

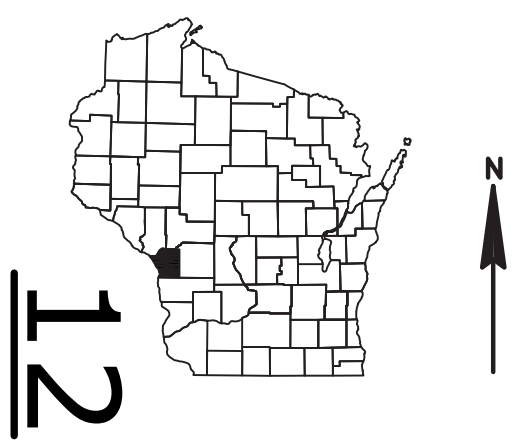
LAX
PROJECT ID: 5991-07-37
COUNTY: LA CROSSE

AUGUST 2021

ORDER OF SHEETS

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

TOTAL SHEETS = 114



DESIGN DESIGNATION

A.A.D.T.	(2022)	=	5,600
A.A.D.T.	(2042)	=	6,200
D.H.V.		=	680
D.D.		=	50/50
T.		=	2.4%
DESIGN SPEED		=	30 MPH
ESALS		=	330,000

CONVENTIONAL SYMBOLS

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

PROFILE	
GRADE LINE	
ORIGINAL GROUND	
MARSH OR ROCK PROFILE (To be noted as such)	
SPECIAL DITCH	
GRADE ELEVATION	
CULVERT (Profile View)	
UTILITIES	
ELECTRIC	
FIBER OPTIC	
GAS	
SANITARY SEWER	
STORM SEWER	
TELEPHONE	
WATER	
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

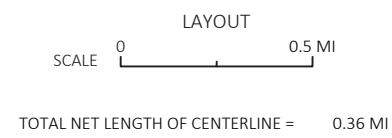
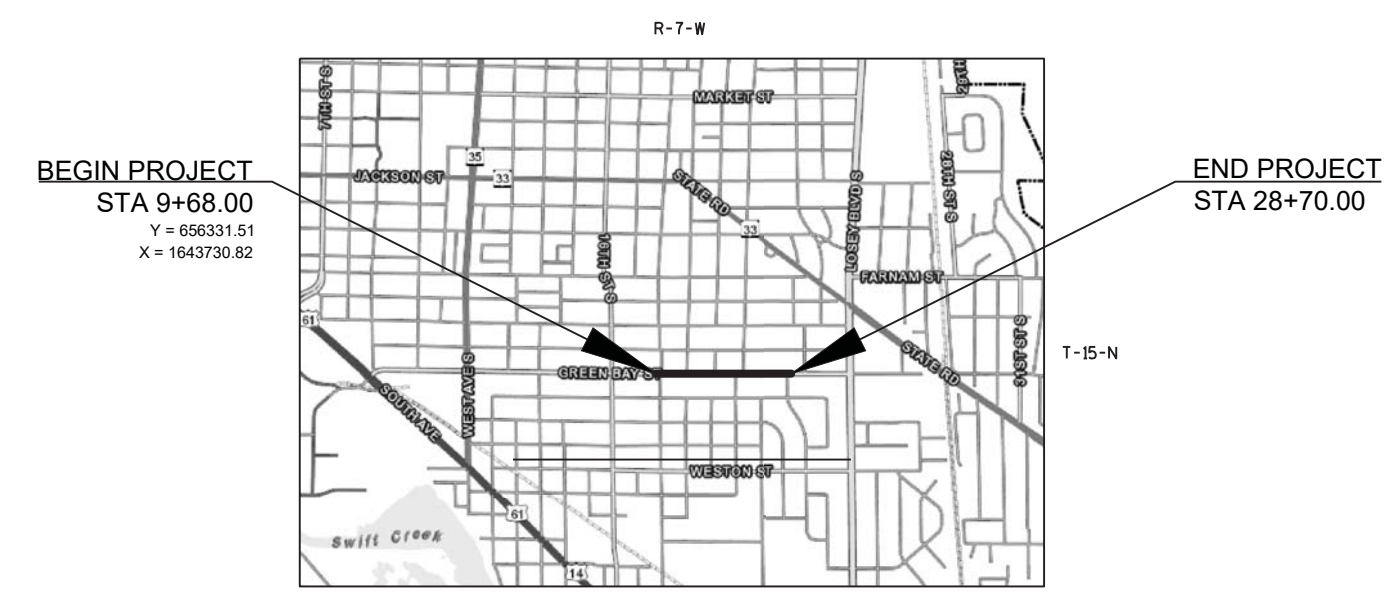
CITY OF LA CROSSE, GREEN BAY STREET

EAST AVENUE TO S. 22ND STREET

LOCAL STREET
LA CROSSE COUNTY

STATE PROJECT NUMBER
5991-07-37

STATE PROJECT NUMBER
5991-07-38



HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN STATE PLANE COORDINATE SYSTEM (SOUTH ZONE), NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (2012).

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5991-07-37	WISC 2021449	1
5991-07-38		

APPROVED BY

4-22-21
(Date)
CITY OF LA CROSSE

ORIGINAL PLANS PREPARED BY
KNIGHT
831 Critter Court
Suite 400
Onalaska, WI 54650
Engineers & Architects Phone: (608) 519-1455

4/21/2021
(Date)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY
Surveyor KNIGHT E/A
Designer KNIGHT E/A
Project Manager ALEIGHA BURG
Regional Examiner SW REGION
Regional Supervisor OSCAR WINGER

APPROVED FOR THE DEPARTMENT
DATE: 5/12/2021
Aleigha Burg, P.E.
(Signature)

E

STANDARD ABBREVIATIONS

AC	ACRE	INL	INLET
AGG	AGGREGATE	INV	INVERT
AH	AHEAD	JCT	JUNCTION
AADT	ANNUAL AVERAGE DAILY TRAFFIC	LT	LEFT
ASPH	ASPHALTIC	L	LENGTH OF CURVE
AVG	AVERAGE	LF or LIN FT	LINEAR FOOT
BK	BACK	LS	LUMP SUM
BAD	BASE AGGREGATE DENSE	NC	NORMAL CROWN
BM	BENCH MARK	N	NORTH
BR	BRIDGE	NB	NORTHBOUND
CL or C/L	CENTER LINE	NO	NUMBER
CE	COMMERCIAL ENTRANCE	PT	POINT
CONC	CONCRETE	PC	POINT OF CURVATURE
CO	COUNTY	PI	POINT OF INTERSECTION
CTH	COUNTY TRUNK HIGHWAY	PT	POINT OF TANGENCY
CR	CREEK	PCC	PORTLAND CEMENT CONCRETE
CABC	CRUSHED AGGREGATE BASE COURSE	LB	POUND
CSD	COMMUNITY SENSITIVE DESIGN	PE	PRIVATE ENTRANCE
CY or CUYD	CUBIC YARD	R	RADIUS
CULV	CULVERT	RL or R/L	REFERENCE LINE
CP	CULVERT PIPE	RT	RIGHT
C & G	CURB AND GUTTER	R/W	RIGHT-OF-WAY
D	DEGREE OF CURVE	RD	ROAD
DIA	DIAMETER	SHLDR	SHOULDER
DISCH	DISCHARGE	SB	SOUTHBOUND
E	EAST	SF or SQ FT	SQUARE FEET
EB	EASTBOUND	SY or SQ YD	SQUARE YARD
EL or ELEV	ELEVATION	SDD	STANDARD DETAIL DRAWINGS
EW	ENDWALL	STH	STATE TRUNK HIGHWAYS
ENT	ENTRANCE	SE	SUPERELEVATION
EXC	EXCAVATION	T	TANGENT
EX	EXISTING	TEMP	TEMPORARY
FERT	FERTILIZER	TWLTL	TWO-WAY LEFT-TURN LANE
FE	FIELD ENTRANCE	UG	UNDERGROUND
FL or F/L	FLOW LINE	USH	UNITED STATES HIGHWAY
FT	FOOT	V	VELOCITY OR DESIGN SPEED
HE	HIGHWAY EASEMENT	VC	VERTICAL CURVE
HMA	HOT MIX ASPHALT	WB	WESTBOUND
CWT	HUNDREDWEIGHT	YD	YARD

AREA CONTACTS

CITY ENGINEER	WISDOT PROJECT MANAGER	DESIGN CONTACT	WIDNR: LA CROSSE COUNTY
STEPHANIE SWARD	ALEIGHA BURG	KNIGHT E/A	KAREN KALVELAGE
400 LA CROSSE ST	3550 MORMON COULEE RD	RYAN MCKANE	DNR SERVICE CENTER
LA CROSSE, WI 54601	LA CROSSE, WI 54601	831 CRITTER CT, SUITE 400	3550 MORMON COULEE RD
PHONE: (608) 789-7505	PHONE: (608) 317-9083	ONALASKA, WI 54650	LA CROSSE, WI 54601
SWARDS@CITYOFLACROSSE.ORG	ALEIGHA.BURG@DOT.WI.GOV	PHONE: (608) 713-9274	PHONE: (608) 785-9115
		RMCKANE@KNIGHTEA.COM	KAREN.KALVELAGE@WISCONSIN.GOV

GENERAL NOTES

- ALL RADII ARE MEASURED TO EDGE OF PAVEMENT UNLESS OTHERWISE SHOWN OR NOTED ON THE PLAN.
- ALL SIGN LOCATIONS SHALL BE REVIEWED BY THE ENGINEER PRIOR TO INSTALLATION.
- TYPICAL SECTIONS SHOW THE GENERAL FEATURES THROUGHOUT THE PROJECT. PAVEMENT SLOPES, TERRACE SLOPES, ETC., MAY VARY WITHIN THE LIMITS OF THE SECTION.
- NO TREES OR SHRUBS SHALL BE REMOVED UNLESS SUCH TREES OR SHRUBS HAVE BEEN DESIGNATED FOR REMOVAL BY THE ENGINEER.
- DISTURBED AREAS WITHIN THE RIGHT OF WAY ARE TO BE TOPSOILED, FERTILIZED, SEEDED, AND MULCHED OR E-MAT AS DIRECTED BY THE ENGINEER.
- CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES. IN SITUATIONS WHEN SIGNIFICANT WORK OPERATIONS ARE IMMEDIATELY IN FRONT OF DRIVEWAY, OWNER SHOULD BE CONTACTED PRIOR TO REMOVAL SO ARRANGEMENTS CAN BE MADE.
- WHEN PORTIONS OF EXISTING ASPHALTIC SURFACES ARE TO BE REMOVED TO ACCOMMODATE NEW CONSTRUCTION, THE LINE OF SUCH REMOVAL SHALL BE NEATLY DELINEATED WITH A SAW CUT JOINT THROUGH THE ASPHALTIC SURFACE SO THAT REMOVAL OF THE ASPHALT SHALL BE ACCOMPLISHED WITHOUT DAMAGE TO REMAINING PORTIONS. THE LOCATION OF SAW JOINTS AND THE AMOUNT REMOVED AT SIDE ROADS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- PAVING LIMITS ARE TO BE DETERMINED BY THE ENGINEER.
- CROSS SLOPES AS SHOWN ON THE TYPICAL SECTION WILL VARY AT THE INTERSECTIONS.
- EXACT LOCATIONS OF ENTRANCES SHALL BE AS DIRECTED BY THE ENGINEER IN THE FIELD.
- THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
- INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES ARE APPROXIMATE AND SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- WHEN THE QUANTITY OF BASE AGGREGATE 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.
- RIGHT OF WAY SHOWN ON PLAN IS APPROXIMATE AND BASED OFF OF THE LA CROSSE COUNTY GIS WEBSITE.

UTILITY CONTACTS

CENTURYLINK - COMMUNICATION LINE
TOM MURRAY
333 N FRONT STREET
LA CROSSE, WI 54601
(608) 796-7869
TOM.L.MURRAY@CENTURYLINK.COM

CITY OF LA CROSSE - COMMUNIATION
MATT GALLAGER
400 LA CROSSE ST.
LA CROSSE, WI 54601
(608) 789-7392
GALLAGERM@CITYOFLACROSSE.ORG

CITY OF LA CROSSE - WATER
MARK GRAFF
400 LA CROSSE ST.
LA CROSSE, WI 54601
(608) 789-7384
GRAFFM@CITYOFLACROSSE.ORG

XCEL ENERGY - GAS
TOM LALOND
3215 COMMERCE ST
P.O. BOX 8
LA CROSSE, WI 54603
(608) 789-3681
THOMAS.J.LALOND@XCELENERGY.COM

CHARTER COMMUNICATIONS - COMM LINE
BRANDON STORM
12405 POWERSCOURT DR.
ST. LOIUS, MO 63131
(608) 274-3822
BRANDON.STORM@CHARTER.COM

CITY OF LA CROSSE - SEWER
STEVE ASP
400 LA CROSSE ST.
LA CROSSE, WI 54601
(608) 789-7324
ASPS@CITYOFLACROSSE.ORG

XCEL ENERGY - ELECTRICITY
JASON MCROBERTS
3215 COMMERCE ST
P.O. BOX 8
LA CROSSE, WI 54603
(608) 789-3689
JASON.L.MCROBERTS@XCELENERGY.COM



ORDER OF TYPICAL SECTION & DETAIL SHEETS

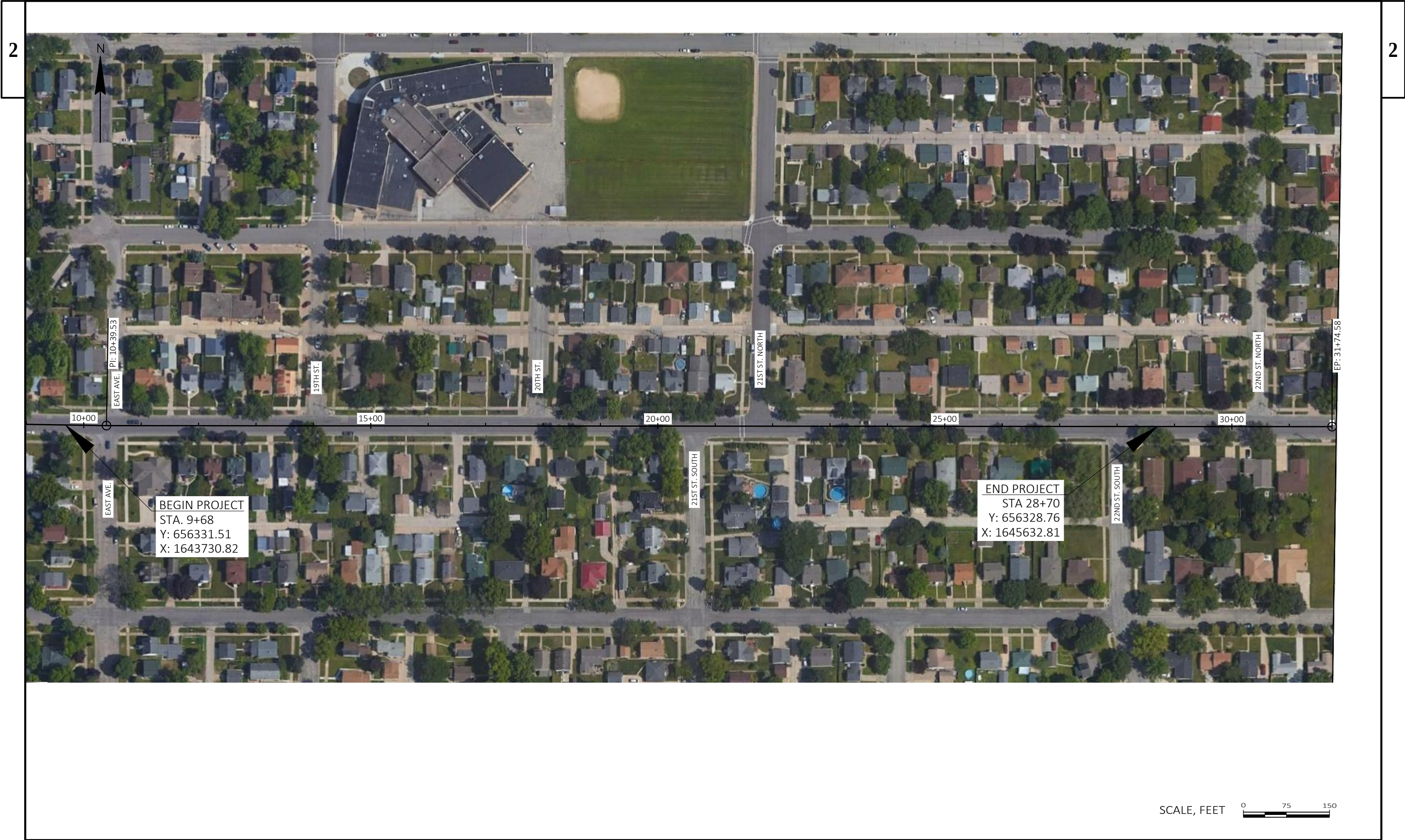
- 1. GENERAL NOTES
- 2. PROJECT OVERVIEW
- 3. TYPICAL SECTIONS
- 4. CONSTRUCTION DETAILS
- 5. REMOVAL PLAN
- 6. PAVING DETAIL
- 7. EROSION CONTROL
- 8. STORM SEWER PLAN AND PROFILE
- 9. MUNICIPAL UTILITY PLAN
- 10. PERMANENT SIGNING & PAVEMENT MARKING
- 11. DETOUR PLAN
- 12. ALIGNMENT DETAIL

RUNOFF COEFFICIENT TABLE

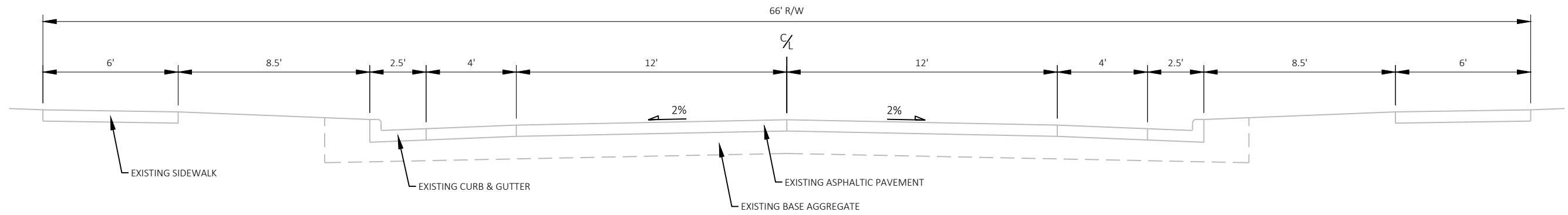
A	HYDROLOGIC SOIL GROUP											
	B C									D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.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 = 2.91 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 2.40 ACRES

	BORINGS				
	1	2	3	4	5
	STA 12+00 +/-	STA 16+00 +/-	STA 19+75 +/-	STA 24+50 +/-	STA 27+50 +/-
APPROX. LOCATION					
DEPTH	12" ASPHALT 6" SILTY SAND 4.5' POORLY GRADED SAND	12" ASPHALT 6" POORLY GRADED SAND W/ SILT 9.5' POORLY GRADED SAND	12" ASPHALT 6" SILTY SAND 4.5' POORLY GRADED SAND	5" ASPHALT 9" AGGREGATE BASE 3.8' SILTY SAND 6' POORLY GRADED SAND W/ SILT	4" ASPHALT 11" AGGREGATE BASE 6" SILTY SAND 2.2' POORLY GRADED SAND W/ SILT 2' POORLY GRADED SAND

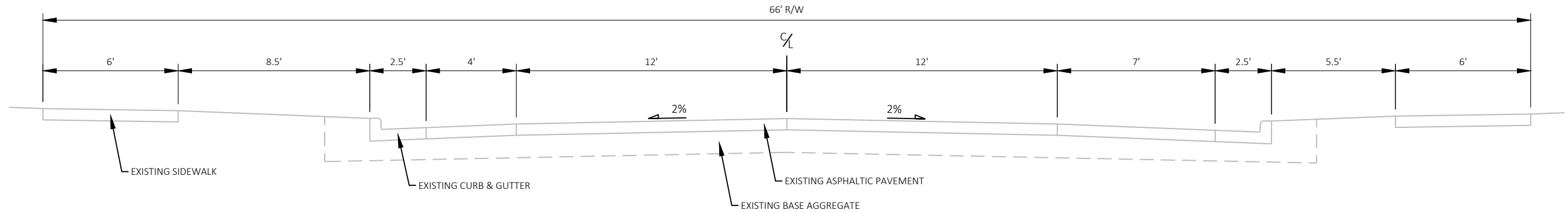


PROJECT NO: 5991-07-37 & 38	HWY: GREEN BAY STREET	COUNTY: LA CROSSE	PROJECT OVERVIEW	SHEET	E
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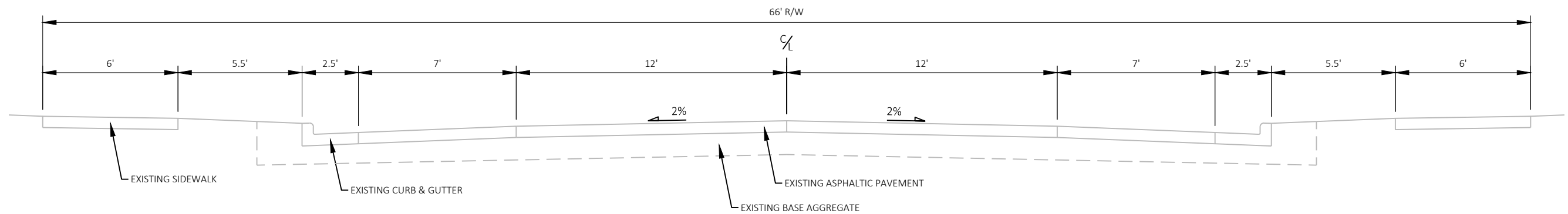
TYPICAL EXISTING SECTION - GREEN BAY STREET

EAST AVE TO 21ST ST SOUTH LEG
STA. 9+68 - STA. 20+63



TYPICAL EXISTING SECTION - GREEN BAY STREET

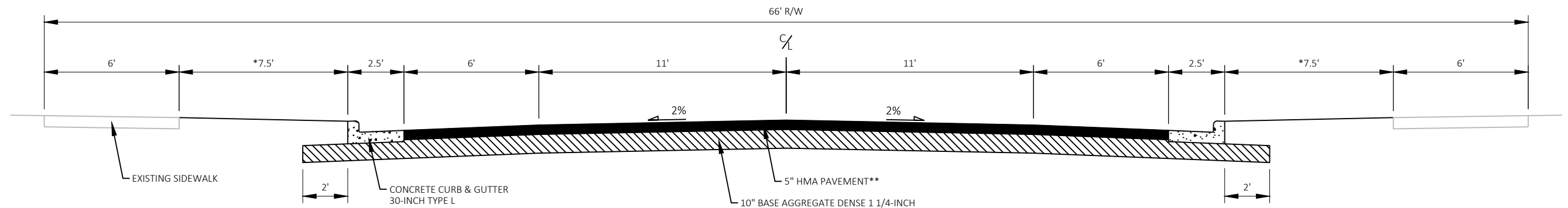
21ST AVE SOUTH LEG TO 21ST AVE NORTH LEG
STA. 20+63 - STA. 21+75



TYPICAL EXISTING SECTION - GREEN BAY STREET

21ST ST NORTH LEG TO 22ND ST SOUTH LEG
STA. 21+75 - STA. 28+70

NOTES: SEE GENERAL NOTES FOR BORING TABLE
AND APPROXIMATE MATERIAL DEPTHS.

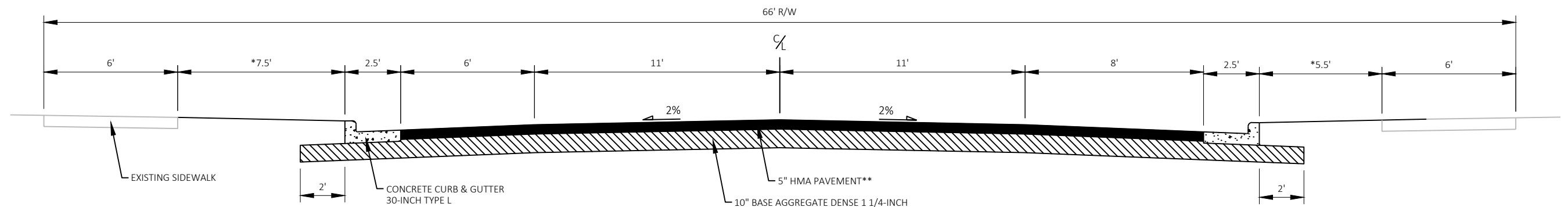


TYPICAL PROPOSED SECTION - GREEN BAY STREET

EAST AVE TO 21ST STREET SOUTH LEG &
21ST STREET NORTH LEG TO 22ND STREET SOUTH LEG
STA. 9+68 - STA. 20+96
STA. 22+00 - STA. 28+70

*USE SALVAGED TOPSOIL, EROSION MAT URBAN
CLASS I TYPE B, SEEDING MIXTURE NO. 40, SEED
WATER & FERTILIZER TYPE B WHERE REQUIRED BY
ENGINEER. PAID FOR AS GRADING, SHAPING, AND
FINISHING FOR CURB AND GUTTER.

**SEE GENERAL NOTES FOR MIX
TYPES AND LIFT THICKNESS



TYPICAL PROPOSED SECTION - GREEN BAY STREET (WIDENED)

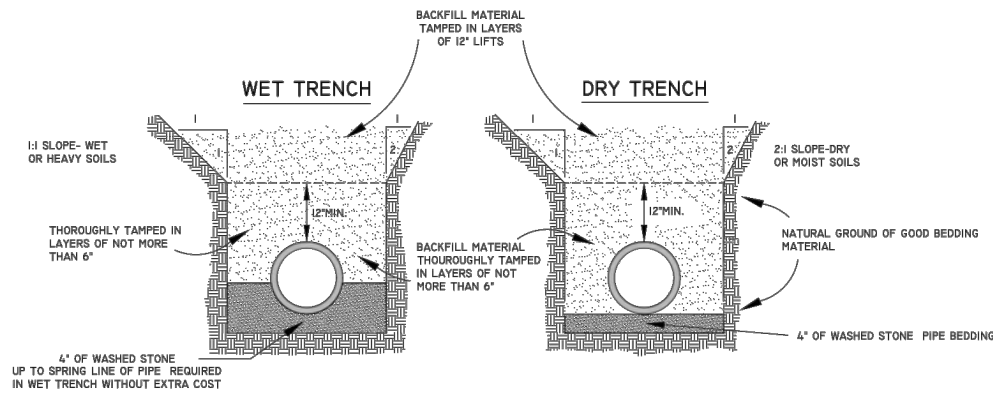
21ST STREET SOUTH LEG - 21ST STREET NORTH LEG
STA. 20+96 - STA. 22+00

*USE SALVAGED TOPSOIL, EROSION MAT URBAN
CLASS I TYPE B, SEEDING MIXTURE NO. 40, SEED
WATER & FERTILIZER TYPE B WHERE REQUIRED BY
ENGINEER. PAID FOR AS GRADING, SHAPING, AND
FINISHING FOR CURB AND GUTTER.

**SEE GENERAL NOTES FOR MIX
TYPES AND LIFT THICKNESS

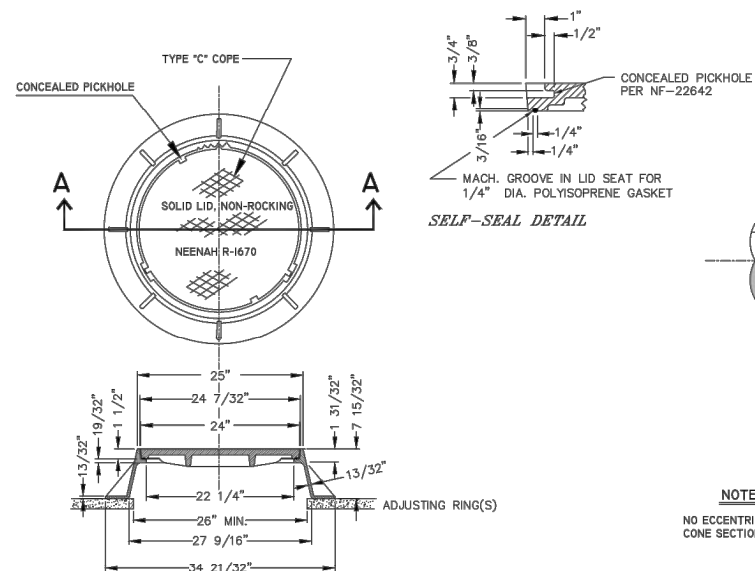
DRAWING
NOT TO SCALE

SEWER PIPE JOINT MATERIALS
CONCRETE PIPE-RUBBER GASKET (ASTM C-443)
PVC PIPE- ELASTOMETRIC GASKET (ASTM D-3212 & F-477)



DETAILS OF SEWER TRENCHES

A
D-2

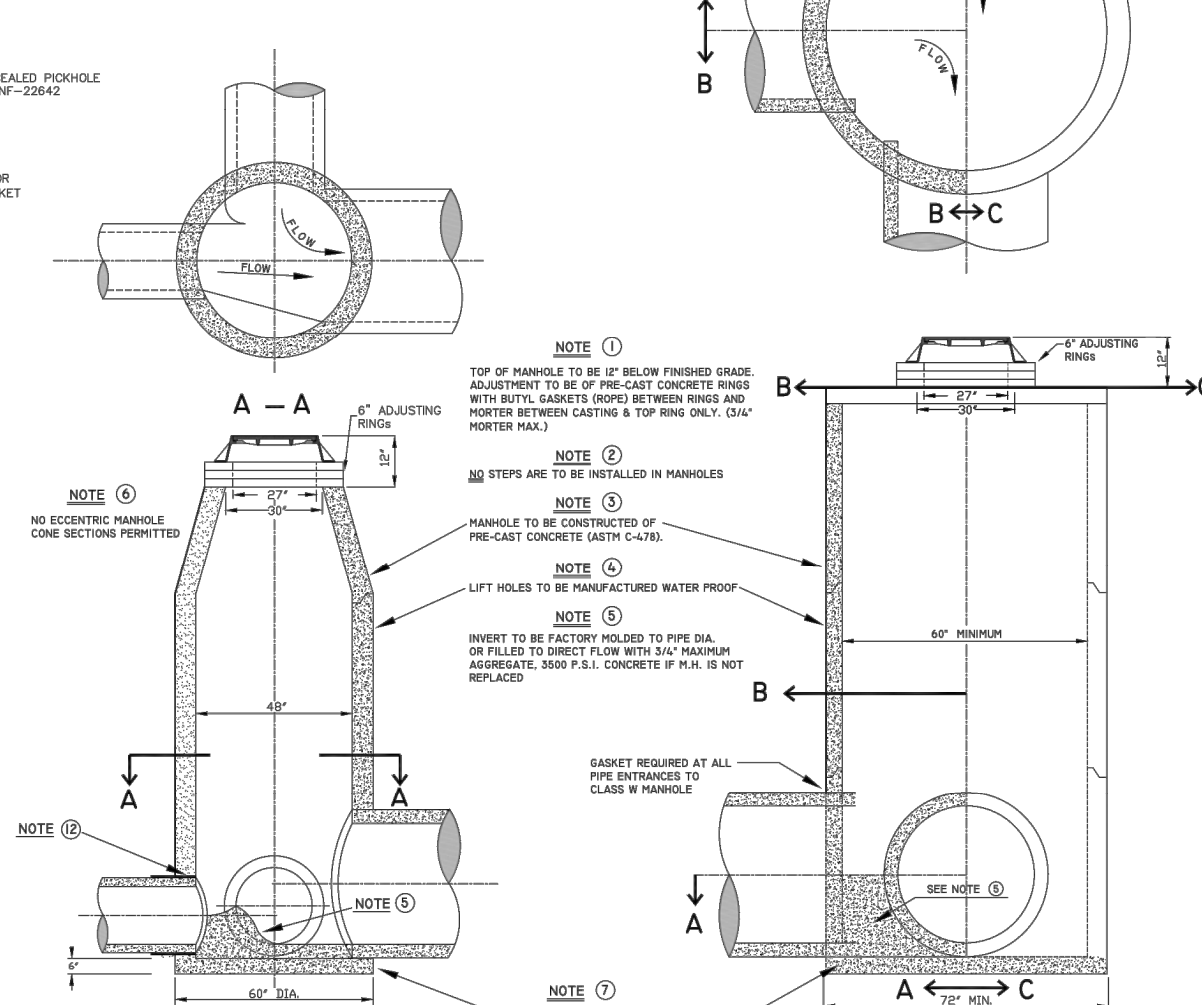


A - A
DETAIL OF MANHOLE FRAME & COVER
(MINIMUM WEIGHT 324 LBS. TOTAL)
NEENAH R-1670 OR EQUAL

NOTE
OPENING FOR FRAME & COVER SHALL BE CENTERED ON MANHOLES WITH FLAT TOPS.

B
D-2

NOTE (12)
THE CONNECTION OF ALL PVC STORM WATER PIPE, SIZE 6" TO 30", TO PRECAST MANHOLES OR OTHER STRUCTURES SHALL EMPLOY A WATERTIGHT, FLEXIBLE PIPE-TO-MANHOLE CONNECTOR
THE CONNECTOR SHALL CONSIST OF A SINGLE RUBBER GASKET. SHALL BE CONSTRUCTED SOLELY OF SYNTHETIC OR NATURAL RUBBER. SHALL MEET/EXCEED THE REQUIREMENTS OF ASTM C 923, AND SHALL HAVE A MINIMUM TENSILE STRENGTH OF 1600 PSI
THE CONNECTOR SHALL BE THE SOLE ELEMENT RELIED ON TO ASSURE A FLEXIBLE, WATERTIGHT SEAL OF THE PIPE TO THE STRUCTURE

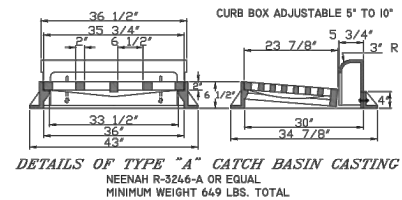


C
D-2

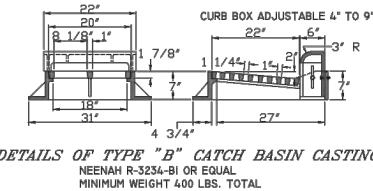
DETAILS OF STANDARD MANHOLE
FOR 30" PIPE OR SMALLER

D
D-2

DETAILS OF STANDARD MANHOLE
FOR 36" PIPE OR LARGER

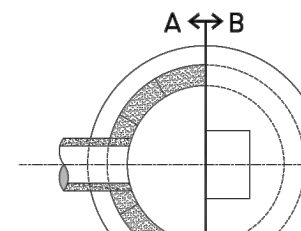


F
D-2

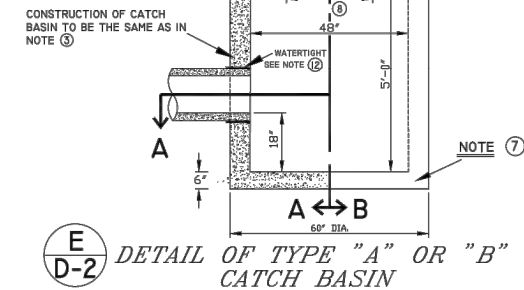


NOTE: "DUMP NO WASTE DRAINS TO RIVER"
SHALL BE MOLDED IN ALL CASTINGS FACE

NOTE (8)
RECTANGULAR OPENING IN TOP
"B" TYPE CASTING - 27" X 22"
"A" TYPE CASTING - 36" X 30"



NOTE (9)
TOP OF CATCH BASIN TO BE 12" BELOW CATCH BASIN FLOWLINE GRADE ADJUSTMENT TO BE MADE AS IN NOTE (1)



E
D-2

DETAIL OF TYPE "A" OR "B" CATCH BASIN

PROJECT No.	STORM		
LOCATION	SEWER DETAILS		
RESOLUTION	D-2	DATE	
ENGINEERING DEPT. City of LaCrosse, Wis.			
FIELD BOOK	SURVEYED	BY	DATE
MAKER	DRAWN	PRELIMINARY	
	CHECKED	FINAL	
	APPROVED		
PAGE	REVISIONS	M.D.F.	3/03
		J.M.C.	5/2005
		J.M.C.	2/2010
		M.D.F.	4/06
		M.D.F.	12/10
		M.D.F.	4/13
SCALE: NONE			

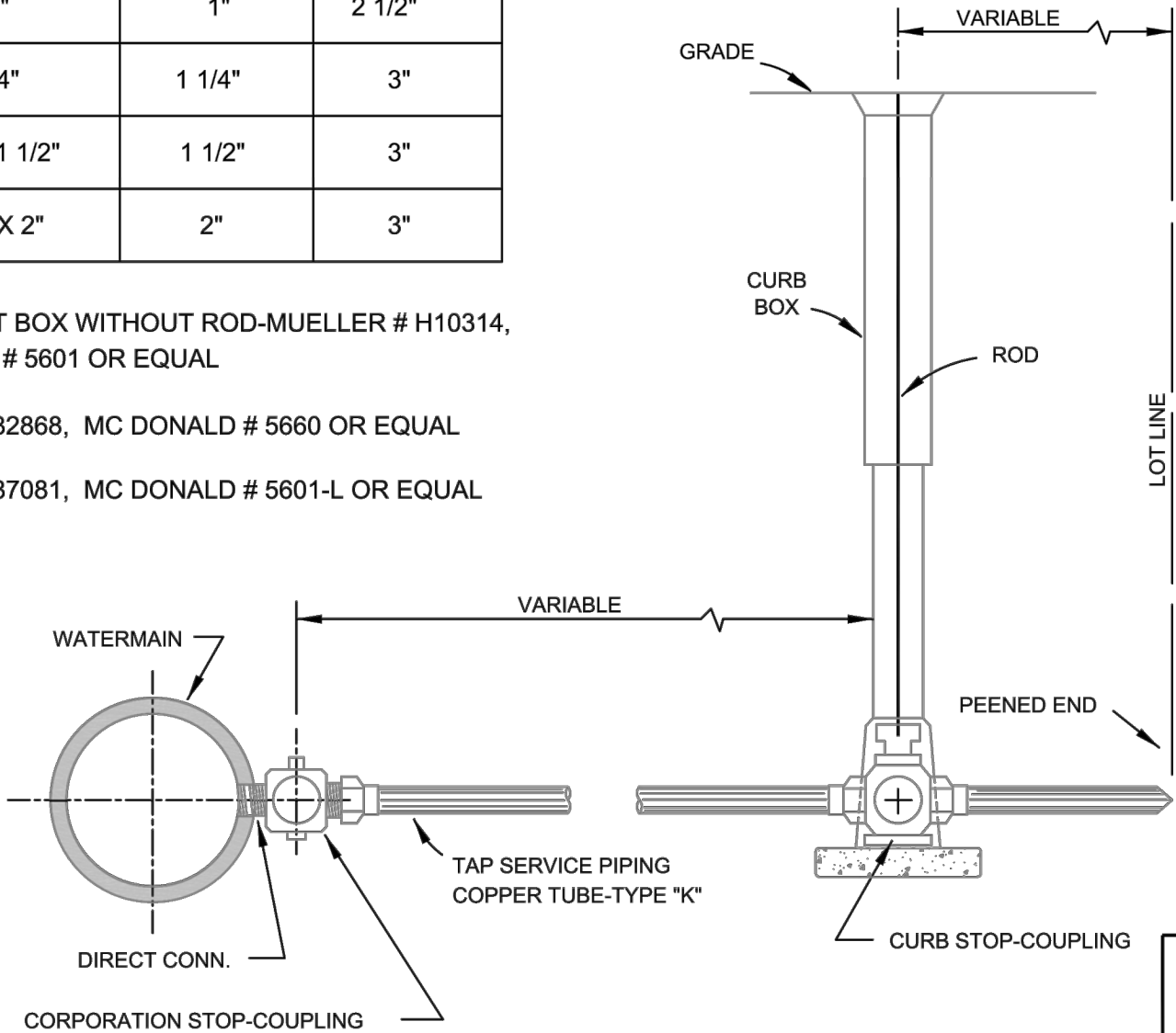
DETAIL OF SERVICE SHUT-OFF

SERVICE PIPE	CORP. STOP	CURB STOP	SERVICE BOX
1"	1"	1"	2 1/2"
1 1/4"	1 1/4"	1 1/4"	3"
1 1/2"	1 1/4"X 1 1/2"	1 1/2"	3"
2"	1 1/2"X 2"	2"	3"

CURB BOX : SEVEN FOOT BOX WITHOUT ROD-MUELLER # H10314,
MC DONALD # 5601 OR EQUAL

54" or 57" ROD : MUELLER # 82868, MC DONALD # 5660 OR EQUAL

LID : MUELLER # 87081, MC DONALD # 5601-L OR EQUAL

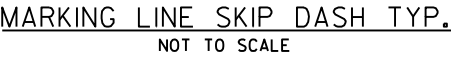


NOTE:
SERVICES SMALLER THAN 1" ARE TO BE TAPPED
45° TO VERTICAL ON WATERMAIN

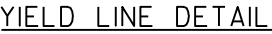
PROJECT No.	<i>WATERMAIN DETAILS</i>		
LOCATION			
RESOLUTION	DATE		
ENGINEERING DEPT. City of La Crosse, WI.			
FIELD BOOK	SURVEYED	BY	DATE
NUMBER	DRAWN	FINAL	
	CHECKED		
PAGE	APPROVED		
	REVISIONS		01/2021
SHEET NO.	D-3 TOTAL SHEETS		

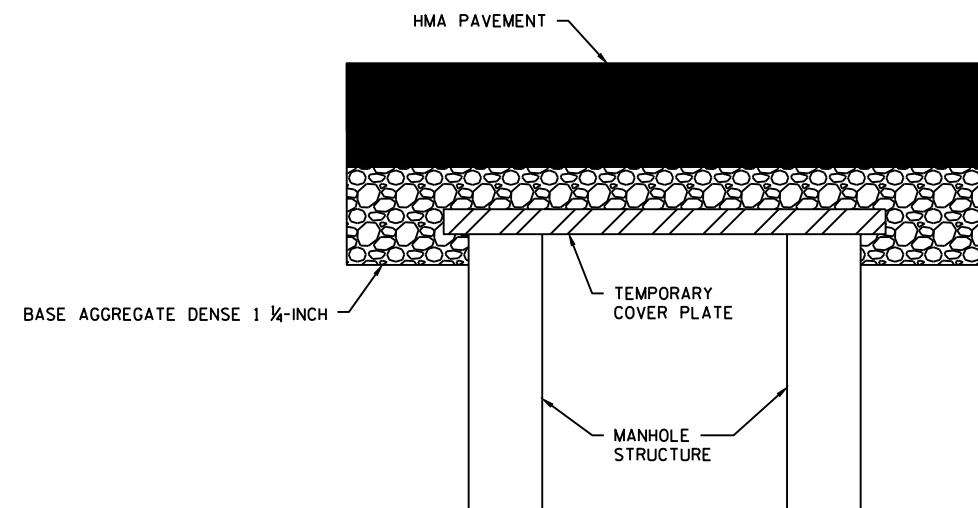
2

2



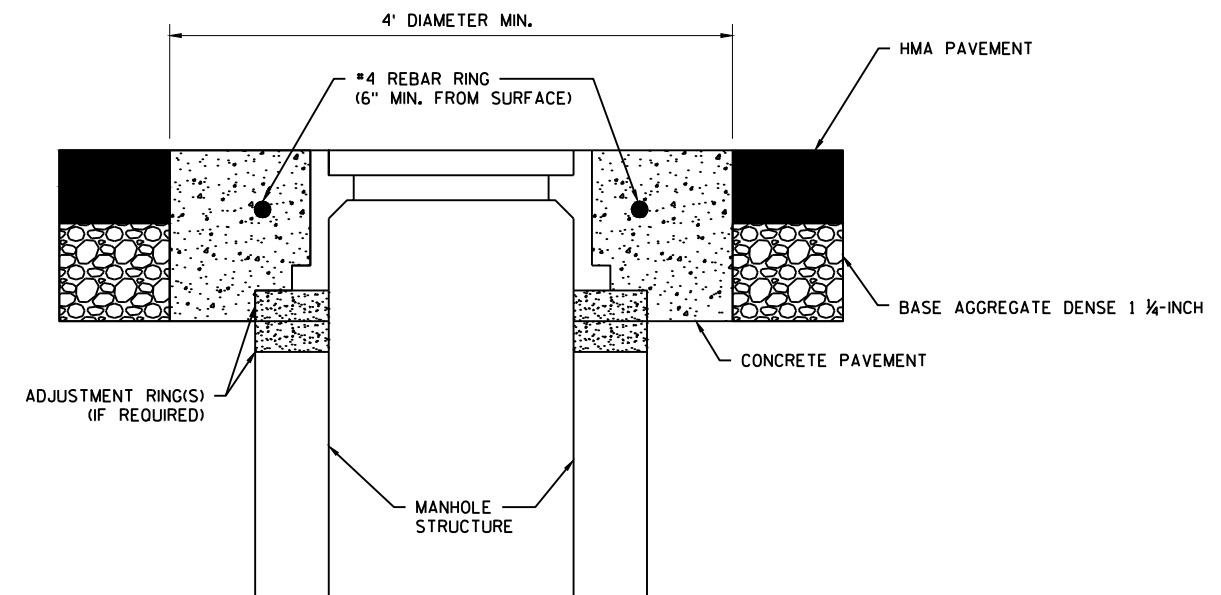
POSTS STEEL U-CHANNEL (SIZE)





STEP 1

- A. CONSTRUCT MANHOLE AND INSTALL TEMPORARY COVER PLATE
- B. PLACE BASE AGGREGATE DENSE AND HMA PAVEMENT



STEP 2

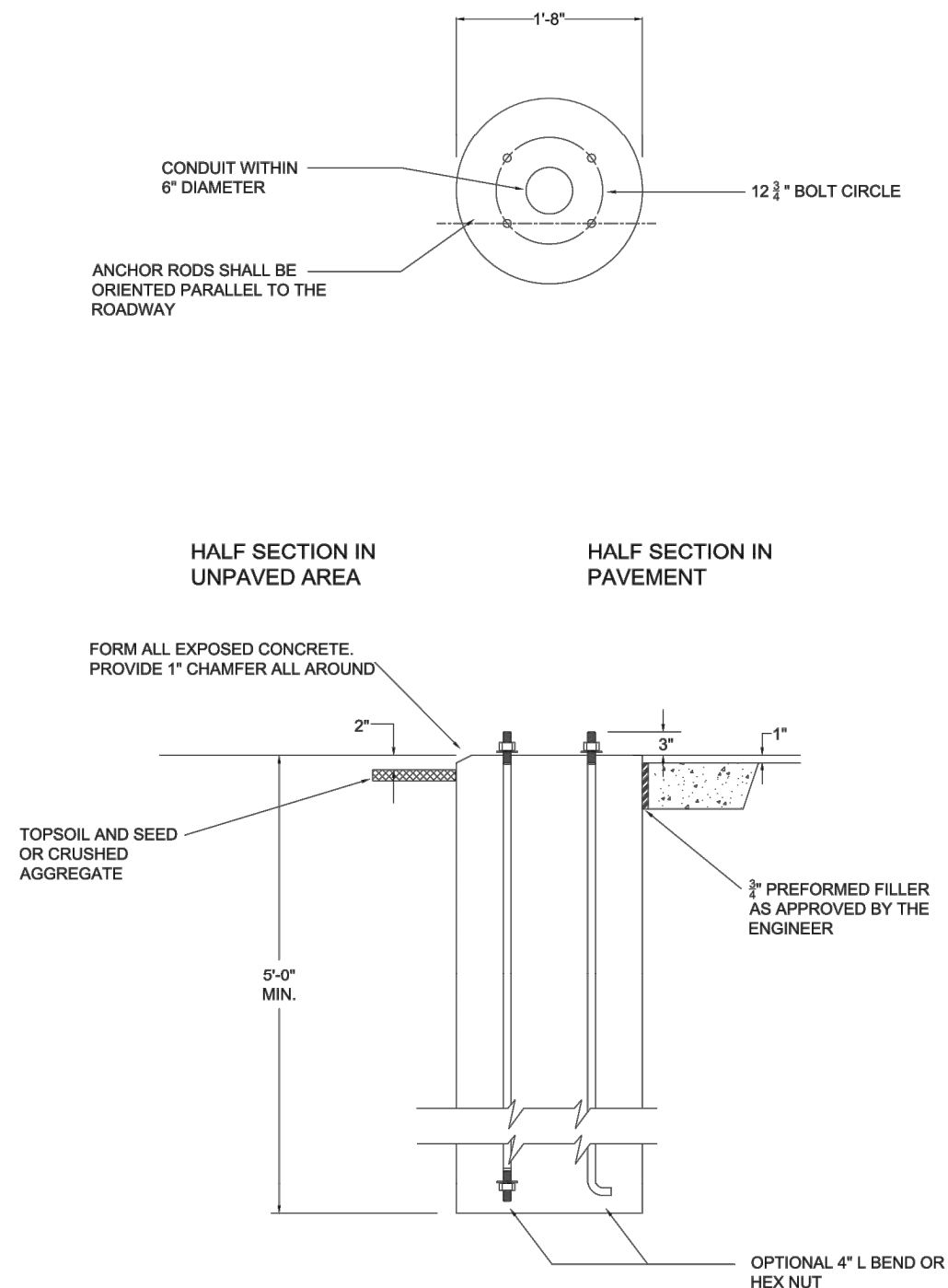
- A. SAWCUT, EXCAVATE, AND REMOVE TEMPORARY COVER PLATE
- B. INSTALL MANHOLE COVER TO FINISH GRADE
- C. INSTALL REBAR RING PRIOR TO POURING CONCRETE
- D. POUR CONCRETE TO MATCH FINISHED PAVEMENT GRADE

CONCRETE MANHOLE COLLAR

NOTES: DRAWING NOT TO SCALE.

SEE STORM SEWER PLAN AND UTILITY PLAN FOR LOCATIONS.

MATERIALS AND CONSTRUCTION METHODS TO CONFORM TO CITY OF LA
CROSSE STANDARD SPECIFICATIONS AND PROCEDURE (REVISED SEPTEMBER
2020) SECTION 150 CORE & POUR FINISHING.



*TYPE 1-MODIFIED
BASE DETAIL*

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER

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

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

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

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS

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

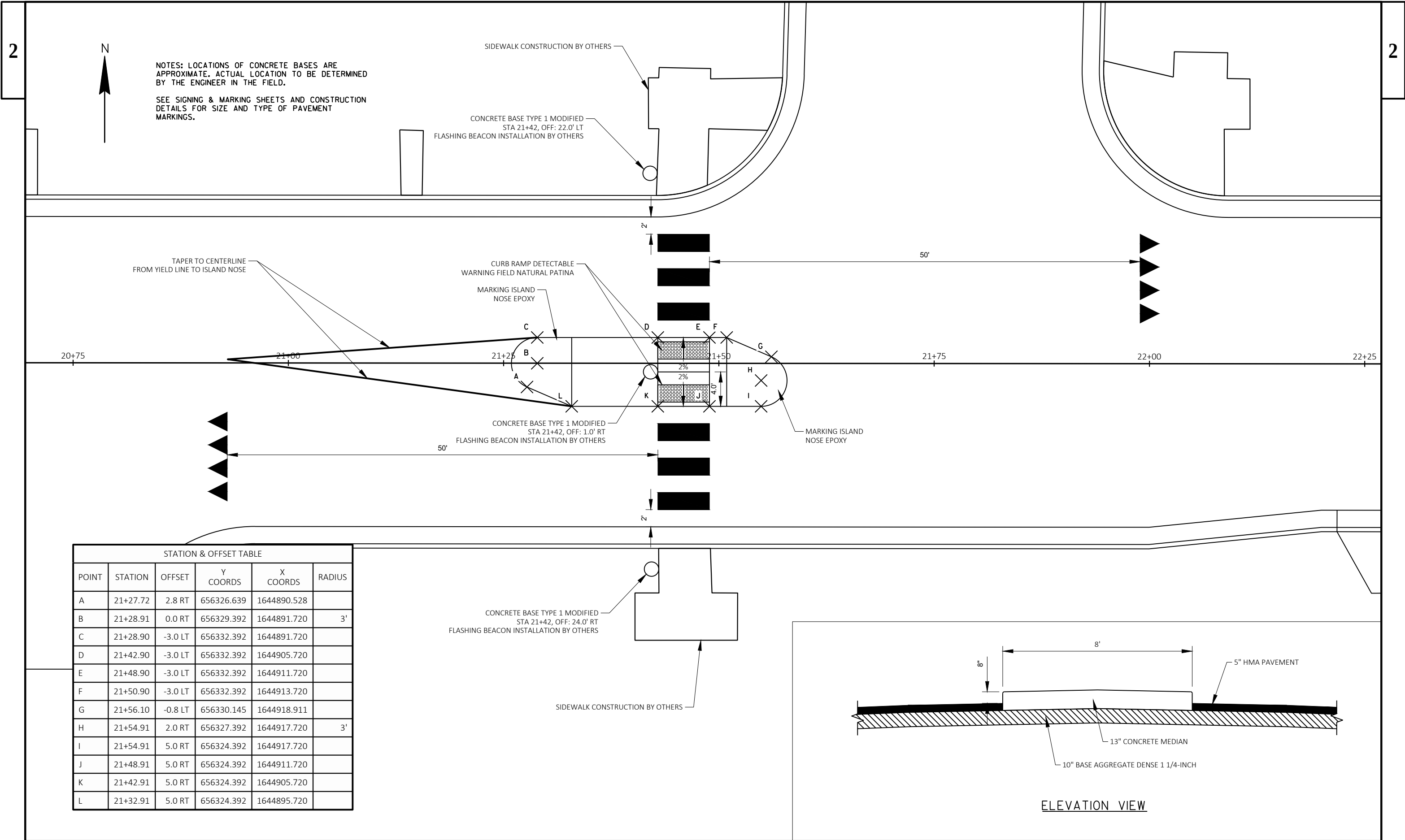
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL

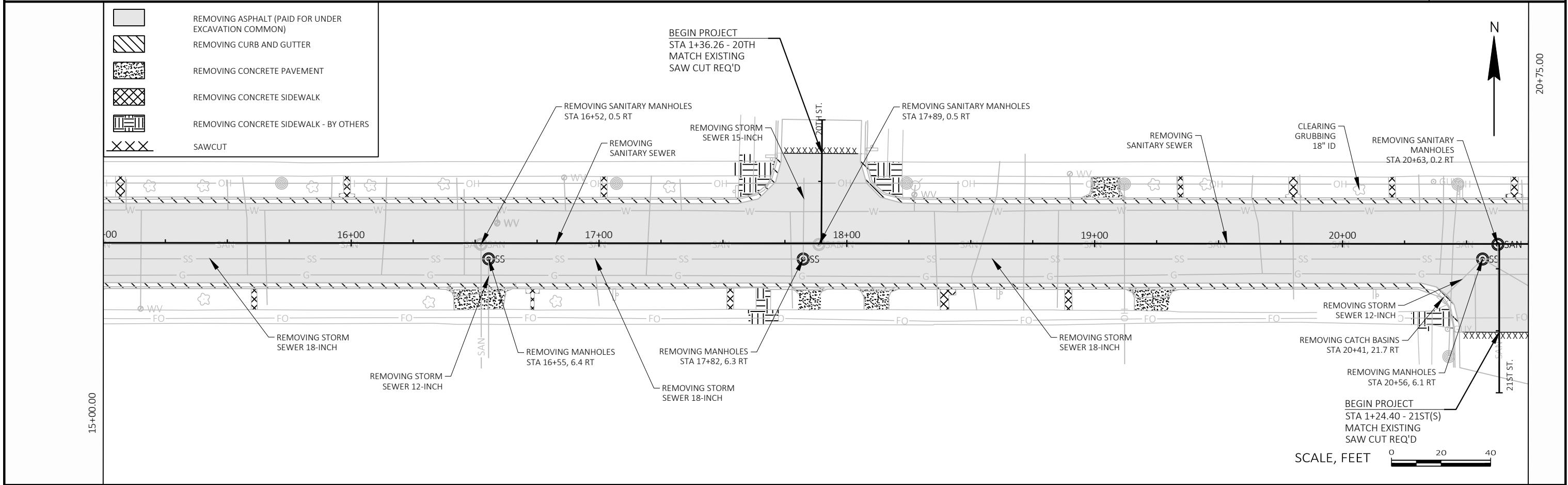
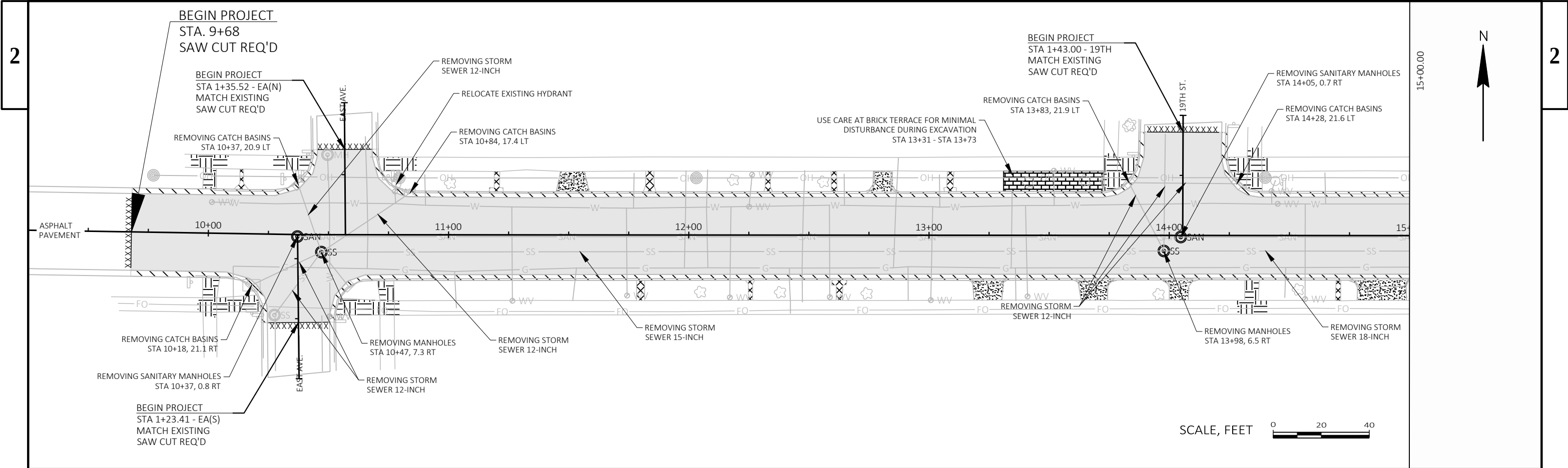
WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED

BARS STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH WISDOT STANDARD SPECIFICATIONS (LATEST EDITION)

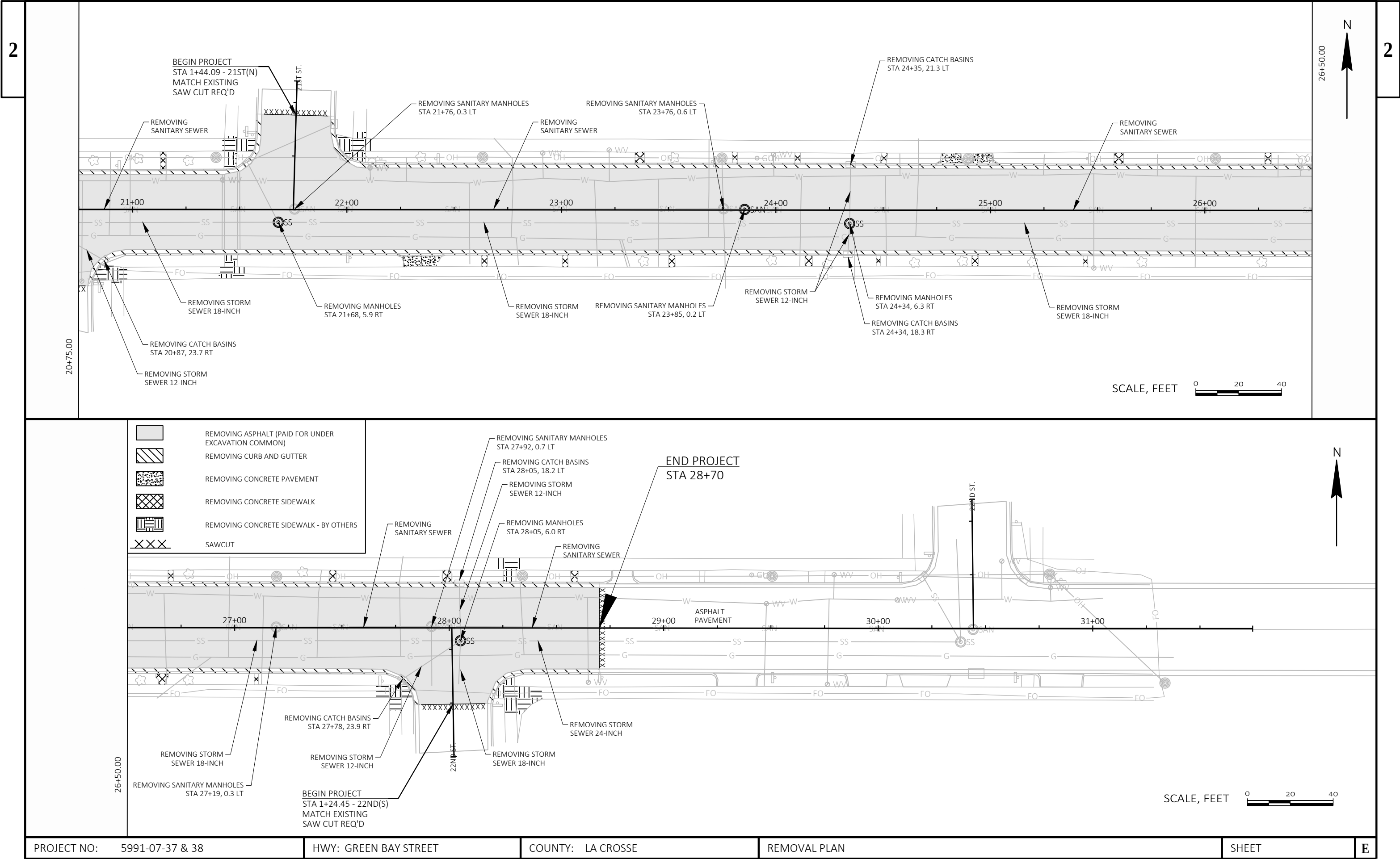
ANY ANCHOR ROD PROJECTION SHORTER THAN 2 3/4" OR LONGER THAN 3 1/4" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE

EDF #	DWG NAME: D-9-1 modified base type 1.dwg		
PROJECT No.	MODIFIED TYPE 1 BASE		
LOCATION	D-9-1		
RESOLUTION	DATE		
ENGINEERING DEPT.			
City of La Crosse, Wis.			
FIELD BOOK	SURVEYED	BY	DATE
DRAWN	PRELIMINARY		
NUMBER	CHECKED	FINAL	
PAGE	APPROVED		
	REVISIONS		
SHEET NO.		TOTAL SHEETS	





PROJECT NO:	5991-07-37 & 38	HWY: GREEN BAY STREET	COUNTY: LA CROSSE	REMOVAL PLAN	SHEET	E
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PROJECT NO: 5991-07-37 & 38

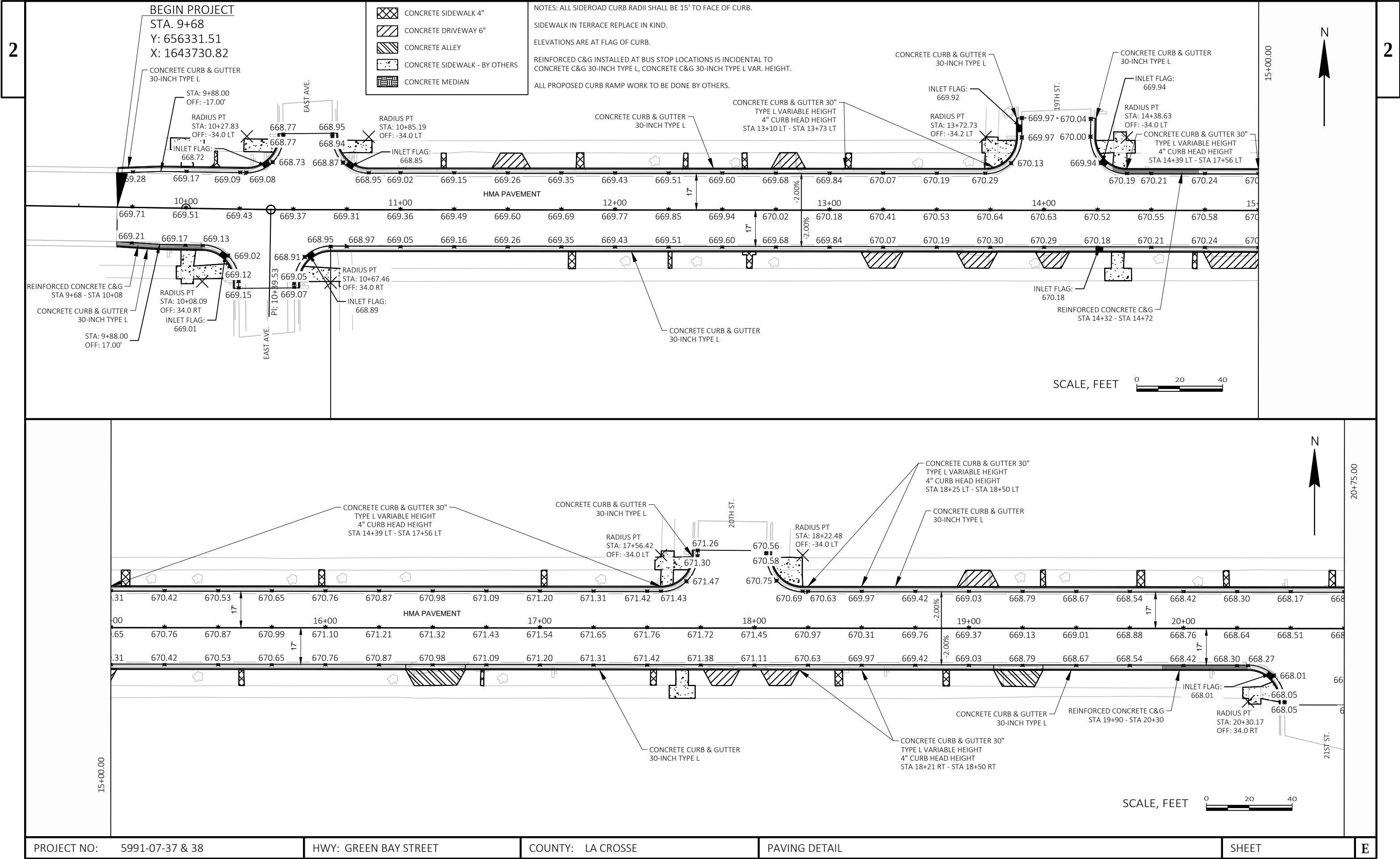
HWY: GREEN BAY STREET

COUNTY: LA CROSSE

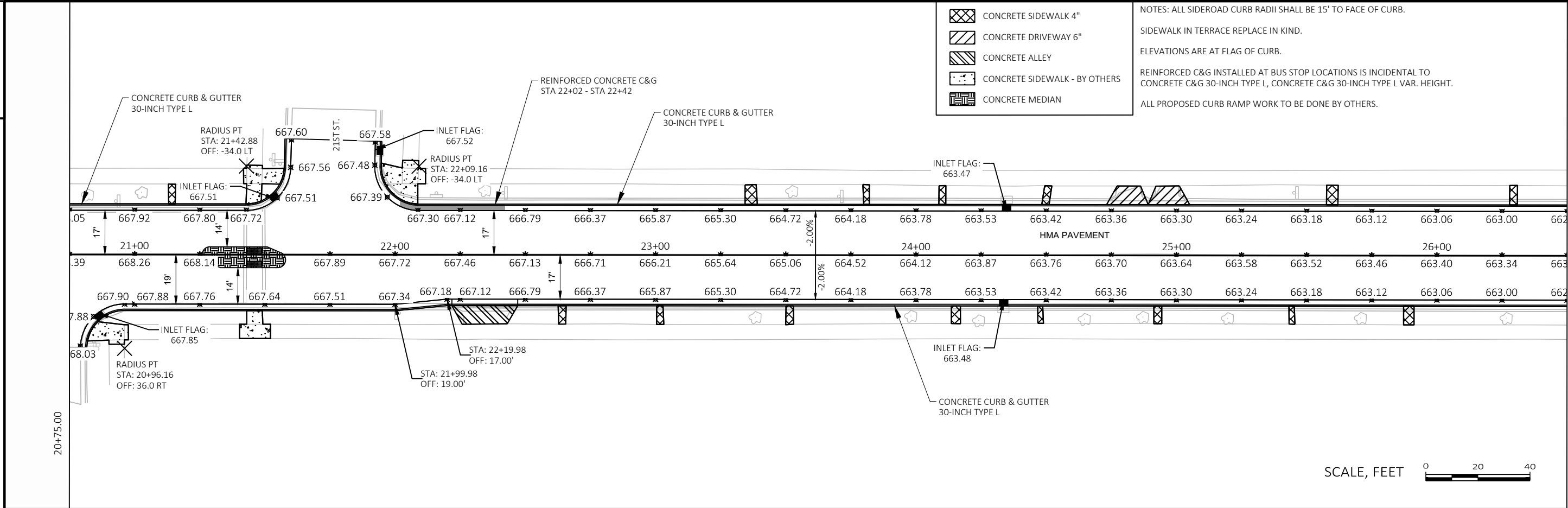
REMOVAL PLAN

SHEET

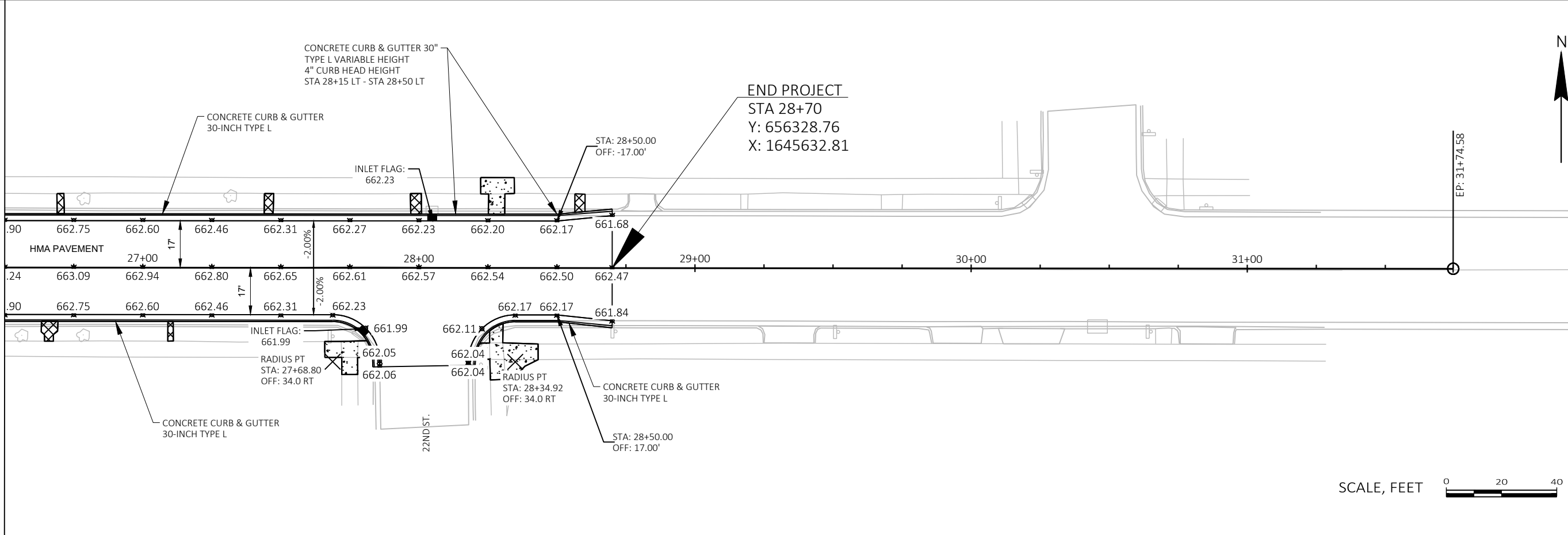
E



2



2



PROJECT NO:	5991-07-37 & 38
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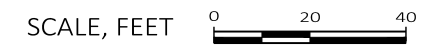
HWY: GREEN BAY STREET

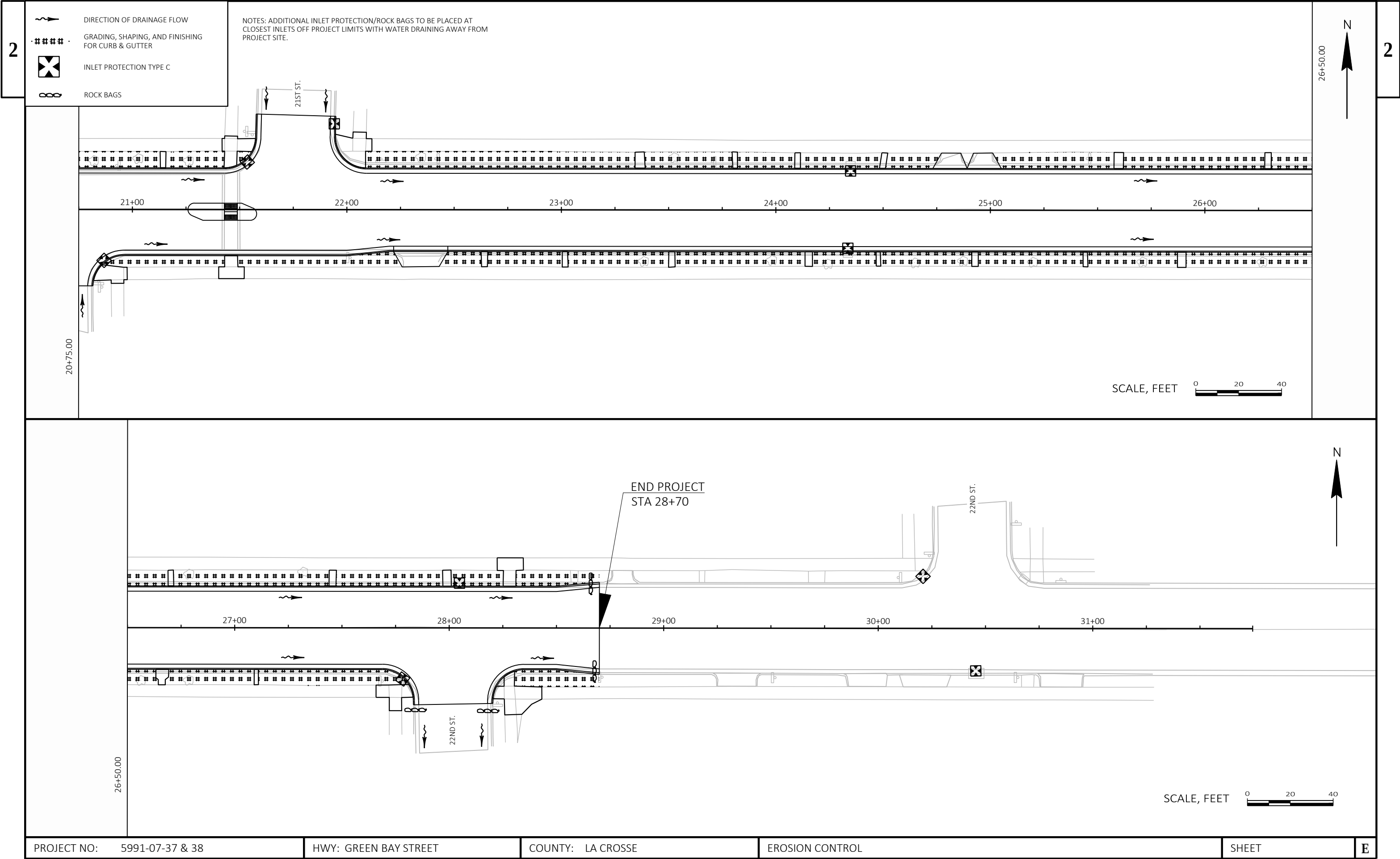
COUNTY: LA CROSSE

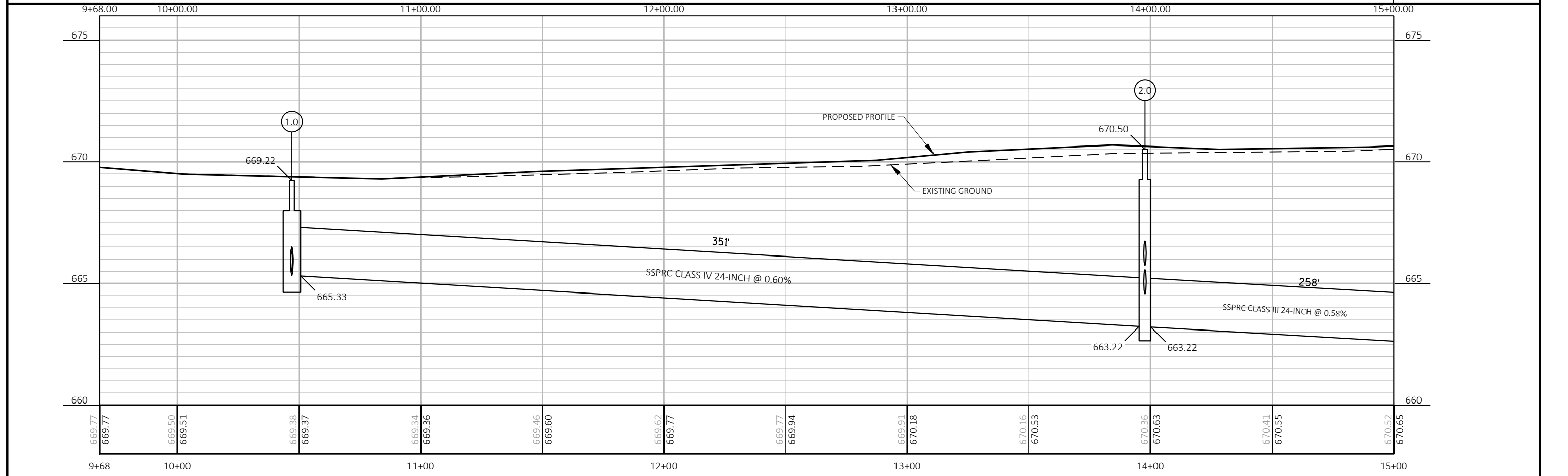
PAVING DETAIL

SHEET

E







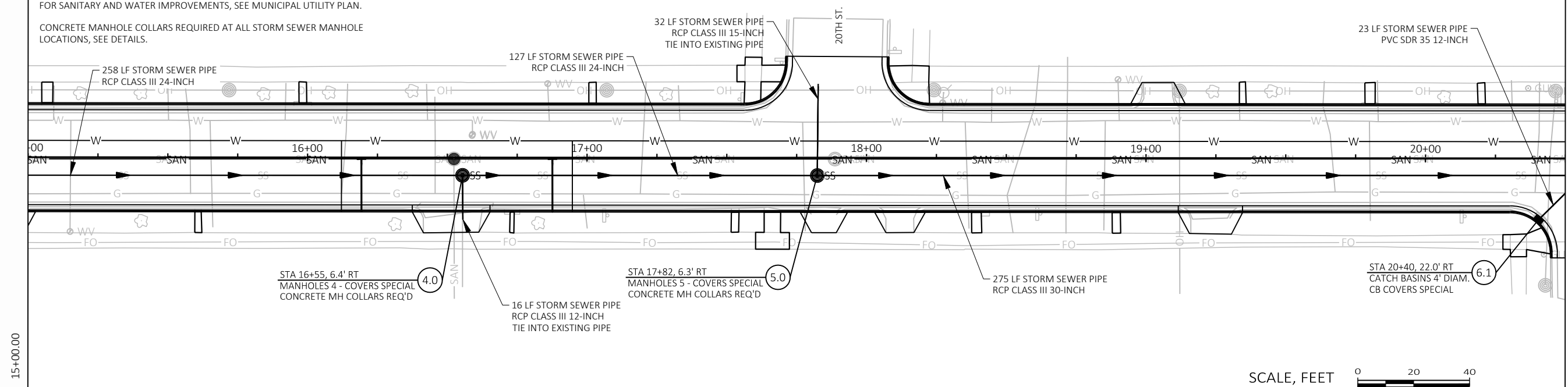
NOTES: ALL MANHOLE & CATCH BASIN COVERS ARE TO BE SUPPLIED BY OTHERS.

CONNECTIONS FOR TIE-INS TO EXISTING FACILITIES ARE INCIDENTAL TO THE REPLACEMENT PER CITY SPEC.

SEE STORM SEWER PROFILES FOR DETAILED INFORMATION ON CONNECTIONS FOR CATCH BASINS TO MANHOLES.

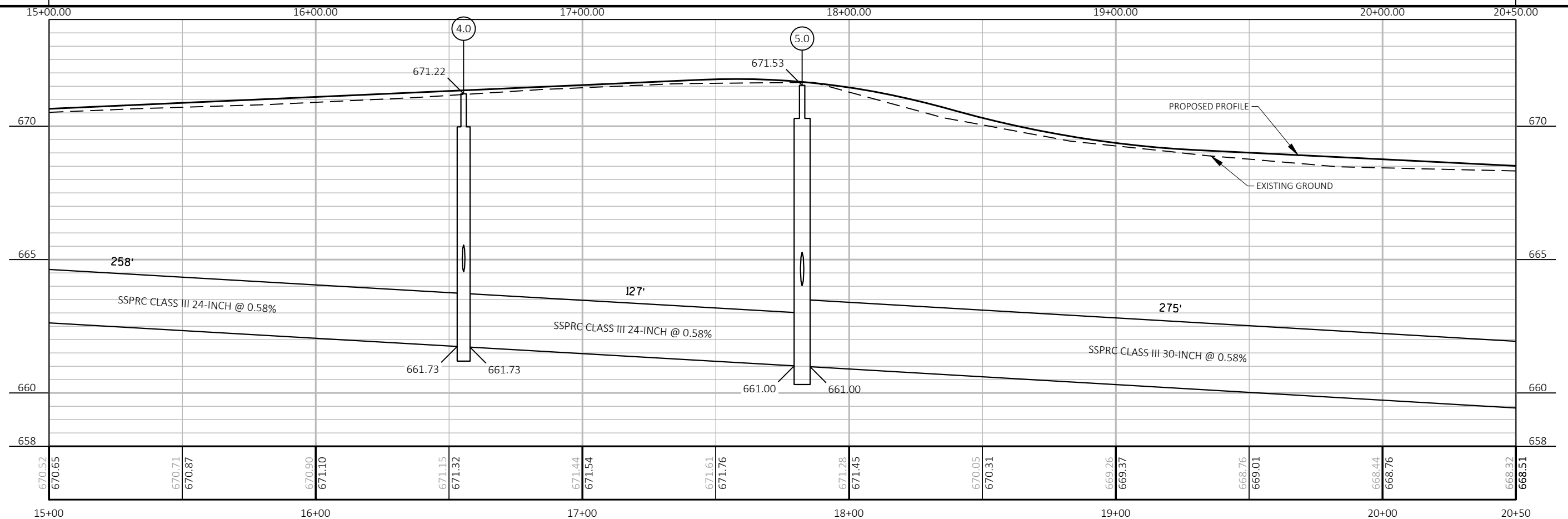
FOR SANITARY AND WATER IMPROVEMENTS, SEE MUNICIPAL UTILITY PLAN.

CONCRETE MANHOLE COLLARS REQUIRED AT ALL STORM SEWER MANHOLE LOCATIONS, SEE DETAILS.



20+50.00

N



PROJECT NO: 5991-07-37 & 38

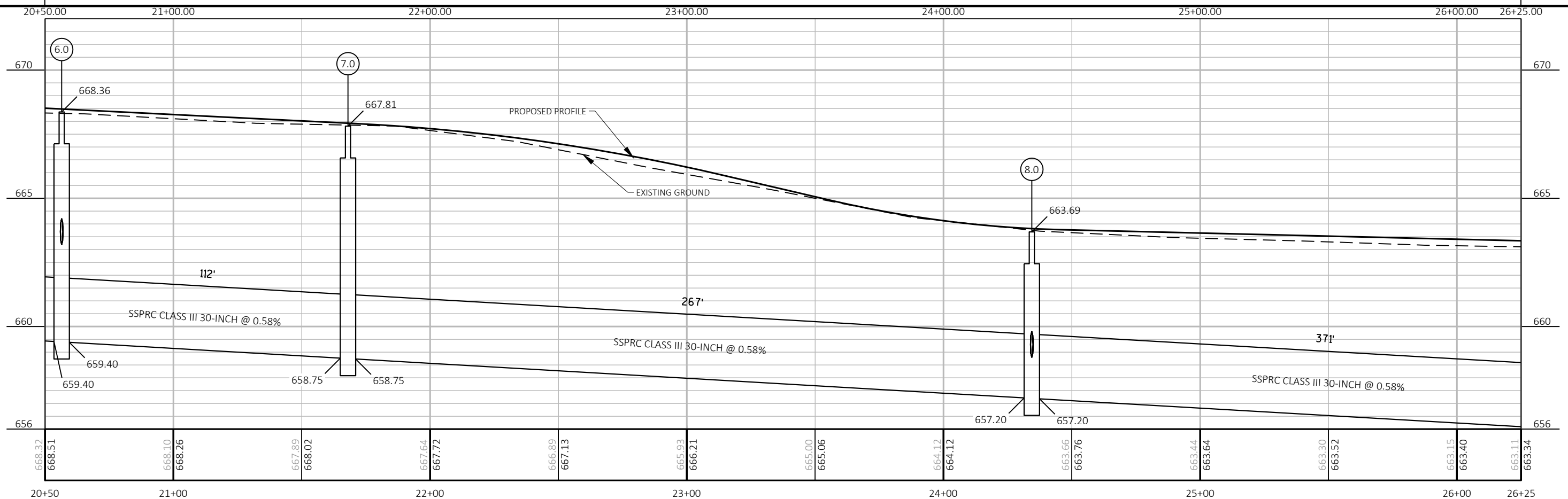
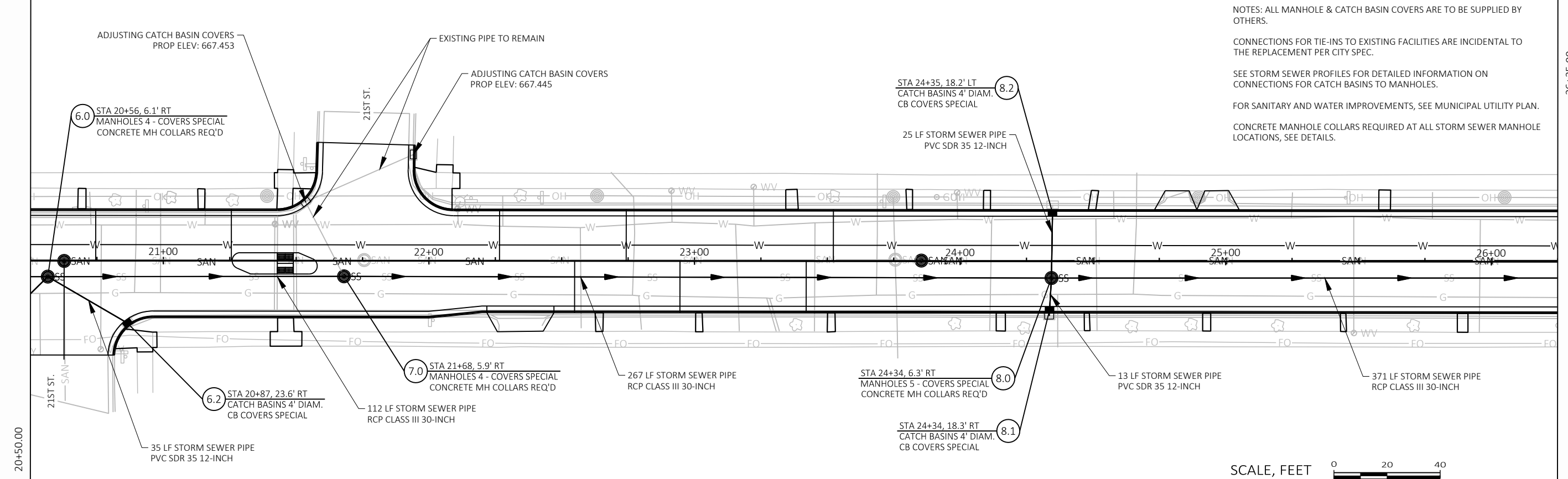
HWY: GREEN BAY STREET

COUNTY: LA CROSSE

STORM SEWER PLAN AND PROFILE

SHEET

E



PROJECT NO: 5991-07-37 & 38

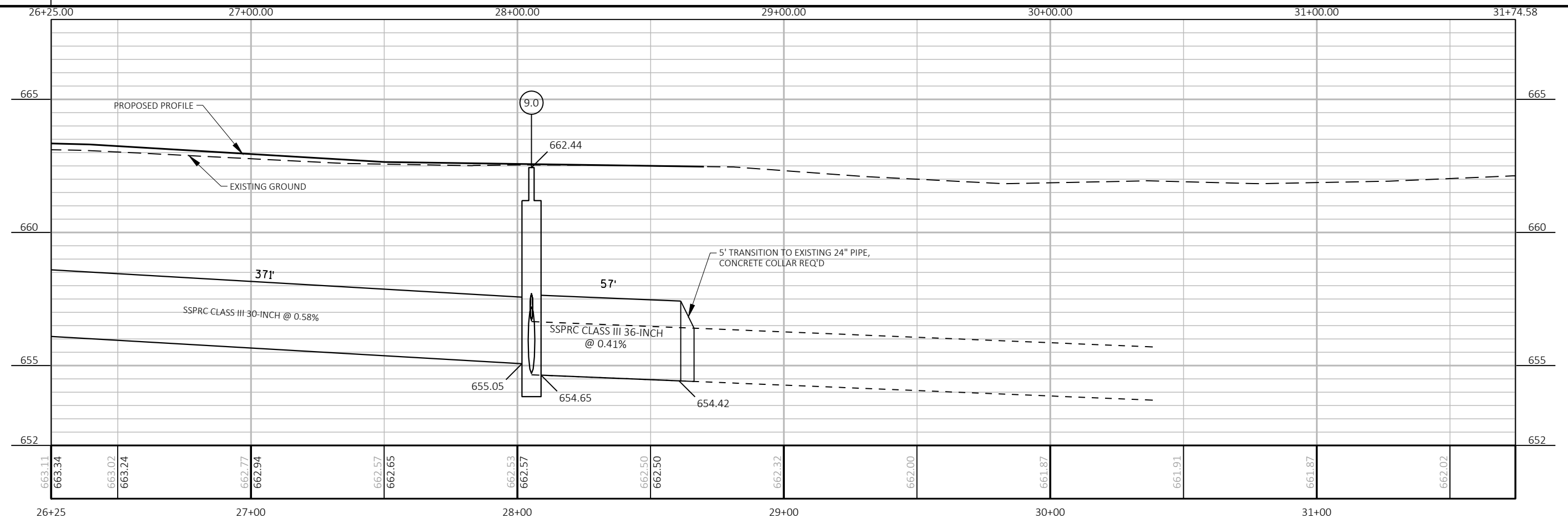
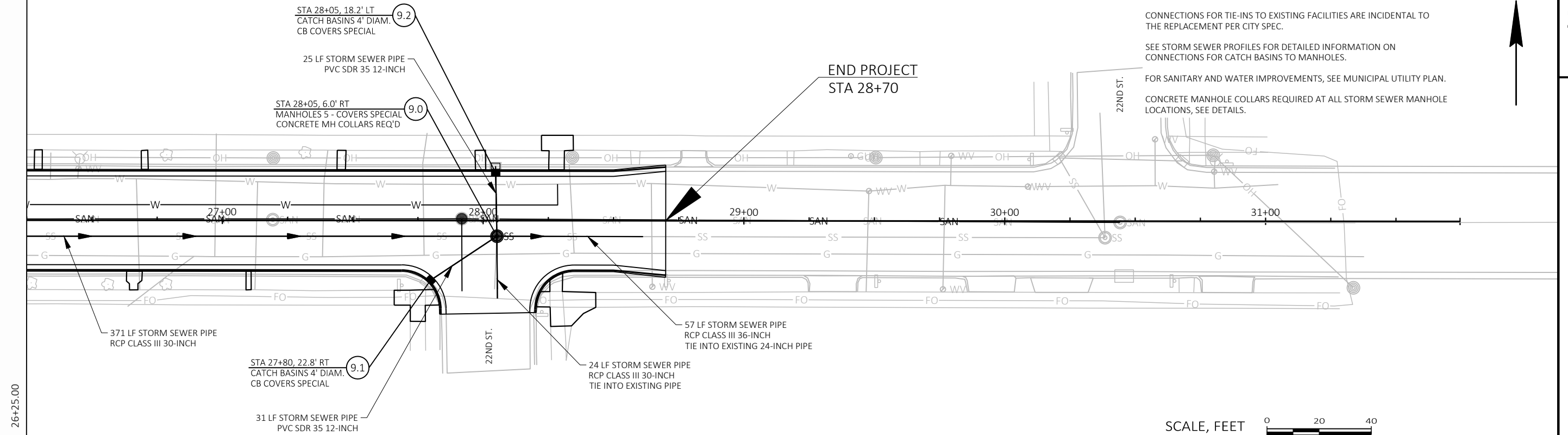
HWY: GREEN BAY STREET

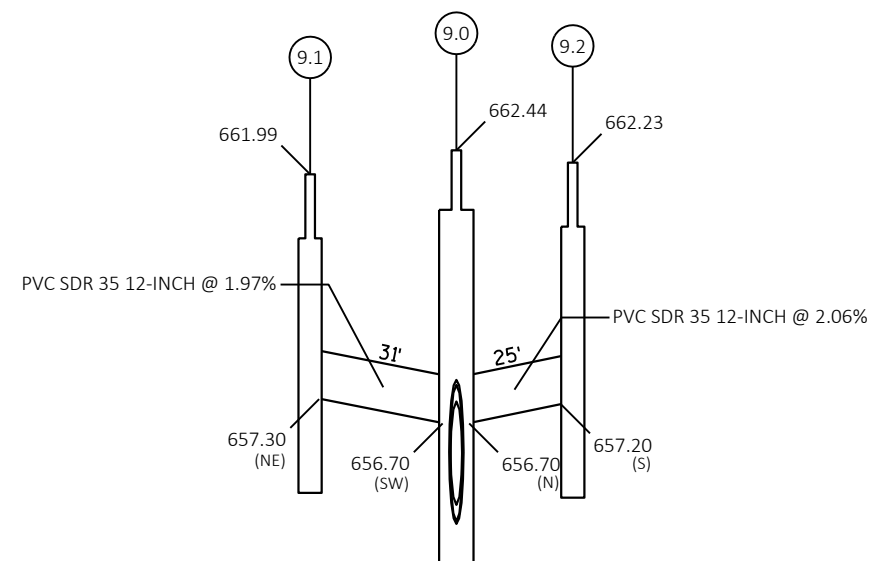
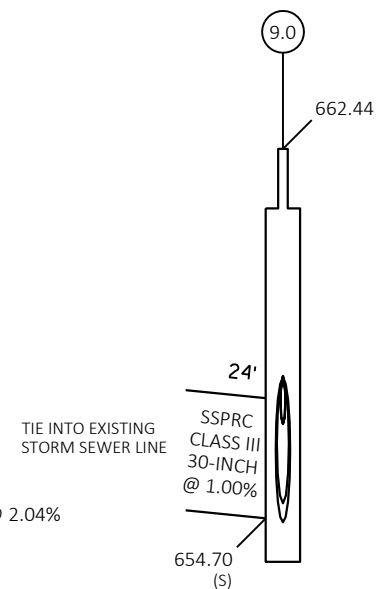
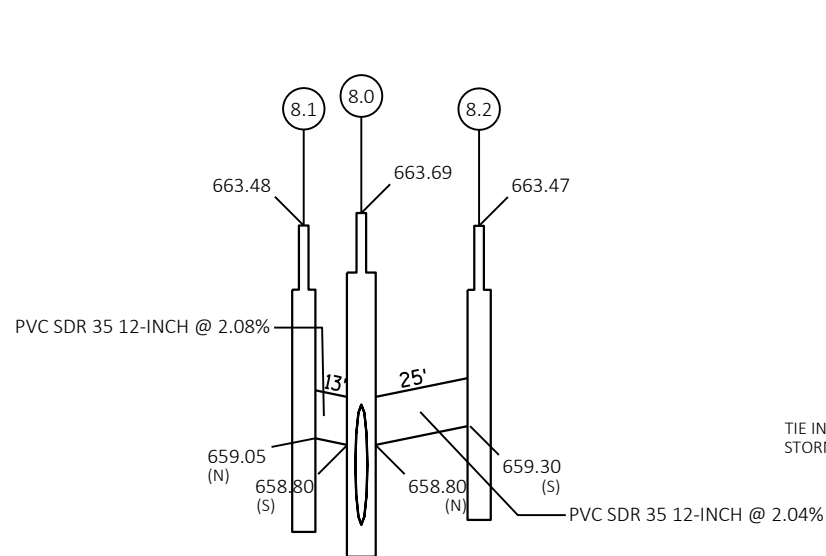
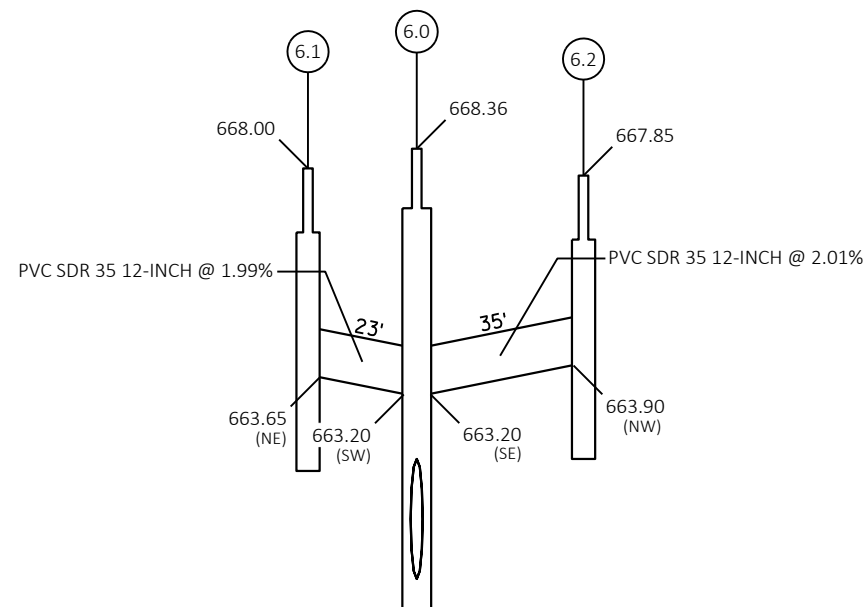
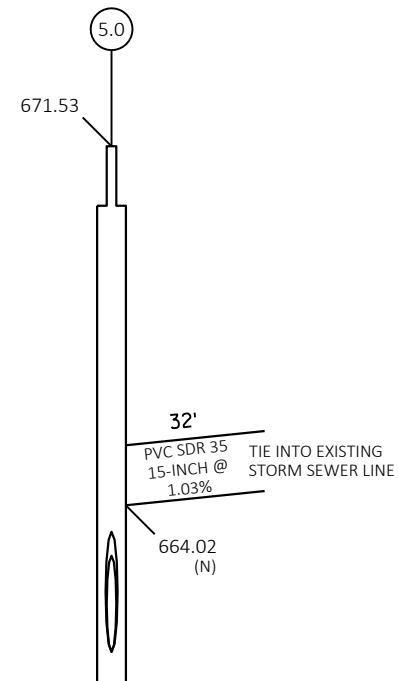
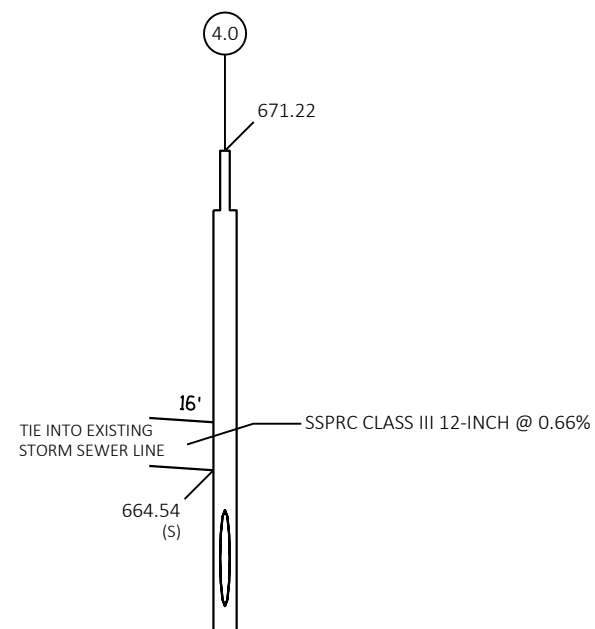
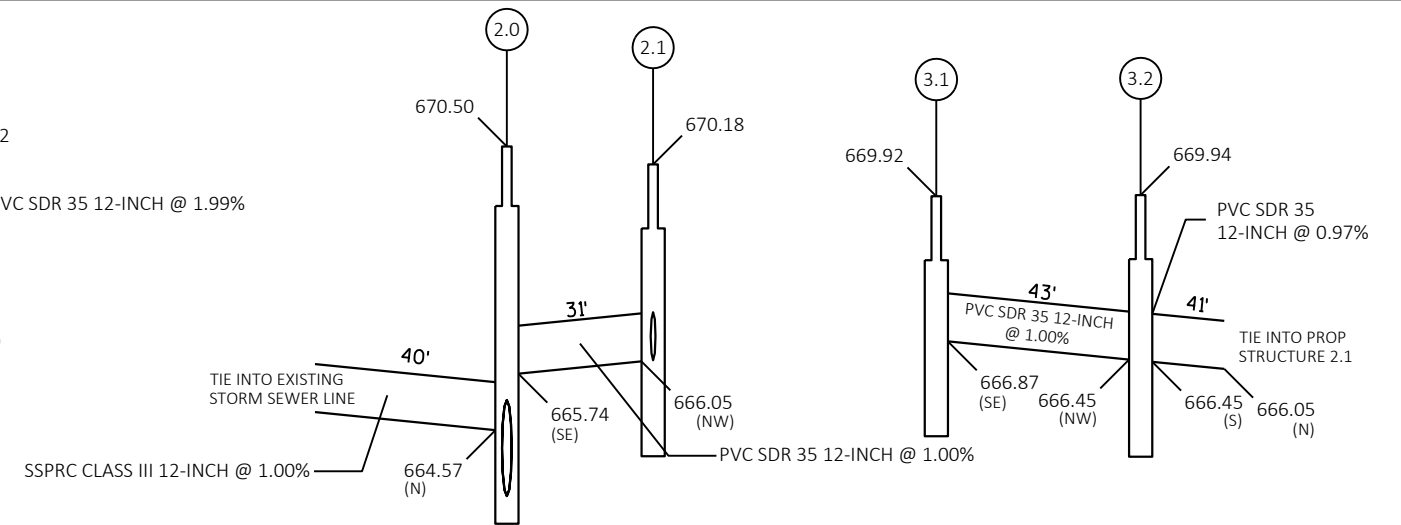
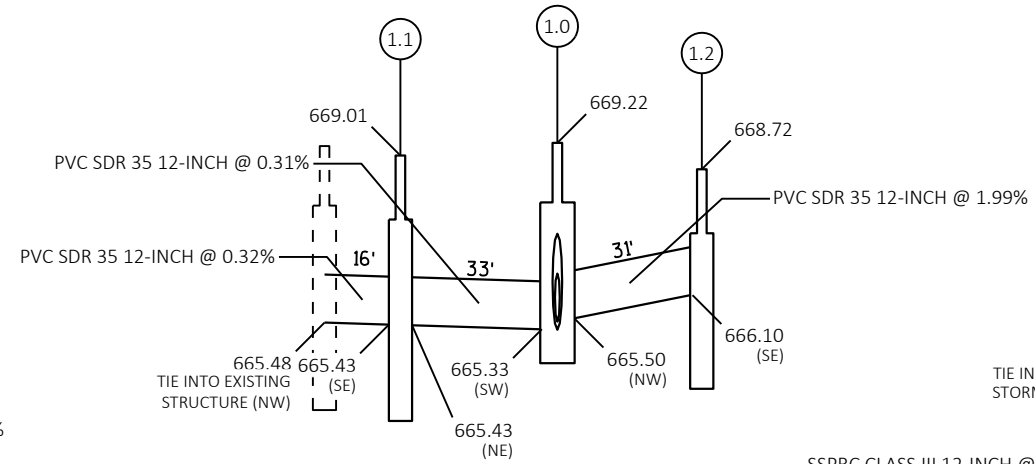
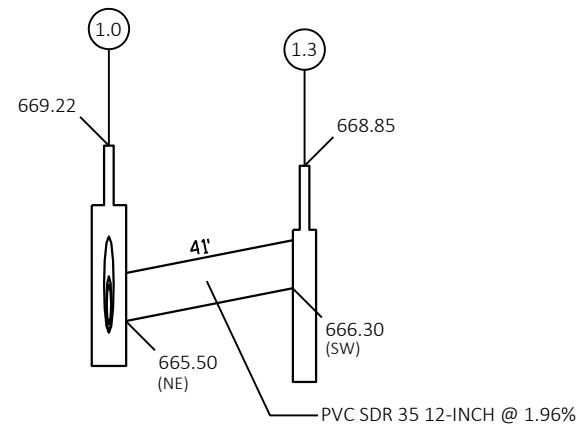
COUNTY: LA CROSSE

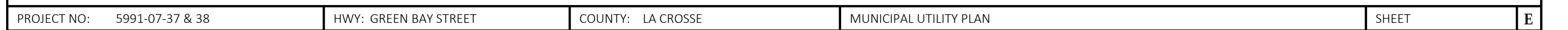
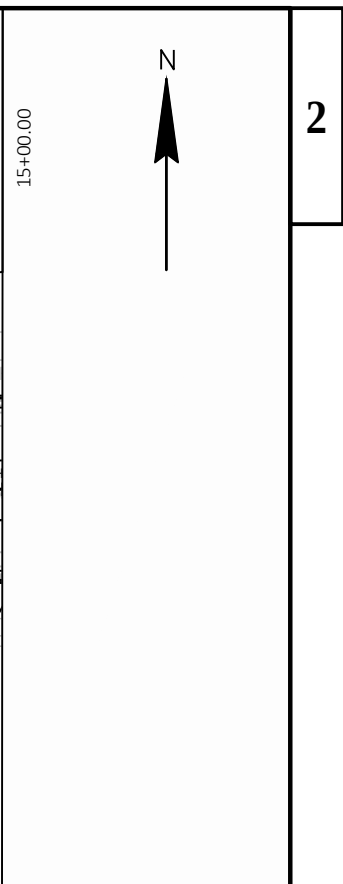
STORM SEWER PLAN AND PROFILE

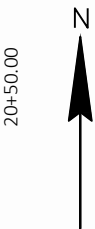
SHEET

E









NOTES: SANITARY LATERALS WITHIN EXISTING SANITARY MAIN TRENCH ARE INCIDENTAL TO SANITARY MAIN REPLACEMENT. LOCATIONS OF LATERALS ARE APPROXIMATE, ACTUAL LOCATIONS TO BE FIELD VERIFIED BY CONTRACTOR.

ALL MANHOLE COVERS ARE TO BE SUPPLIED BY OTHERS.

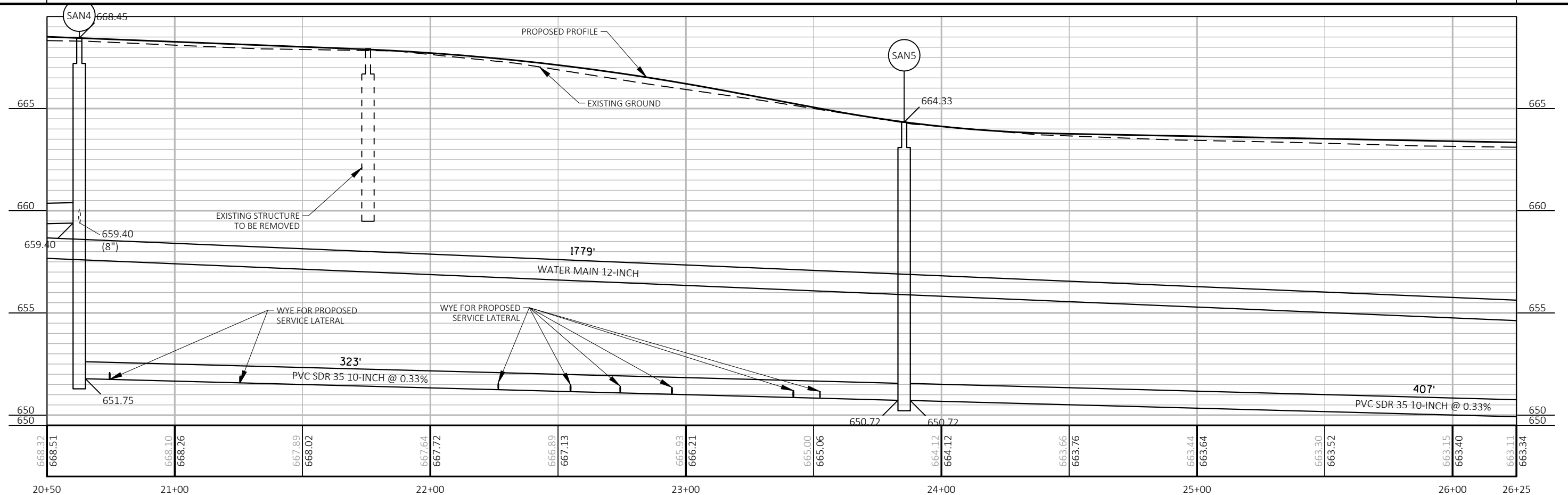
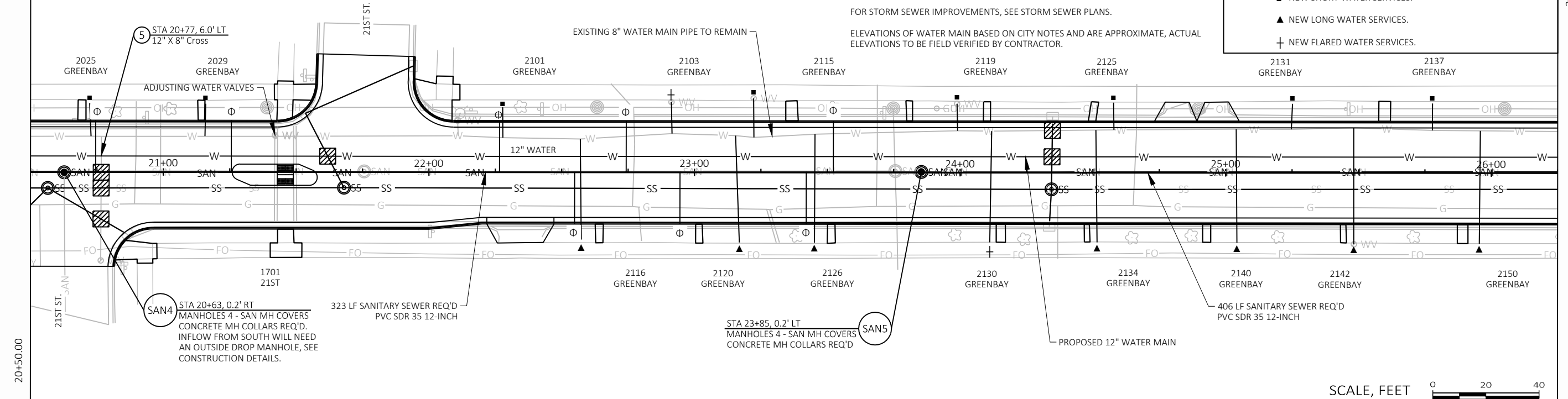
CONNECTIONS FOR TIE-INS TO EXISTING FACILITIES ARE INCIDENTAL TO THE REPLACEMENT PER CITY SPEC.

FOR STORM SEWER IMPROVEMENTS, SEE STORM SEWER PLANS.

ELEVATIONS OF WATER MAIN BASED ON CITY NOTES AND ARE APPROXIMATE, ACTUAL ELEVATIONS TO BE FIELD VERIFIED BY CONTRACTOR.

- ⊕ INSTALL WYE AND SAN. SEWER LATERAL PVC SDR 35 4-INCH. LAY AT MINIMUM GRADE AND CAP IN BLVD (TYP).
- ▨ INSULATION BOARD POLYSTYRENE, 4-INCH
- TAP 8" MAIN WITH $\frac{3}{4}$ " CORPORATION. RUN NEW $\frac{3}{4}$ " COPPER TO NEW $\frac{3}{4}$ " CURB STOP AND BOX.
- NEW SHORT WATER SERVICES.
- ▲ NEW LONG WATER SERVICES.
- + NEW FLARED WATER SERVICES.

26+25.00



PROJECT NO: 5991-07-37 & 38

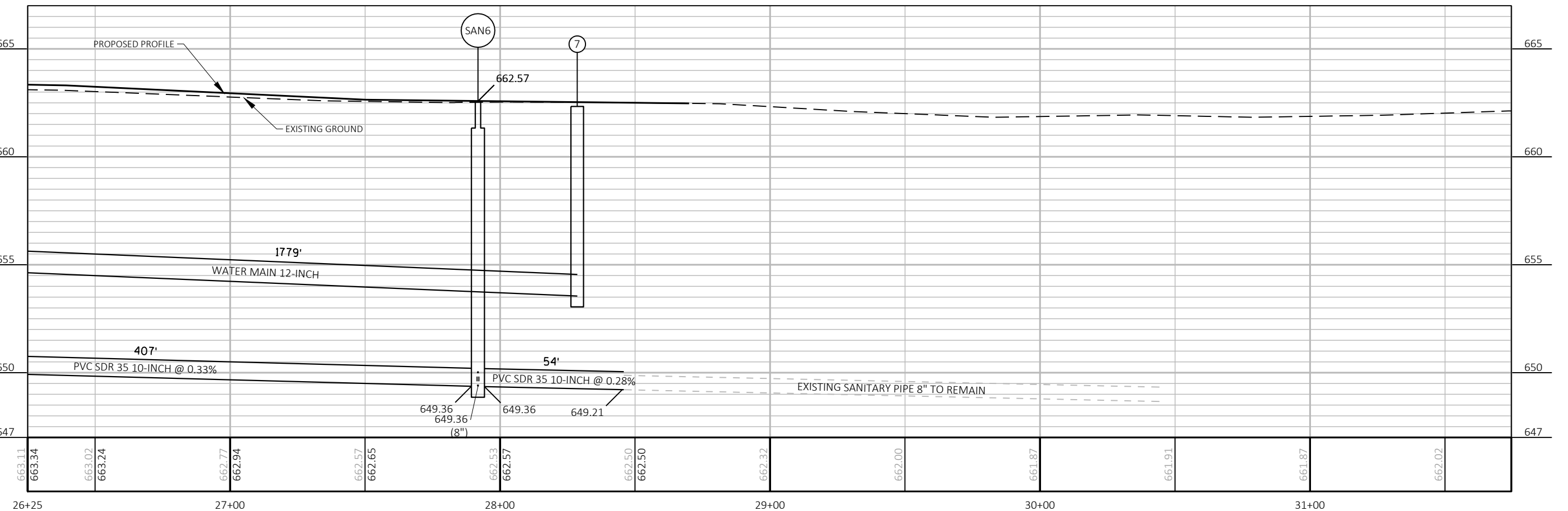
HWY: GREEN BAY STREET

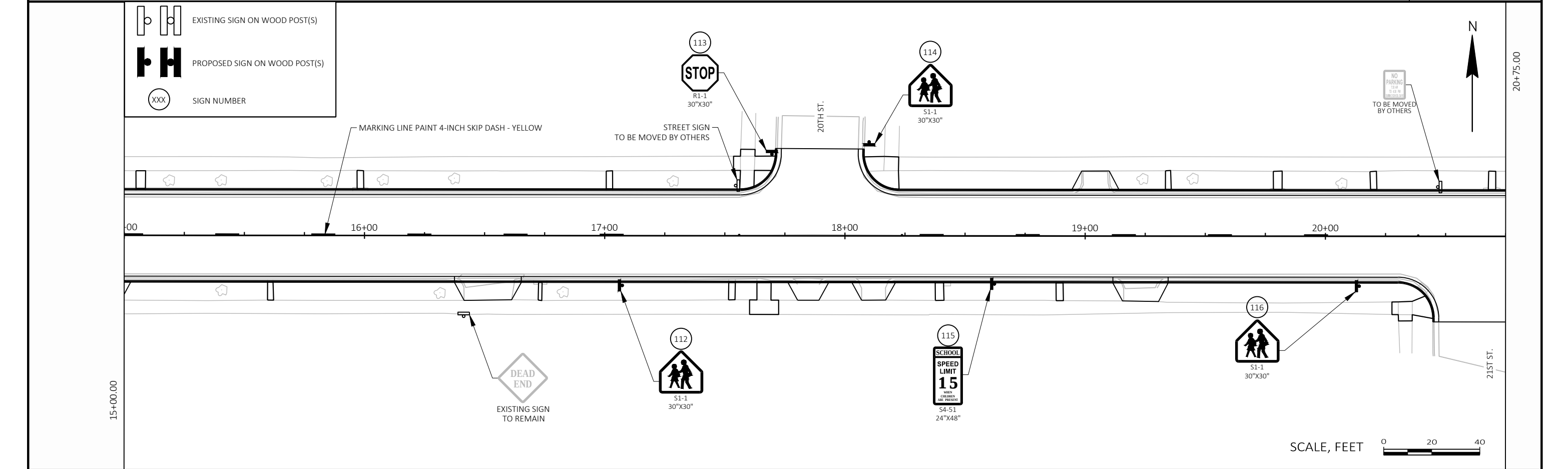
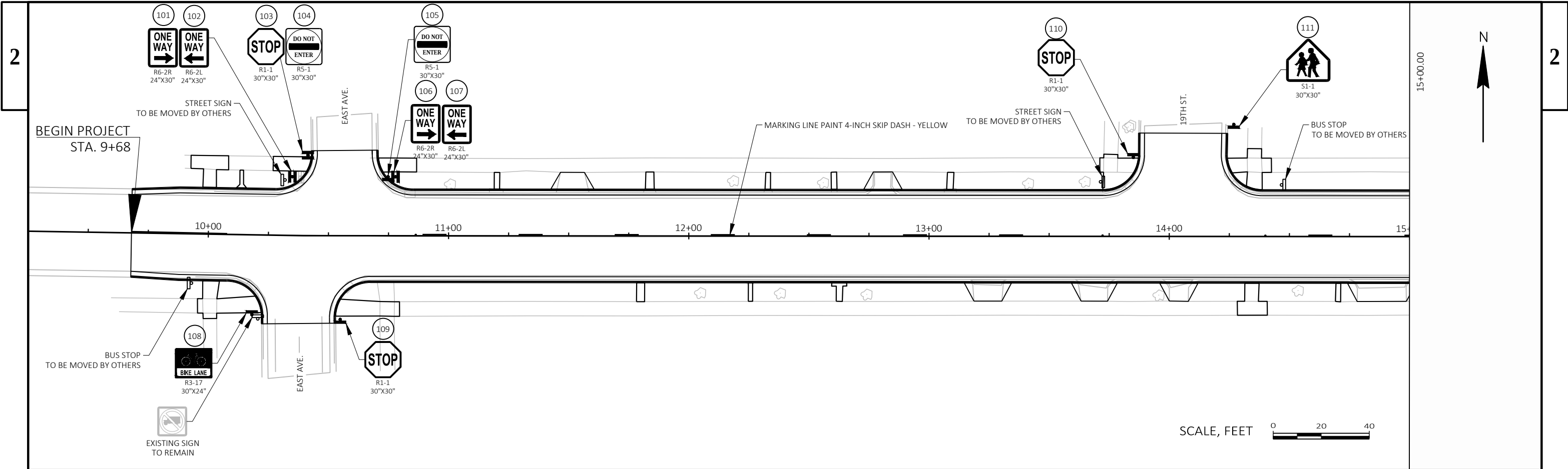
COUNTY: LA CROSSE

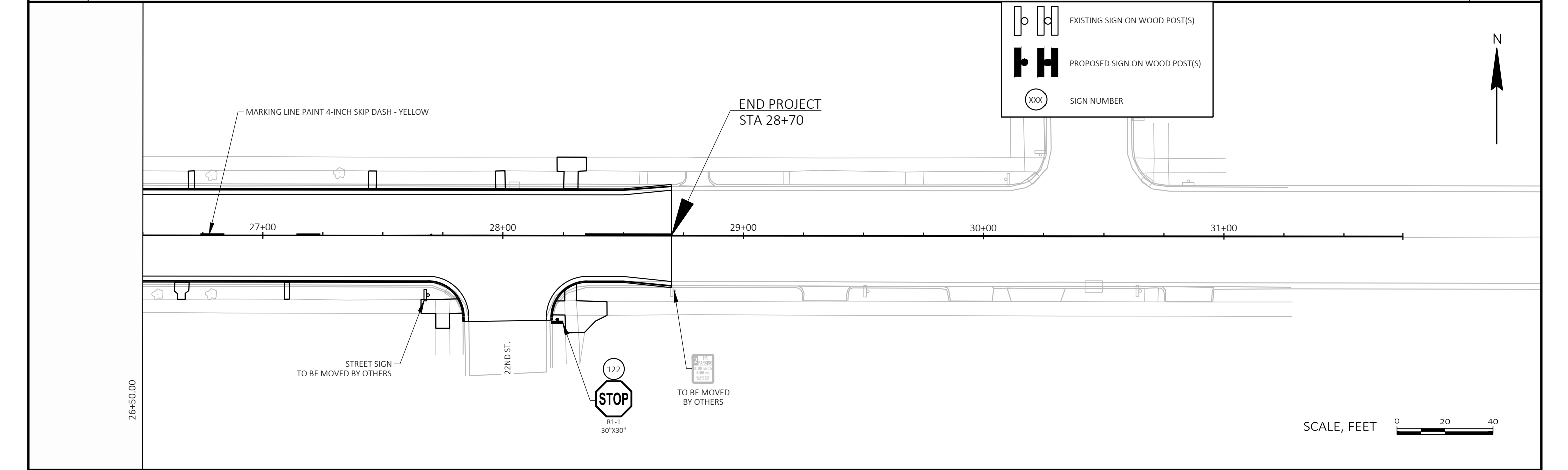
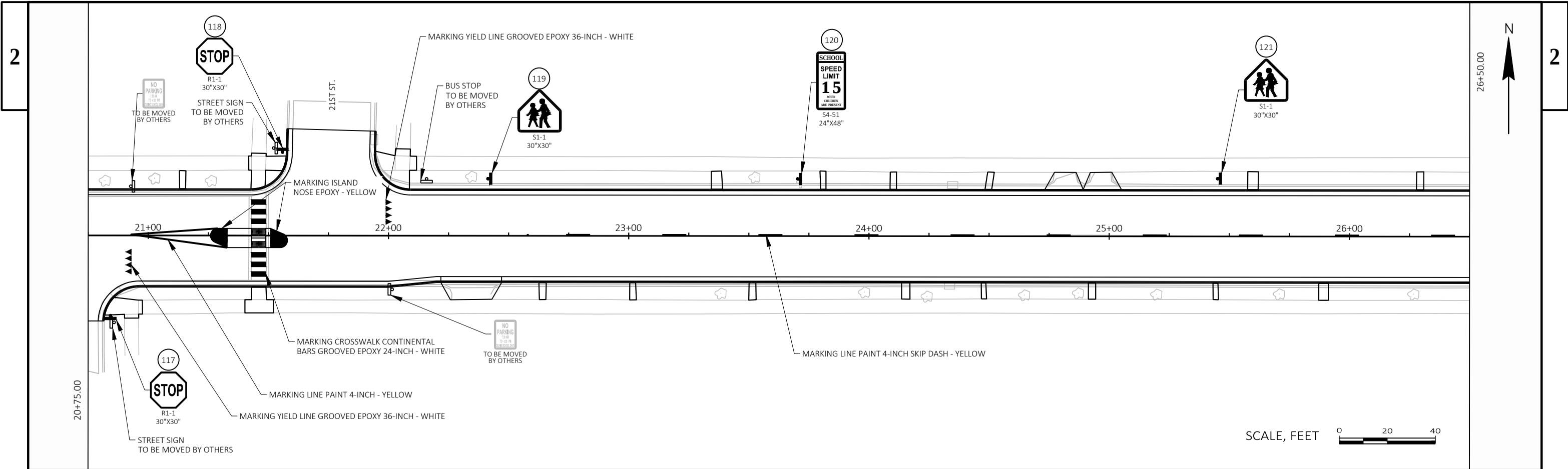
MUNICIPAL UTILITY PLAN

SHEET

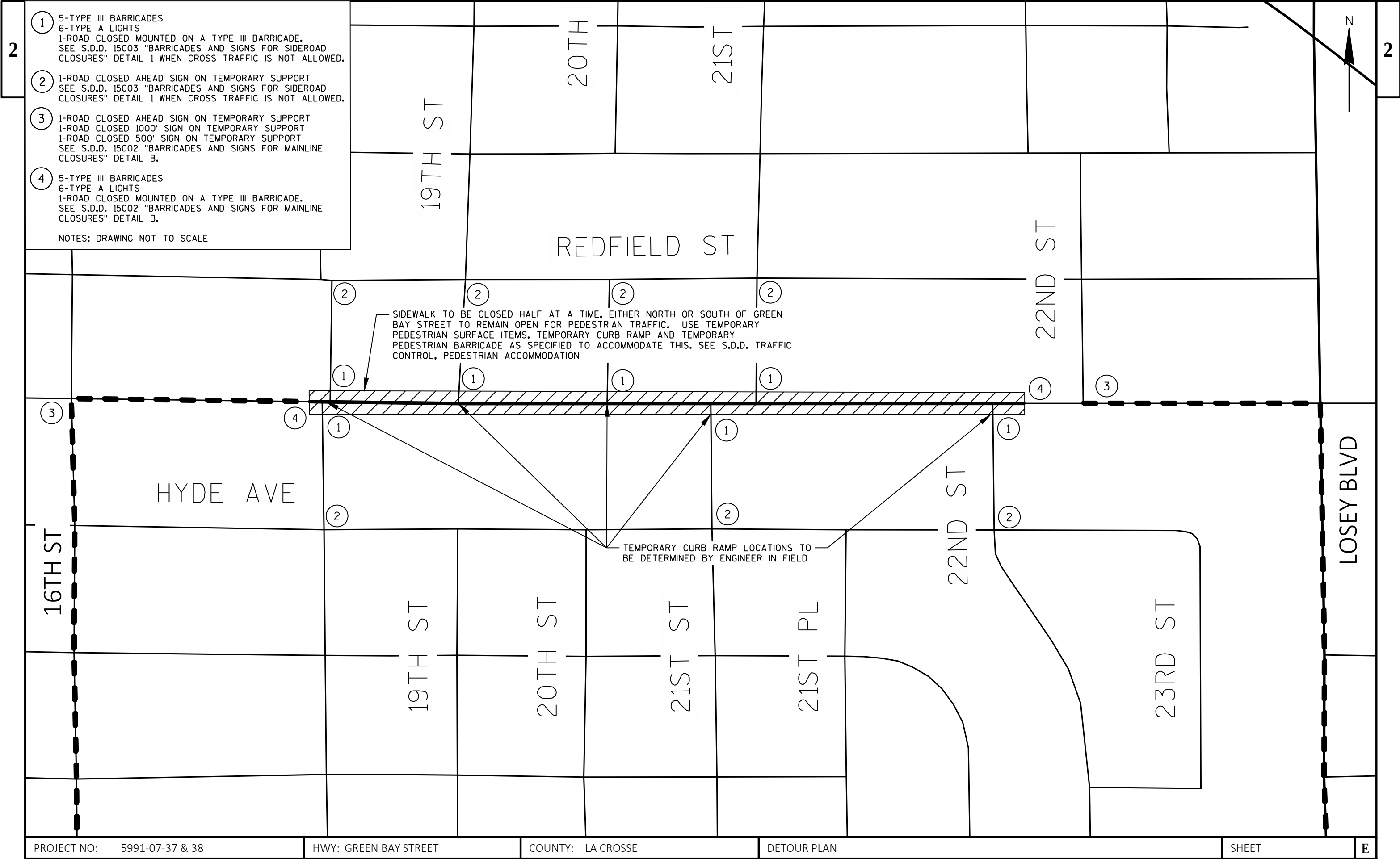
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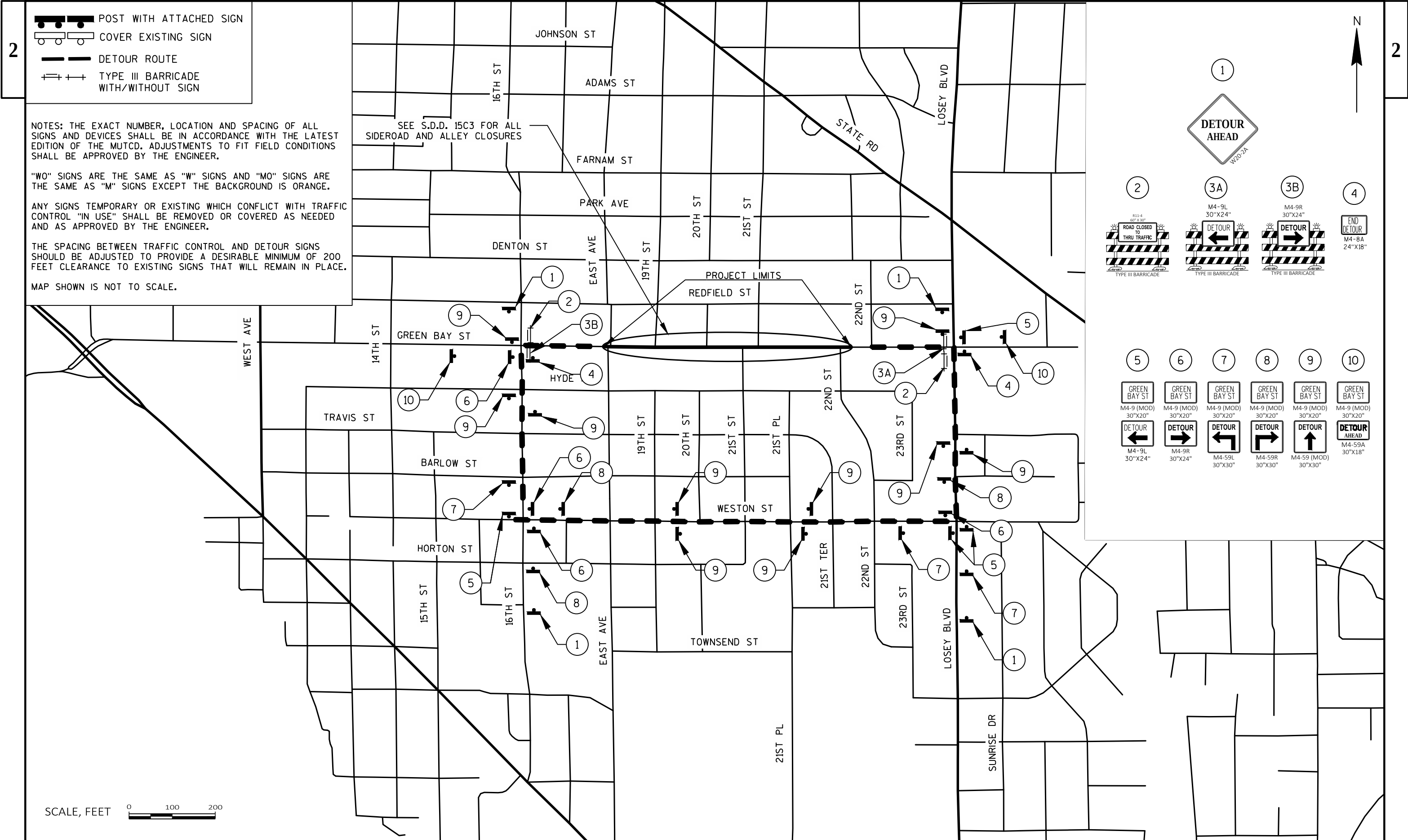
PROJECT NO: 5991-07-37 & 38	HWY: GREEN BAY STREET	COUNTY: LA CROSSE	SIGNING & MARKING	SHEET	E
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- 1 5-TYPE III BARRICADES
6-TYPE A LIGHTS
1-ROAD CLOSED MOUNTED ON A TYPE III BARRICADE.
SEE S.D.D. 15C03 "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" DETAIL 1 WHEN CROSS TRAFFIC IS NOT ALLOWED.
 - 2 1-ROAD CLOSED AHEAD SIGN ON TEMPORARY SUPPORT
SEE S.D.D. 15C03 "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" DETAIL 1 WHEN CROSS TRAFFIC IS NOT ALLOWED.
 - 3 1-ROAD CLOSED AHEAD SIGN ON TEMPORARY SUPPORT
1-ROAD CLOSED 1000' SIGN ON TEMPORARY SUPPORT
1-ROAD CLOSED 500' SIGN ON TEMPORARY SUPPORT
SEE S.D.D. 15C02 "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAIL B.
 - 4 5-TYPE III BARRICADES
6-TYPE A LIGHTS
1-ROAD CLOSED MOUNTED ON A TYPE III BARRICADE.
SEE S.D.D. 15C02 "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAIL B.
- NOTES: DRAWING NOT TO SCALE

SIDEWALK TO BE CLOSED HALF AT A TIME, EITHER NORTH OR SOUTH OF GREEN BAY STREET TO REMAIN OPEN FOR PEDESTRIAN TRAFFIC. USE TEMPORARY PEDESTRIAN SURFACE ITEMS, TEMPORARY CURB RAMP AND TEMPORARY PEDESTRIAN BARRICADE AS SPECIFIED TO ACCOMMODATE THIS. SEE S.D.D. TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

TEMPORARY CURB RAMP LOCATIONS TO BE DETERMINED BY ENGINEER IN FIELD



2

POST WITH ATTACHED SIGN
COVER EXISTING SIGN
DETOUR ROUTE
TYPE III BARRICADE WITH/WITHOUT SIGN

NOTES: THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MUTCD. ADJUSTMENTS TO FIT FIELD CONDITIONS SHALL BE APPROVED BY THE ENGINEER.

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

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 AND DETOUR SIGNS SHOULD BE ADJUSTED TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

MAP SHOWN IS NOT TO SCALE.

1

DETOUR AHEAD
W20-2A

2

R11-4
60"X30"
ROAD CLOSED TO THRU TRAFFIC
TYPE III BARRICADE

3A

M4-9L
30"X24"
DETOUR
TYPE III BARRICADE

3B

M4-9R
30"X24"
DETOUR
TYPE III BARRICADE

4

END DETOUR
M4-8A
24"X18"

5

GREEN BAY ST
M4-9 (MOD)
30"X20"

6

GREEN BAY ST
M4-9 (MOD)
30"X20"

7

GREEN BAY ST
M4-9 (MOD)
30"X20"

8

GREEN BAY ST
M4-9 (MOD)
30"X20"

9

GREEN BAY ST
M4-9 (MOD)
30"X20"

10

GREEN BAY ST
M4-9 (MOD)
30"X20"

DETOUR
M4-9L
30"X24"

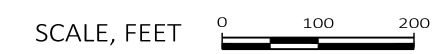
DETOUR
M4-9R
30"X24"

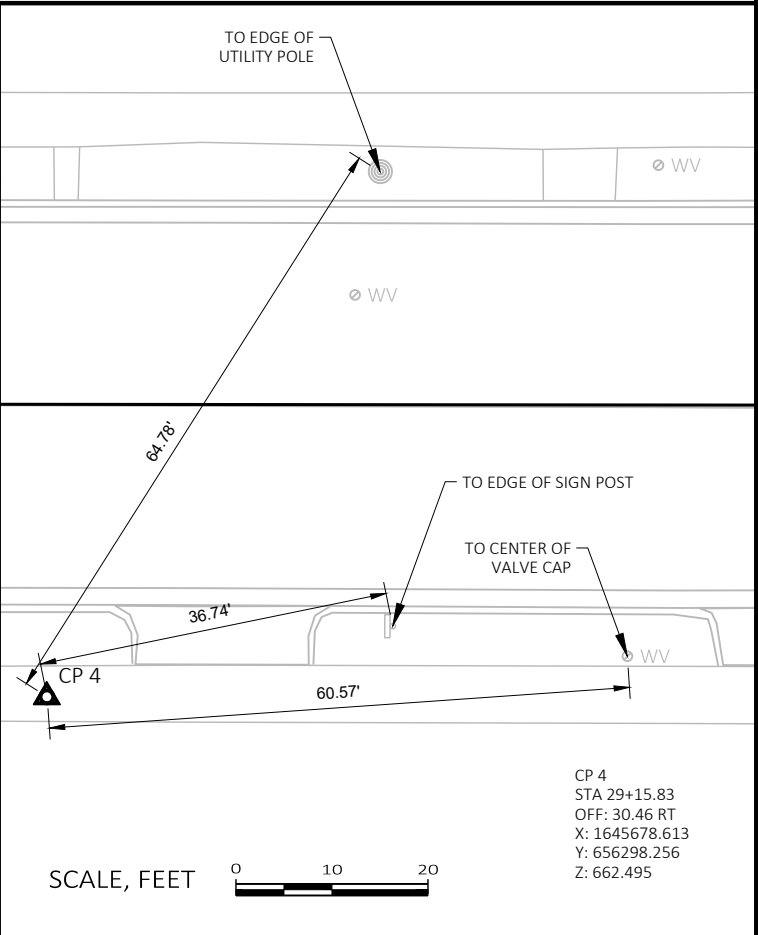
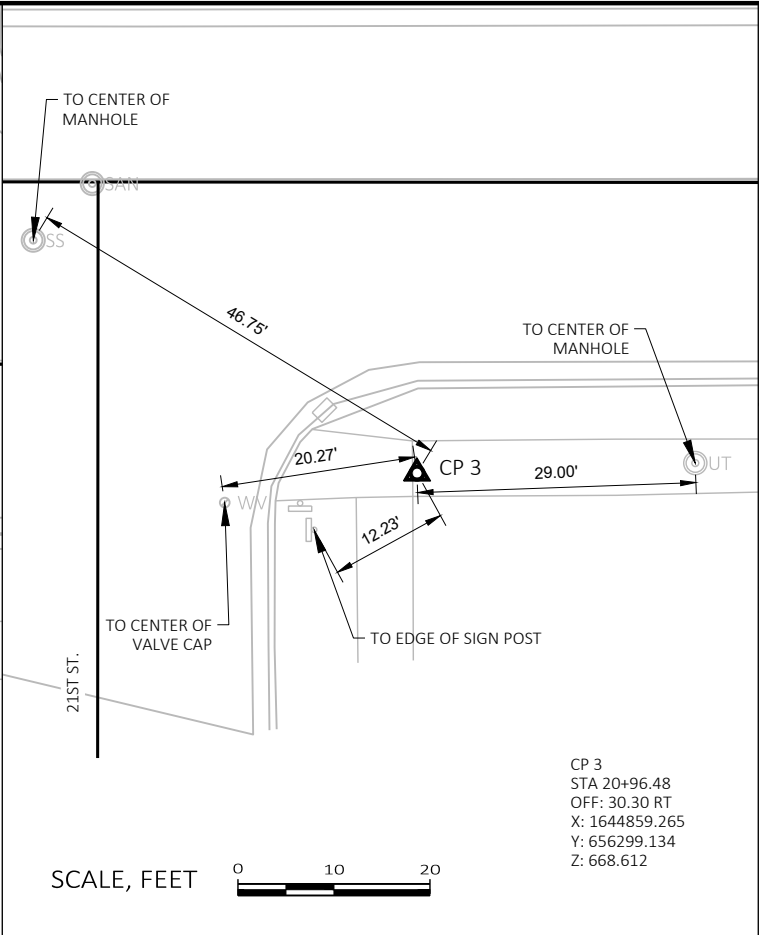
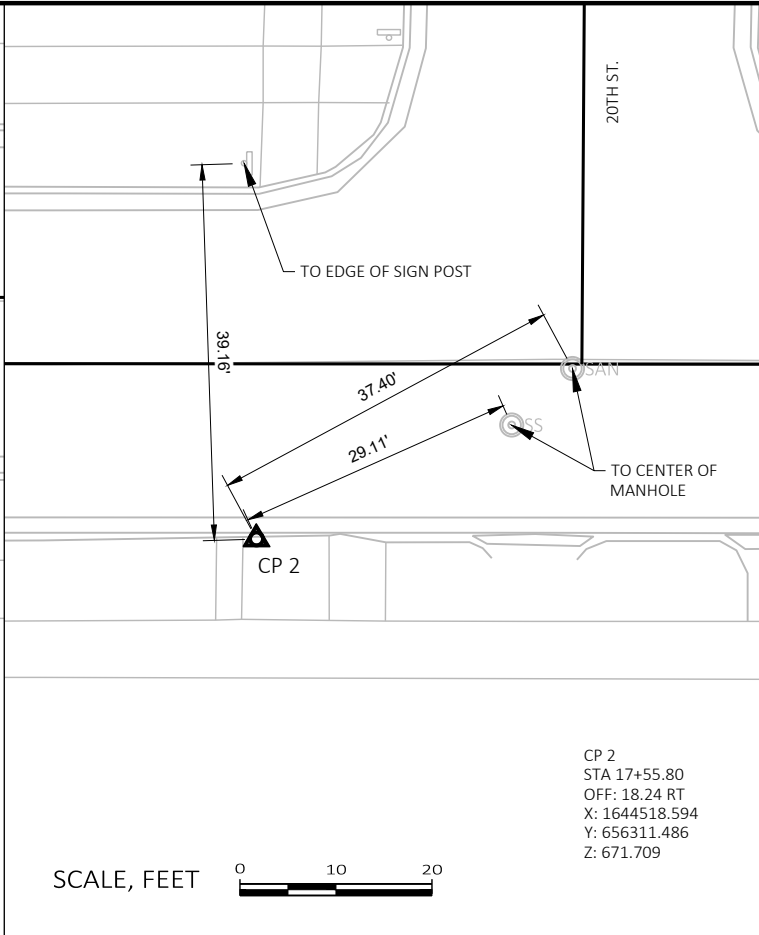
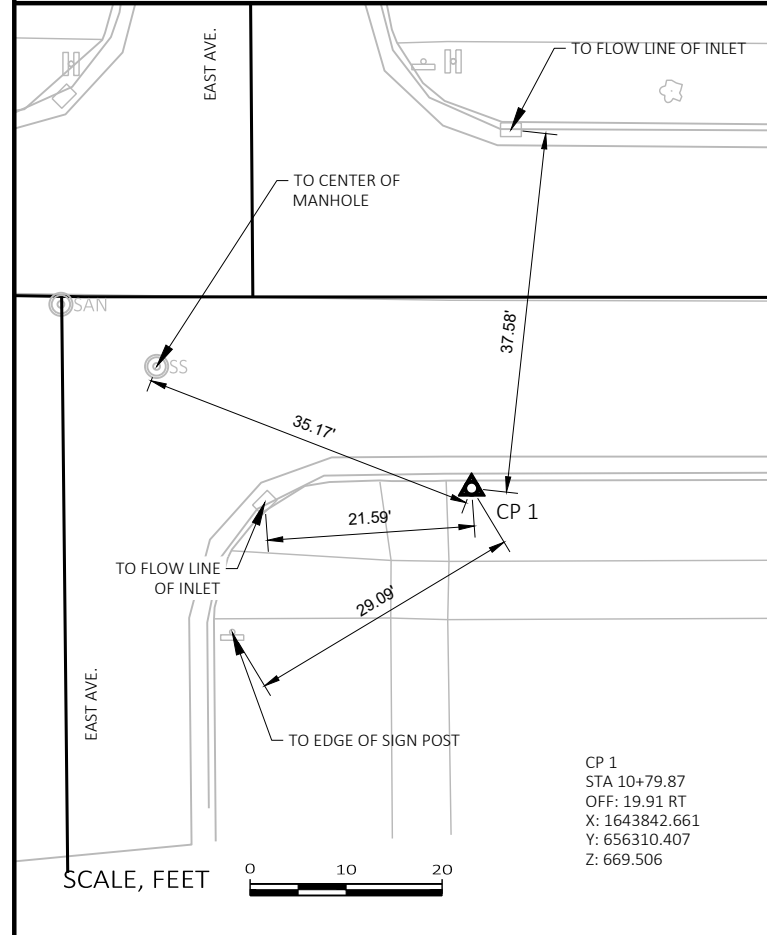
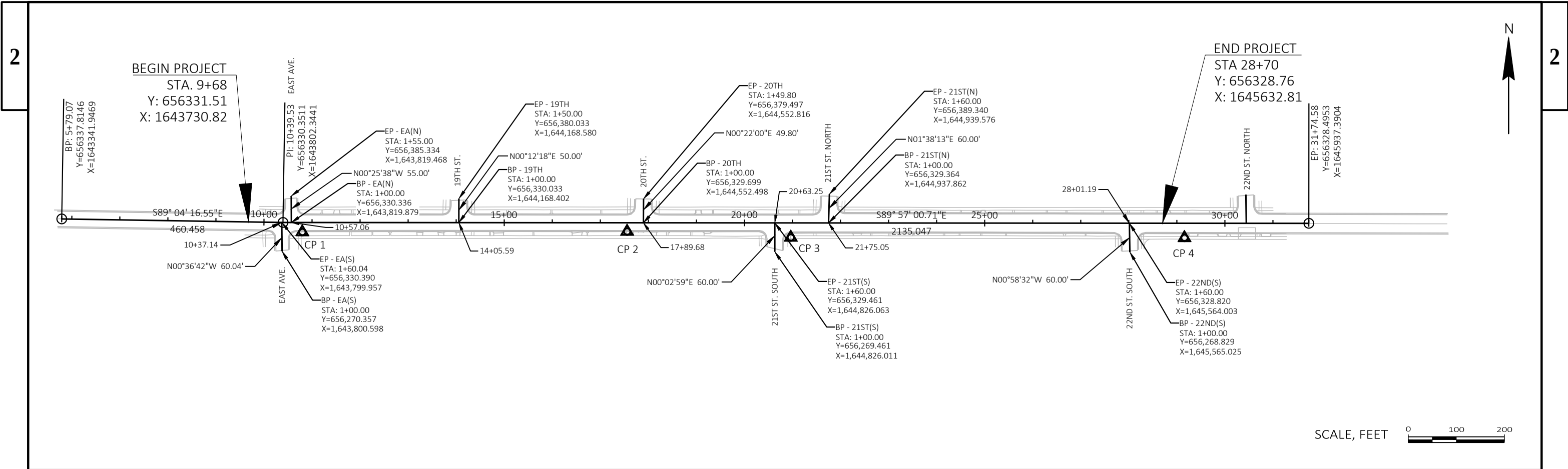
DETOUR
M4-59L
30"X30"

DETOUR
M4-59R
30"X30"

DETOUR
M4-59 (MOD)
30"X30"

DETOUR AHEAD
M4-59A
30"X18"





Estimate Of Quantities

		5991-07-37		5991-07-38		
Line	Item	Item Description	Unit	Total	Qty	Qty
0002	201.0120	Clearing	ID	18.000	18.000	
0004	201.0220	Grubbing	ID	18.000	18.000	
0006	204.0100	Removing Concrete Pavement	SY	157.000	157.000	
0008	204.0150	Removing Curb & Gutter	LF	3,753.000	3,753.000	
0010	204.0155	Removing Concrete Sidewalk	SY	98.000	98.000	
0012	204.0210	Removing Manholes	EACH	8.000	8.000	
0014	204.0215	Removing Catch Basins	EACH	11.000	11.000	
0016	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	437.000	437.000	
0018	204.0245	Removing Storm Sewer (size) 02. 15-Inch	LF	391.000	391.000	
0020	204.0245	Removing Storm Sewer (size) 03. 18-Inch	LF	1,434.000	1,434.000	
0022	204.0245	Removing Storm Sewer (size) 04. 24-Inch	LF	56.000	56.000	
0024	205.0100	Excavation Common	CY	3,514.000	3,514.000	
0026	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 5991-07-37	LS	1.000	1.000	
0028	213.0100	Finishing Roadway (project) 01. 5991-07-37	EACH	1.000	1.000	
0030	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	5,296.000	5,296.000	
0032	415.0310	Concrete Alley	SY	75.000	75.000	
0034	416.0160	Concrete Driveway 6-Inch	SY	136.000	136.000	
0036	455.0605	Tack Coat	GAL	444.000	444.000	
0038	460.2000	Incentive Density HMA Pavement	DOL	1,400.000	1,400.000	
0040	460.5223	HMA Pavement 3 LT 58-28 S	TON	1,307.000	1,307.000	
0042	460.5224	HMA Pavement 4 LT 58-28 S	TON	872.000	872.000	
0044	601.0419	Concrete Curb & Gutter 30-Inch Type L	LF	3,203.000	3,203.000	
0046	602.0405	Concrete Sidewalk 4-Inch	SF	882.000	882.000	
0048	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	24.000	24.000	
0050	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	56.000	56.000	
0052	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	32.000	32.000	
0054	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	385.000	385.000	
0056	608.0330	Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	LF	1,049.000	1,049.000	
0058	608.0336	Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	LF	57.000	57.000	
0060	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	351.000	351.000	
0062	611.8105	Adjusting Catch Basin Covers	EACH	3.000	3.000	
0064	611.8120.S	Cover Plates Temporary	EACH	30.000	24.000	6.000
0066	612.0902.S	Insulation Board Polystyrene (inch) 4-Inch	SY	38.000		38.000
0068	619.1000	Mobilization	EACH	1.000	1.000	

Estimate Of Quantities

5991-07-37 5991-07-38

Line	Item	Item Description	Unit	Total	Qty	Qty
0070	624.0100	Water	MGAL	79.000	79.000	
0072	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000	
0074	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000	
0076	628.7015	Inlet Protection Type C	EACH	17.000	17.000	
0078	628.7570	Rock Bags	EACH	12.000	12.000	
0080	637.2210	Signs Type II Reflective H	SF	89.760	89.760	
0082	637.2230	Signs Type II Reflective F	SF	28.140	28.140	
0084	638.2602	Removing Signs Type II	EACH	22.000	22.000	
0086	638.3000	Removing Small Sign Supports	EACH	19.000	19.000	
0088	642.5001	Field Office Type B	EACH	1.000	1.000	
0090	643.0420	Traffic Control Barricades Type III	DAY	3,528.000	3,528.000	
0092	643.0705	Traffic Control Warning Lights Type A	DAY	4,464.000	4,464.000	
0094	643.0900	Traffic Control Signs	DAY	6,480.000	6,480.000	
0096	643.5000	Traffic Control	EACH	1.000	1.000	
0098	644.1420	Temporary Pedestrian Surface Plywood	SF	400.000	400.000	
0100	644.1601	Temporary Pedestrian Curb Ramp	DAY	140.000	140.000	
0102	644.1810	Temporary Pedestrian Barricade	LF	100.000	100.000	
0104	646.1005	Marking Line Paint 4-Inch	LF	429.000	429.000	
0106	646.8220	Marking Island Nose Epoxy	EACH	2.000	2.000	
0108	650.4000	Construction Staking Storm Sewer	EACH	20.000	20.000	
0110	650.4500	Construction Staking Subgrade	LF	1,902.000	1,902.000	
0112	650.5000	Construction Staking Base	LF	1,902.000	1,902.000	
0114	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	3,672.000	3,672.000	
0116	650.9910	Construction Staking Supplemental Control (project) 01. 5991-07-37	LS	1.000	1.000	
0118	690.0150	Sawing Asphalt	LF	279.000	279.000	
0120	690.0250	Sawing Concrete	LF	45.000	45.000	
0122	740.0440	Incentive IRI Ride	DOL	720.000	720.000	
0124	999.1500.S	Crack and Damage Survey 01. Parcel 1	LS	1.000	1.000	
0126	999.1500.S	Crack and Damage Survey 02. Parcel 2	LS	1.000	1.000	
0128	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	1,200.000	1,200.000	
0130	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	600.000	600.000	
0132	SPV.0060	Special 01. Marking Yield Line Grooved Epoxy 36-Inch	EACH	8.000	8.000	
0134	SPV.0060	Special 02. Posts Steel U-Channel 14-FT	EACH	22.000	22.000	
0136	SPV.0060	Special 03. Manhole Covers Special	EACH	8.000	8.000	
0138	SPV.0060	Special 04. Catch Basin Covers Special	EACH	12.000	12.000	
0140	SPV.0060	Special 05. Catch Basins 4-FT Diameter	EACH	12.000	12.000	
0142	SPV.0060	Special 06. Manholes 4-FT Diameter	EACH	4.000	4.000	
0144	SPV.0060	Special 07. Manholes 5-FT Diameter	EACH	3.000	3.000	
0146	SPV.0060	Special 08. Manholes 6-FT Diameter	EACH	1.000	1.000	

Estimate Of Quantities

5991-07-37 5991-07-38

Line	Item	Item Description	Unit	Total	Qty	Qty
0148	SPV.0060	Special 09. Concrete Manhole Collar	EACH	6.000		6.000
0150	SPV.0060	Special 09. Concrete Manhole Collars	EACH	9.000	9.000	
0152	SPV.0060	Special 10. Removing Sanitary Manholes	EACH	10.000		10.000
0154	SPV.0060	Special 11. Sanitary Manhole 4-Ft Diameter	EACH	6.000		6.000
0156	SPV.0060	Special 12. Sanitary Manhole Covers	EACH	6.000		6.000
0158	SPV.0060	Special 13. Adjusting Water Valves	EACH	7.000		7.000
0160	SPV.0060	Special 14. Connecting to Existing Sanitary Sewer	EACH	7.000		7.000
0162	SPV.0060	Special 15. Construction Staking Sanitary Manhole	EACH	6.000		6.000
0164	SPV.0060	Special 16. Remove Hydrant	EACH	1.000		1.000
0166	SPV.0060	Special 17. Concrete Base Type 1 Modified	EACH	3.000	3.000	
0168	SPV.0060	Special 18. New Hydrant	EACH	1.000		1.000
0170	SPV.0060	Special 19. Hydrant Tees, 8-Inch X 6-Inch	EACH	1.000		1.000
0172	SPV.0060	Special 20. Curb Stop and Box, 3/4-Inch	EACH	55.000		55.000
0174	SPV.0060	Special 21. Water Valve	EACH	3.000		3.000
0176	SPV.0060	Special 22. Remove Valve	EACH	1.000		1.000
0178	SPV.0090	Special 01. Marking Crosswalk Continental Bars Grooved Epoxy 24-Inch	LF	36.000	36.000	
0180	SPV.0090	Special 02. Grading, Shaping, And Finishing For Curb And Gutter	LF	3,804.000	3,804.000	
0182	SPV.0090	Special 03. Concrete Curb & Gutter 30-Inch Type L Variable Height	LF	469.000	469.000	
0184	SPV.0090	Special 04. Storm Sewer Pipe PVC SDR 35 12-Inch	LF	388.000	388.000	
0186	SPV.0090	Special 05. Sanitary Sewer Main PVC SDR 35 10-Inch	LF	784.000		784.000
0188	SPV.0090	Special 06. Sanitary Sewer Main PVC SDR 35 12-Inch	LF	411.000		411.000
0190	SPV.0090	Special 07. Sanitary Sewer Lateral PVC SDR 4-Inch	LF	155.000		155.000
0192	SPV.0090	Special 08. Removing Sanitary Sewer	LF	1,195.000		1,195.000
0194	SPV.0090	Special 09. Water Main, 12-Inch	LF	1,783.000		1,783.000
0196	SPV.0090	Special 10. Water Main, 8-Inch	LF	8.000		8.000
0198	SPV.0090	Special 11. Water Service Copper, 3/4-Inch	LF	1,352.000		1,352.000
0200	SPV.0165	Special 01. Concrete Median	SF	230.000	230.000	

CLEARING AND GRUBBING SUMMARY

REMOVING CONCRETE SIDEWALK

CATEGORY	STATION	OFFSET	LOCATION	CLEARING	GRUBBING	REMARKS
				201.0120	201.0220	
ID	ID	ID	ID	ID	ID	ID
0010	20+07	22.1 LT	GREEN BAY ST	18	18	
PROJECT TOTALS =				18	18	

CATEGORY	STATION	TO	STATION	LOCATION	204.0155	REMARKS
					SY	
0010	BOP	-	EOP	GREEN BAY ST	98	TERRACE SIDEWALK
PROJECT TOTALS =					98	

REMOVING CONCRETE PAVEMENT

BASE AGGREGATE DENSE 1 1/4-INCH

CATEGORY	STATION	TO	STATION	LOCATION	204.0100	REMARKS
					SY	
0010	11+45	-	25+04	GREEN BAY ST	43	DRIVEWAYS LT
0010	13+16	-	22+46	GREEN BAY ST	114	DRIVEWAYS RT
PROJECT TOTALS =					157	

CATEGORY	STATION	TO	STATION	LOCATION	305.0120	REMARKS
					TON	
0010	9+68	-	28+70	GREEN BAY ST	4,337	
0010	9+68	-	28+70	GREEN BAY ST	934	
0010	BOP	-	EOP	UNDISTRIBUTED DRIVEWAYS	25	
PROJECT TOTALS =					5,296	

CURB & GUTTER SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	REMOVING CURB & GUTTER	CONCRETE CURB & GUTTER 30-INCH TYPE L	CONCRETE CURB & GUTTER 30-INCH TYPE L VARIABLE HEIGHT	REMARKS
					204.0150	601.0419	SPV.0090.03	
LF	LF	LF	LF	LF	LF	LF	LF	LF
0010	9+68	-	10+23	RT	68	67	-	EAST AVE SW
0010	9+68	-	10+43	LT	86	85	-	EAST AVE NW
0010	10+52	-	20+45	RT	1,016	935	29	EAST AVE TO 21ST ST, S
0010	10+70	-	13+88	LT	349	283	63	EAST AVE TO 19TH ST, N
0010	14+24	-	17+71	LT	380	60	317	19TH ST TO 20TH ST, N
0010	18+08	-	21+58	LT	383	356	25	20TH ST TO 21ST ST, N
0010	20+81	-	27+84	RT	720	697	-	21ST ST TO 22ND ST, S
0010	21+94	-	28+70	LT	692	660	35	21ST ST TO SAWCUT, N
0010	28+20	-	28+70	RT	59	60	-	22ND ST SE
PROJECT TOTALS =					3,753	3,203	469	

NOTES:

- * THE C&G INSTALLED AT ALLEY LOCATIONS IS PLACED INTEGRALLY WITH ALLEY CONCRETE AND IS INCIDENTAL TO THAT ITEM
- * THE REINFORCED C&G INSTALLED AT BUS STOP LOCATIONS IS INCIDENTAL TO THE CONCRETE CURB & GUTTER 30-INCH TYPE L & CONCRETE CURB & GUTTER 30-INCH TYPE L VARIABLE HEIGHT ITEMS.
- REINFORCEMENT REQ'D STA 9+68 - 10+08 RT; STA 14+32 - 14+72 LT; STA 19+90 - 20+30 RT; STA 22+02 - 22+42 LT

3

DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION (1)		SALVAGED/UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL (6)	MASS ORDINATE +/- (7)	WASTE	208.0100 BORROW	COMMENT
			CUT (2)	EBS EXCAVATION (3)				FACTOR 1.25				
DIVISION 1												
GREEN BAY ST.	STA 9+68 - STA 28+70	MAINLINE	3,261	0	1,701	1,560	0	0	1,560	1,560	0	
DIVISION 1 SUBTOTAL			3,261	0	1,701	1,560	0	0	1,560			
DIVISION 2												
SIDEROADS	VARIOUS	VARIOUS	253	0	84	169	0	0	169	169	0	
DIVISION 2 SUBTOTAL			253	0	84	169	0	0	169			
GRAND TOTAL			3,514	0	1,785	1,729	0	0	1,729	1,729	0	
TOTAL COMMON EXC			3,514									

NOTES:
(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100
(2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT BORROW MATERIAL. NOTE: THIS IS DESIGNERS CHOICE, CAN BE BACKFILLED WITH BORROW, OR CUT AS WELL.
(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL
(5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL
(6) EXPANDED FILL FACTOR = 1.25
(7) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

*FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.
*SALVAGED/UNUSABLE PAVEMENT MATERIAL APPROXIMATED BASED ON BORING INFORMATION. SEE GENERAL NOTES FOR BORING TABLE.

3

REMOVING STORM SEWER PIPES SUMMARY

CATEGORY	LOCATION	REMOVING STORM SEWER 12-INCH 204.0245.01	REMOVING STORM SEWER 15-INCH 204.0245.02	REMOVING STORM SEWER 18-INCH 204.0245.03	REMOVING STORM SEWER 24-INCH 204.0245.04	REMARKS
		LF	LF	LF	LF	
0010	GREEN BAY ST	30	-	-	-	EAST AVE NW
0010	GREEN BAY ST	45	-	-	-	EAST AVE NE
0010	GREEN BAY ST	33	-	-	-	EAST AVE SW
0010	GREEN BAY ST	34	-	-	-	EAST MAIN TO GREEN BAY MAIN
0010	GREEN BAY ST	-	351	-	-	MAINLINE: EAST AVE - 19TH
0010	GREEN BAY ST	45	-	-	-	19TH ACROSS
0010	GREEN BAY ST	32	-	-	-	19TH NW
0010	GREEN BAY ST	40	-	-	-	19TH MAIN - GREEN BAY MAIN
0010	GREEN BAY ST	-	-	258	-	MAINLINE: 19TH - ALLEY (16+52)
0010	GREEN BAY ST	16	-	-	-	ALLEY SOUTH
0010	GREEN BAY ST	-	-	127	-	MAINLINE: ALLEY (16+52) - 20TH
0010	GREEN BAY ST	-	40	-	-	20TH MAIN - GREEN BAY MAIN
0010	GREEN BAY ST	-	-	275	-	MAINLINE: 20TH - 21ST S
0010	GREEN BAY ST	23	-	-	-	21ST SW
0010	GREEN BAY ST	36	-	-	-	21ST SE
0010	GREEN BAY ST	-	-	112	-	MAINLINE: 21ST S - 21ST N
0010	GREEN BAY ST	-	-	267	-	MAINLINE: 21ST - STA 24+35
0010	GREEN BAY ST	28	-	-	-	STA 24+35 N
0010	GREEN BAY ST	15	-	-	-	STA 24+35 S
0010	GREEN BAY ST	-	-	371	-	MAINLINE: STA 24+35 - 22ND
0010	GREEN BAY ST	33	-	-	-	22ND SW
0010	GREEN BAY ST	27	-	-	-	22ND N
0010	GREEN BAY ST	-	-	24	-	22ND MAIN - GREEN BAY MAIN
0010	GREEN BAY ST	-	-	-	56	MAINLINE: 22ND - EOP
PROJECT TOTALS =		437	391	1,434	56	

ASPHALT ITEMS SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	HMA PAVEMENT 3 LT 58-28 S 460.5223	HMA PAVEMENT 4 LT 58-28 S 460.5224	TACK COAT 455.0605	REMARKS
					TON	TON	GAL	
0010	9+68	-	28+70	GREEN BAY ST	1,307	-	444	BINDER LAYER
0010	9+68	-	28+70	GREEN BAY ST	-	872	-	SURFACE LAYER
PROJECT TOTALS =					1,307	872	444	

ALL ITEMS ARE ID 5991-07-37 UNLESS NOTED OTHERWISE

CONCRETE DRIVEWAY & ALLEY

CATEGORY	STATION	LOCATION		CONCRETE		REMARKS
				CONCRETE ALLEY 415.0310 SY	DRIVEWAY 6-INCH 416.0160 SY	
0010	11+52	B/T EAST AVE & 19TH ST	LT	-	11	
0010	12+81	B/T EAST AVE & 19TH ST	LT	-	10	
0010	13+24	B/T EAST AVE & 19TH ST	RT	-	14	
0010	13+69	B/T EAST AVE & 19TH ST	RT	-	13	
0010	14+04	19TH ST	RT	-	10	
0010	14+89	B/T 19TH ST & 20TH ST	RT	-	21	
0010	16+52	B/T 19TH ST & 20TH ST	RT	28	-	7-INCH CONCRETE
0010	17+85	20TH ST	RT	-	11	
0010	18+13	20TH ST	RT	-	12	
0010	19+05	B/T 20TH ST & 21ST ST	LT	-	14	
0010	19+23	B/T 20TH ST & 21ST ST	RT	23	-	7-INCH CONCRETE
0010	22+35	B/T 21ST ST & 22ND ST	RT	24	-	7-INCH CONCRETE
0010	24+82	B/T 21ST ST & 22ND ST	LT	-	10	
0010	24+97	B/T 21ST ST & 22ND ST	LT	-	10	
PROJECT TOTALS =				75	136	

NOTE: THE C&G INSTALLED AT ALLEY LOCATIONS IS PLACED INTEGRALLY WITH ALLEY CONCRETE AND IS INCIDENTAL TO THAT ITEM

SIDEWALK SUMMARY

					CONCRETE SIDEWALK 4-INCH 602.0405		
CATEGORY	STATION	TO	STATION	LOCATION	SF	REMARKS	
0010	BOP	-	14+00	GREEN BAY ST	170	TERRACE	WALKS
0010	14+00	-	18+00	GREEN BAY ST	134	TERRACE	WALKS
0010	18+00	-	21+75	GREEN BAY ST	156	TERRACE	WALKS
0010	21+75	-	EOP	GREEN BAY ST	422	TERRACE	WALKS
PROJECT TOTALS =					882		

CONCRETE MEDIAN ISLAND SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	CURB RAMP	CONCRETE	REMARKS
					DETECTABLE WARNING		
					FIELD NATURAL		
					PATINA	MEDIAN	
					602.0515	SPV.0165.01	
SF	SF						
0010	21+43	-	21+48	GREEN BAY ST	24	230	
PROJECT TOTALS =					24	230	

STORM SEWER PIPES

			STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH 608.0312	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH 608.0315	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH 608.0324	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 30-INCH 608.0330	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 36-INCH 608.0336	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 24-INCH 608.0424	STORM SEWER PIPE PVC SDR 35 12-INCH SPV.0090.04	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT
FROM	-	TO	LOCATION	LF	LF	LF	LF	LF	LF			
1.A	-	1.1	GREEN BAY ST	-	-	-	-	-	16	665.48	665.43	0.0031
1.1	-	1	GREEN BAY ST	-	-	-	-	-	33	665.43	665.33	0.0030
1.2	-	1	GREEN BAY ST	-	-	-	-	-	31	666.10	665.50	0.0194
1.3	-	1	GREEN BAY ST	-	-	-	-	-	41	666.30	665.50	0.0195
1	-	2	GREEN BAY ST	-	-	-	-	351	-	665.33	663.22	0.0060
2.1	-	2	GREEN BAY ST	-	-	-	-	-	31	666.05	665.74	0.0100
3.2	-	2.1	GREEN BAY ST	-	-	-	-	-	41	666.45	666.05	0.0097
3.1	-	3.2	GREEN BAY ST	-	-	-	-	-	43	666.87	666.45	0.0099
EXISTING	-	2	GREEN BAY ST	40	-	-	-	-	-	MATCH	664.57	-
2	-	4	GREEN BAY ST	-	-	258	-	-	-	663.22	661.73	0.0058
EXISTING	-	4	GREEN BAY ST	16	-	-	-	-	-	MATCH	664.54	-
4	-	5	GREEN BAY ST	-	-	127	-	-	-	661.73	661.00	0.0057
EXISTING	-	5	GREEN BAY ST	-	32	-	-	-	-	MATCH	664.02	-
5	-	6	GREEN BAY ST	-	-	-	275	-	-	661.00	659.40	0.0058
6.1	-	6	GREEN BAY ST	-	-	-	-	-	23	663.65	663.20	0.0196
6.2	-	6	GREEN BAY ST	-	-	-	-	-	35	663.90	663.20	0.0200
6	-	7	GREEN BAY ST	-	-	-	112	-	-	659.40	658.75	0.0058
7	-	8	GREEN BAY ST	-	-	-	267	-	-	658.75	657.20	0.0058
8.1	-	8	GREEN BAY ST	-	-	-	-	-	13	659.05	658.80	0.0192
8.2	-	8	GREEN BAY ST	-	-	-	-	-	25	659.30	658.80	0.0200
8	-	9	GREEN BAY ST	-	-	-	371	-	-	657.20	655.05	0.0058
EXISTING	-	9	GREEN BAY ST	-	-	-	24	-	-	MATCH	654.70	-
9.1	-	9	GREEN BAY ST	-	-	-	-	-	31	657.30	656.70	0.0194
9.2	-	9	GREEN BAY ST	-	-	-	-	-	25	657.20	656.70	0.0200
9	-	EXISTING	GREEN BAY ST	-	-	-	-	57	-	654.65	MATCH	-
PROJECT TOTALS =				56	32	385	1,049	57	351	388		

STORM SEWER STRUCTURES

			(D)										(D)											
			REMOVING CATCH BASINS				MANHOLES 4-		MANHOLES 5-		MANHOLES 6-		MANHOLE CATCH BASIN		CONCRETE		ADJUSTING		COVER		CONSTRUCTIO			
			REMOVING	CATCH	4-FT	FT	FT	FT	MANHOLE	CATCH BASIN	CONCRETE	ADJUSTING	COVER	CONSTRUCTIO										
			MANHOLES	BASINS	DIAMETER	DIAMETER	DIAMETER	DIAMETER	COVERS	COVERS	MANHOLE	CATCH BASIN	PLATES	N STAKING										
(A)	(A)		204.0210	204.0215	SPV.0060.05	SPV.0060.06	SPV.0060.07	SPV.0060.08	SPV.0060.03	SPV.0060.04	SPV.0060.09	611.8105	611.8120.5	650.4000	(F)	(B)	(C)							
			RIM																					
STRUCTURE	STATION	OFFSET	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	ELEVATION	ELEVATION	FT	REMARKS						
	1.0	10+47	7.3' RT	1	-	-	-	-	1	1	-	1	-	1	1	669.23	665.33	2.77						
EXISTING	1.1	10+18	21.6' RT	-	1	1	-	-	-	-	1	-	-	1	1	669.01	663.93	4.00	(E)					
		10+27	33.7' RT	-	-	-	-	-	-	-	1	-	1	-	669.12	-	-	-						
	1.2	10+37	21.2' LT	-	1	1	-	-	-	-	1	-	1	1	668.72	664.60	3.04	(E)						
EXISTING	1.3	10+77	20.8' LT	-	1	1	-	-	-	1	-	-	1	1	668.85	664.80	2.97	(E)						
		10+58	21.4' RT	-	-	-	-	-	-	-	-	1	1	-	668.84	-	-	-						
	2.0	13+98	6.5' RT	1	-	-	1	-	-	1	-	1	-	1	1	670.50	663.22	6.15	-					
	2.1	14+26	18.3' RT	-	-	1	-	-	-	1	-	-	1	1	670.18	664.55	4.55	(E)						
	3.1	13+88	38.2' LT	-	1	1	-	-	-	1	-	-	1	1	669.92	665.37	3.47	(E)						
	3.2	14+28	22.4' LT	-	1	1	-	-	-	1	-	-	1	1	669.94	664.95	3.91	(E)						
	4.0	16+55	6.4' RT	1	-	-	1	-	-	1	-	1	-	1	1	671.22	661.73	8.37	-					
	5.0	17+82	6.3' RT	1	-	-	-	1	-	1	-	1	-	1	1	671.53	661.00	9.40	-					
	6.1	20+40	22.0' RT	-	1	1	-	-	-	1	-	-	-	1	1	668.00	662.15	4.77	(E)					
	6.0	20+56	6.1' RT	1	-	-	1	-	-	1	-	1	-	1	1	668.36	659.40	7.84	-					
EXISTING	6.2	20+87	23.5' RT	-	1	1	-	-	-	1	-	-	-	1	1	667.85	662.40	4.37	(E)					
		21+54	22.2' LT	-	-	-	-	-	-	-	-	1	1	-	667.46	-	-	-						
	7.0	21+68	5.9' RT	1	-	-	1	-	-	1	-	1	-	1	1	667.81	658.75	7.93	-					
EXISTING		21+94	40.0' LT	-	-	-	-	-	-	-	-	1	1	-	667.47	-	-	-						
	8.0	24+34	6.3' RT	1	-	-	-	1	-	1	-	1	-	1	1	663.69	657.20	5.37	-					
	8.1	24+34	18.3' RT	-	1	1	-	-	-	1	-	-	-	1	1	663.48	657.55	4.85	(E)					
	8.2	24+35	18.2' LT	-	1	1	-	-	-	1	-	-	-	1	1	663.47	657.80	4.59	(E)					
	9.1	27+80	22.8' RT	-	1	1	-	-	-	1	-	-	-	1	1	661.99	655.80	5.11	(E)					
	9.0	28+05	6.0' RT	1	-	-	-	1	-	1	-	1	-	1	1	662.44	654.65	6.67	-					
	9.2	28+05	18.2' RT	-	1	1	-	-	-	1	-	-	-	1	1	662.23	655.70	5.45	(E)					

WATER

EROSION CONTROL SUMMARY

CATEGORY	LOCATION	624.0100 MGAL	REMARKS
0010	GREEN BAY ST	79	1 1/4-IN BAD

INLET
PROTECTION
TYPE C
628.7015
ROCK BAGS
628.7570

PROJECT TOTAL = 79

CATEGORY	STATION	TO	STATION	LOCATION	EACH	EACH	REMARKS
0010	10+18	-	10+84	EAST AVE, S	2	-	
0010	10+18	-	10+84	EAST AVE, N	2	-	
0010	13+82	-	14+28	19TH ST	3	-	
0010	17+75	-	18+10	20TH ST	2	4	FOR WATER LEAVING JOB
0010	20+40	-	20+86	21ST ST, S	2	-	
0010	21+52	-	21+94	21ST ST, N	2	-	
0010	28+05	-	27+78	22ND ST, S	2	4	FOR WATER LEAVING JOB
0010	30+20	-	30+68	22ND ST, N	2	4	FOR WATER LEAVING JOB

PROJECT TOTAL = 17 12

MOBILIZATION EROSION CONTROL

CATEGORY	LOCATION	MOBILIZATIONS EROSION CONTROL 628.1905 EACH	MOBILIZATIONS EMERGENCY EROSION CONTROL 628.1910 EACH	REMARKS
0010	PROJECT LIMITS	4	2	

PROJECT TOTALS = 4 2

FOR INFORMATIONAL PURPOSES ONLY

CATEGORY	STATION	TO	STATION	LOCATION	EROSION MAT URBAN CLASS 1 TYPE A SY 628.2006	FERTILIZER TYPE B CWT 629.0210	SEEDING MIXTURE NO. 40 LB 630.0140	SEED WATER MGAL 630.0500	REMARKS
0010	10+03	-	10+40	GREEN BAY ST - LT	53.2	53	0.1	3	BOP - EAST
0010	10+73	-	13+84	GREEN BAY ST - LT	204.3	204	0.2	10	EAST - 19TH
0010	14+27	-	17+69	GREEN BAY ST - LT	260.9	261	0.2	12	19TH - 20TH
0010	18+10	-	21+55	GREEN BAY ST - LT	250.4	250	0.2	12	20TH - 21ST
0010	21+97	-	28+70	GREEN BAY ST - LT	494.8	495	0.4	23	21ST - EOP
0010	10+04	-	10+19	GREEN BAY ST - RT	35.3	35	0.1	2	BOP - EAST
0010	10+56	-	20+41	GREEN BAY ST - RT	678.3	678	0.5	31	EAST - 21ST
0010	20+85	-	27+80	GREEN BAY ST - RT	467.0	467	0.3	21	21ST - 22ND
0010	28+23		28+70	GREEN BAY ST - RT	33.3	33	0.1	2	22ND - EOP

PROJECT TOTALS = 2,477 2,476 2.1 45.20 116

PERMANENT SIGN SUMMARY

SIGN NO.	STA	LOC.	SIZE			SIGN CODE	DESCRIPTION	MESSAGE LINE 1	SIGNS TYPE II REFLECTIVE H	SIGNS TYPE II REFLECTIVE F	POSTS STEEL U-CHANNEL 14-FT	REMOVING SIGNS TYPE II	REMOVING SMALL SIGN SUPPORTS	REMARKS
			in	X	in				637.2210 SF	637.2230 SF	SPV.0060.02 EACH	638.2602 EACH	638.3000 EACH	
101	10+38	GREEN BAY ST LT	24	X	30	R6-2R	ONE WAY RIGHT ARROW		5.00	-	1	1	1	
102	10+38	GREEN BAY ST LT	24	X	30	R6-2L	ONE WAY LEFT ARROW		5.00	-	1	1	-	
103	10+41	GREEN BAY ST LT	30	X	30	R1-1	STOP		5.18	-	1	1	1	
104	10+41	GREEN BAY ST LT	30	X	30	R5-1	DO NOT ENTER		6.25	-	1	1	-	
105	10+75	GREEN BAY ST LT	30	X	30	R5-1	DO NOT ENTER		6.25	-	1	1	1	
106	10+78	GREEN BAY ST LT	24	X	30	R6-2R	ONE WAY RIGHT ARROW		5.00	-	1	1	1	
107	10+78	GREEN BAY ST LT	24	X	30	R6-2L	ONE WAY LEFT ARROW		5.00	-	1	1	-	
108	10+18	GREEN BAY ST RT	30	X	24	R3-17	BIKE LANE		5.00	-	1	1	1	
109	10+55	GREEN BAY ST RT	30	X	30	R1-1	STOP		5.18	-	1	1	1	
110	13+85	GREEN BAY ST LT	30	X	30	R1-1	STOP		5.18	-	1	1	1	
111	14+27	GREEN BAY ST LT	30	X	30	S1-1	SCHOOL ADVANCE		-	4.69	1	1	1	
112	17+07	GREEN BAY ST RT	30	X	30	S1-1	SCHOOL ADVANCE		-	4.69	1	1	1	
113	17+70	GREEN BAY ST LT	30	X	30	R1-1	STOP		5.18	-	1	1	1	
114	18+10	GREEN BAY ST LT	30	X	30	S1-1	SCHOOL ADVANCE		-	4.69	1	1	1	
115	18+62	GREEN BAY ST RT	24	X	48	S4-51	SCHOOL SPEED LIMIT	15 MPH	8.00	-	1	1	1	
116	20+14	GREEN BAY ST RT	30	X	30	S1-1	SCHOOL ADVANCE		-	4.69	1	1	1	
117	20+84	GREEN BAY ST RT	30	X	30	R1-1	STOP		5.18	-	1	1	1	
118	21+56	GREEN BAY ST LT	30	X	30	R1-1	STOP		5.18	-	1	1	1	
119	22+41	GREEN BAY ST LT	30	X	30	S1-1	SCHOOL ADVANCE		-	4.69	1	1	1	
120	23+70	GREEN BAY ST LT	24	X	48	S4-51	SCHOOL SPEED LIMIT	15 MPH	8.00	-	1	1	1	
121	25+45	GREEN BAY ST LT	30	X	30	S1-1	SCHOOL ADVANCE		-	4.69	1	1	1	
122	28+22	GREEN BAY ST RT	30	X	30	R1-1	STOP		5.18	-	1	1	1	
PROJECT TOTALS =									89.76	28.14	22	22	19	

TRAFFIC CONTROL SUMMARY

CATEGORY	LOCATION	TRAFFIC CONTROL BARRICADES TYPE III	TRAFFIC CONTROL WARNING LIGHTS TYPE A	TRAFFIC CONTROL SIGNS	REMARKS
		643.0420 DAY	643.0705 DAY	643.0900 DAY	
0010	GREEN BAY DETOUR	3,528	4,464	5,760	
0010	SIDEWALK CLOSURES	-	-	720	PEDESTRIAN ACCOMODATIONS
PROJECT TOTALS =		3,528	4,464	6,480	

CRACK DAMAGE SURVEY

CATEGORY	LOCATION	CRACK DAMAGE SURVEY 01. PARCEL 1	CRACK DAMAGE SURVEY 02. PARCEL 2	REMARKS
		999.1500.S.01 LS	999.1500.S.02 LS	
0010	GREEN BAY ST	1	1	
PROJECT TOTALS =		1	1	

3

3

PAVEMENT MARKING SUMMARY

ALL ITEMS ARE ID 5991-07-37 UNLESS NOTED OTHERWISE

CATEGORY	STATION	TO	STATION	LOCATION	MARKING				REMARKS
					MARKING LINE PAINT 4-INCH 646.1005 LF	MARKING ISLAND NOSE EPOXY 646.8220 EACH	YIELD LINE GROOVED EPOXY 36-INCH SPV.0060.01 EACH	MARKING CROSSWALK CONTINENTAL BARS GROOVED EPOXY 24-INCH SPV.0090.01 LF	
0010	BOP	-	EOP	GREEN BAY ST	352	-	-	-	CENTERLINE DASHED - YELLOW MID BLOCK PED CROSSING
0010	20+90	-	22+01	GREEN BAY ST	77	2	8	36	
PROJECT TOTALS =					429	2	8	36	

TEMPORARY PEDESTRIAN SUMMARY

CATEGORY	LOCATION	TEMPORARY		
		PEDESTRIAN SURFACE PLYWOOD 644.1420 SF	TEMPORARY PEDESTRIAN CURB RAMP 644.1601 DAY	TEMPORARY PEDESTRIAN BARRICADE 644.1810 LF
0010	EAST AVE	80	28	20
0010	19TH ST	80	28	20
0010	20TH ST	80	28	20
0010	21ST ST	80	28	20
0010	22ND ST	80	28	20
PROJECT TOTALS		400	140	100

SAWING ASPHALT

CATEGORY	STATION	TO	STATION	LOCATION	690.0150	
					LF	REMARKS
0010	9+68	-	9+68	GREEN BAY ST	32	BOP
0010	10+25	-	10+50	GREEN BAY ST	26	EAST AVE SOUTH
0010	10+45	-	10+68	GREEN BAY ST	23	EAST AVE NORTH
0010	13+90	-	14+22	GREEN BAY ST	32	19TH ST
0010	17+74	-	18+05	GREEN BAY ST	32	20TH ST
0010	20+47	-	20+79	GREEN BAY ST	32	21ST ST SOUTH
0010	21+60	-	21+92	GREEN BAY ST	32	21ST ST NORTH
0010	27+86	-	28+18	GREEN BAY ST	32	22ND ST SOUTH
0010	28+50	-	28+50	GREEN BAY ST	38	EOP
PROJECT TOTAL =					279	

SAWING CONCRETE

CATEGORY	STATION	TO	STATION	LOCATION	690.0250	
					LF	REMARKS
0010	9+68	-	9+68	GREEN BAY ST	5	BOP CG
0010	10+25	-	10+50	GREEN BAY ST	5	EAST AVE SOUTH CG
0010	10+45	-	10+68	GREEN BAY ST	5	EAST AVE NORTH CG
0010	13+90	-	14+22	GREEN BAY ST	5	19TH ST CG
0010	17+74	-	18+05	GREEN BAY ST	5	20TH ST CG
0010	20+47	-	20+79	GREEN BAY ST	5	21ST ST SOUTH CG
0010	21+60	-	21+92	GREEN BAY ST	5	21ST ST NORTH CG
0010	27+86	-	28+18	GREEN BAY ST	5	22ND ST SOUTH CG
0010	28+50	-	28+50	GREEN BAY ST	5	EOP CG
PROJECT TOTAL =					45	

CONSTRUCTION STAKING SUMMARY

CATEGORY	STATION	STATION	LOCATION	CONSTRUCTION		CONSTRUCTION	CONSTRUCTION	REMARKS
				STAKING SUBGRADE 650.4500 LF	CONSTRUCTION STAKING BASE 650.5000 EACH	STAKING	STAKING	
						CURB, GUTTER & GUTTER 650.5500 EACH	SUPPLEMENTAL CONTROL (5991- 07-37) 650.9910 LS	
0010	9+68	-	28+70	PROJECT LIMITS	1,902	1,902	3,672	1
					1902	1902	3672	1

PROJECT NO: 5991-07-37 & 38

HWY: GREEN BAY ST.

COUNTY: LA CROSSE

MISCELLANEOUS QUANTITIES

SHEET:

E

CONCRETE BASE TYPE 1 MODIFIED

CATEGORY	LOCATION	SPV.0060.17 EACH	REMARKS
0010	GREEN BAY St & 21st N INTERSECTION	3	
PROJECT TOTALS =		3	

GRADING, SHAPING, AND FINISHING FOR CURB AND GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0090.02 LF	REMARKS
0010	9+68	-	28+70	GREEN BAY ST - LT & RT	3804	
PROJECT TOTAL =					3,804	

3

SANITARY SEWER SUMMARY																
CONNECTING TO CONSTRUCTION																
(D) (D)																
REMOVING SANITARY MANHOLES SPV.0060.10																
SANITARY MANHOLE 4-FT DIAMETER SPV.0060.11																
SANITARY MANHOLE COVERS SPV.0060.12																
EXISTING SANITARY SEWER SPV.0060.14																
STAKING SANITARY MANHOLE SPV.0060.15																
CONCRETE MANHOLE COLLARS SPV.0060.09																
COVER PLATES TEMPORARY 611.8120.S																
INSERTION RIM ELEVATION																
(B) SUMP ELEVATION																
(C) DEPTH																
REMARKS																
38	0010	SAN 1	10+37	0.8' RT	1	1	1	1	1	1	1	1	669.38	656.45	11.80	
38	0010	SAN 2	14+05	0.7' RT	1	1	1	2	1	1	1	1	670.59	657.43	12.04	
38	0010	SAN 3	16+52	0.5' RT	1	1	1	2	1	1	1	1	671.32	658.34	11.86	
38	0010	-	17+89	0.5' RT	1	-	-	-	-	-	-	-	-	-	-	
38	0010	SAN 4	20+63	0.2' RT	1	1	1	1	1	1	1	1	668.45	651.75	15.58	OUTSIDE DROP REQ'D
38	0010	-	21+76	0.2' RT	1	-	-	-	-	-	-	-	-	-	-	
38	0010	-	23+76	0.6' LT	1	-	-	-	-	-	-	-	-	-	-	
38	0010	SAN 5	23+85	0.2' LT	1	1	1	-	1	1	1	1	664.33	650.72	12.49	
38	0010	-	27+19	0.3' LT	1	-	-	-	-	-	-	-	-	-	-	
38	0010	SAN 6	27+92	0.7' LT	1	1	1	1	1	1	1	1	662.57	649.36	12.09	
					10	6	6	7	6	6	6	6				

REMARKS
(A) STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE
(B) THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE
(C) DEPTH = RIM ELEV - TOP OF STRUCTURE BASE ELEV - COVER HEIGHT - 6 -INCH ADJUSTMENT RING HEIGHT
(D) CONTRACT ITEM SHOWN ELSEWHERE IN PLANS

SANITARY SEWER PIPE SUMMARY

						SANITARY SEWER						
						REMOVING SANITARY SEWER	SANITARY SEWER MAIN	SANITARY SEWER MAIN	SANITARY SEWER LATERAL	PVC		
						SPV.0090.08	SPV.0090.05	SPV.0090.06	SPV.0090.07	INLET	DISCHARGE	SLOPE
						LF	LF	LF	LF	ELEVATION	ELEVATION	FT/FT
38	0010	16+19	-	23+52	GREEN BAY ST	-	-	-	155	VARIES	VARIES	-
38	0010	SAN 3	-	SAN 4	GREEN BAY ST	411	-	411	-	659.40	658.34	0.0026
38	0010	SAN 4	-	SAN 5	GREEN BAY ST	323	323	-	-	651.75	650.72	0.0032
38	0010	SAN 5	-	SAN 6	GREEN BAY ST	407	407	-	-	650.72	649.36	0.0033
38	0010	SAN 6	-	STUBOUT	GREEN BAY ST	54	54	-	-	649.36	649.21	0.0028
PROJECT TOTAL =						1,195	784	411	155			

NOTE: ASSUME 10' TRENCH WIDTH FOR SANITARY MAIN REPLACEMENT

3

3

INSULATION BOARD POLYSTYRENE, 4-INCH

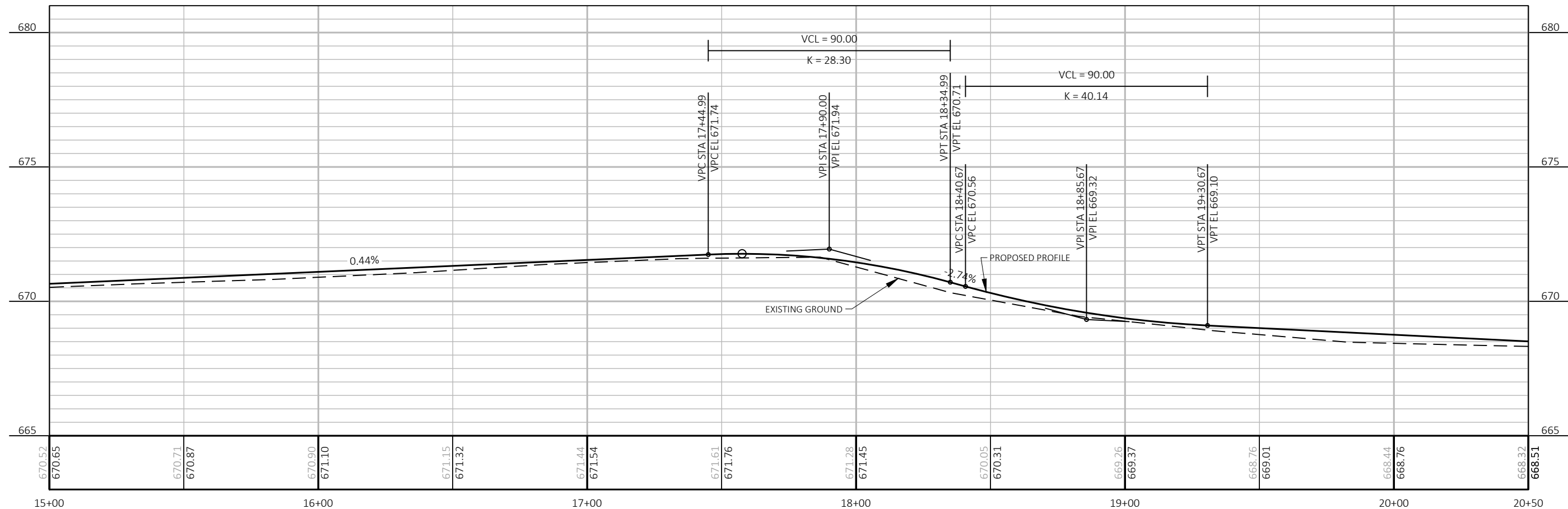
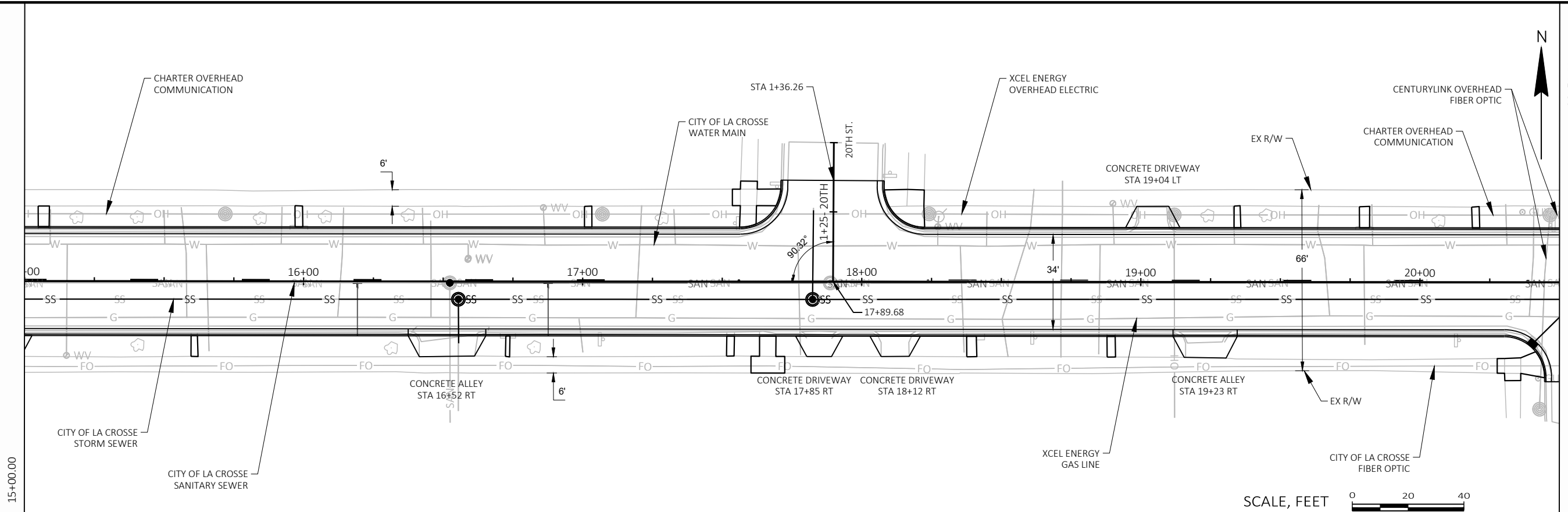
612.0902.S					
ID	CAT	STATION	SY	REMARKS	# OF BOARDS
38	0020	10+40	2	SS/WATER	1
38	0020	10+51	2	SAN/WATER	1
38	0020	10+53	2	SS/WATER	1
38	0020	10+62	2	SS/WATER	1
38	0020	10+68	2	SS/WATER	1
38	0020	13+98	4	SS/WATER	2
38	0020	14+27	4	SS/WATER	2
38	0020	17+83	4	SS/WATER	2
38	0020	20+77	6	SS/SAN/WATER	3
38	0020	21+62	2	SS/WATER	1
38	0020	24+35	4	SS/WATER	2
38	0020	28+05	4	SS/WATER	2
PROJECT TOTAL=			38		

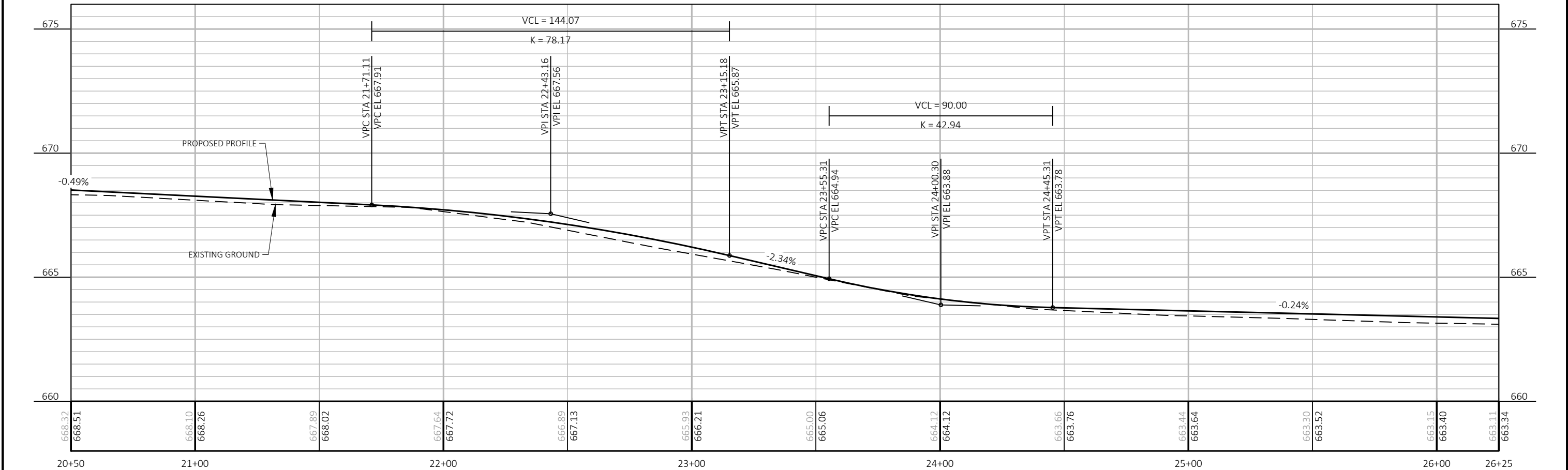
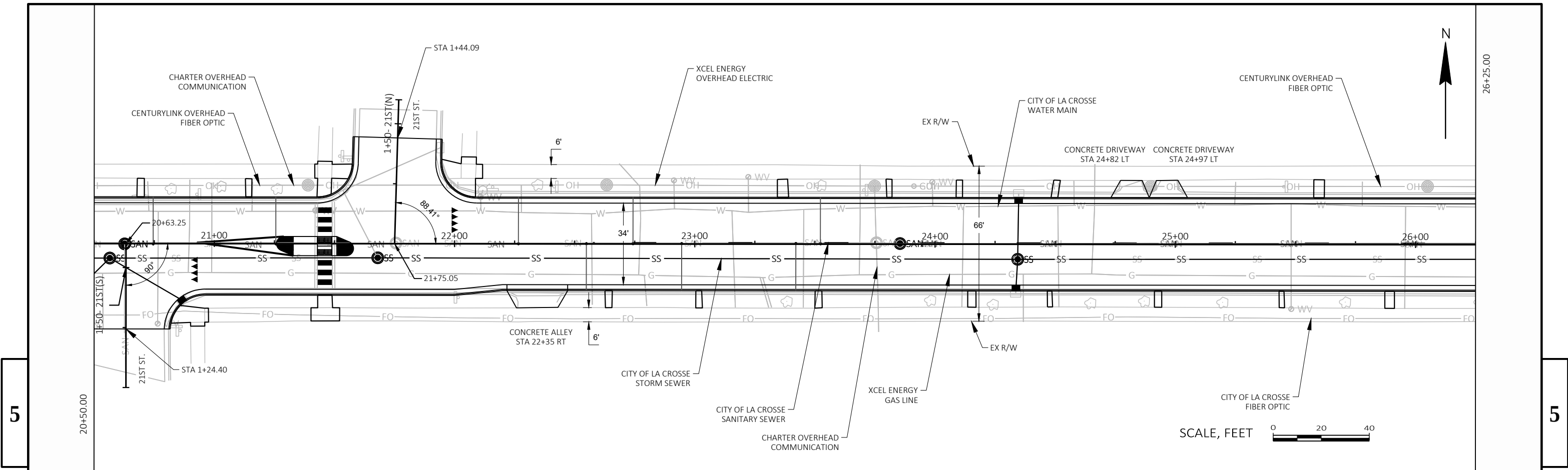
HYDRANT SUMMARY

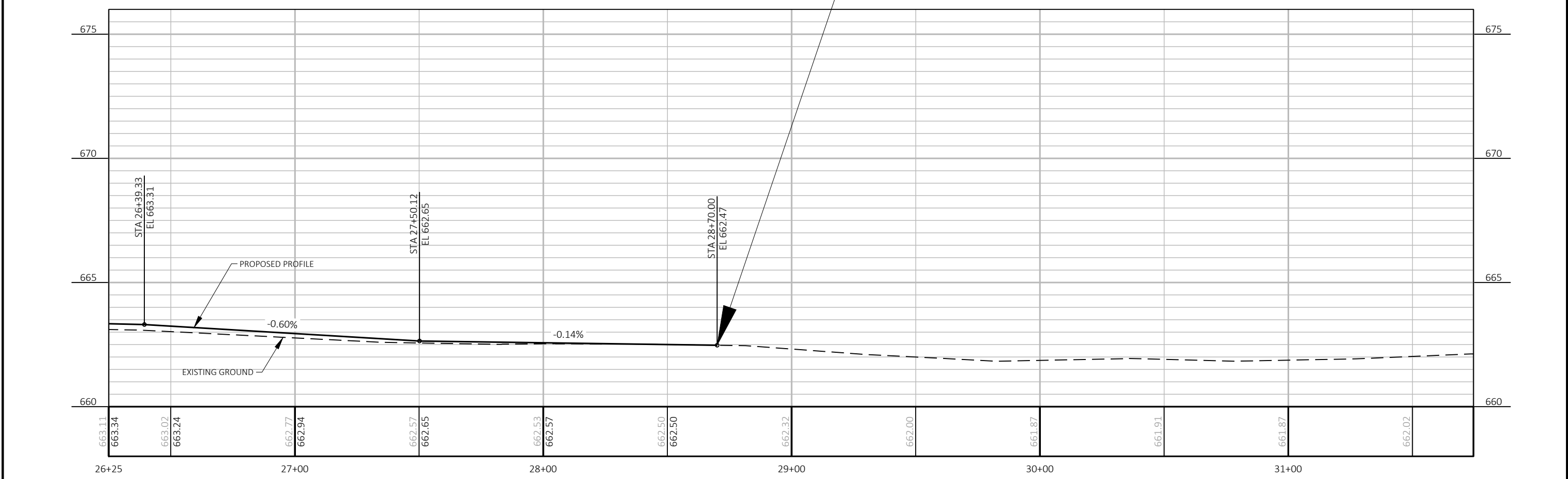
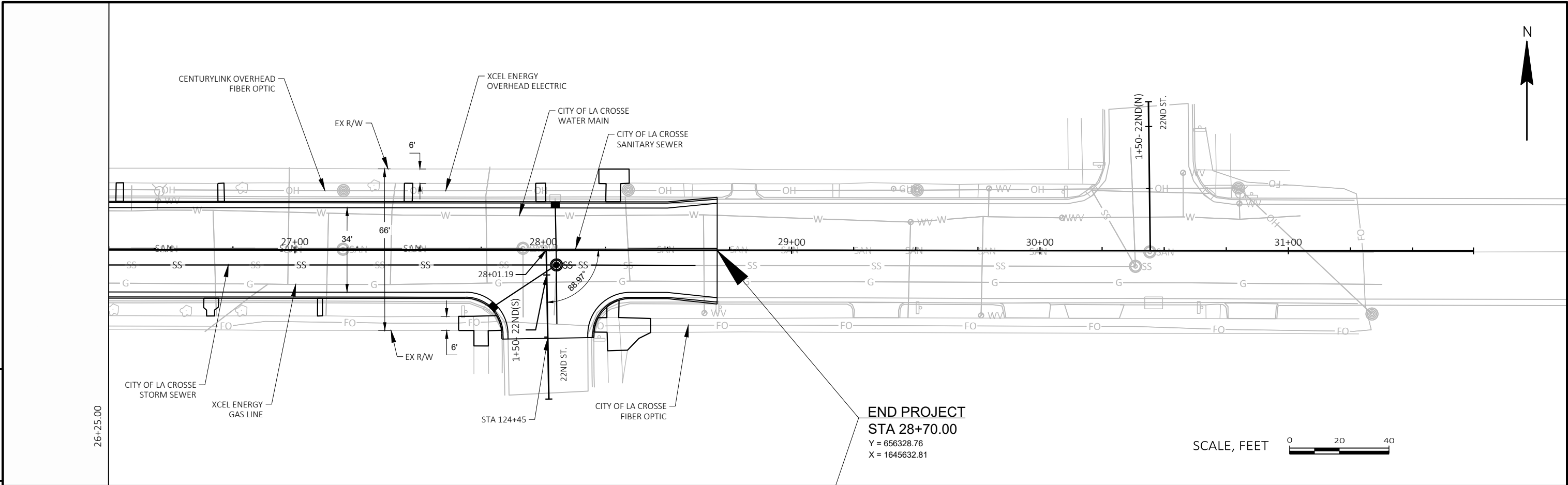
				REMOVE HYDRANT SPV.0060.16	NEW HYDRANT SPV.0060.18	HYDRANT TEES, 8- INCH X 6-INCH SPV.0060.19	REMARKS
ID	CATEGORY	STATION	LOCATION	EACH	EACH	EACH	
38	0020	10+78	GREEN BAY ST LT	1	-	-	SHORT LEAD
38	0020	10+21	GREEN BAY ST LT	-	1	1	
PROJECT TOTALS =				1	1	1	

WATER MAIN SUMMARY

						ADJUSTING WATER VALVES SPV.0060.13	CURB STOP AND BOX, 3/4-INCH SPV.0060.20	WATER VALVE SPV.0060.21	REMOVE VALVE SPV.0060.22	WATER MAIN, 12- INCH SPV.0090.09	WATER MAIN, 8- INCH SPV.0090.10	WATER SERVICE COPPER, 3/4-INCH SPV.0090.11	REMARKS
ID	CATEGORY	STATION	TO	STATION	LOCATION	EACH	EACH	EACH	EACH	LF	LF	LF	
38	0020	9+68	-	14+00	GREEN BAY ST	3	-	-	-	-	-	-	WATER SERVICE LATERALS
38	0020	14+00	-	18+00	GREEN BAY ST	3	-	-	-	-	-	-	
38	0020	18+00	-	21+75	GREEN BAY ST	1	-	-	-	-	-	-	
38	0020	10+50	-	28+29	GREEN BAY ST	-	-	-	-	1,783	-	-	
38	0020	BOP	-	EOP	GREEN BAY ST	-	55	-	-	-	-	1,352	
38	0020	10+50	-	10+50	GREEN BAY ST	-	-	2	1	-	4	-	
38	0020	28+29	-	28+29	GREEN BAY ST	-	-	1	-	-	4	-	
PROJECT TOTALS =						7	55	3	1	1,783	8	1,352	



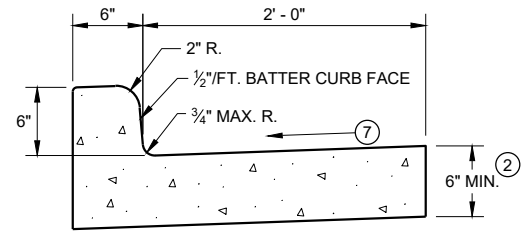




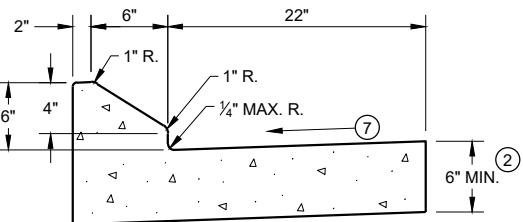
PROJECT NO: 5991-07-37 & 38	HWY: GREEN BAY STREET	COUNTY: LA CROSSE	PLAN AND PROFILE: GREEN BAY STREET	SHEET	E
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Standard Detail Drawing List

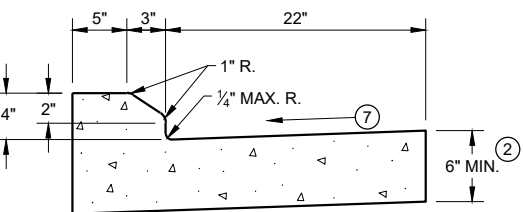
08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D18-02	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08D20-01	DRIVEWAYS WITH CURB & GUTTER RETURNS
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15D30-06A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-06B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-06C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS



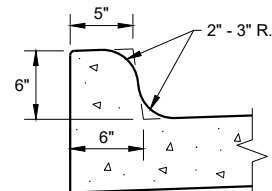
TYPES A^① & D



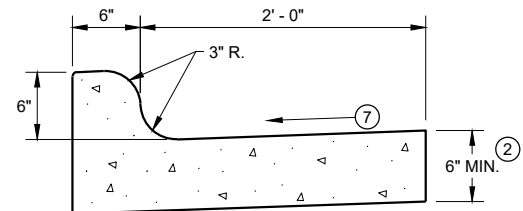
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

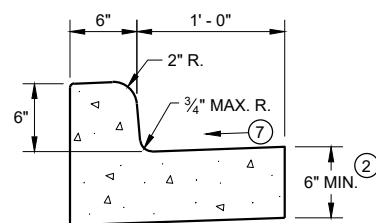


TYPES K^① & L
(OPTIONAL CURB SHAPE)



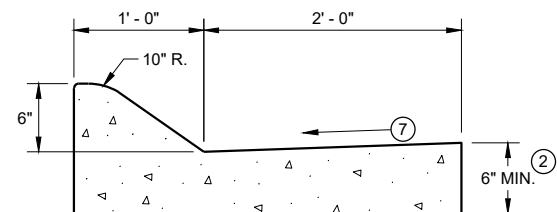
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

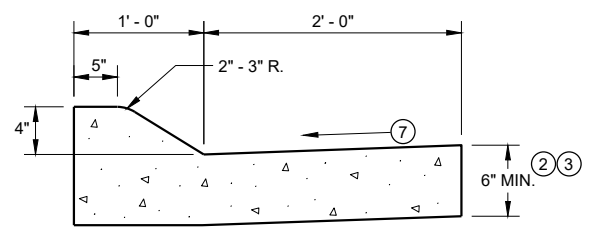


TYPES A^① & D

CONCRETE CURB AND GUTTER 18"

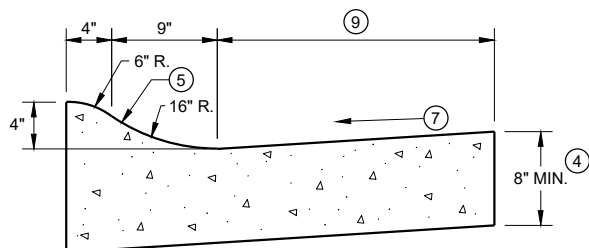


6" SLOPED CURB TYPES A^① & D



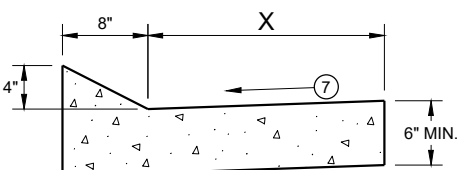
4" SLOPED CURB TYPES A^① & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R^① & T

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

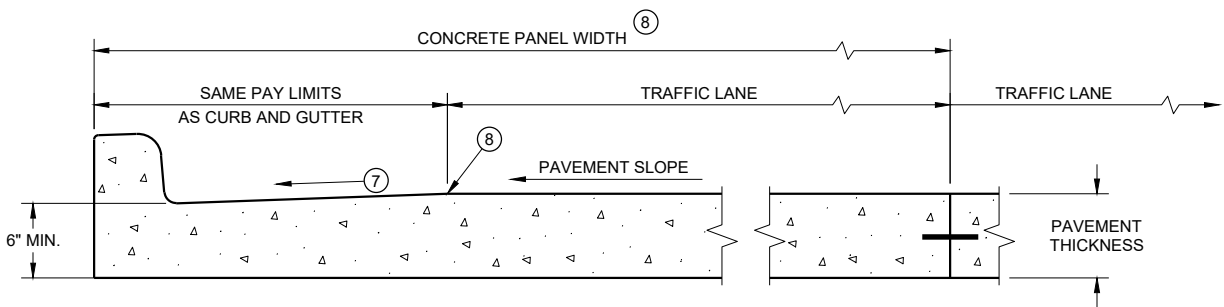


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

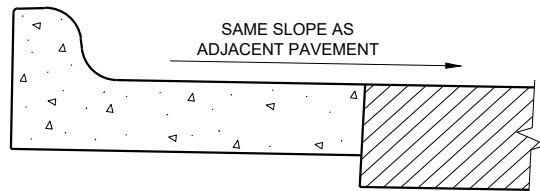
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT *
WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

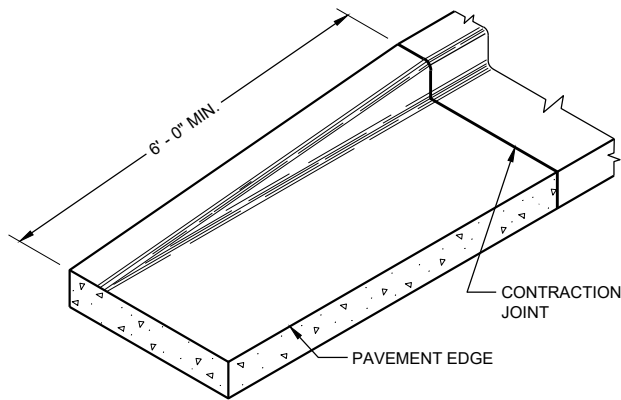
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

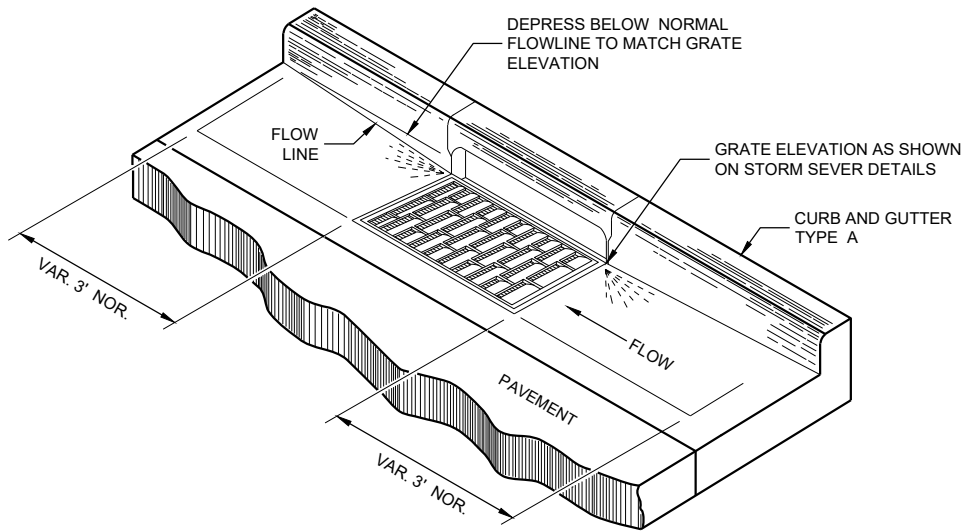
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.
- ④ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ⑤ UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.
- ⑥ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.
- ⑦ USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.
- ⑧ INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.
- ⑨ CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

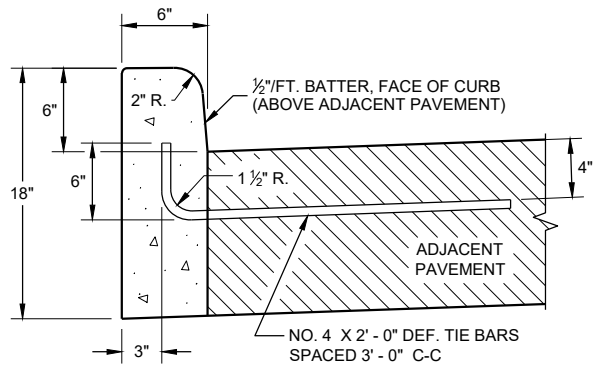
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



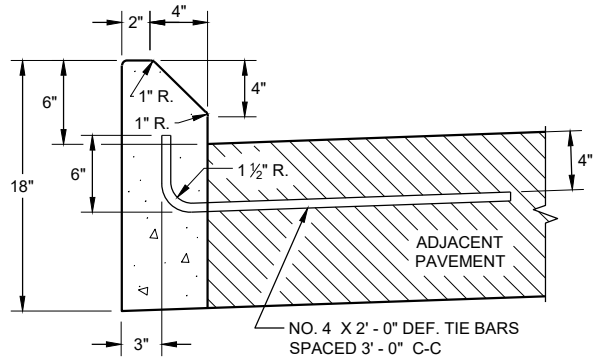
END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS
(TYPICAL H INLET COVER SHOWN)

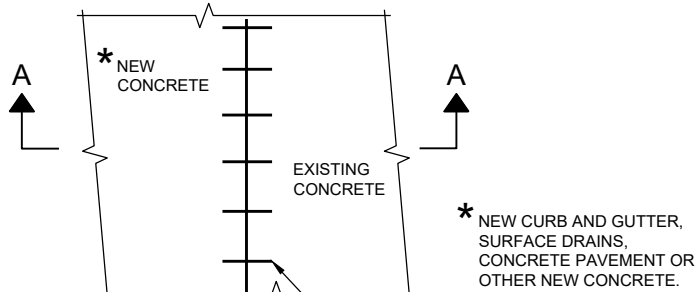


TYPES A^① & D

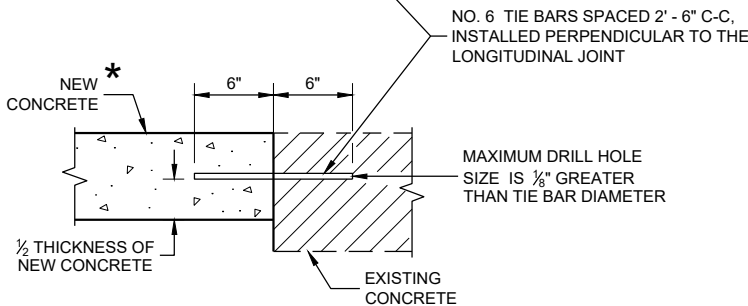


TYPES G^① & J

CONCRETE CURB



PLAN VIEW



SECTION A - A

TIE BARS DRILLED
INTO EXISTING PAVEMENT

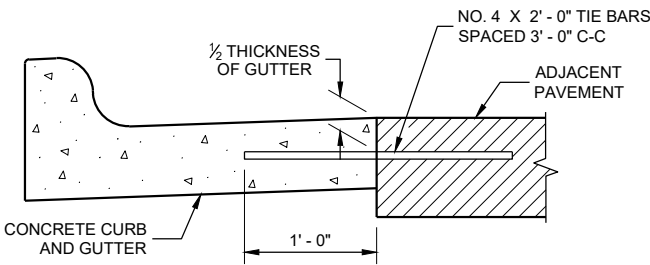
GENERAL NOTES

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

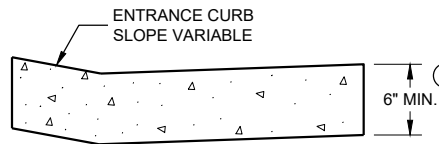
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ⑨ REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION^①



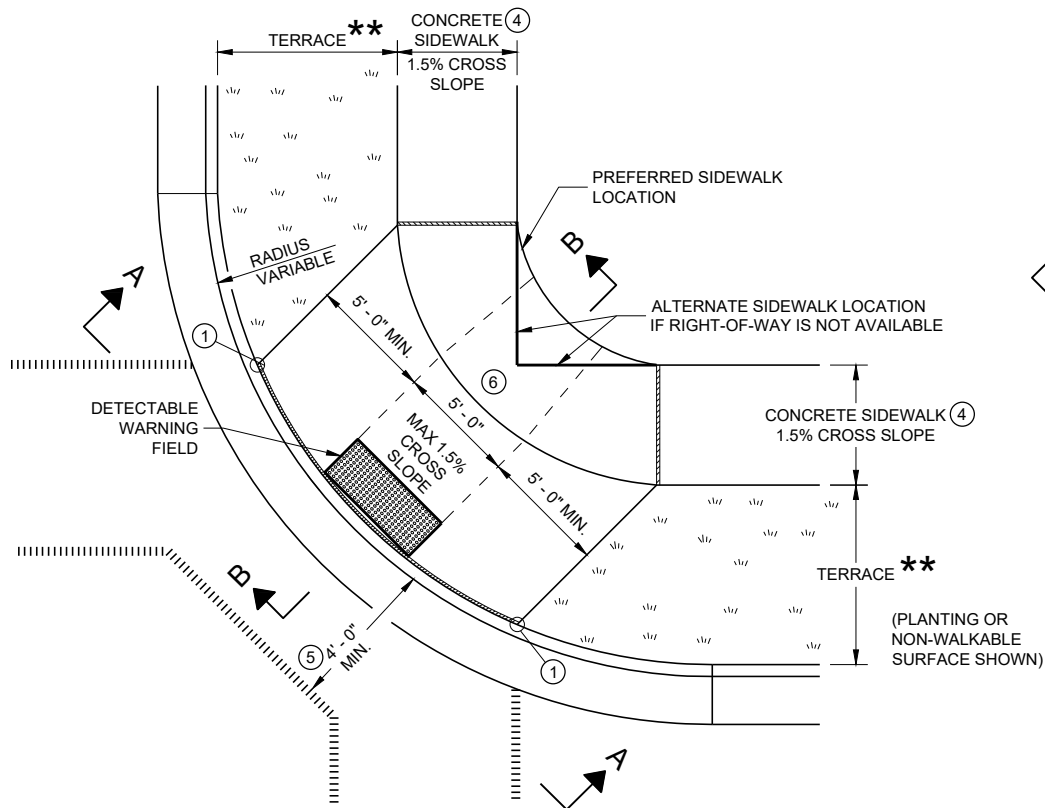
DRIVEWAY ENTRANCE CURB^⑨
(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES
AND CURB AND GUTTER
APPLICATIONS

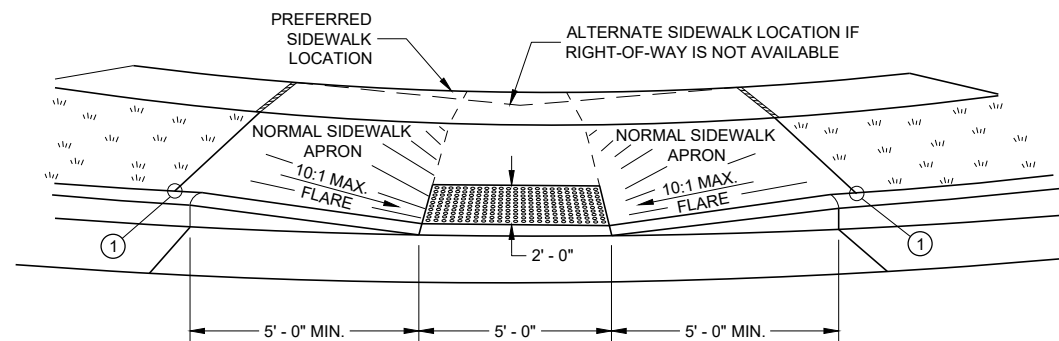
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE /S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
ENGINEER

FHWA

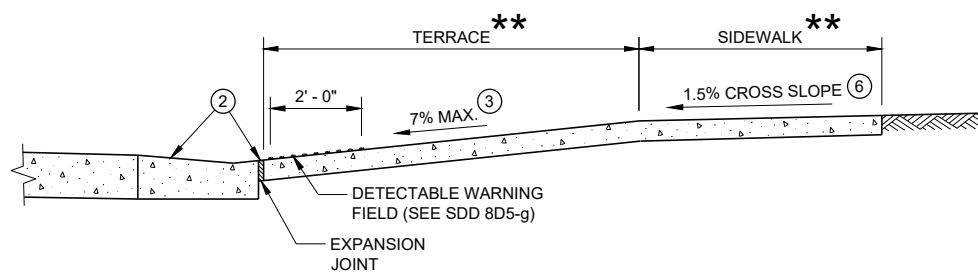


PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)

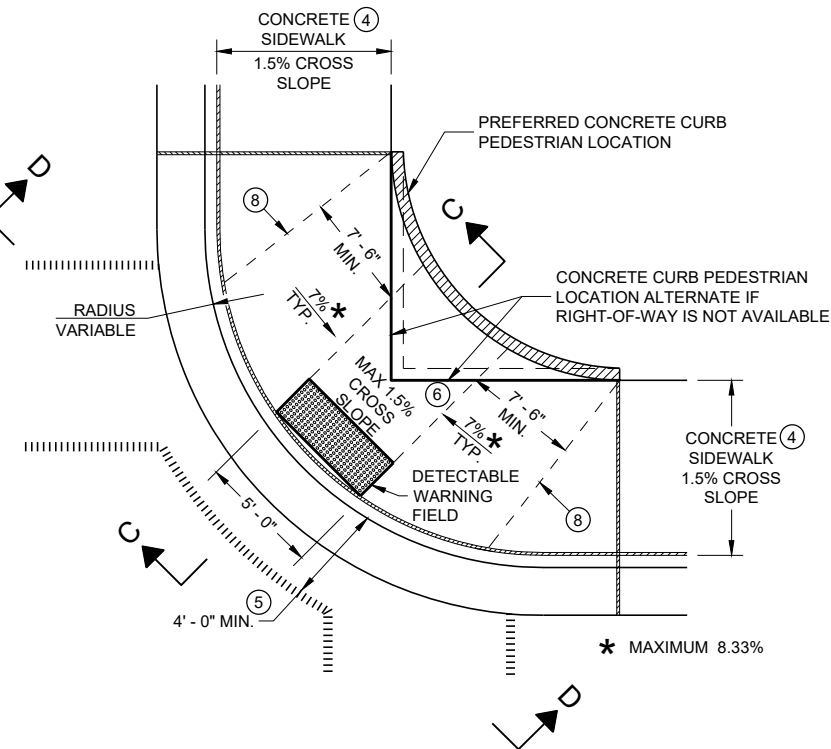


VIEW A - A FOR TYPE 1

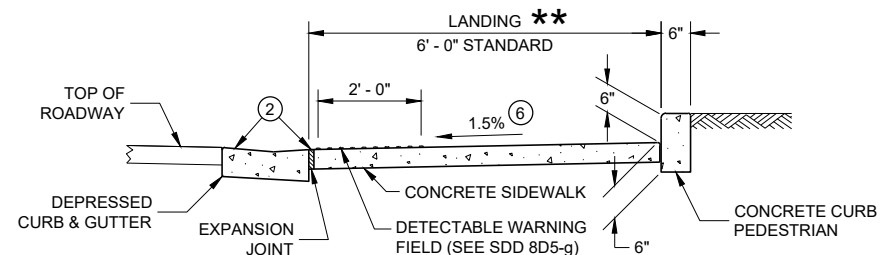
** WIDTH SHOWN ELSEWHERE
IN THE PLANS



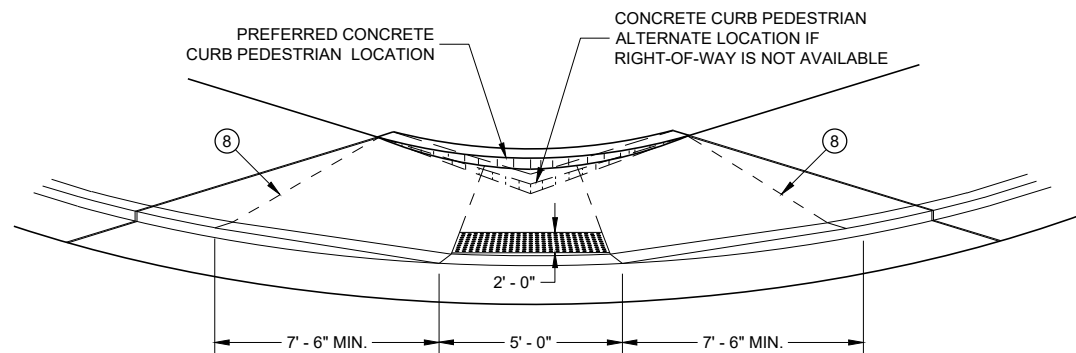
SECTION B - B FOR TYPE 1



PLAN VIEW
CURB RAMP TYPE 1 - A
(NO TERRACE)



SECTION C - C FOR TYPE 1 - A



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF 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 CURB 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 LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD"

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

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

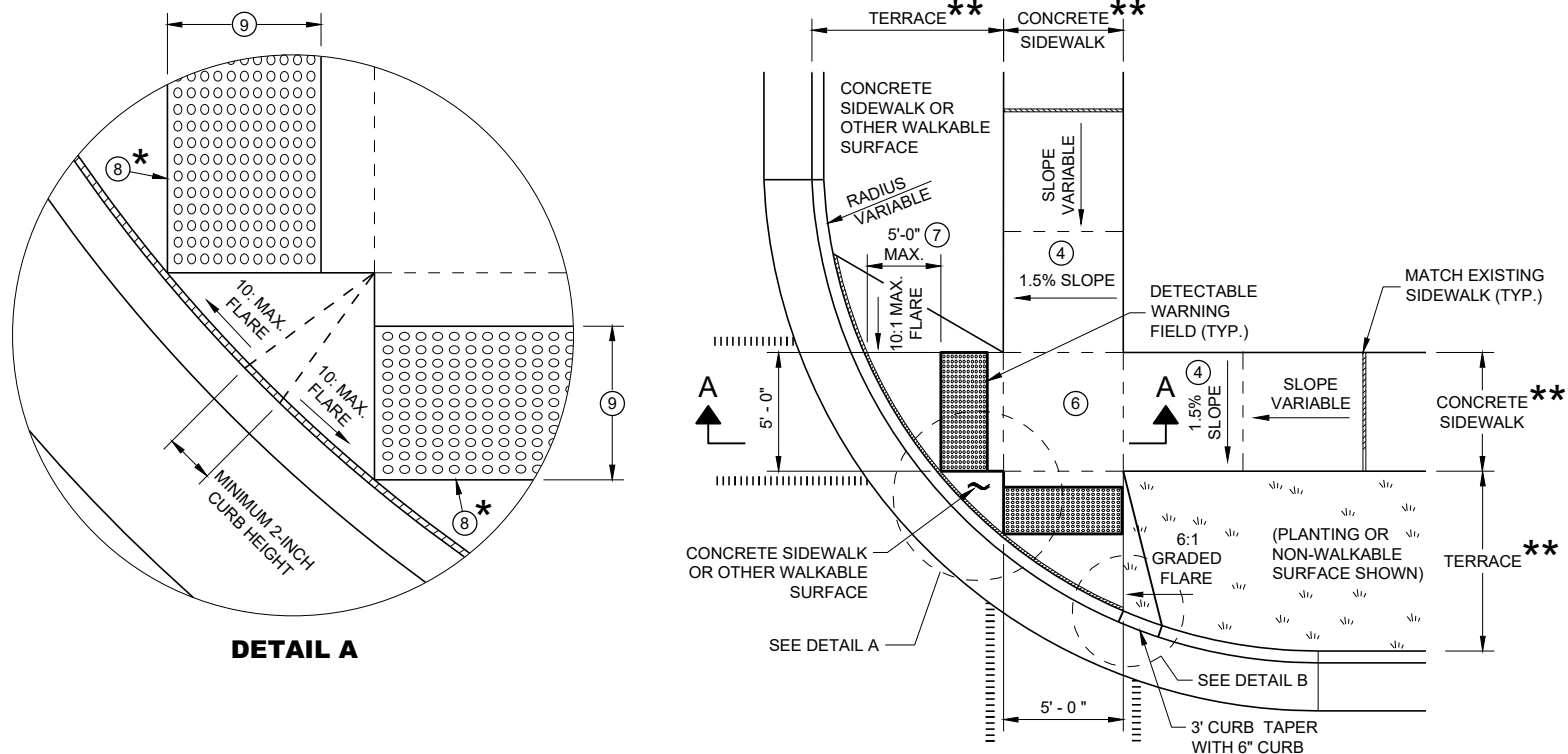
- 1 THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
- 2 GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. 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 MAXIMUM 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 LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- 8 PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

LEGEND

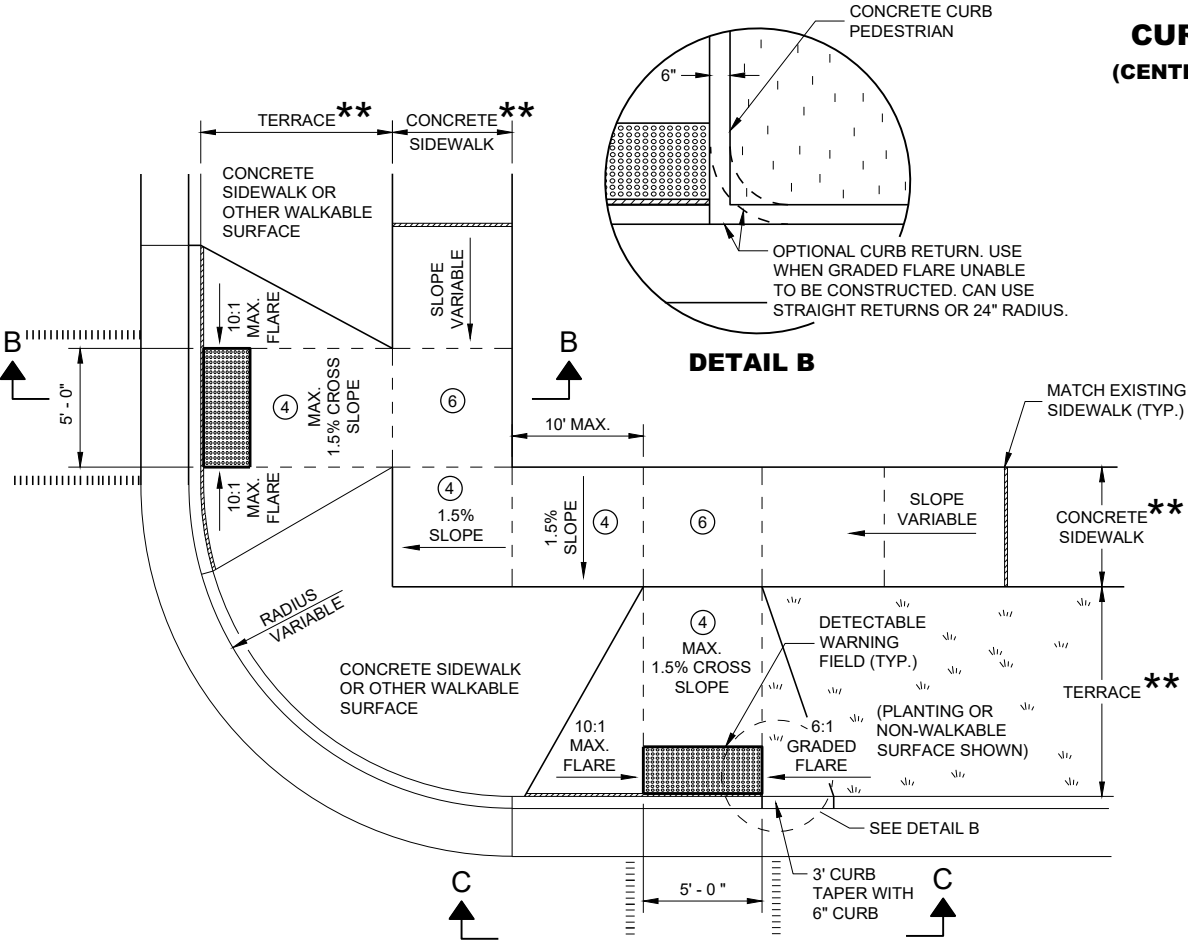
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



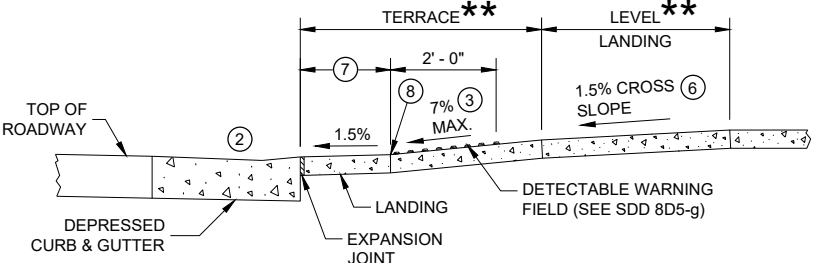
PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)



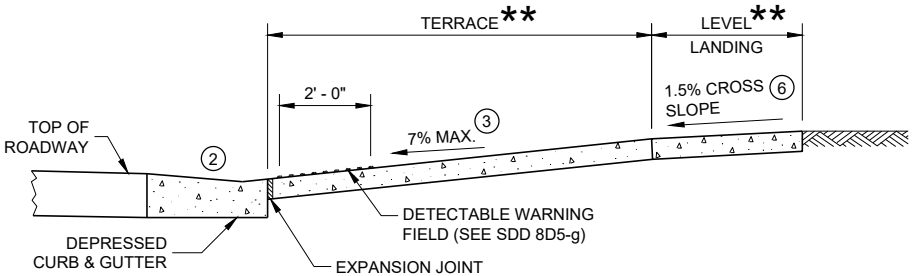
PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)

GENERAL NOTES

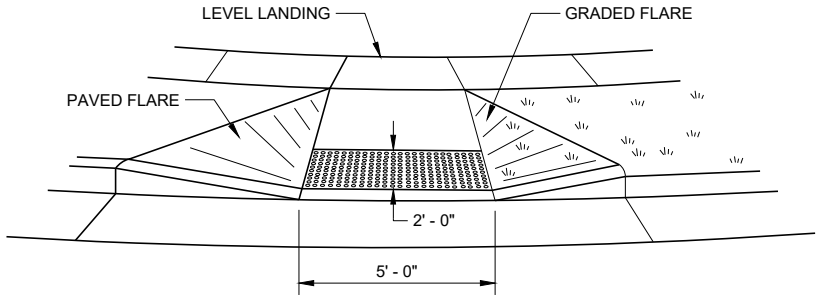
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE 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 1/2 - 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 AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) 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 LEVEL LANDING SIZE IS 5 FEET X 5 FEET.
 - ⑦ WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
 - ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
 - ⑨ WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% 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.



SECTION A - A FOR TYPE 2



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

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

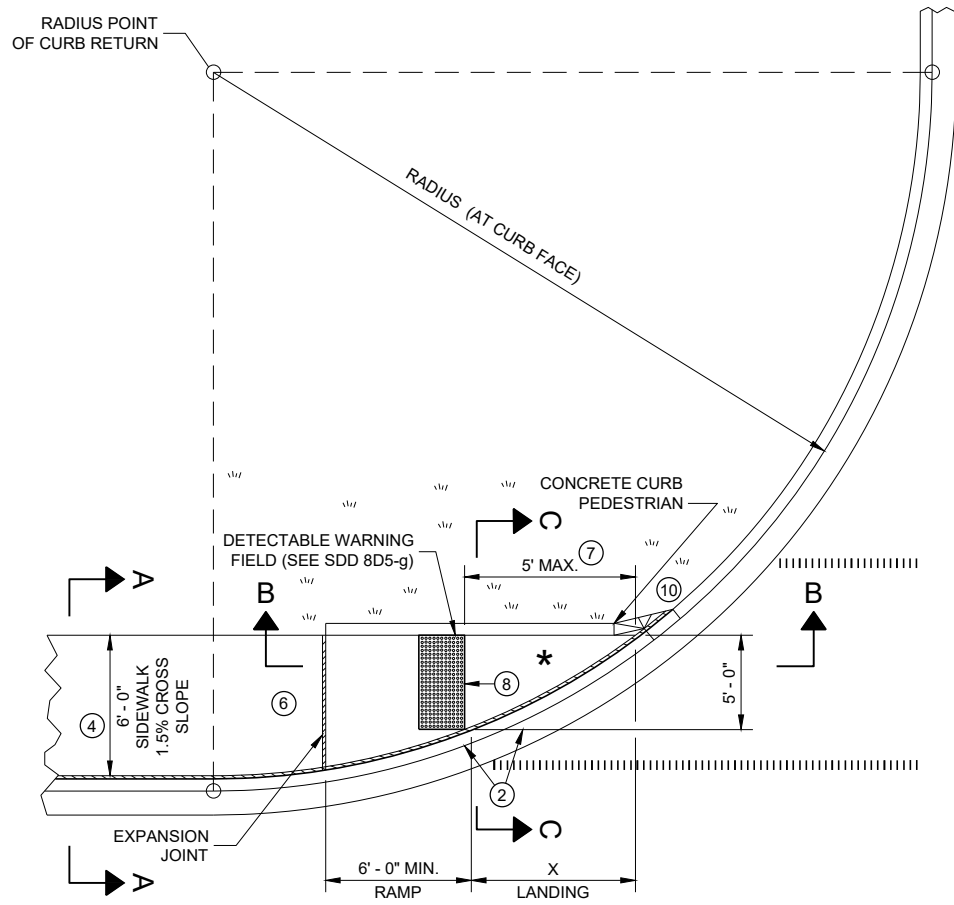
** WIDTH SHOWN ELSEWHERE
IN THE PLANS

LEGEND

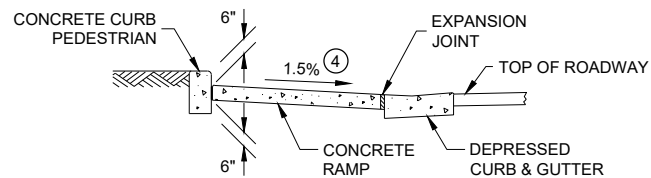
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

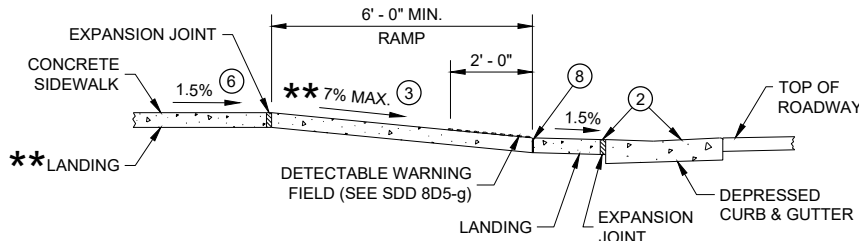


PLAN VIEW
CURB RAMP TYPE 4A



SECTION C - C FOR TYPE 4A

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

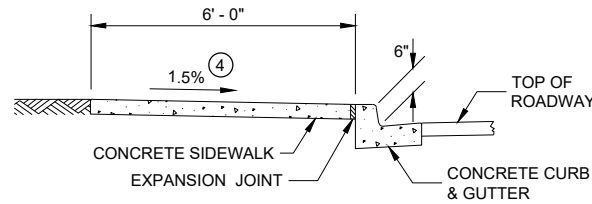


** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

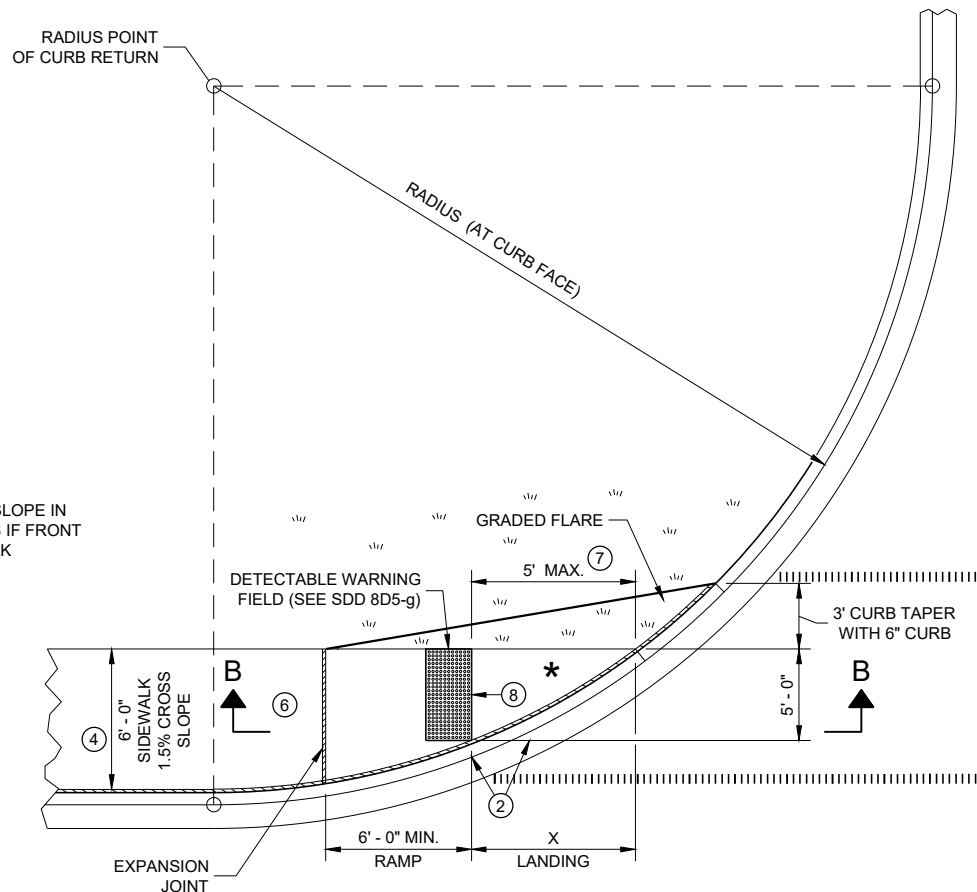
SECTION B - B FOR
TYPE 4A AND TYPE 4A1

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A



PLAN VIEW
CURB RAMP TYPE 4A1

GENERAL NOTES

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

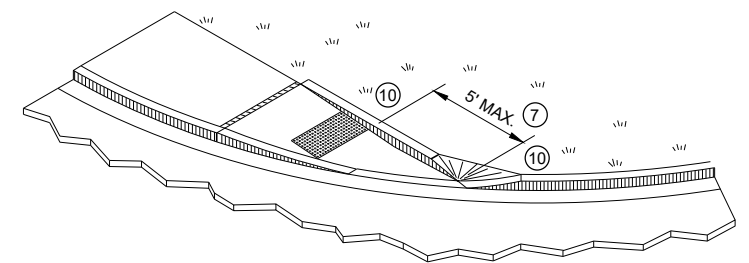
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

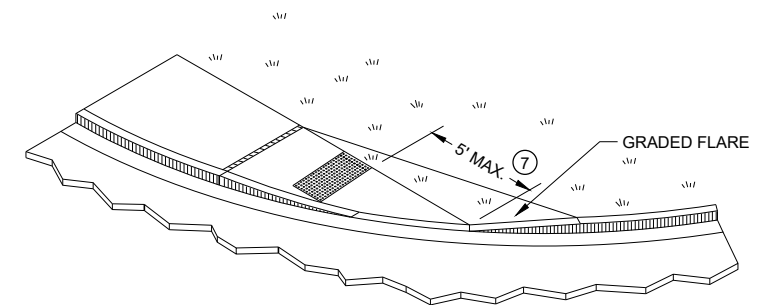
- GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE 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.
- AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

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



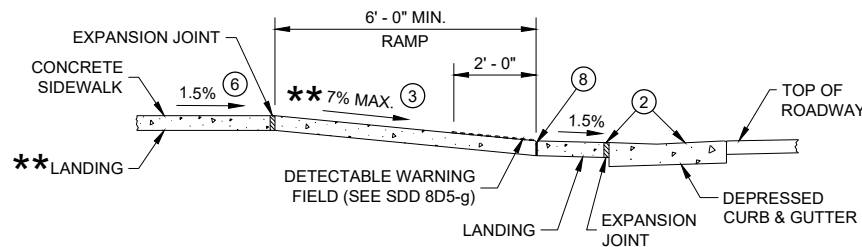
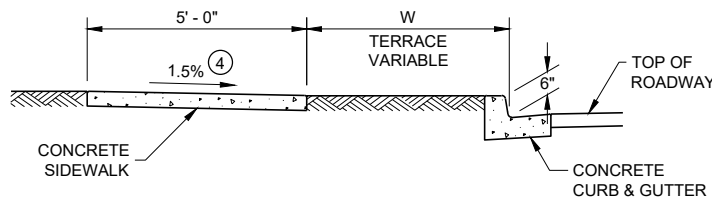
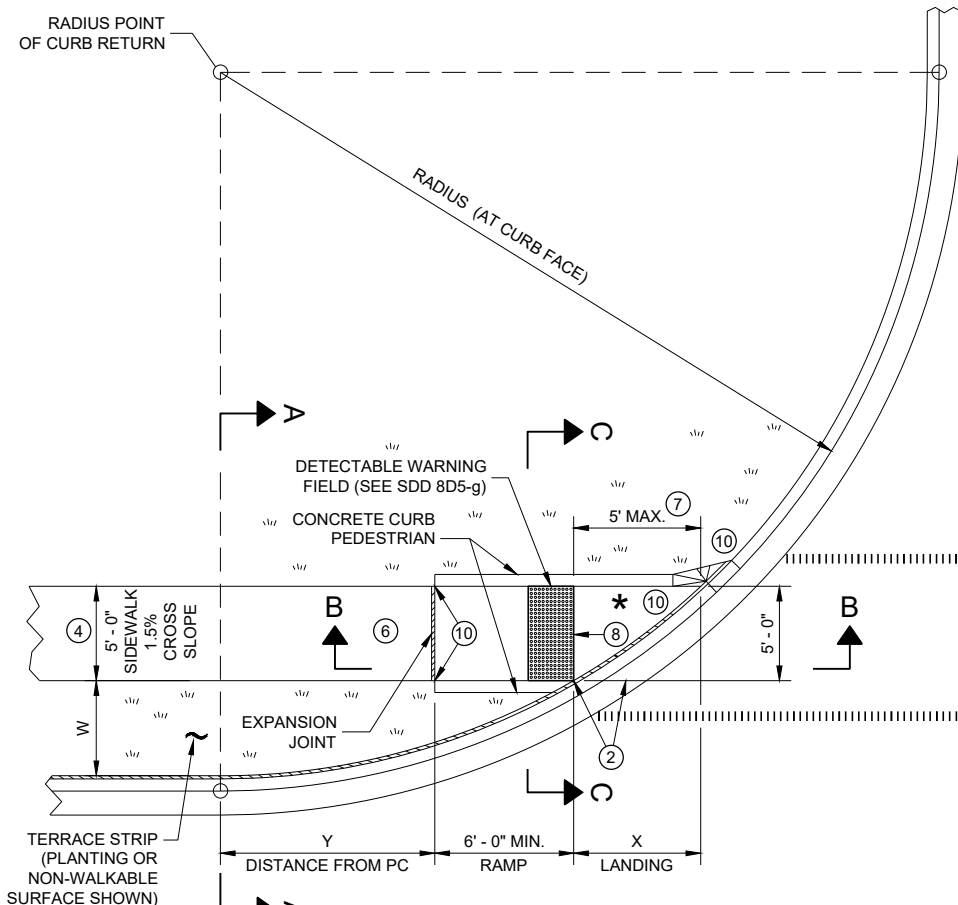
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

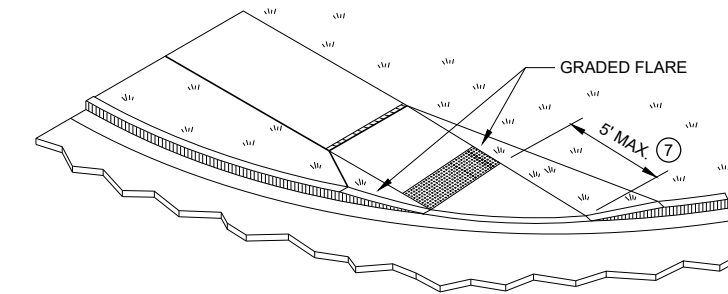
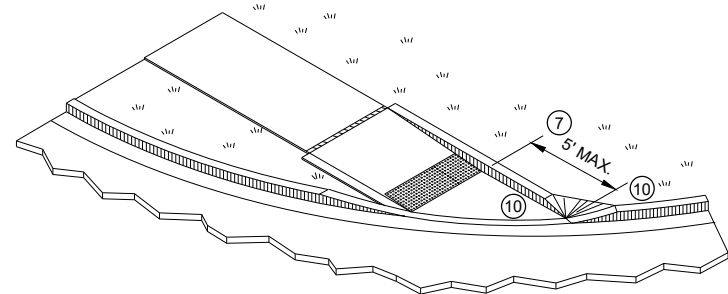
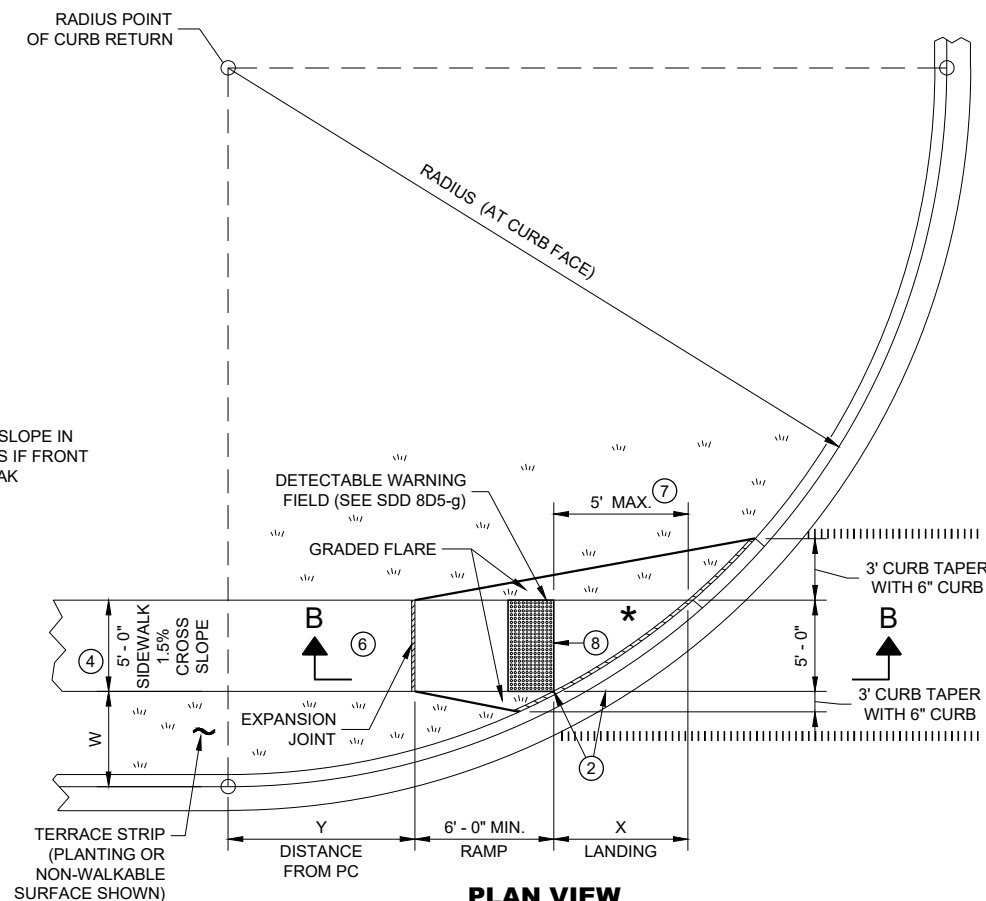
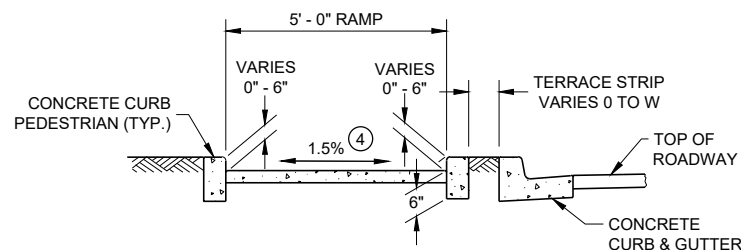


** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

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 3/4"	3' - 0 1/4"						
15 FEET	4' - 6 3/4"	2' - 1 3/4"	3' - 9"	3' - 5 3/4"	3' - 1 1/4"	4' - 6"	2' - 6 3/4"	5' - 4 1/2"	2' - 1"	6' - 1"	1' - 8"	6' - 8 1/2"	1' - 3 1/4"	7' - 2 1/2"	0' - 10 3/4"	7' - 7 1/4"
20 FEET	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 1/2"	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



LEGEND

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

GENERAL NOTES

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

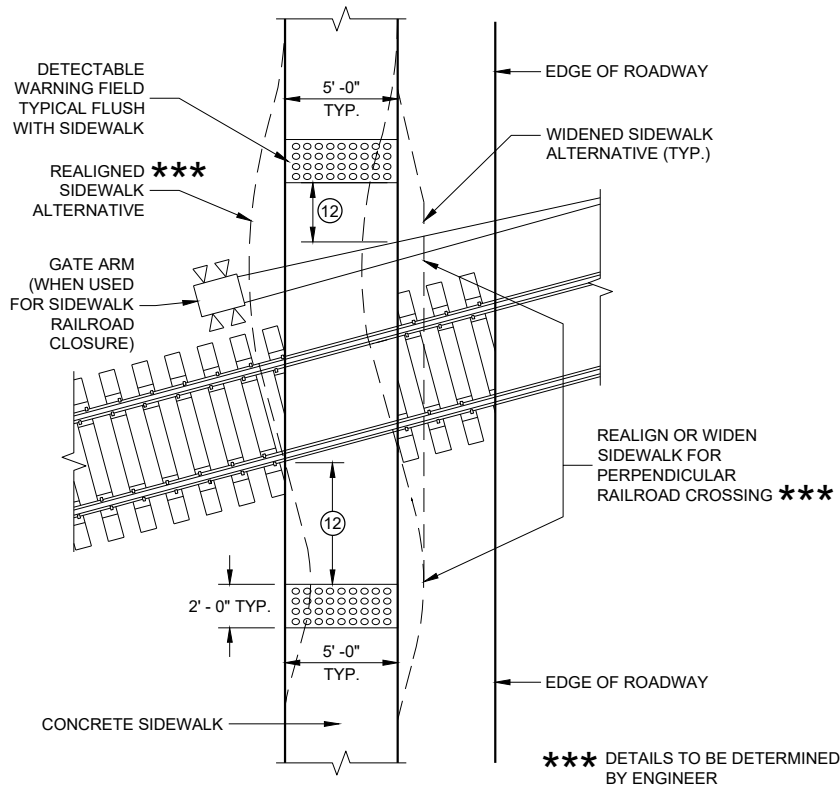
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DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

- 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.
- AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

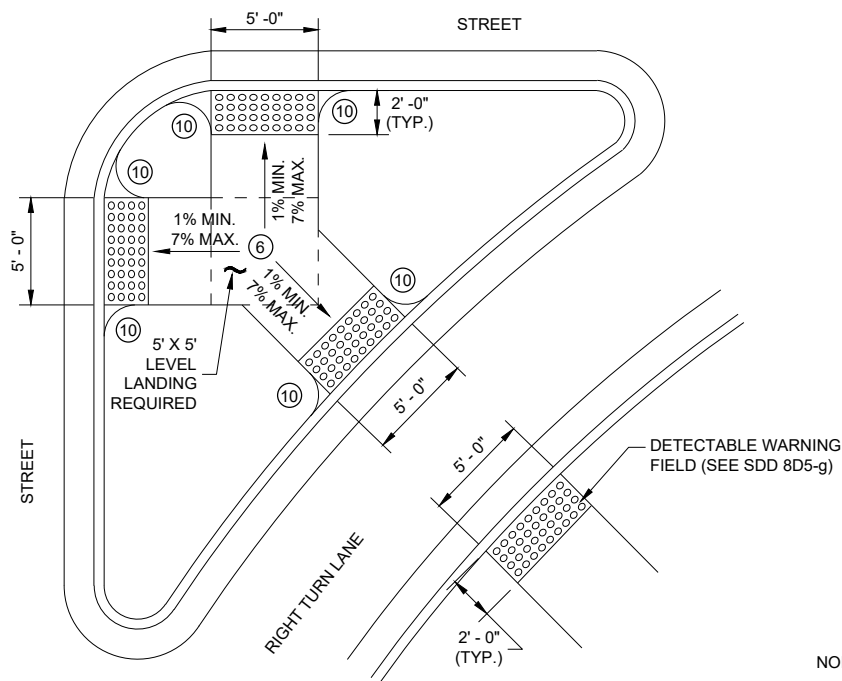
CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CURB RAMP TYPE 8

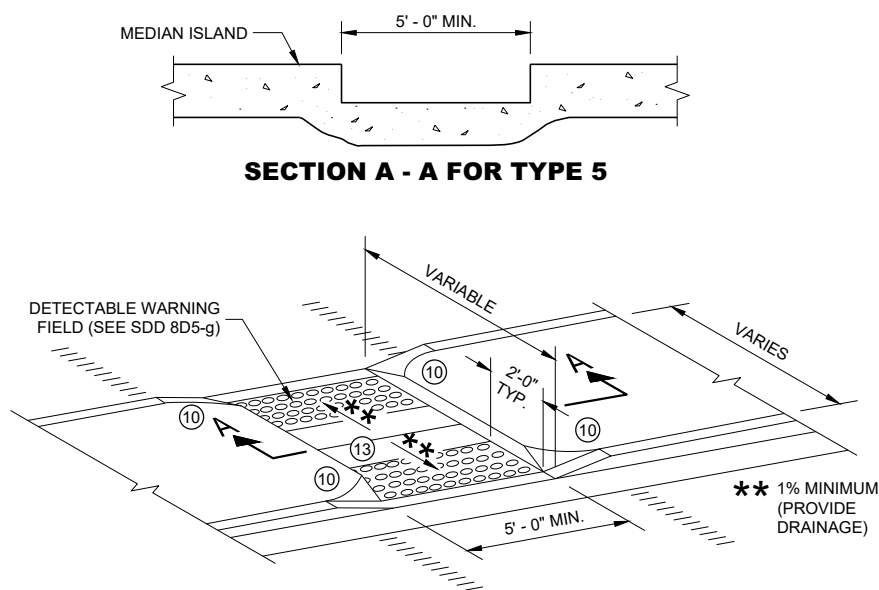
DETECTABLE WARNINGS AT RAILROAD CROSSING



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

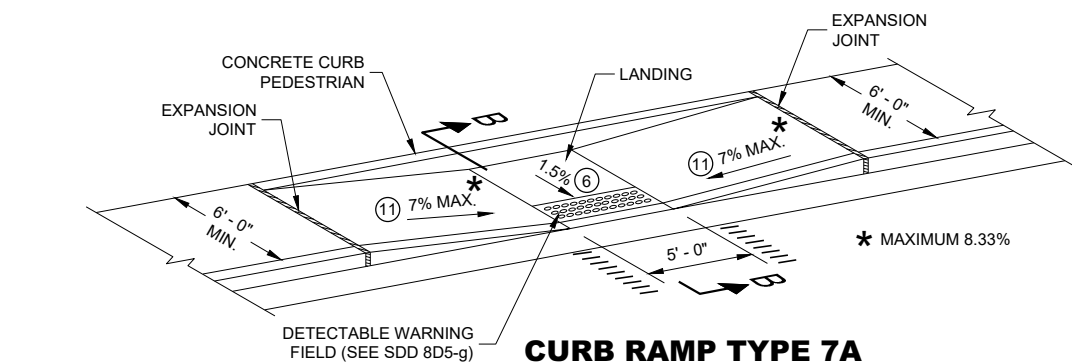
REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



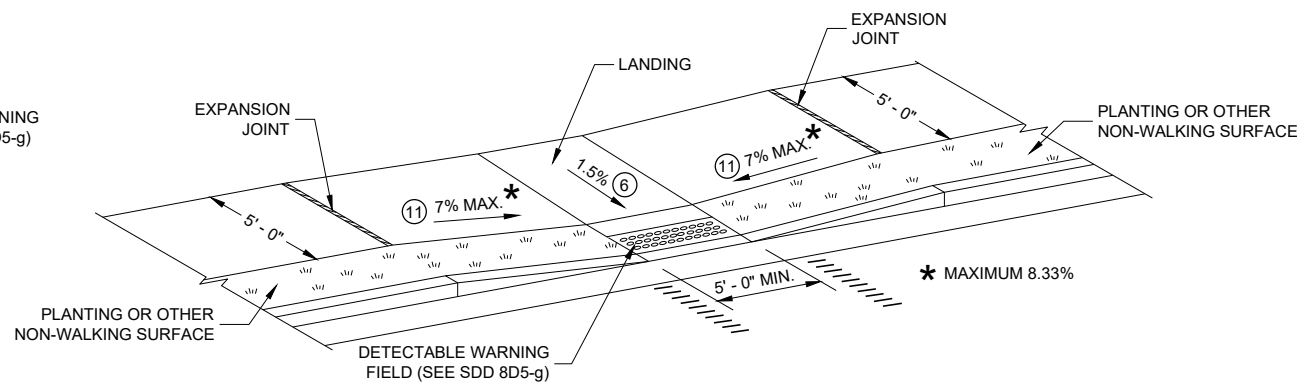
SECTION A - A FOR TYPE 5

CURB RAMP TYPE 5

**MEDIAN ISLAND
NON-ELEVATED PEDESTRIAN CROSSING**



**CURB RAMP TYPE 7A
MID BLOCK CROSSING**



**CURB RAMP TYPE 7B
MID BLOCK CROSSING**

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

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.

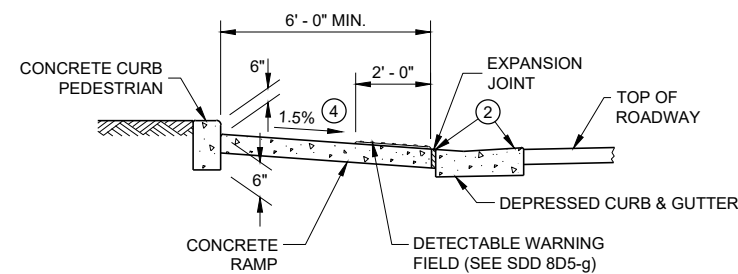
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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) AN 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 LEVEL LANDING SIZE IS 5 FEET BY 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 STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

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



SECTION B - B FOR TYPE 7A

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

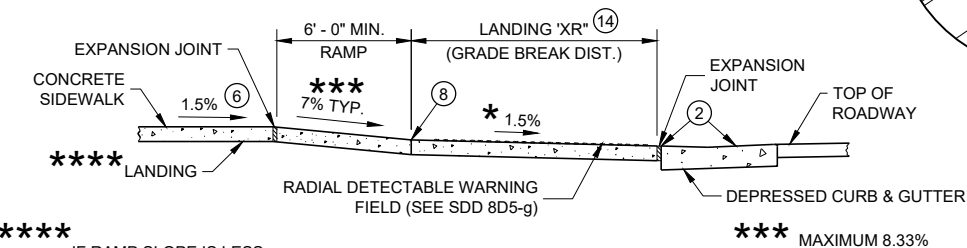
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

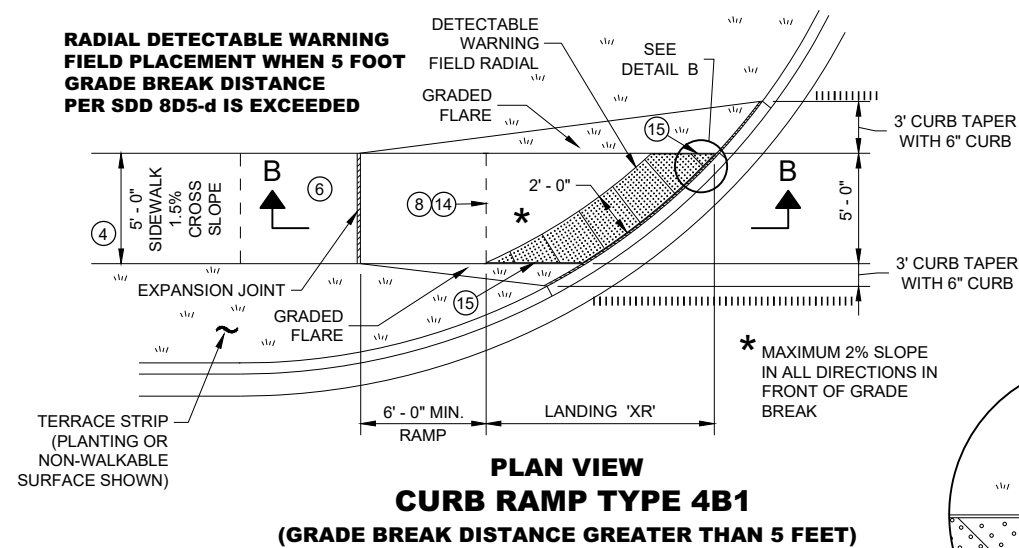
The diagram illustrates the placement of a detectable warning field on a ramp and landing. Key features include:

- EXPANSION JOINT**: Located at the start of the ramp.
- DETECTABLE WARNING FIELD RADIAL**: A curved field of detectable warning material.
- GRADED FLARE**: The transition area between the ramp and the landing.
- SEE DETAIL A**: Points to the top of the ramp.
- MIN. 2'-0" DWF (16) COVERAGE**: Minimum detectable warning field coverage on the landing.
- LANDING 'XR'**: The landing area.
- MIN. 6'-0" RAMP**: Minimum ramp length.
- 3' CURB WITH 6" MIN. SLOPE**: The curb on the landing.
- 5'-0" (17)**: Distance from the curb to the start of the detectable warning field.
- 2'-0"**: Distance from the expansion joint to the start of the detectable warning field.
- 6'-0" SIDEWALK 1.5% CROSS SLOPE**: The sidewalk area.
- 8 (14)** and **16**: Callouts for specific detectable warning field details.
- A**: Arrow pointing to the top of the ramp.
- ***: Maximum 2% slope in all directions in front of grade break.

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

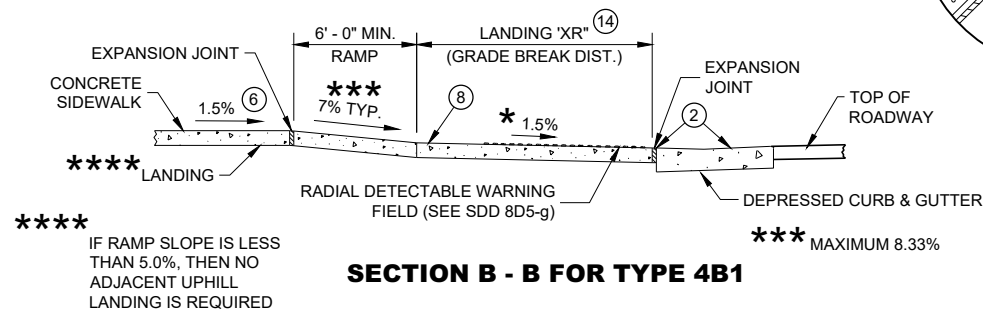


SECTION A - A FOR TYPE 4A1



NON-WALKABLE
SURFACE SHOWN)

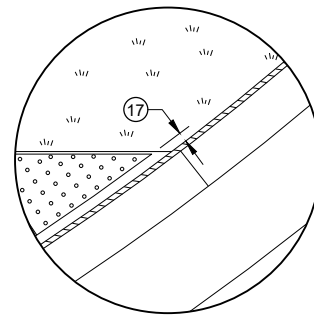
PLAN VIEW
CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION B - B FOR TYPE 4B1

LEGEND

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



DETAIL A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIO

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

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

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

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

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

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

- ② GRADE CHANGE BETWEEN GUTTER 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 AN 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 BY 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 ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.
- ⑯ USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.
- ⑰ A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

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

EXPANSION

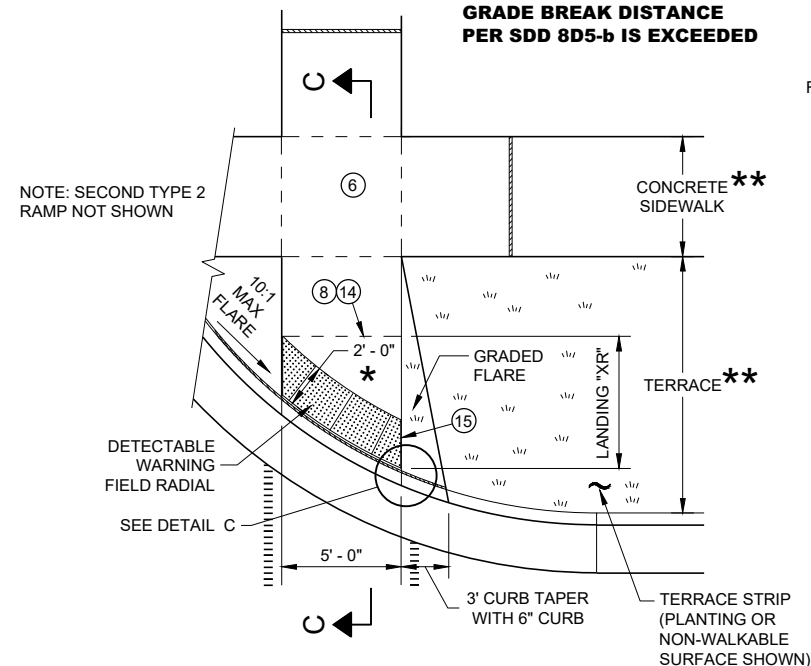
TERRACE

SIDEWALK

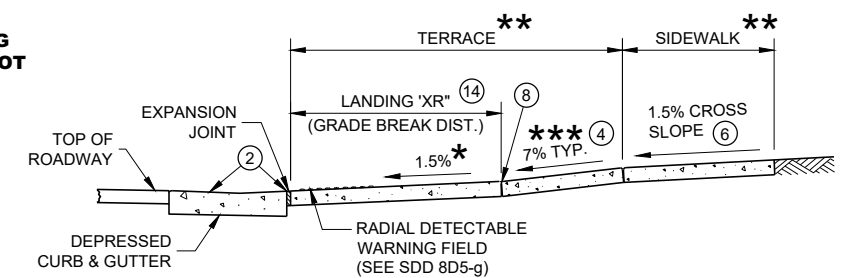
LANDING 'XR' (14)

(8)

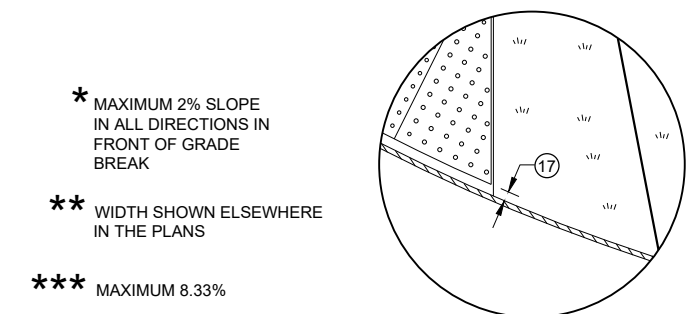
1.5% CROSS



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



SECTION C - C FOR TYPE 2



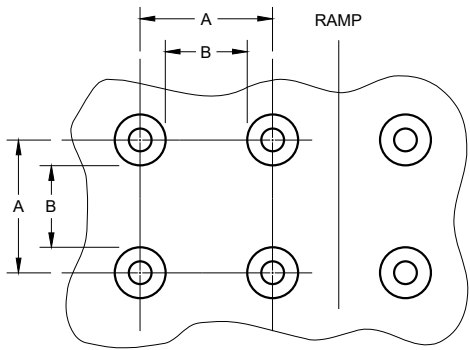
N) **DETAIL C**

CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

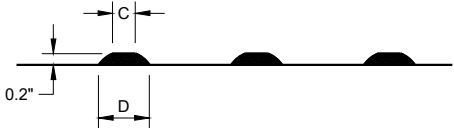
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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

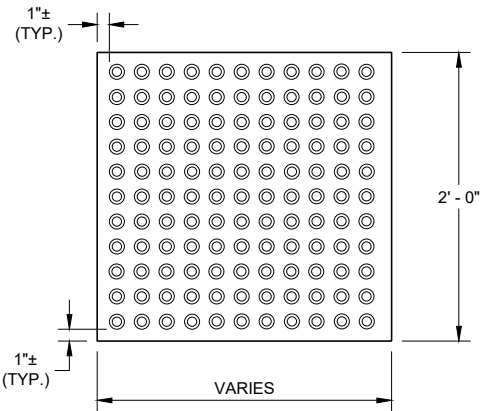


PLAN VIEW

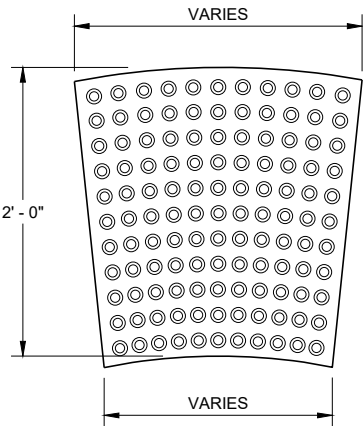


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

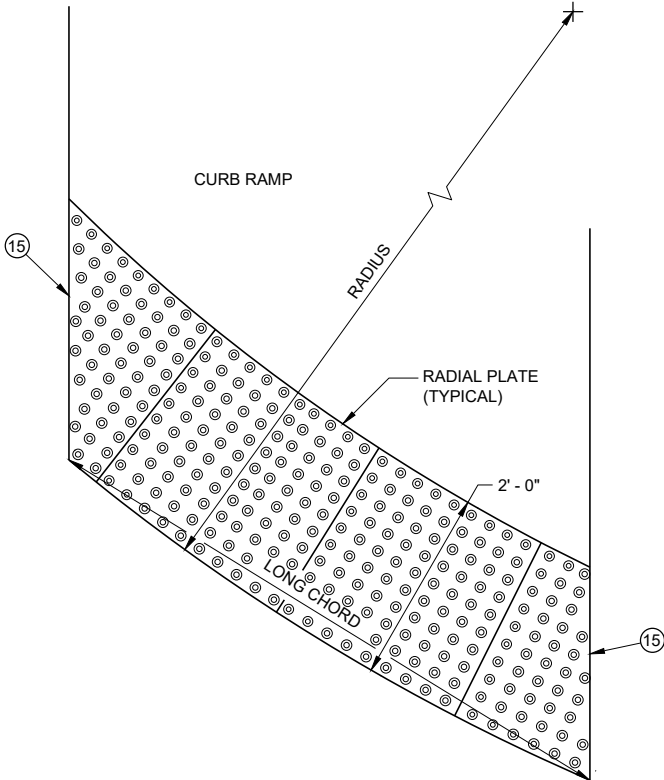


RECTANGULAR
PLATES



RADIAL
PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE
WARNING FIELD ATTRIBUTES

GENERAL NOTES

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

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

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

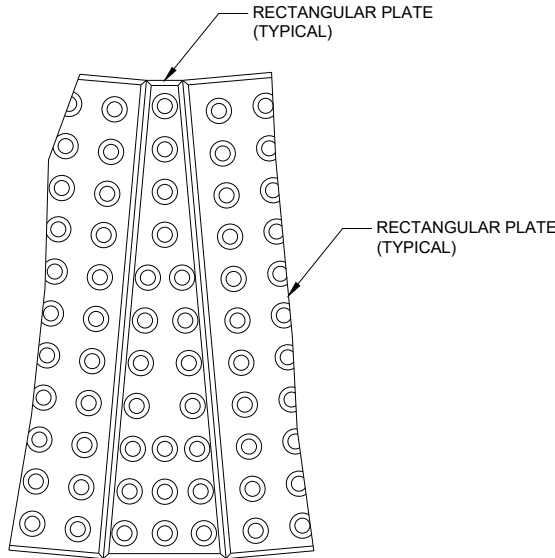
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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

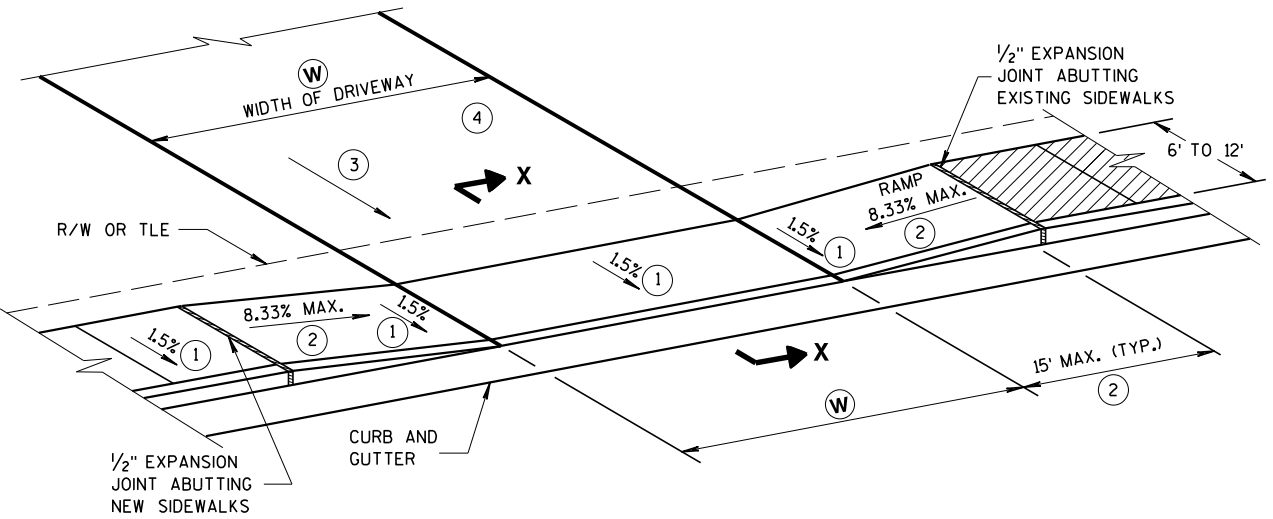


PLAN VIEW
RADIAL WEDGE PLATE
CONNECTION DETAIL

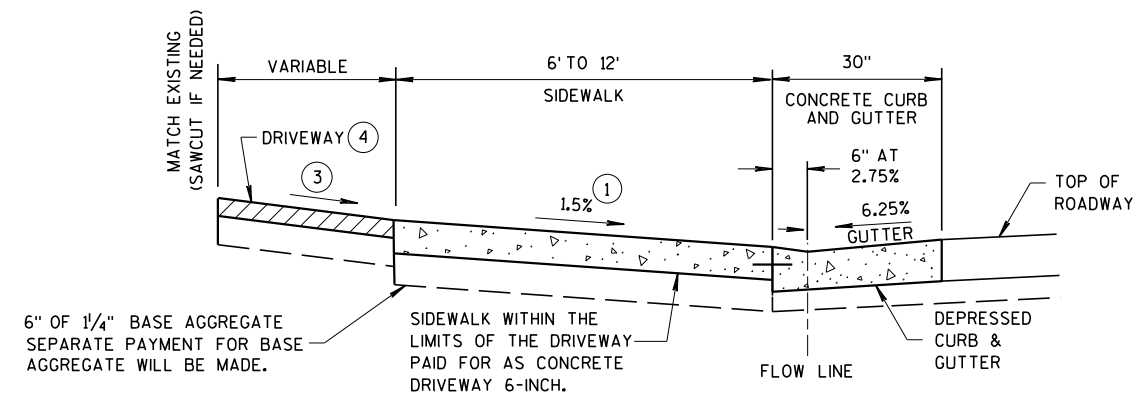
CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

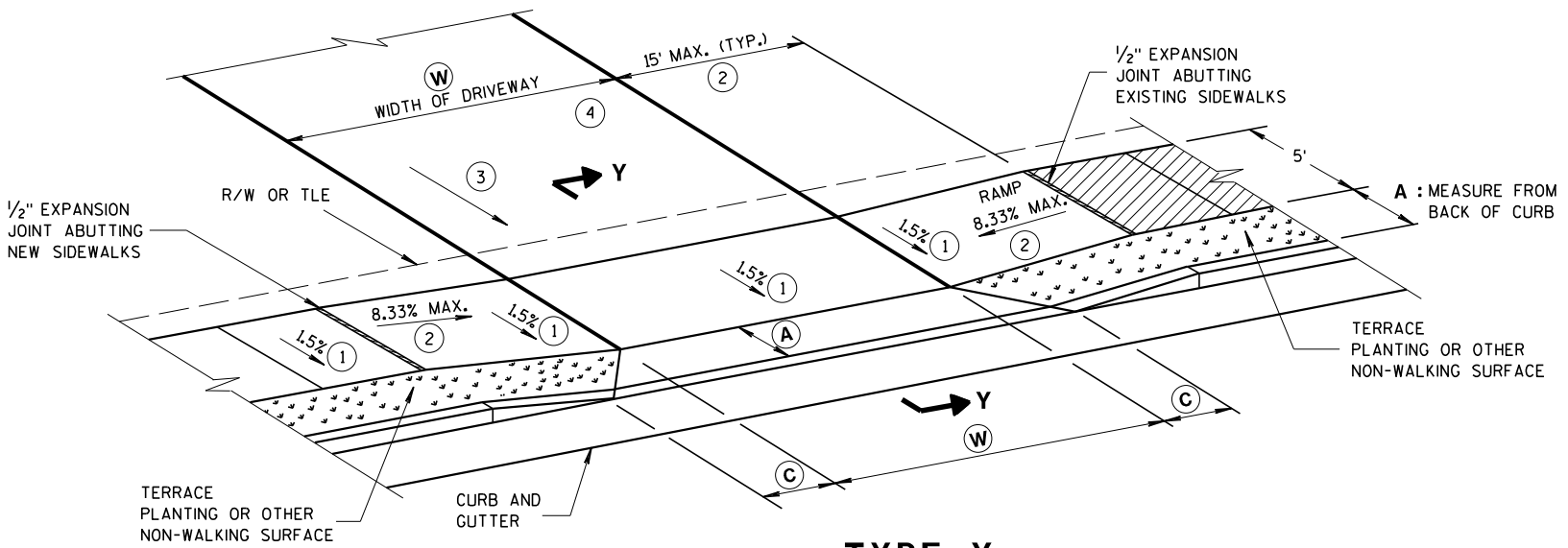
APPROVED
May 2019
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR
FHWA



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

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

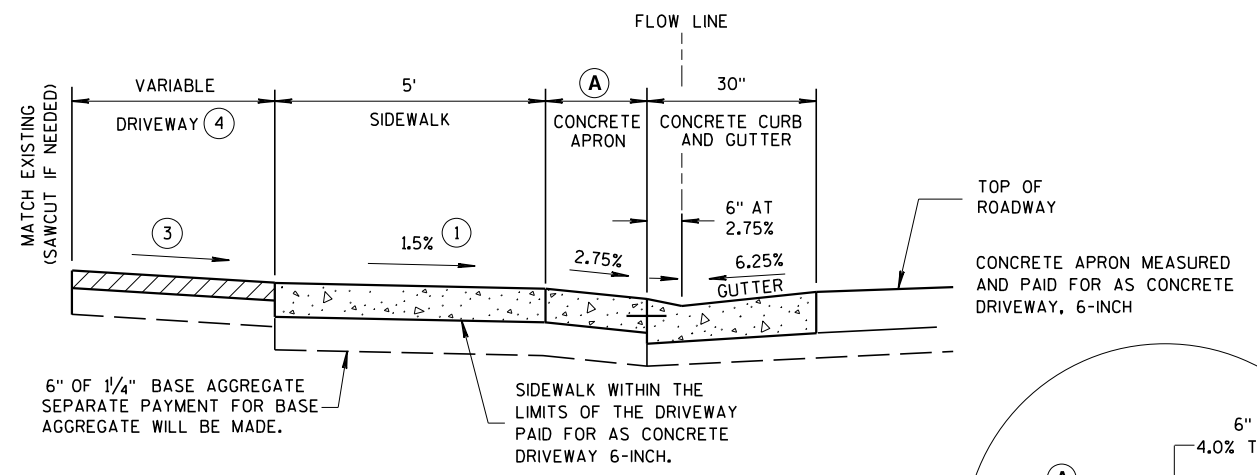
GENERAL NOTES

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

W IS SHOWN ON PLAN AND PROFILE SHEETS.

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

- 1 CONSTRUCTION TOLERANCE OF 0.5% ± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.
- 2 THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.
- 3 DRIVEWAY SLOPES: DESIRABLE MAXIMUM
10.5% UP AWAY FROM SIDEWALK (SAG)
8.5% DOWN AWAY FROM SIDEWALK (CREST)
ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG
- 4 DRIVEWAY TYPES
 - 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
 - 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
 - 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES)

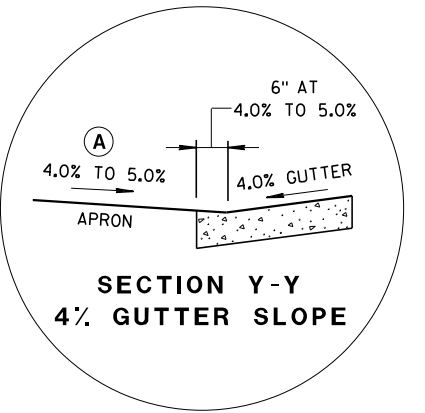


NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS

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'



SECTION Y-Y
4% GUTTER SLOPE

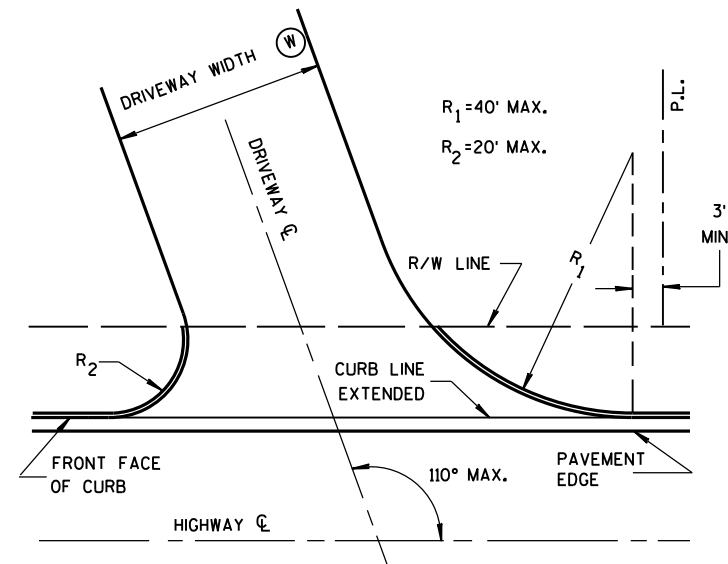
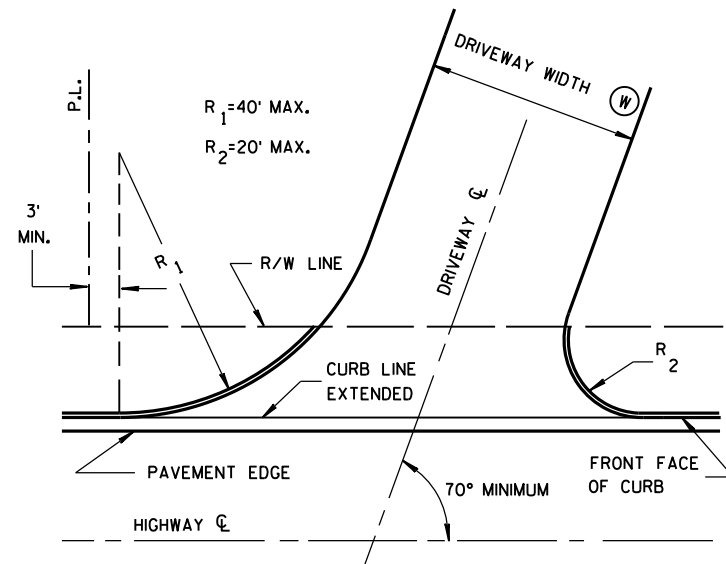
DRIVEWAY AND SIDEWALK RAMP
TYPES X & Y

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

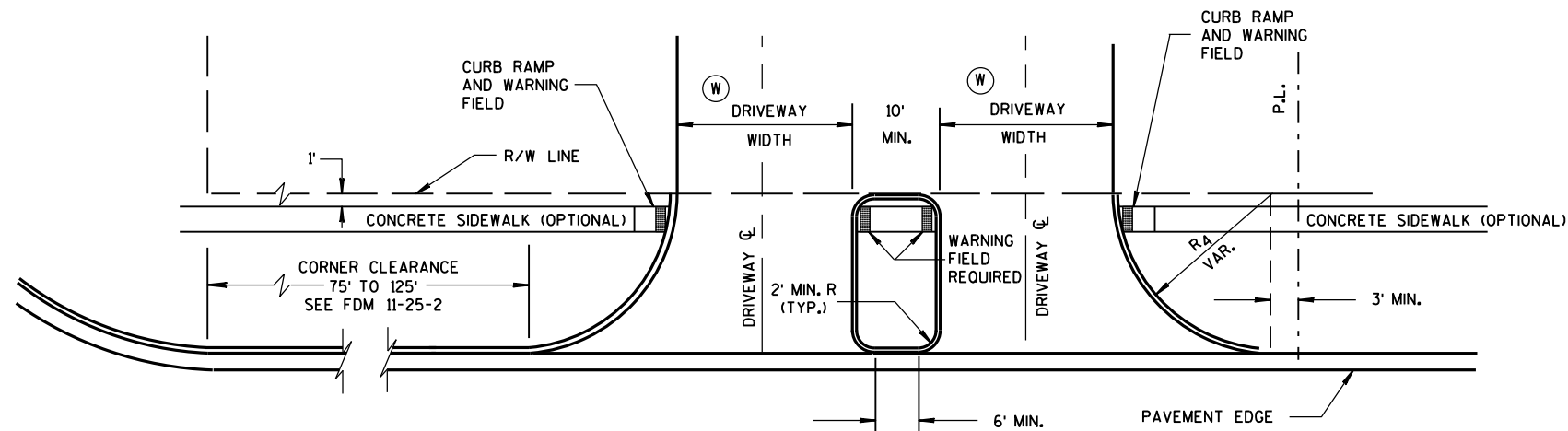
APPROVED
March 2018
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

NOT TO SCALE



**SKewed DRIVEWAY DETAILS
(COMMERCIAL AND NON-COMMERCIAL)**
SIDEWALK NOT SHOWN



DRIVEWAY LOCATION AND SPACING DETAILS
SIDEWALK SHOWN

NOTES

A MAXIMUM RADIUS OF 10 FEET SHALL BE USED FOR NON-COMMERCIAL PRIVATE ENTRANCES. RADII FOR COMMERCIAL DRIVEWAYS SHALL BE DETERMINED BY THE ENGINEER BASED ON TRAFFIC AND DRIVEWAY PERMIT RESTRICTIONS.

THE MINIMUM ANGLE OF INTERSECTION BETWEEN THE DRIVEWAY AND HIGHWAY CENTERLINES SHALL BE 70°.

ALL CURVILINEAR PRIVATE ENTRANCE OUTLINES SHALL BE CONTAINED WITHIN THE HIGHWAY R/W.

NO DRIVEWAY SHALL BE BUILT WITHIN 3 FEET OF THE PROPERTY LINE EXCEPT FOR EXISTING JOINT DRIVEWAY SHARED BY TWO OWNERS.

Ⓢ DRIVEWAY WIDTHS:

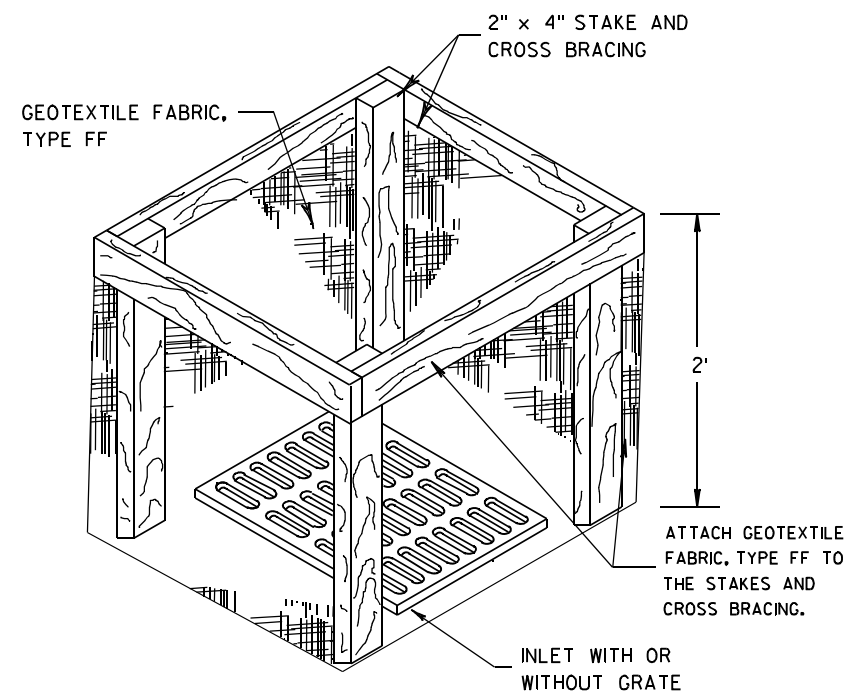
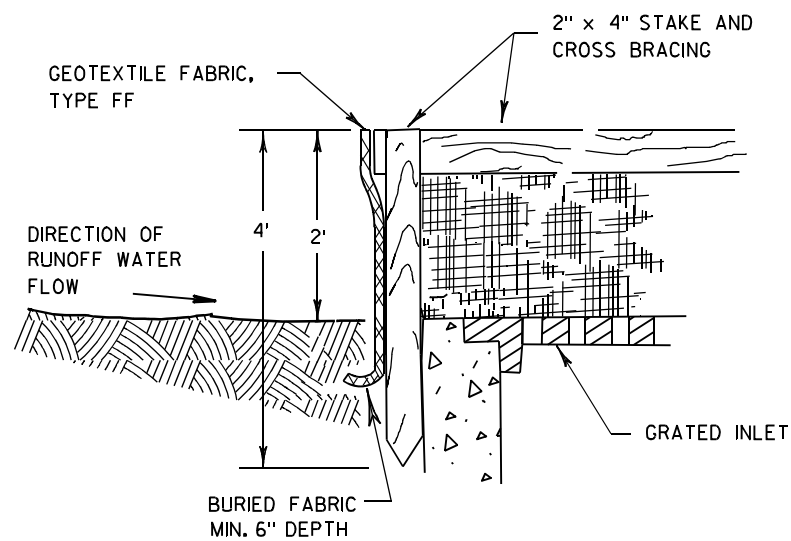
COMMERCIAL - 35' MAX., 16' MIN.

RESIDENTIAL AND
NON-COMMERCIAL - 24' MAX., 12' MIN.

DRIVEWAYS WITH CURB & GUTTER RETURNS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



INLET PROTECTION, TYPE A

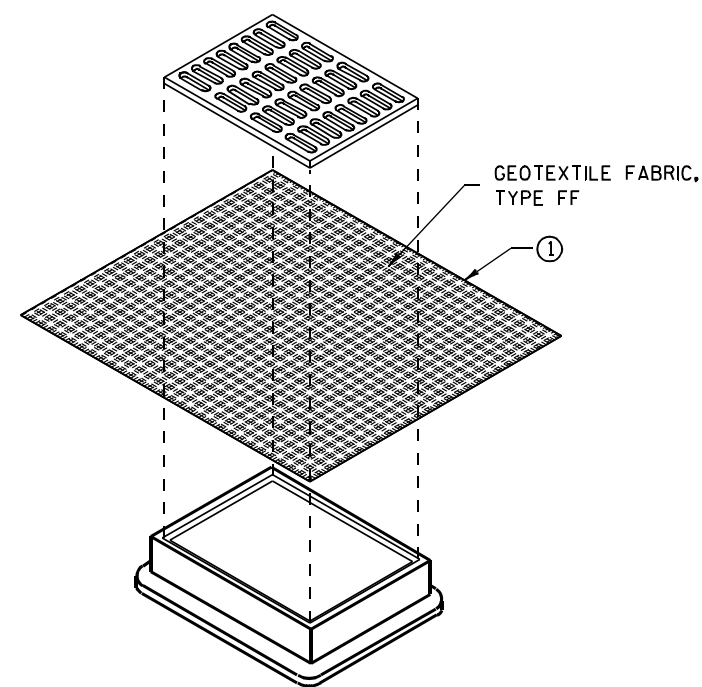
GENERAL NOTES

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

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

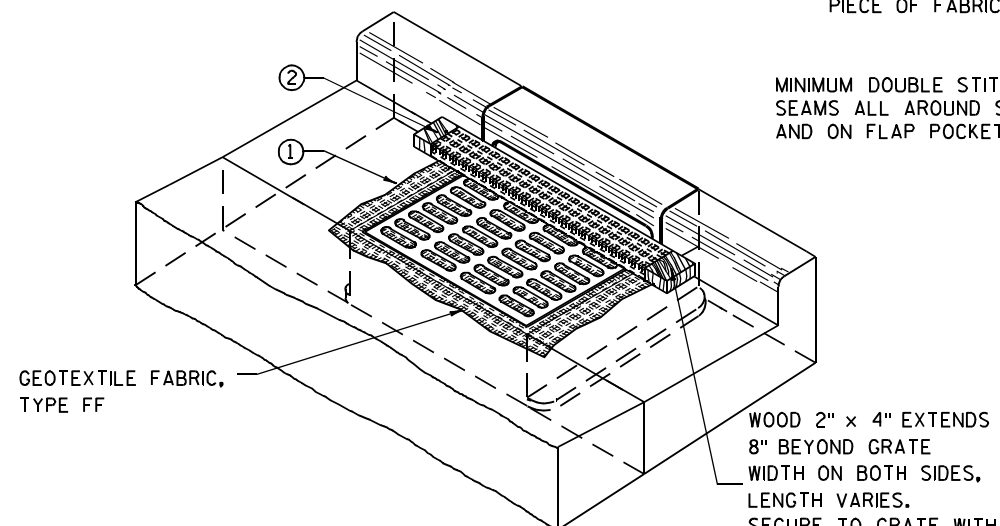
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

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



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

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

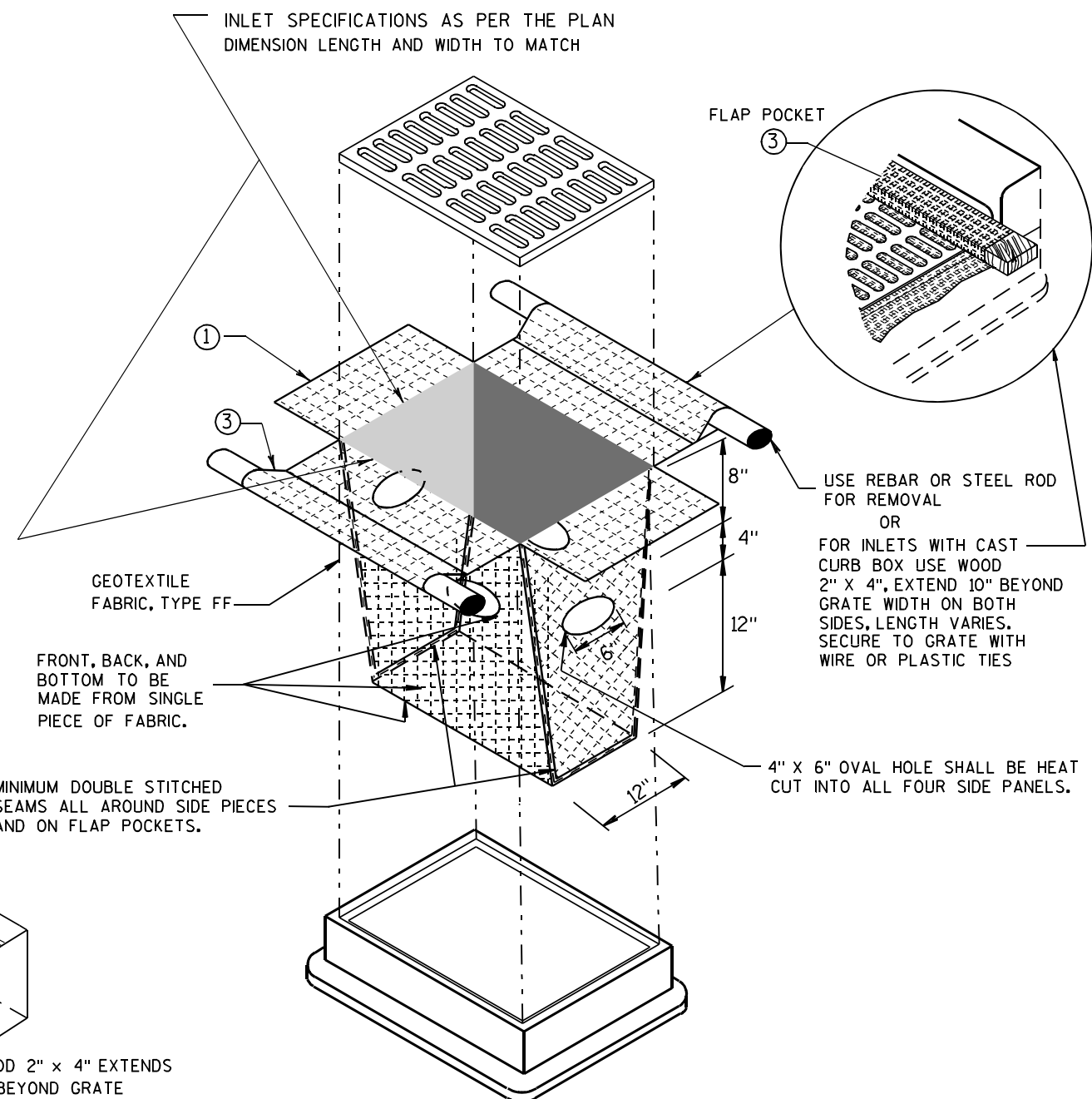
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

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

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

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



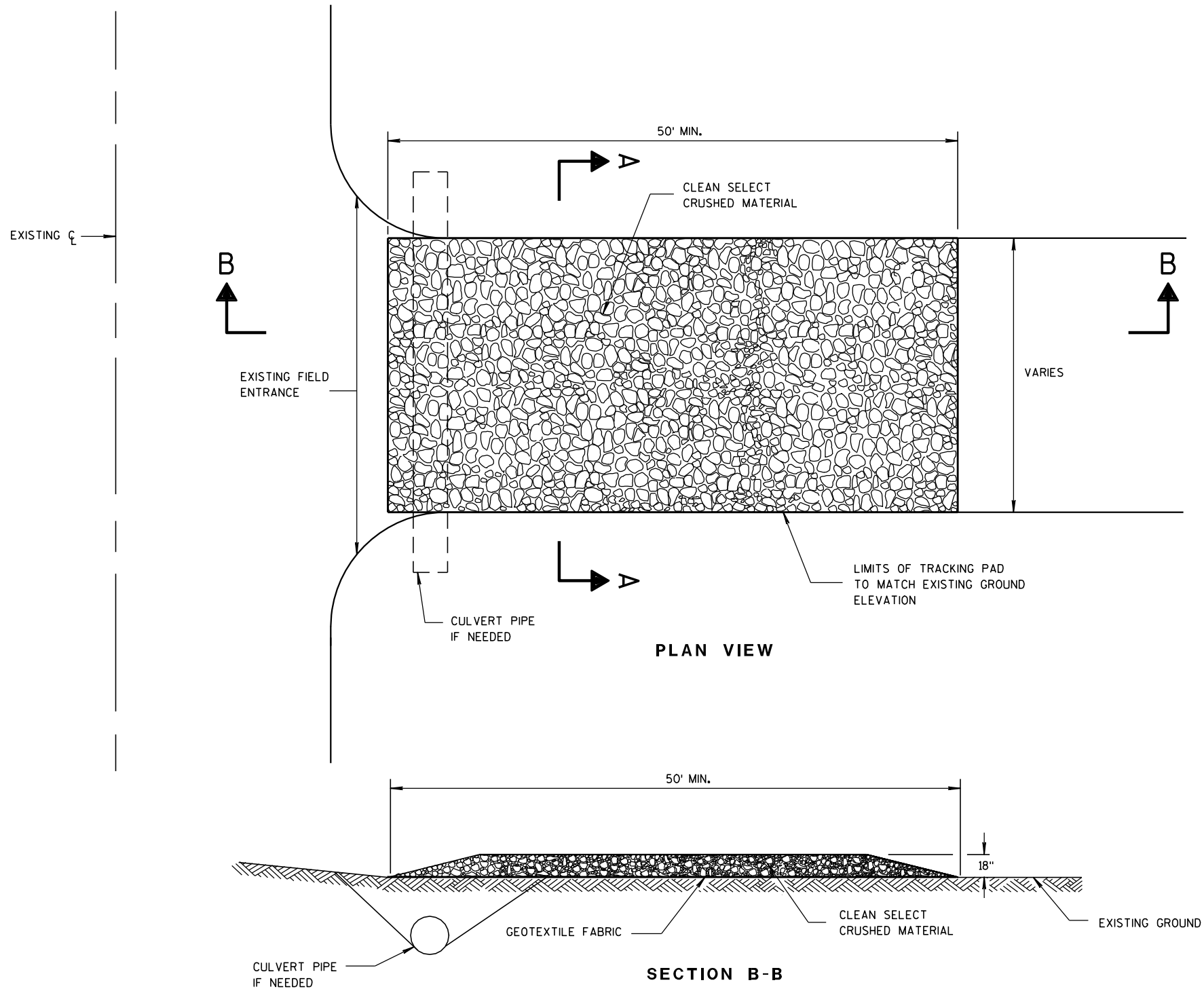
INLET PROTECTION, TYPE D

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



TRACKING PAD

GENERAL NOTES

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

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

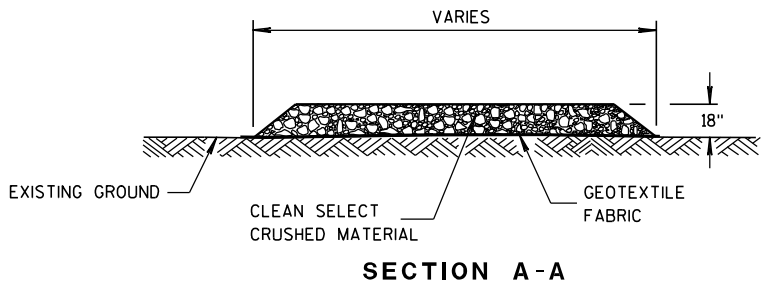
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

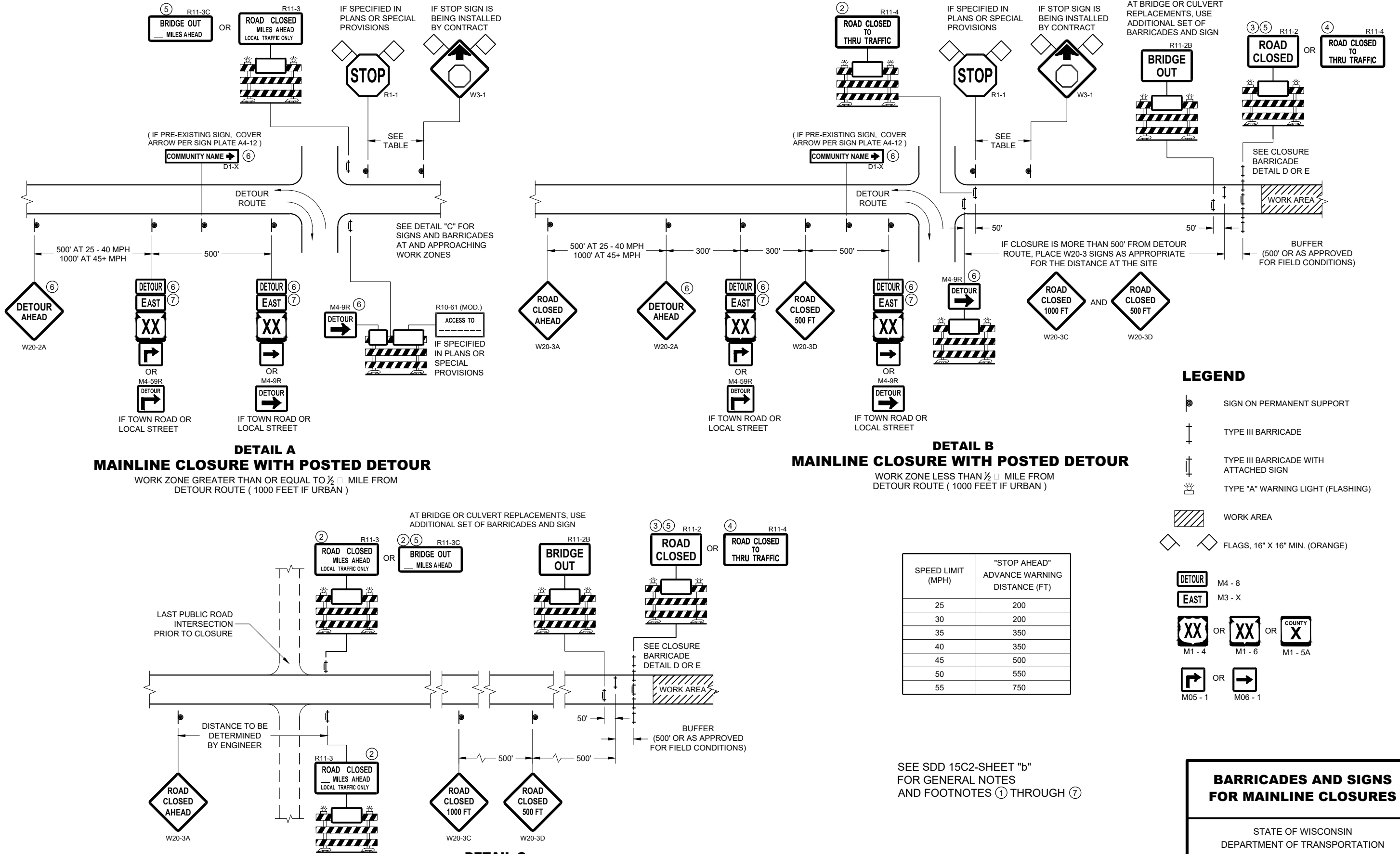
THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



**BARRICADES AND SIGNS
FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA



SEE SDD 15C2 - SHEET "a" FOR LEGEND

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

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

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

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

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

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

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

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

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

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

ORIGIN SHALL BE 40' X 40' UNLESS OTHERWISE NOTED BELOW.

R11 - 2 SHALL BE 48" X 30"

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

M4 - 9 SHALL BE 30" X 24"

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

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

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

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

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

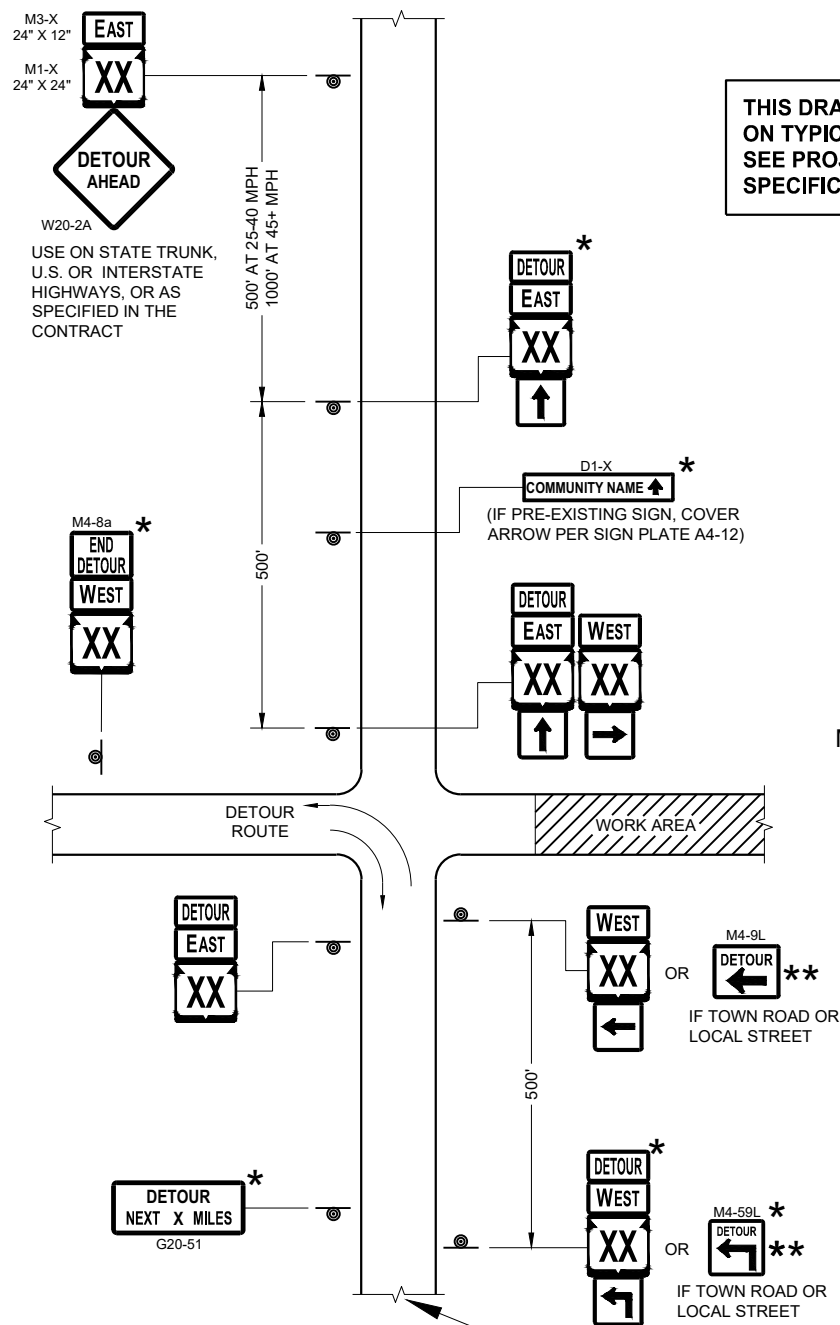
R1 - 1 SHALL BE 36" X 36"

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

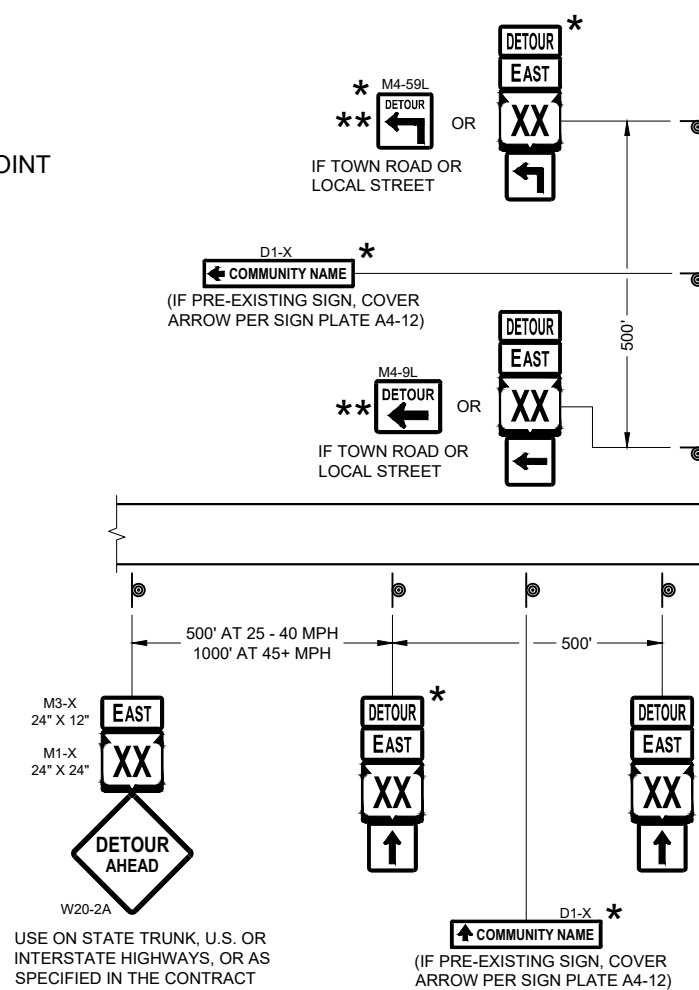
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

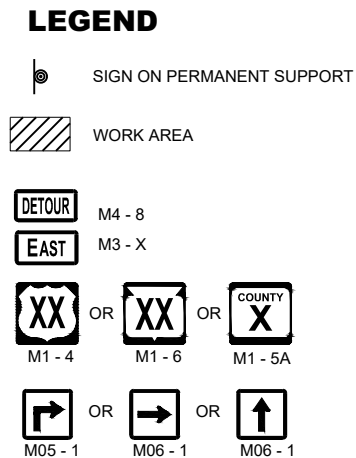
/S/ Andrew Heidtke
WORK ZONE ENGINEER



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



DETAIL F DETOUR SIGNING



GENERAL NOTES

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

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

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

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

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

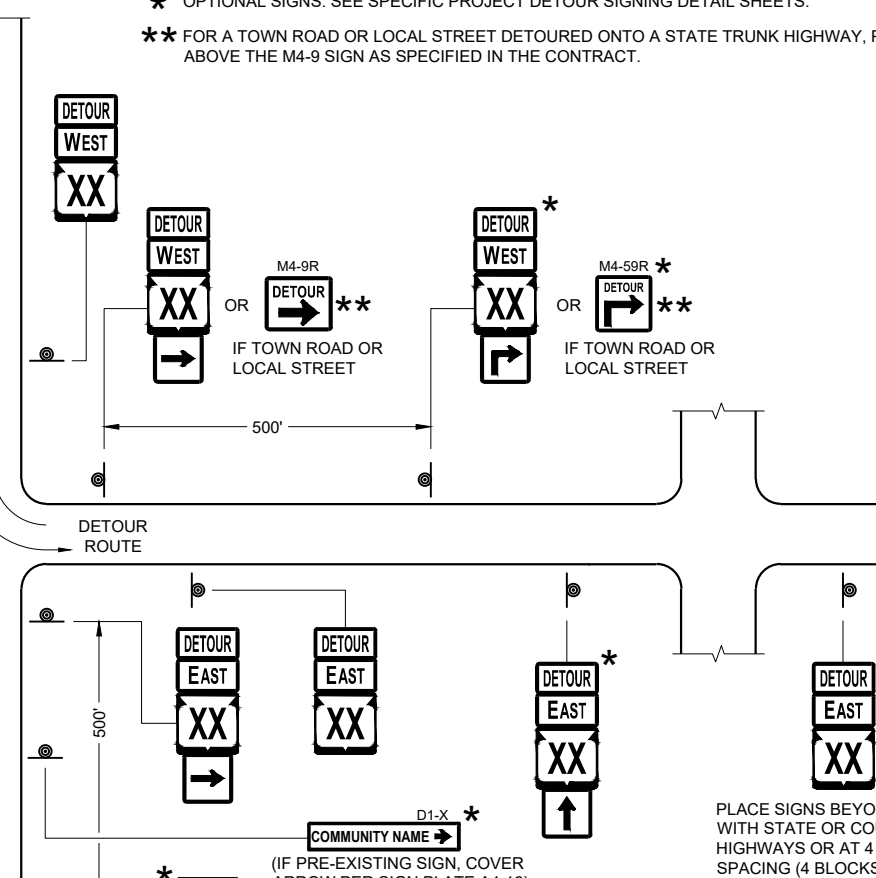
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

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

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

**** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.**



PLACE SIGNS BEYOND INTERSECTIONS
WITH STATE OR COUNTY TRUNK
HIGHWAYS OR AT 4 MILE MAXIMUM
SPACING (4 BLOCKS IF URBAN AREA)

DETOUR SIGNING FOR MAINLINE CLOSURES

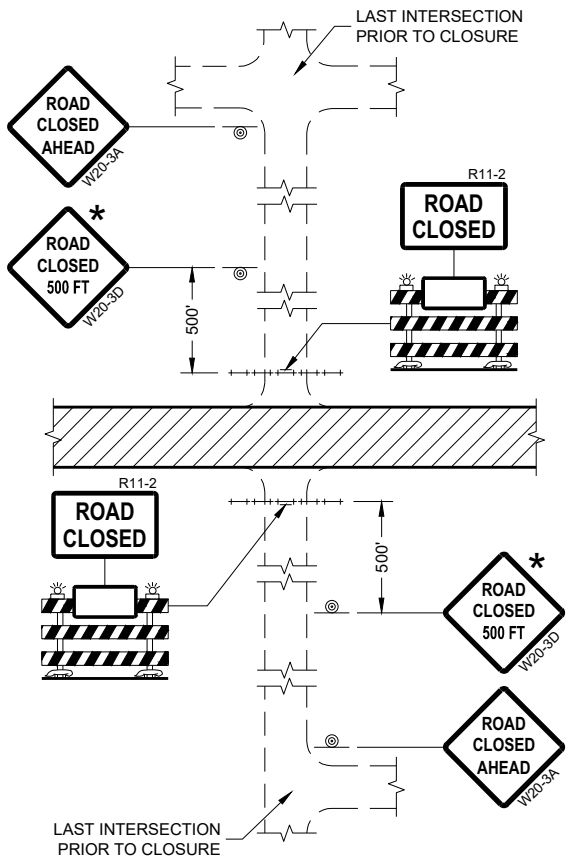
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

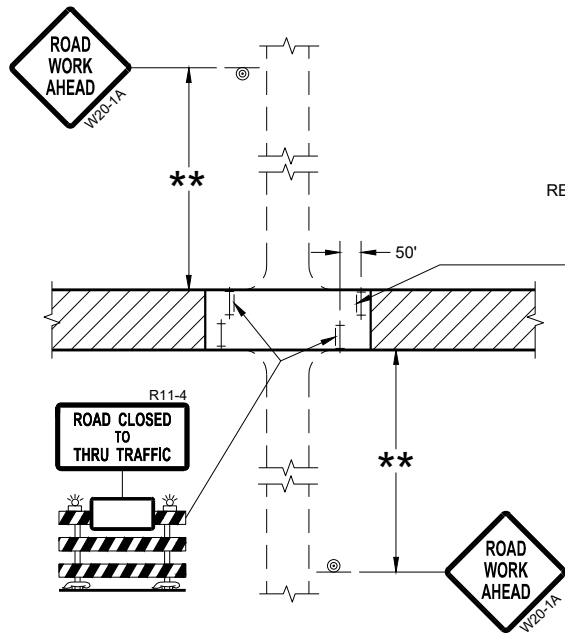
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

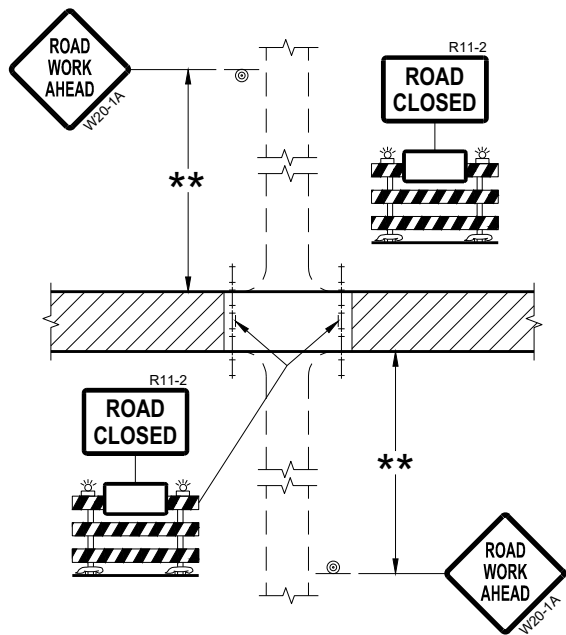
SEE SPECIFIC PROJECT DETOUR
SIGNING DETAIL SHEETS AND
DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"



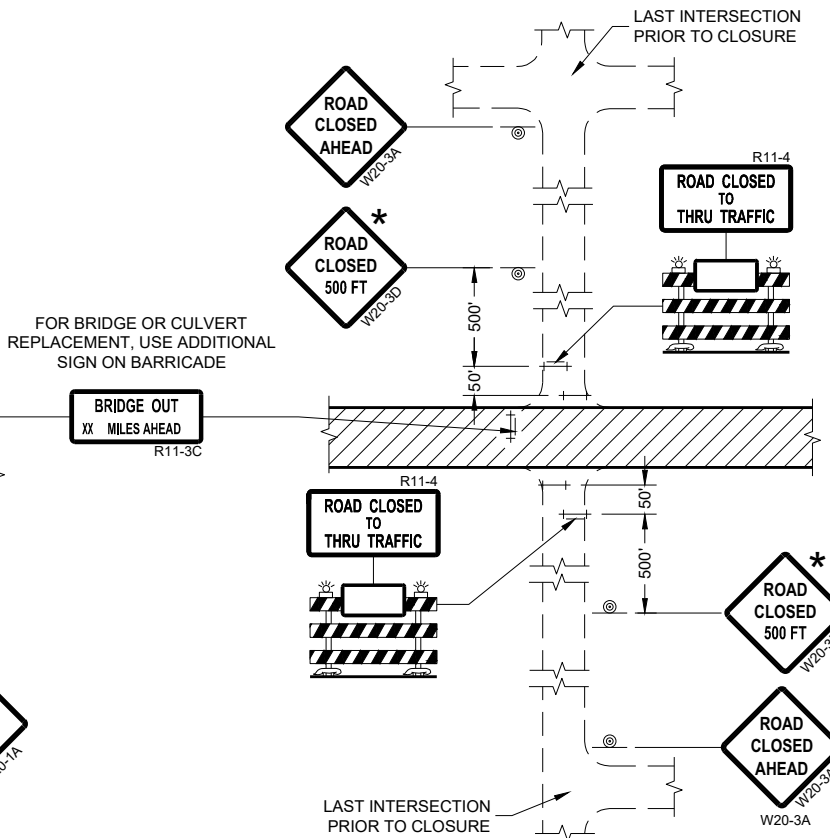
DETAIL 1
(NO ACCESS TO PROJECT)



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



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



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

LEGEND

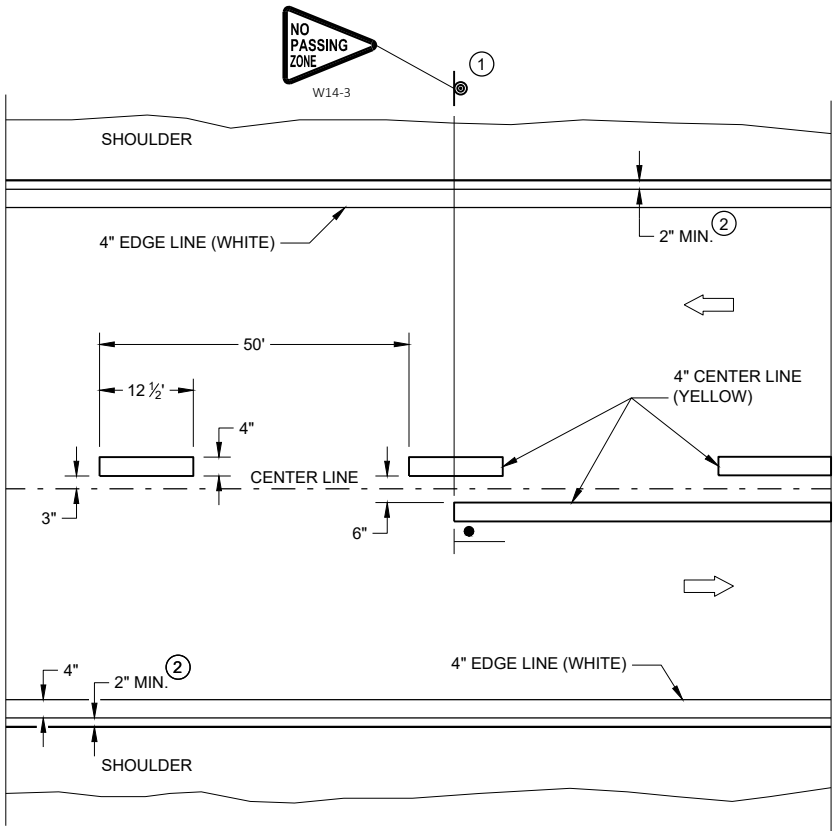
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

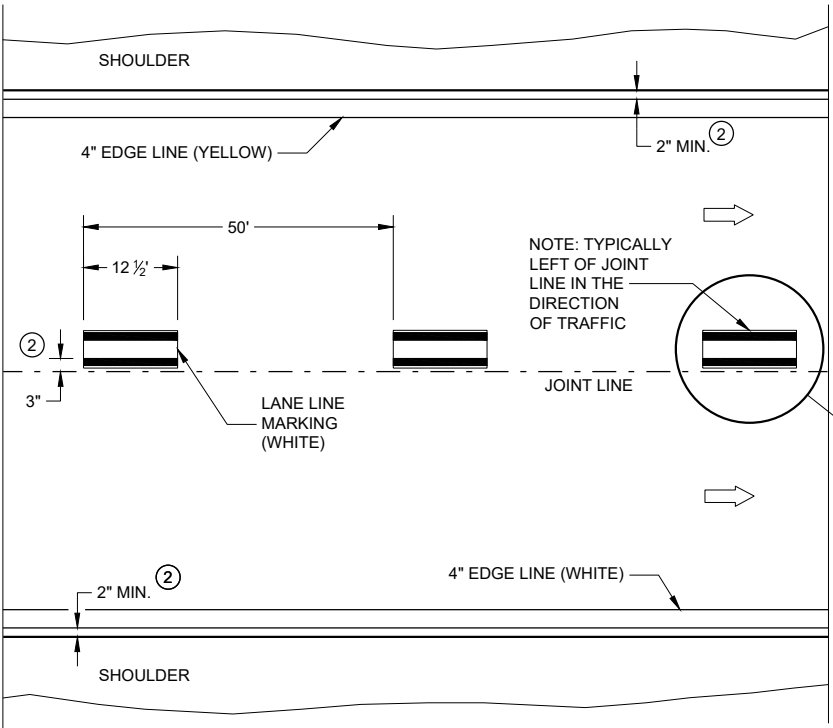
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

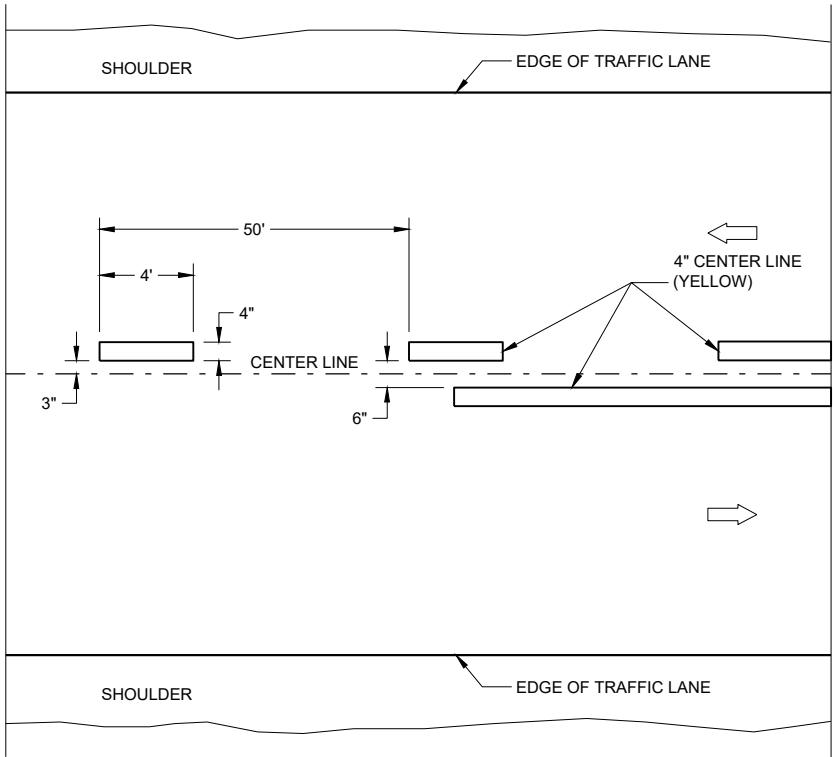


TWO WAY TRAFFIC

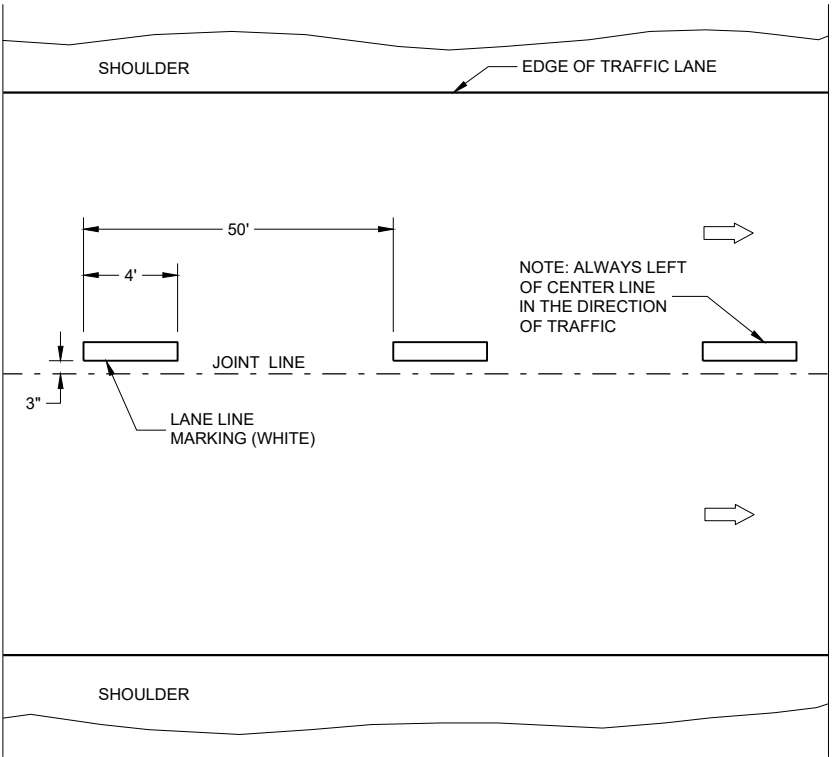


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

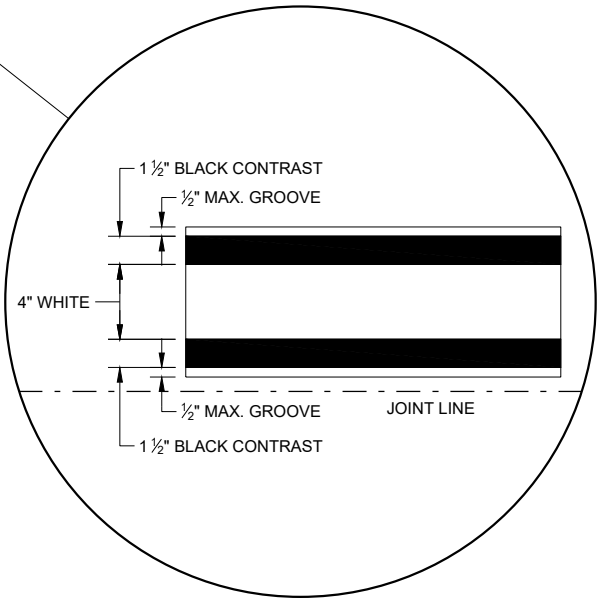
GENERAL NOTES

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 WITH 50 FEET OF THE "T" MARKING
- ② MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

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

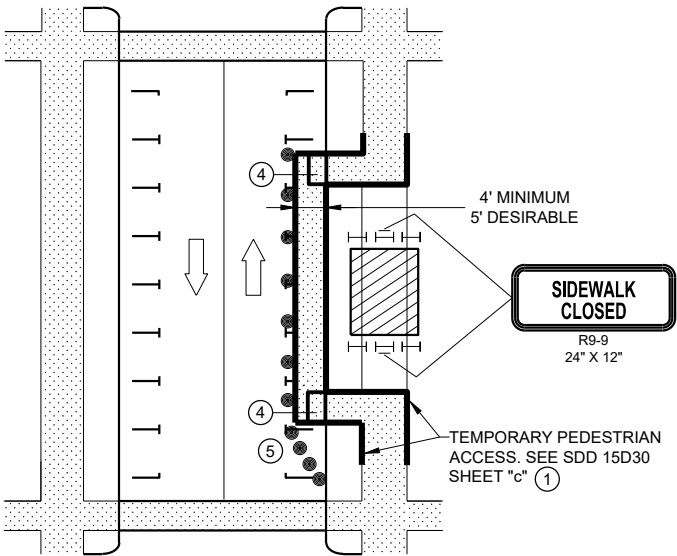


LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

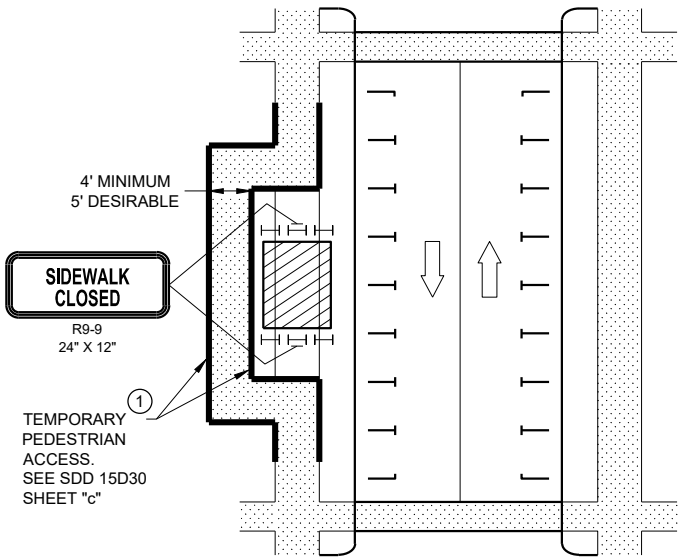
APPROVED
February 2020
DATE
/S/ Matthew Rauch
STATEWIDE SIGNING AND MARKING
ENGINEER
FHWA

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

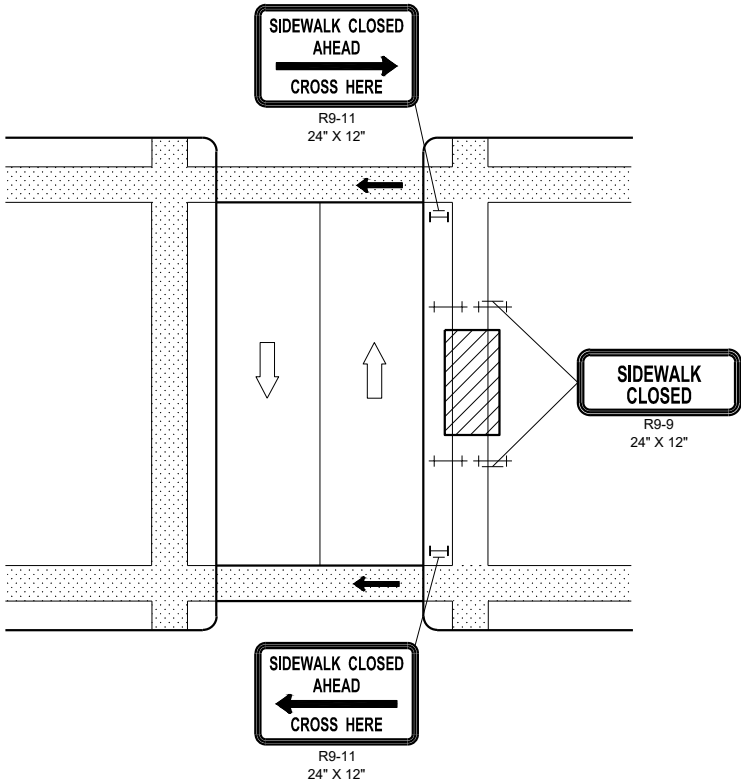


MID-BLOCK SIDEWALK CLOSURE
IN PARKING LANE

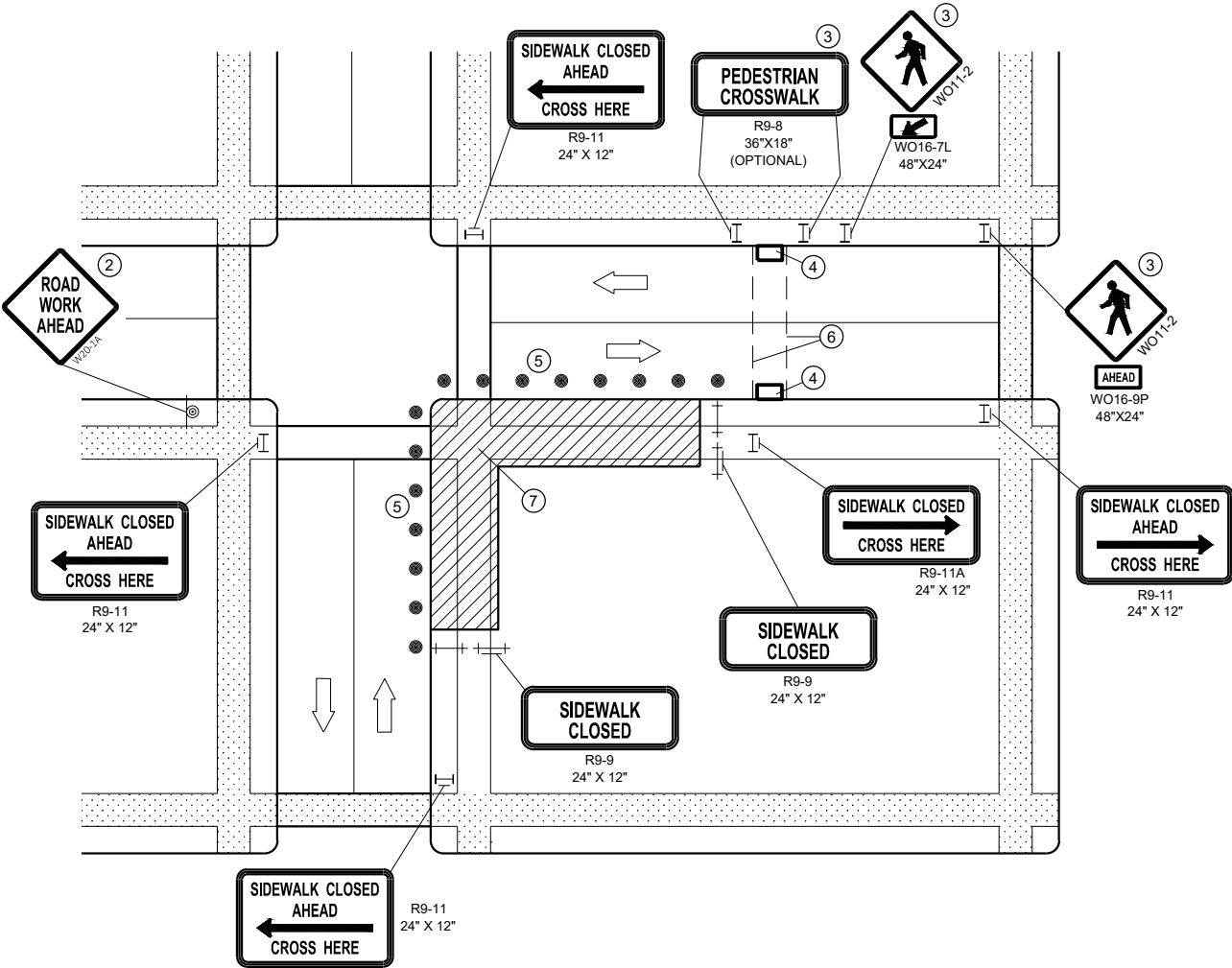
NOTE: LAYOUT SAME AS ABOVE.



SIDEWALK DIVERSION



MID-BLOCK SIDEWALK
CLOSURE



CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

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.

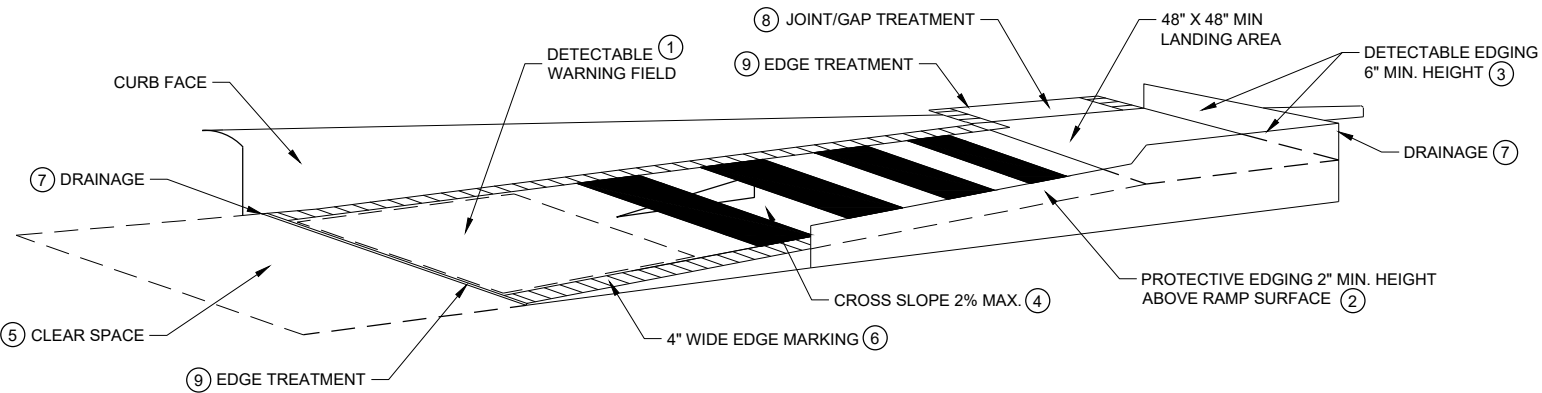
- ① IF SIDEWALK CLOSURE AFFECTS AN ACCESSIBLE AND DETECTABLE FACILITY, MAINTAIN ACCESSIBILITY AND DETECTABILITY ALONG THE ALTERNATE PEDESTRIAN ROUTE
- ② "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR 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 15D30 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

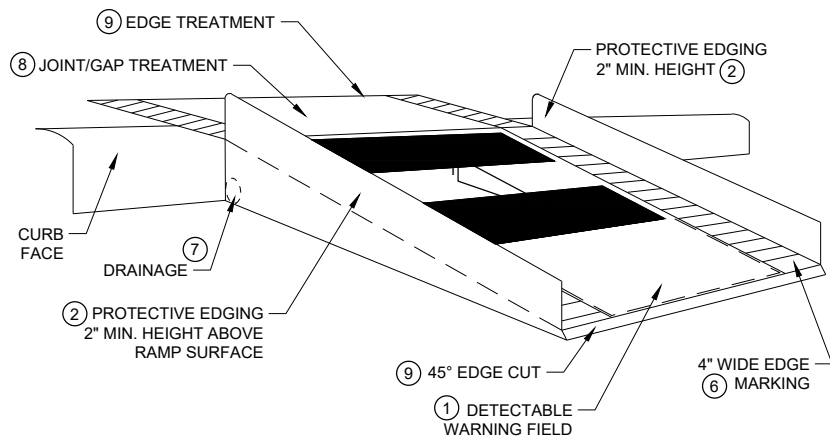
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- PEDESTRIAN CHANNELIZATION DEVICE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

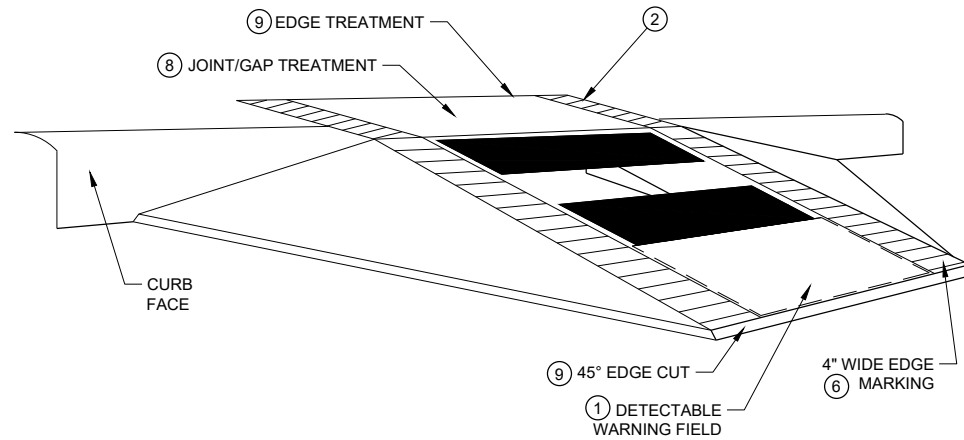
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



TEMPORARY CURB RAMP PARALLEL TO CURB



WITH PROTECTIVE EDGE



WITH SIDE APRON

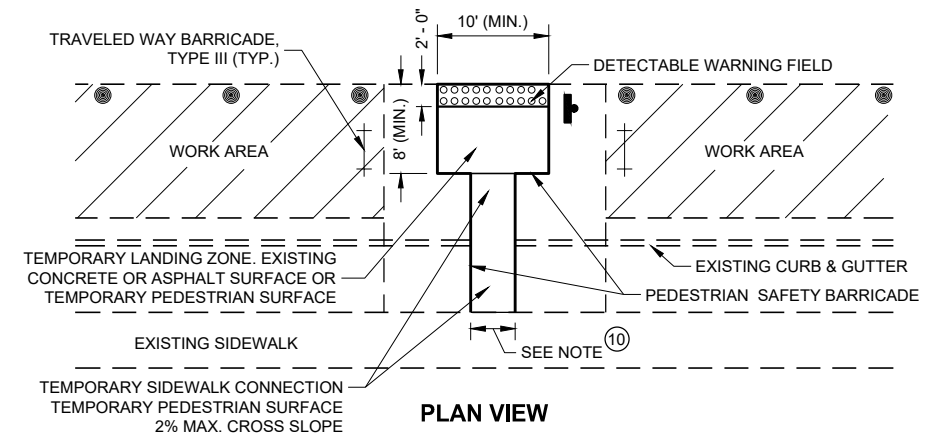
TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

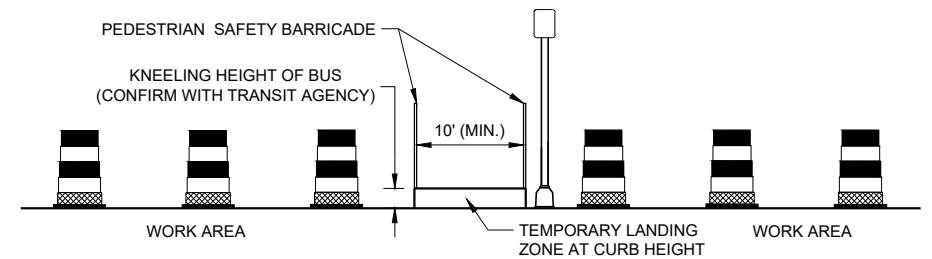
NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

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 08D05, 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" X 48" 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 PEDESTRIAN SAFETY BARRICADE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY BARRICADE.



PLAN VIEW



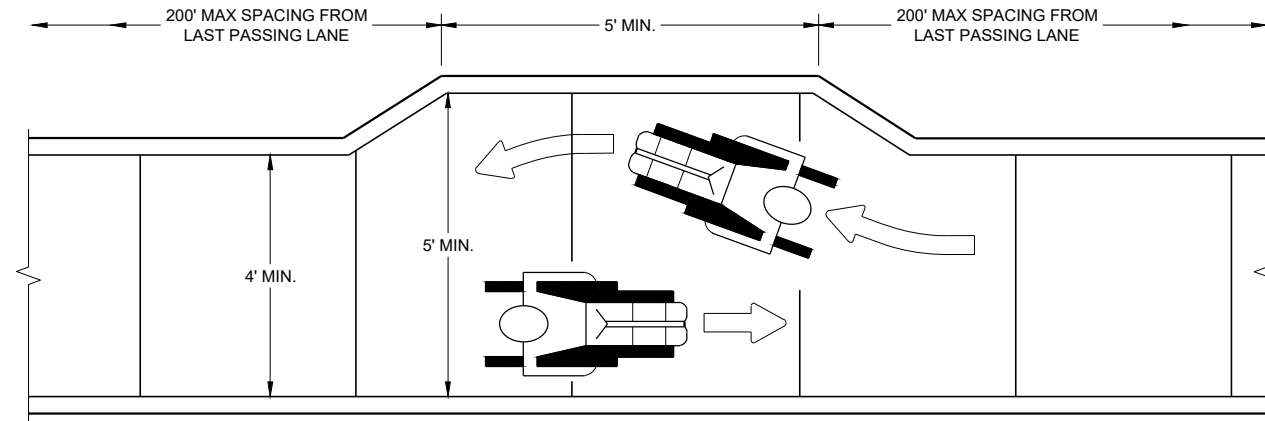
PROFILE VIEW

TEMPORARY BUS STOP PAD

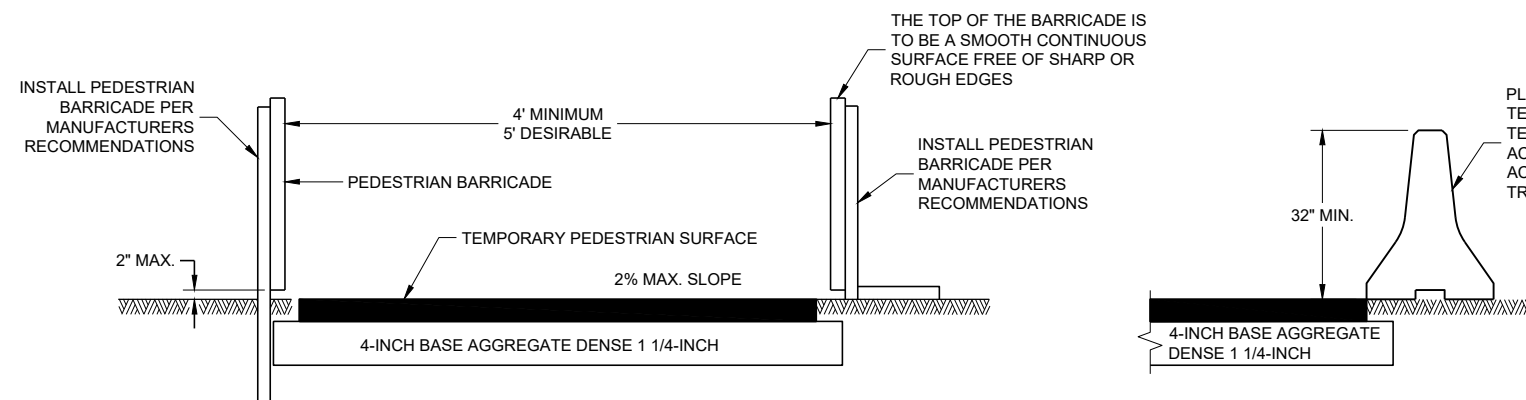
LEGEND

- TRAFFIC CONTROL DRUM
- † TYPE III BARRICADE
- ▨ WORK AREA

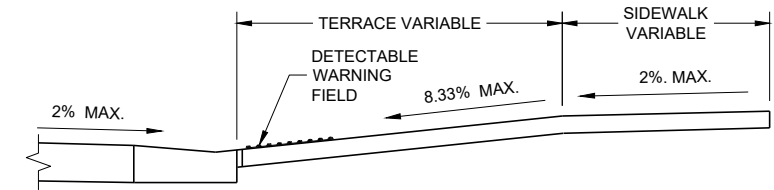
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION



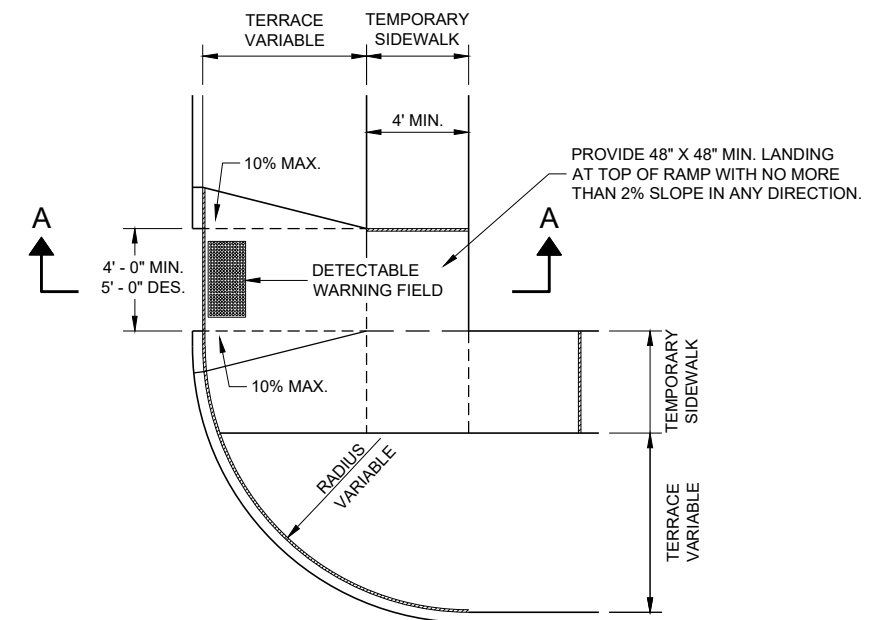
NARROW SIDEWALK PASSING DETAIL



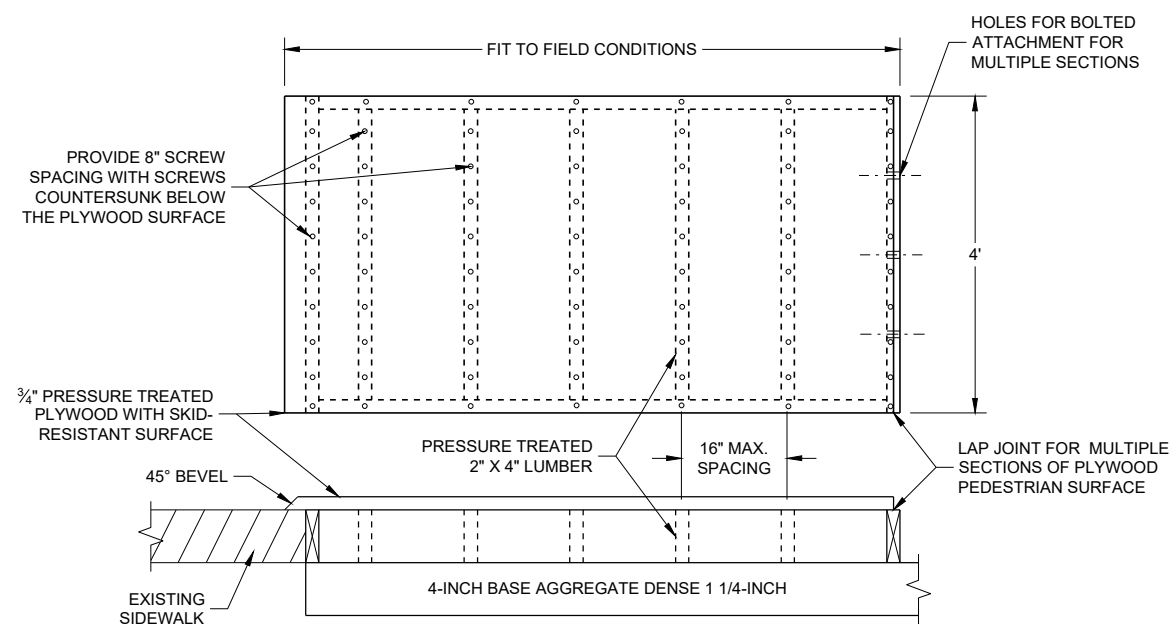
TEMPORARY PEDESTRIAN ACCESS



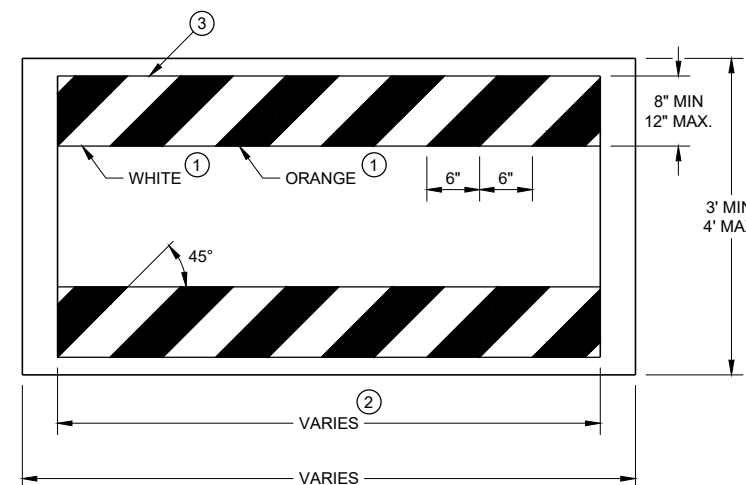
SECTION A - A



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



TEMPORARY PEDESTRIAN SURFACE PLYWOOD

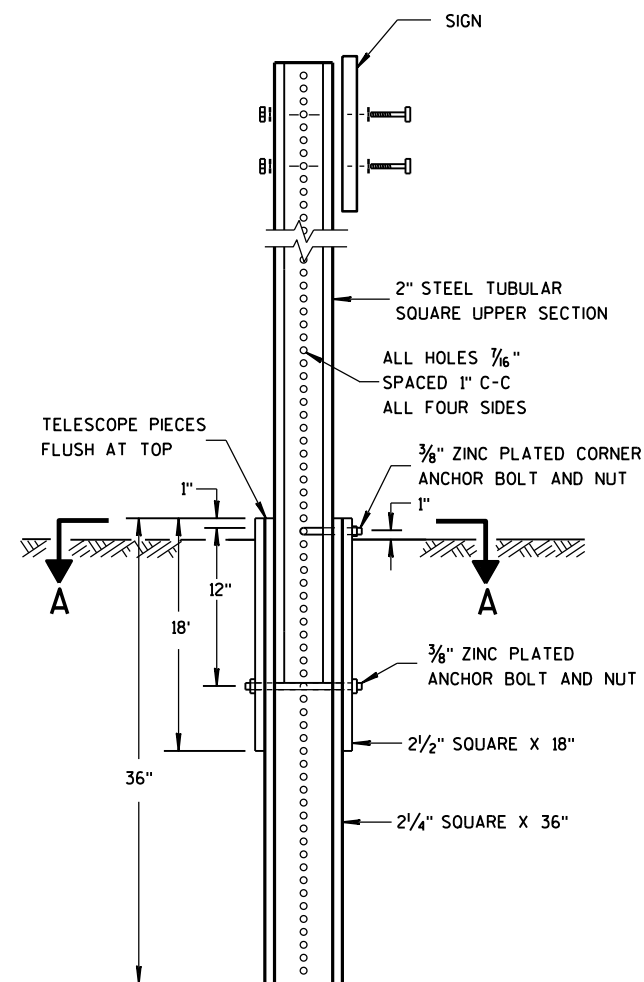


TEMPORARY PEDESTRIAN BARRICADE *

GENERAL NOTES

- BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST
- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- ② SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
- ③ PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.
- * USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2019 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

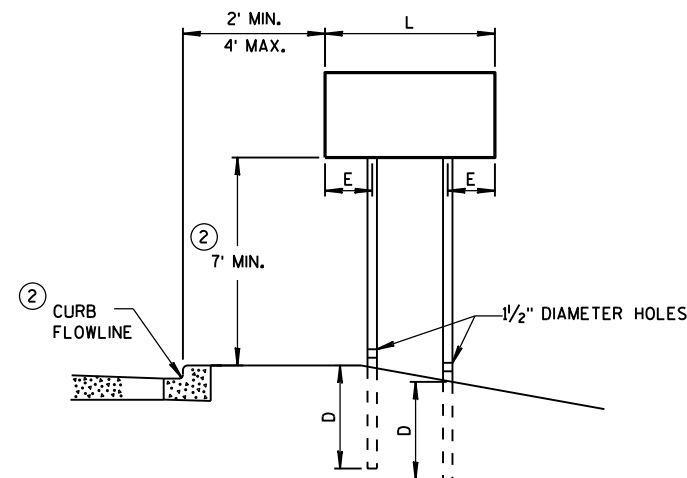
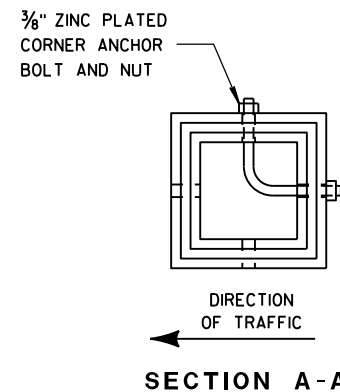


DETAIL OF TUBULAR
STEEL SIGN POST

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

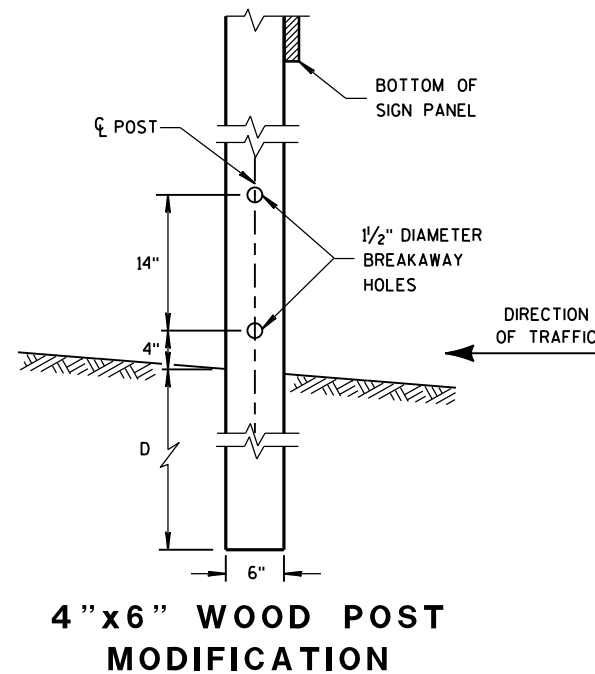
SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL
BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).
SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED
ON TUBULAR STEEL POSTS.



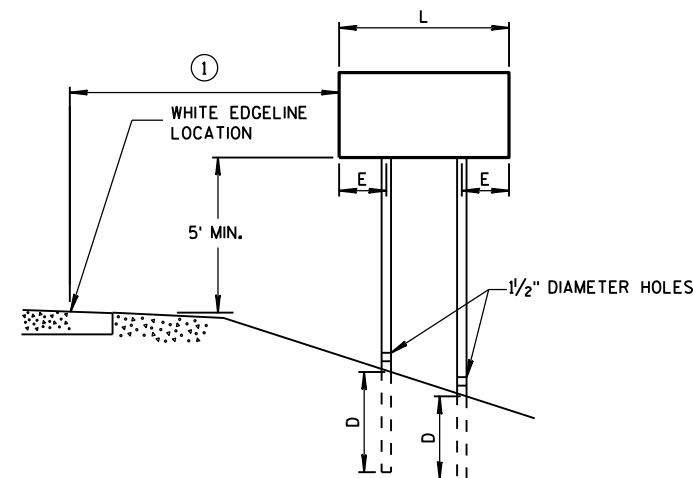
URBAN AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

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



4 "x6 " WOOD POST
MODIFICATION



RURAL AREA

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

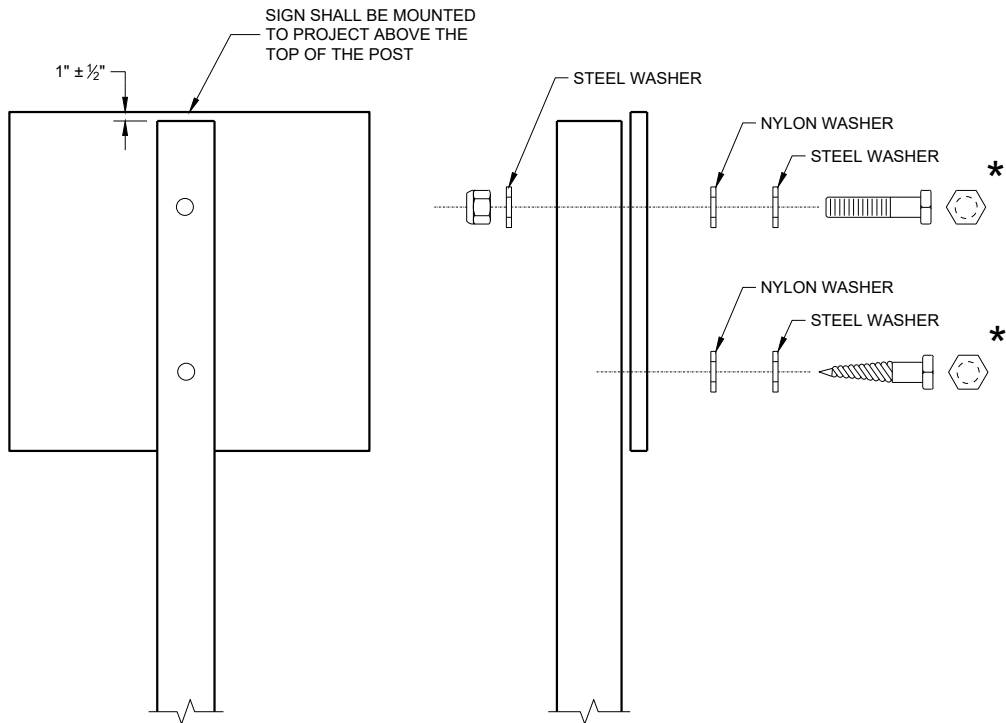
SEE NOTE ③

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.

TEMPORARY TRAFFIC CONTROL
SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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 POST (4" x 6")
LAG SCREWS - ¾" x 3"
MACHINE BOLTS - ⅝" x 6 ½" OR 7" LENGTH W/NUTS

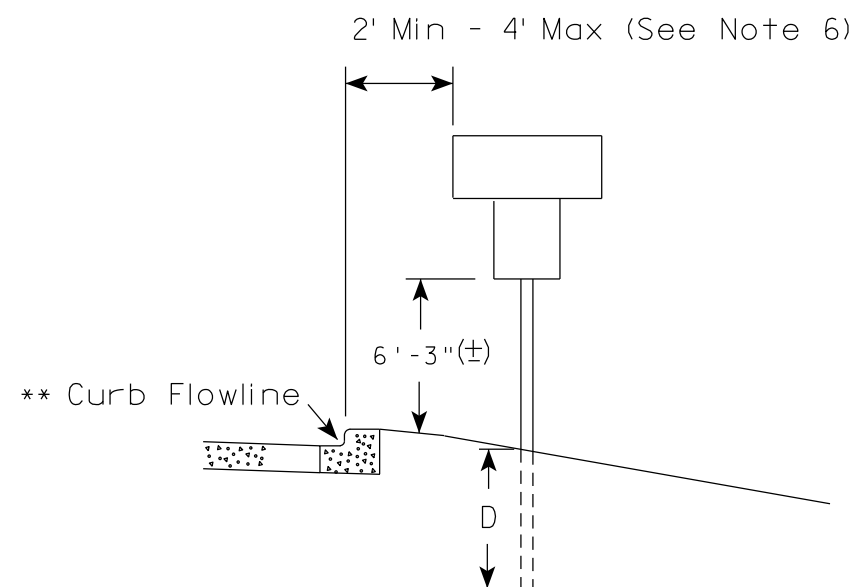
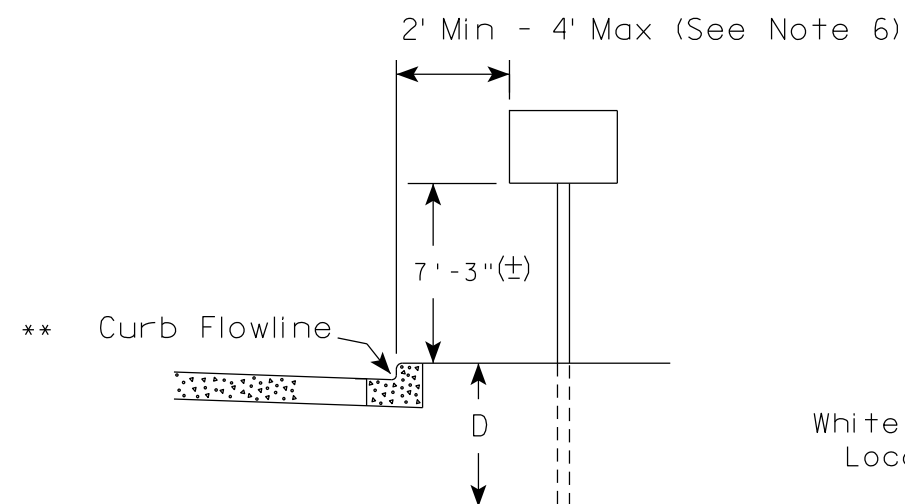
SQUARE STEEL POST (2" x 2")
MACHINE BOLTS - ¾" x 3 ¼" LENGTH W/NUTS
RIVETS - ⅝" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM
BODY/MANDREL O.D. FLANGE 0.720 - 0.765 INCH,
GRIP RANGE 0.042 - 0.375 INCH

WASHERS (ALL POSTS) -
1 ¼" O.D. x ⅜" I.D. x ⅛" STEEL
1 ¼" O.D. x ⅜" I.D. x 0.080 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. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

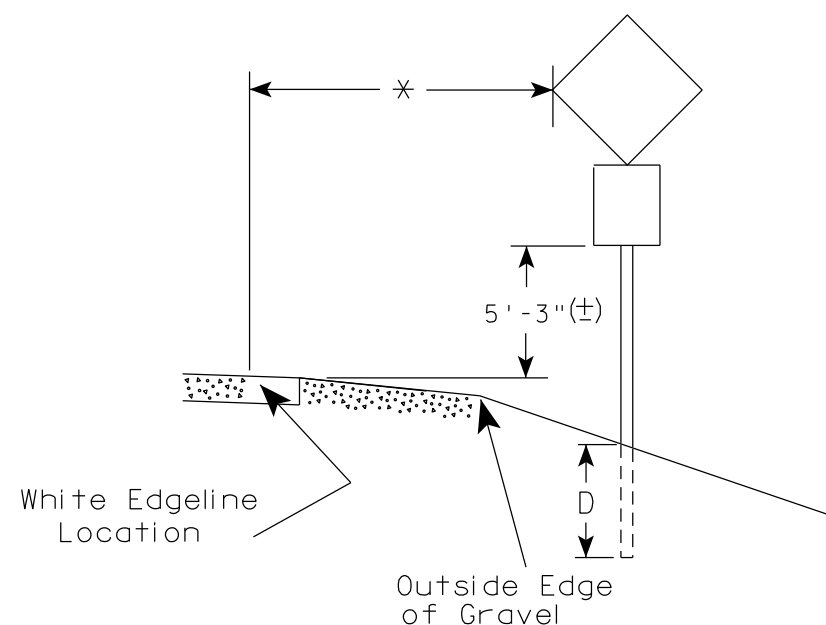
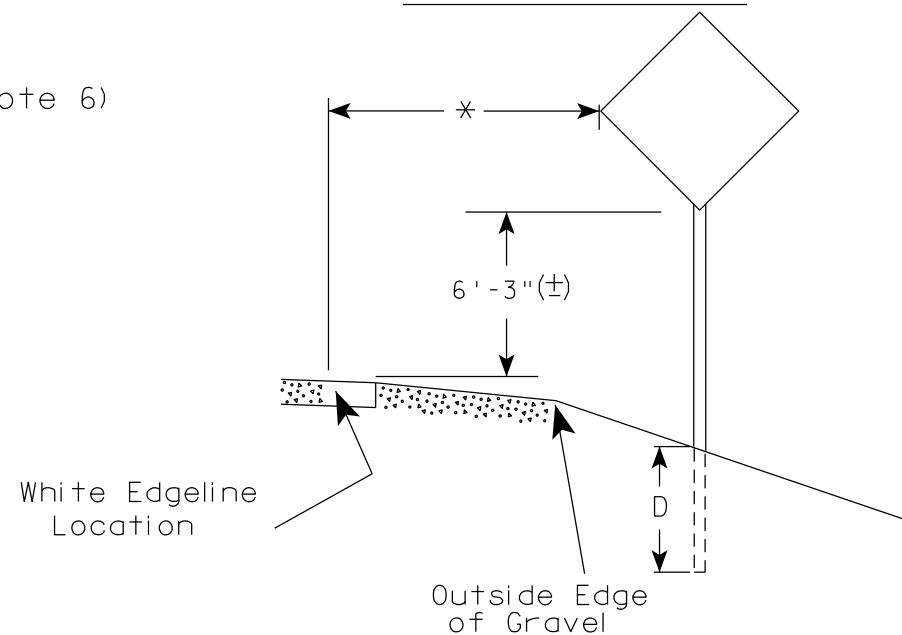
ATTACHMENT OF SIGNS TO POSTS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2017 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

URBAN AREA



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

RURAL AREA (See Note 2)



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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

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

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

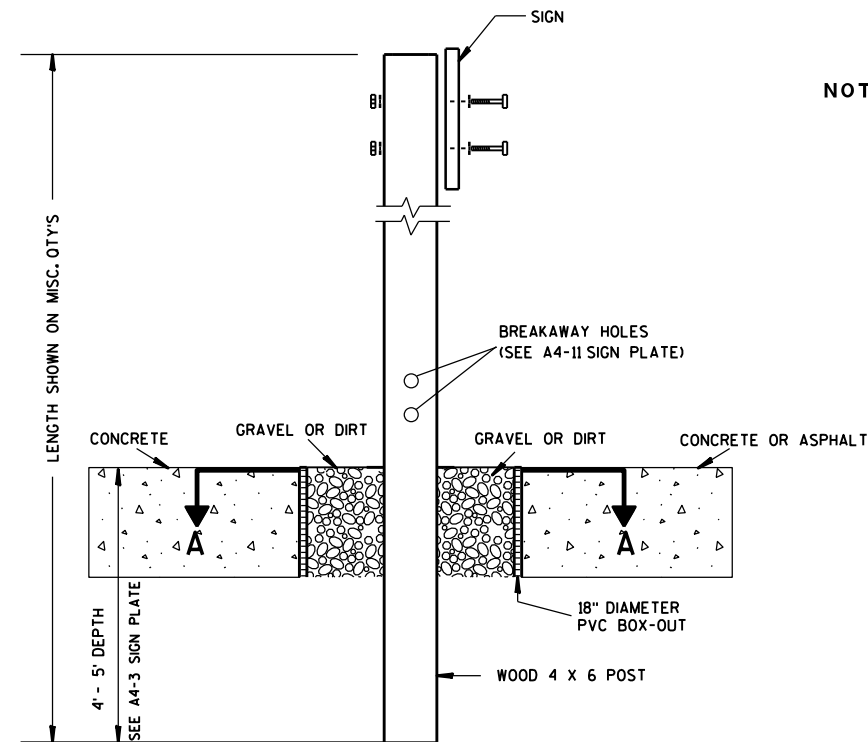
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

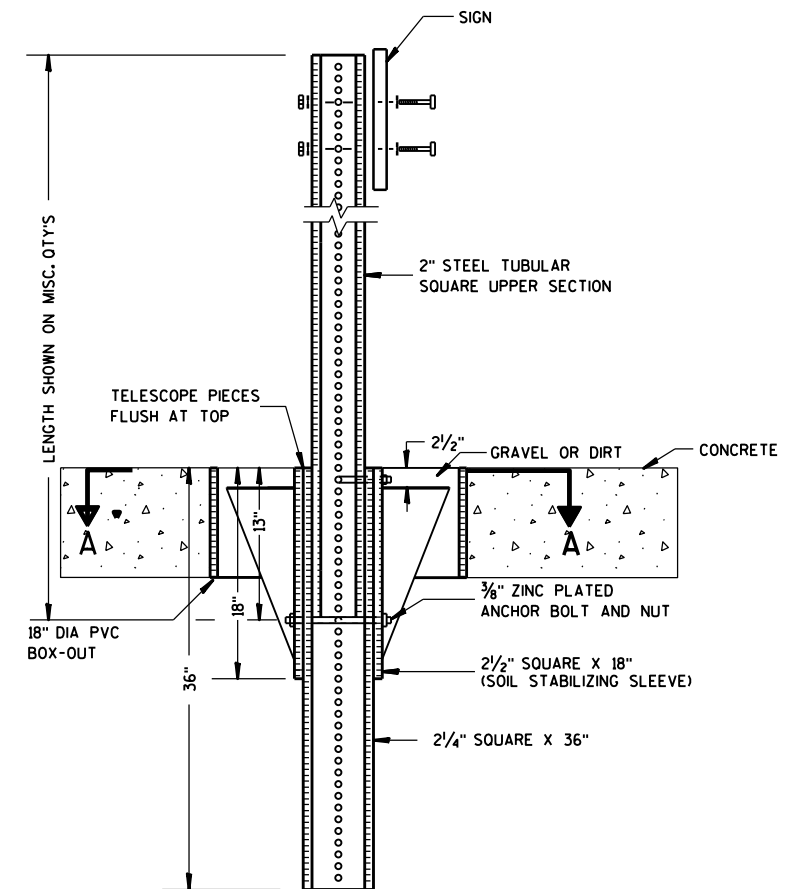
E



ELEVATION VIEW

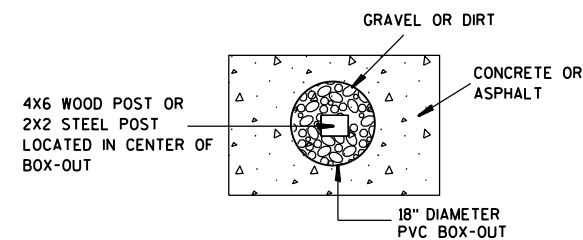
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST
BOX-OUTS
A4-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

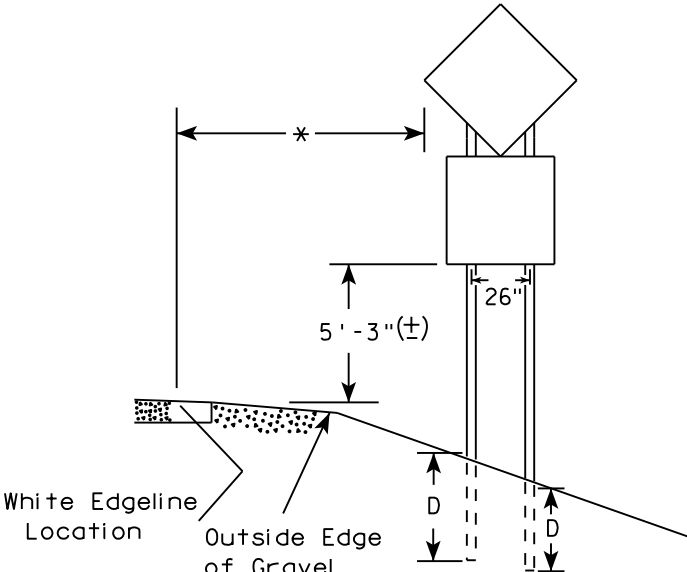
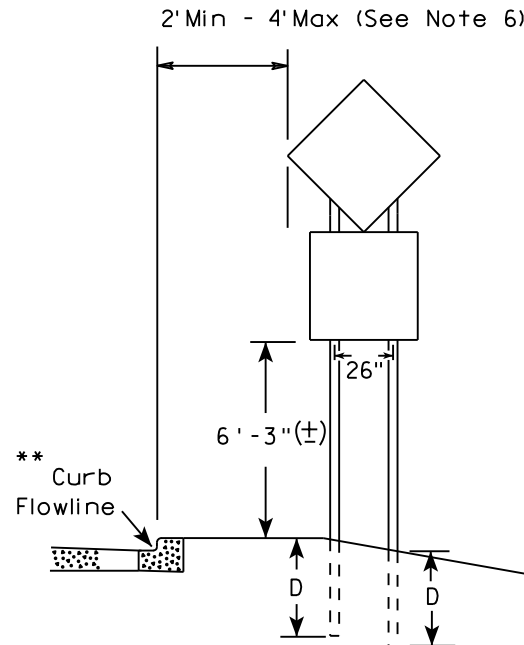
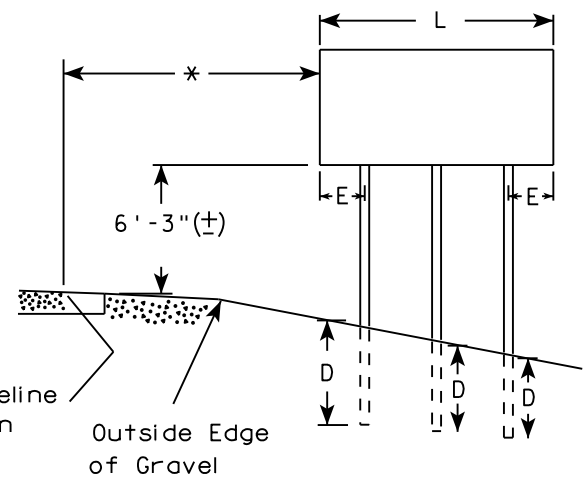
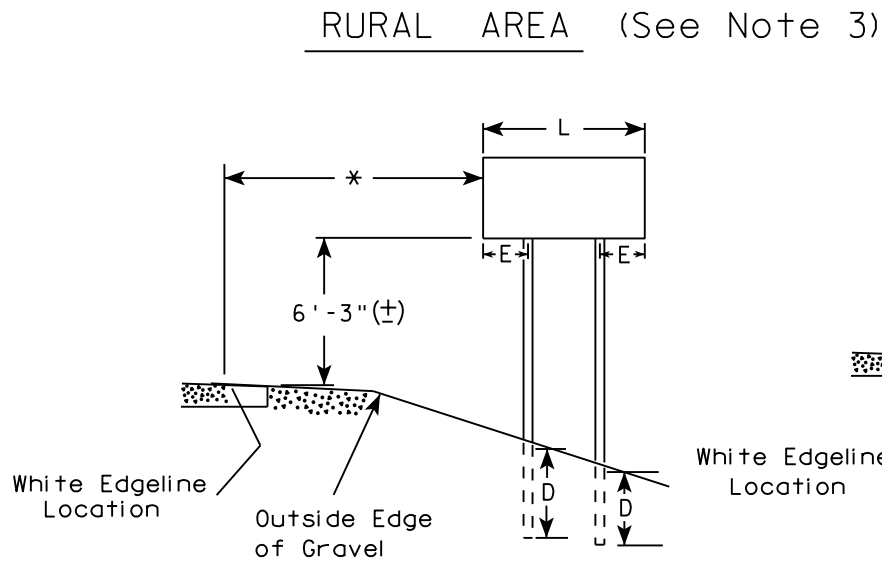
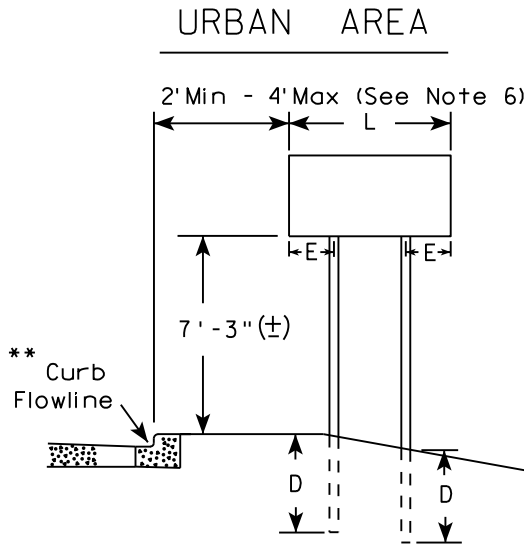
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



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

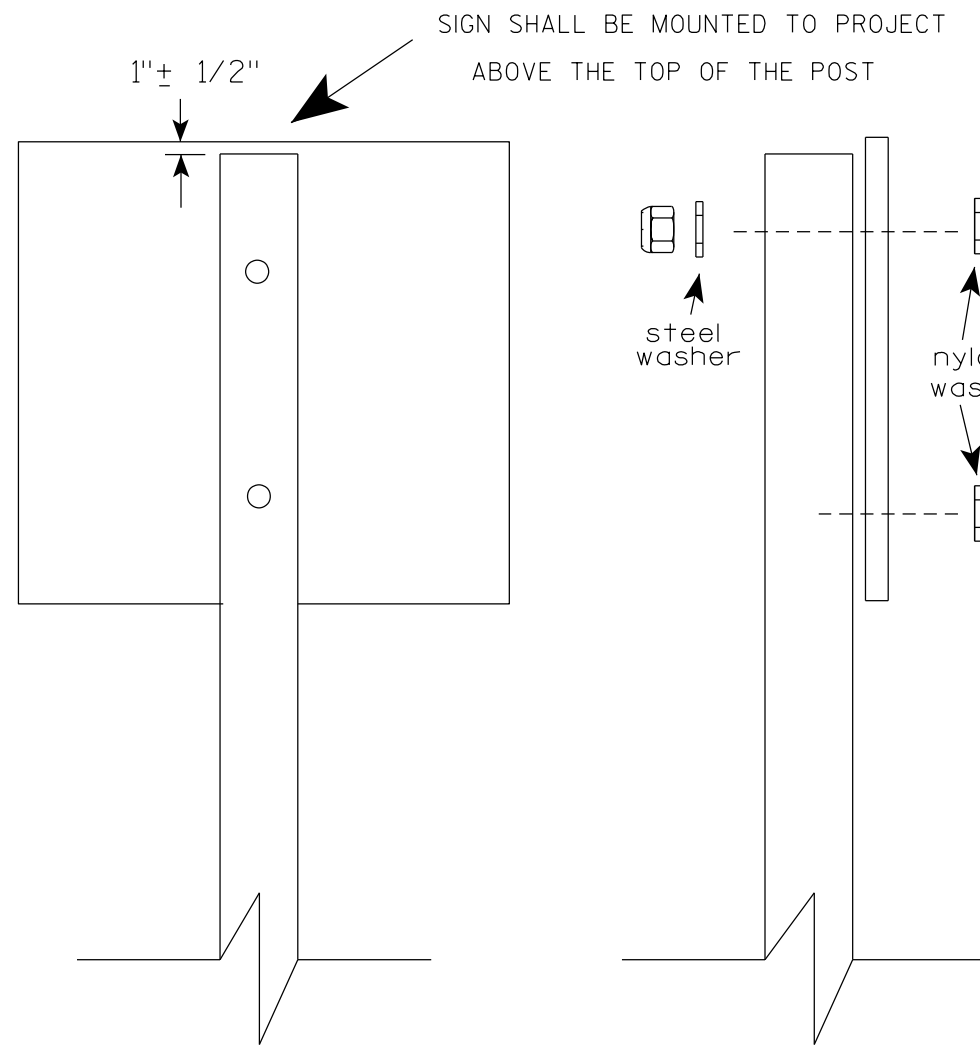
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

- 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.



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

- a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
- b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

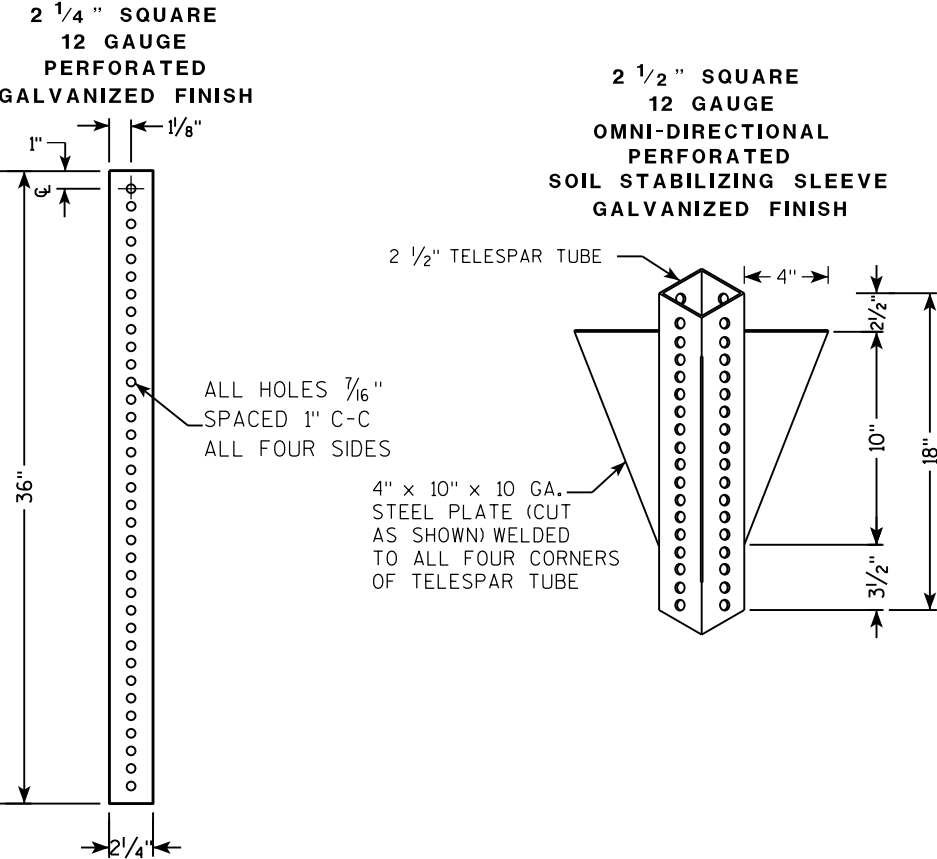
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

- STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
- MACHINE BOLTS - $\frac{5}{16}$ " X 1-3/4" Length w/ lock nuts
- WOOD POSTS (4" x 6")
- LAG SCREWS - $\frac{3}{8}$ " X 3" (NO STRINGERS ON BACK OF SIGN)
 $\frac{3}{8}$ " X 4" (STRINGERS ON BACK OF SIGN)
- SQUARE STEEL POSTS (2" x 2")
- MACHINE BOLTS - $\frac{3}{8}$ " X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
 $\frac{3}{8}$ " X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)
- RIVETS - $\frac{9}{32}$ " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH
- WASHERS (ALL POSTS) -
- 1-1/4" O.D. X $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ " STEEL
- 1-1/4" O.D. X $\frac{3}{8}$ " I.D. X .080 NYLON

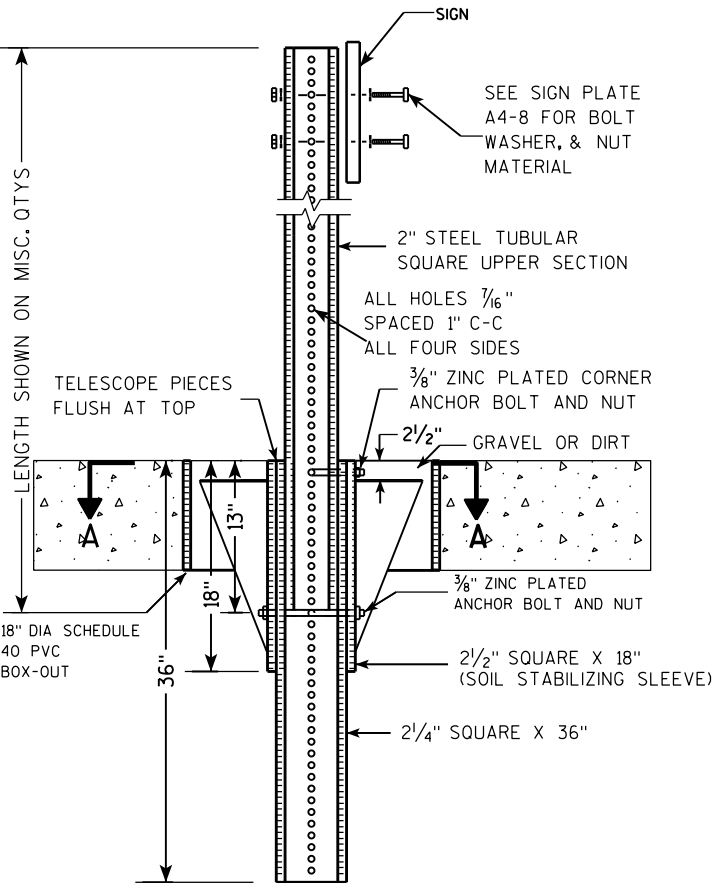
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

ATTACHMENT OF SIGNS TO POSTS	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 4/1/2020	PLATE NO. A4-8.9

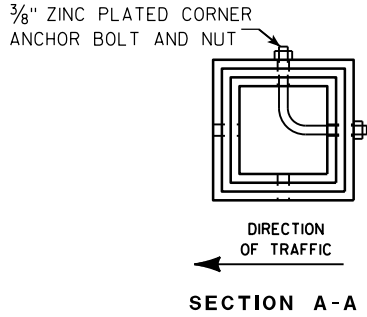
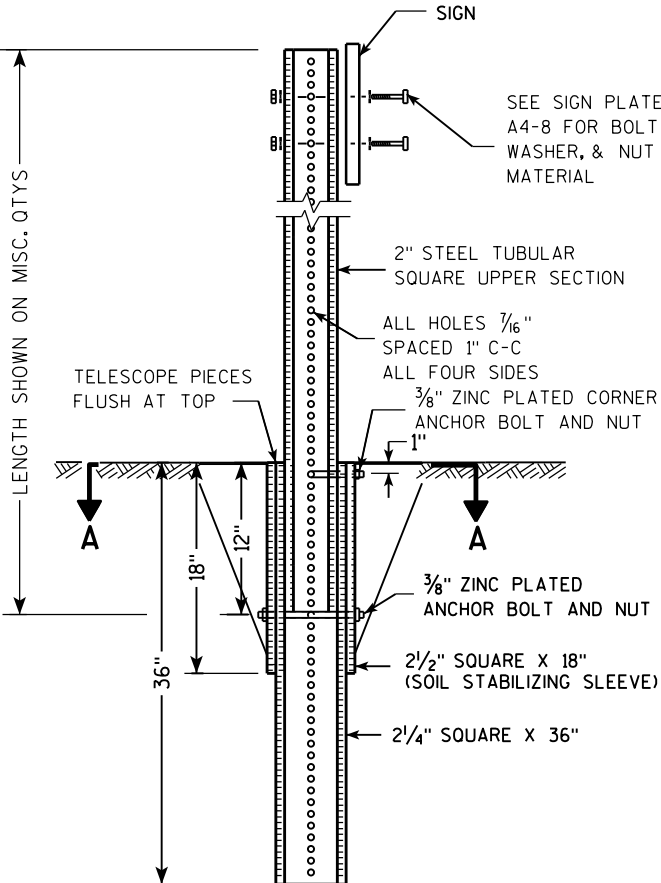
TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM



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



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



Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

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

TUBULAR STEEL
SIGN POST
A4-9

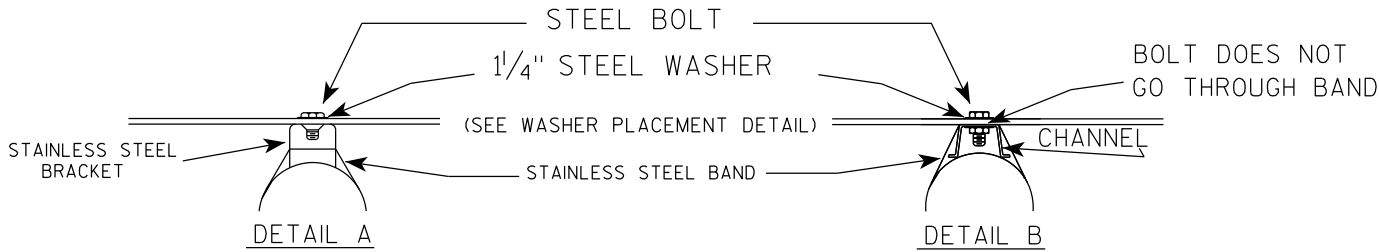
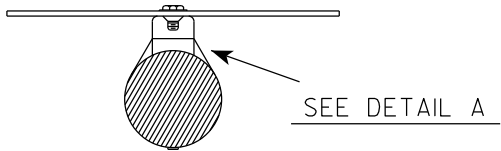
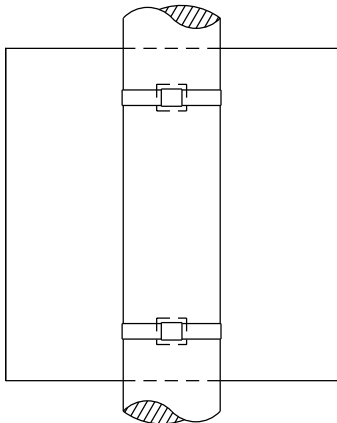
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

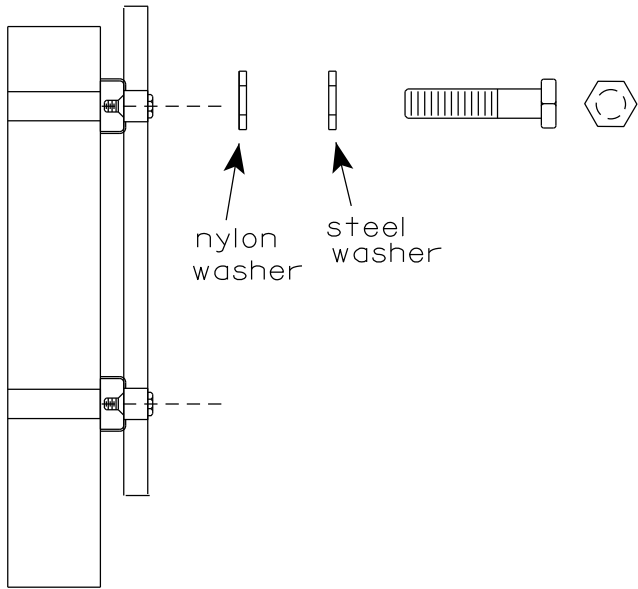
DATE 2/05/15 PLATE NO. A4-9.9

BANDING

SINGLE SIGN



WASHER PLACEMENT

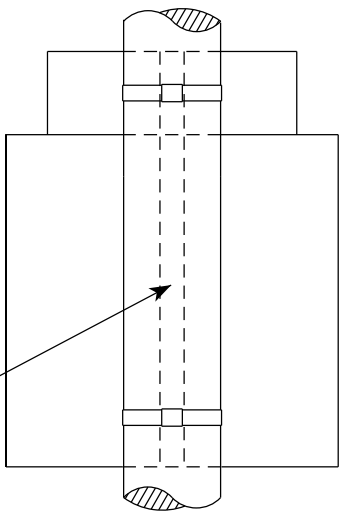


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

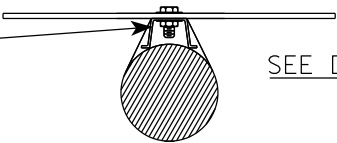
GENERAL NOTES

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

"J" ASSEMBLY



CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET

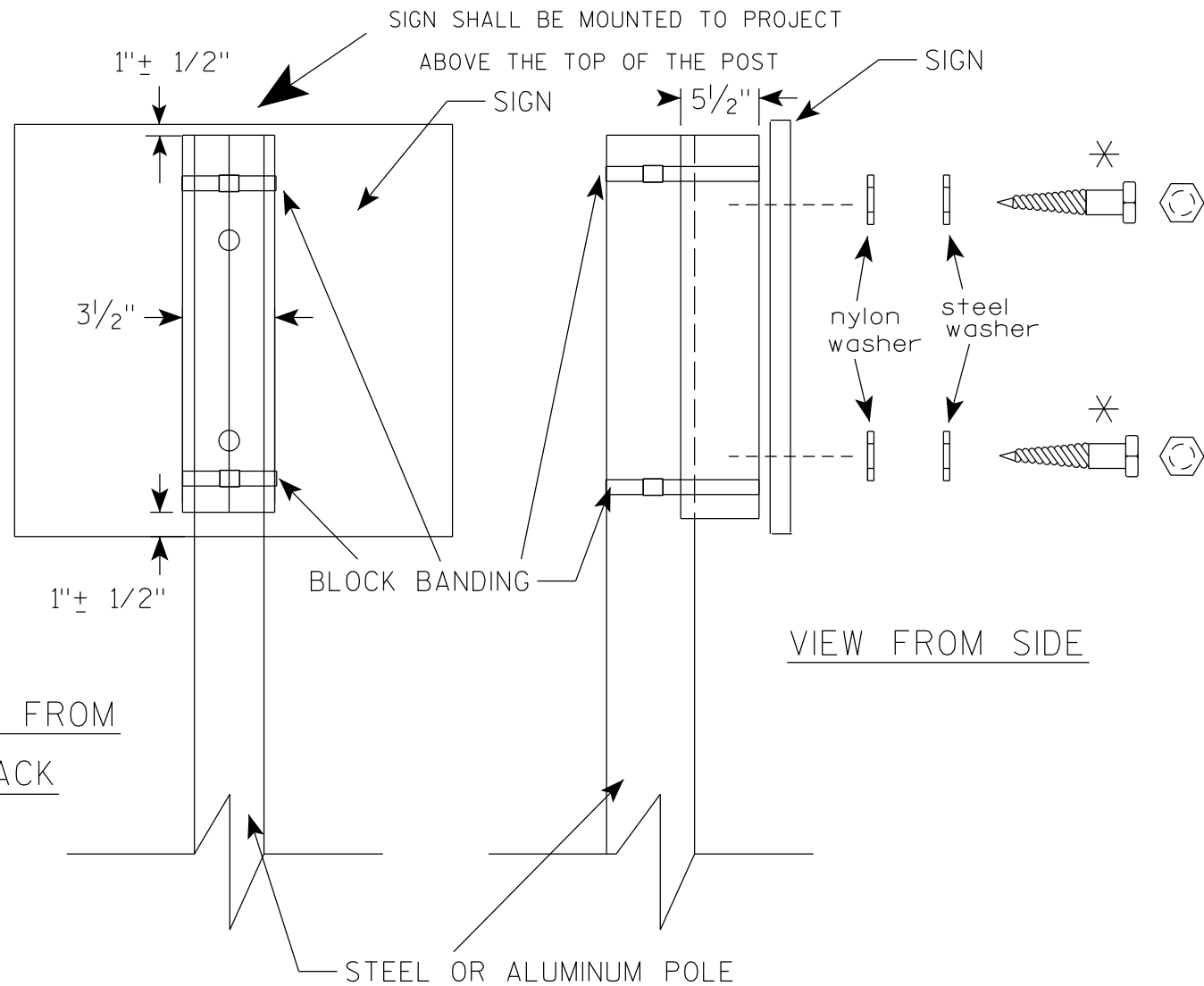


STANDARD SIGN
SIGN BANDING DETAILS

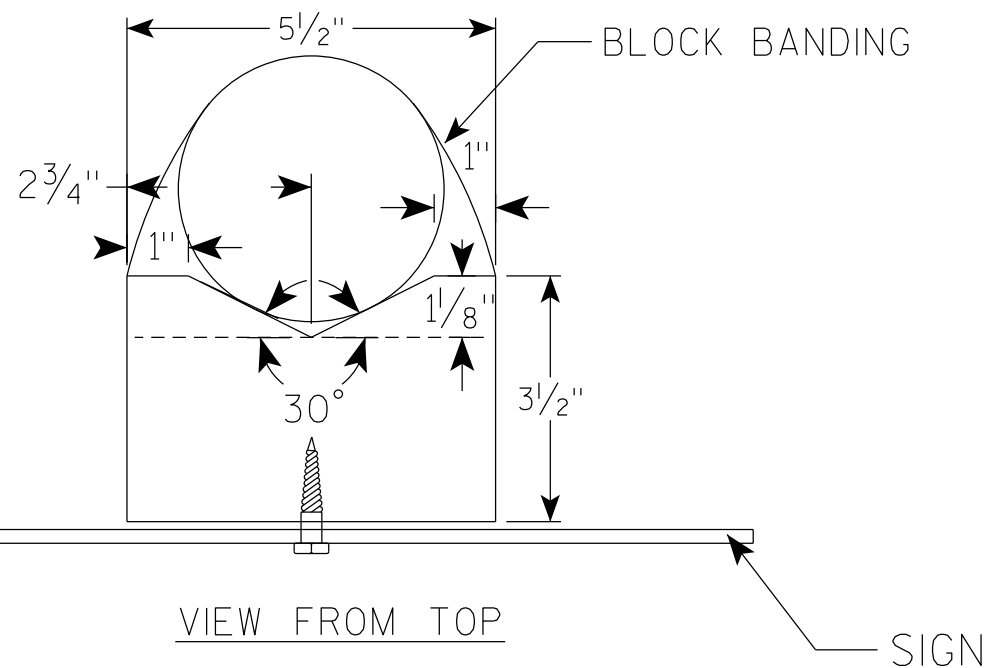
WISCONSIN DEPT OF TRANSPORTATION

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

VIEW FROM
BACK



VIEW FROM SIDE



GENERAL NOTES

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

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

BLOCK BANDING DETAIL
(V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R. Rauch
for State Traffic Engineer

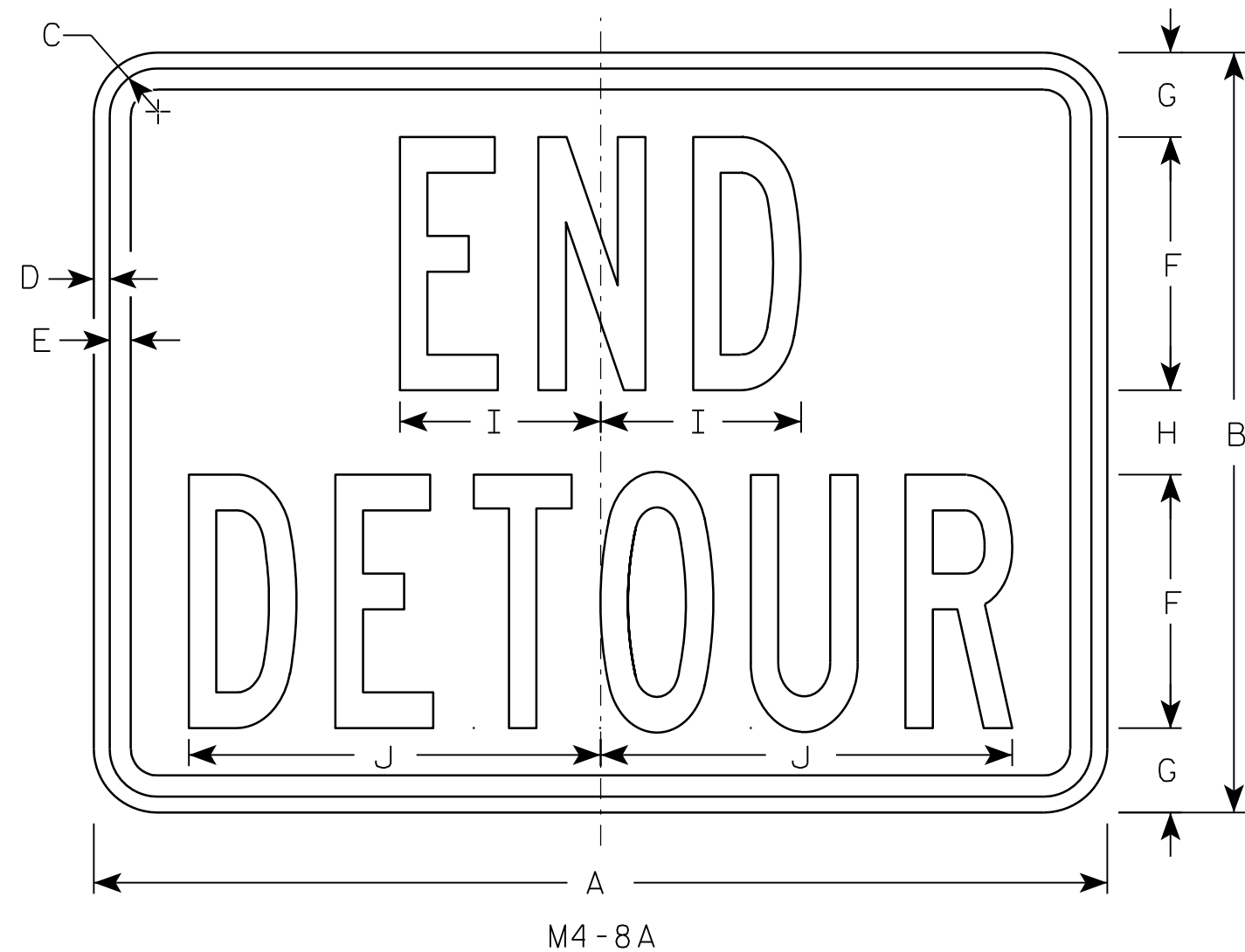
DATE 6/10/19 PLATE NO. A5-10.2

PROJECT NO:

SHEET NO:

E

7



NOTES

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

7

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

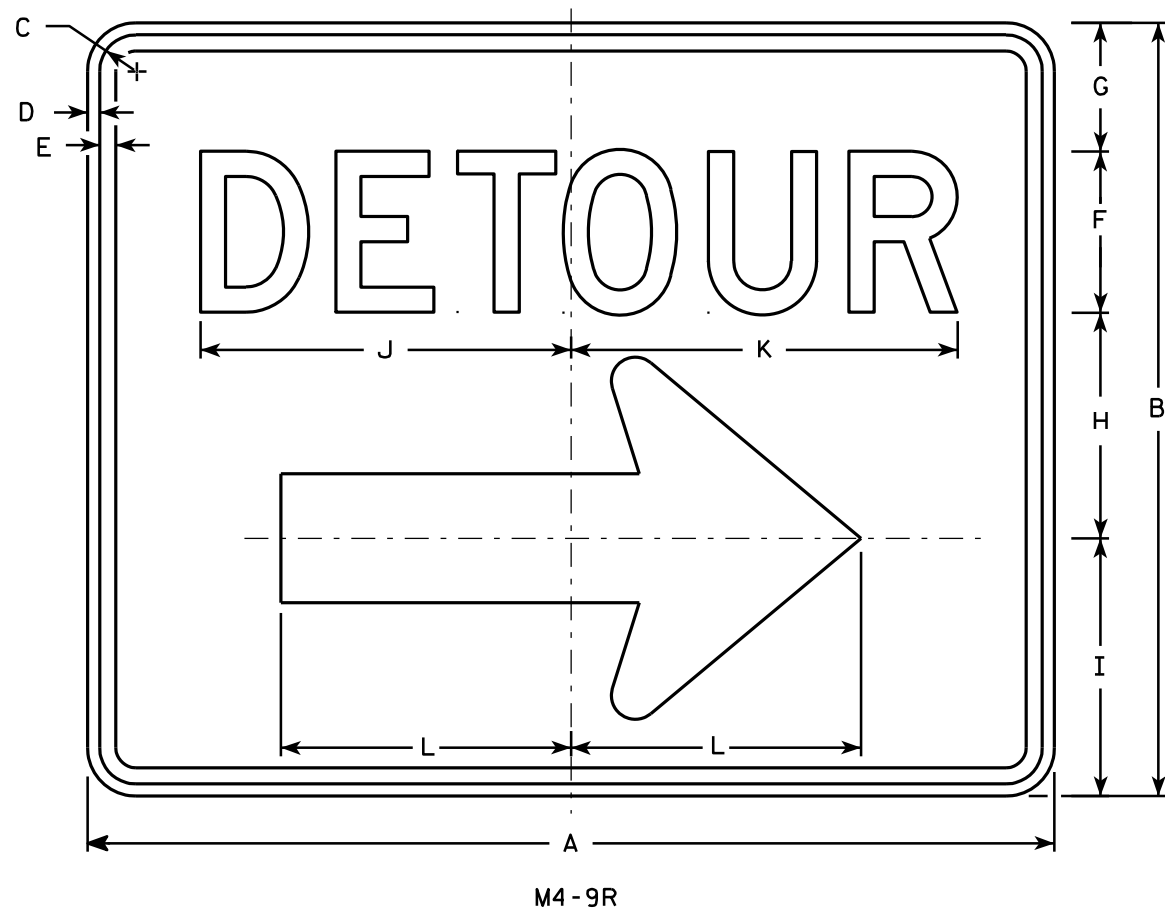
PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
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STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

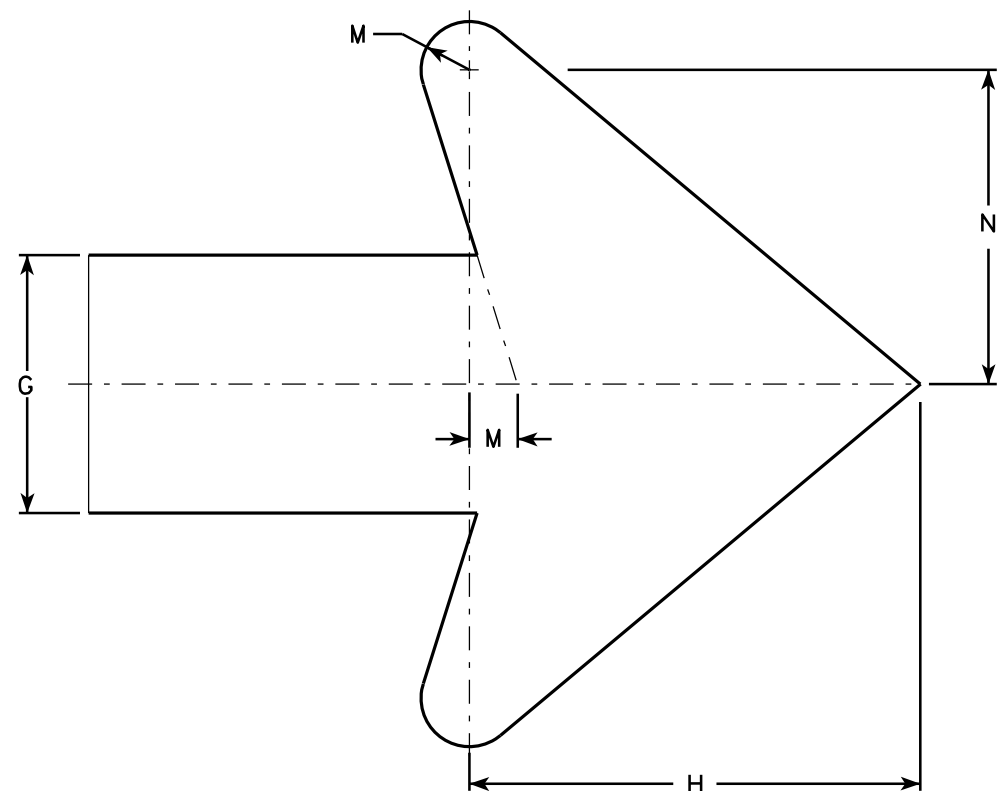
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.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 - Orange
Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9L is the same as M4-9R except the arrow is reversed.



Arrow Detail

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

PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
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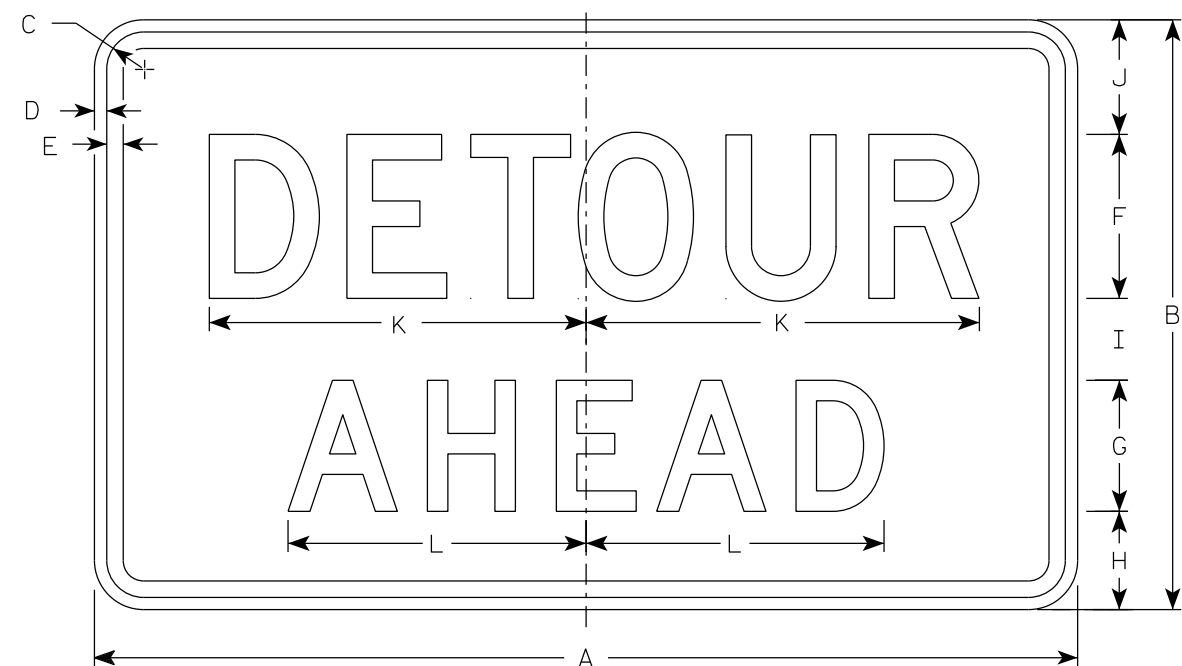
STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-9R.4

7



M4-59A

NOTES

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

7

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

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E

STANDARD SIGN

M4-59A

WISCONSIN DEPT OF TRANSPORTATION

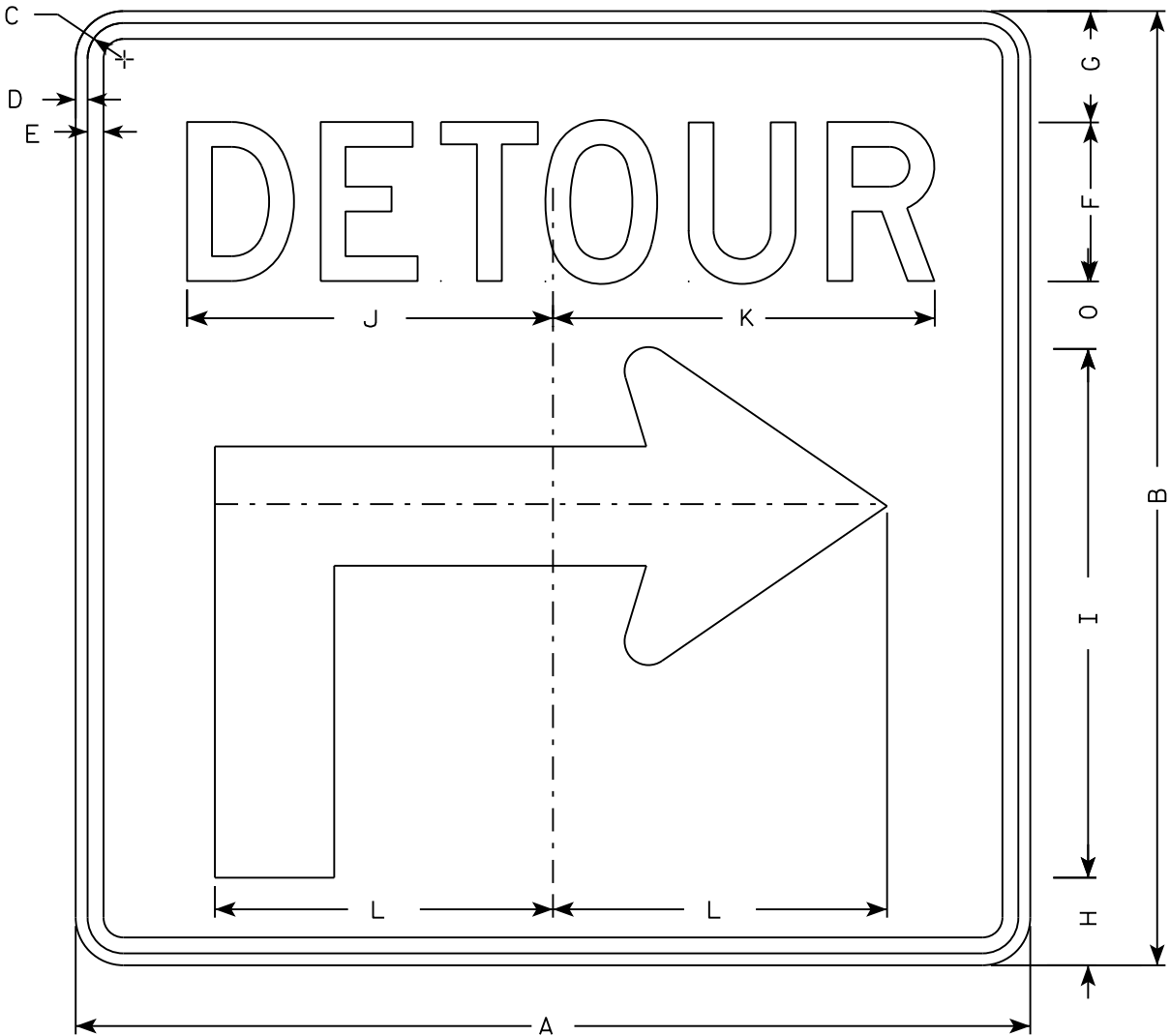
APPROVED

Matthew R. Rauch

for State Traffic Engineer

DATE 7/1/19

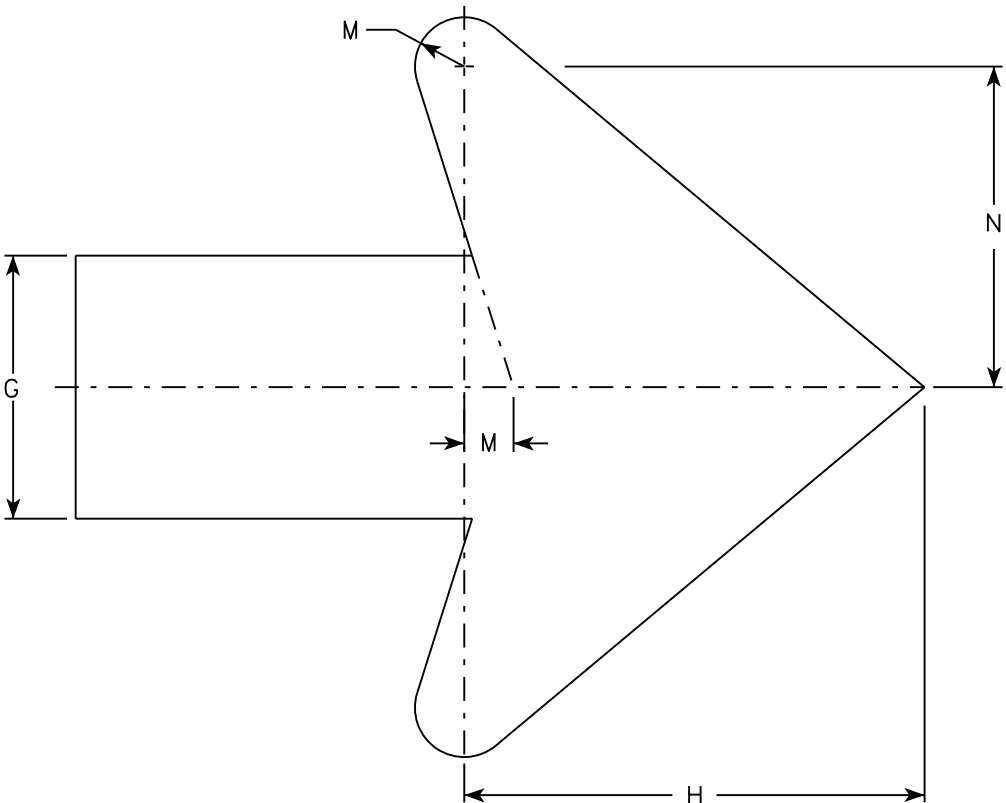
PLATE NO. M4-59A.1



M4-59R

NOTES

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



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	30	1 1/8	3/8	1/2	5	3 1/2	2 3/4	16 5/8	11 1/2	12	10 1/2	3/4	4 7/8	2 1/8												6.25
3	30	30	1 1/8	3/8	1/2	5	3 1/2	2 3/4	16 5/8	11 1/2	12	10 1/2	3/4	4 7/8	2 1/8												6.25
4	48	48	1 3/8	1/2	5/8	8	5 5/8	4 3/8	26 5/8	20 5/8	20 1/2	17	1 1/8	6 7/8	3 3/8												16.0
5	48	48	1 3/8	1/2	5/8	8	5 5/8	4 3/8	26 5/8	20 5/8	20 1/2	17	1 1/8	6 7/8	3 3/8												16.0

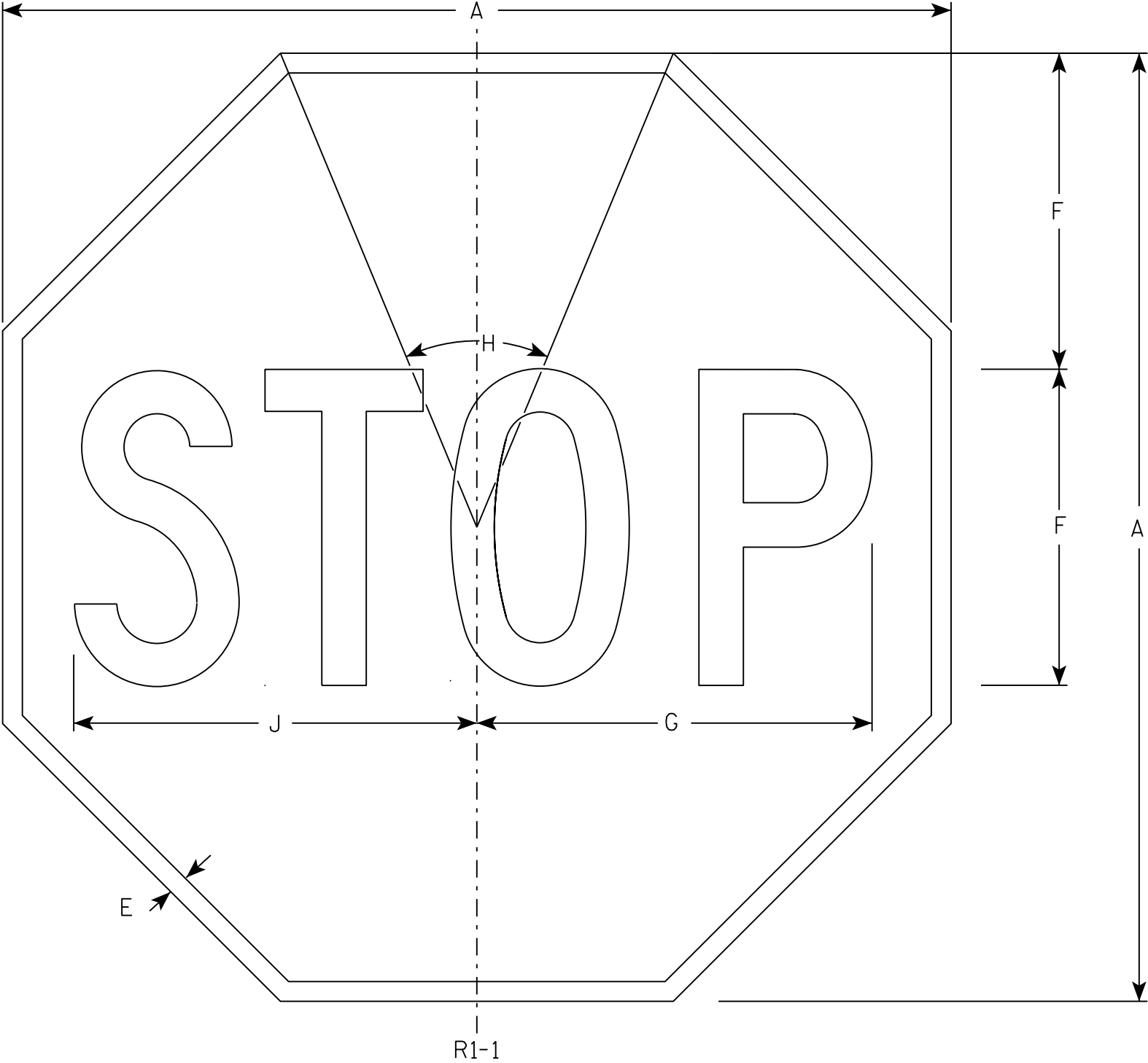
STANDARD SIGN
M4-59 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 11/10/15 PLATE NO. M4-59.1

7



NOTES

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

7

R1-1

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

STANDARD SIGN

R1 - 1

WISCONSIN DEPT OF TRANSPORTATION

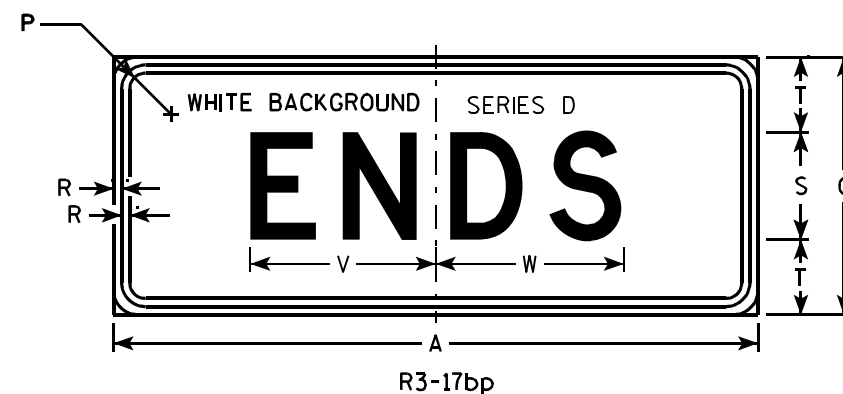
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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



-
- Diagram of a rectangular sign with the following dimensions and labels:
- Overall Dimensions:**
 - Width: A
 - Height: C
 - Internal Dimensions and Spacing:**
 - Top margin: T
 - Text height: S
 - Bottom margin: T
 - Left margin: R
 - Right margin: R
 - Text width (each letter): U
 - Text and Labels:**
 - Top left: WHITE BACKGROUND
 - Top right: SERIES D
 - Center: **AHEAD**
 - Other Labels:**
 - P : Points to the top-left corner of the sign.

R3-17ap



R3-17bp

[illegible]

STANDARD SIGN
R3-17 & R3-17a&b p

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

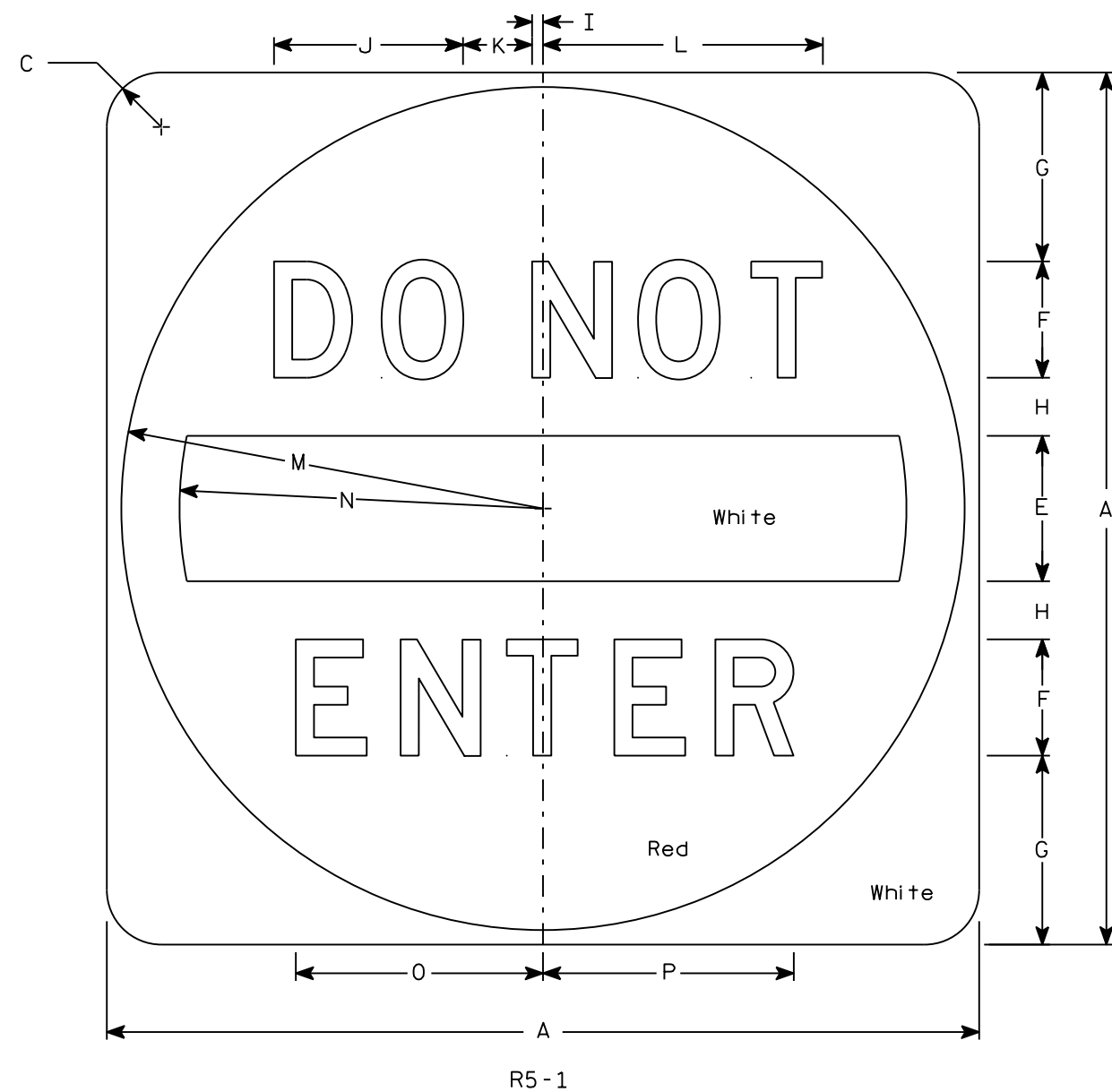
DATE 4/12/2011 PLATE NO. R3-17.2

PROJECT NO:

SHEET NO:

E

7



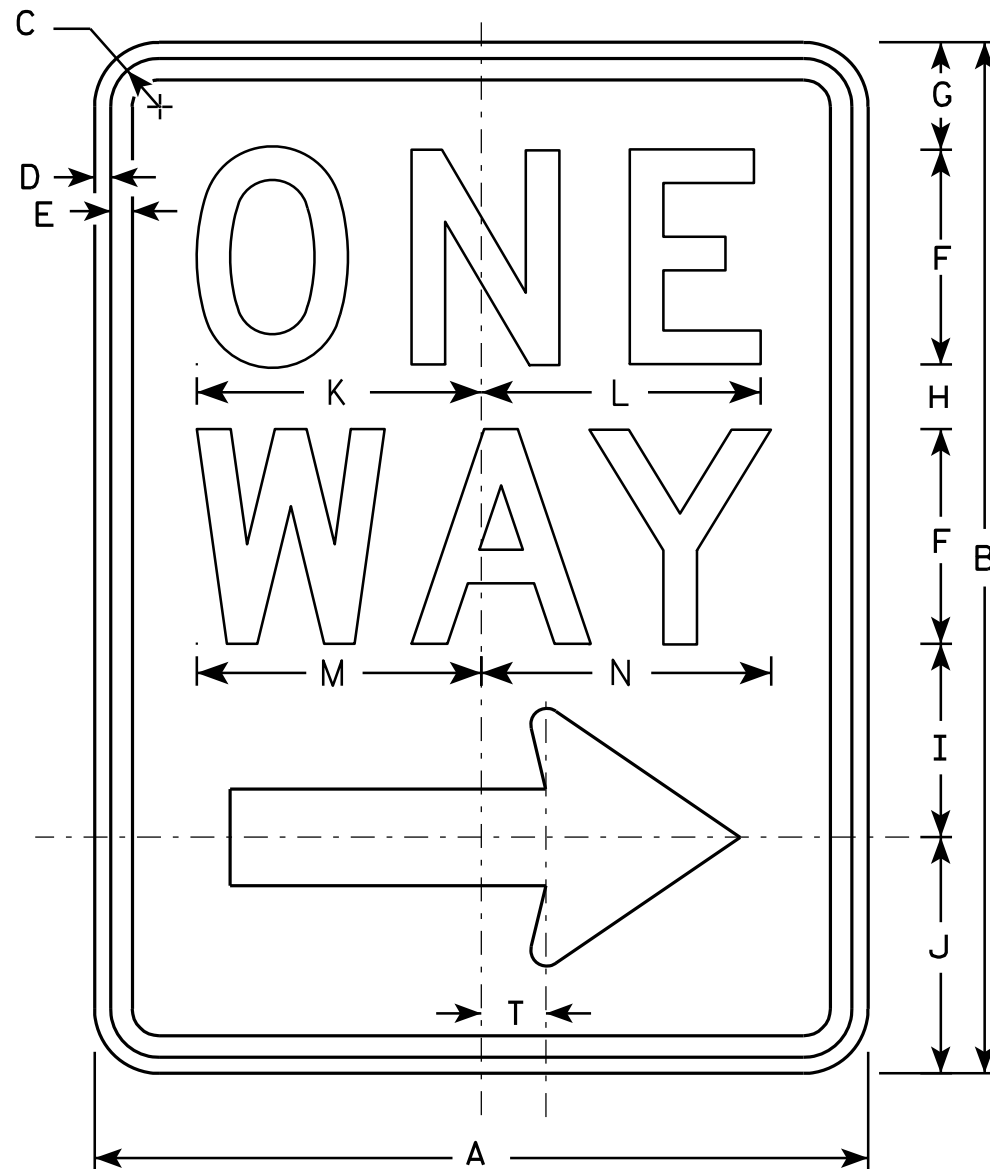
NOTES

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

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	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											6.25
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

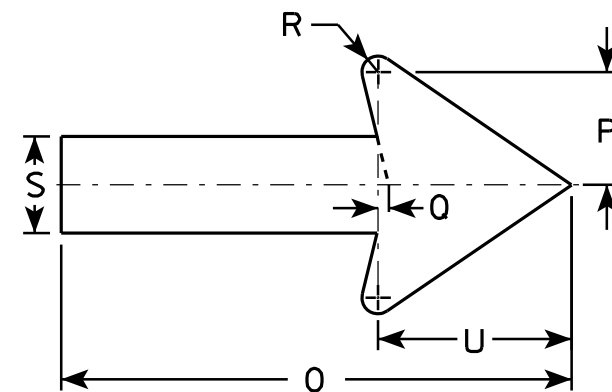
STANDARD SIGN R5-1	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 3/15/18	PLATE NO. R5-1.16



R6-2R

NOTES

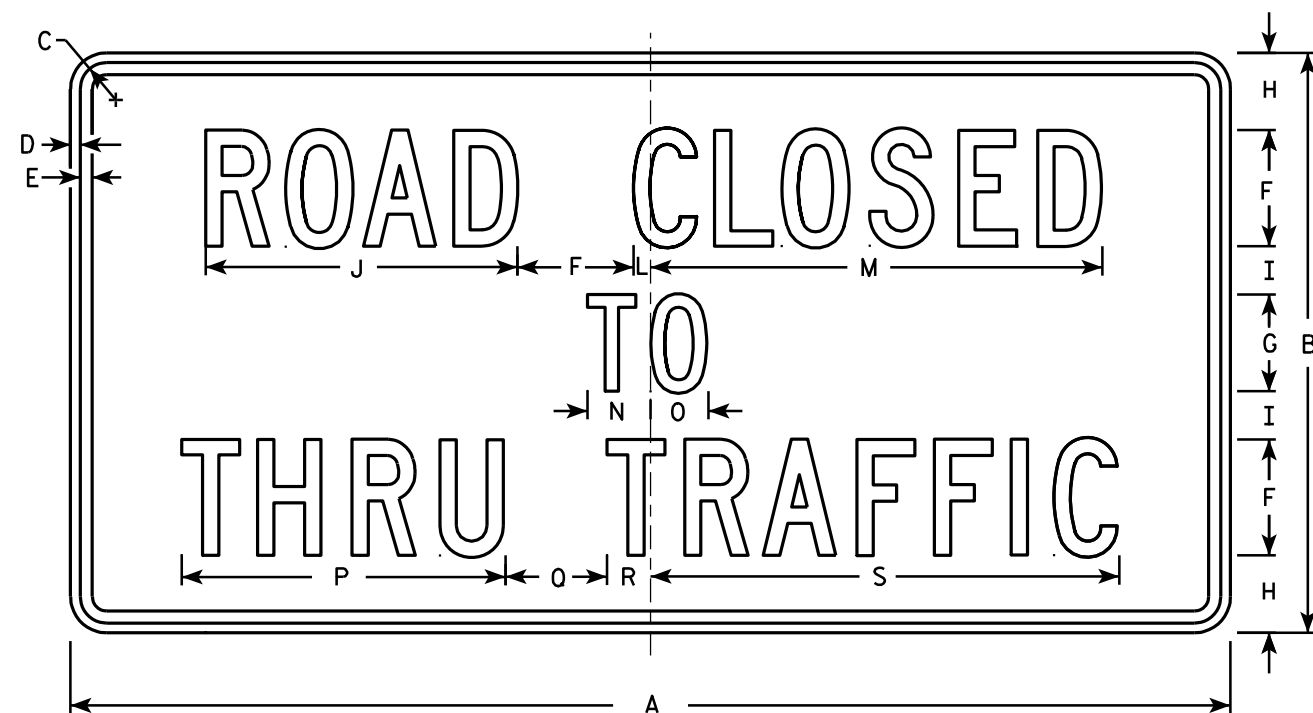
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as 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	O	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																										

PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
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STANDARD SIGN R6-2 R&L	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 11/2/10	PLATE NO. R6-2.8



R11-4

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 3⁄8	½	5⁄8	6	5	4	2 ½	16 ⅛		7⁄8	23 3⁄8	3 ¼	3	16 ¾	5 ¼	2 ¼	24 ¼								12.5
2M	60	30	1 3⁄8	½	5⁄8	6	5	4	2 ½	16 ⅛		7⁄8	23 3⁄8	3 ¼	3	16 ¾	5 ¼	2 ¼	24 ¼								12.5
3																											
4																											
5																											

STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-4.3

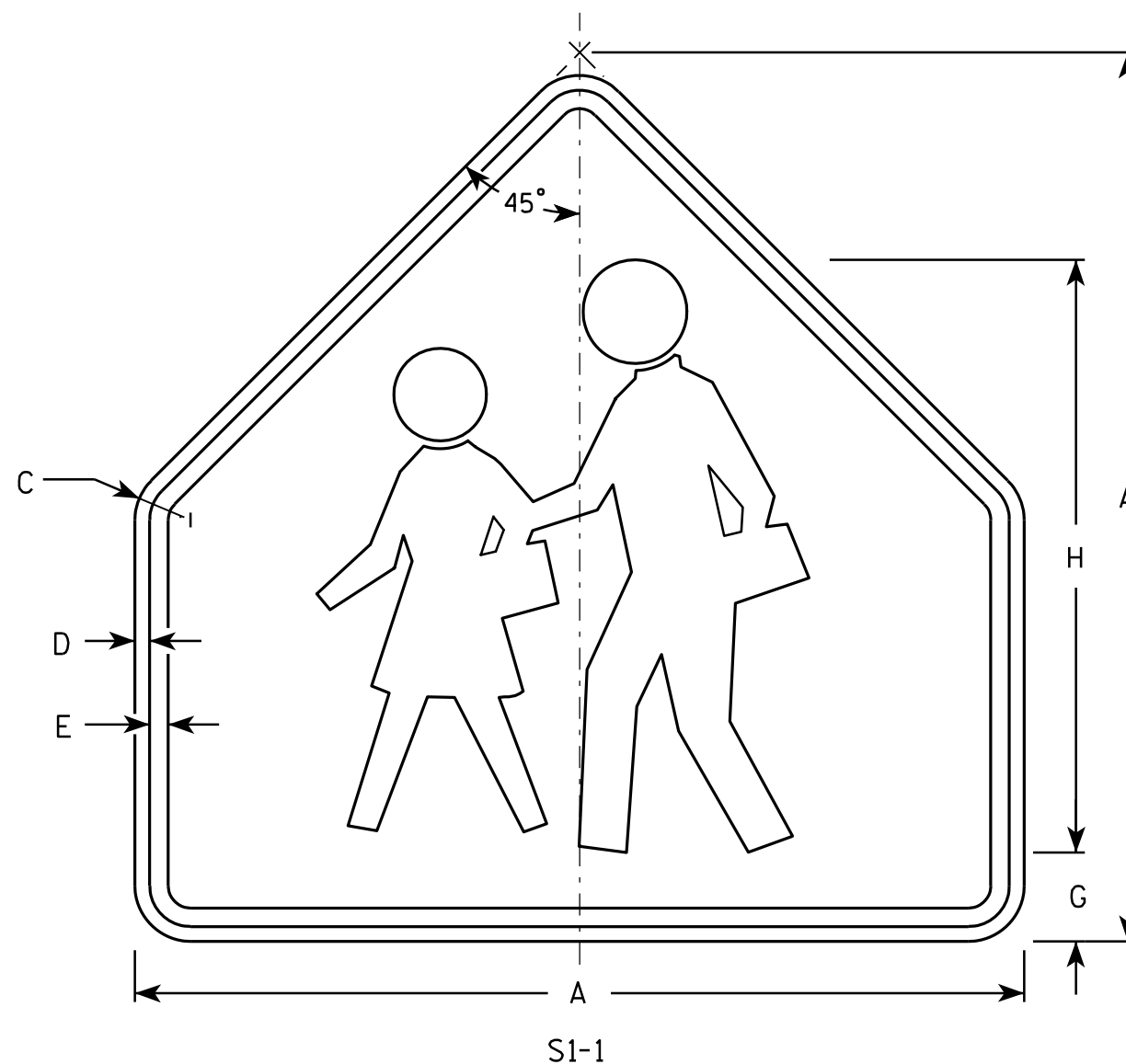
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



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-Green
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.

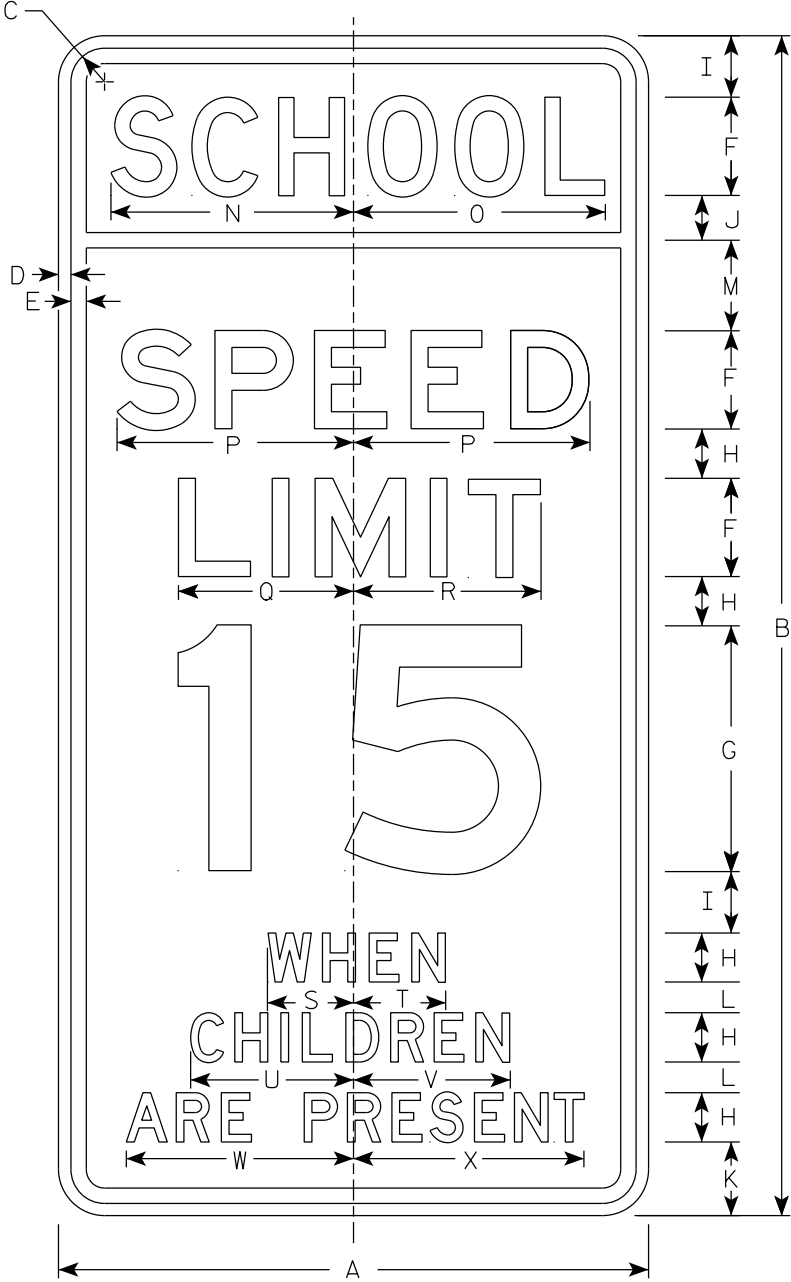
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		3	20																			4.69
2	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
3	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
4	48		2 1/4	3/4	1		4 3/4	32																			12
5																											

STANDARD SIGN S1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R. Rauch
for State Traffic Engineer
DATE 6/30/05 PLATE NO. S1-1.8

PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: **E**



S4-51

NOTES

1. Sign is Type II - See Note 2 for Sheeting Type
2. Color:
Background - See Note 4
Message - Black
3. Message Series - See Note 5
4. Top panel (SCHOOL) background - Yellow Green - Type F Reflective
Lower panel background - White - Type SH Reflective
5. From top to bottom:
Lines 1, 5, 6 & 7 are series D
Lines 2, 3 & 4 are series E
6. Line 4 substitute appropriate numerals and adjust spacing to achieve proper balance.

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	48	1 3⁄8	1⁄2	5⁄8	4	10	2	2 1⁄2	1 3⁄4	3	1 1⁄4	3 3⁄4	9 7⁄8	10 1⁄4	9 5⁄8	7 1⁄8	7 5⁄8	3 1⁄2	3 3⁄8	6 5⁄8	6 3⁄8	9 1⁄4	9 3⁄8			8.00
3	36	72	2 1⁄4	3⁄4	1	6	15	3	3 3⁄4	2 3⁄4	4 1⁄2	1 7⁄8	5 1⁄2	15	15 1⁄4	14 1⁄2	11 1⁄4	11 1⁄2	5 1⁄2	5 3⁄4	10	9 3⁄4	14	14 1⁄8			18.00
4																											
5																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E

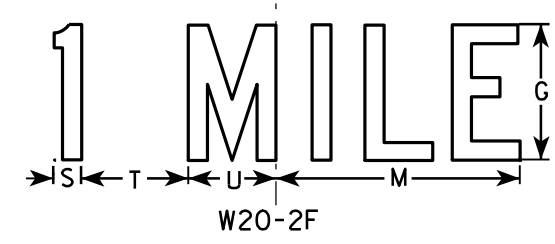
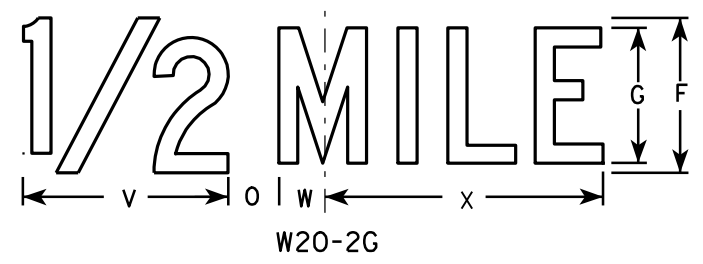
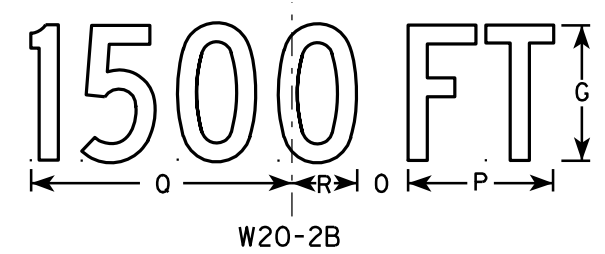
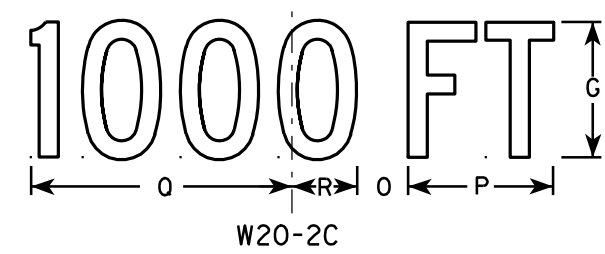
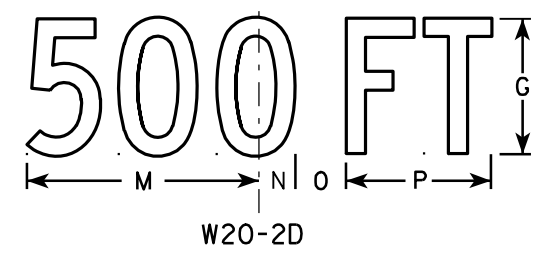
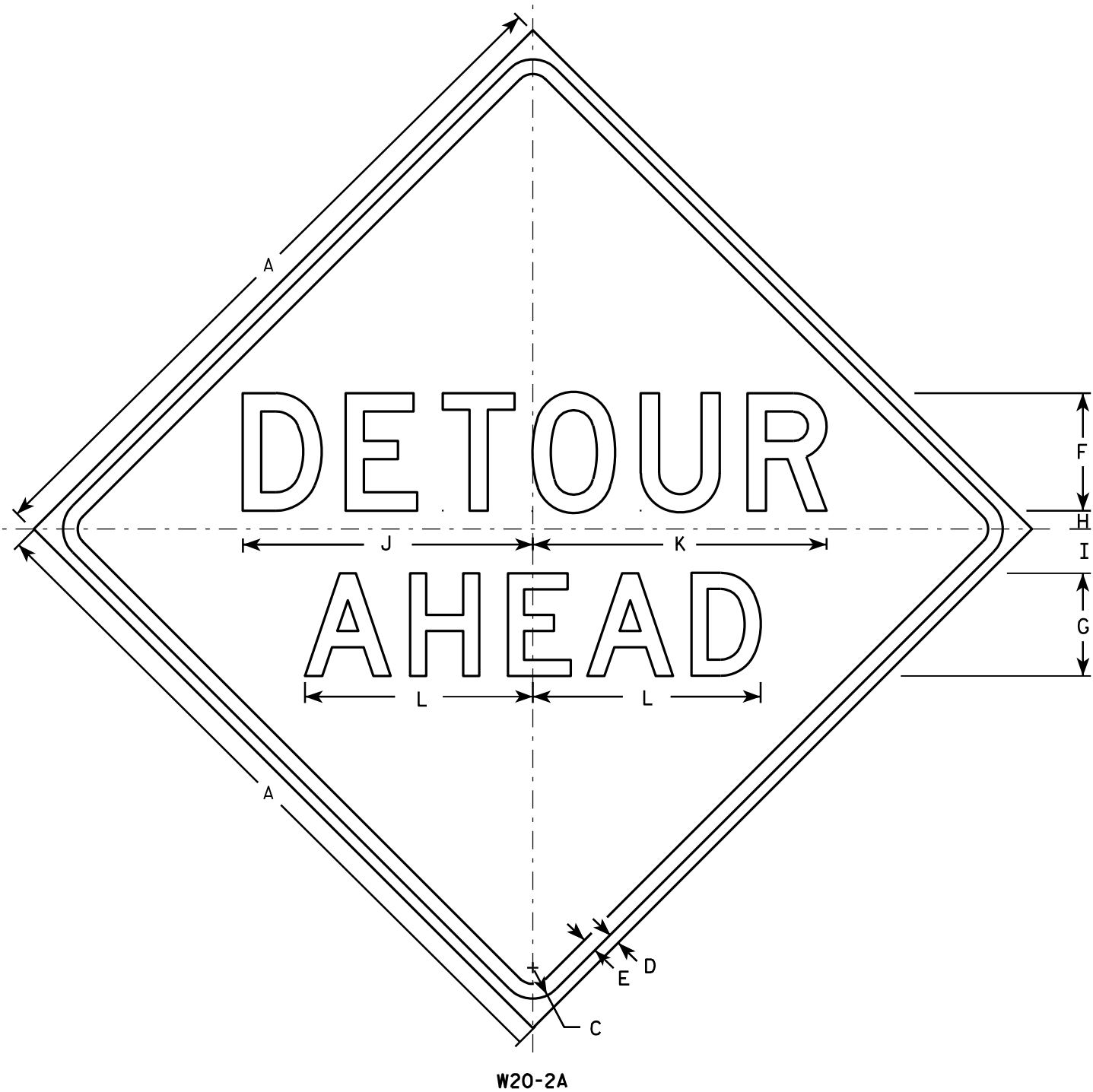
STANDARD SIGN

S4-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 7/27/2020 PLATE NO. S4-51.10



NOTES

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

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

STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E

LOCATION	STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
				CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDNATE NOTE 14
GREEN BAY ST	09+68	968.00	0.00	56.41	29.66	0.00	0	0	0	0	0	0
	10+00	1000.00	32.00	52.72	29.66	0.00	65	35	0	65	0	30
	10+50	1050.00	50.00	37.79	29.66	0.00	84	55	0	149	0	59
	11+00	1100.00	50.00	52.73	29.66	0.00	84	55	0	233	0	88
	11+50	1150.00	50.00	50.27	29.66	0.00	95	55	0	328	0	128
	12+00	1200.00	50.00	50.06	29.66	0.00	93	55	0	421	0	166
	12+50	1250.00	50.00	50.60	29.66	0.00	93	55	0	514	0	204
	13+00	1300.00	50.00	46.86	29.66	0.00	90	55	0	604	0	239
	13+50	1350.00	50.00	40.74	29.66	0.00	81	55	0	685	0	265
	14+00	1400.00	50.00	41.67	29.66	0.00	76	55	0	761	0	286
	14+50	1450.00	50.00	49.75	29.66	0.00	85	55	0	846	0	317
	15+00	1500.00	50.00	52.36	29.66	0.00	95	55	0	941	0	357
	15+50	1550.00	50.00	50.71	29.66	0.00	95	55	0	1,036	0	397
	16+00	1600.00	50.00	49.40	29.66	0.00	93	55	0	1,129	0	435
	16+50	1650.00	50.00	47.96	29.66	0.00	90	55	0	1,219	0	470
	17+00	1700.00	50.00	50.89	29.66	0.00	92	55	0	1,311	0	507
	17+50	1750.00	50.00	49.99	29.66	0.00	93	55	0	1,404	0	545
	18+00	1800.00	50.00	41.15	29.66	0.00	84	55	0	1,488	0	574
	18+50	1850.00	50.00	41.90	29.66	0.00	77	55	0	1,565	0	596
	19+00	1900.00	50.00	46.15	29.66	0.00	82	55	0	1,647	0	623
	19+50	1950.00	50.00	45.75	29.66	0.00	85	55	0	1,732	0	653
	20+00	2000.00	50.00	41.72	29.66	0.00	81	55	0	1,813	0	679
	20+50	2050.00	50.00	39.87	17.24	0.00	76	44	0	1,889	0	711
	21+00	2100.00	50.00	49.93	17.24	0.00	83	32	0	1,972	0	763
	21+50	2150.00	50.00	47.79	17.24	0.00	90	32	0	2,062	0	821
	22+00	2200.00	50.00	49.89	17.24	0.00	90	32	0	2,152	0	879
	22+50	2250.00	50.00	44.33	17.24	0.00	87	32	0	2,239	0	934
	23+00	2300.00	50.00	40.87	17.24	0.00	79	32	0	2,318	0	981
	23+50	2350.00	50.00	48.68	17.24	0.00	83	32	0	2,401	0	1,032
	24+00	2400.00	50.00	49.68	17.24	0.00	91	32	0	2,492	0	1,091
	24+50	2450.00	50.00	45.38	17.24	0.00	88	32	0	2,580	0	1,147
	25+00	2500.00	50.00	41.84	17.24	0.00	81	32	0	2,661	0	1,196
	25+50	2550.00	50.00	40.59	17.24	0.00	76	32	0	2,737	0	1,240
	26+00	2600.00	50.00	38.31	17.24	0.00	73	32	0	2,810	0	1,281
	26+50	2650.00	50.00	39.19	17.24	0.00	72	32	0	2,882	0	1,321
	27+00	2700.00	50.00	44.19	17.24	0.00	77	32	0	2,959	0	1,366
	27+50	2750.00	50.00	48.44	17.24	0.00	86	32	0	3,045	0	1,421
	28+00	2800.00	50.00	46.25	17.24	0.00	88	32	0	3,133	0	1,477
	28+50	2850.00	50.00	47.71	17.24	0.00	87	32	0	3,220	0	1,532
	28+70	2870.00	20.00	61.94	17.24	0.00	41	13	0	3,261	0	1,560
EAST AVE SOUTH LEG EAST CURB RETURN	00+16.74 - 00+42.73	16.74 - 42.73	25.99	17.66	6.23	0.00	17	6	0	3,278	0	1,571
EAST AVE SOUTH LEG WEST CURB RETURN	00+07.11 - 00+34.06	7.11 - 34.06	26.95	16.03	6.01	0.00	16	6	0	3,294	0	1,581
EAST AVE NORTH LEG EAST CURB RETURN	00+11.60 - 00+36.73	11.60 - 36.73	25.10	17.21	6.45	0.00	16	6	0	3,310	0	1,591
EAST AVE NORTH LEG WEST CURB RETURN	00+12.75 - 00+37.20	12.75 - 37.20	24.45	16.56	6.63	0.00	15	6	0	3,325	0	1,600
19TH EAST CURB RETURN	00+04.65 - 00.35.68	4.65 - 35.68	31.03	19.14	5.22	0.00	22	6	0	3,347	0	1,616
19TH WEST CURB RETURN	00+03.27 - 00+35.63	3.27 - 35.63	32.36	16.69	5.01	0.00	20	6	0	3,367	0	1,630
20TH EAST CURB RETURN	00+12.03 - 00+36.71	12.03 - 36.71	24.68	16.41	6.56	0.00	15	6	0	3,382	0	1,639
20TH WEST CURB RETURN	00+13.22 - 00+38.60	13.22 - 38.60	25.38	19.15	6.38	0.00	18	6	0	3,400	0	1,651
21ST SOUTH LEG EAST CURB RETURN	00+22.18 - 00+46.95	22.18 - 46.95	24.77	16.35	6.54	0.00	15	6	0	3,415	0	1,660
21ST SOUTH LEG WEST CURB RETURN	00+14.34 - 00+39.63	14.34 - 39.63	25.29	13.88	6.41	0.00	13	6	0	3,428	0	1,667
21ST NORTH LEG EAST CURB RETURN	00+12.22 - 00+44.52	12.22 - 44.52	32.30	20.90	5.02	0.00	25	6	0	3,453	0	1,686
21ST NORTH LEG WEST CURB RETURN	00+12.30 - 00+45.66	12.30 - 45.66	33.36	18.62	4.86	0.00	23	6	0	3,476	0	1,703
22ND SOUTH LEG EAST CURB RETURN	00+21.60 - 45.70	21.60 - 45.70	24.10	22.41	6.72	0.00	20	6	0	3,496	0	1,717
22ND SOUTH LEG WEST CURB RETURN	00+23.07 - 00+47.64	23.07 - 47.64	24.57	19.78	6.59	0.00	18	6	0	3,514	0	1,729

NOTES:

(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100

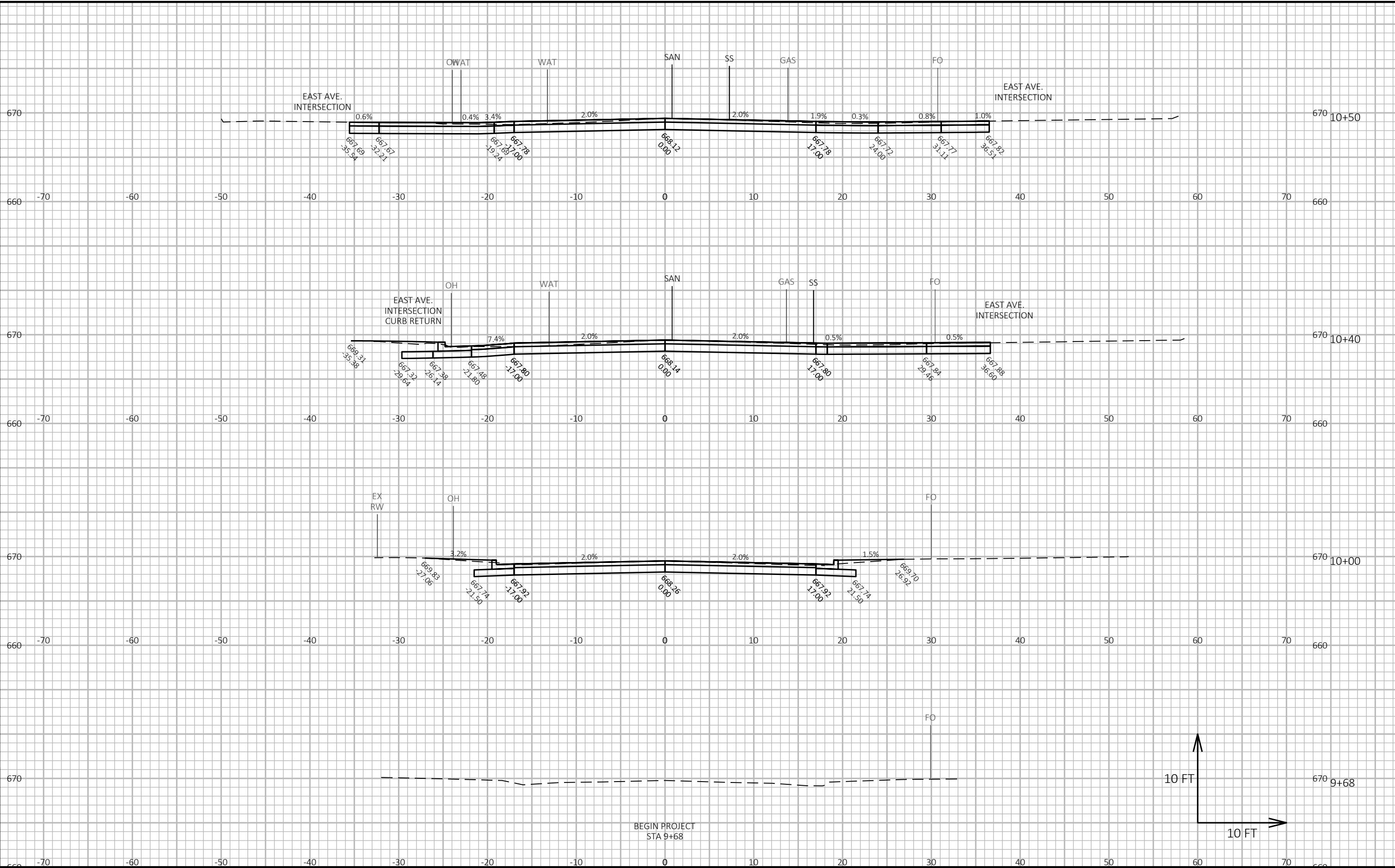
(2) SALVAGED/UNSUALE PAVEMENT MATERIAL IS INCLUDED IN CUT.

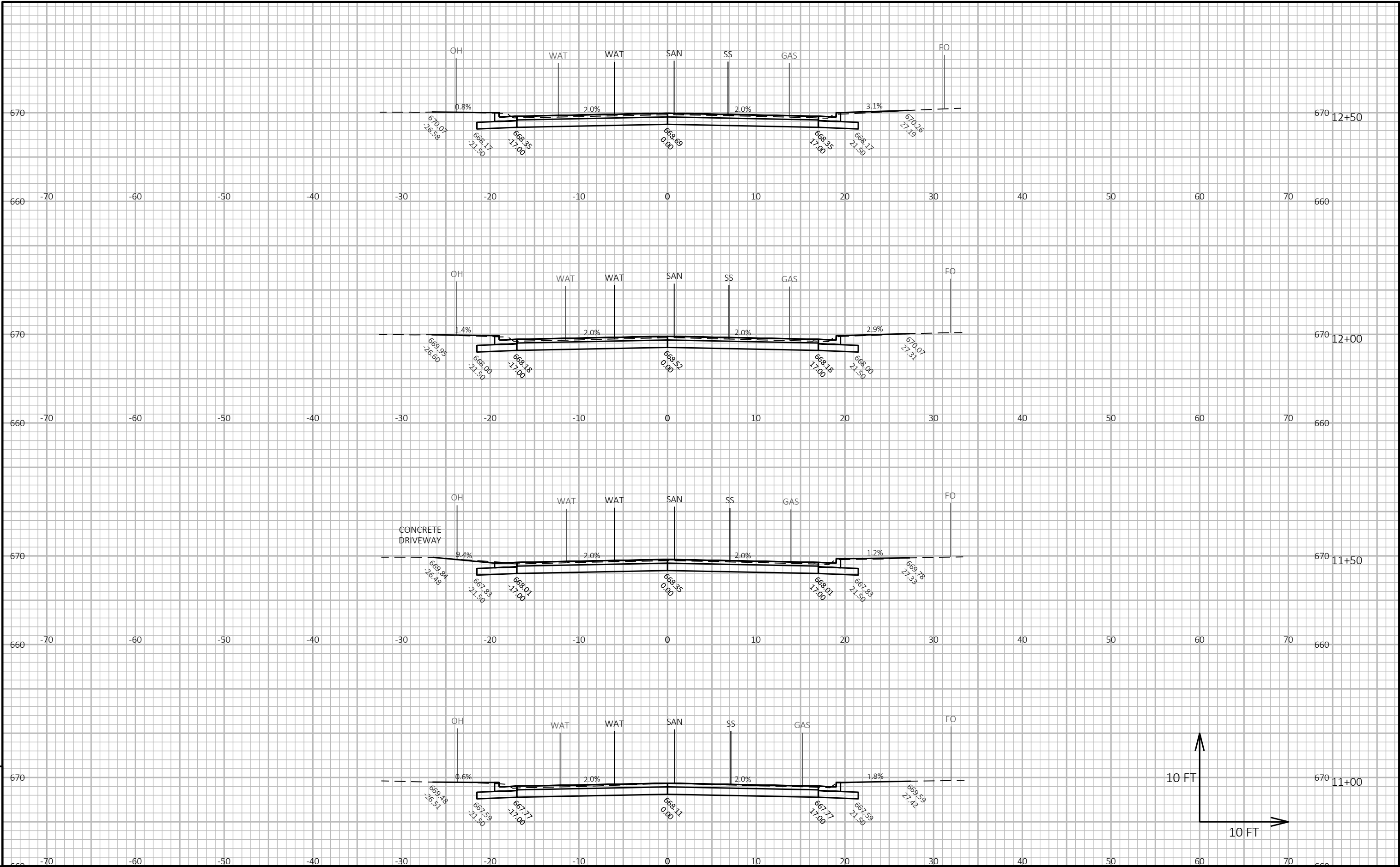
(3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT BORROW MATERIAL. NOTE: THIS IS DESIGNERS CHOICE, CAN BE BACKFILLED WITH BORROW, OR CUT AS WELL.

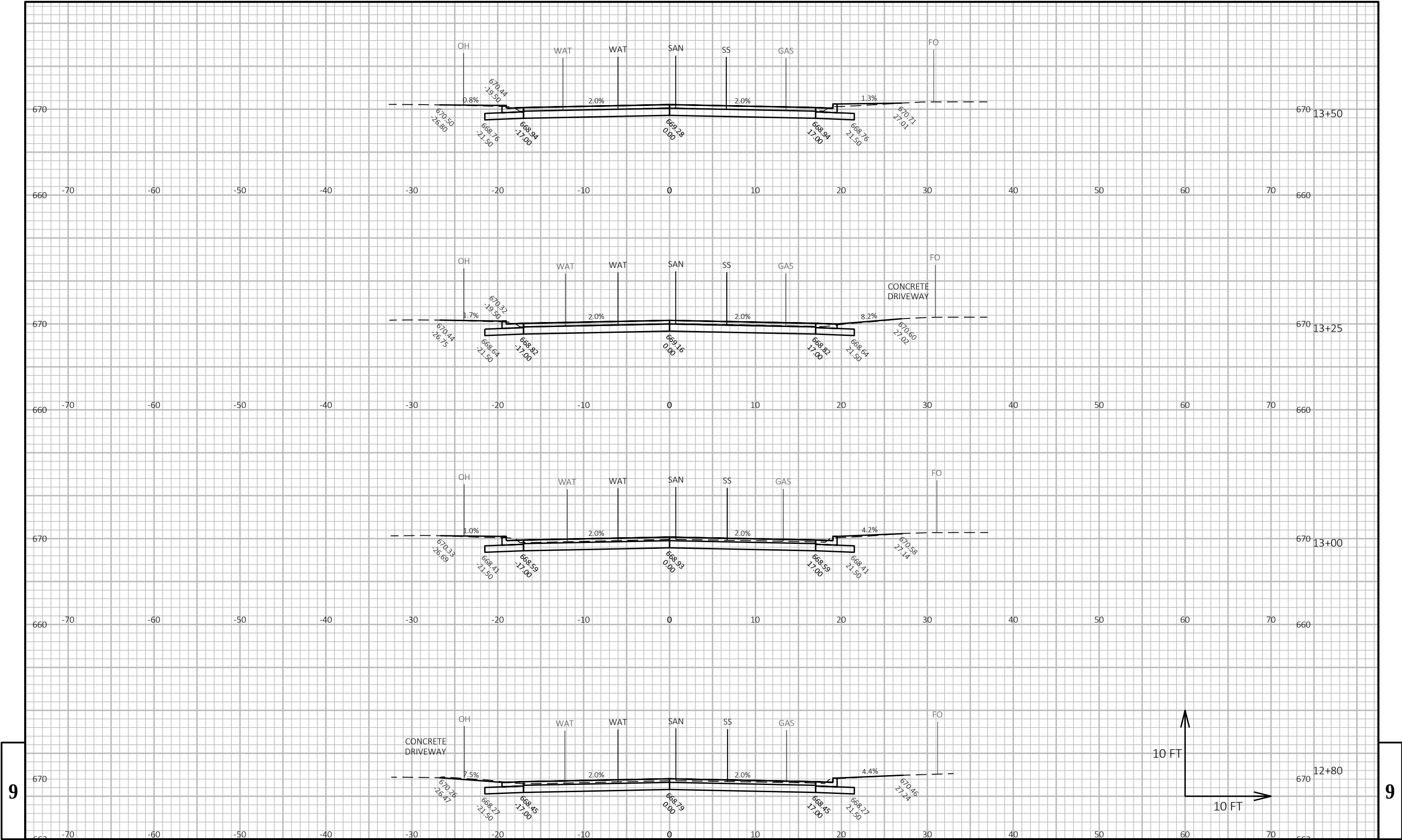
(14) THE MASS ORDNATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

• FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

• UNUSEABLE MATERIAL ESTIMATED FROM BORING INFORMATION. SEE GENERAL NOTES FOR BORING TABLE.







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PROJECT NO: 5991-07-37 & 38

HWY: GREEN BAY STREET

COUNTY: LA CROSSE

CROSS SECTIONS

SHEET

E

FILE NAME : W:\7635\CAD\I 5991-07-36\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 3

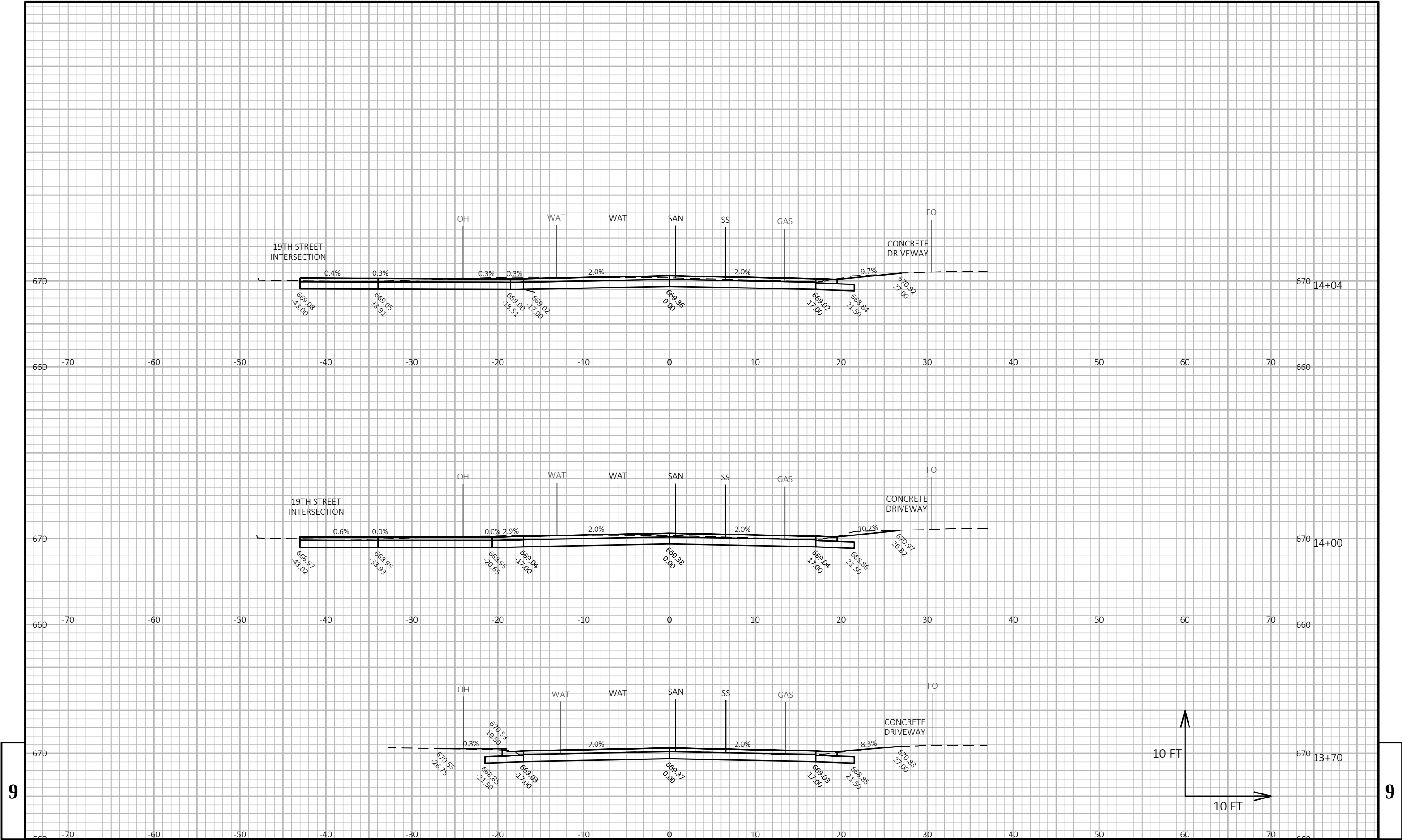
PLOT DATE : 4/20/2021 4:20 PM

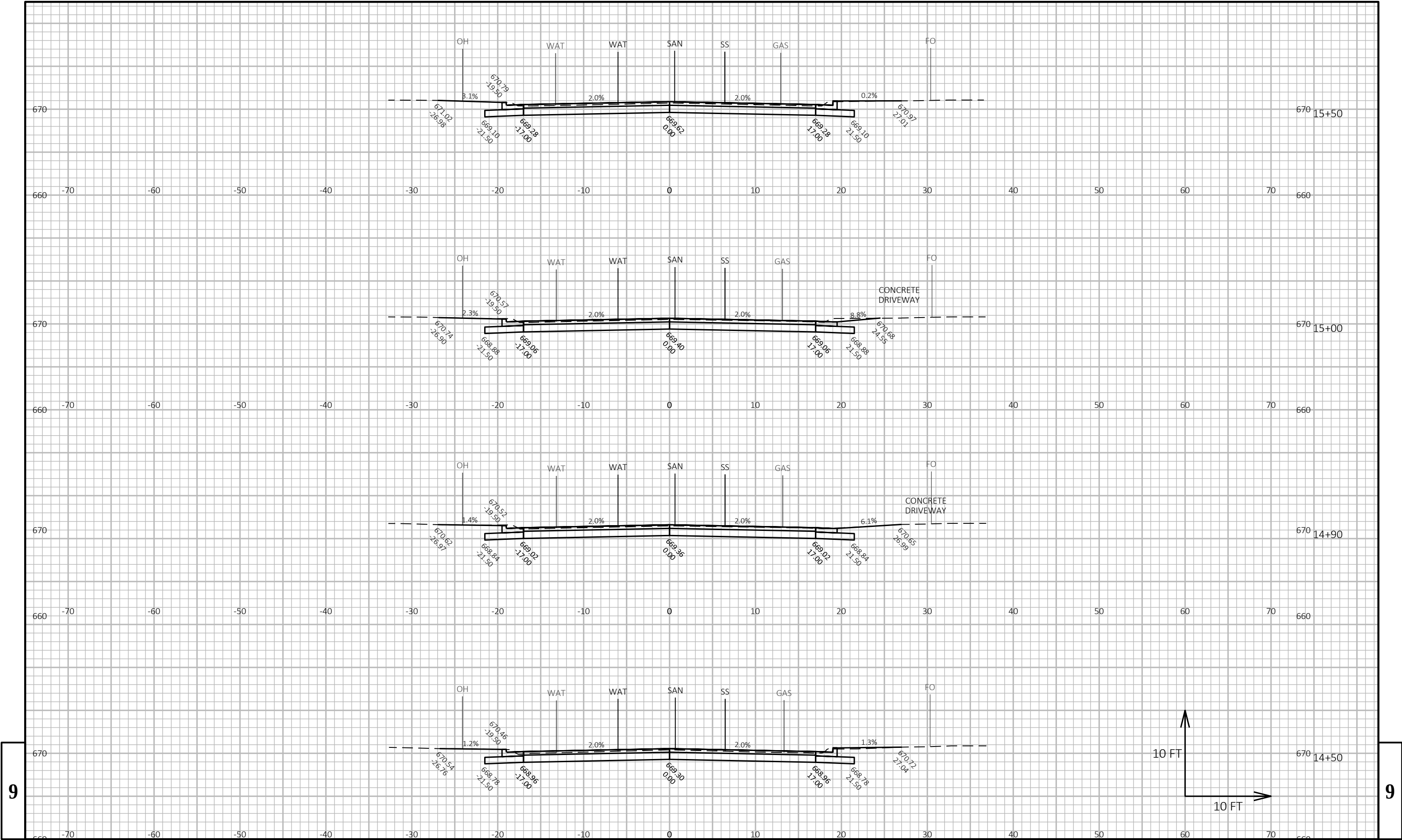
PLOT BY : SEBESTA, MAX

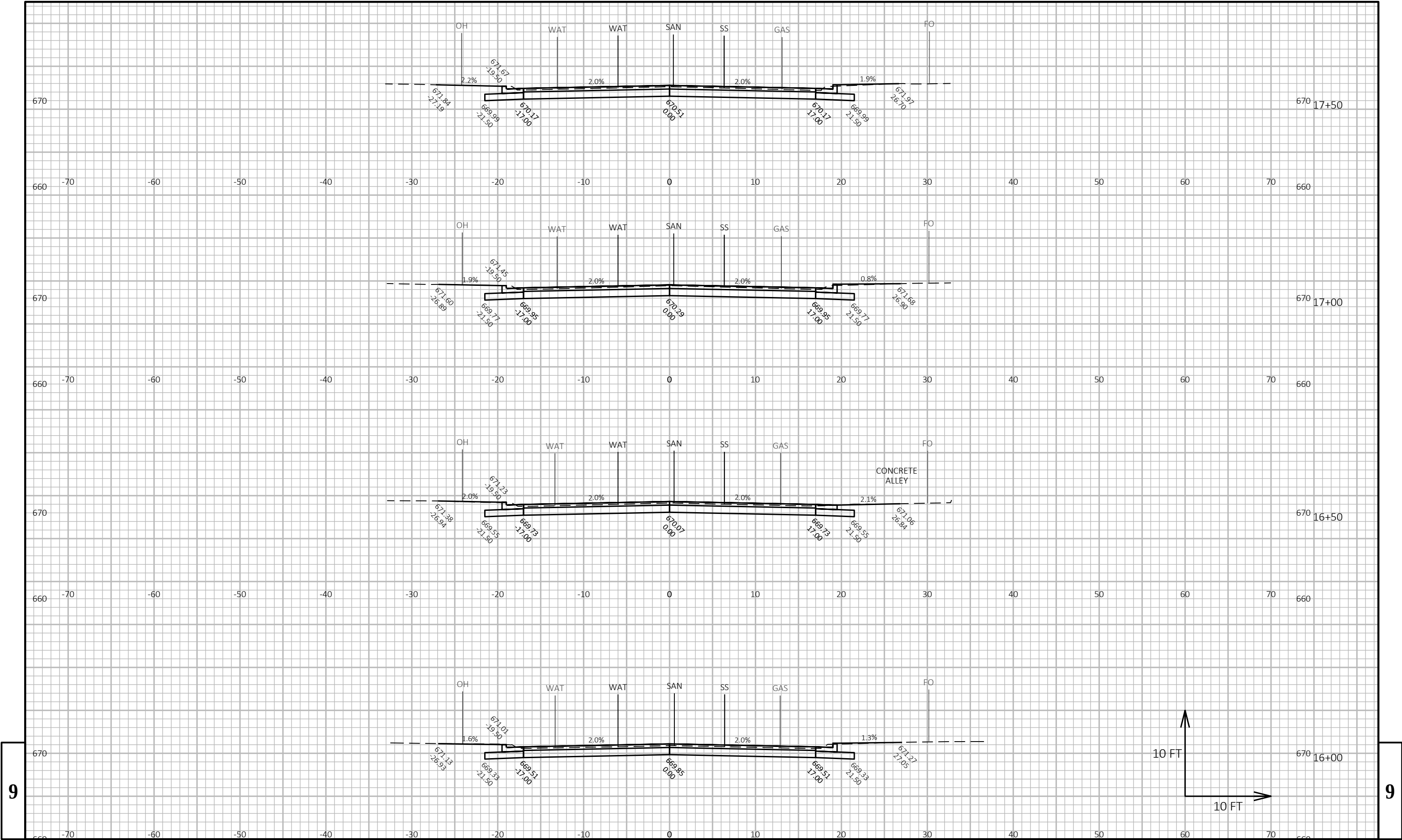
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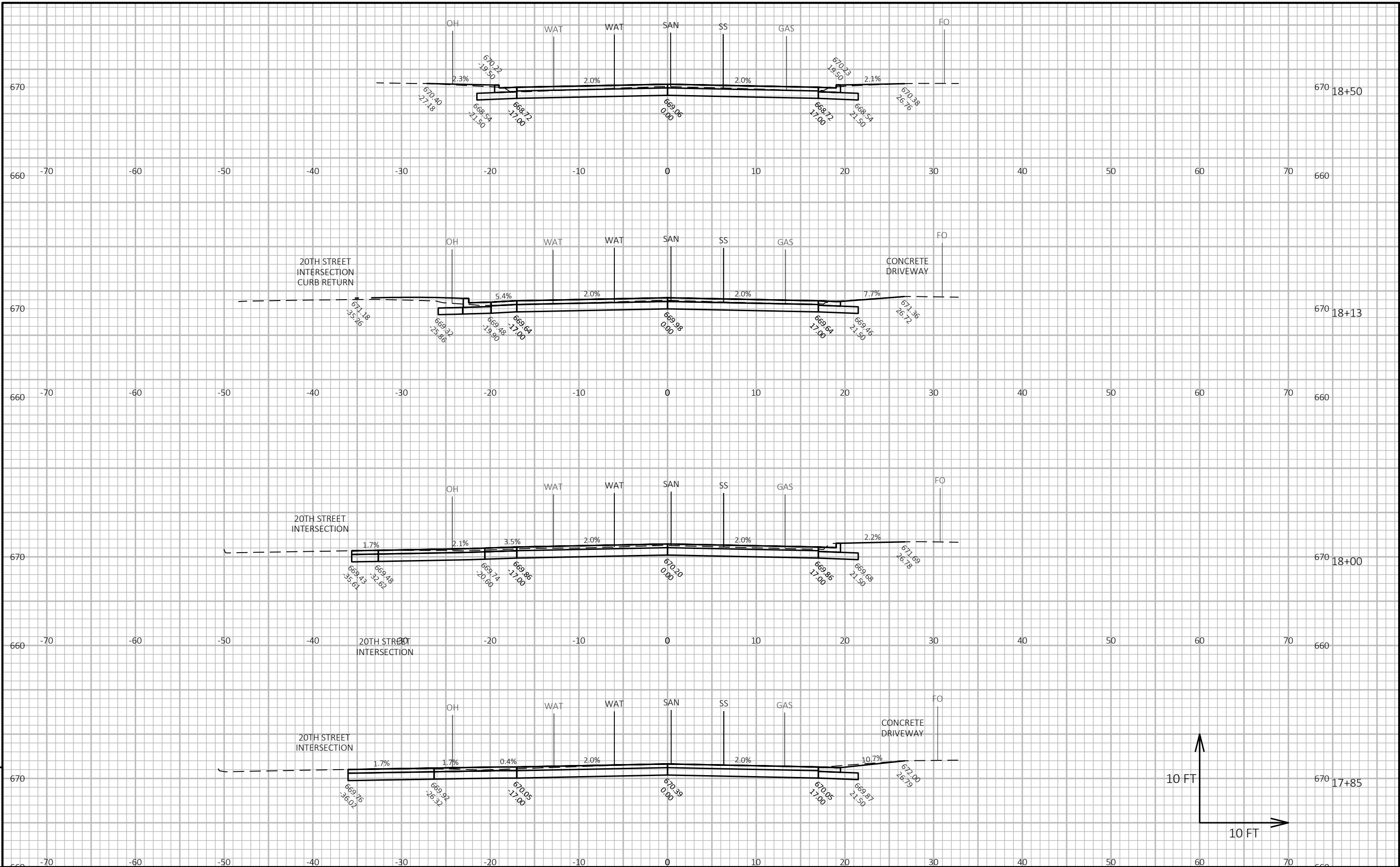
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

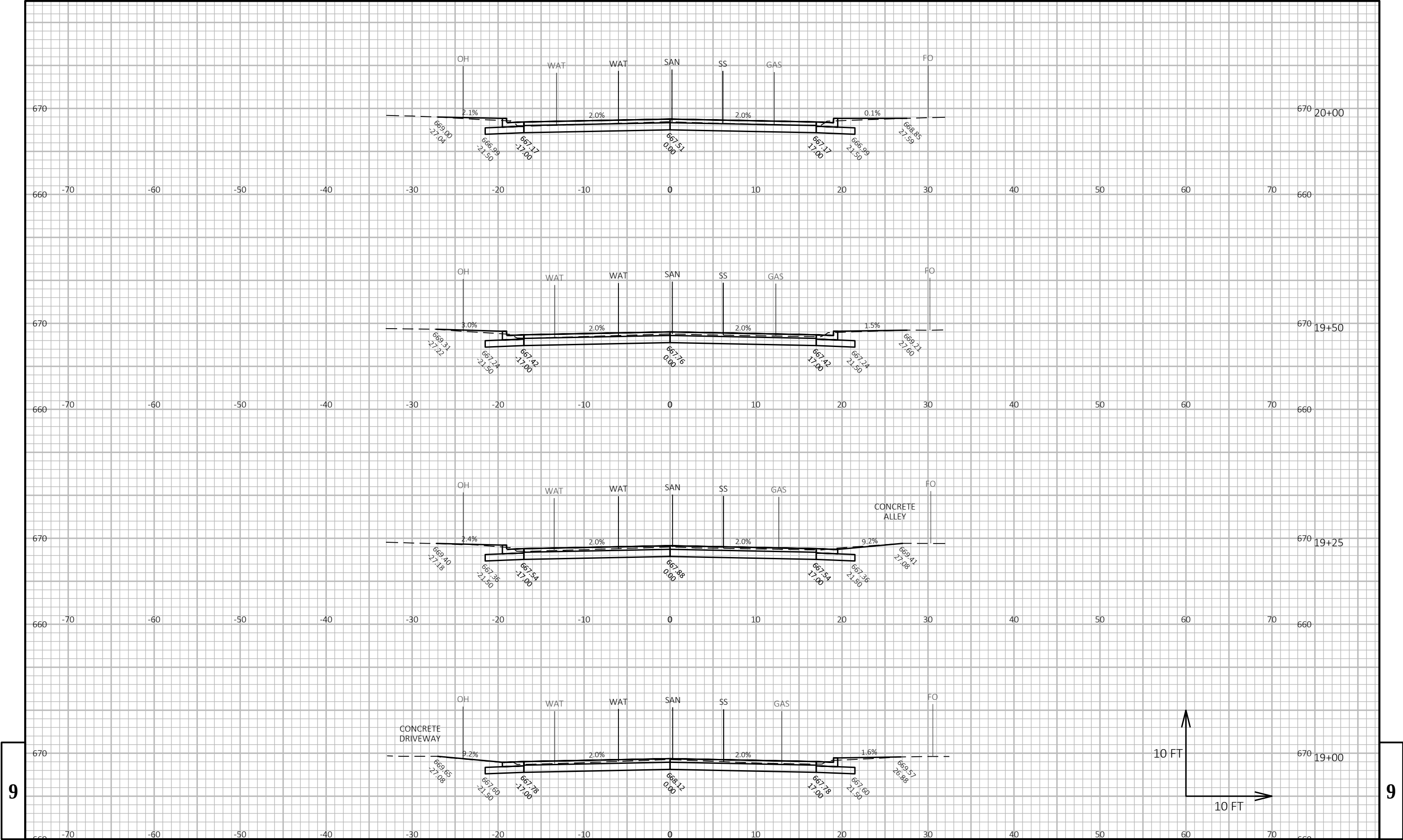
WISDOT/CADDs SHEET 49

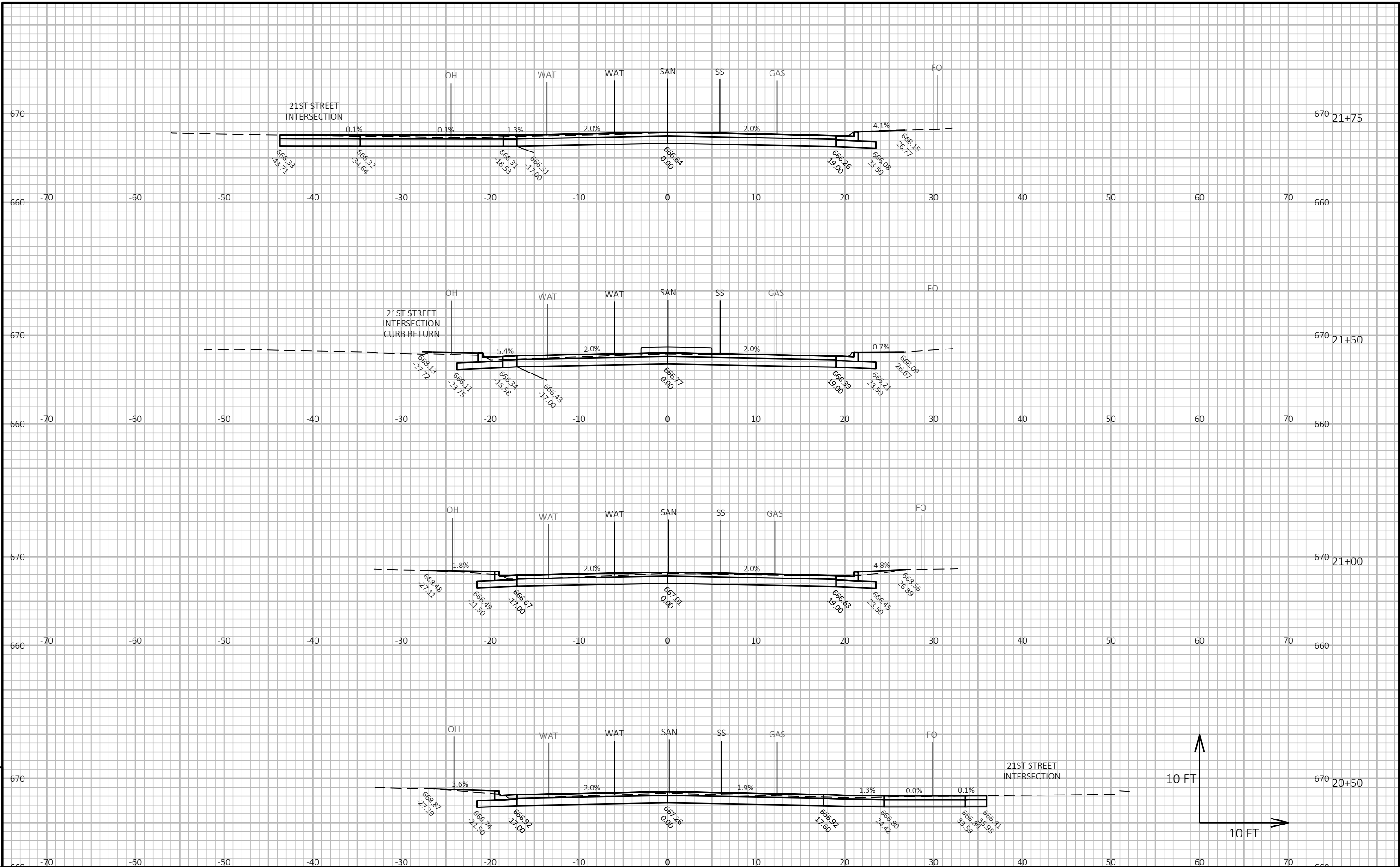


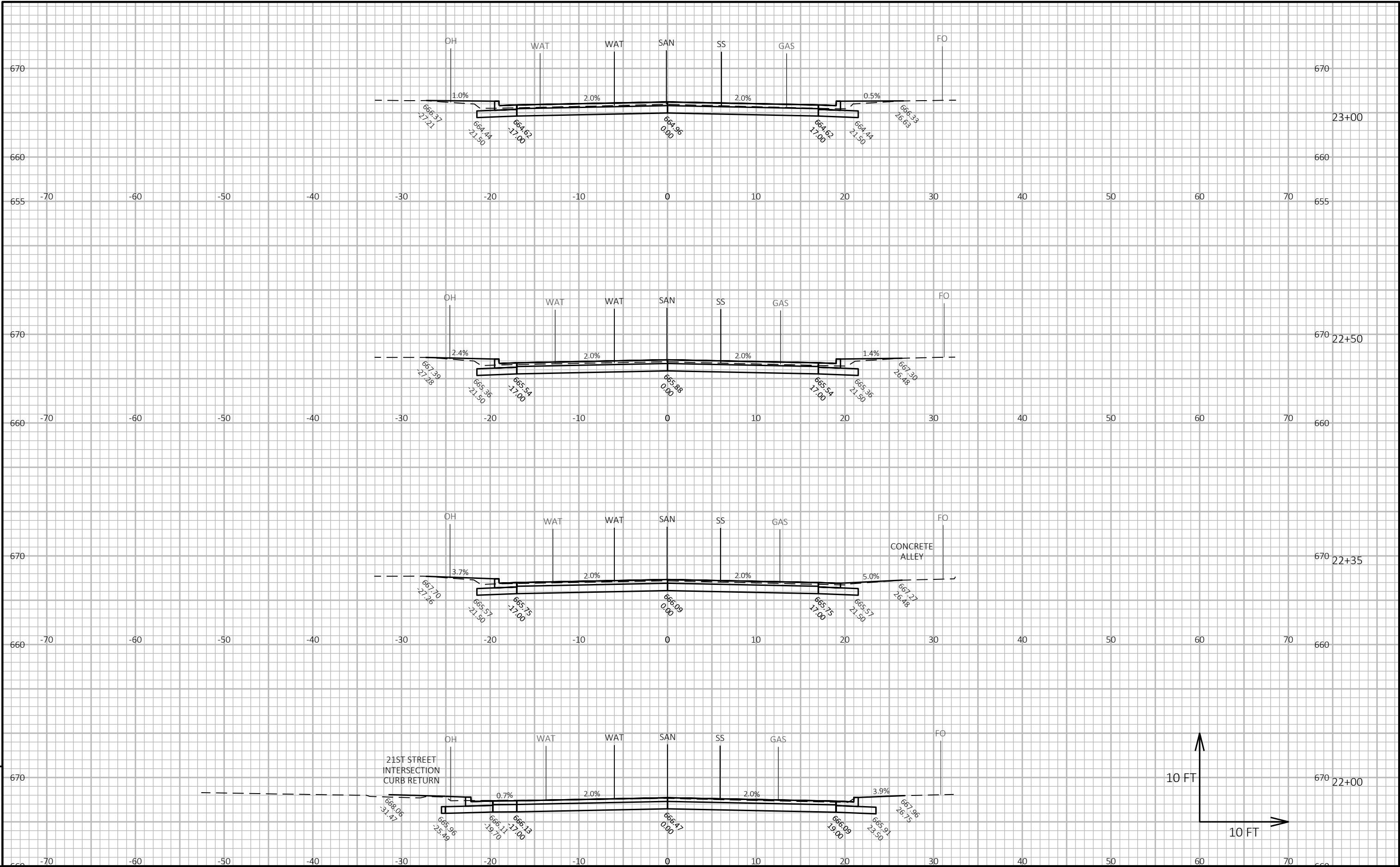


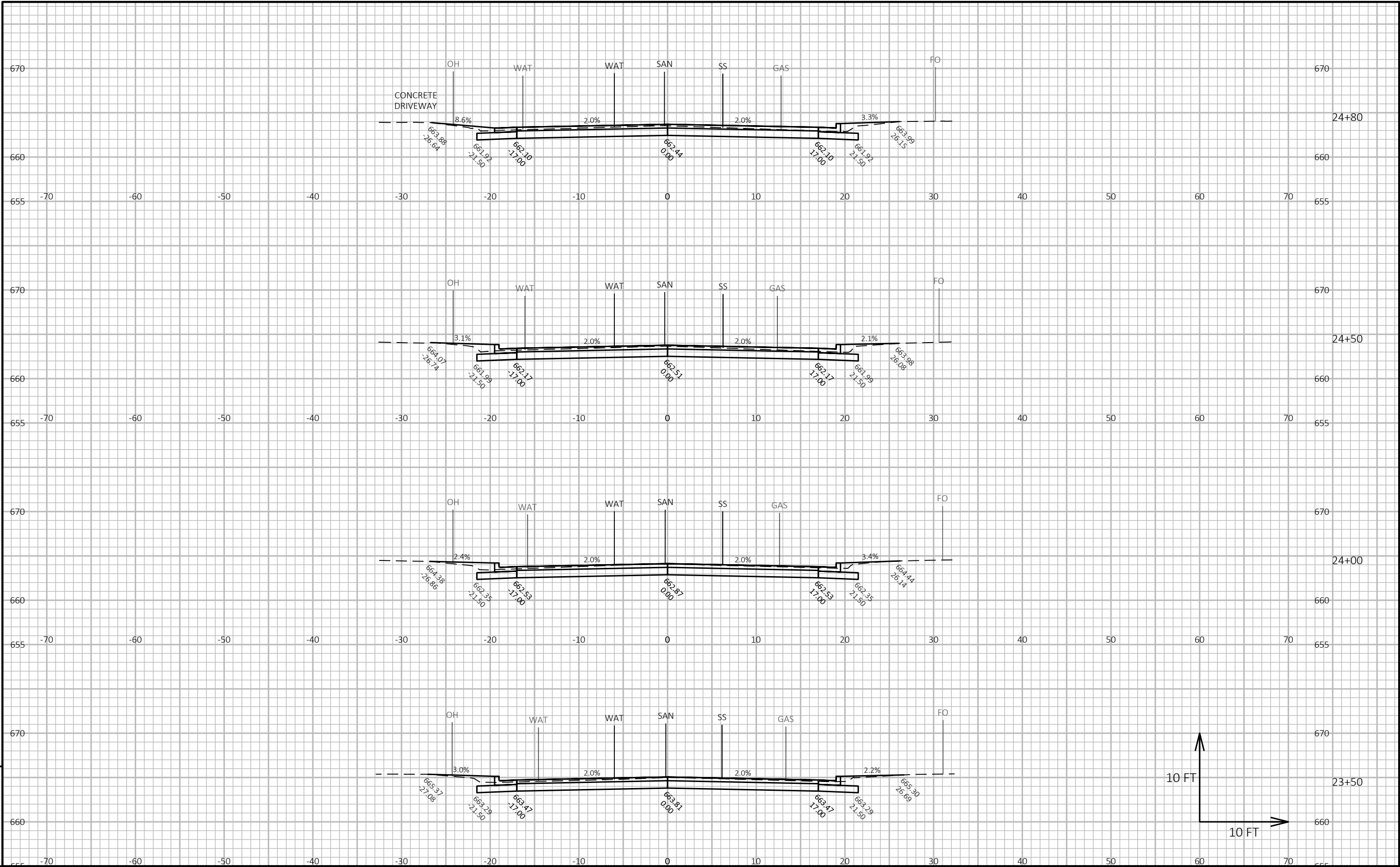


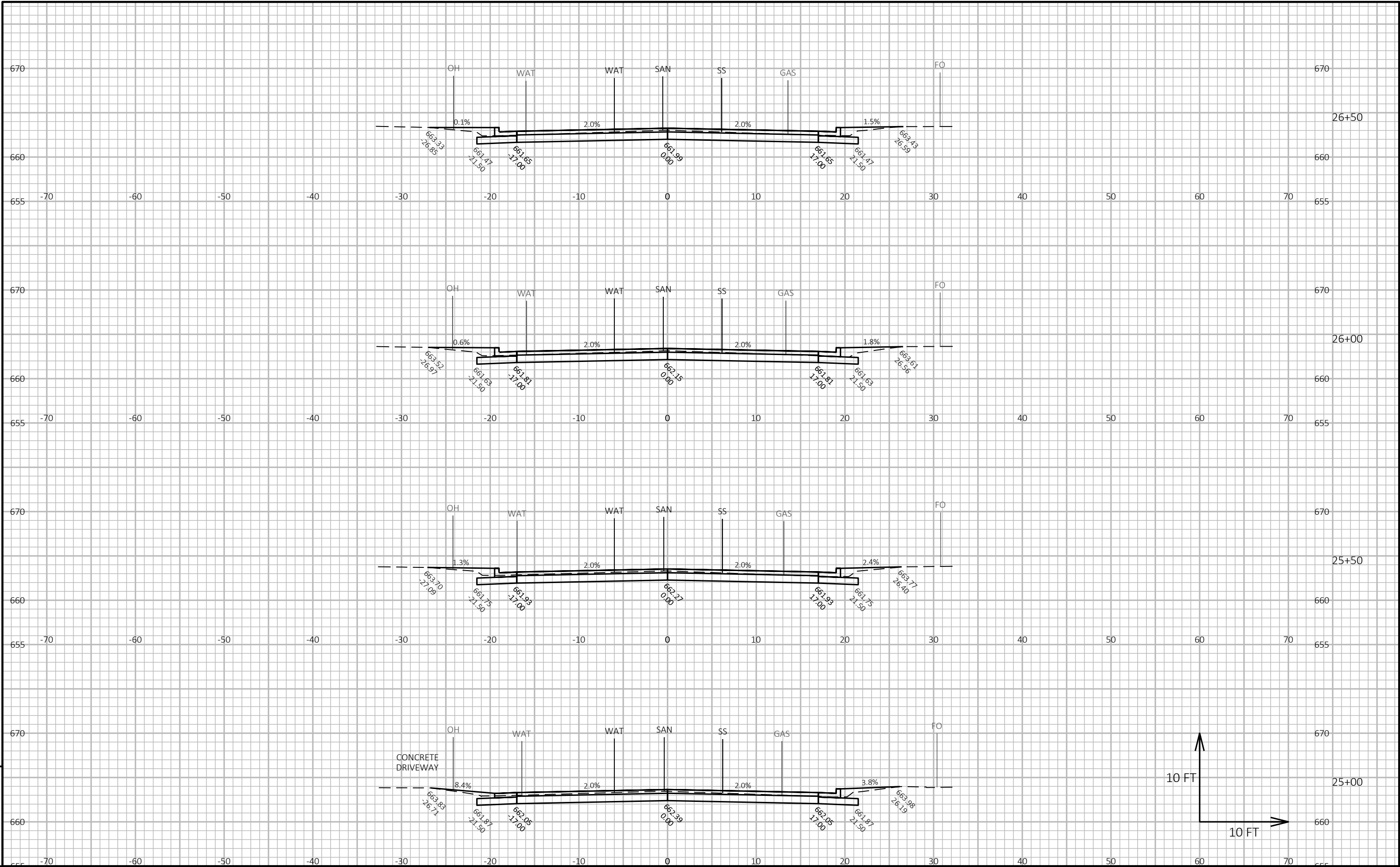


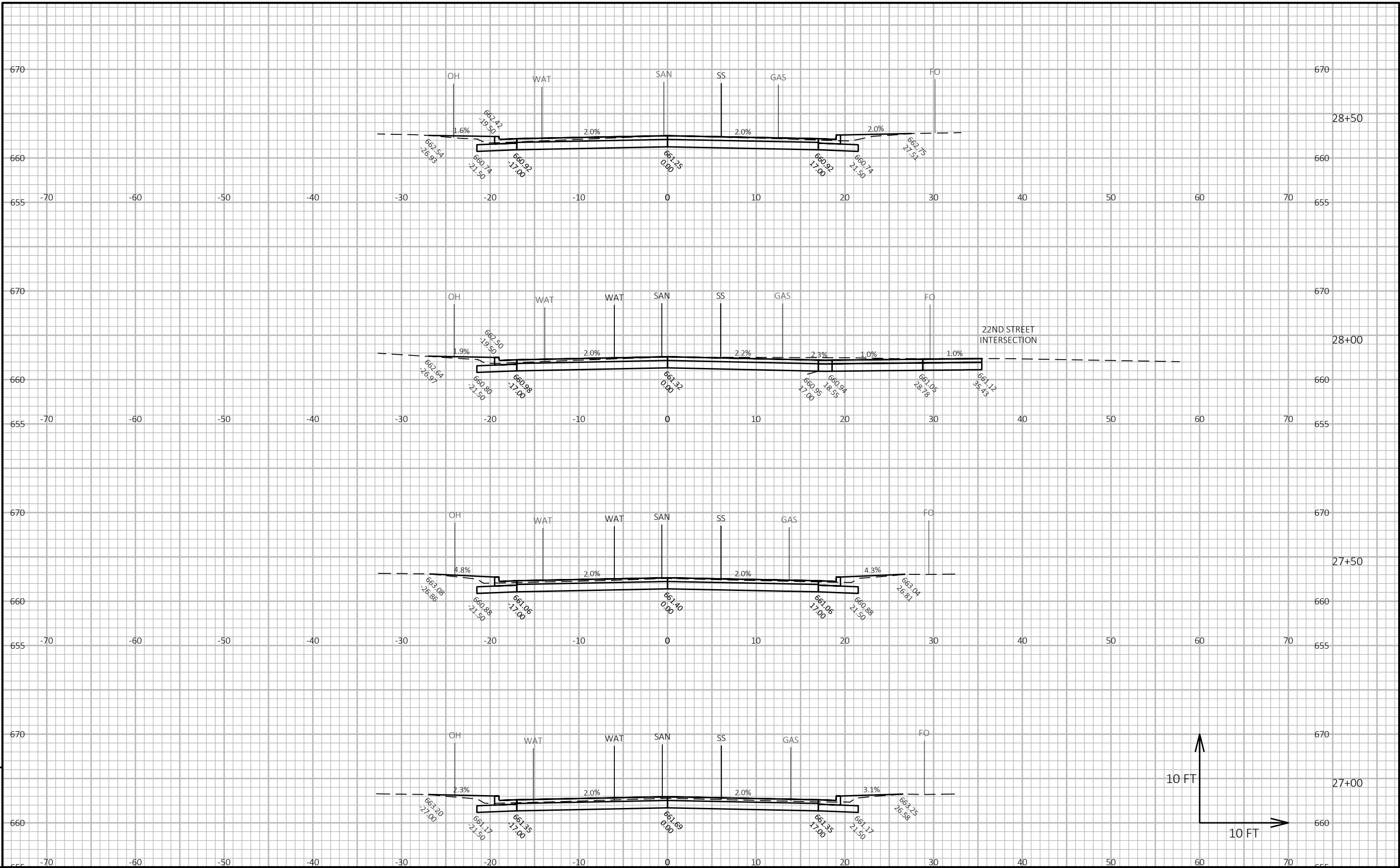


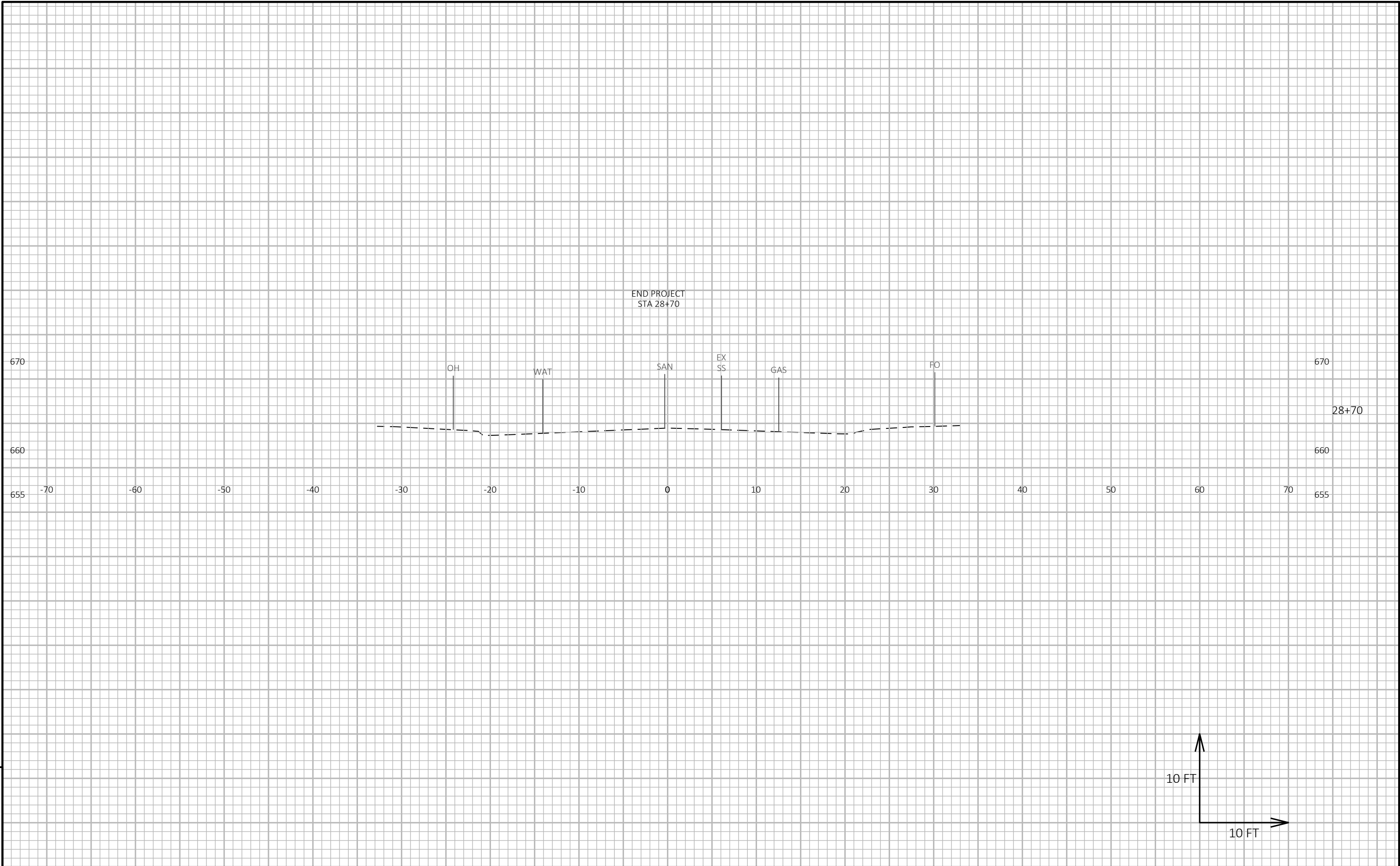








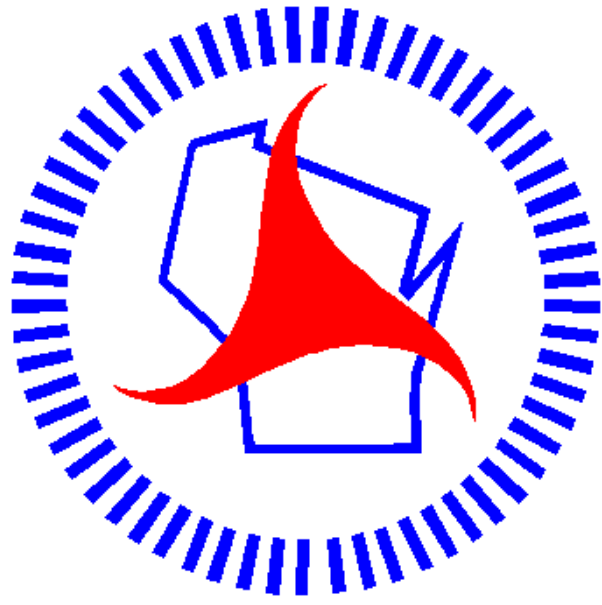




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PROJECT NO: 5991-07-37 & 38	HWY: GREEN BAY STREET	COUNTY: LA CROSSE	CROSS SECTIONS	SHEET	E
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Wisconsin Department of Transportation

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