SUP

PROJECT ID: **8160-00-76**

WITH: NA

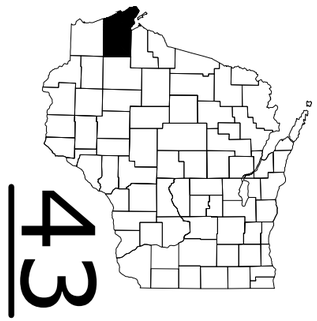
COUNTY: **BAYFIELD**

DECEMBER 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 = 326



N

DESIGN DESIGNATION

			2ND AVE W - 3 RD AVE E	3RD AVE E - 8TH AVE E	8TH AVE E - SUPERIOR AVE
A.A.D.T.	(2024)	=	7840	7840	7840
A.A.D.T.	(2044)	=	9540	9540	9540
D.H.V.		=	572	572	572
D.D.		=	60/40	60/40	60/40
T.		=	11%	11%	11%
DESIGN SPEED		=	30 MPH	40 MPH	50 MPH
ESALS		=	3,100,000	3,100,000	3,100,000

CONVENTIONAL SYMBOLS

PLAN

- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE (300'ER')
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

PROFILE

- GRADE LINE
- ORIGINAL GROUND
- MARSH OR ROCK PROFILE (To be noted as such) (ROCK)
- SPECIAL DITCH (LABEL)
- GRADE ELEVATION (95.36)
- CULVERT (Profile View)

UTILITIES

- ELECTRIC (E)
- FIBER OPTIC (FO)
- GAS (G)
- SANITARY SEWER (SAN)
- STORM SEWER (SS)
- TELEPHONE (T)
- WATER (W)
- UTILITY PEDESTAL
- POWER POLE
- TELEPHONE POLE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

C WASHBURN, BAYFIELD STREET

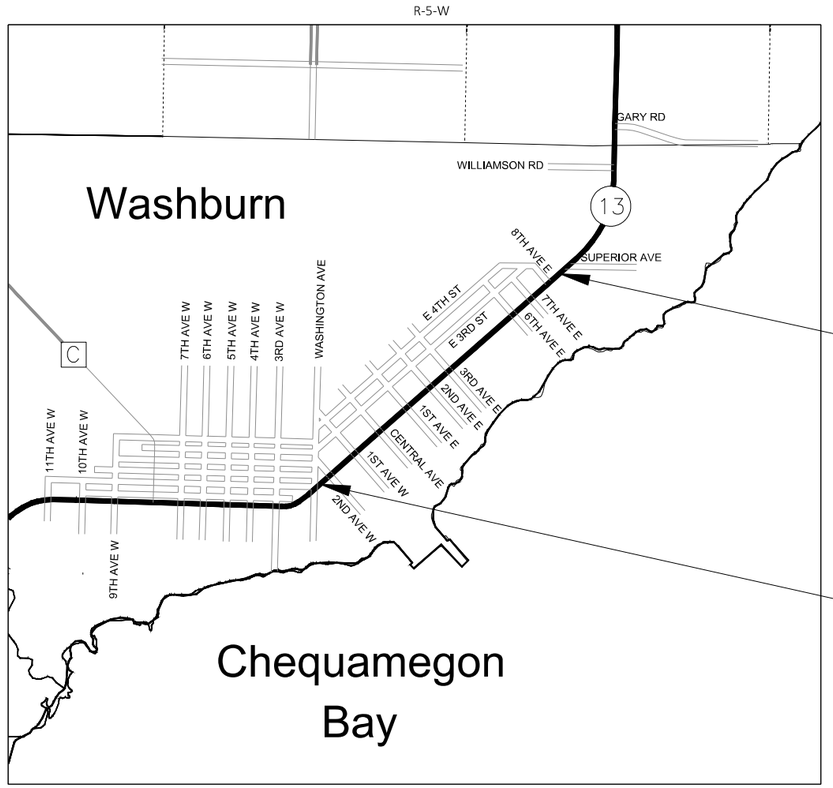
WASHINGTON AVENUE - SUPERIOR AVENUE

STH 13

BAYFIELD COUNTY

STATE PROJECT NUMBER
8160-00-76

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
8160-00-76	WISC 2027088	1



T-48-N

END PROJECT
STA 313+36.61
Y = 491490.854
X = 818684.330

BEGIN PROJECT
STA 262+51.85
Y = 488072.144
X = 814920.416

LAYOUT

SCALE 0 0.5 MI

TOTAL NET LENGTH OF CENTERLINE = 0.96 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), BAYFIELD COUNTY, NAD83 (HYEAR), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (VYEAR). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

ORIGINAL PLANS PREPARED BY

JARROD S. STARREN 38465 EAU CLAIRE, WI PROFESSIONAL ENGINEER WISCONSIN

DATE: 7-31-2026

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	QUEST
Designer	SEH
Project Manager	JESSICA DOUD
Regional Examiner	TOU YANG
Regional Supervisor	TYLER RONGSTAD

APPROVED FOR THE DEPARTMENT

DATE: 7/31/2026 Nicole Passuello (Signature)

Digitally signed by Nicole Passuello
DN: E=DOT.SIGN@dot.wi.gov, C=US, O=DOT, OU=FDO Supervisor NW Region, CN=Nicole Passuello
Date: 2026.07.31 09:19:45 -05'00'

E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\010101_TI.DWG PLOT DATE : 7/30/2026 10:58 AM PLOT BY : ANNIE JEROME PLOT NAME :

ORDER OF SECTION 2 SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
INTERSECTION DETAILS
CURB RAMPS
EROSION CONTROL
STORM SEWER
STREET LIGHTING
PAVEMENT MARKING &
PERMANENT SIGNING
TRAFFIC CONTROL
ALIGNMENT

UTILITY CONTACTS

BRIGHTSPEED - COMMUNICATION LINE
ATTENTION: ROBERT LUICK
1905 WARD AVENUE S
LA CROSSE, WI 54601
PHONE: 980-376-1572
PHONE: 608-738-1284
EMAIL: ROBERT.LUICK@BRIGHTSPEED.COM

CITY OF WASHBURN - SEWER
ATTENTION: GREG LEDIN
502 W BAYFIELD ST
PO BOX 638
WASHBURN, WI 54897
PHONE: 715-373-6171
EMAIL: DPW@CITYOFWASHBURNWI.GOV

CITY OF WASHBURN - WATER
ATTENTION: GREG LEDIN
502 W BAYFIELD ST
PO BOX 638
WASHBURN, WI 54897
PHONE: 715-373-6171
EMAIL: DPW@CITYOFWASHBURNWI.GOV

NORVADO - COMMUNICATION LINE
ATTENTION: GUY FOLSUM
43705 USH 63,
PO BOX 67
CABLE, WI 54821-0067
PHONE: 715-798-7123
EMAIL: GFOLSUM@NORVADO.COM

SPECTRUM - COMMUNICATION LINE
ATTENTION: PAUL JOHNSON
640 GARFIELD AVENUE
DULUTH, MN 55802
PHONE: 218-522-0490
EMAIL: PAUL.JOHNSON3@SPECTRUM.COM

XCEL ENERGY - ELECTRIC
ATTENTION: JOHN KELSER
1414 HAMILTON AVENUE
EAU CLAIRE, WI 54702
PHONE: 715-737-6020
EMAIL: JOHN.KELSER@XCELENERGY.COM

XCEL ENERGY - GAS
ATTENTION: JOHN KELSER
1414 HAMILTON AVENUE
EAU CLAIRE, WI 54702
PHONE: 715-737-6020
EMAIL: JOHN.KELSER@XCELENERGY.COM

TRANSIT
BAY AREA TRANSIT (BART)
ATTENTION: PAT DAOUST
2216 6TH STREET EAST
ASHLAND, WI 54806
PHONE: 715-682-9664 EXT. 101
EMAIL: BARTBUS.COM

GENERAL NOTES:

REFERENCE LINES SHOWN ON THE PLANS ARE APPROXIMATE IN RELATION TO CENTERLINE. CONTRACTOR SHALL VERIFY THAT PLAN OFFSETS ARE ACCURATE IN RELATION TO THE CENTERLINE.

ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED TO THE APPROXIMATE USGS DATUM.

WHEN THE QUANTITY OF BASE AGGREGATE OR ASPHALTIC SURFACE IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS OF THE LAYER SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

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

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

THE EXACT LOCATION OF THE EROSION CONTROL DEVICES SHALL BE DETERMINED IN THE FIELD.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, ARE TO BE 4-INCH TOPSOILED, FERTILIZED AND SEEDED.

ALL PRIVATE DRIVEWAYS, FIELD ENTRANCES, AND SHALL BE RESTORED IN-KIND. LIMITS TO BE DETERMINED BY ENGINEER.

WHEN PORTION OF EXISTING ASPHALTIC SURFACES ARE TO BE REMOVED TO ACCOMMODATE NEW CONSTRUCTION, THE LINE OF SUCH REMOVAL SHALL BE NEATLY DELINEATED WITH A SAW CUT JOINT THOUGH THE ASPHALTIC SURFACE SO THAT REMOVAL OF THE ASPHALT SHALL BE ACCOMPLISHED WITHOUT DAMAGE TO REMAINING PORTION, THE LOCATION OF SAW JOINT AND THE AMOUNT REMOVED AT SIDE ROADS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, PASSING OR PARKING LANE.

SHOULDER TAPER LOCATIONS SHALL MATCH EXISTING.

TACK COAT CALCULATIONS ARE BASED ON THE FOLLOWING APPLICATION RATES:
- BETWEEN THE MILLED PAVEMENT AND NEW HMA PAVEMENT AT 0.07 GAL/SY
- BETWEEN THE LOWER LAYER AND UPPER LAYER OF NEW HMA PAVEMENT AT 0.05 GAL/SY

HMA PAVEMENT SHALL BE PLACED IN LIFTS AS FOLLOWS:
- 4": 2.0" LOWER LAYER (3 MT 58-34 S), 2.0" SURFACE LAYER (4 MT 58-34 S)
- 8": 3.0" LOWER LAYER (3 MT 58-34 S), 3.0" MIDDLE LAYER (3 MT 58-34 S)
  2.0" SURFACE LAYER (4 MT 58-34 S)

A CONVERSION FACTOR OF 2.1 TONS/CY IS USED TO ESTIMATE QUANTITIES FOR BASE AGGREGATE DENSE 3/4-INCH.

A CONVERSION FACTOR OF 112 LBS/IN/SY IS USED TO ESTIMATE QUANTITIES FOR HMA PAVEMENT.

RUNOFF COEFFICIENT TABLE

	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .50	.19 .34	.28 .41	.38 .56
MEDIAN STRIP-TURF	.19 .24	.20 .26	.24 .30	.19 .25	.22 .28	.26 .33	.20 .26	.23 .30	.30 .37	.20 .27	.25 .32	.30 .40
SIDE SLOPE-TURF			.25 .32			.27 .34			.28 .36			.30 .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 = 12.30 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 10.26 ACRES

DESIGN CONTACTS

SEH
ATTENTION: JARROD STARREN
10 NORTH BRIDGE STREET
CHIPPEWA FALLS, WI 5429
PHONE: 715.271.1213
EMAIL: JSTARREN@SEHINC.COM

WDNR LIAISON

DNR NORTHERN REGION HQ
ATTENTION: SHAWN HASELEU
810 W. MAPLE STREET
SPOONER, WI 54801
PHONE: 715.635.4229
EMAIL: SHAWN.HASELEU@WISCONSIN.GOV

DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com

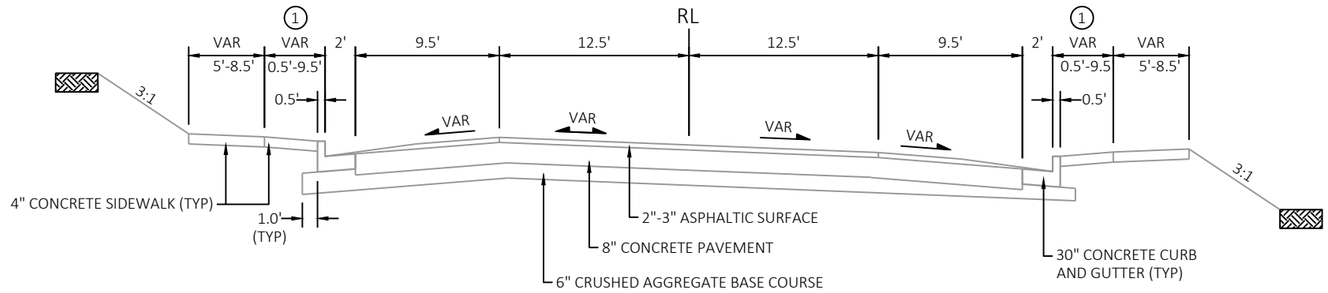
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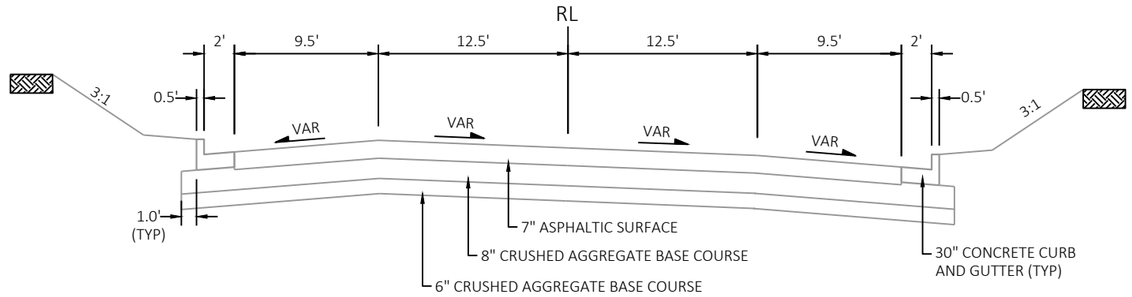
PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\020201_PO.DWG
LAYOUT NAME - 01

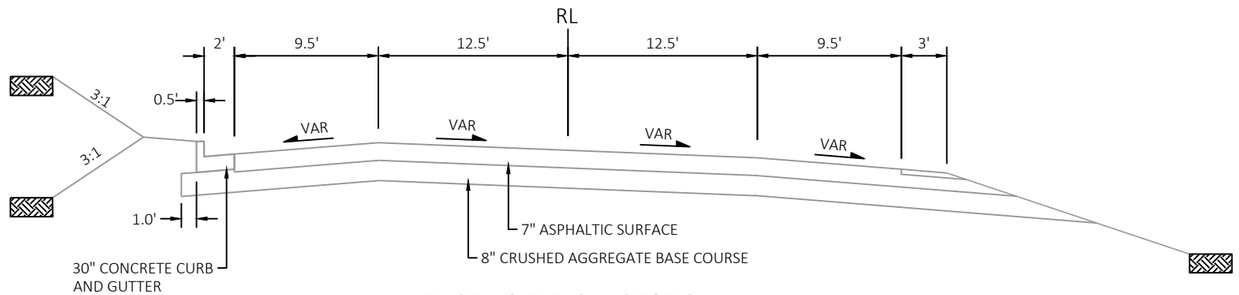
PLOT DATE : 7/30/2026 12:10 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:500 FT



EXISTING TYPICAL SECTION
STH 13
STA 262+51 - STA 286+87



EXISTING TYPICAL SECTION
STH 13
STA 286+87 - STA 290+72

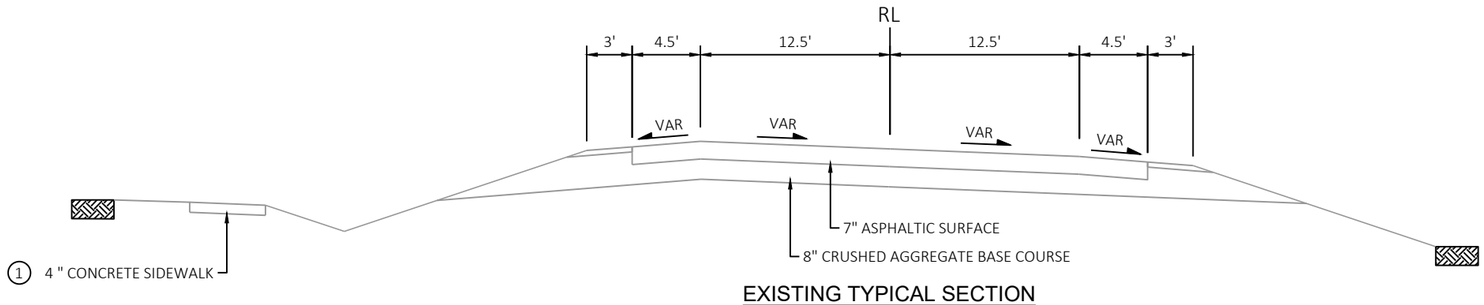


EXISTING TYPICAL SECTION
STH 13
STA 290+72 - STA 294+65

NOTES:

(1) CONCRETE TERRACE ENDS AT CENTRAL AVE LT AND AT STA 279+20 RT.

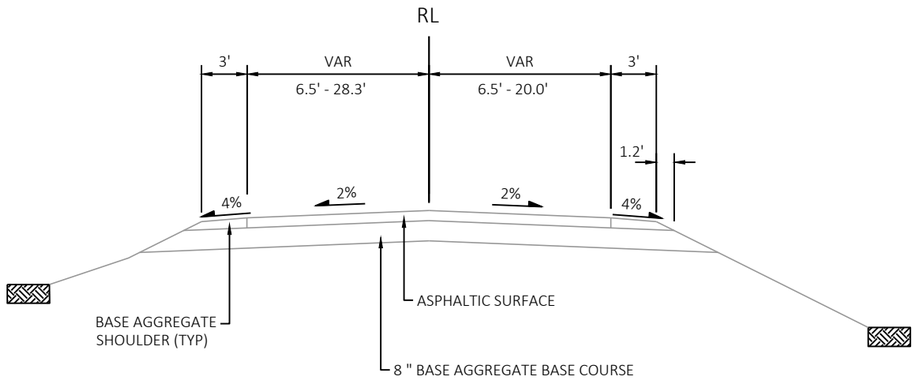
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EXISTING TYPICAL SECTION

STH 13

STA 294+65 - STA 313+37



FINISHED TYPICAL SECTION

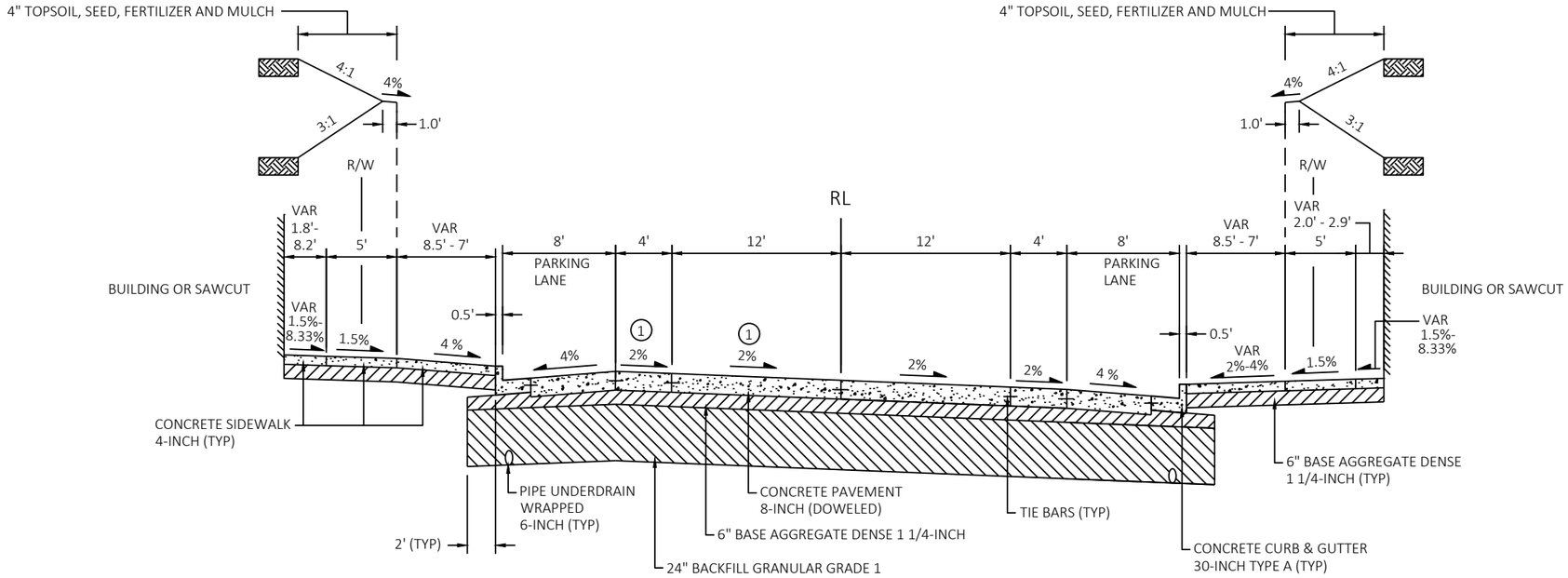
2ND AVENUE W
1ST AVENUE W
CENTRAL AVENUE
1ST AVENUE E
2ND AVENUE E
3RD AVENUE E
6TH AVENUE E
7TH AVENUE E
8TH AVENUE E

NOTES:

1. SIDEWALK BEGINS AT STA 296+18 LT AND ENDS AT STA 308+25 LT.

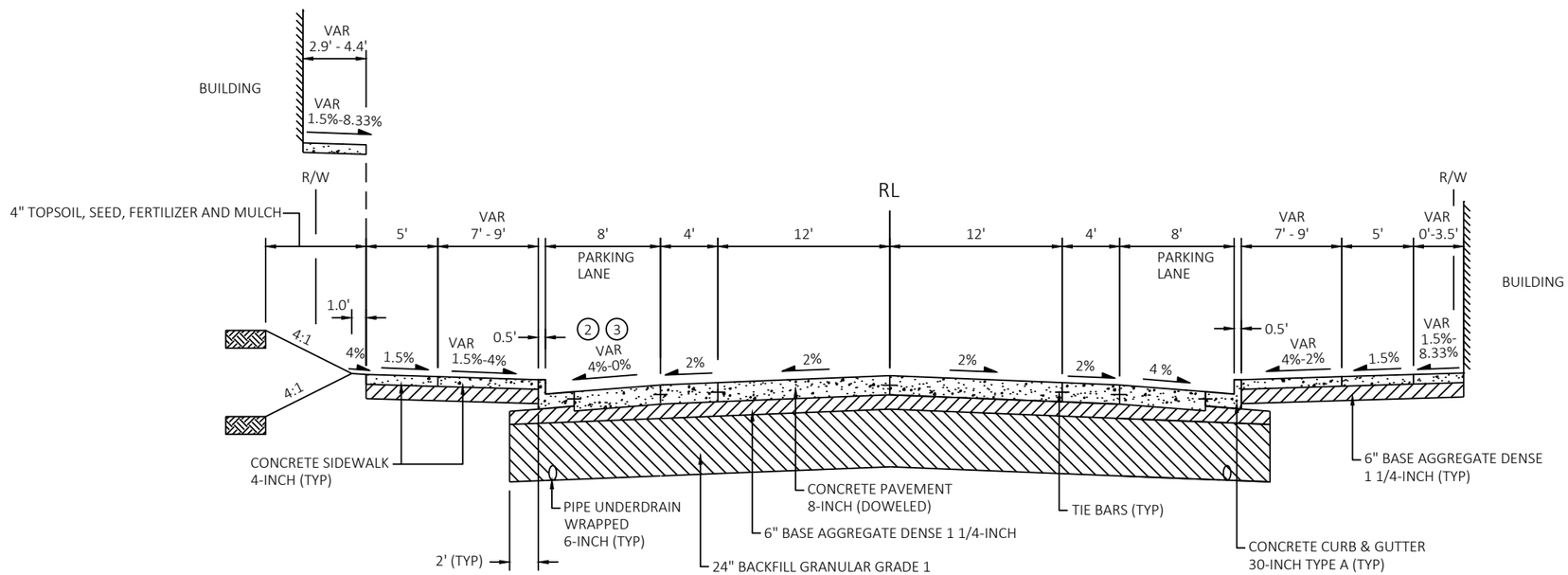
PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	TYPICAL SECTIONS	SHEET 5	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\020301_TS.DWG
LAYOUT NAME - 02
PLOT DATE : 7/30/2026 12:20 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



FINISHED TYPICAL SECTION

STH 13
STA 262+51.85 - STA 271+86.36



FINISHED TYPICAL SECTION

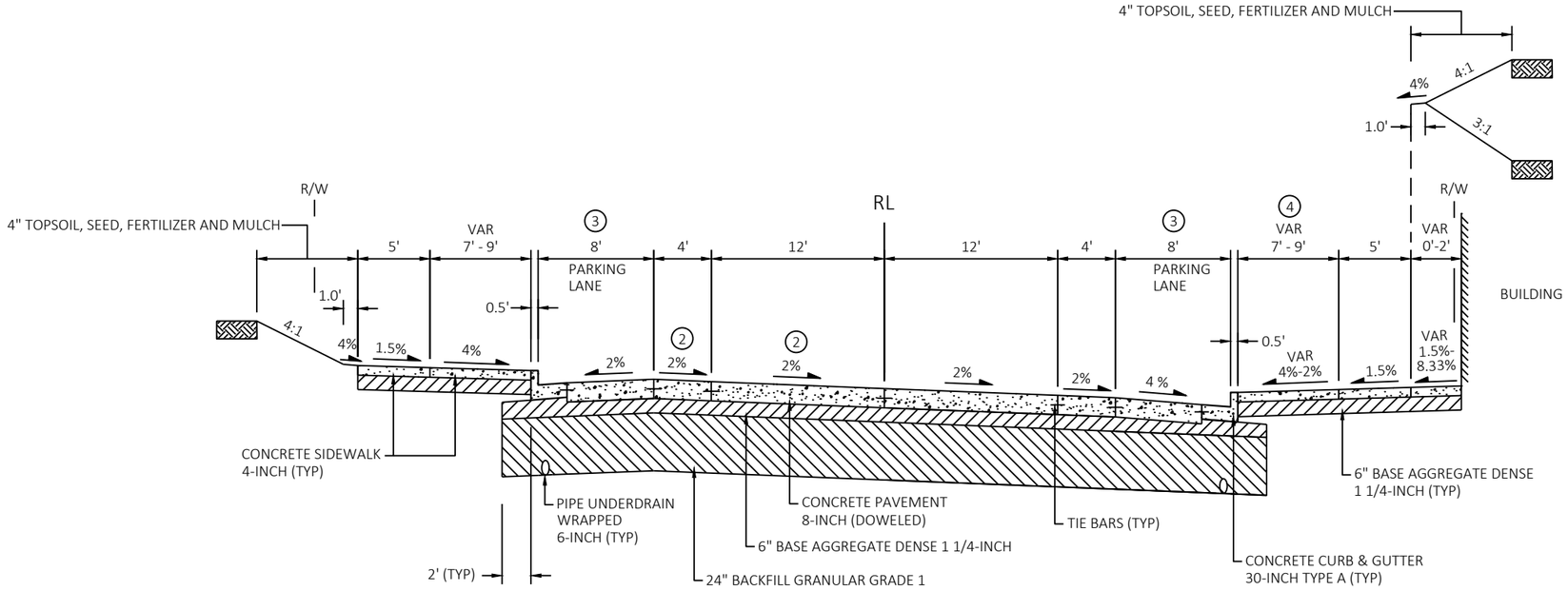
STH 13
STA 271+86.36 - STA 276+50.00

NOTES:

1. TRANSITION LANES FROM REVERSE CROWN TO NORMAL CROWN STA 270+00.00 TO STA 271+86.36.
2. TRANSITION PARKING LANE FROM -4% TO 0% AND BACK TO -4% FROM STA 271+86.36 TO STA 272+35.36 TO STA 272+72.86.
3. TRANSITION PARKING LANE FROM -4% TO -2% FROM STA 275+25.00 TO STA 276+50.00.

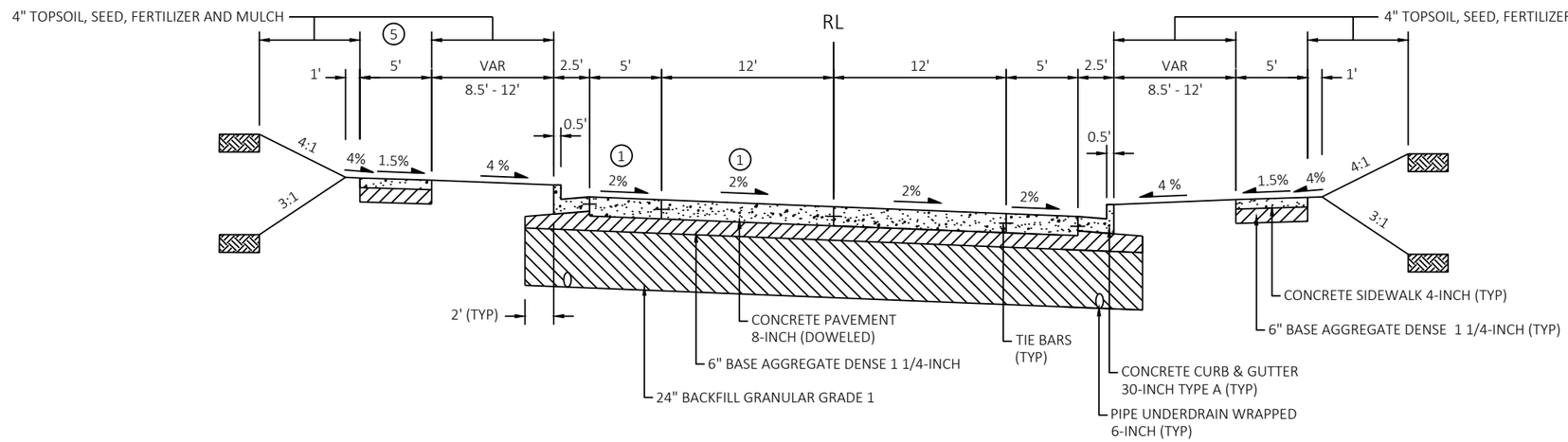
PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	TYPICAL SECTIONS	SHEET 6	E

2



FINISHED TYPICAL SECTION

STH 13
STA 276+50.00 - STA 281+77.16 (2ND AVE E)



FINISHED TYPICAL SECTION

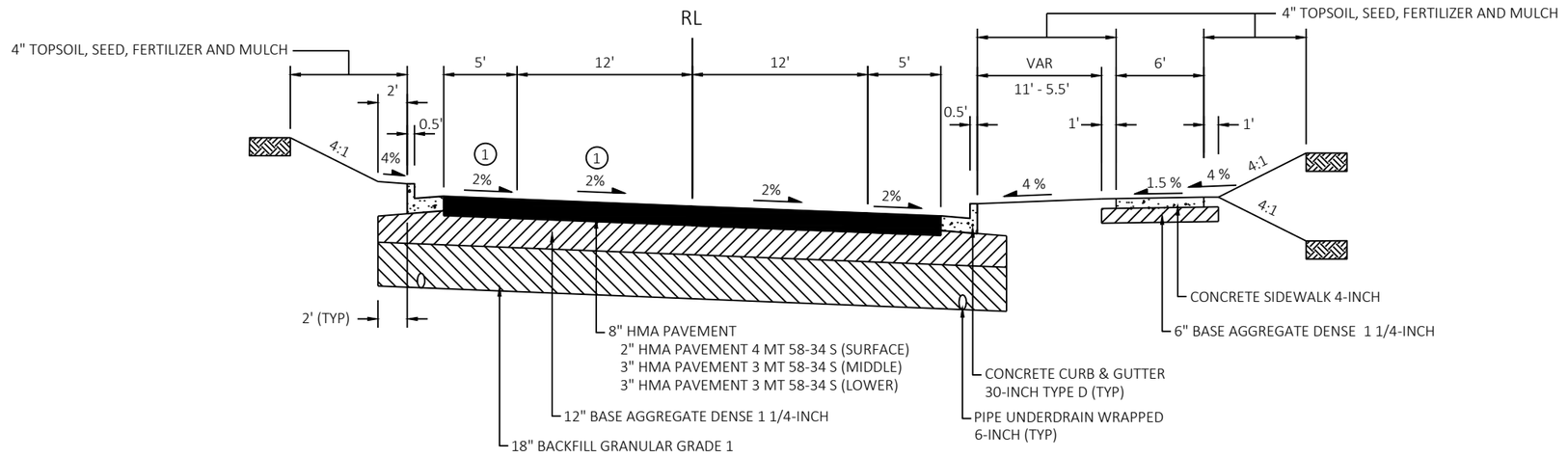
STH 13
STA 281+77.16 - STA 286+88.60 (3RD AVE E)

NOTES:

1. TRANSITION LANES FROM REVERSE CROWN TO NORMAL CROWN STA 290+00.00 TO STA 292+00.00.
2. TRANSITION LANES FROM NORMAL CROWN TO REVERSE CROWN STA 276+50.00 TO STA 277+08.41.
3. PARKING LANE VARIES 8'-0' SOUTH OF 3RD AVE E SEE PLAN & PROFILE FOR LOCATIONS.
4. TERRACE SHALL BE 4" TOPSOIL, SEED, FERTILIZER AND MULCH BETWEEN 2ND AVE E AND 3RD AVE E.
5. END SIDEWALK AT 3RD AVE E.

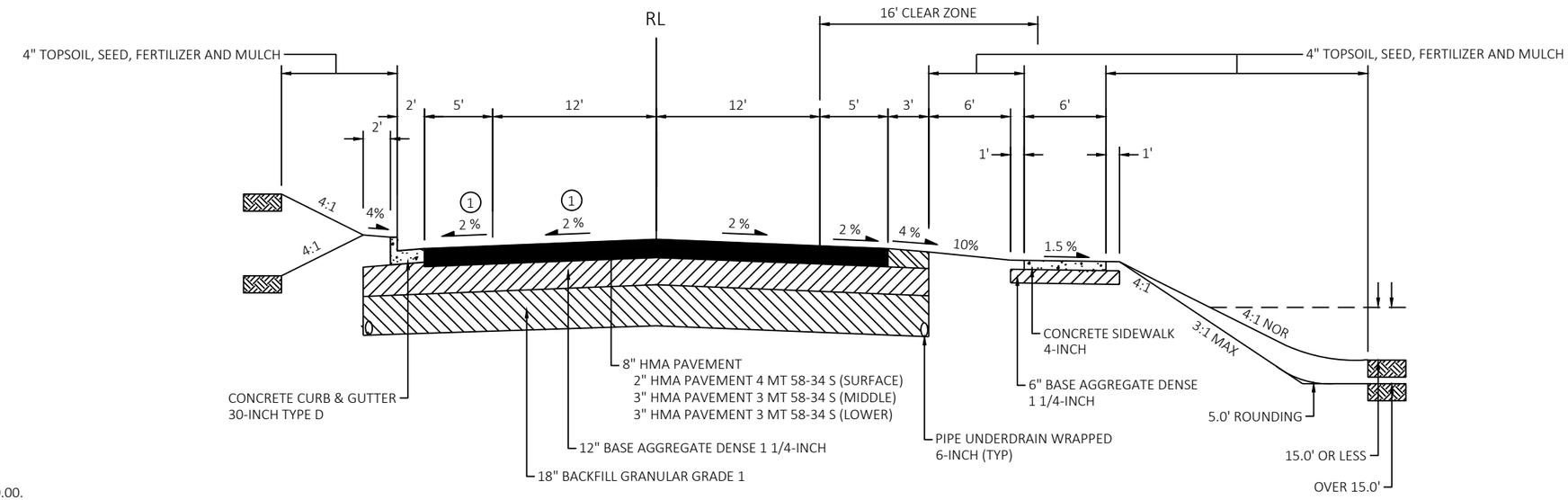
PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	TYPICAL SECTIONS	SHEET 7	E

2



FINISHED TYPICAL SECTION

STH 13
STA 286+88.60 - STA 290+67.71



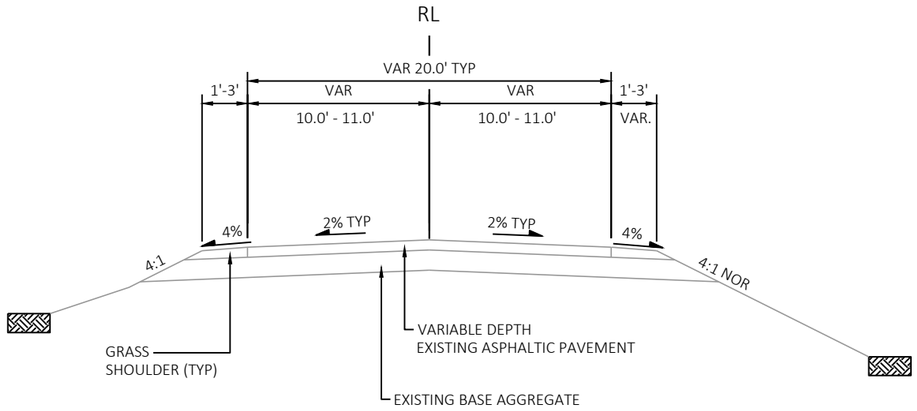
NOTES:

(1) TRANSITION LANES FROM REVERSE CROWN TO NORMAL CROWN STA 290+00.00 TO STA 292+00.00.

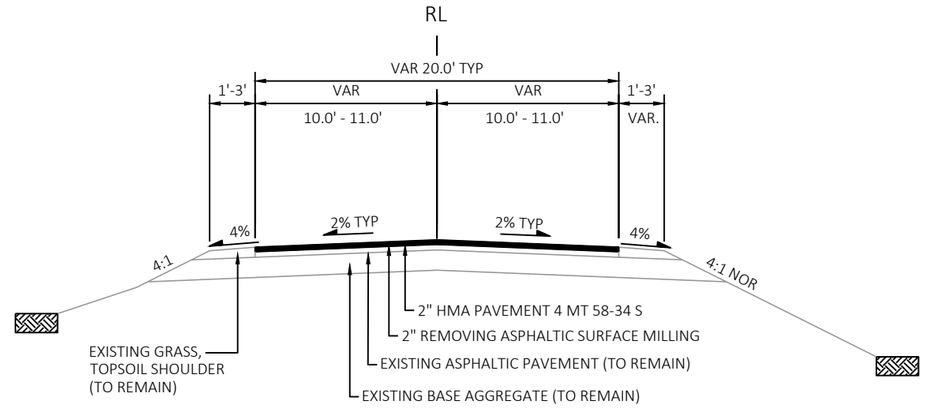
FINISHED TYPICAL SECTION

STH 13
STA 290+69.71 - STA 294+65.00

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	TYPICAL SECTIONS	SHEET 8	E

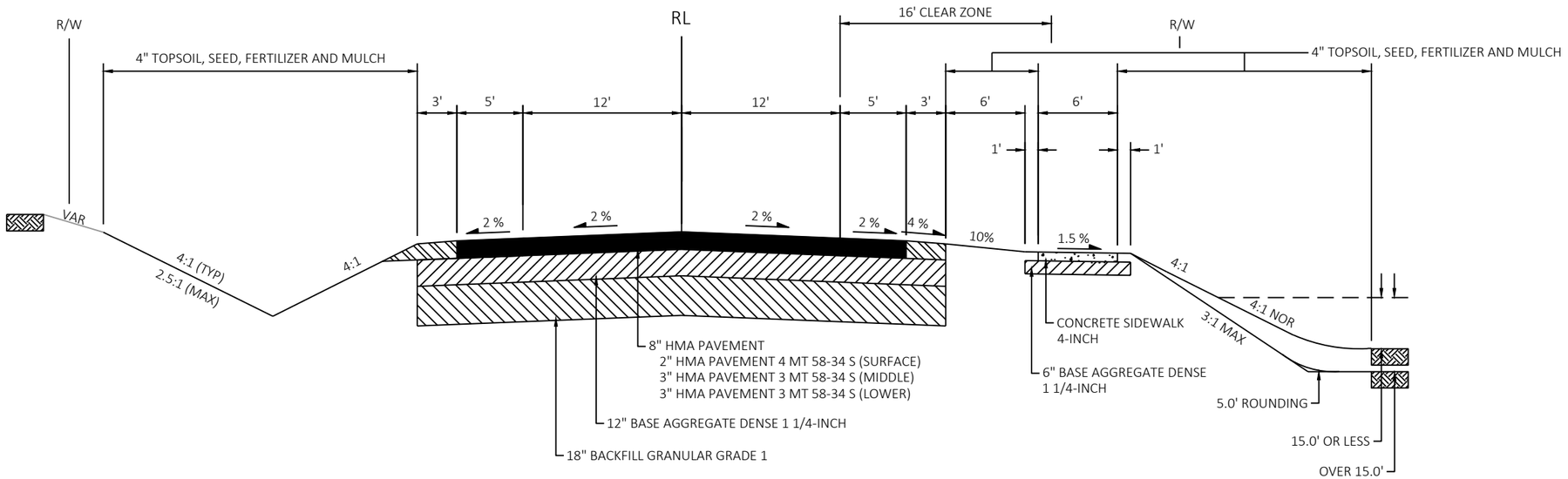


EXISTING TYPICAL SECTION
MAKI ROAD
WASHINGTON AVENUE - STH 13



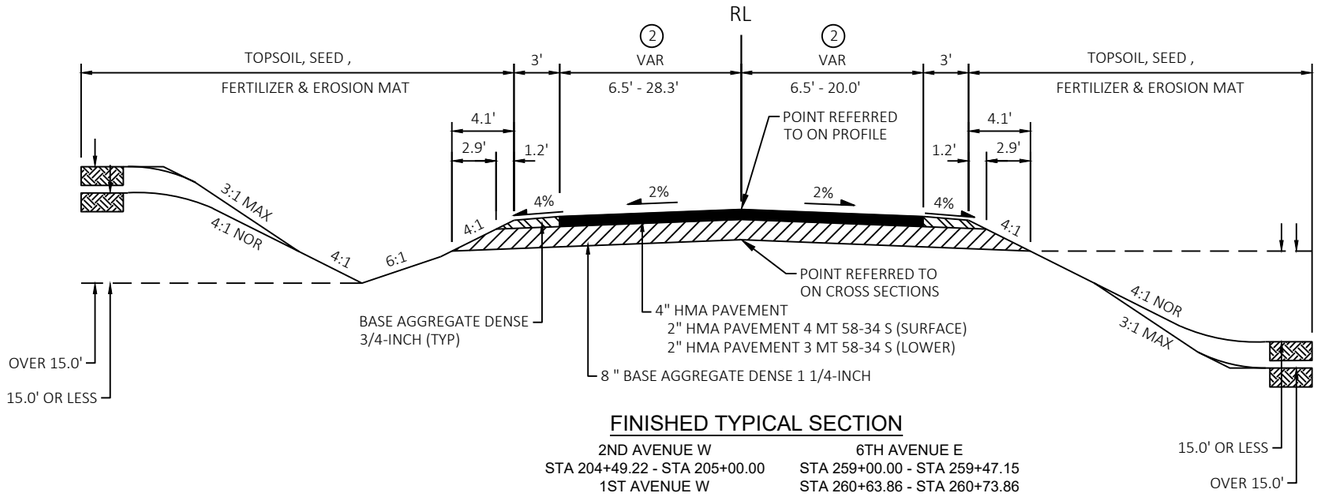
FINISHED TYPICAL SECTION
MAKI ROAD
WASHINGTON AVENUE - STH 13

DETOUR TYPICAL SECTION



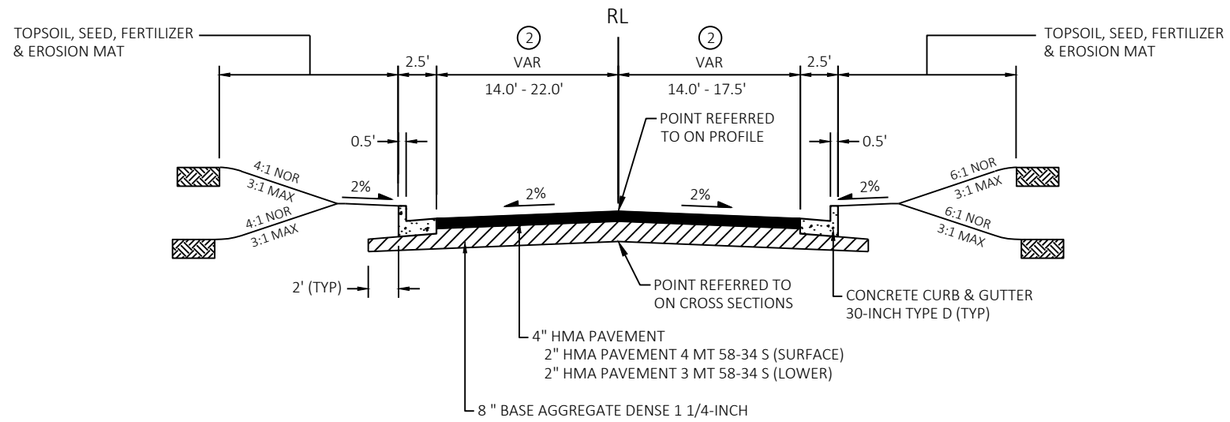
FINISHED TYPICAL SECTION
STH 13
STA 294+65.00 - STA 313+36.61

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	TYPICAL SECTIONS	SHEET 9	E



FINISHED TYPICAL SECTION

2ND AVENUE W
STA 204+49.22 - STA 205+00.00
1ST AVENUE W
STA 209+00.00 - STA 209+44.71
CENTRAL AVENUE
STA 220+55.97 - STA 221+00.00
2ND AVENUE E
STA 240+48.97 - STA 241+00.00
3RD AVENUE E
STA 248+60.00 - STA 249+54.93
STA 250+50.11 - STA 251+15.00
6TH AVENUE E
STA 259+00.00 - STA 259+47.15
STA 260+63.86 - STA 260+73.86
7TH AVENUE E
STA 269+35.00 - STA 269+41.00
STA 270+17.01 - STA 271+25.00



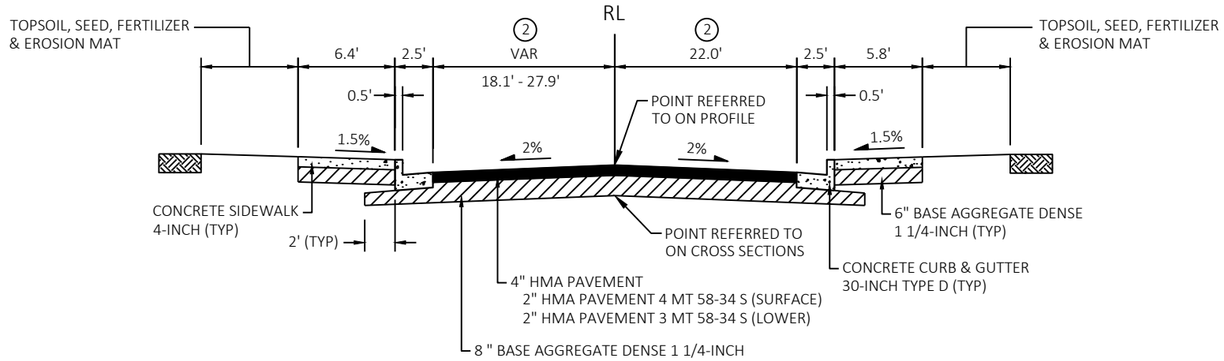
FINISHED TYPICAL SECTION

1ST AVENUE W
STA 210+49.29 - STA 211+00.00
1ST AVENUE E
STA 228+65.00 - STA 229+30.00
STA 230+49.13 - STA 231+00.00
2ND AVENUE E
STA 238+65.00 - STA 238+74.90

NOTE:

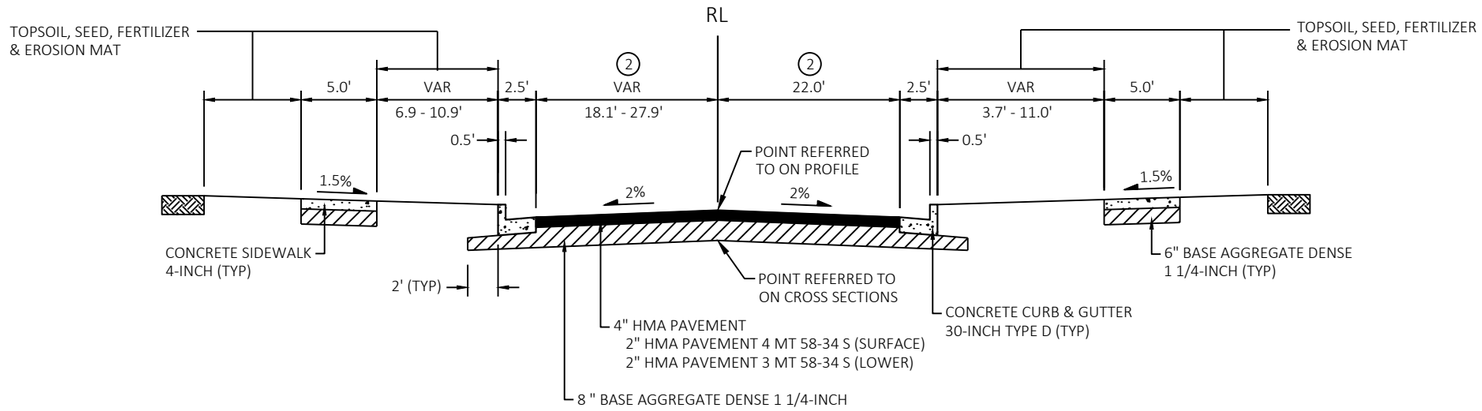
1. END 18" BACKFILL GRANULAR GRADE 1 AT END OF CONCRETE PAVEMENT LIMITS.
2. SEE INTERSECTION DETAILS AND CURB RAMP SHEETS FOR WIDTHS.

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	TYPICAL SECTIONS	SHEET 10	E



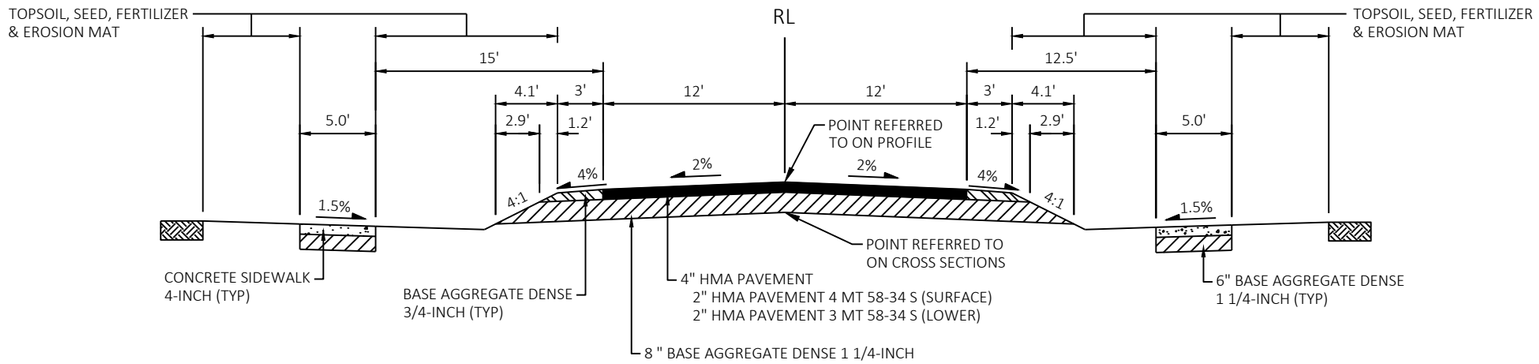
FINISHED TYPICAL SECTION

CENTRAL AVENUE
STA 218+85.00 - STA 219+50.99



FINISHED TYPICAL SECTION

1ST AVENUE E
STA 229+30.00 - STA 229+50.86
2ND AVENUE E
STA 238+74.90 - STA 239+50.97

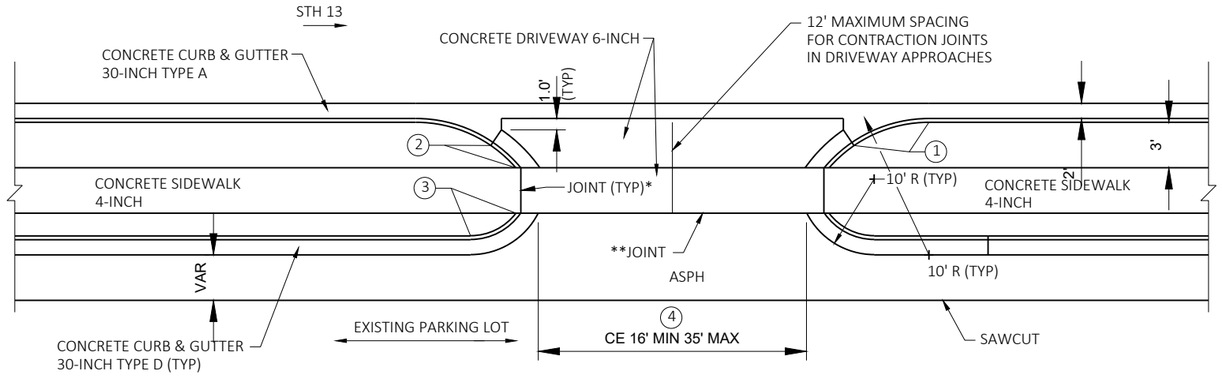


FINISHED TYPICAL SECTION

7TH AVENUE E
STA 269+41.00 - STA 269+82.99

NOTE:

1. END 24" BACKFILL GRANULAR GRADE 1 AT END OF CONCRETE PAVEMENT LIMITS.
2. SEE INTERSECTION DETAIL AND CURB RAMP SHEETS FOR WIDTHS.



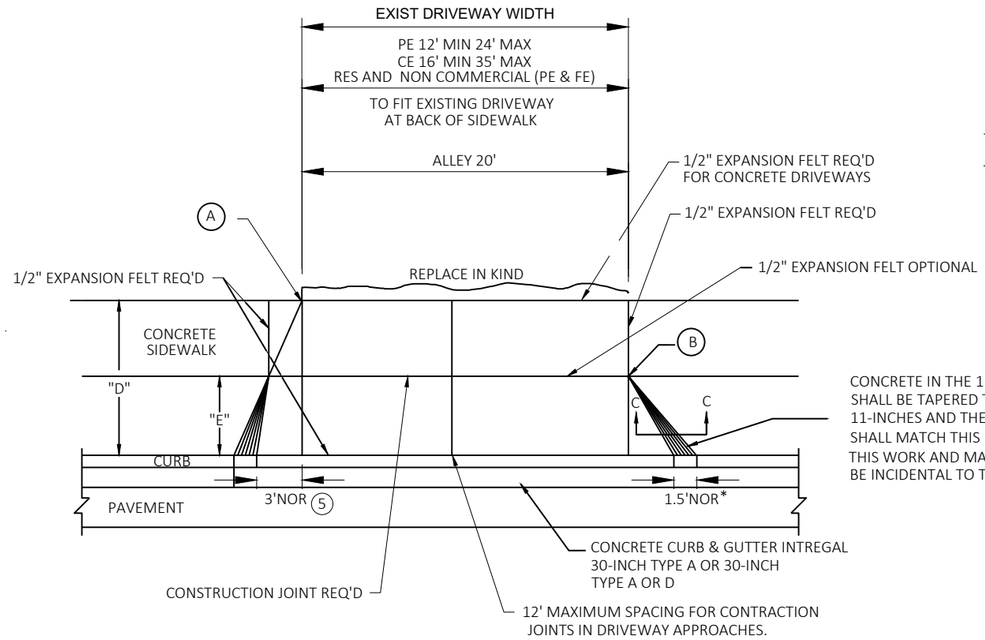
NOTES:

1. TAPER CURB HEAD FROM 6" TO 2" IN 6'-8' (TYP)
2. TAPER CURB HEAD FROM 2" TO 0" TO MATCH SIDEWALK FACE (TYP)
3. TAPER CURB HEAD FROM 6" TO 0" TO MATCH SIDEWALK BACK
4. SEE PLAN AND PROFILE SHEETS FOR DRIVEWAY WIDTHS
5. AT ALLEY LOCATIONS INCREASE THIS WIDTH FROM 3' TO 4'

* 1/2" EXPANSION FELT REQ'D

** 1/2" EXPANSION FELT REQ'D FOR CONCRETE DRIVEWAYS

COMMERCIAL ENTRANCE TYPE 1

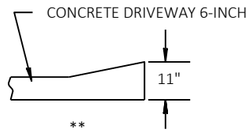


PLAN VIEW

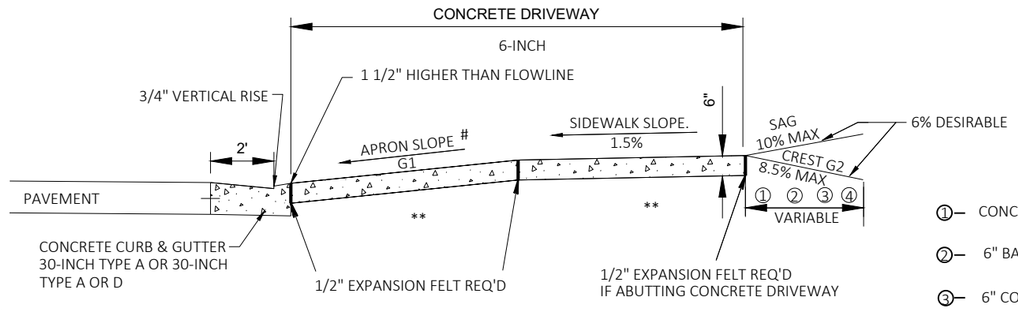
(A) WHEN "D" IS 13' OR LESS, ALIGN TAPER WITH BACK OF SIDEWALK

(B) WHEN "D" IS GREATER THAN 13', ALIGN TAPER WITH FRONT OF SIDEWALK

* WHEN "E" =0
MAKE CURB TAPER 5'



SECTION C-C



TYPICAL SIDEWALK SECTION

1. CONCRETE PAVEMENT 6-INCH
2. 6" BASE AGGREGATE DENSE 1 1/4-INCH
3. 6" COMPACTED BASE AGGREGATE DENSE
4. PARKING LOTS:
   - 8" BASE AGGREGATE DENSE 1 1/4-INCH WITH 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

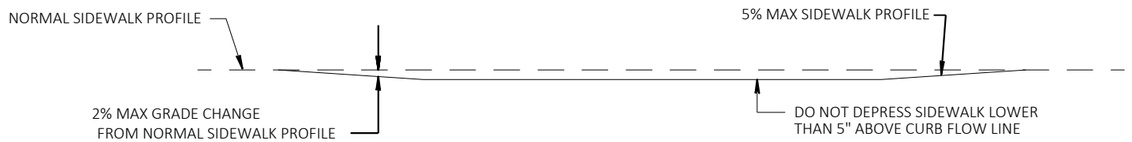
** = 6" BASE AGGREGATE DENSE 1 1/4-INCH REQ'D UNDER CONCRETE DRWY

\#

TERRACE WIDTH	APRON SLOPE (G1) MIN %	DESIRABLE %	MAX %
3 FT	5.0	6.0	8.0
4 FT	5.0	6.0	8.0
5 FT	4.0	6.0	8.0
6 FT	4.0	6.0	8.0
7 FT	3.5	6.0	8.0
8 FT	3.0	6.0	8.0

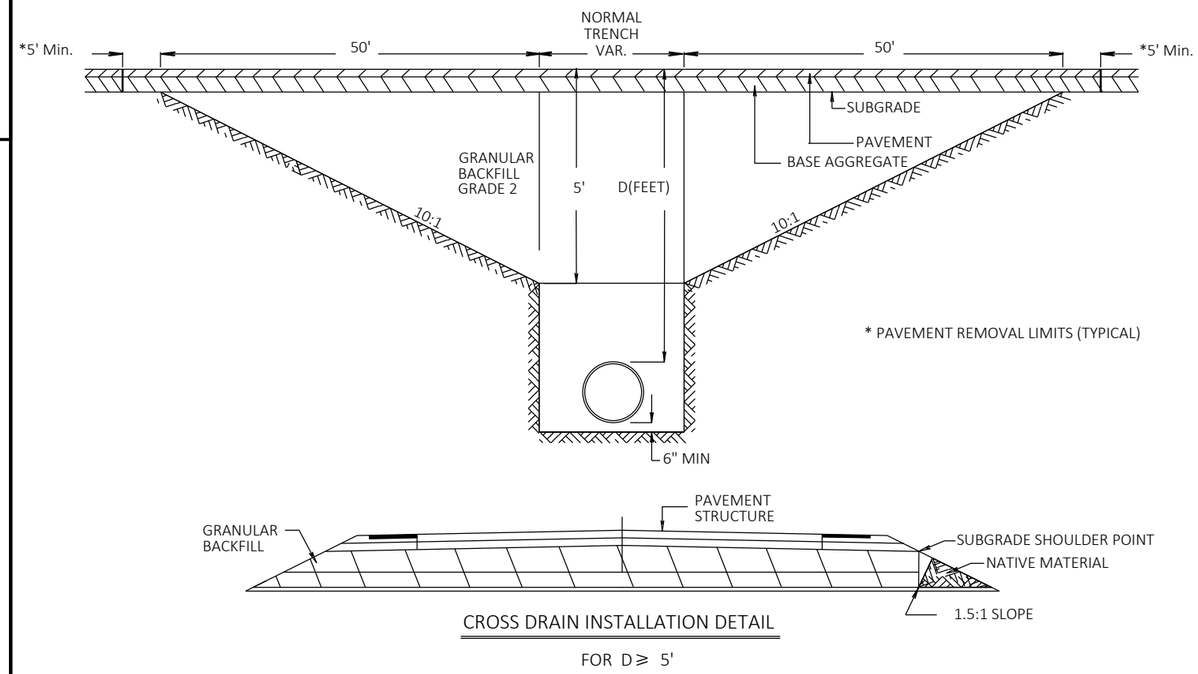
NOTE:

DEPRESS SIDEWALK PROFILE IF DRIVEWAY APRON EXCEEDS MAX SLOPE



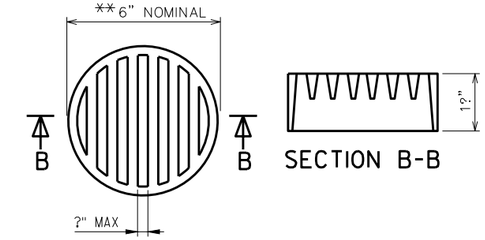
DEPRESSED SIDEWALK PROFILE

PRIVATE AND COMMERCIAL ENTRANCE TYPE 2



CROSS DRAIN INSTALLATION DETAIL

FOR D ≥ 5'

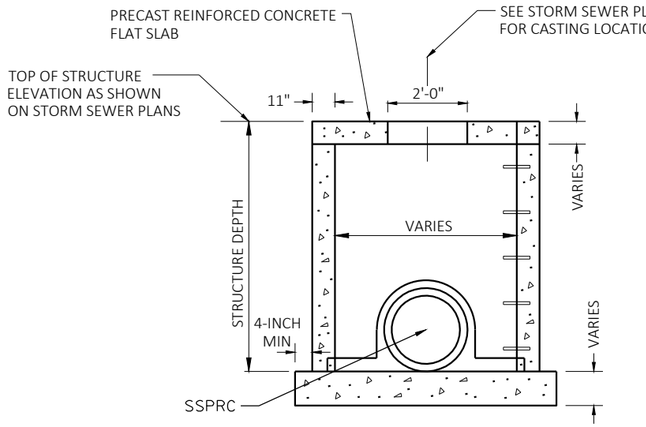


**NOTE: DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SHIELD SO SLOTS ARE VERTICAL.

RODENT SHIELD, PIPE COUPLING, AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMLAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

ⓓRODENT SHEILD



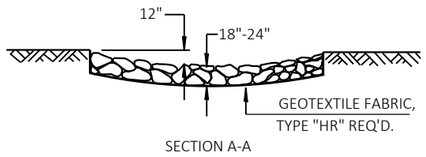
STATIONS AND OFFSETS ARE SHOWN IN STORM SEWER PLANS ARE TO THE CENTER OF STRUCTURE, 1.0' FROM BACK OF CURB (TOWARDS CENTERLINE). THESE OFFSETS COULD CHANGE TO DEPENDING ON OPENING LOCATION ON FLAT SLAB COVER. ADJUST STRUCTURE LOCATION TO ENSURE CENTER OF FLAT SLAB COVER OPENING IS 1.0' TOWARDS THE STREET FROM FINISHED BACK OF CURB.

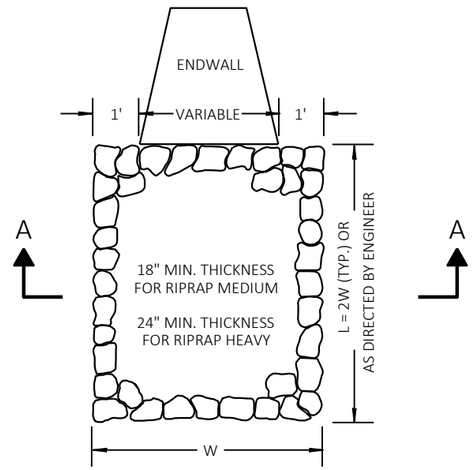
STRUCTURES TO BE DESIGNED TO MEET ALL APPLICABLE ASTM AND WISDOT REQUIREMENTS.

SEE STANDARD DETAIL DRAWING MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT & 8-FT DIAMETER AND MANHOLES 10-FT DIAMETER DETAIL ABOVE FOR ADDITIONAL STUCTURE INFORMATION. STRUCTURES TO BE BUILT AS MANHOLES OF THE SAME DIAMETER WITH A 2'x3' OPENING AS SHOWN ON THE STANDARD DETAIL DRAWING FOR INLETS 4-FT DIAMETER.

SEE STORM SEWER TRENCH DETAIL.

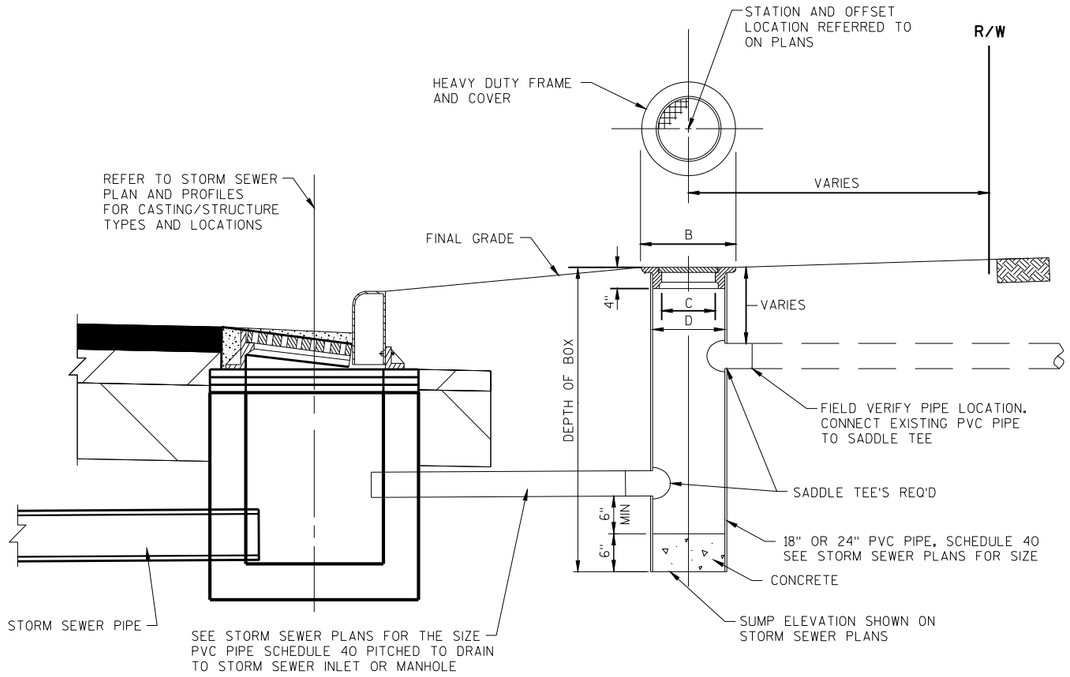
INLETS 5, 6, 7, 8, & 10-FT DIAMETER





RIPRAP TREATMENT AT CULVERTS

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CONSTRUCTION DETAILS	SHEET 13	E

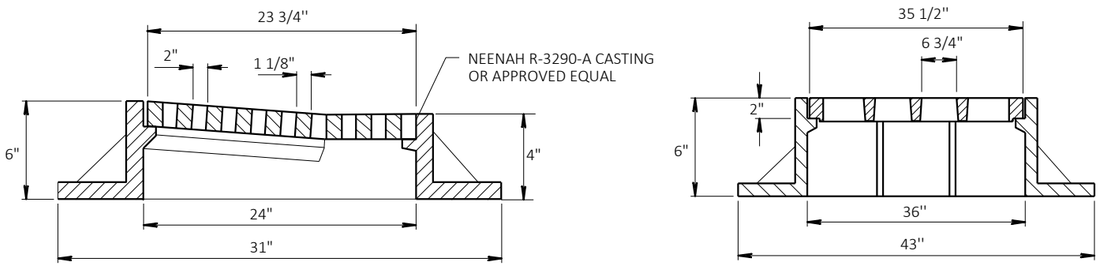


PIPE DIAMETER (INSIDE)	24 (INCHES)
A COVER	22?
B FRAME	26½
C FRAME	20½
D FRAME	23½
FRAME AND COVER *(LBS)	155

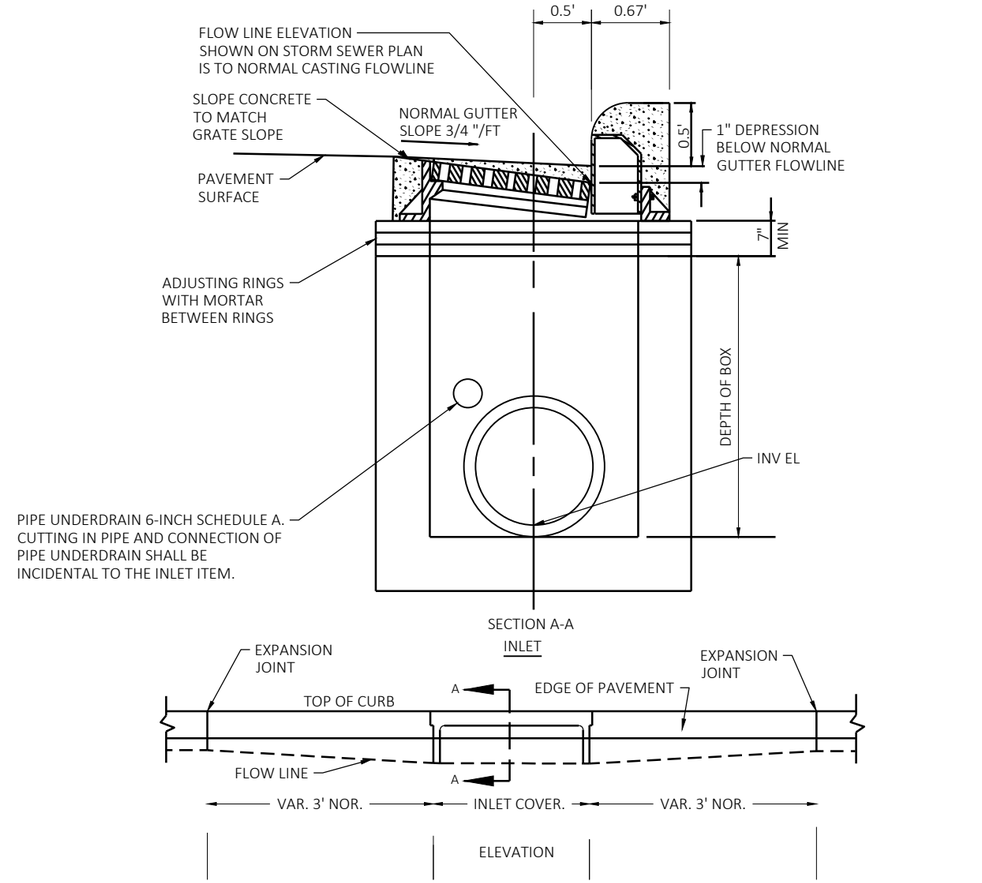
* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5% PLUS OR MINUS OF THE WEIGHT SHOWN

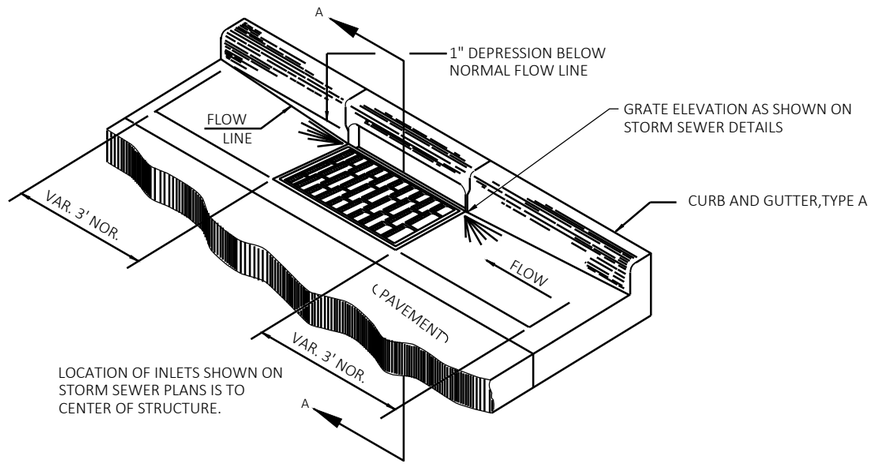
RESIDENTIAL MANHOLE

STA 29+38, 35' LT

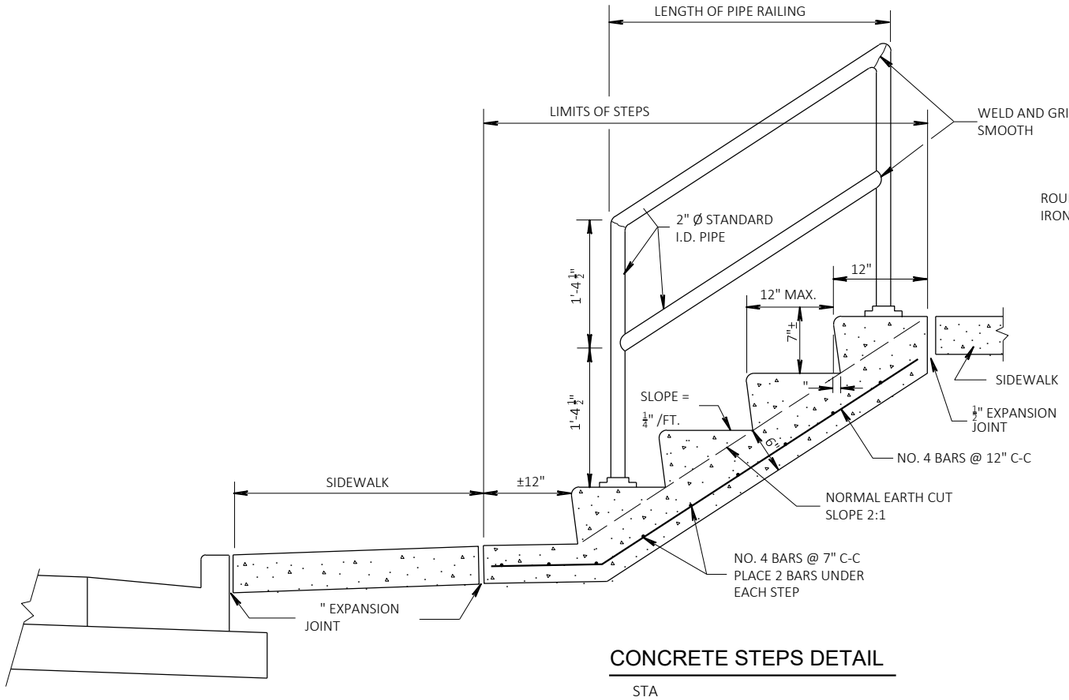


INLET COVERS TYPE H-D DETAIL



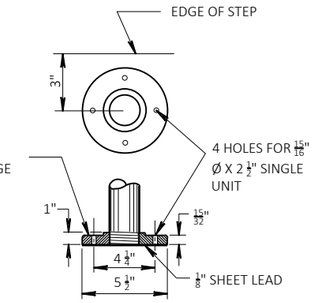


DETAIL OF CURB AND GUTTER AT INLETS



CONCRETE STEPS DETAIL

STA



FLANGE DETAIL

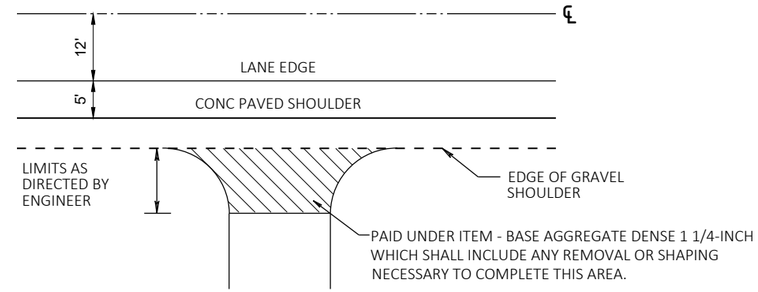
NOTE:

THE EXACT LOCATION, WIDTHS, & NUMBER OF STEPS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

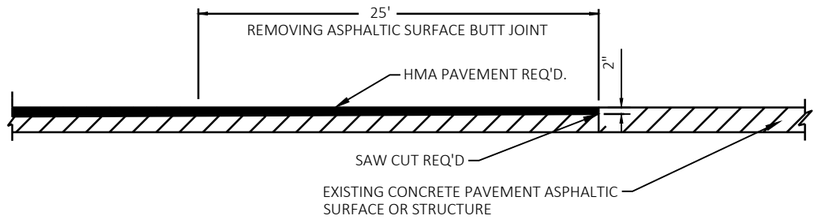
STEEL REINFORCEMENT AND PIPE RAILING NOT REQUIRED ON STEPS WITH 2 RISERS OR LESS.

MINIMUM WIDTH OF STEP EQUALS 4 FEET.

RAILING TO BE PLACED ON LEFT ASCENDING SIDE OF STEPS ONLY.

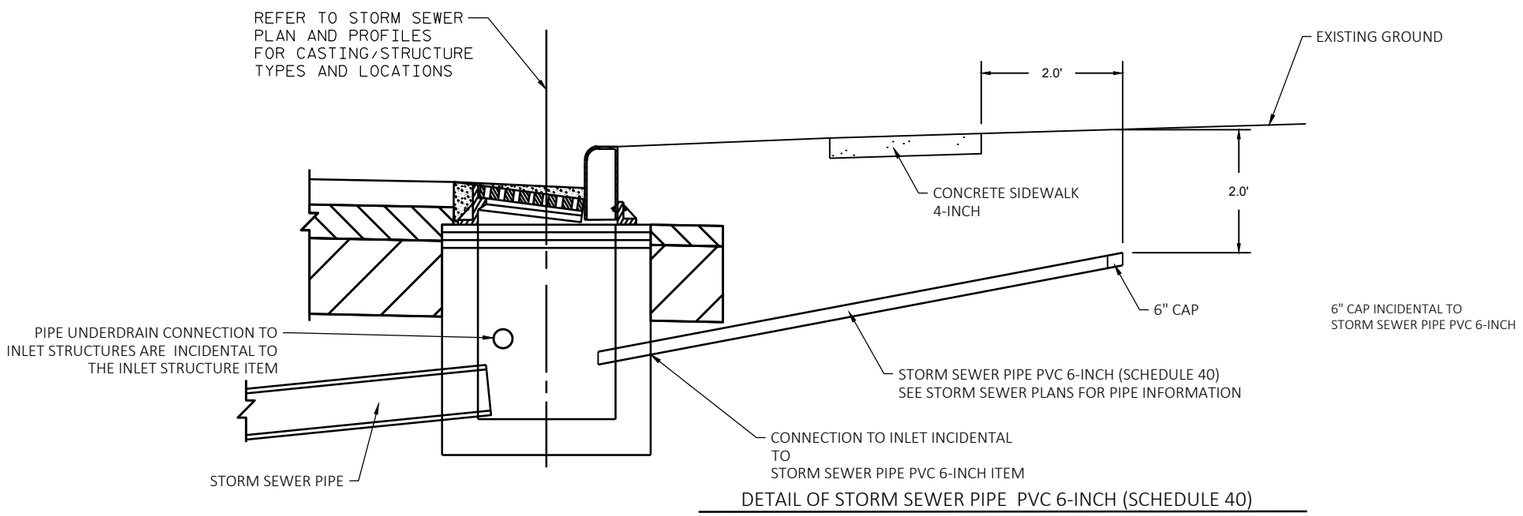


RURAL DRIVEWAY DETAIL - GRAVEL

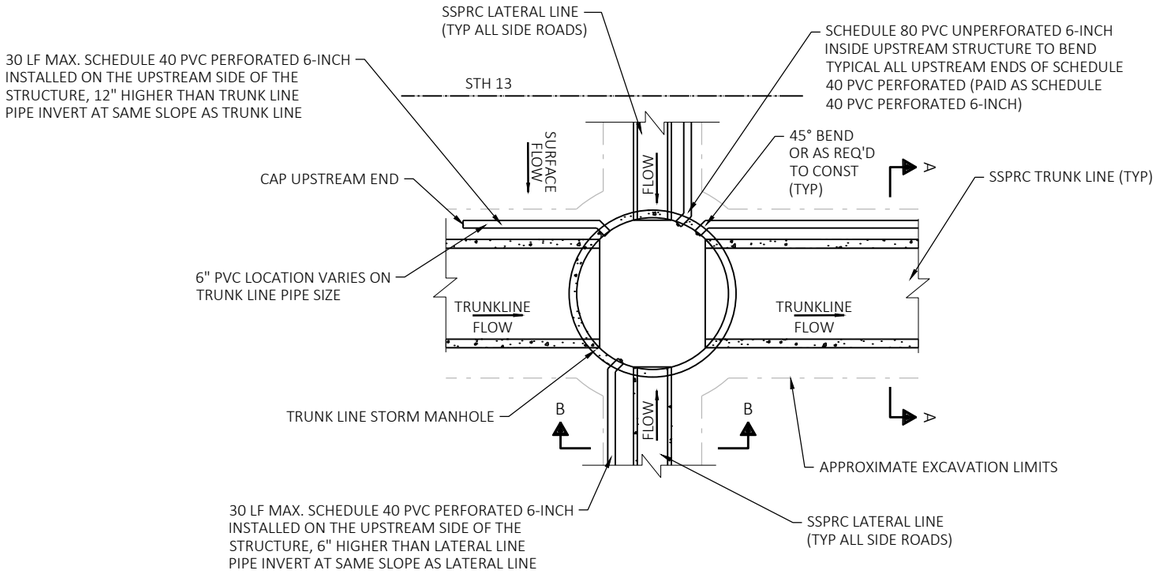


DETAIL OF BUTTED JOINT

* EXACT DIMENSIONS TO BE DETERMINED BY ENGINEER IN THE FIELD.



DETAIL OF STORM SEWER PIPE PVC 6-INCH (SCHEDULE 40)



PLAN VIEW

NOTES:

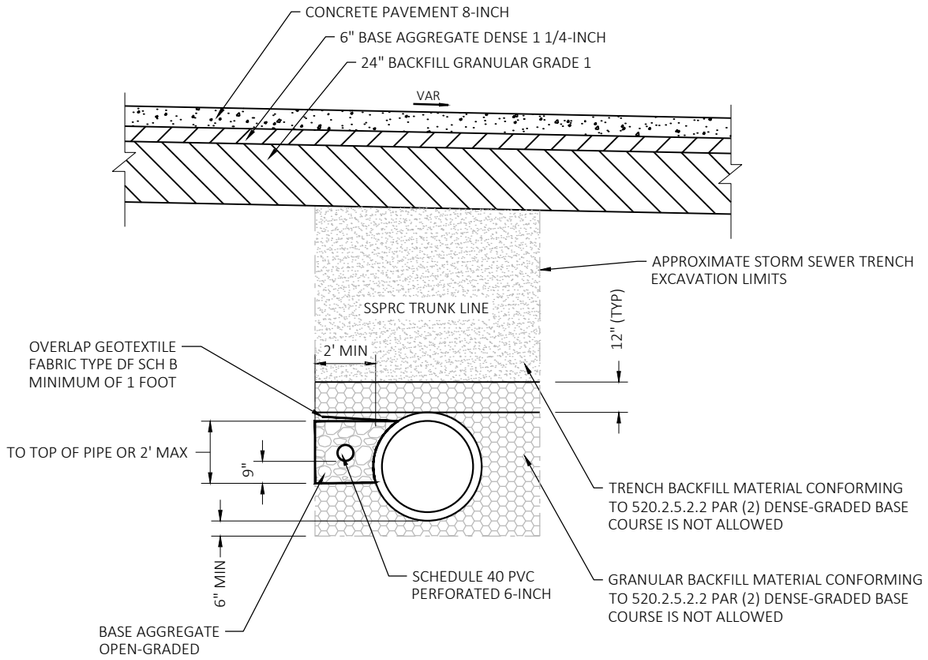
SCHEDULE 40 PVC PERFORATED 6-INCH INVERT ELEVATION VARIES ON TRUNK LINE PIPE SIZE.

SCHEDULE 40 PVC PERFORATED 6-INCH INVERT ELEVATION VARIES ON LATERAL LINE PIPE SIZE.

SEE SECTION 3, MISCELLANEOUS QUANTITIES FOR SCHEDULE 40 PVC PERFORATED 6-INCH LOCATIONS.

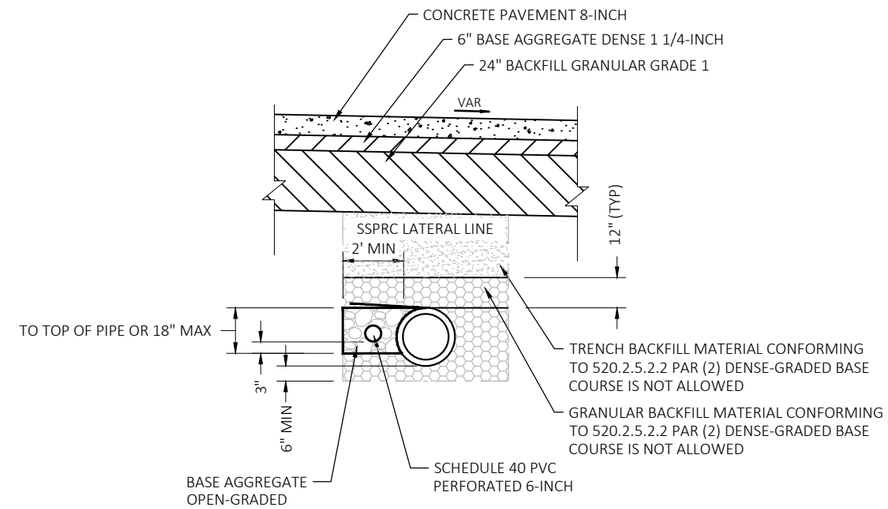
FURNISH SCHEDULE 40 PVC PERFORATED 6-INCH WITH 1/2-INCH DIAMETER PERFORATION 12" CENTER TO CENTER LOCATED AT THE CENTERLINE (3" ABOVE INVERT) OF THE PVC PIPE.

SCHEDULE 40 PVC PERFORATED 6-INCH BID ITEM TO BE MEASURED BY THE LINEAL FOOT FROM CENTER OF STRUCTURE TO END OF PVC PIPE. PAYMENT FOR SCHEDULE 40 PVC PERFORATED 6-INCH IS FULL COMPENSATION FOR PROVIDING ALL MATERIALS, INCLUDING FITTINGS AND PLUGS, CONNECTIONS REQUIRED, FOR EXCAVATING, FOR PROVIDING GRANULAR BACKFILL MATERIAL, GEOTEXTILE FABRIC TYPE DF SCHEDULE B, COMPACTING MATERIAL, AND BASE AGGREGATE OPEN GRADED.



SECTION A-A

TYPICAL TRUNK LINE INSTALLATIONS



SECTION B-B

TYPICAL LATERAL LINE INSTALLATIONS

STORM SEWER TRENCH DRAIN PLAN VIEW

2

2

CONCRETE CURB & GUTTER 30-INCH TYPE A

PAVERS

CONC BASE

DG

ASPH

TLE

WASHBURN MUN
WATER & SEWER

22.0'

22.0'

8.5'

5.0'

SLOPE INTERCEPT (TYP)

STH 13

5.0'

8.5'

STA 262+98.95 STH 13 =
STA 204+00.00 2NDAVE W

N47°44'44"E

CONCRETE CURB & GUTTER 30-INCH TYPE D

2

17.5'

+40.8

17.5'

+80.2

2ND AVENUE W

203+00

S42°15'58"E

264+00

205+00

S42°15'58"E

END CONSTRUCTION
STA 205+00.00
MATCH EXISTING
SAWCUT REQ'D

EXISTING R/W (TYP)

1

STA 204+49.22
END CONCRETE PAVEMENT
BEGIN HMA PAVEMENT

BP

BLDG

SP: 262+54.47

PI: 262+54.46

STA 262+54.46
-33.00' LT

STA 262+51.30
32.85' RT

N53°14'16"E

N42°15'10"E

XCEL ENERGY DISTRIBUTION

STATION & OFFSET TABLE

POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
1	262+49.75	49.00 RT	204+49.22	44.50 RT	488037.639	814955.270	27.0'
2	263+43.46	49.00 RT	204+49.01	44.50 LT	488097.652	815020.992	27.0'

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	INTERSECTION DETAIL: 2ND AVENUE W	SHEET 17	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\021101_ID.DWG
LAYOUT NAME - 01

PLOT DATE : 7/30/2026 11:17 AM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : ##########

2

2

WASHBURN MUN
WATER & SEWER

CONCRETE CURB & GUTTER 30-INCH TYPE A

4.3' 5.0' 7.0' 22.0' 22.0' 7.0' 5.0'

SLOPE INTERCEPT (TYP)

CONCRETE CURB & GUTTER 30-INCH TYPE D

STA 267+64.01 STH 13 =
STA 210+00.00 1ST AVE W

CONCRETE CURB PEDESTRIAN

CONCRETE CURB & GUTTER 30-INCH TYPE D

+21.3

+06.3

5.0'

268+00

STA 209+47.18
-28.31' LT

28.3'

12.1'

17.5'

20.0'

209+00

S42°37'27"E

210+00

S42°37'27"E

211+00

14.0'
+83.7

EP: 211+49.07

1ST AVENUE W

BEGIN CONSTRUCTION
STA 209+00.00
MATCH EXISTING
SAWCUT REQ'D

END CONSTRUCTION
STA 211+00.00
MATCH EXISTING
SAWCUT REQ'D

STA 209+44.71
END HMA PAVEMENT
BEGIN CONCRETE PAVEMENT

STA 210+49.29
END CONCRETE PAVEMENT
BEGIN HMA PAVEMENT

EXISTING R/W (TYP)

SPECTRUM

BRIGHTSPEED

XCEL ENERGY DISTRIBUTION

N47°44'44"E

267+00

STH 13

5.0' 8.5' 22.0' 22.0' 8.5' 5.0'

STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
3	267+19.20	49.00 LT	209+50.71	44.50 RT	488422.845	815233.203	27.0'
4	267+19.83	49.00 RT	210+48.71	44.50 RT	488350.734	815299.569	27.0'
5	267+85.66	54.22 LT	209+45.92	22.00 LT	488471.404	815278.890	10.0'
6	268+07.67	54.00 LT	209+46.28	44.00 LT	488486.035	815295.323	32.0'
7	268+08.83	49.00 RT	210+49.29	44.50 LT	488410.581	815365.445	27.0'

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	INTERSECTION DETAIL: 1ST AVENUE W	SHEET 18	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\021101_ID.DWG
LAYOUT NAME - 02

PLOT DATE : 7/30/2026 12:30 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

2

WASHBURN MUN
WATER & SEWER

CONCRETE CURB & GUTTER 30-INCH TYPE A

CONCRETE CURB & GUTTER 30-INCH TYPE D

EXISTING R/W (TYP)

CONCRETE CURB PEDESTRIAN

STA 220+42.26
-34.95' LT

STA 272+39.28 STH 13 =
STA 220+00.00 CENTRAL AVE

CENTRAL AVENUE

S42°15'49"E

S41°01'18"E

STH 13

N47°44'44"E

STA 220+55.97
END CONCRETE PAVEMENT
BEGIN HMA PAVEMENT

END CONSTRUCTION
STA 221+00.00
MATCH EXISTING
SAWCUT REQ'D

BEGIN CONSTRUCTION
STA 218+85.00
MATCH EXISTING
SAWCUT REQ'D

STA 219+50.99
END HMA PAVEMENT
BEGIN CONCRETE PAVEMENT

STA 272+35.16 STH 13 =
STA 220+00.00 CENTRAL AVE

SLOPE INTERCEPT (TYP)

XCEL ENERGY DISTRIBUTION

STATION & OFFSET TABLE

POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
8	271+86.36	49.00 LT	219+50.99	49.00 RT	488736.974	815578.979	27.0
9	272+61.27	57.86 LT	219+42.15	25.91 LT	488793.904	815628.469	2.0'
10	272+60.96	42.45 LT	219+57.55	25.60 LT	488782.290	815638.600	10.0'
12	272+72.86	44.00 LT	219+56.01	37.50 LT	488791.439	815646.366	22.0'
13	271+93.71	49.00 RT	220+49.97	44.50 RT	488669.384	815650.321	27.0'
14	272+82.73	49.00 RT	220+48.05	44.50 LT	488729.244	815716.211	27.0'

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	INTERSECTION DETAIL: CENTRAL AVENUE	SHEET 19	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\021101_ID.DWG
LAYOUT NAME - 03
PLOT DATE : 7/30/2026 12:27 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2

2

WASHBURN MUN
WATER & SEWER

CONCRETE CURB & GUTTER 30-INCH TYPE A

CONCRETE CURB & GUTTER 30-INCH TYPE D

STA 277+08.41 STH 13 =
STA 230+00.00 1ST AVE E

SLOPE INTERCEPT (TYP)

TLE

NORVADO

WASHBURN
IRON
WORKS

STA 277+11.09 STH 13 =
STA 230+00.00 1ST AVE E

CONCRETE CURB & GUTTER 30-INCH TYPE D

STA 230+51.71
-33.45' LT

STA 230+80.27
-21.04' LT

STA 230+51.80
-20.81' LT

STA 229+30
-28.91' LT

STA 229+40.91
-28.00' LT

+35.4

5.0'

+67.8

+52.9

16

18

278+00

277+00

5.0' 7.0' 22.0' 22.0' 7.0' 5.0' 1.8'

14.0'

+15.9

17.5'

S42°04'32"E

229+00

231+00

S42°04'59"E

1ST AVENUE E

STA 229+41.05
22.79' RT

STA 229+30
22.85' RT

BEGIN CONSTRUCTION
STA 228+65.00
MATCH EXISTING
SAWCUT REQ'D

STA 229+50.86
END HMA PAVEMENT
BEGIN CONCRETE PAVEMENT

END CONSTRUCTION
STA 231+00.00
MATCH EXISTING
SAWCUT REQ'D

STA 230+49.13
END CONCRETE PAVEMENT
BEGIN HMA PAVEMENT

EXISTING R/W (TYP)

+67.4

+52.6

+52.5

15

17

STH 13

XCEL ENERGY DISTRIBUTION

N47°44'44"E

2.5'

2.1'

STATION & OFFSET TABLE

POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
15	276+64.06	49.00 LT	229+51.14	44.50 RT	489058.197	815932.561	27.0'
16	277+53.06	49.00 LT	229+50.86	44.50 LT	489118.043	815998.436	27.0'
17	276+66.44	49.00 RT	230+49.13	44.50 RT	488987.260	816000.220	27.0'
18	277+55.44	49.00 RT	230+48.87	44.50 LT	489047.106	816066.095	27.0'

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	INTERSECTION DETAIL: 1ST AVENUE E	SHEET 20	E

STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
19	281+32.63	49.00 LT	239+50.97	44.50 RT	489373.271	816279.376	27.0'
20	281+32.70	49.00 RT	240+48.97	44.50 RT	489300.781	816345.325	27.0'
21	282+21.63	49.00 LT	239+51.03	44.50 LT	489433.117	816345.251	27.0'
22	282+21.70	49.00 RT	240+49.03	44.50 LT	489360.627	816411.200	27.0'

2

2

N

WASHBURN MUN
WATER & SEWER

CONCRETE CURB & GUTTER 30-INCH TYPE A

NORVADO

CONCRETE CURB & GUTTER 30-INCH TYPE D

STA 239+50.97
END HMA PAVEMENT
BEGIN CONCRETE PAVEMENT

STA 238+74.90
-26.00' LT

STA 239+42.02
-26.00' LT

STA 281+77.16 STH 13 =
STA 240+00.00 2ND AVE E

SLOPE INTERCEPT (TYP)

MAILBOX

2ND AVENUE E

S42°17'43"E 239+00

240+00 241+00 S42°17'43"E

STA 238+87.12
27.50' RT

STA 239+41.98
27.50' RT

END CONSTRUCTION
STA 241+00.00
MATCH EXISTING
SAWCUT REQ'D

CONCRETE CURB & GUTTER 30-INCH TYPE D

EXISTING R/W (TYP)

BEGIN CONSTRUCTION
STA 238+65.00
MATCH EXISTING
SAWCUT REQ'D

XCEL ENERGY DISTRIBUTION

STA 240+48.97
END CONCRETE PAVEMENT
BEGIN HMA PAVEMENT

NORVADO

STH 13

N47°44'44"E

283+00 282+00 240+00

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	INTERSECTION DETAIL: 2ND AVENUE E	SHEET 21	E

STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
23	285+97.45	44.00 LT	249+54.93	44.50 RT	489682.126	816626.781	27.0'
24	285+99.51	43.00 RT	250+41.96	44.50 RT	489619.117	816686.808	27.0'
25	286+86.43	44.00 LT	249+57.08	44.50 LT	489741.960	816692.702	27.0'
26	286+88.60	44.00 RT	250+45.11	44.50 LT	489678.226	816753.419	27.0'
41	285+81.51	7.00 RT	250+05.54	61.64 RT	489633.660	816649.277	15.0'

2

WASHBURN MUN
WATER & SEWER

XCEL ENERGY

CONCRETE CURB & GUTTER 30-INCH TYPE A

CONCRETE CURB & GUTTER 30-INCH TYPE D

SLOPE INTERCEPT (TYP)

STA 249+54.93
END HMA PAVEMENT
BEGIN CONCRETE PAVEMENT

STA 286+43.00 STH 13 =
STA 250+00.00 3RD AVE E

17.0' 17.0' 6.5' 6.0' +24.2

287+00 +88.6 +79.2

N47°47'51"E

S43°36'41"E 249+00 PI: 286+43.00 250+00 251+00 S43°36'41"E

12.0' +63.9 17.5' 17.5' 11.3'

3RD AVENUE E

17.5' +46.0 17.5' +56.1 11.3' +00.0

CONCRETE CURB & GUTTER 30-INCH TYPE D

END CONSTRUCTION
STA 251+15.00
MATCH EXISTING
SAWCUT REQ'D

BEGIN CONSTRUCTION
STA 248+60.00
MATCH EXISTING
SAWCUT REQ'D

STA 249+62.75
31.43' RT

286+00 STH 13

5.0' 6.0'

EXISTING R/W (TYP)

STA 250+50.11
END CONCRETE PAVEMENT
BEGIN HMA PAVEMENT

6.0' 11.0' 17.0' 22.0' 6.0' 6.0'

N47°44'44"E

XCEL ENERGY DISTRIBUTION

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	INTERSECTION DETAIL: 3RD AVENUE E	SHEET 22	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\021101_ID.DWG
LAYOUT NAME - 06
PLOT DATE : 7/30/2026 11:40 AM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
31	299+93.95	47.00 LT	259+53.15	42.00 RT	490622.969	817658.764	30.0'
32	300+77.93	47.00 LT	259+52.86	42.00 LT	490679.462	817720.930	30.0'
33	299+79.29	64.00 RT	260+63.86	50.00 RT	490530.976	817722.585	40.0'
34	300+74.30	59.00 RT	260+59.15	45.00 LT	490598.560	817789.516	35.0'

2

2

TLE

SLOPE INTERCEPT (TYP)

EXISTING R/W (TYP)

N

301+00

300+00

17.0'
+87.9

6.0'

+72.6

32

34

31

33

STA 259+51.66
-30.14' LT

STA 259+41.66
-28.83' LT

STA 259+41.67
-25.12' LT

STA 260+56.50
-36.61' LT

STA 260+66.33
-35.28' LT

STA 260+66.46
-32.01' LT

5.0'

12.0'
+16.9

12.0'
+46.9

259+00

S42°03'57"E

PI: 300+35.78

6TH AVENUE E

12.0'
+37.2

12.0'
+47.2

CAUTION

STA 300+29.11 STH 13 =
STA 260+00.00 6TH AVE E

END CONSTRUCTION
STA 260+73.86
MATCH EXISTING
SAWCUT REQ'D

EP: 261+50.00

S42°26'18"E

261+00

10.0'
+59.2

10.0'
+63.9

BEGIN CONSTRUCTION
STA 259+00.00
MATCH EXISTING
SAWCUT REQ'D

CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

STA 300+35.78 STH 13 =
STA 260+00.00 6TH AVE E

CONCRETE CURB & GUTTER
30-INCH TYPE D

XCEL ENERGY DISTRIBUTION

XCEL ENERGY

17.0'
+75.2

24.0'

6.0'

WASHBURN MUN
WATER & SEWER

STH 13

N47°43'29"E

HSE

TLE

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	INTERSECTION DETAIL: 6TH AVENUE E	SHEET 23	E

STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
35	304+91.53	32.00 LT	269+68.05	27.00 RT	490946.447	818037.171	15.0'
36	305+45.54	32.01 LT	269+67.94	27.00 LT	490982.767	818077.132	15.0'
37	304+81.37	32.00 RT	270+31.16	21.50 RT	490892.244	818072.683	15.0'
38	305+24.39	31.99 RT	270+32.88	21.50 LT	490921.185	818104.533	15.0'

2

2

N

NORVADO

HSE

TLE

SLOPE INTERCEPT (TYP)

BEGIN CONSTRUCTION
STA 269+35.00
MATCH EXISTING
SAWCUT REQ'D

WOOD FENCE

FO

BP: 268+50.00

STA 269+41.03
-27.44' LT

STA 269+46.03
-27.10' LT

5.0'

15.0'

36

CAUTION

S42°08'38"E

269+00

PI: 305+18.47

270+00

7TH AVENUE E

12.0'

+48.4

MOVE LIGHT POLE
BY OTHERWISE

306+00

N47°43'40"E

SAN

17.0'

17.0'

9.0'

6.0'

STA 305+18.47 STH 13 =
STA 270+00.00 7TH AVE E

38

PC: 270+57.25

PT: 270+71.06

EP: 271+50.39

271+00

S48°30'52"E

S44°33'26"E

6.5'

6.5'

7TH AVENUE E

END CONSTRUCTION
STA 271+25.00
MATCH EXISTING
SAWCUT REQ'D

STA 269+41.03
24.60' RT

12.5'

5.0'

35

DITCH TO DRAIN (TYP)

305+00

STA 269+46.03
29.60' RT

STA 305+01.60 STH 13 =
STA 270+00.00 7TH AVE E

STH 13

MAILBOX

IP

37

EXISTING R/W (TYP)

6.0'

XCEL ENERGY

TLE

N47°45'01"E

WASHBURN MUN
WATER & SEWER

20.0'

17.0'

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	INTERSECTION DETAIL: 7TH AVENUE E	SHEET 24	E

STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
39	309+40.56	47.00 LT	279+53.89	44.00 RT	491259.573	818359.342	30.0'
40	310+28.51	47.00 LT	279+52.15	44.00 LT	491318.734	818424.511	30.0'

2

2

SLOPE INTERCEPT (TYP)

17.0'
+38.5

17.0'

9.0'

6.0'

40

BEGIN CONSTRUCTION
STA 279+20.00
MATCH EXISTING
SAWCUT REQ'D

BP: 278+50.00

14.4'

S41°06'19"E

279+00

PI: 309+83.61

310+00

N47°48'12"E

EP: 280+00.00

STA 309+83.61 STH 13 =
STA 280+00.00 8TH AVE E

CAUTION

8TH AVENUE E

14.0'
+37.9

NORVADO

CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

39

STH 13

TILE

N47°43'40"E

EXISTING R/W (TYP)

XCEL ENERGY

17.0'
+10.6

17.0'

9.0'

6.0'

309+00

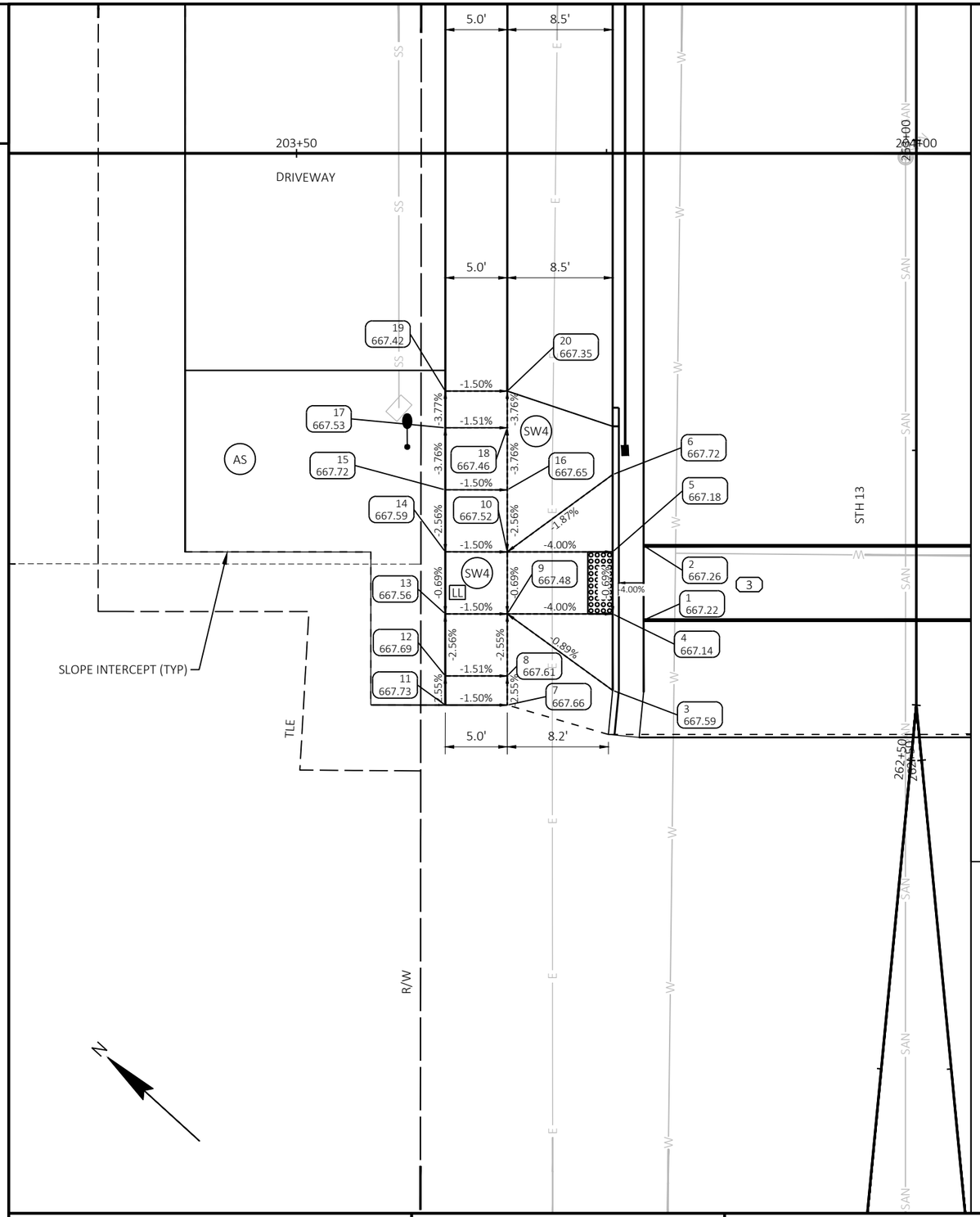
WASHBURN MUN
WATER & SEWER

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	INTERSECTION DETAIL: 8TH AVENUE E	SHEET 25	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\021101_ID.DWG
LAYOUT NAME - 09

PLOT DATE : 7/31/2026 9:16 AM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42



GENERAL CONSTRUCTION NOTES:

SLOPE ARROWS DO NOT DENOTE THE DIRECTION OF WATER FLOW RATHER THEY SHOW THE DIRECTION THAT THE ARROWS WERE DRAWN. NEGATIVE (-) VALUES DENOTE DOWNWARD SLOPE, POSITIVE (+) VALUES DENOTE UPWARD SLOPES.

DETECTABLE WARNING ARE 2 FT WIDE AND 5 FT LONG.

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

THE ENGINEER MUST ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

ALL STATION AND OFFSET INFORMATION REFERENCE STH 13 R/L.

DASHED LINES REPRESENT JOINT LOCATIONS. THE ENGINEER MAY ADJUST LOCATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.

2ND AVENUE W -SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	262+61.31	22.00' LT	667.22	488094.97	814912.45
2	262+67.31	22.00' LT	667.26	488099.00	814916.89
3	262+55.65	24.50' LT	667.59	488093.01	814906.58
4	262+61.81	24.50' LT	667.14	488097.15	814911.14
5	262+66.81	24.50' LT	667.18	488100.52	814914.84
6	262+73.04	24.50' LT	667.72	488104.70	814919.45
7	262+54.46	33.00' LT	667.66	488098.50	814899.98
8	262+56.81	33.00' LT	667.61	488100.08	814901.72
9	262+61.81	33.00' LT	667.48	488103.45	814905.42
10	262+66.81	33.00' LT	667.52	488106.81	814909.12
11	262+54.46	38.00' LT	667.73	488102.21	814896.62
12	262+56.81	38.00' LT	667.69	488103.79	814898.36
13	262+61.81	38.00' LT	667.56	488107.15	814902.06
14	262+66.81	38.00' LT	667.59	488110.51	814905.76
15	262+71.81	38.00' LT	667.72	488113.87	814909.46
16	262+71.81	33.00' LT	667.65	488110.17	814912.82
17	262+76.81	38.00' LT	667.53	488117.23	814913.16
18	262+76.81	33.00' LT	667.46	488113.53	814916.53
19	262+79.77	38.00' LT	667.42	488119.22	814915.35
20	262+79.77	33.00' LT	667.35	488115.52	814918.72

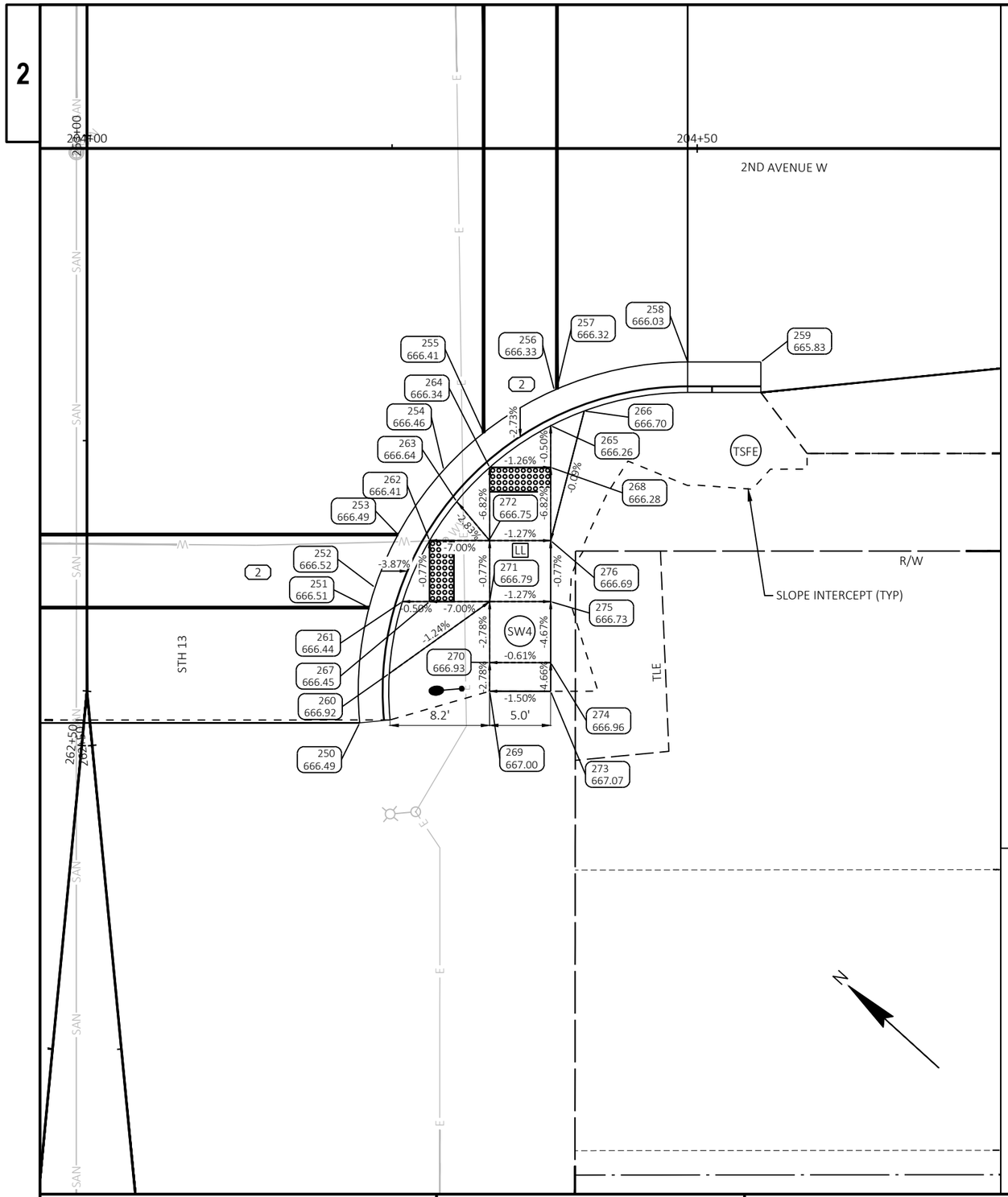
LEGEND

XX XXXX.XX	POINT NUMBER/ELEVATION
TSFE	TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B & EROSION MAT URBAN CLASS TYPE A
PED	CONCRETE CURB PEDESTRIAN
AS	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
SW4	CONCRETE SIDEWALK 4-INCH
XXX	CURB RAMP TYPE
LL	LEVEL LANDING

NOTES:

UNLESS OTHERWISE SPECIFIED ALL RAMPS SHALL BE 5.0' IN WIDTH.

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CURB RAMP: 2ND AVENUE W - SW	SHEET 26	E



2ND AVENUE W - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
250	262+49.75	22.00' RT	666.49	488055.79	814935.29
251	262+61.31	23.11' RT	666.51	488061.58	814942.78
252	262+62.97	23.60' RT	666.52	488062.33	814944.34
253	262+67.31	25.48' RT	666.49	488063.86	814948.82
254	262+72.61	29.24' RT	666.46	488064.64	814955.27
255	262+75.65	32.50' RT	666.41	488064.27	814959.71
256	262+79.15	38.30' RT	666.33	488062.33	814966.19
257	262+79.24	38.50' RT	666.32	488062.24	814966.40
258	262+81.46	49.23' RT	666.03	488055.79	814975.25
259	262+81.46	55.22' RT	665.83	488051.36	814979.29
260	262+55.91	24.77' RT	666.92	488056.72	814939.90
261	262+61.81	25.86' RT	666.44	488059.88	814945.00
262	262+66.81	28.07' RT	666.41	488061.61	814950.19
263	262+70.01	30.30' RT	666.64	488062.11	814954.05
264	262+72.81	33.00' RT	666.34	488061.99	814957.95
265	262+76.23	38.00' RT	666.26	488060.59	814963.84
266	262+77.44	40.75' RT	666.70	488059.37	814966.58
267	262+61.81	28.07' RT	666.45	488058.24	814946.49
268	262+72.81	38.00' RT	666.28	488058.29	814961.31
269	262+51.30	32.85' RT	667.00	488049.65	814944.36
270	262+56.81	33.00' RT	666.93	488051.23	814946.10
271	262+61.81	33.00' RT	666.79	488054.60	814949.80
272	262+66.81	33.00' RT	666.75	488057.96	814953.50
273	262+50.84	37.83' RT	667.07	488045.96	814947.73
274	262+56.81	38.00' RT	666.96	488047.53	814949.46
275	262+61.81	38.00' RT	666.73	488050.89	814953.17
276	262+66.81	38.00' RT	666.69	488054.26	814956.87

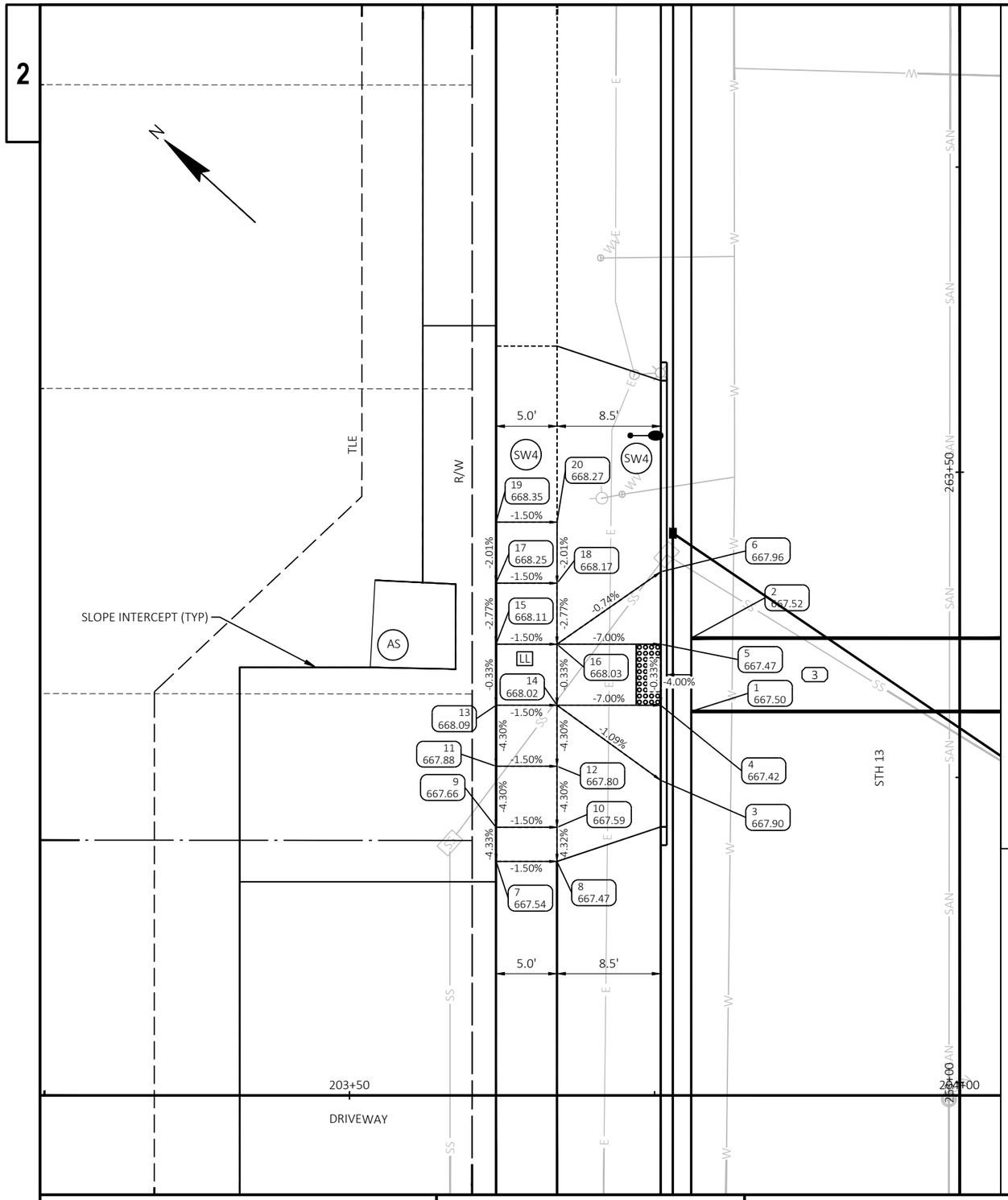
LEGEND

- XX XXXX.XX — POINT NUMBER/ELEVATION
- TSFE — TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B & EROSION MAT URBAN CLASS TYPE A
- PED — CONCRETE CURB PEDESTRIAN
- AS — ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- SW4 — CONCRETE SIDEWALK 4-INCH
- XXX — CURB RAMP TYPE
- LL — LEVEL LANDING

NOTES:

UNLESS OTHERWISE SPECIFIED ALL RAMPS SHALL BE 5.0' IN WIDTH.

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CURB RAMP: 2ND AVENUE W - SE	SHEET 27	E



2ND AVENUE W - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	263+30.40	22.00' LT	667.50	488141.43	814963.59
2	263+36.40	22.00' LT	667.52	488145.46	814968.03
3	263+24.76	24.50' LT	667.90	488139.48	814957.73
4	263+30.90	24.50' LT	667.42	488143.61	814962.28
5	263+35.90	24.50' LT	667.47	488146.98	814965.98
6	263+41.83	24.50' LT	667.96	488150.96	814970.37
7	263+18.11	37.99' LT	667.54	488144.99	814943.73
8	263+18.11	33.00' LT	667.47	488141.30	814947.09
9	263+20.90	38.00' LT	667.66	488146.88	814945.80
10	263+20.90	33.00' LT	667.59	488143.18	814949.16
11	263+25.90	38.00' LT	667.88	488150.24	814949.50
12	263+25.90	33.00' LT	667.80	488146.54	814952.86
13	263+30.90	37.99' LT	668.09	488153.60	814953.21
14	263+30.90	33.00' LT	668.02	488149.90	814956.56
15	263+35.90	38.00' LT	668.11	488156.97	814956.90
16	263+35.90	33.00' LT	668.03	488153.26	814960.26
17	263+40.90	38.00' LT	668.25	488160.33	814960.60
18	263+40.90	33.00' LT	668.17	488156.63	814963.96
19	263+45.90	38.00' LT	668.35	488163.69	814964.30
20	263+45.90	33.00' LT	668.27	488159.99	814967.66

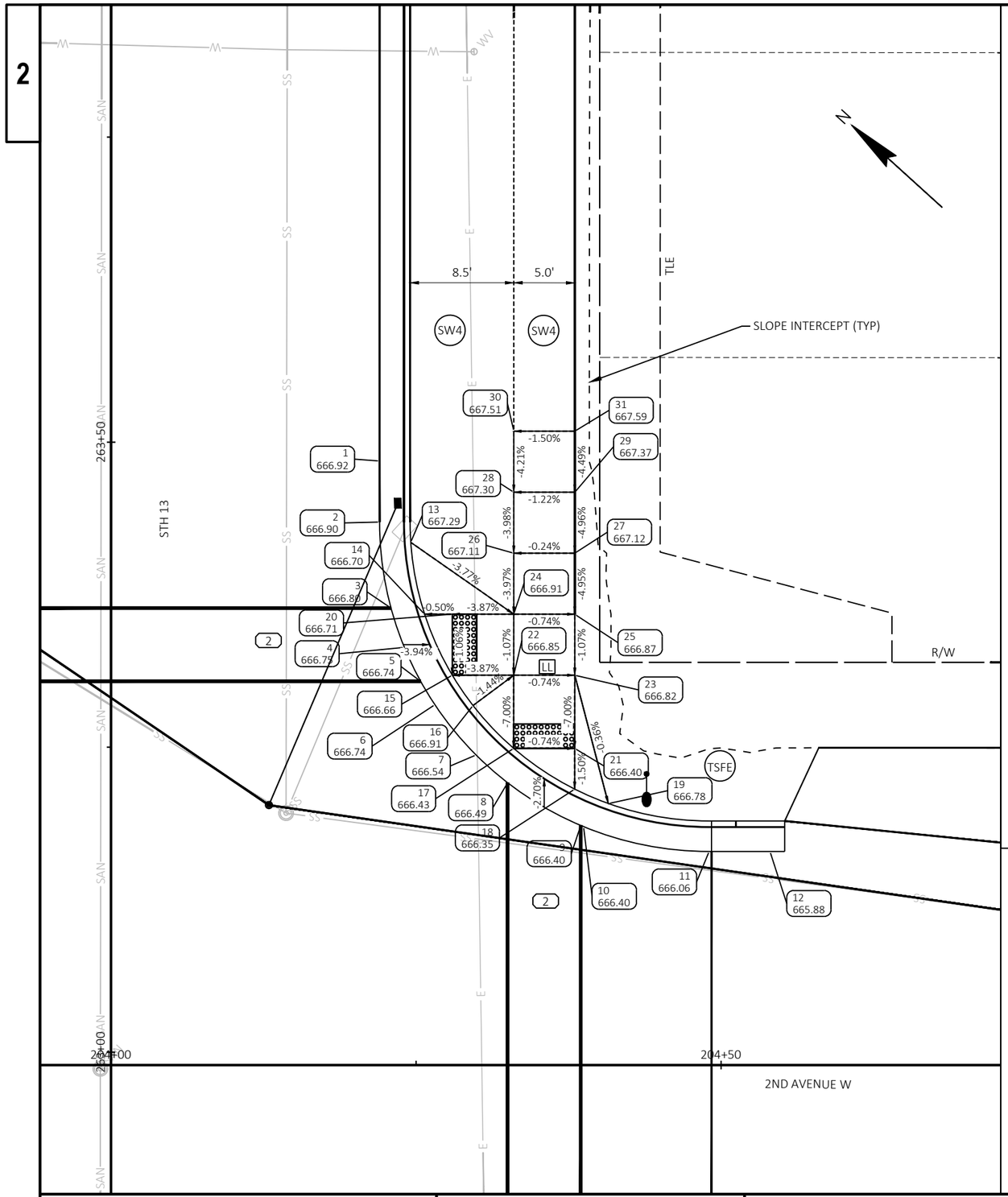
LEGEND

XX XXXX.XX	POINT NUMBER/ELEVATION
TSFE	TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B & EROSION MAT URBAN CLASS TYPE A
PED	CONCRETE CURB PEDESTRIAN
AS	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
SW4	CONCRETE SIDEWALK 4-INCH
XXX	CURB RAMP TYPE
LL	LEVEL LANDING

NOTES:

UNLESS OTHERWISE SPECIFIED ALL RAMPS SHALL BE 5.0' IN WIDTH.

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CURB RAMP: 2ND AVENUE W - NW	SHEET 28	E



2ND AVENUE W - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	263+48.46	22.00' RT	666.92	488121.00	815006.54
2	263+43.46	22.00' RT	666.90	488117.64	815002.84
3	263+36.40	22.94' RT	666.80	488112.20	814998.25
4	263+33.18	24.03' RT	666.75	488109.22	814996.60
5	263+30.40	25.37' RT	666.74	488106.37	814995.44
6	263+28.48	26.53' RT	666.74	488104.21	814994.80
7	263+24.36	29.91' RT	666.54	488098.94	814994.02
8	263+22.09	32.50' RT	666.49	488095.49	814994.08
9	263+18.58	38.50' RT	666.40	488088.70	814995.52
10	263+18.49	38.72' RT	666.40	488088.47	814995.60
11	263+16.47	49.02' RT	666.06	488079.49	815001.03
12	263+16.46	54.01' RT	665.88	488075.79	815004.37
13	263+41.79	24.56' RT	667.29	488114.63	815003.33
14	263+35.90	25.69' RT	666.70	488109.82	814999.73
15	263+30.90	27.96' RT	666.66	488104.78	814997.55
16	263+28.42	29.67' RT	666.91	488101.85	814996.86
17	263+24.90	33.00' RT	666.43	488097.02	814996.50
18	263+21.57	38.00' RT	666.35	488091.07	814997.39
19	263+20.39	40.76' RT	666.78	488088.24	814998.37
20	263+35.90	27.96' RT	666.71	488108.15	815001.25
21	263+24.90	38.00' RT	666.40	488093.32	814999.86
22	263+30.90	33.00' RT	666.85	488101.05	815000.94
23	263+30.90	38.00' RT	666.82	488097.35	815004.30
24	263+35.90	33.00' RT	666.91	488104.42	815004.64
25	263+35.90	38.00' RT	666.87	488100.71	815008.00
26	263+40.90	33.00' RT	667.11	488107.78	815008.34
27	263+40.90	38.00' RT	667.12	488104.08	815011.71
28	263+45.90	33.00' RT	667.30	488111.14	815012.04
29	263+45.90	38.00' RT	667.37	488107.44	815015.41
30	263+50.90	33.00' RT	667.51	488114.50	815015.74
31	263+50.90	38.00' RT	667.59	488110.80	815019.11

LEGEND

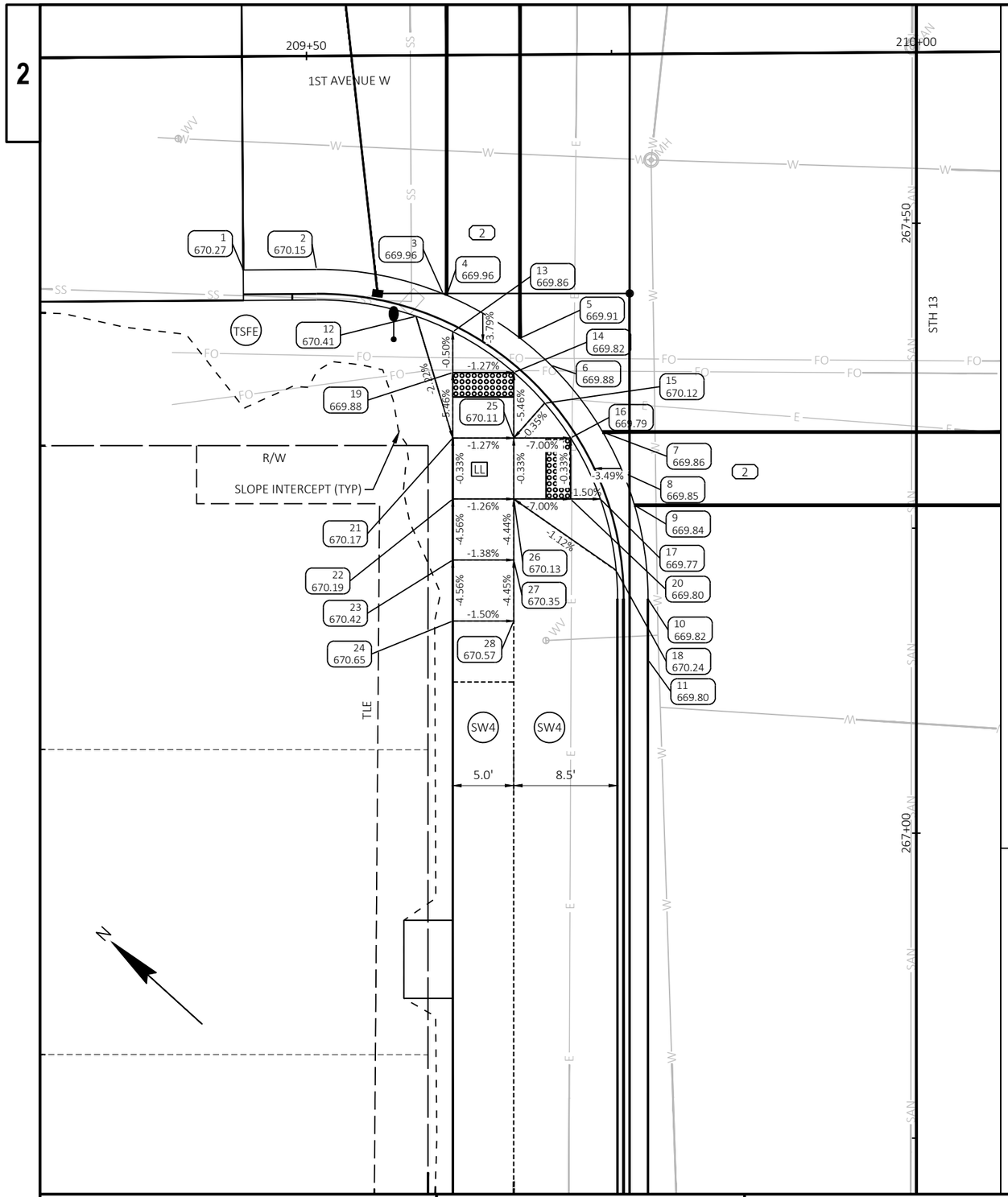
XX XXXX.XX	POINT NUMBER/ELEVATION
TSFE	TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B & EROSION MAT URBAN CLASS TYPE A
PED	CONCRETE CURB PEDESTRIAN
AS	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
SW4	CONCRETE SIDEWALK 4-INCH
XXX	CURB RAMP TYPE
LL	LEVEL LANDING

NOTES:

UNLESS OTHERWISE SPECIFIED ALL RAMPS SHALL BE 5.0' IN WIDTH.

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CURB RAMP: 2ND AVENUE W - NE	SHEET 29	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\021301_CR.DWG
LAYOUT NAME - 2ND AVE NE
PLOT DATE : 10/27/2026 6:13 PM PLOT BY : JARROD STARREN PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42



1ST AVENUE W - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	267+46.16	55.17' LT	670.27	488445.54	815249.01
2	267+46.20	49.17' LT	670.15	488441.13	815253.07
3	267+44.19	38.79' LT	669.96	488432.09	815258.57
4	267+44.07	38.50' LT	669.96	488431.80	815258.68
5	267+40.57	32.50' LT	669.91	488425.00	815260.12
6	267+38.35	29.97' LT	669.88	488421.64	815260.18
7	267+32.88	25.73' LT	669.86	488414.82	815258.98
8	267+29.57	24.07' LT	669.85	488411.37	815257.64
9	267+26.88	23.12' LT	669.84	488408.86	815256.30
10	267+19.20	22.00' LT	669.82	488402.86	815251.36
11	267+14.20	22.00' LT	669.80	488399.50	815247.66
12	267+42.36	41.01' LT	670.41	488432.51	815255.72
13	267+41.09	38.00' LT	669.86	488429.42	815256.80
14	267+37.75	33.00' LT	669.82	488423.48	815257.70
15	267+35.24	30.48' LT	670.12	488419.92	815257.53
16	267+32.38	28.35' LT	669.79	488416.43	815256.85
17	267+27.38	25.91' LT	669.77	488411.26	815254.79
18	267+21.52	24.61' LT	670.24	488406.36	815251.33
19	267+37.75	38.00' LT	669.88	488427.18	815254.33
20	267+27.38	28.35' LT	669.80	488413.07	815253.15
21	267+32.38	38.00' LT	670.17	488423.57	815250.36
22	267+27.38	38.00' LT	670.19	488420.21	815246.66
23	267+22.38	38.00' LT	670.42	488416.85	815242.96
24	267+17.38	38.00' LT	670.65	488413.48	815239.26
25	267+32.38	33.00' LT	670.11	488419.87	815253.72
26	267+27.38	33.00' LT	670.13	488416.51	815250.02
27	267+22.38	33.00' LT	670.35	488413.14	815246.32
28	267+17.38	33.00' LT	670.57	488409.78	815242.62

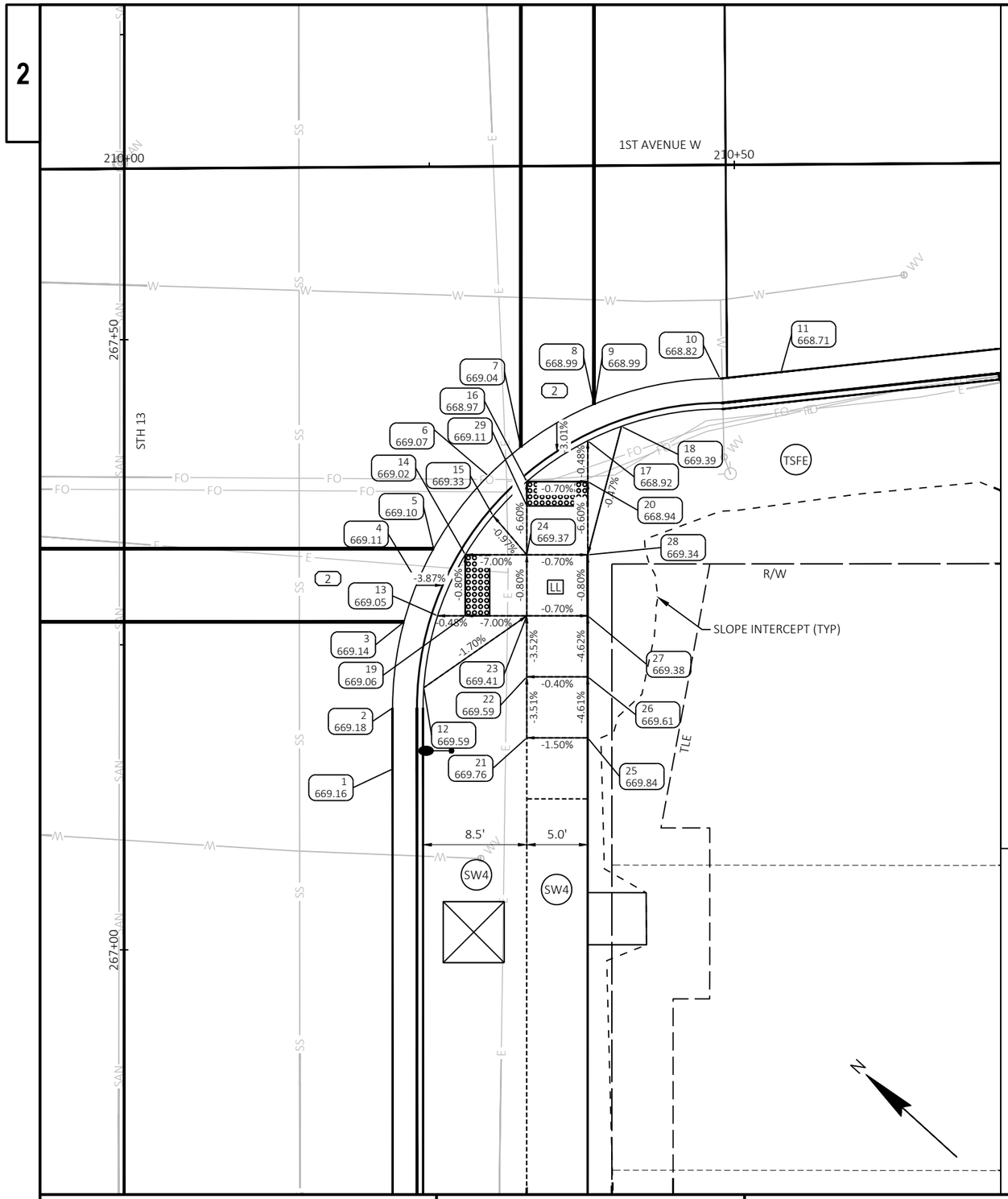
LEGEND

- XX XXXX.XX — POINT NUMBER/ELEVATION
- TSFE — TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B & EROSION MAT URBAN CLASS TYPE A
- PED — CONCRETE CURB PEDESTRIAN
- AS — ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- SW4 — CONCRETE SIDEWALK 4-INCH
- XXX — CURB RAMP TYPE
- LL — LEVEL LANDING

NOTES:

UNLESS OTHERWISE SPECIFIED ALL RAMPS SHALL BE 5.0' IN WIDTH.

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CURB RAMP: 1ST AVENUE W - SW	SHEET 30	E



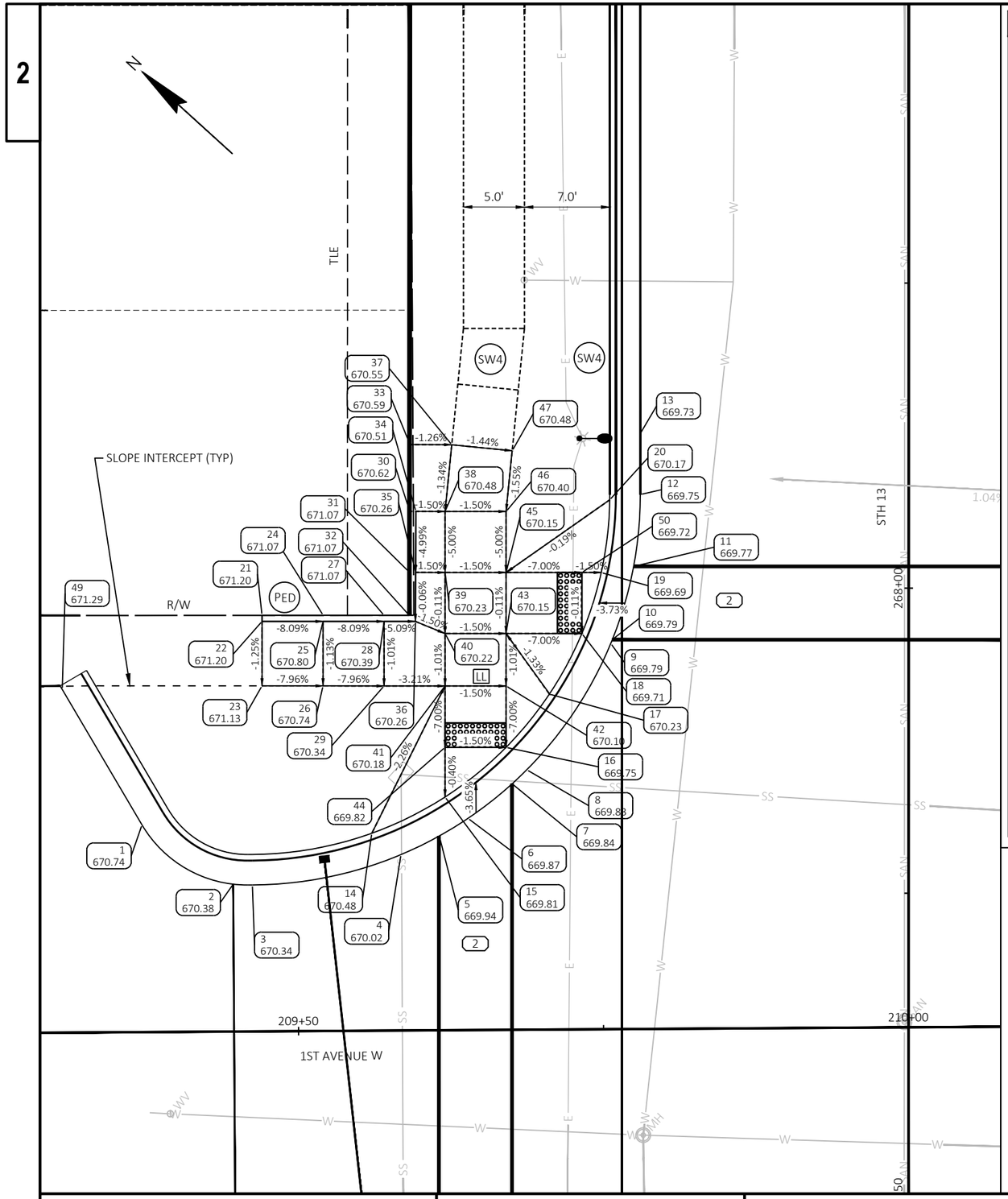
1ST AVENUE W - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	267+14.83	22.00' RT	669.16	488367.36	815277.71
2	267+19.83	22.00' RT	669.18	488370.72	815281.41
3	267+26.88	22.94' RT	669.14	488374.77	815287.27
4	267+30.12	24.04' RT	669.11	488376.13	815290.40
5	267+32.88	25.37' RT	669.10	488377.00	815293.34
6	267+38.86	29.85' RT	669.07	488377.71	815300.78
7	267+41.20	32.50' RT	669.04	488377.32	815304.29
8	267+44.70	38.50' RT	668.99	488375.23	815310.92
9	267+44.72	38.55' RT	668.99	488375.21	815310.97
10	267+46.83	48.83' RT	668.82	488369.02	815319.44
11	267+47.36	53.82' RT	668.71	488365.68	815323.19
12	267+21.49	24.56' RT	669.59	488369.94	815284.36
13	267+27.38	25.69' RT	669.05	488373.06	815289.49
14	267+32.38	27.96' RT	669.02	488374.75	815294.71
15	267+35.59	30.24' RT	669.33	488375.22	815298.62
16	267+38.38	33.00' RT	668.97	488375.05	815302.54
17	267+41.72	38.00' RT	668.92	488373.60	815308.38
18	267+42.90	40.76' RT	669.39	488372.35	815311.10
19	267+27.38	27.96' RT	669.06	488371.39	815291.01
20	267+38.38	38.00' RT	668.94	488371.35	815305.91
21	267+17.38	33.00' RT	669.76	488360.93	815287.00
22	267+22.38	33.00' RT	669.59	488364.29	815290.70
23	267+27.38	33.00' RT	669.41	488367.66	815294.40
24	267+32.38	33.00' RT	669.37	488371.02	815298.10
25	267+17.38	38.00' RT	669.84	488357.23	815290.36
26	267+22.38	38.00' RT	669.61	488360.59	815294.06
27	267+27.38	38.00' RT	669.38	488363.95	815297.76
28	267+32.38	38.00' RT	669.34	488367.32	815301.46
29	267+36.38	33.00' RT	669.11	488373.71	815301.06

LEGEND

XX XXXX.XX	POINT NUMBER/ELEVATION
TSFE	TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B & EROSION MAT URBAN CLASS TYPE A
PED	CONCRETE CURB PEDESTRIAN
AS	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
SW4	CONCRETE SIDEWALK 4-INCH
XXX	CURB RAMP TYPE
LL	LEVEL LANDING

NOTES:

UNLESS OTHERWISE SPECIFIED ALL RAMPS SHALL BE 5.0' IN WIDTH.



1ST AVENUE W - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	267+80.59	62.84' LT	670.74	488474.37	815269.34
2	267+75.73	55.36' LT	670.38	488465.57	815270.77
3	267+75.67	53.79' LT	670.34	488464.36	815271.78
4	267+78.16	41.61' LT	670.02	488457.03	815281.82
5	267+79.69	38.47' LT	669.94	488455.73	815285.05
6	267+81.13	36.11' LT	669.87	488454.95	815287.71
7	267+83.96	32.50' LT	669.84	488454.18	815292.24
8	267+85.11	31.30' LT	669.83	488454.07	815293.89
9	267+95.47	24.42' LT	669.79	488455.94	815306.19
10	267+95.78	24.29' LT	669.79	488456.05	815306.50
11	268+01.78	22.55' LT	669.77	488458.79	815312.11
12	268+07.67	22.00' LT	669.75	488462.35	815316.84
13	268+12.67	22.00' LT	669.73	488465.71	815320.54
14	267+79.91	44.00' LT	670.48	488459.97	815281.51
15	267+82.88	38.00' LT	669.81	488457.53	815287.74
16	267+86.95	33.00' LT	669.75	488456.56	815294.11
17	267+91.31	29.45' LT	670.23	488456.87	815299.73
18	267+96.28	26.79' LT	669.71	488458.23	815305.19
19	268+01.28	25.20' LT	669.69	488460.42	815309.96
20	268+07.24	24.50' LT	670.17	488463.91	815314.84
21	267+97.77	53.00' LT	671.20	488478.64	815288.67
22	267+97.27	53.00' LT	671.20	488478.30	815288.30
23	267+91.98	53.00' LT	671.13	488474.75	815284.39
24	267+97.77	48.00' LT	671.07	488474.94	815292.03
25	267+97.27	48.00' LT	670.80	488474.60	815291.66
26	267+91.98	48.00' LT	670.74	488471.05	815287.75
27	267+97.77	43.00' LT	671.07	488471.24	815295.39
28	267+97.27	43.00' LT	670.39	488470.90	815295.02
29	267+91.98	43.00' LT	670.34	488467.35	815291.11
30	268+06.29	40.89' LT	670.62	488475.41	815303.12

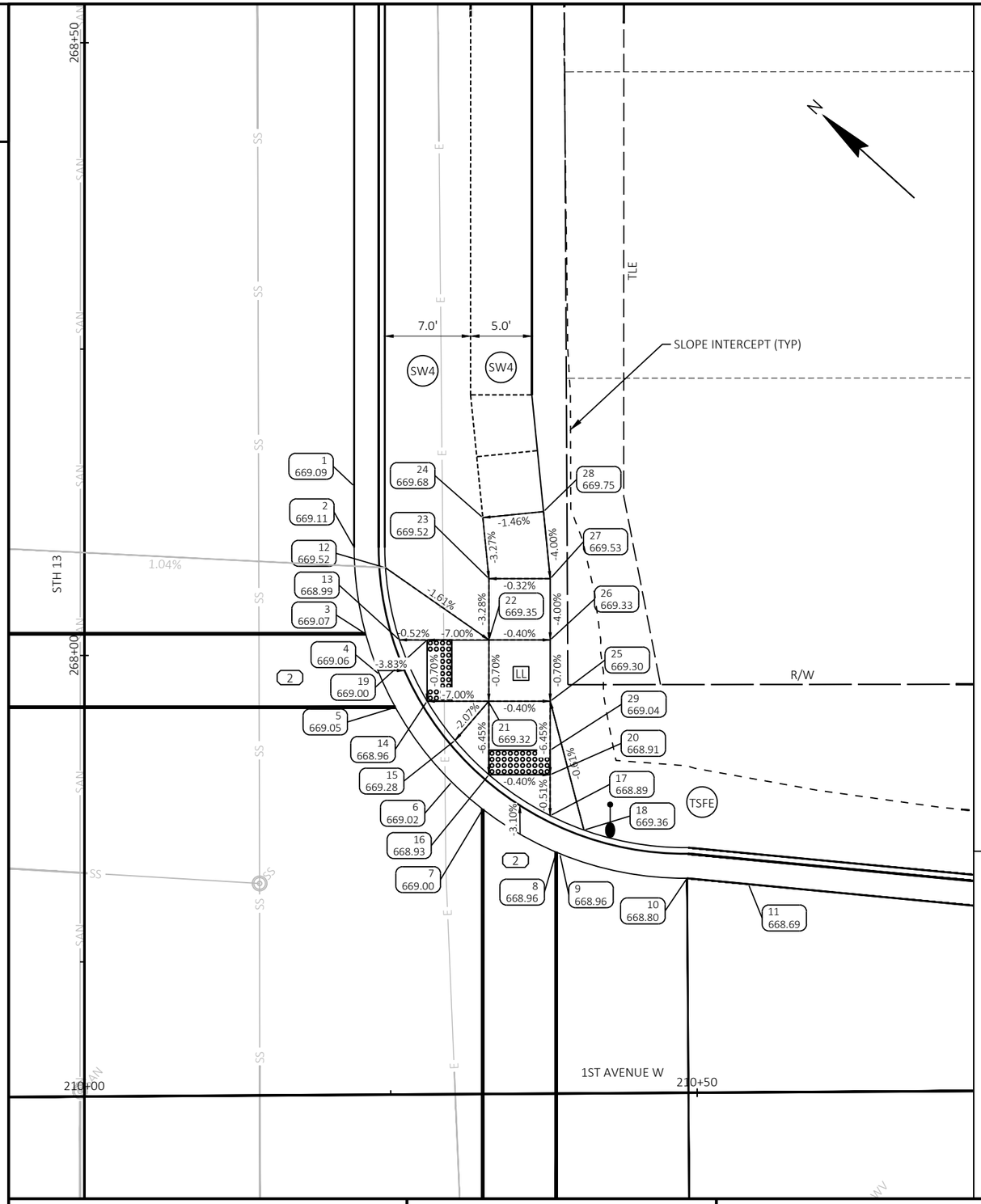
1ST AVENUE W - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
31	268+01.29	40.91' LT	671.07	488472.06	815299.40
32	267+97.77	40.93' LT	671.07	488469.70	815296.79
33	268+11.76	40.87' LT	670.59	488479.07	815307.18
34	268+06.28	40.39' LT	670.51	488475.03	815303.45
35	268+01.28	40.41' LT	670.26	488471.69	815299.74
36	267+97.27	40.43' LT	670.26	488469.00	815296.75
37	268+11.75	37.45' LT	670.55	488476.53	815309.47
38	268+06.28	38.00' LT	670.48	488473.26	815305.05
39	268+01.28	38.00' LT	670.23	488469.90	815301.35
40	267+96.28	38.00' LT	670.22	488466.53	815297.65
41	267+91.98	38.00' LT	670.18	488463.64	815294.47
42	267+91.98	33.00' LT	670.10	488459.94	815297.83
43	267+96.28	33.00' LT	670.15	488462.83	815301.01
44	267+86.95	38.00' LT	669.82	488460.26	815290.75
45	268+01.28	33.00' LT	670.15	488466.19	815304.72
46	268+06.28	33.00' LT	670.40	488469.56	815308.42
47	268+11.25	32.50' LT	670.48	488472.53	815312.43
49	267+91.69	69.37' LT	671.29	488486.67	815273.16
50	268+01.28	26.79' LT	669.72	488461.60	815308.89

LEGEND

XX XXXX.XX	POINT NUMBER/ELEVATION
TSFE	TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B & EROSION MAT URBAN CLASS TYPE A
PED	CONCRETE CURB PEDESTRIAN
AS	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
SW4	CONCRETE SIDEWALK 4-INCH
XXX	CURB RAMP TYPE
LL	LEVEL LANDING

NOTES:

UNLESS OTHERWISE SPECIFIED ALL RAMPS SHALL BE 5.0' IN WIDTH.



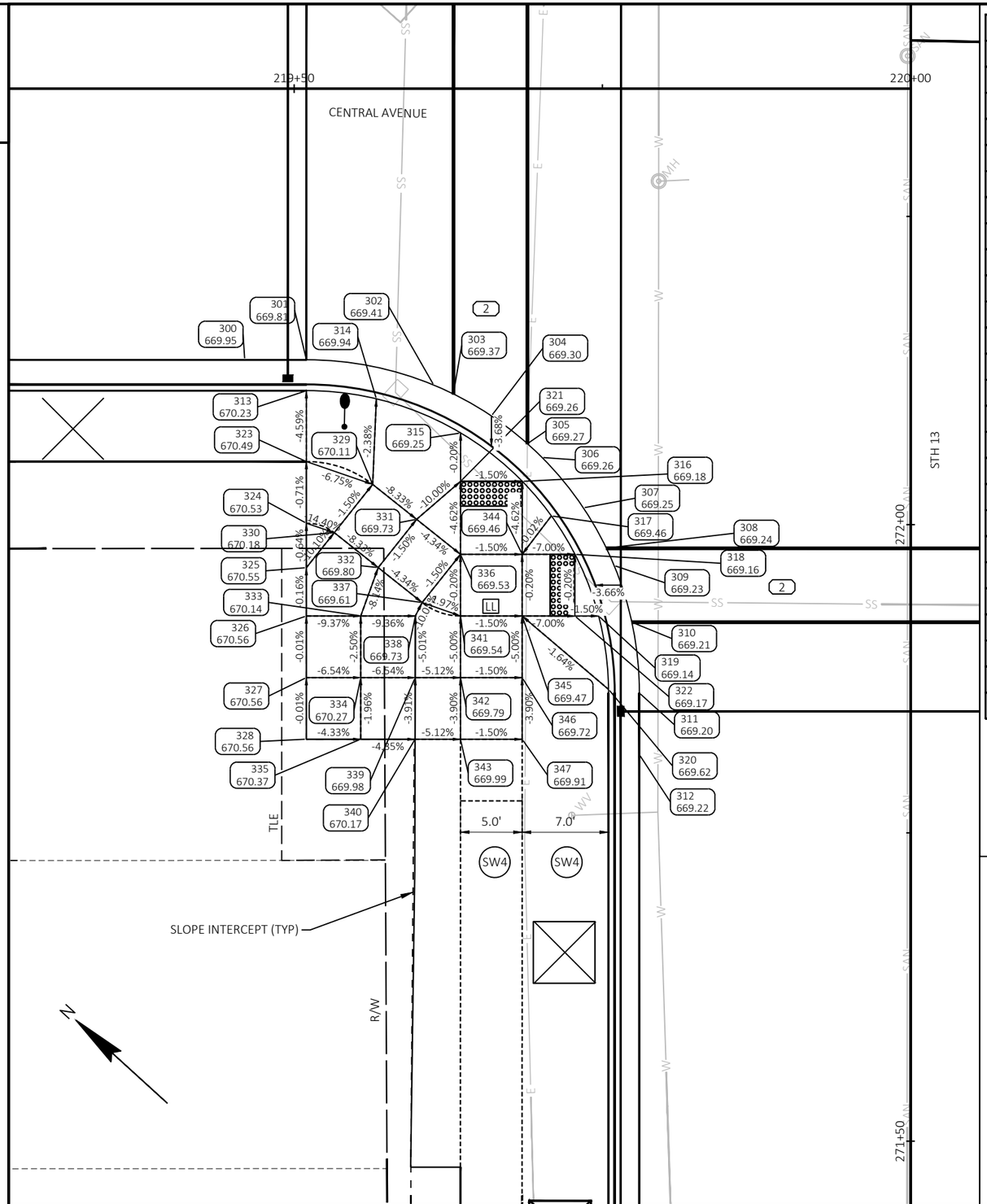
1ST AVENUE W - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	268+13.83	22.00' RT	669.09	488433.93	815350.99
2	268+08.83	22.00' RT	669.11	488430.57	815347.29
3	268+01.78	22.94' RT	669.07	488425.13	815342.70
4	267+98.46	24.07' RT	669.06	488422.06	815341.01
5	267+95.78	25.37' RT	669.05	488419.30	815339.89
6	267+89.68	29.97' RT	669.02	488411.79	815338.47
7	267+87.46	32.50' RT	669.00	488408.42	815338.53
8	267+83.96	38.50' RT	668.96	488401.63	815339.97
9	267+83.84	38.79' RT	668.96	488401.33	815340.08
10	267+81.83	49.17' RT	668.80	488392.30	815345.58
11	267+81.35	54.18' RT	668.69	488388.27	815348.59
12	268+07.17	24.56' RT	669.52	488427.55	815347.78
13	268+01.28	25.69' RT	668.99	488422.75	815344.18
14	267+96.28	27.96' RT	668.96	488417.71	815342.01
15	267+93.07	30.24' RT	669.28	488413.87	815341.17
16	267+90.28	33.00' RT	668.93	488409.95	815340.95
17	267+86.94	38.00' RT	668.89	488404.00	815341.84
18	267+85.76	40.76' RT	669.36	488401.17	815342.83
19	268+01.28	27.96' RT	669.00	488421.07	815345.71
20	267+90.28	38.00' RT	668.91	488406.25	815344.32
21	267+96.28	33.00' RT	669.32	488413.98	815345.39
22	268+01.28	33.00' RT	669.35	488417.34	815349.10
23	268+06.28	33.00' RT	669.52	488420.71	815352.80
24	268+11.25	32.50' RT	669.68	488424.42	815356.14
25	267+96.28	38.00' RT	669.30	488410.28	815348.76
26	268+01.28	38.00' RT	669.33	488413.64	815352.46
27	268+06.28	38.00' RT	669.53	488417.01	815356.16
28	268+11.75	37.45' RT	669.75	488421.09	815359.84
29	267+92.28	38.00' RT	669.04	488407.59	815345.80

LEGEND

XX XXXX.XX	POINT NUMBER/ELEVATION
TSFE	TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B & EROSION MAT URBAN CLASS TYPE A
PED	CONCRETE CURB PEDESTRIAN
AS	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
SW4	CONCRETE SIDEWALK 4-INCH
XXX	CURB RAMP TYPE
LL	LEVEL LANDING

NOTES:

UNLESS OTHERWISE SPECIFIED ALL RAMPS SHALL BE 5.0' IN WIDTH.



CENTRAL AVENUE - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
300	219+45.99	22.00' RT	669.95	488758.83	815595.60
301	219+50.99	22.01' RT	669.81	488755.13	815598.96
302	219+61.33	24.06' RT	669.41	488746.10	815604.39
303	219+62.91	24.77' RT	669.37	488744.45	815604.92
304	219+65.99	26.55' RT	669.30	488740.97	815605.68
305	219+68.91	28.80' RT	669.27	488737.30	815605.98
306	219+70.09	29.92' RT	669.26	488735.68	815605.94
307	219+73.44	34.00' RT	669.25	488730.45	815605.18
308	219+75.31	37.27' RT	669.24	488726.86	815604.01
309	219+75.94	38.67' RT	669.23	488725.46	815603.40
310	219+77.38	43.27' RT	669.21	488721.30	815600.96
311	219+77.99	49.01' RT	669.20	488716.99	815597.13
312	219+77.99	54.00' RT	669.22	488713.63	815593.43
313	219+50.99	24.50' RT	670.23	488753.45	815597.11
314	219+56.67	25.17' RT	669.94	488748.80	815600.43
315	219+63.50	27.93' RT	669.25	488741.89	815602.98
316	219+68.49	31.86' RT	669.18	488735.55	815603.44
317	219+70.85	34.65' RT	669.46	488731.92	815602.95
318	219+72.77	37.77' RT	669.16	488728.41	815601.93
319	219+74.69	42.77' RT	669.14	488723.63	815599.52
320	219+75.49	48.72' RT	669.62	488719.03	815595.66
321	219+63.49	31.86' RT	669.26	488739.25	815600.08
322	219+72.77	42.77' RT	669.17	488725.05	815598.23
323	219+50.99	30.25' RT	670.49	488749.58	815592.85
324	219+50.99	35.25' RT	670.53	488746.22	815589.15

CENTRAL AVENUE - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
325	271+96.50	49.00' LT	670.55	488743.80	815586.49
326	271+92.59	49.00' LT	670.56	488741.16	815583.59
327	271+87.59	49.00' LT	670.56	488737.80	815579.89
328	271+82.59	49.00' LT	670.56	488734.44	815576.19
329	219+56.37	32.10' RT	670.11	488744.36	815595.10
330	219+53.25	36.01' RT	670.18	488744.04	815590.11
331	219+59.93	34.93' RT	669.73	488739.82	815595.40
332	219+56.82	38.85' RT	669.80	488739.49	815590.41
333	219+55.40	42.77' RT	670.14	488737.90	815586.56
334	271+87.59	44.59' LT	670.27	488734.54	815582.86
335	271+82.59	44.59' LT	670.37	488731.18	815579.16
336	219+63.49	37.77' RT	669.53	488735.28	815595.70
337	219+60.38	41.68' RT	669.61	488734.95	815590.71
338	219+59.83	42.77' RT	669.73	488734.62	815589.53
339	219+59.82	47.77' RT	669.98	488731.27	815585.83
340	219+59.81	52.77' RT	670.17	488727.92	815582.12
341	219+63.49	42.77' RT	669.54	488731.91	815592.00
342	219+63.49	47.77' RT	669.79	488728.55	815588.30
343	219+63.49	52.77' RT	669.99	488725.19	815584.60
344	219+68.49	37.77' RT	669.46	488731.57	815599.06
345	219+68.49	42.77' RT	669.47	488728.21	815595.36
346	219+68.49	47.77' RT	669.72	488724.85	815591.66
347	219+68.49	52.77' RT	669.91	488721.49	815587.96

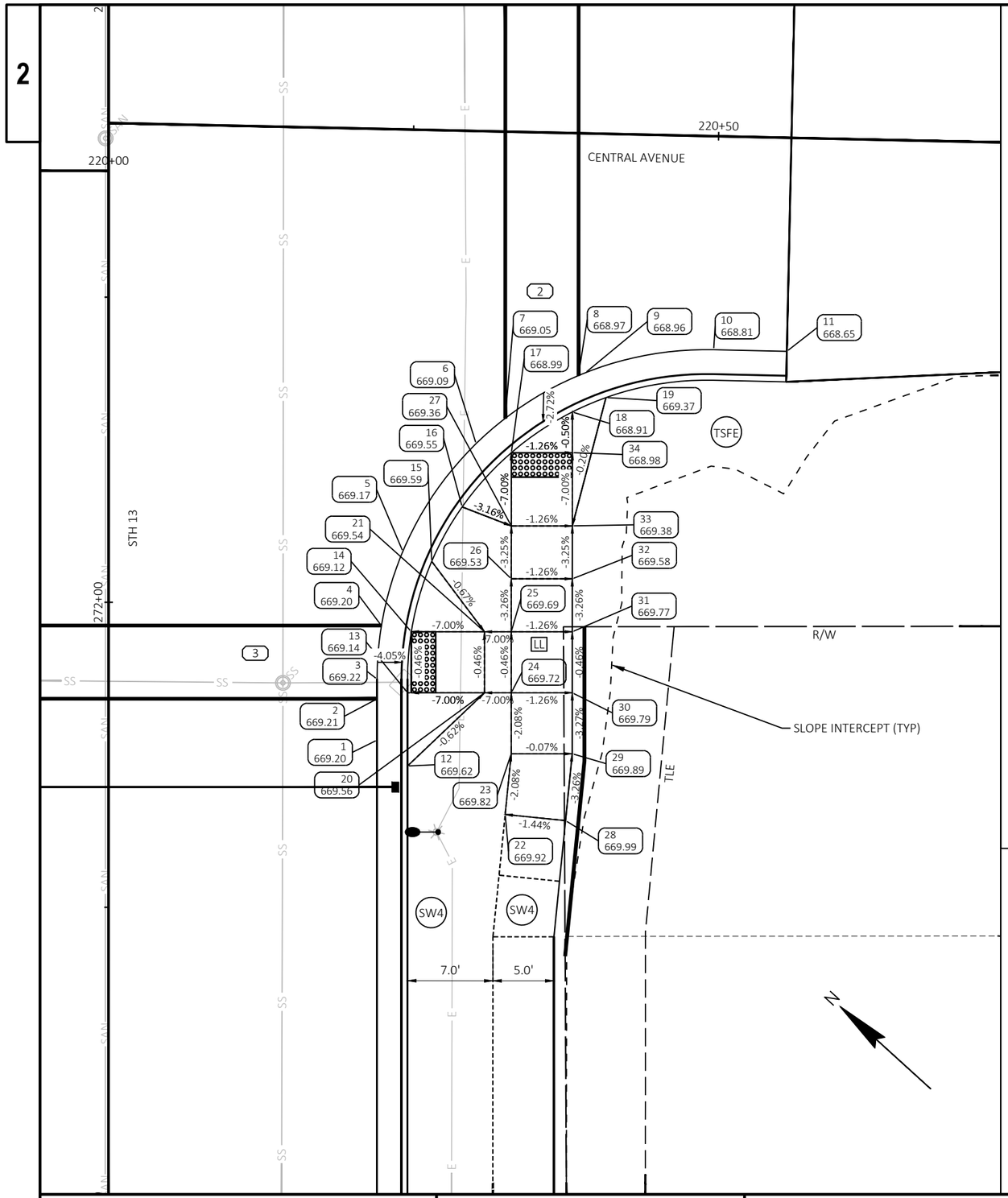
LEGEND

XX XXXX.XX	POINT NUMBER/ELEVATION
TSFE	TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B & EROSION MAT URBAN CLASS TYPE A
PED	CONCRETE CURB PEDESTRIAN
AS	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
SW4	CONCRETE SIDEWALK 4-INCH
XXX	CURB RAMP TYPE
LL	LEVEL LANDING

NOTES:

UNLESS OTHERWISE SPECIFIED ALL RAMPS SHALL BE 5.0' IN WIDTH.

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CURB RAMP: CENTRAL AVENUE - SW	SHEET 34	E



CENTRAL AVE - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	271+88.71	22.00' RT	669.20	488686.00	815628.46
2	271+92.09	22.00' RT	669.21	488688.28	815630.96
3	271+93.71	22.00' RT	669.22	488689.36	815632.16
4	271+98.09	22.36' RT	669.20	488692.05	815635.64
5	272+04.17	24.11' RT	669.17	488694.84	815641.33
6	272+13.00	30.11' RT	669.09	488696.33	815651.90
7	272+15.08	32.50' RT	669.05	488695.97	815655.04
8	272+18.59	38.50' RT	668.97	488693.88	815661.67
9	272+18.81	39.07' RT	668.96	488693.61	815662.22
10	272+20.71	49.58' RT	668.81	488687.11	815670.69
11	272+20.58	55.58' RT	668.65	488682.58	815674.63
12	271+86.59	24.50' RT	669.62	488682.73	815628.57
13	271+92.59	24.50' RT	669.14	488686.76	815633.01
14	271+97.59	24.81' RT	669.12	488689.90	815636.92
15	272+03.35	26.48' RT	669.59	488692.54	815642.31
16	272+07.82	28.97' RT	669.55	488693.70	815647.29
17	272+12.27	33.00' RT	668.99	488693.70	815653.29
18	272+15.60	38.00' RT	668.91	488692.25	815659.13
19	272+16.78	40.76' RT	669.37	488691.00	815661.86
20	271+92.59	30.81' RT	669.56	488682.09	815637.26
21	271+97.59	30.81' RT	669.54	488685.46	815640.96
22	271+82.61	32.50' RT	669.92	488674.13	815631.01
23	271+87.59	33.00' RT	669.82	488677.11	815635.03
24	271+92.59	33.00' RT	669.72	488680.47	815638.73
25	271+97.59	33.00' RT	669.69	488683.83	815642.43
26	272+01.93	33.00' RT	669.53	488686.75	815645.64
27	272+06.27	33.00' RT	669.36	488689.67	815648.85
28	271+82.12	37.45' RT	669.99	488670.14	815633.97
29	271+87.59	38.00' RT	669.89	488673.41	815638.39
30	271+92.59	38.00' RT	669.79	488676.77	815642.09
31	271+97.59	38.00' RT	669.77	488680.13	815645.79
32	272+01.93	38.00' RT	669.58	488683.05	815649.00
33	272+06.27	38.00' RT	669.38	488685.97	815652.22
34	272+12.27	38.00' RT	668.98	488690.00	815656.66

LEGEND

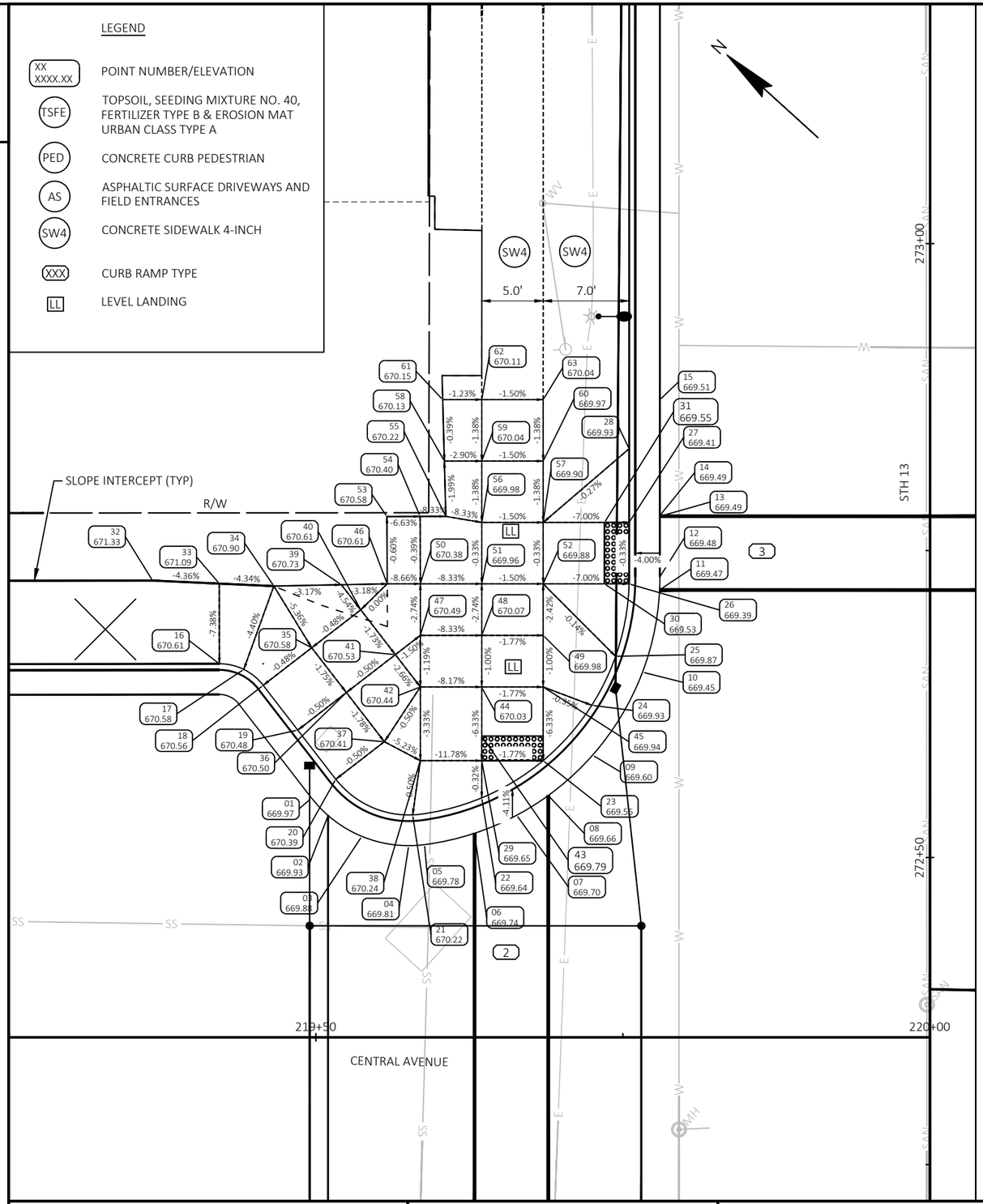
XX XXXX.XX	POINT NUMBER/ELEVATION
TSFE	TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B & EROSION MAT URBAN CLASS TYPE A
PED	CONCRETE CURB PEDESTRIAN
AS	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
SW4	CONCRETE SIDEWALK 4-INCH
XXX	CURB RAMP TYPE
LL	LEVEL LANDING

NOTES:

UNLESS OTHERWISE SPECIFIED ALL RAMPS SHALL BE 5.0' IN WIDTH.

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CURB RAMP: CENTRAL AVENUE - SE	SHEET 35	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\021301_CR.DWG
LAYOUT NAME - CENTRAL AVE SE
PLOT DATE : 10/27/2026 6:13 PM PLOT BY : JARROD STARREN PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42



CENTRAL AVENUE - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
01	272+54.83	50.36' LT	669.97	488784.03	815628.75
02	272+53.41	49.01' LT	669.93	488782.07	815628.60
03	272+51.71	46.27' LT	669.88	488778.90	815629.19
04	272+50.95	42.45' LT	669.81	488775.56	815631.20
05	272+51.04	41.16' LT	669.78	488774.67	815632.13
06	272+51.97	37.08' LT	669.74	488772.28	815635.56
07	272+53.44	33.65' LT	669.70	488770.72	815638.95
08	272+55.05	31.08' LT	669.66	488769.90	815641.87
09	272+58.33	27.47' LT	669.60	488769.44	815646.73
10	272+65.09	23.41' LT	669.45	488770.98	815654.46
11	272+71.79	22.03' LT	669.47	488774.45	815660.35
12	272+72.85	22.00' LT	669.48	488775.15	815661.15
13	272+77.79	22.00' LT	669.49	488778.47	815664.81
14	272+77.85	22.00' LT	669.49	488778.51	815664.86
15	272+87.29	22.00' LT	669.51	488784.86	815671.84
16	272+65.77	57.87' LT	670.61	488796.93	815631.80
17	272+65.31	55.88' LT	670.58	488795.16	815632.79
18	272+64.02	54.30' LT	670.56	488793.12	815632.90
19	272+60.37	51.48' LT	670.48	488788.58	815632.10
20	272+56.37	48.38' LT	670.39	488783.60	815631.22
21	272+53.46	42.12' LT	670.22	488777.01	815633.28
22	272+54.86	36.50' LT	669.64	488773.78	815638.09
23	272+57.89	31.50' LT	669.56	488772.12	815643.69
24	272+62.40	27.54' LT	669.93	488772.22	815649.69
25	272+66.39	25.60' LT	669.87	488773.47	815653.95
26	272+72.29	24.51' LT	669.39	488776.63	815659.05
27	272+77.29	24.51' LT	669.41	488779.99	815662.75
28	272+83.29	24.50' LT	669.93	488784.02	815667.20
29	272+57.89	36.50' LT	669.65	488775.82	815640.33
30	272+72.29	26.51' LT	669.53	488778.11	815657.70
31	272+77.29	26.51' LT	669.55	488781.47	815661.41
32	272+72.55	63.31' LT	671.33	488805.52	815633.15
33	272+72.30	57.87' LT	671.09	488801.34	815636.63
34	272+72.10	53.43' LT	670.90	488797.91	815639.46
35	272+67.08	50.34' LT	670.58	488792.25	815637.82
36	272+63.43	47.52' LT	670.50	488787.71	815637.02
37	272+59.43	44.43' LT	670.41	488782.73	815636.14

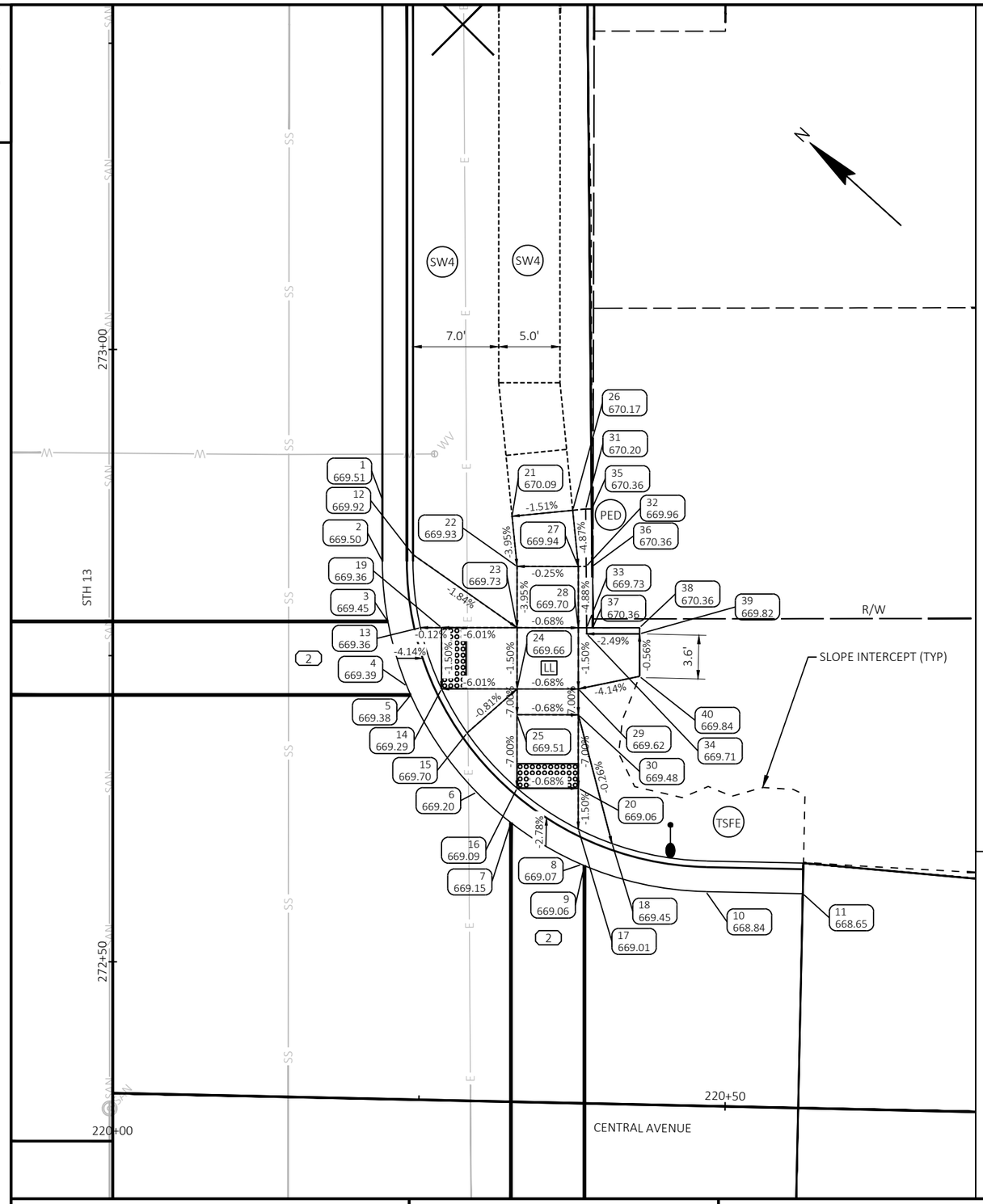
CENTRAL AVENUE - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
38	272+57.89	41.50' LT	670.24	488779.52	815636.97
39	272+72.21	47.93' LT	670.73	488793.92	815643.24
40	272+70.17	46.35' LT	670.61	488791.37	815642.79
41	272+66.52	43.53' LT	670.53	488786.83	815641.99
42	272+63.89	41.50' LT	670.44	488783.56	815641.41
43	272+59.89	36.50' LT	669.79	488777.17	815641.81
44	272+63.88	36.51' LT	670.03	488779.86	815644.75
45	272+63.89	31.50' LT	669.94	488776.16	815648.13
46	272+72.29	44.20' LT	670.61	488791.20	815645.81
47	272+68.09	41.50' LT	670.49	488786.38	815644.52
48	272+68.09	36.50' LT	670.07	488782.68	815647.88
49	272+68.09	31.50' LT	669.98	488778.98	815651.24
50	272+72.29	41.50' LT	670.38	488789.20	815647.62
51	272+72.29	36.50' LT	669.96	488785.50	815650.99
52	272+72.29	31.50' LT	669.88	488781.80	815654.35
53	272+77.76	44.22' LT	670.58	488794.90	815649.85
54	272+77.78	41.51' LT	670.40	488792.91	815651.68
55	272+77.78	39.43' LT	670.22	488791.37	815653.08
56	272+77.29	36.50' LT	669.98	488788.87	815654.69
57	272+77.29	31.50' LT	669.90	488785.16	815658.05
58	272+82.29	39.55' LT	670.13	488794.48	815656.34
59	272+82.29	36.50' LT	670.04	488792.23	815658.39
60	272+82.29	31.50' LT	669.97	488788.53	815661.75
61	272+87.29	39.68' LT	670.15	488797.95	815659.95
62	272+87.29	36.50' LT	670.11	488795.59	815662.09
63	272+87.29	31.50' LT	670.04	488791.89	815665.45

NOTES:

UNLESS OTHERWISE SPECIFIED ALL RAMPS SHALL BE 5.0' IN WIDTH.

TOP OF CONCRETE CURB PEDESTRIAN AROUND PLANTER ELEV = 670.70.

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CURB RAMP: CENTRAL AVENUE - NW	SHEET 36	E



NOTES:

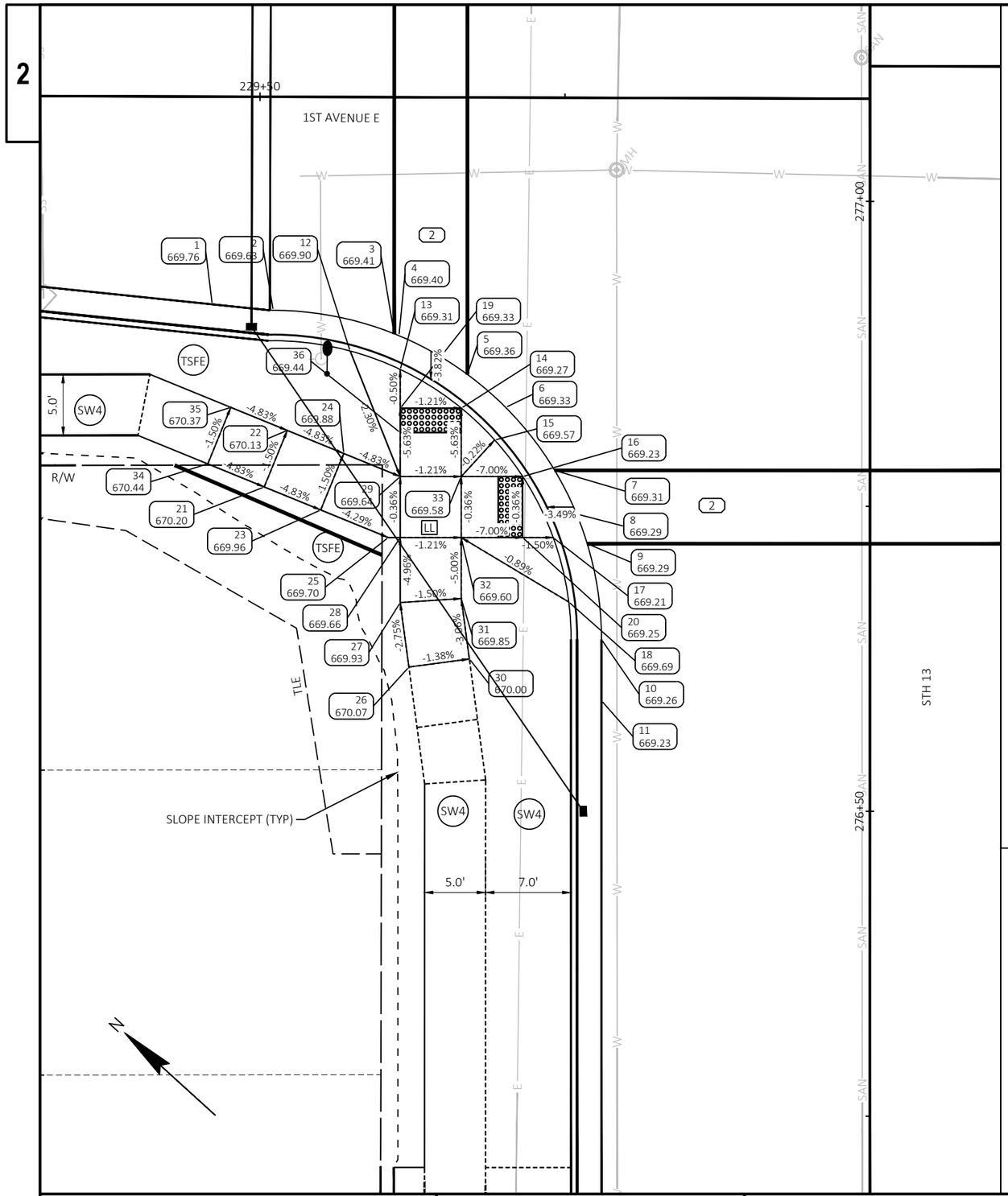
UNLESS OTHERWISE SPECIFIED ALL RAMPS SHALL BE 5.0' IN WIDTH.

TOP OF CONCRETE CURB PEDESTRIAN AT BUILDING IS ELEV = 670.36.

LEGEND

XX XXXX.XX	POINT NUMBER/ELEVATION
TSFE	TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B & EROSION MAT URBAN CLASS TYPE A
PED	CONCRETE CURB PEDESTRIAN
AS	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
SW4	CONCRETE SIDEWALK 4-INCH
XXX	CURB RAMP TYPE
LL	LEVEL LANDING

CENTRAL AVENUE - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	272+87.73	22.00' RT	669.51	488752.59	815701.76
2	272+82.73	22.00' RT	669.50	488749.23	815698.06
3	272+77.79	22.46' RT	669.45	488745.56	815694.70
4	272+72.53	24.00' RT	669.39	488740.89	815691.85
5	272+71.79	24.32' RT	669.38	488740.15	815691.51
6	272+63.85	29.70' RT	669.20	488730.83	815689.26
7	272+61.36	32.50' RT	669.15	488727.09	815689.30
8	272+57.95	38.27' RT	669.07	488720.53	815690.65
9	272+57.86	38.50' RT	669.06	488720.29	815690.74
10	272+55.74	48.42' RT	668.84	488711.52	815695.84
11	272+55.57	56.33' RT	668.65	488705.55	815701.04
12	272+83.25	24.50' RT	669.92	488747.73	815700.12
13	272+77.29	25.11' RT	669.36	488743.26	815696.12
14	272+72.29	26.84' RT	669.29	488738.62	815693.58
15	272+68.70	28.93' RT	669.70	488734.66	815692.33
16	272+64.18	33.00' RT	669.09	488728.61	815691.72
17	272+60.84	38.00' RT	669.01	488722.67	815692.61
18	272+59.66	40.76' RT	669.45	488719.83	815693.59
19	272+77.29	26.84' RT	669.36	488741.98	815697.28
20	272+64.18	38.00' RT	669.06	488724.91	815695.08
21	272+86.38	32.59' RT	670.09	488743.84	815707.88
22	272+82.29	33.00' RT	669.93	488740.79	815705.12
23	272+77.29	33.00' RT	669.73	488737.42	815701.42
24	272+72.29	33.00' RT	669.66	488734.06	815697.72
25	272+70.18	33.00' RT	669.51	488732.65	815696.16
26	272+86.87	37.54' RT	670.17	488740.51	815711.57
27	272+82.29	38.00' RT	669.94	488737.09	815708.48
28	272+77.29	38.00' RT	669.70	488733.72	815704.78
29	272+72.29	38.00' RT	669.62	488730.36	815701.08
30	272+70.18	38.00' RT	669.48	488728.94	815699.52
31	272+86.98	38.60' RT	670.20	488739.80	815712.36
32	272+82.29	38.64' RT	669.96	488736.62	815708.92
33	272+77.29	38.68' RT	669.73	488733.22	815705.24
34	272+76.79	38.69' RT	669.71	488732.88	815704.87
35	272+86.98	39.10' RT	670.36	488739.43	815712.70
36	272+82.30	39.14' RT	670.36	488736.25	815709.26
37	272+77.29	39.18' RT	670.36	488732.85	815705.58
38	272+77.29	43.00' RT	670.36	488730.02	815708.14
39	272+76.79	43.00' RT	669.82	488729.69	815707.77
40	272+73.31	43.00' RT	669.84	488727.35	815705.20



1ST AVENUE E - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	276+91.55	53.91' LT	669.76	489080.31	815949.60
2	276+91.06	48.92' LT	669.63	489076.29	815952.60
3	276+89.14	39.00' LT	669.41	489067.66	815957.85
4	276+88.98	38.61' LT	669.40	489067.26	815957.99
5	276+85.81	33.00' LT	669.36	489060.98	815959.42
6	276+83.10	29.85' LT	669.33	489056.83	815959.53
7	276+77.93	25.84' LT	669.31	489050.38	815958.40
8	276+74.37	24.04' LT	669.29	489046.65	815956.97
9	276+71.93	23.17' LT	669.29	489044.37	815955.75
10	276+64.06	22.00' LT	669.26	489038.21	815950.72
11	276+59.06	22.00' LT	669.23	489034.85	815947.01
12	276+87.71	42.61' LT	669.90	489069.37	815954.37
13	276+86.20	38.50' LT	669.31	489065.31	815956.01
14	276+83.04	33.50' LT	669.27	489059.48	815957.03
15	276+80.43	30.77' LT	669.57	489055.71	815956.93
16	276+77.43	28.47' LT	669.23	489051.99	815956.26
17	276+72.43	25.97' LT	669.21	489046.78	815954.24
18	276+67.16	24.70' LT	669.69	489042.29	815951.19
19	276+83.04	38.50' LT	669.33	489063.18	815953.67
20	276+72.43	28.47' LT	669.25	489048.63	815952.56
21	276+76.58	49.64' LT	670.20	489067.08	815941.40
22	276+81.21	47.76' LT	670.13	489068.81	815946.09
23	276+74.69	45.02' LT	669.96	489062.40	815943.11
24	276+79.32	43.13' LT	669.88	489064.11	815947.80
25	276+72.43	39.48' LT	669.70	489056.78	815945.16
26	276+61.81	37.79' LT	670.07	489048.39	815938.43
27	276+67.10	38.50' LT	669.93	489052.47	815941.87
28	276+72.43	38.50' LT	669.66	489056.05	815945.82
29	276+77.43	38.50' LT	669.64	489059.42	815949.52
30	276+62.48	32.83' LT	670.00	489045.17	815942.26
31	276+67.43	33.50' LT	669.85	489048.99	815945.48
32	276+72.43	33.50' LT	669.60	489052.35	815949.18
33	276+77.43	33.50' LT	669.58	489055.72	815952.88
34	276+78.47	54.28' LT	670.44	489071.79	815939.68
35	276+83.10	52.39' LT	670.37	489073.51	815944.37
36	276+81.04	38.50' LT	669.44	489061.84	815952.19

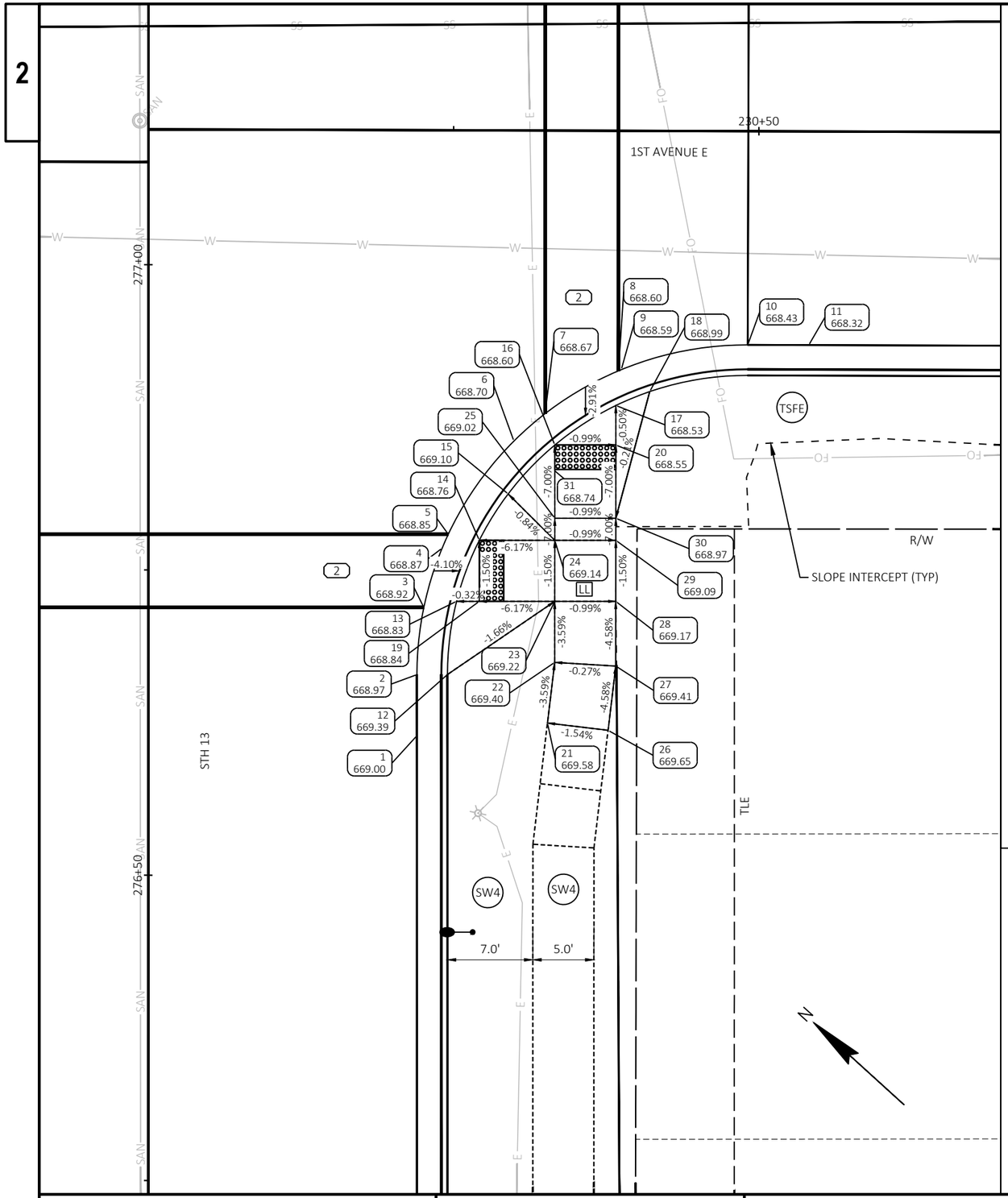
NOTES:

UNLESS OTHERWISE SPECIFIED ALL RAMPS SHALL BE 5.0' IN WIDTH.

LEGEND

XX XXXX.XX	POINT NUMBER/ELEVATION
TSFE	TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B & EROSION MAT URBAN CLASS TYPE A
PED	CONCRETE CURB PEDESTRIAN
AS	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
SW4	CONCRETE SIDEWALK 4-INCH
XXX	CURB RAMP TYPE
LL	LEVEL LANDING

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CURB RAMP: 1ST AVENUE E - SW	SHEET 38	E



NOTES:

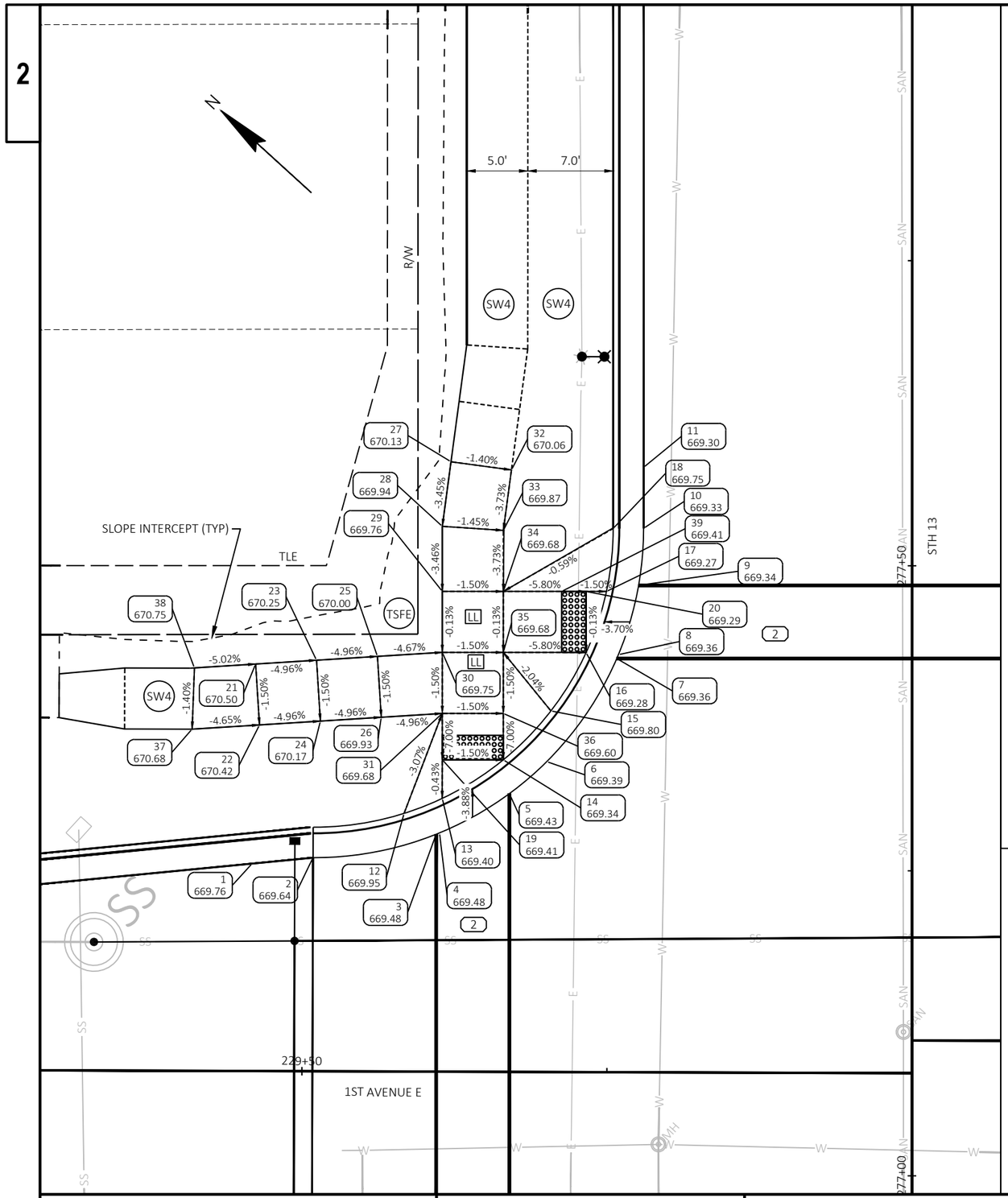
UNLESS OTHERWISE SPECIFIED ALL RAMPS SHALL BE 5.0' IN WIDTH.

LEGEND

XX XXXX.XX	POINT NUMBER/ELEVATION
TSFE	TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B & EROSION MAT URBAN CLASS TYPE A
PED	CONCRETE CURB PEDESTRIAN
AS	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
SW4	CONCRETE SIDEWALK 4-INCH
XXX	CURB RAMP TYPE
LL	LEVEL LANDING

1ST AVENUE E - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	276+61.44	22.00' RT	669.00	489003.88	815978.36
2	276+66.44	22.00' RT	668.97	489007.24	815982.06
3	276+71.93	22.56' RT	668.92	489010.52	815986.51
4	276+76.79	24.06' RT	668.87	489012.67	815991.11
5	276+77.93	24.57' RT	668.85	489013.07	815992.30
6	276+85.56	29.94' RT	668.70	489014.22	816001.55
7	276+87.81	32.50' RT	668.67	489013.84	816004.94
8	276+91.32	38.50' RT	668.60	489011.76	816011.57
9	276+91.40	38.72' RT	668.59	489011.65	816011.79
10	276+93.44	49.08' RT	668.43	489005.35	816020.25
11	276+93.42	54.08' RT	668.32	489001.64	816023.61
12	276+66.44	24.50' RT	669.39	489005.39	815983.75
13	276+72.43	25.24' RT	668.83	489008.87	815988.68
14	276+77.43	27.10' RT	668.76	489010.86	815993.63
15	276+81.23	29.48' RT	669.10	489011.65	815998.04
16	276+85.24	33.29' RT	668.60	489011.53	816003.57
17	276+88.48	38.29' RT	668.53	489010.01	816009.32
18	276+89.62	41.06' RT	668.99	489008.72	816012.04
19	276+72.43	27.10' RT	668.84	489007.50	815989.93
20	276+85.24	38.29' RT	668.55	489007.83	816006.93
21	276+62.47	32.69' RT	669.58	488996.66	815986.31
22	276+67.43	33.29' RT	669.40	488999.56	815990.39
23	276+72.43	33.29' RT	669.22	489002.92	815994.09
24	276+77.43	33.29' RT	669.14	489006.28	815997.79
25	276+79.24	33.29' RT	669.02	489007.50	815999.12
26	276+61.88	37.65' RT	669.65	488992.59	815989.21
27	276+67.14	38.29' RT	669.41	488995.66	815993.53
28	276+72.43	38.29' RT	669.17	488999.22	815997.45
29	276+77.43	38.29' RT	669.09	489002.58	816001.15
30	276+79.24	38.29' RT	668.97	489003.80	816002.49
31	276+83.24	33.29' RT	668.74	489010.19	816002.09

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CURB RAMP: 1ST AVENUE E - SE	SHEET 39	E



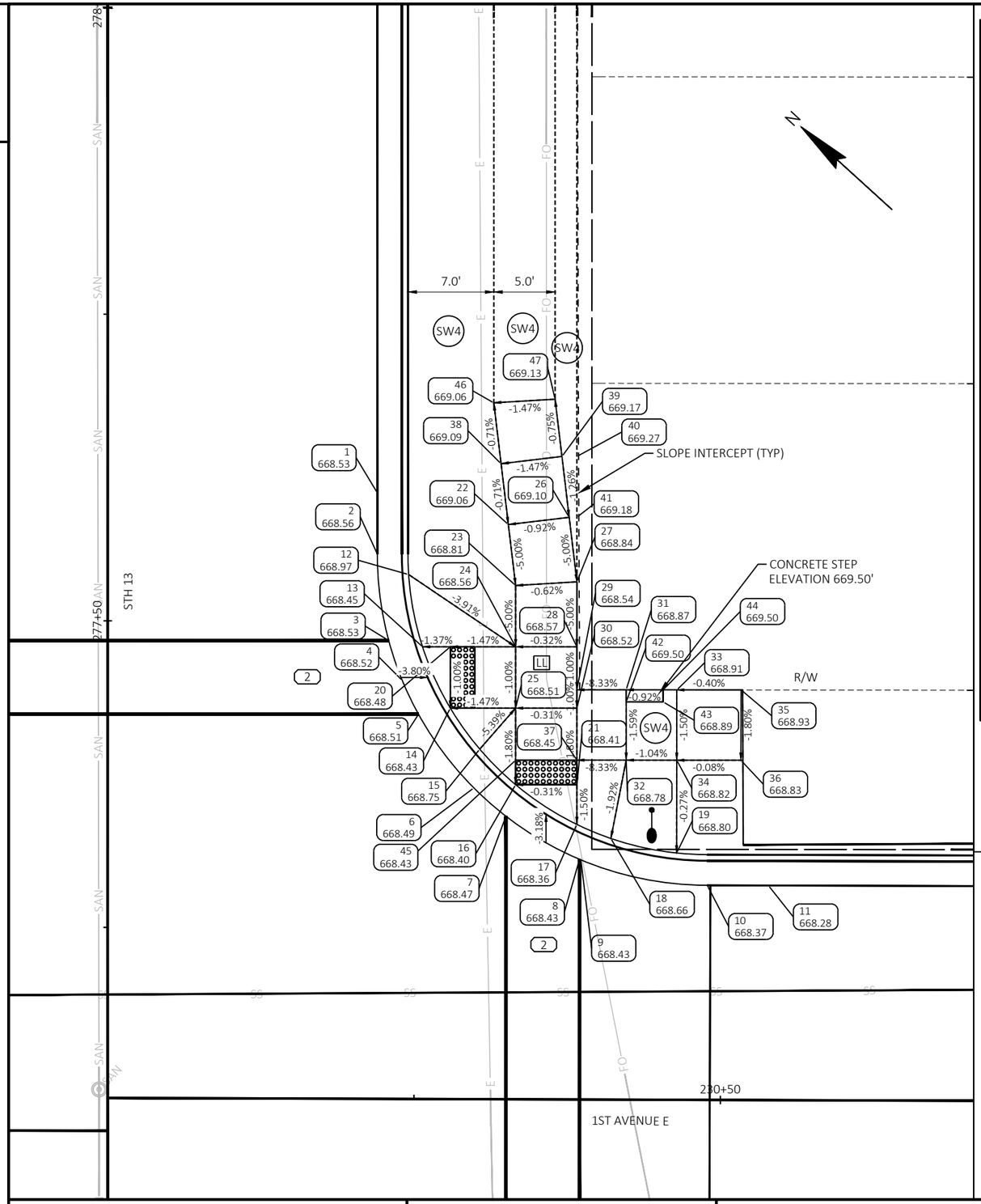
NOTES:

UNLESS OTHERWISE SPECIFIED ALL RAMPS SHALL BE 5.0' IN WIDTH.

LEGEND

XX XXXX.XX	POINT NUMBER/ELEVATION
TSFE	TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B & EROSION MAT URBAN CLASS TYPE A
PED	CONCRETE CURB PEDESTRIAN
AS	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
SW4	CONCRETE SIDEWALK 4-INCH
XXX	CURB RAMP TYPE
LL	LEVEL LANDING

1ST AVENUE E - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	277+25.58	54.09' LT	669.76	489103.33	815974.67
2	277+26.06	49.10' LT	669.64	489099.96	815978.39
3	277+27.98	39.00' LT	669.48	489093.78	815986.60
4	277+28.09	38.73' LT	669.48	489093.65	815986.86
5	277+31.32	33.00' LT	669.43	489091.58	815993.10
6	277+33.94	29.94' LT	669.39	489091.08	815997.10
7	277+42.39	24.20' LT	669.36	489092.51	816007.21
8	277+42.71	24.06' LT	669.36	489092.62	816007.54
9	277+48.39	22.41' LT	669.34	489095.22	816012.86
10	277+53.06	22.00' LT	669.33	489098.06	816016.59
11	277+58.06	22.00' LT	669.30	489101.42	816020.29
12	277+29.70	41.63' LT	669.95	489096.88	815986.10
13	277+30.93	38.50' LT	669.40	489095.39	815989.11
14	277+34.09	33.50' LT	669.34	489093.81	815994.82
15	277+38.10	29.60' LT	669.80	489093.62	816000.40
16	277+42.89	26.71' LT	669.28	489094.70	816005.89
17	277+47.89	25.05' LT	669.27	489096.84	816010.71
18	277+53.04	24.50' LT	669.75	489099.90	816014.90
19	277+34.09	38.50' LT	669.41	489097.51	815991.45
20	277+47.89	26.71' LT	669.29	489098.07	816009.59
21	277+41.93	53.80' LT	670.50	489114.11	815986.97
22	277+36.94	53.48' LT	670.42	489110.52	815983.49
23	277+42.25	48.81' LT	670.25	489110.63	815990.56
24	277+37.26	48.49' LT	670.17	489107.04	815987.08
25	277+42.56	43.82' LT	670.00	489107.14	815994.15
26	277+37.57	43.50' LT	669.93	489103.56	815990.67
27	277+58.51	37.79' LT	670.13	489113.41	816010.01
28	277+53.22	38.50' LT	669.94	489110.38	816005.62
29	277+47.89	38.50' LT	669.76	489106.79	816001.67
30	277+42.89	38.50' LT	669.75	489103.43	815997.97
31	277+37.89	38.50' LT	669.68	489100.07	815994.26
32	277+57.84	32.83' LT	670.06	489109.29	816012.85
33	277+52.89	33.50' LT	669.87	489106.45	816008.73
34	277+47.89	33.50' LT	669.68	489103.09	816005.03
35	277+42.89	33.50' LT	669.68	489099.73	816001.33
36	277+37.89	33.50' LT	669.60	489096.37	815997.63
37	229+40.91	28.01' LT	670.68	489114.38	815979.53
38	229+41.08	33.02' LT	670.75	489117.61	815983.36
39	277+47.89	28.71' LT	669.41	489099.55	816008.25



1ST AVENUE E - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	277+60.44	22.00' RT	668.53	489070.45	816051.64
2	277+55.44	22.00' RT	668.56	489067.09	816047.94
3	277+48.39	22.94' RT	668.53	489061.65	816043.35
4	277+45.13	24.05' RT	668.52	489058.64	816041.68
5	277+42.39	25.37' RT	668.51	489055.82	816040.54
6	277+36.38	29.88' RT	668.49	489048.44	816039.13
7	277+34.07	32.50' RT	668.47	489044.95	816039.18
8	277+30.57	38.50' RT	668.43	489038.15	816040.62
9	277+30.52	38.61' RT	668.43	489038.04	816040.66
10	277+28.44	48.92' RT	668.37	489029.01	816046.06
11	277+28.43	53.92' RT	668.28	489025.30	816049.41
12	277+53.78	24.56' RT	668.97	489064.08	816048.43
13	277+47.89	25.69' RT	668.45	489059.28	816044.83
14	277+42.89	27.96' RT	668.43	489054.24	816042.66
15	277+39.54	30.36' RT	668.75	489050.21	816041.79
16	277+36.65	33.29' RT	668.40	489046.10	816041.62
17	277+33.41	38.29' RT	668.36	489040.22	816042.58
18	277+32.27	41.06' RT	668.66	489037.40	816043.60
19	277+31.08	46.43' RT	668.80	489032.63	816046.33
20	277+47.89	27.96' RT	668.48	489057.60	816046.36
21	277+36.65	38.29' RT	668.41	489042.40	816044.98
22	277+57.85	32.69' RT	669.06	489060.80	816056.91
23	277+52.89	33.29' RT	668.81	489057.02	816053.64
24	277+47.89	33.29' RT	668.56	489053.66	816049.94
25	277+42.89	33.29' RT	668.51	489050.30	816046.24

1ST AVENUE E - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
26	277+58.45	37.65' RT	669.10	489057.52	816060.69
27	277+53.19	38.29' RT	668.84	489053.52	816057.22
28	277+47.89	38.29' RT	668.57	489049.96	816053.30
29	277+44.38	38.29' RT	668.54	489047.60	816050.71
30	277+42.89	38.29' RT	668.52	489046.60	816049.60
31	277+44.38	42.31' RT	668.87	489044.62	816053.41
32	277+38.65	42.31' RT	668.78	489040.77	816049.16
33	277+44.37	46.43' RT	668.91	489041.56	816056.17
34	277+38.64	46.43' RT	668.82	489037.71	816051.93
35	277+44.38	51.68' RT	668.93	489037.68	816059.71
36	277+38.64	51.66' RT	668.83	489033.84	816055.45
37	277+38.65	38.28' RT	668.45	489043.74	816046.46
38	277+62.82	32.10' RT	669.09	489064.58	816060.19
39	277+63.41	37.06' RT	669.17	489061.30	816063.97
40	277+63.41	38.28' RT	669.27	489060.40	816064.79
41	277+58.45	38.28' RT	669.18	489057.06	816061.11
42	277+43.40	42.32' RT	669.50	489043.96	816052.69
43	277+43.39	45.33' RT	668.89	489041.72	816054.71
44	277+44.38	45.32' RT	669.50	489042.40	816055.43
45	277+38.65	33.29' RT	668.43	489047.44	816043.10
46	277+67.78	31.50' RT	669.06	489068.36	816063.46
47	277+68.08	36.50' RT	669.13	489064.86	816067.04

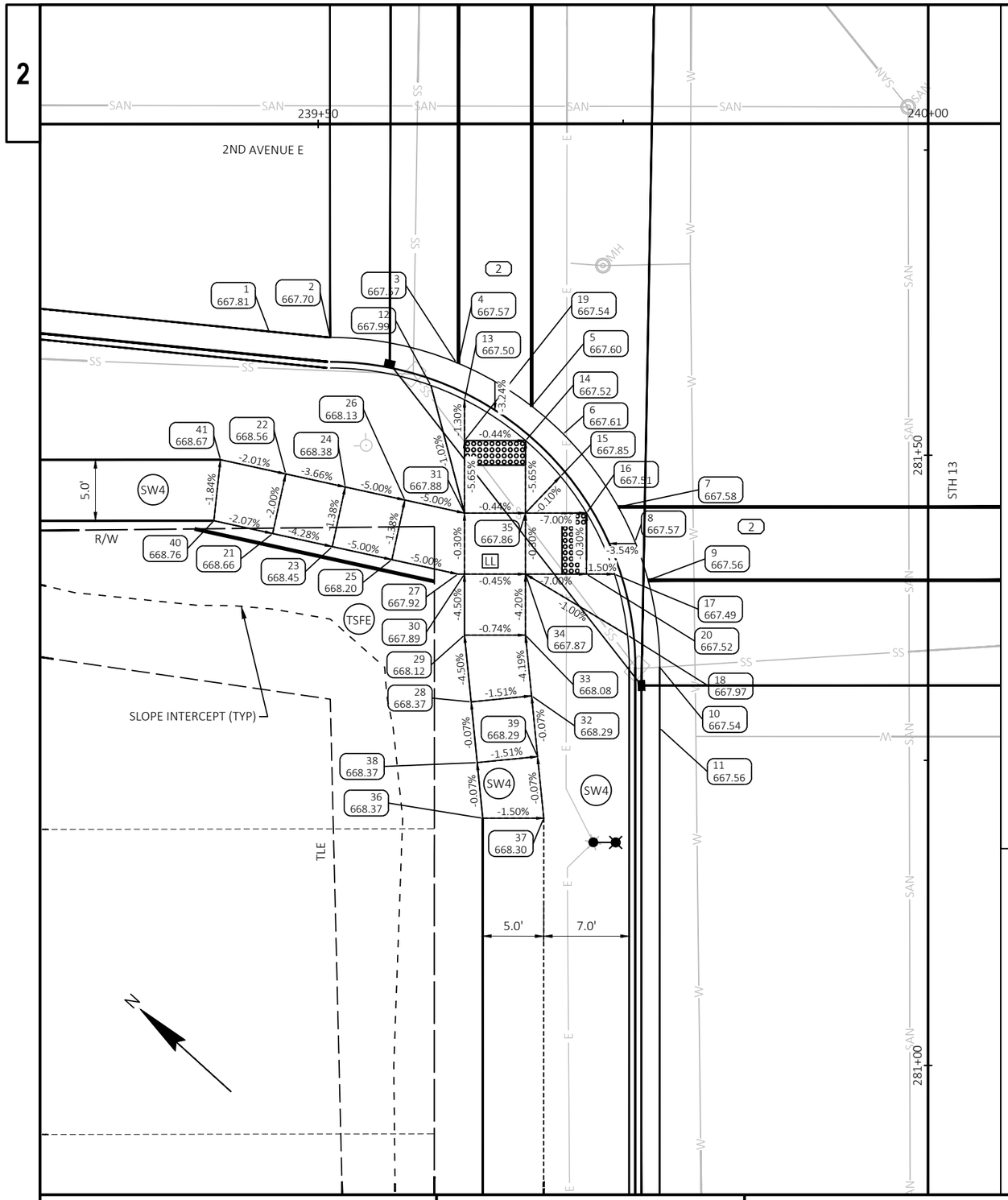
LEGEND

XX / XXXX.XX	POINT NUMBER/ELEVATION
TSFE	TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B & EROSION MAT URBAN CLASS TYPE A
PED	CONCRETE CURB PEDESTRIAN
AS	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
SW4	CONCRETE SIDEWALK 4-INCH
XXX	CURB RAMP TYPE
LL	LEVEL LANDING

NOTES:

UNLESS OTHERWISE SPECIFIED ALL RAMPS SHALL BE 5.0' IN WIDTH.

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CURB RAMP: 1ST AVENUE E - NE	SHEET 41	E



NOTES:

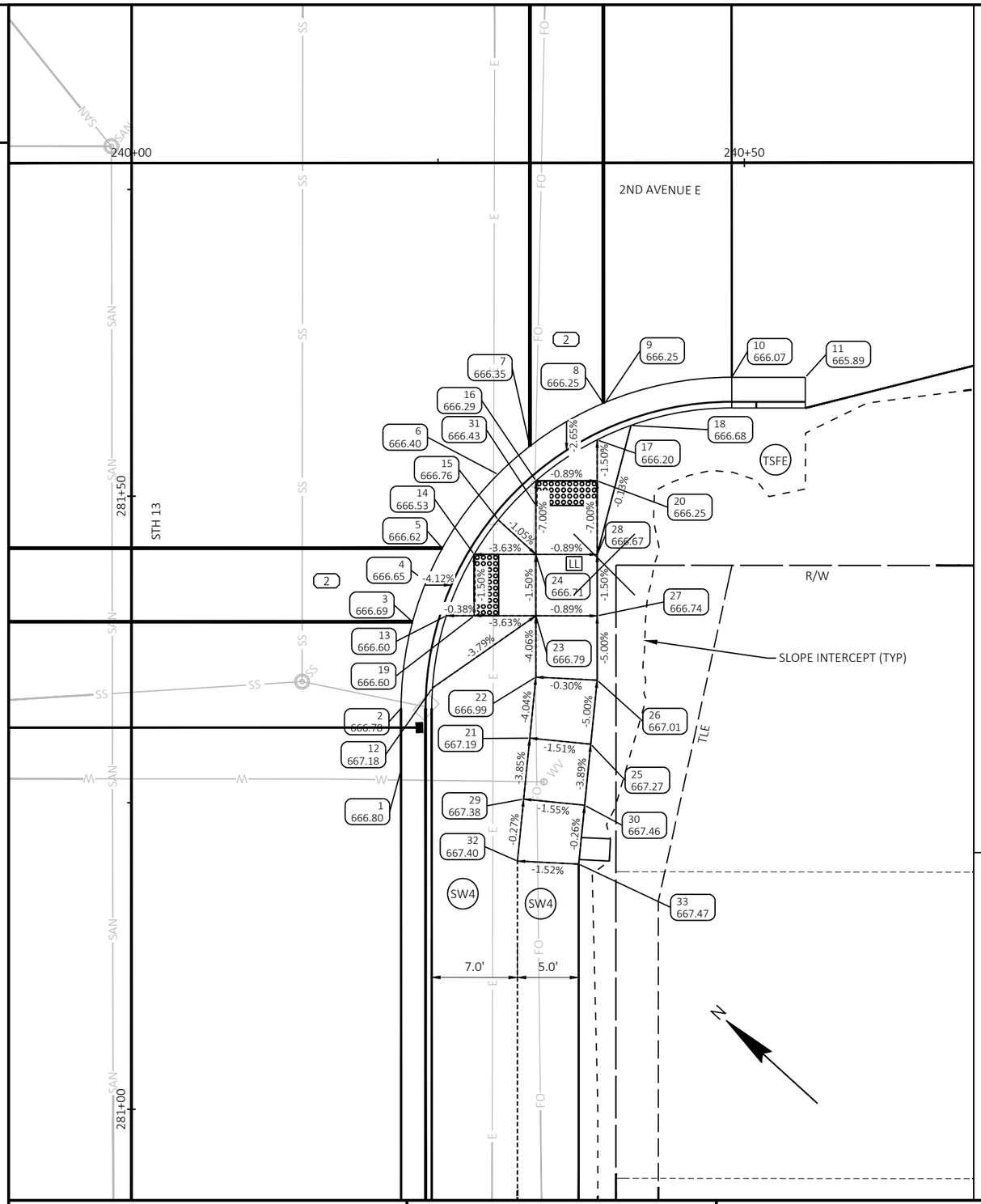
UNLESS OTHERWISE SPECIFIED ALL RAMPS SHALL BE 5.0' IN WIDTH.

LEGEND

XX XXXX.XX	POINT NUMBER/ELEVATION
TSFE	TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B & EROSION MAT URBAN CLASS TYPE A
PED	CONCRETE CURB PEDESTRIAN
AS	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
SW4	CONCRETE SIDEWALK 4-INCH
XXX	CURB RAMP TYPE
LL	LEVEL LANDING

2ND AVENUE E - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	281+60.12	54.02' LT	667.81	489395.48	816296.35
2	281+59.63	49.02' LT	667.70	489391.44	816299.35
3	281+57.58	38.68' LT	667.57	489382.41	816304.78
4	281+57.50	38.50' LT	667.57	489382.23	816304.85
5	281+54.00	32.50' LT	667.60	489375.43	816306.29
6	281+51.73	29.91' LT	667.61	489371.99	816306.35
7	281+45.75	25.40' LT	667.58	489364.63	816304.96
8	281+42.90	24.03' LT	667.57	489361.70	816303.77
9	281+39.75	22.96' LT	667.56	489358.78	816302.16
10	281+32.63	22.00' LT	667.54	489353.29	816297.53
11	281+27.63	22.00' LT	667.56	489349.92	816293.83
12	281+55.70	40.76' LT	667.99	489382.68	816302.00
13	281+54.52	38.00' LT	667.50	489379.85	816302.98
14	281+51.18	33.00' LT	667.52	489373.90	816303.87
15	281+48.26	30.13' LT	667.85	489369.82	816303.63
16	281+45.25	28.00' LT	667.51	489366.22	816302.84
17	281+40.25	25.72' LT	667.49	489361.16	816300.68
18	281+35.25	24.64' LT	667.97	489357.01	816297.70
19	281+51.18	38.00' LT	667.54	489377.61	816300.51
20	281+40.25	28.00' LT	667.52	489362.86	816299.14
21	281+43.57	53.72' LT	668.66	489384.12	816284.30
22	281+48.45	52.65' LT	668.56	489386.62	816288.63
23	281+42.50	48.84' LT	668.45	489379.79	816286.79
24	281+47.39	47.77' LT	668.38	489382.28	816291.13
25	281+41.43	43.95' LT	668.20	489375.46	816289.29
26	281+46.32	42.88' LT	668.13	489377.95	816293.62
27	281+40.25	38.54' LT	667.92	489370.65	816292.05
28	281+29.78	37.45' LT	668.37	489362.81	816285.03
29	281+35.25	38.00' LT	668.12	489366.89	816288.71
30	281+40.25	38.00' LT	667.89	489370.26	816292.42
31	281+45.25	38.00' LT	667.88	489373.62	816296.12
32	281+30.28	32.50' LT	668.29	489359.48	816288.73
33	281+35.25	33.00' LT	668.08	489363.19	816292.08
34	281+40.25	33.00' LT	667.87	489366.55	816295.78
35	281+45.25	33.00' LT	667.86	489369.92	816299.48
36	281+20.25	36.50' LT	668.37	489355.70	816278.62
37	281+20.25	31.50' LT	668.30	489352.00	816281.98
38	281+24.81	36.96' LT	668.37	489359.10	816281.69
39	281+25.30	32.00' LT	668.29	489355.76	816285.38
40	281+44.62	58.54' LT	668.76	489388.40	816281.84
41	281+49.62	58.00' LT	668.67	489391.36	816285.90

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CURB RAMP: 2ND AVENUE E - SW	SHEET 42	E



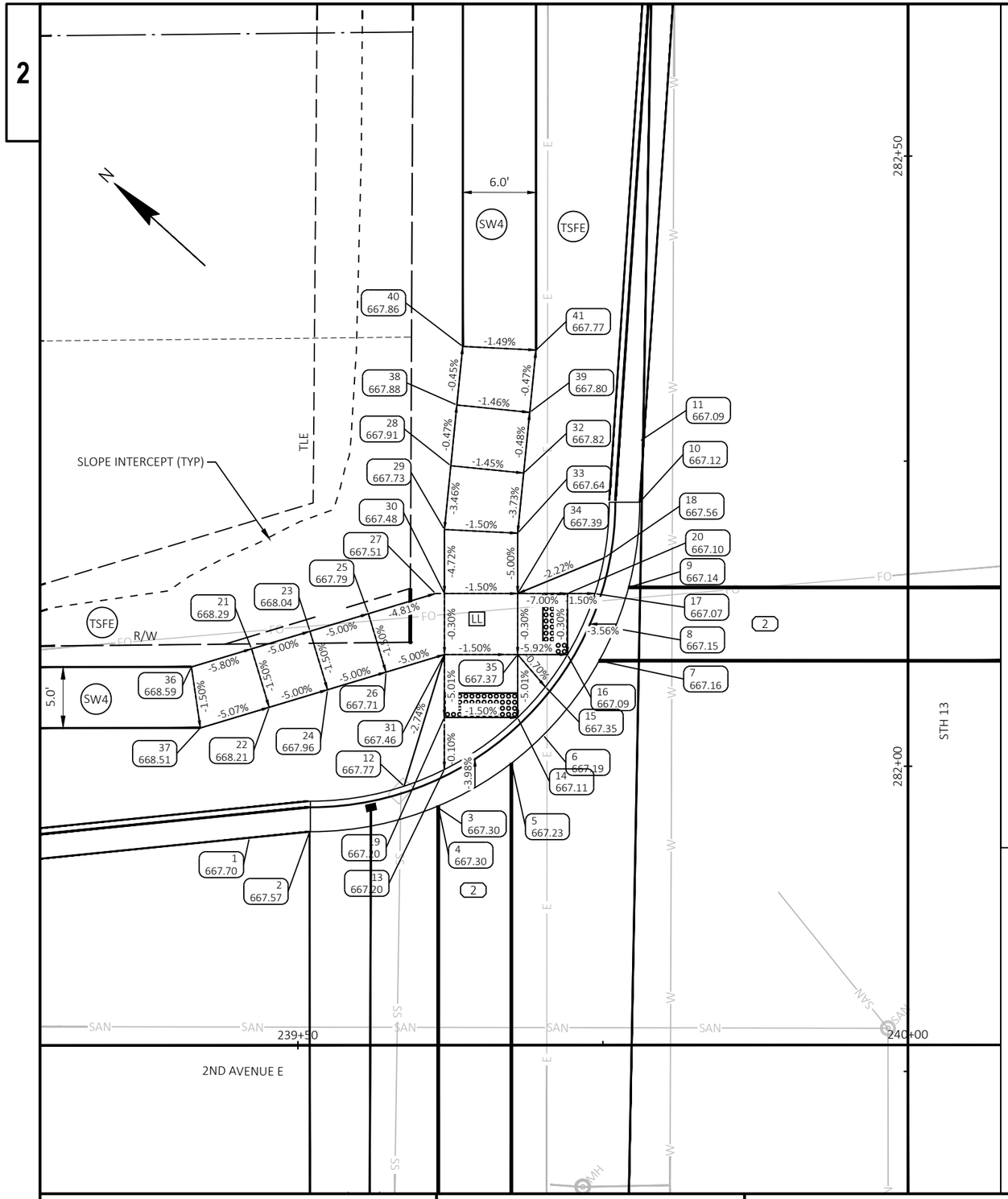
2ND AVENUE E - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	281+27.70	22.00' RT	666.80	489317.40	816323.47
2	281+32.70	22.00' RT	666.78	489320.77	816327.17
3	281+39.75	22.94' RT	666.69	489324.82	816333.02
4	281+43.02	24.05' RT	666.65	489326.19	816336.20
5	281+45.75	25.37' RT	666.62	489327.05	816339.09
6	281+51.78	29.90' RT	666.40	489327.75	816346.61
7	281+54.07	32.50' RT	666.35	489327.37	816350.05
8	281+57.57	38.50' RT	666.25	489325.28	816356.68
9	281+57.64	38.65' RT	666.25	489325.21	816356.83
10	281+59.70	48.98' RT	666.07	489318.95	816365.30
11	281+59.70	54.98' RT	665.89	489314.51	816369.33
12	281+34.36	24.56' RT	667.18	489319.99	816330.12
13	281+40.25	25.69' RT	666.60	489323.11	816335.24
14	281+45.25	27.96' RT	666.53	489324.80	816340.47
15	281+48.07	29.93' RT	666.76	489325.23	816343.88
16	281+51.25	33.00' RT	666.29	489325.10	816348.30
17	281+54.59	38.00' RT	666.20	489323.64	816354.13
18	281+55.77	40.76' RT	666.68	489322.40	816356.86
19	281+40.25	27.96' RT	666.60	489321.43	816336.77
20	281+51.25	38.00' RT	666.25	489321.40	816351.66
21	281+30.28	32.50' RT	667.19	489311.36	816332.44
22	281+35.25	33.00' RT	666.99	489314.34	816336.46
23	281+40.25	33.00' RT	666.79	489317.70	816340.16
24	281+45.25	33.00' RT	666.71	489321.07	816343.86
25	281+29.78	37.48' RT	667.27	489307.35	816335.42
26	281+35.00	38.00' RT	667.01	489310.47	816339.63
27	281+40.25	38.00' RT	666.74	489314.00	816343.52
28	281+45.25	38.00' RT	666.67	489317.36	816347.22
29	281+25.30	32.00' RT	667.38	489308.39	816328.42
30	281+24.80	36.98' RT	667.46	489304.37	816331.40
31	281+49.25	33.00' RT	666.43	489323.76	816346.82
32	281+20.25	31.50' RT	667.40	489305.37	816324.35
33	281+20.00	36.50' RT	667.47	489301.50	816327.52

NOTES:

UNLESS OTHERWISE SPECIFIED ALL RAMPS SHALL BE 5.0' IN WIDTH.

LEGEND

XX XXXX.XX	POINT NUMBER/ELEVATION
TSFE	TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B & EROSION MAT URBAN CLASS TYPE A
PED	CONCRETE CURB PEDESTRIAN
AS	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
SW4	CONCRETE SIDEWALK 4-INCH
XXX	CURB RAMP TYPE
LL	LEVEL LANDING



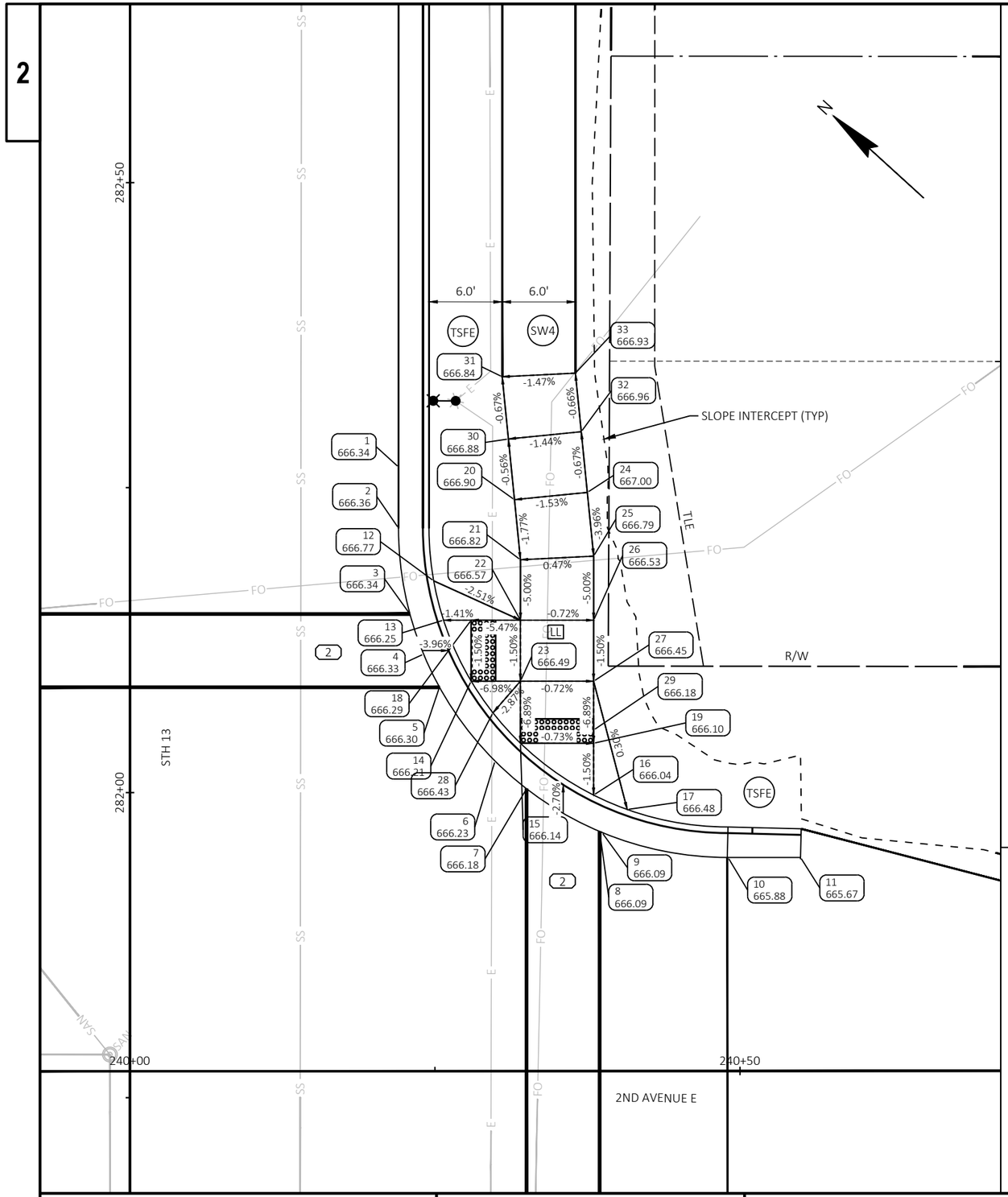
NOTES:

UNLESS OTHERWISE SPECIFIED ALL RAMPS SHALL BE 5.0' IN WIDTH.

LEGEND

XX XXXX.XX	POINT NUMBER/ELEVATION
TSFE	TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B & EROSION MAT URBAN CLASS TYPE A
PED	CONCRETE CURB PEDESTRIAN
AS	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
SW4	CONCRETE SIDEWALK 4-INCH
XXX	CURB RAMP TYPE
LL	LEVEL LANDING

2ND AVENUE E - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	281+94.12	53.98' LT	667.70	489418.31	816321.55
2	281+94.63	49.04' LT	667.57	489414.99	816325.24
3	281+96.69	38.65' LT	667.30	489408.69	816333.75
4	281+96.75	38.50' LT	667.30	489408.62	816333.90
5	282+00.26	32.50' LT	667.23	489406.53	816340.53
6	282+02.54	29.90' LT	667.19	489406.15	816343.97
7	282+08.64	25.33' LT	667.16	489406.86	816351.56
8	282+11.30	24.05' LT	667.15	489407.71	816354.38
9	282+14.64	22.92' LT	667.14	489409.12	816357.62
10	282+21.63	22.00' LT	667.12	489413.13	816363.41
11	282+26.63	22.00' LT	667.09	489416.49	816367.11
12	281+98.37	41.31' LT	667.77	489411.78	816333.21
13	281+99.74	38.00' LT	667.20	489410.25	816336.44
14	282+03.98	32.00' LT	667.11	489408.67	816343.62
15	282+06.50	29.73' LT	667.35	489408.68	816347.01
16	282+09.14	27.92' LT	667.09	489409.12	816350.19
17	282+14.14	25.67' LT	667.07	489410.82	816355.40
18	282+17.05	24.93' LT	667.56	489412.22	816358.05
19	282+03.98	38.00' LT	667.20	489413.11	816339.59
20	282+14.14	27.92' LT	667.10	489412.48	816353.89
21	282+09.61	53.80' LT	668.29	489428.59	816333.12
22	282+04.82	52.36' LT	668.21	489424.30	816330.55
23	282+11.05	49.02' LT	668.04	489426.02	816337.41
24	282+06.26	47.58' LT	667.96	489421.73	816334.83
25	282+12.49	44.23' LT	667.79	489423.44	816341.69
26	282+07.70	42.79' LT	667.71	489419.15	816339.12
27	282+14.14	38.74' LT	667.51	489420.49	816346.61
28	282+24.62	37.48' LT	667.91	489426.60	816355.21
29	282+19.39	38.00' LT	667.73	489423.47	816350.99
30	282+14.14	38.00' LT	667.48	489419.94	816347.11
31	282+09.14	38.00' LT	667.46	489416.58	816343.41
32	282+24.02	31.51' LT	667.82	489421.78	816358.78
33	282+19.09	32.00' LT	667.64	489418.83	816354.81
34	282+14.14	32.00' LT	667.39	489415.50	816351.14
35	282+09.14	32.00' LT	667.37	489412.14	816347.44
36	282+08.12	58.74' LT	668.59	489431.24	816328.71
37	282+03.12	58.00' LT	668.51	489427.33	816325.50
38	282+29.59	36.98' LT	667.88	489429.57	816359.23
39	282+28.99	31.01' LT	667.80	489424.75	816362.80
40	282+34.39	36.50' LT	667.86	489432.45	816363.10
41	282+34.09	30.50' LT	667.77	489427.81	816366.92



2ND AVENUE E - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	282+26.70	22.00' RT	666.34	489383.97	816396.75
2	282+21.70	22.00' RT	666.36	489380.61	816393.04
3	282+14.64	22.94' RT	666.34	489375.17	816388.45
4	282+11.36	24.06' RT	666.33	489372.14	816386.78
5	282+08.64	25.37' RT	666.30	489369.34	816385.65
6	282+02.60	29.91' RT	666.23	489361.91	816384.23
7	282+00.33	32.50' RT	666.18	489358.47	816384.29
8	281+96.82	38.50' RT	666.09	489351.67	816385.73
9	281+96.75	38.68' RT	666.09	489351.49	816385.79
10	281+94.70	49.02' RT	665.88	489342.46	816391.23
11	281+94.70	54.96' RT	665.67	489338.06	816395.22
12	282+17.36	24.89' RT	666.77	489375.56	816391.78
13	282+14.14	25.69' RT	666.25	489372.80	816389.94
14	282+09.14	27.96' RT	666.21	489367.76	816387.76
15	282+04.05	32.00' RT	666.14	489361.35	816386.71
16	281+99.81	38.00' RT	666.04	489354.05	816387.60
17	281+98.62	40.76' RT	666.48	489351.21	816388.58
18	282+14.14	27.96' RT	666.29	489371.12	816391.46
19	282+04.05	38.00' RT	666.10	489356.91	816390.75
20	282+24.02	31.51' RT	666.90	489375.14	816401.16
21	282+19.09	32.00' RT	666.82	489371.46	816397.84
22	282+14.14	32.00' RT	666.57	489368.13	816394.18
23	282+09.14	32.00' RT	666.49	489364.77	816390.48
24	282+24.62	37.48' RT	667.00	489371.12	816405.61
25	282+19.39	38.00' RT	666.79	489367.22	816402.10
26	282+14.14	38.00' RT	666.53	489363.69	816398.21
27	282+09.14	38.00' RT	666.45	489360.33	816394.51
28	282+06.55	29.74' RT	666.43	489364.69	816387.04
29	282+05.14	38.00' RT	666.18	489357.64	816391.55
30	282+28.99	31.01' RT	666.88	489378.85	816404.50
31	282+34.09	30.50' RT	666.84	489382.66	816407.94
32	282+29.59	36.98' RT	666.96	489374.83	816408.96
33	282+34.39	36.50' RT	666.93	489378.42	816412.19

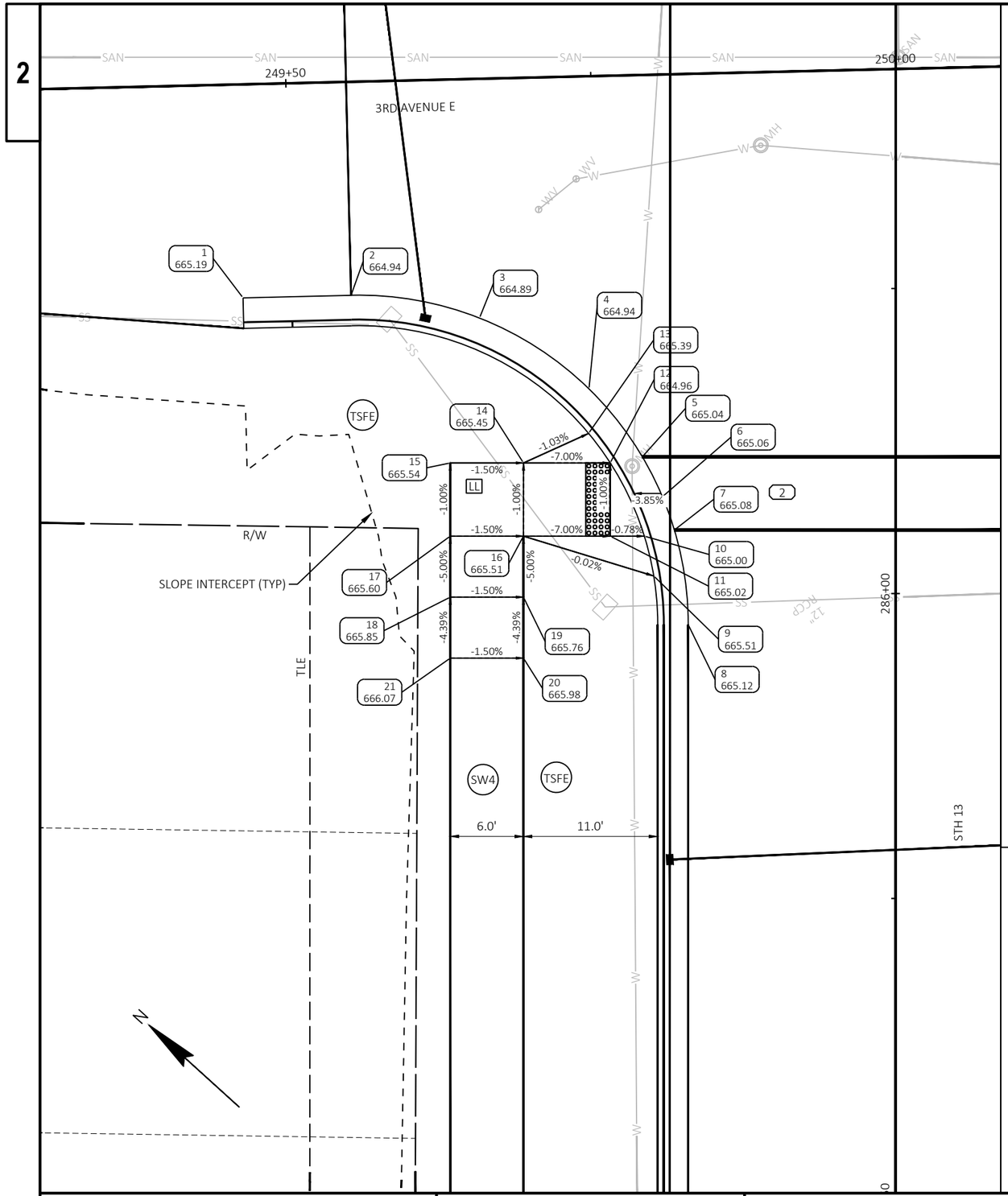
NOTES:

UNLESS OTHERWISE SPECIFIED ALL RAMPS SHALL BE 5.0' IN WIDTH.

LEGEND

XX XXXX.XX	POINT NUMBER/ELEVATION
TSFE	TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B & EROSION MAT URBAN CLASS TYPE A
PED	CONCRETE CURB PEDESTRIAN
AS	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
SW4	CONCRETE SIDEWALK 4-INCH
XXX	CURB RAMP TYPE
LL	LEVEL LANDING

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CURB RAMP: 2ND AVENUE E - NE	SHEET 45	E



3RD AVENUE E - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	286+24.23	53.49' LT	665.19	489707.16	816640.22
2	286+24.44	44.64' LT	664.94	489700.75	816646.33
3	286+22.57	34.11' LT	664.89	489691.70	816652.03
4	286+16.76	25.14' LT	664.94	489681.15	816653.76
5	286+11.20	20.77' LT	665.04	489674.18	816652.58
6	286+07.93	19.12' LT	665.06	489670.76	816651.27
7	286+05.20	18.14' LT	665.08	489668.20	816649.91
8	285+97.45	17.00' LT	665.12	489662.14	816644.94
9	286+01.44	19.83' LT	665.51	489666.92	816645.99
10	286+04.70	20.60' LT	665.00	489669.68	816647.89
11	286+04.70	23.39' LT	665.02	489671.75	816646.01
12	286+10.70	23.40' LT	664.96	489675.79	816650.45
13	286+13.12	25.17' LT	665.39	489678.73	816651.04
14	286+10.70	30.50' LT	665.45	489681.05	816645.67
15	286+10.70	36.50' LT	665.54	489685.49	816641.63
16	286+04.70	30.50' LT	665.51	489677.01	816641.23
17	286+04.70	36.50' LT	665.60	489681.45	816637.19
18	285+99.70	36.50' LT	665.85	489678.09	816633.49
19	285+99.70	30.50' LT	665.76	489673.65	816637.53
20	285+94.70	30.50' LT	665.98	489670.29	816633.83
21	285+94.70	36.50' LT	666.07	489674.73	816629.79

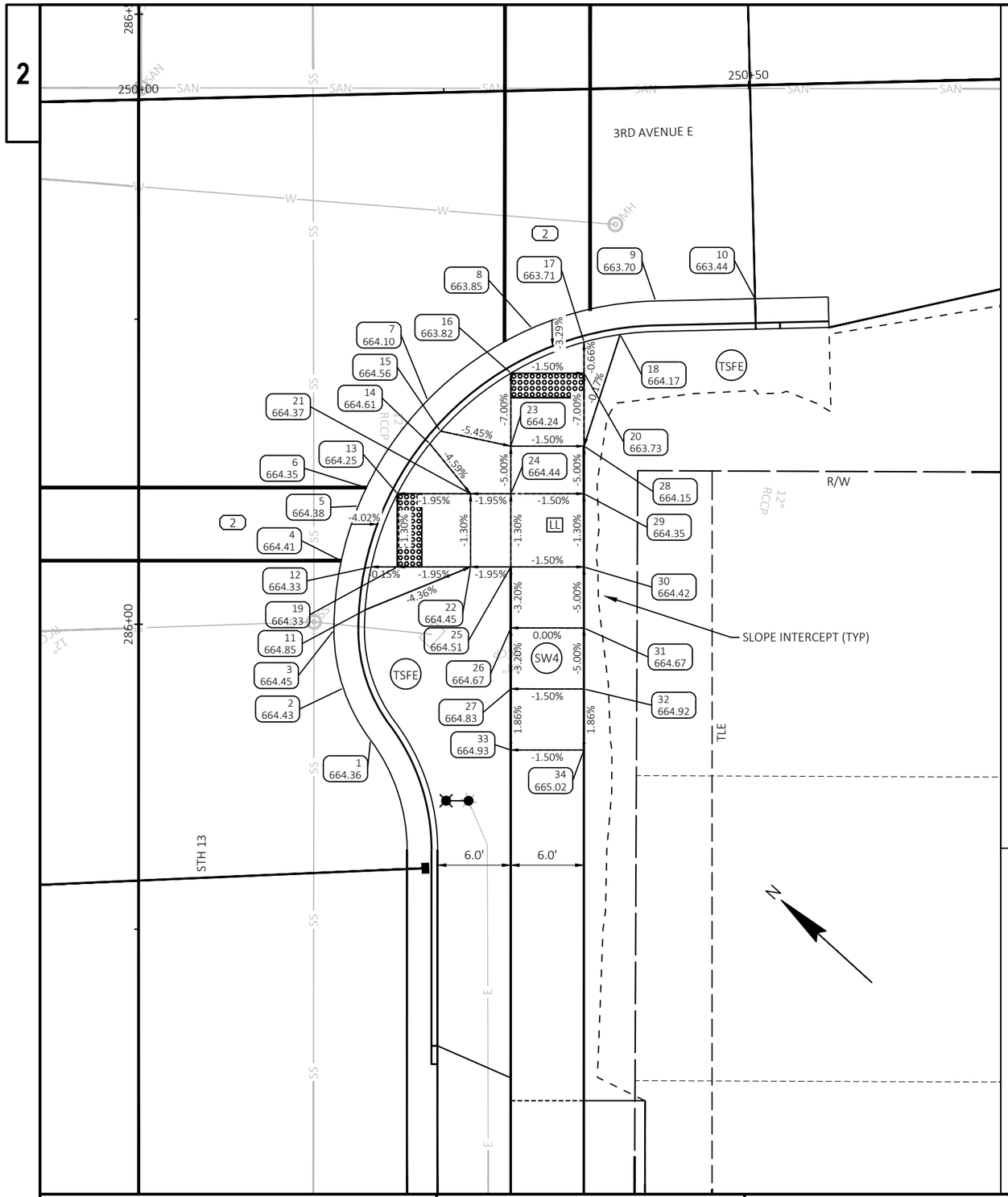
NOTES:

UNLESS OTHERWISE SPECIFIED ALL RAMPS SHALL BE 5.0' IN WIDTH.

LEGEND

XX XXXX.XX	POINT NUMBER/ELEVATION
TSFE	TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B & EROSION MAT URBAN CLASS TYPE A
PED	CONCRETE CURB PEDESTRIAN
AS	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
SW4	CONCRETE SIDEWALK 4-INCH
XXX	CURB RAMP TYPE
LL	LEVEL LANDING

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CURB RAMP: 3RD AVENUE E - SW	SHEET 46	E



3RD AVENUE E - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	285+90.51	19.00' RT	664.36	489630.83	816664.01
2	285+94.76	16.77' RT	664.43	489635.34	816665.66
3	285+99.51	16.00' RT	664.45	489639.10	816668.65
4	286+05.20	16.61' RT	664.41	489642.48	816673.27
5	286+09.69	17.99' RT	664.38	489644.47	816677.53
6	286+11.20	18.66' RT	664.35	489644.99	816679.10
7	286+18.37	23.68' RT	664.10	489646.10	816687.78
8	286+24.26	32.23' RT	663.85	489643.74	816697.89
9	286+26.50	42.36' RT	663.70	489637.74	816706.36
10	286+26.69	50.51' RT	663.44	489631.84	816711.98
11	286+01.22	18.66' RT	664.85	489638.28	816671.71
12	286+04.70	19.06' RT	664.33	489640.33	816674.55
13	286+10.70	21.21' RT	664.25	489642.77	816680.44
14	286+14.79	23.86' RT	664.61	489643.56	816685.25
15	286+15.83	24.73' RT	664.56	489643.62	816686.61
16	286+20.58	30.51' RT	663.82	489642.54	816694.01
17	286+23.13	36.50' RT	663.71	489639.81	816699.92
18	286+23.75	39.46' RT	664.17	489638.04	816702.37
19	286+04.70	21.21' RT	664.33	489638.74	816676.00
20	286+20.58	36.50' RT	663.73	489638.10	816698.03
21	286+10.70	27.21' RT	664.37	489638.33	816684.47
22	286+04.70	27.21' RT	664.45	489634.30	816680.03
23	286+14.60	30.50' RT	664.24	489638.52	816689.58
24	286+10.70	30.50' RT	664.44	489635.90	816686.69
25	286+04.70	30.50' RT	664.51	489631.86	816682.25
26	285+99.70	30.50' RT	664.67	489628.50	816678.54
27	285+94.70	30.50' RT	664.83	489625.14	816674.84
28	286+14.60	36.50' RT	664.15	489634.08	816693.61
29	286+10.70	36.50' RT	664.35	489631.45	816690.72
30	286+04.70	36.50' RT	664.42	489627.42	816686.28
31	285+99.70	36.50' RT	664.67	489624.06	816682.58
32	285+94.70	36.50' RT	664.92	489620.70	816678.88
33	285+89.70	30.50' RT	664.93	489621.77	816671.14
34	285+89.70	36.50' RT	665.02	489617.33	816675.18

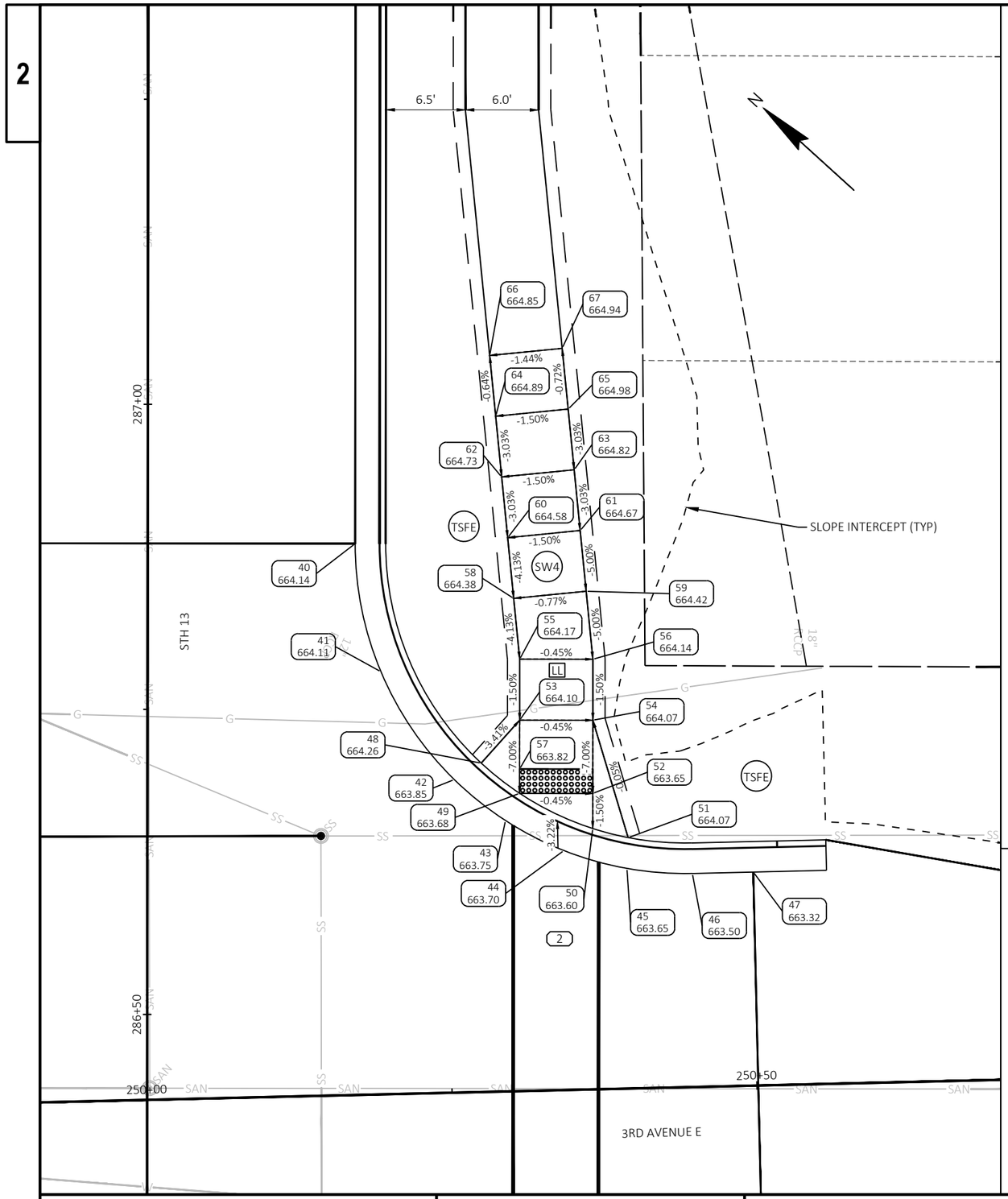
NOTES:

UNLESS OTHERWISE SPECIFIED ALL RAMPS SHALL BE 5.0' IN WIDTH.

LEGEND

XX / XXXX.XX	POINT NUMBER/ELEVATION
TSFE	TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B & EROSION MAT URBAN CLASS TYPE A
PED	CONCRETE CURB PEDESTRIAN
AS	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
SW4	CONCRETE SIDEWALK 4-INCH
XXX	CURB RAMP TYPE
LL	LEVEL LANDING

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CURB RAMP: 3RD AVENUE E - SE	SHEET 47	E



3RD AVENUE E - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
40	286+88.60	17.00' RT	664.14	489698.23	816735.28
41	286+78.11	19.12' RT	664.11	489689.61	816728.94
42	286+69.27	25.14' RT	663.85	489679.21	816726.44
43	286+65.92	29.35' RT	663.75	489673.85	816726.78
44	286+63.47	34.13' RT	663.70	489668.66	816728.17
45	286+62.01	39.30' RT	663.65	489663.84	816730.57
46	286+61.60	44.66' RT	663.50	489659.60	816733.87
47	286+61.73	49.66' RT	663.32	489655.98	816737.32
48	286+70.62	27.35' RT	664.26	489678.48	816728.92
49	286+68.15	30.50' RT	663.68	489674.49	816729.21
50	286+65.27	36.50' RT	663.60	489668.11	816731.10
51	286+64.53	39.41' RT	664.07	489665.46	816732.51
52	286+68.15	36.50' RT	663.65	489670.05	816733.24
53	286+74.15	30.50' RT	664.10	489678.52	816733.65
54	286+74.15	36.50' RT	664.07	489674.08	816737.68
55	286+79.15	30.50' RT	664.17	489681.88	816737.35
56	286+79.15	36.50' RT	664.14	489677.44	816741.38
57	286+70.15	30.50' RT	663.82	489675.84	816730.69
58	286+84.13	30.00' RT	664.38	489685.59	816740.71
59	286+84.72	35.94' RT	664.42	489681.59	816745.14
60	286+89.10	29.50' RT	664.58	489689.30	816744.06
61	286+89.70	35.45' RT	664.67	489685.30	816748.49
62	286+94.08	29.01' RT	664.73	489693.01	816747.41
63	286+94.67	34.95' RT	664.82	489689.01	816751.84
64	286+99.05	28.51' RT	664.89	489696.72	816750.76
65	286+99.65	34.45' RT	664.98	489692.72	816755.19
66	287+04.03	28.01' RT	664.85	489700.43	816754.11
67	287+04.62	33.95' RT	664.94	489696.43	816758.54

NOTES:

UNLESS OTHERWISE SPECIFIED ALL RAMPS SHALL BE 5.0' IN WIDTH.

LEGEND

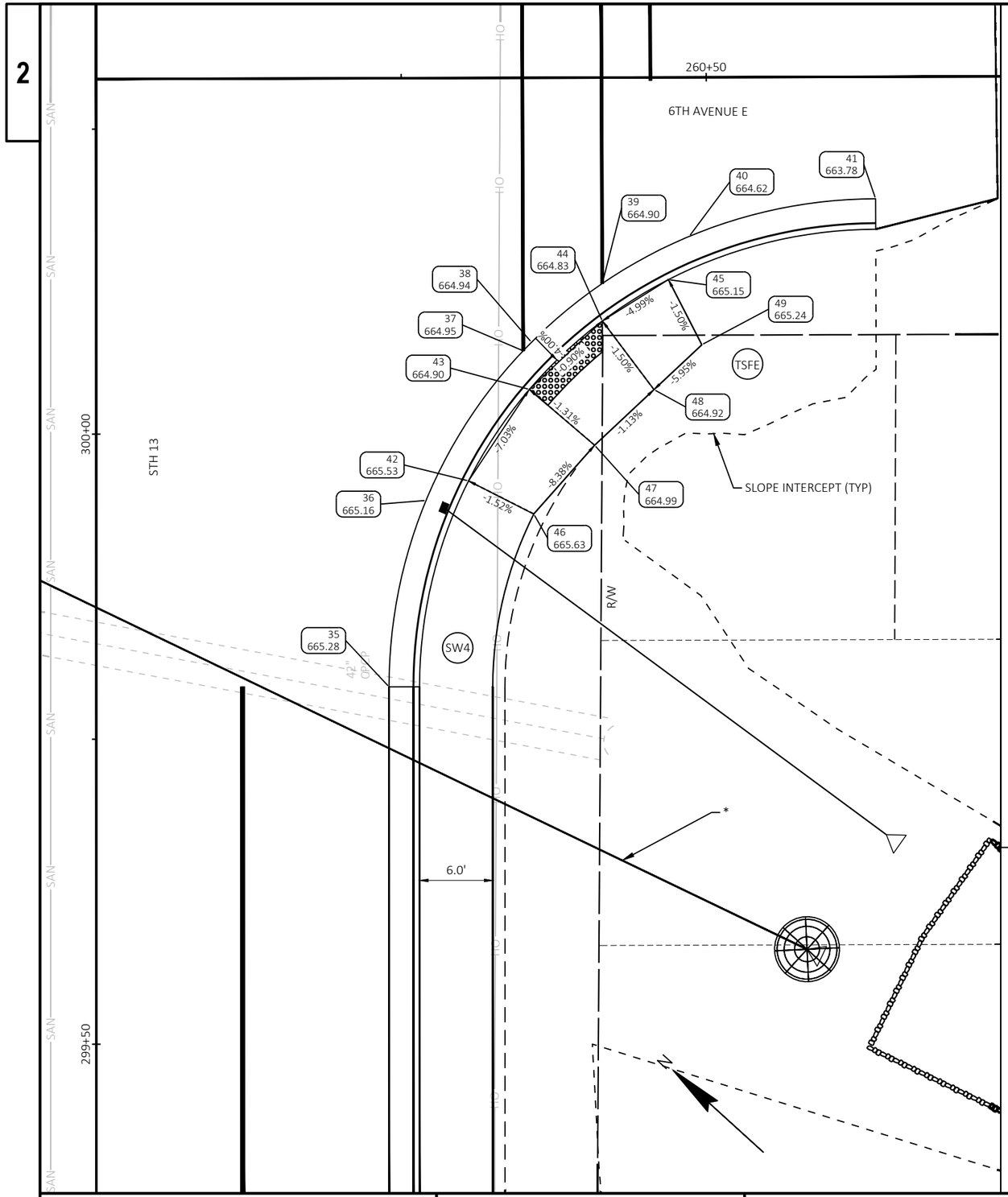
XX XXXX.XX	POINT NUMBER/ELEVATION
TSFE	TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B & EROSION MAT URBAN CLASS TYPE A
PED	CONCRETE CURB PEDESTRIAN
AS	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
SW4	CONCRETE SIDEWALK 4-INCH
XXX	CURB RAMP TYPE
LL	LEVEL LANDING

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CURB RAMP: 3RD AVENUE E - NE	SHEET 48	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\021301_CR.DWG
LAYOUT NAME - 3RD AVE E NE

PLOT DATE : 10/27/2026 6:07 PM PLOT BY : JARROD STARREN PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42



6TH AVENUE E - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
35	299+79.29	24.00' RT	665.28	490560.57	817695.68
36	299+94.57	27.03' RT	665.16	490568.61	817709.03
37	300+06.83	34.99' RT	664.95	490570.97	817723.45
38	300+07.53	35.68' RT	664.94	490570.93	817724.43
39	300+12.34	41.47' RT	664.90	490569.88	817731.89
40	300+16.21	48.61' RT	664.62	490567.20	817739.55
41	300+19.29	63.89' RT	663.78	490557.97	817752.11
42	299+96.17	30.52' RT	665.53	490567.11	817712.55
43	300+03.66	35.50' RT	664.90	490568.46	817721.45
44	300+09.28	41.49' RT	664.83	490567.81	817729.63
45	300+12.66	46.90' RT	665.15	490566.08	817735.78
46	299+93.44	35.86' RT	665.63	490561.32	817714.13
47	299+99.09	40.85' RT	664.99	490561.42	817721.67
48	300+03.65	45.71' RT	664.92	490560.89	817728.31
49	300+07.32	49.64' RT	665.24	490560.46	817733.67

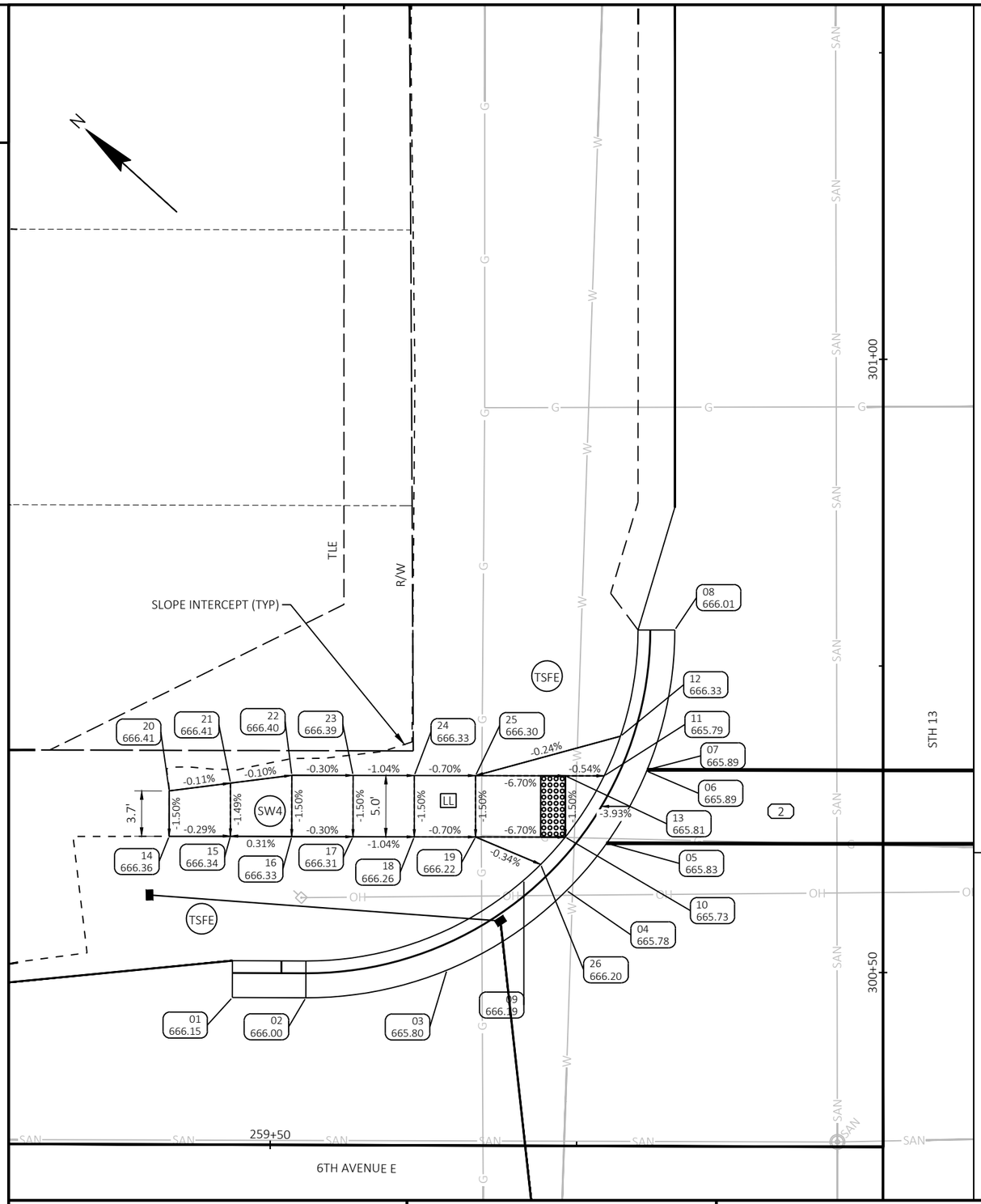
NOTES:

UNLESS OTHERWISE SPECIFIED ALL RAMPS SHALL BE 5.0' IN WIDTH.

* FOR CLARITY, CULVERT PIPE IS NOT SHOWN. SEE PLAN & PROFILE SHEET.

LEGEND

XX XXXX.XX	POINT NUMBER/ELEVATION
TSFE	TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B & EROSION MAT URBAN CLASS TYPE A
PED	CONCRETE CURB PEDESTRIAN
AS	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
SW4	CONCRETE SIDEWALK 4-INCH
XXX	CURB RAMP TYPE
LL	LEVEL LANDING



6TH AVENUE E - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
01	300+47.95	53.10' LT	666.15	490663.82	817694.64
02	300+47.93	47.10' LT	666.00	490659.36	817698.66
03	300+50.18	35.59' LT	665.80	490652.36	817708.07
04	300+56.68	25.82' LT	665.78	490649.50	817719.44
05	300+60.53	22.56' LT	665.83	490649.67	817724.48
06	300+66.42	19.29' LT	665.89	490651.22	817731.04
07	300+66.52	19.25' LT	665.89	490651.25	817731.15
08	300+77.93	17.00' LT	666.01	490657.26	817741.10
09	300+57.53	29.31' LT	666.19	490652.65	817717.73
10	300+61.03	25.94' LT	665.73	490652.51	817722.59
11	300+66.03	22.76' LT	665.79	490653.52	817728.42
12	300+69.26	21.43' LT	666.33	490654.71	817731.71
13	300+66.03	25.93' LT	665.81	490655.87	817726.29
14	300+61.09	58.25' LT	666.36	490676.47	817700.90
15	300+61.12	53.25' LT	666.34	490672.79	817704.28
16	300+61.07	48.25' LT	666.33	490669.06	817707.61
17	300+61.06	43.25' LT	666.31	490665.35	817710.97
18	300+61.05	38.25' LT	666.26	490661.64	817714.32
19	300+61.05	33.25' LT	666.22	490657.94	817717.68
20	300+64.80	58.25' LT	666.41	490678.96	817703.65
21	300+65.43	53.25' LT	666.41	490675.69	817707.48
22	300+66.07	48.25' LT	666.40	490672.41	817711.32
23	300+66.06	43.25' LT	666.39	490668.71	817714.67
24	300+66.05	38.25' LT	666.33	490665.00	817718.02
25	300+66.05	33.25' LT	666.30	490661.30	817721.38
26	300+58.80	27.94' LT	666.20	490652.49	817719.59

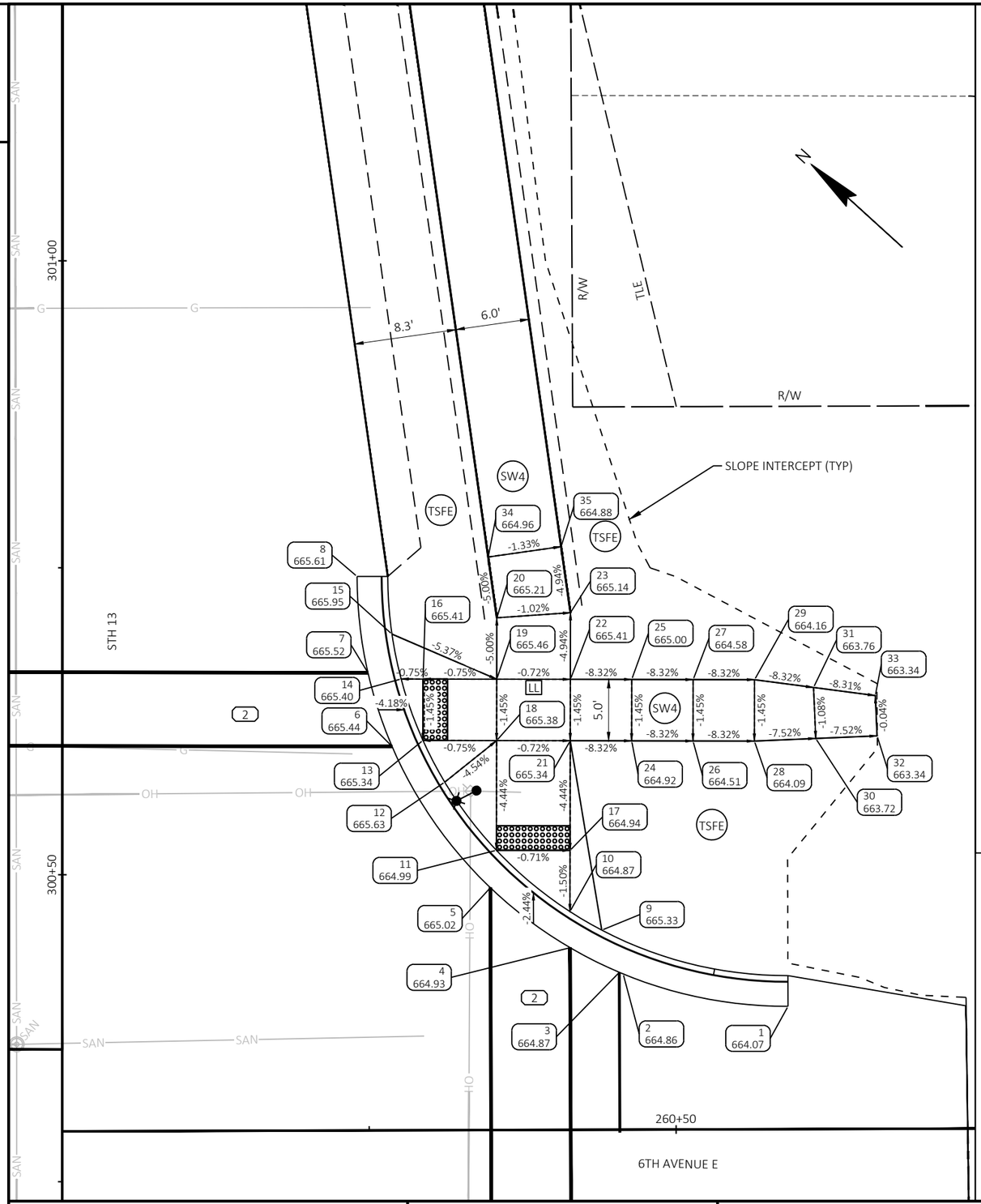
NOTES:

UNLESS OTHERWISE SPECIFIED ALL RAMPS SHALL BE 5.0' IN WIDTH.

LEGEND

XX XXXX.XX	POINT NUMBER/ELEVATION
TSFE	TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B & EROSION MAT URBAN CLASS TYPE A
PED	CONCRETE CURB PEDESTRIAN
AS	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
SW4	CONCRETE SIDEWALK 4-INCH
XXX	CURB RAMP TYPE
LL	LEVEL LANDING

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CURB RAMP: 6TH AVENUE E - NW	SHEET 50	E



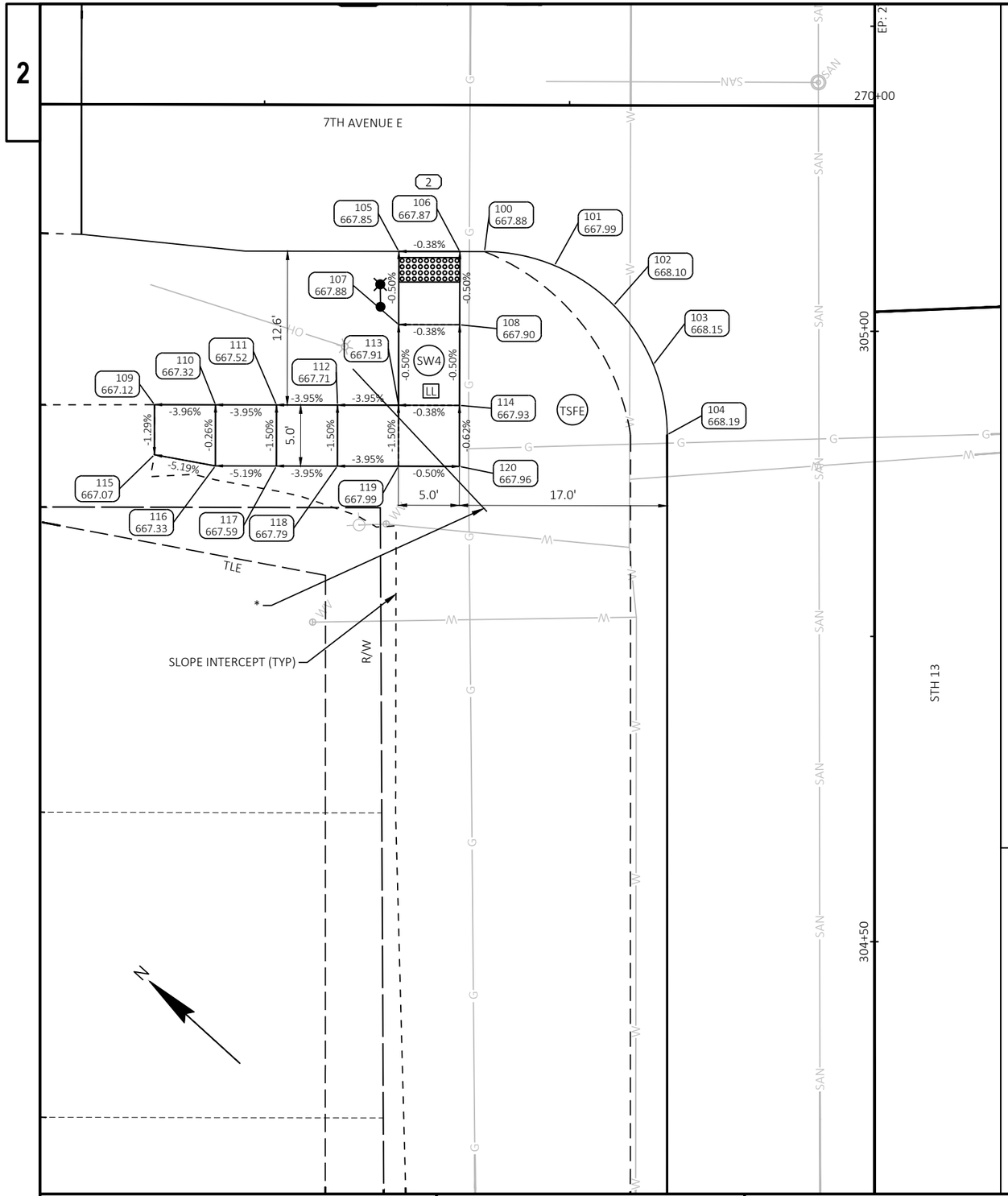
NOTES:

UNLESS OTHERWISE SPECIFIED ALL RAMPS SHALL BE 5.0' IN WIDTH.

LEGEND

XX XXXX.XX	POINT NUMBER/ELEVATION
TSFE	TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B & EROSION MAT URBAN CLASS TYPE A
PED	CONCRETE CURB PEDESTRIAN
AS	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
SW4	CONCRETE SIDEWALK 4-INCH
XXX	CURB RAMP TYPE
LL	LEVEL LANDING

6TH AVENUE E - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	300+39.30	59.12' RT	664.07	490574.94	817763.69
2	300+41.93	45.69' RT	664.86	490586.65	817756.60
3	300+42.06	45.37' RT	664.87	490586.98	817756.49
4	300+44.07	41.36' RT	664.93	490591.29	817755.28
5	300+48.95	34.87' RT	665.02	490599.38	817754.53
6	300+60.45	26.87' RT	665.44	490613.03	817757.66
7	300+66.45	24.90' RT	665.52	490618.53	817760.78
8	300+74.30	24.00' RT	665.61	490624.47	817765.98
9	300+45.50	43.94' RT	665.33	490590.34	817758.07
10	300+47.01	41.35' RT	664.87	490593.28	817757.45
11	300+52.00	35.36' RT	664.99	490601.07	817757.11
12	300+57.55	31.15' RT	665.63	490607.91	817758.39
13	300+60.94	29.37' RT	665.34	490611.51	817759.71
14	300+65.95	27.59' RT	665.40	490616.19	817762.21
15	300+69.61	26.84' RT	665.95	490619.21	817764.42
16	300+65.94	29.38' RT	665.41	490614.87	817763.41
17	300+51.99	41.36' RT	664.94	490596.62	817761.14
18	300+60.93	35.37' RT	665.38	490607.06	817763.73
19	300+65.93	35.38' RT	665.46	490610.42	817767.44
20	300+70.93	35.39' RT	665.21	490613.77	817771.15
21	300+60.92	41.37' RT	665.34	490602.61	817767.76
22	300+65.92	41.38' RT	665.41	490605.97	817771.47
23	300+71.35	41.39' RT	665.14	490609.62	817775.49
24	300+60.92	46.37' RT	664.92	490598.91	817771.12
25	300+65.92	46.38' RT	665.00	490602.26	817774.82
26	300+60.91	51.37' RT	664.51	490595.20	817774.47
27	300+65.91	51.38' RT	664.58	490598.56	817778.18
28	300+60.90	56.37' RT	664.09	490591.50	817777.83
29	300+65.90	56.38' RT	664.16	490594.85	817781.54
30	300+61.11	61.37' RT	663.72	490587.94	817781.35
31	300+65.27	61.19' RT	663.76	490590.87	817784.30
32	300+61.33	66.36' RT	663.34	490584.39	817784.87
33	300+64.61	66.22' RT	663.34	490586.70	817787.20
34	300+75.88	34.68' RT	664.96	490617.62	817774.34
35	300+76.73	40.62' RT	664.88	490613.80	817778.96



7TH AVENUE E - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
100	305+06.53	31.97' LT	667.88	490956.51	818048.29
101	305+05.38	26.24' LT	667.99	490951.50	818051.30
102	305+02.12	21.38' LT	668.10	490945.71	818052.15
103	304+97.26	18.14' LT	668.15	490940.04	818050.73
104	304+91.53	17.00' LT	668.19	490935.34	818047.26
105	305+06.54	38.99' LT	667.85	490961.72	818043.58
106	305+06.53	33.99' LT	667.87	490958.01	818046.94
107	305+00.54	39.01' LT	667.88	490957.69	818039.13
108	305+00.53	34.01' LT	667.90	490953.99	818042.49
109	304+93.97	59.02' LT	667.12	490968.09	818020.82
110	304+93.96	54.02' LT	667.32	490964.38	818024.17
111	304+93.96	49.02' LT	667.52	490960.68	818027.53
112	304+93.95	44.02' LT	667.71	490956.97	818030.88
113	304+93.94	39.02' LT	667.91	490953.26	818034.24
114	304+93.93	34.02' LT	667.93	490949.56	818037.59
115	304+89.87	59.03' LT	667.07	490965.34	818017.78
116	304+88.96	54.03' LT	667.33	490961.03	818020.46
117	304+88.96	49.03' LT	667.59	490957.32	818023.82
118	304+88.95	44.03' LT	667.79	490953.62	818027.17
119	304+88.94	39.03' LT	667.99	490949.91	818030.53
120	304+88.93	34.03' LT	667.96	490946.20	818033.88

NOTES:

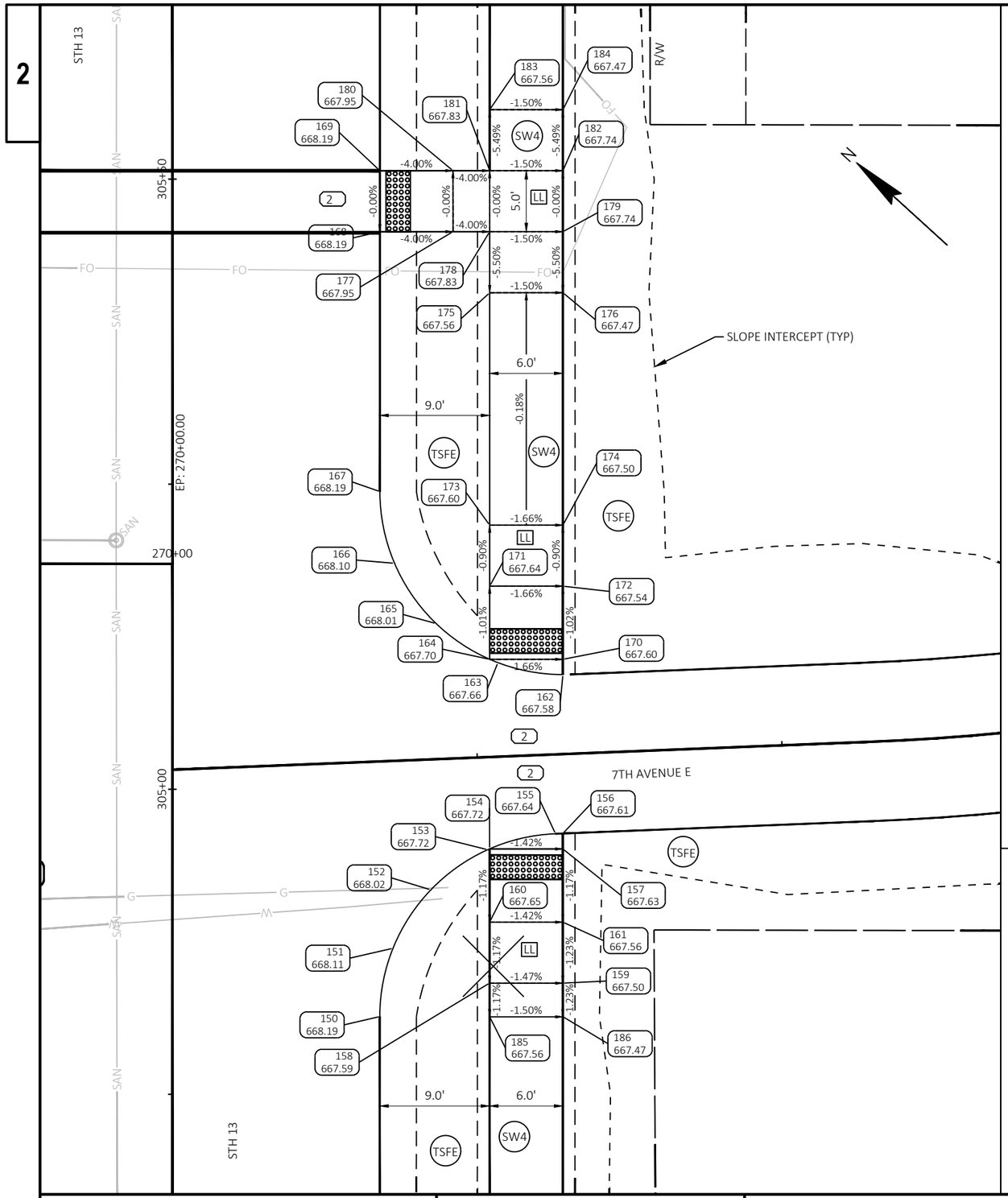
UNLESS OTHERWISE SPECIFIED ALL RAMPS SHALL BE 5.0' IN WIDTH.

* FOR CLARITY, CULVERT PIPE IS NOT SHOWN. SEE PLAN & PROFILE SHEET.

LEGEND

XX XXXX.XX	POINT NUMBER/ELEVATION
TSFE	TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B & EROSION MAT URBAN CLASS TYPE A
PED	CONCRETE CURB PEDESTRIAN
AS	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
SW4	CONCRETE SIDEWALK 4-INCH
XXX	CURB RAMP TYPE
LL	LEVEL LANDING

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CURB RAMP: 7TH AVENUE E - SW	SHEET 52	E



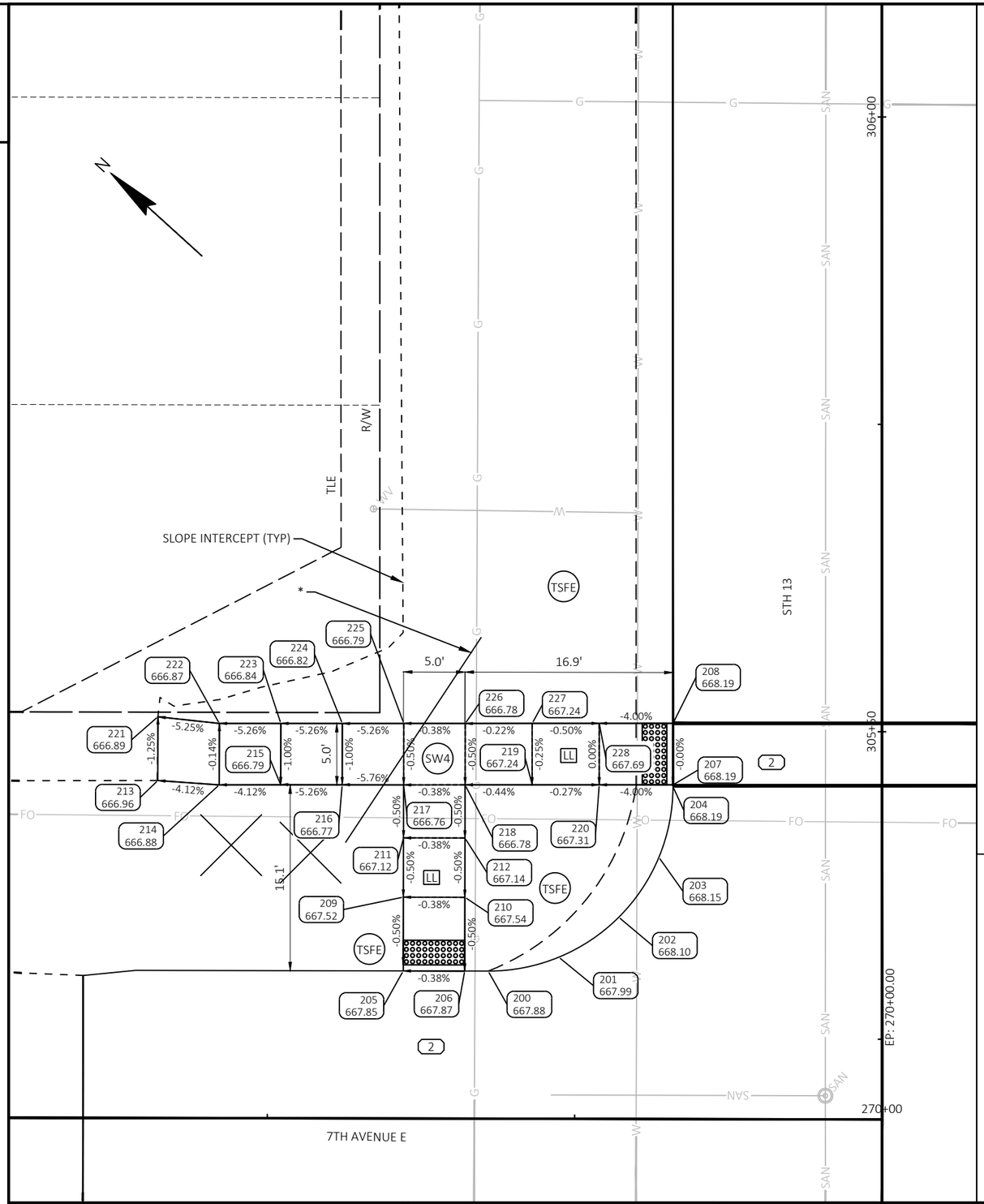
LEGEND

XX XXXX.XX	POINT NUMBER/ELEVATION
TSFE	TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B & EROSION MAT URBAN CLASS TYPE A
PED	CONCRETE CURB PEDESTRIAN
AS	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
SW4	CONCRETE SIDEWALK 4-INCH
XXX	CURB RAMP TYPE
LL	LEVEL LANDING

7TH AVENUE E - SE & NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
150	304+81.37	17.00' RT	668.19	490903.35	818062.60
151	304+86.97	18.08' RT	668.11	490906.31	818067.47
152	304+91.76	21.18' RT	668.02	490907.24	818073.10
153	304+95.05	25.84' RT	667.72	490906.00	818078.67
154	304+95.12	26.00' RT	667.72	490905.93	818078.83
155	304+96.36	31.40' RT	667.64	490902.77	818083.37
156	304+96.38	32.00' RT	667.61	490902.34	818083.80
157	304+95.12	32.00' RT	667.63	490901.49	818082.86
158	304+84.12	26.00' RT	667.59	490898.53	818070.68
159	304+84.12	32.00' RT	667.50	490894.09	818074.72
160	304+89.12	26.00' RT	667.65	490901.89	818074.38
161	304+89.12	32.00' RT	667.56	490897.45	818078.42
162	305+09.40	32.00' RT	667.58	490911.09	818093.44
163	305+10.38	26.67' RT	667.66	490915.69	818090.58
164	305+10.65	26.00' RT	667.70	490916.37	818090.33
165	305+13.58	21.60' RT	668.01	490921.60	818089.54
166	305+18.51	18.19' RT	668.10	490927.44	818090.90
167	305+24.39	17.00' RT	668.19	490932.28	818094.45
168	305+45.69	16.99' RT	668.19	490946.61	818110.20
169	305+50.69	17.00' RT	668.19	490949.97	818113.90
170	305+10.65	32.00' RT	667.60	490911.93	818094.36
171	305+16.65	26.00' RT	667.64	490920.41	818094.77
172	305+16.65	32.00' RT	667.54	490915.97	818098.80
173	305+21.64	26.00' RT	667.60	490923.77	818098.47
174	305+21.64	32.00' RT	667.50	490919.33	818102.50
175	305+40.69	26.00' RT	667.56	490936.58	818112.56
176	305+40.69	32.00' RT	667.47	490932.14	818116.59
177	305+45.69	23.00' RT	667.95	490942.17	818114.24
178	305+45.69	26.00' RT	667.83	490939.94	818116.26
179	305+45.69	32.00' RT	667.74	490935.50	818120.29
180	305+50.69	23.00' RT	667.95	490945.53	818117.94
181	305+50.69	26.00' RT	667.83	490943.31	818119.96
182	305+50.69	32.00' RT	667.74	490938.87	818123.99
183	305+55.69	26.00' RT	667.56	490946.67	818123.66
184	305+55.69	32.00' RT	667.47	490942.23	818127.69
185	304+81.37	26.00' RT	667.56	490896.68	818068.65
186	304+81.37	32.00' RT	667.47	490892.25	818072.68

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CURB RAMP: 7TH AVENUE E - SE & NE	SHEET 53	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\021301_CR.DWG
LAYOUT NAME - 7TH AVE E SE & NE
PLOT DATE : 10/27/2026 6:12 PM PLOT BY : JARROD STARREN PLOT NAME : PLOT SCALE : ##########



NOTES:

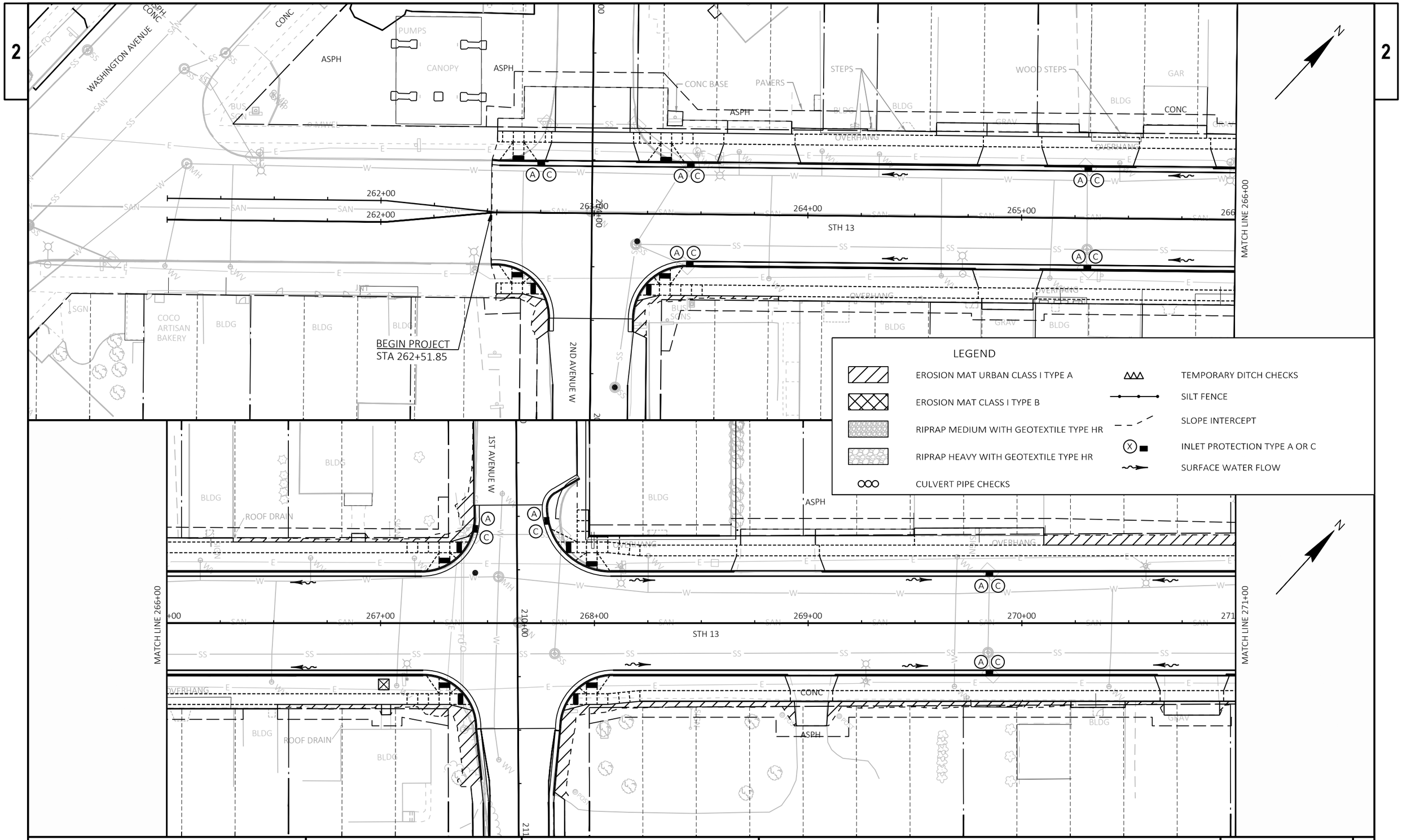
UNLESS OTHERWISE SPECIFIED ALL RAMPS SHALL BE 5.0' IN WIDTH.

* FOR CLARITY, CULVERT PIPE IS NOT SHOWN. SEE PLAN & PROFILE SHEET.

LEGEND

XX XXXX.XX	POINT NUMBER/ELEVATION
TSFE	TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B & EROSION MAT URBAN CLASS TYPE A
PED	CONCRETE CURB PEDESTRIAN
AS	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
SW4	CONCRETE SIDEWALK 4-INCH
XXX	CURB RAMP TYPE
LL	LEVEL LANDING

7TH AVENUE E - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
200	305+30.54	32.04' LT	667.88	490972.70	818066.01
201	305+31.67	26.29' LT	667.99	490969.21	818070.72
202	305+34.92	21.41' LT	668.10	490967.78	818076.40
203	305+39.79	18.15' LT	668.15	490968.65	818082.20
204	305+45.54	17.01' LT	668.19	490971.67	818087.22
205	305+30.55	38.95' LT	667.85	490977.82	818061.38
206	305+30.54	33.95' LT	667.87	490974.12	818064.73
207	305+45.69	17.00' LT	668.19	490971.76	818087.33
208	305+50.69	17.00' LT	668.19	490975.13	818091.03
209	305+36.55	38.93' LT	667.52	490981.85	818065.82
210	305+36.54	33.93' LT	667.54	490978.14	818069.18
211	305+41.37	38.92' LT	667.12	490985.08	818069.40
212	305+41.36	33.92' LT	667.14	490981.38	818072.75
213	305+46.04	58.90' LT	666.96	491003.00	818059.41
214	305+45.69	53.91' LT	666.88	490999.07	818062.51
215	305+45.69	48.91' LT	666.79	490995.37	818065.87
216	305+45.69	43.91' LT	666.77	490991.68	818069.23
217	305+45.69	38.91' LT	666.76	490987.98	818072.60
218	305+45.69	33.91' LT	666.78	490984.28	818075.96
219	305+45.69	28.45' LT	667.24	490980.24	818079.63
220	305+45.69	23.00' LT	667.31	490976.20	818083.30
221	305+51.22	58.90' LT	666.89	491006.49	818063.25
222	305+50.69	53.90' LT	666.87	491002.43	818066.21
223	305+50.69	48.90' LT	666.84	490998.73	818069.58
224	305+50.69	43.90' LT	666.82	490995.03	818072.94
225	305+50.69	38.90' LT	666.79	490991.33	818076.30
226	305+50.68	33.90' LT	666.78	490987.63	818079.66
227	305+50.69	28.46' LT	667.24	490983.60	818083.33
228	305+50.69	23.00' LT	667.69	490979.57	818087.00



PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	EROSION CONTROL	SHEET 55	E

2

CENTRAL AVENUE

1ST AVENUE E

MATCH LINE 271+00

MATCH LINE 276+00

MATCH LINE 276+00

MATCH LINE 281+00

STH 13

STH 13

BLDG

BLDG

BLDG

BLDG

BLDG

BLDG

FLAG POLES

STEPS

DRAIN

OVERHANG

OVERHANG

ASPH

ASPH

ASPH

ASPH

NAPA

GUARDRAIL

CONC

CONC

CONC

CONC

STEPS

IGRAV

IGRAV

WASHBURN IRON WORKS

HSE

SIGN

SIGN

SIGN

SIGN

SKID

SKID

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277+00

278+00

279+00

280+00

281

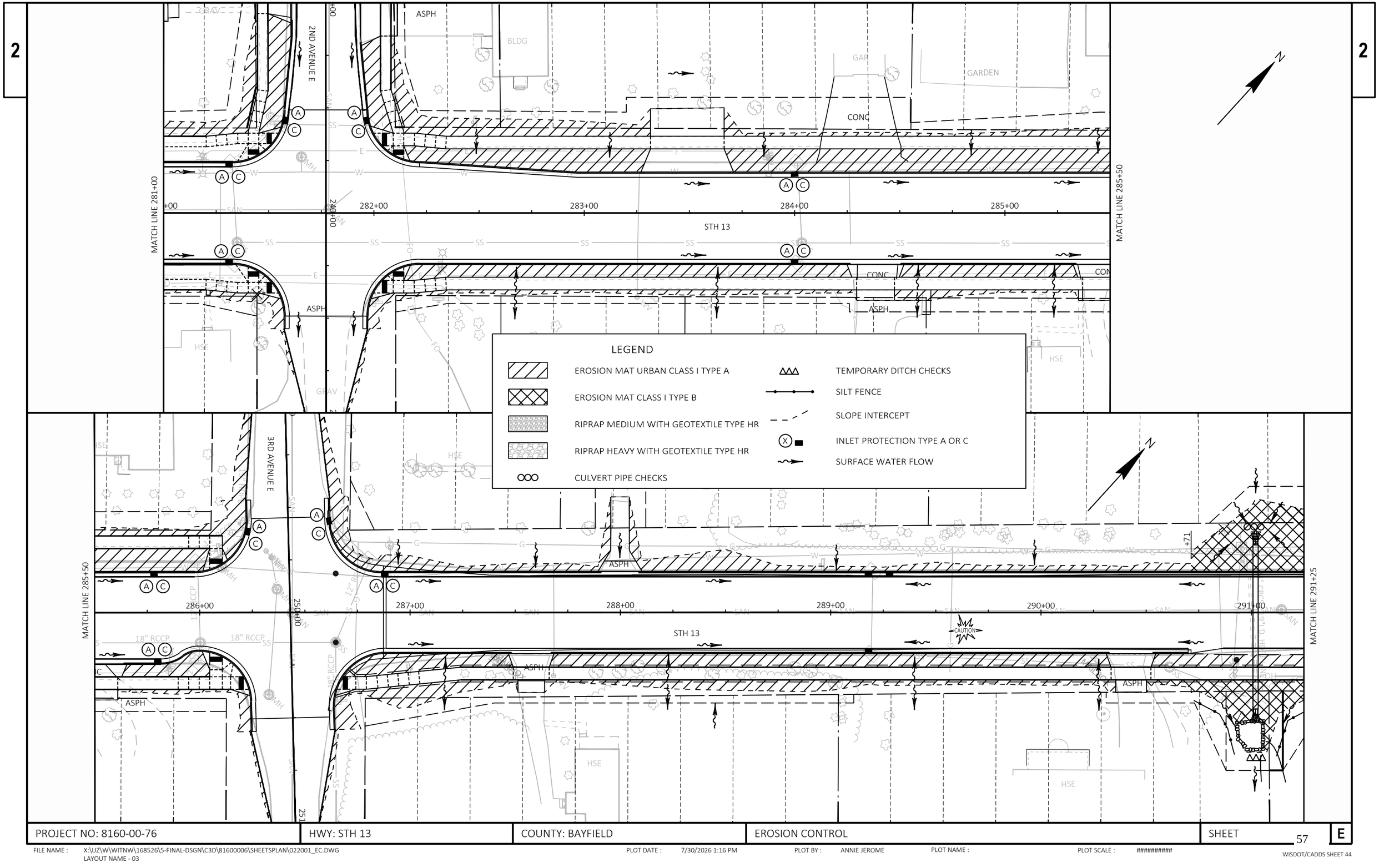
LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- RIPRAP MEDIUM WITH GEOTEXTILE TYPE HR
- RIPRAP HEAVY WITH GEOTEXTILE TYPE HR
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS
- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A OR C
- SURFACE WATER FLOW

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	EROSION CONTROL	SHEET 56	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 02

PLOT DATE : 7/30/2026 12:59 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : ##########



PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	EROSION CONTROL	SHEET 57	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 03

PLOT DATE : 7/30/2026 1:16 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

2

WETLAND (TYP)

CAUTION

ASPH

+50

MATCH LINE 291+25

292+00

293+00

294+00

295+00

296

STH 13

HSE

MATCH LINE 296+00

LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- RIPRAP MEDIUM WITH GEOTEXTILE TYPE HR
- RIPRAP HEAVY WITH GEOTEXTILE TYPE HR
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS
- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A OR C
- SURFACE WATER FLOW

HSE

BLOCK RET WALL

STEPS

ASPH

6TH AVENUE E

CAUTION

MATCH LINE 296+00

297+00

298+00

299+00

300+00

301+00

302

STH 13

+50

+25

WETLAND (TYP)

MATCH LINE 302+00

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	EROSION CONTROL	SHEET 58	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 04

PLOT DATE : 7/30/2026 2:03 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : ##########

2

2

MATCH LINE 302+00

MATCH LINE 307+00

7TH AVENUE E

8TH AVENUE E

STH 13

ASPH

CAUTION

WETLAND (TYP)

+75

+25

271+00

303+00

304+00

305+00

306+00

308+00

309+00

310+00

HSE

WOOD FENCE

SAN

W

LEGEND

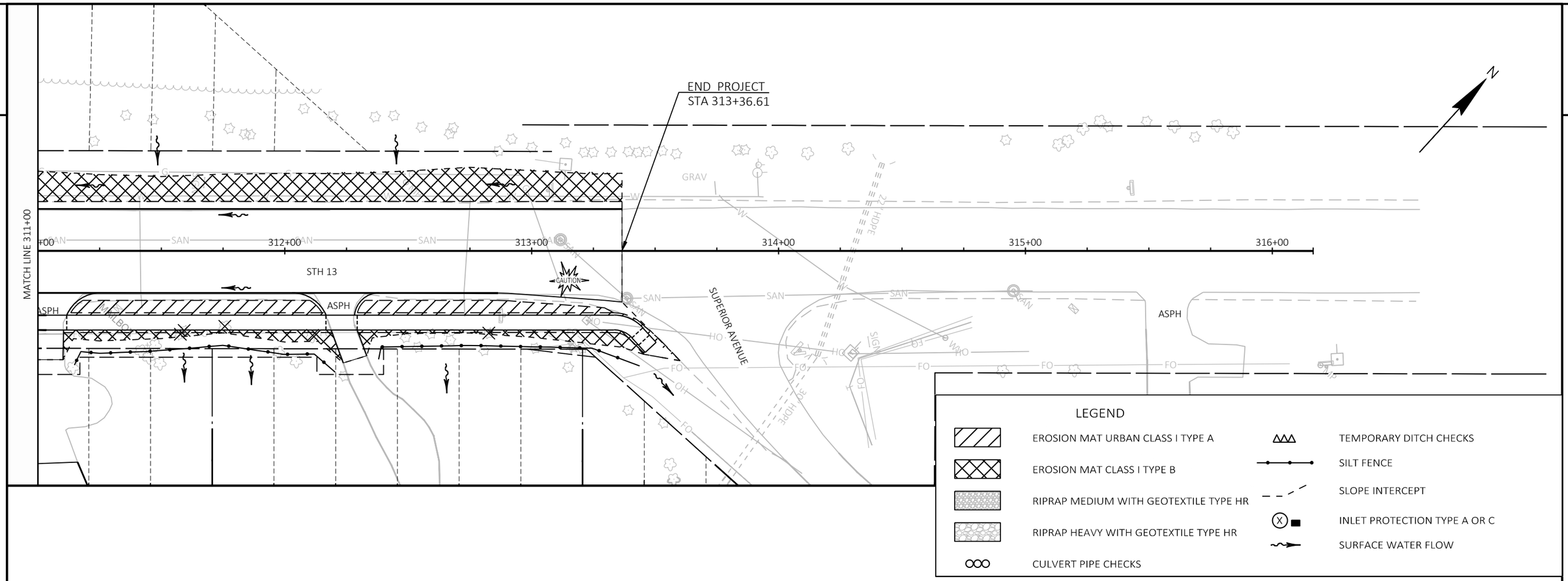
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- RIPRAP MEDIUM WITH GEOTEXTILE TYPE HR
- RIPRAP HEAVY WITH GEOTEXTILE TYPE HR
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS
- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A OR C
- SURFACE WATER FLOW
- SCOURSTOP

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	EROSION CONTROL	SHEET 59	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 05

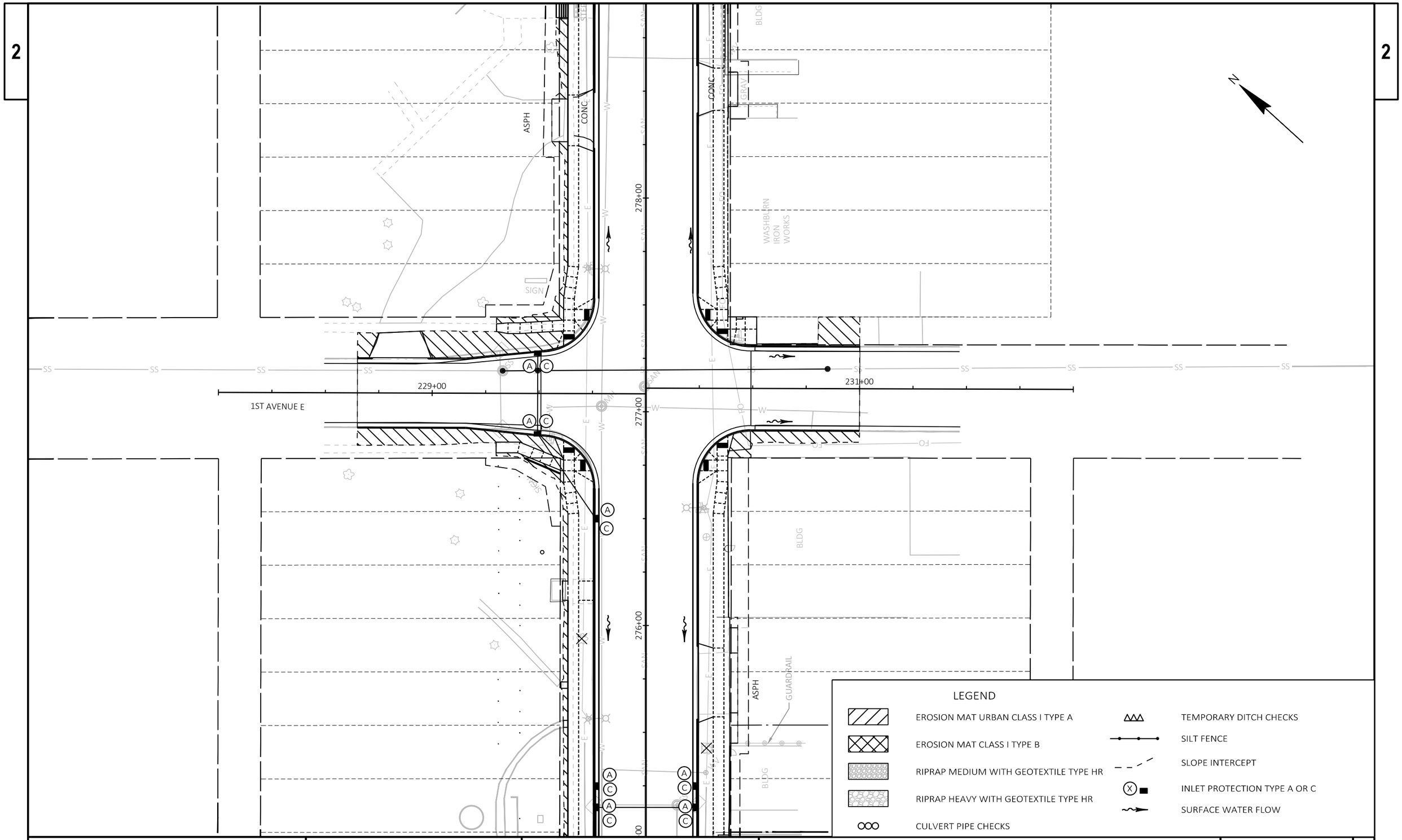
PLOT DATE : 7/30/2026 1:27 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : ##########

2



PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	EROSION CONTROL	SHEET 60	E

2

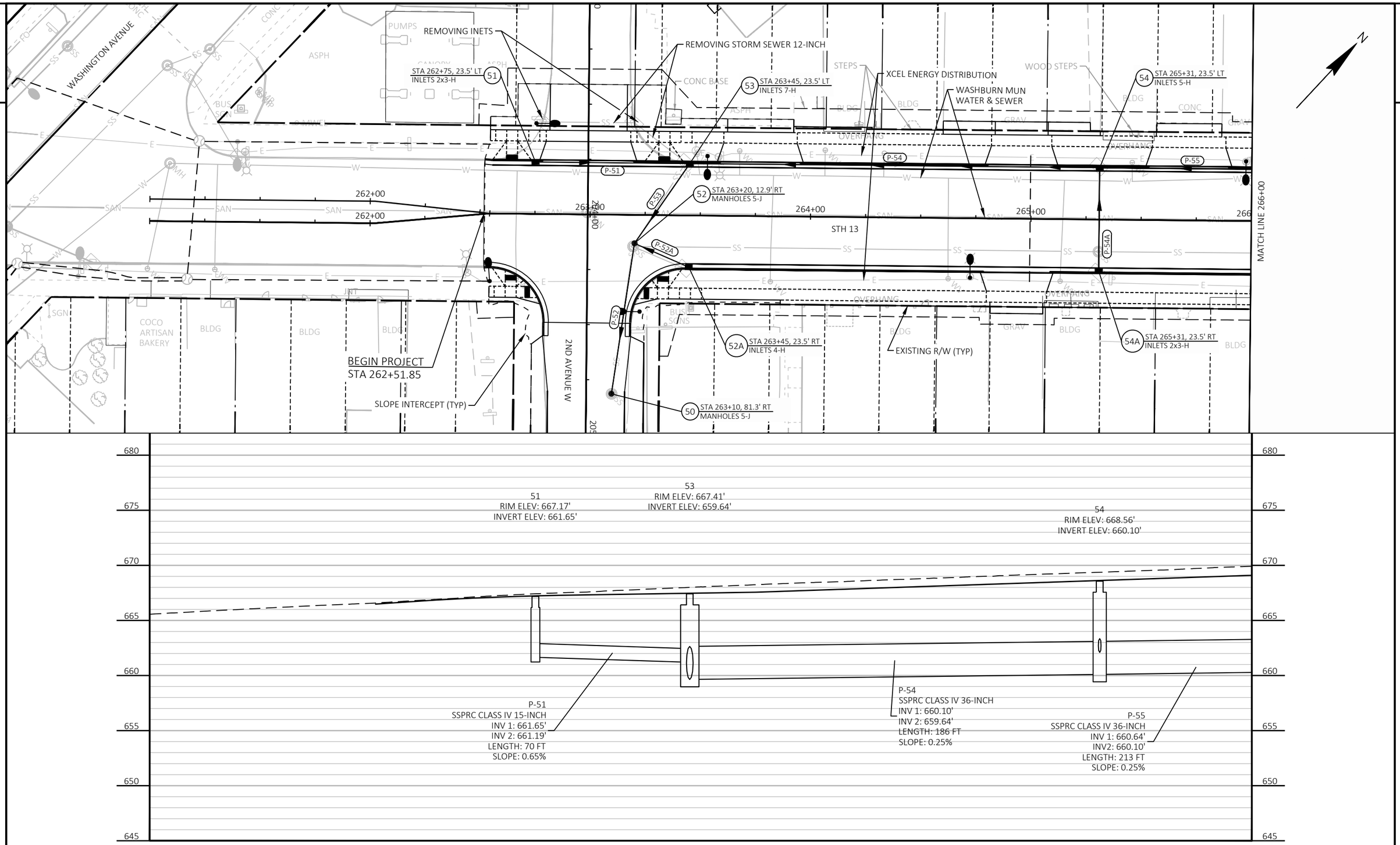


LEGEND

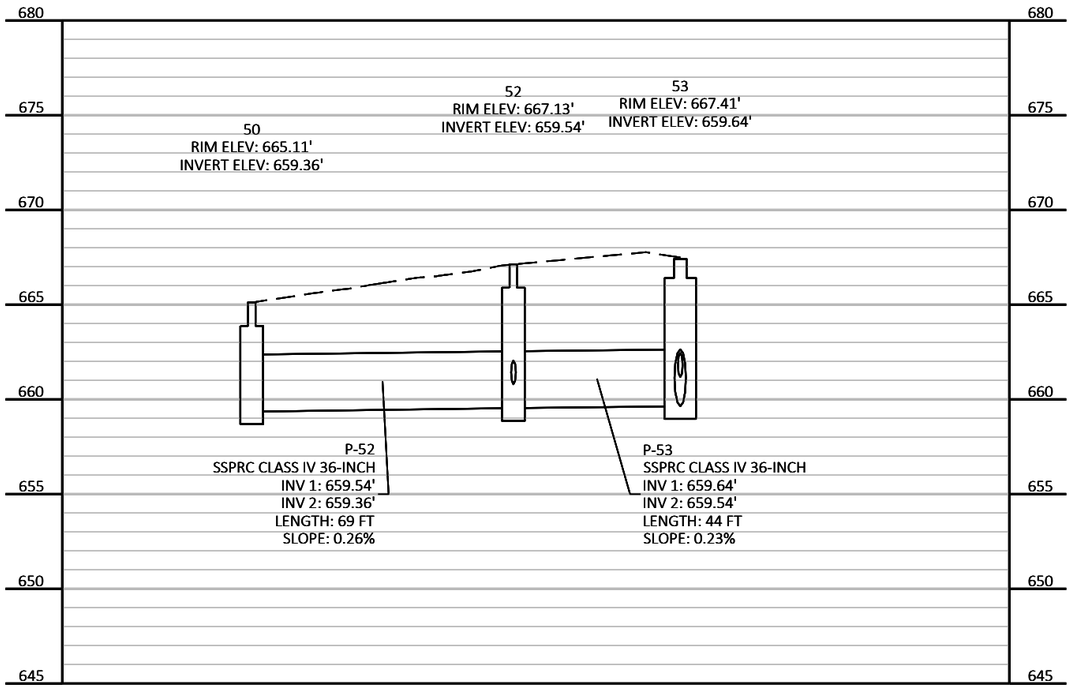
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT CLASS I TYPE B
- RIPRAP MEDIUM WITH GEOTEXTILE TYPE HR
- RIPRAP HEAVY WITH GEOTEXTILE TYPE HR
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS
- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A OR C
- SURFACE WATER FLOW

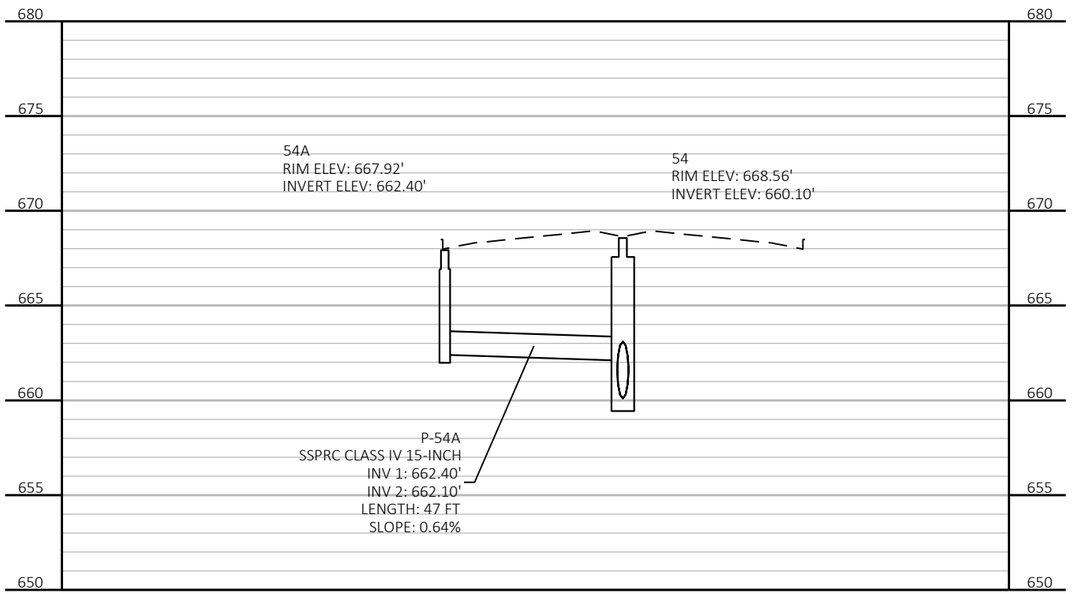
PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	EROSION CONTROL	SHEET 61	E

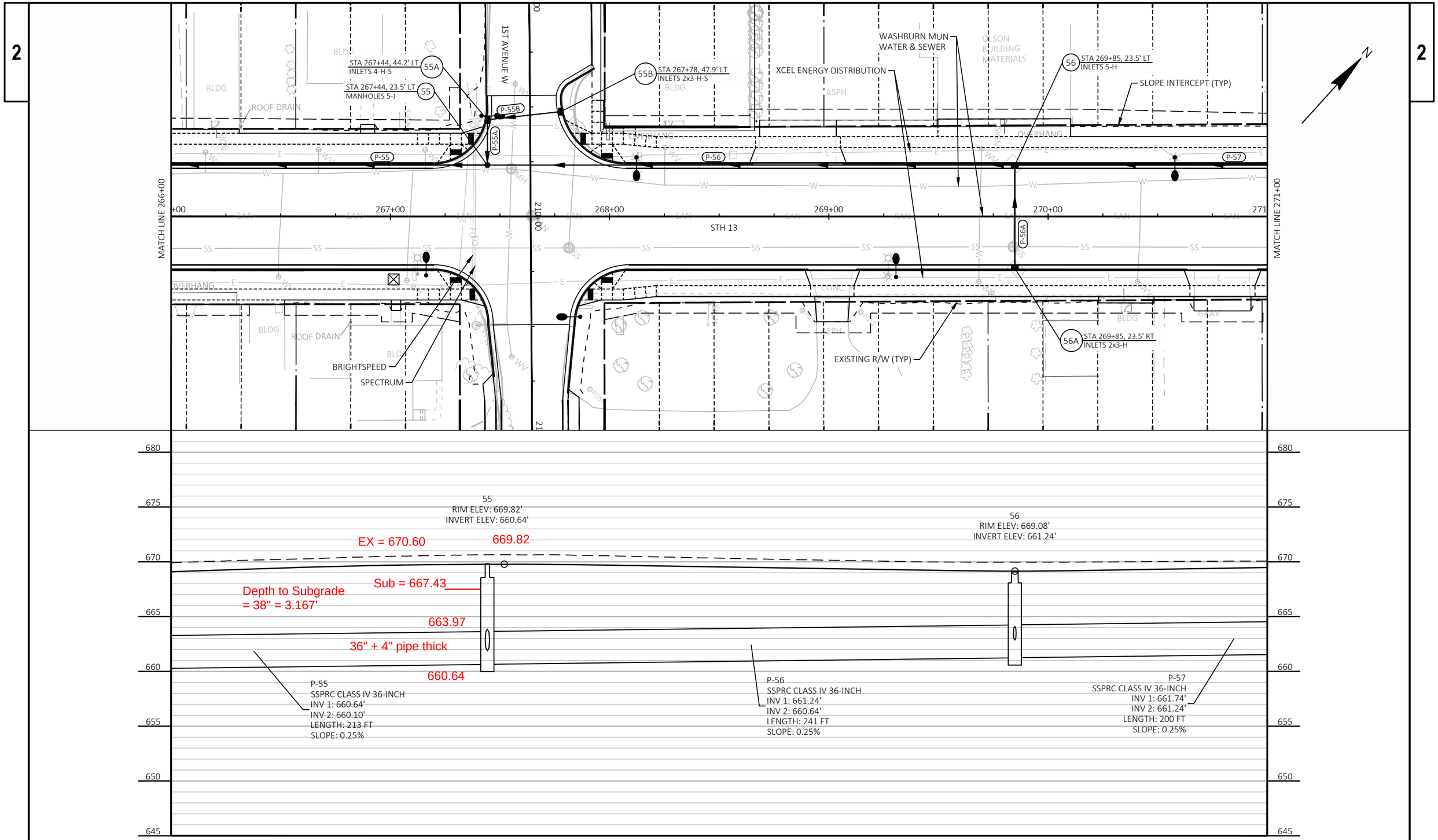
FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\022002_EC.DWG
LAYOUT NAME - 07
PLOT DATE : 7/30/2026 2:13 PM
PLOT BY : ANNIE JEROME
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 44



PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	STORM SEWER	SHEET 62	E


680
675
670
665
660
655
650
645
50
RIM ELEV: 665.11'
INVERT ELEV: 659.36'
52
RIM ELEV: 667.13'
INVERT ELEV: 659.54'
53
RIM ELEV: 667.41'
INVERT ELEV: 659.64'
P-52
SSPRC CLASS IV 36-INCH
INV 1: 659.54'
INV 2: 659.36'
LENGTH: 69 FT
SLOPE: 0.26%
P-53
SSPRC CLASS IV 36-INCH
INV 1: 659.64'
INV 2: 659.54'
LENGTH: 44 FT
SLOPE: 0.23%

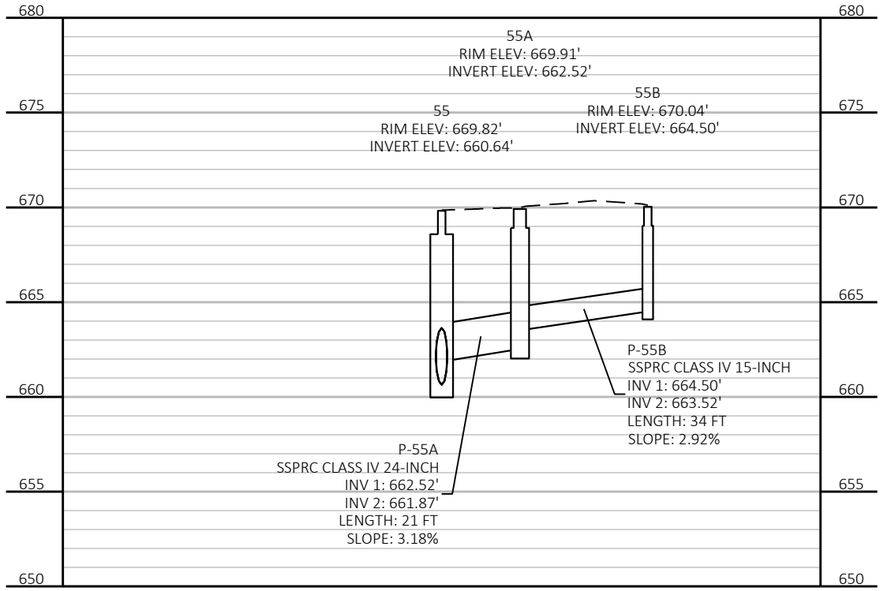

680
675
670
665
660
655
650
54A
RIM ELEV: 667.92'
INVERT ELEV: 662.40'
54
RIM ELEV: 668.56'
INVERT ELEV: 660.10'
P-54A
SSPRC CLASS IV 15-INCH
INV 1: 662.40'
INV 2: 662.10'
LENGTH: 47 FT
SLOPE: 0.64%

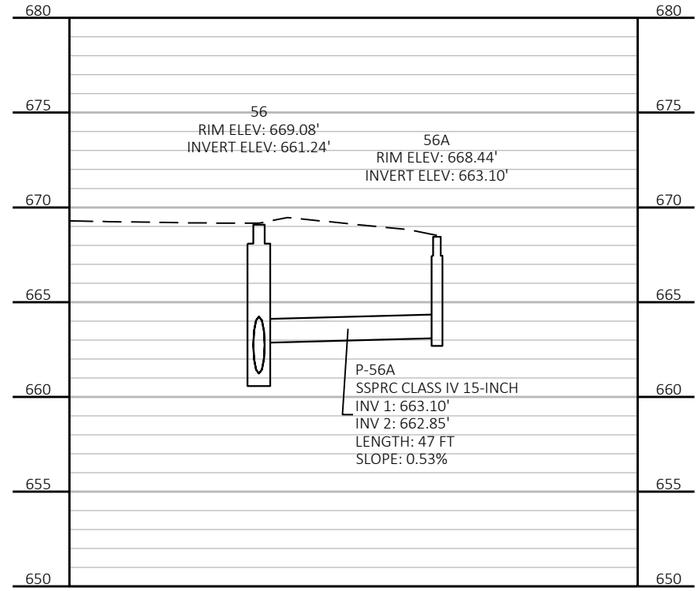


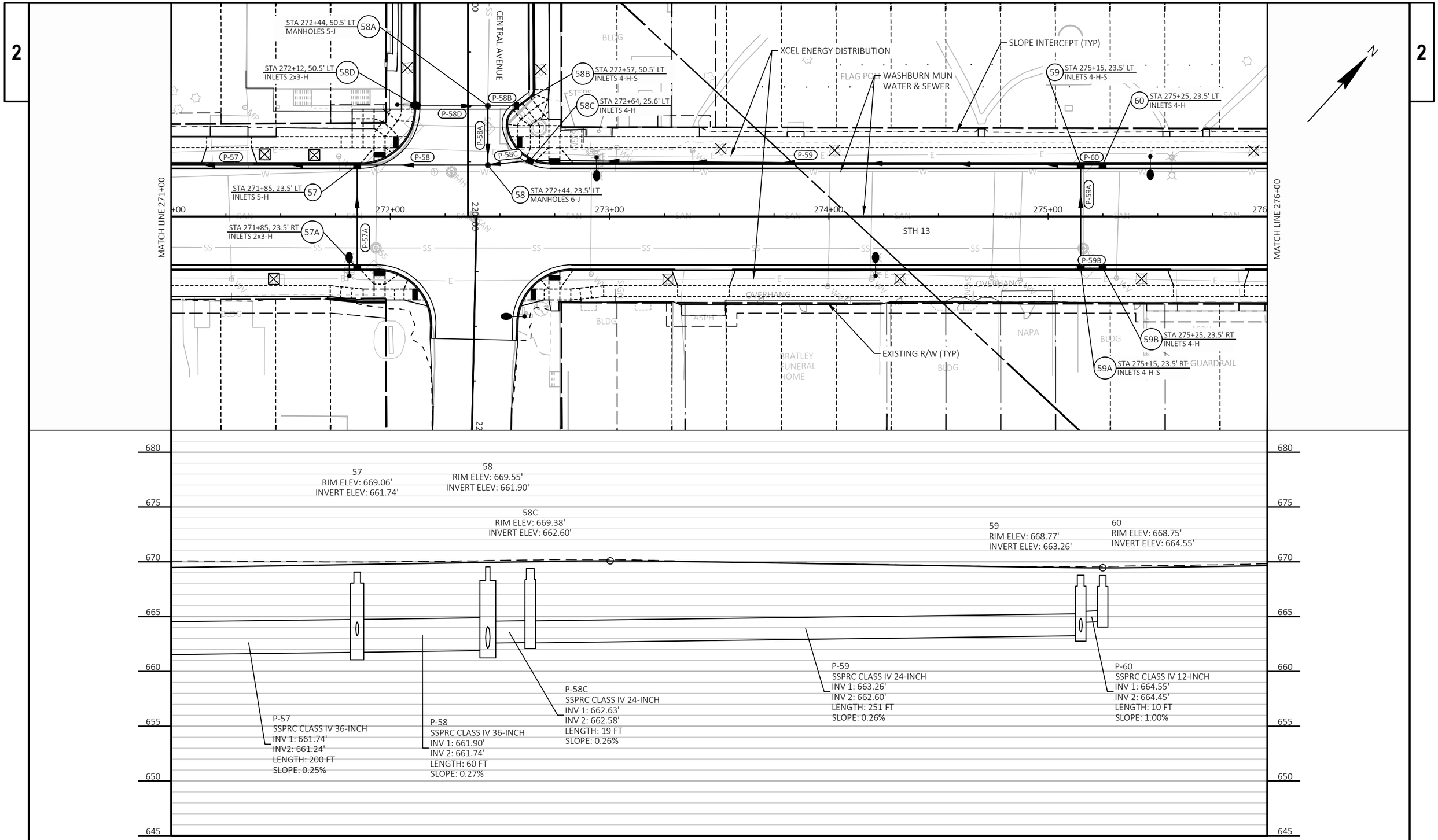
PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	STORM SEWER	SHEET 64	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 02

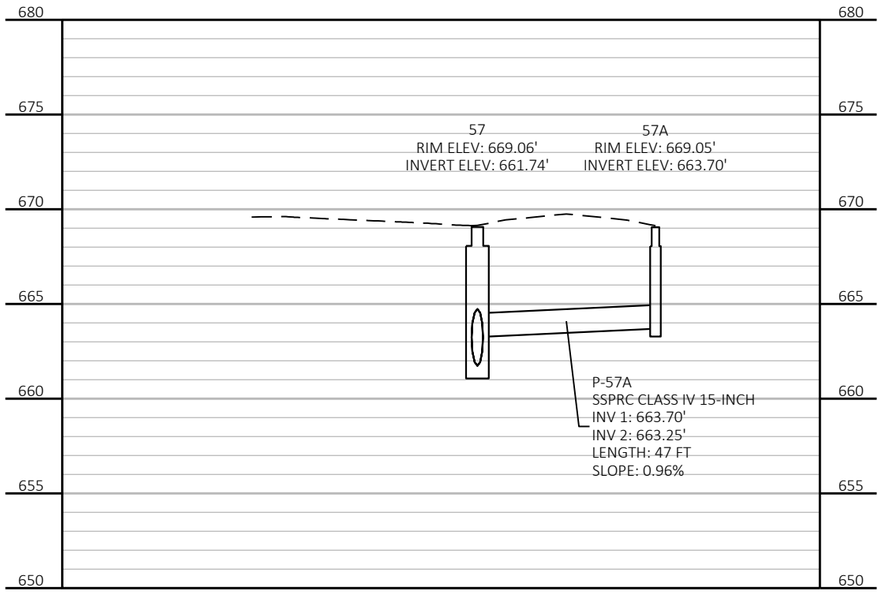
PLOT DATE : 7/30/2026 1:03 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:40 FT

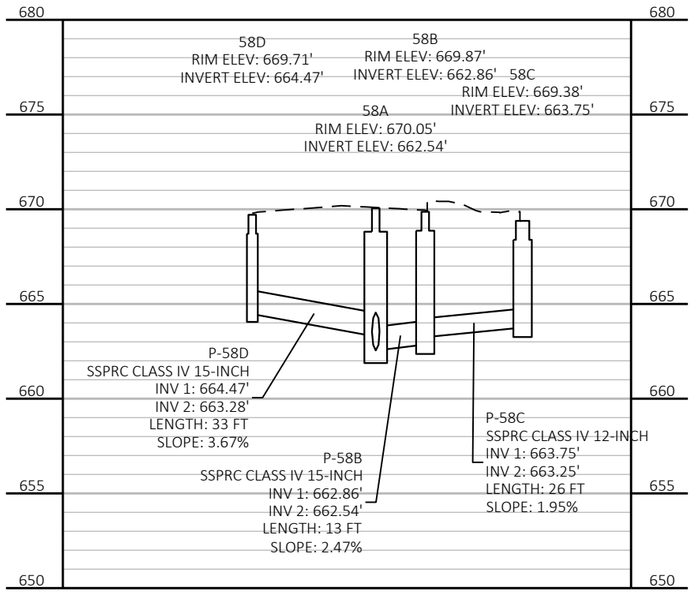

680
675
670
665
660
655
650
55A
RIM ELEV: 669.91'
INVERT ELEV: 662.52'
55
RIM ELEV: 669.82'
INVERT ELEV: 660.64'
55B
RIM ELEV: 670.04'
INVERT ELEV: 664.50'
P-55B
SSPRC CLASS IV 15-INCH
INV 1: 664.50'
INV 2: 663.52'
LENGTH: 34 FT
SLOPE: 2.92%
P-55A
SSPRC CLASS IV 24-INCH
INV 1: 662.52'
INV 2: 661.87'
LENGTH: 21 FT
SLOPE: 3.18%

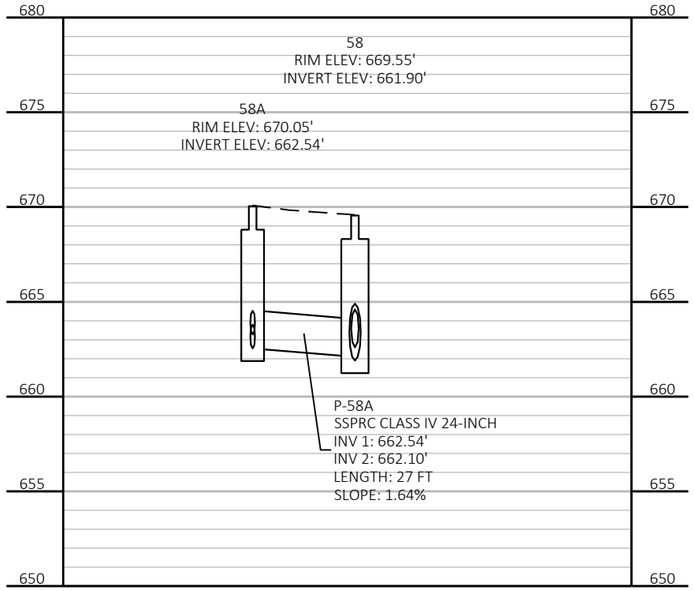

680
675
670
665
660
655
650
56
RIM ELEV: 669.08'
INVERT ELEV: 661.24'
56A
RIM ELEV: 668.44'
INVERT ELEV: 663.10'
P-56A
SSPRC CLASS IV 15-INCH
INV 1: 663.10'
INV 2: 662.85'
LENGTH: 47 FT
SLOPE: 0.53%

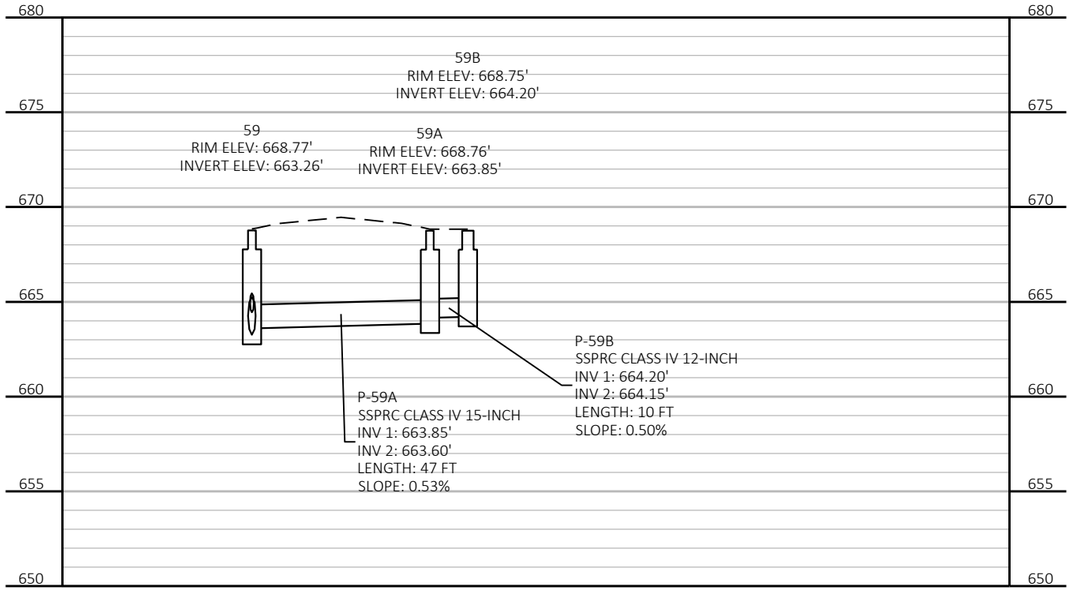


PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	STORM SEWER	SHEET 66	E


680
675
670
665
660
655
650
57
RIM ELEV: 669.06'
INVERT ELEV: 661.74'
57A
RIM ELEV: 669.05'
INVERT ELEV: 663.70'
P-57A
SSPRC CLASS IV 15-INCH
INV 1: 663.70'
INV 2: 663.25'
LENGTH: 47 FT
SLOPE: 0.96%


680
675
670
665
660
655
650
58D
RIM ELEV: 669.71'
INVERT ELEV: 664.47'
58B
RIM ELEV: 669.87'
INVERT ELEV: 662.86'
58C
RIM ELEV: 669.38'
INVERT ELEV: 663.75'
58A
RIM ELEV: 670.05'
INVERT ELEV: 662.54'
P-58D
SSPRC CLASS IV 15-INCH
INV 1: 664.47'
INV 2: 663.28'
LENGTH: 33 FT
SLOPE: 3.67%
P-58B
SSPRC CLASS IV 15-INCH
INV 1: 662.86'
INV 2: 662.54'
LENGTH: 13 FT
SLOPE: 2.47%
P-58C
SSPRC CLASS IV 12-INCH
INV 1: 663.75'
INV 2: 663.25'
LENGTH: 26 FT
SLOPE: 1.95%


680
675
670
665
660
655
650
58
RIM ELEV: 669.55'
INVERT ELEV: 661.90'
58A
RIM ELEV: 670.05'
INVERT ELEV: 662.54'
P-58A
SSPRC CLASS IV 24-INCH
INV 1: 662.54'
INV 2: 662.10'
LENGTH: 27 FT
SLOPE: 1.64%


680
675
670
665
660
655
650
59B
RIM ELEV: 668.75'
INVERT ELEV: 664.20'
59
RIM ELEV: 668.77'
INVERT ELEV: 663.26'
59A
RIM ELEV: 668.76'
INVERT ELEV: 663.85'
P-59A
SSPRC CLASS IV 15-INCH
INV 1: 663.85'
INV 2: 663.60'
LENGTH: 47 FT
SLOPE: 0.53%
P-59B
SSPRC CLASS IV 12-INCH
INV 1: 664.20'
INV 2: 664.15'
LENGTH: 10 FT
SLOPE: 0.50%

2

2

MATCH LINE 276+00

MATCH LINE 281+00

1ST AVENUE E

61A STA 276+90, 50.7' LT
INLETS 4-H-S

61B STA 276+50, 23.5' LT
INLETS 4-H

61D (EX) STA 277+19, 67.0' LT
MANHOLES 5-J

61 STA 277+19, 50.6' LT
MANHOLES 4-J

61C STA 277+27, 50.6' LT
INLETS 2x3-H-S

62 STA 277+20, 84.9' RT
MANHOLES 5-J

63 STA 279+44, 23.5' LT
INLETS 4-H

63A STA 279+44, 23.5' RT
INLETS 2x3-H

XCEL ENERGY DISTRIBUTION

WASHBURN MUN
WATER & SEWER

SLOPE INTERCEPT (TYP)

NORVADO

EXISTING R/W (TYP)

STH 13

P-61A

P-61B

P-61C

P-61D

P-63

P-63A

P-61

+00 277+00 278+00 279+00 280+00 281

WASHBURN
IRON
WORKS

BLDG

ASPH

CONC

GRAV

GAR

RSE

680 675 670 665 660 655 650 645

61A
RIM ELEV: 669.53'
INVERT ELEV: 663.25'

61
RIM ELEV: 669.76'
INVERT ELEV: 663.11'

61B
RIM ELEV: 669.03'
INVERT ELEV: 663.75'

61C
RIM ELEV: 669.53'
INVERT ELEV: 664.25'

63A
RIM ELEV: 667.53'
INVERT ELEV: 663.00'

63
RIM ELEV: 668.29'
INVERT ELEV: 662.50'

P-61B
SSPRC CLASS IV 18-INCH
INV 1: 663.75'
INV 2: 663.25'
LENGTH: 48 FT
SLOPE: 1.04%

P-61A
SSPRC CLASS IV 18-INCH
INV 1: 663.25'
INV 2: 663.11'
LENGTH: 30 FT
SLOPE: 0.48%

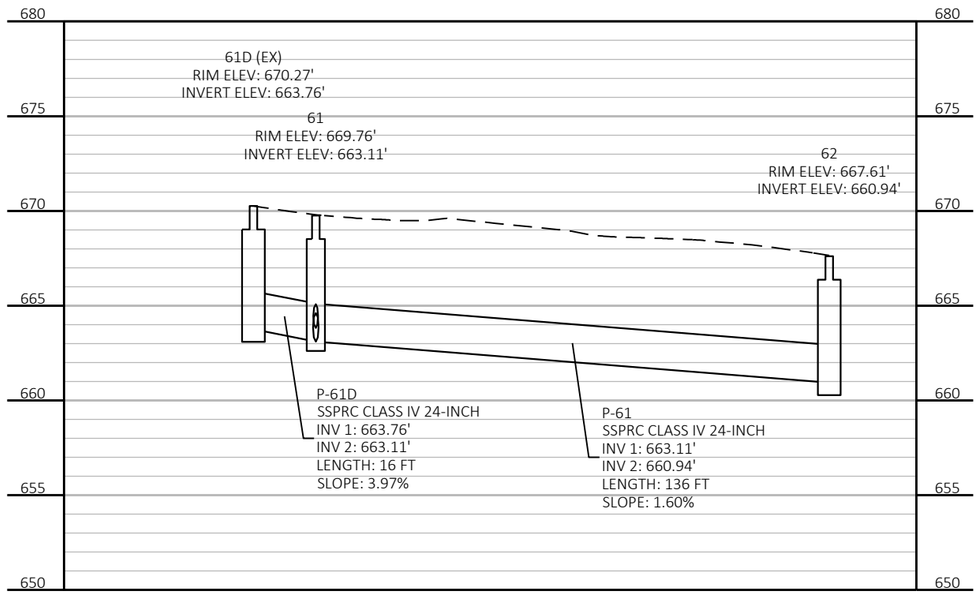
P-61C
SSPRC CLASS IV 15-INCH
INV 1: 664.25'
INV 2: 663.83'
LENGTH: 8 FT
SLOPE: 5.17%

P-63A
SSPRC CLASS IV 15-INCH
INV 1: 663.00'
INV 2: 662.75'
LENGTH: 47 FT
SLOPE: 0.53%

P-63
SSPRC CLASS IV 18-INCH
INV 1: 662.50'
INV 2: 660.55'
LENGTH: 187 FT
SLOPE: 1.04%

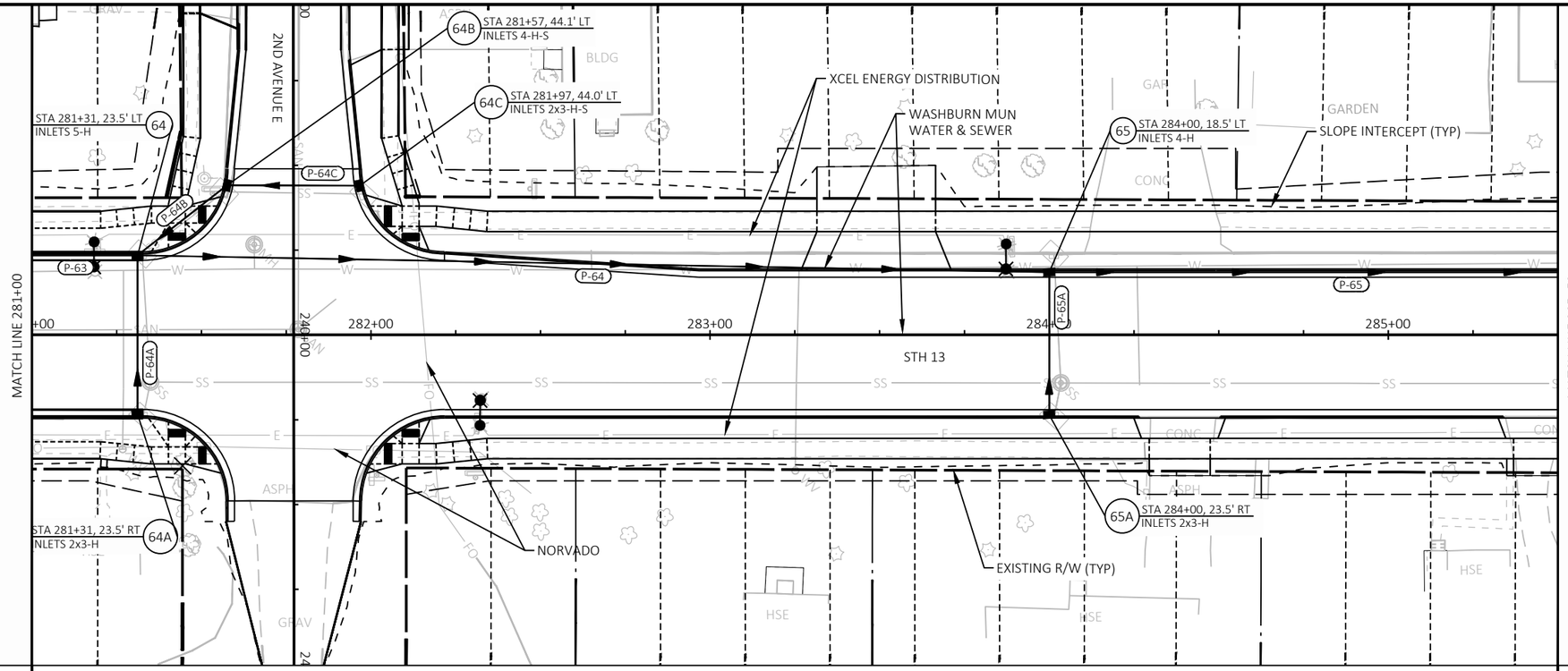
PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	STORM SEWER	SHEET 68	E

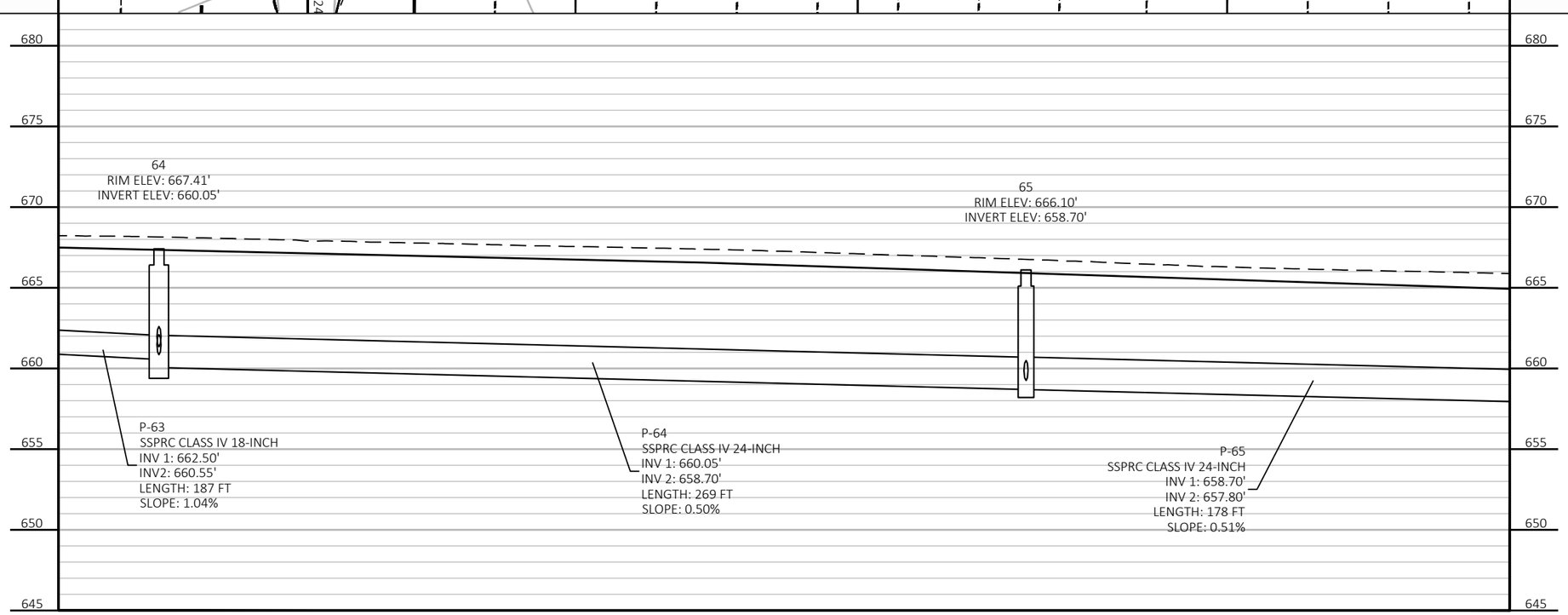
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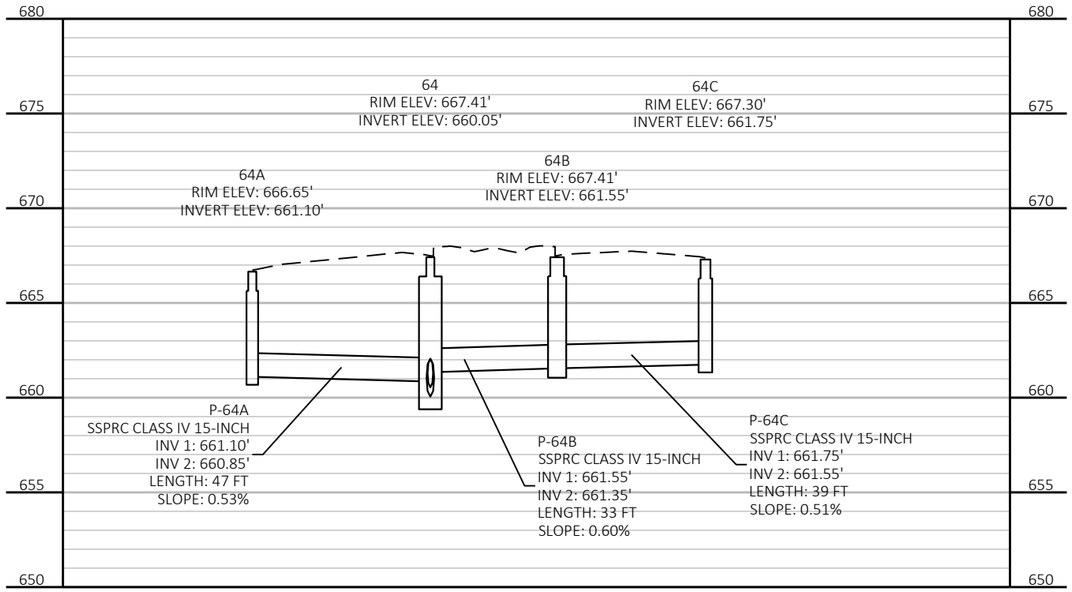
PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	STORM SEWER	SHEET 69	E

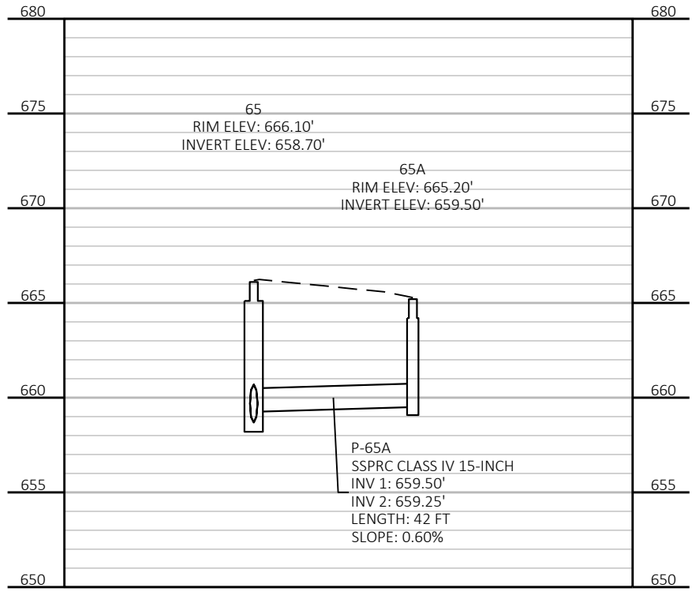
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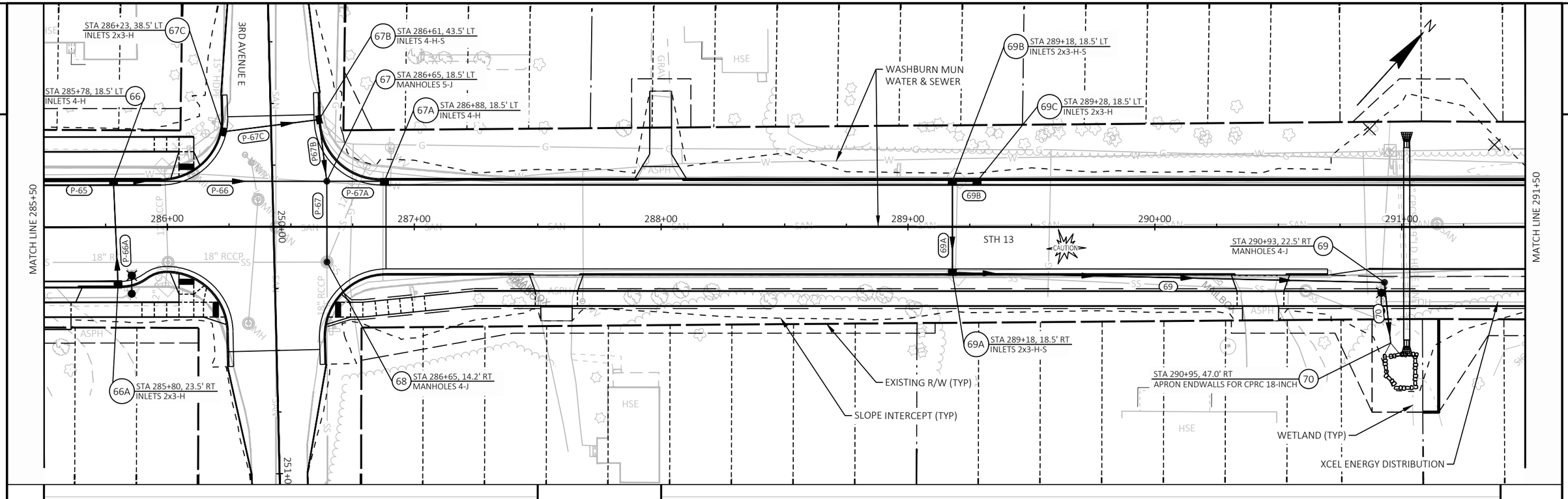


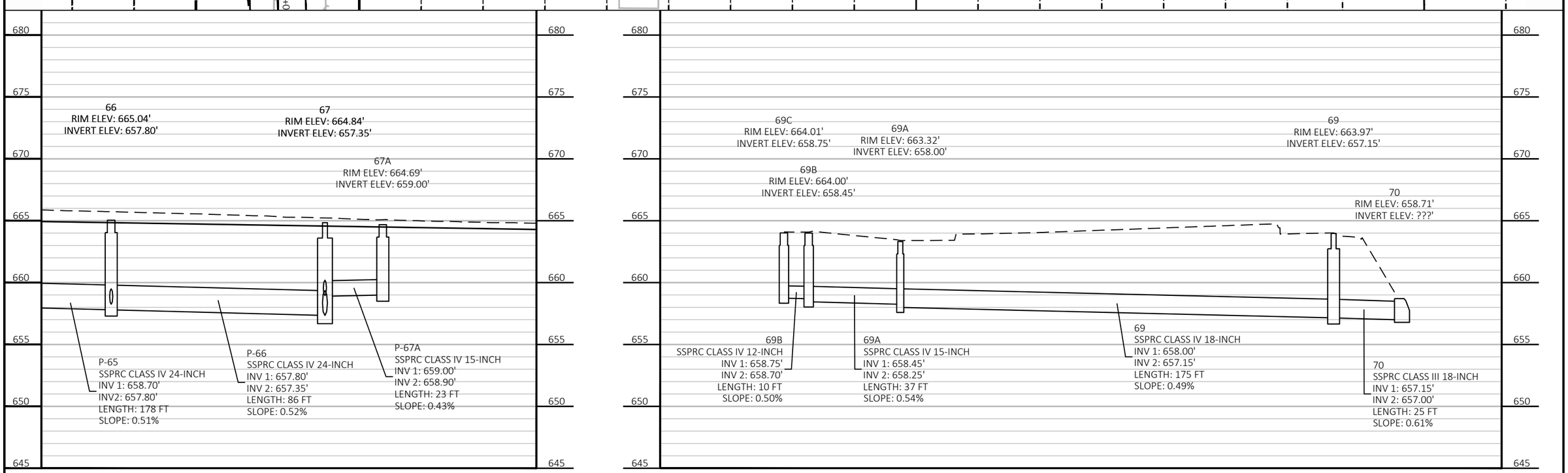
PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	STORM SEWER	SHEET 70	E


680
675
670
665
660
655
650
64
RIM ELEV: 667.41'
INVERT ELEV: 660.05'
64C
RIM ELEV: 667.30'
INVERT ELEV: 661.75'
64A
RIM ELEV: 666.65'
INVERT ELEV: 661.10'
64B
RIM ELEV: 667.41'
INVERT ELEV: 661.55'
P-64A
SSPRC CLASS IV 15-INCH
INV 1: 661.10'
INV 2: 660.85'
LENGTH: 47 FT
SLOPE: 0.53%
P-64B
SSPRC CLASS IV 15-INCH
INV 1: 661.55'
INV 2: 661.35'
LENGTH: 33 FT
SLOPE: 0.60%
P-64C
SSPRC CLASS IV 15-INCH
INV 1: 661.75'
INV 2: 661.55'
LENGTH: 39 FT
SLOPE: 0.51%

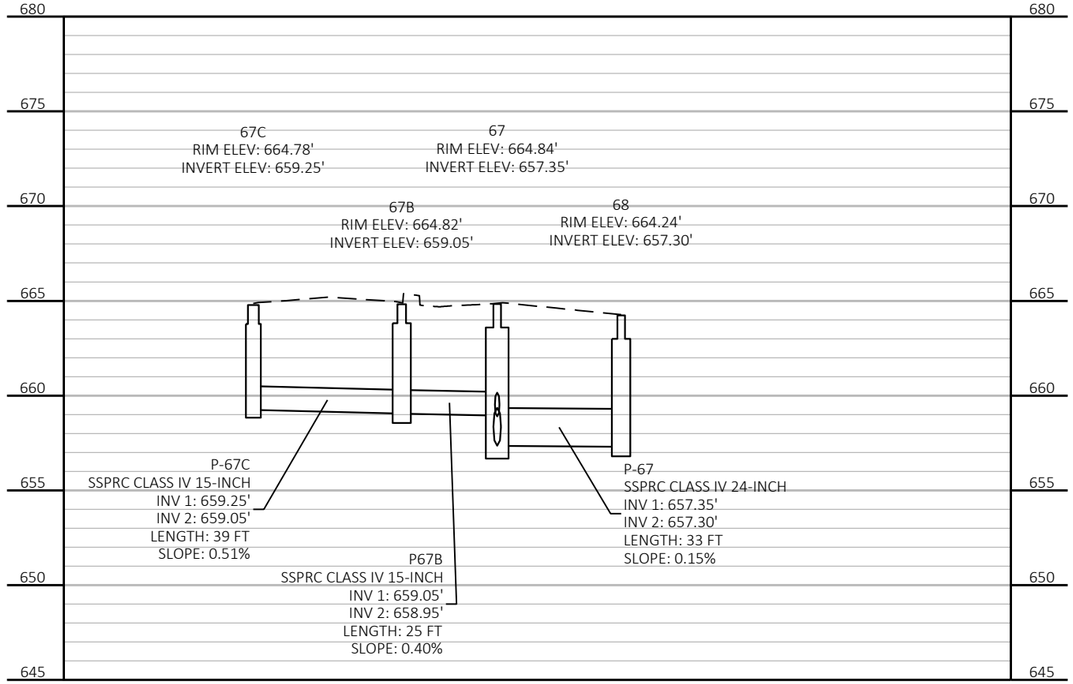

680
675
670
665
660
655
650
65
RIM ELEV: 666.10'
INVERT ELEV: 658.70'
65A
RIM ELEV: 665.20'
INVERT ELEV: 659.50'
P-65A
SSPRC CLASS IV 15-INCH
INV 1: 659.50'
INV 2: 659.25'
LENGTH: 42 FT
SLOPE: 0.60%

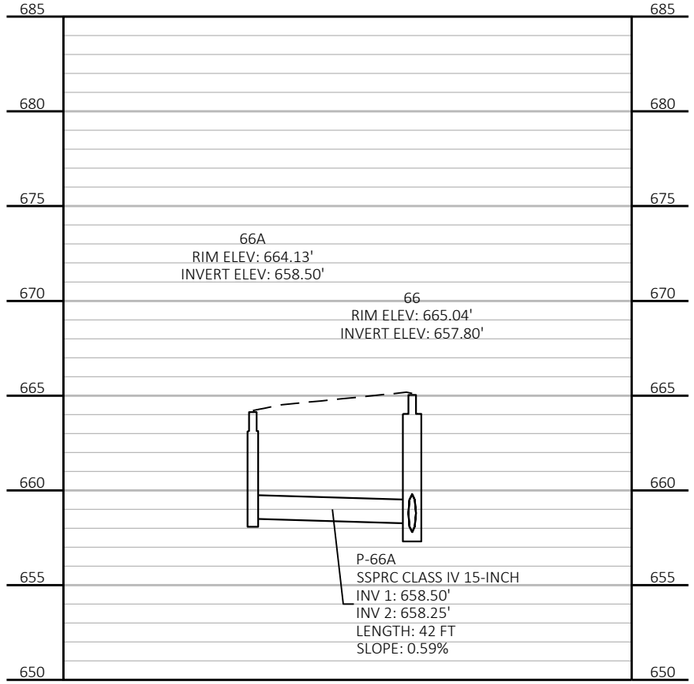
2





PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	STORM SEWER	SHEET 72	E


680
675
670
665
660
655
650
645
67C
RIM ELEV: 664.78'
INVERT ELEV: 659.25'
67
RIM ELEV: 664.84'
INVERT ELEV: 657.35'
67B
RIM ELEV: 664.82'
INVERT ELEV: 659.05'
68
RIM ELEV: 664.24'
INVERT ELEV: 657.30'
P-67C
SSPRC CLASS IV 15-INCH
INV 1: 659.25'
INV 2: 659.05'
LENGTH: 39 FT
SLOPE: 0.51%
P67B
SSPRC CLASS IV 15-INCH
INV 1: 659.05'
INV 2: 658.95'
LENGTH: 25 FT
SLOPE: 0.40%
P-67
SSPRC CLASS IV 24-INCH
INV 1: 657.35'
INV 2: 657.30'
LENGTH: 33 FT
SLOPE: 0.15%


685
680
675
670
665
660
655
650
66A
RIM ELEV: 664.13'
INVERT ELEV: 658.50'
66
RIM ELEV: 665.04'
INVERT ELEV: 657.80'
P-66A
SSPRC CLASS IV 15-INCH
INV 1: 658.50'
INV 2: 658.25'
LENGTH: 42 FT
SLOPE: 0.59%

2

2

2

MATCH LINE 291+50

MATCH LINE 296+00

WASHBURN MUN
WATER & SEWER

XCEL ENERGY

SLOPE INTERCEPT (TYP)

HSE

CAUTION

ASPH

CPCP

GRAVEL

292+00

293+00

294+00

295+00

296

STH 13

EXISTING R/W (TYP)

XCEL ENERGY DISTRIBUTION

WETLAND (TYP)

680

675

670

665

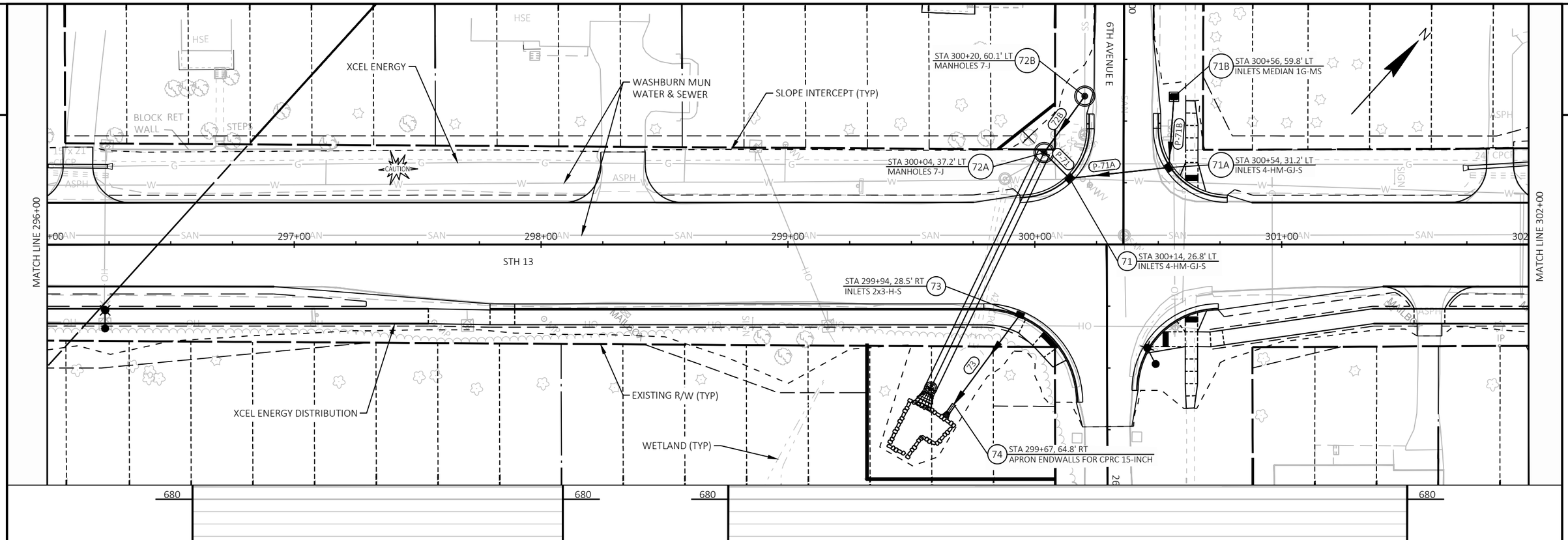
660

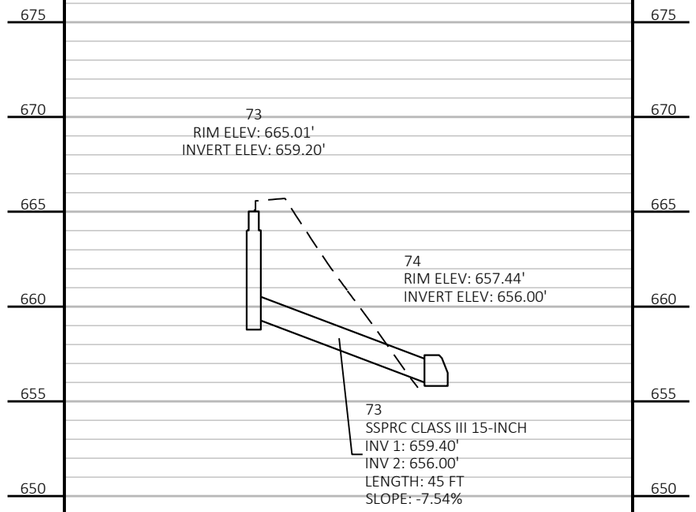
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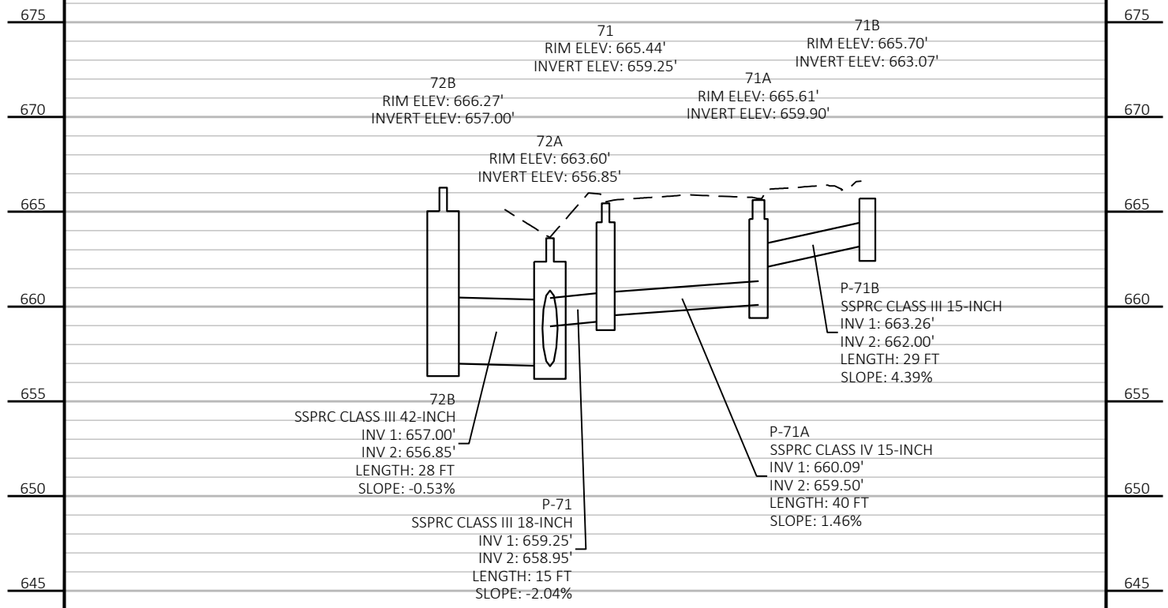
650

647

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	STORM SEWER	SHEET 74	E







PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	STORM SEWER	SHEET 75	E

2

2

WASHBURN MUN
WATER & SEWER

XCEL ENERGY

SLOPE INTERCEPT (TYP)

7TH AVENUE E

NORVADO

WOOD FENCE

MATCH LINE 302+00

MATCH LINE 307+00

303+00

304+00

305+00

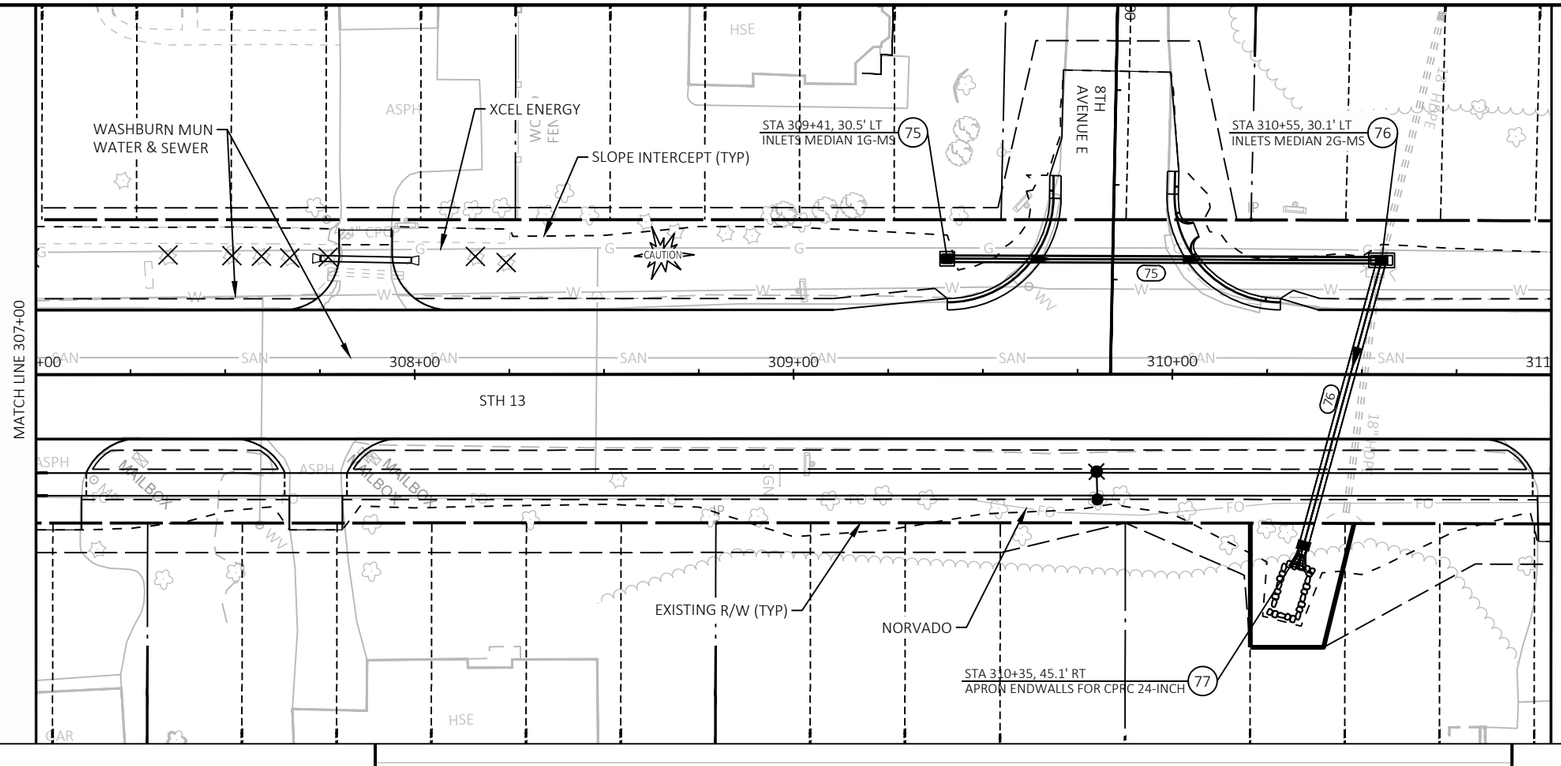
306+00

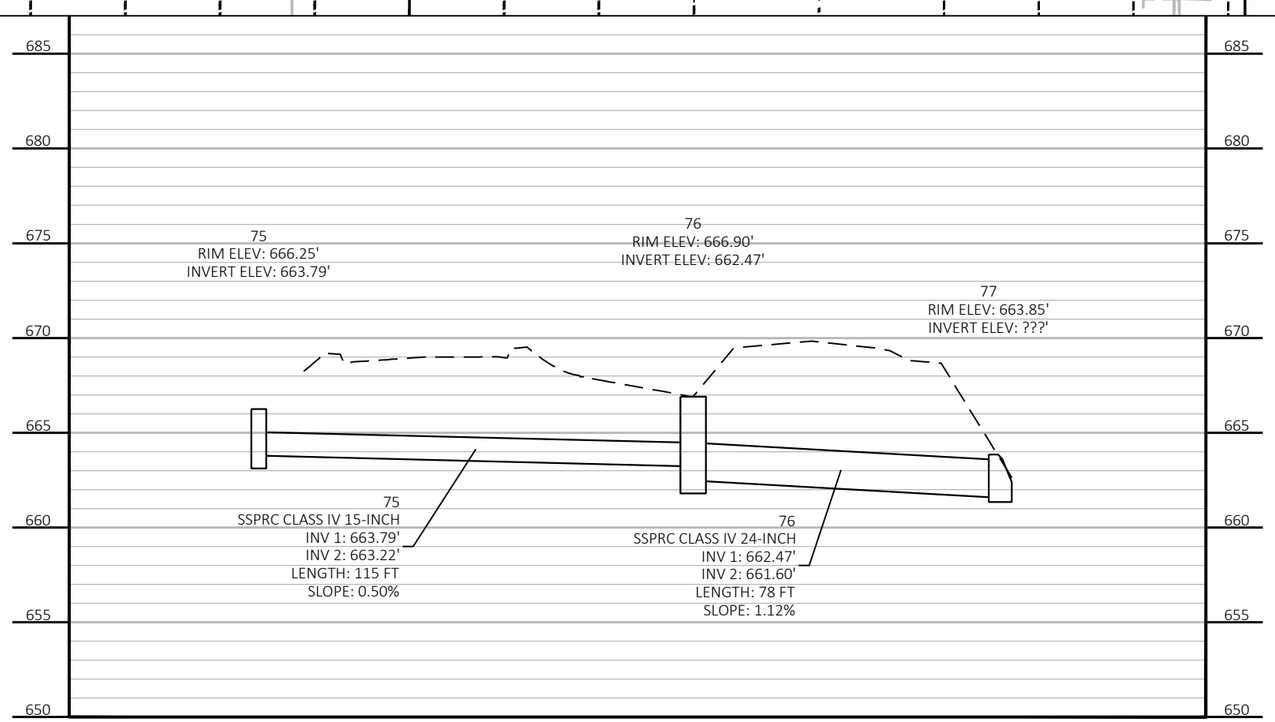
STH 13

WETLAND (TYP)

EXISTING R/W (TYP)

685
680
675
670
665
660
655
650
649





PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	STORM SEWER	SHEET 77	E

2

MATCH LINE 311+00

WASHBURN MUN WATER & SEWER

XCEL ENERGY

SLOPE INTERCEPT (TYP)

END PROJECT
STA 313+36.61

CAUTION

GRAV

312+00

313+00

314+00

315+00

316+00

STH 13

ASPH

MAILBOX

SAN

SUPERIOR AVENUE

NORVADO

EXISTING R/W (TYP)

XCEL ENERGY DISTRIBUTION

BRIGHTSPEED

HSE

685

680

675

670

665

660

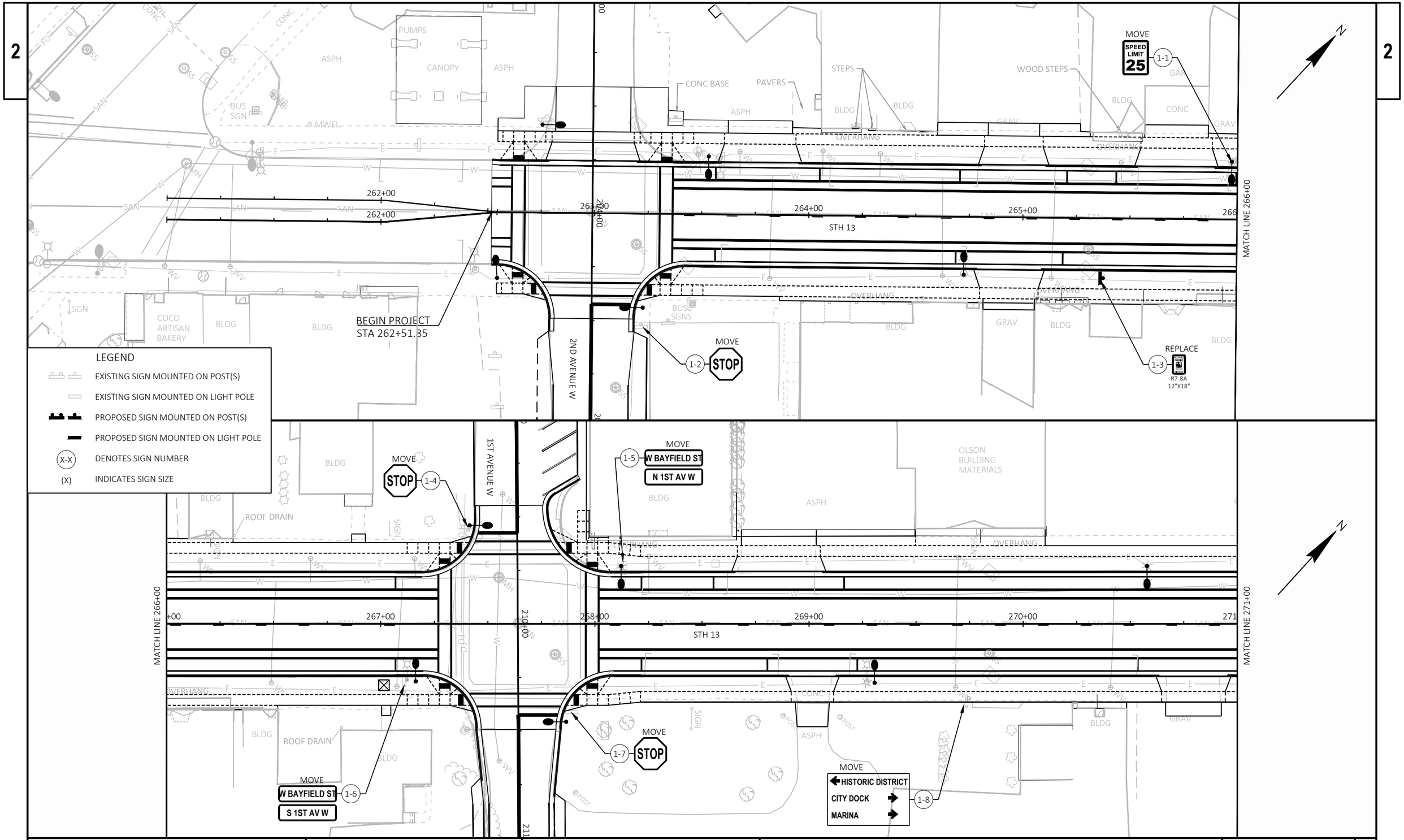
655

653

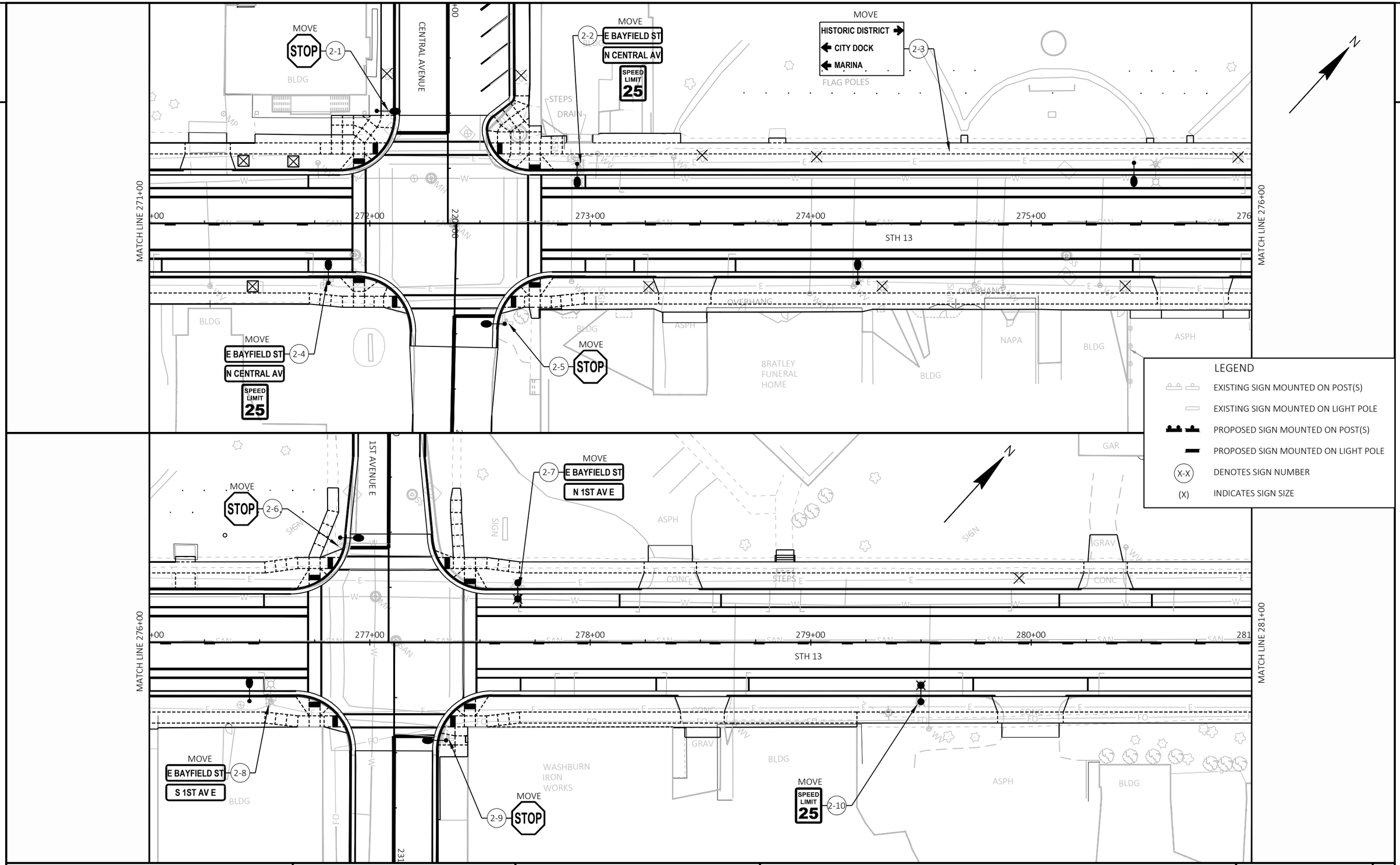
PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	STORM SEWER	SHEET 78	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 11

PLOT DATE : 7/30/2026 1:20 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:40 FT

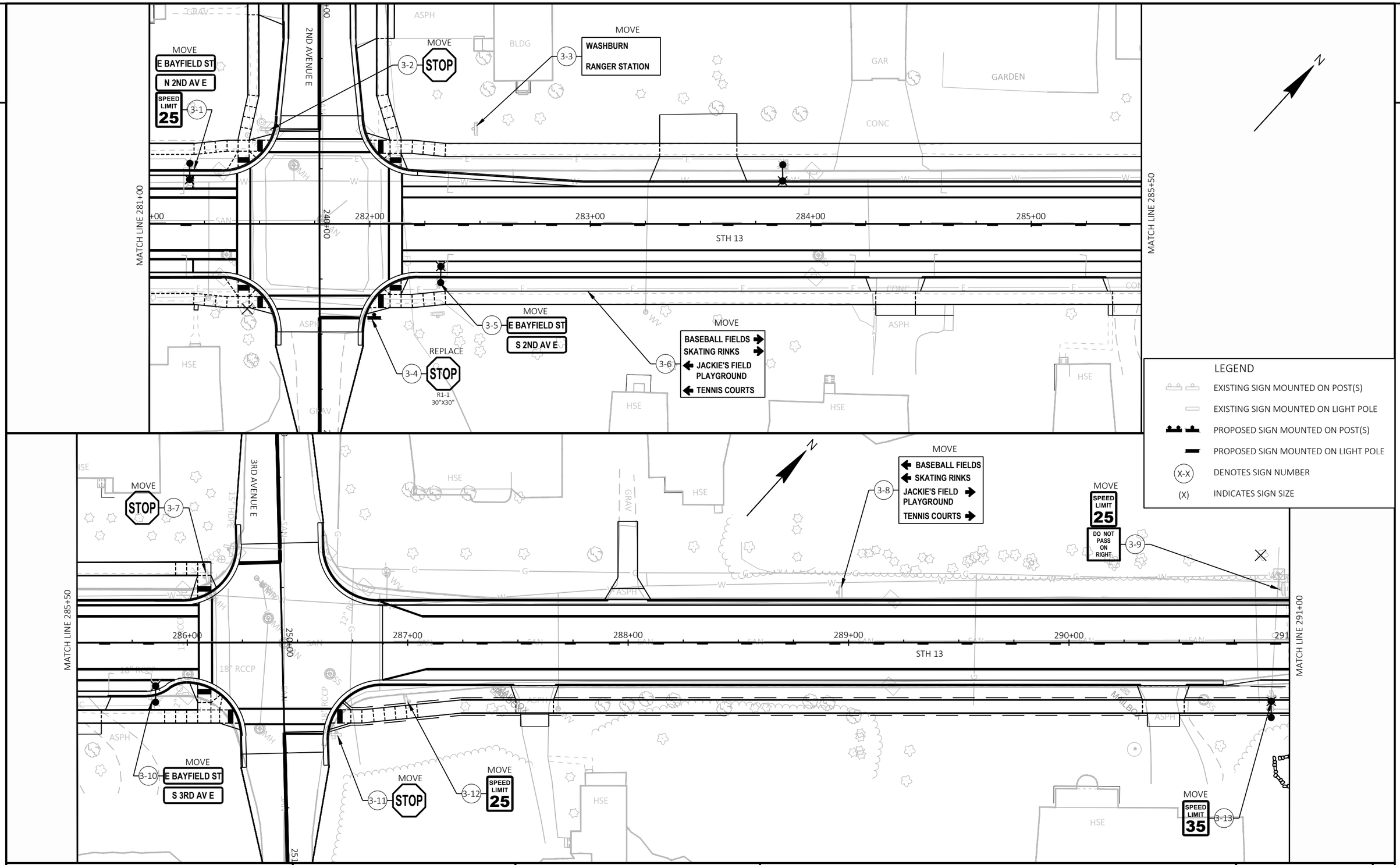


PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	PERMANENT SIGNING	SHEET 79 E



PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	PERMANENT SIGNING	SHEET 80	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 02
PLOT DATE : 7/30/2026 1:22 PM
PLOT BY : ANNIE JEROME
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 44


MOVE
E BAYFIELD ST
N 2ND AV E
SPEED LIMIT 25
3-1
2ND AVENUE E
MOVE
STOP
3-2
MOVE
WASHBURN
RANGER STATION
3-3
MATCH LINE 281+00
282+00
283+00
284+00
285+00
STH 13
MOVE
E BAYFIELD ST
S 2ND AV E
3-5
REPLACE
STOP
3-4
R1-1
30"X30"
MOVE
BASEBALL FIELDS
SKATING RINKS
JACKIE'S FIELD PLAYGROUND
TENNIS COURTS
3-6
MATCH LINE 285+50
LEGEND
EXISTING SIGN MOUNTED ON POST(S)
EXISTING SIGN MOUNTED ON LIGHT POLE
PROPOSED SIGN MOUNTED ON POST(S)
PROPOSED SIGN MOUNTED ON LIGHT POLE
X-X DENOTES SIGN NUMBER
(X) INDICATES SIGN SIZE
3RD AVENUE E
MOVE
STOP
3-7
MOVE
BASEBALL FIELDS
SKATING RINKS
JACKIE'S FIELD PLAYGROUND
TENNIS COURTS
3-8
MOVE
SPEED LIMIT 25
DO NOT PASS ON RIGHT
3-9
MATCH LINE 285+50
286+00
287+00
288+00
289+00
290+00
291
STH 13
MATCH LINE 291+00
MOVE
E BAYFIELD ST
S 3RD AV E
3-10
MOVE
STOP
3-11
MOVE
SPEED LIMIT 25
3-12
MOVE
SPEED LIMIT 35
3-13

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON LIGHT POLE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON LIGHT POLE
- (X-X) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

MATCH LINE 291+00

MATCH LINE 296+00

MATCH LINE 296+00

MATCH LINE 302+00

STH 13

MOVE
MEMORIAL PARK CAMPGROUND
4-1

MOVE
SPEED LIMIT 35
4-2

MOVE
STOP
4-3

REPLACE
W11-6 30"X30"
ATV XING
W11-50P 24"X18"
4-4

MOVE
E BAYFIELD ST
N 6TH AV E
4-5

MOVE
MEMORIAL PARK CAMPGROUND
4-7

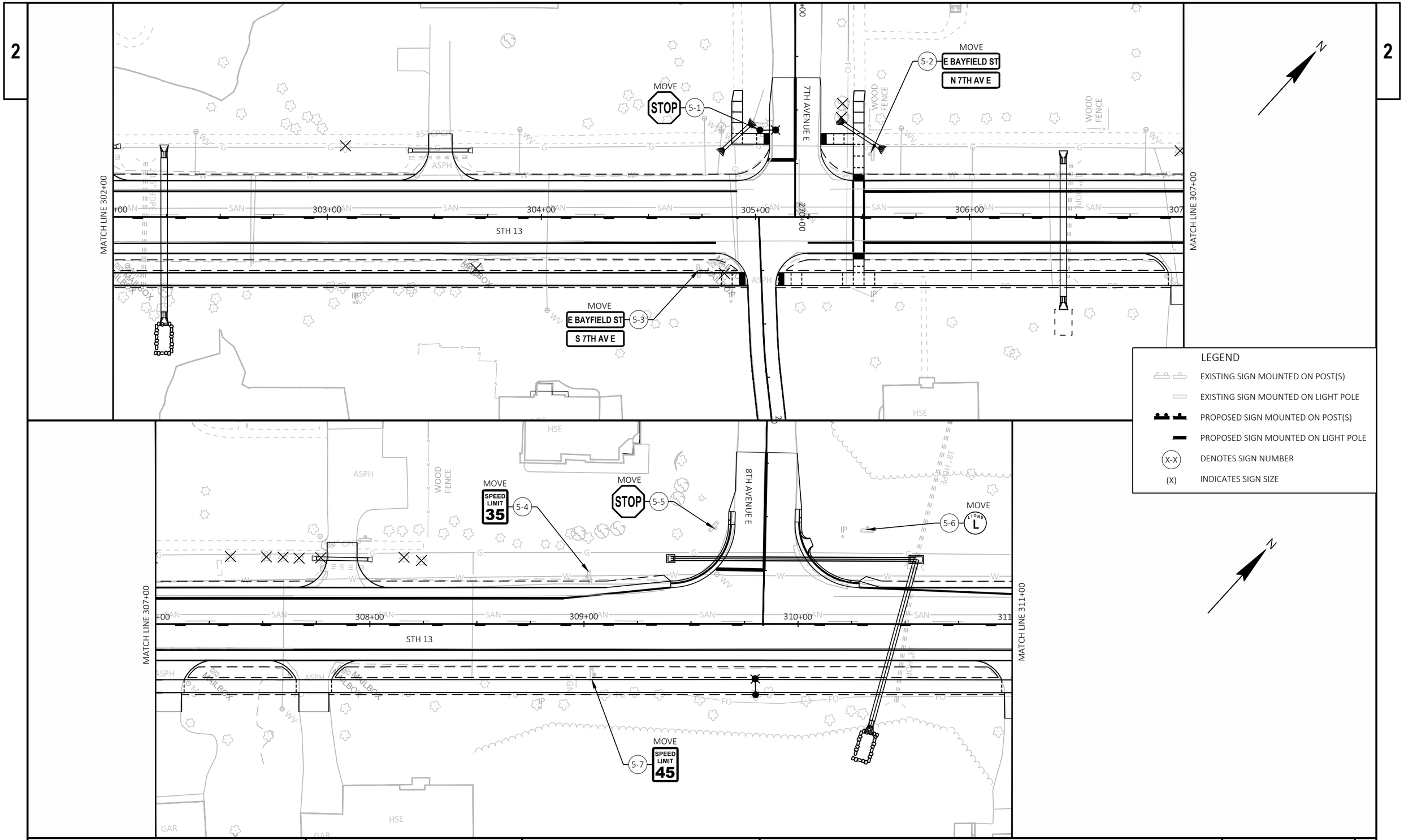
MOVE
STOP
4-8

6TH AVENUE E

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	PERMANENT SIGNING	SHEET 82	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 04

PLOT DATE : 7/30/2026 1:38 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : ##########



PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	PERMANENT SIGNING	SHEET 83	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 05

PLOT DATE : 7/30/2026 2:08 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : ##########

2

MOVE
SPEED LIMIT 45
6-1

END PROJECT
STA 313+36.61

MATCH LINE 311+00

311+00
312+00
313+00
314+00
315+00
316+00

STH 13

SUPERIOR AVENUE

MOVE
6-2
E BAYFIELD ST
SUPERIOR AV

LEGEND

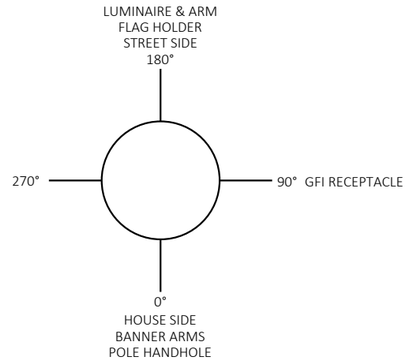
- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON LIGHT POLE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON LIGHT POLE
- X-X DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	PERMANENT SIGNING	SHEET 84	E

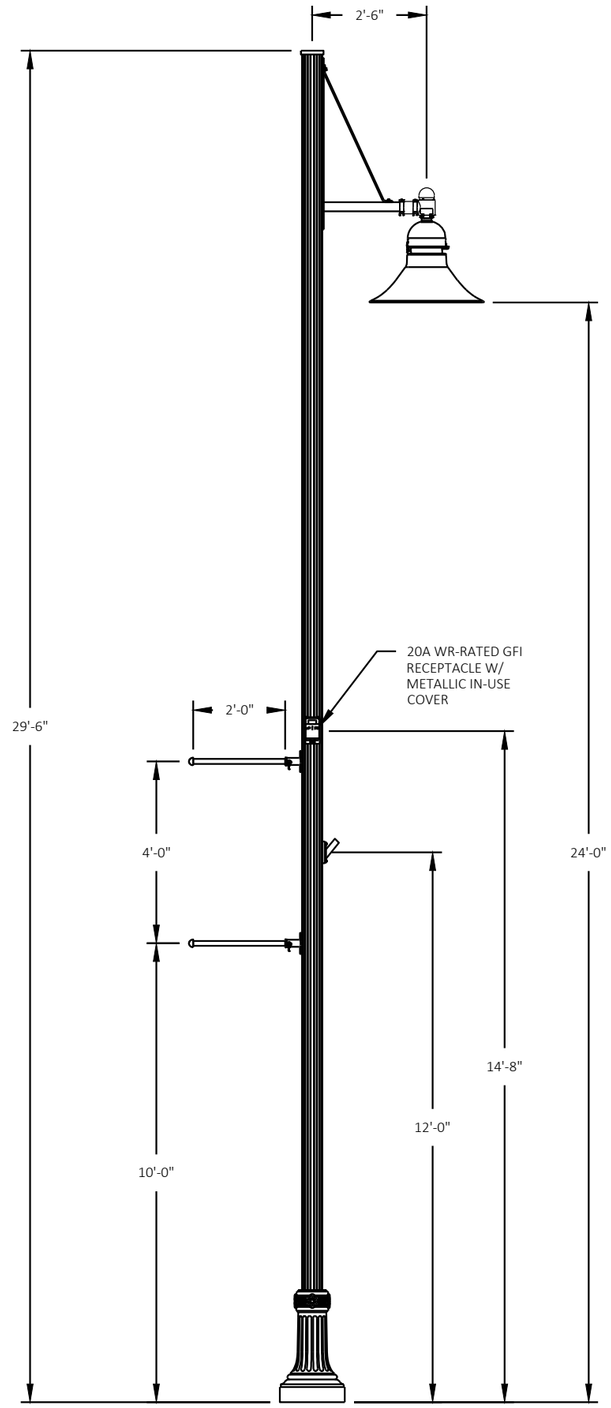
FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 06
PLOT DATE : 7/30/2026 1:09 PM
PLOT BY : ANNIE JEROME
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

EQUIPMENT SCHEDULE

SYMBOL	DESCRIPTION	WATTAGE & CCT	LUMENS	MOUNTING	OPTICS	COLOR & FINISH	MANUFACTURER & SERIES #
	LIGHTING UNIT TYPE SPECIAL LED PENDANT STYLE LUMINAIRE ON DECORATIVE ARM AND ROUND FLUTED ALUMINUM POLE WITH DECORATIVE BASE, BANNER ARMS, FLAG HOLDER, AND 20A WR-RATED GFI RECEPTACLE W/ METALLIC IN-USE COVER	95 WATT LED 2700K	10810	29'-6" POLE ON LIGHT BASE TYPE SPECIAL	ASYMMETRIC	BLACK POWDER COAT	HOLOPHANE - LUMINAIRE: GPLF3-P50-27K-MVOLT-ASY-QSM-BKH-AO ARM: LSC-29IN-1A-SL6-BKH-RFDXXXXXX ARM FITTER: GWDF-QSM-BKH POLE: NYA-29.5-SL6-17D-PLN-BKH-GRD-FGIUS-BKH-AB-27-4-TMP40010 BANNER ARMS: (2)BA-24IN-1A-BO-SL6-BL-100P-BKH FLAG HOLDER: FPH-1F-BO-SL6-100P-BKH



LIGHTING UNIT ORIENTATION DETAIL



LIGHTING UNIT TYPE SPECIAL DETAIL

2

GENERAL NOTES:

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER EXCEPT WHEN EXCAVATING WITHIN 18-INCHES OF UNDERGROUND UTILITIES. WHEN EXCAVATING WITHIN 18-INCHES OF UTILITIES THE BASE SHALL BE DUG BY HAND.

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

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

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

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

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 2 INCHES.

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

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

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED.

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

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

A NO. 6 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

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

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

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

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

(2) ANCHOR RODS BY POLE SUPPLIER. TWO GALVANIZED HEX NUTS & WASHERS PER ANCHOR BOLT.

(3) (6) NO. 4 X 4'-8" BAR STEEL REINFORCEMENT.

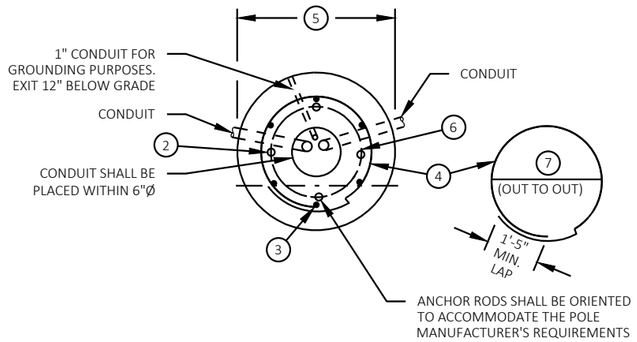
(4) (5) NO. 4 X 6'-2" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

(5) 24".

(6) BOLT CIRCLE AND ORIENTATION PER POLE MANUFACTURER'S REQUIREMENTS.

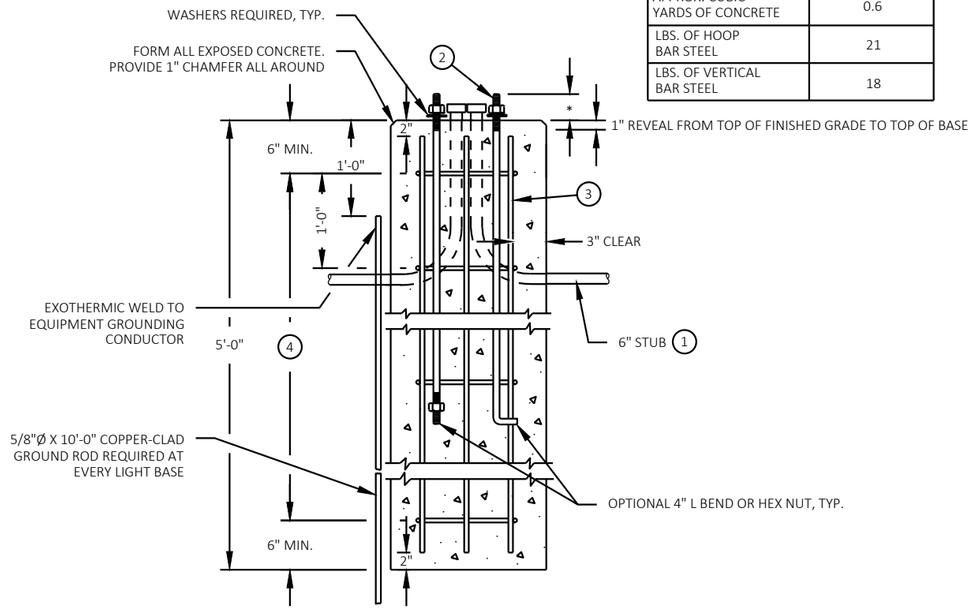
(7) DIAMETER SIZE TO CONTAIN ANCHOR BOLTS.

BOLT CIRCLE SHALL BE PERFECTLY CENTERED IN CONCRETE BASE. ANY BASE THAT FAILS TO MEET THIS REQUIREMENT SHALL BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.



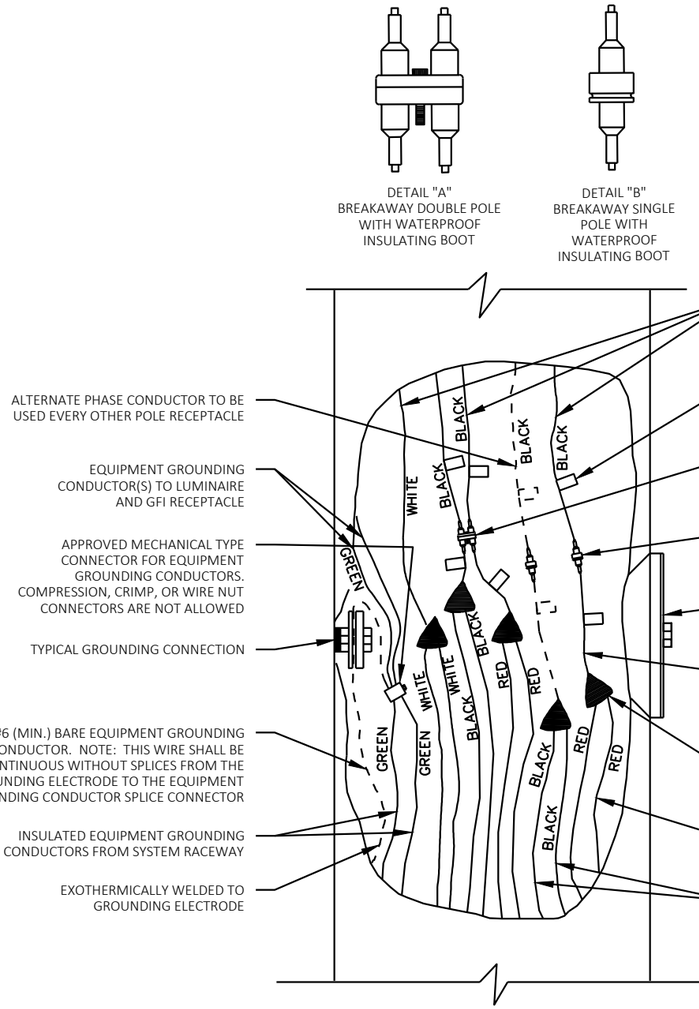
*ANCHOR ROD PROJECTION SHALL BE PER MANUFACTURERS REQUIREMENTS.

QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	0.6
LBS. OF HOOP BAR STEEL	21
LBS. OF VERTICAL BAR STEEL	18



CONCRETE BASE TYPE SPECIAL DETAILS

2



2 WIRE - 240 VAC (UNGROUNDED CONDUCTOR)
FOR LIGHTING
AND
3 WIRE - 120 VAC (UNGROUNDED CONDUCTOR)
WITH GROUNDED CONDUCTOR AND EQUIPMENT
GROUNDING CONDUCTOR FOR GFI RECEPTACLES

POLE WIRING DETAIL

GENERAL LIGHTING NOTES:

1. ALL CONDUCTORS SHALL BE (2)#6 (LIGHTING), (3)#4 (RECEPTACLES), & (1)#6 GND UNLESS NOTED OTHERWISE.

STA 262+75, 41.1'LT
SP-2.5-L3-R6 -(LCC-B-32)

COUPLE TO EXISTING 2" NMC CONDUIT AND EXTEND INTO NEW LIGHTING UNIT B-32

BEGIN PROJECT
STA 262+51.85

COUPLE TO EXISTING 2" NMC CONDUIT AND EXTEND INTO NEW LIGHTING UNIT B-12

STA 262+52, 30.6'RT
SP-2.5-L2-R3 -(LCC-B-12)

STA 263+53, 27.0'LT
SP-2.5-L3-R5 -(LCC-B-31)

STA 263+23, 43.9'RT
SP-2.5-L2-R4 -(LCC-B-13)

STA 264+73, 27.0'RT
SP-2.5-L2-R3 -(LCC-B-14)

STA 265+97, 27.0'LT
SP-2.5-L3-R6 -(LCC-B-30)

STA 267+42, 45.9'LT
SP-2.5-L3-R5 -(LCC-B-29)

STA 267+16, 26.8'RT
SP-2.5-L2-R4 -(LCC-B-15)

STA 267+87, 45.7'RT
SP-2.5-L2-R3 -(LCC-B-16)

STA 268+12, 27.0'LT
SP-2.5-L3-R6 -(LCC-B-28)

STA 269+27, 27.0'RT
SP-2.5-L2-R4 -(LCC-B-17)

STA 270+58, 27.0'LT
SP-2.5-L3-R5 -(LCC-B-27)

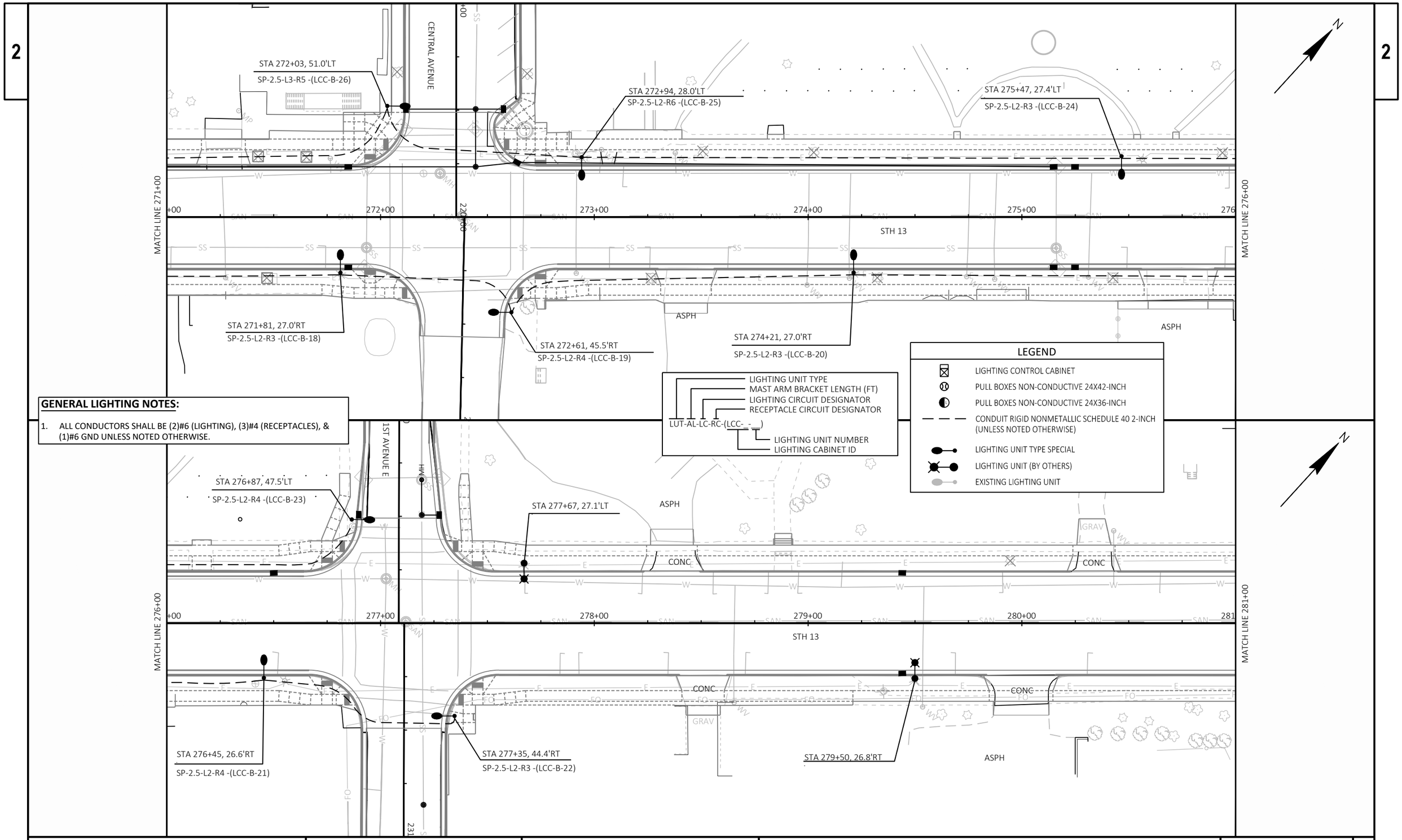
LUT-AL-LC-RC-(LCC-__)
- LIGHTING UNIT TYPE
- MAST ARM BRACKET LENGTH (FT)
- LIGHTING CIRCUIT DESIGNATOR
- RECEPTACLE CIRCUIT DESIGNATOR
- LIGHTING UNIT NUMBER
- LIGHTING CABINET ID

LEGEND

- LIGHTING CONTROL CABINET
- PULL BOXES NON-CONDUCTIVE 24X42-INCH
- PULL BOXES NON-CONDUCTIVE 24X36-INCH
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (UNLESS NOTED OTHERWISE)
- LIGHTING UNIT TYPE SPECIAL
- LIGHTING UNIT (BY OTHERS)
- EXISTING LIGHTING UNIT

MATCH LINE 266+00
MATCH LINE 271+00
STH 13
2ND AVENUE W
1ST AVENUE W

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	LIGHTING PLAN	SHEET 88 E



GENERAL LIGHTING NOTES:

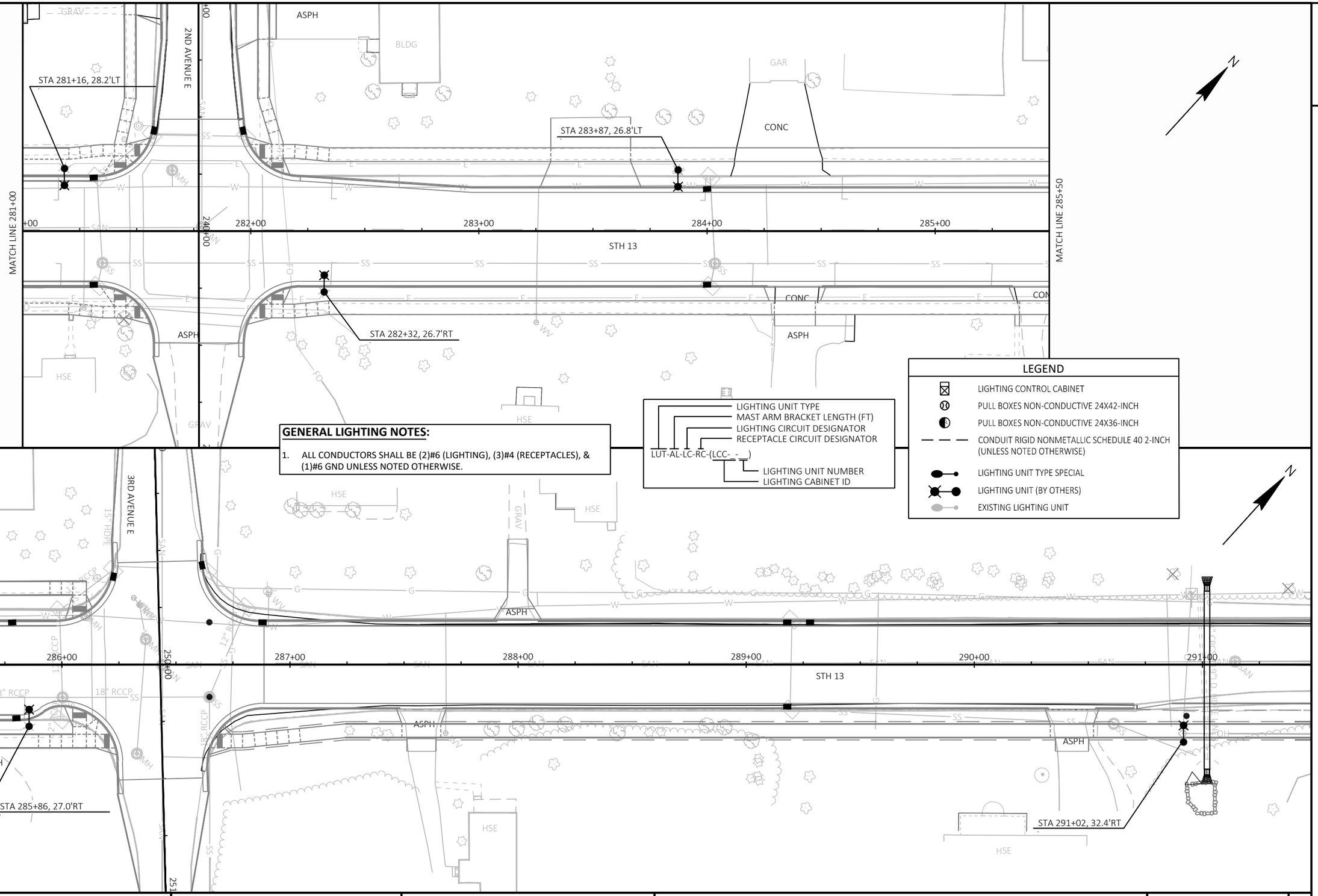
1. ALL CONDUCTORS SHALL BE (2)#6 (LIGHTING), (3)#4 (RECEPTACLES), & (1)#6 GND UNLESS NOTED OTHERWISE.

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	LIGHTING PLAN	SHEET 89	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\023501_LP.DWG
LAYOUT NAME - 02

PLOT DATE : 8/3/2026 10:39 AM PLOT BY : JARROD STARREN PLOT NAME : PLOT SCALE : ##########

2



GENERAL LIGHTING NOTES:

1. ALL CONDUCTORS SHALL BE (2)#6 (LIGHTING), (3)#4 (RECEPTACLES), & (1)#6 GND UNLESS NOTED OTHERWISE.

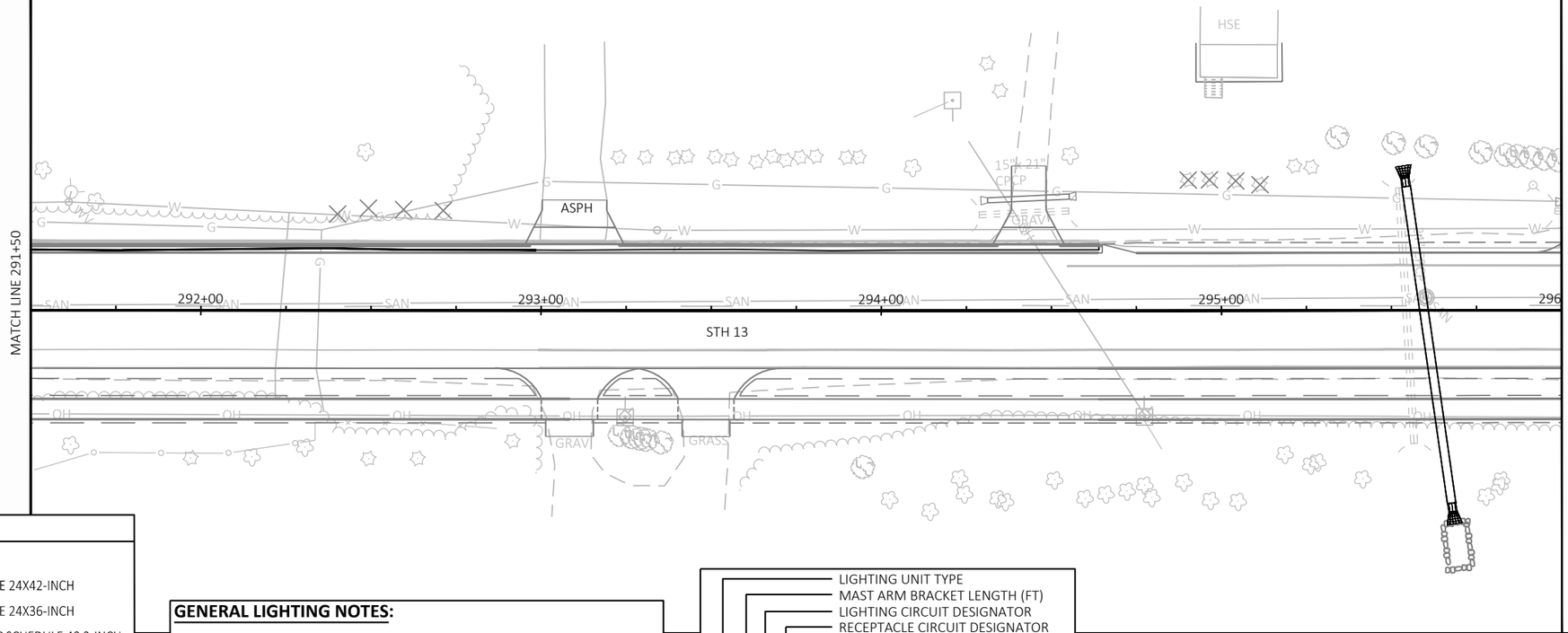
LUT-AL-LC-RC-(LCC- -)

- LUT — LIGHTING UNIT TYPE
- AL — MAST ARM BRACKET LENGTH (FT)
- LC — LIGHTING CIRCUIT DESIGNATOR
- RC — RECEPTACLE CIRCUIT DESIGNATOR
- LCC — LIGHTING CABINET ID
- - — LIGHTING UNIT NUMBER

LEGEND

- LIGHTING CONTROL CABINET
- PULL BOXES NON-CONDUCTIVE 24X42-INCH
- PULL BOXES NON-CONDUCTIVE 24X36-INCH
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (UNLESS NOTED OTHERWISE)
- LIGHTING UNIT TYPE SPECIAL
- LIGHTING UNIT (BY OTHERS)
- EXISTING LIGHTING UNIT

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	LIGHTING PLAN	SHEET 90	E



LEGEND

- LIGHTING CONTROL CABINET
- PULL BOXES NON-CONDUCTIVE 24X42-INCH
- PULL BOXES NON-CONDUCTIVE 24X36-INCH
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (UNLESS NOTED OTHERWISE)
- LIGHTING UNIT TYPE SPECIAL
- LIGHTING UNIT (BY OTHERS)
- EXISTING LIGHTING UNIT

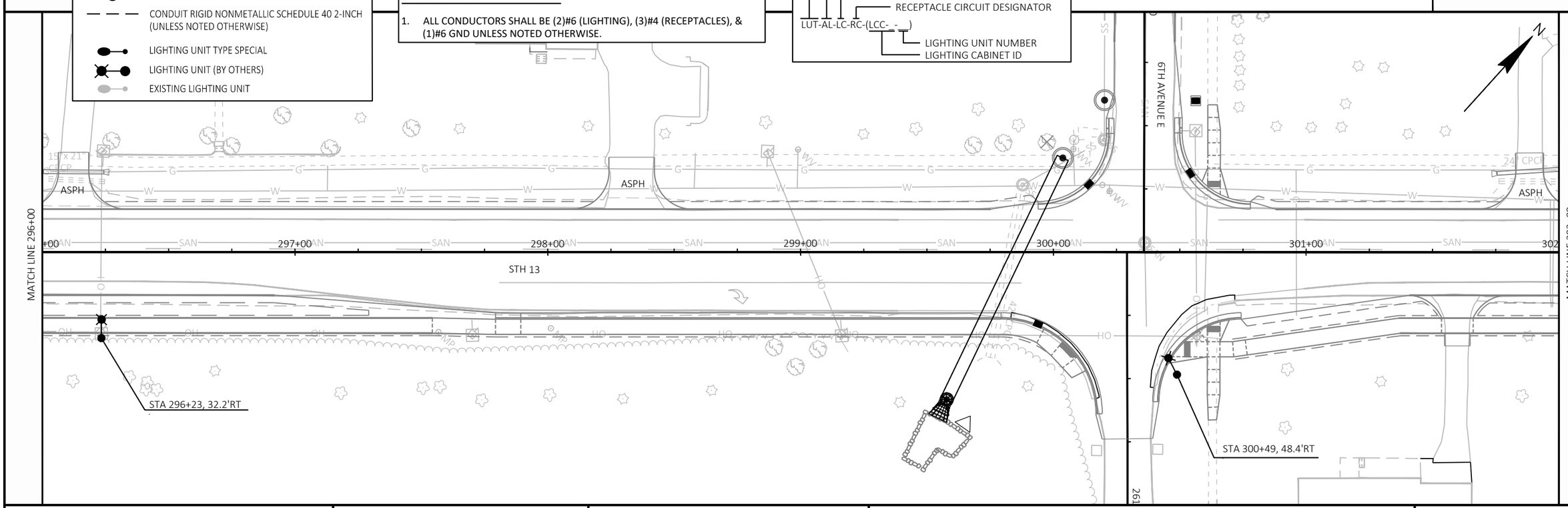
GENERAL LIGHTING NOTES:

1. ALL CONDUCTORS SHALL BE (2)#6 (LIGHTING), (3)#4 (RECEPTACLES), & (1)#6 GND UNLESS NOTED OTHERWISE.

- LIGHTING UNIT TYPE
- MAST ARM BRACKET LENGTH (FT)
- LIGHTING CIRCUIT DESIGNATOR
- RECEPTACLE CIRCUIT DESIGNATOR

LUT-AL-LC-RC-(LCC- -)

- LIGHTING UNIT NUMBER
- LIGHTING CABINET ID



PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	LIGHTING PLAN	SHEET 91	E

2

MOVE LIGHT POLE BY OTHERS

STA 305+02, 40.5'LT

7TH AVENUE E

15" CPCP

ASPH

MATCH LINE 302+00

MATCH LINE 307+00

+00 303+00 304+00 305+00 306+00 307

STH 13

ASPH

LEGEND

- LIGHTING CONTROL CABINET
- PULL BOXES NON-CONDUCTIVE 24X42-INCH
- PULL BOXES NON-CONDUCTIVE 24X36-INCH
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (UNLESS NOTED OTHERWISE)
- LIGHTING UNIT TYPE SPECIAL
- LIGHTING UNIT (BY OTHERS)
- EXISTING LIGHTING UNIT

LUT-AL-LC-RC-(LCC- - _)

- LIGHTING UNIT TYPE
- MAST ARM BRACKET LENGTH (FT)
- LIGHTING CIRCUIT DESIGNATOR
- RECEPTACLE CIRCUIT DESIGNATOR
- LIGHTING UNIT NUMBER
- LIGHTING CABINET ID

GENERAL LIGHTING NOTES:

1. ALL CONDUCTORS SHALL BE (2)#6 (LIGHTING), (3)#4 (RECEPTACLES), & (1)#6 GND UNLESS NOTED OTHERWISE.

ASPH

8TH AVENUE E

MATCH LINE 307+00

MATCH LINE 311+00

+00 308+00 309+00 310+00 311

EP: 280+00.00

STH 13

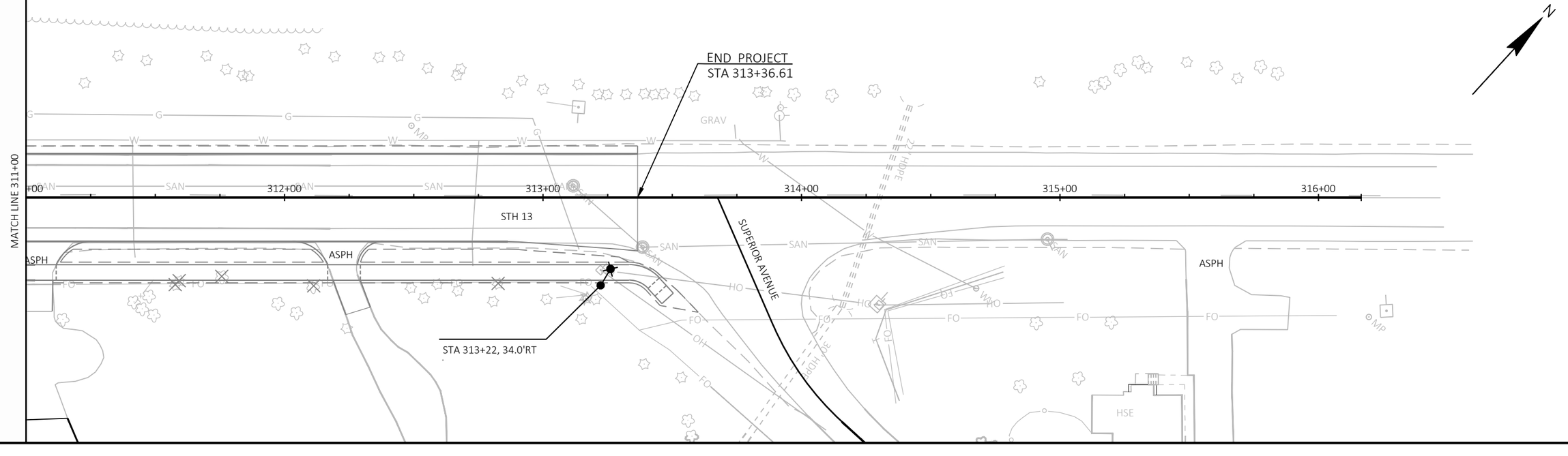
ASPH ASPH

STA 309+80, 33.1'RT

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	LIGHTING PLAN	SHEET 92	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\023501_LP.DWG
LAYOUT NAME - 05
PLOT DATE : 7/30/2026 1:10 PM
PLOT BY : ANNIE JEROME
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

2



GENERAL LIGHTING NOTES:

1. ALL WORK ON THIS SHEET PROVIDED BY OTHERS. SHEET IS PROVIDED AS INFORMATION ONLY.

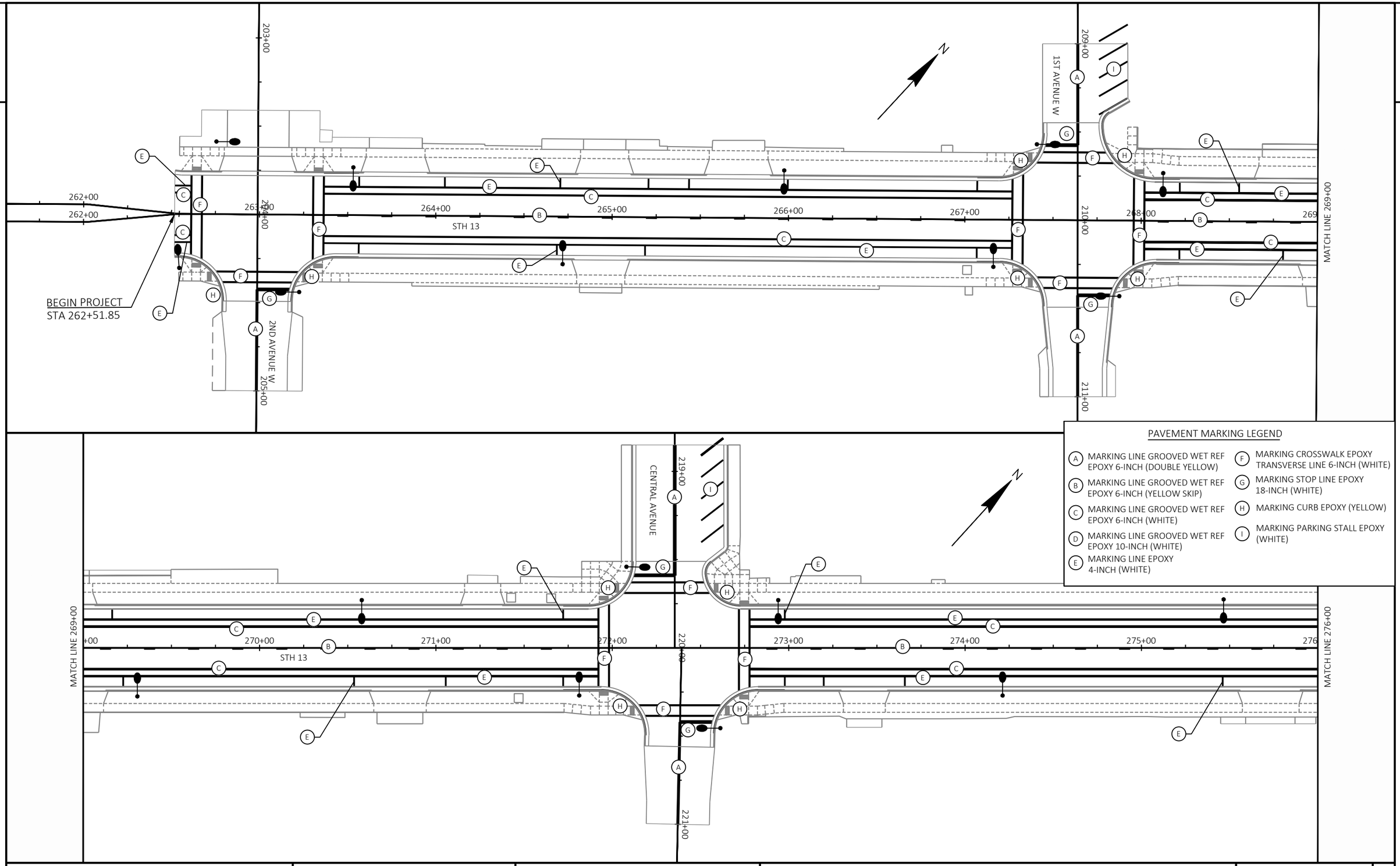
LUT-AL-LC-RC-(LCC-_ - __)

- LUT — LIGHTING UNIT TYPE
- AL — MAST ARM BRACKET LENGTH (FT)
- LC — LIGHTING CIRCUIT DESIGNATOR
- RC — RECEPTACLE CIRCUIT DESIGNATOR
- LCC — LIGHTING CABINET ID
- __ — LIGHTING UNIT NUMBER

LEGEND

- LIGHTING CONTROL CABINET
- PULL BOXES NON-CONDUCTIVE 24X42-INCH
- PULL BOXES NON-CONDUCTIVE 24X36-INCH
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (UNLESS NOTED OTHERWISE)
- LIGHTING UNIT TYPE SPECIAL
- LIGHTING UNIT (BY OTHERS)
- EXISTING LIGHTING UNIT

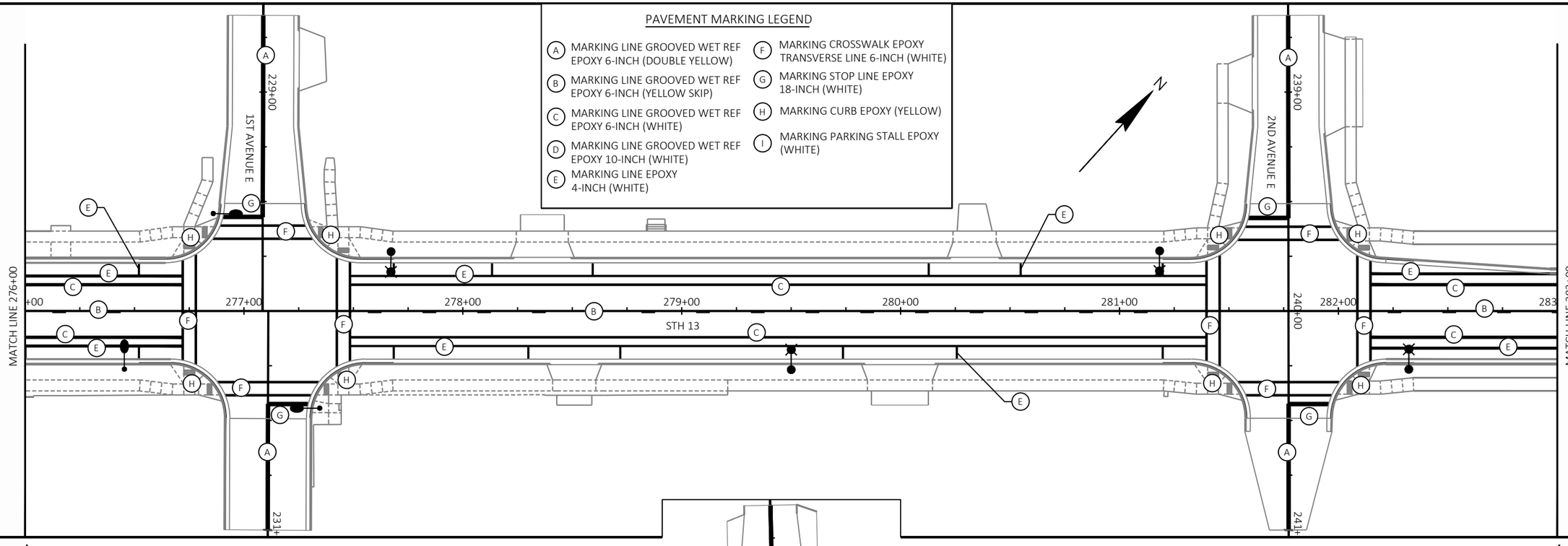
PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	LIGHTING PLAN	SHEET 93	E



PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	PAVEMENT MARKING	SHEET 94	E

PAVEMENT MARKING LEGEND

- (A) MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
- (B) MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW SKIP)
- (C) MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- (D) MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
- (E) MARKING LINE EPOXY 4-INCH (WHITE)
- (F) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (G) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (H) MARKING CURB EPOXY (YELLOW)
- (I) MARKING PARKING STALL EPOXY (WHITE)



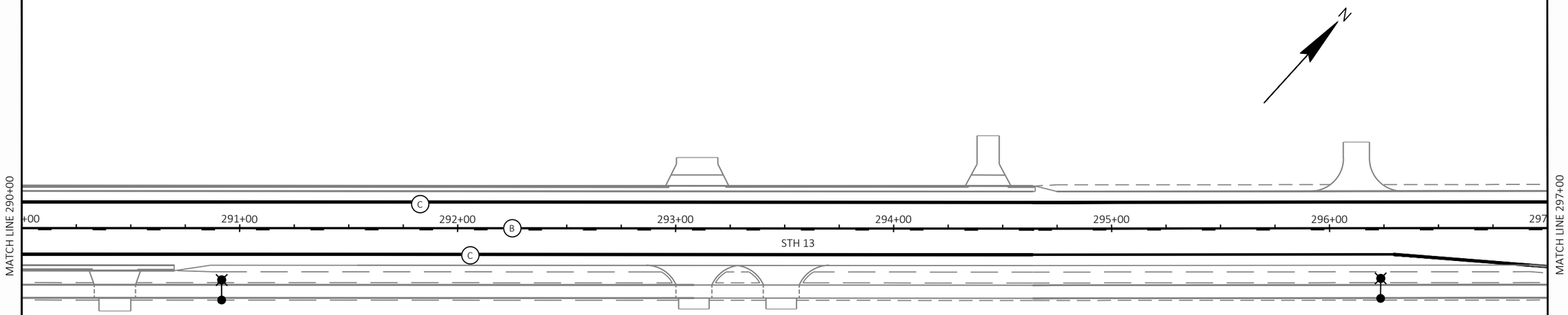
PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	PAVEMENT MARKING	SHEET 95	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 02

PLOT DATE : 7/30/2026 1:28 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:50 FT

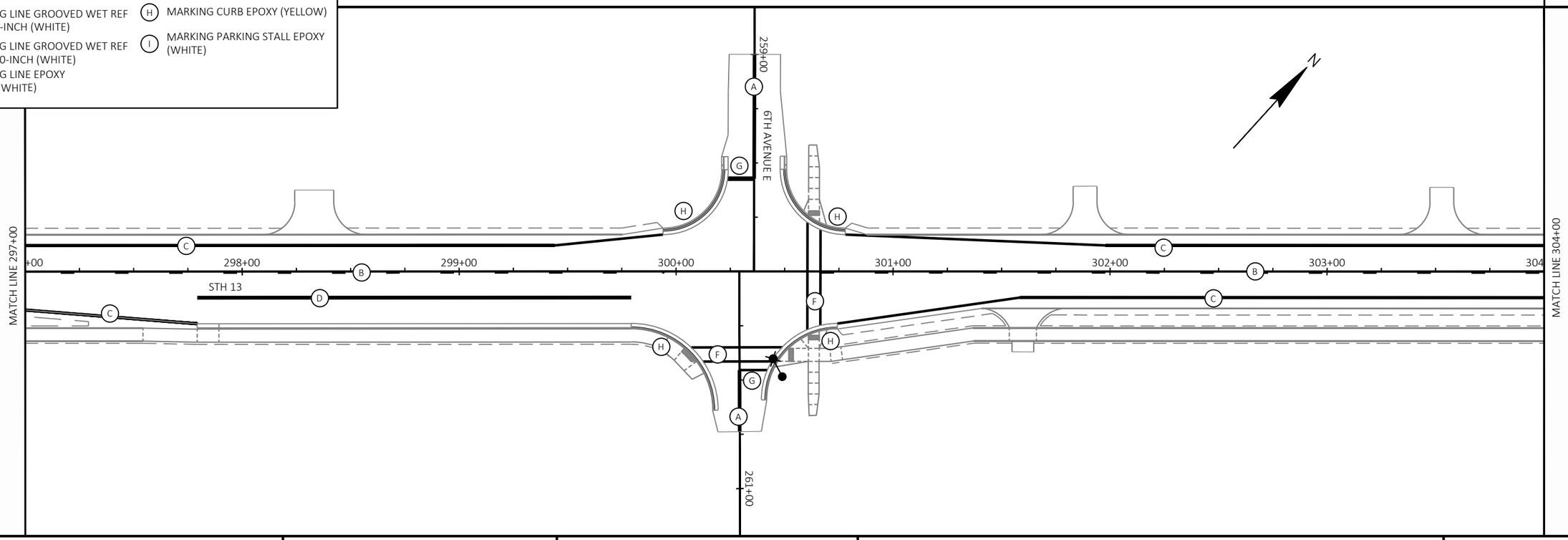
WISDOT/CADDS SHEET 44

2

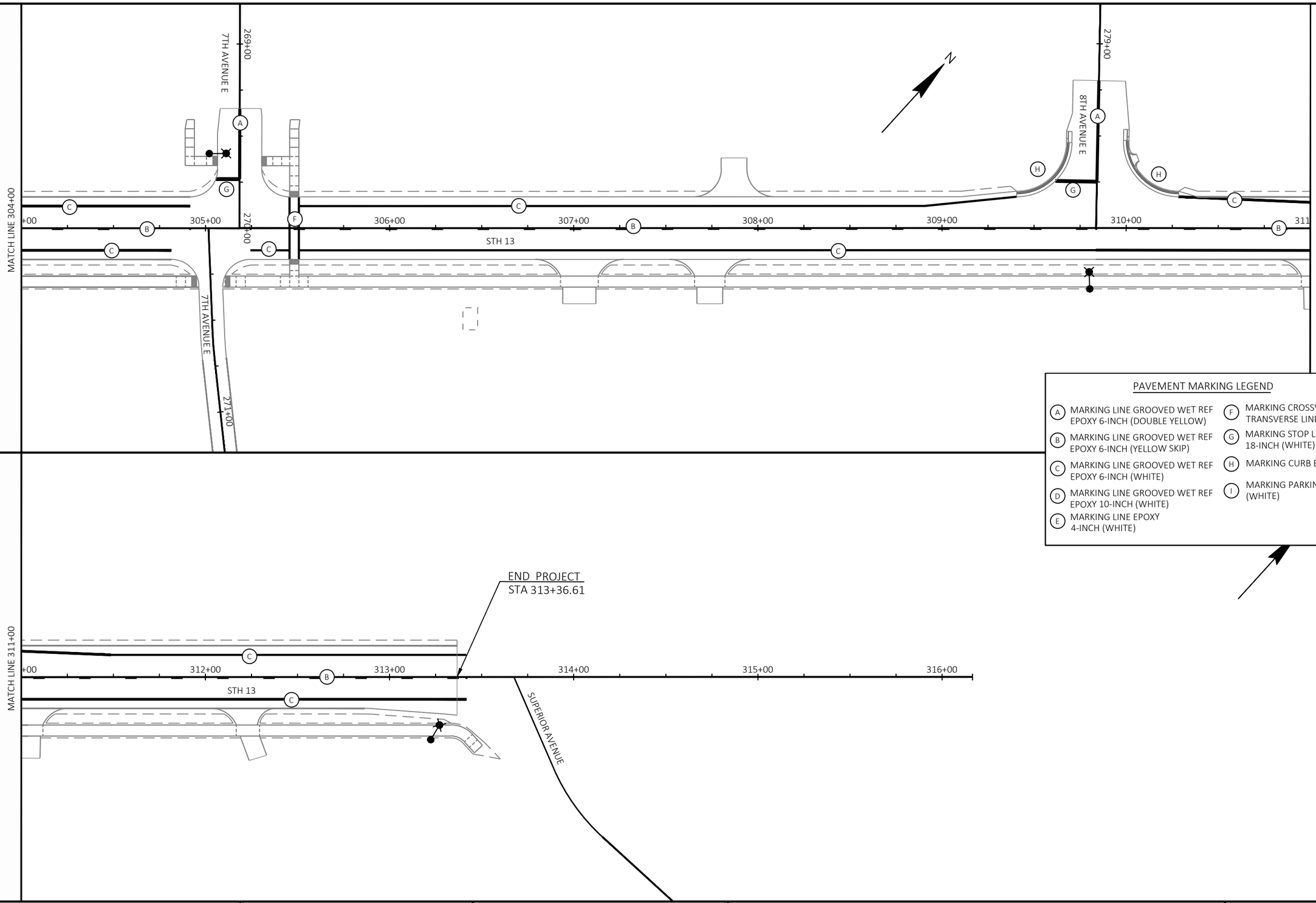


PAVEMENT MARKING LEGEND

- (A) MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
- (B) MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW SKIP)
- (C) MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- (D) MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
- (E) MARKING LINE EPOXY 4-INCH (WHITE)
- (F) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (G) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (H) MARKING CURB EPOXY (YELLOW)
- (I) MARKING PARKING STALL EPOXY (WHITE)



PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	PAVEMENT MARKING	SHEET 96	E

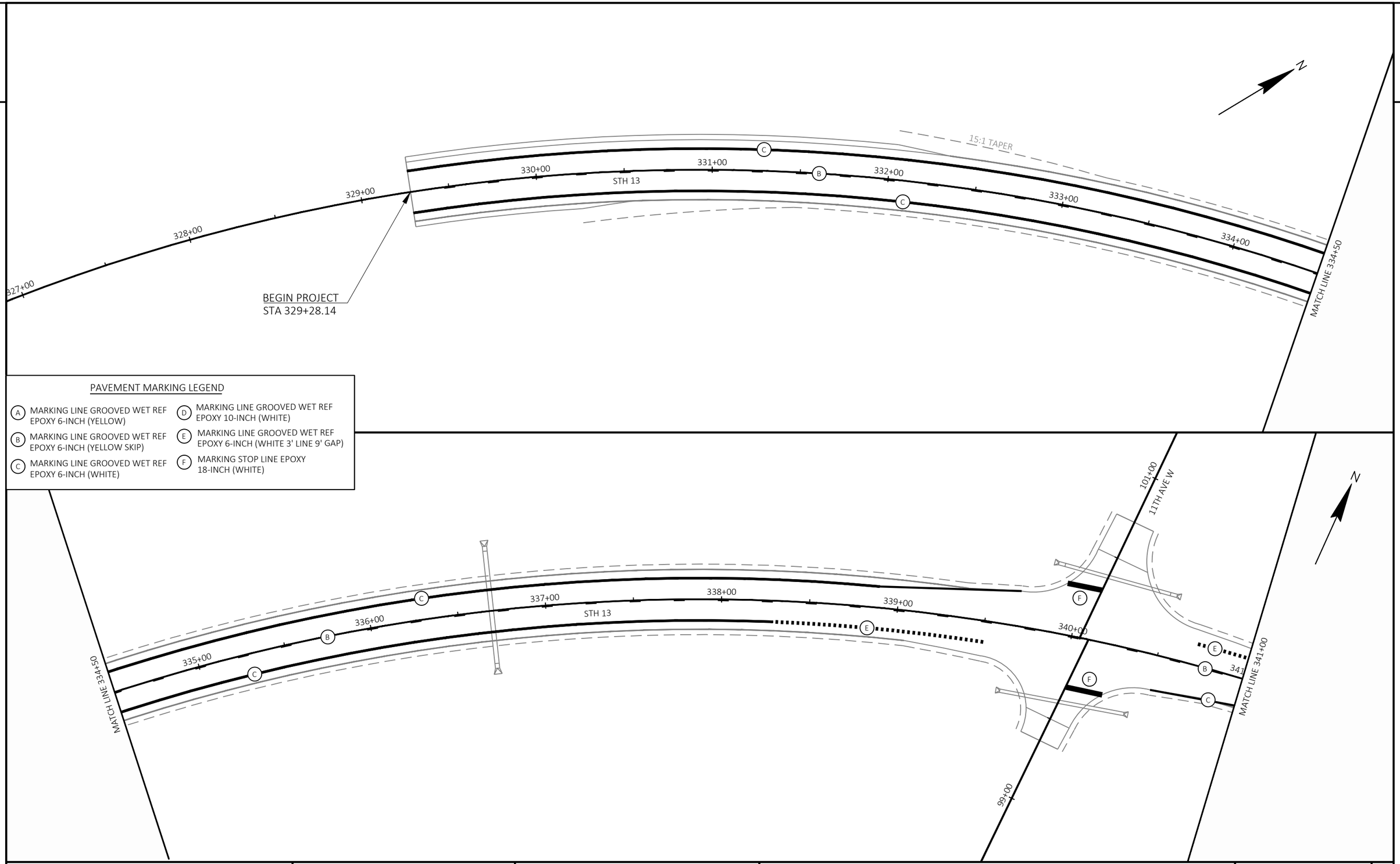


PAVEMENT MARKING LEGEND

- (A) MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
- (B) MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW SKIP)
- (C) MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- (D) MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
- (E) MARKING LINE EPOXY 4-INCH (WHITE)
- (F) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (G) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (H) MARKING CURB EPOXY (YELLOW)
- (I) MARKING PARKING STALL EPOXY (WHITE)

PROJECT NO: 8160XXX-XX-XX	HWY: STH 13	COUNTY: BAYFIELD	PAVEMENT MARKING	SHEET 97	E

2

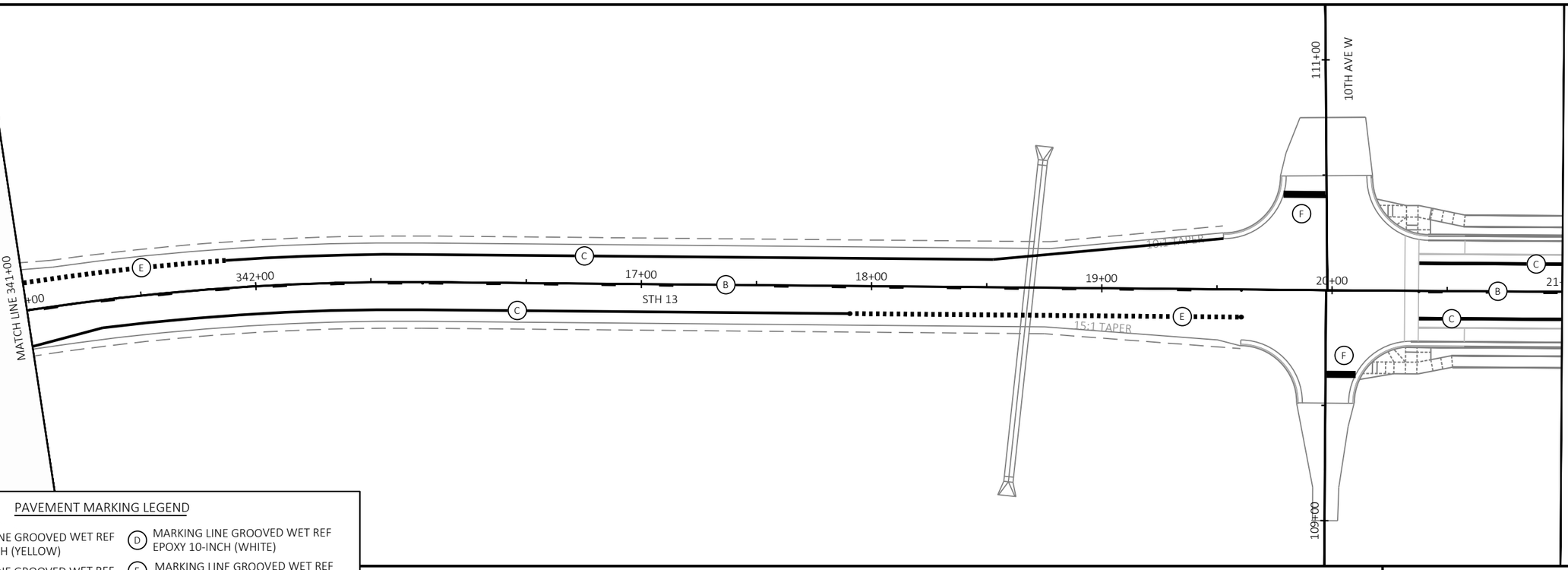


PAVEMENT MARKING LEGEND

- (A) MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
- (B) MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW SKIP)
- (C) MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- (D) MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
- (E) MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE 3' LINE 9' GAP)
- (F) MARKING STOP LINE EPOXY 18-INCH (WHITE)

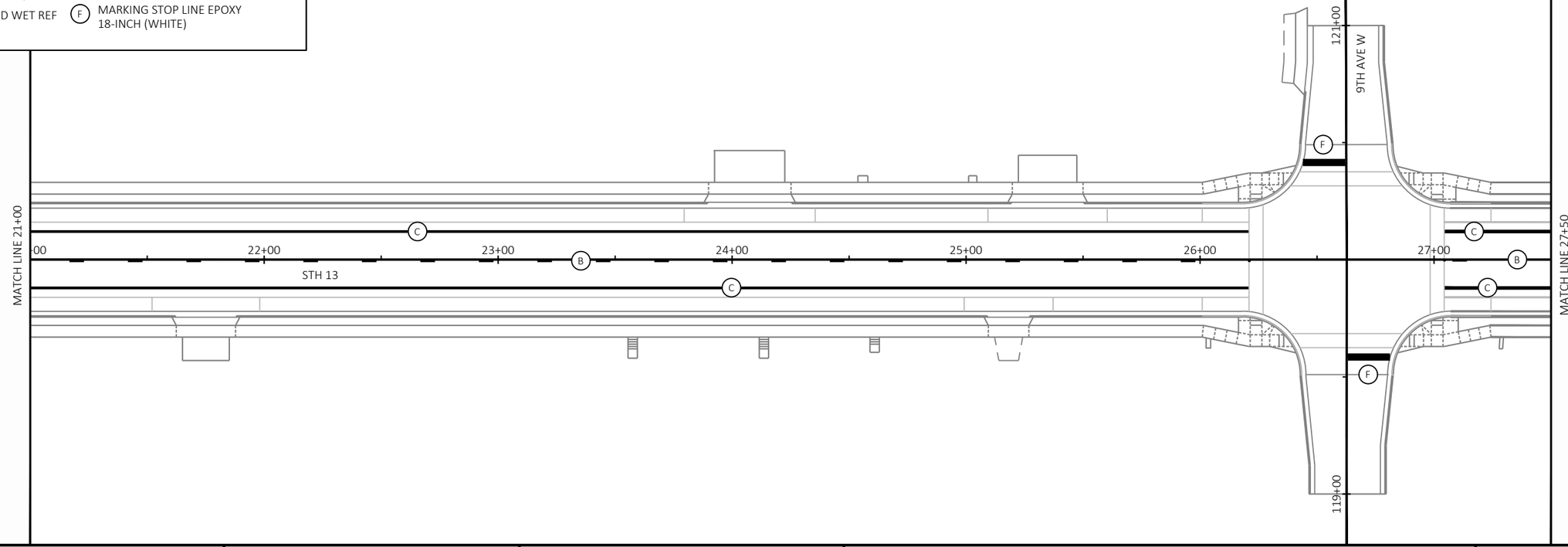
PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	PAVEMENT MARKING	SHEET 98	E

2



PAVEMENT MARKING LEGEND

- (A) MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
- (B) MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW SKIP)
- (C) MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- (D) MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
- (E) MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE 3' LINE 9' GAP)
- (F) MARKING STOP LINE EPOXY 18-INCH (WHITE)

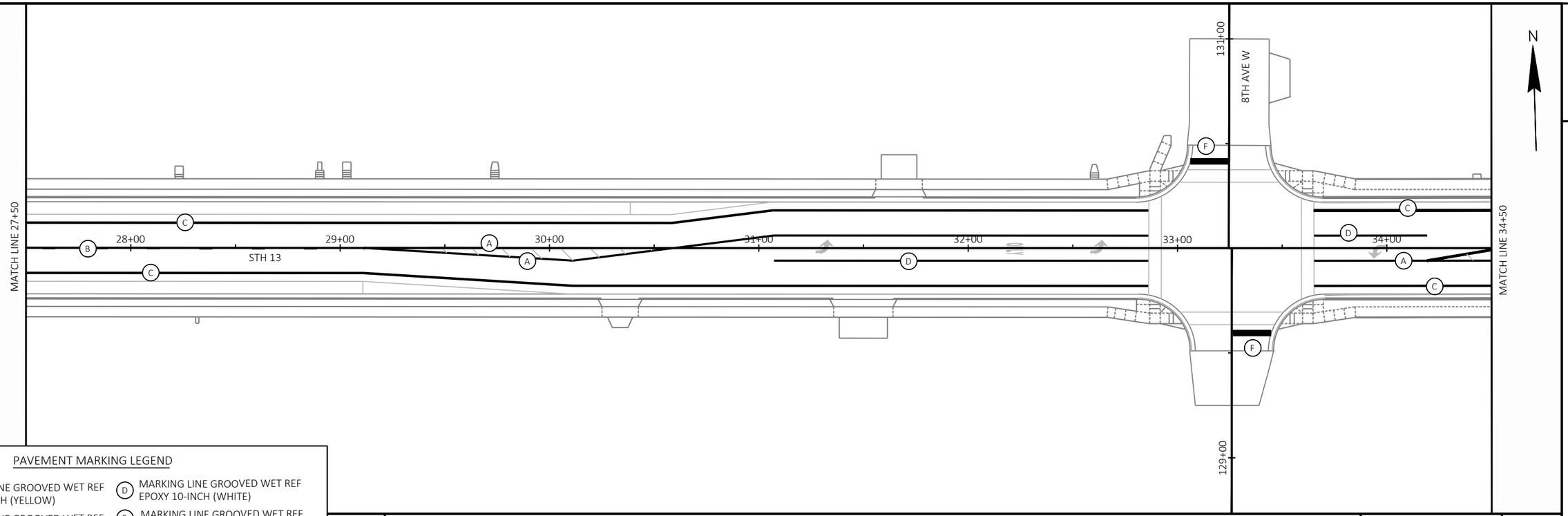


PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	PAVEMENT MARKING	SHEET 99	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\024502 _PM_PH 1.DWG
LAYOUT NAME - 2

PLOT DATE : 7/30/2026 1:46 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : ##########

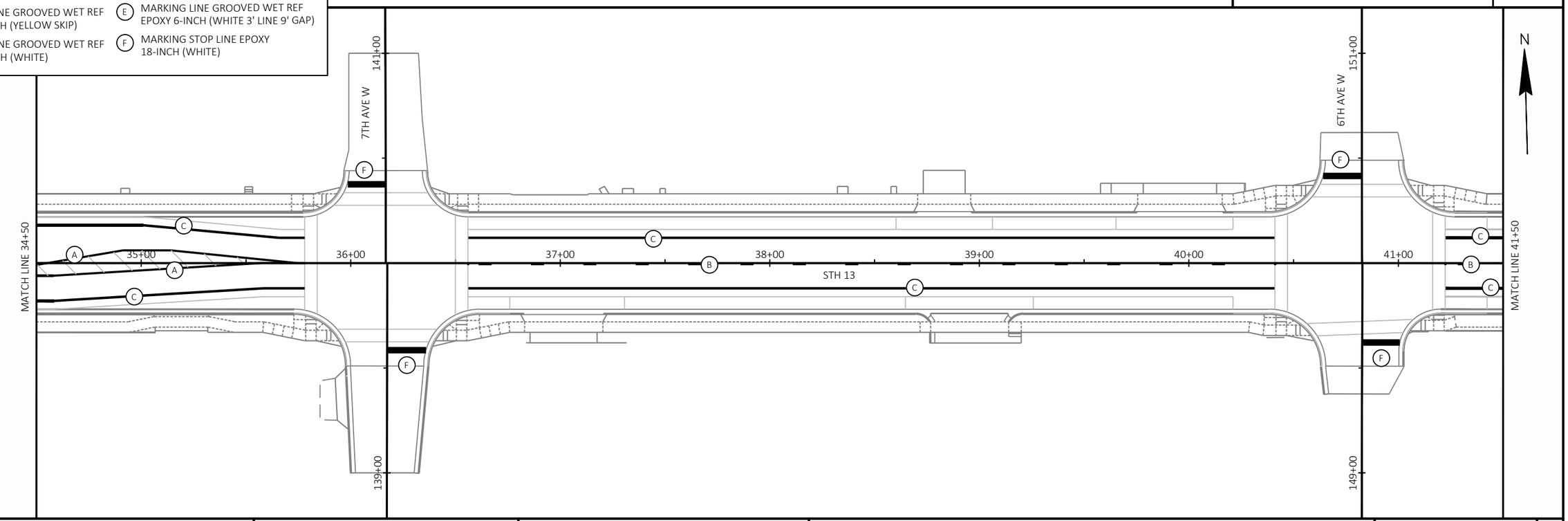
WISDOT/CADDS SHEET 44



2

PAVEMENT MARKING LEGEND

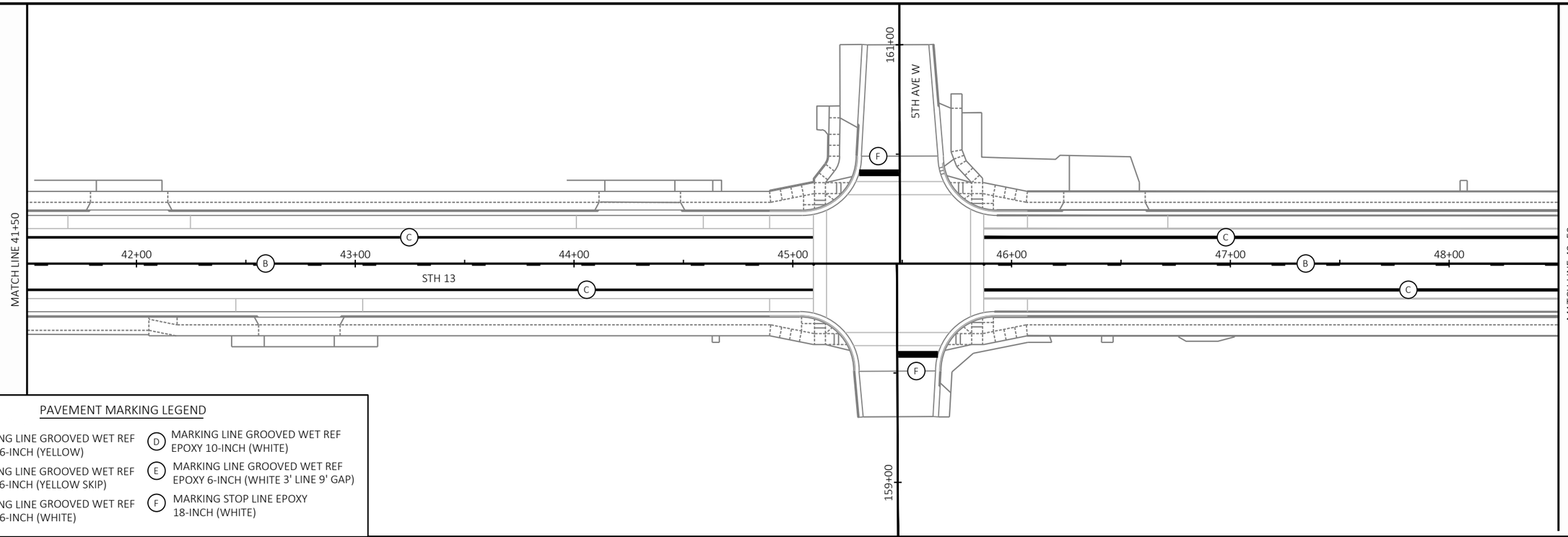
- (A) MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
- (B) MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW SKIP)
- (C) MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- (D) MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
- (E) MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE 3' LINE 9' GAP)
- (F) MARKING STOP LINE EPOXY 18-INCH (WHITE)



PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	PAVEMENT MARKING	SHEET 100	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\024502 _PM_PH 1.DWG
LAYOUT NAME - 3
PLOT DATE : 7/30/2026 1:26 PM
PLOT BY : ANNIE JEROME
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

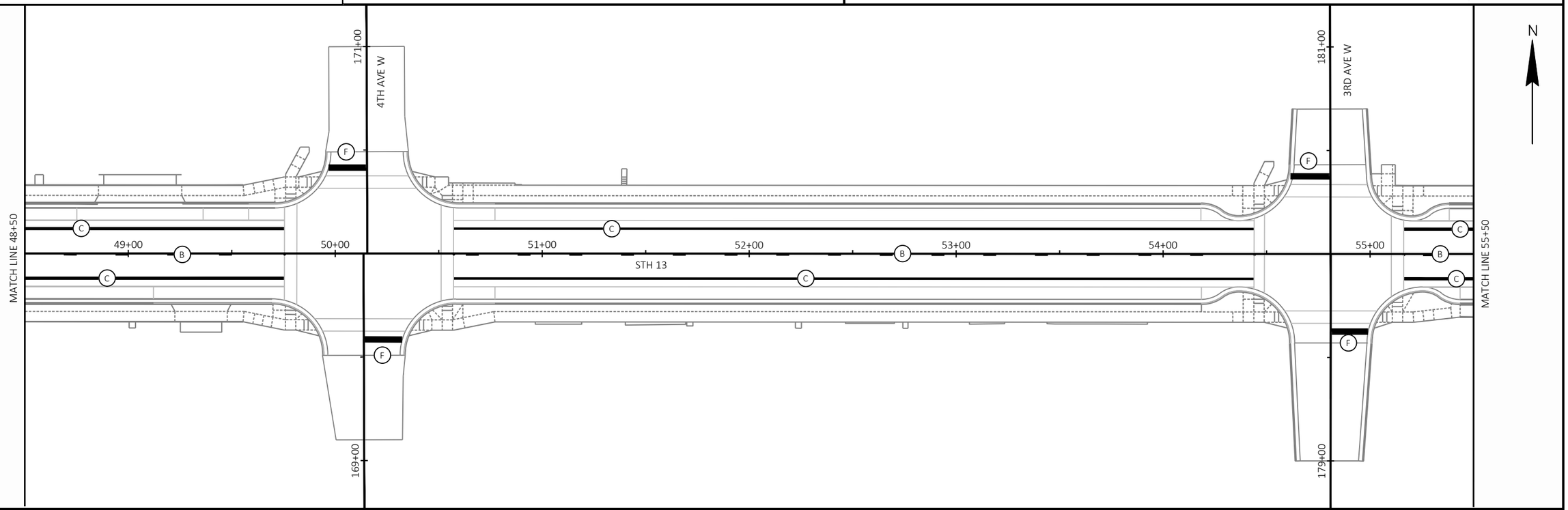
2



2

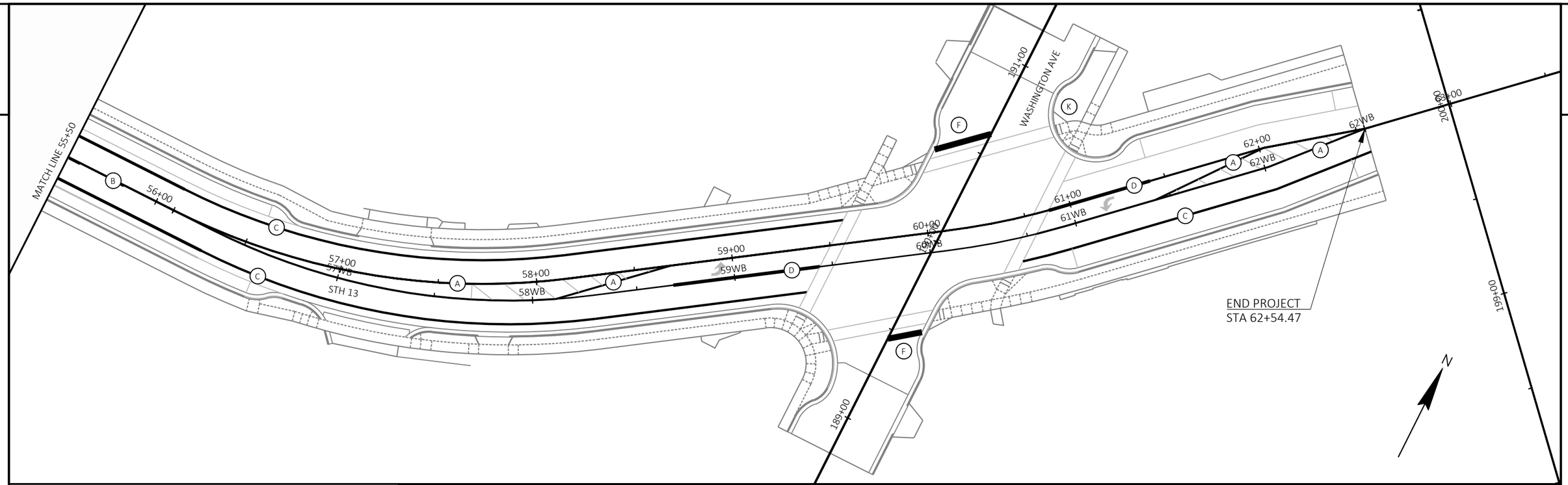
PAVEMENT MARKING LEGEND

- (A) MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
- (B) MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW SKIP)
- (C) MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- (D) MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
- (E) MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE 3' LINE 9' GAP)
- (F) MARKING STOP LINE EPOXY 18-INCH (WHITE)



PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	PAVEMENT MARKING	SHEET 101	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\024502 _PM_PH 1.DWG
LAYOUT NAME - 4
PLOT DATE : 7/30/2026 1:39 PM
PLOT BY : ANNIE JEROME
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 44



PAVEMENT MARKING LEGEND

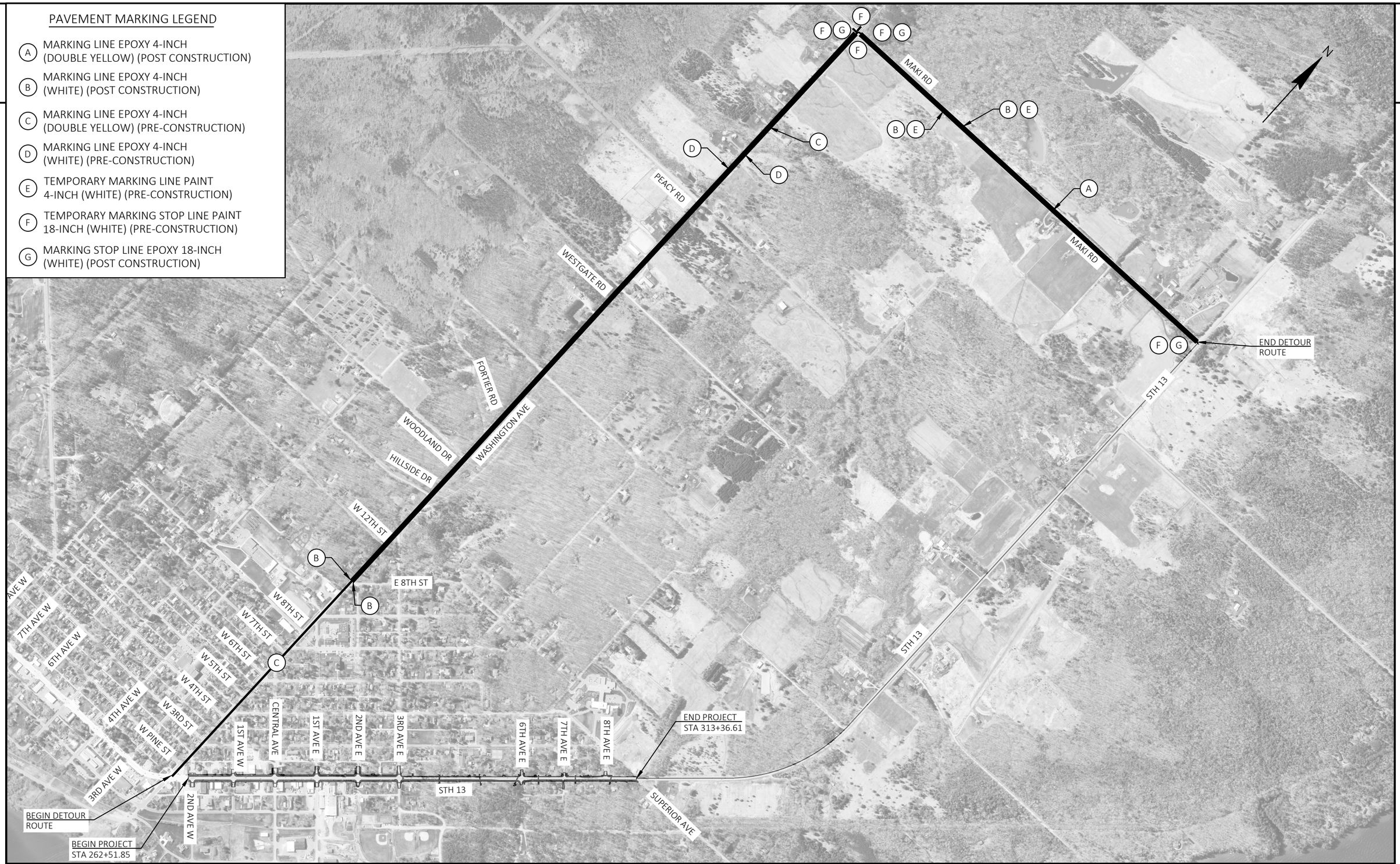
- (A) MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
- (B) MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW SKIP)
- (C) MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- (D) MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
- (E) MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE 3' LINE 9' GAP)
- (F) MARKING STOP LINE EPOXY 18-INCH (WHITE)

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	PAVEMENT MARKING	SHEET 102	E

2

PAVEMENT MARKING LEGEND

- (A) MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW) (POST CONSTRUCTION)
- (B) MARKING LINE EPOXY 4-INCH (WHITE) (POST CONSTRUCTION)
- (C) MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW) (PRE-CONSTRUCTION)
- (D) MARKING LINE EPOXY 4-INCH (WHITE) (PRE-CONSTRUCTION)
- (E) TEMPORARY MARKING LINE PAINT 4-INCH (WHITE) (PRE-CONSTRUCTION)
- (F) TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE) (PRE-CONSTRUCTION)
- (G) MARKING STOP LINE EPOXY 18-INCH (WHITE) (POST CONSTRUCTION)

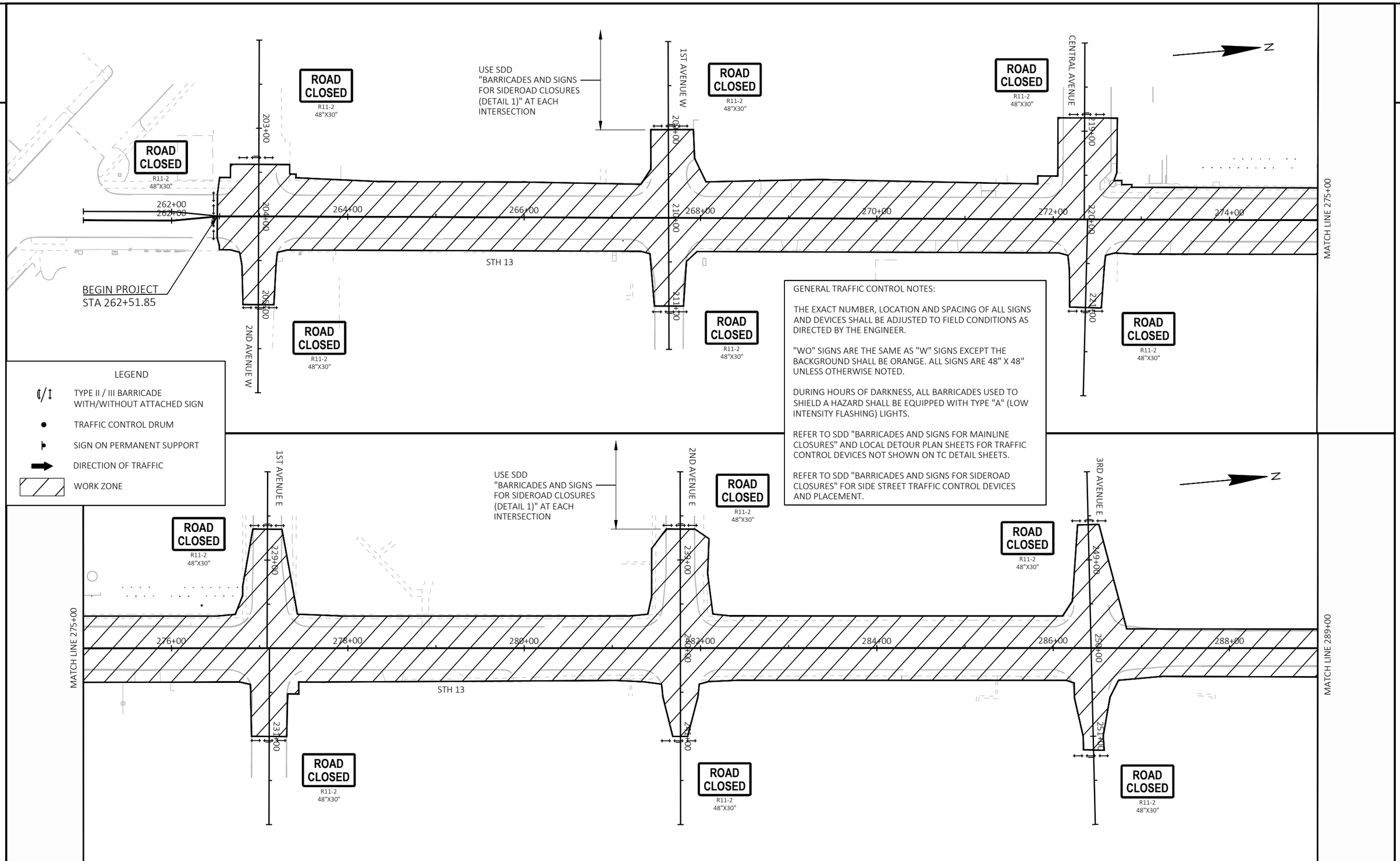


PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	PAVEMENT MARKING - DETOUR	SHEET 103	E

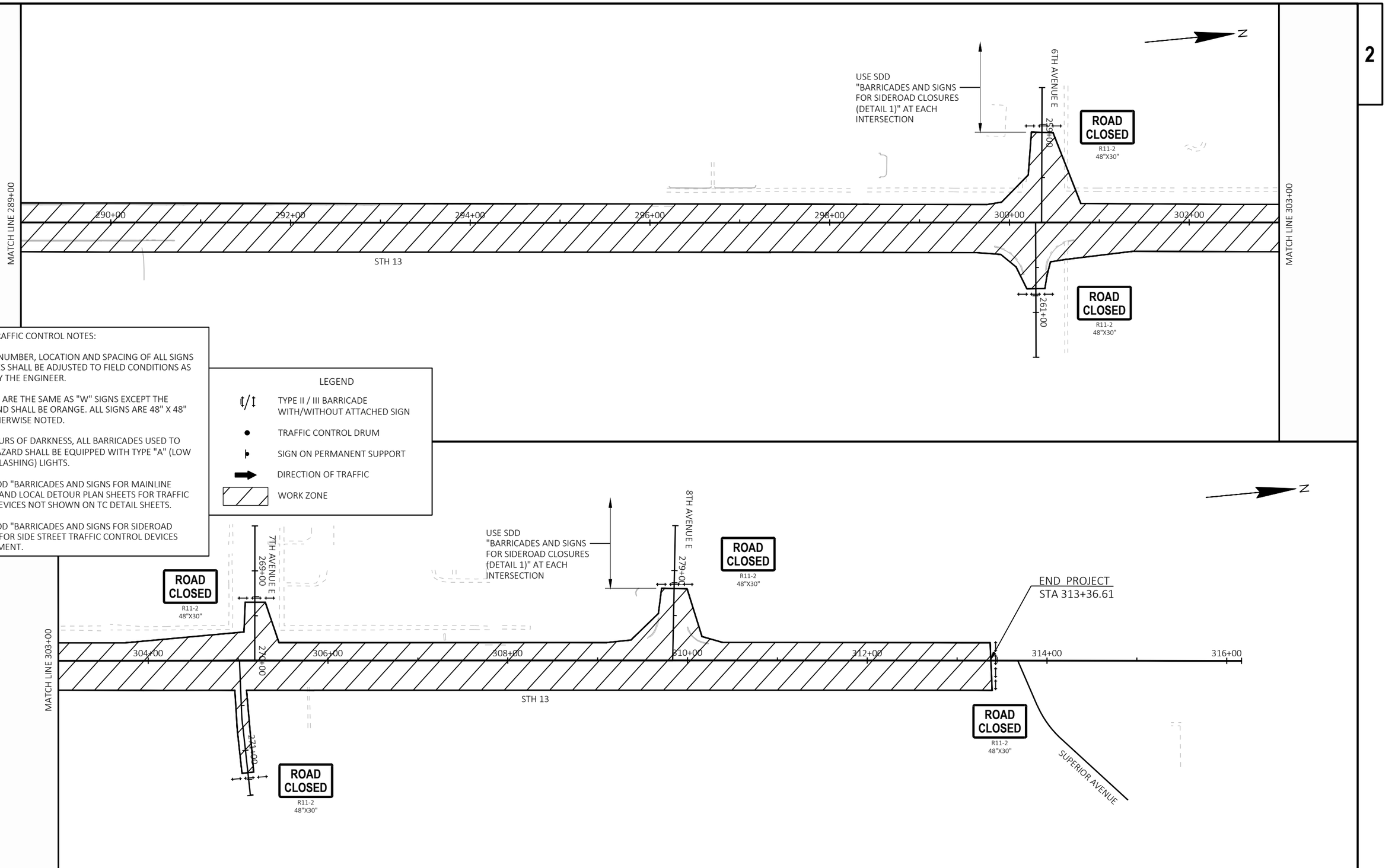
FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\024502_PM_DT.DWG
LAYOUT NAME - 01

PLOT DATE : 7/30/2026 1:41 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:1000 FT

WISDOT/CADDS SHEET 42



PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	TRAFFIC CONTROL	SHEET 104	E



GENERAL TRAFFIC CONTROL NOTES:

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

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND SHALL BE ORANGE. ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

DURING HOURS OF DARKNESS, ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH TYPE "A" (LOW INTENSITY FLASHING) LIGHTS.

REFER TO SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" AND LOCAL DETOUR PLAN SHEETS FOR TRAFFIC CONTROL DEVICES NOT SHOWN ON TC DETAIL SHEETS.

REFER TO SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" FOR SIDE STREET TRAFFIC CONTROL DEVICES AND PLACEMENT.

LEGEND

- TYPE II / III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK ZONE

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	TRAFFIC CONTROL	SHEET 105	E

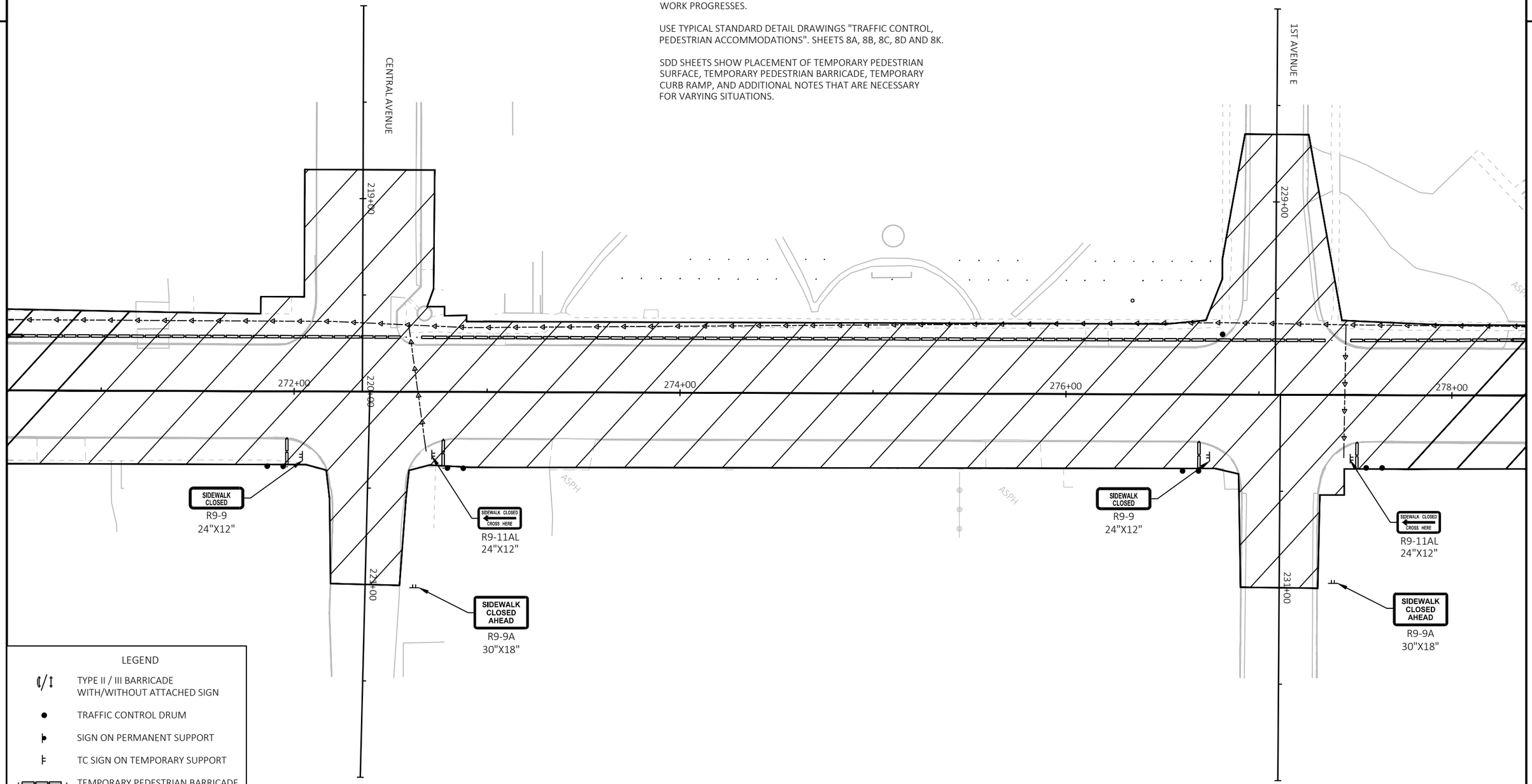
NOTES:

THIS TYPICAL DETOUR DEPICTS CLOSING SIDEWALK ON ONE SIDE WITH A PEDESTRIAN DETOUR ON OPPOSITE SIDE OF STH 13. THE CLOSURE/DETOUR WILL BE SWITCHED TO OPPOSITE SIDES AS WORK PROGRESSES.

USE TYPICAL STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS". SHEETS 8A, 8B, 8C, 8D AND 8K.

SDD SHEETS SHOW PLACEMENT OF TEMPORARY PEDESTRIAN SURFACE, TEMPORARY PEDESTRIAN BARRICADE, TEMPORARY CURB RAMP, AND ADDITIONAL NOTES THAT ARE NECESSARY FOR VARYING SITUATIONS.

N



LEGEND

- TYPE II / III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- TC SIGN ON TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- PEDESTRIAN ROUTE
- WORK ZONE

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	TRAFFIC CONTROL - TYPICAL PEDESTRIAN DETOUR	SHEET 106	E



N

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- EXISTING SIGN
- PROPOSED SIGN
- DETOUR SIGN ON SINGLE SUPPORT
- EXISTING SIGN SUPPORT
- DETOUR ROUTE
- LOCAL ROUTE

GENERAL DETOUR NOTES:

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS. INSTALL DETOUR ASSEMBLIES ADJACENT TO EXISTING ROUTE MARKERS WHEN POSSIBLE.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH "TYPE A" FLASHING WARNING LIGHTS.

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

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

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

2

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	TRUCK DETOUR OVERVIEW	SHEET 107	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\027001_TRUCKDETOUR.DWG
LAYOUT NAME - Detour Overview
PLOT DATE : 7/30/2026 2:20 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : Custom
WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- EXISTING SIGN
- PROPOSED SIGN
- DETOUR SIGN ON SINGLE SUPPORT
- EXISTING SIGN SUPPORT
- DETOUR ROUTE
- LOCAL ROUTE

GENERAL DETOUR NOTES:

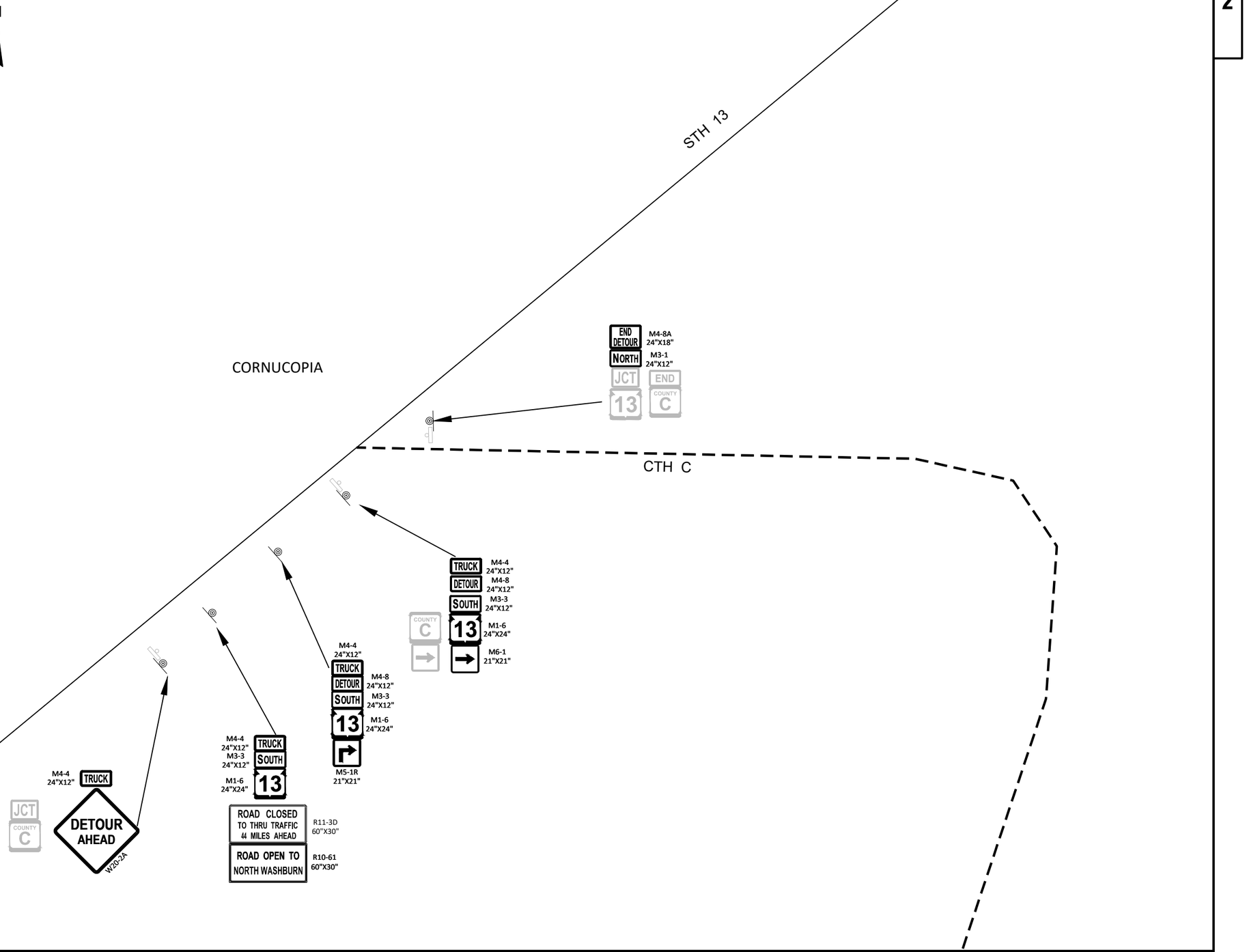
THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS. INSTALL DETOUR ASSEMBLIES ADJACENT TO EXISTING ROUTE MARKERS WHEN POSSIBLE.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH "TYPE A" FLASHING WARNING LIGHTS.

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

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

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



PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	TRUCK DETOUR PLAN DETAIL D1	SHEET 108	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\027001_DT.DWG
LAYOUT NAME - Detail D1

PLOT DATE : 7/30/2026 2:18 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:500 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- EXISTING SIGN
- PROPOSED SIGN
- DETOUR SIGN ON SINGLE SUPPORT
- EXISTING SIGN SUPPORT
- DETOUR ROUTE
- LOCAL ROUTE

GENERAL DETOUR NOTES:

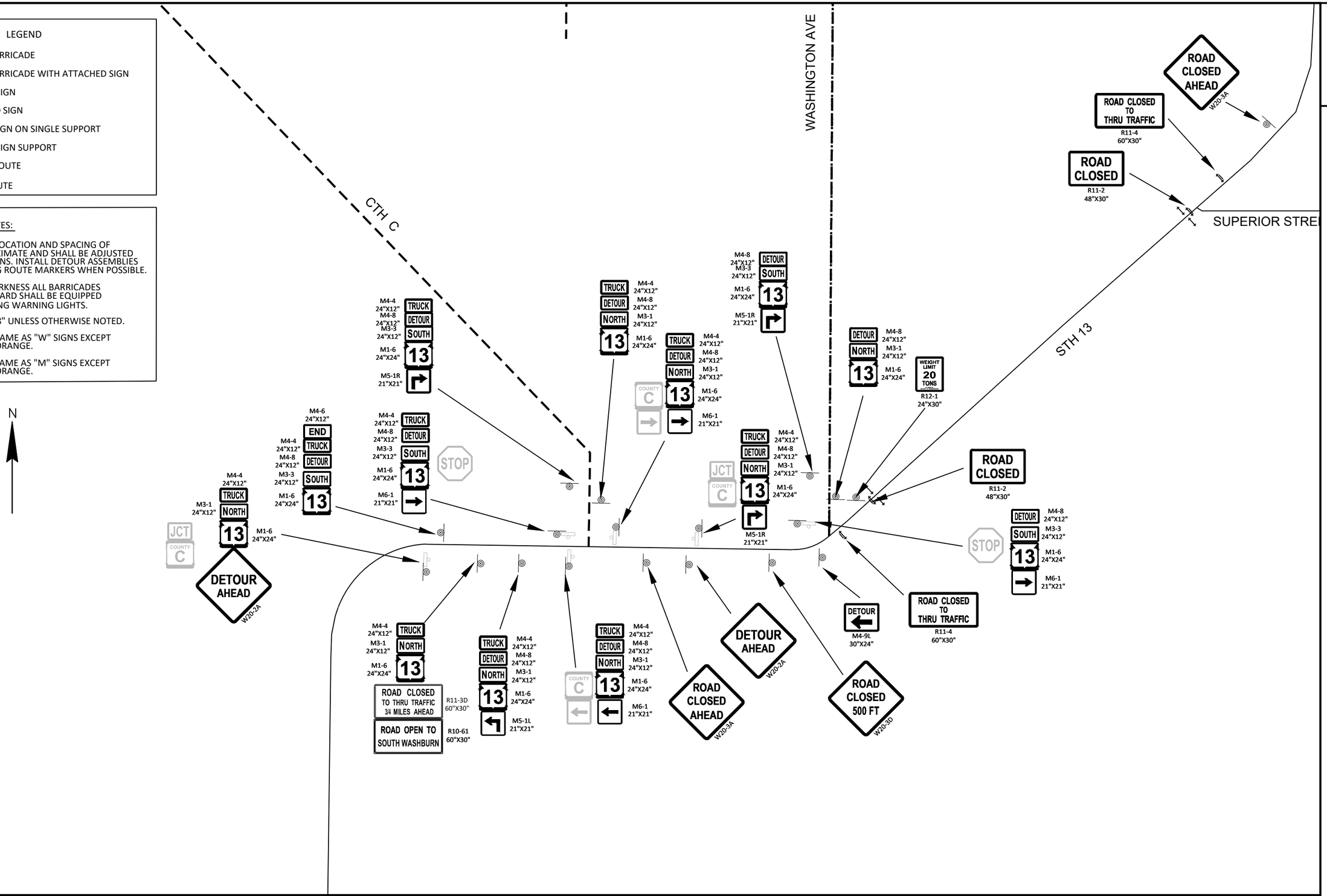
THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS. INSTALL DETOUR ASSEMBLIES ADJACENT TO EXISTING ROUTE MARKERS WHEN POSSIBLE.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH "TYPE A" FLASHING WARNING LIGHTS.

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

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

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



PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	TRUCK DETOUR PLAN DETAIL D2	SHEET 109	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\027001_DT.DWG
LAYOUT NAME - Detail D2

PLOT DATE : 7/30/2026 2:20 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:500 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- EXISTING SIGN
- PROPOSED SIGN
- DETOUR SIGN ON SINGLE SUPPORT
- EXISTING SIGN SUPPORT
- DETOUR ROUTE
- LOCAL ROUTE

GENERAL DETOUR NOTES:

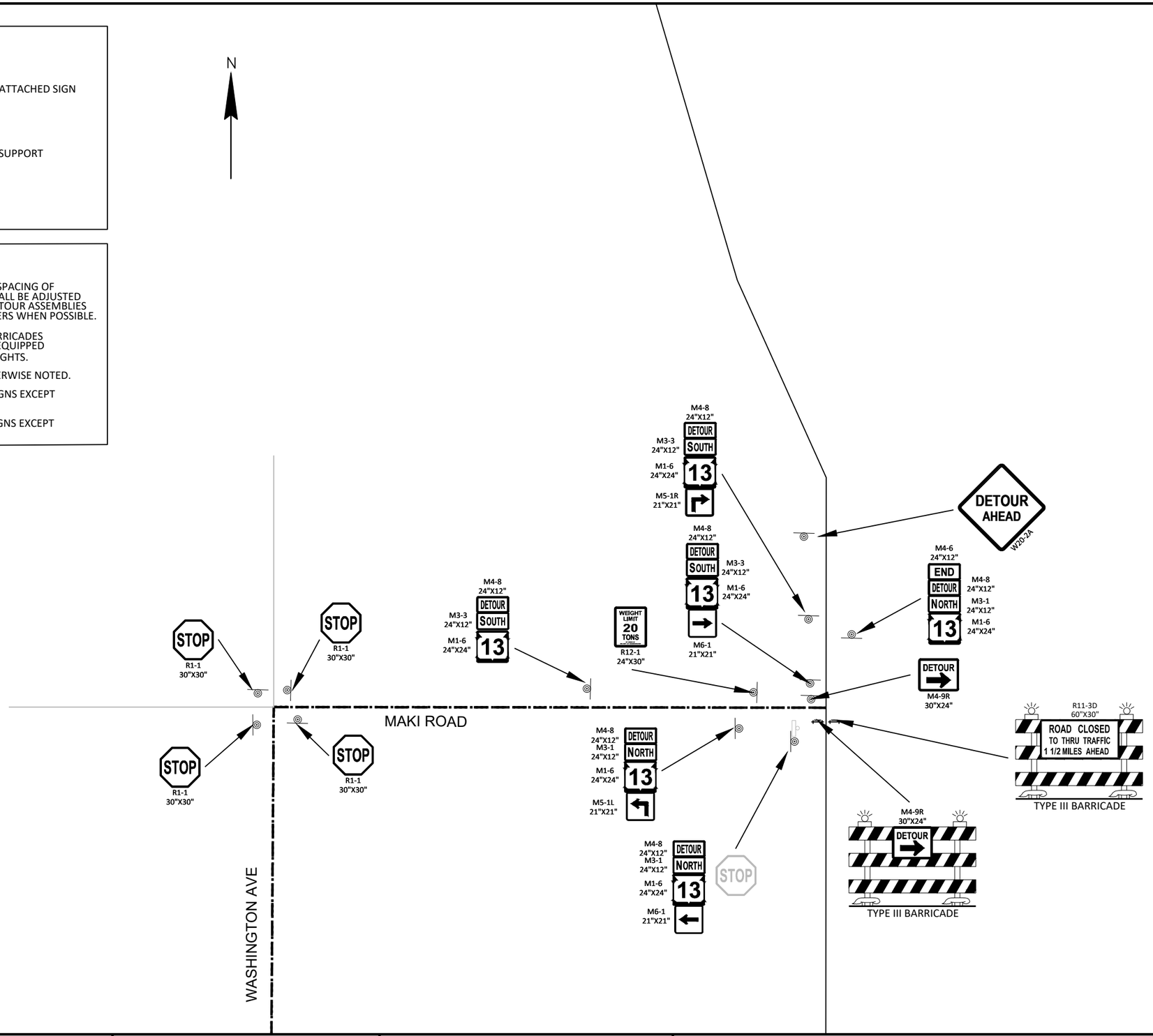
THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS. INSTALL DETOUR ASSEMBLIES ADJACENT TO EXISTING ROUTE MARKERS WHEN POSSIBLE.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH "TYPE A" FLASHING WARNING LIGHTS.

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

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

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



PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	TRUCK DETOUR PLAN DETAIL D3	SHEET 110	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\027001_DT.DWG
LAYOUT NAME - Detail D3

PLOT DATE : 7/30/2026 2:18 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:500 FT

NOTES:

FOR ADDITIONAL ADVANCE SIGNING USE STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR MAINLINE CLOSURES, DETAIL B".

USE STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR VARIOUS CLOSURES, DETAIL D" FOR DETAILS ON ROAD CLOSURE BARRICADES.

SIGN OR DEVICE SPACING SHOWN IS APPROXIMATE. FOLLOW STANDARD DETAIL DRAWINGS LISTED ABOVE.

GENERAL DETOUR NOTES

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

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH "TYPE A" FLASHING WARNING LIGHTS.

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

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

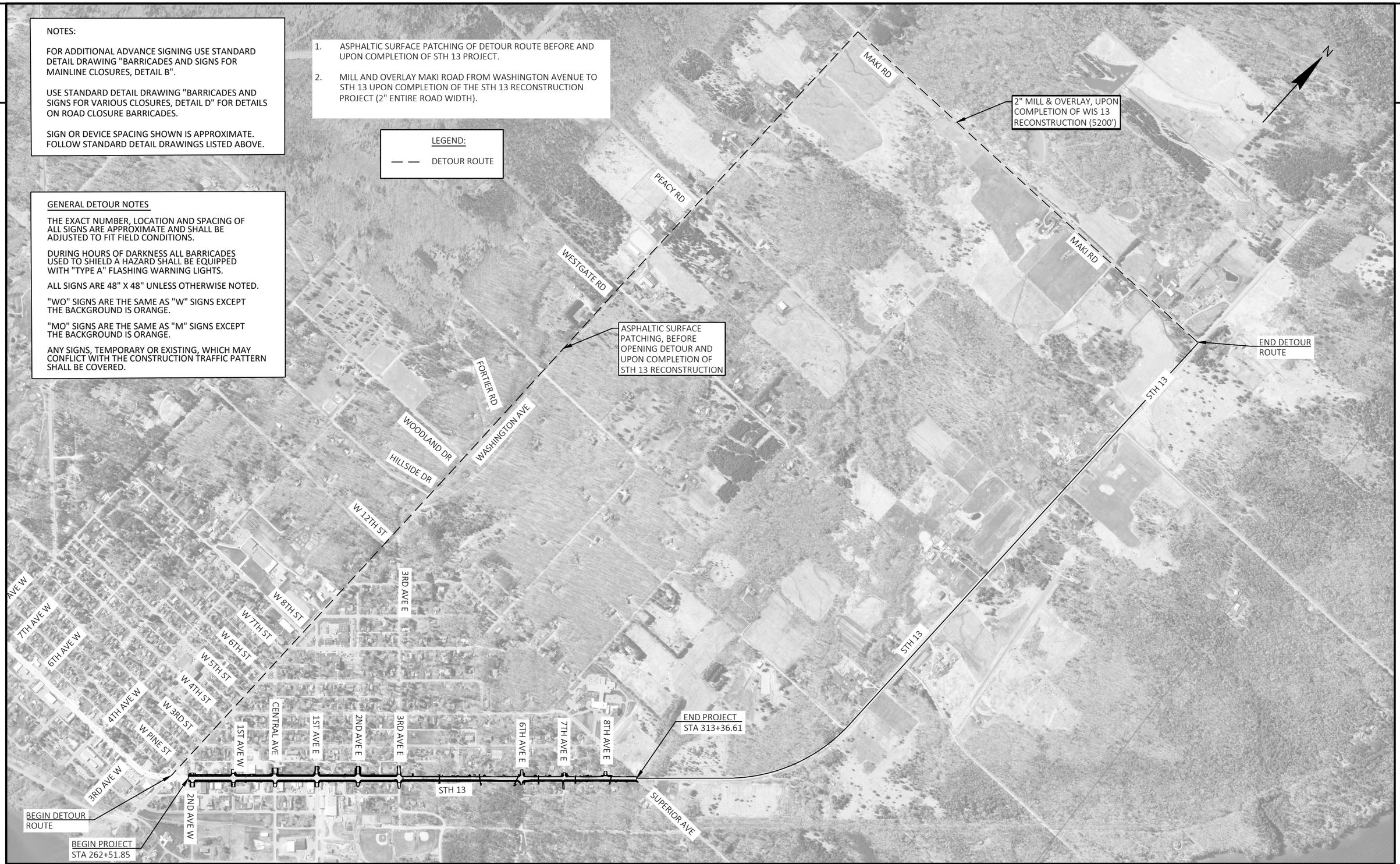
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE CONSTRUCTION TRAFFIC PATTERN SHALL BE COVERED.

1. ASPHALTIC SURFACE PATCHING OF DETOUR ROUTE BEFORE AND UPON COMPLETION OF STH 13 PROJECT.
2. MILL AND OVERLAY MAKI ROAD FROM WASHINGTON AVENUE TO STH 13 UPON COMPLETION OF THE STH 13 RECONSTRUCTION PROJECT (2" ENTIRE ROAD WIDTH).

LEGEND:

— — DETOUR ROUTE

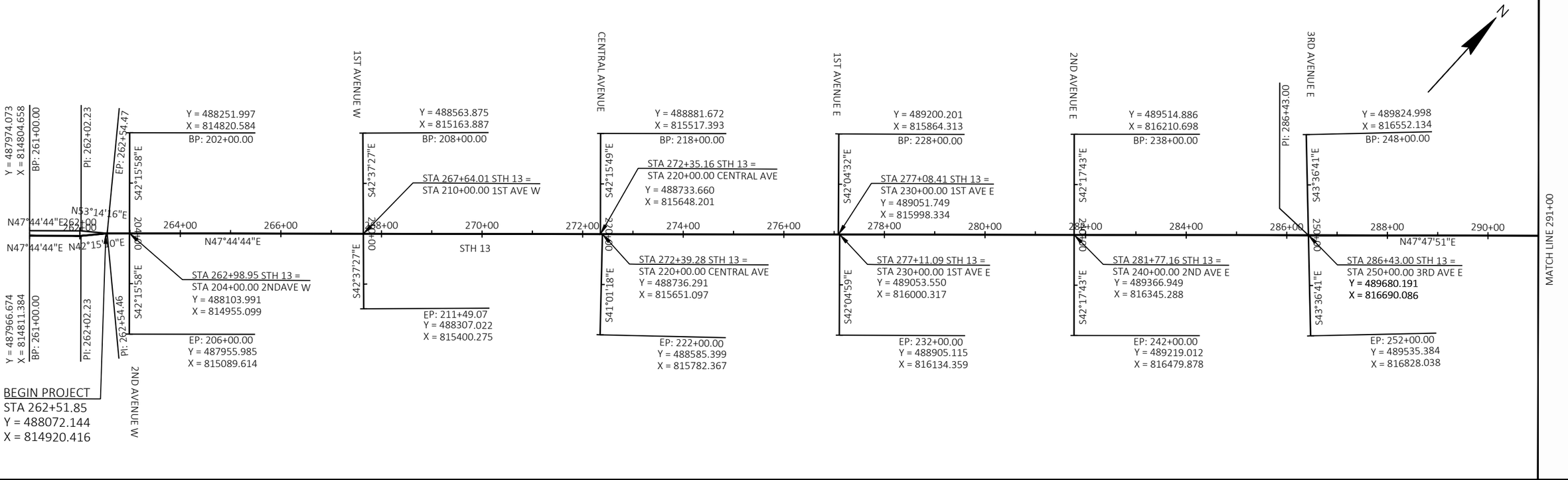


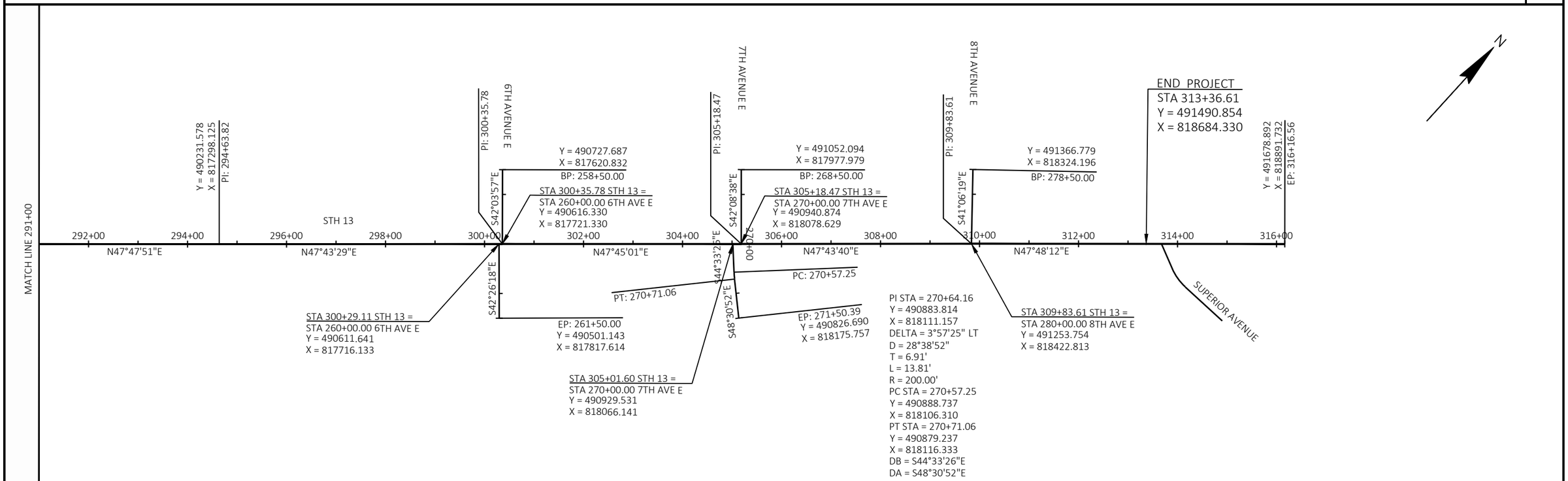
PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	DETOUR PAVING DETAIL	SHEET 111	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\027002_DT.DWG
LAYOUT NAME - 01

PLOT DATE : 7/30/2026 2:20 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:1000 FT

WISDOT/CADDS SHEET 42





PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	ALIGNMENT	SHEET 112	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\027201_AD.DWG
LAYOUT NAME - 01
PLOT DATE : 7/30/2026 2:19 PM
PLOT BY : ANNIE JEROME
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

Estimate Of Quantities

8160-00-76

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	19.000	19.000
0004	201.0120	Clearing	ID	185.000	185.000
0006	201.0205	Grubbing	STA	19.000	19.000
0008	201.0220	Grubbing	ID	185.000	185.000
0010	203.0100	Removing Small Pipe Culverts	EACH	11.000	11.000
0012	204.0100	Removing Concrete Pavement	SY	16,090.000	16,090.000
0014	204.0115	Removing Asphaltic Surface Butt Joints	SY	110.000	110.000
0016	204.0120	Removing Asphaltic Surface Milling	SY	11,600.000	11,600.000
0018	204.0150	Removing Curb & Gutter	LF	775.000	775.000
0020	204.0155	Removing Concrete Sidewalk	SY	5,210.000	5,210.000
0022	204.0195	Removing Concrete Bases	EACH	23.000	23.000
0024	204.0210	Removing Manholes	EACH	16.000	16.000
0026	204.0220	Removing Inlets	EACH	31.000	31.000
0028	204.0245	Removing Storm Sewer (size) 01. 12-inch	LF	634.000	634.000
0030	204.0245	Removing Storm Sewer (size) 02. 15-inch	LF	500.000	500.000
0032	204.0245	Removing Storm Sewer (size) 03. 18-inch	LF	388.000	388.000
0034	204.0245	Removing Storm Sewer (size) 04. 24-inch	LF	1,560.000	1,560.000
0036	204.9060.S	Removing (item description) 01. Removing Planter	EACH	1.000	1.000
0038	205.0100	Excavation Common	CY	37,340.000	37,340.000
0040	209.1100	Backfill Granular Grade 1	CY	16,860.000	16,860.000
0042	213.0100	Finishing Roadway (project) 01. 8160-00-76	EACH	1.000	1.000
0044	305.0110	Base Aggregate Dense 3/4-Inch	TON	1,065.000	1,065.000
0046	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	18,580.000	18,580.000
0048	415.0080	Concrete Pavement 8-Inch	SY	13,250.000	13,250.000
0050	415.0210	Concrete Pavement Gaps	EACH	4.000	4.000
0052	415.4100	Concrete Pavement Joint Filling	SY	13,250.000	13,250.000
0054	416.0620	Drilled Dowel Bars	EACH	36.000	36.000
0056	455.0605	Tack Coat	GAL	2,170.000	2,170.000
0058	460.2000	Incentive Density HMA Pavement	DOL	4,380.000	4,380.000
0060	460.6243	HMA Pavement 3 MT 58-34 S	TON	3,925.000	3,925.000
0062	460.6244	HMA Pavement 4 MT 58-34 S	TON	2,914.000	2,914.000
0064	460.9000.S	Material Transfer Vehicle	EACH	1.000	1.000
0066	465.0110	Asphaltic Surface Patching	TON	60.000	60.000
0068	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	235.000	235.000
0070	520.1018	Apron Endwalls for Culvert Pipe 18-Inch	EACH	14.000	14.000
0072	520.3418	Culvert Pipe Class III-A Non-metal 18-Inch	LF	160.000	160.000
0074	522.0124	Culvert Pipe Reinforced Concrete Class III 24-Inch	LF	172.000	172.000
0076	522.0448	Culvert Pipe Reinforced Concrete Class IV 48-Inch	LF	106.000	106.000
0078	522.1015	Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	EACH	1.000	1.000
0080	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	1.000	1.000
0082	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	4.000	4.000
0084	522.1048	Apron Endwalls for Culvert Pipe Reinforced Concrete 48-Inch	EACH	2.000	2.000
0086	522.2419	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 19x30-Inch	LF	134.000	134.000
0088	522.2424	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 24x38-Inch	LF	78.000	78.000
0090	522.2619	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 19x30-Inch	EACH	4.000	4.000
0092	522.2624	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 24x38-Inch	EACH	2.000	2.000
0094	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	4,812.000	4,812.000
0096	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	2,233.000	2,233.000
0098	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	200.000	200.000

8160-00-76

Line	Item	Item Description	Unit	Total	Qty
0100	601.0600	Concrete Curb Pedestrian	LF	40.000	40.000
0102	602.0405	Concrete Sidewalk 4-Inch	SF	63,890.000	63,890.000
0104	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	534.000	534.000
0106	602.0810	Concrete Driveway 6-Inch	SY	1,000.000	1,000.000
0108	602.1500	Concrete Steps	SF	27.000	27.000
0110	606.0200	Riprap Medium	CY	36.000	36.000
0112	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	74.000	74.000
0114	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	40.000	40.000
0116	608.0342	Storm Sewer Pipe Reinforced Concrete Class III 42-Inch	LF	28.000	28.000
0118	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	30.000	30.000
0120	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	862.000	862.000
0122	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	440.000	440.000
0124	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	1,114.000	1,114.000
0126	608.0436	Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch	LF	1,013.000	1,013.000
0128	608.0448	Storm Sewer Pipe Reinforced Concrete Class IV 48-Inch	LF	106.000	106.000
0130	611.0530	Manhole Covers Type J	EACH	13.000	13.000
0132	611.0624	Inlet Covers Type H	EACH	25.000	25.000
0134	611.0633	Inlet Covers Type HM-GJ-S	EACH	2.000	2.000
0136	611.0639	Inlet Covers Type H-S	EACH	13.000	13.000
0138	611.0642	Inlet Covers Type MS	EACH	3.000	3.000
0140	611.2004	Manholes 4-FT Diameter	EACH	4.000	4.000
0142	611.2005	Manholes 5-FT Diameter	EACH	7.000	7.000
0144	611.2006	Manholes 6-FT Diameter	EACH	1.000	1.000
0146	611.2007	Manholes 7-FT Diameter	EACH	2.000	2.000
0148	611.3004	Inlets 4-FT Diameter	EACH	18.000	18.000
0150	611.3230	Inlets 2x3-FT	EACH	17.000	17.000
0152	611.3901	Inlets Median 1 Grate	EACH	2.000	2.000
0154	611.3902	Inlets Median 2 Grate	EACH	1.000	1.000
0156	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	8,275.000	8,275.000
0158	616.0700.S	Fence Safety	LF	365.000	365.000
0160	618.0100	Maintenance and Repair of Haul Roads (project) 01. 8160-00-76	EACH	1.000	1.000
0162	619.1000	Mobilization	EACH	1.000	1.000
0164	623.0200	Dust Control Surface Treatment	SY	27,145.000	27,145.000
0166	624.0100	Water	MGAL	92.000	92.000
0168	625.0100	Topsoil	SY	12,710.000	12,710.000
0170	627.0200	Mulching	SY	12,710.000	12,710.000
0172	628.1104	Erosion Bales	EACH	50.000	50.000
0174	628.1504	Silt Fence	LF	2,535.000	2,535.000
0176	628.1520	Silt Fence Maintenance	LF	2,535.000	2,535.000
0178	628.1905	Mobilizations Erosion Control	EACH	3.000	3.000
0180	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0182	628.2004	Erosion Mat Class I Type B	SY	6,576.000	6,576.000
0184	628.2006	Erosion Mat Urban Class I Type A	SY	6,125.000	6,125.000
0186	628.7005	Inlet Protection Type A	EACH	44.000	44.000
0188	628.7015	Inlet Protection Type C	EACH	40.000	40.000
0190	628.7504	Temporary Ditch Checks	LF	490.000	490.000
0192	628.7555	Culvert Pipe Checks	EACH	35.000	35.000
0194	628.7560	Tracking Pads	EACH	6.000	6.000
0196	629.0210	Fertilizer Type B	CWT	8.200	8.200

Estimate Of Quantities

8160-00-76

Line	Item	Item Description	Unit	Total	Qty
0198	630.0140	Seeding Mixture No. 40	LB	230.000	230.000
0200	633.5200	Markers Culvert End	EACH	12.000	12.000
0202	634.0616	Posts Wood 4x6-Inch x 16-FT	EACH	4.000	4.000
0204	637.2210	Signs Type II Reflective H	SF	25.000	25.000
0206	638.2102	Moving Signs Type II	EACH	44.000	44.000
0208	638.2602	Removing Signs Type II	EACH	5.000	5.000
0210	638.3000	Removing Small Sign Supports	EACH	4.000	4.000
0212	642.5201	Field Office Type C	EACH	1.000	1.000
0214	643.0300	Traffic Control Drums	DAY	19,706.000	19,706.000
0216	643.0420	Traffic Control Barricades Type III	DAY	15,198.000	15,198.000
0218	643.0705	Traffic Control Warning Lights Type A	DAY	22,592.000	22,592.000
0220	643.0715	Traffic Control Warning Lights Type C	DAY	2,000.000	2,000.000
0222	643.0900	Traffic Control Signs	DAY	55,360.000	55,360.000
0224	643.1051	Traffic Control Signs PCMS with TMC Communications	DAY	14.000	14.000
0226	643.3105	Temporary Marking Line Paint 4-Inch	LF	10,400.000	10,400.000
0228	643.3805	Temporary Marking Stop Line Paint 18-Inch	LF	50.000	50.000
0230	643.5000	Traffic Control	EACH	1.000	1.000
0232	644.1430	Temporary Pedestrian Surface Plate	SF	1,220.000	1,220.000
0234	644.1601	Temporary Pedestrian Curb Ramp	DAY	32.000	32.000
0236	644.1605	Temporary Pedestrian Detectable Warning Field	SF	440.000	440.000
0238	644.1810	Temporary Pedestrian Barricade	LF	3,530.000	3,530.000
0240	645.0120	Geotextile Type HR	SY	120.000	120.000
0242	646.1020	Marking Line Epoxy 4-Inch	LF	66,755.000	66,755.000
0244	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	24,187.000	24,187.000
0246	646.4040	Marking Line Grooved Wet Ref Epoxy 10-Inch	LF	562.000	562.000
0248	646.6120	Marking Stop Line Epoxy 18-Inch	LF	689.000	689.000
0250	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	2,110.000	2,110.000
0252	646.8120	Marking Curb Epoxy	LF	1,515.000	1,515.000
0254	646.8320	Marking Parking Stall Epoxy	LF	170.000	170.000
0256	646.9200	Marking Removal Line Wide	LF	384.000	384.000
0258	650.4000	Construction Staking Storm Sewer	EACH	60.000	60.000
0260	650.4500	Construction Staking Subgrade	LF	6,434.000	6,434.000
0262	650.5000	Construction Staking Base	LF	3,689.000	3,689.000
0264	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	2,473.000	2,473.000
0266	650.6000	Construction Staking Pipe Culverts	EACH	8.000	8.000
0268	650.7000	Construction Staking Concrete Pavement	LF	2,757.000	2,757.000
0270	650.8000	Construction Staking Resurfacing Reference	LF	5,200.000	5,200.000
0272	650.8501	Construction Staking Electrical Installations (project) 01. 8160-00-76	EACH	1.000	1.000
0274	650.9000	Construction Staking Curb Ramps	EACH	52.000	52.000
0276	650.9500	Construction Staking Sidewalk (project) 01. 8160-00-76	EACH	1.000	1.000
0278	650.9911	Construction Staking Supplemental Control (project) 01. 8160-00-76	EACH	1.000	1.000
0280	650.9920	Construction Staking Slope Stakes	LF	5,085.000	5,085.000
0282	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	2,700.000	2,700.000
0284	655.0610	Electrical Wire Lighting 12 AWG	LF	3,402.000	3,402.000
0286	655.0625	Electrical Wire Lighting 6 AWG	LF	9,945.000	9,945.000
0288	655.0630	Electrical Wire Lighting 4 AWG	LF	9,945.000	9,945.000
0290	690.0150	Sawing Asphalt	LF	1,825.000	1,825.000
0292	690.0250	Sawing Concrete	LF	185.000	185.000
0294	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	3,975.000	3,975.000

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Line	Item	Item Description	Unit	Total	Qty
0296	740.0440	Incentive IRI Ride	DOL	3,840.000	3,840.000
0298	999.1001.S	Seismograph (project) 01. 8160-00-76	EACH	1.000	1.000
0300	999.1501.S	Crack and Damage Survey	EACH	25.000	25.000
0302	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,500.000	2,500.000
0304	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	2,000.000	2,000.000
0306	SPV.0060	Special 01. Inlets 5-FT Diameter	EACH	3.000	3.000
0308	SPV.0060	Special 02. Inlets 7-FT Diameter	EACH	1.000	1.000
0310	SPV.0060	Special 04. Concrete Base Type Special	EACH	21.000	21.000
0312	SPV.0060	Special 05. Lighting Unit Type Special	EACH	21.000	21.000
0314	SPV.0060	Special 05. Residential Manholes	EACH	1.000	1.000
0316	SPV.0090	Special 01. Storm Sewer Pipe PVC 6-Inch	LF	170.000	170.000
0318	SPV.0090	Special 02. Storm Sewer Pipe PVC 8-Inch	LF	20.000	20.000
0320	SPV.0165	Special 02. Scourstop	SF	96.000	96.000

CLEARING AND GRUBBING

CATEGORY	STATION	TO	STATION	LOCATION	201.0105 CLEARING STA	201.0120 CLEARING ID	201.0205 GRUBBING STA	201.0220 GRUBBING ID	REMARKS
0010	267+01	-		RT		12		12	
0010	271+42	-		LT		4		4	**
0010	271+47	-		RT		8		8	
0010	271+65	-		LT		3		3	**
0010	273+27	-		RT		5		5	
0010	273+50	-		LT		4		4	
0010	274+03	-		LT		10		10	
0010	274+33	-		RT		10		10	
0010	275+42	-		RT		7		7	
0010	275+94	-		LT		9		9	
0010	279+94	-		LT		21		21	
0010	281+44	-		RT		3		3	
0010	287+25	-	290+25	LT & RT	3		3		
0010	290+50	-	292+50	LT & RT	2		2		
0010	292+50	-	294+50	RT	2		2		
0010	294+50	-	295+50	LT & RT	1		1		
0010	295+50	-	300+50	RT	5		5		
0010	302+00	-	303+00	RT	1		1		
0010	303+08	-		LT		16		16	
0010	303+69	-		RT		4		4	
0010	304+85	-		RT		32		32	
0010	307+00	-	309+00	LT	2		2		
0010	309+00	-	310+00	RT	1		1		
0010	218+93	-		RT		6		6	** CENTRAL AVENUE
0010	218+93	-		LT		12		12	** CENTRAL AVENUE
0010	219+32	-		LT		10		10	** CENTRAL AVENUE
0010	219+32	-		RT		3		3	** CENTRAL AVENUE
0010	220+42	-		LT		3		3	** CENTRAL AVENUE
0010	260+50	-	261+50	RT	1		1		6TH AVENUE E
0010	269+00	-	270+00	LT	1		1		7TH AVENUE E
0010	270+43	-		LT		3		3	7TH AVENUE E
				ITEM TOTALS	19	185	19	185	

* VERIFY THE REMOVALS WITH THE ENGINEER.

** REMOVE TREE GRATES AND SET ASIDE FOR CITY STAFF

REMOVING SMALL PIPE CULVERTS

CATEGORY	STATION	LOCATION	203.0100 REMOVING SMALL PIPE CULVERTS EACH	REMARKS
0010	291+00	LT & RT	1	24" X 72' CPCS
0010	294+43	LT	1	15" X 21" X 26' CPCP
0010	295+54	LT & RT	1	24" X 76' CPCS
0010	296+12	LT	1	15" X 21" X 27' CPCP
0010	299+83	LT & RT	1	42" X 70' CPCS
0010	301+88	LT	1	24" X 27' CPCP
0010	302+15	LT & RT	1	21" X 58' HDPE
0010	303+52	LT	1	15" X 27' CPCP
0010	306+47	LT & RT	1	17" X 53' HDPE
0010	307+87	LT	1	24" X 20' CPCP
0010	310+51	LT & RT	1	18" X 63' HDPE
		ITEM TOTAL	11	

REMOVING CONCRETE PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	204.0100 REMOVING CONCRETE PAVEMENT SY	REMARKS
0010	262+51	-	267+64	LT & RT	1,822	2ND AVE W - 1ST AVE W
0010	267+64	-	272+35	LT & RT	1,683	1ST AVE W - CENTRAL AVE
0010	272+35	-	277+08	LT & RT	1,849	CENTRAL AVE - 1ST AVE E
0010	277+08	-	281+77	LT & RT	1,662	1ST AVE E - 2ND AVE E
0010	281+77	-	286+89	LT & RT	2,420	2ND AVE E - 3RD AVE E
0010	203+50	-	203+76	LT & RT	141	2ND AVENUE W
0010	204+25	-	204+50	LT & RT	143	2ND AVENUE W
0010	209+31	-	209+75	LT & RT	137	1ST AVENUE W
0010	210+24	-	210+49	LT & RT	141	1ST AVENUE W
0010	219+57	-	219+75	LT & RT	131	CENTRAL AVENUE
0010	220+26	-	220+50	LT & RT	136	CENTRAL AVENUE
0010	229+51	-	229+69	LT & RT	138	1ST AVENUE E
0010	230+25	-	230+51	LT & RT	150	1ST AVENUE E
0010	239+51	-	239+68	LT & RT	141	2ND AVENUE E
0010	240+35	-	240+49	LT & RT	138	2ND AVENUE E
0010	249+51	-	249+67	LT & RT	135	3RD AVENUE E
0010	250+26	-	250+45	LT & RT	112	3RD AVENUE E
0010	263+77	-		LT	63	DRIVEWAY
0010	264+94	-		RT	50	DRIVEWAY
0010	264+95	-		LT	52	DRIVEWAY
0010	265+72	-		LT	73	DRIVEWAY
0010	268+85	-		LT	72	DRIVEWAY
0010	269+01	-		RT	22	DRIVEWAY
0010	270+79	-		RT	32	DRIVEWAY
0010	271+26	-		LT	31	DRIVEWAY
0010	273+42	-		RT	39	DRIVEWAY
0010	275+73	-		RT	45	DRIVEWAY
0010	278+36	-		LT	31	DRIVEWAY
0010	278+50	-		RT	35	DRIVEWAY
0010	279+99	-		RT	43	DRIVEWAY
0010	280+33	-		LT	22	DRIVEWAY
0010	284+31	-		LT	82	DRIVEWAY
0010	284+39	-		RT	26	DRIVEWAY
0010	285+45	-		RT	32	DRIVEWAY
0010	228+85	-		LT	45	DRIVEWAY
0010	238+96	-		RT	26	DRIVEWAY
0010 SUBTOTAL					11,900	
0020	263+41	-	267+20	LT & RT	979	PARKING LANE
0020	267+08	-	271+94	LT & RT	914	PARKING LANE
0020	272+72	-	276+67	LT & RT	947	PARKING LANE
0020	277+53	-	281+33	LT & RT	992	PARKING LANE
0020	282+22	-	286+00	RT	358	PARKING LANE
0020 SUBTOTAL					4,190	
				ITEM TOTAL	16,090	

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REMOVING CURB & GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	204.0150 REMOVING CURB & GUTTER LF	REMARKS
0010	210+49	-	211+00	LT & RT	22	1ST AVENUE W
0010	218+85	-	219+57	LT & RT	145	CENTRAL AVENUE
0010	228+65	-	229+51	LT & RT	175	1ST AVENUE E
0010	230+51	-	231+00	LT & RT	100	1ST AVENUE E
0010	238+65	-	239+51	LT & RT	172	2ND AVENUE E
0010	260+26	-	260+58	LT & RT	102	6TH AVENUE E
0010	279+53	-	279+77	LT & RT	59	8TH AVENUE E
				ITEM TOTAL	775	

REMOVING CONCRETE SIDEWALK

CATEGORY	STATION	TO	STATION	LOCATION	204.0155 REMOVING CONCRETE SIDEWALK SY	REMARKS
0010	262+51	-	267+64	LT & RT	1,241	
0010	267+64	-	272+35	LT & RT	1,142	
0010	272+35	-	277+08	LT & RT	868	
0010	277+08	-	281+77	LT & RT	548	
0010	281+77	-	286+43	LT & RT	406	
0010	296+18	-	300+29	LT	170	
0010	300+29	-	305+01	LT	198	
0010	305+01	-	308+25	LT	136	
0010	203+00	-	203+59	LT	30	2ND AVENUE W
0010	204+40	-	204+51	LT	7	2ND AVENUE W
0010	209+30	-	209+59	LT	56	1ST AVENUE W
0010	219+00	-	219+59	LT & RT	178	CENTRAL AVENUE
0010	228+65	-	229+61	LT & RT	73	1ST AVENUE E
0010	230+39	-	230+49	LT & RT	27	1ST AVENUE E
0010	239+00	-	239+62	LT & RT	62	2ND AVENUE E
0010	259+00	-	259+61	LT & RT	15	6TH AVENUE E
0010	260+22	-	261+45	LT	18	6TH AVENUE E
0010	269+16	-	269+61	LT & RT	35	7TH AVENUE E
				ITEM TOTAL	5,210	

REMOVING CONCRETE BASES

CATEGORY	STATION	TO	LOCATION	204.0195 REMOVING CONCRETE BASES EACH	REMARKS
0030	262+42	-	RT	1	
0030	263+58	-	LT	1	
0030	264+73	-	RT	1	
0030	265+97	-	LT	1	
0030	267+12	-	RT	1	
0030	268+12	-	LT	1	
0030	269+27	-	RT	1	
0030	270+58	-	LT	1	
0030	271+81	-	RT	1	
0030	272+94	-	LT	1	
0030	274+21	-	RT	1	
0030	275+56	-	LT	1	
0030	276+55	-	RT	1	
0030	277+66	-	LT	1	
0030	279+49	-	RT	1	
0030	281+18	-	LT	1	
0030	282+32	-	RT	1	
0030	283+87	-	LT	1	
0030	285+85	-	RT	1	
0030	290+91	-	RT	1	
0030	296+23	-	RT	1	
0030	300+56	-	RT	1	
0030	269+56	-	RT	1	7TH AVE E
			ITEM TOTAL	23	

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STORM SEWER REMOVALS

CATEGORY	STATION	TO	STATION	LOCATION	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH	204.0245.01 REMOVING STORM SEWER 12-INCH LF	204.0245.01 REMOVING STORM SEWER 15-INCH LF	204.0245.01 REMOVING STORM SEWER 18-INCH LF	204.0245.01 REMOVING STORM SEWER 24-INCH LF	REMARKS
0010	262+78	-		41.7' LT		1	41				2ND AVE W - N
0010	263+20	-		41.8' LT		1	30				2ND AVE W - N
0010	263+43	-		24.0' LT		1		45			2ND AVE W - N
0010	263+43	-		24.1' RT		1	25				2ND AVE W - S
0010	263+11	-		81.3' RT	1					68	2ND AVE W - S
0010	263+20	-	265+31	14.5' RT	1					211	2ND AVE W - 1ST AVE W
0010	265+31	-		24.0' LT		1		38			2ND AVE W - 1ST AVE W
0010	265+31	-	267+81	14.5' RT	1					251	2ND AVE W - 1ST AVE W
0010	265+31	-		24.0' RT		1	9				2ND AVE W - 1ST AVE W
0010	267+44	-		41.4' LT		1	41				1ST AVE W - N
0010	267+85	-		41.6' LT		1		56			1ST AVE W - N
0010	267+81	-	269+85	14.5' RT	1					203	1ST AVE W - S
0010	269+85	-		24.2' LT		1		38			1ST AVE W - CENTRAL AVE
0010	269+85	-	271+93	14.5' RT	1					209	1ST AVE W - CENTRAL AVE
0010	269+86	-		23.9' RT		1	10				1ST AVE W - CENTRAL AVE
0010	271+93	-		14.3' RT		1	10				1ST AVE W - CENTRAL AVE
0010	271+93	-	275+16	14.5' RT	1				323		CENTRAL AVE - 1ST AVE E
0010	271+94	-		24.3' LT		1		40			CENTRAL AVE
0010	272+10	-		41.8' LT		1		24			CENTRAL AVE
0010	272+44	-		40.8' LT	1			34			CENTRAL AVE
0010	272+63	-		40.5' LT				20			CENTRAL AVE
0010	275+16	-		24.2' LT		1	38				CENTRAL AVE - 1ST AVE E
0010	275+16	-		14.5' RT	1						CENTRAL AVE - 1ST AVE E
0010	275+17	-		23.9' RT		1	9				CENTRAL AVE - 1ST AVE E
0010	276+92	-		67.7' LT		1		27			1ST AVE E - N
0010	277+28	-		68.3' LT		1		10			1ST AVE E - N
0010	277+19	-		67.0' LT	1					152	1ST AVE E - S
0010	281+35	-		13.9' RT	1			38			2ND AVE E
0010	281+35	-		24.5' RT		1		10			2ND AVE E
0010	281+33	-		23.9' LT		1		30			2ND AVE E
0010	281+56	-		40.1' LT		1		41			2ND AVE E
0010	281+98	-		41.6' LT		1					2ND AVE E
0010	281+35	-	284+03	14.4' RT	1	1				269	2ND AVE E - 3RD AVE E
0010	284+03	-	286+00	14.4' RT	1					197	2ND AVE E - 3RD AVE E
0010	286+00	-	286+65	14.4' RT	1				65		2ND AVE E - 3RD AVE E
0010	284+01	-		24.1' RT		1		10			2ND AVE E - 3RD AVE E
0010	284+01	-		23.8' LT		1		39			2ND AVE E - 3RD AVE E
0010	285+99	-		24.5' RT		1	10				3RD AVE E
0010	285+99	-		23.8' LT		1	38				3RD AVE E
0010	286+22	-		41.4' LT		1	29				3RD AVE E
0010	286+61	-		43.5' RT		1	27				3RD AVE E
0010	286+81	-		25.2' LT		1	43				3RD AVE E
0010	289+20	-		19.7' LT		1	39				3RD AVE E - 6TH AVE E
0010	289+19	-	290+61	19.7' RT		1	142				3RD AVE E - 6TH AVE E
0010	290+61	-		25.9' RT	1		40				3RD AVE E - 6TH AVE E
0010	299+88	-		26.7' LT	1		37				6TH AVE E
0010	300+20	-		44.5' LT	1		16				6TH AVE E
				ITEM TOTALS	16	31	634	500	388	1,560	

REMOVING PLANTER

CATEGORY	STATION	LOCATION	204.9060.S.01 REMOVING PLANTER EACH	REMARKS
0010	272+67	40.5' LT	1	CENTRAL AVENUE
		ITEM TOTAL	1	

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EARTHWORK SUMMARY

DIVISION	STATION	LOCATION	(1) 205.0100 EXCAVATION COMMON CY	(2)(3) SALVAGED/ UNUSABLE MATERIAL (WASTE) CY	(4) AVAILABLE MATERIAL CY	UNEXPANDED FILL CY	(5) EXPANDED FILL CY	(6) MASS ORDINATE CY	REMARKS
DIVISION 1									
	262+51.85 - 273+00.00	STH 13	8001	1898	6103	2	3	6100	
	273+00.00 - 287+00.00	STH 13	10166	2706	7459.5	33	43	7416.5	
	287+00.00 - 301+00.00	STH 13	8400	1190	7210	632	821	6389	
	301+00.00 - 313+36.61	STH 13	6375	1000	5374.5	465	605	4769.5	
SIDE ROADS	204+22.00 - 205+00.00	2ND AVE W.	267	59	208	3	4	204	
	209+00.00 - 209+78.00	1ST AVE W.	362	76	286	0	1	285	
	210+22.00 - 211+00.00	1ST AVE W.	275	54	221	0	0	221	
	218+85.00 - 219+78.00	CENTRAL AVE	391	92	299	0	0	299	
	220+22.00 - 221+00.00	CENTRAL AVE	245	39	206	0	0	206	
	228+65.00 - 229+78.00	1ST AVE E.	414	78	336	0	0	336	
	230+22.00 - 231+00.00	1ST AVE E.	279	84	195	0	0	195	
	238+65.00 - 239+78.00	2ND AVE E.	494	79	415	0	1	414	
	240+22.00 - 241+00.00	2ND AVE E.	232	14	218	0	1	217	
	248+60.00 - 249+83.02	3RD AVE E.	417	55	362	0	0	362	
	250+16.52 - 251+15.00	3RD AVE E.	200	49	151	5	7	144	
	259+00.00 - 259+83.00	6TH AVE E.	255	28	227	1	2	225	
	260+24.00 - 260+73.86	6TH AVE E.	241	31	210	7	9	201	
	269+35.00 - 269+83.00	7TH AVE E.	92	28	64	0	0	64	
	270+17.00 - 270+36.08	7TH AVE E.	63	19	44	27	35	9	
	279+20.00 - 279+83.00	8TH AVE E.	172	31	141	0	0	141	
PROJECT 8160-00-76 SUBTOTAL			37,340	7,610	29,730	1,175	1,532	28,198	
DIVISION 1 TOTAL			37,340	7,610	29,730	1,175	1,532	28,198	

(1) EXCAVATION COMMON IS THE TOTAL VOLUME OF CUT. ITEM NUMBER 205.0100, 3533 CY OF EXCAVATION IS IN CAT 0020 (PARKING LANES LOCATION)

(2) SALVAGED/ UNUSABLE PAVEMENT MATERIAL ARE INCLUDED IN THE QUANTITY OF EXCAVATION COMMON.

(3) SALVAGED/ UNUSABLE PAVEMENT MATERIAL. INCLUDES PAVEMENT WITH ASPHALT OVERLAY, ASPHALT, CURB AND GUTTER AND SIDEWALKS. ASPHALT DRIVEWAYS AND PARKING LOTS WERE ESTIMATED AT 3" DEPTH AND SIDEROADS AT 4" DEPTH.

(4) AVAILABLE MATERIAL = EXCAVATION COMMON - UNUSABLE PAVEMENT MATERIAL.

(5) EXPANDED FILL FACTOR = 1.30

(6) THE MASS ORDINATE + OR - QTY FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL AND A MINUS QUANTITY INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

THE MASS ORDINATE IS = EXCAVATION COMMON - SALVAGED/UNUSABLE PAVEMENT MATERIAL - EXPANDED FILL.

UNLESS OTHERWISE NOTED, ALL ITEMS ARE CATEGORY 0010

FINISHING ROADWAY

213.0100.01

FINISHING ROADWAY (PROJECT) (01. 8160-00-76)

CATEGORY	STATION	TO	STATION	LOCATION	EACH	REMARKS
0010	262+51	-	313+36	LT & RT	1	
				ITEM TOTAL	1	

BASE AGGREGATE

CATEGORY	STATION	TO	STATION	LOCATION	209.1100 BACKFILL GRANULAR GRADE 1 CY	305.0110 * BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	REMARKS
0010	262+51	-	267+64	LT & RT	1,578		969	513		
0010	267+64	-	272+35	LT & RT	1,451		914	471		
0010	272+35	-	277+08	LT & RT	1,456		919	473		
0010	277+08	-	281+77	LT & RT	1,444		873	469		
0010	281+77	-	286+89	LT & RT	1,555		932	512		
0010	286+89	-	300+29	LT & RT	3,198	288	4,264	1,340	1,340	
0010	300+29	-	305+01	LT & RT	1,064	196	1,420	472	472	
0010	305+01	-	309+83	LT & RT	1,057	211	1,408	482	482	
0010	309+83	-	313+36	LT & RT	783	163	1,044	353	353	
0010	204+22	-	205+00	LT & RT	120	8	125	78	51	2ND AVENUE W
0010	209+00	-	209+78	LT & RT	131	4	111	78	45	1ST AVENUE W
0010	210+22	-	211+00	LT & RT	120	9	108	78	50	1ST AVENUE W
0010	218+85	-	219+78	LT & RT	120	0	246	93	66	CENTRAL AVENUE
0010	220+22	-	221+00	LT & RT	142	7	89	78	45	CENTRAL AVENUE
0010	228+65	-	229+78	LT & RT	120		175	113	86	1ST AVENUE E
0010	230+22	-	231+00	LT & RT	119		119	78	51	1ST AVENUE E
0010	238+65	-	239+78	LT & RT	120		183	113	86	2ND AVENUE E
0010	240+22	-	241+00	LT & RT	119	8	89	78	51	2ND AVENUE E
0010	248+60	-	249+78	LT & RT	123	14	190	118	95	3RD AVENUE E
0010	250+22	-	251+15	LT & RT	141	10	111	93	65	3RD AVENUE E
0010	259+00	-	259+83	LT & RT	86	8	199	83	83	6TH AVENUE E
0010	260+24	-	260+73	LT & RT	103	2	159	49	49	6TH AVENUE E
0010	269+35	-	269+83	LT & RT	35	12	107	48	48	7TH AVENUE E
0010	270+17	-	271+25	LT & RT	25	20	107	108	108	7TH AVENUE E
0010	279+20	-	279+83	LT & RT	90	5	177	63	63	8TH AVENUE E
0010	262+98	-		LT			95			DRIVEWAY
0010	263+77	-		LT			27			DRIVEWAY
0010	264+93	-		RT			21			DRIVEWAY
0010	264+95	-		LT			35			DRIVEWAY
0010	265+71	-		LT			27			DRIVEWAY
0010	268+85	-		LT			31			DRIVEWAY
0010	269+01	-		RT			19			DRIVEWAY
0010	270+79	-		RT			23			DRIVEWAY
0010	271+26	-		LT			14			DRIVEWAY
0010	273+42	-		RT			20			DRIVEWAY
0010	275+73	-		RT			29			DRIVEWAY
0010	278+36	-		LT			19			DRIVEWAY
0010	278+50	-		RT			15			DRIVEWAY
0010	279+99	-		RT			23			DRIVEWAY
0010	280+33	-		LT			19			DRIVEWAY
0010	283+49	-		LT			47			DRIVEWAY
0010	284+39	-		RT			15			DRIVEWAY
0010	285+48	-		RT			19			DRIVEWAY
0010	287+57	-		RT			13			DRIVEWAY
0010	287+99	-		LT			18			DRIVEWAY
0010	290+42	-		RT			14			DRIVEWAY
0010	293+08	-		RT			16			DRIVEWAY
0010	293+09	-		LT			14			DRIVEWAY
0010	293+48	-		RT			16			DRIVEWAY
0010	294+43	-		LT			14			DRIVEWAY

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BASE AGGREGATE (CONT'D)

CATEGORY	STATION	TO	STATION	LOCATION	209.1100 BACKFILL GRANULAR GRADE 1 CY	305.0110 *BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	REMARKS
0010	296+12	-		LT			19			DRIVEWAY
0010	298+33	-		LT			24			DRIVEWAY
0010	301+59	-		RT			24			DRIVEWAY
0010	301+88	-		LT			19			DRIVEWAY
0010	303+52	-		LT			19			DRIVEWAY
0010	307+03	-		RT			35			DRIVEWAY
0010	307+73	-		RT			29			DRIVEWAY
0010	307+87	-		LT			20			DRIVEWAY
0010	311+03	-		RT			31			DRIVEWAY
0010	312+24	-		RT			23			DRIVEWAY
0010	204+79	-		LT			21			DRIVEWAY - 2ND AVE W
0010	204+80	-		RT			24			DRIVEWAY - 2ND AVE W
0010	210+84	-		RT			9			DRIVEWAY - 1ST AVE W
0010	210+91	-		LT			9			DRIVEWAY - 1ST AVE W
0010	228+84	-		LT			11			DRIVEWAY - 1ST AVE E
0010	238+95	-		LT			42			DRIVEWAY - 2ND AVE E
0010	238+95	-		RT			8			DRIVEWAY - 2ND AVE E
0010	248+75	-		LT			14			DRIVEWAY - 3RD AVE E
0010	248+77	-		RT			8			DRIVEWAY - 3RD AVE E
	TEMPORARY CROSSINGS						200			
0010 SUBTOTAL					15,300	965	16,230	6,434	3,689	
0020	262+51	-	267+64	LT	208		105			PARKING LANE
0020	262+51	-	267+64	RT	167		84			PARKING LANE
0020	267+64	-	272+35	LT	168		85			PARKING LANE
0020	267+64	-	272+35	RT	171		86			PARKING LANE
0020	272+35	-	277+08	LT	174		87			PARKING LANE
0020	272+35	-	277+08	RT	171		86			PARKING LANE
0020	277+08	-	281+77	LT	169		85			PARKING LANE
0020	277+08	-	281+77	RT	168		85			PARKING LANE
0020	281+77	-	285+82	RT	164		82			PARKING LANE
0020	282+14	-	286+06	LT			15			1' SIDEWALK AREA
0020	282+14	-	286+06	RT			15			1' SIDEWALK AREA
0020 SUBTOTAL					1,560		815			
0040	262+51	-	267+64	LT & RT			225			TERRACE
0040	267+64	-	272+35	LT & RT			185			TERRACE
0040	272+35	-	277+08	LT & RT			202			TERRACE
0040	277+08	-	281+77	LT & RT			188			TERRACE
0040 SUBTOTAL							800			
0050	286+43	-	300+29	RT			369			3RD AVE E - 6TH AVE E
0050	300+29	-	305+01	RT			132			6TH AVE E - 7TH AVE E
0050	305+01	-	309+83	RT			130			7TH AVE E - 8TH AVE E
0050	309+83	-	313+36	RT			104			8TH AVE E - SUPERIOR AVE
0050 SUBTOTAL							735			
				ITEM TOTALS	16,860	965	18,580	6,434	3,689	

* QUANTITY ALSO SHOWN ELSEWHERE.

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CONCRETE

CATEGORY	STATION	TO	STATION	LOCATION	415.0080 CONCRETE PAVEMENT 8-INCH SY	415.4100 CONCRETE PAVEMENT JOINT FILLING SY	416.0620 DRILLED DOWEL BARS EACH	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF	REMARKS
0010	262+51	-	267+64	LT & RT	1,951	1,951	36	513	
0010	267+64	-	272+35	LT & RT	1,796	1,796		471	
0010	272+35	-	277+08	LT & RT	1,796	1,796		473	
0010	277+08	-	281+77	LT & RT	1,788	1,788		469	
0010	281+77	-	286+88	LT & RT	1,959	1,959		511	
0010	204+22	-	204+50	LT & RT	141	141		28	2ND AVENUE W
0010	209+45	-	209+78	LT & RT	151	151		33	1ST AVENUE W
0010	210+22	-	210+50	LT & RT	141	141		28	1ST AVENUE W
0010	219+51	-	219+78	LT & RT	143	143		27	CENTRAL AVENUE
0010	220+22	-	220+56	LT & RT	167	167		34	CENTRAL AVENUE
0010	229+51	-	229+78	LT & RT	141	141		27	1ST AVENUE E
0010	230+22	-	230+50	LT & RT	141	141		28	1ST AVENUE E
0010	239+51	-	239+78	LT & RT	140	140		27	2ND AVENUE E
0010	240+22	-	240+49	LT & RT	140	140		27	2ND AVENUE E
0010	249+55	-	249+83	LT & RT	144	144		28	3RD AVENUE E
0010	250+17	-	250+50	LT & RT	161	161		33	3RD AVENUE E
0010 SUBTOTAL					10,900	10,900	36	2,757	
0020	262+51	-	267+64	LT	313	313			PARKING LANE
0020	262+51	-	267+64	RT	252	252			PARKING LANE
0020	267+64	-	272+35	LT	254	254			PARKING LANE
0020	267+64	-	272+35	RT	257	257			PARKING LANE
0020	272+35	-	277+08	LT	262	262			PARKING LANE
0020	272+35	-	277+08	RT	257	257			PARKING LANE
0020	277+08	-	281+77	LT	255	255			PARKING LANE
0020	277+08	-	281+77	RT	253	253			PARKING LANE
0020	281+77	-	285+82	RT	247	247			PARKING LANE
0020 SUBTOTAL					2350	2350	0		
				ITEM TOTALS	13250	13,250	36	2,757	

CONCRETE PAVEMENT GAPS

CATEGORY	STATION	TO	STATION	LOCATION	415.0210 CONCRETE PAVEMENT GAPS EACH	REMARKS
0010	262+51	-	286+89	LT	2	
0010	262+51	-	286+89	RT	2	
				ITEM TOTAL	4	

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					HMA PAVEMENT				
					455.0605	460.6243	460.6244	465.0120	
CATEGORY	STATION	TO	STATION	LOCATION	* TACK COAT GAL	HMA PAVEMENT 3 MT 58-34 S (MIDDLE/LOWER) TON	* HMA PAVEMENT 4 MT 58-34 S (SURFACE) TON	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	REMARKS
0010	286+88	-	300+29	LT & RT	636	1779	593		
0010	300+29	-	305+01	LT & RT	223	624	208		
0010	305+01	-	309+83	LT & RT	216	603	201		
0010	309+83	-	313+36	LT & RT	162	453	151		
0010	204+22	-	205+00	LT & RT	13	23	23		2ND AVENUE W
0010	209+00	-	209+78	LT & RT	14	26	26		1ST AVENUE W
0010	210+22	-	211+00	LT & RT	11	20	20		1ST AVENUE W
0010	218+85	-	219+78	LT & RT	22	41	41		CENTRAL AVENUE
0010	220+22	-	221+00	LT & RT	13	24	24		CENTRAL AVENUE
0010	228+65	-	229+78	LT & RT	17	32	32		1ST AVENUE E
0010	230+22	-	231+00	LT & RT	12	23	23		1ST AVENUE E
0010	238+65	-	239+78	LT & RT	17	32	32		2ND AVENUE E
0010	240+22	-	241+00	LT & RT	10	19	19		2ND AVENUE E
0010	248+60	-	249+78	LT & RT	21	38	38		3RD AVENUE E
0010	250+22	-	251+15	LT & RT	13	24	24		3RD AVENUE E
0010	259+00	-	259+83	LT & RT	17	31	31		6TH AVENUE E
0010	260+24	-	260+73	LT & RT	11	21	21		6TH AVENUE E
0010	269+35	-	269+83	LT & RT	10	16	16		7TH AVENUE E
0010	270+17	-	271+25	LT & RT	11	39	39		7TH AVENUE E
0010	279+20	-	279+83	LT & RT	16	57	57		8TH AVENUE E
0010	262+98	-		LT				28	DRIVEWAY
0010	263+77	-		LT				4	DRIVEWAY
0010	264+93	-		RT				3	DRIVEWAY
0010	264+95	-		LT				8	DRIVEWAY
0010	265+71	-		LT				4	DRIVEWAY
0010	268+85	-		LT				5	DRIVEWAY
0010	269+01	-		RT				4	DRIVEWAY
0010	270+79	-		RT				4	DRIVEWAY
0010	271+26	-		LT				2	DRIVEWAY
0010	273+42	-		RT				4	DRIVEWAY
0010	275+73	-		RT				6	DRIVEWAY
0010	278+36	-		LT				3	DRIVEWAY
0010	278+50	-		RT				2	DRIVEWAY
0010	279+99	-		RT				4	DRIVEWAY
0010	280+33	-		LT				4	DRIVEWAY
0010	283+49	-		LT				9	DRIVEWAY
0010	284+39	-		RT				1	DRIVEWAY
0010	285+48	-		RT				2	DRIVEWAY
0010	287+57	-		RT				2	DRIVEWAY
0010	287+99	-		LT				6	DRIVEWAY
0010	290+42	-		RT				2	DRIVEWAY
0010	293+08	-		RT				6	DRIVEWAY
0010	293+09	-		LT				4	DRIVEWAY
0010	293+48	-		RT				6	DRIVEWAY
0010	294+43	-		LT				4	DRIVEWAY

HMA PAVEMENT (CONT'D)

CATEGORY	STATION	TO	STATION	LOCATION	455.0605 * TACK COAT GAL	460.6243 HMA PAVEMENT 3 MT 58-34 S (MIDDLE/LOWER) TON	460.6244 * HMA PAVEMENT 4 MT 58-34 S (SURFACE) TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	REMARKS
0010	296+12	-		LT				7	DRIVEWAY
0010	298+33	-		LT				9	DRIVEWAY
0010	301+59	-		RT				5	DRIVEWAY
0010	301+88	-		LT				7	DRIVEWAY
0010	303+52	-		LT				7	DRIVEWAY
0010	307+03	-		RT				8	DRIVEWAY
0010	307+73	-		RT				7	DRIVEWAY
0010	307+87	-		LT				8	DRIVEWAY
0010	311+03	-		RT				8	DRIVEWAY
0010	312+24	-		RT				6	DRIVEWAY
0010	204+79	-		LT				9	DRIVEWAY - 2ND AVE W
0010	210+84	-		RT				5	DRIVEWAY - 1ST AVE W
0010	210+91	-		LT				4	DRIVEWAY - 1ST AVE W
0010	228+84	-		LT				8	DRIVEWAY - 1ST AVE E
0010	238+95	-		LT				3	DRIVEWAY - 2ND AVE E
0010	248+75	-		LT				7	DRIVEWAY - 3RD AVE E
0010	248+77	-		RT				0	DRIVEWAY - 3RD AVE E
									DETOURS
				ITEM TOTALS	1465	3925	1619	235	

* QUANTITY ALSO SHOWN ELSEWHERE.

DETOUR ITEMS

CATEGORY	STATION - STATION	LOCATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	305.0110 * BASE AGGREGATE DENSE 3/4 INCH TON	455.0605 * TACK COAT GAL	460.6244 * HMA PAVEMENT 4 MT 58-34 S TON	465.0110 ASPHALTIC SURFACE PATCHING TON	643.3105 TEMPORARY MARKING LINE PAINT (WHITE) (EDGE LINES) 4-INCH LF	646.1020 * MARKING LINE EPOXY 4-INCH CENTERLINE (YELLOW) LF	646.1020 * MARKING LINE EPOXY 4-INCH (EDGE LINES) (WHITE) LF	646.6120 * MARKING STOP LINE EPOXY 18-INCH LF	643.3805 TEMPORARY MARKING STOP LINE PAINT 18-INCH LF	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	690.0150 * SAWING ASPHALT (PATCHES) LF	REMARKS
0010	WASHINGTON AVE	STH 13 - MAKI ROAD				13		50							140	PRE - CONSTRUCTION
0010	WASHINGTON AVE	STH 13 - E 8TH ROAD								4170						POST - CONSTRUCTION
0010	WASHINGTON AVE	E 8TH ROAD - MAKI ROAD								18180	18180		20			PRE - CONSTRUCTION
0010	MAKI ROAD	WASHINGTON AVE - STH 13				2		10	10400				30		160	PRE - CONSTRUCTION
0010	MAKI ROAD	WASHINGTON AVE - STH 13	110	11600		690	1295			20800		30		5200		POST - CONSTRUCTION
		UNDISTRIBUTED			100											
	TOTAL 0010		110	11,600	100	705	1,295	60	10,400	43,150	18,180	30	50	5,200	300	

* QUANTITIES ALSO SHOWN ELSEWHERE

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	MISCELLANEOUS QUANTITIES	SHEET 125	E

CULVERT PIPE

CATEGORY	STATION	TO	STATION	LOCATION	520.1018 APRON ENDWALLS FOR CULVERT PIPE 18-INCH EACH	520.3418 CULVERT PIPE CLASS III-A NON-METAL 18-INCH LF	522.0124 CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH LF	522.0448 CULVERT PIPE REINFORCED CONCRETE CLASS IV 48-INCH LF	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	522.1048 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 48-INCH EACH	522.2419 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 19X30-INCH LF	522.2424 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 24X38-INCH LF	522.2619 APRON ENDWALLS FOR FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 19X30-INCH EACH	522.2624 APRON ENDWALLS FOR FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 24X38-INCH EACH	633.5200 MARKERS CULVERT END EACH	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	REMARKS
0010	291+02	-		LT & RT								78		2	2	1	
0010	294+43	-		LT	2	24											
0010	295+60	-		LT & RT			94		2						2	1	
0010	296+12	-		LT	2	24											
0010	299+86	-		LT & RT				106		2					2	1	
0010	301+88	-		LT	2	26											
0010	302+24	-		LT & RT							72		2		2	1	
0010	303+52	-		LT	2	26											
0010	304+91	-		LT	2	16										1	
0010	305+49	-		LT	2	20										1	
0010	306+44	-		LT & RT							62		2		2	1	
0010	307+87	-		LT	2	24											
0010	310+47	-		LT & RT			78		2						2	1	
				ITEM TOTALS	14	160	172	106	4	2	134	78	4	2	12	8	

CONCRETE CURB & GUTTER ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0557 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D LF	601.0600 CONCRETE CURB PEDESTRIAN LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	REMARKS
0010	262+51	-	267+64	LT & RT	845					
0010	267+64	-	272+35	LT & RT	765					
0010	272+35	-	277+08	LT & RT	775					
0010	277+08	-	281+77	LT & RT	758					
0010	281+77	-	286+43	LT & RT	747					
0010	286+43	-	300+29	LT & RT		1,361			1,361	
0010	204+22	-	204+55	LT & RT	81	12			12	2ND AVENUE W
0010	209+00	-	209+78	LT & RT	95	21		25	46	1ST AVENUE W
0010	210+22	-	211+00	LT & RT	80	103			103	1ST AVENUE W
0010	218+85	-	219+78	LT & RT	77	136			136	CENTRAL AVENUE
0010	220+22	-	221+00	LT & RT	92			15	15	CENTRAL AVENUE
0010	228+65	-	229+78	LT & RT	79	172			172	1ST AVENUE E
0010	230+22	-	231+00	LT & RT	79	102			102	1ST AVENUE E
0010	238+65	-	239+78	LT & RT	79	172			172	2ND AVENUE E
0010	240+22	-	241+00	LT & RT	79	12			12	2ND AVENUE E
0010	248+60	-	249+78	LT & RT	81	18			18	3RD AVENUE E
0010	250+22	-	251+15	LT & RT	100	12			12	3RD AVENUE E
0010	259+00	-	259+83	LT & RT			100		100	6TH AVENUE E
0010	260+24	-	260+73	LT & RT		112			112	6TH AVENUE E
0010	279+20	-	279+83	LT & RT			100		100	8TH AVENUE E
				ITEM TOTALS	4,812	2,233	200	40	2,473	

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SIDEWALK ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	602.0405 CONCRETE SIDEWALK 4-INCH SF	REMARKS
0010	262+51	-	267+64	LT & RT	4,690	
0010	267+64	-	272+35	LT & RT	5,080	
0010	272+35	-	277+08	LT & RT	5,150	
0010	277+08	-	281+77	LT & RT	4,080	
0010	281+77	-	286+43	LT & RT	4,150	
0010	209+00	-	209+78	LT & RT	80	1ST AVENUE W
0010	218+85	-	219+78	LT & RT	1,420	CENTRAL AVENUE
0010	228+65	-	229+78	LT & RT	320	1ST AVENUE E
0010	230+22	-	231+00	LT	200	1ST AVENUE E
0010	238+65	-	239+78	LT & RT	530	2ND AVENUE E
0010	259+00	-	259+83	LT	190	6TH AVENUE E
0010	260+24	-	260+73	LT	120	6TH AVENUE E
0010	269+41	-	269+83	LT & RT	475	7TH AVENUE
0010 SUBTOTAL					26,485	
0020	282+14	-	286+06	LT	350	1'SIDEWALK AREA
0020	282+14	-	286+06	RT	360	1'SIDEWALK AREA
0020 SUBTOTAL					710	
0040	262+51	-	267+64	LT & RT	6,070	TERRACE
0040	267+64	-	272+35	LT & RT	4,970	TERRACE
0040	272+35	-	277+08	LT & RT	5,450	TERRACE
0040	277+08	-	281+77	LT & RT	5,060	TERRACE
0040 SUBTOTAL					21,550	
0050	286+43	-	300+29	RT	7,730	
0050	300+29	-	305+01	RT	2,710	
0050	305+01	-	309+83	LT & RT	2,665	
0050	309+83	-	313+36	LT & RT	2,040	
0050 SUBTOTAL					15,145	
		-				
				ITEM TOTALS	63,890	

CONCRETE STEPS

CATEGORY	STATION	LOCATION	602.1500 CONCRETE SF	REMARKS
0010	278+88	LT	27	INCLUDES REMOVAL OF EX STEPS
		ITEM TOTAL	27	

DETECTABLE WARNING FIELD

CATEGORY	STATION	TO	STATION	LOCATION	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	REMARKS
0010	262+64	-		LT & RT	20	2	
0010	263+33	-		LT & RT	20	2	
0010	267+30	-		LT & RT	20	2	
0010	267+99	-		LT & RT	20	2	
0010	271+95	-		LT & RT	20	2	
0010	272+75	-		LT & RT	20	2	
0010	276+75	-		LT & RT	20	2	
0010	277+45	-		LT & RT	20	2	
0010	281+43	-		LT & RT	20	2	
0010	282+12	-		LT & RT	20	2	
0010	286+08	-		LT & RT	20	2	
0010	300+64	-		LT & RT	20	2	
0010	305+48	-		LT & RT	20	2	
0010	204+35	-		LT & RT	20	2	2ND AVENUE W
0010	209+64	-		LT & RT	20	2	1ST AVENUE W
0010	210+35	-		LT & RT	20	2	1ST AVENUE W
0010	219+66	-		LT & RT	20	2	CENTRAL AVENUE
0010	220+36	-		LT & RT	20	2	CENTRAL AVENUE
0010	229+64	-		LT & RT	20	2	1ST AVENUE E
0010	230+36	-		LT & RT	20	2	1ST AVENUE E
0010	239+64	-		LT & RT	20	2	2ND AVENUE E
0010	240+35	-		LT & RT	20	2	2ND AVENUE E
0010	250+33	-		LT & RT	24	2	3RD AVENUE E
0010	260+38	-		LT & RT	26	2	6TH AVENUE E
0010	269+64	-		LT & RT	20	2	7TH AVENUE E
0010	270+29	-		LT & RT	24	2	7TH AVENUE E
				ITEM TOTALS	534	52	

RIPRAP

CATEGORY	STATION	TO	STATION	LOCATION	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE TYPE HR SY	SPV.0165.02 SCOURSTOP SF	REMARKS
0010	291+02	-		RT	11	32		
0010	295+60	-		RT	5	19		
0010	299+85	-		RT	11	32		
0010	302+24	-		RT	5	19		
0010	306+44	-		RT			96	
0010	310+47	-		RT	5	18		
				ITEM TOTALS	36	120	96	

3

CONCRETE DRIVEWAY

CATEGORY	STATION	LOCATION	602.0810 CONCRETE DRIVEWAY 6-INCH SY	REMARKS
0010	262+98	LT	62	DRIVEWAY
0010	263+77	LT	53	DRIVEWAY
0010	264+93	RT	45	DRIVEWAY
0010	264+95	LT	45	DRIVEWAY
0010	265+71	LT	53	DRIVEWAY
0010	268+85	LT	54	DRIVEWAY
0010	269+01	RT	29	DRIVEWAY
0010	270+79	RT	42	DRIVEWAY
0010	271+26	LT	30	DRIVEWAY
0010	273+42	RT	34	DRIVEWAY
0010	275+73	RT	45	DRIVEWAY
0010	278+36	LT	34	DRIVEWAY
0010	278+50	RT	29	DRIVEWAY
0010	279+99	RT	42	DRIVEWAY
0010	280+33	LT	29	DRIVEWAY
0010	283+49	LT	87	DRIVEWAY
0010	284+39	RT	29	DRIVEWAY
0010	285+48	RT	37	DRIVEWAY
0010	287+57	RT	26	DRIVEWAY
0010	287+99	LT	10	DRIVEWAY
0010	290+42	RT	28	DRIVEWAY
0010	293+08	RT	11	DRIVEWAY
0010	293+09	LT	16	DRIVEWAY
0010	293+48	RT	11	DRIVEWAY
0010	294+43	LT	12	DRIVEWAY
0010	238+95	LT	69	DRIVEWAY - 2ND AVE E
0010	238+95	RT	38	DRIVEWAY - 2ND AVE E
		ITEM TOTAL	1,000	

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STORM SEWER PIPES

FROM		TO	PIPE NAME	LOCATION	608.0315 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH LF	608.0318 18-INCH LF	608.0342 42-INCH LF	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 15-INCH LF	608.0418 18-INCH LF	608.0424 24-INCH LF	608.0436 36-INCH LF	608.0448 48-INCH LF	JOINT TIES* EACH	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT
51	-	53	P-51	STH 13					70						661.65	661.19	0.007
52	-	50	P-52	STH 13								69			659.54	659.36	0.003
52A	-	52	P-52A	STH 13					27						661	660.80	0.007
53	-	52	P-53	STH 13								44			659.64	659.54	0.002
54	-	53	P-54	STH 13								186			660.1	659.64	0.003
54A	-	54	P-54A	STH 13					47						662.4	662.10	0.006
55A	-	55	P-55A	STH 13							21				662.52	661.87	0.032
55B	-	55A	P-55B	STH 13					34						664.5	663.52	0.029
56	-	55	P-56	STH 13								241			661.24	660.64	0.003
56A	-	56	P-56A	STH 13					47						663.1	662.85	0.005
57	-	56	P-57	STH 13								200			661.74	661.24	0.003
57A	-	57	P-57A	STH 13					47						663.7	663.25	0.010
58	-	57	P-58	STH 13								60			661.9	661.74	0.003
55	-	54	P-55	STH 13								213			660.64	660.10	0.003
58A	-	58	P-58A	STH 13							27				662.54	662.10	0.016
58B	-	58A	P-58B	STH 13					13						662.86	662.54	0.025
58C	-	58	P-58C	STH 13							19				662.63	662.58	0.003
58D	-	58A	P-58D	STH 13					33						664.47	663.28	0.037
59	-	58C	P-59	STH 13							251				663.26	662.63	0.003
59A	-	59	P-59A	STH 13					47						663.85	663.60	0.005
59B	-	59A	P-59B	STH 13				10							664.2	664.15	0.005
60	-	59	P-60	STH 13				10							664.55	664.45	0.010
61	-	62	P-61	STH 13							136				663.11	660.94	0.016
61A	-	61	P-61A	STH 13						30					663.25	663.11	0.005
61B	-	61A	P-61B	STH 13						48					663.75	663.25	0.010
61C	-	61	P-61C	STH 13					8						664.25	663.83	0.052
61D (EX)	-	61	P-61D	STH 13							16				663.76	663.11	0.040
63	-	64	P-63	STH 13						187					662.5	660.55	0.010
63A	-	63	P-63A	STH 13					47						663	662.75	0.005
64	-	65	P-64	STH 13							269				660.05	658.70	0.005
64A	-	64	P-64A	STH 13					47						661.1	660.85	0.005
64B	-	64	P-64B	STH 13					33						661.55	661.35	0.006
64C	-	64B	P-64C	STH 13					39						661.75	661.55	0.005
65	-	66	P-65	STH 13							178				658.7	657.80	0.005
65A	-	65	P-65A	STH 13					42						659.5	659.25	0.006
66	-	67	P-66	STH 13							86				657.8	657.35	0.005
66A	-	66	P-66A	STH 13					42						658.5	658.25	0.006
67	-	68	P-67	STH 13							33				657.35	657.30	0.002
67A	-	67	P-67A	STH 13					23						659	658.90	0.004
67B	-	67	P67B	STH 13					25						659.05	658.95	0.004
67C	-	67B	P-67C	STH 13					39						659.25	659.05	0.005
69	-	70	70	STH 13		25									657.15	657.00	0.006
69A	-	69	69	STH 13						175					658	657.15	0.005
69B	-	69A	69A	STH 13					37						658.45	658.25	0.005
69C	-	69B	69B	STH 13				10							658.75	658.70	0.005
71	-		P-71	STH 13		15									659.25	658.95	-0.020
71B	-	71A	P-71B	STH 13	29										663.26	662.00	0.044
72A	-		72A										106		656.85	653.00	0.036
72B	-	72A	72B	STH 13			28								657	656.85	-0.005
73	-	74	73	STH 13	45										659.4	656.00	-0.075
75	-	76	75	STH 13					115						663.79	663.22	0.005
76	-	77	76	STH 13							78				662.47	661.60	0.011
				TOTALS	74	40	28	30	862	440	1114	1013	106	0			

*NON-BID ITEM: FOR INFORMATION ONLY - TIE ALL JOINTS.

STORM SEWER STRUCTURES

STRUCT	STATION	OFFSET*	LOCATION	522.1015 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 15-INCH EACH	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0624 INLET COVERS TYPE H EACH	611.0633 INLET COVERS TYPE HM-GJ-S EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0642 INLET COVERS TYPE MS EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.2007 MANHOLES 7-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	SPV.0060.01 INLETS 5-FT DIAMETER EACH	SPV.0060.02 INLETS 7-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.3902 INLETS MEDIAN 2 GRATE EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	RIM** ELEVATION	INVERT*** ELEVATION	DEPTH**** FT
50	263+10.49	81.30' RT	STH 13			1						1										1	665.11	659.36	4.85
51	262+74.99	23.50' LT	STH 13				1												1			1	667.17	661.65	4.70
52	263+20.25	12.94' RT	STH 13			1						1										1	667.13	659.54	6.68
52A	263+45.00	23.50' RT	STH 13				1								1							1	666.85	661.00	5.03
53	263+45.00	23.50' LT	STH 13				1											1				1	667.41	659.64	7.10
54	265+31.00	23.50' LT	STH 13				1									1						1	668.56	660.10	7.79
54A	265+31.00	23.50' RT	STH 13				1												1			1	667.92	662.40	4.71
55	267+44.23	23.50' LT	STH 13			1						1										1	669.82	660.64	8.27
55A	267+44.23	44.17' LT	STH 13						1						1							1	669.91	662.52	6.64
55B	267+77.79	47.88' LT	STH 13						1										1			1	670.04	664.50	4.73
56	269+84.84	23.50' LT	STH 13				1									1						1	669.08	661.24	7.18
56A	269+84.84	23.50' RT	STH 13				1												1			1	668.44	663.10	4.53
57	271+84.86	23.50' LT	STH 13				1									1						1	669.06	661.74	6.66
57A	271+84.86	23.50' RT	STH 13				1												1			1	669.05	663.70	4.54
58	272+44.44	23.50' LT	STH 13			1							1									1	669.55	661.90	6.74
58A	272+44.44	50.51' LT	STH 13			1						1										1	670.05	662.54	6.52
58B	272+57.49	50.51' LT	STH 13						1						1							1	669.87	662.87	6.19
58C	272+63.80	25.61' LT	STH 13				1								1							1	669.38	663.75	4.80
58D	272+11.86	50.50' LT	STH 13				1												1			1	669.71	664.47	4.43
59	275+14.91	23.50' LT	STH 13						1						1							1	668.77	663.26	4.76
59A	275+14.91	23.50' RT	STH 13						1						1							1	668.76	663.85	4.09
59B	275+24.91	23.50' RT	STH 13				1								1							1	668.75	664.20	3.72
60	275+24.91	23.50' LT	STH 13				1								1							1	668.75	664.55	3.37
61	277+19.24	50.61' LT	STH 13			1					1											1	669.76	663.11	5.66
61A	276+89.71	50.70' LT	STH 13						1						1							1	669.53	663.25	5.49
61B	276+50.00	23.50' LT	STH 13				1								1							1	669.03	663.75	4.49
61C	277+27.43	50.58' LT	STH 13						1										1			1	669.53	664.25	4.47
61D (EX)	277+19.15	67.05' LT	STH 13			1					1											1	670.27	663.76	5.52
62	277+20.00	84.95' RT	STH 13			1							1									1	667.61	660.94	5.68
63	279+44.07	23.50' LT	STH 13				1								1							1	668.29	662.50	5.00
63A	279+44.07	23.50' RT	STH 13				1												1			1	667.53	663.00	3.71
64	281+31.13	23.50' LT	STH 13				1						1									1	667.41	660.05	6.61
64A	281+31.13	23.50' RT	STH 13				1												1			1	666.65	661.10	4.73
64B	281+57.49	44.14' LT	STH 13						1						1							1	667.41	661.55	5.05
64C	281+96.62	44.01' LT	STH 13						1										1			1	667.30	661.75	4.73

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

STORM SEWER STRUCTURES (CONT'D)

STRUCT	STATION	OFFSET*	LOCATION	522.1015 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 15-INCH EACH	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0624 INLET COVERS TYPE H EACH	611.0633 INLET COVERS TYPE HM-GJ-S EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0642 INLET COVERS TYPE MS EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.2007 MANHOLES 7-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	SPV.0060.01 INLETS 5-FT DIAMETER EACH	SPV.0060.02 INLETS 7-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.3902 INLETS MEDIAN 2 GRATE EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	RIM** ELEVATION	INVERT*** ELEVATION	DEPTH**** FT
65	284+00.00	18.50' LT	STH 13				1								1							1	666.10	658.70	6.65
65A	284+00.00	23.50' RT	STH 13				1											1				1	665.20	659.50	4.89
66	285+78.19	18.50' LT	STH 13				1								1							1	665.04	657.80	6.49
66A	285+80.01	23.50' RT	STH 13				1											1				1	664.13	658.50	4.82
67	286+64.54	18.49' LT	STH 13			1						1										1	664.84	657.35	6.50
67A	286+87.93	18.50' LT	STH 13				1								1							1	664.69	659.00	4.87
67B	286+61.41	43.49' LT	STH 13						1						1							1	664.82	659.05	4.95
67C	286+22.58	38.54' LT	STH 13				1											1				1	664.78	659.25	4.72
68	286+64.64	14.23' RT	STH 13			1					1											1	664.24	657.30	5.95
69	290+93.00	22.50' RT	STH 13			1					1											1	663.97	657.15	5.79
69A	289+17.96	18.50' RT	STH 13						1										1			1	663.32	658.00	4.53
69B	289+17.96	18.50' LT	STH 13						1										1			1	664.00	658.45	4.74
69C	289+27.96	18.50' LT	STH 13				1												1			1	664.01	658.75	4.43
70	290+95.50	47.00' RT	STH 13		1																	1		657.00	
71	300+14.06	26.81' LT	STH 13					1							1							1	665.44	659.25	5.40
71A	300+54.20	31.21' LT	STH 13					1							1							1	665.61	659.90	4.71
71B	300+56.31	59.85' LT	STH 13							1										1		1	665.70	663.07	2.63
72	299+57.77	58.25' RT	STH 13																			1		657.47	
72A	300+03.70	37.21' LT	STH 13			1								1								1	663.60	656.85	5.93
72B	300+20.21	60.06' LT	STH 13			1								1								1	666.27	657.00	8.41
73	299+93.96	28.51' RT	STH 13						1										1			1	665.01	659.20	4.81
74	299+67.00	64.80' RT	STH 13	1																		1	657.44	656.00	
75	309+40.56	30.49' LT	STH 13							1										1		1	666.25	663.79	2.65
76	310+55.19	30.12' LT	STH 13							1											1	1	666.90	662.47	4.68
77	310+34.68	45.12' RT	STH 13																			1		661.60	
			TOTALS	1	1	13	25	2	13	3	4	7	1	2	18	3	1	17	2	1	60			

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

PIPE UNDERDRAIN

CATEGORY	STATION	TO	STATION	LOCATION	612.0406 PIPE UNDERDRAIN WRAPPED 6-INCH LF	REMARKS
0010	262+51	-	267+64	LT & RT	1,025	2ND AVE W - 1ST AVE W
0010	267+64	-	272+35	LT & RT	950	1ST AVE W - CENTRAL AVE
0010	272+35	-	277+08	LT & RT	950	CENTRAL AVE - 1ST AVE E
0010	277+08	-	281+77	LT & RT	940	1ST AVE E - 2ND AVE E
0010	281+77	-	286+43	LT & RT	935	2ND AVE E - 3RD AVE E
0010	286+43	-	296+60	LT & RT	1,840	3rd AVE E - 6TH AVE E
0010	204+22	-	204+55	LT & RT	94	2ND AVE W
0010	209+00	-	209+78	LT & RT	114	1ST AVE W
0010	210+22	-	211+00	LT & RT	135	1ST AVE W
0010	218+85	-	219+78	LT & RT	213	CENTRAL AVE
0010	220+22	-	221+00	LT & RT	93	CENTRAL AVE
0010	228+65	-	229+78	LT & RT	251	1ST AVE E
0010	230+22	-	231+00	LT & RT	181	1ST AVE E
0010	238+65	-	239+78	LT & RT	251	2ND AVE E
0010	240+22	-	241+00	LT & RT	92	2ND AVE E
0010	248+60	-	249+78	LT & RT	99	3RD AVE E
0010	250+22	-	251+15	LT & RT	112	3RD AVE E
				ITEM TOTAL	8,275	

FENCE SAFETY

CATEGORY	STATION	TO	STATION	LOCATION	616.0700.S FENCE SAFETY LF	REMARKS
0010	273+30	-	276+79	LT	365	LEGION PARK
				ITEM TOTAL	365	

HAUL ROADS

CATEGORY	STATION	TO	STATION	LOCATION	618.0100.01 MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) (01. 816-00-76) EACH	REMARKS
0010	262+51	-	313+36	LT & RT	1	
				ITEM TOTAL	1	

MOBILIZATION

CATEGORY	STATION	TO	STATION	LOCATION	619.1000 MOBILIZATION EACH	REMARKS
0010	262+51	-	313+36	LT & RT	0.85	
0020	262+51	-	313+36	LT & RT	0.05	
0030	262+51	-	313+36	LT & RT	0.07	
0040	262+51	-	313+36	LT & RT	0.03	
				ITEM TOTAL	1.00	

DUST CONTROL

CATEGORY	STATION	TO	STATION	LOCATION	623.0200 DUST CONTROL SURFACE TREATMENT SY	REMARKS
0010	262+51	-	267+64	LT & RT	2,514	
0010	267+64	-	272+35	LT & RT	2,304	
0010	272+35	-	277+08	LT & RT	2,313	
0010	277+08	-	281+77	LT & RT	2,292	
0010	281+77	-	286+43	LT & RT	2,206	
0010	286+43	-	300+29	LT & RT	5,294	
0010	300+29	-	305+01	LT & RT	1,856	
0010	305+01	-	309+83	LT & RT	1,794	
0010	309+83	-	313+36	LT & RT	1,346	
0010	204+22	-	205+00	LT & RT	345	2ND AVENUE W
0010	209+00	-	209+78	LT & RT	375	1ST AVENUE W
0010	210+22	-	211+00	LT & RT	312	1ST AVENUE W
0010	218+85	-	219+78	LT & RT	503	CENTRAL AVENUE
0010	220+22	-	221+00	LT & RT	349	CENTRAL AVENUE
0010	228+65	-	229+78	LT & RT	421	1ST AVENUE E
0010	230+22	-	231+00	LT & RT	338	1ST AVENUE E
0010	238+65	-	239+78	LT & RT	421	2ND AVENUE E
0010	240+22	-	241+00	LT & RT	305	2ND AVENUE E
0010	248+60	-	249+78	LT & RT	481	3RD AVENUE E
0010	250+22	-	251+15	LT & RT	375	3RD AVENUE E
0010	259+00	-	259+83	LT & RT	270	6TH AVENUE E
0010	260+24	-	260+73	LT & RT	181	6TH AVENUE E
0010	269+35	-	269+83	LT & RT	138	7TH AVENUE E
0010	270+17	-	271+25	LT & RT	167	7TH AVENUE E
0010	279+20	-	279+83	LT & RT	246	8TH AVENUE E
				ITEM TOTAL	27,145	

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TURF ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	624.0100 WATER MGAL	625.0100 TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	REMARKS
0010	262+51	-	267+64	LT & RT	0.5	67	67	0.05	1.2	
0010	267+64	-	272+35	LT & RT	1.3	180	180	0.12	3.3	
0010	272+35	-	277+08	LT & RT	0.6	82	82	0.06	1.5	
0010	277+08	-	281+77	LT & RT	1.6	227	227	0.15	4.1	
0010	281+77	-	286+89	LT & RT	6.4	892	892	0.57	16.1	
0010	286+89	-	300+29	LT & RT	27.1	3,749	3,749	2.37	67.5	
0010	300+29	-	305+01	LT & RT	9.7	1,341	1,341	0.85	24.2	
0010	305+01	-	309+83	LT & RT	10.7	1,488	1,488	0.94	26.8	
0010	309+83	-	313+36	LT & RT	6.3	867	867	0.55	15.6	
0010	204+22	-	205+00	LT & RT	0.2	22	22	0.02	0.4	2ND AVENUE W
0010	209+00	-	209+78	LT & RT	0.1	17	17	0.02	0.3	1ST AVENUE W
0010	210+22	-	211+00	LT & RT	0.4	58	58	0.04	1.1	1ST AVENUE W
0010	220+22	-	221+00	LT & RT	0.2	27	27	0.02	0.5	CENTRAL AVENUE
0010	228+65	-	229+78	LT & RT	1.3	178	178	0.12	3.2	1ST AVENUE E
0010	230+22	-	231+00	LT & RT	0.5	69	69	0.05	1.3	1ST AVENUE E
0010	238+65	-	239+78	LT & RT	1.4	192	192	0.13	3.5	2ND AVENUE E
0010	240+22	-	241+00	LT & RT	0.2	29	29	0.02	0.6	2ND AVENUE E
0010	248+60	-	249+78	LT & RT	0.8	108	108	0.07	2.0	3RD AVENUE E
0010	250+22	-	251+15	LT & RT	0.3	40	40	0.03	0.8	3RD AVENUE E
0010	259+00	-	259+83	LT & RT	0.9	123	123	0.08	2.2	6TH AVENUE E
0010	260+24	-	260+73	LT & RT	0.4	58	58	0.04	1.1	6TH AVENUE E
0010	269+35	-	269+83	LT & RT	1.5	205	205	0.13	3.7	7TH AVENUE E
0010	270+17	-	271+25	LT & RT	0.6	81	81	0.06	1.5	7TH AVENUE E
0010	279+20	-	279+83	LT & RT	0.5	68	68	0.05	1.3	8TH AVENUE E
0010	UNDISTRIBUTED	-		LT & RT	18.3	2,542.0	2,542.0	1.6	46.0	
				ITEM TOTALS	92.0	12,710	12,710	8.20	230.0	

EROSION CONTROL

CATEGORY	STATION	TO	STATION	LOCATION	628.1104 EROSION BALES EACH	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.2004 EROSION MAT CLASS I TYPE B SY	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	REMARKS
0010	262+51	-	267+64	LT & RT					67			
0010	267+64	-	272+35	LT & RT					180			
0010	272+35	-	277+08	LT & RT					82			
0010	277+08	-	281+77	LT & RT					227			
0010	281+77	-	286+89	LT & RT					891			
0010	286+89	-	300+29	LT & RT		830	830	2293	1455	150	9	
0010	300+29	-	305+01	LT & RT		190	190	1080	260	120	9	
0010	305+01	-	309+83	LT & RT		430	430	1099	388	120	9	
0010	309+83	-	313+36	LT & RT		340	340	654	212			
0010	204+22	-	205+00	LT & RT					21			2ND AVENUE W
0010	209+00	-	209+78	LT & RT					17			1ST AVENUE W
0010	210+22	-	211+00	LT & RT					58			1ST AVENUE W
0010	220+22	-	221+00	LT & RT					27			CENTRAL AVENUE
0010	228+65	-	229+78	LT & RT					178			1ST AVENUE E
0010	230+22	-	231+00	LT & RT					68			1ST AVENUE E
0010	238+65	-	239+78	LT & RT					191			2ND AVENUE E
0010	240+22	-	241+00	LT & RT					29			2ND AVENUE E
0010	248+60	-	249+78	LT & RT					107			3RD AVENUE E
0010	250+22	-	251+15	LT & RT					39			3RD AVENUE E
0010	259+00	-	259+83	LT & RT				44	78			6TH AVENUE E
0010	260+24	-	260+73	LT & RT		36	36		57			6TH AVENUE E
0010	269+35	-	269+83	LT & RT				7	198		4	7TH AVENUE E
0010	270+17	-	271+25	LT & RT		200	200	81				7TH AVENUE E
0010	279+20	-	279+83	LT & RT					68			8TH AVENUE E
0010	UNDISTRIBUTED	-		LT & RT	50	509	509	1,317	1,226	100	4	
				ITEM TOTALS	50	2,535	2,535	6576	6125	490	35	

MOBILIZATION EROSION CONTROL

CATEGORY	STATION	TO	STATION	LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	REMARKS
0010	262+51	-	313+36	LT & RT	3	2	
				ITEM TOTALS	3	2	

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INLET PROTECTION

STRUCTURE	STATION	OFFSET*	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH
51	262+74.99	23.50' LT	STH 13	1	1
52A	263+45.00	23.50' RT	STH 13	1	1
53	263+45.00	23.50' LT	STH 13	1	1
54	265+31.00	23.50' LT	STH 13	1	1
54A	265+31.00	23.50' RT	STH 13	1	1
55A	267+44.23	44.17' LT	STH 13	1	1
55B	267+77.79	47.88' LT	STH 13	1	1
56	269+84.84	23.50' LT	STH 13	1	1
56A	269+84.84	23.50' RT	STH 13	1	1
57	271+84.86	23.50' LT	STH 13	1	1
57A	271+84.86	23.50' RT	STH 13	1	1
58B	272+57.49	50.51' LT	STH 13	1	1
58C	272+63.80	25.61' LT	STH 13	1	1
58D	272+11.86	50.50' LT	STH 13	1	1
59	275+14.91	23.50' LT	STH 13	1	1
59A	275+14.91	23.50' RT	STH 13	1	1
59B	275+24.91	23.50' RT	STH 13	1	1
60	275+24.91	23.50' LT	STH 13	1	1
61A	276+89.71	50.70' LT	STH 13	1	1
61B	276+50.00	23.50' LT	STH 13	1	1
61C	277+27.43	50.58' LT	STH 13	1	1
63	279+44.07	23.50' LT	STH 13	1	1
63A	279+44.07	23.50' RT	STH 13	1	1
64	281+31.13	23.50' LT	STH 13	1	1
64A	281+31.13	23.50' RT	STH 13	1	1
64B	281+57.49	44.14' LT	STH 13	1	1
64C	281+96.62	44.01' LT	STH 13	1	1
65	284+00.00	18.50' LT	STH 13	1	1
65A	284+00.00	23.50' RT	STH 13	1	1
66	285+78.19	18.50' LT	STH 13	1	1
66A	285+80.01	23.50' RT	STH 13	1	1
67A	286+87.93	18.50' LT	STH 13	1	1
67B	286+61.41	43.49' LT	STH 13	1	1
67C	286+22.58	38.54' LT	STH 13	1	1
69A	289+17.96	18.50' RT	STH 13	1	1
69B	289+17.96	18.50' LT	STH 13	1	1
69C	289+27.96	18.50' LT	STH 13	1	1
71	300+14.06	26.81' LT	STH 13	1	1
71A	300+54.20	31.21' LT	STH 13	1	1
71B	300+56.31	59.85' LT	STH 13	1	
72A	300+03.70	37.21' LT	STH 13	1	
73	299+93.96	28.51' RT	STH 13	1	1
75	309+40.56	30.49' LT	STH 13	1	
76	310+55.19	30.12' LT	STH 13	1	
			TOTALS	44	40

TRACKING PADS

CATEGORY	STATION	LOCATION	628.7560 TRACKING PADS EACH
0010	262+51	BEGIN	1
0010	286+43	3RD AVE E	1
0010	286+43	3RD AVE E	1
0010	300+33	6TH AVE E	1
0010	300+33	6TH AVE E	1
0010	313+37	END	1
		ITEM TOTAL	6

SIGNS

CATEGORY	SIGN NO		SIGN CODE	SIGN SIZE W X H INCHES	SIGN MESSAGE	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
0010	1-1	-			SPEED LIMIT 25 MPH			1			
0010	1-2	-			STOP			1			
0010	1-3	-	R7-8A	12 X 18	HANDICAP SIGN	1	1.50		1	1	
0010	1-4	-			STOP			1			
0010	1-5	-			STREET NAMES			1			
0010	1-6	-			STREET NAMES			1			
0010	1-7	-			STOP			1			
0010	1-8	-			HISTORIC DISTRICT			1			
0010	2-1	-			STOP			1			
0010	2-2	-			STREET NAMES			1			
0010					SPEED LIMIT 25 MPH						
0010	2-3	-			HISTORIC DISTRICT			1			
0010	2-4	-			STREET NAMES			1			
0010					SPEED LIMIT 25 MPH						
0010	2-5	-			STOP			1			
0010	2-6	-			STOP			1			
0010	2-7	-			STREET NAMES			1			
0010	2-8	-			STREET NAMES			1			
0010	2-9	-			STOP			1			
0010	2-10	-			SPEED LIMIT 25 MPH			1			
0010	3-1	-			STREET NAMES			1			
0010		-			SPEED LIMIT 25 MPH						
0010	3-2	-			STOP			1			
0010	3-3	-			WASHBURN RANGER STATION			1			
0010	3-4	-	R1-1	30 X 30	STOP	1	5.00		1	1	
0010	3-5	-			STREET NAMES			1			
0010	3-6	-			BASEBALL FIELDS ETC.			1			
0010	3-7	-			STOP			1			
0010	3-8	-			BASEBALL FIELDS ETC.			1			
0010	3-9	-			SPEED LIMIT 25 MPH			1			
0010					DO NOT PASS ON RIGHT						
0010					NO U-TURN						

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CATEGORY	SIGN NO		SIGN CODE	SIGN SIZE W X H INCHES	SIGN MESSAGE	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
0010	3-10	-			STREET NAMES			1			
0010					NO U-TURN						
0010	3-11	-			STOP			1			
0010	3-12	-			SPEED LIMIT 25 MPH			1			
0010	3-13	-			SPEED LIMIT 35 MPH			1			
0010	4-1	-			MEMORIAL PARK CAMPGROUND			1			
0010	4-2	-			SPEED LIMIT 35 MPH			1			
0010	4-3	-			STOP			1			
0010	4-4	-	W11-6	30 X 30	SNOWMOBILE SYMBOL	1	5.00		1	1	
0010		-	W11-50P	24 X 18	XING		3.50		1		
0010	4-5	-			STREET NAMES			1			
0010	4-6	-	W11-2	30 X 30	PEDESTRIAN SYMBOL	1	5.00		1	1	
0010	4-7	-			MEMORIAL PARK CAMPGROUND			1			
0010	4-8	-			STOP			1			
0010	4-9	-	W11-2	30 X 30	PEDESTRIAN SYMBOL		5.00				ATTACHED TO LIGHT POLE
0010	5-1	-			STOP			1			
0010	5-2	-			STREET NAMES			1			
0010	5-3	-			STREET NAMES			1			
0010	5-4	-			SPEED LIMIT 35 MPH			1			
0010	5-5	-			STOP			1			
0010	5-6	-			LIONS CLUB			1			
0010	5-7	-			SPEED LIMIT 45 MPH			1			
0010	6-1	-			SPEED LIMIT 45 MPH			1			
0010	6-2	-			STREET NAMES			1			
					ITEM TOTALS	4	25.00	44	5	4	

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FIELD OFFICE

CATEGORY	STATION	TO	STATION	LOCATION	642.5201 FIELD OFFICE TYPE C EACH	REMARKS
0010	262+51	-	313+36	LT & RT	1	
				ITEM TOTAL	1	

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TRAFFIC CONTROL

CATEGORY	LOCATION	DAYS (CALENDAR)	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	643.0900 TRAFFIC CONTROL SIGNS DAY	643.1051 TRAFFIC CONTROL SIGNS PCMS WITH CELLULAR COMMUNICATIONS DAY	643.5000 TRAFFIC CONTROL EACH	REMARKS
0010	PROJECT	210							1	FOR HWY 13 CLOSURES
0010	ADVANCE CLOSURE NOTICE	7	56					14		FOR HWY 13 CLOSURES
0010	CLOSURE DEVICES	205	10,250	14,350	21,320		4,920			INCLUDES ALL PUBLIC ROADS
0010	TRUCK DETOUR SIGNS	210					25,200			TRUCK DETOUR
0010	LOCAL DETOUR SIGNS (Phase 1)	210					14,910			LOCAL DETOUR
0010	PEDESTRIAN ACCOMMODATIONS	182	7,280				9,100			SIDEWALK CLOSURES / PED DETOURS
0010	UNDISTRIBUTED	210	2,120	848	1,272	2,000	1,230			
			19,706	15,198	22,592	2,000	55,360	14	1	

TEMPORARY PEDESTRIAN ITEMS

CATEGORY	STATION	TO	STATION	644.1430 TEMPORARY PEDESTRIAN SURFACE PLATE SF	644.1601 TEMPORARY PEDESTRIAN CURB RAMP SF	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF
0010	2ND AVE W	-	1ST AVE W	224		80	660
0010	1ST AVE W	-	CENTRAL AVE	224		80	670
0010	CENTRAL AVE	-	1ST AVE E	224		80	660
0010	1ST AVE E	-	2ND AVE E	224		80	670
0010	2ND AVE E	-	3RD AVE E	200		80	660
0010	UNDISTRIBUTED			124	32	40	210
				1,220	32	440	3,530

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					MARKING									
					*		*		*	*			**	
					646.1020		646.2040		646.4040	646.6120	646.7420	646.8120	646.8320	
					MARKING LINE EPOXY 4-INCH		MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH		10-INCH	MARKING STOP LINE EPOXY 18-INCH	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	MARKING CURB EPOXY	MARKING PARKING STALL EPOXY	
CATEGORY	STATION	TO	STATION	LOCATION	(WHITE) LF	(DOUBLE YELLOW) LF	(YELLOW SKIP) LF	(WHITE) LF	(WHITE) LF	LF	LF	LF	LF	REMARKS
0010	262+51	-	267+64	LT & RT	869		100	800			284	60		
0010	267+64	-	272+35	LT & RT	2,095		98	782			189	64		
0010	272+35	-	277+08	LT & RT	836		99	789			189	68		
0010	277+08	-	281+77	LT & RT	855		98	784			193	54		
0010	281+77	-	286+43	LT & RT	770		98	782			171	58		
0010	286+43	-	300+29	LT & RT			326	2,401	200			40		
0010	300+29	-	305+01	LT & RT			113	822			94			
0010	305+01	-	309+83	LT & RT			116	844			68			
0010	309+83	-	313+36	LT & RT			90	671						
0010	204+22	-	205+00	LT & RT		115				20	86	81		2ND AVENUE W
0010	209+00	-	209+78	LT & RT		115				20	79	95	90	1ST AVENUE W
0010	210+22	-	211+00	LT & RT		115				19	86	79		1ST AVENUE W
0010	218+85	-	219+78	LT & RT		148				23	90	76	80	CENTRAL AVENUE
0010	220+22	-	221+00	LT & RT		116				19	86	79		CENTRAL AVENUE
0010	228+65	-	229+78	LT & RT		184				18	84	79		1ST AVENUE E
0010	230+22	-	231+00	LT & RT		115				19	86	79		1ST AVENUE E
0010	238+65	-	239+78	LT & RT		185				19	86	79		2ND AVENUE E
0010	240+22	-	241+00	LT & RT		115				19	86	79		2ND AVENUE E
0010	248+60	-	249+78	LT & RT		207				19		78		3RD AVENUE E
0010	250+22	-	251+15	LT & RT		148				18	79	79		3RD AVENUE E
0010	259+00	-	259+83	LT & RT		114				13		88		6TH AVENUE E
0010	260+24	-	260+73	LT & RT		58				13	74	112		6TH AVENUE E
0010	269+35	-	269+83	LT & RT		77				13				7TH AVENUE E
0010	279+20	-	279+83	LT & RT		110				23		88		8TH AVENUE E
				SUBTOTAL		1,922	1,138	8,675						
				ITEM TOTALS	5,425		11,735		200	275	2,110	1,515	170	

* QUANTITY ALSO SHOWN ELSEWHERE. ** CATEGORY 0020

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PAVEMENT MARKING - REPAINT : THOMPSON CREEK TO WASHINGTON AVENUE

PAVEMENT MARKING

CATEGORY	STATION	TO	STATION	LOCATION	* 646.2040 MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH LF	* 646.4040 MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH LF	* 646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.9200 MARKING REMOVAL LINE WIDE 12-INCH LF	REMARKS
0010	329+28	-	340+05	LT & RT	2,257				
0010	340+05	-	19+97	LT & RT	1,092				
0010	19+97	-	26+62	LT & RT	1,313				
0010	26+62	-	33+24	LT & RT	1,591	179			
0010	33+24	-	36+17	LT & RT	775	54			
0010	36+17	-	40+82	LT & RT	866				
0010	40+82	-	45+47	LT & RT	870				
0010	45+47	-	50+13	LT & RT	873				
0010	50+13	-	54+80	LT & RT	871				
0010	54+80	-	60+07	LT & RT	1,471	75			
0010	60+07	-	62+54	LT & RT	473	54			
0010	99+36	-	99+77	LT & RT			22	22	11TH AVENUE
0010	100+23	-	100+72	LT & RT			20	20	11TH AVENUE
0010	109+00	-	109+78	LT & RT			13	13	10TH AVENUE
0010	110+22	-	110+75	LT & RT			19	19	10TH AVENUE
0010	119+00	-	119+78	LT & RT			19	19	9TH AVENUE
0010	120+22	-	121+00	LT & RT			19	19	9TH AVENUE
0010	129+25	-	129+78	LT & RT			19	19	8TH AVENUE
0010	130+22	-	131+00	LT & RT			19	19	8TH AVENUE
0010	139+00	-	139+78	LT & RT			19	19	7TH AVENUE
0010	140+22	-	141+00	LT & RT			18	18	7TH AVENUE
0010	149+37	-	149+78	LT & RT			18	18	6TH AVENUE
0010	150+22	-	150+62	LT & RT			19	19	6TH AVENUE
0010	159+30	-	159+78	LT & RT			19	19	5TH AVENUE
0010	160+22	-	161+00	LT & RT			19	19	5TH AVENUE
0010	169+10	-	169+78	LT & RT			19	19	4TH AVENUE
0010	170+22	-	171+00	LT & RT			19	19	4TH AVENUE
0010	179+00	-	179+78	LT & RT			18	18	3RD AVENUE
0010	180+22	-	180+70	LT & RT			19	19	3RD AVENUE
0010	188+80	-	189+69	LT & RT			18	18	WASHINGTON AVENUE
0010	190+31	-	191+20	LT & RT			29	29	WASHINGTON AVENUE
				TOTAL 0010	12,452	362	384	384	

* QUANTITY ALSO SHOWN ELSEWHERE.

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CONSTRUCTION STAKING

CATEGORY	STATION	TO	STATION	LOCATION	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	650.8501.01 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (PROJECT) (01. 8160-00-76) EACH	650.9500.01 CONSTRUCTION STAKING SIDEWALK (PROJECT) (01. 8160-00-76) EACH	650.9911.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) (01. 8160-00-76) EACH	REMARKS
0010	262+51	-	313+36	LT & RT	5,085	1	1	1	
				ITEM TOTALS	5,085	1	1	1	

SAWING

CATEGORY	STATION	TO	STATION	LOCATION	690.0150 * SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
0010	262+51	-		LT & RT	6	69	
0010	266+90	-		LT		6	
0010	267+03	-		RT		4	
0010	273+85	-		LT		8	
0010	274+70	-		LT		3	
0010	275+54	-		LT		3	
0010	275+72	-		LT		3	
0010	276+16	-		LT		9	
0010	278+88	-		LT		8	
0010	281+21	-		RT		2	
0010	313+36	-		LT & RT	39		
0010	205+00	-		LT & RT	45		2ND AVENUE W
0010	209+00	-		LT & RT	48	5	1ST AVENUE W
0010	211+00	-		LT & RT	43		1ST AVENUE W
0010	218+85	-		LT & RT	50	18	CENTRAL AVENUE
0010	221+00	-		LT & RT	36	4	CENTRAL AVENUE
0010	228+65	-		LT & RT	28	9	1ST AVENUE E
0010	231+00	-		LT & RT	35	13	1ST AVENUE E
0010	238+65	-		LT & RT	28	5	2ND AVENUE E
0010	241+00	-		LT & RT	17		2ND AVENUE E
0010	248+60	-		LT & RT	24		3RD AVENUE E
0010	251+15	-		LT & RT	23		3RD AVENUE E
0010	259+00	-		LT & RT	24	4	6TH AVENUE E
0010	260+73	-		LT & RT	20	3	6TH AVENUE E
0010	269+35	-		LT & RT	22	9	7TH AVENUE E
0010	271+25	-		LT & RT	13		7TH AVENUE E
0010	279+20	-		LT & RT	28		8TH AVENUE E
0010	262+98	-		LT	67		DRIVEWAY
0010	263+77	-		LT	30		DRIVEWAY
0010	264+93	-		RT	24		DRIVEWAY

SAWING (CONT'D)

CATEGORY	STATION	TO	STATION	LOCATION	690.0150 * SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
0010	264+95	-		LT	67		DRIVEWAY
0010	265+71	-		LT	30		DRIVEWAY
0010	268+85	-		LT	81		DRIVEWAY
0010	269+01	-		RT	14		DRIVEWAY
0010	270+79	-		RT	26		DRIVEWAY
0010	271+26	-		LT	17		DRIVEWAY
0010	273+42	-		RT	20		DRIVEWAY
0010	275+73	-		RT	54		DRIVEWAY
0010	278+36	-		LT	20		DRIVEWAY
0010	278+50	-		RT	16		DRIVEWAY
0010	279+99	-		RT	26		DRIVEWAY
0010	280+33	-		LT	12		DRIVEWAY
0010	283+49	-		LT	35		DRIVEWAY
0010	284+39	-		RT	19		DRIVEWAY
0010	285+48	-		RT	26		DRIVEWAY
0010	287+57	-		RT	13		DRIVEWAY
0010	287+99	-		LT	9		DRIVEWAY
0010	290+42	-		RT	15		DRIVEWAY
0010	293+08	-		RT	14		DRIVEWAY
0010	293+09	-		LT	19		DRIVEWAY
0010	293+48	-		RT	14		DRIVEWAY
0010	294+43	-		LT	10		DRIVEWAY
0010	296+12	-		LT	12		DRIVEWAY
0010	298+33	-		LT	18		DRIVEWAY
0010	301+59	-		RT	10		DRIVEWAY
0010	301+88	-		LT	11		DRIVEWAY
0010	303+52	-		LT	11		DRIVEWAY
0010	307+03	-		RT	18		DRIVEWAY
0010	307+73	-		RT	14		DRIVEWAY
0010	307+87	-		LT	14		DRIVEWAY
0010	311+03	-		RT	13		DRIVEWAY
0010	312+24	-		RT	10		DRIVEWAY
0010	204+79	-		LT	42		DRIVEWAY - 2ND AVE W
0010	210+84	-		RT	24		DRIVEWAY - 1ST AVE W
0010	210+91	-		LT	17		DRIVEWAY - 1ST AVE W
0010	228+84	-		LT	20		DRIVEWAY - 1ST AVE E
0010	238+95	-		LT	40		DRIVEWAY - 2ND AVE E
0010	248+75	-		LT	23		DRIVEWAY - 3RD AVE E
0010	248+77	-		RT	21		DRIVEWAY - 3RD AVE E
				ITEM TOTALS	1,525	185	

* QUANTITY ALSO SHOWN ELSEWHERE.

3

LIGHTING UNIT ITEMS

CATEGORY	LIGHTING UNIT NO.	STATION	OFFSET	SPV.0060.04 LIGHTING UNIT TYPE SPECIAL EACH	SPV.0060.03 CONCRETE BASE TYPE SPECIAL EACH
0060	LCC-B-12	262+52	30.6' RT	1	1
0060	LCC-B-13	263+23	43.9' RT	1	1
0060	LCC-B-14	264+73	27.0' RT	1	1
0060	LCC-B-15	267+16	26.8' RT	1	1
0060	LCC-B-16	267+88	42.9' RT	1	1
0060	LCC-B-17	269+27	27.0' RT	1	1
0060	LCC-B-18	271+81	27.0' RT	1	1
0060	LCC-B-19	272+61	45.5' RT	1	1
0060	LCC-B-20	274+21	27.0' RT	1	1
0060	LCC-B-21	276+55	27.0' RT	1	1
0060	LCC-B-22	277+35	44.4' RT	1	1
0060	LCC-B-23	276+86	44.5' LT	1	1
0060	LCC-B-24	275+56	27.0' LT	1	1
0060	LCC-B-25	272+94	27.0' LT	1	1
0060	LCC-B-26	272+08	45.9' LT	1	1
0060	LCC-B-27	270+58	27.0' LT	1	1
0060	LCC-B-28	268+12	27.0' LT	1	1
0060	LCC-B-29	267+41	42.8' LT	1	1
0060	LCC-B-30	265+97	27.0' LT	1	1
0060	LCC-B-31	263+53	27.0' LT	1	1
0060	LCC-B-32	262+75	41.1' LT	1	1
ITEM TOTALS				21	21

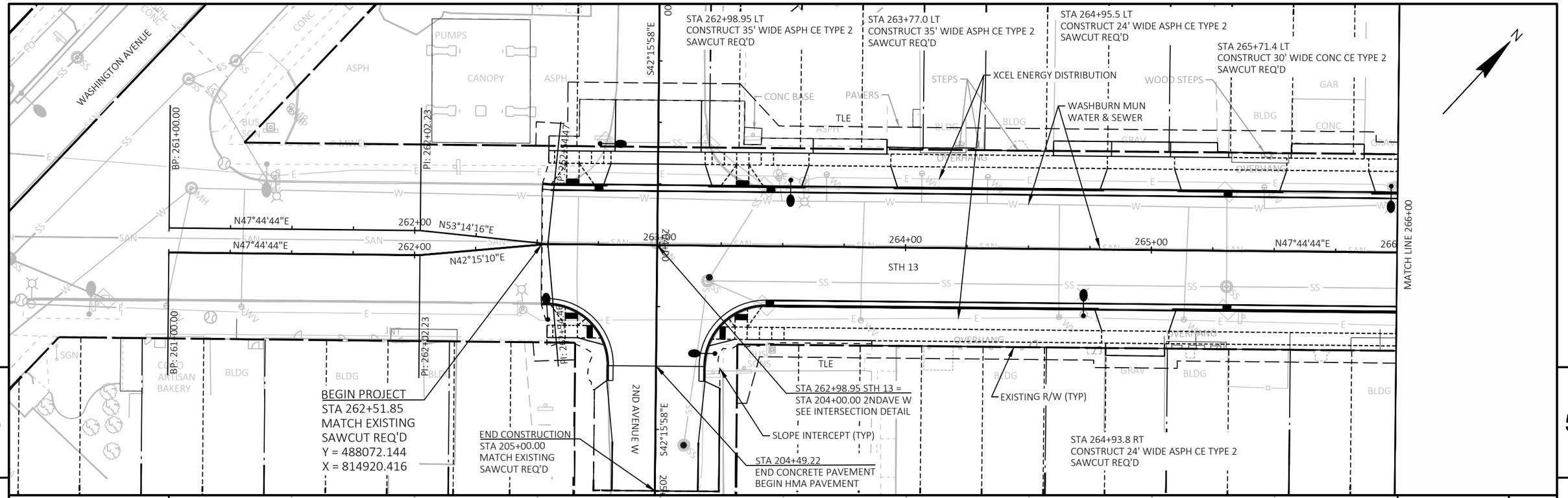
LIGHTING ELECTRICAL WIRE AND CONDUIT ITEMS

CATEGORY	FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (LF)	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG (LF)	655.0625 ELECTRICAL WIRE LIGHTING 6 AWG (LF)	655.0630 ELECTRICAL WIRE LIGHTING 4 AWG (LF)
0030	LCC-B-11	PB7			183	183
0030	PB7	LCC-B-12	5	162	441	441
0030	LCC-B-12	LCC-B-13	74	162	252	252
0030	LCC-B-13	LCC-B-14	155	162	495	495
0030	LCC-B-14	LCC-B-15	244	162	762	762
0030	LCC-B-15	LCC-B-16	78	162	264	264
0030	LCC-B-16	LCC-B-17	146	162	468	468
0030	LCC-B-17	LCC-B-18	74	162	252	252
0030	LCC-B-18	LCC-B-19	89	162	297	297
0030	LCC-B-19	LCC-B-20	167	162	531	531
0030	LCC-B-20	LCC-B-21	103	162	339	339
0030	LCC-B-21	LCC-B-22	87	162	582	582
0030	LCC-B-7	LCC-B-32	25	162	450	450
0030	LCC-B-32	LCC-B-31	83	162	279	279
0030	LCC-B-31	LCC-B-30	244	162	762	762
0030	LCC-B-30	LCC-B-29	150	162	480	480
0030	LCC-B-29	LCC-B-28	78	162	264	264
0030	LCC-B-28	LCC-B-27	246	162	768	768
0030	LCC-B-27	LCC-B-26	159	162	507	507
0030	LCC-B-26	LCC-B-25	94	162	312	312
0030	LCC-B-25	LCC-B-24	262	162	816	816
0030	LCC-B-24	LCC-B-23	137	162	441	441
ITEM TOTALS			2700	3402	9945	9945

3

CRACK AND DAMAGE SURVEY

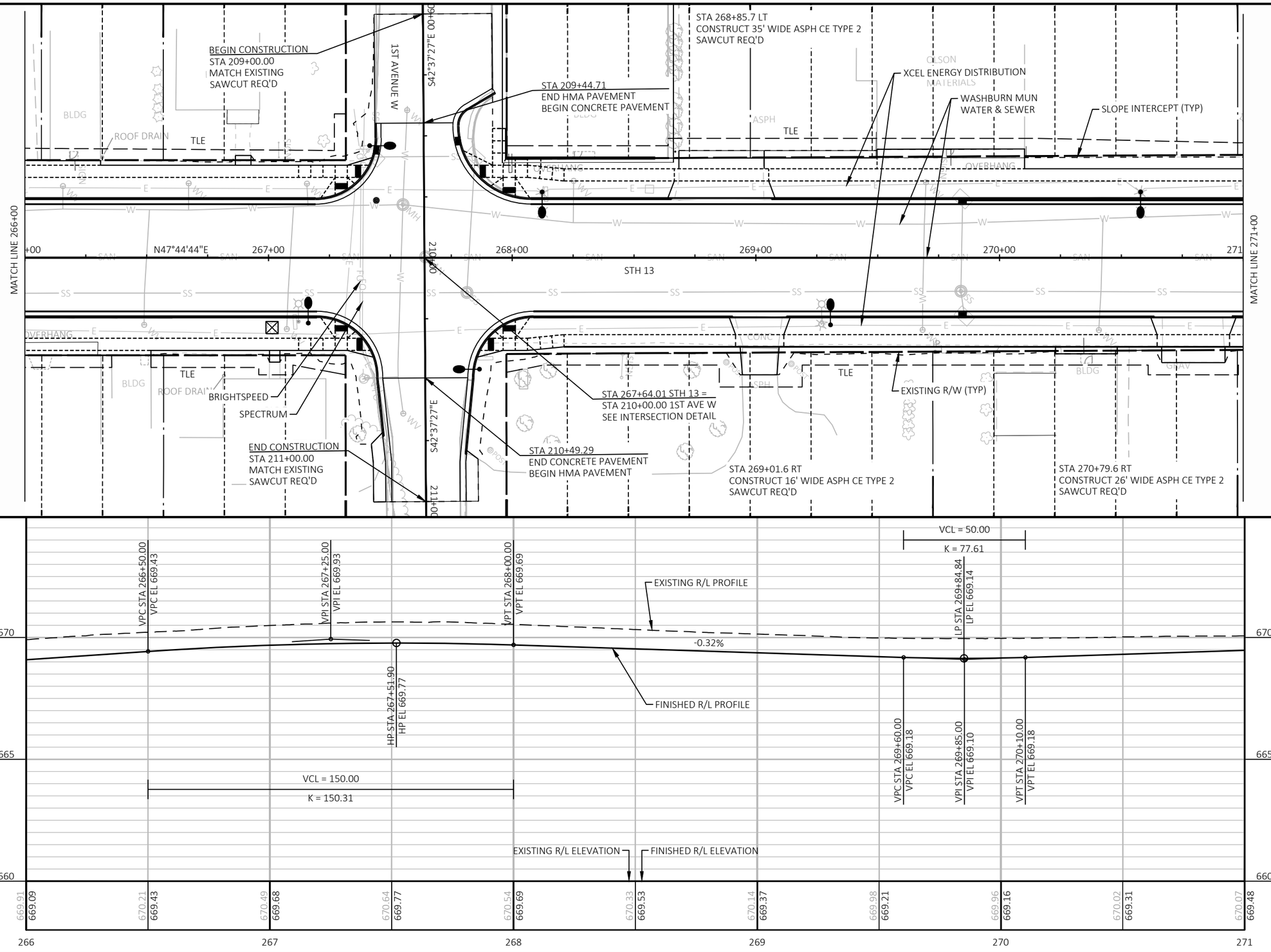
CATEGORY	STATION	LOCATION	999.1501.S CRACK AND DAMAGE SURVEY EACH	REMARKS
0010	264+15	LT	1	127 W BAYFIELD STREET
0010	264+35	RT	1	126 W BAYFIELD STREET
0010	264+45	LT	1	123 W BAYFIELD STREET
0010	264+65	RT	1	122 W BAYFIELD STREET
0010	265+20	RT	1	118 W BAYFIELD STREET
0010	265+70	LT	1	115 W BAYFIELD STREET
0010	266+00	RT	1	110 W BAYFIELD STREET
0010	266+20	LT	1	109 W BAYFIELD STREET
0010	266+45	RT	1	108 W BAYFIELD STREET
0010	266+80	LT	1	101 W BAYFIELD STREET
0010	267+00	RT	1	100 W BAYFIELD STREET
0010	268+25	LT	1	31 W BAYFIELD STREET
0010	269+75	LT	1	19 W BAYFIELD STREET
0010	270+35	RT	1	10 W BAYFIELD STREET
0010	271+25	RT	1	4 W BAYFIELD STREET
0010	271+70	LT	1	3 W BAYFIELD STREET
0010	272+90	LT	1	1 E BAYFIELD STREET
0010	273+00	RT	1	2 E BAYFIELD STREET
0010	273+85	RT	1	10 E BAYFIELD STREET
0010	274+50	RT	1	16 E BAYFIELD STREET
0010	275+30	RT	1	28 E BAYFIELD STREET
0010	276+40	RT	1	30 E BAYFIELD STREET
0010	277+90	RT	1	112 E BAYFIELD STREET
0010	280+50	RT	1	124 E BAYFIELD STREET
0010	281+15	RT	1	132 E BAYFIELD STREET
ITEM TOTAL			25	



PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	PLAN AND PROFILE: STH 13	SHEET 142	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 01

PLOT DATE : 7/30/2026 2:25 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:40 FT



PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	PLAN AND PROFILE: STH 13	SHEET 143 E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 02

PLOT DATE : 7/30/2026 2:25 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:40 FT

STA 271+26.5 LT
CONSTRUCT 17' WIDE ASPH CE TYPE 2
SAWCUT REQ'D

BEGIN CONSTRUCTION
STA 218+85.00
MATCH EXISTING
SAWCUT REQ'D

STA 219+50.99
END HMA PAVEMENT
BEGIN CONCRETE PAVEMENT

CENTRAL AVENUE

S42°15'49"E

219+00

LEGION PARK

XCEL ENERGY DISTRIBUTION

WASHBURN MUN
WATER & SEWER

SLOPE INTERCEPT (TYP)

STA 272+35.16 STH 13 =
STA 220+00.00 CENTRAL AVE
SEE INTERSECTION DETAIL

DRAIN

TLE

MATCH LINE 271+00

+00

N47°44'44"E

272+00

273+00

274+00

275+00

276

MATCH LINE 276+00

STH 13

OVERHANG

TLE

S41°01'18"E

220+00

221+00

STA 272+39.28 STH 13 =
STA 220+00.00 CENTRAL AVE
SEE INTERSECTION DETAIL

EXISTING R/W (TYP)

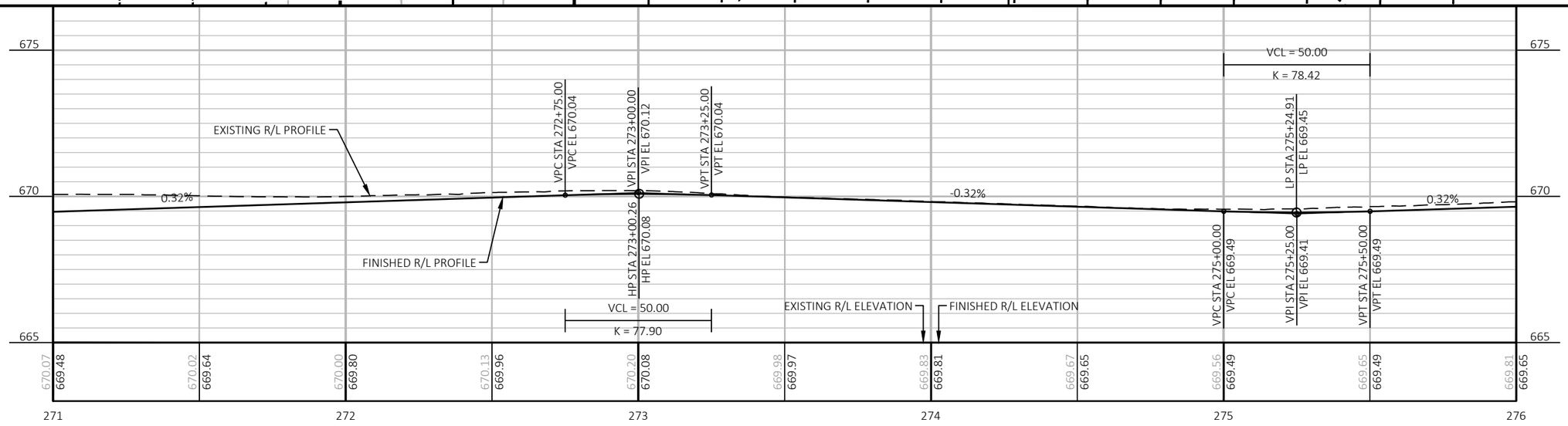
GUARDRAIL

STA 220+55.97
END CONCRETE PAVEMENT
BEGIN HMA PAVEMENT

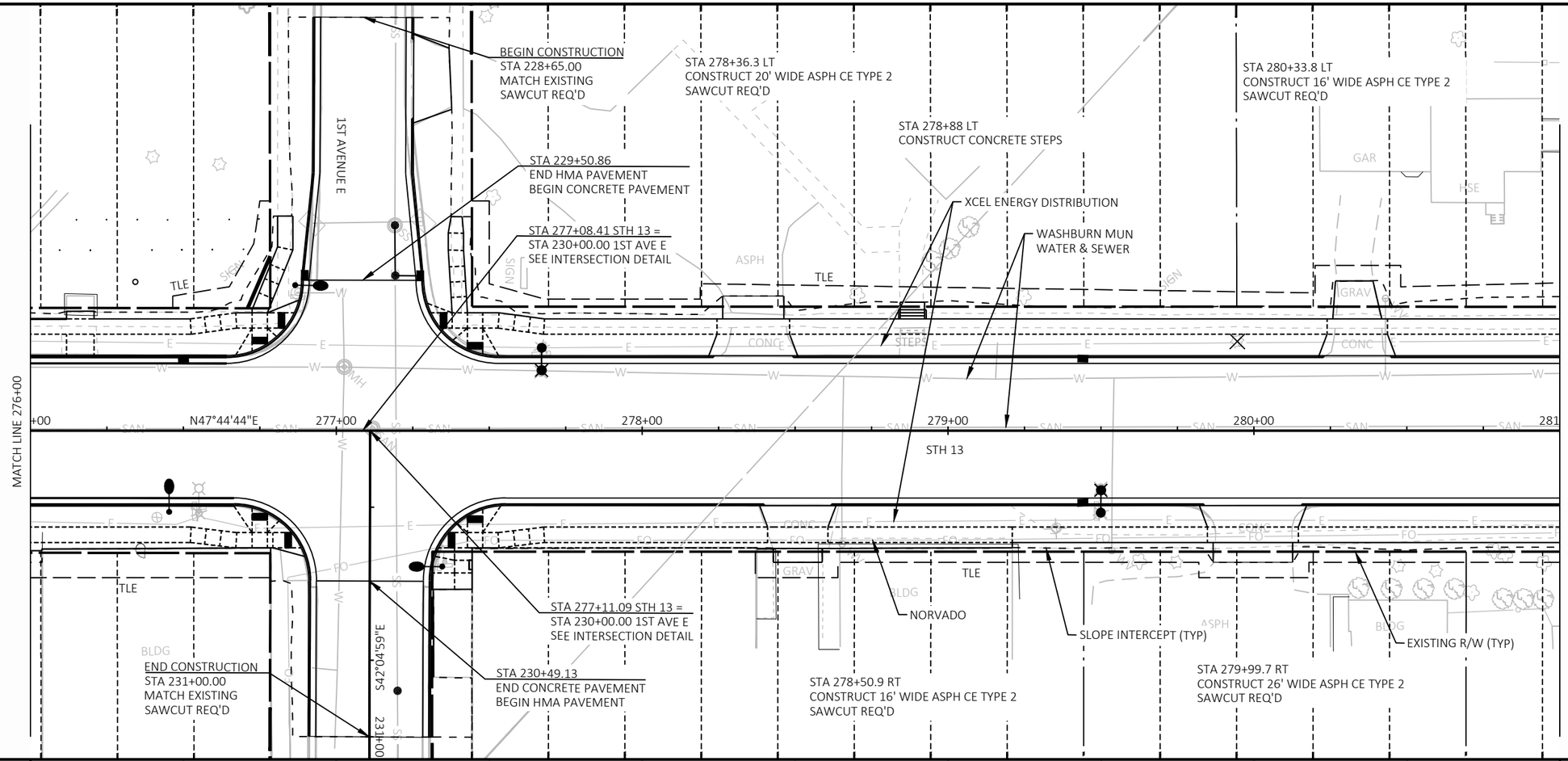
STA 273+42.9 RT
CONSTRUCT 20' WIDE ASPH CE TYPE 2
SAWCUT REQ'D

STA 275+73.4 RT
CONSTRUCT 28' WIDE ASPH CE TYPE 2
SAWCUT REQ'D

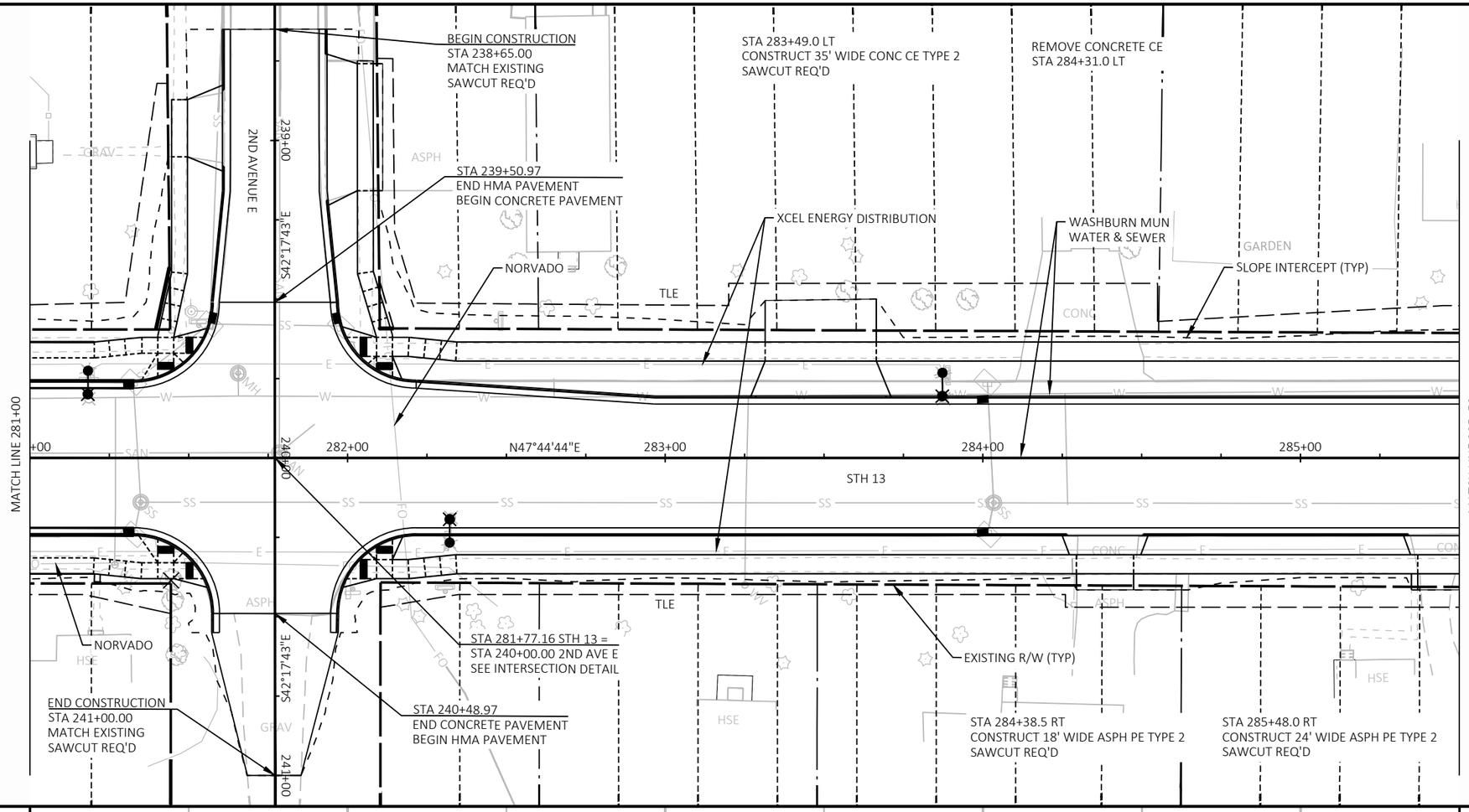
END CONSTRUCTION
STA 221+00.00
MATCH EXISTING
SAWCUT REQ'D

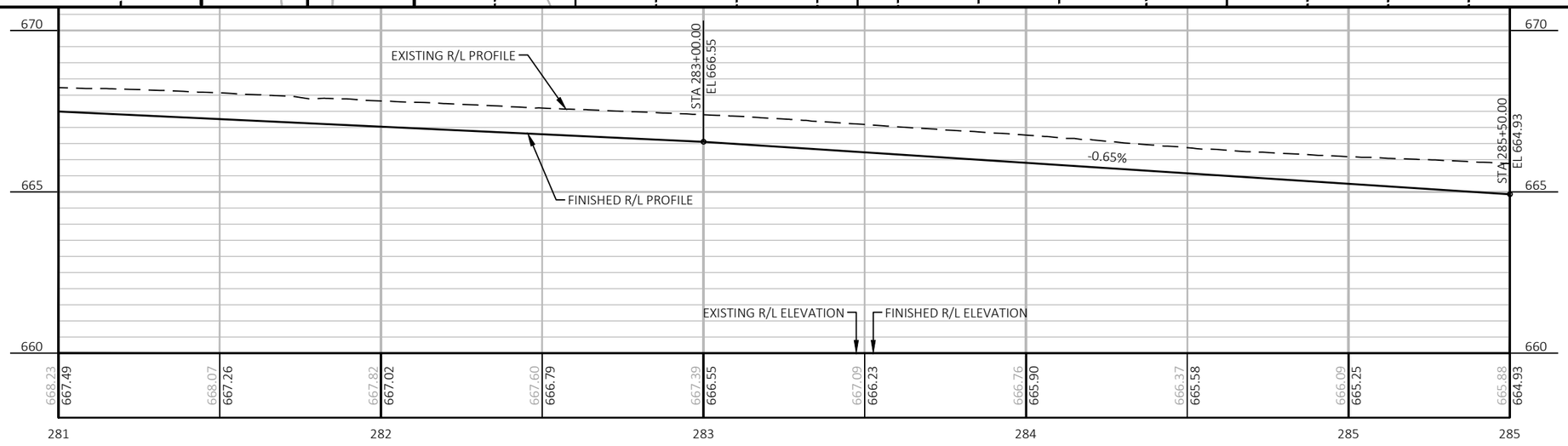


PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	PLAN AND PROFILE: STH 13	SHEET 144	E



PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	PLAN AND PROFILE: STH 13	SHEET 145	E





PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	PLAN AND PROFILE: STH 13	SHEET 146	E

BEGIN CONSTRUCTION
STA 248+60.00
MATCH EXISTING
SAWCUT REQ'D

STA 249+54.93
END HMA PAVEMENT
BEGIN CONCRETE PAVEMENT

STA 286+88.6
END CONCRETE PAVEMENT
BEGIN HMA PAVEMENT

STA 287+99.8 LT
CONSTRUCT 12' WIDE ASPH PE TYPE 2
SAWCUT REQ'D

XCEL ENERGY

WASHBURN MUN
WATER & SEWER

SLOPE INTERCEPT (TYP)

STA 291+00
1 - REMOVE EXISTING 24" X 72' CPCS
WITH 18" HDPE PIPE LINER

STA 291+02, 32.2' LT
INV EL = 659.90

3RD AVENUE E

249+00

S43°36'41"E

PI: 286+43.00

250+00

MATCH LINE 285+50

MATCH LINE 291+50

286+00 287+00 288+00 N47°47'51"E 289+00 290+00 291+00

STH 13

CAUTION

STA 286+43.00 STH 13 =
STA 250+00.00 3RD AVE E
SEE INTERSECTION DETAIL

STA 250+50.11
END CONCRETE PAVEMENT
BEGIN HMA PAVEMENT

EXISTING R/W (TYP)

STA 287+57.6 RT
CONSTRUCT 14' WIDE ASPH PE TYPE 2
SAWCUT REQ'D

STA 291+02, 45.8' RT
INV EL = 656.90

WETLAND (TYP)

XCEL ENERGY DISTRIBUTION

STA 290+42.8 RT
CONSTRUCT 16' WIDE ASPH PE TYPE 2
SAWCUT REQ'D

END CONSTRUCTION
STA 251+15.00
MATCH EXISTING
SAWCUT REQ'D

251+00

EXISTING R/L PROFILE

FINISHED R/L PROFILE

-0.32%

-0.65%

STA 285+50.00
EL 664.93

VPC STA 288+85.00
VPC EL 663.86

LP STA 289+17.96
LP EL 663.30

VPI STA 289+35.00
VPI EL 663.70

VPT STA 289+85.00
VPT EL 664.02

SPECIAL DITCH LT

STA 290+71.37
EL 664.00

-14.37%

-21.86%

STA 291+02.00
EL 659.60

10.21%

23.06%

STA 291+25.00
EL 662.25

STA 290+75.00
EL 662.85

STA 291+02.00
EL 656.95

STA 291+50.00
EL 664.50

SPECIAL DITCH RT

STA 291+02
1 - CPRCHE CLASS IV 24X38-INCH X 78'
2 - AEW'S FOR CPRCHE 24X38-INCH

EXISTING R/L ELEVATION

FINISHED R/L ELEVATION

665 660 656

665.88 664.93 665.61 664.77 665.28 664.61 665.01 664.45 664.80 664.29 664.66 664.13 664.48 663.97 664.38 663.82 664.43 663.85 664.59 664.12 664.81 664.44 665.06 664.77 665.40 665.09

285 287 288 289 290 291 291

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	PLAN AND PROFILE: STH 13	SHEET 147	E

STA 293+09.8 LT
CONSTRUCT 20' WIDE ASPH PE TYPE 2
SAWCUT REQ'D

STA 294+43.4 LT
CONSTRUCT 12' WIDE ASPH PE TYPE 2
1 - REMOVE EXISTING 15" X 21" X 26' CPCP
1 - CP CLASS III-A NON-METAL 18-INCH X 24'
2 - AEW'S FOR CP 18-INCH
SAWCUT REQ'D

STA 295+54
1 - REMOVE EXISTING 24" X 76' CPCS

WASHBURN MUN
WATER & SEWER

XCEL ENERGY

SLOPE INTERCEPT (TYP)

TLE

STA 295+54, 36.4' LT
INV EL = 658.50

PI: 294+63.82

MATCH LINE 291+50

MATCH LINE 296+00

292+00

N47°47'51"E

293+00

294+00

295+00

N47°43'29"E

296

STH 13

TLE

EXISTING R/W (TYP)

XCEL ENERGY DISTRIBUTION

STA 293+08.4 RT
CONSTRUCT 14' WIDE ASPH PE TYPE 2
SAWCUT REQ'D

STA 293+48.5 RT
CONSTRUCT 14' WIDE ASPH PE TYPE 2
SAWCUT REQ'D

STA 295+68, 56.6' RT
INV EL = 655.000

WETLAND (TYP)

5

5

670
665
660
655

VPC STA 292+50.00
VPC EL 665.74

VPI STA 292+75.00
VPI EL 665.91

VPT STA 293+00.00
VPT EL 665.99

EXISTING R/L PROFILE

-0.32%

-3.23%

-0.50%

VCL = 50.00
K = 151.18

FINISHED R/L PROFILE

STA 293+75.00
EL 665.50

STA 294+30.00
EL 663.72

SPECIAL DITCH LT

STA 295+25.00
EL 663.25

-16.20%

STA 295+54.33
EL 658.50

13.99%

STA 295+90.00
EL 663.48

STA 295+60
1 - CPRC CLASS III 24-INCH X 94'
2 - AEW'S FOR CPRC 24-INCH
SKEW RHF 8°8'

EXISTING R/L ELEVATION

FINISHED R/L ELEVATION

665.40 665.09
665.65 665.42
665.86 665.74
666.05 665.99
666.35 666.15
666.53 666.31
666.78 666.47
666.99 666.63
666.96 666.79
666.98 666.95

291 292 293 294 295 296

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	PLAN AND PROFILE: STH 13	SHEET 148	E

STA 296+12.4 LT
CONSTRUCT 12' WIDE ASPH PE TYPE 2
1 - REMOVE EXISTING 15" X 21" X 27' CPCP
1 - CP CLASS III-A NON-METAL 18-INCH X 24'
2 - AEW'S FOR CP 18-INCH
SAWCUT REQ'D

STA 298+33.2 LT
CONSTRUCT 18' WIDE ASPH PE TYPE 2
SAWCUT REQ'D

STA 299+83
1 - REMOVE EXISTING 42" X 70' CPCS

STA 301+88.4 LT
CONSTRUCT 11' WIDE ASPH PE TYPE 2
1 - REMOVE EXISTING 24" X 27' CPCP
1 - CP CLASS III-A NON-METAL 18-INCH X 26'
2 - AEW'S FOR CP 18-INCH
SAWCUT REQ'D

BEGIN CONSTRUCTION
STA 259+00.00
MATCH EXISTING
SAWCUT REQ'D

STA 300+04, 37.2' LT
INV EL = 656.85

STA 300+35.78 STH 13 =
STA 260+00.00 6TH AVE E
SEE INTERSECTION DETAIL

WASHBURN MUN
WATER & SEWER

SLOPE INTERCEPT (TYP)

6TH AVENUE E

MATCH LINE 296+00

MATCH LINE 302+00

STH 13

XCEL ENERGY

XCEL ENERGY DISTRIBUTION

EXISTING R/W (TYP)

R/W (TYP)

WETLAND (TYP)

STA 299+58, 58.2' RT
INV EL = 653.00

STA 300+29.11 STH 13 =
STA 260+00.00 6TH AVE E
SEE INTERSECTION DETAIL

END CONSTRUCTION
STA 260+73.86
MATCH EXISTING
SAWCUT REQ'D

STA 301+59.8 RT
CONSTRUCT 10' WIDE ASPH PE TYPE 2
SAWCUT REQ'D

VPC STA 296+25.56
VPC EL 667.03

VPI STA 296+50.00
VPI EL 667.11
HP STA 296+59.68
HP EL 667.08

VPT STA 296+74.44
VPT EL 667.07

VPC STA 297+54.29
VPC EL 666.96

VPI STA 297+79.29
VPI EL 666.93

VPT STA 298+04.29
VPT EL 666.80

VPC STA 299+40.00
VPC EL 666.13

LP STA 299+90.99
LP EL 666.00

VPT STA 300+60.00
VPT EL 666.23

VPI STA 300+00.00
VPI EL 665.83

VCL = 120.00
K = 101.99

EXISTING R/L PROFILE

FINISHED R/L PROFILE

-0.14%
-0.50%
0.50%
-0.50%
-0.50%
-0.50%

VCL = 48.88
K = 106.63

VCL = 50.00
K = 138.26

SPECIAL DITCH LT
SPECIAL DITCH LT
SPECIAL DITCH LT

STA 298+24.18
EL 664.65

STA 298+42.19
EL 664.54

STA 299+91.06
EL 663.79

STA 300+77.94
EL 664.25

STA 301+80.00
EL 663.74

EXISTING R/L ELEVATION
FINISHED R/L ELEVATION

STA 299+86
1 - CPRC CLASS IV 48-INCH X 106'
2 - AEW'S FOR CPRC 48-INCH
SKEW LHF 25°42'

EXISTING R/L ELEVATION																							
666.98	666.95	667.04	667.08	667.04	667.04	667.04	666.97	667.05	666.82	666.99	666.58	666.95	666.33	666.92	666.08	666.90	666.00	667.01	666.17	667.11	666.50	667.21	666.84	667.38	667.18
FINISHED R/L ELEVATION																							

296 297 298 299 300 301 302

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	PLAN AND PROFILE: STH 13	SHEET 149	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 08
PLOT DATE : 7/30/2026 3:13 PM
PLOT BY : ANNIE JEROME
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

STA 302+15
1 - REMOVE EXISTING 21" X 58' HDPE

STA 302+24, 27.7' LT
INV EL = 662.75

WASHBURN MUN
WATER & SEWER

STA 303+52.9 LT
CONSTRUCT 11' WIDE ASPH PE TYPE 2
1 - REMOVE EXISTING 15" X 27' CPCP
1 - CP CLASS III-A NON-METAL 18-INCH X 26'
2 - AEW'S FOR CP 18-INCH
SAWCUT REQ'D

STA 304+91.10 LT
1 - CP CLASS III-A NON-METAL
18-INCH X 16'
2 - AEW'S FOR CP 18-INCH

SLOPE INTERCEPT (TYP)

STA 304+97.0, 42.7' LT
INV EL = 666.00

STA 304+85.2, 31.8' LT
INV EL = 665.70

7TH AVENUE E

BEGIN CONSTRUCTION
STA 269+35.00
MATCH EXISTING
SAWCUT REQ'D

STA 305+49.40 LT
1 - CP CLASS III-A NON-METAL
18-INCH X 20'
2 - AEW'S FOR CP 18-INCH

STA 305+41.0, 43.7' LT
INV EL = 665.65

STA 306+44, 24.8' LT
INV EL = 664.75

STA 305+18.47 STH 13 =
STA 270+00.00 7TH AVE E
SEE INTERSECTION DETAIL

XCEL ENERGY

STA 305+57.8, 32.6' LT
INV EL = 665.20

MOVE LIGHT POLE
BY OTHERS

MATCH LINE 302+00

MATCH LINE 307+00

STH 13

TLE

WETLAND (TYP)

EXISTING R/W (TYP)

STA 302+24, 44.3' RT
INV EL = 660.00

R/W (TYP)

PI STA = 270+64.16
Y = 490883.814
X = 818111.157
DELTA = 3°57'25" LT
D = 28°38'52"
T = 6.91'
L = 13.81'
R = 200.00'
PC STA = 270+57.25
Y = 490888.737
X = 818106.310
PT STA = 270+71.06
Y = 490879.237
X = 818116.333
DB = S44°33'26"E
DA = S48°30'52"E

STA 305+01.60 STH 13 =
STA 270+00.00 7TH AVE E
SEE INTERSECTION DETAIL

END CONSTRUCTION
STA 271+25.00
MATCH EXISTING
SAWCUT REQ'D

PC: 270+57.25

PT: 270+71.06

NORVADO

SPECTRUM CROSSING ?

STA 306+44, 37.2' RT
INV EL = 663.50

STA 306+47
1 - REMOVE EXISTING 17" X 53' HDPE

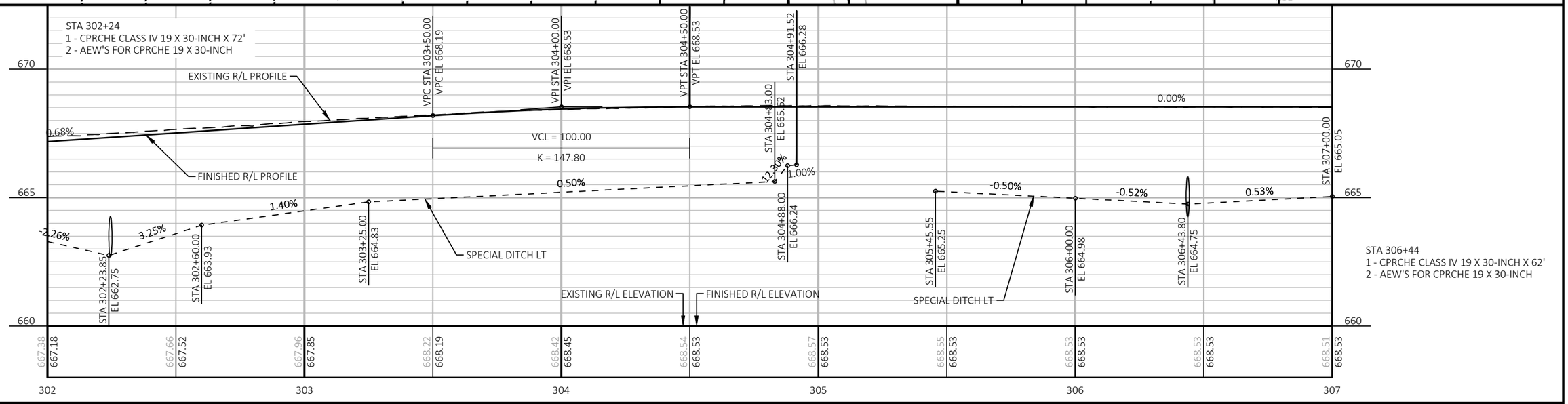
S42°08'38"E

S44°33'26"E

S48°30'52"E

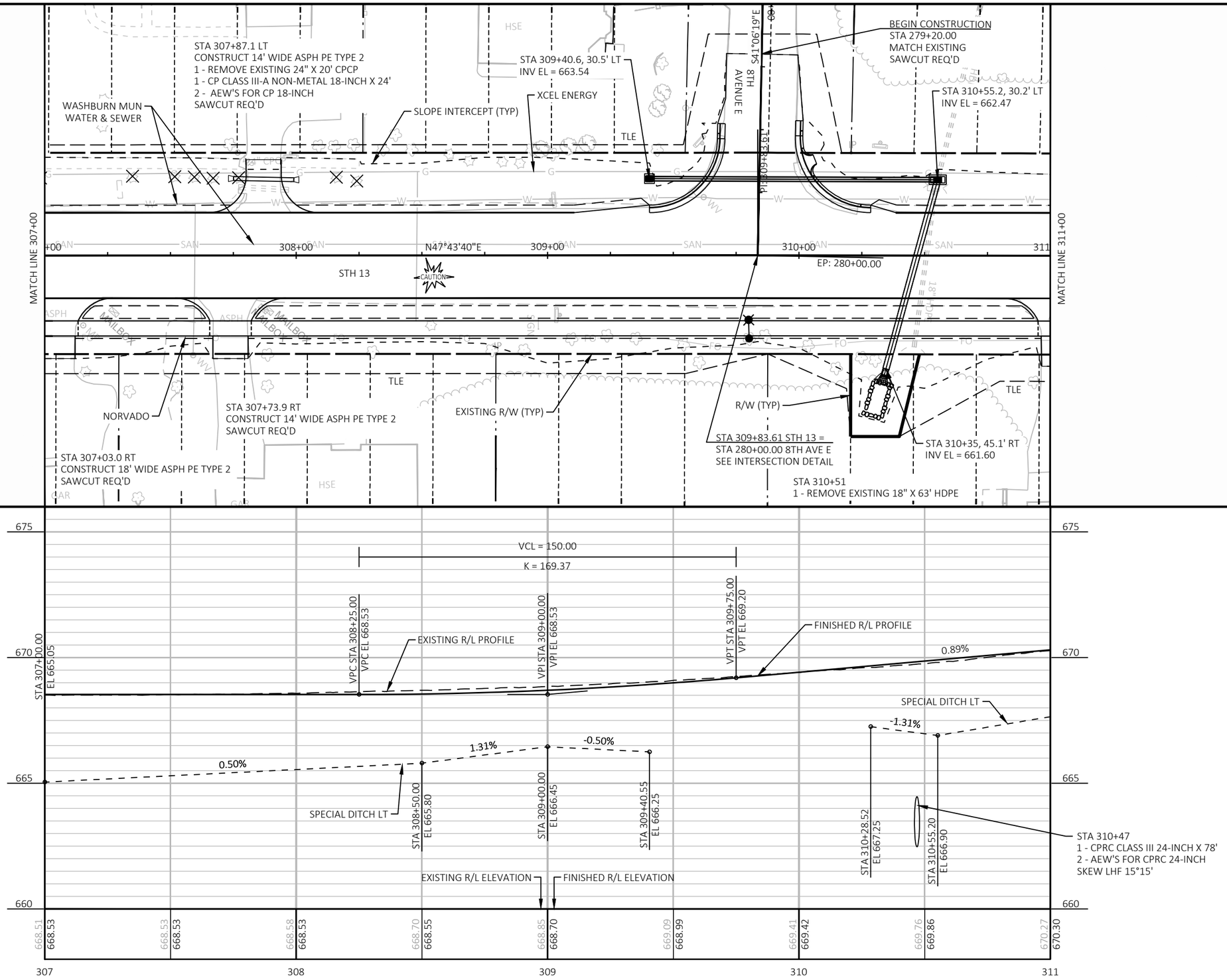
N47°45'01"E

N47°43'40"E



STA 306+44
1 - CPRCHE CLASS IV 19 X 30-INCH X 62'
2 - AEW'S FOR CPRCHE 19 X 30-INCH

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	PLAN AND PROFILE: STH 13	SHEET 150	E



PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	PLAN AND PROFILE: STH 13	SHEET 151	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 10

PLOT DATE : 7/30/2026 3:06 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

MATCH LINE 311+00

WASHBURN MUN WATER & SEWER

XCEL ENERGY

SLOPE INTERCEPT (TYP)

END PROJECT
STA 313+36.61
MATCH EXISTING
SAWCUT REQ'D
Y = 491490.854
X = 818684.330

EP: 316+16.56

N47°48'12"E

312+00

313+00

314+00

315+00

316+00

STH 13

CAUTION

SUPERIOR AVENUE

XCEL ENERGY DISTRIBUTION

BRIGHTSPEED

TLE

EXISTING R/W (TYP)

NORVADO

STA 313+33.25
42.00' RT
Y=491457.487
X=818710.057
R = 16.0'

STA 311+03.4 RT
CONSTRUCT 14' WIDE ASPH PE TYPE 2
SAWCUT REQ'D

STA 312+24.1 RT
CONSTRUCT 10' WIDE ASPH PE TYPE 2
SAWCUT REQ'D

5

5

675

670

665

660

VPC STA 311+50.00
VPC EL 670.75

VPI STA 311+75.00
VPI EL 670.97

VPT STA 312+00.00
VPT EL 671.09

STA 313+50.00
EL 671.84

FINISHED R/L PROFILE

0.50%

VCL = 50.00

K = 128.57

0.67%

1.67%

0.50%

SPECIAL DITCH LT

EXISTING R/L PROFILE

STA 313+36.61
EL 669.50

STA 311+50.00
EL 668.48

STA 312+00.00
EL 668.82

EXISTING R/L ELEVATION

FINISHED R/L ELEVATION

670.27	670.30	670.72	670.75	671.09	671.09	671.36	671.34	671.61	671.59	671.84	671.84	672.00	672.18	672.48	672.78	673.19

311 312 313 314 315 316

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	PLAN AND PROFILE: STH 13	SHEET 152	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 11

PLOT DATE : 7/30/2026 2:55 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:40 FT

WASHBURN MUN
WATER & SEWER

XCEL ENERGY DISTRIBUTION

STA 204+79 LT
CONSTRUCT 42' WIDE ASPH CE
TYPE 2
SAWCUT REQ'D

STA 262+98.95 STH 13 =
STA 204+00.00 2NDAVE W
SEE INTERSECTION DETAIL

STA 204+49.22
END CONCRETE PAVEMENT
BEGIN HMA PAVEMENT

BP: 202+00.00

EP: 206+00.00

S42°15'58"E

203+00

204+00

205+00

S42°15'58"E

2ND AVENUE W

EP: 262+54.47

PI: 262+54.46

END CONSTRUCTION
STA 205+00.00
MATCH EXISTING
SAWCUT REQ'D

SLOPE INTERCEPT (TYP)

EXISTING R/W (TYP)

N53°14'16"E

N42°15'10"E

STA 204+79.5 RT
CONSTRUCT 40' WIDE AGG CE
TYPE 2
SAWCUT REQ'D

PI: 262+02.23

PI: 262+02.23

5

5

675

670

665

660

EXISTING R/L PROFILE

STA 204+00.00
EL 667.32

STA 204+22.11
EL 666.75

VPC STA 204+35.00
VPC EL 666.58

VPI STA 204+50.00
VPI EL 666.38

VPT STA 204+65.00
VPT EL 665.87

STA 205+00.00
EL 664.66

-2.00%

-4.00%

-4.33%

-3.45%

FINISHED R/L PROFILE

STA 204+16.00
EL 667.00

VCL = 30.00

K = 14.13

EXISTING R/L ELEVATION

FINISHED R/L ELEVATION

669.93

669.09

667.83

667.58

667.32

666.32

666.30

664.67

664.66

202

203

204

205

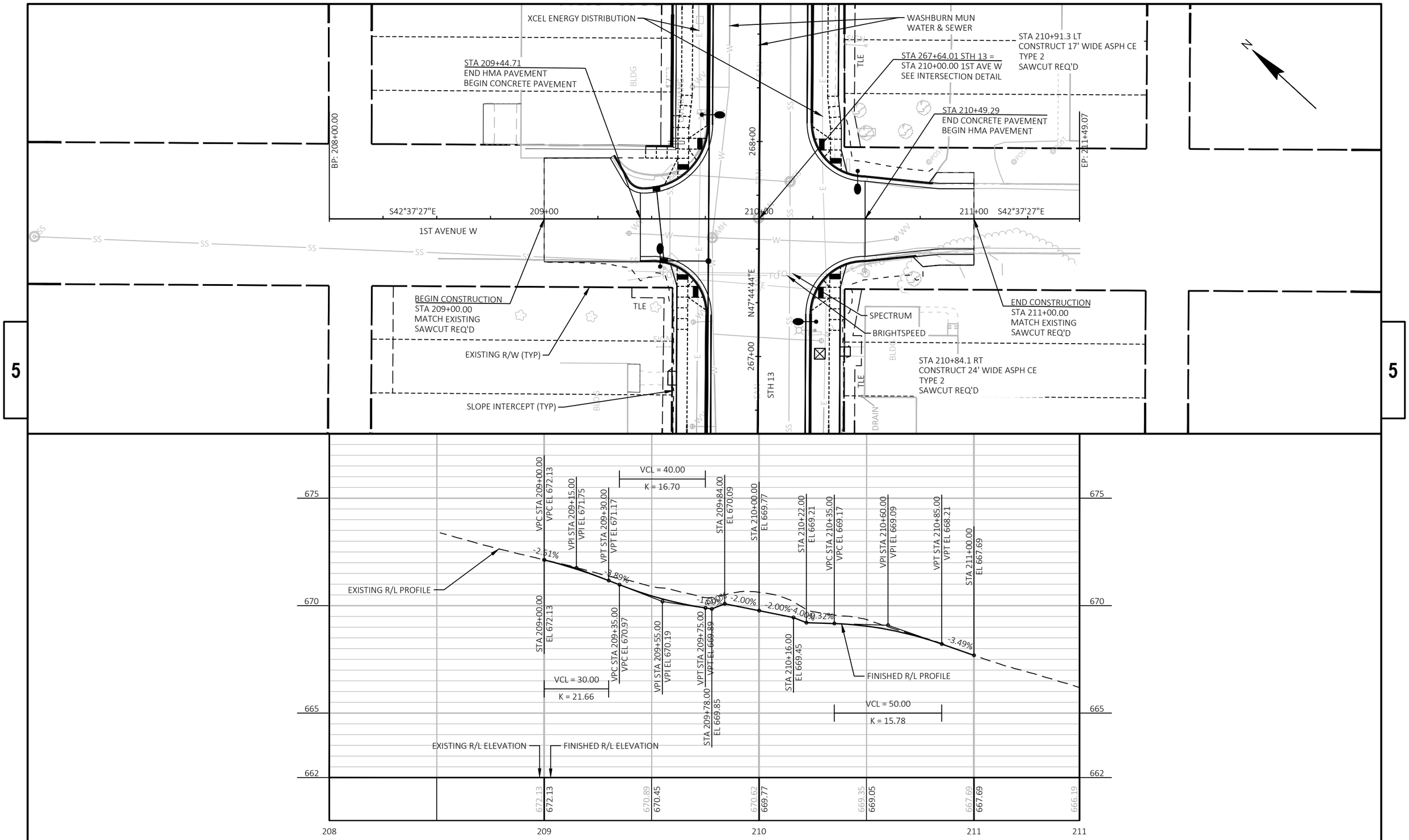
206

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	PLAN AND PROFILE: 2ND AVENUE W	SHEET 153	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\050102_PP.DWG
LAYOUT NAME - 01

PLOT DATE : 7/30/2026 2:55 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	PLAN AND PROFILE: 1ST AVENUE W	SHEET 154	E

XCEL ENERGY DISTRIBUTION

WASHBURN MUN
WATER & SEWER

STA 219+50.99
END HMA PAVEMENT
BEGIN CONCRETE PAVEMENT

STA 272+39.28 STH 13 =
STA 220+00.00 CENTRAL AVE
SEE INTERSECTION DETAIL

STA 220+55.97
END CONCRETE PAVEMENT
BEGIN HMA PAVEMENT

BP: 218+00.00

EP: 221+00.00

CENTRAL AVENUE

S42°15'49"E

219+00

220+00

221+00

S41°01'18"E

273+00

272+00

STH 13

N47°44'44"E

BEGIN CONSTRUCTION
STA 218+85.00
MATCH EXISTING
SAWCUT REQ'D

EXISTING R/W (TYP)

SLOPE INTERCEPT (TYP)

STA 272+35.16 STH 13 =
STA 220+00.00 CENTRAL AVE
SEE INTERSECTION DETAIL

END CONSTRUCTION
STA 221+00.00
MATCH EXISTING
SAWCUT REQ'D

5

5

680

675

670

665

VCL = 60.00

K = 17.34

℄ STA 218+85.00
EL 672.71

VPT STA 219+12.50
VPT EL 671.64

VPT STA 219+75.00
VPT EL 669.64

STA 220+00.00
EL 669.91

STA 219+84.00
EL 669.59

EXISTING R/L PROFILE

-3.13%

-4.86%

-1.40%

2.00%

0.00%

VPC STA 218+87.50
VPC EL 672.63

VPI STA 219+00.00
VPI EL 672.24

VPC STA 219+15.00
VPC EL 671.51

VPI STA 219+45.00
VPI EL 670.06

STA 219+78.00
EL 669.59

FINISHED R/L PROFILE

VCL = 25.00

K = 14.44

EXISTING R/L ELEVATION

FINISHED R/L ELEVATION

673.81

672.25

672.19

670.71

670.17

670.08

669.91

217

218

219

220

221

221

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	PLAN AND PROFILE: CENTRAL AVENUE	SHEET 155	E

XCEL ENERGY DISTRIBUTION

WASHBURN MUN
WATER & SEWER

STA 219+50.99
END HMA PAVEMENT
BEGIN CONCRETE PAVEMENT

STA 272+39.28 STH 13 =
STA 220+00.00 CENTRAL AVE
SEE INTERSECTION DETAIL

STA 220+55.97
END CONCRETE PAVEMENT
BEGIN HMA PAVEMENT

BP: 218+00.00

EP: 224+00.00

CENTRAL AVENUE

S42°15'49"E

219+00

220+00

221+00

S41°01'18"E

273+00

272+00

STH 13

N47°44'44"E

BEGIN CONSTRUCTION
STA 218+85.00
MATCH EXISTING
SAWCUT REQ'D

EXISTING R/W (TYP)

SLOPE INTERCEPT (TYP)

STA 272+35.16 STH 13 =
STA 220+00.00 CENTRAL AVE
SEE INTERSECTION DETAIL

END CONSTRUCTION
STA 221+00.00
MATCH EXISTING
SAWCUT REQ'D

5

5

675

670

665

660

FINISHED R/L PROFILE

STA 220+22.00
EL 669.37

VPC STA 220+40.00
VPC EL 669.19

VPI STA 220+65.00
VPI EL 668.94

STA 221+00.00
EL 668.16

-4.00%

-2.01%

-0.99%

-2.22%

STA 220+00.00
EL 669.93

STA 220+16.00
EL 669.61

VPT STA 220+90.00
VPT EL 668.39

EXISTING R/L PROFILE

VCL = 50.00

K = 40.71

EXISTING R/L ELEVATION

FINISHED R/L ELEVATION

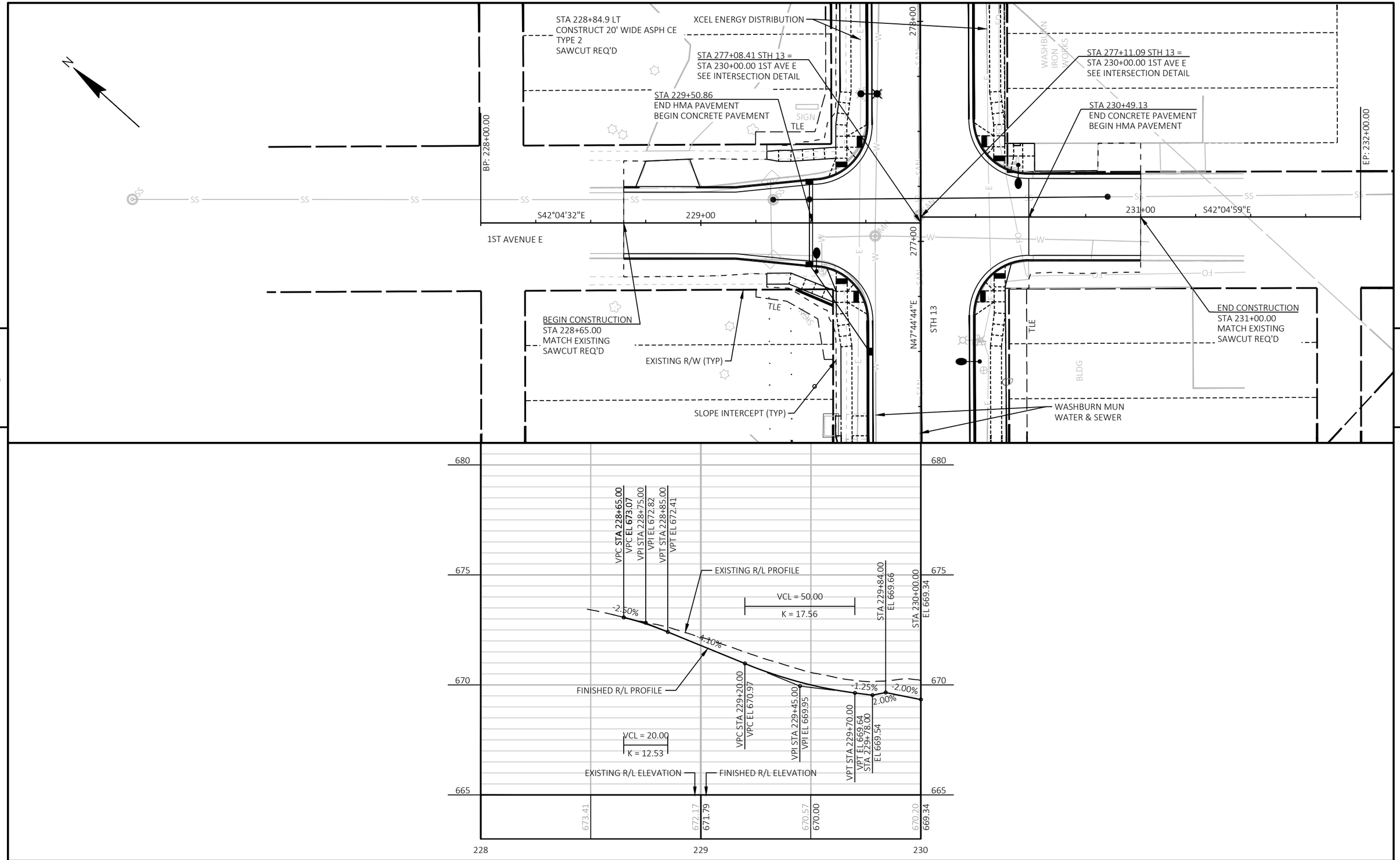
670.07 669.93 669.25 669.08 668.16 668.16 667.11

219 220 221 222 223

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	PLAN AND PROFILE: CENTRAL AVENUE	SHEET 156	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\050102_PP.DWG
LAYOUT NAME - 04

PLOT DATE : 7/30/2026 2:41 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:40 FT



PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	PLAN AND PLOT: 1ST AVENUE E	SHEET 157	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\050102_PP.DWG
LAYOUT NAME - 05

PLOT DATE : 7/30/2026 3:19 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:40 FT

STA 228+84.9 LT
CONSTRUCT 20' WIDE ASPH CE
TYPE 2
SAWCUT REQ'D

XCEL ENERGY DISTRIBUTION

STA 277+08.41 STH 13 =
STA 230+00.00 1ST AVE E
SEE INTERSECTION DETAIL

STA 229+50.86
END HMA PAVEMENT
BEGIN CONCRETE PAVEMENT

STA 277+11.09 STH 13 =
STA 230+00.00 1ST AVE E
SEE INTERSECTION DETAIL

STA 230+49.13
END CONCRETE PAVEMENT
BEGIN HMA PAVEMENT

BP: 228+00.00

EP: 232+00.00

S42°04'32"E

229+00

231+00

S42°04'59"E

1ST AVENUE E

278+00

277+00

N47°44'44"E

STH 13

WASHBURN IRON WORKS

BEGIN CONSTRUCTION
STA 228+65.00
MATCH EXISTING
SAWCUT REQ'D

EXISTING R/W (TYP)

SLOPE INTERCEPT (TYP)

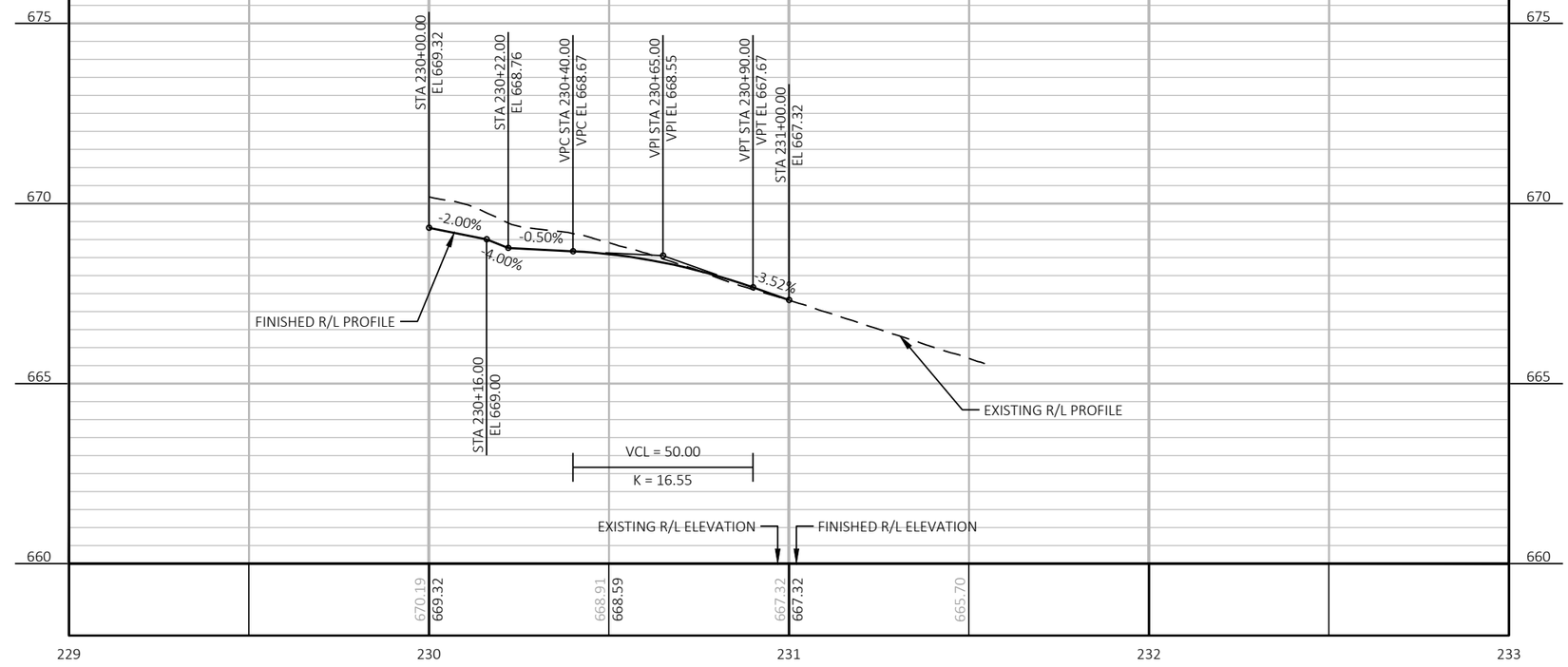
END CONSTRUCTION
STA 231+00.00
MATCH EXISTING
SAWCUT REQ'D

WASHBURN MUN
WATER & SEWER

N

5

5



PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	PLAN AND PROFILE: 1ST AVENUE E	SHEET 158	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\050102_PP.DWG
LAYOUT NAME - 06

PLOT DATE : 7/30/2026 3:19 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:40 FT

XCEL ENERGY DISTRIBUTION

STA 238+95.8 LT
CONSTRUCT 40' WIDE ASPH CE
TYPE 2
SAWCUT REQ'D

NORVADO

STA 239+50.97
END HMA PAVEMENT
BEGIN CONCRETE PAVEMENT

TLE

BP: 238+00.00

STA 281+77.16 STH 13 =
STA 240+00.00 2ND AVE E
SEE INTERSECTION DETAIL

STA 240+48.97
END CONCRETE PAVEMENT
BEGIN HMA PAVEMENT

EP: 242+00.00

MAILBOX

282+00

S42°17'43"E

239+00

240+00

241+00

S42°17'43"E

2ND AVENUE E

N47°44'44"E

END CONSTRUCTION
STA 241+00.00
MATCH EXISTING
SAWCUT REQ'D

BEGIN CONSTRUCTION
STA 238+65.00
MATCH EXISTING
SAWCUT REQ'D

EXISTING R/W (TYP)

STA 238+95.8 RT
CONSTRUCT 18' WIDE ASPH CE
TYPE 2
SAWCUT REQ'D

SLOPE INTERCEPT (TYP)

STH 13

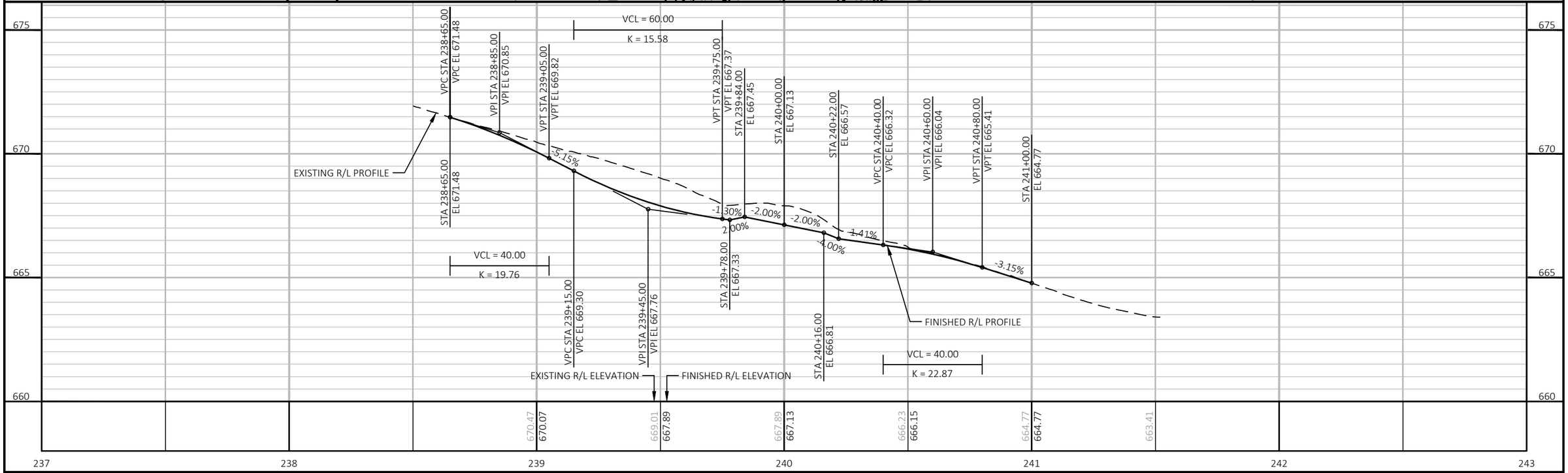
281+00

WASHBURN MUN
WATER & SEWER

N

5

5



PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	PLAN AND PROFILE: 2ND AVENUE E	SHEET 159	E

XCEL ENERGY

WASHBURN MUN
WATER & SEWER

STA 248+75.0 LT
CONSTRUCT 23' WIDE ASPH CE
TYPE 2
SAWCUT REQ'D

STA 249+54.93
END HMA PAVEMENT
BEGIN CONCRETE PAVEMENT

STA 286+43.00 STH 13 =
STA 250+00.00 3RD AVE E
SEE INTERSECTION DETAIL

STA 250+50.11
END CONCRETE PAVEMENT
BEGIN HMA PAVEMENT

BP: 248+00.00

EP: 252+00.00

287+00

+88.6

CAUTION

N47°47'51"E

S43°36'41"E

249+00

PI 286+43.00

250+00

251+00

S43°36'41"E

3RD AVENUE E

18" CMP

15" HDPE

18" RCCP

BEGIN CONSTRUCTION
STA 248+60.00
MATCH EXISTING
SAWCUT REQ'D

EXISTING R/W (TYP)

STA 248+77.2 RT
CONSTRUCT 21' WIDE ASPH CE
TYPE 2
SAWCUT REQ'D

SLOPE INTERCEPT (TYP)

286+00

STH 13

N47°44'44"E

END CONSTRUCTION
STA 251+15.00
MATCH EXISTING
SAWCUT REQ'D

XCEL ENERGY DISTRIBUTION

5

5

EXISTING R/L PROFILE

FINISHED R/L PROFILE

STA 248+60.00 EL 669.67

VPC STA 248+60.00 VPC EL 669.67

VPI STA 248+80.00 VPI EL 669.19

VPT STA 249+00.00 VPT EL 667.95

VPC STA 249+15.00 VPC EL 667.01

VPI STA 249+45.00 VPI EL 665.14

VPT STA 249+75.00 VPT EL 664.99

STA 249+84.00 EL 664.95

STA 250+00.00 EL 664.63

STA 250+16.52 EL 664.30

VPC STA 250+35.00 VPC EL 663.98

VPI STA 250+60.00 VPI EL 663.54

VPT STA 250+85.00 VPT EL 662.29

VPC STA 250+85.00 VPC EL 662.29

VPI STA 251+00.00 VPI EL 661.54

STA 251+15.00 EL 661.08

VPT STA 251+15.00 VPT EL 661.08

6.23%

-0.50%

-2.00%

-2.00%

1.74%

VCL = 60.00
K = 10.47

VCL = 40.00
K = 10.44

VCL = 30.00
K = 15.15

VCL = 50.00
K = 15.29

EXISTING R/L ELEVATION

FINISHED R/L ELEVATION

668.35 667.95

666.12 665.42

665.36 664.63

663.12 663.64

661.51 661.61

670

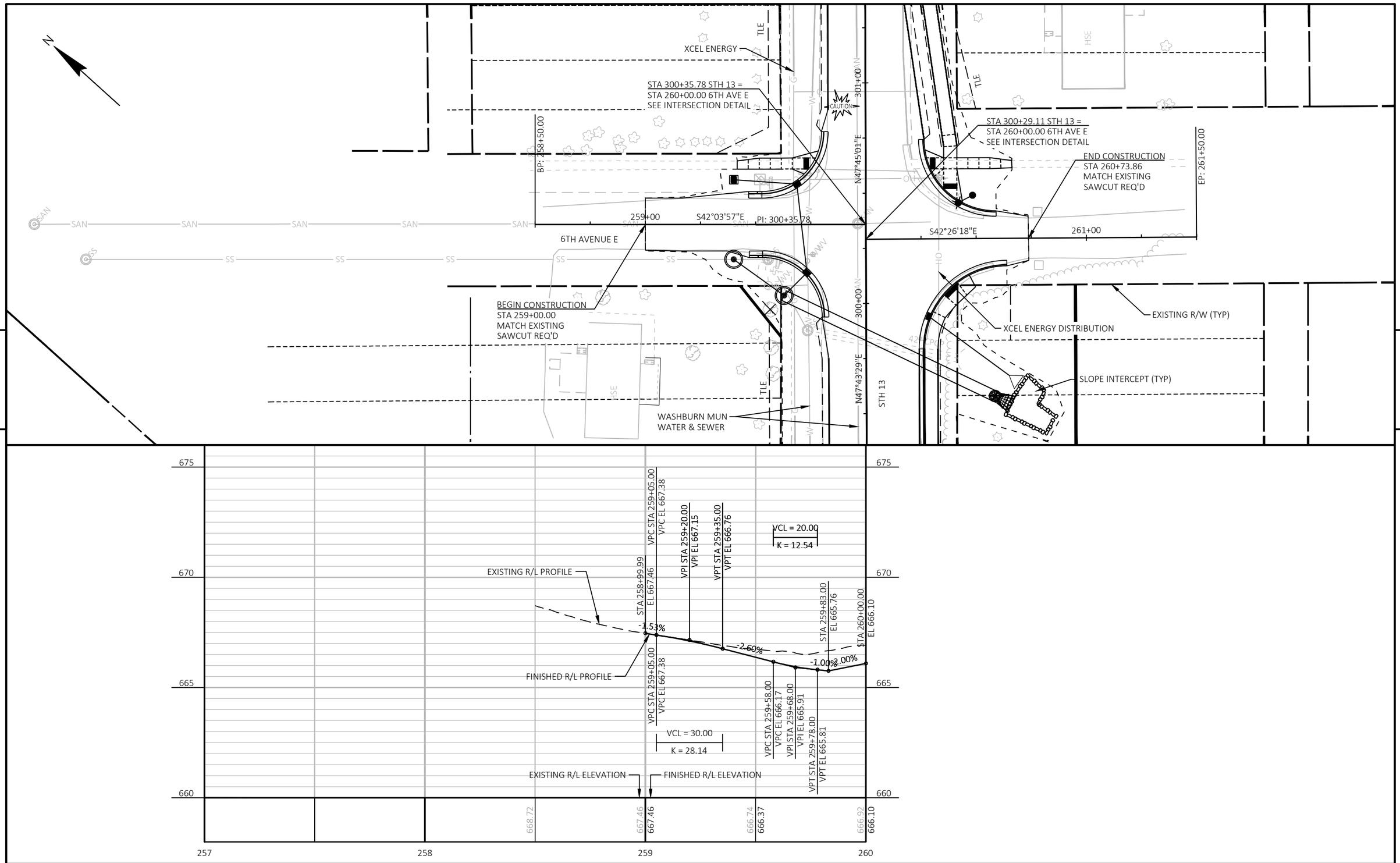
665

660

657

247 248 249 250 251 252 253

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	PLAN AND PROFILE: 3RD AVENUE E	SHEET 160	E



PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	PLAN AND PROFILE: 6TH AVENUE E	SHEET 161	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\050102_PP.DWG
LAYOUT NAME - 09
PLOT DATE : 7/30/2026 2:33 PM
PLOT BY : ANNIE JEROME
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

XCEL ENERGY

STA 300+35.78 STH 13 =
STA 260+00.00 6TH AVE E
SEE INTERSECTION DETAIL

CAUTION

BP: 258+50.00

259+00

S42°03'57"E

PI: 300+35.78

6TH AVENUE E

BEGIN CONSTRUCTION
STA 259+00.00
MATCH EXISTING
SAWCUT REQ'D

WASHBURN MUN
WATER & SEWER

N47°45'01"E

301+00 N

300+00 N

N47°43'29"E

STH 13

STA 300+29.11 STH 13 =
STA 260+00.00 6TH AVE E
SEE INTERSECTION DETAIL

END CONSTRUCTION
STA 260+73.86
MATCH EXISTING
SAWCUT REQ'D

EP: 261+50.00

S42°26'18"E

261+00

EXISTING R/W (TYP)

XCEL ENERGY DISTRIBUTION

SLOPE INTERCEPT (TYP)

TLE

HSE

SAN

SS

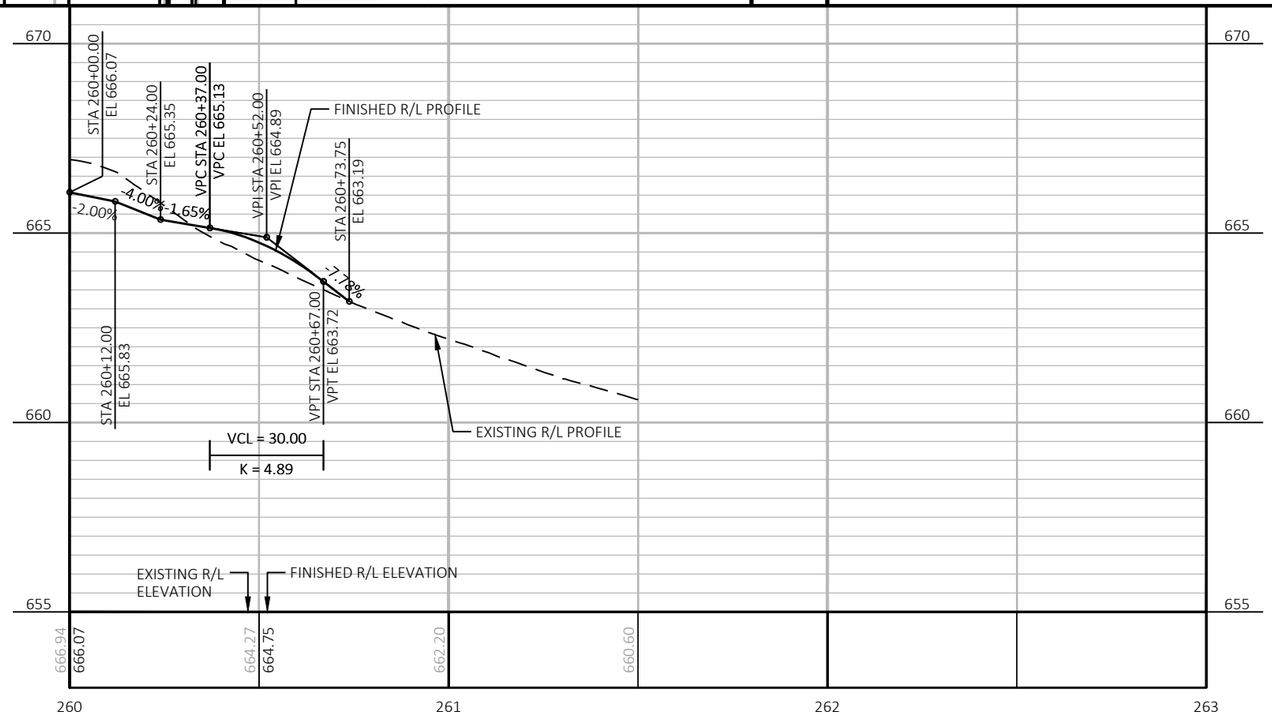
OHU

G

W

HO

5



PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	PLAN AND PROFILE: 6TH AVENUE E	SHEET 162	E

XCEL ENERGY

STA 305+18.47 STH 13 =
STA 270+00.00 7TH AVE E
SEE INTERSECTION DETAIL

BEGIN CONSTRUCTION
STA 269+35.00
MATCH EXISTING
SAWCUT REQ'D

BP: 268+50.00

S42°08'38"E

269+00

PI: 305+18.47

306+00

N47°43'40"E

270+00

7TH AVENUE E

DITCH TO DRAIN (TYP)

MOVE LIGHT POLE
BY OTHERS

STA 305+01.60 STH 13 =
STA 270+00.00 7TH AVE E
SEE INTERSECTION DETAIL

SLOPE INTERCEPT (TYP)

NORVADO

PI STA = 270+64.16
Y = 490883.814
X = 818111.157
DELTA = 3°57'25" LT
D = 28°38'52"
T = 6.91'
L = 13.81'
R = 200.00'
PC STA = 270+57.25
Y = 490888.737
X = 818106.310
PT STA = 270+71.06
Y = 490879.237
X = 818116.333
DB = S44°33'26"E
DA = S48°30'52"E

PC: 270+57.25

PT: 270+71.06

EP: 271+40.39

271+00

S44°33'26"E

S48°30'52"E

7TH AVENUE E

305+00

STH 13

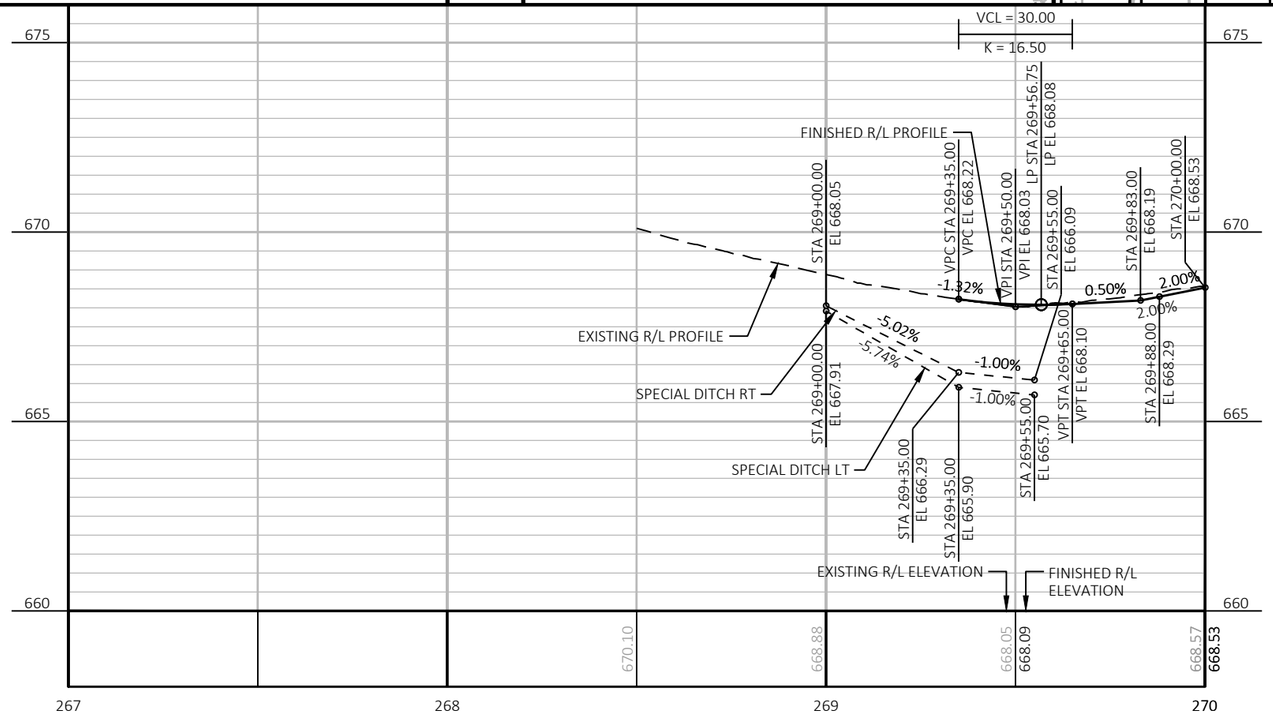
EXISTING R/W (TYP)

END CONSTRUCTION
STA 271.25.00
MATCH EXISTING
SAWCUT REQ'D

WASHBURN MUN
WATER & SEWER

5

5



PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	PLAN AND PROFILE: 7TH AVENUE E	SHEET 163	E

XCEL ENERGY

STA 305+18.47 STH 13 =
STA 270+00.00 7TH AVE E
SEE INTERSECTION DETAIL

BEGIN CONSTRUCTION
STA 269+35.00
MATCH EXISTING
SAWCUT REQ'D

BP: 268+50.00

S42°08'38"E

269+00

PI: 305+18.47

270+00

7TH AVENUE E

DITCH TO DRAIN (TYP)

MOVE LIGHT POLE
BY OTHERS

STA 305+01.60 STH 13 =
STA 270+00.00 7TH AVE E
SEE INTERSECTION DETAIL

SLOPE INTERCEPT (TYP)

306+00

N47°43'40"E

305+00

STH 13

NORVADO

PI STA = 270+64.16
Y = 490883.814
X = 818111.157
DELTA = 3°57'25" LT
D = 28°38'52"
T = 6.91'
L = 13.81'
R = 200.00'
PC STA = 270+57.25
Y = 490888.737
X = 818106.310
PT STA = 270+71.06
Y = 490879.237
X = 818116.333
DB = S44°33'26"E
DA = S48°30'52"E

PC: 270+57.25

PT: 270+71.06

EP: 271+10.39

7TH AVENUE E

271+00

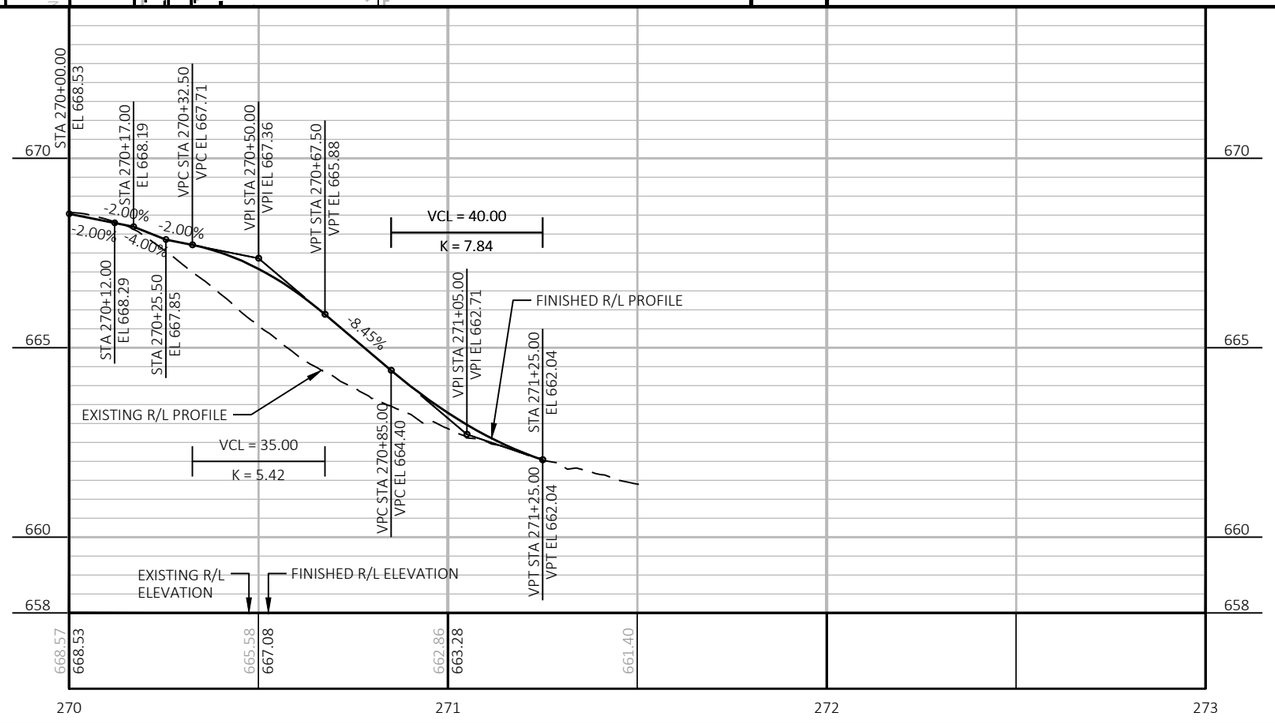
S44°33'26"E

S48°30'52"E

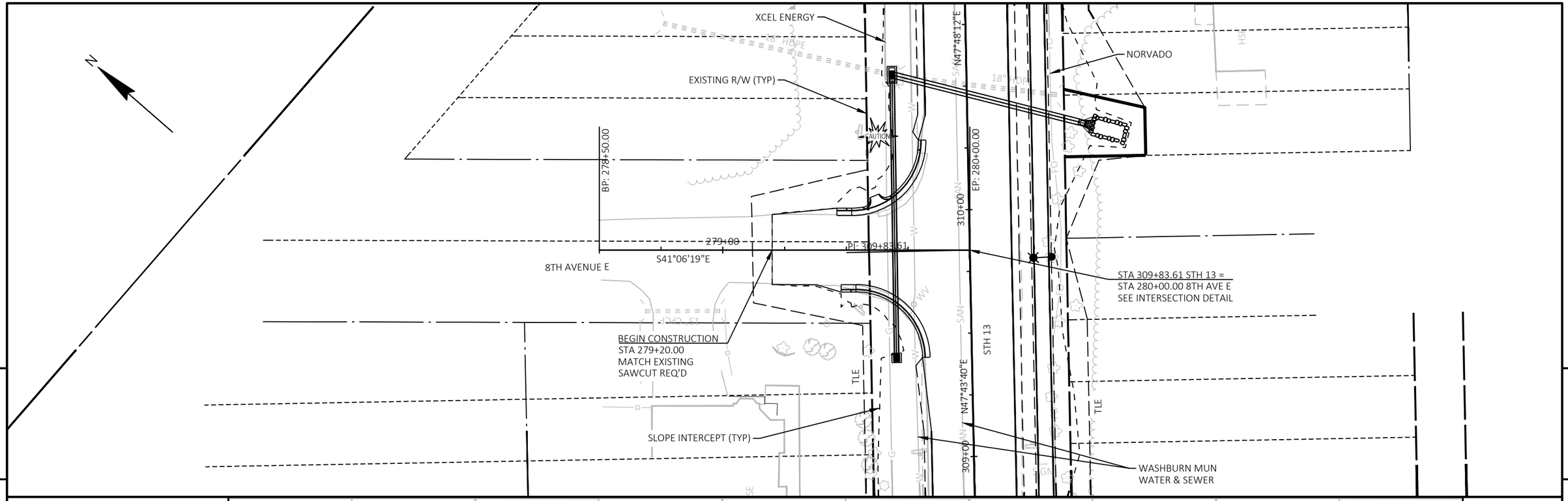
EXISTING R/W (TYP)

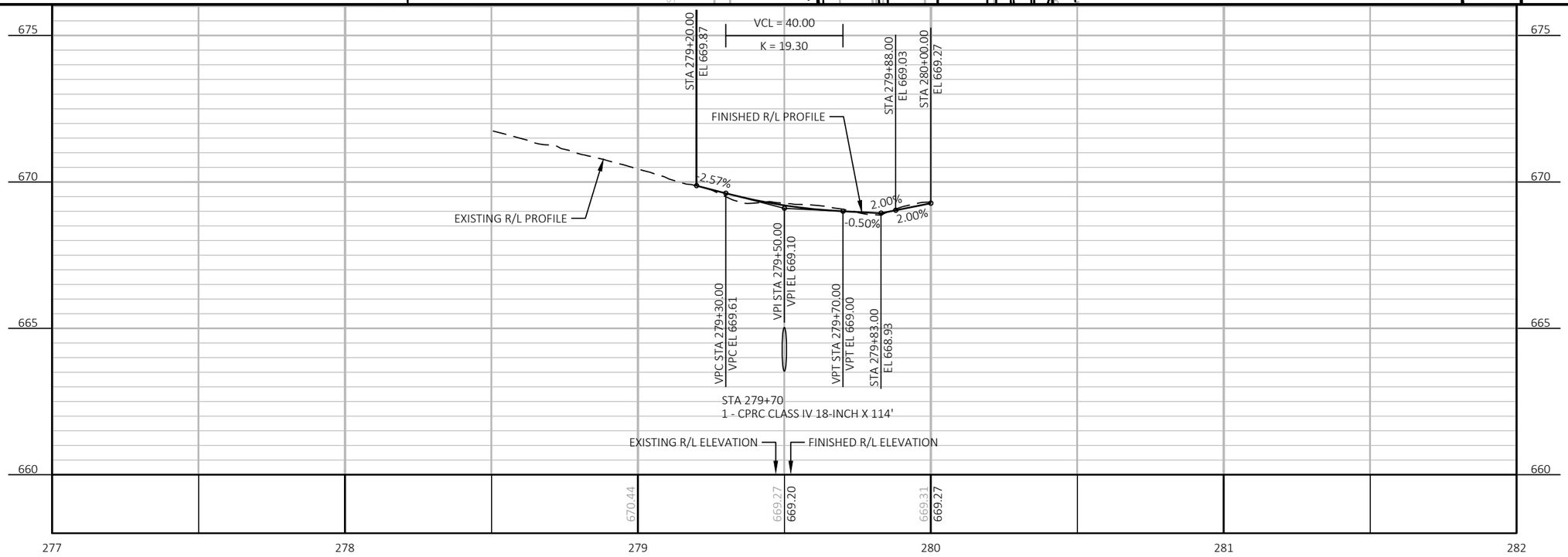
END CONSTRUCTION
STA 271.25.00
MATCH EXISTING
SAWCUT REQ'D

WASHBURN MUN
WATER & SEWER



PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	PLAN AND PROFILE: 7TH AVENUE E	SHEET 164	E



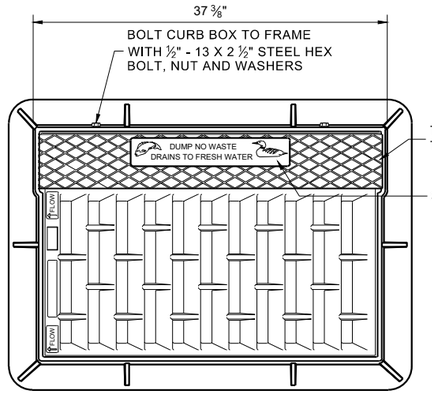


PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	PLAN AND PROFILE: 8TH AVENUE E	SHEET 165	E

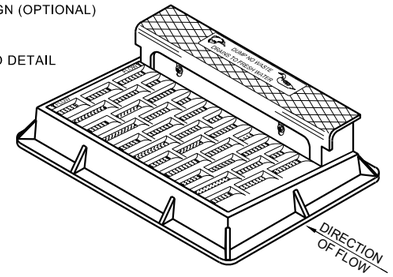
Standard Detail Drawing ListStandard Detail Drawing List

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
08A05-22C	INLET COVERS TYPE F, HM, HM-S, S, T, HM-GJ AND HM-GJ-S
08A05-22E	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L AND M
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
08D05-23A	CURB RAMPS TYPES 1 AND 1-A
08D05-23B	CURB RAMPS TYPES 2 AND 3
08D05-23C	CURB RAMPS TYPES 4A AND 4A1
08D05-23D	CURB RAMPS TYPES 4B AND 4B1
08D05-23E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-23F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD
08D05-23G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPES A, B, C AND D
08E14-01	TRACKING PAD
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-10	CONDUIT
09B16-04	PULL BOXES NON-CONDUCTIVE
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C04-17	URBAN NON-DOWELED CONCRETE PAVEMENT
13C13-11	URBAN DOWELED CONCRETE PAVEMENT
13C18-08A	CONCRETE PAVEMENT JOINTING
13C18-08B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-08C	CONCRETE PAVEMENT JOINT TYPES
13C18-08D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
13C19-03	HMA LONGITUDINAL JOINTS
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
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24C	PAVEMENT MARKING (TURN LANES)
15C08-24D	PAVEMENT MARKING (TURN LANES)
15C11-11B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C19-11A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15C36-01	PARKING STALL MARKING

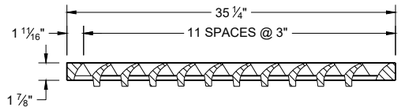
6

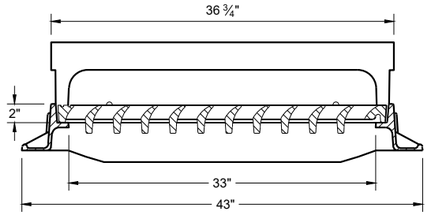


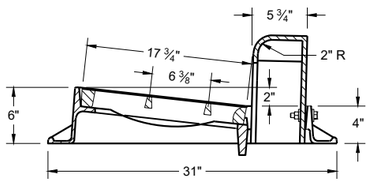
NOTE: EITHER CASTING IS ACCEPTABLE

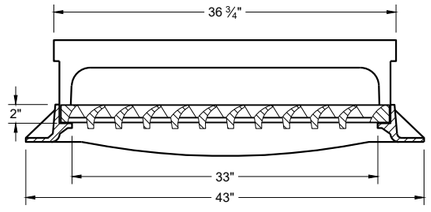


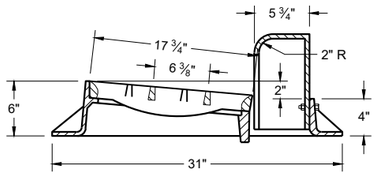
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"







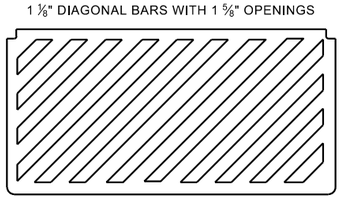




TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

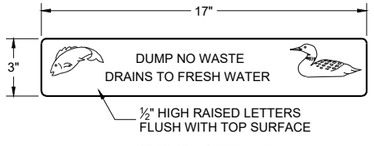
1 ⅛" DIAGONAL BARS WITH 1 ⅝" OPENINGS



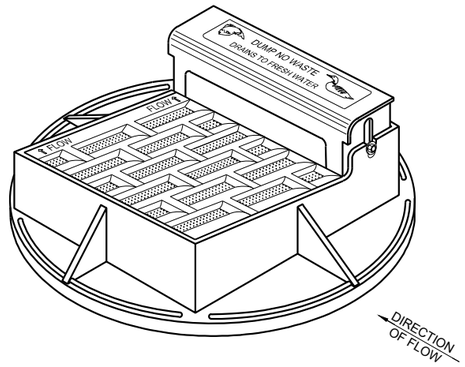
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35" X 17 ¾" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

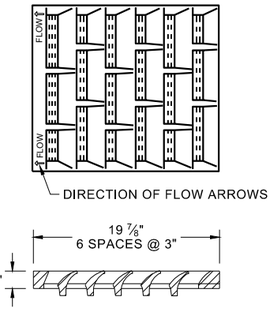


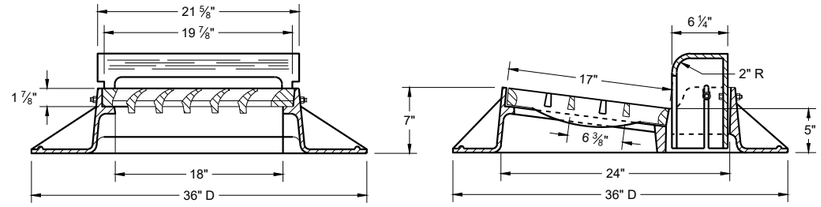
LOGO DETAIL



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

NOTE: EITHER CASTING IS ACCEPTABLE





TYPE "A"

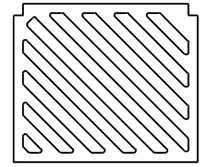
GENERAL NOTES

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.

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.

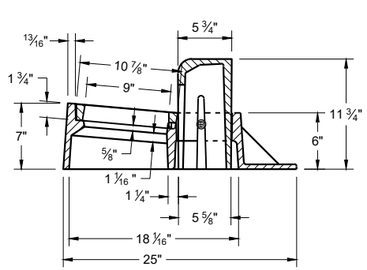
1" DIAGONAL BARS
WITH 1 ½" OPENINGS

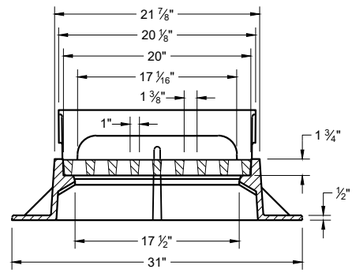


SPECIAL GRATE FOR TYPE "A" COVER

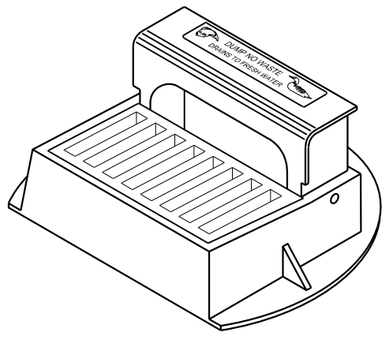
(MEASURES 19 ¾" X 17" X 1 ⅞")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)





TYPE "Z"



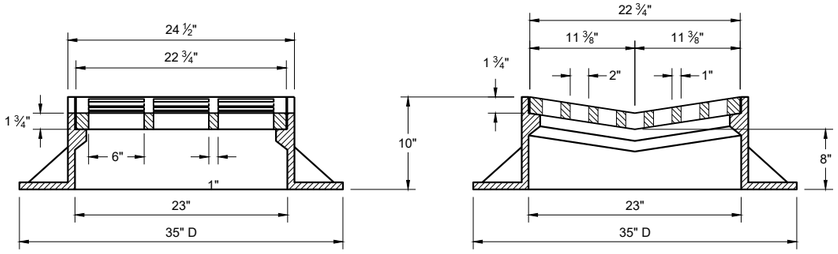
INLET COVERS
TYPES A, H, A-S, H-S AND Z

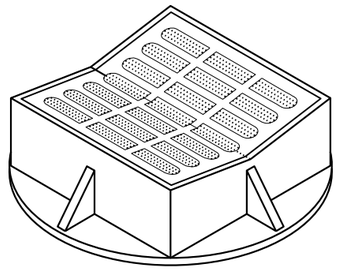
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025
DATE

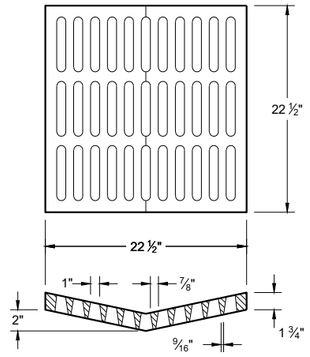
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

FHWA





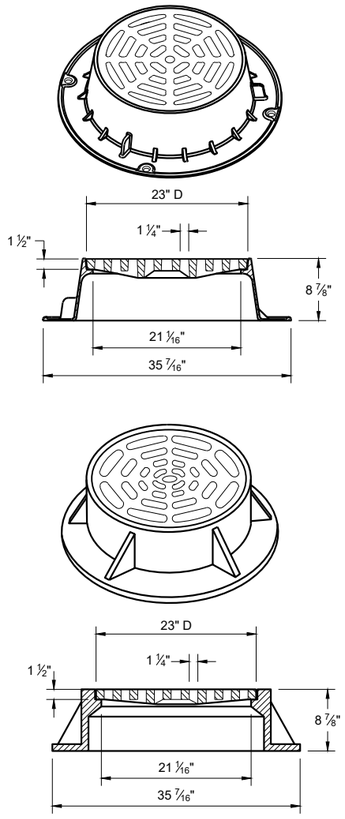
TYPE "B"



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"

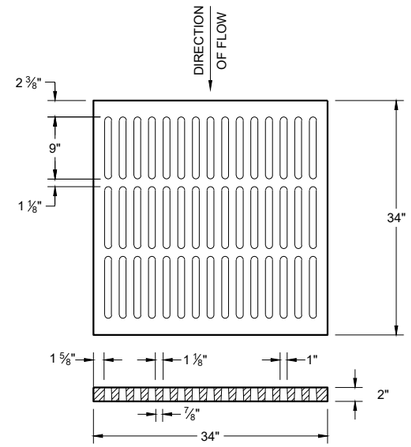
NOTE: EITHER CASTING IS ACCEPTABLE

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.

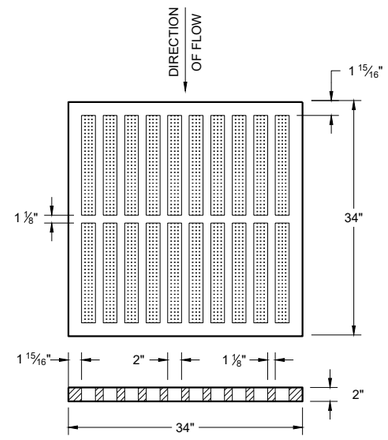
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS PERMITTED

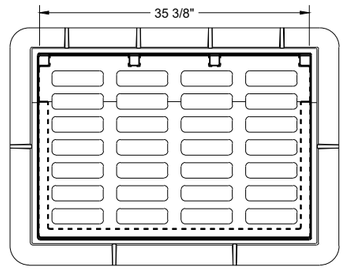
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

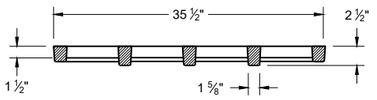


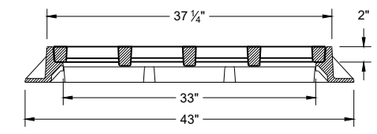
TYPE "MS"

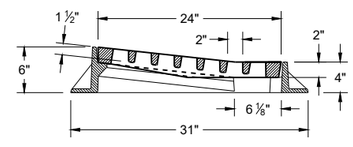
USE ON FREEWAYS AND EXPRESSWAYS

NOTED AS TYPE MS ON THE DRAINAGE TABLE



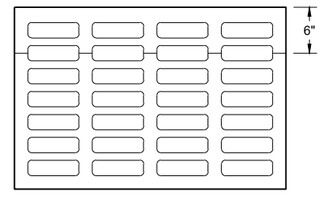


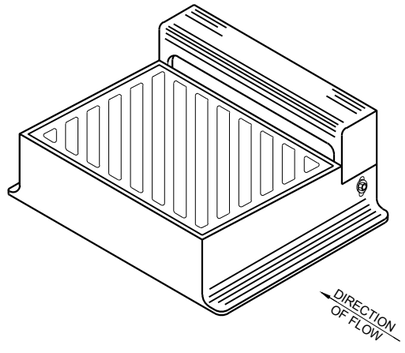




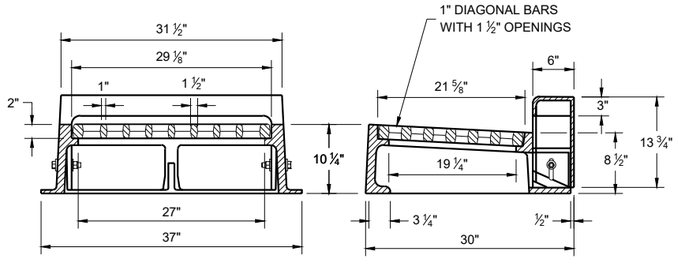
TYPE "DW"

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





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



TYPE "WM"

NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

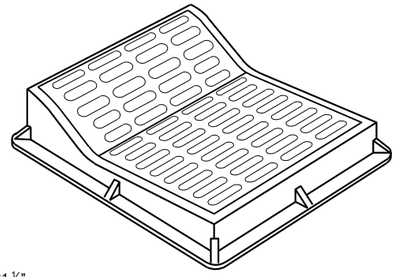
APPROVED
February 2025 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

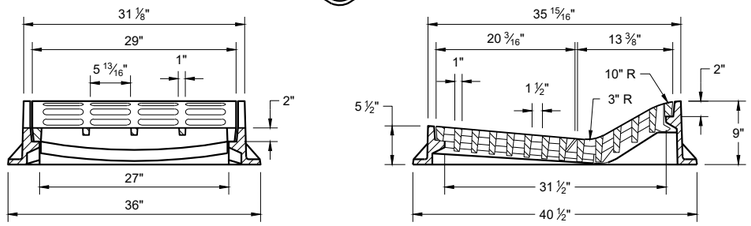
FHWA

GENERAL NOTES

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

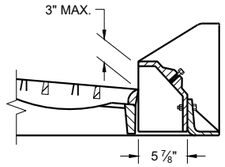
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.





TYPE "F"

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

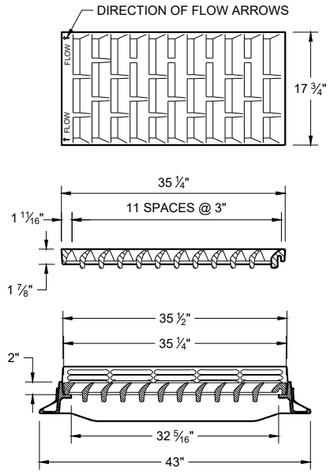


ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

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

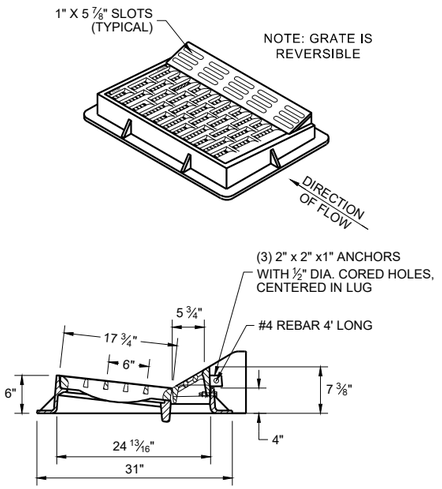
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

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



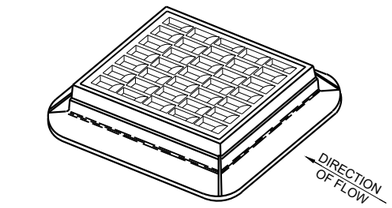
TYPE "HM"

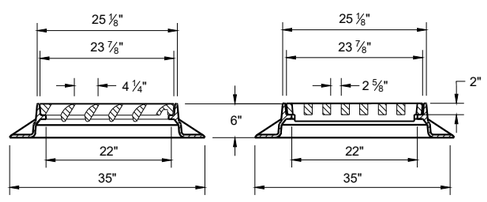
USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"



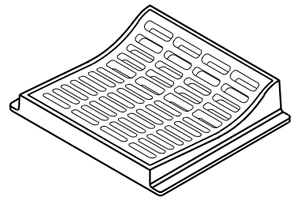
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

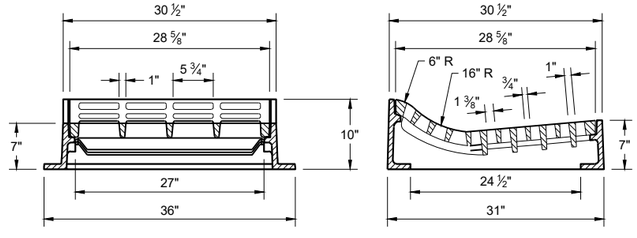
NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.





TYPE "S"





TYPE "T"

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

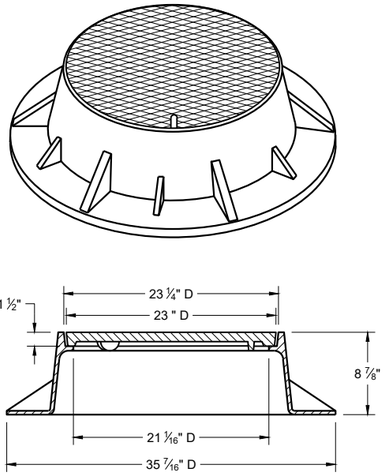
6
SDD 08A05-22c

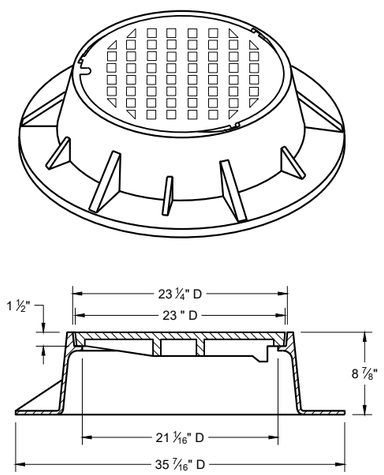
GENERAL NOTES

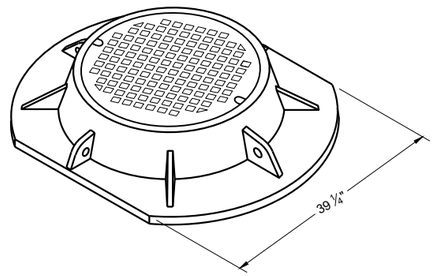
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

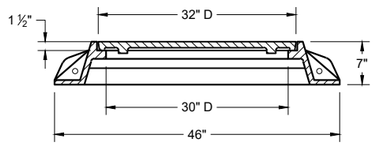
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

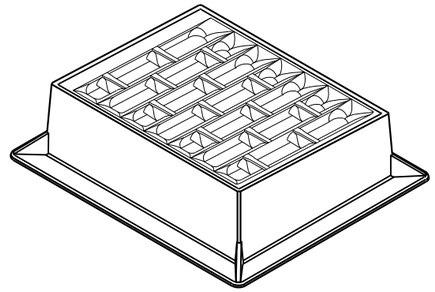


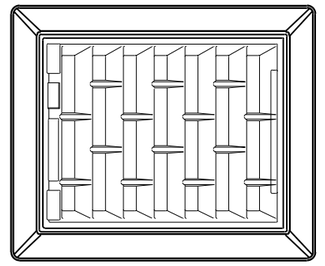


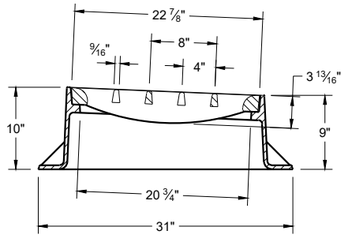


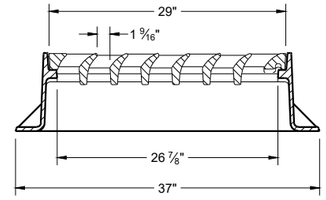


TYPE "K"

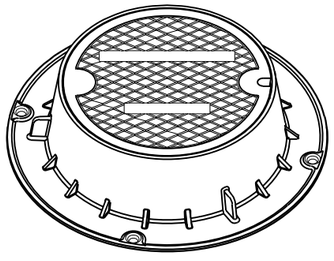


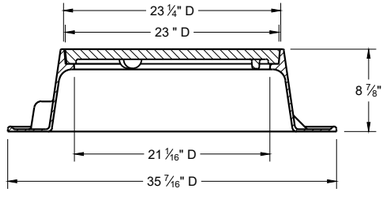






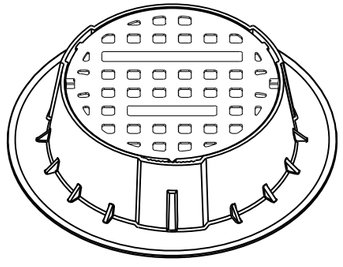
INLET COVER TYPE "BW"

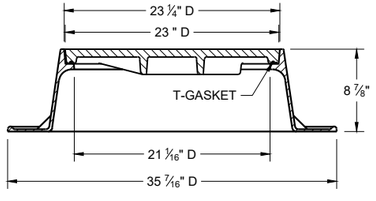




TYPE "J"

NOTE: EITHER CASTING IS ACCEPTABLE

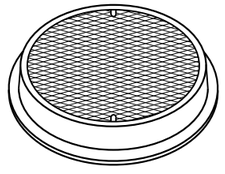


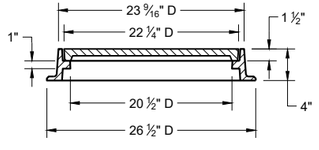


TYPE "J" SPECIAL

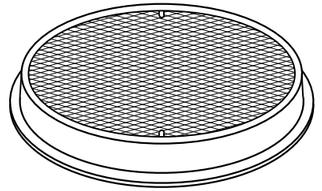
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

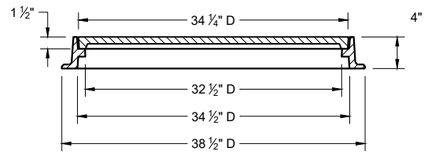
NOTE: EITHER CASTING IS ACCEPTABLE





TYPE "L"





TYPE "M"

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

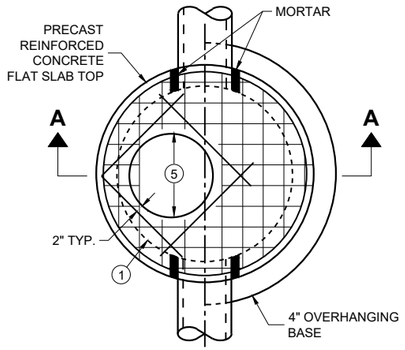
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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February 2025 — DATE
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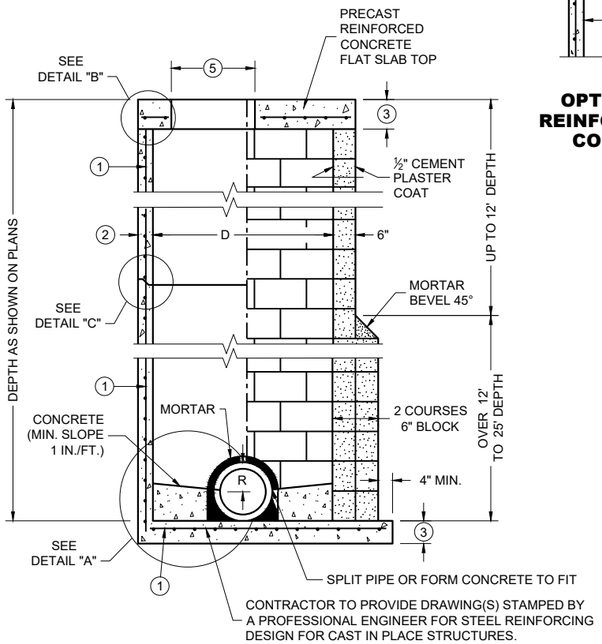
6

SDD 08A05-22e



PLAN VIEW

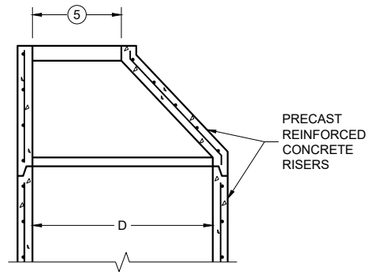
CIRCULAR OPENING



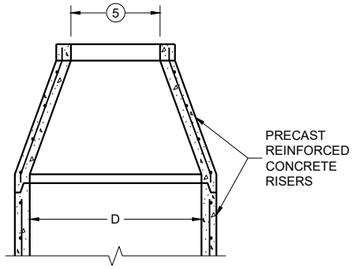
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

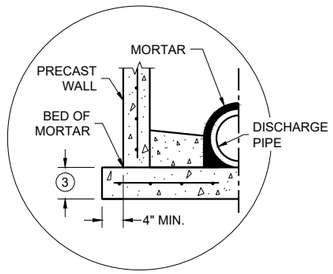
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)



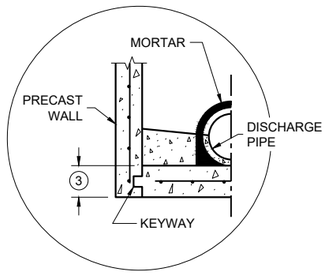
OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

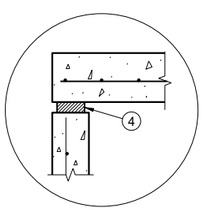


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

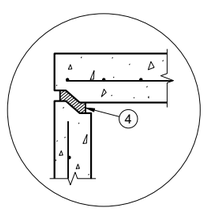


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

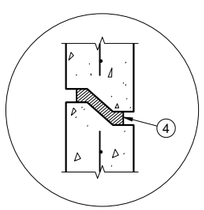
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

DETAIL "C"

MANHOLE COVER OPENING MATRIX

OPENING SIZE (FT.) (5) \ MANHOLE COVER TYPE	C	ALL J'S	K	L	M
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

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

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

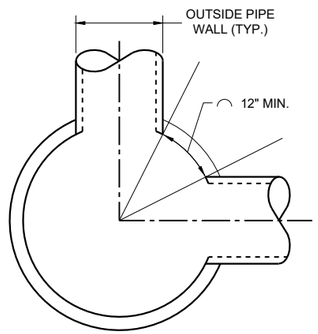
(1) FOR PRECAST MANHOLES AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(2) SEE PIPE MATRIX TABLE FOR MINIMUM WALL THICKNESS FOR PRECAST MANHOLES

(3) SEE PIPE MATRIX TABLE FOR MINIMUM THICKNESS OF PRECAST FLAT SLAB TOPS AND BASES.

(4) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.

(5) SEE MANHOLE COVER OPENING MATRIX.



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

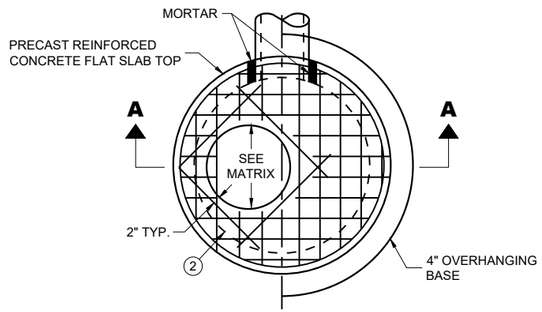
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

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

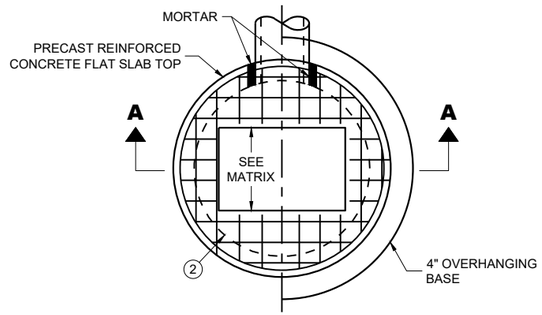
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

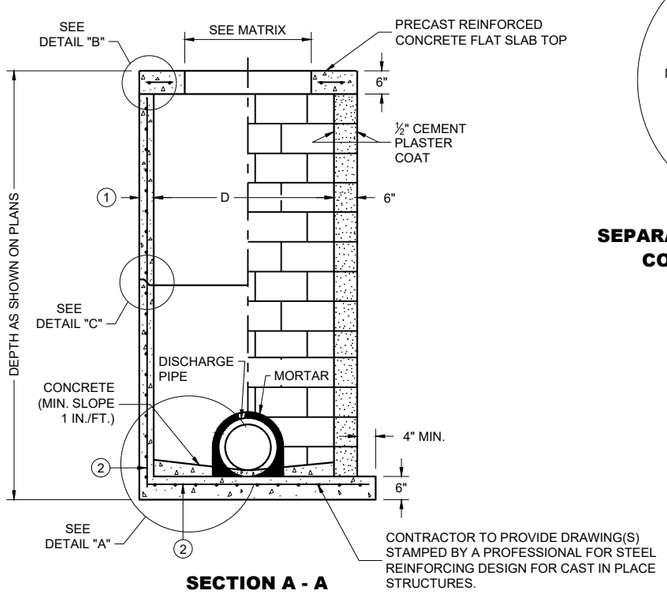
FHWA



PLAN VIEW CIRCULAR OPENING



PLAN VIEW RECTANGULAR OPENING



SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

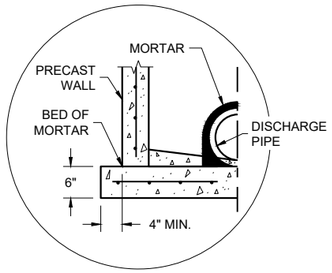
CIRCULAR INLETS WITH FLAT TOP

CATCH BASIN COVER OPENING MATRIX

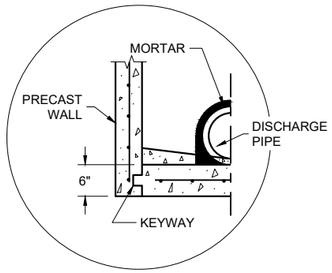
INLET SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V V-B	WM	Z
	OPENING SIZE (FT.)											
3-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
4-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
	2 X 2.5			X				X	X	X	X	
	2 X 3						X					
	2.5 X 3					X						

PIPE MATRIX

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

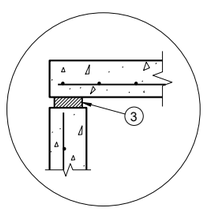


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

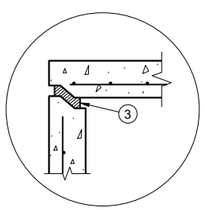


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

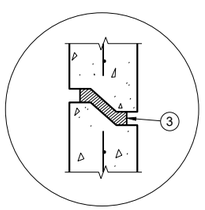
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B" **DETAIL "C"**

INLETS 3-FT AND 4-FT DIAMETER

GENERAL NOTES

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

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

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

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

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

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

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

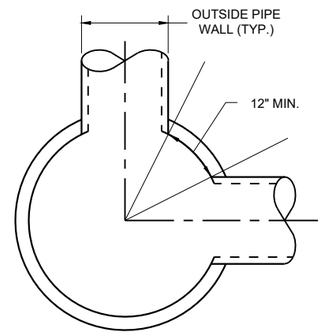
4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

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

(1) MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT DIAMETER AND 5 INCHES FOR 4-FT DIAMTER PRECAST INLETS.

(2) FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(3) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

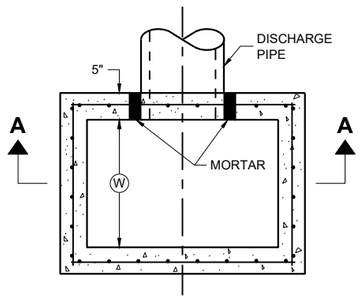
INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

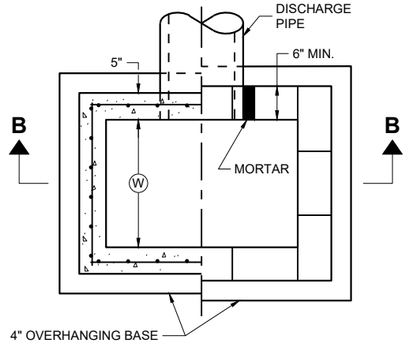
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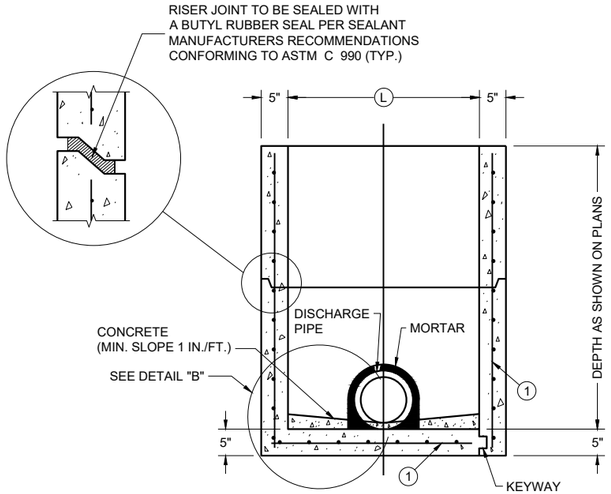
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PLAN VIEW



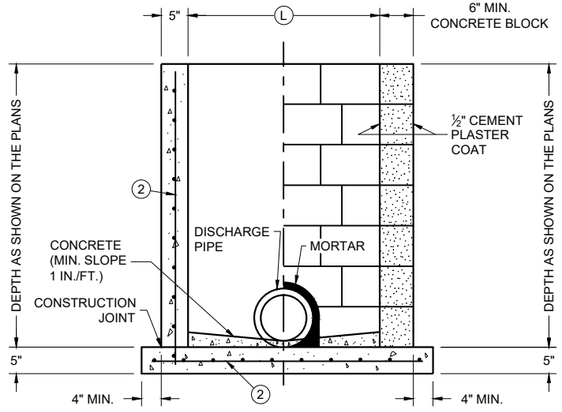
PLAN VIEW



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

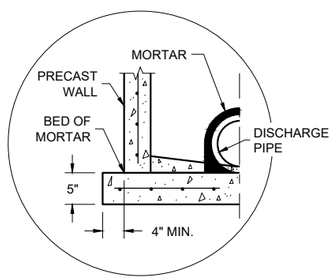
SECTION A - A



CAST IN PLACE REINFORCED CONCRETE

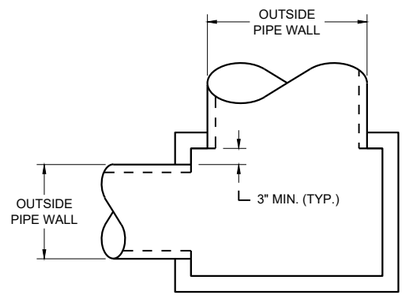
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)

SECTION B - B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "B"



DETAIL "A"

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP N0T SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

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

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

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

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

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

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

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

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

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

CATCH BASIN COVER MATRIX

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

PIPE MATRIX

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

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

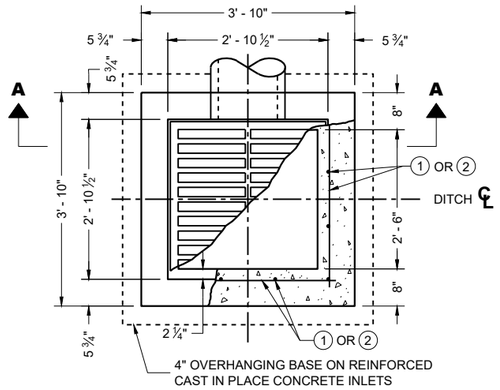
INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2 X 3.5-FT

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DEPARTMENT OF TRANSPORTATION

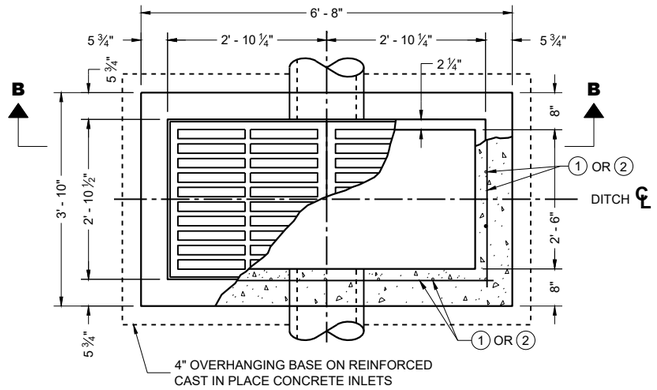
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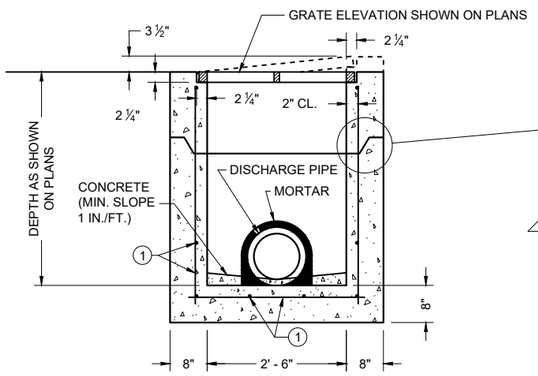
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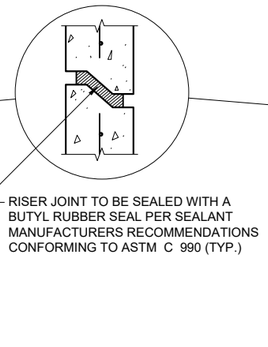
PLAN VIEW

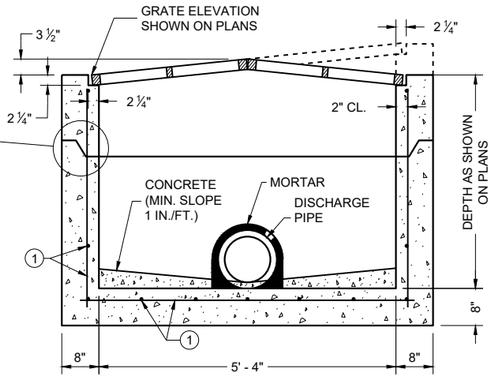


PLAN VIEW

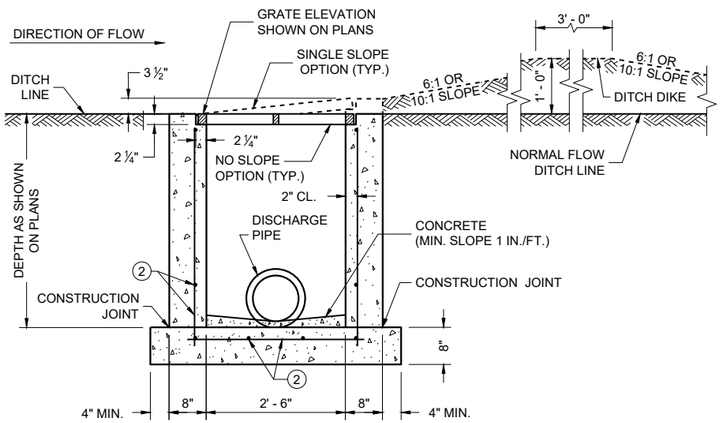


PRECAST REINFORCED CONCRETE SECTION A - A



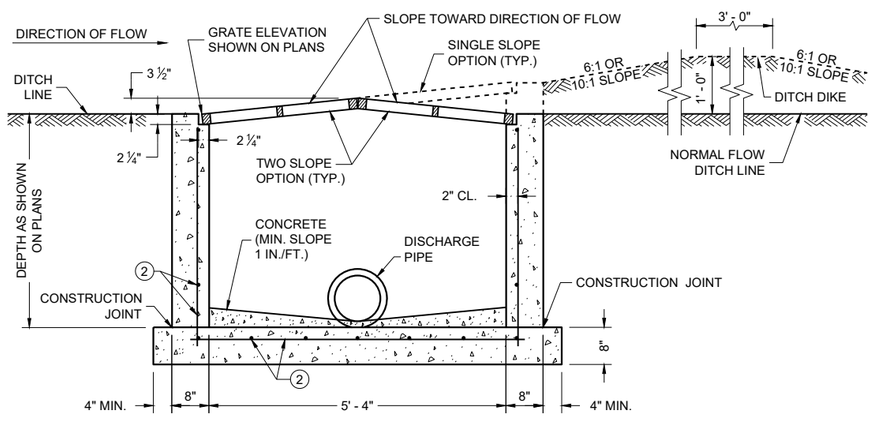


PRECAST REINFORCED CONCRETE SECTION B - B



REINFORCED CAST IN PLACE CONCRETE SECTION A - A

INLETS MEDIAN 1 GRATE



REINFORCED CAST IN PLACE CONCRETE SECTION B - B

INLETS MEDIAN 2 GRATE

GENERAL NOTES

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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.

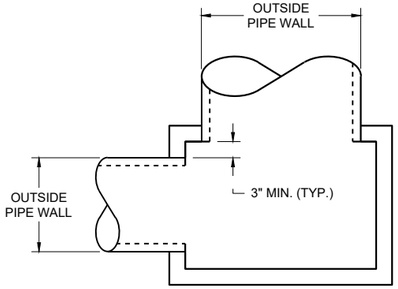
ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

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.



DETAIL "A"

PIPE MATRIX

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

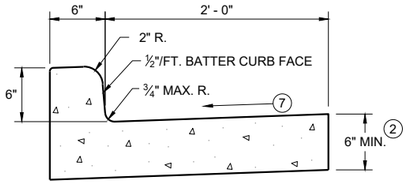
INLETS
MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

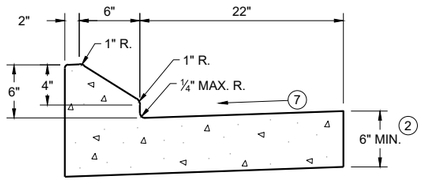
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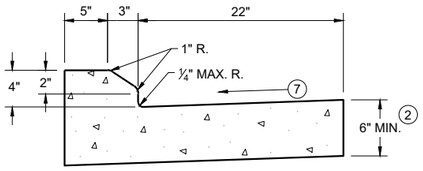
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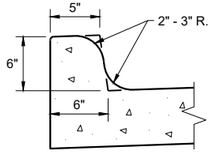
TYPES A (1) & D



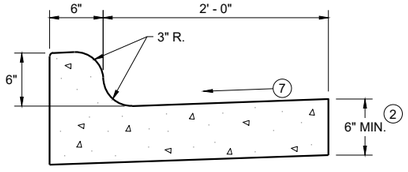
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

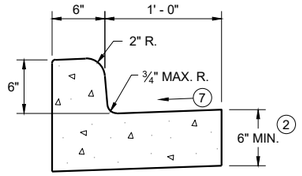


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



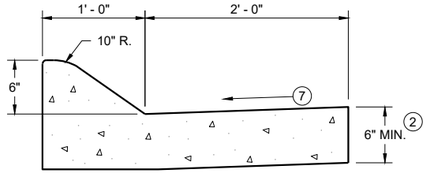
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

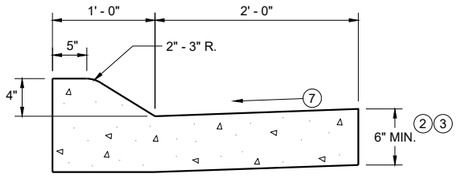


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

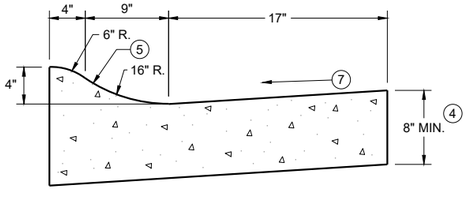


6" SLOPED CURB TYPES A (1) & D



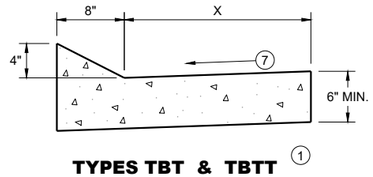
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



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

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

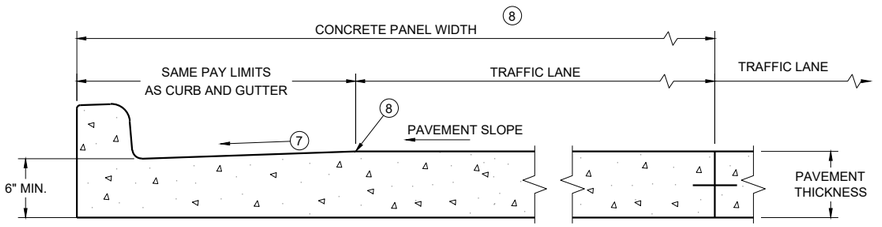


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

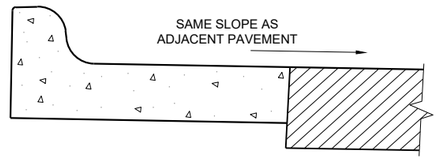
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

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.

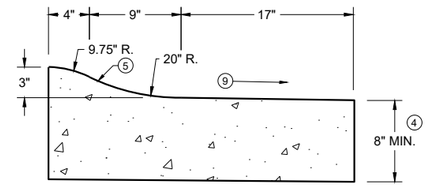
(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(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.

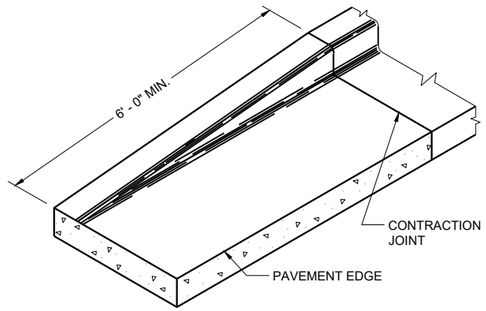
(9) SLOPE TO BE REVERSE SLOPE MATCHING THE SLOPE OF THE PAVEMENT AND THE CIRCULATORY ROADWAY



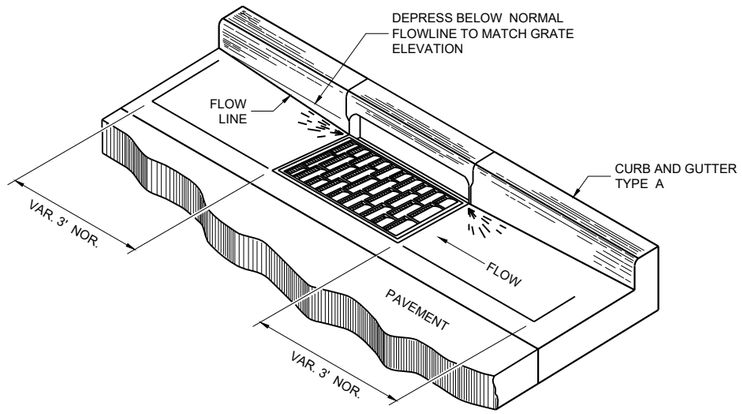
3" SLOPED CURB TYPES R (1) & T

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

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.

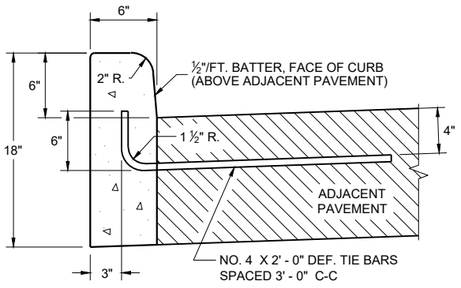
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

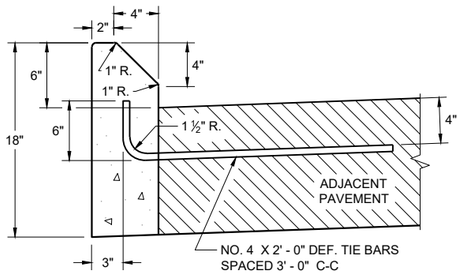
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(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.

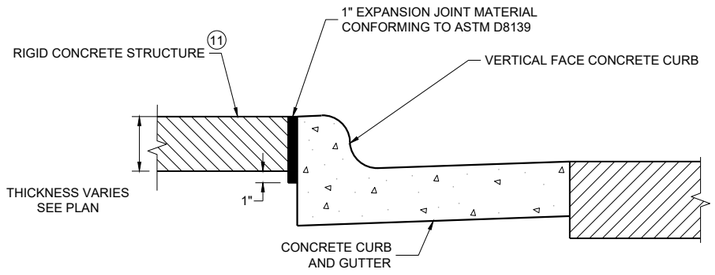


TYPES A (1) & D

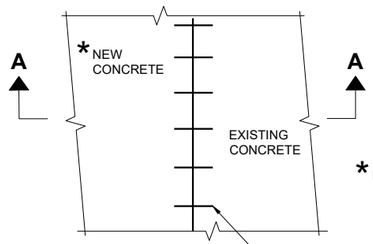


TYPES G (1) & J

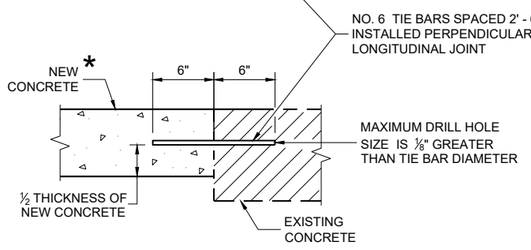
CONCRETE CURB



EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)

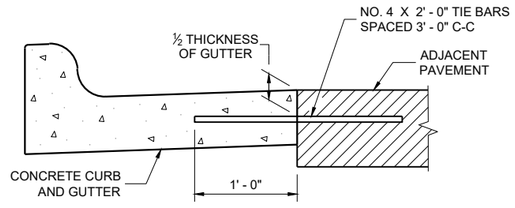


PLAN VIEW

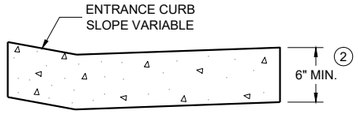


SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

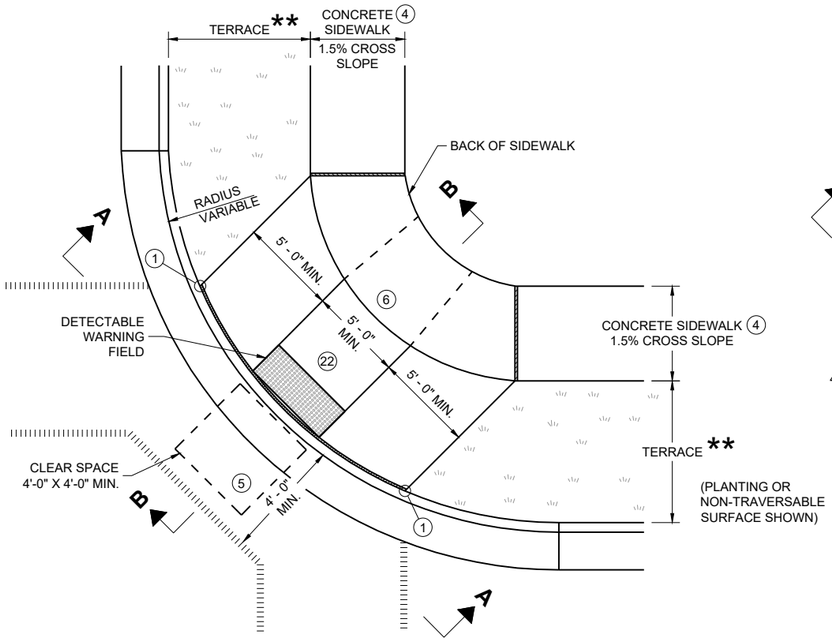
CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

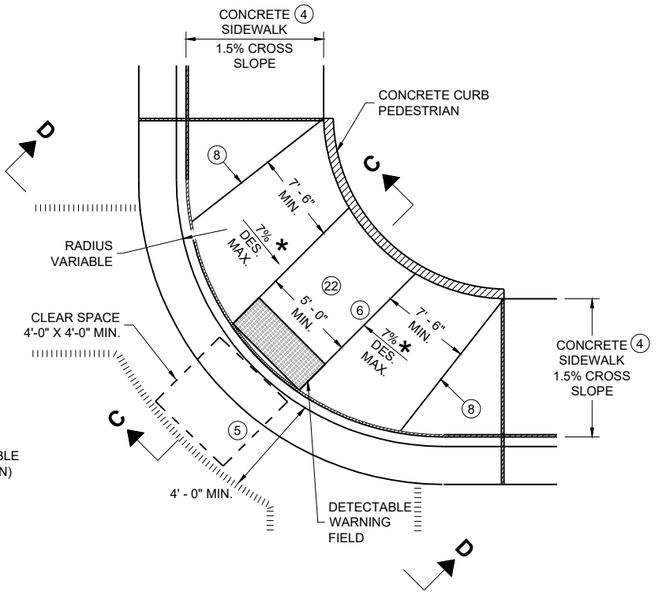
6
SDD 08D01-24b



PLAN VIEW

CURB RAMP TYPE 1

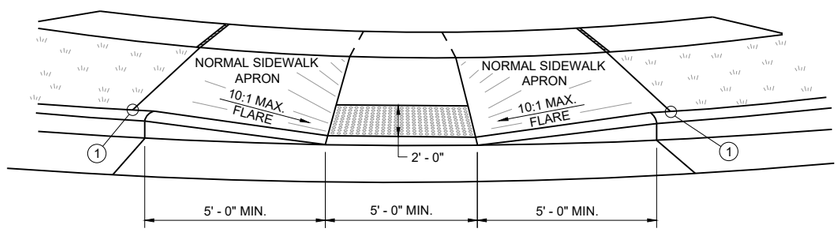
(CENTER OF CORNER RADIUS)



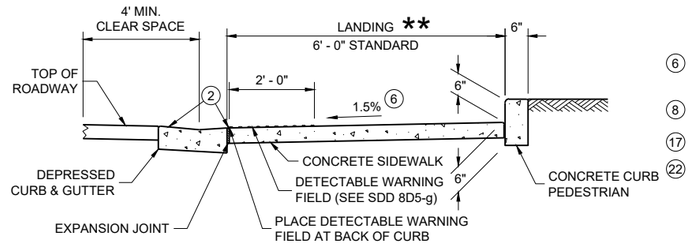
PLAN VIEW

CURB RAMP TYPE 1 - A

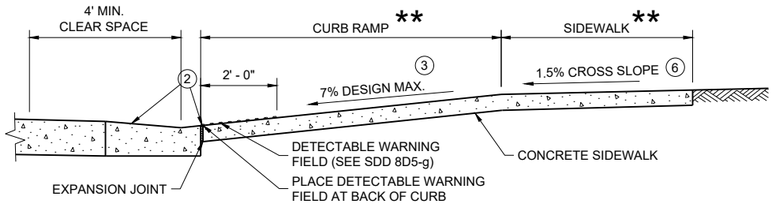
(NO TERRACE)



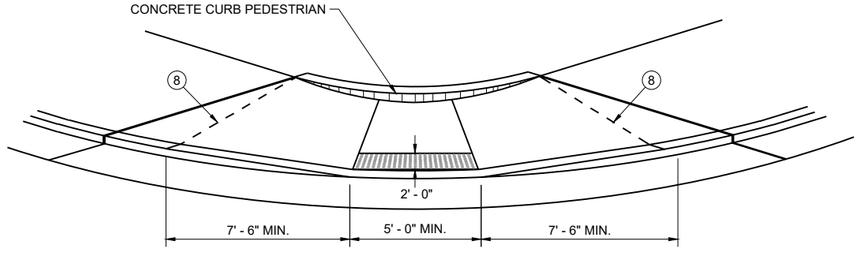
VIEW A - A FOR TYPE 1



SECTION C - C FOR TYPE 1 - A



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE CURB RAMP.

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

DETECTABLE WARNING FILED SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD"

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

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE CURB RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A CLEAR SPACE IN THE STREET AND GUTTER AREA. WHEN THE GUTTER CROSS SLOPE EXCEEDS 2.1%, CONSTRUCT THE CLEAR SPACE IN THE STREET AREA AND THE 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE. FOR RECONSTRUCTION AND MODERNIZATION PROJECTS THE CLEAR SPACE SLOPE PARALLEL TO THE CURBLINE SHOULD BE 2.1% MAX FOR CROSSINGS THAT ARE STOP AND YIELD CONTROLLED, AND 5% MAX FOR THOSE THAT ARE SIGNAL CONTROLLED. FOR PERPETUATION AND REHABILITATION PROJECTS THE SLOPE OF THE CLEAR SPACE PARALLEL TO THE CURBLINE WILL MATCH THE ROADWAY LONGITUDINAL SLOPE. THE SLOPE OF THE CLEAR SPACE PERPENDICULAR TO THE CURBLINE WILL MATCH THE ROADWAY CROSS SLOPE BUT SHOULD NOT EXCEED 5% UNLESS THE ROADWAY IS SUPERELEVATED (WHEN SUPERELEVATED THE ROADWAY CROSS SLOPE SHOULD MATCH THE SUPERELEVATION).

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

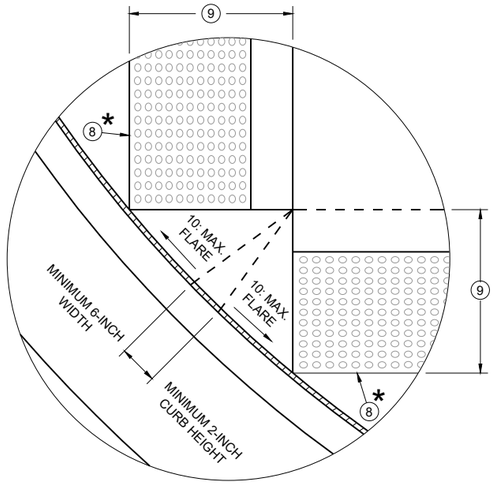
(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

LEGEND

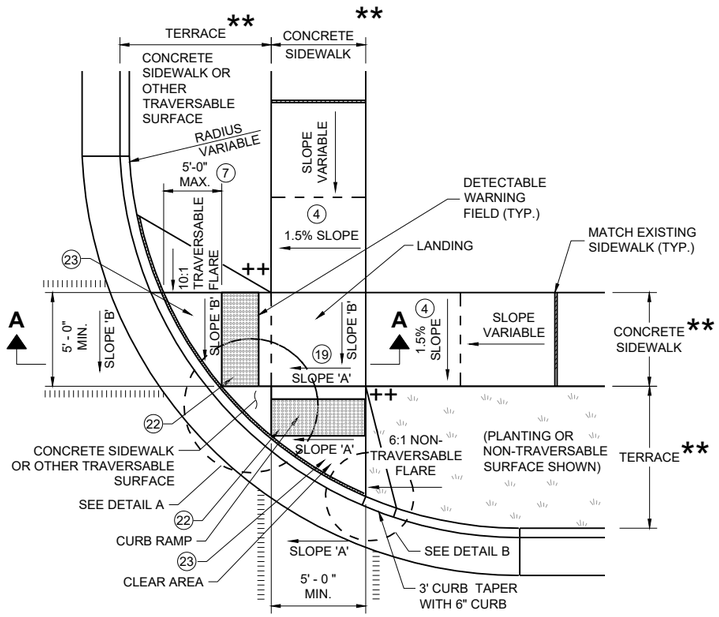
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS

CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



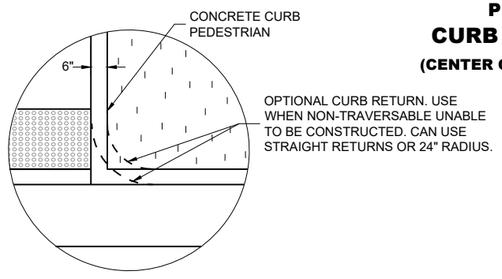
DETAIL A



PLAN VIEW

CURB RAMP TYPE 2

(CENTER OF CORNER RADIUS)



DETAIL B

PLAN VIEW

CURB RAMP TYPE 3

(OUTSIDE OF CROSSWALK AREA)

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(7) WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% DESIGN MAXIMUM SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% DESIGN MAXIMUM SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

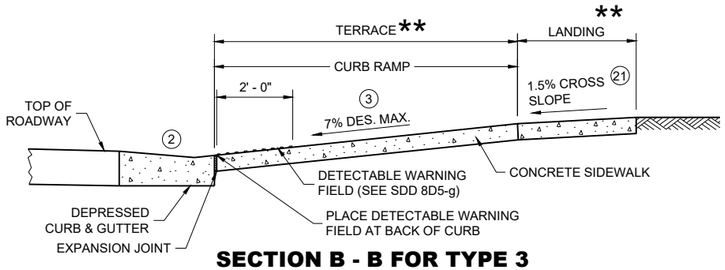
(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

(19) WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.

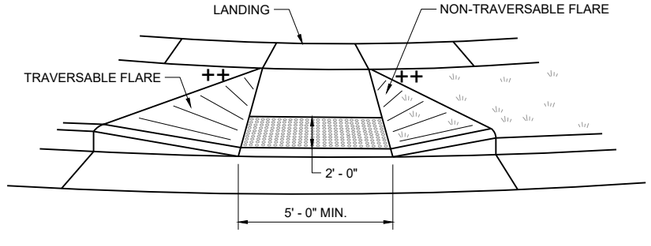
(21) PROVIDE A LANDING WITH A SLOPE PARALLEL TO ROADWAY THAT MATCHES SLOPE AT THE BOTTOM OF THE ADJACENT RAMP. SLOPE PERPENDICULAR TO ROADWAY SHALL BE 2.1% MAXIMUM. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

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

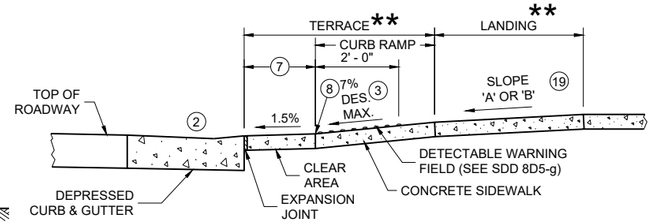
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3



SECTION A - A FOR TYPE 2

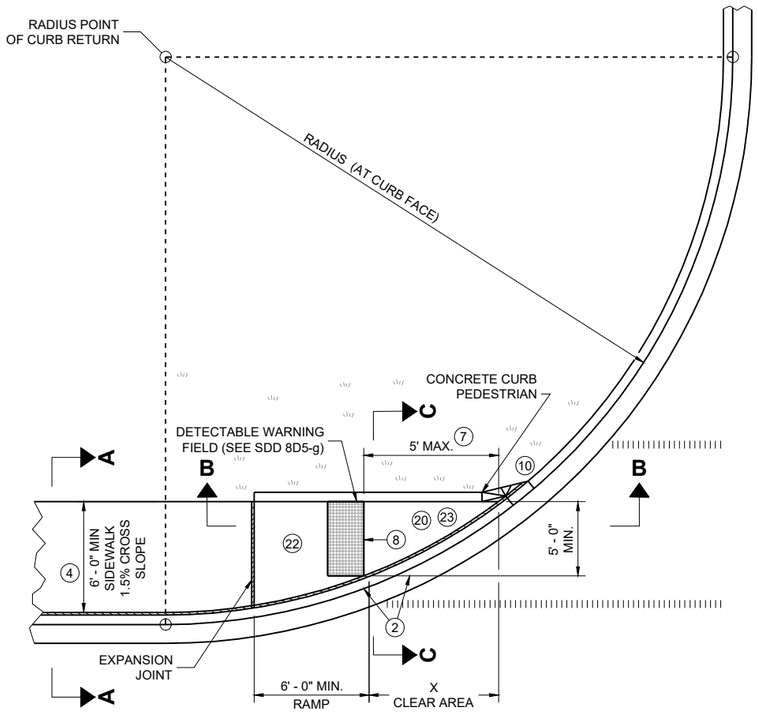
LEGEND

▨	½" EXPANSION JOINT SIDEWALK
- - - -	CONTRACTION JOINT SIDEWALK
▥	PAVEMENT MARKING CROSSWALK (WHITE)
*	MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
**	WIDTH SHOWN ELSEWHERE IN THE PLANS
++	CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

CURB RAMPS TYPE 2 AND 3

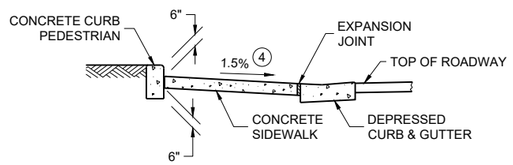
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 08D05-23b

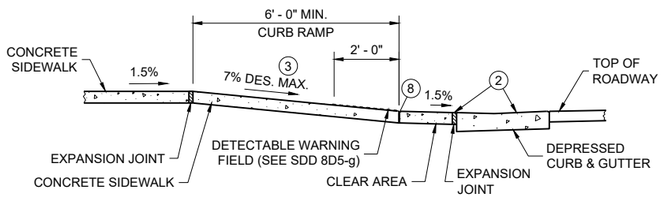


PLAN VIEW

CURB RAMP TYPE 4A



SECTION C - C FOR TYPE 4A



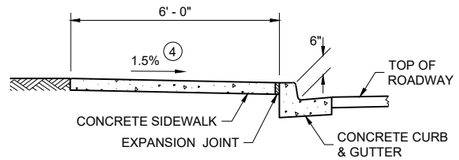
SECTION B - B FOR TYPE 4A AND TYPE 4A1

LEGEND

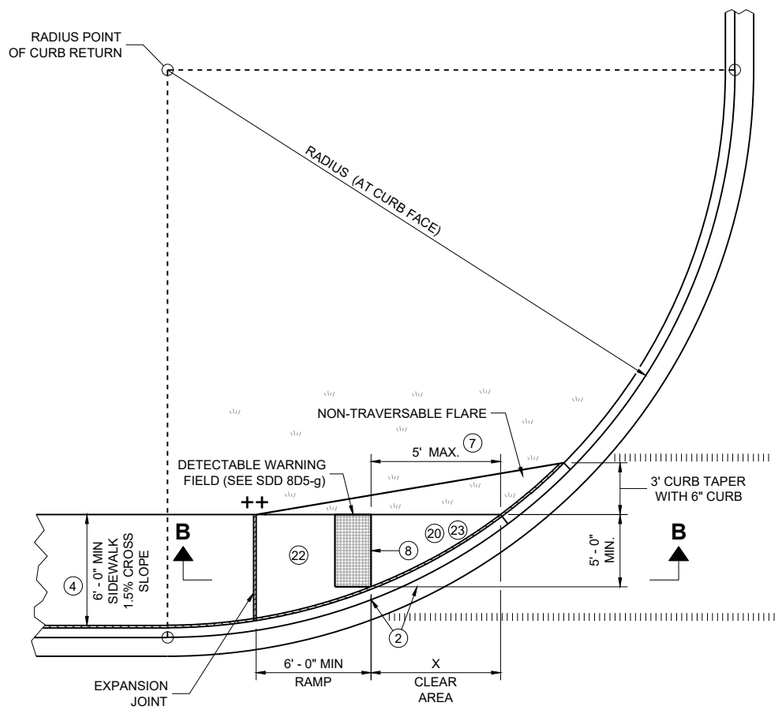
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A



PLAN VIEW

CURB RAMP TYPE 4A1

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

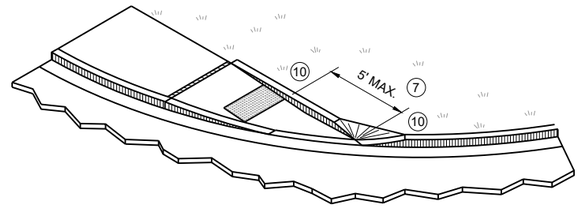
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

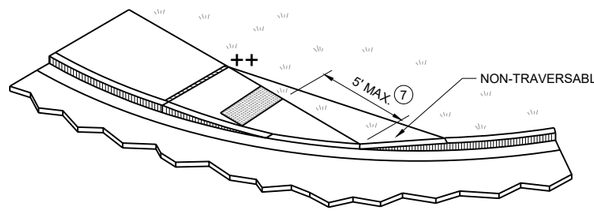
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

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

(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



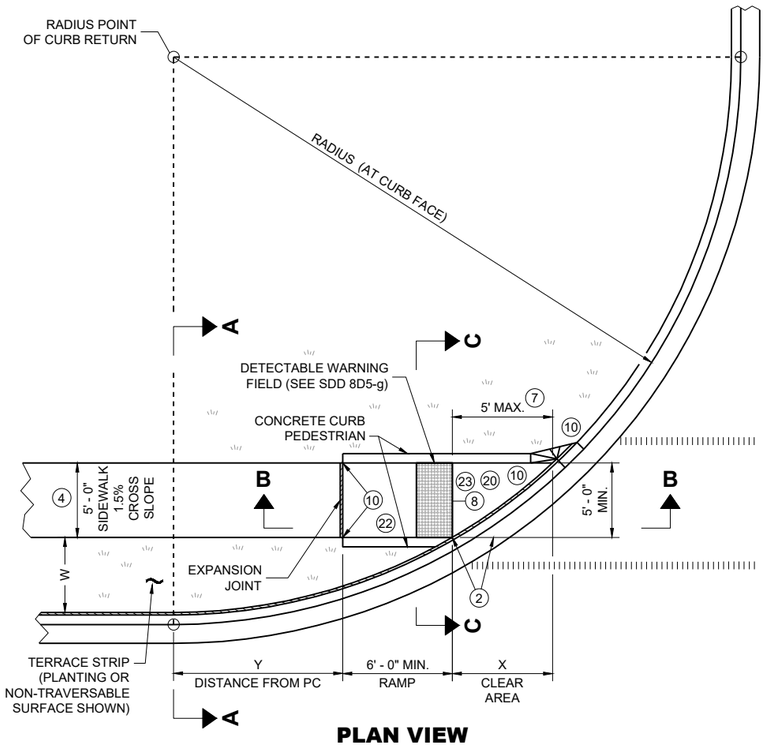
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

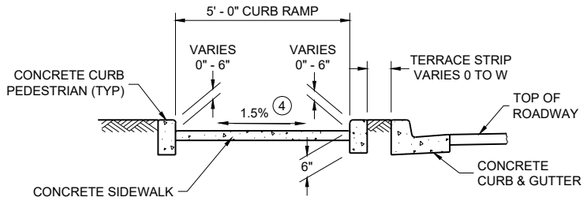
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW
CURB RAMP TYPE 4B

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 ¼"	0' - 5"	2' - 1"	1' - 4 ½"	1' - 5"	2' - 1"	0' - 10"	2' - 7 ½"	0' - 3 ¼"	3' - 0 ¼"						
15 FEET	4' - 6 ¾"	2' - 1 ¾"	3' - 9"	3' - 5 ¾"	3' - 1 ¼"	4' - 6"	2' - 6 ¾"	5' - 4 ½"	2' - 1"	6' - 1"	1' - 8"	6' - 8 ½"	1' - 3 ¼"	7' - 2 ½"	0' - 10 ¾"	7' - 7 ¼"
20 FEET			4' - 11 ½"	5' - 1 ¾"	4' - 3 ¼"	6' - 5 ½"	3' - 8 ¾"	7' - 7"	3' - 3"	8' - 6 ½"	2' - 10"	9' - 4 ½"	2' - 5 ½"	10' - 1 ¼"	2' - 1 ¼"	10' - 9"
30 FEET									4' - 10 ¾"	12' - 5 ¾"	4' - 5 ½"	13' - 7 ¾"	4' - 0 ¾"	14' - 8 ½"	3' - 8 ½"	15' - 8 ¼"
40 FEET															4' - 10 ¾"	19' - 8 ¼"

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



SECTION C - C FOR TYPE 4B

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

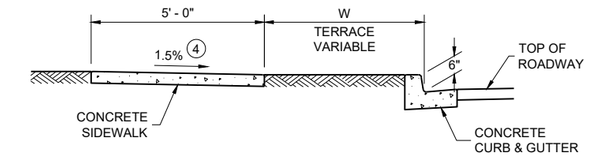
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

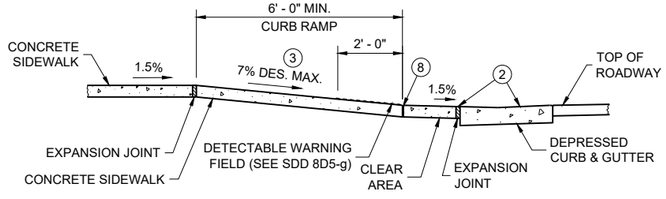
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

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

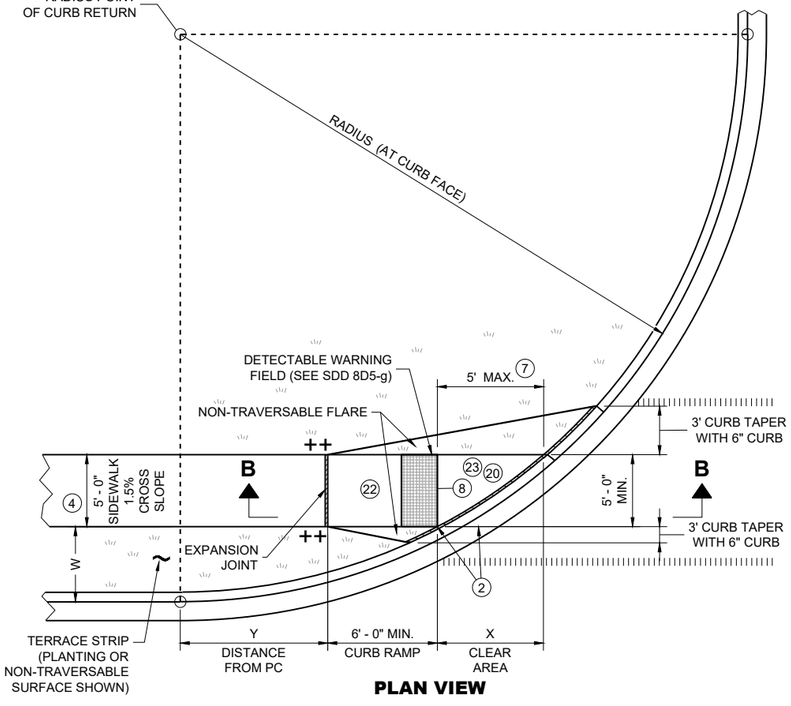
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



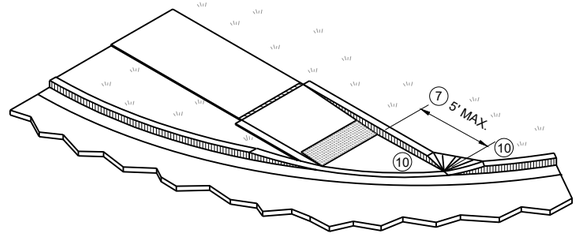
SECTION A - A FOR TYPE 4B



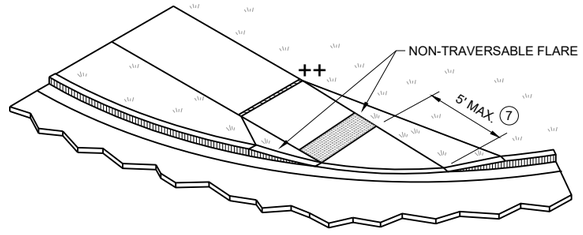
SECTION B - B FOR TYPE 4B AND TYPE 4B1



PLAN VIEW
CURB RAMP TYPE 4B1



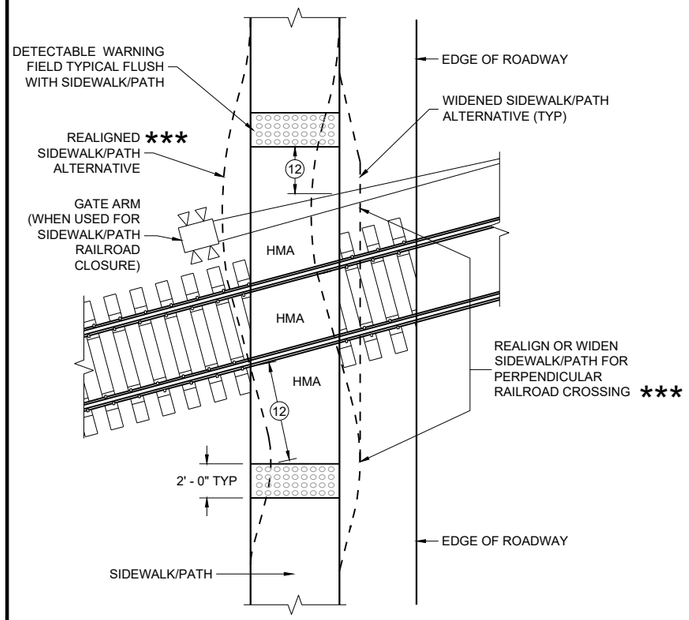
ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

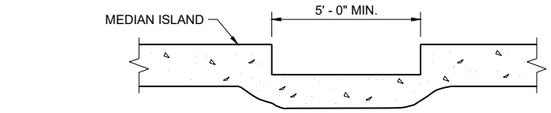
CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

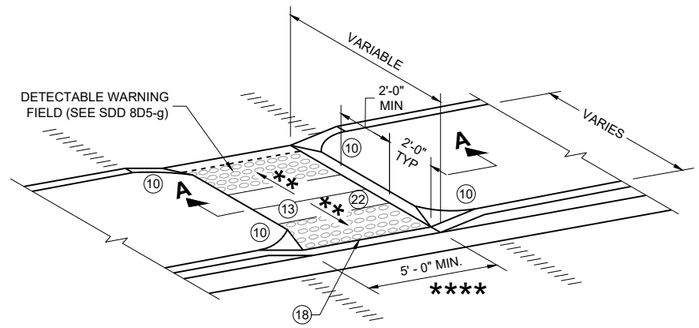


CURB RAMP TYPE 8

DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

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

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

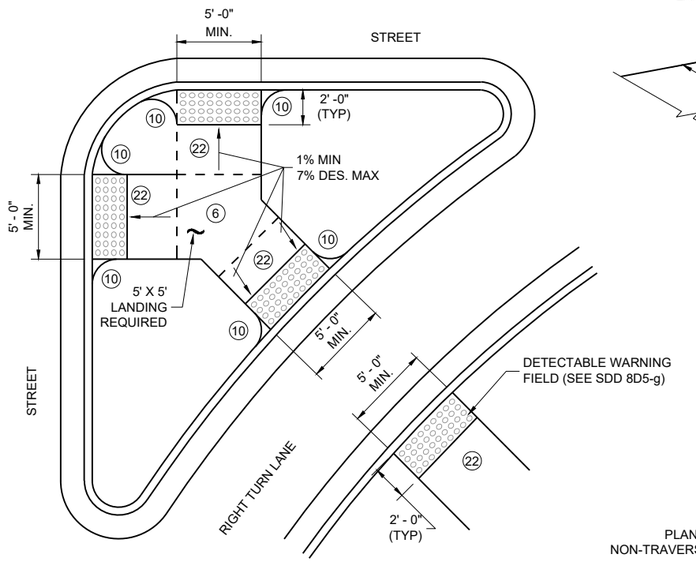
(12) THE DOWNSTREAM EDGE OF THE DETECTABLE WARNING SHOULD BE LOCATED AT LEAST 2 FEET UPSTREAM FROM THE AUTOMATIC GATE, COUNTERWEIGHT, FLASHING-LIGHT SIGNALS, OR CROSSBUCK ASSEMBLY SPECIFIC TO THE PATHWAY OR SIDEWALK (IF ANY ARE PRESENT) AND AT LEAST 12 FEET FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

(18) WHEN THE DISTANCE BETWEEN THE BACK OF CURBS IS LESS THAN 6 FEET BUT THE FACE OF CURB TO FACE OF CURB DISTANCE IS 6 FEET OR GREATER THEN THE DETECTABLE WARNING FIELDS MAY BE MOVED SO THAT THE EDGE OF THE WARNING FIELD IS PLACED AT THE GUTTER FLOWLINE. MAINTAIN A MINIMUM OF TWO FEET BETWEEN DETECTABLE WARNING FIELD PANELS.

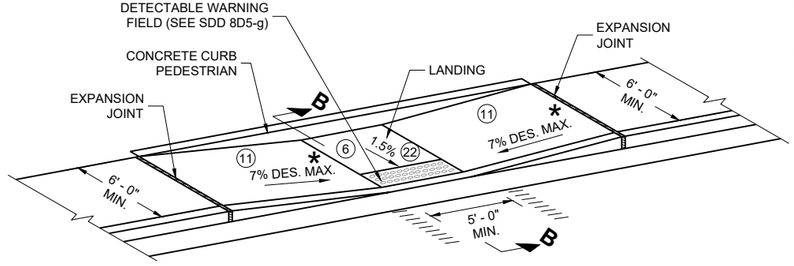
(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.



CURB RAMP TYPE 6

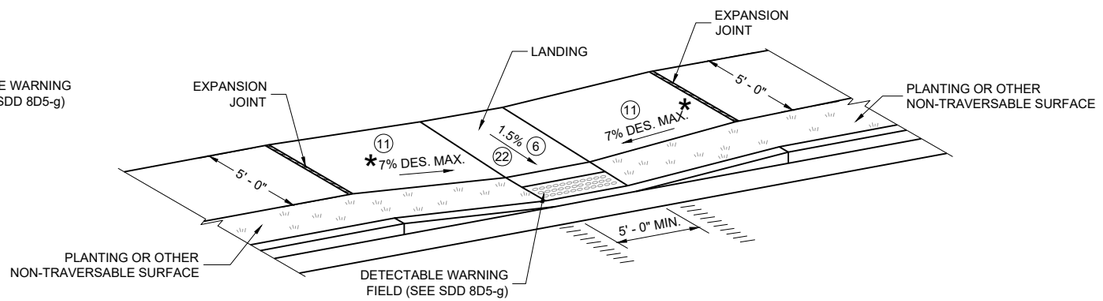
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

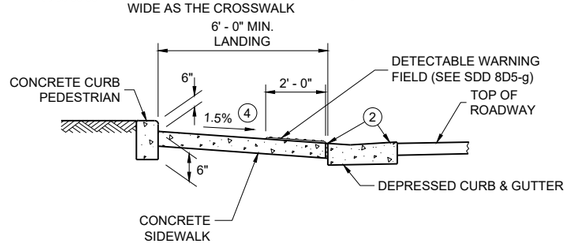


CURB RAMP TYPE 7B

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

LEGEND

═══	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT FIELD LOCATED
ıı ıı ıı ıı	PAVEMENT MARKING CROSSWALK (WHITE)
*	MAXIMUM 8.3%
**	1% MINIMUM (PROVIDE DRAINAGE)
***	DETAILS TO BE DETERMINED BY ENGINEER
****	FOR SHARED USE PATHS, WIDTH MUST BE AS WIDE AS THE CROSSWALK

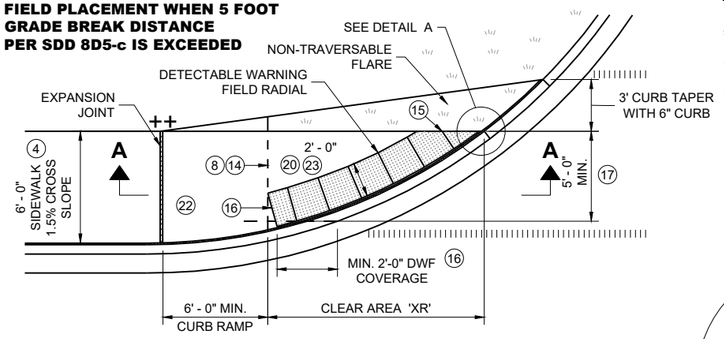


SECTION B - B FOR TYPE 7A

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

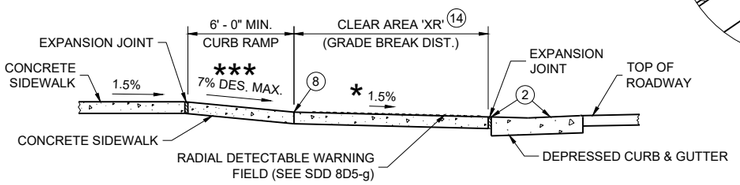
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



PLAN VIEW

CURB RAMP TYPE 4A1

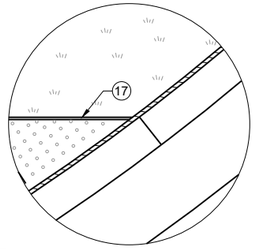
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION A - A FOR TYPE 4A1

LEGEND

═══	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT SIDEWALK
ıı ıı ıı ıı	PAVEMENT MARKING CROSSWALK (WHITE)
**	WIDTH SHOWN ELSEWHERE IN THE PLANS
***	MAXIMUM 8.3%
++	CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



DETAIL A

GENERAL NOTES

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

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

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

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

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

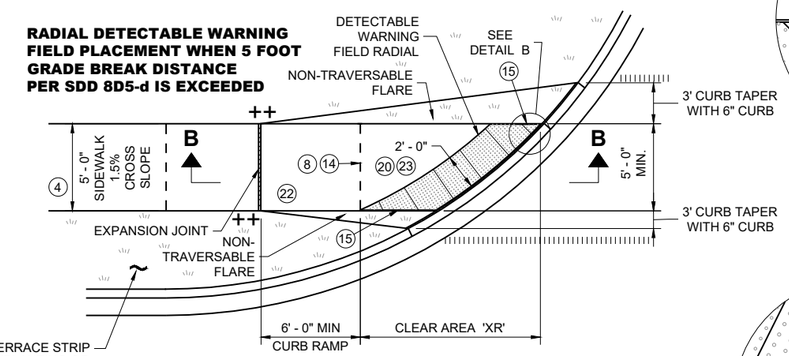
(19) WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.

(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

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

(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.

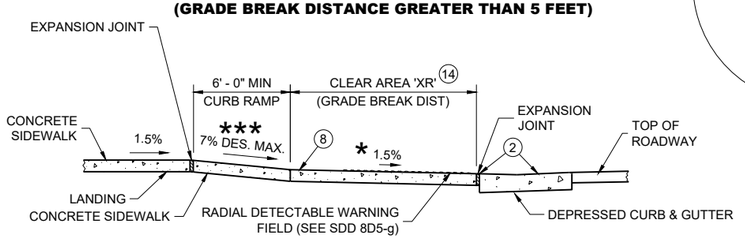
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



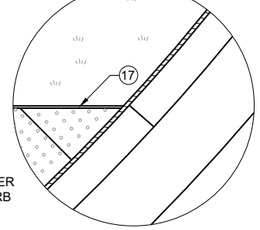
PLAN VIEW

CURB RAMP TYPE 4B1

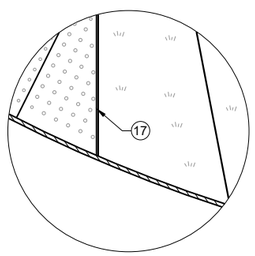
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION B - B FOR TYPE 4B1

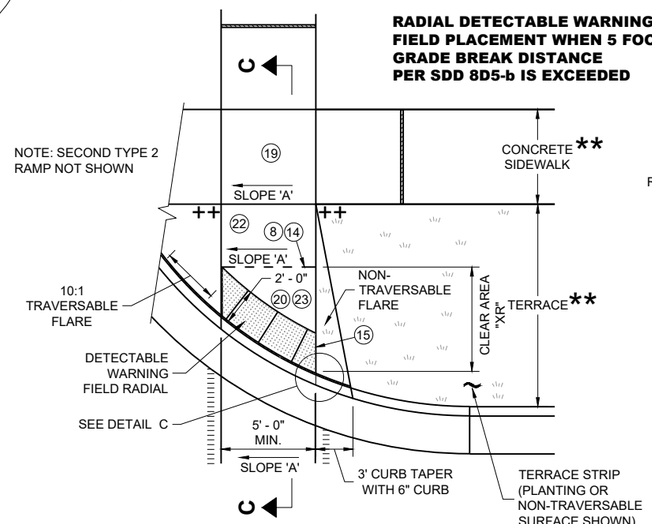


DETAIL B



DETAIL C

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

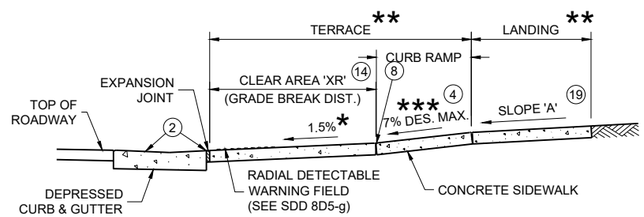


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)



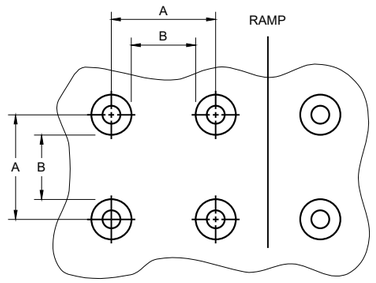
SECTION C - C FOR TYPE 2

CURB RAMPS
RADIAL DETECTABLE WARNING

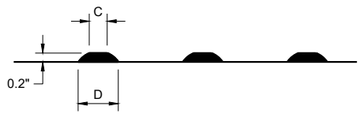
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

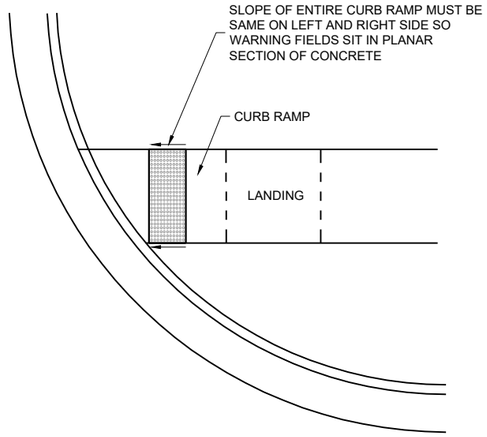
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW



DETECTABLE WARNING FIELD
PLANAR INSTALLATION

GENERAL NOTES

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

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

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

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

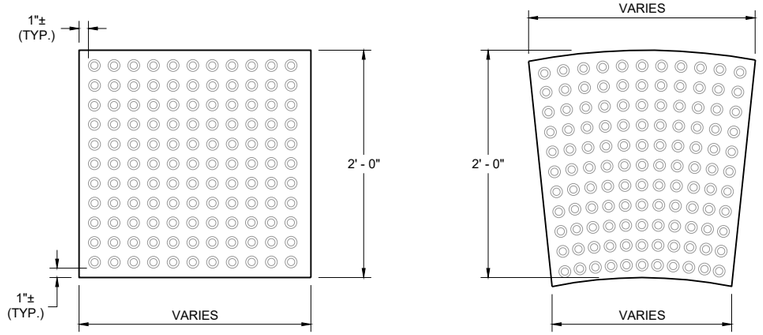
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

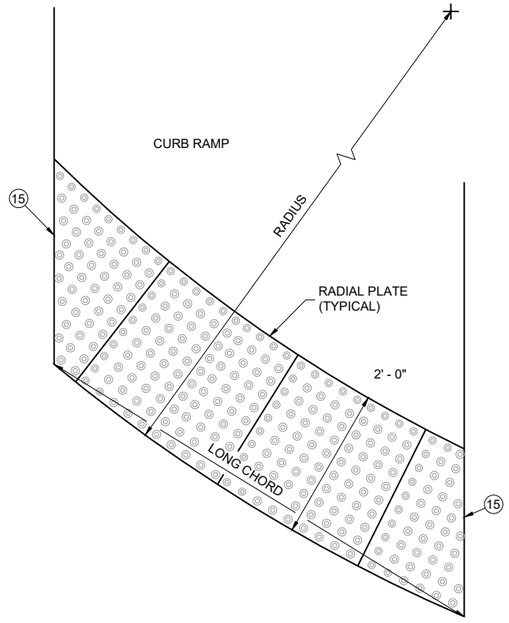
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



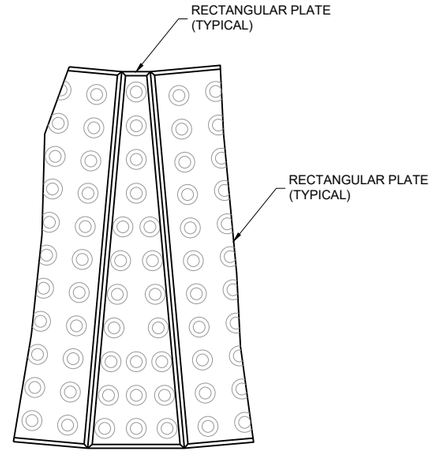
RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

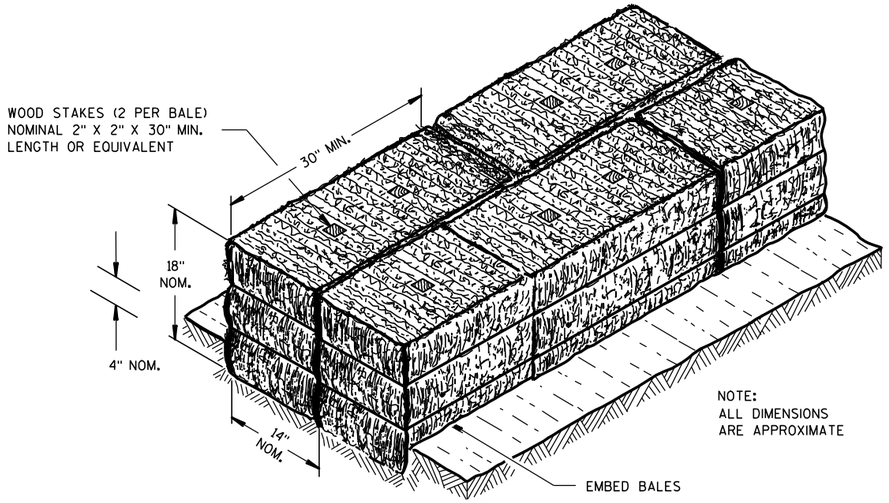
CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

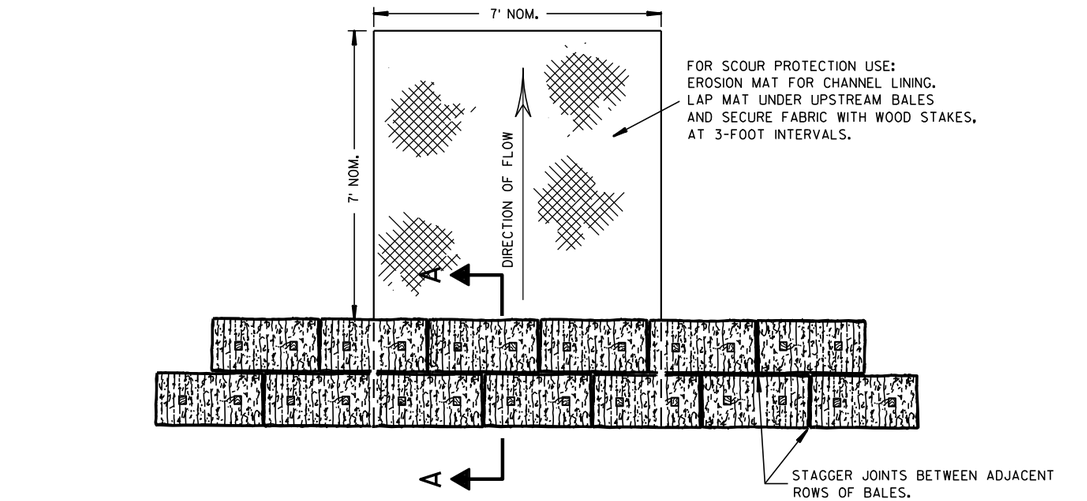
APPROVED
May 2026 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

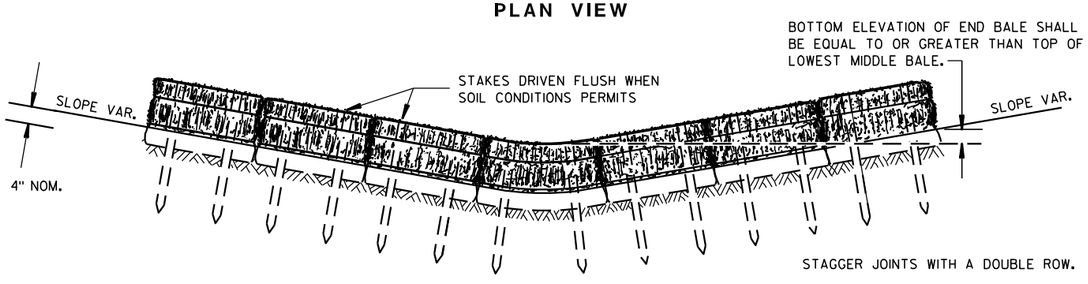
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SDD 08D05-23g



SECTION A-A



PLAN VIEW



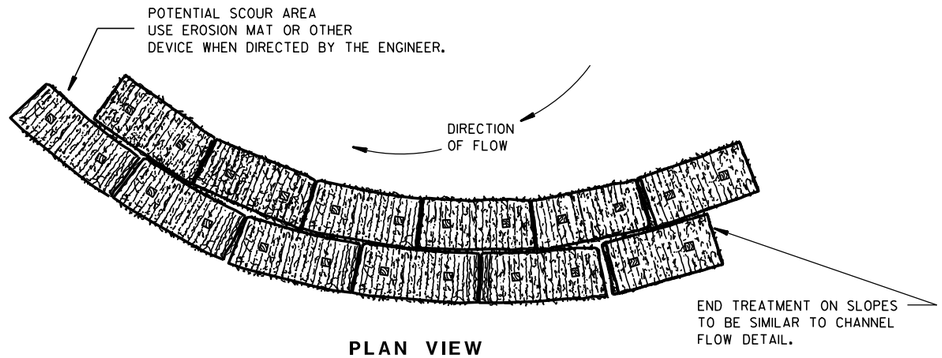
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

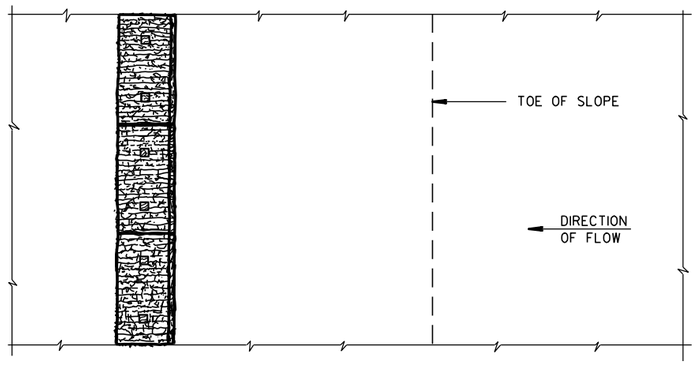
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

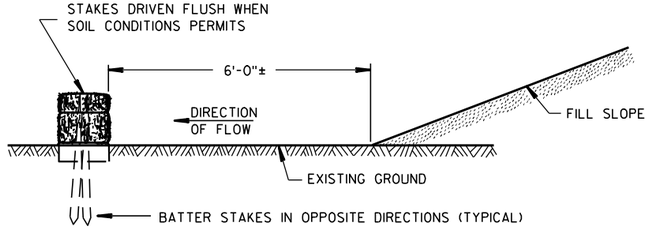


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/04/02 DATE — /S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

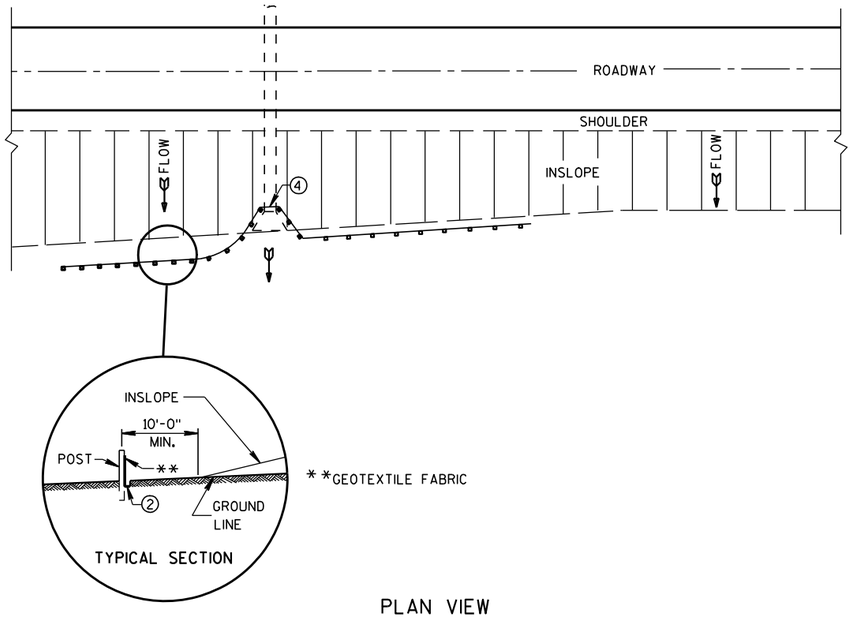
FHWA

6

S.D.D. 8 E 8-3

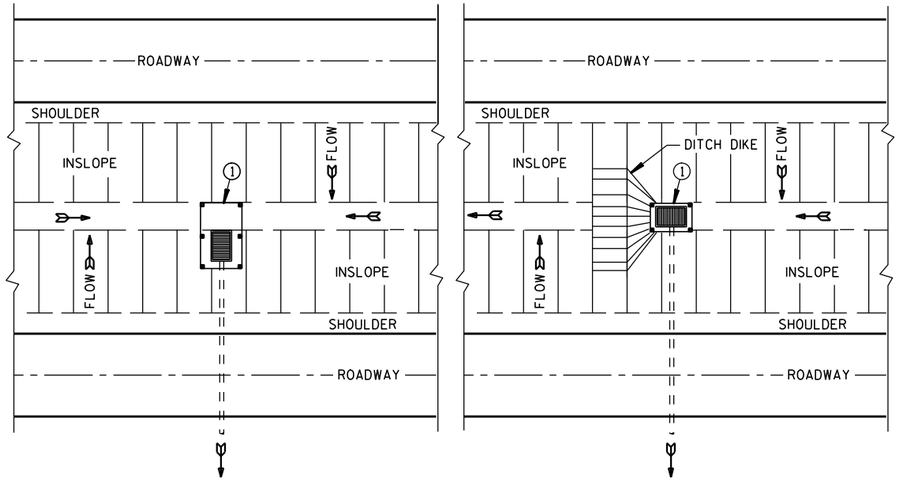
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S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

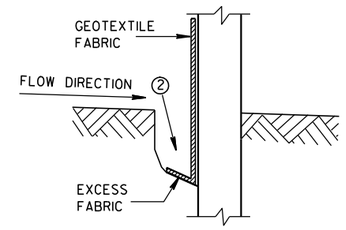
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

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.

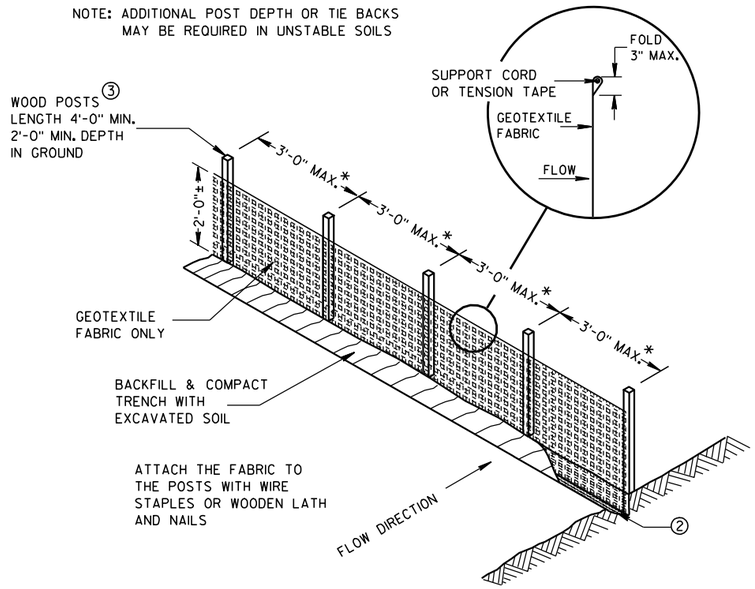
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

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.

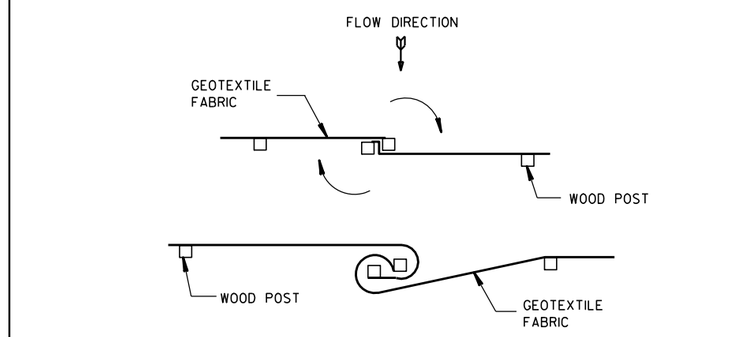


TRENCH DETAIL

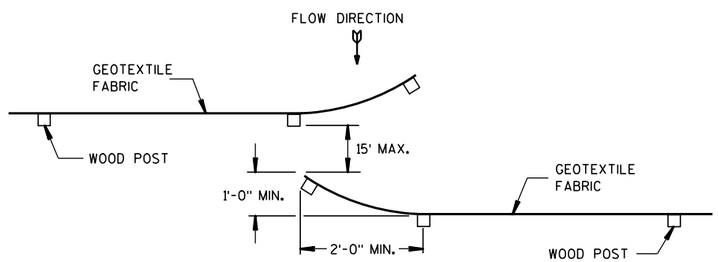


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

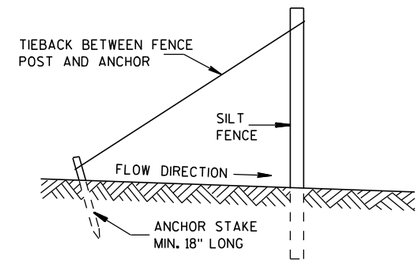


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

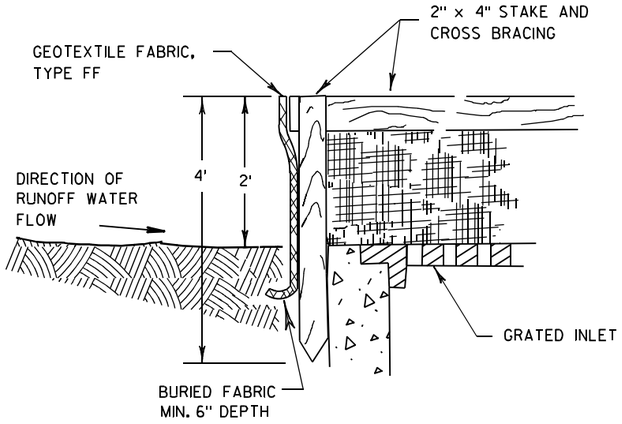
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

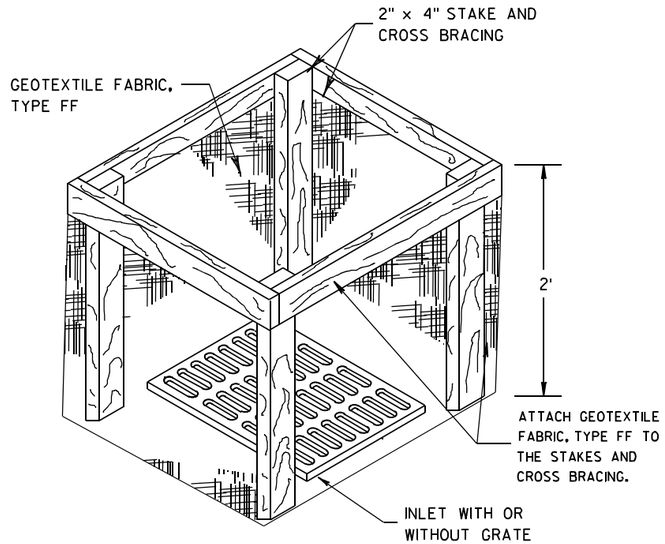
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S.D.D. 8 E 9-6

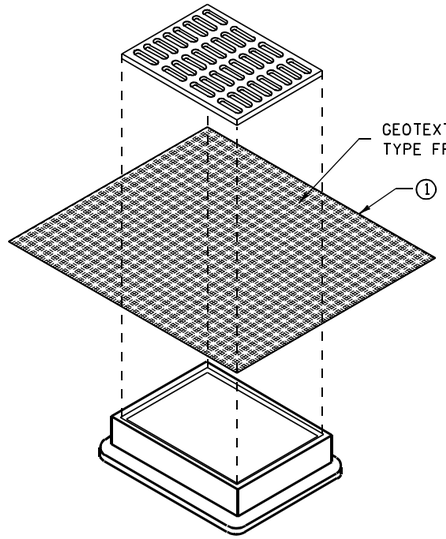
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S.D.D. 8 E 9-6



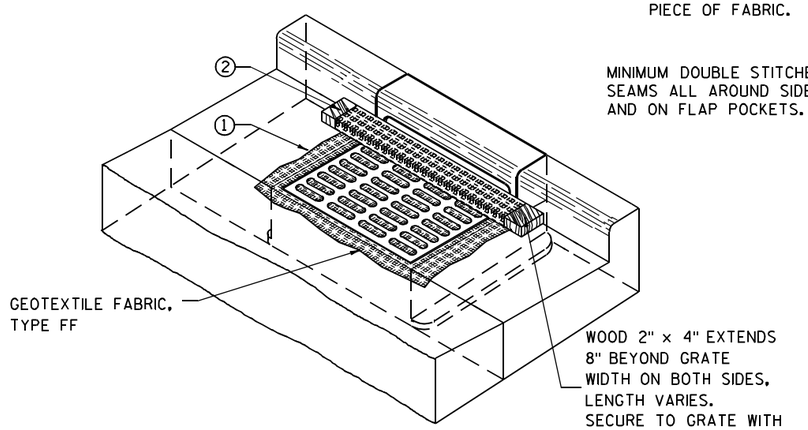


INLET PROTECTION, TYPE A

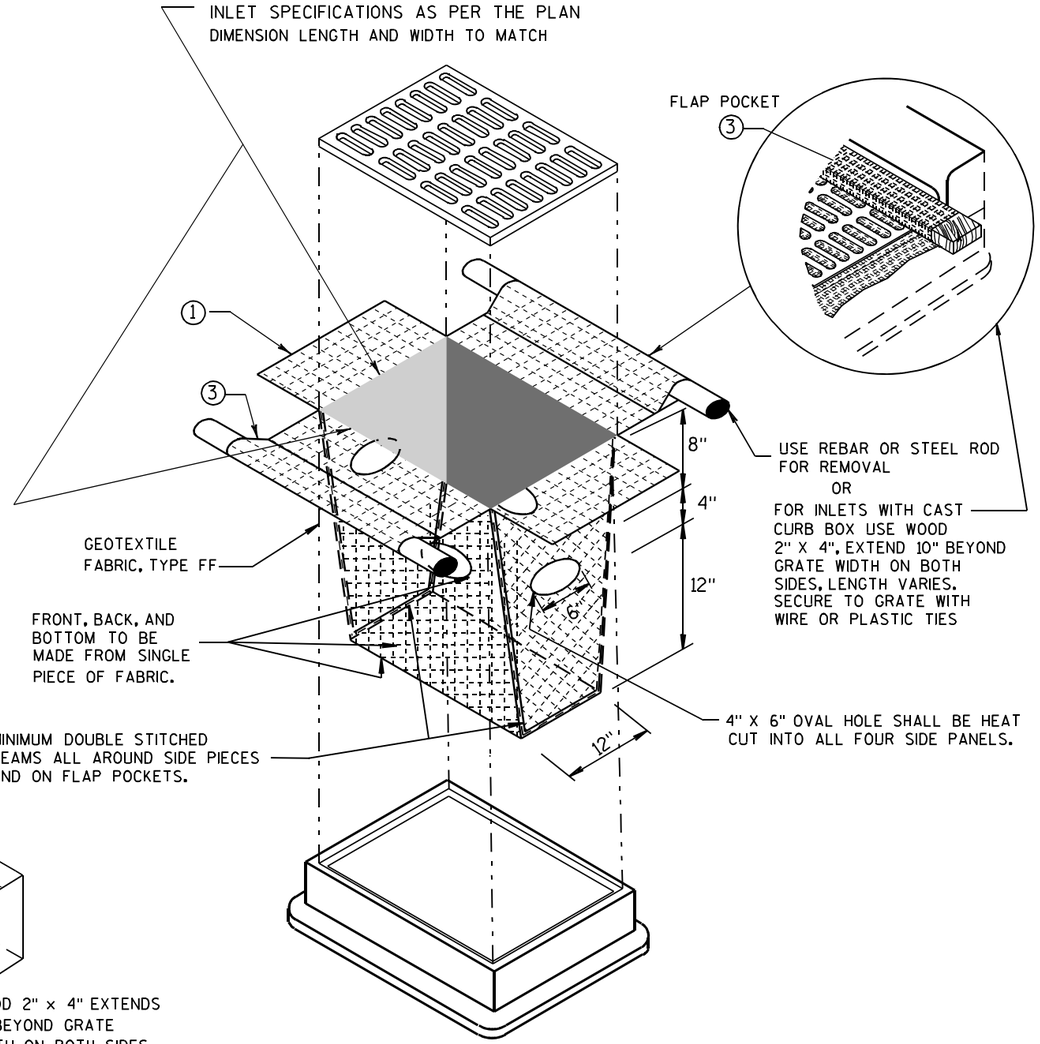


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

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.

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.

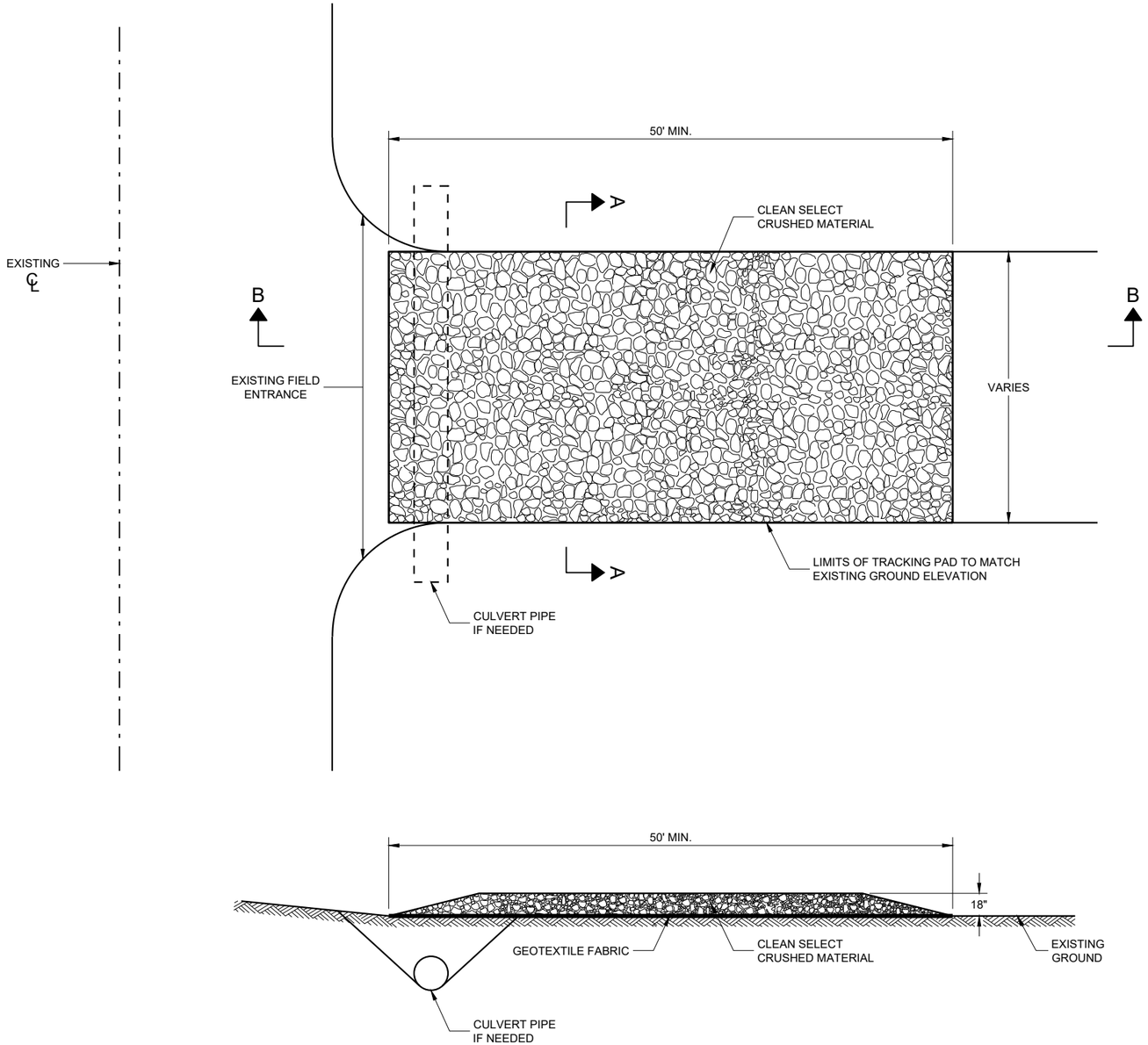
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
S.D.D. 8 E 10-2



SECTION B - B

GENERAL NOTES

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

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

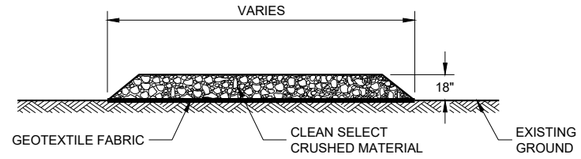
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

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

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

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



SECTION A - A

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SDD 08E14 - 01

TRACKING PAD

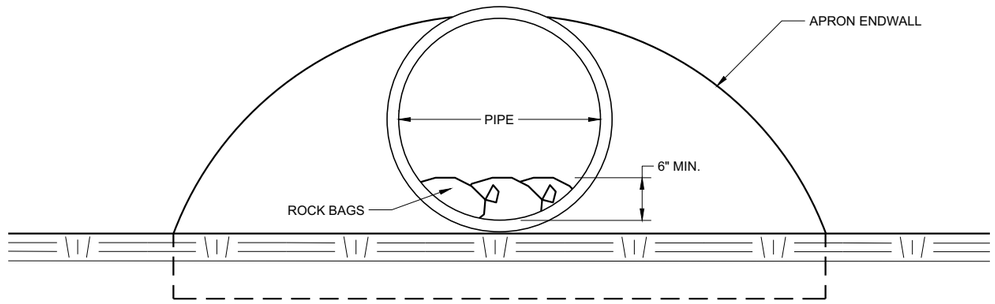
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

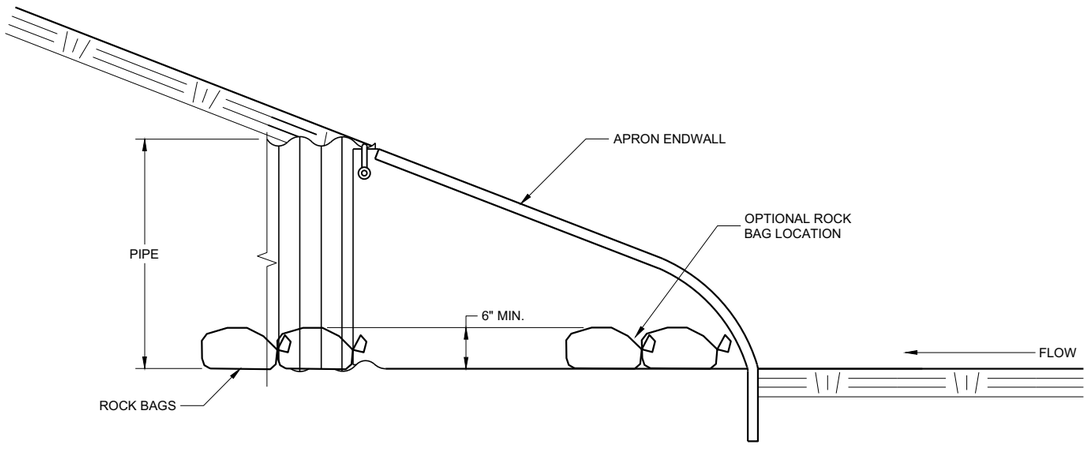
FHWA

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SDD 08E14 - 01



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
FHWA	

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SDD 08E15 - 01

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SDD 08E15 - 01

METAL APRON ENDWALLS

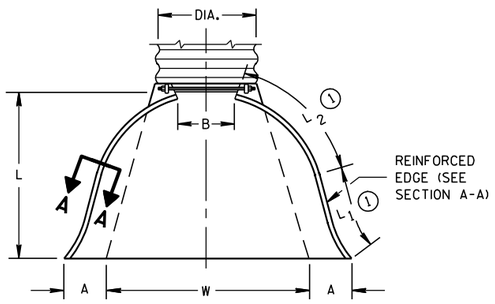
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

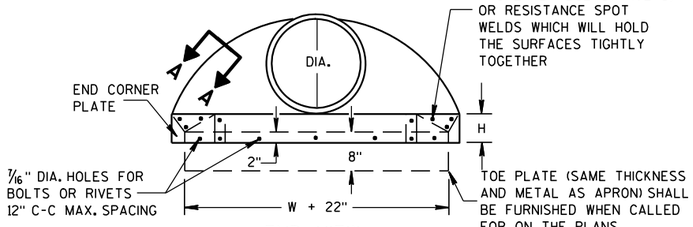
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 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

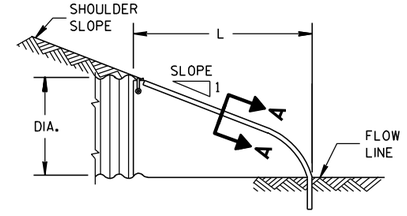
*MINIMUM
**MAXIMUM



PLAN VIEW

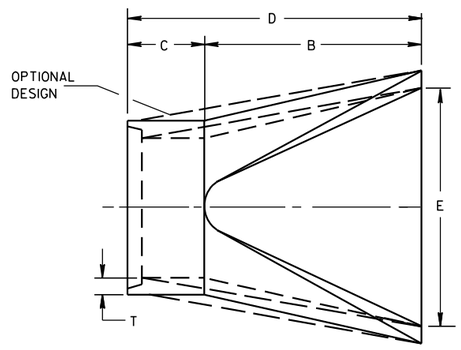


END VIEW

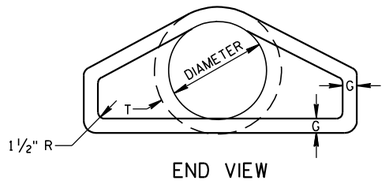


SIDE ELEVATION

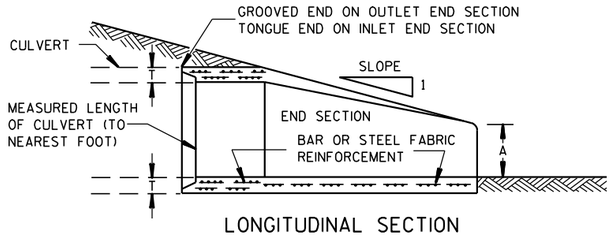
METAL ENDWALLS



PLAN

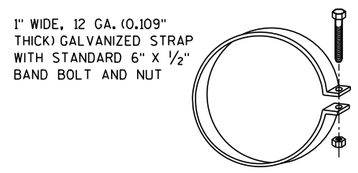


END VIEW



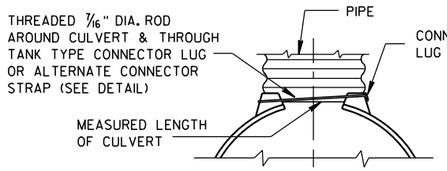
LONGITUDINAL SECTION

CONCRETE ENDWALLS

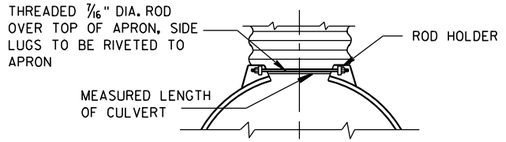


ALTERNATE FOR TYPE 1 CONNECTION

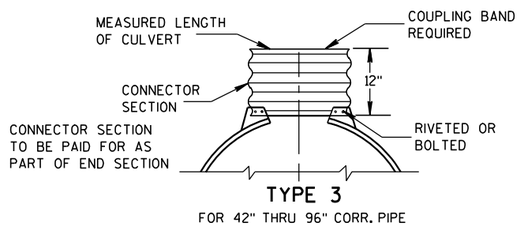
END SECTION CONNECTOR STRAP



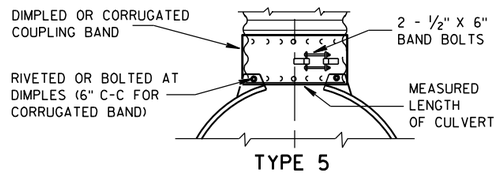
TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

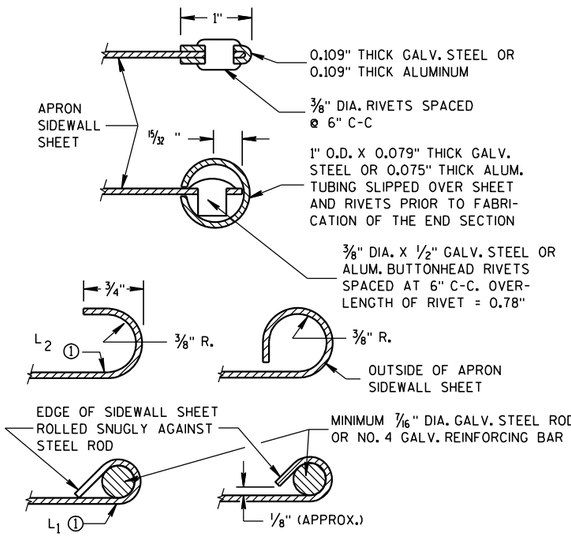
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

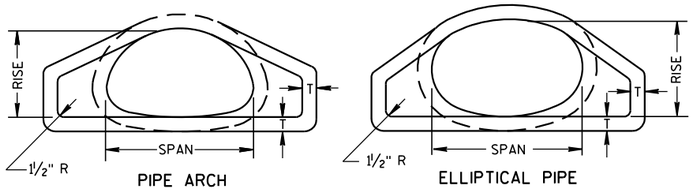
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

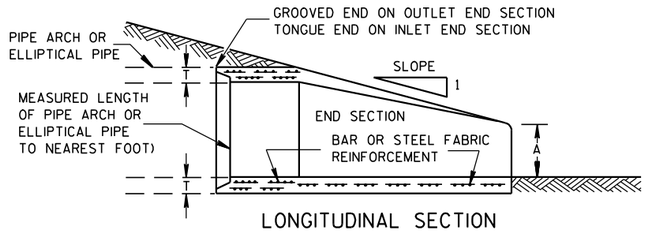
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

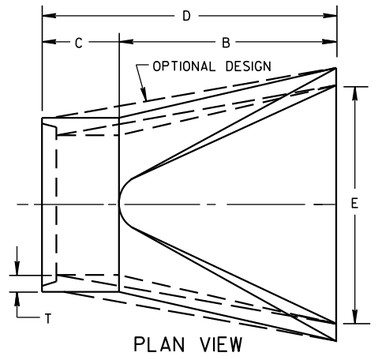
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S.D.D. 8 F 1-11



END VIEW

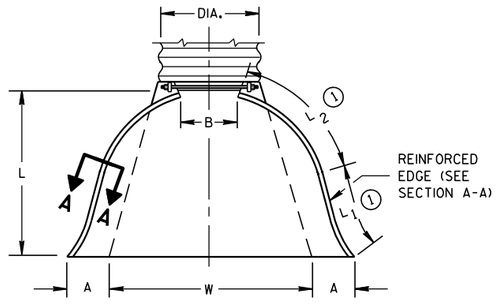


LONGITUDINAL SECTION

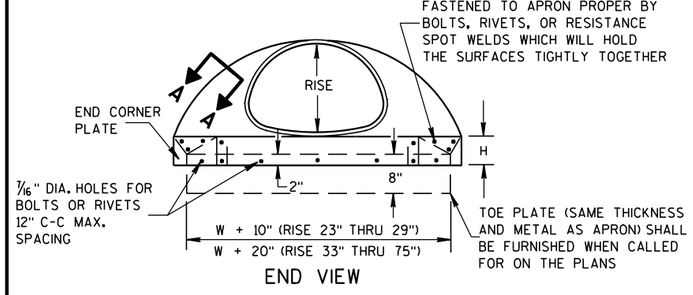


PLAN VIEW

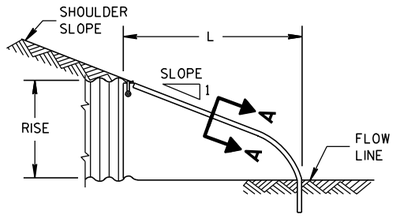
CONCRETE ENDWALLS



PLAN VIEW

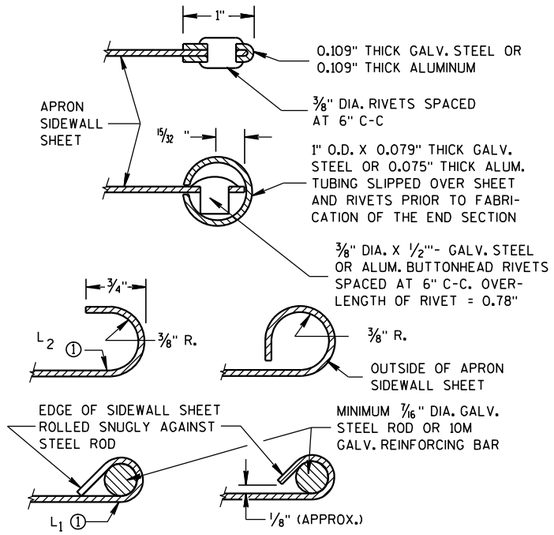


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

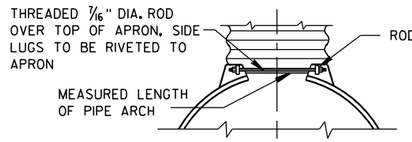
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

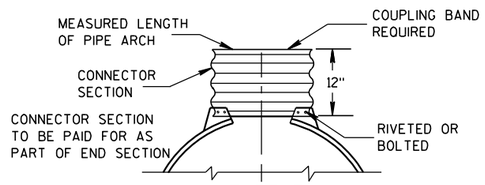
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



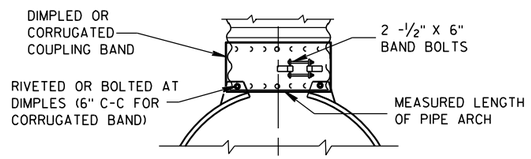
TYPE 2

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



TYPE 3

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



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

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

CONNECTION DETAILS

GENERAL NOTES

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

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

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

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

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

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

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

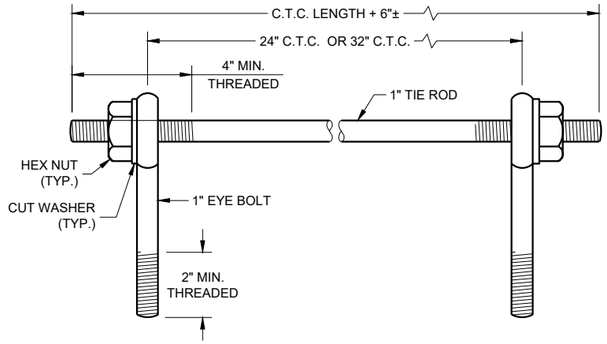
FHWA

6

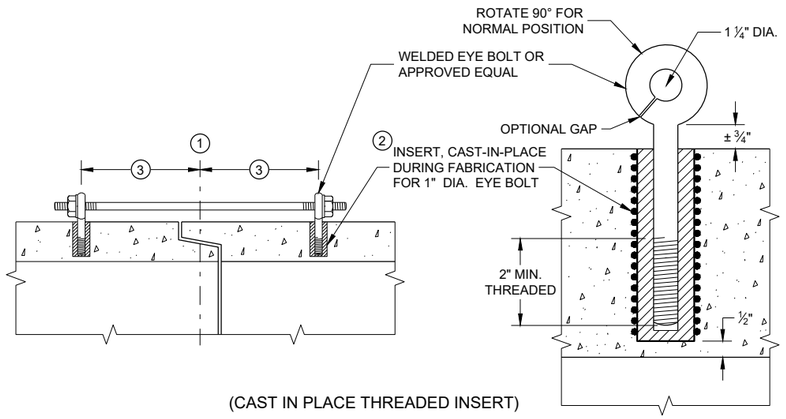
S.D.D. 8 F 2-1

6

S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

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.

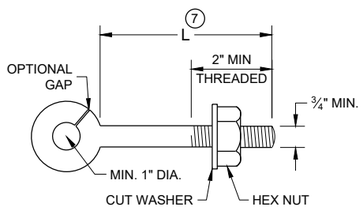
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

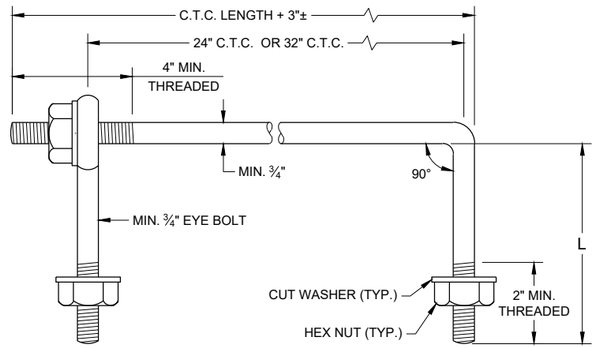
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

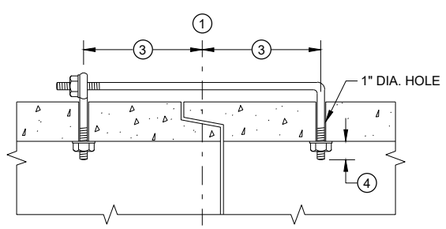


EYE BOLT (7)

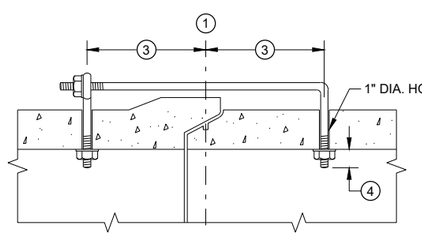
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

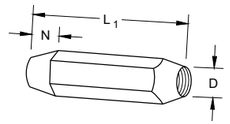
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

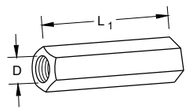
ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



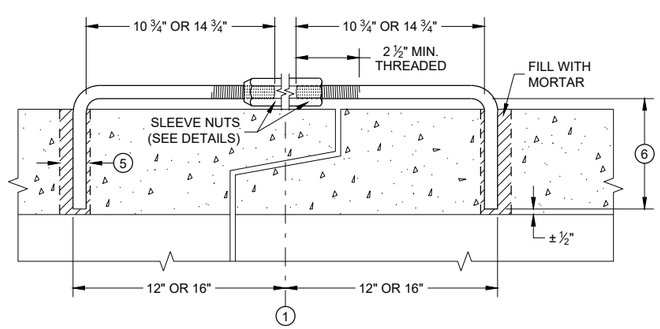
TAPERED



PLAIN

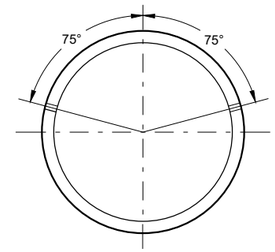
RIGHT AND LEFT THREADS

SLEEVE NUTS



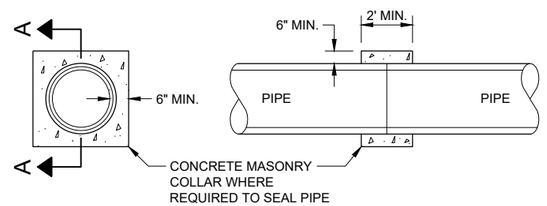
LONGITUDINAL SECTION

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

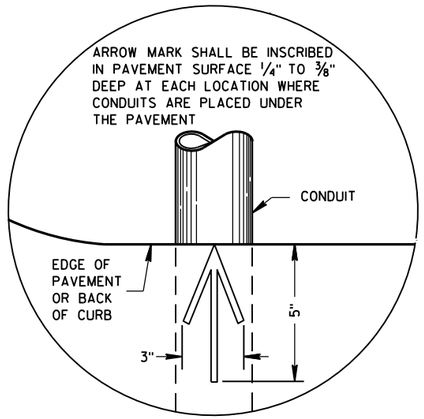
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

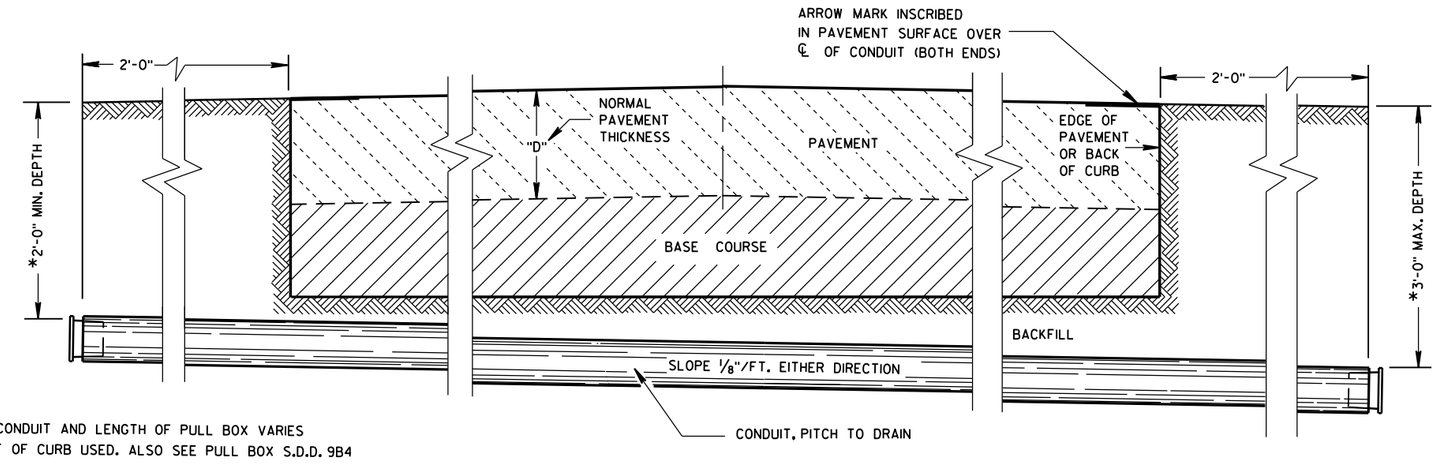
SDD 08F04 - 08

SDD 08F04 - 08



PLAN VIEW

ARROW MARK



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

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

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

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

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

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

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

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

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

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

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

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

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

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

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

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

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

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

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

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

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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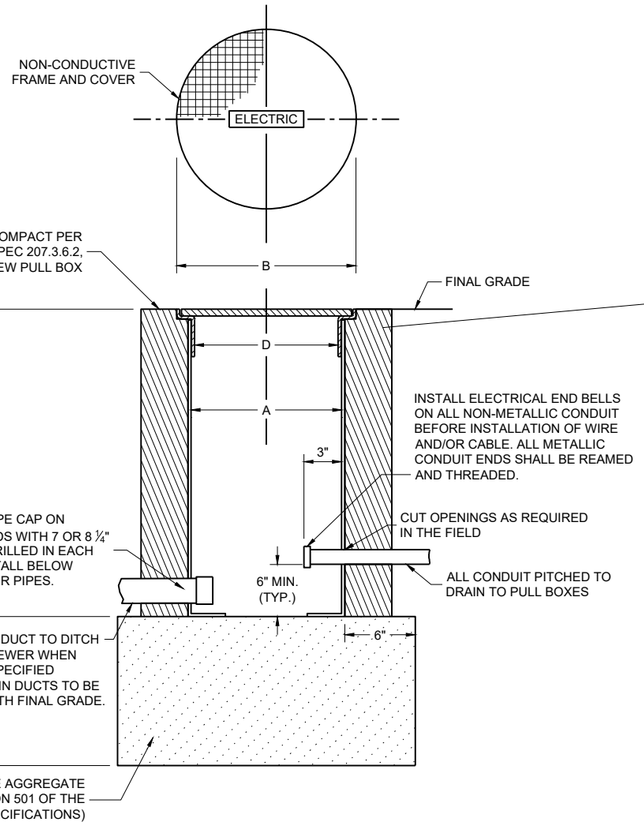
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS
AND WEIGHTS

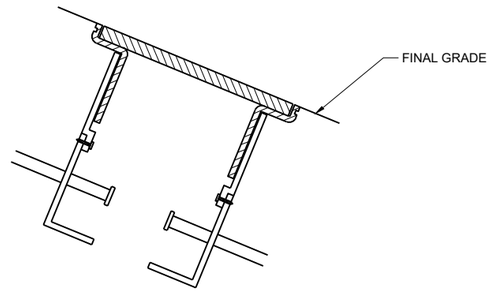
DIMENSION IN INCHES		NON- CONDUCTIVE PULL BOX	
BOX DIAMETER ** (INSIDE)	A	24	24
BOX OVERALL OUTSIDE DIAMETER	B	27	27
BOX LENGTH	C	36	42
FRAME OPENING	D	22 ½	22 ½
WEIGHT IN POUNDS *			
COVER		50	50
BOX ONLY		75	85

*THE ACTUAL WEIGHT OF THE COVER OR BOX ONLY MAY VARY NOT TO EXCEED 100 LBS INDIVIDUALLY.

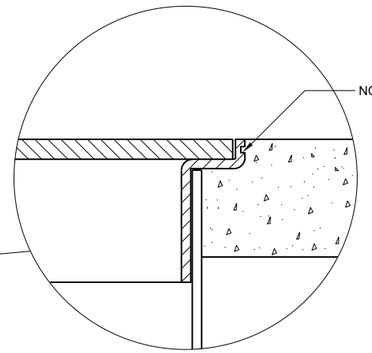
** DIAMETER VARIES FROM TOP TO BOTTOM WITH THE DIAMETER LARGER AT THE BOTTOM TO PREVENT FROST HEAVE.



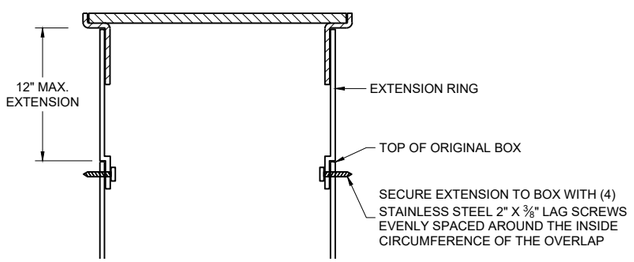
NON-CONDUCTIVE PULL BOX



**INSTALLED IN SOD
OR CRUSHED AGGREGATE**



INSTALLED IN SIDEWALK



BOX EXTENSION

GENERAL NOTES

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

ALL BOXES, FRAMES AND COVERS SHALL BE SUITABLE FOR TIER 15 LOADING AS SPECIFIED IN ANSI/SCTE 77.

PROVIDE AN OPENING FOR TOOL ASSISTED COVER REMOVAL NOT LARGE ENOUGH TO PERMIT PASSAGE OF A SPHERE MORE THAN $\frac{1}{2}$" DIAMETER

ENSURE COVER SURFACE IS SKID RESISTANT WITH A COEFFICIENT OF FRICTION OF AT LEAST 0.5 AND VERTICAL SURFACE DICONTINUITIES LESS THAN ¼".

COVER SHALL BE MAGNETICALLY LOCATABLE.

BOXES AND EXTENSIONS ARE TRIMMABLE FOR CUSTOM LENGTHS. TRIMMED PIECES SHALL MAINTAIN A UNIFORM LENGTH.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

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

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

ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS AND MAGNETIC LOCATABLE DEVICE.

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

LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL AND LIGHTING SYSTEMS, "WISDOT ITS" FOR COMMUNICATIONS AND ITS EQUIPMENT SYSTEMS.

INSTALL PULL BOX TO MATCH GRADE UP TO 3:1 MAX.

RING SHALL BE FLUSH WITH TOP OF PULL BOX.

COMPACT AROUND PULL BOX.

**MEASUREMENT DETAIL FOR
WIRE/CABLE IN THE PULL BOX**

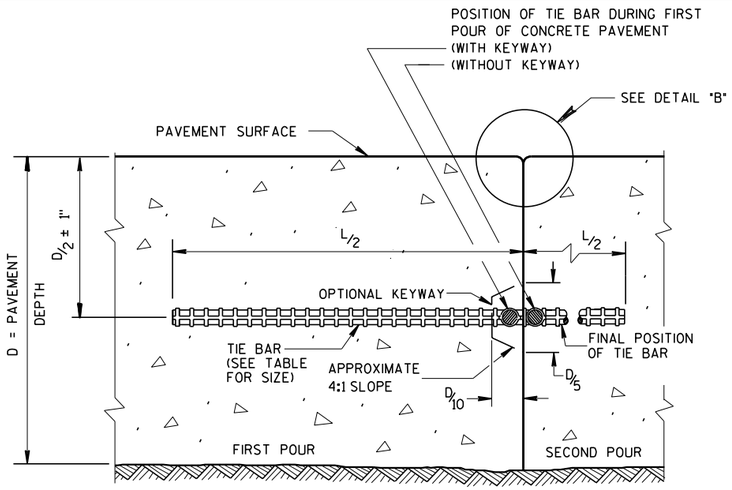
**PULL BOXES
NON-CONDUCTIVE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

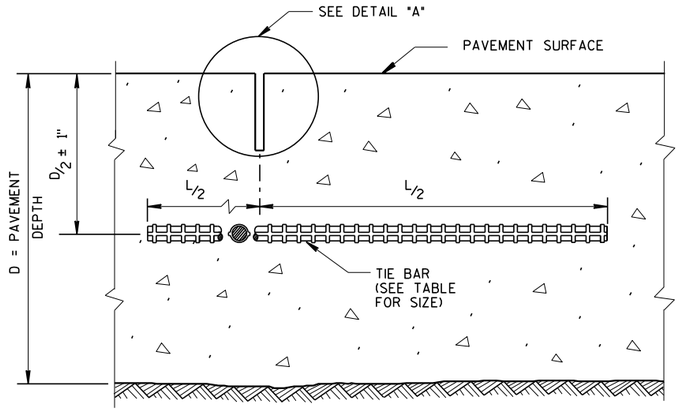
APPROVED
February 2026 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGINEER

FHWA

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SDD 09B16-04



CONSTRUCTION JOINT



SAWED JOINT

GENERAL NOTES

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

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

PLAN VIEW

SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

DETAIL "A"

DETAIL "B"

DETAIL "C"

TIE BAR TABLE

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

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

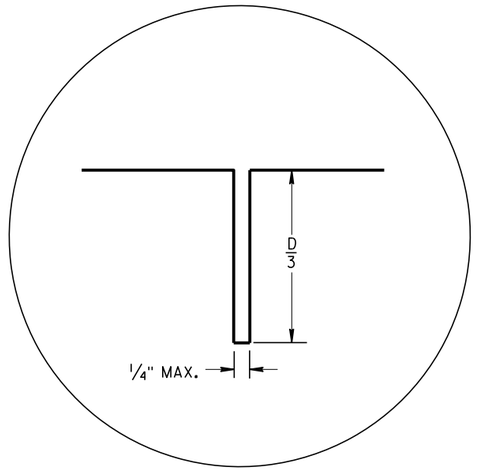
** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

PLAN VIEW
SHOWING LOCATION OF TIE BARS

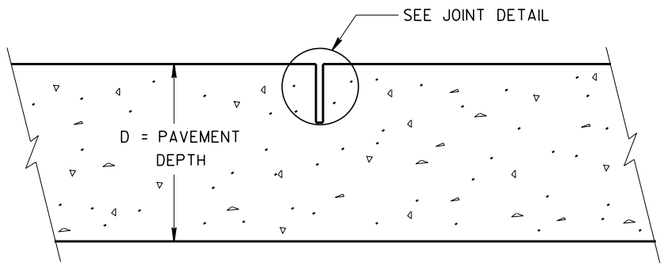
CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kemp PE — PAVEMENT SUPE
FHWA



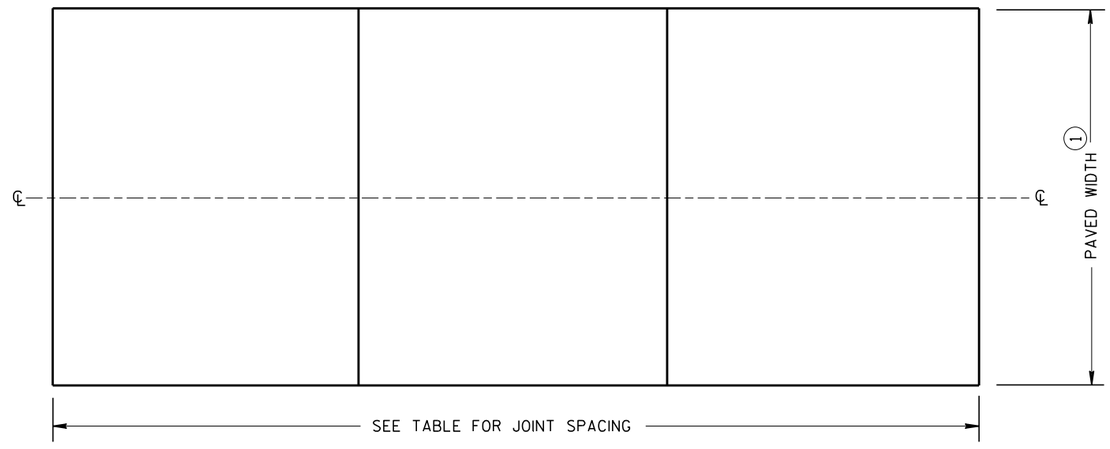
JOINT DETAIL



CONTRACTION JOINT

PAVEMENT DEPTH AND JOINT SPACING TABLE

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



CONTRACTION JOINT LOCATIONS

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE.

LOCATE AND ORIENT CONTRACTION JOINTS THROUGH INTERSECTIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

CONSTRUCTION JOINTS

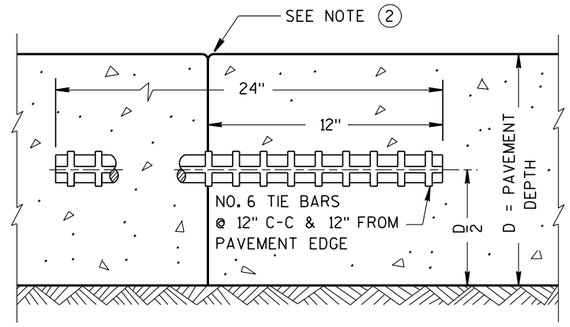
LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO THE CONTRACTION JOINTS.

FORM OR SAW CONSTRUCTION JOINTS.

THE CONTRACTOR MAY INSERT TIE BARS THROUGH THE HEADER BOARD AFTER THE CONCRETE HAS BEEN PLACED.

(1) REFER TO TYPICAL CROSS SECTIONS FOR PAVED WIDTH AND LOCATION OF LONGITUDINAL JOINTS.

(2) PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS. PROVIDE A 1/4-INCH RADIUS AT FORMED JOINTS.



TIED TRANSVERSE CONSTRUCTION JOINT

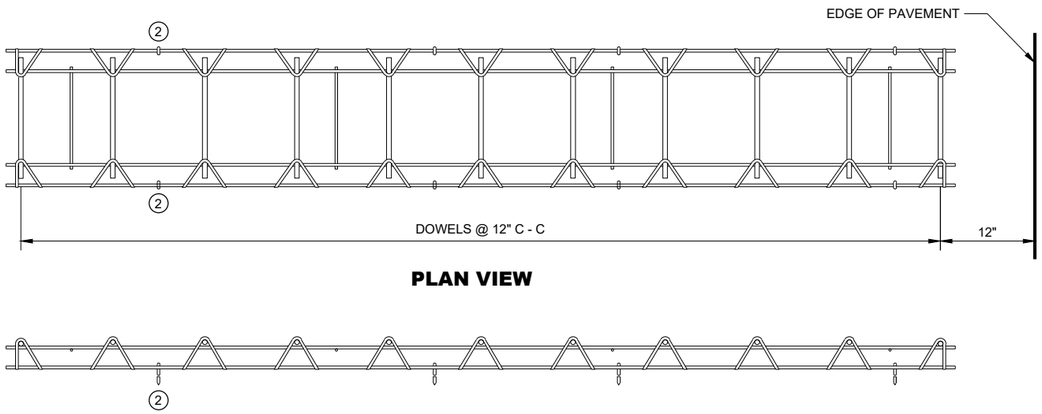
URBAN
NON-DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE
/S/ Peter Kemp P.E.
PAVEMENT SUPI
FHWA

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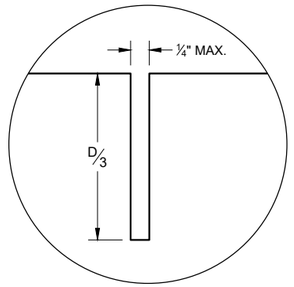
S.D.D. 13 C 4-17



PLAN VIEW

SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY (1)



JOINT DETAIL

GENERAL NOTES

CONTRACTION JOINTS

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

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

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

CONSTRUCTION JOINTS

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

(1) OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTION CONTRACTION JOINTS.

(2) SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

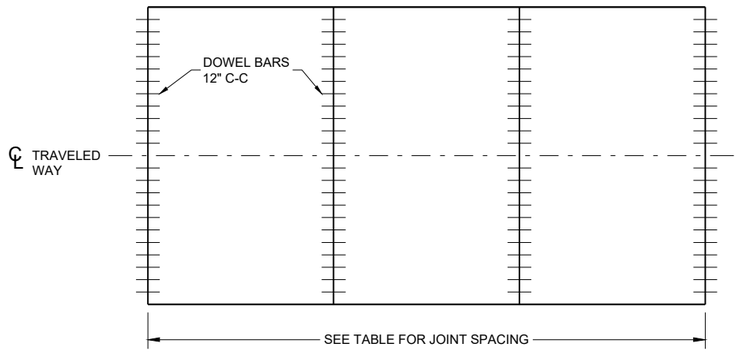
(3) FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼" RADIUS AT FORMED JOINTS.

(4) PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

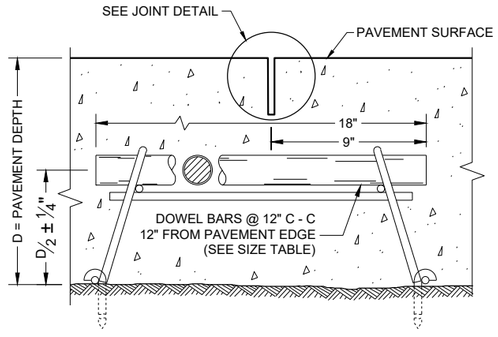
(5) INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C - C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO THE "DRILLED DOWEL BAR CONSTRUCTION JOINT" DETAIL.

(6) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

(7) ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛" GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



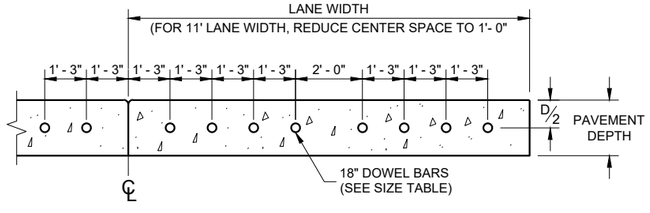
CONTRACTION JOINT LOCATIONS



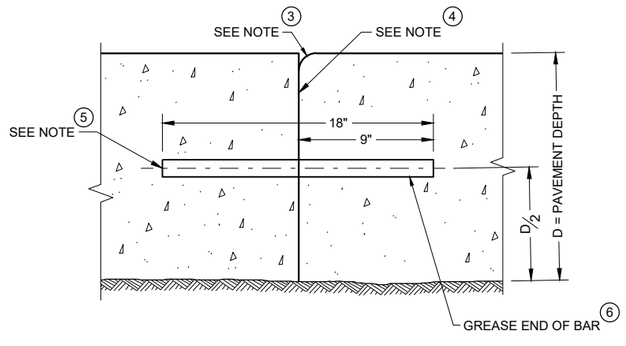
DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8" & ABOVE	1 ¼"	15'



DRILLED DOWEL BAR CONSTRUCTION JOINT (7)



TRANSVERSE CONSTRUCTION JOINT

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

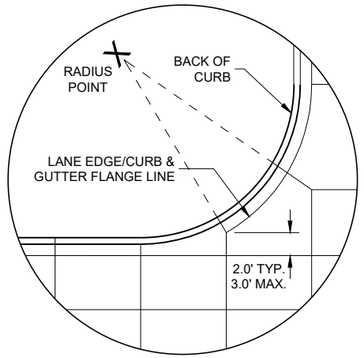
APPROVED
November 2022
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

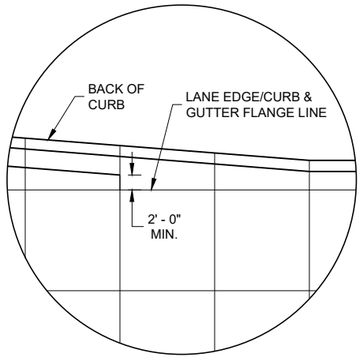
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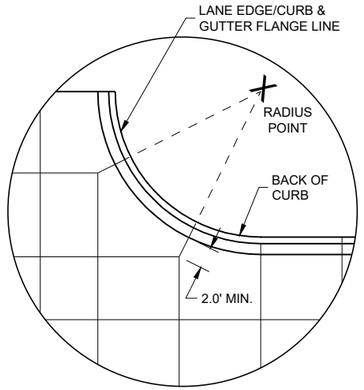
SDD 13C13 - 11



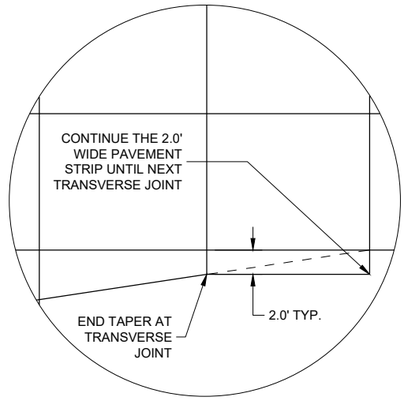
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

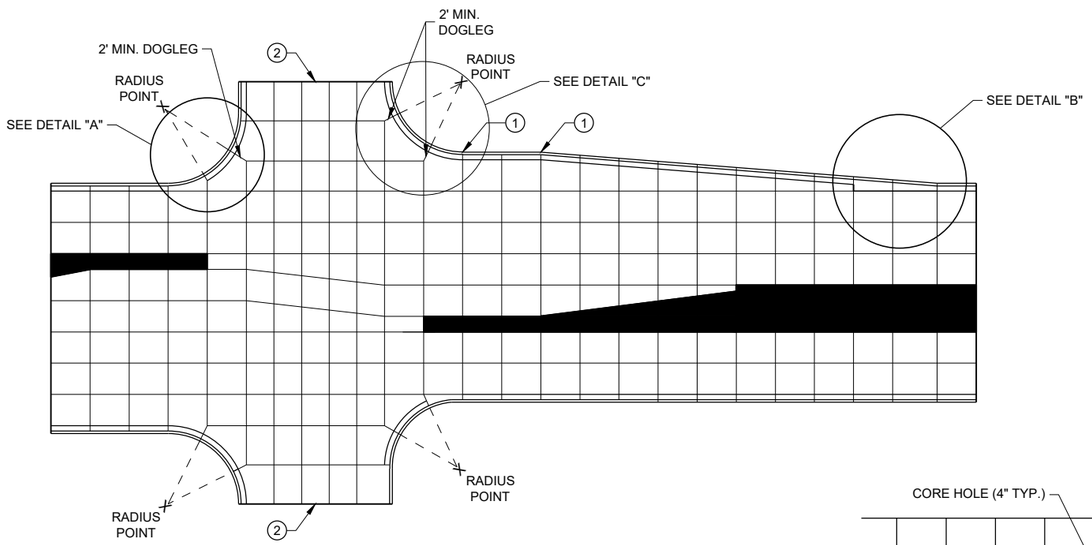
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

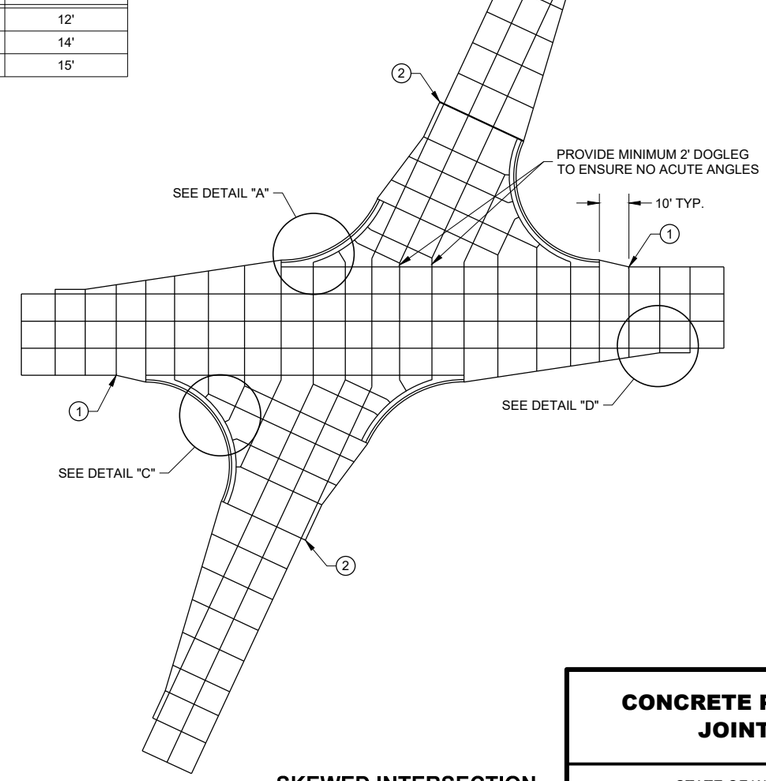
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



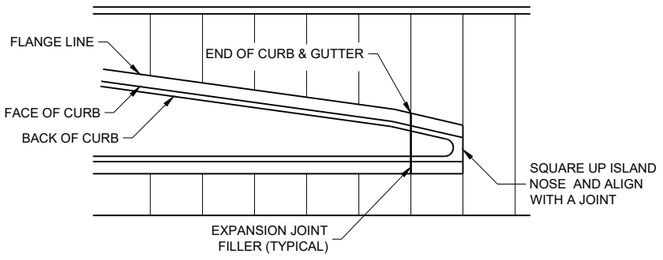
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

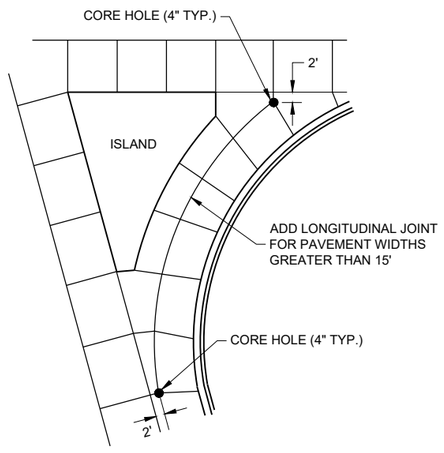
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 13C18 - 08a

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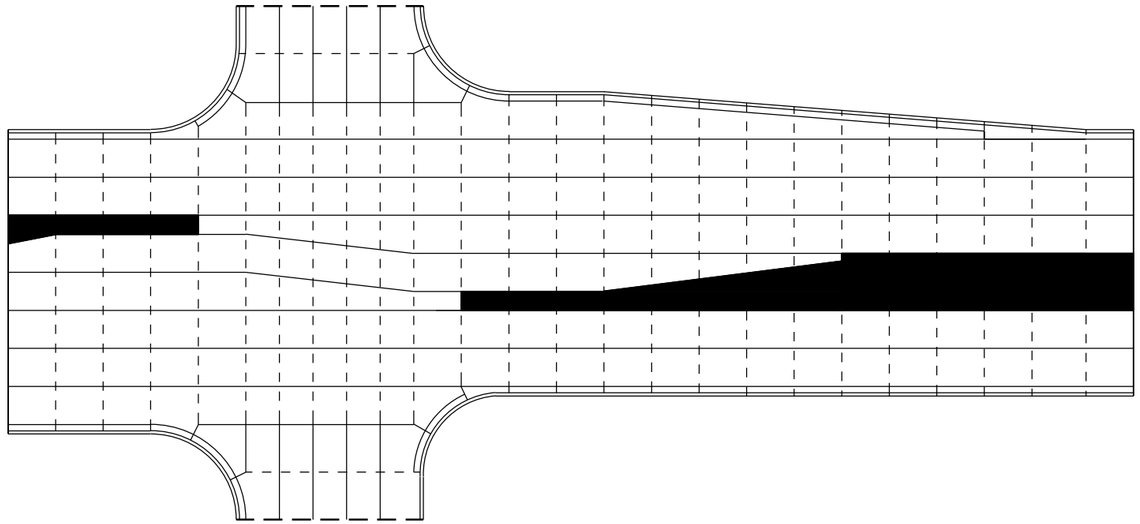
SDD 13C18 - 08a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

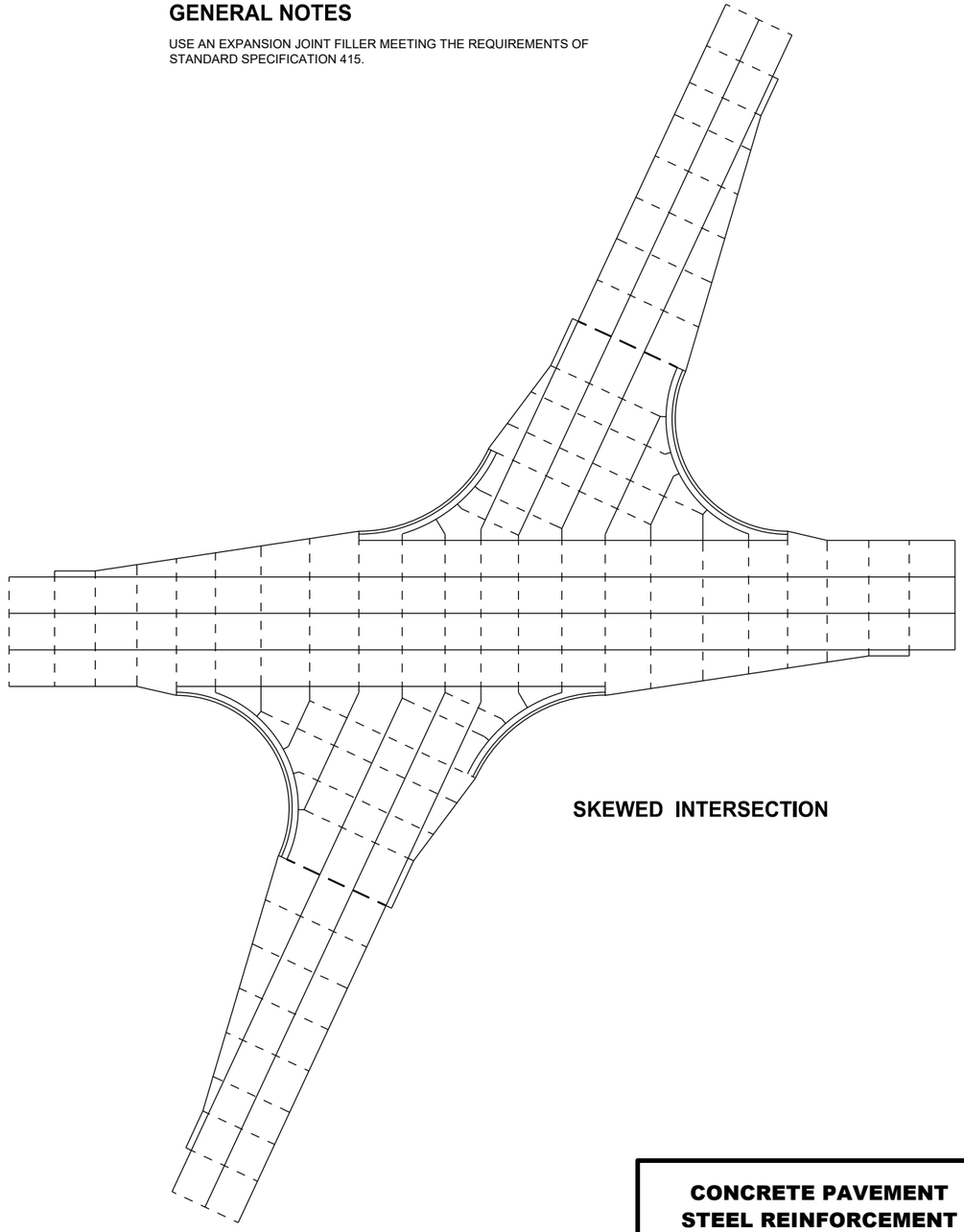
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

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



SKEWED INTERSECTION

6

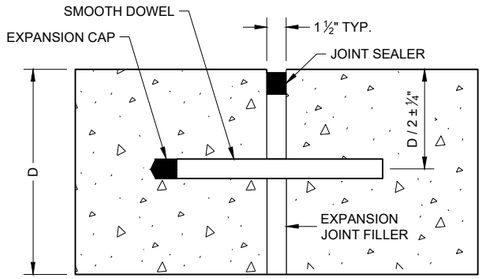
SDD 13C18 - 08b

CONCRETE PAVEMENT STEEL REINFORCEMENT

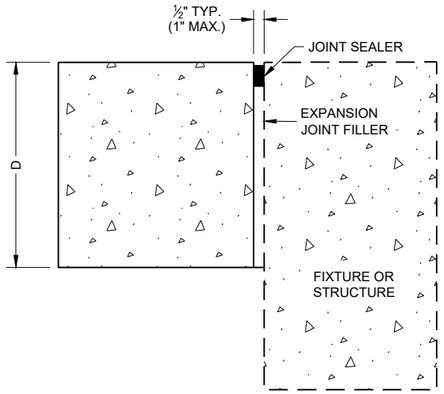
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

SDD 13C18 - 08b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

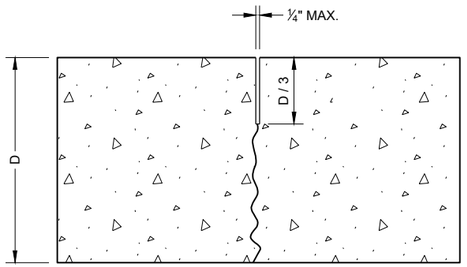
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

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

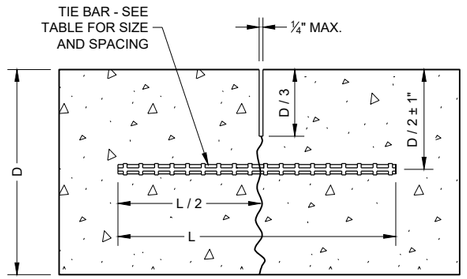
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

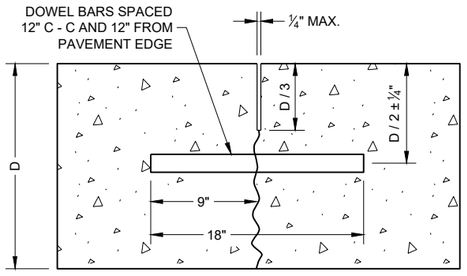
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



UNDOWELED TRANSVERSE

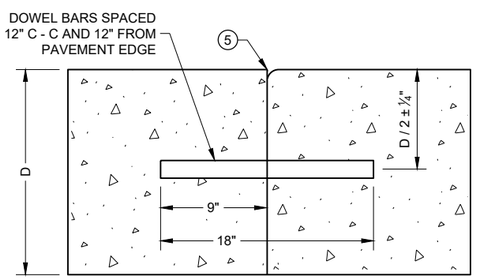


TIED LONGITUDINAL

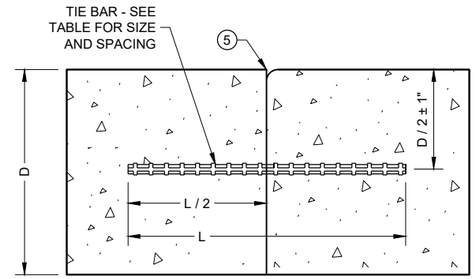


DOWELED TRANSVERSE

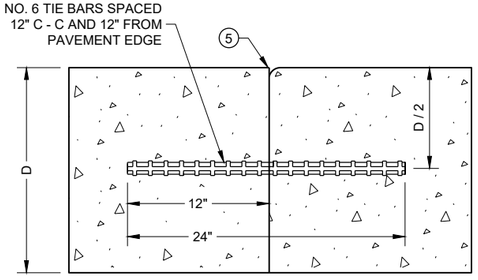
CONTRACTION JOINTS (2)



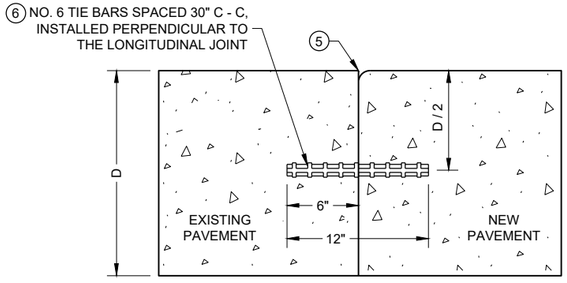
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



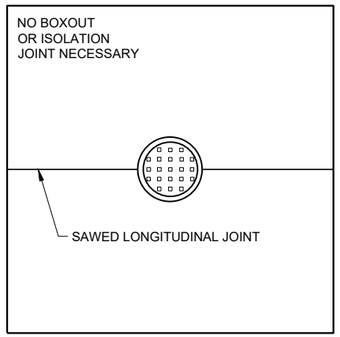
TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



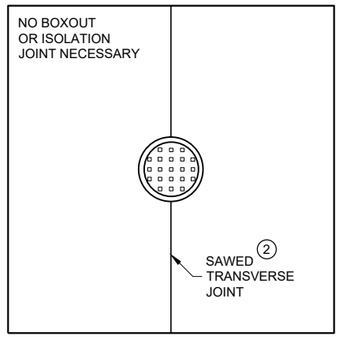
TIED LONGITUDINAL TO EXISTING

CONSTRUCTION JOINTS (4)

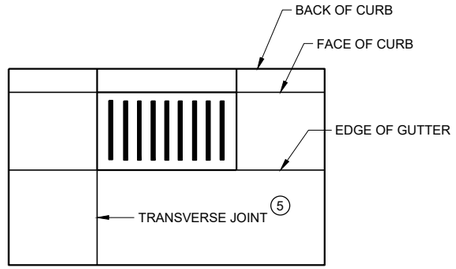
CONCRETE PAVEMENT JOINT TYPES



MANHOLE WITH LONGITUDINAL JOINT



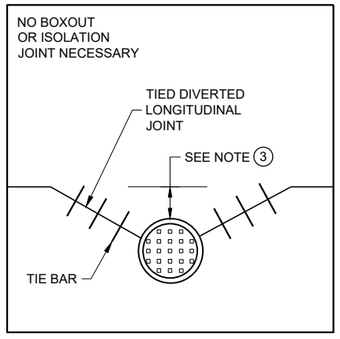
MANHOLE WITH TRANSVERSE JOINT



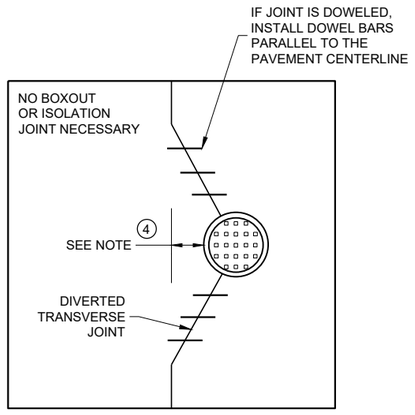
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

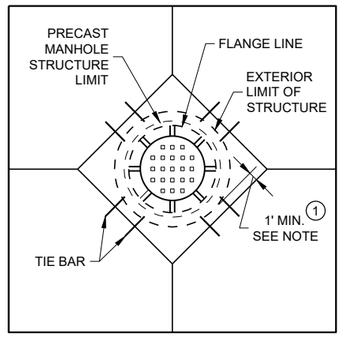
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF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



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVISOR

FHWA

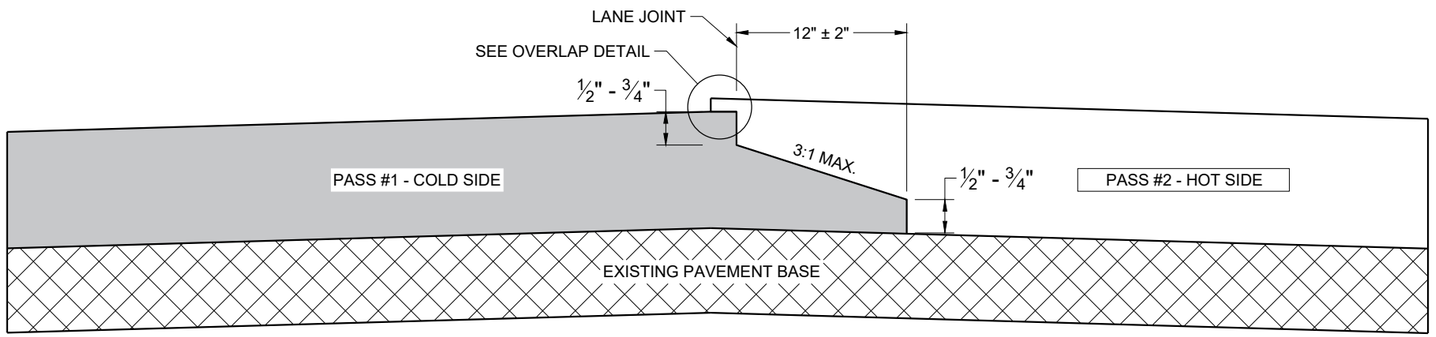
200

6

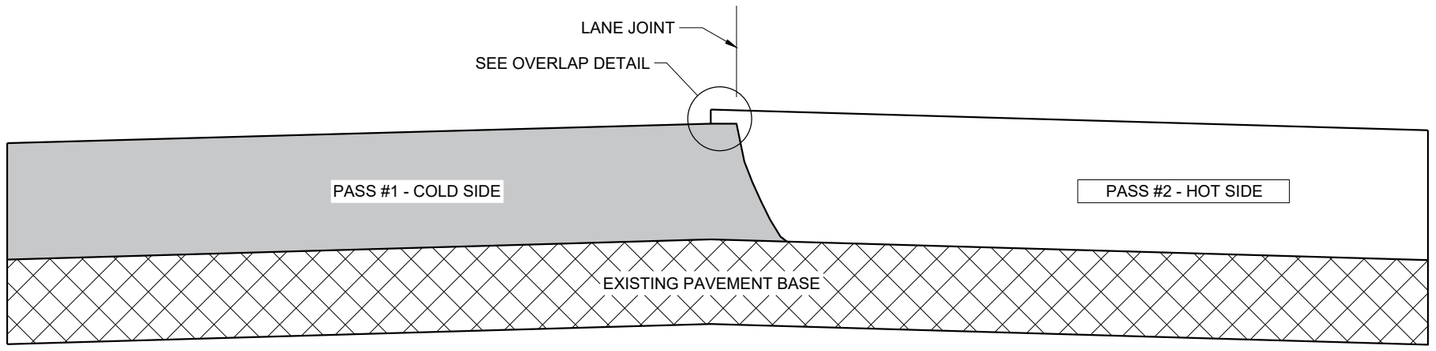
SDD13C18 - 08d

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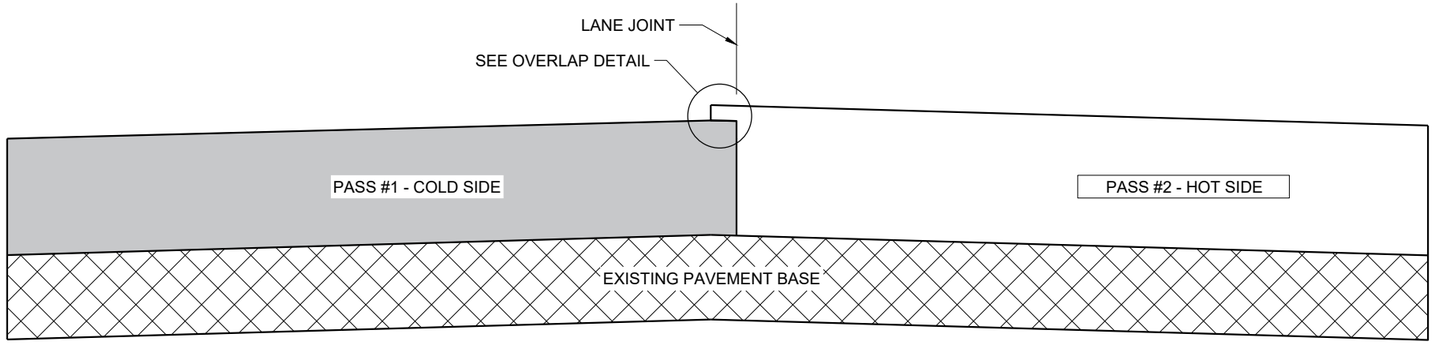
SDD13C18 - 08d



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

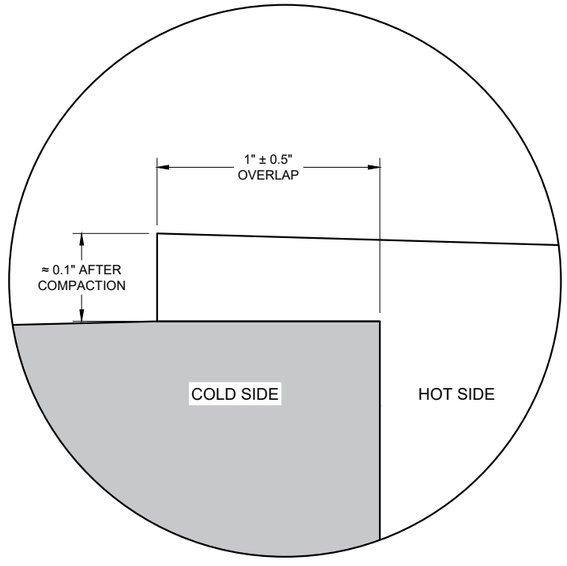
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

6

6

SDD 13C19 - 03

SDD 13C19 - 03

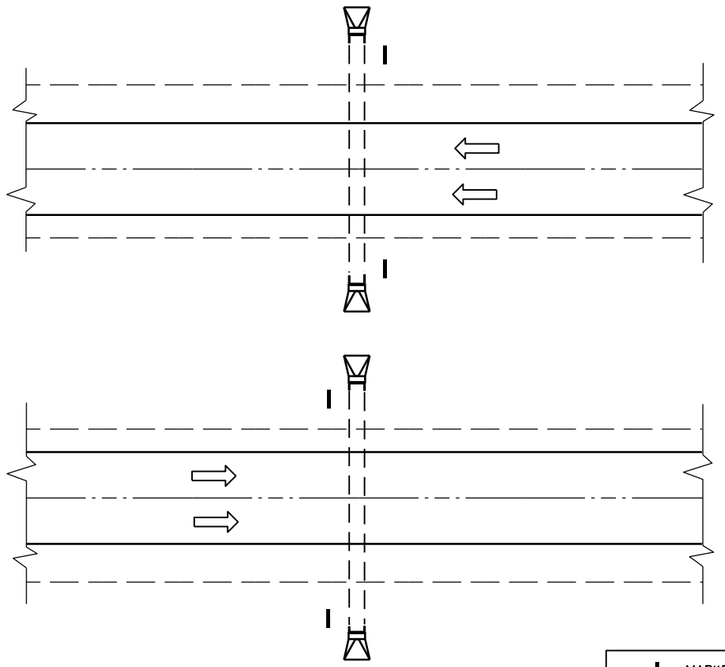
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

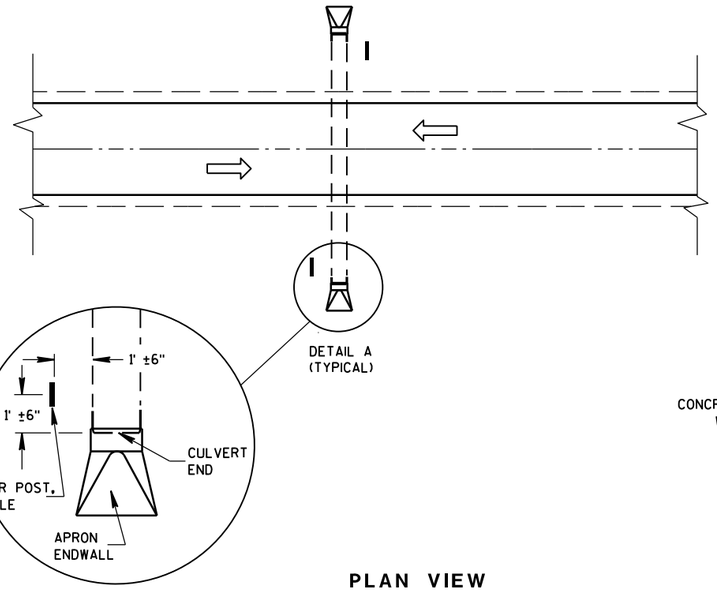
/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

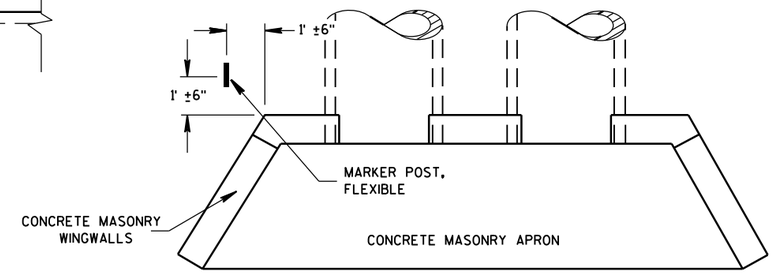
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

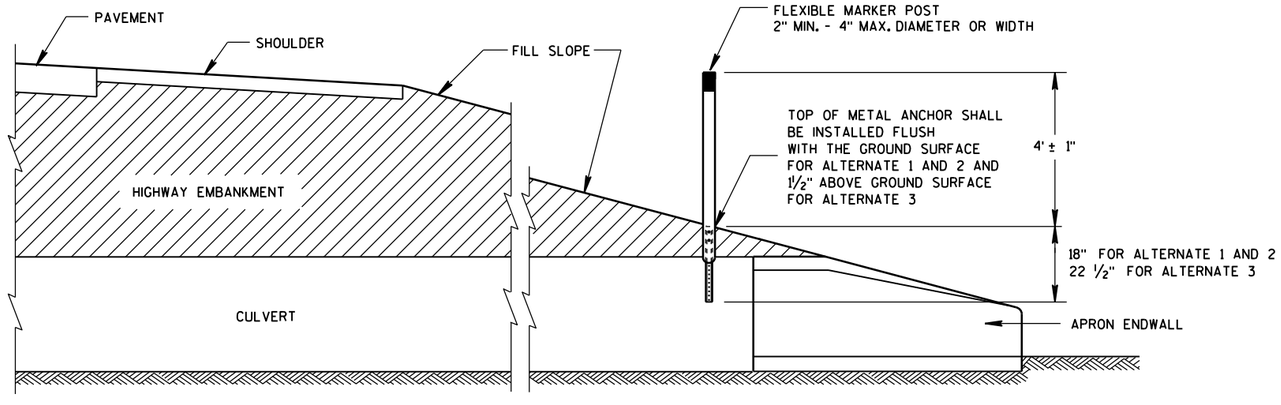
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST
FOR CULVERT END

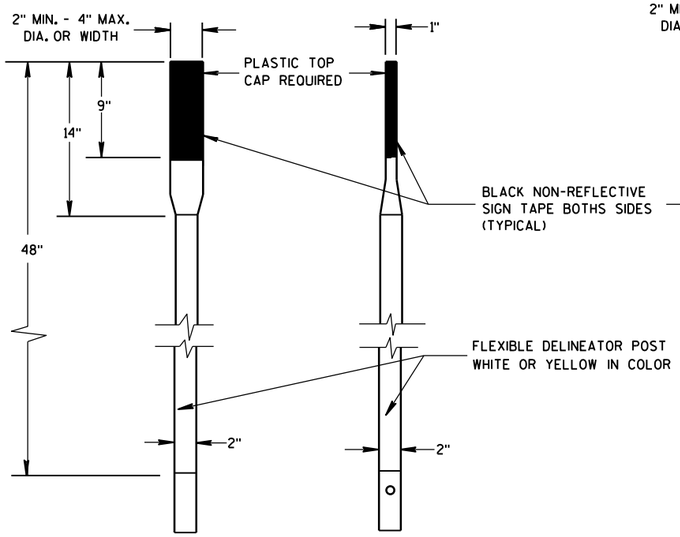
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

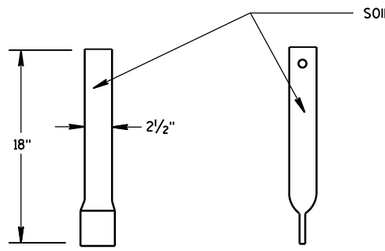
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S.D.D. 15 A 3-2a

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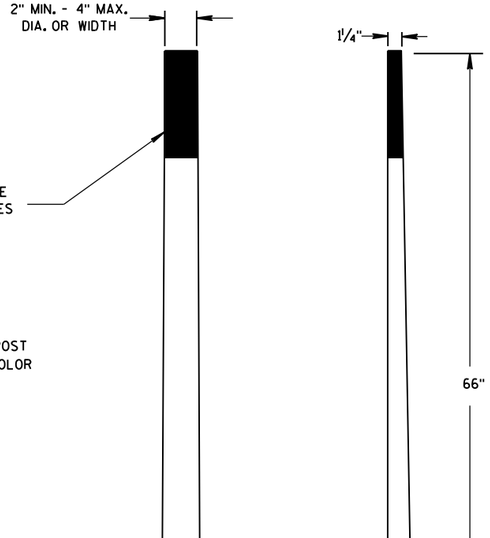
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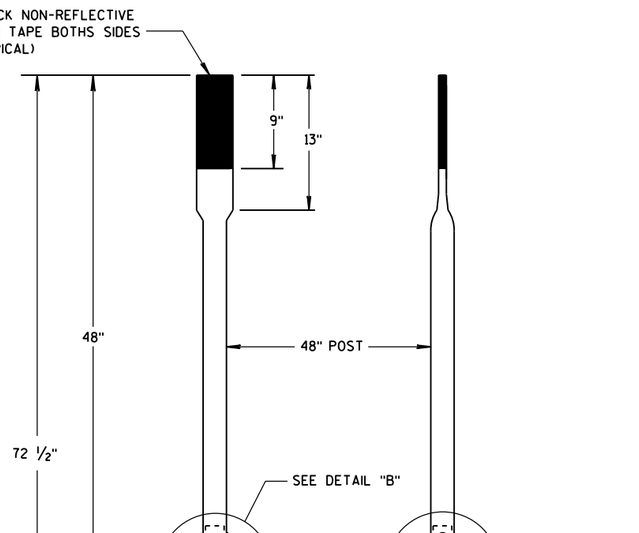
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

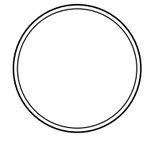
ALTERNATE 2



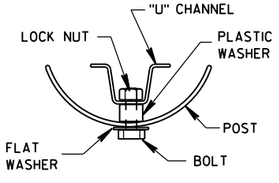
FRONT VIEW SIDE VIEW

ALTERNATE 3

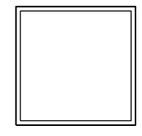
FLEXIBLE MARKER POSTS



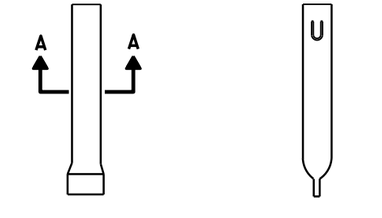
SECTION A-A



SECTION B-B

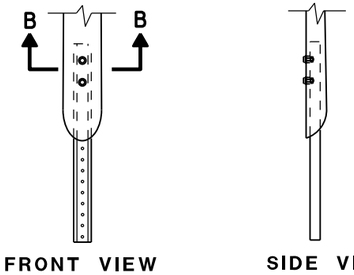


SECTION C-C



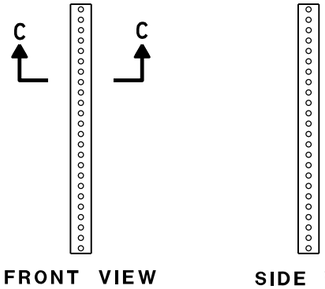
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

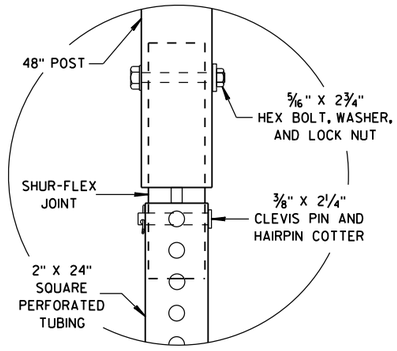
ALTERNATE 2



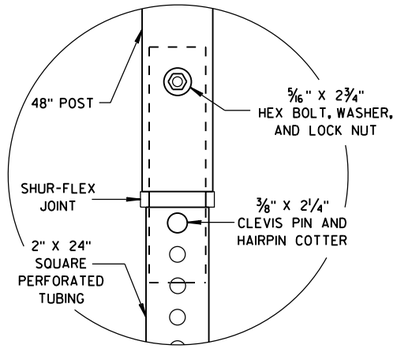
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

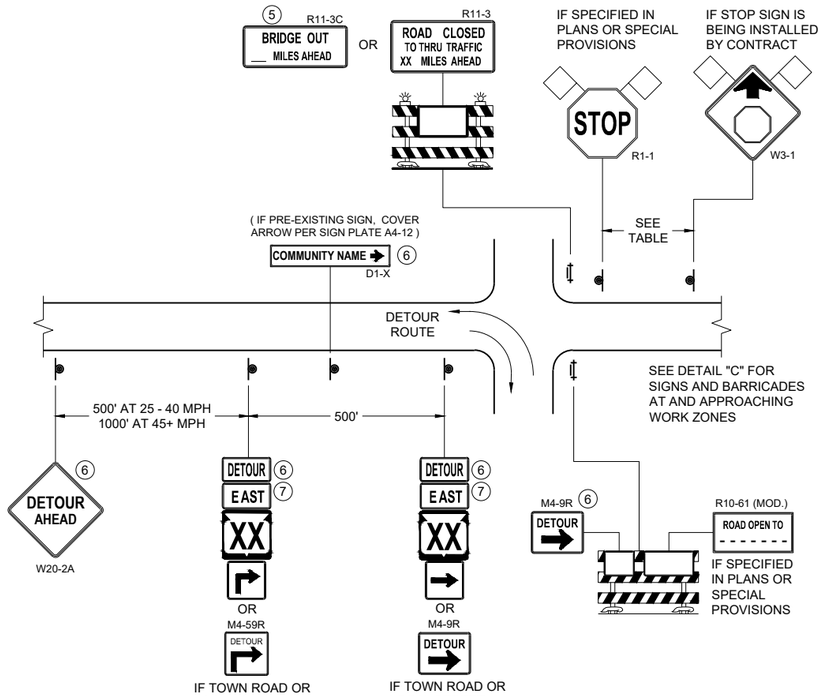
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
203 — IGN
FHWA

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S.D.D. 15 A 3-2b

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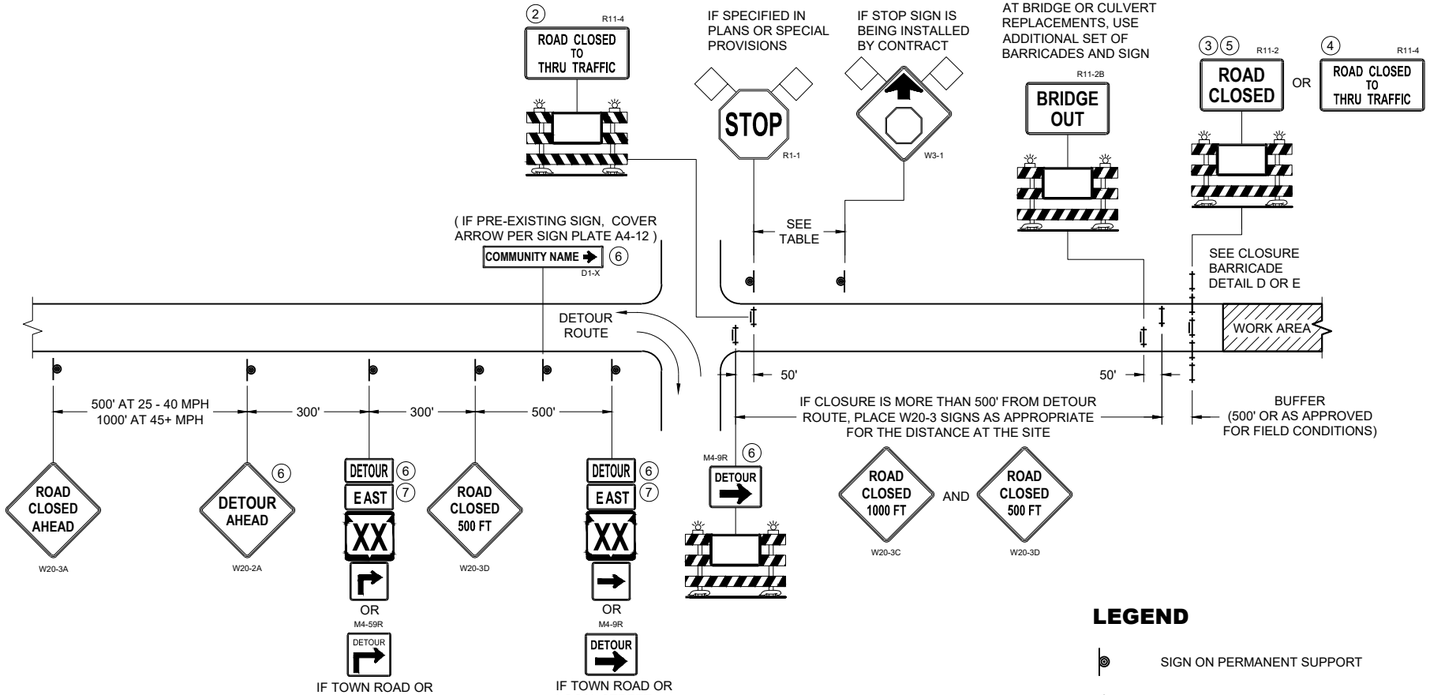
S.D.D. 15 A 3-2b



DETAIL A

MAINLINE CLOSURE WITH POSTED DETOUR

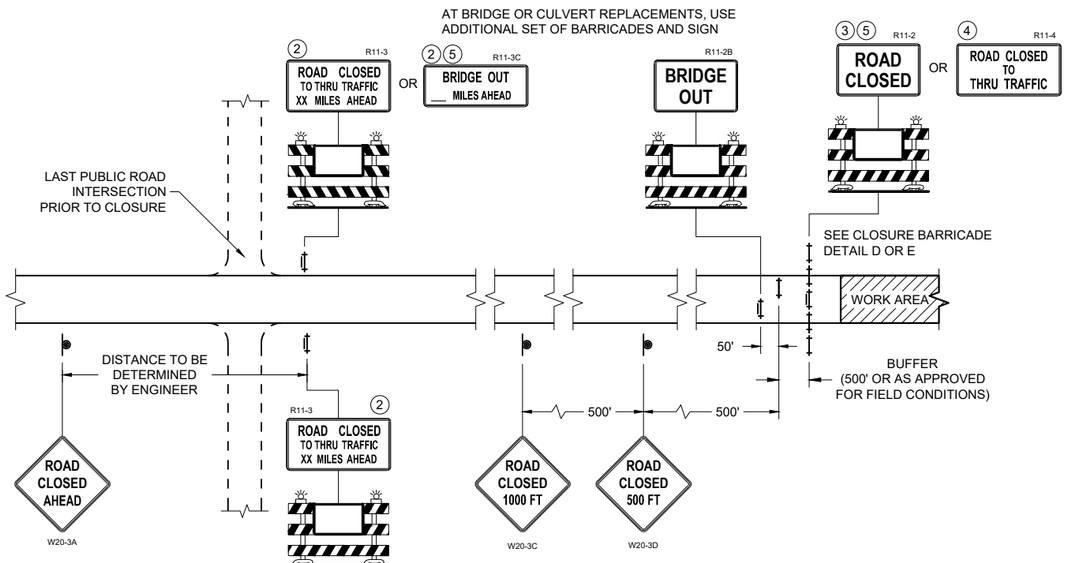
WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



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 X M1 - 5A
M05 - 1 OR M06 - 1

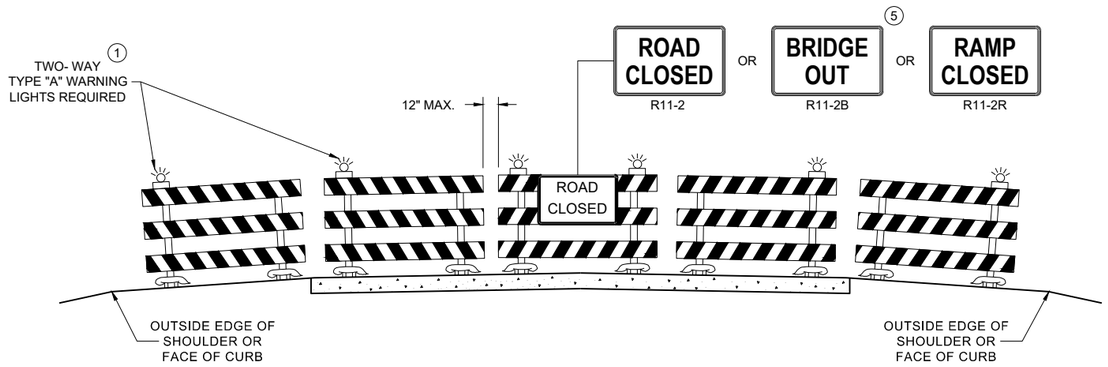
BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

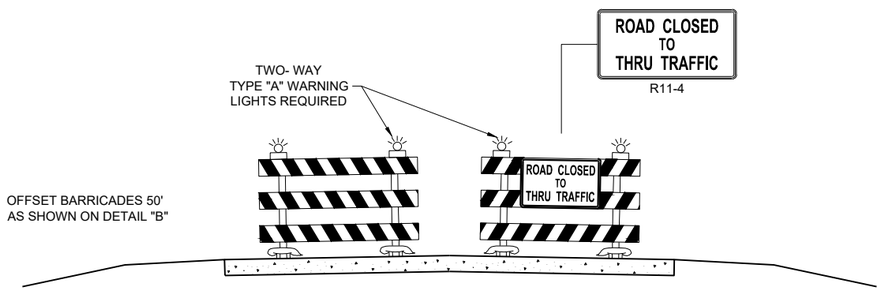
6
SDD 15C02-10a



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

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SDD 15C02-10b

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR M4 - 8
- EAST M3 - X
- XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A
- M05 - 1 OR M06 - 1 OR M06 - 1

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.

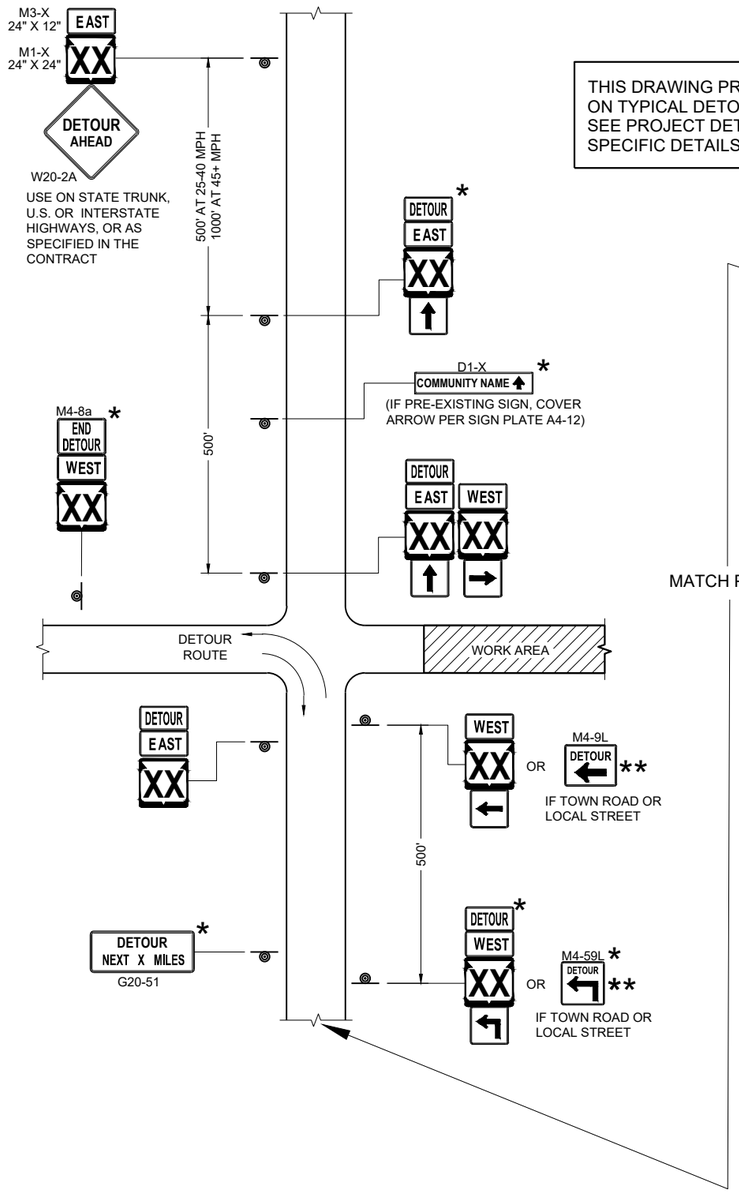
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

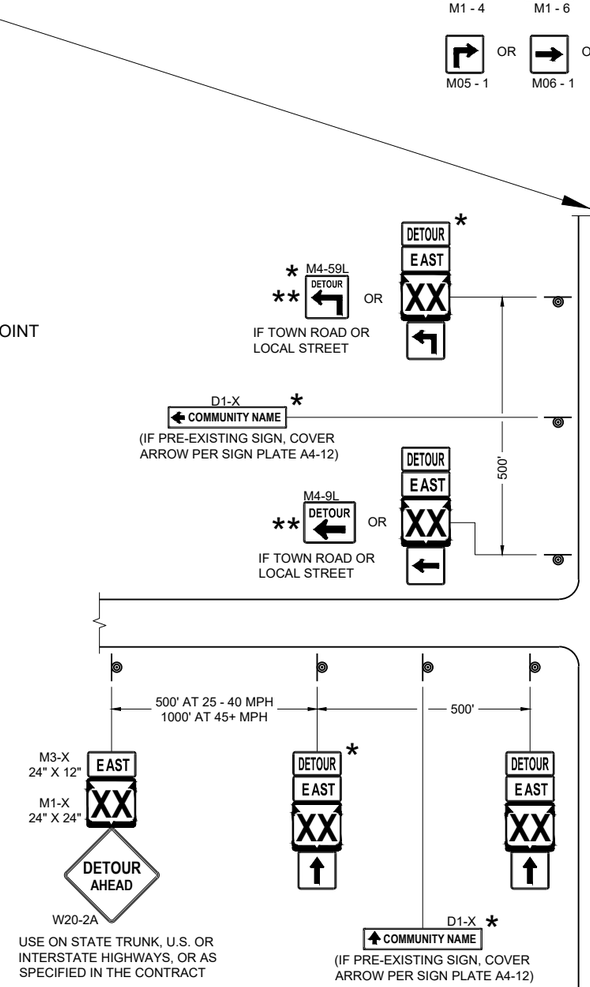
SIGN SIZES SHALL BE AS FOLLOWS:

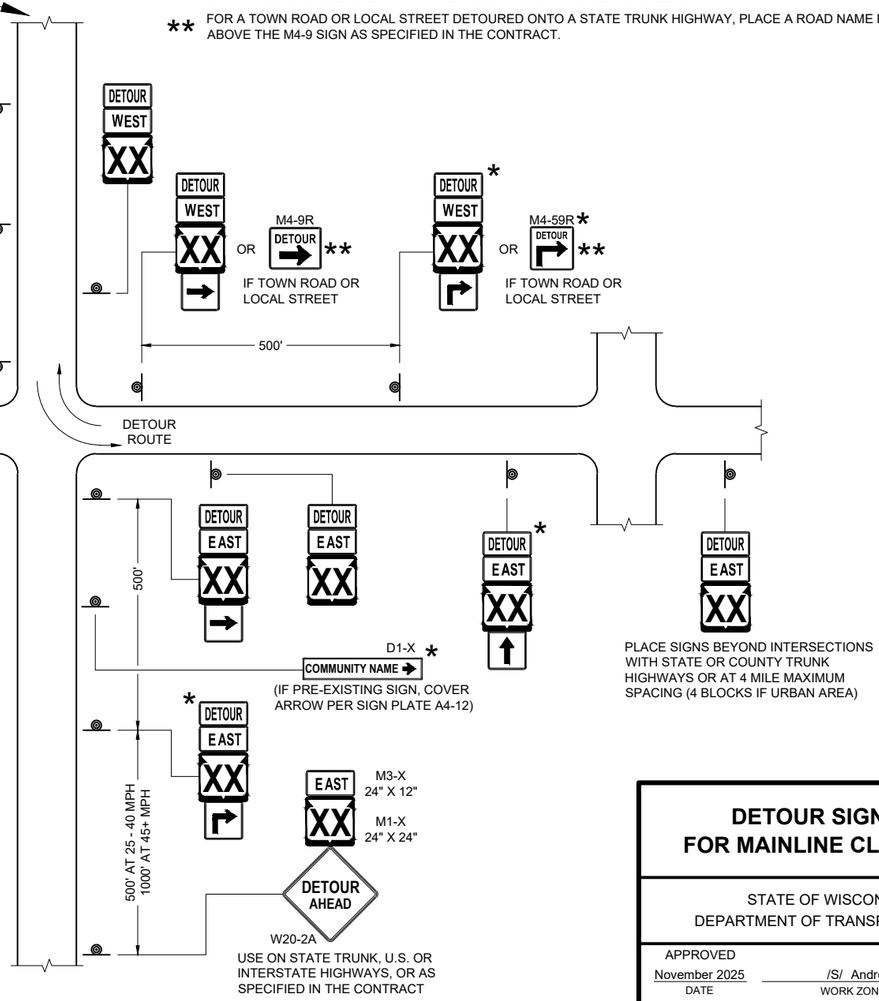
- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING 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.







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

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

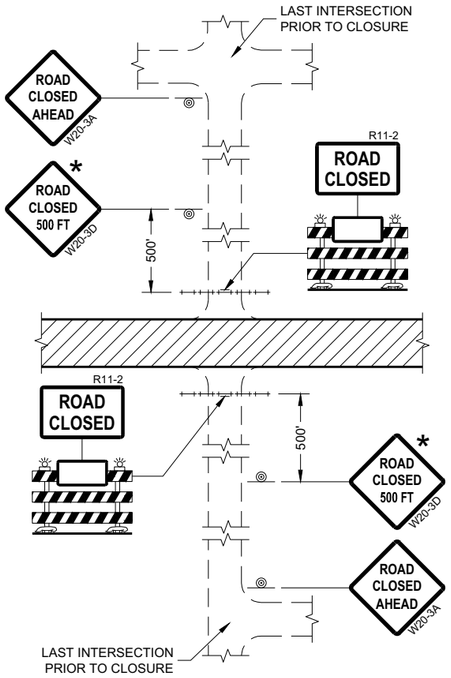
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

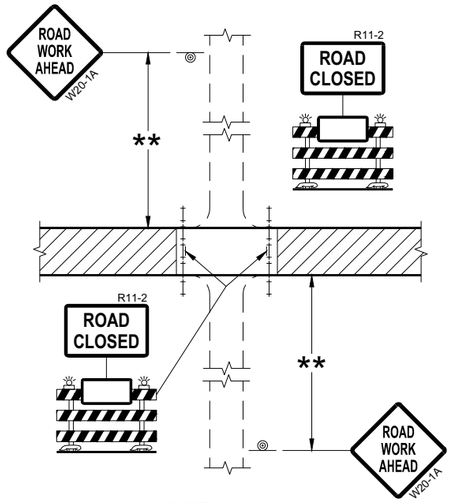
FHWA

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SDD 15C02-10c



DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO 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.

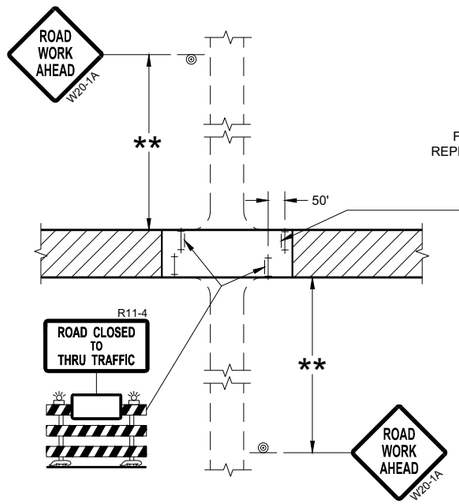
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

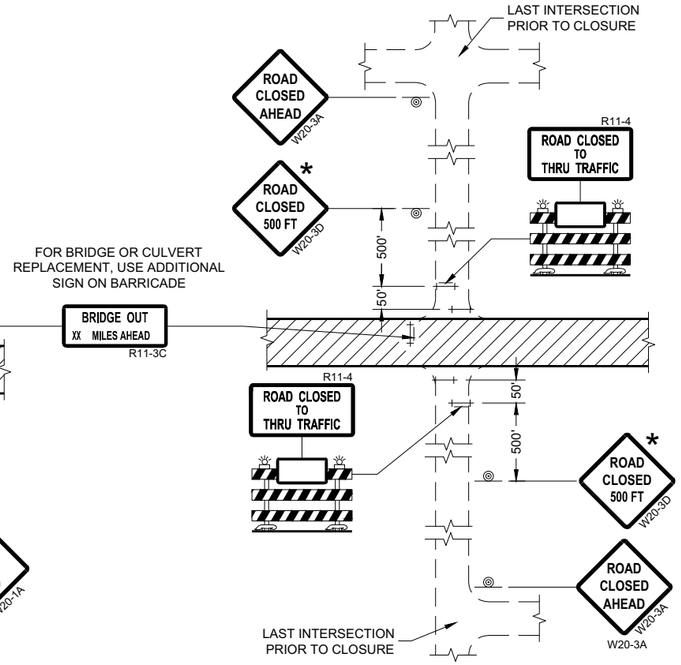
THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

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.





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

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

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
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C03 - 05

SDD 15C03 - 05

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.

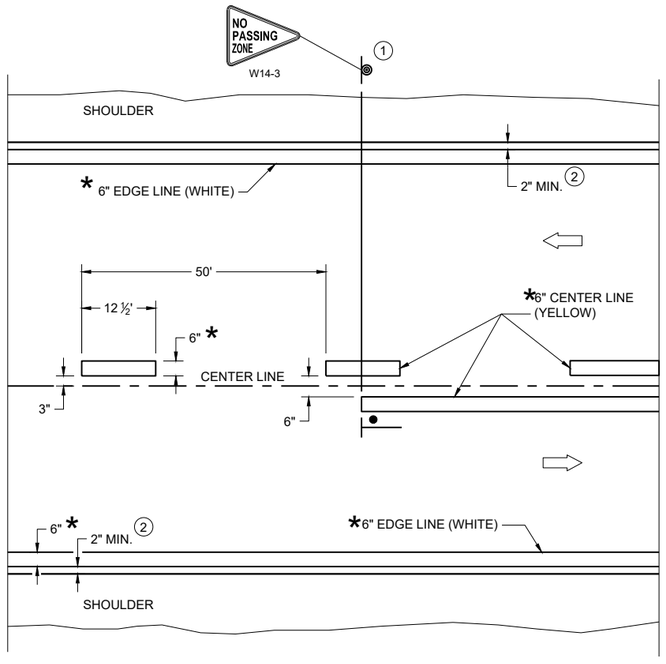
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

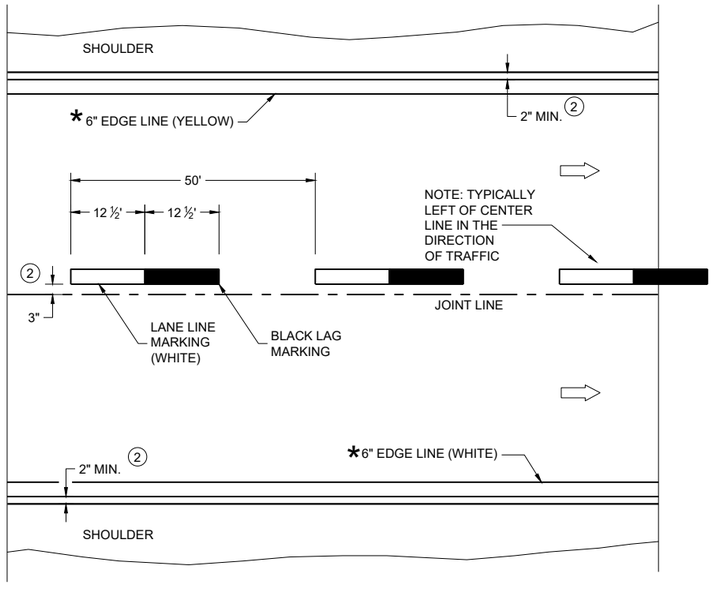
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

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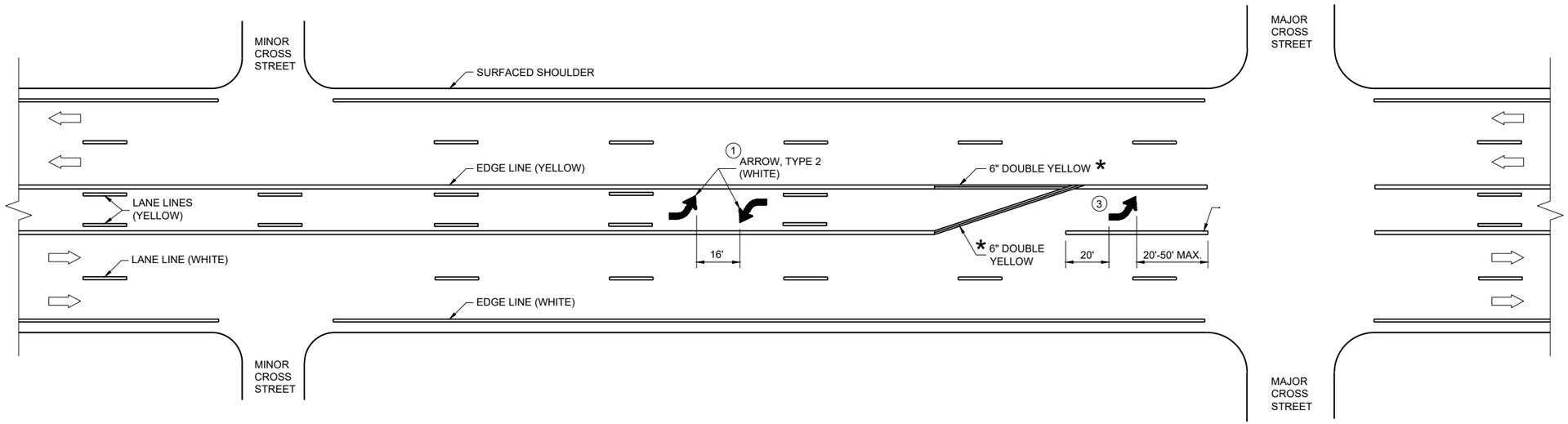
SDD 15C08-24a

GENERAL NOTES

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

⇨ DIRECTION OF TRAFFIC

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



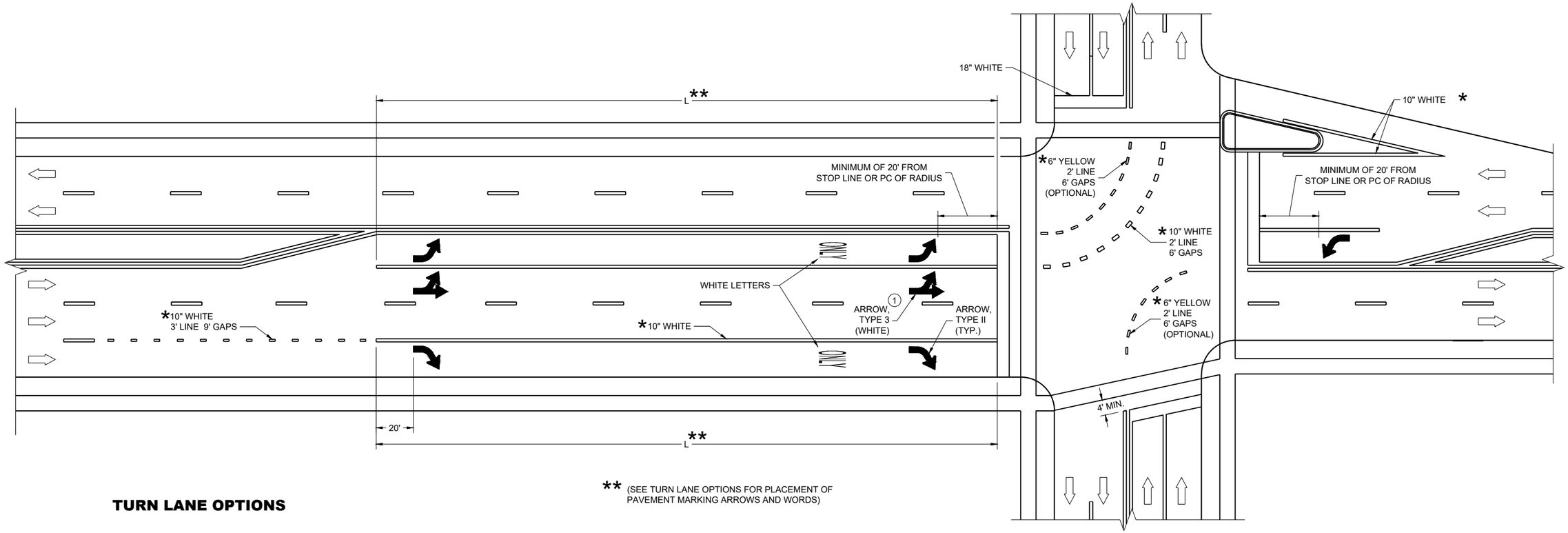
TWO WAY LEFT TURN LANE

6

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

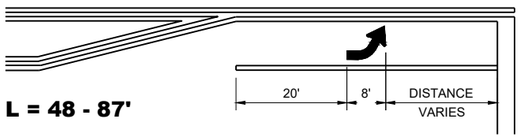
SDD 15C08-24c



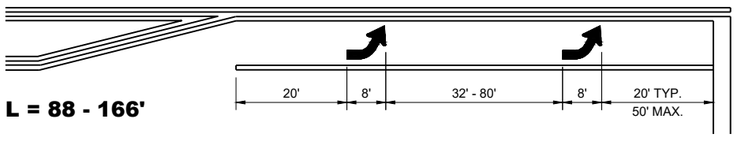
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

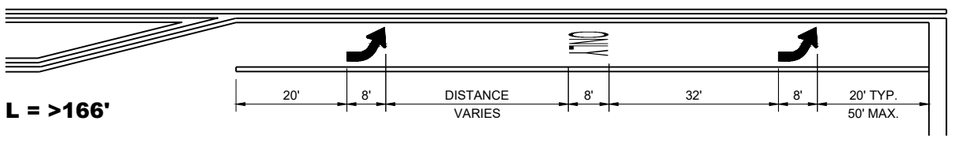
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT
REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

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

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

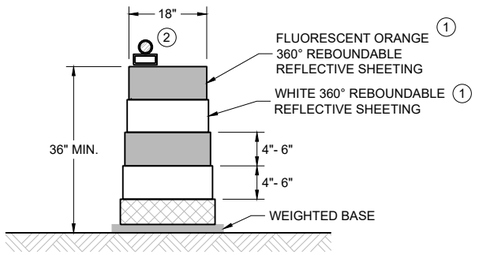
PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

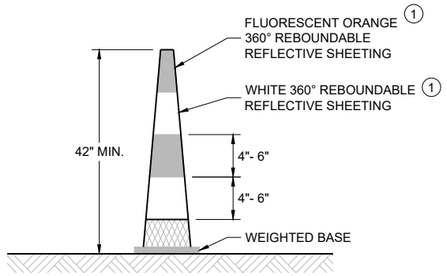
(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

(2) LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



DRUM

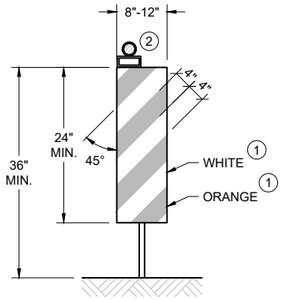
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

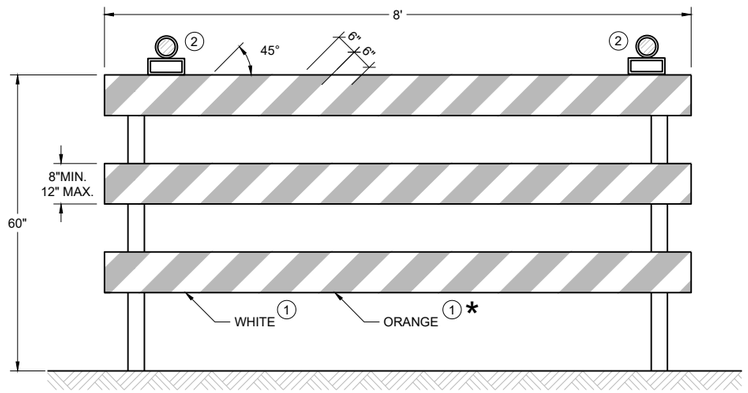
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

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.

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

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SDD 15C11-11b

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH

WORKERS SHALL NOT PERFORM WORK FROM ANY SHADOW OR PROTECTION VEHICLES.

UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

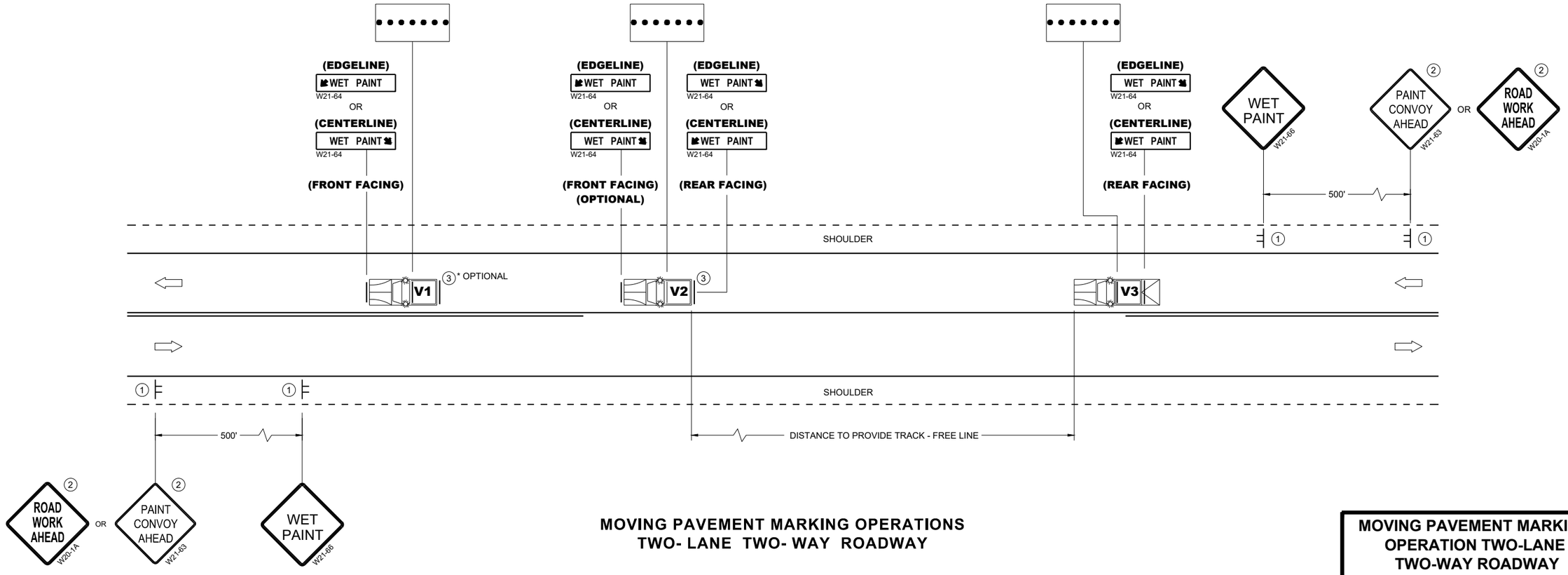
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY MAJOR INTERSECTION.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.

(3) V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.



MOVING PAVEMENT MARKING OPERATIONS
TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — STATE ELECTRICAL ENGINEER

FHWA

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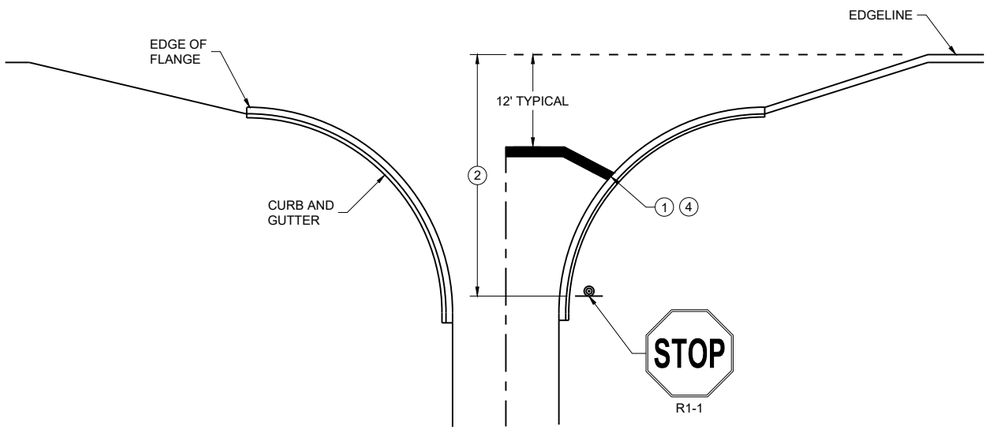
SDD 15C19-11a

SDD 15C19-11a

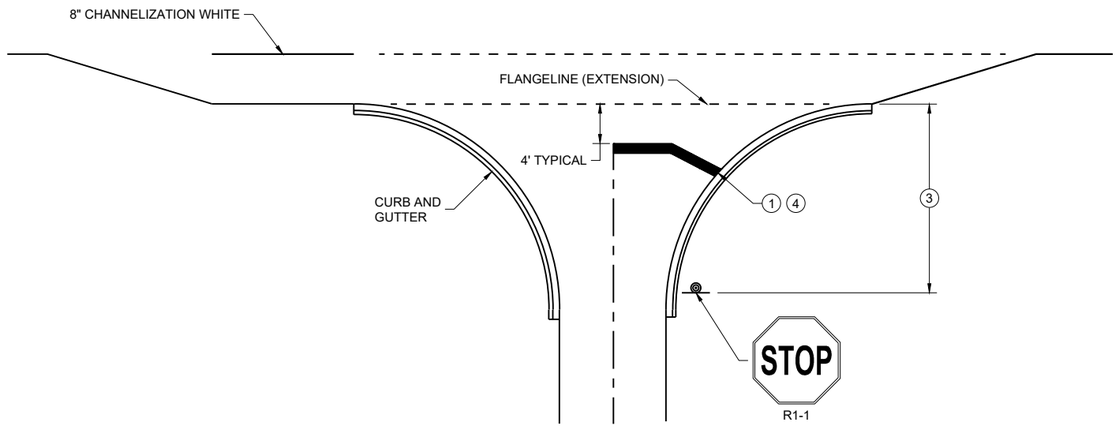
GENERAL NOTES

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

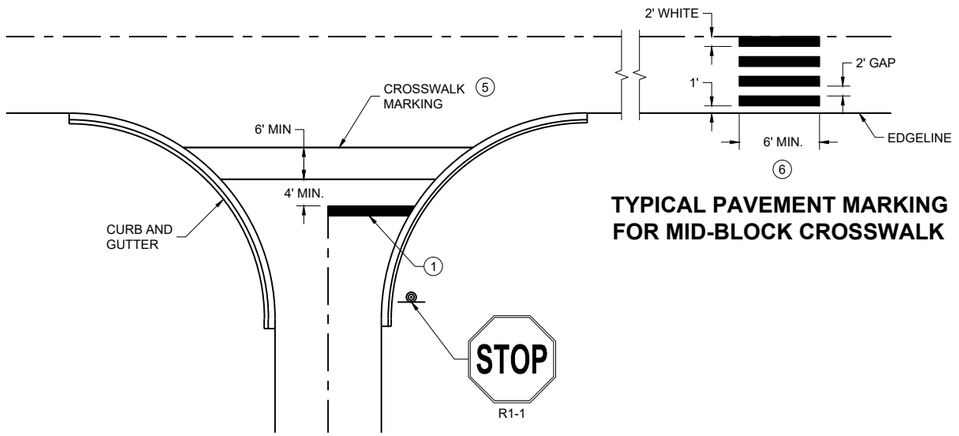
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE 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



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

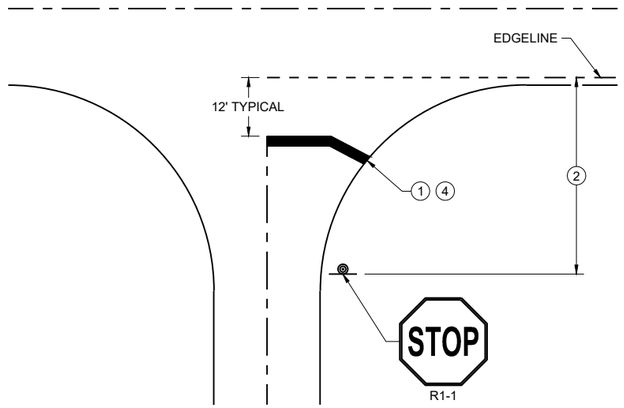


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

March 2024 — DATE

/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

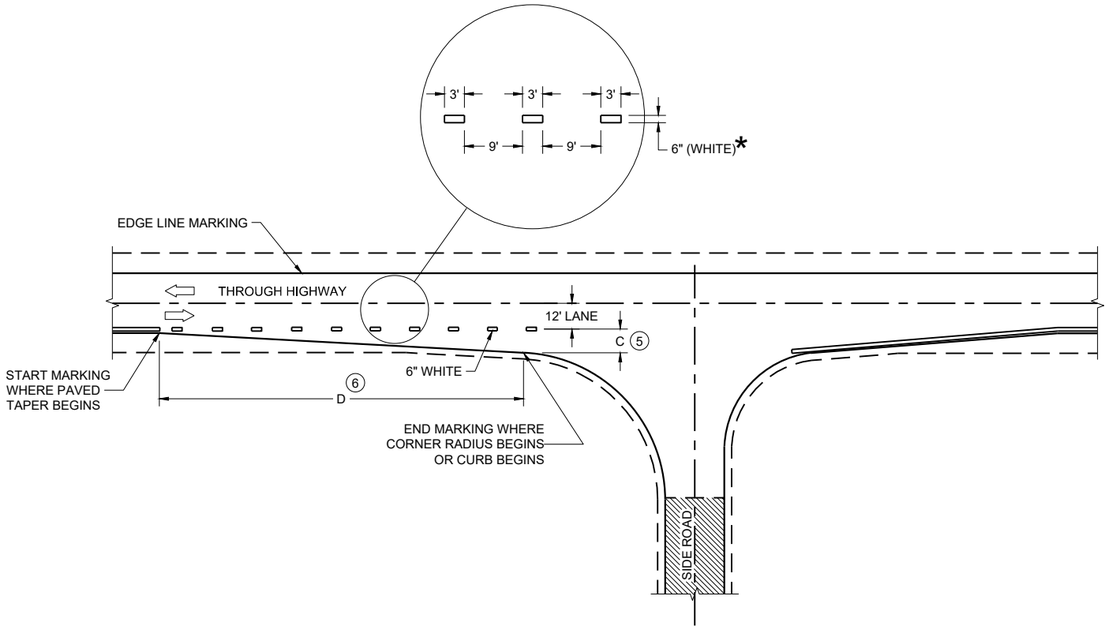
FHWA

6

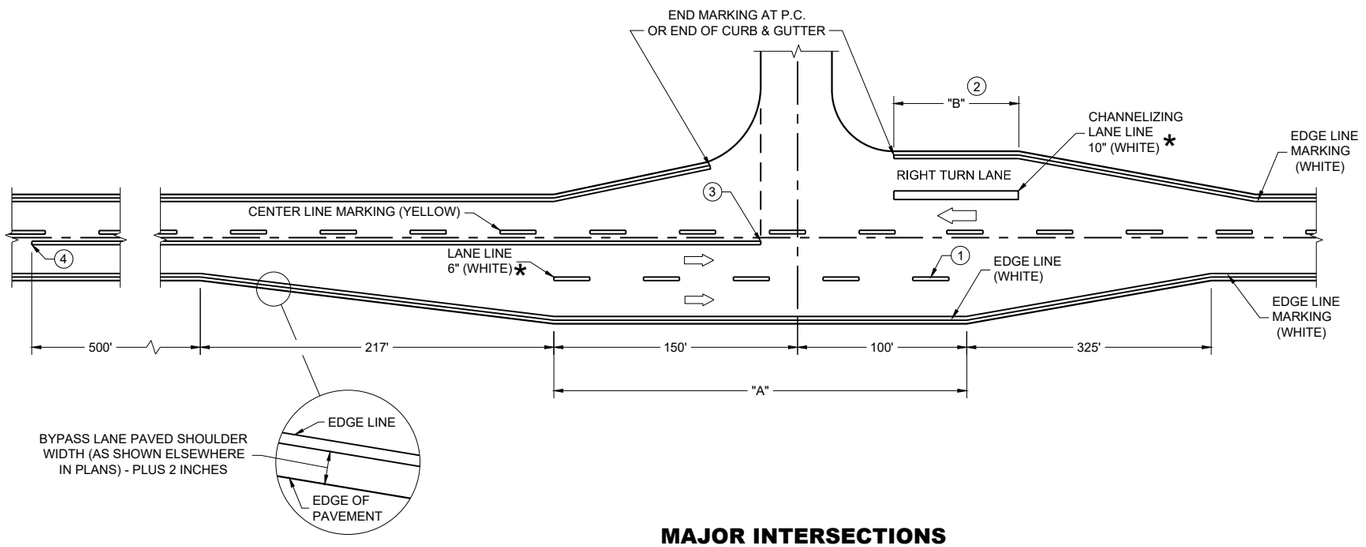
SDD 15C33-05

6

SDD 15C33-05



MINOR INTERSECTION



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

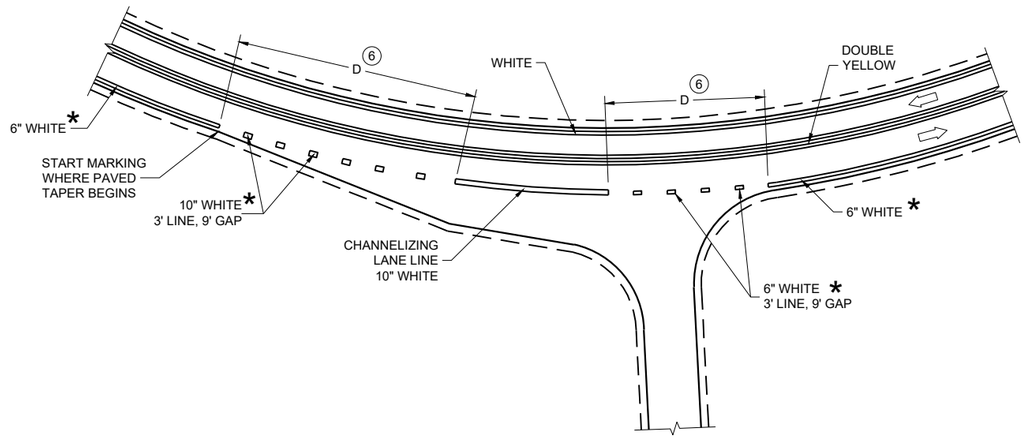
GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET, OMIT DOTTED EXTENSION.
6. WHEN DISTANCE "D" IS LESS THAN 50 FEET, OMIT DOTTED EXTENSION.

LEGEND

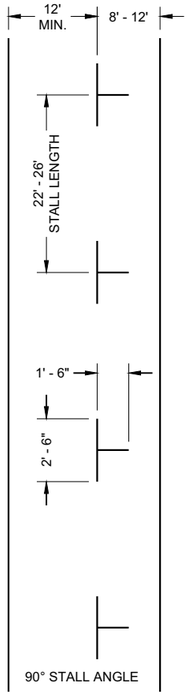
DIRECTION OF TRAVEL



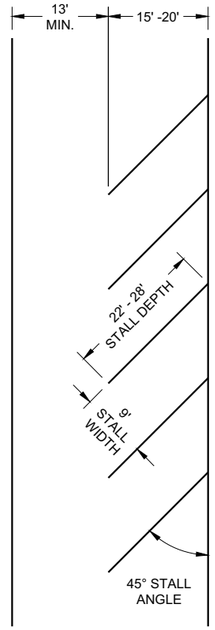
INTERSECTION ON OUTSIDE OF CURVE

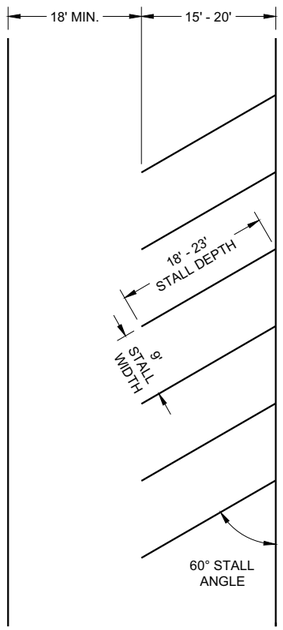
PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



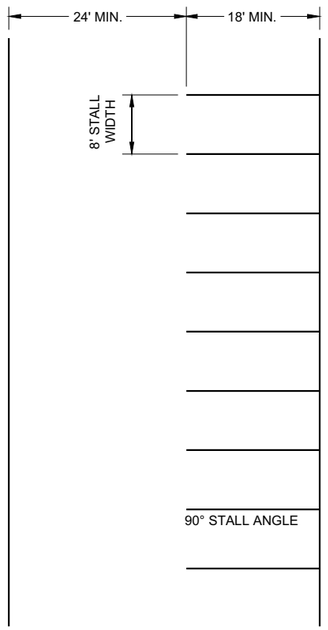
PARALLEL PARKING





ANGLED PARKING

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



PARKING LOTS

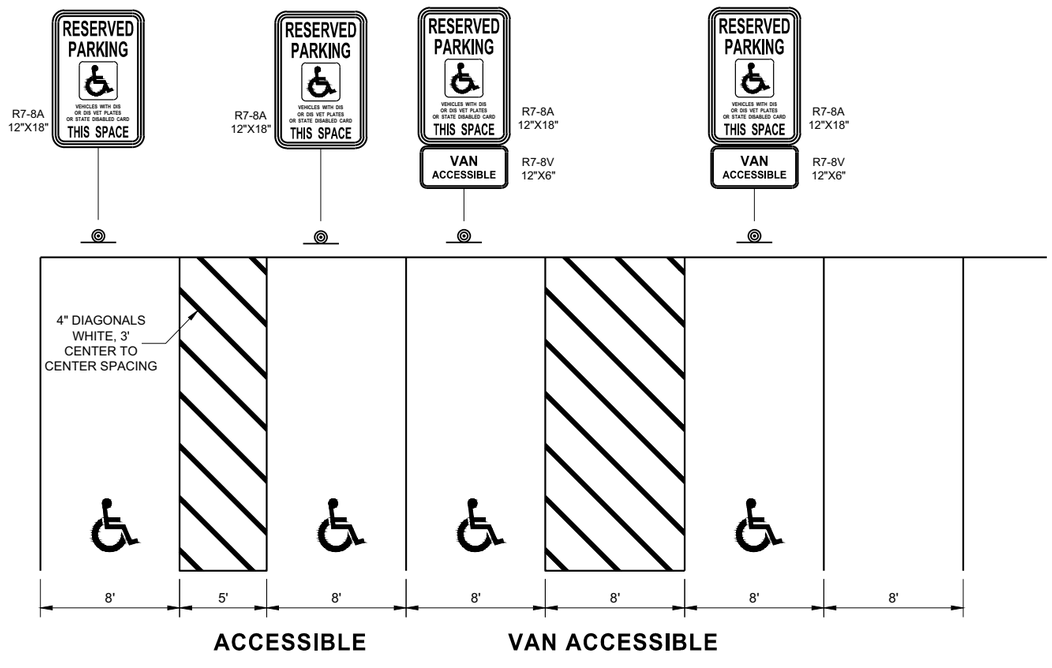
GENERAL NOTES

ALL LINES 4" WHITE (UNLESS OTHERWISE NOTED)

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

LEGEND

SIGN ON PERMANENT SUPPORT



ACCESSIBLE VAN ACCESSIBLE

PARKING STALL MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

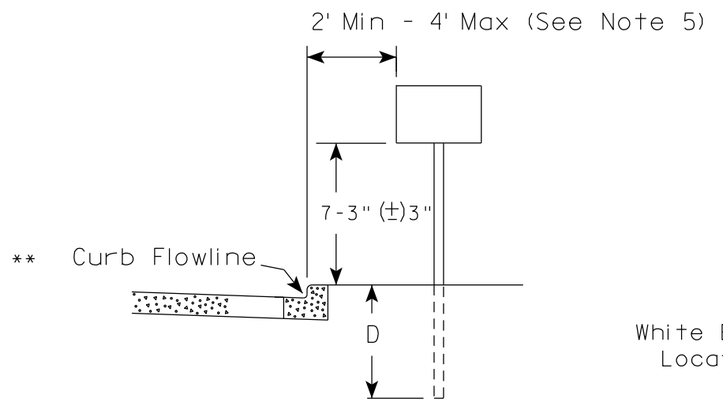
APPROVED
August 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER

FHWA

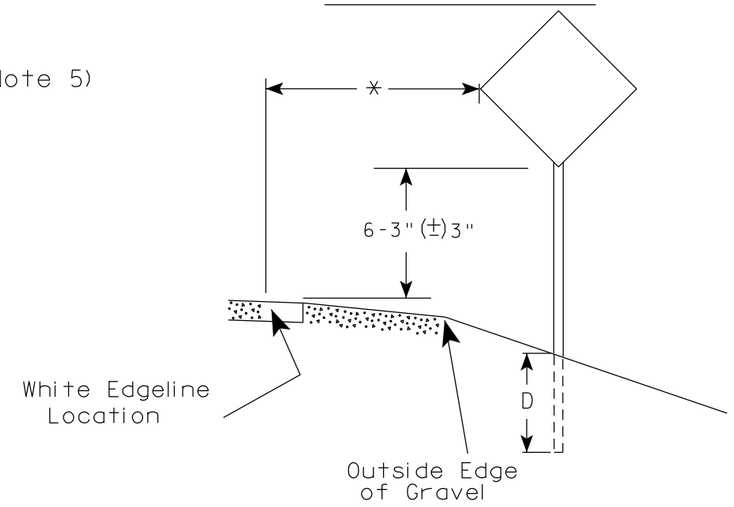
SDD 15C36 - 01

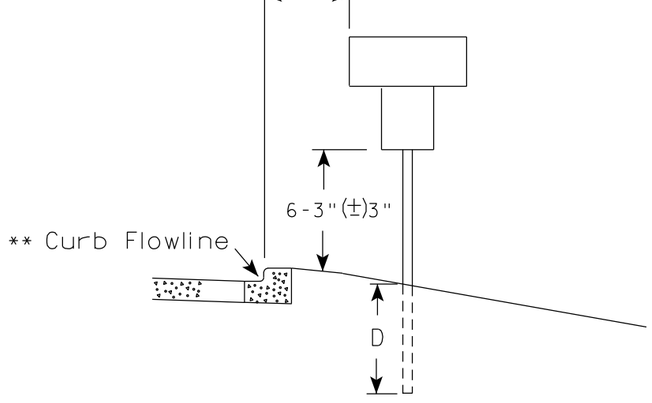
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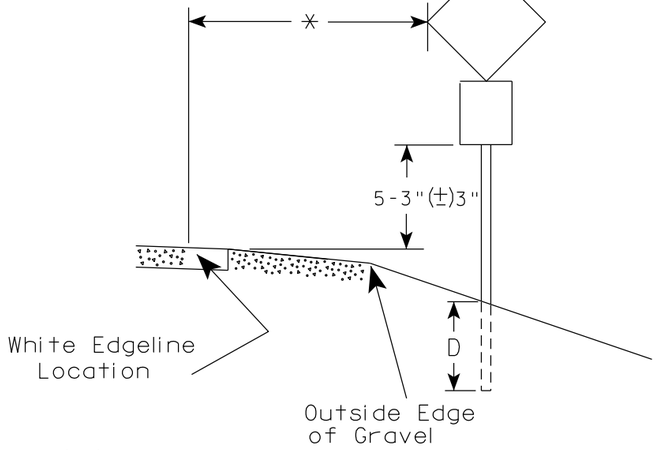
URBAN AREA



RURAL AREA (See Note 2)







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

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

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 directd by the Engineer.

POST EMBEDMENT DEPTH

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

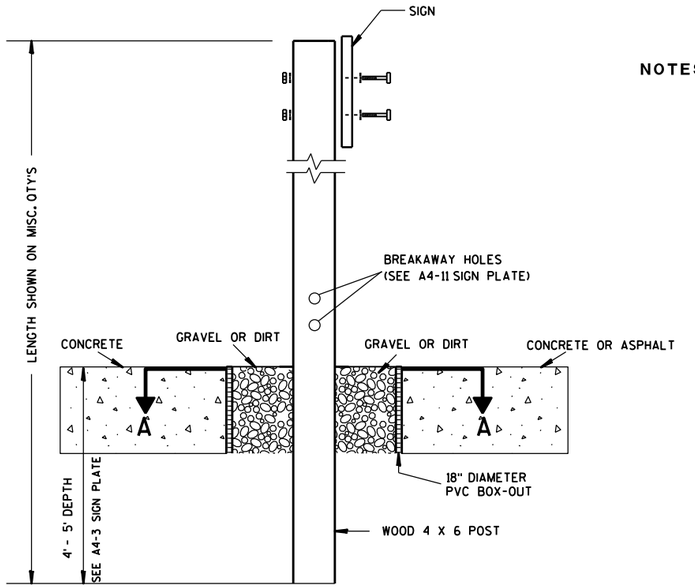
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

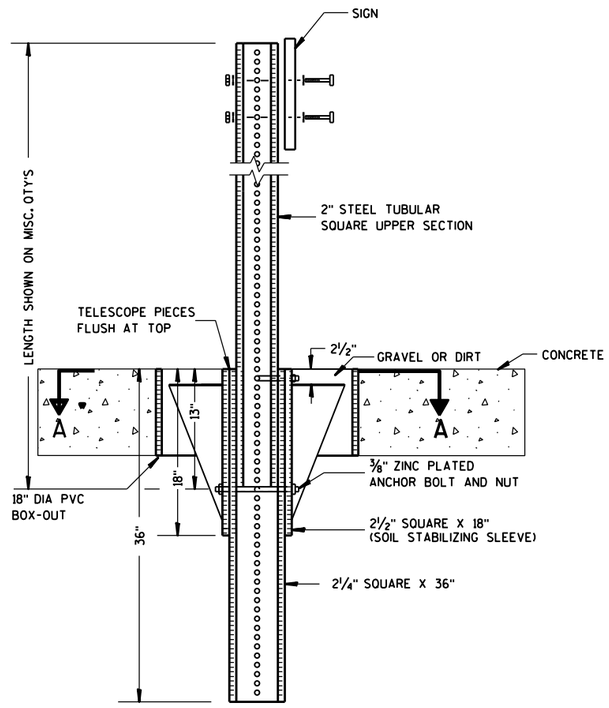
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 216	E



ELEVATION VIEW

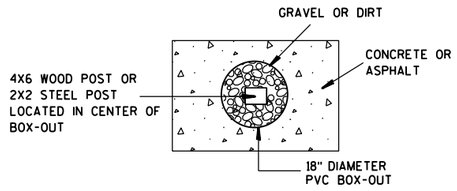
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

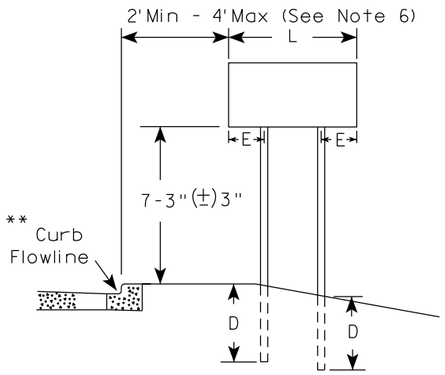
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

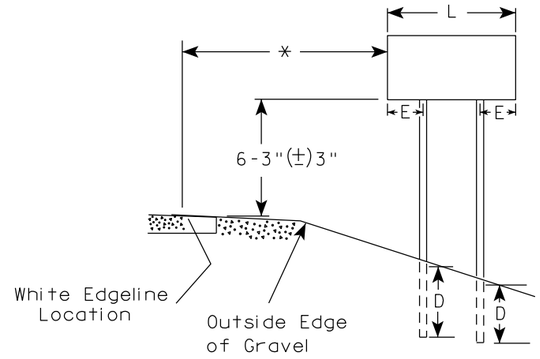
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

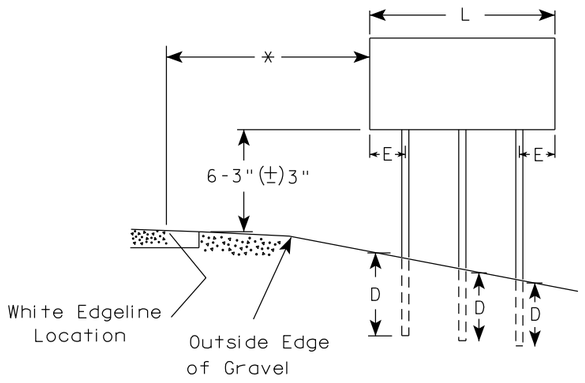
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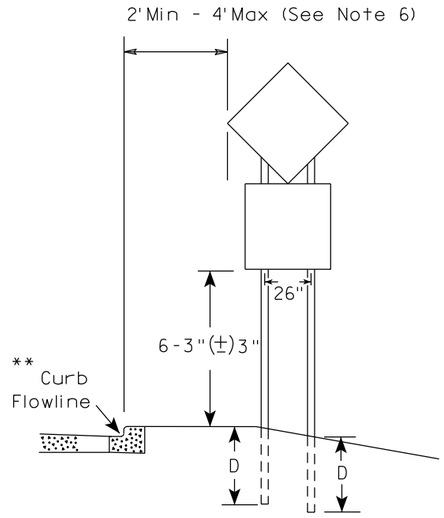
URBAN AREA



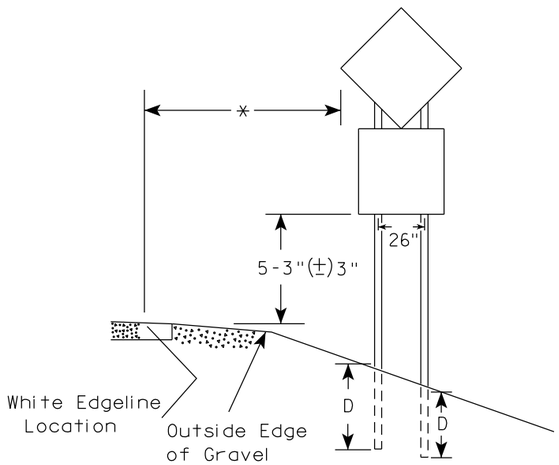
RURAL AREA (See Note 3)







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"

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.

POST EMBEDMENT DEPTH

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

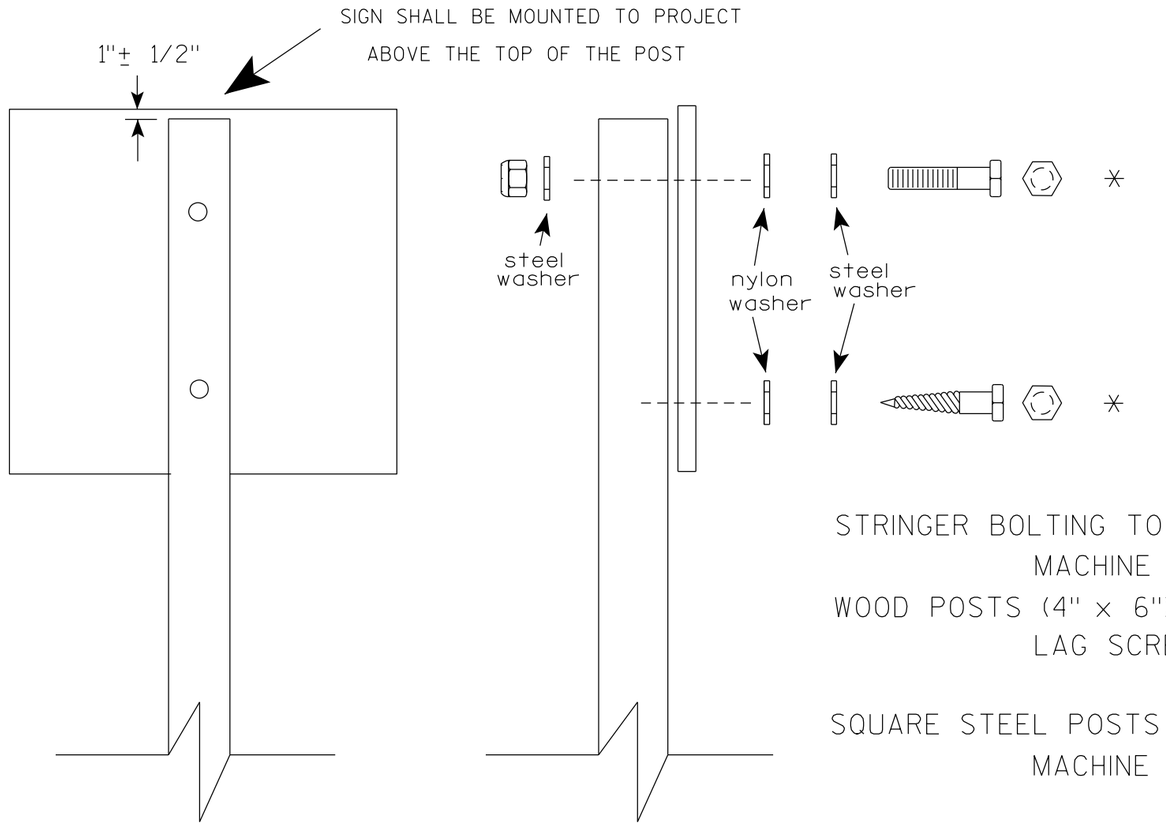
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 218	E



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

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 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 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 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

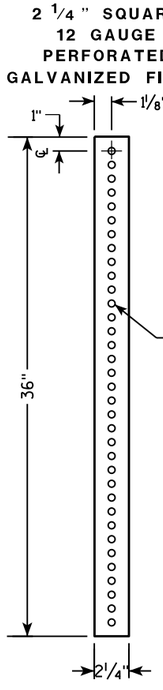
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

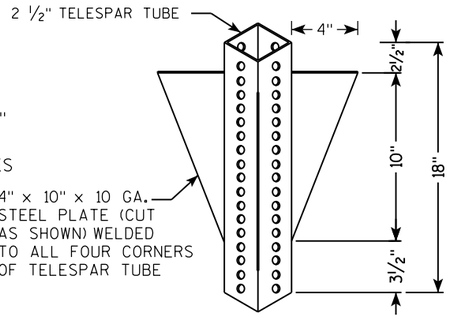
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

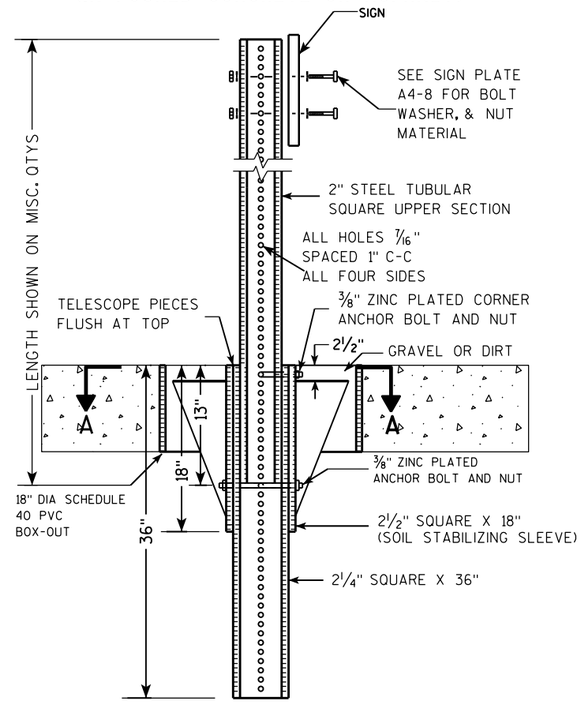
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



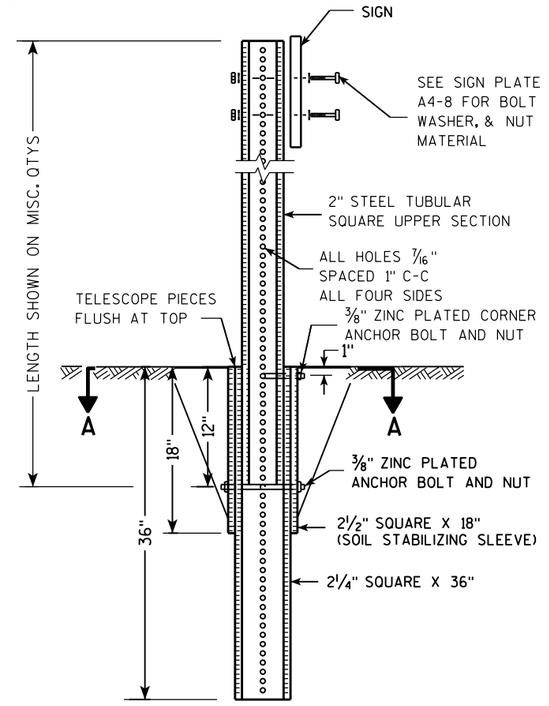
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

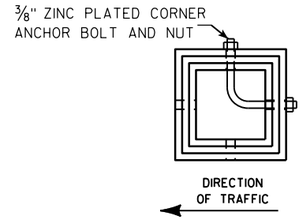


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

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).

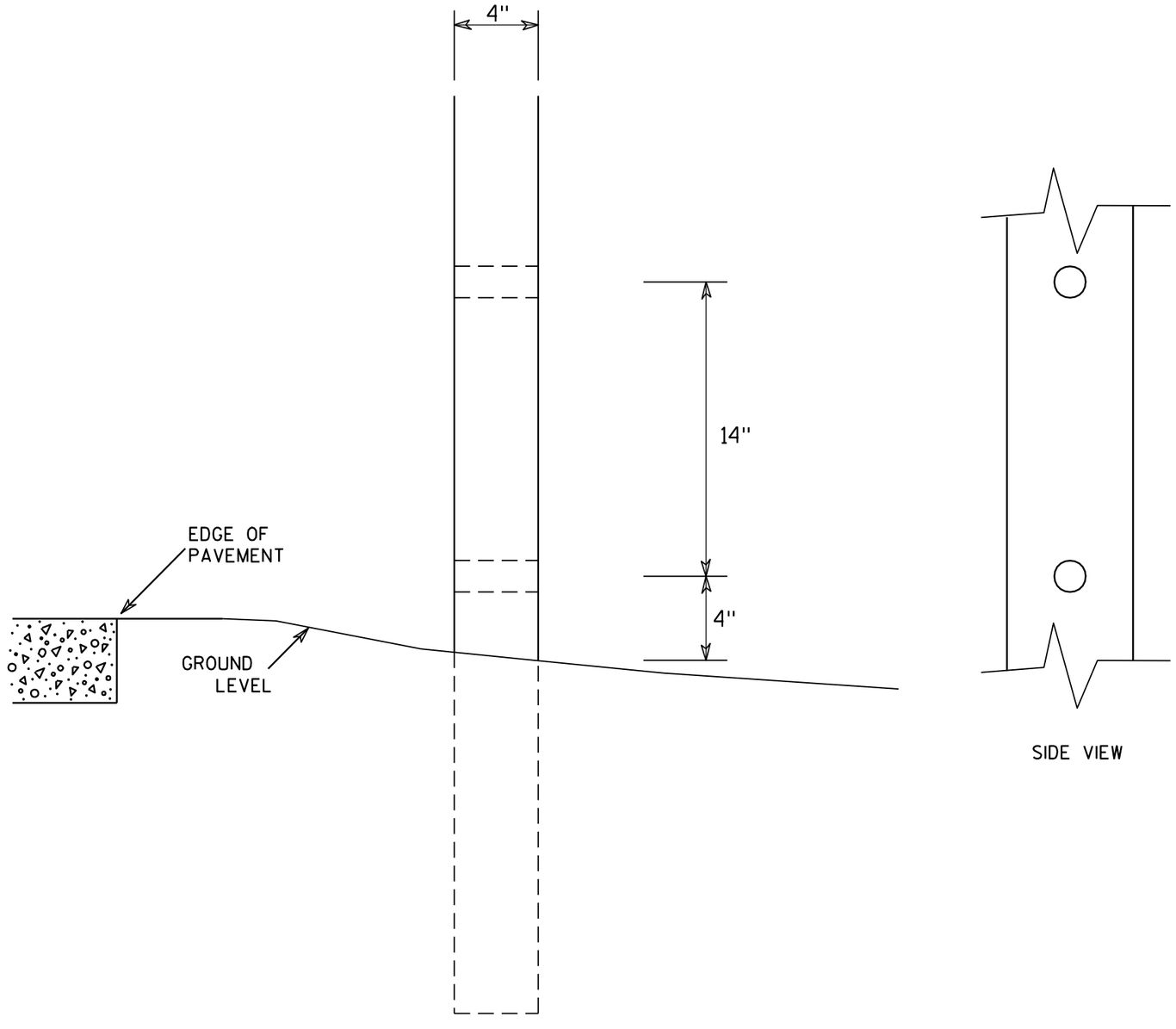
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 220 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

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

7

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

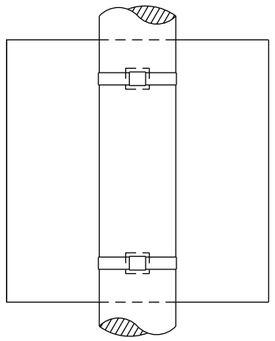
APPROVED Chester J Spang for State Traffic Engineer

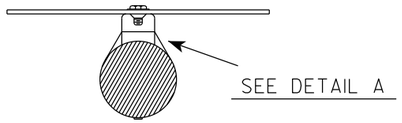
DATE 3/27/97 PLATE NO. A4-11.2

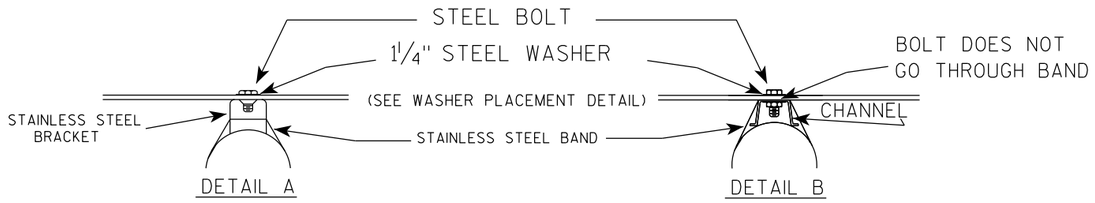
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 221	E

BANDING

SINGLE SIGN



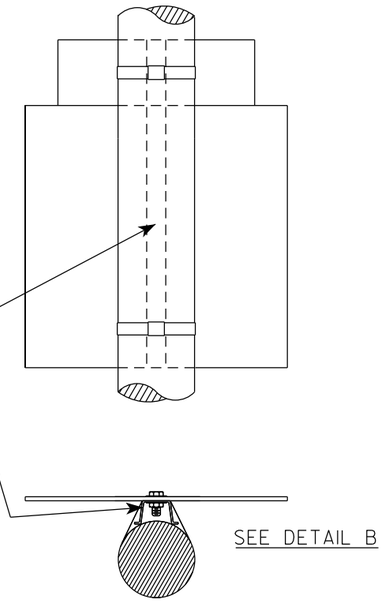




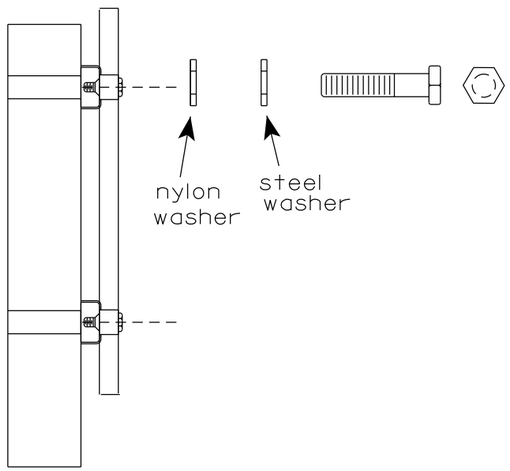
GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" 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



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

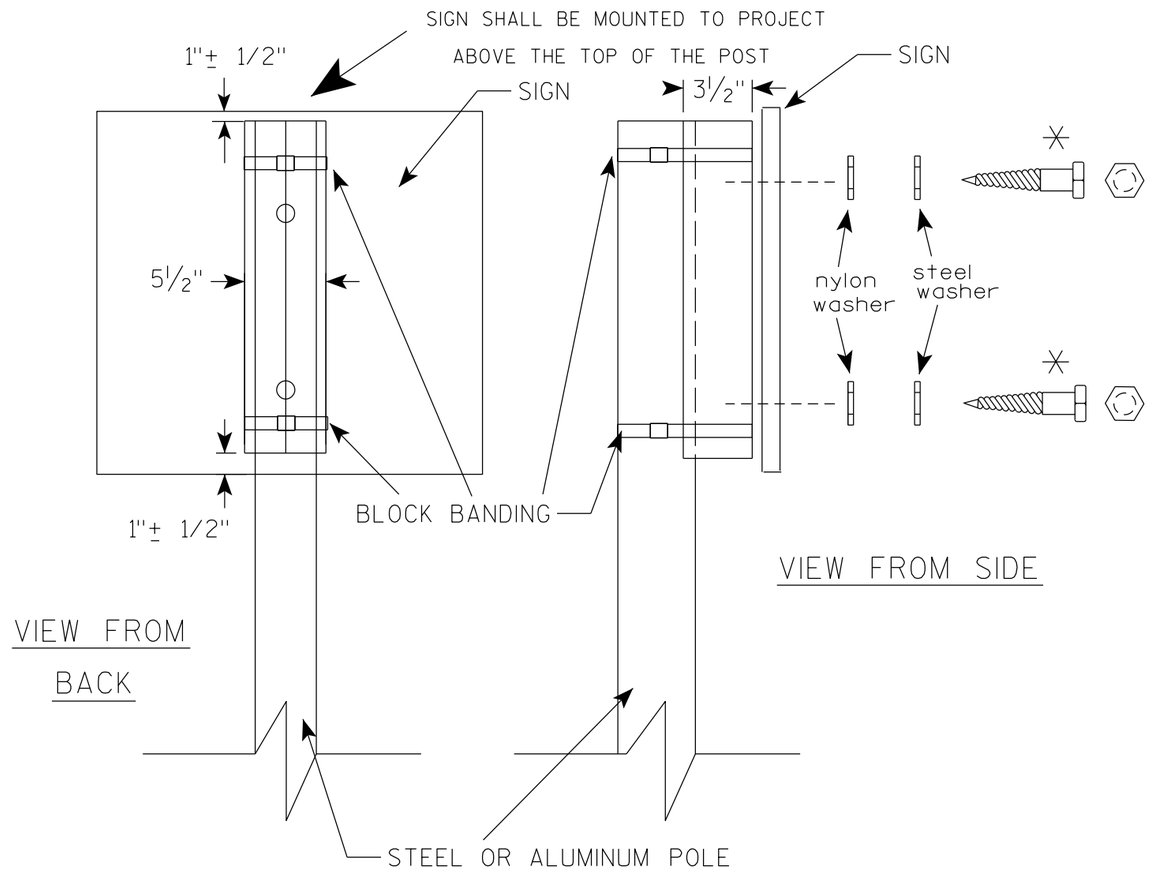
DATE 6/10/19 PLATE NO. A5-9.4

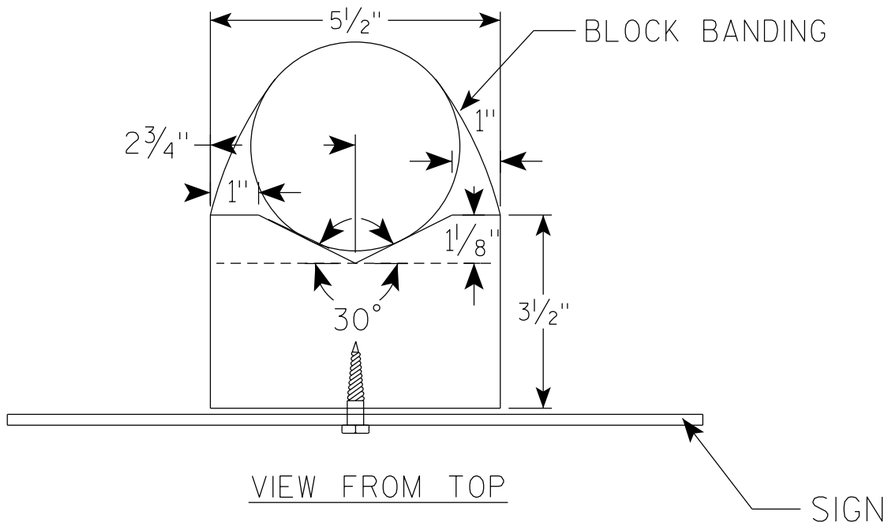
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7

7





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, ¾" 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 NORNALLY 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 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

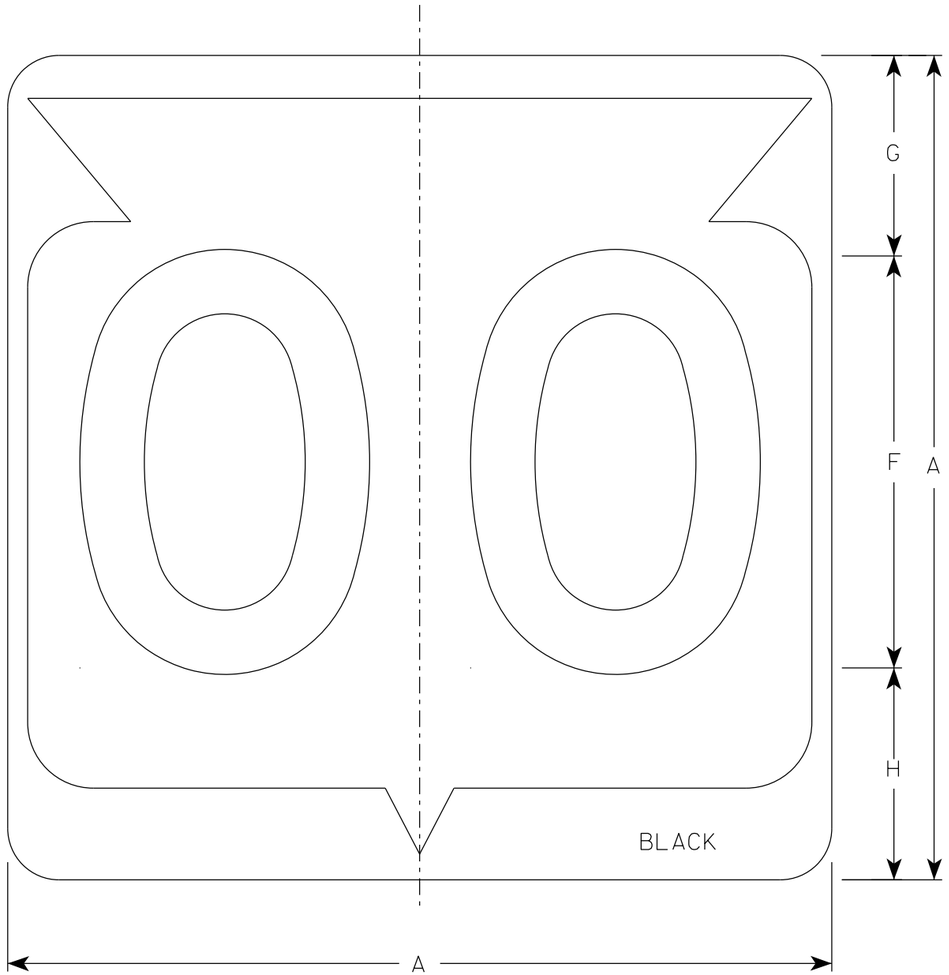
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

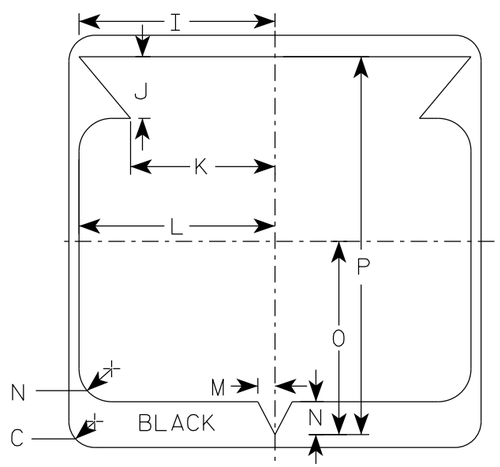
SHEET NO: 223 E



M1-6

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



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

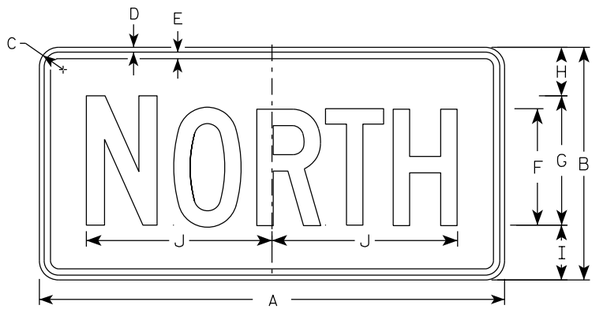
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

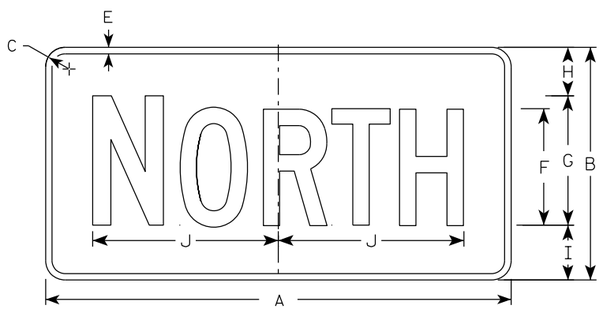
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-6.11

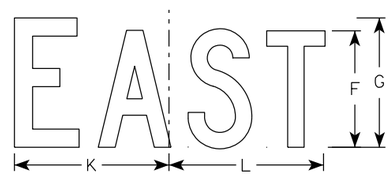
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 224	E



M3-1
MM3-1
MP3-1



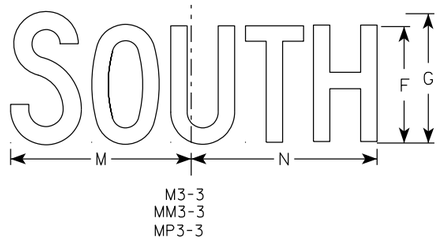
MB3-1
MK3-1
MN3-1



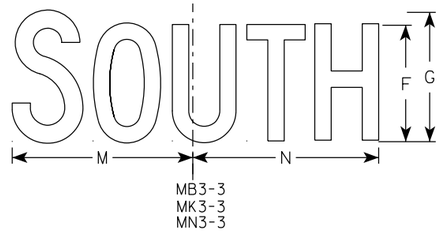
M3-2
MM3-2
MP3-2



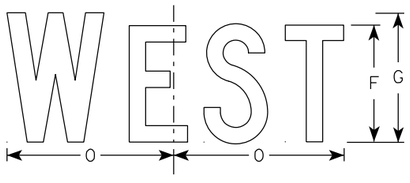
MB3-2
MK3-2
MN3-2



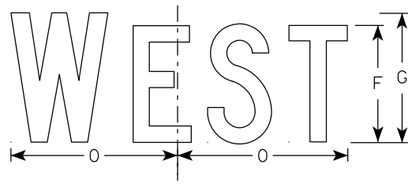
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. 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
6. 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

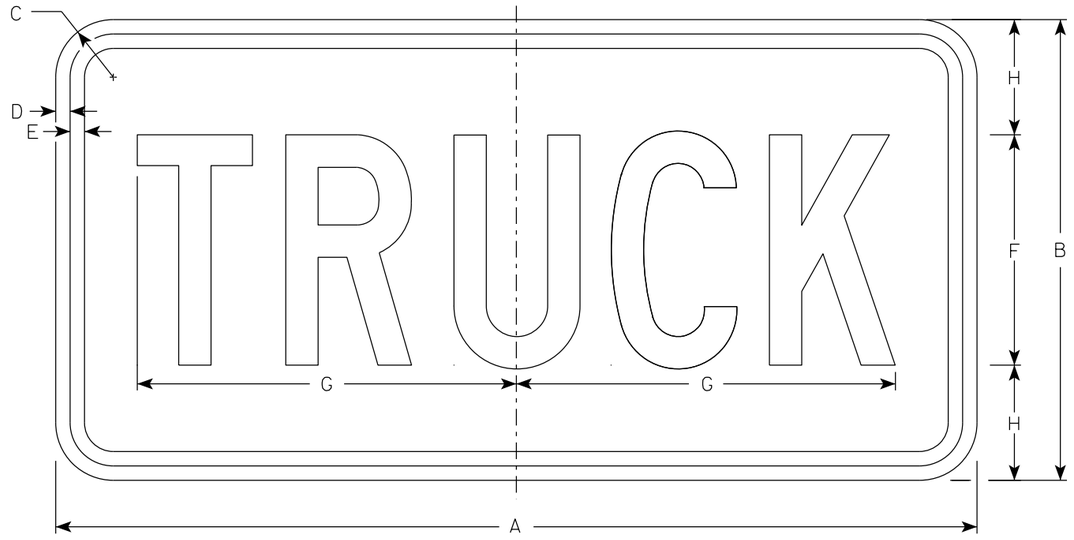
APPROVED Matthew R Rauch
For State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 225 | E

NOTES

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



M4-4

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																											
2	24	12	1 1/2	3/8	3/8	6	9 7/8	3																			2.0
2M	24	12	1 1/2	3/8	3/8	6	9 7/8	3																			2.0
3	36	18	1 1/2	3/8	1/2	9	15 5/8	4 1/2																			4.5
4	36	18	1 1/2	3/8	1/2	9	15 5/8	4 1/2																			4.5
5	36	18	1 1/2	3/8	1/2	9	15 5/8	4 1/2																			4.5

STANDARD SIGN

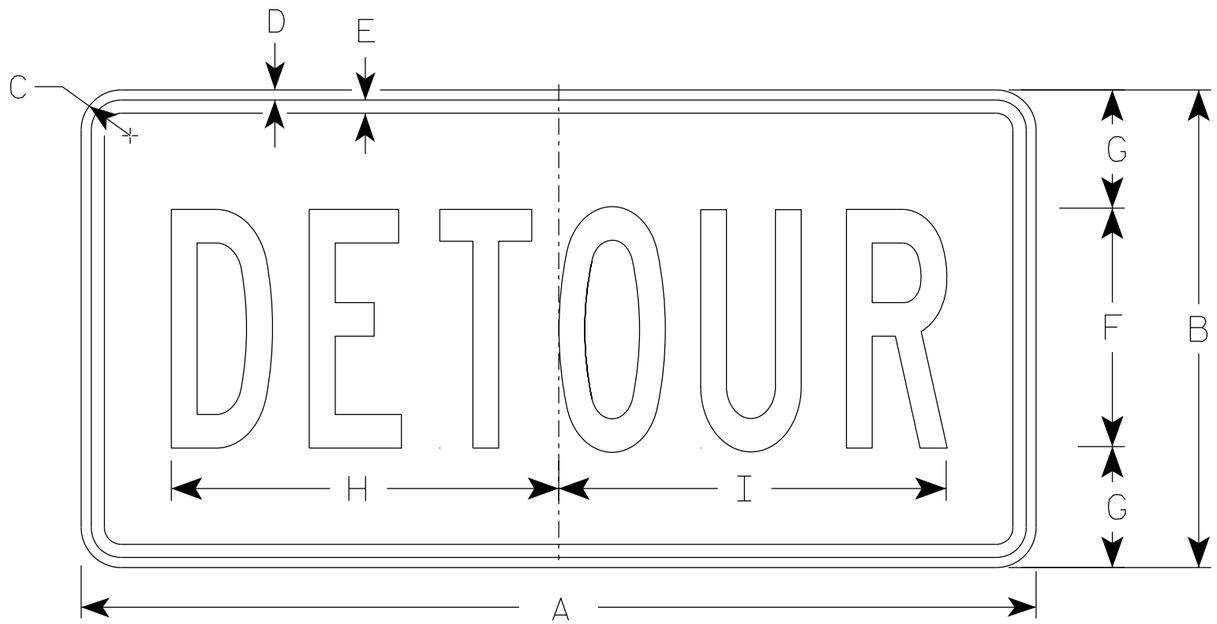
M4-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 11/21/2022 PLATE NO. M4-4.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



M4-8

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

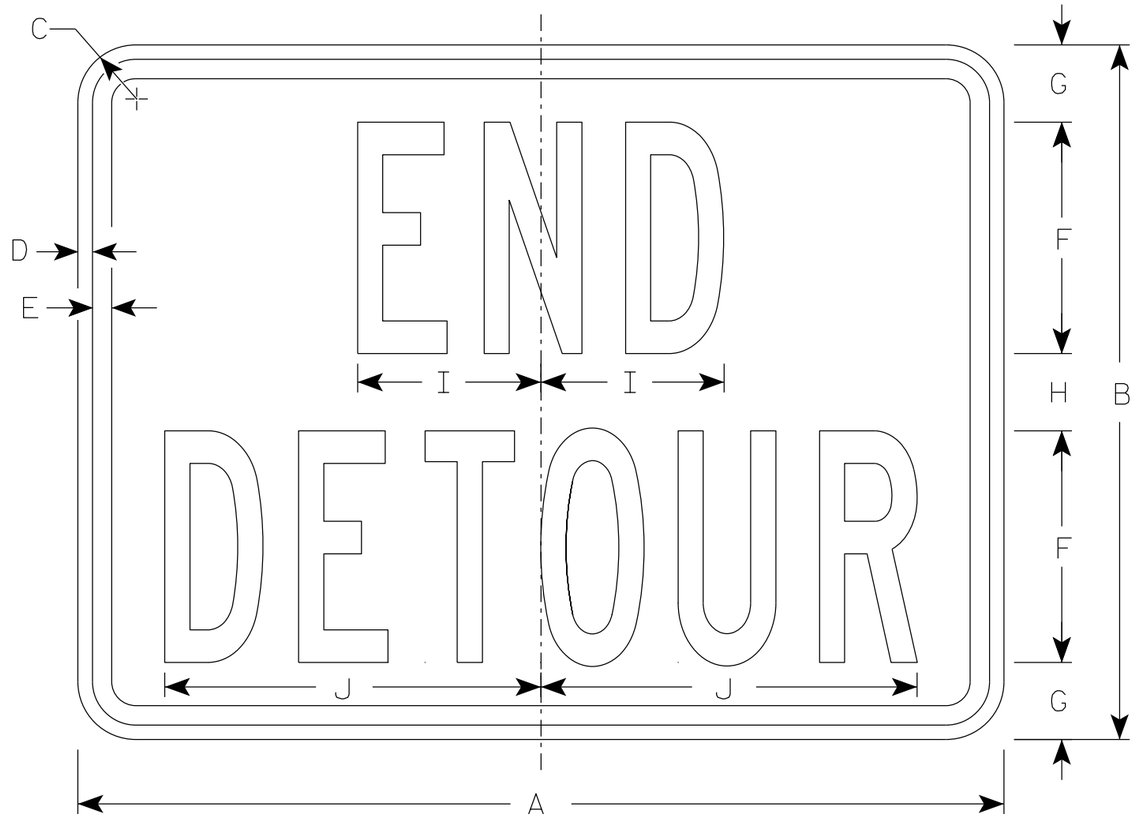
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 227	E



M4-8A

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	18	1 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
2M	24	18	1 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
3	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
4	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
5	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0

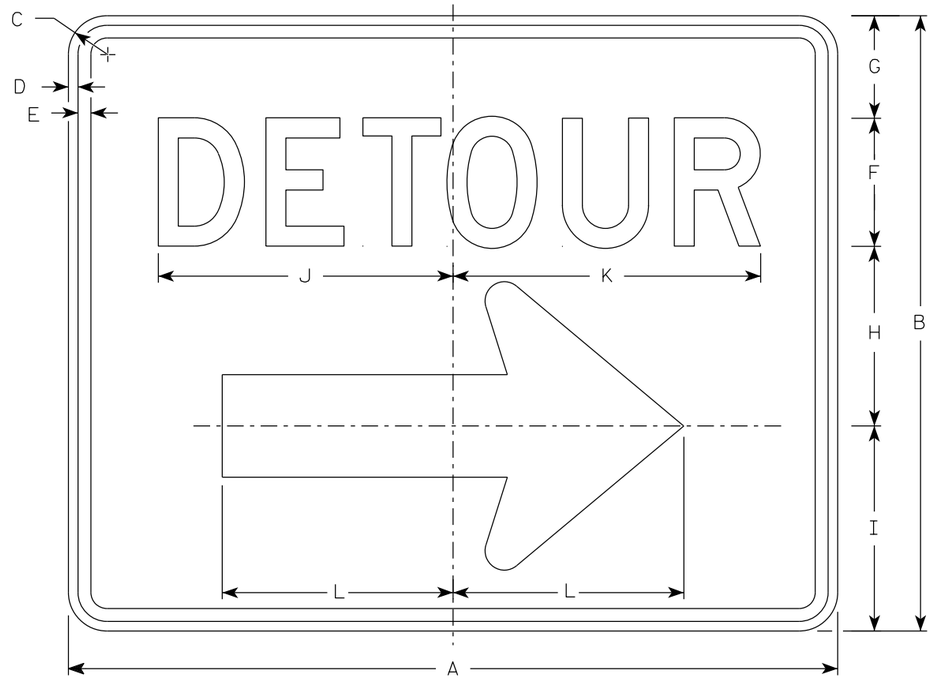
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

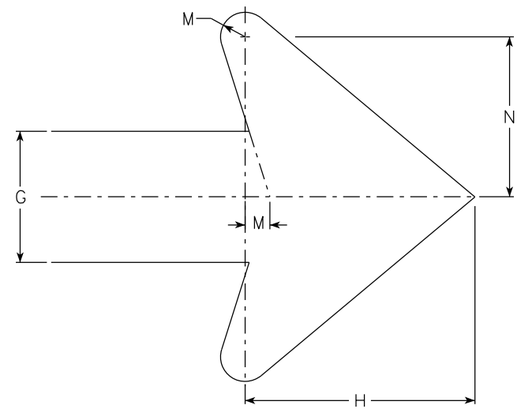
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 228 | E



M4-9R

NOTES

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



Arrow Detail

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

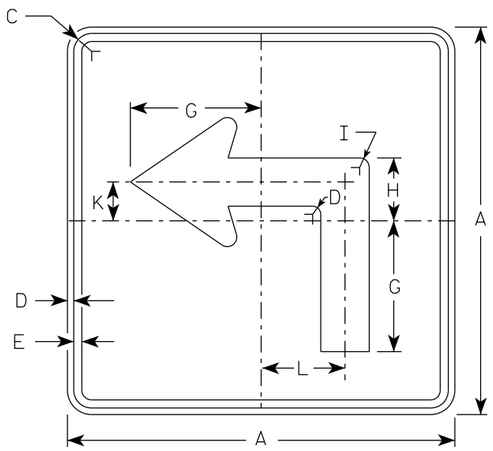
STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

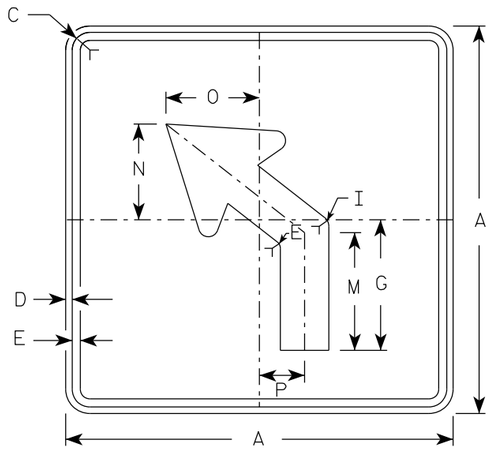
APPROVED Matthew R Rauch
For State Traffic Engineer

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

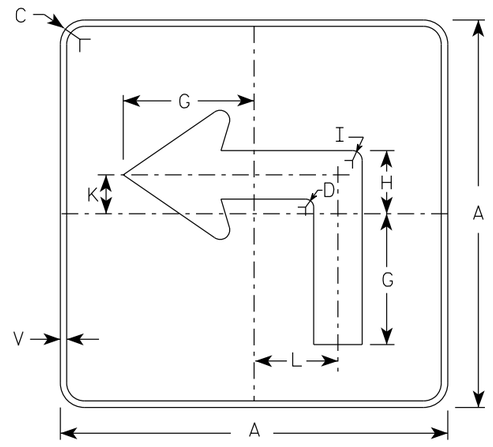
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



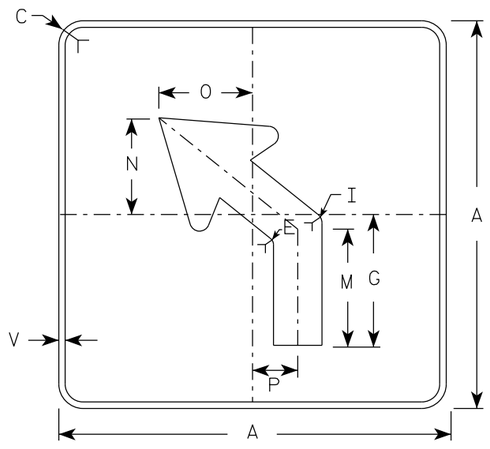
M5-1L
MM5-1L
MO5-1L
MP5-1L



M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L

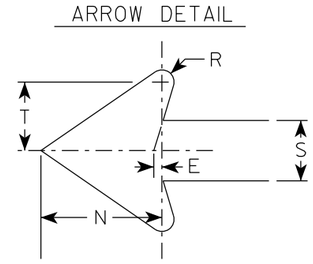


MB5-2L
MK5-2L
MN5-2L
MR5-2L

NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. 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
   MO5-1 and MO5-2 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
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

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	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

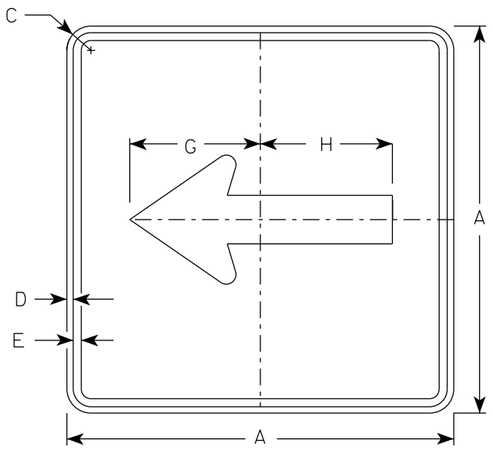
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

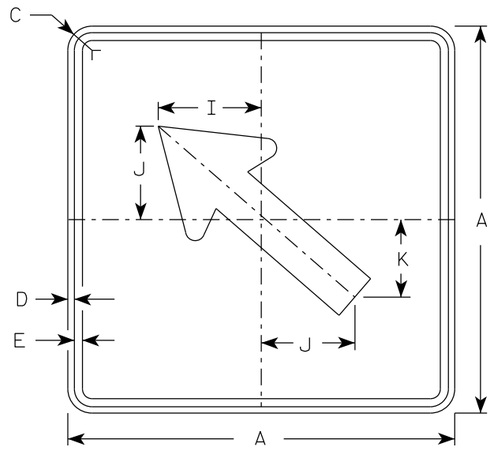
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M5-1.15

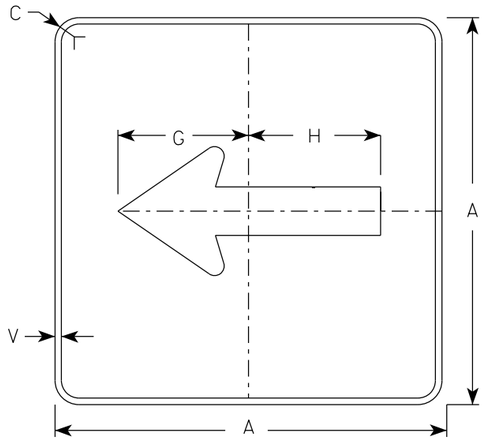
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 230 | E



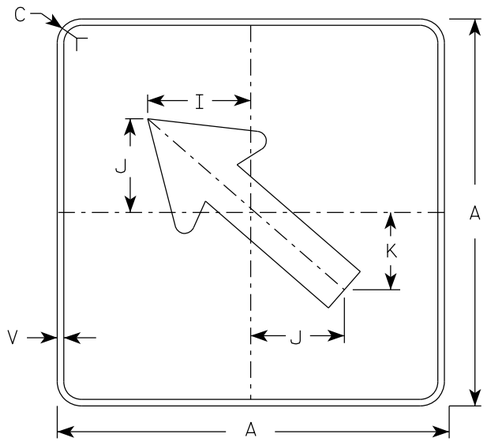
M6-1
MM6-1
MO6-1
MP6-1



M6-2
MM6-2
MO6-2
MP6-2



MB6-1
MK6-1
MN6-1
MR6-1

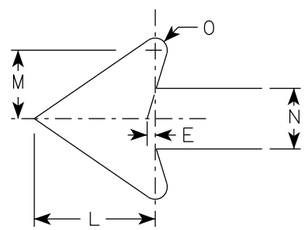


MB6-2
MK6-2
MN6-2
MR6-2

NOTES

1. Signs are Type II - Type H Reflective except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. 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
   MO6-1 and MO6-2 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

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	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

STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

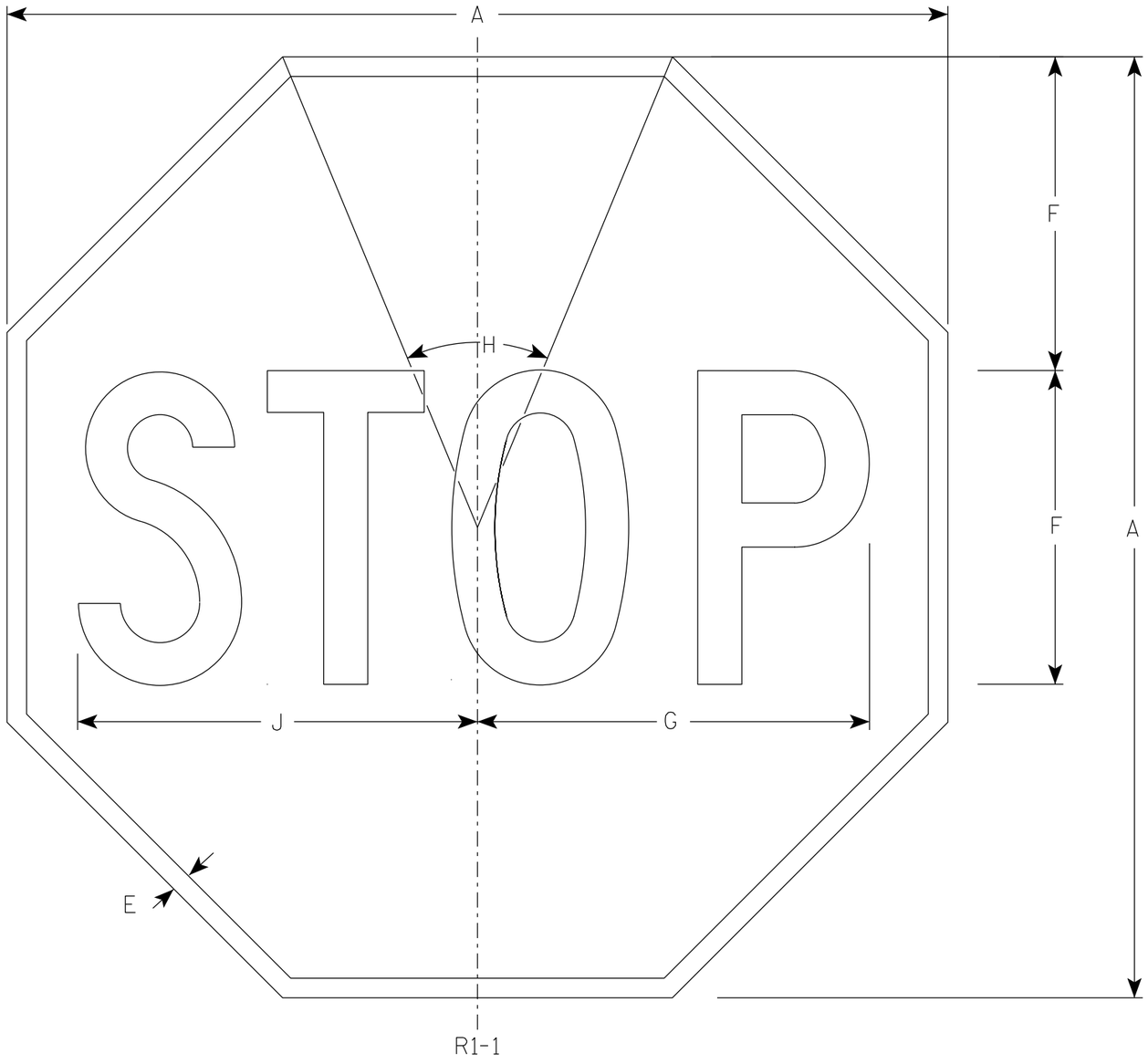
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 231 | E

7

7



NOTES

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

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

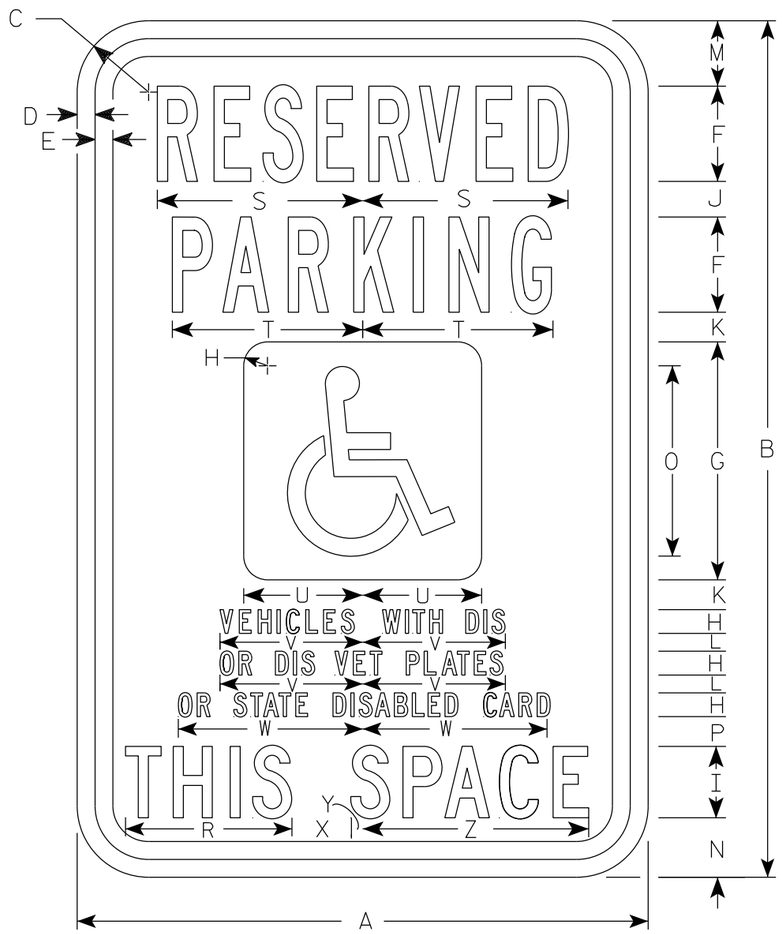
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/9/2025 PLATE NO. R1-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 232 | E

7



R7-8A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Sign is white Type H Reflective; paraplegic background is blue.
   Message - Legend and border are green; paraplegic symbol is white
3. Message Series - Lines 1 & 2 are Series B
   Lines 3, 4, 5 & 6 are Series C

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

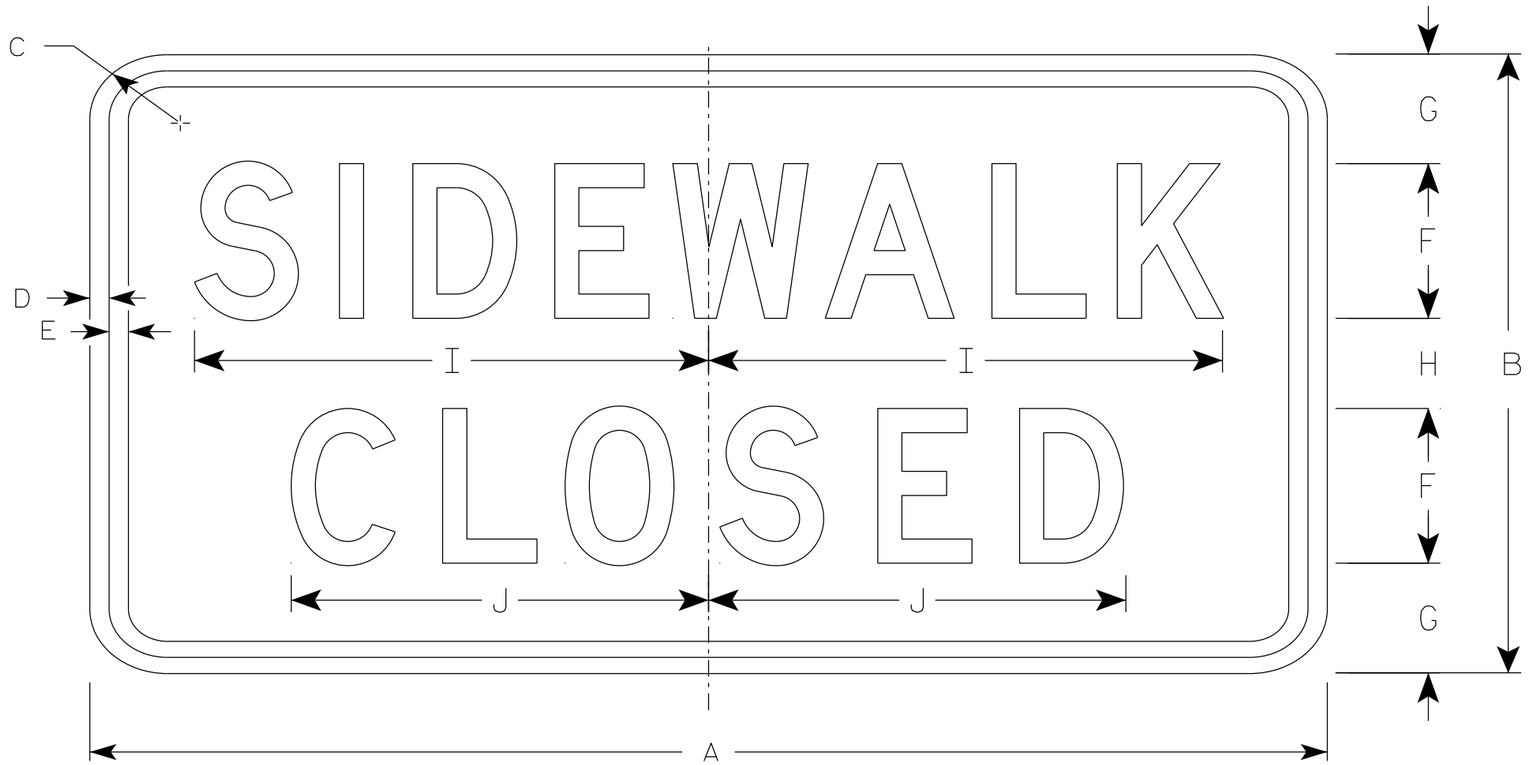
STANDARD SIGN
R7-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/9/23 PLATE NO. R7-8A.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 233 | E



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.

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 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
2M	24	12	1 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
3	30	18	1 ½	½	½	4	3 ½	3	12 ½	10 ¼																	3.75
4																											
5																											

STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

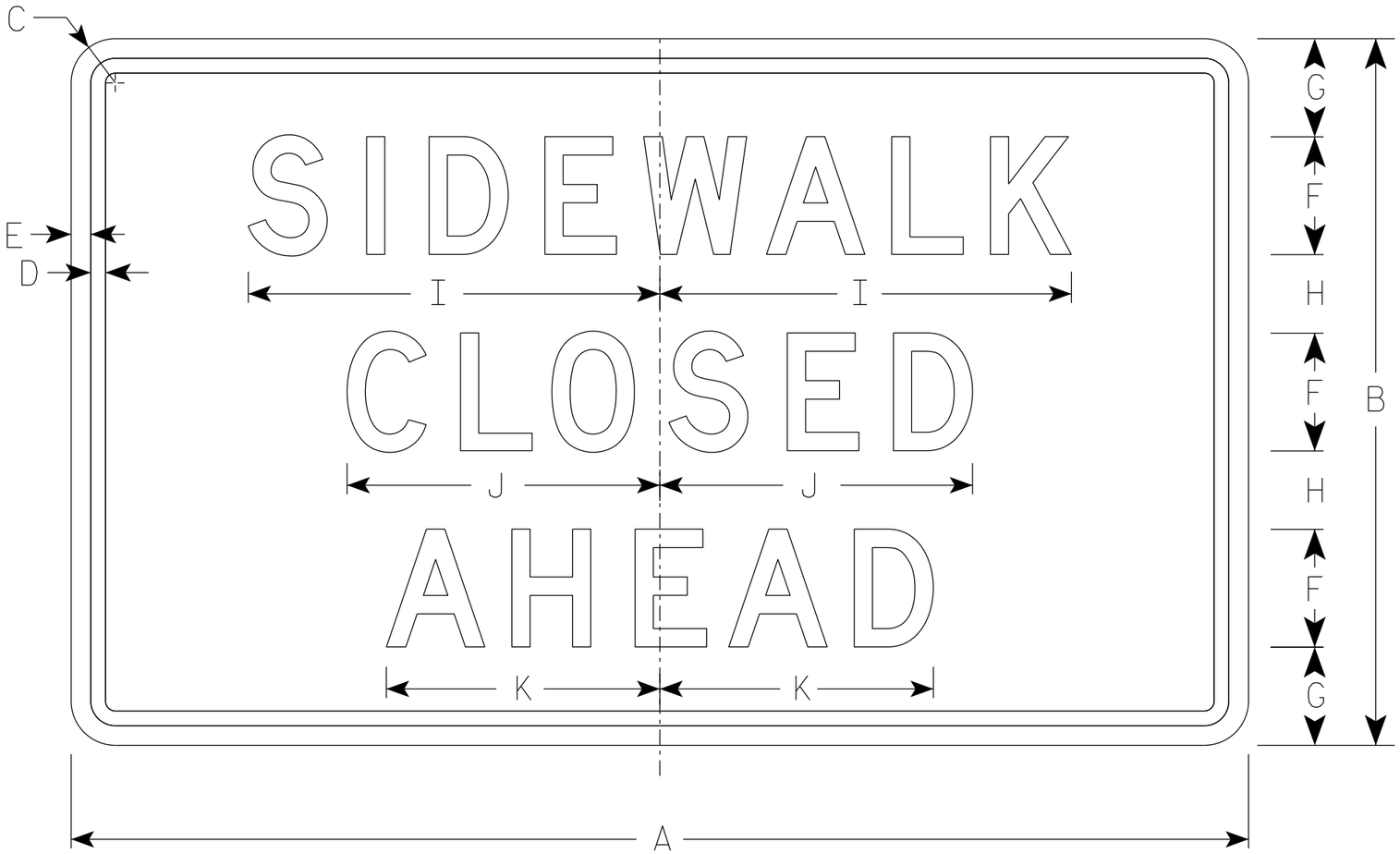
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 234 | E

NOTES

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



R9-9A

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
2M	30	18	1 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
3																											
4																											
5																											

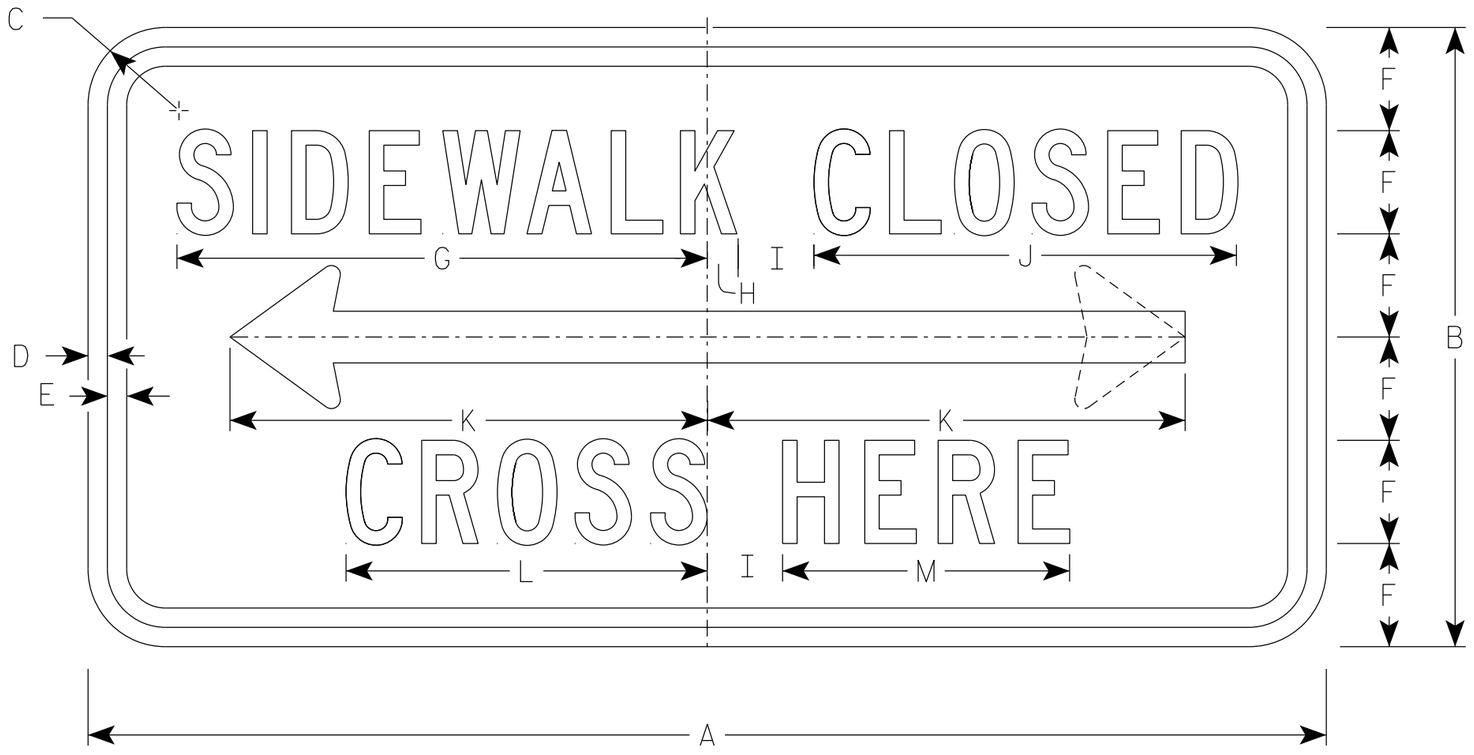
STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

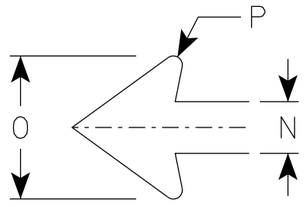
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 235 | E



R9-11A

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.
5. R9-11AD (double arrow)
   R9-11AL (left arrow)
   R9-11AR (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																											
2S	24	12	1 1/2	3/8	3/8	2	10 1/4	5/8	1 1/2	8 1/4	9 1/4	7	5 5/8	1	2 3/4	1/8											2.0
2M	24	12	1 1/2	3/8	3/8	2	10 1/4	5/8	1 1/2	8 1/4	9 1/4	7	5 5/8	1	2 3/4	1/8											2.0
3	30	15	1 1/2	3/8	1/2	2 1/2	12 3/4	1/2	2	10 1/4	12 3/8	8 5/8	6 3/4	1 1/4	3 5/8	1/4											3.125
4																											
5																											

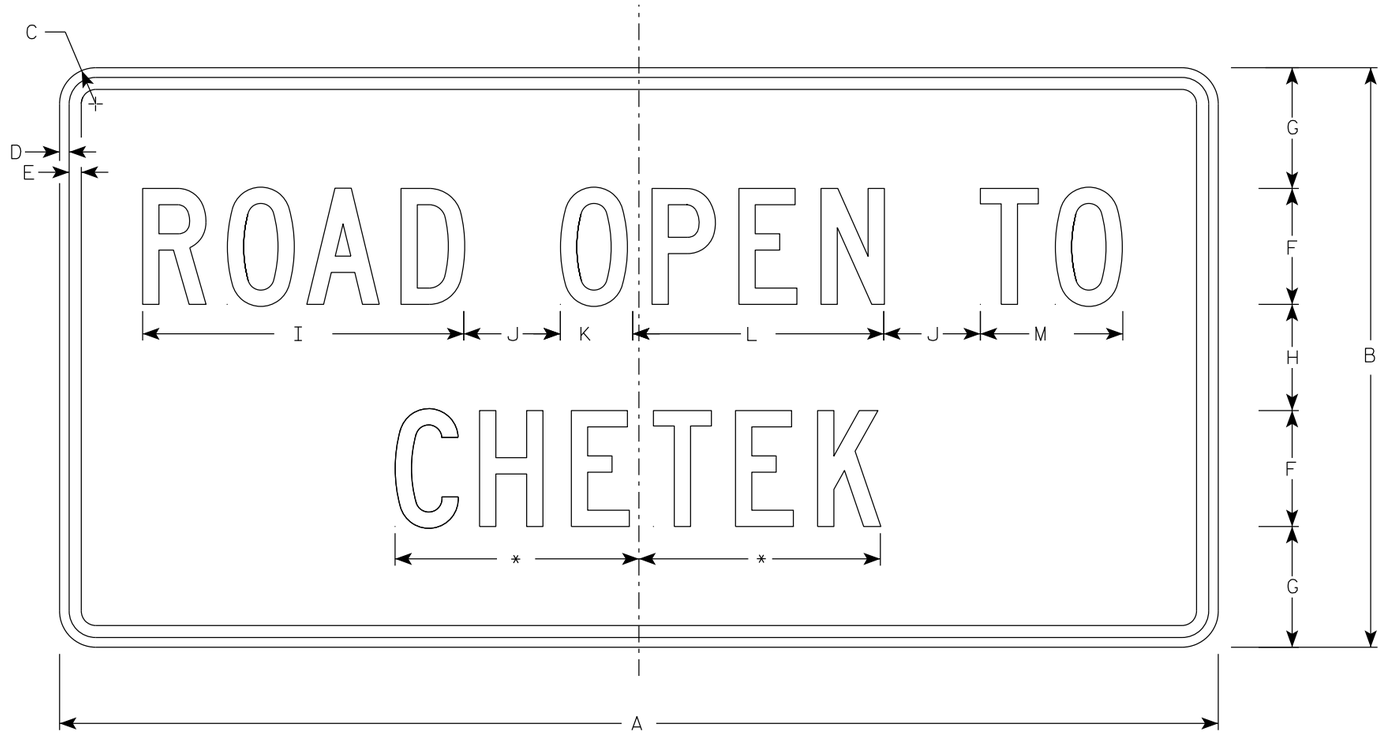
STANDARD SIGN
R9-11A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-11A.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 236 | E



R10-61

*See note 5

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate message and optically 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	36	24	1 1/2	1/2	5/8	4	5 1/2	5	10 3/4	2	2 1/8	8 3/8	4 5/8														6.0
2S	60	30	1 7/8	1/2	5/8	6	6 1/4	5 1/2	16 5/8	5	3 3/4	13	7 3/8														12.5
2M	60	30	1 7/8	1/2	5/8	6	6 1/4	5 1/2	16 5/8	5	3 3/4	13	7 3/8														12.5
3																											
4																											
5																											

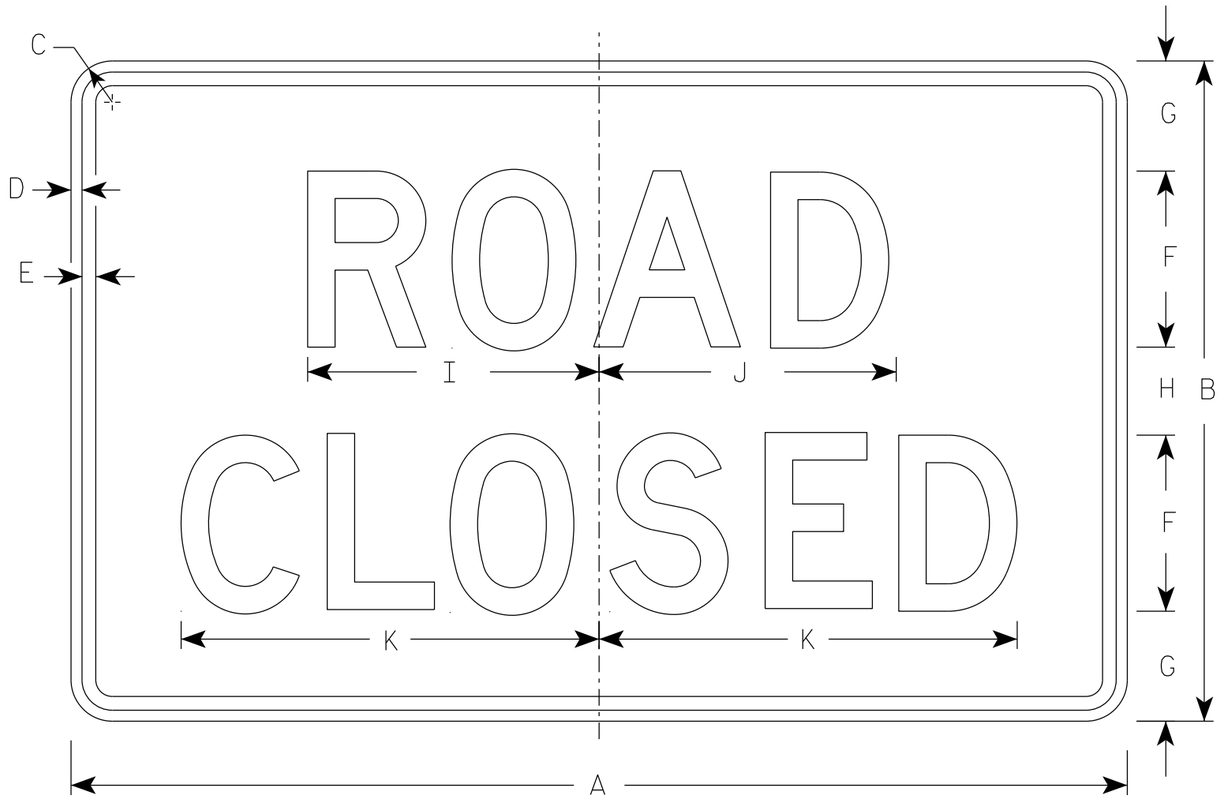
STANDARD SIGN
R10-61

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R10-61.6

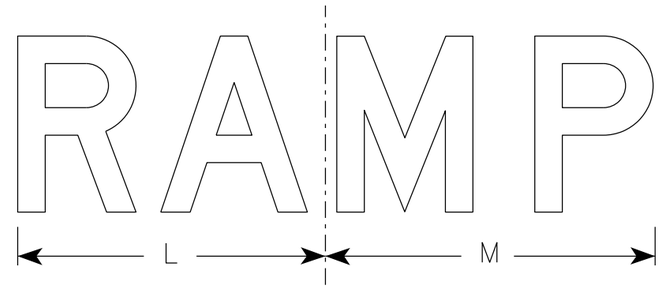
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 237	E



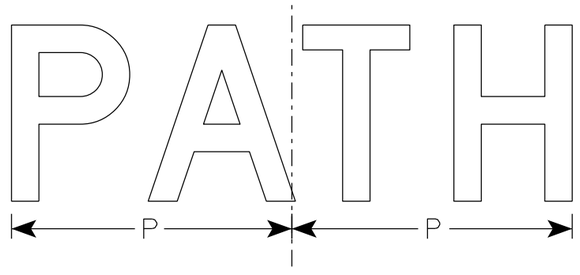
R11-2

NOTES

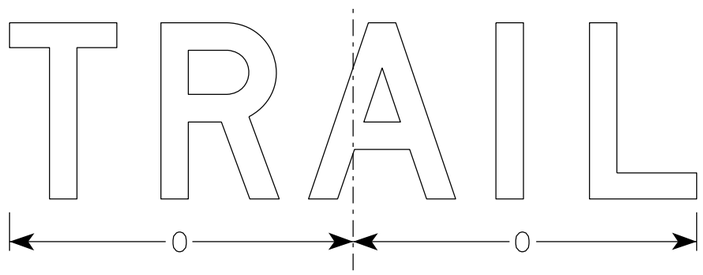
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the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



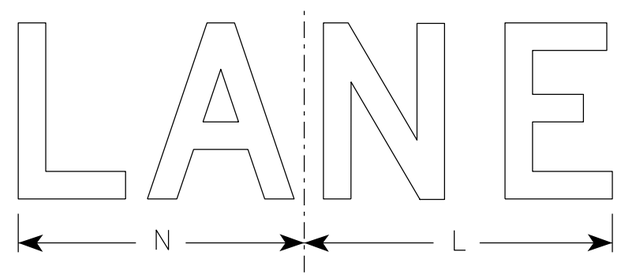
R11-2R



R11-2C



R11-2T



R11-2L

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

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

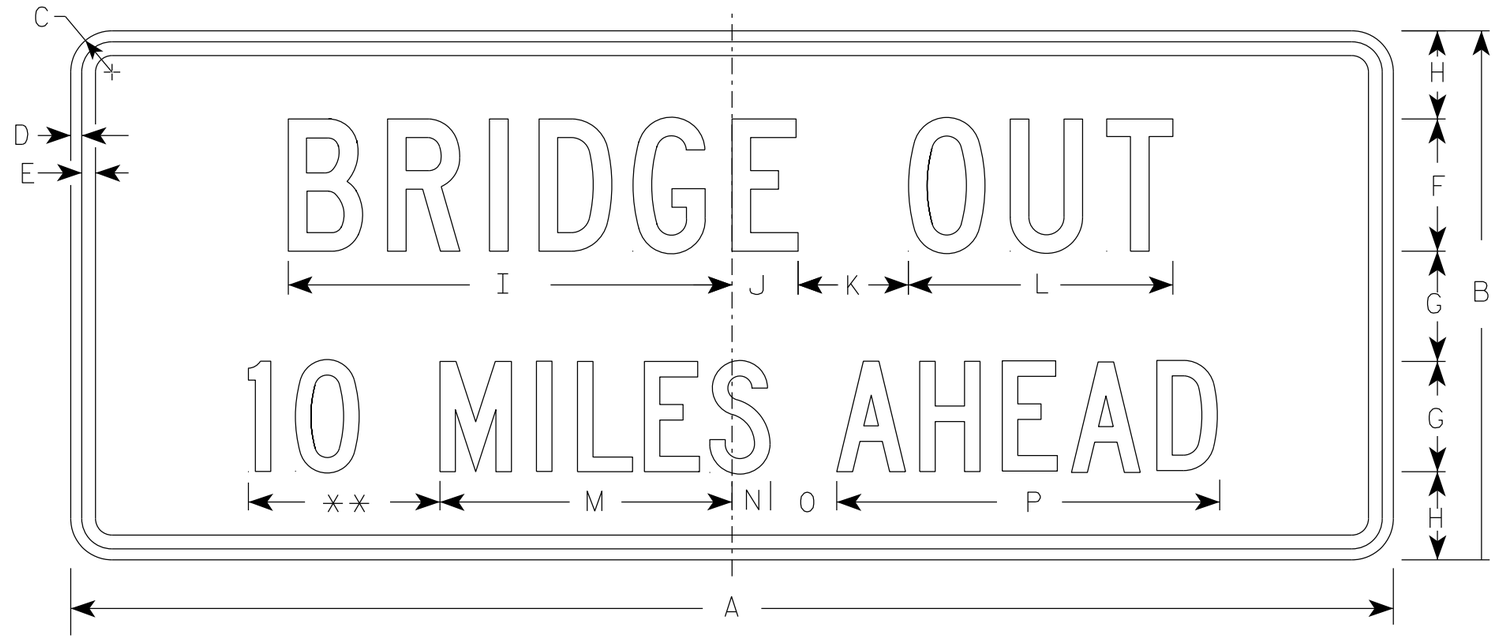
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/3/26 PLATE NO. R11-2.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

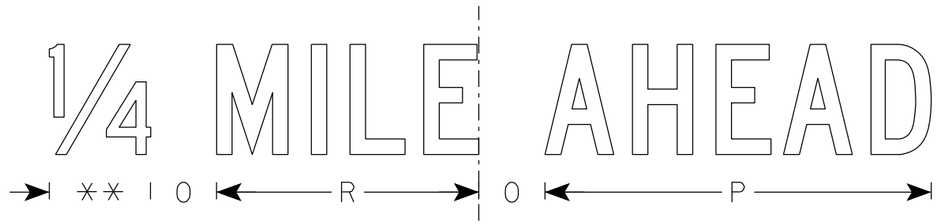
NOTES

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



R11-3C

** See Note 5



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	15	1 1/2	1/2	5/8	4	3	2 1/2	13 1/4	2 1/4	3	8	8	1 1/2	2	10 3/4		7 1/8									3.75
2S	60	24	1 7/8	1/2	5/8	6	5	4	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8		11 7/8									10.0
2M	60	24	1 7/8	1/2	5/8	6	5	4	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8		11 7/8									10.0
3																											
4																											
5																											

STANDARD SIGN
R11-3C

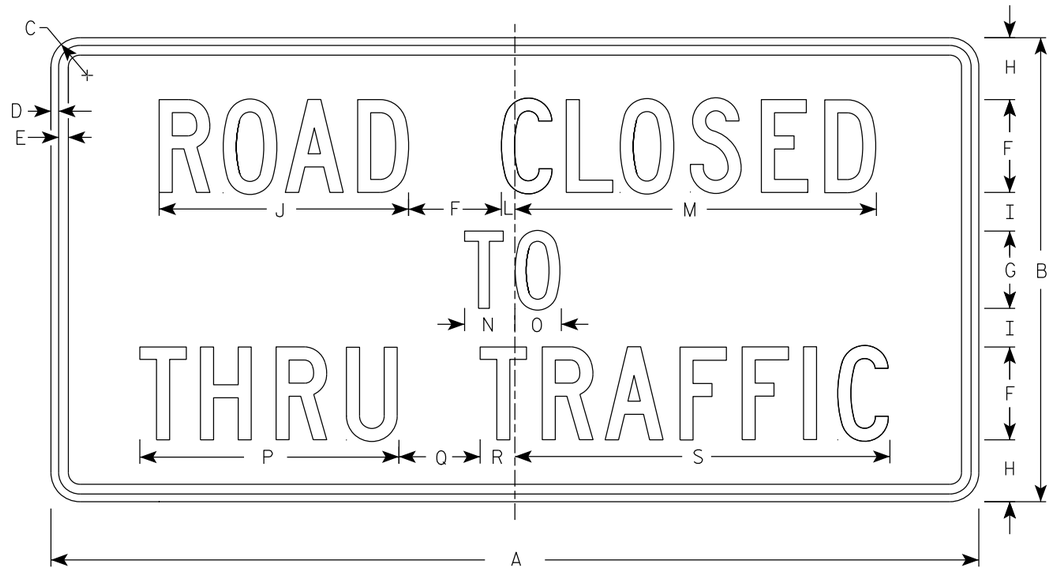
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-3C.4

PROJECT NO:

SHEET NO: 239 E



R11-4

NOTES

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

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																											

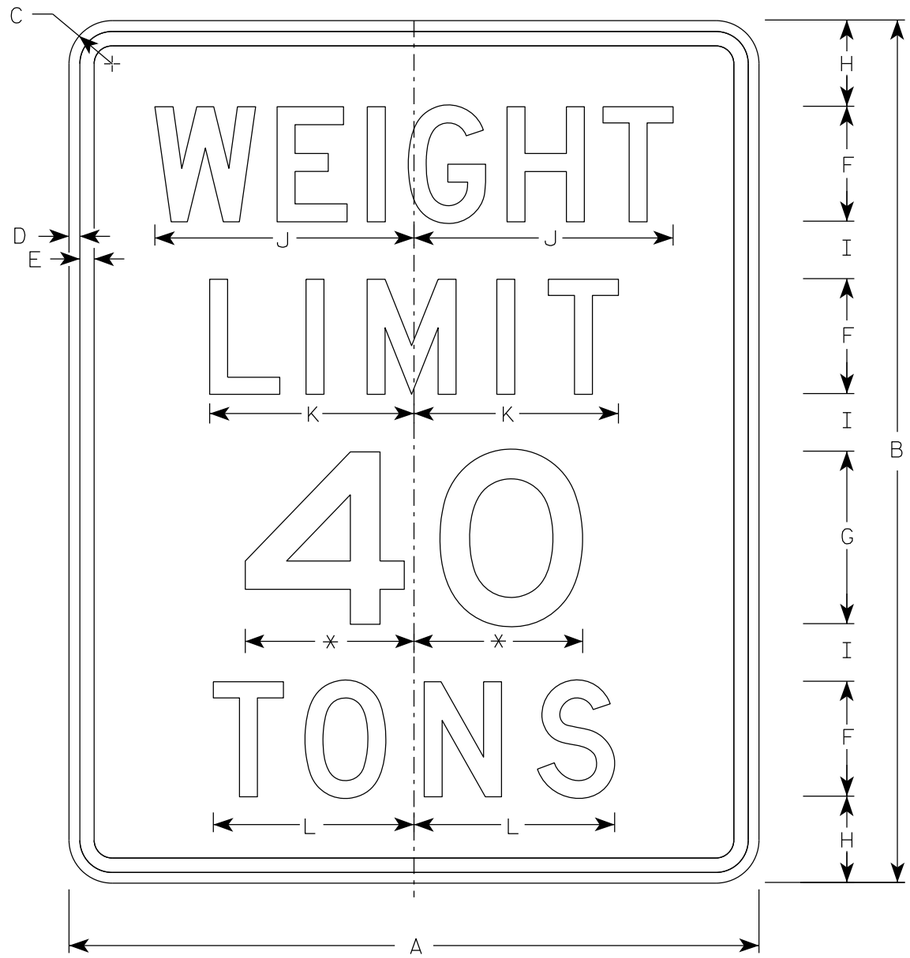
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-4.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 240 | E



R12-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - Line 3 is series E
   Lines 1, 2 & 4 are series D
4. Substitute appropriate numeral and optically adjust spacing to achieve proper balance.

* Varies (see note 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	24	30	1 ½	⅜	½	4	6	3	2	9	7 ⅛	7															5.0
2S	24	30	1 ½	⅜	½	4	6	3	2	9	7 ⅛	7															5.0
2M	24	30	1 ½	⅜	½	4	6	3	2	9	7 ⅛	7															5.0
3	36	48	1 ⅞	½	⅝	6	10	4	4	13 ½	10 ⅝	10 ½															12.0
4																											
5																											

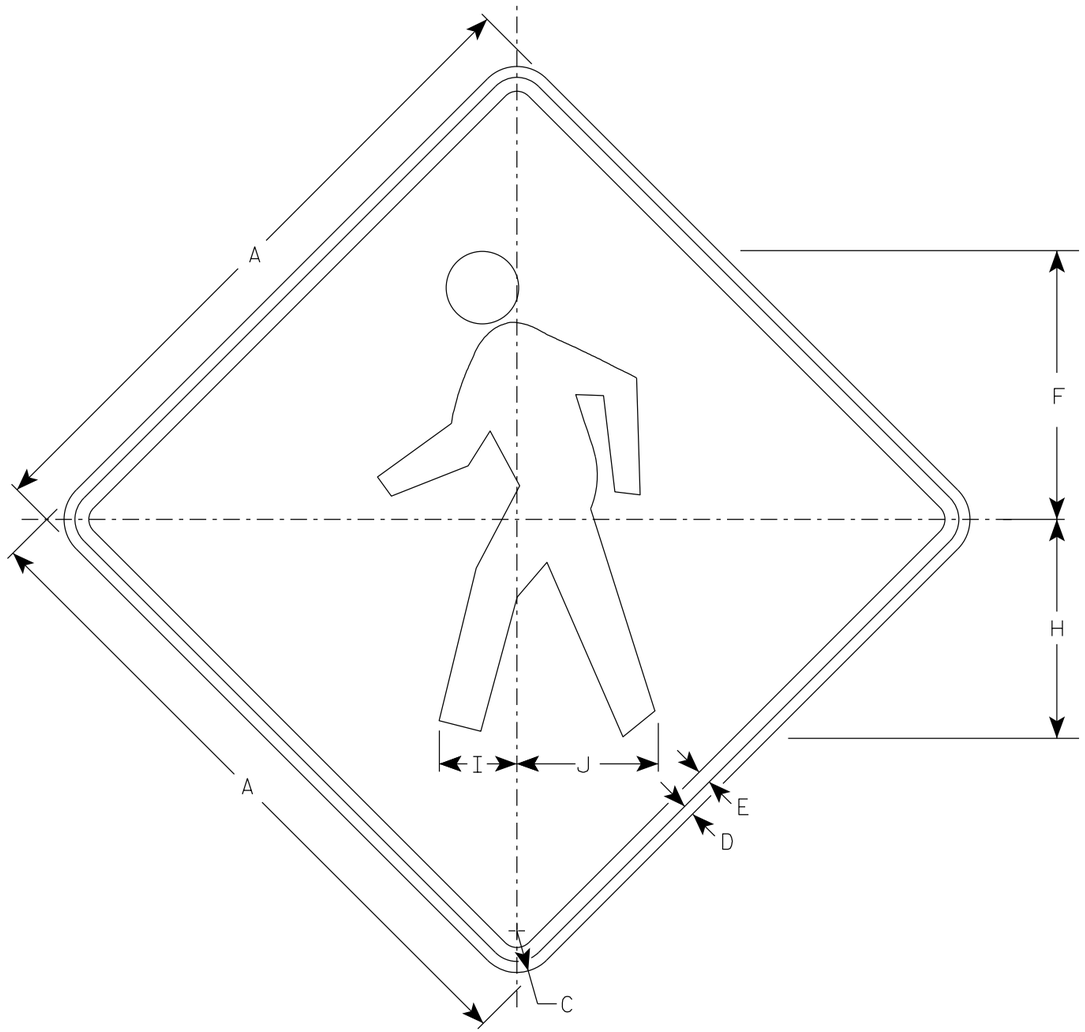
STANDARD SIGN
R12-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/16/26 PLATE NO. R12-1.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 241	E



W11-2

NOTES

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

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

STANDARD SIGN

W11-2

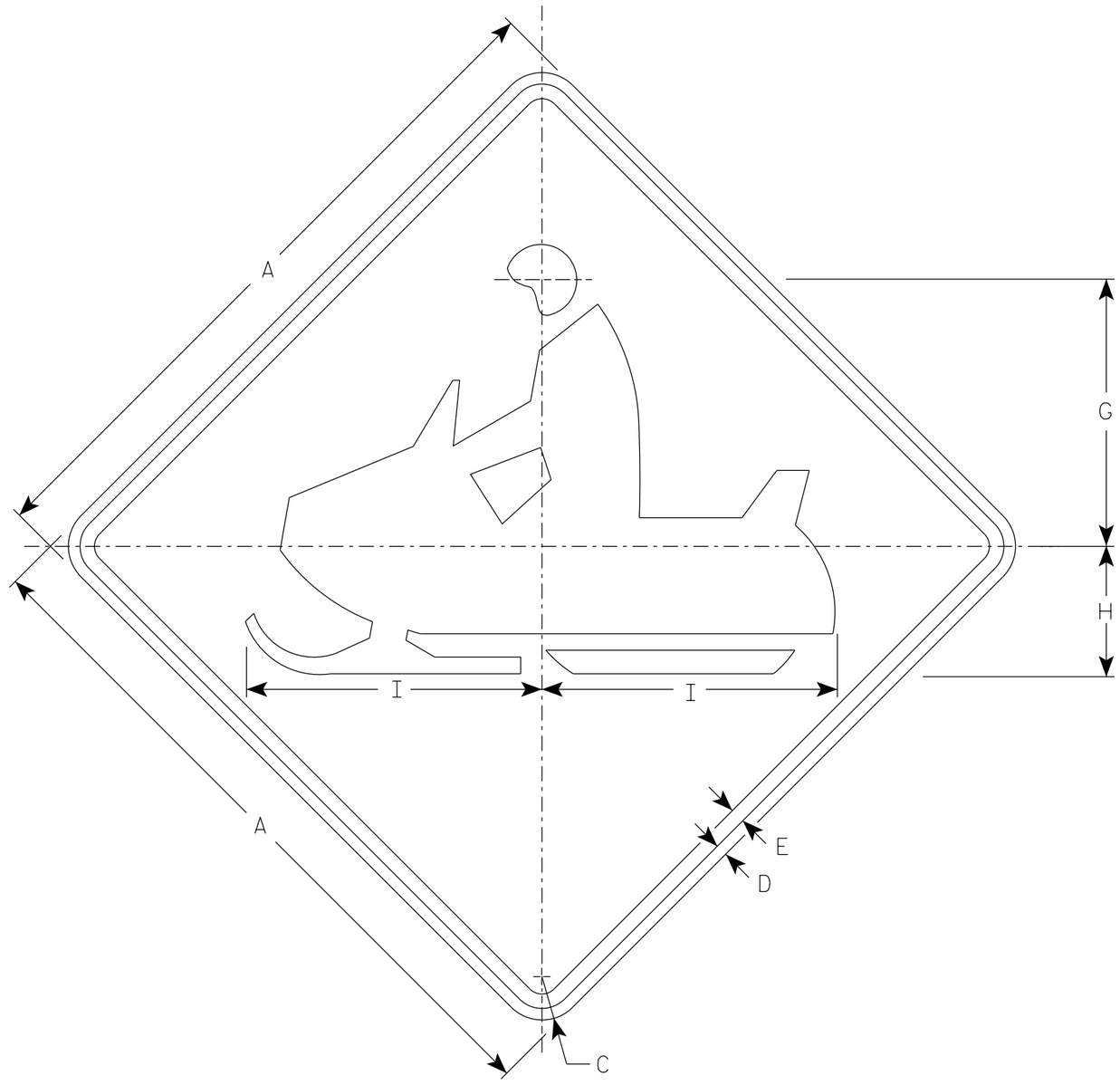
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

For State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 242 E



W11-6

NOTES

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

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 1/2	4 1/2	10 1/4																		4.0
2S	30		1 7/8	1/2	5/8		11 1/2	5 5/8	12 3/4																		6.25
2M	30		1 7/8	1/2	5/8		11 1/2	5 5/8	12 3/4																		6.25
3	36		2 1/4	5/8	3/4		14 1/8	6 3/4	15 1/4																		9.0
4	48		3	3/4	1		19	9	20 1/2																		16.0
5																											

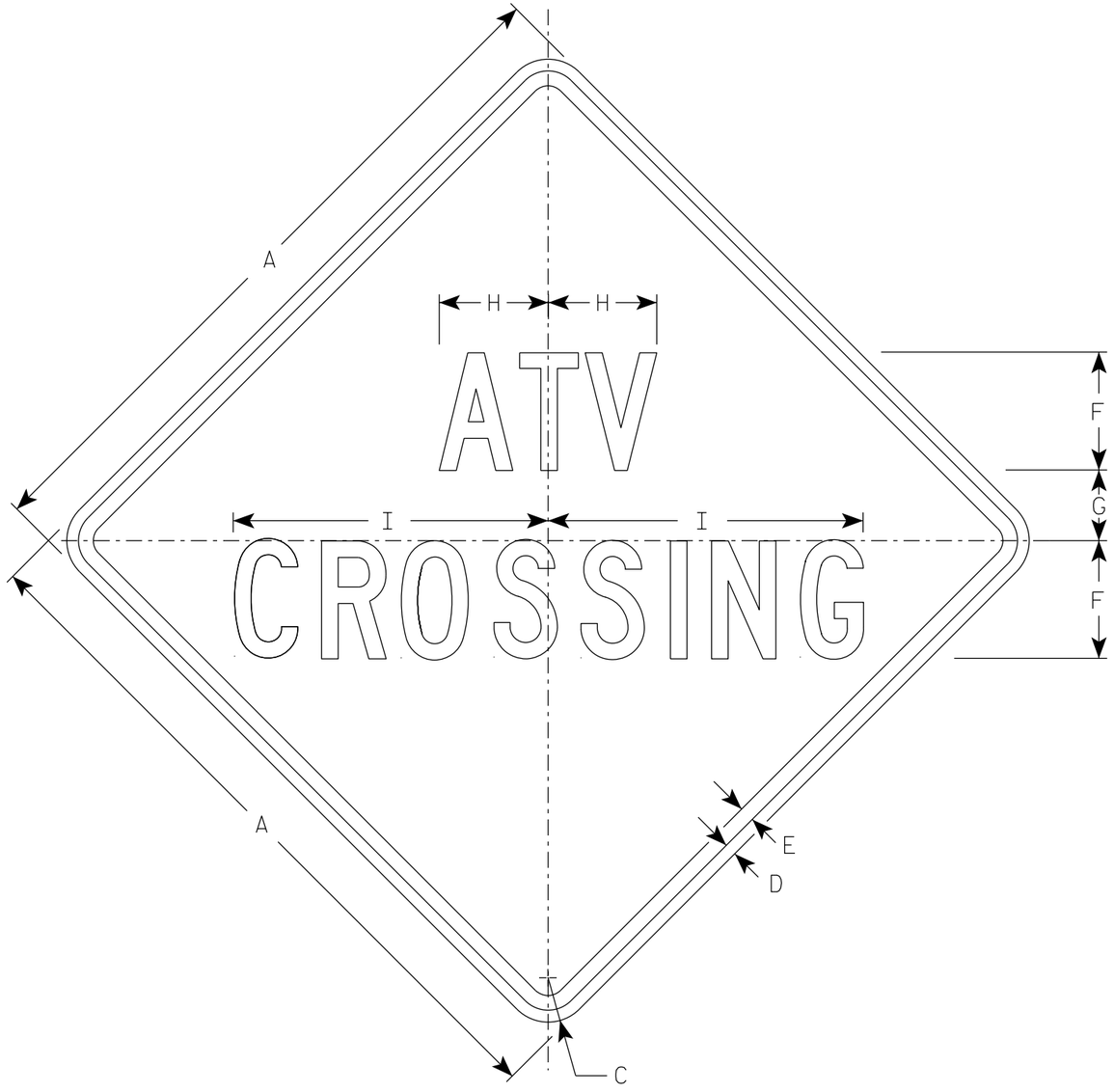
STANDARD SIGN
W11-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/15/2023 PLATE NO. W11-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W11-50

NOTES

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

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	4	2 3/8	3 3/4	10 3/4																		4.0
2S	30		1 7/8	1/2	5/8	5	3	4 5/8	13 3/8																		6.25
2M	36		2 1/4	5/8	3/4	6	3 1/2	5 5/8	16																		9.0
3	36		2 1/4	5/8	3/4	6	3 1/2	5 5/8	16																		9.0
4	48		3	3/4	1	8	5	7 3/8	21 1/4																		16.0
5																											

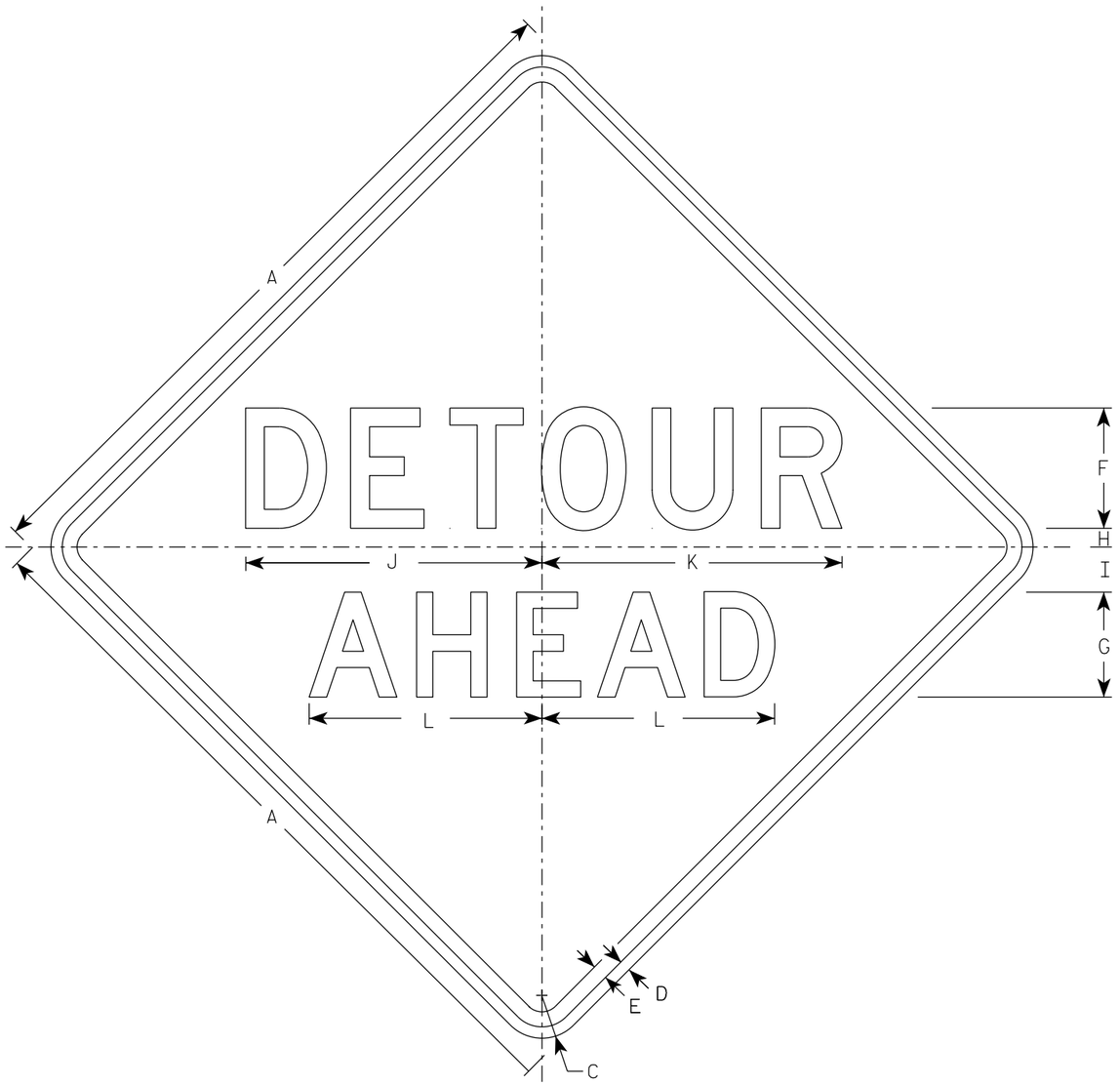
STANDARD SIGN
W11-50

WISCONSIN DEPT OF TRANSPORTATION

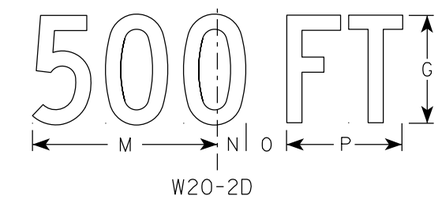
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 11/21/2023 PLATE NO. W11-50.5

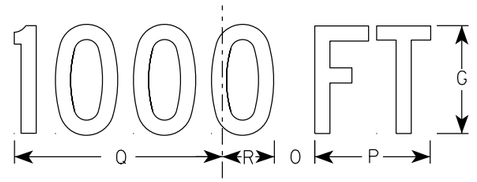
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 244 | E



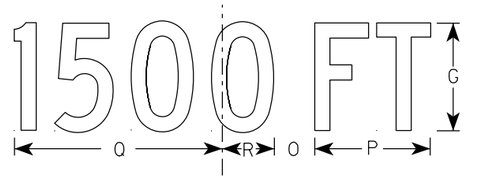
W20-2A



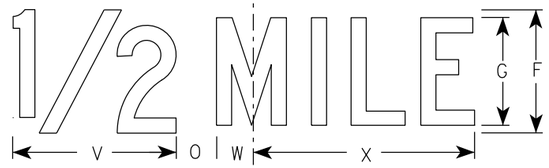
W20-2D



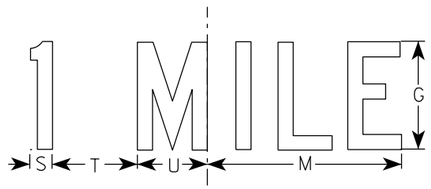
W20-2C



W20-2B



W20-2G



W20-2F

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. 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

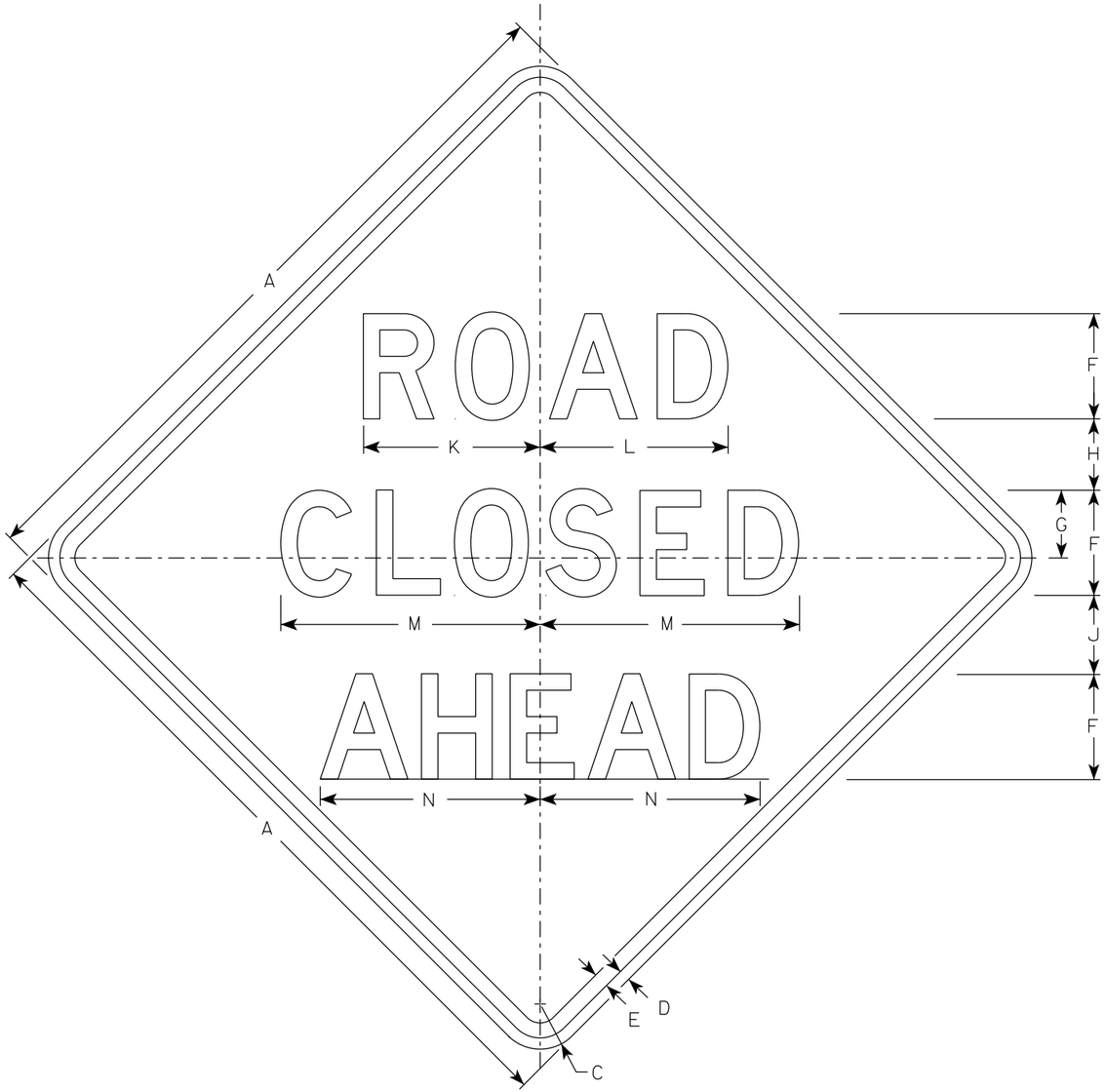
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

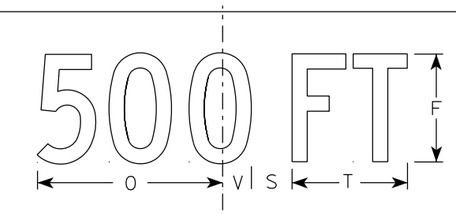
DATE 1/10/2024 PLATE NO. W20-2.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

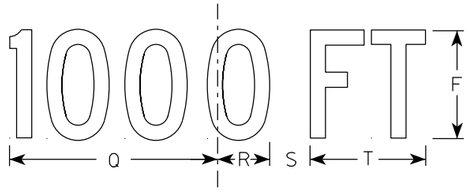
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W202.DGN PLOT DATE : 10-JAN 2024 11:36 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



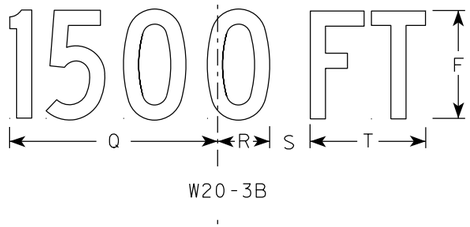
W20-3A



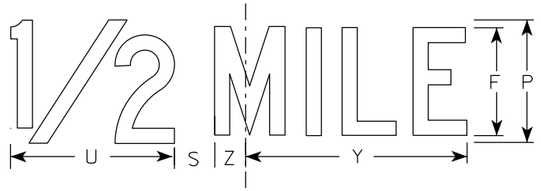
W20-3D



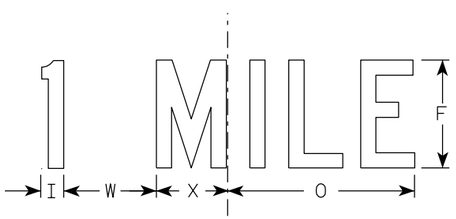
W20-3C



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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W203.DGN PLOT DATE : 10-JAN 2024 12:02 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

7

STH 13 *Expanded = 1.3

STATION	END AREA CUT (S.F.)	END AREA FILL (S.F.)	VOLUME CUT (C.Y.)	VOLUME FILL (C.Y.)	CUMULATIVE VOLUME CUT (C.Y.)	CUMULATIVE VOLUME *FILL (C.Y.)	MASS HAUL (C.Y.)
262+50	175.55	0.49					
262+75	170.49	0.00	160.2	0.2	160	0	160
263+00	185.77	0.00	164.9	0.0	325	0	325
263+25	188.90	0.00	173.5	0.0	499	0	498
263+44	202.66	0.09	137.8	0.0	636	0	636
263+77	216.62	0.09	256.2	0.1	893	0	892
264+00	211.94	0.00	182.5	0.0	1075	0	1075
264+25	211.97	0.00	196.3	0.0	1271	0	1271
264+50	212.36	0.00	196.5	0.0	1468	0	1468
264+75	207.46	0.43	194.4	0.2	1662	1	1662
264+94	222.16	0.00	151.2	0.1	1814	1	1813
265+25	210.67	0.06	248.5	0.0	2062	1	2061
265+50	212.84	0.00	196.1	0.0	2258	1	2257
265+75	226.23	0.00	203.3	0.0	2461	1	2461
266+00	215.48	0.00	204.5	0.0	2666	1	2665
266+25	217.42	0.02	200.4	0.0	2866	1	2866
266+50	214.52	0.16	200.0	0.1	3066	1	3065
266+75	213.13	0.13	198.0	0.1	3264	1	3263
267+00	218.47	0.13	199.8	0.1	3464	1	3463
267+17	219.02	0.15	140.8	0.1	3605	1	3604
267+50	171.22	0.00	235.7	0.1	3841	1	3839
268+11	225.62	0.00	450.1	0.0	4291	1	4289
268+25	221.74	0.00	113.9	0.0	4405	1	4403
268+50	221.79	0.00	205.3	0.0	4610	1	4608
268+75	226.70	0.00	207.6	0.0	4818	1	4816
269+00	241.05	0.00	216.6	0.0	5034	1	5033
269+25	222.03	0.00	214.4	0.0	5249	1	5247
269+50	221.61	0.00	205.4	0.0	5454	1	5452
269+75	221.93	0.00	205.3	0.0	5659	1	5658
270+00	222.30	0.00	205.7	0.0	5865	1	5863
270+25	211.97	0.05	201.1	0.0	6066	1	6065
270+50	208.68	0.17	194.7	0.1	6261	2	6259
270+80	215.25	0.41	235.5	0.3	6496	2	6494
271+00	205.73	0.39	155.9	0.3	6652	2	6650
271+25	216.62	0.00	195.5	0.2	6848	3	6845
271+50	204.35	0.01	194.9	0.0	7043	3	7040
271+75	197.17	0.08	185.9	0.0	7228	3	7226
271+83	197.85	0.00	55.5	0.0	7284	3	7281
272+00	148.44	0.00	111.6	0.0	7396	3	7393
272+25	150.02	0.00	138.2	0.0	7534	3	7531
272+50	150.19	0.00	139.0	0.0	7673	3	7670
272+86	192.98	0.27	231.2	0.2	7904	3	7901
273+00	191.86	0.00	97.1	0.1	8001	3	7998
273+25	192.46	0.00	177.9	0.0	8179	3	8176
273+43	196.43	0.09	128.9	0.0	8308	3	8305
273+75	186.19	0.25	227.4	0.2	8535	3	8532
274+00	186.60	0.05	172.6	0.1	8708	3	8704
274+25	186.90	0.10	172.9	0.1	8881	4	8877
274+50	185.99	0.05	172.6	0.1	9053	4	9050
274+75	184.89	0.01	171.7	0.0	9225	4	9221

STH 13 (CONT'D) *Expanded = 1.3

STATION	END AREA CUT (S.F.)	END AREA FILL (S.F.)	VOLUME CUT (C.Y.)	VOLUME FILL (C.Y.)	CUMULATIVE VOLUME CUT (C.Y.)	CUMULATIVE VOLUME *FILL (C.Y.)	MASS HAUL (C.Y.)
275+00	185.54	0.37	171.5	0.2	9397	4	9393
275+25	188.66	0.10	173.2	0.2	9570	4	9566
275+50	193.17	0.00	176.8	0.0	9747	4	9742
275+72	196.71	0.00	158.8	0.0	9905	4	9901
276+00	197.42	0.00	204.4	0.0	10110	4	10106
276+25	197.48	0.00	182.8	0.0	10293	4	10288
276+50	205.68	0.00	186.6	0.0	10479	4	10475
276+62	209.48	0.00	95.9	0.0	10575	4	10571
277+00	171.43	0.00	264.7	0.0	10840	4	10836
277+25	175.21	0.00	160.5	0.0	11000	4	10996
277+58	230.79	0.00	246.9	0.0	11247	4	11243
277+75	231.37	0.00	146.9	0.0	11394	4	11390
278+00	225.28	0.00	211.4	0.0	11605	4	11601
278+36	229.38	0.00	303.1	0.0	11909	4	11904
278+50	217.00	0.00	115.7	0.0	12024	4	12020
278+75	215.86	0.00	200.4	0.0	12225	4	12220
279+00	215.49	0.00	199.7	0.0	12424	4	12420
279+25	211.22	0.00	197.6	0.0	12622	4	12618
279+50	210.19	0.00	195.1	0.0	12817	4	12813
279+75	213.15	0.00	196.0	0.0	13013	4	13009
280+00	217.58	0.00	199.4	0.0	13212	4	13208
280+34	226.60	0.00	279.7	0.0	13492	4	13488
280+50	213.26	0.00	130.3	0.0	13622	4	13618
280+75	212.96	0.00	197.3	0.0	13820	4	13816
281+00	217.68	0.00	199.4	0.0	14019	4	14015
281+25	217.76	0.00	201.6	0.0	14221	4	14217
281+33	215.52	0.02	61.1	0.0	14282	4	14278
281+50	167.67	0.00	123.3	0.0	14405	4	14401
281+75	168.28	0.00	155.5	0.0	14561	4	14556
282+00	167.47	0.00	155.4	0.0	14716	4	14712
282+24	228.27	0.00	176.8	0.0	14893	4	14889
282+50	215.34	0.00	212.6	0.0	15105	4	15101
282+75	206.28	0.40	195.2	0.2	15301	4	15296
283+00	198.94	1.35	187.6	0.8	15488	5	15483
283+25	198.85	1.78	184.2	1.4	15672	7	15665
283+50	223.80	0.00	195.7	0.8	15868	8	15860
283+75	197.42	1.00	195.0	0.5	16063	9	16054
284+00	194.64	2.18	181.5	1.5	16245	11	16234
284+25	192.17	4.50	179.1	3.1	16424	15	16409
284+30	198.53	4.68	36.2	0.8	16460	16	16444
284+39	196.21	4.80	65.8	1.6	16526	18	16508
284+50	187.02	5.11	78.1	2.0	16604	21	16583
284+75	188.85	3.49	174.0	4.0	16778	26	16752
285+00	192.43	1.86	176.5	2.5	16954	29	16925
285+25	198.35	0.72	180.9	1.2	17135	31	17105
285+50	207.80	0.46	188.0	0.5	17323	31	17292
285+75	197.88	1.12	187.8	0.7	17511	32	17479
285+95	175.70	1.35	136.7	0.9	17648	33	17614
286+00	128.37	0.00	29.5	0.1	17677	34	17644
286+25	128.03	0.00	118.7	0.0	17796	34	17762

9

9

PROJECT NO: 8160-00-76 | HWY: STH 13 | COUNTY: BAYFIELD | EARTHWORK DATA | SHEET 247 | E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090101_EW.DWG
LAYOUT NAME - 01

PLOT DATE : 7/29/2026 12:57 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1" = 1'

WISDOT/CADDS SHEET 49

STH 13 (CONT'D) *Expanded = 1.3

STATION	END AREA CUT (S.F.)	END AREA FILL (S.F.)	VOLUME CUT (C.Y.)	VOLUME FILL (C.Y.)	CUMULATIVE VOLUME CUT (C.Y.)	CUMULATIVE VOLUME *FILL (C.Y.)	MASS HAUL (C.Y.)
286+50	127.05	0.00	118.1	0.0	17914	34	17880
286+75	125.67	0.00	117.0	0.0	18031	34	17997
286+89	155.87	13.57	73.0	3.5	18104	38	18066
287+00	153.59	16.27	63.0	6.1	18167	46	18121
287+25	155.53	2.77	143.1	8.8	18310	57	18253
287+50	156.65	1.98	144.5	2.2	18455	60	18394
287+58	163.32	0.00	45.0	0.3	18500	61	18439
287+75	160.79	0.17	104.4	0.1	18604	61	18543
288+00	208.43	0.05	170.9	0.1	18775	61	18714
288+25	170.69	0.00	175.5	0.0	18950	61	18889
288+50	173.63	0.01	159.4	0.0	19110	61	19049
288+75	172.41	0.00	160.2	0.0	19270	61	19209
289+00	169.73	0.00	158.4	0.0	19428	61	19367
289+25	153.58	1.01	149.7	0.5	19578	62	19516
289+50	156.26	0.37	143.4	0.6	19722	62	19659
289+75	160.41	0.00	146.6	0.2	19868	63	19805
290+00	157.36	0.00	147.1	0.0	20015	63	19953
290+25	155.34	0.04	144.8	0.0	20160	63	20097
290+43	154.79	0.02	102.2	0.0	20262	63	20200
290+50	148.61	1.13	40.5	0.2	20303	63	20240
290+75	151.35	0.28	138.9	0.7	20442	64	20378
291+02	189.32	70.66	170.3	35.5	20612	110	20502
291+50	146.09	1.26	298.1	63.9	20910	193	20717
292+00	137.42	30.02	262.5	29.0	21173	231	20942
292+50	141.26	4.07	258.0	31.6	21431	272	21159
293+00	136.73	2.54	257.4	6.1	21688	280	21408
293+08	156.19	0.00	45.6	0.4	21734	280	21453
293+50	155.62	1.81	240.2	1.4	21974	282	21692
294+00	152.70	0.40	285.5	2.0	22259	285	21975
294+43	162.93	5.79	253.7	5.0	22513	291	22222
294+50	172.60	4.29	41.0	1.2	22554	293	22261
295+00	161.48	0.69	309.3	4.6	22863	299	22564
295+54	131.92	118.11	295.2	119.5	23158	454	22704
295+60	130.68	125.54	25.3	23.5	23184	485	22699
295+68	130.47	131.99	39.2	38.6	23223	535	22688
296+00	145.90	24.68	165.6	93.9	23389	657	22732
296+12	142.68	18.26	66.3	9.9	23455	670	22785
296+50	133.17	8.59	192.1	18.7	23647	694	22953
297+00	141.38	2.50	254.2	10.3	23901	707	23194
297+50	160.85	0.45	279.8	2.7	24181	711	23470
298+00	175.61	1.20	311.5	1.5	24492	713	23779
298+33	191.53	2.51	225.7	2.3	24718	716	24002
298+50	182.28	2.23	116.3	1.5	24834	718	24117
299+00	188.13	28.39	343.0	28.4	25177	755	24423
299+50	201.96	3.94	361.2	29.9	25539	794	24745
299+58	204.13	59.40	58.4	9.1	25597	805	24792
299+86	198.49	16.69	209.0	39.5	25806	857	24949
300+04	203.97	0.24	133.3	5.6	25939	864	25075
300+50	160.09	0.00	312.2	0.2	26252	864	25387
301+00	180.23	2.55	315.1	2.4	26567	867	25699
301+50	153.88	0.24	309.4	2.6	26876	871	26005
301+60	166.74	0.01	58.2	0.0	26934	871	26063
301+88	160.10	0.01	173.1	0.0	27107	871	26236
302+00	162.43	2.52	69.3	0.5	27177	872	26305

STH 13 (CONT'D) *Expanded = 1.3

STATION	END AREA CUT (S.F.)	END AREA FILL (S.F.)	VOLUME CUT (C.Y.)	VOLUME FILL (C.Y.)	CUMULATIVE VOLUME CUT (C.Y.)	CUMULATIVE VOLUME *FILL (C.Y.)	MASS HAUL (C.Y.)
302+24	160.44	49.56	142.6	23.0	27319	901	26418
302+50	144.65	8.15	147.7	27.9	27467	938	26529
303+00	144.70	2.40	267.9	9.8	27735	950	26784
303+53	167.50	0.71	305.8	3.0	28041	954	27086
304+00	132.74	3.43	261.9	3.6	28303	959	27343
304+50	130.94	3.67	244.1	6.6	28547	968	27579
305+00	110.07	0.00	223.2	3.4	28770	972	27798
305+50	129.92	20.94	222.2	19.4	28992	997	27995
306+00	132.48	14.00	243.0	32.4	29235	1039	28196
306+44	134.64	32.74	216.7	37.9	29452	1089	28363
307+03	157.94	0.65	320.7	36.6	29772	1136	28636
307+50	138.02	4.98	257.6	4.9	30030	1143	28887
307+74	158.01	0.08	131.0	2.2	30161	1145	29016
307+87	146.23	1.94	73.8	0.5	30235	1146	29089
308+00	140.77	4.49	69.1	1.5	30304	1148	29156
308+50	147.47	1.14	266.9	5.2	30571	1155	29416
309+00	143.16	15.98	269.1	15.9	30840	1175	29664
309+50	120.79	2.11	244.4	16.8	31084	1197	29887
310+00	118.97	2.53	222.0	4.3	31306	1203	30103
310+35	121.23	84.69	154.3	56.0	31461	1276	30185
310+47	119.83	78.20	54.9	37.1	31516	1324	30192
310+55	118.89	69.34	36.4	22.5	31552	1353	30199
311+03	145.50	1.10	236.0	62.9	31788	1435	30353
311+50	126.75	2.75	234.9	3.3	32023	1439	30584
312+00	125.89	6.11	233.9	8.2	32257	1450	30807
312+24	141.36	0.29	118.8	2.8	32376	1454	30922
312+50	136.69	2.20	133.9	1.2	32509	1455	31054
313+00	135.63	4.07	252.1	5.8	32762	1463	31299
313+25	132.10	7.85	123.9	5.5	32885	1470	31416
313+37	132.6	0.0	56.9	1.7	32942	1472	31470

2ND AVE W. RT *Expanded = 1.3

STATION	END AREA CUT (S.F.)	END AREA FILL (S.F.)	VOLUME CUT (C.Y.)	VOLUME FILL (C.Y.)	CUMULATIVE VOLUME CUT (C.Y.)	CUMULATIVE VOLUME *FILL (C.Y.)	MASS HAUL (C.Y.)
204+22	293.0	0.0					
204+50	47.66	3.54	176.6	1.8	177	2	174
204+75	49.84	0.00	45.1	1.6	222	4	217
205+00	48.28	0.00	45.4	0.0	267	4	263

1ST AVE W. LT *Expanded = 1.3

STATION	END AREA CUT (S.F.)	END AREA FILL (S.F.)	VOLUME CUT (C.Y.)	VOLUME FILL (C.Y.)	CUMULATIVE VOLUME CUT (C.Y.)	CUMULATIVE VOLUME *FILL (C.Y.)	MASS HAUL (C.Y.)
209+00	49.17	0.00					
209+25	56.77	0.00	49.0	0.0	49	0	49
209+50	142.66	0.58	92.3	0.3	141	0	141
209+78	283.0	0.0	220.7	0.3	362	1	361

1ST AVE W. RT *Expanded = 1.3

STATION	END AREA CUT (S.F.)	END AREA FILL (S.F.)	VOLUME CUT (C.Y.)	VOLUME FILL (C.Y.)	CUMULATIVE VOLUME CUT (C.Y.)	CUMULATIVE VOLUME *FILL (C.Y.)	MASS HAUL (C.Y.)
210+22	283.0	0.0					
210+50	64.65	0.0	180.3	0.0	180	0	180
210+75	48.80	0.0	52.5	0.0	233	0	233
211+00	43.08	0.0	42.5	0.0	275	0	275

CENTRAL AVE LT *Expanded = 1.3

STATION	END AREA CUT (S.F.)	END AREA FILL (S.F.)	VOLUME CUT (C.Y.)	VOLUME FILL (C.Y.)	CUMULATIVE VOLUME CUT (C.Y.)	CUMULATIVE VOLUME *FILL (C.Y.)	MASS HAUL (C.Y.)
218+85	68.38	0.0					
219+00	72.36	0.0	39.1	0.0	39	0	39
219+25	94.66	0.0	77.3	0.0	116	0	116
219+50	88.70	0.0	84.9	0.0	201	0	201
219+78	277.0	0.0	189.6	0.0	391	0	391

CENTRAL AVE. RT *Expanded = 1.3

STATION	END AREA CUT (S.F.)	END AREA FILL (S.F.)	VOLUME CUT (C.Y.)	VOLUME FILL (C.Y.)	CUMULATIVE VOLUME CUT (C.Y.)	CUMULATIVE VOLUME *FILL (C.Y.)	MASS HAUL (C.Y.)
220+22	265.0	0.0					
220+50	53.47	0.00	165.1	0.0	165	0	165
220+75	41.74	0.00	44.1	0.0	209	0	209
221+00	36.47	0.00	36.2	0.0	245	0	245

1ST AVE E. LT *Expanded = 1.3

STATION	END AREA CUT (S.F.)	END AREA FILL (S.F.)	VOLUME CUT (C.Y.)	VOLUME FILL (C.Y.)	CUMULATIVE VOLUME CUT (C.Y.)	CUMULATIVE VOLUME *FILL (C.Y.)	MASS HAUL (C.Y.)
228+65	39.80	0.47					
228+85	58.59	0.00	36.4	0.2	36	0	36
229+00	61.18	0.00	33.3	0.0	70	0	69
229+25	71.22	0.00	61.3	0.0	131	0	131
229+46	88.28	0.00	62.0	0.0	193	0	193
229+78	285.0	0.0	221.2	0.0	414	0	414

1ST AVE E. RT *Expanded = 1.3

STATION	END AREA CUT (S.F.)	END AREA FILL (S.F.)	VOLUME CUT (C.Y.)	VOLUME FILL (C.Y.)	CUMULATIVE VOLUME CUT (C.Y.)	CUMULATIVE VOLUME *FILL (C.Y.)	MASS HAUL (C.Y.)
230+22	285.0	0.0					
230+50	65.42	0.0	181.7	0.0	182	0	182
230+75	46.14	0.0	51.6	0.0	233	0	233
231+00	52.62	0.0	45.7	0.0	279	0	279

2ND AVE E. LT *Expanded = 1.3

STATION	END AREA CUT (S.F.)	END AREA FILL (S.F.)	VOLUME CUT (C.Y.)	VOLUME FILL (C.Y.)	CUMULATIVE VOLUME CUT (C.Y.)	CUMULATIVE VOLUME *FILL (C.Y.)	MASS HAUL (C.Y.)
238+65	42.33	0.02					
238+75	41.58	1.25	15.5	0.2	16	0	15
238+95	77.57	0.00	44.1	0.5	60	1	59
239+25	107.23	0.00	102.7	0.0	162	1	161
239+50	137.07	0.0	113.1	0.0	275	1	274
239+78	285.0	0.0	218.9	0.0	494	1	493

2ND AVE E. RT *Expanded = 1.3

STATION	END AREA CUT (S.F.)	END AREA FILL (S.F.)	VOLUME CUT (C.Y.)	VOLUME FILL (C.Y.)	CUMULATIVE VOLUME CUT (C.Y.)	CUMULATIVE VOLUME *FILL (C.Y.)	MASS HAUL (C.Y.)
240+22	285.0	0.0					
240+50	50.28	0.3	173.8	0.1	174	0	174
240+75	29.17	0.6	36.8	0.4	211	1	210
241+00	17.46	0.0	21.6	0.3	232	1	231

3RD AVE E. LT *Expanded = 1.3

STATION	END AREA CUT (S.F.)	END AREA FILL (S.F.)	VOLUME CUT (C.Y.)	VOLUME FILL (C.Y.)	CUMULATIVE VOLUME CUT (C.Y.)	CUMULATIVE VOLUME *FILL (C.Y.)	MASS HAUL (C.Y.)
248+60	24.54	0.0					
248+75	36.89	0.0	17.1	0.0	17	0	17
249+00	44.70	0.0	37.8	0.0	55	0	55
249+25	71.44	0.0	53.8	0.0	109	0	109
249+50	89.60	0.0	74.6	0.0	183	0	183
249+83	293.0	0.0	233.8	0.0	417	0	417

3RD AVE E. RT *Expanded = 1.3

STATION	END AREA CUT (S.F.)	END AREA FILL (S.F.)	VOLUME CUT (C.Y.)	VOLUME FILL (C.Y.)	CUMULATIVE VOLUME CUT (C.Y.)	CUMULATIVE VOLUME *FILL (C.Y.)	MASS HAUL (C.Y.)
250+17	122.16	7.73					
250+45	16.49	0.75	73.1	4.5	73	6	67
250+75	20.94	0.06	20.8	0.5	94	7	87
251+00	23.30	0.00	20.5	0.0	114	7	108
251+15	285.0	0.0	85.6	0.0	200	7	194

6TH AVE E. LT *Expanded = 1.3

STATION	END AREA CUT (S.F.)	END AREA FILL (S.F.)	VOLUME CUT (C.Y.)	VOLUME FILL (C.Y.)	CUMULATIVE VOLUME CUT (C.Y.)	CUMULATIVE VOLUME *FILL (C.Y.)	MASS HAUL (C.Y.)
259+00	24.05	0.00					
259+25	27.29	0.00	23.8	0.0	24	0	24
259+50	50.66	1.39	36.1	0.6	60	1	59
259+83	269.0	0.0	195.4	0.9	255	2	253

6TH AVE E. RT *Expanded = 1.3

STATION	END AREA CUT (S.F.)	END AREA FILL (S.F.)	VOLUME CUT (C.Y.)	VOLUME FILL (C.Y.)	CUMULATIVE VOLUME CUT (C.Y.)	CUMULATIVE VOLUME *FILL (C.Y.)	MASS HAUL (C.Y.)
260+24	304.0	0.0					
260+50	92.3	7.8	190.8	3.8	191	5	186
260+74	21.1	0.0	49.7	3.4	241	9	231

7TH AVE E. LT *Expanded = 1.3

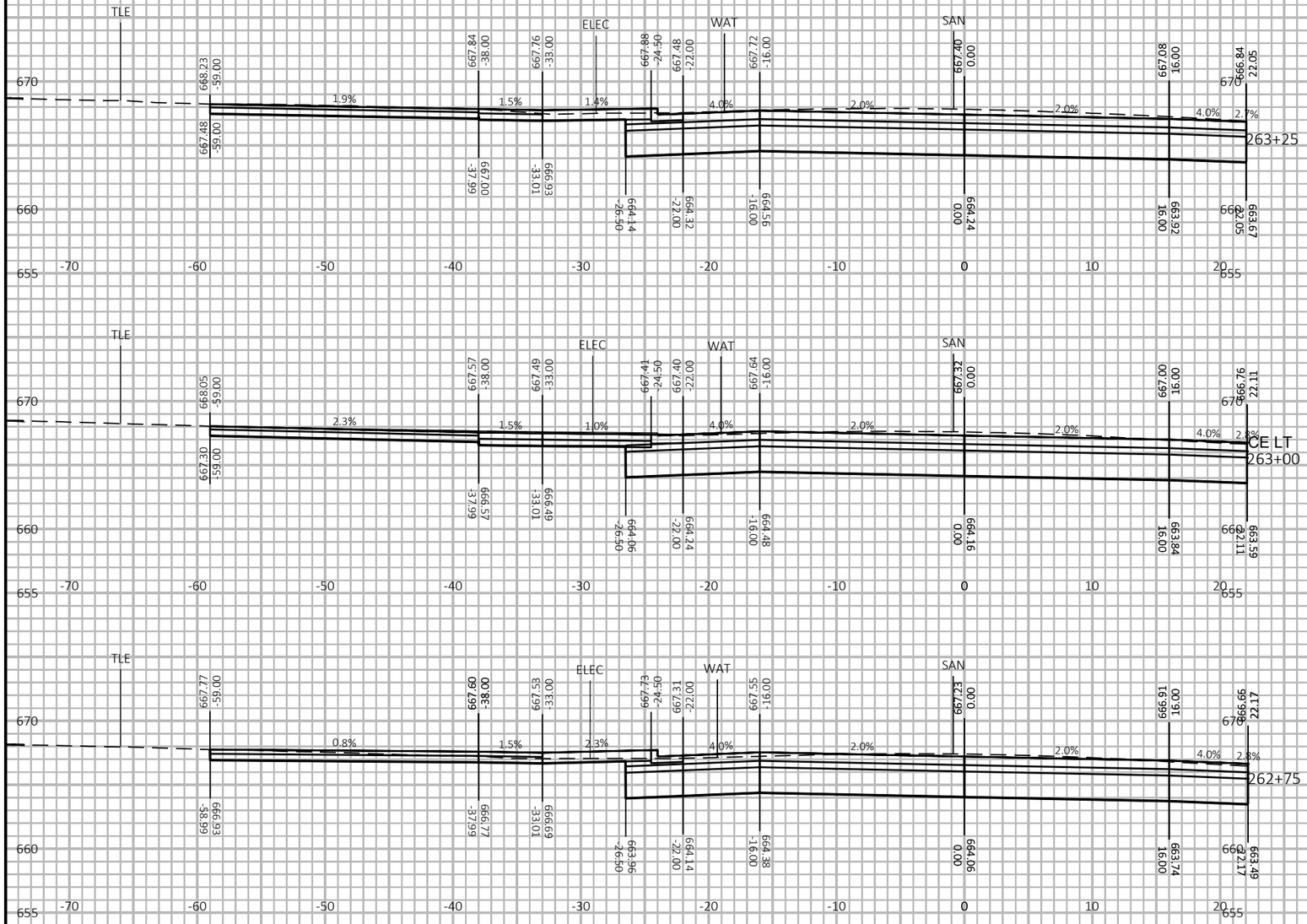
STATION	END AREA CUT (S.F.)	END AREA FILL (S.F.)	VOLUME CUT (C.Y.)	VOLUME FILL (C.Y.)	CUMULATIVE VOLUME CUT (C.Y.)	CUMULATIVE VOLUME *FILL (C.Y.)	MASS HAUL (C.Y.)
269+35	22.6	0.0					
269+50	23.2	0.1	12.7	0.0	13	0	13
269+65	25.1	0.1	13.4	0.1	26	0	26
269+83	173.0	0.0	66.0	0.0	92	0	92

7TH AVE E. RT *Expanded = 1.3

STATION	END AREA CUT (S.F.)	END AREA FILL (S.F.)	VOLUME CUT (C.Y.)	VOLUME FILL (C.Y.)	CUMULATIVE VOLUME CUT (C.Y.)	CUMULATIVE VOLUME *FILL (C.Y.)	MASS HAUL (C.Y.)
270+17	138.0	0.0					
270+36	1.92	6.02	49.2	2.1	49	3	46
270+50	0.00	19.69	0.5	6.7	50	11	38
270+75	0.00	9.40	0.0	13.5	50	29	21
271+00	7.63	0.38	3.5	4.5	53	35	18
271+25	13.81	0.00	9.9	0.2	63	35	28

8TH AVE E. LT *Expanded = 1.3

STATION	END AREA CUT (S.F.)	END AREA FILL (S.F.)	VOLUME CUT (C.Y.)	VOLUME FILL (C.Y.)	CUMULATIVE VOLUME CUT (C.Y.)	CUMULATIVE VOLUME *FILL (C.Y.)	MASS HAUL (C.Y.)
279+20	28.5	0.0					
279+25	29.3	0.0	5.4	0.0	5	0	5
279+50	44.2	0.2	34.0	0.1	39	0	39
279+83	173.0	0.0	132.7	0.1	172	0	172



9

9

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 251	E

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LAYOUT NAME - 01

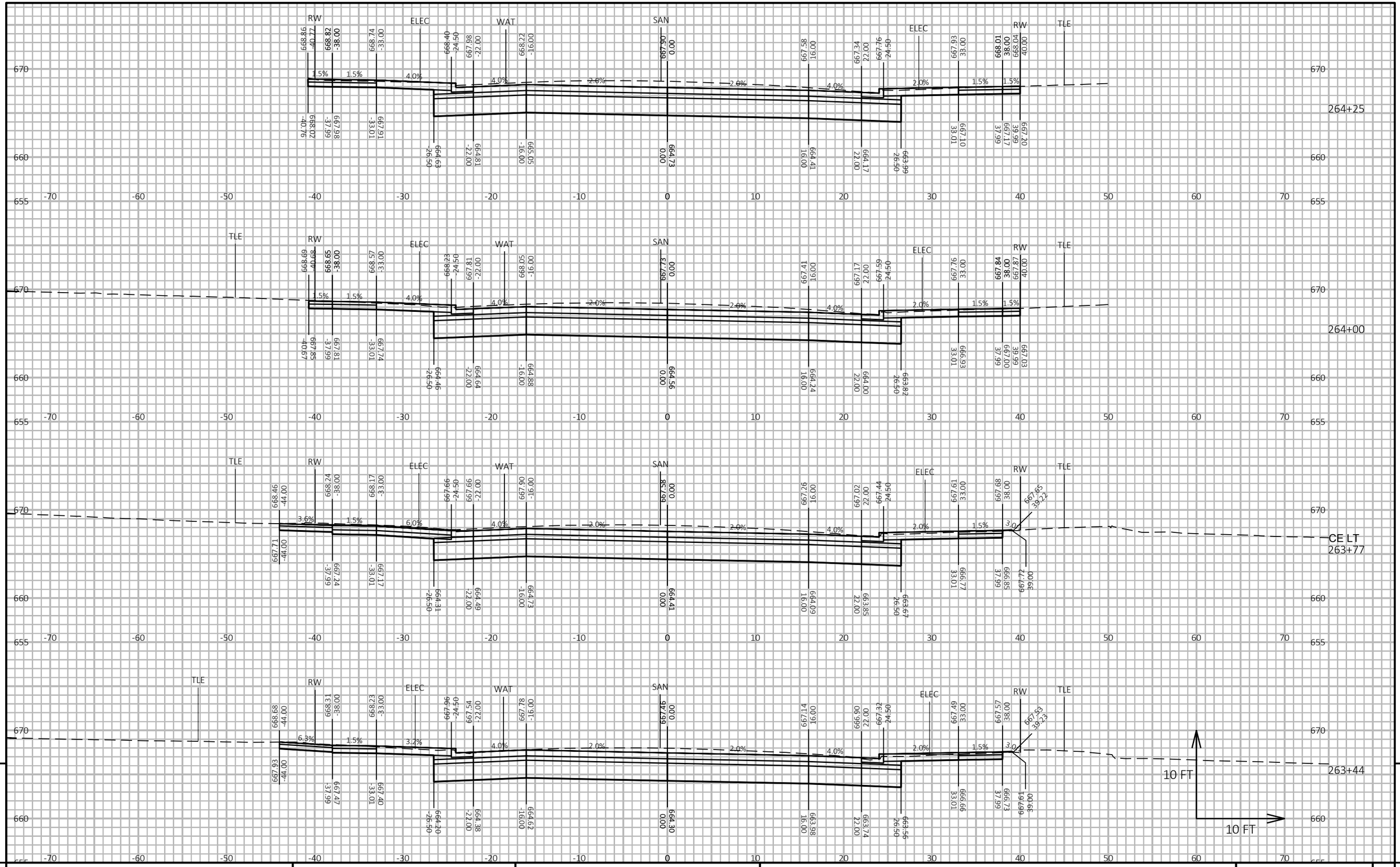
PLOT DATE : 7/29/2026 1:52 PM

PLOT BY : ANNIE JEROME

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 252	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
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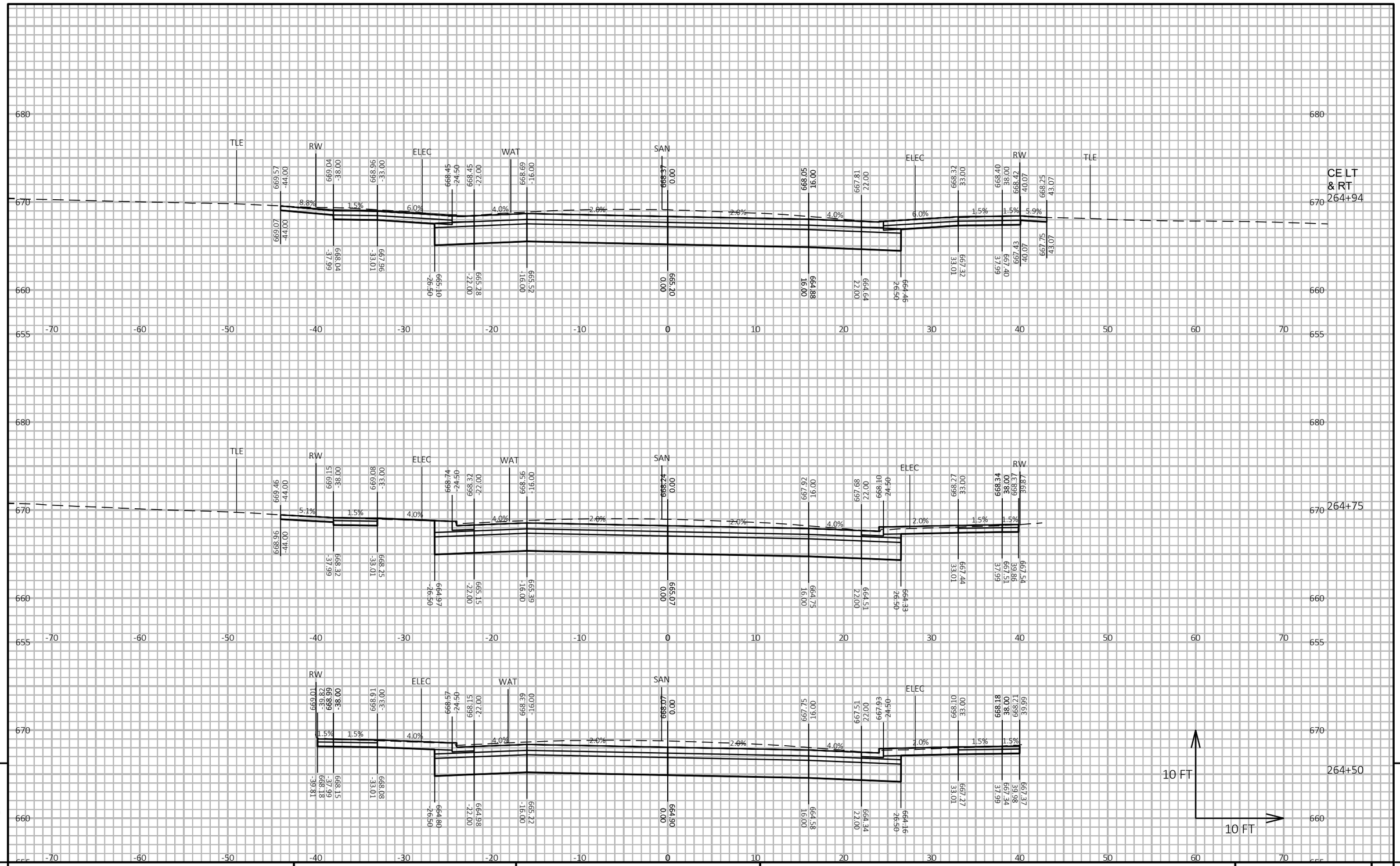
PLOT DATE : 7/29/2026 1:52 PM

PLOT BY : ANNIE JEROME

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 253	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 03

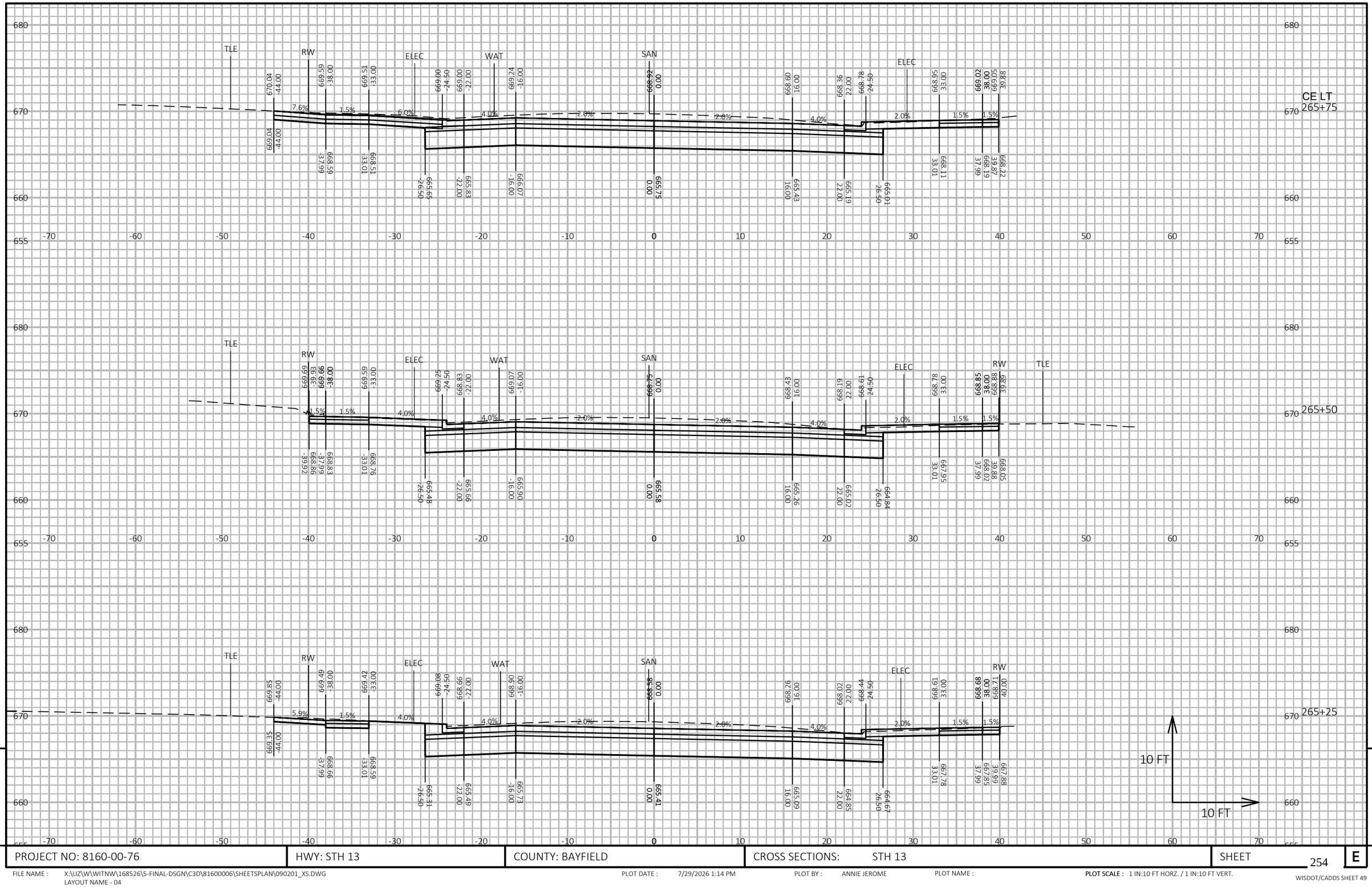
PLOT DATE : 7/29/2026 1:06 PM

PLOT BY : ANNIE JEROME

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 254	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
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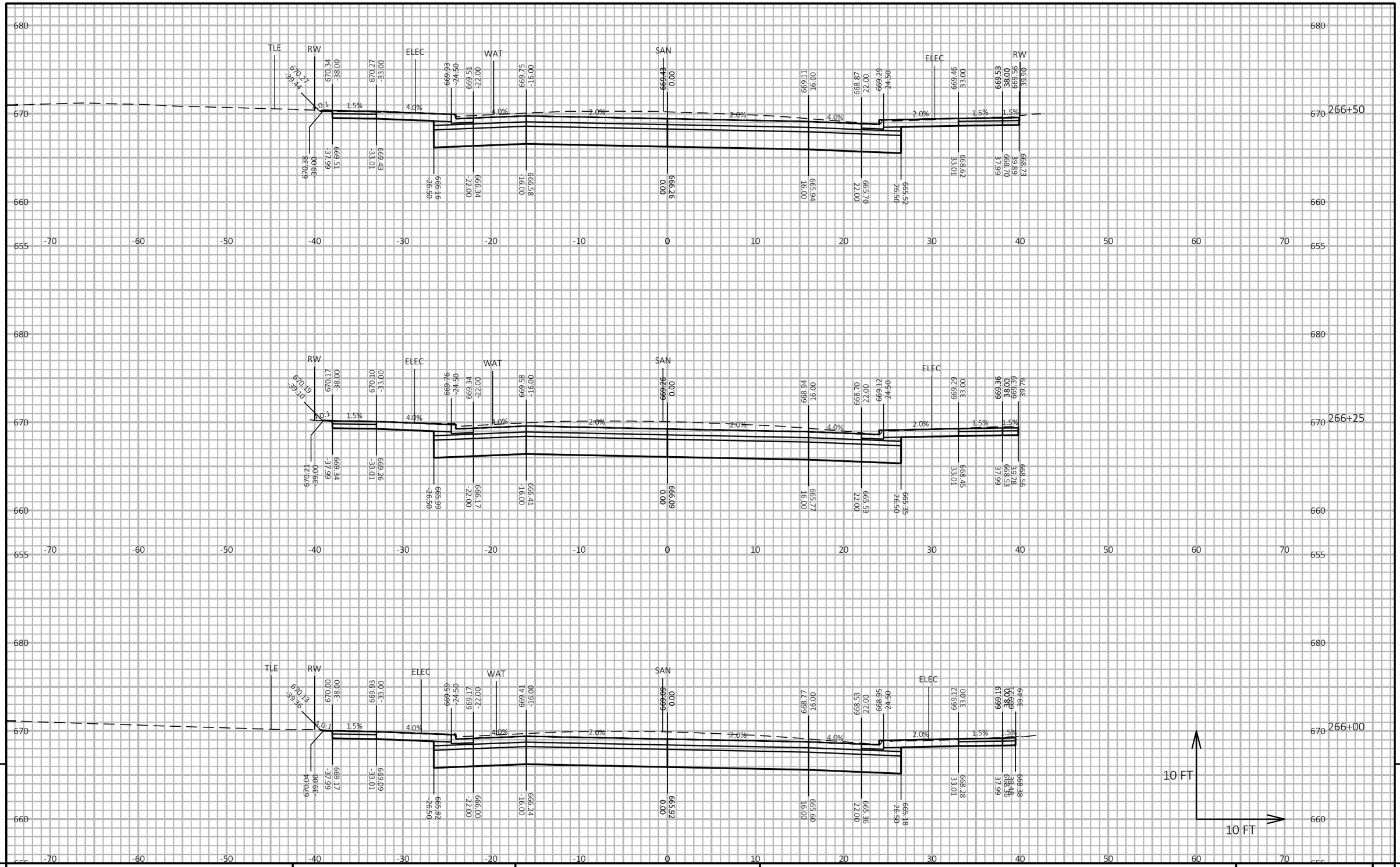
PLOT DATE : 7/29/2026 1:14 PM

PLOT BY : ANNIE JEROME

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 255	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 05

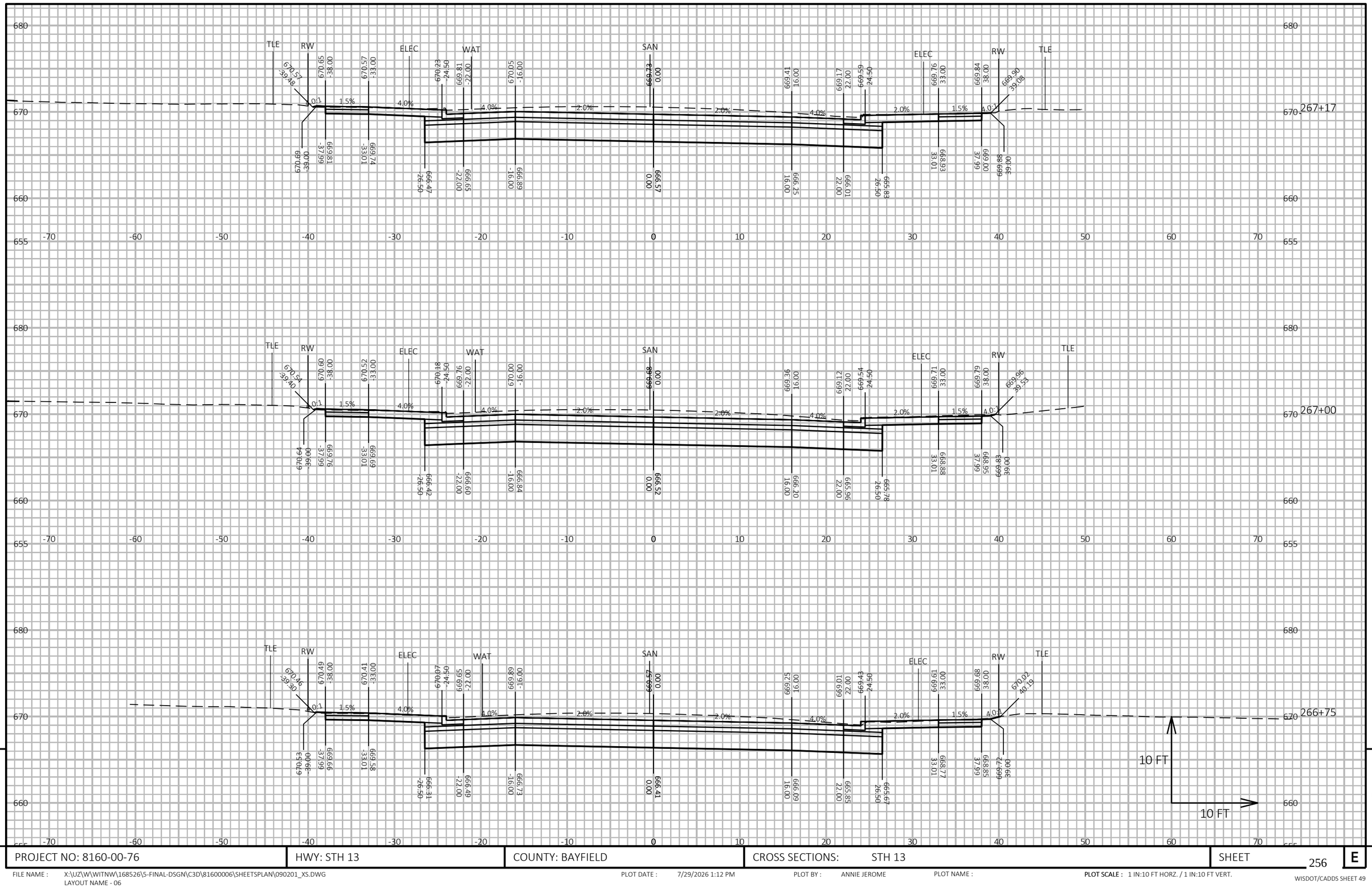
PLOT DATE : 7/29/2026 1:12 PM

PLOT BY : ANNIE JEROME

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 256	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 06

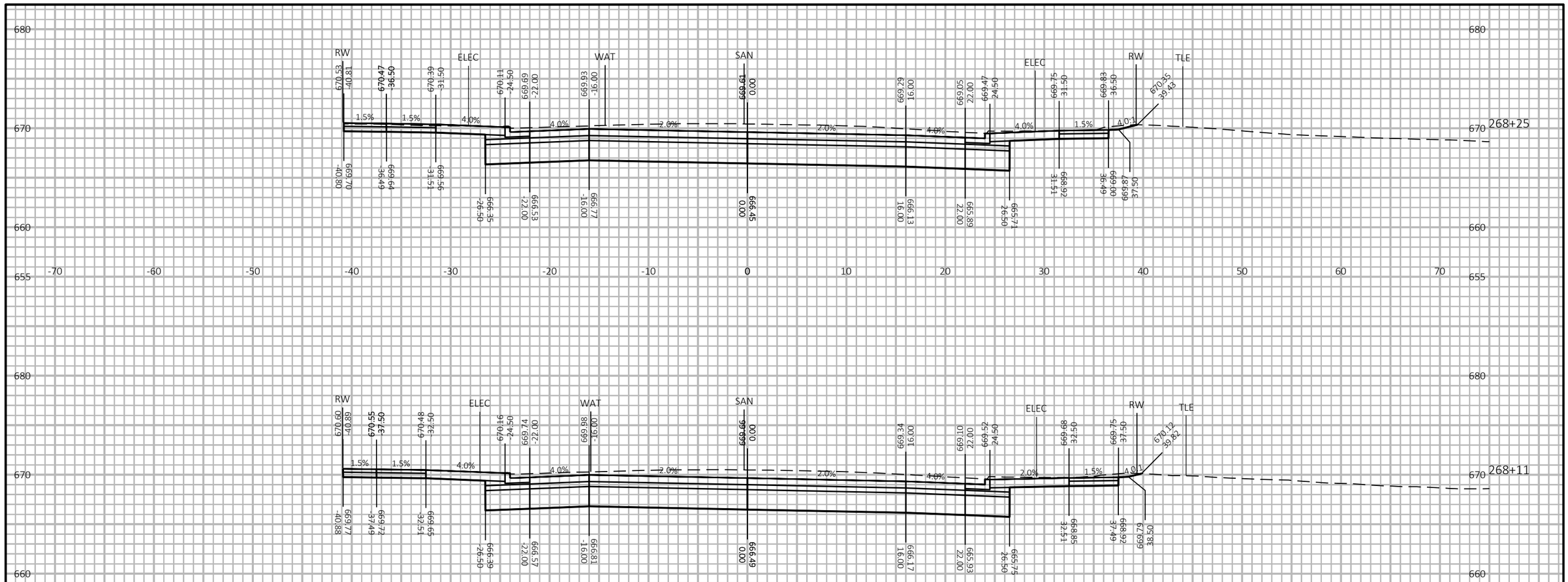
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PLOT BY : ANNIE JEROME

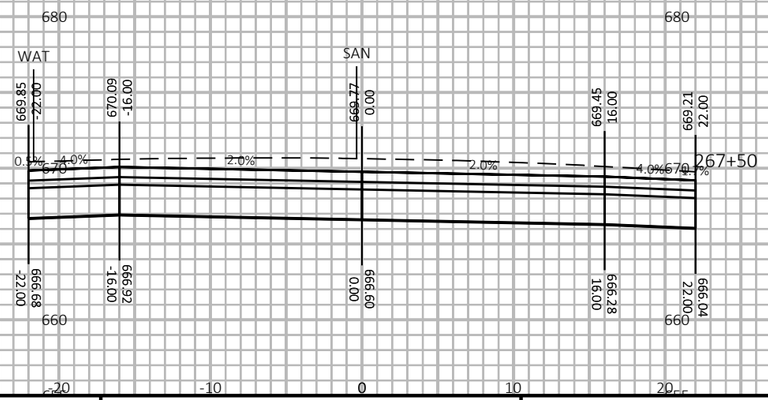
PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

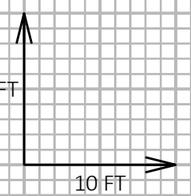
WISDOT/CADDS SHEET 49



1ST AVENUE W



1ST AVENUE W



9

9

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 257	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 07

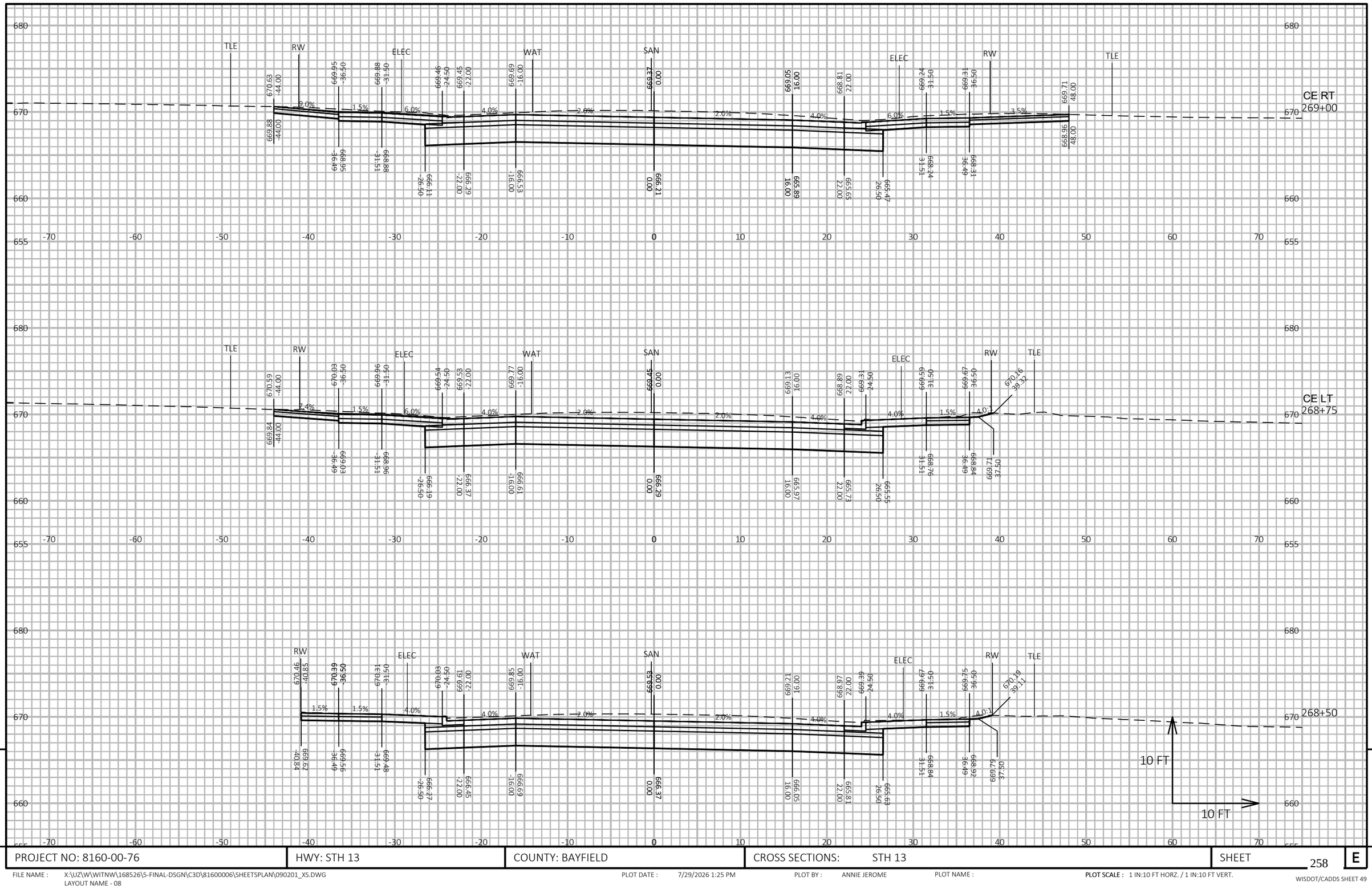
PLOT DATE : 7/29/2026 1:28 PM

PLOT BY : ANNIE JEROME

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 258	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 08

PLOT DATE : 7/29/2026 1:25 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 259	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 09

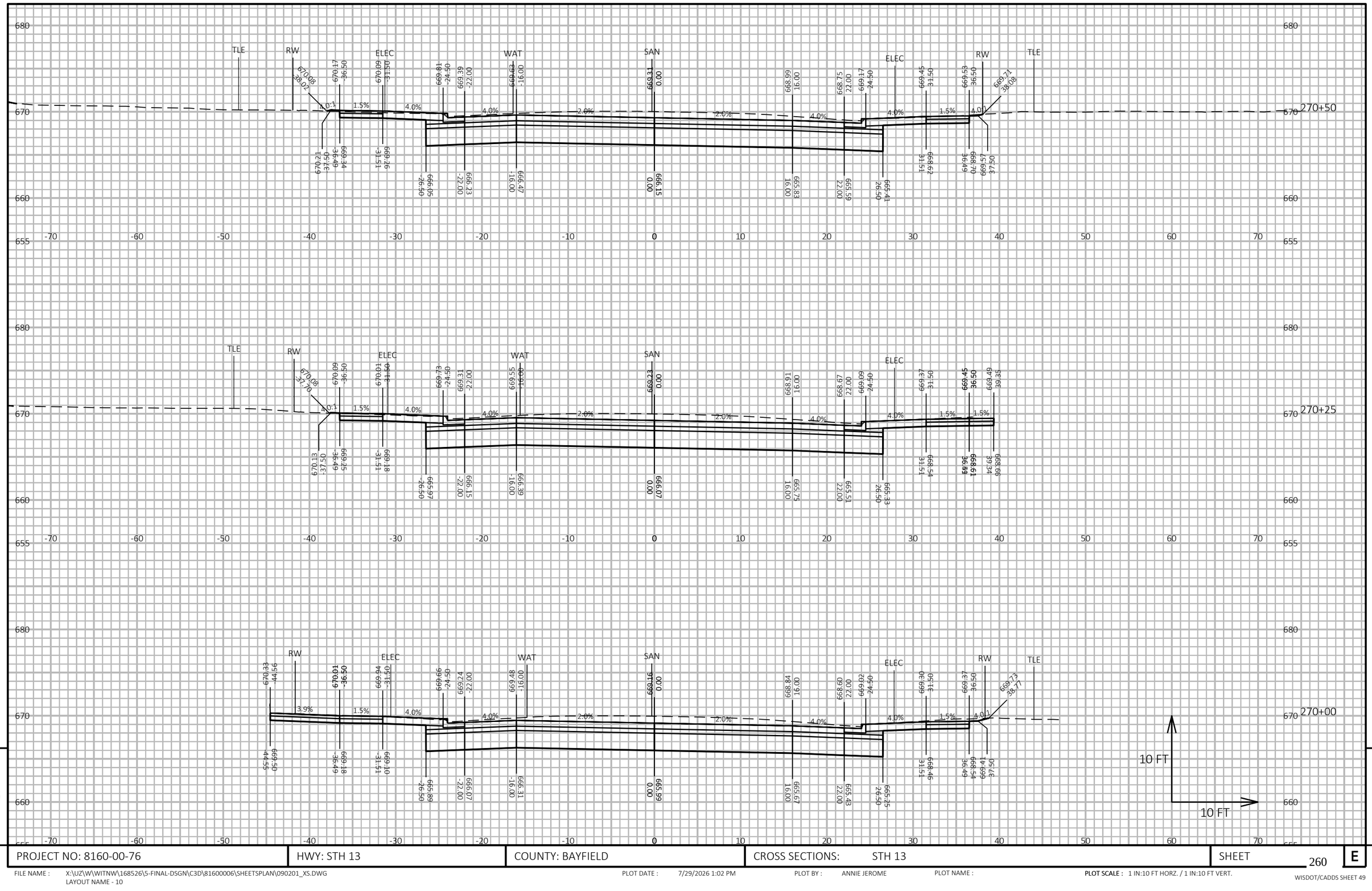
PLOT DATE : 7/29/2026 1:28 PM

PLOT BY : ANNIE JEROME

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 260	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 10

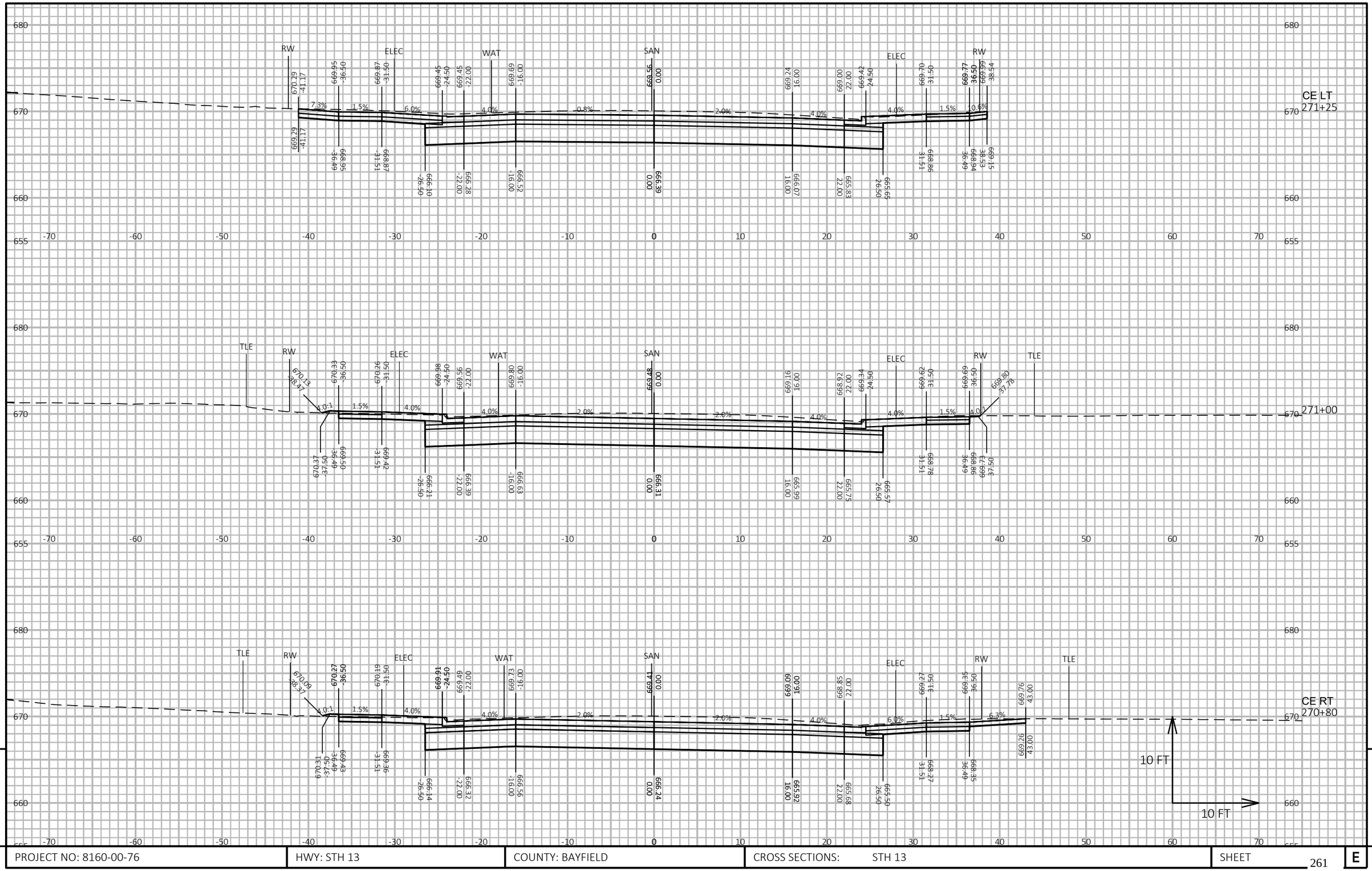
PLOT DATE : 7/29/2026 1:02 PM

PLOT BY : ANNIE JEROME

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 261	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 11

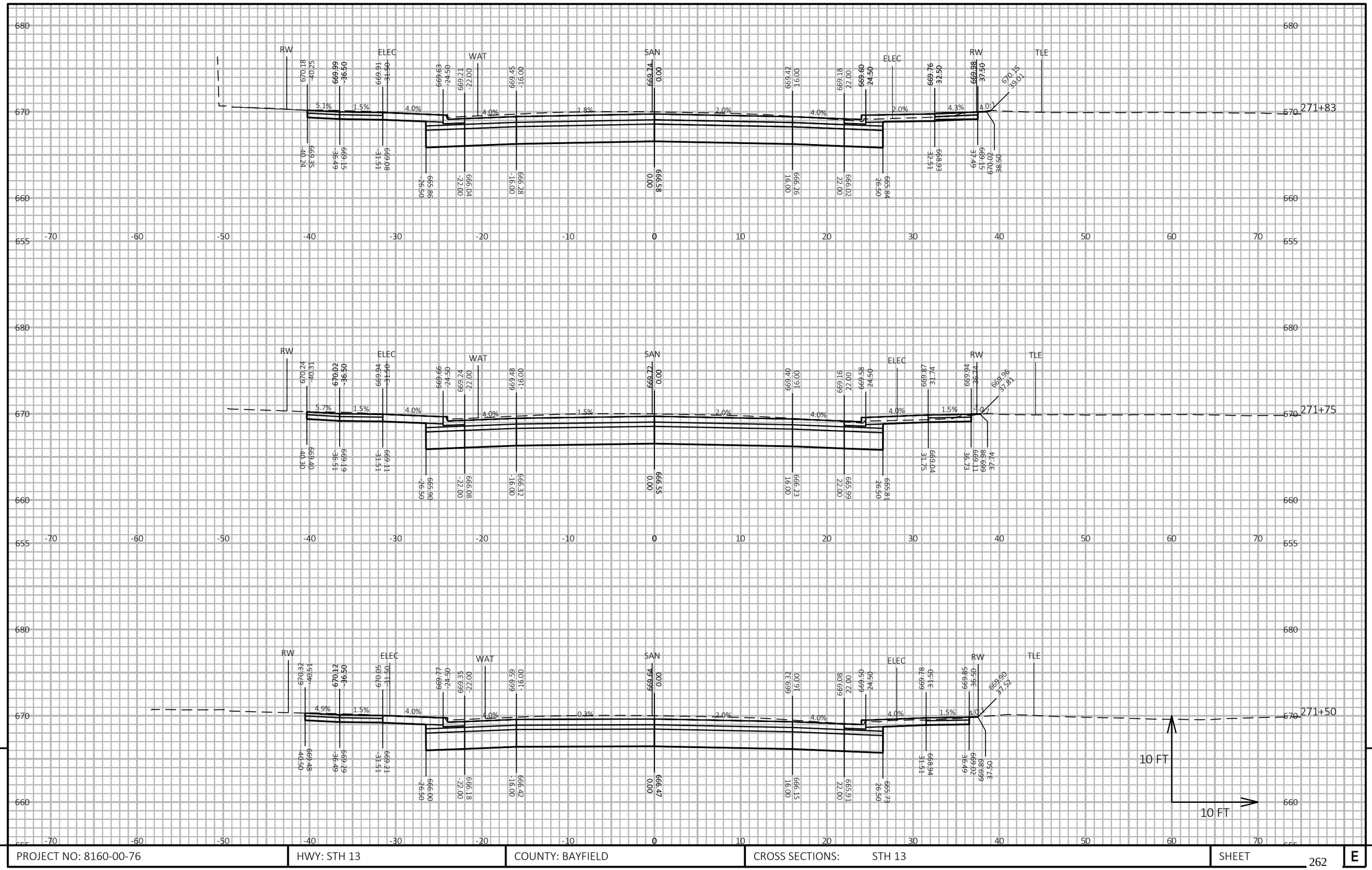
PLOT DATE : 7/29/2026 1:58 PM

PLOT BY : ANNIE JEROME

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 262	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 12

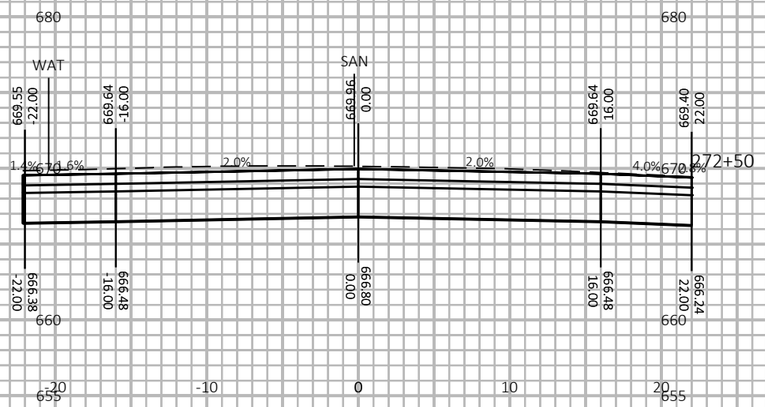
PLOT DATE : 7/29/2026 1:14 PM

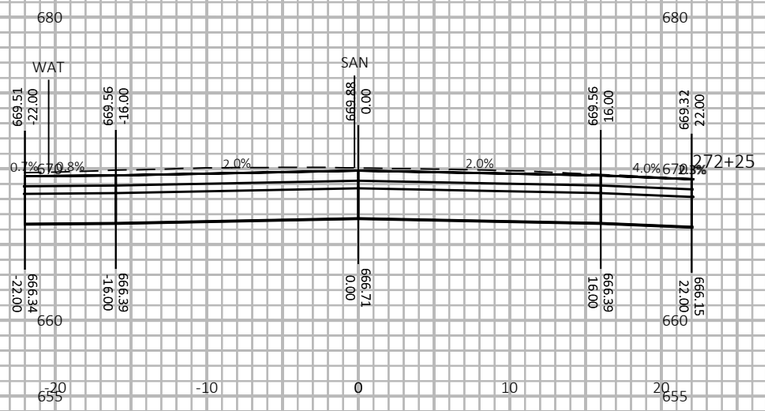
PLOT BY : ANNIE JEROME

PLOT NAME :

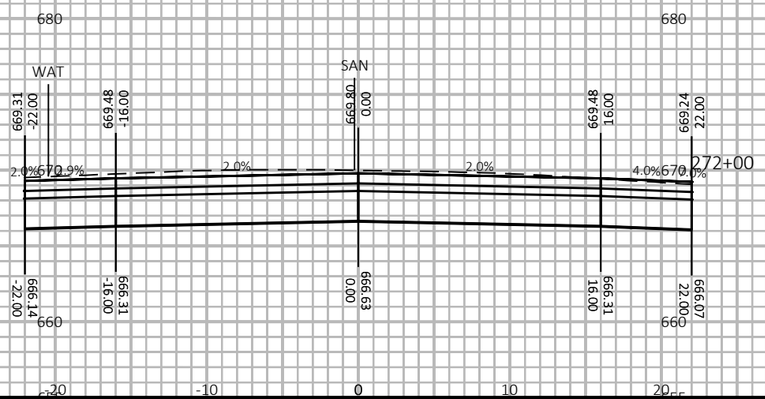
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

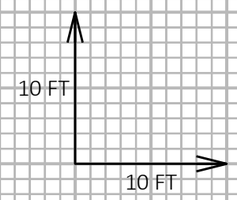




CENTRAL AVENUE



CENTRAL AVENUE



9

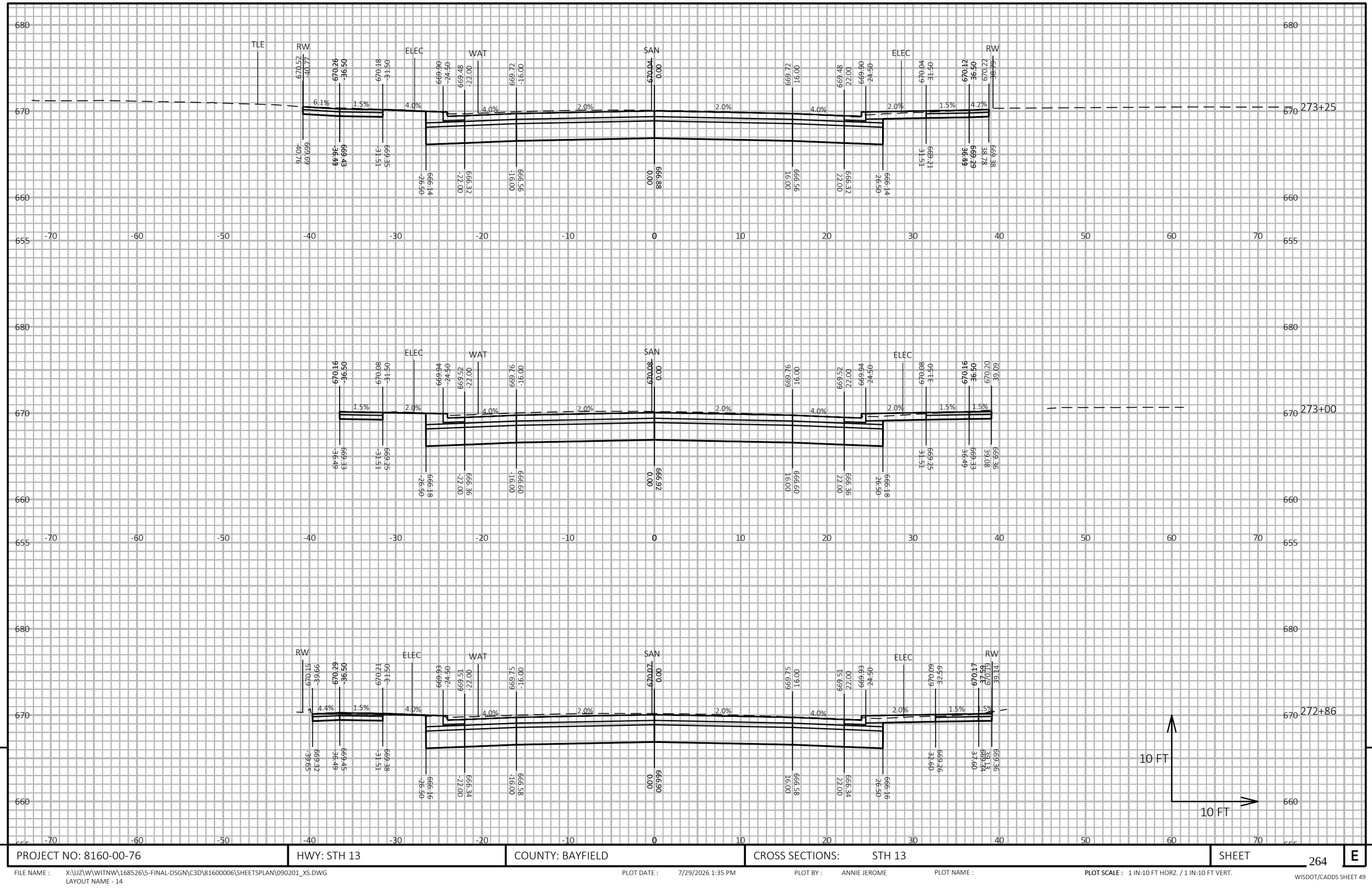
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PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 263	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 13

PLOT DATE : 7/29/2026 2:09 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

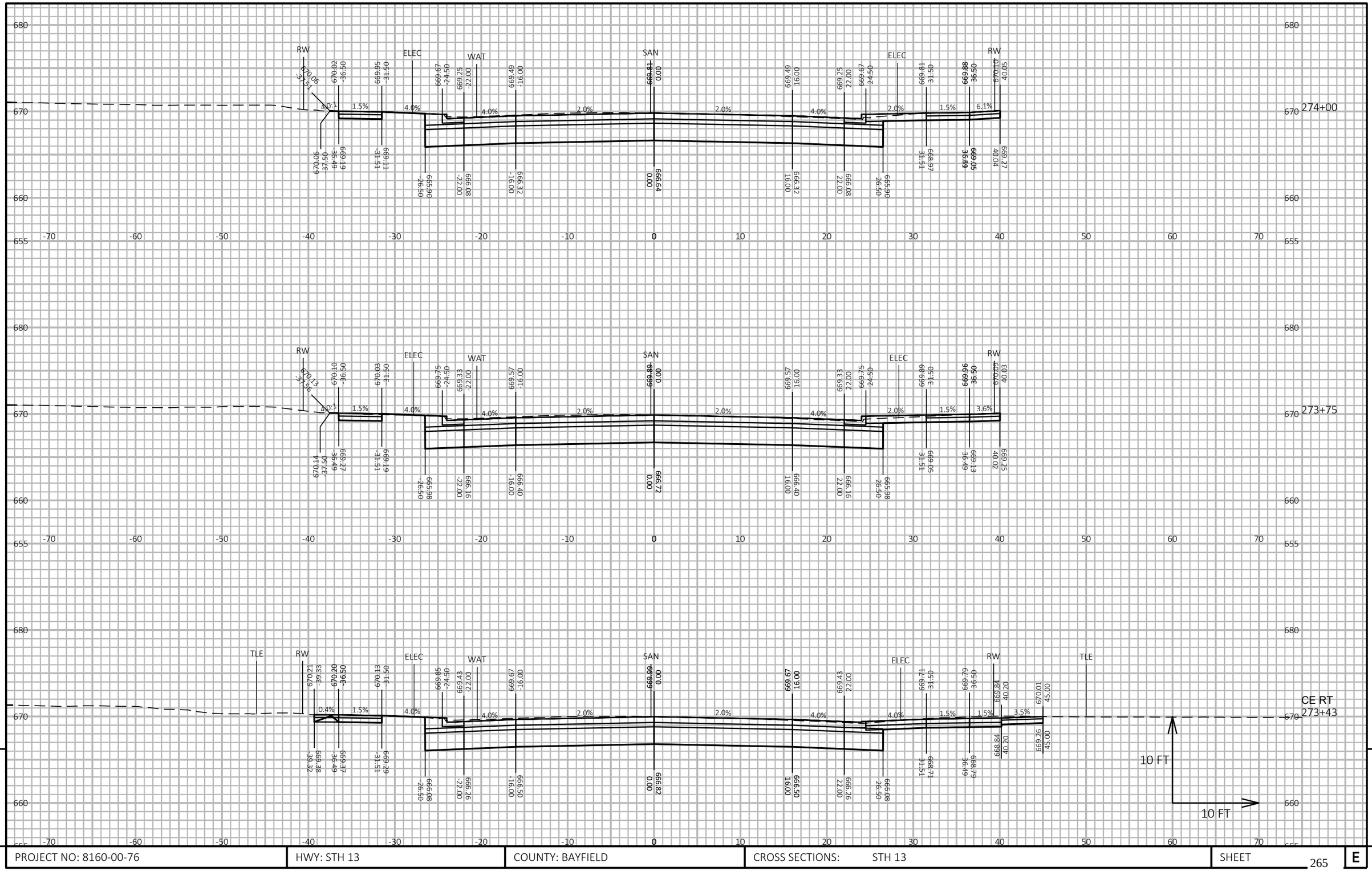


PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 264 E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 14

PLOT DATE : 7/29/2026 1:35 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 265	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 15

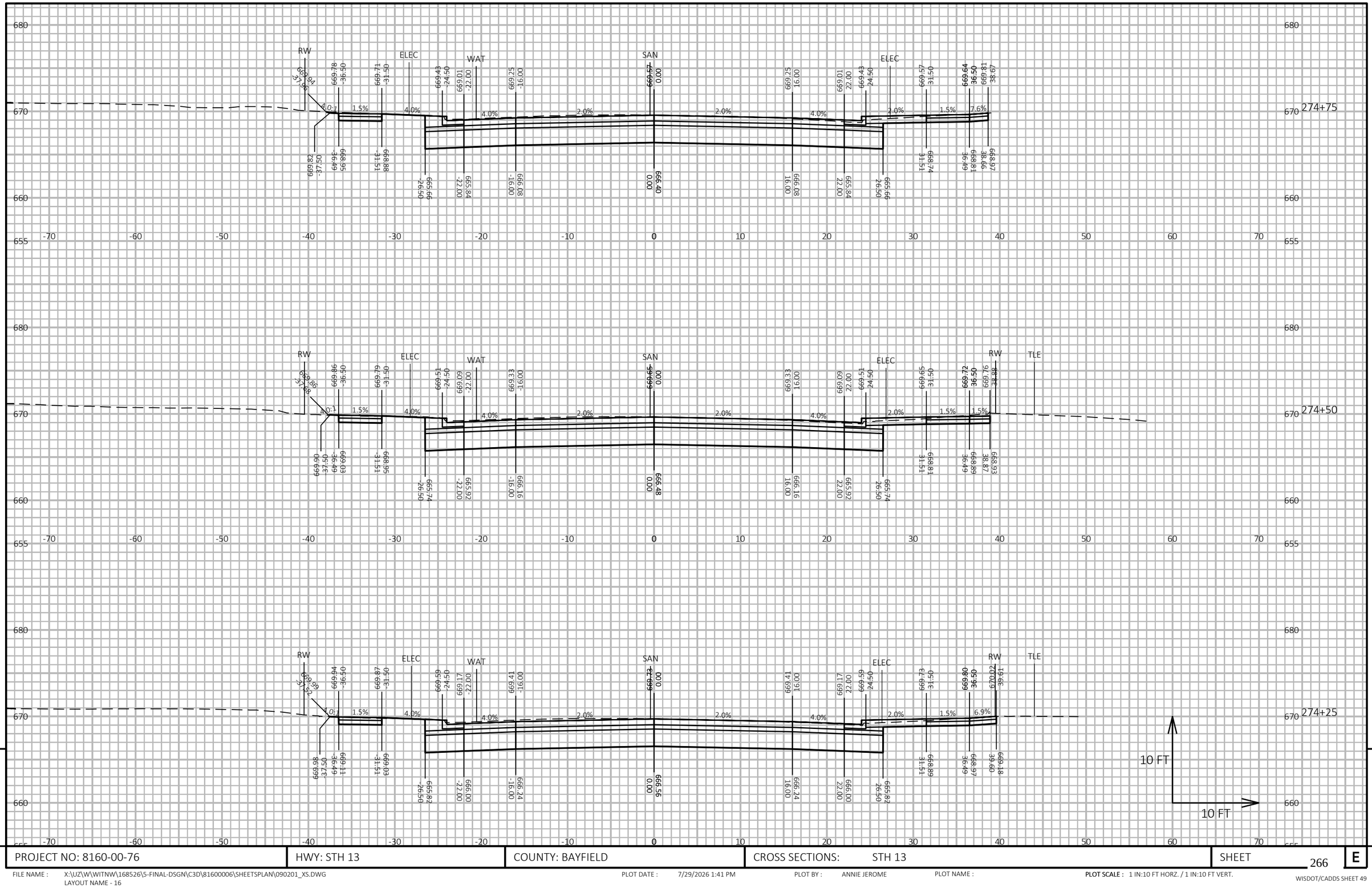
PLOT DATE : 7/29/2026 2:04 PM

PLOT BY : ANNIE JEROME

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 266	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 16

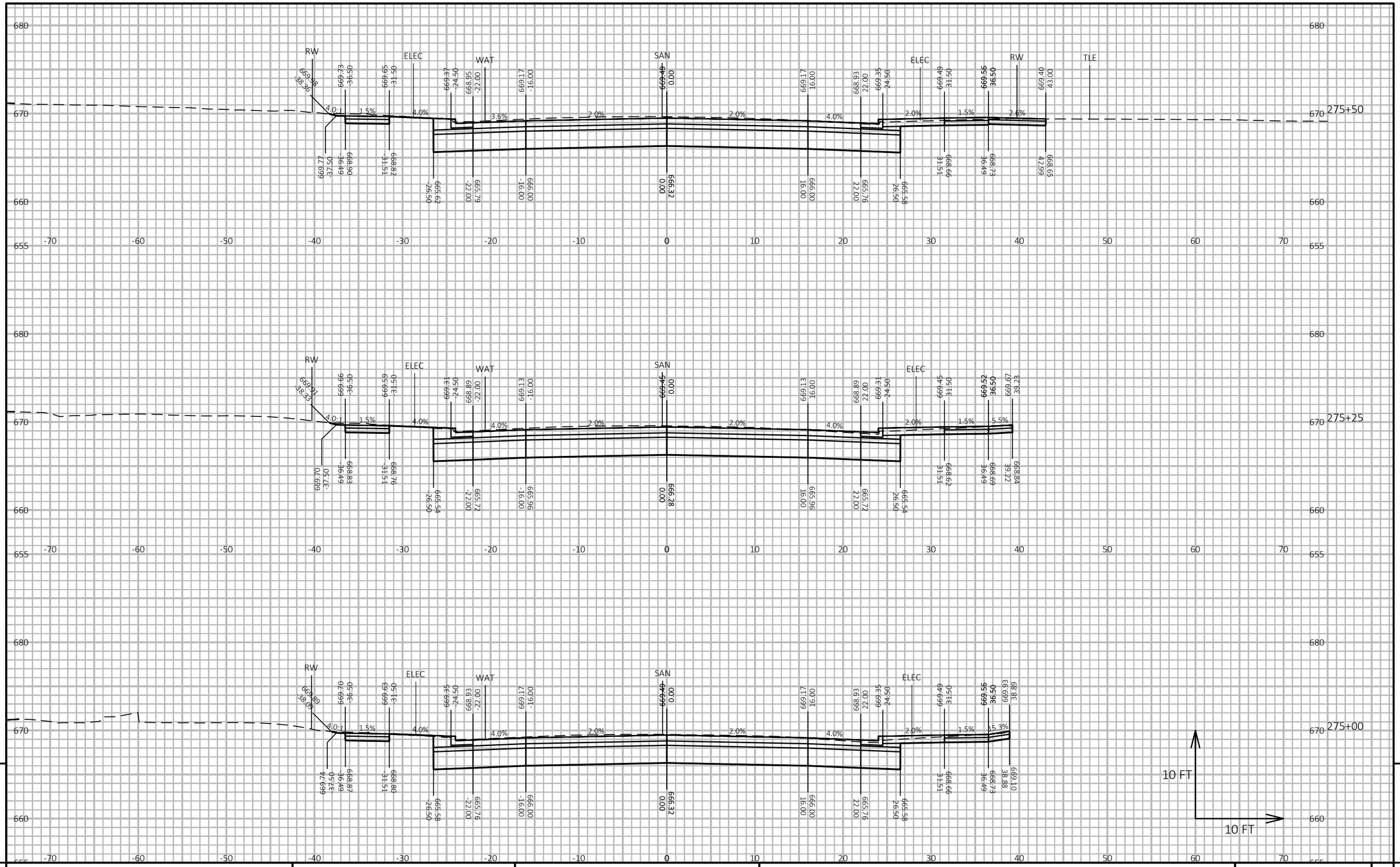
PLOT DATE : 7/29/2026 1:41 PM

PLOT BY : ANNIE JEROME

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 267	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 17

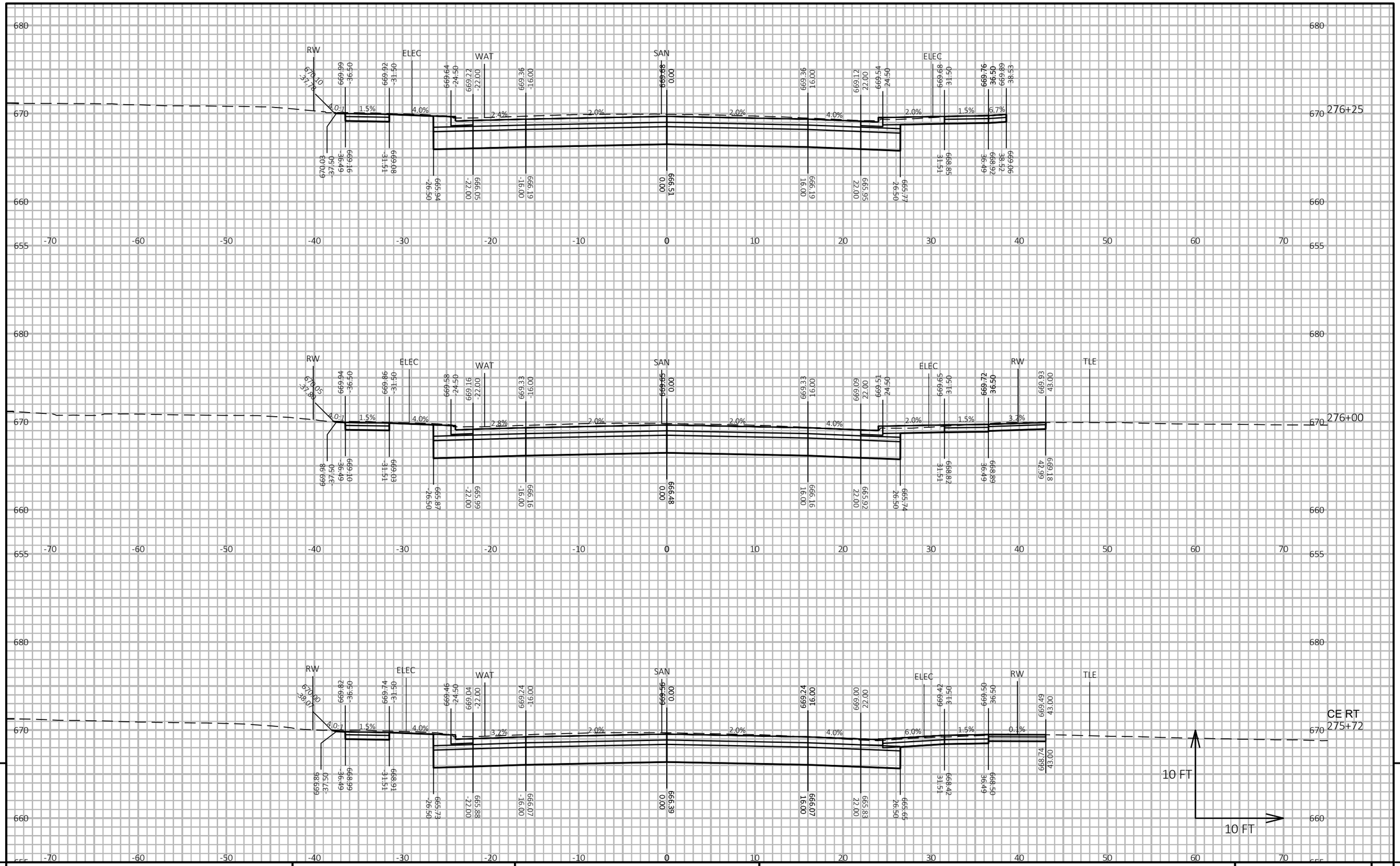
PLOT DATE : 7/29/2026 1:56 PM

PLOT BY : ANNIE JEROME

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

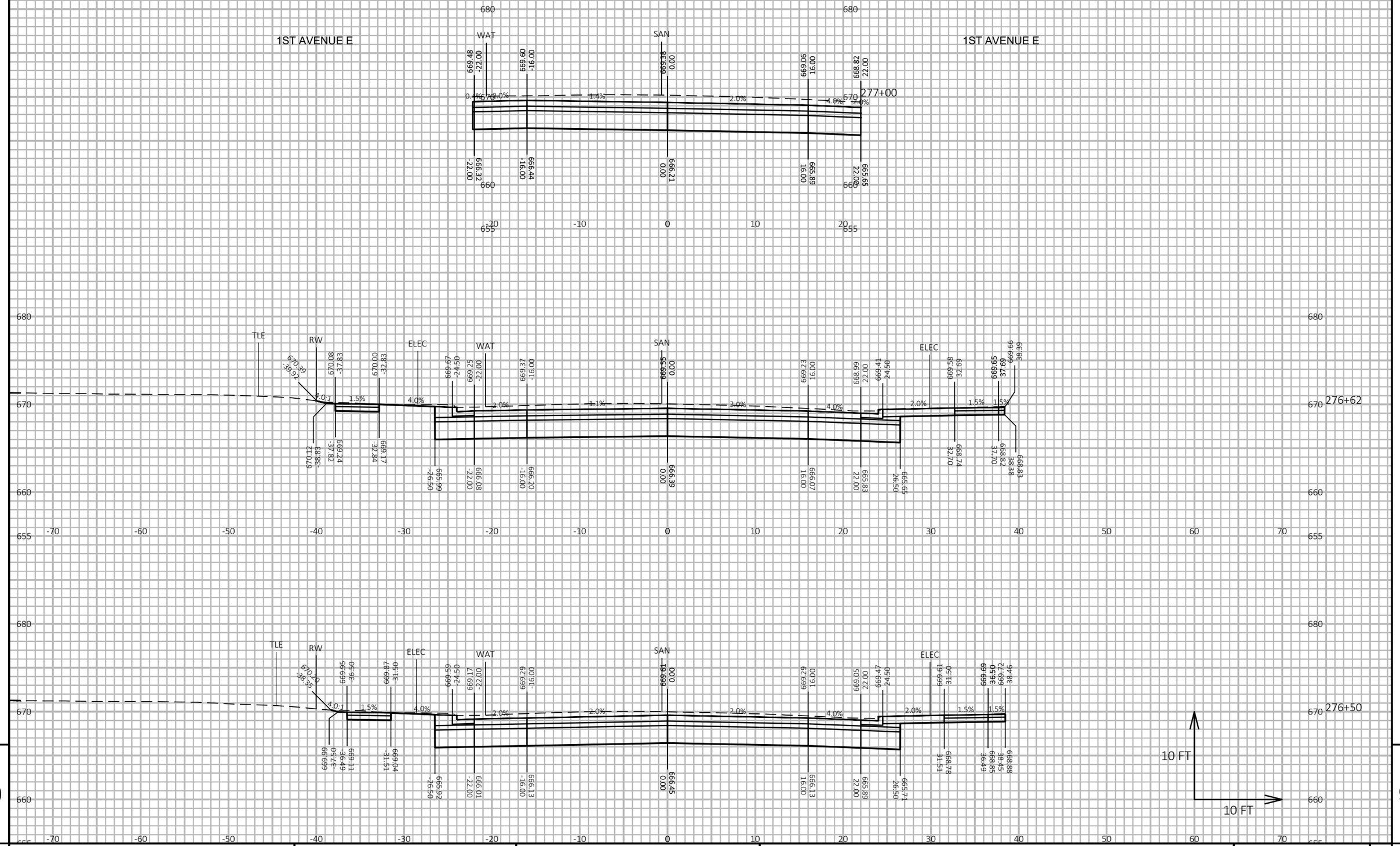


PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 268 E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 18

PLOT DATE : 7/29/2026 1:35 PM PLOT BY : ANNIE JEROME PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 269	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 19

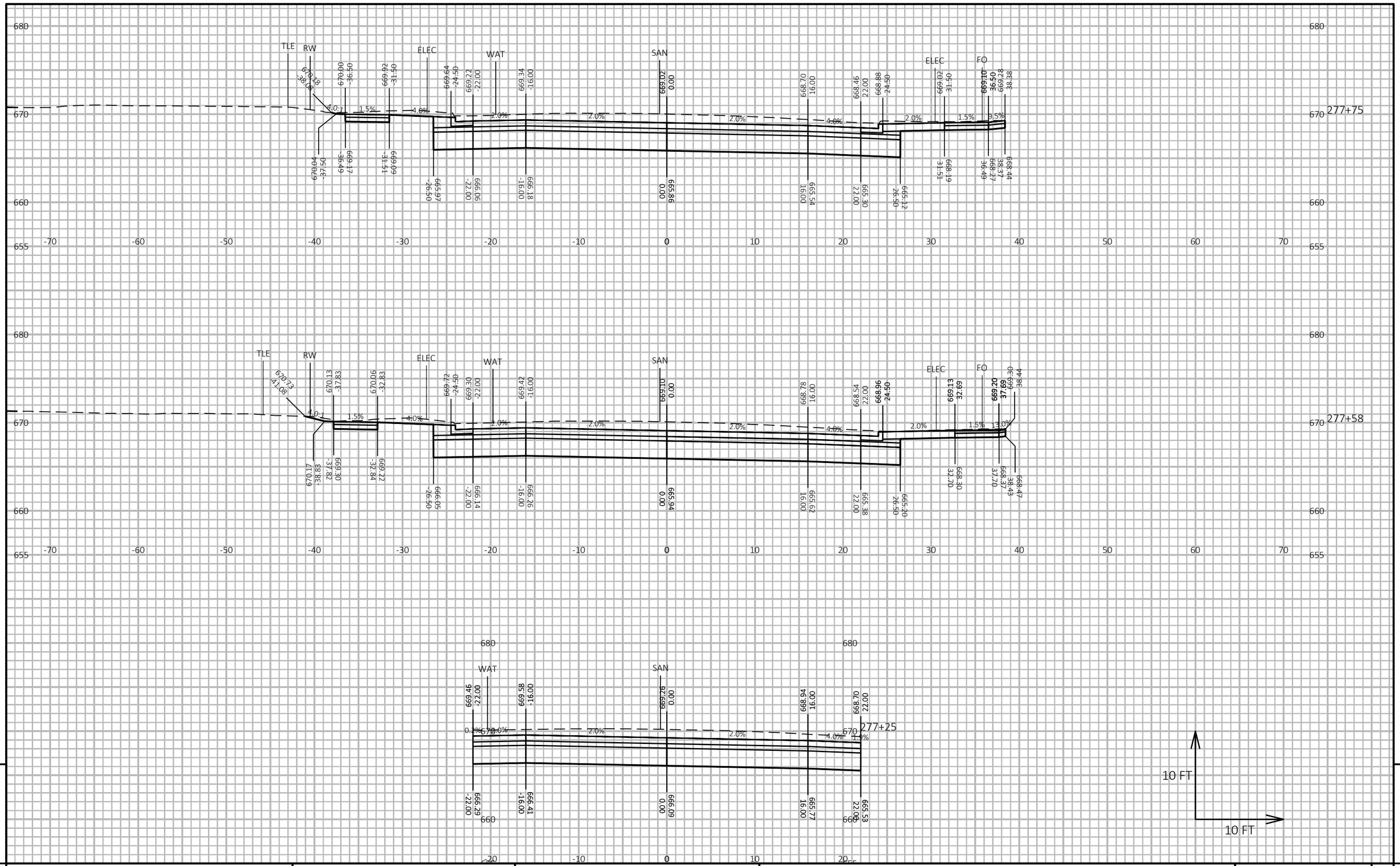
PLOT DATE : 7/29/2026 1:03 PM

PLOT BY : ANNIE JEROME

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

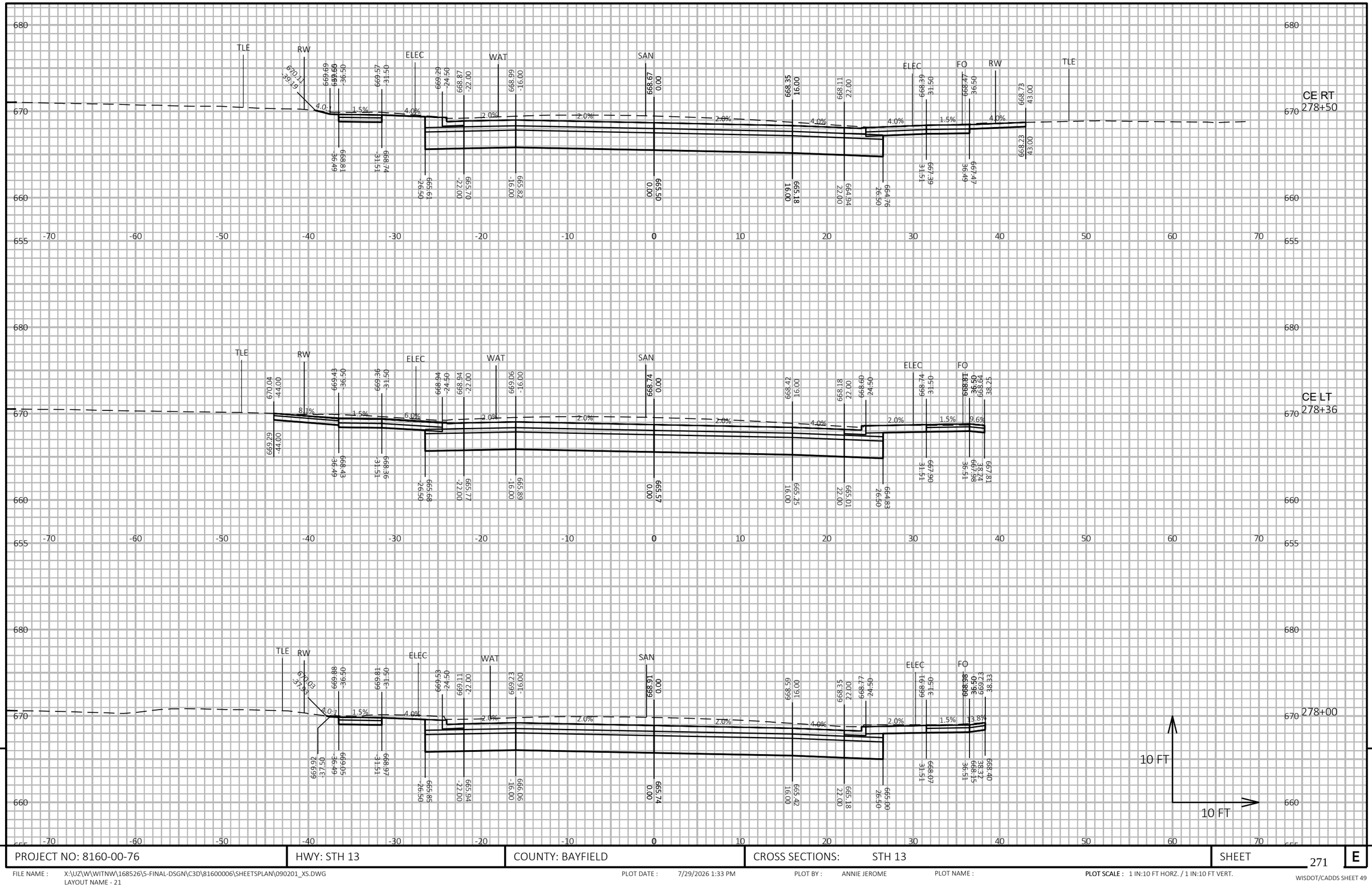


PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 270 E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 20

PLOT DATE : 7/29/2026 2:00 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 271 E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 21

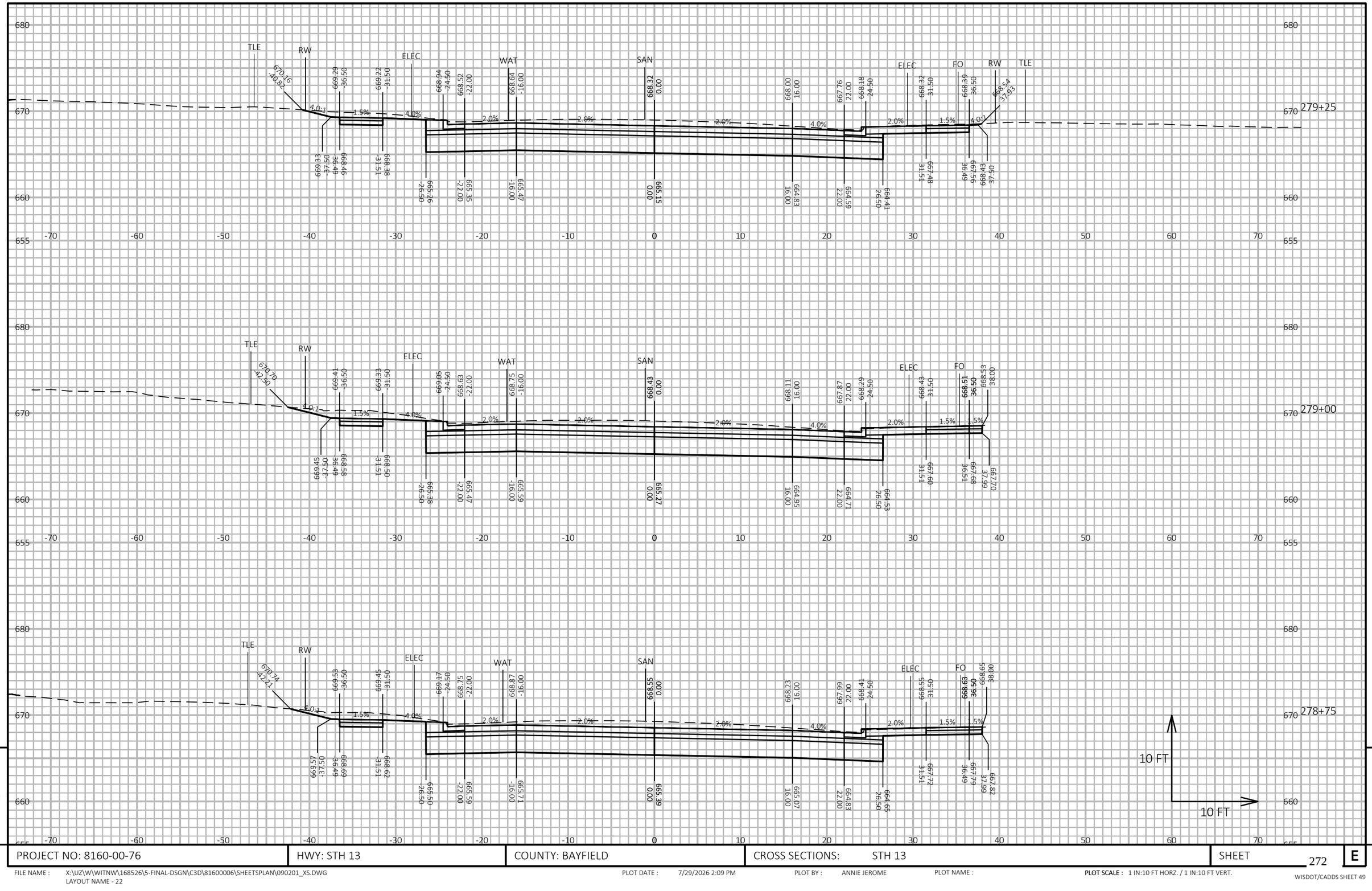
PLOT DATE : 7/29/2026 1:33 PM

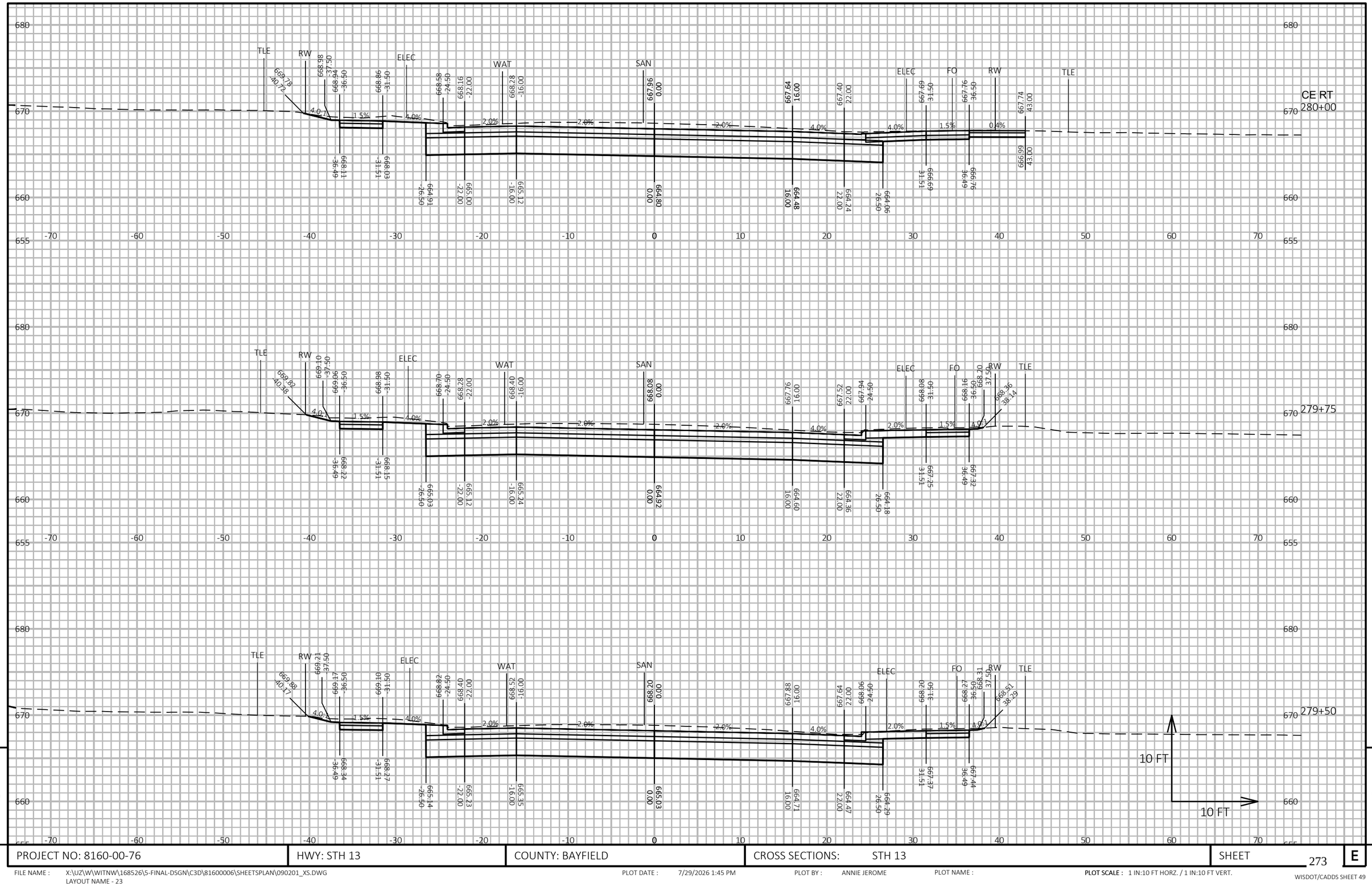
PLOT BY : ANNIE JEROME

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49


TLE
RW
ELEC
WAT
SAN
ELEC
FO
RW
TLE
279+25
279+00
278+75
10 FT
10 FT



9

9

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 273	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 23

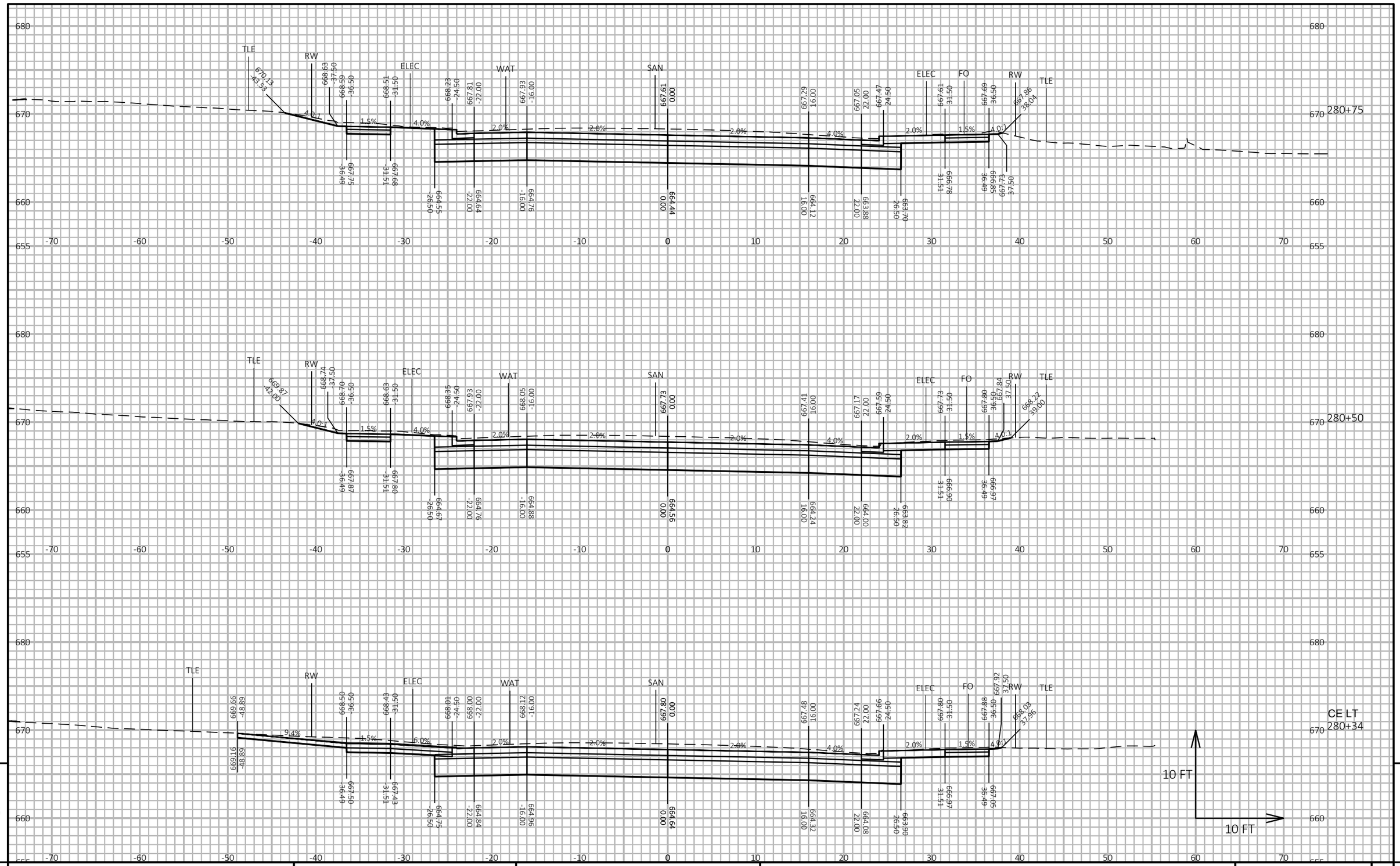
PLOT DATE : 7/29/2026 1:45 PM

PLOT BY : ANNIE JEROME

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

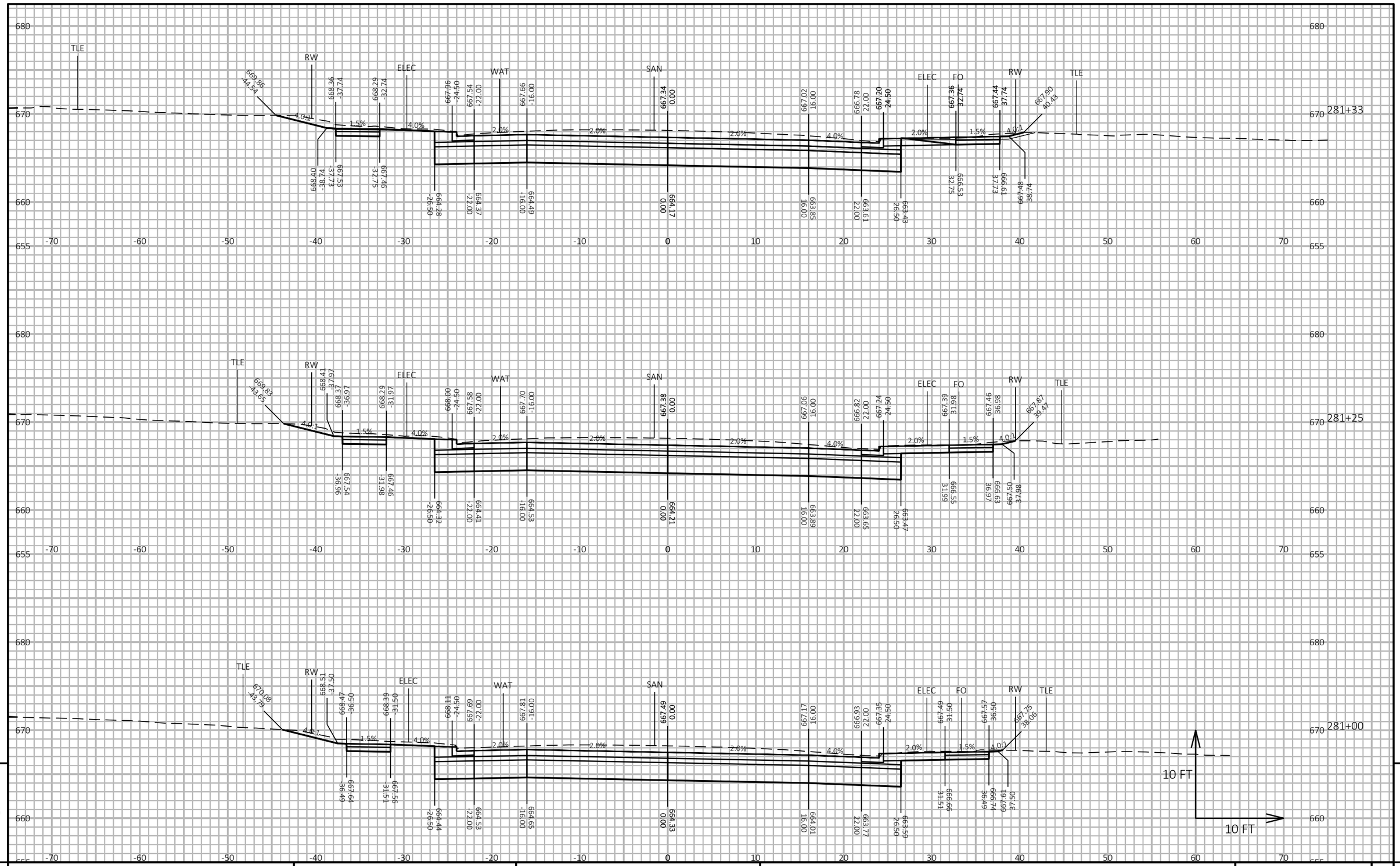
PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 274	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 24

PLOT DATE : 7/29/2026 1:54 PM PLOT BY : ANNIE JEROME PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 275	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 25

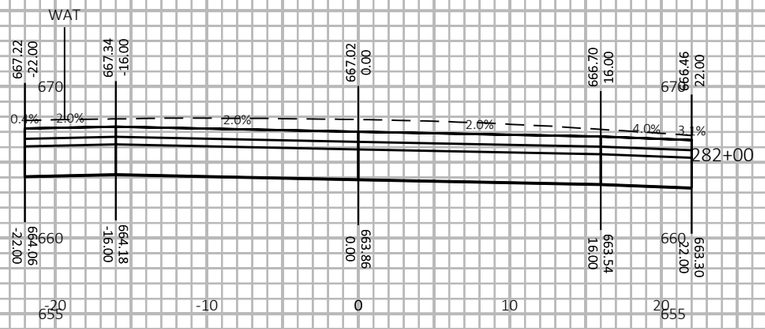
PLOT DATE : 7/29/2026 1:06 PM

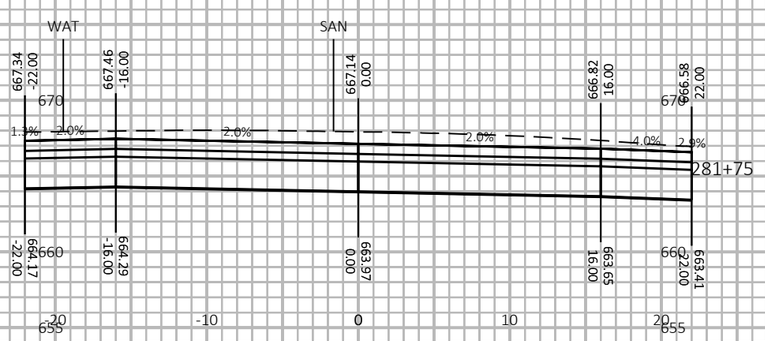
PLOT BY : ANNIE JEROME

PLOT NAME :

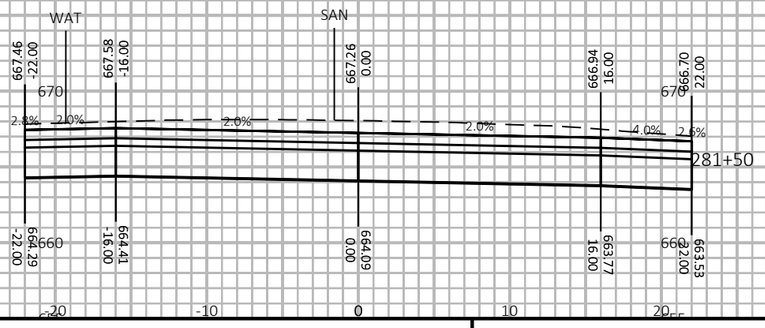
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

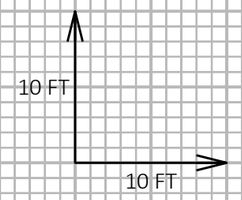




2ND AVENUE E



2ND AVENUE E



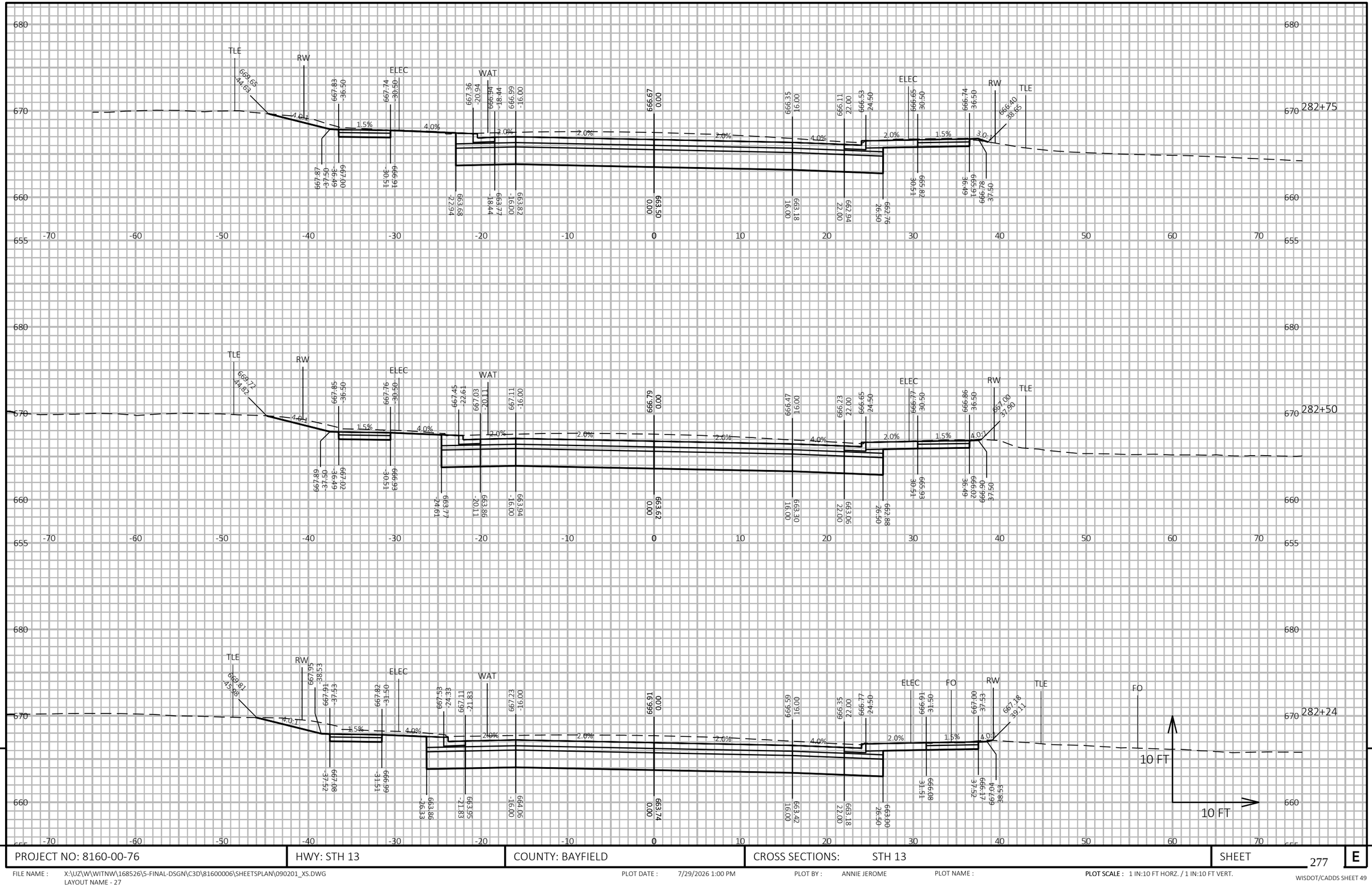
9

9

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 276	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 26

PLOT DATE : 7/29/2026 1:03 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



9

9

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 277	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 27

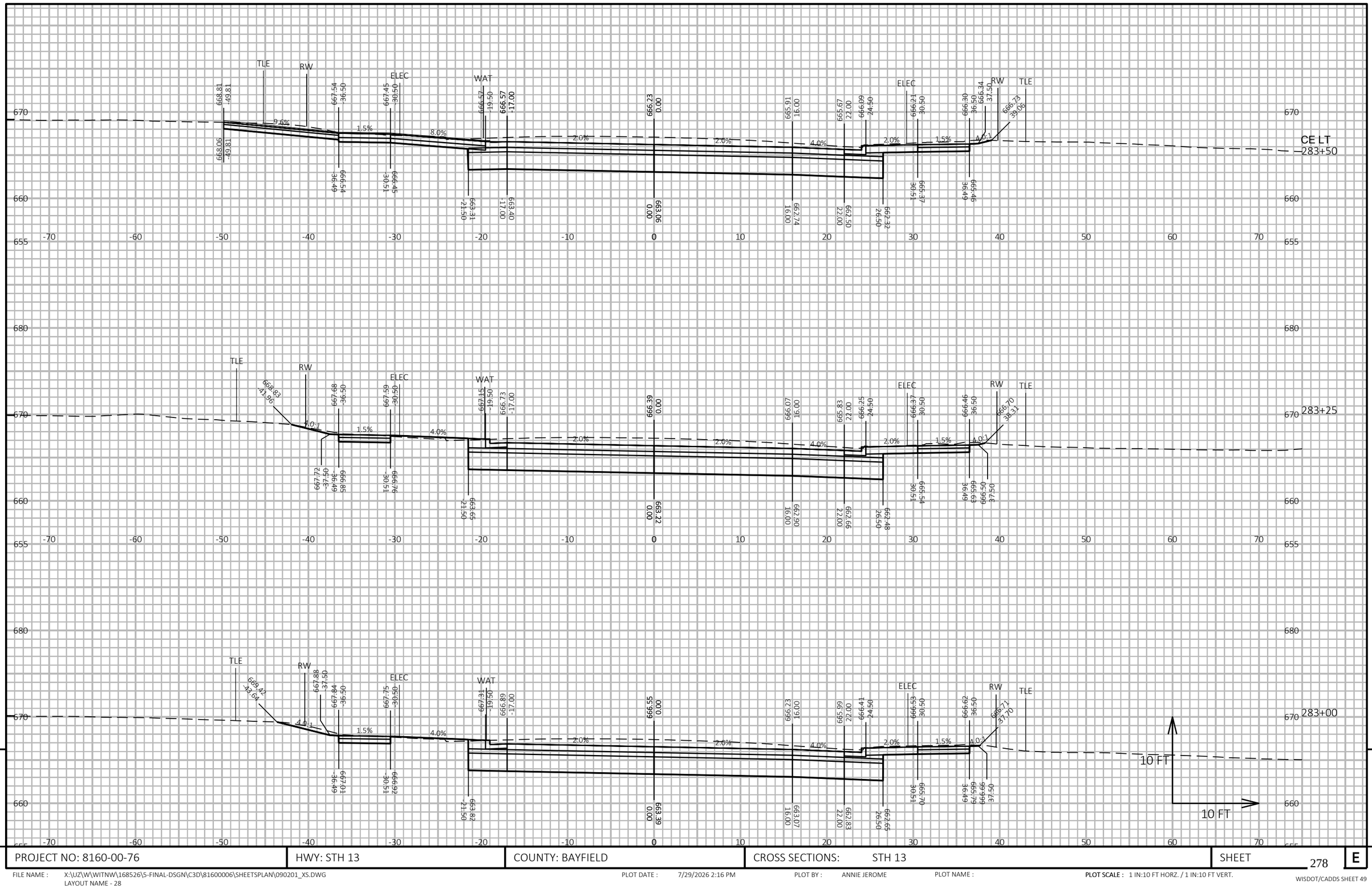
PLOT DATE : 7/29/2026 1:00 PM

PLOT BY : ANNIE JEROME

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 278	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 28

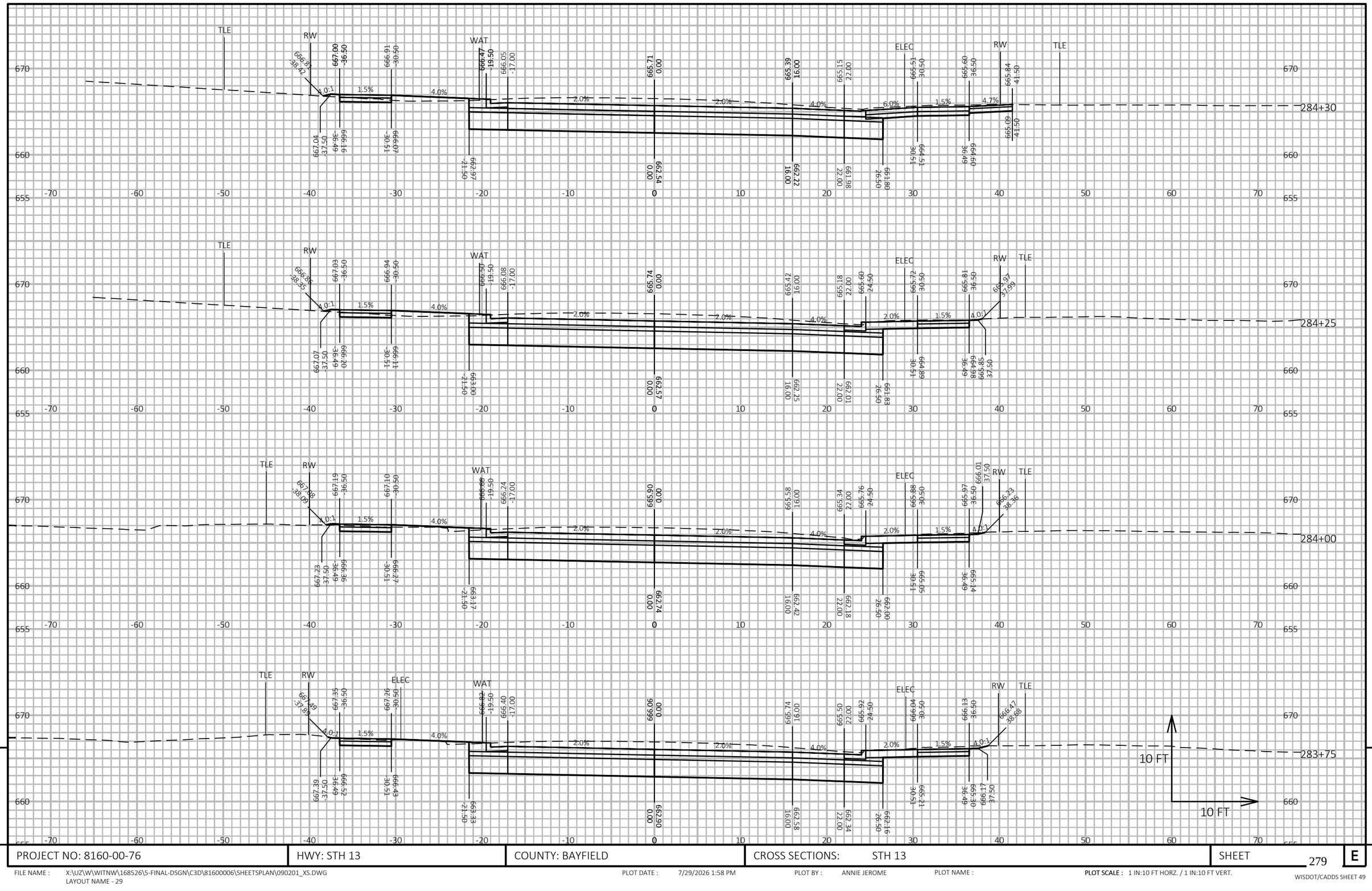
PLOT DATE : 7/29/2026 2:16 PM

PLOT BY : ANNIE JEROME

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 279	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 29

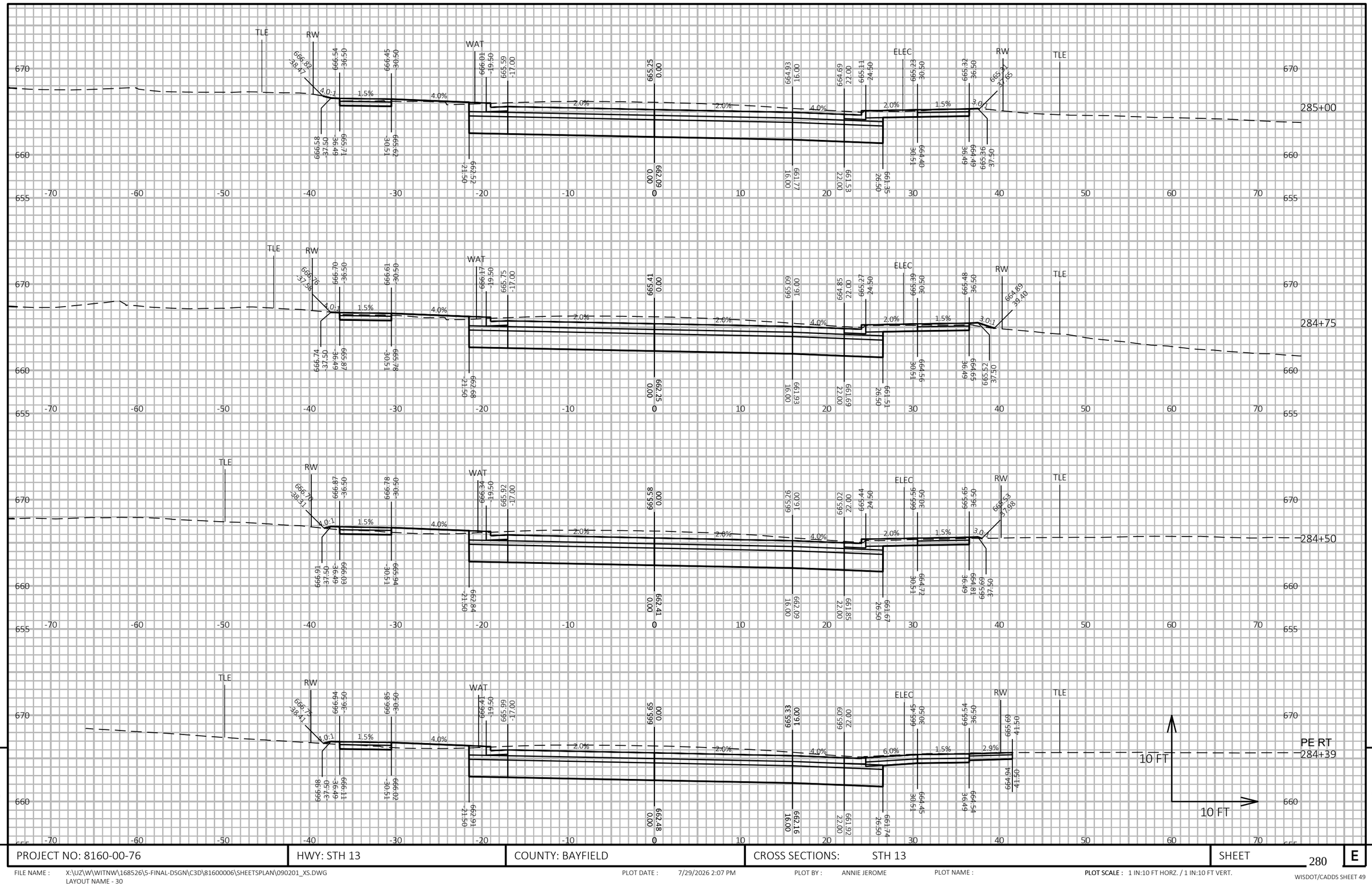
PLOT DATE : 7/29/2026 1:58 PM

PLOT BY : ANNIE JEROME

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 280	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 30

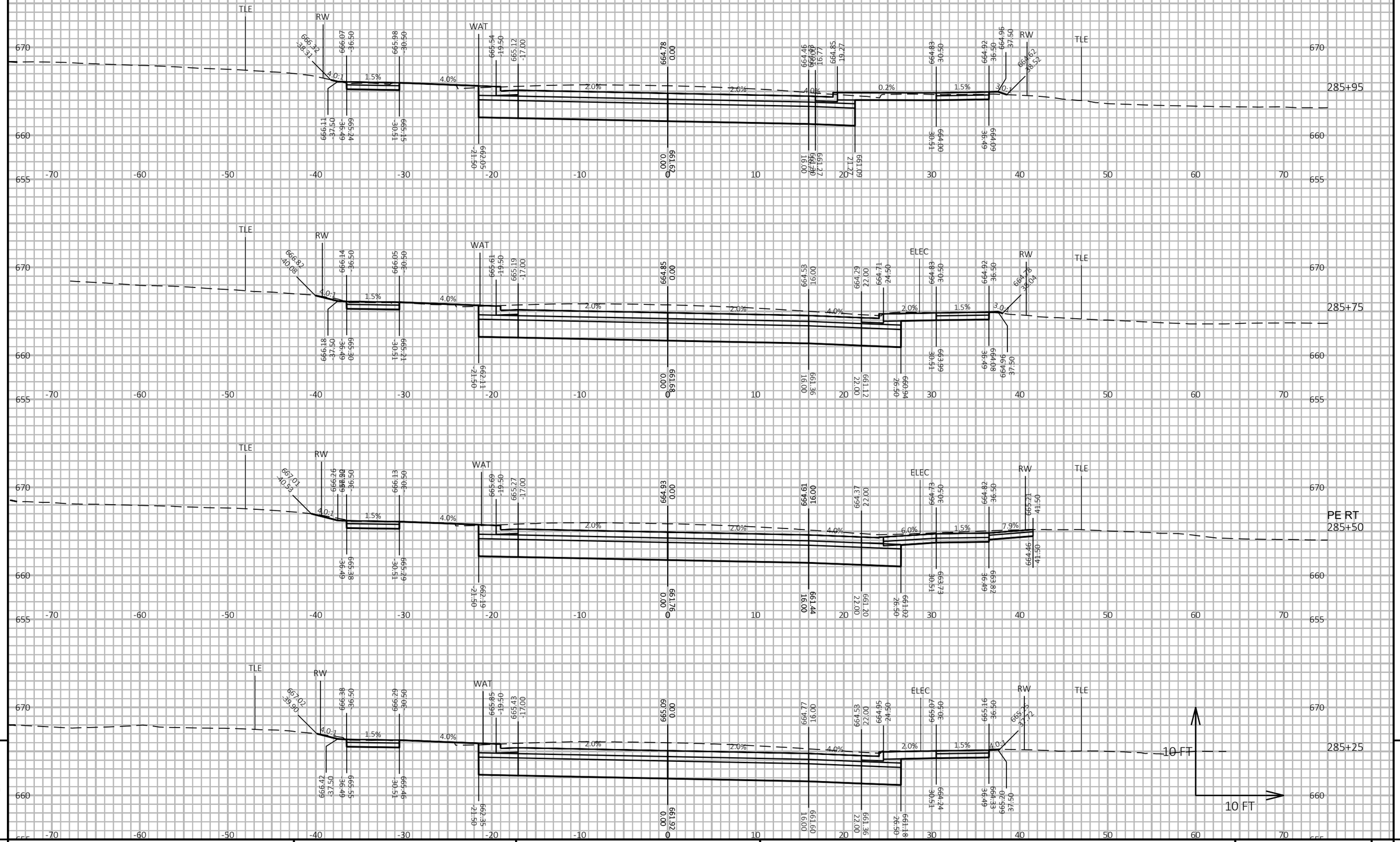
PLOT DATE : 7/29/2026 2:07 PM

PLOT BY : ANNIE JEROME

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 281	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 31

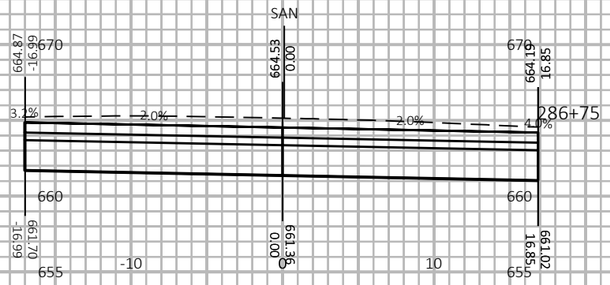
PLOT DATE : 7/29/2026 2:07 PM

PLOT BY : ANNIE JEROME

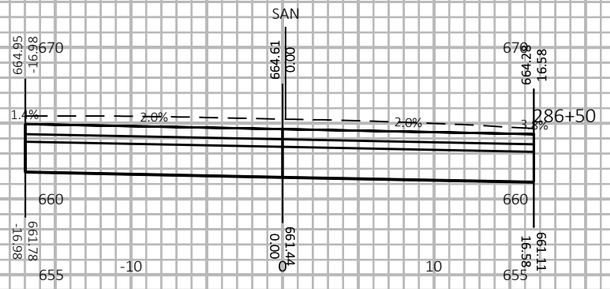
PLOT NAME :

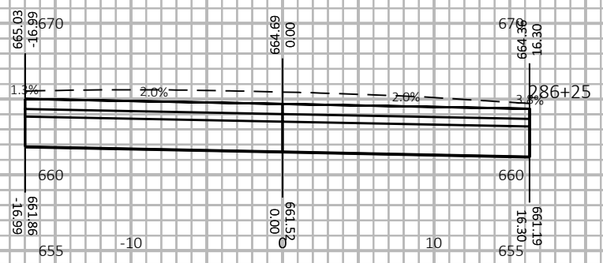
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



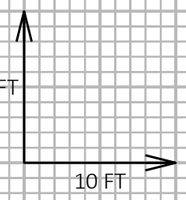
3RD AVENUE E







3RD AVENUE E



9

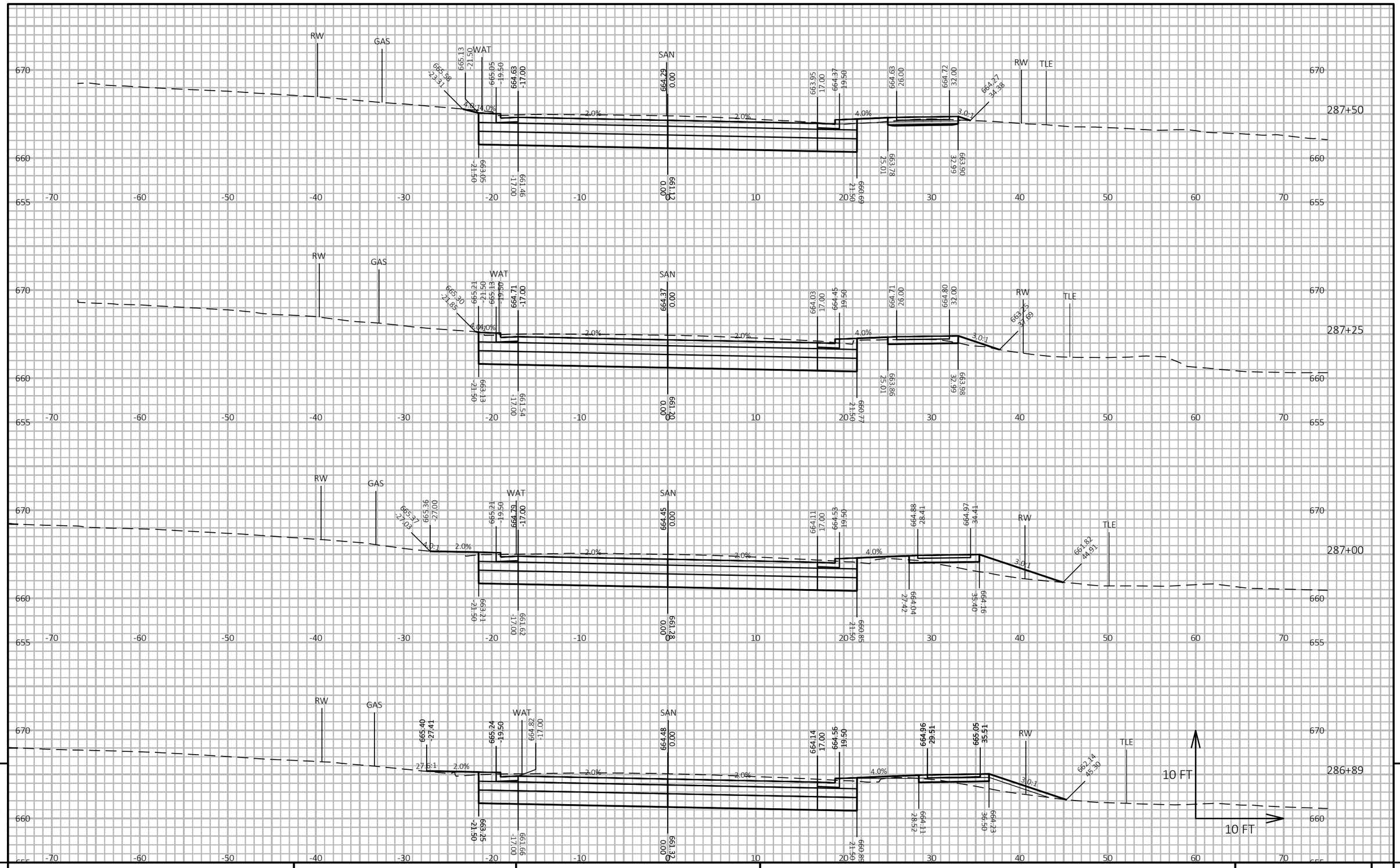
9

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 282	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 32

PLOT DATE : 7/29/2026 2:16 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

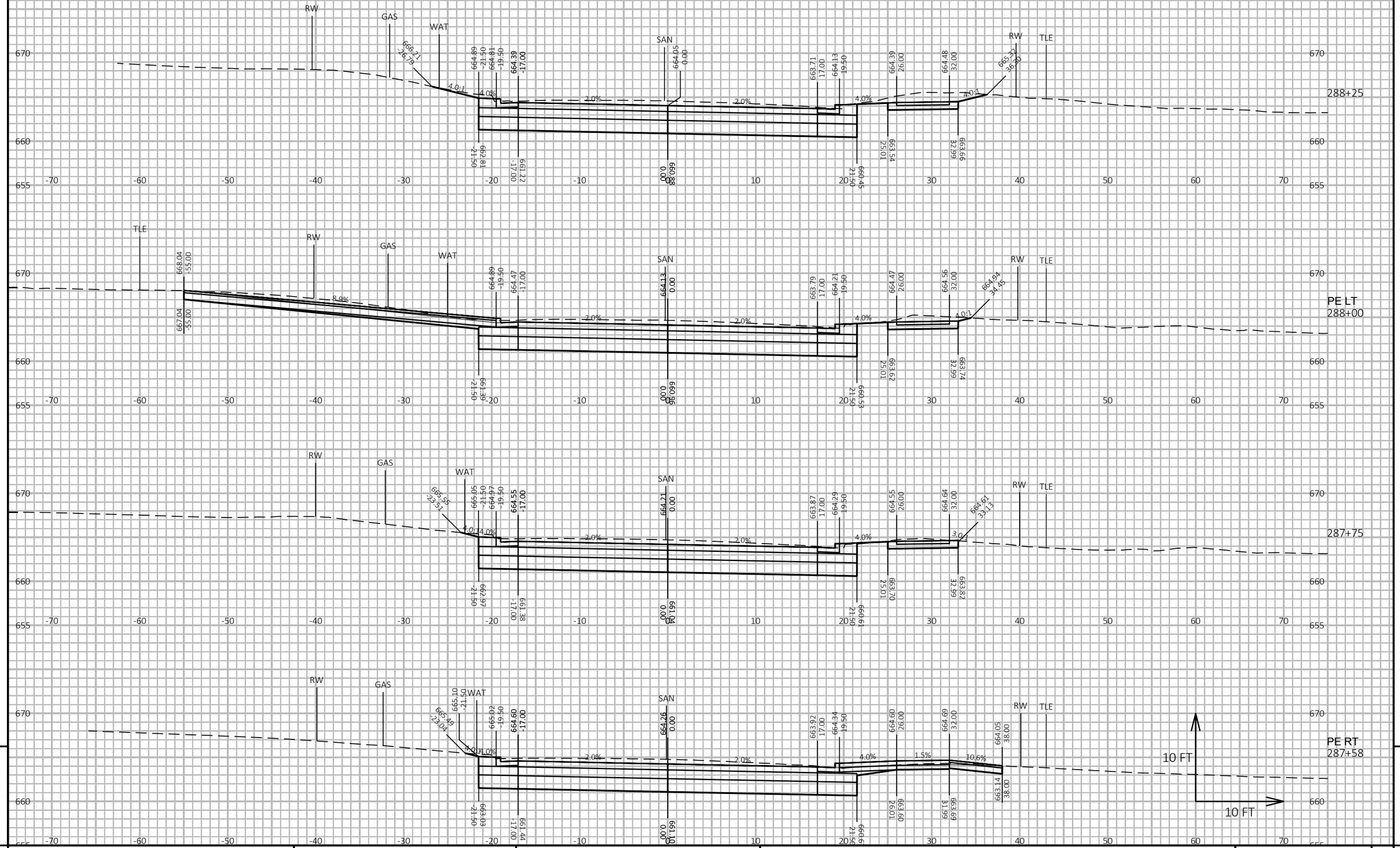


9

9

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 283	E

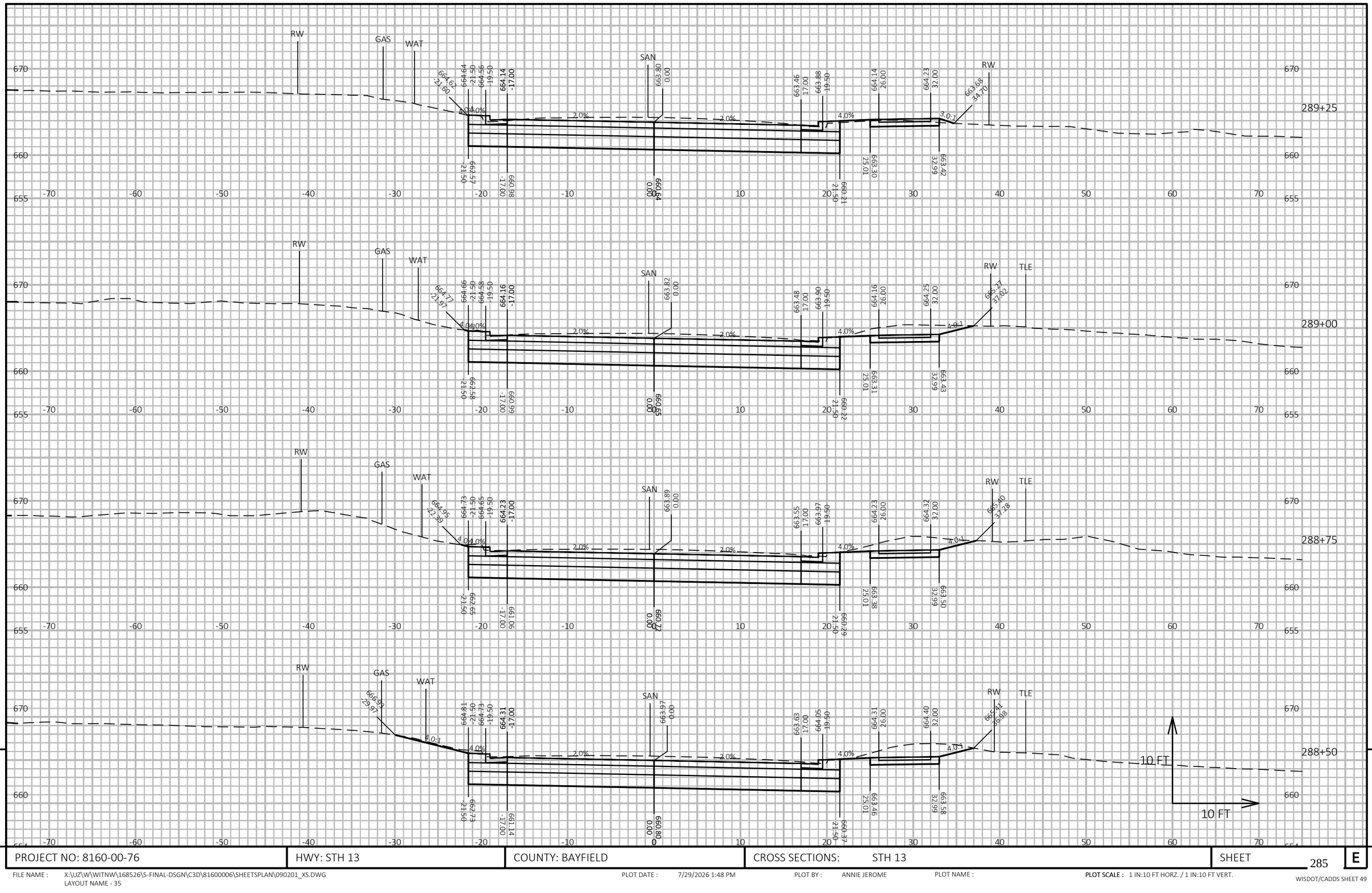
FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 33
PLOT DATE : 7/29/2026 2:04 PM
PLOT BY : ANNIE JEROME
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



9

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PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 284	E



9

9

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 285	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 35

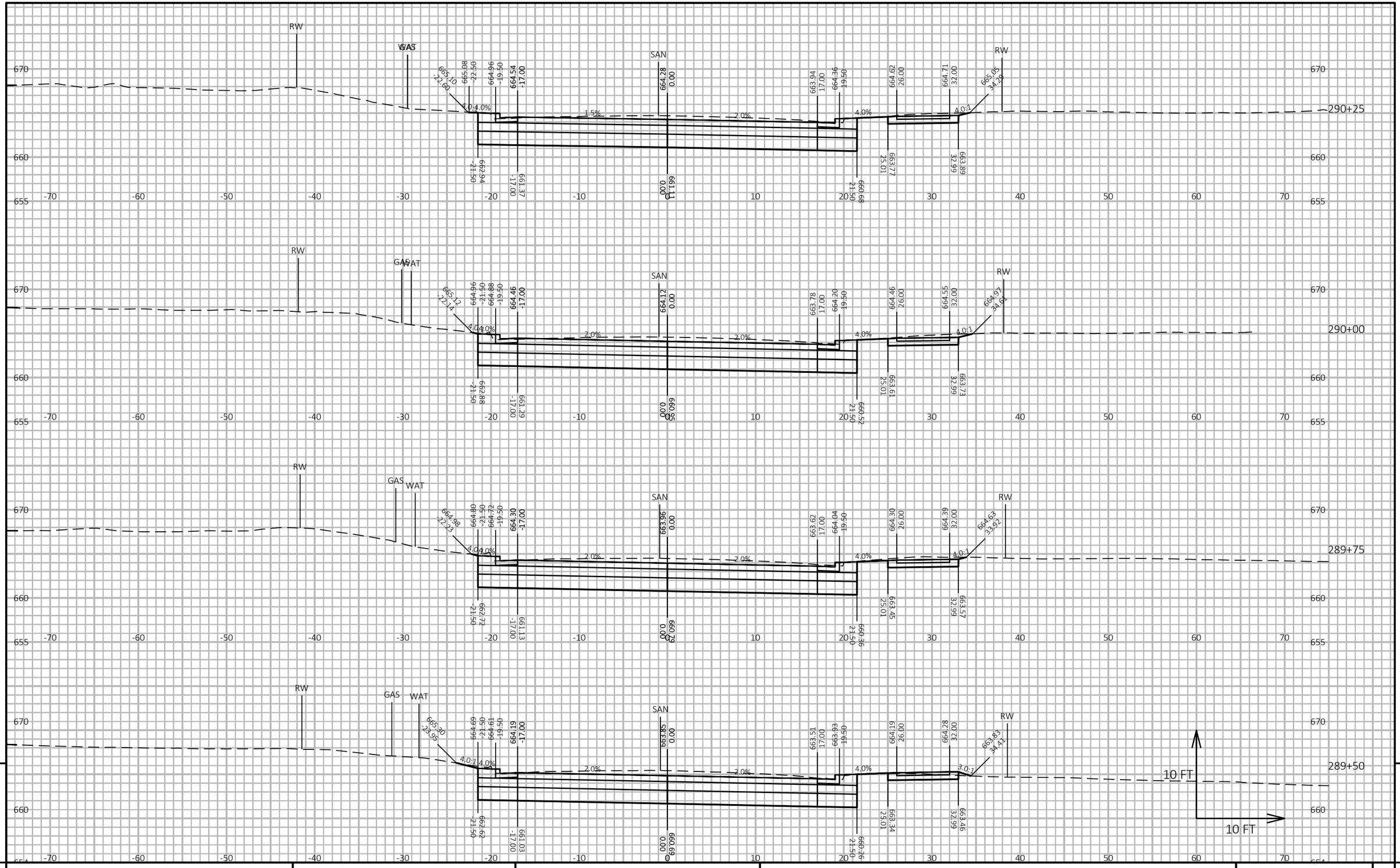
PLOT DATE : 7/29/2026 1:48 PM

PLOT BY : ANNIE JEROME

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 286	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 36

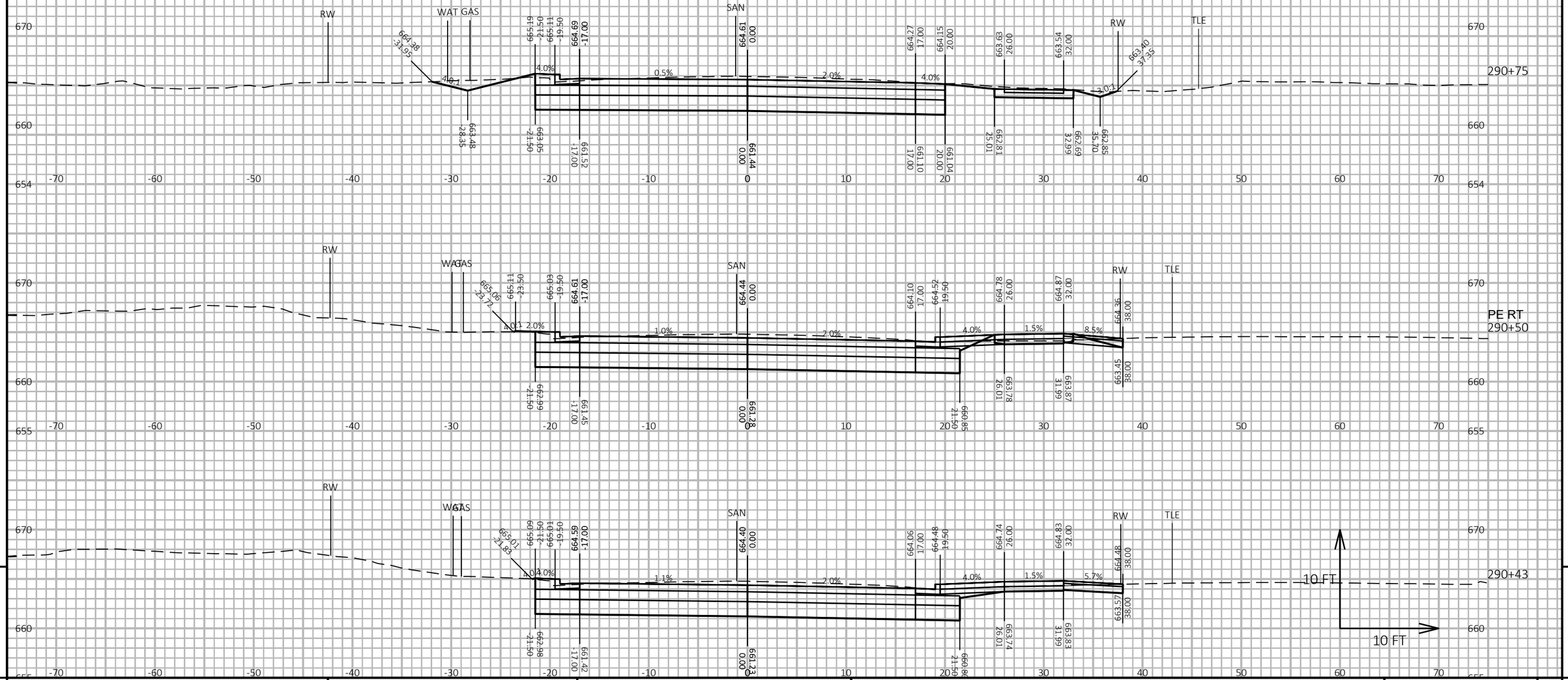
PLOT DATE : 7/29/2026 2:02 PM

PLOT BY : ANNIE JEROME

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 287	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 37

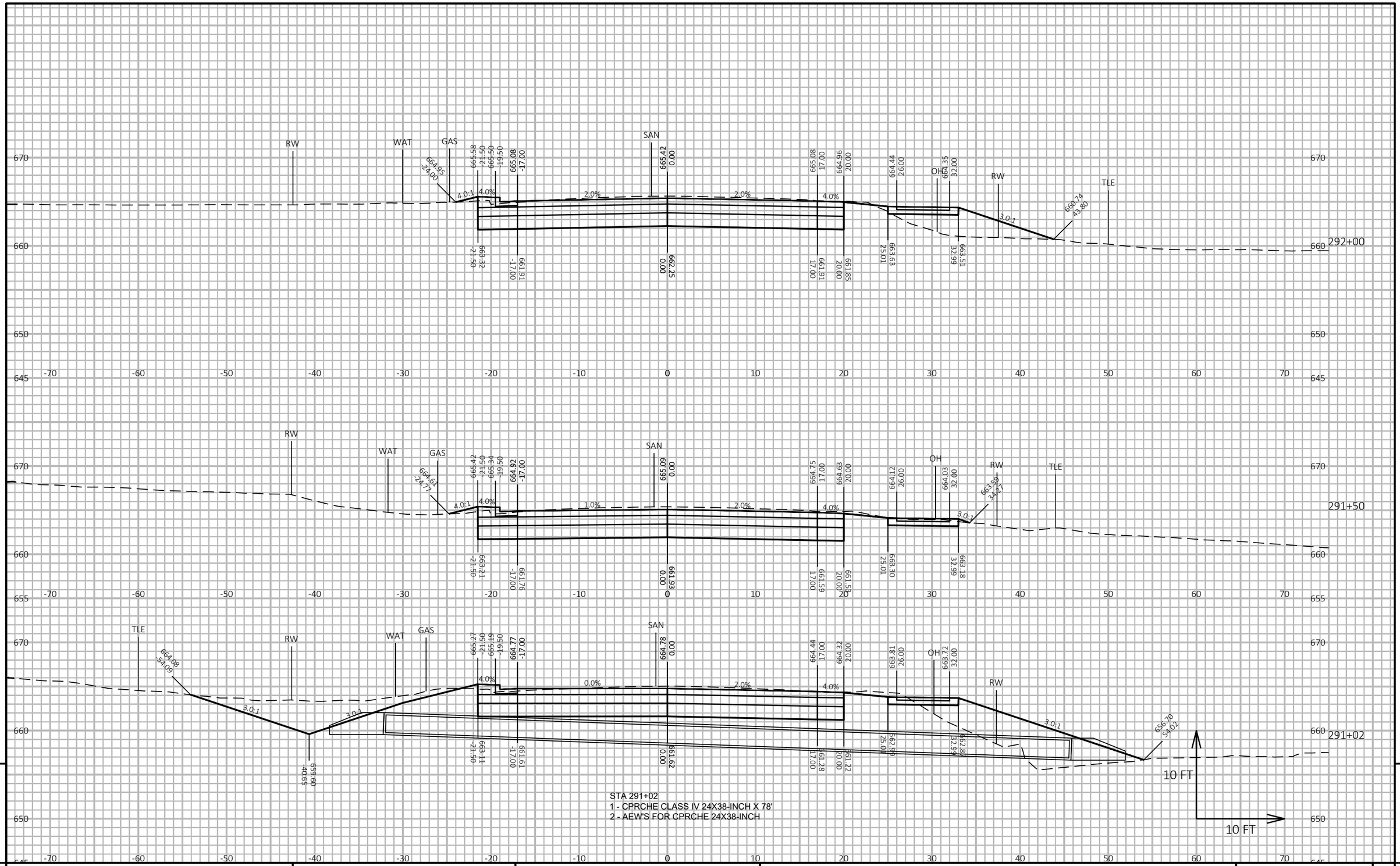
PLOT DATE : 7/29/2026 1:38 PM

PLOT BY : ANNIE JEROME

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

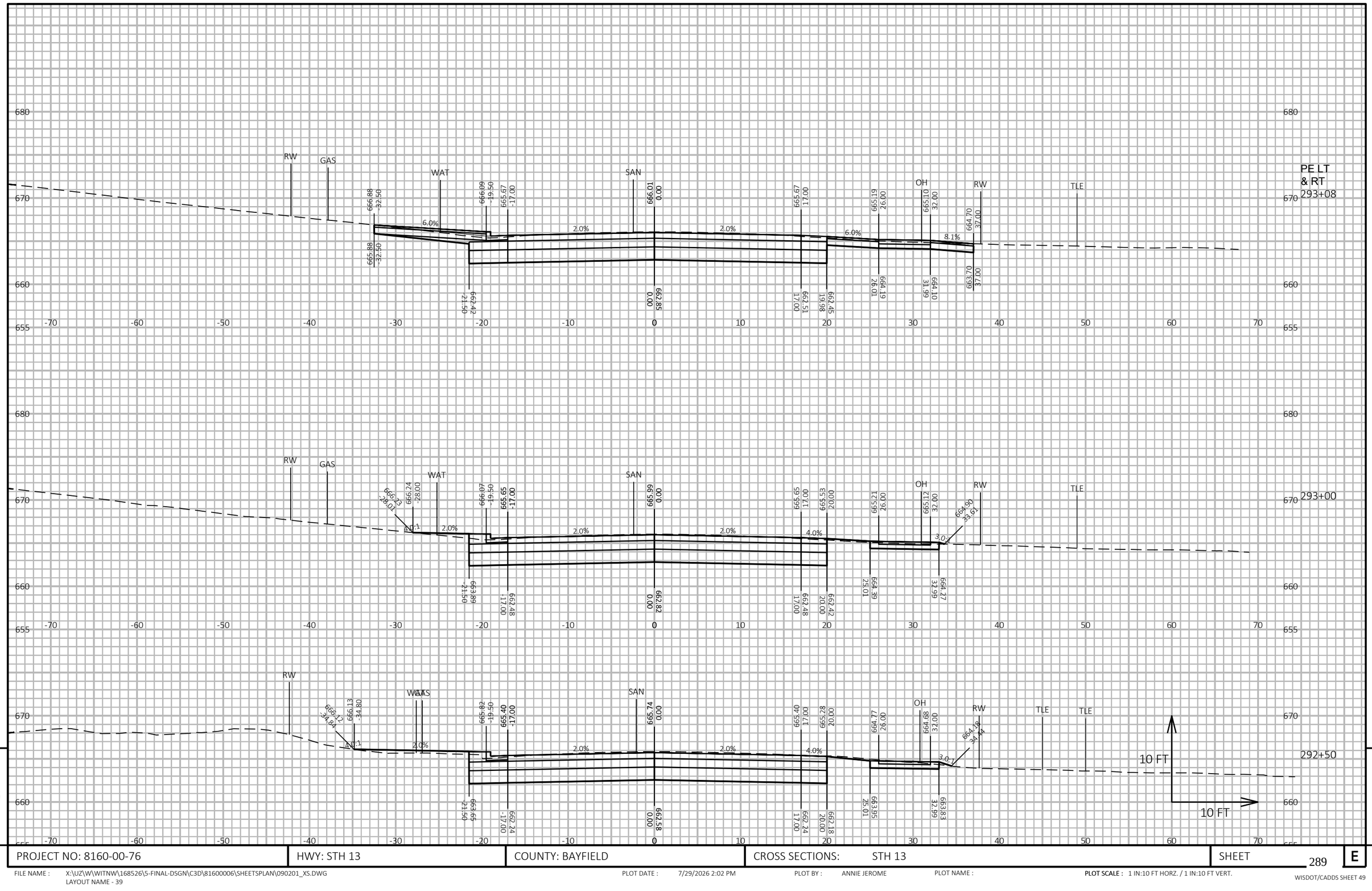


PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 288	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 38

PLOT DATE : 7/29/2026 1:19 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 289	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 39

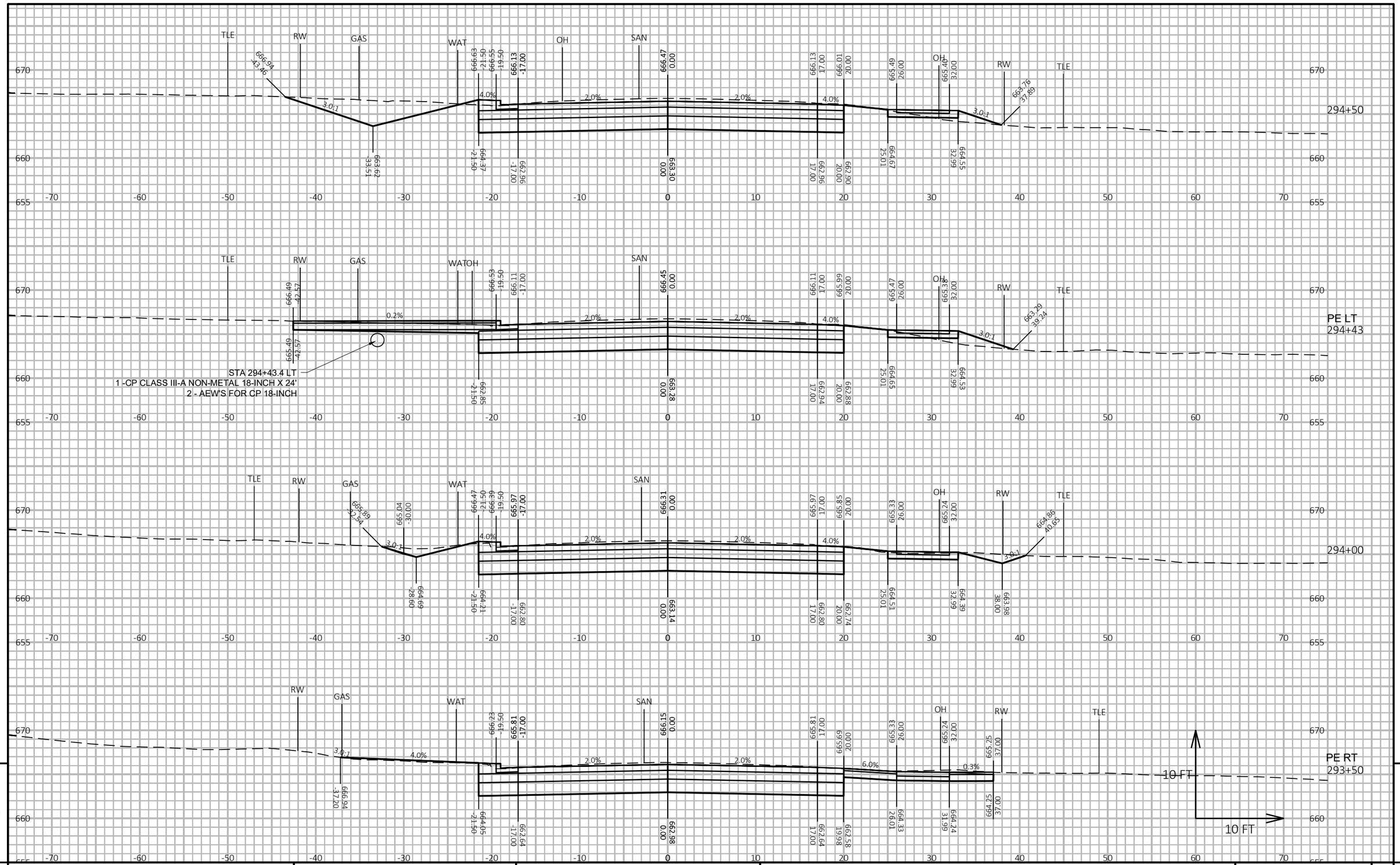
PLOT DATE : 7/29/2026 2:02 PM

PLOT BY : ANNIE JEROME

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

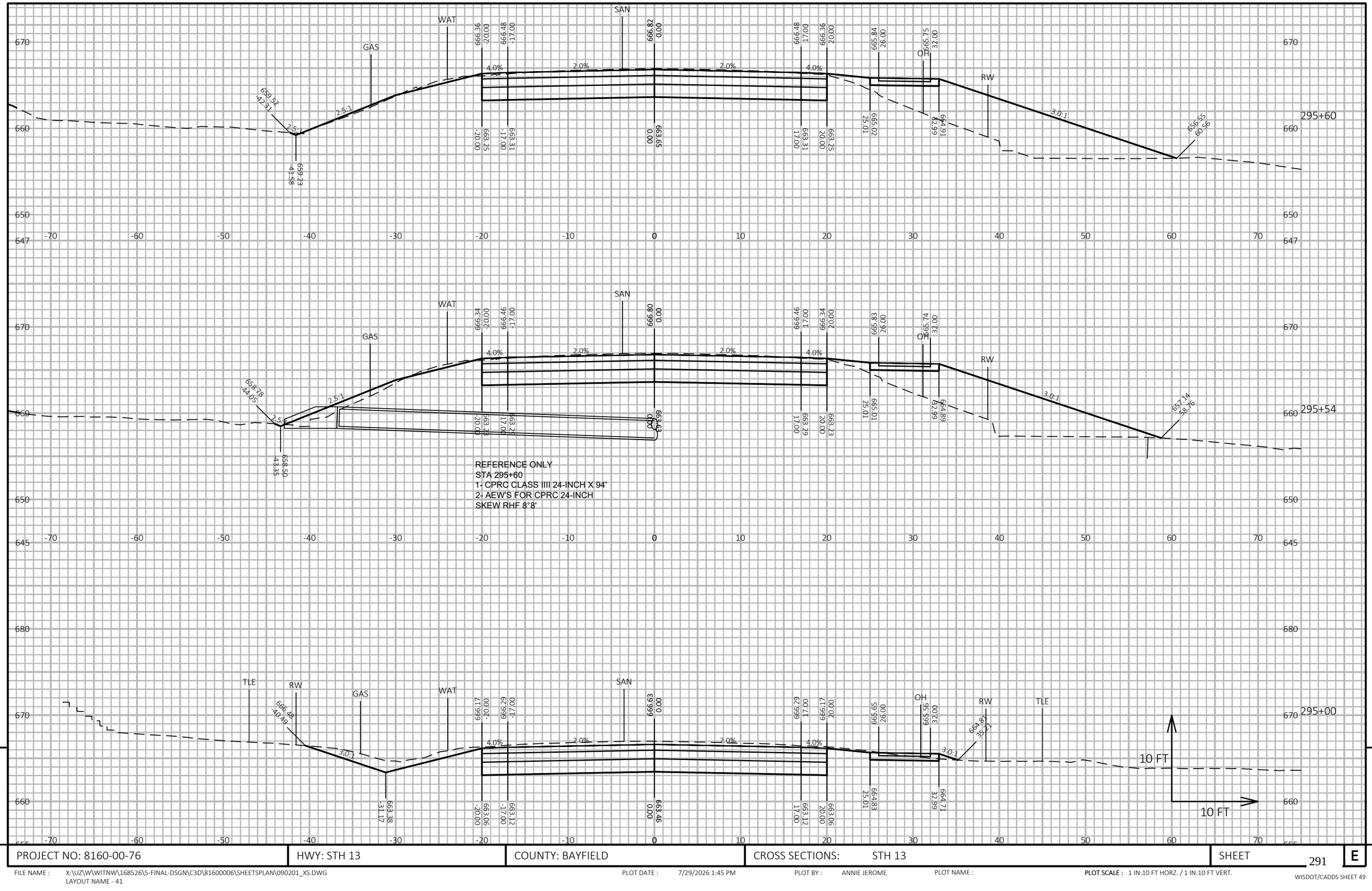


9

9

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 290	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 40
PLOT DATE : 7/29/2026 2:00 PM
PLOT BY : ANNIE JEROME
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



9

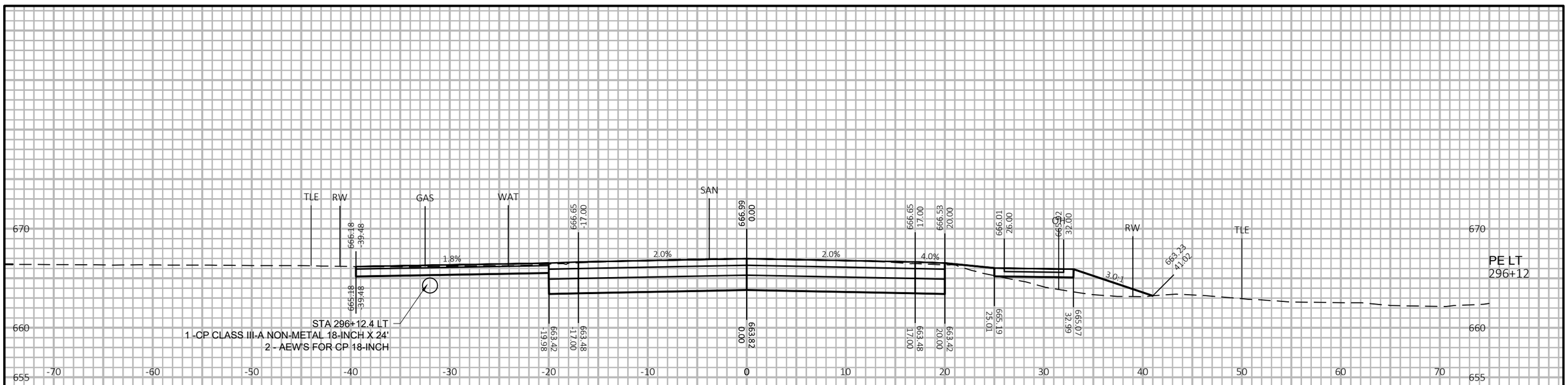
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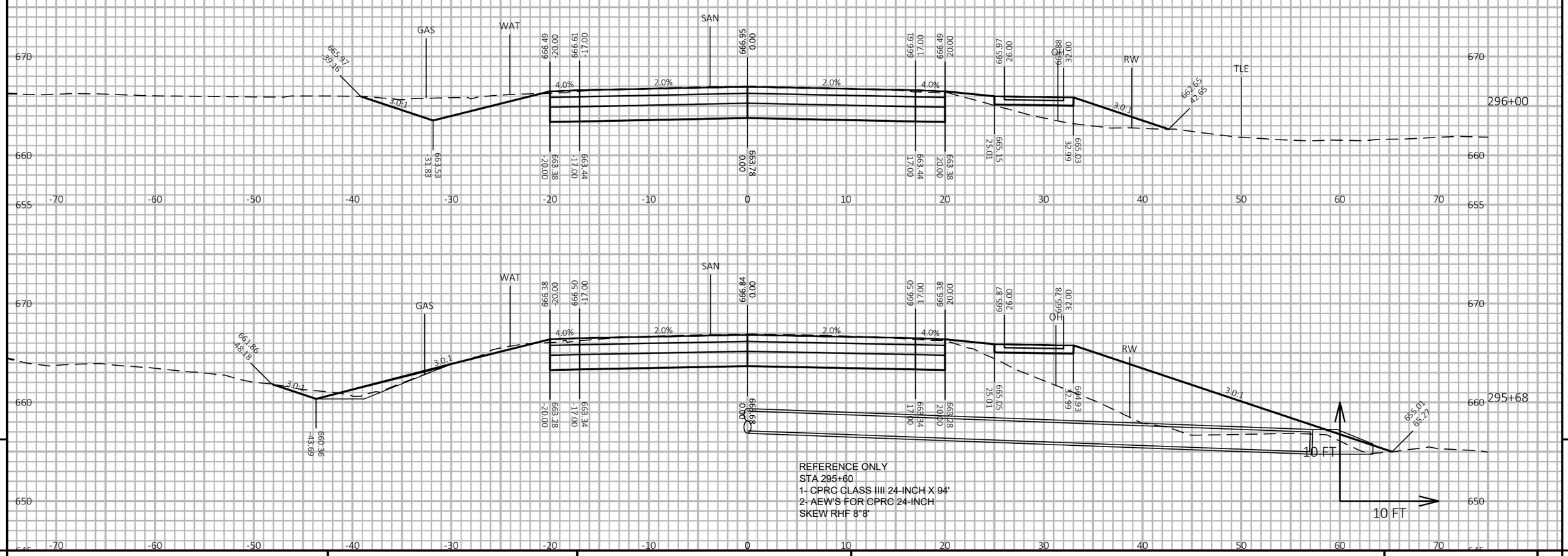
PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 291	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 41

PLOT DATE : 7/29/2026 1:45 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





REFERENCE ONLY
STA 295+60
1- CPRC CLASS IIII 24-INCH X 94'
2- AEW'S FOR CPRC 24-INCH
SKEW RHF 8°8'

9

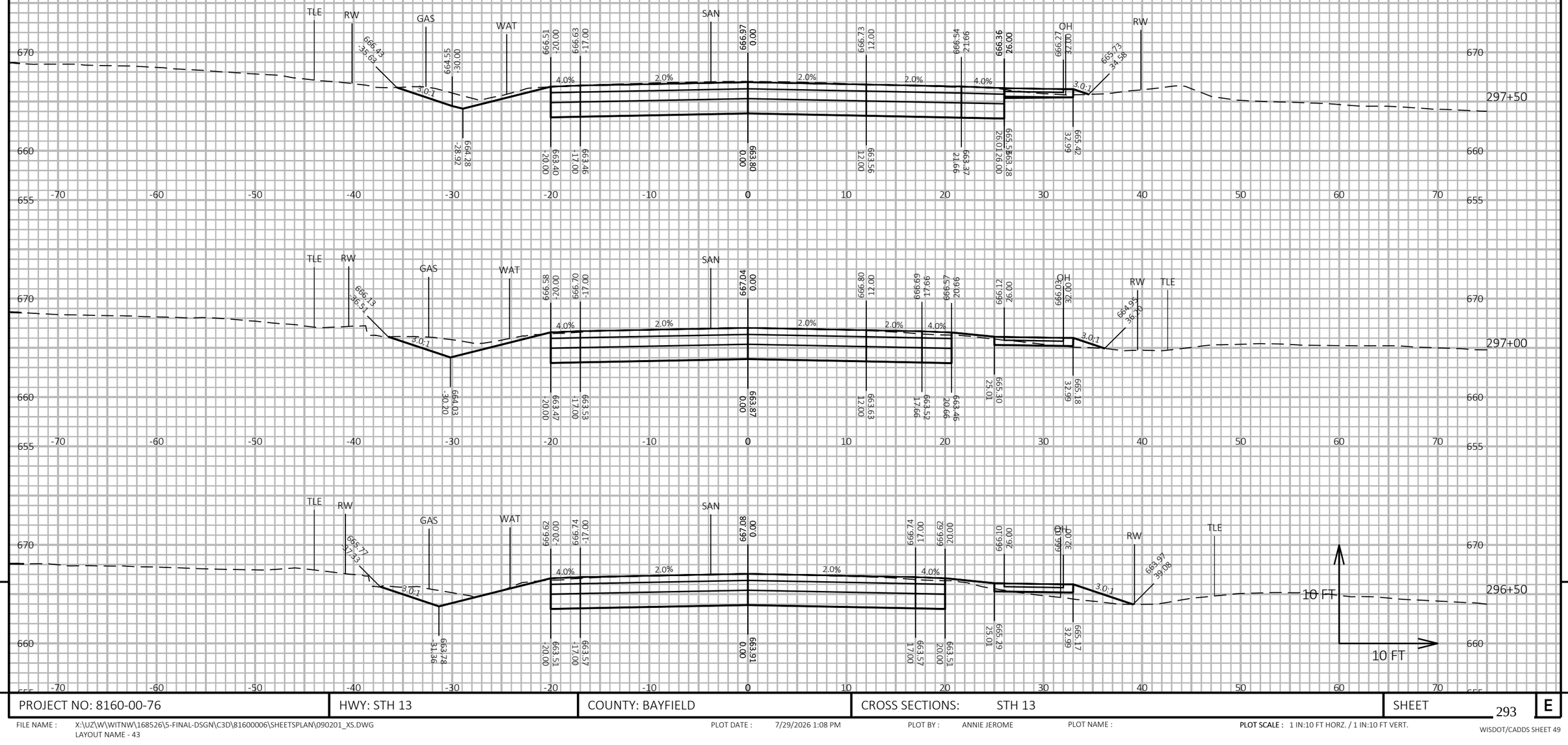
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PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 292	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 42

PLOT DATE : 7/29/2026 1:08 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 293	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 43

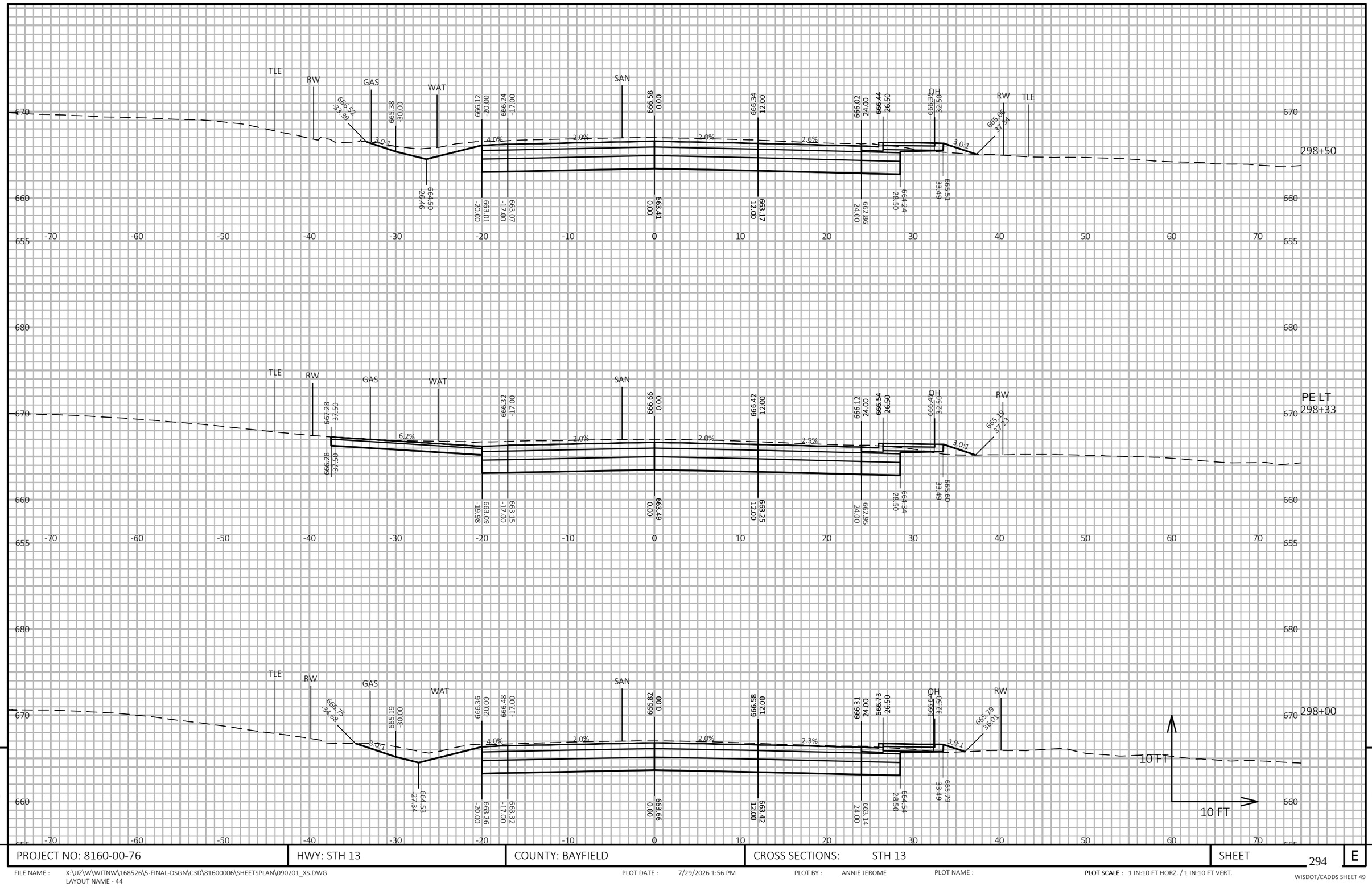
PLOT DATE : 7/29/2026 1:08 PM

PLOT BY : ANNIE JEROME

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

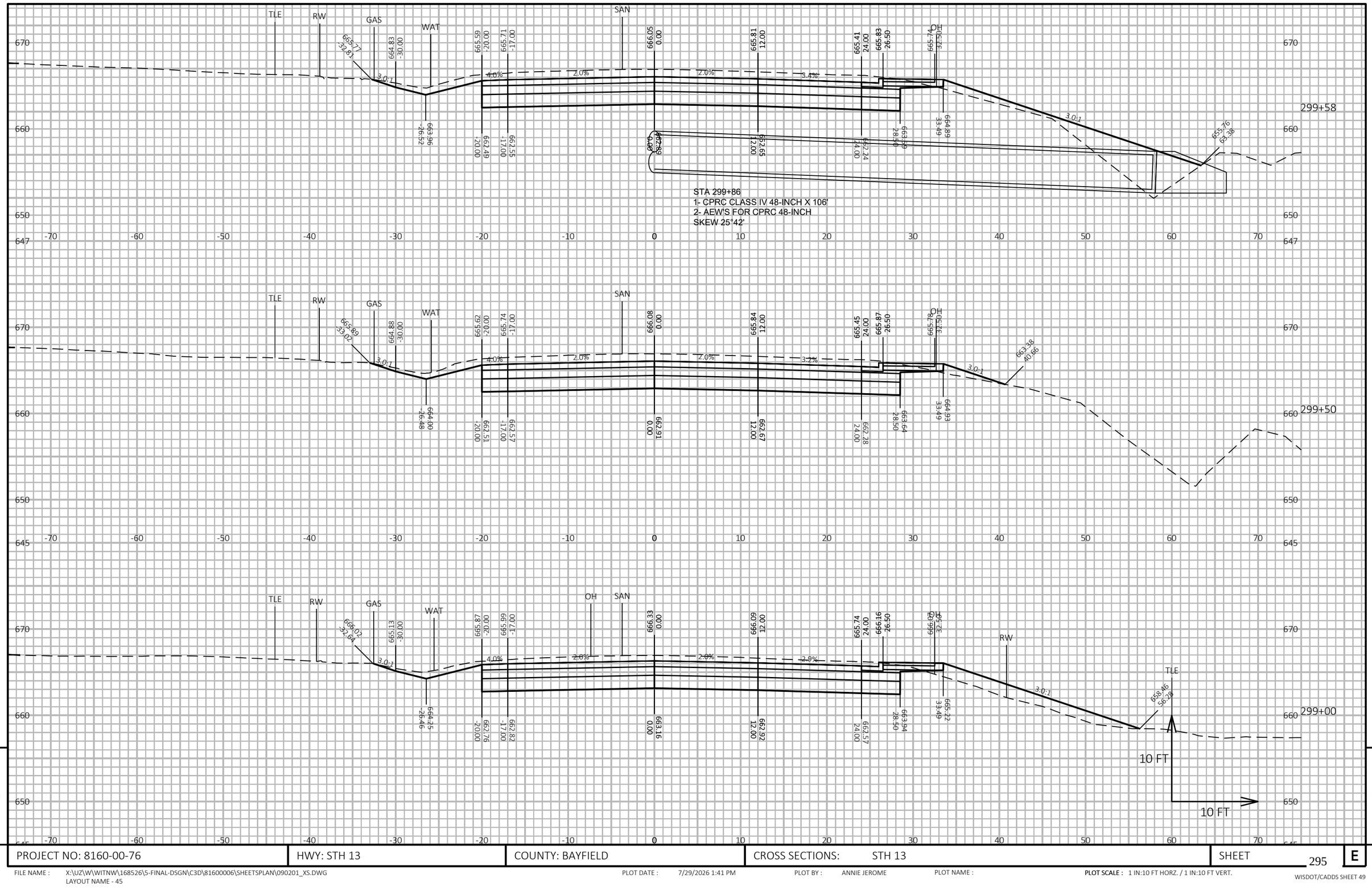


PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 294	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 44

PLOT DATE : 7/29/2026 1:56 PM PLOT BY : ANNIE JEROME PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

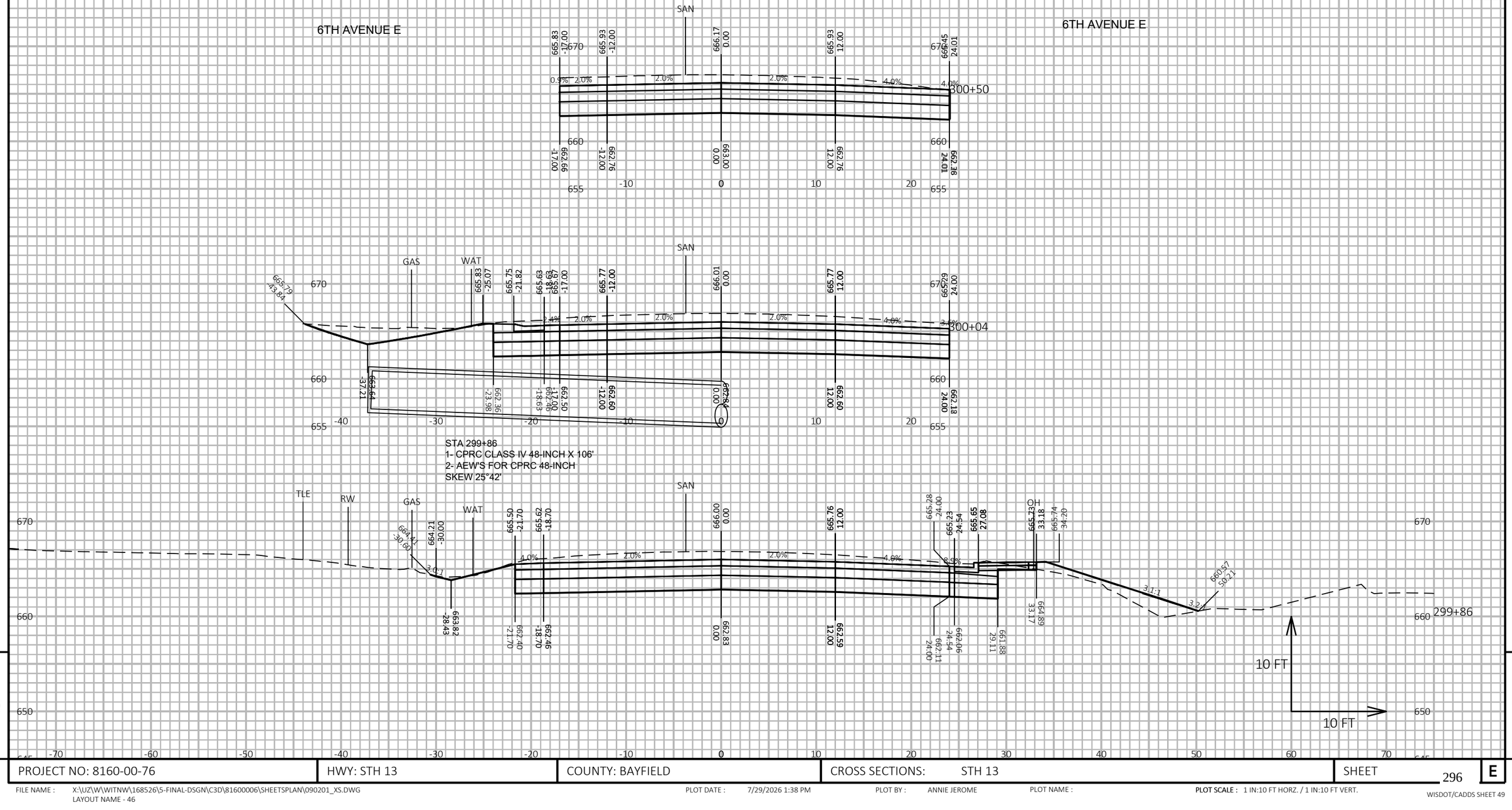
9

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 295	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 45

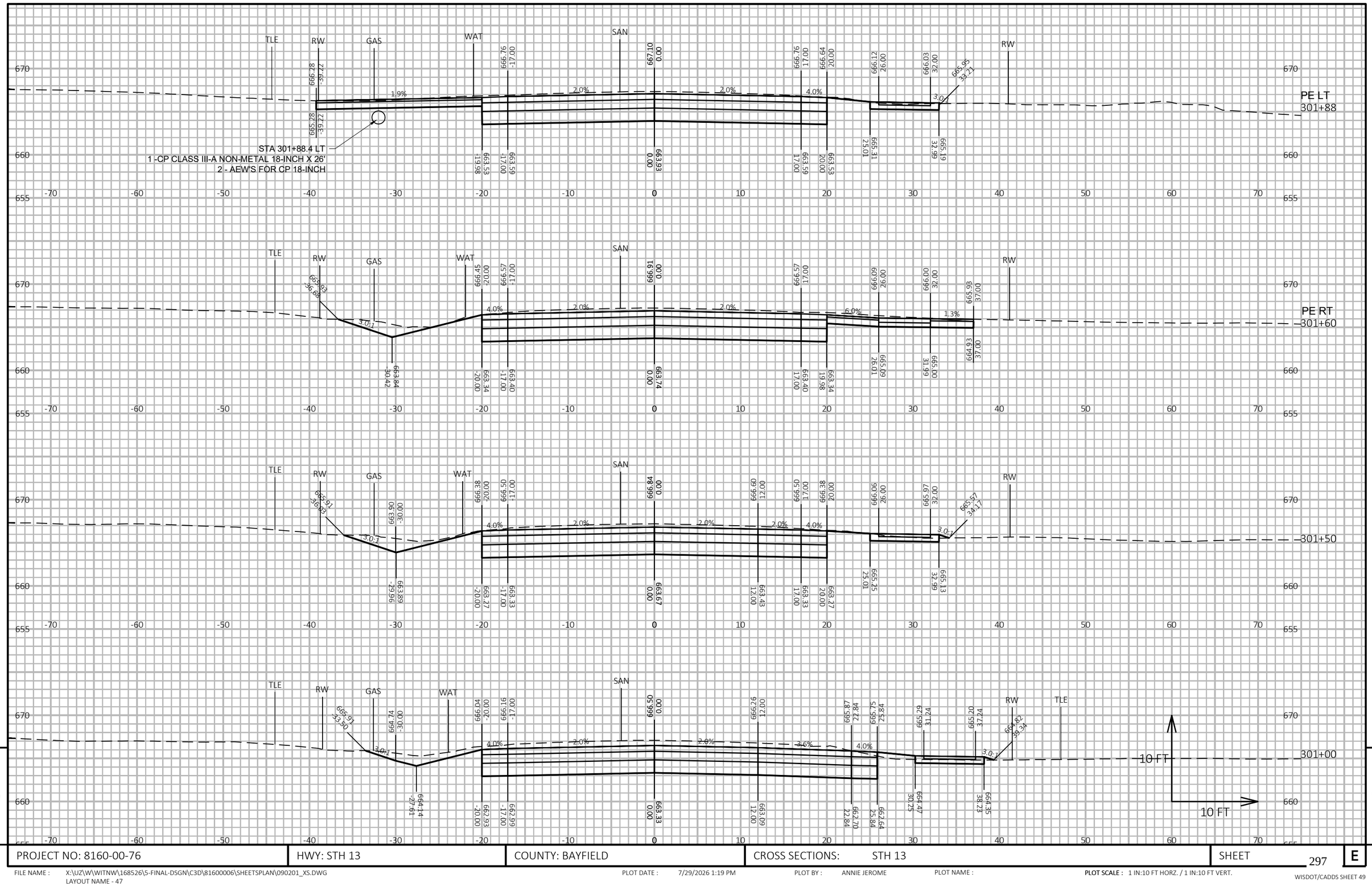
PLOT DATE : 7/29/2026 1:41 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 296	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 46
PLOT DATE : 7/29/2026 1:38 PM
PLOT BY : ANNIE JEROME
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



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PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 297	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 47

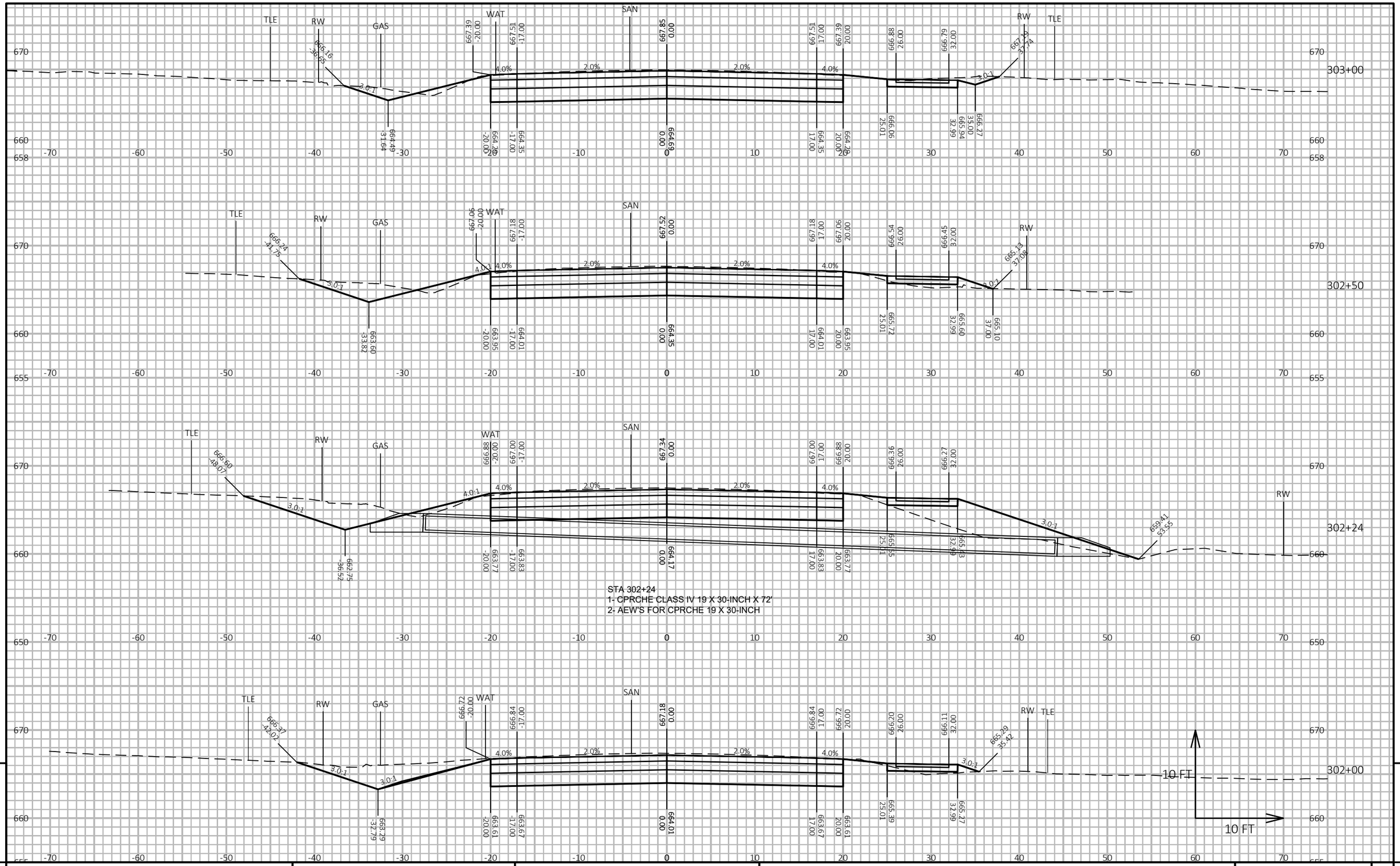
PLOT DATE : 7/29/2026 1:19 PM

PLOT BY : ANNIE JEROME

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

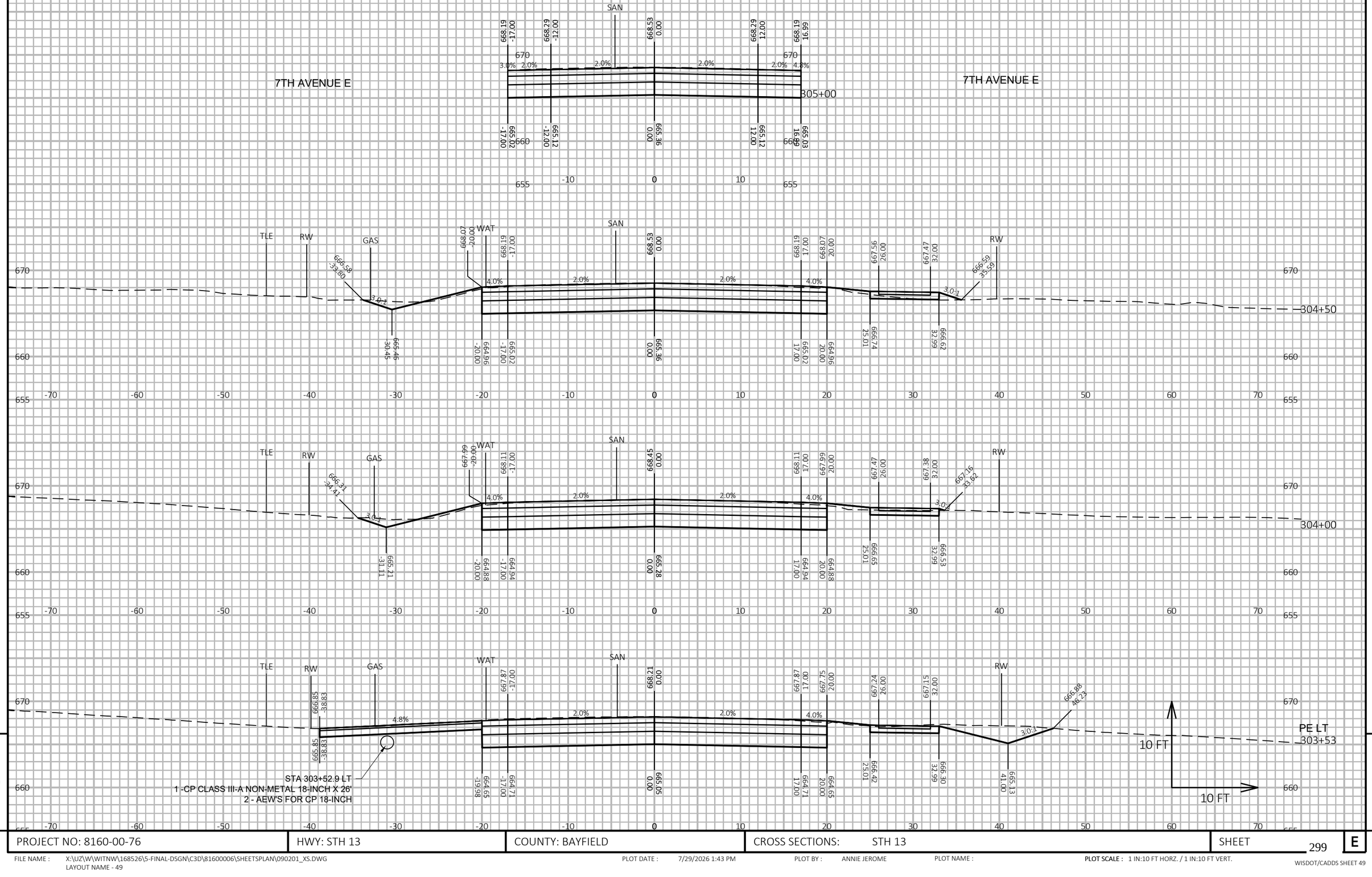


PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 298	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 48

PLOT DATE : 7/29/2026 1:43 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 299	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 49

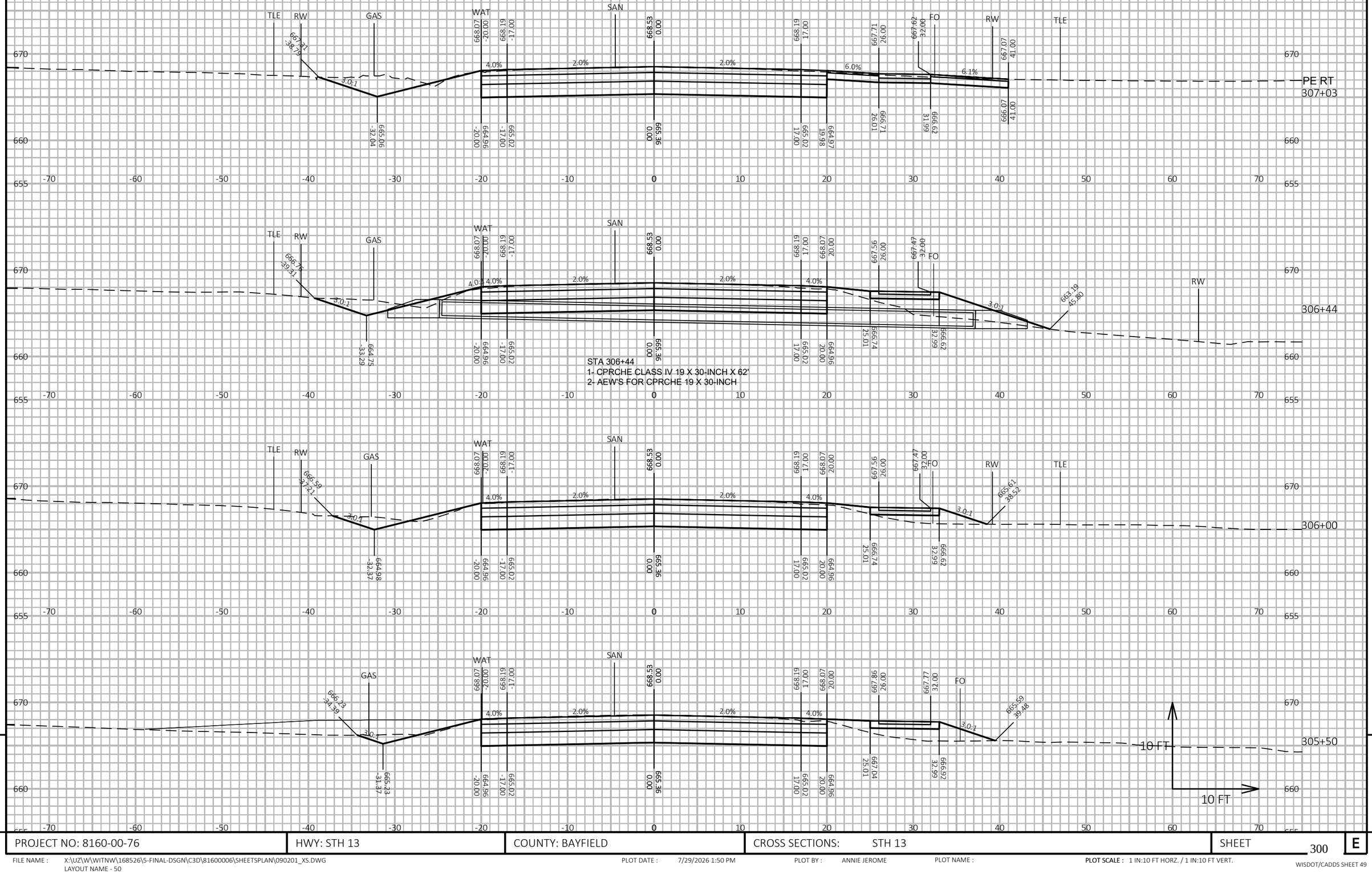
PLOT DATE : 7/29/2026 1:43 PM

PLOT BY : ANNIE JEROME

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

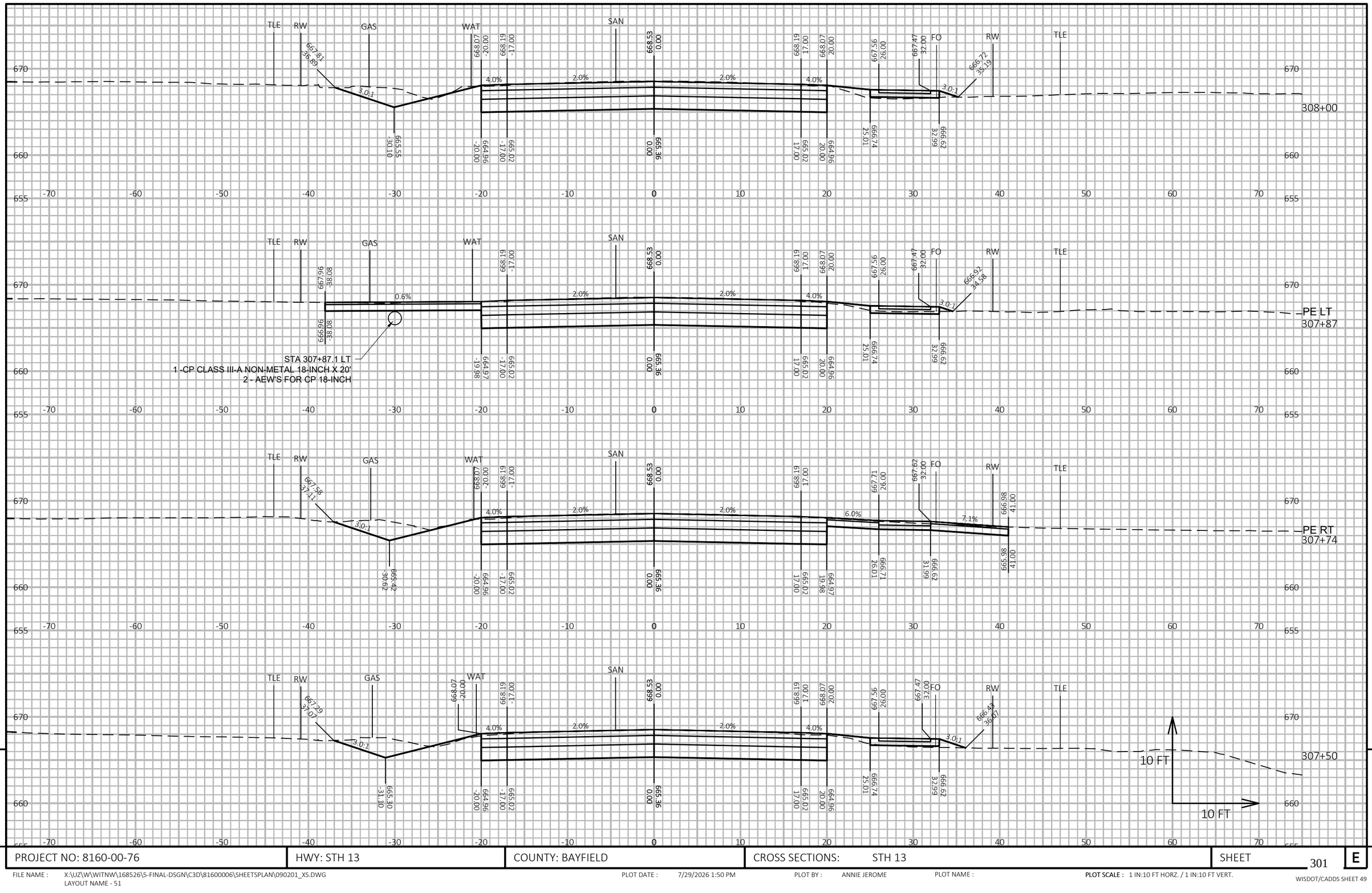
9

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 300	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 50

PLOT DATE : 7/29/2026 1:50 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

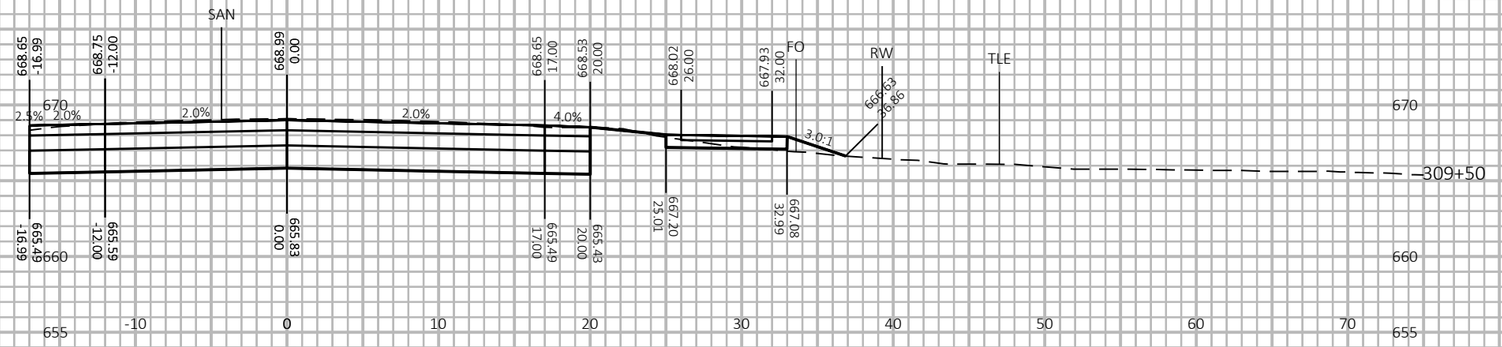
WISDOT/CADDS SHEET 49

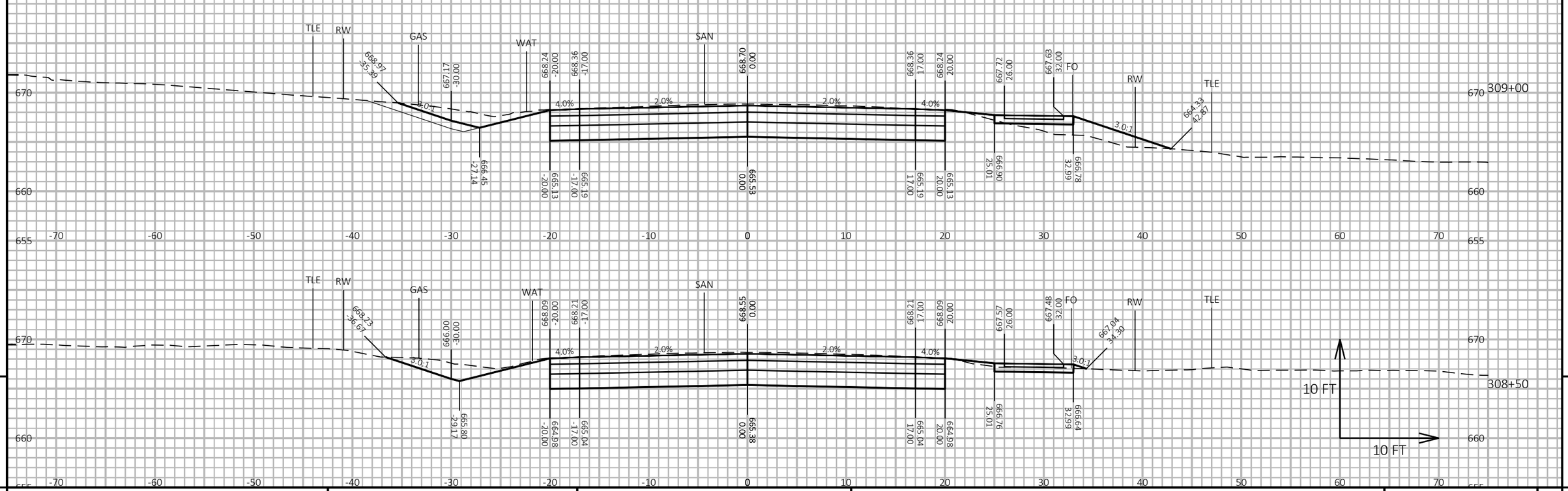


PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 301	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 51
PLOT DATE : 7/29/2026 1:50 PM
PLOT BY : ANNIE JEROME
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

8TH AVENUE E





9

9

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 302	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 52

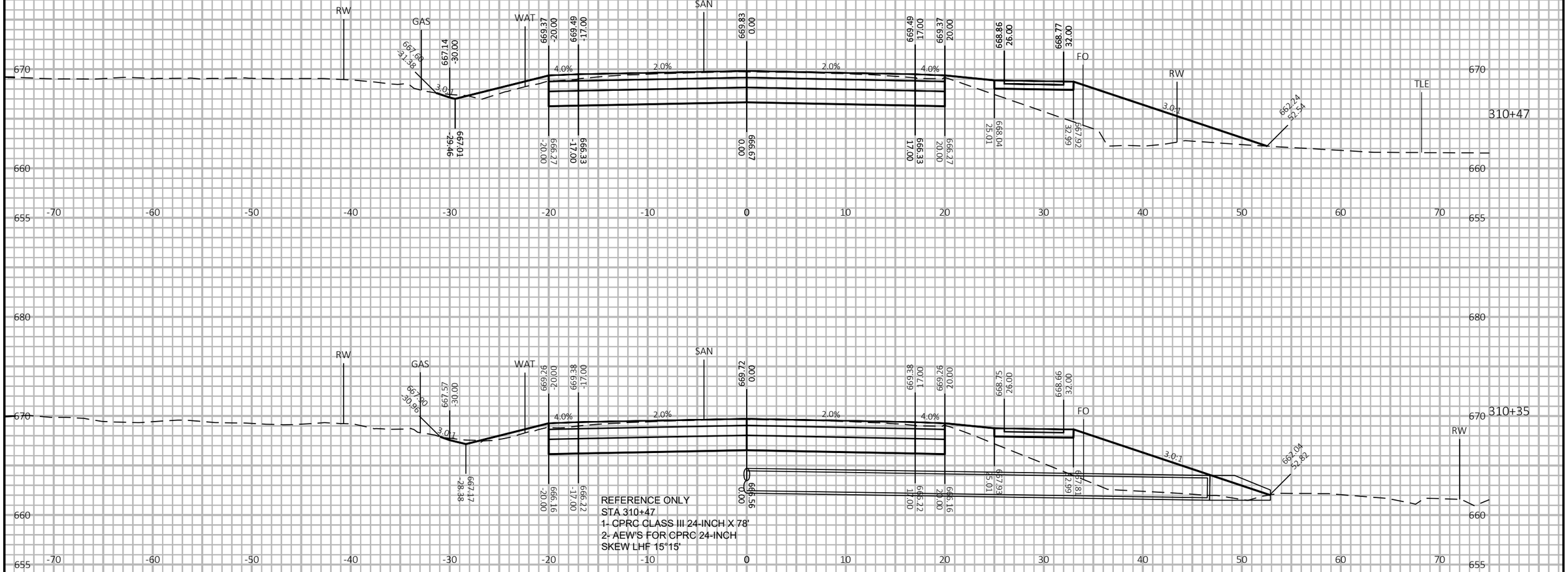
PLOT DATE : 7/29/2026 1:54 PM

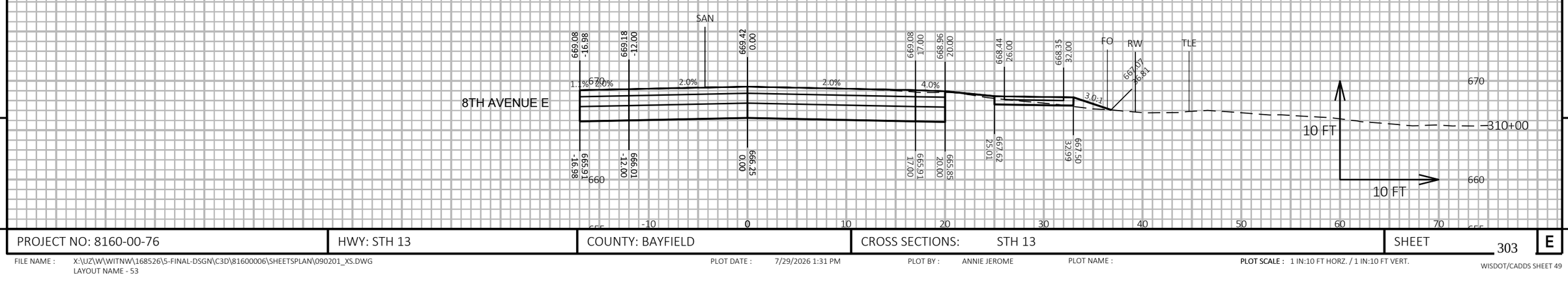
PLOT BY : ANNIE JEROME

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





9

9

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 303	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 53

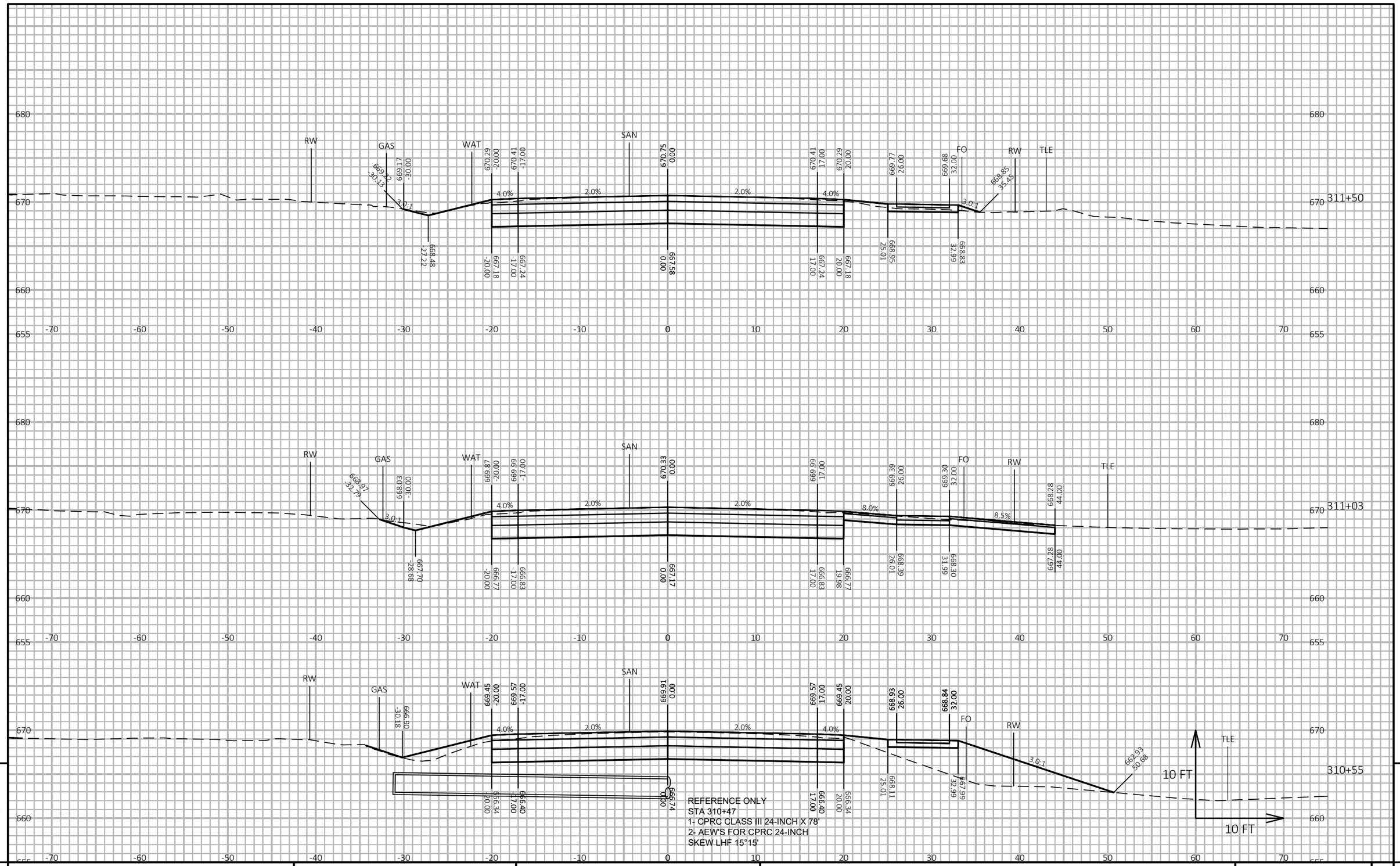
PLOT DATE : 7/29/2026 1:31 PM

PLOT BY : ANNIE JEROME

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



REFERENCE ONLY
STA 310+47
1- CPRC CLASS III 24-INCH X 78'
2- AEW'S FOR CPRC 24-INCH
SKEW LHF 15°15'

9

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PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 304	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 54

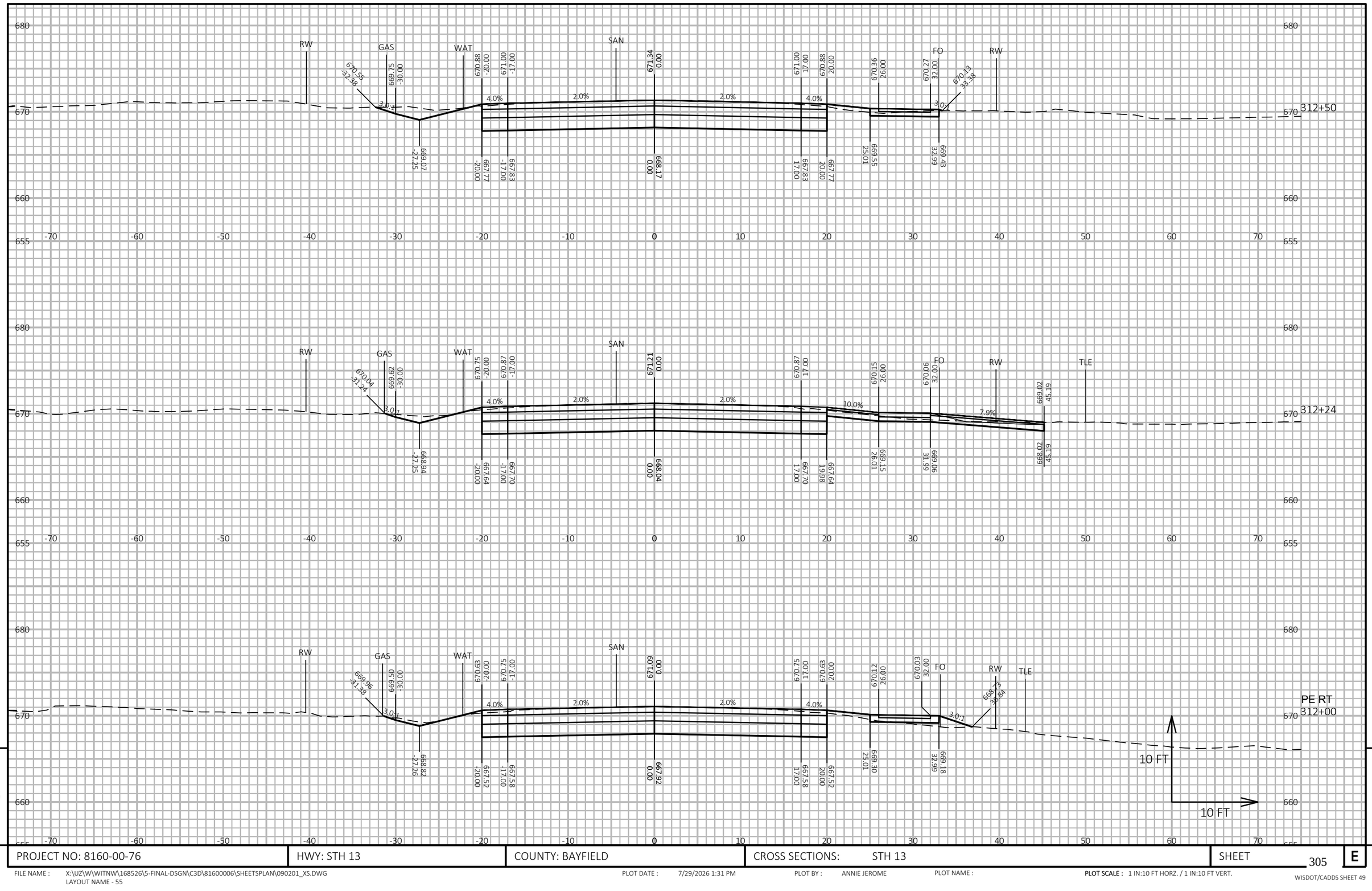
PLOT DATE : 7/29/2026 1:48 PM

PLOT BY : ANNIE JEROME

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 305	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 55

PLOT DATE : 7/29/2026 1:31 PM

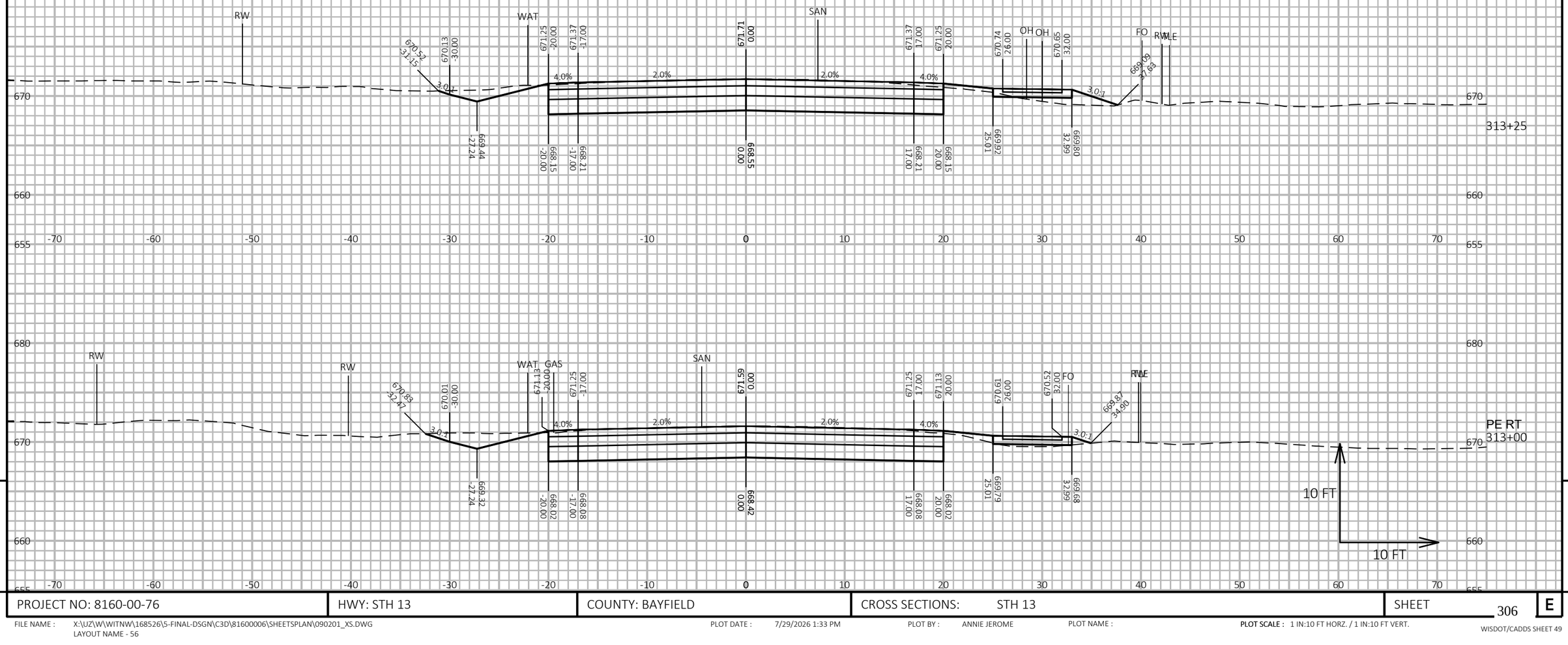
PLOT BY : ANNIE JEROME

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

END PROJECT
STA 313+36.61



9

9

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: STH 13	SHEET 306	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 56

PLOT DATE : 7/29/2026 1:33 PM

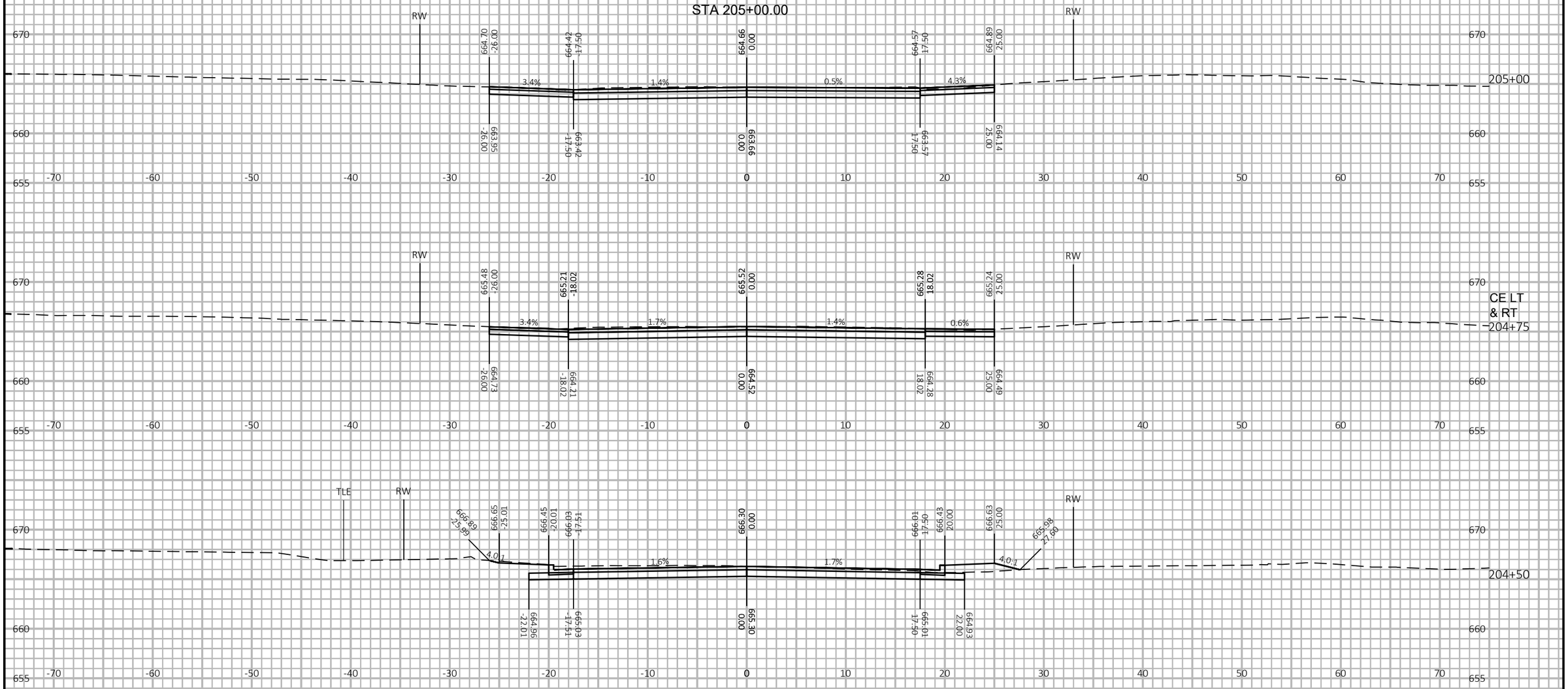
PLOT BY : ANNIE JEROME

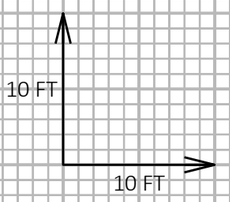
PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

END CONSTRUCTION
STA 205+00.00





9

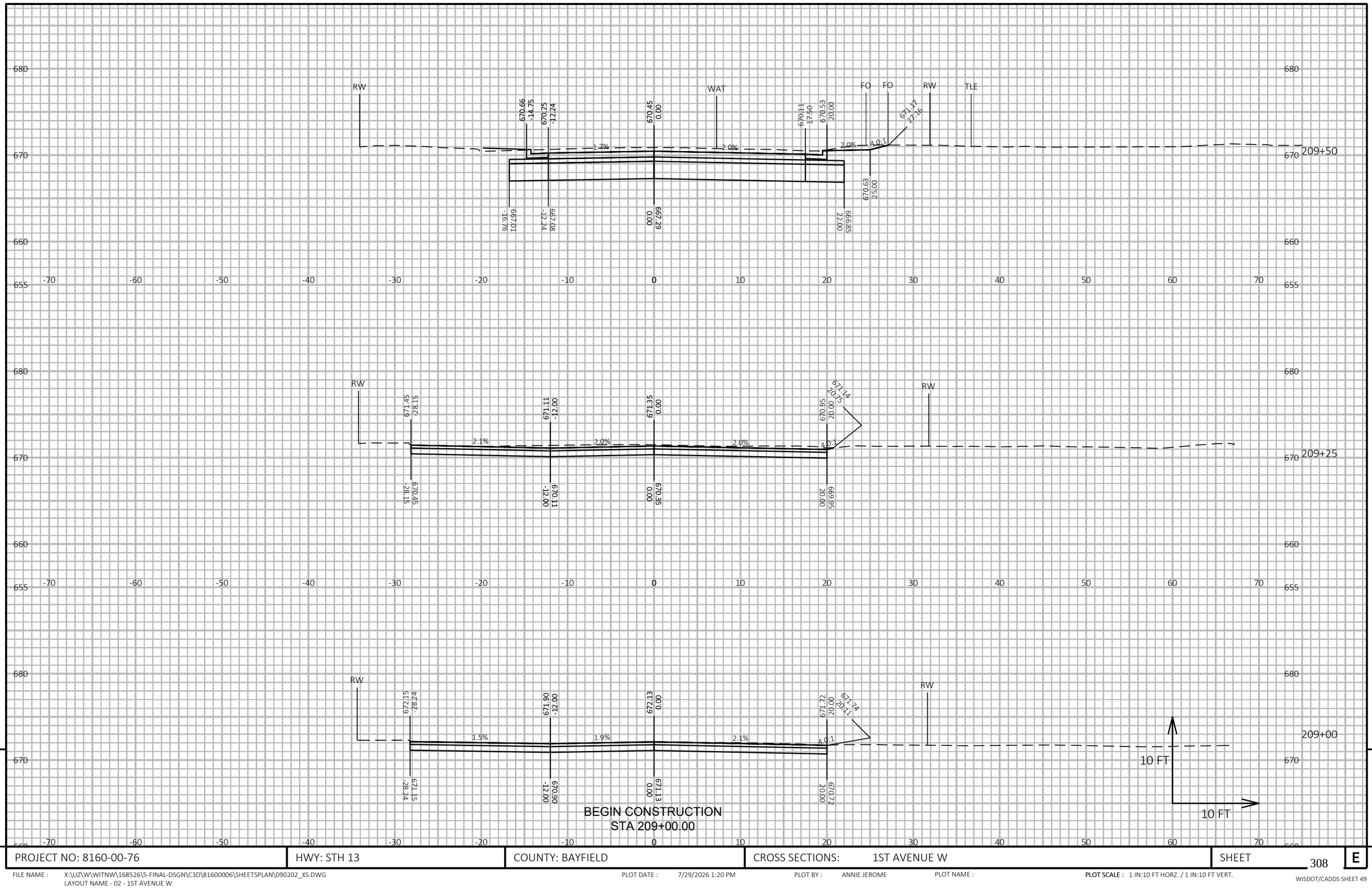
9

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: 2ND AVENUE W	SHEET 307	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 01 - 2ND AVENUE W

PLOT DATE : 7/29/2026 1:39 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



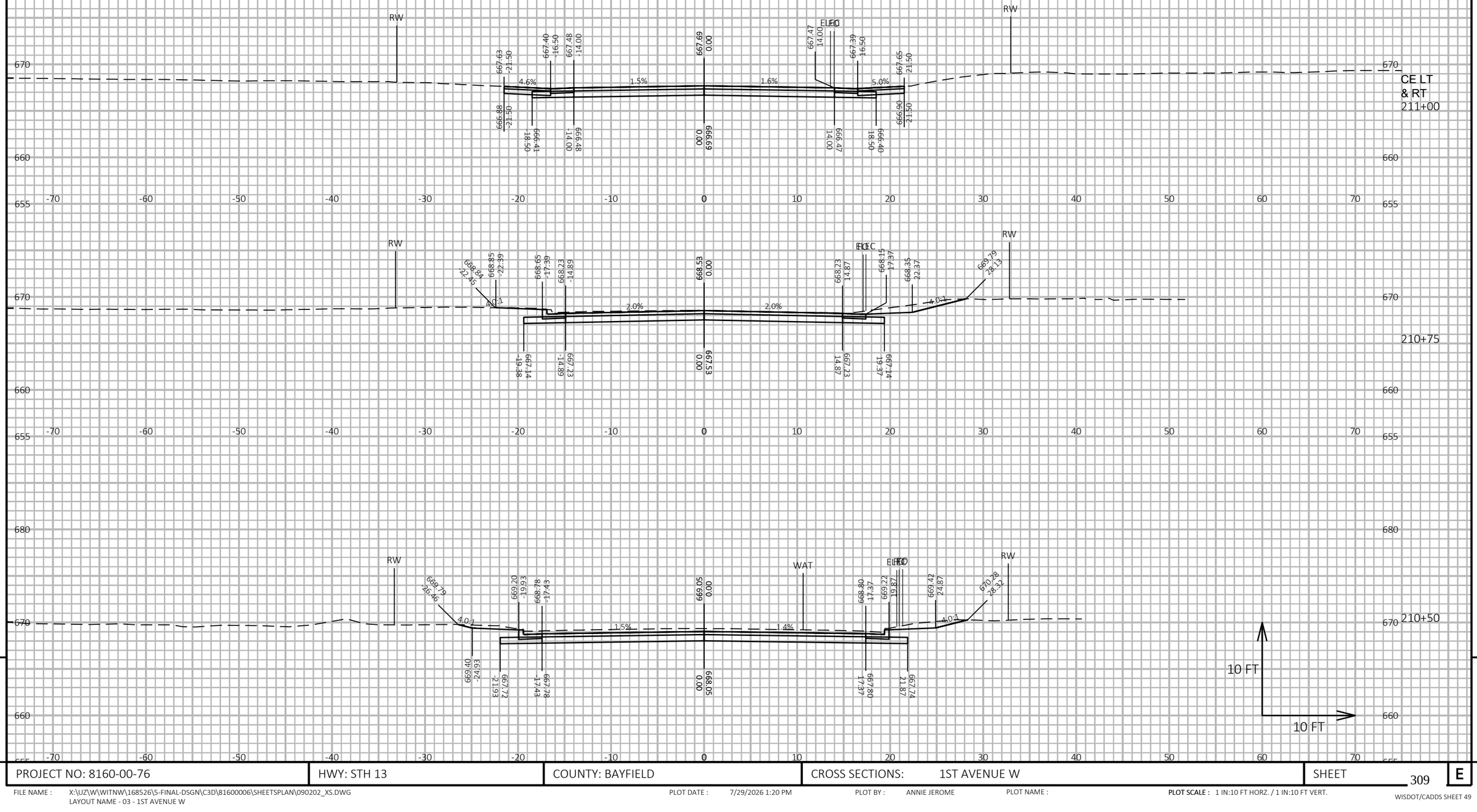
PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: 1ST AVENUE W	SHEET 308	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 02 - 1ST AVENUE W

PLOT DATE : 7/29/2026 1:20 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

END CONSTRUCTION
STA 211+00.00



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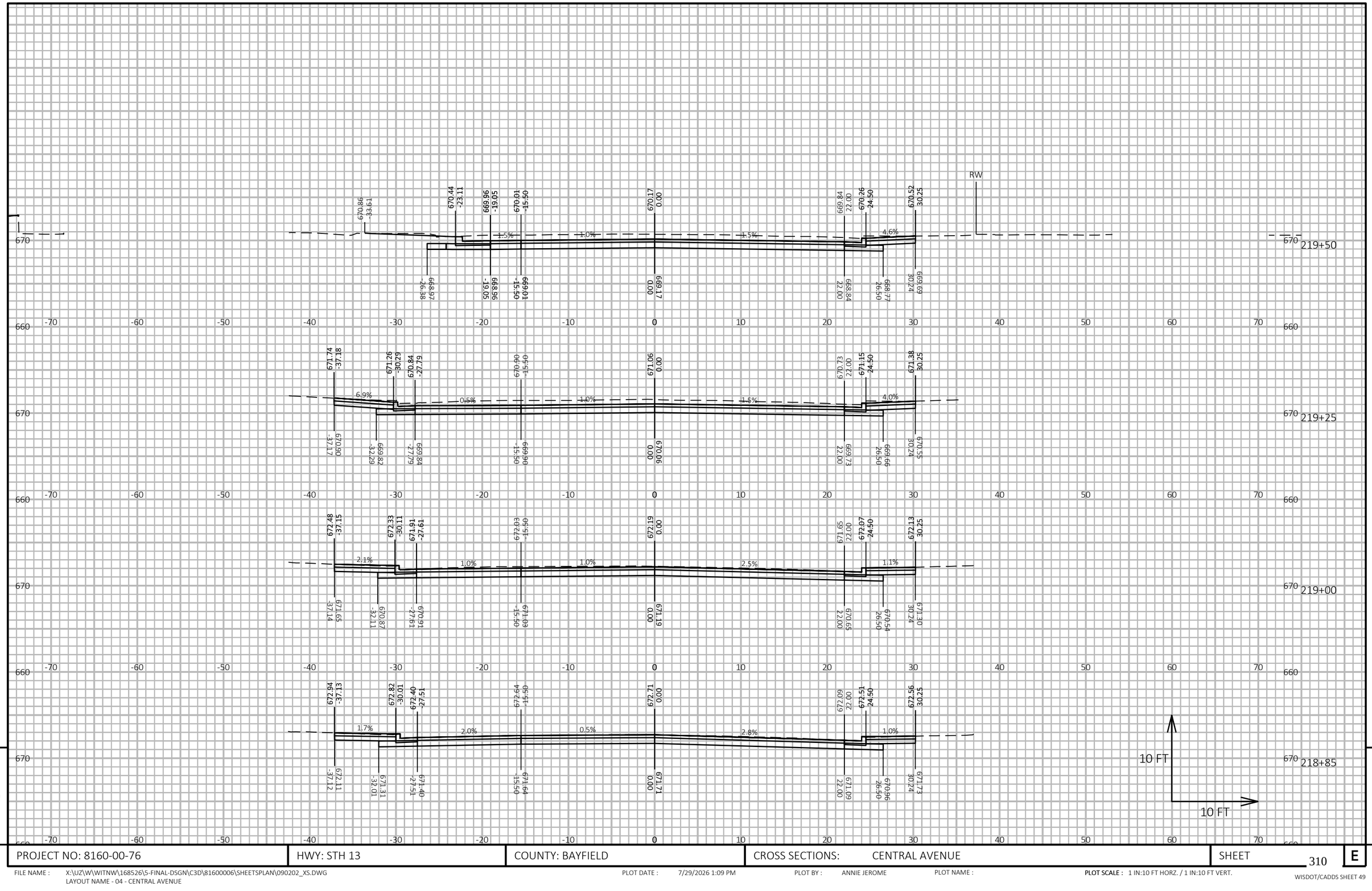
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PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: 1ST AVENUE W	SHEET 309	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 03 - 1ST AVENUE W

PLOT DATE : 7/29/2026 1:20 PM PLOT BY : ANNIE JEROME PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: CENTRAL AVENUE	SHEET 310	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 04 - CENTRAL AVENUE

PLOT DATE : 7/29/2026 1:09 PM

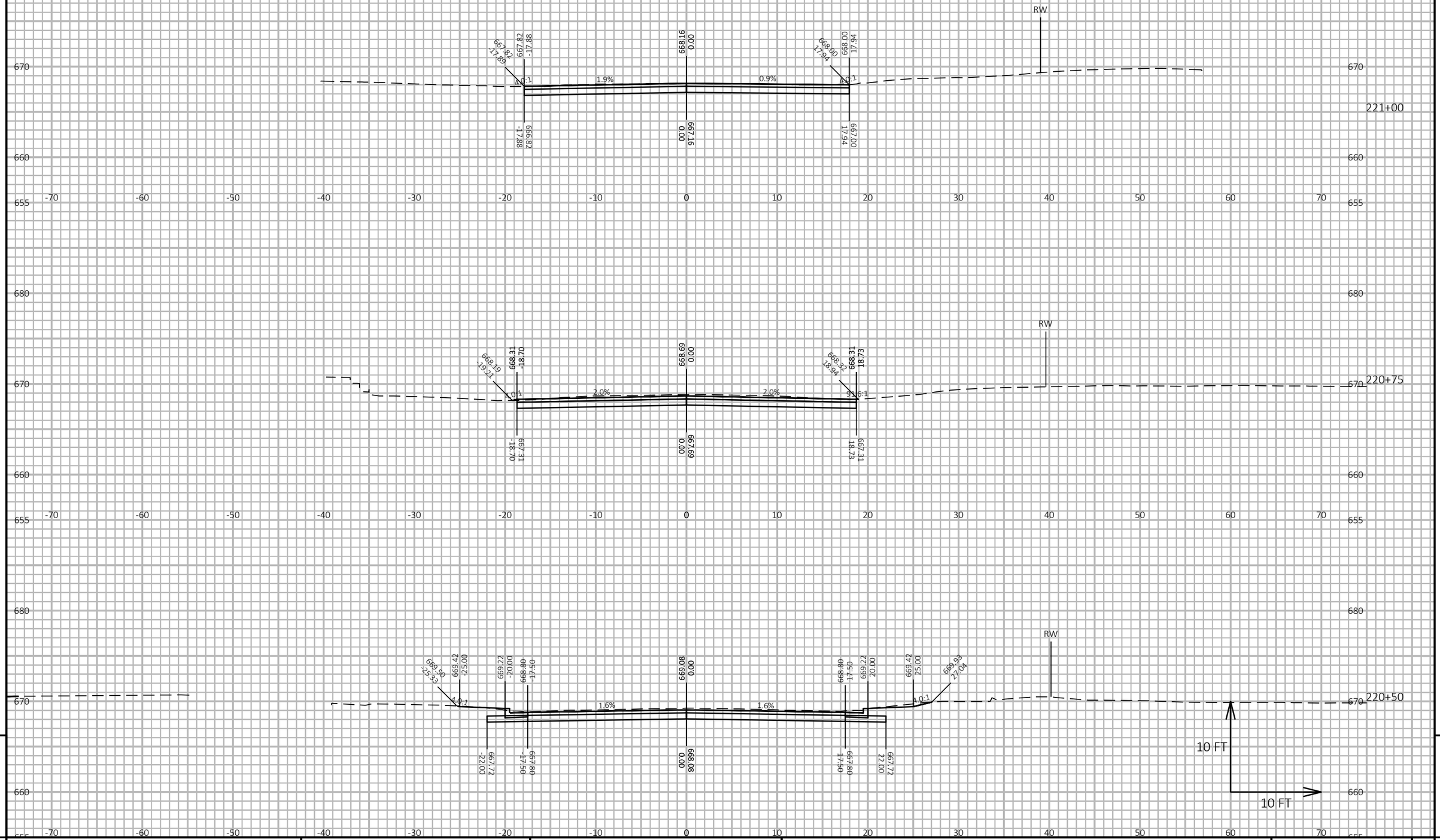
PLOT BY : ANNIE JEROME

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

END CONSTRUCTION
STA 221+00.00



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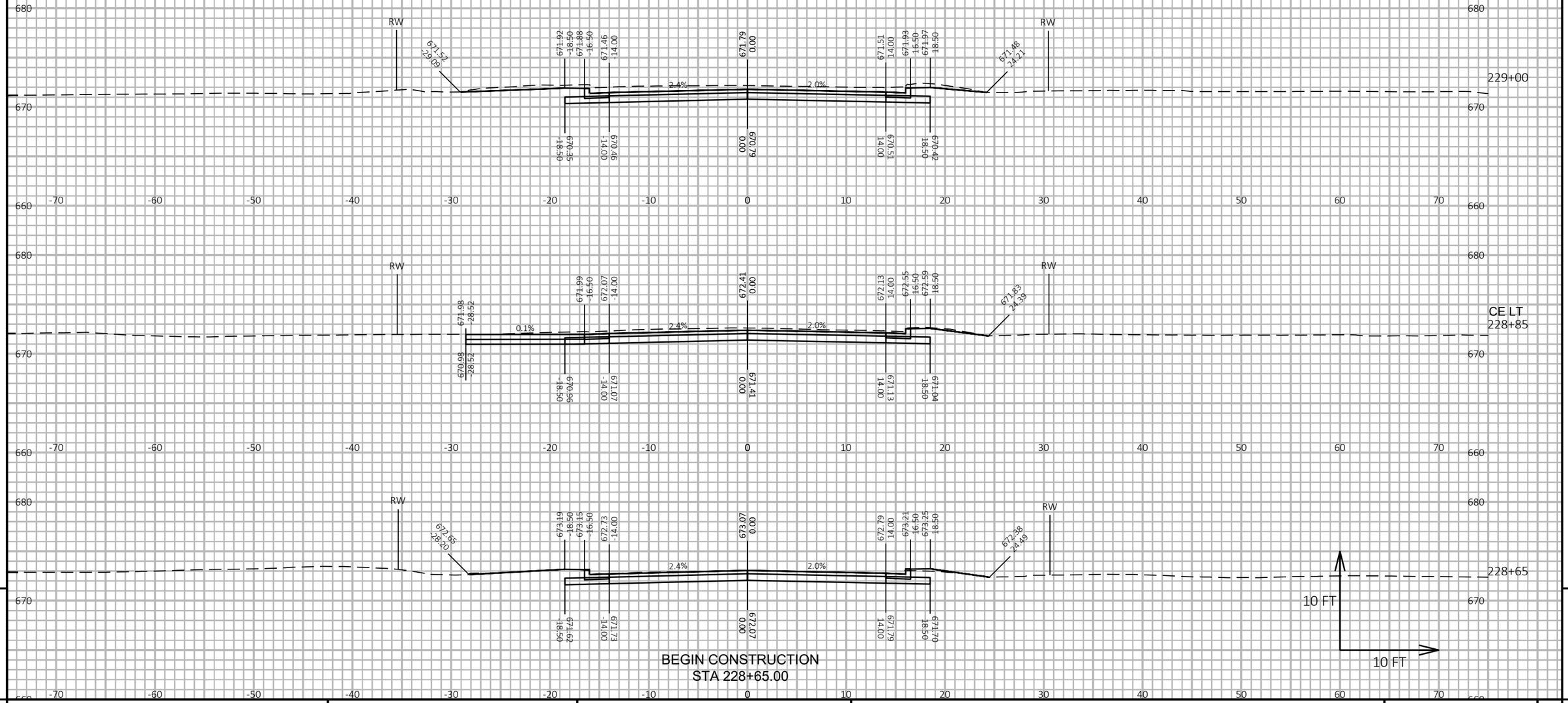
PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: CENTRAL AVENUE	SHEET 311	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 05 - CENTRAL AVENUE

PLOT DATE : 7/29/2026 1:09 PM PLOT BY : ANNIE JEROME PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: 1ST AVENUE E	SHEET 312	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 06 - 1ST AVENUE E

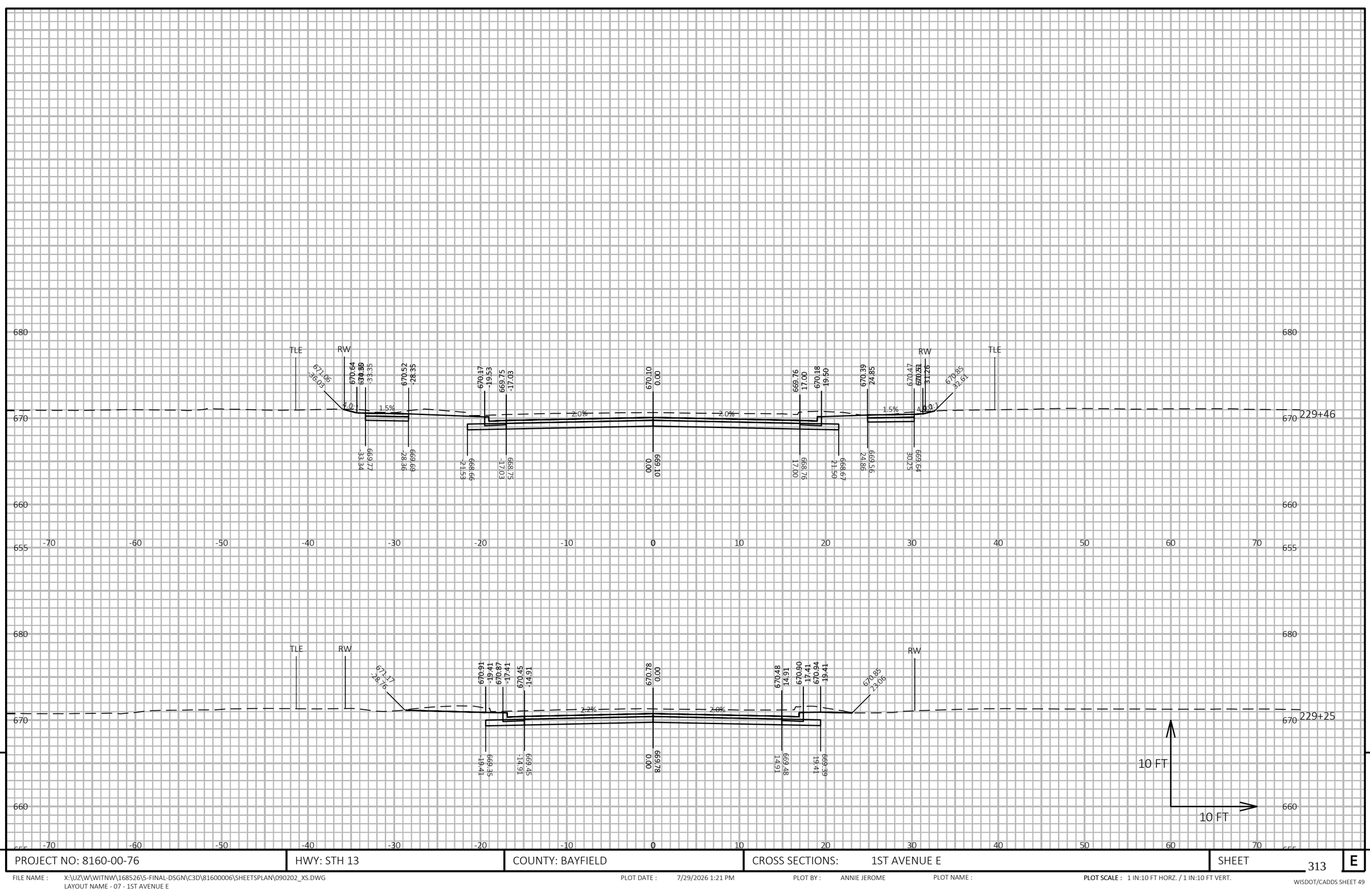
PLOT DATE : 7/29/2026 1:53 PM

PLOT BY : ANNIE JEROME

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: 1ST AVENUE E	SHEET 313	E

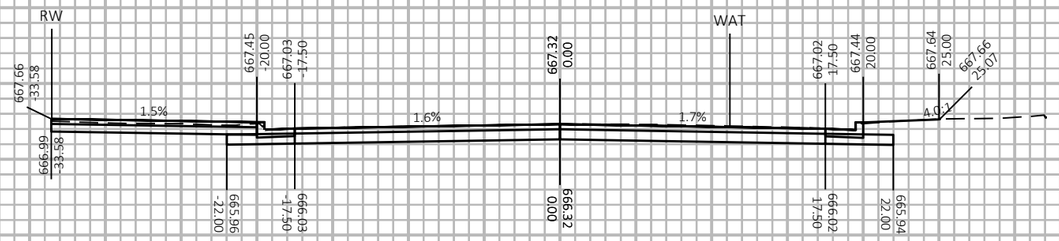
FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 07 - 1ST AVENUE E

PLOT DATE : 7/29/2026 1:21 PM PLOT BY : ANNIE JEROME PLOT NAME :

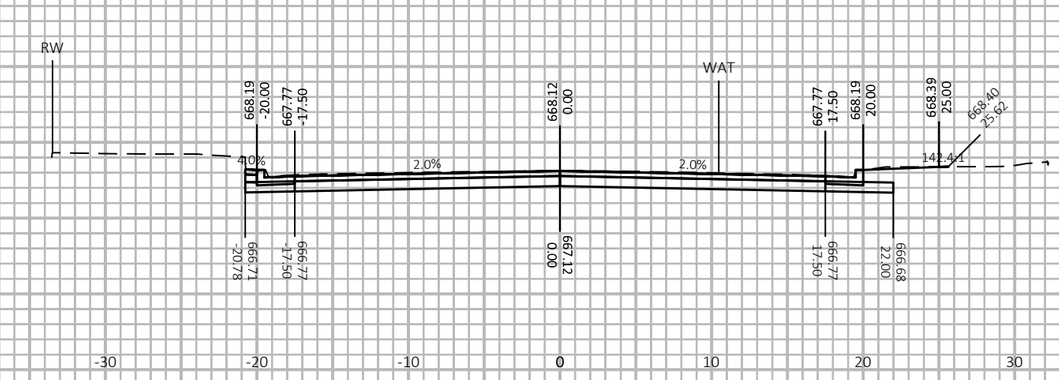
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

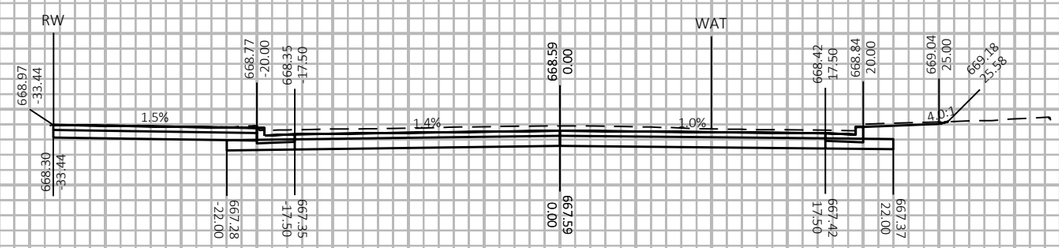
END CONSTRUCTION
STA 231+00.00



231+00



230+75



230+50

10 FT
10 FT

9

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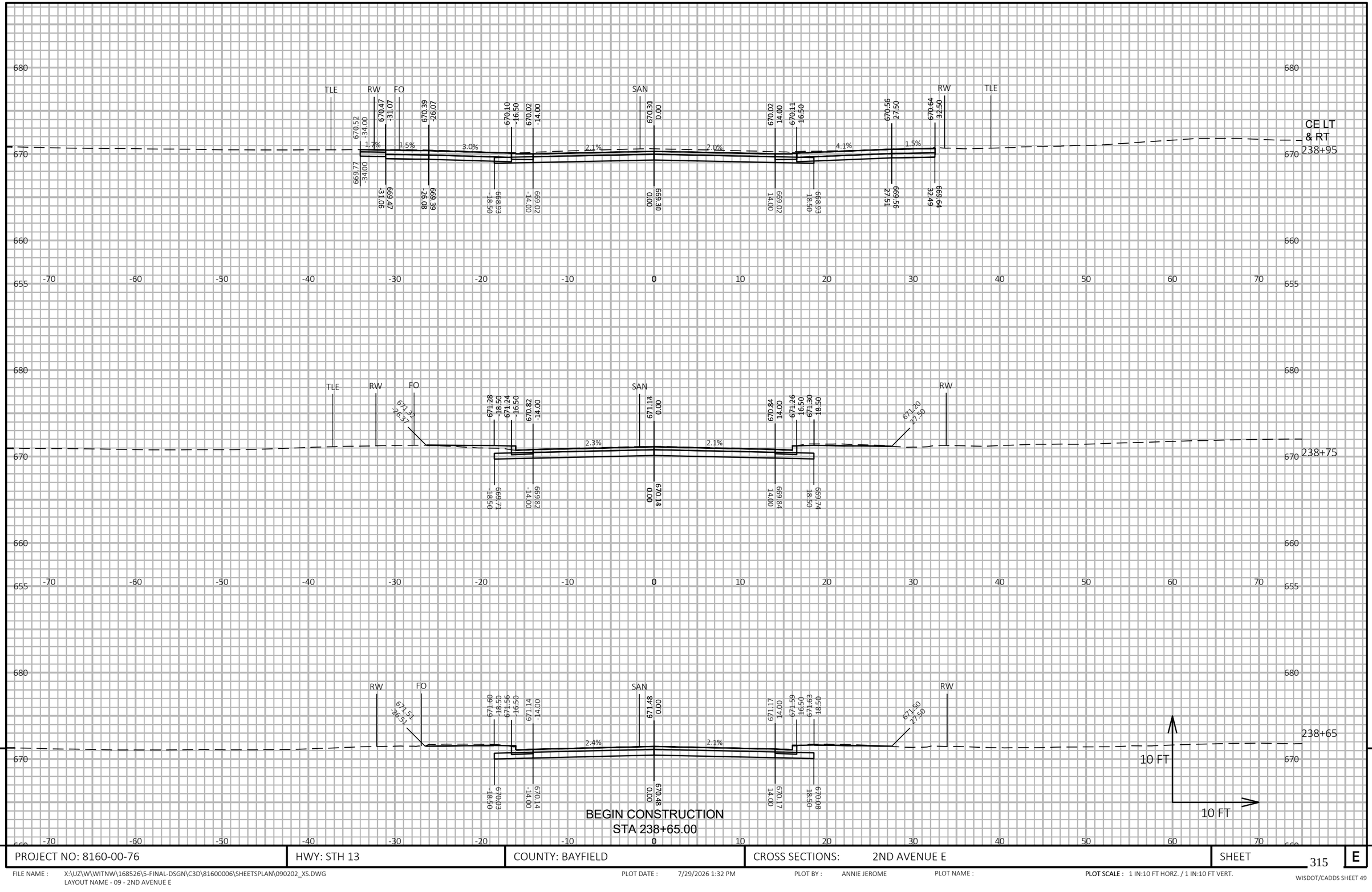
PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: 1ST AVENUE E	SHEET 314	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 08 - 1ST AVENUE E

PLOT DATE : 7/29/2026 1:59 PM PLOT BY : ANNIE JEROME PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



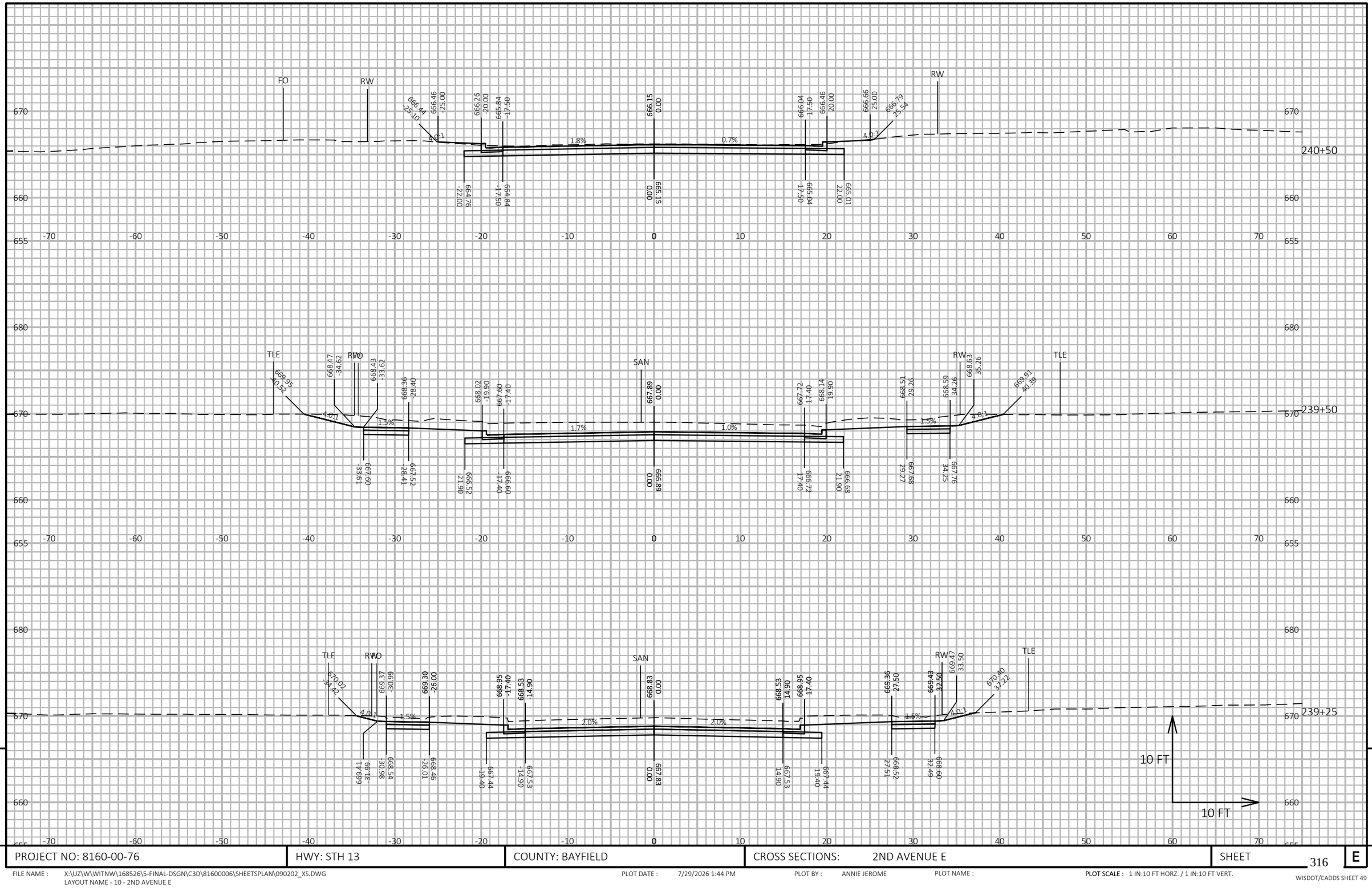
9 9

PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: 2ND AVENUE E	SHEET 315	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 09 - 2ND AVENUE E

PLOT DATE : 7/29/2026 1:32 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

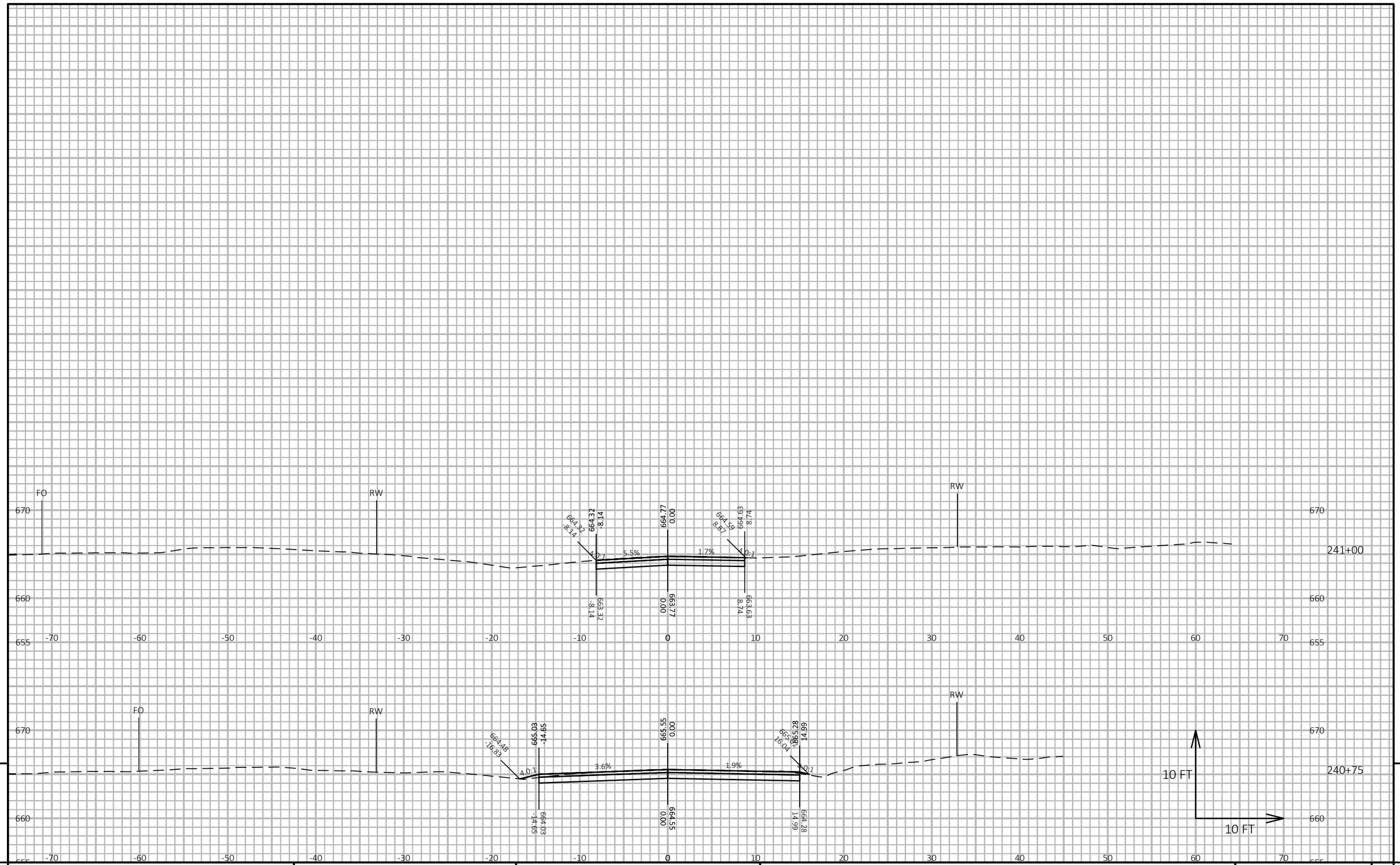


PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: 2ND AVENUE E	SHEET 316	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 10 - 2ND AVENUE E

PLOT DATE : 7/29/2026 1:44 PM PLOT BY : ANNIE JEROME PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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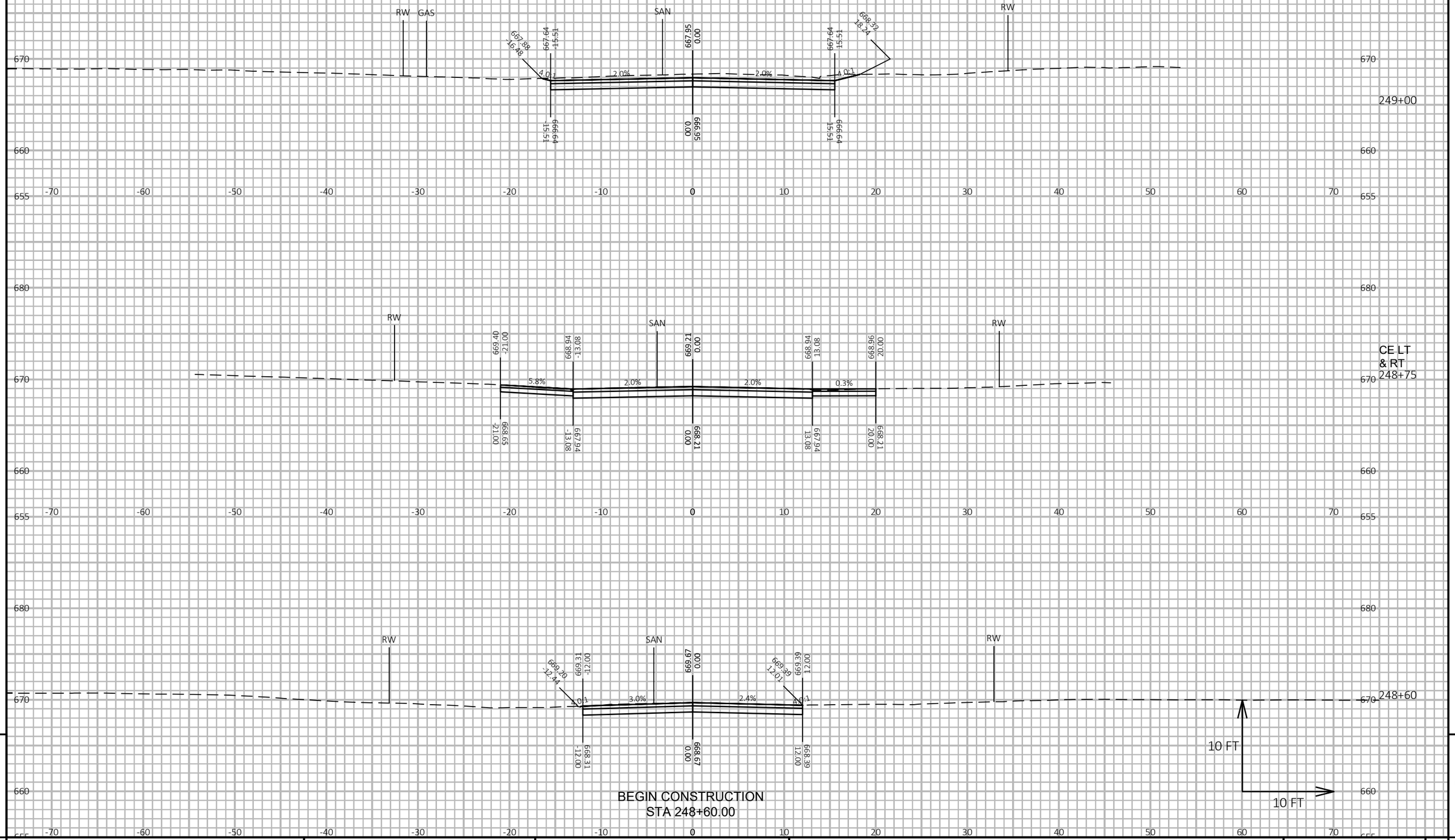
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PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: 2ND AVENUE E	SHEET 317	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 11 - 2ND AVENUE E

PLOT DATE : 7/29/2026 1:59 PM PLOT BY : ANNIE JEROME PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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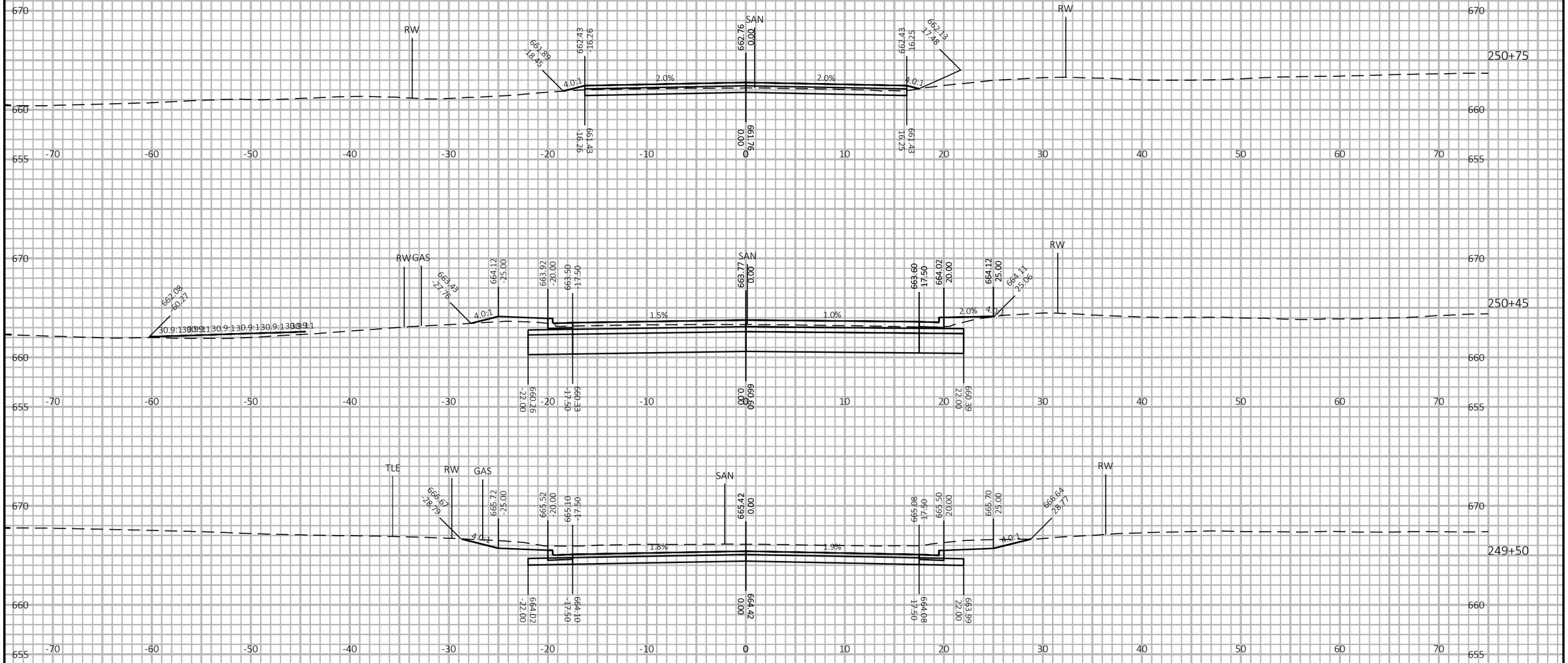
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PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: 3RD AVENUE E	SHEET 318	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 12 - 3RD AVENUE E

PLOT DATE : 7/29/2026 1:15 PM PLOT BY : ANNIE JEROME PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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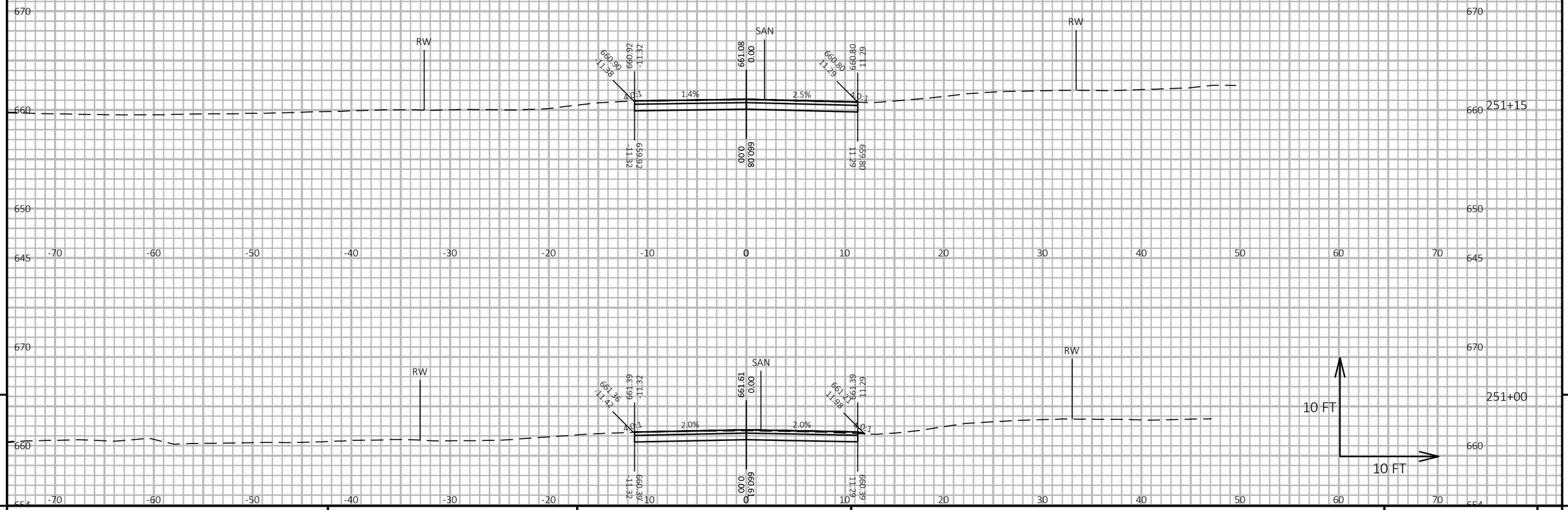
PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: 3RD AVENUE E	SHEET 319	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 13 - 3RD AVENUE E

PLOT DATE : 7/29/2026 1:15 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

END CONSTRUCTION
STA 251+15.00



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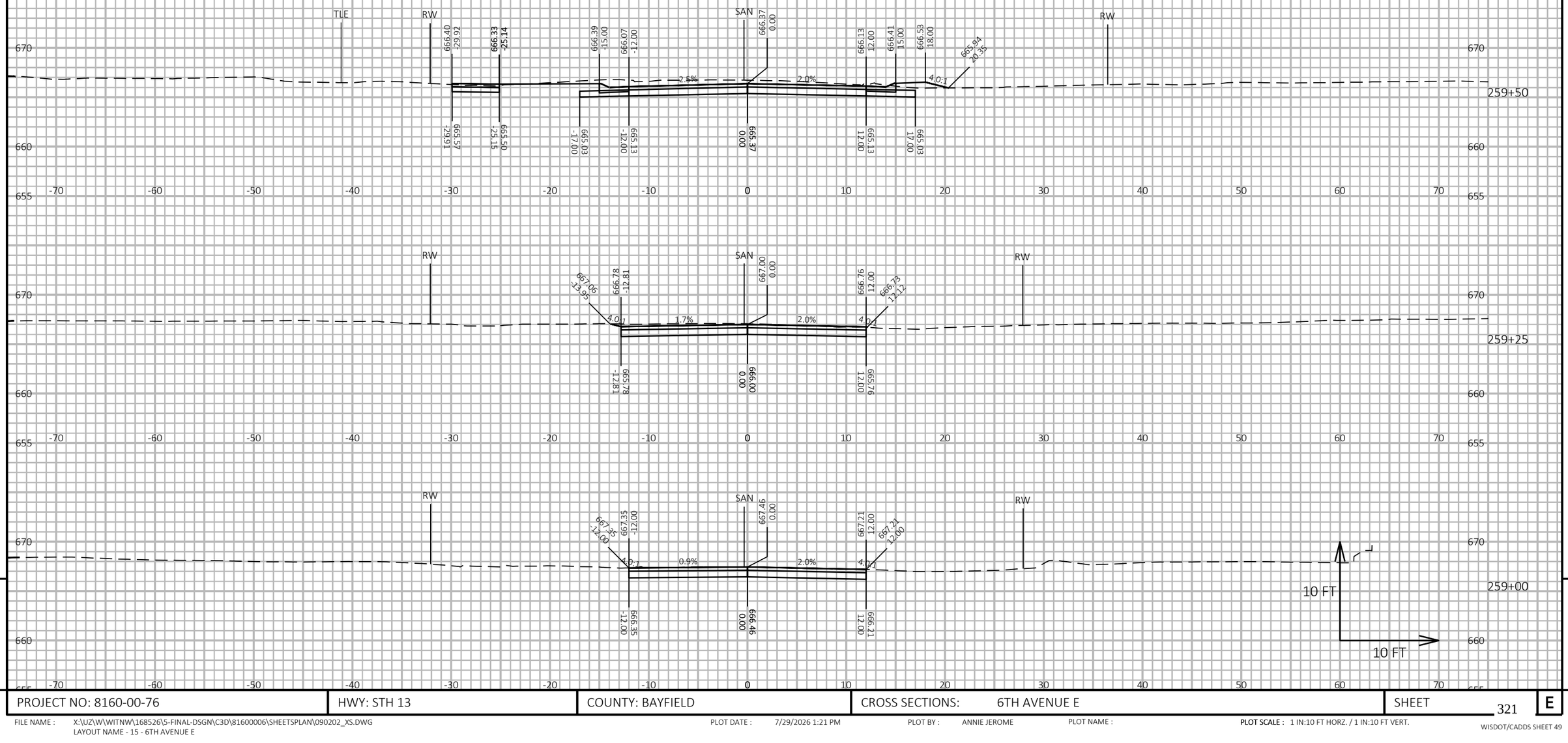
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PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: 3RD AVENUE E	SHEET 320	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 14 - 3RD AVENUE E

PLOT DATE : 7/29/2026 2:01 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: 6TH AVENUE E	SHEET 321	E

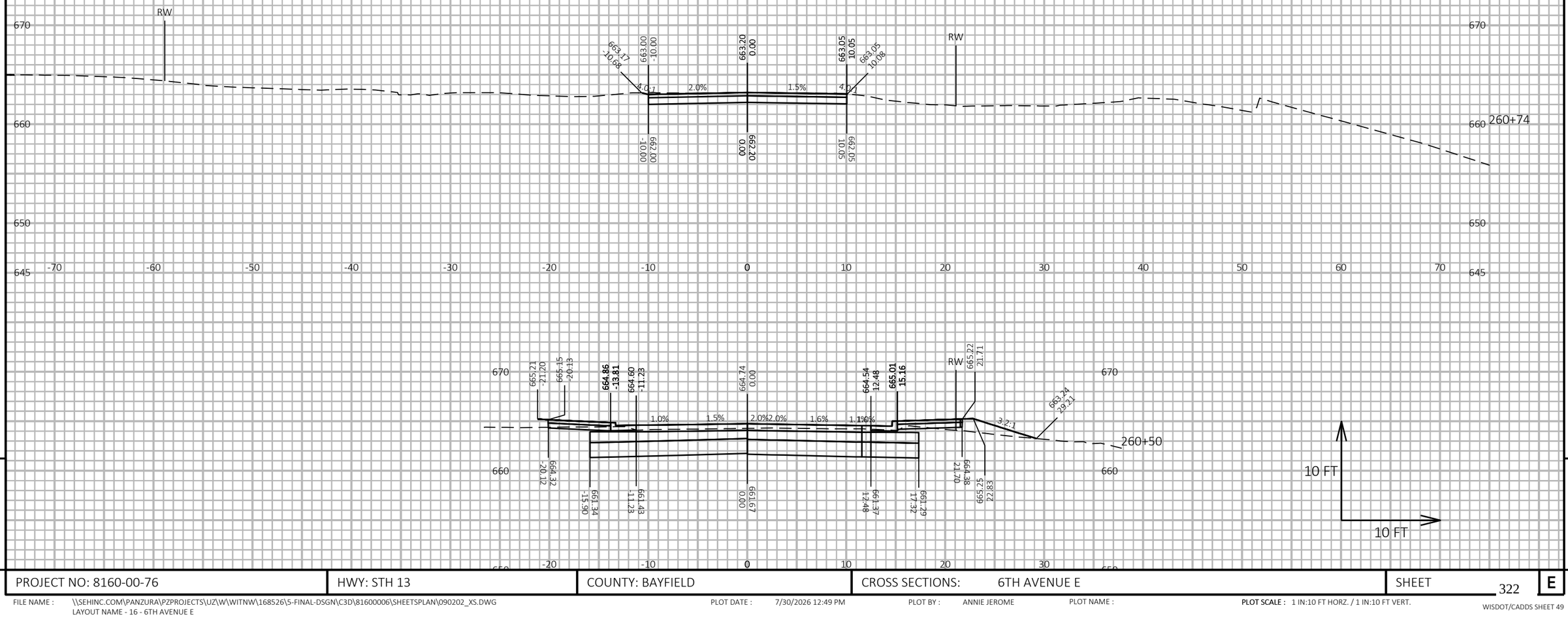
FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 15 - 6TH AVENUE E

PLOT DATE : 7/29/2026 1:21 PM PLOT BY : ANNIE JEROME PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

END CONSTRUCTION
STA 260+73.65



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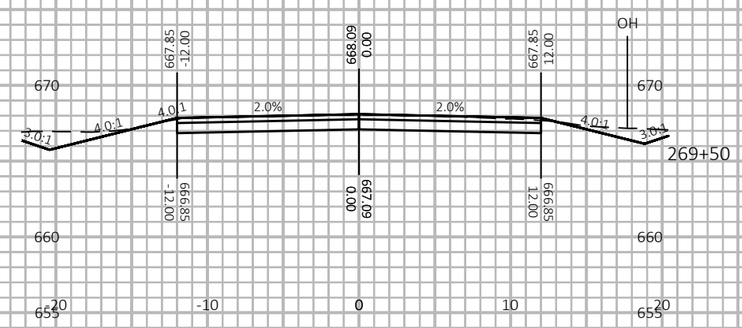
PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: 6TH AVENUE E	SHEET 322	E

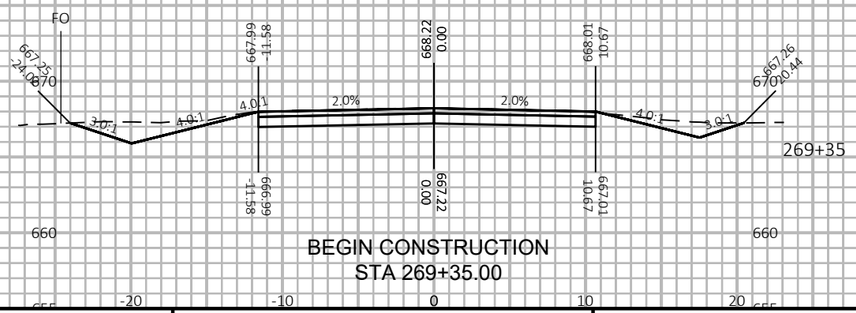
FILE NAME : \\SEHINC.COM\PANZURA\PZPROJECTS\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 16 - 6TH AVENUE E

PLOT DATE : 7/30/2026 12:49 PM PLOT BY : ANNIE JEROME PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

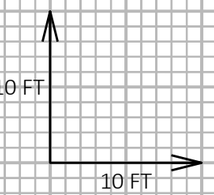
WISDOT/CADDS SHEET 49







BEGIN CONSTRUCTION
STA 269+35.00



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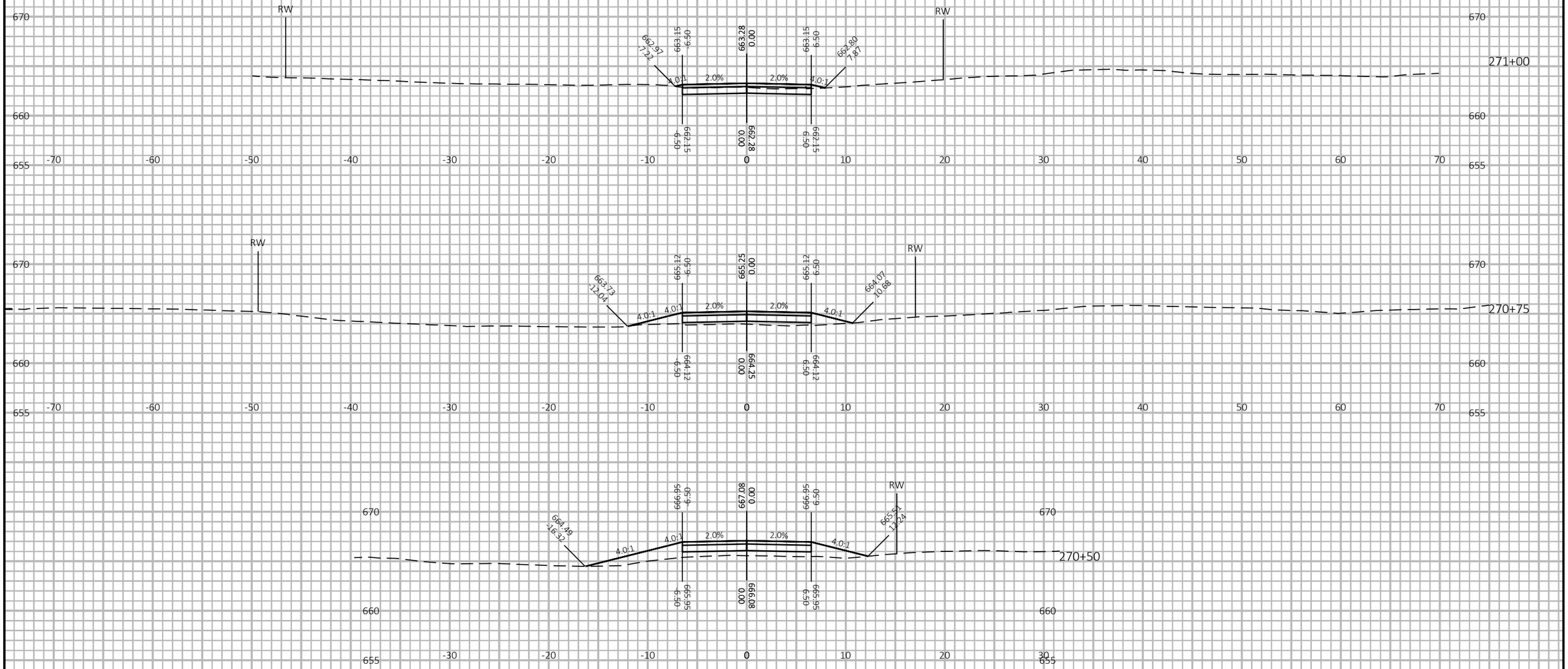
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PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: 7TH AVENUE	SHEET 323	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 17 - 7TH AVENUE E

PLOT DATE : 7/29/2026 1:57 PM PLOT BY : ANNIE JEROME PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

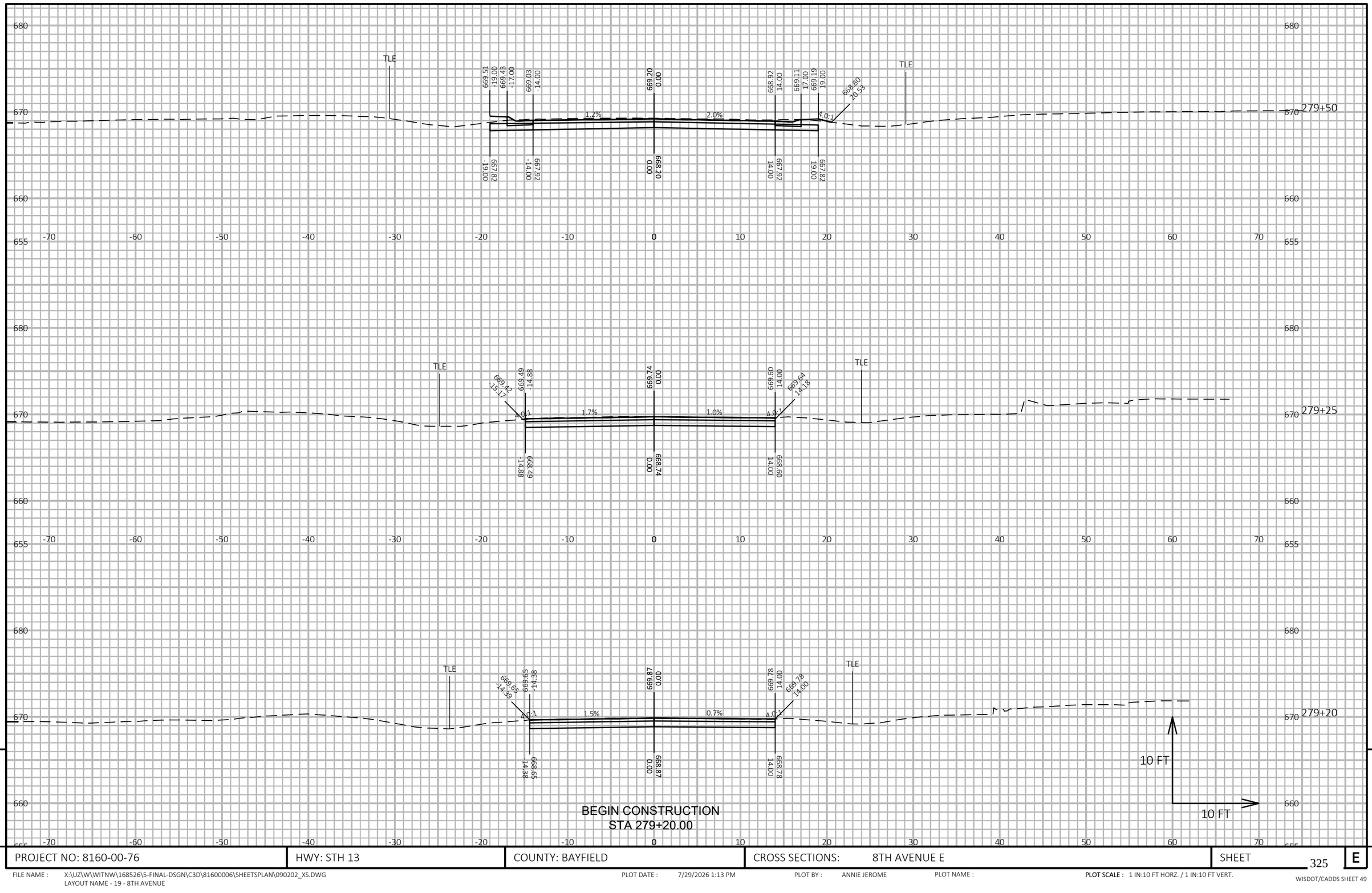
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PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: 7TH AVENUE E	SHEET 324	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 18 - 7TH AVENUE E

PLOT DATE : 7/29/2026 1:12 PM PLOT BY : ANNIE JEROME PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 8160-00-76	HWY: STH 13	COUNTY: BAYFIELD	CROSS SECTIONS: 8TH AVENUE E	SHEET 325	E

FILE NAME : X:\UZ\W\WITNW\168526\5-FINAL-DSGN\C3D\81600006\SHEETSPLAN\090202_XS.DWG
LAYOUT NAME - 19 - 8TH AVENUE

PLOT DATE : 7/29/2026 1:13 PM PLOT BY : ANNIE JEROME PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

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