									/13 441 DLS								SA	G VERTICAL	CURVES		
																DESIRA	BLE			MINIMUM	
ROAD NAME	FUNC. CLASS	DESIGN CLASS	DESIGN SPEED mph	POSTED SPEED mph	DESIGN ADT (2038)	NO OF LANES	INTER. TYPE	MAXIMUM SUPER ELEVATION	/CT DADIUS)	MAX DEFLECTIO N ANGLE W/O CURVE	MAX GRADE %	MIN GRADE %	MIN VC=3 * DESIGN SPEED	MIN % CHANGE IN GRADE WITHOUT A CURVE	STOPPING SSD	DECISION SIGHT DISTANCE	K_{SAG}	K _{SAG}	STOPPING SSD	DECISION SIGHT DISTANCE	K _{SAG}
															CAT. 1	CAT 2 & 3	CAT 1	CAT 2 & 3	CAT. 1	CAT 2 & 3	CAT 1, 2 & 3
													(FT)		(FT)	(FT)			(FT)	(FT)	
US 10/STH 441	Principal Arterial	A3	70	65	41,000- 88,000	3 ⁽¹⁾ -12'	NA	6%	2040	0° 45'	3.0	0.3	210	0.20	730	1105	181	287	730	730	181
US 41	Principal Arterial	A3	70	65	101,000- 113,800	3 ⁽¹⁾ -12'	NA	6%	2040	0 ^o 45'	3.0	0.3	210	0.20	730	1105	181	287	730	730	181
SYSTEM INTERCHANGE RA	AMPS				-																
US 41 SB to US 10 WB	System Ramp	NA	55	50	5,800	1-15'	NA	6%	1060	1 ⁰ 00'	5.0	0.3	165	0.50	495	865	115	219	495	495	115
US 10/STH 441 WB to US 41 NB	System Ramp	NA	50	45	12,000	1-15'	NA	6%	833	1 ⁰ 15'	5.0	0.3	150	0.60	425	750	96	186	425	425	96
US 41 NB to US 10/STH 441 EB	System Ramp	NA	55	50	19,300	2-12'	NA	6%	1060	1 ⁰ 00'	5.0	0.3	165	0.50	495	865	115	219	495	495	115
US 10 EB to US 41 SB	System Ramp	NA	50	45	3,500	1-15'	NA	6%	833	1 ⁰ 15'	5.0	0.3	150	0.60	425	750	96	186	425	425	96
US 41 SB to US 10/STH 441 EB	System Ramp	NA	30	25	10,300	1-15'	NA	6%	231	3 ⁰ 45'	5.0	0.3	90	1.00	200	450	37	103	200	200	37
US 10/STH 441 WB to US 41 SB	System Ramp	NA	65	65	19,000	2-12'	NA	6%	1660	0 [°] 45'	3.0	0.3	195	0.30	645	1050	157	271	645	645	157
US 41 NB to US 10 WB	System Ramp	NA	45	40	1,700	1-15'	NA	6%	643	1 ⁰ 45'	5.0	0.3	135	0.70	360	675	79	165	360	360	79
US 10 EB to US 41 NB	System Ramp	NA	50	45	2,600	1-15'	NA	6%	833	1 ⁰ 15'	5.0	0.3	150	0.60	425	750	96	186	425	425	96
Cold Spring Rd, LBM Beach Rd, Tayco Street, CTH P/Racine Rd, Jacobson Rd, Green Bay Rd, & CTH II	Local	U1b	30	25	840	2-12'	Grade seperated	4%	230'	3O 45'	8	0.3	90'	1.00	200	450	37	103	200	200	37

																	SA	G VERTICAI	L CURVES		
													MINING OF			DESIRAI	BLE			MINIMUM	
ROAD NAME	FUNC. CLASS	DESIGN CLASS	DESIGN SPEED mph	POSTED SPEED mph	DESIGN ADT (2038)	NO OF LANES	INTER. TYPE	MAXIMUM SUPER ELEVATION	MIN HORIZ. CURVE (FT RADIUS)	MAX DEFLECTIO N ANGLE W/O CURVE	GRADE %	MIN GRADE %	MIN VC=3 * DESIGN SPEED	MIN % CHANGE IN GRADE WITHOUT A CURVE	STOPPING SSD	DECISION SIGHT DISTANCE	K _{SAG}	K _{SAG}	STOPPING SSD	DECISION SIGHT DISTANCE	K _{SAG}
															CAT. 1	CAT 2 & 3	CAT 1	CAT 2 & 3	CAT. 1	CAT 2 & 3	CAT 1, 2 & 3
													(FT)		(FT)	(FT)			(FT)	(FT)	
SERVICE INTE	ERCHANGES/	LOCAL ROA	DS								_	_									
CTH P/Racine Road (North)	Minor Arterial	U4	40	35	7,000-8,100	4-12'		NC	760	2 ⁰ 15'	8.0	0.3	120	0.90	305	600	64	144	305	305	64
CTH P/Racine Road (South Section, North of 9th Street)	Principal Arterial	U4	40	35	21,000	4-12'		NC	760	2 ⁰ 15'	8.0	0.3	120	0.90	305	600	64	144	305	305	64
CTH P/Racine Road (South Section, South of 9th of Street)	Principal Arterial	U4	30	25		4-12'		NC	330	3 [°] 45'	8.0	0.3	90	1.00	200	450	37	103	200	200	37
Racine Connector Road	Ramp	NA	35	NA	23,700	VARIES		4%	371	2 ⁰ 45'	8.0	0.3	105	0.90	350	525	49	124	250	250	49
CTH P - EB off Ramp	Exit Ramp	NA	45 IN MIDDLE/60 AT GORE	NA	10,600	2-12'	RAB	6%	643' in Middle, 1330' at Gore	NA	5.0	0.3	135 IN MIDDLE, 180 AT GORE	0.7 MIDDLE, 0.4 IN GORE		DLE, 990 AT DRE	136 MIN	N AT GORE		DLE, 570 AT DRE	136 MIN AT GORE
CTH P - EB on Ramp	Entrance Ramp	NA	45 IN MIDDLE/60 AT GORE	NA	3,100	1-15'	RAB	6%	643' in Middle, 1330' at Gore	NA	5.0	0.3	135 IN MIDDLE, 180 AT GORE	0.7 MIDDLE, 0.4 IN GORE	675 IN MID GO	DLE, 990 AT DRE	136 MII	N AT GORE		DLE, 570 AT DRE	136 MIN AT GORE
CTH P - WB off Ramp	Exit Ramp	NA	45 IN MIDDLE/60 AT GORE	NA	3,100	1-15'	RAB	6%	643' in Middle, 1330' at Gore	NA	5.0	0.3	135 IN MIDDLE, 180 AT GORE	0.7 MIDDLE, 0.4 IN GORE		DLE, 990 AT DRE	136 MI	N AT GORE		DLE, 570 AT DRE	136 MIN AT GORE
CTH P - WB on Ramp	Entrance Ramp	NA	45 IN MIDDLE/60 AT GORE	NA	10,500	1-15'	RAB	6%	643' in Middle, 1330' at Gore	NA	5.0	0.3	135 IN MIDDLE, 180 AT GORE	0.7 MIDDLE, 0.4 IN GORE		DLE, 990 AT DRE	136 MII	N AT GORE		DLE, 570 AT DRE	136 MIN AT GORE
9th Street			30	25	6,450-7,125	2-12'	Signal	NC	330		8.0	0.3									
CTH AP/Midway Road (North and South)	Minor Arterial	U3	40	35	5,800- 19,500	4-12'		NC	760	2 ⁰ 15'	8.0	0.3	120	0.90	305	600	64	144	305	305	64
CTH AP - EB off Ramp	Exit Ramp	NA	45 IN MIDDLE/60 AT GORE	NA	5,300	1-15'		6%	643' in Middle, 1330' at Gore	NA	5.0	0.3	135 IN MIDDLE, 180 AT GORE	0.7 MIDDLE, 0.4 IN GORE		DLE, 990 AT DRE	136 MII	N AT GORE		DLE, 570 AT DRE	136 MIN AT GORE
CTH AP - EB on Ramp	Entrance Ramp	NA	45 IN MIDDLE/60 AT GORE	NA	2,000	1-15'		6%	643' in Middle, 1330' at Gore	NA	5.0	0.3	135 IN MIDDLE, 180 AT GORE	0.7 MIDDLE, 0.4 IN GORE		DLE, 990 AT DRE	136 MII	N AT GORE		DLE, 570 AT DRE	136 MIN AT GORE

									VIS 441 DES								SA	G VERTICAL	CURVES		
													MINING 2 *			DESIRA	BLE			MINIMUM	
ROAD NAME	FUNC. CLASS	DESIGN CLASS	DESIGN SPEED mph	POSTED SPEED mph	DESIGN ADT (2038)	NO OF LANES	INTER. Type	MAXIMUM SUPER ELEVATION	MIN HORIZ. CURVE (FT RADIUS)	MAX DEFLECTIO N ANGLE W/O CURVE	MAX GRADE %	MIN GRADE %	MIN VC=3 * DESIGN SPEED	MIN % CHANGE IN GRADE WITHOUT A CURVE	STOPPING SSD	DECISION SIGHT DISTANCE	K _{SAG}	K _{SAG}	STOPPING SSD	DECISION SIGHT DISTANCE	K _{SAG}
															CAT. 1	CAT 2 & 3	CAT 1	CAT 2 & 3	CAT. 1		CAT 1, 2 & 3
													(FT)		(FT)	(FT)			(FT)	(FT)	
CTH AP - WB off Ramp	Exit Ramp	NA	45 IN MIDDLE/60 AT GORE	NA	2,200	1-15'	RAB	6%	643' in Middle, 1330' at Gore	NA	5.0	0.3	135 IN MIDDLE, 180 AT GORE	0.7 MIDDLE, 0.4 IN GORE	675 IN MIDI GC	DLE, 990 AT DRE	136 MIN	N AT GORE	360 IN MIDI GC		136 MIN AT GORE
CTH AP - WB on Ramp	Entrance Ramp	NA	45 IN MIDDLE/60 AT GORE	NA	5,100	1-15'	RAB	6%	643' in Middle, 1330' at Gore	NA	5.0	0.3	135 IN MIDDLE, 180 AT GORE	0.7 MIDDLE, 0.4 IN GORE	675 IN MIDI GC		136 MIN	N AT GORE	360 IN MIDI GC		136 MIN AT GORE
STH 47/Appleton Road(North and South)	Principal Arterial	U4	40	35	17,500- 21,200	2-12'		NC	760	2 ⁰ 15'	8.0	0.3	120	0.90	305	600	64	144	305	305	64
STH 47 - EB off Ramp	Exit Ramp	NA	45 IN MIDDLE/60 AT GORE	NA	5,000	2-12'	RAB	6%	643' in Middle, 1330' at Gore	NA	5.0	0.3	135 IN MIDDLE, 180 AT GORE	0.7 MIDDLE, 0.4 IN GORE	675 IN MIDI GC	DLE, 990 AT DRE	136 MIN	N AT GORE	360 IN MIDI GC		136 MIN AT GORE
STH 47 - EB on Ramp	Entrance Ramp	NA	45 IN MIDDLE/60 AT GORE	NA	5,400	1-15'	RAB	6%	643' in Middle, 1330' at Gore	NA	5.0	0.3	135 IN MIDDLE, 180 AT GORE	0.7 MIDDLE, 0.4 IN GORE	675 IN MIDI GC		136 MIN	N AT GORE	360 IN MIDI GC		136 MIN AT GORE
STH 47 - WB off Ramp	Exit Ramp	NA	45 IN MIDDLE/60 AT GORE	NA	5,000	2-12'	RAB	6%	643' in Middle, 1330' at Gore	NA	5.0	0.3	135 IN MIDDLE, 180 AT GORE	0.7 MIDDLE, 0.4 IN GORE	675 IN MIDI GC		136 MIN	N AT GORE	360 IN MIDI		136 MIN AT GORE
STH 47 - WB on Ramp	Entrance Ramp	NA	45 IN MIDDLE/60 AT GORE	NA	6,400	1-15'	RAB	6%	643' in Middle, 1330' at Gore	NA	5.0	0.3	135 IN MIDDLE, 180 AT GORE	0.7 MIDDLE, 0.4 IN GORE	675 IN MIDI GC	DLE, 990 AT DRE	136 MIN	N AT GORE	360 IN MIDI GC		136 MIN AT GORE
Oneida Street/USH 10 (North)	Principal Arterial	U4	40	30	22,400- 25,800	4-12'		NC	760	2 ⁰ 15'	8.0	0.3	120	1.00	305	600	64	144	305	305	64
Oneida Street/USH 10 (South)	Principal Arterial	U4	40	35	19,700- 33,400	4-12'		NC	760	2 ⁰ 15'	8.0	0.3	120	0.90	305	600	64	144	305	305	64
Oneida Street - EB off Ramp	Exit Ramp	NA	45 IN MIDDLE/60 AT GORE	NA	11,700	2-12'	DDI	6%	643' in Middle, 1330' at Gore	NA	5.0	0.3	135 IN MIDDLE, 180 AT GORE	0.7 MIDDLE, 0.4 IN GORE	675 IN MIDI GC	DLE, 990 AT DRE	136 MIN	N AT GORE	360 IN MIDI GC		136 MIN AT GORE
Oneida Street - EB on Ramp	Entrance Ramp	NA	45 IN MIDDLE/60 AT GORE	NA	8,500	1-15'	DDI	6%	643' in Middle, 1330' at Gore	NA	5.0	0.3	135 IN MIDDLE, 180 AT GORE	0.7 MIDDLE, 0.4 IN GORE	675 IN MIDI GC	DLE, 990 AT DRE	136 MIN	N AT GORE	360 IN MIDI GC		136 MIN AT GORE
Oneida Streeet - WB off Ramp	Exit Ramp	NA	45 IN MIDDLE/60 AT GORE	NA	7,900	1-15'	DDI	6%	643' in Middle, 1330' at Gore	NA	5.0	0.3	135 IN MIDDLE, 180 AT GORE	0.7 MIDDLE, 0.4 IN GORE	675 IN MIDI GC	DLE, 990 AT DRE	136 MIN	N AT GORE	360 IN MIDI		136 MIN AT GORE
Oneida Street - WB on Ramp	Entrance Ramp	NA	45 IN MIDDLE/60 AT GORE	NA	15,600	1-15'	DDI	6%	643' in Middle, 1330' at Gore	NA	5.0	0.3	135 IN MIDDLE, 180 AT GORE	0.7 MIDDLE, 0.4 IN GORE	675 IN MIDI GC	DLE, 990 AT DRE	136 MIN	N AT GORE	360 IN MIDI GC		136 MIN AT GORE

																SA	G VERTICAL	CURVES		
															DESIRA	BLE			MINIMUM	
FUNC. CLASS	DESIGN CLASS	DESIGN SPEED mph	POSTED SPEED mph	DESIGN ADT (2038)	NO OF LANES	INTER. Type	MAXIMUM SUPER ELEVATION	(ET DADILIE)	DEFLECTIO N ANGLE	MAX GRADE %	MIN GRADE %	MIN VC=3 * DESIGN SPEED	MIN % CHANGE IN GRADE WITHOUT A CURVE	STOPPING SSD	DECISION SIGHT DISTANCE	K _{SAG}	K _{SAG}	STOPPING SSD	DECISION SIGHT DISTANCE	K _{SAG}
														CAT. 1	CAT 2 & 3	CAT 1	CAT 2 & 3	CAT. 1	CAT 2 & 3	CAT 1, 2 & 3
												(FT)		(FT)	(FT)			(FT)	(FT)	
Local	U2a	Varies	Varies	3,200	2-12'		NC	760	2 ⁰ 15'	8.0	0.3	120	1.00	305	600	64	144	305	305	64
Local	U2b	Varies	Varies	3,950	2-12'		NC	760	2 ⁰ 15'	8.0	0.3	120	1.00	305	600	64	144	305	305	64
Local	U1b	30	25	2,900	2-12'		4%	230'	30 45'	8.0	0.3	90'	1.00	200	450	37	103	200	200	37
Exit Ramp	NA	45 IN MIDDLE/60 AT GORE	NA	4,500	2-12'	Signal	6%	643' in Middle, 1330' at Gore	NA	5.0	0.3	135 IN MIDDLE, 180 AT GORE	0.7 MIDDLE, 0.4 IN GORE			136 MI	N AT GORE			136 MIN AT GORE
Entrance Ramp	NA	45 IN MIDDLE/60 AT GORE	NA	5,100	1-15'	Signal	6%	643' in Middle, 1330' at Gore	NA	5.0	0.3	135 IN MIDDLE, 180 AT GORE	0.7 MIDDLE, 0.4 IN GORE			136 MI	N AT GORE			136 MIN AT GORE
Entrance Ramp	NA	45 IN MIDDLE/60 AT GORE	NA	9,000	2-12'	Signal	6%	643' in Middle, 1330' at Gore	NA	5.0	0.3	135 IN MIDDLE, 180 AT GORE	0.7 MIDDLE, 0.4 IN GORE			136 MI	N AT GORE			136 MIN AT GORE
Local	U1b	30	25	840	2-12'		4%	230'	3 ^o 45'	8.0	0.3	90'	1.00	200	450	37	103	200	200	37
	Local Local Local Exit Ramp Entrance Ramp Entrance Ramp	CLASS CLASS Local U2a Local U2b Local U1b Exit Ramp NA Entrance Ramp NA Entrance Ramp NA	Local U2a Varies Local U2b Varies Local U1b 30 Exit Ramp NA MIDDLE/60 AT GORE 45 IN MIDDLE/60 AT GORE Entrance Ramp NA MIDDLE/60 AT GORE Entrance Ramp NA MIDDLE/60 AT GORE Entrance Ramp NA MIDDLE/60 AT GORE	Local U2a Varies Varies Local U2b Varies Varies Local U1b 30 25 Exit Ramp NA MIDDLE/60 AT GORE Ramp NA MIDDLE/60 AT GORE Entrance Ramp NA MIDDLE/60 AT GORE A5 IN MIDDLE/60 AT GORE A5 IN MIDDLE/60 AT GORE A5 IN MIDDLE/60 AT GORE	Local U2a	Local U2a Varies Varies 3,200 2-12' Local U2b Varies Varies 3,950 2-12' Local U1b 30 25 2,900 2-12' Exit Ramp NA MIDDLE/60 AT GORE GORE Ramp NA MIDDLE/60 AT GORE GORE Correct GOR	FUNC. CLASS SPEED SPEED Mph ADT (2038) NO 0F LANES TYPE	FUNC. CLASS SPEED SPEED MDT (2038) LANES TYPE SUPER SUPER	Local U2a	Local U2a Varies Varies 3,200 2-12' NC 760 2° 15'	FUNC. CLASS DESIGN SPEED mph POSTED SPEED mph DESIGN ADT (2038) NO OF LANES INTER. TYPE SUPER ELEVATION MIN HORIZ. CURVE W/O CURVE MAXIMUM SUPER ELEVATION (FT RADIUS) DEFLECTIO N ANGLE W/O CURVE MAXIMUM SUPER ELEVATION MIN HORIZ. CURVE W/O CURVE MAXIMUM SUPER ELEVATION MAXIMUM SUPER ELEVATION	FUNC. CLASS DESIGN SPEED mph SPEED m	FUNC. CLASS DESIGN CLASS SPEED mph DESIGN SPEED mph DESIGN CLASS DESIGN CLASS DESIGN SPEED mph DESIGN ADT (2038) DESIGN ADT (2038) DESIGN LANES INTER. TYPE SUPER ELEVATION MIN HORIZ. CURVE (FT RADIUS) DEFICTIO N ANGLE WIVO CURVE MIN HORIZ. CURVE (FT RADIUS) DESIGN SPEED MAX MIN GRADE % M	FUNC. CLASS DESIGN CLASS SPEED mph SPEED mph DESIGN CLASS SPEED mph DESIGN CLASS SPEED mph DESIGN ANC CLASS SPEED mph DESIGN SPEED DESIGN SPE	FUNC CLASS DESIGN CLASS DESIGN CLASS DESIGN SPEED mph SPEED mph SPEED mph ADT (2038) DESIGN SPEED mph ADT (2038) DESIGN ADT (2038) DESIGN SPEED mph DESIGN	FUNC. CLASS DESIGN SPEED POSTED SPEED SPEED POSTED SPEED POSTED SPEED POSTED SPEED SPEED POSTED SPEED POSTED SPEED SPEED SPEED POSTED SPEED S	DESIGN CLASS DESIGN SPEED POSTED SPEED SPEED POSTED SPEED SPEED POSTED SPEED POSTED SPEED SPEED POSTED SPEED SPEED POSTED SPEED SPEED POSTED SPEED SPEED SPEED POSTED SPEED SPEED SPEED SPEED SPEED POSTED SPEED SP	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	FUNC CLASS DESIGN SPEED DESIGN SPEED POSTED	$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$

Revised 4/15/2013

				(CREST VERT	ICAL CURVE	S					STRUCTURE											
		DESIRA	BLE			MINIMU	JM			IG SIGHT ANCE		RUCTURE DWAY)	RAILROAD		•	SHOULDER	PAVED	CLEAR ZONE/	MEDIAN	CLEAR	PARKING	SIDEW	BIKE/PED
ROAD NAME	STOPPING SSD	DECISION SIGHT DISTANCE	K _{CREST}	K _{CREST}	STOPPING SSD	DECISION SIGHT DISTANCE	K _{CREST}	K _{CREST}	AASHTO	MINI K _{CREST} for PSD	MINIMUM	DESIRABLE	MINIMUM	MIN. AT SIGN BRIDGE	TERRACE WIDTH	WIDTH	SHOULDER	LAT. CLEAR.	WIDTH	RDWY WIDTH	LANE	ALK	
	CAT. 1	CAT 2 & 3	CAT 1	CAT 2 & 3	CAT. 1	CAT 2 & 3	CAT 1 & 2	CAT 3							(FEET)	INSIDE/OUT SIDE(FT)	INSIDE/OUTS IDE(FT)	(FT)	(FT)	(FT)	(FT)	(FT)	(FT)
	(FT)	(FT)			(FT)	(FT)			(FT)	(FT)	(FT)	(FT)		(FT)		, ,	, ,						
US 10/STH 441	730	1105	401	566	730	730	247	401	2480	2197	16'-4"	16'-9"	23.00'	18'-3"		6/10 (W. of USH41) 12/12	4/10 (W. of USH 41) 12/12	34	24-64		NA	NA	NA
US 41	730	1105	401	566	730	730	247	401	2480	2197	16'-4"	16'-9"	NA	18'-3"		10	10	34	50		NA	NA	NA
SYSTEM INTERCHANGE RA	AMPS	•							•	•					•	•			•		•	·!·	
US 41 SB to US 10 WB	495	865	185	347	495	495	114	185	1985	1407	16'-4"	16'-9"	NA	18'-3"		8 (outside), 4 (inside)	5 (outside), 3 (inside)	22	NA		NA	NA	NA
US 10/STH 441 WB to US 41 NB	425	750	136	261	425	425	84	136	1835	1203	16'-4"	16'-9"	23.00'	18'-3"		8 (outside), 4 (inside)	5 (outside), 3 (inside)	22	NA		NA	NA	NA
US 41 NB to US 10/STH 441 EB	495	865	185	347	495	495	114	185	1985	1407	16'-4"	16'-9"	23.00'	18'-3"		10 (outside), 6 (inside)	6 (outside), 4 (inside)	24	NA		NA	NA	NA
US 10 EB to US 41 SB	425	750	136	261	425	425	84	136	1835	1203	16'-4"	16'-9"	NA	18'-3"		8 (outside), 4 (inside)	5 (outside), 3 (inside)	22	NA		NA	NA	NA
US 41 SB to US 10/STH 441 EB	200	450	31	94	200	200	19	31	1090	424	16'-4"	16'-9"	NA	18'-3"		8 (outside), 4 (inside)	5 (outside), 3 (inside)	16	NA		NA	NA	NA
US 10/STH 441 WB to US 41 SB	645	1050	314	511	645	645	193	314	2285	1865	16'-4"	16'-9"	23.00'	18'-3"		12 (outside), 6 (inside)	10 (outside), 4 (inside)	34	NA		NA	NA	NA
US 41 NB to US 10 WB	360	675	98	212	360	360	61	98	1625	943	16'-4"	16'-9"	NA	18'-3"		8 (outside), 4 (inside)	5 (outside), 3 (inside)	22	NA		NA	NA	NA
US 10 EB to US 41 NB	425	750	136	261	425	425	84	136	1835	1203	16'-4"	16'-9"	NA	18'-3"		8 (outside), 4 (inside)	5 (outside), 3 (inside)	22	NA		NA	NA	NA
Cold Spring Rd, LBM Beach Rd, Tayco Street, CTH P/Racine Rd, Jacobson Rd, Green Bay Rd, & CTH II	200	450	31	94	200	200	19	31			NA	NA	NA	NA	NA	3	3	4	NA				

				(CREST VERT	ICAL CURVE	S					STRUCTURE	CLEARANCE										
		DESIRA	BLE			MINIM	UM			IG SIGHT ANCE		RUCTURE DWAY)	RAILROAD			SHOULDER	PAVED	CLEAR ZONE/	MEDIAN	CLEAR RDWY	PARKING		BIKE/PED
ROAD NAME	STOPPING SSD	DECISION SIGHT DISTANCE	K _{CREST}	K _{CREST}	STOPPING SSD	DECISION SIGHT DISTANCE	K _{CREST}	K _{CREST}	AASHTO	MINI K _{CREST}	MINIMUM	DESIRABLE	MINIMUM	MIN. AT SIGN BRIDGE	TERRACE WIDTH	WIDTH	SHOULDER	LAT. CLEAR.	WIDTH	WIDTH	LANE	ALK	PATH
	CAT. 1	CAT 2 & 3	CAT 1	CAT 2 & 3	CAT. 1	CAT 2 & 3	CAT 1 & 2	CAT 3						BKIDGE	(FEET)		INSIDE/OUTS	(FT)	(FT)	(FT)	(FT)	(FT)	(FT)
	(FT)	(FT)			(FT)	(FT)			(FT)	(FT)	(FT)	(FT)		(FT)		SIDE(FT)	IDE(FT)						
SERVICE INTERCHANGES/	LOCAL ROAD	OS																					
CTH P/Racine Road (North)	305	600	70	167	305	305	44	70	1470	772	16'-4"	16'-9"	NA	18'-3"	5'	NA	NA	4' (urban safety section)	32		NA	5'	2'-5'
CTH P/Racine Road (South Section, North of 9th Street)	305	600	70	167	305	305	44	70	1470	772	16'-4"	16'-9"	NA	18'-3"	5'	NA	NA	4' (urban safety section)	36'		NA	5'	2'-5'
CTH P/Racine Road (South Section, South of 9th of Street)	200	450	31	94	200	200	19	31	1090	424	16'-4"	16'-9"	NA	18'-3"	5'	NA	NA	4' (urban safety section)	36'		NA	5'	2'-5'
Racine Connector Road	250	525	49	128	250	250	29	48	1280	585	16'-4"	16'-9"	NA	18'-3"	NA	NA	NA	4' (urban safety section)	VARIES		NA	NA	NA
CTH P - EB off Ramp	675 IN MIDI GC	DLE, 990 AT DRE		IDDLE, 245 GORE		DLE, 570 AT DRE	98 IN MIDI AT GO		2135 AT GORE	1628 AT GORE						10 (outside), 6 (inside)	6 (outside), 4 (inside)	32	NA		NA	NA	NA
CTH P - EB on Ramp		DLE, 990 AT DRE		IDDLE, 245 GORE		DLE, 570 AT DRE	98 IN MIDI AT GO		2135 AT GORE	1628 AT GORE						8 (outside), 4 (inside)	5 (outside), 3 (inside)	30	NA		NA	NA	NA
CTH P - WB off Ramp		DLE, 990 AT DRE		IDDLE, 245 GORE		DLE, 570 AT DRE	98 IN MIDI AT GO		2135 AT GORE	1628 AT GORE						8 (outside), 4 (inside)	5 (outside), 3 (inside)	30	NA		NA	NA	NA
CTH P - WB on Ramp		DLE, 990 AT DRE		IDDLE, 245 GORE	360 IN MIDI GC	DLE, 570 AT DRE	98 IN MIDI AT GO		2135 AT GORE	1628 AT GORE						8 (outside), 4 (inside)	5 (outside), 3 (inside)	32	NA		NA	NA	NA
9th Street															5'	NA	NA	4' (urban safety section)	NA		NA	5'	5'
CTH AP/Midway Road (North and South)	305	600	70	167	305	305	44	70	1470	772	16'-4"	16'-9"	NA	18'-3"	5'	NA	NA	4' (urban safety section)	36		NA	5'	5'
CTH AP - EB off Ramp		DLE, 990 AT DRE		IDDLE, 245 GORE	360 IN MIDI GC	DLE, 570 AT DRE	98 IN MIDI AT GO		2135 AT GORE	1628 AT GORE						8 (outside), 4 (inside)	5 (outside), 3 (inside)	30	NA		NA	NA	NA
CTH AP - EB on Ramp		DLE, 990 AT DRE		IDDLE, 245 GORE	360 IN MIDI GC	DLE, 570 AT DRE	98 IN MIDI AT GO		2135 AT GORE	1628 AT GORE						8 (outside), 4 (inside)	5 (outside), 3 (inside)	30	NA	_	NA	NA	NA

					CREST VERT	ICAL CURVE	:S					STRUCTURE											
		DESIRA	ABLE			MINIMU	JM	1		IG SIGHT ANCE		RUCTURE DWAY)	RAILROAD		-	SHOULDER	PAVED	CLEAR ZONE/	MEDIAN	CLEAR RDWY	PARKING		BIKE/PED
ROAD NAME	STOPPING SSD	DECISION SIGHT DISTANCI	K _{CREST}	K _{CREST}	STOPPING SSD	DECISION SIGHT DISTANCE	K _{CREST}	K _{CREST}	AASHTO	MINI K _{CREST} for PSD	MINIMUM	DESIRABLE	MINIMUM	MIN. AT SIGN BRIDGE	TERRACE WIDTH	WIDTH	SHOULDER	LAT. CLEAR.	WIDTH	WIDTH	LANE	ALK	PATH
	CAT. 1		CAT 1	CAT 2 & 3			CAT 1 & 2	CAT 3							(FEET)	INSIDE/OUT SIDE(FT)	INSIDE/OUTS IDE(FT)	(FT)	(FT)	(FT)	(FT)	(FT)	(FT)
	(FT)	(FT)			(FT)	(FT)			(FT)	(FT)	(FT)	(FT)		(FT)		SIDE(I I)	IDE(I I)						
CTH AP - WB off Ramp		DLE, 990 AT ORE		MIDDLE, 245 T GORE		DLE, 570 AT PRE	98 IN MIDE AT GO		2135 AT GORE	1628 AT GORE						8 (outside), 4 (inside)	5 (outside), 3 (inside)	30	NA		NA	NA	NA
CTH AP - WB on Ramp		DDLE, 990 AT ORE		MIDDLE, 245 T GORE		OLE, 570 AT PRE	98 IN MIDE AT GO		2135 AT GORE	1628 AT GORE						8 (outside), 4 (inside)	5 (outside), 3 (inside)	30	NA		NA	NA	NA
STH 47/Appleton Road(North and South)	305	600	70	167	305	305	44	70	1470	772	16'-4"	16'-9"		18'-3"	5'	NA	NA	4' (urban safety section)	24		NA	5'	5'
STH 47 - EB off Ramp		DDLE, 990 AT ORE		MIDDLE, 245 T GORE		DLE, 570 AT DRE	98 IN MIDE AT GO		2135 AT GORE	1628 AT GORE						10 (outside), 6 (inside)	8 (outside), 4 (inside)	30	NA		NA	NA	NA
STH 47 - EB on Ramp		DDLE, 990 AT ORE		MIDDLE, 245 T GORE		DLE, 570 AT PRE	98 IN MIDE AT GO		2135 AT GORE	1628 AT GORE						8 (outside), 4 (inside)	5 (outside), 3 (inside)	30	NA		NA	NA	NA
STH 47 - WB off Ramp		DDLE, 990 AT ORE		MIDDLE, 245 T GORE	360 IN MIDE	DLE, 570 AT DRE	98 IN MIDE AT GO		2135 AT GORE	1628 AT GORE						10 (outside), 6 (inside)	8 (outside), 4 (inside)	30	NA		NA	NA	NA
STH 47 - WB on Ramp		DDLE, 990 AT ORE		MIDDLE, 245 T GORE		DLE, 570 AT DRE	98 IN MIDE AT GO		2135 AT GORE	1628 AT GORE						8 (outside), 4 (inside)	5 (outside), 3 (inside)	32	NA		NA	NA	NA
Oneida Street/USH 10 (North)	305	600	70	167	305	305	44	70	1470	772	16'-4"	16'-9"		18'-3"	5'	NA	NA	4' (urban safety section)	46		NA	5'	5'
Oneida Street/USH 10 (South)	305	600	70	167	305	305	44	70	1470	772	16'-4"	16'-9"		18'-3"	5'	NA	NA	4' (urban safety section)	46		NA	5'	5'
Oneida Street - EB off Ramp		DDLE, 990 AT ORE		MIDDLE, 245 T GORE	360 IN MIDE	DLE, 570 AT DRE	98 IN MIDE AT GO		2135 AT GORE	1628 AT GORE						10 (outside), 6 (inside)	8 (outside), 4 (inside)	32	NA		NA	NA	NA
Oneida Street - EB on Ramp		ODLE, 990 AT ORE		MIDDLE, 245 T GORE		OLE, 570 AT ORE	98 IN MIDE AT GO		2135 AT GORE	1628 AT GORE						8 (outside), 4 (inside)	5 (outside), 3 (inside)	32	NA		NA	NA	NA
Oneida Streeet - WB off Ramp		DDLE, 990 AT ORE		MIDDLE, 245 T GORE	360 IN MIDE	OLE, 570 AT PRE	98 IN MIDE AT GO		2135 AT GORE	1628 AT GORE						8 (outside), 4 (inside)	5 (outside), 3 (inside)	32	NA		NA	NA	NA
Oneida Street - WB on Ramp		ODLE, 990 AT ORE		MIDDLE, 245 T GORE	360 IN MIDE	OLE, 570 AT PRE	98 IN MIDE AT GO		2135 AT GORE	1628 AT GORE						8 (outside), 4 (inside)	5 (outside), 3 (inside)	32	NA		NA	NA	NA

					CREST VERT	ICAL CURVE	S					STRUCTURE	CLEARANCE										
		DESIRAI	BLE			MINIMU	IM			IG SIGHT ANCE		RUCTURE DWAY)	RAILROAD			SHOULDER	PAVED	CLEAR ZONE/	MEDIAN	CLEAR	PARKING	SIDEW	BIKE/PED
ROAD NAME	STOPPING SSD	DECISION SIGHT DISTANCE	K _{CREST}	K _{CREST}	STOPPING SSD	DECISION SIGHT DISTANCE	K _{CREST}	K _{CREST}	AASHTO	MINI K _{CREST} for PSD	MINIMUM	DESIRABLE	MINIMUM	MIN. AT SIGN BRIDGE	TERRACE WIDTH (FEET)	WIDTH	SHOULDER	LAT. CLEAR.	WIDTH	RDWY WIDTH	LANE		PATH
	CAT. 1	CAT 2 & 3	CAT 1	CAT 2 & 3	CAT. 1	CAT 2 & 3	CAT 1 & 2	CAT 3						DRIDGE	(1 LL 1)		INSIDE/OUTS	(FT)	(FT)	(FT)	(FT)	(FT)	(FT)
	(FT)	(FT)			(FT)	(FT)			(FT)	(FT)	(FT)	(FT)		(FT)		SIDE(FT)	IDE(FT)	. ,	, ,	, ,	, ,	, ,	, ,
Meadow Grove Road	305	600	70	167	305	305	44	70	1470	772	16'-4"	16'-9"		18'-3"	6'	NA	NA	4' (urban safety section)	20		NA	5'	6'
Valley Road	305	600	70	167	305	305	44	70	1470	772	16'-4"	16'-9"		18'-3"	6'	NA	NA	4' (urban safety section)	20		NA	5'	6'
Roeland Road	200	450	31	94	200	200	19	31			NA	NA	NA	NA	NA	3	3	4	NA		NA	NA	NA
CTH II - SB off Ramp		DLE, 990 AT DRE		MIDDLE, 245 Γ GORE	360 IN MIDE		98 IN MIDE AT GC		2135 AT GORE	1628 AT GORE						10 (outside), 6 (inside)	6 (outside), 4 (inside)	30	NA		NA	NA	NA
CTH II - SB on Ramp		DLE, 990 AT DRE		MIDDLE, 245 ΓGORE	360 IN MIDE GO		98 IN MIDE AT GC		2135 AT GORE	1628 AT GORE						8 (outside), 4 (inside)	5 (outside), 3 (inside)	30	NA		NA	NA	NA
CTH II - NB on Ramp		DLE, 990 AT DRE		MIDDLE, 245 ΓGORE	360 IN MIDE		98 IN MIDE AT GC		2135 AT GORE	1628 AT GORE						10 (outside), 6 (inside)	6 (outside), 4 (inside)	32	NA		NA	NA	NA
American Drive	200	450	31	94	200	200	19	31			NA	NA	NA	NA	NA	3	3	4	NA		NA	NA	NA

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