EAU

PROJECT ID: 8610-01-75

WITH: N/A

42

COUNTY: CHIPPEWA

MARCH 2018

ORDER OF SHEETS

TOTAL SHEETS = 120

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

C CHIPPEWA FALLS, HIGH ST & RUSHMAN DR

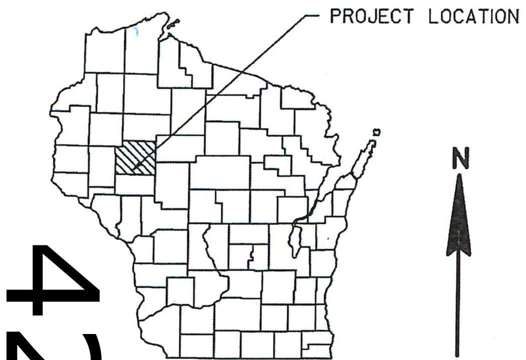
BRIDGE STREET TO ELM STREET

STH 124

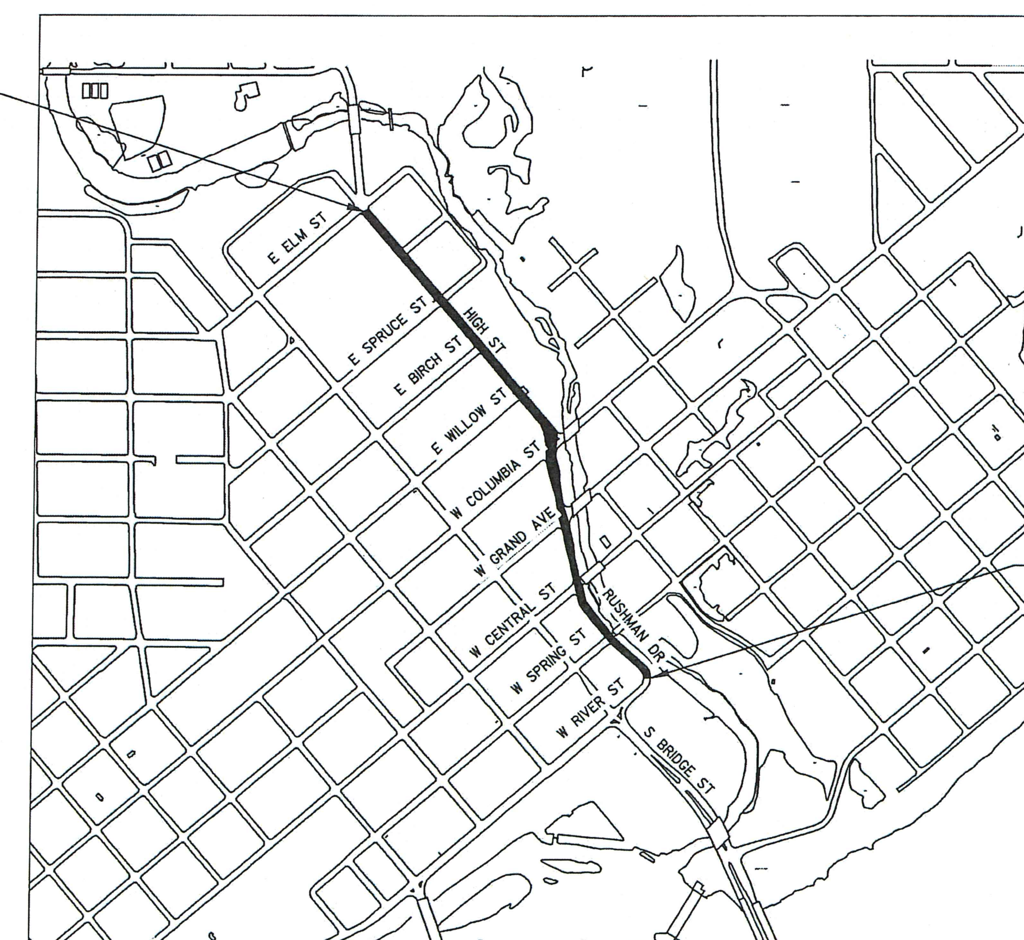
CHIPPEWA COUNTY

STATE PROJECT NUMBER
8610-01-75

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
8610-01-75	WISC 2018175	1



END PROJECT
STA 39+63.00
Y = 131748.417
X = 170706.163



BEGIN PROJECT
STA 9+93.00
Y = 129296.121
X = 172229.362

LAYOUT

SCALE 0 — 1/4 MILE

TOTAL NET LENGTH OF CENTERLINE = 0.563 MI

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, CHIPPEWA COUNTY.

DESIGN DESIGNATION

A.A.D.T.	2018	=	5400
A.A.D.T.	2038	=	6400
D.H.V.		=	915
D.D.		=	58/42
T.		=	6.1
DESIGN SPEED		=	25 MPH
ESALS		=	1,600,000

CONVENTIONAL SYMBOLS

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

ACCEPTED FOR

CITY of CHIPPEWA FALLS

10/6/2017 (Date) (Director of Public Works Signature)

ORIGINAL PLANS PREPARED BY

SEH

WISCONSIN
TARA L. KRISTA
37975
CHIPPEWA FALLS, WI
PROFESSIONAL ENGINEER

10-6-17 (Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WISDOT
Designer	SEH
Project Manager	TYLER RONGSTAD
Regional Examiner	TOU YANG
Regional Supervisor	TIM MASON

APPROVED FOR THE DEPARTMENT

DATE: 10-16-17 (Signature)

E

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 = 0.68 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.58 ACRES

GENERAL NOTES:

ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).

WHEN THE QUANTITY OF BASE AGGREGATE OR HMA PAVEMENT 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, SEEDED AND MULCHED.

THE LOCATION OF ALL DRIVEWAYS WILL BE DETERMINED BY THE ENGINEER.

ALL CURB AND GUTTER RADII, PAVEMENT DIMENSIONS AND STATIONS ARE SHOWN TO THE EDGE OF PAVEMENT UNLESS NOTED OTHERWISE.

ALL SIDE ROAD EARTHWORK QUANTITIES ARE INCLUDED IN MAINLINE EARTHWORK QUANTITIES.

A VERTICAL SAWCUT SHALL BE MADE THROUGH EXISTING DRIVEWAYS AND PAVEMENTS AT REMOVAL LIMITS.

TOP OF CASTING ELEVATIONS SHOWN FOR INLETS REFER TO THE CASTING ELEVATION AT THE FRONT EDGE OF CASTING/FLOWLINE OF GRATE/TOP OF CURB BOX.

ALL STORM SEWER INVERTS, ELEVATIONS, PIPE LENGTHS, AND GRADES ARE COMPUTED CENTER-TO-CENTER OF STRUCTURES.

CURB RAMP TYPES ARE SHOWN ON PLAN/INTERSECTION DETAIL SHEETS.

UTILITY CONTACTS

AT&T DISTRIBUTION
304 SOUTH DEWEY STREET
EAU CLAIRE, WI 54701
ATTENTION: RICK PODOLAK
TELEPHONE: 715.839.5565
EMAIL: RP4514@ATT.COM

CHARTER COMMUNICATIONS
1201 MCCANN DRIVE
ALTOONA, WI 54720
ATTENTION: SHANE YODER
TELEPHONE: 715.831.8940 EXT. 619
EMAIL: SHANE.YODER@CHARTERCOM.COM

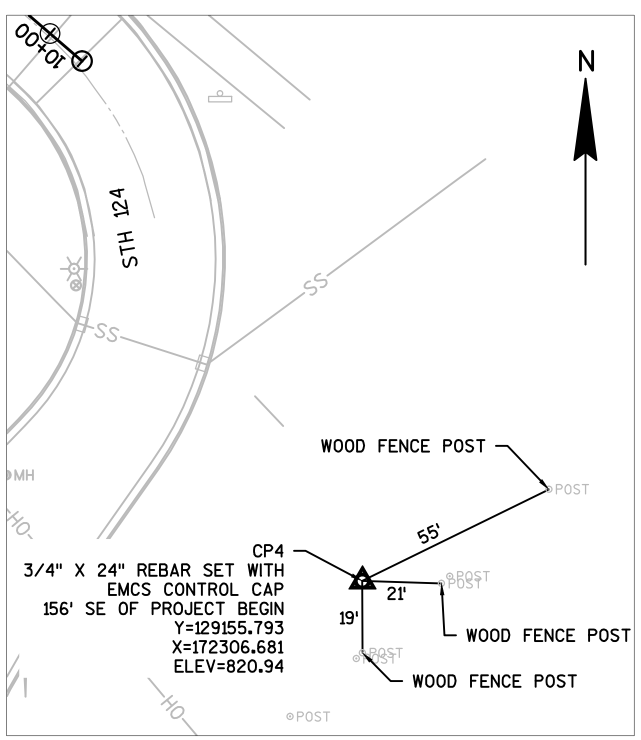
CITY OF CHIPPEWA FALLS
30 WEST CENTRAL STREET
CHIPPEWA FALLS, WI 54729
ATTENTION: RICK RUBENZER
TELEPHONE: 715.726.2736
EMAIL: RRUBENZER@CHIPPEWAFALLWI.GOV

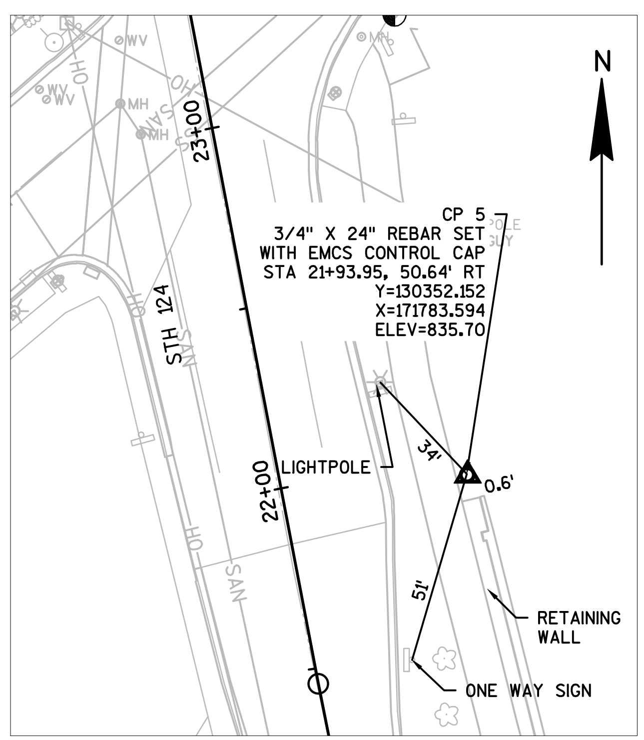
CHIPPEWA VALLEY INTERNETWORKING CONSORTIUM (CINC)
105 GARFIELD AVENUE
EAU CLAIRE, WI 54701
ATTENTION: DAREN BAUER
TELEPHONE: 715.836.5286
EMAIL: BAUERDP@UWEC.EDU

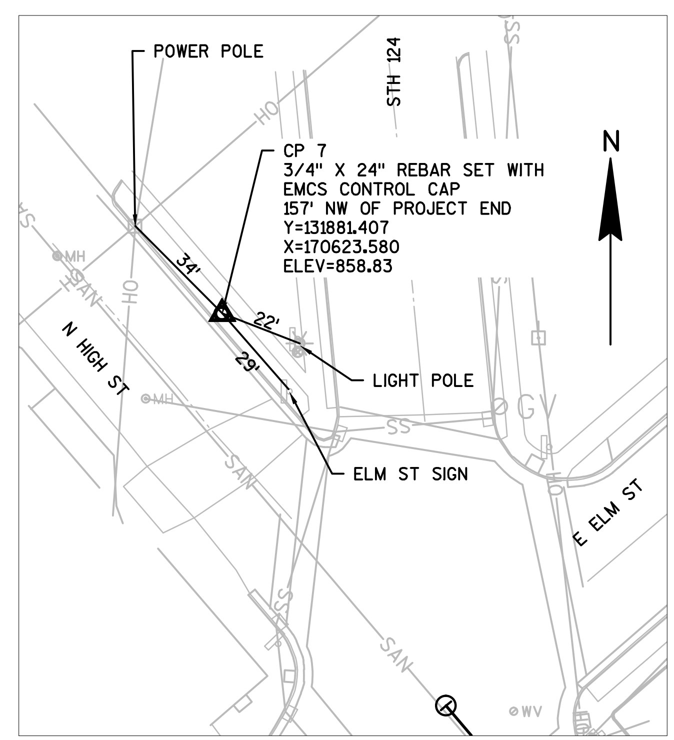
XCEL ENERGY - DISTRIBUTION
PO BOX 8
1414 WEST HAMILTON AVENUE
EAU CLAIRE, WI 54702
ATTENTION: JOE JOLICOEUR
TELEPHONE: 715.737.1482
EMAIL: J.JOLICOEUR@XCELENERGY.COM

XCEL ENERGY - GAS
PO BOX 8
1414 WEST HAMILTON AVENUE
EAU CLAIRE, WI 54702
ATTENTION: BRADY GARDOW
TELEPHONE: 715.737.1450
EMAIL: BRADY.P.GARDOW@XCELENERGY.COM

ALIGNMENT TIES



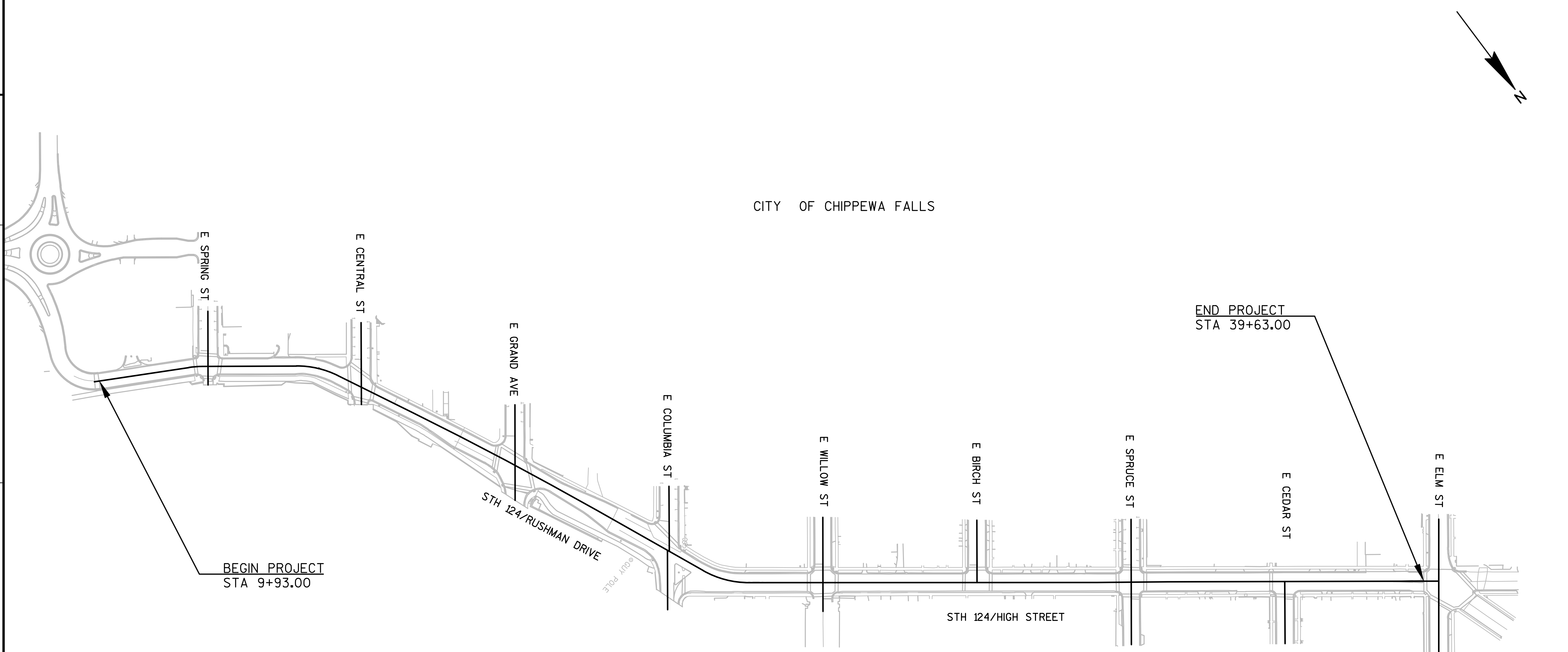




DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com

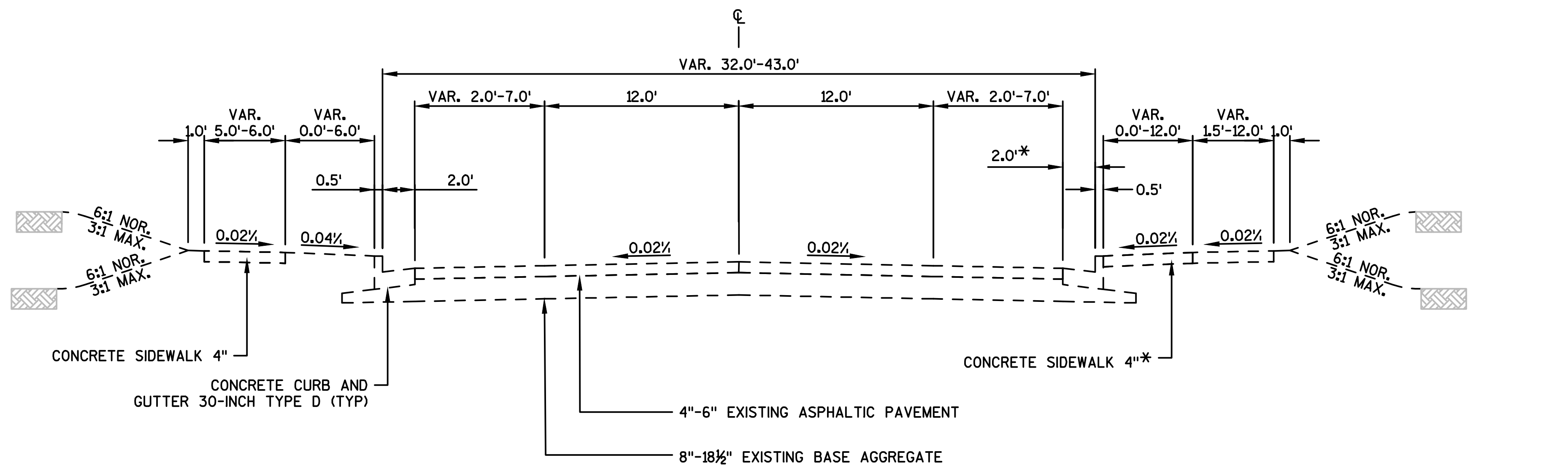
DESIGN CONTACT
SEH
10 NORTH BRIDGE STREET
CHIPPEWA FALLS, WI 54729
TELEPHONE: 715.720.6291
ATTENTION: TARA KRISTA
EMAIL: TKRISTA@SEHINC.COM

WDNR CONTACT
DNR WEST CENTRAL REGION HQ
1300 WEST CLAIREMONT AVENUE
EAU CLAIRE, WI 54702
TELEPHONE: 715.839.1609
ATTENTION: CHRIS WILLGER
EMAIL: CHRISTOPHERJ.WILLGER@WISCONSIN.GOV



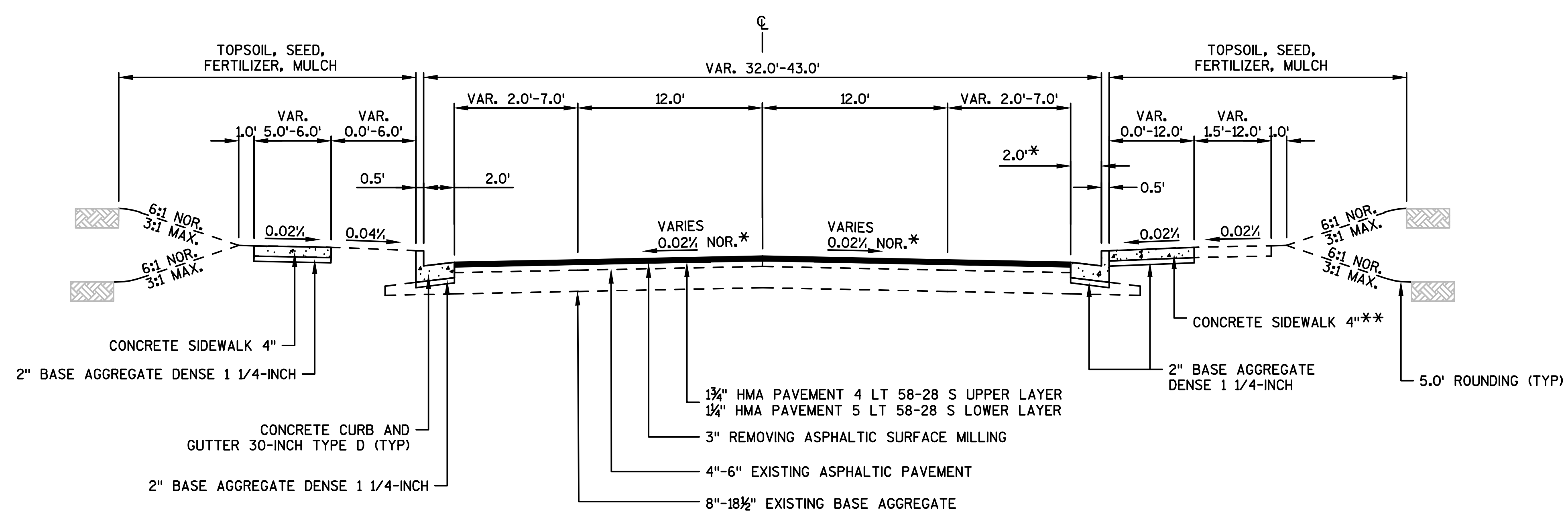
PROJECT NO:8610-01-75	HWY:STH 124	COUNTY:CHIPPEWA	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : P:\UZ\W\WITNW\128988\CIVIL 3D\SHEETSPLAN\020201 PO.DWG
LAYOUT NAME - 020201 PO - PLAN 1 IN 200 FT
PLOT DATE : 10/25/2017 1:15 PM PLOT BY : JUSTIN SHAVLIK PLOT NAME : PLOT SCALE : Custom



TYPICAL EXISTING SECTION
STA 9+93 TO STA 26+75

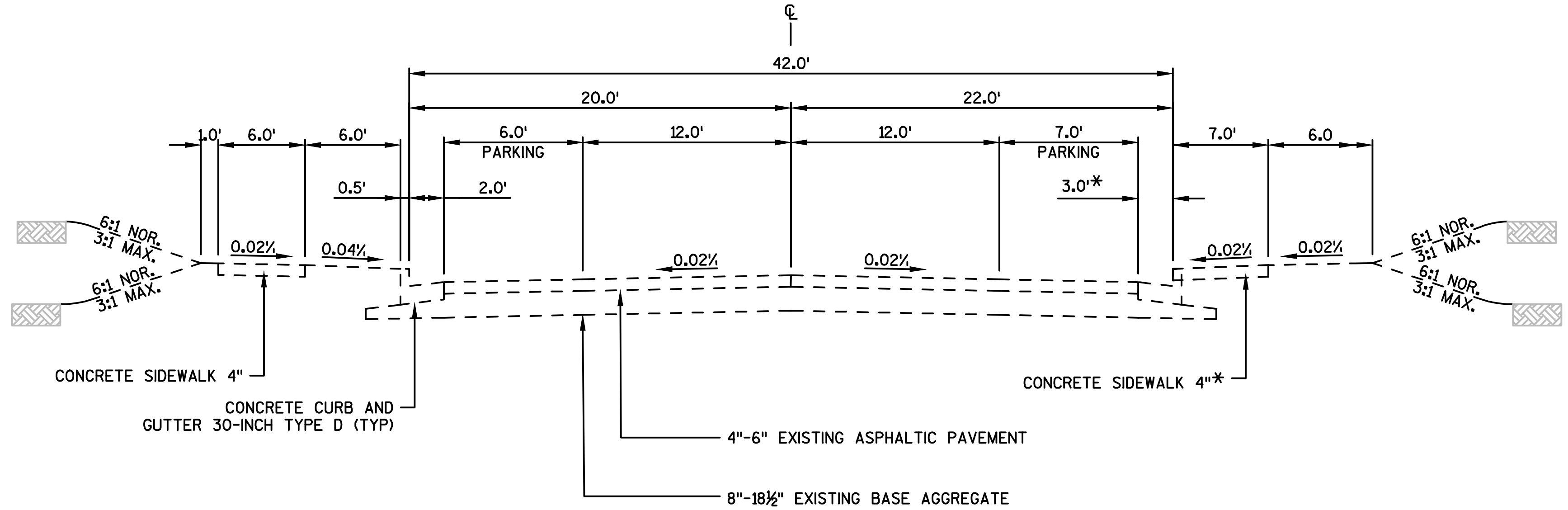
*STA 23+25 TO STA 26+75 CONCRETE SIDEWALK CONSTRUCTED INTEGRALLY WITH CURB HEAD. GUTTER PAN DIMENSION IS 3.0'.



NOTE: SEE PLAN FOR ACTUAL LOCATION OF CONCRETE SIDEWALK AND CURB & GUTTER REPLACEMENT

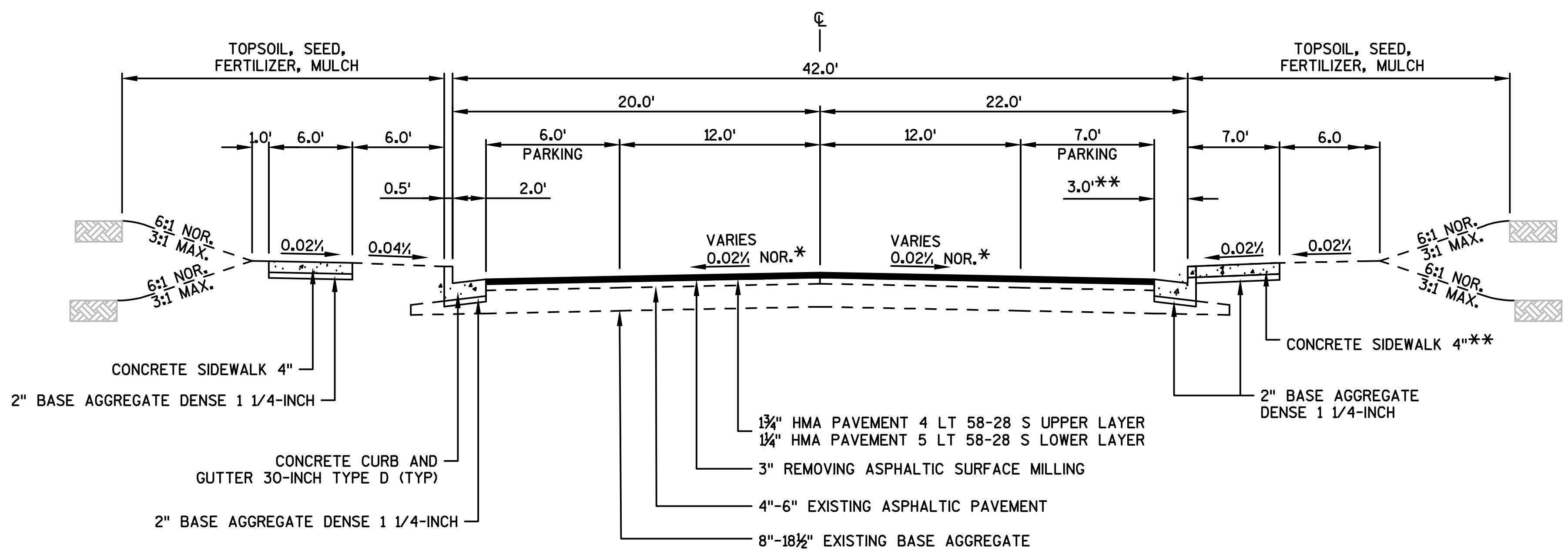
TYPICAL FINISHED SECTION
STA 9+93 TO STA 26+75

*SEE CROSS SLOPE TABLE
**STA 26+00 TO STA 26+75 CONCRETE SIDEWALK CONSTRUCTED INTEGRALLY WITH CURB HEAD. GUTTER PAN DIMENSION IS 3.0'.



TYPICAL EXISTING SECTION
STA 26+75 TO STA 33+40

*STA 26+75 TO STA 33+40 CONCRETE SIDEWALK CONSTRUCTED INTEGRALLY WITH CURB HEAD. GUTTER PAN DIMENSION IS 3.0'.

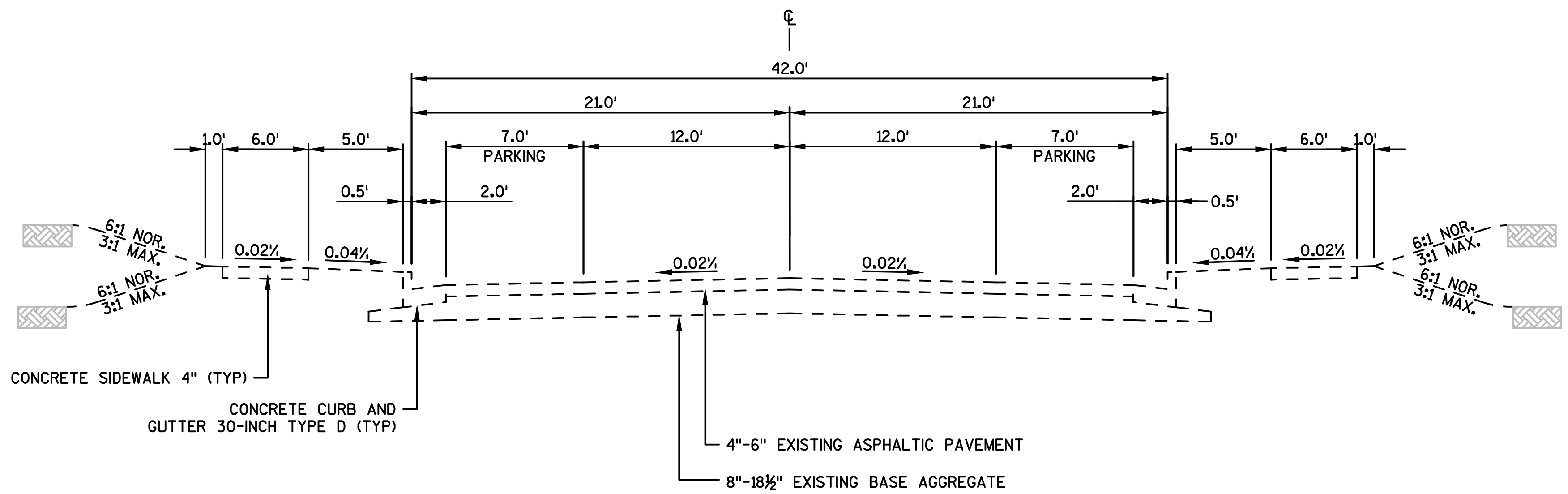


NOTE: SEE PLAN FOR ACTUAL LOCATION OF CONCRETE SIDEWALK AND CURB & GUTTER REPLACEMENT

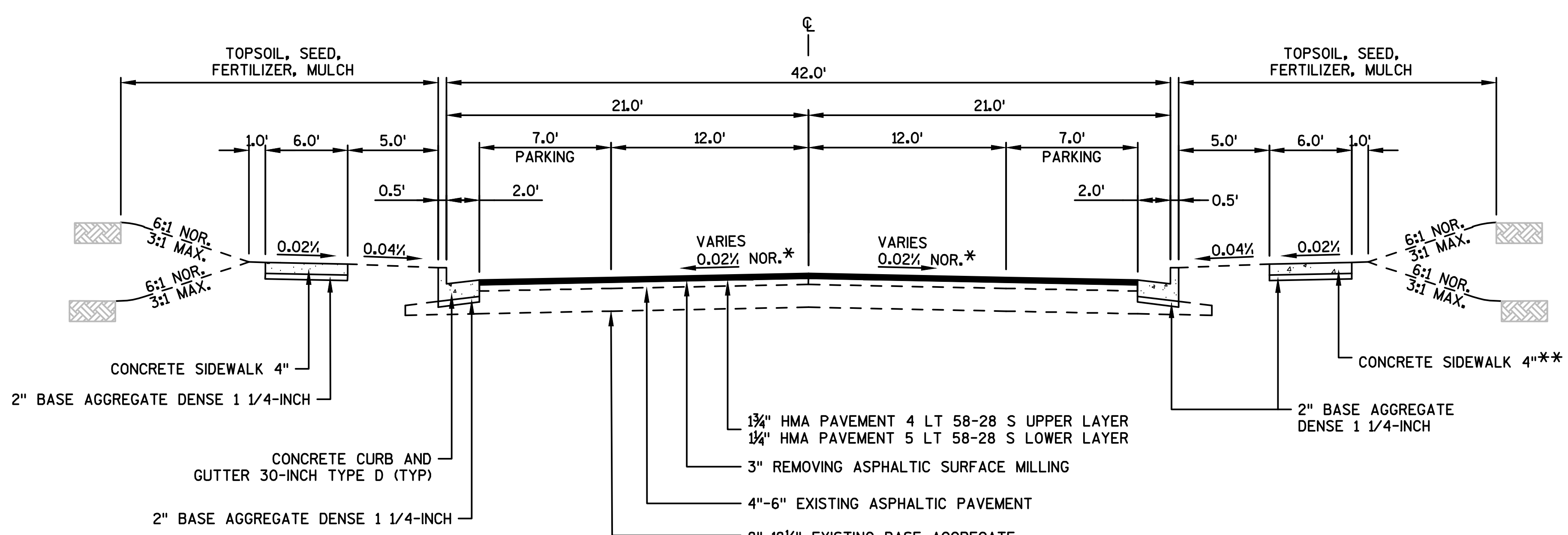
TYPICAL FINISHED SECTION
STA 26+75 TO STA 33+40

*SEE CROSS SLOPE TABLE
**STA 26+75 TO STA 33+40 CONCRETE SIDEWALK CONSTRUCTED INTEGRALLY WITH CURB HEAD. GUTTER PAN DIMENSION IS 3.0'.

2



TYPICAL EXISTING SECTION
STA 33+40 TO STA 39+63



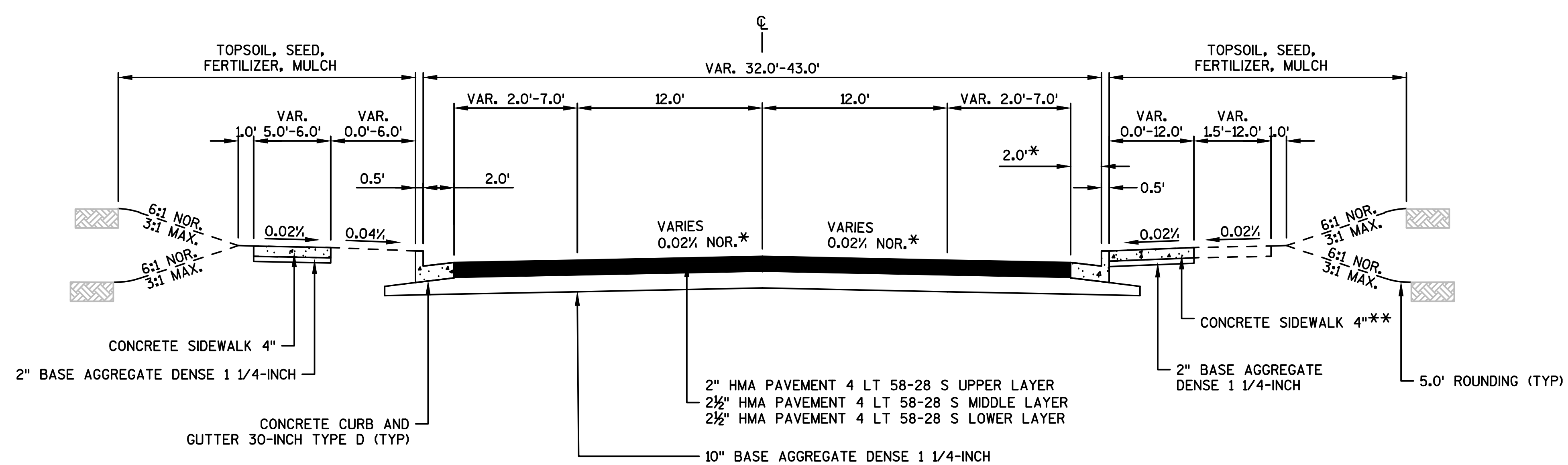
*SEE CROSS SLOPE TABLE

NOTE: SEE PLAN FOR ACTUAL LOCATION OF CONCRETE SIDEWALK AND CURB & GUTTER REPLACEMENT

TYPICAL FINISHED SECTION
STA 33+40 TO STA 39+63

2

PROJECT NO:8610-01-75	HWY:STH 124	COUNTY:CHIPPEWA	TYPICAL SECTIONS	SHEET 6	E



TYPICAL FULL RECONSTRUCT SECTION

AS NEEDED

*SEE CROSS SLOPE TABLE
**STA 23+25 TO STA 26+75 CONCRETE SIDEWALK CONSTRUCTED INTEGRALLY WITH CURB HEAD. GUTTER PAN DIMENSION IS 3.0'.

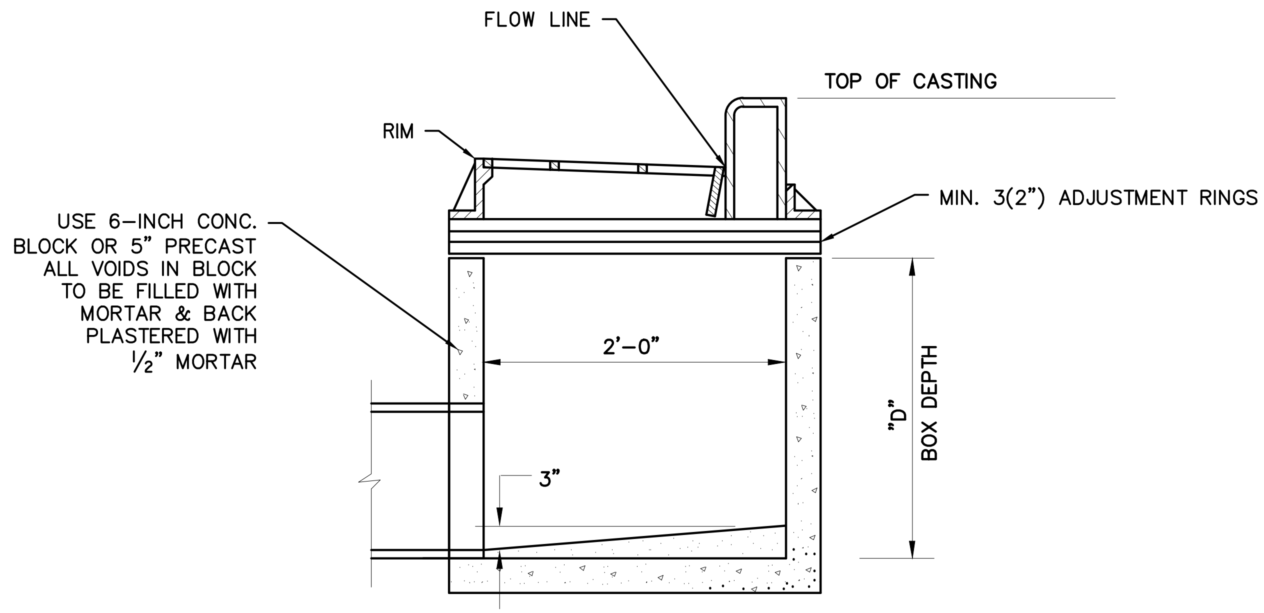
2

2

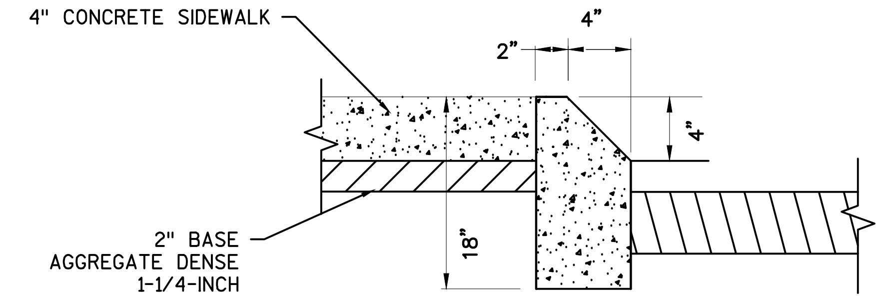
CROSS SLOPE TABLE

STATION	LEFT SHOULDER / PARKING LANE (%)	LEFT LANE (%)	CENTERLINE MILLING DEPTH (IN)	RIGHT LANE (%)	RIGHT SHOULDER / PARKING LANE (%)	REMARKS
9+93	-5.4	-4.8	3.0	-0.7	-0.9	MATCH EXISTING
10+00	-6.4	-5.0	3.0	-1.0	-1.0	
10+50	-8.9	-6.5	4.0	-1.0	-1.0	
11+00	-6.3	-6.5	4.0	-1.0	-1.2	
11+50	-4.0	-4.5	3.0	0.7	0.7	
12+00	-3.0	-4.5	3.0	2.8	2.8	
12+50	-5.0	-5.0	3.0	-3.0	-5.8	SPRING STREET INTERSECTION STA 12+36.57
13+00	-8.6	-6.0	3.0	-0.2	-0.2	
13+50	-4.4	-6.0	3.0	-0.8	-0.8	
14+00	-4.6	-3.0	3.0	-3.0	-4.1	
14+50	-2.8	-2.8	3.0	-4.0	-6.3	
15+00	-2.2	-2.2	3.0	-3.0	-4.9	
15+50	-0.6	-0.6	3.0	-3.0	-1.9	
16+00	-4.5	-4.5	3.0	2.3	2.3	CENTRAL STREET INTERSECTION STA 15+75.04
16+50	-2.3	-2.3	3.0	-0.3	-0.3	
17+00	-3.2	-3.5	3.0	-3.0	-4.6	
17+50	-6.0	-3.5	3.0	-3.0	-2.7	
18+00	-2.5	-3.5	3.0	-1.0	-2.0	
18+50	-5.1	-3.5	3.0	-1.0	-2.3	
19+00	-2.8	-2.8	3.0	-0.5	-3.2	
19+50	-2.1	-2.1	3.0	-0.6	-0.6	GRAND AVENUE INTERSECTION STA 19+45.79
20+00	-2.0	-2.0	3.0	-2.3	-2.3	
20+50	-0.9	-2.0	3.0	-3.0	-2.4	
21+00	-2.0	-2.4	3.0	-1.1	-1.1	
21+50	-2.1	-3.0	3.0	-1.1	-1.7	
22+00	-5.0	-2.4	3.0	-2.0	-3.4	
22+50	-0.4	-0.2	3.0	-3.0	-3.2	
23+00	2.8	2.8	3.0	-2.2	-2.1	
23+50	-7.9	-5.0	3.0	-1.2	-1.2	COLUMBIA STREET INTERSECTION STA 23+25.61
24+00	-3.1	-3.1	3.0	-1.2	-1.5	
24+50	-2.9	-3.0	3.0	-1.0	-1.0	
25+00	-2.9	-2.5	3.0	-3.0	-4.6	
25+50	-2.3	-2.5	3.0	-3.0	-2.2	
26+00	-2.5	-3.0	3.0	-2.0	-2.2	
26+50	-1.5	-1.3	3.0	-2.0	-2.4	
27+00	-4.3	-3.0	3.0	-2.5	-2.1	WILLOW STREET INTERSECTION STA 26+71.36
27+50	-1.7	-2.5	3.0	-3.0	-4.5	
28+00	-1.2	-2.5	3.0	-3.0	-5.6	
28+50	-2.6	-2.5	3.0	-3.0	-4.2	
29+00	-2.9	-2.5	3.0	-3.0	-2.1	
29+50	-3.0	-3.0	3.0	-2.5	-2.3	
30+00	-0.2	-0.8	3.0	-2.0	-1.4	
30+50	-5.9	-3.0	3.0	-2.0	-1.1	BIRCH STREET INTERSECTION STA 30+02.81
31+00	-3.8	-4.0	3.0	-2.0	-1.3	
31+50	-3.1	-4.0	3.0	-2.0	-1.7	
32+00	-3.9	-3.5	3.0	-3.0	-2.5	
32+50	-4.9	-2.0	3.0	-3.0	-2.6	
33+00	-1.6	-2.0	3.0	-3.0	-5.1	
33+50	-0.2	-0.2	3.0	-3.0	-2.7	SPRUCE STREET INTERSECTION STA 33+34.40
34+00	-0.4	-0.5	3.0	-3.5	-4.5	
34+50	-1.4	1.0	3.0	-4.0	-4.4	
35+00	0.8	1.0	3.0	-4.0	-4.3	
35+50	0.5	1.0	3.0	-4.0	-6.3	
36+00	0.1	1.0	3.0	-4.0	-5.9	
36+50	-2.2	1.0	3.0	-3.0	-2.3	
37+00	0.0	-1.0	3.0	-4.0	-5.6	CEDAR STREET INTERSECTION STA 36+64.32
37+50	-0.7	-0.3	2.0	-3.3	-3.3	
38+00	-1.4	1.5	3.0	-2.5	-2.3	
38+50	-2.3	1.5	3.0	-2.5	-3.8	
39+00	-2.3	0.2	3.0	-2.5	-5.8	
39+63	-2.0	-1.8	3.0	-2.0	-2.0	MATCH EXISTING

NORMAL CROWN RATE = 2%

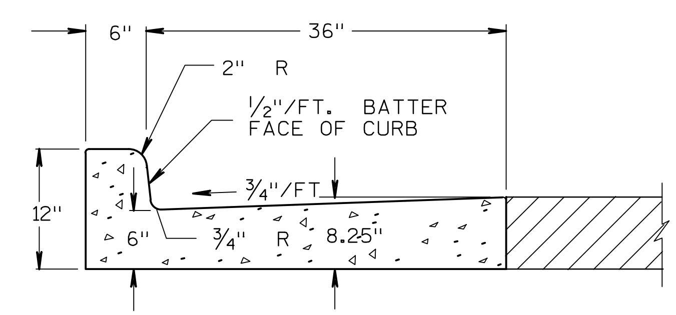


INLET



COLUMBIA STREET ISLAND DETAIL

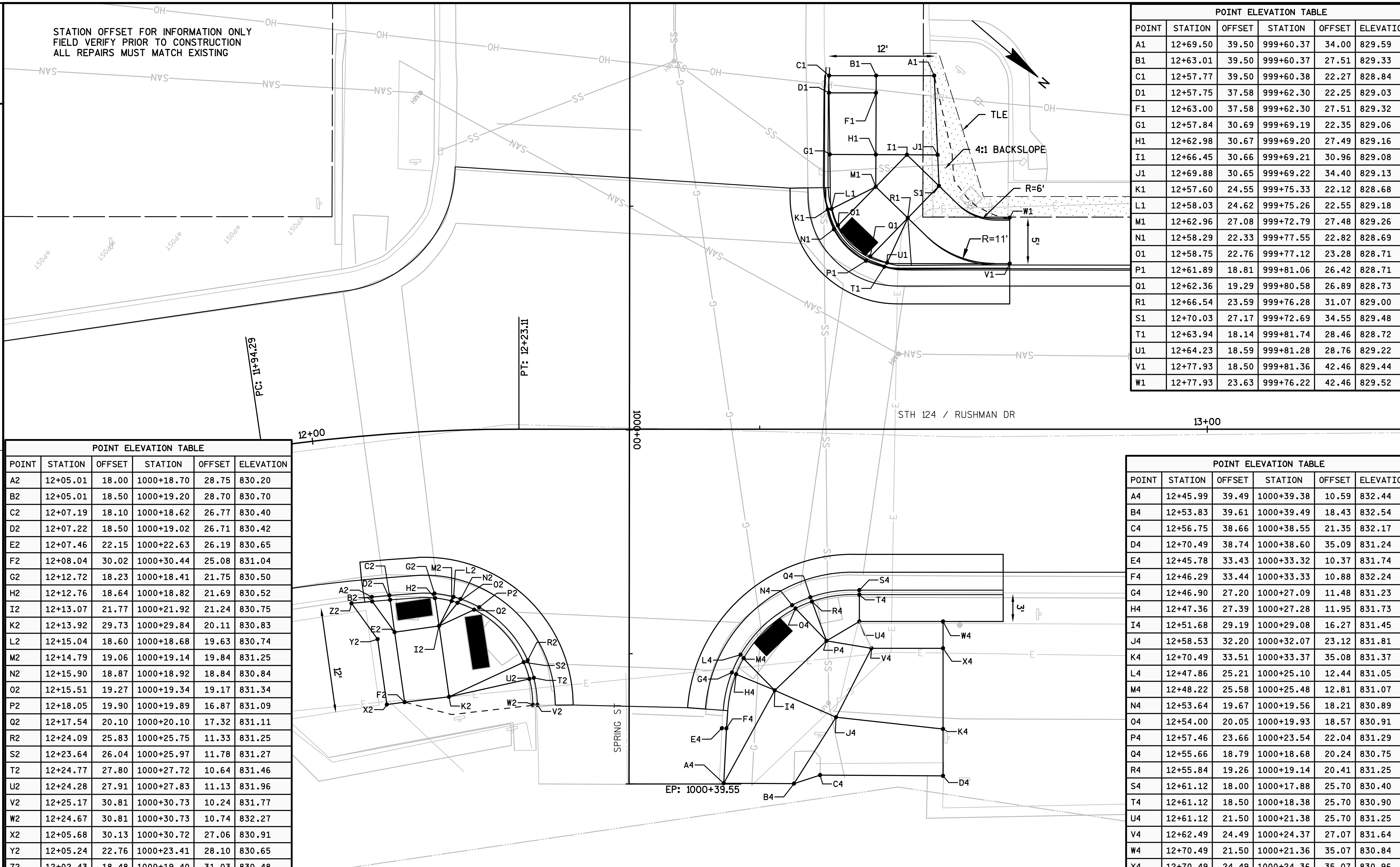
CURB TYPE J



CONCRETE CURB AND GUTTER 42-INCH TYPE D

PROJECT NO:8610-01-75	HWY:STH 124	COUNTY:CHIPPEWA	CONSTRUCTION DETAILS	SHEET 9	E

2



POINT ELEVATION TABLE					
POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
A1	12+69.50	39.50	999+60.37	34.00	829.59
B1	12+63.01	39.50	999+60.37	27.51	829.33
C1	12+57.77	39.50	999+60.38	22.27	828.84
D1	12+57.75	37.58	999+62.30	22.25	829.03
F1	12+63.00	37.58	999+62.30	27.51	829.32
G1	12+57.84	30.69	999+69.19	22.35	829.06
H1	12+62.98	30.67	999+69.20	27.49	829.16
I1	12+66.45	30.66	999+69.21	30.96	829.08
J1	12+69.88	30.65	999+69.22	34.40	829.13
K1	12+57.60	24.55	999+75.33	22.12	828.68
L1	12+58.03	24.62	999+75.26	22.55	829.18
M1	12+62.96	27.08	999+72.79	27.48	829.26
N1	12+58.29	22.33	999+77.55	22.82	828.69
O1	12+58.75	22.76	999+77.12	23.28	828.71
P1	12+61.89	18.81	999+81.06	26.42	828.71
Q1	12+62.36	19.29	999+80.58	26.89	828.73
R1	12+66.54	23.59	999+76.28	31.07	829.00
S1	12+70.03	27.17	999+72.69	34.55	829.48
T1	12+63.94	18.14	999+81.74	28.46	828.72
U1	12+64.23	18.59	999+81.28	28.76	829.22
V1	12+77.93	18.50	999+81.36	42.46	829.44
W1	12+77.93	23.63	999+76.22	42.46	829.52

POINT ELEVATION TABLE					
POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
A2	12+05.01	18.00	1000+18.70	28.75	830.20
B2	12+05.01	18.50	1000+19.20	28.70	830.70
C2	12+07.19	18.10	1000+18.62	26.77	830.40
D2	12+07.22	18.50	1000+19.02	26.71	830.42
E2	12+07.46	22.15	1000+22.63	26.19	830.65
F2	12+08.04	30.02	1000+30.44	25.08	831.04
G2	12+12.72	18.23	1000+18.41	21.75	830.50
H2	12+12.76	18.64	1000+18.82	21.69	830.52
I2	12+13.07	21.77	1000+21.92	21.24	830.75
K2	12+13.92	29.73	1000+29.84	20.11	830.83
L2	12+15.04	18.60	1000+18.68	19.63	830.74
M2	12+14.79	19.06	1000+19.14	19.84	831.25
N2	12+15.90	18.87	1000+18.92	18.84	830.84
O2	12+15.51	19.27	1000+19.34	19.17	831.34
P2	12+18.05	19.90	1000+19.89	16.87	831.09
Q2	12+17.54	20.10	1000+20.10	17.32	831.11
R2	12+24.09	25.83	1000+25.75	11.33	831.25
S2	12+23.64	26.04	1000+25.97	11.78	831.27
T2	12+24.77	27.80	1000+27.72	10.64	831.46
U2	12+24.28	27.91	1000+27.83	11.13	831.96
V2	12+25.17	30.81	1000+30.73	10.24	831.77
W2	12+24.67	30.81	1000+30.73	10.74	832.27
X2	12+05.68	30.13	1000+30.72	27.06	830.91
Y2	12+05.24	22.76	1000+23.41	28.10	830.65
Z2	12+02.43	18.48	1000+19.40	31.03	830.48

POINT ELEVATION TABLE					
POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
A4	12+45.99	39.49	1000+39.38	10.59	832.44
B4	12+53.83	39.61	1000+39.49	18.43	832.54
C4	12+56.75	38.66	1000+38.55	21.35	832.17
D4	12+70.49	38.74	1000+38.60	35.09	831.24
E4	12+45.78	33.43	1000+33.32	10.37	831.74
F4	12+46.29	33.44	1000+33.33	10.88	832.24
G4	12+46.90	27.20	1000+27.09	11.48	831.23
H4	12+47.36	27.39	1000+27.28	11.95	831.73
I4	12+51.68	29.19	1000+29.08	16.27	831.45
J4	12+58.53	32.20	1000+32.07	23.12	831.81
K4	12+70.49	33.51	1000+33.37	35.08	831.37
L4	12+47.86	25.21	1000+25.10	12.44	831.05
M4	12+48.22	25.58	1000+25.48	12.81	831.07
N4	12+53.64	19.67	1000+19.56	18.21	830.89
O4	12+54.00	20.05	1000+19.93	18.57	830.91
P4	12+57.46	23.66	1000+23.54	22.04	831.29
Q4	12+55.66	18.79	1000+18.68	20.24	830.75
R4	12+55.84	19.26	1000+19.14	20.41	831.25
S4	12+61.12	18.00	1000+17.88	25.70	830.40
T4	12+61.12	18.50	1000+18.38	25.70	830.90
U4	12+61.12	21.50	1000+21.38	25.70	831.25
V4	12+62.49	24.49	1000+24.37	27.07	831.64
W4	12+70.49	21.50	1000+21.36	35.07	830.84
X4	12+70.49	24.49	1000+24.36	35.07	830.96

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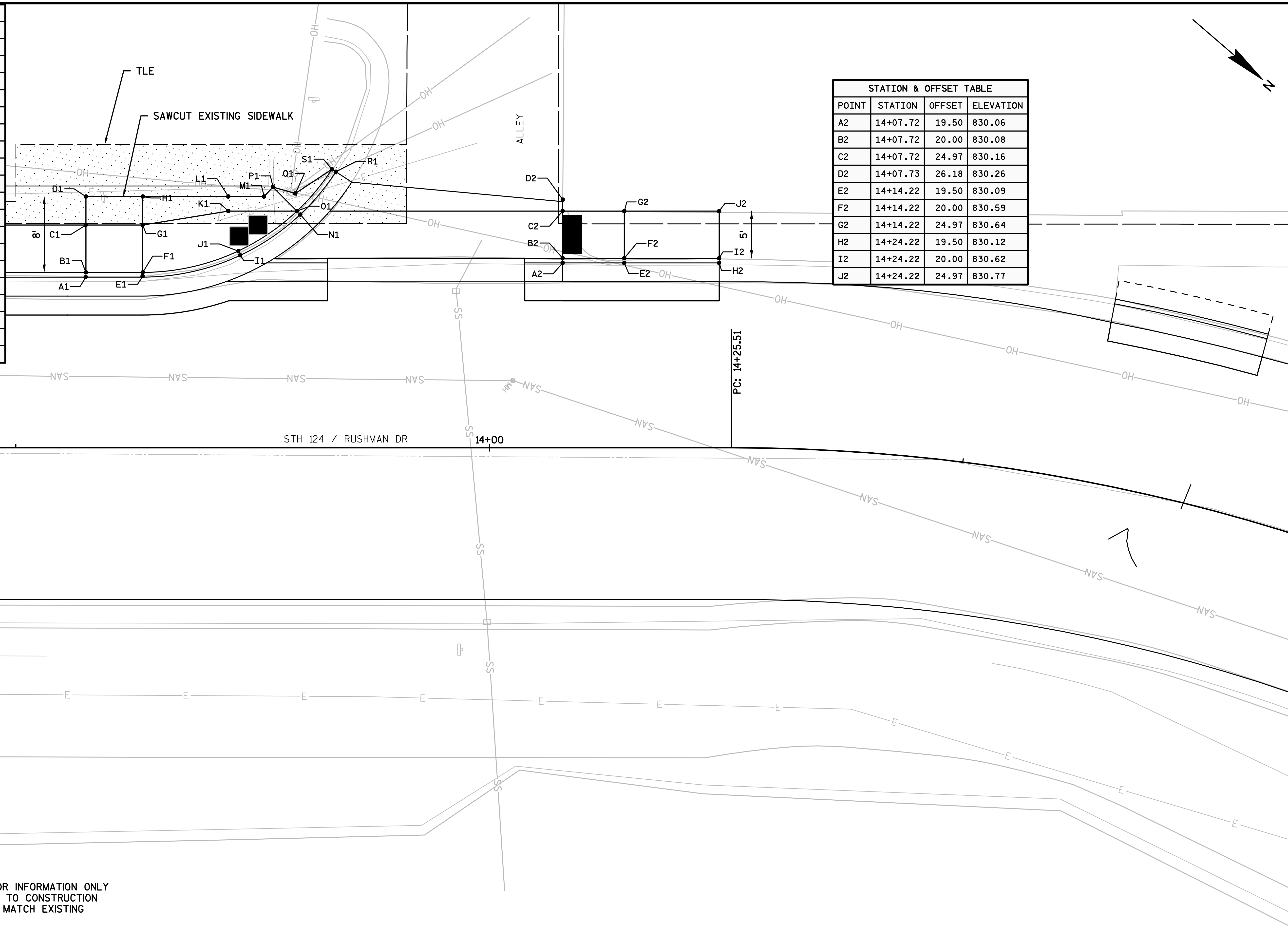
STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
A1	13+57.40	18.00	829.29
B1	13+57.40	18.50	829.79
C1	13+57.40	23.50	829.90
D1	13+57.40	26.50	829.99
E1	13+63.40	18.10	829.32
F1	13+63.40	18.50	829.34
G1	13+63.40	23.50	829.42
H1	13+63.40	26.50	830.13
I1	13+73.69	20.30	829.39
J1	13+73.48	20.76	829.41
K1	13+72.44	24.97	829.48
L1	13+72.44	26.50	830.41
M1	13+76.21	26.50	830.47
N1	13+80.03	24.61	829.54
O1	13+79.69	24.98	829.56
P1	13+77.10	27.50	830.62
Q1	13+79.50	26.84	830.35
R1	13+83.78	29.11	829.83
S1	13+83.36	29.39	830.33



STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
A2	14+07.72	19.50	830.06
B2	14+07.72	20.00	830.08
C2	14+07.72	24.97	830.16
D2	14+07.73	26.18	830.26
E2	14+14.22	19.50	830.09
F2	14+14.22	20.00	830.59
G2	14+14.22	24.97	830.64
H2	14+24.22	19.50	830.12
I2	14+24.22	20.00	830.62
J2	14+24.22	24.97	830.77

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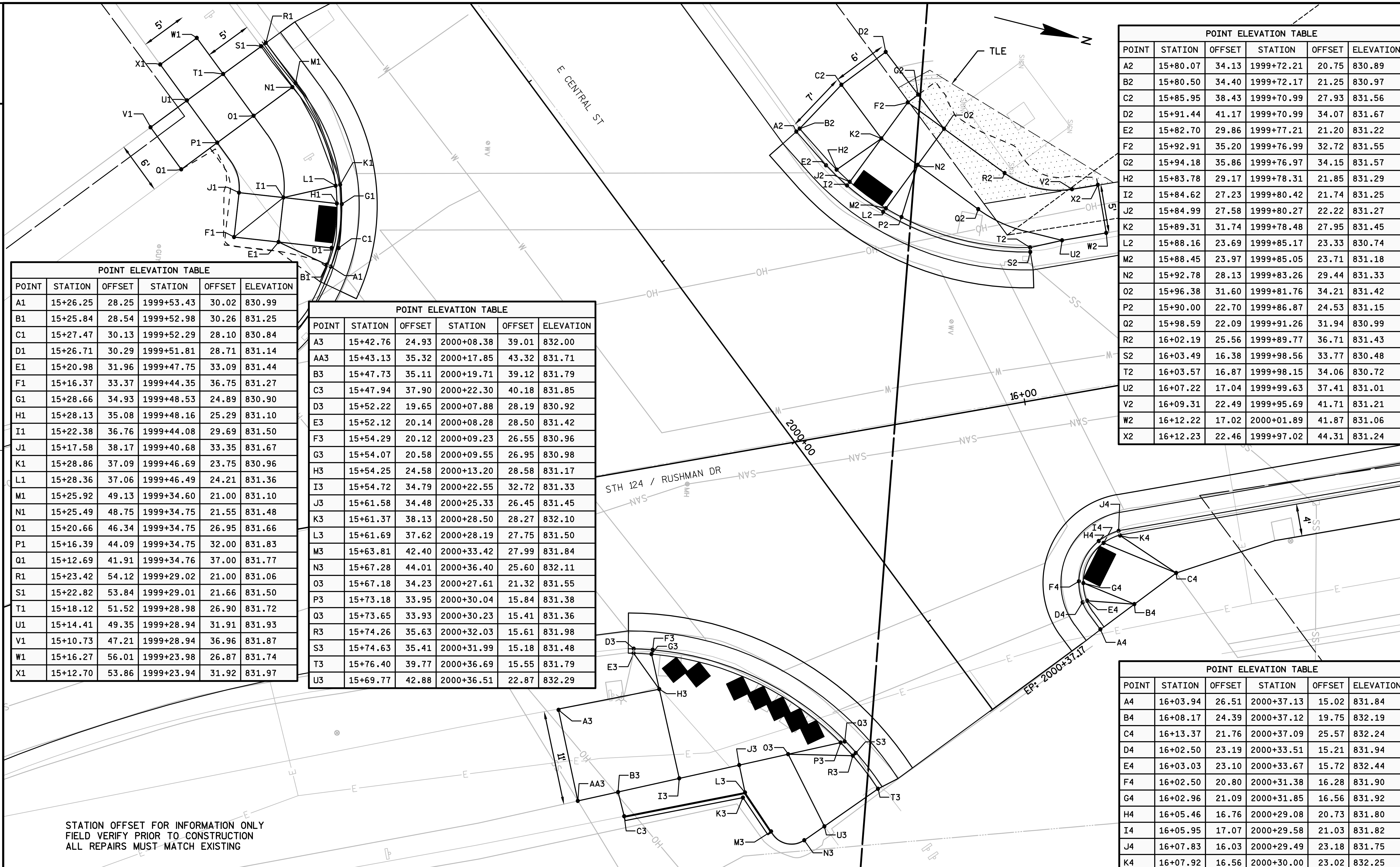
STATION OFFSET FOR INFORMATION ONLY
FIELD VERIFY PRIOR TO CONSTRUCTION
ALL REPAIRS MUST MATCH EXISTING

PROJECT NO:8610-01-75	HWY:STH 124	COUNTY:CHIPPEWA	INTERSECTION DETAILS	SHEET	E



POINT ELEVATION TABLE

POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
A1	15+26.25	28.25	1999+53.43	30.02	830.99
B1	15+25.84	28.54	1999+52.98	30.26	831.25
C1	15+27.47	30.13	1999+52.29	28.10	830.84
D1	15+26.71	30.29	1999+51.81	28.71	831.14
E1	15+20.98	31.96	1999+47.75	33.09	831.44
F1	15+16.37	33.37	1999+44.35	36.75	831.27
G1	15+28.66	34.93	1999+48.53	24.89	830.90
H1	15+28.13	35.08	1999+48.16	25.29	831.10
I1	15+22.38	36.76	1999+44.08	29.69	831.50
J1	15+17.58	38.17	1999+40.68	33.35	831.67
K1	15+28.86	37.09	1999+46.69	23.75	830.96
L1	15+28.36	37.06	1999+46.49	24.21	831.36
M1	15+25.92	49.13	1999+34.60	21.00	831.10
N1	15+25.49	48.75	1999+34.75	21.55	831.48
O1	15+20.66	46.34	1999+34.75	26.95	831.66
P1	15+16.39	44.09	1999+34.75	32.00	831.83
Q1	15+12.69	41.91	1999+34.76	37.00	831.77
R1	15+23.42	54.12	1999+29.02	21.00	831.06
S1	15+22.82	53.84	1999+29.01	21.66	831.50
T1	15+18.12	51.52	1999+28.98	26.90	831.72
U1	15+14.41	49.35	1999+28.94	31.91	831.93
V1	15+10.73	47.21	1999+28.94	36.96	831.87
W1	15+16.27	56.01	1999+23.98	26.87	831.74
X1	15+12.70	53.86	1999+23.94	31.92	831.97

POINT ELEVATION TABLE

POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
A3	15+42.76	24.93	2000+08.38	39.01	832.00
AA3	15+43.13	35.32	2000+17.85	43.32	831.71
B3	15+47.73	35.11	2000+19.71	39.12	831.79
C3	15+47.94	37.90	2000+22.30	40.18	831.85
D3	15+52.22	19.65	2000+07.88	28.19	830.92
E3	15+52.12	20.14	2000+08.28	28.50	831.42
F3	15+54.29	20.12	2000+09.23	26.55	830.96
G3	15+54.07	20.58	2000+09.55	26.95	830.98
H3	15+54.25	24.58	2000+13.20	28.58	831.17
I3	15+54.72	34.79	2000+22.55	32.72	831.33
J3	15+61.58	34.48	2000+25.33	26.45	831.45
K3	15+61.37	38.13	2000+28.50	28.27	832.10
L3	15+61.69	37.62	2000+28.19	27.75	831.50
M3	15+63.81	42.40	2000+33.42	27.99	831.84
N3	15+67.28	44.01	2000+36.40	25.60	832.11
O3	15+67.18	34.23	2000+27.61	21.32	831.55
P3	15+73.18	33.95	2000+30.04	15.84	831.38
Q3	15+73.65	33.93	2000+30.23	15.41	831.36
R3	15+74.26	35.63	2000+32.03	15.61	831.98
S3	15+74.63	35.41	2000+31.99	15.18	831.48
T3	15+76.40	39.77	2000+36.69	15.55	831.79
U3	15+69.77	42.88	2000+36.51	22.87	832.29

POINT ELEVATION TABLE

POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
A2	15+80.07	34.13	1999+72.21	20.75	830.89
B2	15+80.50	34.40	1999+72.17	21.25	830.97
C2	15+85.95	38.43	1999+70.99	27.93	831.56
D2	15+91.44	41.17	1999+70.99	34.07	831.67
E2	15+82.70	29.86	1999+77.21	21.20	831.22
F2	15+92.91	35.20	1999+76.99	32.72	831.55
G2	15+94.18	35.86	1999+76.97	34.15	831.57
H2	15+83.78	29.17	1999+78.31	21.85	831.29
I2	15+84.62	27.23	1999+80.42	21.74	831.25
J2	15+84.99	27.58	1999+80.27	22.22	831.27
K2	15+89.31	31.74	1999+78.48	27.95	831.45
L2	15+88.16	23.69	1999+85.17	23.33	830.74
M2	15+88.45	23.97	1999+85.05	23.71	831.18
N2	15+92.78	28.13	1999+83.26	29.44	831.33
O2	15+96.38	31.60	1999+81.76	34.21	831.42
P2	15+90.00	22.70	1999+86.87	24.53	831.15
Q2	15+98.59	22.09	1999+91.26	31.94	830.99
R2	16+02.19	25.56	1999+89.77	36.71	831.43
S2	16+03.49	16.38	1999+98.56	33.77	830.48
T2	16+03.57	16.87	1999+98.15	34.06	830.72
U2	16+07.22	17.04	1999+99.63	37.41	831.01
V2	16+09.31	22.49	1999+95.69	41.71	831.21
W2	16+12.22	17.02	2000+01.89	41.87	831.06
X2	16+12.23	22.46	1999+97.02	44.31	831.24

POINT ELEVATION TABLE

POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
A4	16+03.94	26.51	2000+37.13	15.02	831.84
B4	16+08.17	24.39	2000+37.12	19.75	832.19
C4	16+13.37	21.76	2000+37.09	25.57	832.24
D4	16+02.50	23.19	2000+33.51	15.21	831.94
E4	16+03.03	23.10	2000+33.67	15.72	832.44
F4	16+02.50	20.80	2000+31.38	16.28	831.90
G4	16+02.96	21.09	2000+31.85	16.56	831.92
H4	16+05.46	16.76	2000+29.08	20.73	831.80
I4	16+05.95	17.07	2000+29.58	21.03	831.82
J4	16+07.83	16.03	2000+29.49	23.18	831.75
K4	16+07.92	16.56	2000+30.00	23.02	832.25

STATION OFFSET FOR INFORMATION ONLY
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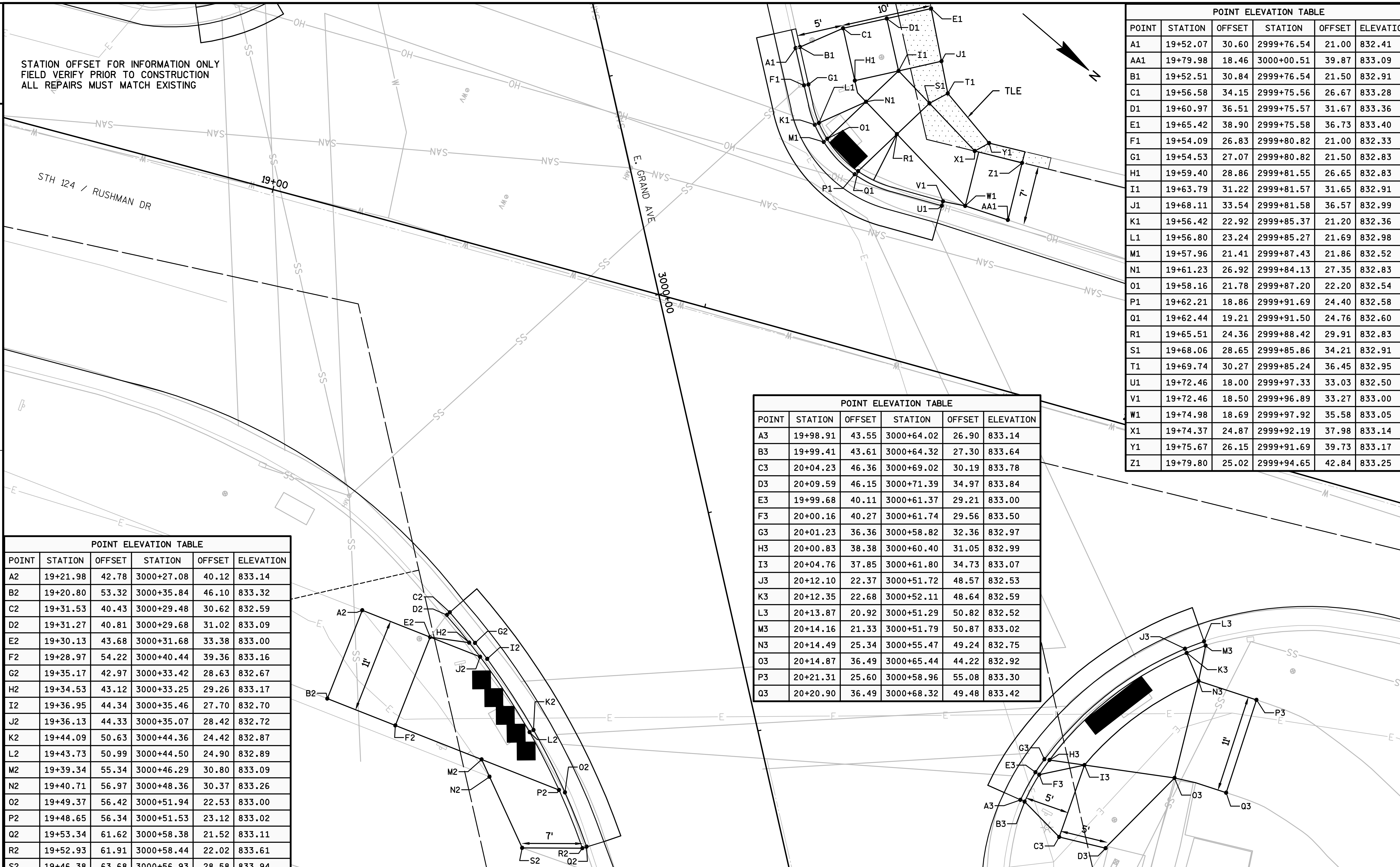

POINT ELEVATION TABLE

POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
A1	19+52.07	30.60	2999+76.54	21.00	832.41
AA1	19+79.98	18.46	3000+00.51	39.87	833.09
B1	19+52.51	30.84	2999+76.54	21.50	832.91
C1	19+56.58	34.15	2999+75.56	26.67	833.28
D1	19+60.97	36.51	2999+75.57	31.67	833.36
E1	19+65.42	38.90	2999+75.58	36.73	833.40
F1	19+54.09	26.83	2999+80.82	21.00	832.33
G1	19+54.53	27.07	2999+80.82	21.50	832.83
H1	19+59.40	28.86	2999+81.55	26.65	832.83
I1	19+63.79	31.22	2999+81.57	31.65	832.91
J1	19+68.11	33.54	2999+81.58	36.57	832.99
K1	19+56.42	22.92	2999+85.37	21.20	832.36
L1	19+56.80	23.24	2999+85.27	21.69	832.98
M1	19+57.96	21.41	2999+87.43	21.86	832.52
N1	19+61.23	26.92	2999+84.13	27.35	832.83
O1	19+58.16	21.78	2999+87.20	22.20	832.54
P1	19+62.21	18.86	2999+91.69	24.40	832.58
Q1	19+62.44	19.21	2999+91.50	24.76	832.60
R1	19+65.51	24.36	2999+88.42	29.91	832.83
S1	19+68.06	28.65	2999+85.86	34.21	832.91
T1	19+69.74	30.27	2999+85.24	36.45	832.95
U1	19+72.46	18.00	2999+97.33	33.03	832.50
V1	19+72.46	18.50	2999+96.89	33.27	833.00
W1	19+74.98	18.69	2999+97.92	35.58	833.05
X1	19+74.37	24.87	2999+92.19	37.98	833.14
Y1	19+75.67	26.15	2999+91.69	39.73	833.17
Z1	19+79.80	25.02	2999+94.65	42.84	833.25

POINT ELEVATION TABLE

POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
A3	19+98.91	43.55	3000+64.02	26.90	833.14
B3	19+99.41	43.61	3000+64.32	27.30	833.64
C3	20+04.23	46.36	3000+69.02	30.19	833.78
D3	20+09.59	46.15	3000+71.39	34.97	833.84
E3	19+99.68	40.11	3000+61.37	29.21	833.00
F3	20+00.16	40.27	3000+61.74	29.56	833.50
G3	20+01.23	36.36	3000+58.82	32.36	832.97
H3	20+00.83	38.38	3000+60.40	31.05	832.99
I3	20+04.76	37.85	3000+61.80	34.73	833.07
J3	20+12.10	22.37	3000+51.72	48.57	832.53
K3	20+12.35	22.68	3000+52.11	48.64	832.59
L3	20+13.87	20.92	3000+51.29	50.82	832.52
M3	20+14.16	21.33	3000+51.79	50.87	833.02
N3	20+14.49	25.34	3000+55.47	49.24	832.75
O3	20+14.87	36.49	3000+65.44	44.22	832.92
P3	20+21.31	25.60	3000+58.96	55.08	833.30
Q3	20+20.90	36.49	3000+68.32	49.48	833.42

POINT ELEVATION TABLE

POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
A2	19+21.98	42.78	3000+27.08	40.12	833.14
B2	19+20.80	53.32	3000+35.84	46.10	833.32
C2	19+31.53	40.43	3000+29.48	30.62	832.59
D2	19+31.27	40.81	3000+29.68	31.02	833.09
E2	19+30.13	43.68	3000+31.68	33.38	833.00
F2	19+28.97	54.22	3000+40.44	39.36	833.16
G2	19+35.17	42.97	3000+33.42	28.63	832.67
H2	19+34.53	43.12	3000+33.25	29.26	833.17
I2	19+36.95	44.34	3000+35.46	27.70	832.70
J2	19+36.13	44.33	3000+35.07	28.42	832.72
K2	19+44.09	50.63	3000+44.36	24.42	832.87
L2	19+43.73	50.99	3000+44.50	24.90	832.89
M2	19+39.34	55.34	3000+46.29	30.80	833.09
N2	19+40.71	56.97	3000+48.36	30.37	833.26
O2	19+49.37	56.42	3000+51.94	22.53	833.00
P2	19+48.65	56.34	3000+51.53	23.12	833.02
Q2	19+53.34	61.62	3000+58.38	21.52	833.11
R2	19+52.93	61.91	3000+58.44	22.02	833.61
S2	19+46.38	63.68	3000+56.93	28.58	833.94

PROJECT NO:8610-01-75	HWY:STH 124	COUNTY:CHIPPEWA	INTERSECTION DETAILS	SHEET 13	E

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POINT ELEVATION TABLE

POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
A1	22+91.11	38.11	4000+16.49	43.90	837.90
AA1	23+25.46	49.06	4000+43.05	19.54	838.89
B1	22+90.60	43.53	4000+20.93	47.03	838.09
BB1	23+25.84	48.74	4000+42.97	19.05	838.39
C1	22+90.09	48.94	4000+25.38	50.17	838.28
D1	22+94.41	37.89	4000+17.93	40.93	837.90
E1	23+00.51	30.15	4000+14.25	31.79	837.30
F1	23+00.33	30.62	4000+14.56	32.18	837.80
G1	22+98.71	36.43	4000+18.81	36.47	837.86
H1	22+97.26	41.25	4000+22.26	40.12	837.92
I1	22+97.69	49.65	4000+29.77	43.93	838.23
J1	23+05.70	32.49	4000+18.85	28.44	837.45
K1	23+05.18	32.78	4000+18.85	29.05	837.95
L1	23+07.47	33.53	4000+20.64	27.43	837.50
M1	23+06.95	33.70	4000+20.53	27.97	837.52
N1	23+04.10	38.98	4000+23.69	33.07	837.81
O1	23+04.55	45.03	4000+29.17	35.68	838.06
P1	23+02.44	49.77	4000+32.23	39.86	838.20
Q1	23+10.53	43.05	4000+30.42	29.51	837.97
R1	23+08.93	48.88	4000+34.68	33.79	838.15
S1	23+10.94	48.31	4000+35.19	31.76	838.11
T1	23+17.80	40.65	4000+31.94	22.01	837.75
U1	23+17.35	40.79	4000+31.85	22.46	837.77
V1	23+14.05	48.27	4000+36.70	29.05	838.06
W1	23+21.88	44.33	4000+37.17	20.29	838.06
X1	23+21.74	44.88	4000+37.58	20.69	838.57
Y1	23+16.71	49.74	4000+39.29	27.47	838.41
Z1	23+19.99	52.86	4000+43.63	26.17	838.92

POINT ELEVATION TABLE

POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
A3	23+48.97	19.78	4000+29.33	15.42	838.13
AA3	23+49.81	21.50	4000+31.25	15.29	838.19
B3	23+52.68	26.55	4000+37.05	15.27	838.30
BB3	23+53.69	28.54	4000+39.28	15.16	838.39
C3	23+49.46	19.68	4000+29.49	15.89	838.63
CC3	23+50.27	21.51	4000+31.48	15.69	838.21
D3	23+53.14	26.55	4000+37.28	15.67	838.32
DD3	23+54.13	28.29	4000+39.28	15.66	838.89
E3	23+59.21	21.64	4000+36.04	23.38	838.58
EE3	23+59.14	26.64	4000+40.34	20.83	838.80
F3	23+63.92	15.19	4000+32.78	30.67	837.94
FF3	23+63.91	15.71	4000+33.22	30.40	838.48
G3	23+65.92	15.34	4000+33.90	32.33	838.47
GG3	23+65.91	15.74	4000+34.24	32.13	838.35
H3	23+70.92	15.41	4000+36.45	36.63	837.96
HH3	23+70.91	15.83	4000+36.81	36.41	838.46
I3	23+72.92	15.34	4000+37.38	38.40	838.26
II3	23+72.91	15.84	4000+37.81	38.15	838.49
J3	23+65.83	21.74	4000+39.41	29.07	838.52

POINT ELEVATION TABLE

POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
JJ3	23+70.82	21.81	4000+41.95	33.37	838.02
K3	23+70.81	22.60	4000+42.64	32.97	838.13
KK3	23+67.78	26.76	4000+44.74	28.27	838.41
L3	23+84.73	25.62	4000+52.17	43.54	838.11
LL3	23+84.45	25.50	4000+51.93	43.36	838.68
M3	23+77.06	27.99	4000+50.41	35.71	838.73
N3	23+82.36	30.05	4000+54.84	39.29	838.23
O3	23+82.60	30.52	4000+55.37	39.26	838.80
P3	23+81.60	31.90	4000+56.07	37.71	838.30
Q3	23+81.60	31.90	4000+56.07	37.71	838.95
R3	23+73.14	32.53	4000+52.41	30.06	839.37
S3	23+78.83	38.65	4000+60.55	31.95	839.94
T3	23+79.21	39.05	4000+61.08	32.08	840.07
U3	23+78.08	40.49	4000+61.77	30.38	839.48
V3	23+78.47	40.59	4000+62.05	30.67	838.02
W3	23+76.17	45.12	4000+64.84	26.43	838.62
X3	23+76.58	45.29	4000+65.19	26.70	838.30
Y3	23+88.46	42.85	4000+68.98	38.22	838.28

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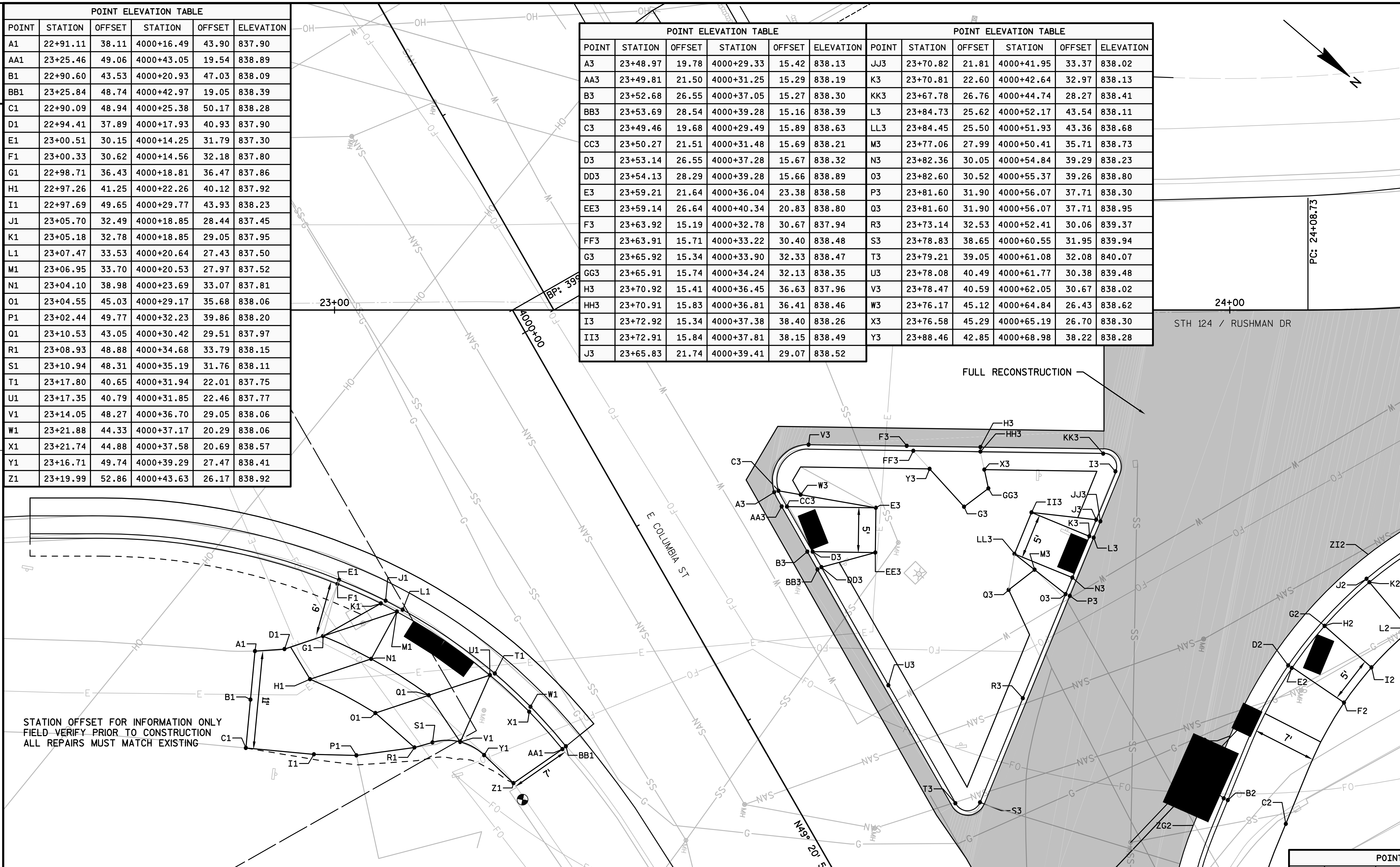

PROJECT NO:8610-01-75	HWY:STH 124	COUNTY:CHIPPEWA	INTERSECTION DETAILS	SHEET 14	E

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PLOT DATE : 10/25/2017 1:34 PM PLOT BY : JUSTIN SHAVLIK PLOT NAME : PLOT SCALE : ==========

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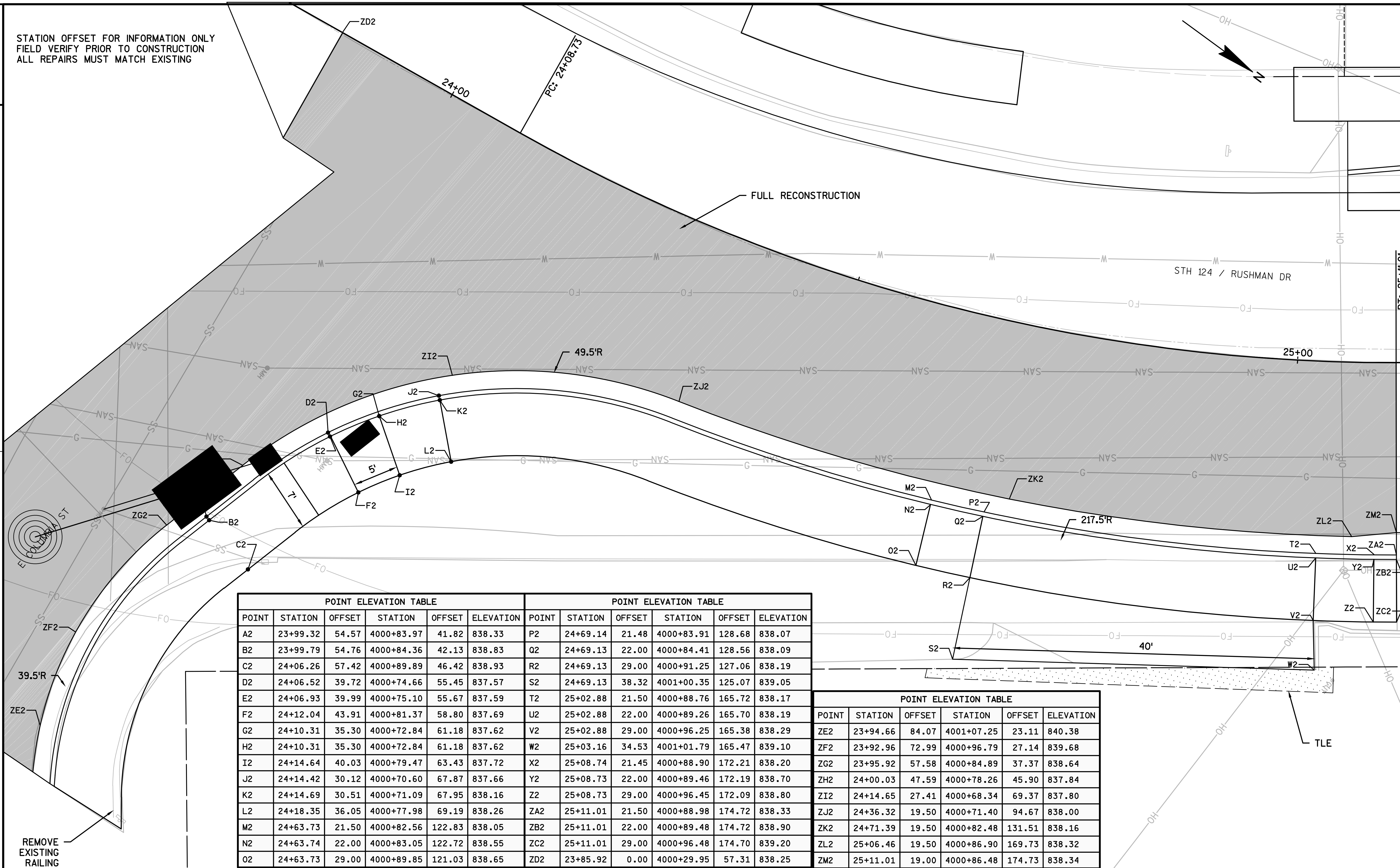
STATION OFFSET FOR INFORMATION ONLY
FIELD VERIFY PRIOR TO CONSTRUCTION
ALL REPAIRS MUST MATCH EXISTING



POINT ELEVATION TABLE

POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
A2	23+99.32	54.57	4000+83.97	41.82	838.33
B2	23+99.79	54.76	4000+84.36	42.13	838.83
C2	24+06.26	57.42	4000+89.89	46.42	838.93
D2	24+06.52	39.72	4000+74.66	55.45	837.57
E2	24+06.93	39.99	4000+75.10	55.67	837.59
F2	24+12.04	43.91	4000+81.37	58.80	837.69
G2	24+10.31	35.30	4000+72.84	61.18	837.62
H2	24+10.31	35.30	4000+72.84	61.18	837.62
I2	24+14.64	40.03	4000+79.47	63.43	837.72
J2	24+14.42	30.12	4000+70.60	67.87	837.66
K2	24+14.69	30.51	4000+71.09	67.95	838.16
L2	24+18.35	36.05	4000+77.98	69.19	838.26
M2	24+63.73	21.50	4000+82.56	122.83	838.05
N2	24+63.74	22.00	4000+83.05	122.72	838.55
O2	24+63.73	29.00	4000+89.85	121.03	838.65

POINT ELEVATION TABLE

POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
P2	24+69.14	21.48	4000+83.91	128.68	838.07
Q2	24+69.13	22.00	4000+84.41	128.56	838.09
R2	24+69.13	29.00	4000+91.25	127.06	838.19
S2	24+69.13	38.32	4001+00.35	125.07	839.05
T2	25+02.88	21.50	4000+88.76	165.72	838.17
U2	25+02.88	22.00	4000+89.26	165.70	838.19
V2	25+02.88	29.00	4000+96.25	165.38	838.29
W2	25+03.16	34.53	4001+01.79	165.47	839.10
X2	25+08.74	21.45	4000+88.90	172.21	838.20
Y2	25+08.73	22.00	4000+89.46	172.19	838.70
Z2	25+08.73	29.00	4000+96.45	172.09	838.80
ZA2	25+11.01	21.50	4000+88.98	174.72	838.33
ZB2	25+11.01	22.00	4000+89.48	174.72	838.90
ZC2	25+11.01	29.00	4000+96.48	174.70	839.20
ZD2	23+85.92	0.00	4000+29.95	57.31	838.25

POINT ELEVATION TABLE

POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
ZE2	23+94.66	84.07	4001+07.25	23.11	840.38
ZF2	23+92.96	72.99	4000+96.79	27.14	839.68
ZG2	23+95.92	57.58	4000+84.89	37.37	838.64
ZH2	24+00.03	47.59	4000+78.26	45.90	837.84
ZI2	24+14.65	27.41	4000+68.34	69.37	837.80
ZJ2	24+36.32	19.50	4000+71.40	94.67	838.00
ZK2	24+71.39	19.50	4000+82.48	131.51	838.16
ZL2	25+06.46	19.50	4000+86.90	169.73	838.32
ZM2	25+11.01	19.00	4000+86.48	174.73	838.34

PROJECT NO:8610-01-75 | HWY:STH 124 | COUNTY:CHIPPEWA | INTERSECTION DETAILS | SHEET 15 | E

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STATION OFFSET FOR INFORMATION ONLY
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POINT ELEVATION TABLE

POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
B1	26+29.17	21.50	4999+78.44	41.04	839.37
C1	26+31.17	21.60	4999+78.34	39.04	839.70
F1	26+31.24	32.50	4999+67.44	38.95	839.73
G1	26+37.17	21.50	4999+78.45	33.04	839.82
H1	26+37.17	22.00	4999+77.95	33.04	840.03
I1	26+39.27	21.90	4999+78.05	30.94	839.34
J1	26+39.06	22.37	4999+77.58	31.15	839.84
K1	26+37.17	26.46	4999+73.49	33.03	839.64
L1	26+37.17	32.46	4999+67.49	33.02	839.73
M1	26+37.11	39.46	4999+60.49	33.08	840.02
N1	26+37.08	46.16	4999+53.79	33.09	839.46
O1	26+45.29	24.78	4999+75.18	24.91	839.48
P1	26+44.87	25.09	4999+74.87	25.33	839.60
Q1	26+43.00	26.43	4999+73.53	27.20	839.62
R1	26+42.94	32.43	4999+67.53	27.25	839.79
S1	26+42.94	39.43	4999+60.53	27.25	840.29

POINT ELEVATION TABLE

POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
A3	26+93.01	27.82	5000+27.85	22.72	839.36
B3	26+93.44	28.08	5000+28.11	23.15	839.86
C3	26+96.09	28.46	5000+28.50	25.81	839.63
D3	26+94.37	26.13	5000+26.16	24.09	839.49
E3	26+94.61	26.46	5000+26.49	24.33	839.51
G3	26+99.06	32.48	5000+32.52	28.77	839.71
I3	27+02.03	36.50	5000+36.55	31.73	840.02
J3	26+98.39	23.16	5000+23.20	28.11	839.59
K3	26+98.63	23.49	5000+23.53	28.36	839.61
L3	27+00.14	25.47	5000+25.51	29.86	839.71
M3	27+03.11	29.49	5000+29.54	32.82	839.79
N3	27+06.08	33.51	5000+33.57	35.79	840.47
O3	27+00.41	22.35	5000+22.40	30.13	839.71
P3	27+00.53	22.84	5000+22.88	30.25	840.21
Q3	27+03.29	22.50	5000+22.55	33.02	840.27
R3	27+02.25	24.38	5000+24.43	31.97	839.91
T3	27+06.16	22.50	5000+22.55	35.88	840.29
U3	27+06.16	24.00	5000+24.05	35.88	840.24
V3	27+06.16	29.00	5000+29.05	35.87	840.06
X3	27+12.47	22.50	5000+22.56	42.19	840.27
Y3	27+12.47	29.00	5000+29.06	42.18	840.58

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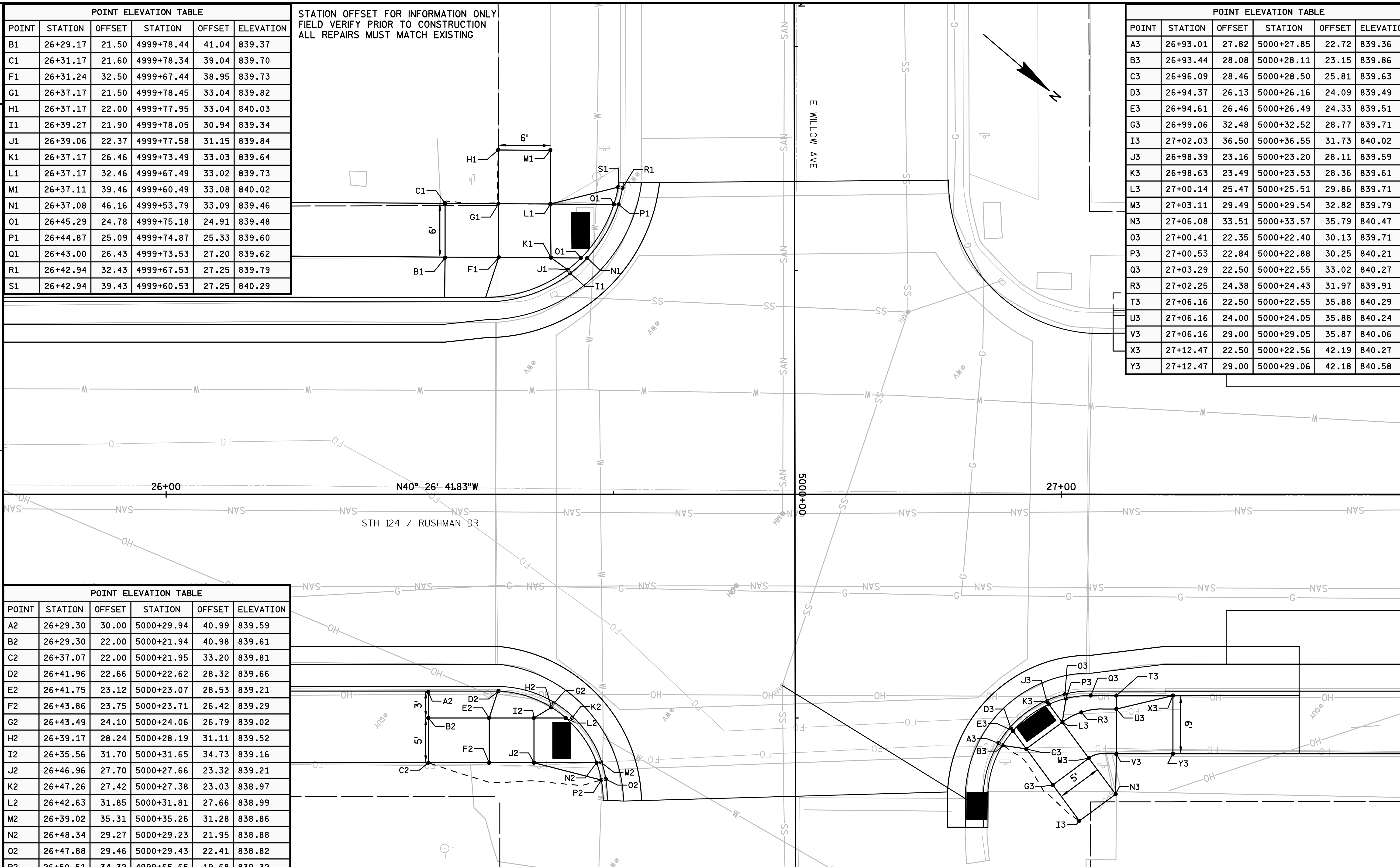

POINT ELEVATION TABLE

POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
A2	26+29.30	30.00	5000+29.94	40.99	839.59
B2	26+29.30	22.00	5000+21.94	40.98	839.61
C2	26+37.07	22.00	5000+21.95	33.20	839.81
D2	26+41.96	22.66	5000+22.62	28.32	839.66
E2	26+41.75	23.12	5000+23.07	28.53	839.21
F2	26+43.86	23.75	5000+23.71	26.42	839.29
G2	26+43.49	24.10	5000+24.06	26.79	839.02
H2	26+39.17	28.24	5000+28.19	31.11	839.52
I2	26+35.56	31.70	5000+31.65	34.73	839.16
J2	26+46.96	27.70	5000+27.66	23.32	839.21
K2	26+47.26	27.42	5000+27.38	23.03	838.97
L2	26+42.63	31.85	5000+31.81	27.66	838.99
M2	26+39.02	35.31	5000+35.26	31.28	838.86
N2	26+48.34	29.27	5000+29.23	21.95	838.88
O2	26+47.88	29.46	5000+29.43	22.41	838.82
P2	26+50.51	34.32	4999+65.65	19.68	839.32

PROJECT NO:8610-01-75	HWY:STH 124	COUNTY:CHIPPEWA	INTERSECTION DETAILS	SHEET	E

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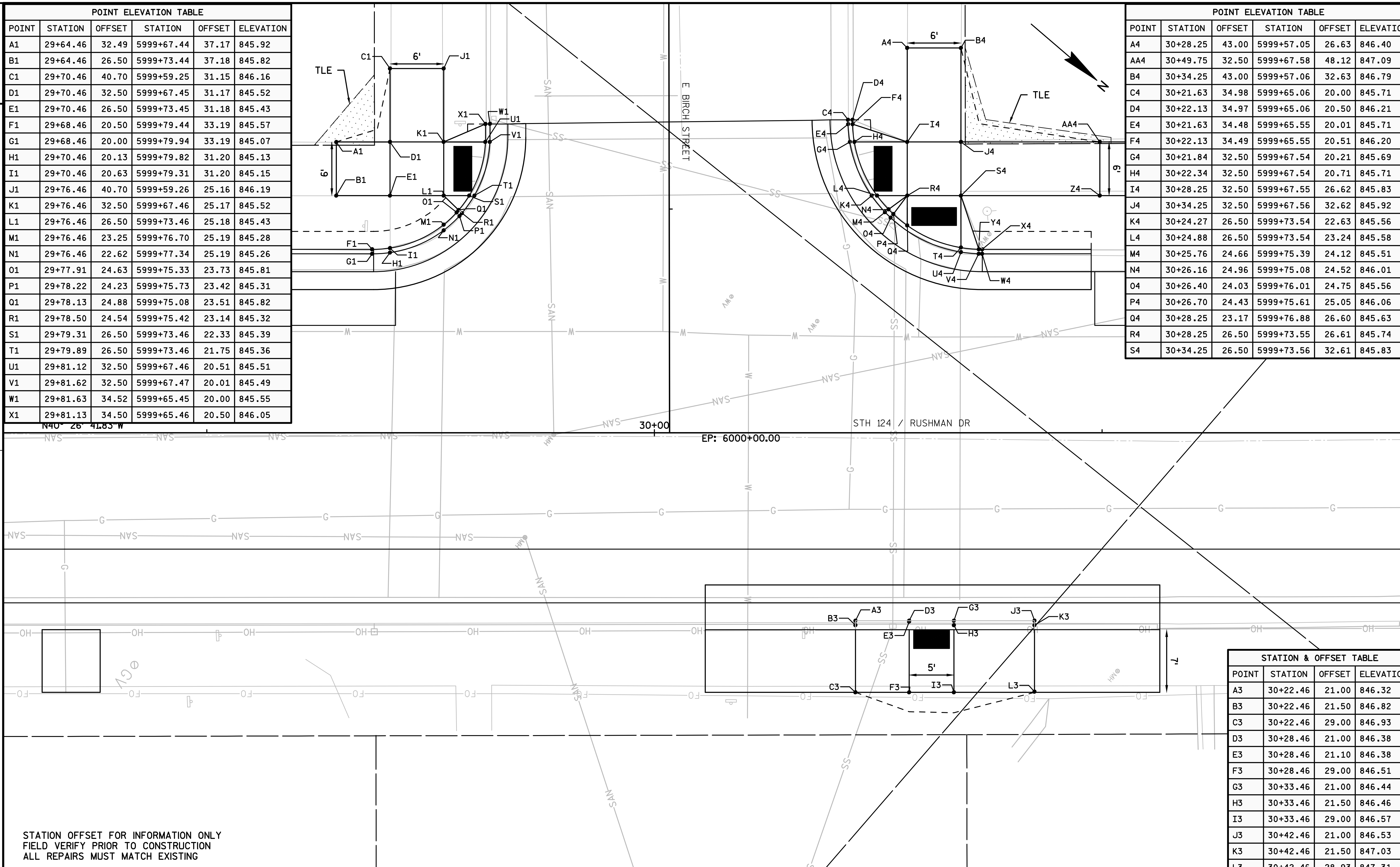
POINT ELEVATION TABLE					
POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
A1	29+64.46	32.49	5999+67.44	37.17	845.92
B1	29+64.46	26.50	5999+73.44	37.18	845.82
C1	29+70.46	40.70	5999+59.25	31.15	846.16
D1	29+70.46	32.50	5999+67.45	31.17	845.52
E1	29+70.46	26.50	5999+73.45	31.18	845.43
F1	29+68.46	20.50	5999+79.44	33.19	845.57
G1	29+68.46	20.00	5999+79.94	33.19	845.07
H1	29+70.46	20.13	5999+79.82	31.20	845.13
I1	29+70.46	20.63	5999+79.31	31.20	845.15
J1	29+76.46	40.70	5999+59.26	25.16	846.19
K1	29+76.46	32.50	5999+67.46	25.17	845.52
L1	29+76.46	26.50	5999+73.46	25.18	845.43
M1	29+76.46	23.25	5999+76.70	25.19	845.28
N1	29+76.46	22.62	5999+77.34	25.19	845.26
O1	29+77.91	24.63	5999+75.33	23.73	845.81
P1	29+78.22	24.23	5999+75.73	23.42	845.31
Q1	29+78.13	24.88	5999+75.08	23.51	845.82
R1	29+78.50	24.54	5999+75.42	23.14	845.32
S1	29+79.31	26.50	5999+73.46	22.33	845.39
T1	29+79.89	26.50	5999+73.46	21.75	845.36
U1	29+81.12	32.50	5999+67.46	20.51	845.51
V1	29+81.62	32.50	5999+67.47	20.01	845.49
W1	29+81.63	34.52	5999+65.45	20.00	845.55
X1	29+81.13	34.50	5999+65.46	20.50	846.05



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POINT ELEVATION TABLE					
POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
A4	30+28.25	43.00	5999+57.05	26.63	846.40
AA4	30+49.75	32.50	5999+67.58	48.12	847.09
B4	30+34.25	43.00	5999+57.06	32.63	846.79
C4	30+21.63	34.98	5999+65.06	20.00	845.71
D4	30+22.13	34.97	5999+65.06	20.50	846.21
E4	30+21.63	34.48	5999+65.55	20.01	845.71
F4	30+22.13	34.49	5999+65.55	20.51	846.20
G4	30+21.84	32.50	5999+67.54	20.21	845.69
H4	30+22.34	32.50	5999+67.54	20.71	845.71
I4	30+28.25	32.50	5999+67.55	26.62	845.83
J4	30+34.25	32.50	5999+67.56	32.62	845.92
K4	30+24.27	26.50	5999+73.54	22.63	845.56
L4	30+24.88	26.50	5999+73.54	23.24	845.58
M4	30+25.76	24.66	5999+75.39	24.12	845.51
N4	30+26.16	24.96	5999+75.08	24.52	846.01
O4	30+26.40	24.03	5999+76.01	24.75	845.56
P4	30+26.70	24.43	5999+75.61	25.05	846.06
Q4	30+28.25	23.17	5999+76.88	26.60	845.63
R4	30+28.25	26.50	5999+73.55	26.61	845.74
S4	30+34.25	26.50	5999+73.56	32.61	845.83

STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
A3	30+22.46	21.00	846.32
B3	30+22.46	21.50	846.82
C3	30+22.46	29.00	846.93
D3	30+28.46	21.00	846.38
E3	30+28.46	21.10	846.38
F3	30+28.46	29.00	846.51
G3	30+33.46	21.00	846.44
H3	30+33.46	21.50	846.46
I3	30+33.46	29.00	846.57
J3	30+42.46	21.00	846.53
K3	30+42.46	21.50	847.03
L3	30+42.46	28.93	847.31

STATION OFFSET FOR INFORMATION ONLY
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PROJECT NO:8610-01-75	HWY:STH 124	COUNTY:CHIPPEWA	INTERSECTION DETAILS	SHEET	E

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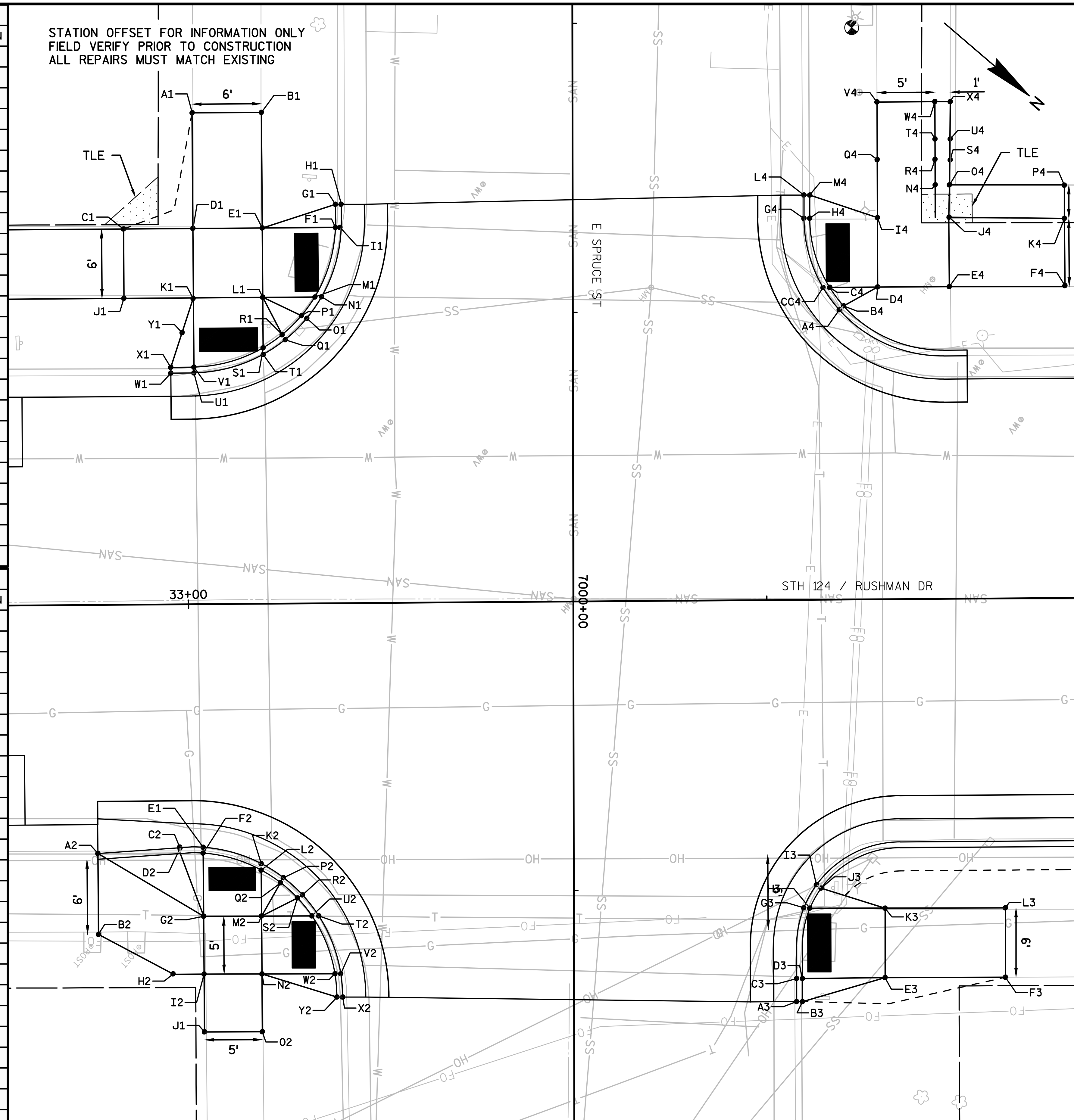
POINT ELEVATION TABLE					
POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
A1	33+00.63	42.50	6999+57.68	32.88	853.26
B1	33+06.62	42.50	6999+57.65	26.88	853.13
C1	32+94.62	32.49	6999+67.72	38.83	852.84
D1	33+00.62	32.50	6999+67.68	32.83	852.44
E1	33+06.62	32.50	6999+67.65	26.83	852.35
F1	33+12.95	32.50	6999+67.61	20.51	852.33
G1	33+12.96	34.50	6999+65.61	20.50	852.87
H1	33+13.46	34.50	6999+65.61	20.00	852.37
I1	33+13.35	32.50	6999+67.61	20.11	852.31
J1	32+94.62	26.50	6999+73.71	38.80	852.76
K1	33+00.60	26.43	6999+73.75	32.82	852.35
L1	33+06.62	26.50	6999+73.65	26.80	852.32
M1	33+11.13	26.50	6999+73.62	22.29	852.21
N1	33+11.71	26.50	6999+73.62	21.71	852.19
O1	33+10.42	24.65	6999+75.47	22.99	852.16
P1	33+09.96	24.88	6999+75.25	23.45	852.66
Q1	33+08.53	22.82	6999+77.32	24.87	852.12
R1	33+08.28	23.25	6999+76.89	25.12	852.62
S1	33+06.62	22.13	6999+78.02	26.77	852.11
T1	33+06.62	21.56	6999+78.59	26.77	852.09
U1	33+00.62	20.10	6999+80.08	32.76	852.04
V1	33+00.63	20.50	6999+79.68	32.76	852.06
W1	32+98.62	20.10	6999+80.09	34.76	851.98
X1	32+98.62	20.50	6999+79.69	34.76	852.48
Y1	32+97.88	22.73	6999+77.46	35.52	852.42

POINT ELEVATION TABLE					
POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
A2	32+92.01	21.50	7000+21.72	41.14	851.97
B2	32+92.01	28.50	7000+28.72	41.11	852.00
C2	32+99.09	21.00	7000+21.19	34.07	851.62
D2	32+99.12	21.10	7000+21.29	34.04	852.12
E1	33+01.12	21.04	7000+21.22	32.04	851.50
F2	33+01.09	21.54	7000+21.71	32.07	851.52
G2	33+01.12	27.01	7000+27.18	32.01	851.30
H2	32+98.45	31.97	7000+32.16	34.65	851.49
I2	33+01.12	32.01	7000+32.18	31.98	851.30
J1	33+01.12	37.01	7000+37.18	31.95	851.00
K2	33+06.12	22.60	7000+22.74	27.03	851.40
L2	33+06.12	23.05	7000+23.20	27.03	851.42
M2	33+06.11	27.03	7000+27.17	27.02	851.23
N2	33+06.12	32.03	7000+32.17	26.98	851.23
O2	33+06.12	37.03	7000+37.17	26.95	850.92
P2	33+08.04	23.72	7000+23.85	25.10	851.27
Q2	33+07.79	24.15	7000+24.29	25.35	851.77
R2	33+09.61	25.29	7000+25.42	23.53	851.14
S2	33+09.23	25.47	7000+25.61	23.90	851.64
T2	33+10.95	27.04	7000+27.17	22.17	851.01
U2	33+10.48	27.04	7000+27.17	22.65	851.03
V2	33+12.84	32.05	7000+32.16	20.26	850.91
W2	33+12.44	32.05	7000+32.16	20.66	850.93
X2	33+13.09	34.07	7000+34.18	20.00	850.84
Y2	33+12.59	34.07	7000+34.18	20.50	851.34



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POINT ELEVATION TABLE					
POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
A4	33+56.46	25.06	6999+74.81	23.05	853.00
B4	33+56.83	25.39	6999+74.48	23.42	853.50
C4	33+55.65	27.00	6999+72.88	22.22	853.10
CC4	33+55.06	27.00	6999+72.88	21.64	853.03
D4	33+59.79	27.00	6999+72.86	26.36	853.30
E4	33+65.97	27.00	6999+72.82	32.55	853.39
F4	33+75.97	27.00	6999+72.77	42.55	854.16
G4	33+53.46	32.98	6999+66.91	20.00	853.11
H4	33+53.96	33.00	6999+66.89	20.50	853.13
I4	33+59.81	33.00	6999+66.86	26.36	853.39
J4	33+66.01	33.00	6999+66.82	32.56	853.48
K4	33+75.97	32.82	6999+66.95	42.52	854.30
L4	33+53.47	35.00	6999+64.89	20.00	853.13
M4	33+53.97	35.00	6999+64.89	20.50	853.63
N4	33+64.82	35.80	6999+64.03	31.35	853.66
O4	33+66.07	35.80	6999+64.02	32.59	853.77
P4	33+76.00	35.69	6999+64.08	42.52	854.43
Q4	33+59.83	38.02	6999+61.83	26.35	853.74
R4	33+64.83	38.00	6999+61.82	31.35	853.82
S4	33+66.14	37.94	6999+61.88	32.65	854.00
T4	33+64.83	39.78	6999+60.05	31.34	853.96
U4	33+66.15	39.76	6999+60.06	32.66	854.19
V4	33+59.85	43.00	6999+56.86	26.34	854.11
W4	33+64.85	43.00	6999+56.83	31.34	854.23
X4	33+66.17	43.00	6999+56.82	32.66	854.26

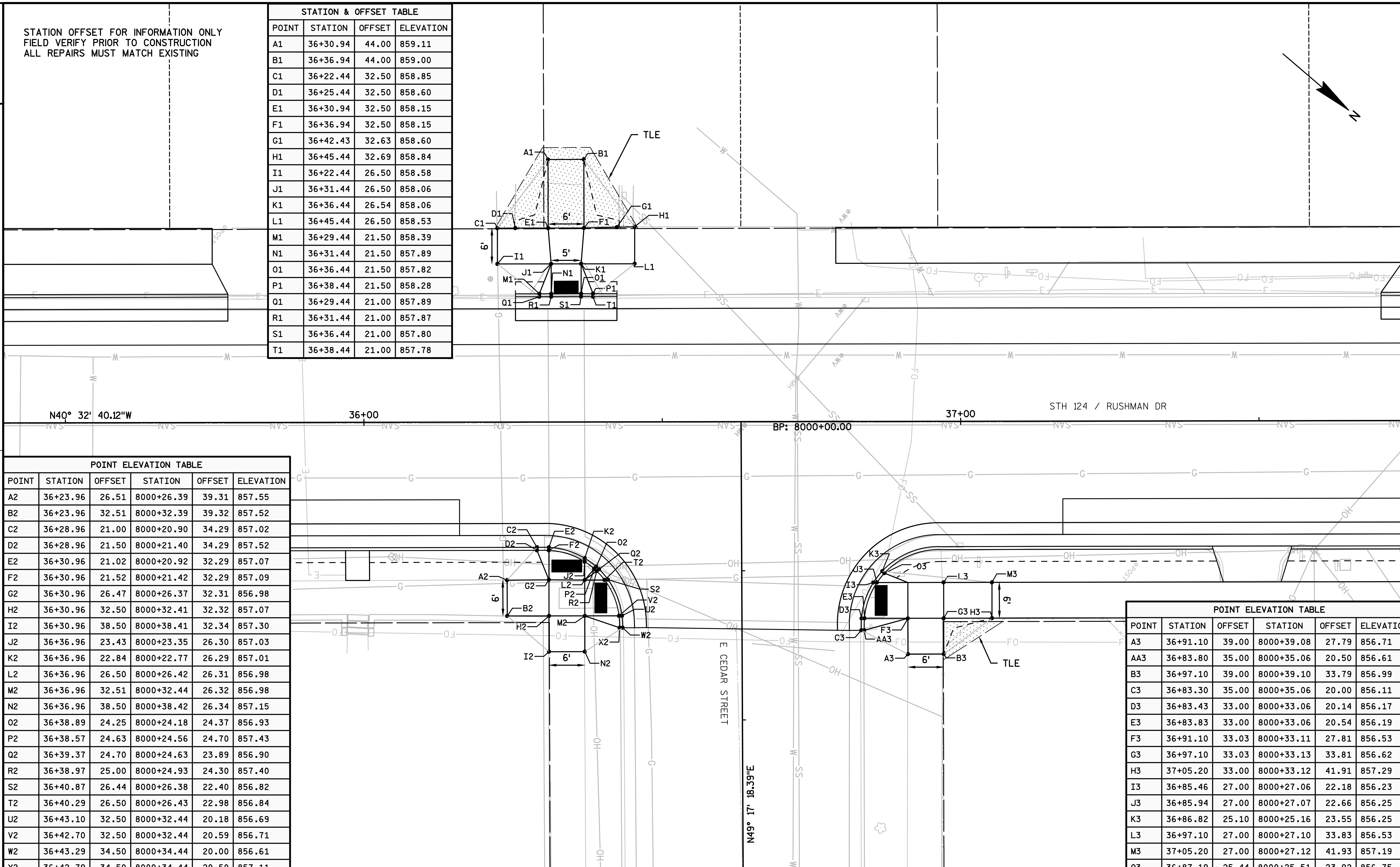
POINT ELEVATION TABLE					
POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
A3	33+52.34	34.75	7000+34.65	19.25	852.13
B3	33+52.84	34.76	7000+34.65	19.75	852.63
C3	33+52.35	32.76	7000+32.65	19.25	852.18
D3	33+52.85	32.76	7000+32.65	19.75	852.20
E3	33+60.00	32.73	7000+32.58	26.90	852.54
F3	33+70.40	32.77	7000+32.57	37.30	853.40
G3	33+53.10	26.68	7000+26.57	19.97	852.30
H3	33+53.54	26.69	7000+26.57	20.40	852.32
I3	33+54.13	24.65	7000+24.54	20.98	852.36
J3	33+54.53	24.95	7000+24.83	21.39	852.86
K3	33+60.04	26.72	7000+26.57	26.90	852.45
L3	33+70.44	26.78	7000+26.57	37.30	853.35

PROJECT NO:8610-01-75 | HWY:STH 124 | COUNTY:CHIPPEWA | INTERSECTION DETAILS | SHEET 18 E

STATION OFFSET FOR INFORMATION ONLY
FIELD VERIFY PRIOR TO CONSTRUCTION
ALL REPAIRS MUST MATCH EXISTING

STATION & OFFSET TABLE

POINT	STATION	OFFSET	ELEVATION
A1	36+30.94	44.00	859.11
B1	36+36.94	44.00	859.00
C1	36+22.44	32.50	858.85
D1	36+25.44	32.50	858.60
E1	36+30.94	32.50	858.15
F1	36+36.94	32.50	858.15
G1	36+42.43	32.63	858.60
H1	36+45.44	32.69	858.84
I1	36+22.44	26.50	858.58
J1	36+31.44	26.50	858.06
K1	36+36.44	26.54	858.06
L1	36+45.44	26.50	858.53
M1	36+29.44	21.50	858.39
N1	36+31.44	21.50	857.89
O1	36+36.44	21.50	857.82
P1	36+38.44	21.50	858.28
Q1	36+29.44	21.00	857.89
R1	36+31.44	21.00	857.87
S1	36+36.44	21.00	857.80
T1	36+38.44	21.00	857.78



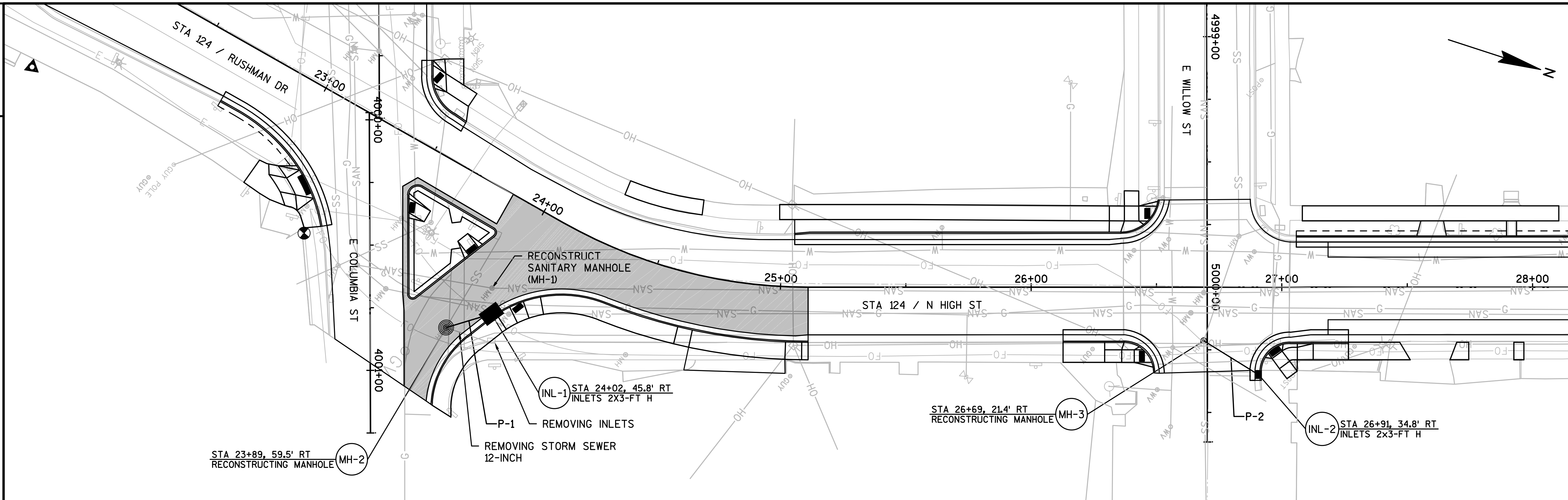
POINT ELEVATION TABLE

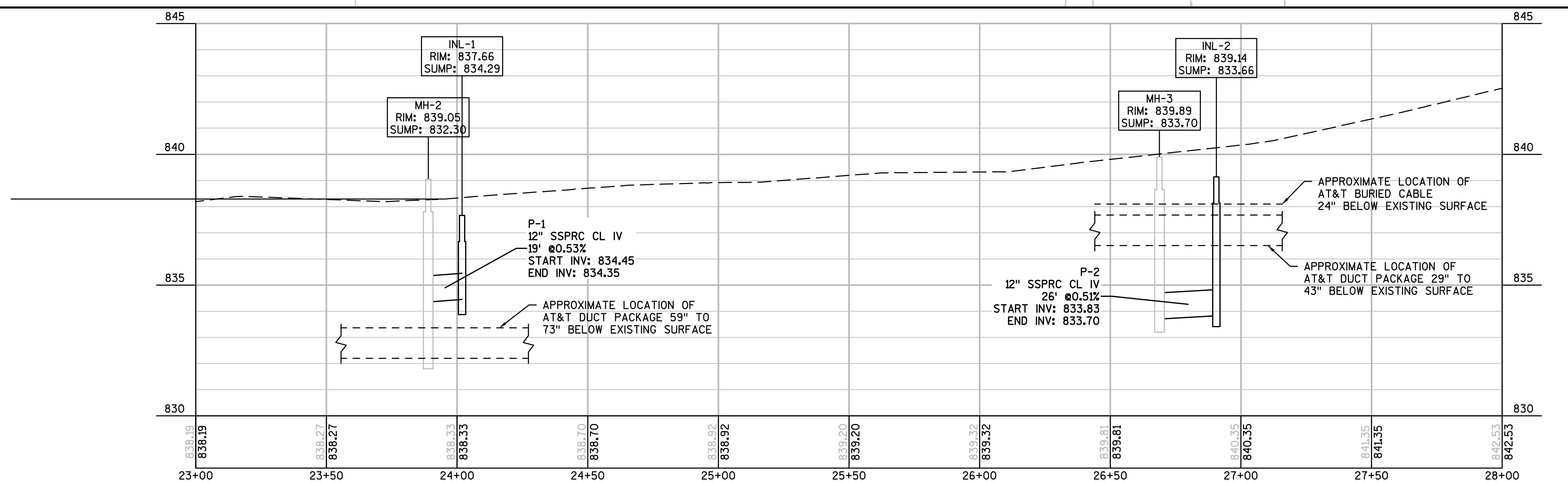
POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
A2	36+23.96	26.51	8000+26.39	39.31	857.55
B2	36+23.96	32.51	8000+32.39	39.32	857.52
C2	36+28.96	21.00	8000+20.90	34.29	857.02
D2	36+28.96	21.50	8000+21.40	34.29	857.52
E2	36+30.96	21.02	8000+20.92	32.29	857.07
F2	36+30.96	21.52	8000+21.42	32.29	857.09
G2	36+30.96	26.47	8000+26.37	32.31	856.98
H2	36+30.96	32.50	8000+32.41	32.32	857.07
I2	36+30.96	38.50	8000+38.41	32.34	857.30
J2	36+36.96	23.43	8000+23.35	26.30	857.03
K2	36+36.96	22.84	8000+22.77	26.29	857.01
L2	36+36.96	26.50	8000+26.42	26.31	856.98
M2	36+36.96	32.51	8000+32.44	26.32	856.98
N2	36+36.96	38.50	8000+38.42	26.34	857.15
O2	36+38.89	24.25	8000+24.18	24.37	856.93
P2	36+38.57	24.63	8000+24.56	24.70	857.43
Q2	36+39.37	24.70	8000+24.63	23.89	856.90
R2	36+38.97	25.00	8000+24.93	24.30	857.40
S2	36+40.87	26.44	8000+26.38	22.40	856.82
T2	36+40.29	26.50	8000+26.43	22.98	856.84
U2	36+43.10	32.50	8000+32.44	20.18	856.69
V2	36+42.70	32.50	8000+32.44	20.59	856.71
W2	36+43.29	34.50	8000+34.44	20.00	856.61
X2	36+42.79	34.50	8000+34.44	20.50	857.11

POINT ELEVATION TABLE

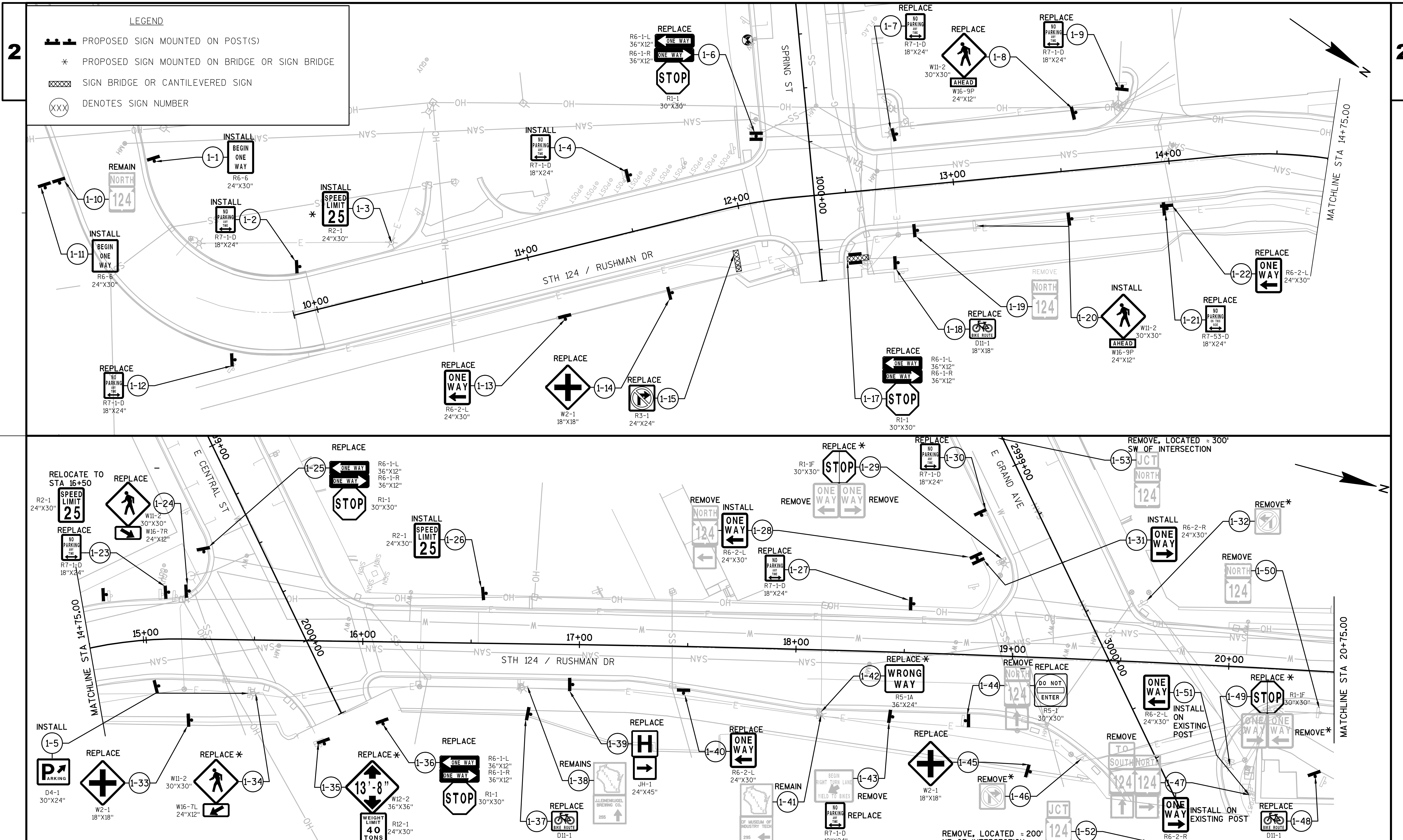
POINT	STATION	OFFSET	STATION	OFFSET	ELEVATION
A3	36+91.10	39.00	8000+39.08	27.79	856.71
AA3	36+83.80	35.00	8000+35.06	20.50	856.61
B3	36+97.10	39.00	8000+39.10	33.79	856.99
C3	36+83.30	35.00	8000+35.06	20.00	856.11
D3	36+83.43	33.00	8000+33.06	20.14	856.17
E3	36+83.83	33.00	8000+33.06	20.54	856.19
F3	36+91.10	33.03	8000+33.11	27.81	856.53
G3	36+97.10	33.03	8000+33.13	33.81	856.62
H3	37+05.20	33.00	8000+33.12	41.91	857.29
I3	36+85.46	27.00	8000+27.06	22.18	856.23
J3	36+85.94	27.00	8000+27.07	22.66	856.25
K3	36+86.82	25.10	8000+25.16	23.55	856.25
L3	36+97.10	27.00	8000+27.10	33.83	856.53
M3	37+05.20	27.00	8000+27.12	41.93	857.19
O3	36+87.19	25.44	8000+25.51	23.92	856.75

PROJECT NO:8610-01-75	HWY:STH 124	COUNTY:CHIPPEWA	INTERSECTION DETAILS	SHEET 19	E



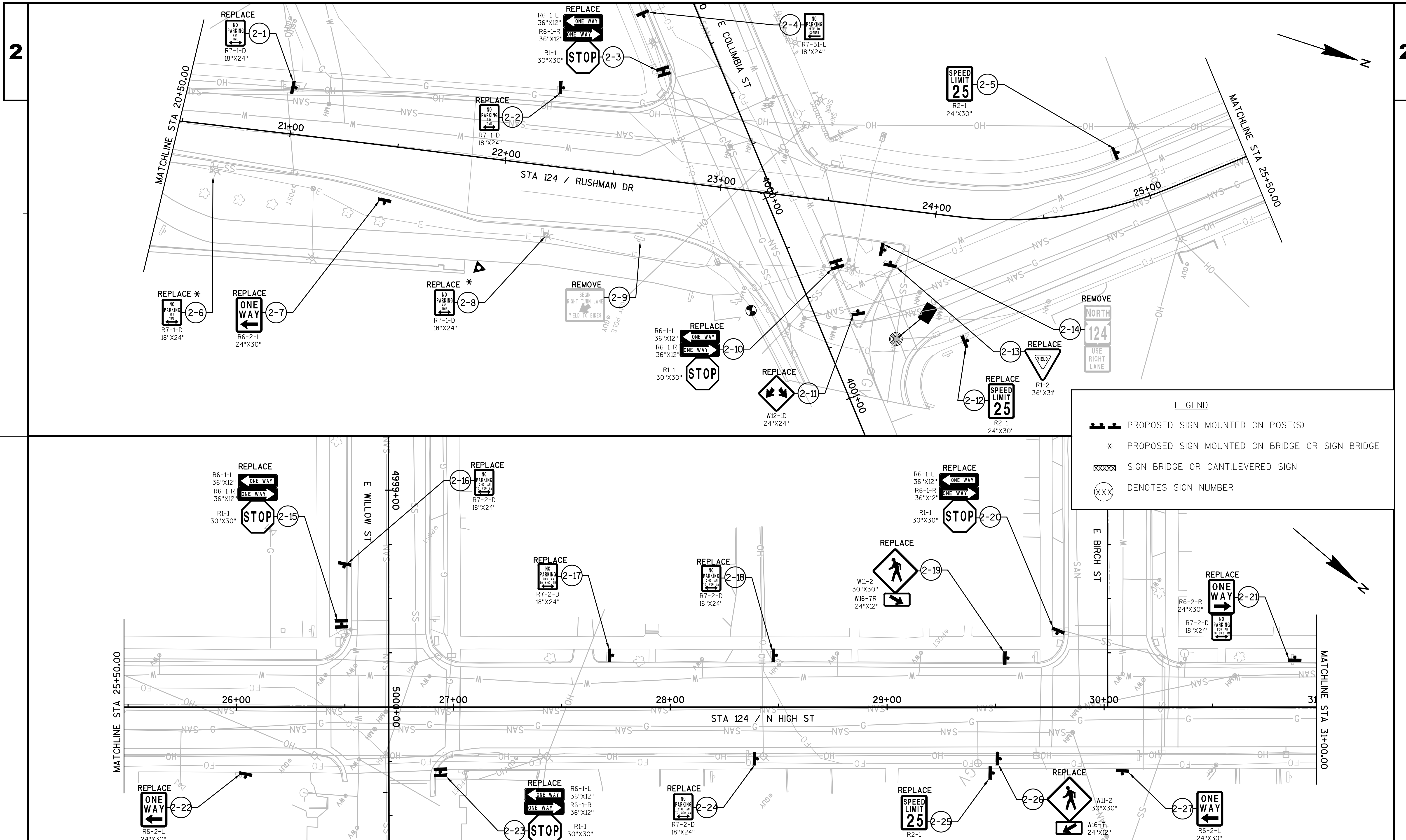


PROJECT NO:8610-01-75	HWY:STH 124	COUNTY:CHIPPEWA	STORM SEWER	SHEET 20	E



PROJECT NO:8610-01-75	HWY:STH 124	COUNTY:CHIPPEWA	PERMANENT SIGNING	SHEET 21	E

FILE NAME : P:\UZ\W\WITNW\128988\CIVIL 3D\SHEETSPLAN\023201 PS.DWG
LAYOUT NAME - 023201 PS - 023201 PS
PLOT DATE : 10/25/2017 1:46 PM PLOT BY : JUSTIN SHAVLIK PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

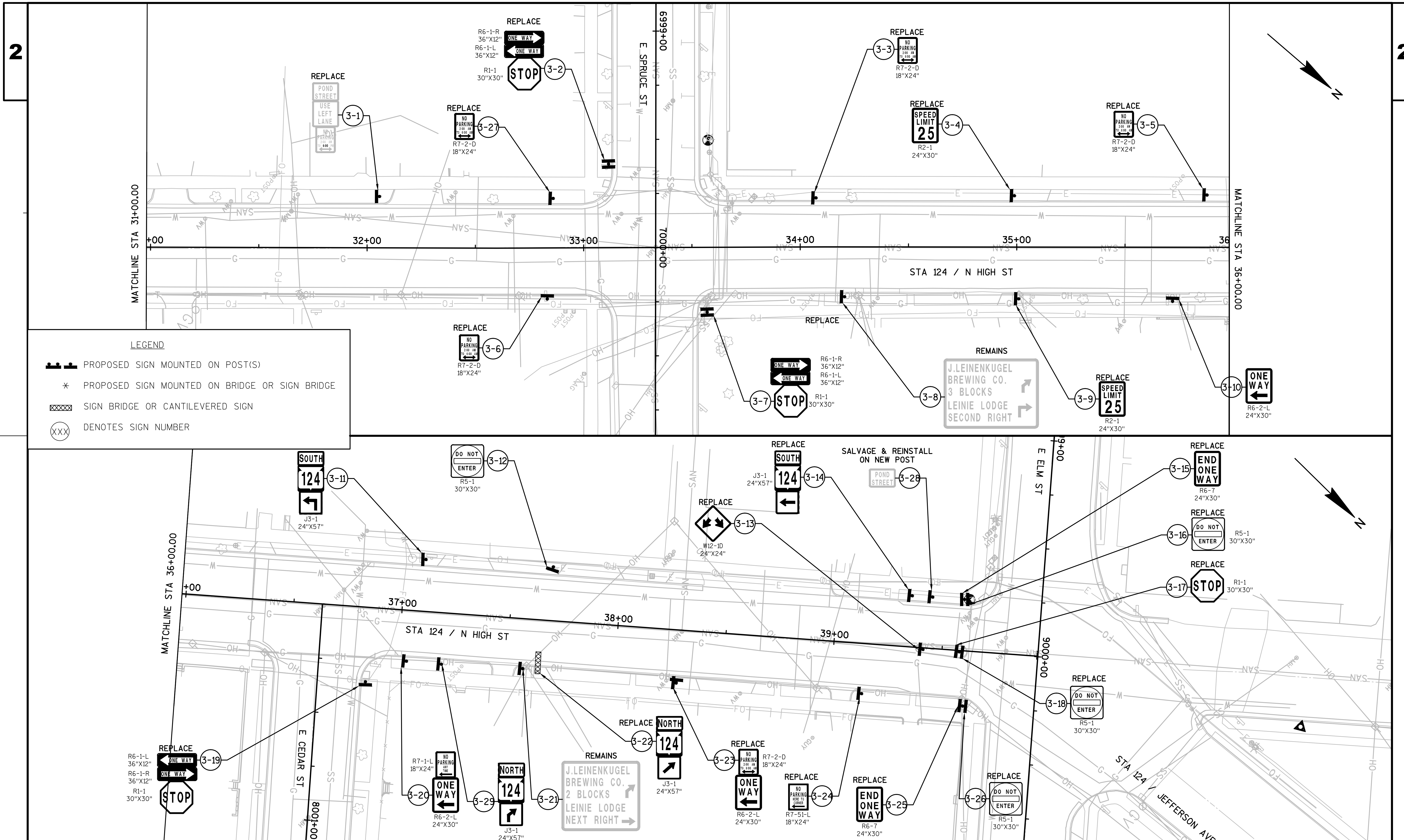


PROJECT NO:8610-01-75	HWY:STH 124	COUNTY:CHIPPEWA	PERMANENT SIGNING	SHEET 22	E

FILE NAME : P:\UZ\W\WITNW\128988\CIVIL 3D\SHEETSPLAN\023201 PS.DWG
LAYOUT NAME - 023201 PS - 023202 PS

PLOT DATE : 10/25/2017 1:47 PM PLOT BY : JUSTIN SHAVLIK PLOT NAME : PLOT SCALE : ==========

WISDOT/CADDS SHEET 42



PROJECT NO:8610-01-75	HWY:STH 124	COUNTY:CHIPPEWA	PERMANENT SIGNING	SHEET 23	E

FILE NAME : P:\UZ\W\WITNW\128988\CIVIL 3D\SHEETSPLAN\023201 PS.DWG
LAYOUT NAME - 023201 PS - 023203 PS
PLOT DATE : 10/25/2017 1:47 PM PLOT BY : JUSTIN SHAVLIK PLOT NAME : PLOT SCALE : ==========
WISDOT/CADDS SHEET 42

2

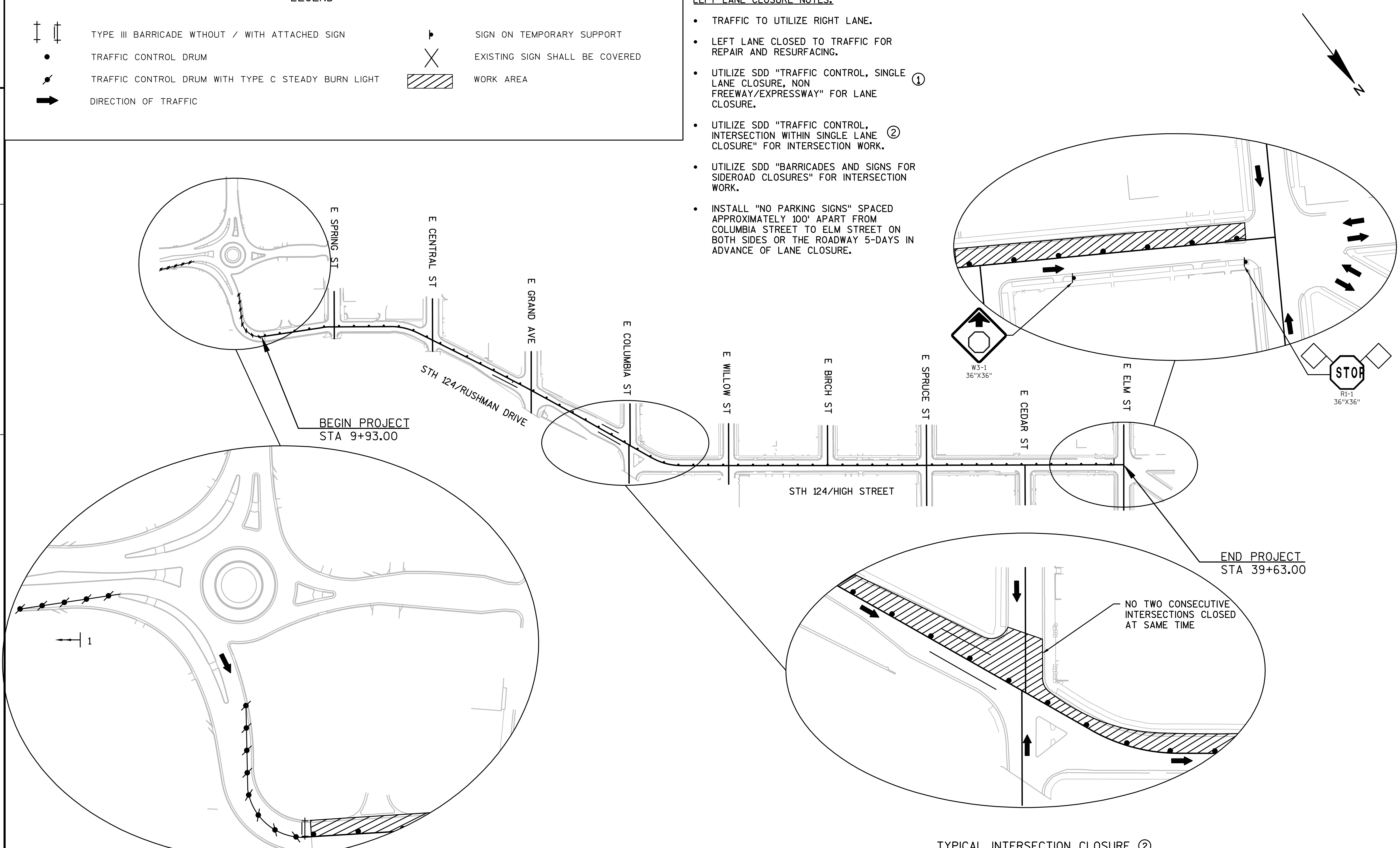
LEGEND

- TYPE III BARRICADE WTHOUT / WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- DIRECTION OF TRAFFIC
- SIGN ON TEMPORARY SUPPORT
- EXISTING SIGN SHALL BE COVERED
- WORK AREA

LEFT LANE CLOSURE NOTES:

- TRAFFIC TO UTILIZE RIGHT LANE.
- LEFT LANE CLOSED TO TRAFFIC FOR REPAIR AND RESURFACING.
- UTILIZE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY" FOR LANE CLOSURE. 1
- UTILIZE SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR INTERSECTION WORK. 2
- UTILIZE SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" FOR INTERSECTION WORK.
- INSTALL "NO PARKING SIGNS" SPACED APPROXIMATELY 100' APART FROM COLUMBIA STREET TO ELM STREET ON BOTH SIDES OR THE ROADWAY 5-DAYS IN ADVANCE OF LANE CLOSURE.

2



TYPICAL INTERSECTION CLOSURE 2

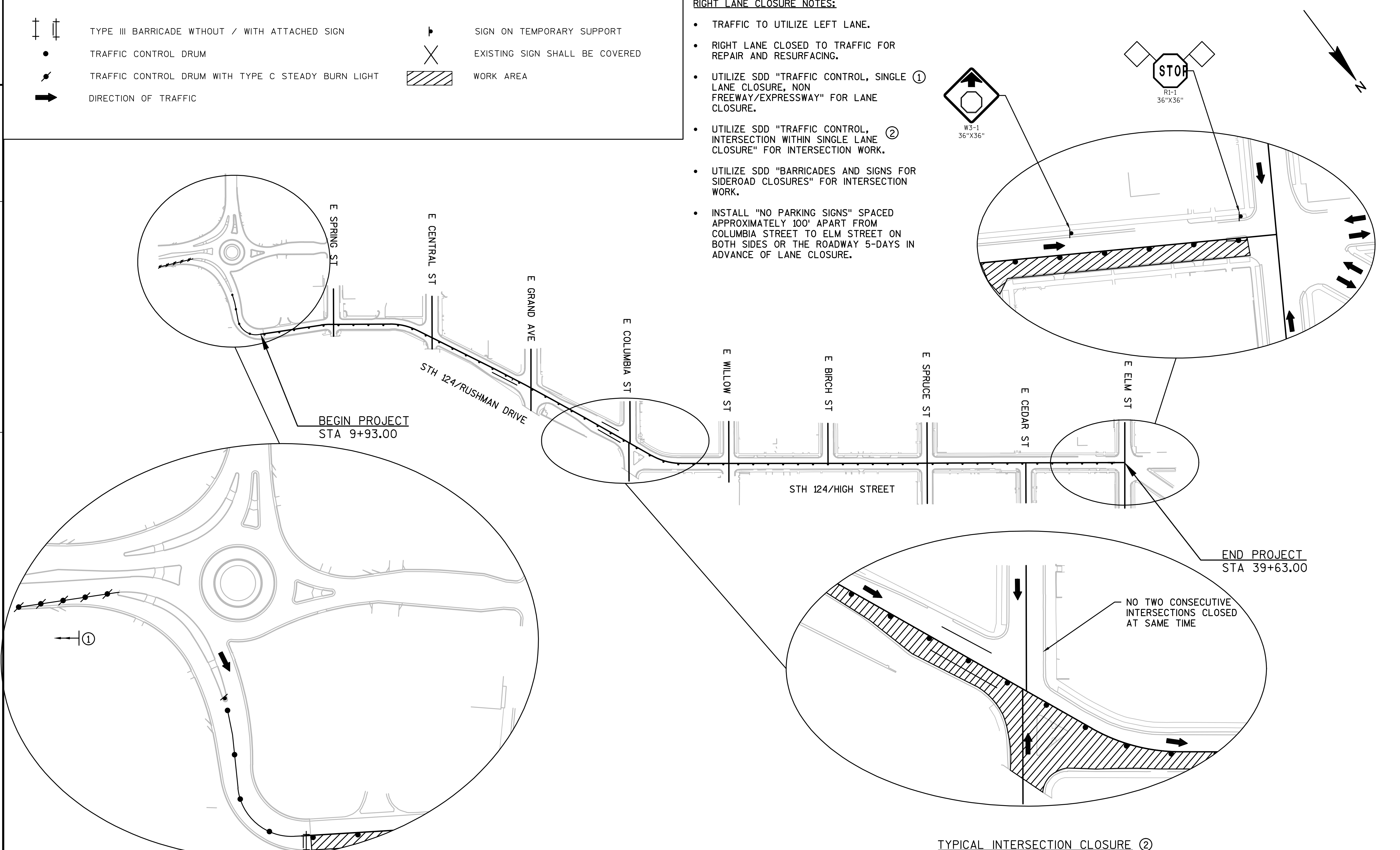
PROJECT NO:8610-01-75	HWY:STH 124	COUNTY:CHIPPEWA	TRAFFIC CONTROL LEFT LANE CLOSURE	SHEET 24	E

LEGEND

TYPE III BARRICADE WTHOUT / WITH ATTACHED SIGN	SIGN ON TEMPORARY SUPPORT
TRAFFIC CONTROL DRUM	EXISTING SIGN SHALL BE COVERED
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	WORK AREA
DIRECTION OF TRAFFIC	

RIGHT LANE CLOSURE NOTES:

- TRAFFIC TO UTILIZE LEFT LANE.
- RIGHT LANE CLOSED TO TRAFFIC FOR REPAIR AND RESURFACING.
- UTILIZE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY" FOR LANE CLOSURE. ①
- UTILIZE SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR INTERSECTION WORK. ②
- UTILIZE SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" FOR INTERSECTION WORK.
- INSTALL "NO PARKING SIGNS" SPACED APPROXIMATELY 100' APART FROM COLUMBIA STREET TO ELM STREET ON BOTH SIDES OR THE ROADWAY 5-DAYS IN ADVANCE OF LANE CLOSURE.



TYPICAL INTERSECTION CLOSURE ②

PROJECT NO:8610-01-75	HWY:STH 124	COUNTY:CHIPPEWA	TRAFFIC CONTROL RIGHT LANE CLOSURE	SHEET 25	E

2

ALIGNMENT DATA - HIGH ST / RUSHMAN DR (STH 124)

Tangent Data

Description	PT Station	Northing	Easting
Start:	9+88.800	129293.37	172232.53
End:	11+94.294	129428.15	172077.41

Tangent Data

Parameter	Value	Parameter	Value
Length:	205.49	Course:	N 49° 00' 49.5639" W

Curve Point Data

Description	Station	Northing	Easting
PC:	11+94.294	129428.15	172077.41
PI:	12+08.73	129437.61	172066.52
PT:	12+23.109	129448.56	172057.11

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	08° 20' 17.2525"	Type:	RIGHT
Radius:	198.00		
Length:	28.81	Tangent:	14.43
Mid-Ord:	0.52	External:	0.53
Chord:	28.79	Course:	N 44° 50' 40.9376" W

Tangent Data

Description	PT Station	Northing	Easting
Start:	12+23.109	129448.56	172057.11
End:	14+25.513	129602.06	171925.19

Tangent Data

Parameter	Value	Parameter	Value
Length:	202.40	Course:	N 40° 40' 32.3114" W

Curve Point Data

Description	Station	Northing	Easting
PC:	14+25.513	129602.06	171925.19
PI:	14+72.37	129637.60	171894.65
PT:	15+17.530	129683.05	171883.28

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	26° 37' 37.8128"	Type:	RIGHT
Radius:	198.00		
Length:	92.02	Tangent:	46.86
Mid-Ord:	5.32	External:	5.47
Chord:	91.19	Course:	N 27° 21' 43.4050" W

Tangent Data

Description	PT Station	Northing	Easting
Start:	15+17.530	129683.05	171883.28
End:	16+99.042	129859.14	171839.21

Tangent Data

Parameter	Value	Parameter	Value
Length:	181.51	Course:	N 14° 02' 54.4986" W

ALIGNMENT DATA - HIGH ST / RUSHMAN DR (STH 124) CONT...

Curve Point Data

Description	Station	Northing	Easting
PC:	16+99.042	129859.14	171839.21
PI:	19+22.44	130075.86	171784.99
PT:	21+45.732	130295.27	171742.94

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	03° 11' 57.0642"	Type:	RIGHT
Radius:	8000.00		
Length:	446.69	Tangent:	223.40
Mid-Ord:	3.12	External:	3.12
Chord:	446.63	Course:	N 12° 26' 55.9665" W

Tangent Data

Description	PT Station	Northing	Easting
Start:	21+45.732	130295.27	171742.94
End:	24+08.733	130553.57	171693.43

Tangent Data

Parameter	Value	Parameter	Value
Length:	263.00	Course:	N 10° 50' 57.4344" W

Curve Point Data

Description	Station	Northing	Easting
PC:	24+08.733	130553.57	171693.43
PI:	24+61.04	130604.94	171683.59
PT:	25+11.008	130644.74	171649.65

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	29° 35' 44.3937"	Type:	LEFT
Radius:	198.00		
Length:	102.28	Tangent:	52.31
Mid-Ord:	6.57	External:	6.79
Chord:	101.14	Course:	N 25° 38' 49.6312" W

Tangent Data

Description	PT Station	Northing	Easting
Start:	25+11.008	130644.74	171649.65
End:	32+59.762	131214.57	171163.92

Tangent Data

Parameter	Value	Parameter	Value
Length:	748.75	Course:	N 40° 26' 41.8281" W

Tangent Data

Description	PT Station	Northing	Easting
Start:	32+59.762	131214.57	171163.92
End:	34+11.476	131329.31	171064.67

Tangent Data

Parameter	Value	Parameter	Value
Length:	151.71	Course:	N 40° 51' 30.5713" W

Tangent Data

Description	PT Station	Northing	Easting
Start:	34+11.476	131329.31	171064.67
End:	39+93.937	131771.93	170686.05

Tangent Data

Parameter	Value	Parameter	Value
Length:	582.46	Course:	N 40° 32' 40.1244" W

ALIGNMENT DATA - E SPRING ST

Tangent Data

Description	PT Station	Northing	Easting
Start:	998+81.136	129380.61	171958.90
End:	1000+39.549	129483.72	172079.16

Tangent Data

Parameter	Value	Parameter	Value
Length:	158.41	Course:	N 49° 23' 37.3138" E

ALIGNMENT DATA - E CENTRAL ST

Tangent Data

Description	PT Station	Northing	Easting
Start:	1998+61.267	129647.50	171764.23
End:	2000+37.173	129761.94	171897.82

Tangent Data

Parameter	Value	Parameter	Value
Length:	175.91	Course:	N 49° 24' 54.5414" E

ALIGNMENT DATA - E GRAND AVE

Tangent Data

Description	PT Station	Northing	Easting
Start:	2998+70.067	130013.96	171684.41
End:	3000+75.416	130147.24	171840.63

Tangent Data

Parameter	Value	Parameter	Value
Length:	205.35	Course:	N 49° 31' 48.3362" E

ALIGNMENT DATA - E COLUMBIA ST (1)

Tangent Data

Description	PT Station	Northing	Easting
Start:	3998+60.220	130379.76	171603.24
End:	4000+00.000	130470.82	171709.29

Tangent Data

Parameter	Value	Parameter	Value
Length:	139.78	Course:	N 49° 20' 54.5306" E

ALIGNMENT DATA - E COLUMBIA ST (2)

Tangent Data

Description	PT Station	Northing	Easting
Start:	3999+97.709	130466.30	171710.16
End:	4000+99.811	130532.81	171787.62

Tangent Data

Parameter	Value	Parameter	Value
Length:	102.10	Course:	N 49° 20' 54.5306" E

ALIGNMENT DATA - E WILLOW ST

Tangent Data

Description	PT Station	Northing	Easting
Start:	4998+59.489	130674.61	171439.56
End:	5000+61.800	130806.09	171593.33

Tangent Data

Parameter	Value	Parameter	Value
Length:	202.31	Course:	N 49° 28' 02.3277" E

ALIGNMENT DATA - E BIRCH ST

Tangent Data

Description	PT Station	Northing	Easting
Start:	5998+66.078	130931.11	171229.58
End:	6000+00.000	131018.16	171331.34

Tangent Data

Parameter	Value	Parameter	Value
Length:	133.92	Course:	N 49° 27' 19.1420" E

ALIGNMENT DATA - E SPRUCE ST

Tangent Data

Description	PT Station	Northing	Easting
Start:	6998+64.977	131182.39	171013.23
End:	7001+34.247	131357.44	171217.84

Tangent Data

Parameter	Value	Parameter	Value
Length:	269.27	Course:	N 49° 27' 11.7436" E

ALIGNMENT DATA - E CEDAR ST

Tangent Data

Description	PT Station	Northing	Easting
Start:	8000+00.000	131520.59	170901.05
End:	8001+33.582	131607.72	171002.30

Tangent Data

Parameter	Value	Parameter	Value
Length:	133.58	Course:	N 49° 17' 18.3884" E

ALIGNMENT DATA - E ELM ST

Tangent Data

Description	PT Station	Northing	Easting
Start:	8998+66.372	131685.78	170584.25
End:	9001+51.753	131870.76	170801.57

Tangent Data

Parameter	Value	Parameter	Value
Length:	285.38	Course:	N 49° 35' 44.4083" E

Estimate Of Quantities

8610-01-75

Line	Item	Item Description	Unit	Total	Qty
0002	204.0100	Removing Pavement	SY	229.000	229.000
0004	204.0120	Removing Asphaltic Surface Milling	SY	13,595.000	13,595.000
0006	204.0150	Removing Curb & Gutter	LF	2,818.000	2,818.000
0008	204.0155	Removing Concrete Sidewalk	SY	1,930.000	1,930.000
0010	204.0220	Removing Inlets	EACH	1.000	1.000
0012	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	19.000	19.000
0014	205.0100	Excavation Common **P**	CY	1,602.000	1,602.000
0016	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 8610-01-75	LS	1.000	1.000
0018	213.0100	Finishing Roadway (project) 01. 8610-01-75	EACH	1.000	1.000
0020	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	1,330.000	1,330.000
0022	416.0160	Concrete Driveway 6-Inch	SY	233.000	233.000
0024	440.4410	Incentive IRI Ride	DOL	2,250.000	2,250.000
0026	455.0605	Tack Coat	GAL	1,824.000	1,824.000
0028	460.2000	Incentive Density HMA Pavement	DOL	1,010.000	1,010.000
0030	460.4110.S	Reheating HMA Pavement Longitudinal Joints	LF	2,970.000	2,970.000
0032	460.5224	HMA Pavement 4 LT 58-28 S	TON	1,543.000	1,543.000
0034	460.5225	HMA Pavement 5 LT 58-28 S	TON	968.000	968.000
0036	465.0110	Asphaltic Surface Patching	TON	362.000	362.000
0038	601.0120	Concrete Curb Type J	LF	127.000	127.000
0040	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	2,566.000	2,566.000
0042	602.0405	Concrete Sidewalk 4-Inch	SF	17,448.000	17,448.000
0044	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	432.000	432.000
0046	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	45.000	45.000
0048	611.0420	Reconstructing Manholes	EACH	2.000	2.000
0050	611.0430	Reconstructing Inlets	EACH	9.000	9.000
0052	611.0624	Inlet Covers Type H	EACH	2.000	2.000
0054	611.3230	Inlets 2x3-FT	EACH	2.000	2.000
0056	611.8110	Adjusting Manhole Covers	EACH	30.000	30.000
0058	611.8115	Adjusting Inlet Covers	EACH	9.000	9.000
0060	611.8120.S	Cover Plates Temporary	EACH	30.000	30.000
0062	619.1000	Mobilization	EACH	1.000	1.000
0064	624.0100	Water	MGAL	13.000	13.000
0066	625.0100	Topsoil	SY	510.000	510.000
0068	627.0200	Mulching	SY	510.000	510.000
0070	628.1905	Mobilizations Erosion Control	EACH	2.000	2.000
0072	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0074	628.7005	Inlet Protection Type A	EACH	37.000	37.000
0076	628.7010	Inlet Protection Type B	EACH	37.000	37.000

8610-01-75

Line	Item	Item Description	Unit	Total	Qty
0078	628.7015	Inlet Protection Type C	EACH	37.000	37.000
0080	629.0210	Fertilizer Type B	CWT	0.400	0.400
0082	630.0140	Seeding Mixture No. 40	LB	10.000	10.000
0084	630.0200	Seeding Temporary	LB	10.000	10.000
0086	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	37.000	37.000
0088	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	20.000	20.000
0090	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	16.000	16.000
0092	634.0816	Posts Tubular Steel 2x2-Inch X 16-FT	EACH	3.000	3.000
0094	637.2210	Signs Type II Reflective H	SF	448.090	448.090
0096	637.2215	Signs Type II Reflective H Folding	SF	10.360	10.360
0098	637.2230	Signs Type II Reflective F	SF	71.000	71.000
0100	638.2602	Removing Signs Type II	EACH	91.000	91.000
0102	638.3000	Removing Small Sign Supports	EACH	77.000	77.000
0104	642.5001	Field Office Type B	EACH	1.000	1.000
0106	643.0300	Traffic Control Drums	DAY	14,250.000	14,250.000
0108	643.0410	Traffic Control Barricades Type II	DAY	750.000	750.000
0110	643.0420	Traffic Control Barricades Type III	DAY	600.000	600.000
0112	643.0705	Traffic Control Warning Lights Type A	DAY	2,828.000	2,828.000
0114	643.0715	Traffic Control Warning Lights Type C	DAY	2,330.000	2,330.000
0116	643.0800	Traffic Control Arrow Boards	DAY	75.000	75.000
0118	643.0900	Traffic Control Signs	DAY	6,000.000	6,000.000
0120	643.1051	Traffic Control Signs PCMS with Cellular Communications	DAY	75.000	75.000
0122	643.5000	Traffic Control	EACH	1.000	1.000
0124	644.1420.S	Temporary Pedestrian Surface Plywood	SF	1,750.000	1,750.000
0126	646.3020	Marking Line Epoxy 8-Inch	LF	344.000	344.000
0128	646.4520	Marking Line Same Day Epoxy 4-Inch	LF	1,208.000	1,208.000
0130	646.6120	Marking Stop Line Epoxy 18-Inch	LF	326.000	326.000
0132	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	2,509.000	2,509.000
0134	646.8120	Marking Curb Epoxy	LF	515.000	515.000
0136	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	125.000	125.000
0138	650.4000	Construction Staking Storm Sewer	EACH	2.000	2.000
0140	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	2,818.000	2,818.000
0142	650.8000	Construction Staking Resurfacing Reference	LF	2,970.000	2,970.000
0144	650.9000	Construction Staking Curb Ramps	EACH	35.000	35.000
0146	650.9910	Construction Staking Supplemental Control (project) 01. 8610-01-75	LS	1.000	1.000
0148	690.0150	Sawing Asphalt	LF	3,605.000	3,605.000
0150	690.0250	Sawing Concrete	LF	1,010.000	1,010.000
0152	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,200.000	1,200.000

8610-01-75

Line	Item	Item Description	Unit	Total	Qty
0154	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	300.000	300.000
0156	SPV.0060	Special 01. Adjusting Water Valve	EACH	24.000	24.000
0158	SPV.0060	Special 02. Reconstruct Sanitary Manhole	EACH	1.000	1.000
0160	SPV.0090	Special 01. Concrete Curb And Gutter 42-Inch Type D	LF	125.000	125.000
0162	SPV.0090	Special 02. Concrete Curb And Gutter Cure And Seal Treatment	LF	2,818.000	2,818.000
0164	SPV.0105	Special 01. Milling and Removing Temporary Joint	LS	1.000	1.000
0166	SPV.0165	Special 01. Concrete Cure And Seal Treatment	SF	17,448.000	17,448.000

3

REMOVALS

STATION	LOCATION	204.0100 REMOVING PAVEMENT SY	204.0125 REMOVING ASPHALTIC SURFACE MILLING SY	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY	204.0220 REMOVING INLETS EACH	204.0245 REMOVING STORM SEWER 12-INCH LF	SPV.0105.01 MILLING AND REMOVING TEMPORARY JOINT LS	REMARKS
STH 124									
CATEGORY 0010									
9+93 - 39+63	LT & RT	229	12258	2818	1180	1	19	1	INCLUDES SIDEROADS
SUBTOTAL CATEGORY 0010		229	12258	2818	1180	1	19	1	
CATEGORY 0020									
27+18 - 39+63	LT & RT	-	1337	-	750	-	-	-	
SUBTOTAL CATEGORY 0020		0	1337	0	750	0	0	0	
ITEM TOTALS		229	13595	2818	1930	1	19	1	

NOTE: SEE RELATED QUANTITY TABLES FOR SPECIFIC LOCATIONS

EXCAVATION

STATION	LOCATION	**P** 205.0100 COMMON CY	AIR FILL CY	*EXPANDED FILL CY	WASTE CY	REMARKS
STH 124						
CATEGORY 0010						
UNDISTRIBUTED	LT & RT	1191	227	296	895	ASPHALT, CURB & GUTTER, SIDEWALK AND DRIVEWAY REPLCAEMENT
23+89 - 25+11		367	7.7	10	357	INTERSECTION REALLIGNMENT
SUBTOTAL CATEGORY 0010		1558	234.7	306	1252	
CATEGORY 0020						
UNDISTRIBUTED		44	-	-	44	SIDEWALK REPLACEMENT
SUBTOTAL CATEGORY 0020		44	0	0	44	
ITEM TOTALS		1602	234.7	306	1296	

NOTES:
1) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN COMMON EXCAVATION.
2) FILL DOES NOT INCLUDE UNUSABLE PAVEMENT EXCAVATION VOLUME.
3) FILL WILL BE BACKFILLED WITH CUT OR BORROW.
4) POSITIVE BORROW INDICATES A SHORTAGE OF MATERIAL.
5) EXPANSION FACTOR = 1.3
6) SEE RELATED QUANTITY TABLES FOR SPECIFIC LOCATIONS

PREPARE FOUNDATION FOR ASPHALTIC PAVING (8610-01-75)

STATION	LOCATION	211.0100 LS
STH 124		
CATEGORY 0010		
9+93 - 39+63	LT & RT	0.9
SUBTOTAL CATEGORY 0010		0.9
CATEGORY 0020		
27+18 - 39+63	LT & RT	0.1
SUBTOTAL CATEGORY 0020		0.1
ITEM TOTALS		1

FINISHING ROADWAY (8610-01-75)

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STATION	LOCATION	213.0100 EACH
STH 124		
CATEGORY 0010		
9+93 - 39+63	LT & RT	0.9
SUBTOTAL CATEGORY 0010		0.9
CATEGORY 0020		
9+93 - 39+63	LT & RT	0.1
SUBTOTAL CATEGORY 0010		0.1
ITEM TOTALS		1

CONCRETE DRIVEWAY

STATION	LOCATION	416.0160 6-INCH SY
STH 124		
CATEGORY 0010		
25+04.99 - 26+31.17	LT	68
27+53.81 - 27+65.64	LT	7
30+97.60 - 31+22.09	LT	13
31+54.74 - 31+76.60	LT	14
34+76.15 - 34+93.61	RT	11
35+14.07 - 35+77.25	LT	35
37+42.11 - 37+55.47	RT	8
37+70.47 - 38+01.32	LT	17
38+36.78 - 38+97.46	LT	34
38+37.44 - 38+65.66	RT	18
38+98.41 - 39+11.08	RT	8
ITEM TOTALS		233

CATEGORY 0010 = 80% FEDERAL, 20% STATE COST (ROADWAY CONSTRUCTION)
CATEGORY 0020 = 100% CITY COST (PARKING LANES & UNATTACHED SIDEWALK)
CATEGORY 0030 = 100% CITY COST (NON PARTICIPATING CITY UTILITIES)

3

BASE AGGREGATE DENSE

STATION	LOCATION	305.0120 1 1/4-INCH TON	624.0100 WATER MGAL	REMARKS
STH 124				
CATEGORY 0010				
11+22.73 - 11+49.10	RT	5	0.05	ASPHALT, CURB & GUTTER AND SIDEWALK BASE
12+03.95 - 12+29.17	RT	7	0.07	ASPHALT, CURB & GUTTER AND SIDEWALK BASE
12+41.95 - 12+77.24	RT	13	0.13	ASPHALT, CURB & GUTTER AND SIDEWALK BASE
12+53.39 - 12+77.93	LT	9	0.09	ASPHALT, CURB & GUTTER AND SIDEWALK BASE
13+20.10 - 14+24.22	LT	24	0.24	ASPHALT, CURB & GUTTER AND SIDEWALK BASE
14+62.64 - 14+77.69	LT	7	0.07	ASPHALT AND CURB & GUTTER BASE
15+28.44 - 15+27.01	LT	11	0.11	ASPHALT, CURB & GUTTER AND SIDEWALK BASE
15+42.76 - 15+80.59	RT	10	0.10	ASPHALT, CURB & GUTTER AND SIDEWALK BASE
15+76.67 - 16+12.25	LT	14	0.14	ASPHALT, CURB & GUTTER AND SIDEWALK BASE
16+00.37 - 18+07.49	RT	35	0.35	ASPHALT, CURB & GUTTER AND SIDEWALK BASE
17+61.37 - 18+12.06	LT	9	0.09	ASPHALT AND CURB & GUTTER BASE
18+87.98 - 18+96.05	LT	6	0.06	ASPHALT AND CURB & GUTTER BASE
19+20.80 - 19+56.71	RT	9	0.09	ASPHALT, CURB & GUTTER AND SIDEWALK BASE
19+47.58 - 19+79.98	LT	9	0.09	ASPHALT, CURB & GUTTER AND SIDEWALK BASE
19+94.93 - 20+21.31	RT	11	0.11	ASPHALT, CURB & GUTTER AND SIDEWALK BASE
21+80.33 - 22+53.22	LT	17	0.17	ASPHALT, CURB & GUTTER AND SIDEWALK BASE
22+65.97 - 23+23.46	RT	14	0.14	ASPHALT, CURB & GUTTER AND SIDEWALK BASE
23+27.77 - 22+55.33	LT	10	0.10	ASPHALT, CURB & GUTTER AND SIDEWALK BASE
23+45.97 - 25+11.01	RT	293	2.93	ASPHALT, CURB & GUTTER, SIDEWALK AND DRIVEWAY BASE
25+05.14 - 26+55.13	LT	35	0.35	ASPHALT, CURB & GUTTER, SIDEWALK AND DRIVEWAY BASE
26+12.68 - 26+53.12	RT	10	0.10	ASPHALT, CURB & GUTTER AND SIDEWALK BASE
26+87.31 - 27+26.58	RT	11	0.11	ASPHALT, CURB & GUTTER AND SIDEWALK BASE
27+05.80 - 28+25.48	LT	20	0.20	ASPHALT, CURB & GUTTER, SIDEWALK AND DRIVEWAY BASE
28+47.77 - 28+67.76	LT	5	0.05	ASPHALT AND CURB & GUTTER BASE
28+98.21 - 29+11.74	RT	5	0.05	ASPHALT, CURB & GUTTER AND SIDEWALK BASE
28+99.81 - 29+85.63	LT	19	0.19	ASPHALT, CURB & GUTTER AND SIDEWALK BASE
30+05.68 - 30+56.11	RT	12	0.12	ASPHALT, CURB & GUTTER AND SIDEWALK BASE
30+17.63 - 30+48.79	LT	8	0.08	ASPHALT, CURB & GUTTER AND SIDEWALK BASE
30+72.82 - 31+33.24	LT	14	0.14	ASPHALT, CURB & GUTTER AND SIDEWALK BASE
30+93.46 - 31+07.46	RT	5	0.05	ASPHALT, CURB & GUTTER AND SIDEWALK BASE
31+48.09 - 32+09.68	LT	14	0.14	ASPHALT, CURB & GUTTER AND SIDEWALK BASE
32+35.31 - 32+47.04	LT	4	0.04	ASPHALT AND CURB & GUTTER BASE
32+39.68 - 32+69.62	RT	8	0.08	ASPHALT, CURB & GUTTER AND SIDEWALK BASE
32+92.01 - 33+17.09	RT	6	0.06	ASPHALT, CURB & GUTTER AND SIDEWALK BASE
32+98.62 - 33+17.46	LT	5	0.05	ASPHALT, CURB & GUTTER AND SIDEWALK BASE
33+48.34 - 34+29.37	RT	15	0.15	ASPHALT, CURB & GUTTER AND SIDEWALK BASE
33+49.37 - 33+76.00	LT	5	0.05	ASPHALT, CURB & GUTTER AND SIDEWALK BASE
34+46.04 - 35+41.94	RT	19	0.19	ASPHALT, CURB & GUTTER, SIDEWALK AND DRIVEWAY BASE
34+76.94 - 35+77.25	LT	18	0.18	ASPHALT, CURB & GUTTER AND DRIVEWAY BASE
35+60.61 - 36+47.29	RT	17	0.17	ASPHALT, CURB & GUTTER AND SIDEWALK BASE
36+22.44 - 36+45.44	LT	3	0.03	ASPHALT, CURB & GUTTER AND SIDEWALK BASE
36+79.30 - 39+61.88	RT	49	0.49	ASPHALT, CURB & GUTTER, SIDEWALK AND DRIVEWAY BASE
37+70.47 - 38+01.32	LT	7	0.07	ASPHALT, CURB & GUTTER AND DRIVEWAY BASE
38+36.78 - 39+53.49	LT	23	0.23	ASPHALT, CURB & GUTTER, SIDEWALK AND DRIVEWAY BASE
UNDISTRIBUTED	~	343	3.13	FOR 150' OF RECONSTRUCTION, IF NEEDED
SUBTOTAL CATEGORY 0010		1193	11.63	
CATEGORY 0020				
24+26.64 - 24+62.47	LT	4	0.04	SIDEWALK BASE
24+97.87 - 26+31.17	LT	15	0.15	SIDEWALK BASE
27+08.17 - 28+10.47	LT	12	0.12	SIDEWALK BASE
27+26.48 - 27+51.25	RT	3	0.03	SIDEWALK BASE
27+67.07 - 27+74.58	RT	1	0.01	SIDEWALK BASE
27+92.58 - 27+96.58	RT	1	0.01	SIDEWALK BASE
28+44.25 - 28+68.19	LT	3	0.03	SIDEWALK BASE
28+86.70 - 29+04.52	LT	2	0.02	SIDEWALK BASE
29+31.60 - 29+38.08	RT	1	0.01	SIDEWALK BASE
30+49.75 - 32+94.62	LT	28	0.28	SIDEWALK BASE
31+68.41 - 31+73.62	RT	1	0.01	SIDEWALK BASE
31+85.51 - 31+97.39	RT	2	0.02	SIDEWALK BASE
34+20.50 - 34+45.13	RT	3	0.03	SIDEWALK BASE
35+15.81 - 35+74.64	LT	5	0.05	SIDEWALK BASE
36+79.13 - 37+98.43	LT	14	0.14	SIDEWALK BASE
37+05.20 - 39+61.88	RT	29	0.29	SIDEWALK BASE
38+36.78 - 39+47.09	LT	13	0.13	SIDEWALK BASE
SUBTOTAL CATEGORY 0020		137	1.37	
ITEM TOTALS		1330	13.00	

ASPHALTIC PAVEMENT ITEMS

STATION	LOCATION	455.0605 TACK COAT GAL	460.4110.S REHEATING HMA PAVEMENT LONGITUDINAL JOINTS LF	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	460.5225 HMA PAVEMENT 5 LT 58-28 S TON	465.0110 ASPHALTIC SURFACE PATCHING TON	REMARKS
STH 124							
CATEGORY 0010							
9+93 - 39+63	LT & RT	1498	2970	1224	874	-	INCLUDES SIDEROADS
11+22.87 - 11+49.10	RT	0.4	-	-	-	1.4	
12+04.05 - 12+27.17	RT	0.5	-	-	-	1.6	
12+43.94 - 12+77.24	RT	0.6	-	-	-	2.2	
12+55.39 - 12+77.99	LT	0.5	-	-	-	1.6	
13+20.10 - 14+24.22	LT	1.5	-	-	-	5.4	
14+62.64 - 14+77.69	LT	0.3	-	-	-	0.9	
15+26.80 - 15+30.60	LT	0.5	-	-	-	1.7	
15+51.97 - 15+78.79	RT	0.5	-	-	-	1.9	
15+78.37 - 16+03.47	LT	0.5	-	-	-	1.7	
16+02.16 - 18+07.49	RT	3.0	-	-	-	11.0	
17+61.37 - 18+12.06	LT	0.7	-	-	-	2.6	
18+87.21 - 18+94.62	LT	0.2	-	-	-	0.5	
19+32.64 - 19+55.05	RT	0.5	-	-	-	1.6	
19+49.33 - 19+72.46	LT	0.5	-	-	-	1.6	
19+96.92 - 20+12.71	RT	0.5	-	-	-	1.6	
21+80.22 - 22+53.11	LT	1.0	-	-	-	3.7	
22+65.97 - 23+27.40	RT	1.0	-	-	-	3.5	
23+29.51 - 23+55.33	LT	0.5	-	-	-	1.7	
23+48.94 - 25+11.01	RT	58	-	188	-	-	
24+69.13 - 25+03.16	RT	1.8	-	-	-	6.8	
25+05.08 - 26+53.12	LT	2.1	-	-	-	7.9	
26+12.68 - 26+51.12	RT	0.7	-	-	-	2.5	
26+89.31 - 27+26.58	RT	0.7	-	-	-	2.5	
27+05.80 - 28+25.48	LT	1.6	-	-	-	6.0	
28+47.77 - 28+67.76	LT	0.3	-	-	-	1.0	
28+98.21 - 29+11.74	RT	0.2	-	-	-	0.7	
28+99.81 - 29+83.63	LT	1.3	-	-	-	4.8	
30+05.68 - 30+56.46	RT	0.7	-	-	-	2.6	
30+19.63 - 30+48.79	LT	0.6	-	-	-	2.1	
30+72.82 - 31+33.24	LT	0.9	-	-	-	3.1	
30+93.46 - 31+07.46	RT	0.2	-	-	-	0.7	
31+48.09 - 32+09.68	LT	0.9	-	-	-	3.1	
32+35.31 - 32+47.04	LT	0.2	-	-	-	0.6	
32+39.68 - 32+69.73	RT	0.5	-	-	-	1.5	
32+92.01 - 33+15.09	RT	0.5	-	-	-	1.7	
32+98.96 - 33+15.46	LT	0.4	-	-	-	1.5	
33+50.34 - 34+29.37	RT	1.3	-	-	-	4.6	
33+51.47 - 33+67.47	LT	0.4	-	-	-	1.4	
34+46.04 - 35+41.94	RT	1.3	-	-	-	4.8	
34+76.94 - 35+77.25	LT	1.4	-	-	-	5.0	
35+60.61 - 36+45.29	RT	1.3	-	-	-	4.8	
36+25.44 - 36+42.44	LT	0.3	-	-	-	0.9	
36+81.30 - 39+60.80	RT	3.9	-	-	-	14.6	
37+70.47 - 38+01.32	LT	0.5	-	-	-	1.6	
38+36.78 - 39+53.49	LT	1.6	-	-	-	5.9	
UNDISTRIBUTED		68.2	-	-	-	223.1	FOR 150' OF RECONSTRUCTION, IF NEEDED
SUBTOTAL CATEGORY 0010		1663.0	2970	1412	874	362	
CATEGORY 0020							
27+18 - 39+63	LT & RT	161	-	131	94	-	
SUBTOTAL CATEGORY 0020		161	0	131	94	0	
ITEM TOTALS		1824	2970	1543	968	362	

CATEGORY 0010 = 80% FEDERAL, 20% STATE COST (ROADWAY CONSTRUCTION)
CATEGORY 0020 = 100% CITY COST (PARKING LANES & UNATTACHED SIDEWALK)
CATEGORY 0030 = 100% CITY COST (NON PARTICIPATING CITY UTILITIES)

CONCRETE CURB & GUTTER

STATION	LOCATION	601.0120 CONCRETE CURB TYPE J LF	601.0411 30-INCH TYPE D LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	SPV.0090.01 42-INCH TYPE D LF	SPV.0090.02 CURE AND SEAL TREATMENT LF
STH 124						
CATEGORY 0010						
11+22.87 - 11+49.10	RT	-	27	27	-	27
12+04.05 - 12+27.17	RT	-	27	27	-	27
12+43.94 - 12+77.24	RT	-	39	39	-	39
12+55.39 - 12+77.99	LT	-	27	27	-	27
13+20.10 - 13+82.90	LT	-	74	74	-	74
14+03.72 - 14+24.22	LT	-	21	21	-	21
14+62.64 - 14+77.69	LT	-	17	17	-	17
15+26.80 - 15+30.60	LT	-	30	30	-	30
15+51.97 - 15+78.79	RT	-	34	34	-	34
15+78.37 - 16+03.47	LT	-	31	31	-	31
16+02.16 - 18+07.49	RT	-	214	214	-	214
17+61.37 - 18+12.06	LT	-	51	51	-	51
18+87.21 - 18+94.62	LT	-	9	9	-	9
19+32.64 - 19+55.05	RT	-	31	31	-	31
19+49.33 - 19+72.46	LT	-	29	29	-	29
19+96.92 - 20+12.71	RT	-	28	28	-	28
21+80.22 - 22+53.11	LT	-	73	73	-	73
22+65.97 - 23+27.40	RT	-	67	67	-	67
23+29.51 - 23+55.33	LT	-	31	31	-	31
23+48.94 - 23+87.74	RT	127	-	127	-	127
23+96.50 - 25+11.01	RT	-	175	175	-	175
25+05.08 - 26+53.12	LT	-	153	153	-	153
26+12.68 - 26+51.12	RT	-	44	44	-	44
26+89.31 - 27+26.58	RT	-	31	46	15	46
27+05.80 - 28+25.48	LT	-	120	120	-	120
28+47.77 - 28+67.76	LT	-	20	20	-	20
28+98.21 - 29+11.74	RT	-	-	14	14	14
28+99.81 - 29+83.63	LT	-	91	91	-	91
30+05.68 - 30+56.46	RT	-	-	51	51	51
30+19.63 - 30+48.79	LT	-	36	36	-	36
30+72.82 - 31+33.24	LT	-	61	61	-	61
30+93.46 - 31+07.46	RT	-	-	14	14	14
31+48.09 - 32+09.68	LT	-	62	62	-	62
32+35.31 - 32+47.04	LT	-	12	12	-	12
32+39.68 - 32+69.73	RT	-	-	31	31	31
32+92.01 - 33+15.09	RT	-	29	29	-	29
32+98.96 - 33+15.46	LT	-	24	24	-	24
33+50.34 - 34+29.37	RT	-	87	87	-	87
33+51.47 - 33+67.47	LT	-	23	23	-	23
34+46.04 - 35+41.94	RT	-	96	96	-	96
34+76.94 - 35+77.25	LT	-	100	100	-	100
35+60.61 - 36+45.29	RT	-	91	91	-	91
36+25.44 - 36+42.44	LT	-	17	17	-	17
36+81.30 - 39+60.80	RT	-	286	286	-	286
37+70.47 - 38+01.32	LT	-	31	31	-	31
38+36.78 - 39+53.49	LT	-	117	117	-	117
ITEM TOTALS		127	2566	2818	125	2818

CONCRETE SIDEWALK

STATION	LOCATION	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD SF	644.1420.S TEMPORARY PEDESTRIAN SURFACE PLYWOOD SF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	SPV.0165.01 CONCRETE CURE AND SEAL TREATMENT SF
STH 124						
CATEGORY 0010						
11+22.73 - 11+49.10	RT	40	-	-	-	40
12+02.43 - 12+24.67	RT	171	28	100	2	171
12+46.29 - 12+77.19	RT	475	28	50	1	475
12+57.72 - 12+77.93	LT	289	8	50	1	289
13+20.10 - 14+24.22	LT	556	-	100	2	556
15+12.69 - 15+28.34	LT	285	8	50	1	285
15+42.76 - 15+76.40	RT	445	28	50	1	445
15+80.50 - 16+12.22	LT	326	16	50	1	326
16+03.09 - 18+07.59	RT	718	8	50	1	718
17+61.37 - 18+12.06	LT	51	-	-	-	51
18+86.25 - 18+92.83	LT	16	-	-	-	16
19+21.98 - 19+52.93	RT	289	16	50	1	289
19+52.51 - 19+79.98	LT	327	8	50	1	327
19+99.41 - 20+21.31	RT	301	20	50	1	301
21+80.08 - 22+52.98	LT	439	-	-	-	439
22+91.11 - 23+25.46	RT	396	28	50	1	396
23+31.68 - 23+53.01	LT	195	28	50	1	195
23+49.45 - 23+87.27	RT	343	24	100	2	343
23+95.76 - 25+11.01	RT	1200	8	50	1	1200
26+12.68 - 26+48.09	RT	266	8	50	1	266
26+31.17 - 26+50.51	LT	200	8	50	1	200
26+93.44 - 27+26.58	RT	243	8	50	1	243
27+89.61 - 27+93.61	LT	24	-	-	-	24
28+98.21 - 29+11.74	RT	95	-	-	-	95
29+64.46 - 29+81.12	LT	153	20	50	1	153
30+05.68 - 30+56.11	RT	356	8	50	1	356
30+22.13- 30+49.75	LT	269	20	100	2	269
30+93.84 - 31+07.46	RT	98	-		-	98
32+39.68 - 32+69.62	RT	211	-		-	211
32+92.01 - 33+12.59	RT	203	16	100	2	203
32+94.62 - 33+12.95	LT	223	20	100	2	223
33+52.84 - 33+70.40	RT	118	10	50	1	118
33+53.96 - 33+75.97	LT	229	10	50	1	229
34+07.61 - 34+11.55	RT	22	-	-	-	22
34+49.02 - 34+53.02	RT	22	-	-	-	22
35+02.68 - 35+06.73	RT	22	-	-	-	22
35+96.90 - 36+00.90	RT	20	-	-	-	20
36+22.44 - 36+45.44	LT	243	20	50	1	243
36+23.96 - 36+42.79	RT	186	8	100	2	186
36+83.83 - 37+05.20	RT	171	20	50	1	171
38+06.67 - 38+10.67	RT	22	-	-	-	22
38+73.67 - 38+77.67	RT	22	-	-	-	22
39+24.33 - 39+28.33	LT	20	-	-	-	20
39+36.24 - 39+40.24	RT	22	-	-	-	22
SUBTOTAL CATEGORY 0010		10322	432	1750	35	10322
CATEGORY 0020						
24+26.64 - 24+62.47	LT	187	-	-	-	187
24+97.87 - 26+31.17	LT	789	-	-	-	789
27+08.17 - 28+10.47	LT	614	-	-	-	614
27+26.48 - 27+51.25	RT	158	-	-	-	158
27+67.07 - 27+74.58	RT	44	-	-	-	44
27+92.58 - 27+96.58	RT	28	-	-	-	28
28+44.25 - 28+68.19	LT	144	-	-	-	144
28+86.70 - 29+04.52	LT	107	-	-	-	107
29+31.60 - 29+38.08	RT	46	-	-	-	46
30+49.75 - 32+94.62	LT	1468	-	-	-	1468
31+68.41 - 31+73.62	RT	37	-	-	-	37
31+85.51 - 31+97.39	RT	84	-	-	-	84
34+20.50 - 34+45.13	RT	148	-	-	-	148
35+15.81 - 35+74.64	LT	353	-	-	-	353
36+79.13 - 37+98.43	LT	716	-	-	-	716
37+05.20 - 39+61.88	RT	1541	-	-	-	1541
38+36.78 - 39+47.09	LT	662	-	-	-	662
SUBTOTAL CATEGORY 0020		7126	0	0	0	7126
ITEM TOTALS		17448	432	1750	35	17448

CATEGORY 0010 = 80% FEDERAL, 20% STATE COST (ROADWAY CONSTRUCTION)
CATEGORY 0020 = 100% CITY COST (PARKING LANES & UNATTACHED SIDEWALK)
CATEGORY 0030 = 100% CITY COST (NON PARTICIPATING CITY UTILITIES)

UTILITY ITEMS

STRUCTURE NUMBER	STATION	LOCATION	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	611.0420 RECONSTRUCTING MANHOLES EACH	611.0430 RECONSTRUCTING INLETS EACH	611.0624 INLET COVERS TYPE H EACH	611.3230 INLETS 2X3-FT EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	611.8120.S COVERS PLATES TEMPORARY EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	SPV.0060.01 ADJUSTING WATER VALVE EACH	SPV.0060.02 RECONSTRUCT SANITARY MANHOLE EACH
STH 124													
CATEGORY 0010													
MH-1	23+97	RT	-	-	-	-	-	-	-	-	-	-	1
INL-1	24+02	RT	-	-	-	1	1	-	-	-	1	-	-
P-1	24+25	RT	19	-	-	-	-	-	-	-	-	-	-
MH-2	23+89	RT	-	1	-	-	-	-	-	-	-	-	-
UNDISTRIBUTED			-	-	9	-	-	9	9	9	-	-	-
SUBTOTAL CATEGORY 0010			19	1	9	1	1	9	9	9	1	0	1
CATEGORY 0030													
INL-2	26+91	RT	-	-	-	1	1	-	-	-	1	-	-
P-2	26+80	RT	26	-	-	-	-	-	-	-	-	-	-
MH-3	26+69	RT	-	1	-	-	-	-	-	-	-	-	-
UNDISTRIBUTED			-	-	-	-	-	21	-	21	-	24	-
SUBTOTAL CATEGORY 0030			26	1	0	1	1	21	0	21	1	24	0
ITEM TOTALS			45	2	9	2	2	30	9	30	2	24	1

MOBILIZATION

STATION	LOCATION	619.1000 EACH
STH 124		
CATEGORY 0010		
9+93 - 39+63	LT & RT	0.87
SUBTOTAL CATEGORY 0010		0.87
CATEGORY 0020		
9+93 - 39+63	LT & RT	0.1
SUBTOTAL CATEGORY 0020		0.1
CATEGORY 0020		
9+93 - 39+63	LT & RT	0.03
SUBTOTAL CATEGORY 0020		0.03
ITEM TOTALS		1

EROSION CONTROL ITEMS

STATION	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH
STH 124				
CATEGORY 0010				
9+93 - 39+63	LT & RT	37	37	37
ITEM TOTALS		37	37	37

TOPSOIL, MULCHING AND SEEDING

STATION	LOCATION	625.0100 TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0200 TEMPORARY SEEDING LB
STH 124						
CATEGORY 0010						
9+93 - 39+63	LT & RT	200	200	0.2	4	4
SUBTOTAL CATEGORY 0010		200	200	0.2	4	4
CATEGORY 0020						
27+18 - 39+63	LT & RT	310	310	0.2	6	6
SUBTOTAL CATEGORY 0020		310	310	0.2	6	6
ITEM TOTALS		510	510	0.4	10	10

MOBILIZATIONS EROSION CONTROL

STATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
STH 124		
CATEGORY 0010		
9+93 - 39+63	2	2
ITEM TOTALS	2	2

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CATEGORY 0030 = 100% CITY COST (NON PARTICIPATING CITY UTILITIES)

3

PERMANENT SIGNING

SIGN GROUP CODE	SIGN CODE	MESSAGE	SIGN SIZE (INCHES) W X H	634.0614 POSTS WOOD 4X6-INCH 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH 16-FT EACH	634.0814 POSTS TUBULAR STEEL 2x2-INCH 14-FT EACH	634.0816 POSTS TUBULAR STEEL 2x2-INCH 16-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	COMMENTS
STH 124													
CATEGORY 0010													
1-1	R6-6	BEGIN ONE WAY	24 X 30	1	-	-	-	5.00	-	-	-	-	
1-2	R7-1D	NO PARKING ANY TIME	18 X 24	1	-	-	-	3.00	-	-	-	-	
1-3	R2-1	SPEED LIMIT 25	24 X 30	-	-	-	-	5.00	-	-	-	-	BANDED TO POLE
1-4	R7-1D	NO PARKING ANY TIME	18 X 24	1	-	-	-	3.00	-	-	-	-	
1-6	R6-1R	ONE WAY RIGHT	36 X 12	-	1	-	-	3.00	-	-	1	1	
	R6-1L	ONE WAY LEFT	36 X 12	-	-	-	-	3.00	-	-	-	-	ON POLE 1-5
	R1-1	STOP	30 X 30	-	-	-	-	5.18	-	-	-	-	ON POLE 1-5
1-7	R7-1D	NO PARKING ANY TIME	18 X 24	1	-	-	-	3.00	-	-	1	1	
1-8	W11-2	PEDESTRIAN CROSSING SYMBOL	30 X 30	-	-	-	1	-	-	6.25	1	1	
	W16-9P	AHEAD PLAQUE (YELLOW)	24 X 12	-	-	-	-	-	-	2.00	-	-	ON POLE 1-8
1-9	R7-1D	NO PARKING ANY TIME	18 X 24	1	-	-	-	3.00	-	-	1	1	
1-10	M1-6	STH 124		-	-	-	-	-	-	-	-	-	EXISTING TO REMAIN
1-11	R6-6	BEGIN ONE WAY	24 X 30	1	-	-	-	5.00	-	-	-	-	
1-12	R7-1D	NO PARKING ANY TIME	18 X 24	-	-	1	-	3.00	-	-	1	1	
1-13	R6-2L	ONE WAY LEFT	24 X 30	-	-	1	-	5.00	-	-	1	1	
1-14	W2-1	CROSS ROAD	18 X 18	-	-	1	-	2.25	-	-	1	1	
1-15	R3-1	NO RIGHT TURN SYMBOL	24 X 24	1	-	-	-	4.00	-	-	1	-	
1-17	R1-1	STOP	30 X 30	-	-	-	-	5.18	-	-	1	-	ON SIGN BRIDGE
	R6-1R	ONE WAY RIGHT	36 X 12	-	-	-	-	3.00	-	-	1	-	ON SIGN BRIDGE
	R6-1L	ONE WAY LEFT	36 X 12	-	-	-	-	3.00	-	-	1	-	ON SIGN BRIDGE
1-18	D11-1	BIKE ROUTE	18 X 18	-	-	1	-	2.25	-	-	1	1	
1-19	J4-1	NORTH STH 124	24 X 36	-	-	-	-	-	-	-	1	1	
1-20	W11-2	PEDESTRIAN CROSSING SYMBOL	30 X 30	-	1	-	-	-	-	6.25	1	1	RELOCATED FROM 13+00
	W16-9P	AHEAD PLAQUE (YELLOW)	24 X 12	-	-	-	-	-	-	2.00	-	-	
1-21	R7-1D	NO PARKING ANY TIME	18 X 24	1	-	-	-	3.00	-	-	1	1	
1-22	R6-2L	ONE WAY LEFT	24 X 30	1	-	-	-	5.00	-	-	-	-	ON POST 1-21
1-23	R2-1	SPEED LIMIT 25		1	-	-	-	-	-	-	1	1	RELOCATE TO 16+50
	R7-1D	NO PARKING ANY TIME	18 X 24	-	-	-	-	3.00	-	-	-	-	
1-24	W11-2	PEDESTRIAN CROSSING SYMBOL	30 X 30	-	1	-	-	-	-	6.25	1	1	
	W16-7R	RIGHT DIAGONAL DOWNWARD ARROW	24 X 12	-	-	-	-	-	-	2.00	-	-	
1-25	R1-1	STOP	30 X 30	-	1	-	-	5.18	-	-	1	1	
	R6-1R	ONE WAY RIGHT	36 X 12	-	-	-	-	3.00	-	-	-	-	
	R6-1L	ONE WAY LEFT	36 X 12	-	-	-	-	3.00	-	-	-	-	
1-26	R2-1	SPEED LIMIT 25	24 X 30	1	-	-	-	5.00	-	-	-	-	RELOCATED FROM 15+10
1-27	R7-1D	NO PARKING ANY TIME	18 X 24	1	-	-	-	3.00	-	-	1	1	
1-28	J3-1	NORTH STH 124 LT ARROW		-	-	-	-	-	-	-	1	1	
	R6-1L	ONE WAY LEFT	24 X 30	1	-	-	-	5.00	-	-	-	-	
1-29	R1-1F	STOP (FOLDING)	30 X 30	-	-	-	-	-	5.18	-	1	-	BANDED TO POLE
	R6-2L	ONE WAY LEFT		-	-	-	-	-	-	-	-	-	
	R6-1R	ONE WAY RIGHT		-	-	-	-	-	-	-	-	-	
1-30	R7-1D	NO PARKING ANY TIME	18 X 24	-	-	1	-	3.00	-	-	-	-	
1-31	R6-2R	ONE WAY RIGHT	24 X 30	-	-	-	-	5.00	-	-	-	-	
1-32	R3-2	NO LEFT TURN SYMBOL		-	-	-	-	-	-	-	1	-	BANDED TO POLE
1-5	D4-1	PARKING (ARROW)	30 x 24	1	-	-	-	5.00	-	-	-	-	RELOCATED FROM 15+50
1-33	W2-1	CROSS ROAD	18 X 18	-	-	1	-	-	-	2.25	1	1	
1-34	W11-2	PEDESTRIAN CROSSING SYMBOL	30 X 30	-	-	-	-	-	-	6.25	1	-	BANDED TO POLE
	W16-7L	LEFT DIAGONAL DOWNWARD ARROW	24 X 12	-	-	-	-	-	-	2.00	-	-	
1-35	W12-2	LOW CLEARANCE SYMBOL	36 X 36	-	-	-	-	-	-	9.00	1	-	ATTACHED TO BRIDGE
	R12-1	WIGHT LIMIT 40 TONS	24 X 30	-	-	-	-	5.00	-	-	-	-	
1-36	R1-1	STOP	30 X 30	-	-	-	-	5.18	-	-	-	1	ATTACHED TO BRIDGE
	R6-2L	ONE WAY LEFT	36 X 12	-	-	-	-	3.00	-	-	-	-	
	R6-1R	ONE WAY RIGHT	36 X 12	-	-	-	-	3.00	-	-	-	-	
1-37	D11-1	BIKE ROUTE	18 X 18	-	-	1	-	2.25	-	-	1	1	
1-38	M1-85	WISCONSIN HERITAGE TRIAL SIGN	24 X 24	-	-	-	-	-	-	-	-	-	EXISTING TO REMAIN
1-39	JH-1	HOSPITAL RIGHT ARROW	24 X 45	-	1	-	-	7.50	-	-	1	1	
SHEET SUBTOTAL				14	5	7	1	140	5	44	27	20	

CATEGORY 0010 = 80% FEDERAL, 20% STATE COST (ROADWAY CONSTRUCTION)
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CATEGORY 0030 = 100% CITY COST (NON PARTICIPATING CITY UTILITIES)

3

PERMANENT SIGNING (CONT)

SIGN GROUP CODE	SIGN CODE	MESSAGE	SIGN SIZE (INCHES) W X H	634.0614 POSTS WOOD 4X6-INCH 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH 16-FT EACH	634.0814 POSTS TUBULAR STEEL 2x2-INCH 14-FT EACH	634.0816 POSTS TUBULAR STEEL 2x2-INCH 16-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	COMMENTS
STH 124													
CATEGORY 0010													
1-40	R6-2L	ONE WAY LEFT	24 X 30	1	-	-	-	5.00	-	-	1	1	
1-41	M1-85	WISCONSIN HERITAGE TRIAL SIGN	24 X 24	-	-	-	-	-	-	-	-	-	EXISTING TO REMAIN
1-42	R5-1A	WRONG WAY	36 X 24	1	-	-	-	0.00	-	-	1	-	BANDED TO POLE
1-43	R4-4	BEGIN RIGHT TURN LANE-YEILD TO BIKES		-	-	-	-	-	-	-	1	1	
	R7-1D	NO PARKING ANY TIME	18 X 24	-	1	-	-	3.00	-	-	-	-	
1-44	J3-1	NORTH 124 AHEAD ARROW		-	-	-	-	-	-	-	1	1	
	R5-1	DO NOT ENTER	30 X 30	-	1	-	-	6.25	-	-	-	-	
1-45	W2-1	CROSS ROAD	18 X 18	-	-	1	-	-	-	2.25	1	1	
1-46	R3-1	NO RIGHT TURN SYMBOL		-	-	-	-	-	-	-	1	-	BANDED TO POLE
1-47	J30-2	TO NORTH SOUTH 124 AHEAD/ LT ARROW		-	-	-	-	-	-	-	1	1	REMOVE FAR POST ONLY
	R6-2R	ONE WAY RIGHT	24 X 30	-	-	-	-	5.00	-	-	-	-	INSTALL ON EXISTING POST
1-48	D11-1	BIKE ROUTE	18 X 18	-	-	1	-	2.25	-	-	1	1	
1-49	R1-1F	STOP (FOLDING)	30 X 30	-	-	-	-	-	5.18	-	1	-	BANDED TO POLE
	R6-2R	ONE WAY RIGHT		-	-	-	-	-	-	-	-	-	
	R6-2L	ONE WAY LEFT		-	-	-	-	-	-	-	-	-	
1-50	J4-1	NORTH STH 124		-	-	-	-	-	-	-	1	1	
1-51	R6-1L	ONE WAY LEFT	36 X 12	-	-	-	-	3.00	-	-	-	-	INSTALL ON EXISTING POST
1-52	J1-1	JCT, 124		-	-	-	-	-	-	-	1	1	
1-53	J1-1	JCT, 124		-	-	-	-	-	-	-	1	1	
2-1	R7-1D	NO PARKING ANY TIME	18 X 24	1	-	-	-	3.00	-	-	-	-	
2-2	R7-1D	NO PARKING ANY TIME	18 X 24	-	-	1	-	3.00	-	-	-	-	
2-3	R1-1	STOP	30 X 30	-	1	-	-	5.18	-	-	1	1	
	R6-1L	ONE WAY LEFT	36 X 12	-	-	-	-	3.00	-	-	-	-	
	R6-1R	ONE WAY RIGHT	36 X 12	-	-	-	-	3.00	-	-	1	1	
2-4	R7-51L	NO PARKING HERE TO CORNER LEFT ARROW	18 X 24	1	-	-	-	3.00	-	-	1	1	
2-5	R2-1	SPEED LIMIT 25	24 X 30	-	-	-	-	5.00	-	-	1	1	
2-6	R7-1D	NO PARKING ANY TIME	18 X 24	-	-	-	-	3.00	-	-	1	-	BANDED TO POLE
2-7	R6-2L	ONE WAY LEFT	24 X 30	1	-	-	-	5.00	-	-	1	1	
2-8	R7-1D	NO PARKING ANY TIME	18 X 24	-	-	-	-	3.00	-	-	1	-	BANDED TO POLE
2-9	R4-4	BEGIN RIGHT TURN LANE-YEILD TO BIKES		-	-	-	-	-	-	-	1	1	
2-10	R1-1	STOP	30 X 30	-	-	-	1	5.18	-	-	1	1	
	R6-1L	ONE WAY LEFT	36 X 12	-	-	-	-	3.00	-	-	-	-	
	R6-1R	ONE WAY RIGHT	36 X 12	-	-	-	-	3.00	-	-	-	-	
2-11	W12-1D	DOUBLE DOWN ARROW	24 X 24	-	-	1	-	-	-	4.00	1	1	
2-12	R2-1	SPEED LIMIT 25	24 X 30	1	-	-	-	5.00	-	-	1	1	
2-13	R1-2	YIELD	36 X 31	-	-	1	-	5.00	-	-	1	1	
2-14	J4-1	NORTH STH 124		-	-	-	-	-	-	-	1	1	
	M4-20R	USE RIGHT LANE		-	-	-	-	-	-	-	-	-	
2-15	R1-1	STOP	30 X 30	-	1	-	-	5.18	-	-	1	1	
	R6-1L	ONE WAY LEFT	36 X 12	-	-	-	-	3.00	-	-	-	-	
	R6-1R	ONE WAY RIGHT	36 X 12	-	-	-	-	3.00	-	-	-	-	
2-16	R7-2D	NO PARKING TIME TO TIME-DOUBLE ARROW	18 X 24	1	-	-	-	3.00	-	-	1	1	
2-17	R7-2D	NO PARKING TIME TO TIME-DOUBLE ARROW	18 X 24	1	-	-	-	3.00	-	-	1	1	
2-18	R7-2D	NO PARKING TIME TO TIME-DOUBLE ARROW	18 X 24	1	-	-	-	3.00	-	-	1	1	
2-19	W11-2	PEDESTRIAN CROSSING SYMBOL	30 X 30	-	1	-	-	-	-	6.25	1	1	
	W16-7R	RIGHT DIAGONAL DOWNWARD ARROW	24 X 12	-	-	-	-	-	-	2.00	-	-	
2-20	R1-1	STOP	30 X 30	-	1	-	-	5.18	-	-	1	1	
	R6-1L	ONE WAY LEFT	36 X 12	-	-	-	-	3.00	-	-	-	-	
	R6-1R	ONE WAY RIGHT	36 X 12	-	-	-	-	3.00	-	-	1	1	
2-21	R6-2R	ONE WAY RIGHT	24 X 30	-	1	-	-	5.00	-	-	1	1	
	R7-2D	NO PARKING TIME TO TIME-DOUBLE ARROW	18 X 24	-	-	1	-	3.00	-	-	-	-	
2-22	R6-2L	ONE WAY LEFT	24 X 30	1	-	-	-	5.00	-	-	1	1	
2-23	R1-1	STOP	30 X 30	-	1	-	-	5.18	-	-	1	1	
	R6-1L	ONE WAY LEFT	36 X 12	-	-	-	-	3.00	-	-	-	-	
	R6-1R	ONE WAY RIGHT	36 X 12	-	-	-	-	3.00	-	-	-	-	
2-24	R7-2D	NO PARKING TIME TO TIME-DOUBLE ARROW	18 X 24	-	-	1	-	3.00	-	-	1	1	
2-25	R2-1	SPEED LIMIT 25	24 X 30	-	-	-	-	5.00	-	-	1	1	
2-26	W11-2	PEDESTRIAN CROSSING SYMBOL	30 X 30	-	-	-	1	-	-	6.25	1	1	
	W16-7L	LEFT DIAGONAL DOWNWARD ARROW	24 X 12	-	-	-	-	-	-	2.00	-	-	
2-27	R6-2L	ONE WAY LEFT	24 X 30	-	-	-	-	5.00	-	-	1	1	
SHEET SUBTOTAL				10	8	7	2	150	5	23	39	34	

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CATEGORY 0020 = 100% CITY COST (PARKING LANES & UNATTACHED SIDEWALK)
CATEGORY 0030 = 100% CITY COST (NON PARTICIPATING CITY UTILITIES)

PERMANENT SIGNING (CONT)

SIGN GROUP CODE	SIGN CODE	MESSAGE	SIGN SIZE (INCHES) W X H	634.0614 POSTS WOOD 4X6-INCH 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH 16-FT EACH	634.0814 POSTS TUBULAR STEEL 2x2-INCH 14-FT EACH	634.0816 POSTS TUBULAR STEEL 2x2-INCH 16-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	COMMENTS
STH 124													
CATEGORY 0010													
3-1		POND STREET		-	-	-	-	-	-	-	1	1	
	M4-20L	USE LEFT LANE		-	-	-	-	-	-	-	-	-	
	R7-2D	NO PARKING TIME TO TIME-DOUBLE ARROW		-	-	-	-	-	-	-	-	-	
3-27	R7-2D	NO PARKING TIME TO TIME-DOUBLE ARROW	18 X 24	1	-	-	-	3.00	-	-	1	1	
3-2	R1-1	STOP	30 X 30	-	1	-	-	5.18	-	-	1	1	
	R6-1R	ONE WAY RIGHT	36 X 12	-	-	-	-	3.00	-	-	1	1	
	R6-1L	ONE WAY LEFT	36 X 12	-	-	-	-	3.00	-	-	-	-	
3-3	R7-2D	NO PARKING TIME TO TIME-DOUBLE ARROW	18 X 24	1	-	-	-	3.00	-	-	1	1	
3-4	R2-1	SPEED LIMIT 25	24 X 30	1	-	-	-	5.00	-	-	1	1	
3-5	R7-2D	NO PARKING TIME TO TIME-DOUBLE ARROW	18 X 24	1	-	-	-	3.00	-	-	1	1	
3-6	R7-2D	NO PARKING TIME TO TIME-DOUBLE ARROW	18 X 24	1	-	-	-	3.00	-	-	1	1	
3-7	R1-1	STOP	30 X 30	-	1	-	-	5.18	-	-	-	-	
	R6-1L	ONE WAY LEFT	36 X 12	-	-	-	-	3.00	-	-	1	1	
	R6-1R	ONE WAY RIGHT	36 X 12	-	-	-	-	3.00	-	-	-	-	
3-8		LEINIE LODGE SIGN		-	-	-	-	-	-	-	-	-	REMAINS
3-9	R2-1	SPEED LIMIT 25	24 X 30	1	-	-	-	5.00	-	-	1	1	
3-10	R6-2L	ONE WAY LEFT	24 X 30	1	-	-	-	5.00	-	-	1	1	
3-11	J3-1	SOUTH STH 124 AHEAD LEFT ARROW	24 X 57	-	1	-	-	9.50	-	-	1	1	
3-12	R5-1	DO NOT ENTER	30 X 30	-	-	1	-	6.25	-	-	1	1	
3-13	W12-1D	DOUBLE DOWN ARROW	24 X 24	-	-	1	-	-	-	4.00	1	1	
3-14	J3-1	SOUTH STH 124 LEFT ARROW	24 X 57	-	1	-	-	9.50	-	-	1	1	
3-15	R6-7	END ONE WAY	24 X 30	1	-	-	-	5.00	-	-	1	1	
3-16	R5-1	DO NOT ENTER	30 X 30	-	-	-	-	6.25	-	-	-	-	
3-17	R1-1	STOP	30 X 30	1	-	-	-	5.18	-	-	1	1	
3-18	R5-1	DO NOT ENTER	30 X 30	-	-	-	-	6.25	-	-	-	-	
3-19	R1-1	STOP	30 X 30	-	-	-	-	5.18	-	-	1	1	
	R6-1R	ONE WAY RIGHT	36 X 12	-	-	-	-	3.00	-	-	-	-	
	R6-1L	ONE WAY LEFT	36 X 12	1	-	-	-	3.00	-	-	1	1	
3-20	R7-1L	NO PARKING ANY TIME ARROW	18 X 24	-	1	-	-	3.00	-	-	1	1	
	R6-2L	ONE WAY LEFT	24 X 30	-	-	-	-	5.00	-	-	-	-	
3-21		LEINIE LODGE SIGN		-	-	-	-	-	-	-	-	-	REMAINS
3-22	J3-1	NORTH STH 124 TILT RIGHT ARROW	24 X 57	-	-	-	-	9.50	-	-	1	-	OVERHEAD SIGN
3-23	R7-2D	NO PARKING TIME TO TIME-DOUBLE ARROW	18 X 24	-	1	-	-	3.00	-	-	1	1	
	R6-2L	ONE WAY LEFT	24 X 30	-	-	-	-	5.00	-	-	-	-	
3-24	R7-51L	NO PARKING HERE TO CORNER LEFT ARROW	18 24	1	-	-	-	3.00	-	-	1	1	
3-25	R6-7	END ONE WAY	24 30	1	-	-	-	5.00	-	-	1	1	
3-26	R5-1	DO NOT ENTER	30 X 30	-	-	-	-	6.25	-	-	-	-	
3-28		POND STREET ARROW		1	-	-	-	-	-	-	-	-	SALVAGE & REINSTALL
3-29	J3-1	NORTH STH 124 TILT RIGHT ARROW	24 X 57	-	1	-	-	9.50	-	-	1	-	
SHEET SUBTOTAL				13	7	2	0	158	0	4	25	23	
ITEM TOTALS				37	20	16	3	448.09	10.36	71.00	91	77	

CATEGORY 0010 = 80% FEDERAL, 20% STATE COST (ROADWAY CONSTRUCTION)
CATEGORY 0020 = 100% CITY COST (PARKING LANES & UNATTACHED SIDEWALK)
CATEGORY 0030 = 100% CITY COST (NON PARTICIPATING CITY UTILITIES)

FIELD OFFICE TYPE B

STATION	642.5001 EACH
STH 124	
CATEGORY 0010	
9+93 - 39+63	1
ITEM TOTALS	1

CONSTRUCTION STAKING

STATION	LOCATION	650.8000 RESURFACING REFERENCE LF	650.9910 SUPPLEMENTAL CONTROL (8610-01-75) LS
STH 124			
CATEGORY 0010			
9+93 - 39+63	LT & RT	2970	1
ITEM TOTALS		2970	1

NOTE: CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER SHOWN IN CURB & GUTTER TABLE
NOTE: CONSTRUCTION STAKING CURB RAMPS SHOWN IN CONCRETE SIDEWALK TABLE
NOTE: CONSTRUCTION STAKING STORM SEWER SHOWN IN UTILITY ITEMS TABLE

TRAFFIC CONTROL

STATION	LOCATION	643.0300 DRUMS DAY	643.0410 BARRICADES TYPE II DAY	643.0420 BARRICADES TYPE III DAY	643.0705 WARNING LIGHTS TYPE A DAY	643.0715 WARNING LIGHTS TYPE C DAY	643.0800 ARROW BOARDS DAY	643.0900 SIGNS DAY	643.1051 SIGNS PCMS WITH CELLULAR COMMUNICATIONS DAY	643.5000 TRAFFIC CONTROL EACH	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH WHITE LF
STH 124											
CATEGORY 0010											
9+93 - 39+63	LT & RT	14250	750	600	2828	2330	75	6000	75	1	125
ITEM TOTALS		14250	750	600	2828	2330	75	6000	75	1	125

SAWING

STATION	LOCATION	690.0150 ASPHALT LF	690.0250 CONCRETE LF	REMARKS
STH 124				
CATEGORY 0010				
11+22.73 - 11+49.10	RT	31	8	
12+03.95 - 12+29.17	RT	36	27	
12+16.90 - 12+55.39	LT	40	-	SIDE ROAD CONSTRUCTION LIMITS
12+41.95 - 12+77.24	RT	47	16	
12+53.39 - 12+77.93	LT	35	22	
13+20.10 - 14+24.22	LT	115	53	
14+62.64 - 14+77.69	LT	21	5	
15+28.44 - 15+27.01	LT	32	26	
15+25.21 - 15+61.77	LT	39	-	SIDE ROAD CONSTRUCTION LIMITS
15+42.76 - 15+80.59	RT	51	47	
15+76.67 - 16+12.25	LT	39	32	
15+78.79 - 16+02.16	RT	26	-	SIDE ROAD CONSTRUCTION LIMITS
16+00.37 - 18+07.49	RT	236	8	
17+61.37 - 18+12.06	LT	55	7	
18+87.98 - 18+96.05	LT	14	17	
18+98.37 - 19+31.70	LT	38	-	SIDE ROAD CONSTRUCTION LIMITS
19+20.80 - 19+56.71	RT	41	15	
19+47.58 - 19+79.98	LT	37	36	
19+57.98 - 20+02.73	RT	45	-	SIDE ROAD CONSTRUCTION LIMITS
19+94.93 - 20+21.31	RT	46	16	
21+80.33 - 22+53.22	LT	77	17	
22+65.97 - 23+23.46	RT	86	19	
22+70.59 - 23+03.57	LT	38	-	SIDE ROAD CONSTRUCTION LIMITS
23+27.77 - 22+55.33	LT	39	19	
23+45.97 - 25+11.01	RT	337	142	
25+05.14 - 26+55.13	LT	161	17	
26+12.68 - 26+53.12	RT	53	14	
26+51.12 - 26+89.32	RT	39	-	SIDE ROAD CONSTRUCTION LIMITS
26+53.02 - 26+87.42	LT	35	-	SIDE ROAD CONSTRUCTION LIMITS
26+87.31 - 27+26.58	RT	65	6	
27+05.80 - 28+25.48	LT	124	-	
28+47.77 - 28+67.76	LT	24	5	
28+98.21 - 29+11.74	RT	18	20	
28+99.81 - 29+85.63	LT	100	17	
29+83.63 - 30+19.63	LT	36	-	SIDE ROAD CONSTRUCTION LIMITS
30+05.68 - 30+56.11	RT	55	20	
30+17.63 - 30+48.79	LT	44	11	
30+72.82 - 31+33.24	LT	65	5	
30+93.46 - 31+07.46	RT	18	20	
31+48.09 - 32+09.68	LT	66	5	
32+35.31 - 32+47.04	LT	16	5	
32+39.68 - 32+69.62	RT	34	20	
32+92.01 - 33+17.09	RT	37	18	
32+98.62 - 33+17.46	LT	32	11	
33+15.09 - 33+50.34	RT	36	-	SIDE ROAD CONSTRUCTION LIMITS
33+15.46 - 33+51.47	LT	36	-	SIDE ROAD CONSTRUCTION LIMITS
SHEET SUBTOTAL		2695	726	

PAVEMENT MARKING

STATION	LOCATION	646.3020 MARKING LINE EPOXY 8-INCH LF	646.4520 MARKING LINE SAME DAY EPOXY 4-INCH LF	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.8120 MARKING CURB EPOXY LF	REMARKS
STH 124							
CATEGORY 0010							
9+91.80 - 12+05.69	~	-	54	-		-	SKIP
12+05.69 - 12+63.88	LT & RT	-	-	28	277	-	SOLID
12+63.88 - 14+23.76	~	-	40	-	-	-	SKIP
14+23.76 - 15+42.57	~	-	119	-	-	-	SOLID
15+42.57 - 16+04.82	LT & RT	-	-	33	356	-	SOLID
16+04.82 - 18+05.94	~	-	51	-	-	-	SKIP
18+05.94 - 18+93.32	~	-	88	-	-	-	SOLID
18+05.94 - 18+93.32	RT	92	-	-	-	-	SOLID
18+93.32 - 19+86.04	LT & RT	-	-	90	442	-	SOLID
19+86.04 - 22+83.99	~	-	76	-	-	-	SKIP
22+07.39 - 22+83.99	LT & RT	156	-	-	-	-	SOLID
22+83.99 - 23+62.42	LT & RT	-	-	59	483	-	SOLID
23+62.42 - 25+11.01	~	-	149	-	-	-	SOLID
25+11.01 - 26+36.79	~	-	32	-	-	-	SKIP
26+36.79 - 27+03.11	LT & RT	-	-	34	263	95	SOLID
27+03.11 - 29+70.66	~	-	67	-	-	-	SKIP
27+03.11 - 30+34.18	LT & RT	-	-	18	174	85	SOLID
30+34.18 - 33+00.83	~	-	67	-	-	-	SKIP
33+00.83 - 33+66.46	LT & RT	-	-	32	252	200	SOLID
33+66.46 - 36+30.96	~	-	265	-	-	-	SOLID
36+30.96 - 36+97.11	LT & RT	-	-	16	161	135	SOLID
36+97.11 - 38+97.13	~	-	200	-	-	-	SOLID
38+97.13 - 39+45.26	LT & RT	96	-	-	-	-	SOLID
39+45.26 - 39+75.69	LT & RT	-	-	16	101	-	SOLID
ITEM TOTALS		344	1208	326	2509	515	

CATEGORY 0010 = 80% FEDERAL, 20% STATE COST (ROADWAY CONSTRUCTION)
CATEGORY 0020 = 100% CITY COST (PARKING LANES & UNATTACHED SIDEWALK)
CATEGORY 0030 = 100% CITY COST (NON PARTICIPATING CITY UTILITIES)

SAWING (CONT)

STATION	LOCATION	690.0150 ASPHALT LF	690.0250 CONCRETE LF	REMARKS
STH 124				
CATEGORY 0010				
33+48.34 - 34+29.37	RT	95	9	
33+49.37 - 33+76.00	LT	32	21	
34+46.04 - 35+41.94	RT	100	13	
34+76.94 - 35+11.88	LT	39	5	
35+60.61 - 36+47.29	RT	99	17	
36+22.44 - 36+45.44	LT	21	23	
36+45.29 - 36+81.30	RT	36	-	SIDE ROAD CONSTRUCTION LIMITS
36+79.30 - 39+61.88	RT	294	11	
37+70.47 - 38+01.32	LT	35	5	
38+36.78 - 39+53.49	LT	121	5	
39+61.88	LT & RT	38	-	PROJECT LIMITS
SHEET SUBTOTAL		910	109	
SUBTOTAL CATEGORY 0010		3605	835	
CATEGORY 0020				
24+26.64 - 24+62.47	LT	-	12	
24+97.87 - 26+31.17	LT	-	6	
27+08.17 - 28+10.47	LT	-	12	
27+26.48 - 27+51.25	RT	-	9	
27+67.07 - 27+74.58	RT	-	14	
27+92.58 - 27+96.58	RT	-	14	
28+44.25 - 28+68.19	LT	-	12	
28+86.70 - 29+04.52	LT	-	12	
29+31.60 - 29+38.08	RT	-	14	
31+68.41 - 31+73.62	RT	-	14	
31+85.51 - 31+97.39	RT	-	14	
34+20.50 - 34+45.13	RT	-	12	
36+79.13 - 37+98.43	LT	-	12	
37+05.20 - 39+61.88	RT	-	6	
38+36.78 - 39+47.09	LT	-	12	
SUBTOTAL CATEGORY 0020		0	175	
ITEM TOTALS		3605	1010	

CATEGORY 0010 = 80% FEDERAL, 20% STATE COST (ROADWAY CONSTRUCTION)
CATEGORY 0020 = 100% CITY COST (PARKING LANES & UNATTACHED SIDEWALK)
CATEGORY 0030 = 100% CITY COST (NON PARTICIPATING CITY UTILITIES)

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
8610-01-25		
R/W PROJECT NUMBER 8610-01-75	4.01	8

PLAT OF RIGHT OF WAY REQUIRED FOR

HIGH ST & RUSHMAN DR
BRIDGE STREET TO ELM STREET

STH 124 CHIPPEWA

CAUTION
THIS PLAT IS FOR ILLUSTRATIVE PURPOSES ONLY. DEEDS MUST BE CHECKED TO DETERMINE PROPERTY BOUNDARIES.

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W LINE
PROPERTY LINE — P.L.
LOT, TIE & OTHER MINOR LINES
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC) — W — (TYPE)
FEE ACQUISITION AREA (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (HIGHWAY, PERMANENT LIMITED, OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING
NATIONAL GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT

SECTION CORNER
NOTATION FOR COMBUSTABLE FLUIDS — CAUTION
NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES — CAUTION
BRIDGE

R/W MONUMENT
NON-MONUMENTED R/W POINT
FOUND IRON PIN — IP
VALVE (GAS, WATER, ETC.) — (TYPE)
SIGN — SIGN
OFF-PREMISE SIGN — I-25 — SIGN

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE		
TELEPHONE POLE		
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)		

ACCESS CONTROLLED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)

PARCEL NUMBER (25)
UTILITY NUMBER (40)

CONVENTIONAL ABBREVIATIONS

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

CURVE DATA

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

CONVENTIONAL UTILITY SYMBOLS

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

NOTES:

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATES, CHIPPEWA COUNTY, NAD 1983 (2007) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

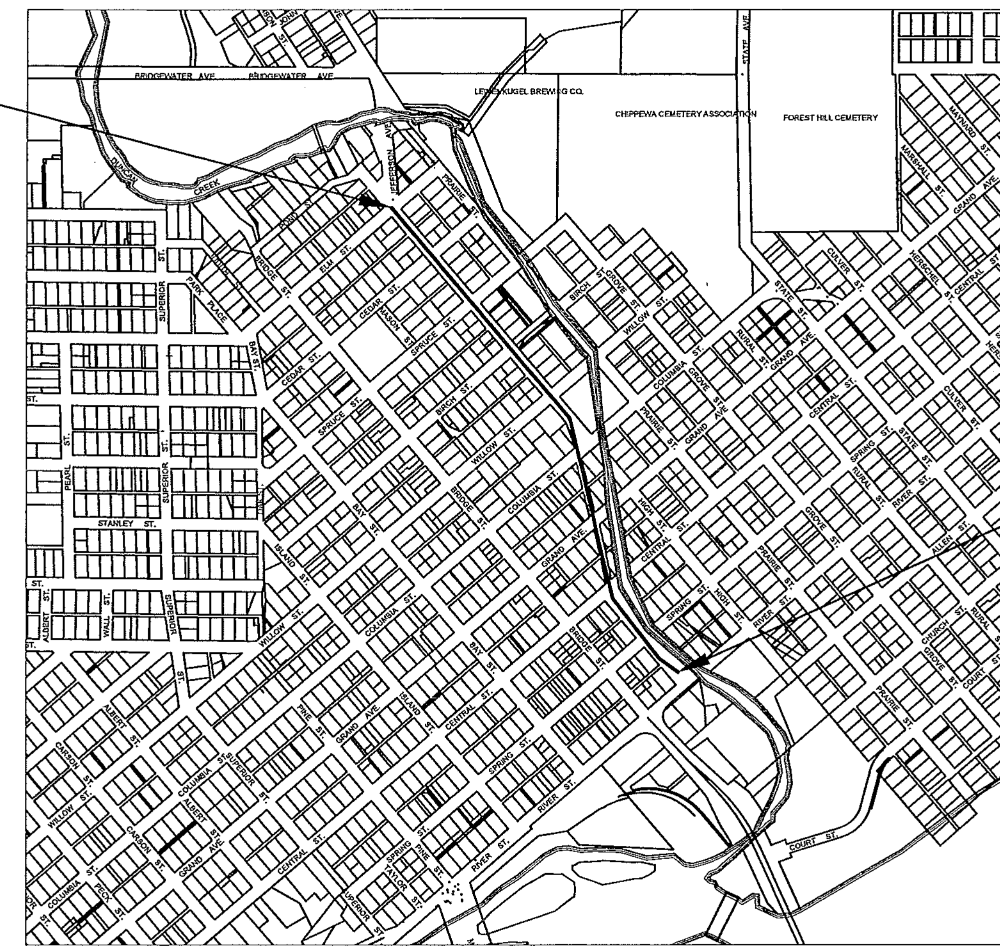
RIGHT OF WAY MONUMENTS ARE TYPE 2 (TYPICALLY ¾"x24" REBAR) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION REGION OFFICE IN LA CROSSE, WI.

N

END RELOCATION ORDER
STA 39+93.94
Y = 131,771.926
X = 170,686.052
715.225 FEET SOUTH OF AND 1,886.000 FEET WEST OF THE EAST 1/4 CORNER OF SEC. 6, T28N, R8W.



BEGIN RELOCATION ORDER
STA 9+88.00
Y = 129,293.367
X = 172,232.532
451.250 FEET SOUTH OF AND 404.031 FEET WEST OF THE EAST 1/4 CORNER OF SEC. 6, T28N, R8W.

LAYOUT
SCALE 0 1000 FEET

TOTAL NET LENGTH OF CENTERLINE = 0.569 MILES

REVISION DATE
4/07/2017
N.C.

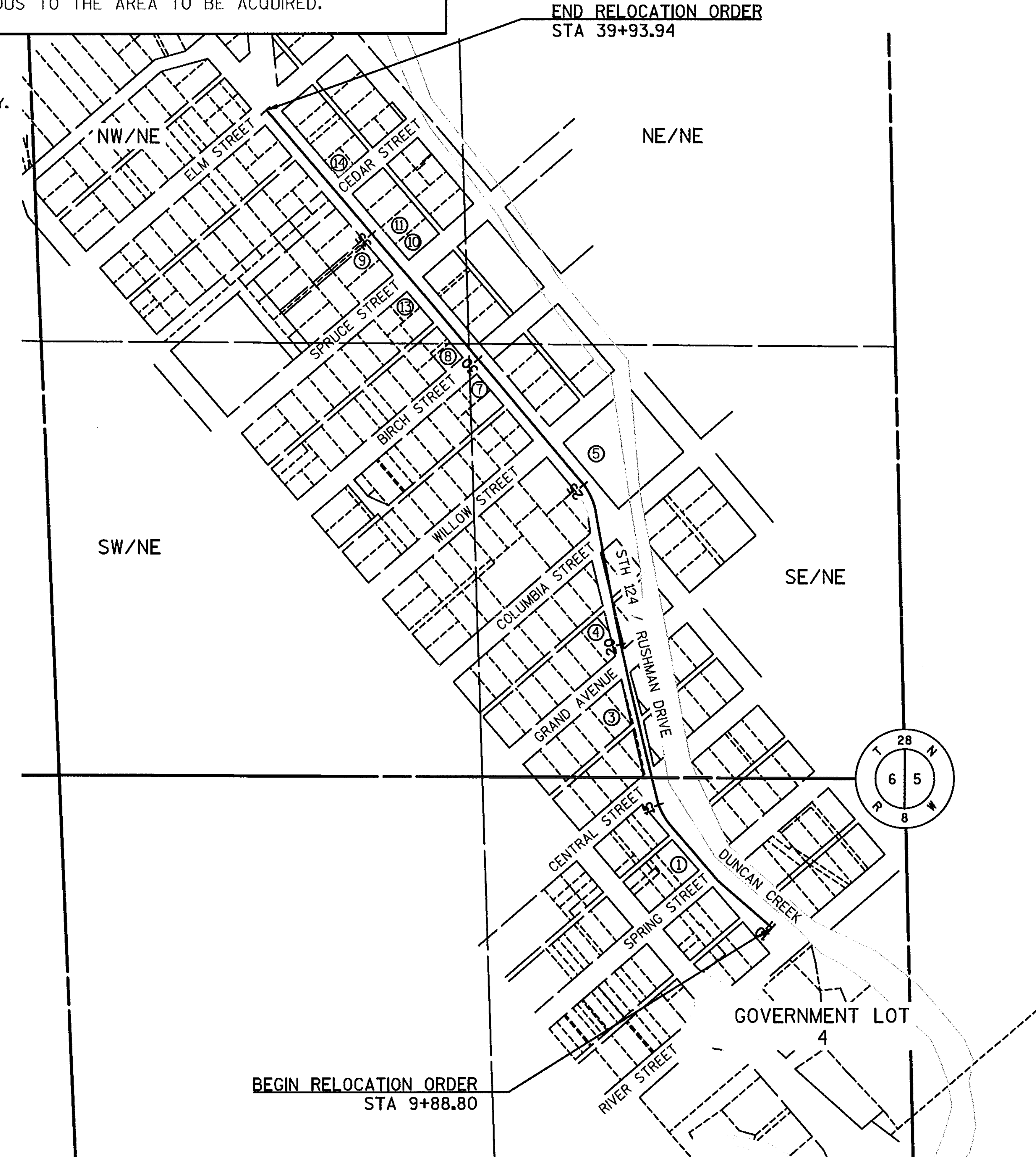
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
APPROVED FOR THE DEPARTMENT
DATE: Dec 4 2014 (Signature)

SCHEDULE OF LANDS & INTERESTS REQUIRED

AREAS SHOWN IN TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND TO THE CITY.

PARCEL NUMBER	SHEET NUMBER	OWNER (S)	INTEREST REQUIRED	R/W S.F. REQUIRED			TLE S.F.
				NEW	EXISTING	TOTAL	
1	4.03	CITY OF CHIPPEWA FALLS	TLE	-	-	-	602
2	4.04	NORTHWESTERN BANK	TLE	-	-	-	147
3	4.04	CHIPPEWA FALLS MUSEUM OF INDUSTRY & TECHNOLOGY	TLE	-	-	-	22
4	4.04	JOHN TESSENDORF	TLE	-	-	-	86
5	4.05	KEITH W. MUELLER & CAROL Y. MUELLER REVOCABLE TRUST DATED FEBRUARY 5TH 1992	TLE	-	-	-	89
7	4.05	JEFFREY K. SMISKEY	TLE	-	-	-	26
8	4.06	ALAN JONES REVOCABLE TRUST	TLE	-	-	-	39
9	4.06	CHIPPEWA COUNTY	TLE	-	-	-	229
10	4.06	JOSEPH ROBERT YOUNG	TLE	-	-	-	15
11	4.06	LYNN ANN WILKIE & HUGH M. WILKIE	TLE	-	-	-	27
13	4.06	ERIC J. KRISTA & RACHEL T. KRISTA	TLE	-	-	-	10
14	4.07	MICHELL K. HEBEL	TLE	-	-	-	32



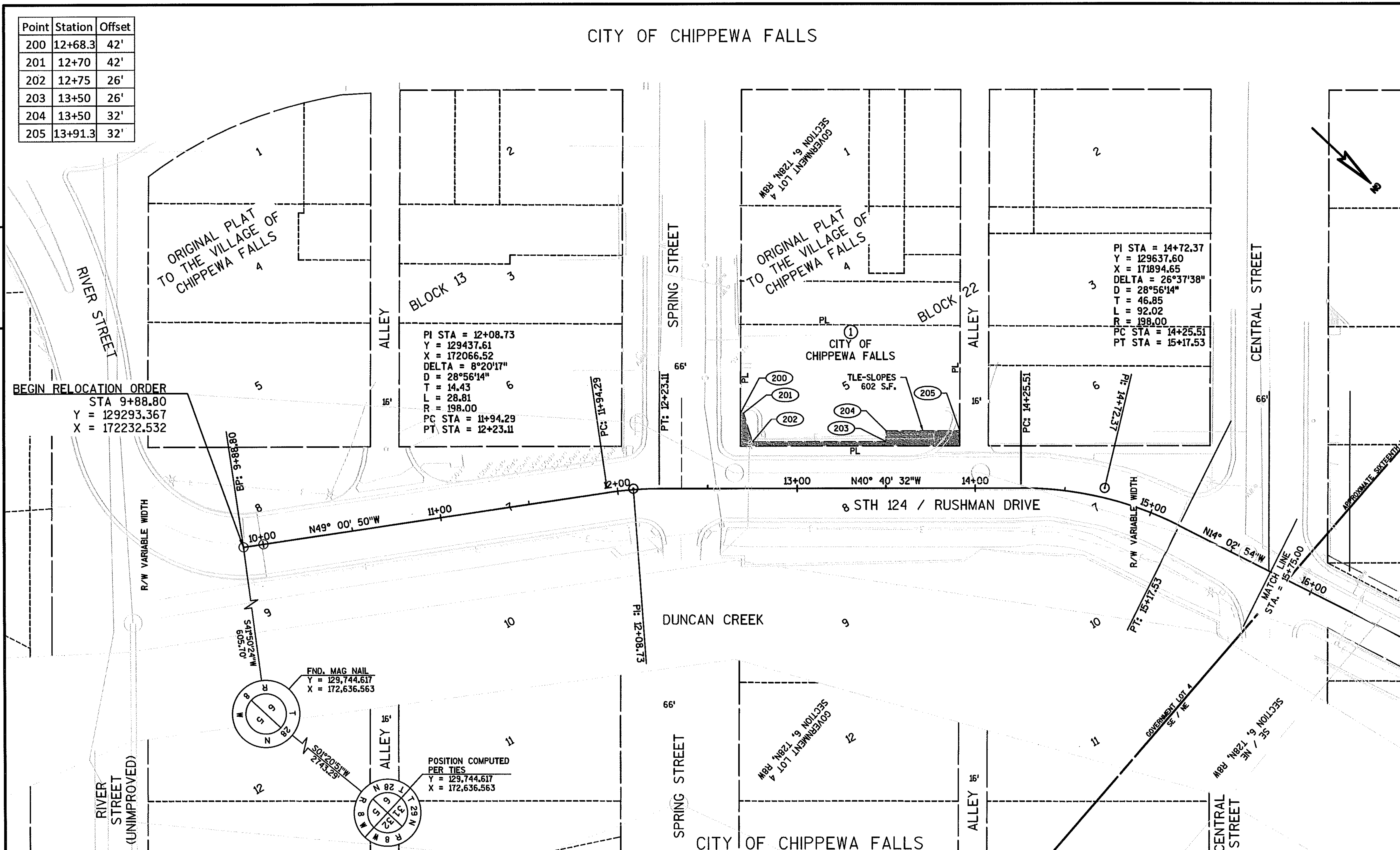
4

4

REVISION DATE 4-4-17	DATE	SCALE, FEET 0 200 400	HWY: 124	STATE R/W PROJECT NUMBER 8610-01-25	PLAT SHEET 4.02
	GRID FACTOR N/A		COUNTY: CHIPPEWA	CONSTRUCTION PROJECT NUMBER **********	PS&E SHEET E

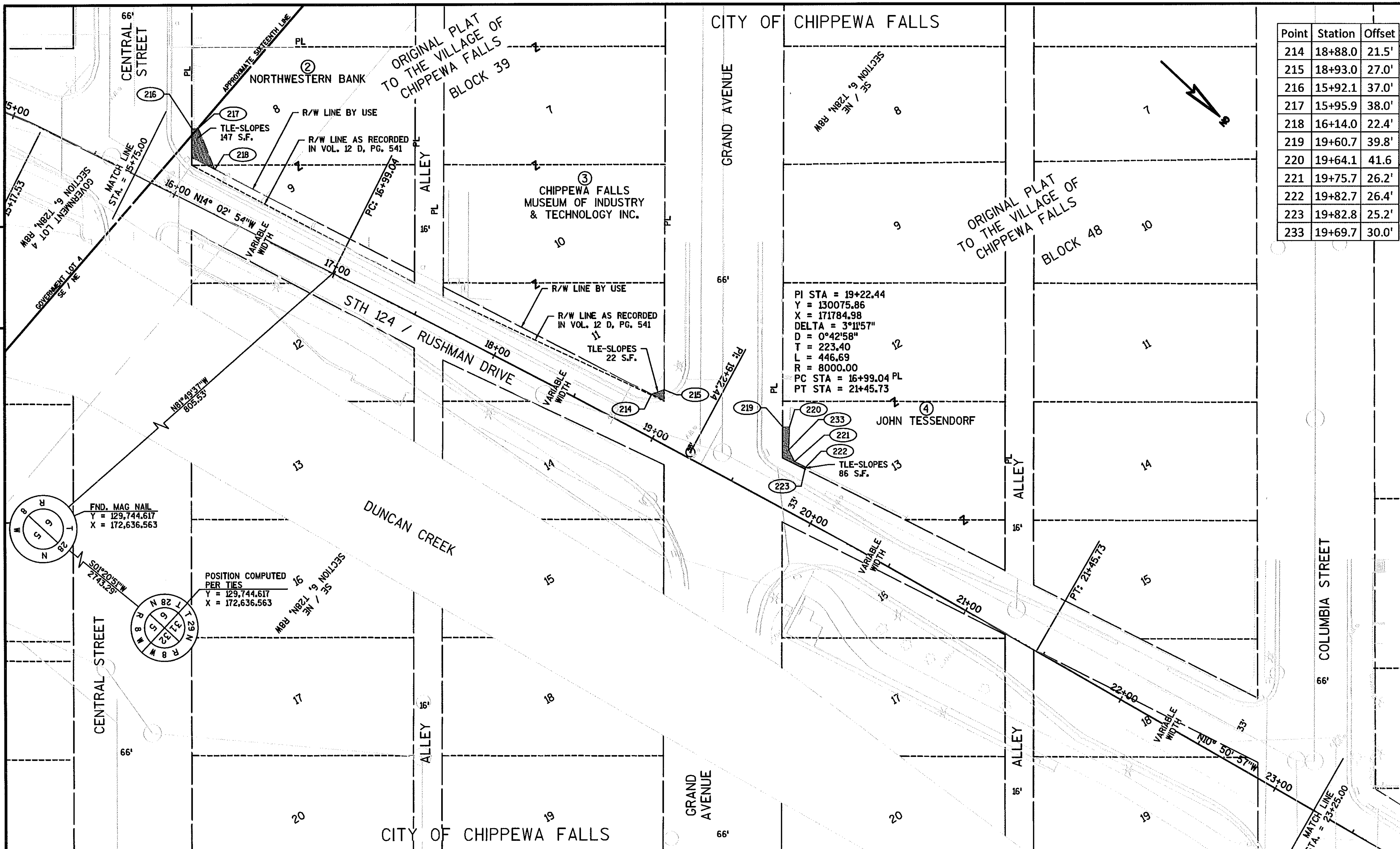
FILE NAME : SCHEDULE OF LANDS.DWG
LAYOUT NAME - 4.08 - 4.08
PLOT DATE : 4/10/2017 3:56 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:400 FT WISDOT/CADDS SHEET

Point	Station	Offset
200	12+68.3	42'
201	12+70	42'
202	12+75	26'
203	13+50	26'
204	13+50	32'
205	13+91.3	32'



REVISION DATE 4-7-17	DATE	SCALE, FEET 0 25 50	HWY: 124	STATE R/W PROJECT NUMBER 8610-01-25	PLAT SHEET 4.03
	GRID FACTOR N/A		COUNTY: CHIPPEWA	CONSTRUCTION PROJECT NUMBER **********	PS&E SHEET E

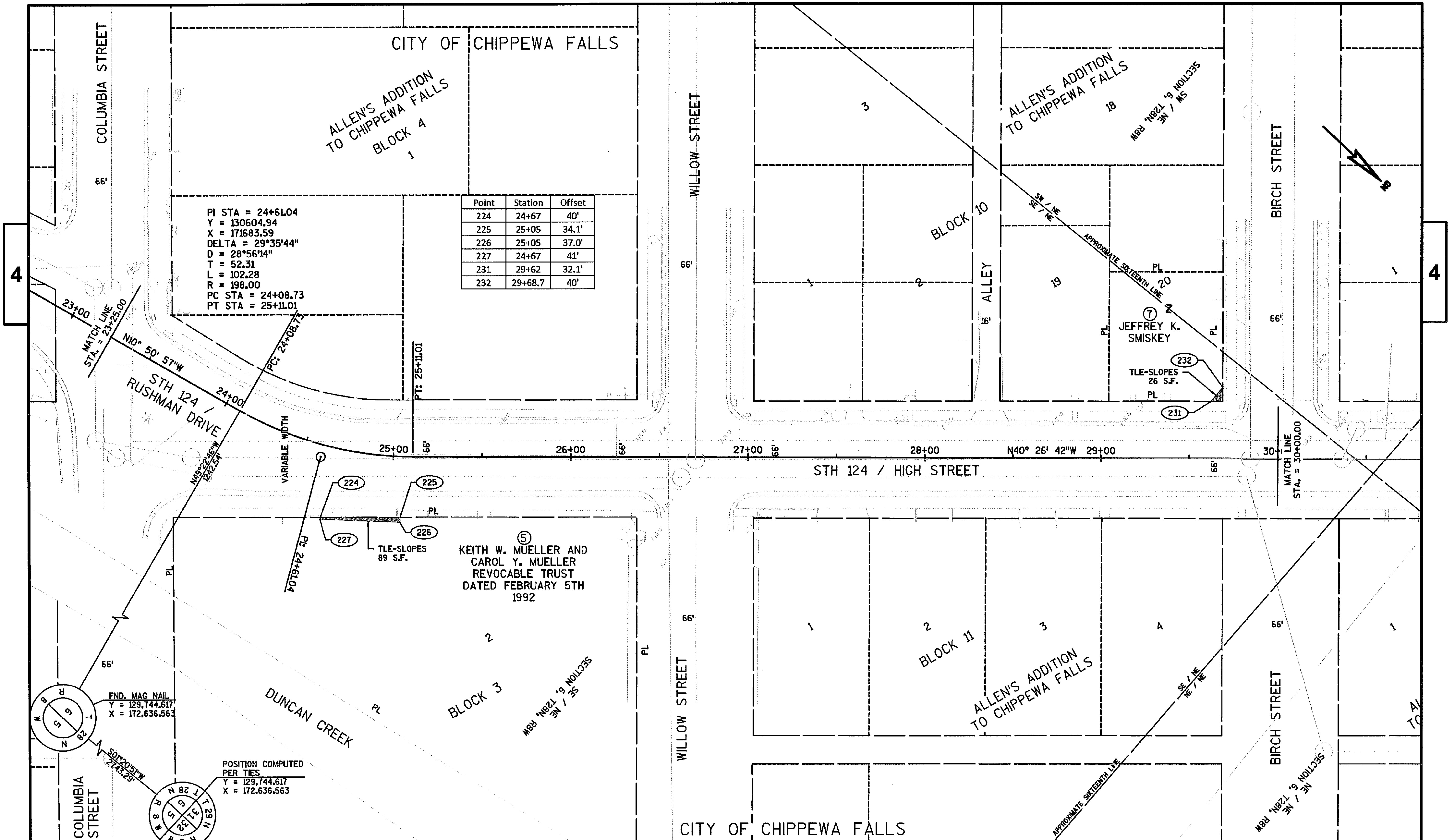
FILE NAME : 4.04.DWG
LAYOUT NAME - 4.04 - 4.04
PLOT DATE : 4/10/2017 3:40 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT WISDOT/CADDS SHEET



Point	Station	Offset
214	18+88.0	21.5'
215	18+93.0	27.0'
216	15+92.1	37.0'
217	15+95.9	38.0'
218	16+14.0	22.4'
219	19+60.7	39.8'
220	19+64.1	41.6
221	19+75.7	26.2'
222	19+82.7	26.4'
223	19+82.8	25.2'
233	19+69.7	30.0'

REVISION DATE 4-7-17	DATE	SCALE, FEET 0 25 50	HWY: 124	STATE R/W PROJECT NUMBER 8610-01-25	PLAT SHEET 4.04	
	GRID FACTOR N/A		COUNTY: CHIPPEWA	CONSTRUCTION PROJECT NUMBER **********	PS&E SHEET	E

FILE NAME : 4.05.DWG
LAYOUT NAME - 4.05 - 4.05
PLOT DATE : 4/10/2017 3:41 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT WISDOT/CADDS SHEE



Point	Station	Offset
224	24+67	40'
225	25+05	34.1'
226	25+05	37.0'
227	24+67	41'
231	29+62	32.1'
232	29+68.7	40'

REVISION DATE 4-7-17	DATE	SCALE, FEET 0 25 50	HWY: 124	STATE R/W PROJECT NUMBER 8610-01-25
	GRID FACTOR N/A		COUNTY: CHIPPEWA	CONSTRUCTION PROJECT NUMBER **********

PLAT SHEET 4.05

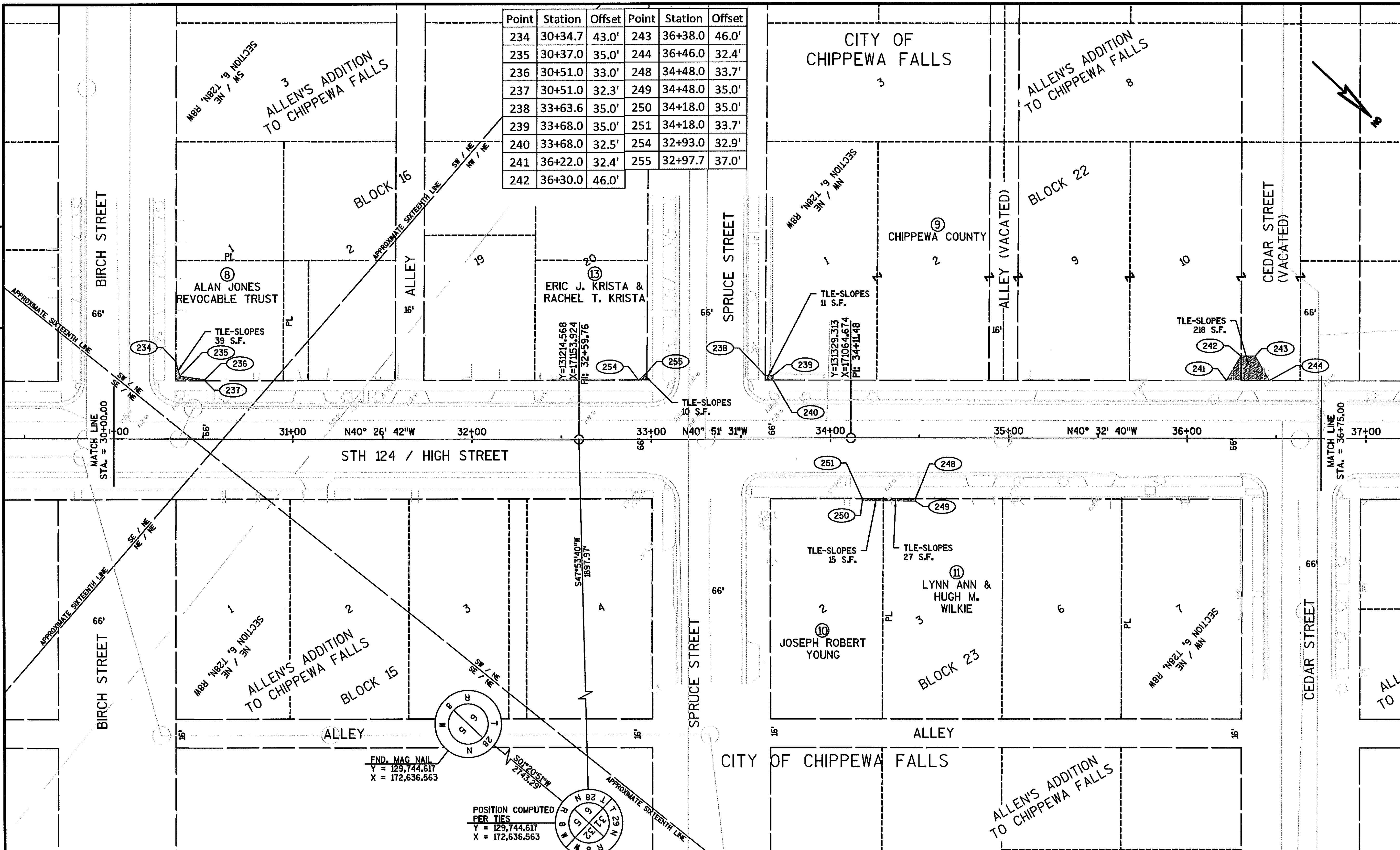
PS&E SHEET E

FILE NAME : 4.06.DWG
LAYOUT NAME - 4.06 - 4.06

PLOT DATE : 4/10/2017 3:43 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEE 43

Point	Station	Offset	Point	Station	Offset
234	30+34.7	43.0'	243	36+38.0	46.0'
235	30+37.0	35.0'	244	36+46.0	32.4'
236	30+51.0	33.0'	248	34+48.0	33.7'
237	30+51.0	32.3'	249	34+48.0	35.0'
238	33+63.6	35.0'	250	34+18.0	35.0'
239	33+68.0	35.0'	251	34+18.0	33.7'
240	33+68.0	32.5'	254	32+93.0	32.9'
241	36+22.0	32.4'	255	32+97.7	37.0'
242	36+30.0	46.0'			



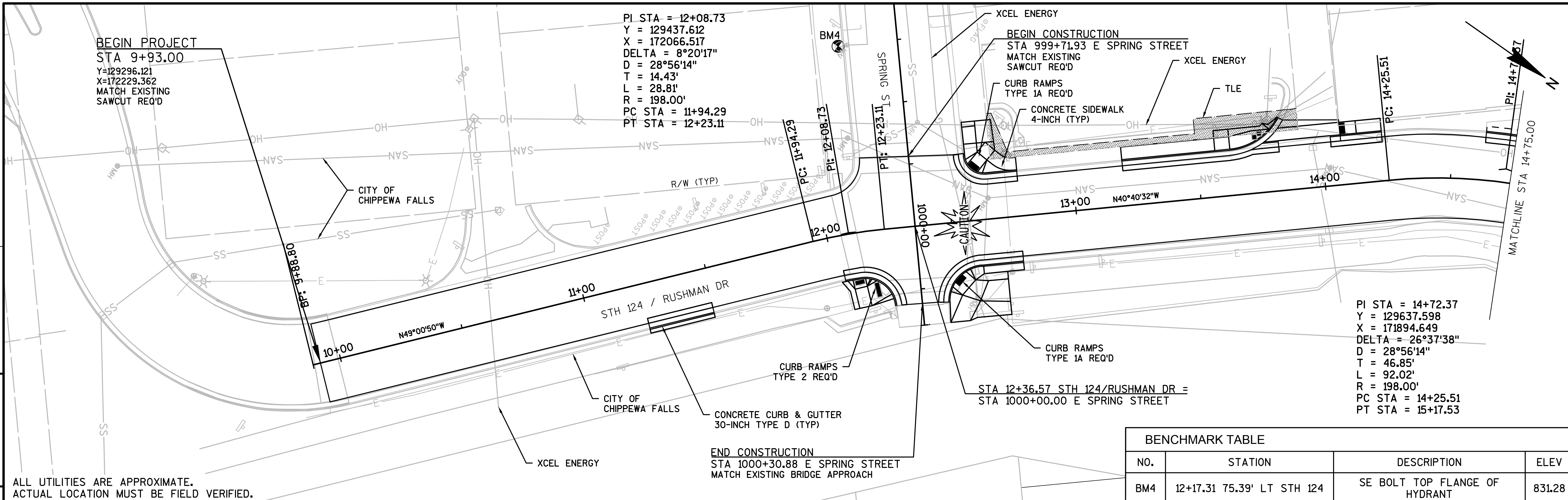
REVISION DATE 4-7-17	DATE	SCALE, FEET 0 25 50	HWY: 124	STATE R/W PROJECT NUMBER 8610-01-25	PLAT SHEET 4.06
	GRID FACTOR N/A		COUNTY: CHIPPEWA	CONSTRUCTION PROJECT NUMBER **********	PS&E SHEET E

Point	Station	Offset
256	36+97.0	40.0'
257	37+07.0	33.6'

REVISION DATE
4-7-17

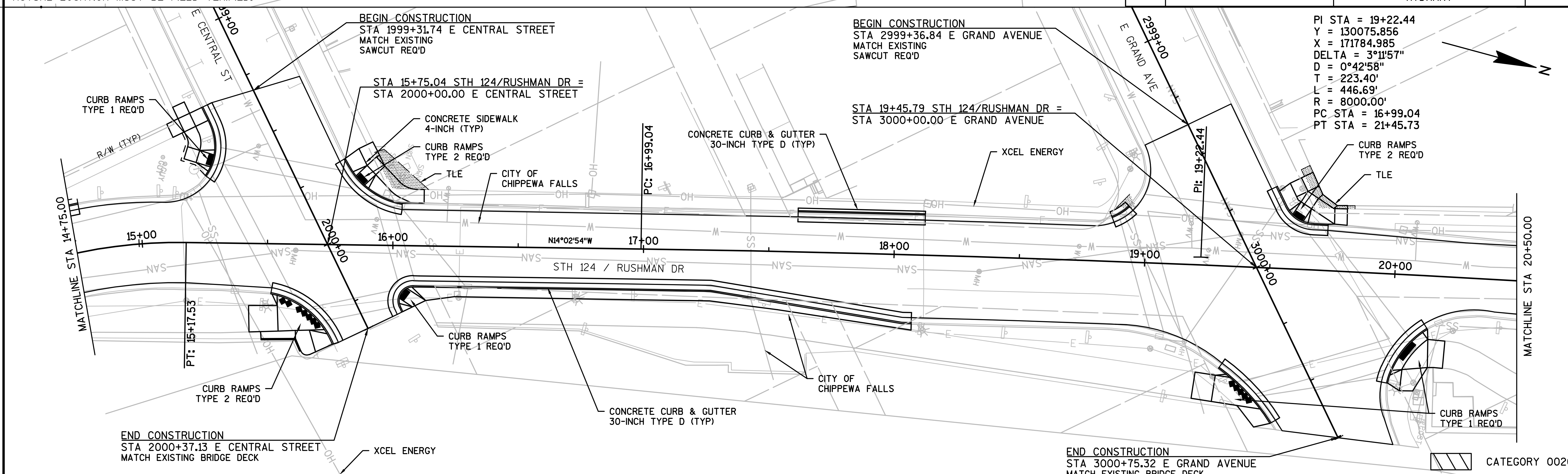
DATE	SCALE, FEET 0 25 50	HWY: 124	STATE R/W PROJECT NUMBER 8610-01-25	PLAT SHEET 4.07
GRID FACTOR N/A		COUNTY: CHIPPEWA	CONSTRUCTION PROJECT NUMBER **********	PS&E SHEET E

FILE NAME : 4.08.DWG
LAYOUT NAME - 4.08 - 4.08
PLOT DATE : 4/10/2017 3:46 PM PLOT BY : NICK ENGH PLOT NAME : PLOT SCALE : 1 IN:50 FT WISDOT/CADDS SHEET

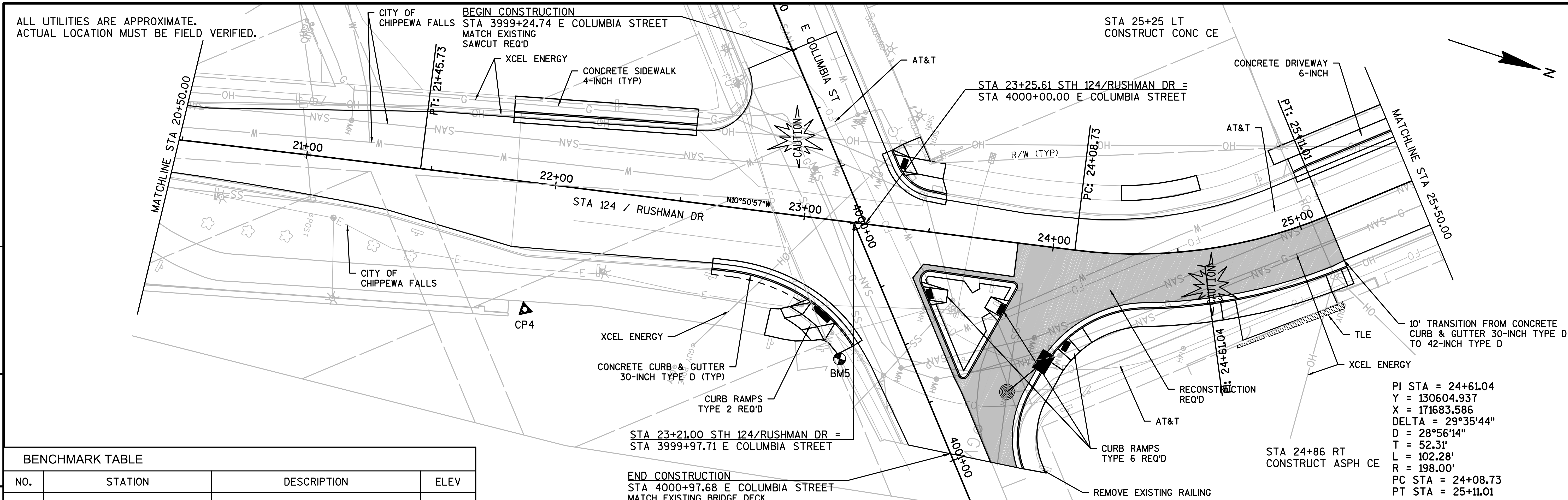


BENCHMARK TABLE

NO.	STATION	DESCRIPTION	ELEV
BM4	12+17.31 75.39' LT STH 124	SE BOLT TOP FLANGE OF HYDRANT	831.28

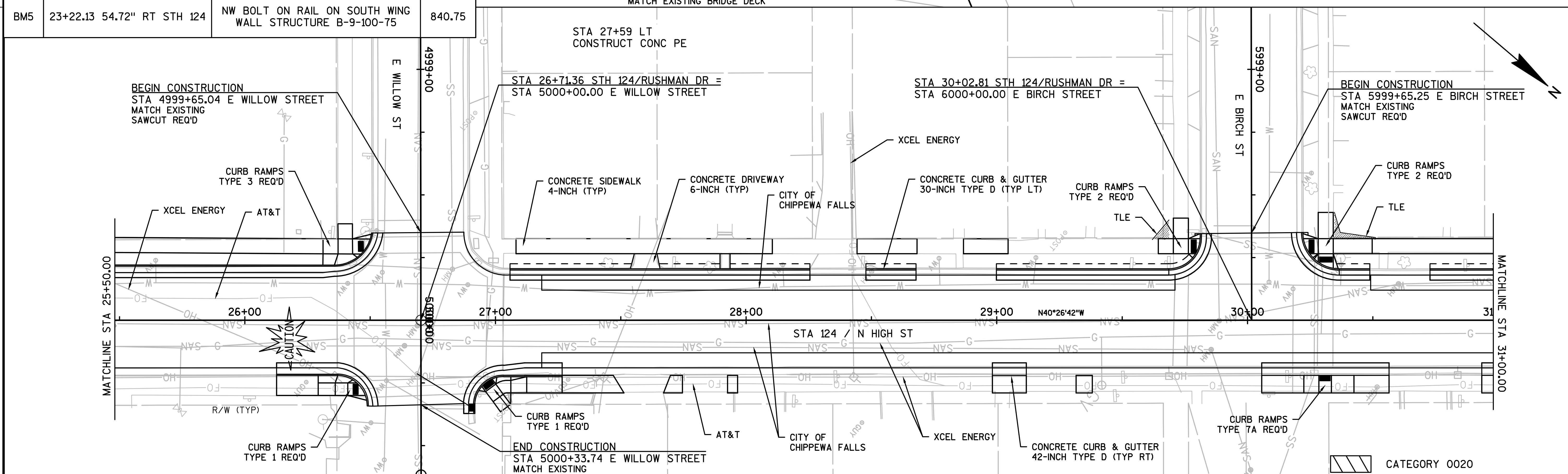


PROJECT NO:8610-01-75	HWY:STH 124	COUNTY:CHIPPEWA	PLAN	SHEET 46	E

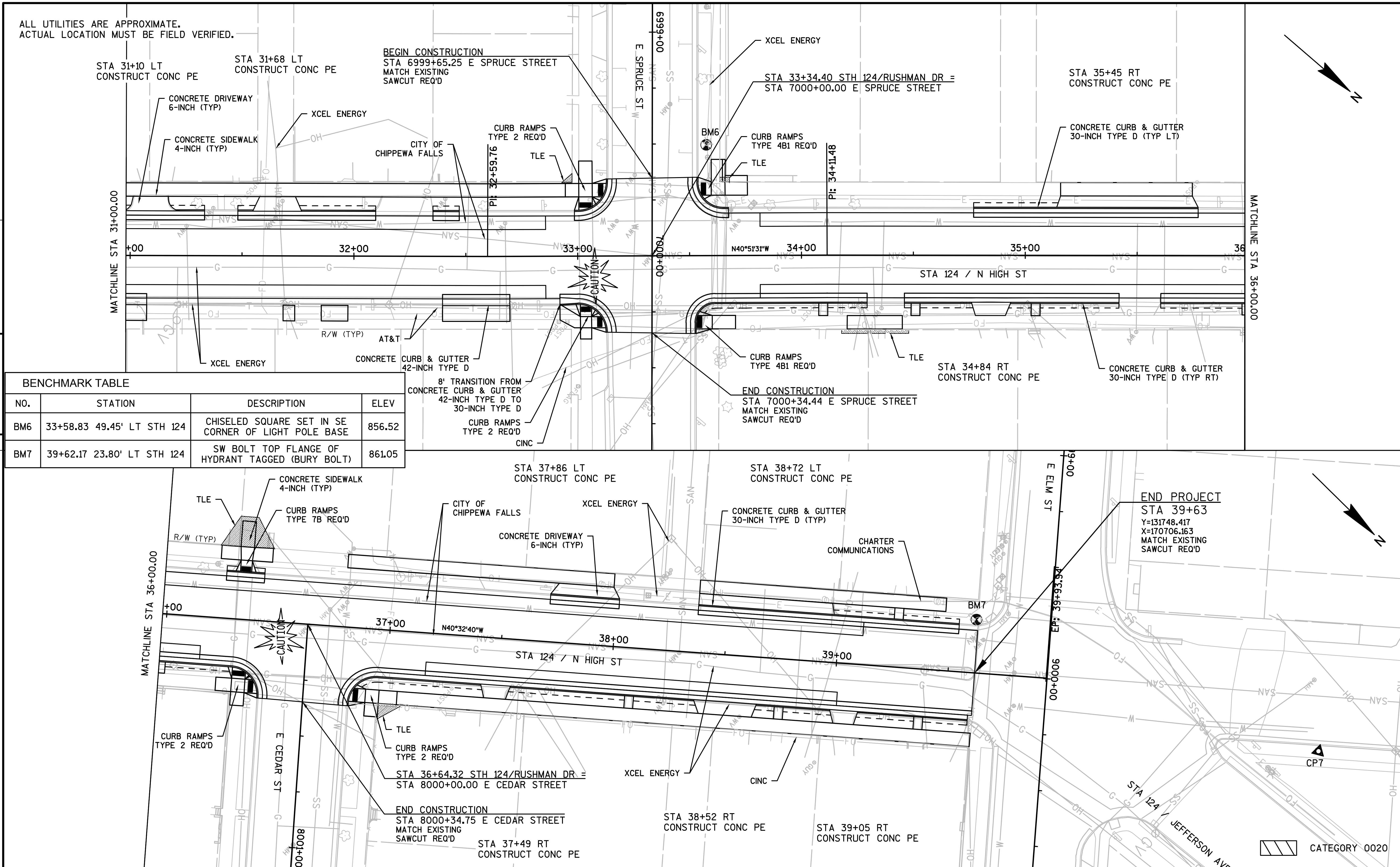


BENCHMARK TABLE

NO.	STATION	DESCRIPTION	ELEV
BM5	23+22.13 54.72" RT STH 124	NW BOLT ON RAIL ON SOUTH WING WALL STRUCTURE B-9-100-75	840.75



PROJECT NO:8610-01-75	HWY:STH 124	COUNTY:CHIPPEWA	PLAN	SHEET 47	E



BENCHMARK TABLE

NO.	STATION	DESCRIPTION	ELEV
BM6	33+58.83 49.45' LT STH 124	CHISELED SQUARE SET IN SE CORNER OF LIGHT POLE BASE	856.52
BM7	39+62.17 23.80' LT STH 124	SW BOLT TOP FLANGE OF HYDRANT TAGGED (BURY BOLT)	861.05

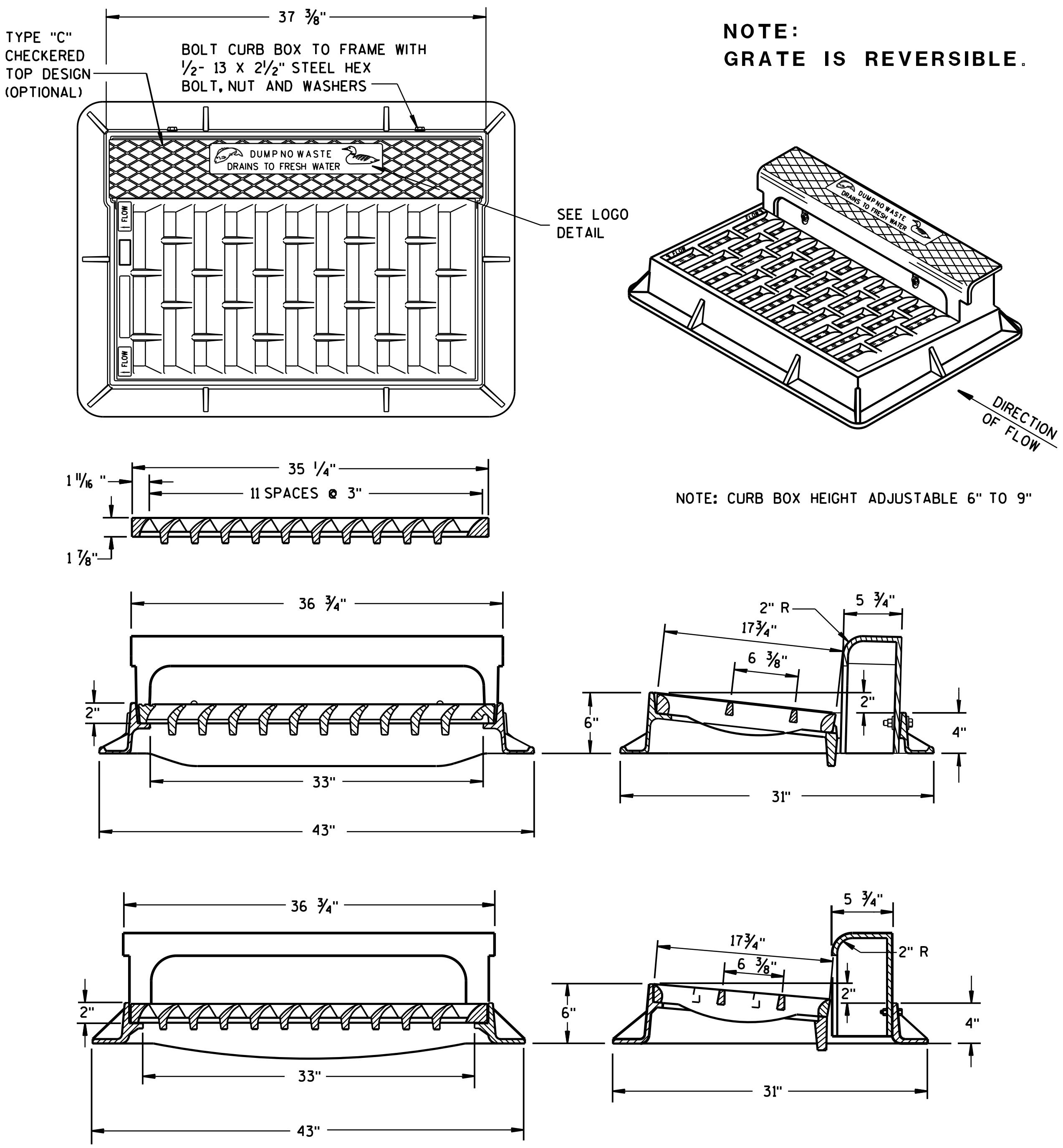
PROJECT NO: 8610-01-75	HWY: STH 124	COUNTY: CHIPPEWA	PLAN	SHEET 48	E

Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-20A	CONCRETE CURB & GUTTER
08D01-20B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-19A	CURB RAMPS TYPES 1 AND 1-A
08D05-19B	CURB RAMPS TYPES 2 AND 3
08D05-19C	CURB RAMPS TYPES 4A AND 4A1
08D05-19D	CURB RAMPS TYPE 4B AND 4B1
08D05-19E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-19F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-19G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D18-01	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08D19-01	DRIVEWAY AND SIDEWALK RAMPS, TYPE Z
08E10-02	INLET PROTECTION TYPE A, B, C AND D
15C03-03	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C08-18A	LONGITUDINAL MARKING (MAINLINE)
15C08-18B	PAVEMENT MARKING (TURN LANES)
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15D20-04	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-04	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D30-03A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-03B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-03C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS

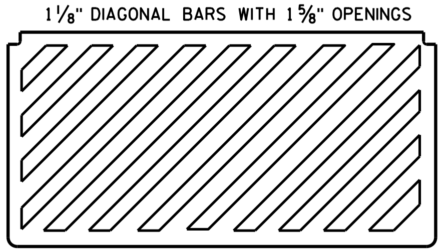
6

6



TYPE "H"

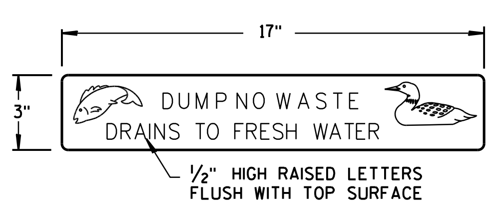
NOTE: EITHER CASTING IS ACCEPTABLE



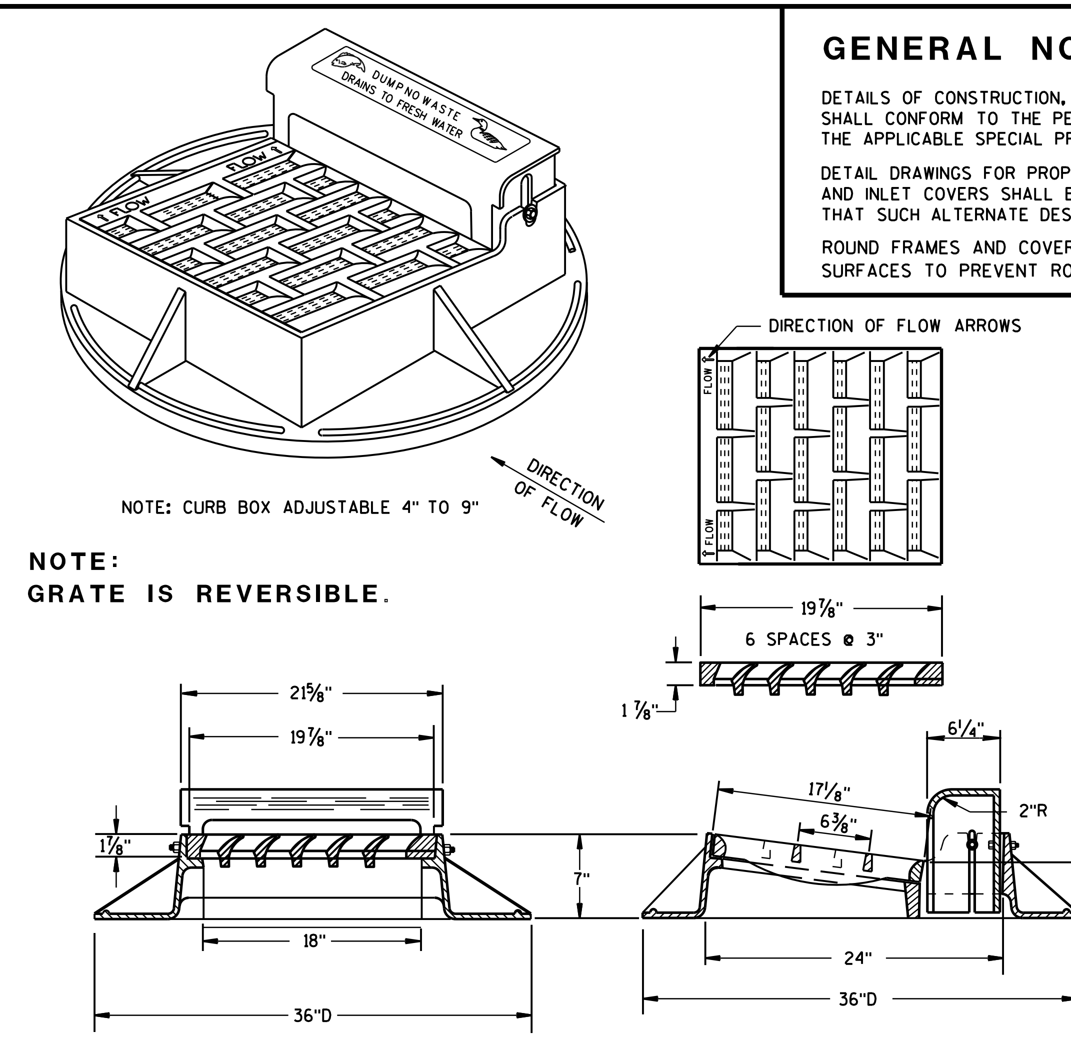
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



LOGO DETAIL



TYPE "A"

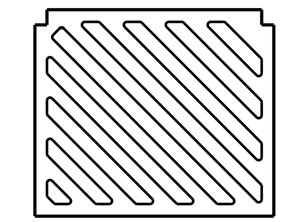
GENERAL NOTES

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 1/2" OPENINGS

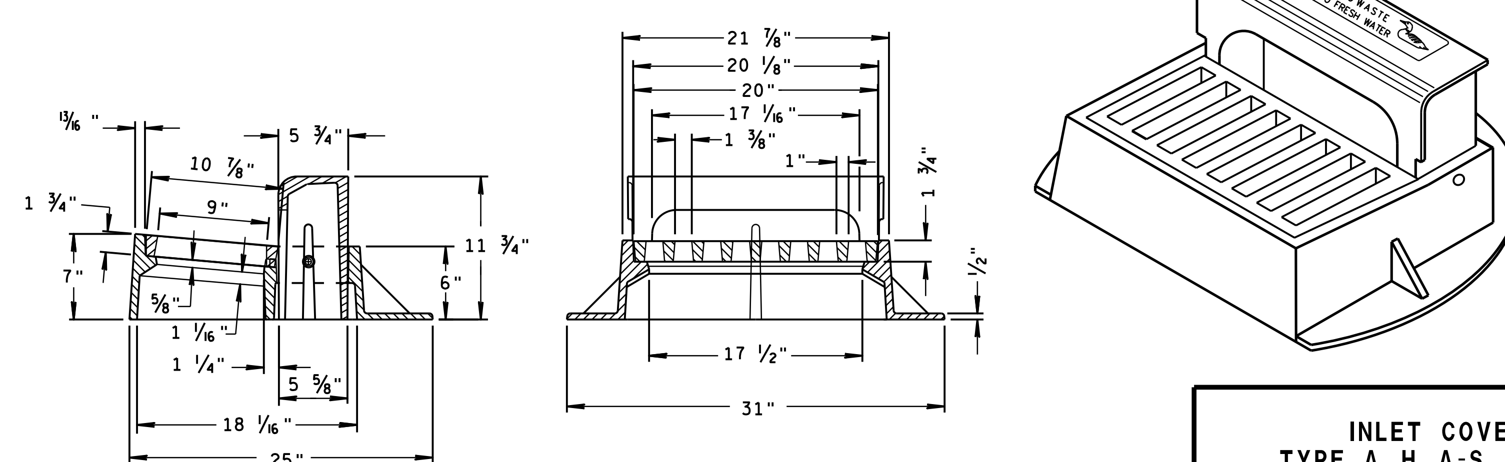


SPECIAL GRATE FOR TYPE "A" COVER

(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)

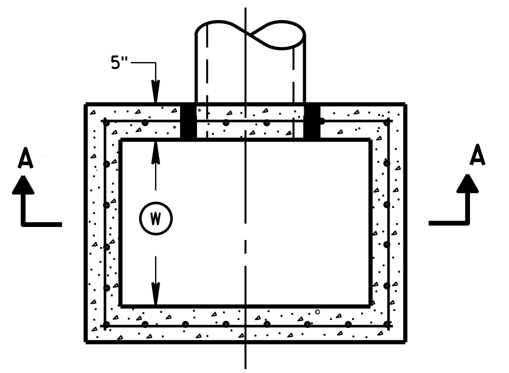
6



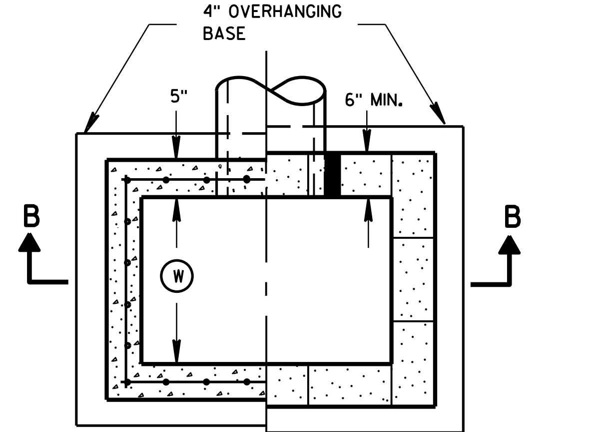
TYPE "Z"

INLET COVERS TYPE A, H, A-S, H-S & Z
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 11-27-13 /S/ Jerry H. Zogg DATE ROADWAY STANDARDS DEVELOPMENT ENGINEER FHWA

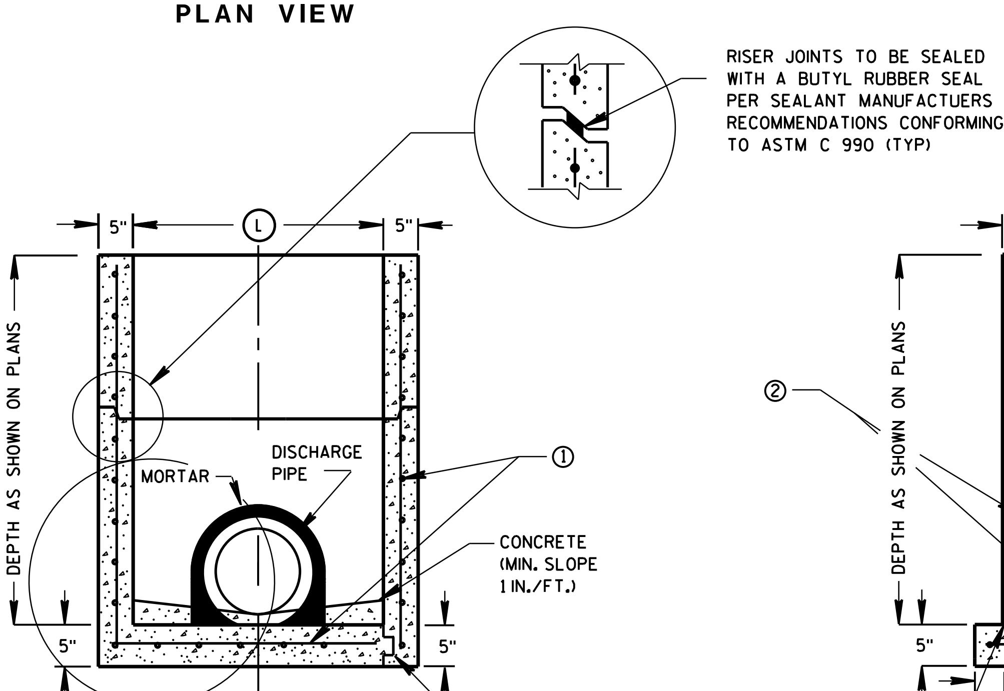
S.D.D. 8 A 5-19a



PLAN VIEW



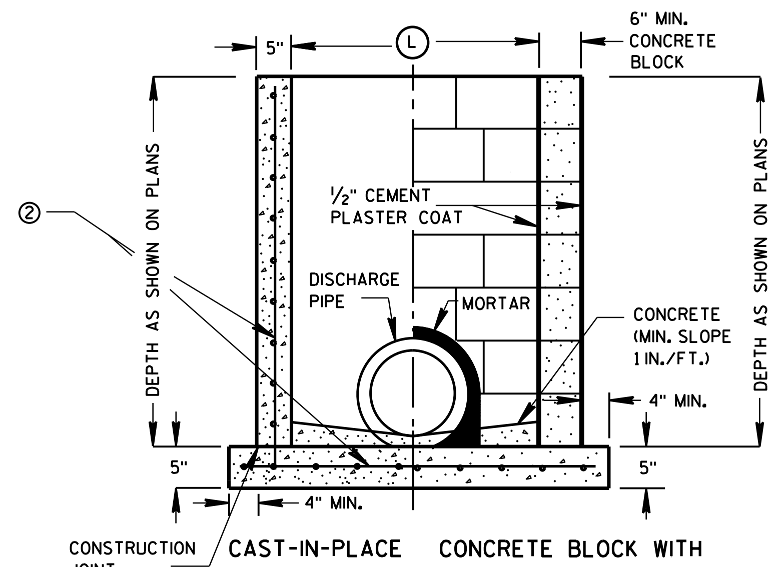
PLAN VIEW



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

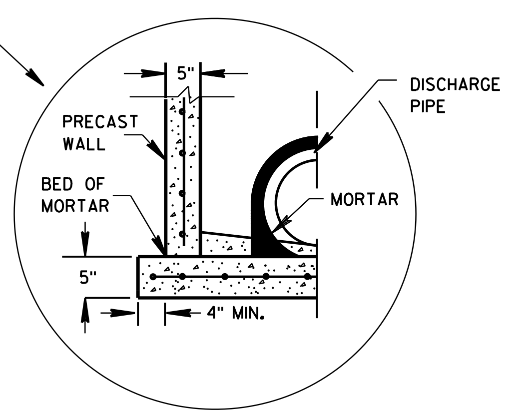
SECTION A-A



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 INCH 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 PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

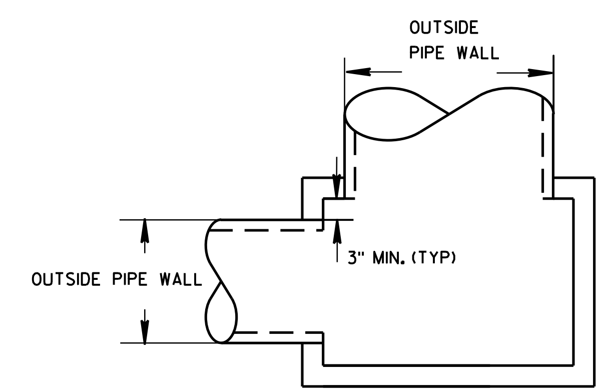
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH W (FT)	LENGTH L (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

	MAXIMUM INSIDE PIPE DIAMETER	
INLET SIZE	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

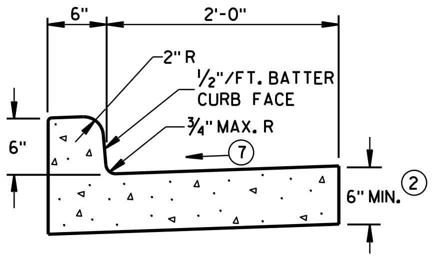
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA

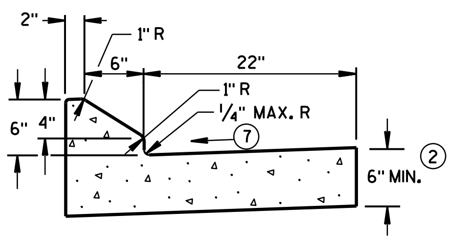
6

S.D.D. 8 C 7-2

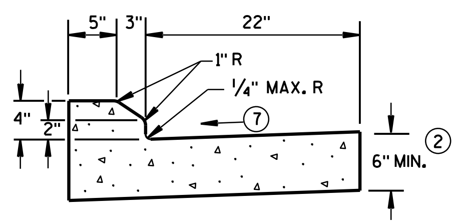
6



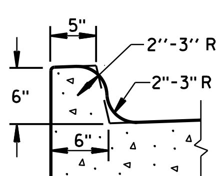
TYPES A(1) & D



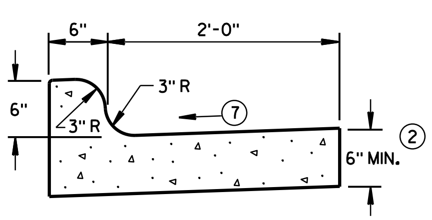
6" SLOPED CURB TYPES G(1) & J



4" SLOPED CURB TYPES G(1) & J

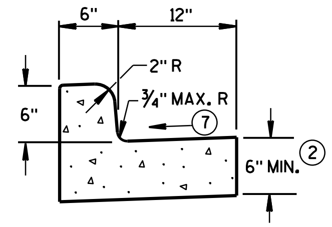


TYPES K(1) & L
(OPTIONAL CURB SHAPE)



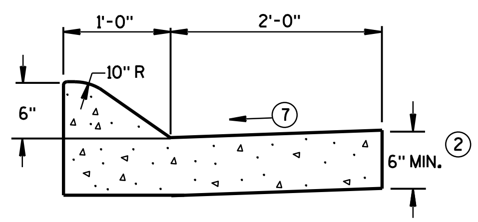
TYPES K(1) & L

CONCRETE CURB & GUTTER 30"

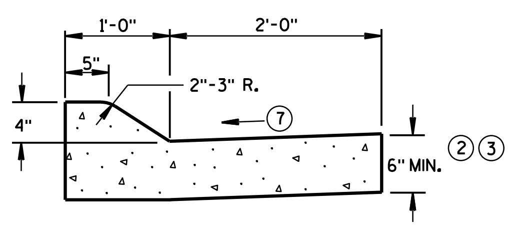


TYPES A(1) & D

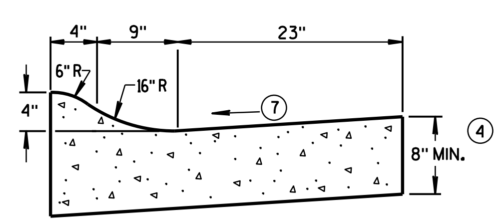
CONCRETE CURB & GUTTER 18"



6" SLOPED CURB TYPES A(1) & D

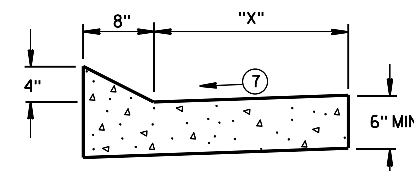


4" SLOPED CURB TYPES A(1) & D



4" SLOPED CURB TYPES R(1) & T(5)

CONCRETE CURB & GUTTER 36"



TYPES TBT & TBTT(1)

CONCRETE CURB & GUTTER

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

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS 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 & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

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 GUTTER 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) THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

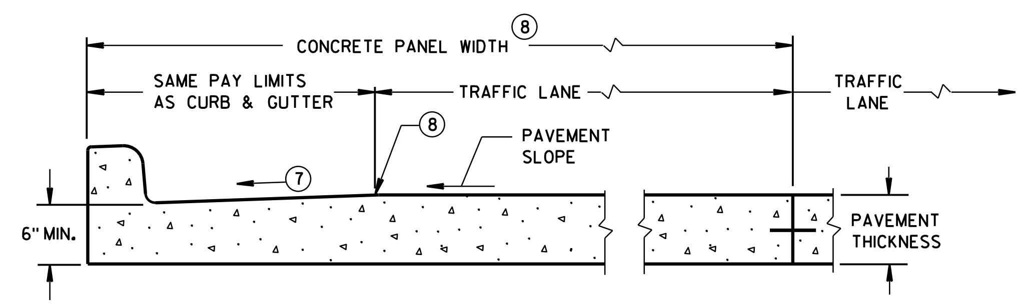
(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

(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.

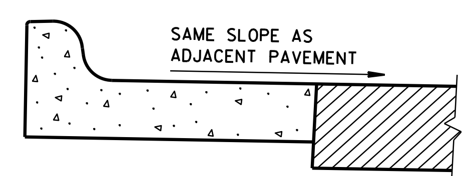
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



* BIKE LANE IS NOT SHOWN.

PARTIAL SECTION OF PAVEMENT*
WITH INTEGRAL CURB & GUTTER



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

CONCRETE CURB & GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 8 D 1-20a

GENERAL NOTES

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

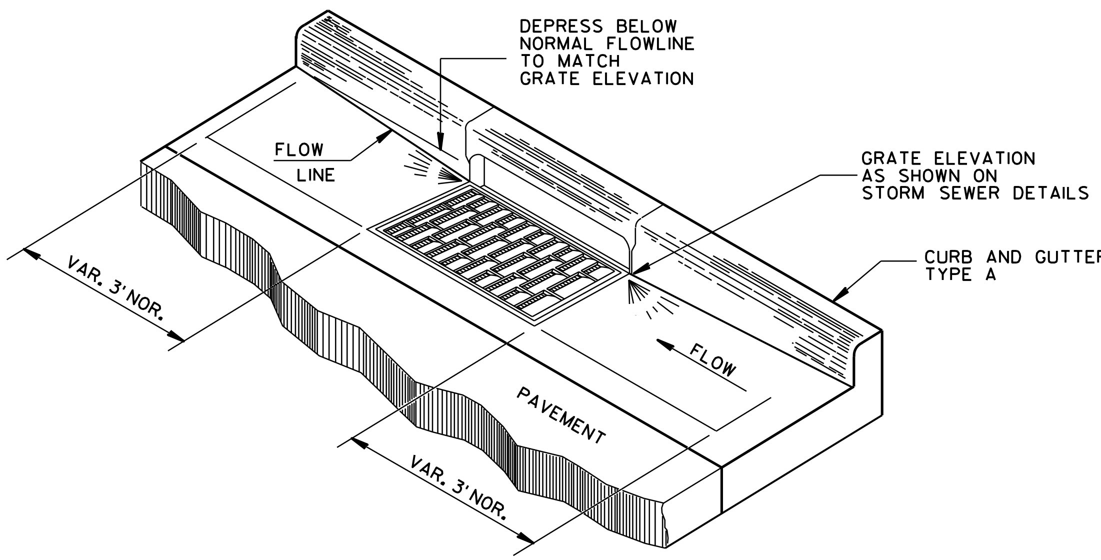
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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 GUTTER TYPES A, G, K, R AND TBTT.

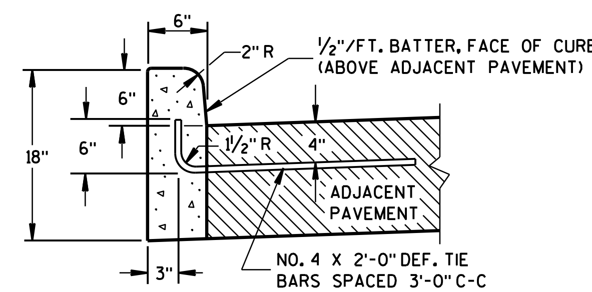
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(9) REFER TO SDD 8D18 AND SDD 8D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

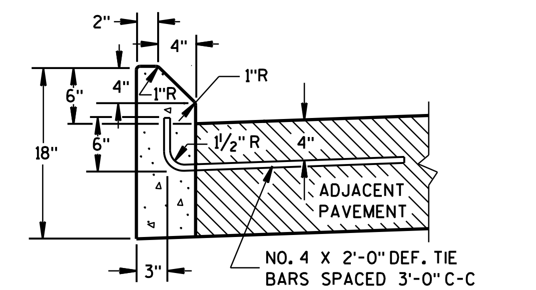


DETAIL OF CURB AND GUTTER AT INLETS

(TYPE H INLET COVER SHOWN)

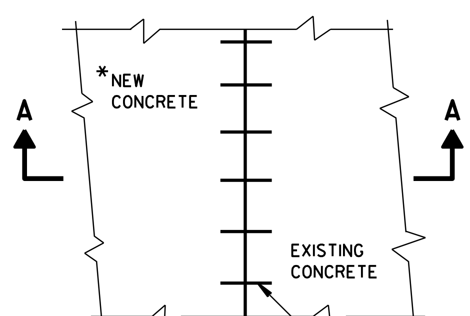


TYPES A (1) & D



TYPES G (1) & J

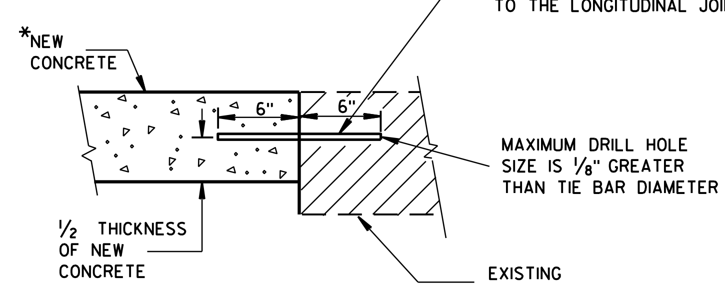
CONCRETE CURB



PLAN VIEW

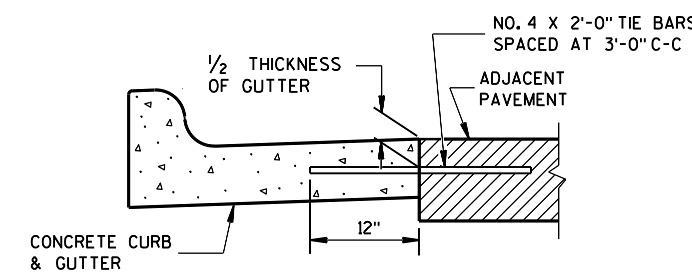
*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

NO. 6 TIE BARS SPACED 2'-6" C-C, INSTALLED PERPENDICULAR TO THE LONGITUDINAL JOINT.

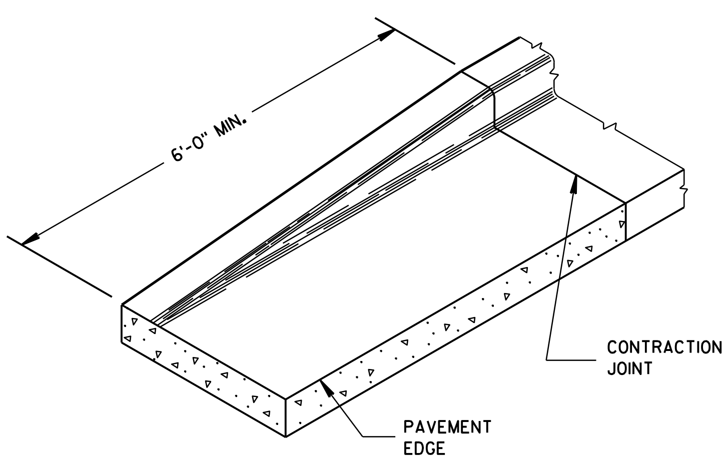


SECTION A-A

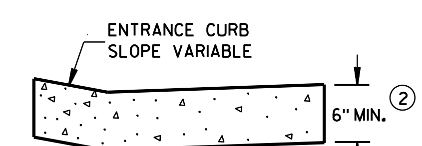
TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



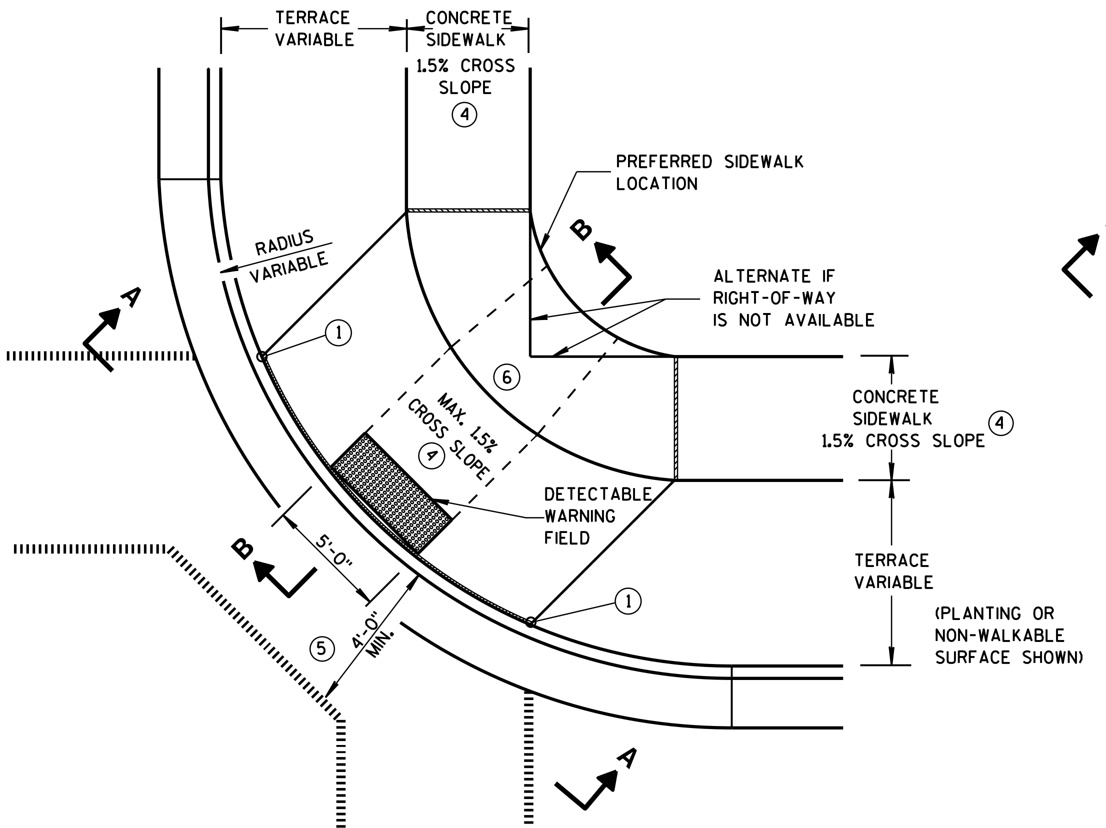
END SECTION CURB & GUTTER



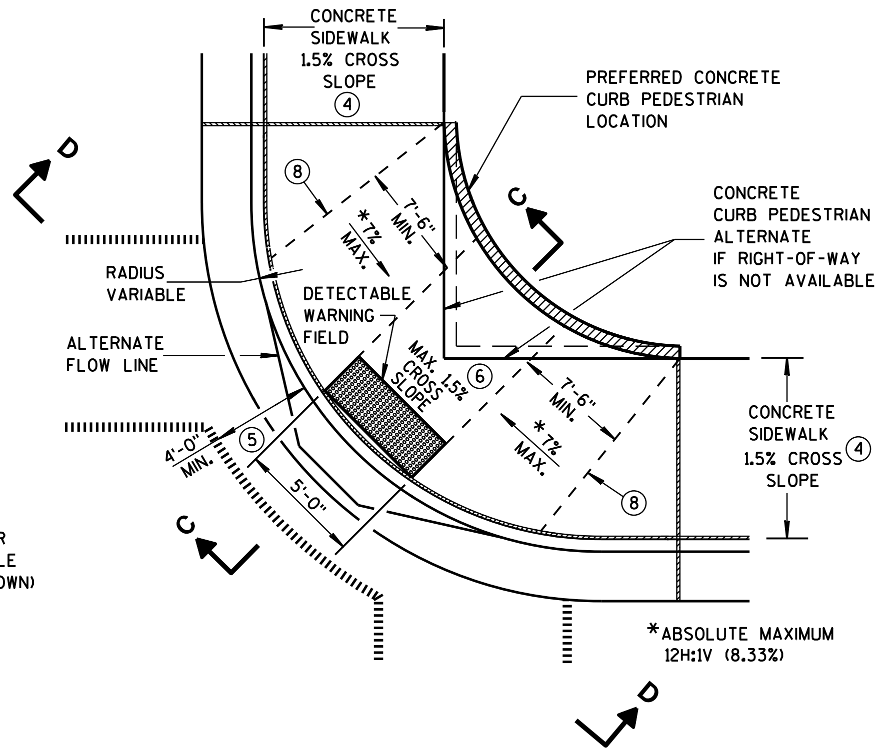
DRIVEWAY ENTRANCE CURB (9)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
June, 2017	/S/ Rodney Taylor
DATE	ROADWAY STANDARDS UNIT SUPERVISOR
FHWA	



PLAN VIEW
TYPE 1 RAMP
(CENTER OF CORNER RADIUS)



PLAN VIEW
TYPE 1-A RAMP
(NO TERRACE)

GENERAL NOTES

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

TYPE 1 RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAL 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 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 FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

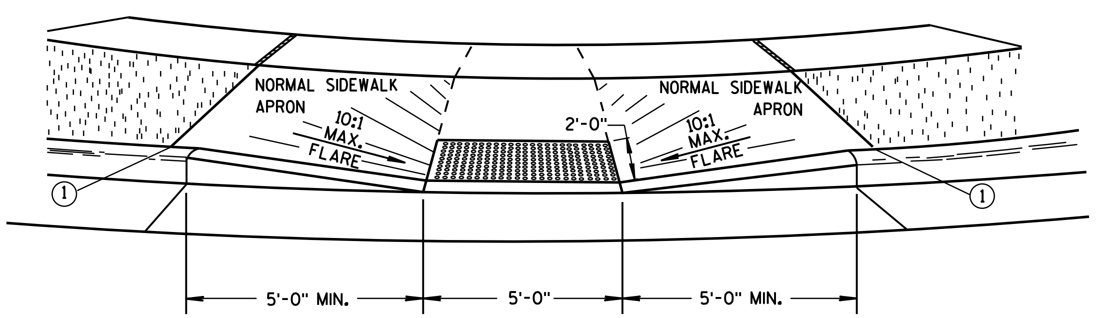
(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA. (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

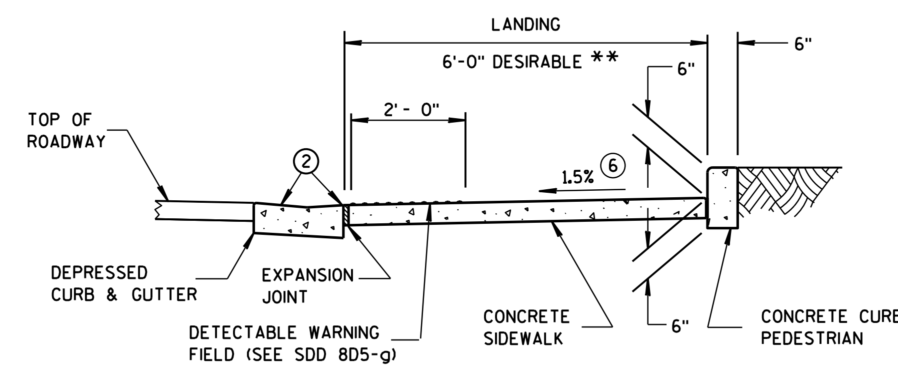
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.



VIEW A-A

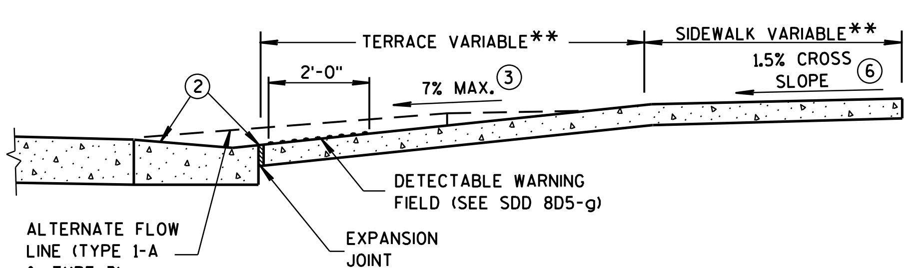
** WIDTH SHOWN ELSEWHERE IN THE PLANS



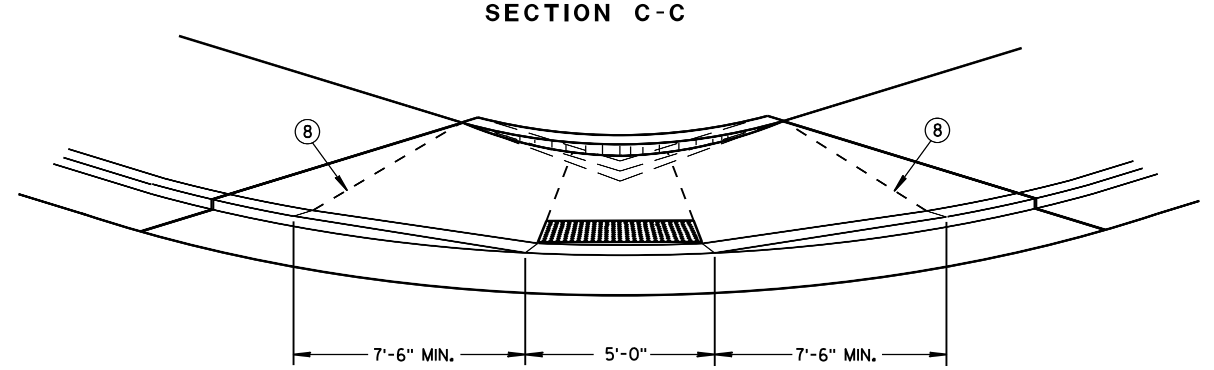
SECTION C-C

LEGEND

- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



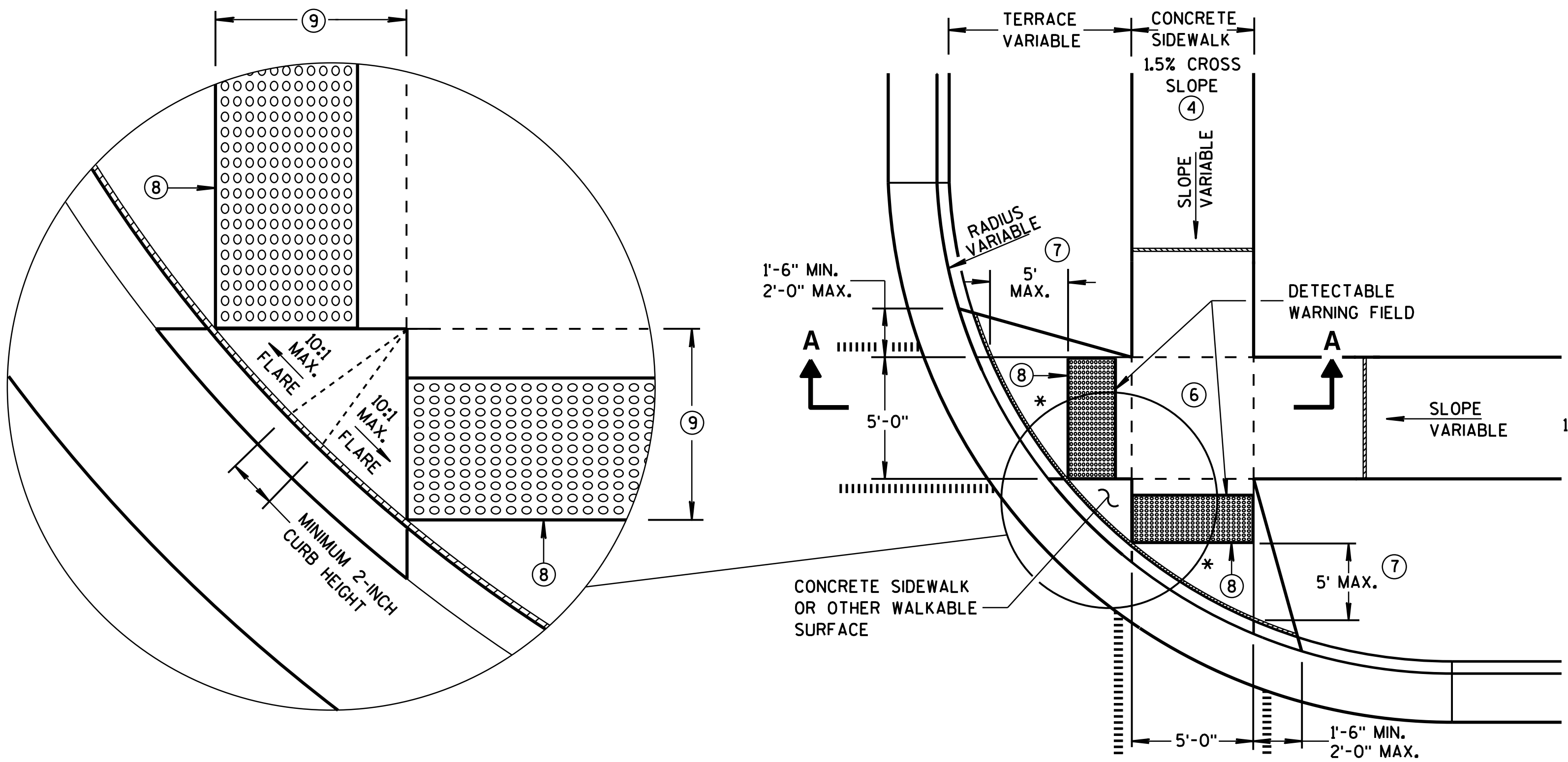
SECTION B-B



VIEW D-D

CURB RAMPS
TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

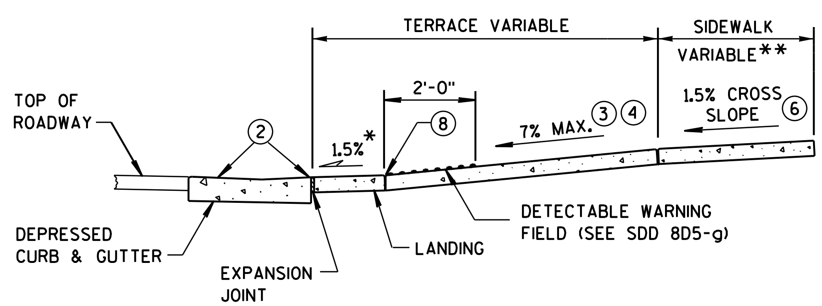


PLAN VIEW

TYPE 2 RAMP

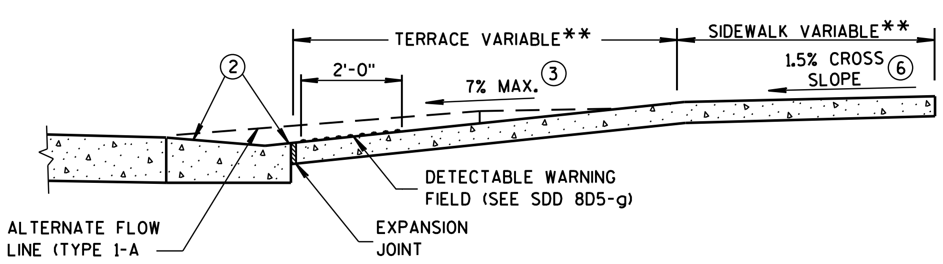
(ON LINE WITH SIDEWALK)

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK



SECTION A-A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B

GENERAL NOTES

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

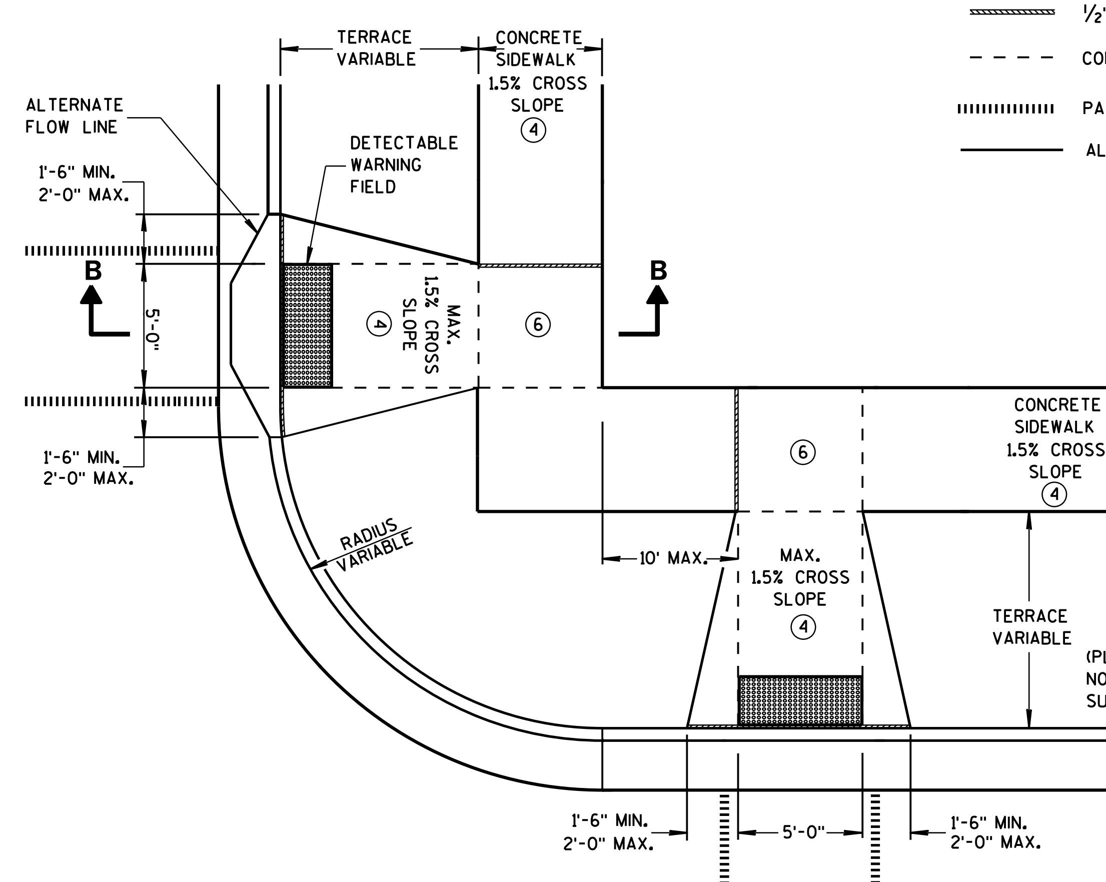
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(9) WHEN THIS DISTANCE IS LESS THAN 6'-0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

LEGEND

- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



PLAN VIEW

TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)

6

6

CURB RAMPS
TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

S.D.D. 8 D 5-19b

S.D.D. 8 D 5-19b

GENERAL NOTES

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

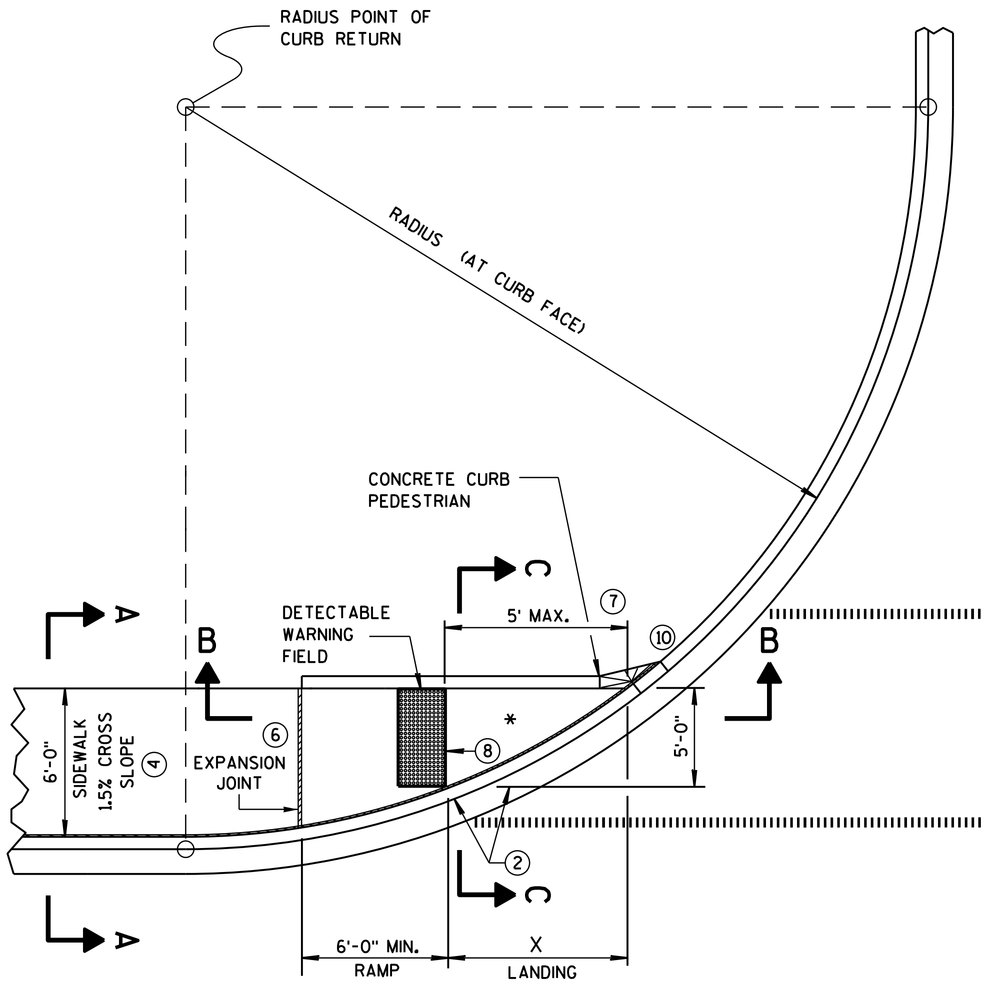
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

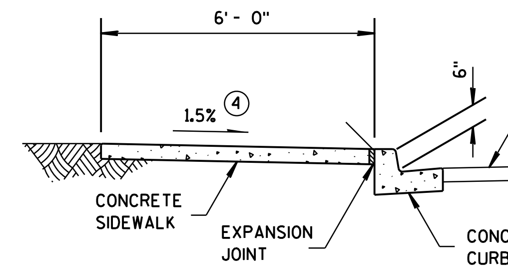
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

RADIUS (AT CURB FACE)	X
10 FEET	4'-7"
15 FEET	6'-5 1/2"

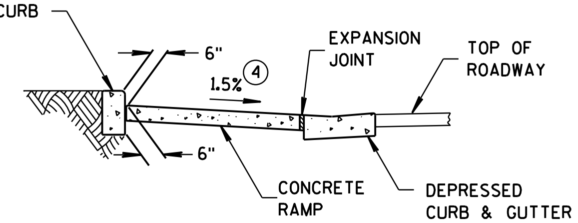
INTERMEDIATE RADII CAN BE INTERPOLATED



CURB RAMP TYPE 4A
PLAN VIEW

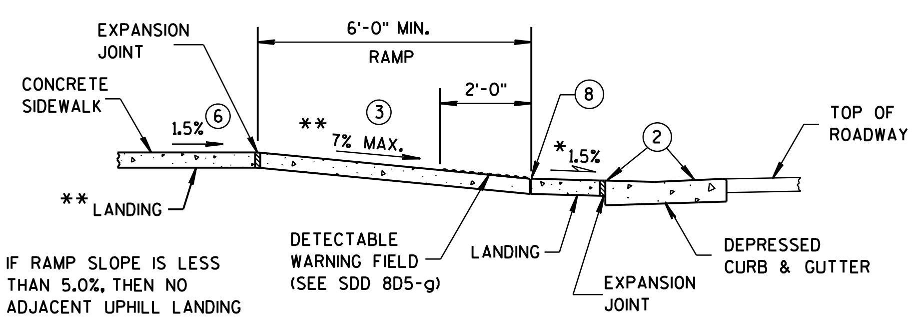


SECTION A-A FOR TYPE 4A



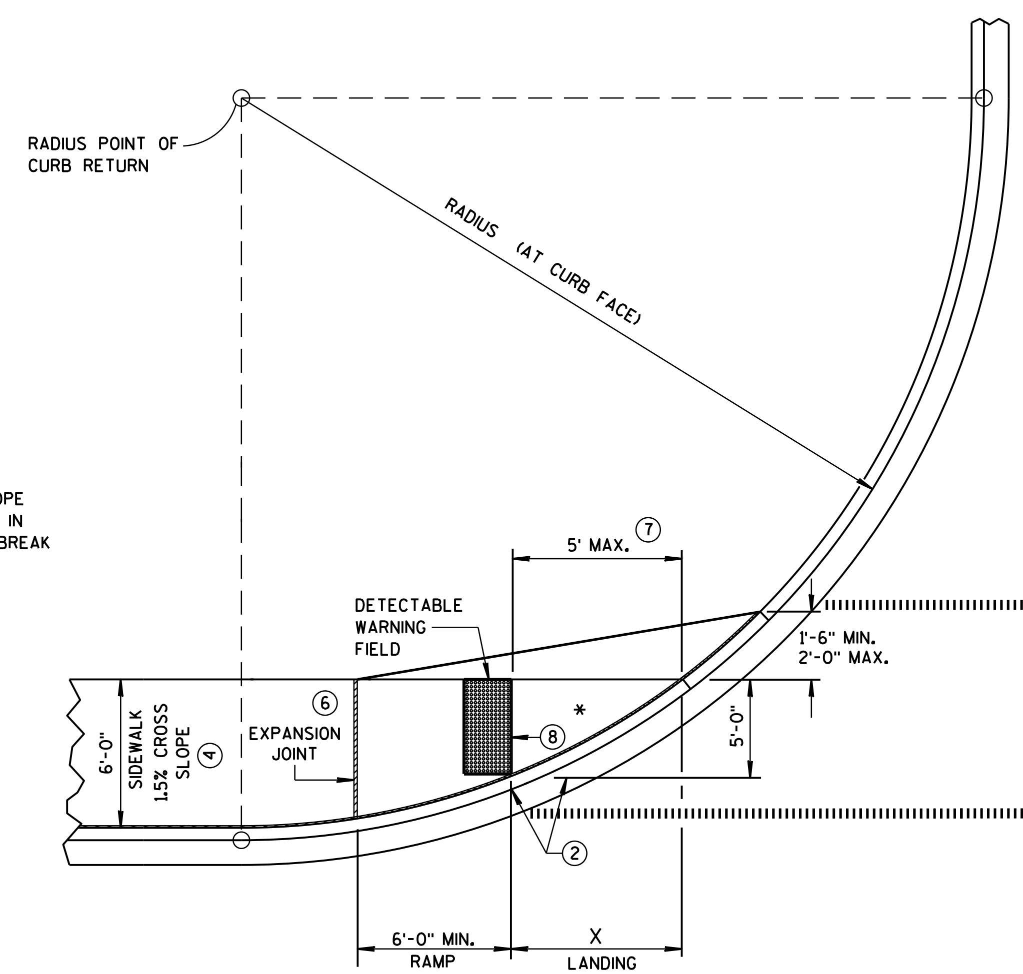
SECTION C-C FOR TYPE 4A

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

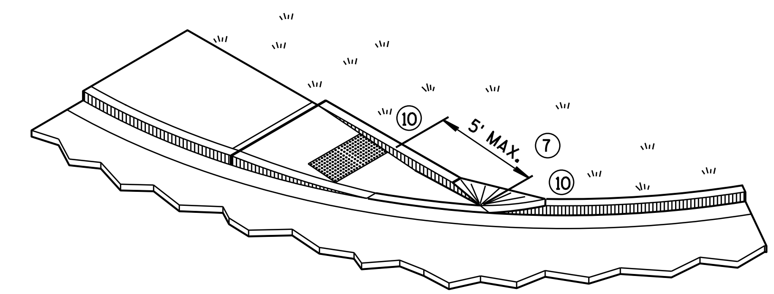


** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

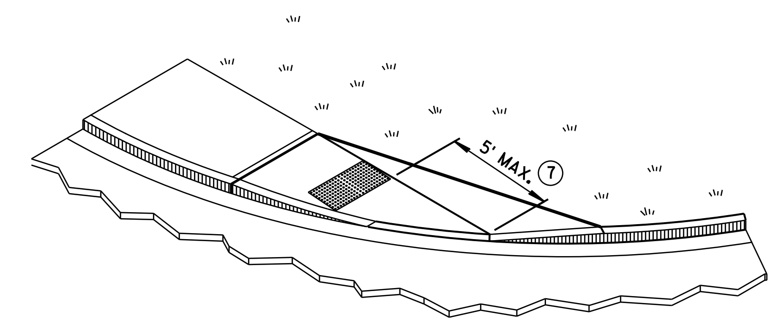
SECTION B-B FOR TYPE 4A



CURB RAMP TYPE 4A1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

1/2" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

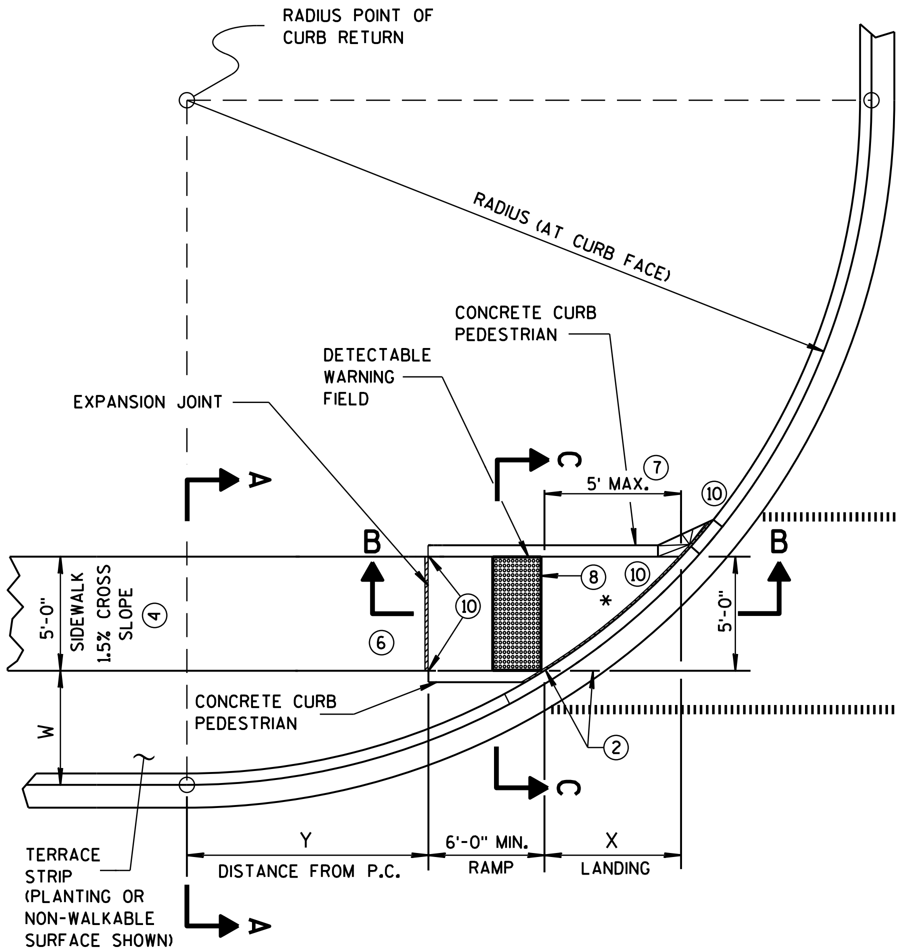
PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 4A AND 4A1

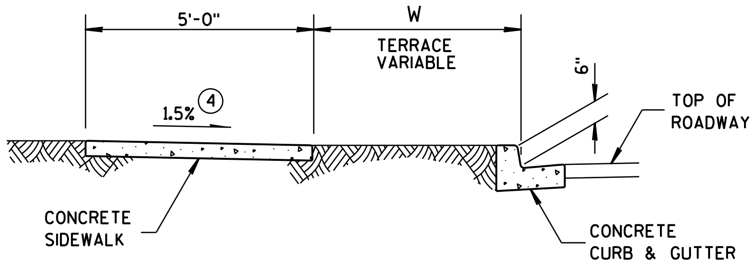
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO[illegible]

RADIUS (AT CURB FACE)	W = 3'-0"		W = 4'-0"		W = 5'-0"		W = 6'-0"		W = 7'-0"		W = 8'-0"		W = 9'-0"		W = 10'-0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2'-10 1/4"	0'-5"	2'-1"	1'-4 1/2"	1'-5"	2'-1"	0'-10"	2'-7 1/2"	0'-3 1/4"	3'-0 1/4"						
15 FEET	4'-6 3/4"	2'-1 3/4"	3'-9"	3'-5 1/4"	3'-1 1/4"	4'-6"	2'-6 3/4"	5'-4 1/2"	2'-1"	6'-1"	1'-8"	6'-8 1/2"	1'-3 1/4"	7'-2 1/2"	0'-10 3/4"	7'-7 1/4"
20 FEET	5'-9 3/4"	3'-6 1/2"	4'-11 1/2"	5'-1 3/4"	4'-3 1/4"	6'-5 1/2"	3'-8 3/4"	7'-7"	3'-3"	8'-6 1/2"	2'-10"	9'-4 1/2"	2'-5 1/2"	10'-1 1/4"	2'-1 1/4"	10'-9"
30 FEET			6'-9 1/4"	7'-11 1/4"	6'-0 1/4"	9'-8"	5'-5"	11'-1 3/4"	4'-10 3/4"	12'-5 3/4"	4'-5 1/2"	13'-7 3/4"	4'-0 3/4"	14'-8 1/2"	3'-8 1/2"	15'-8 1/4"
40 FEET									6'-1 3/4"	15'-8 1/2"	5'-8"	17'-2"	5'-3"	18'-5 3/4"	4'-10 3/4"	19'-8 1/4"
50 FEET															5'-10 1/4"	23'-2"

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

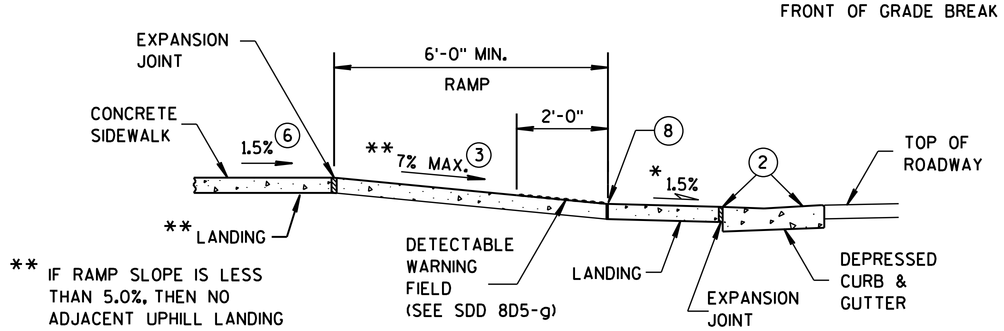


CURB RAMP TYPE 4B
PLAN VIEW



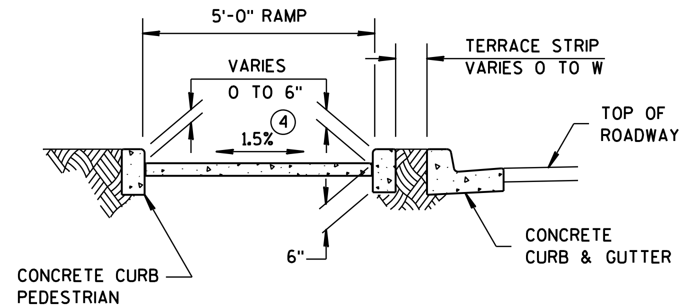
SECTION A-A FOR TYPE 4B

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK



** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

SECTION B-B FOR TYPE 4B



SECTION C-C FOR TYPE 4B

GENERAL NOTES

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

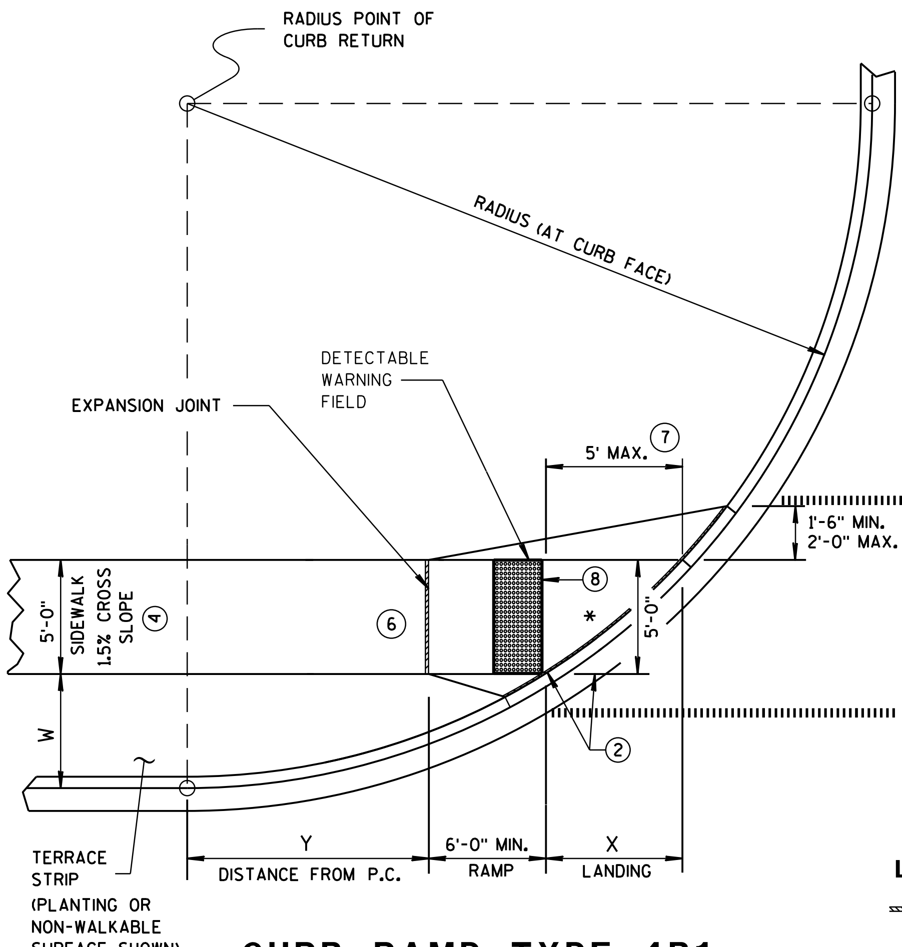
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

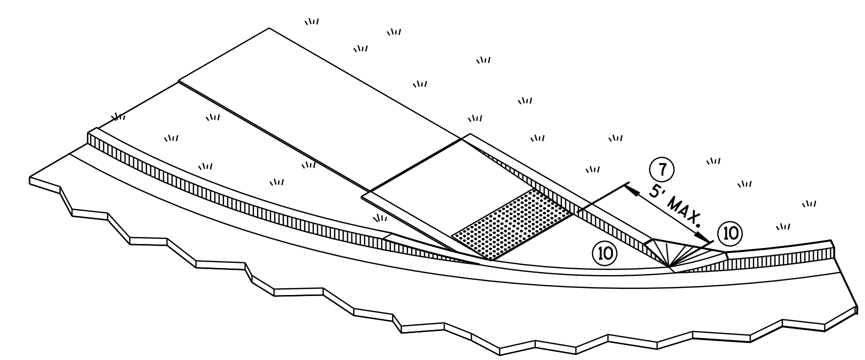
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

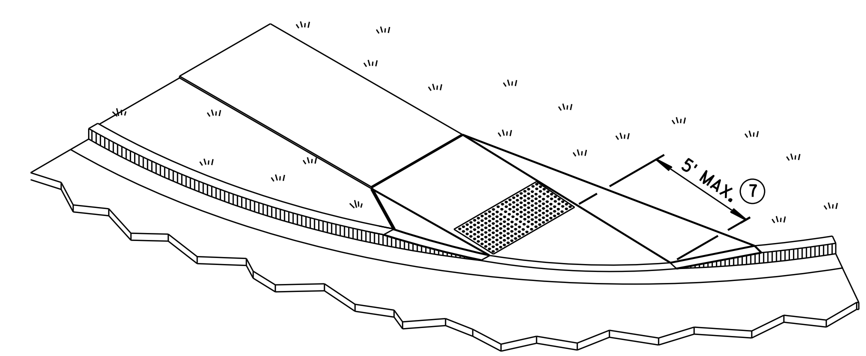
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



CURB RAMP TYPE 4B1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

LEGEND

1/2" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

S.D.D. 8 D 5-19d

GENERAL NOTES

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

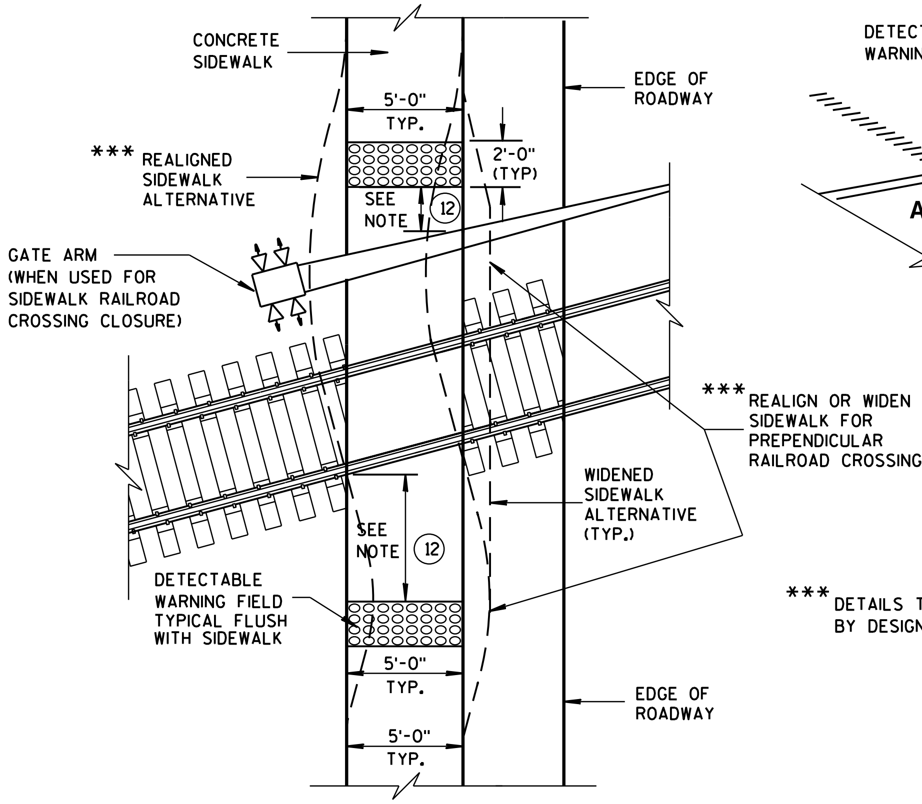
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

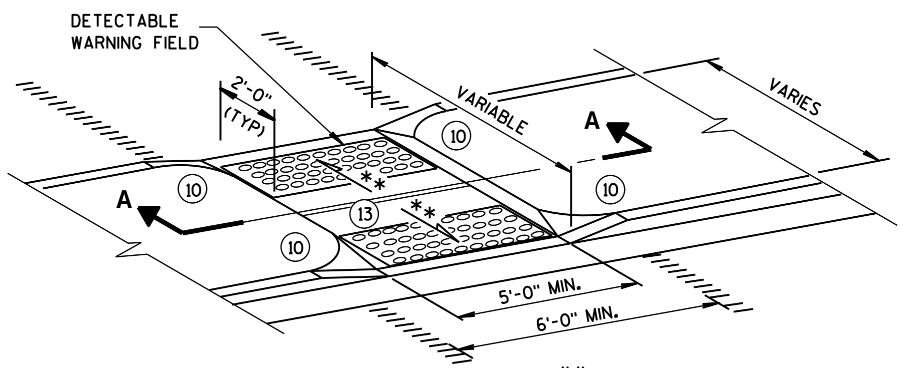
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STREET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2-FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

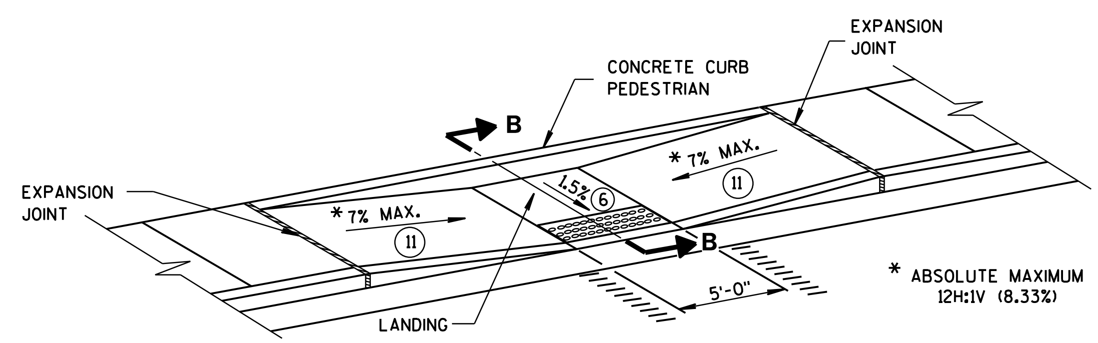


TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING

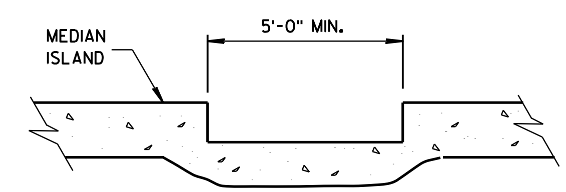


MEDIAN ISLAND
NON-ELEVATED PEDESTRIAN CROSSING
TYPE 5

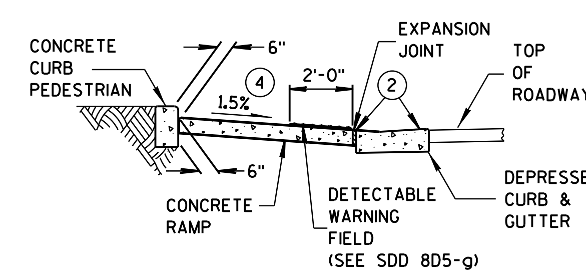
***DETAILS TO BE DETERMINED BY DESIGNER



MID-BLOCK CROSSING
TYPE 7A

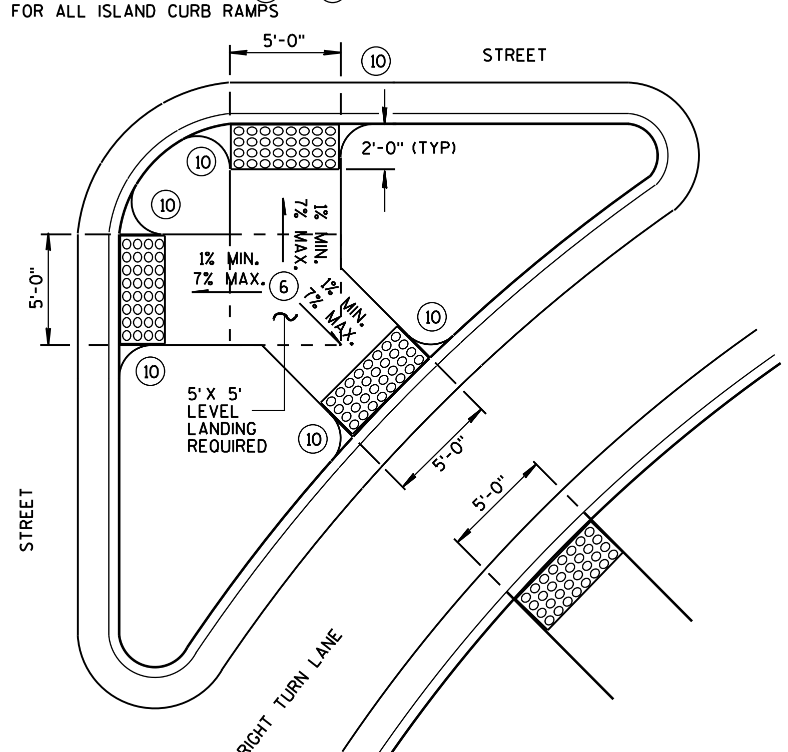


SECTION A-A

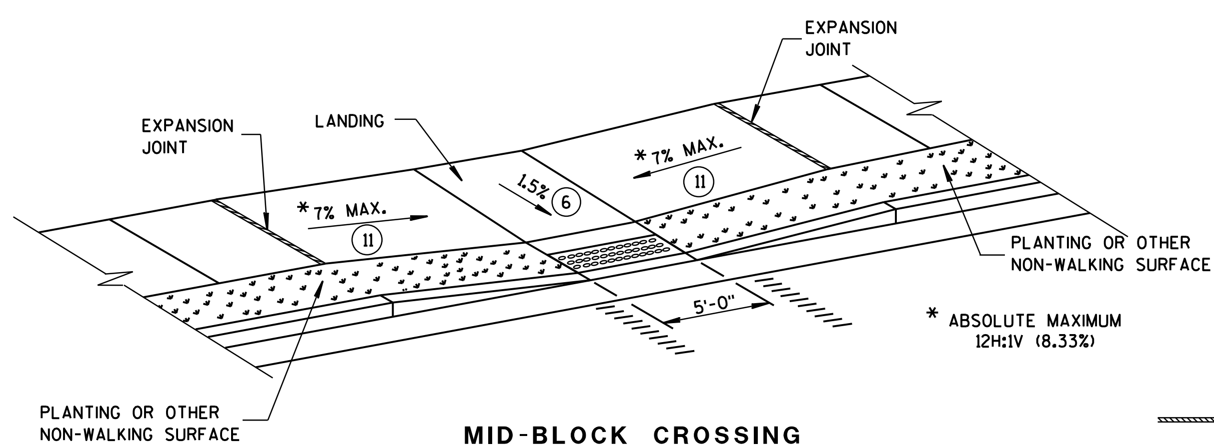


SECTION B-B

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



TYPE 6
DETECTABLE WARNING AT ISLANDS



MID-BLOCK CROSSING
TYPE 7B

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

LEGEND

	1/2" EXPANSION JOINT-SIDEWALK
- - - -	CONTRACTION JOINT FIELD LOCATED
	PAVEMENT MARKING CROSSWALK (WHITE)

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

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

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

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

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

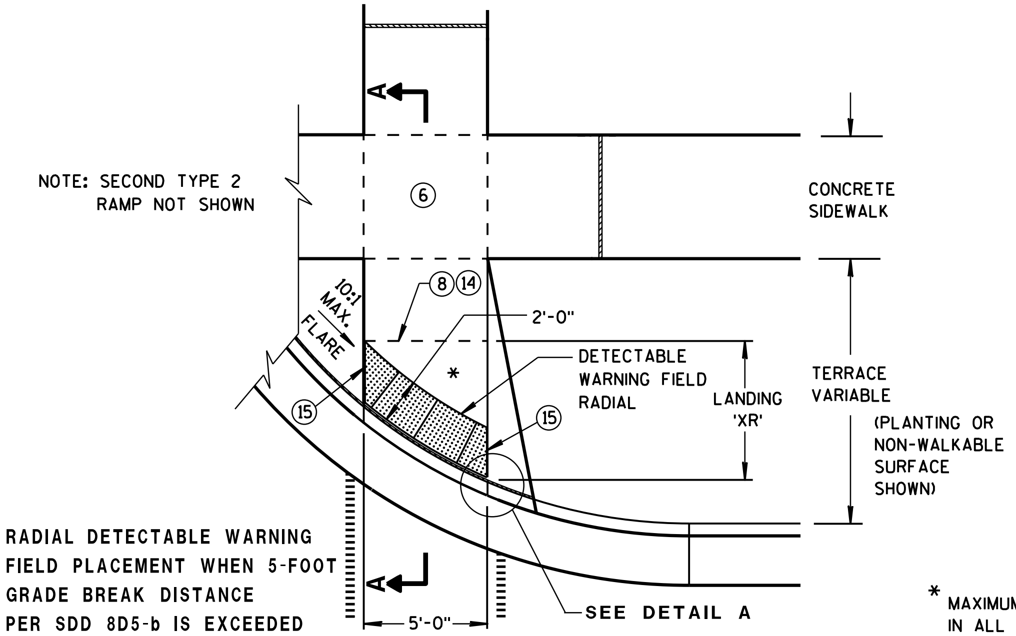
(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION 'XR') REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

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

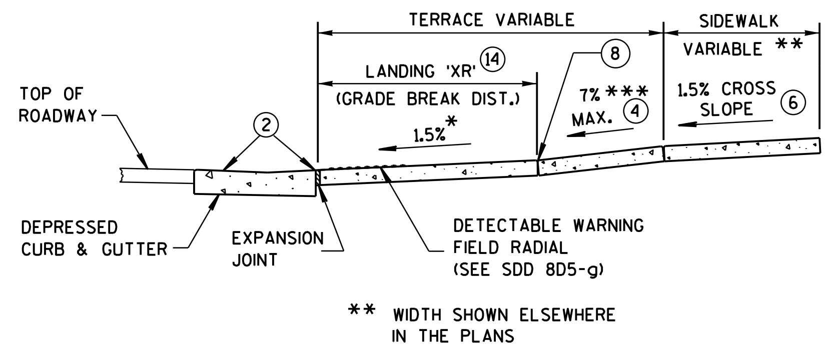
(16) USE 1' X 2' RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2'-0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 3-INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.



* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

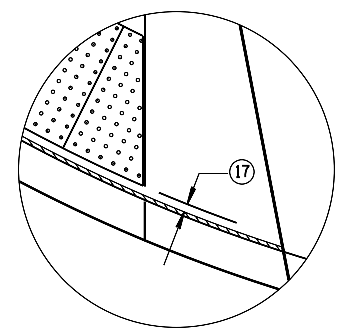
TYPE 2 RAMP
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)
(ON LINE WITH SIDEWALK)



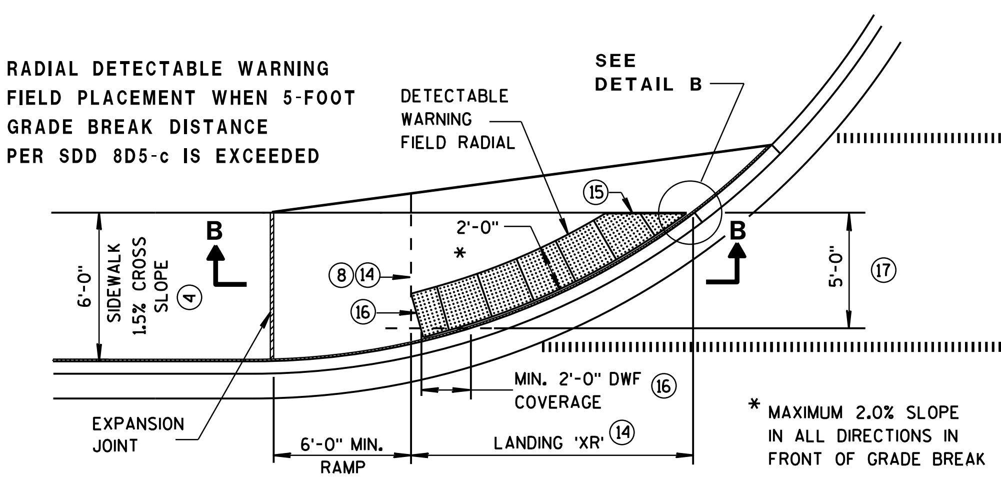
** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** ABSOLUTE MAXIMUM 12H:1V (8.33%)

SECTION A-A

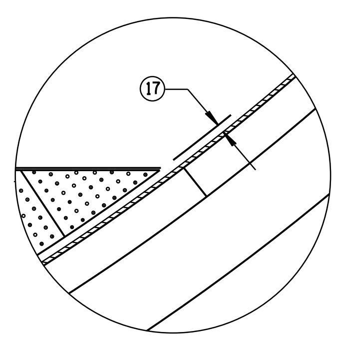


DETAIL A

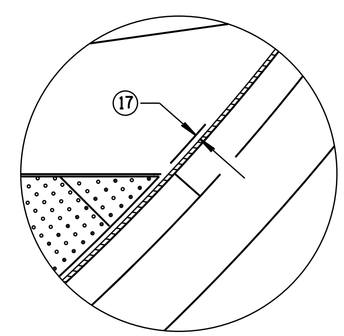


* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

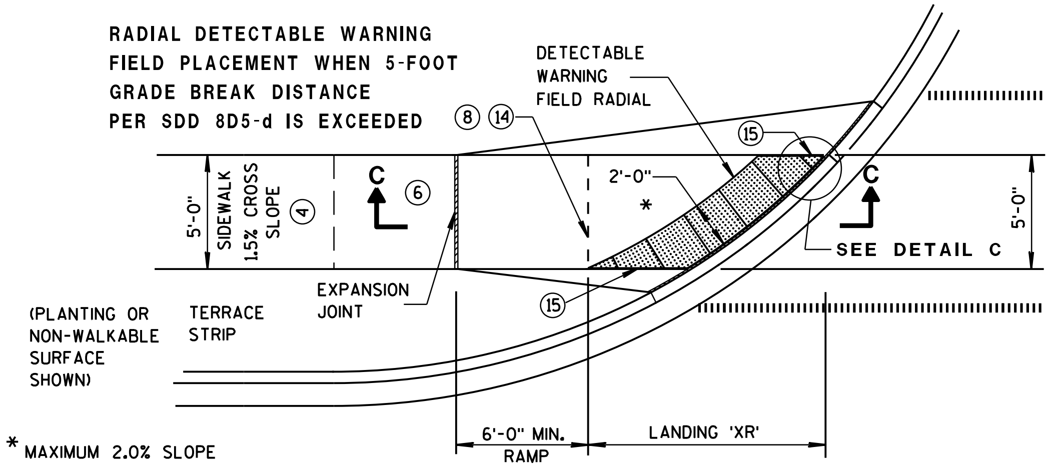
CURB RAMP TYPE 4A1
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B

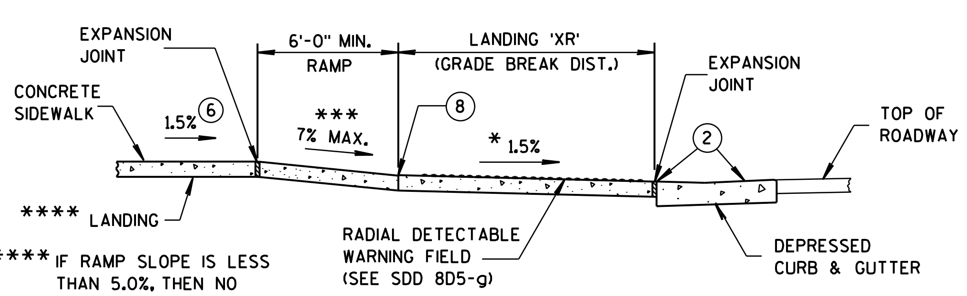


DETAIL C



* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

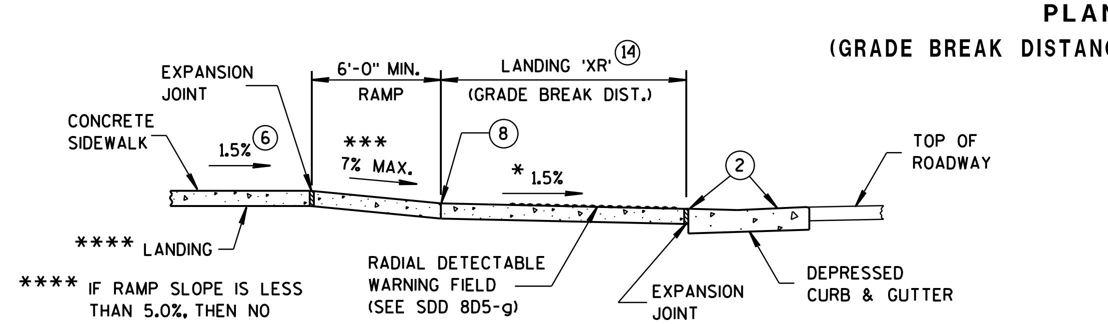
CURB RAMP TYPE 4B1
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** ABSOLUTE MAXIMUM 12H:1V (8.33%)

SECTION B-B FOR TYPE 4A1



**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** ABSOLUTE MAXIMUM 12H:1V (8.33%)

SECTION C-C FOR TYPE 4B1

CURB RAMPS
RADIAL DETECTABLE WARNING FIELD APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, 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 FIELD ARE PROHIBITED.

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

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 WEDGES IN COMBINATION WITH SQUARE PANELS ARE ALSO ACCEPTABLE. FOLLOW MANUFACTURER'S RECOMMENDATIONS.

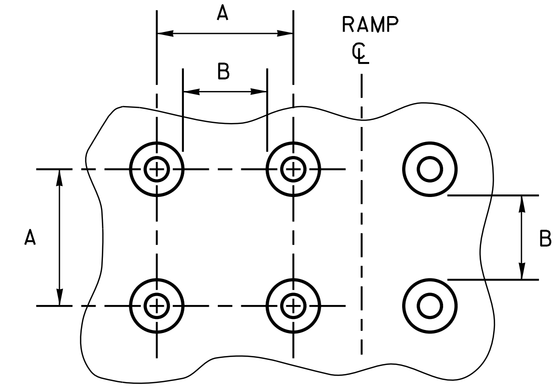
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

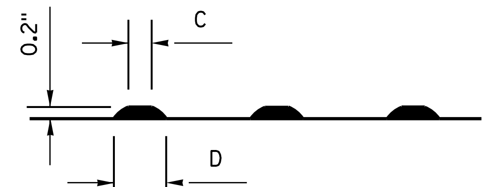
(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

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

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



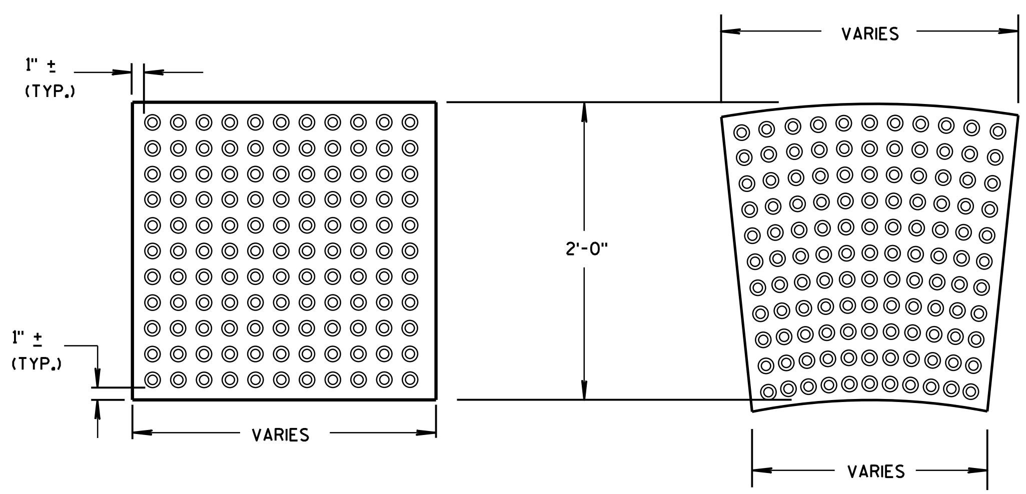
PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES

DETECTABLE WARNING PATTERN DETAIL

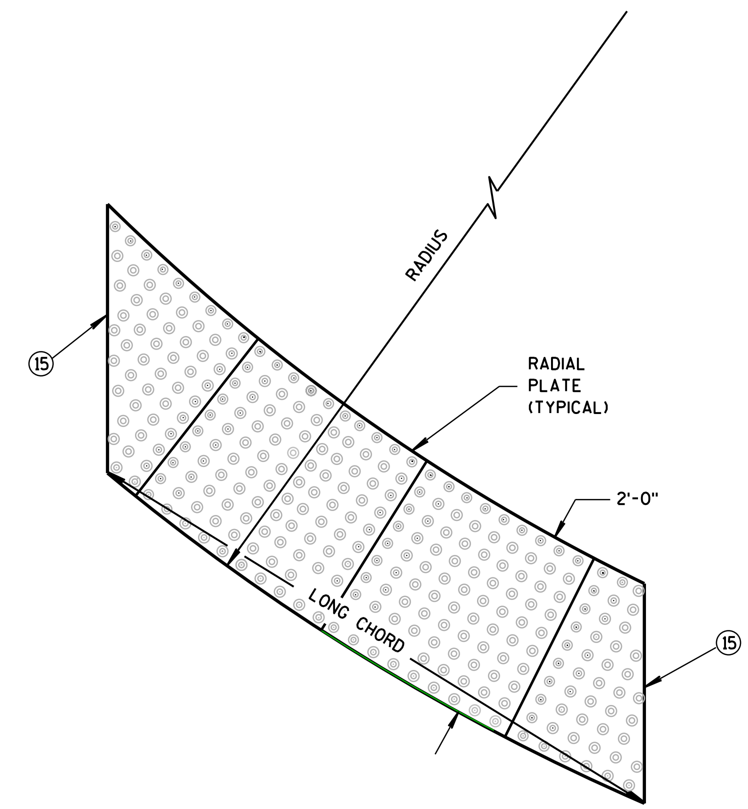


RECTANGULAR PLATES

RADIAL PLATES

DETECTABLE WARNING FIELDS (TYPICAL)

PLAN VIEW



RADIAL DETECTABLE WARNING FIELD ATTRIBUTES

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2017 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVISOR
FHWA

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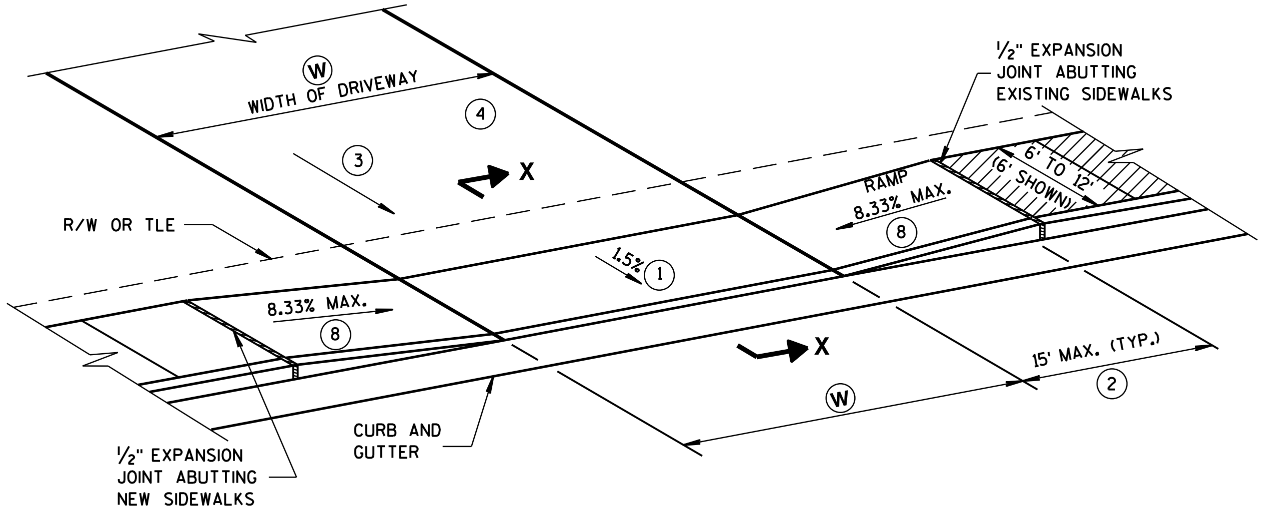
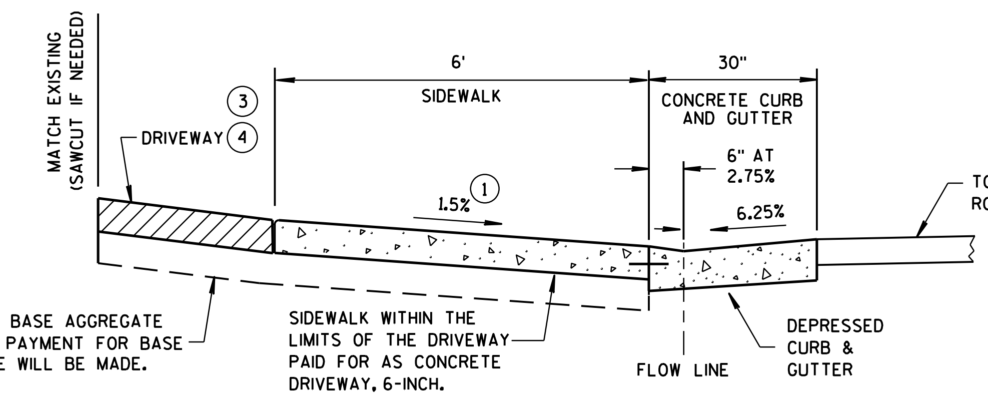


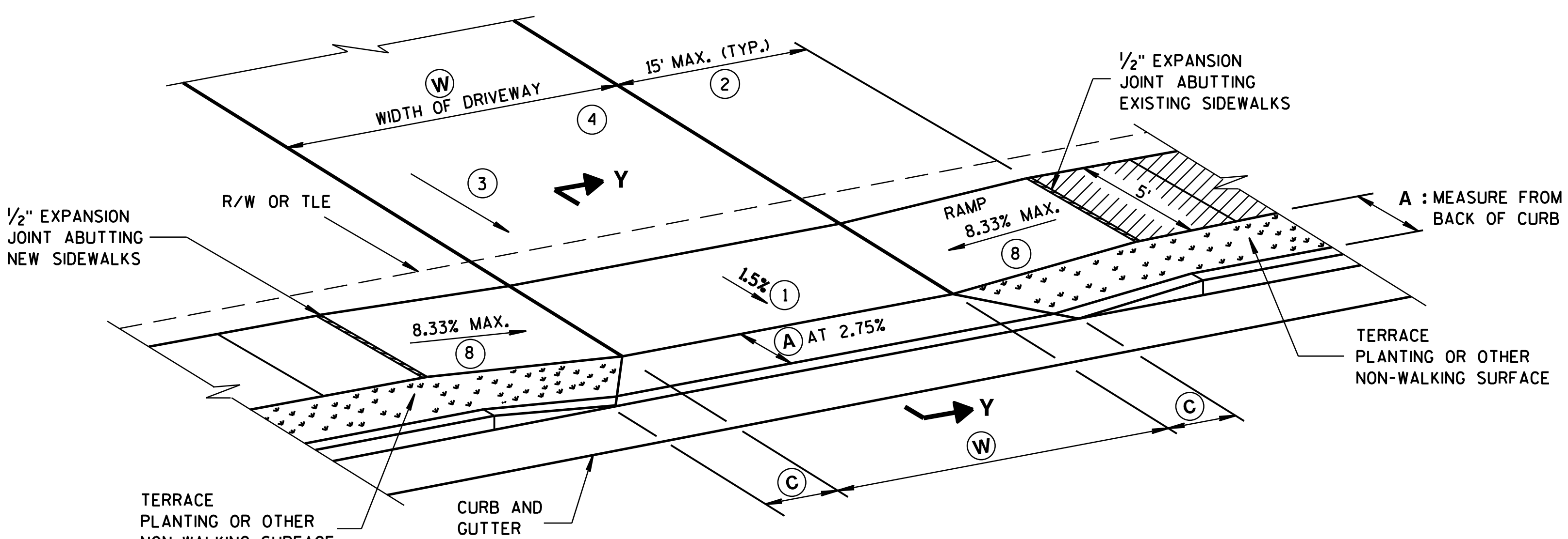
W: 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)
16' MIN. - 35' MAX. COMMERCIAL (CE)

TYPE X

SIDEWALK ABUTS CURB & GUTTER
TERRACE VARIES 0 TO 3 FEET



SECTION X-X

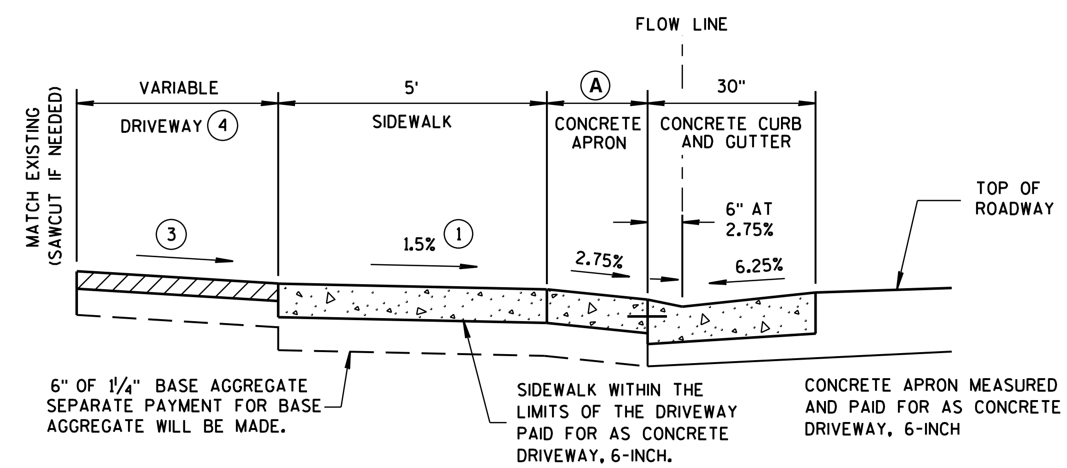


TYPE Y

SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET

GENERAL NOTES

1. CONSTRUCTION TOLERANCE OF 0.5% ± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.
2. THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY.
3. DRIVEWAY SLOPES: DESIRABLE MAXIMUM
   10.5% UP AWAY FROM SIDEWALK (SAG)
   8.5% DOWN AWAY FROM SIDEWALK (CREST)
   ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG
4. DRIVEWAY TYPES
   - 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
   - 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
   - 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES)
5. PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.
6. W IS SHOWN ON PLAN AND PROFILE SHEETS.
7. OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.
8. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.



NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS

SECTION Y-Y

DRIVEWAY DETAIL WITH CONCRETE CURB & GUTTER

(URBAN AND SUBURBAN)

TABLE Y

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

NOT TO SCALE

DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED
December, 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVISOR
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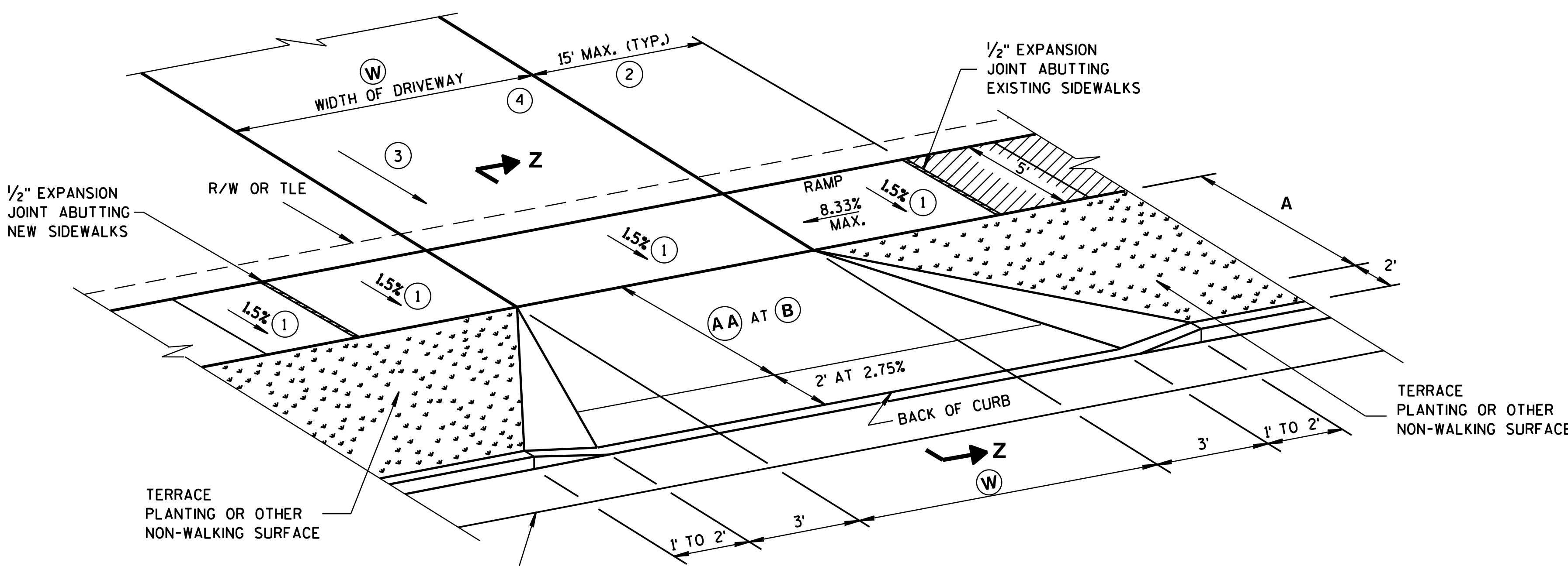
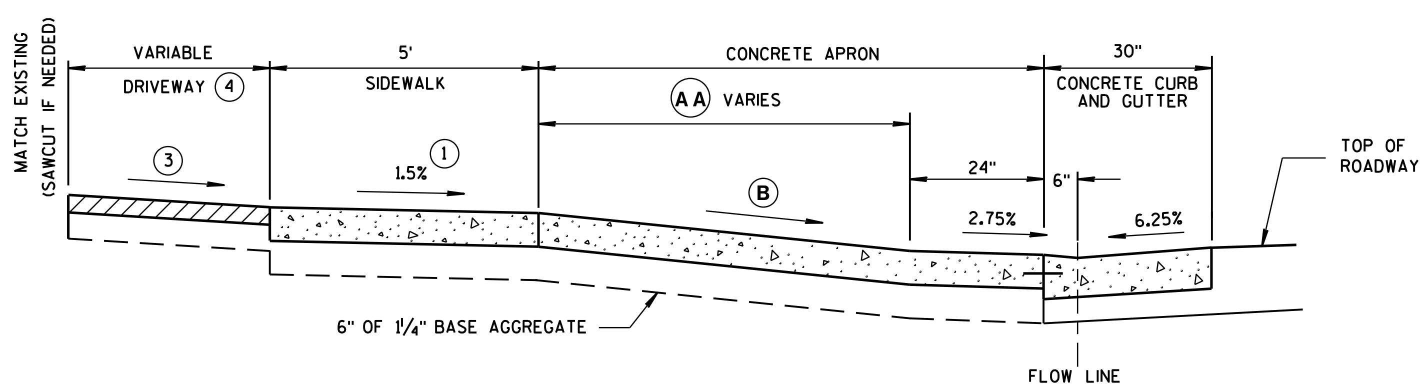


TYPE Z
SIDEWALK WITH WIDER TERRACE
TERRACE VARIES 7 TO 12 FEET

TABLE Z

AA FEET	B %
4.5'	11.5%
5.5'	9-11.5%
6.5'	8-11.5%
7.5'	7-11.5%
8.5'	6-11.5%
9.5'	5-11.5%



PROVIDE AA AND B AS SHOWN ON CROSS SECTIONS.

NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS FOR **B** VALUES NOT SHOWN IN TABLE Z.

SIDEWALK WITHIN THE LIMITS OF THE DRIVEWAY PAID FOR AS CONCRETE DRIVEWAY, 6-INCH.

SEPARATE PAYMENT FOR BASE AGGREGATE WILL BE MADE.

CONCRETE APRON MEASURED AND PAID FOR AS CONCRETE DRIVEWAY, 6-INCH

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

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

GENERAL NOTES

1. CONSTRUCTION TOLERANCE OF 0.5% ± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.
2. THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY.
3. DRIVEWAY SLOPES: DESIRABLE MAXIMUM
   10.5% UP AWAY FROM SIDEWALK (SAG)
   8.5% DOWN AWAY FROM SIDEWALK (CREST)
   ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG
4. DRIVEWAY TYPES
   - 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
   - 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
   - 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES)
5. PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.
6. W IS SHOWN ON PLAN AND PROFILE SHEETS.
7. OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

NOT TO SCALE

DRIVEWAY AND SIDEWALK RAMPS TYPE Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December, 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERV... ENT
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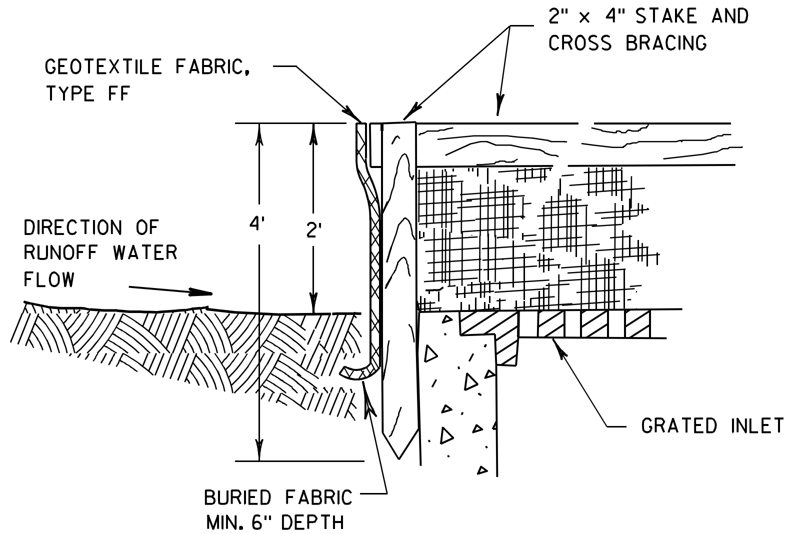
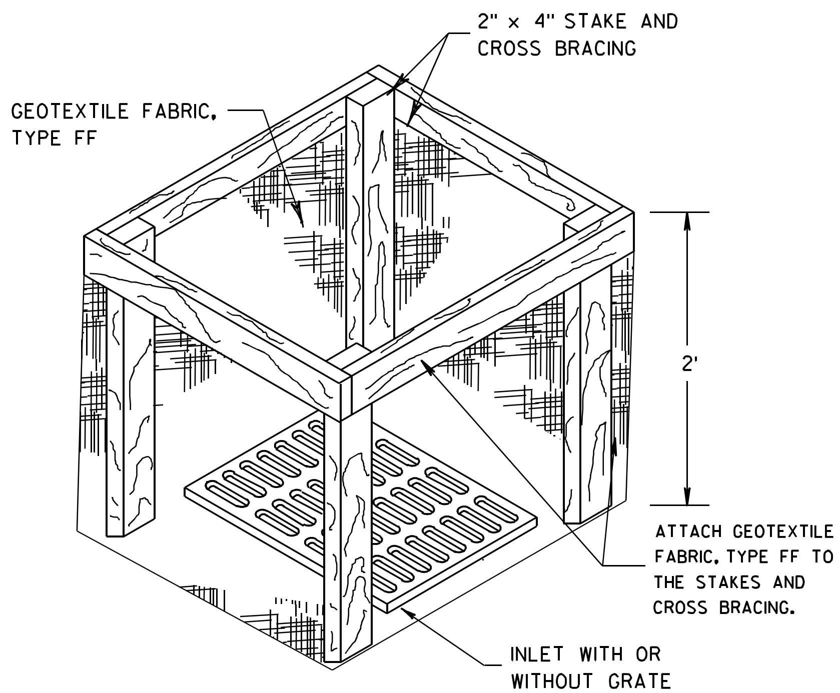
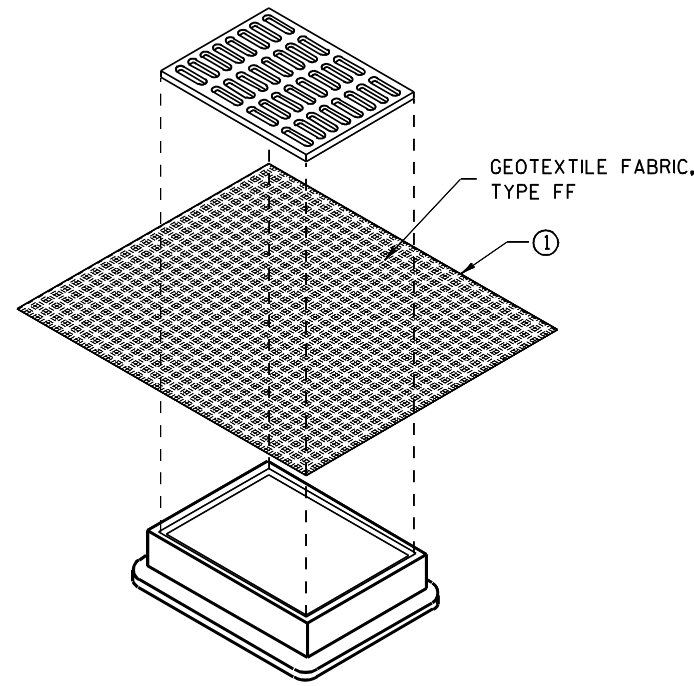


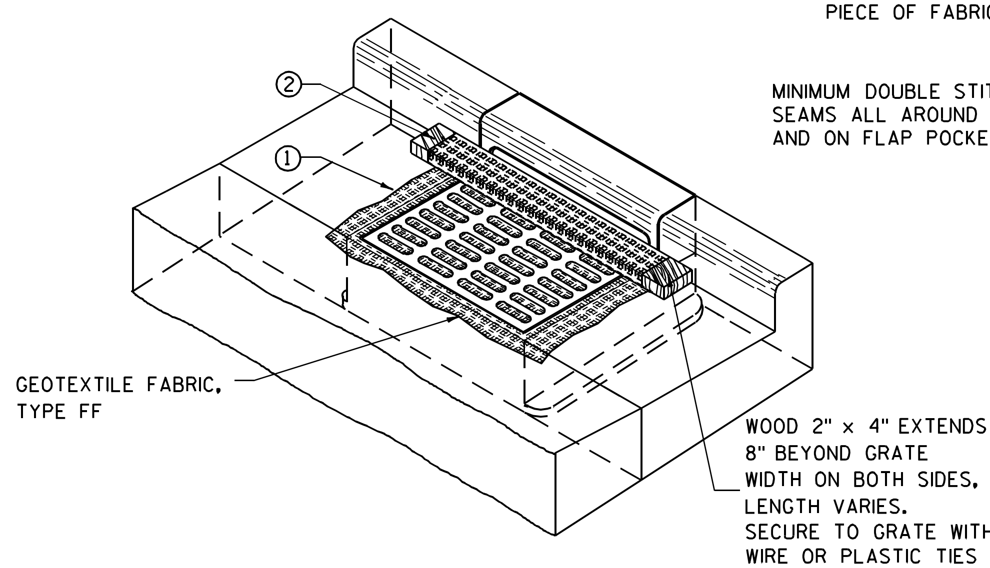


INLET PROTECTION, TYPE A

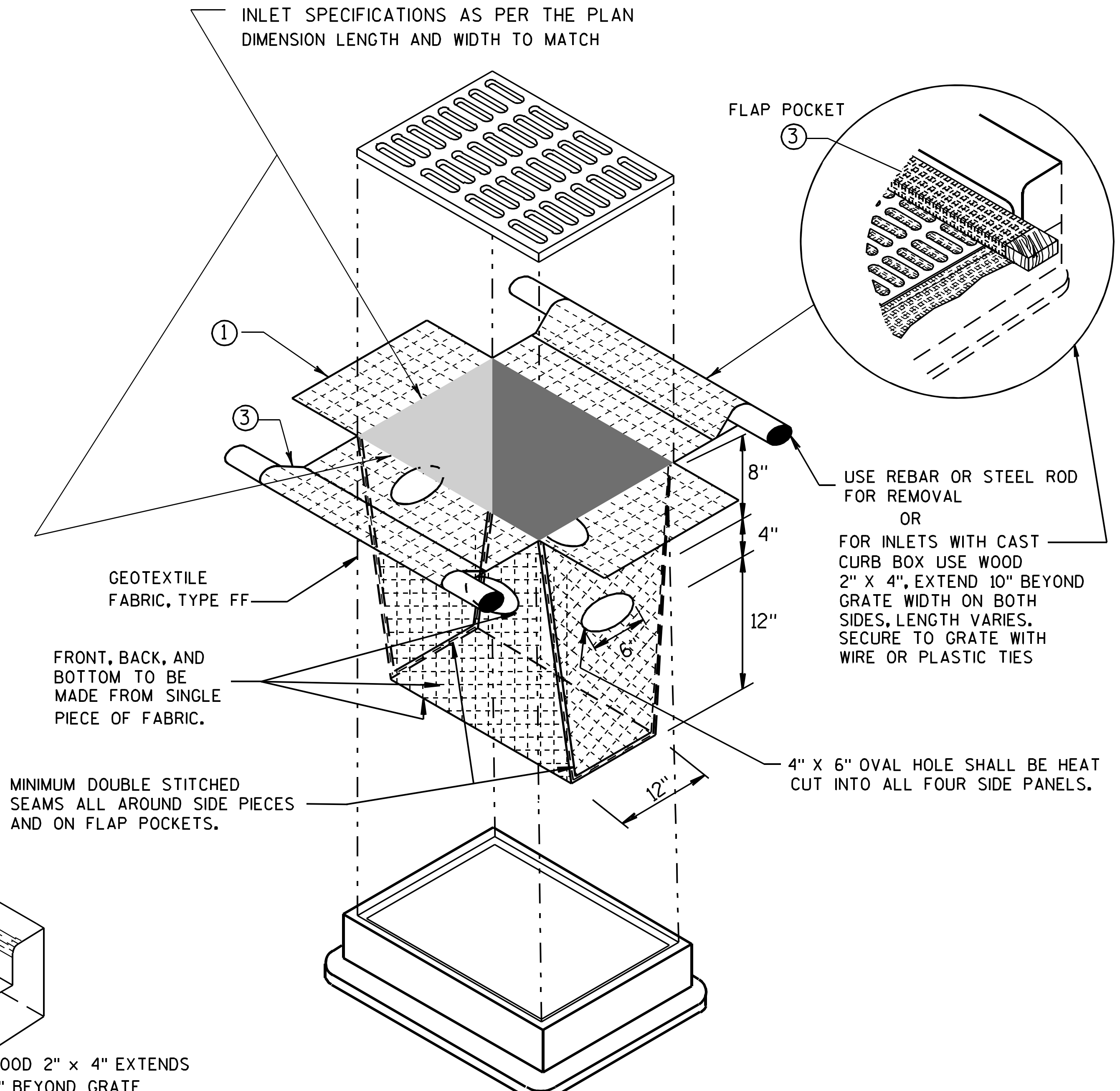


INLET PROTECTION, TYPE B (WITHOUT CURB BOX)

(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

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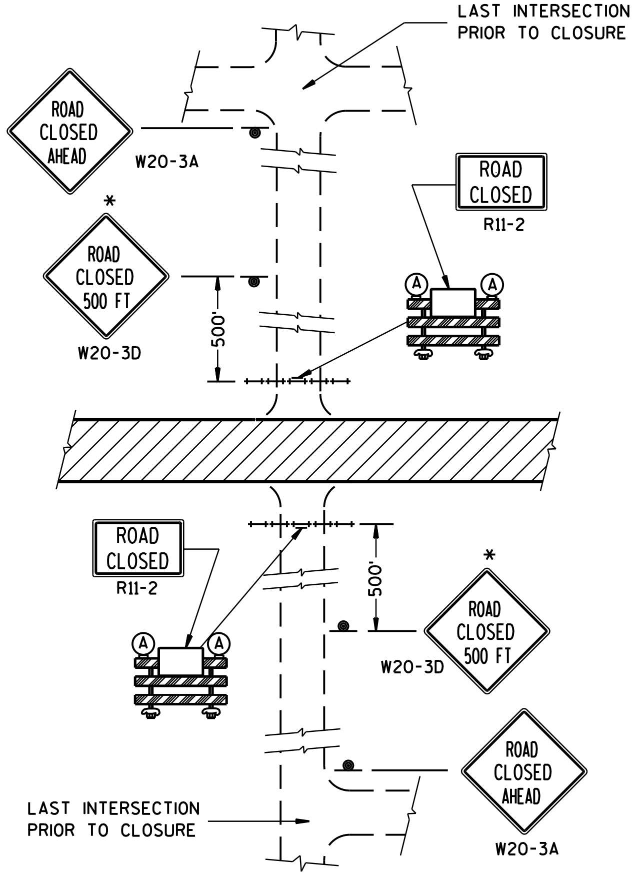
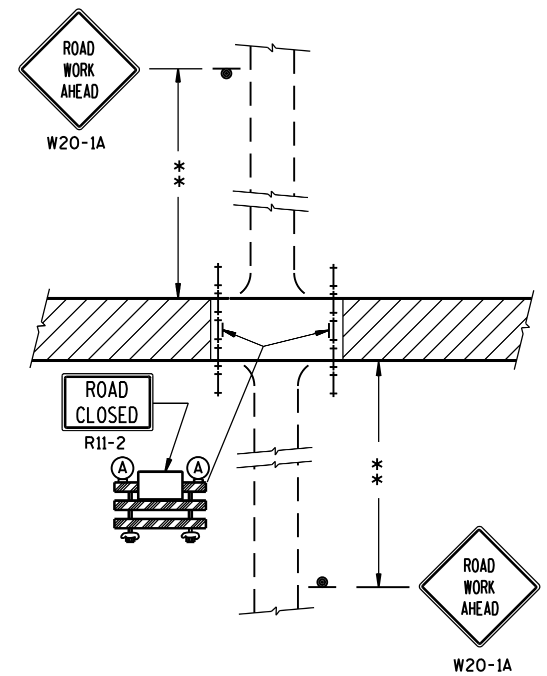
S.D.D. 8 E 10-2

S.D.D. 8 E 10-2



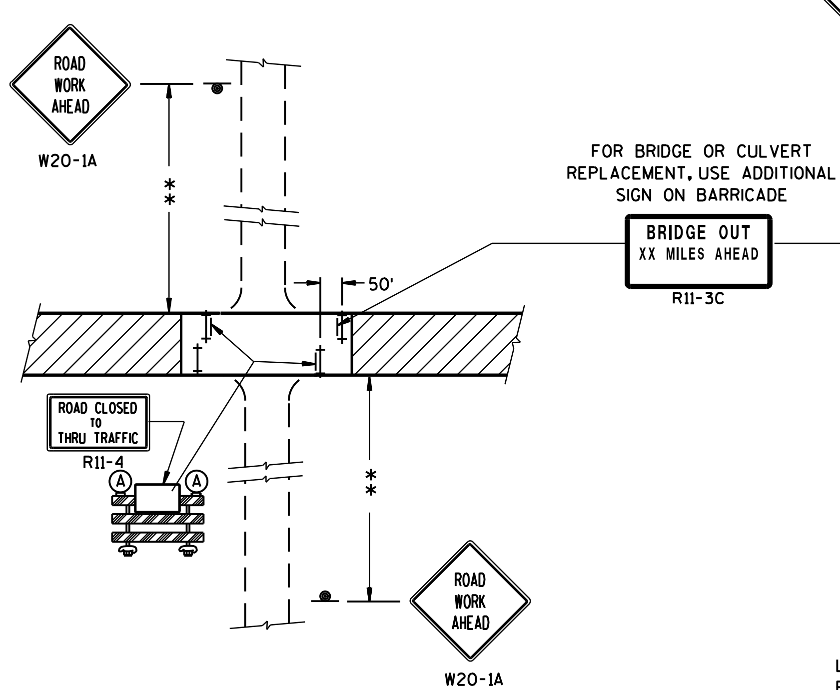
DETAIL 1

(NO ACCESS TO PROJECT)



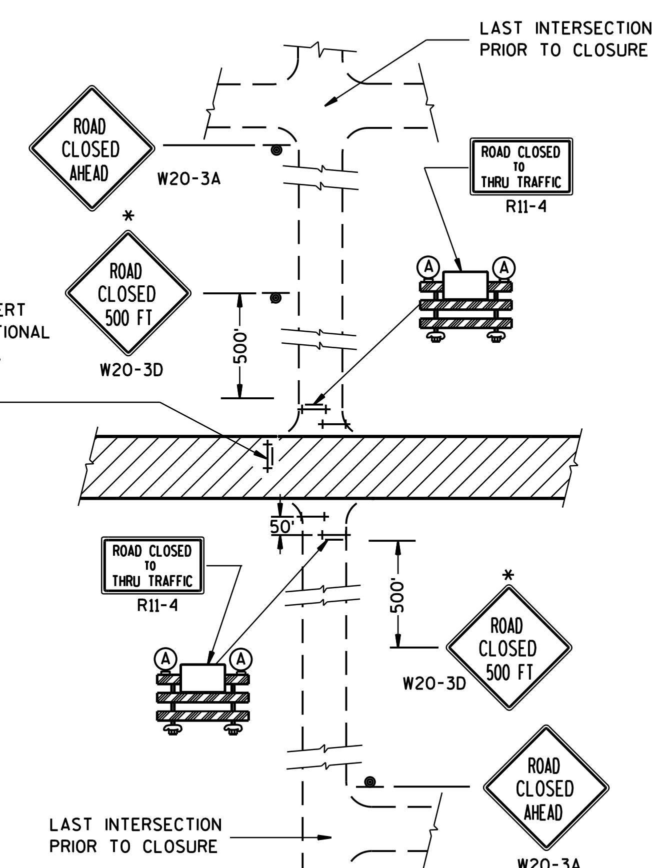
DETAIL 2

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



DETAIL 3

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE 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 RE-ESTABLISHED.

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

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

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

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

THE R11-2, R11-3 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 FT. OR LESS FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

LEGEND

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

6

6

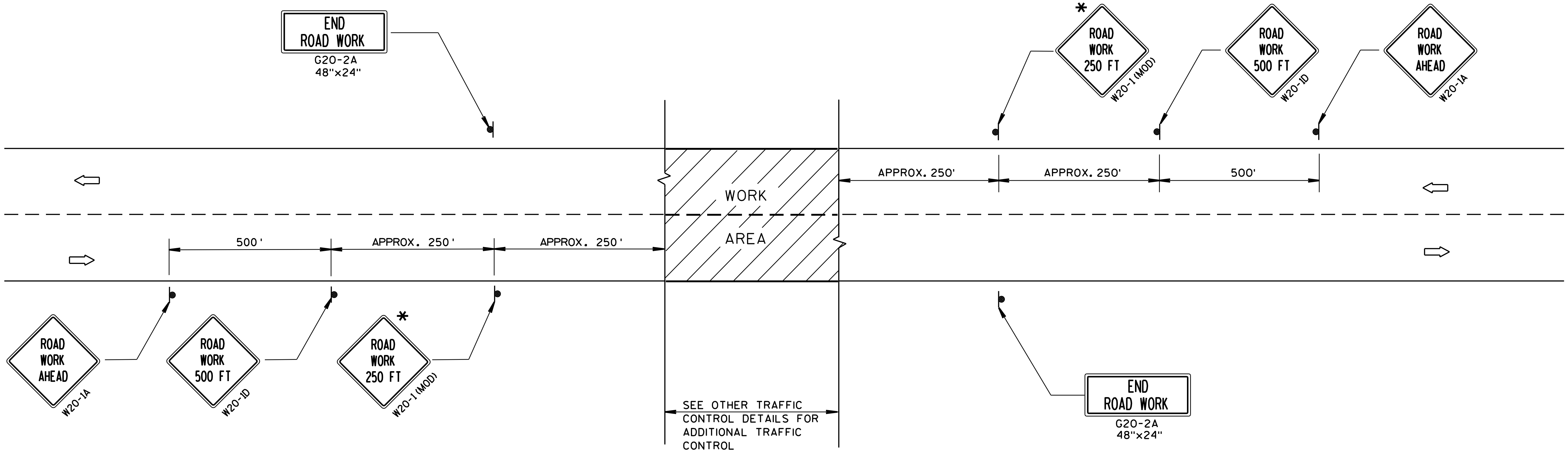
BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe — STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

S.D.D. 15 C 3-3

S.D.D. 15 C 3-3



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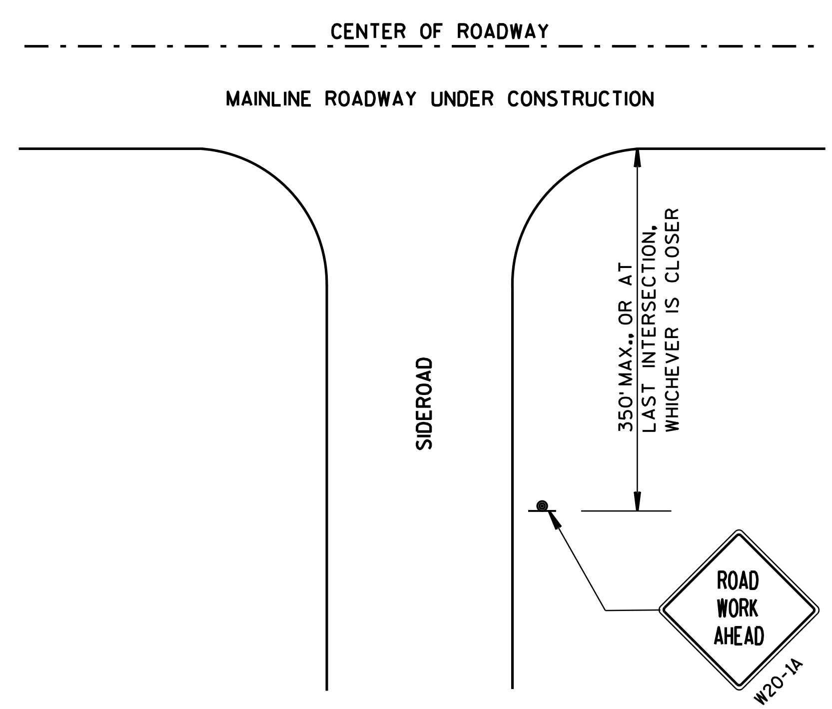
TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

6



GENERAL NOTES

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS.

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

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

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FT" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

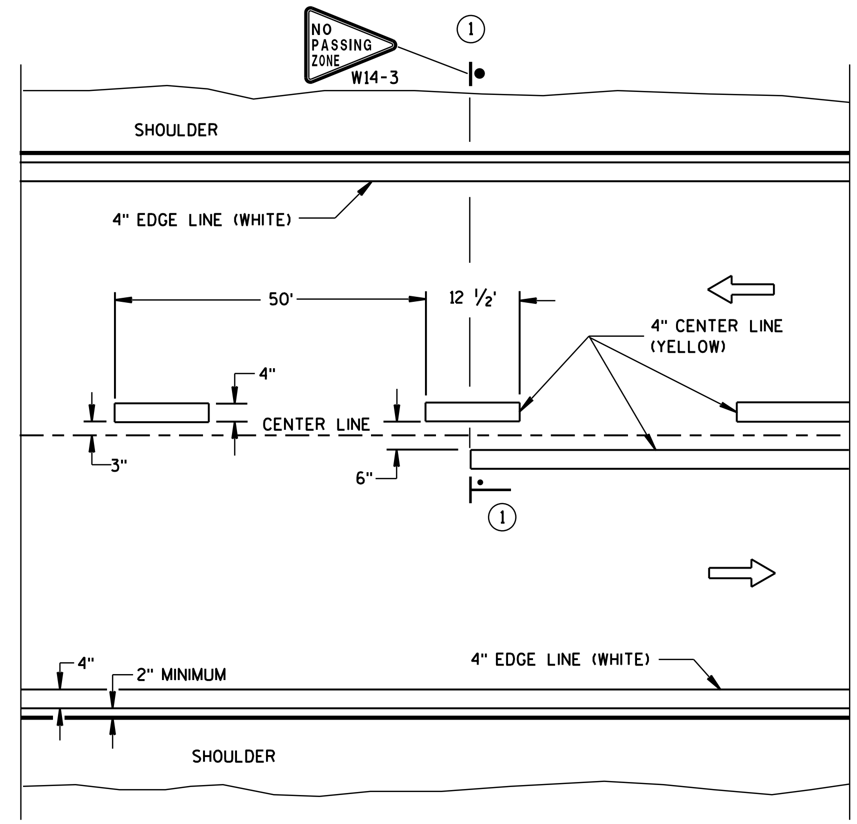
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

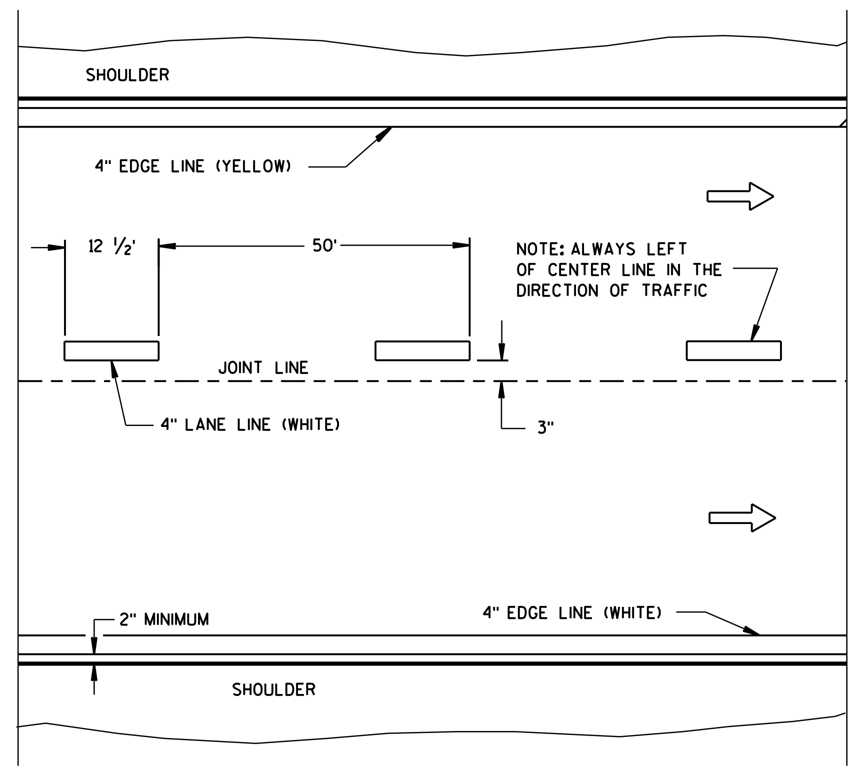
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe — STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

S.D.D. 15 C 5-3

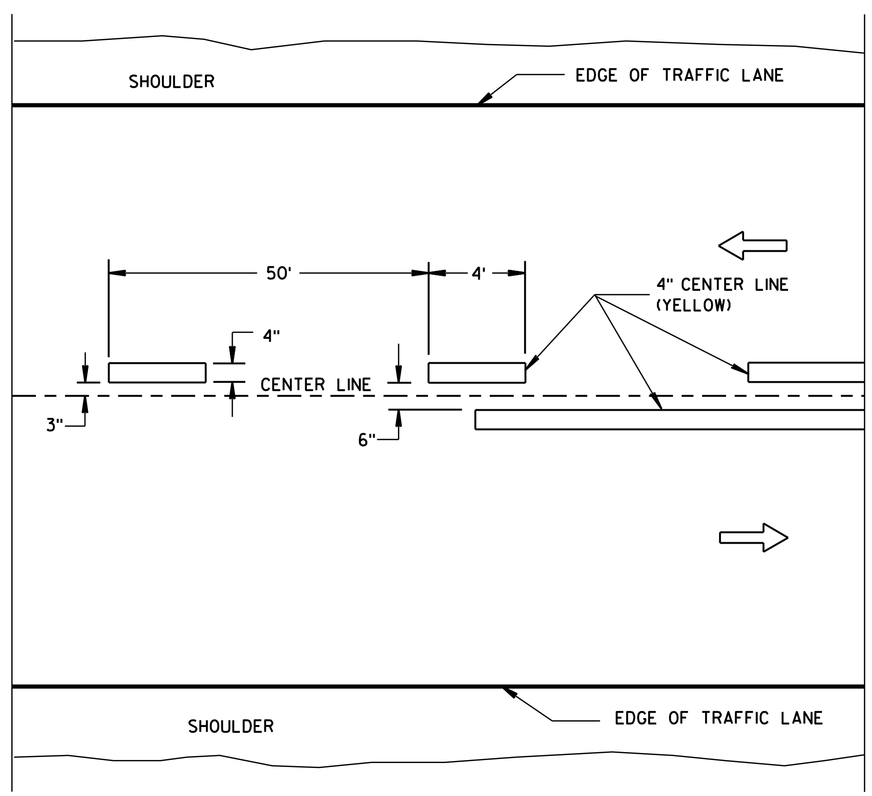


TWO WAY TRAFFIC

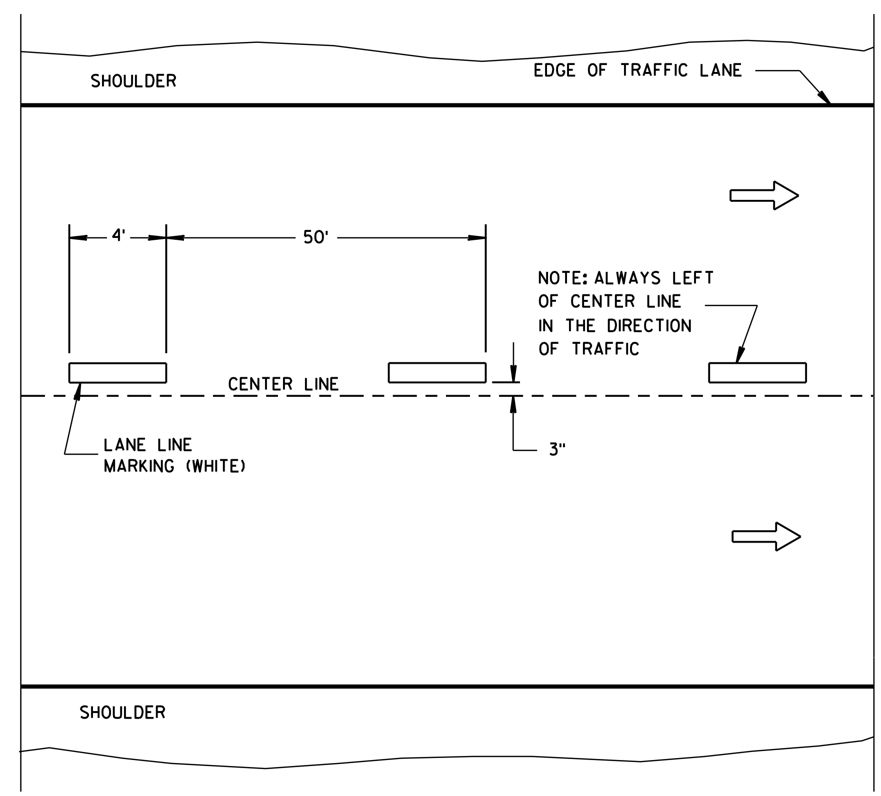


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

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.

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

LEGEND

"T" MARKING

POST MOUNTED SIGN

LONGITUDINAL MARKING
(MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MAR[KING ENG]INEER
FHWA

S.D.D. 15 C 8-18a

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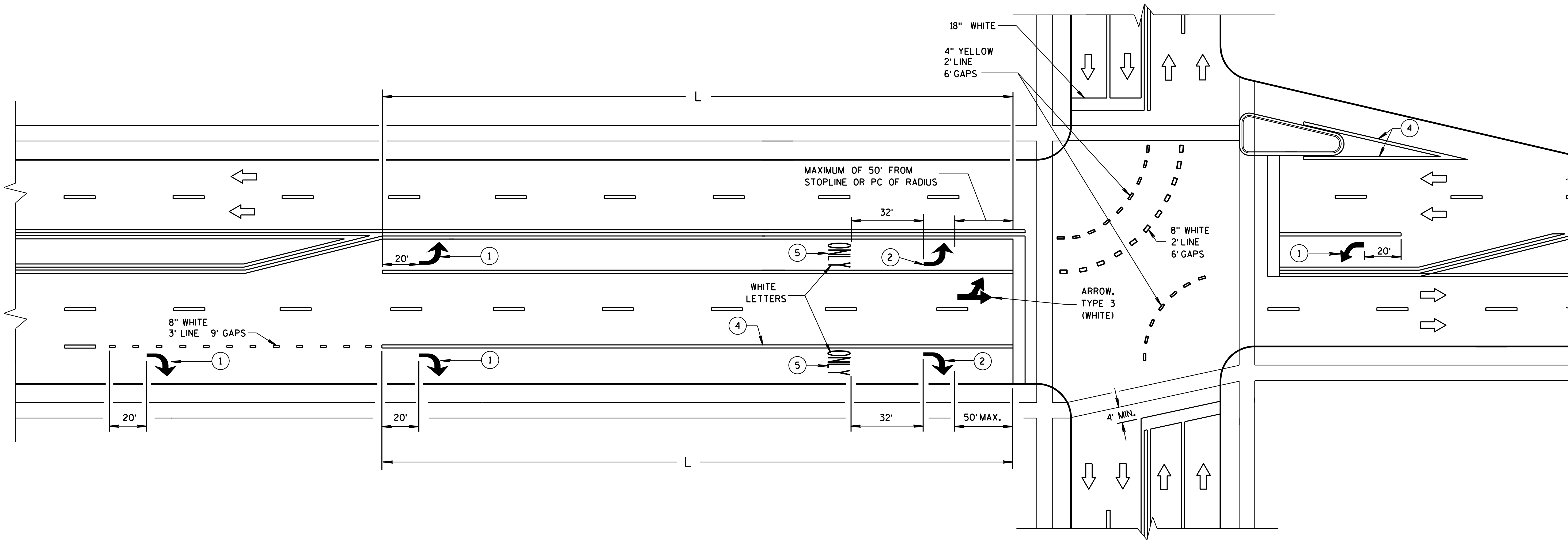

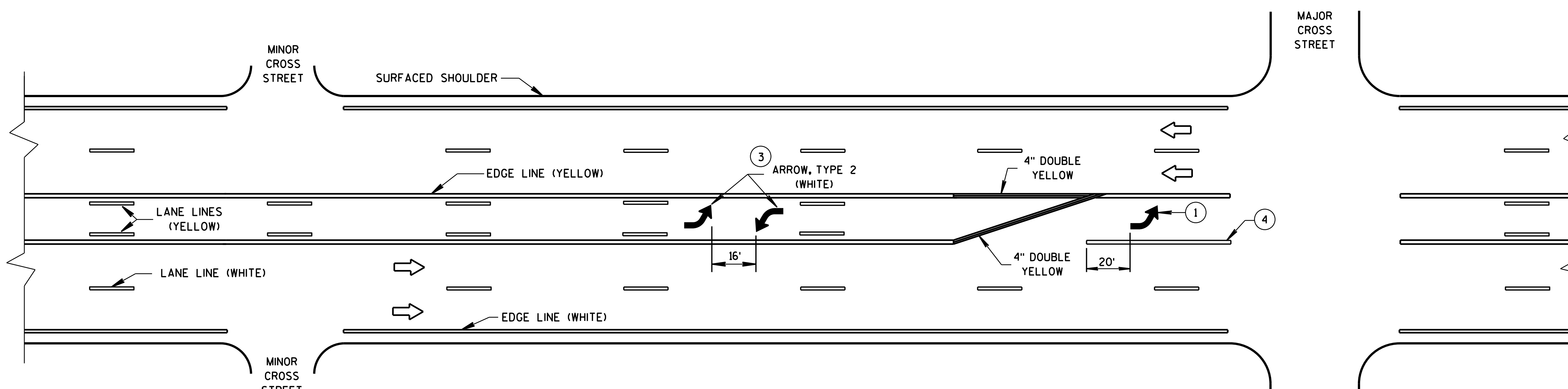

TWO WAY LEFT TURN LANE

GENERAL NOTES

(1) REQUIRED ARROW, TYPE 2 (WHITE).

(2) REQUIRED ARROW, TYPE 2 (WHITE) WHEN L IS GREATER THAN 78 FEET AND LESS THAN OR EQUAL TO 166 FEET.

(3) A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.

(4) 8" WHITE

(5) REQUIRED WORD ONLY WHEN L IS GREATER THAN 166 FEET.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL

L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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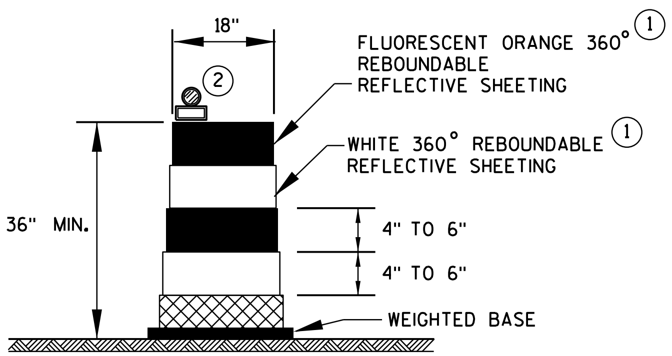
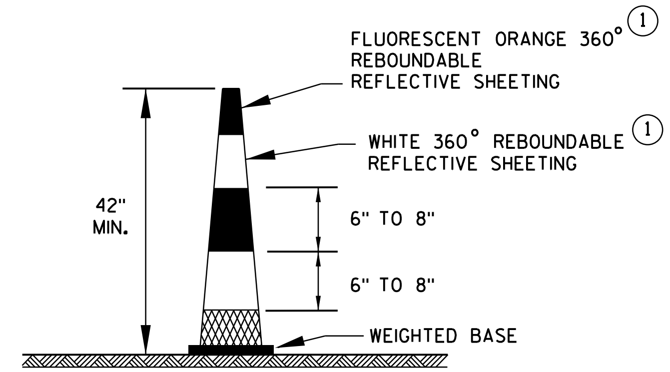
S.D.D. 15 C 8-18b

S.D.D. 15 C 8-18b



DRUM



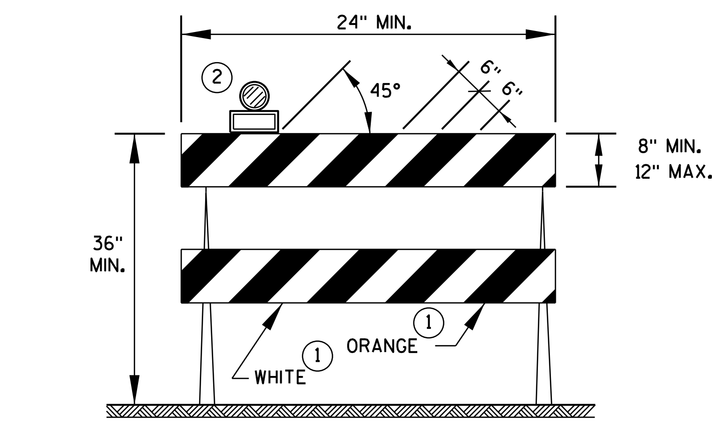
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS

GENERAL NOTES

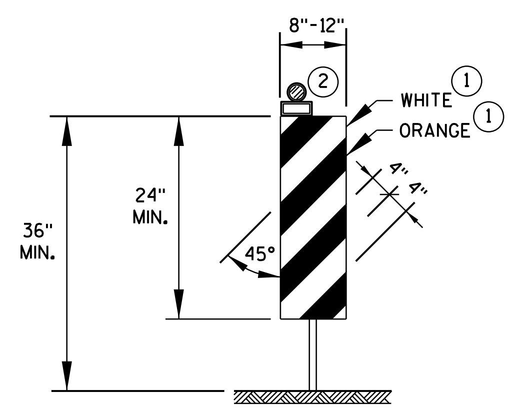
(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

(2) LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



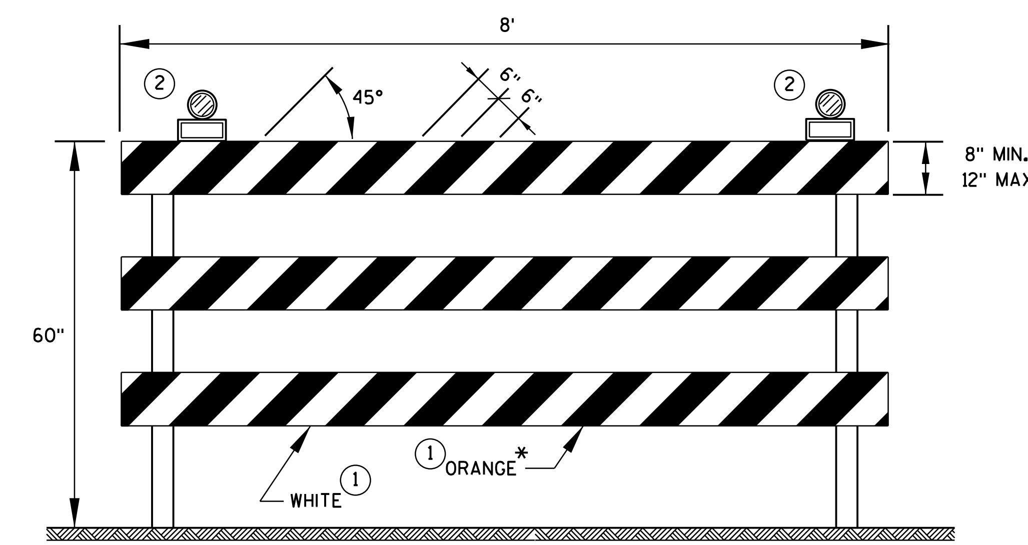
TYPE 2 BARRICADE

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



VERTICAL PANEL

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

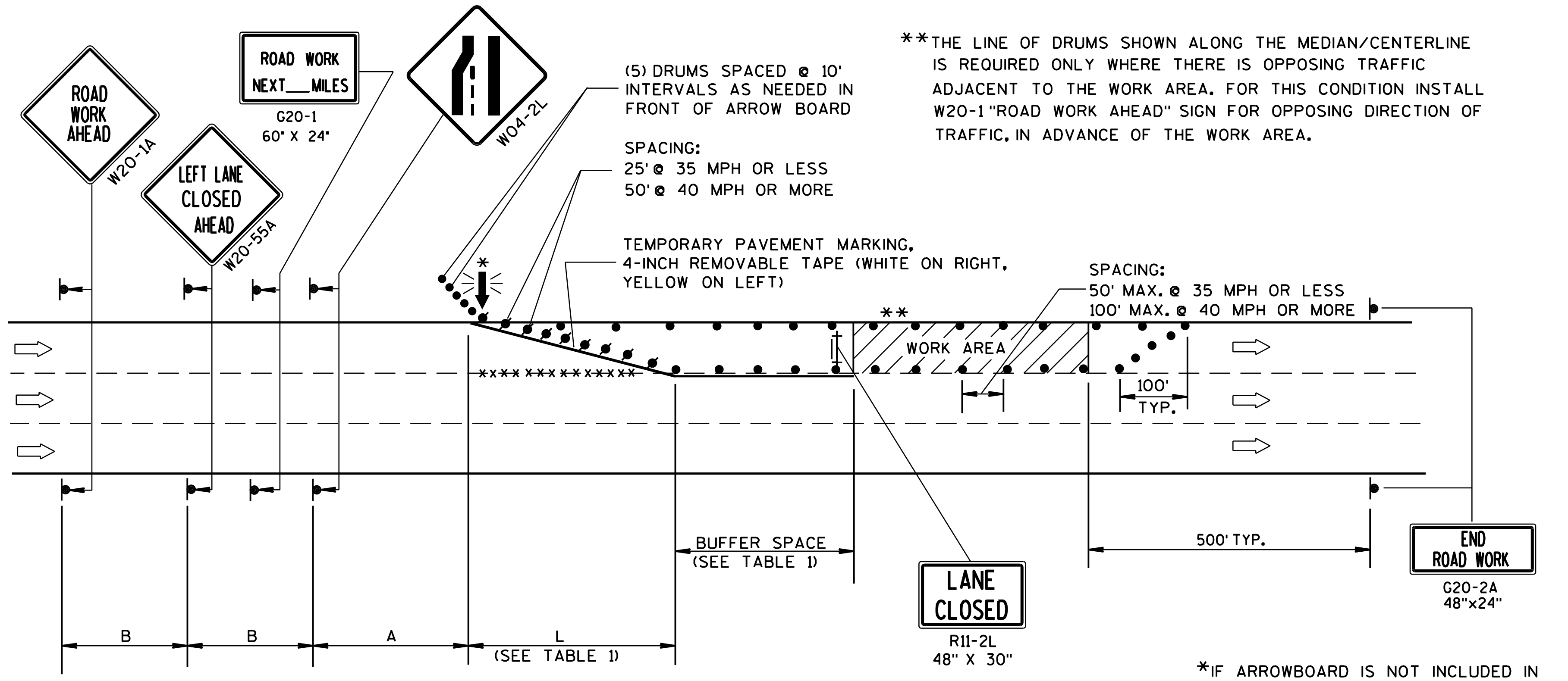


TYPE 3 BARRICADE

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 June 2017 DATE /S/ Andrew Heidtke WORK ZONE ENG FHWA



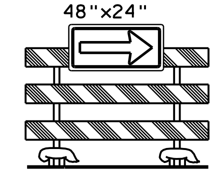
(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"



GENERAL NOTES

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

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

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

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

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.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

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

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

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

BARRICADES IN A CLOSED LANE 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.

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

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TABLE 1
TAPER AND BUFFER SPACE
FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER
L = $\frac{WS^2}{60}$ AT 40 MPH OR LESS
L = TAPER LENGTH IN FEET
S = NON-CONSTRUCTION SPEED LIMIT (MPH)
W = WIDTH OF LANE CLOSURE

LEGEND

TYPE III BARRICADE WITH ATTACHED SIGN

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

TRAFFIC CONTROL DRUM

FLASHING ARROW BOARD

DIRECTION OF TRAFFIC

REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)

WORK AREA

TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
/S/ Peter Amakobe Atepe — STATEWIDE WORK ZONE SAFETY ENGIN... IC
FHWA

S.D.D. 15 D 20-4

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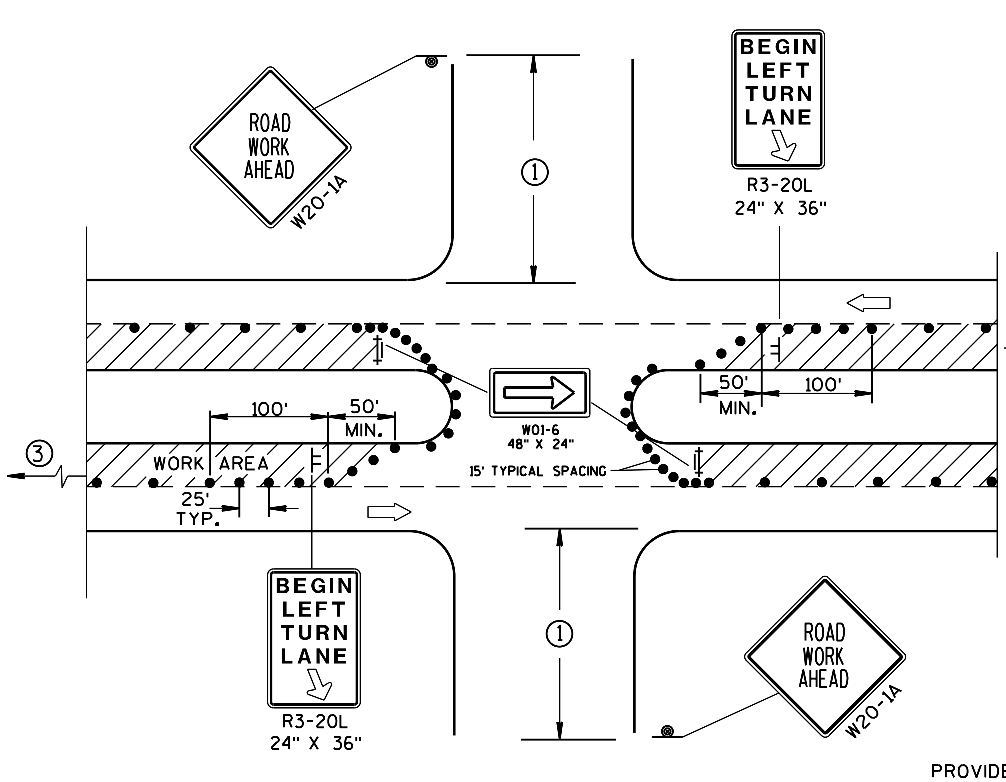
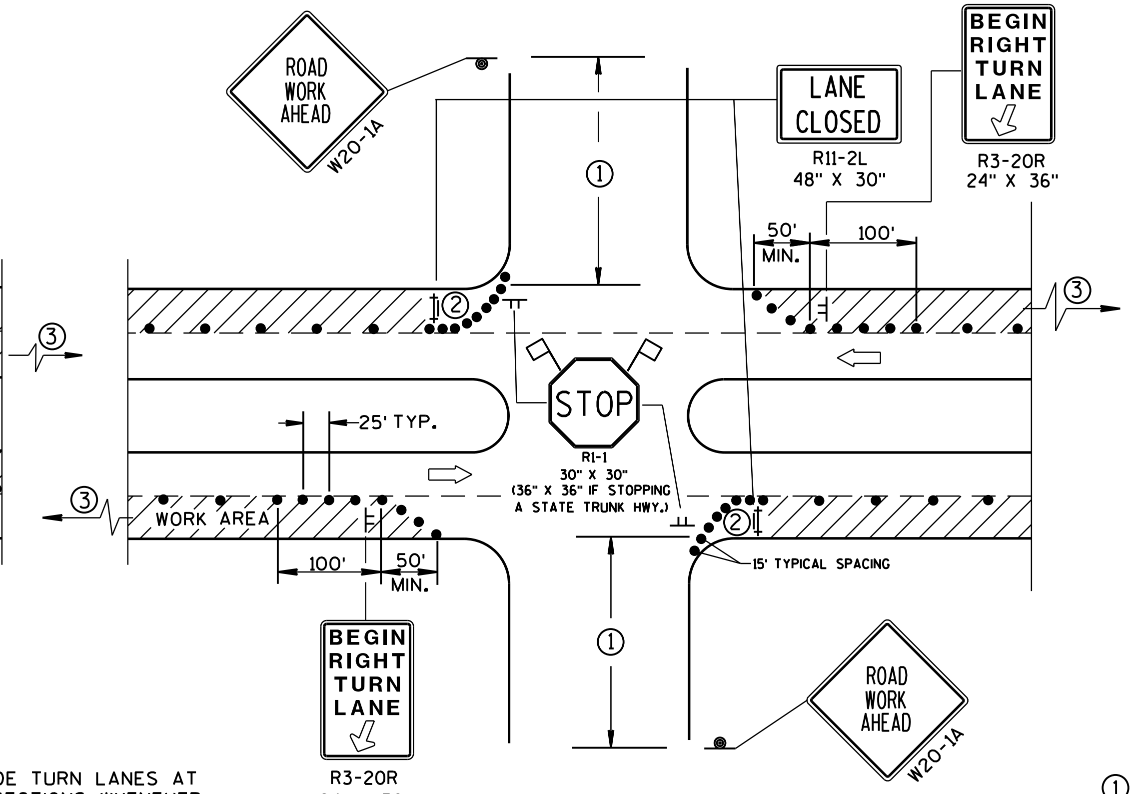


DETAIL A

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

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



DETAIL B

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

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

THE SPACING BETWEEN 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.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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

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.

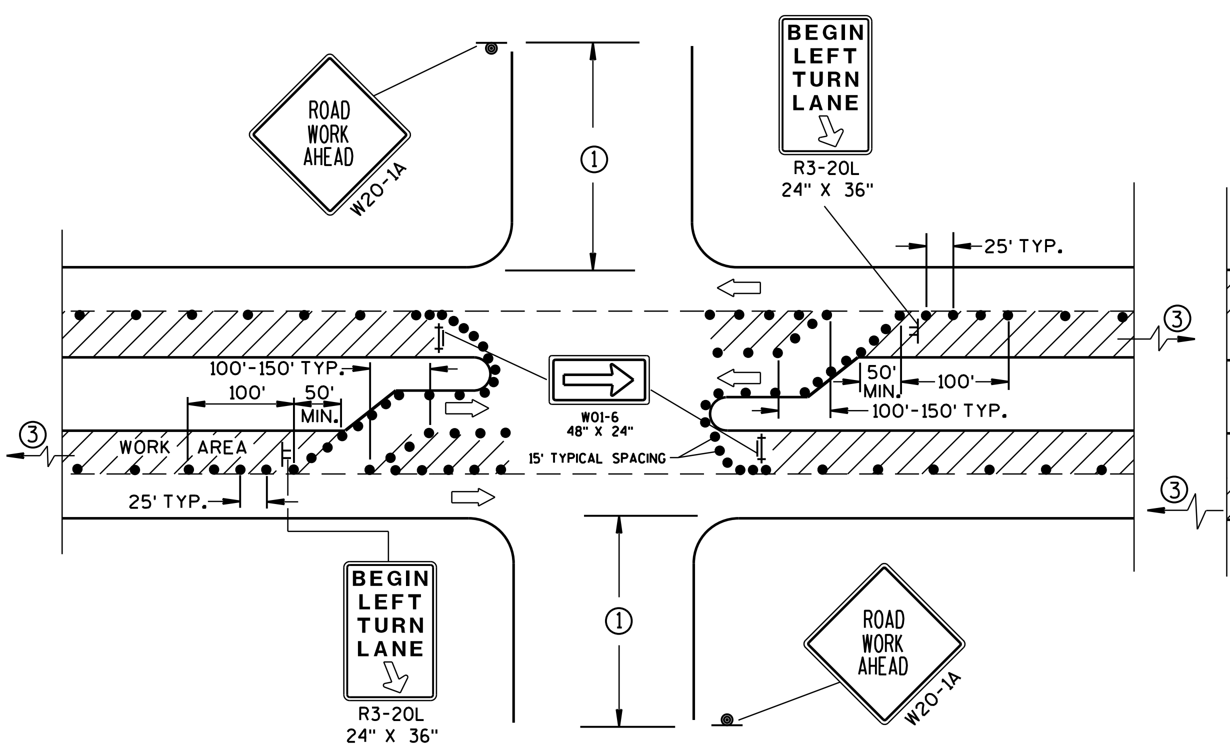
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE 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.

① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.

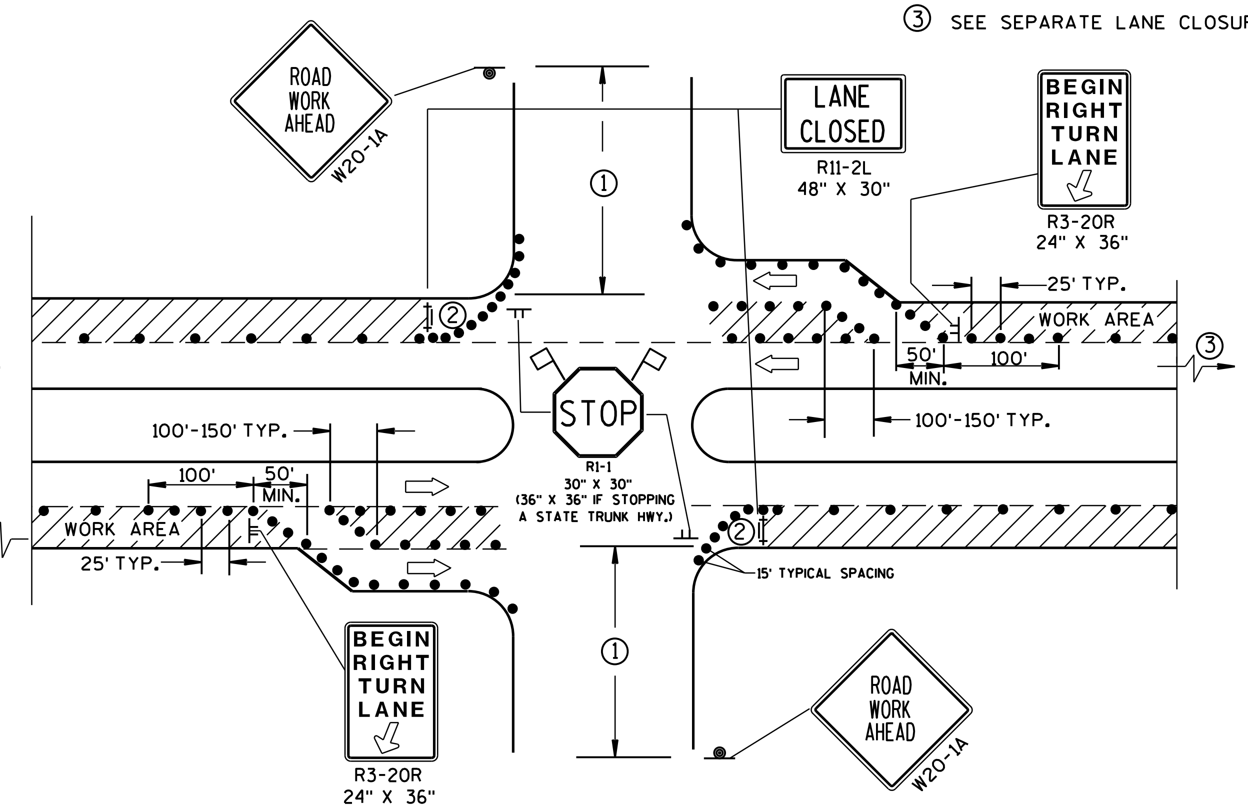
② ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.



DETAIL C

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)



DETAIL D

FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., (ORANGE)
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
/S/ Peter Anakobe Atepe — STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

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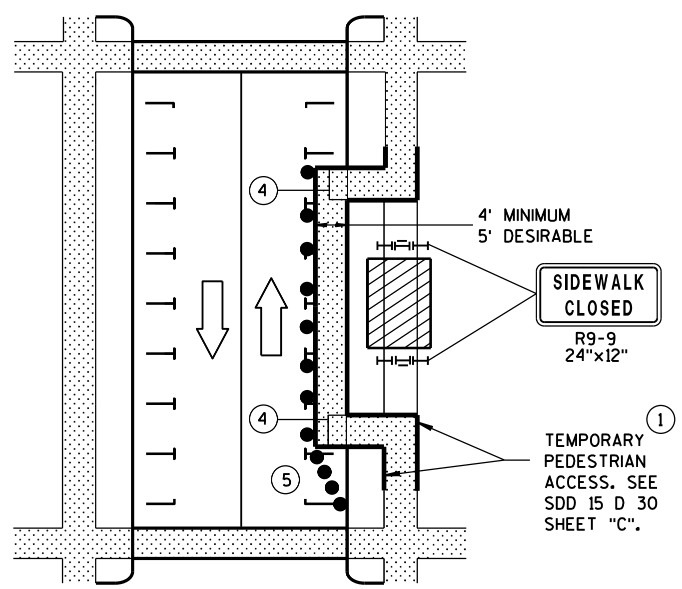
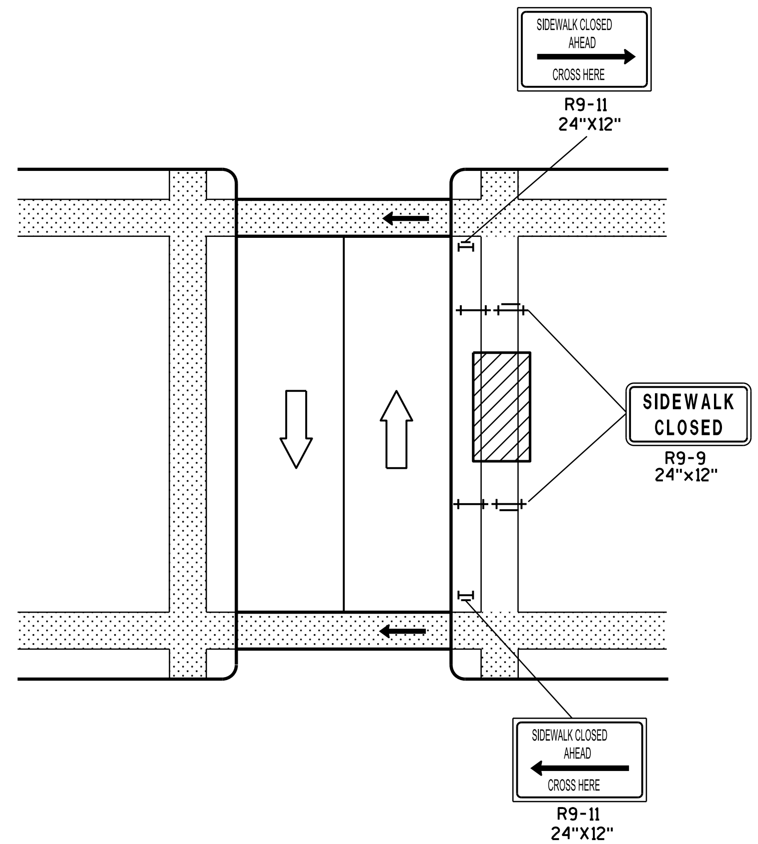
S.D.D. 15 D 21-4

S.D.D. 15 D 21-4

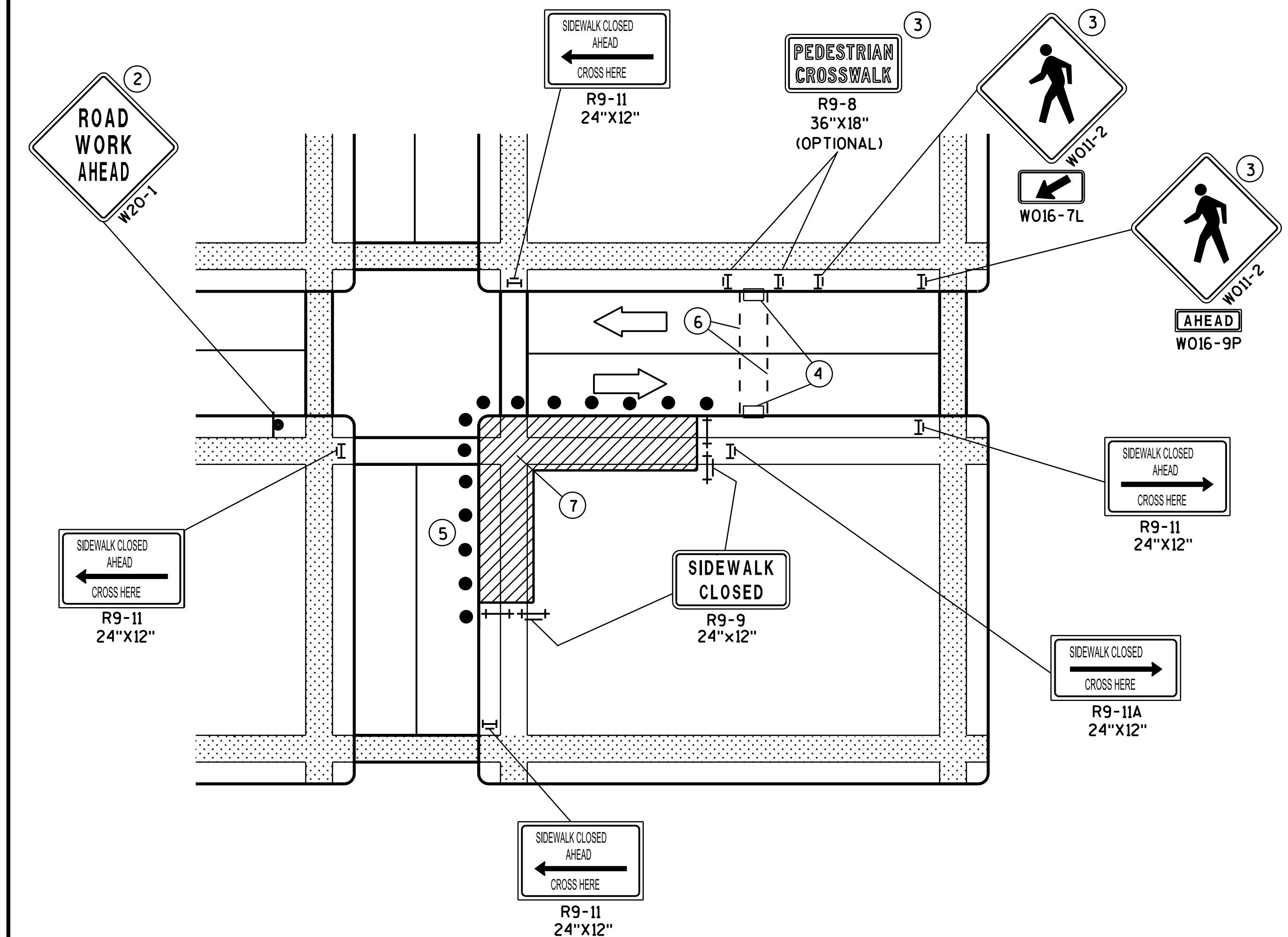
NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.



MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE



MID-BLOCK SIDEWALK CLOSURE



CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

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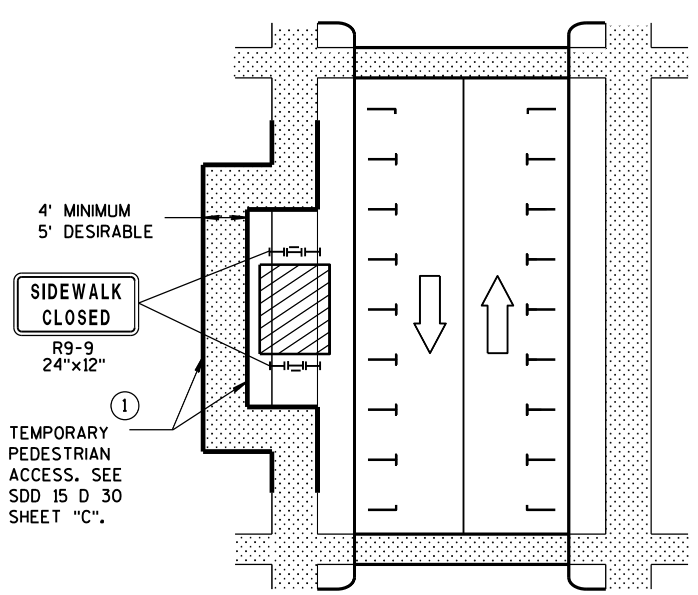
NOTE: LAYOUT SAME AS ABOVE.



SIDEWALK DIVERSION

GENERAL NOTES

WHEN CLOSING OR RELOCATING CROSSWALKS OR SIDEWALKS, PROVIDE DETECABLE TEMPORARY FACILITIES AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH EXISTING PEDESTRIAN FACILITIES.

TEMPORARY TRAFFIC CONTROL DEVICES FOR PEDESTRIANS ARE SHOWN. OTHER DEVICES MAY BE NECESSARY TO CONTROL VEHICULAR TRAFFIC. STAGE WORK, AS NECESSARY, TO PROVIDE A TEMPORARY PEDESTRIAN ACCESS ROUTE AT ALL TIMES. FOR ROADWAYS WITH NO AVAILABLE DETOURS, MAINTAIN ONE OPEN SIDEWALK AT ALL TIMES.

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

FOR NIGHTTIME CLOSURE USE TYPE "A" FLASHING WARNING LIGHTS ON BARRICADES, SUPPORTING SIGNS AND CLOSING SIDEWALK. USE TYPE "C" STEADY BURN LIGHTS ON CHANNELIZING DEVICES SEPARATING THE WORK AREA FROM VEHICULAR TRAFFIC.

PEDESTRIAN TRAFFIC SIGNAL DISPLAY CONTROLLING CLOSED CROSSWALK SHALL BE COVERED OR DEACTIVATED.

POST MOUNTED SIGNS LOCATED ADJACENT TO A SIDEWALK SHALL HAVE A 7 FOOT MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE SIDEWALK SURFACE.

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

1. IF SIDEWALK CLOSURE AFFECTS AN ACCESSIBLE AND DETECTABLE FACILITY, MAINTAIN ACCESSIBILITY AND DETECTABILITY ALONG THE ALTERNATE PEDESTRIAN ROUTE.
2. "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.
3. IF TEMPORARY PEDESTRIAN CROSSWALK IS NOT PROVIDED, OMIT R9-8 AND WO11-2 SIGN ASSEMBLIES. IF PROVIDED INCLUDE ON BOTH SIDES OF THE CROSSWALK.
4. TEMPORARY CURB RAMPS. SEE SDD 15 D 30 SHEET "B".
5. DRUMS OR BARRICADES AT 25 FOOT SPACING. STREET PARKING SHALL BE PROHIBITED FOR AT LEAST 50 FEET IN ADVANCE OF THE MID-BLOCK CROSSWALK.
6. TEMPORARY PAVEMENT MARKING FOR CROSSWALK LINES.
7. LIMIT WORK TO ONE QUADRANT AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

LEGEND

SIGN ON PERMANENT SUPPORT

UNDER PEDESTRIAN TRAFFIC

WORK AREA

PEDESTRIAN CHANNELIZATION DEVICE

TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)

TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)

DIRECTION OF TRAFFIC

TRAFFIC CONTOL DRUM

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

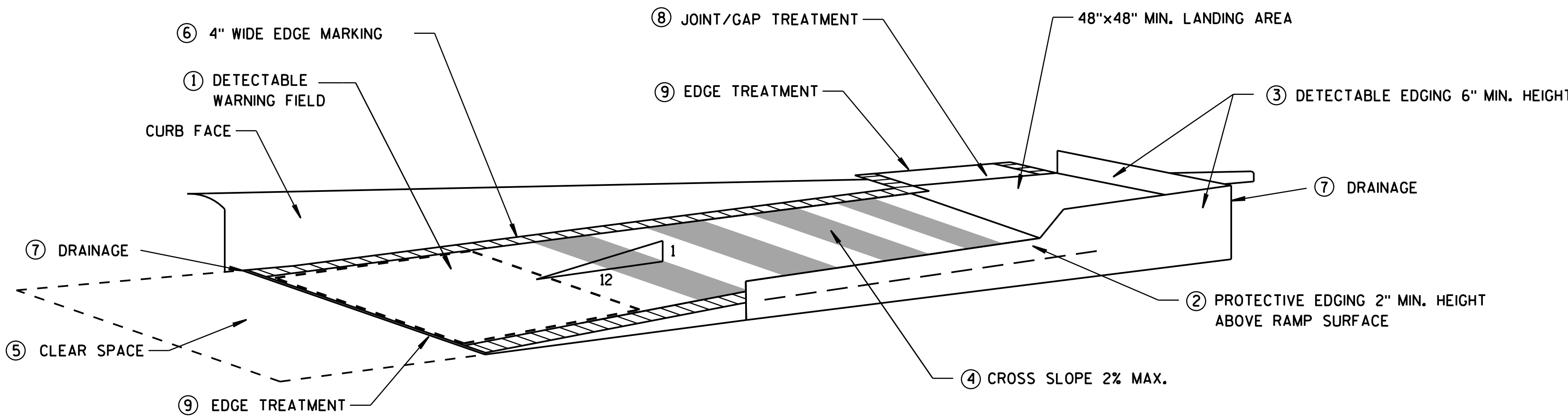
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

GENERAL NOTES

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

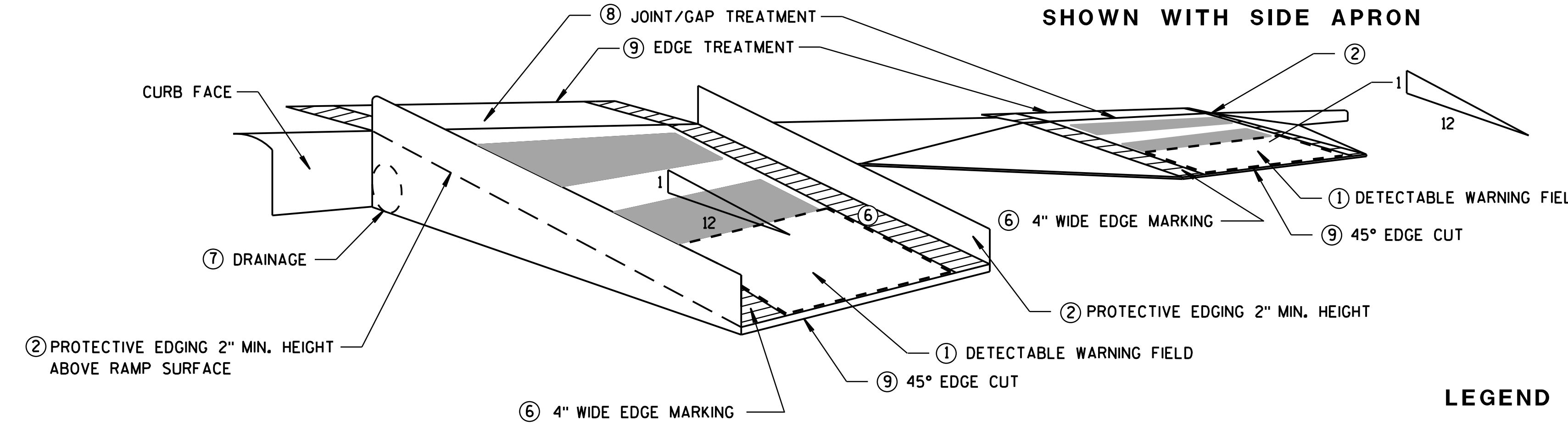
ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

1. CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 8D5 SHEET "E".
2. PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
3. DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
4. CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.
5. CLEAR SPACE OF 48"X48" MIN. SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
6. THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.
7. DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
8. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.
9. CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES SHALL BE VERTICAL UP TO 1/4" HIGH, AND BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".
10. 5' WIDE MIN. WITH PEDSETRIAN SAFETY FENCE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY FENCE.



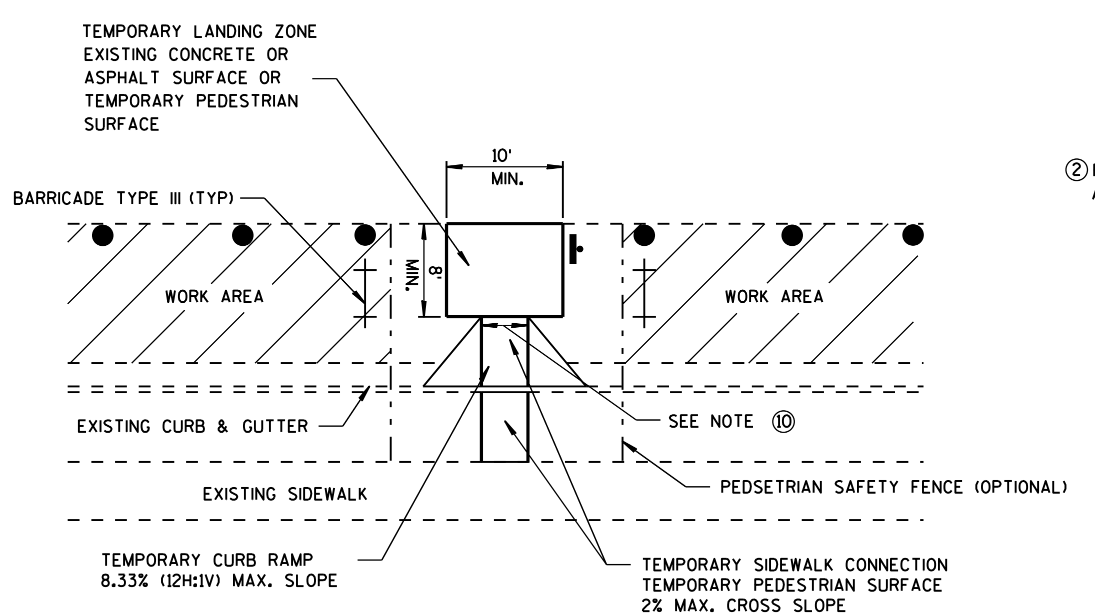
TEMPORARY CURB RAMP PARALLEL TO CURB

SHOWN WITH SIDE APRON



SHOWN WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB



TEMPORARY BUS STOP PAD

LEGEND

WORK AREA

TYPE III BARRICADE

TRAFFIC CONTOL DRUM

TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

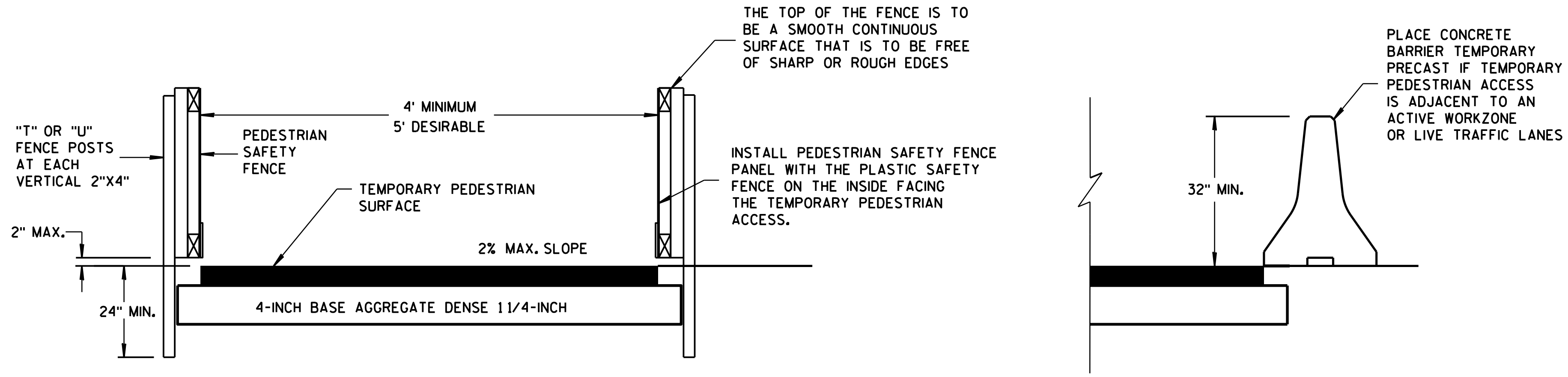
APPROVED

June 2016	/S/ Peter Amakobe Atepe
DATE	STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA

6

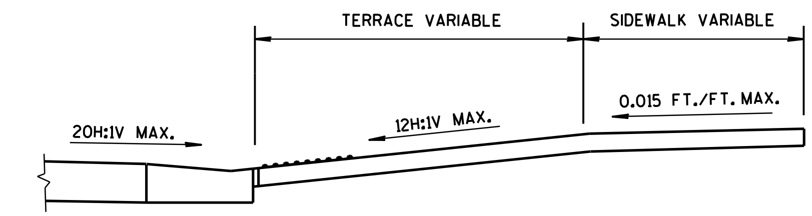
S.D.D. 15 D 30-3c



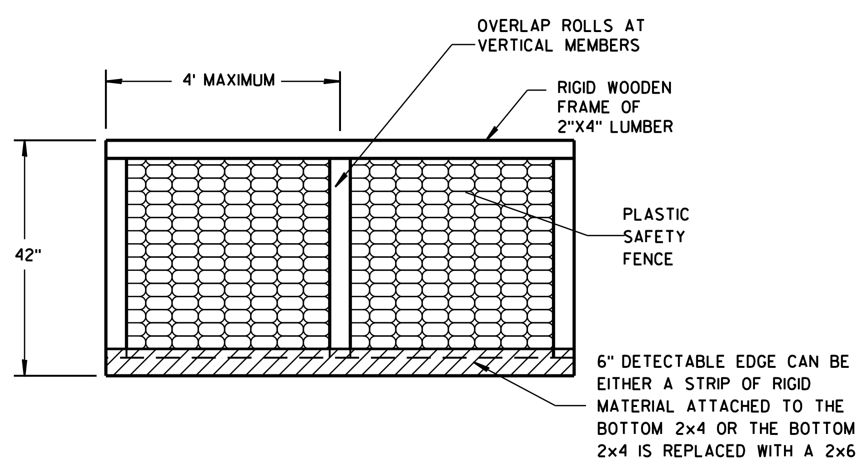
TEMPORARY PEDESTRIAN ACCESS

GENERAL NOTES

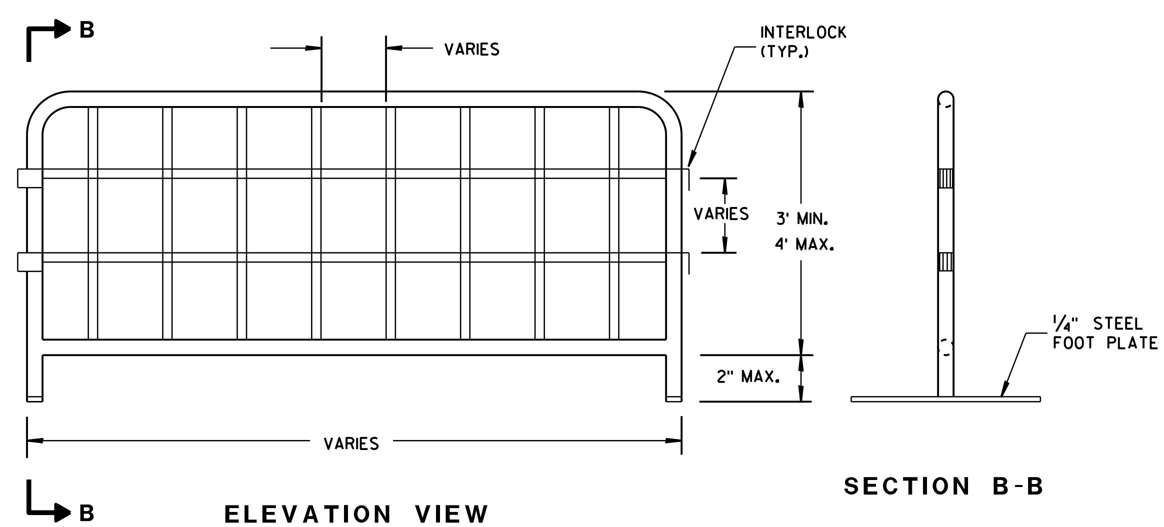
(1) INTERCHANGEABLE WITH THE PEDESTRIAN SAFETY FENCE.



SECTION A-A



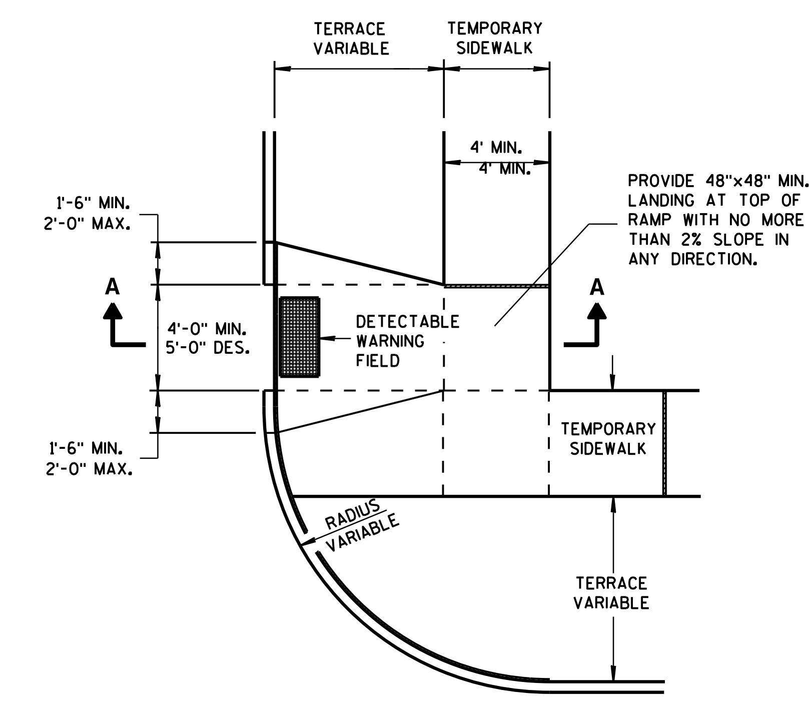
PEDESTRIAN SAFETY FENCE



ELEVATION VIEW

SECTION B-B

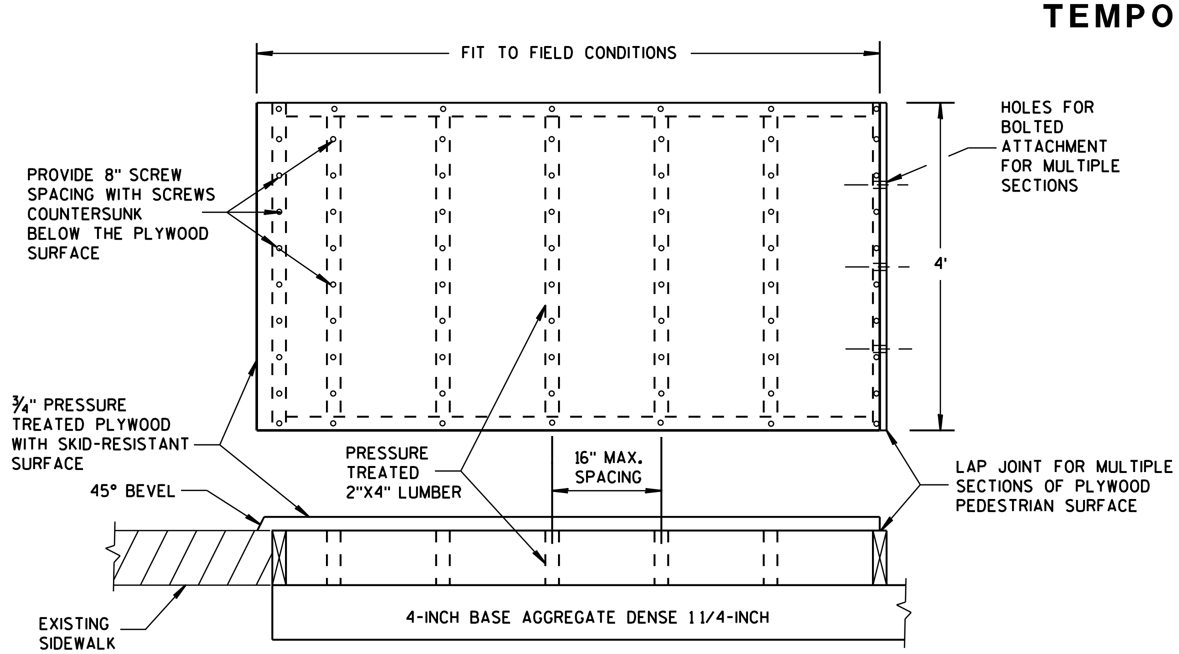
TEMPORARY PEDESTRIAN STEEL BARRICADE (1)



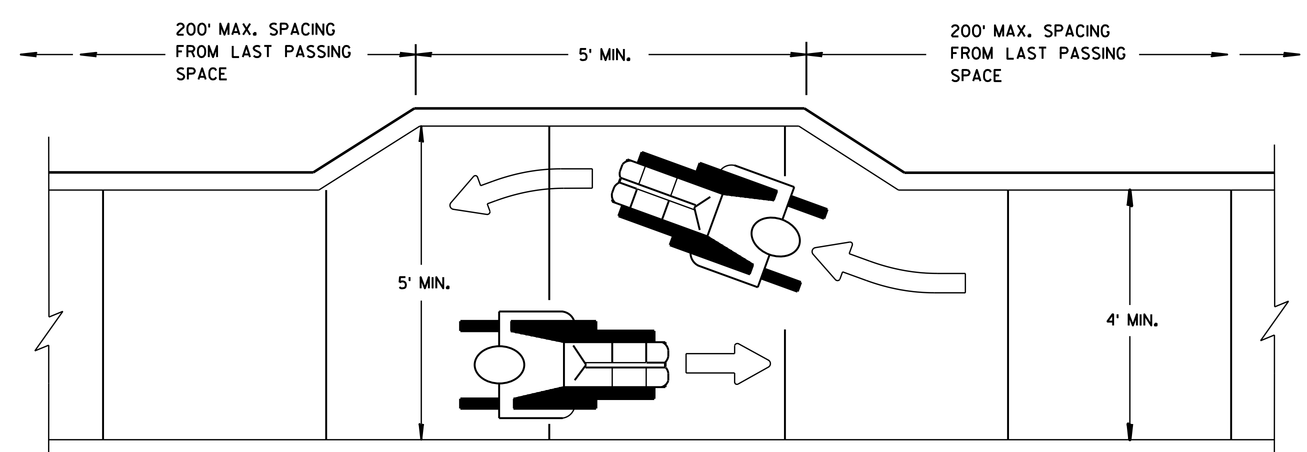
PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)



TEMPORARY PEDESTRIAN SURFACE PLYWOOD



NARROW SIDEWALK PASSING DETAIL

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED June 2016 DATE /S/ Peter Amakobe Atepe STATEWIDE WORK ZONE SAFETY ENGINEER FHWA

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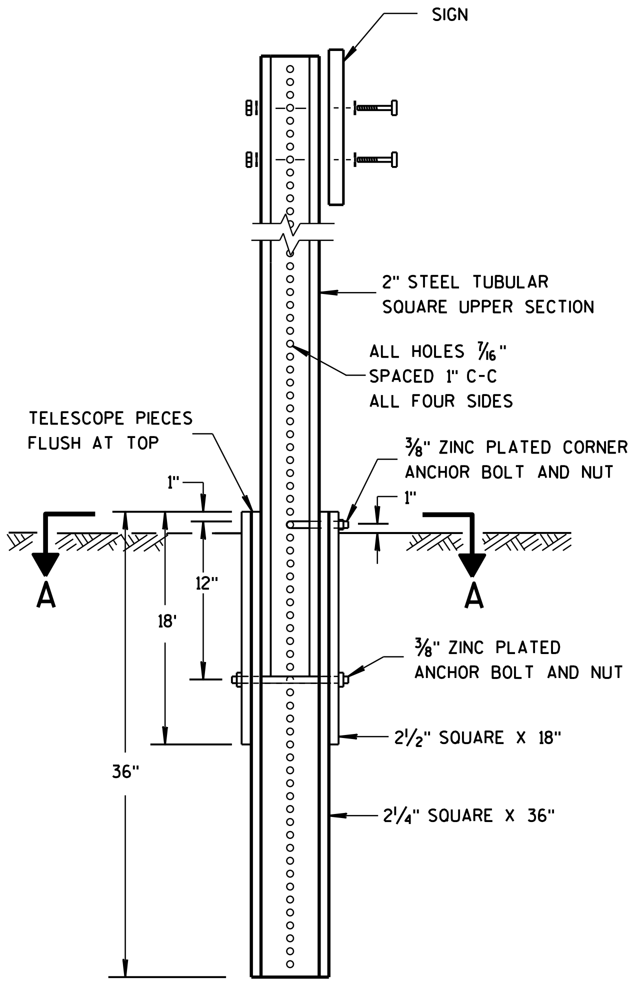
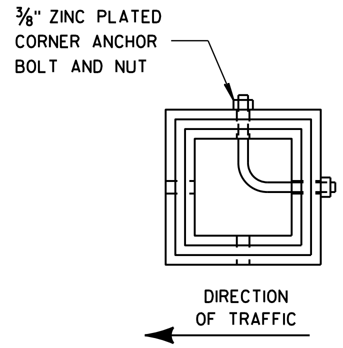
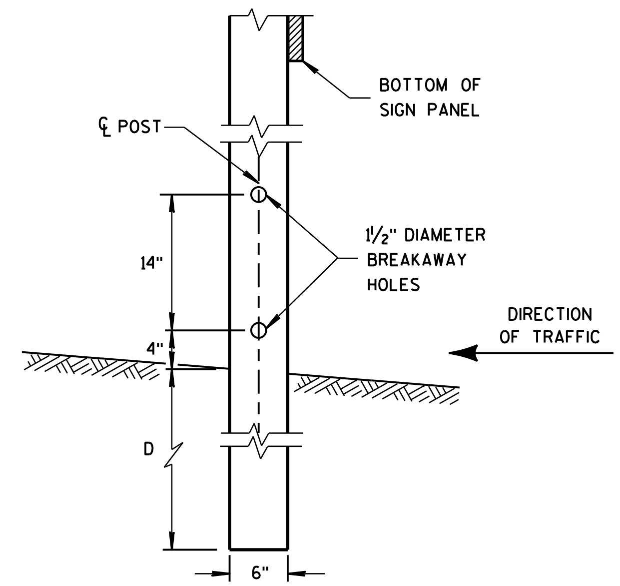
S.D.D. 15 D 30-3c



DETAIL OF TUBULAR STEEL SIGN POST



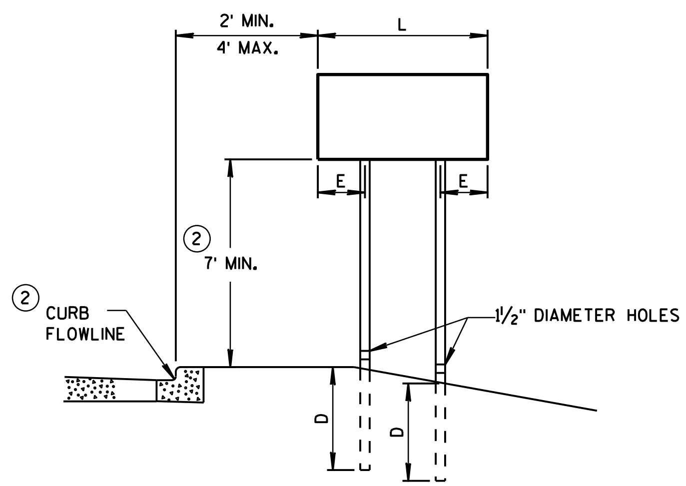
SECTION A-A



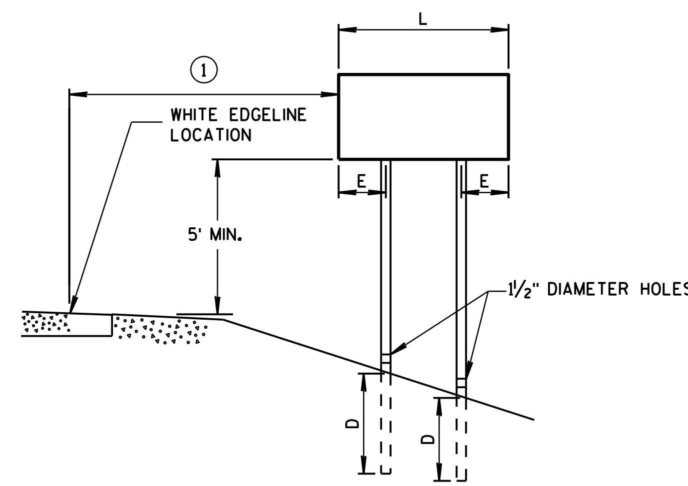
4"x6" WOOD POST MODIFICATION

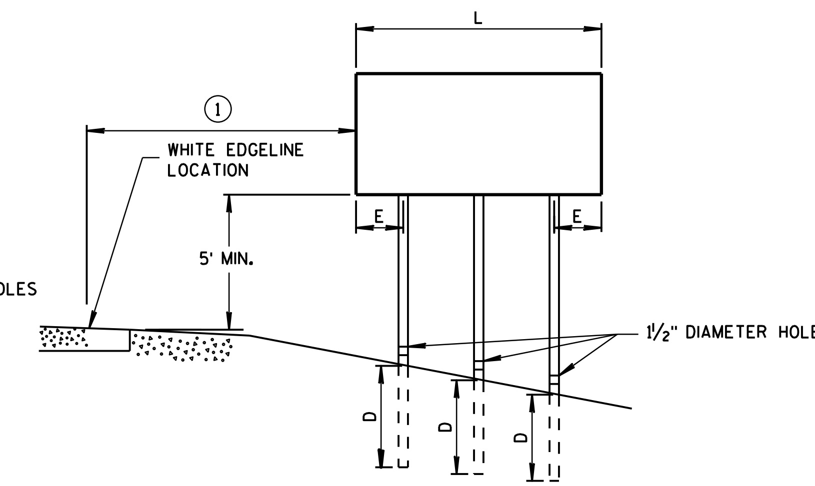
GENERAL NOTES

1. 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.
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. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.
3. FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.



URBAN AREA





RURAL AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL 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).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

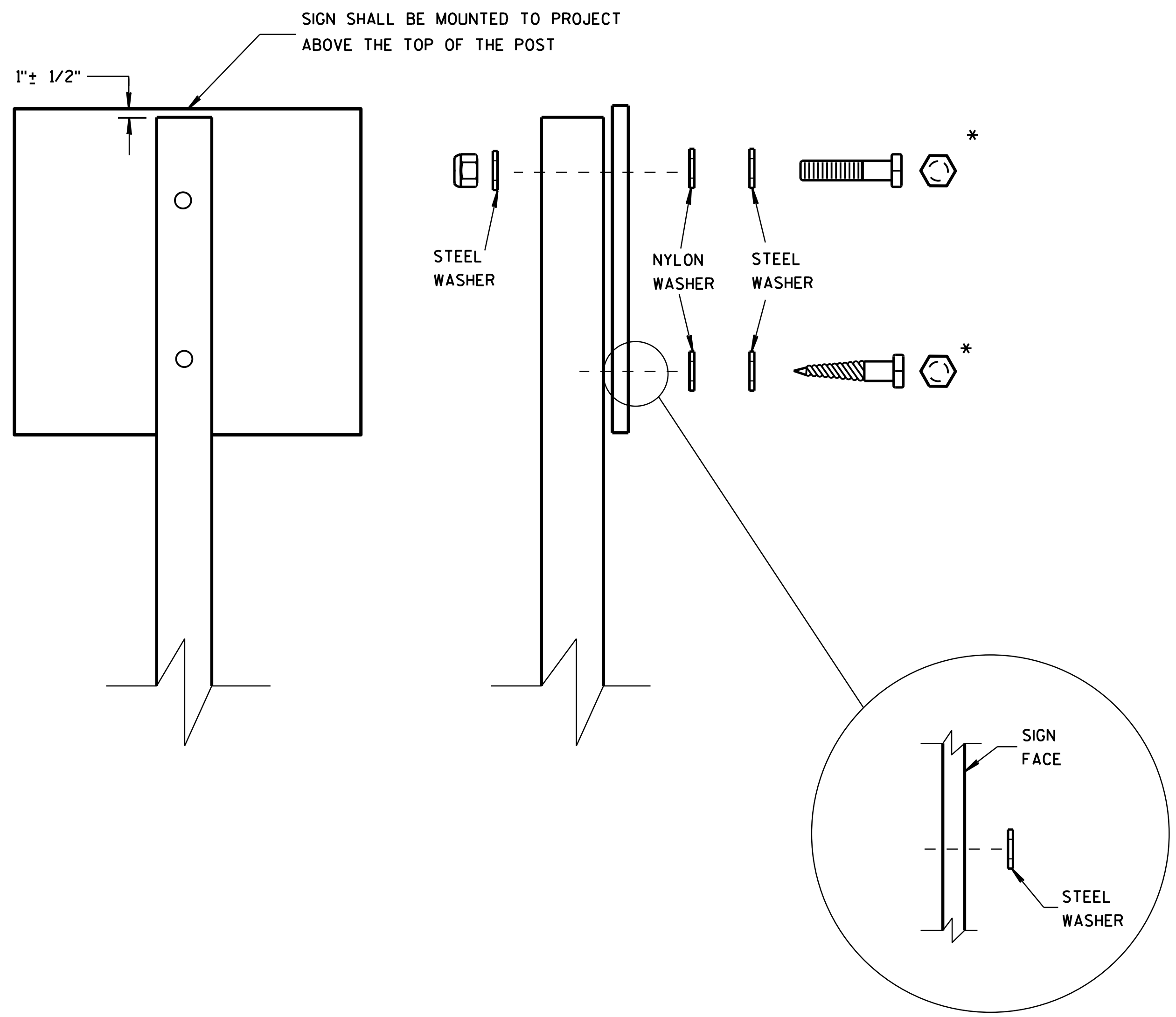
4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

SEE NOTE 3

TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

STATE OF WISCONSIN DEPARTMENT OF TRANSPO



WASHER PLACEMENT WHEN SIGN HAS OTHER THAN TYPE H OR TYPE F FACE

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.

WOOD POSTS (4" x 4" or 4" x 6")

LAG SCREWS - 3/8" X 3"

MACHINE BOLTS - 5/16" X 6-1/2" OR 7" LENGTH W/ NUTS

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" LENGTH W/ NUTS

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 FOR ALL TYPE H SIGNS

* 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. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

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ATTACHMENT OF SIGNS TO POSTS

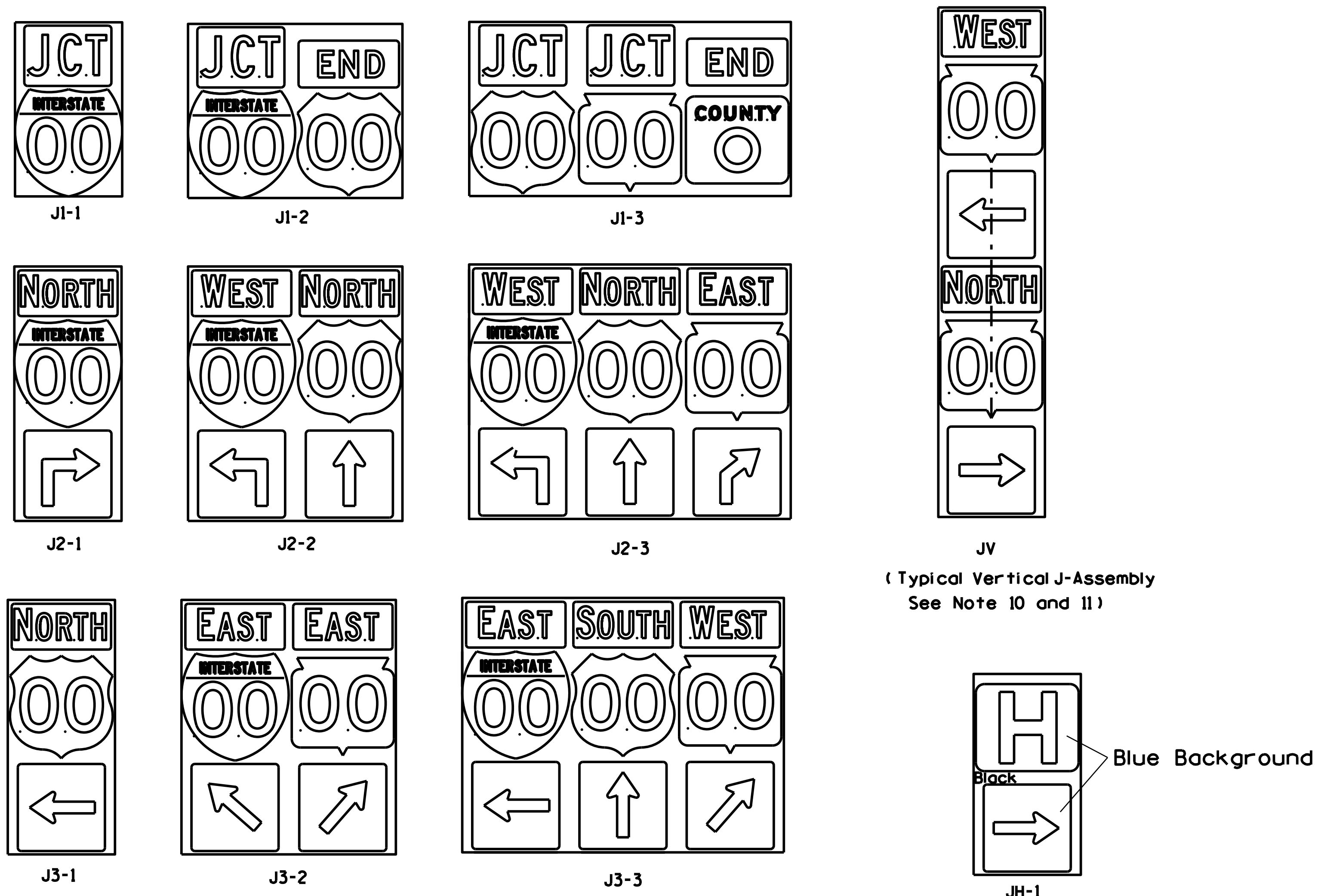
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

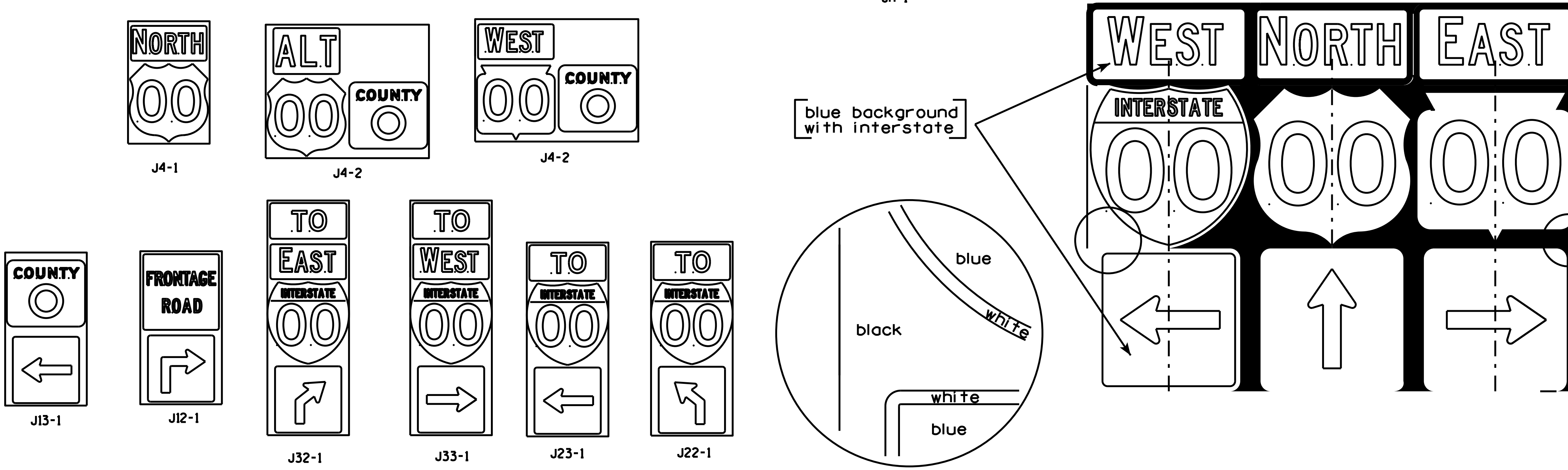
APPROVED
June 2017 /S/ Andrew Heldtke
DATE WORK ZONE ENG
FHWA

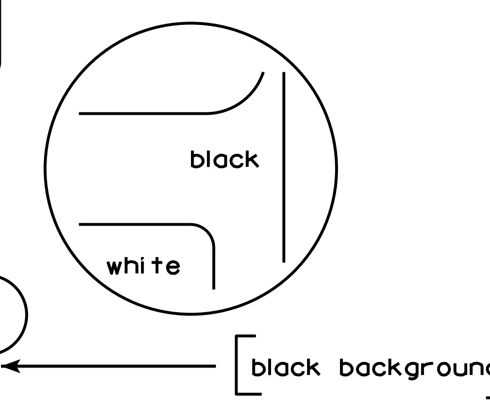
S.D.D. 15 D 38-2b

S.D.D. 15 D 38-2b

TYPICAL ASSEMBLIES







NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

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ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

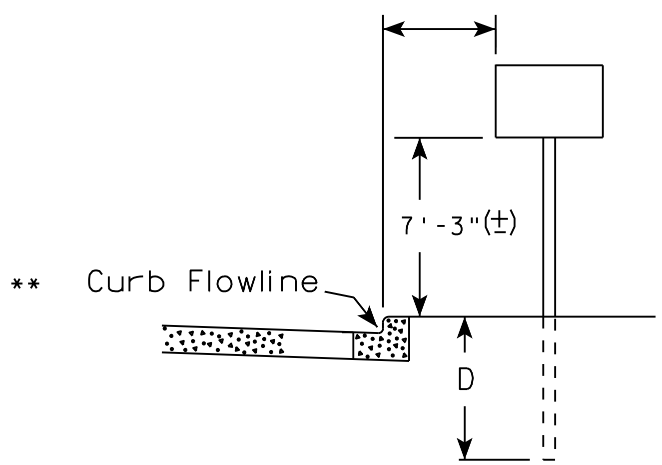
WISCONSIN DEPT OF TRANSPORTATION

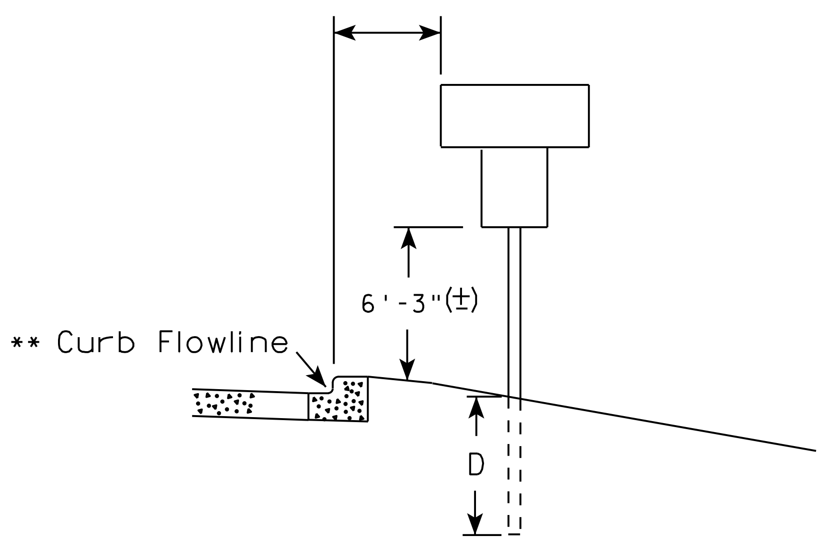
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/06/14 PLATE NO. A2-1S.8

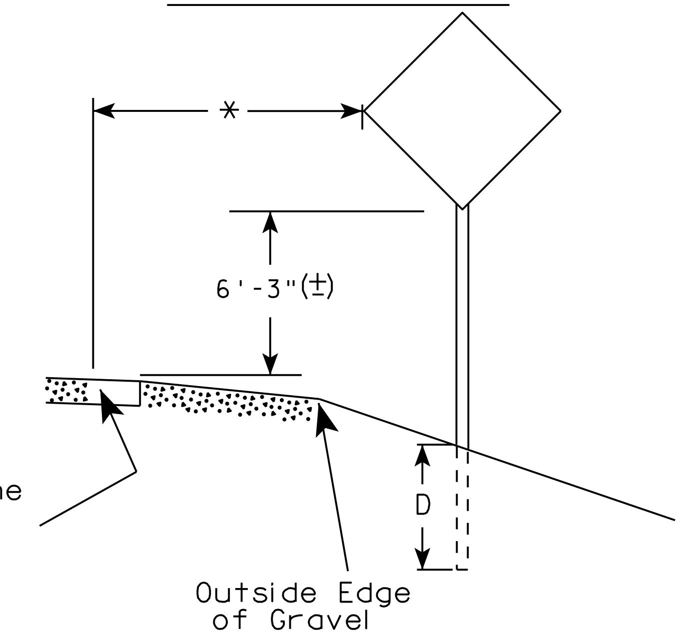
PROJECT NO:				SHEET NO:	E

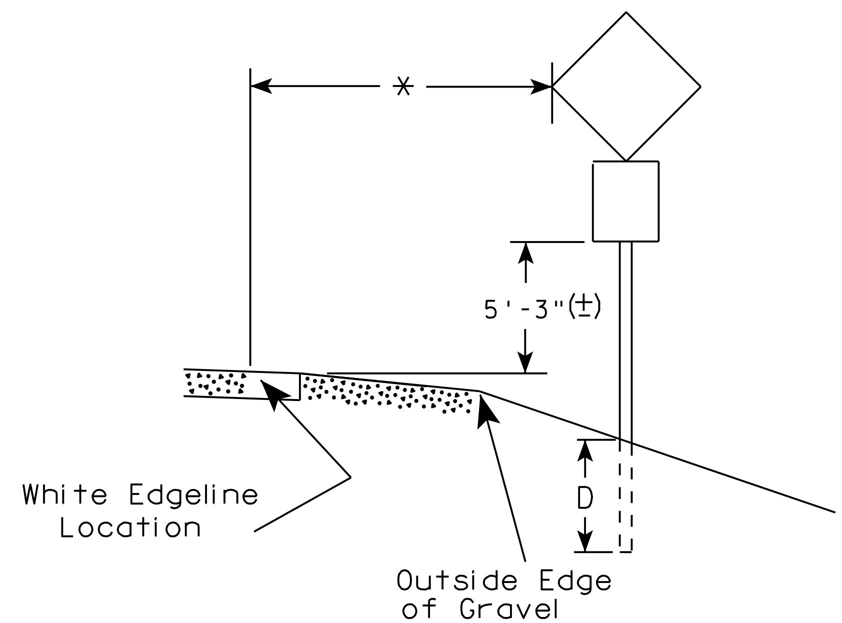
URBAN AREA





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 barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. J-Assemblies are considered to be one sign for mounting height.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-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" (±).

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 8/21/17 PLATE NO. A4-3.21

7

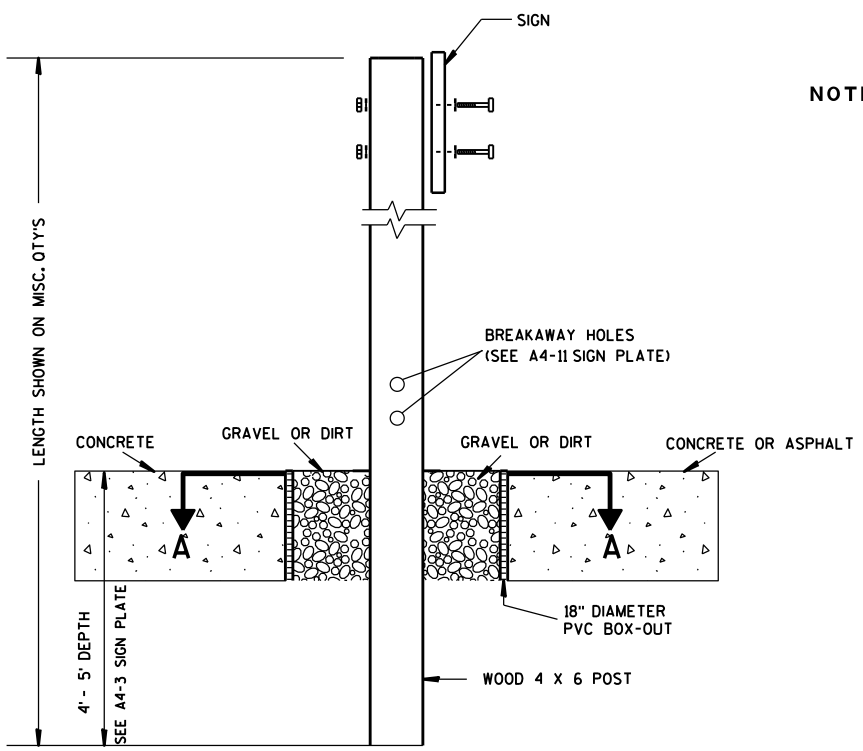
7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 77	E

NOTES: 1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION

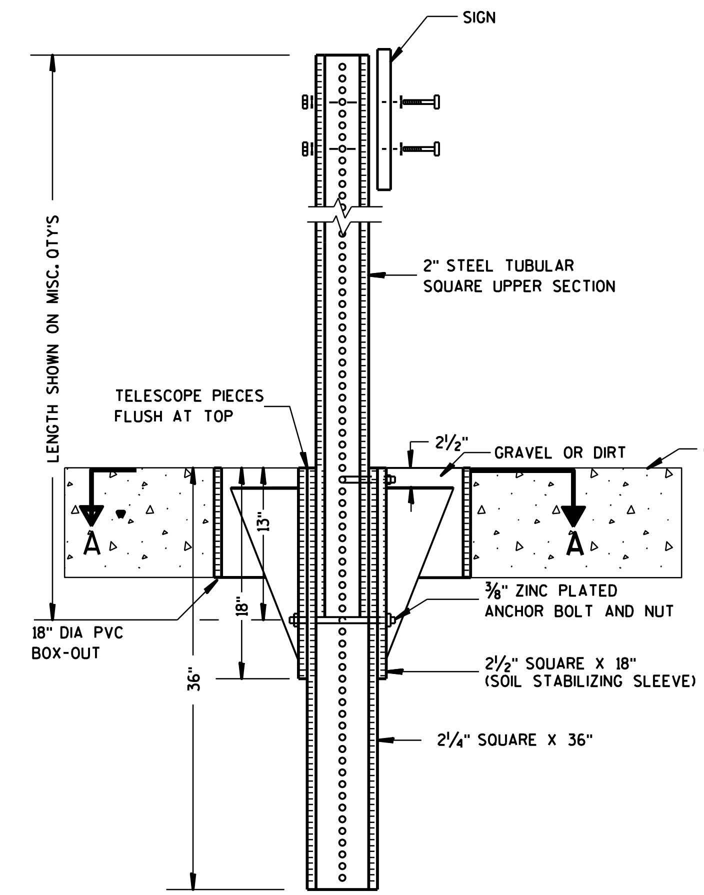
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS

3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



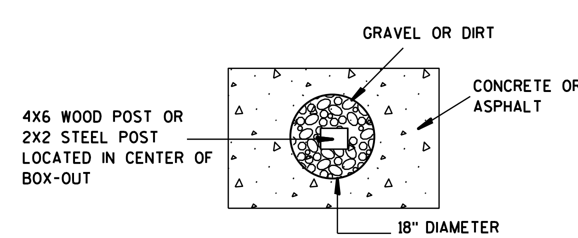
ELEVATION VIEW

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

7

7

SIGN POST
BOX-OUTS
A4-3B

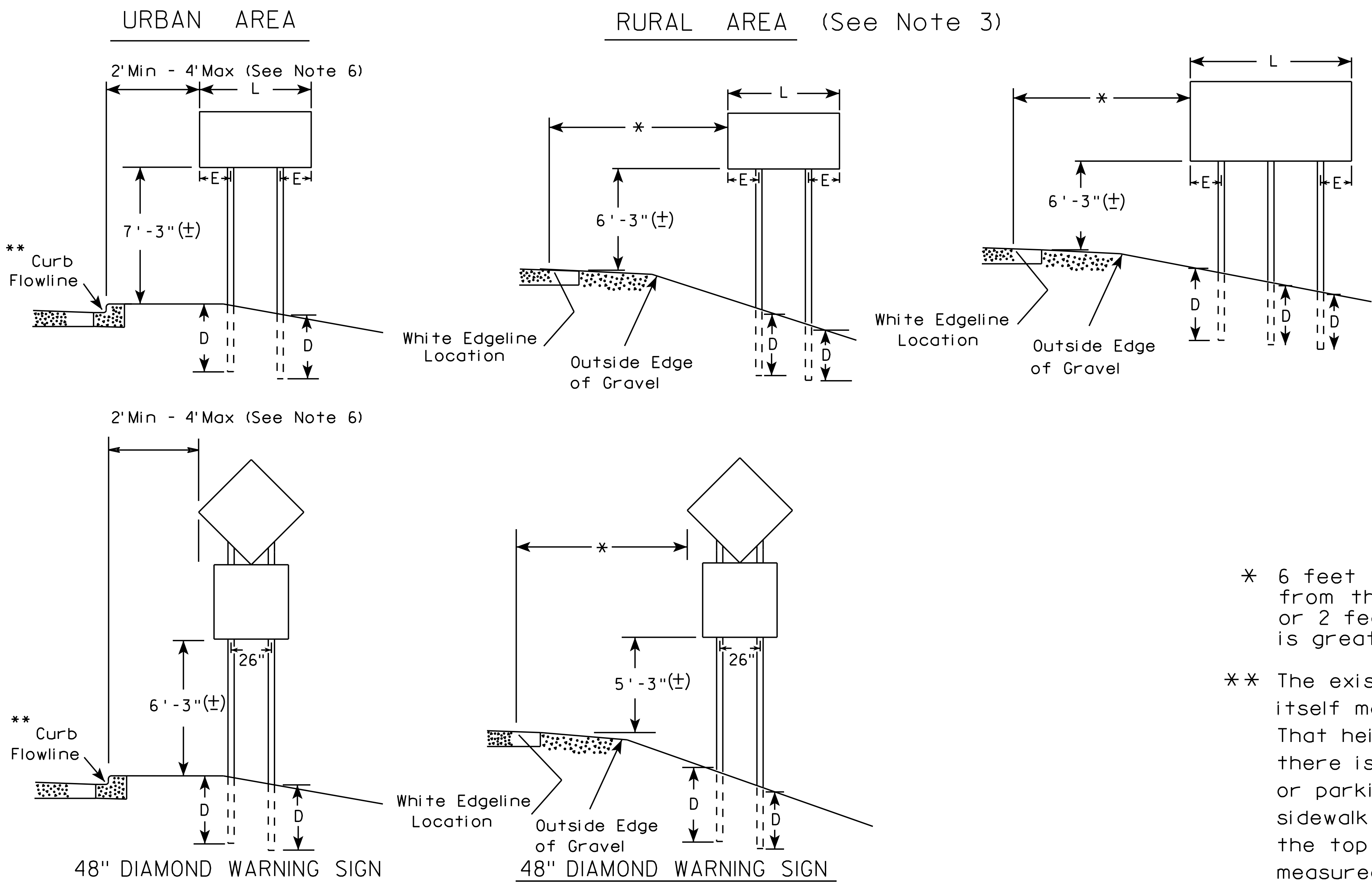
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



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" (±) or 6'-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" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-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" (±).

* 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.

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)

	L	E
***	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)

L	E
Greater than 108" to 144"	12"

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

7

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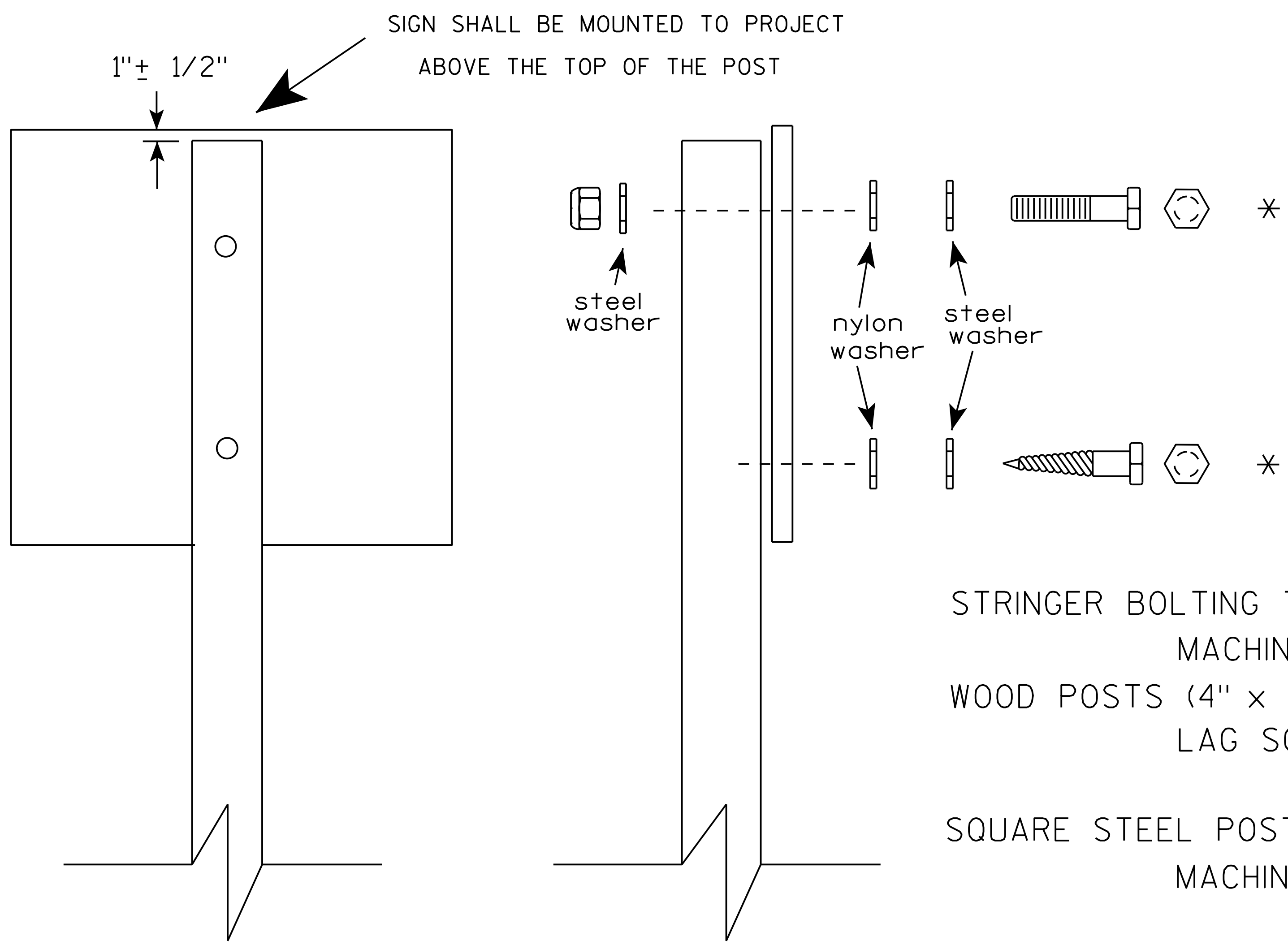
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 79	E



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

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - $\frac{5}{16}$" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 4" or 4" x 6")

LAG SCREWS - $\frac{3}{8}$" X 3" (NO STRINGERS ON BACK OF SIGN)
$\frac{3}{8}$" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - $\frac{3}{8}$" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
$\frac{3}{8}$" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - $\frac{9}{32}$ " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X $\frac{3}{8}$" I.D. X $\frac{1}{16}$" STEEL
1-1/4" O.D. X $\frac{3}{8}$" I.D. X .080 NYLON

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

ATTACHMENT OF SIGNS TO POSTS

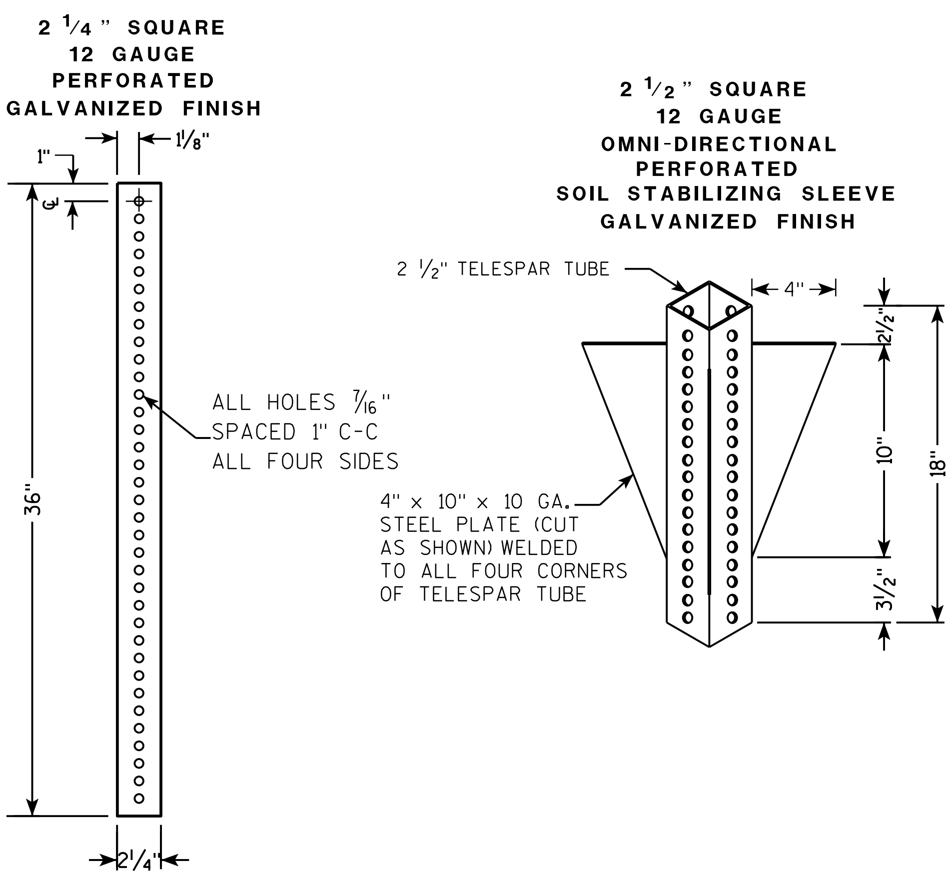
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

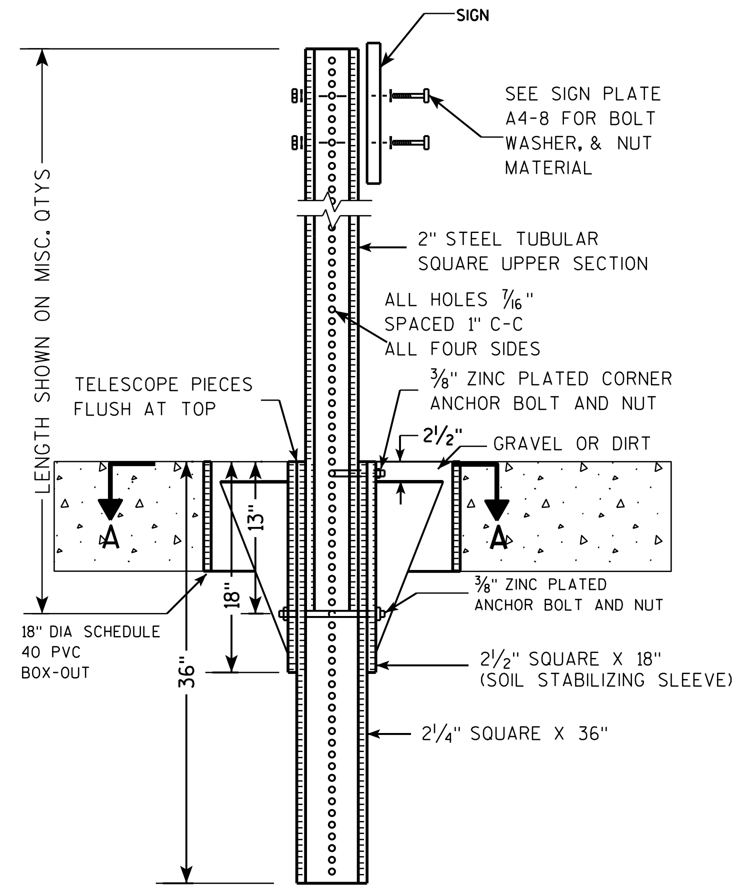
DATE 8/11/16 PLATE NO. A4-8.8

PROJECT NO: SHEET NO: E

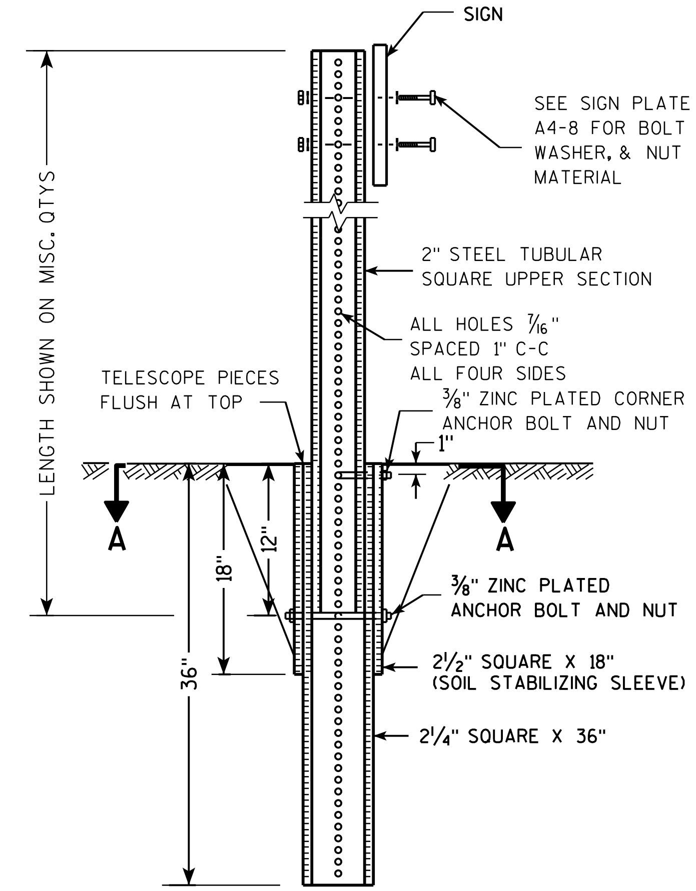
TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

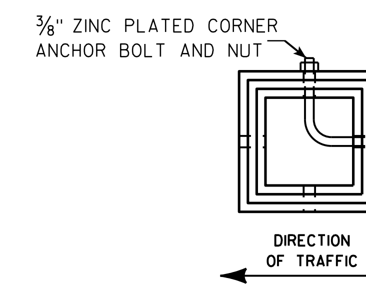


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





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

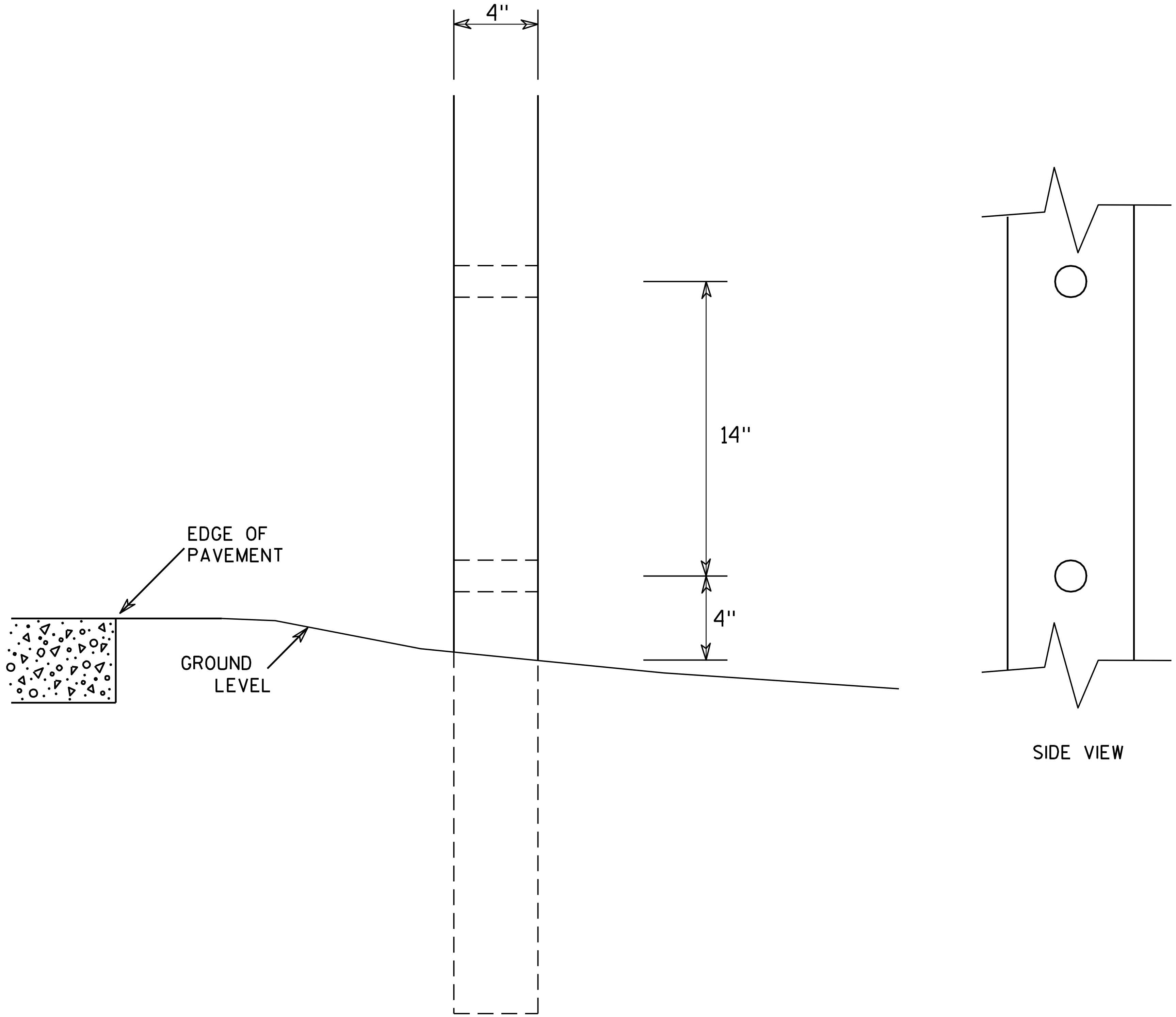
DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

7

7

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsjo PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42



GENERAL NOTES

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

4 X 6 WOOD POST MODIFICATIONS

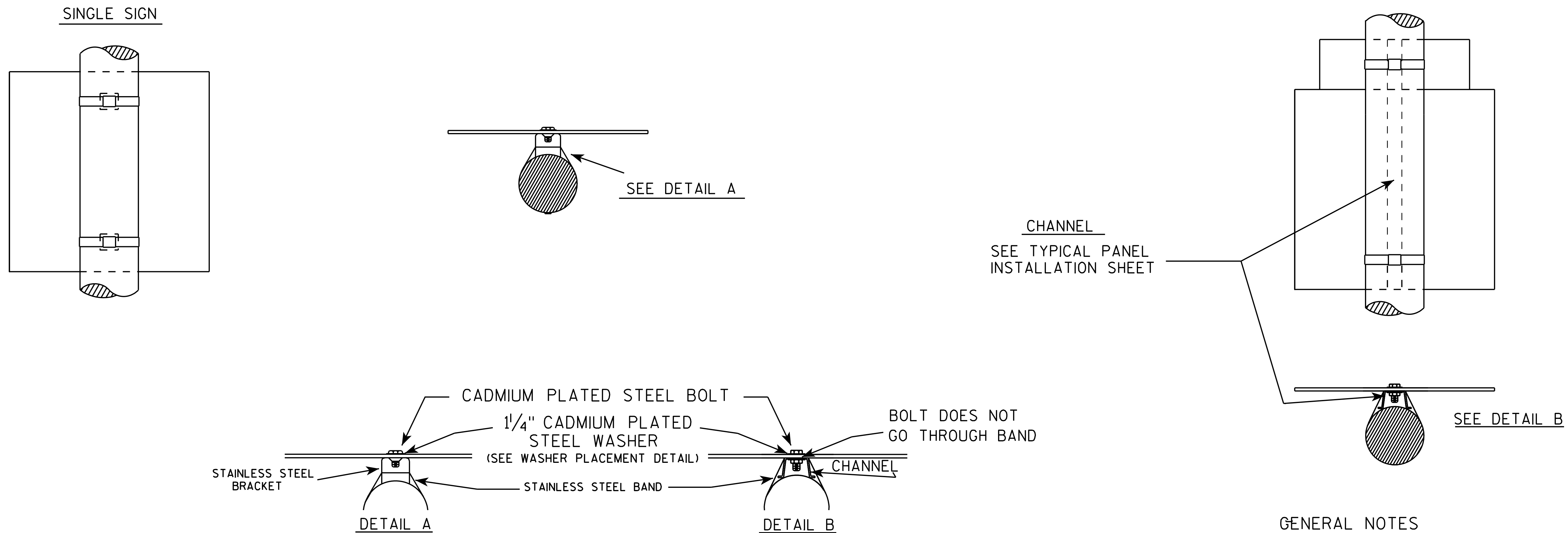
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

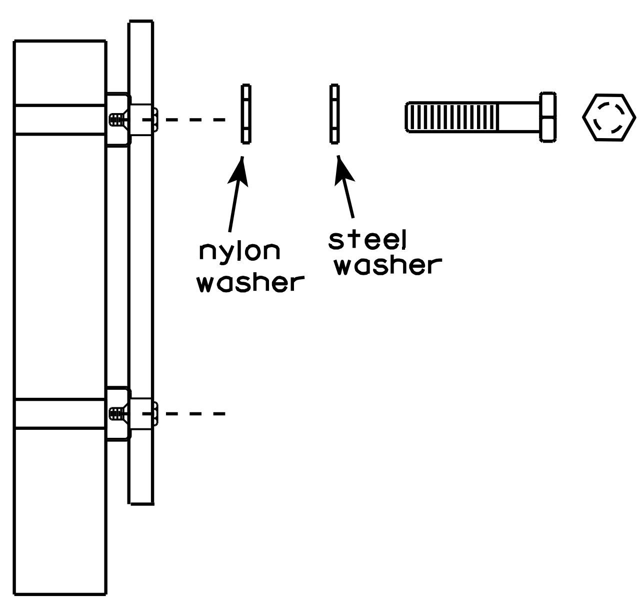
DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 82	E

BANDING



WASHER PLACEMENT



WASHERS (ALL POSTS) -

1-1/4" O.D. X⅜" I.D. X$\frac{1}{16}$" STEEL

1-1/4" O.D. X⅜" I.D. X .080 NYLON

FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

7

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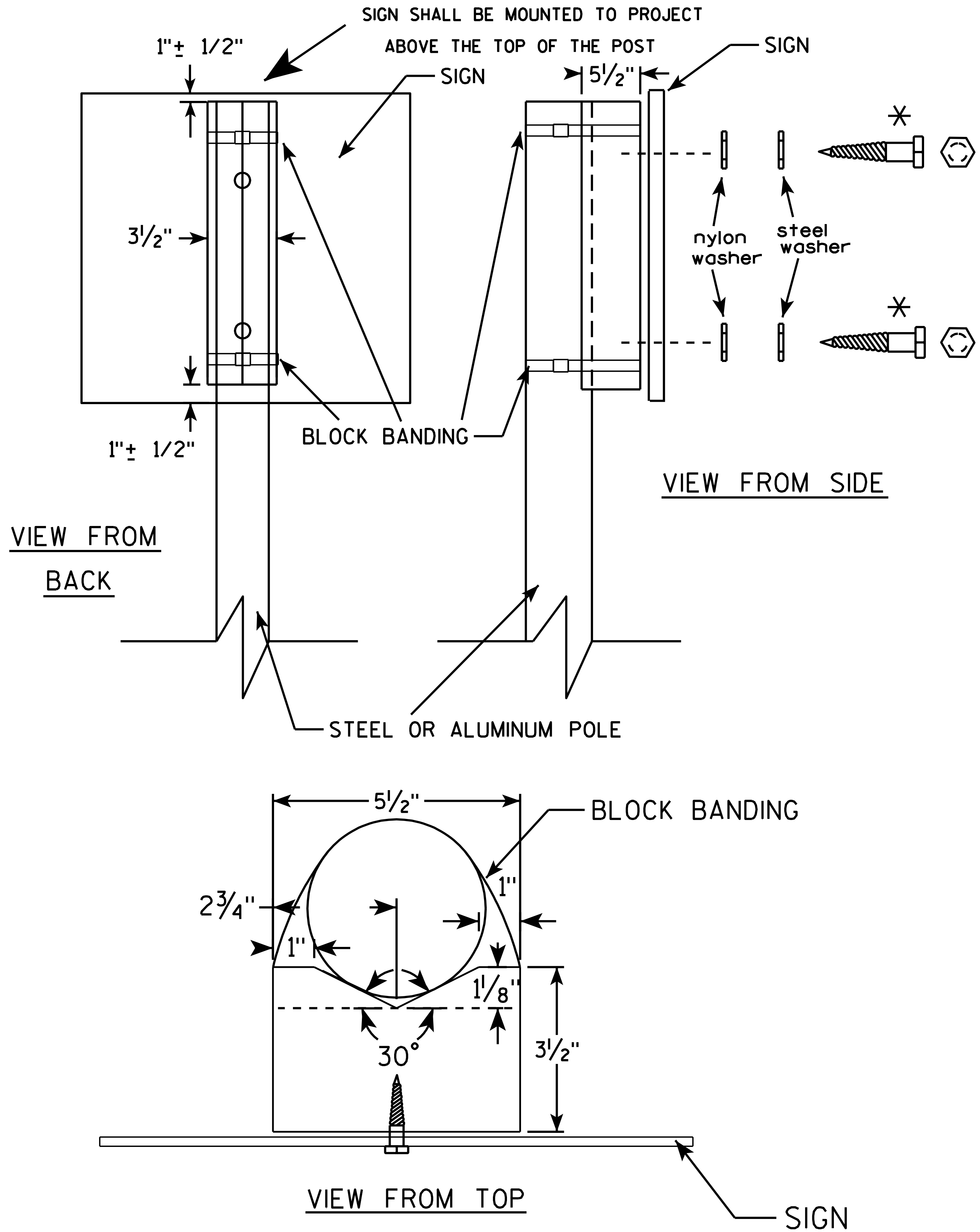


GENERAL NOTES

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, or
   b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
   c. 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"

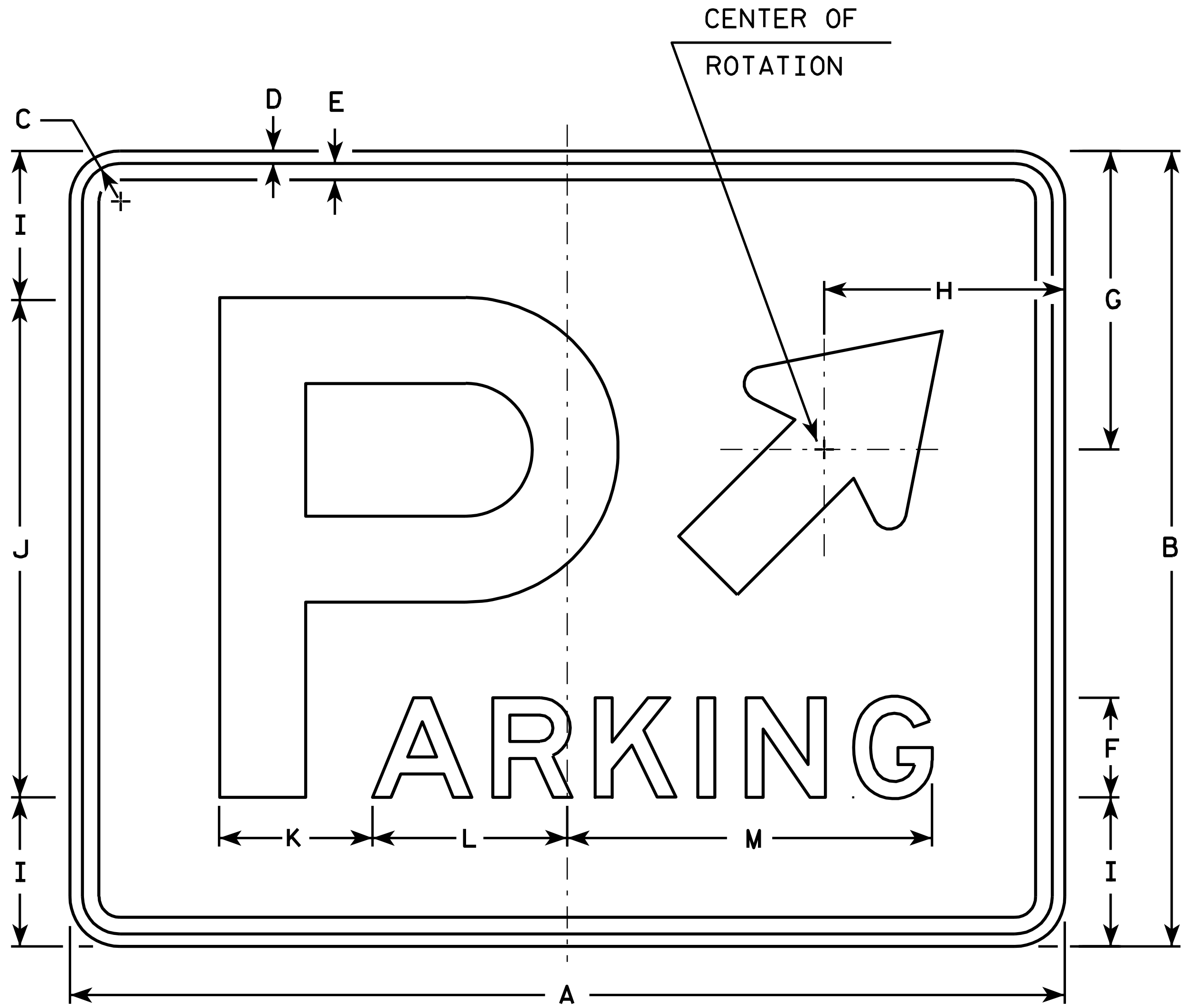
7 | 7

BLOCK BANDING DETAIL
(V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

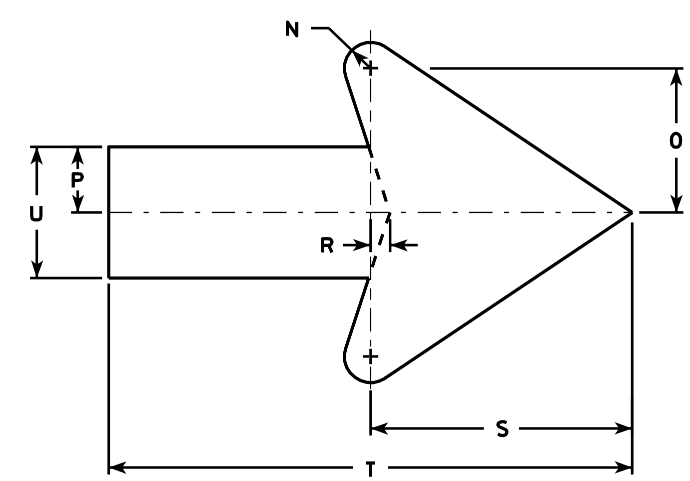
DATE 7/12/07 PLATE NO. A5-10.1



D4-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Green
3. Message Series - E
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. Arrow shall be rotated as required.



Arrow Detail

Metric equivalent for this sign is:

SIZE	
1	450 mm X 375 mm
2	750 mm X 600 mm
3	1200 mm X 900 mm
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	18	15	1 1/8	3/8	3/8	2	7	4 3/8	2 1/2	10	3 1/8	4	7 1/4	3/8	1 5/8	3/4		1/4	3	6	1 1/2						1.88	0.17
2	30	24	1 1/8	3/8	1/2	3	9	7 1/4	4 1/2	15	4 5/8	5 7/8	11	1/2	2 3/4	1 1/4		3/8	5	10	2 1/2						5.0	0.45
3	48	36	1 3/8	1/2	5/8	5	11	12	5 1/2	25	7 3/4	9 3/4	18 1/4	3/4	3 7/8	1 7/8		5/8	7 1/2	15	3 3/4						12.0	1.08
4																												
5																												

STANDARD SIGN
D4-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/01/06 PLATE NO. D4-1.8

PROJECT NO:

SHEET NO: 85 E

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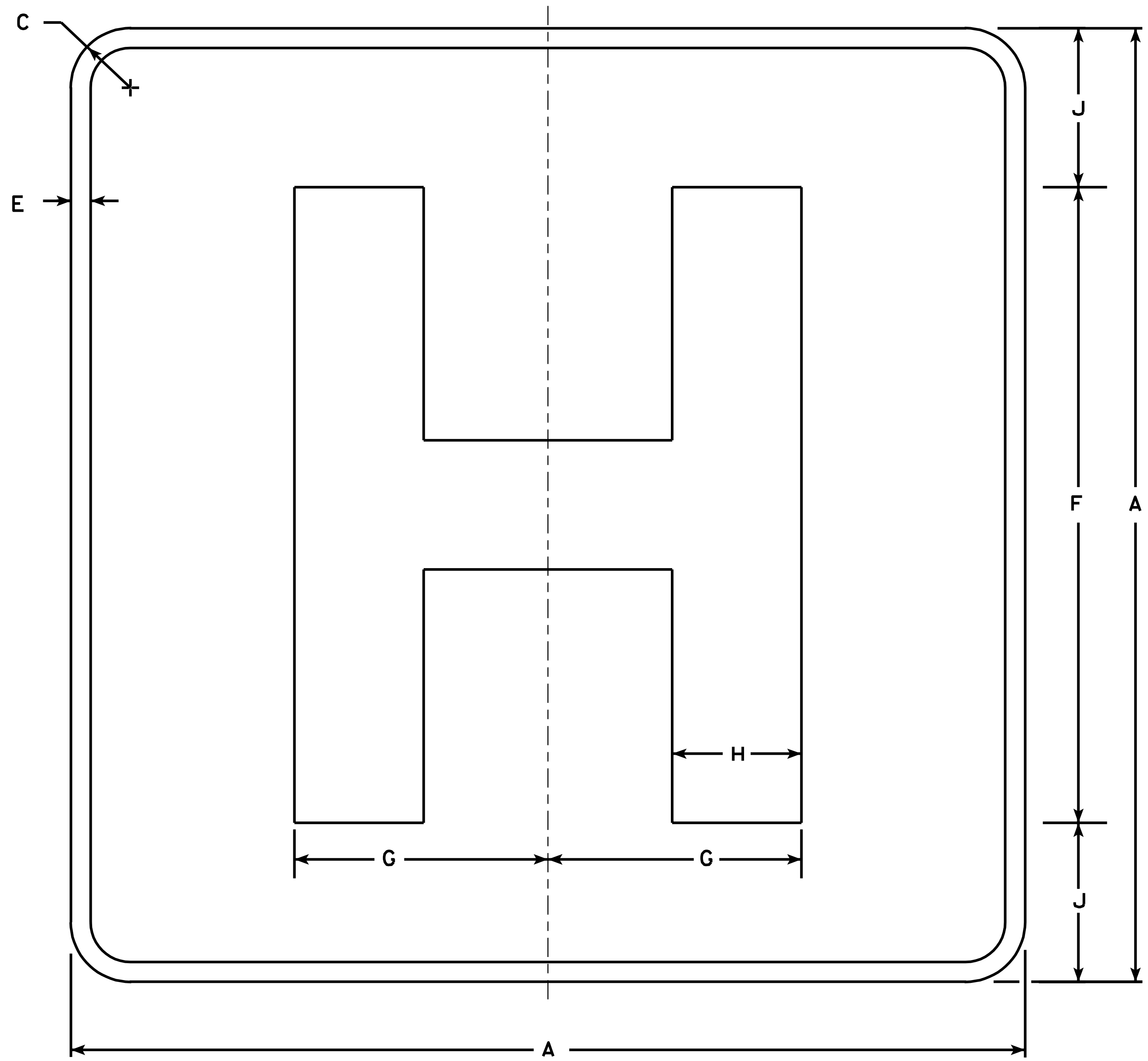

D9-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Blue
   Message - White - Type H Reflective
3. Message Series - E Modified
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.

Metric equivalent for this sign is:

SIZE	
1	450 mmX 450 mm
2	600 mmX 600 mm
3	900 mmX 900 mm
4	X
5	X

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

STANDARD SIGN
D9-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

DATE 1/15/02 PLATE NO. D9-2.4

PROJECT NO:

SHEET NO: 86 E

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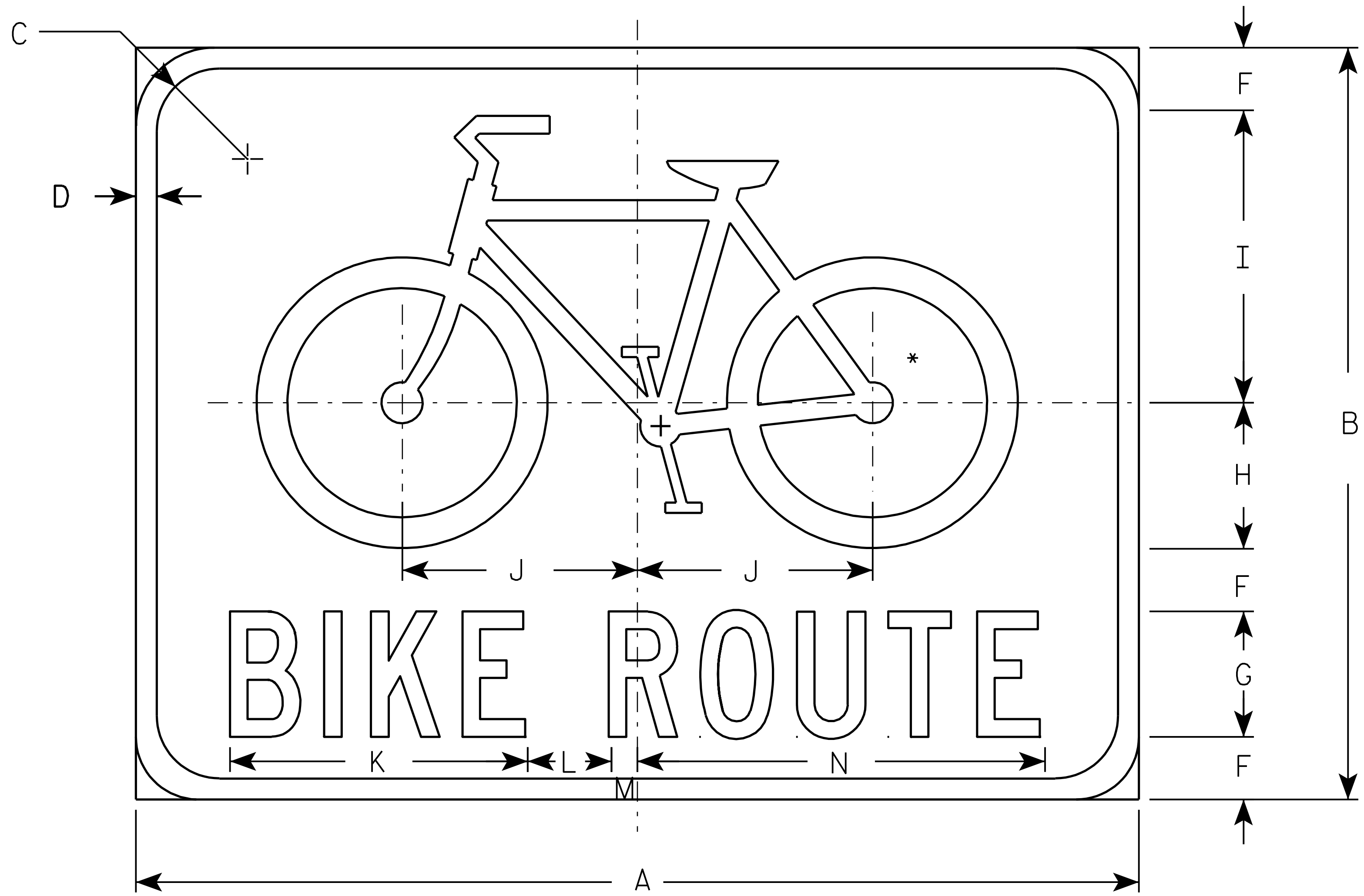


D11-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - GREEN
   Message - WHITE
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.

* See W11-1 for symbol design

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 450 mm
3	750 mm X 600 mm
4	
5	

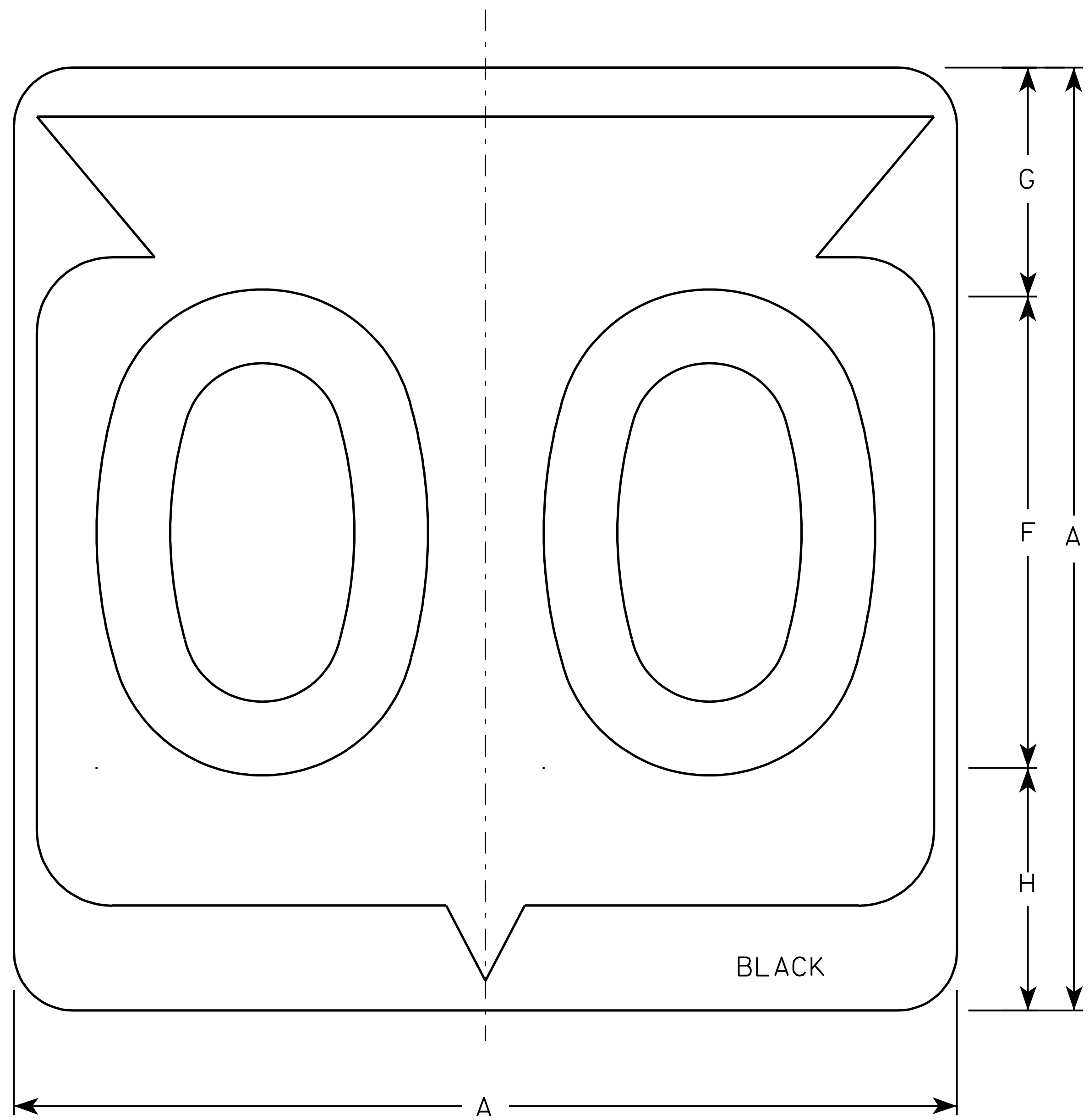
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24	18	1 1/2	1/2		1 1/2	3	3 1/2	7	5 5/8	7 1/8	2	5/8	9 3/4													3.0	0.27
3	30	24	1 1/4	5/8		2	4	4 3/4	9 1/4	7 1/2	9 1/2	2 5/8	7/8	13													5.0	0.45
4																												
5																												

STANDARD SIGN
D11-1

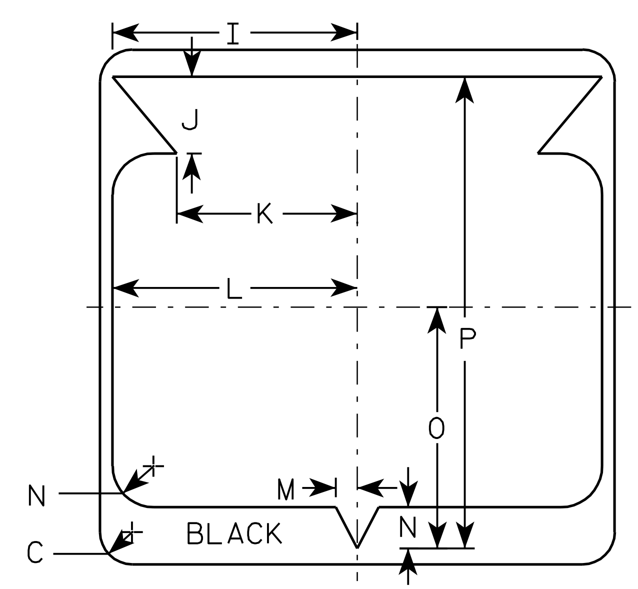
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/04 PLATE NO. D11-1.1



M1-6



NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   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. Substitute appropriate Series numerals and adjust spacing as per plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
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	.36
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	.81
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	.81
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	.81

STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

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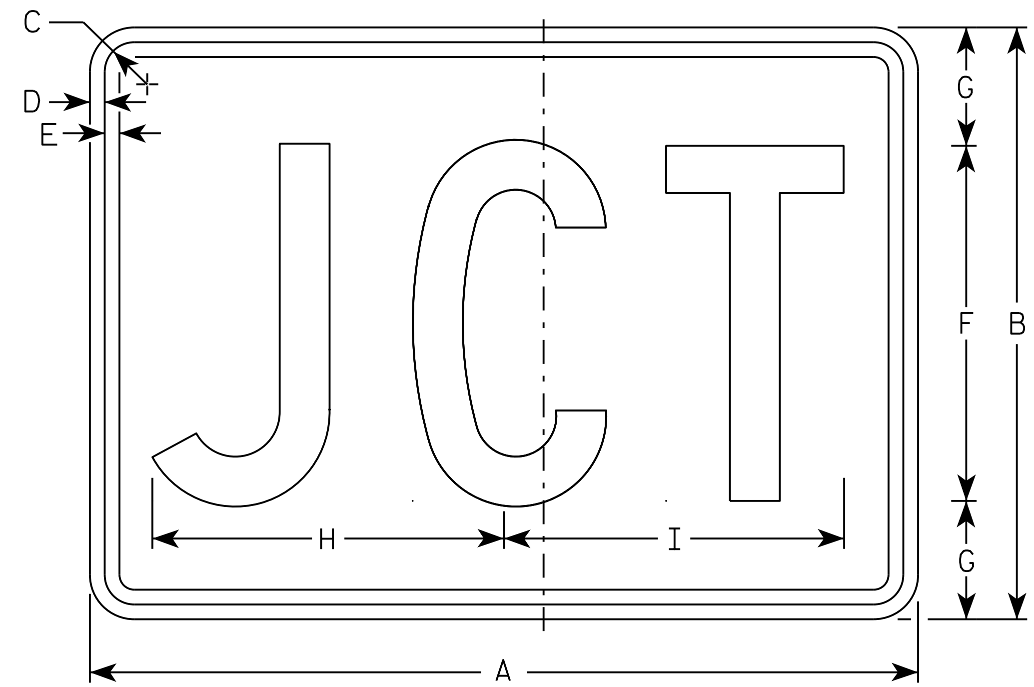
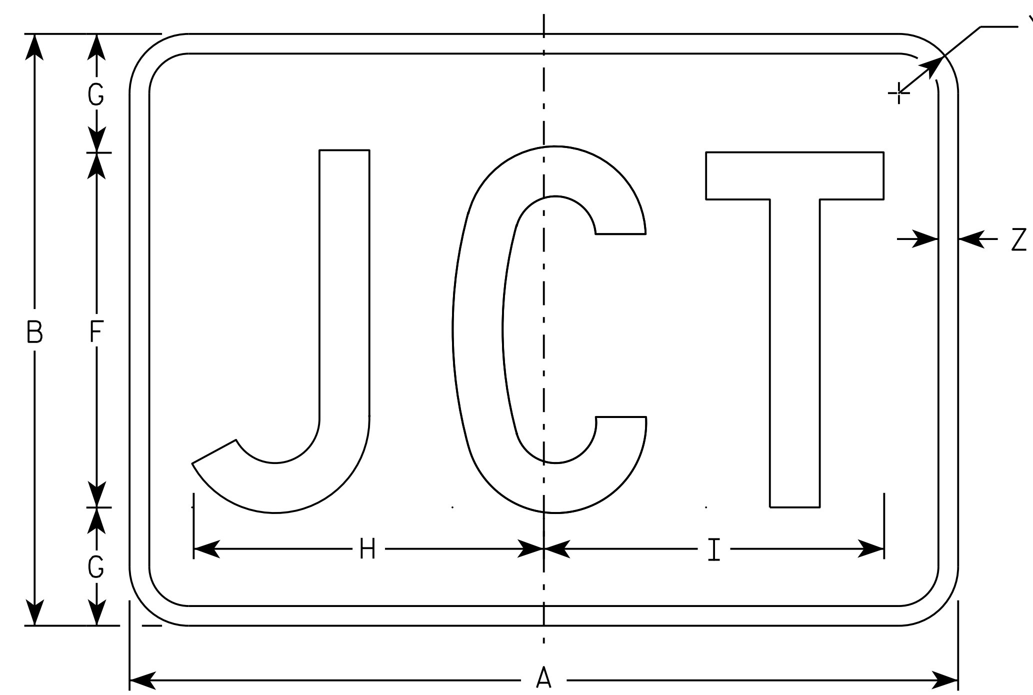


M2-1
MM2-1
MP2-1



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

NOTES

1. Sign is Type II - Type H
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. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MP2-1 Background - White
   Message - Blue
   MR2-1 Background - Brown
   Message - Yellow

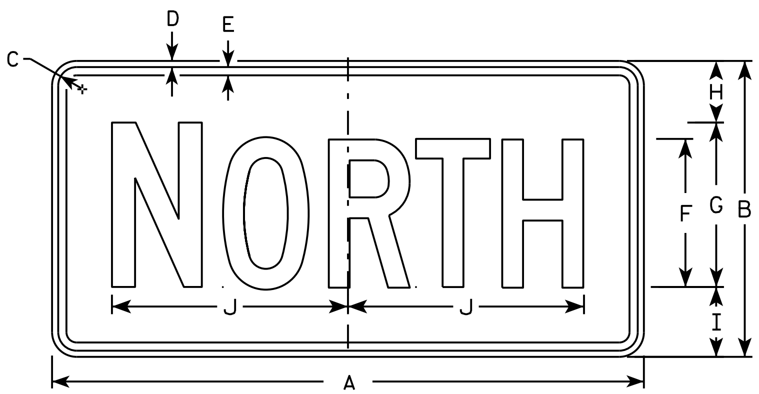
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40

STANDARD SIGN
M2-1

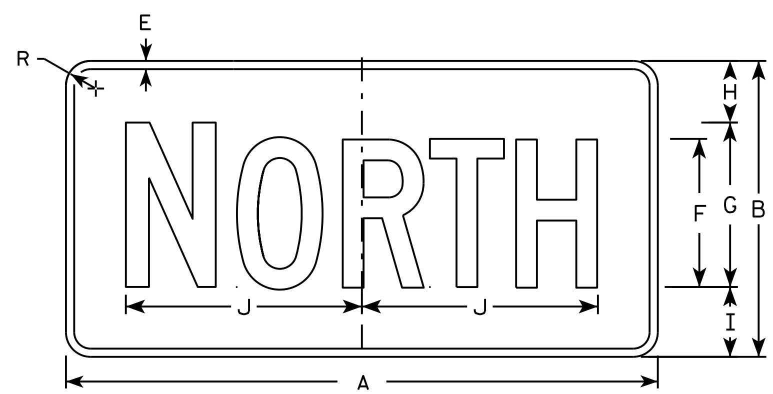
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

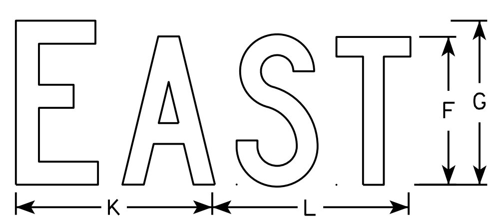
DATE 10/15/15 PLATE M2-1.12



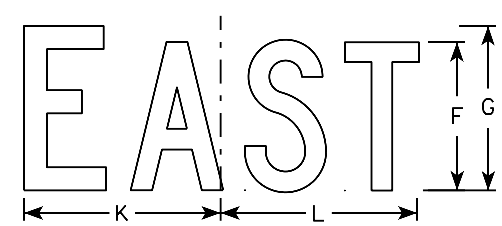
M3-1
MM3-1
MP3-1



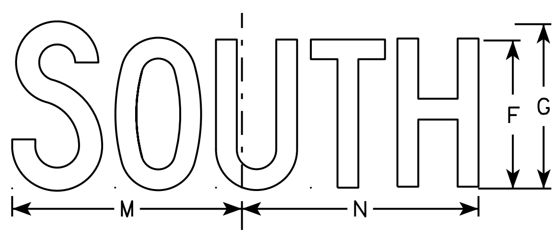
MB3-1
MK3-1
MN3-1



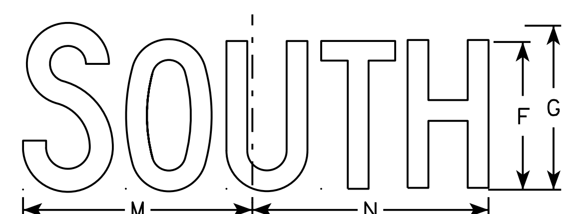
M3-2
MM3-2
MP3-2



MB3-2
MK3-2
MN3-2

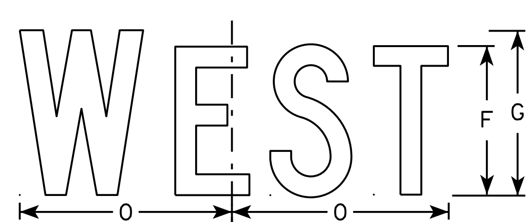


M3-3
MM3-3
MP3-3



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
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																											
2	24	12	1 1/8	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			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

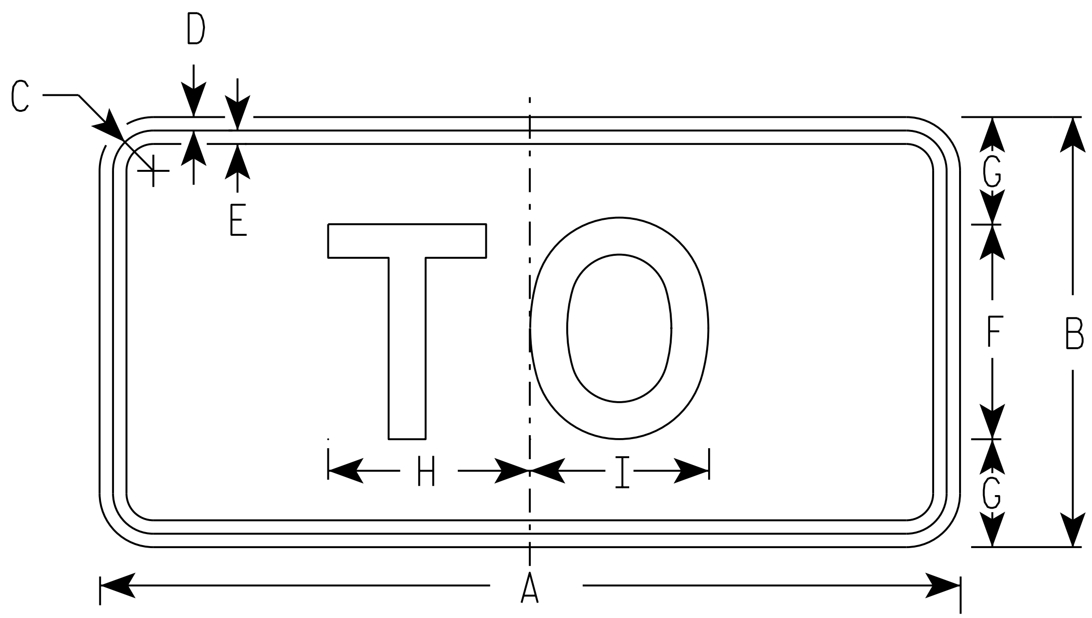
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 10/15/15 PLATE NO. M3-1.14

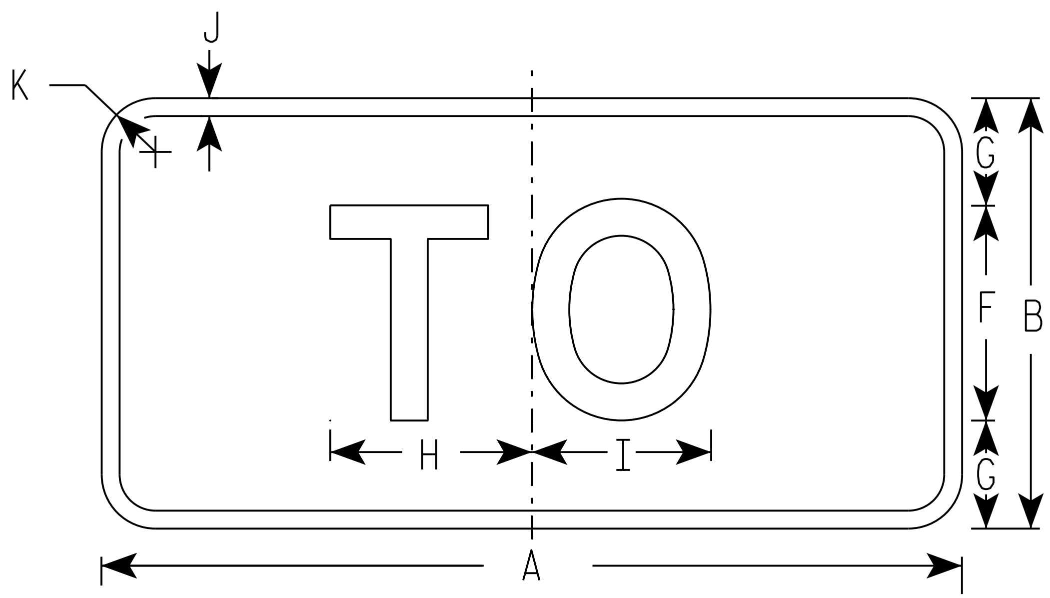
PROJECT NO: HWY: COUNTY: SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000

7



M4-5
MM4-5
MP4-5



MB4-5
MK4-5
MN4-5

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-5 Background - White
   Message - Black
   MB4-5 Background - Blue
   Message - White
   MK4-5 Background - Green
   Message - White
   MM4-5 Background - White
   Message - Green
   MN4-5 Background - Brown
   Message - White
   MP4-5 Background - White
   Message - Blue

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 1/8	3/8	3/8	6	3	5 3/8	5 1/4	1/2	1 1/2																2.00
3	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
4	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
5	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5

STANDARD SIGN
M4-5

WISCONSIN DEPT OF TRANSPORTATION

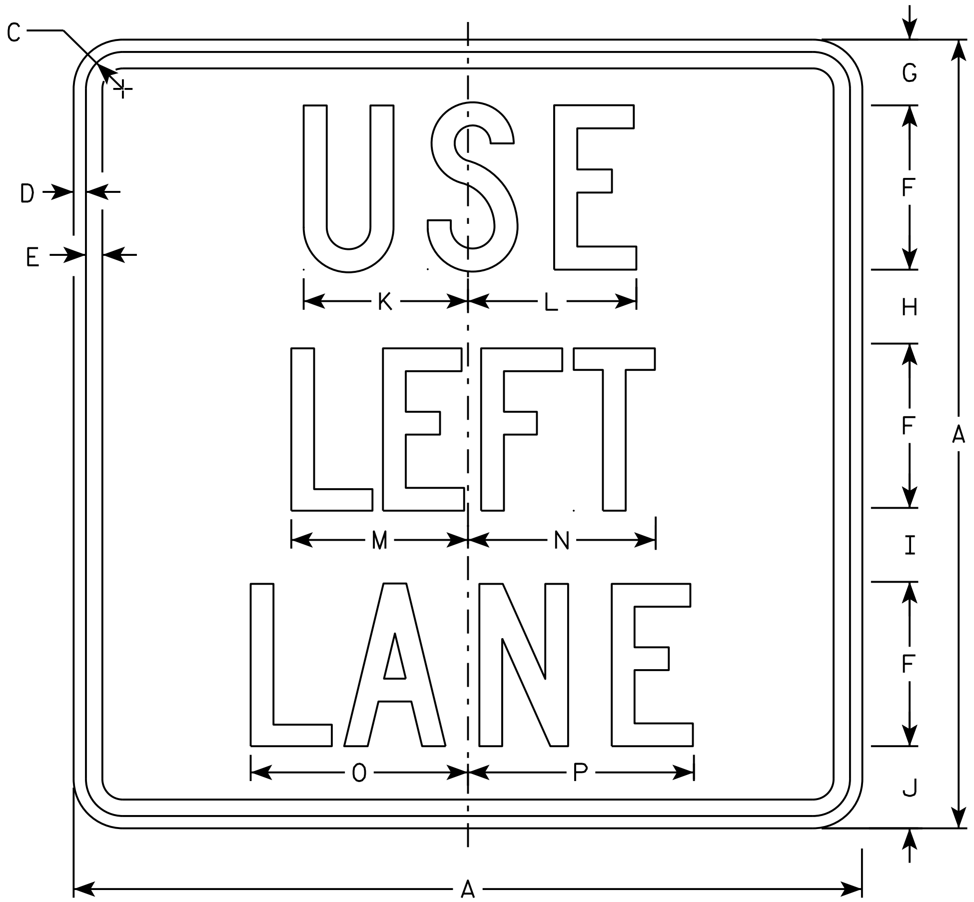
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE M4-5.8

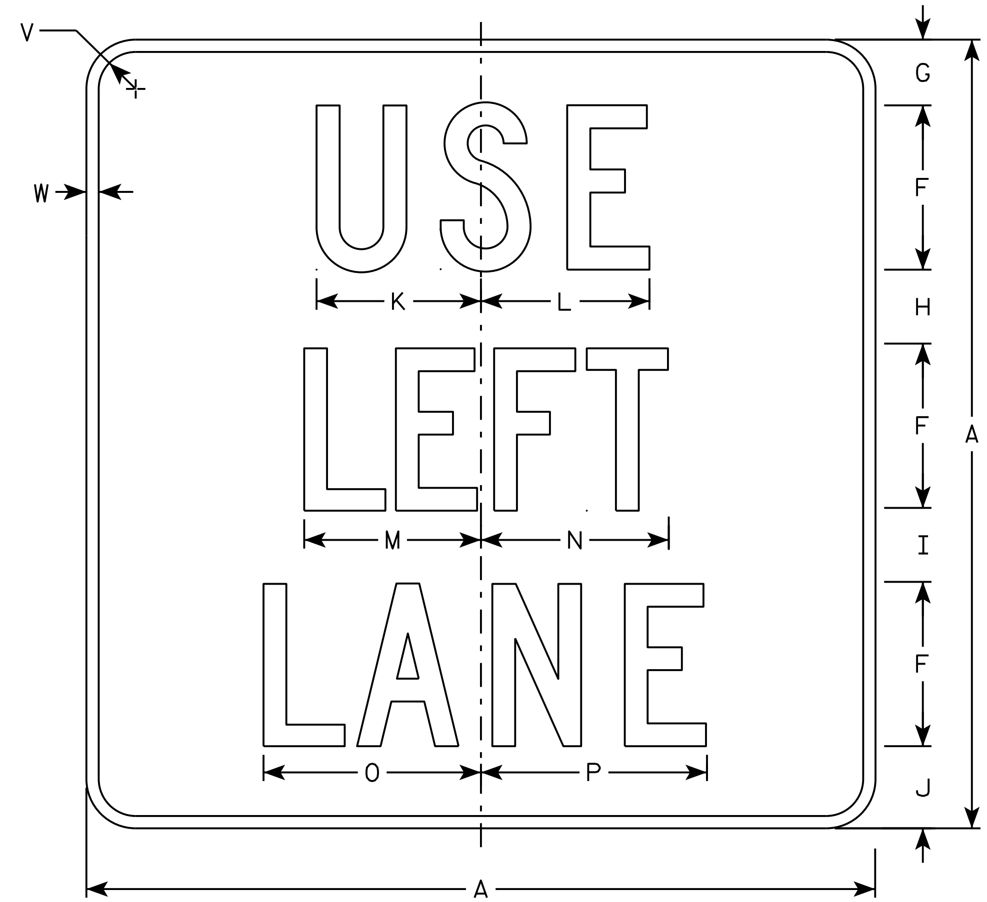
91

PROJECT NO: HWY: COUNTY: SHEET NO: E

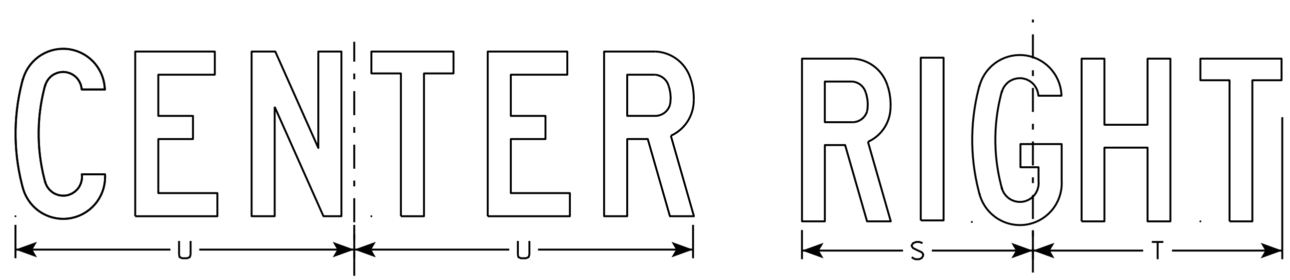
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M45.DGN PLOT DATE : 01-DEC-2015 17:55 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 5.351066:1.000000



M4-20L
MM4-20L
MO4-20L
MP4-20L



MB4-20L
MK4-20L
MN4-20L
MR4-20L



M4-20C
MB4-20C
MK4-20C
MM4-20C
MN4-20C
MO4-20C
MP4-20C
MR4-20C

M4-20R
MB4-20R
MK4-20R
MM4-20R
MN4-20R
MO4-20R
MP4-20R
MR4-20R

NOTES

1. Sign is Type II - Type H except as Shown
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. M4-20 Background - White
   Message - Black
   MB4-20 Background - Blue
   Message - White
   MK4-20 Background - Green
   Message - White
   MM4-20 Background - White
   Message - Green
   MN4-20 Background - Brown
   Message - White
   MO4-20 Background - Orange - Type F Reflective
   Message - Black
   MP4-20 Background - White
   Message - Blue
   MR4-20 Background - Brown
   Message - Yellow

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

STANDARD SIGN
M4-20

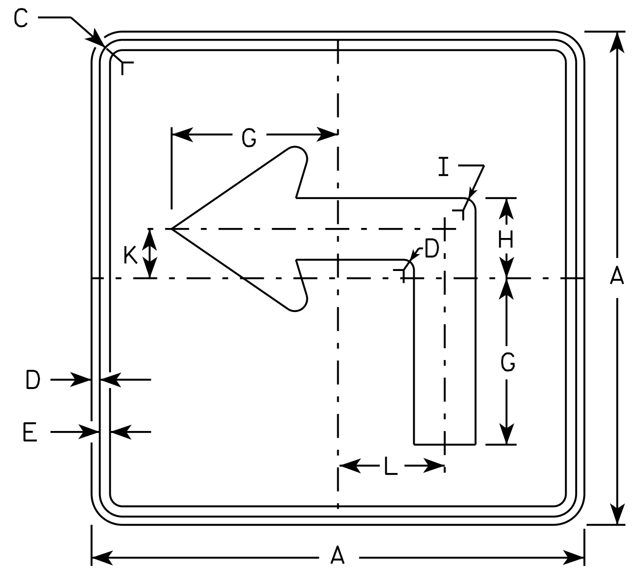
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

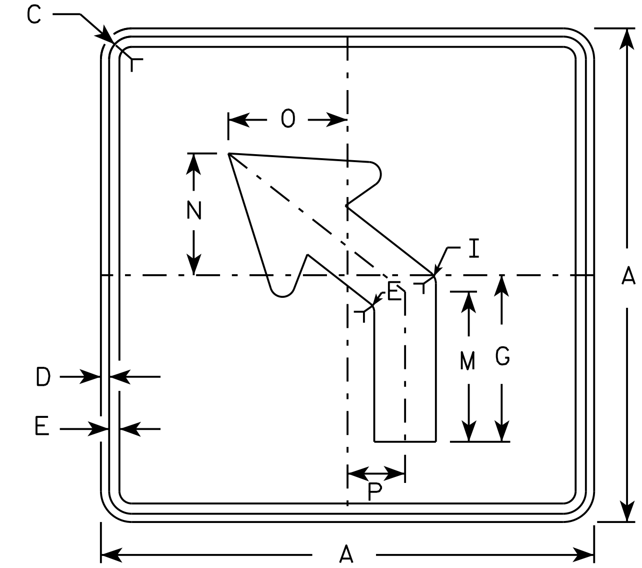
DATE 10/15/15 PLATE NO. M4-20.5

PROJECT NO: HWY: COUNTY: SHEET NO: E

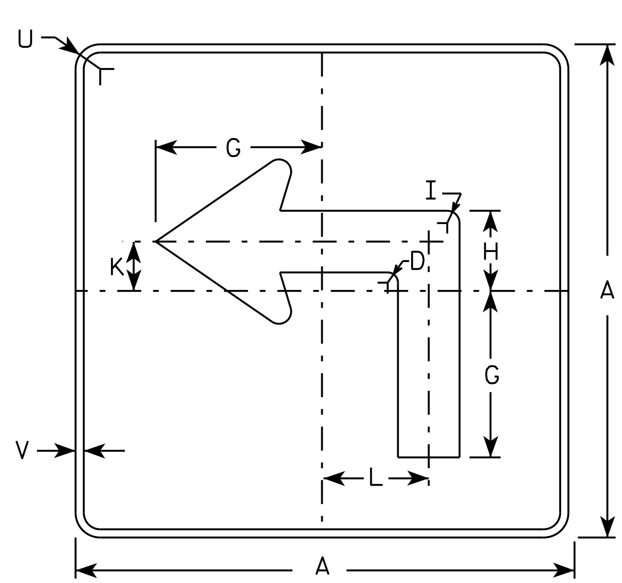
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M420.DGN PLOT DATE : 01-DEC-2015 18:03 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 5.837526:1.000000



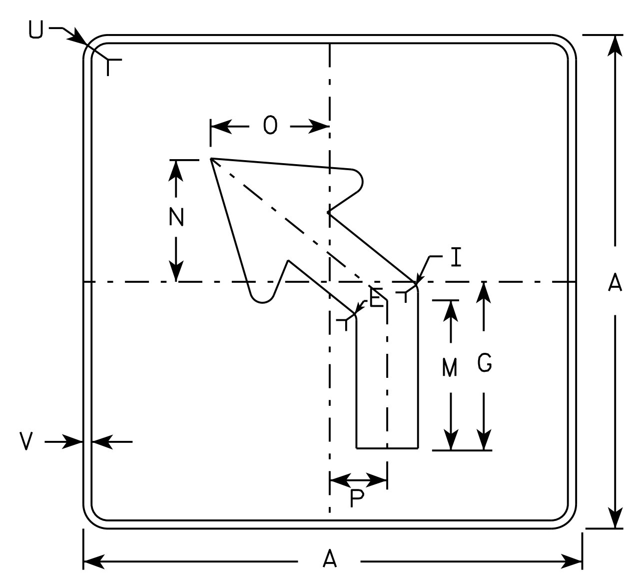
M5-1L
MM5-1L
MO5-1L
MP5-1L



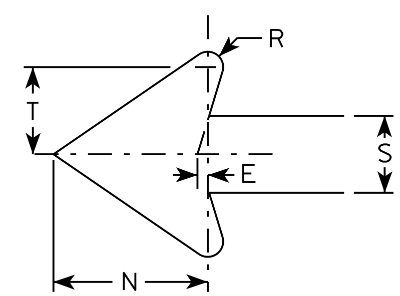
M5-2L
MM5-2L
MO5-2L
MP5-2L



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 - Type H Reflective
   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.

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	21		1 1/8	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 1/2	1/2					3.06
3	30		1 3/8	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 7/8	1/2					6.25
4	30		1 3/8	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 7/8	1/2					6.25
5	30		1 3/8	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 7/8	1/2					6.25

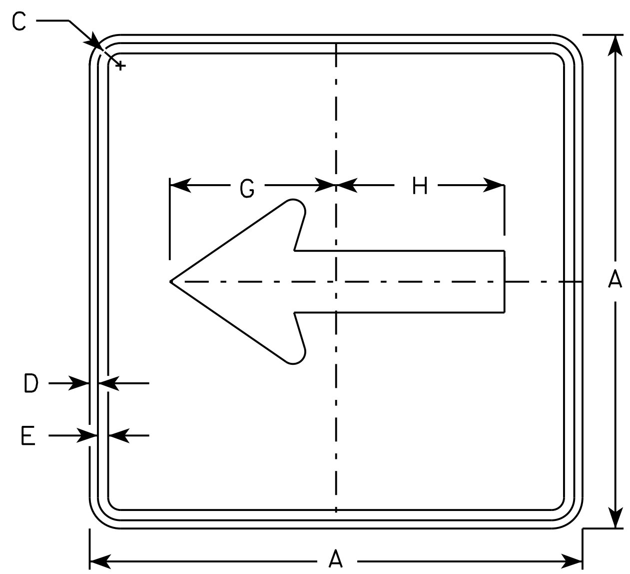
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

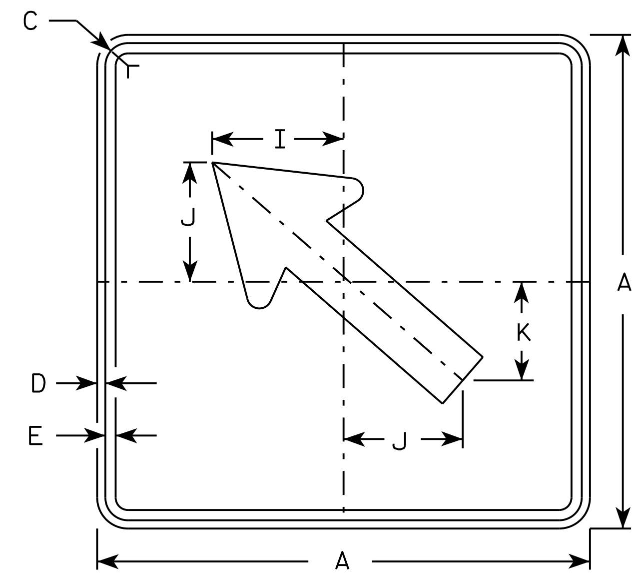
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE NO. M5-1.13

PROJECT NO: HWY: COUNTY: SHEET NO: E



M6 - 1
MM6 - 1
MO6 - 1
MP6 - 1



M6 - 2
MM6 - 2
MO6 - 2
MP6 - 2

NOTES

1. Signs are Type II - Type H 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

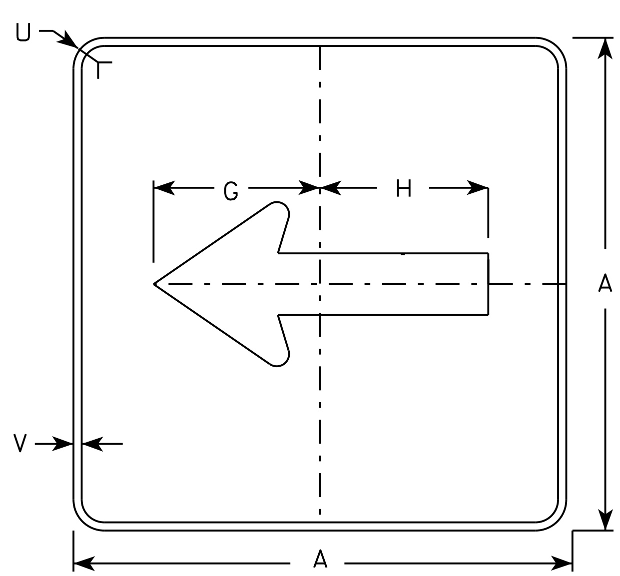
   MM6-1 and MM6-2 Background - White
   Message - Green

   MN6-1 and MN6-2 Background - Brown
   Message - White

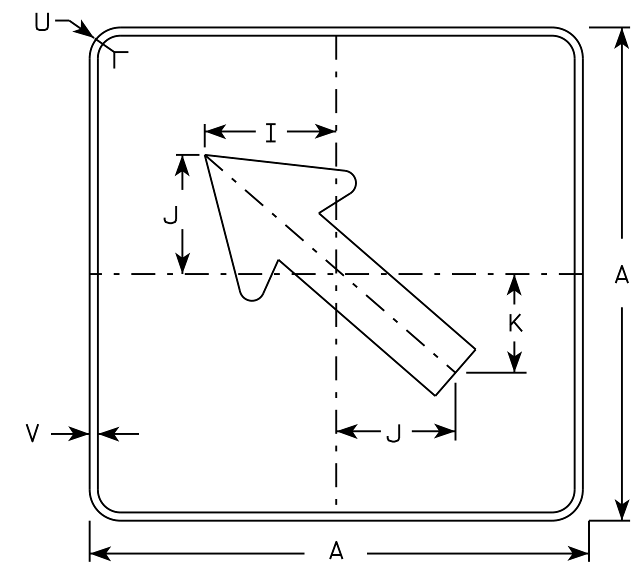
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black

   MP6-1 and MP6-2 Background - White
   Message - Blue

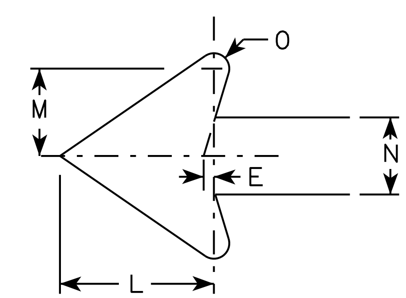
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6 - 1
MK6 - 1
MN6 - 1
MR6 - 1



MB6 - 2
MK6 - 2
MN6 - 2
MR6 - 2



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

STANDARD SIGN M6-1 & M6-2 SERIES

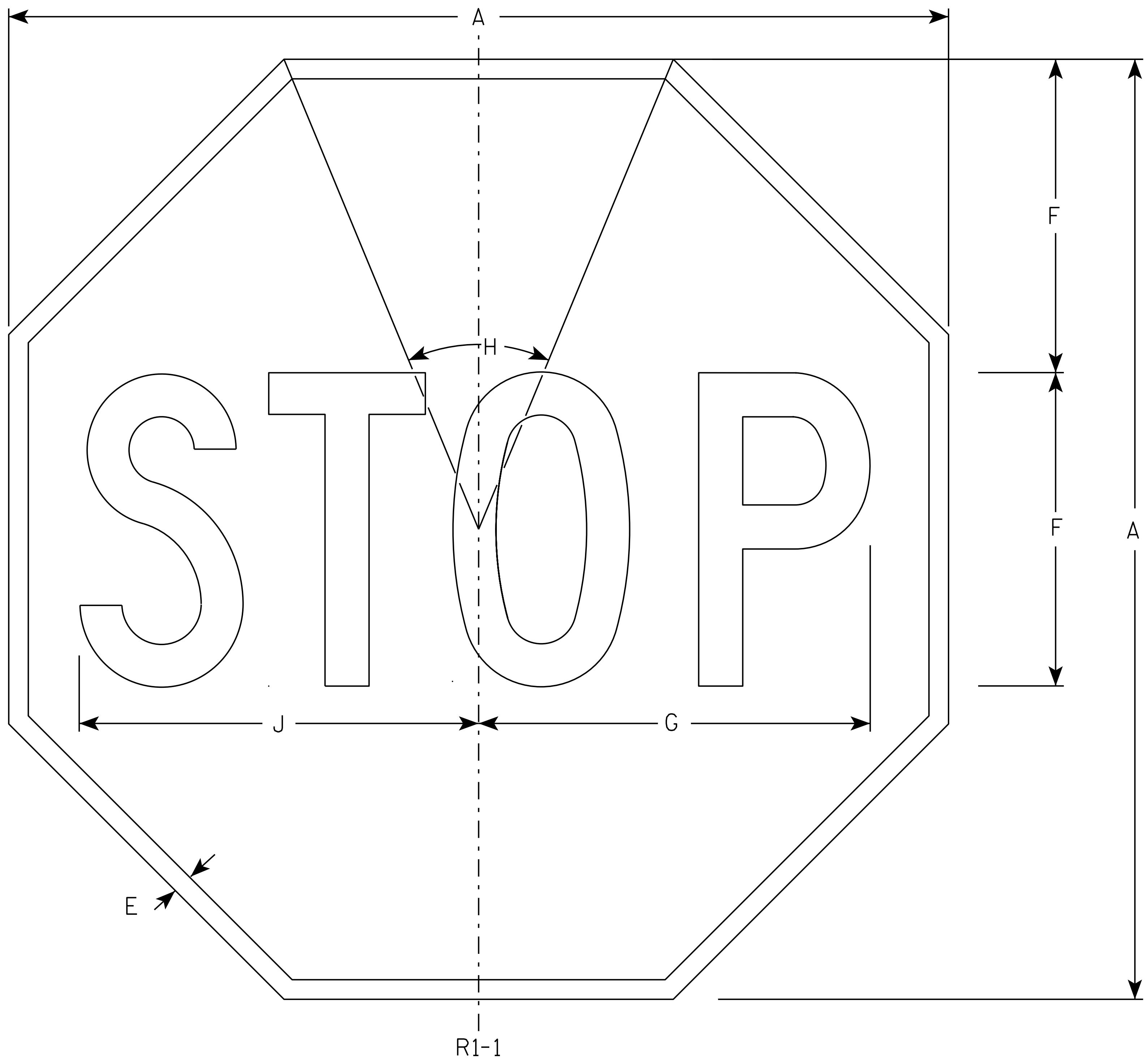
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE M6-1.15

PROJECT NO: HWY: COUNTY: SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

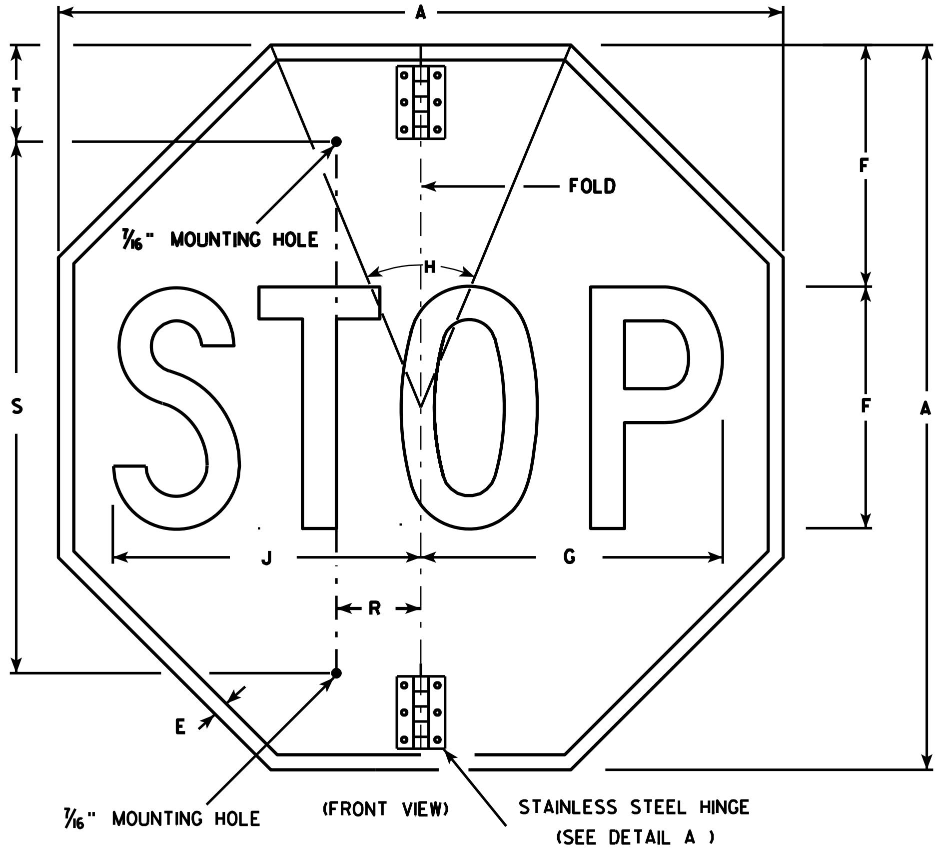
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

STANDARD SIGN
R1-1

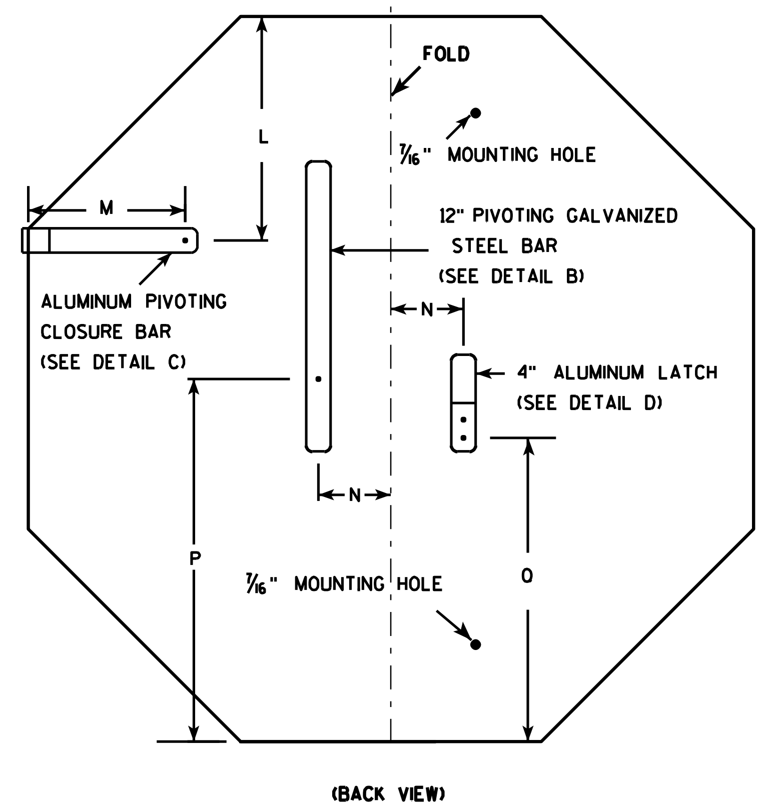
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13



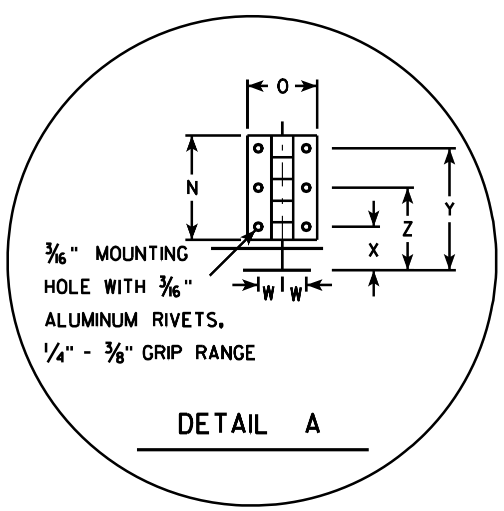
(FRONT VIEW)



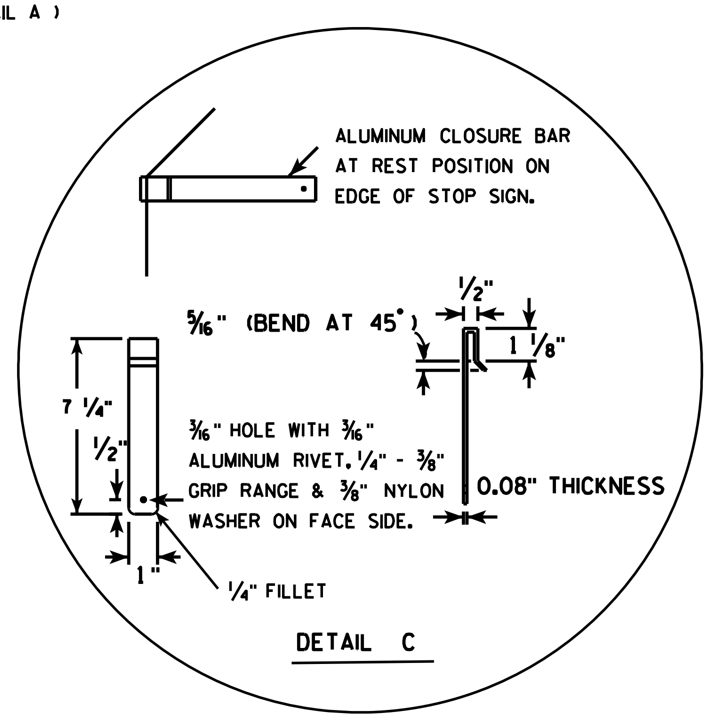
(BACK VIEW)

NOTES

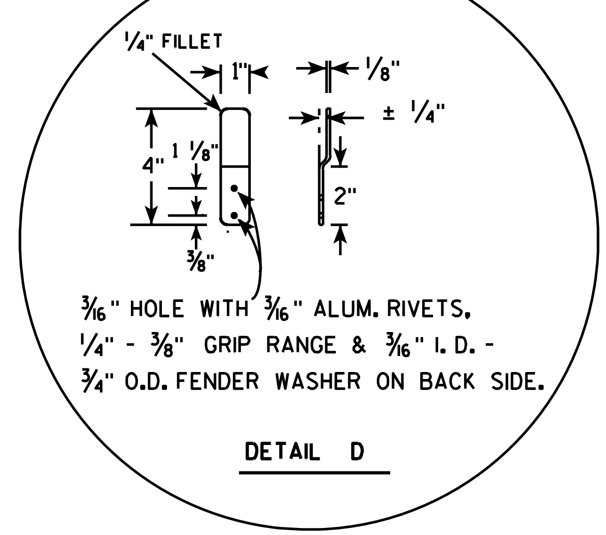
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.



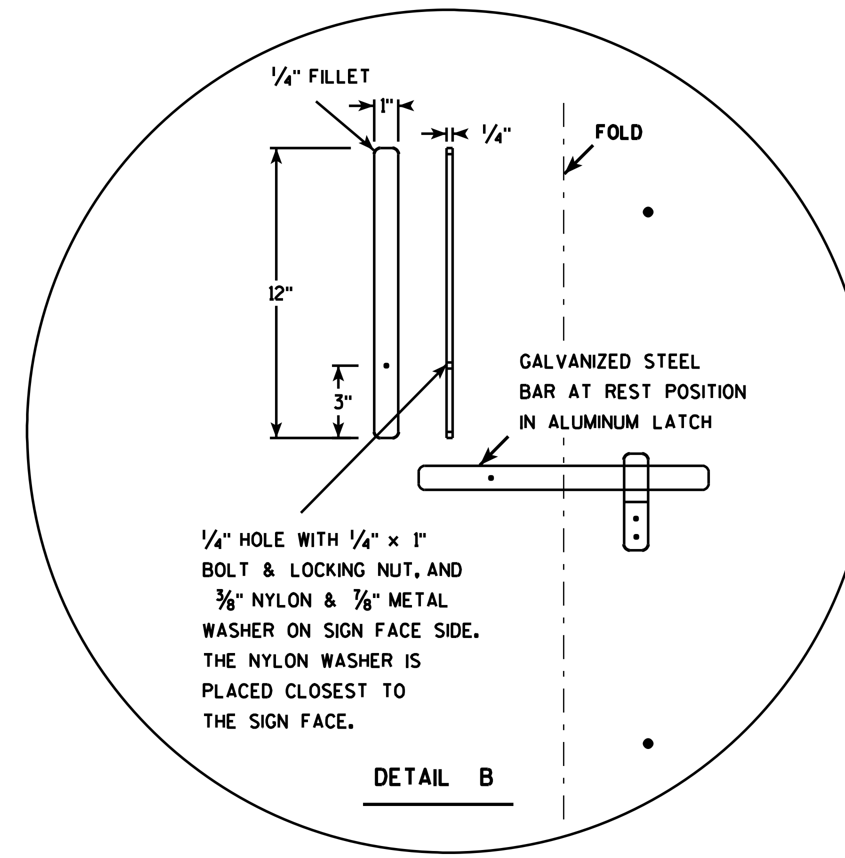
DETAIL A



DETAIL C



DETAIL D



DETAIL B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30				⅝	10	12 ½	45		12 ¾		9 ¼	6 ½	3	2	15	12 ⅜	2 ½	22	5			¹¹⁄₁₆	1 ¼	3 ½	2 ⅜	5.18
2M	36				¾	12	15	45		15 ⅜		11	6 ½	3	2	18	15 ⅜	2 ½	26	5			¹¹⁄₁₆	1 ¼	3 ½	2 ⅜	7.46
3	36				¾	12	15	45		15 ⅜		11	6 ½	3	2	18	15 ⅜	2 ½	26	5			¹¹⁄₁₆	1 ¼	3 ½	2 ⅜	7.46
4																											
5																											

STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

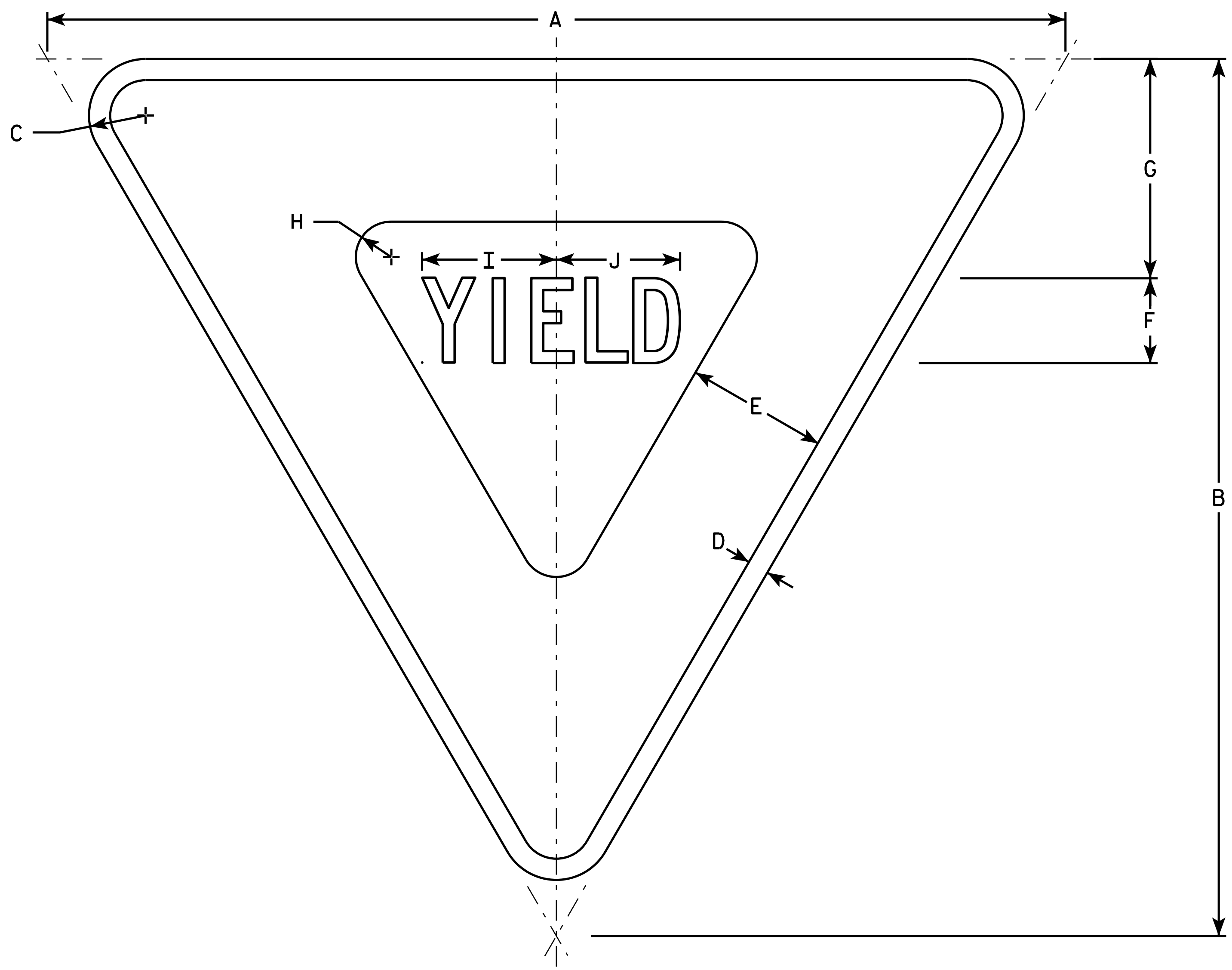
DATE 12/03/10 PLATE NO. R1-1F.3

7

7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 96 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R11F.DGN PLOT DATE : 02-DEC-2010 15:26 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 7.945391:1.000000 WISDOT/CADDS SHEET 42



R1-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   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. The border strip and word message are reflectorized red.

7

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

STANDARD SIGN

R1-2

WISCONSIN DEPT OF TRANSPORTATION

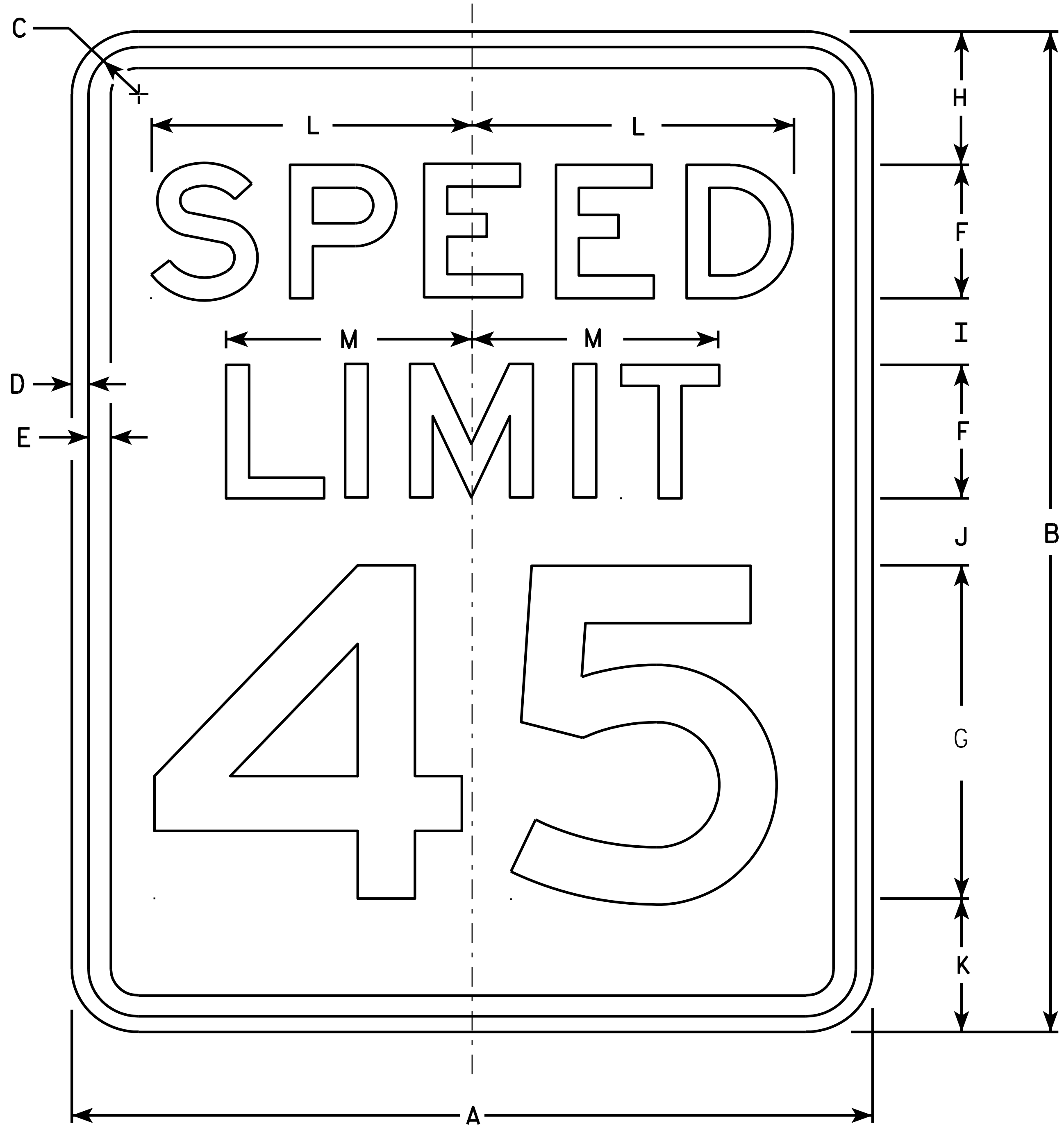
APPROVED Matthew R Rauch

for State Traffic Engineer

DATE 10/13/14 PLATE NO. R1-2.12

PROJECT NO: HWY: COUNTY: SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R12.DGN PLOT DATE : 13-OCT-2014 15:12 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
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 and optically adjust spacing to achieve proper balance.

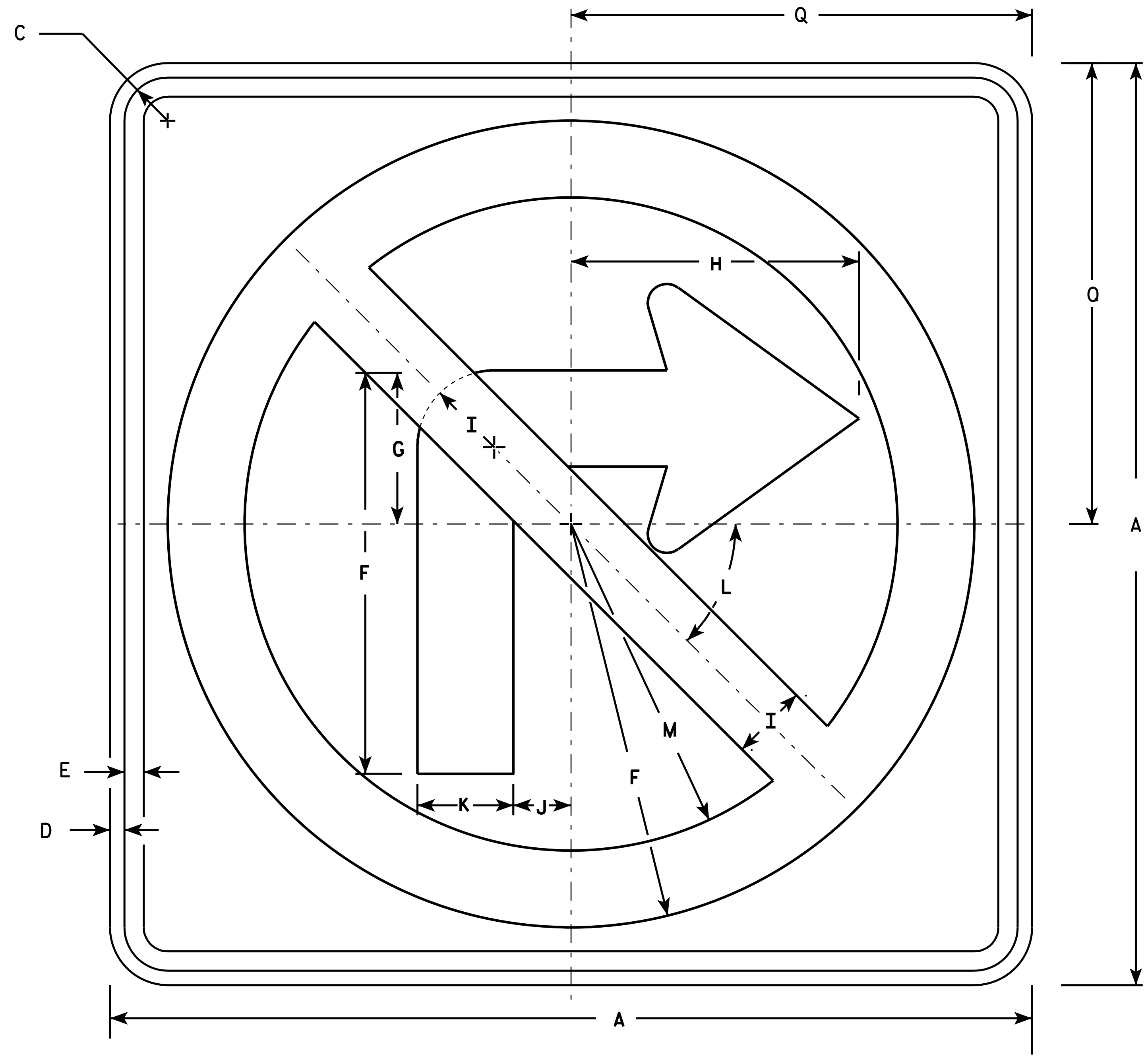
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

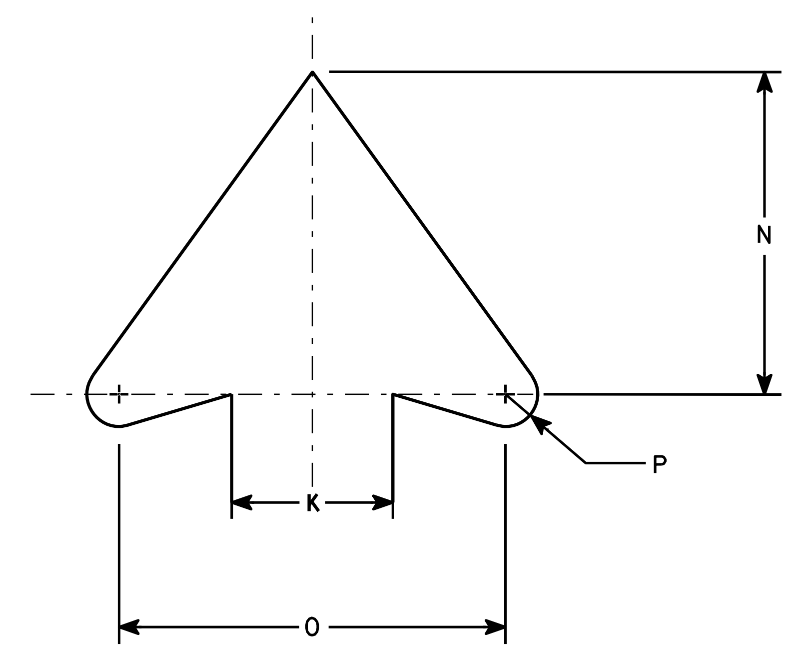
DATE 5/26/10 PLATE NO. R2-1.13



R3-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   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. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

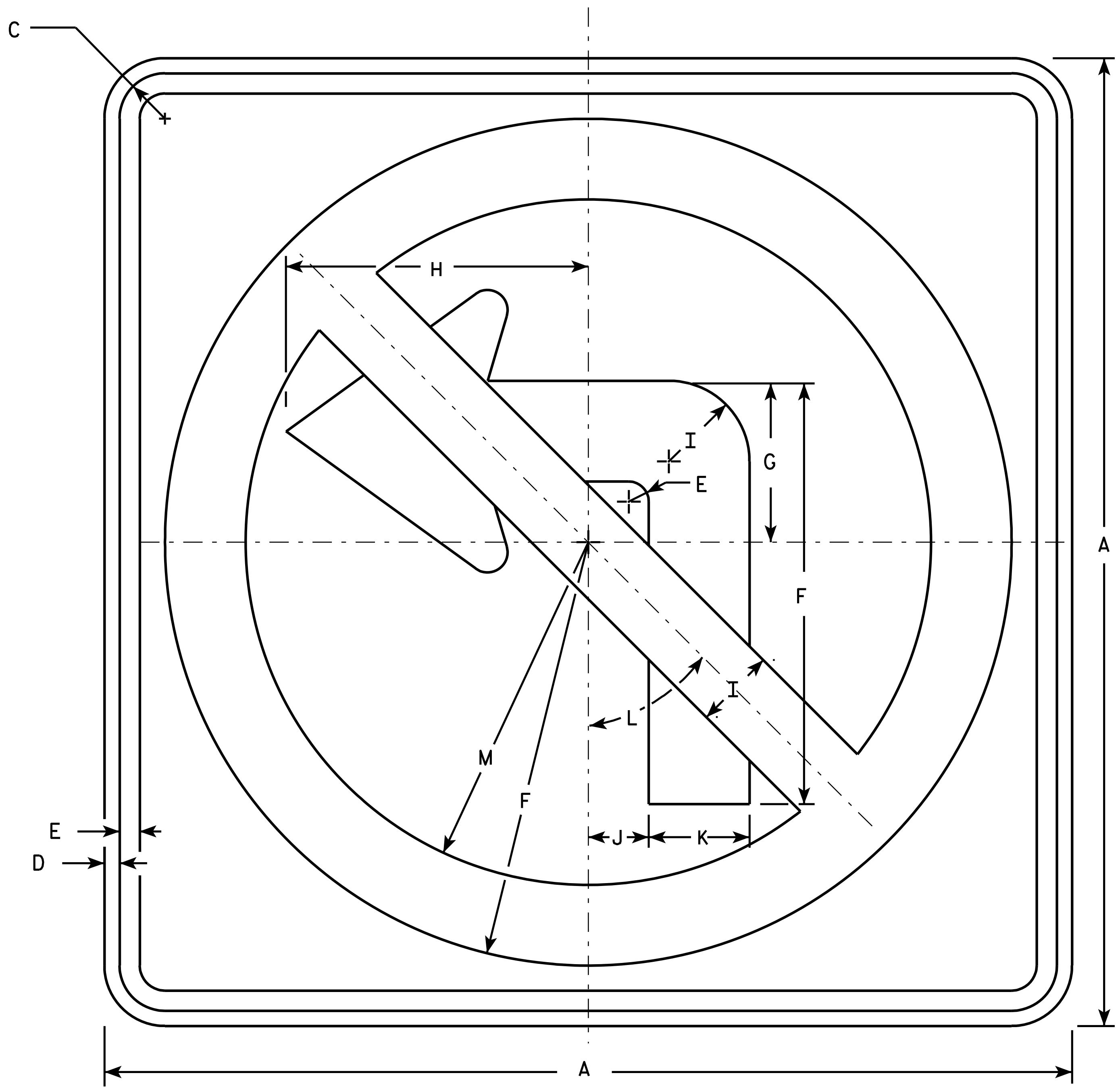
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

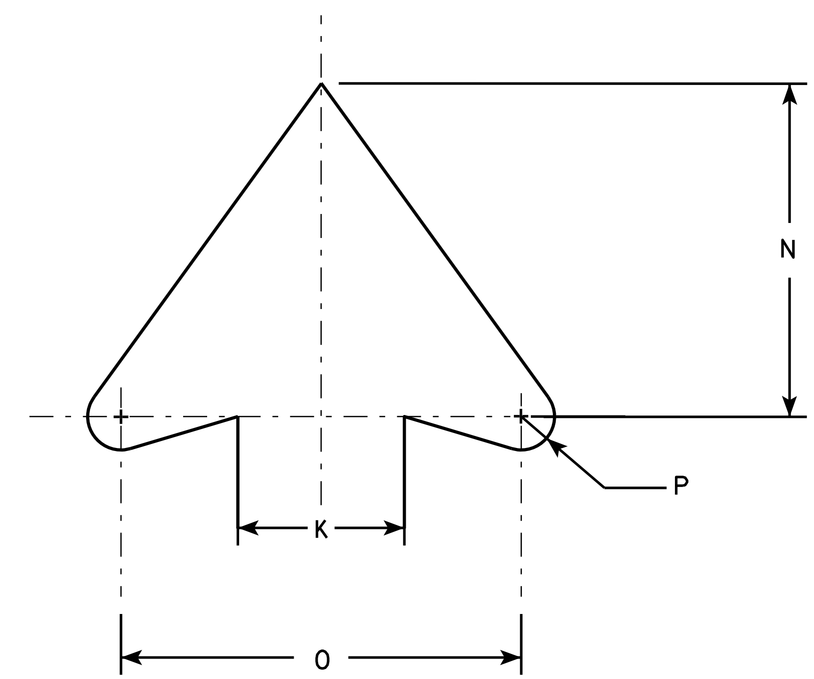
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 99 | E



R3-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   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. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

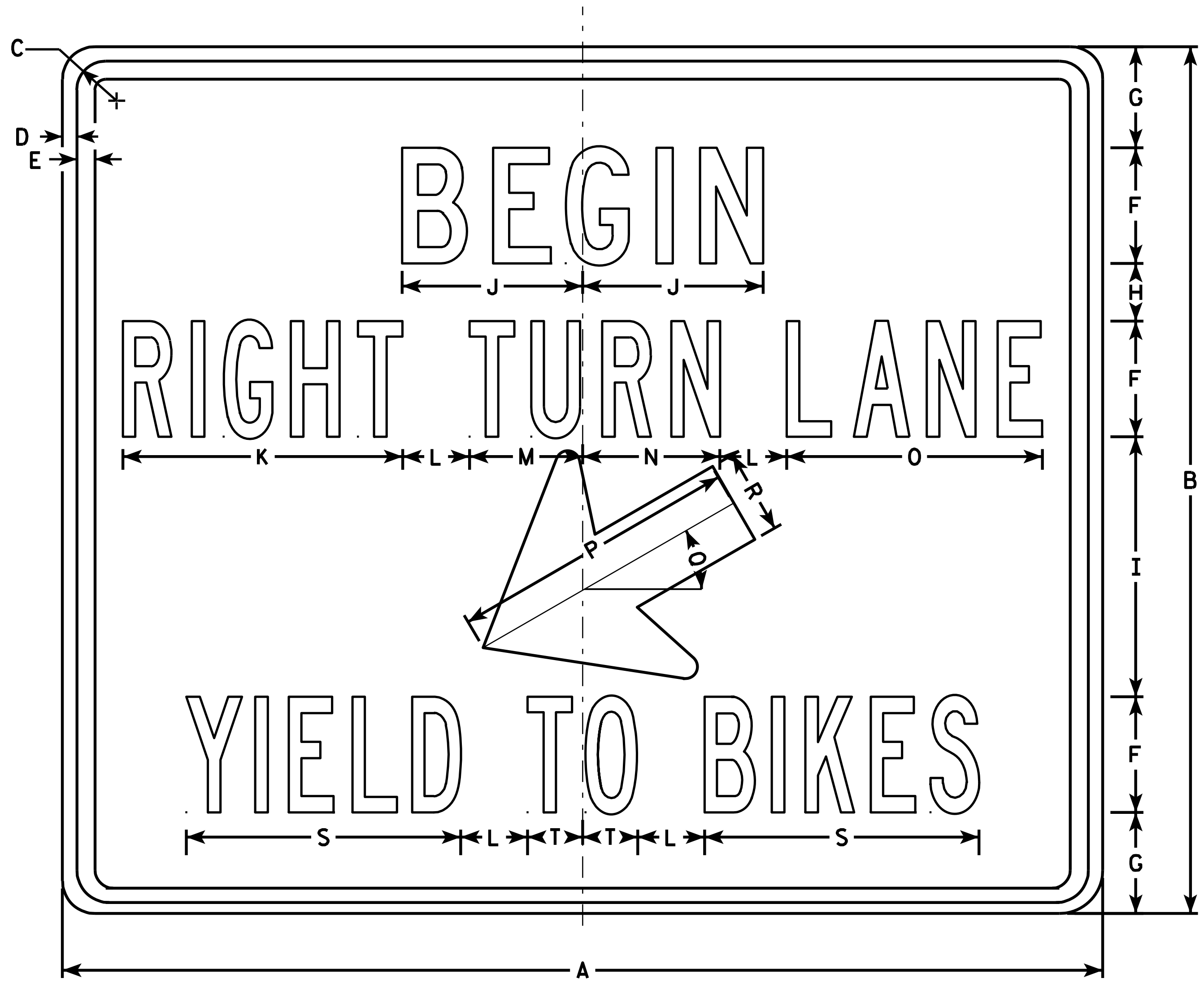
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 100 | E

7

7



R4-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   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 C
   Lines 2 & 3 are Series B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	30	1 3/8	1/2	5/8	4	3 1/2	2	9	6 1/4	9 3/4	2 3/8	3 7/8	4 3/4	8 7/8	10	30°	2 7/8	9 1/2	1 7/8							7.5
2M	36	30	1 3/8	1/2	5/8	4	3 1/2	2	9	6 1/4	9 3/4	2 3/8	3 7/8	4 3/4	8 7/8	10	30°	2 7/8	9 1/2	1 7/8							7.5
3																											
4																											
5																											

STANDARD SIGN
R4-4

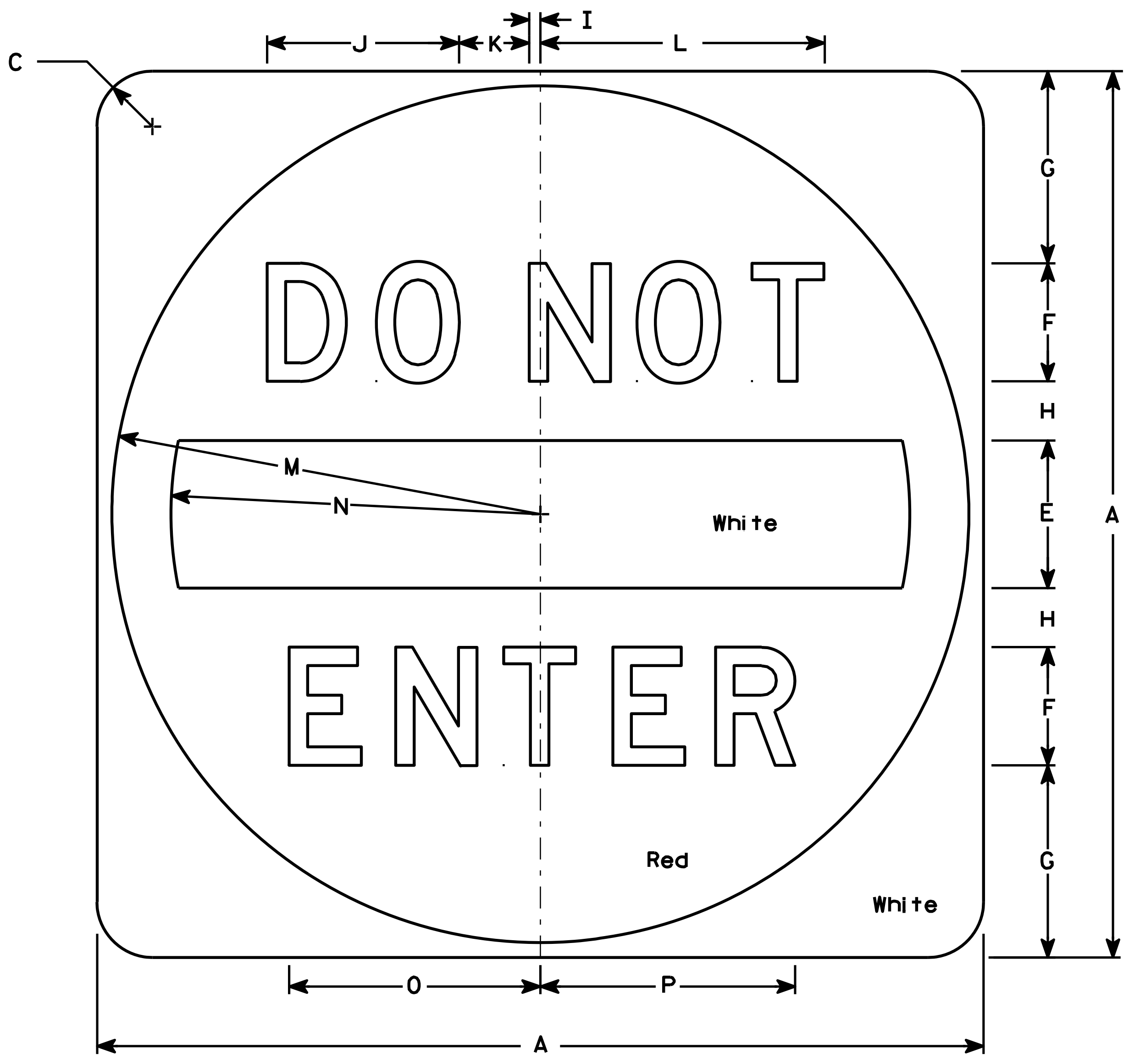
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-4.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 101 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R44.DGN PLOT DATE : 25-MAR-2011 13:45 PLOT BY : mscsjo PLOT NAME : PLOT SCALE : 5.959043:1.000000



R5-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See detail
   Message - White - Type H Reflective
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but when base material is metal, the cornors 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	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.26
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

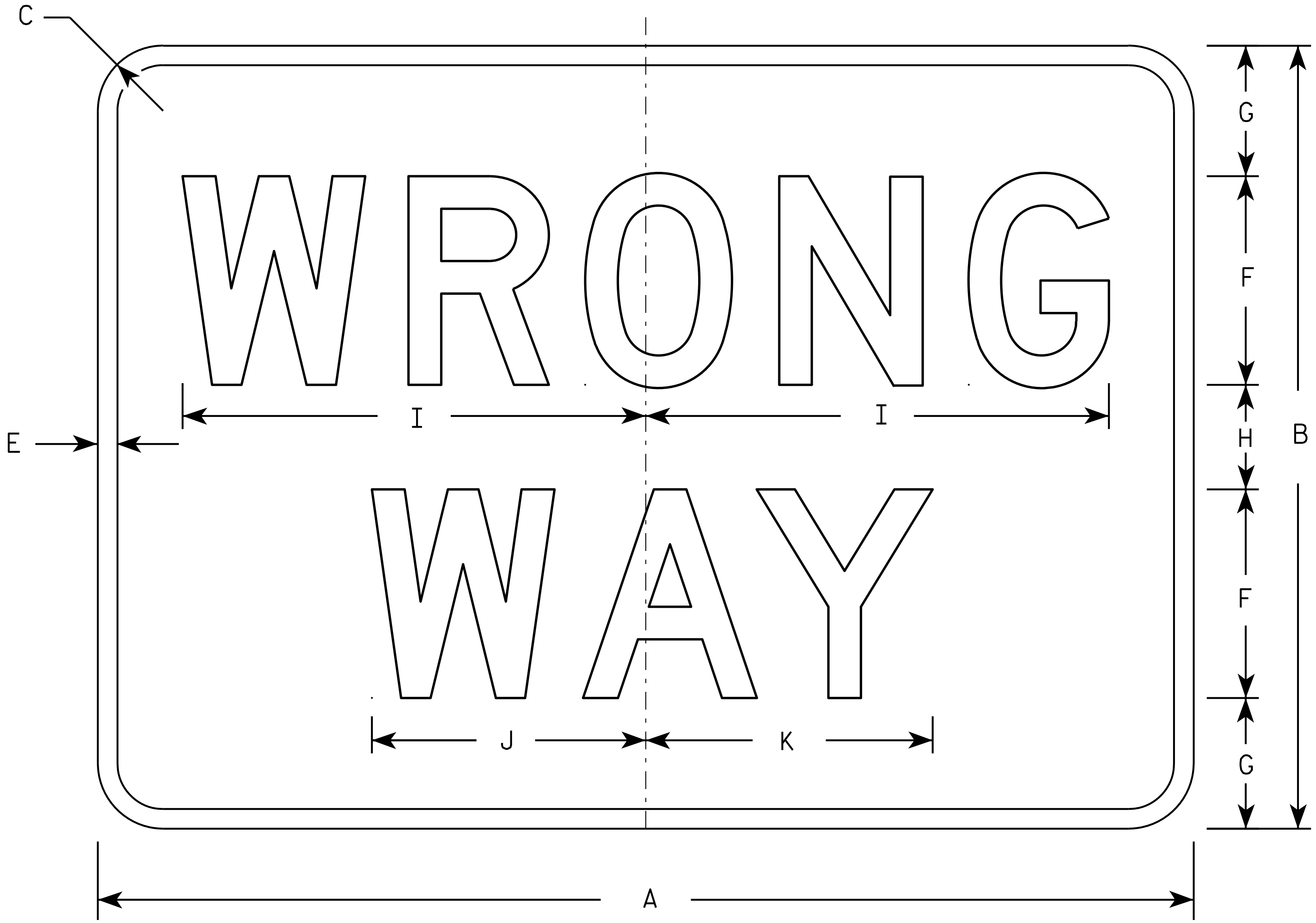
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 102 | E



R5-1A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - 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.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75
2S	36	24	2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
3	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75

STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 103 | E

7

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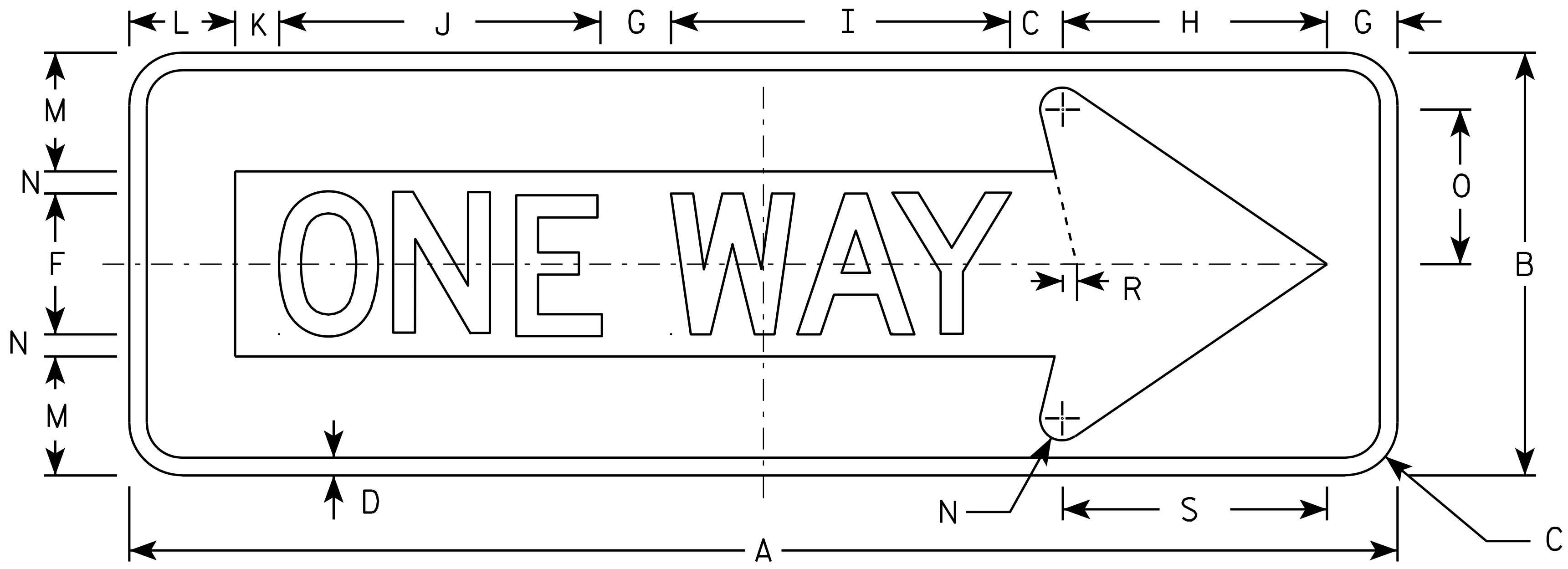
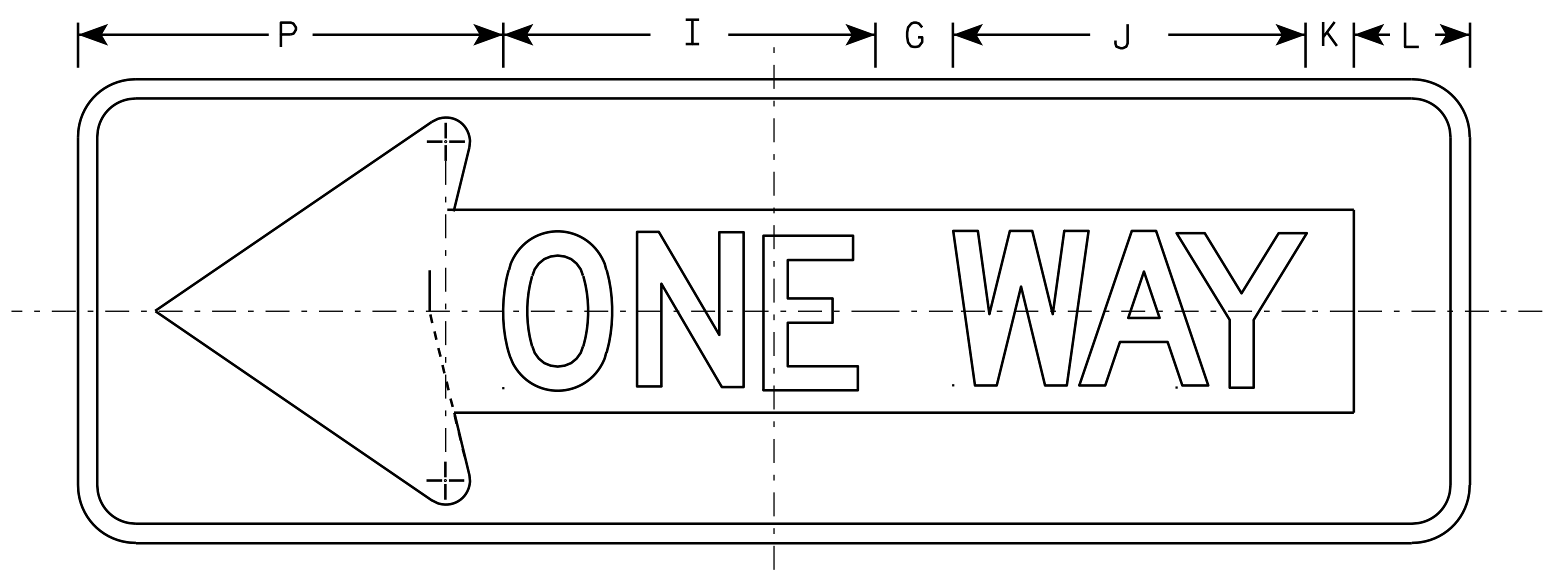


R6-1 R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - BLACK
   Message - BLACK LEGEND & WHITE ARROW & BORDER
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.



R6-1 L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	12	1 1/2	1/2		4	2	7 1/2	9 5/8	9 1/8	1 1/4	3	3 3/8	5/8	4 3/8	11		3/8	7 1/2								3.0
2M	54	18	2 1/4	3/4		6	3	11 1/4	14 1/2	13 5/8	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
3	54	18	2 1/4	3/4		6	3	11 1/4	14 1/2	13 5/8	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
4	54	18	2 1/4	3/4		6	3	11 1/4	14 1/2	13 5/8	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
5																											

STANDARD SIGN
R6-1 L & R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

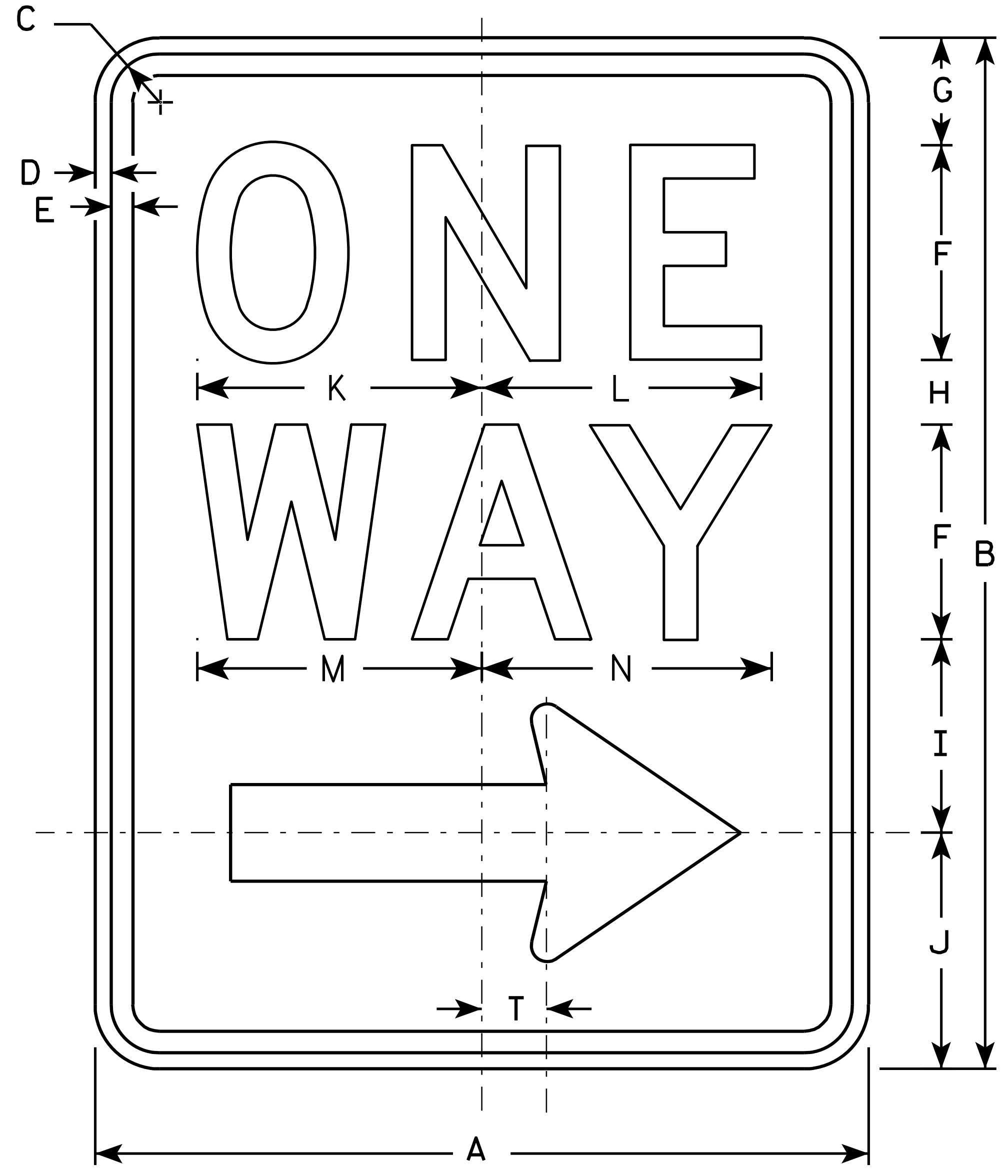
DATE 12/17/10 PLATE NO. R6-1.2

7

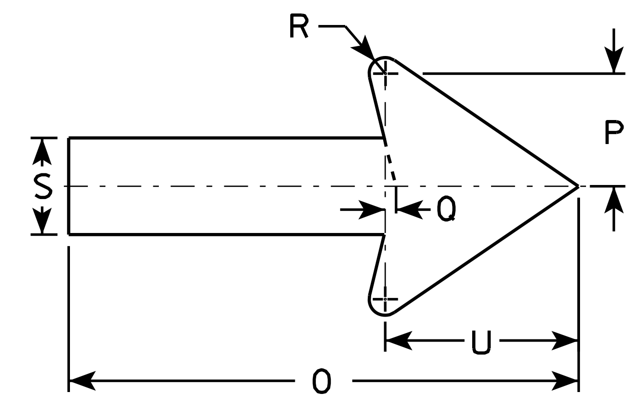
7

PROJECT NO:

SHEET NO: 104 E



R6-2R



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
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. R6-2L same as R6-2R except arrow points to the left.

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
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

PROJECT NO: HWY: COUNTY: SHEET NO: 105 E

7 7

R6 - 6

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D except Line 1 is 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
1																										
2S	24	30	1 1/8	3/8	1/2	6	3 1/2	2 1/2	9 1/8	8 1/8	8 1/2															
2M	30	36	1 3/8	1/2	5/8	8	3 1/4	2 3/4	12 1/4	10 1/2	11 1/2															
3	36	48	1 3/8	1/2	5/8	10	5 1/4	3 1/4	15 1/4	12 3/4	13 3/8															
4	36	48	1 3/8	1/2	5/8	10	5 1/4	3 1/4	15 1/4	12 3/4	13 3/8															
5																										

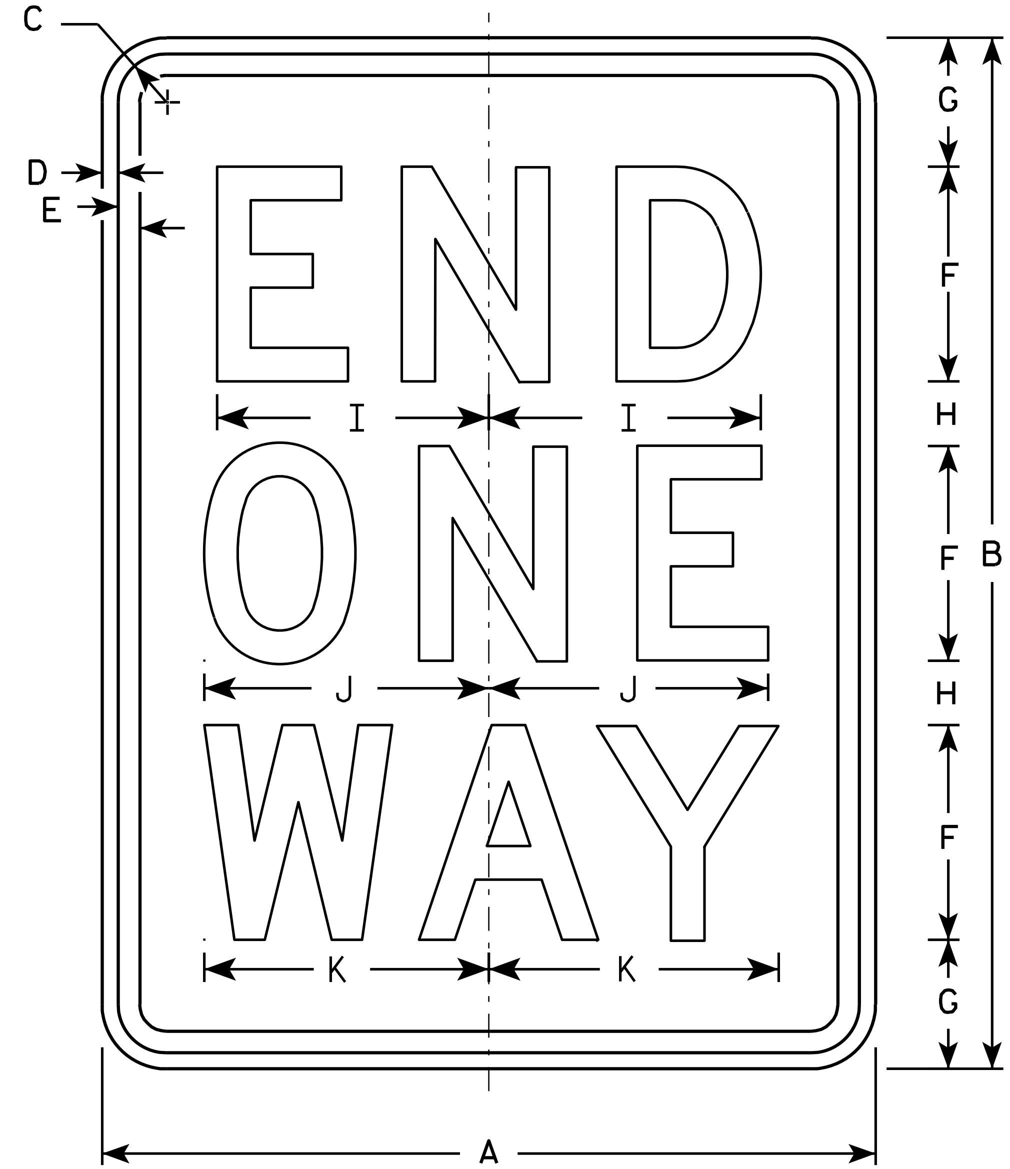
STANDARD SIGN
R6 - 6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-6.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 106 | E



R6 - 7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - 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.

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
1																										
2S	24	30	1 1/8	3/8	1/2	6	3 1/2	2 1/2	8	8 1/8	8 1/2															
2M	30	36	1 3/8	1/2	5/8	8	3 1/4	2 3/4	10 1/8	10 1/2	11 1/2															
3	36	48	1 3/8	1/2	5/8	10	5 1/4	3 1/4	12 5/8	12 3/4	13 3/8															
4	36	48	1 3/8	1/2	5/8	10	5 1/4	3 1/4	12 5/8	12 3/4	13 3/8															
5																										

STANDARD SIGN
R6 - 7

WISCONSIN DEPT OF TRANSPORTATION

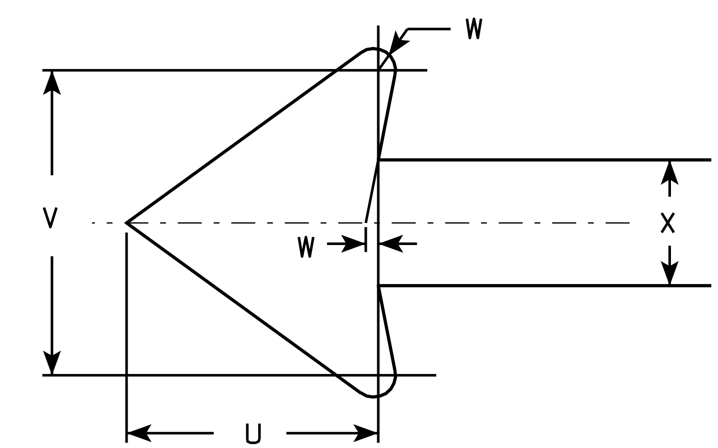
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-7.1

R7-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Red
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, 3 and 4 are series C, line 2 is series B.
6. R7-1D (double arrow)
   R7-1L (left arrow)
   R7-1R (right arrow)



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

STANDARD SIGN
R7-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-1.9

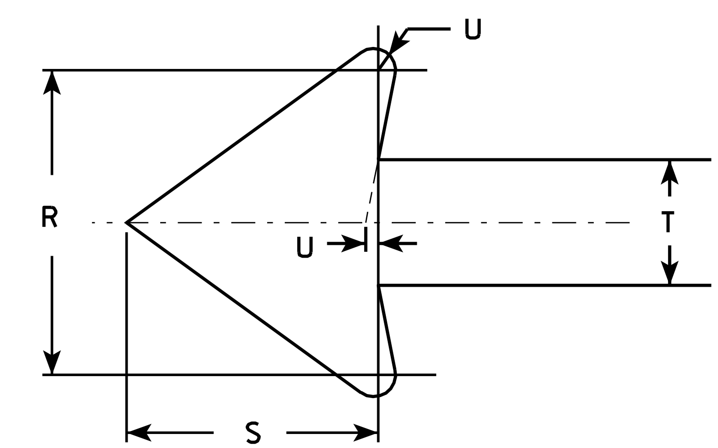
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 108 | E

R7-2

*- See Note 5

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 7
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 as required & adjust spacing to achieve proper balance.
6. R7-2D (double arrow)
   R7-2L (left arrow)
   R7-2R (right arrow)
7. Lines 1, 3 and 4 are series C, line 2 is series B.



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

STANDARD SIGN
R7-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-2.9

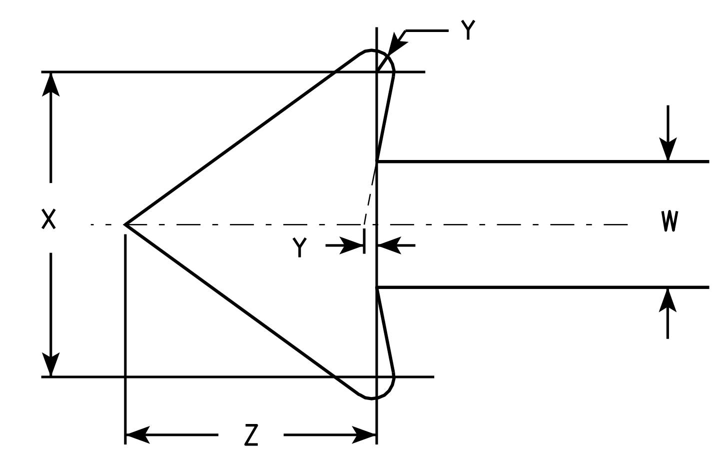
7

7

R7-51

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 6
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. R7-51D (double arrow)
   R7-51R (right arrow)
   R7-51L (left arrow)
6. Lines 1, 3 and 4 are Series C.
   Line 2 is Series B.



ARROW DETAIL

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

STANDARD SIGN
R7-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-51.6

7 7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 110 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R751.DGN PLOT DATE : 31-MAR-2011 11:28 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 3.476110:1.000000

WISDOT/CADDS SHEET 42

R12-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   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, 2 & 3 are series E
   Lines 4, 5, & 6 are series D.
6. Substitute appropriate numeral and optically adjust spacing to achieve proper balance.
7. Substitute name of county or town on County Trunk and Town Highways respectively. Community name on City or Village Streets including Connecting Highways is optional.

* Varies (see note 6)

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 1/8	3/8	1/2	3	6	4	3	1 1/4	2 1/4	1 3/8	3/4	1/2	1 7/8	9	9 1/2	6	6 1/2	7 1/8	6 7/8	3 1/4	3 5/8	7 3/4			5.0
2S	24	30	1 1/8	3/8	1/2	3	6	4	3	1 1/4	2 1/4	1 3/8	3/4	1/2	1 7/8	9	9 1/2	6	6 1/2	7 1/8	6 7/8	3 1/4	3 5/8	7 3/4			5.0
2M	24	30	1 1/8	3/8	1/2	3	6	4	3	1 1/4	2 1/4	1 3/8	3/4	1/2	1 7/8	9	9 1/2	6	6 1/2	7 1/8	6 7/8	3 1/4	3 5/8	7 3/4			5.0
3	36	48	1 3/8	1/2	5/8	6	10	8	4 1/2	2 1/2	2 1/4	1 1/2	3/4	1/2	3	13 1/2	14 1/4	9	9 3/4	10 5/8	10 1/4	3 1/4	3 5/8	7 3/4			12.0
4	48	60	2 1/4	3/4	1	6	12	8	6	2 1/2	4 1/2	2 3/4	1 1/2	1	3 3/4	18	19	12	13	14 1/4	13 3/4	6 1/2	7 1/4	15 1/2			20.0
5																											

STANDARD SIGN
R12-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

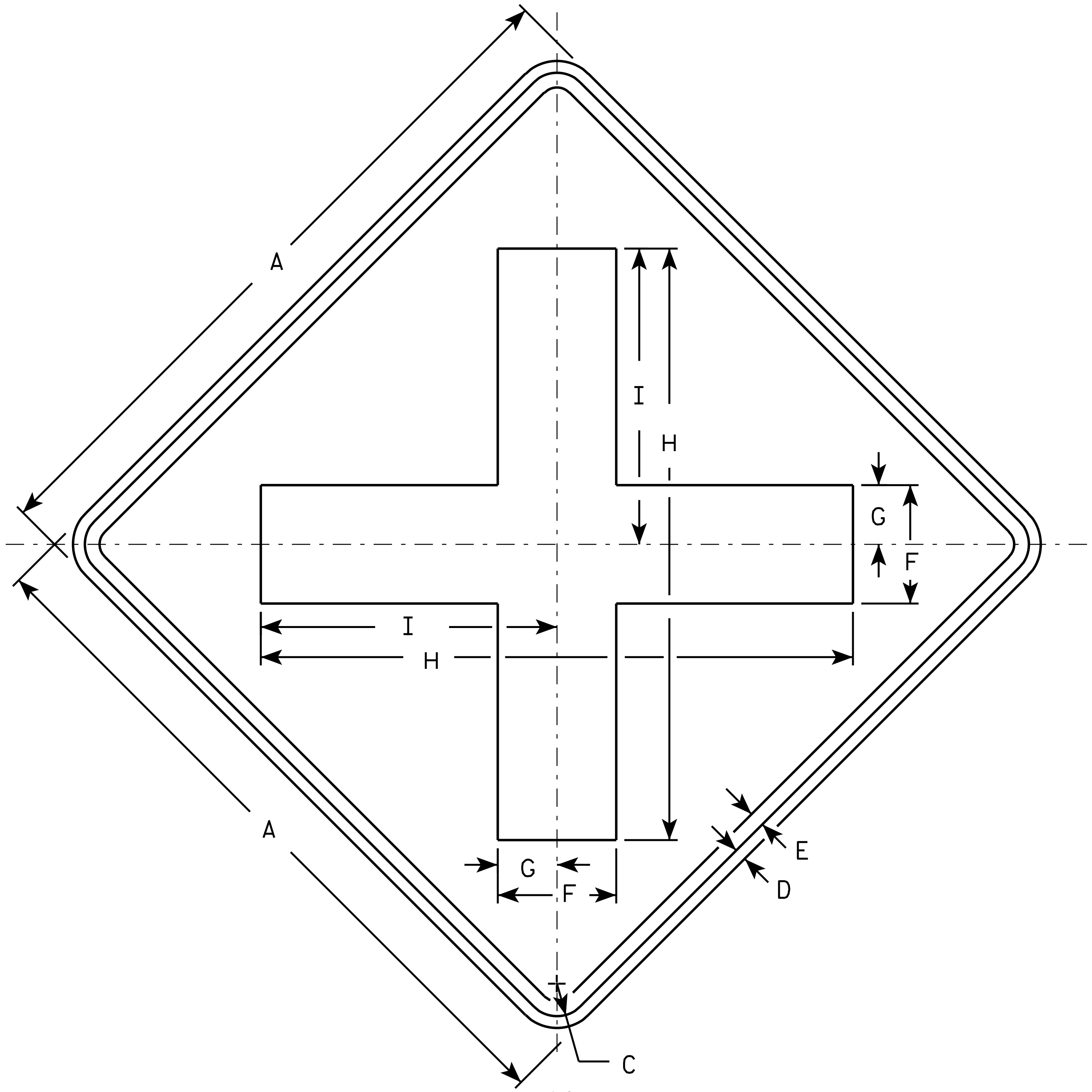
DATE 4/1/11 PLATE NO. R12-1.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 111 | E

7

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R121.DGN PLOT DATE : 01-APR-2011 13:33 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.363138:1.000000



W2-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	4	2	20	10																		4.0
2S	30		1 3/8	1/2	5/8	5	2 1/2	25	12 1/2																		6.25
2M	30		1 3/8	1/2	5/8	5	2 1/2	25	12 1/2																		6.25
3	36		1 5/8	5/8	3/4	6	3	30	15																		9.0
4	48		2 1/4	3/4	1	8	4	40	20																		16.0
5																											

STANDARD SIGN
W2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

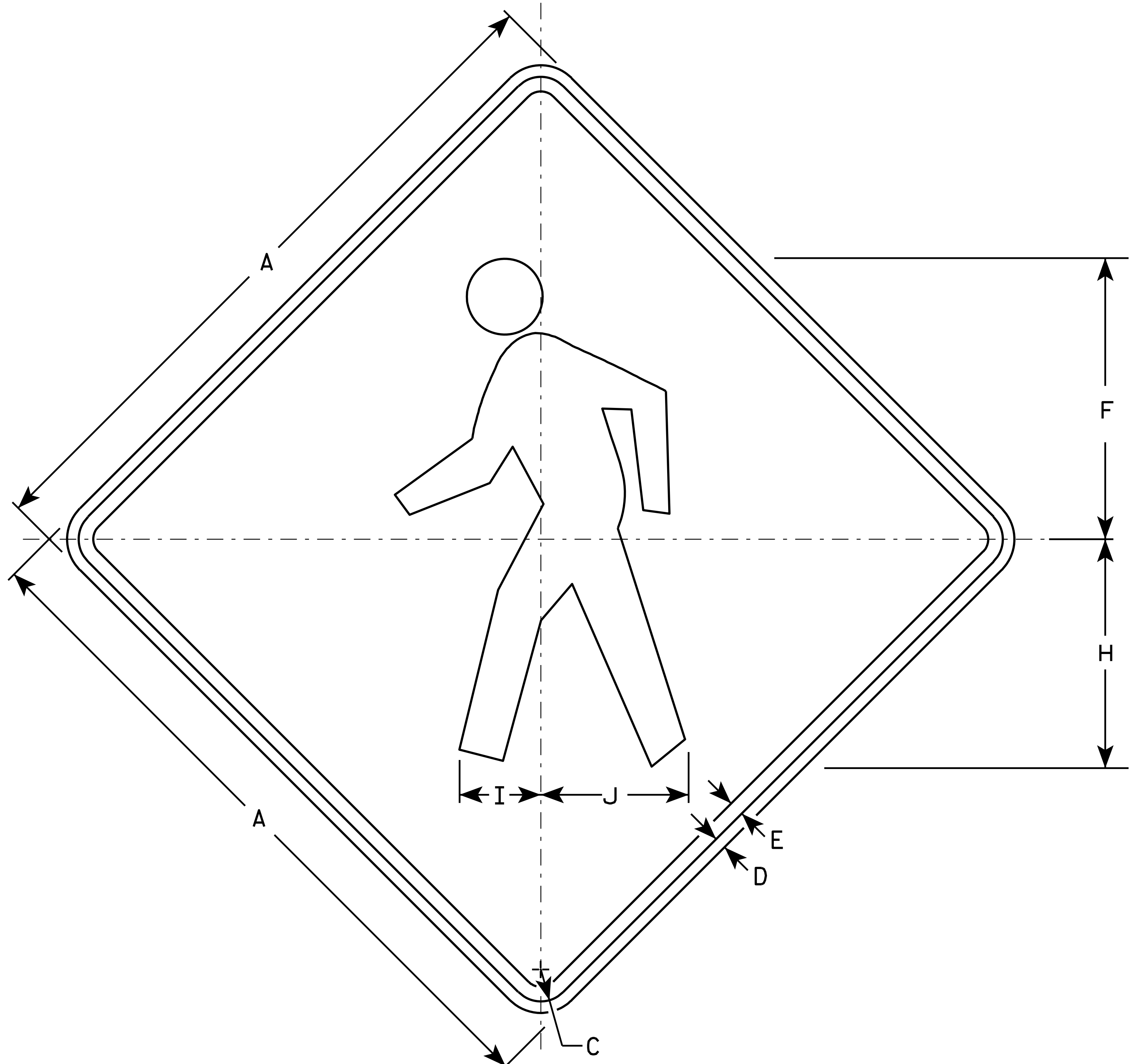
DATE 5/29/12 PLATE NO. W2-1.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 112	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W21.DGN PLOT DATE : 29-MAY-2012 10:10 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.202372:1.000000 WISDOT/CADDS SHEET 42

7

7



W11-2

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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

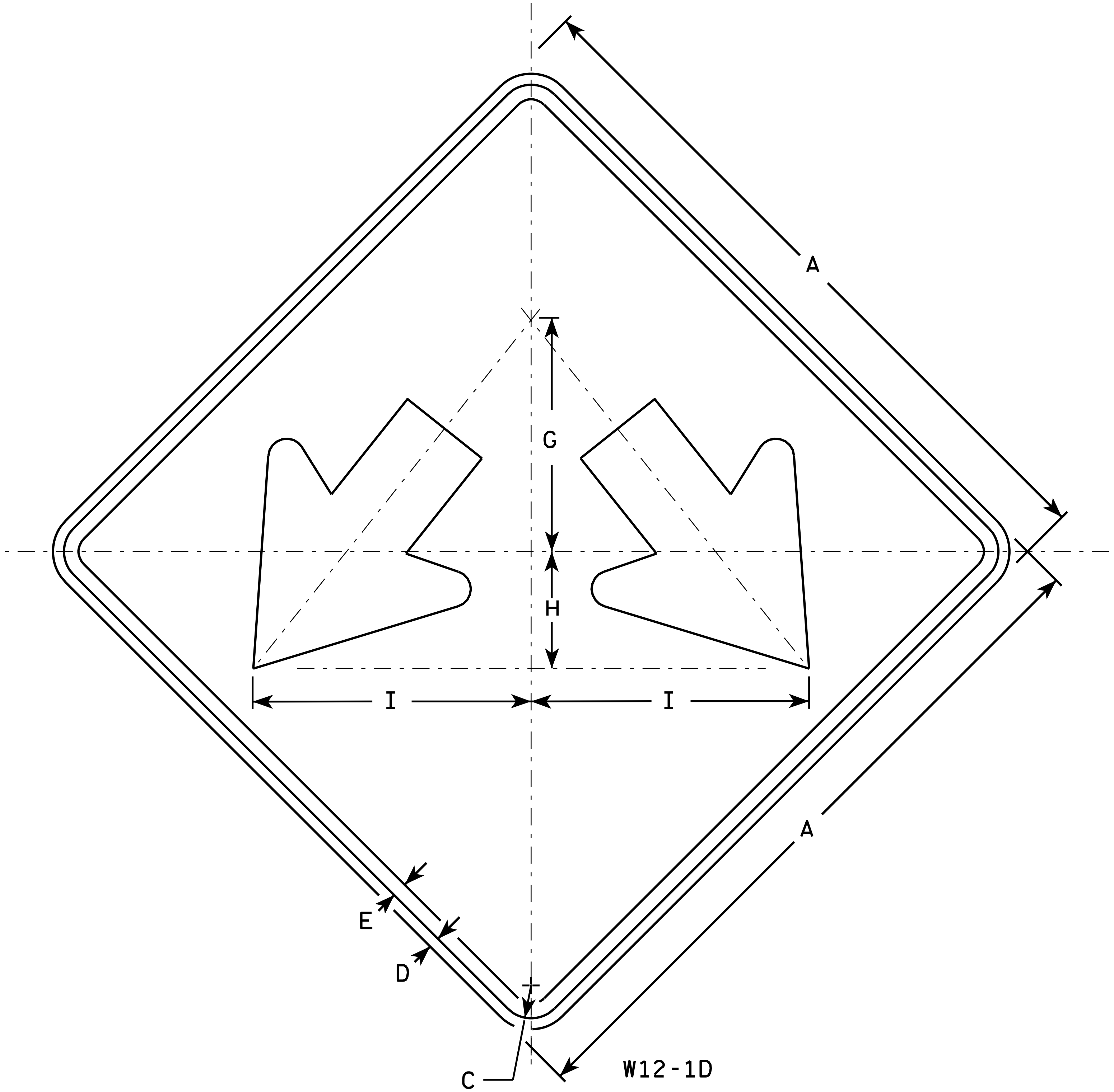
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W11-2.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 113 | E

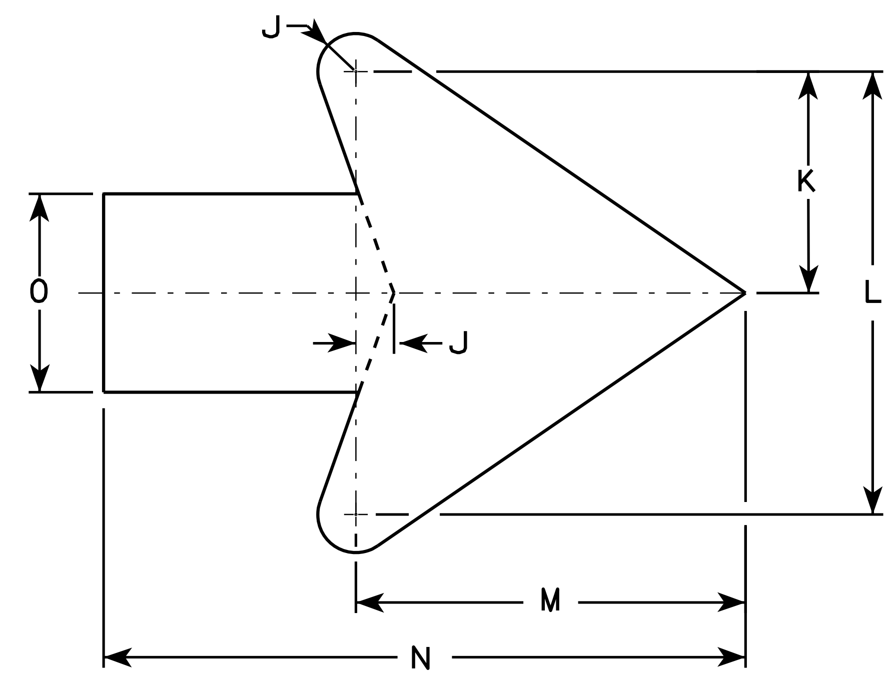
7 7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W112.DGN PLOT DATE : 07-JUN-2010 13:29 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 5.700818:1.000000 WISDOT/CADDS SHEET 42



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2M	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
3	30		1 3/8	1/2	5/8		10	5	11 7/8	3/4	4 1/2	9	7 7/8	13	4												6.25
4	36		1 3/8	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0
5	48		2 1/4	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0

STANDARD SIGN
W12-1D

WISCONSIN DEPT OF TRANSPORTATION

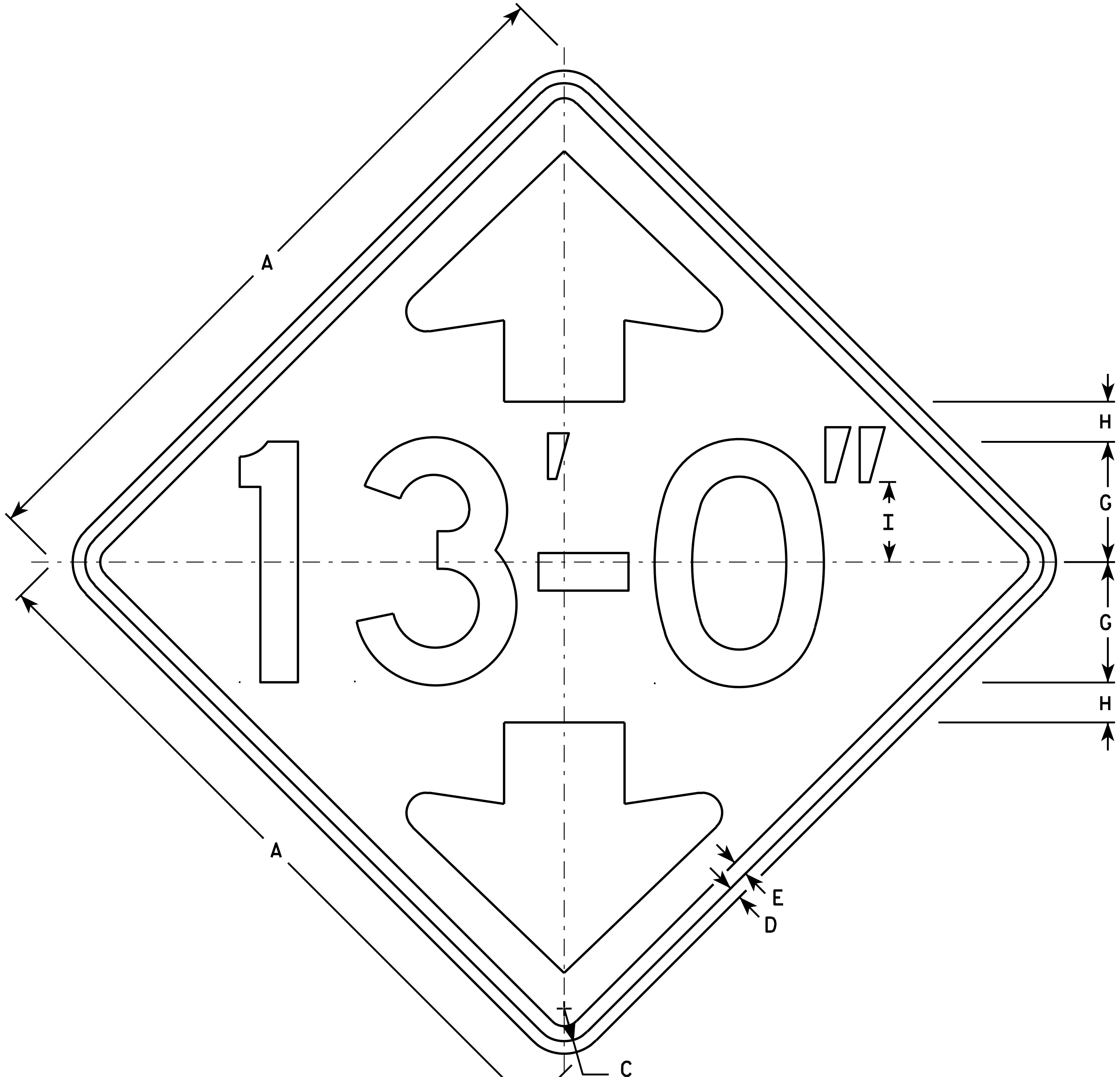
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W12-1D.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 114 | E

7

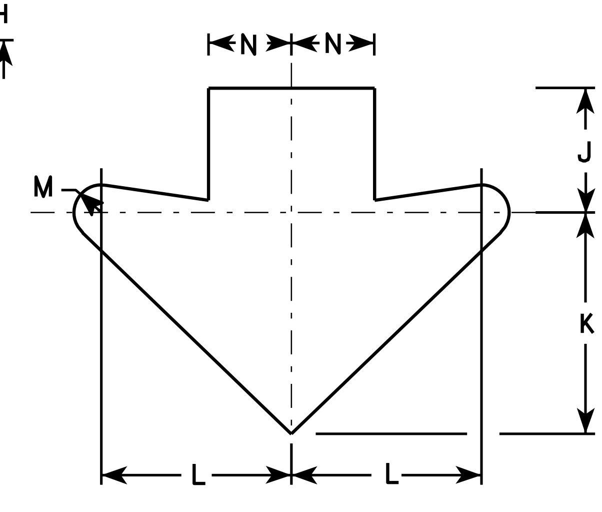
7



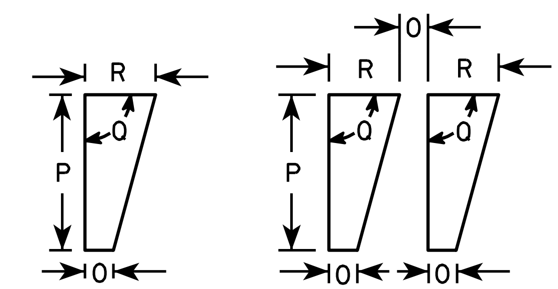
W12-2

NOTES

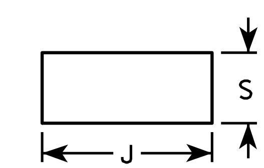
1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing of numerals, hyphen, foot & inch marks to achieve proper balance.



Arrow Detail



Foot Mark & Inch Mark Detail



Hyphen Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		5	1 5/8	3 3/8	3 3/4	6 5/8	5 3/4	3/4	2 1/2	1/2	2 1/4	90°	1	1 5/8								6.25
2S	36		1 5/8	5/8	3/4		6	2	4	4 1/2	8	6 7/8	1	3	1/2	2 3/4	90°	1 1/4	1 7/8								9.00
2M	36		1 5/8	5/8	3/4		6	2	4	4 1/2	8	6 7/8	1	3	1/2	2 3/4	90°	1 1/4	1 7/8								9.00
3	36		1 5/8	5/8	3/4		6	2	4	4 1/2	8	6 7/8	1	3	1/2	2 3/4	90°	1 1/4	1 7/8								9.00
4	36		1 5/8	5/8	3/4		6	2	4	4 1/2	8	6 7/8	1	3	1/2	2 3/4	90°	1 1/4	1 7/8								9.00
5	48		2 1/4	3/4	1		8	2 5/8	5 1/2	5 7/8	10 5/8	9 1/4	1 3/8	4	5/8	3 5/8	90°	1 5/8	2 1/2								16.00

STANDARD SIGN
W12-2

WISCONSIN DEPT OF TRANSPORTATION

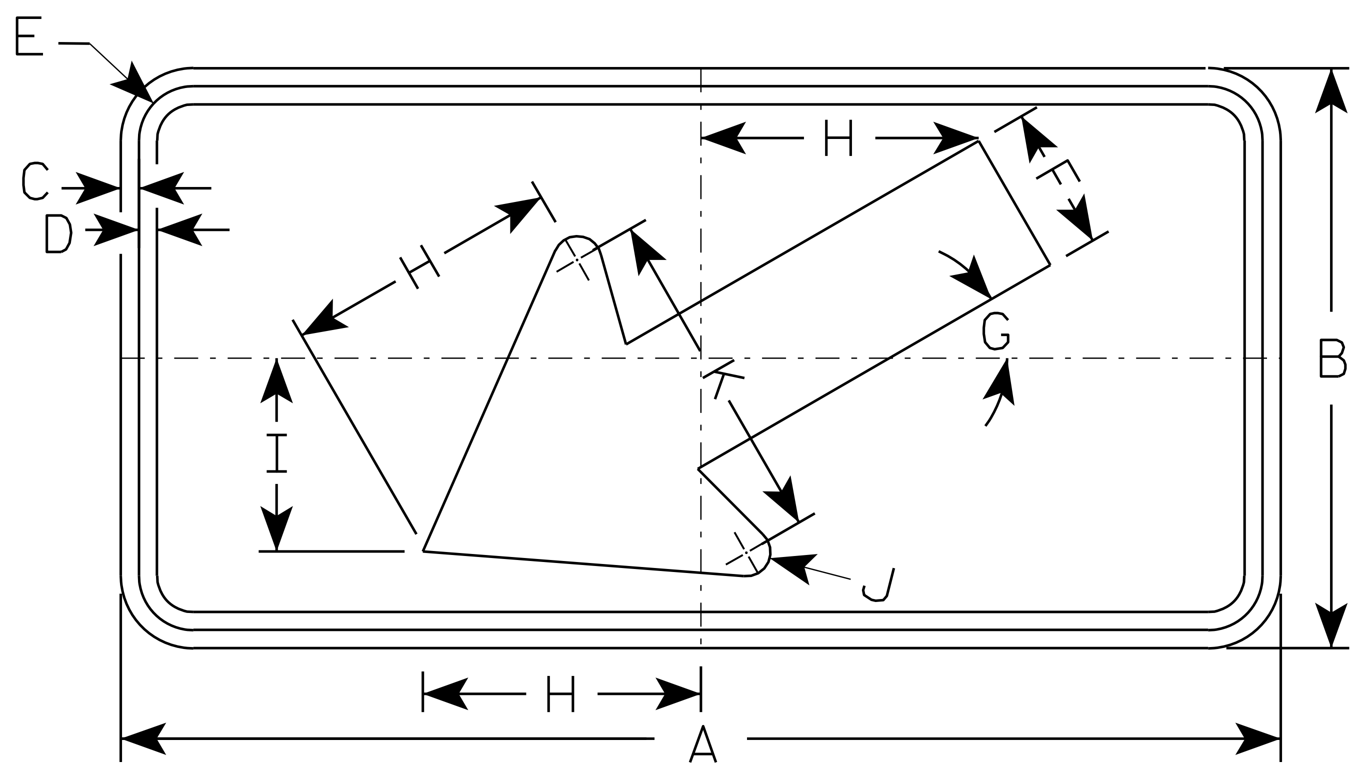
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W12-2.9

7 7

PROJECT NO: HWY: COUNTY: SHEET NO: 115 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W122.DGN PLOT DATE : 13-MAR-2013 13:27 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.946657:1.000000 WISDOT/CADDS SHEET 42



W16-7L

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W16-7R is the same as W16-L except the arrow is reversed along the vertical centerline.

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

STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

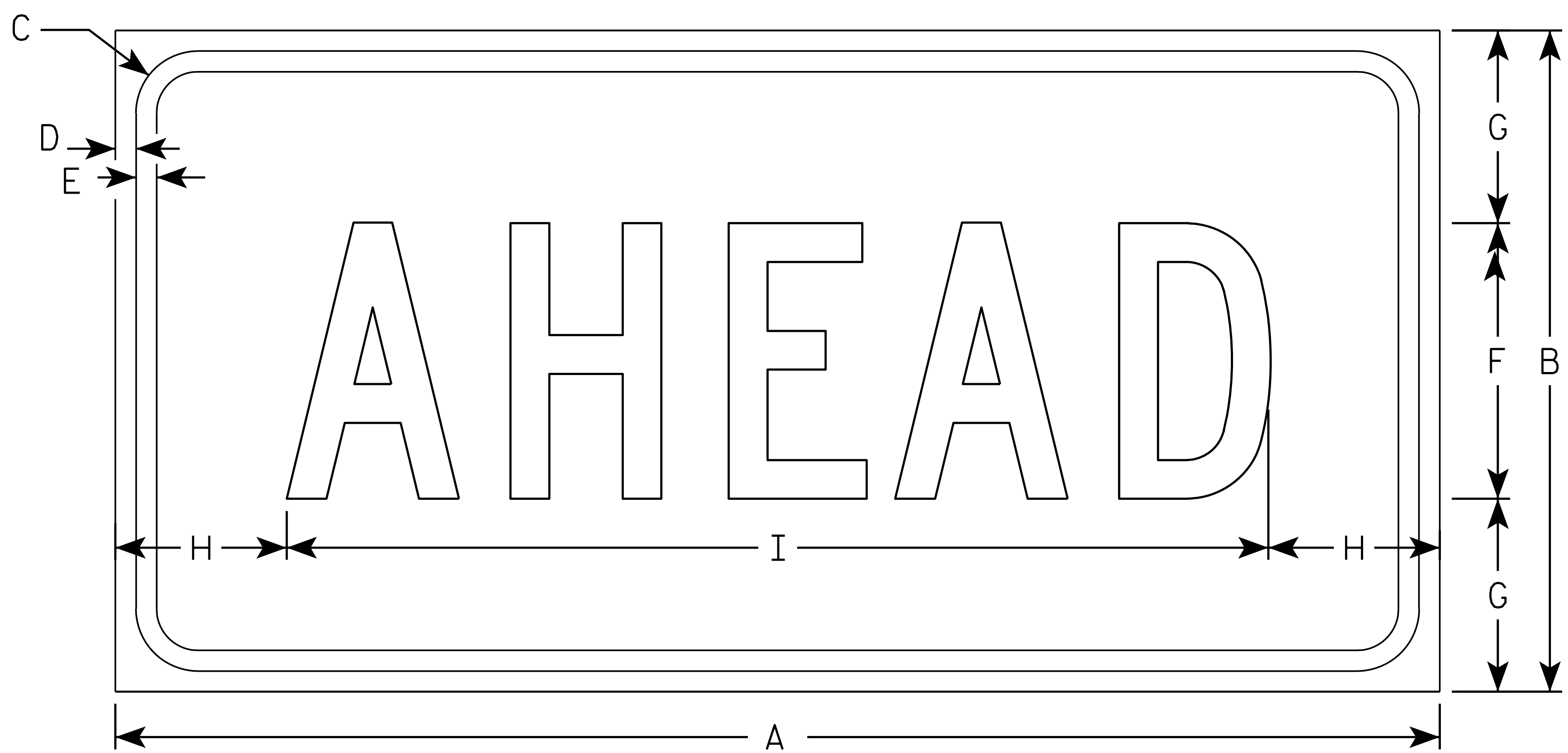
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/02/10 PLATE NO. W16-7.5

7

7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 116 | E



W16-9P

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   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	24	12	1 1/8	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
2M	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/8	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

STANDARD SIGN
W16-9P

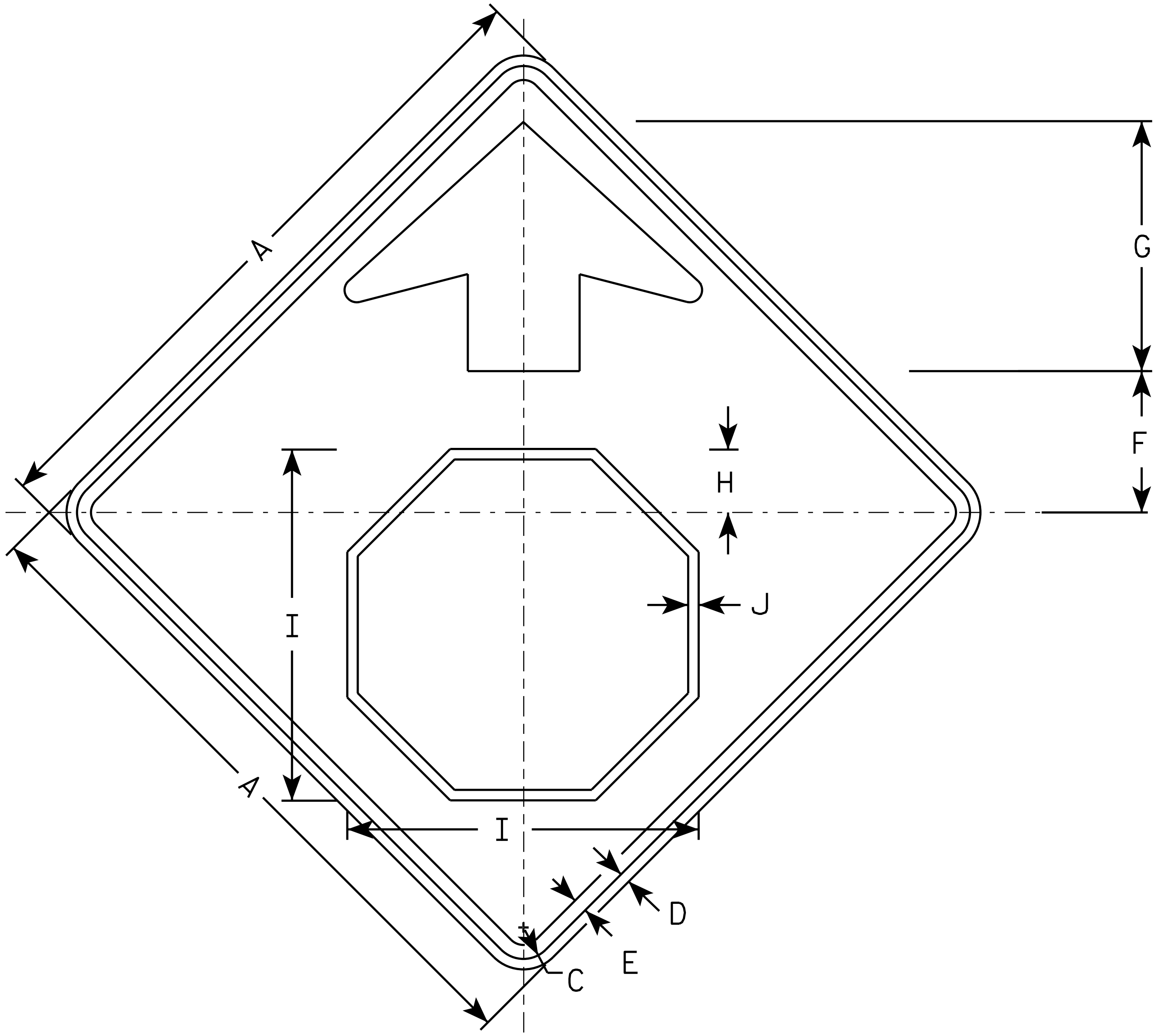
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/28/10 PLATE NO. W16-9P.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 117 | E

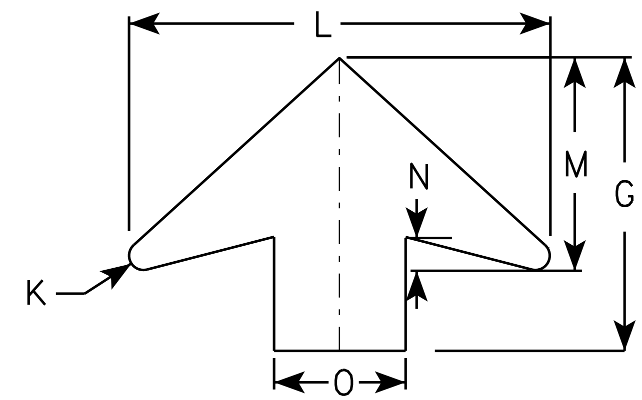
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W169P.DGN PLOT DATE : 28-DEC-2010 13:39 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 2.979524:1.000000



W03-1

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - ORANGE
   Arrow & Border - BLACK
   Stop Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
2S	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
2M	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
3	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0

STANDARD SIGN
W03-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 03-1.1

PROJECT NO:

SHEET NO: E

7

7

Notes

Wisconsin Department of Transportation

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