTION, COVER EXISTING TYPE II SIGN								1		1	SEE DETOUR PLAN: DETAIL 1-6
158	STH 22 SB, 500' NORTH OF THE STH 21/W. DIVISION STREET INTERSECTION, COVER EXISTING TYPE II SIGN								1		1	SEE DETOUR PLAN: DETAIL 1-6
159	STH 22 SB, 150' SOUTH OF STH 21/W. DIVISION STREET INTERSECTION, COVER EXISTING TYPE II SIGN								1		1	SEE DETOUR PLAN: DETAIL 1-6
200	STH 22 ALONG BOTH SOUTH QUADRANTS OF THE STH 21/W. DIVISION STREET INTERSECTION	R 11-3	60"x60"	2	145	290	290	580				SEE DETOUR PLAN: OVERVIEW
201	STH 22 ALONG BOTH SOUTH QUADRANTS OF THE CTH YY INTERSECTION	R 11-3	60"x60"	2	145	290	290	580				SEE DETOUR PLAN: OVERVIEW
202	STH 22 ALONG BOTH SOUTH QUADRANTS OF THE CTH JJ/DAKOTA STREET INTERSECTION	R 11-3	60"x60"	2	145	290	290	580				SEE DETOUR PLAN: OVERVIEW
203	STH 22 ALONG THE SOUTHEAST QUADRANT OF THE CTH E INTERSECTION	R 11-3	60"x60"	1	145	145	145	290				SEE DETOUR PLAN: OVERVIEW
204	STH 22 ALONG BOTH SOUTH QUADRANTS OF THE CTH E/DUCK CREEK AVENUE INTERSECTION	R 11-3	60"x60"	2	145	290	290	580				SEE DETOUR PLAN: OVERVIEW
205	STH 22 ALONG BOTH SOUTH QUADRANTS OF THE CTH J INTERSECTION	R 11-3	60"x60"	2	145	290	290	580				SEE DETOUR PLAN: OVERVIEW

PAGE SUBTOTALS

43

6,235

1,595

3,190

0

7

DETOUR TOTALS

264

38,280

1,595

3,190

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* ADDITIONAL QUANTITIES LISTED ELSEWHERE

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

PROJECT NO: 615-01-77

HWY: STH 22

COUNTY: MARQUETTE

MISCELLANEOUS QUANTITIES

SHEET

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E

TRAFFIC CONTROL

		643.0300		643.0420*		643.0705*		643.0900*		643.1000	
		TRAFFIC CONTROL		TRAFFIC CONTROL		TRAFFIC CONTROL		TRAFFIC CONTROL		TRAFFIC CONTROL	
		DRUMS		BARRICADES TYPE III		WARNING LIGHTS TYPE A		SIGNS		FIXED MESSAGE SIGNS	
		EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	SF	EACH
STH 22											
STAGE	DURATION DAYS	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	SF	EACH
ADVANCE WARNING	145	-	-	-	-	-	-	6	870	54	3
STH 22/23 INTERSECTION STORM SEWER	7	15	105	5	35	8	56	3	21	-	-
STH 22	145	22	3,190	14	2,030	23	3,335	13	1,885	-	-
UTILITY SHOULDER WORK	30	85	2,550	-	-	-	-	16	480	-	-
TOTALS		122	5,845	19	2,065	31	3,391	38	3,256	54	3

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

TEMPORARY PEDESTRIAN FACILITIES

		643.0900*		644.1601		644.1605	644.1810
		TRAFFIC CONTROL SIGNS		CURB RAMP		DETECTABLE WARNING FIELD	BARRICADE
STAGE	DURATION DAYS	EACH	DAY	EACH	DAY	SF	LF
STH 22							
STH 22/23 INTERSECTION STORM SEWER	7	4	28	-	-	-	31
STH 22	145	24	3,480	1	145	20	183
TOTALS		28	3,508	1	145	20	214

* ADDITIONAL QUANTIES LISTED ELSEWHERE

TEMPORARY MARKING

		643.3170	643.3320
		EPOXY 6-INCH (YELLOW)	CROSSWALK EPOXY 6-INCH (WHITE)
STATION - STATION		LF	LF
STH 22			
8+00 - 12+00		862	-
10+79 - 10+84		-	58
TOTALS		862	58

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

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MARKING REMOVAL		
	646.9000 LINE 4-INCH	646.9002 LINE 6-INCH
STATION TO STATION	LF	LF
STH 22		
8+00 - 12+00	710	-
10+50 - 10+56	-	68
TOTALS	710	68

MARKING LINE

STATION TO STATION	646.2040 LINE GROOVED WET REF EPOXY 6-INCH		646.6120 MARKING STOP LINE EPOXY 18-INCH	646.7420 WALK EPOXY TRANSVERSE LINE 6-INCH
	WHITE	YELLOW		
	LF	LF	LF	LF
STH 22				
50+25 - 53+65	527	638	37	222
53+65 - 60+00	1,148	1,244	-	140
60+00 - 64+75	723	950	-	-
STH 23				
7+75 - 11+96	-	640	-	93
CLAY STREET				
9+70A - 9+76A	-	-	-	62
PARK STREET				
9+37B - 9+75B	-	36	16	74
10+36C - 11+25C	-	146	14	62
SUBTOTALS	2,398	3,654	67	653
TOTALS	6,052		67	653

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CONSTRUCTION STAKING

ITEM	QUANTITY	UNIT	DESCRIPTION
STH 22			
CATEGORY 0010			
650.4500	1,715	LF	CONSTRUCTION STAKING SUBGRADE
650.5000	1,715	LF	CONSTRUCTION STAKING BASE
650.5500	3,141	LF	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER
650.9000	13	EACH	CONSTRUCTION STAKING CURB RAMPS
650.9500	0.80	EACH	CONSTRUCTION STAKING SIDEWALK (PROJECT)
650.9911	1	EACH	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT)
650.9920	1,715	LF	CONSTRUCTION STAKING SLOPE STAKES
CATEGORY 0020			
650.9000	3	EACH	CONSTRUCTION STAKING CURB RAMPS
650.9500	0.20	EACH	CONSTRUCTION STAKING SIDEWALK (PROJECT)

SAWING

STATION TO STATION	690.0150 ASPHALT	690.0250 CONCRETE
	LF	LF
STH 22		
50+25 - 53+34	158	97
53+34 - 60+00	94	47
60+00 - 65+00	216	-
STH 23		
8+82 - 10+67	-	246
CLAY STREET		
9+40B - 9+28B	29	10
PARK STREET		
9+29B - 9+37B	33	7
11+25C	25	-
TOTALS	555	407

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

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3

SANITARY GENERAL SUMMARY							
CATEGORY	STATION	OFFSET		STREET	SPV.0060.03	SPV.0035.01	SPV.0060.01
		DIST.	DIR.		ULO FOR SANITARY SEWER EA	IMPORTED GRANULAR BACKFILL (FOR SANITARY SEWER) CY	CONSTRUCTION SANITARY SEWER STAKING EA
0010							
	UNDISTRIBUTED				3	400	1
	TOTAL CATEGORY 0010,				3	400	1

SANITARY MANHOLE SUMMARY									
CATEGORY	NUMBER	STATION	OFFSET		LOCATION	STRUCTURE	SPV.0060.04	SPV.0060.06	SPV.0060.07
			DIST.	DIR.			SANITARY SEWER MANHOLE, 48-INCH EA	CONNECT TO EXISTING SANITARY SEWER EA	REMOVE SANITARY SEWER STRUCTURE EA
0010									
	A	53+30.34	12.54	RT	STH22	48 INCH MANHOLE	1	-	-
	B	56+60.26	11.17	RT	STH22	48 INCH MANHOLE	1	-	-
	C	59+95.99	13.94	LT	STH22	48 INCH MANHOLE	1	-	-
		60+83.28	18.54	LT	STH22	48 INCH MANHOLE	-	1	1
		50+21.71	24.76	RT	STH23/STH22		-	1	-
		53+29.79	58.00	LT	CLAY ST		-	1	-
		59+79.67	59.74	LT	PARK ST		-	1	-
		60+47.05	99.27	RT	PARK ST		-	1	-
	UNDISTRIBUTED						-	-	-
	TOTAL CATEGORY 0010,						3	5	1

3

SANITARY SEWER PIPE SUMMARY				
LOCATION				SPV.0090.01
CATEGORY	FROM M.H.	TO M.H.	STREET	SANITARY SEWER PVC 8-INCH LF
0010	STH23	A	STH22	310
	A	B	STH22	330
	B	CLAY ST	CLAY ST	60
	B	C	STH22	337
	C	PARK ST	PARK ST	50
	C	PARK ST	PARK ST	124
	C	CONNECTION	STH22	89
UNDISTRIBUTED				-
TOTAL CATEGORY 0010,				1300

3

SANITARY LATERAL SUMMARY					
CATEGORY	STATION	OFFSET DIST.	OFFSET DIR.	SPV.0060.05	SPV.0090.02
				SANITARY SEWER WYE, 8-INCH X 6-INCH EA	SANITARY LATERAL PVC 6-INCH LF
0010	50+51.90	22.00	RT	1	15
	50+77.39	19.63	RT	1	49
	51+58.64	13.00	RT	1	16
	52+55.48	13.00	RT	1	15
	53+50.26	12.45	RT	1	15
	54+02.56	12.22	RT	1	15
	54+22.19	12.13	RT	1	42
	55+32.16	11.75	RT	1	16
	55+36.47	11.73	RT	1	42
	55+85.22	11.47	RT	1	42
	56+08.08	11.37	RT	1	16
	56+41.83	11.25	RT	1	42
	57+07.65	10.87	RT	1	21
	57+35.37	10.71	RT	1	42
	58+46.85	7.06	RT	1	34
	UNDISTRIBUTED			-	-
	TOTAL CATEGORY 0010,			15	422

3

3

WATER GENERAL SUMMARY

					SPV.0035.02	SPV.0060.10	SPV.0060.19	SPV.0060.02	SPV.0165.01	SPV.0060.20	SPV.0060.21
					IMPORTED GRANULAR BACKFILL (FOR WATER MAIN)	ABANDON EXISTING WATER MAIN	CONNECT TO EXISTING WATER MAIN	CONSTRUCTION WATER MAIN STAKING	INSULATION 4-FOOT X 8-FOOT POLYSTYRENE BOARD, 2- INCH THICK	TEMPORARY WATER SERVICE	TRANSITE PIPE REMOVAL CONNECTION HANDLING AND DISPOSAL
CATEGORY	STATION	OFFSET DIST.	OFFSET DIR.	STREET	CY	EA	EA	EA	SF	EA	EA
0010											
	50+19.00	5.17	RT	STH23/STH22	-	-	1	-	-	-	-
	50+36.87	7.09	RT	STH 22	-	-	-	-	32	-	-
	52+18.57	3.06	RT	STH 22	-	-	-	-	32	-	-
	53+13.64	3.00	LT	STH 22	-	-	-	-	32	-	-
	53+36.00	43.00	LT	CLAY ST	-	-	1	-	-	-	-
	53+36.00	13.37	LT	STH 22	-	-	-	-	32	-	-
	53+36.00	34.92	LT	CLAY ST	-	-	-	-	32	-	-
	53+90.00	12.62	LT	STH 22	-	-	-	-	32	-	-
	55+13.50	3.00	LT	STH 22	-	-	-	-	32	-	-
	56+50.00	3.00	LT	STH 22	-	-	-	-	32	-	-
	59+37.78	25.97	LT	STH 22	-	-	-	-	32	-	-
	59+78.30	39.75	LT	PARK ST	-	-	-	-	32	-	-
	59+78.64	52.37	LT	PARK ST	-	-	1	-	-	-	-
	59+96.79	12.13	RT	PARK ST	-	-	-	-	32	-	-
	60+17.49	60.59	RT	PARK ST	-	-	1	-	-	-	-
	60+86.29	32.05	LT	STH 22	-	-	1	-	-	-	-
UNDISTRIBUTED					400	3	-	1	-	14	1
TOTAL CATEGORY 0010,					400	3	5	1	352	14	1

WATER HYDRANT SUMMARY

					SPV.0060.11	SPV.0060.08
					HYDRANT	REMOVE EXISTING HYDRANT ASSEMBLY
CATEGORY	STATION	OFFSET DIST.	OFFSET DIR.	STREET	EA	EA
0010						
	50+35.28	17.94	LT	STH 22	-	1
	50+73.00	37.86	RT	STH 22	1	-
	53+90.00	22.00	LT	STH 22	1	-
	59+36.70	34.25	LT	STH 22	1	-
	59+42.53	41.76	LT	STH 22	-	1
UNDISTRIBUTED					-	-
TOTAL CATEGORY 0010,					3	2

3

WATER VALVES SUMMARY							
CATEGORY	STATION	OFFSET DIST.	OFFSET DIR.	STREET	SPV.0060.12	SPV.0060.13	SPV.0060.09
					VALVE AND BOX	VALVE AND BOX	REMOVE EXISTING
					6-INCH	8-INCH	VALVE BOX
					EA	EA	EA
0010							
	50+26.00	8.00	RT	STH22	-	1	-
	50+70.26	7.00	RT	STH22	1	-	-
	53+94.00	3.00	LT	STH 22	-	1	-
	53+36.45	6.36	LT	STH 22	-	1	-
	53+39.50	3.00	LT	STH 22	-	1	-
	53+90.00	6.00	LT	STH 22	1	-	-
	59+35.47	12.90	LT	STH 22	-	1	-
	59+38.18	22.91	LT	STH 22	1	-	-
	59+72.82	31.27	LT	STH 22	-	1	-
	59+73.19	18.50	LT	STH 22	-	1	-
	59+81.09	19.79	LT	STH 22	-	1	-
	59+92.16	22.96	RT	STH 22	-	1	-
	UNDISTRIBUTED				-	-	1
	TOTAL CATEGORY 0010,				3	9	1

WATER FITTINGS SUMMARY								
CATEGORY	STATION	OFFSET		STREET	SPV.0060.14	SPV.0060.15	SPV.0060.16	SPV.0060.17
		DIST.	DIR.		TEE 8-INCH X 6-	TEE 8-INCH X 8-	CROSS 8-INCH X	BEND 8-INCH
					INCH	INCH	8-INCH	
					EA	1.00	EA	EA
0010								
	50+19.00	5.17	RT	STH22	-	-	-	1
	50+22.00	8.42	RT	STH22	-	-	-	1
	50+70.28	4.00	RT	STH22	1	-	-	-
	53+36.50	3.00	LT	STH22	-	1	-	-
	53+90.00	3.00	LT	STH22	1	-	-	-
	57+64.24	3.00	LT	STH22	-	-	-	1
	59+39.45	13.44	LT	STH22	1	-	-	-
	59+70.44	34.96	LT	PARK ST	-	-	-	1
	59+78.64	52.37	LT	PARK ST	-	-	-	1
	59+77.14	19.11	LT	STH22	-	-	1	-
	59+93.84	27.67	RT	PARK ST				1
	60+05.09	33	RT	PARK ST				1
	60+29.63	28.10	LT	STH22	-	-	-	1
UNDISTRIBUTED					-		-	-
TOTAL CATEGORY 0010,					3	1	1	8

3

								SPV.0090.03	SPV.0090.04	
								WATER MAIN DUCTILE	WATER MAIN DUCTILE	
								IRON 6-INCH	IRON 8-INCH	
CATEGORY	STATION	OFFSET DIST.	OFFSET DIR.	TO	STATION	OFFSET DIST.	OFFSET DIR.	LOCATION	LF	LF
0010										
	50+19.00	5.17	RT		50+22.00	8.42	RT	STH22	-	4
	50+22.00	8.5	RT		50+70.00	4.00	RT	STH22	-	48
	50+70.00	4.00	RT		50+73.00	37.86	RT	STH22	34	-
	50+70.00	4.00	RT		53+36.50	3.00	LT	STH22	-	267
	53+36.50	3.00	LT		53+36.00	43.00	LT	CLAY ST	-	40
	53+36.50	3.00	LT		53+90.00	3.00	LT	STH22	-	54
	53+90.00	3.00	LT		53+90.00	22.00	LT	STH22	19	-
	53+90.00	3.00	LT		59+39.45	13.44	LT	STH22	-	550
	59+39.45	13.44	LT		59+36.70	34.25	LT	STH22	21	-
	59+39.45	13.44	LT		59+77.14	19.11	LT	STH22	-	38
	59+77.14	19.11	LT		59+78.64	52.37	LT	PARK ST	-	37
	59+77.14	19.11	LT		60+17.49	60.59	RT	PARK ST	-	93
	59+77.14	19.11	LT		60+29.63	28.10	LT	STH22	-	53
	60+29.63	28.10	LT		60+86.29	32.05	LT	STH22	-	57
UNDISTRIBUTED									-	-
TOTAL CATEGORY 0010,									74	1241

CATEGORY	STATION	OFFSET DIST.	OFFSET DIR.	SPV.0060.18	SPV.0090.05
				CORPORATION, CURB STOP, BOX, & RECONNECT 1-INCH EA	WATER SERVICE COPPER 1-INCH LF
0010					
	50+54.04	32.13	RT	1	32
	50+70.70	21.22	LT	1	30
	51+57.38	26.59	RT	1	32
	52+56.25	26.00	RT	1	32
	53+51.59	25.62	RT	1	30
	54+04.85	21.55	RT	1	30
	54+20.89	21.78	LT	1	26
	55+33.15	26.00	RT	1	30
	55+35.12	25.72	LT	1	25
	55+83.39	25.46	LT	1	30
	56+06.79	21.43	RT	1	30
	56+40.97	25.62	LT	1	25
	57+08.70	25.80	RT	1	30
	57+36.15	26.31	LT	1	26
	58+49.00	26.00	LT		25
UNDISTRIBUTED				-	-
TOTAL CATEGORY 0010,				14	433

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

WATER	_____	W
GAS	_____	G
TELEPHONE	_____	T
OVERHEAD TRANSMISSION LINES	_____	OH
ELECTRIC	_____	E
CABLE TELEVISION	_____	TV
FIBER OPTIC	_____	FO
SANITARY SEWER	_____	SAN
STORM SEWER	_____	SS
ELECTRIC TOWER	☒	

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

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

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

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

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

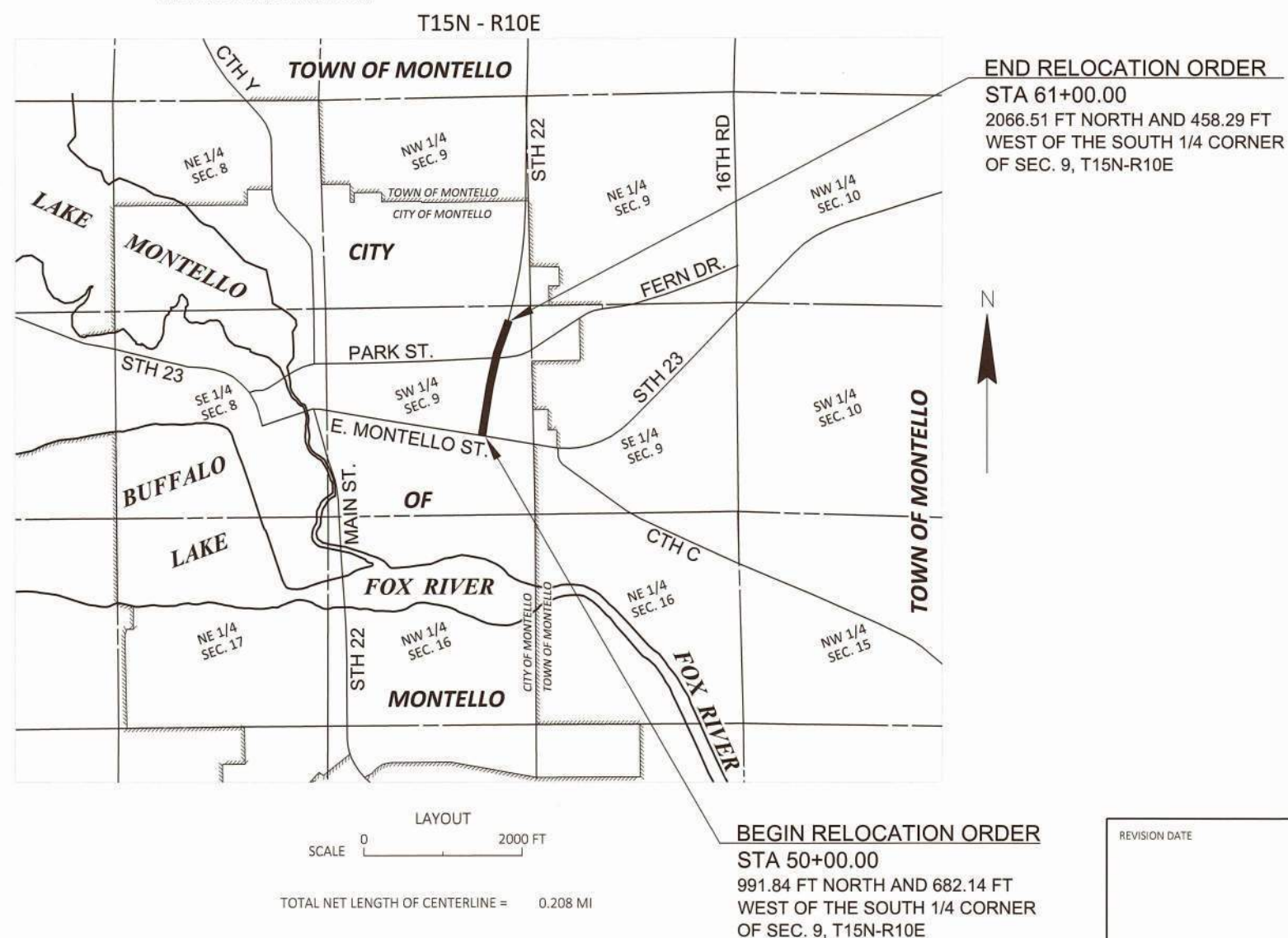
FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WISCONSIN RAPIDS.

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

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

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

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



THIS PLAT IS A GRAPHIC REPRESENTATION AND IS FOR
REFERENCE PURPOSES ONLY. DEEDS MUST BE CHECKED TO
DETERMINE PROPERTY BOUNDARIES AND ACCESS RIGHTS.

GRÄE

116 S ADAMS ST, SUITE 20
GREEN BAY, WI 54301



10/9/24
(Date)

Tray M. Collins
(Signature)

REVISION DATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED FOR THE DEPARTMENT

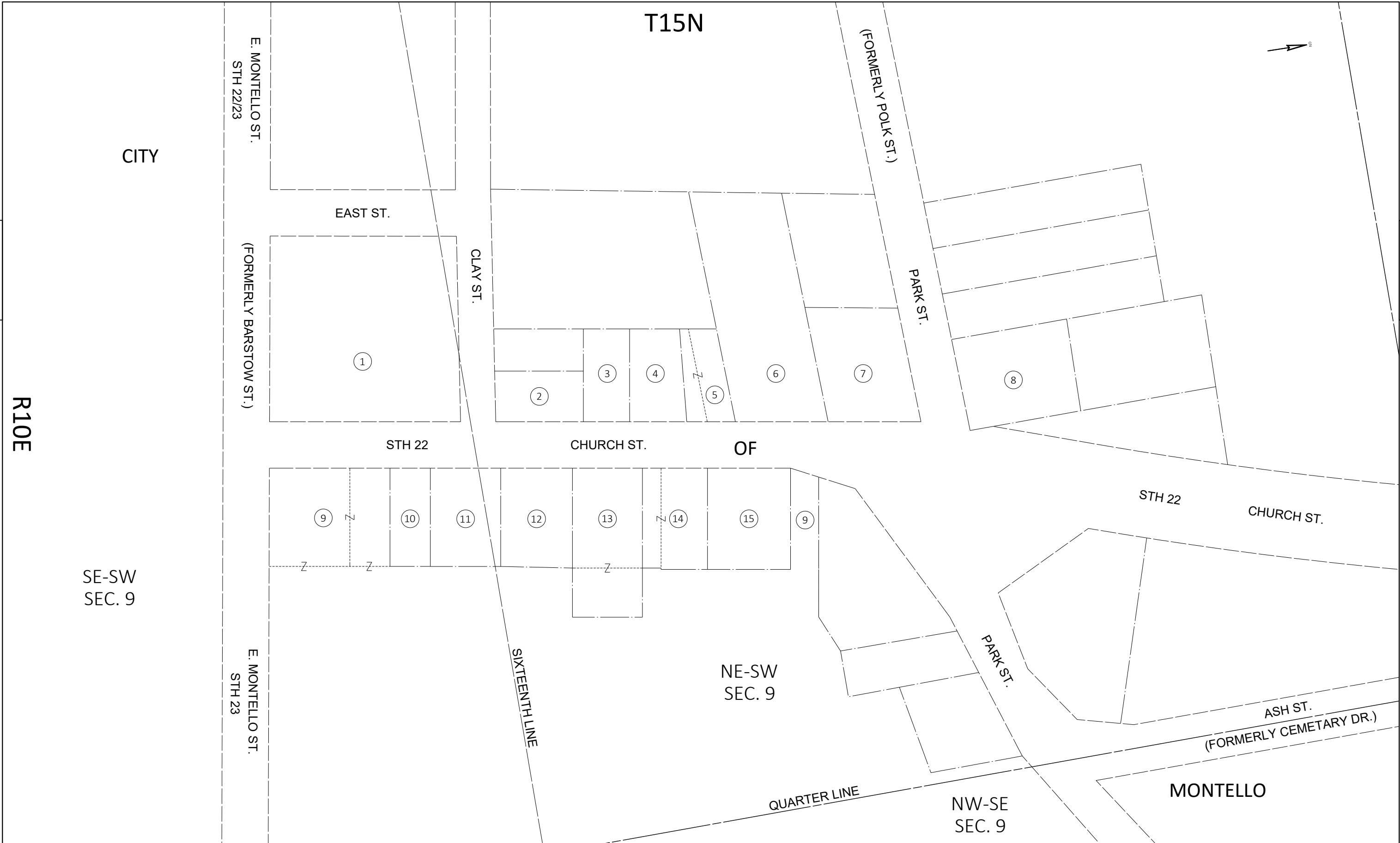
DATE 10/15/24 _____ Brent L. Smith
(Signature) 89

SCHEDULE OF LANDS & INTERESTS REQUIRED

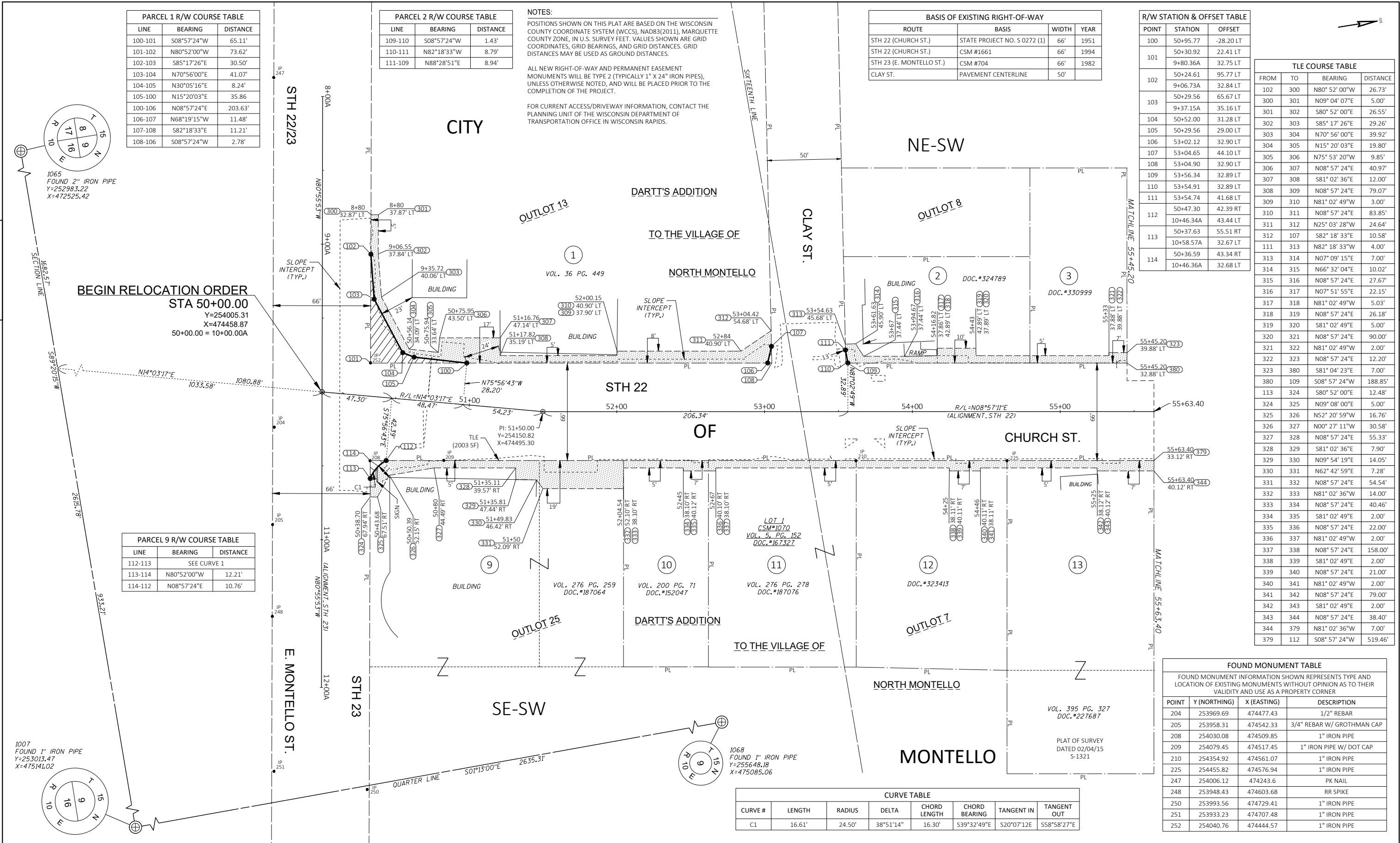
OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	SHEET NUMBER	OWNER(S)	INTEREST REQUIRED	R/W REQUIRED (S.F.)			TLE (S.F.)
				NEW	EXISTING	TOTAL	
1	4.04	ST. JOHN'S CONGREGATION OF MONTELLO, WIS.	FEE & TLE	753	0	753	2638
2	4.04	MICHAEL J. HILGER AND PAMELA HILGER	FEE & TLE	6	0	6	805
3	4.04	CHRIS CAMP	TLE	0	0	0	353
4	4.05	CASANDRA L. AMES	TLE	0	0	0	465
5	4.05	AMBER L. SIMONENKO	TLE	0	0	0	360
6	4.05	MIGUEL GONZALES PEREZ	TLE	0	0	0	962
7	4.05	DORIS M. HELLER, KATHERINE T. HELLER, CLAIRE A. RYNDERS, AND LAURIE JEAN HELLER SOKOLOWSKI	TLE	0	0	0	670
8	4.05	THOMAS W. METCALF AND WENDY M. METCALF	TLE	0	0	0	80
9	4.04, 4.05	ST. JOHN'S EVANGELICAL LUTHERAN CONGREGATION, a/k/a ST. JOHN'S EVANGELICAL LUTHERAN CHURCH	FEE & TLE	50	0	50	2255
10	4.04	JEROME P. ROSS AND KIM A. ROSS	TLE	0	0	0	321
11	4.04	CHRISTOPHER J. KLAHN AND DONNA M. KLAHN	TLE	0	0	0	510
12	4.04	JACOB ELZY AND MICHEALA TOLLEFSON	TLE	0	0	0	552
13	4.04	MATESKE LIVING TRUST, DATED MAY 15, 2001	TLE	0	0	0	574
14	4.05	DIANE M. LEFEBVRE	TLE	0	0	0	406
15	4.05	PATRICIA A. CURTISS-MOLKENTIN, n/k/a PATRICIA A. CURTISS	TLE	0	0	0	900

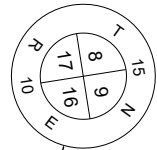
REVISION DATE _____ _____ _____	DATE 10/9/2024	NOT TO SCALE	HWY: STH 22	STATE R/W PROJECT NUMBER 6150-01-27	PLAT SHEET 4.02	E
			COUNTY: MARQUETTE	CONSTRUCTION PROJECT NUMBER 6150-01-77	PS&E SHEET — 90	



REVISION DATE _____ _____ _____	DATE 10/9/2024	NOT TO SCALE	HWY: STH 22	STATE R/W PROJECT NUMBER 6150-01-27	PLAT SHEET 4.03	E
			COUNTY: MARQUETTE	CONSTRUCTION PROJECT NUMBER 6150-01-77	PS&E SHEET — 91	



REVISION DATE				DATE 10/9/2024		SCALE, FEET		HWY: STH 22		STATE R/W PROJECT NUMBER 6150-01-27		PLAT SHEET 4.04		E
				GRID FACTOR				COUNTY: MARQUETTE		CONSTRUCTION PROJECT NUMBER 6150-01-77		PS&E SHEET — 92		



1065
FOUND 2" IRON PIPE
Y=252983.22
X=472525.42

NOTES:

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

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

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

FOUND MONUMENT TABLE

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

POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
211	255025.96	474846.41	3/4" REBAR
212	255050.39	474959.50	3/4" REBAR
213	255167.01	474775.67	3/4" REBAR
217	255006.74	474415.23	SPIKE
224	254955.41	474588.80	DRILL HOLE W/ CHISELED X
226	254655.35	474541.48	DRILL HOLE W/ CHISELED X
229	254813.38	474565.46	3/4" REBAR
230	254761.97	474625.10	3/4" REBAR W/ GROTHMAN CAP
233	255013.68	474414.05	1" IRON PIPE
235	255016.57	474480.05	1" IRON PIPE
244	254739.49	474767.42	1" IRON PIPE
245	254847.98	474668.42	WOOD POST
246	254952.60	474869.23	2" IRON PIPE
253	254626.66	474536.90	1" IRON PIPE

TLE COURSE TABLE

FROM	TO	BEARING	DISTANCE
380	323	N81°04'23"W	7.00'
323	345	N08°57'24"E	29.80'
345	346	S81°02'49"E	2.00'
346	347	N08°57'24"E	52.00'
347	348	N81°02'49"W	10.00'
348	349	N08°57'24"E	18.00'
349	350	S81°02'49"E	9.51'
350	351	N08°57'11"E	8.00'
351	352	S81°02'49"E	4.49'
352	353	N08°57'24"E	42.34'
353	354	S87°26'19"W	4.08'
354	355	N08°57'24"E	10.48'
355	356	N81°02'49"W	15.13'
356	357	N08°57'11"E	20.00'
357	358	S81°02'49"E	15.13'
358	359	N08°57'24"E	231.27'
359	360	S87°26'01"W	5.31'
360	361	N00°10'38"E	2.00'
361	382	N87°26'01"E	10.72'
382	381	S08°57'24"W	332.87'
381	380	S08°57'24"W	81.26'
362	363	N01°09'40"W	5.00'
363	364	N87°26'01"E	16.00'
364	365	S01°09'40"E	5.00'
365	362	S87°26'01"W	16.00'
379	344	S81°02'36"E	7.00'
344	366	N08°57'24"E	30.60'
366	367	N81°02'49"W	4.00'
367	368	N08°57'24"E	60.00'

TLE COURSE TABLE

FROM	TO	BEARING	DISTANCE
368	369	S81°02'49"E	3.00'
369	370	N08°57'24"E	52.00'
370	371	S81°02'49"E	16.00'
371	372	N08°57'24"E	12.00'
372	373	N81°02'49"W	16.00'
373	374	N08°57'24"E	54.97'
374	375	N26°31'02"E	42.93'
375	376	N81°02'36"W	6.29'
376	377	S26°31'02"W	41.96'
377	378	S08°57'24"W	118.00'
378	379	S08°57'24"W	92.50'

BASIS OF EXISTING RIGHT-OF-WAY			
ROUTE	BASIS	WIDTH	YEAR
STH 22 (CHURCH ST.)	STATE PROJECT NO. S 0272 (1)	66'	1951
STH 22 (CHURCH ST.)	CSM #3117	60' TO CL	2006
PARK ST. (WEST OF STH 22)	CSM #1118	66'	1988

DARTT'S ADDITION

CITY

TO THE VILLAGE OF

OUTLOT 8

NORTH MONTELLO

PARK ST.

LOT 3
CSM #1118
VOL. 5 CSM PG. 200
DOC. #169387

STH 22

CHURCH ST.

DARTT'S ADDITION

OUTLOT 7

TO THE VILLAGE OF

NORTH MONTELLO

END RELOCATION ORDER
STA 61+00.00

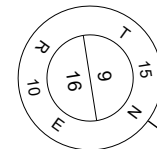
Y=255079.98
X=474682.73

NE-SW

MONTELLO

LOT 3
CSM #3117
VOL. 19, PG. 51
DOC. #265202

1068
FOUND 1" IRON PIPE
Y=255648.18
X=475085.06



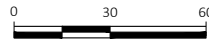
1007
FOUND 1" IRON PIPE
Y=253013.47
X=475141.02

REVISION DATE			

DATE 10/9/2024

GRID FACTOR

SCALE, FEET



HWY: STH 22

COUNTY: MARQUETTE

STATE R/W PROJECT NUMBER

6150-01-27

CONSTRUCTION PROJECT NUMBER

6150-01-77

PLAT SHEET 4.05

PS&E SHEET

— 93

E

FILE NAME : 040401_RP.DWG

LAYOUT NAME - 040501_rp

PLOT DATE : 10/9/2024 7:59 AM

PLOT BY : COLLINS, TROY

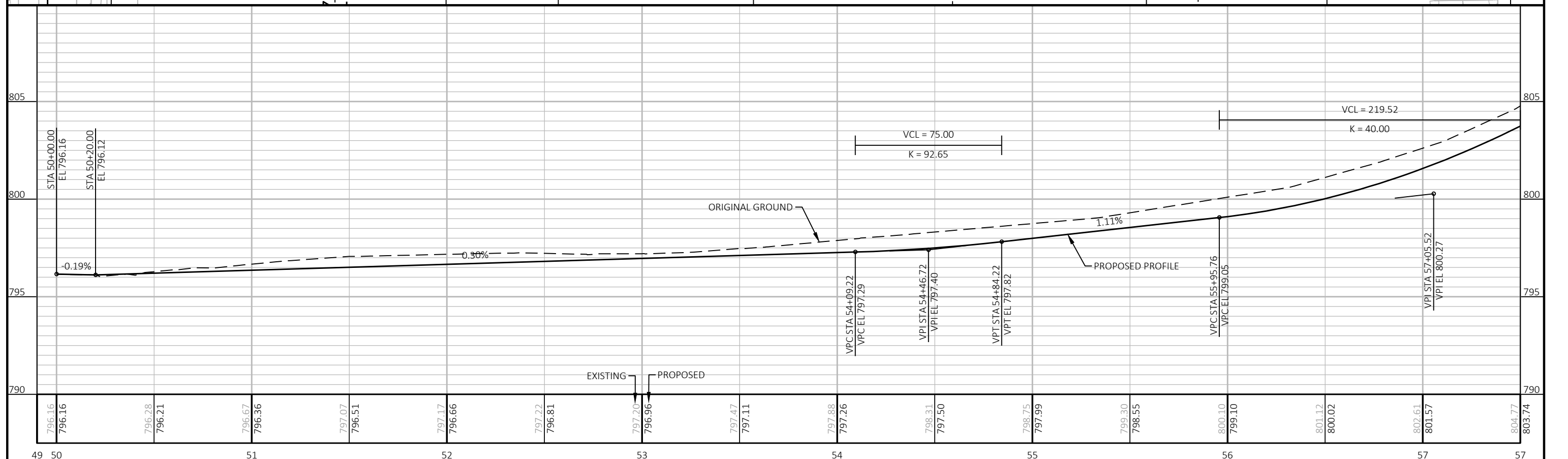
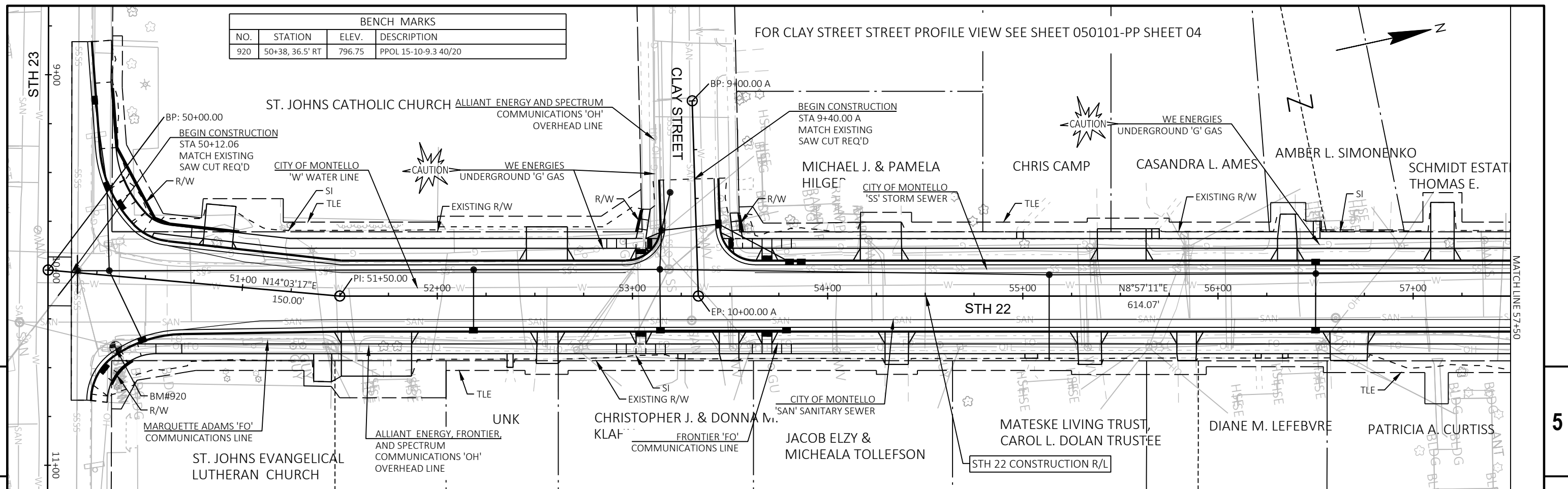
PLOT NAME :

PLOT SCALE : 1 IN:30 FT

WISDOT/CADDs SHEET 75

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
920	50+38, 36.5' RT	796.75	PPOL 15-10-9.3 40/20

FOR CLAY STREET STREET PROFILE VIEW SEE SHEET 050101-PP SHEET 04



PROJECT NO:	6150-01-77/78
-------------	---------------

HWY: STH 22

COUNTY: MARQUETTE

PLAN AND PROFILE: STH 22

SHEET	94
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FILE NAME : X:\GB\2023\20230022\DESIGN\TRANSPORTATION\61500107\SHEETSP\PLAN\050101-PP.DWG
LAYOUT NAME - 01

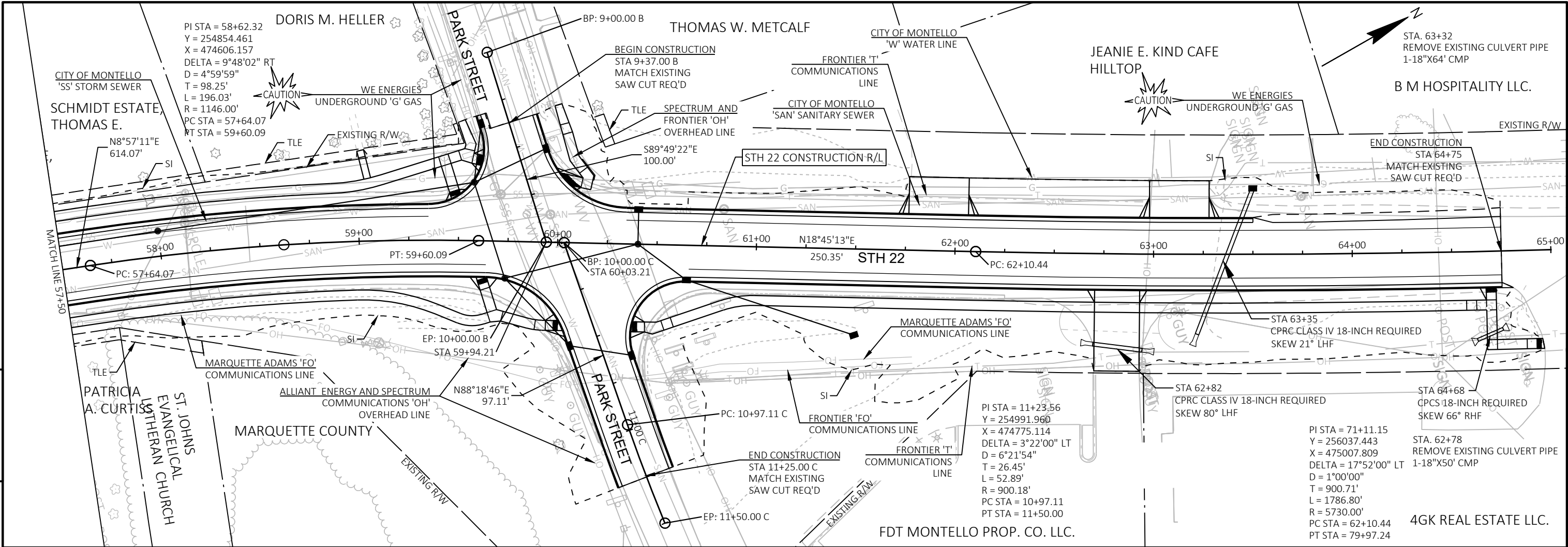
PLOT DATE : 3/9/2026 2:07 PM

PLOT BY : WORECK, CHRIS

PLOT NAME :

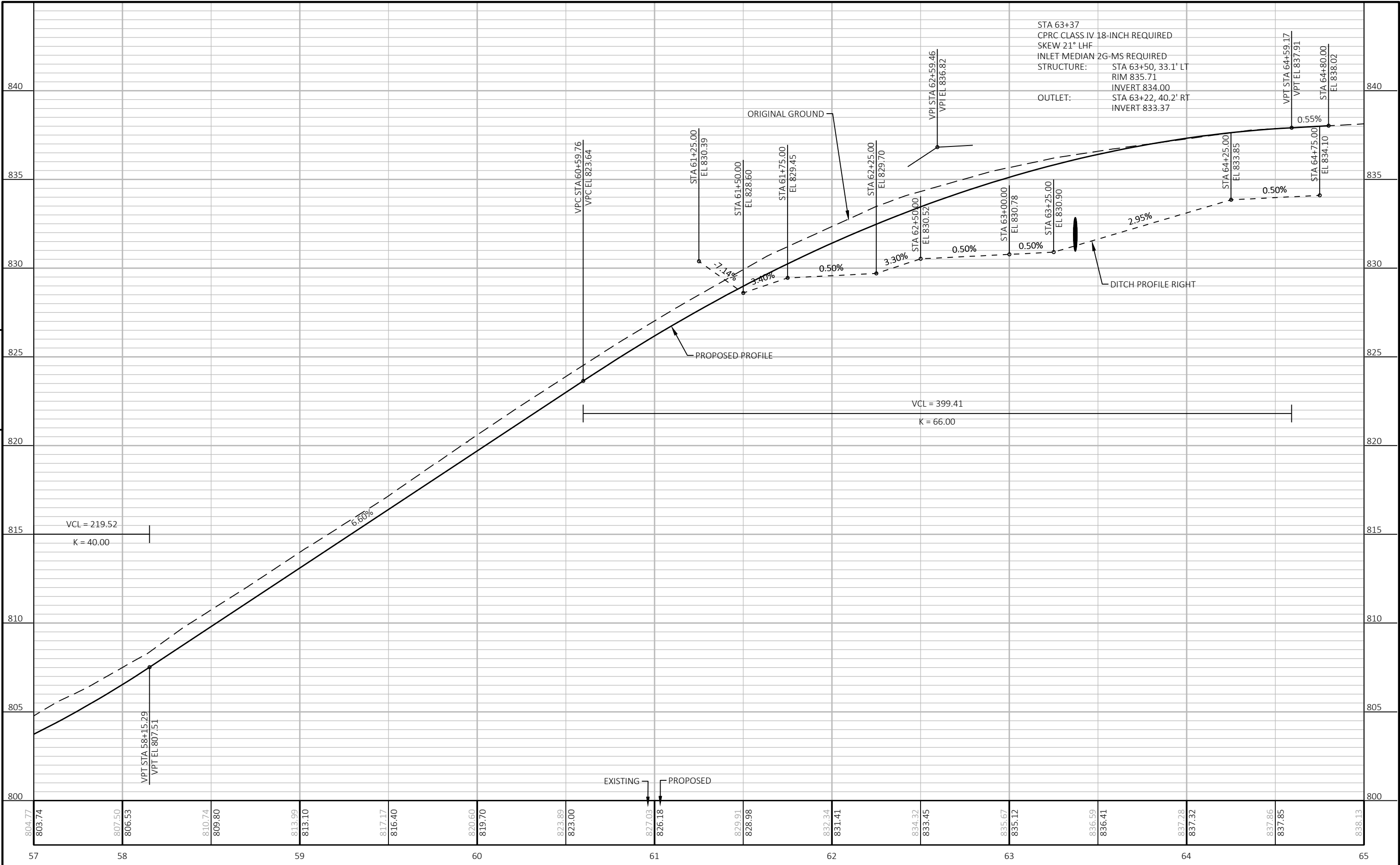
PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

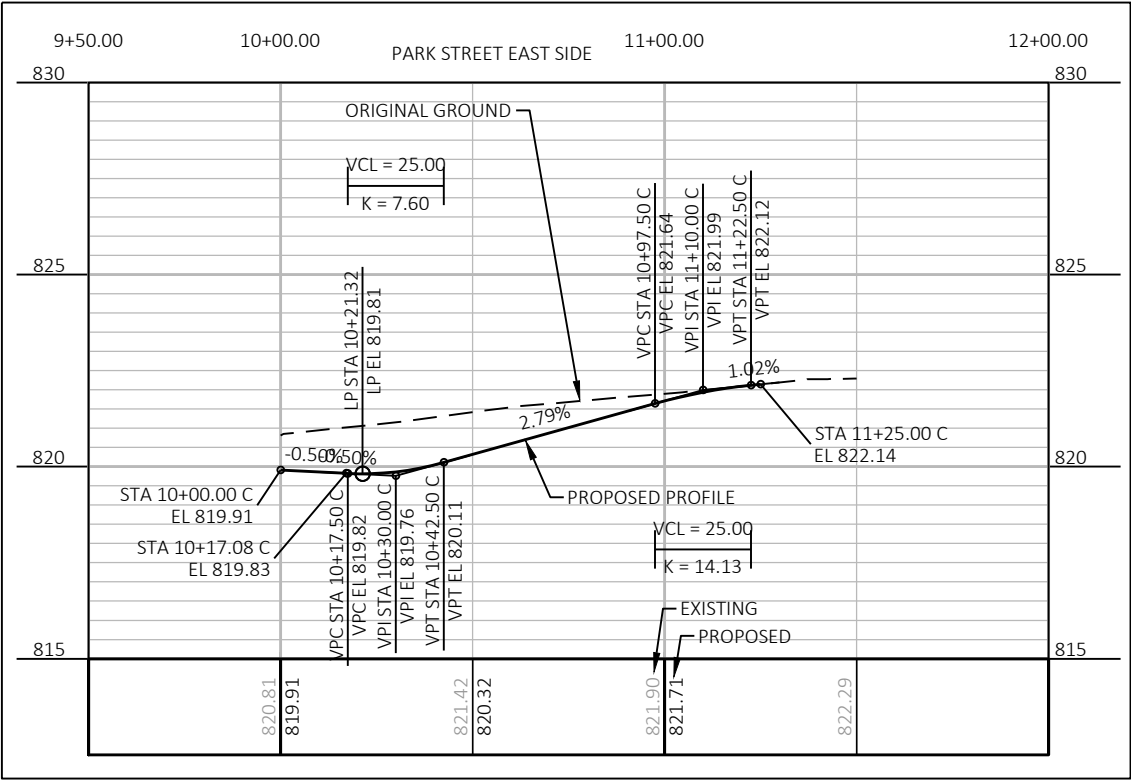
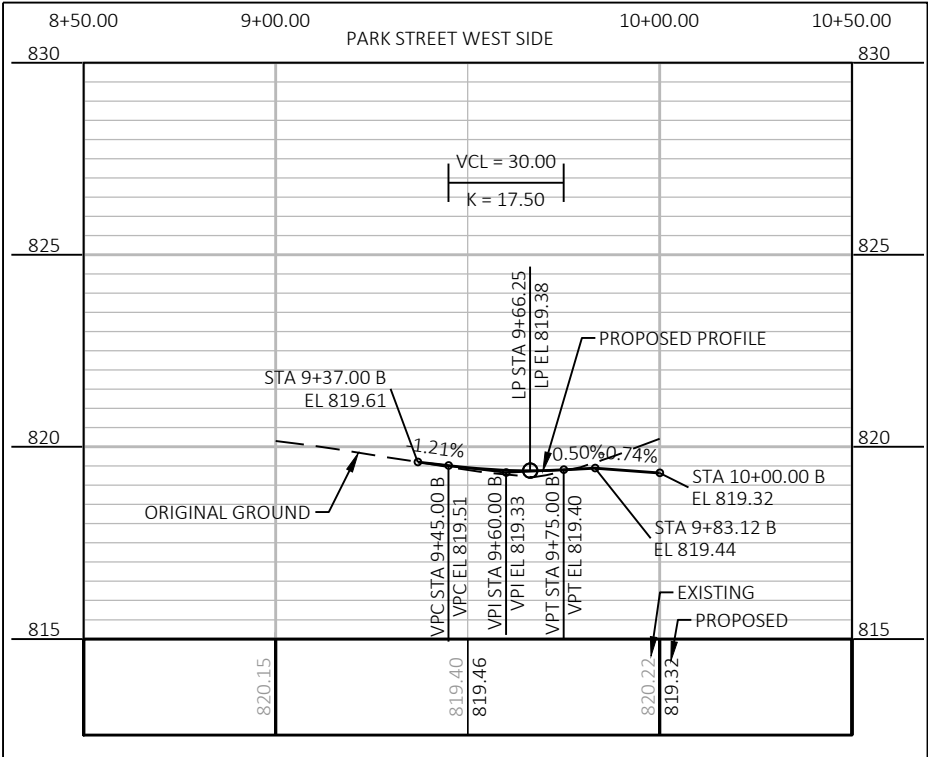
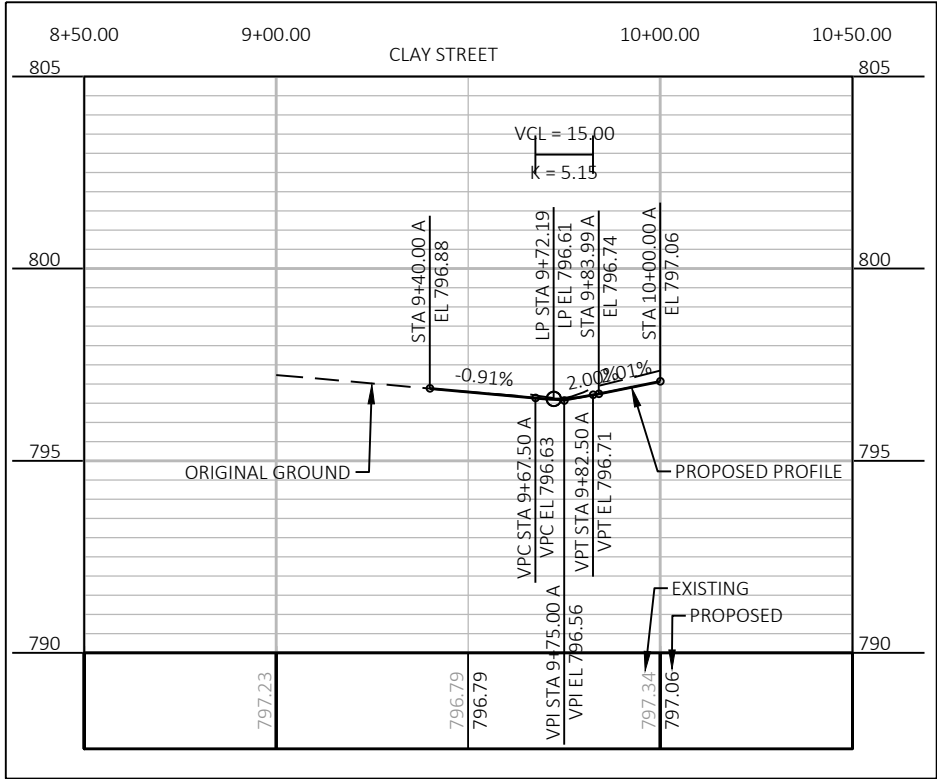


FOR STH 22 PROFILE VIEW SEE SHEET 050101-PP SHEET 03
 FOR PARK STREET PROFILE VIEWS SEE SHEET 050101-PP SHEET 04

5

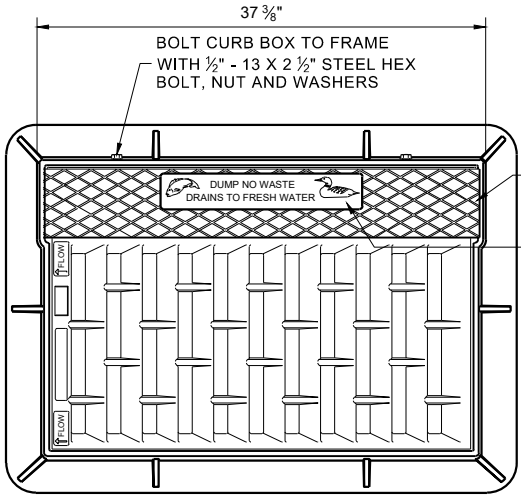


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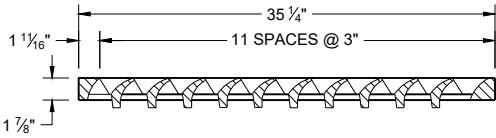
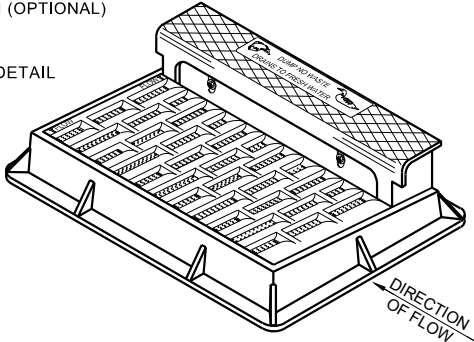
Standard Detail Drawing List

08A05-22A	INLET COVERS TYPE A, H, A-S, H-S AND Z
08A05-22B	INLET COVERS TYPE B, B-A, C, MS, MS-A, DW AND WM
08A05-22E	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L AND M
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 AND 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 AND GUTTER
08D01-24B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPES A, B, C AND D
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09A11-01	DRIVEWAY AND SIDEWALK RAMPS TYPES X AND Y
13C19-03	HMA LONGITUDINAL JOINTS
14A01-03	TREE PRESERVATION DETAILS
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-10A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-10B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-10C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C02-10H	MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C11-11A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-11B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D28-05	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-12A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

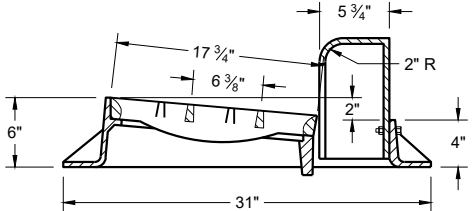
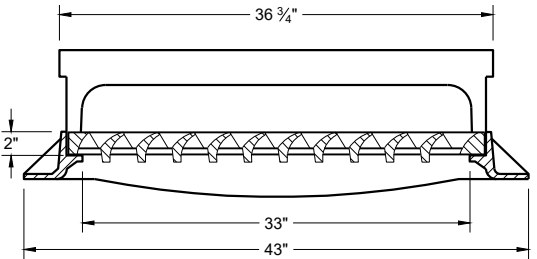
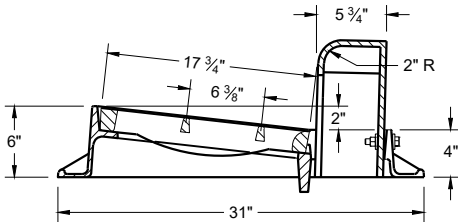
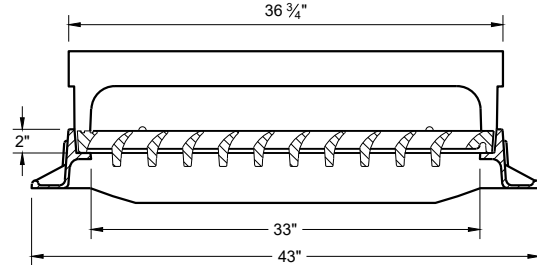


NOTE: EITHER CASTING IS ACCEPTABLE

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

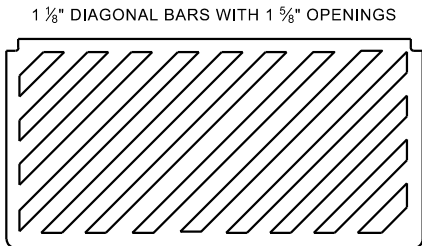


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

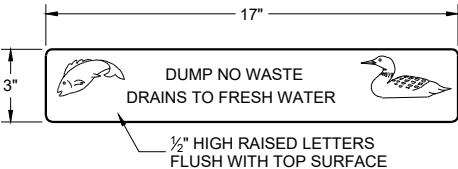


TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE



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



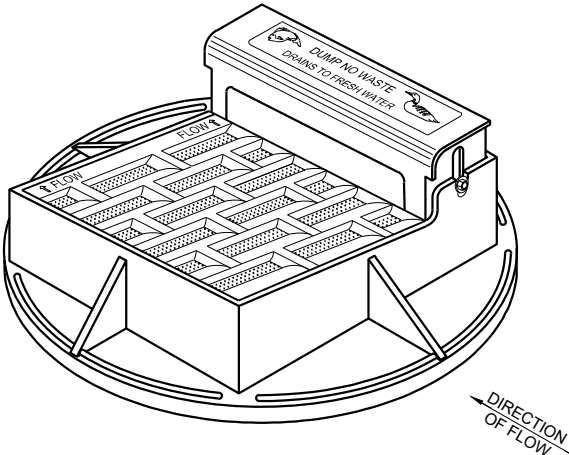
LOGO DETAIL

GENERAL NOTES

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

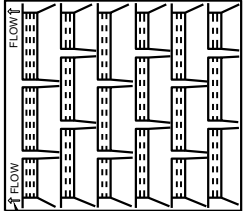
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

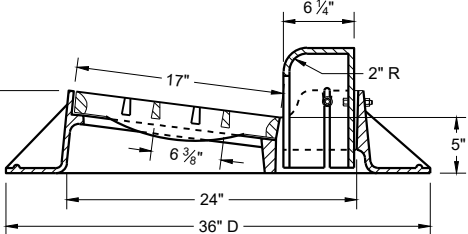
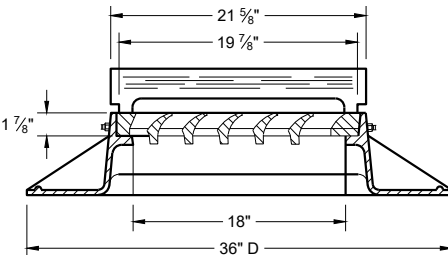
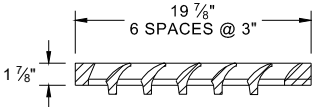


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

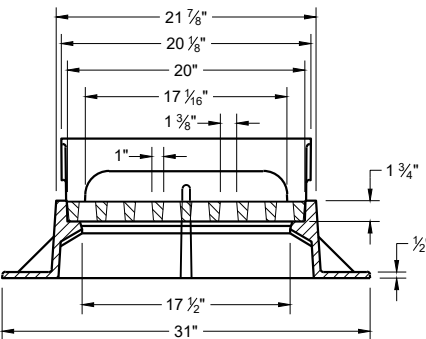
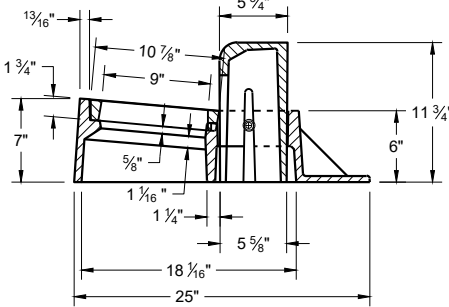
NOTE: EITHER CASTING IS ACCEPTABLE



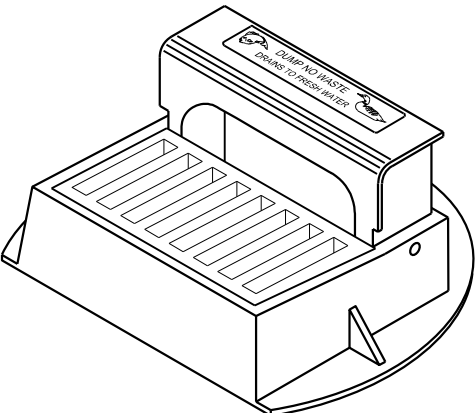
DIRECTION OF FLOW ARROWS



TYPE "A"



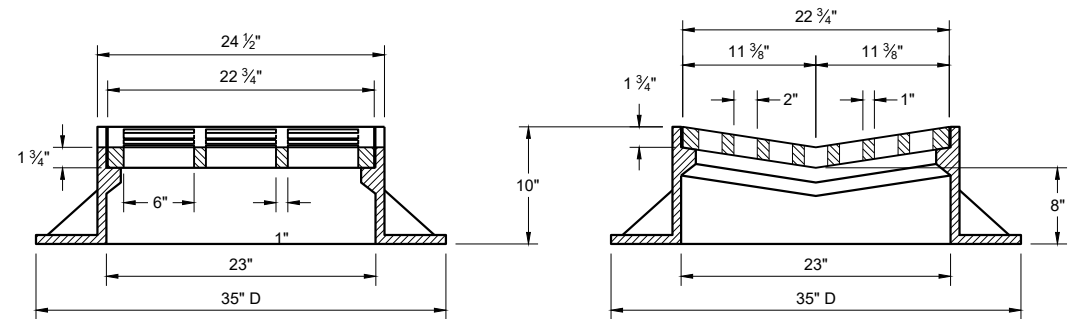
TYPE "Z"



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

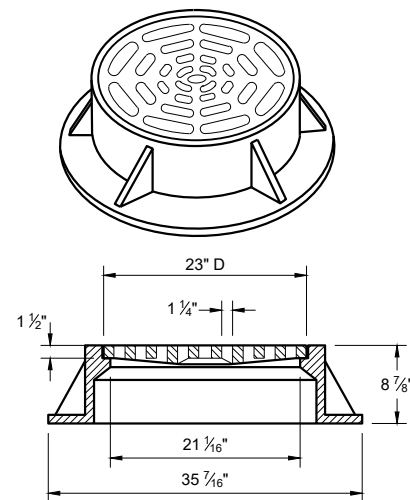
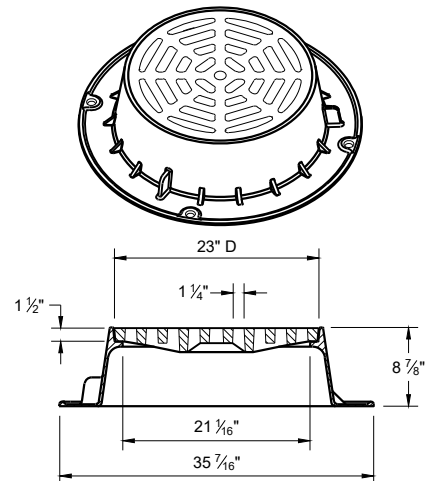
APPROVED
February 2025
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR
FHWA



TYPE "B"

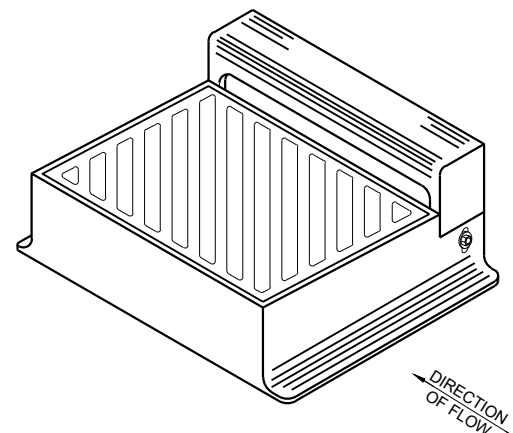
**ALTERNATIVE GRATE FOR
TYPE "B" COVER**

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

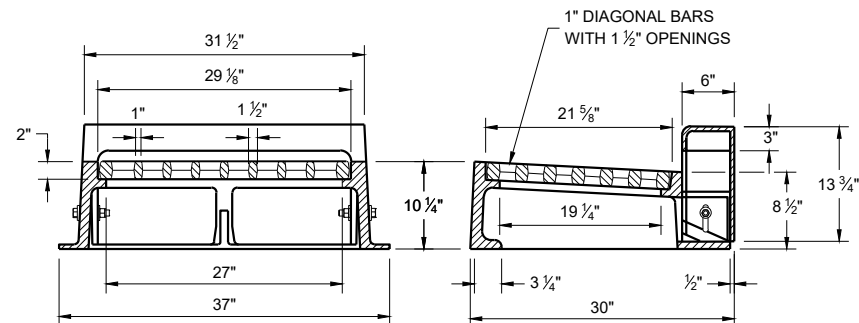


TYPE "C"

NOTE: EITHER CASTING IS ACCEPTABLE



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



TYPE "WM"

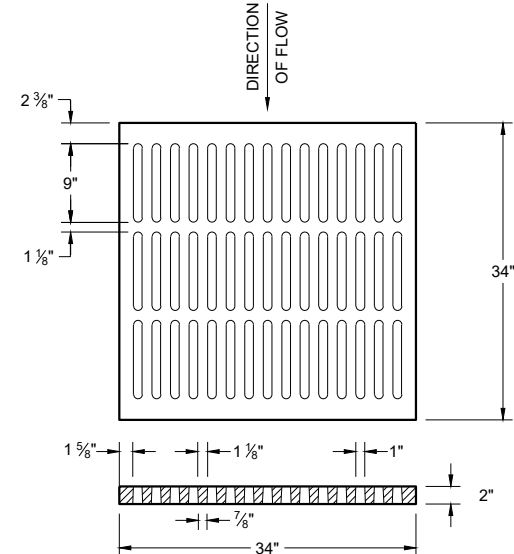
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

GENERAL NOTES

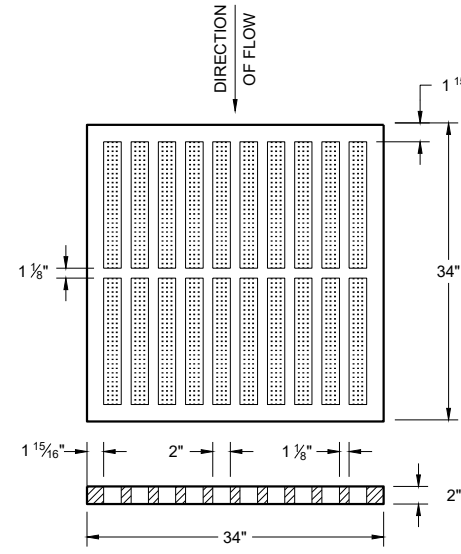
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

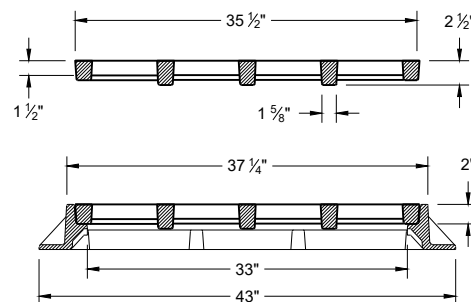
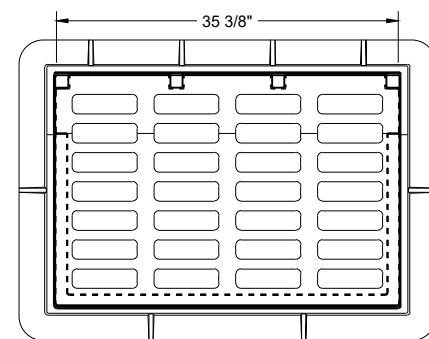
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



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

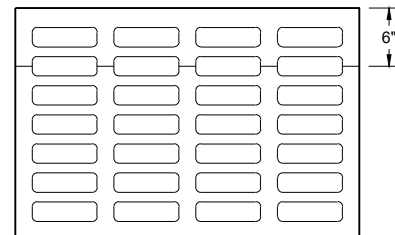
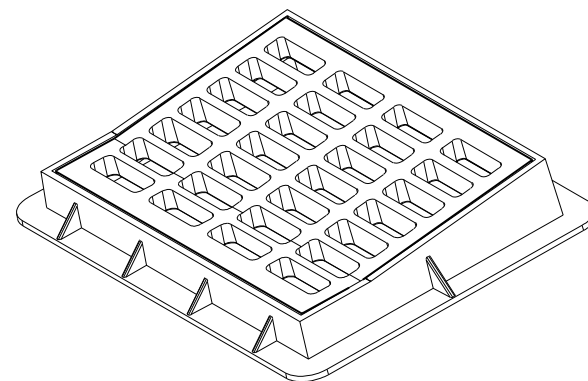


TYPE "MS"
USE ON FREEWAYS AND EXPRESSWAYS
**NOTED AS TYPE MS ON THE
DRAINAGE TABLE**



TYPE "DW"

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



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

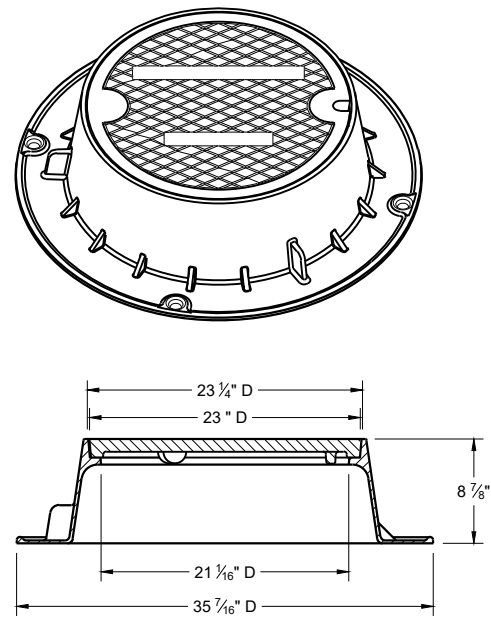
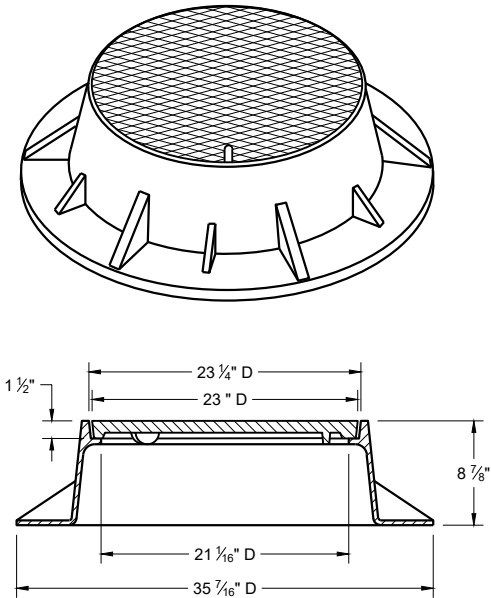
APPROVED
February 2025
DATE /S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR
FHWA

GENERAL NOTES

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

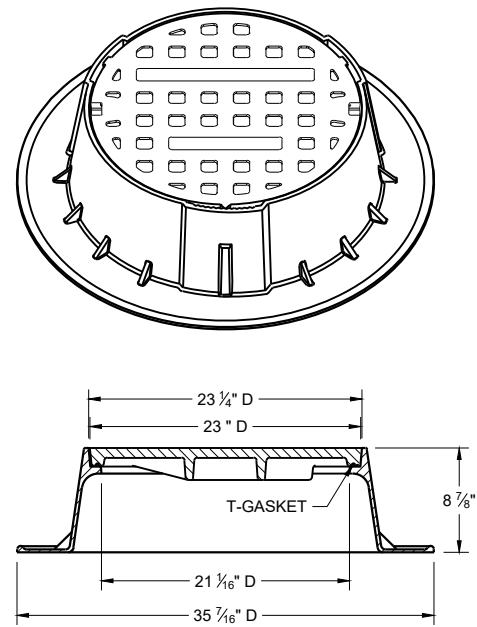
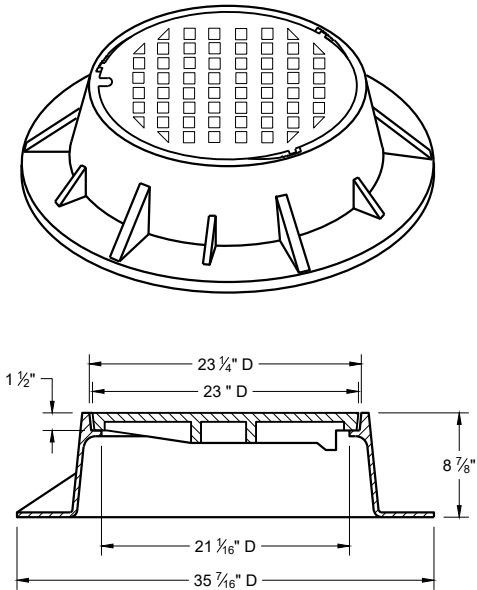
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



TYPE "J"

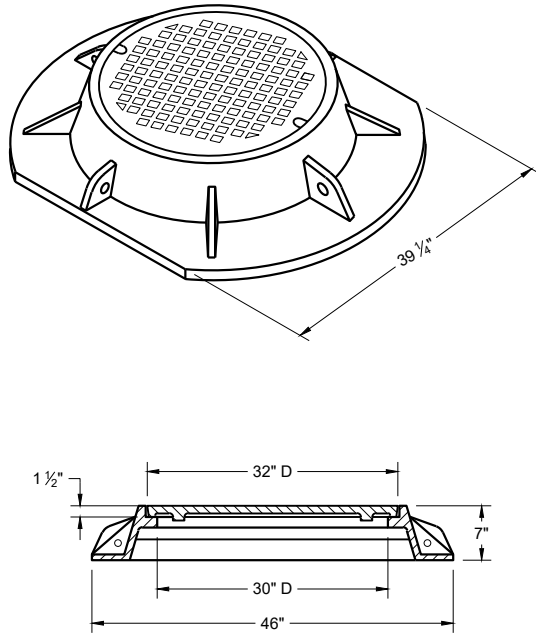
NOTE: EITHER CASTING IS ACCEPTABLE



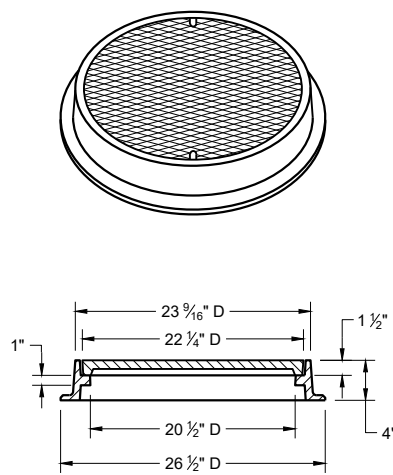
TYPE "J" SPECIAL

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

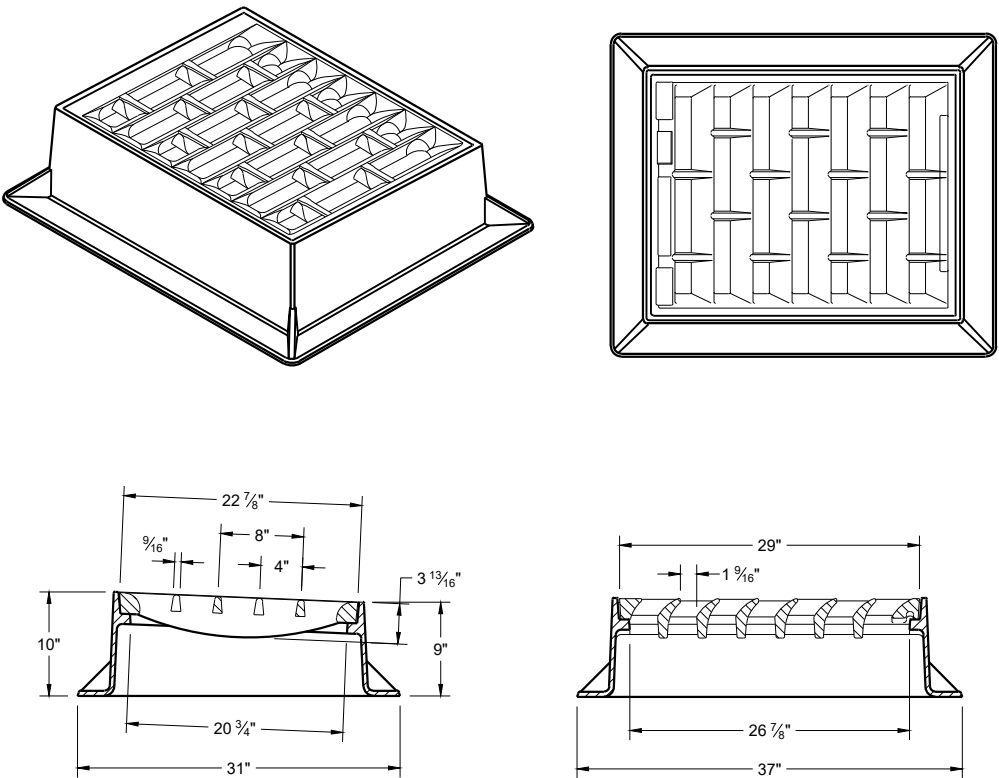
NOTE: EITHER CASTING IS ACCEPTABLE



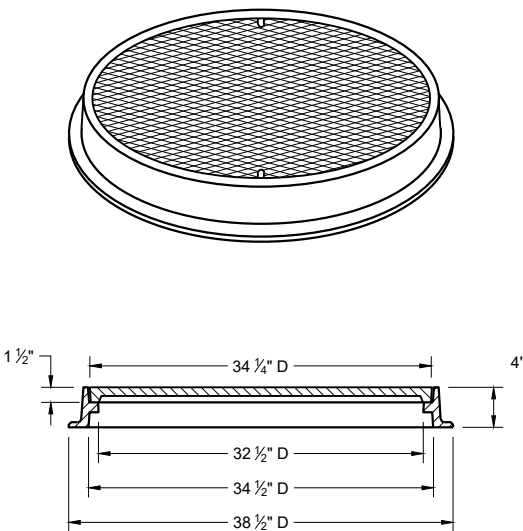
TYPE "K"



TYPE "L"



INLET COVER TYPE "BW"

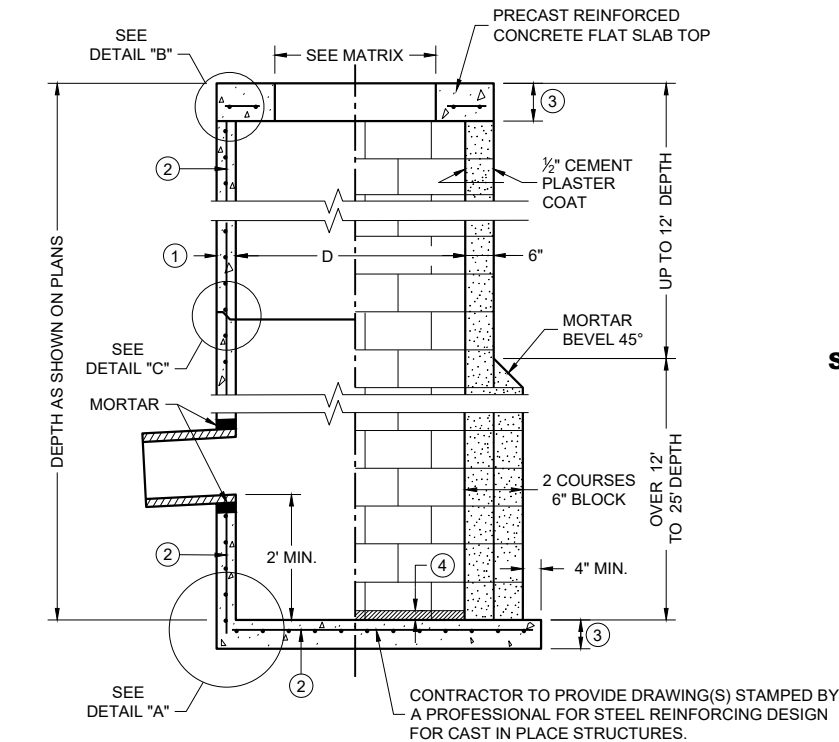


TYPE "M"

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

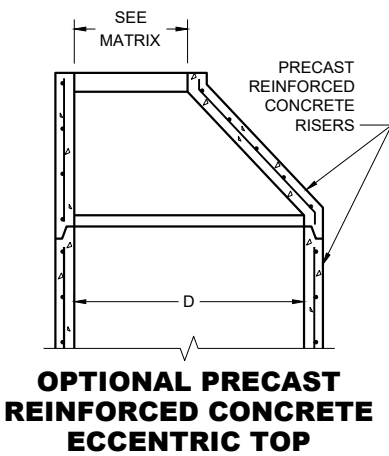
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

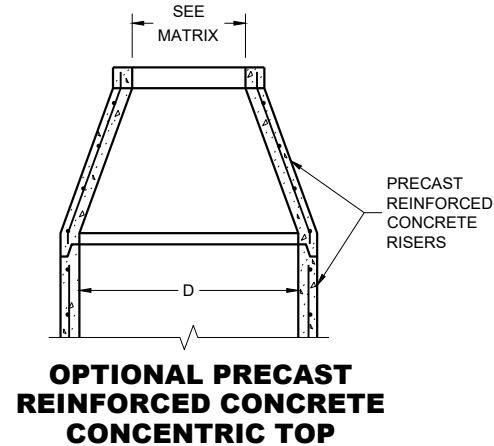


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

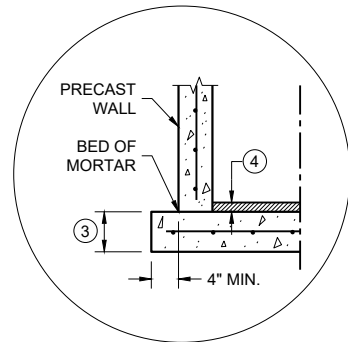
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE ②



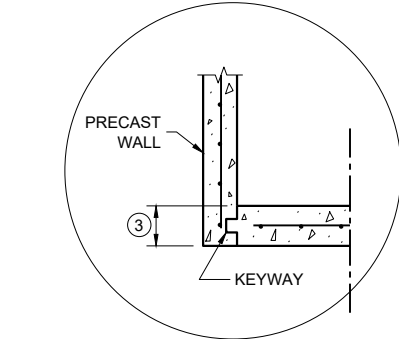
PLAN VIEW CIRCULAR OPENING



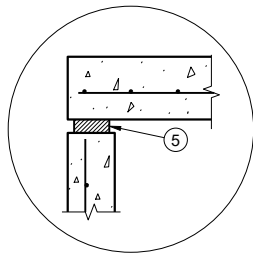
PLAN VIEW RECTANGULAR OPENING



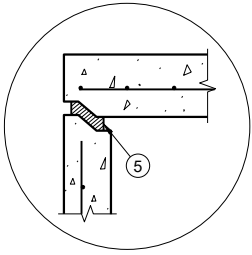
SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION



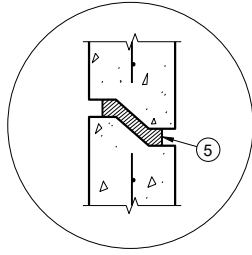
PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



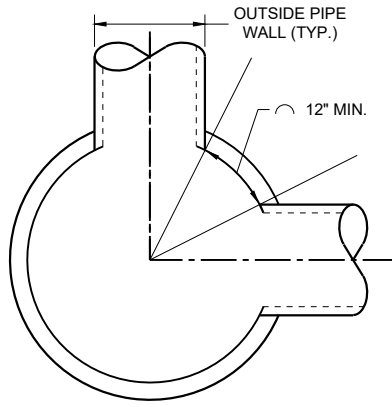
TOP WITH PLAIN END JOINT



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 1/2 INCH AND MEET THE REQUIREMENTS OF ASTM A615.

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

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

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

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

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

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

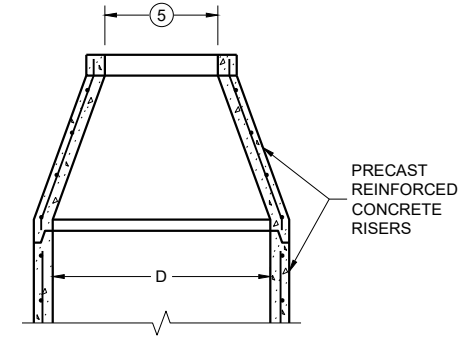
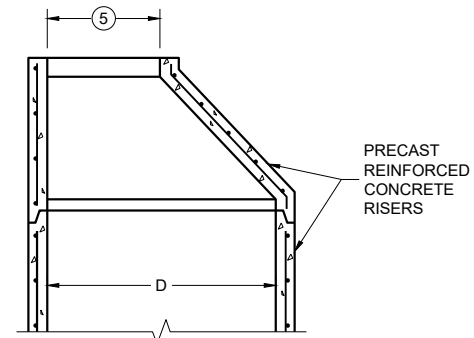
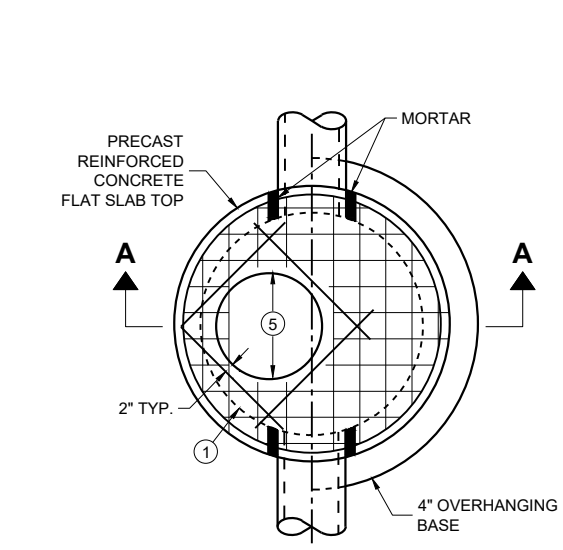
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



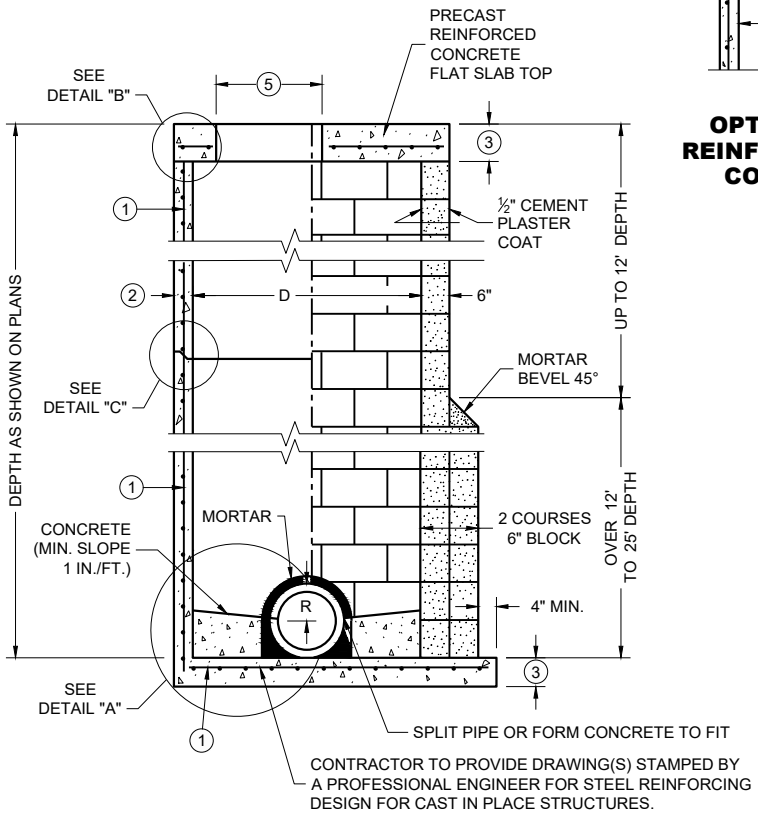
MANHOLE COVER OPENING MATRIX

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

PIPE MATRIX

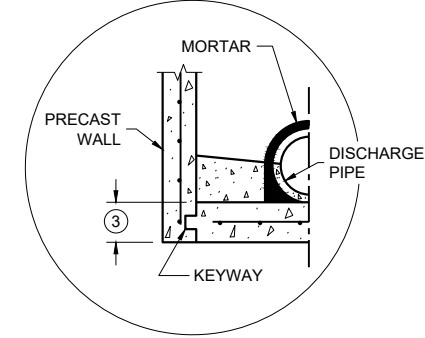
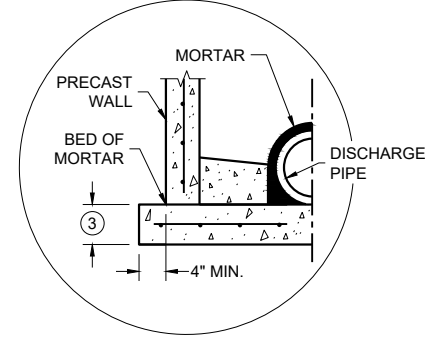
MANHOLE SIZE (DIA.)	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES		MINIMUM WALL THICKNESS (IN)	MINIMUM PRECAST FLAT SLAB TOP AND BASE THICKNESS
	180° SEPARATION (IN)	90° SEPARATION (IN)		
3-FT	15	12	4	6
4-FT	24	18	4	6
5-FT	36	24	5	8
6-FT	42	36	6	8
7-FT	48	36/42 *	7	8
8-FT	60	42	8	8
9-FT	66	54	9	10
10-FT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

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

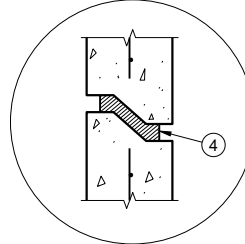
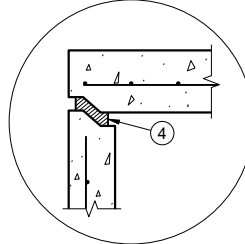
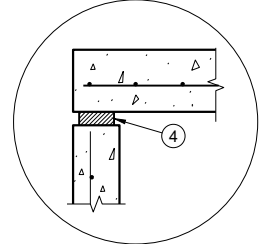


PRECAST REINFORCED
CONCRETE WITH
MONOLITHIC BASE

CONCRETE BLOCK WITH
CAST IN PLACE OR
PRECAST REINFORCED
CONCRETE BASE



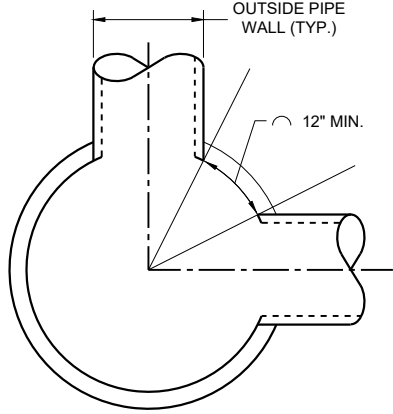
DETAIL "A"



DETAIL "B"

DETAIL "C"

- 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.



DETAIL "D"

GENERAL NOTES

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

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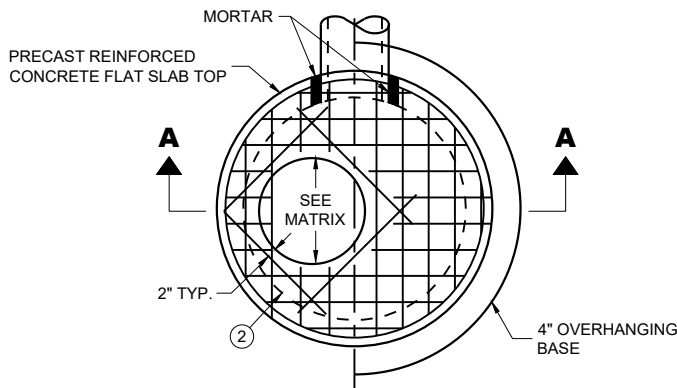
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

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

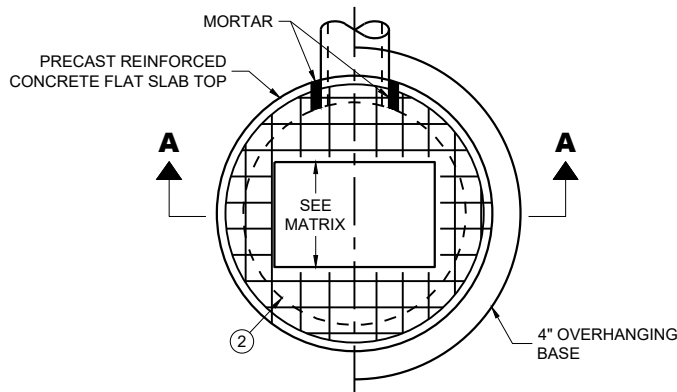
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

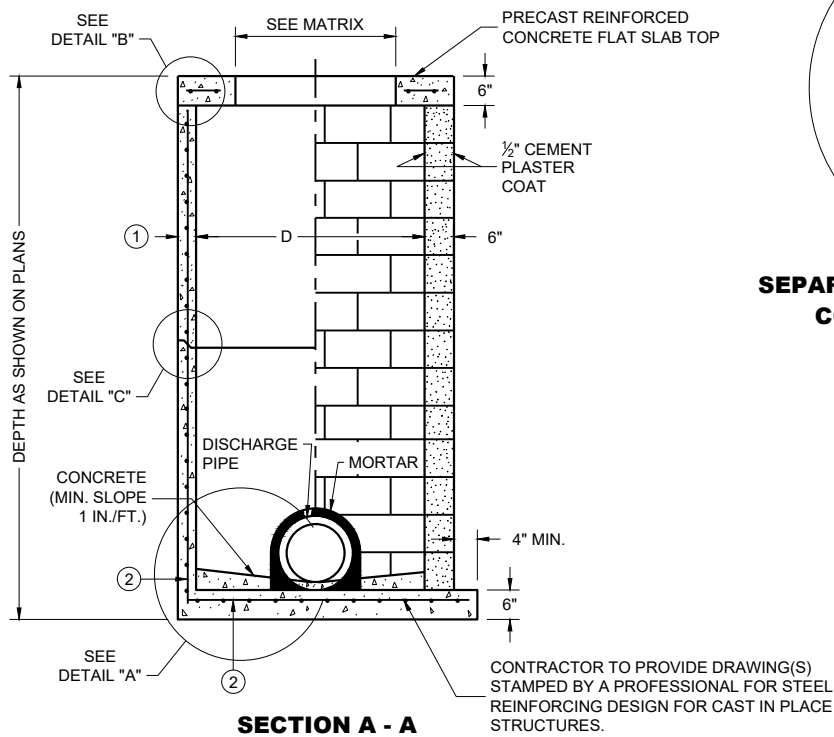
FHWA



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

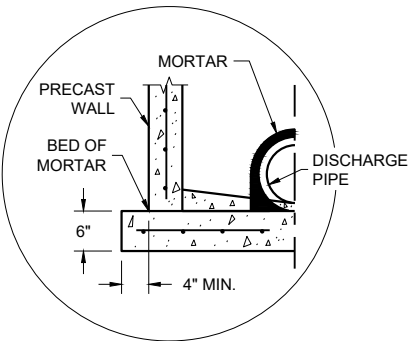
CIRCULAR INLETS WITH FLAT TOP

CATCH BASIN COVER OPENING MATRIX

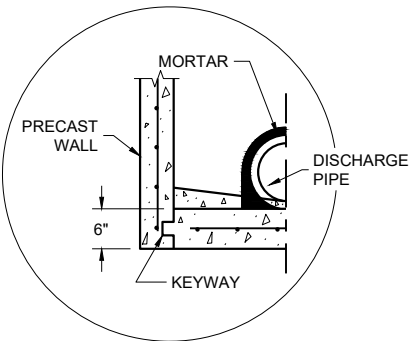
INLET SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V V-B	WM	Z
	OPENING SIZE (FT.)											
3-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
4-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
	2 X 2.5			X				X	X	X	X	
	2 X 3						X					
	2.5 X 3					X						

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

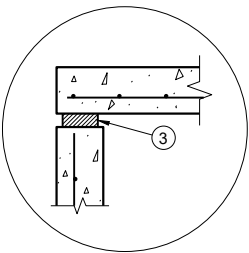


SEPARATE PRECAST REINFORCED
CONCRETE BASE OPTION

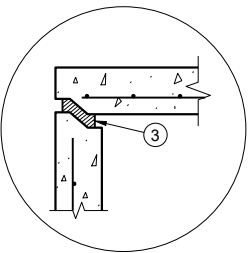


PRECAST REINFORCED CONCRETE
WITH INTEGRAL BASE OPTION

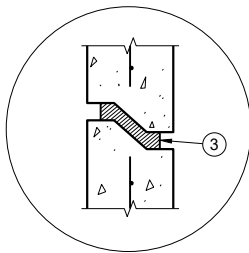
DETAIL "A"



TOP WITH PLAIN
END JOINT



TOP WITH TONGUE
AND GROOVE JOINT



RISER WITH TONGUE
AND GROOVE JOINT

DETAIL "B"

DETAIL "C"

INLETS 3-FT AND 4-FT DIAMETER

GENERAL NOTES

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

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

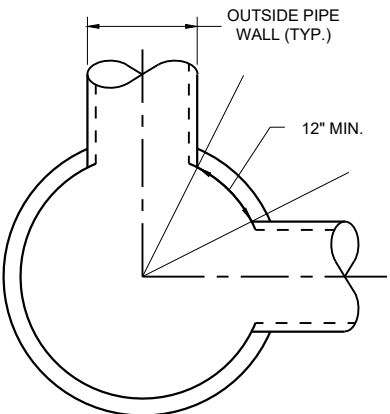
ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

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.

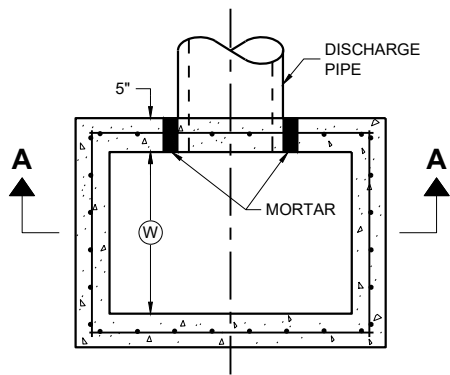


MINIMUM HORIZONTAL PIPE
SEPARATION
DETAIL "D"

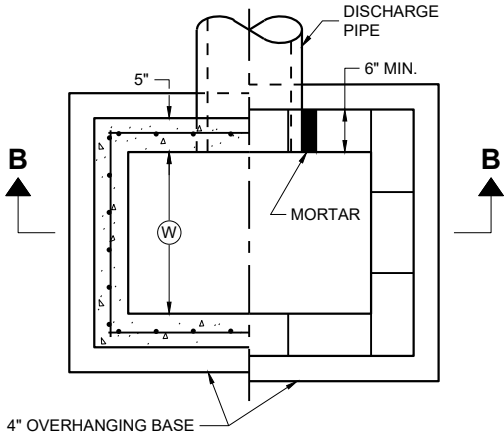
INLETS 3-FT
AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

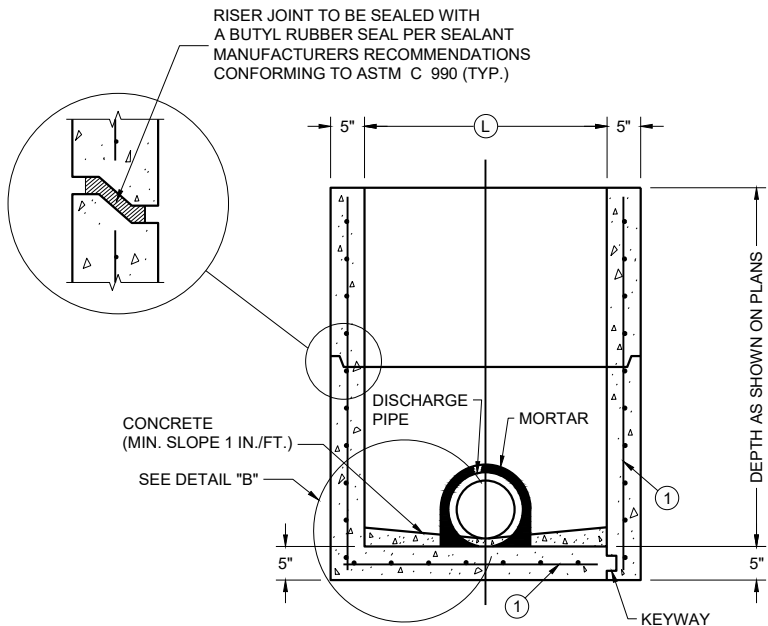
APPROVED
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DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



PLAN VIEW



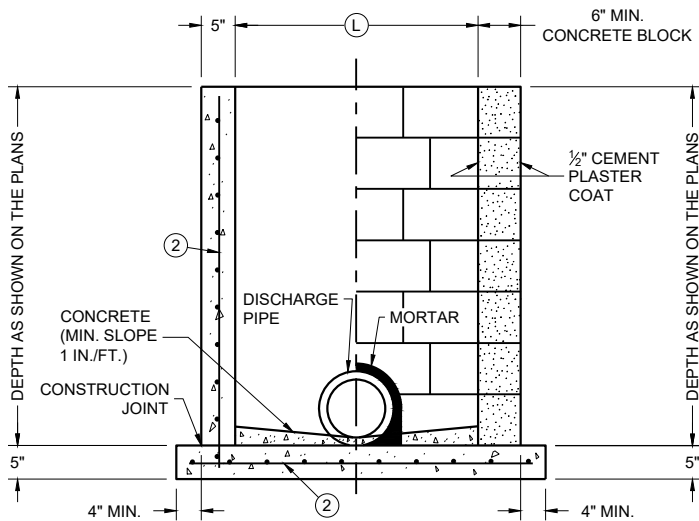
PLAN VIEW



PRECAST REINFORCED
CONCRETE WITH
MONOLITHIC BASE

PRECAST REINFORCED
CONCRETE WITH
INTEGRAL BASE

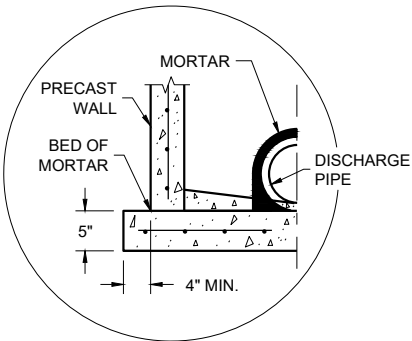
SECTION A - A



CAST IN PLACE
REINFORCED
CONCRETE

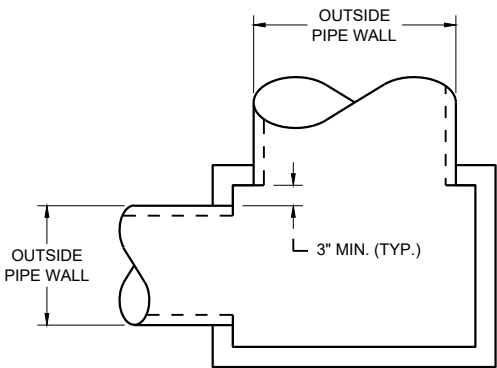
CONCRETE BLOCK WITH
CAST IN PLACE OR
PRECAST REINFORCED
CONCRETE BASE ①

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

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

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

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

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

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

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

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

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

CATCH BASIN COVER MATRIX

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

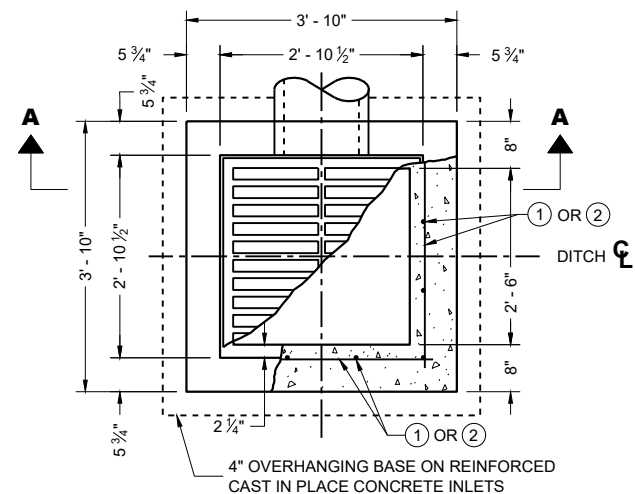
PIPE MATRIX

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

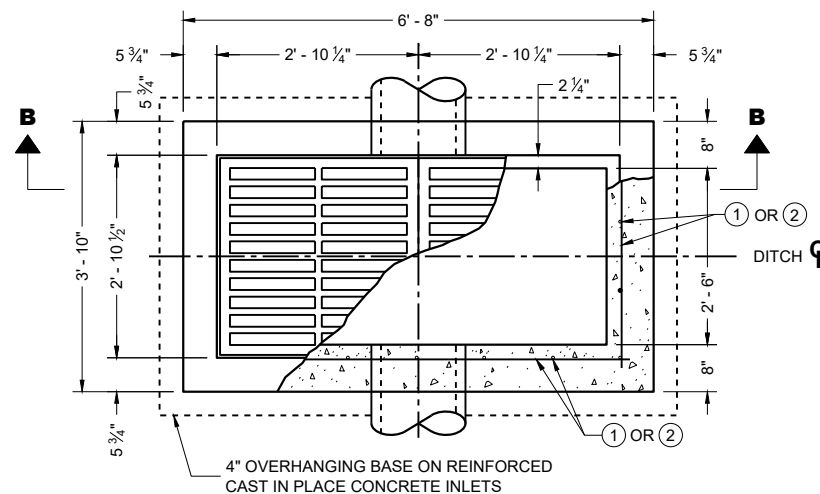
INLETS 2 X 2-FT, 2 X 2.5-FT,
2 X 3-FT, 2.5 X 3-FT
AND 2 X 3.5-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

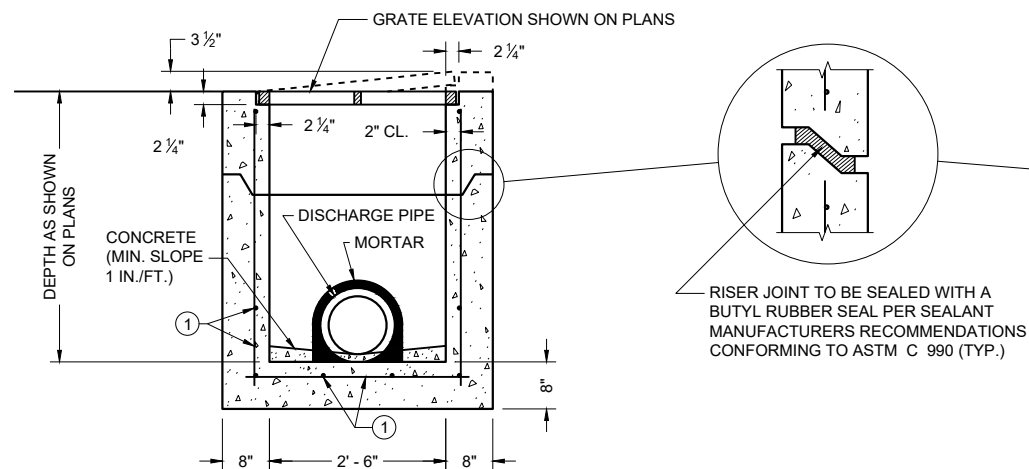
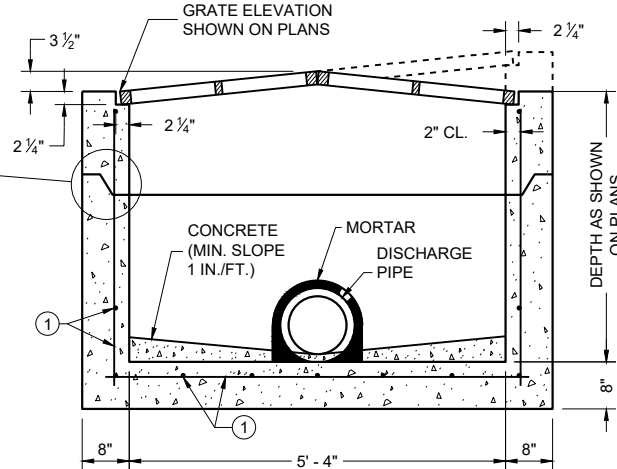
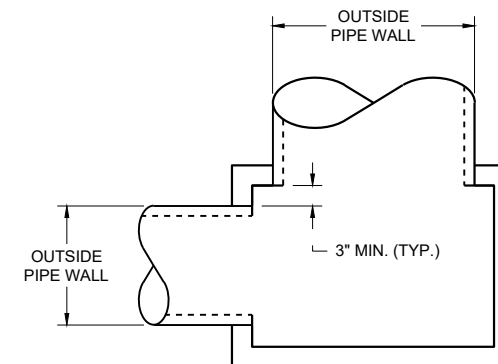
APPROVED
December 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



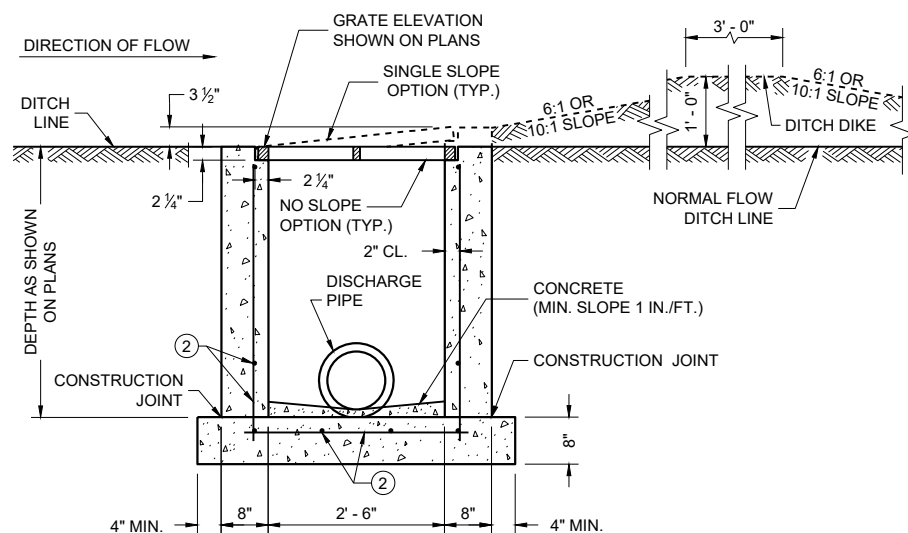
PLAN VIEW



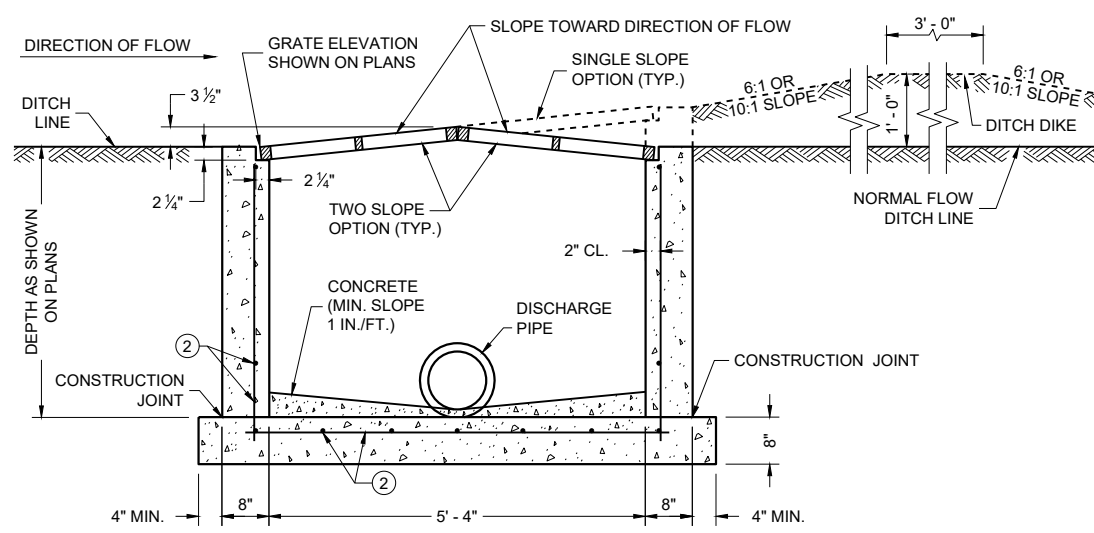
PLAN VIEW

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

DETAIL "A"

REINFORCED CAST IN PLACE CONCRETE
SECTION A - A

INLETS MEDIAN 1 GRATE

REINFORCED CAST IN PLACE CONCRETE
SECTION B - B

INLETS MEDIAN 2 GRATE

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

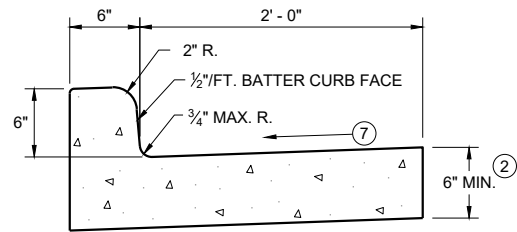
PIPE MATRIX

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

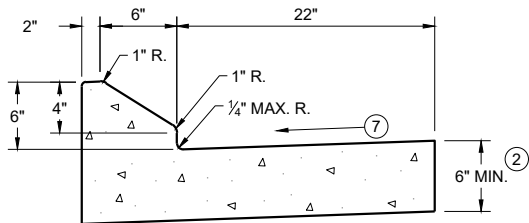
INLETS
MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

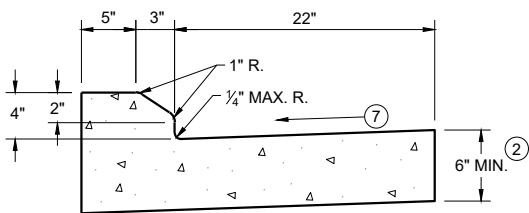
APPROVED
December 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



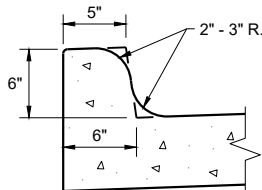
TYPES A^① & D



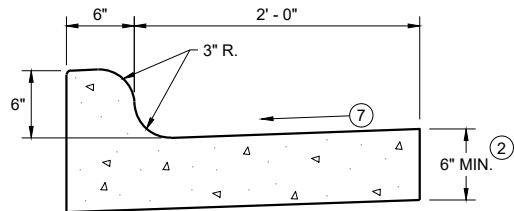
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

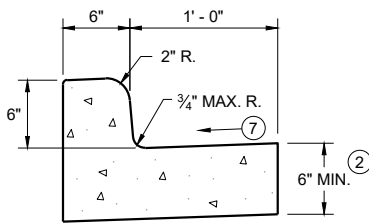


TYPES K^① & L
(OPTIONAL CURB SHAPE)



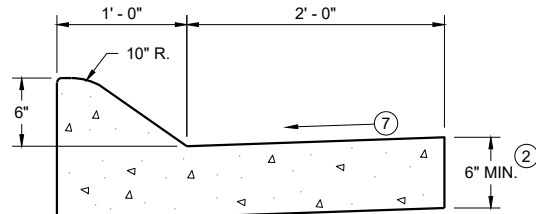
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

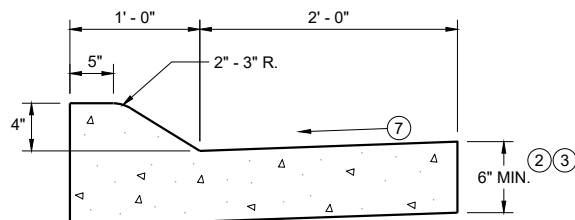


TYPES A^① & D

CONCRETE CURB AND GUTTER 18"

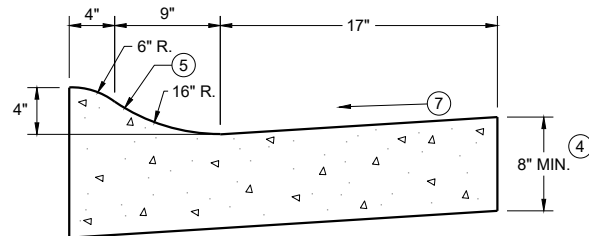


6" SLOPED CURB TYPES A^① & D



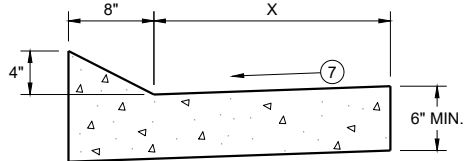
4" SLOPED CURB TYPES A^① & D

CONCRETE CURB AND GUTTER 36"



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

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

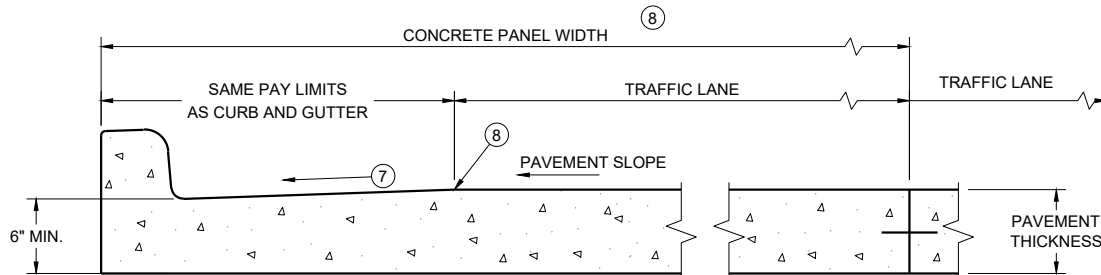


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

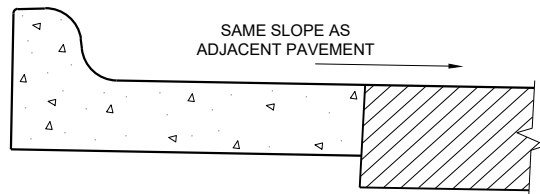
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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

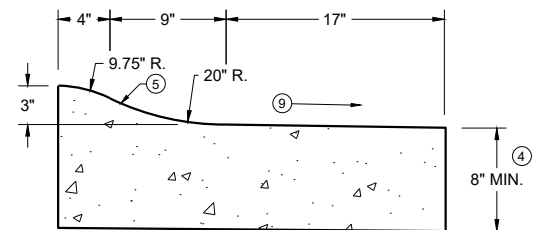


PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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



3" SLOPED CURB TYPES R^① & T

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

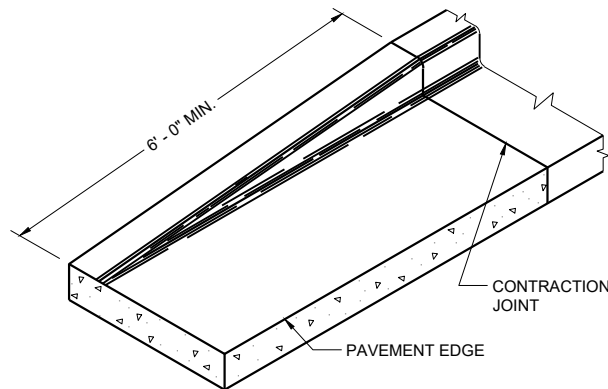
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

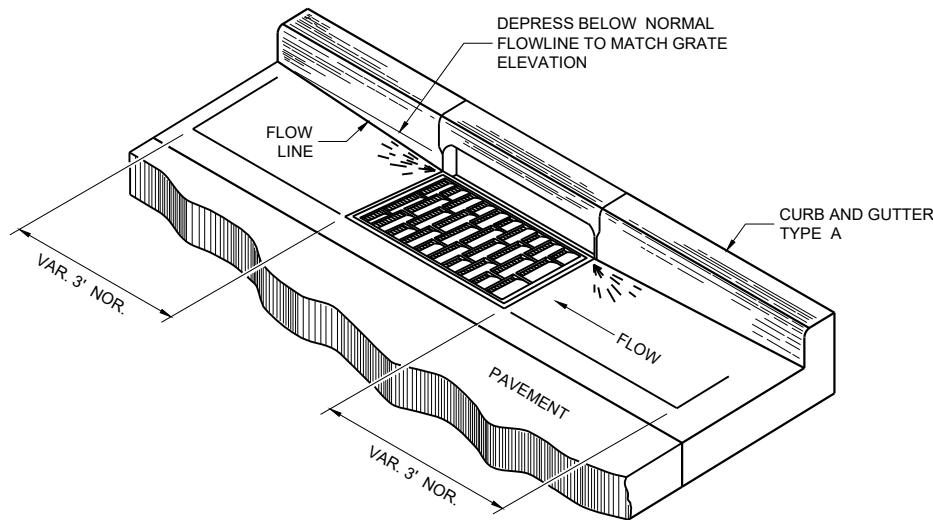
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

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

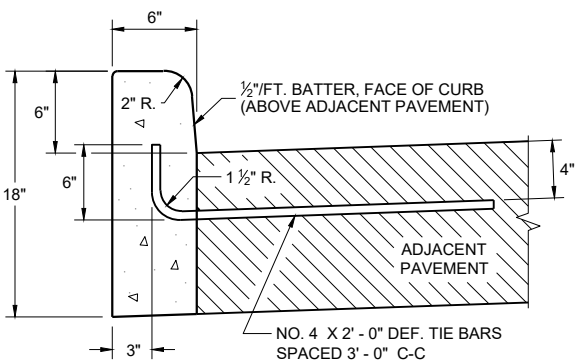


END SECTION CURB AND GUTTER

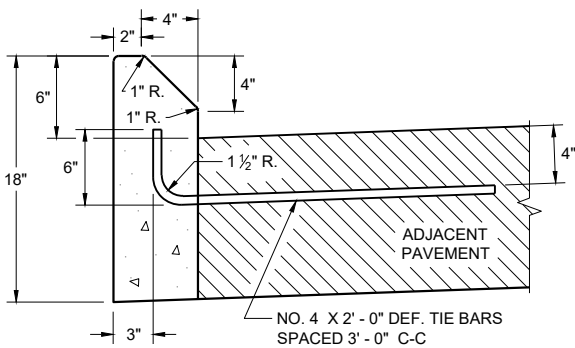


DETAIL OF CURB AND GUTTER AT INLETS

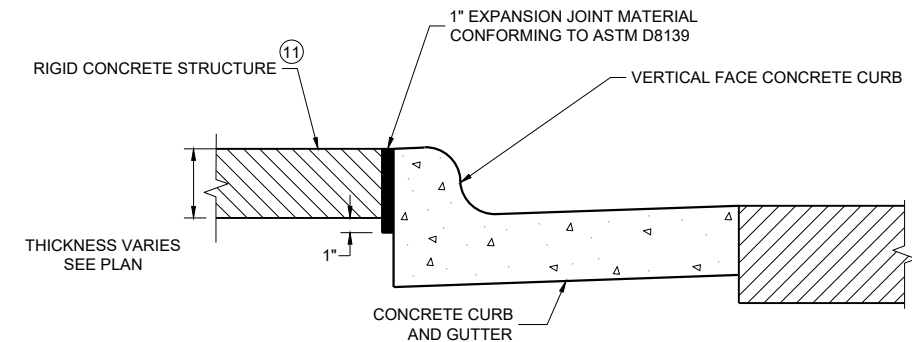
(TYPICAL H INLET COVER SHOWN)



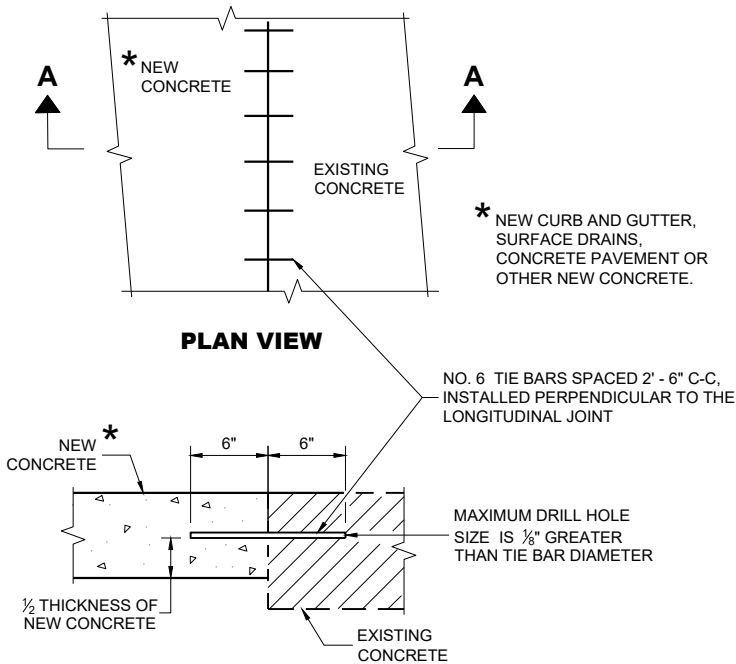
TYPES A^① & D



TYPES G^① & J
CONCRETE CURB



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



SECTION A - A
TIE BARS DRILLED INTO EXISTING PAVEMENT

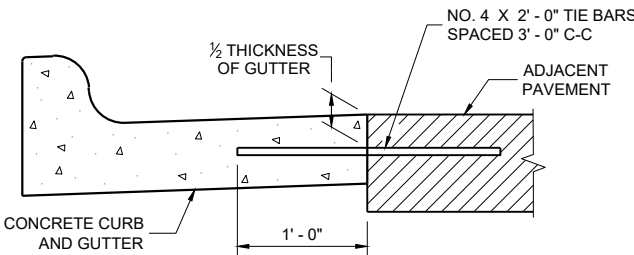
GENERAL NOTES

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

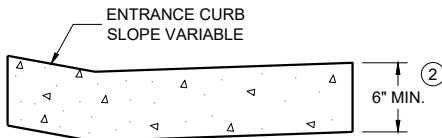
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

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



TYPICAL TIE BAR LOCATION^①



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

CONCRETE CURB, TIES
AND CURB AND GUTTER
APPLICATIONS

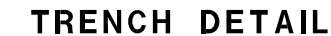
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA



- 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.

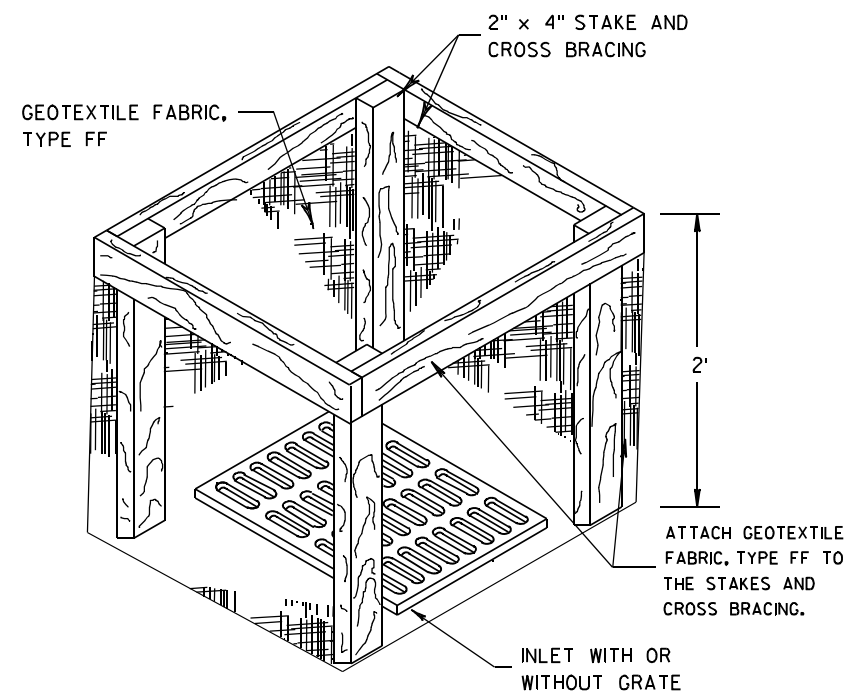
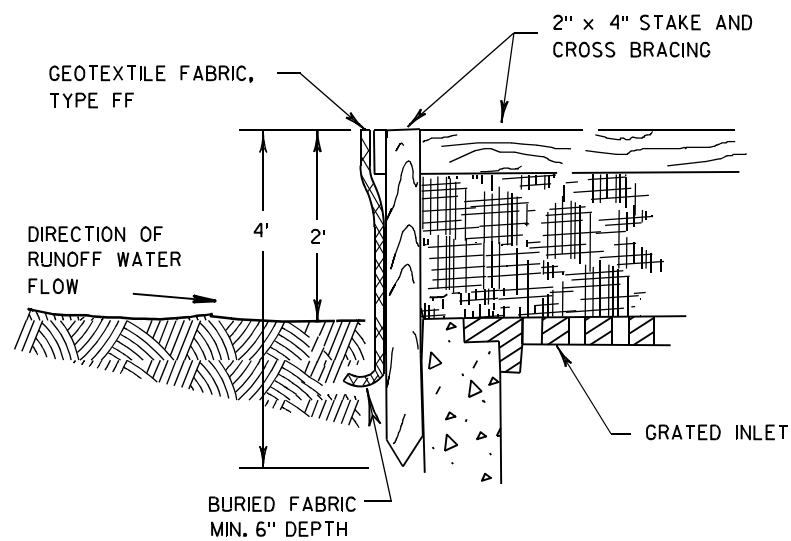


SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05
DATE /S/ Beth Connolly
CHIEF ROADWAY DEVELOPMENT 109 ENGINEER

FHWA



INLET PROTECTION, TYPE A

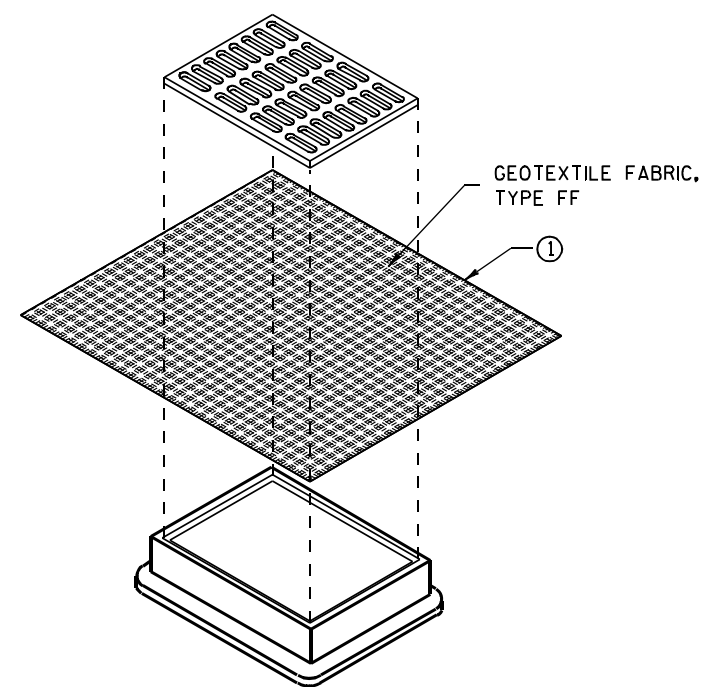
GENERAL NOTES

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

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

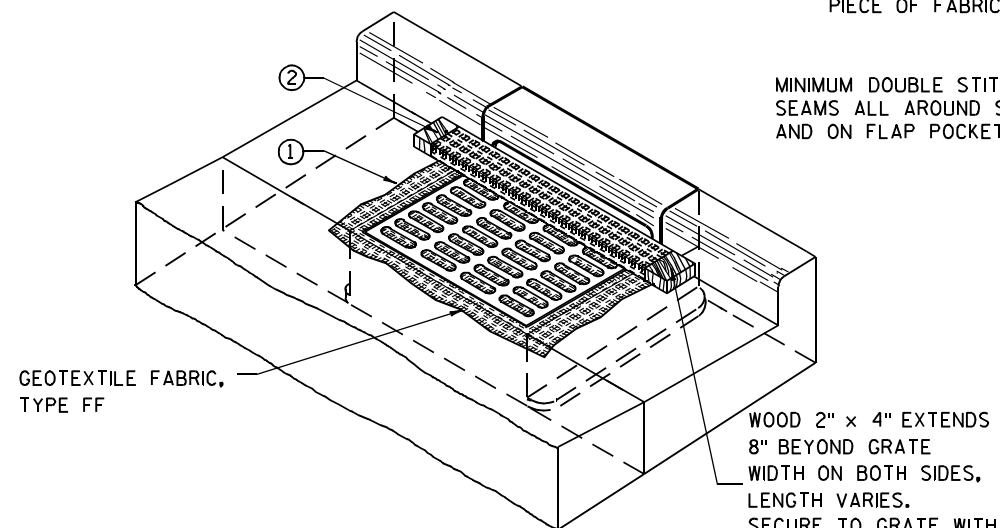
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

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



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

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

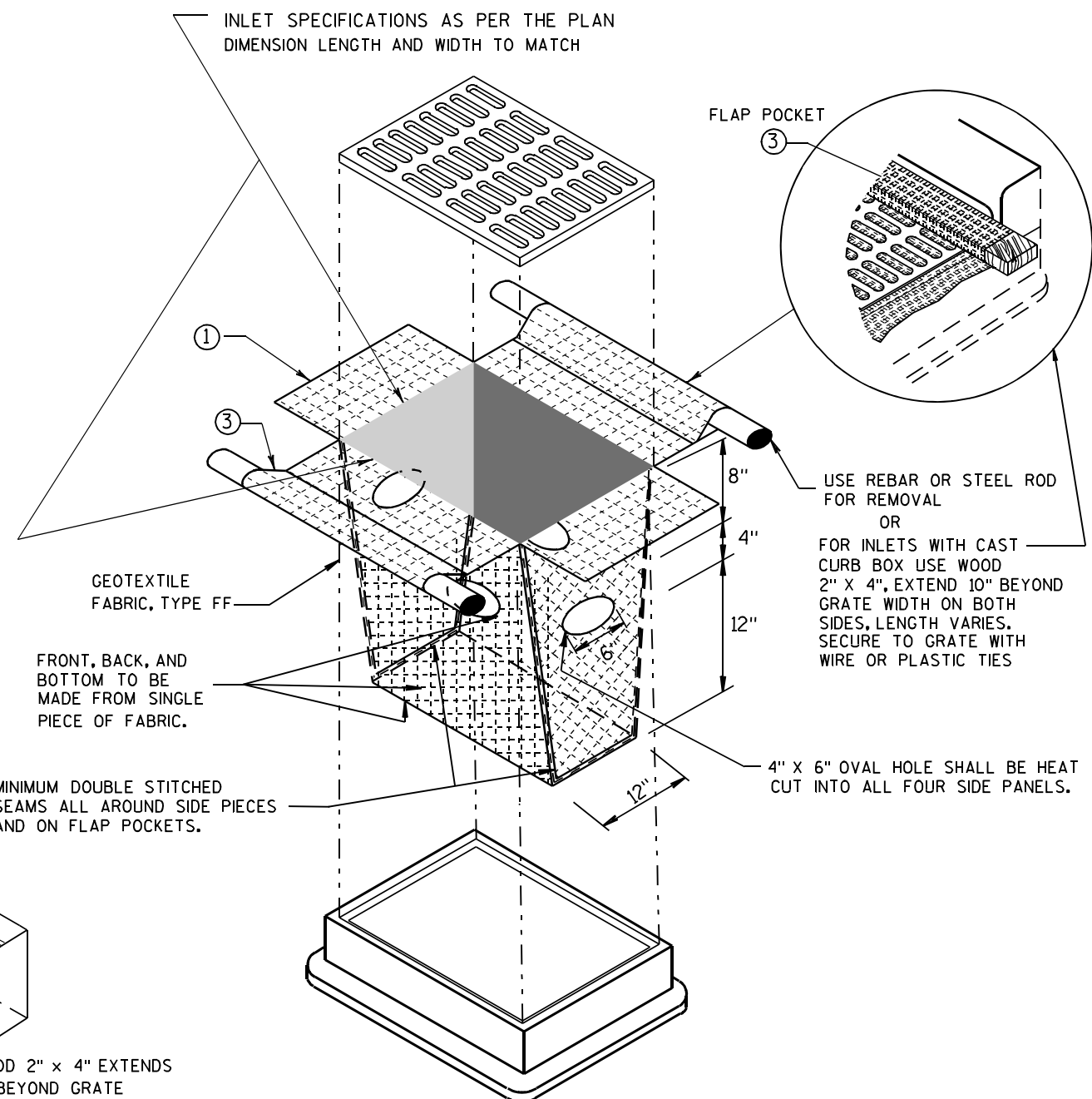
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

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

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

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



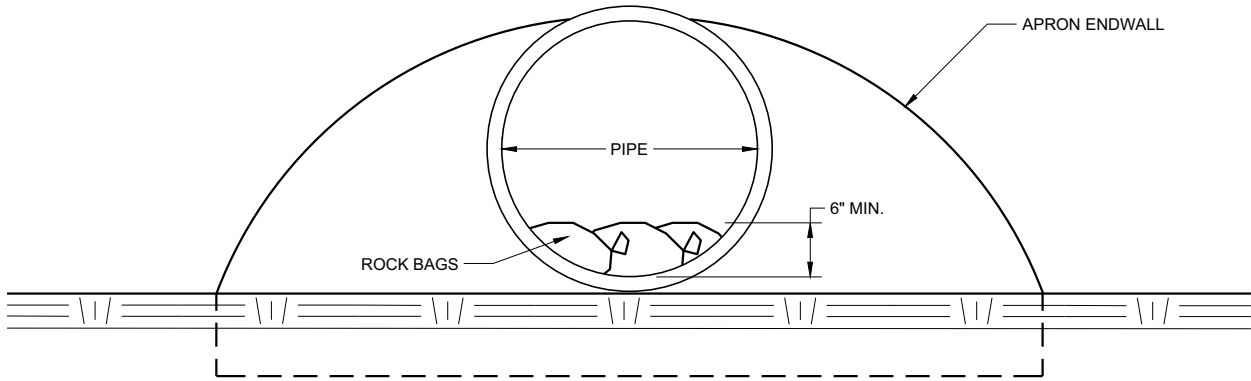
INLET PROTECTION, TYPE D

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

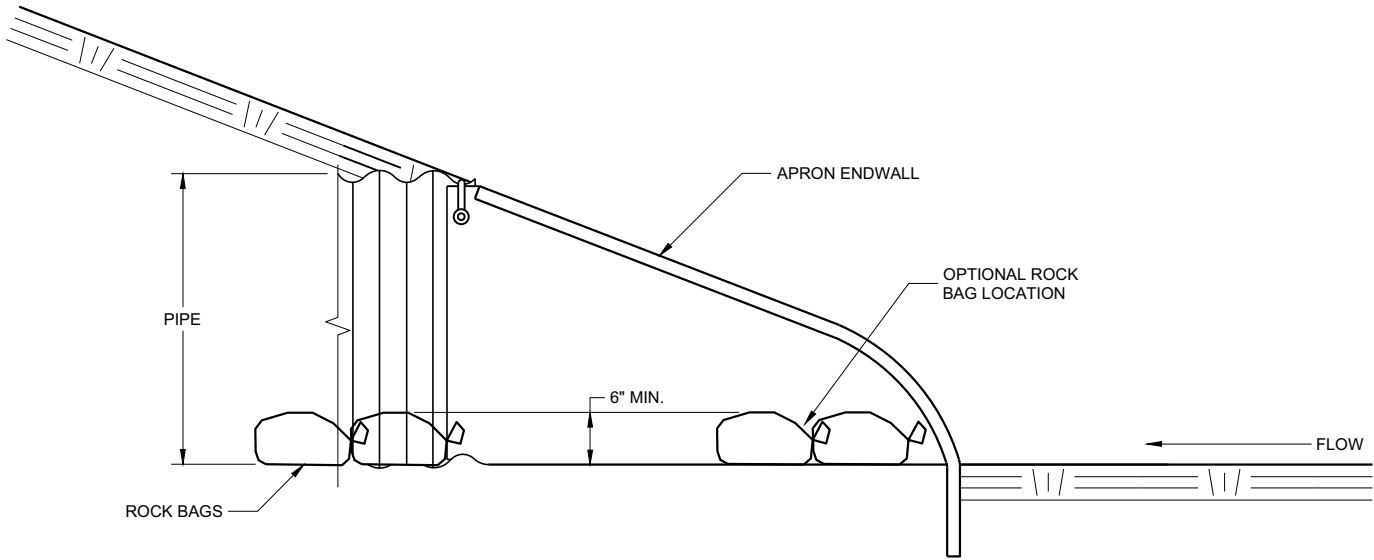
**INLET PROTECTION
TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02 /S/ Beth Connolly
DATE 110
FHWA CHIEF ROADWAY DEVELOPMENT ENGINEER



END VIEW



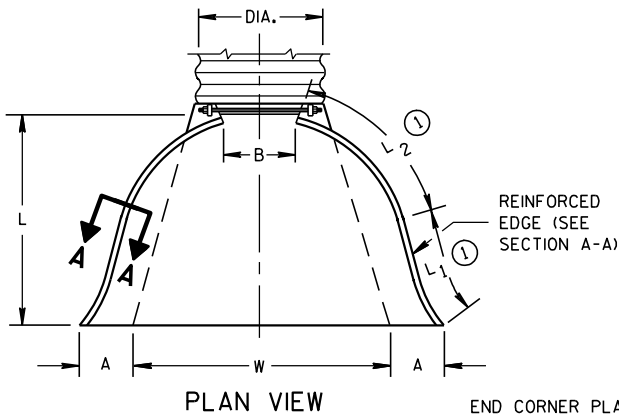
SIDE VIEW

CULVERT PIPE CHECK
(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2019 DATE	/S/ Daniel Schave EROSION CONTROL ENGI 111
FHWA	

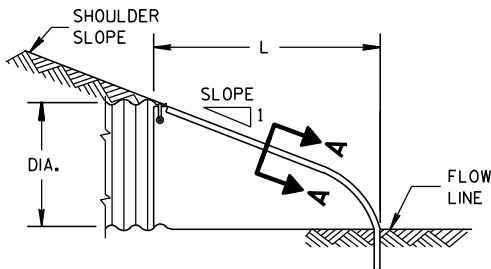
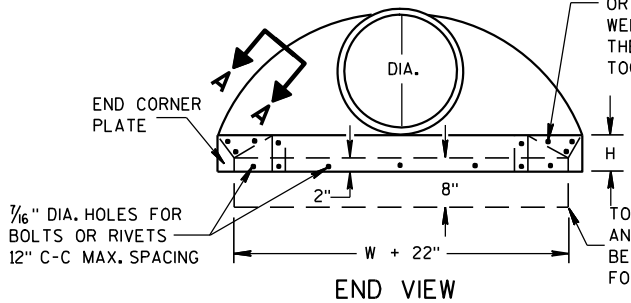
METAL APRON ENDWALLS											
PIPE DIA. (IN.)	MIN. THICK. (Inches)		DIMENSIONS (Inches)						APPROX. SLOPE	BODY	
	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1½")	L ₁ ①	L ₂ ①			W (±2")
12	.064	.060	6	6	6	21	12	17½	24	2½ to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21¾	30	2½ to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28¼	36	2½ to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29⅝	42	2½ to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37¼	48	2½ to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52¼	60	2½ to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59¾	72	2½ to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75⅝	84	2½ to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2¼ to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85½	102	2¼ to 1	3 Pc.
60	.109x	.105x	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109x	.105x	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109x	.105x	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109x	.105x	18	42	12	87	—	—	132	1½ to 1	3 Pc.
84	.109x	.105x	18	45	12	87	—	—	138	1½ to 1	3 Pc.
90	.109x	.105x	18	37	12	87	—	—	144	1½ to 1	3 Pc.
96	.109x	.105x	18	35	12	87	—	—	150	1½ to 1	3 Pc.

* EXCEPT CENTER PANEL
SEE GENERAL NOTES



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

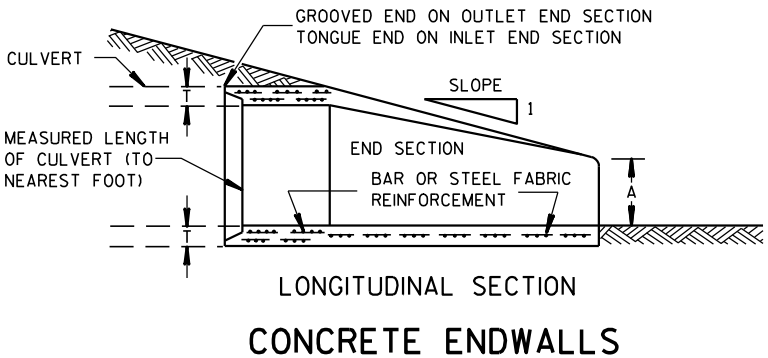
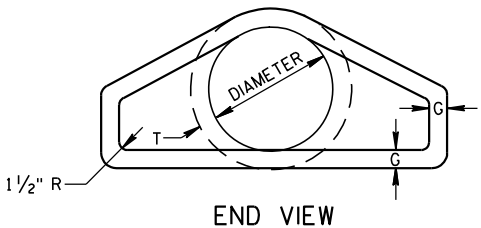
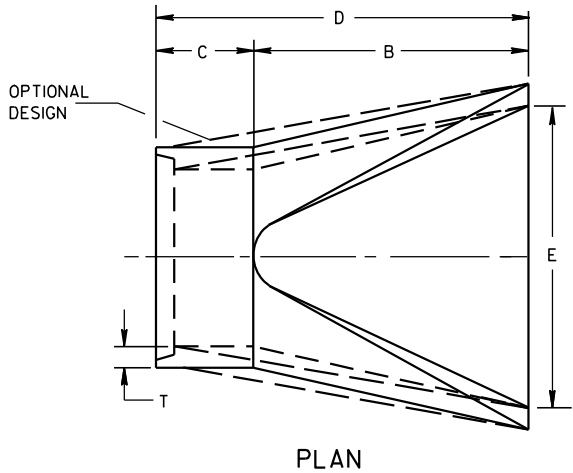
TOE PLATE (SAME THICKNESS AND METAL AS APRON) SHALL BE FURNISHED WHEN CALLED FOR ON THE PLANS



SIDE ELEVATION
METAL ENDWALLS

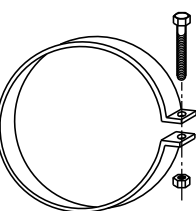
REINFORCED CONCRETE APRON ENDWALLS								
PIPE DIA. (IN.)	DIMENSIONS (Inches)							APPROX. SLOPE
	T	A	B	C	D	E	G	
12	2	4	24	48 ⁷ / ₈	72 ⁷ / ₈	24	2	3 to 1
15	2 ¹ / ₄	6	27	46	73	30	2 ¹ / ₄	3 to 1
18	2 ¹ / ₂	9	27	46	73	36	2 ¹ / ₂	3 to 1
21	2 ³ / ₄	9	36	37 ¹ / ₂	73 ¹ / ₂	42	2 ³ / ₄	3 to 1
24	3	9 ¹ / ₂	43 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

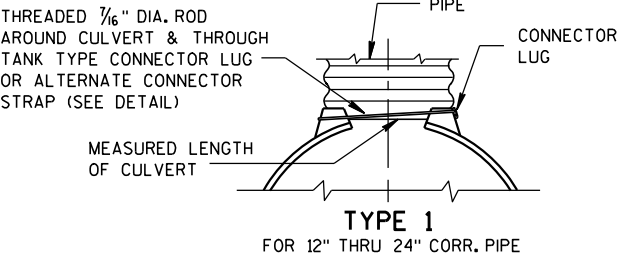


LONGITUDINAL SECTION
CONCRETE ENDWALLS

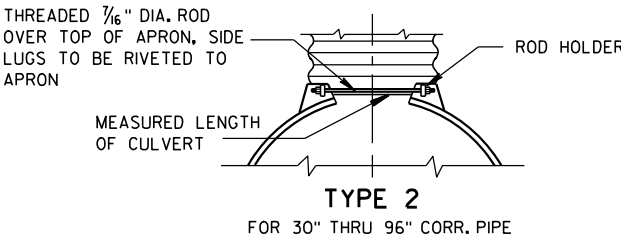
1" WIDE, 12 GA. (0.109" THICK) GALVANIZED STRAP WITH STANDARD 6" X 1/2" BAND BOLT AND NUT



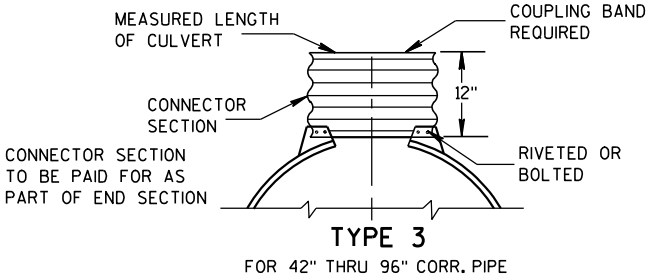
ALTERNATE FOR TYPE 1 CONNECTION
END SECTION CONNECTOR STRAP



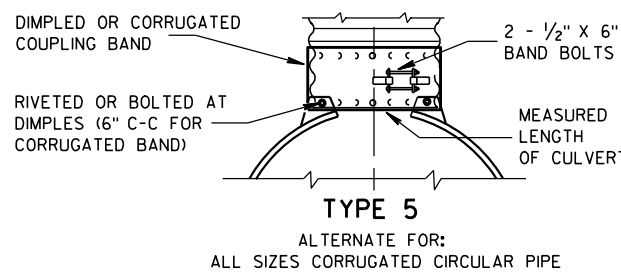
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

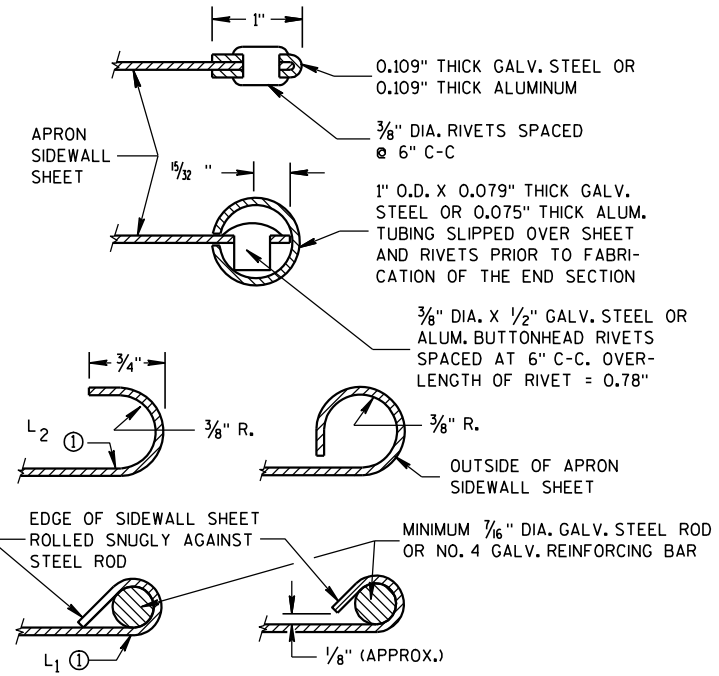
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

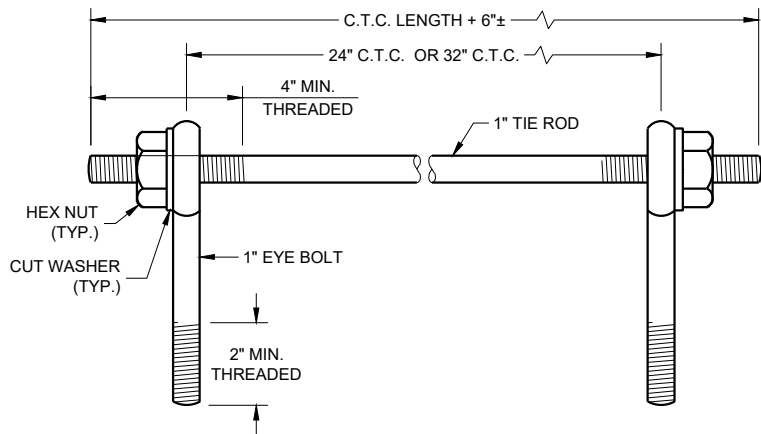
ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT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

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

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

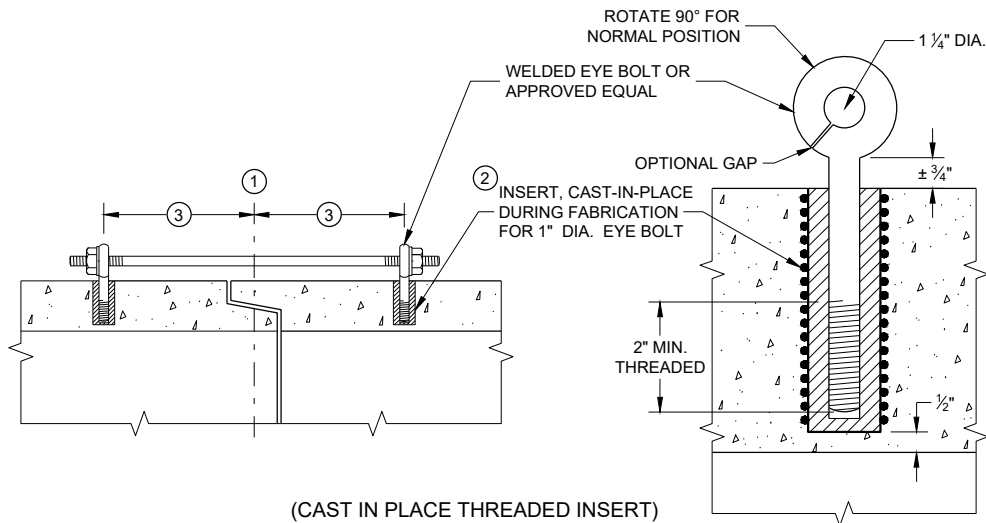
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE			
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
APPROVED 11/30/94 DATE	/S/ Rory L. Rhinehart CHIEF ROADWAY DEVELOP	112	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

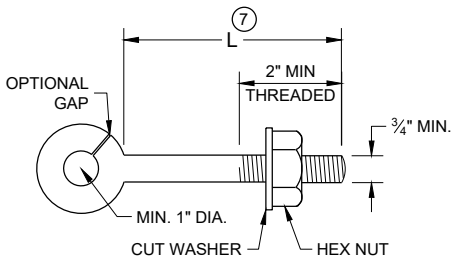
DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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.

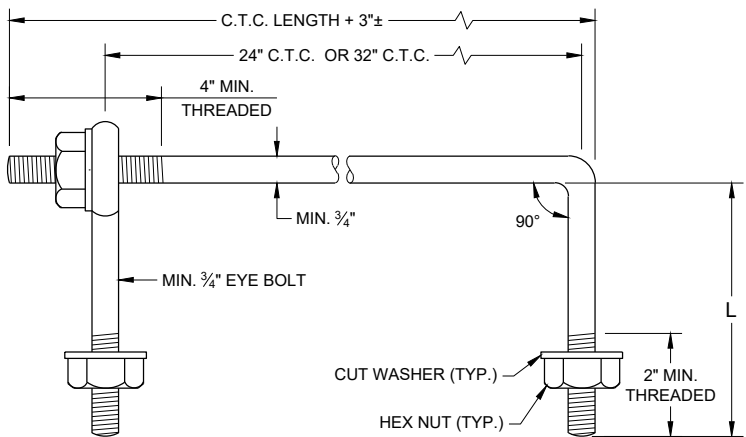
JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

- 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.

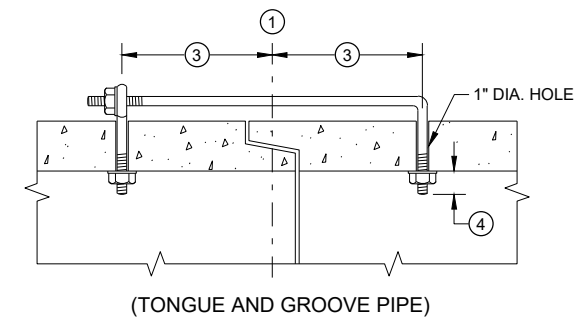


EYE BOLT 7

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



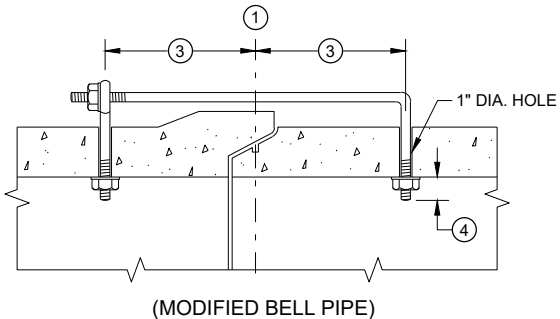
EYE BOLT AND TIE ROD



LONGITUDINAL SECTION

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

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

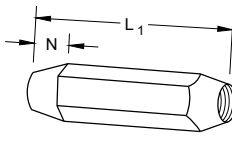


(MODIFIED BELL PIPE)

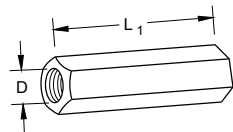
ADJUSTABLE TIE ROD TABLE

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

DIMENSIONS SHOWN ARE IN INCHES

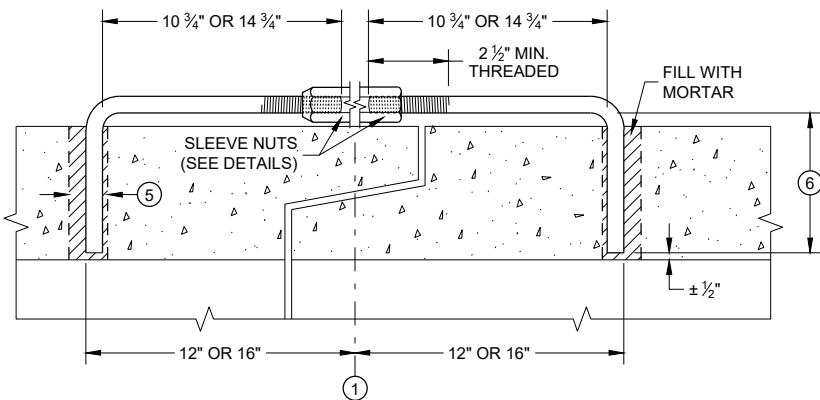


TAPERED



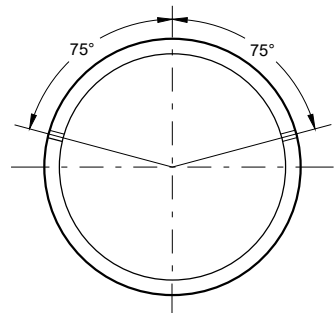
PLAIN

RIGHT AND LEFT THREADS
SLEEVE NUTS



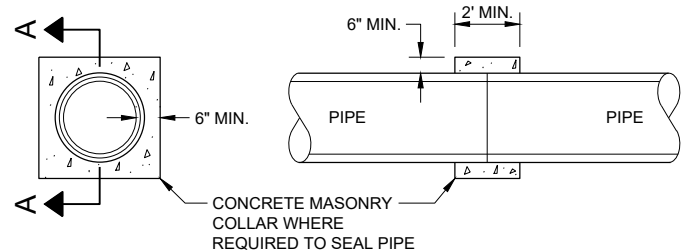
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



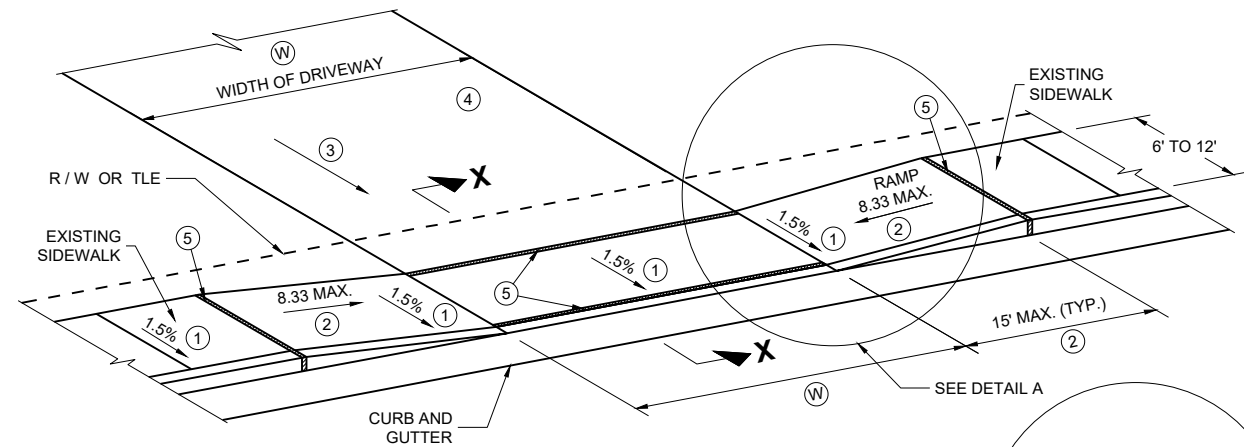
SECTION A - A

CONCRETE COLLAR DETAIL

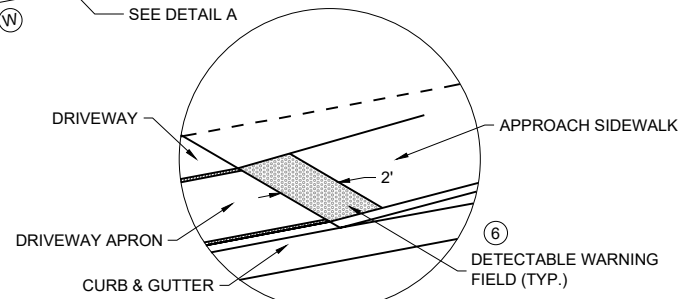
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA 113

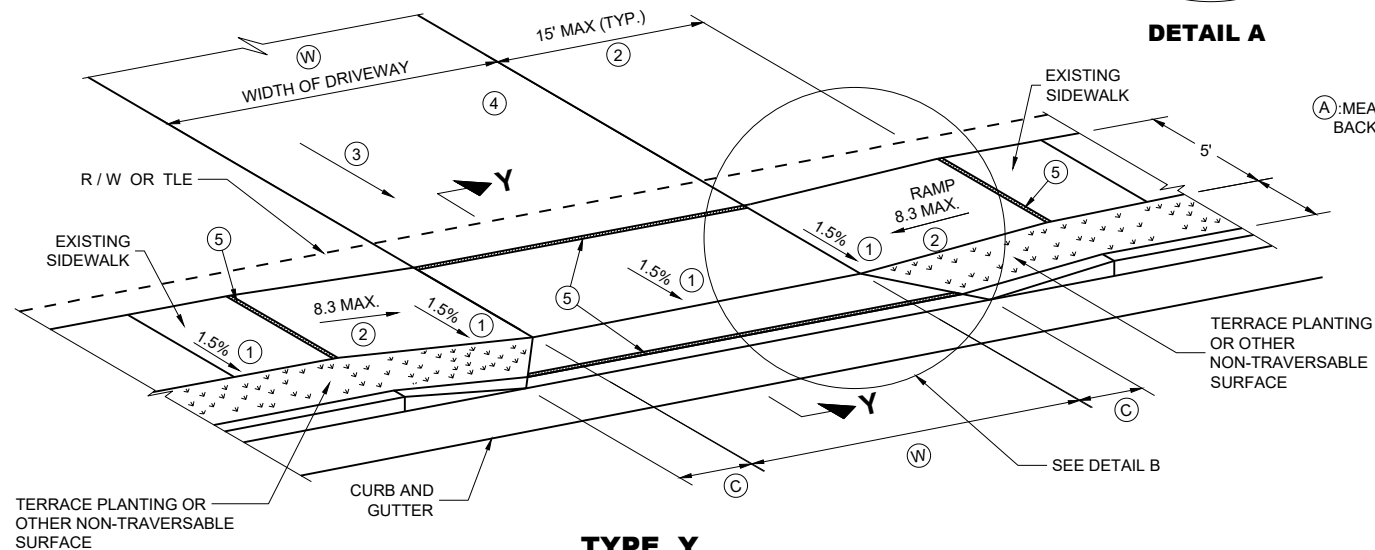


TYPE X
SIDEWALK ABUTS CURB AND GUTTER
TERRACE VARIES 0 TO 3 FEET



DETAIL A

(A): MEASURE FROM
BACK OF CURB



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

TERRACE PLANTING OR
OTHER NON-TRAVERSABLE
SURFACE

CURB AND
GUTTER

SEE DETAIL B

GENERAL NOTES

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

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

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

① CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

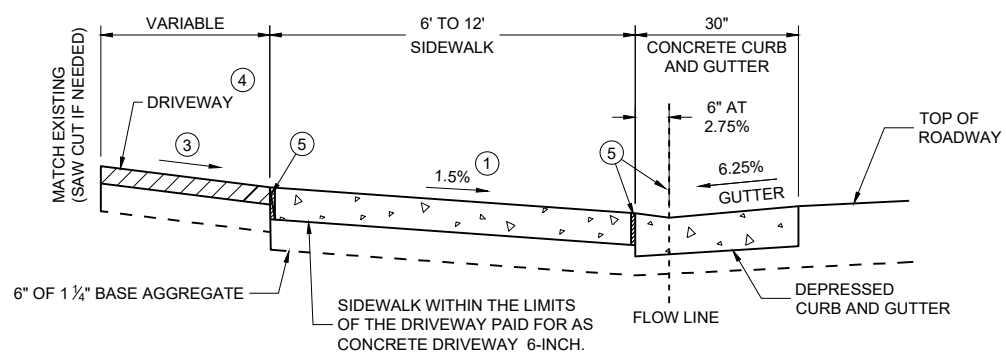
② THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL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

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

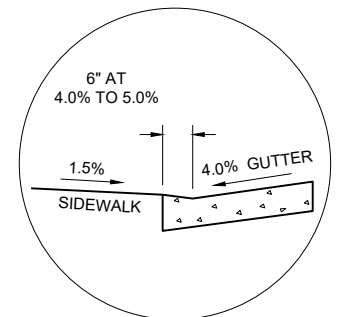
④ **DRIVEWAY TYPES**
* 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
* 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
* 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)

⑤ 1/2" EXPANSION JOINT FILLER

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



SECTION X - X

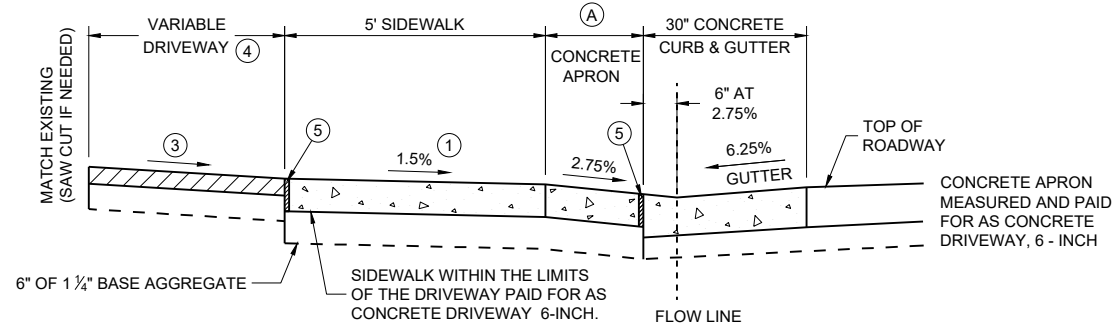


SECTION X - X
4% GUTTER SLOPE

TABLE Y

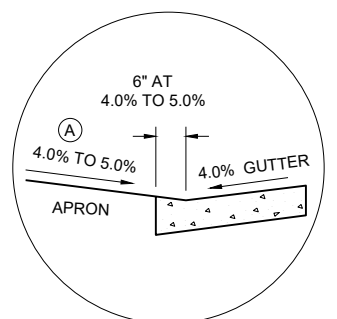
(A) FEET	(C) FEET
3.5'	2.0'
4.5'	3.0'
5.5'	3.5'

(W) : DRIVEWAY WIDTHS (MEASURED AT ROW LINE)
~ COMMERCIAL & INDUSTRIAL 16' MIN. - 35' MAX.
~ RESIDENTIAL & AGRICULTURAL 16' MIN. - 24' MAX.
(NONCOMMERCIAL)

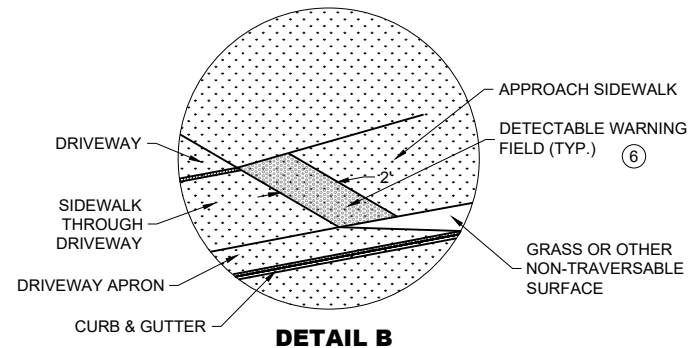


NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS

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



SECTION Y - Y
4% GUTTER SLOPE

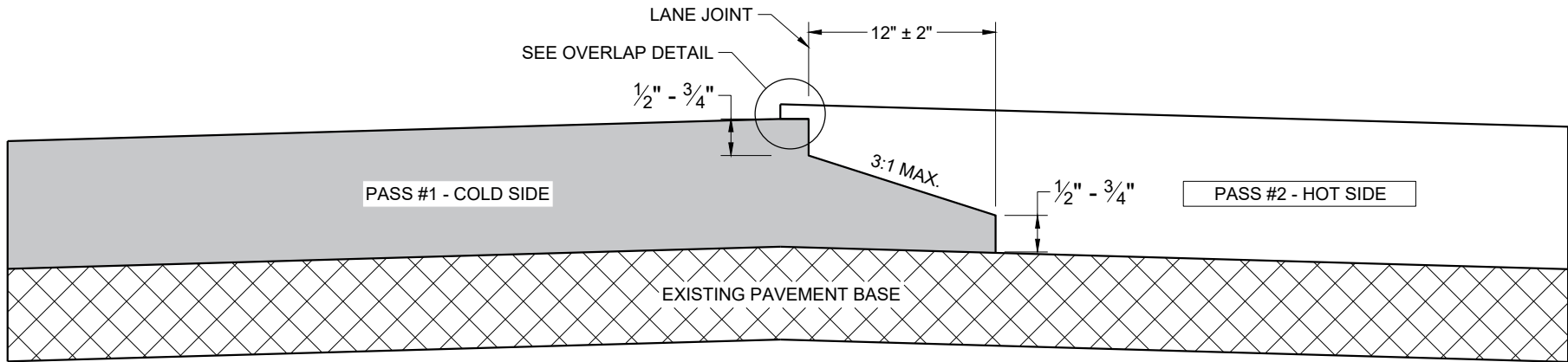


DETAIL B

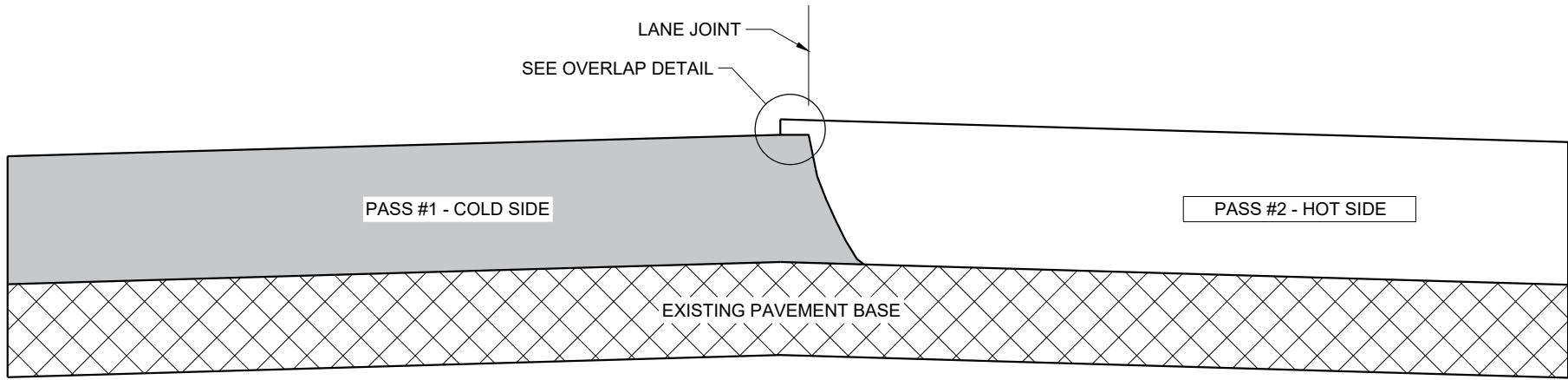
DRIVEWAY AND SIDEWALK RAMPS TYPES X AND Y

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

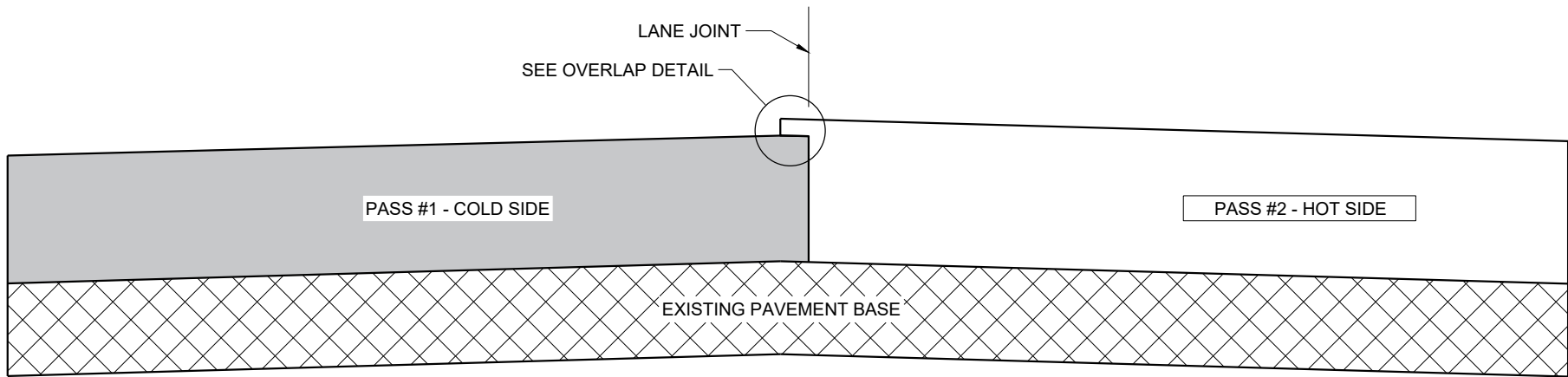
APPROVED
November 2025 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

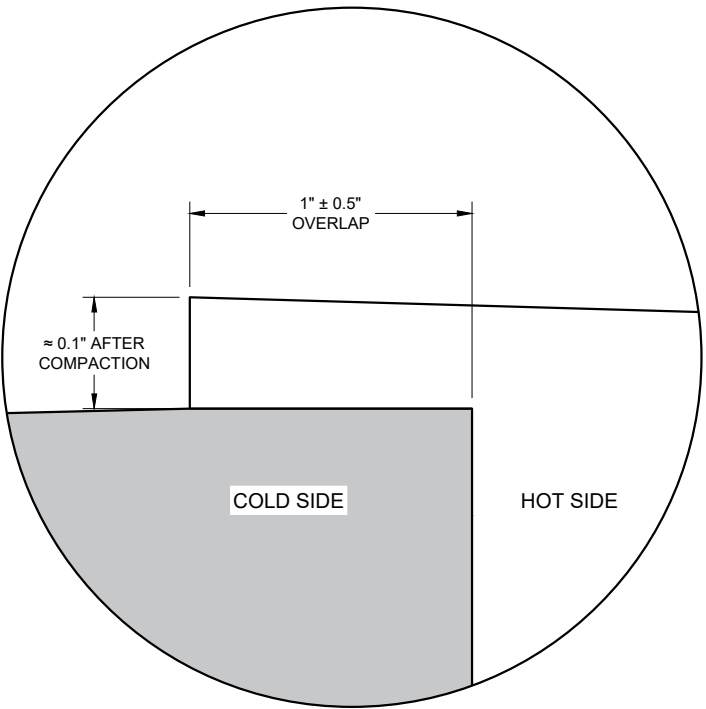
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



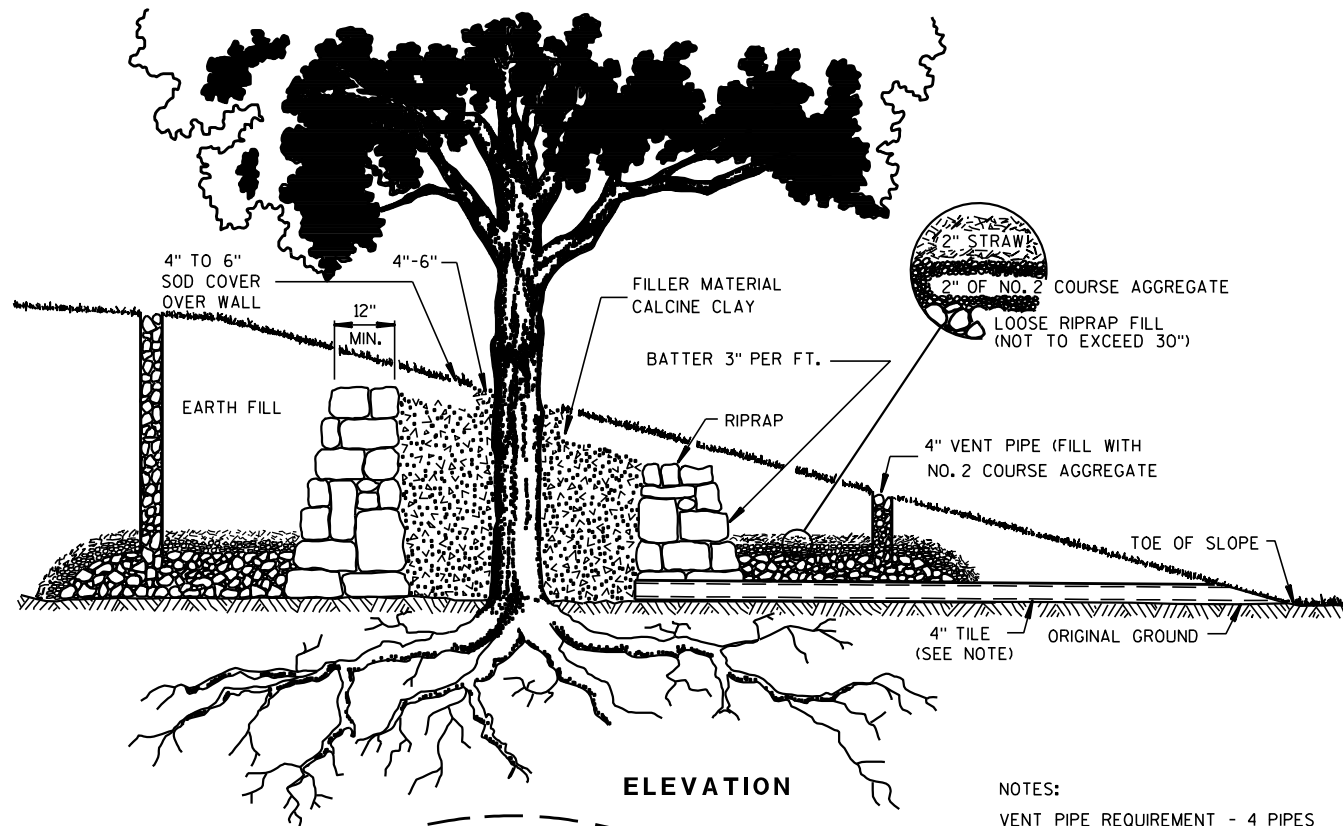
OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGIN 115

FHWA



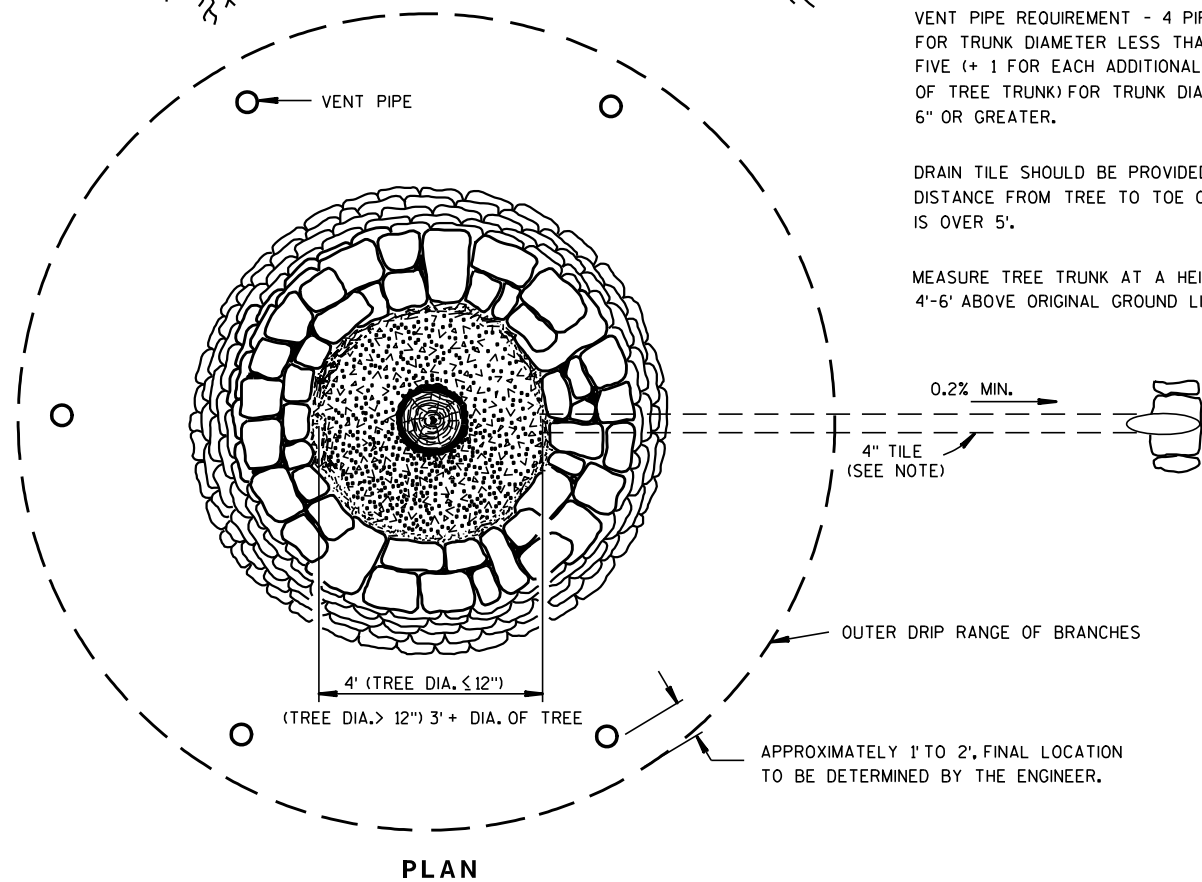
ELEVATION

NOTES:

VENT PIPE REQUIREMENT - 4 PIPES FOR TRUNK DIAMETER LESS THAN 6". FIVE (+ 1 FOR EACH ADDITIONAL 6" OF TREE TRUNK) FOR TRUNK DIAMETER 6" OR GREATER.

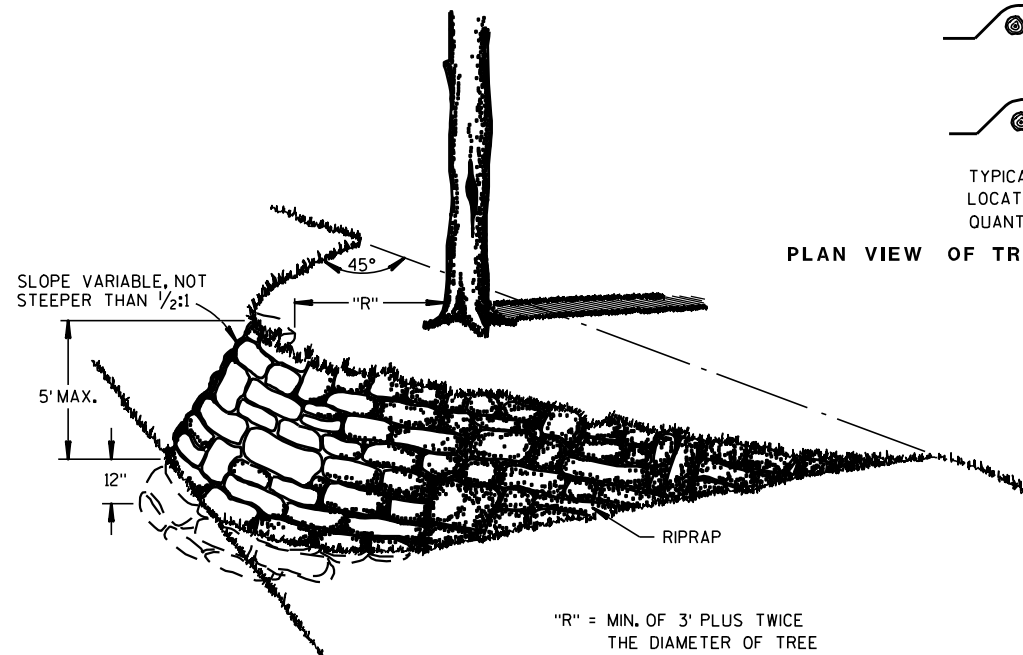
DRAIN TILE SHOULD BE PROVIDED IF DISTANCE FROM TREE TO TOE OF SLOPE IS OVER 5'.

MEASURE TREE TRUNK AT A HEIGHT 4'-6' ABOVE ORIGINAL GROUND LINE.

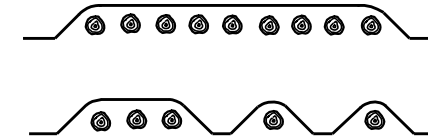


PLAN

FULL TREE WELL WITH RIPRAP WALL



DETAILS OF TREE ISLAND AND ROOT PROTECTION



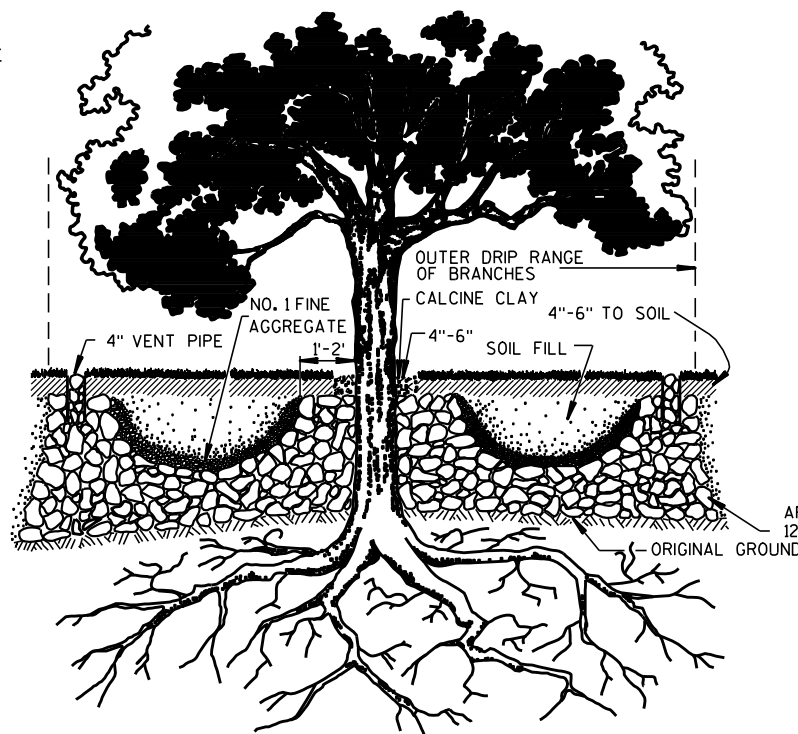
TYPICAL TREATMENTS OF ROOT PROTECTION. LOCATION SHOWN ON MISCELLANEOUS QUANTITIES SHEET.

PLAN VIEW OF TREE ISLANDS FOR ONE OR MORE TREES

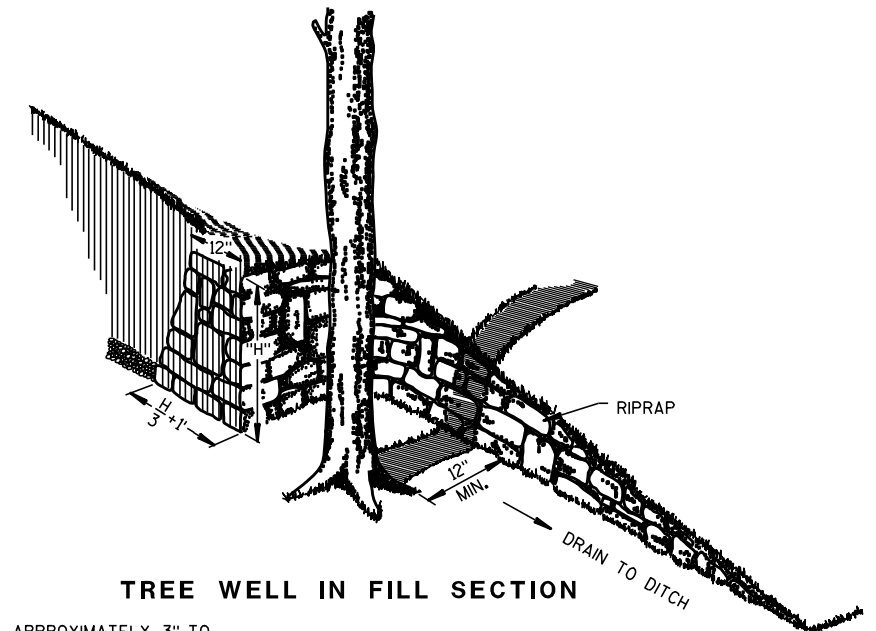
GENERAL NOTES

WALLS TO BE BUILT TO APPROXIMATE SHAPE AND DIMENSIONS SHOWN. STONE TO CONFORM TO SPECIFICATIONS FOR RIPRAP.

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



TREE WELL WITHOUT WALL



TREE WELL IN FILL SECTION

TREE PRESERVATION DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/25/76

DATE

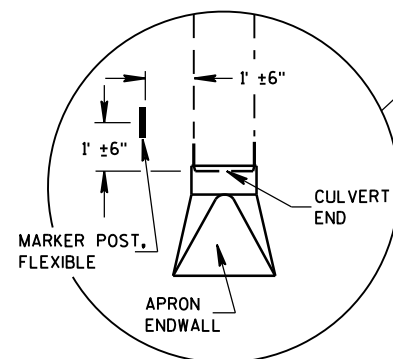
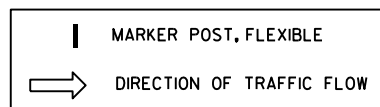
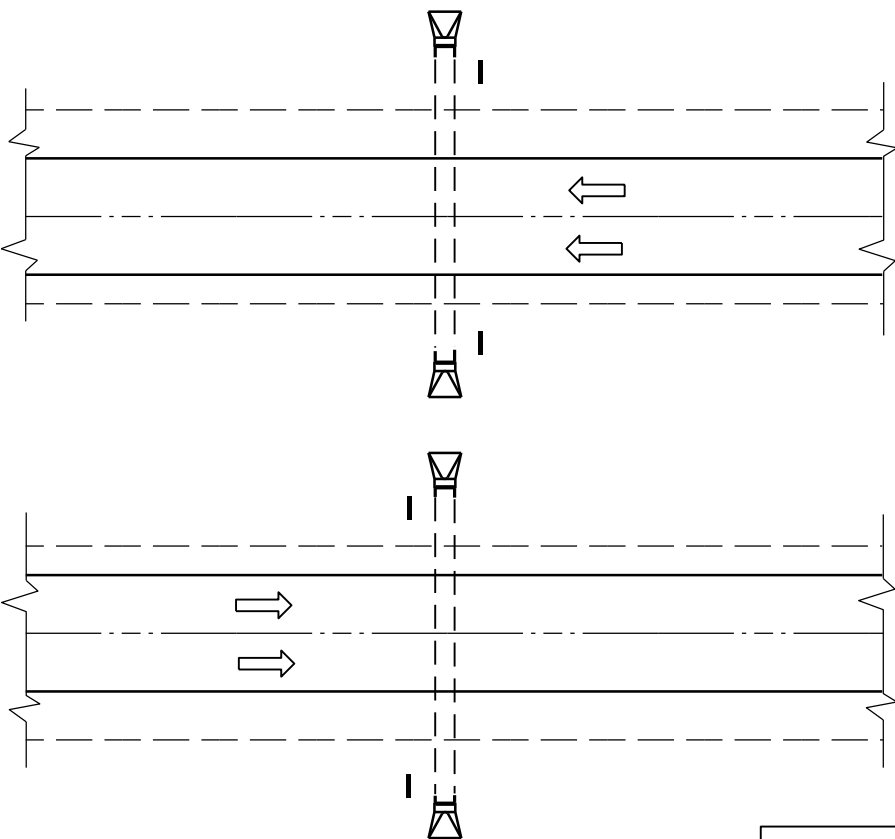
FHWA

/S/ D.L. Str...
STATE DESIGN ENGINEE 116

WYS

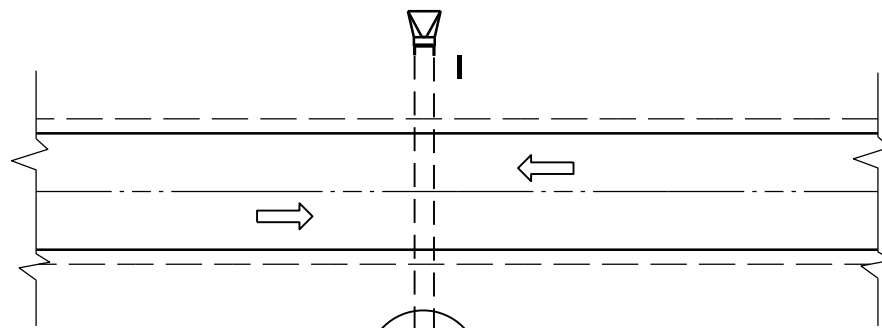
DETAILS FOR TREE WELLS

PLAN VIEW
DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

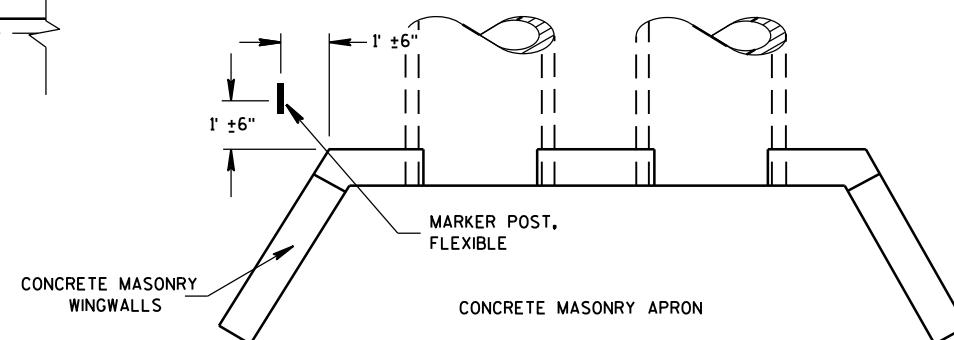
PLAN VIEW
UNDIVIDED HIGHWAY



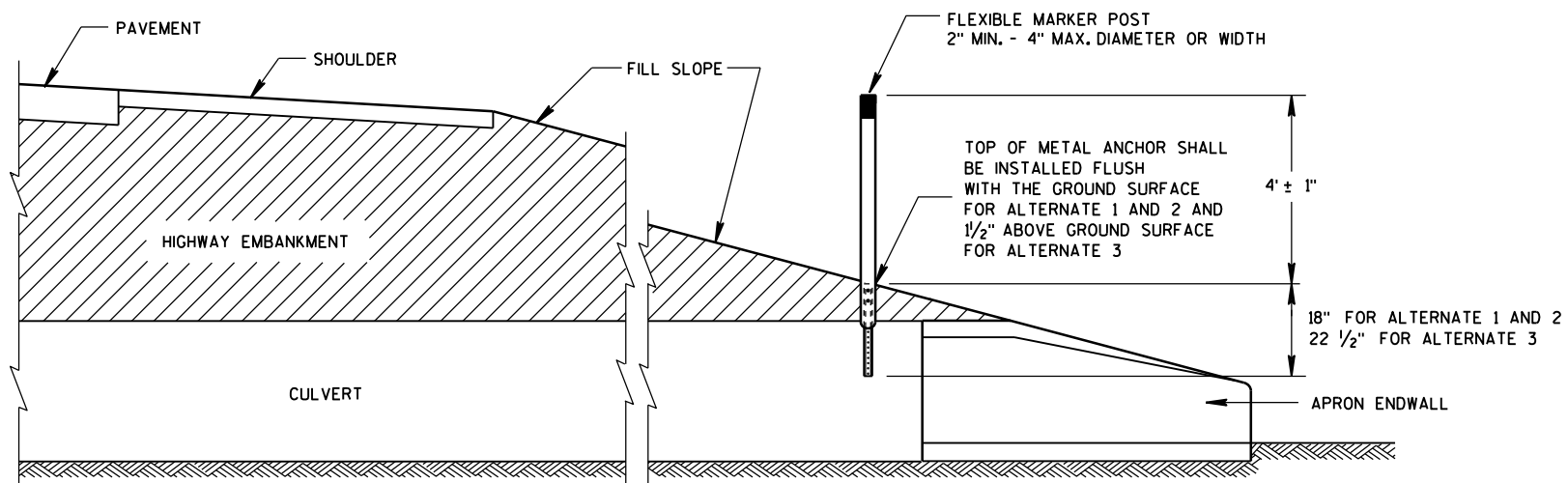
FLEXIBLE MARKER POST LOCATION

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.



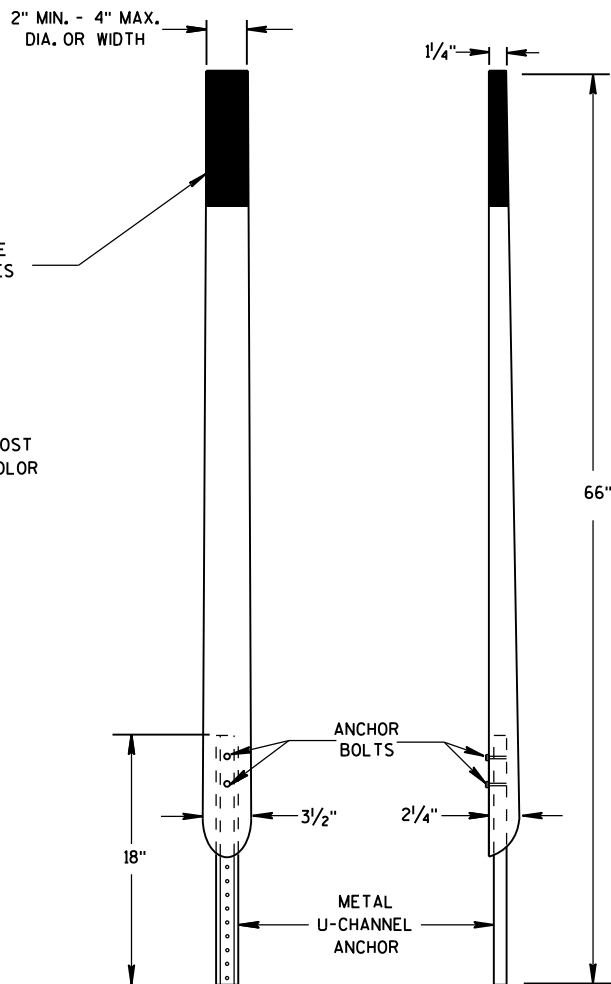
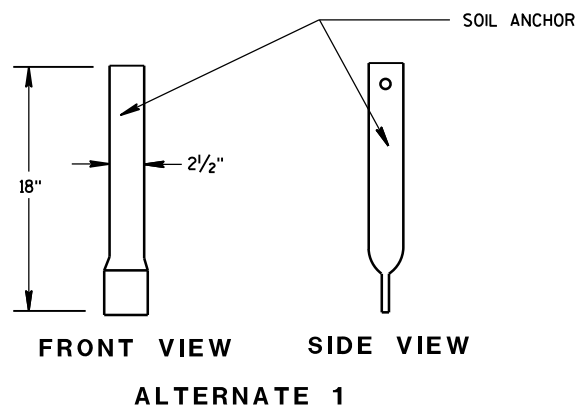
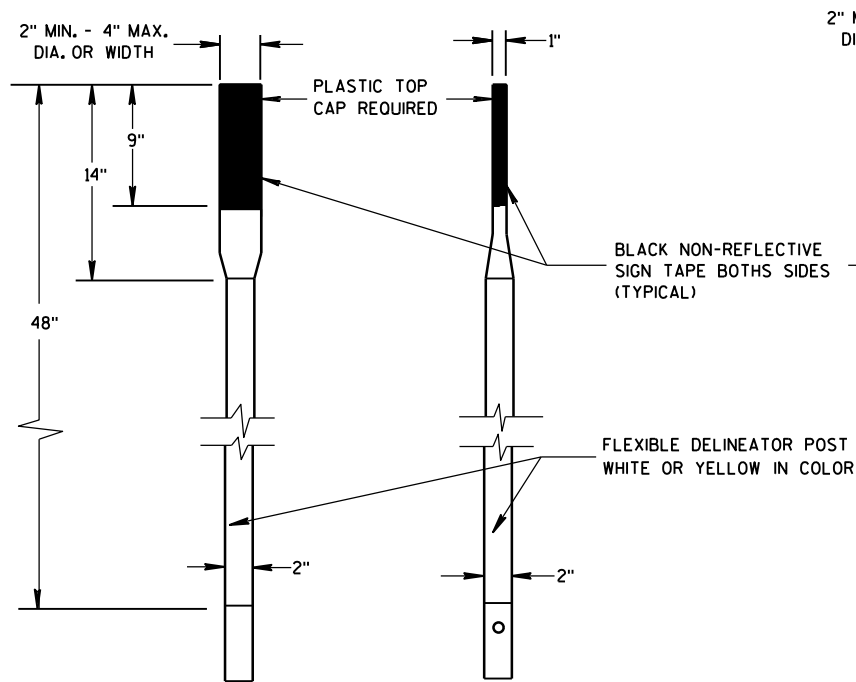
PLAN VIEW
CONCRETE MASONRY ENDWALLS FOR
CULVERT PIPE AND PIPE ARCH



CROSS SECTION
FLEXIBLE MARKER POST

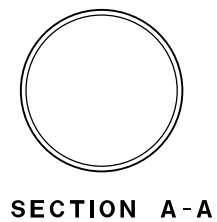
FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

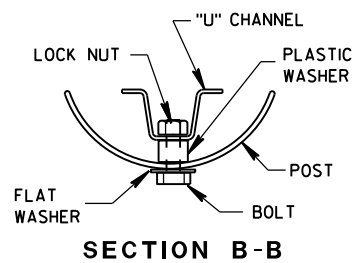
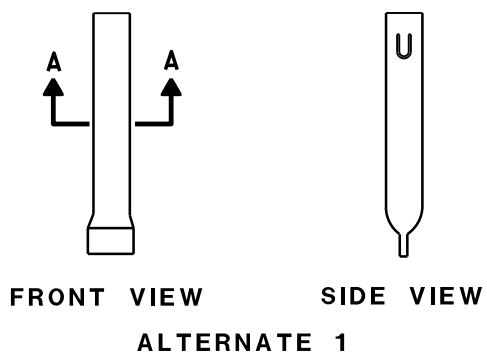


FRONT VIEW SIDE VIEW
ALTERNATE 2

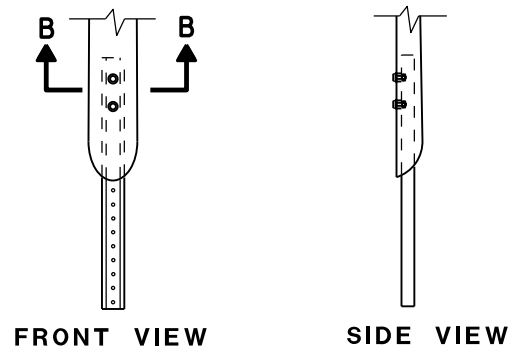
FLEXIBLE MARKER POSTS



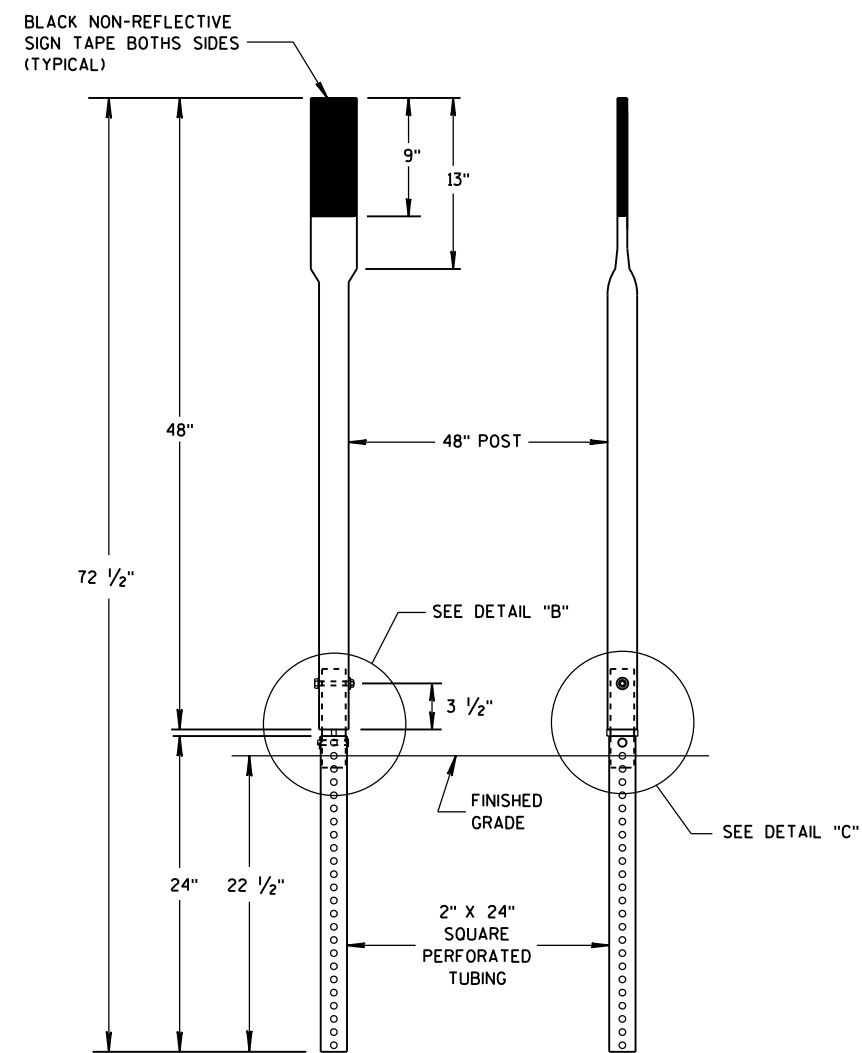
SECTION A-A



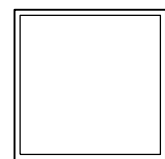
SECTION B-B



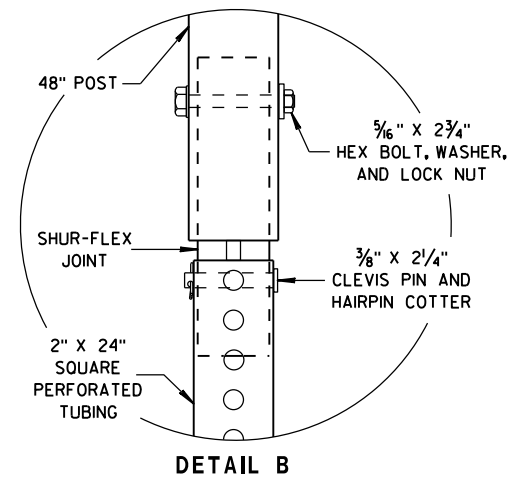
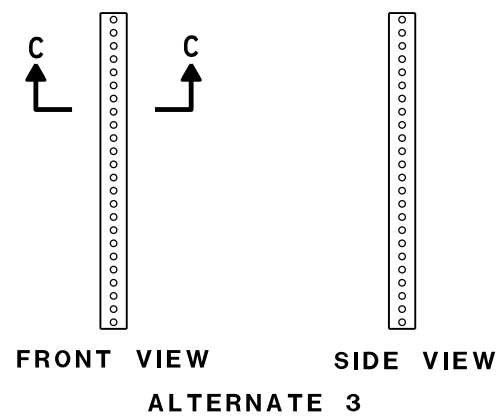
FRONT VIEW SIDE VIEW
ALTERNATE 2
FLEXIBLE MARKER POST ANCHORS



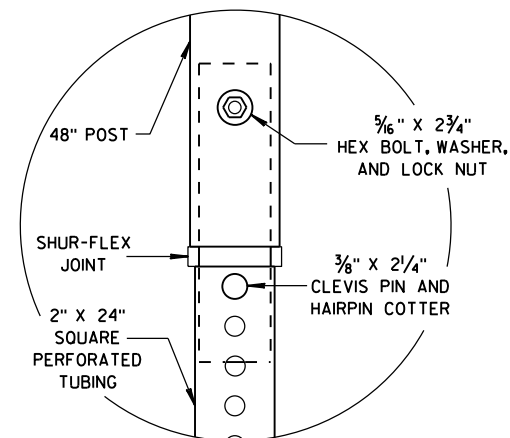
FRONT VIEW SIDE VIEW
ALTERNATE 3



SECTION C-C



DETAIL B



DETAIL C

FLEXIBLE MARKER POST FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

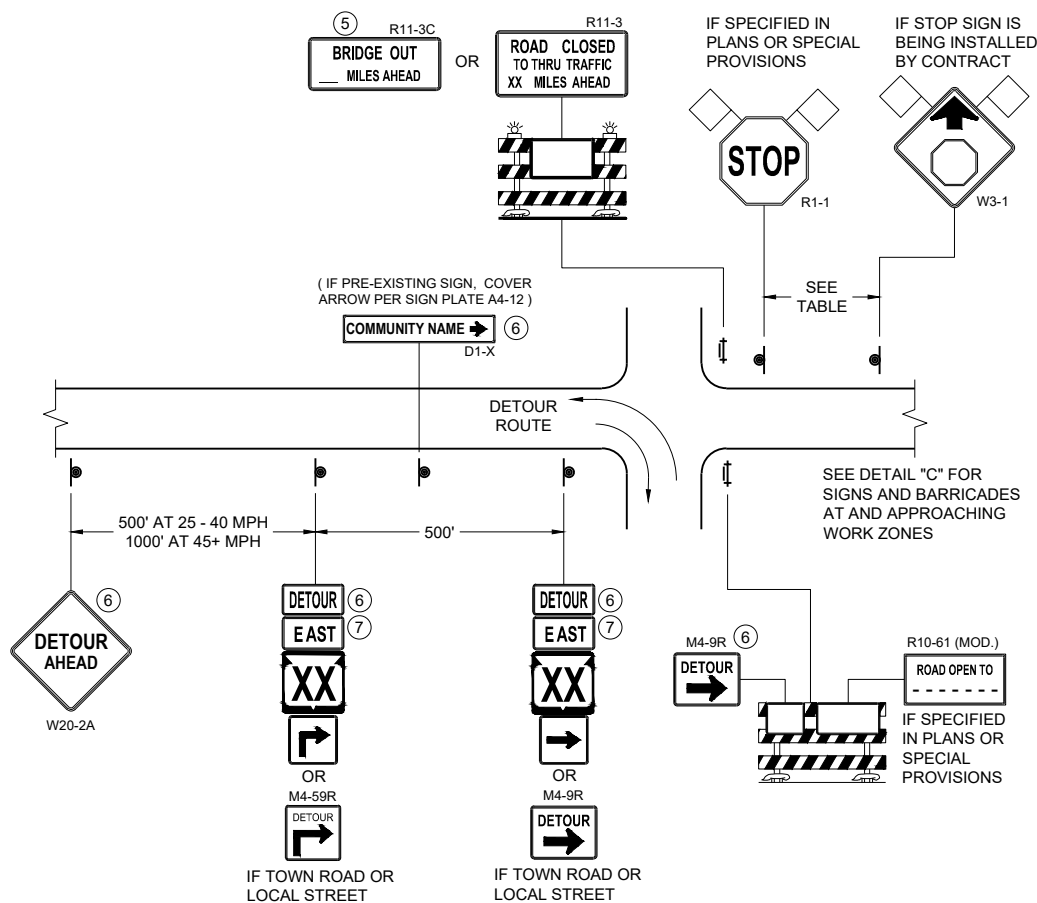
10/1/2012

DATE

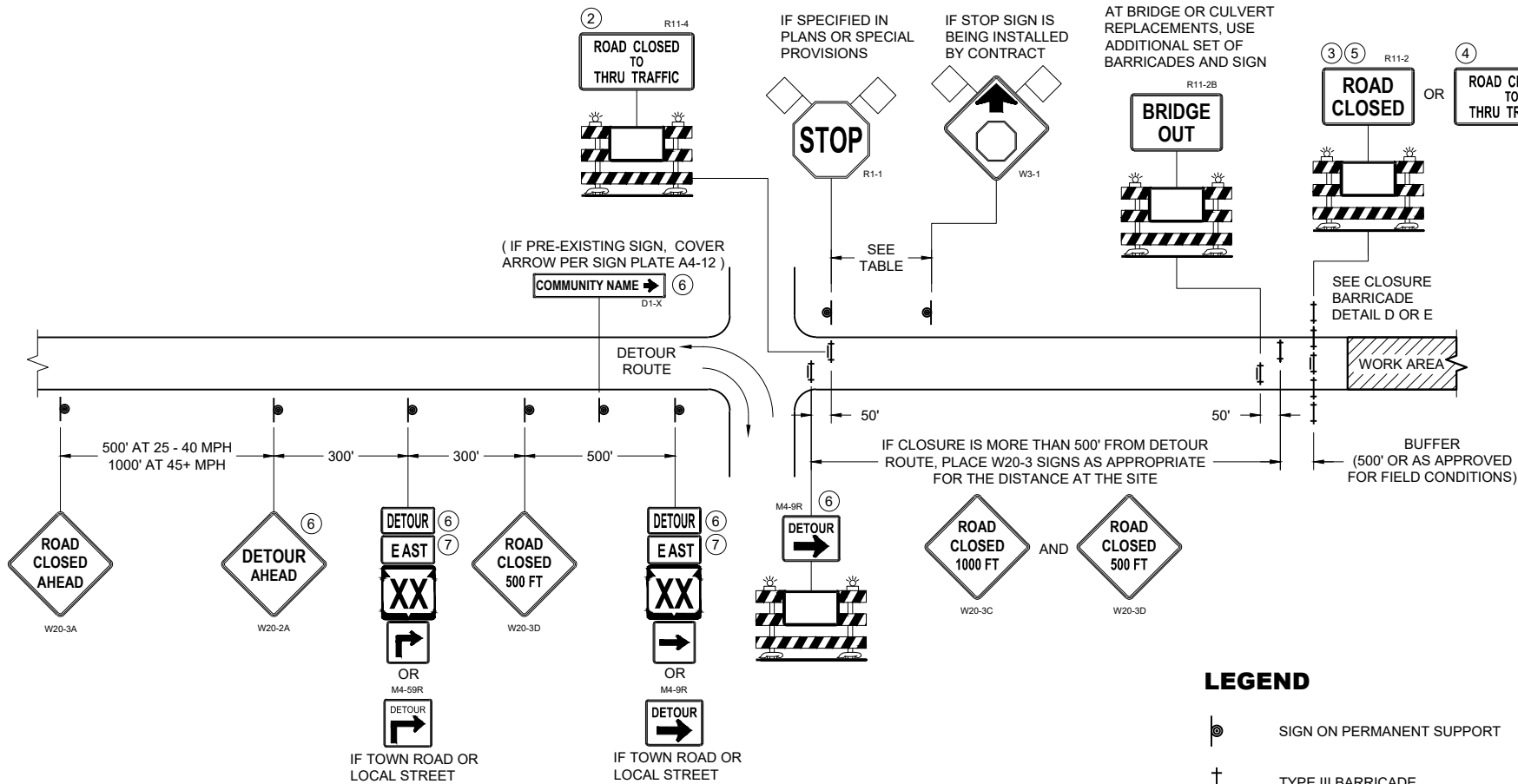
FHWA

/S/ Travis Feltes
STATE TRAFFIC ENGINEER 118

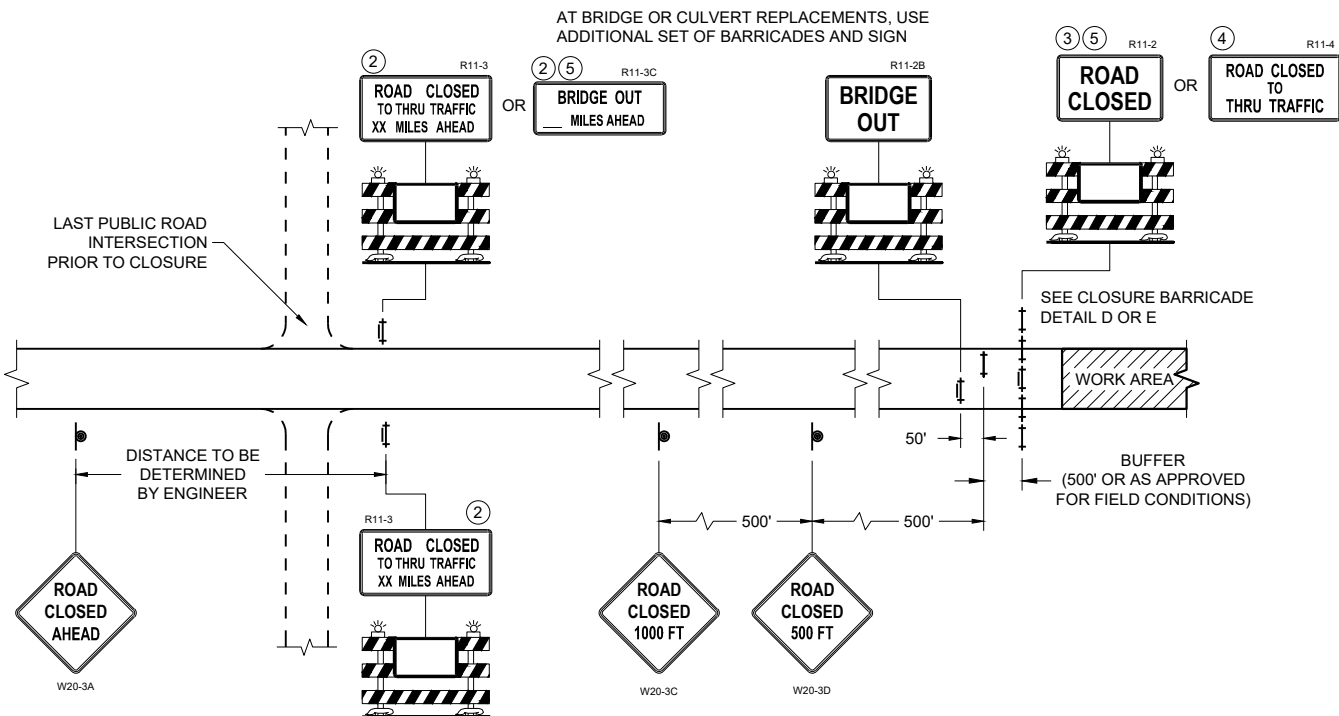
IGN



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



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



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

LEGEND

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

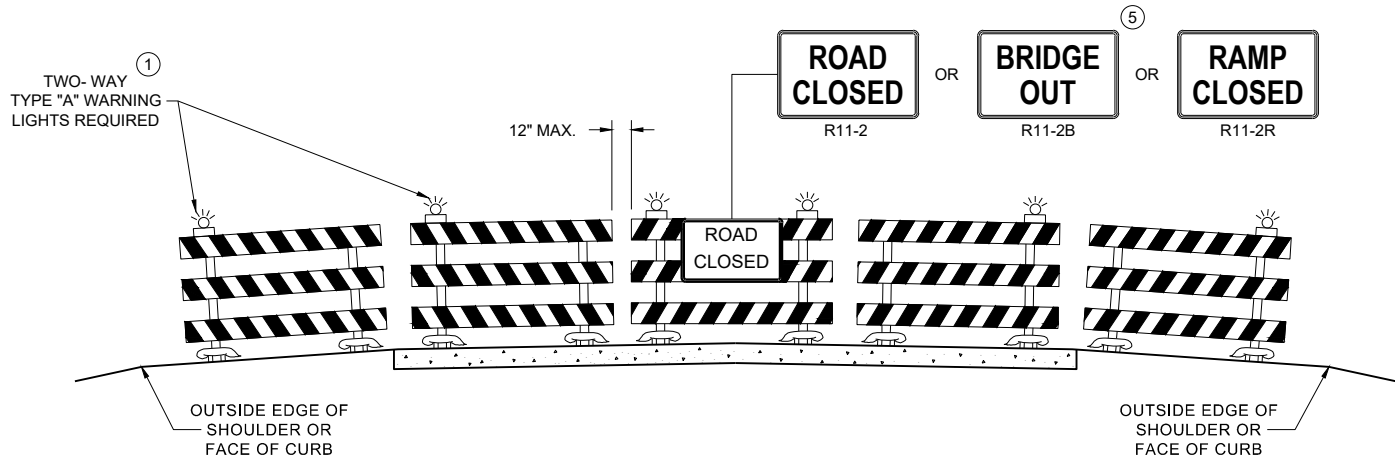
- DETOUR M4 - 8
- EAST M3 - X
- XX M1 - 4 OR XX M1 - 6 OR COUNTY M1 - 5A
- OR M05 - 1 OR M06 - 1

**BARRICADES AND SIGNS
FOR MAINLINE CLOSURES**

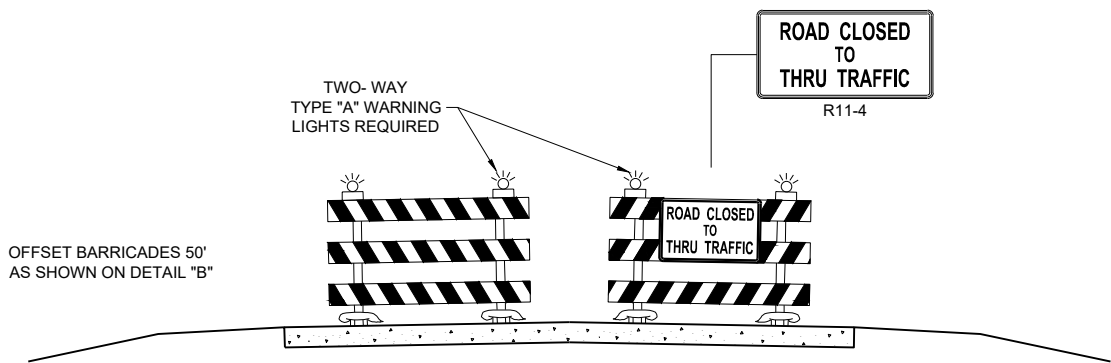
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

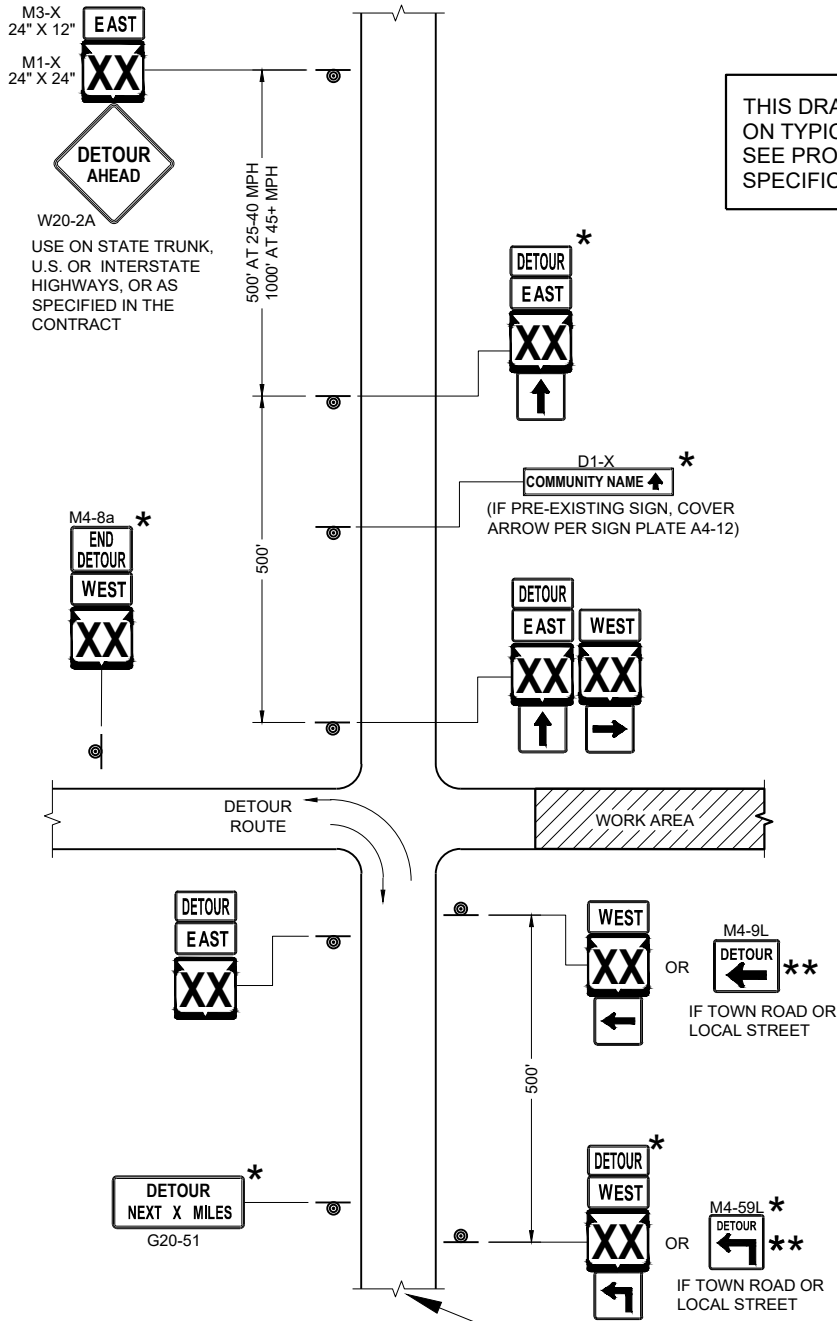
"WO" AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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	120

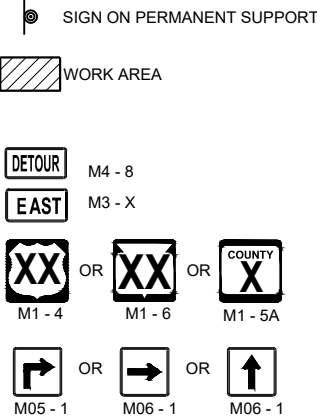


THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

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

DETAIL F
DETOUR SIGNING

LEGEND



GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

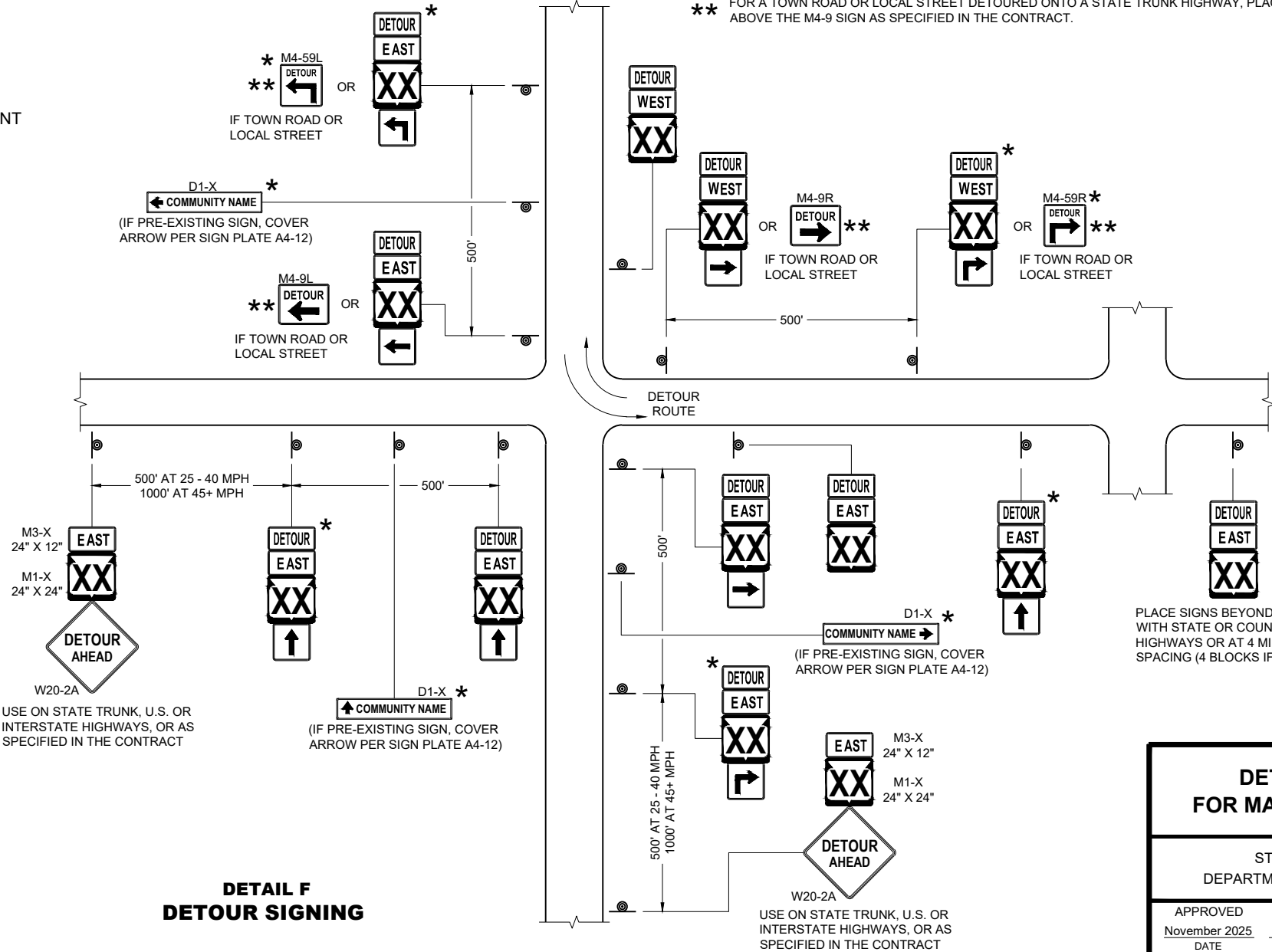
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

- * OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.
- ** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.

MATCH POINT



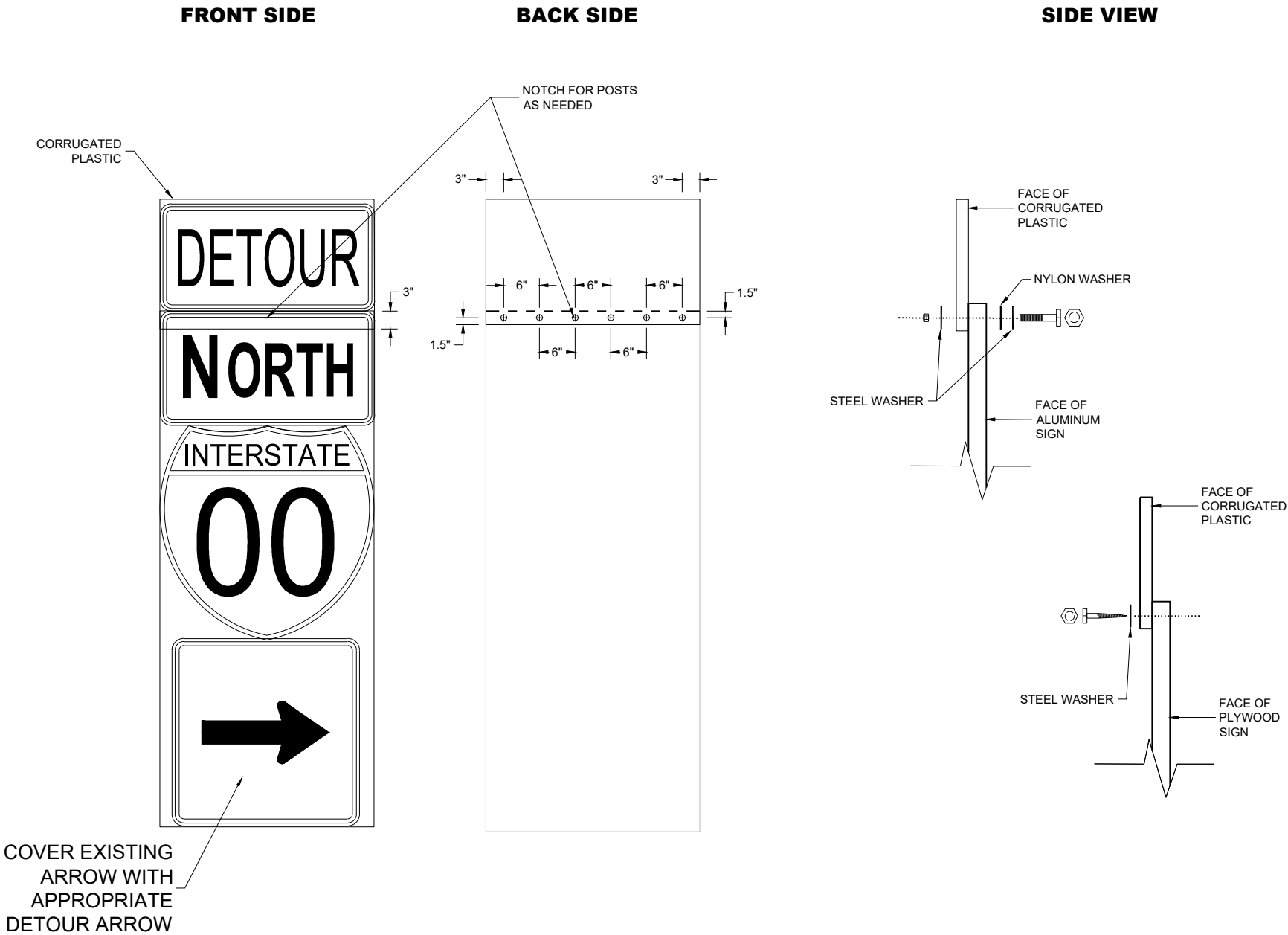
DETOUR SIGNING
FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA



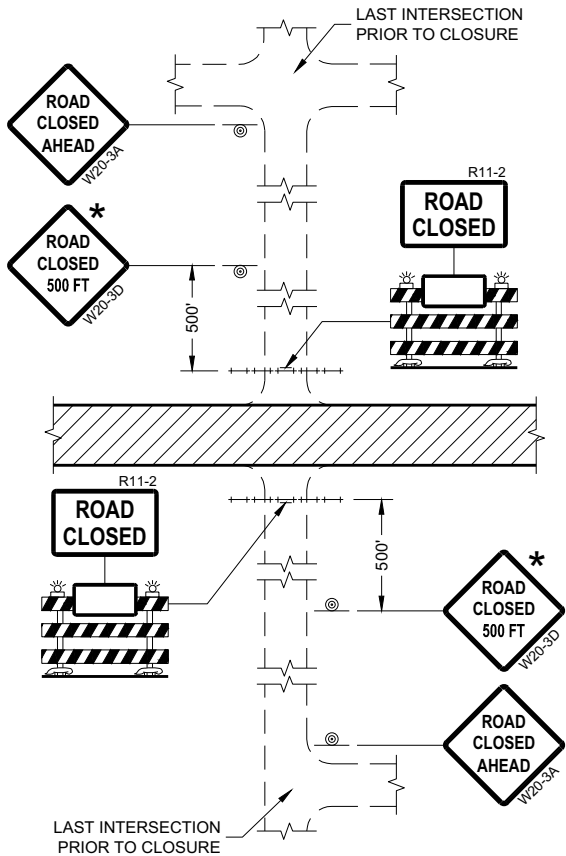
MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

GENERAL NOTES

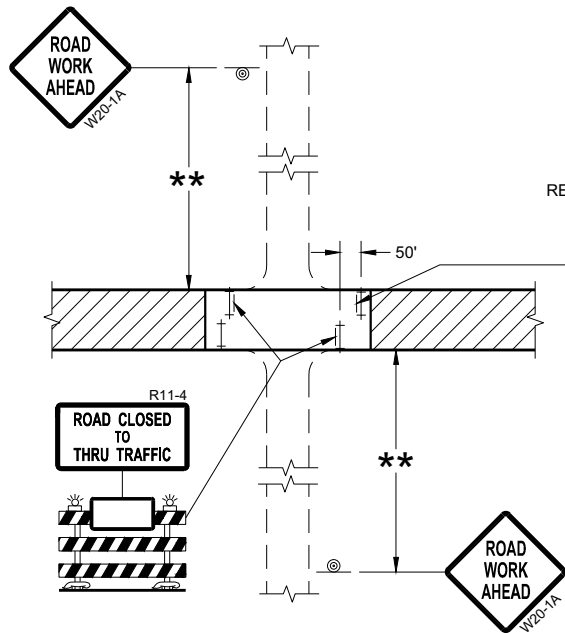
- CELLS OF CORRUGATED PLASTIC SHALL BE VERTICALLY ORIENTED.
- PROVIDE A 0.4-INCH THICK BASE CORRUGATED PLASTIC WITH A 0.035-INCH WALL THICKNESS AND 0.4-INCH CELL SIZE.
- FOR 36" WIDE SIGNS: USE 6 FASTENERS AS SHOWN.
- FOR 24" WIDE SIGNS: USE 4 FASTENERS WITH EDGE SPACING AS SHOWN AND 6" SPACING BETWEEN FASTENERS.
- METAL WASHERS, NUTS, BOLTS AND LAGS 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, SC3
- 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.
- PLYWOOD SIGNS:
LAG SCREWS - 5/16" x 1"
- ALUMINUM SIGNS:
MACHINE BOLTS - 5/16" x 1-1/4" LENGTH W/NUTS
- WASHERS:
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

MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2025 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER

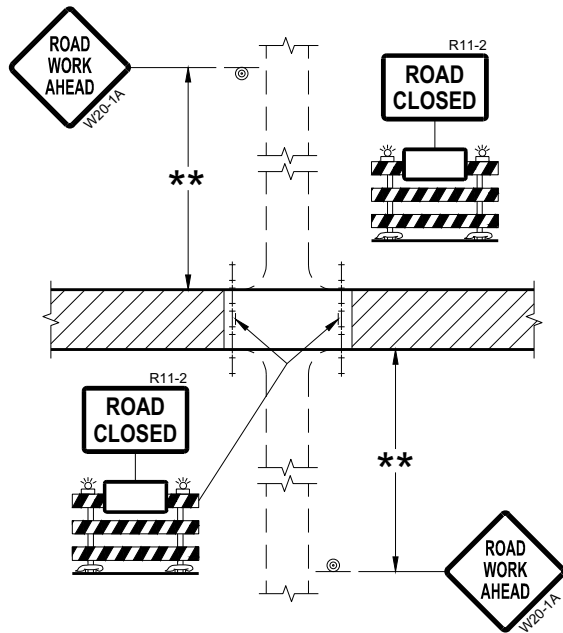
FHWA



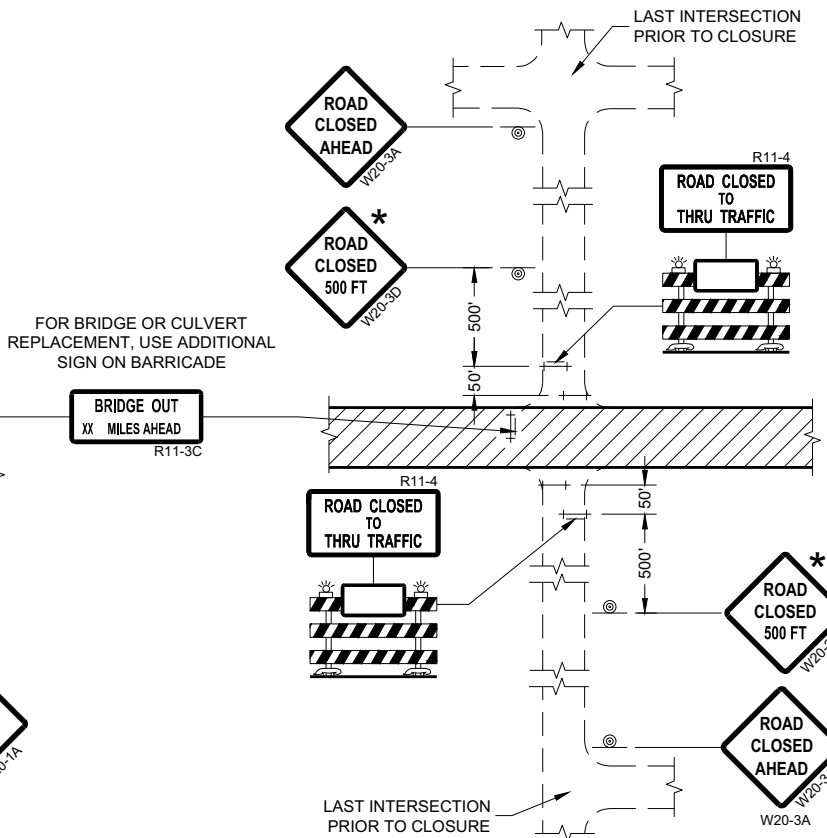
DETAIL 1
(NO ACCESS TO PROJECT)



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



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



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 123

FHWA

GENERAL NOTES

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

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

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

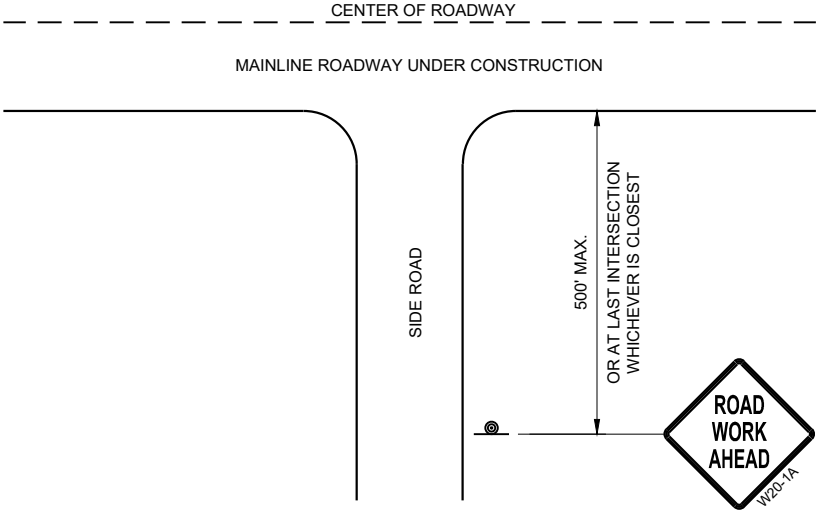
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

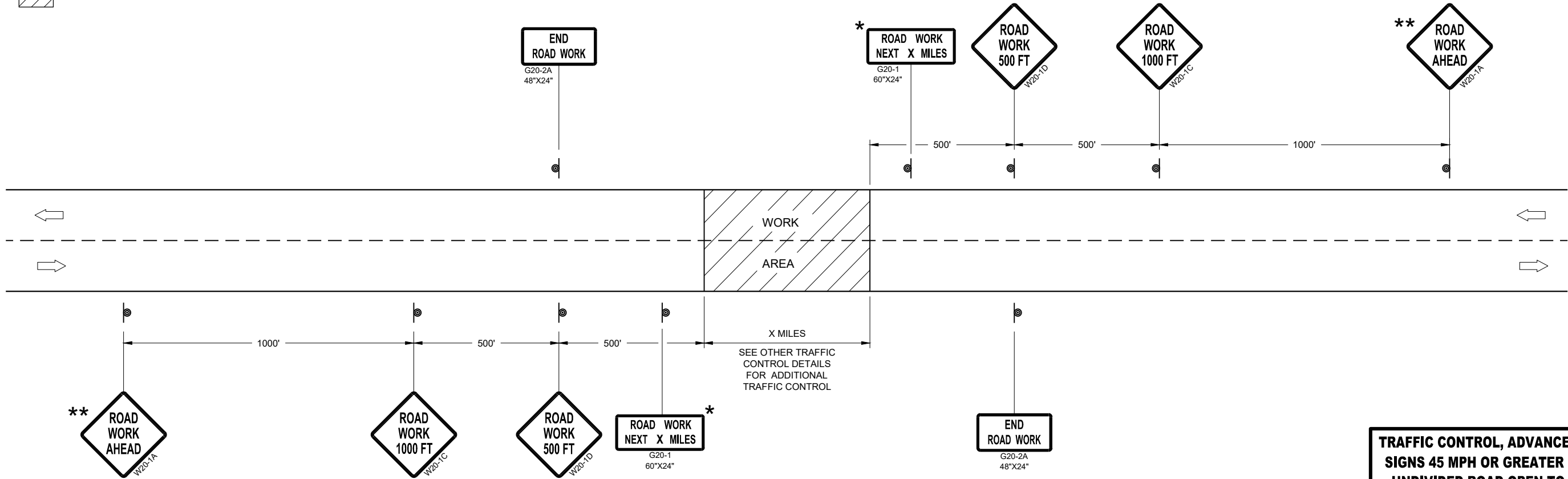
- * OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS
- ** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.

LEGEND

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



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL



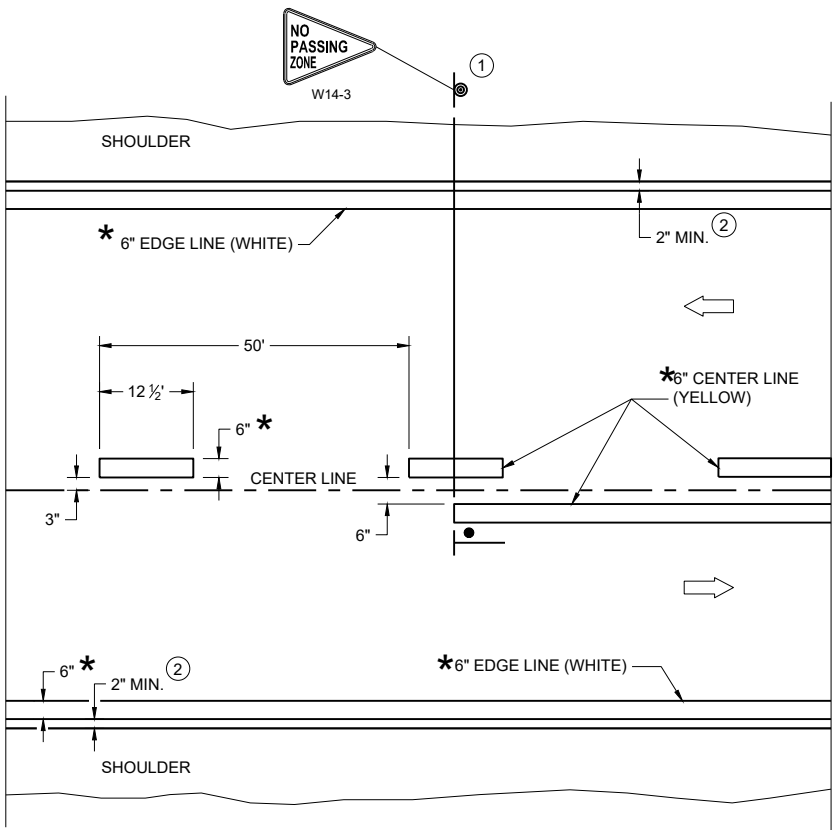
TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

TRAFFIC CONTROL, ADVANCE WARNING
SIGNS 45 MPH OR GREATER TWO-WAY
UNDIVIDED ROAD OPEN TO TRAFFIC

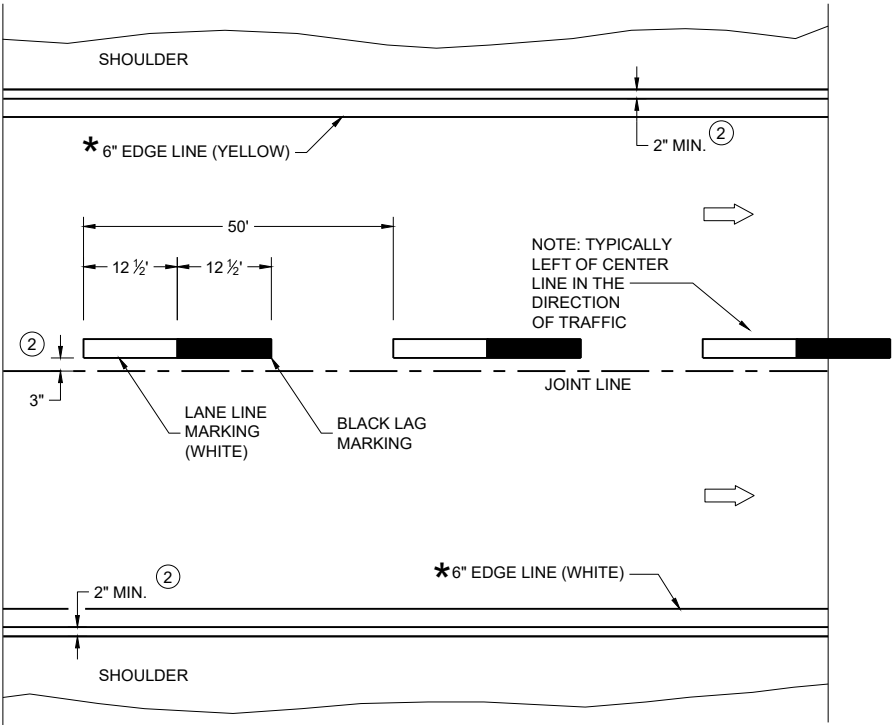
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 124

FHWA



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

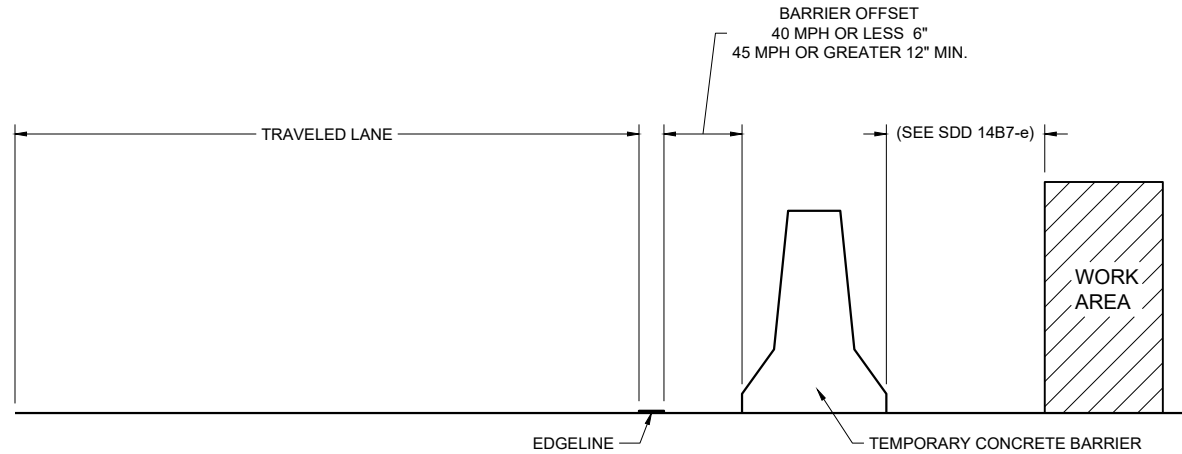
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

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

LEGEND

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

PERMANENT LONGITUDINAL PAVEMENT MARKINGS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED December 2024 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer
FHWA	125



TEMPORARY BARRIER OFFSET FROM EDGE LINE

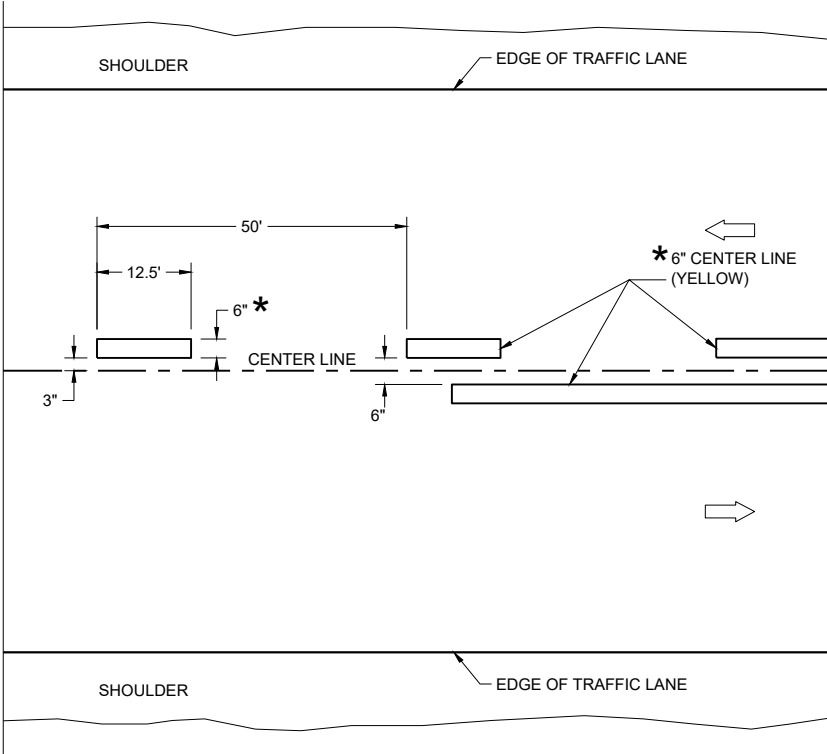
GENERAL NOTES

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

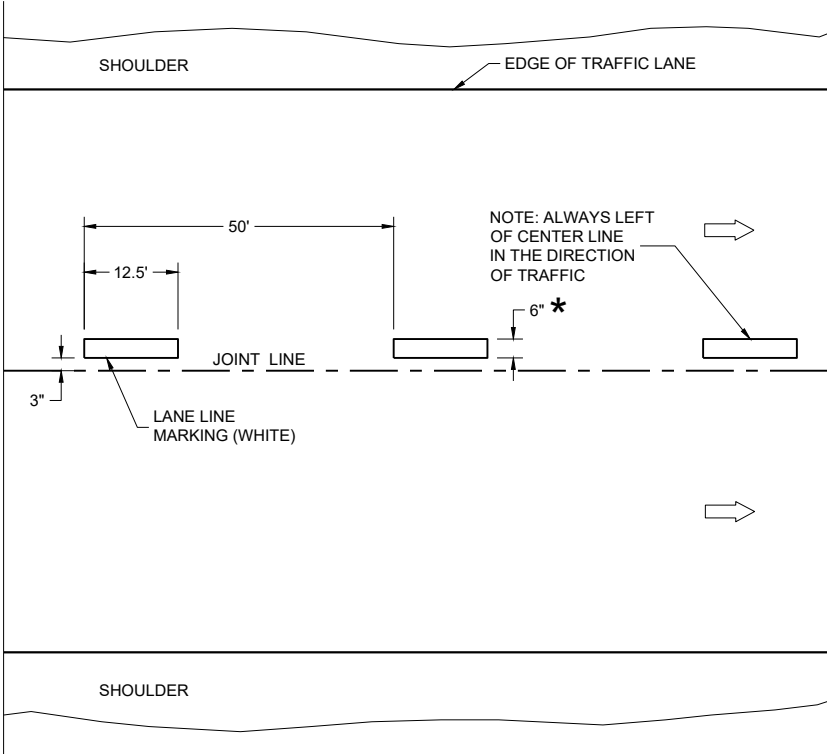
LEGEND

DIRECTION OF TRAFFIC

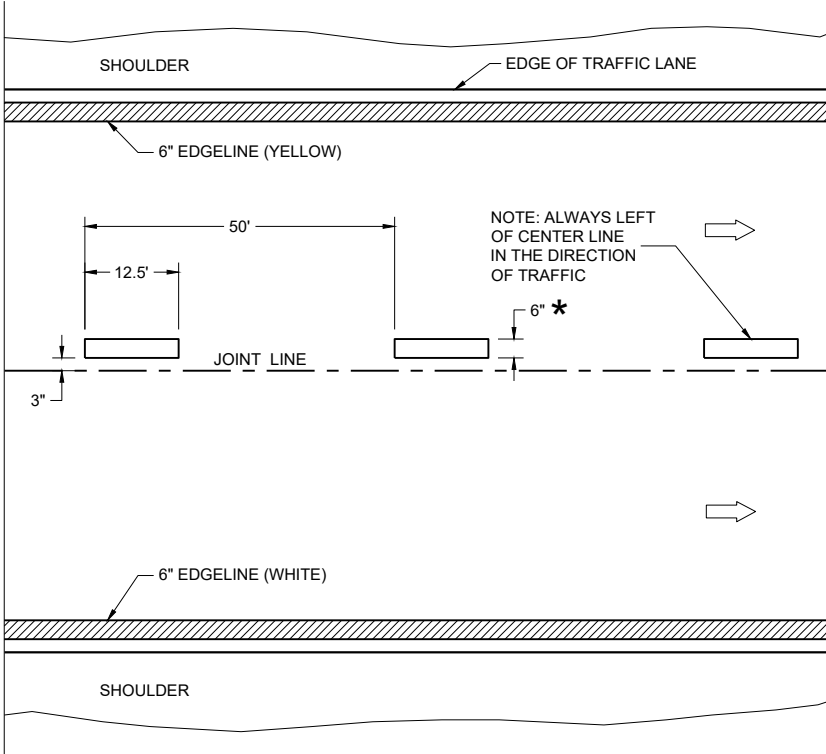
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



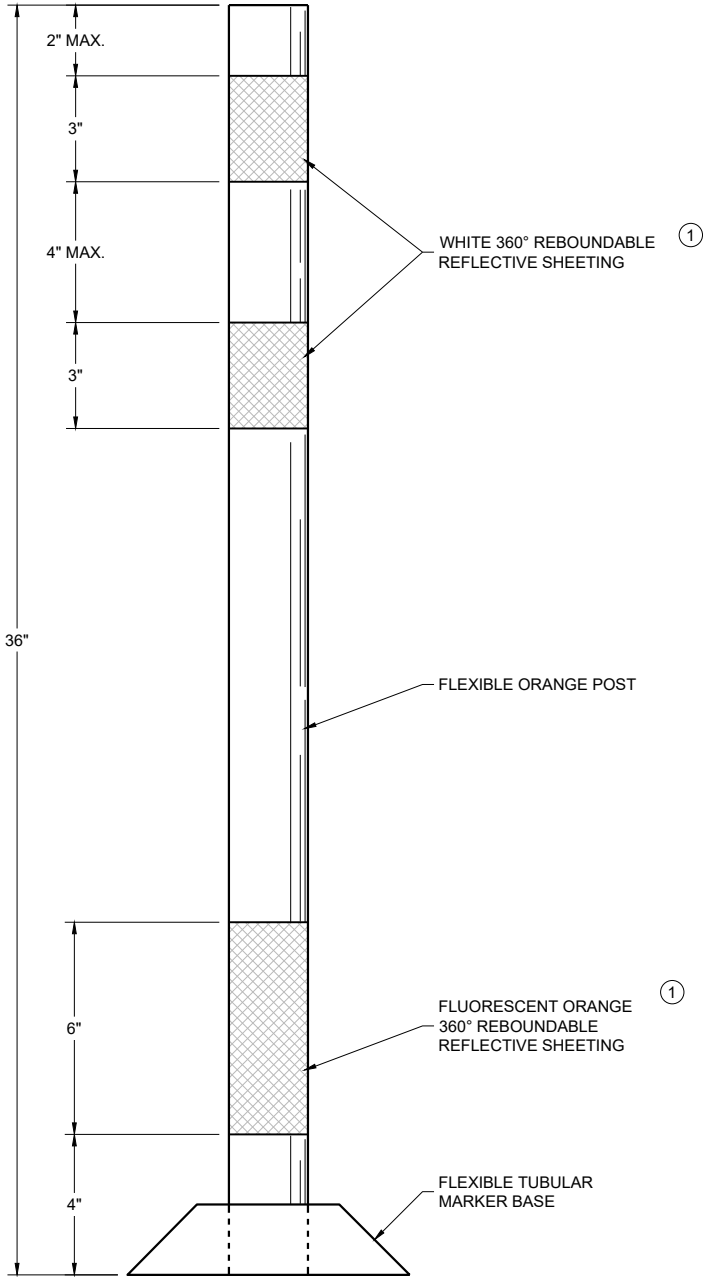
ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

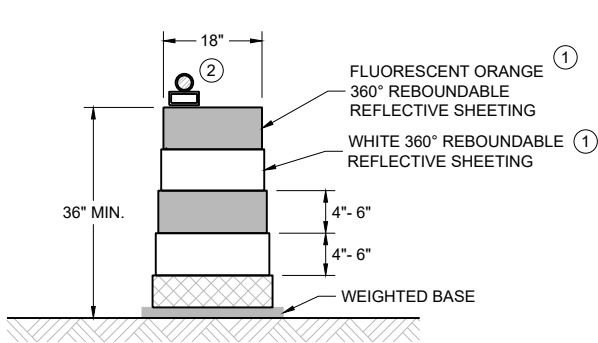
TEMPORARY LONGITUDINAL PAVEMENT MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED December 2024 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer
FHWA	126



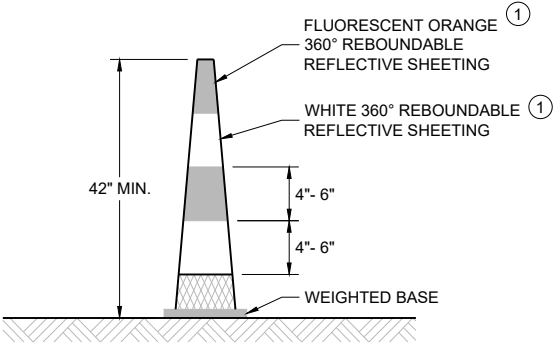
**FLEXIBLE TUBULAR
MARKER POST
WORK ZONE**

GENERAL NOTES

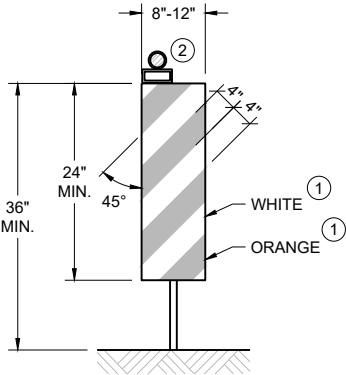
- DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.
- THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.
- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.



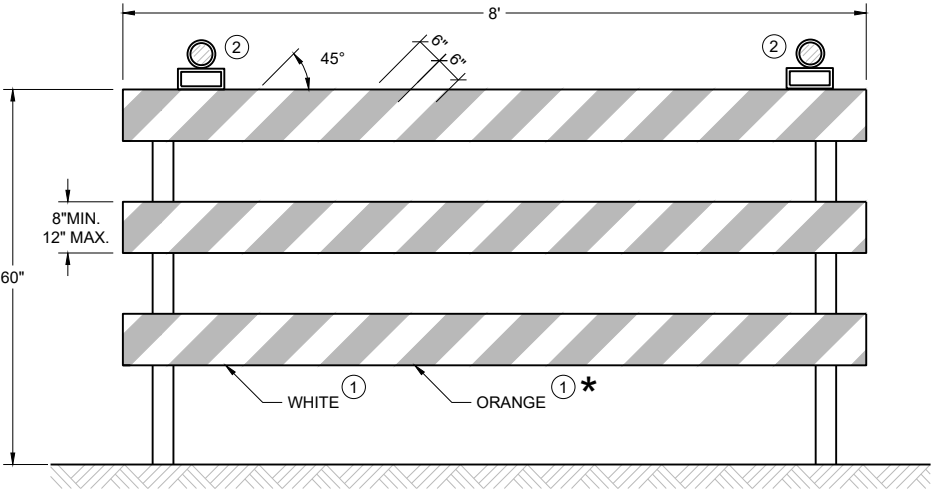
DRUM
BALLAST WIDTHS
RANGE FROM 24"-36"



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	

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

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

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

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

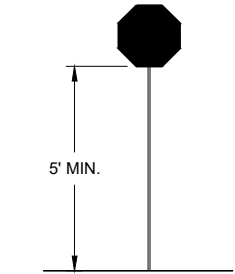
- ③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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



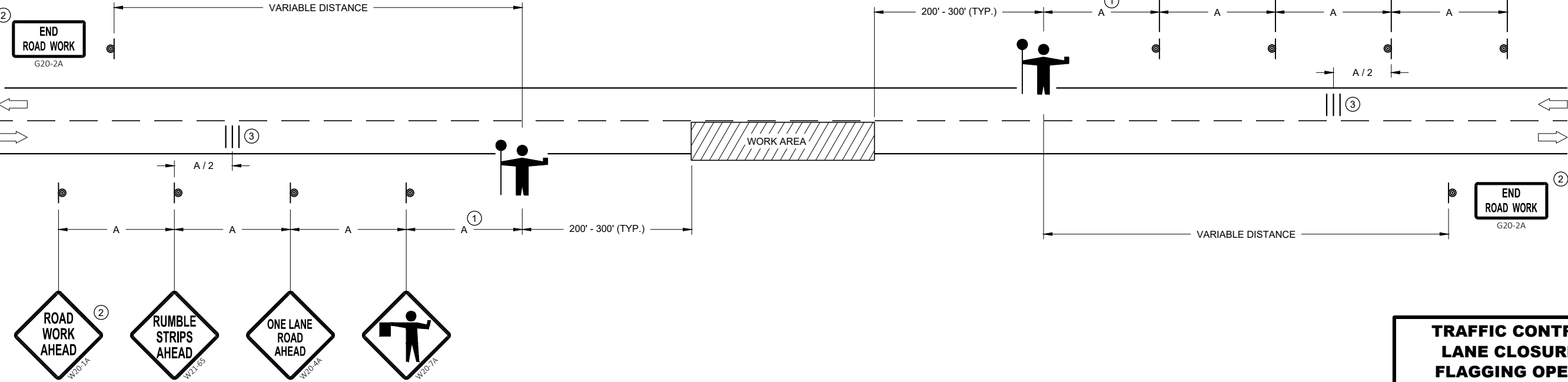
STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



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

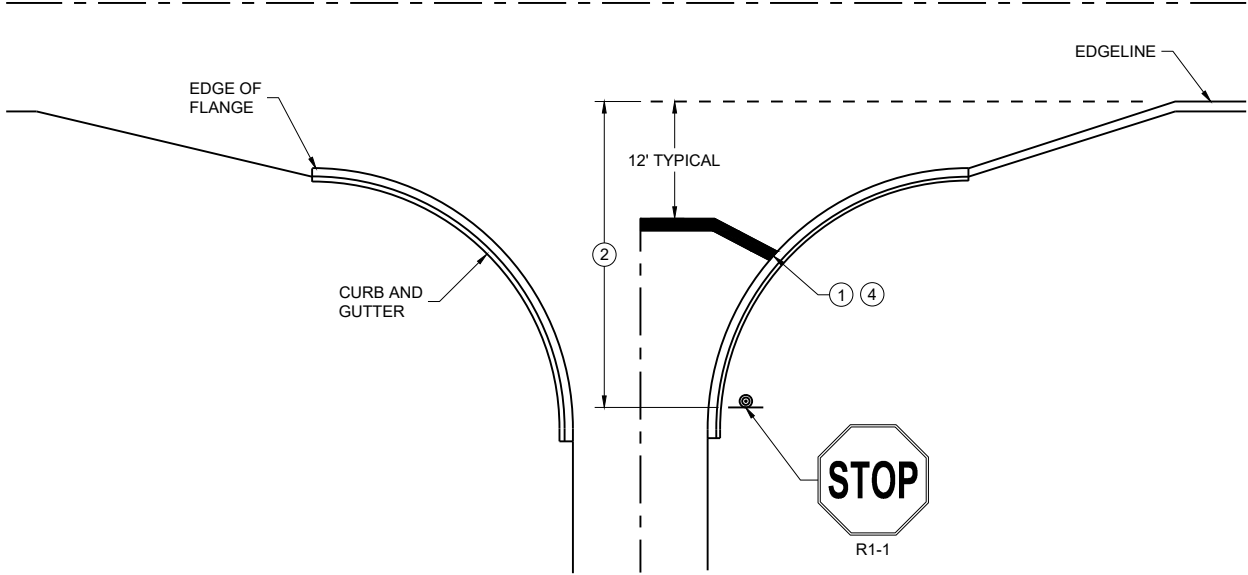


TRAFFIC CONTROL FOR
LANE CLOSURE WITH
FLAGGING OPERATION

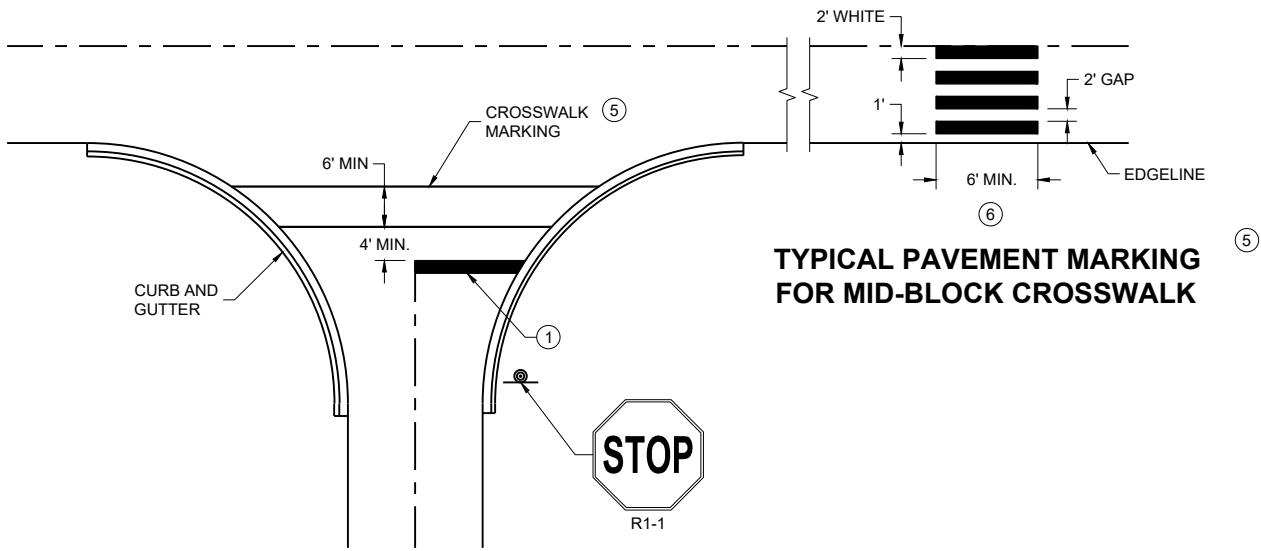
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 129

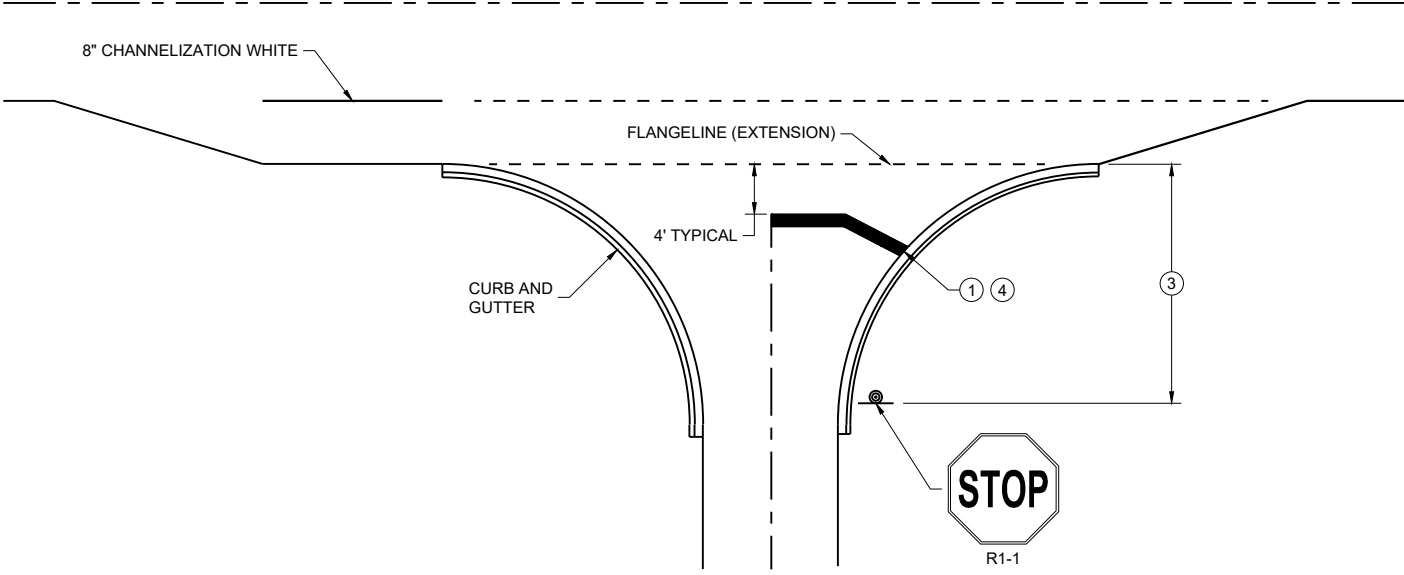
FHWA



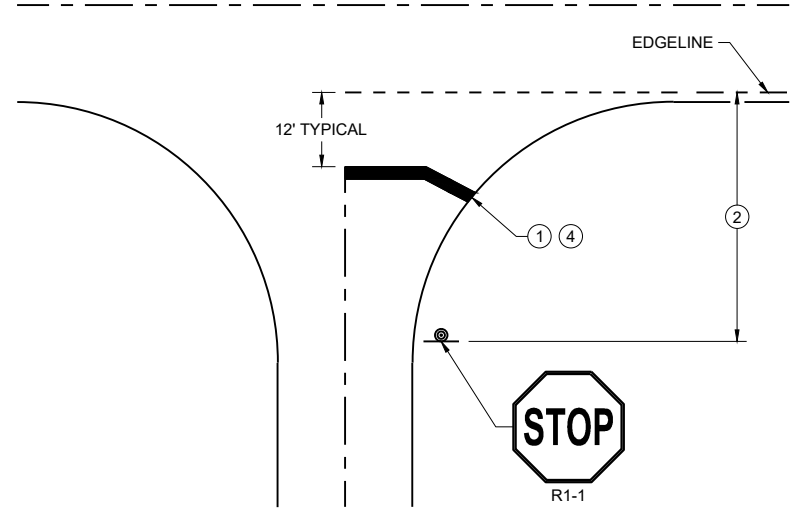
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH CROSSWALK MARKING



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



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

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

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

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE

/S/ Matthew Rauch
STATE SIGNING AND MARKING
ENGINEER

FHWA

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAFFIC
- WORK ZONE

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

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

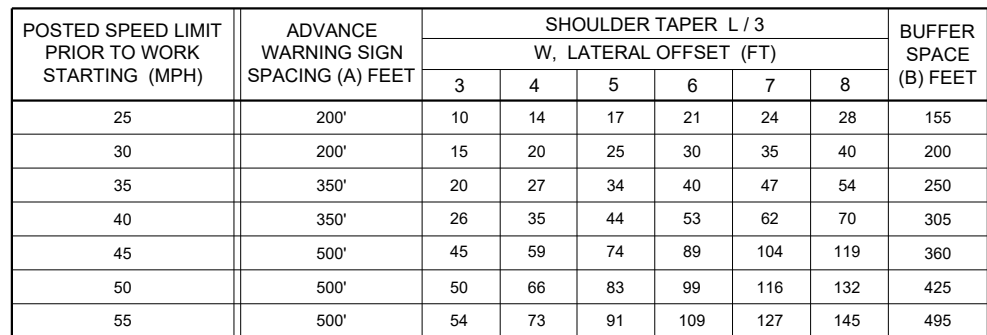
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

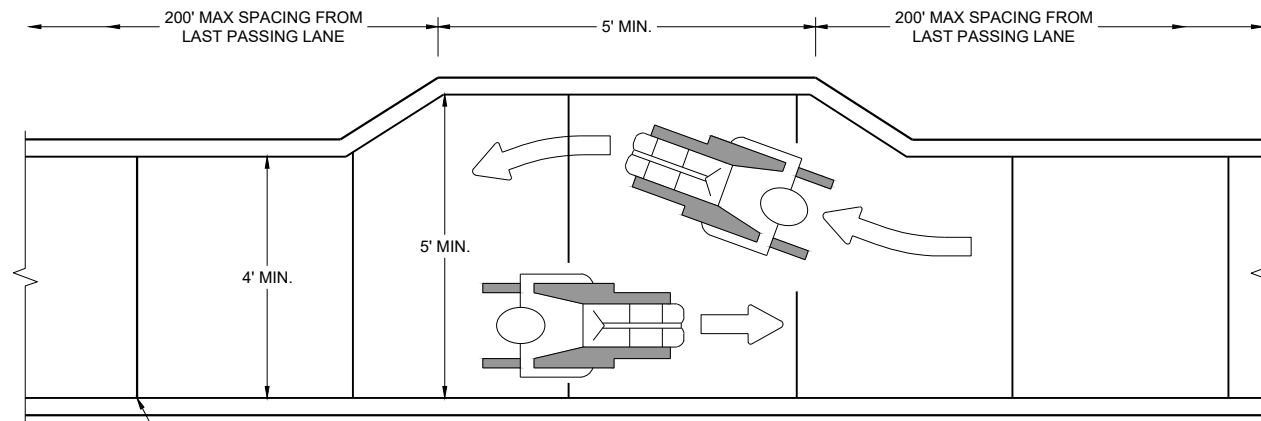
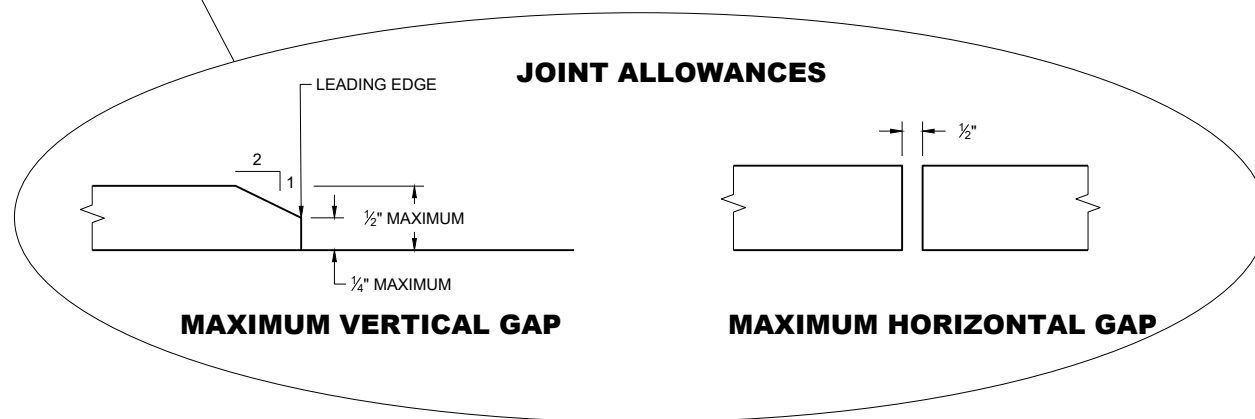
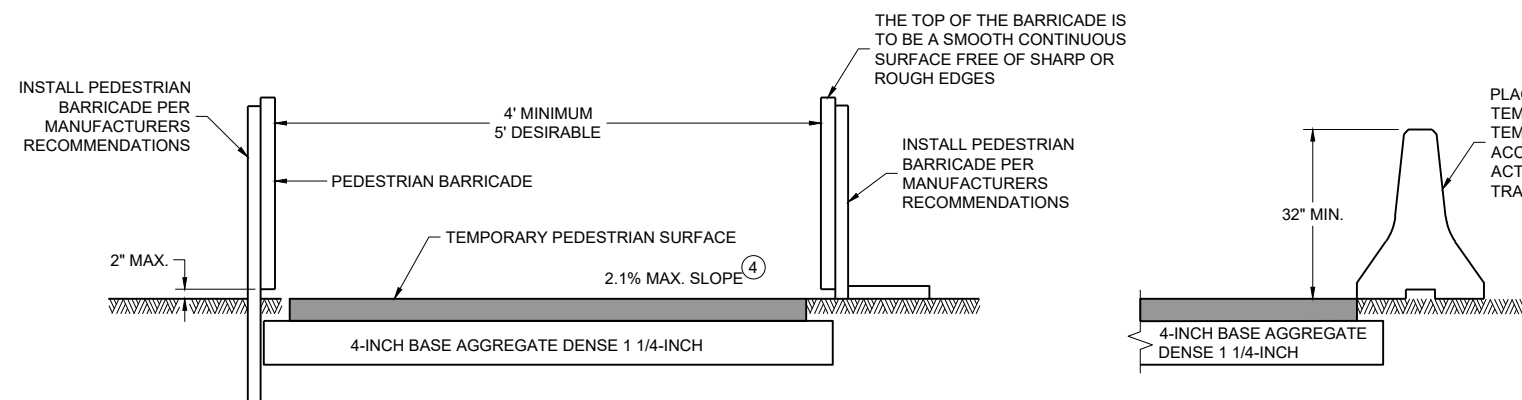
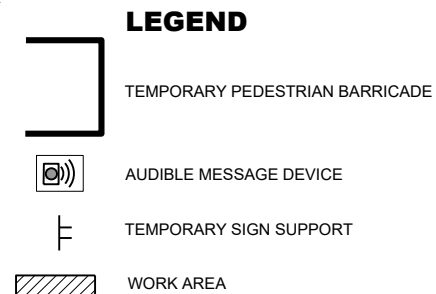
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.



APPROVED
November 2025
DATE

/S/ ANDREW HEIDTKE
STATEWIDE WORK ZONE TRAFFIC
SAFETY ENGINEER

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

TEMPORARY PEDESTRIAN BARRICADE

AUDIBLE MESSAGE DEVICE

TEMPORARY SIGN SUPPORT

WORK AREA

GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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

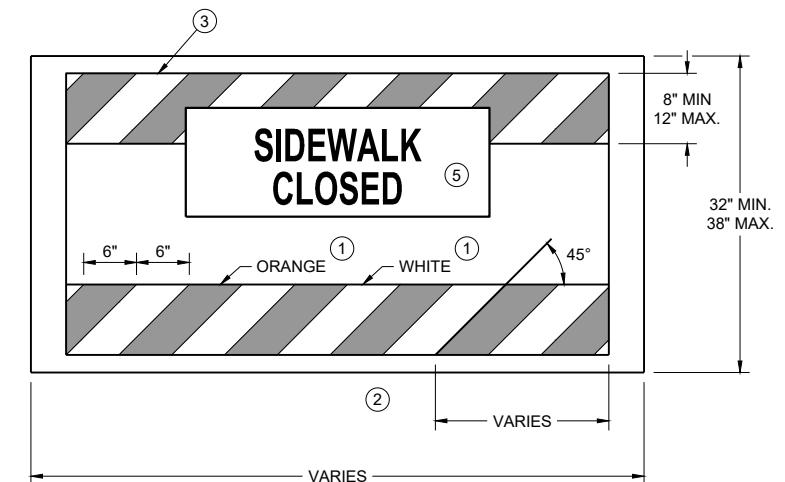
② SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

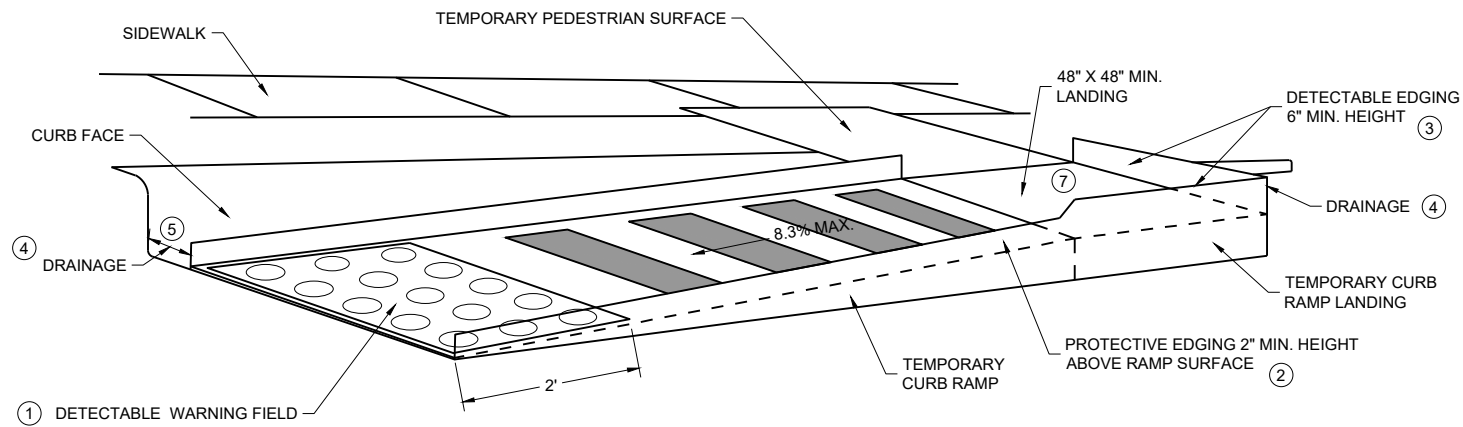
③ PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

★ USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

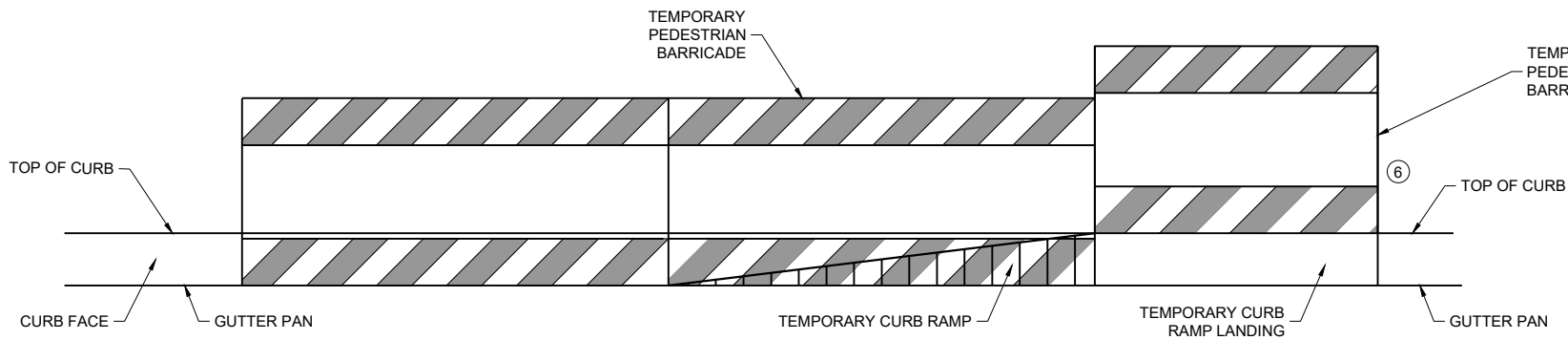
④ WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

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

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

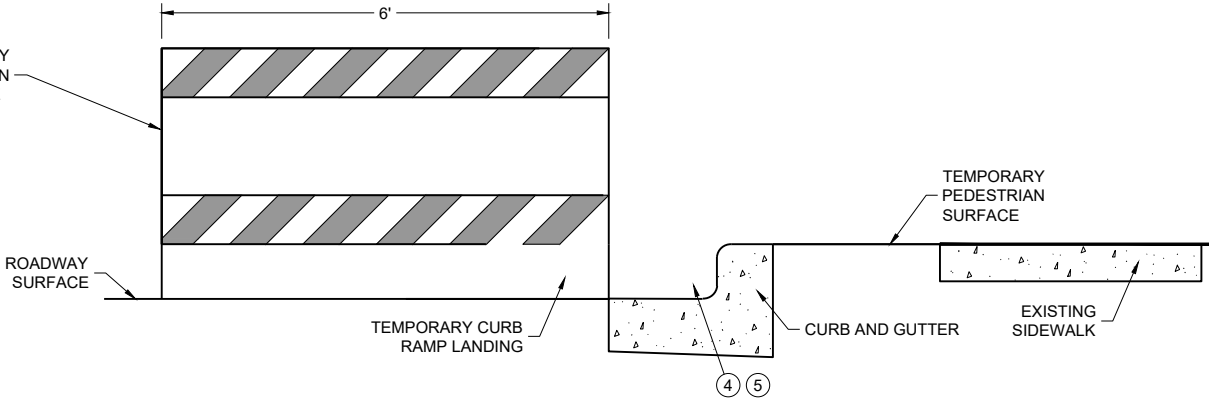


PERSPECTIVE VIEW



FRONT VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB



SIDE VIEW

GENERAL NOTES

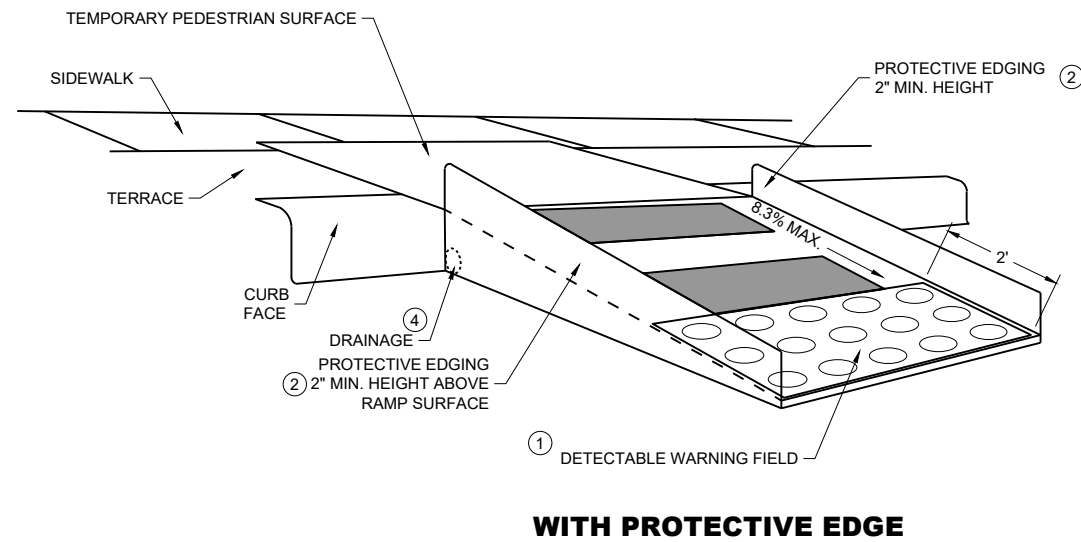
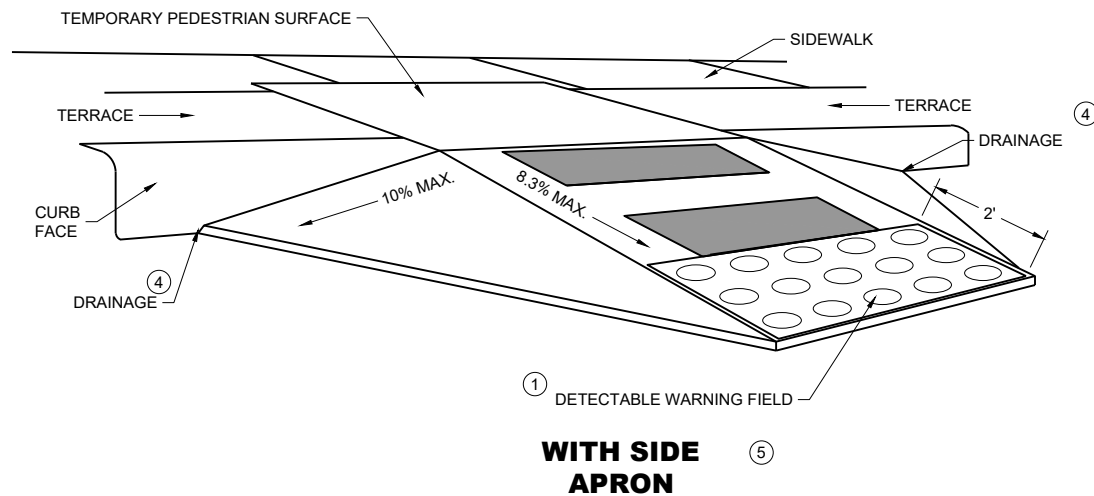
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

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

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

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

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



TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

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

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

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

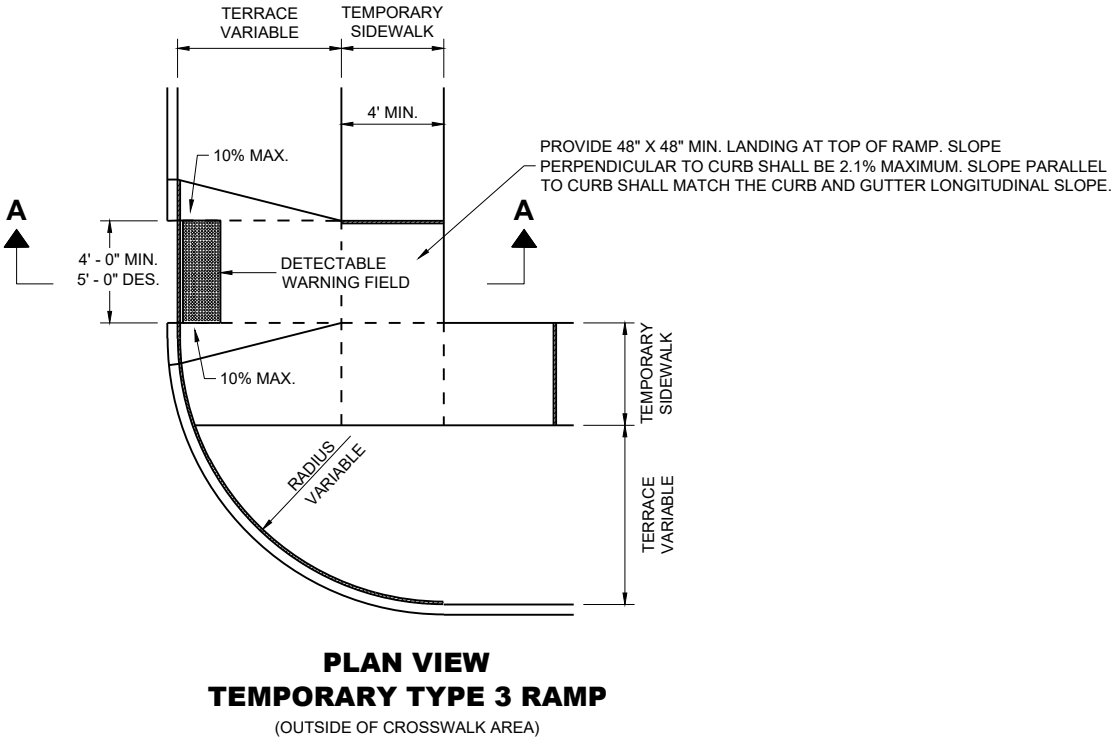
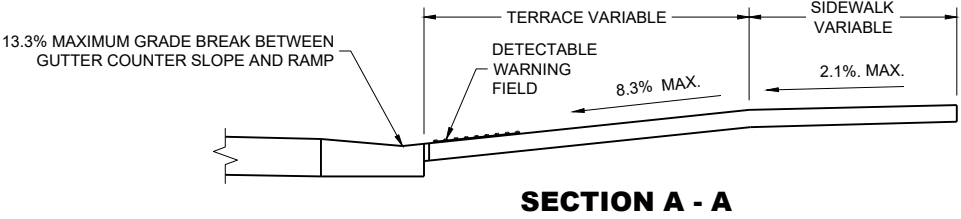
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

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

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

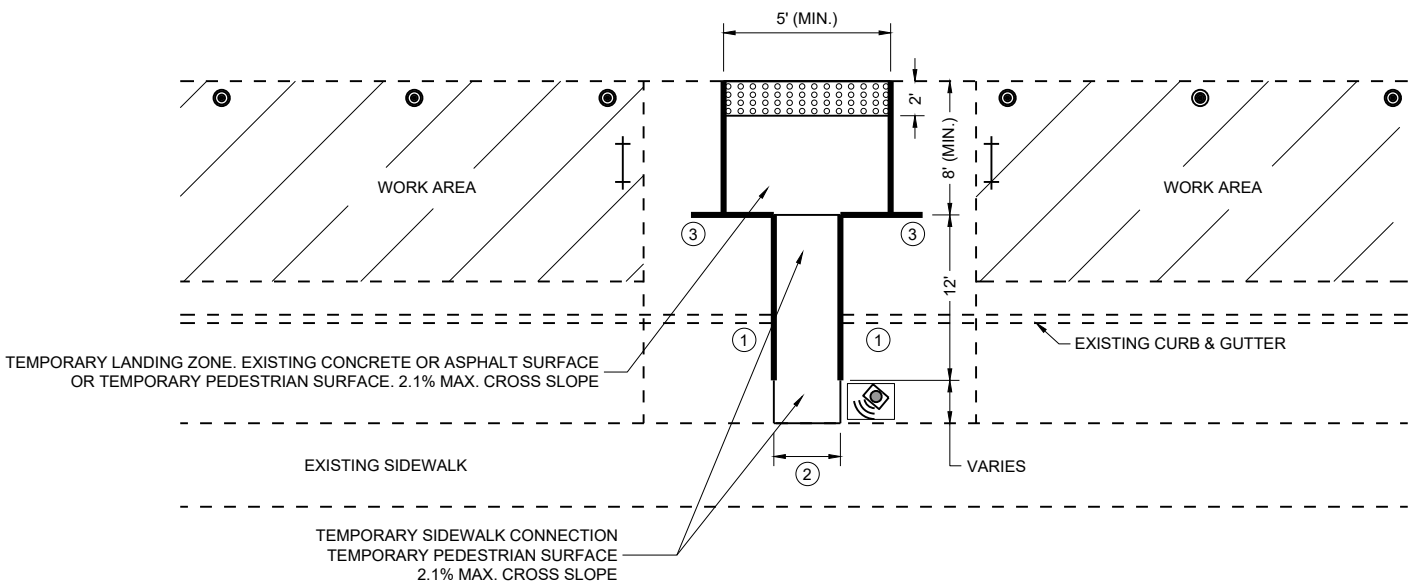
- ① INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS
- ② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE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

GENERAL NOTES

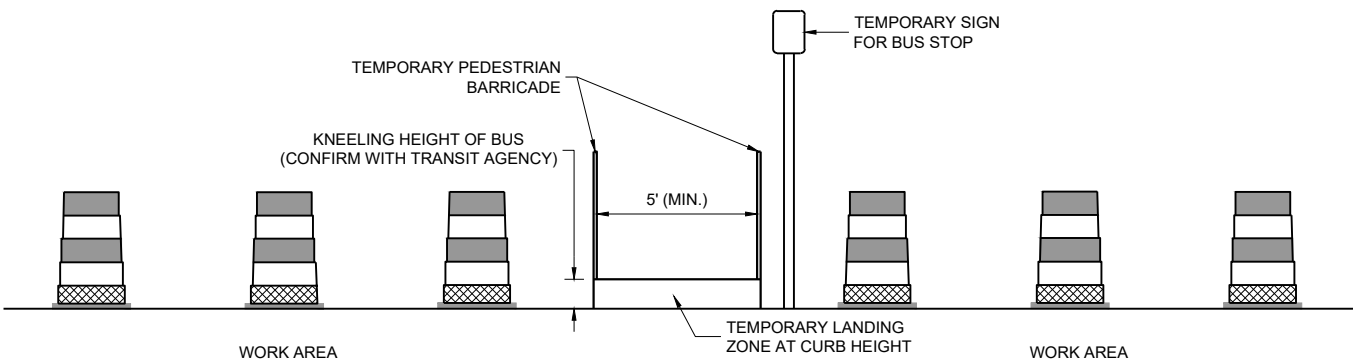


TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW



PROFILE VIEW
TEMPORARY BUS STOP PAD

GENERAL NOTES

- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
- NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.
- PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
- DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
- LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.
- CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".
- CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

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

LEGEND

- TRAFFIC CONTROL DRUM
- ⊢ TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- ⊞ TEMPORARY DETECTABLE WARNING FIELD
- ▨ WORK AREA
- 🔊 TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

LEGEND

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

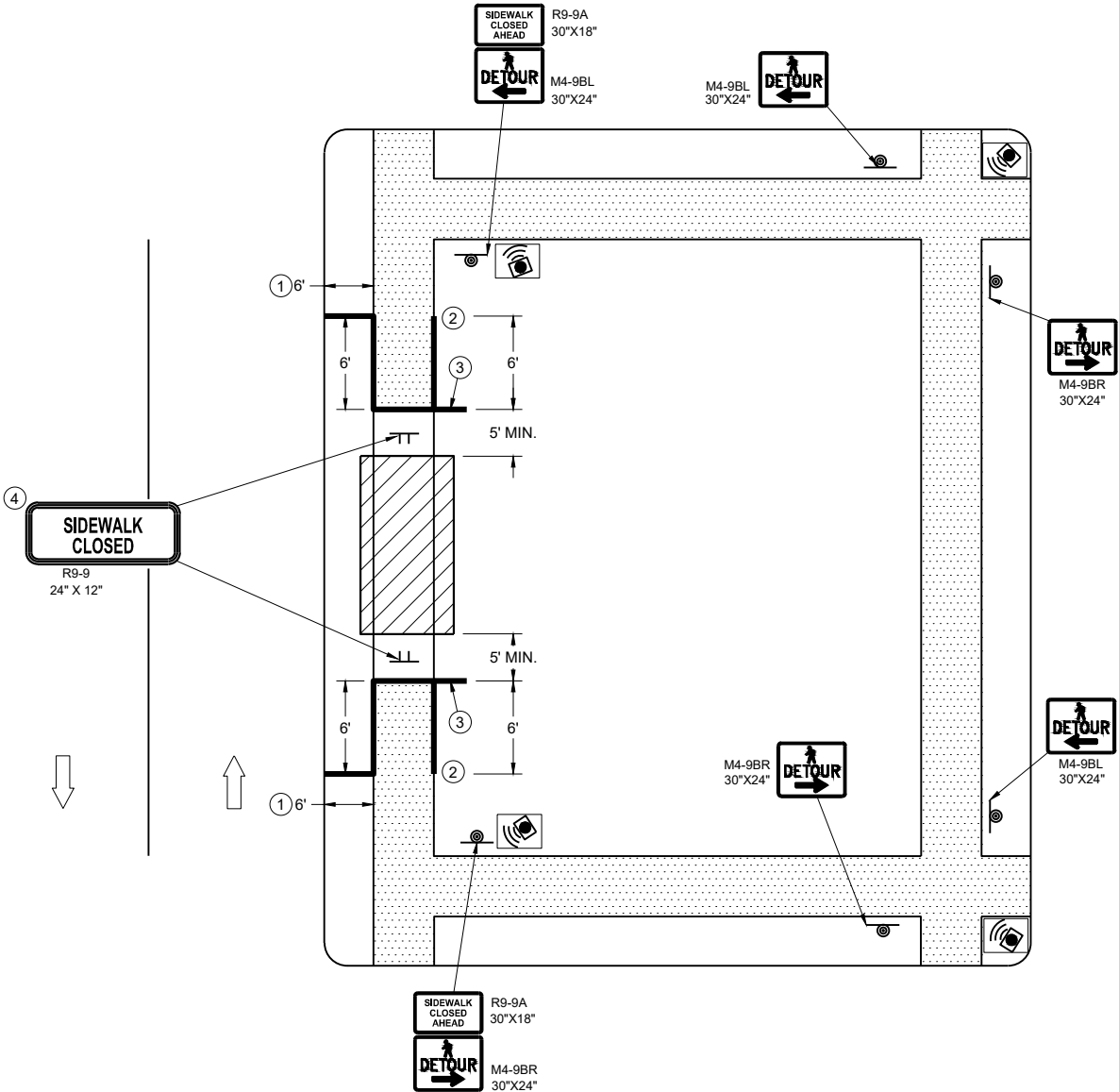
GENERAL NOTES

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

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

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

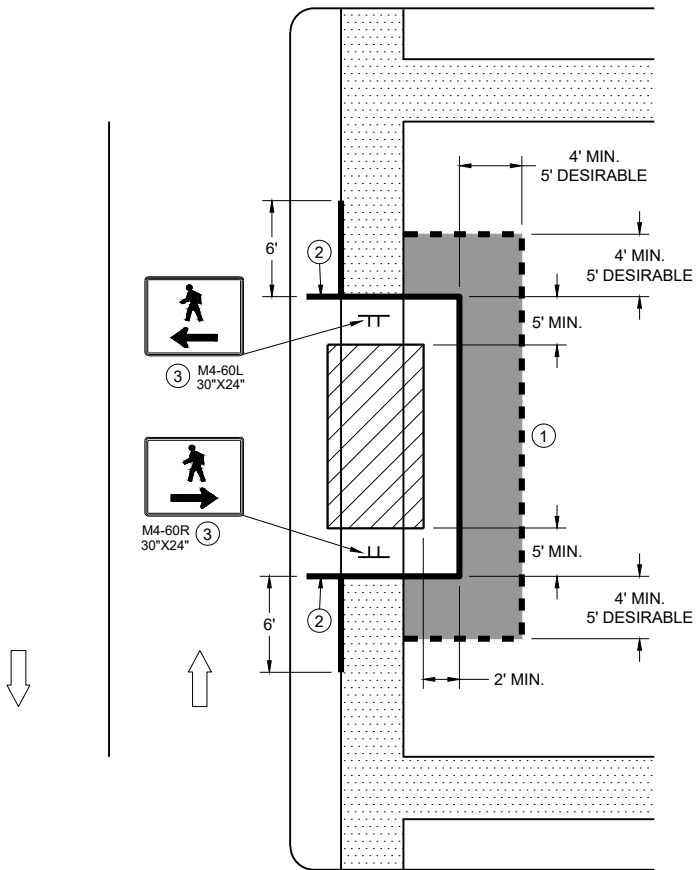
GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

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

- 1 USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- 2 IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
- 3 MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK BYPASS
SINGLE SIDE

LEGEND

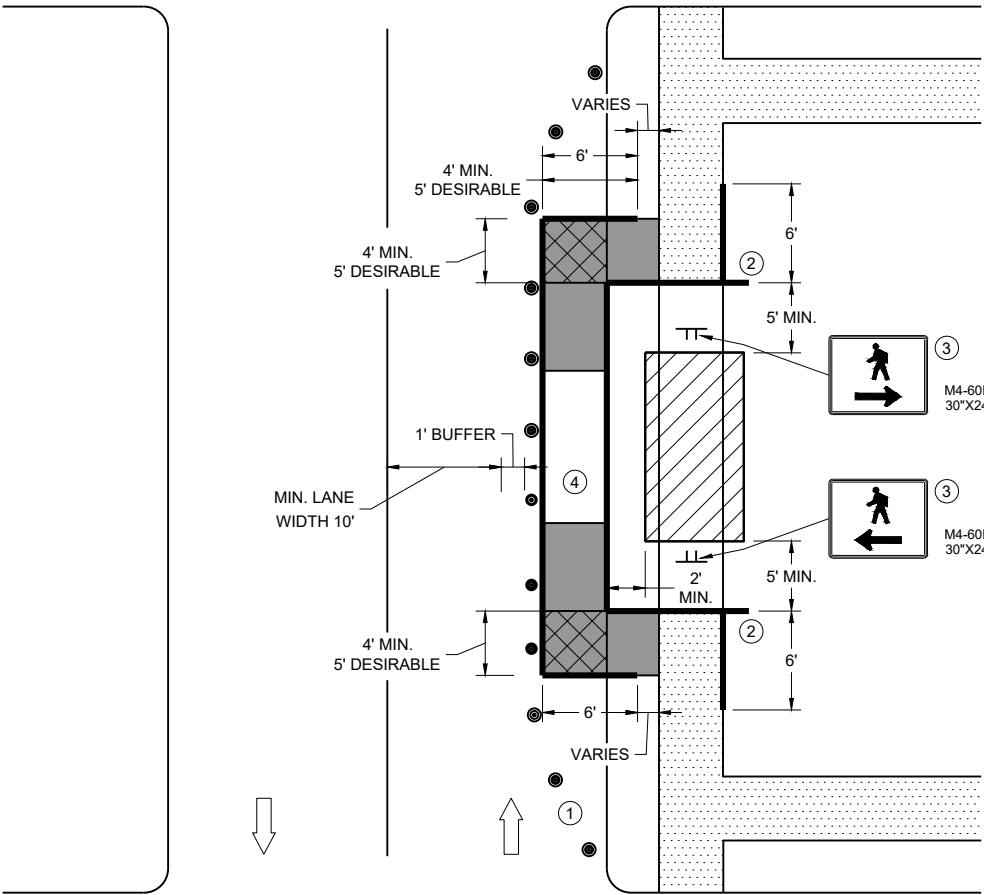
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

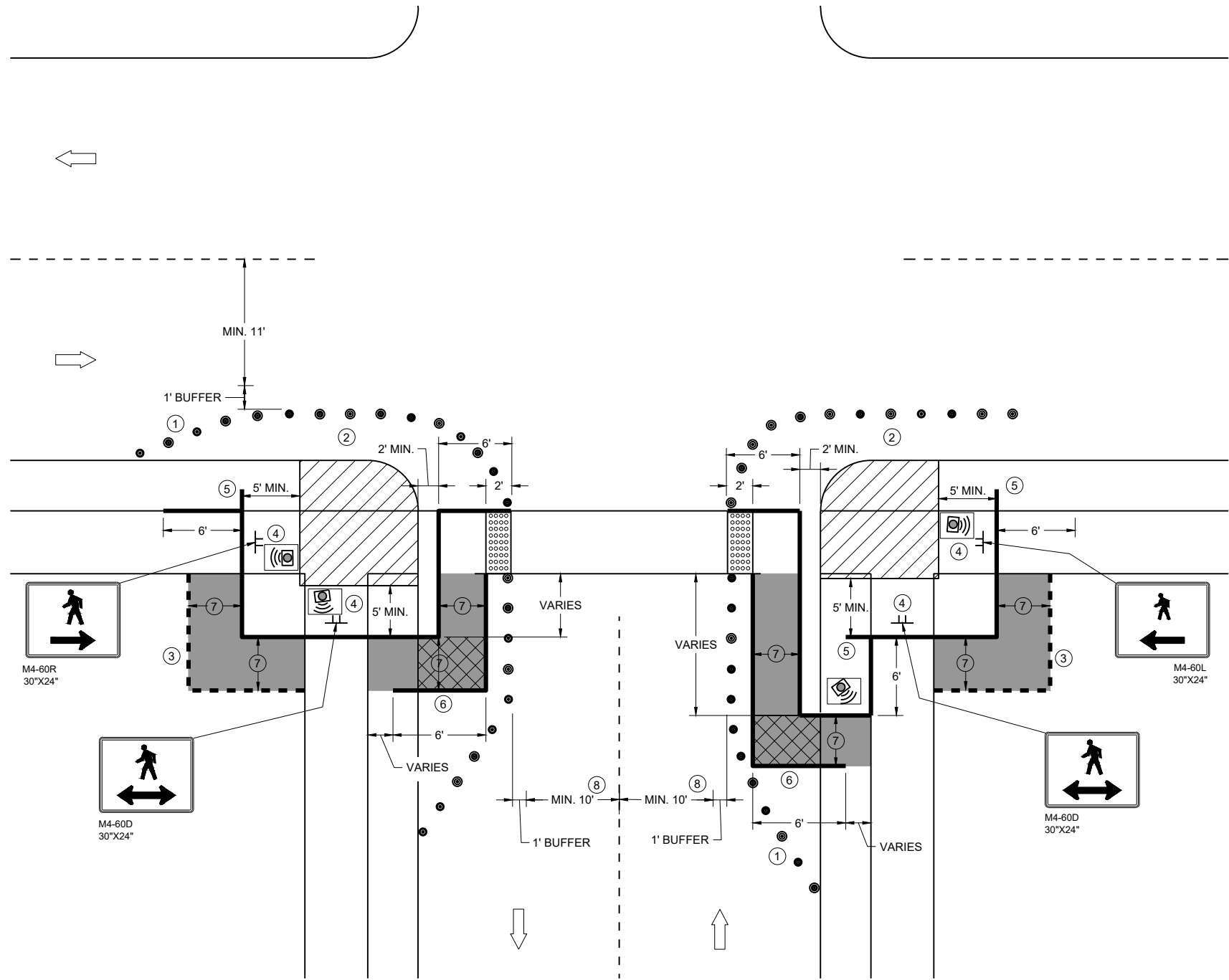
- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
- ② PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
- ③ MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
- ④ USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURFACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.



SIDEWALK BYPASS, SINGLE SIDE

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



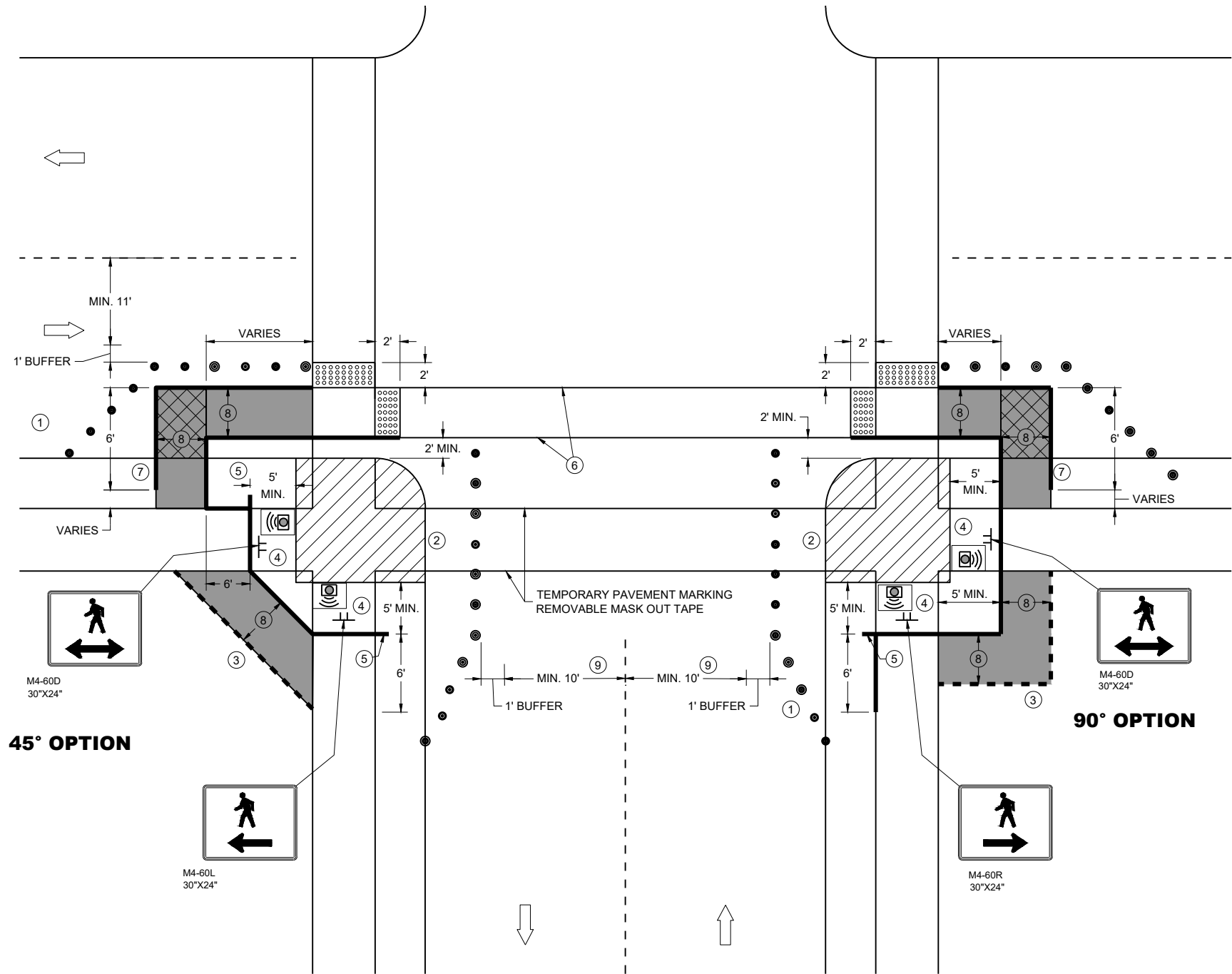
CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

- IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.
- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG
- WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.
- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
 - ② PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
 - ③ USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
 - ④ MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
 - ⑤ PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
 - ⑥ IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
 - ⑦ 4 FEET MINIMUM, 5 FEET DESIRABLE
 - ⑧ IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



GENERAL NOTES

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

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

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

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

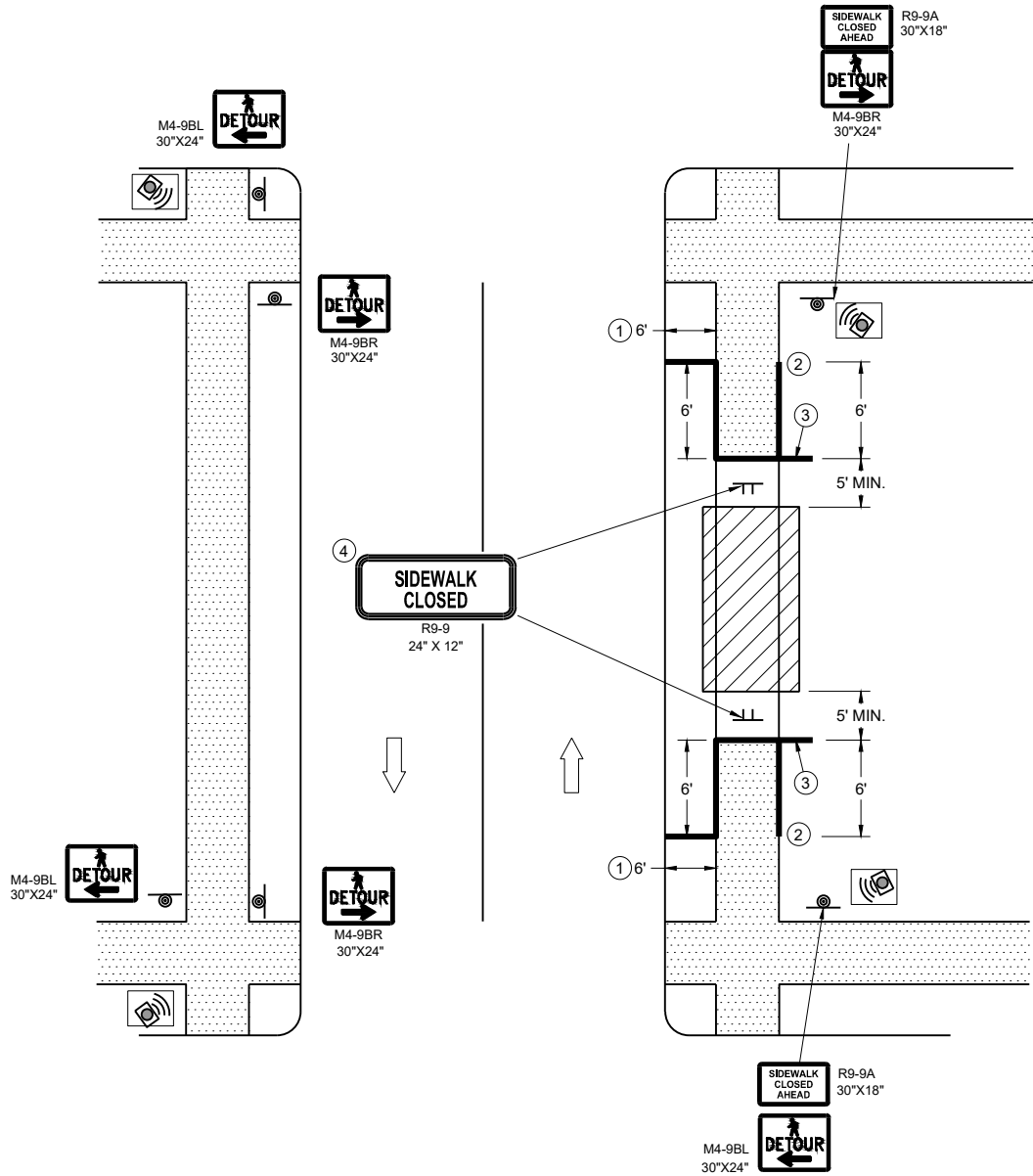
- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
- ② PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
- ③ USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ④ MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE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

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

LEGEND

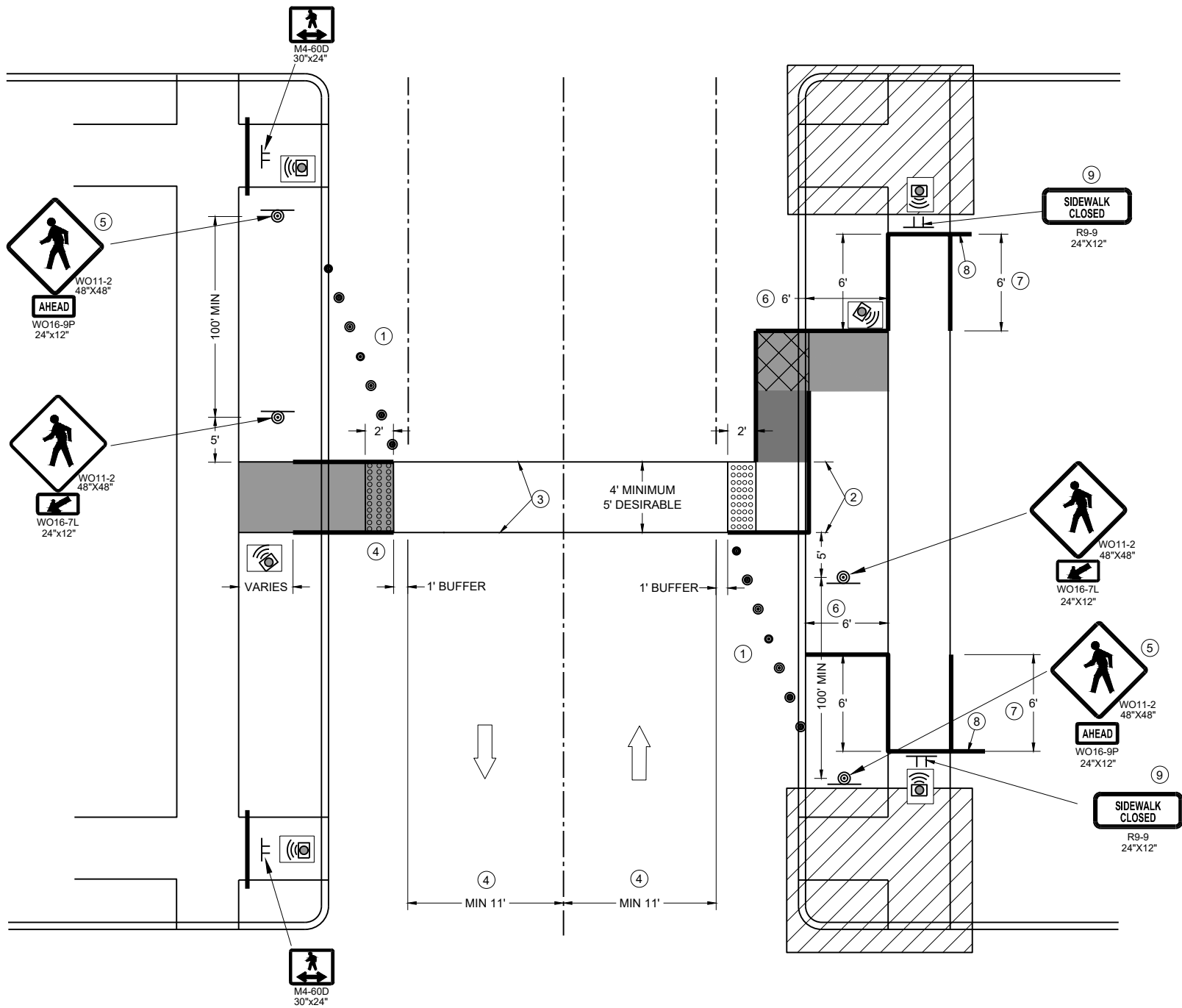
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

GENERAL NOTES

- WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.
- PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.
- ① IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
 - ② PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
 - ③ IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
 - ④ MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

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

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

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

LEGEND

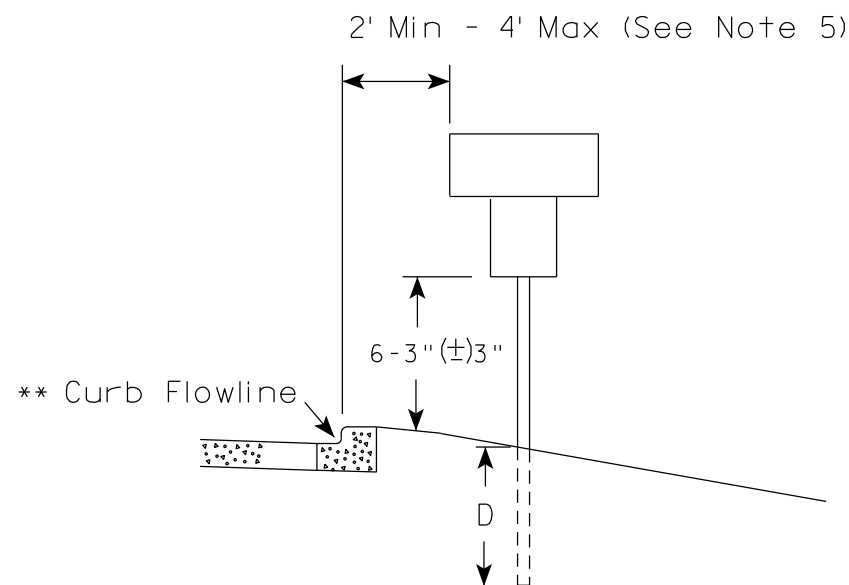
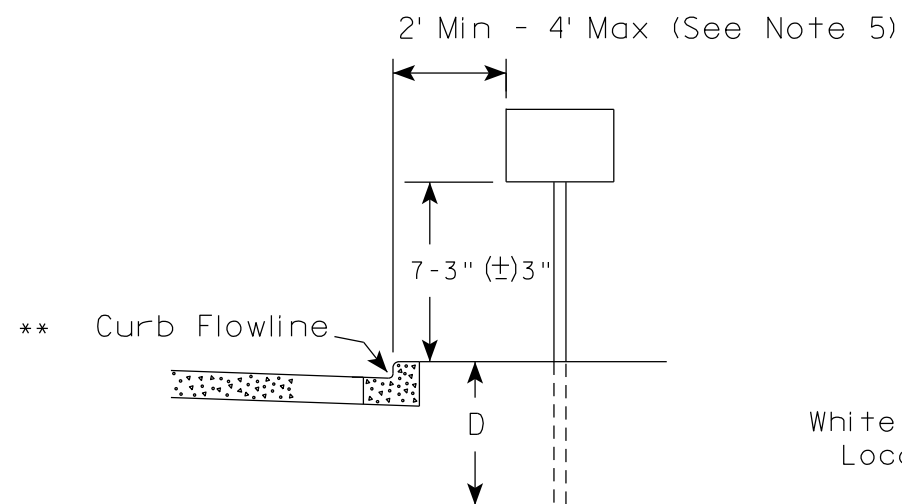
- TRAFFIC CONTROL DRUM
- ⊥ SIGN ON TEMPORARY SUPPORT
- ▬ TEMPORARY CURB RAMP
- ◻ TEMPORARY DETECTABLE WARNING FIELD
- ▬ TEMPORARY PEDESTRIAN SURFACE "A"
- ▬ TEMPORARY PEDESTRIAN SURFACE "B"
- ▨ WORK AREA
- ▬ TEMPORARY PEDESTRIAN BARRICADE
- ➡ DIRECTION OF TRAFFIC
- 🔊 TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

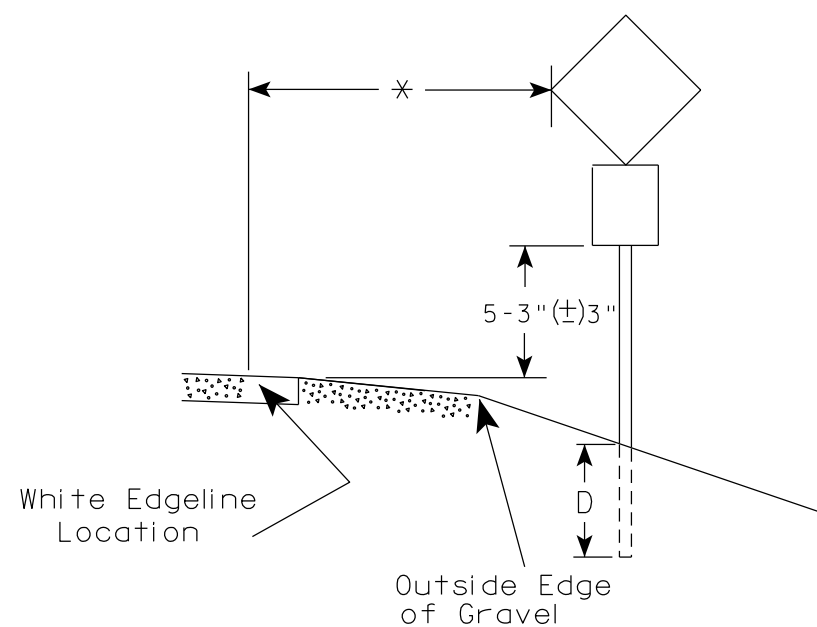
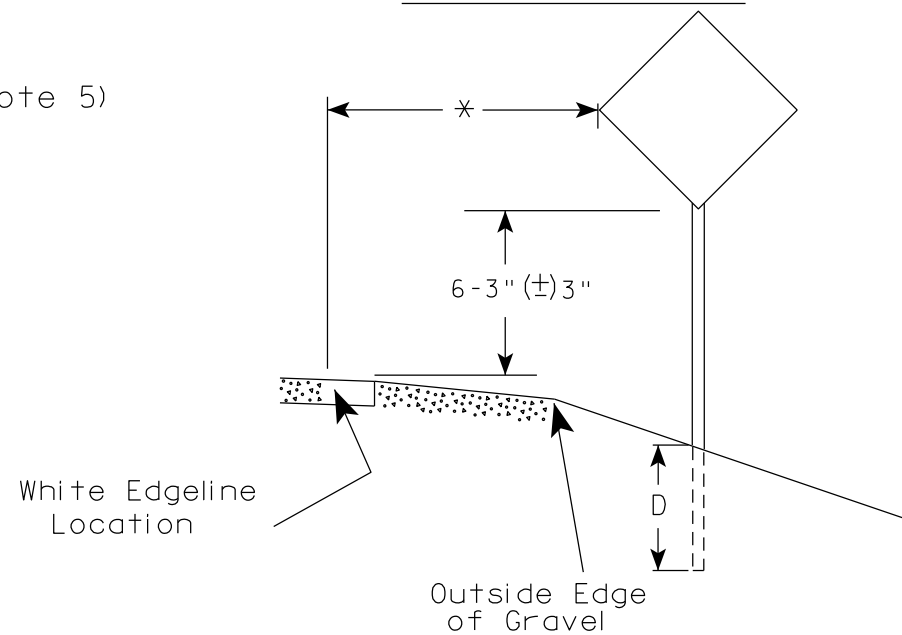
APPROVED
November 2025 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

URBAN AREA



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

RURAL AREA (See Note 2)



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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

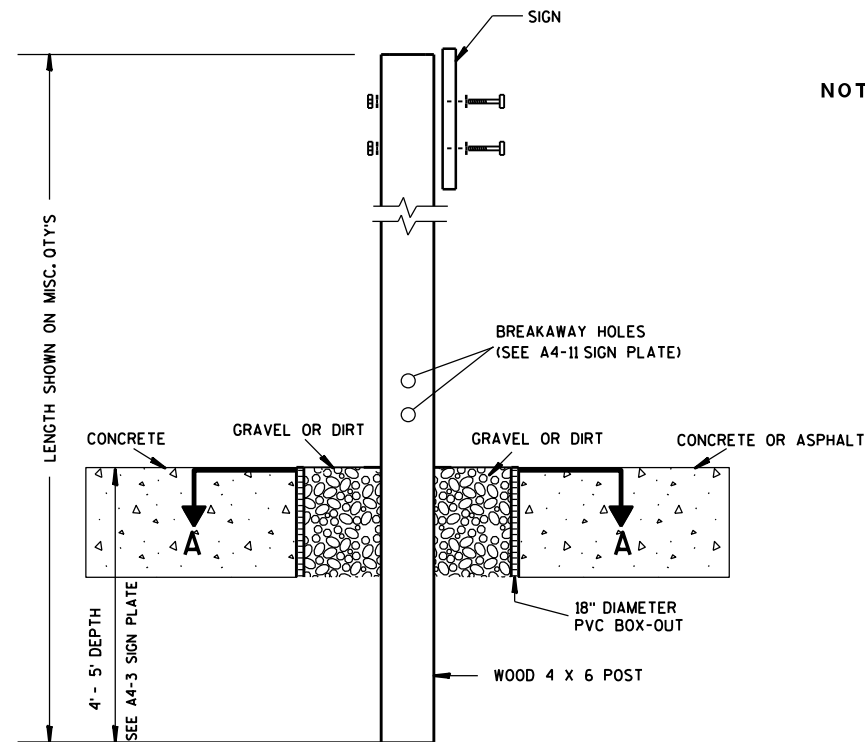
1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron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

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

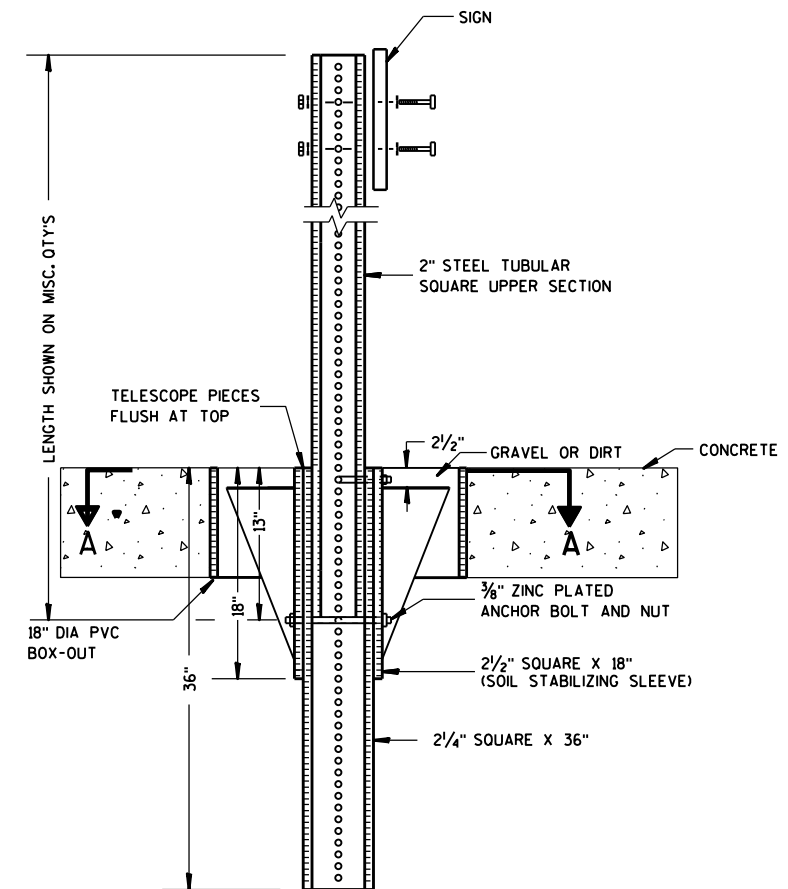
DATE 12/6/23 PLATE NO. A4-3.23



ELEVATION VIEW

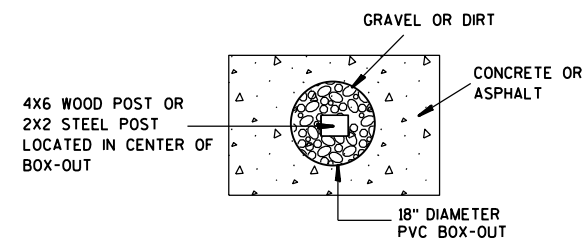
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST
BOX-OUTS
A4-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/27/14 PLAT 145 A4-3B.1

PROJECT NO:

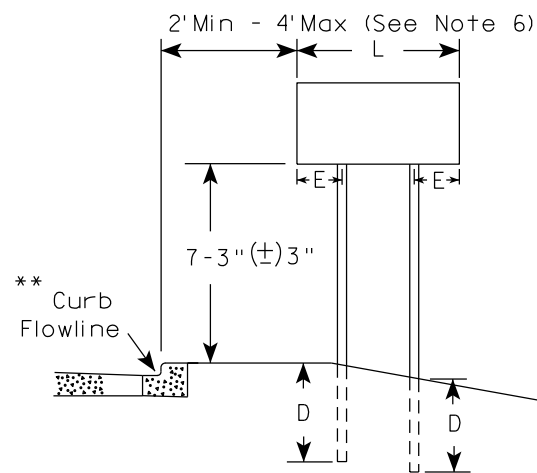
HWY:

COUNTY:

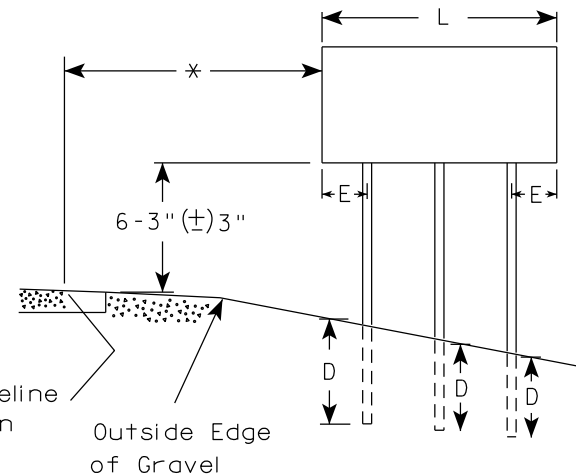
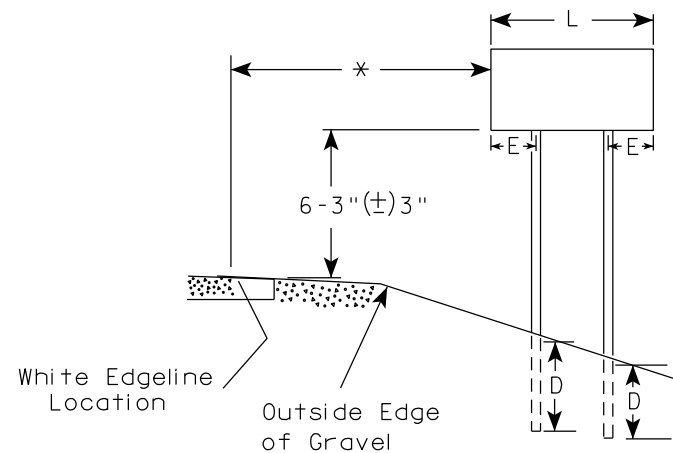
SHEET NO:

E

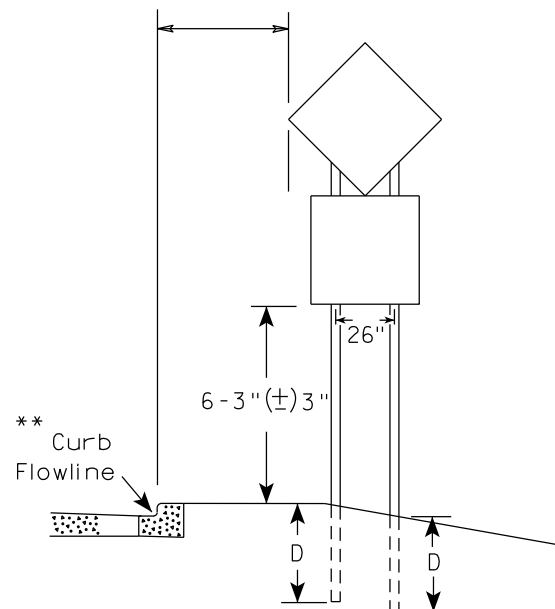
URBAN AREA



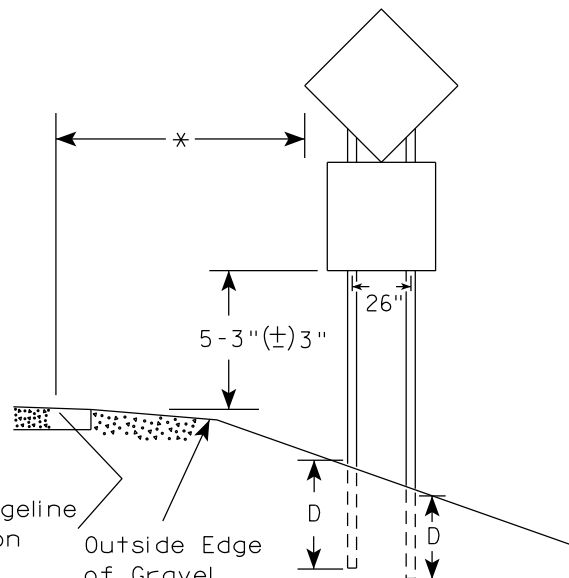
RURAL AREA (See Note 3)



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

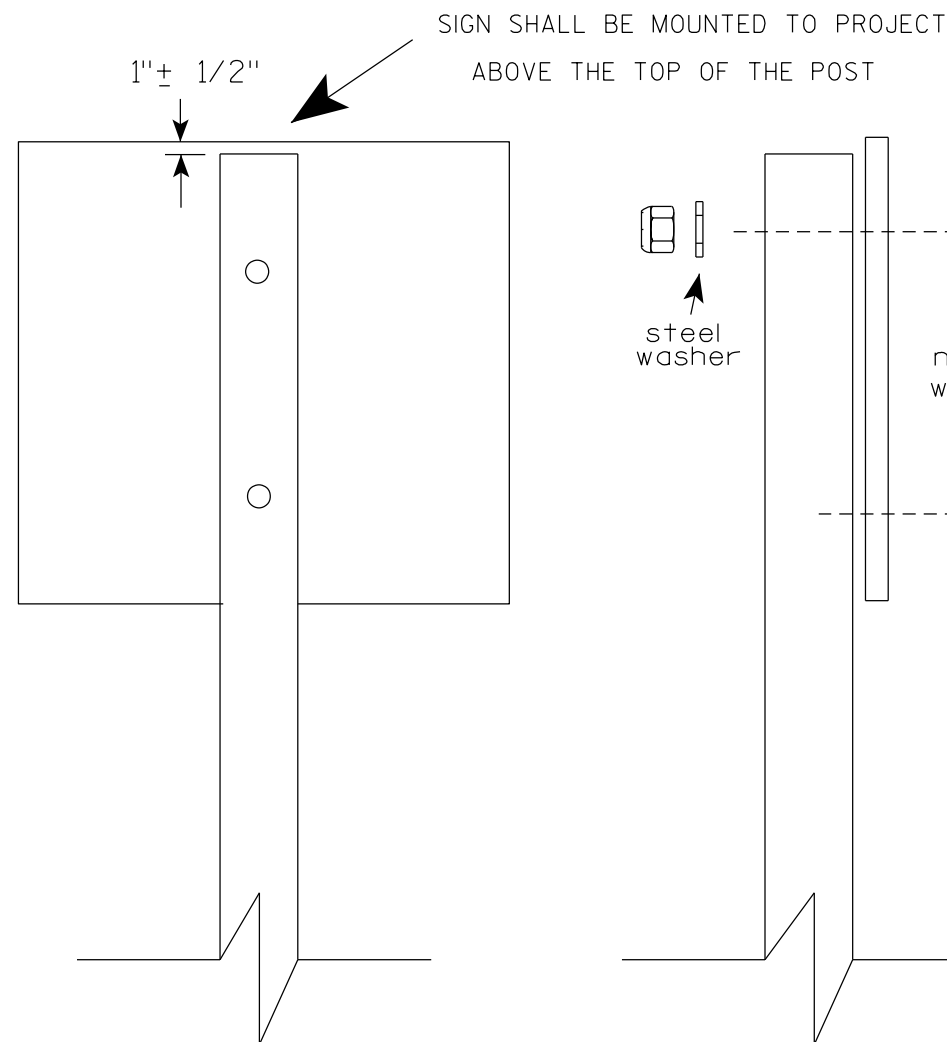
GENERAL NOTES

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

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

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

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



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.

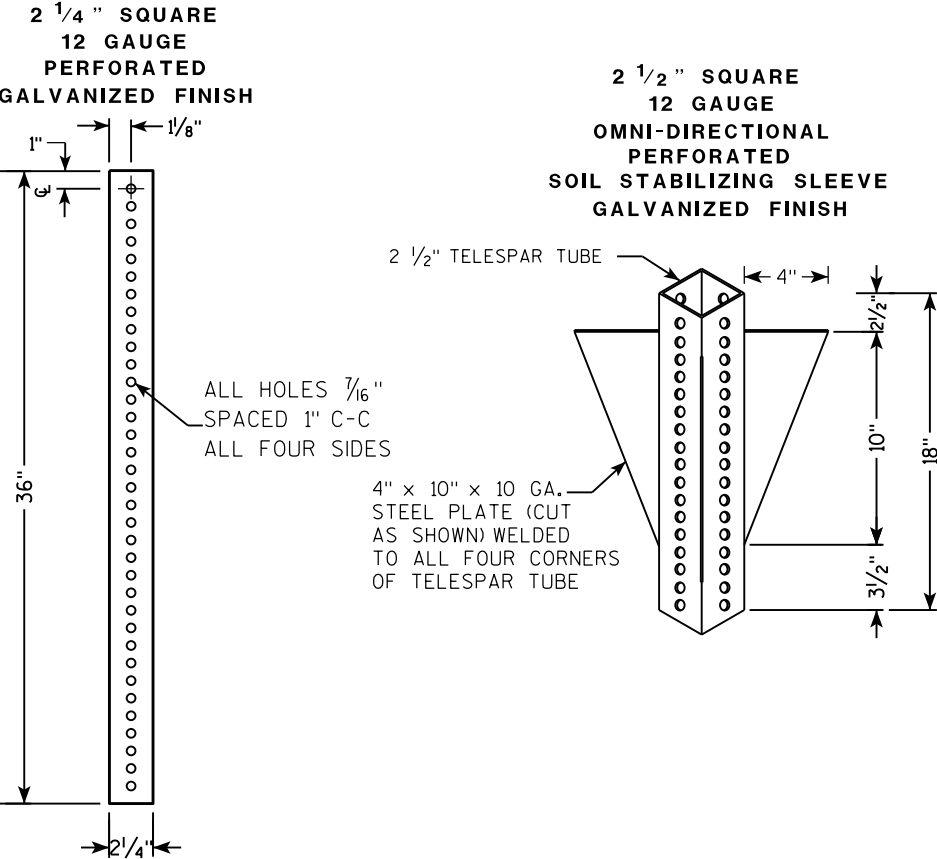
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

- 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

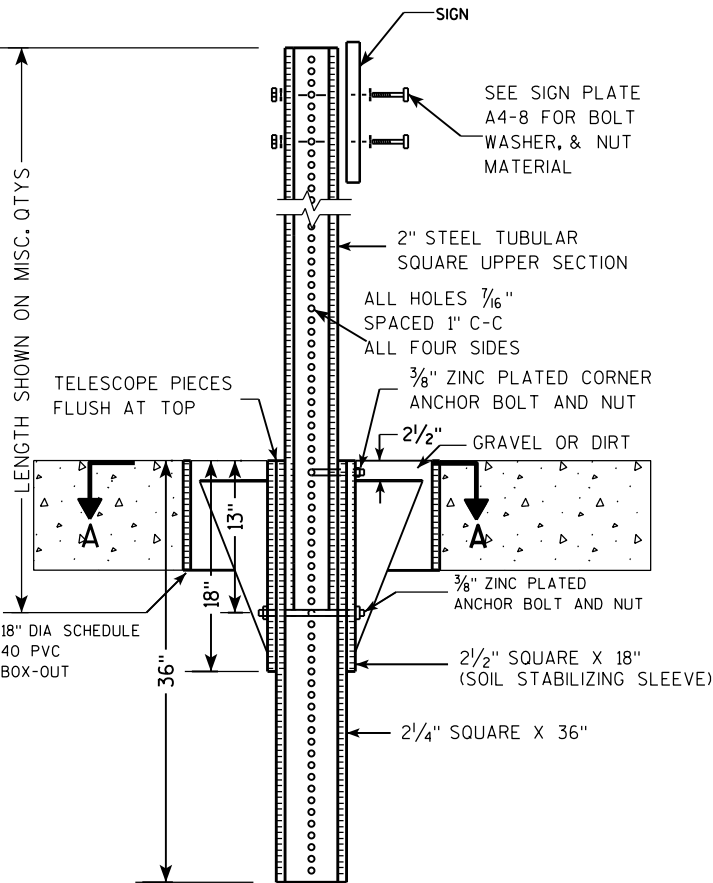
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

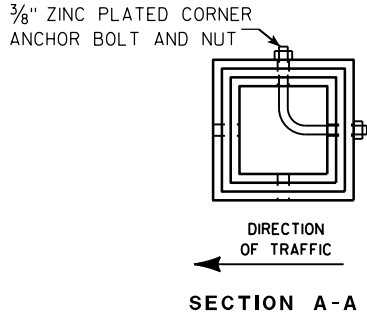
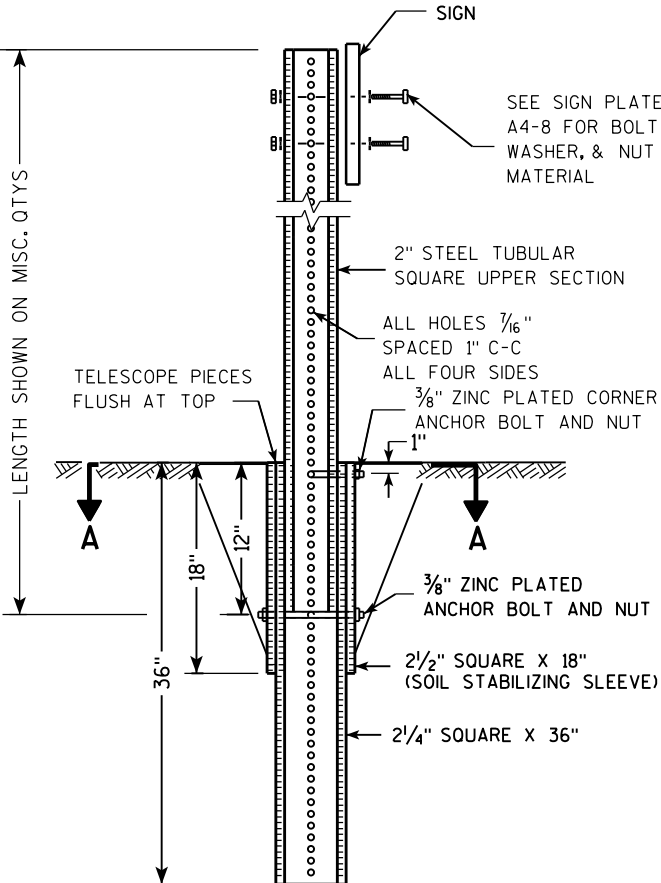
TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM



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

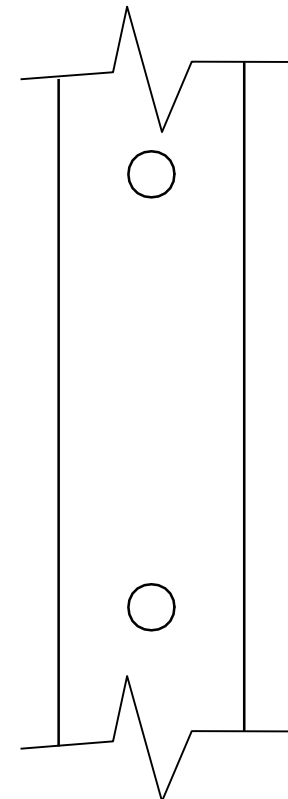
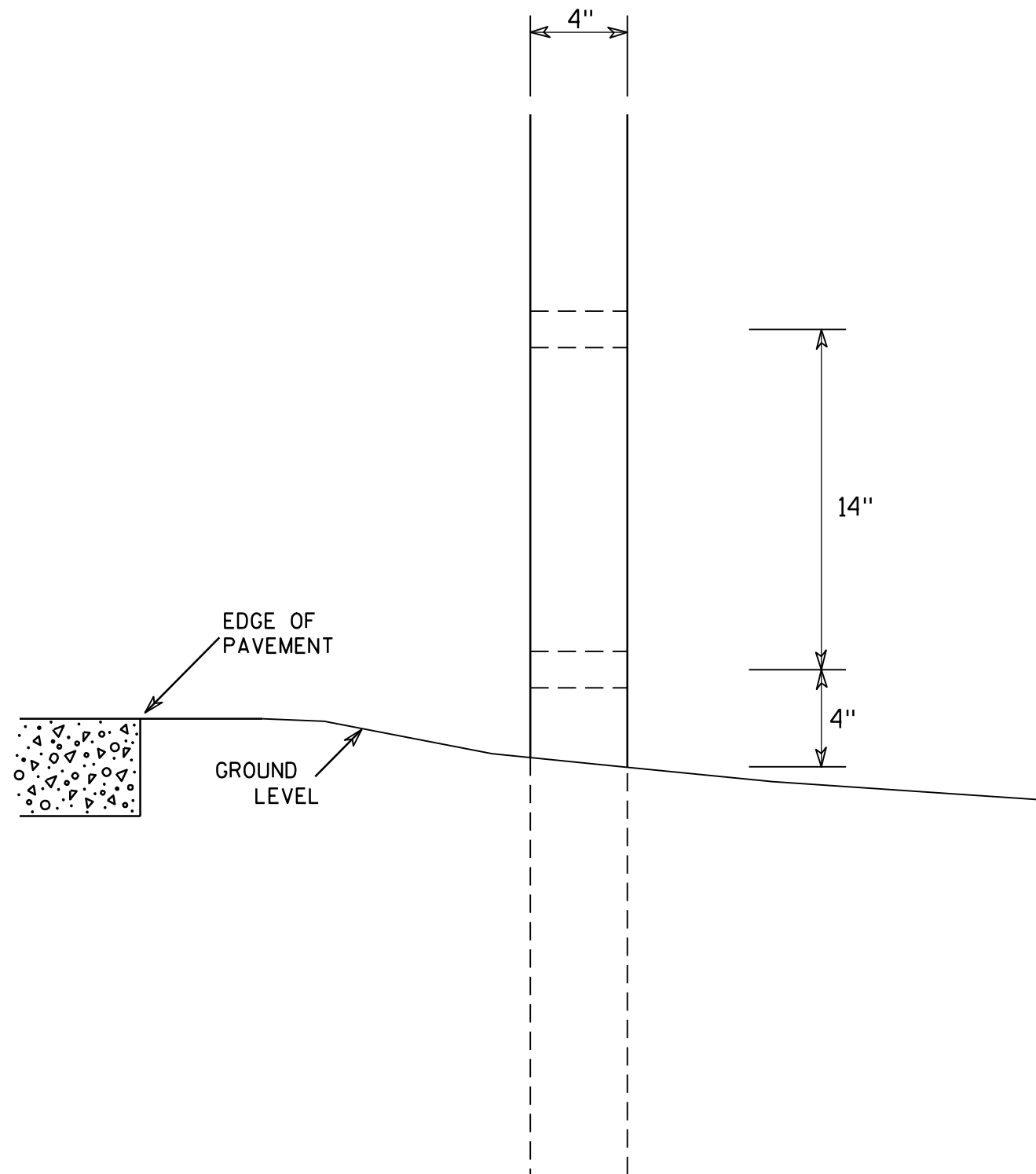
Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/05/15 PLAT 148 14-9.9



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1 1/2" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

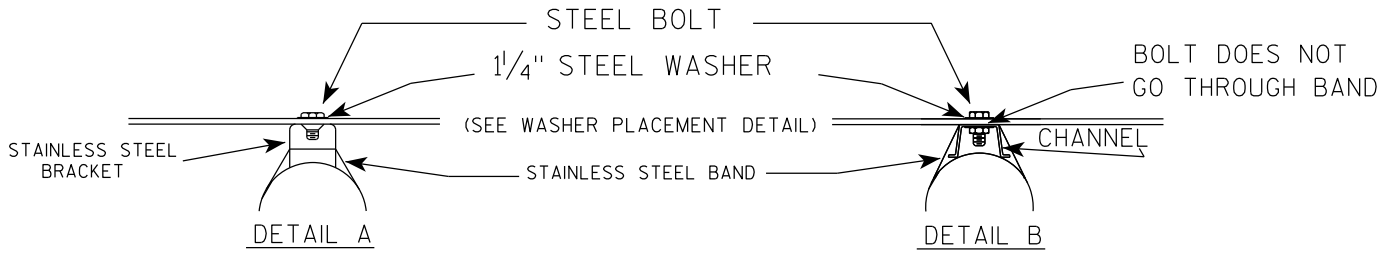
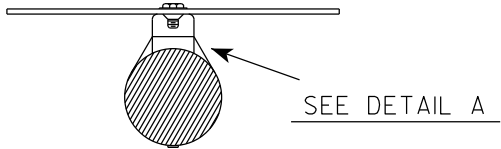
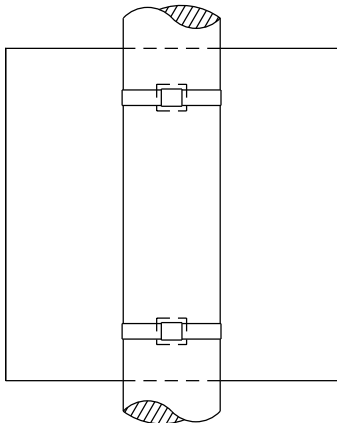
Chester J. Spang
for State Traffic Engineer

DATE 3/27/97

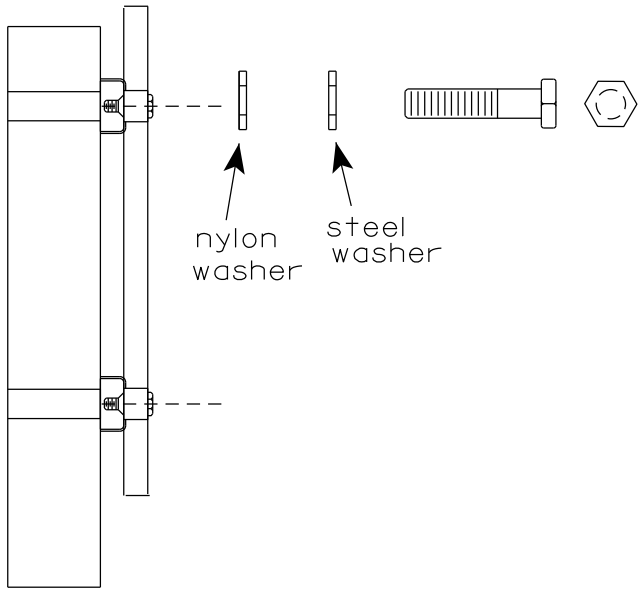
PLATE NO. A4-11.2

BANDING

SINGLE SIGN



WASHER PLACEMENT

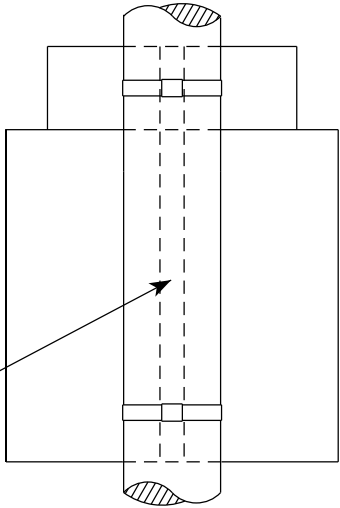


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

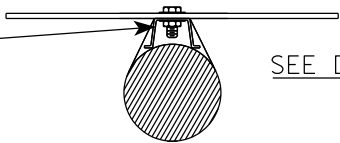
GENERAL NOTES

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

"J" ASSEMBLY



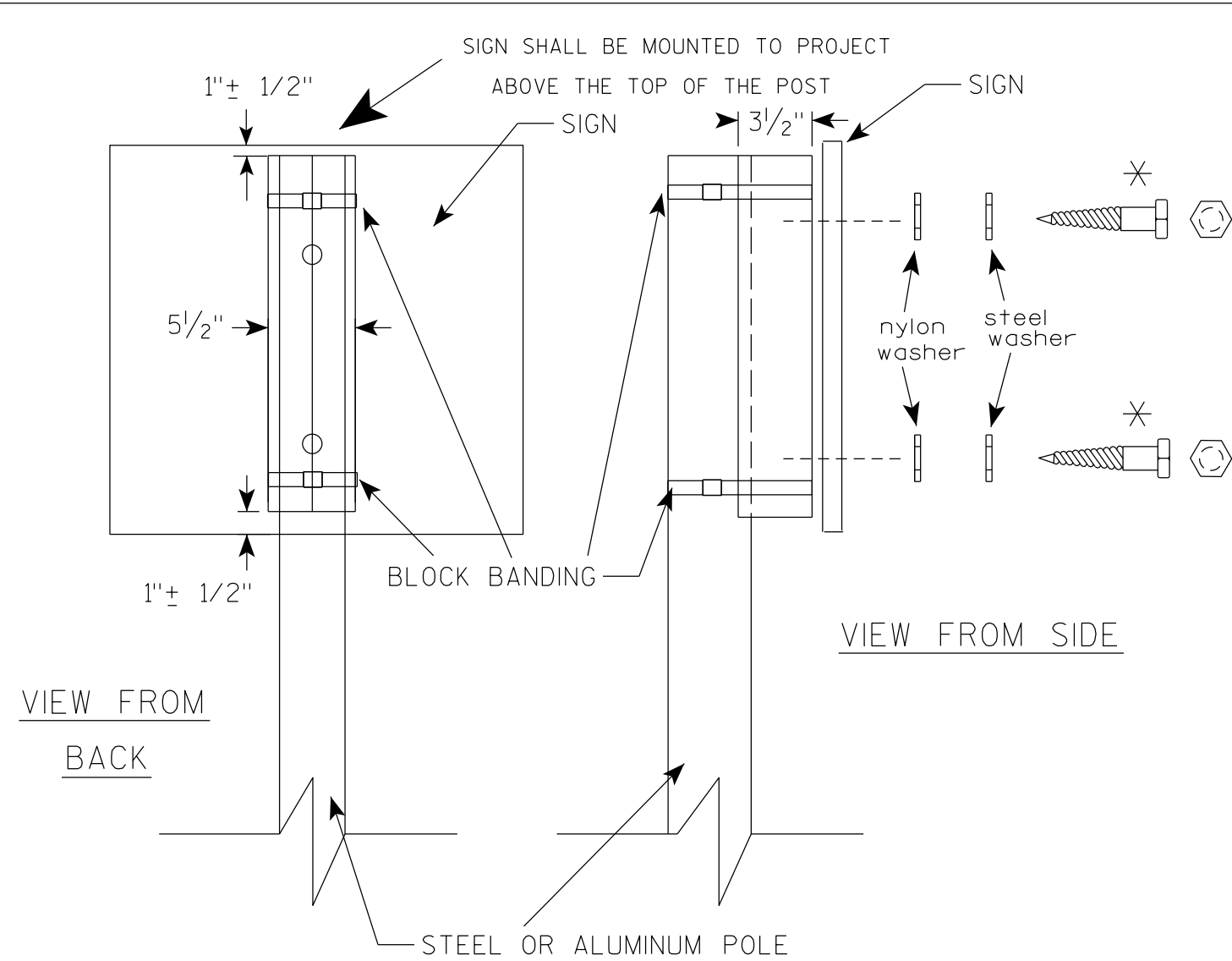
CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET



STANDARD SIGN
SIGN BANDING DETAILS

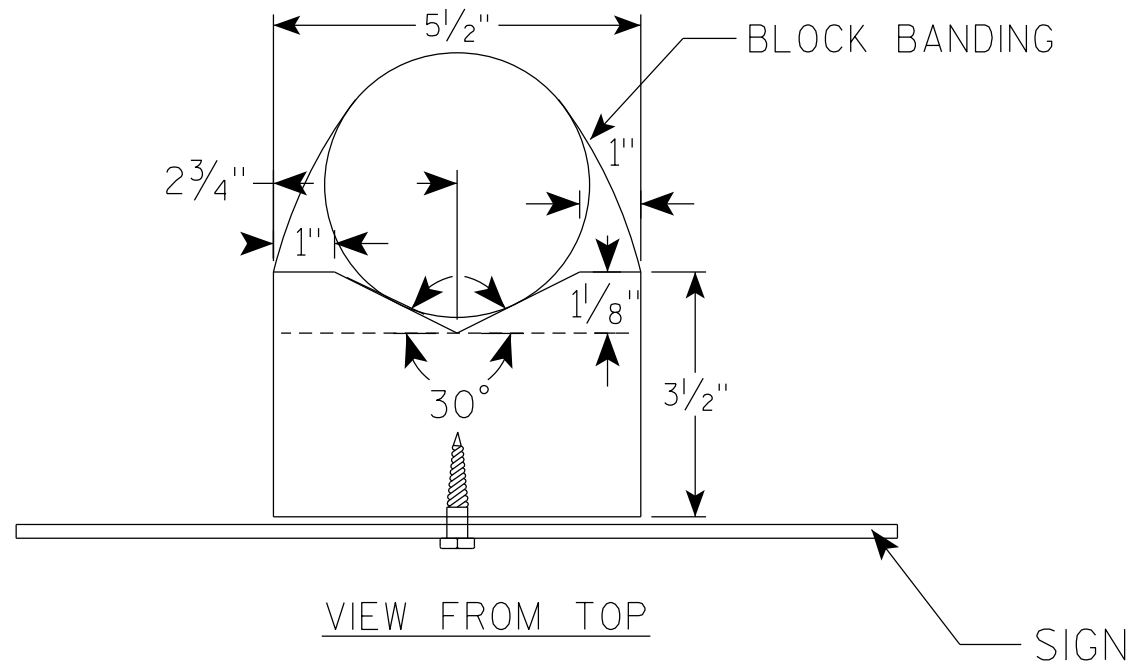
WISCONSIN DEPT OF TRANSPORTATION

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



VIEW FROM
BACK

VIEW FROM SIDE



VIEW FROM TOP

GENERAL NOTES

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

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

BLOCK BANDING DETAIL
(V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

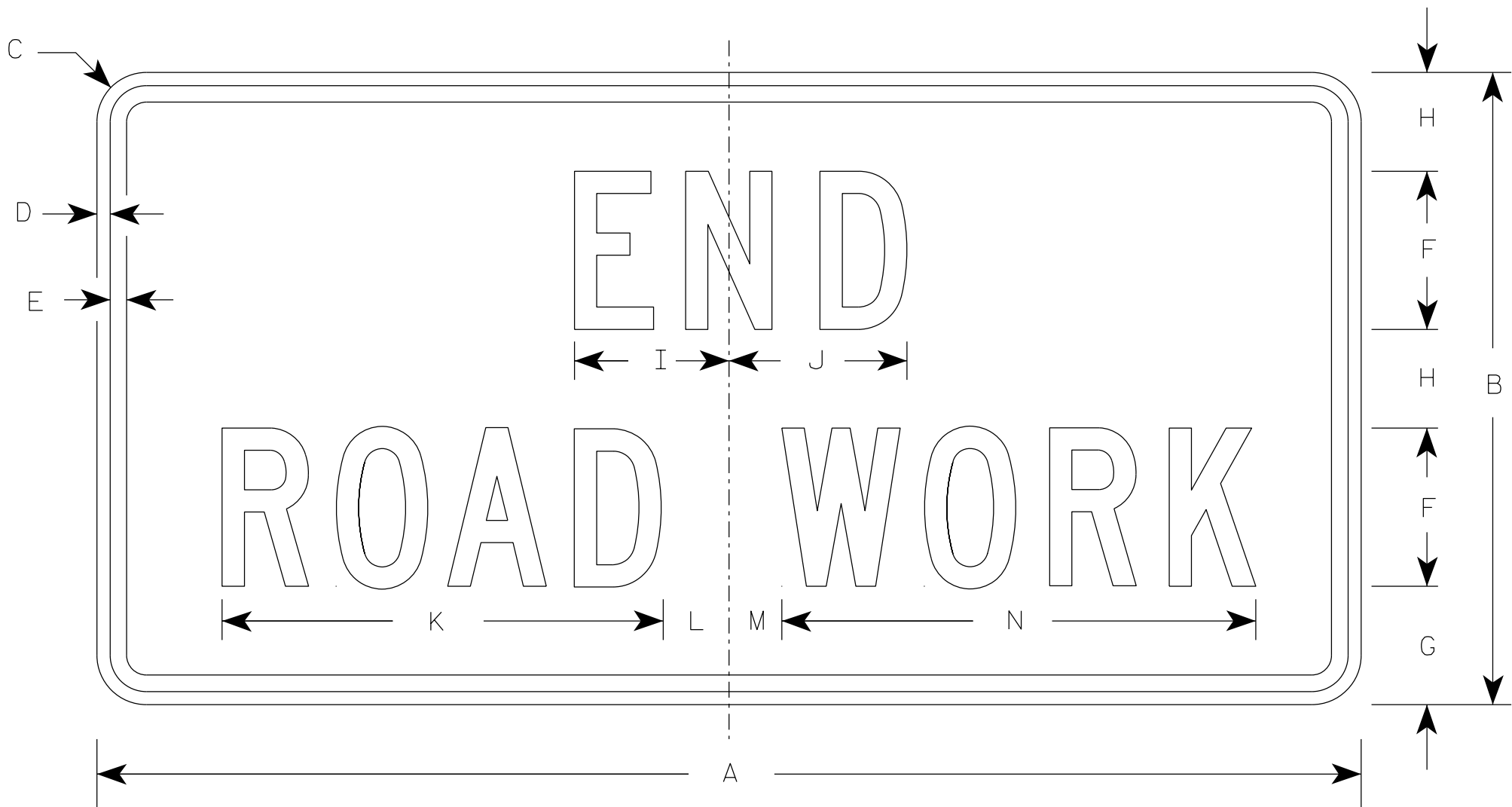
PROJECT NO:

SHEET NO: 151

E

NOTES

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



G20-2A

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5
2	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
2M	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
3	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
4	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
5	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0

STANDARD SIGN

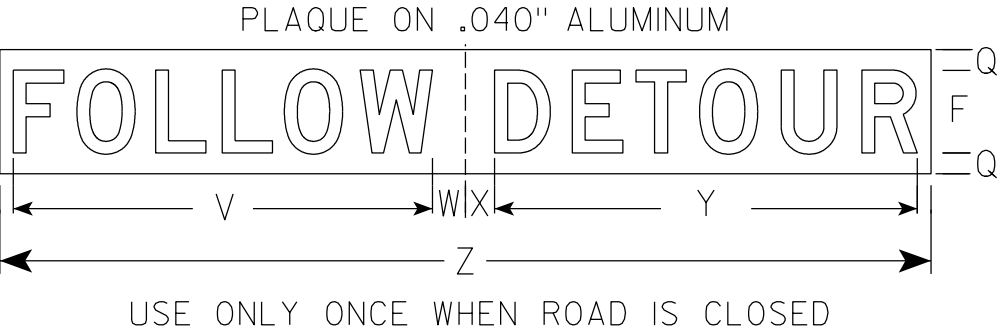
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

7



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
Background - Orange
Message - Black
3. Message Series - D
4. Substitute appropriate numeral and adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2																											
3	72	36	1 1/8	1/2	5/8	6	5	4	15 5/8	1 5/8	5	9 1/4	21 1/8	5	2 7/8	29	2	30	1 3/4	3 1/4	28 3/8	40 1/2	2	2	29 3/4	66	18.0
4	96	48	2 1/4	3/4	1	8	6 1/2	5 1/2	20 5/8	2 1/4	6	12 1/4	28 1/4	6	4 1/8	38 3/8	2	39 7/8	2	4	37 7/8	29 3/4	3 1/8	2 7/8	40 7/8	90	32.0
5																											

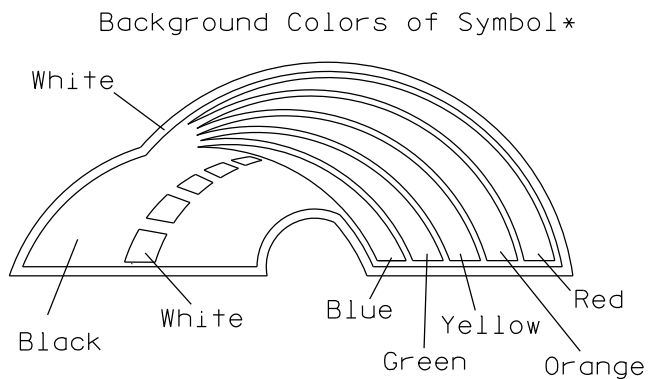
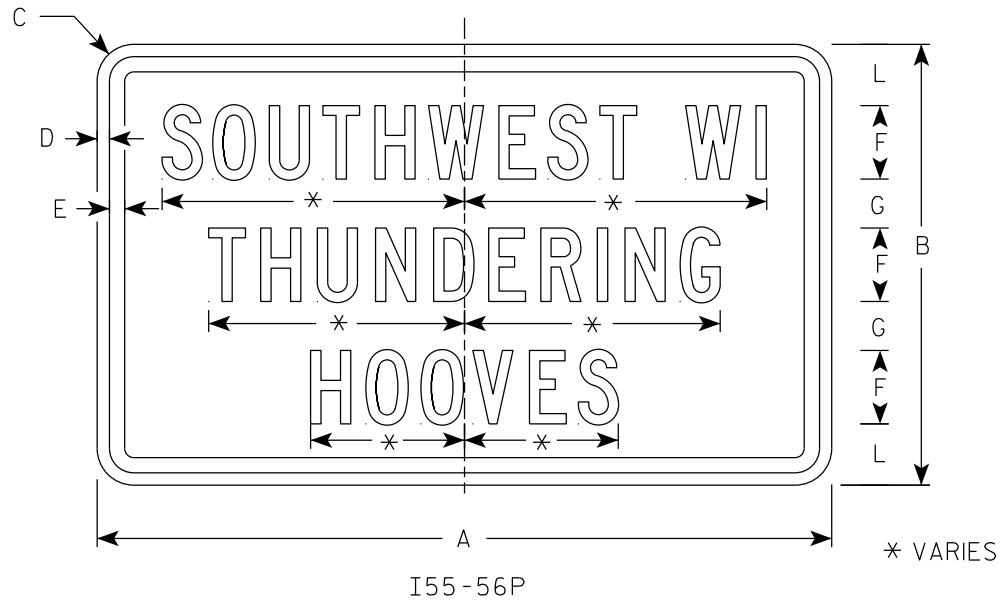
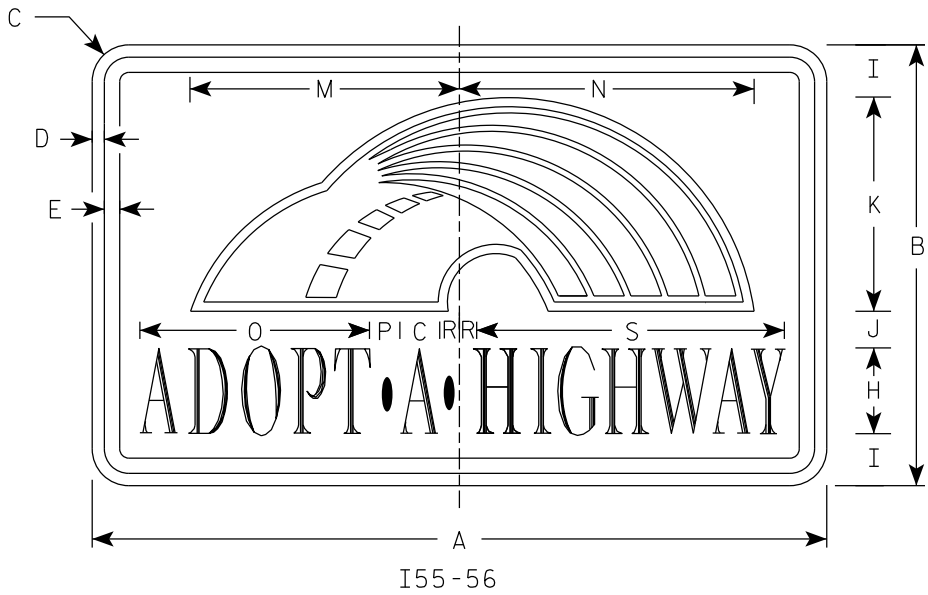
STANDARD SIGN
G20-57C

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

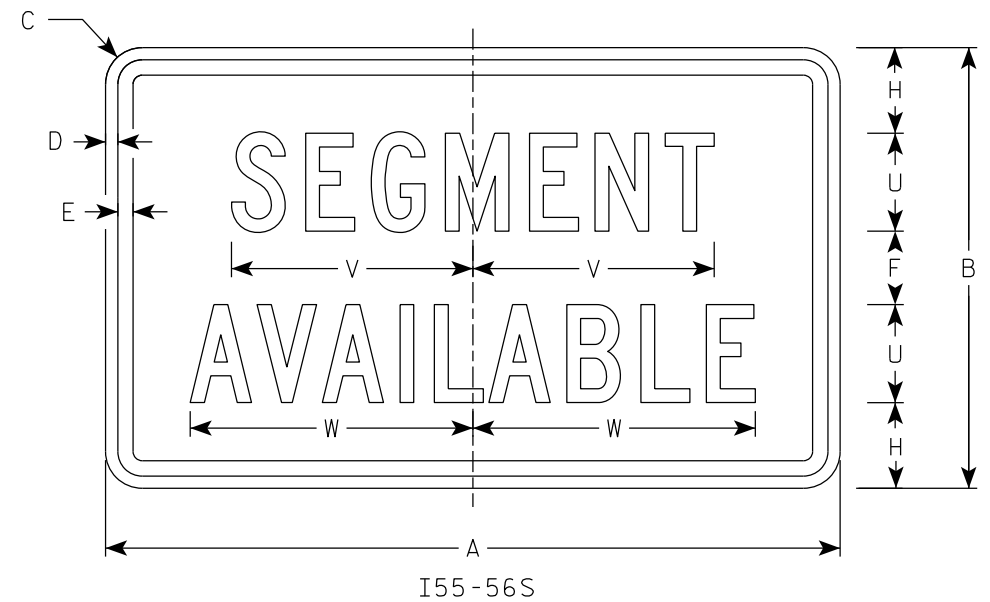
DATE 9/25/19 PLATE NO. G20-57C.1

7



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - Blue
Message - White
Rainbow detail - See Below
3. Message Series - Adopt a Highway - Dutch 8011L
All other Text - Series C
4. Contractor shall provide and install a new post bracket in accordance with the I55-56B sign detail.

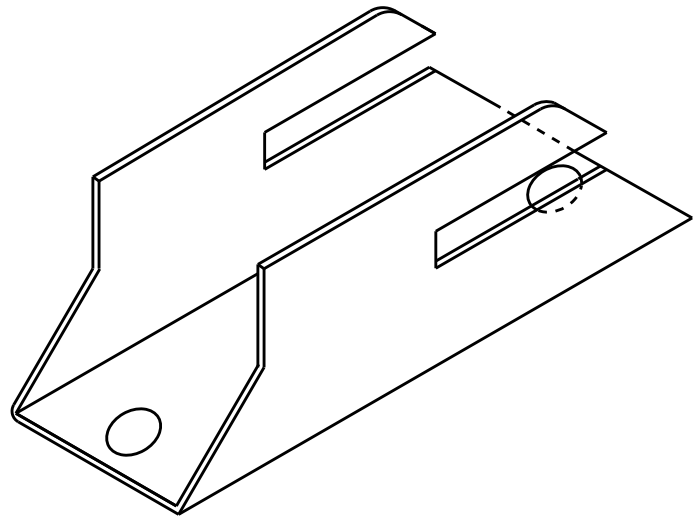


*1/4" Black Border between each color of rainbow and border of rainbow
*3/8" White Border surrounds the whole image of the rainbow

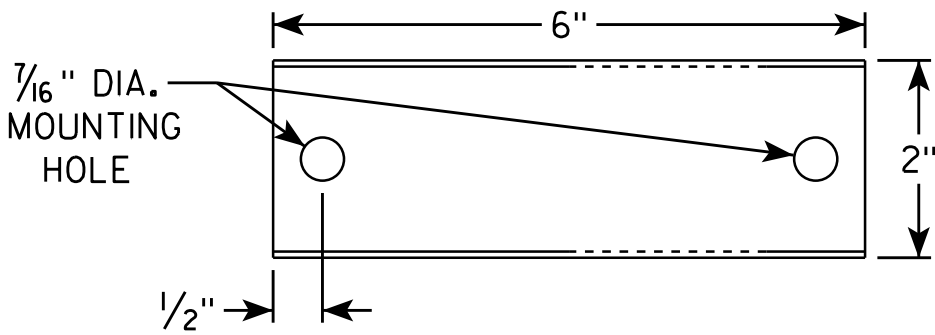
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	18	1 1/2	1/2	5/8	3	2	3 1/2	2 1/4	1 1/2	8 1/2	2 1/2	11	12	9 3/8	1 1/4		3/4	12 5/8	7 1/2	4	9 7/8	11 1/2				3.75
3																											
4																											
5																											

STANDARD SIGN I55-56	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 3/13/2025	PLATE NO. I55-56.5

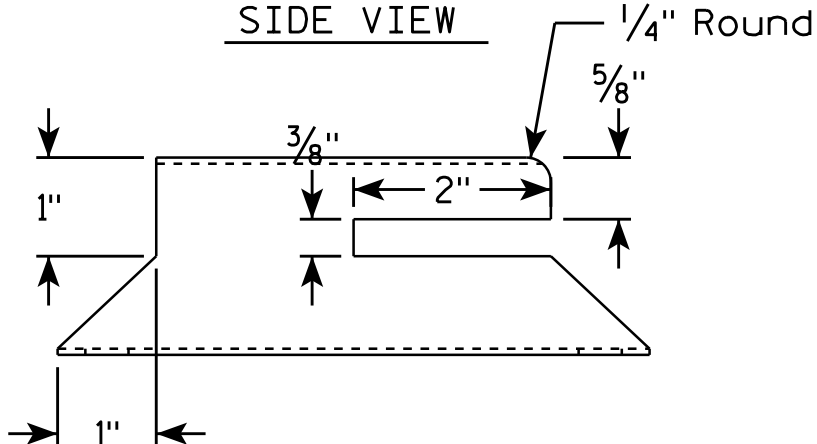
ISOMETRIC VIEW



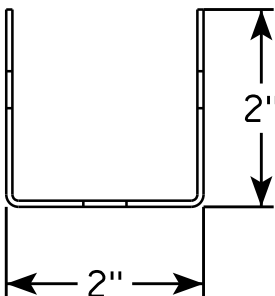
TOP VIEW



SIDE VIEW



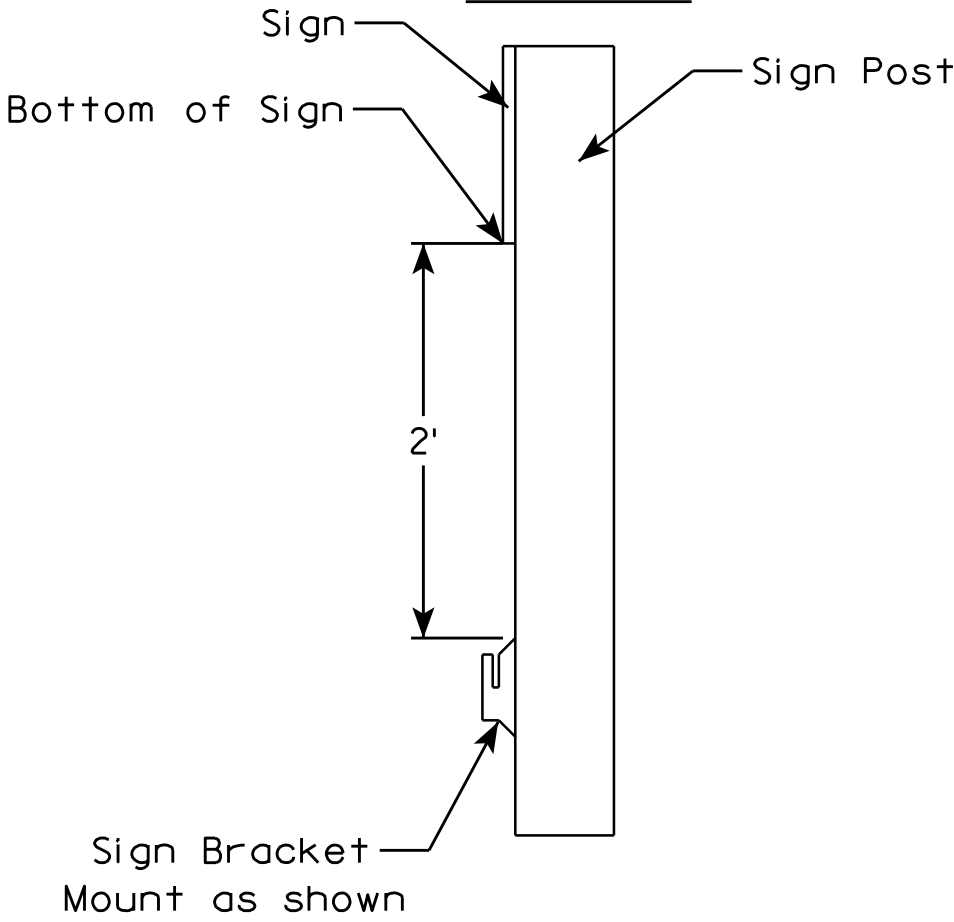
END VIEW



NOTES

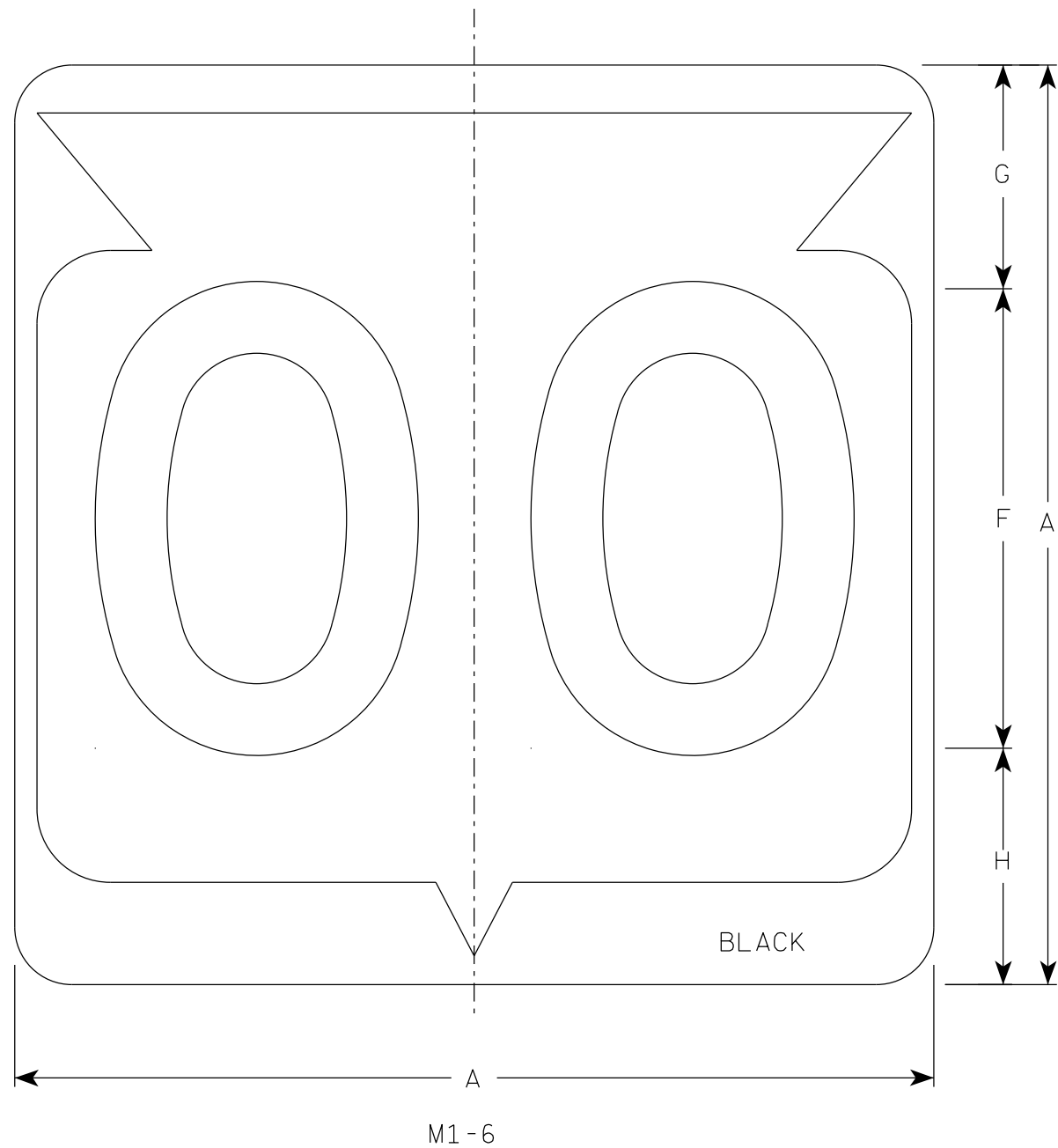
1. Must be capable of permanent attachment to a wood or steel channel sign post utilizing the fastening hardware specified on the A4-8 sign plate.
2. Shall be entirely primed and painted with two coats of a black powder coated enamel paint.
3. Shall be made with 12 gauge steel, and incorporate no welds, no hinged components, no threaded lock-type components, and no parts which are loose or can be separated from the main body.
4. Shall have rounded edges with at least 1/8" radii.
5. Shall not have unrounded and uncoated metal edges which can contact the back surface of the roll-up sign.
6. Top of bracket shall be mounted 2' below the bottom of the I55-56 sign.
7. Cost of bracket and fastening hardware shall be incidental to the I55-56 sign.

SIDE VIEW



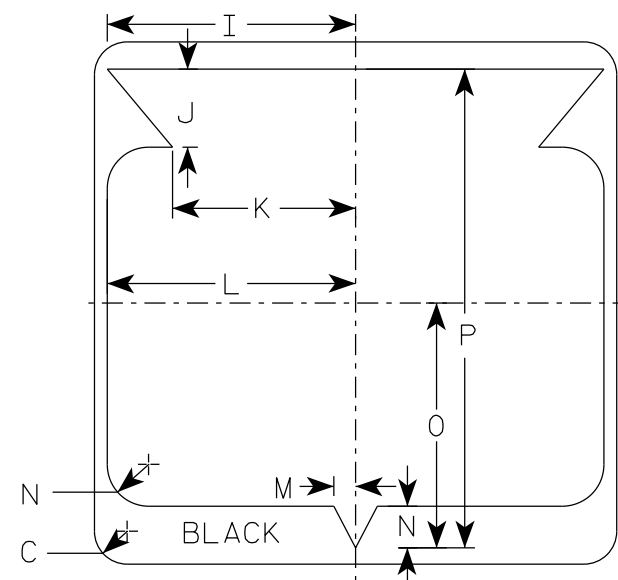
ROLLUP SIGN BRACKET I55-56B	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 4/26/16	PLA 155-56B.2

7



NOTES

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



7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
2M	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

PROJECT NO:

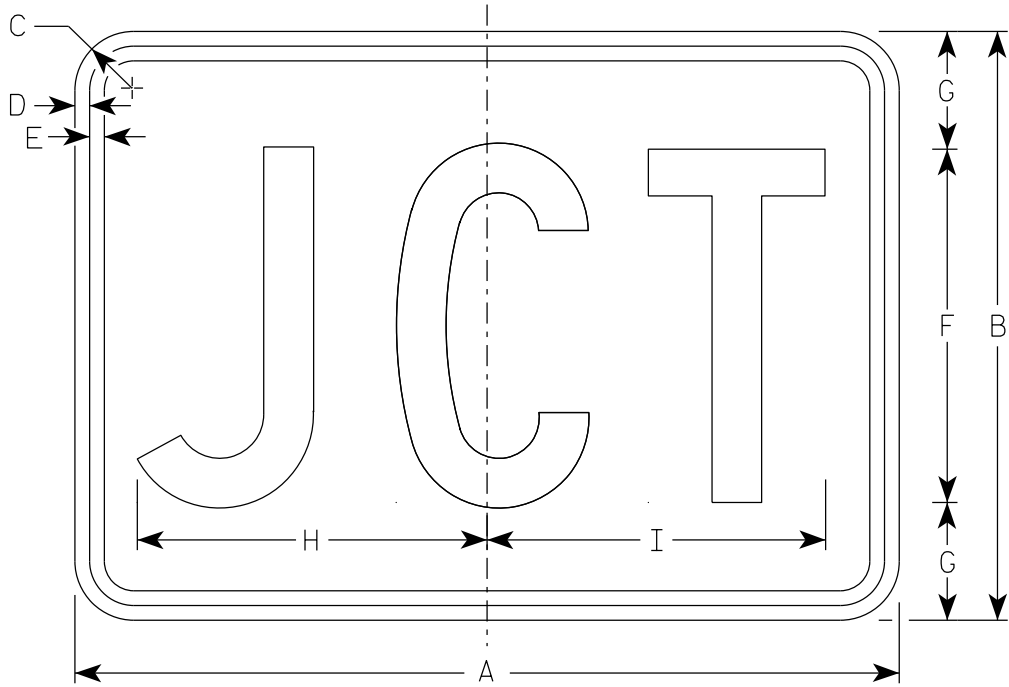
HWY:

COUNTY:

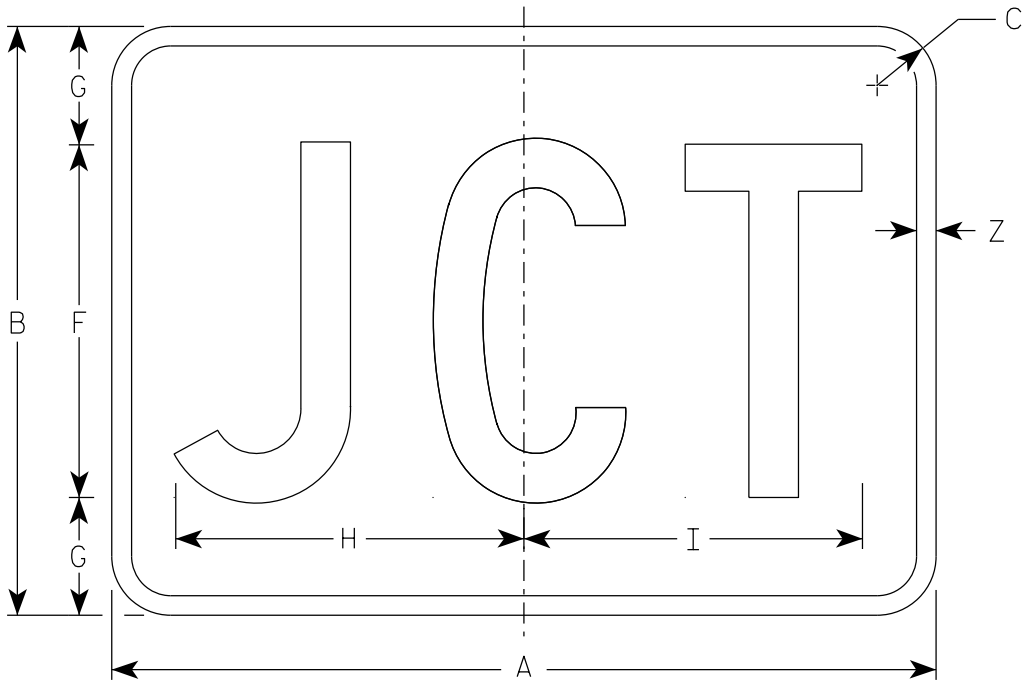
SHEET NO: 156

E

7



M2-1
MM2-1
MP2-1



MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - See note 5
Message - See note 5
3. Message Series - C
4. M2-1 Background - White
Message - Black
MB2-1 Background - Blue
Message - White
MK2-1 Background - Green
Message - White
MM2-1 Background - White
Message - Green
MN2-1 Background - Brown
Message - White
MP2-1 Background - White
Message - Blue
MR2-1 Background - Brown
Message - Yellow

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	9	3	8 7/8	8 5/8																	1/2	2.20
2M	21	15	1 1/2	3/8	3/8	9	3	8 7/8	8 5/8																	1/2	2.20
3	30	21	1 1/2	3/8	3/8	13	4	12 7/8	12 3/8																	1/2	4.40
4	30	21	1 1/2	3/8	3/8	13	4	12 7/8	12 3/8																	1/2	4.40
5	30	21	1 1/2	3/8	3/8	13	4	12 7/8	12 3/8																	1/2	4.40

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 157

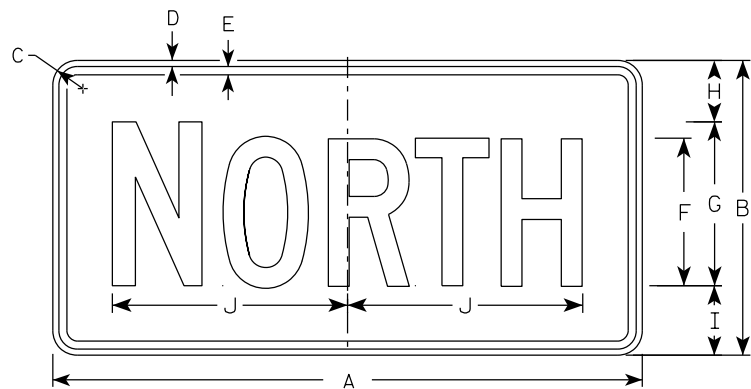
E

STANDARD SIGN
M2 - 1

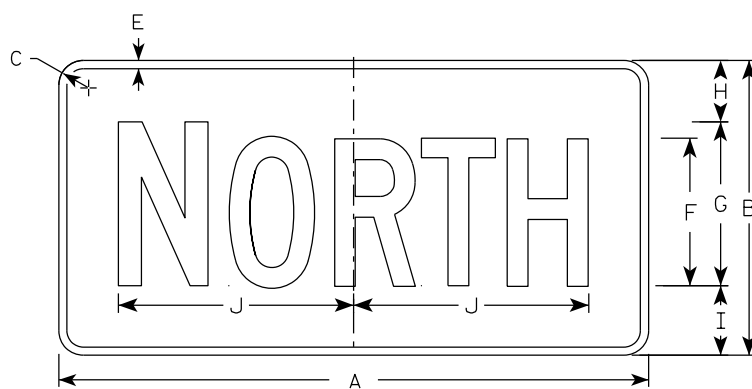
WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
State Traffic Engineer

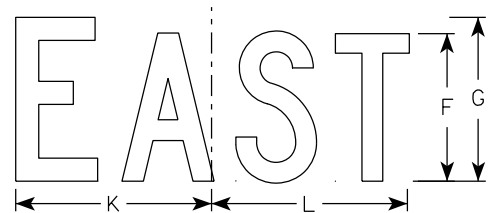
DATE 2/8/2023 PLATE NO. M2-1.14



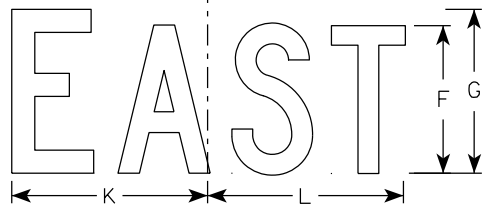
M3-1
MM3-1
MP3-1



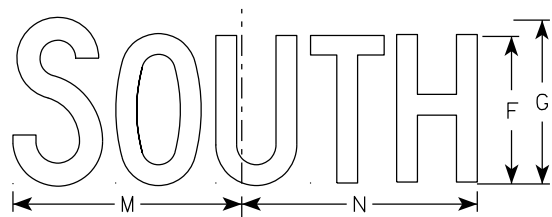
MB3-1
MK3-1
MN3-1



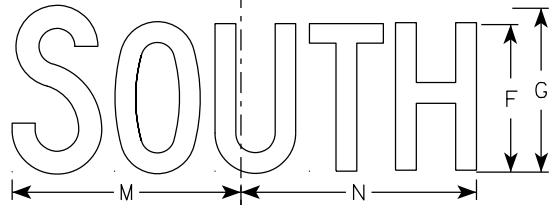
M3-2
MM3-2
MP3-2



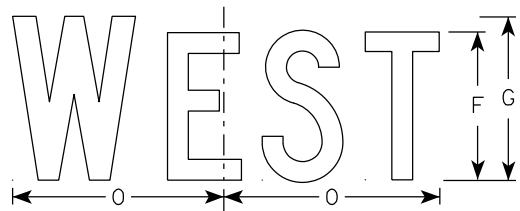
MB3-2
MK3-2
MN3-2



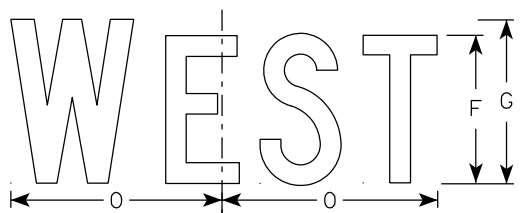
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

- All Signs Type II - Type H Reflective
- Color:
 - Background - See note 5
 - Message - See note 5
- Message Series - C
- 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.
- M3-1 thru M3-4 Background - White
Message - Black
MB3-1 thru MB3-4 Background - Blue
Message - White
MK3-1 thru MK3-4 Background - Green
Message - White
MM3-1 thru MM3-4 Background - White
Message - Green
MN3-1 thru MN3-4 Background - Brown
Message - White
MP3-1 thru MP3-4 Background - White
Message - Blue
- Note the first letter of each direction is larger than the remainder of the message.

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

STANDARD SIGNS M3-1 THRU M3-4 SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

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

PROJECT NO: HWY: COUNTY: SHEET NO: 158 E

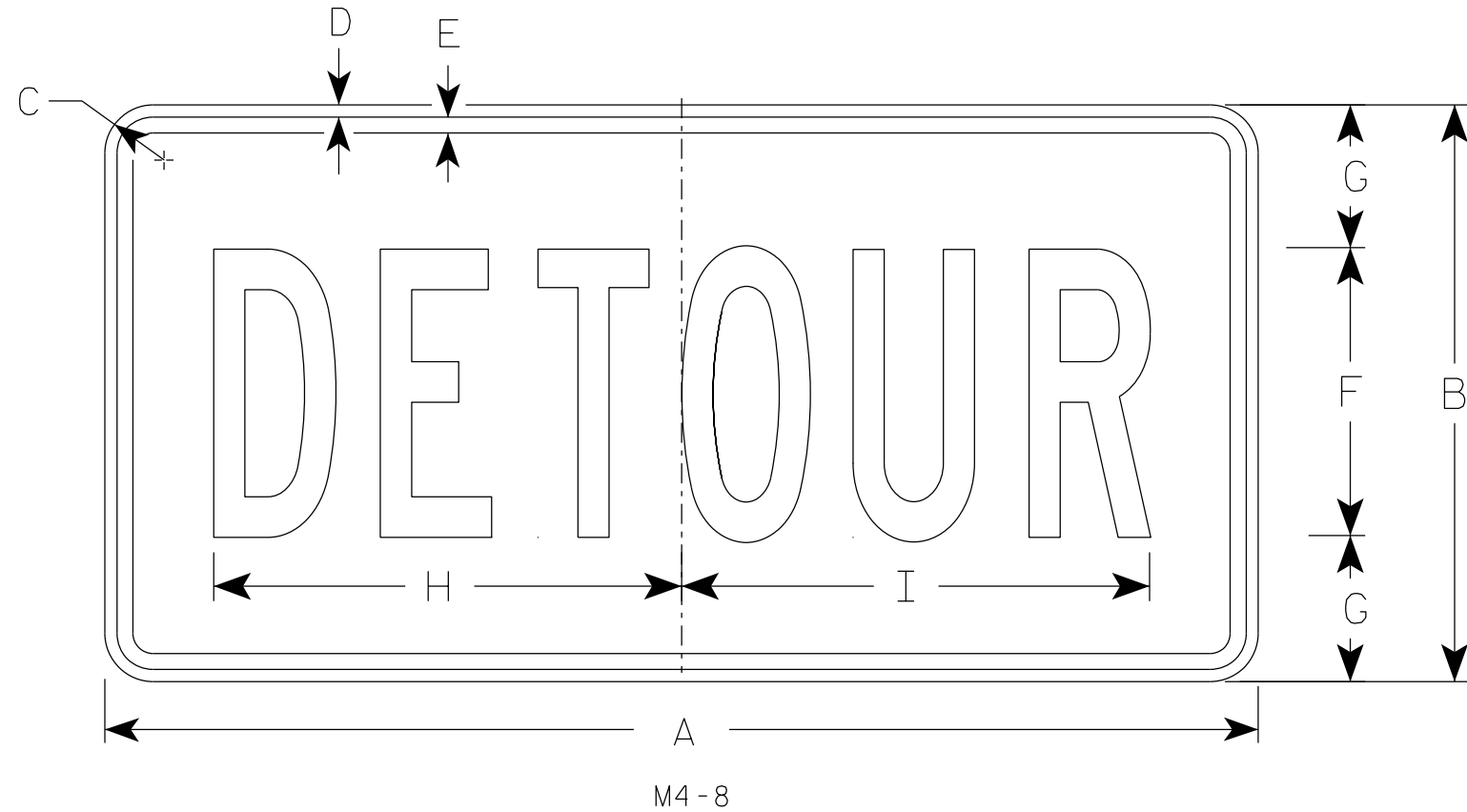
FILE NAME : C:\CAEfiles\Projects\tr_stdplate-M31.dgn PLOT DATE : 8-FEB 2023 11:00 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : \$\$.....plotscale.....\$\$WISDOT/CADDS SHEET 42

7

7

NOTES

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



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	v	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
2M	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
5	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5

STANDARD SIGN

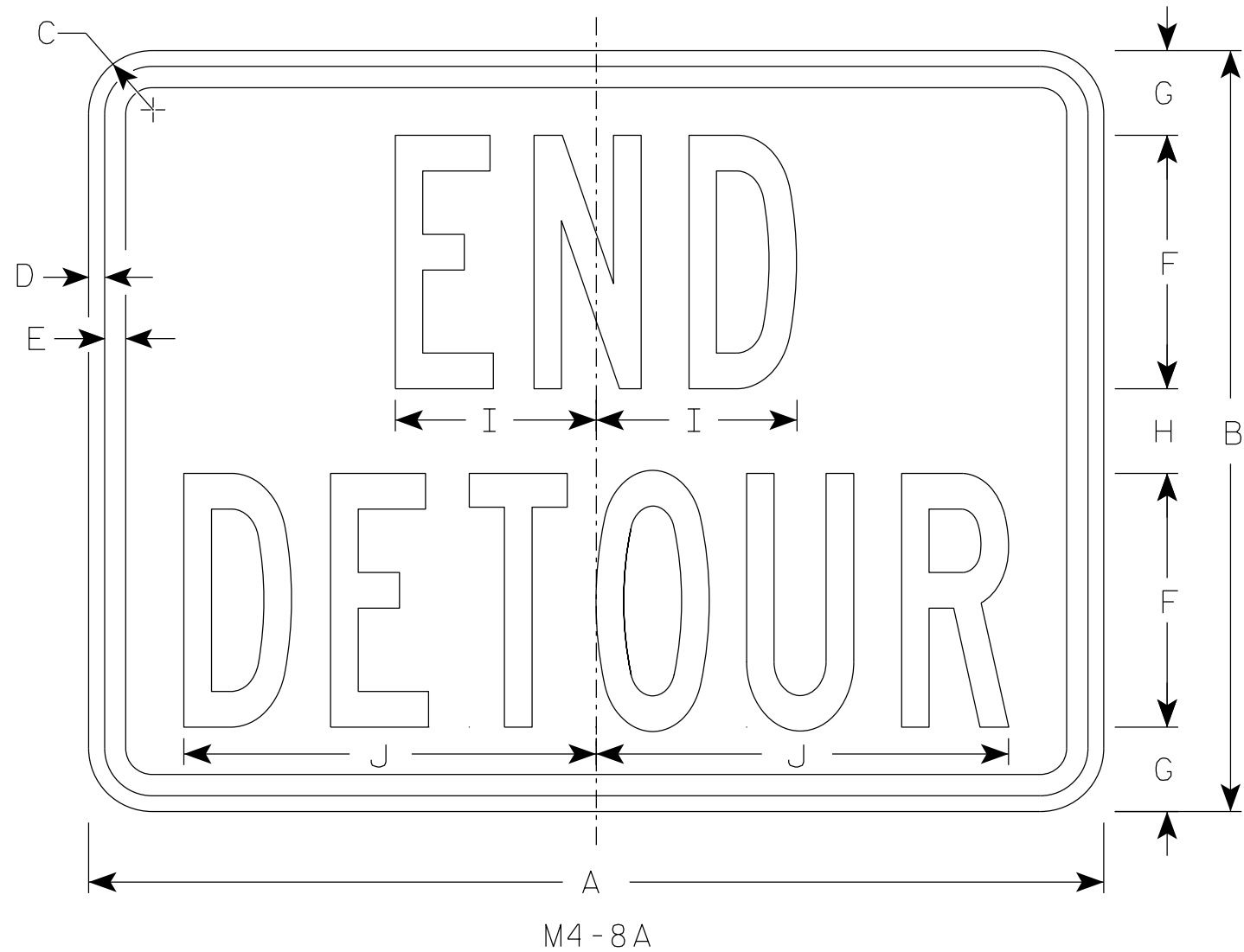
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

7



NOTES

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

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/2	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
2M	24	18	1 1/2	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/2	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4	30	24	1 1/2	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
5	30	24	1 1/2	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0

STANDARD SIGN

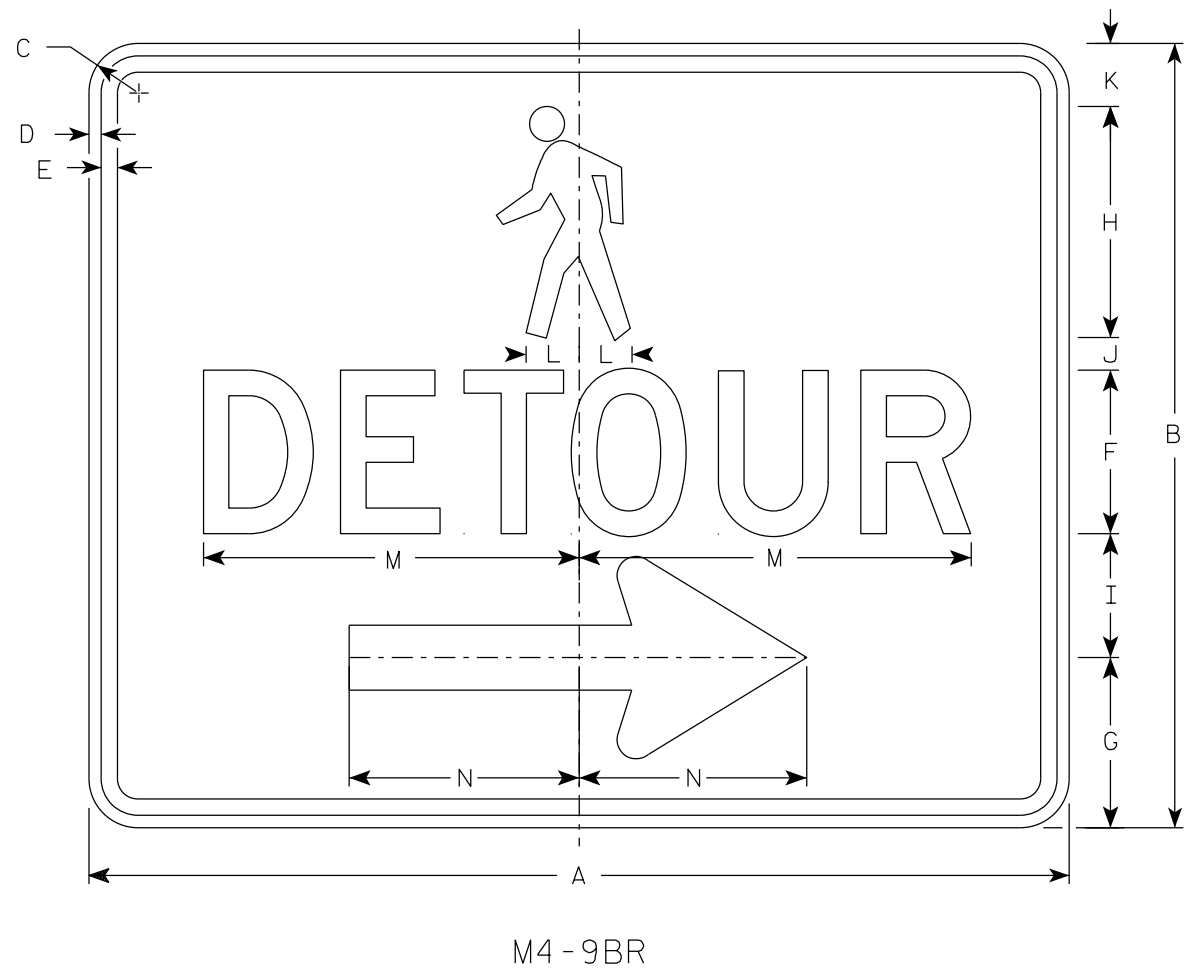
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R Rauch*
For State Traffic Engineer

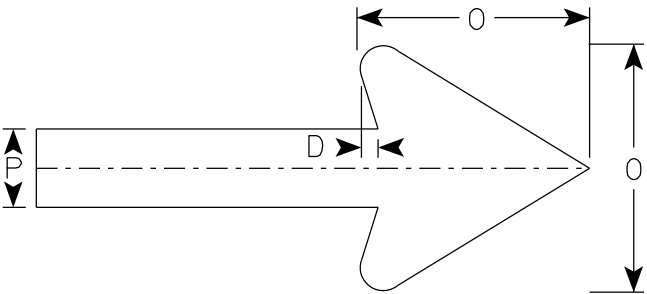
DATE 2/9/2023 PLATE NO. M4-8A.4

7



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

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																											

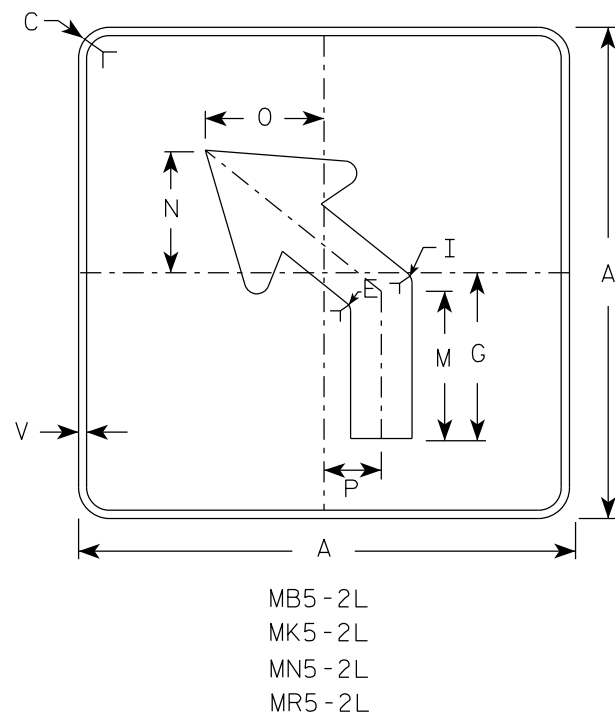
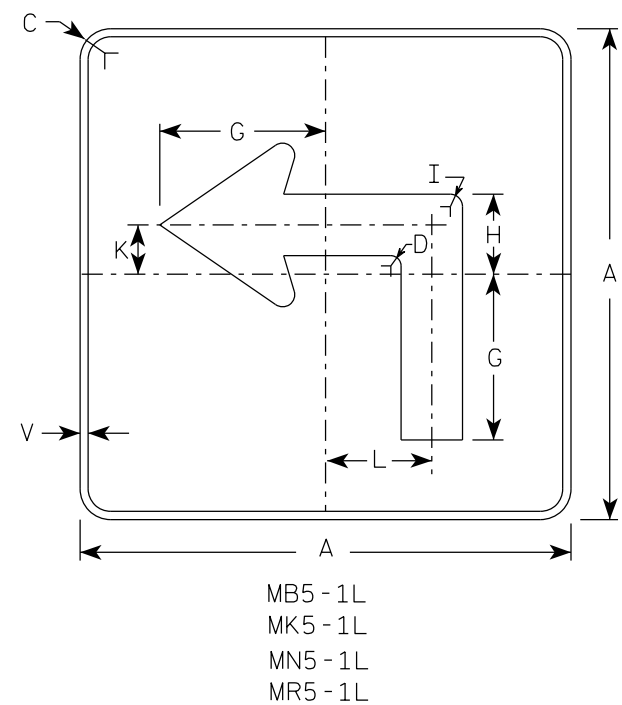
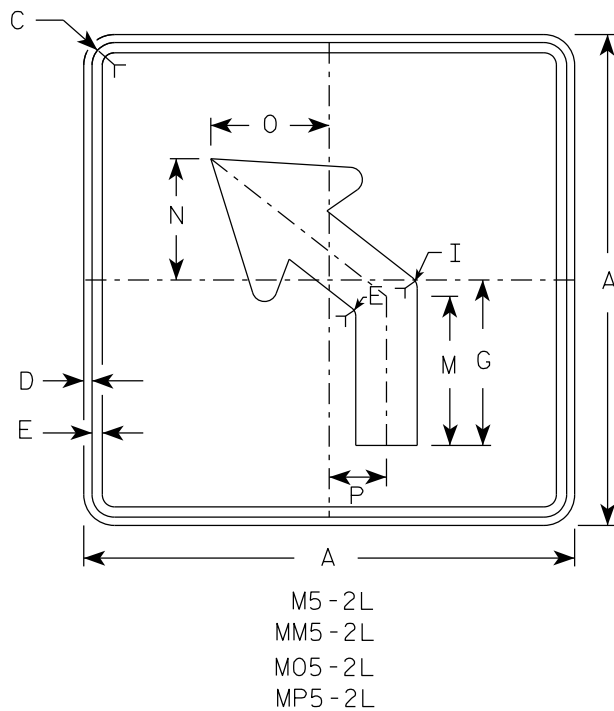
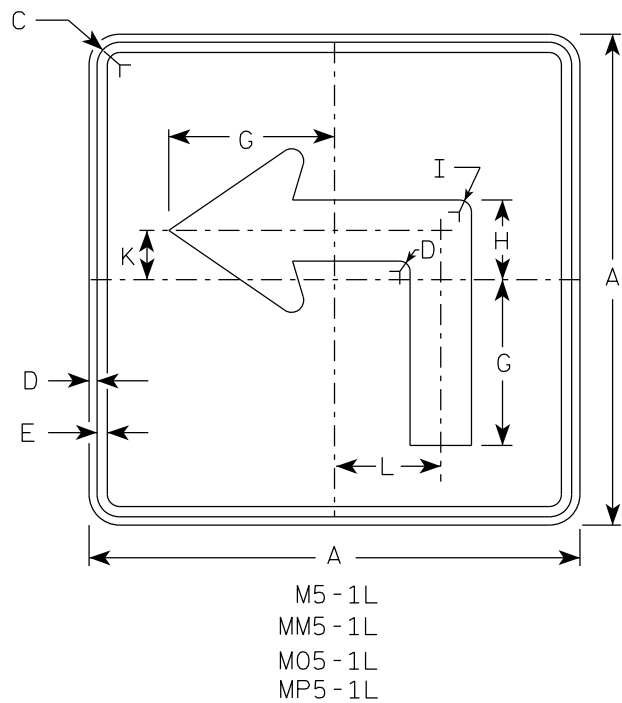
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

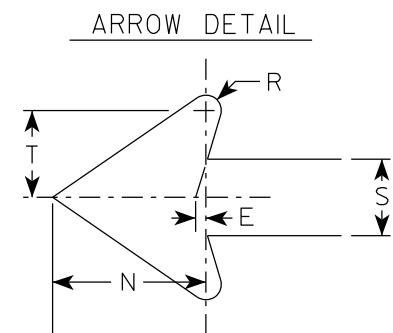
APPROVED *Matthew R. Rauch*
For State Traffic Engineer

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

7

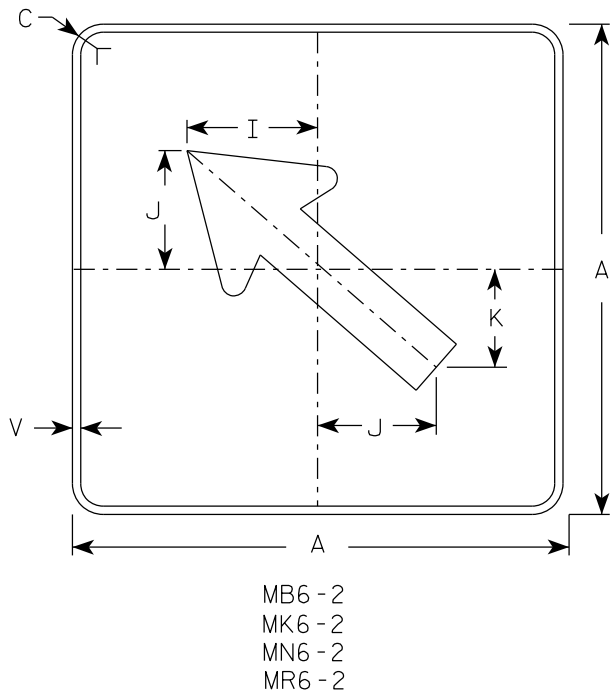
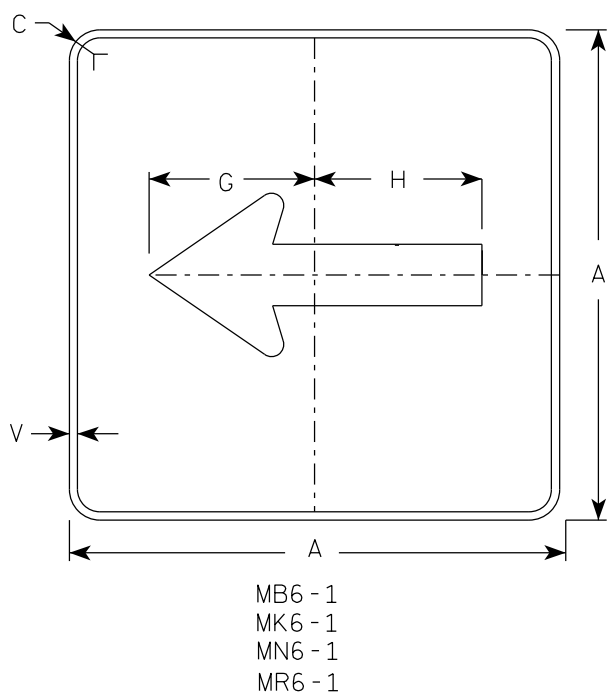
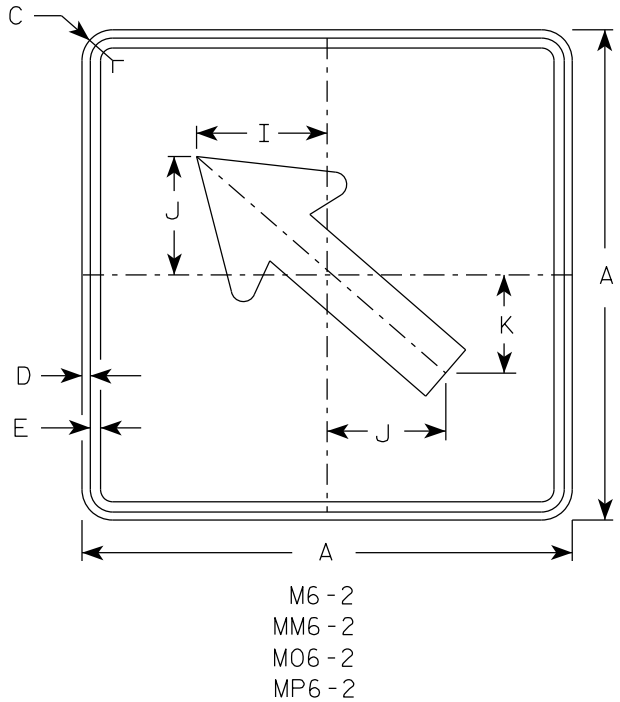
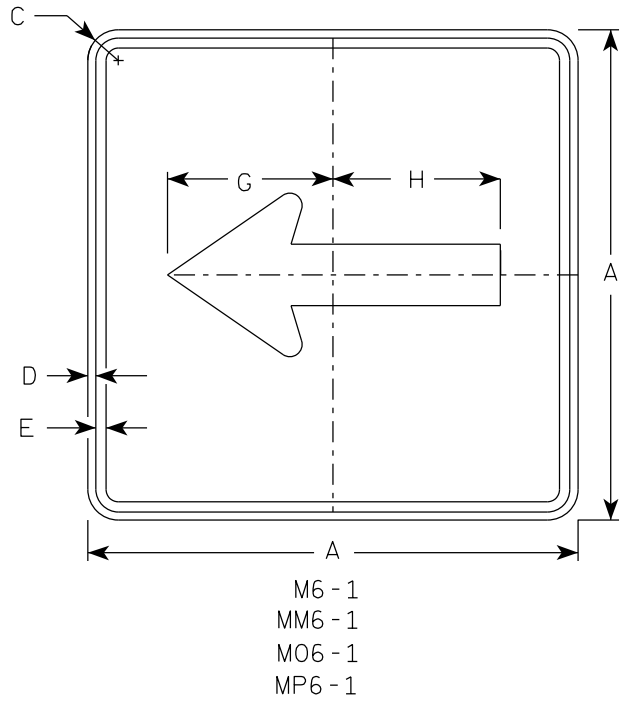


- NOTES
- Signs are Type II - Type H reflective except as shown
 - Color:
Background - See note 4
Message - See note 4
 - Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
 - | |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

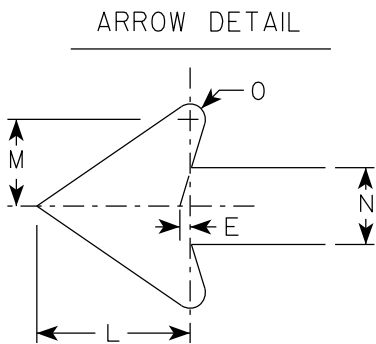


SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
2M	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
3	30		1 7/8	1/2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

PROJECT NO:	HWY:	COUNTY:	SHEET NO: 162	E
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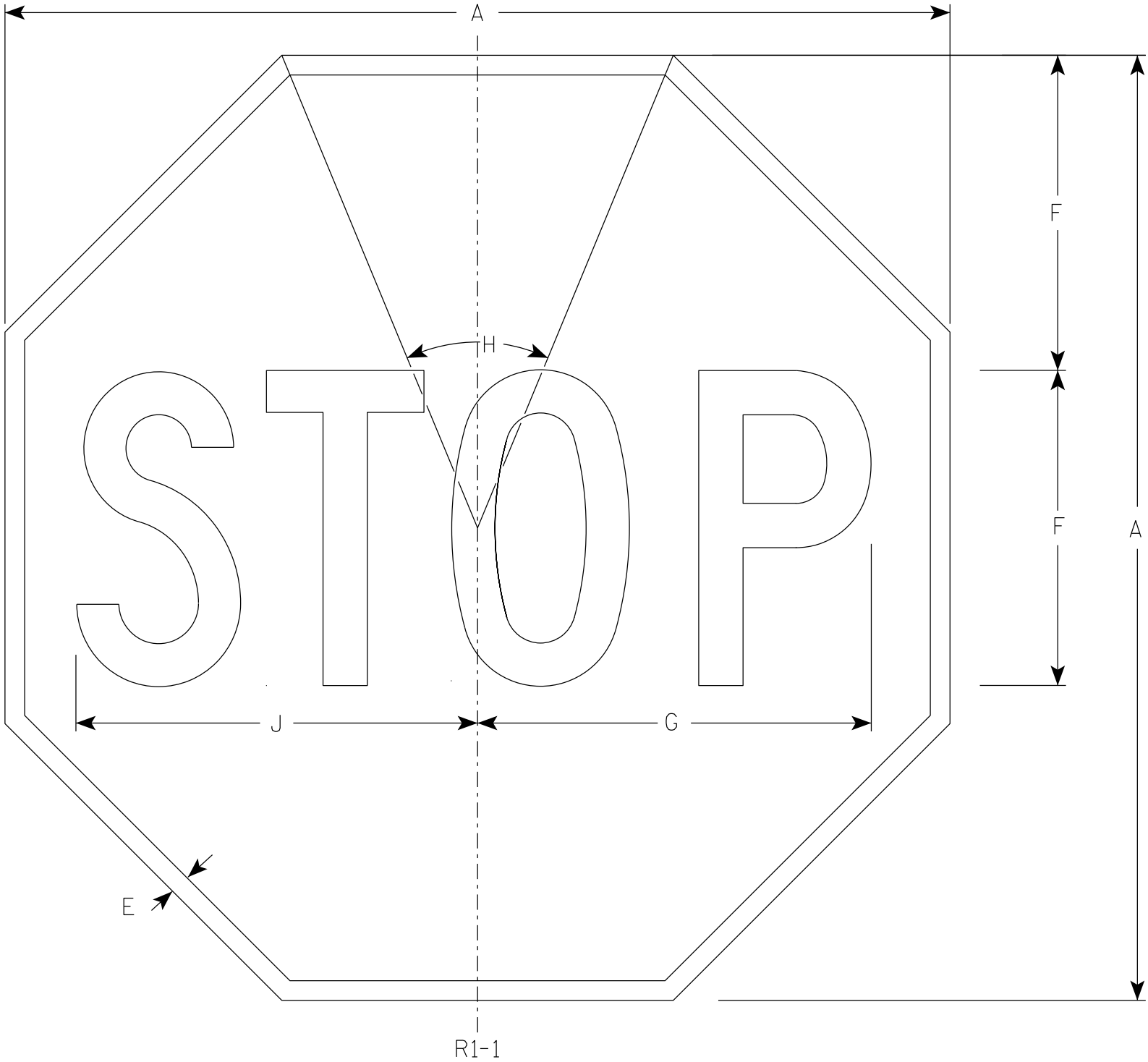


- NOTES**
- Signs are Type II - Type H Reflective except as Shown
 - Color:
Background - See note 4
Message - See note 4
 - Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
 - M6-1 and M6-2 Background - White
Message - Black
MB6-1 and MB6-2 Background - Blue
Message - White
MK6-1 and MK6-2 Background - Green
Message - White
MM6-1 and MM6-2 Background - White
Message - Green
MN6-1 and MN6-2 Background - Brown
Message - White
M06-1 and M06-2 Background - Orange - Type F Reflective
Message - Black
MP6-1 and MP6-2 Background - White
Message - Blue
MR6-1 and MR6-2 Background - Brown
Message - Yellow



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

7



NOTES

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

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86

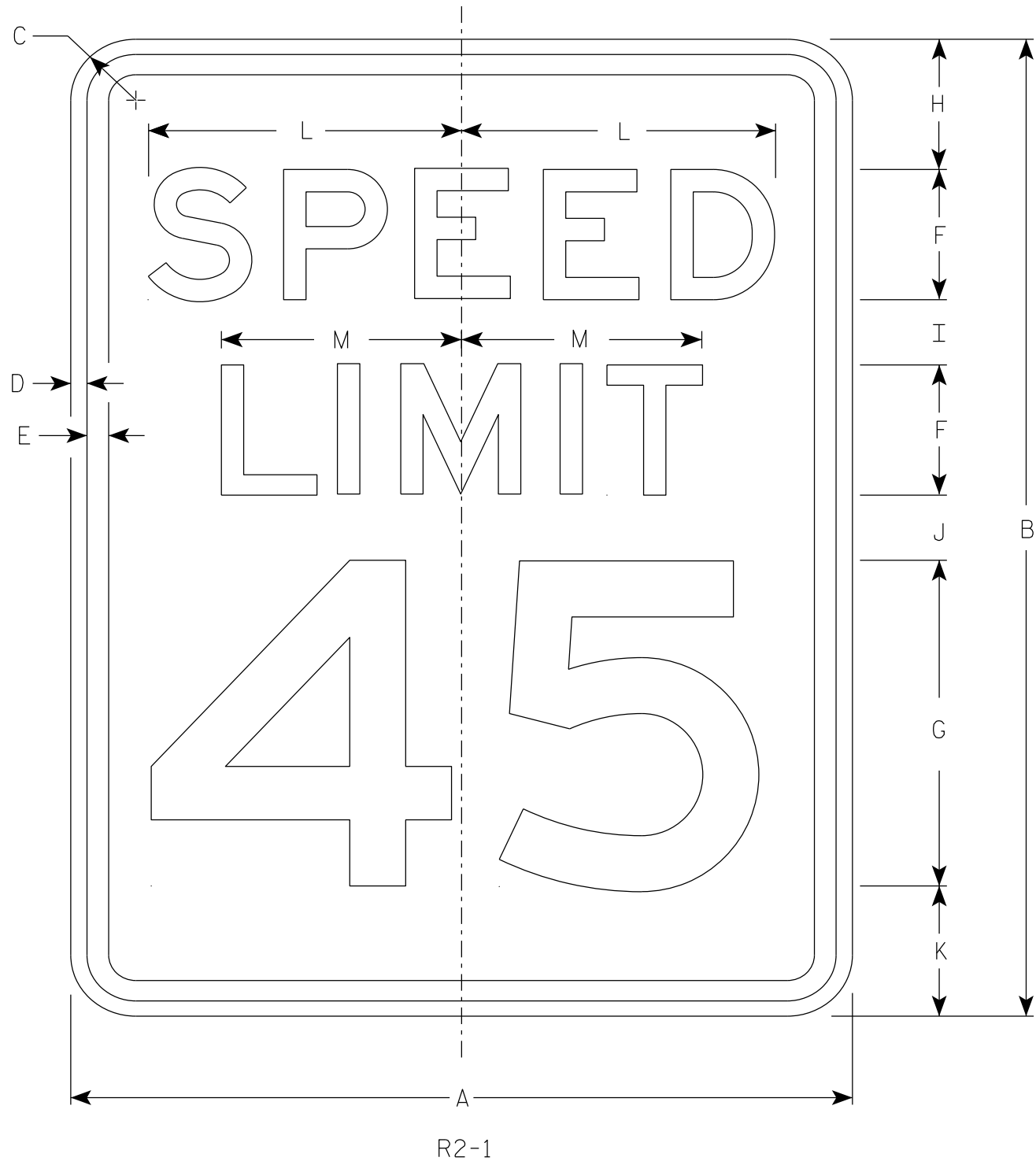
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 7/9/2025 PLATE NO. R1-114

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

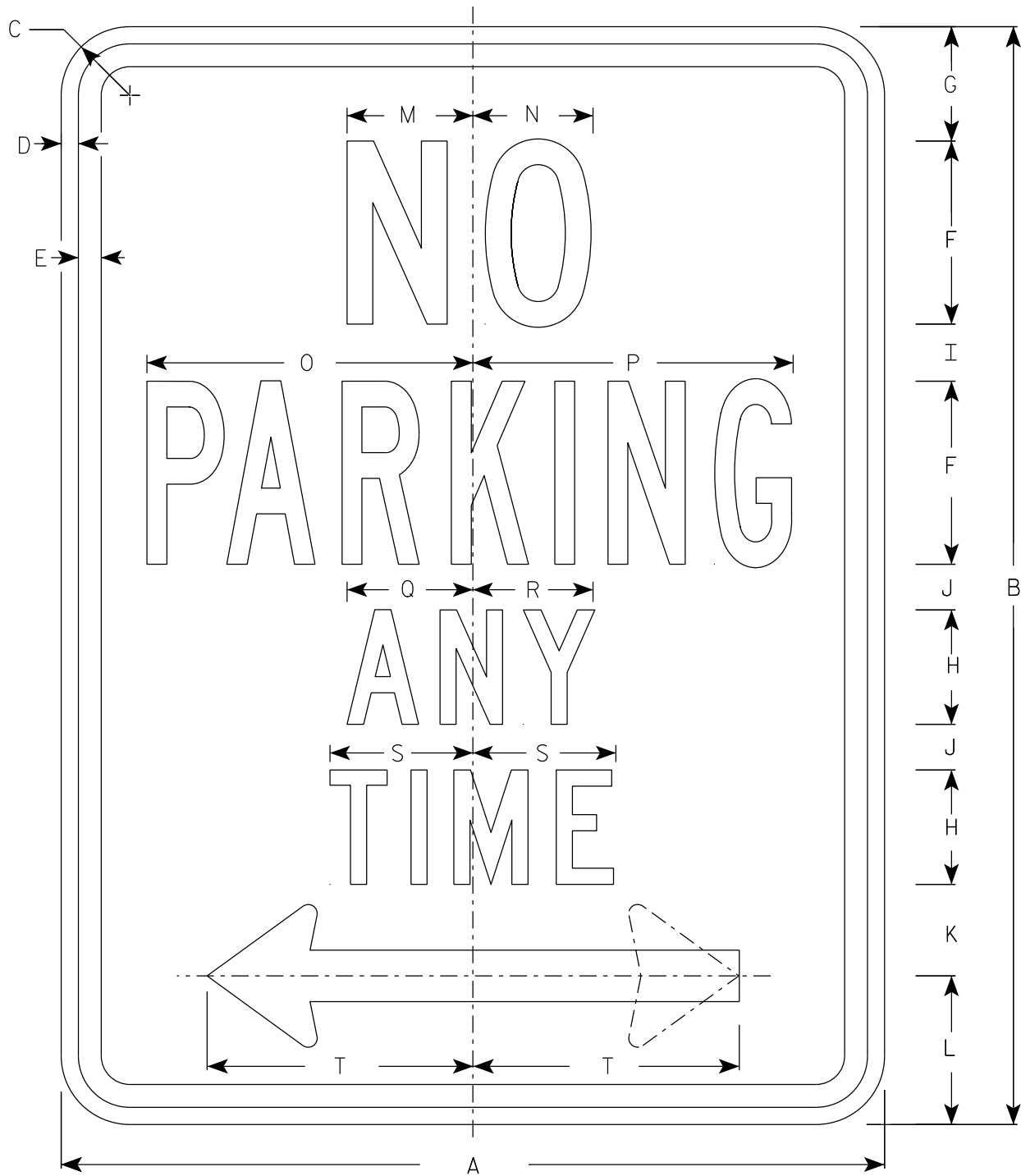
STANDARD SIGN

R2 - 1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

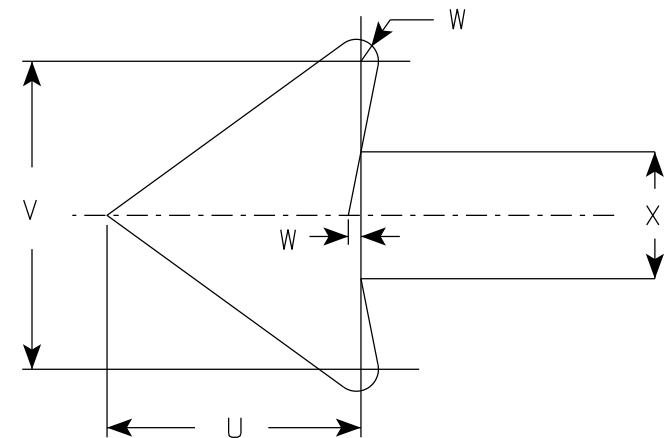


R7-1

NOTES

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

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 1/2	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	2 1/4	2 1/8	2 1/2	3 7/8	1 1/2	1 3/4	1/8	3/4			1.5
2S	18	24	1 1/2	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	2 3/4	2 5/8	3 1/8	5 7/8	2 1/4	2 5/8	1/4	1 1/8			3.0
2M	24	30	1 1/2	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
3	24	30	1 1/2	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
4																											
5																											

STANDARD SIGN
R7-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

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

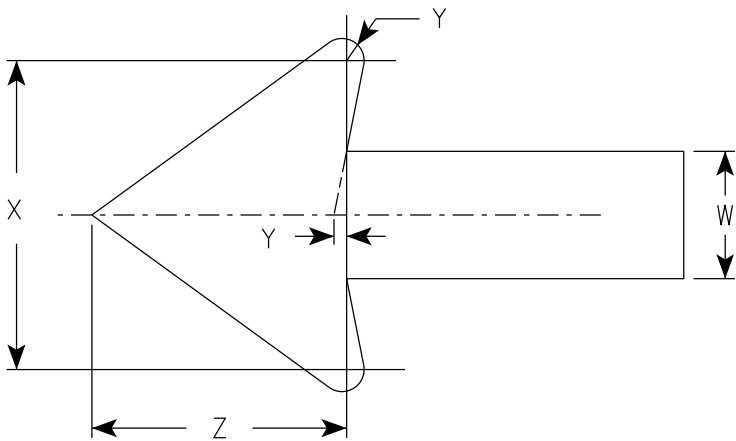
PROJECT NO: HWY: COUNTY: SHEET NO: 166 E



R7-51

NOTES

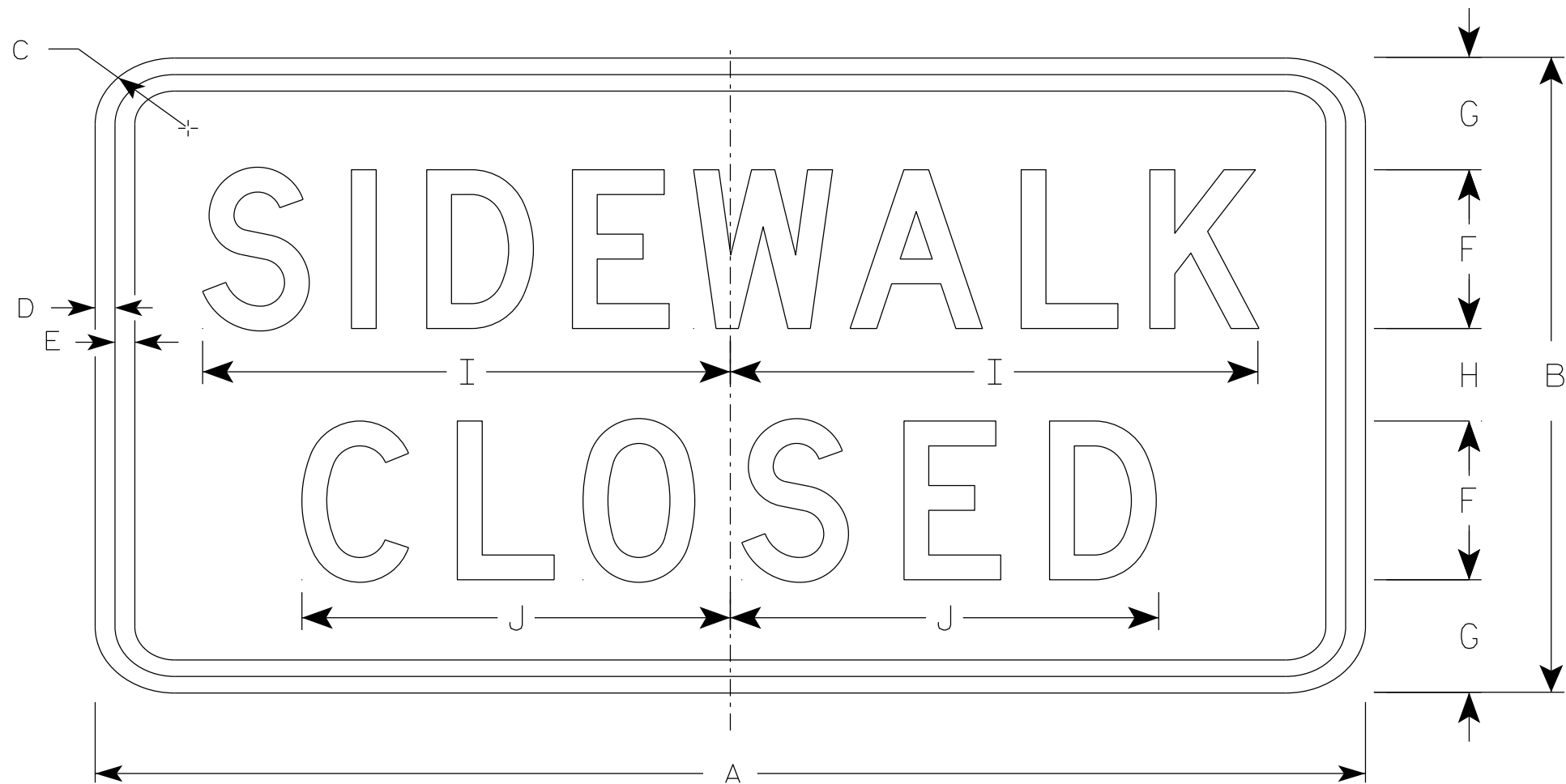
1. Sign is Type II - Type H Reflective
2. Color:
Background - White
Message - Red
3. Message Series - Lines 1, 3 and 4 are Series C.
Line 2 is Series B.
4. R7-51D (double arrow)
R7-51R (right arrow)
R7-51L (left arrow)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 1/2	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	4 7/8	5/8	1 3/4	2 1/2	4 3/8	3 7/8	3/4	1 3/4	1/8	1 1/2	1.5
2S	18	24	1 1/2	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	5 3/4	1 1/8	1 1/2	3 1/8	5 1/2	5 7/8	1 1/8	2 5/8	1/4	2 1/4	3.0
2M	24	30	1 1/2	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	7 1/8	1 1/4	2	3 3/4	6 1/2	7 3/4	1 1/2	3 1/2	1/4	3	5.0
3	24	30	1 1/2	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	7 1/8	1 1/4	2	3 3/4	6 1/2	7 3/4	1 1/2	3 1/2	1/4	3	5.0
4																											
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: 168

E

STANDARD SIGN

R9-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*

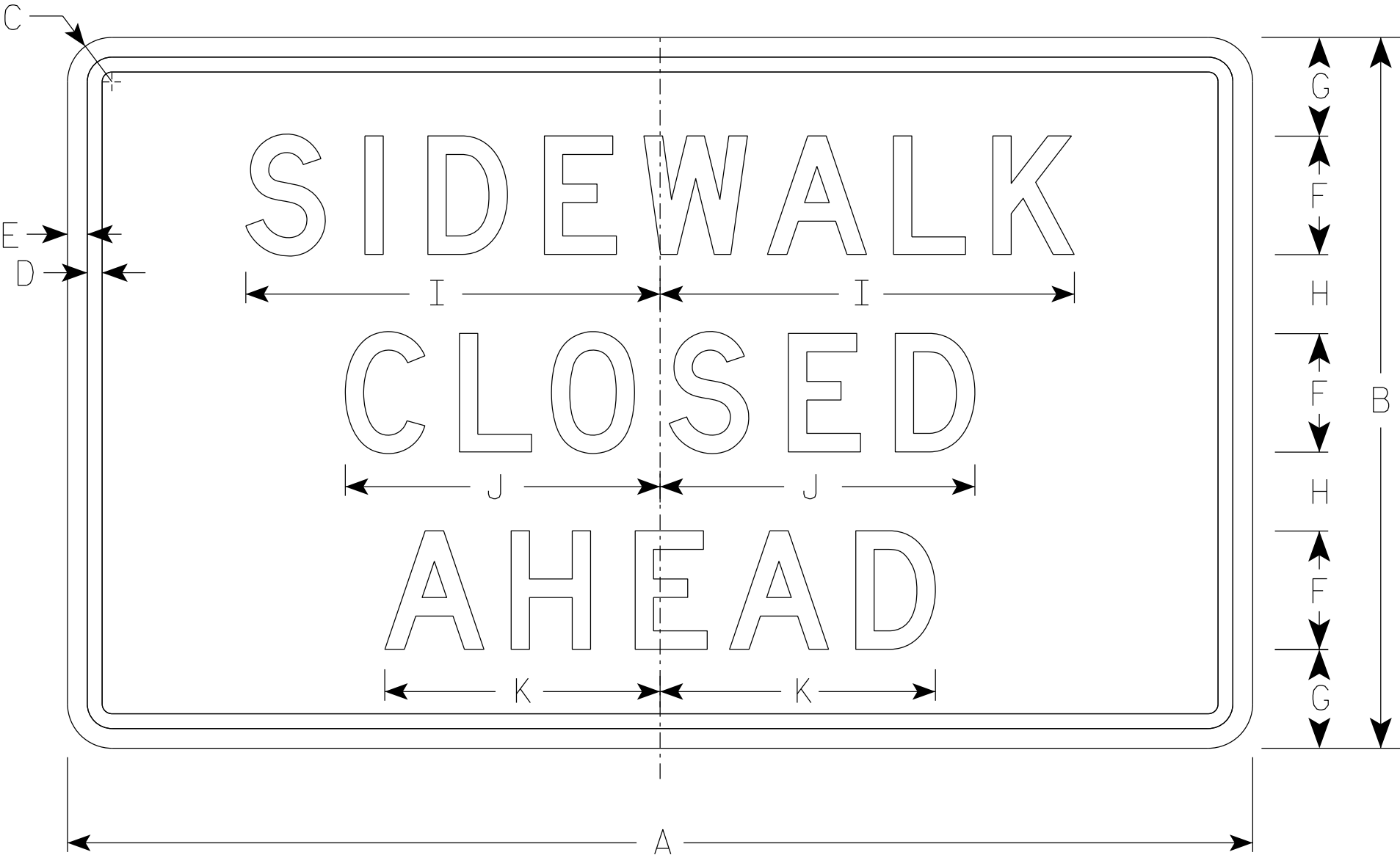
For State Traffic Engineer

DATE 1/24/24

PLATE NO. R9-9.7

NOTES

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



R9-9A

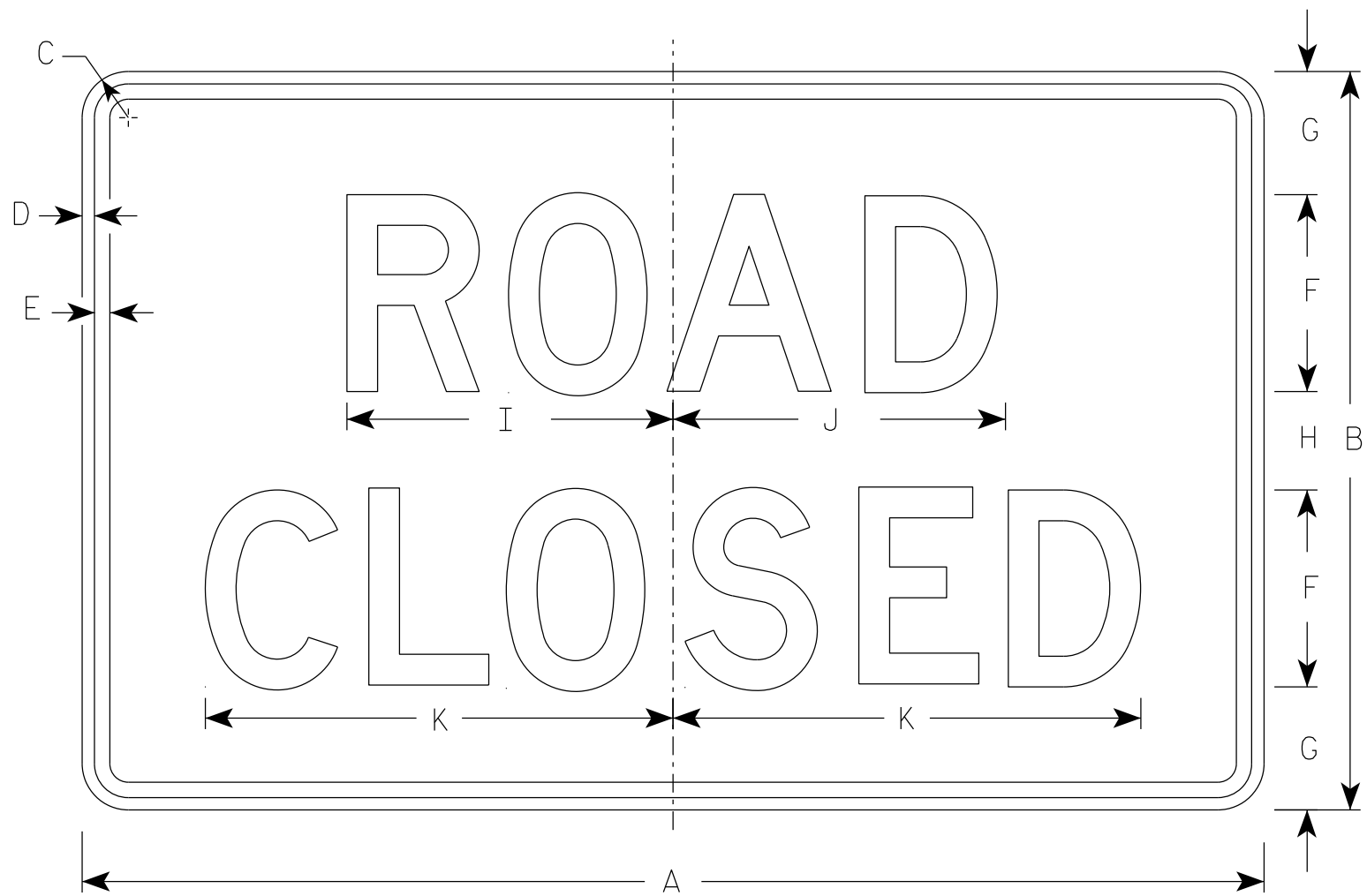
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
2M	30	18	1 1/2	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
3																											
4																											
5																											

STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

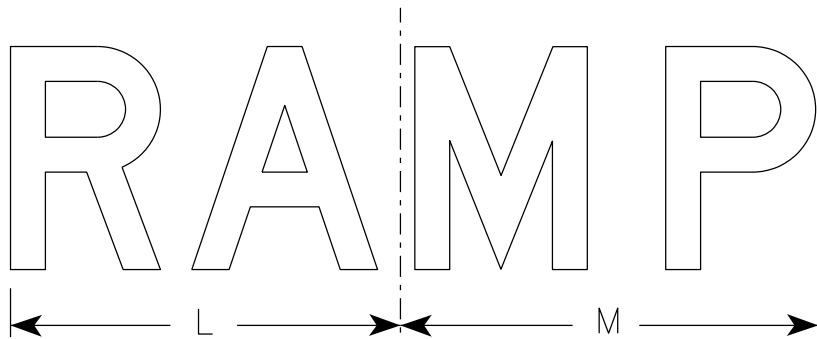
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

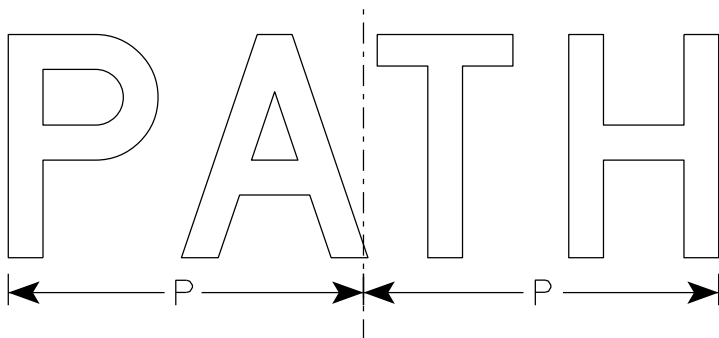


R11-2

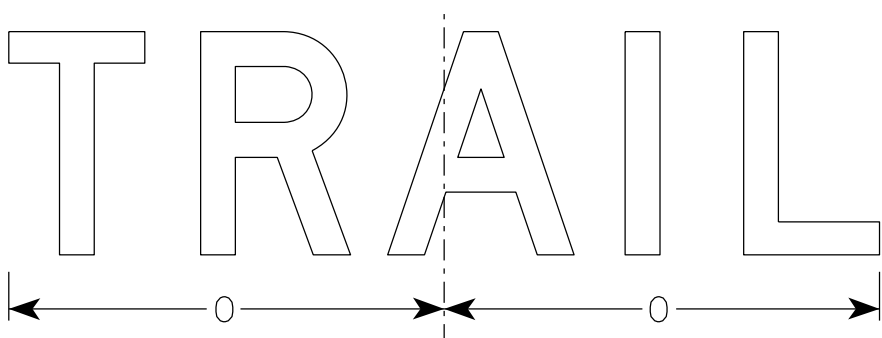
- NOTES
1. Sign is Type II - Type H Reflective
 2. Color:
Background - White
Message - Black
 3. Message Series - D
 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
 5. Modify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



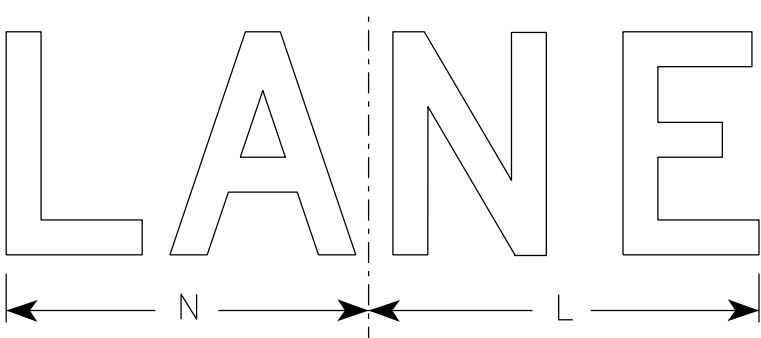
R11-2R



R11-2C



R11-2T



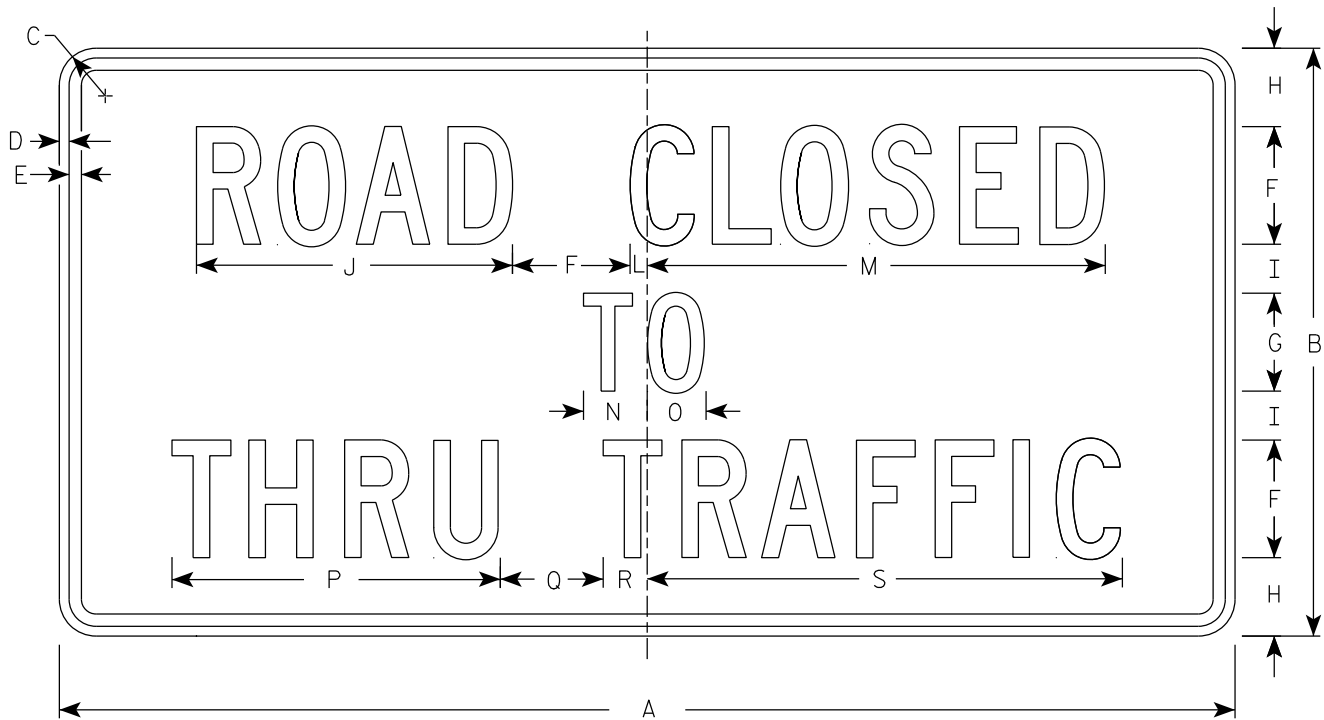
R11-2L

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.



R11-4

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

PROJECT NO:

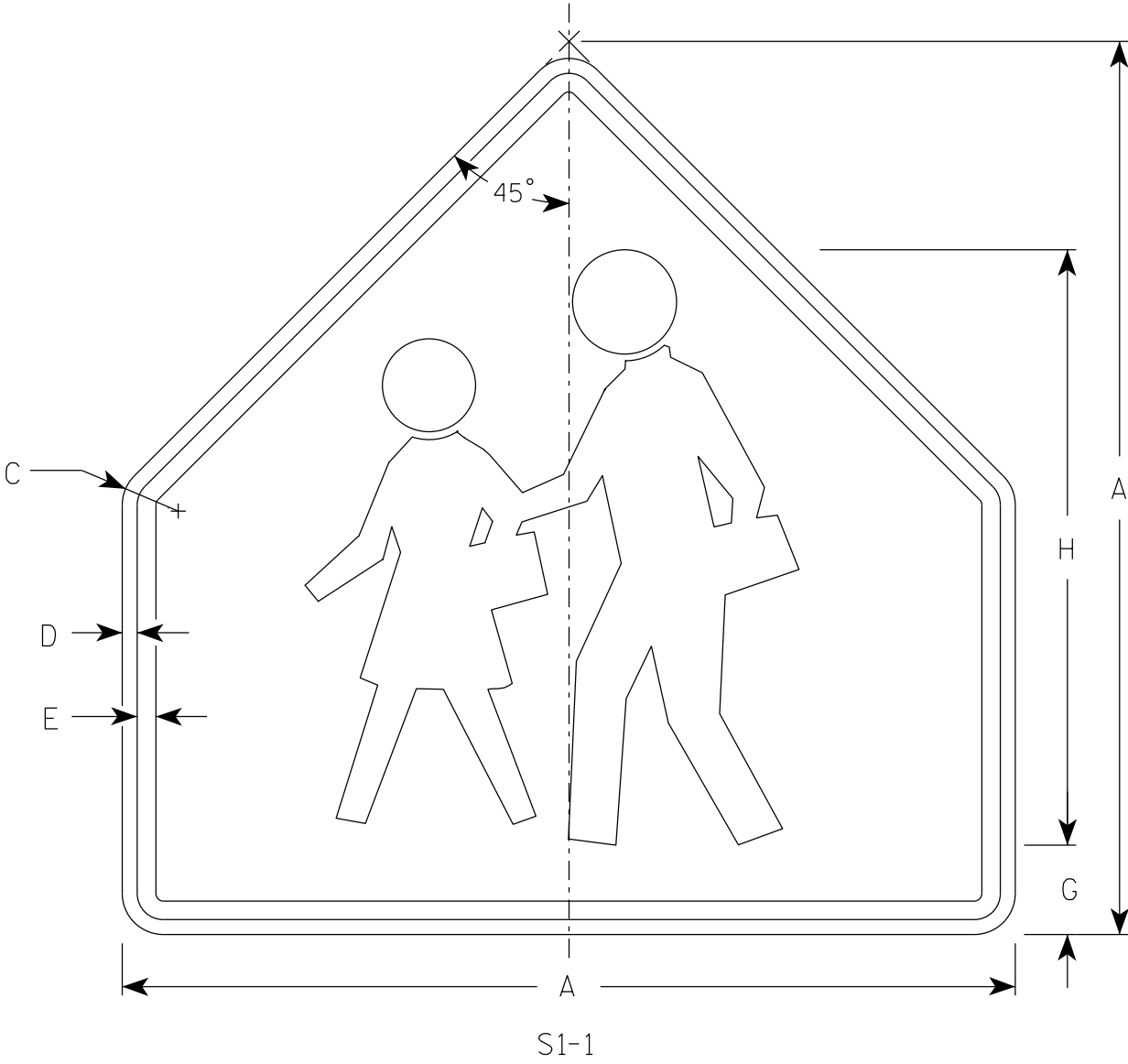
HWY:

COUNTY:

SHEET NO: 171

E

7



NOTES

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

7

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

STANDARD SIGN

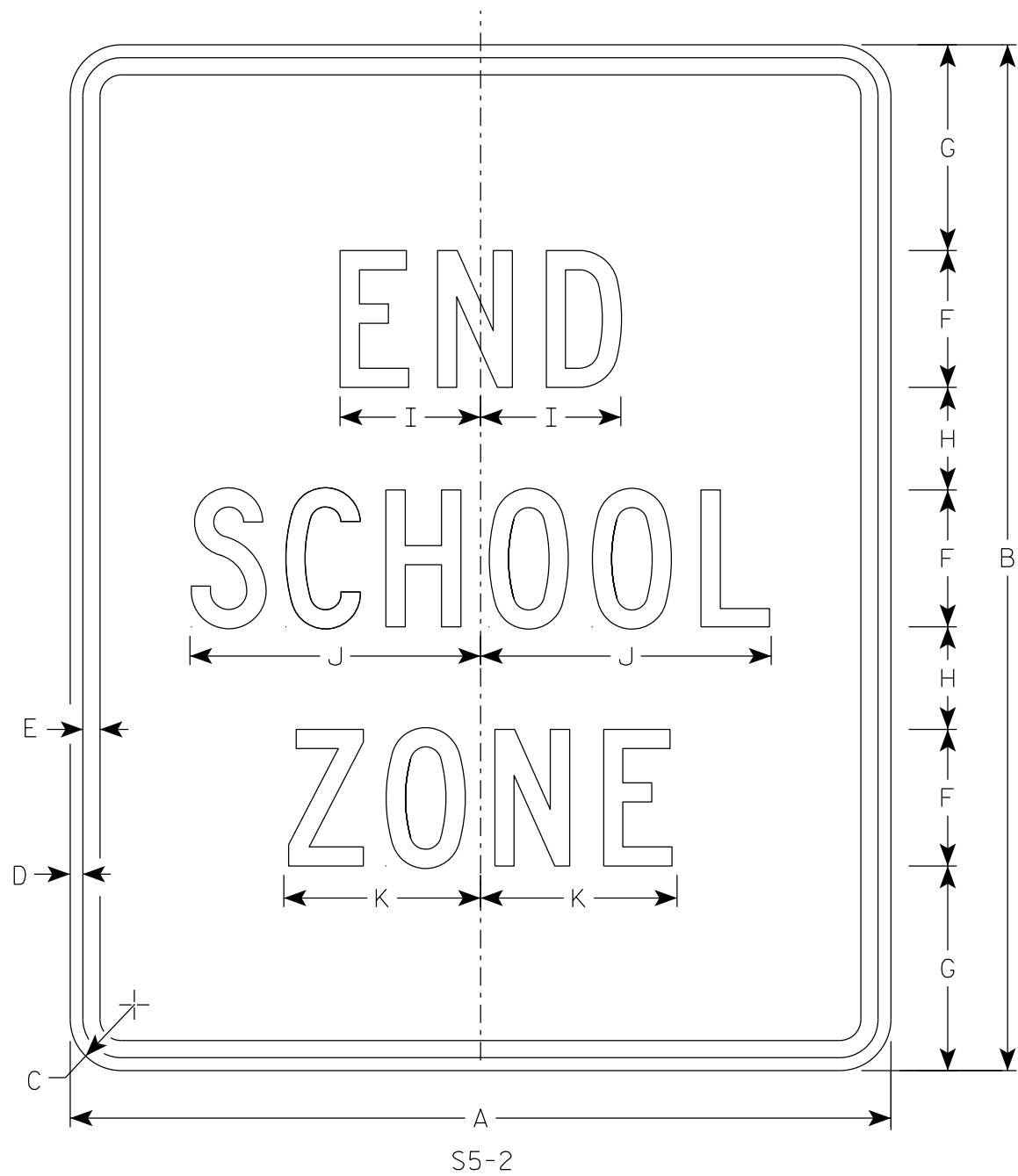
S1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

7



NOTES

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

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	30	1 1/2	3/8	1/2	4	6	3	4 1/8	8 1/2	5 3/4																5.0
2M	24	30	1 1/2	3/8	1/2	4	6	3	4 1/8	8 1/2	5 3/4																5.0
3	36	42	1 7/8	5/8	3/4	6	7	5	6 1/8	12 5/8	8 5/8																10.5
4																											
5																											

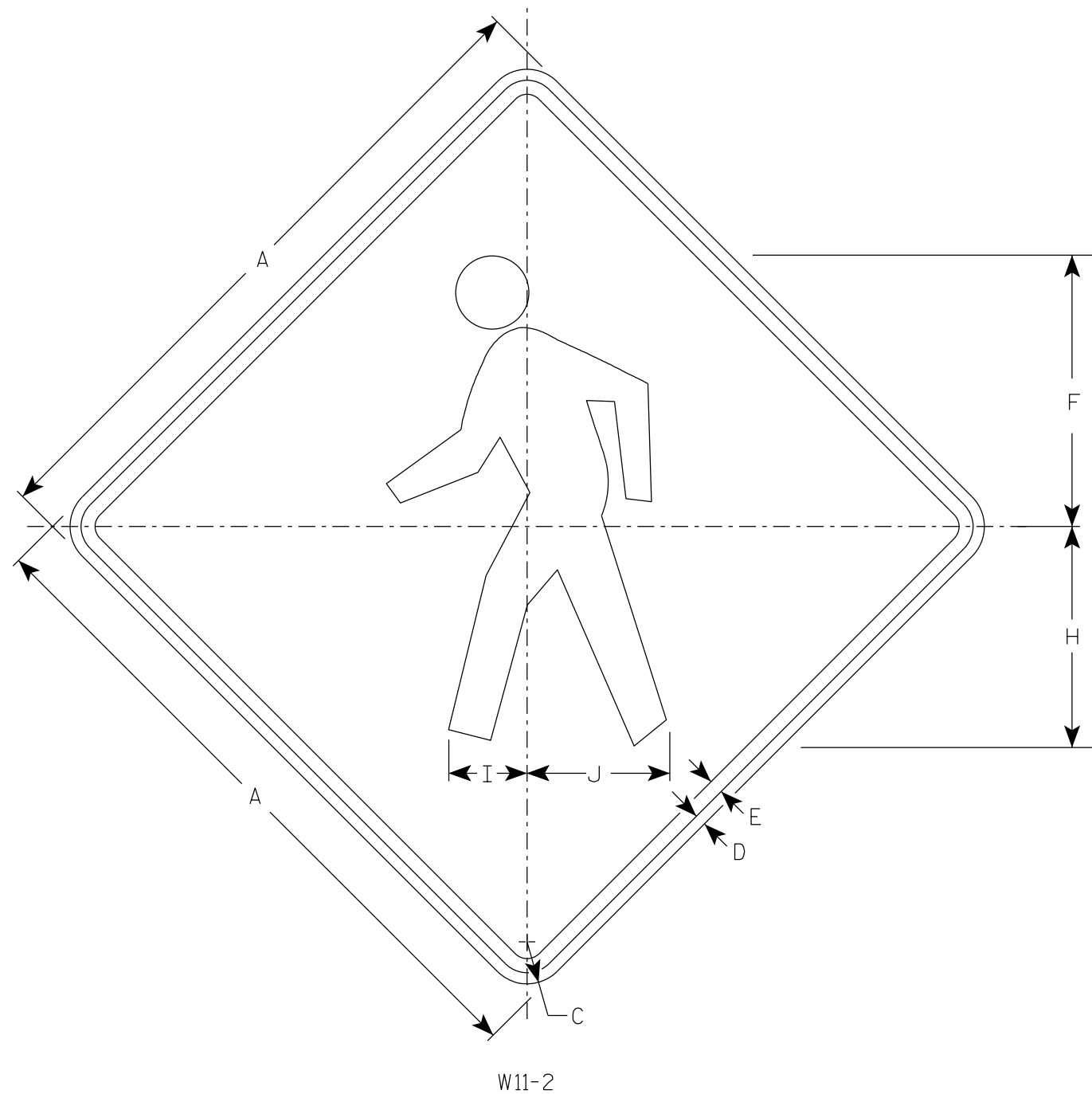
STANDARD SIGN
S5-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/23/2023 PLATE NO. S5-2.3

7



NOTES

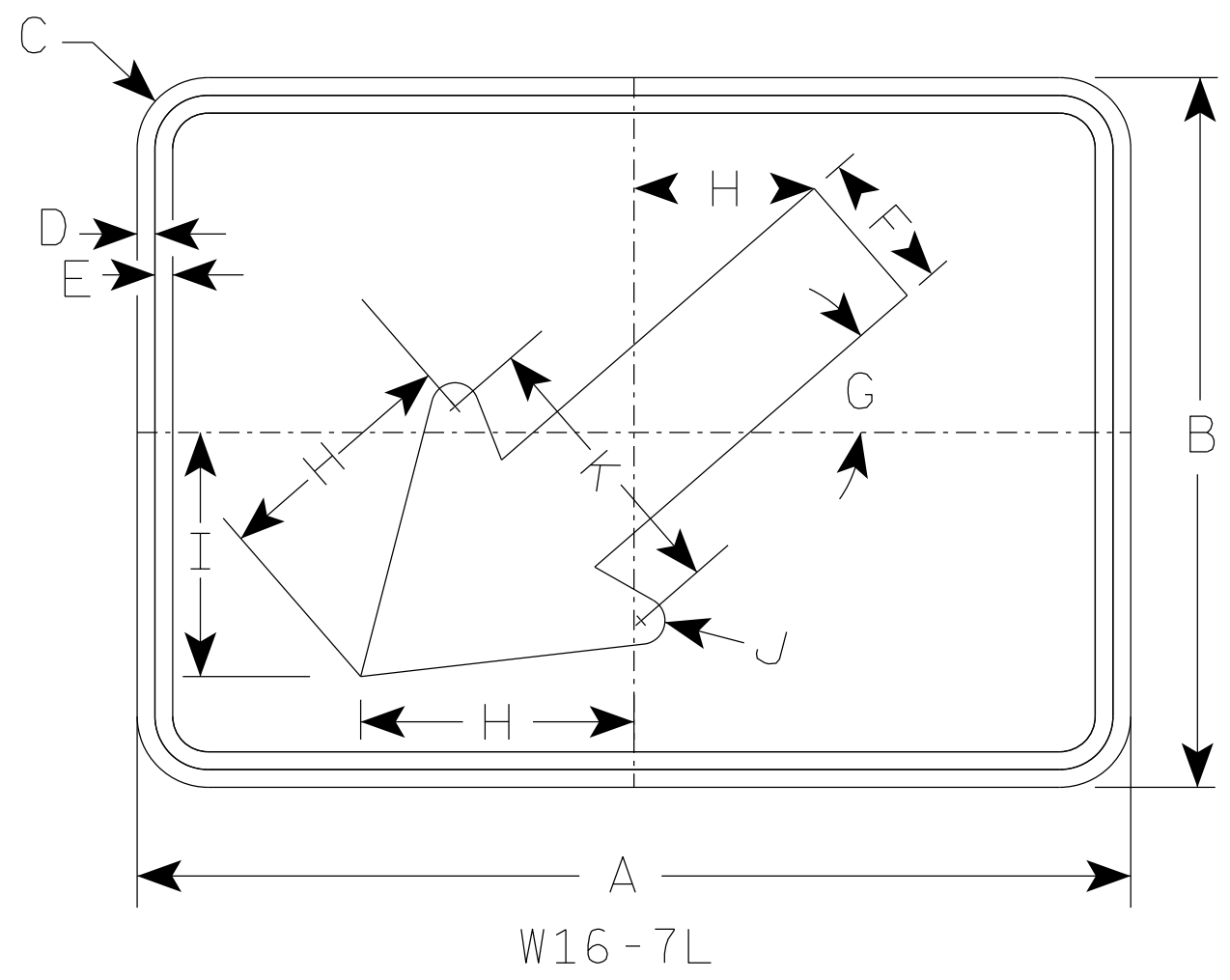
1. Sign is Type II - Type F Reflective
2. Color:
Background - Yellow
Message - Black

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																											

PROJECT NO:		HWY:		COUNTY:		SHEET NO: 174		E
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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

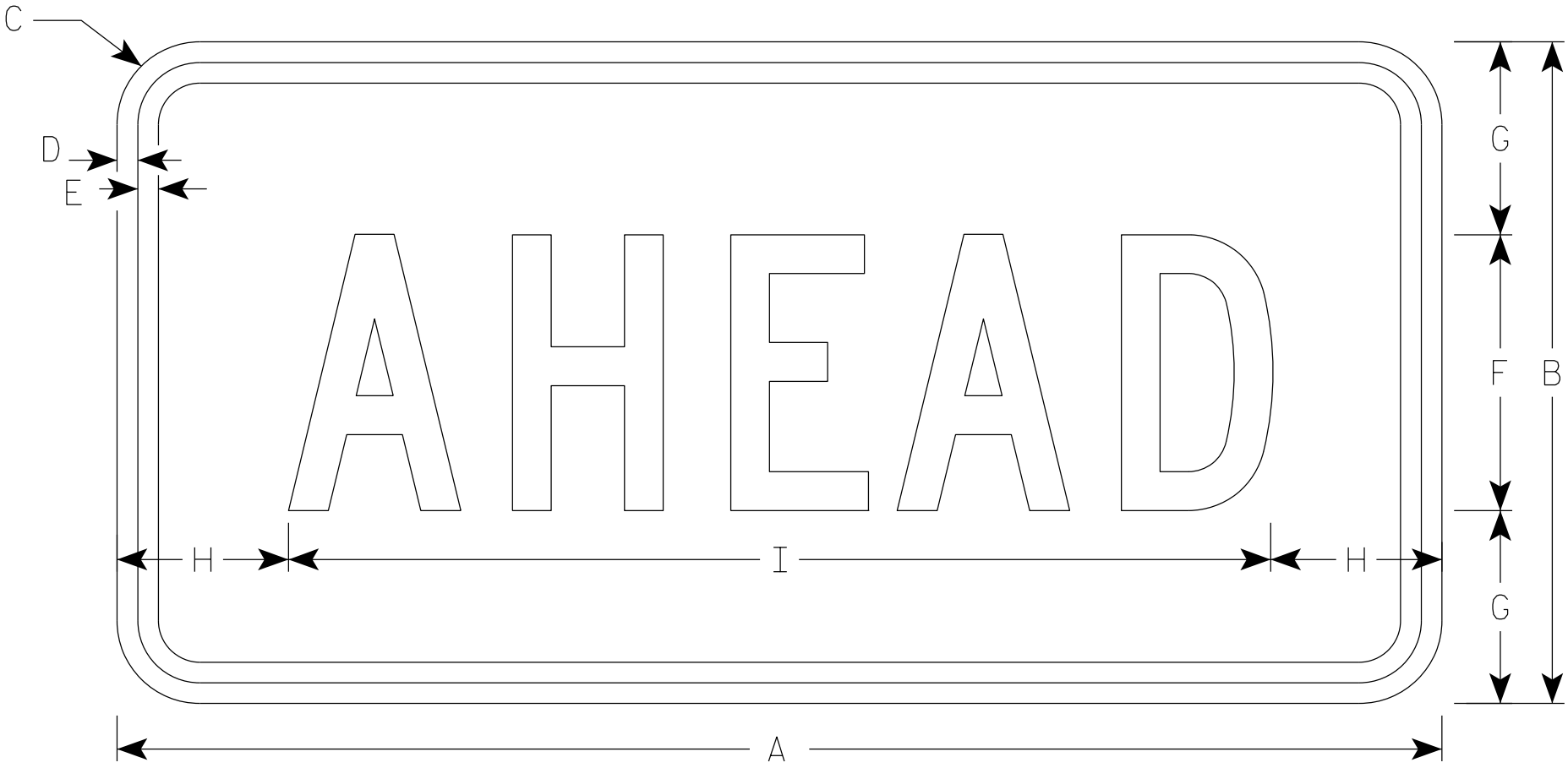
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

NOTES

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



W16-9P

- * For 36" x 36" Warning Signs, use 30" x 18" W16-9P signs.
- * For 48" x 48" Warning Signs, use 48" x 24" W16-9P signs.

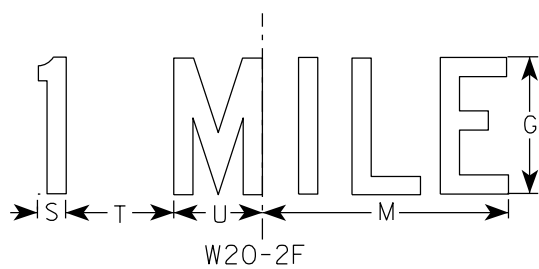
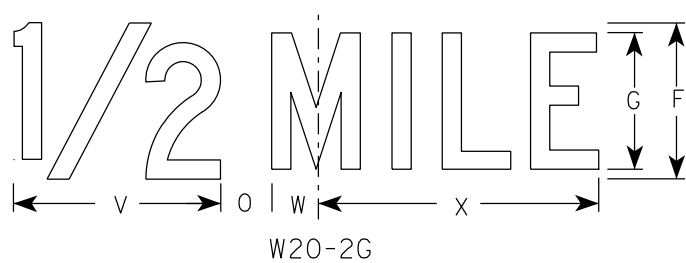
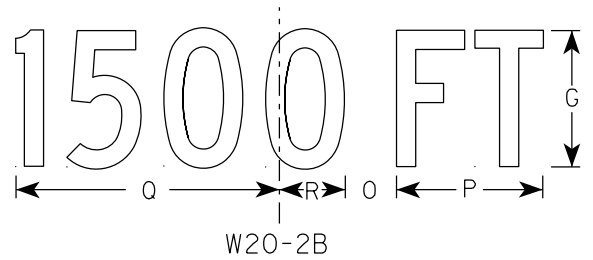
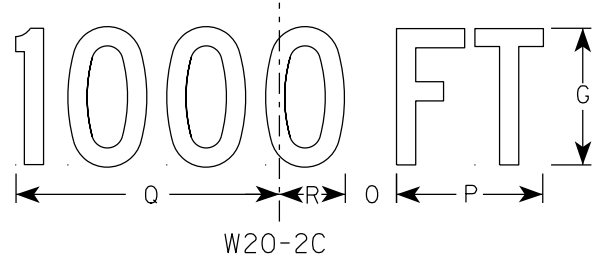
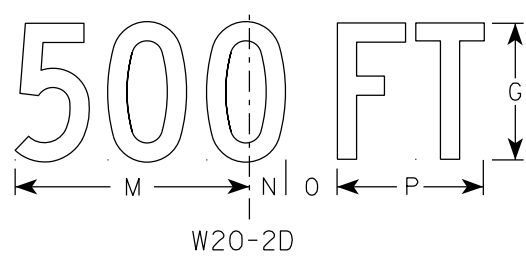
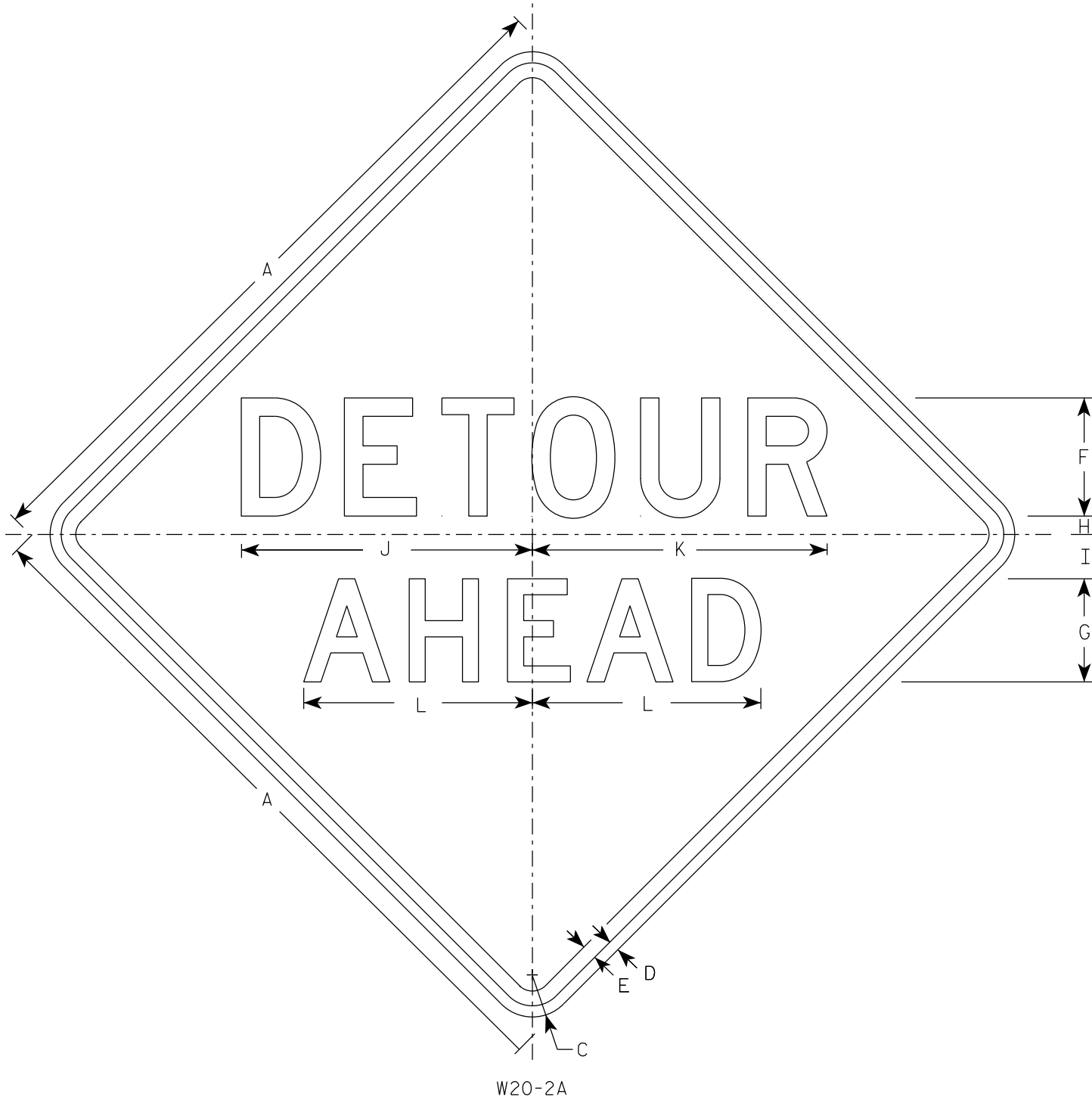
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/2	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
2M	30	18	1 1/2	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/2	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

STANDARD SIGN
W16-9P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

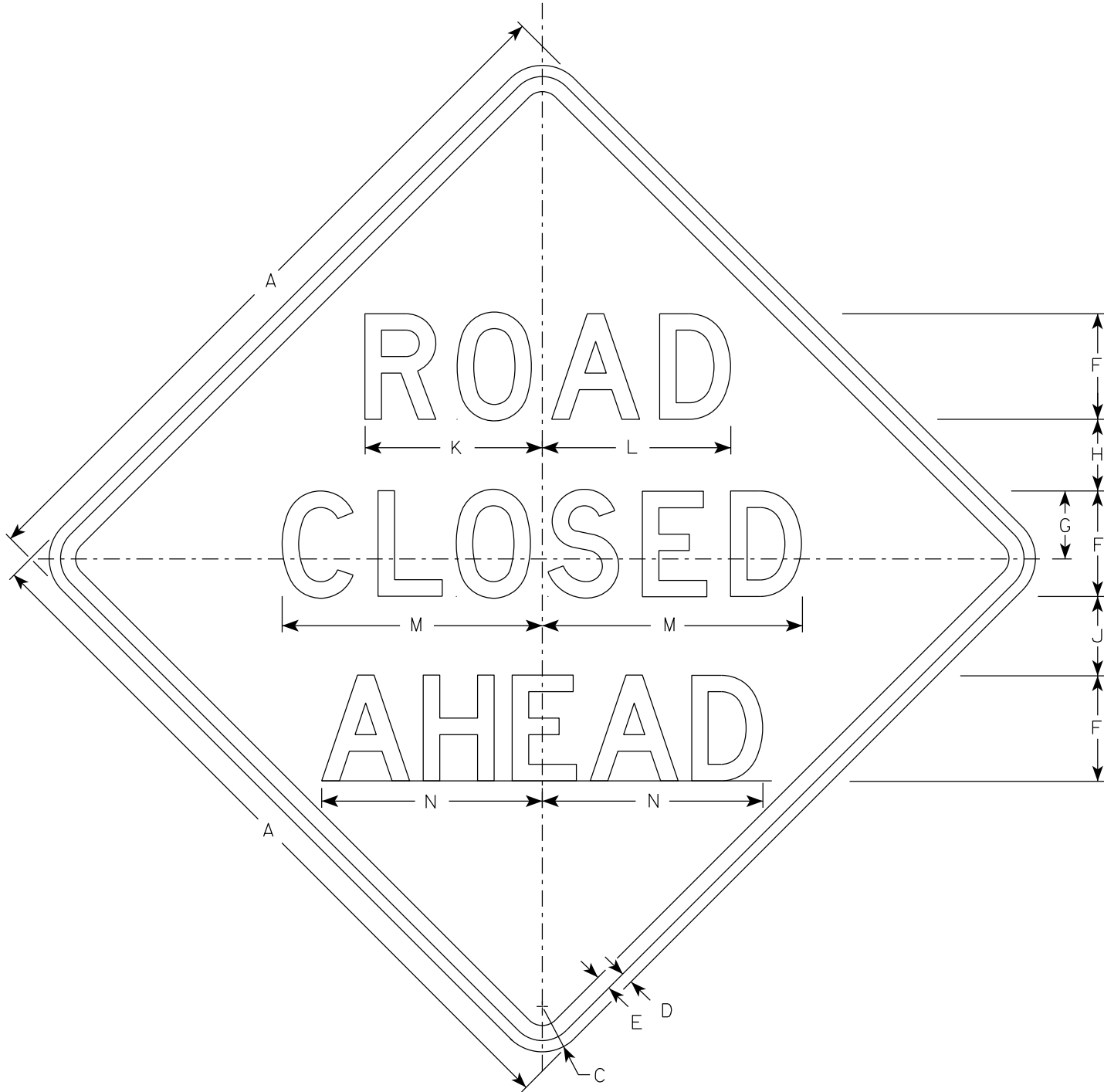


NOTES

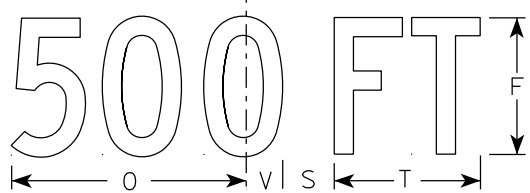
- Sign is Type II - Type F Reflective
- Color:
Background - Orange
Message - Black
- Message Series - See note 5
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- Line 1 is Series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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	v	w	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

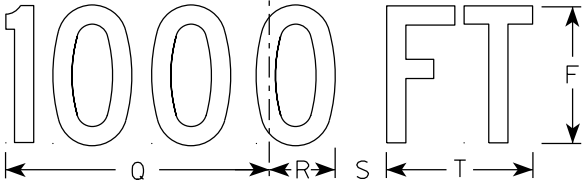
STANDARD SIGN W20-2A,B,C,D,F & G	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 1/10/2024	PLATE NO. W20-2.7



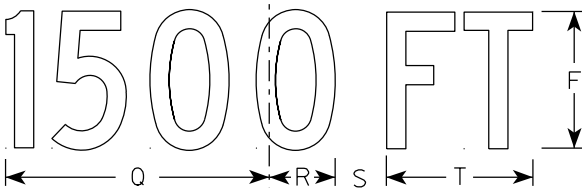
W20-3A



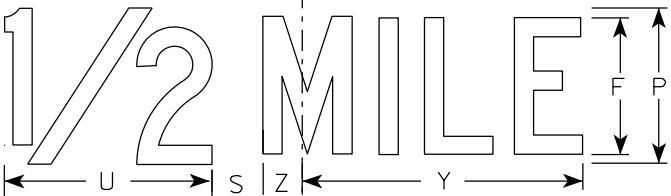
W20-3D



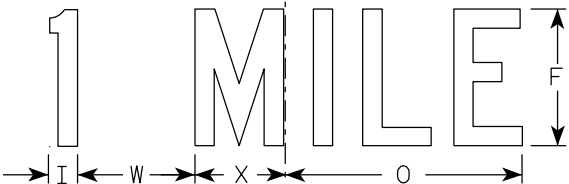
W20-3C



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.

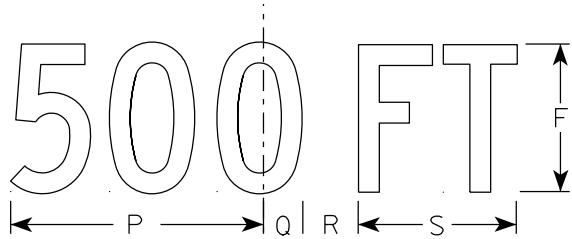
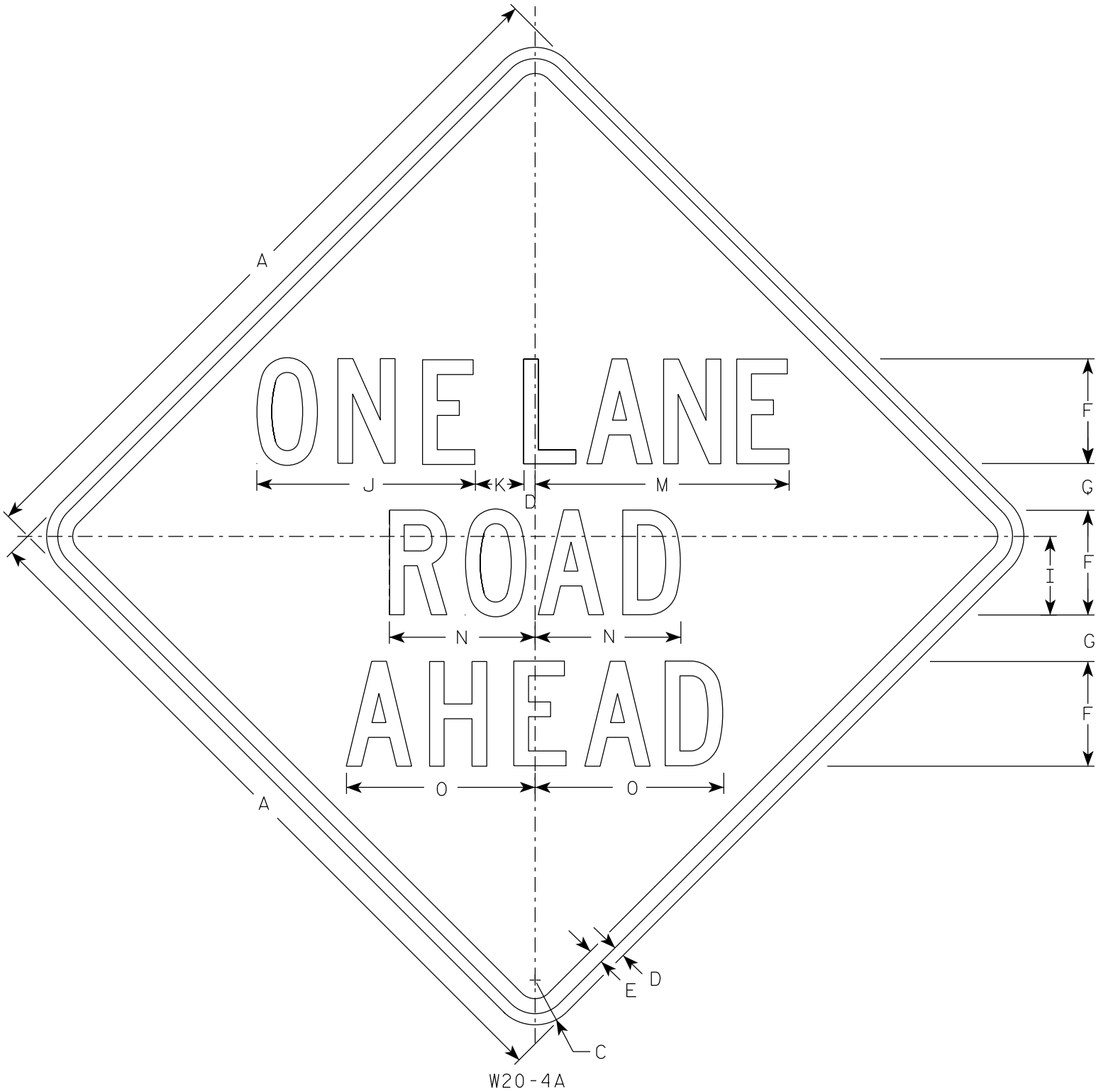
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	v	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 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

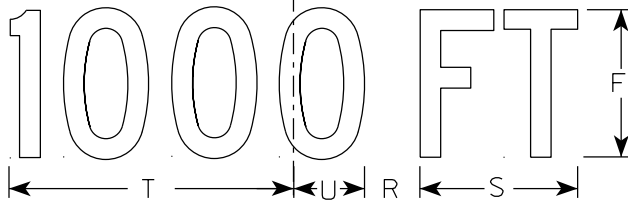
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

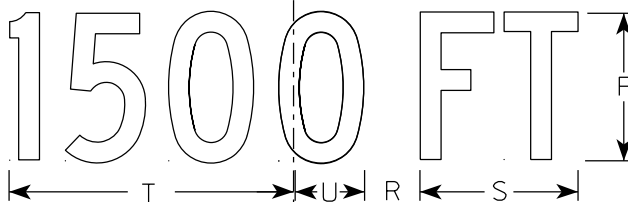
DATE 1/10/2024 PLATE NO. W20-3.8



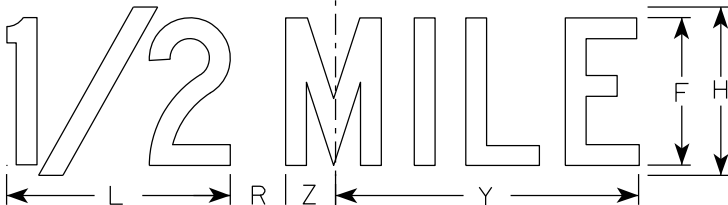
W20-4D



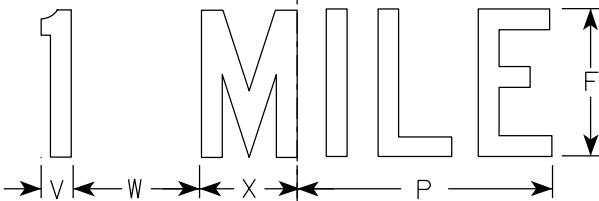
W20-4C



W20-4B



W20-4G



W20-4F

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	2 3/8	6	3 3/4	10 3/8	2 3/8	8	13 1/2	7	8 7/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
3	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
4	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
5	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-4A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

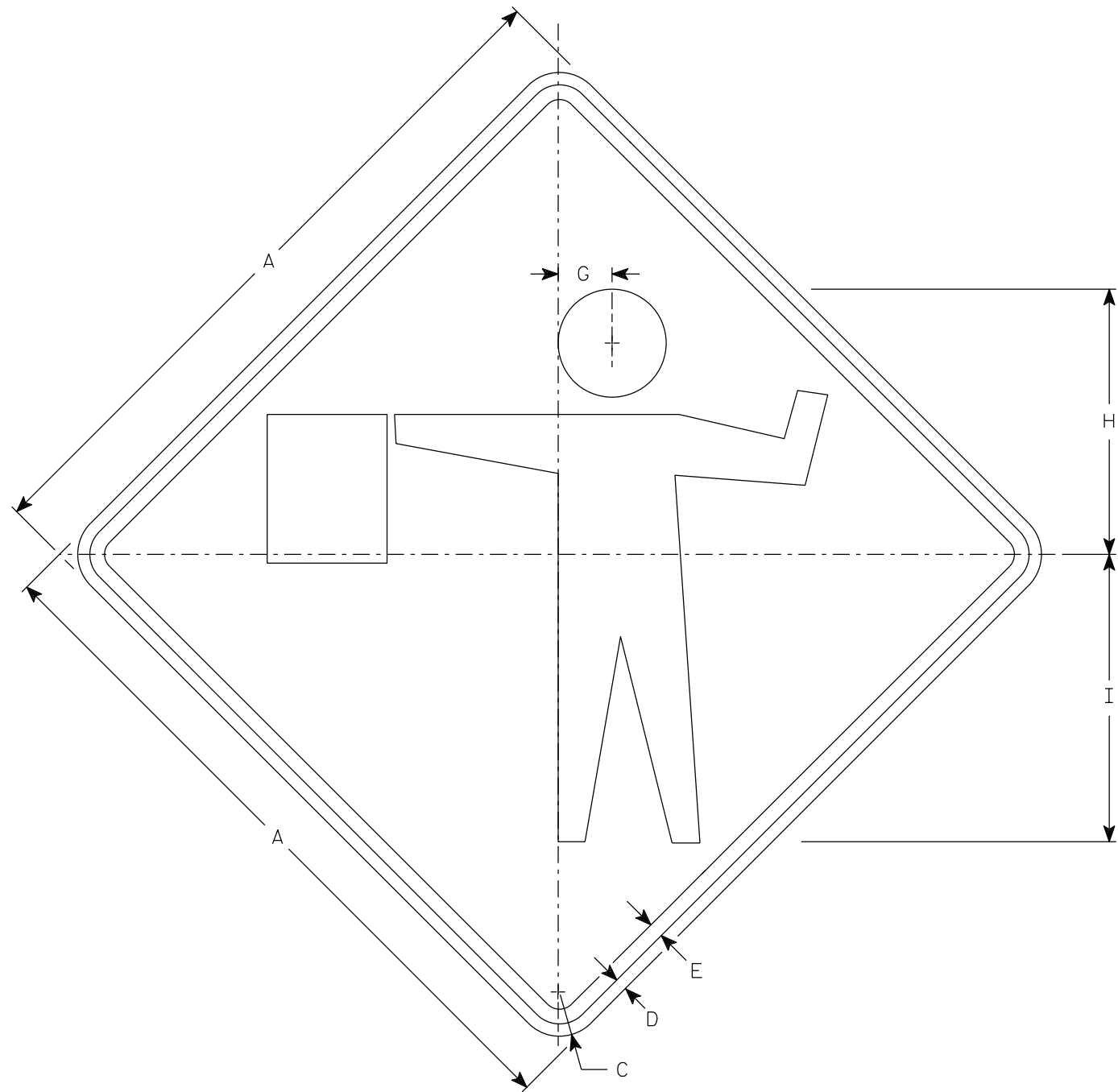
DATE 1/10/2024 PLATE NO. W20-4.10

PROJECT NO:

SHEET NO:

179

E



W20-7A

NOTES

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

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		2 3/4	13 1/2	14 5/8																		9.0
2S	48		3	3/4	1		3 3/4	18	19 1/2																		16.0
2M	48		3	3/4	1		3 3/4	18	19 1/2																		16.0
3	48		3	3/4	1		3 3/4	18	19 1/2																		16.0
4	48		3	3/4	1		3 3/4	18	19 1/2																		16.0
5	48		3	3/4	1		3 3/4	18	19 1/2																		16.0

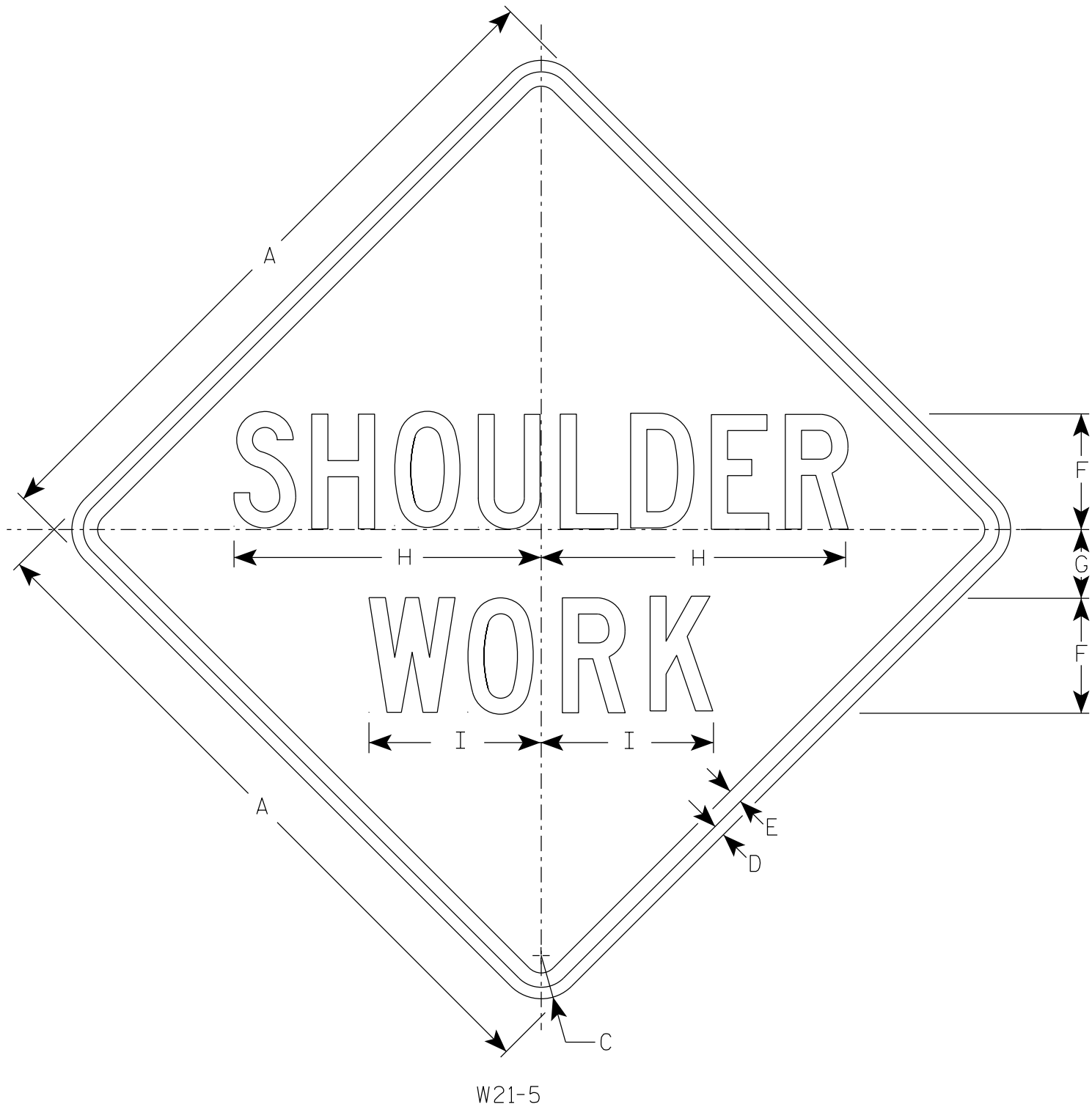
STANDARD SIGN
W20-7A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-7A.6

7



NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
 - Background - Orange
 - Message - Black
- 3. Message Series - C

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	6	3 1/2	16	9																		9.0
2S	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
2M	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
3	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
4	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
5	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0

STANDARD SIGN

W21-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 1/11/2024 PLATE NO. W21-5.7

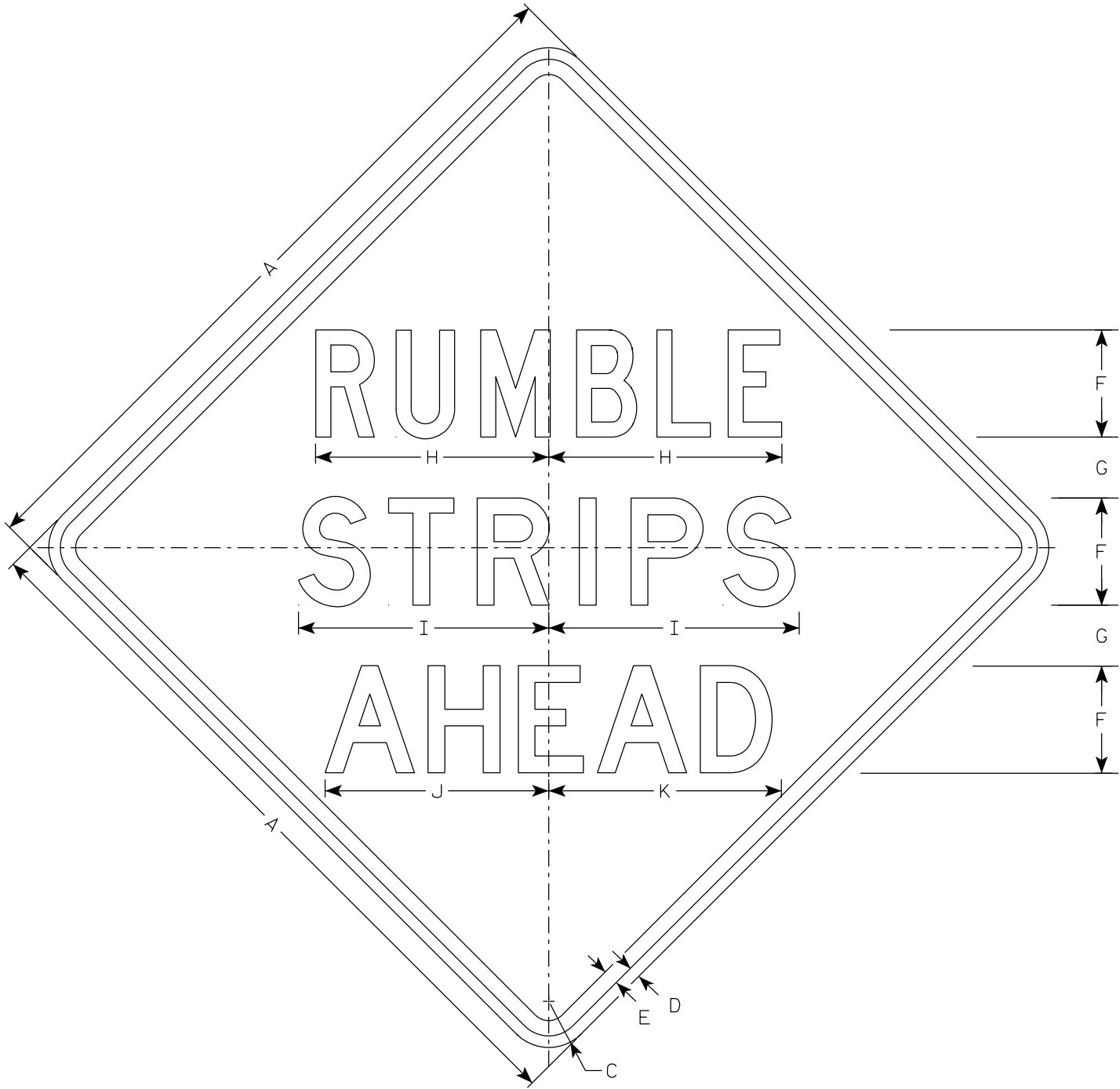
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 181

E



W21-65

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
 - Background - Orange
 - Message - Black
- 3. Message Series - see note 4
- 4. Line 1 is Series C
 - Lines 2 and 3 are 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	36		2 1/4	5/8	3/4	5	3 1/4	10 7/8	11 5/8	11	11 5/8																9.0
2S	48		3	3/4	1	7	4	15 1/4	16 3/8	14 5/8	15 1/4																16.0
2M	48		3	3/4	1	7	4	15 1/4	16 3/8	14 5/8	15 1/4																16.0
3	48		3	3/4	1	7	4	15 1/4	16 3/8	14 5/8	15 1/4																16.0
4	48		3	3/4	1	7	4	15 1/4	16 3/8	14 5/8	15 1/4																16.0
5	48		3	3/4	1	7	4	15 1/4	16 3/8	14 5/8	15 1/4																16.0

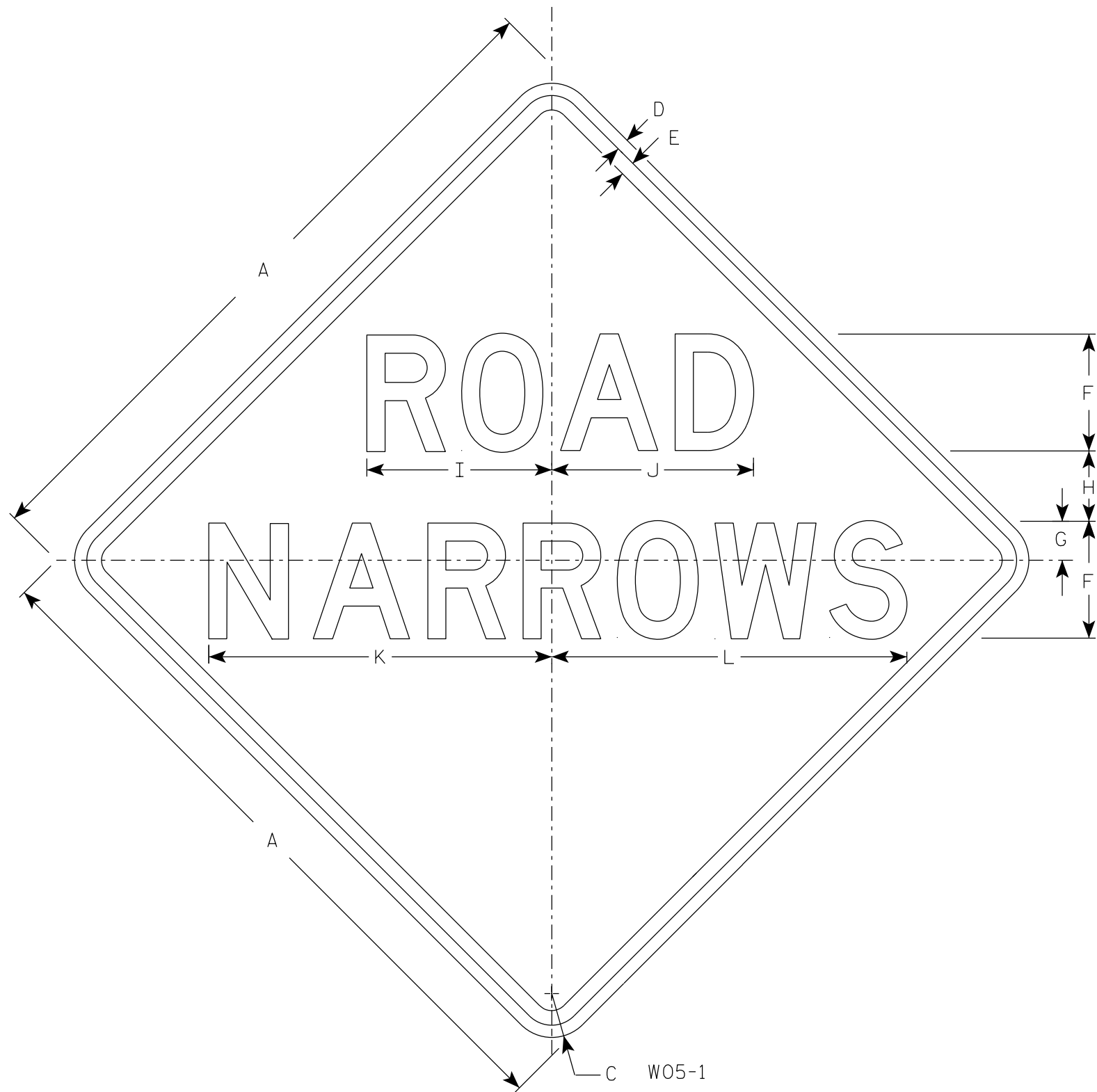
STANDARD SIGN
W21-65

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/17/2024 PLATE NO. W21-65.2

7



NOTES

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

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	6	2	3 1/2	9 1/2	10 3/8	17 5/8	18 1/4															9.0
2S	48		3	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0
2M	48		3	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0
3	48		3	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0
4	48		3	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0
5	48		3	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0

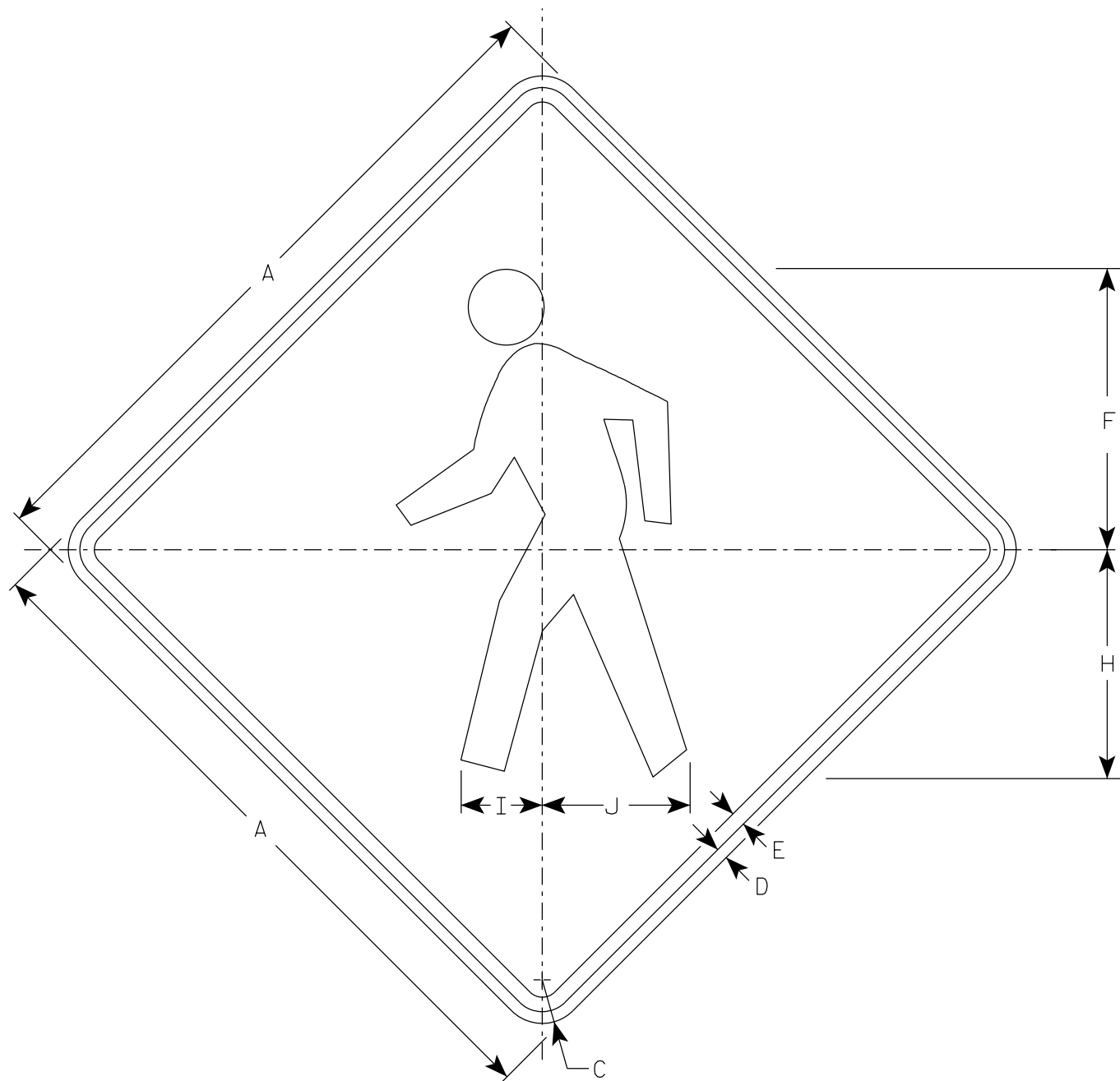
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 183

E



W011-2

NOTES

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

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

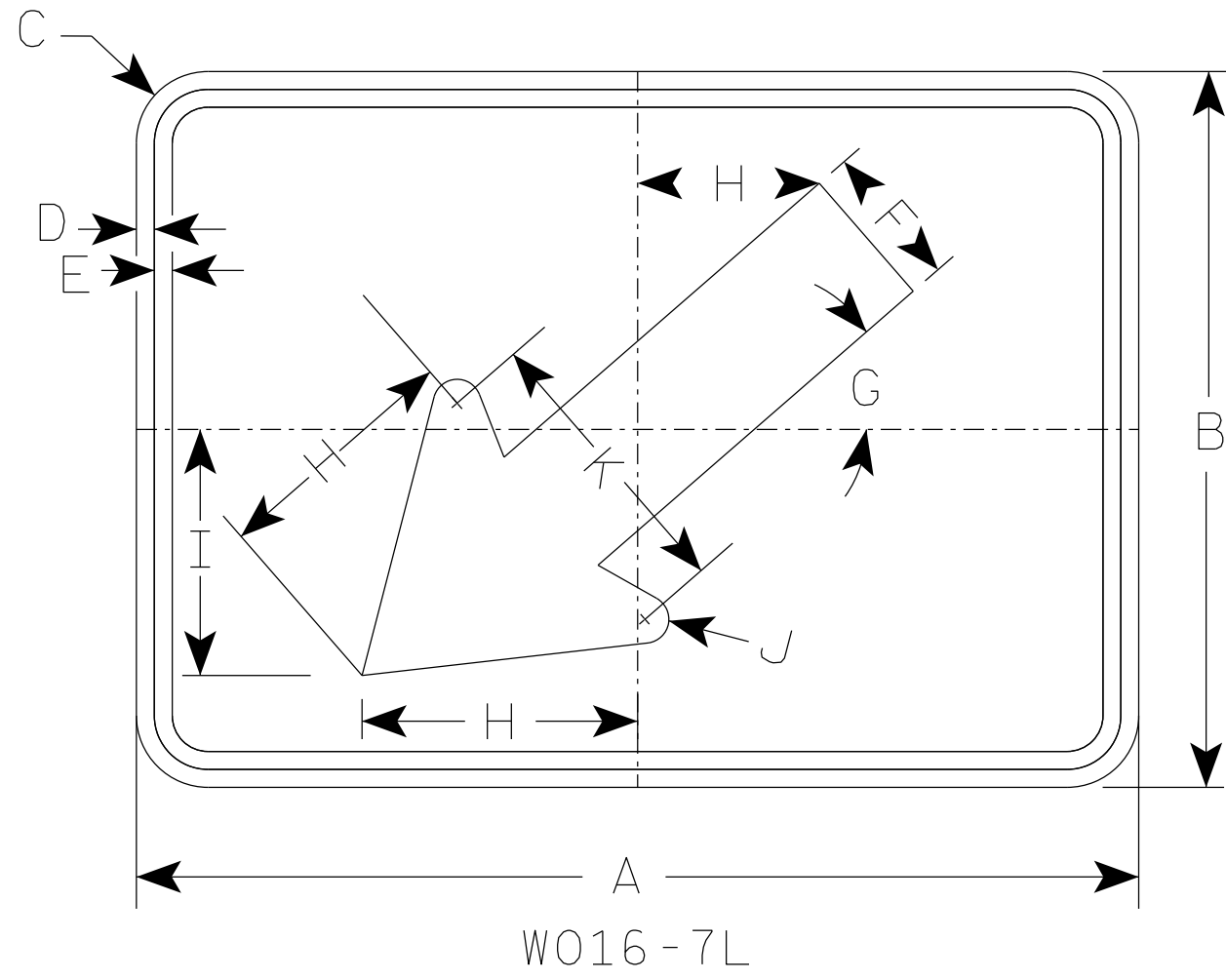
PROJECT NO:		HWY:		COUNTY:		PLOT BY : dotc4c		PLOT NAME :		PLOT SCALE :		SHEET NO: 184		E
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STANDARD SIGN
W011-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W011-2.2



NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Orange
Message - Black
- 3. W016-7R is the same as W016-7L except the arrow is reversed along the vertical centerline.

7

* For 36" x 36" Warning Signs, use 30" x 21" W016-7L signs.
* For 48" x 48" Warning Signs, use 42" x 24" W016-7L 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

W016-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

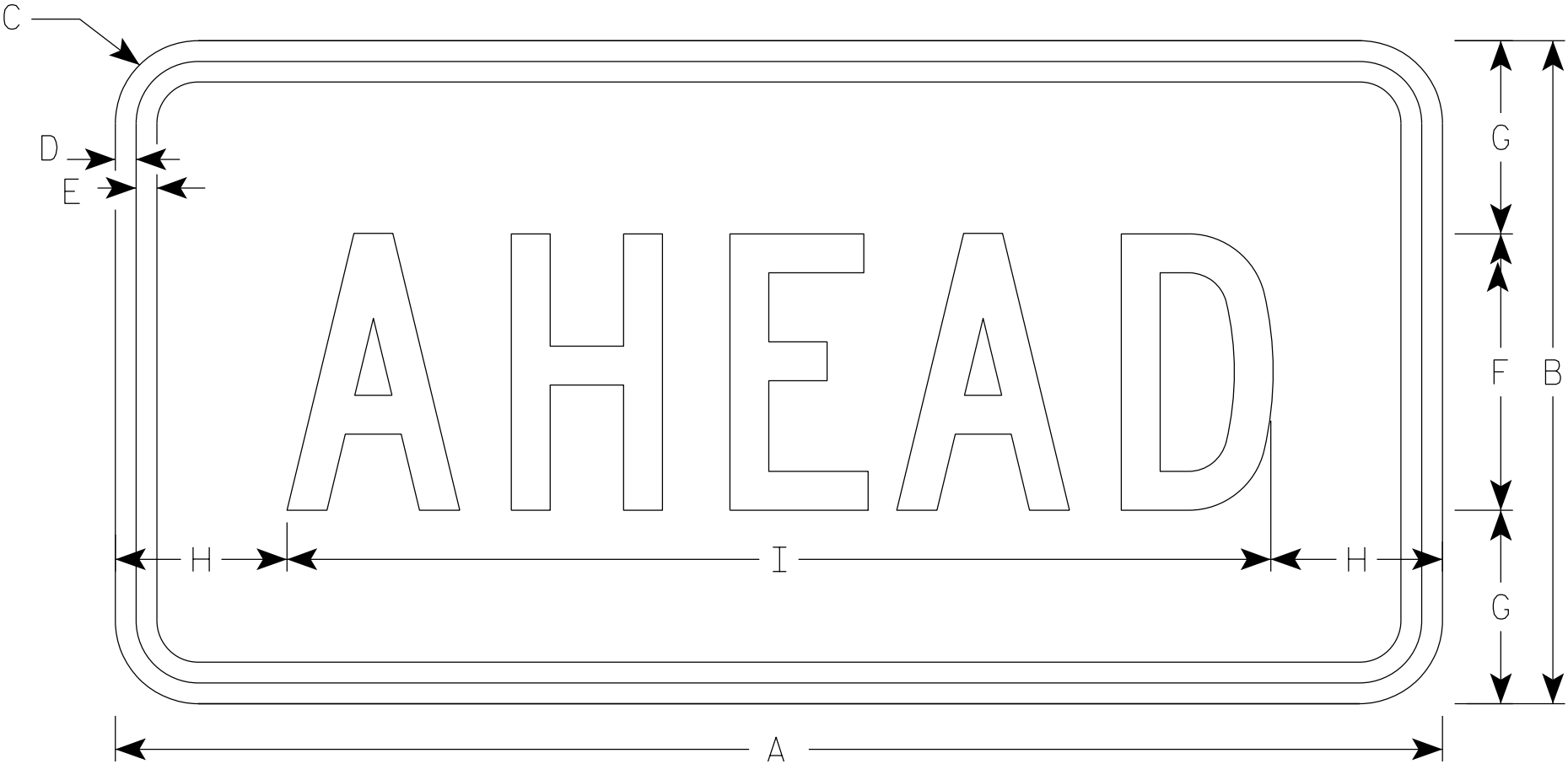
DATE 4/30/26 PLATE NO. W016-7.4

NOTES

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

Background - Orange

Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W016-9P

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
2S	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
2M	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
3	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
4	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0

STANDARD SIGN
W016-9P

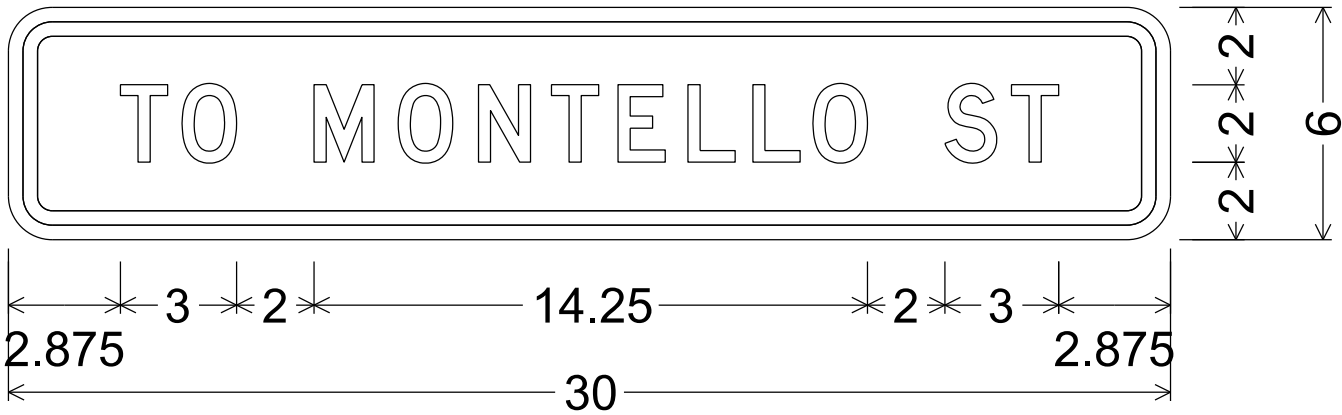
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W016-9P.8

NOTES

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



1.5" Radius, 0.375" Border, 0.375" Indent

7

7

DIVISION 1 - 22

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	1.25	
50+71.82	5071.82	0.00	107.65	22.56	0.00	0	0	0	0	0	0
50+85.44	5085.44	13.62	126.76	21.82	0.05	59	11	0	59	0	48
51+10.01	5110.01	24.57	93.61	20.91	0.13	100	19	0	159	0	129
51+45.13	5145.13	35.12	97.34	18.56	0.35	124	26	0	283	0	227
51+53.83	5153.83	8.70	106.29	18.25	0.42	33	6	0	316	0	254
51+68.86	5168.86	15.03	99.36	18.37	0.47	57	10	0	373	0	301
52+00.00	5200.00	31.14	78.68	18.39	0.22	103	21	0	476	0	383
52+37.29	5237.29	37.29	81.71	18.39	0.63	111	25	1	587	1	468
52+56.17	5256.17	18.88	86.07	18.43	0.09	59	13	0	646	1	514
52+96.62	5296.62	40.45	40.91	17.95	5.93	95	27	5	741	8	576
53+25.13	5325.13	28.51	75.10	23.91	0.73	61	22	4	802	13	610
53+49.54	5349.54	24.41	72.12	20.95	0.00	67	20	0	869	13	657
53+62.65	5362.65	13.11	49.29	17.26	1.59	29	9	0	898	13	677
54+00.00	5400.00	37.35	77.22	17.33	1.48	88	24	2	986	15	738
54+27.31	5427.31	27.31	102.82	17.27	0.01	91	17	1	1,077	16	811
54+35.41	5435.41	8.10	114.41	17.26	0.00	33	5	0	1,110	16	839
54+50.00	5450.00	14.59	90.96	17.25	0.21	55	9	0	1,165	16	885
55+00.00	5500.00	50.00	94.48	18.39	0.04	172	33	0	1,337	16	1,024
55+04.34	5504.34	4.34	93.03	17.25	0.15	15	3	0	1,352	16	1,036
55+34.34	5534.34	30.00	100.96	17.24	0.00	108	19	0	1,460	16	1,125
55+50.69	5550.69	16.35	100.07	17.25	0.02	61	10	0	1,521	16	1,176
55+68.05	5568.05	17.36	95.31	18.92	0.00	63	12	0	1,584	16	1,227
55+83.94	5583.94	15.89	102.67	17.23	0.36	58	11	0	1,642	16	1,274
56+00.00	5600.00	16.06	98.21	17.21	0.02	60	10	0	1,702	16	1,324
56+20.68	5620.68	20.68	106.67	17.18	0.00	78	13	0	1,780	16	1,389
56+35.55	5635.55	14.87	125.80	18.40	0.00	64	10	0	1,844	16	1,443
56+50.00	5650.00	14.45	113.77	20.11	0.02	64	10	0	1,908	16	1,497
56+67.06	5667.06	17.06	114.15	18.39	0.01	72	12	0	1,980	16	1,557
56+84.03	5684.03	16.97	102.41	18.38	0.65	68	12	0	2,048	16	1,613
57+00.00	5700.00	15.97	103.27	18.37	4.64	61	11	2	2,109	19	1,660
57+15.04	5715.04	15.04	126.38	18.36	4.21	64	10	2	2,173	21	1,712
57+50.00	5750.00	34.96	91.52	18.38	6.85	141	24	7	2,314	30	1,820
57+75.00	5775.00	25.00	85.68	18.44	8.67	82	17	7	2,396	39	1,876
58+00.00	5800.00	25.00	83.95	18.30	12.15	79	17	10	2,475	51	1,926
58+25.00	5825.00	25.00	77.80	18.58	20.60	75	17	15	2,550	70	1,965
58+50.00	5850.00	25.00	80.76	18.21	14.41	73	17	16	2,623	90	2,001
58+75.00	5875.00	25.00	80.93	18.02	10.53	75	17	12	2,698	105	2,044
59+00.00	5900.00	25.00	76.60	18.73	12.31	73	17	11	2,771	119	2,086
59+34.95	5934.95	34.95	75.85	18.61	21.00	99	24	22	2,870	146	2,134
59+64.04	5964.04	29.09	91.41	31.79	5.59	90	27	14	2,960	164	2,179
60+00.00	6000.00	35.96	183.70	35.06	0.04	183	45	4	3,143	169	2,312
60+34.37	6034.37	34.37	168.81	32.49	3.37	224	43	2	3,367	171	2,491
60+65.17	6065.17	30.80	204.18	17.08	2.87	213	28	4	3,580	176	2,671
61+00.00	6100.00	34.83	84.52	17.08	2.79	186	22	4	3,766	181	2,830
61+50.00	6150.00	50.00	137.33	17.08	0.03	205	32	3	3,971	185	2,999

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

DIVISION 1 - 22

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 ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1	1.25	
61+91.39	6191.39	41.39	127.25	17.08	0.23	203	26	0	4,174	185	3,176
62+25.00	6225.00	33.61	98.21	17.04	4.57	140	21	3	4,314	189	3,291
62+50.00	6250.00	25.00	90.40	16.97	9.10	87	16	6	4,401	196	3,355
62+82.43	6282.43	32.43	84.88	16.89	0.81	105	20	6	4,506	204	3,432
63+12.83	6312.83	30.40	80.94	16.81	27.37	93	19	16	4,599	224	3,486
63+35.94	6335.94	23.11	59.61	16.74	35.12	60	14	27	4,659	258	3,499
63+75.00	6375.00	39.06	55.30	14.91	32.02	83	23	49	4,742	319	3,497
64+00.00	6400.00	25.00	49.98	15.25	33.12	49	14	30	4,791	356	3,495
64+25.00	6425.00	25.00	49.43	15.58	32.88	46	14	31	4,837	395	3,488
64+50.00	6450.00	25.00	56.90	15.67	31.30	49	14	30	4,886	433	3,486
64+75.00	6475.00	25.00	44.77	15.77	50.03	47	15	38	4,933	480	3,470

DIVISION 1 - 23

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 ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1	1.25	
8+83.75	883.75	0.00	5.71	8.46	0.20	0	0	0	0	0	0
9+00.00	900.00	16.25	7.18	8.93	0.00	4	5	0	4	0	-1
9+50.00	950.00	50.00	16.39	11.28	0.00	22	19	0	26	0	2
10+00.00	1000.00	50.00	70.82	25.04	0.00	81	34	0	107	0	49
10+50.00	1050.00	50.00	23.78	8.07	0.00	88	31	0	195	0	106
10+66.66	1066.66	16.66	6.42	5.21	0.07	9	4	0	204	0	111

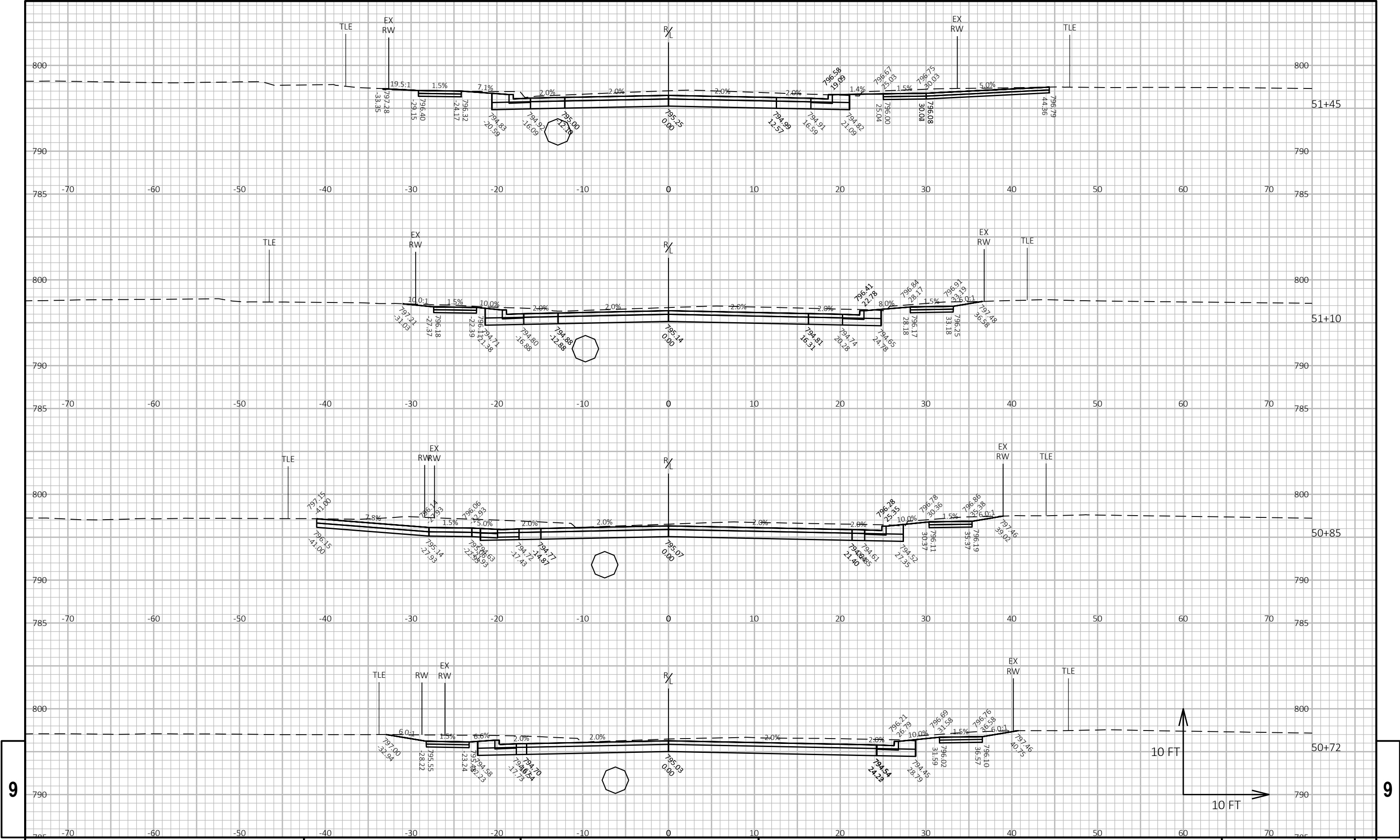
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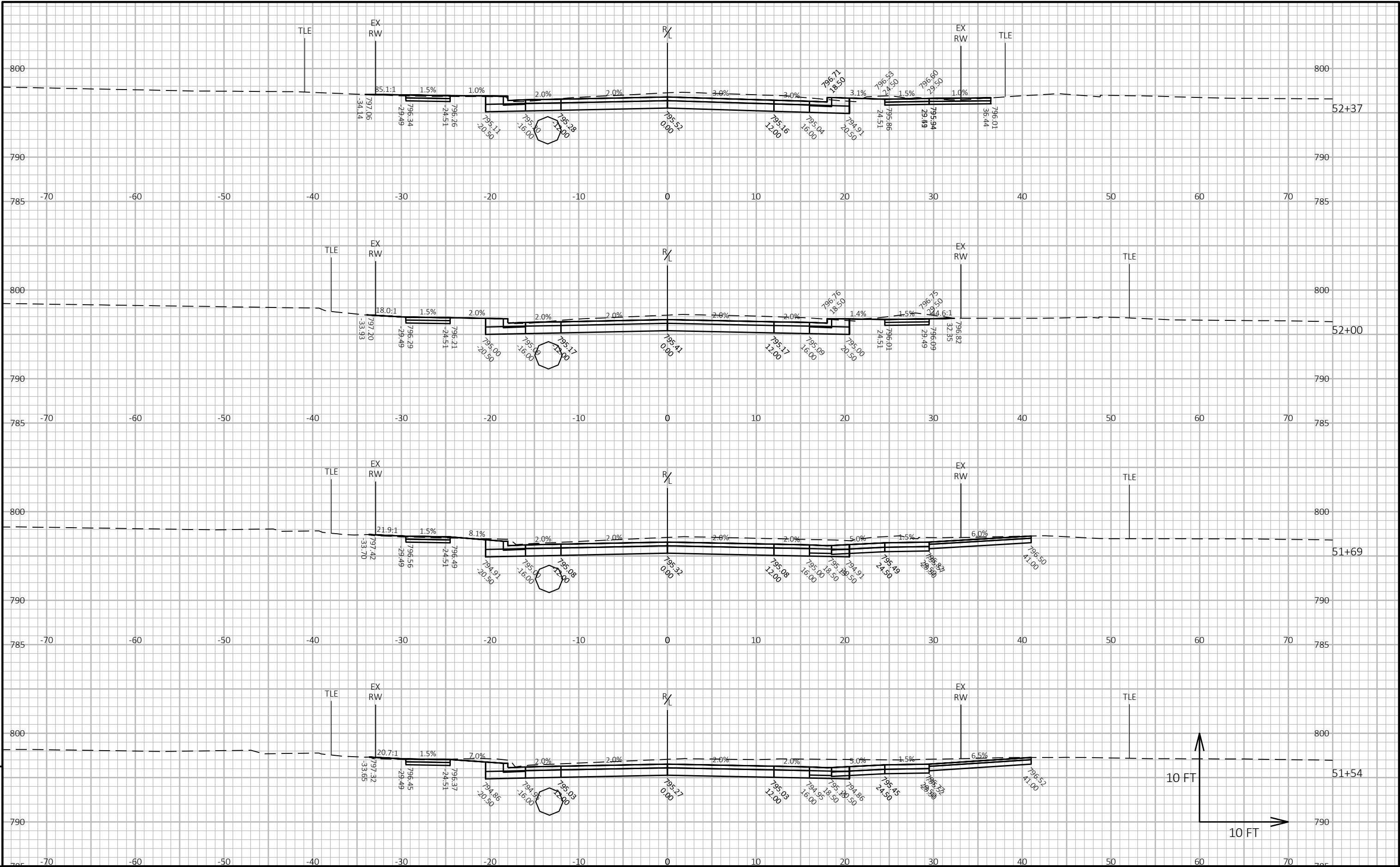
STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1	1.25	
9+40.00	940.00	0.00	47.34	14.58	0.00	0	0	0	0	0	0
9+62.85	962.85	22.85	55.24	14.58	0.00	43	12	0	43	0	31

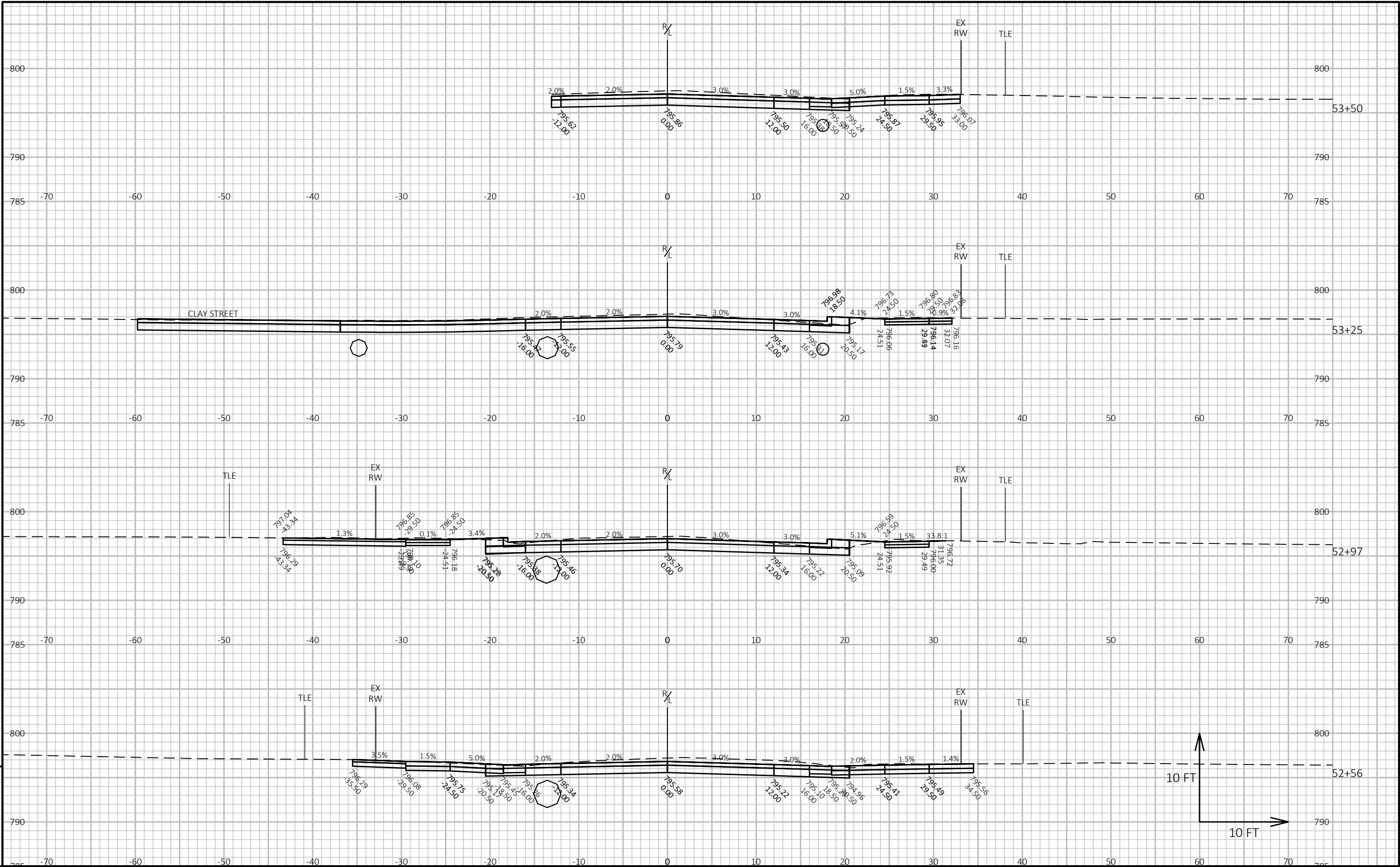
DIVISION 1 - LCL-PARKSTE

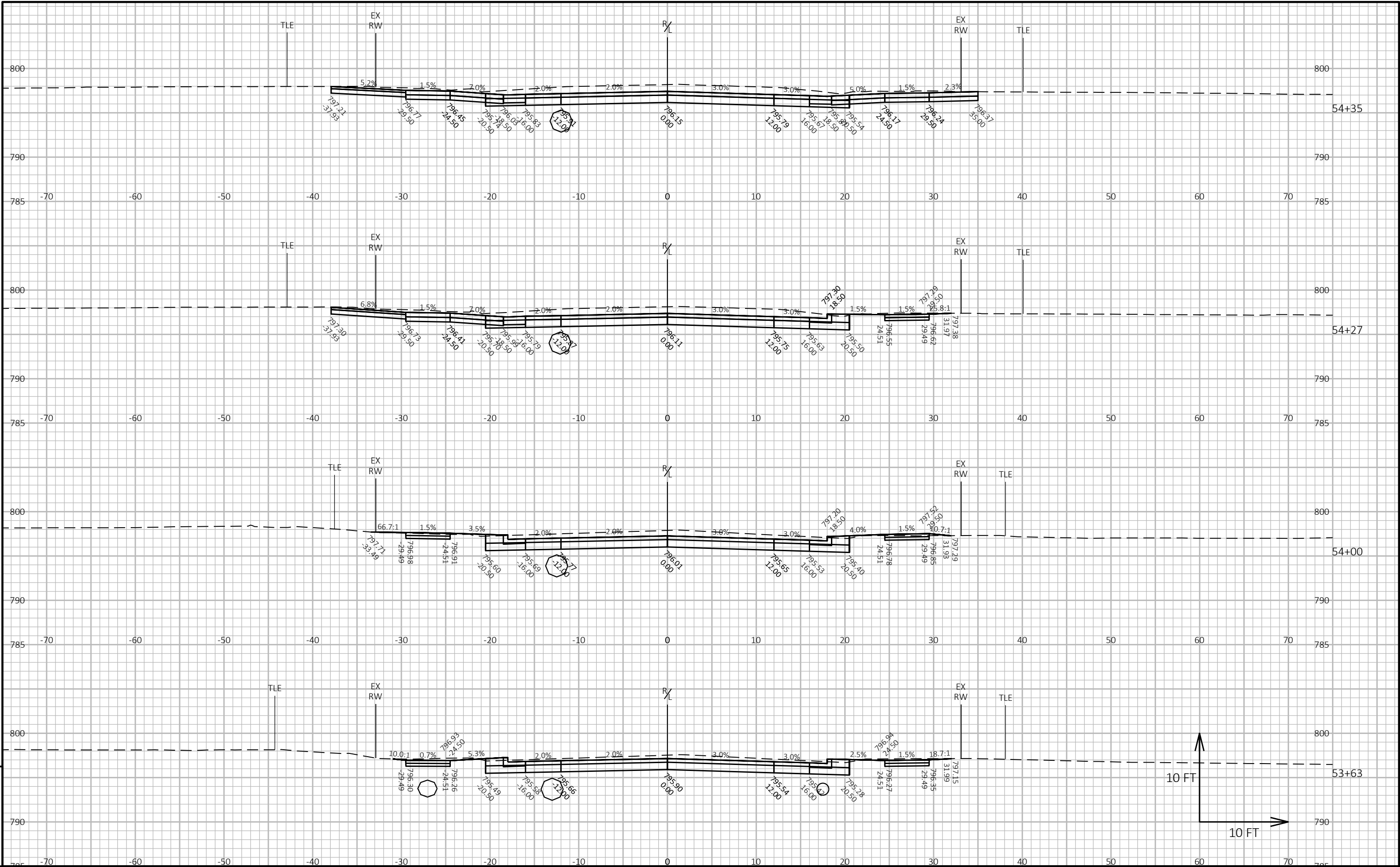
STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1	1.25	
10+64.74	1064.74	0.00	174.94	14.17	0.00	0	0	0	0	0	0
11+00.00	1100.00	35.26	176.55	14.17	0.00	230	18	0	230	0	212
11+25.00	1125.00	25.00	93.91	14.17	0.00	125	13	0	355	0	324

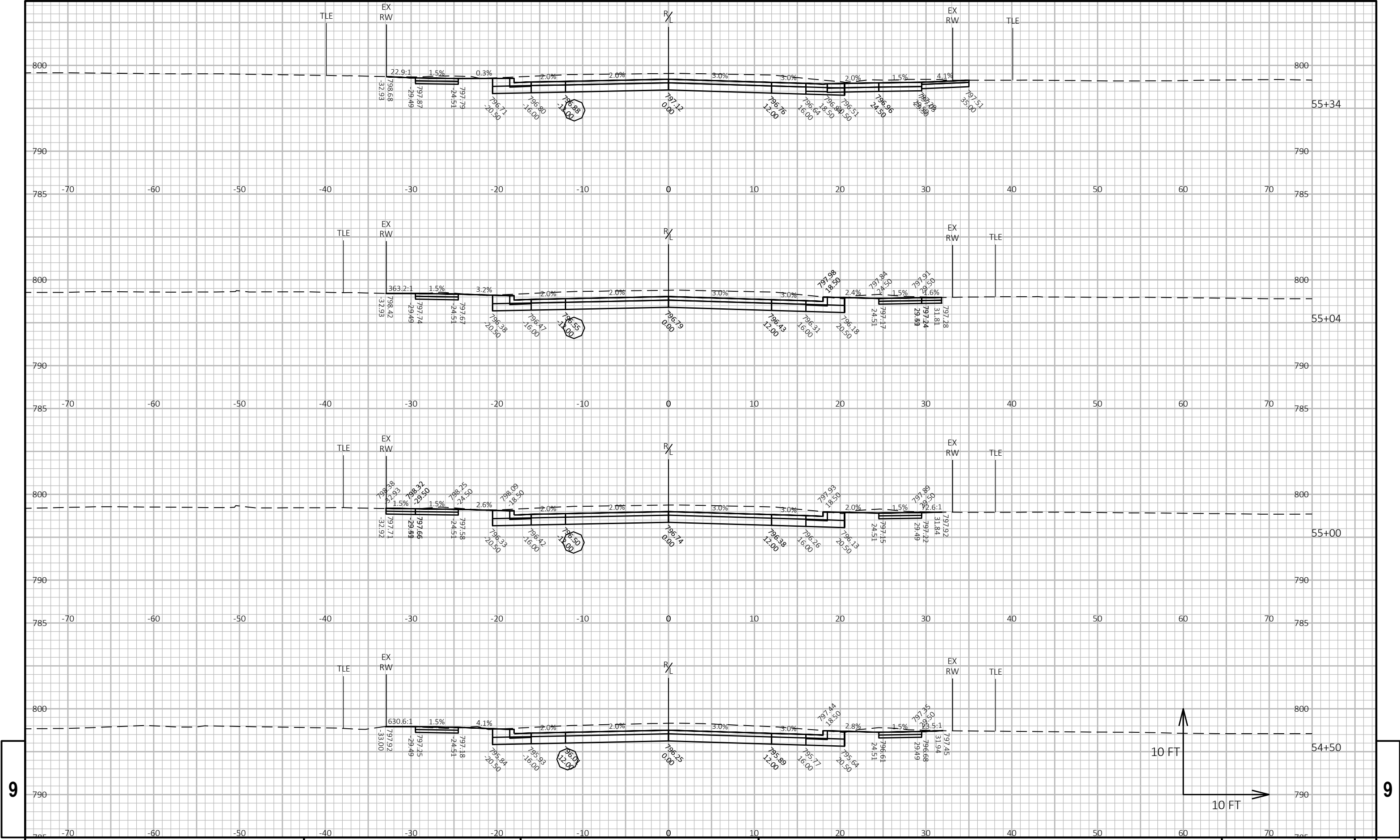
NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME







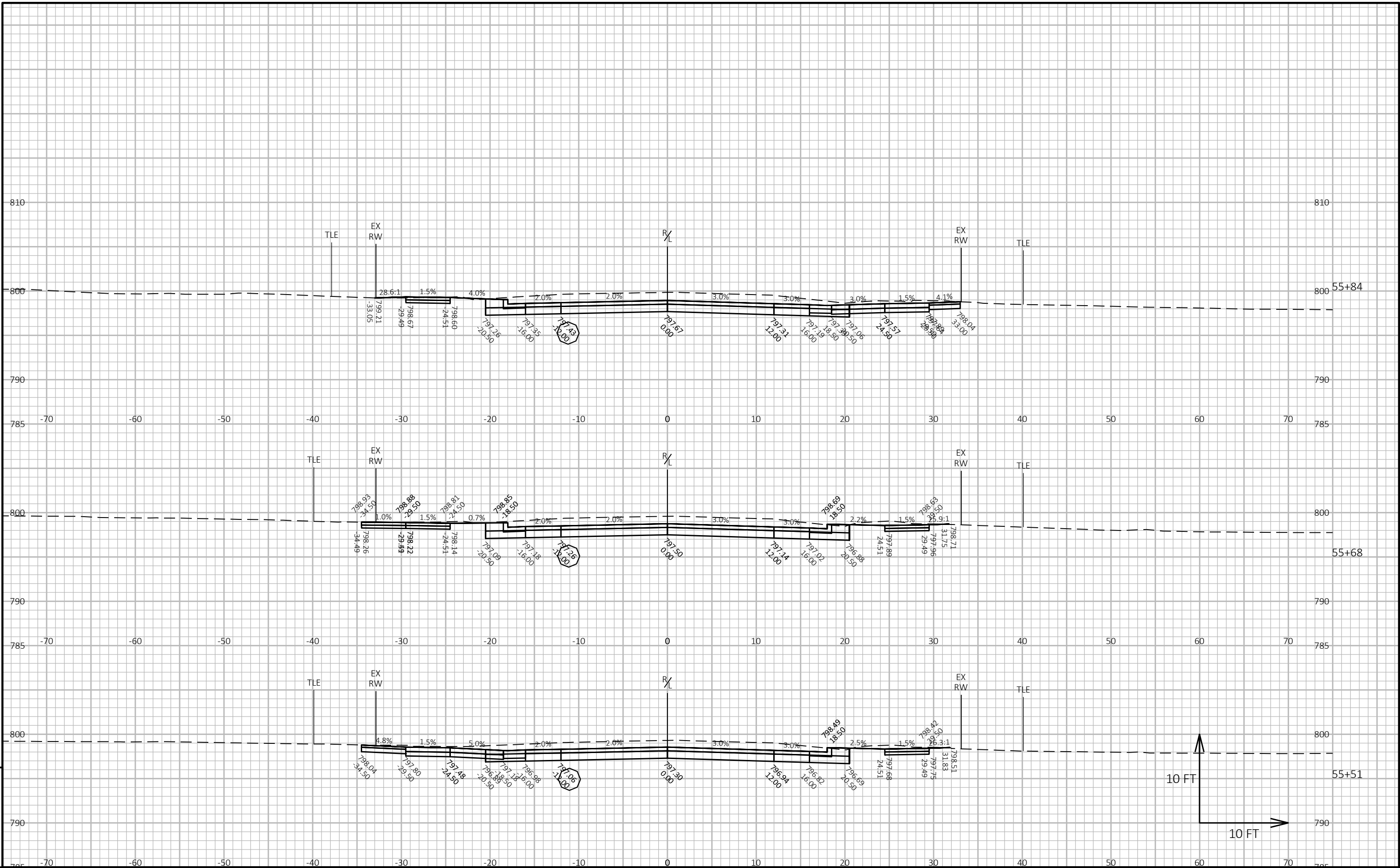


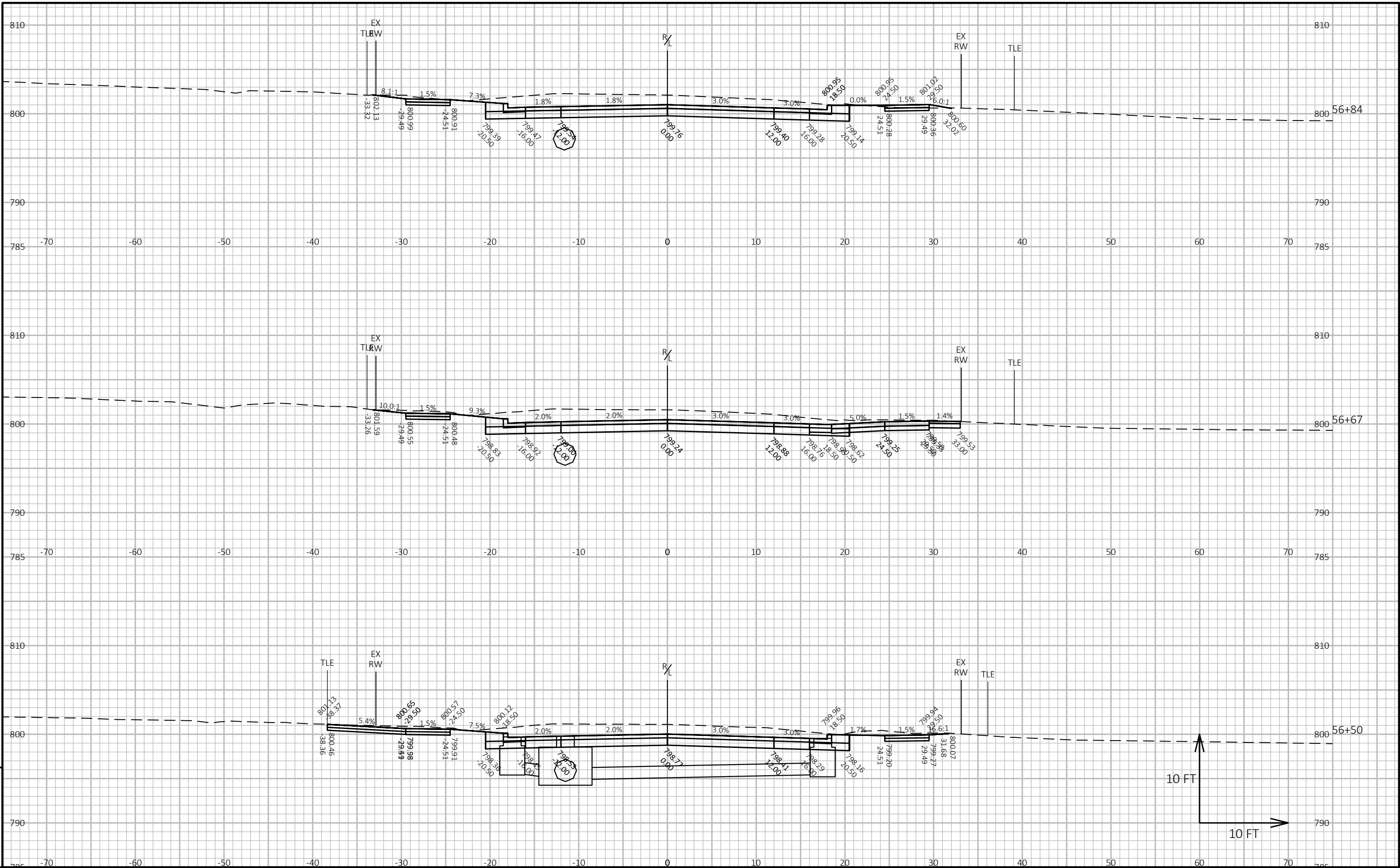


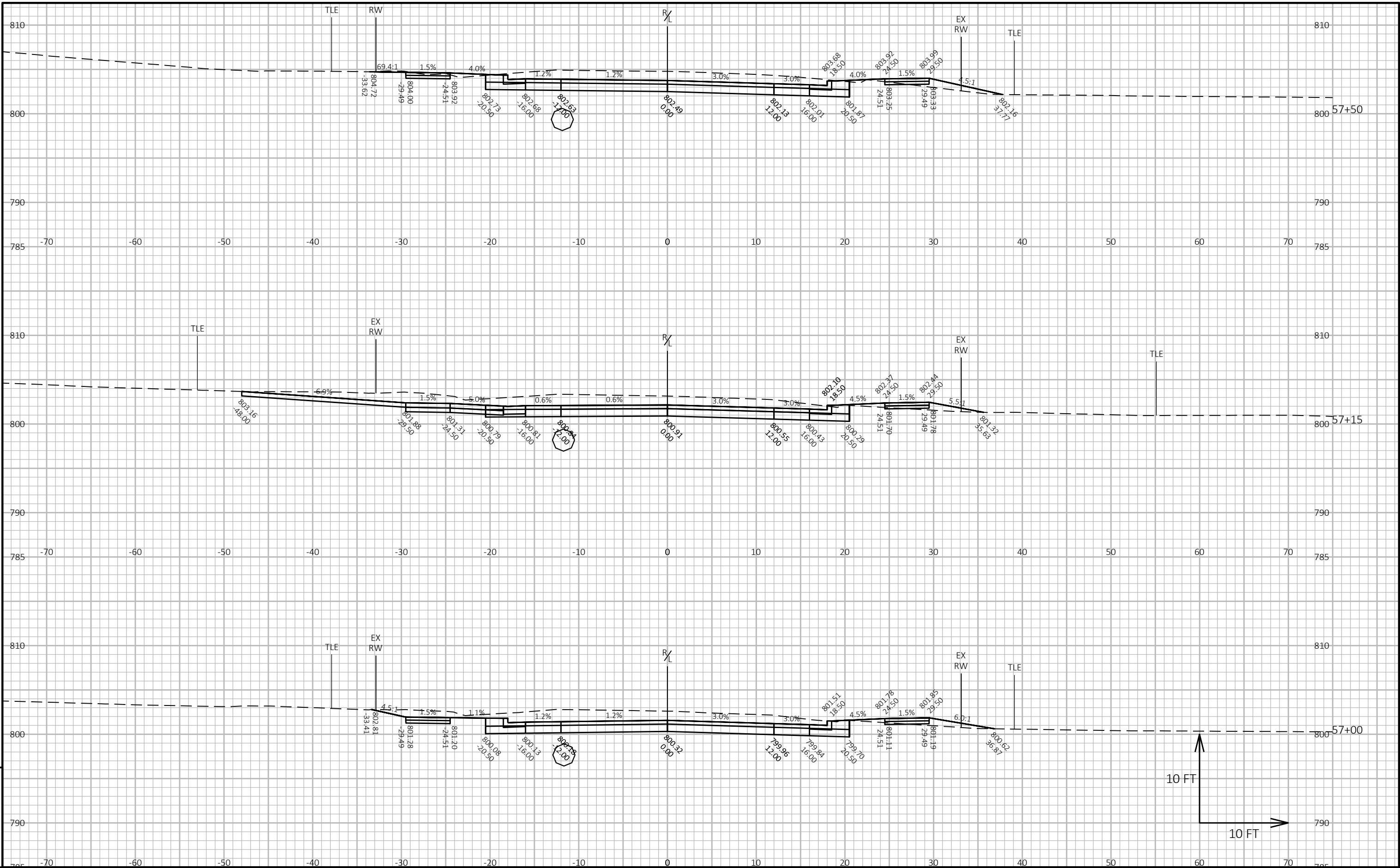
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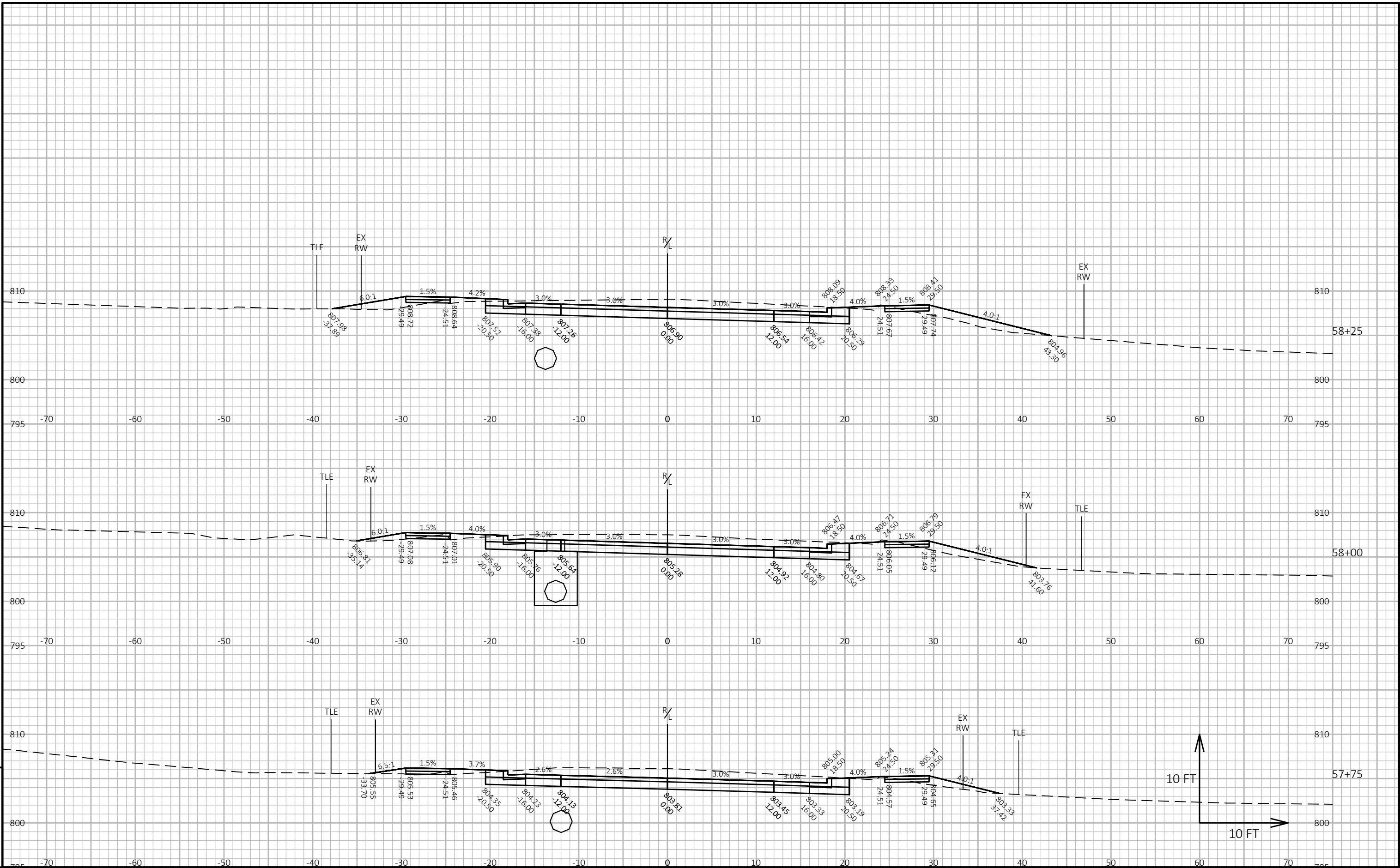
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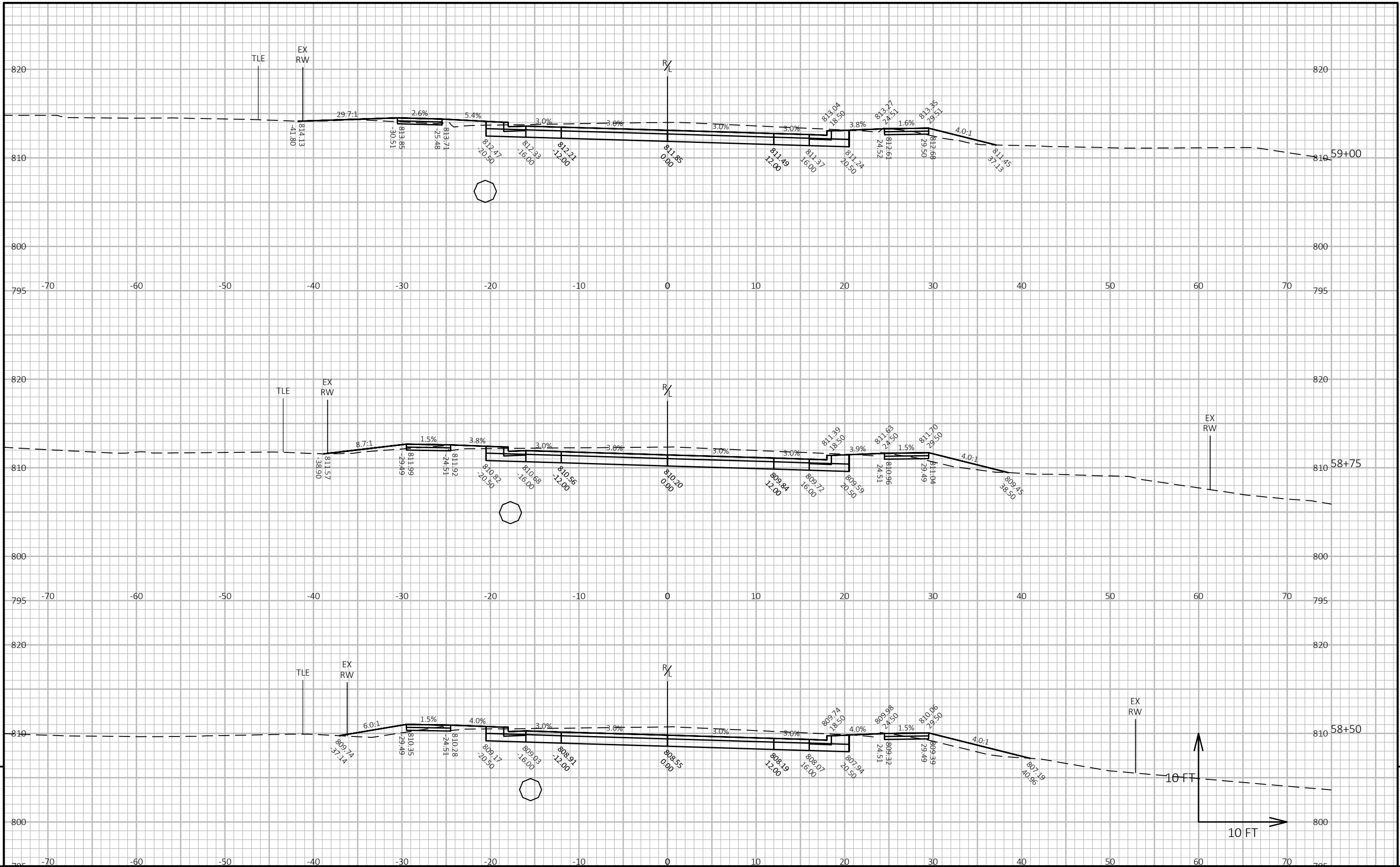
PROJECT NO: 6150-01-77	HWY: STH 22	COUNTY: MARQUETTE	CROSS SECTIONS: STH 22	SHEET 194	E
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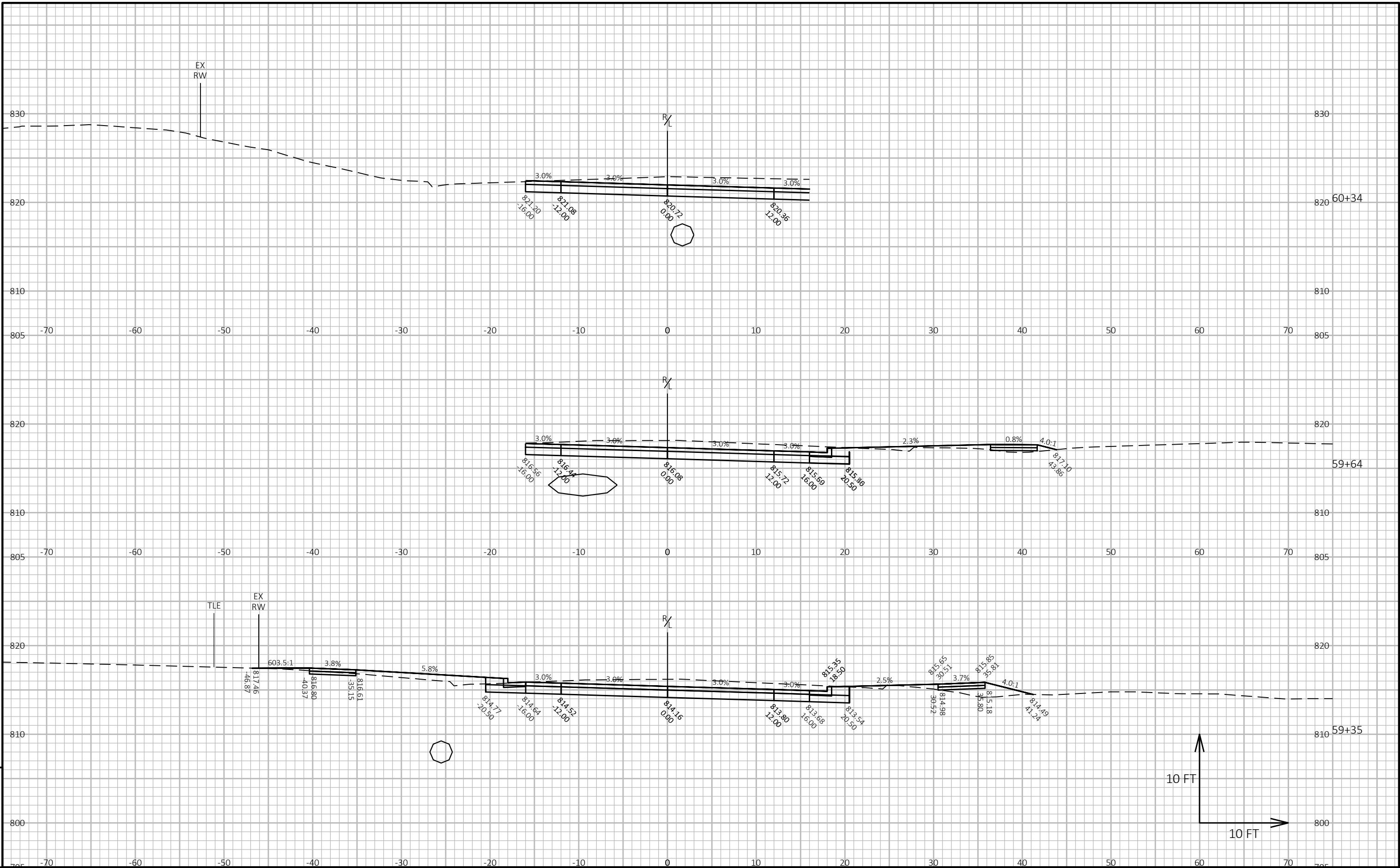


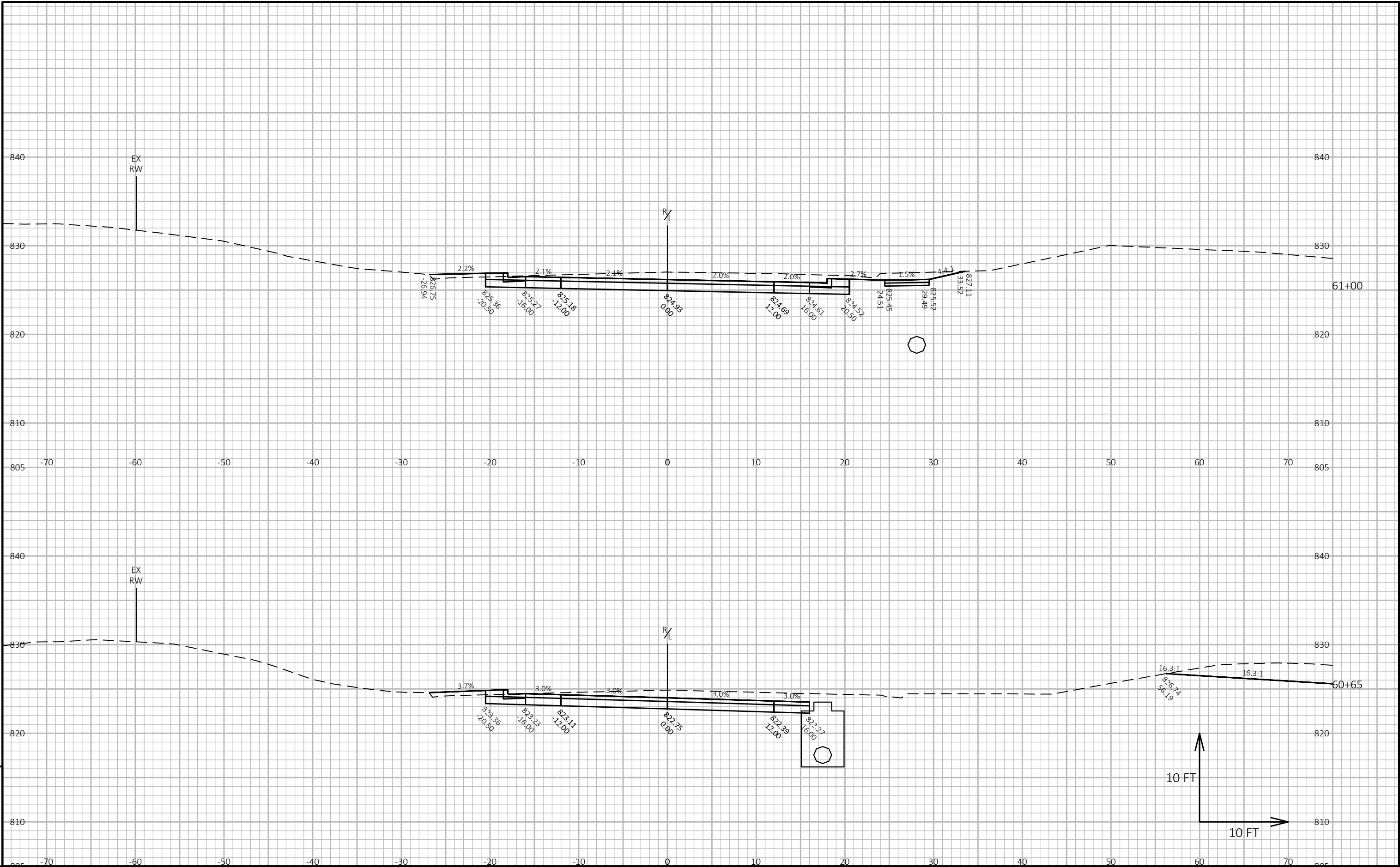


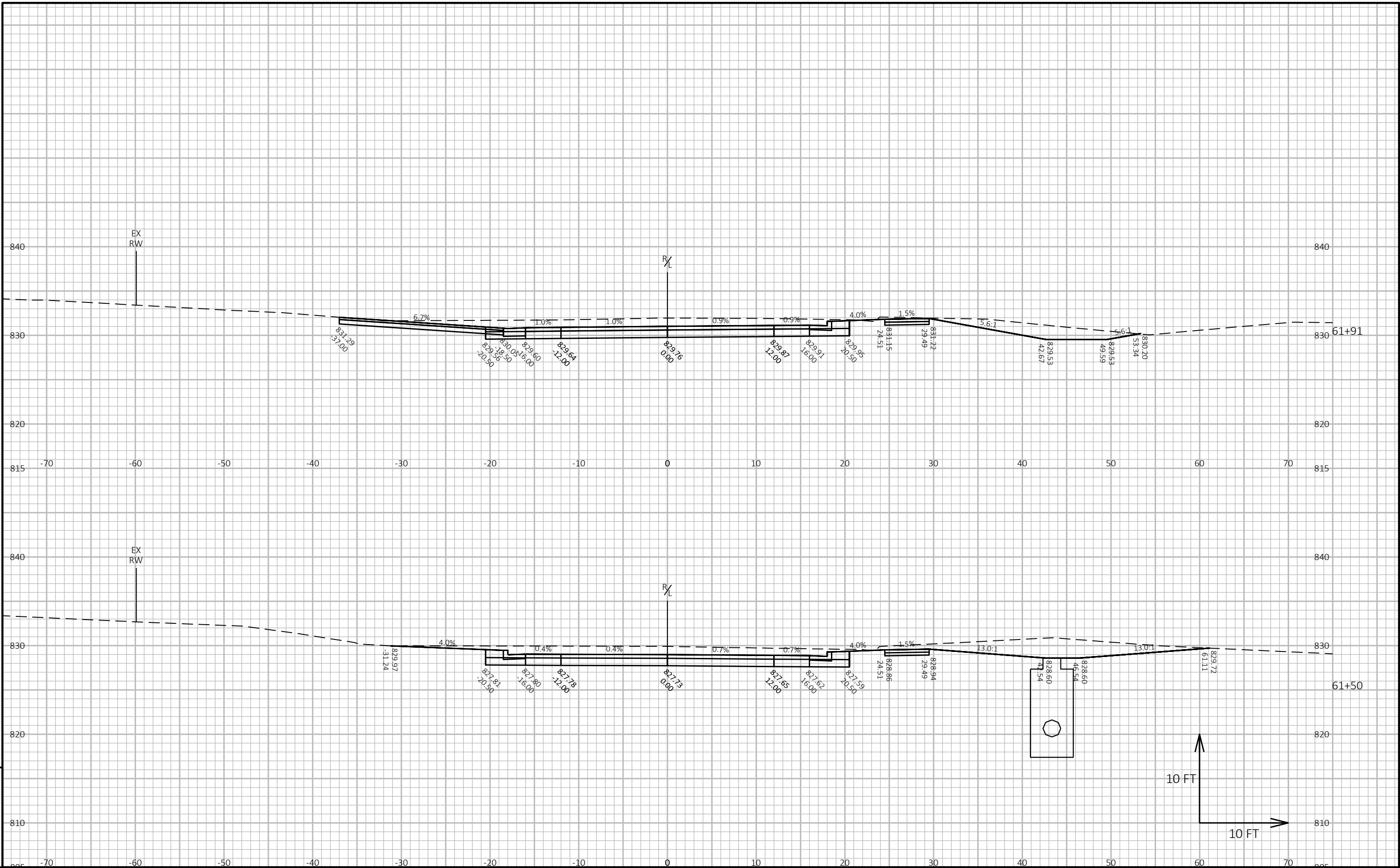


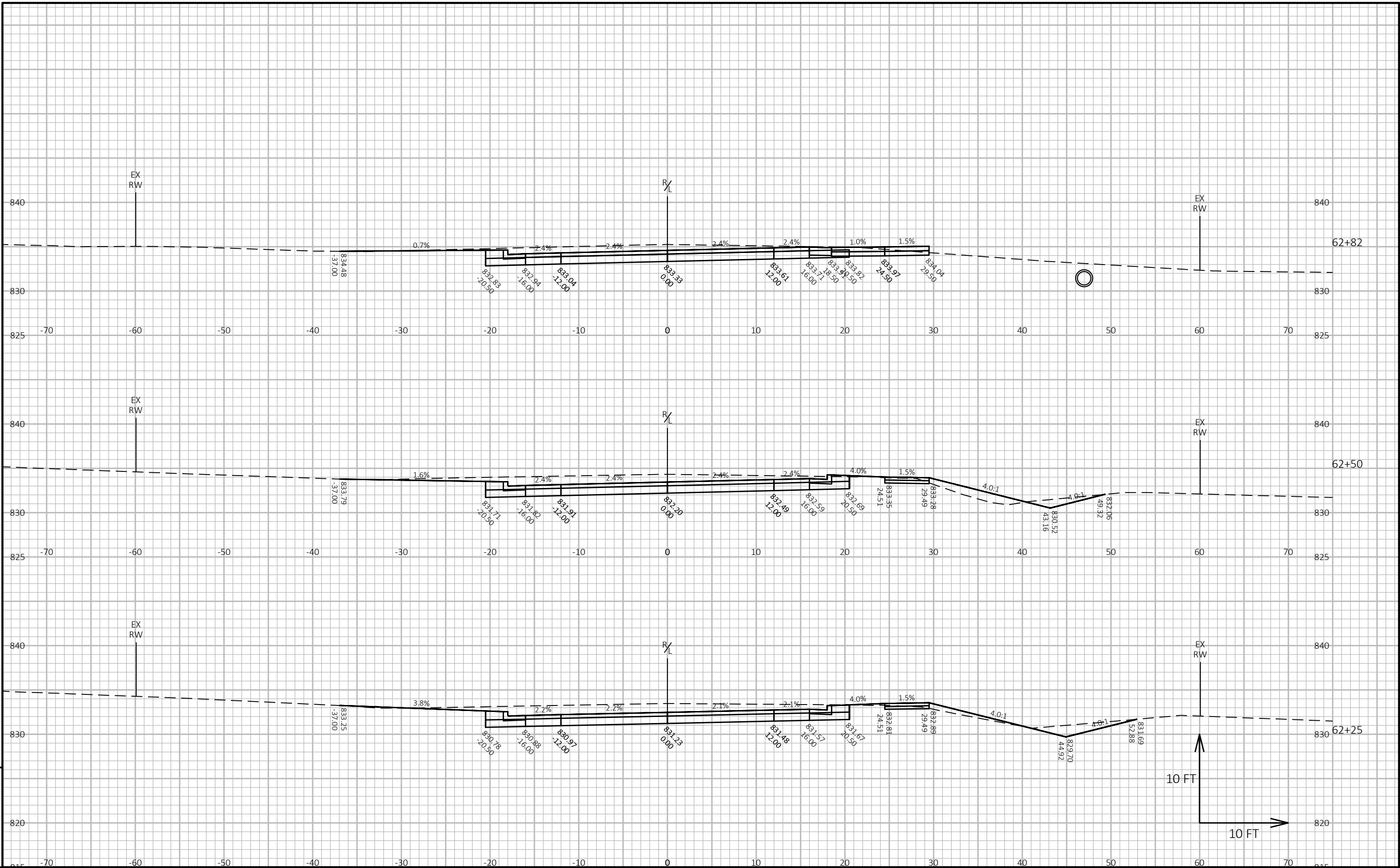


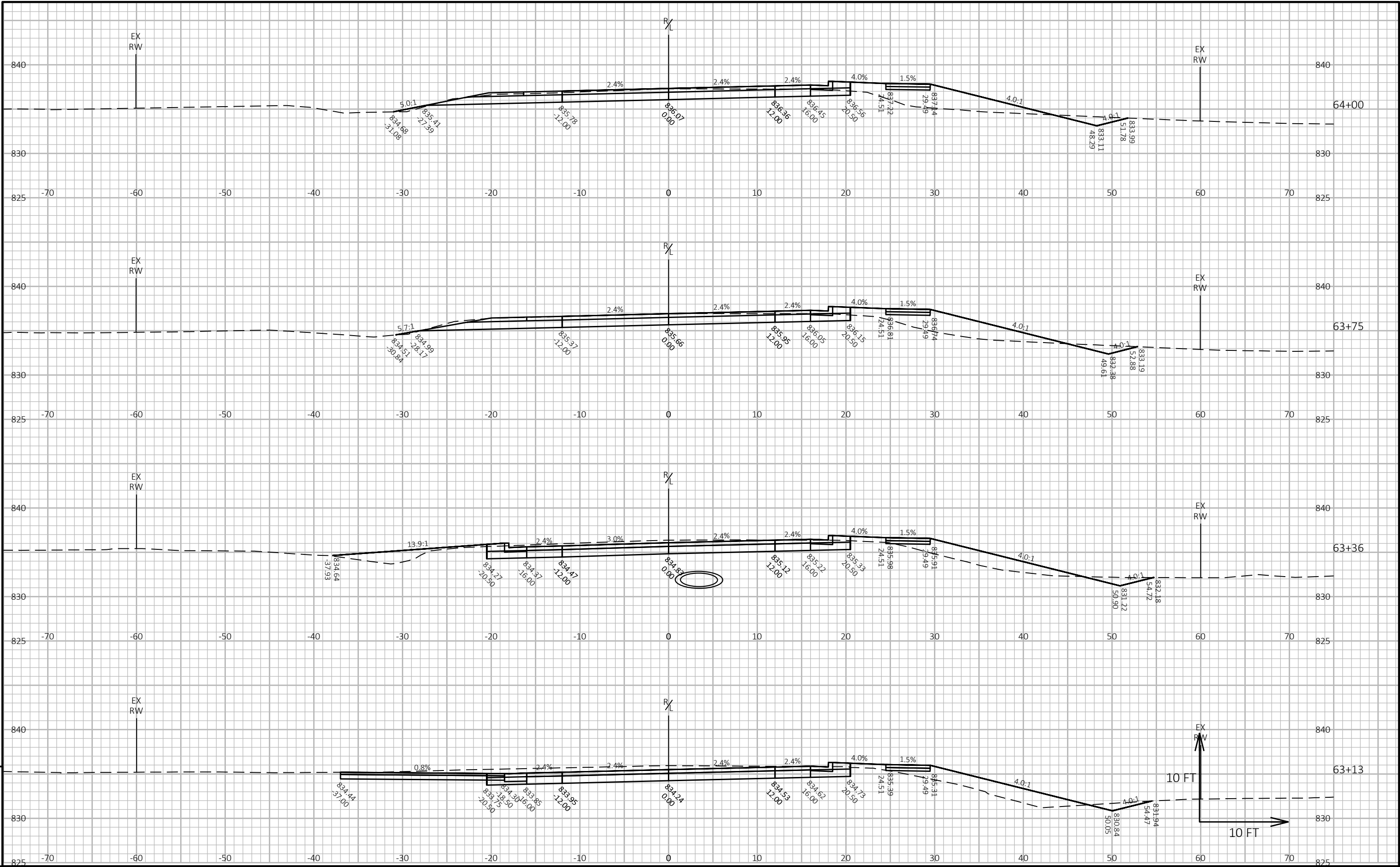


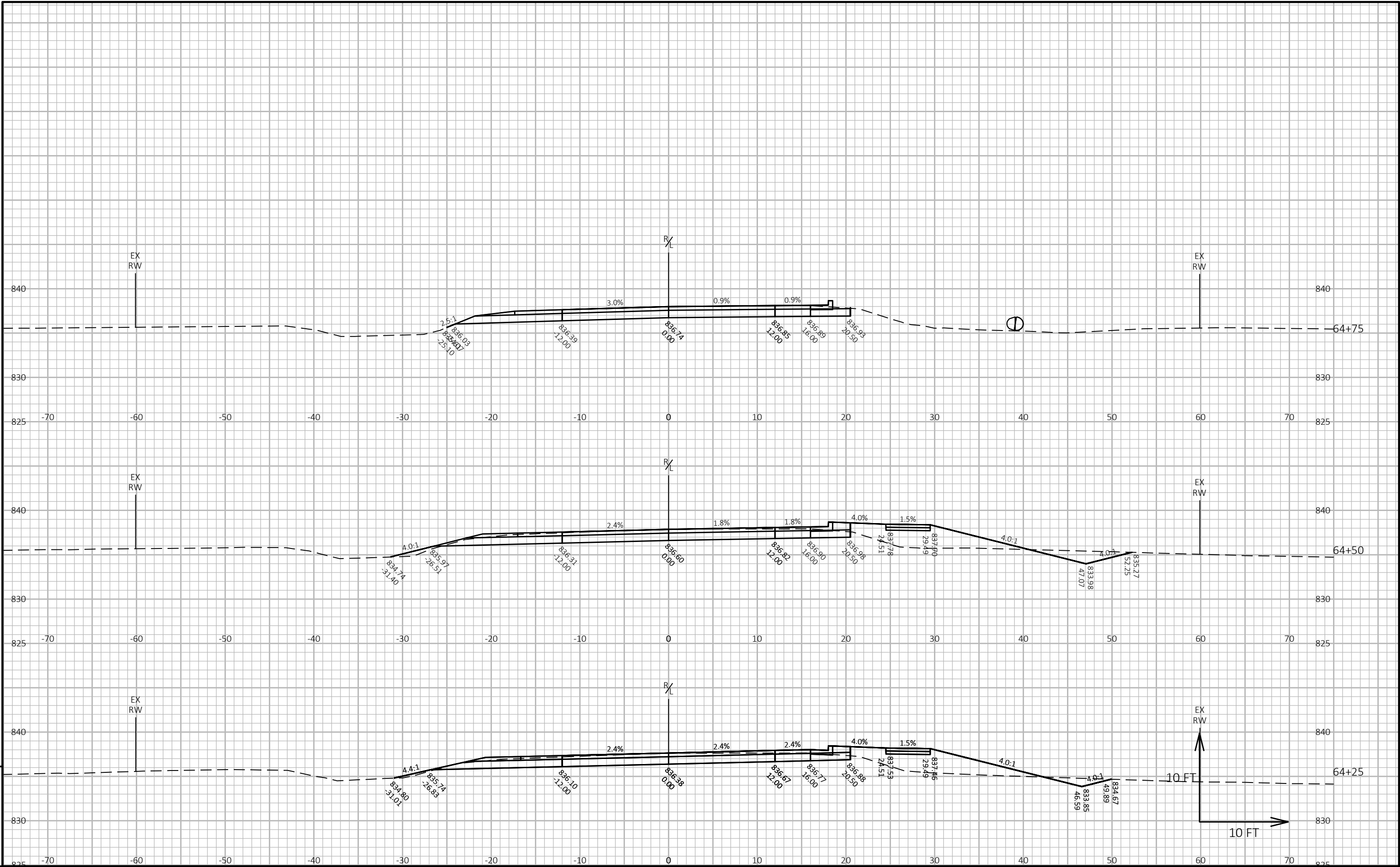


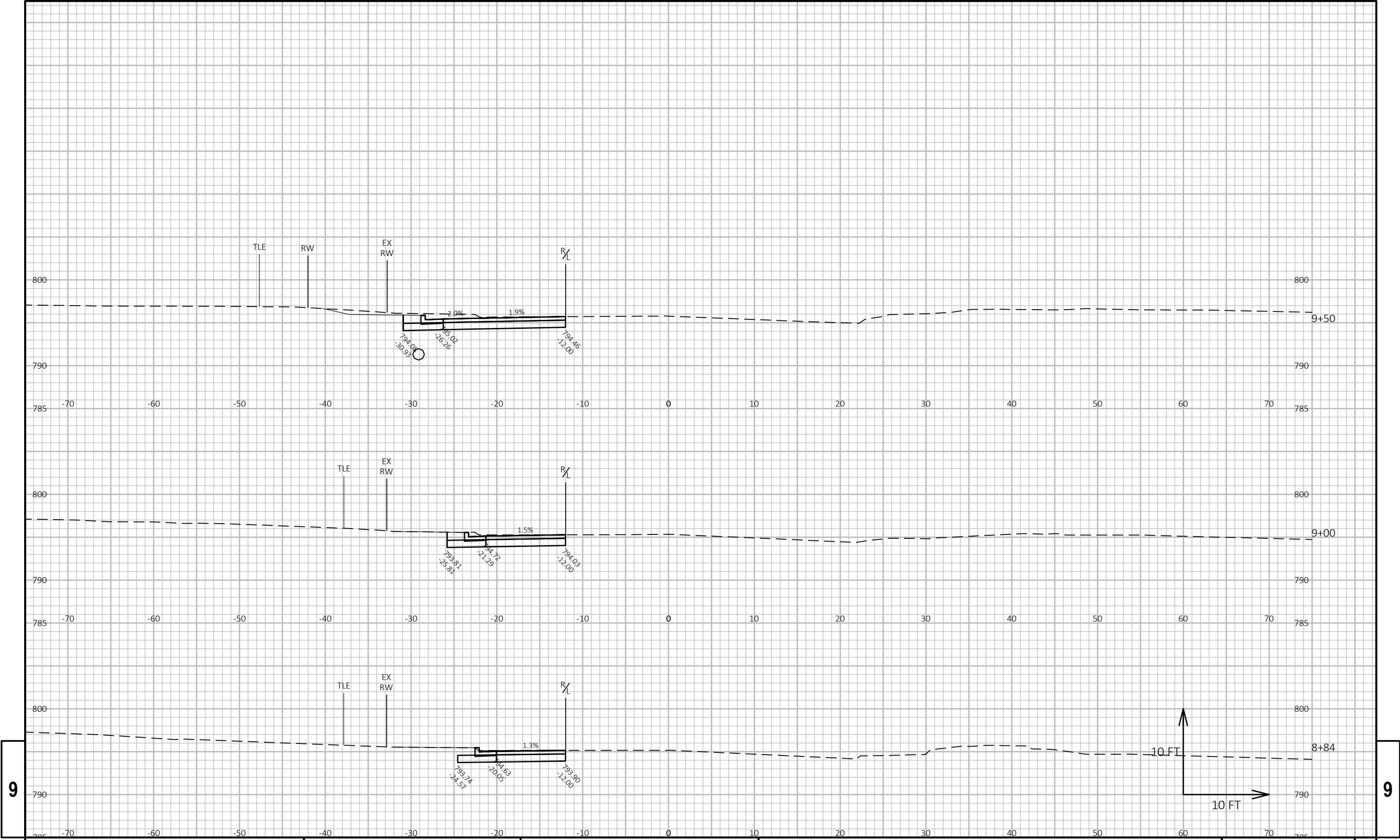






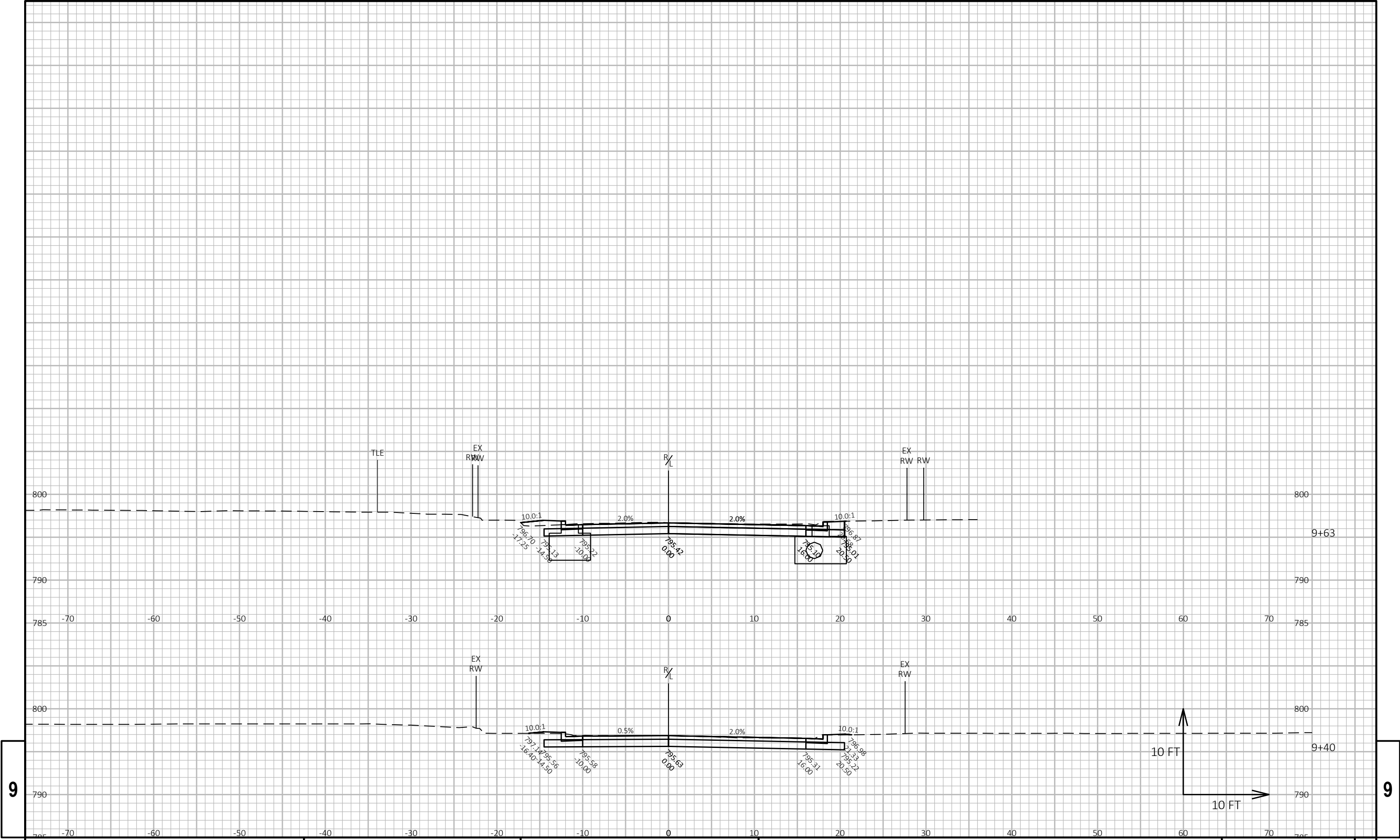






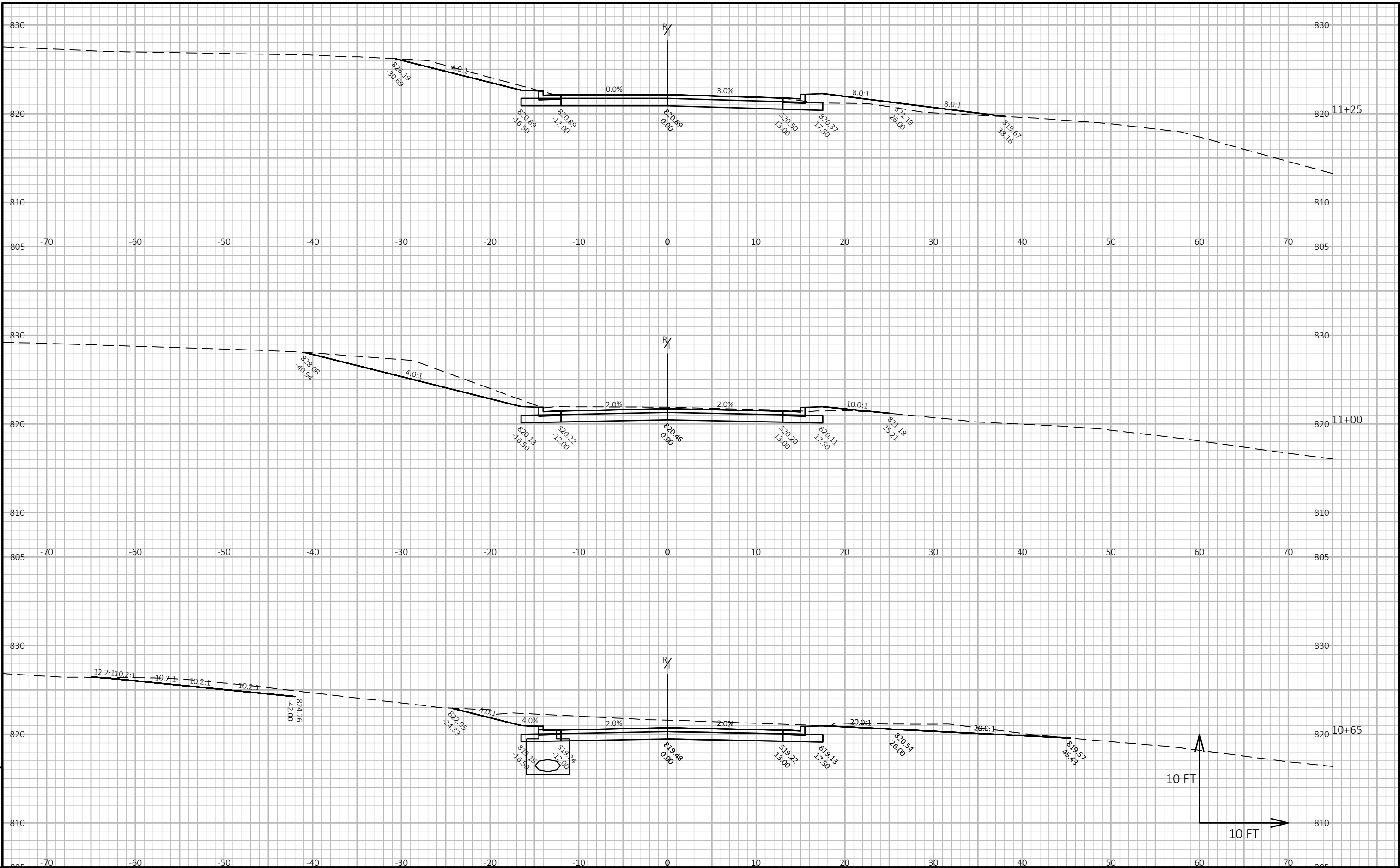
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9

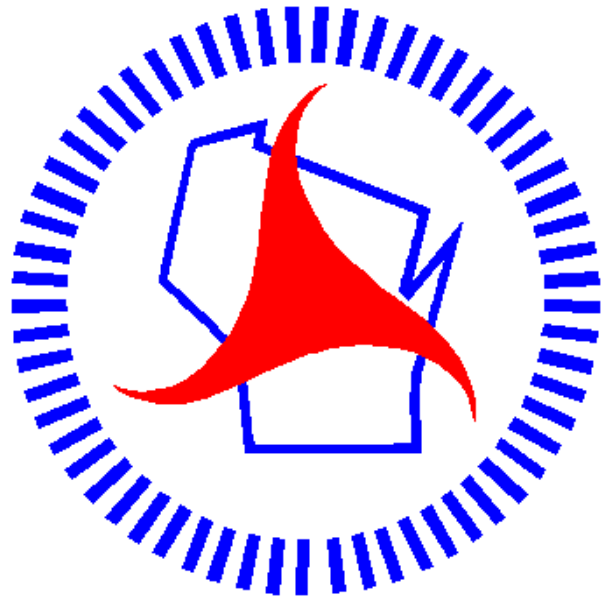


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9



Notes



Wisconsin Department of Transportation

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