MAD

FEBRUARY 2024

PROJECT ID: 5350-02-70, 5350-02-71, 5350-02-73

WITH: NA

COUNTY: ROCK

ORDER OF SHEETS

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

TOTAL SHEETS = 602

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5350-02-70	WISC 2024218	1
5350-02-71	———	—
5350-02-73	WISC 2024219	1

C JANESVILLE, CENTER AVENUE
NICOLET STREET TO COURT STREET

USH 51

ROCK COUNTY

STATE PROJECT NUMBER **5350-02-70**

STATE PROJECT NUMBER **5350-02-71**

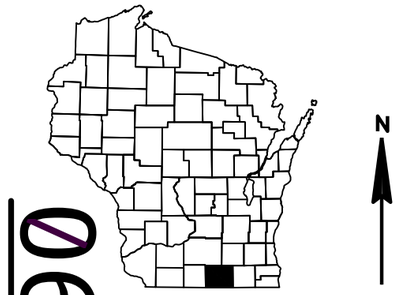
WATER MAIN

C JANESVILLE, CENTER AVENUE
MCKINLEY STREET INTERSECTION

USH 51

ROCK COUNTY

STATE PROJECT NUMBER **5350-02-73**

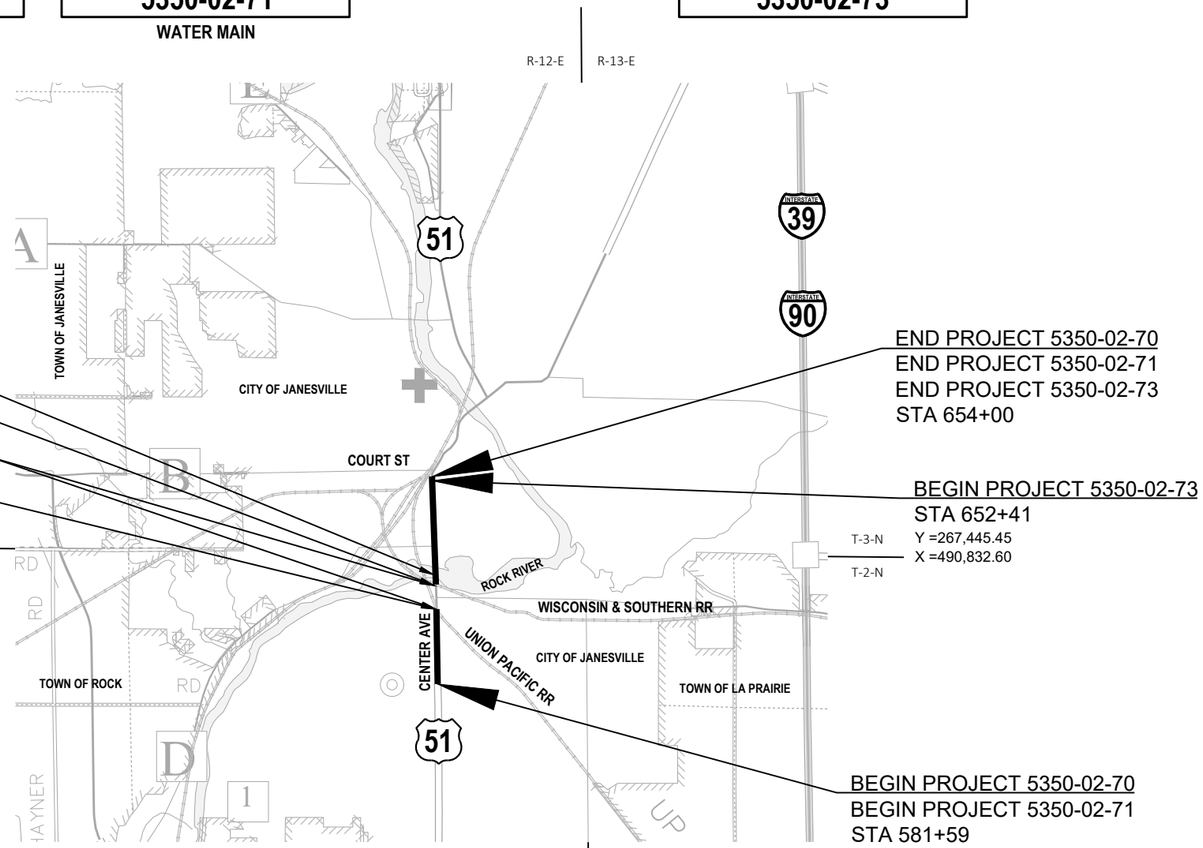


06

N

DESIGN DESIGNATION USH 51/CENTER AVE

A.A.D.T.	2024	=	17,700
A.A.D.T.	2044	=	17,700
D.H.V.		=	11.9
D.D.		=	59/41
T.		=	6.5%
DESIGN SPEED		=	35 MPH
ESALS		=	3,400,000



TOTAL NET LENGTH OF CENTERLINE (5350-02-70) = 1.195 MI
TOTAL NET LENGTH OF CENTERLINE (5350-02-71) = 1.195 MI
TOTAL NET LENGTH OF CENTERLINE (5350-02-73) = 0.030 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ROCK COUNTY, 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). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

CONVENTIONAL SYMBOLS

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

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

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

ACCEPTED FOR

CITY of JANESVILLE

11/1/2023 (Date)

City Engineer (Signature & Title of Official)

ORIGINAL PLANS PREPARED BY

raSmith

CREATIVITY BEYOND ENGINEERING

rasmith.com

WISCONSIN
ANDREW J. AXT
E-45143-6
MILWAUKEE
WI
PROFESSIONAL ENGINEER

10/31/2023 (Date)

(Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	raSmith
Designer	raSmith
Project Manager	JIM SIMPSON
Regional Examiner	SW REGION
Regional Supervisor	JIM SIMPSON

APPROVED FOR THE DEPARTMENT

DATE 10-31-2023 (Signature)

E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\010101-TI.DWG

PLOT DATE : 10/31/2023 11:16 PM

PLOT BY : AXT, ANDREW

PLOT NAME :

DESIGNER
raSmith
JOHN ELKIN
16745 W BLUEMOUND RD, SUITE 200
BROOKFIELD, WI 53005
(262) 317-3312
JOHN.ELKIN@RASMITH.COM

WISCONSIN DEPT OF TRANSPORTATION
SOUTHWEST REGION
JIM SIMPSON
2101 WRIGHT ST
MADISON, WI 53704
(608) 246-5628
JIM.SIMPSON@DOT.WI.GOV

WISCONSIN DEPT OF NATURAL RESOURCES
TRANSPORTATION LIAISON
SHELLEY NELSON
3911 FISH HATCHERY RD
FITCHBURG, WI 53711
(608) 444-2835
SHELLEY.NELSON@WISCONSIN.GOV

CITY OF JANESVILLE
PROJECT MANAGER
AHNARAY BIZJAK
18 N JACKSON ST
JANESVILLE, WI 53548
(608) 755-3171
BIZJAKA@CI.JANESVILLE.WI.US

ROCK COUNTY
DIRECTOR OF PUBLIC WORKS
DUANE JORGENSON
3715 N NEWVILLE RD
JANESVILLE, WI 53545
(608) 757-5450
DUANE.JORGENSON@CO.ROCK.WI.US

UTILITY CONTACTS

ALLIANT ENERGY - ELECTRIC
NICHOLAS DACHNIWSKYJ
935 W B R TOWNLINE RD
BELOIT, WI 53511
(608) 364-6566 OFFICE
(608) 444-9362 MOBILE
NICHOLAS.DACHNIWSKYJ@ALLIANTENERGY.COM

ALLIANT ENERGY - GAS
NICHOLAS DACHNIWSKYJ
935 W B R TOWNLINE RD
BELOIT, WI 53511
(608) 364-6566 OFFICE
(608) 444-9362 MOBILE
NICHOLAS.DACHNIWSKYJ@ALLIANTENERGY.COM

AT&T WISCONSIN - COMMUNICATION
MATTHEW VACHALIK
411 7TH ST
RACINE, WI 53403
(262) 707-6216
MV5616@ATT.COM

ATC - ELECTRIC
DOUG VOSBERG
2489 RINDEN RD
COTTAGE GROVE, WI 53527
(608) 877-7650
DVOSBERG@ATCLLC.COM

CITY OF JANESVILLE - SANITARY SEWER
CRAIG THIESENHUSEN
123 E DELAVAN DR
JANESVILLE, WI 53546
(608) 373-3471
THIESENHUSENC@CI.JANESVILLE.WI.US

CITY OF JANESVILLE - WATER
CRAIG THIESENHUSEN
123 E DELAVAN DR
JANESVILLE, WI 53546
(608) 373-3471
THIESENHUSENC@CI.JANESVILLE.WI.US

EVERSTREAM - COMMUNICATION
JAMES SAGAITIS
324 E WISCONSIN AVE, SUITE 730
MILWAUKEE, WI 53202
(608) 201-5586
JSAGAITIS@EVERSTREAM.NET

MCI METRO - COMMUNICATION
RJ CICATELLO
15725 W RYERSON RD
NEW BERLIN, WI 53151
(262) 782-9836 OFFICE
(262) 232-1323 MOBILE
RANDY.CICATELLO@VERIZON.COM

SPECTRUM - COMMUNICATION
BRIAN KOEHN
1348 PLAINFIELD AVE
JANESVILLE, WI 53545
(608) 373-7536
BRIAN.KOEHN@CHARTER.COM

UNITE PRIVATE NETWORKS
JEREMY JENSEN
1319 CONDE ST
JANESVILLE, WI 53546
(816) 534-0303
JEREMY.JENSEN@UPNFIBER.COM

GENERAL NOTES

1. EROSION CONTROL DEVICES ARE AT SUGGESTED LOCATIONS. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE CONTRACTORS EROSION CONTROL IMPLEMENTATION PLAN AND BY THE ENGINEER. EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR UNTIL THE ENGINEER DETERMINES THAT THE DEVICE IS NO LONGER REQUIRED.
2. EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.
3. RE-TOPSOIL GRADED AREAS, AS DESIGNATED BY THE ENGINEER, IMMEDIATELY AFTER GRADING IS COMPLETE WITHIN THOSE AREAS. SOD AND FERTILIZE TOPSOILED AREAS, AS DESIGNATED BY THE ENGINEER, WITHIN 5 CALENDAR DAYS AFTER PLACEMENT OF TOPSOIL. IF GRADED AREAS ARE TO BE LEFT EXPOSED FOR MORE THAN 14 CALENDAR DAYS, SEED THOSE AREAS WITH TEMPORARY SEED AND MULCH.
4. STOCKPILE EXCESS MATERIAL OR SPOILS ON UPLAND AREAS AWAY FROM WETLANDS, FLOODPLAINS, AND WATERWAYS. STOCKPILED SOIL SHALL BE PROTECTED AGAINST EROSION. IF STOCKPILED MATERIAL IS TO BE LEFT FOR MORE THAN 14 DAYS, RESTORE THE STOCKPILE WITH TEMPORARY SEED AND MULCH.
5. RESHAPE, RESTORE, AND FINISH ALL PREVIOUSLY GRASSED AREAS DISTURBED OUTSIDE THE NORMAL CONSTRUCTION LIMITS AT NO EXPENSE TO THE DEPARTMENT.
6. PLACE TOPSOIL TO 1 INCH BELOW TOP OF ADJACENT CONCRETE CURBS OR SIDEWALKS IN SOD AREAS.
7. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS IN THE AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL COORDINATE THEIR CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGER'S HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGER'S HOTLINE.
8. SEE SUBSURFACE EXPLORATION REPORTS FOR SOIL BORING INFORMATION. REPORTS ARE AVAILABLE FROM WISDOT BY CONTACTING JIM SIMPSON, WISDOT PROJECT MANAGER, 608-246-5628.
9. STATIONING, DISTANCES AND OFFSETS FOR SIGNS SHOWN ON THE PLANS ARE APPROXIMATE. FINAL LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
10. ALL CURB AND GUTTER STATIONS, OFFSETS, RADII, AND GRADES ARE MEASURED TO THE FLANGE LINE UNLESS OTHERWISE NOTED.
11. VERIFY EXISTING PAVEMENT ELEVATIONS AT ALL TIE-INS TO EXISTING PAVEMENT PRIOR TO CONSTRUCTION. NOTIFY ENGINEER IF A DISCREPANCY IS FOUND BETWEEN PROPOSED PLAN ELEVATIONS AND EXISTING PAVEMENT ELEVATIONS.
12. ALL OPENINGS OF HOLES BELOW SUBGRADE RESULTING FROM REMOVALS OR ABANDONMENTS SHALL BE BACKFILLED IN ACCORDANCE WITH SECTION 204 OF THE STANDARD SPECS. ALL BACKFILL MATERIAL IS INCIDENTAL TO THE REMOVAL ITEM.
13. VERIFY THE STORM SEWER SYSTEM CONNECTIONS, LOCATIONS, AND ELEVATIONS PRIOR TO ORDERING DRAINAGE STRUCTURES AND PIPES. NOTIFY THE ENGINEER OF ANY DEVIATION FROM THE INFORMATION SHOWN ON THE PLANS PRIOR TO INSTALLING THE PROPOSED STORM SEWER.
14. SIGNS IN CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED AS DIRECTED BY THE ENGINEER AND PAID FOR AS COVERING SIGNS TYPE I OR TYPE II. IN LIEU OF COVERING WOOD POST MOUNTED SIGNS, THE CONTRACTOR MAY CHOOSE TO REMOVE AND REINSTALL THEM.
15. HMA PAVEMENT QUANTITIES WERE CALCULATED USING A UNIT WEIGHT OF 112 LB/SY-INCH. APPLY TACK COAT AT A RATE OF 0.05 GAL/SY BETWEEN LAYERS OF HMA PAVEMENT.

HMA PAVEMENT LAYERS SUMMARY TABLE

HMA	LAYER	THICKNESS	HMA TYPE
4"	UPPER LAYER	2"	4 MT 58-28 S
	LOWER LAYER	2"	4 MT 58-28 S
5"	UPPER LAYER	2"	4 MT 58-28 S
	LOWER LAYER	3"	4 MT 58-28 S
9"	UPPER LAYER	2"	4 MT 58-28 S
	LOWER LAYER	2 ½"	4 MT 58-28 S
	LOWER LAYER	2 ¼"	4 MT 58-28 S
	LOWER LAYER	2 ¼"	4 MT 58-28 S

ORDER OF SECTION 2 SHEETS

GENERAL NOTES & PROJECT CONTACTS
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
REMOVAL PLAN
PLAN DETAILS
PAVING GRADES
CURB RAMP DETAILS
EROSION CONTROL
STORM SEWER
WATER MAIN
SIGNING & PAVEMENT MARKING
LIGHTING PLAN
TRAFFIC SIGNAL REMOVAL
TRAFFIC SIGNAL PLAN
TRAFFIC CONTROL
DETOUR
ALIGNMENT

STANDARD ABBREVIATIONS

C-C	CENTER TO CENTER
IN	INCHES
JTS	JANESVILLE TRANSIT SYSTEM
PGL	PROFILE GRADE LINE

THE FOLLOWING ENTITIES HAVE PREPARED DESIGNS FOR THIS PROJECT:

WISDOT BUREAU OF STRUCTURES
- STRUCTURE PLANS (B-53-153 AND B-53-154)

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

2

N

CITY OF JANESVILLE

NICOLET ST

WOLCOTT ST

MITCHELL ST

STATE ST

DELAVAN DR

GRAND AVE

UNION PACIFIC RR

STA 616+69
BEGIN CONSTRUCTION
END NET C/L EXCEPTION

STOP-CONTROLLED
ON SIDE ROAD

USH 51 R/L

USH 51 / CENTER AVE

STRUCTURE B-53-135
NO WORK REQ'D

580

590

600

610

620

STA 607+40
END CONSTRUCTION
BEGIN NET C/L EXCEPTION

STRUCTURE B-53-154
DECK SEAL

WISCONSIN & SOUTHERN RR

ROCK RIVER

STOP-CONTROLLED
ON SIDE ROAD

MARQUETTE ST

STRUCTURE B-53-153
CONCRETE OVERLAY, JOINT REPLACEMENT,
CONCRETE SURFACE REPAIRS, AND RIPRAP
AT BRIDGE PIER

BEGIN PROJECT 5350-02-70
BEGIN PROJECT 5350-02-71
STA 581+59
Y = 260,366.68
X = 491,027.54

LEGEND

HISTORIC DISTRICT

PETROLEUM CONTAMINATED SOIL

N

CITY OF JANESVILLE

OLD FOURTH WARD
HISTORIC DISTRICT

BEGIN PROJECT 5350-02-73
STA 652+41
Y = 267,445.45
X = 490,832.60

W COURT ST

WISCONSIN & SOUTHERN RR

N WASHINGTON ST

LOOK WEST HISTORIC
DISTRICT

UNION PACIFIC RR

STOP-CONTROLLED
ON SIDE ROAD

RIVERSIDE ST

ROCKPORT RD

RACINE ST

JOHNSON ST

USH 51 R/L

HOLMES ST

MADISON ST

USH 51 / CENTER AVE

620

640

660

VAN BUREN ST C/L

RACINE ST C/L

WILSON AVE C/L

RIVERSIDE ST C/L

ROCKPORT RD C/L

STOP-CONTROLLED
ON SIDE ROAD

USH 51 / W CENTERWAY

ROCK RIVER

VAN BUREN ST

MCKINLEY ST

W MILWAUKEE ST

N LOCUST ST

WILSON AVE

OLD FOURTH WARD
HISTORIC DISTRICT

END PROJECT 5350-02-70
END PROJECT 5350-02-71
END PROJECT 5350-02-73
STA 654+00

END CONSTRUCTION
STA 654+27

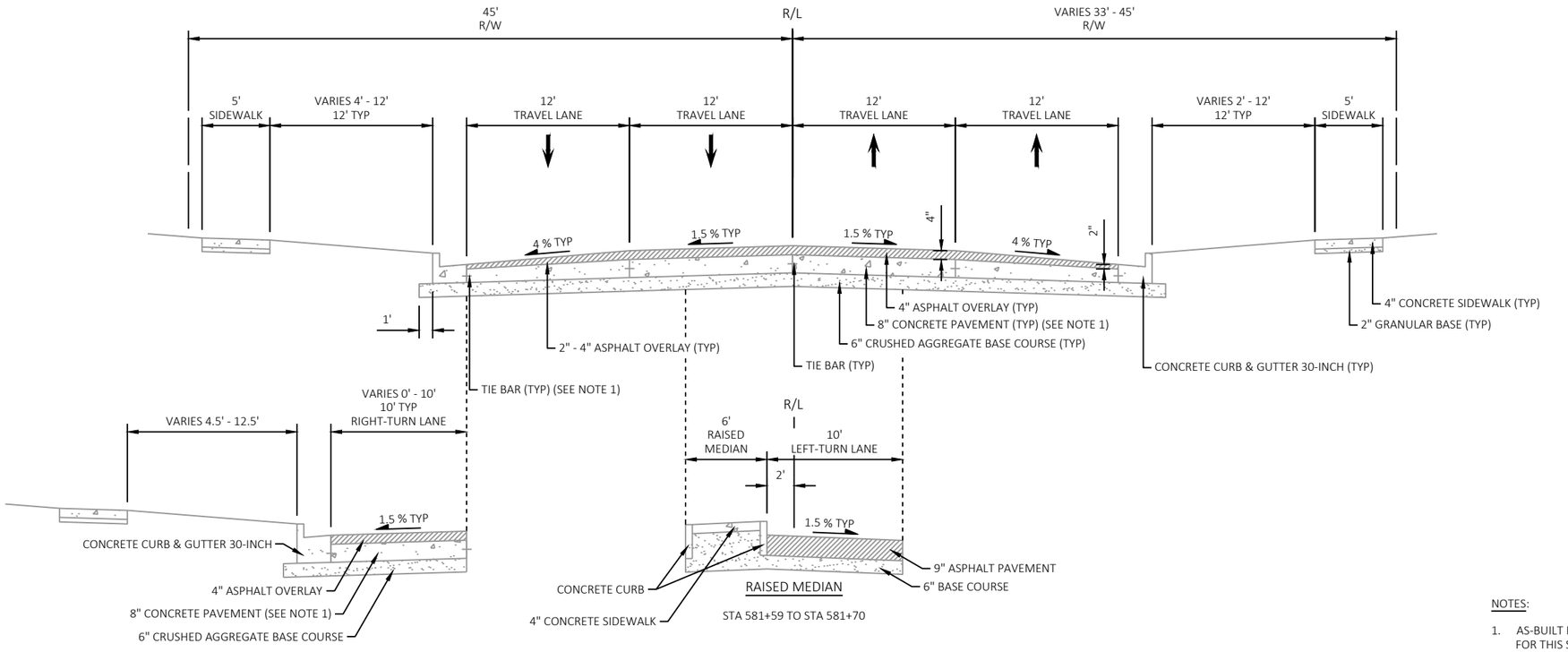
CITY OF JANESVILLE

PROJECT NO: 5350-02-70, 5350-02-71, 5350-02-73	HWY: USH 51	COUNTY: ROCK	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\020201-PO.DWG
LAYOUT NAME - PO

PLOT DATE : 11/16/2023 5:23 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:300 FT

WISDOT/CADDS SHEET 44

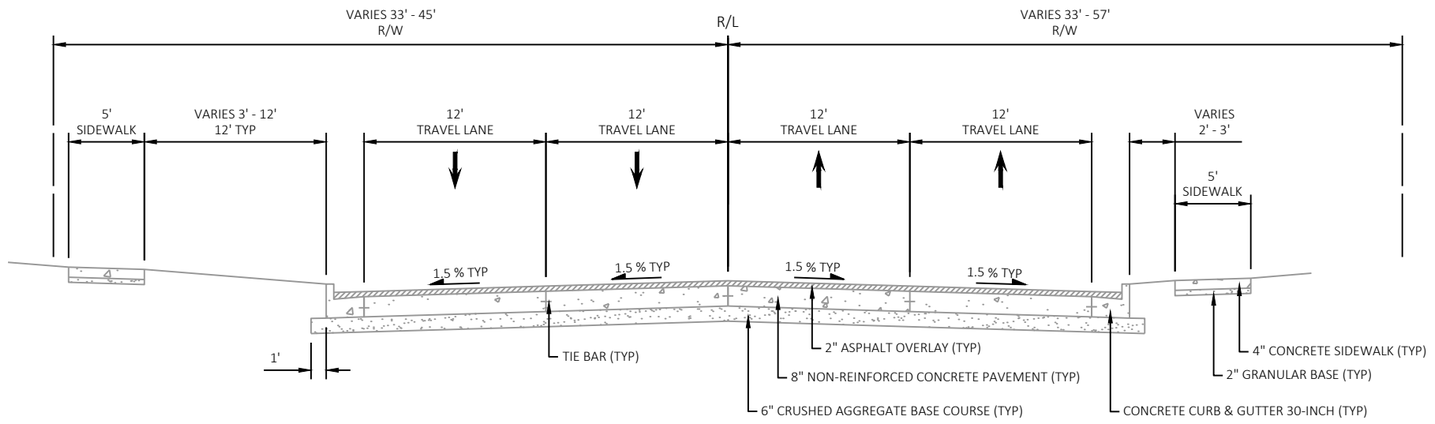


EXISTING TYPICAL SECTION
USH 51

STA 581+59 - STA 605+59

NOTES:

1. AS-BUILT INFORMATION WAS NOT AVAILABLE FOR THIS SEGMENT OF ROADWAY. THE PRESENCE OF REINFORCEMENT, DOWELS, AND TIE BARS IS UNKNOWN.

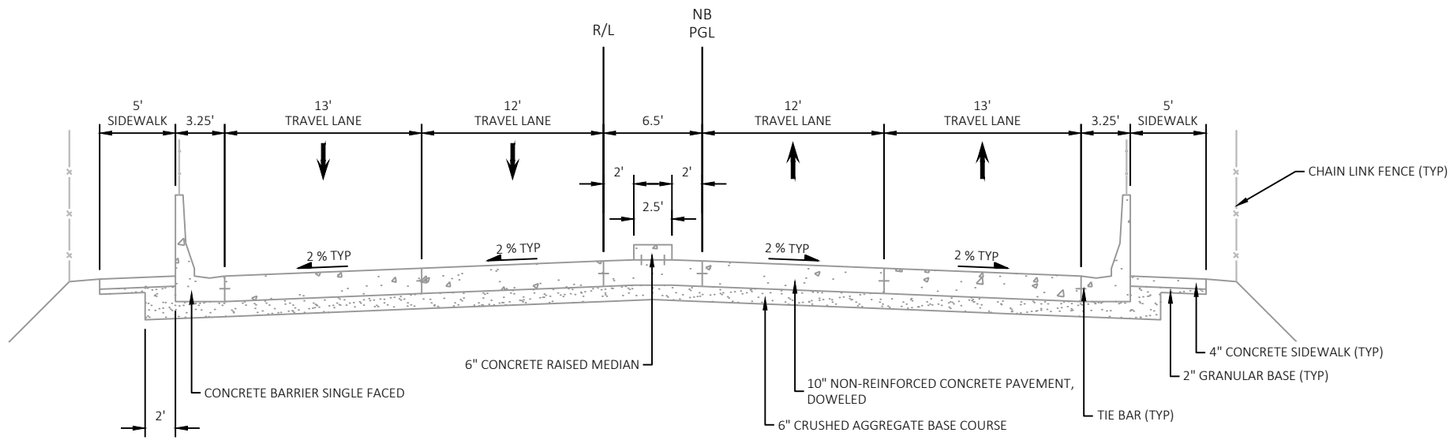


EXISTING TYPICAL SECTION
USH 51

STA 605+59 - STA 607+69

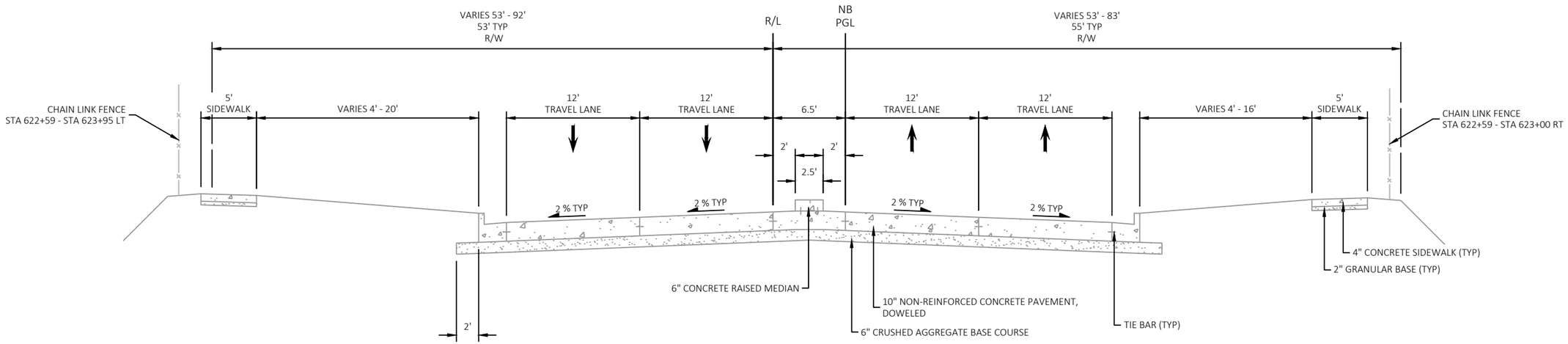
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TYPICAL SECTIONS	SHEET 4	E

2



EXISTING TYPICAL SECTION
USH 51

STA 615+73 - STA 616+69
STA 617+13 - STA 618+48



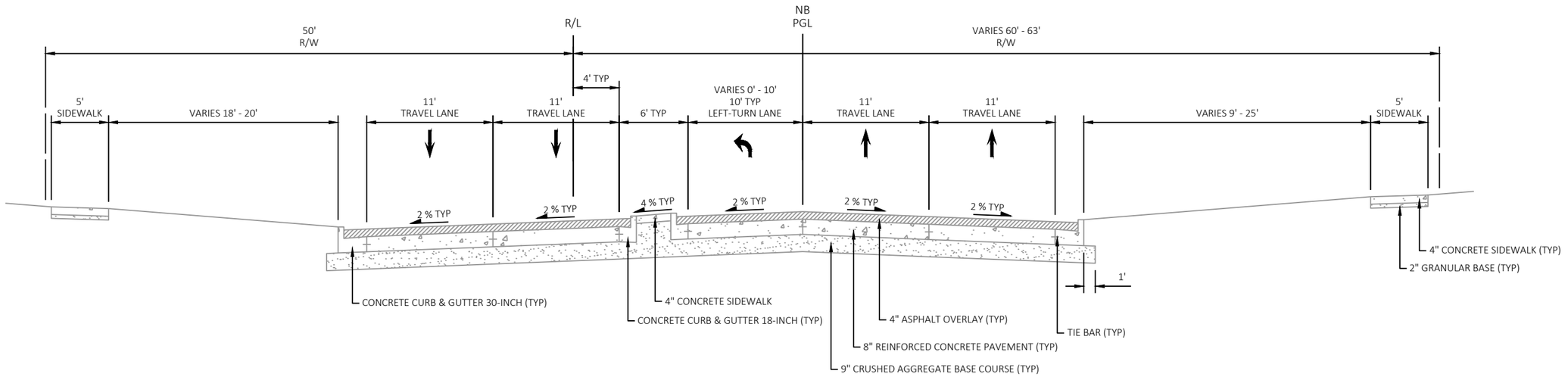
EXISTING TYPICAL SECTION
USH 51

STA 622+40 - STA 626+48

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TYPICAL SECTIONS	SHEET 5	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\020301-TS.DWG
LAYOUT NAME - 02-Ex
PLOT DATE : 11/16/2023 5:23 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



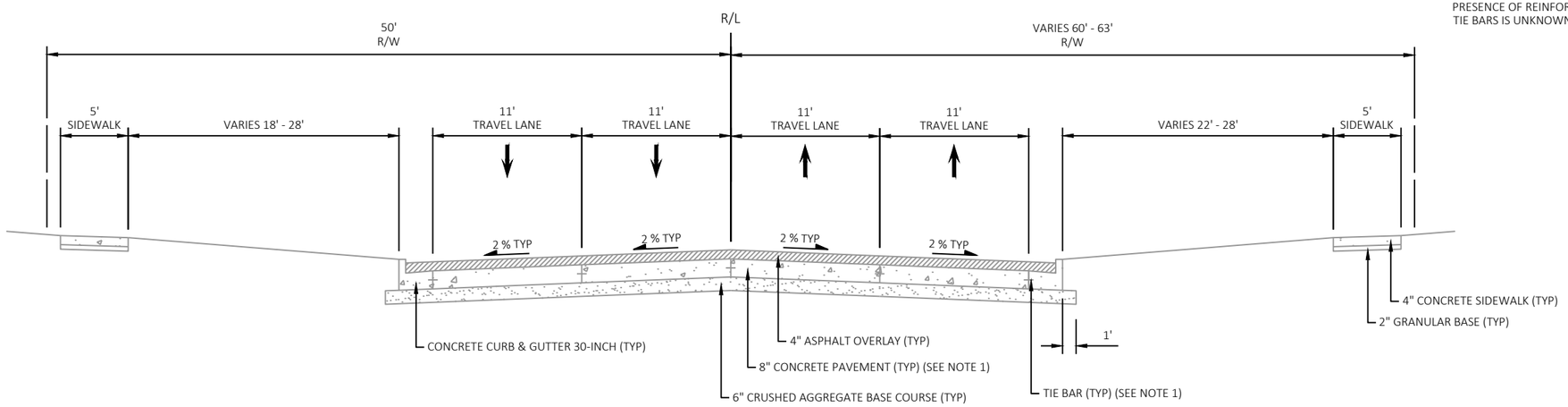
EXISTING TYPICAL SECTION
USH 51

NB LEFT-TURN LANE SHOWN. SB IS MIRROR IMAGE.

STA 626+48 - STA 632+80

NOTES:

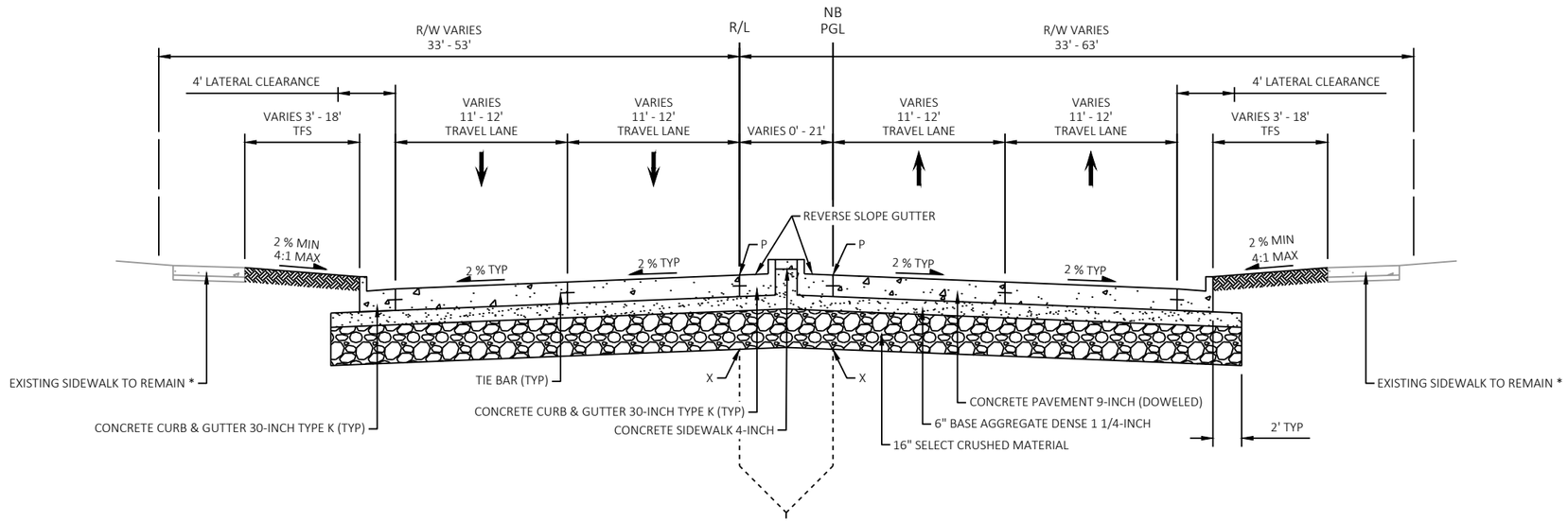
1. AS-BUILT INFORMATION WAS NOT AVAILABLE FOR THIS SEGMENT OF ROADWAY. THE PRESENCE OF REINFORCEMENT, DOWELS, AND TIE BARS IS UNKNOWN.

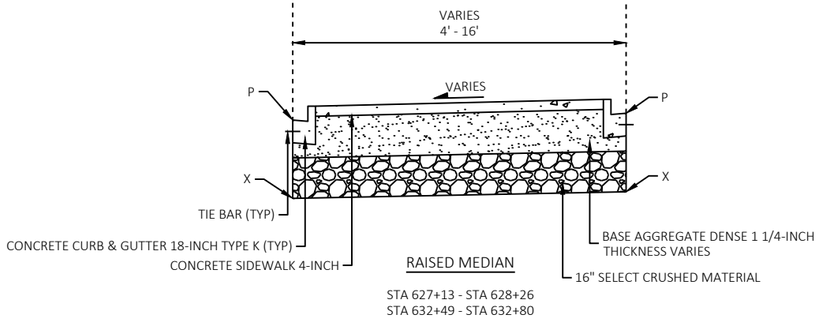


EXISTING TYPICAL SECTION
USH 51

STA 632+80 - STA 652+41

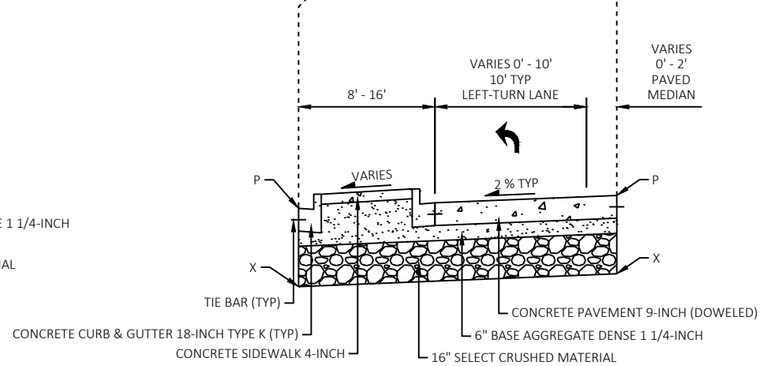
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TYPICAL SECTIONS	SHEET 6	E





RAISED MEDIAN

STA 627+13 - STA 628+26
STA 632+49 - STA 632+80



LEFT-TURN LANE

STA 628+26 - STA 629+75

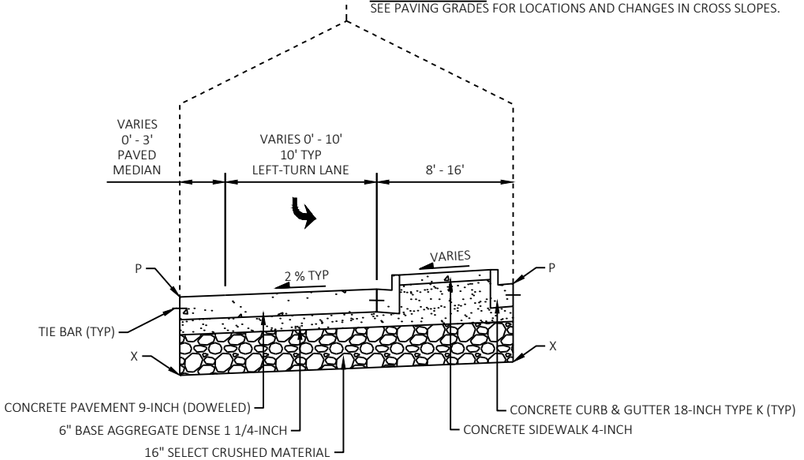
TFS = TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
P = POINT REFERRED TO ON PROFILE
X = POINT REFERRED TO ON CROSS SECTIONS
* = SEE PLAN DETAILS AND CURB RAMP DETAILS FOR SIDEWALK REPLACEMENT LOCATIONS

SIDE ROAD PAVING MATCH
FROM EDGE OF CENTER AVE TO END OF CURB RETURN
PAVEMENT SHALL CONSIST OF CONCRETE PAVEMENT 9-INCH
ON 6" BASE AGGREGATE DENSE 1 1/4-INCH, AND 16" SELECT CRUSHED MATERIAL

CONCRETE CURB & GUTTER TYPE K
GUTTER TO BE CONSTRUCTED AT THE SAME THICKNESS AS THE ADJACENT CONCRETE PAVEMENT

CURB HEAD SHALL BE 6" WIDE

LANE CROSS SLOPES
SEE PAVING GRADES FOR LOCATIONS AND CHANGES IN CROSS SLOPES.



LEFT-TURN LANE

STA 630+74 - STA 632+49

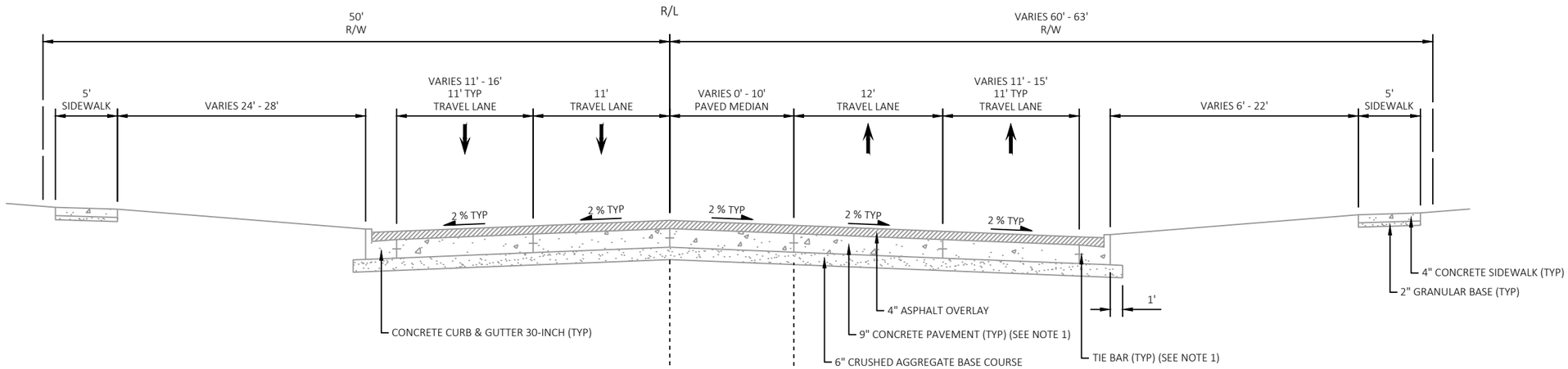
FINISHED TYPICAL SECTION
USH 51

STA 626+41 - STA 633+72

V = 35 MPH

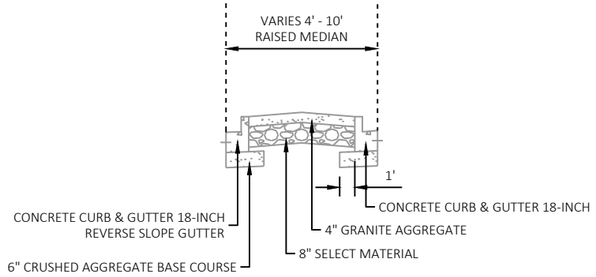
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TYPICAL SECTIONS	SHEET 7	E

2



NOTES:

1. AS-BUILT INFORMATION WAS NOT AVAILABLE FOR THIS SEGMENT OF ROADWAY. THE PRESENCE OF REINFORCEMENT, DOWELS, AND TIE BARS IS UNKNOWN.



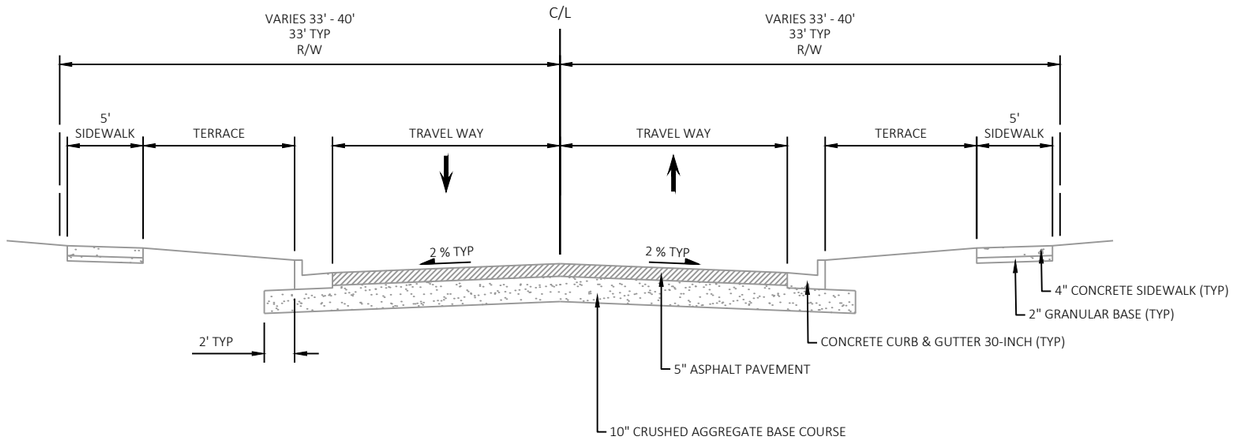
RAISED MEDIAN

STA 653+30 - STA 653+83

EXISTING TYPICAL SECTION
USH 51

STA 652+41 - STA 653+83

2



EXISTING TYPICAL SECTION
SIDE ROADS

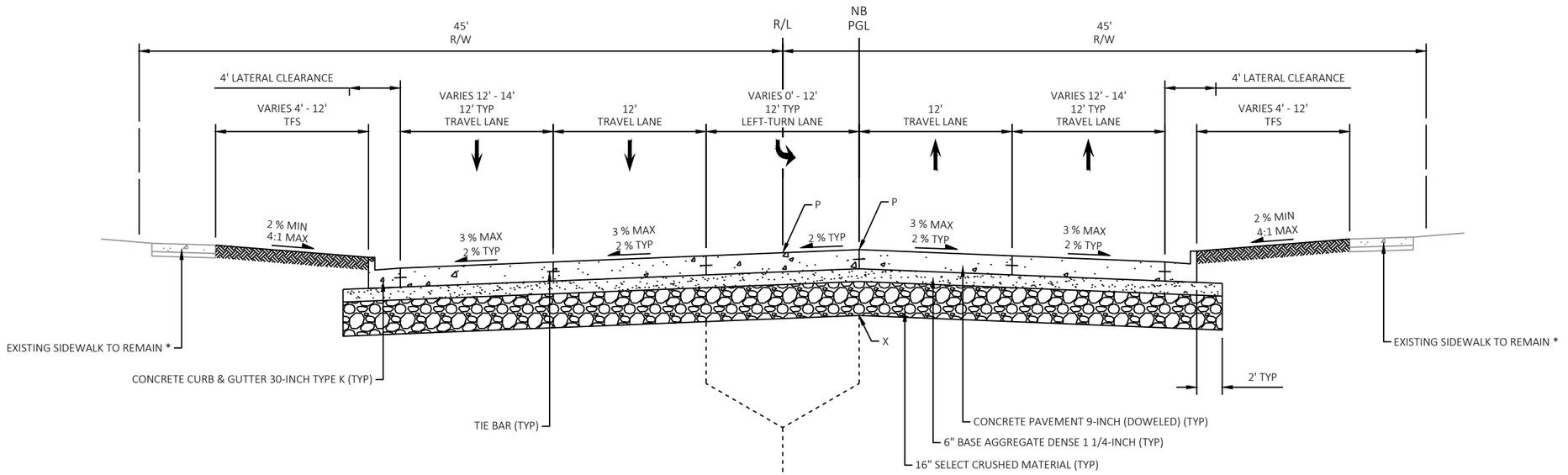
SIDE ROAD	TERRACE WIDTH LEFT	TRAVEL WAY LEFT	TRAVEL WAY RIGHT	TERRACE WIDTH RIGHT
NICOLET ST	VARIES 8' - 10'	16'	16'	VARIES 8' - 10'
WOLCOTT ST	6.5'	15'	15'	VARIES 6' - 7'
MITCHELL ST	VARIES 3.5' - 8'	VARIES 14.5' - 15'	VARIES 12' - 15'	VARIES 3' - 6.5'
STATE ST	7'	17'	20'	5'
MARQUETTE ST	-	15'	-	17'
RIVERSIDE ST STA 10+25 RIV-W - STA 10+45 RIV-W STA 10+50 RIV-E - STA 10+70 RIV-E	8'	VARIES 17.5' - 20'	VARIES 14.5' - 18'	-
ROCKPORT RD STA 10+45 ROC - STA 11+23 ROC STA 12+47 ROC - STA 12+90 ROC	VARIES 3' - 5'	22'	VARIES 19.5' - 22'	VARIES 3' - 7'
WILSON AVE STA 10+60 WIL - STA 11+35 WIL	9.5'	15'	15'	9.5'
RACINE ST STA 10+45 RAC-W - STA 11+45 RAC-W STA 10+60 RAC-E - STA 11+10 RAC-E	VARIES 9' - 16'	VARIES 15' - 24'	VARIES 15' - 25'	VARIES 7' - 16'
JOHNSON ST	9.5'	VARIES 15' - 15.5'	VARIES 14.5' - 15'	9.5'
HOLMES ST	VARIES 6' - 9'	15'	15'	VARIES 8' - 9.5'
VAN BUREN ST	8.5'	15'	15.5'	10'
MCKINLEY ST	8'	16.5'	16'	8.5'

DELAVAN DR WEST OF USH 51 HAS NO TERRACE AND NO SIDEWALK RIGHT (SOUTH SIDE)

DELAVAN DR EAST OF USH 51 HAS NO TERRACE AND NO SIDEWALK LEFT (NORTH SIDE)

GRAND AVE HAS COMMERCIAL SIDEWALK ON BOTH SIDES OF THE ROADWAY

RIVERSIDE ST HAS NO TERRACE AND NO SIDEWALK RIGHT (SOUTH SIDE)



FINISHED TYPICAL SECTION
USH 51

STA 581+59 - STA 585+21

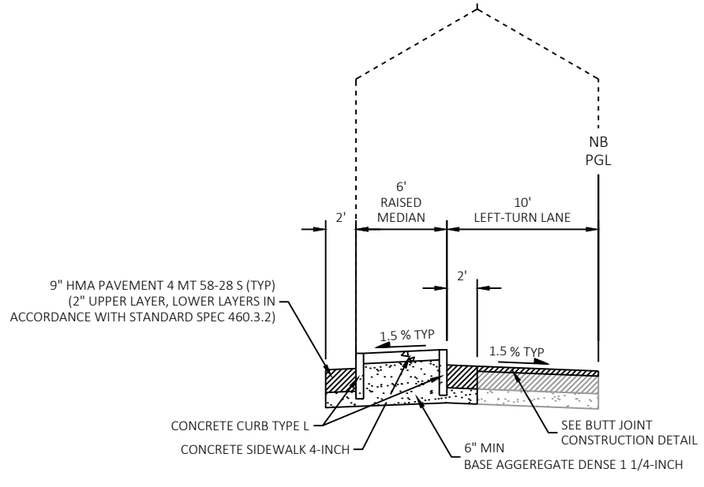
TFS = TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
P = POINT REFERRED TO ON PROFILE
X = POINT REFERRED TO ON CROSS SECTIONS
* = SEE PLAN DETAILS AND CURB RAMP DETAILS FOR SIDEWALK REPLACEMENT LOCATIONS

SIDE ROAD PAVING MATCH
FROM EDGE OF CENTER AVE TO END OF CURB RETURN
PAVEMENT SHALL CONSIST OF CONCRETE PAVEMENT 9-INCH
ON 6" BASE AGGREGATE DENSE 1 1/4-INCH, AND 16" SELECT CRUSHED MATERIAL

CONCRETE CURB & GUTTER TYPE K
GUTTER TO BE CONSTRUCTED AT THE SAME THICKNESS AS THE ADJACENT CONCRETE PAVEMENT

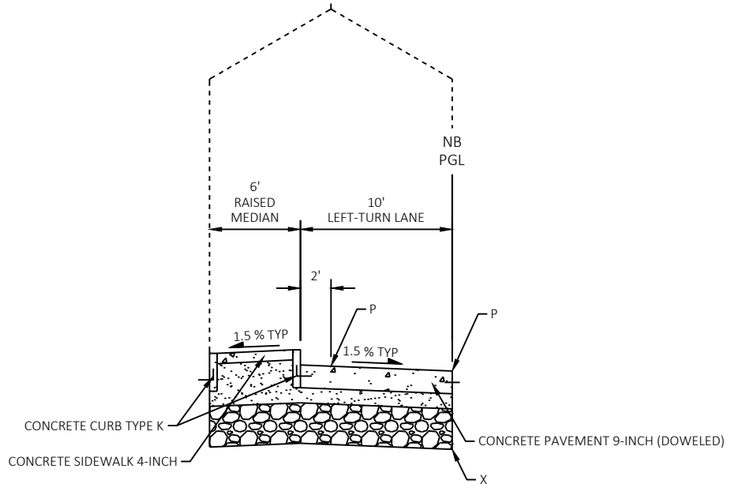
CURB HEAD SHALL BE 6" WIDE

LANE CROSS SLOPES
SEE PAVING GRADES FOR LOCATIONS AND CHANGES IN CROSS SLOPES.



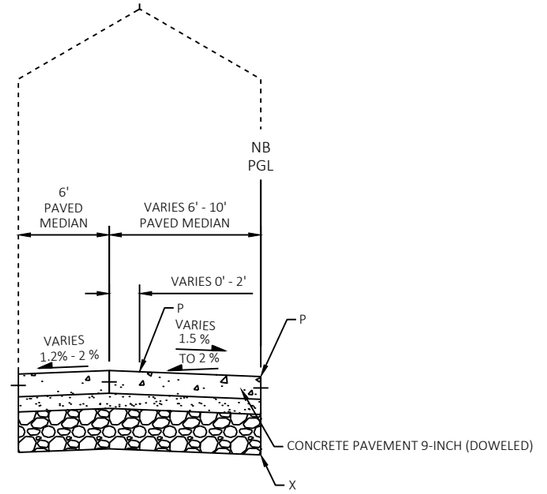
RAISED MEDIAN

STA 581+59 TO STA 581+70



RAISED MEDIAN

STA 581+70 TO STA 581+81



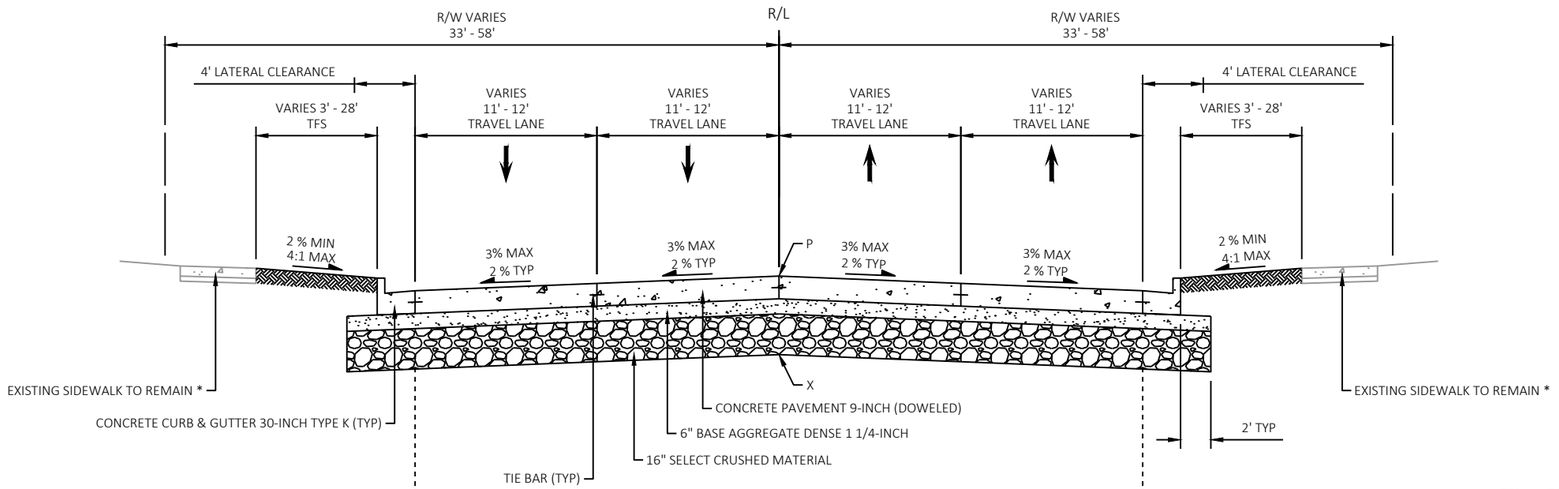
PAVED MEDIAN

STA 581+81 TO STA 582+50

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TYPICAL SECTIONS	SHEET 10	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\020301-TS.DWG
LAYOUT NAME - 01-Pr
PLOT DATE : 11/16/2023 5:23 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



FINISHED TYPICAL SECTION
USH 51

STA 585+21 - STA 606+40
STA 633+72 - STA 652+05

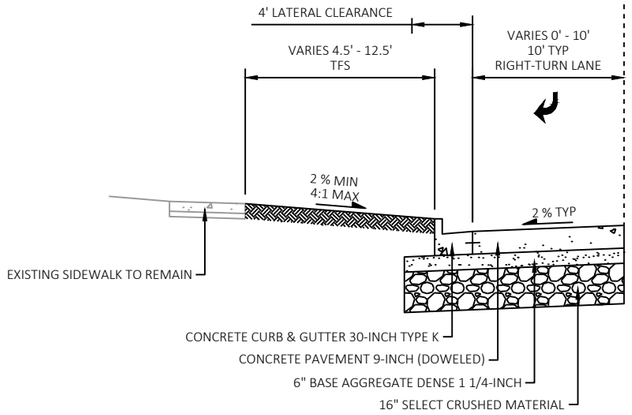
TFS = TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
P = POINT REFERRED TO ON PROFILE
X = POINT REFERRED TO ON CROSS SECTIONS
* = SEE PLAN DETAILS AND CURB RAMP DETAILS FOR SIDEWALK REPLACEMENT LOCATIONS

SIDE ROAD PAVING MATCH
FROM EDGE OF CENTER AVE TO END OF CURB RETURN
PAVEMENT SHALL CONSIST OF CONCRETE PAVEMENT 9-INCH
ON 6" BASE AGGREGATE DENSE 1 1/4-INCH, AND 16" SELECT CRUSHED MATERIAL

CONCRETE CURB & GUTTER TYPE K
GUTTER TO BE CONSTRUCTED AT THE SAME THICKNESS AS THE ADJACENT CONCRETE PAVEMENT

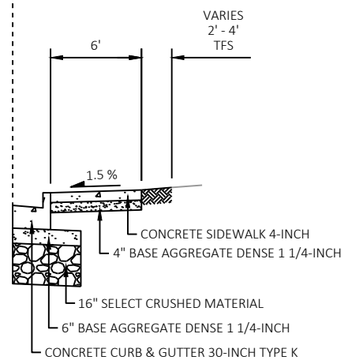
CURB HEAD SHALL BE 6" WIDE

LANE CROSS SLOPES
SEE PAVING GRADES FOR LOCATIONS AND CHANGES IN CROSS SLOPES.



RIGHT-TURN LANE

STA 602+06 TO STA 603+51 LT



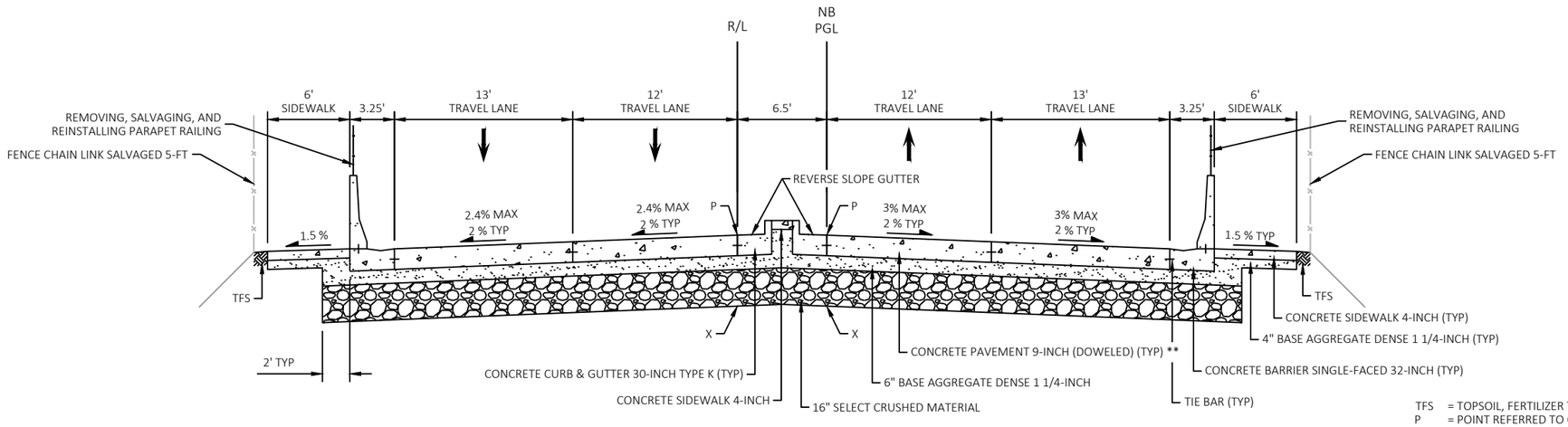
COMMERCIAL SIDEWALK

STA 601+82 TO STA 606+26 RT

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TYPICAL SECTIONS	SHEET 11	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\020301-TS.DWG
LAYOUT NAME - 02-Pr
PLOT DATE : 11/16/2023 5:23 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

2



FINISHED TYPICAL SECTION
USH 51

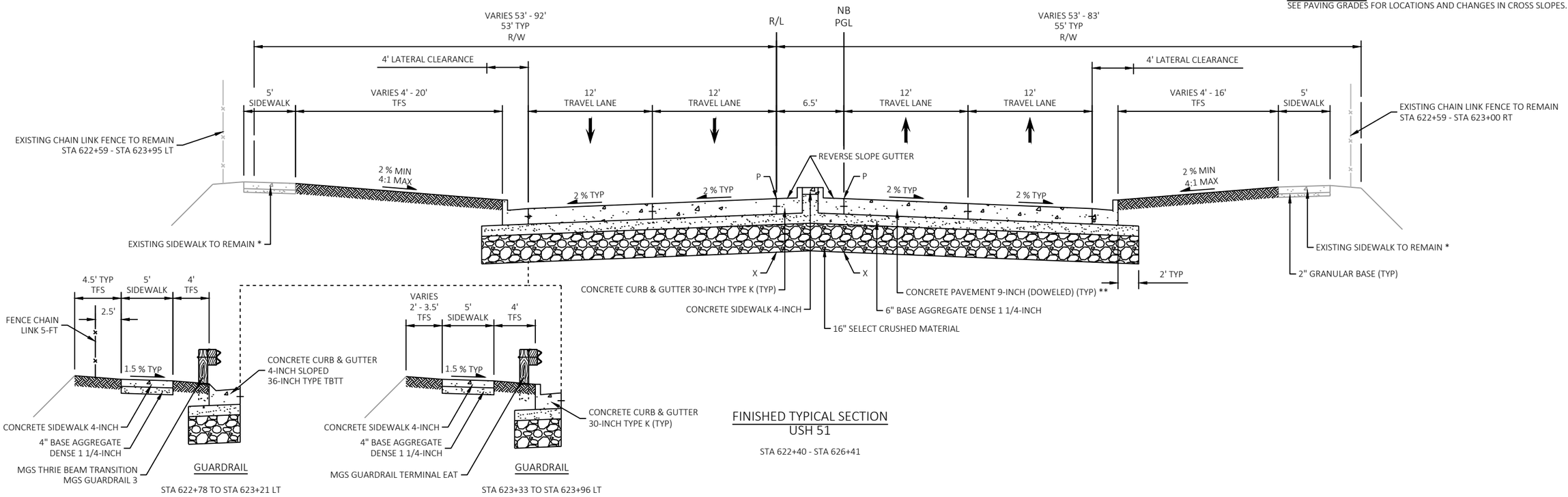
STA 617+13 - STA 618+48

TFS = TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
P = POINT REFERRED TO ON PROFILE
X = POINT REFERRED TO ON CROSS SECTIONS
* = SEE PLAN DETAILS AND CURB RAMP DETAILS FOR SIDEWALK REPLACEMENT LOCATIONS
** = SEE PLAN DETAILS FOR LIMITS OF CONCRETE PAVEMENT APPROACH SLABS

CONCRETE CURB & GUTTER TYPE K
GUTTER TO BE CONSTRUCTED AT THE SAME THICKNESS AS THE ADJACENT CONCRETE PAVEMENT

CURB HEAD SHALL BE 6" WIDE

LANE CROSS SLOPES
SEE PAVING GRADES FOR LOCATIONS AND CHANGES IN CROSS SLOPES.



FINISHED TYPICAL SECTION
USH 51

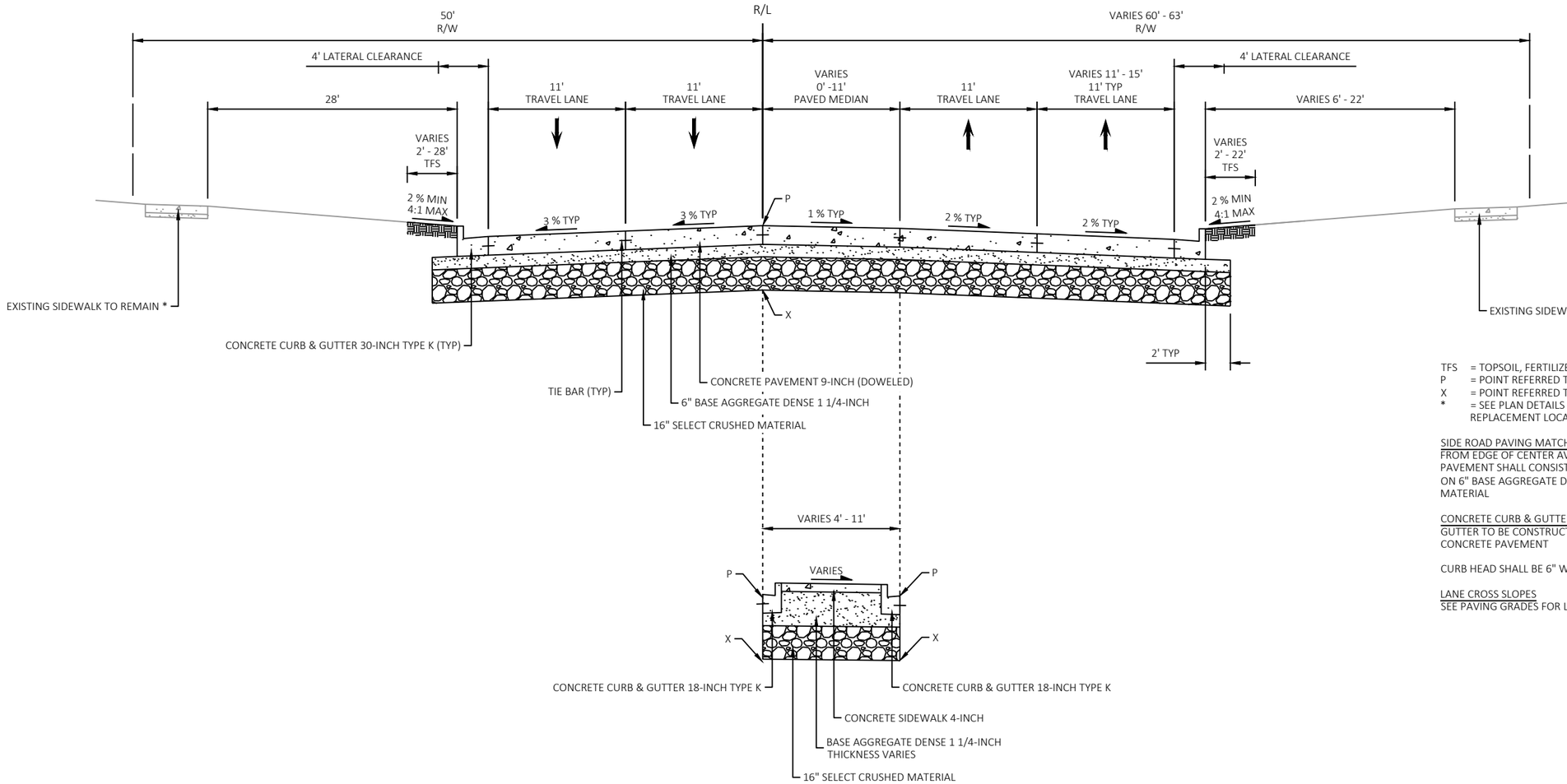
STA 622+40 - STA 626+41

STA 622+78 TO STA 623+21 LT

STA 623+33 TO STA 623+96 LT

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TYPICAL SECTIONS	SHEET 12	E

2



RAISED MEDIAN

STA 653+30 - STA 653+83

TFS = TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
P = POINT REFERRED TO ON PROFILE
X = POINT REFERRED TO ON CROSS SECTIONS
* = SEE PLAN DETAILS AND CURB RAMP DETAILS FOR SIDEWALK REPLACEMENT LOCATIONS

SIDE ROAD PAVING MATCH
FROM EDGE OF CENTER AVE TO END OF CURB RETURN
PAVEMENT SHALL CONSIST OF CONCRETE PAVEMENT 9-INCH
ON 6" BASE AGGREGATE DENSE 1 1/4-INCH, AND 16" SELECT CRUSHED MATERIAL

CONCRETE CURB & GUTTER TYPE K
GUTTER TO BE CONSTRUCTED AT THE SAME THICKNESS AS THE ADJACENT CONCRETE PAVEMENT

CURB HEAD SHALL BE 6" WIDE

LANE CROSS SLOPES
SEE PAVING GRADES FOR LOCATIONS AND CHANGES IN CROSS SLOPES.

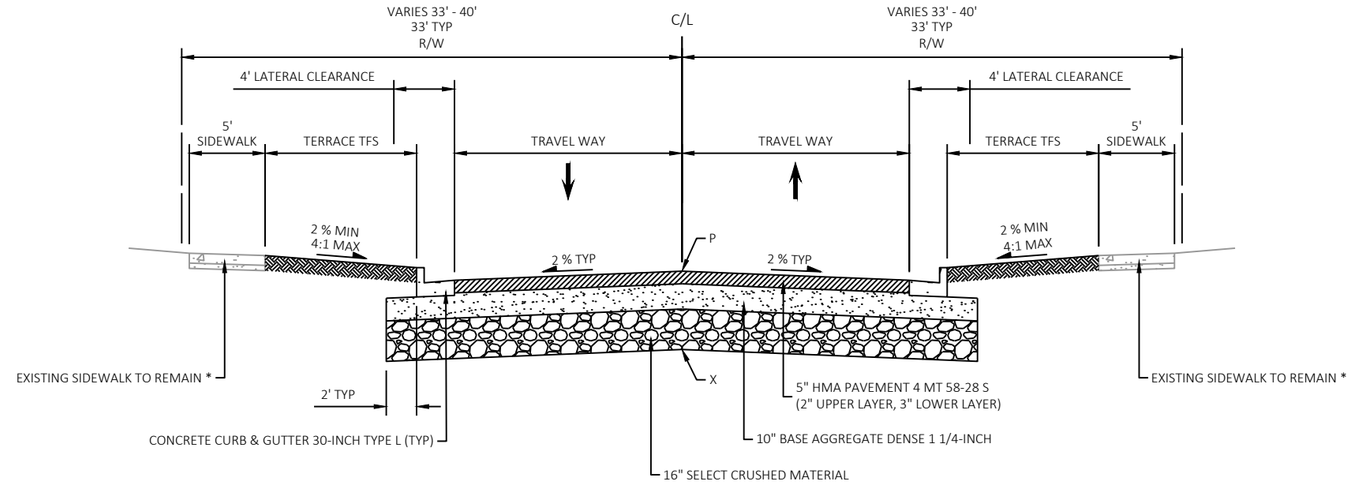
FINISHED TYPICAL SECTION
USH 51

STA 652+05 - STA 653+83

V = 35 MPH

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TYPICAL SECTIONS	SHEET 13	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\020301-TS.DWG
LAYOUT NAME - 03b-Pr
PLOT DATE : 11/16/2023 5:24 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



FINISHED TYPICAL SECTION
SIDE ROADS

LOOKING EAST

SIDE ROAD	TERRACE WIDTH LEFT	ROADWAY WIDTH LEFT	ROADWAY WIDTH RIGHT	TERRACE WIDTH RIGHT
NICOLET ST	VARIES 8' - 10'	16'	16'	VARIES 8' - 10'
WOLCOTT ST	6.5'	15'	15'	VARIES 6' - 7'
MITCHELL ST	VARIES 3.5' - 8'	VARIES 14.5' - 15'	VARIES 12' - 15'	VARIES 3' - 6.5'
STATE ST	7'	17'	20'	5'
MARQUETTE ST	-	15'	-	17'
RIVERSIDE ST STA 10+25 RIV-W - STA 10+45 RIV-W STA 10+50 RIV-E - STA 10+70 RIV-E	8'	VARIES 17.5' - 20'	VARIES 14.5' - 18'	-
ROCKPORT RD STA 10+45 ROC - STA 11+23 ROC STA 12+47 ROC - STA 12+90 ROC	VARIES 3' - 5'	22'	VARIES 19.5' - 22'	VARIES 3' - 7'
RACINE ST STA 10+60 RAC-E - STA 11+10 RAC-E	VARIES 9' - 16'	VARIES 15' - 24'	VARIES 15' - 25'	VARIES 7' - 16'
JOHNSON ST	9.5'	VARIES 15' - 15.5'	VARIES 14.5' - 15'	9.5'
HOLMES ST	VARIES 6' - 9'	15'	15'	VARIES 8' - 9.5'
MCKINLEY ST	8'	16.5'	16'	8.5'

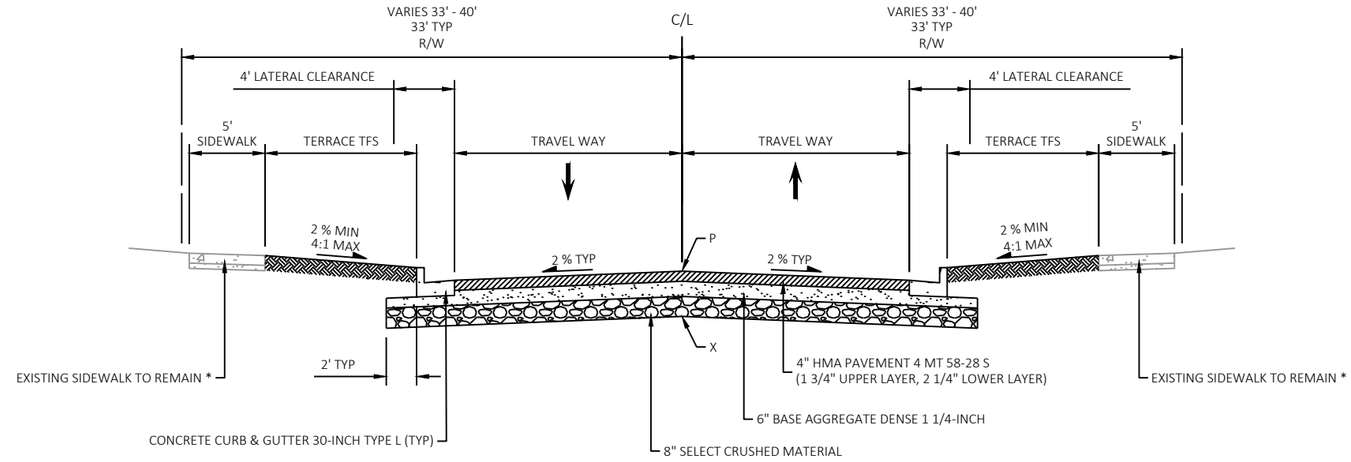
TFS = TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
P = POINT REFERRED TO ON PROFILE
X = POINT REFERRED TO ON CROSS SECTIONS
* = SEE PLAN DETAILS AND CURB RAMP DETAILS FOR SIDEWALK REPLACEMENT LOCATIONS

CONCRETE CURB & GUTTER TYPE L
CURB HEAD SHALL BE 6" WIDE

SIDE ROADS
RIVERSIDE ST HAS NO TERRACE AND NO SIDEWALK RIGHT (SOUTH SIDE)

LANE CROSS SLOPES
SEE PAVING GRADES FOR LOCATIONS AND CHANGES IN CROSS SLOPES.

2



FINISHED TYPICAL SECTION
SIDE ROADS

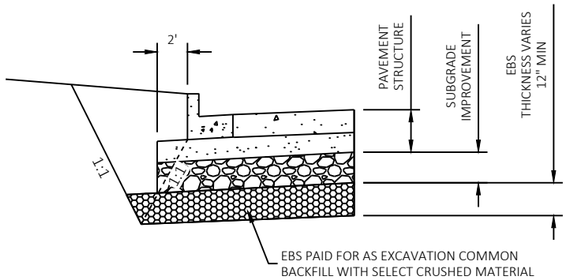
LOOKING EAST

SIDE ROAD	TERRACE WIDTH LEFT	ROADWAY WIDTH LEFT	ROADWAY WIDTH RIGHT	TERRACE WIDTH RIGHT
WILSON AVE STA 10+60 WIL - STA 11+35 WIL	9.5'	15'	15'	9.5'
RACINE ST STA 10+45 RAC-W - STA 11+45 RAC-W	15.5'	15'	15'	16'
VAN BUREN ST STA 10+54 VAN - STA 10+95 VAN	8.5'	15'	15.5'	10'

TFS = TOPSOIL, FERTILIZER TYPE B, AND SOD LAWN
P = POINT REFERRED TO ON PROFILE
X = POINT REFERRED TO ON CROSS SECTIONS
* = SEE PLAN DETAILS AND CURB RAMP DETAILS FOR SIDEWALK REPLACEMENT LOCATIONS

CONCRETE CURB & GUTTER TYPE L
CURB HEAD SHALL BE 6" WIDE

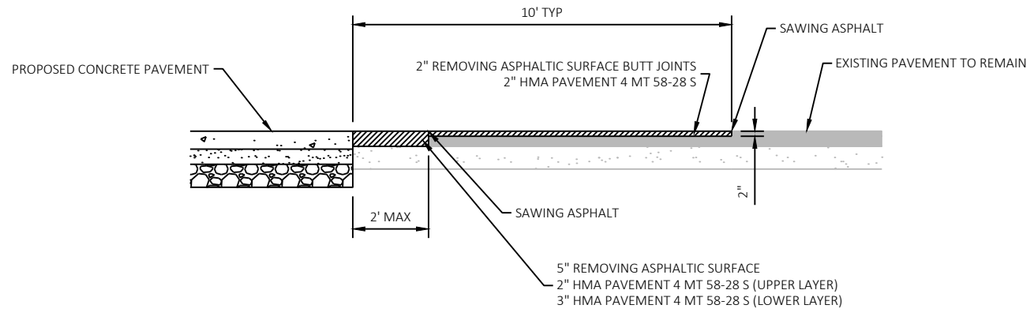
LANE CROSS SLOPES
SEE PAVING GRADES FOR LOCATIONS AND CHANGES IN CROSS SLOPES.



EXCAVATION BELOW SUBGRADE

FINAL LOCATIONS AND DEPTHS TO BE DETERMINED BY THE ENGINEER.

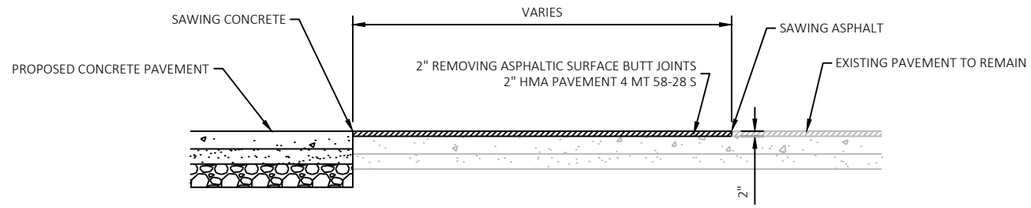
2



BUTT JOINTS - ASPHALT

STA 581+70
MITCHELL ST (WEST)
STATE ST
MARQUETTE ST
RIVERSIDE ST (EAST)
MCKINLEY ST

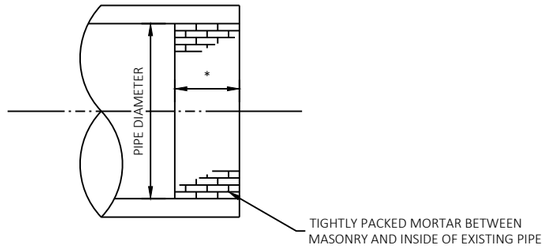
DETAIL TO BE USED AT THE CONSTRUCTION LIMITS WHEN NEW CONCRETE PAVEMENT MATCHES INTO EXISTING ASPHALT PAVEMENT



BUTT JOINTS - CONCRETE

STA 606+40
STA 653+83 LT

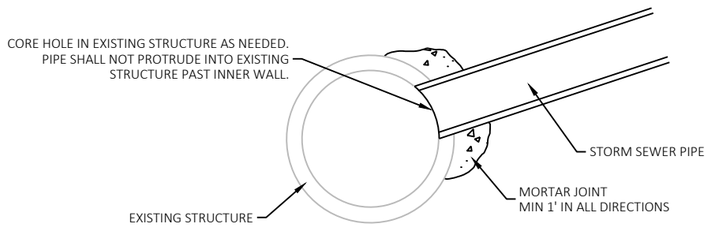
DETAIL TO BE USED AT THE CONSTRUCTION LIMITS WHEN NEW CONCRETE PAVEMENT MATCHES INTO EXISTING ASPHALTIC OVERLAY OF CONCRETE PAVEMENT



* MINIMUM BULKHEAD LENGTH TO
EQUAL 1/3 X PIPE DIAMETER

TEMPORARY BULKHEAD PIPE MASONRY

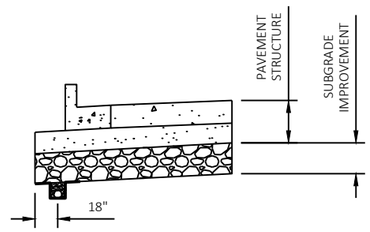
INCIDENTAL TO STORM SEWER PIPE
SEE STORM SEWER PLANS AND MISCELLANEOUS QUANTITIES FOR LOCATIONS

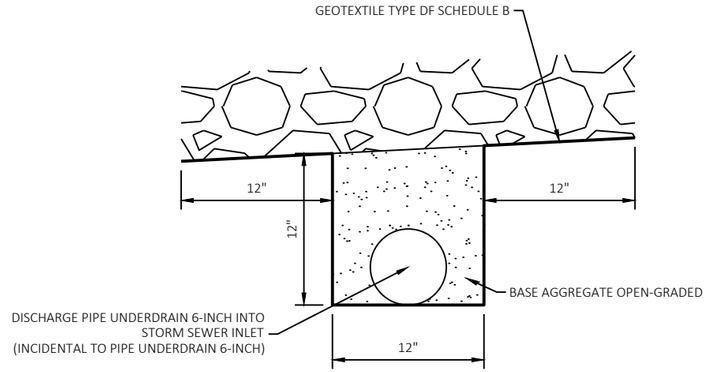


CONNECTION OF PROPOSED PIPE TO EXISTING STRUCTURE

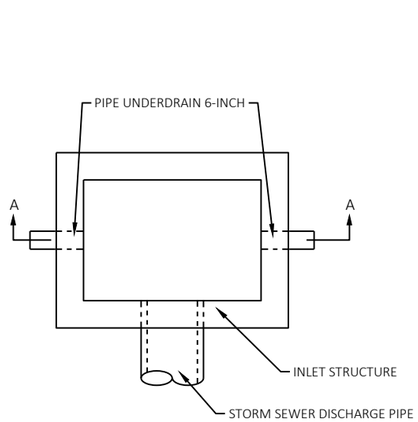
CONNECT STORM SEWER PIPE TO EXISTING STRUCTURE IN ACCORDANCE TO STANDARD SPEC 611.3.2.
CONNECTION OF PROPOSED PIPE TO EXISTING STRUCTURE IS PAID AS RECONSTRUCTING MANHOLES.
CONNECTIONS OF MULTIPLE PROPOSED PIPES TO A MANHOLE IS QUANTIFIED AS ONE RECONSTRUCTING MANHOLE.

2

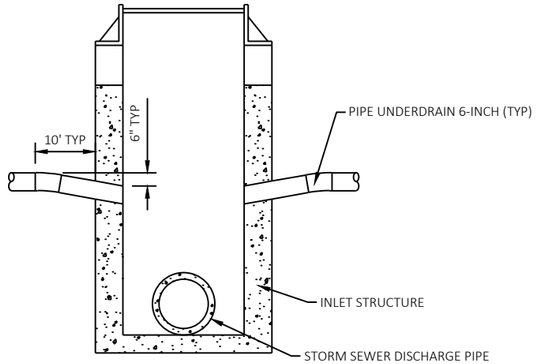




CROSS SECTION VIEW



PLAN VIEW



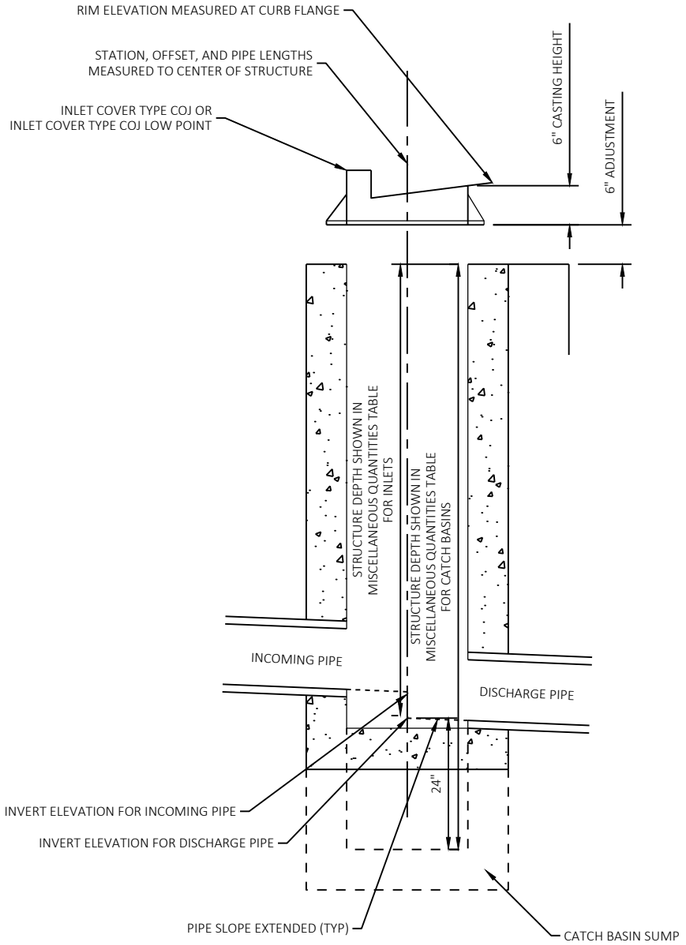
SEC TION A-A

PIPE UNDERDRAIN AND OUTFALL DETAILS

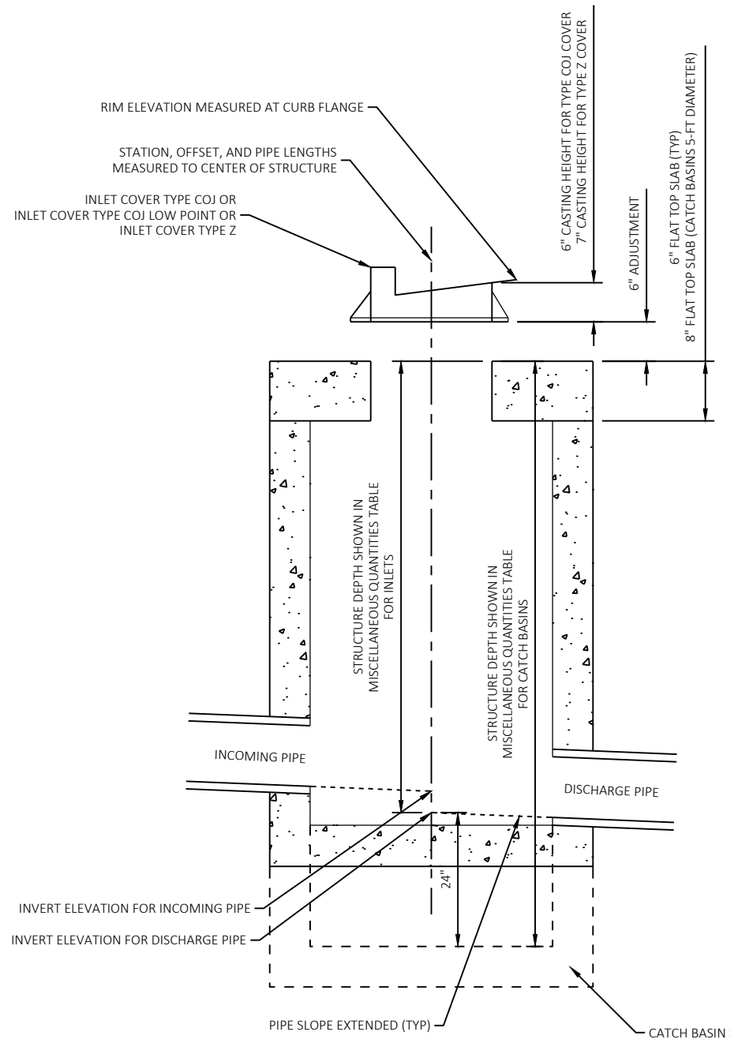
NOTES:

1. INSTALL UNDERDRAIN TO 25' UPSTREAM OF CURB & GUTTER LOW POINTS IN BOTH DIRECTIONS.
2. CONNECT UNDERDRAIN TO INLET STRUCTURE. MORTAR THE UNDERDRAIN TO THE STRUCTURE. CONNECTION IS INCIDENTAL TO PIPE UNDERDRAIN 6-INCH.
3. WRAP UNDERDRAIN TRENCH WITH GEOTEXTILE TYPE DF SCHEDULE B AS SHOWN. TOTAL WIDTH OF FABRIC MEASURED AS 6' FOR QUANTITIES.

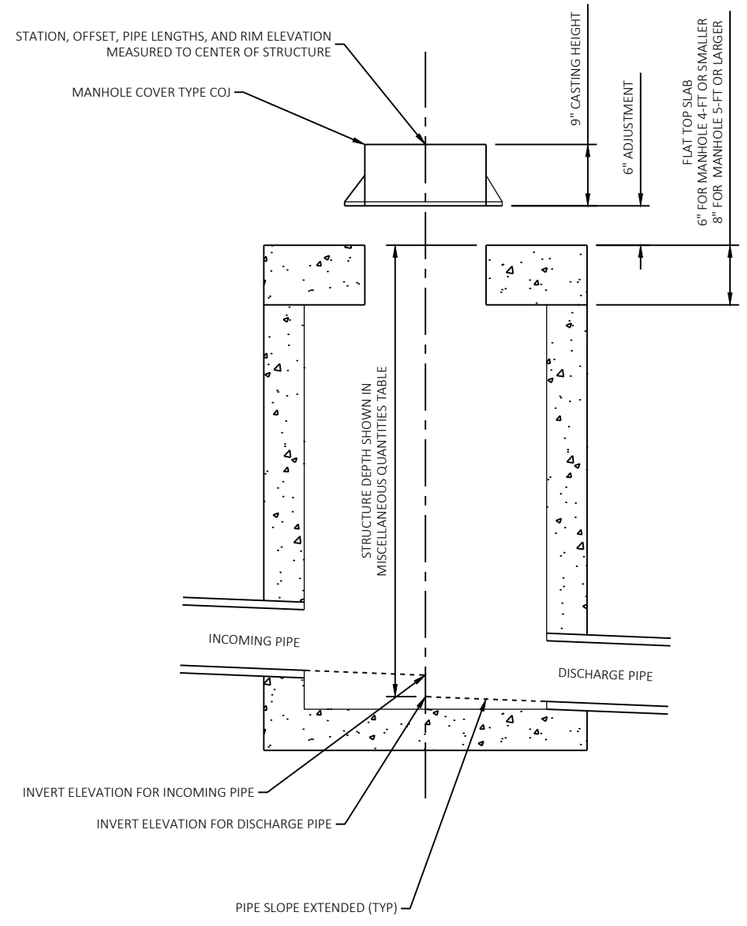
2



INLETS 2X3-FT
CATCH BASINS 2X3-FT



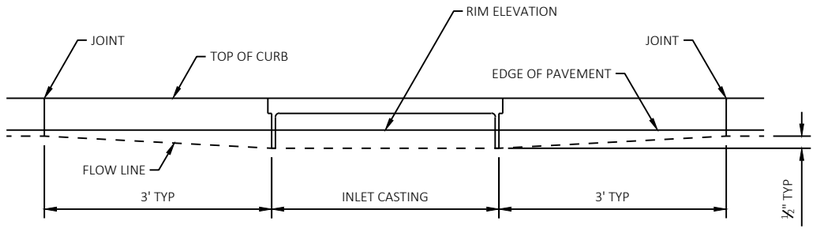
INLETS 3-FT DIAMETER
INLETS 4-FT DIAMETER
CATCH BASINS 4-FT DIAMETER
CATCH BASINS 5-FT DIAMETER



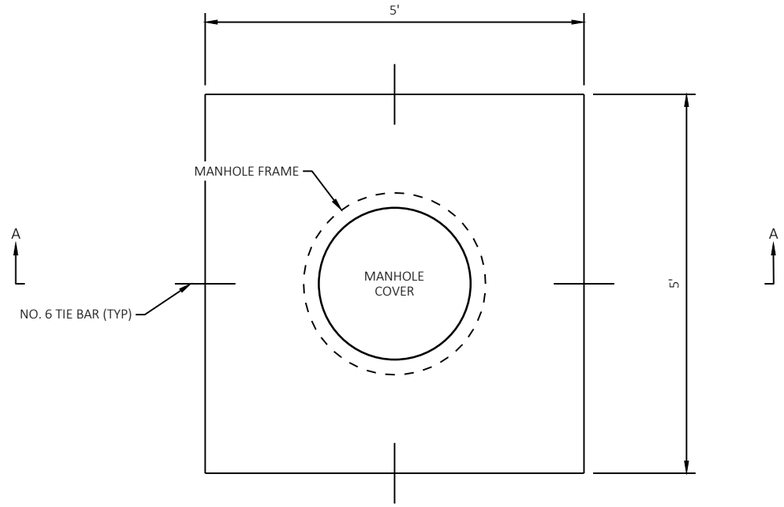
MANHOLES

STRUCTURE DEPTH AND INVERT DETAIL

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CONSTRUCTION DETAILS	SHEET 18	E

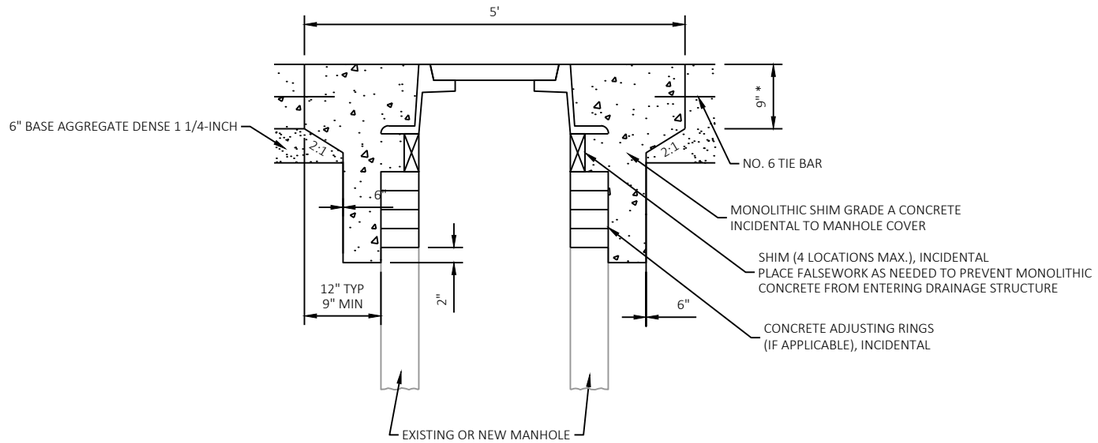


CURB & GUTTER AT LOW POINT INLETS



PLAN VIEW

* PAID FOR AS CONCRETE PAVEMENT 9-INCH

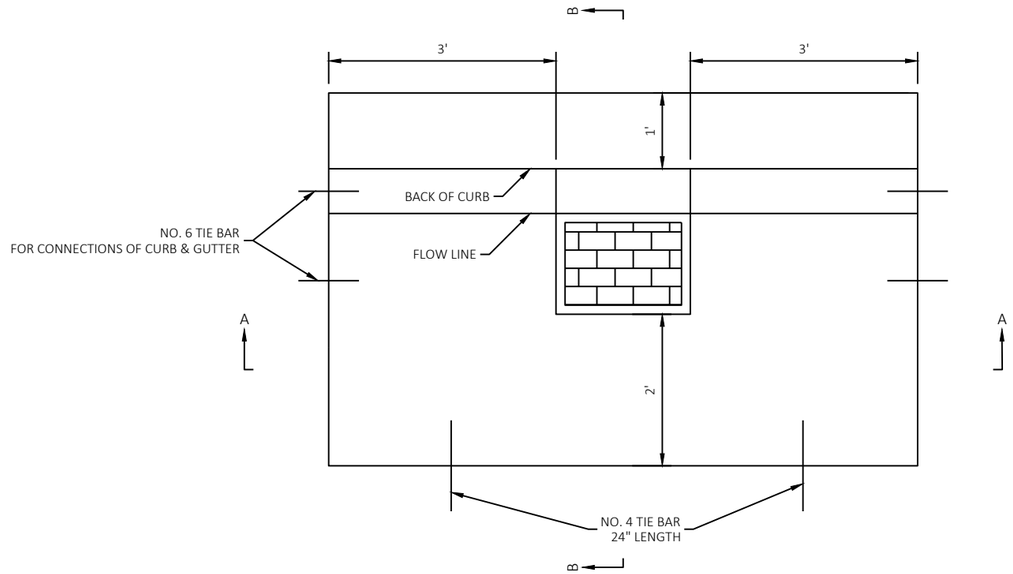


SECTION A-A

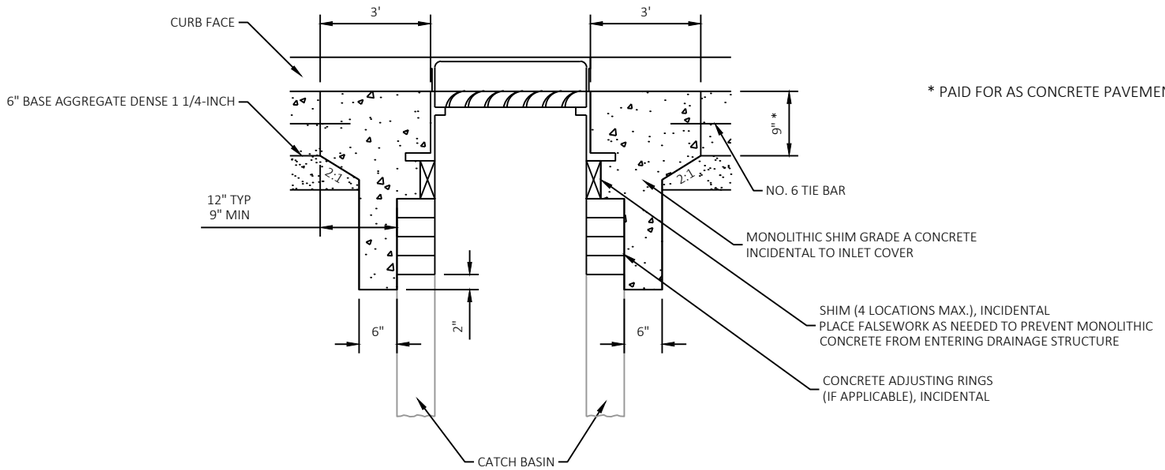
MANHOLE MONOLITHIC SHIM DETAIL

DETAIL APPLIES TO ANY STORM SEWER STRUCTURE WITHIN THE ROADWAY
PAVING LIMITS THAT RECEIVES A MANHOLE COVER

2

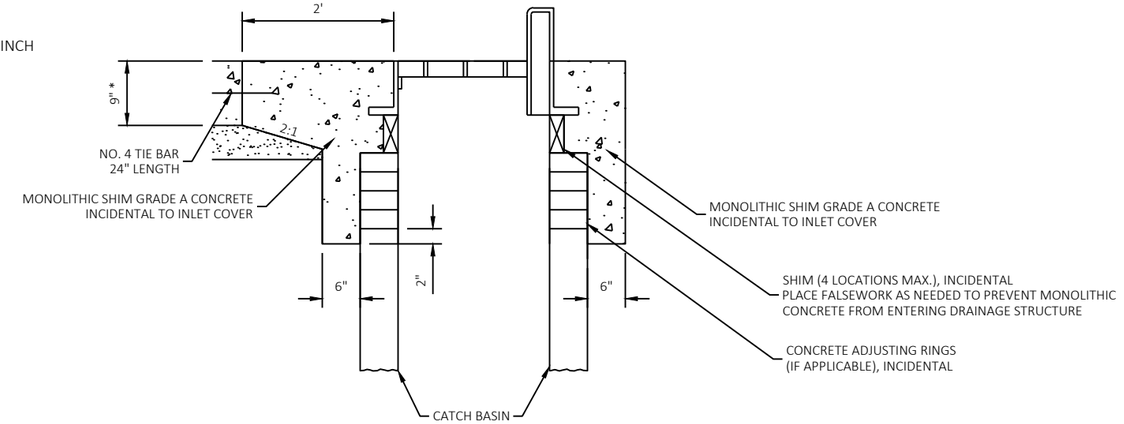


PLAN VIEW



* PAID FOR AS CONCRETE PAVEMENT 9-INCH

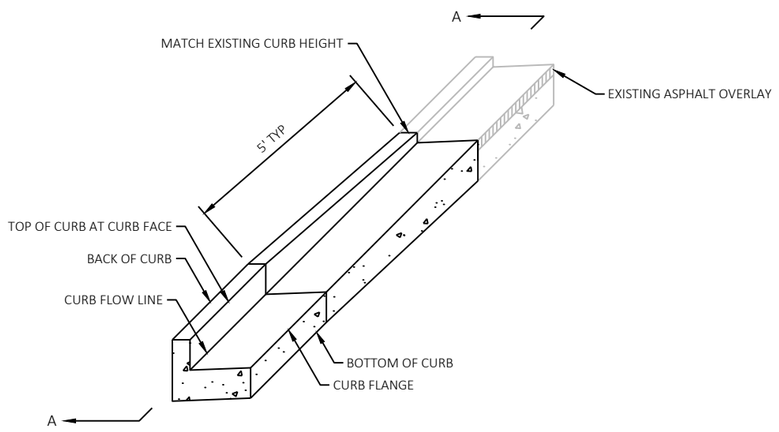
SECTION A-A

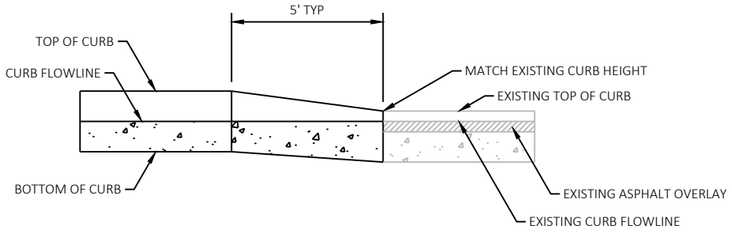


SECTION B-B

INLET MONOLITHIC SHIM DETAIL

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CONSTRUCTION DETAILS	SHEET 20	E

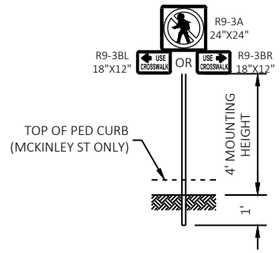




SECTION A-A

CONCRETE CURB & GUTTER AT MATCH POINT WITH EXISTING OVERLAID GUTTER PAN

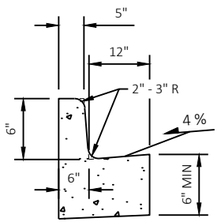
SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION



CROSSWALK CLOSURE SIGN INSTALLATION

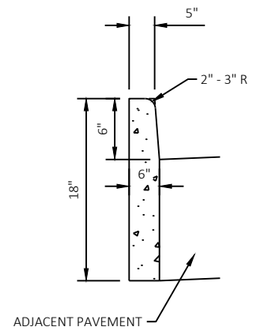
WILSON AVE
MCKINLEY ST

SEE SIGNING & PAVEMENT MARKING PLAN FOR ADDITIONAL INFORMATION



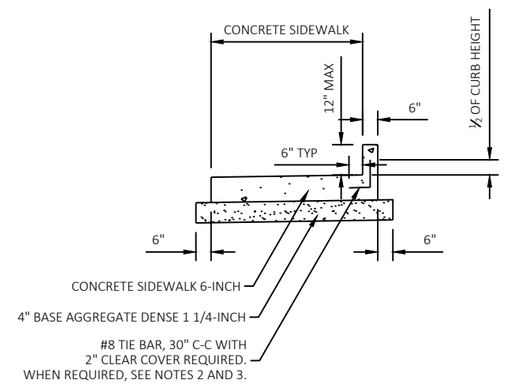
CONCRETE CURB & GUTTER 18-INCH TYPE K

TIE BARS REQUIRED. SEE SDD CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS FOR ADDITIONAL INFORMATION.



CONCRETE CURB TYPES K & L

TIE BARS REQUIRED FOR TYPE K. SEE SDD CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS FOR ADDITIONAL INFORMATION.

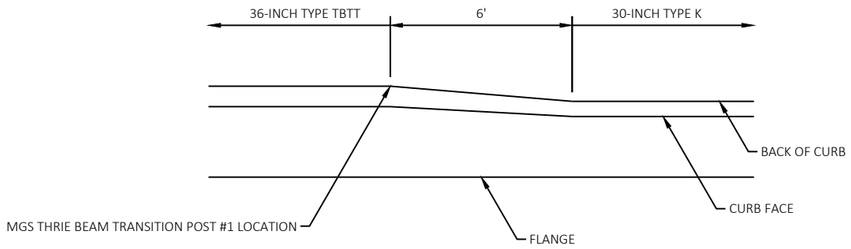


CONCRETE CURB PEDESTRIAN SECTION

USH 51 & NICOLET ST NORTHEAST CORNER

NOTES:

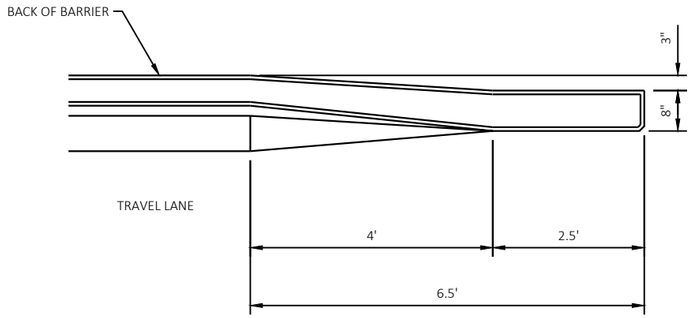
1. THE HEIGHT OF THE CURB SHALL VARY BETWEEN 0 INCHES AND 12 INCHES BASED ON THE GRADES SHOWN ON THE CURB RAMP DETAILS.
2. WHEN THE HEIGHT OF THE PEDESTRIAN CURB IS GREATER THAN 6 INCHES IN HEIGHT THE CURB SHALL BE POURED MONOLITHICALLY WITH THE CONCRETE SIDEWALK AND SHALL BE TIED TO THE SIDEWALK USING A #8 TIE BAR SPACED 30" CENTER TO CENTER. THE TIE BARS ARE INCIDENTAL TO THE CONCRETE CURB PEDESTRIAN.
3. WHEN THE HEIGHT OF THE PEDESTRIAN CURB IS 6 INCHES OR LESS IT MAY BE POURED MONOLITHICALLY WITH THE CONCRETE SIDEWALK OR POURED SEPARATELY. WHEN POURED SEPARATELY EXPANSION FELT IS REQUIRED BETWEEN THE CONCRETE SIDEWALK AND CONCRETE CURB PEDESTRIAN. TIE BARS ARE NOT REQUIRED WHEN THE HEIGHT OF THE PEDESTRIAN CURB IS 6 INCHES OR LESS.



CONCRETE CURB & GUTTER TRANSITION

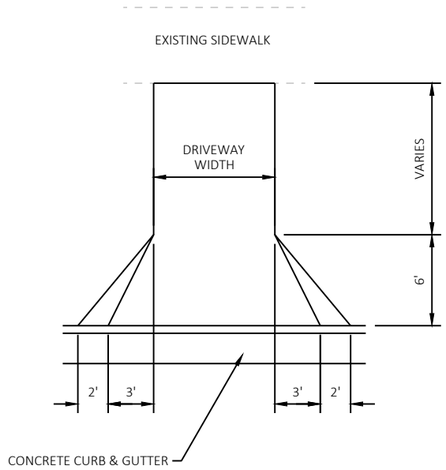
STA 623+36 LT

SEE PLAN DETAILS FOR ADDITIONAL INFORMATION. TRANSITION QUANTIFIED AS CONCRETE CURB & GUTTER 30-INCH TYPE K.



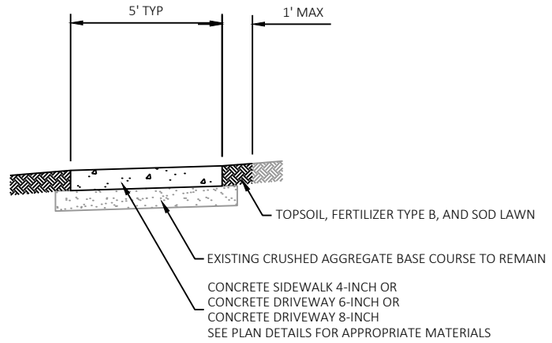
CONCRETE BARRIER END TERMINAL

STA 622+75 LT
SEE PLAN DETAILS FOR ADDITIONAL INFORMATION



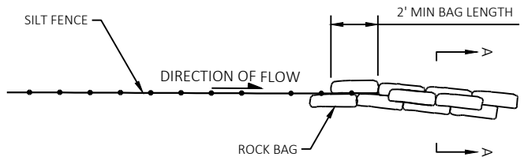
DRIVEWAY APRONS - NORTH OF ROCK RIVER

SEE PLAN DETAILS FOR LOCATIONS AND LAYOUT DETAILS. ALL DRIVEWAY DETAILS NOT SHOWN HERE SHALL BE IN ACCORDANCE TO THE PLAN DETAILS AND SDD DRIVEWAYS AND SIDEWALK RAMPS TYPE Z.

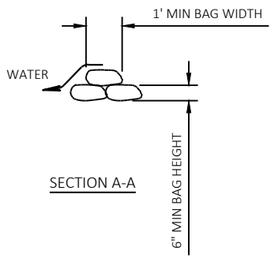


TRIPPING HAZARD SIDEWALK REPLACEMENTS

LOOKING NORTH. RIGHT SIDE SHOWN. LEFT SIDE IS MIRROR IMAGE.
SEE PLAN DETAILS FOR LOCATIONS



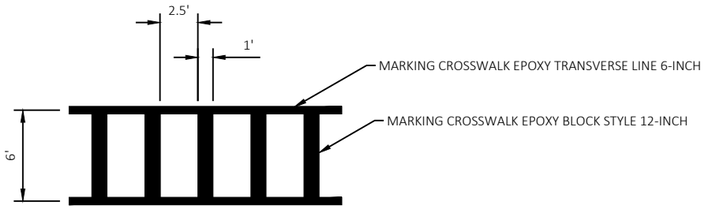
PLAN VIEW



SECTION A-A

ROCK BAGS USED FOR SILT FENCE RELIEF

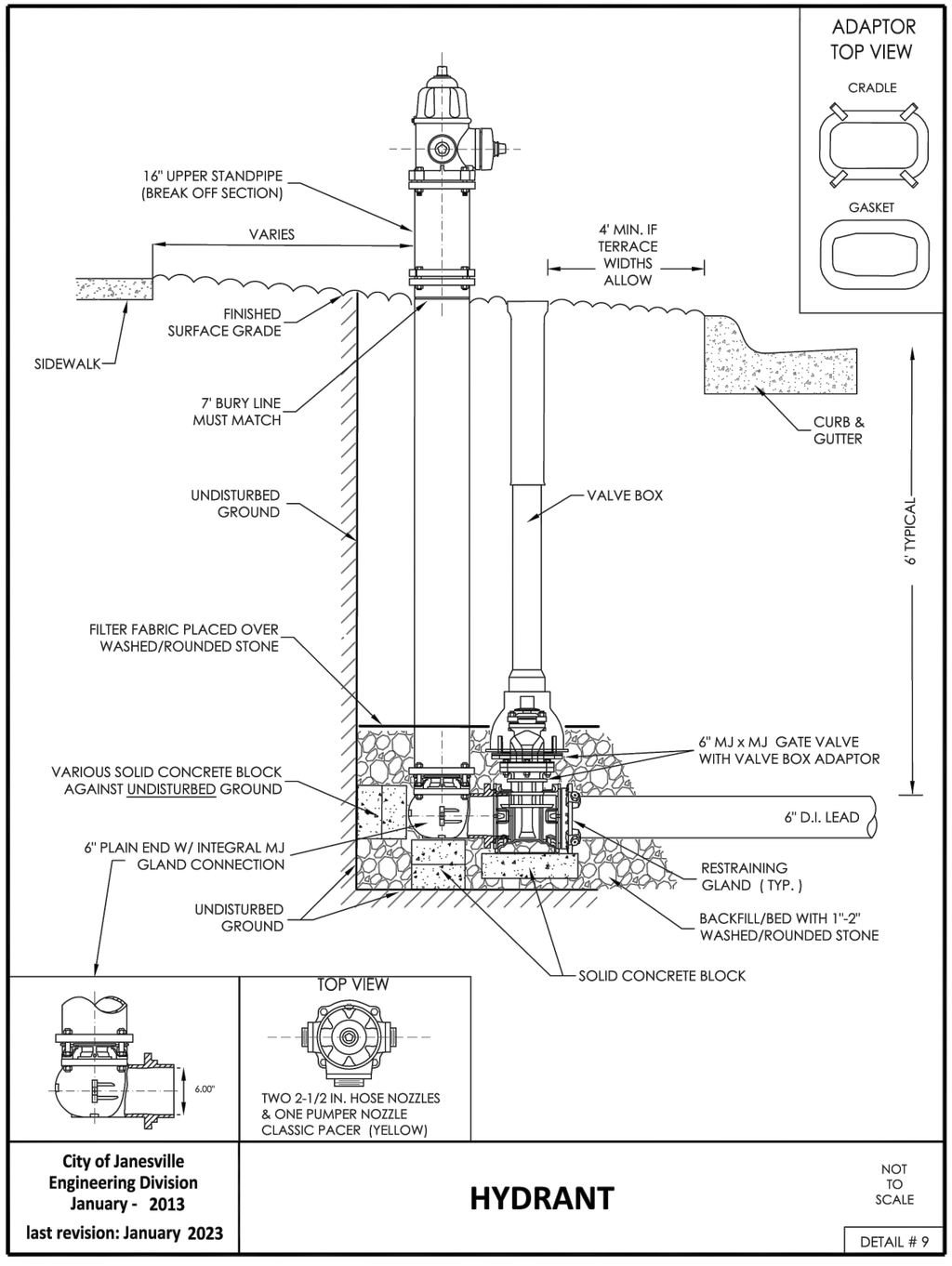
STA 623+35, 42' LT



HIGH-VISIBILITY CROSSWALK MARKINGS

USH 51 & NICOLET ST INTERSECTION
USH 51 & STATE ST/MARQUETTE ST INTERSECTION
USH 51 & RIVERSIDE ST INTERSECTION
USH 51 & MCKINLEY ST INTERSECTION

SEE SIGNING & PAVEMENT MARKING PLANS FOR ADDITIONAL INFORMATION

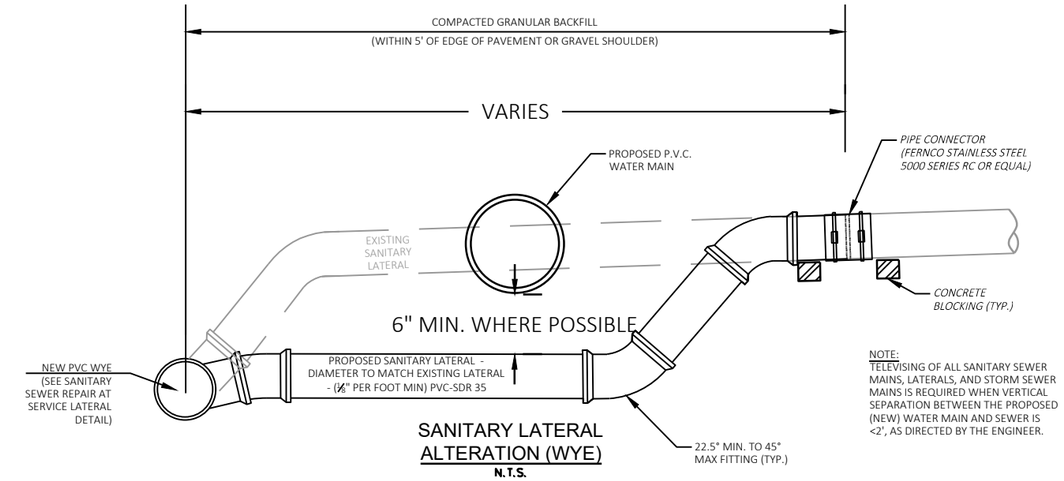


City of Janesville
Engineering Division
January - 2013
last revision: January 2023

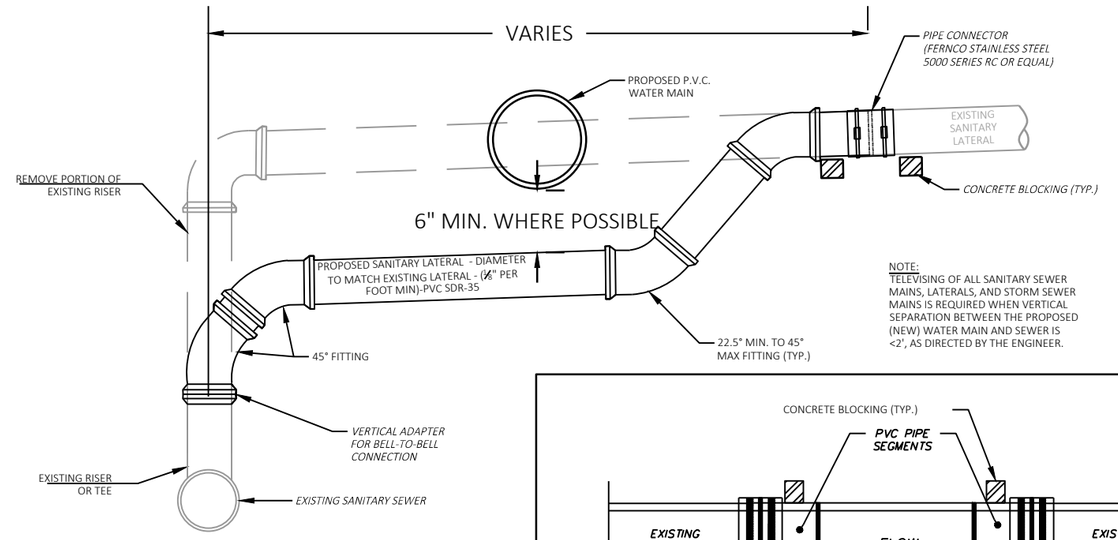
HYDRANT

NOT TO SCALE

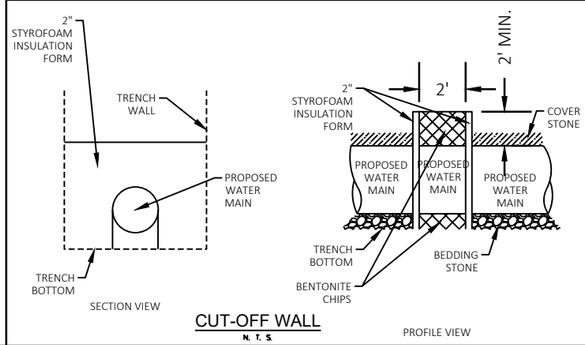
DETAIL # 9



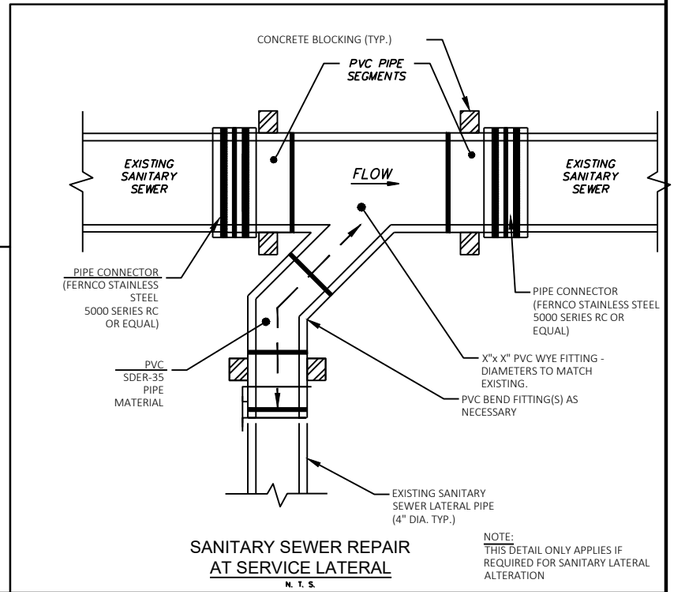
SANITARY LATERAL
ALTERATION (WYE)
N.T.S.



SANITARY LATERAL
ALTERATION (RISER)
N.T.S.



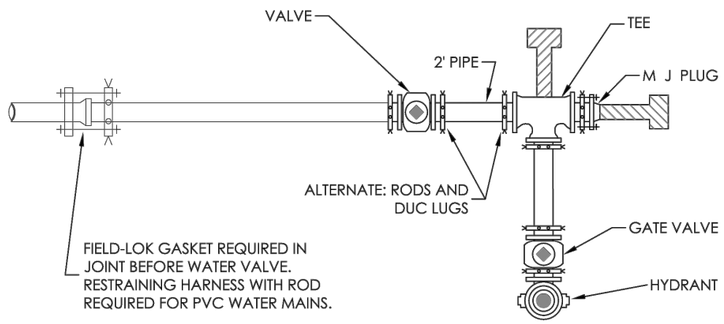
CUT-OFF WALL
N. T. S.

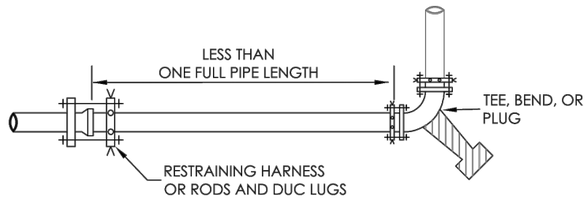


SANITARY SEWER REPAIR
AT SERVICE LATERAL
N. T. S.

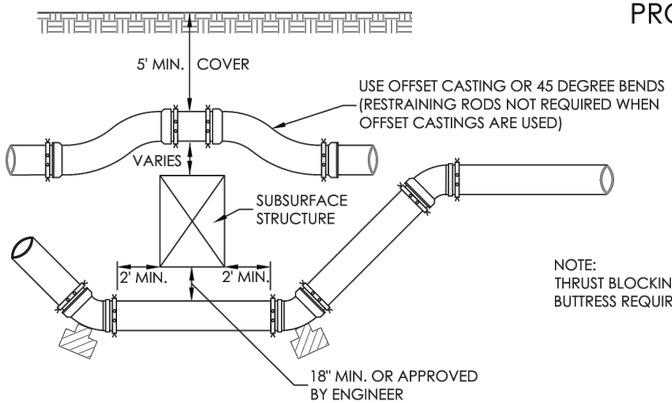
NOTE:
THIS DETAIL ONLY APPLIES IF
REQUIRED FOR SANITARY LATERAL
ALTERATION

PLAN VIEW





PROFILE VIEW

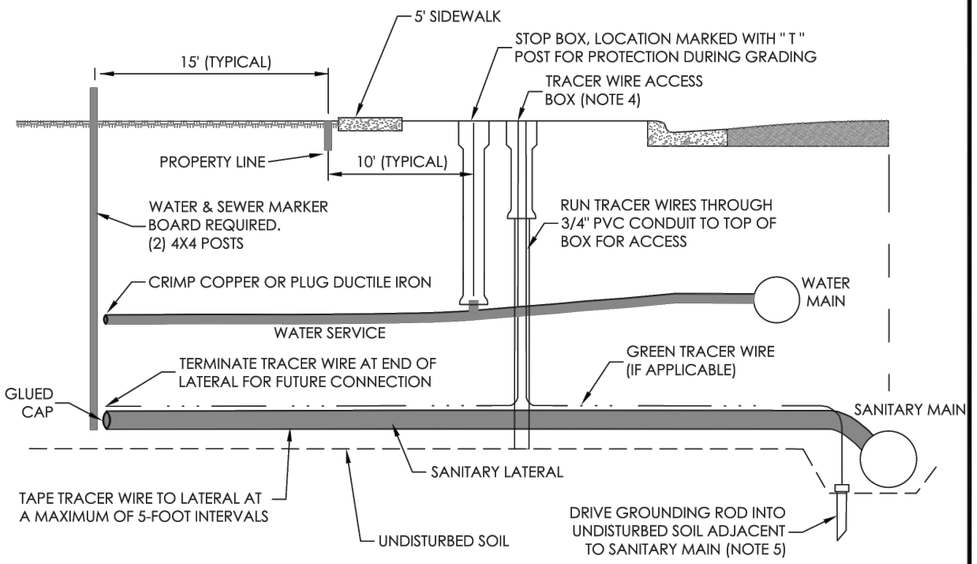


NOTE: SEE FILE NO. 44 - 47A OF STANDARD SPECIFICATIONS FOR SEWER & WATER CONSTRUCTION IN WISCONSIN FOR BLOCKING DETAILS

LEGEND

City of Janesville Engineering Division January - 2013 last revision: January 2023	**PIPE RESTRAINTS**	NOT TO SCALE DETAIL # 11

WATER SERVICE AND SANITARY LATERAL ARE ASSUMED TO BE IN THE SAME TRENCH (AS SHOWN). IF SEPARATE TRENCHES EXIST, REFER TO NOTE 1 (BELOW). A " T " POST IS REQUIRED FOR MARKING ALL STOP BOXES.



NOTES:

1) IF THE SANITARY LATERAL HAS GREATER THAN 2' OF HORIZONTAL SEPARATION FROM THE WATER SERVICE, GREEN TRACER WIRE WILL BE INSTALLED AND ATTACHED TO A TRACER WIRE ACCESS BOX.

2) TRACER WIRE SHALL BE 12-AWG HIGH STRENGTH, HIGH CARBON WITH MINIMUM 450 LB BREAK LOAD AND MINIMUM 30 MIL HDPE INSULATION. TRACER WIRE SHALL BE MADE BY COPPERHEAD INDUSTRIES OR APPROVED EQUAL AND BE MANUFACTURED IN THE USA.

3) ANY TRACER WIRE THAT IS SPLICED TOGETHER SHALL BE CONNECTED WITH THE SNAKEBITE LOCKING CONNECTOR (LSC1230C) BY COPPERHEAD INDUSTRIES.

4) TRACER WIRE ACCESS BOX SHALL BE THE SNAKEPIT ACCESS BOX WITH TWO-TERMINAL SWITCHABLE LID. ACCESS BOX AND LID SHALL BE MANUFACTURED BY COPPERHEAD INDUSTRIES OR APPROVED EQUAL. TRACER WIRES SHALL BE PROPERLY ATTACHED TO THE UNDERSIDE OF THE ACCESS BOX LID. PROVIDE AT LEAST 2' OF EXCESS/SLACK WIRE SO THAT THE ACCESS BOX IS VERTICALLY ADJUSTABLE AND CAN BE SET TO FINISH GRADE. ON SANITARY LATERALS, ACCESS BOX SHALL BE SECURED TO THE TOP OF A 3/4" SCH 40 PVC CONDUIT INSTALLED VERTICALLY. ON WATER SERVICES, ACCESS BOX SHALL BE ATTACHED TO THE SERVICE STOP BOX USING THE SNAKEPIT BRACKET BY COPPERHEAD INDUSTRIES.

5) GROUNDING RODS SHALL BE A 1.5-LB DRIVE-IN MAGNESIUM GROUND ROD (ANO-12) MANUFACTURED BY COPPERHEAD INDUSTRIES OR APPROVED EQUAL.

City of Janesville Engineering Division January - 2013 last revision: January 2023	**SANITARY SEWER AND WATER SERVICES**	NOT TO SCALE DETAIL # 7

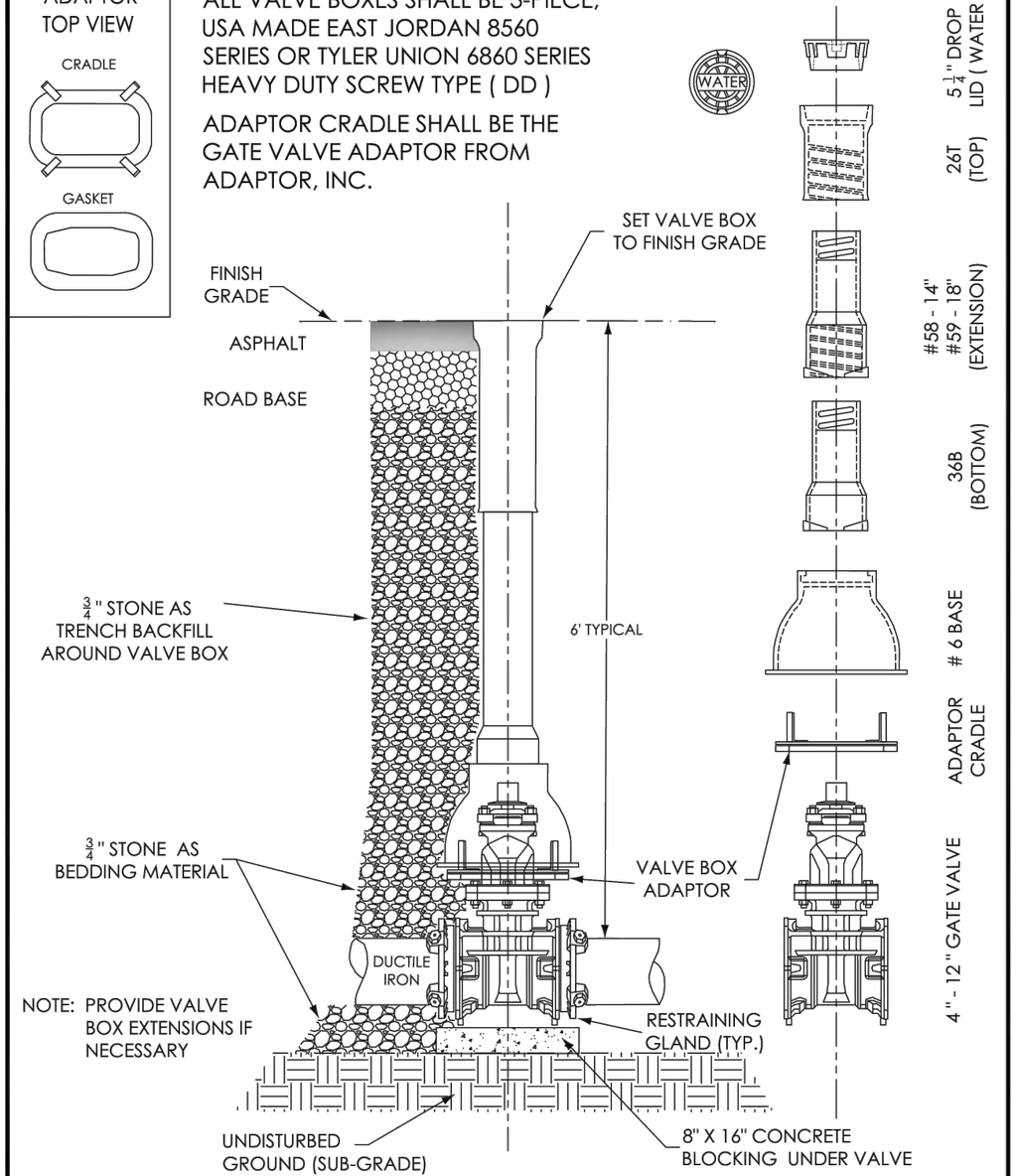
ADAPTOR TOP VIEW

CRADLE

GASKET

ALL VALVE BOXES SHALL BE 3-PIECE, USA MADE EAST JORDAN 8560 SERIES OR TYLER UNION 6860 SERIES HEAVY DUTY SCREW TYPE (DD)

ADAPTOR CRADLE SHALL BE THE GATE VALVE ADAPTOR FROM ADAPTOR, INC.

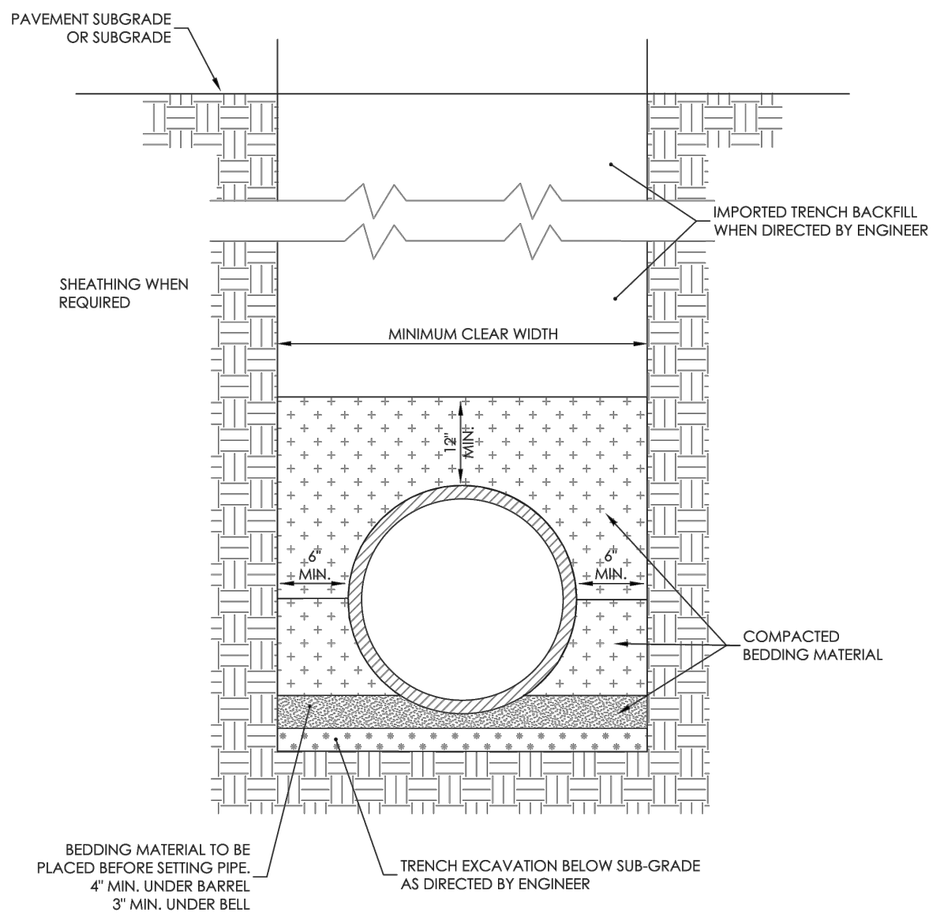


City of Janesville Engineering Division
January - 2020
last revision: January 2021

WATER VALVE AND VALVE BOX

NOT TO SCALE

DETAIL # 8A



NOTE:
USE 1" WASHED STONE WHEN TRENCH IS WET OR AS DIRECTED BY ENGINEER

City of Janesville Engineering Division
January - 2013
last revision: January 2021

TRENCH BACKFILL

NOT TO SCALE

DETAIL # 14

2

2

LEGEND (SEE PLAN DETAILS FOR LOCATION INFORMATION)

- RI — REMOVING INLETS
- RM — REMOVING MANHOLES
- AM — ABANDONING MANHOLES
- REMOVING STORM SEWER
- REMOVING CURB & GUTTER
- REMOVING CURB
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- PETROLEUM CONTAMINATED SOIL (DEPTHS AS NOTED)
- ASPHALT PAVEMENT REMOVAL (PAID AS EXCAVATION COMMON)
- REMOVING ASPHALTIC SURFACE
- TREE GRUBBING (DIAMETER AS NOTED)
- SAWING ASPHALT
- XXXXXXXXX SAWING CONCRETE
- SLOPE INTERCEPT

N

NICOLET ST

R/W

RM

RI

TLE

STA 582+15 TO STA 583+81,
12' LT TO CONSTRUCTION LIMITS LT
PETROLEUM CONTAMINATED SOIL
0' TO 3' BELOW GROUND SURFACE

USH 51 R/L

USH 51 / CENTER AVE

20"

26"

12"

24"

24"

581

582

583

584

585

586

MATCH LINE 587+00

NICOLET ST

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	REMOVAL PLAN	SHEET 27	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021101-RM.DWG
LAYOUT NAME - 01

PLOT DATE : 11/16/2023 5:25 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND (SEE PLAN DETAILS FOR LOCATION INFORMATION)

- RI — REMOVING INLETS
- RM — REMOVING MANHOLES
- AM — ABANDONING MANHOLES
- REMOVING STORM SEWER
- REMOVING CURB & GUTTER
- REMOVING CURB
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- PETROLEUM CONTAMINATED SOIL (DEPTHS AS NOTED)
- ASPHALT PAVEMENT REMOVAL (PAID AS EXCAVATION COMMON)
- REMOVING ASPHALTIC SURFACE
- TREE GRUBBING (DIAMETER AS NOTED)
- SAWING ASPHALT
- XXXXXXXXX SAWING CONCRETE
- SLOPE INTERCEPT

N

WOLCOTT ST

R/W

TLE

USH 51 R/L

20" 28" 20" 20" 36" 36" 18" 18"

MATCH LINE 587+00

MATCH LINE 593+00

587 588 589 590 591 592

USH 51 / CENTER AVE

WOLCOTT ST

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	REMOVAL PLAN	SHEET 28	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021101-RM.DWG
LAYOUT NAME - 02

PLOT DATE : 11/16/2023 5:25 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND (SEE PLAN DETAILS FOR LOCATION INFORMATION)

- RI — REMOVING INLETS
- RM — REMOVING MANHOLES
- AM — ABANDONING MANHOLES
- REMOVING STORM SEWER
- REMOVING CURB & GUTTER
- REMOVING CURB
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- PETROLEUM CONTAMINATED SOIL (DEPTHS AS NOTED)
- ASPHALT PAVEMENT REMOVAL (PAID AS EXCAVATION COMMON)
- REMOVING ASPHALTIC SURFACE
- TREE GRUBBING (DIAMETER AS NOTED)
- SAWING ASPHALT
- SAWING CONCRETE
- SLOPE INTERCEPT

N

MATCH LINE 593+00

MITCHELL ST

R/W

TLE

USH 51 R/L

40"

18"

18"

24"

24"

21"

593

594

595

596

597

598

USH 51 / CENTER AVE

MATCH LINE 599+00

MITCHELL ST

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	REMOVAL PLAN	SHEET 29	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021101-RM.DWG
LAYOUT NAME - 03

PLOT DATE : 11/16/2023 5:25 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND (SEE PLAN DETAILS FOR LOCATION INFORMATION)

- RI REMOVING INLETS
- RM REMOVING MANHOLES
- AM ABANDONING MANHOLES
- REMOVING STORM SEWER
- REMOVING CURB & GUTTER
- REMOVING CURB
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- PETROLEUM CONTAMINATED SOIL (DEPTHS AS NOTED)
- ASPHALT PAVEMENT REMOVAL (PAID AS EXCAVATION COMMON)
- REMOVING ASPHALTIC SURFACE
- TREE GRUBBING (DIAMETER AS NOTED)
- SAWING ASPHALT
- XXXXXXXXX SAWING CONCRETE
- SLOPE INTERCEPT

N

MATCH LINE 599+00

MATCH LINE 605+00

STA 601+05 TO STA 601+52,
32' LT TO CONSTRUCTION LIMITS LT
PETROLEUM CONTAMINATED SOIL
0' TO 3' BELOW GROUND SURFACE

STA 599+97 TO STA 600+27,
8' LT TO CONSTRUCTION LIMITS LT
PETROLEUM CONTAMINATED SOIL
0' TO 2' BELOW GROUND SURFACE

STA 602+18 TO STA 602+48,
20' LT TO CONSTRUCTION LIMITS LT
PETROLEUM CONTAMINATED SOIL
0' TO 2' BELOW GROUND SURFACE

STATE ST

USH 51 / CENTER AVE

MARQUETTE ST

USH 51 R/L

STA 599+75 TO STA 601+14,
8' RT TO CONSTRUCTION LIMITS RT
PETROLEUM CONTAMINATED SOIL
0' TO 3' BELOW GROUND SURFACE

STA 601+42 TO STA 601+72,
29' RT TO CONSTRUCTION LIMITS RT
PETROLEUM CONTAMINATED SOIL
0' TO 3' BELOW GROUND SURFACE

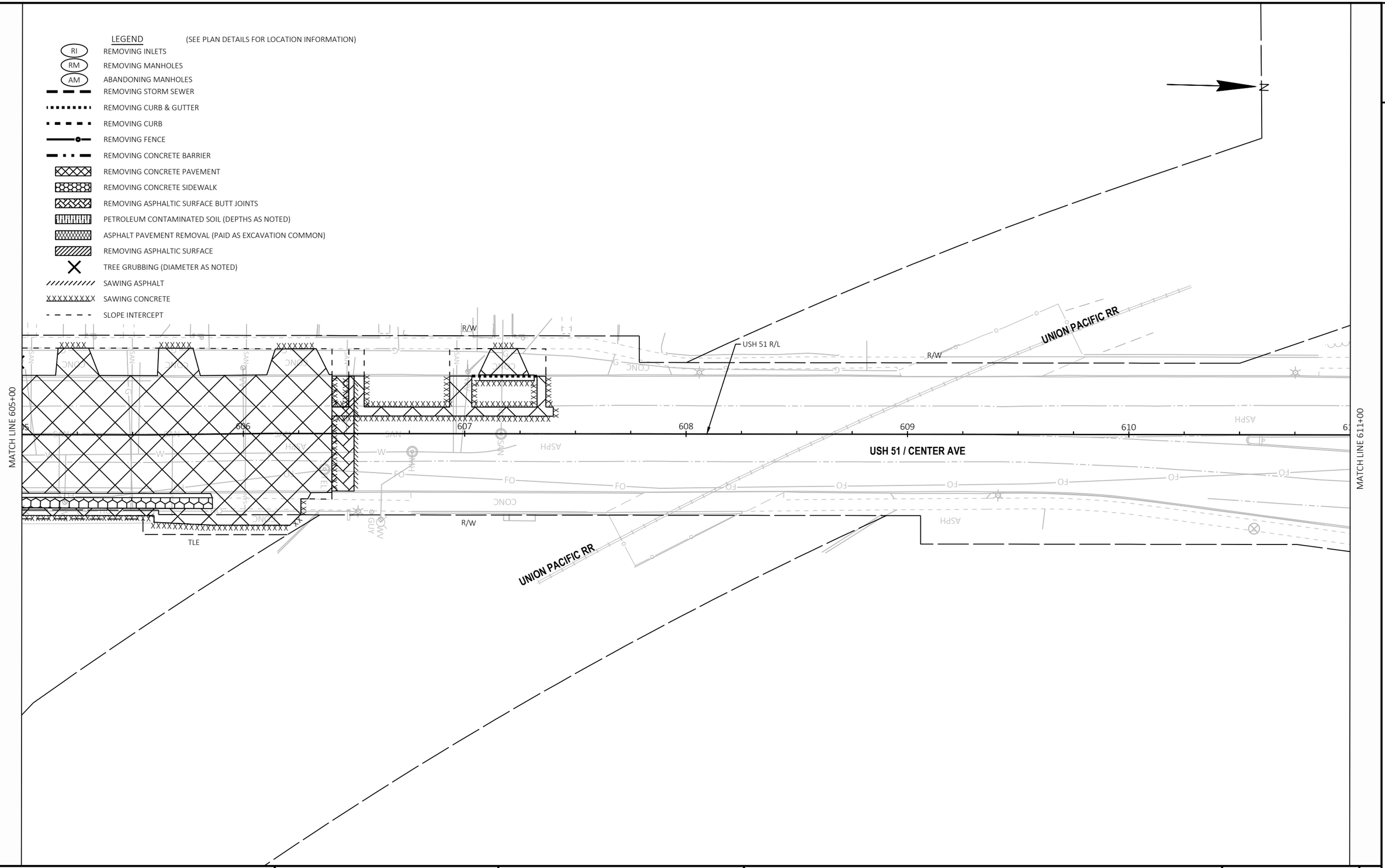
STA 602+84 TO STA 603+43,
9' RT TO CONSTRUCTION LIMITS RT
PETROLEUM CONTAMINATED SOIL
0' TO 3' BELOW GROUND SURFACE

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	REMOVAL PLAN	SHEET 30	E

2

LEGEND (SEE PLAN DETAILS FOR LOCATION INFORMATION)

- RI — REMOVING INLETS
- RM — REMOVING MANHOLES
- AM — ABANDONING MANHOLES
- REMOVING STORM SEWER
- REMOVING CURB & GUTTER
- REMOVING CURB
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- PETROLEUM CONTAMINATED SOIL (DEPTHS AS NOTED)
- ASPHALT PAVEMENT REMOVAL (PAID AS EXCAVATION COMMON)
- REMOVING ASPHALTIC SURFACE
- TREE GRUBBING (DIAMETER AS NOTED)
- SAWING ASPHALT
- XXXXXXXXX SAWING CONCRETE
- SLOPE INTERCEPT



PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	REMOVAL PLAN	SHEET 31	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021101-RM.DWG
LAYOUT NAME - 05

PLOT DATE : 11/16/2023 5:26 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND (SEE PLAN DETAILS FOR LOCATION INFORMATION)

- RI REMOVING INLETS
- RM REMOVING MANHOLES
- AM ABANDONING MANHOLES
- REMOVING STORM SEWER
- REMOVING CURB & GUTTER
- REMOVING CURB
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- PETROLEUM CONTAMINATED SOIL (DEPTHS AS NOTED)
- ASPHALT PAVEMENT REMOVAL (PAID AS EXCAVATION COMMON)
- REMOVING ASPHALTIC SURFACE
- TREE GRUBBING (DIAMETER AS NOTED)
- SAWING ASPHALT
- SAWING CONCRETE
- SLOPE INTERCEPT

DELAVAN DR

UNION PACIFIC RR

GRAND AVE

USH 51 / CENTER AVE

WISCONSIN & SOUTHERN RR

B-53-154
DECK SEAL

MATCH LINE 611+00

MATCH LINE 617+00

611 612 613 614 615 616

R/W TLE CONC ASPH

N

2

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	REMOVAL PLAN	SHEET 32	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021101-RM.DWG
LAYOUT NAME - 06

PLOT DATE : 11/16/2023 5:26 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND (SEE PLAN DETAILS FOR LOCATION INFORMATION)

- RI REMOVING INLETS
- RM REMOVING MANHOLES
- AM ABANDONING MANHOLES
- REMOVING STORM SEWER
- REMOVING CURB & GUTTER
- REMOVING CURB
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- PETROLEUM CONTAMINATED SOIL (DEPTHS AS NOTED)
- ASPHALT PAVEMENT REMOVAL (PAID AS EXCAVATION COMMON)
- REMOVING ASPHALTIC SURFACE
- TREE GRUBBING (DIAMETER AS NOTED)
- SAWING ASPHALT
- XXXXXXXXX SAWING CONCRETE
- SLOPE INTERCEPT

N

WISCONSIN & SOUTHERN RR

USH 51 R/L

RI

MATCH LINE 617+00

617

618

619

620

621

622

623

MATCH LINE 623+00

USH 51 / CENTER AVE

ROCK RIVER

B-53-153
CONCRETE OVERLAY AND JOINT REPLACEMENT
CONCRETE SURFACE REPAIRS
RIPRAP AT PIER

RI

R/W

R/W

2

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	REMOVAL PLAN	SHEET 33	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021101-RM.DWG
LAYOUT NAME - 07

PLOT DATE : 11/16/2023 5:26 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND (SEE PLAN DETAILS FOR LOCATION INFORMATION)

- RI REMOVING INLETS
- RM REMOVING MANHOLES
- AM ABANDONING MANHOLES
- REMOVING STORM SEWER
- REMOVING CURB & GUTTER
- REMOVING CURB
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- PETROLEUM CONTAMINATED SOIL (DEPTHS AS NOTED)
- ASPHALT PAVEMENT REMOVAL (PAID AS EXCAVATION COMMON)
- REMOVING ASPHALTIC SURFACE
- TREE GRUBBING (DIAMETER AS NOTED)
- SAWING ASPHALT
- SAWING CONCRETE
- SLOPE INTERCEPT

N

RIVERSIDE ST

USH 51 R/L

USH 51 / CENTER AVE

STA 628+02 TO STA 629+87,
8' LT TO CONSTRUCTION LIMITS LT
PETROLEUM CONTAMINATED SOIL
0' TO 3' BELOW GROUND SURFACE

STA 626+25NB TO STA 626+75 NB,
4' RT TO CONSTRUCTION LIMITS RT
PETROLEUM CONTAMINATED SOIL
0' TO 2' BELOW GROUND SURFACE

RI

RM

24"

12"

18"

15"

R/W

TLE

634 625 626 627 628

MATCH LINE 623+00

MATCH LINE 629+00

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	REMOVAL PLAN	SHEET 34	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021101-RM.DWG
LAYOUT NAME - 08

PLOT DATE : 11/16/2023 5:26 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND (SEE PLAN DETAILS FOR LOCATION INFORMATION)

- RI — REMOVING INLETS
- RM — REMOVING MANHOLES
- AM — ABANDONING MANHOLES
- REMOVING STORM SEWER
- REMOVING CURB & GUTTER
- REMOVING CURB
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- PETROLEUM CONTAMINATED SOIL (DEPTHS AS NOTED)
- ASPHALT PAVEMENT REMOVAL (PAID AS EXCAVATION COMMON)
- REMOVING ASPHALTIC SURFACE
- TREE GRUBBING (DIAMETER AS NOTED)
- SAWING ASPHALT
- XXXXXXXXX SAWING CONCRETE
- SLOPE INTERCEPT

N

ROCKPORT RD

10+00 ROC

STA 629+87 TO STA 630+10,
8' LT TO 70' LT
PETROLEUM CONTAMINATED SOIL
0' TO 3' BELOW GROUND SURFACE

STA 633+08 TO STA 633+38,
17' LT TO CONSTRUCTION LIMITS LT
PETROLEUM CONTAMINATED SOIL
0' TO 2' BELOW GROUND SURFACE

SILL ELEV=773.41

USH 51 R/L

24"

18"

12"

15' CLEANING EXISTING STORM SEWER PIPE
(INCIDENTAL TO STORM SEWER PIPE)

15"

USH 51 / CENTER AVE

WILSON AVE

12+50 ROC

13+00 ROC

14+00 ROC

MATCH LINE 629+00

MATCH LINE 635+00

MATCH LINE STA 13+50 ROC

MATCH LINE STA 13+50 ROC

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	REMOVAL PLAN	SHEET 35	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021101-RM.DWG
LAYOUT NAME - 09

PLOT DATE : 11/16/2023 5:27 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND (SEE PLAN DETAILS FOR LOCATION INFORMATION)

- RI — REMOVING INLETS
- RM — REMOVING MANHOLES
- AM — ABANDONING MANHOLES
- REMOVING STORM SEWER
- REMOVING CURB & GUTTER
- REMOVING CURB
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- PETROLEUM CONTAMINATED SOIL (DEPTHS AS NOTED)
- ASPHALT PAVEMENT REMOVAL (PAID AS EXCAVATION COMMON)
- REMOVING ASPHALTIC SURFACE
- TREE GRUBBING (DIAMETER AS NOTED)
- SAWING ASPHALT
- SAWING CONCRETE
- SLOPE INTERCEPT

N

MATCH LINE STA 10+25 RAC-W

10+00 RAC-W

MATCH LINE STA 10+25 RAC-W

RACINE ST

R/W

TLE

38"

RI

15"

USH 51 R/L

636 637 638 639 640

USH 51 / CENTER AVE

MATCH LINE 635+00

MATCH LINE 641+00

MATCH LINE STA 11+75 RAC-E

RACINE ST

MATCH LINE STA 11+75 RAC-E

12+00 RAC-E

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	REMOVAL PLAN	SHEET 36	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021101-RM.DWG
LAYOUT NAME - 10

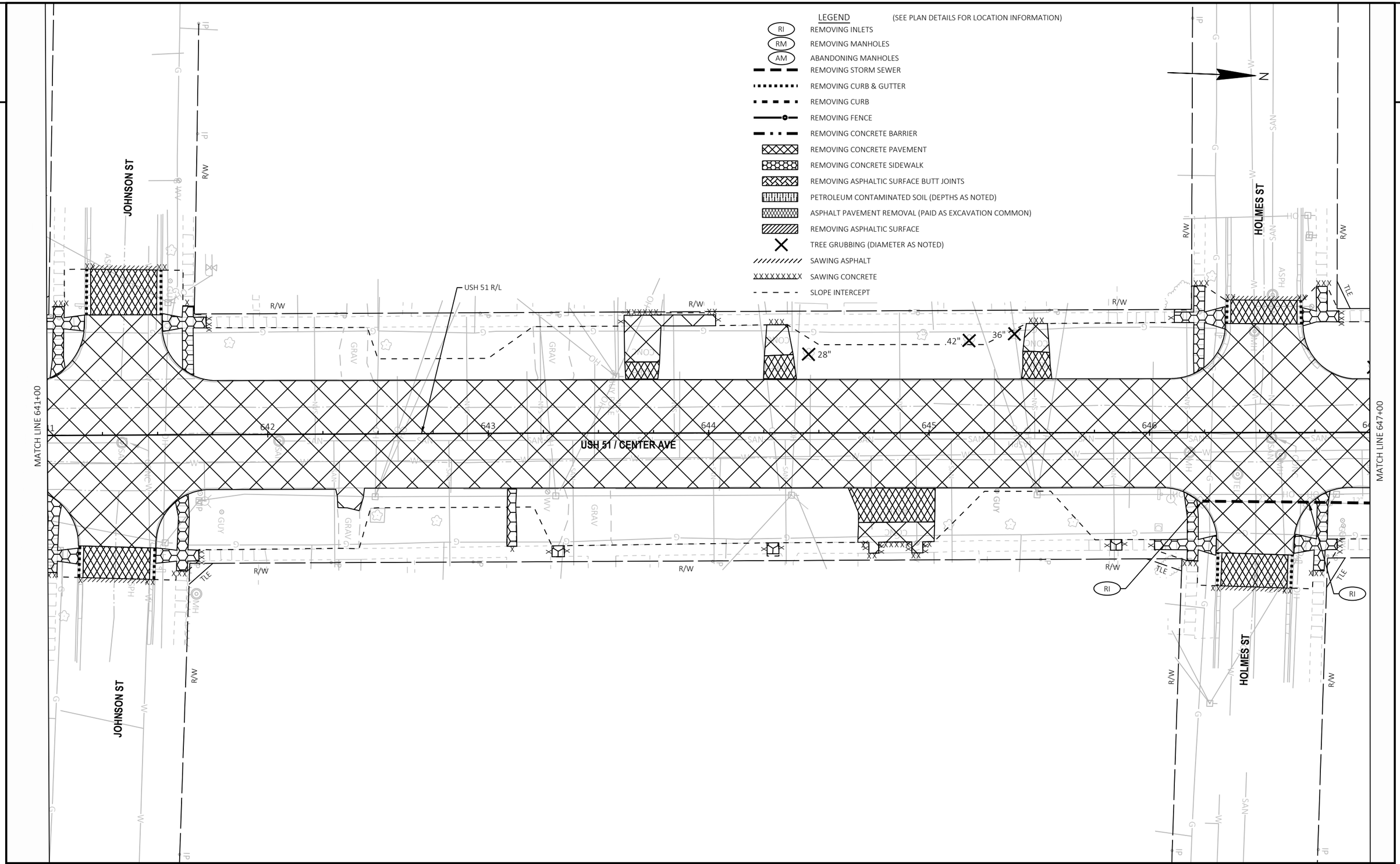
PLOT DATE : 11/16/2023 5:27 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND (SEE PLAN DETAILS FOR LOCATION INFORMATION)

- RI — REMOVING INLETS
- RM — REMOVING MANHOLES
- AM — ABANDONING MANHOLES
- REMOVING STORM SEWER
- REMOVING CURB & GUTTER
- REMOVING CURB
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- PETROLEUM CONTAMINATED SOIL (DEPTHS AS NOTED)
- ASPHALT PAVEMENT REMOVAL (PAID AS EXCAVATION COMMON)
- REMOVING ASPHALTIC SURFACE
- TREE GRUBBING (DIAMETER AS NOTED)
- SAWING ASPHALT
- XXXXXXXX SAWING CONCRETE
- SLOPE INTERCEPT



PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	REMOVAL PLAN	SHEET 37	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021101-RM.DWG
LAYOUT NAME - 11

PLOT DATE : 11/16/2023 5:28 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND (SEE PLAN DETAILS FOR LOCATION INFORMATION)

- RI — REMOVING INLETS
- RM — REMOVING MANHOLES
- AM — ABANDONING MANHOLES
- REMOVING STORM SEWER
- REMOVING CURB & GUTTER
- REMOVING CURB
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- PETROLEUM CONTAMINATED SOIL (DEPTHS AS NOTED)
- ASPHALT PAVEMENT REMOVAL (PAID AS EXCAVATION COMMON)
- REMOVING ASPHALTIC SURFACE
- TREE GRUBBING (DIAMETER AS NOTED)
- SAWING ASPHALT
- XXXXXXXX SAWING CONCRETE
- SLOPE INTERCEPT

N

STA 647+78 TO STA 648+28,
17' LT TO CONSTRUCTION LIMITS LT
PETROLEUM CONTAMINATED SOIL
0' TO 2' BELOW GROUND SURFACE

MONITORING WELLS TO REMAIN
DO NOT DISTURB

USH 51 R/L

STA 647+78 TO STA 650+50,
17' LT TO CONSTRUCTION LIMITS LT
PETROLEUM CONTAMINATED SOIL
4'+ BELOW GROUND SURFACE

STA 650+46 TO STA 650+76,
9' RT TO CONSTRUCTION LIMITS RT
PETROLEUM CONTAMINATED SOIL
4'+ BELOW GROUND SURFACE

STA 649+90 TO STA 651+70,
C/L TO CONSTRUCTION LIMITS RT
PETROLEUM AND CHLORINATED SOLVENT CONTAMINATED SOIL
0' TO 3' BELOW GROUND SURFACE

MATCH LINE 647+00

MATCH LINE 652+00

USH 51 / CENTER AVE

VAN BUREN ST

R/W

TLE

AM

RI

RM

20"

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	REMOVAL PLAN	SHEET 38	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021101-RM.DWG
LAYOUT NAME - 12

PLOT DATE : 11/16/2023 5:28 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : ##########

2

LEGEND (SEE PLAN DETAILS FOR LOCATION INFORMATION)

- RI — REMOVING INLETS
- RM — REMOVING MANHOLES
- AM — ABANDONING MANHOLES
- REMOVING STORM SEWER
- REMOVING CURB & GUTTER
- REMOVING CURB
- REMOVING FENCE
- REMOVING CONCRETE BARRIER
- REMOVING CONCRETE PAVEMENT
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- PETROLEUM CONTAMINATED SOIL (DEPTHS AS NOTED)
- ASPHALT PAVEMENT REMOVAL (PAID AS EXCAVATION COMMON)
- REMOVING ASPHALTIC SURFACE
- TREE GRUBBING (DIAMETER AS NOTED)
- SAWING ASPHALT
- XXXXXXXXX SAWING CONCRETE
- SLOPE INTERCEPT

STA 652+00 TO STA 653+83,
17' LT TO CONSTRUCTION LIMITS LT
PETROLEUM CONTAMINATED SOIL
0' TO 3' BELOW GROUND SURFACE

USH 51 R/L

R/W

MATCH LINE 652+00

652 653 654 655 656 657 658

USH 51 / CENTER AVE

RI

RM

10' CLEANING EXISTING STORM SEWER PIPE
(INCIDENTAL TO STORM SEWER PIPE)

MCKINLEY ST

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	REMOVAL PLAN	SHEET 39	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021101-RM.DWG
LAYOUT NAME - 13

PLOT DATE : 11/16/2023 5:28 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

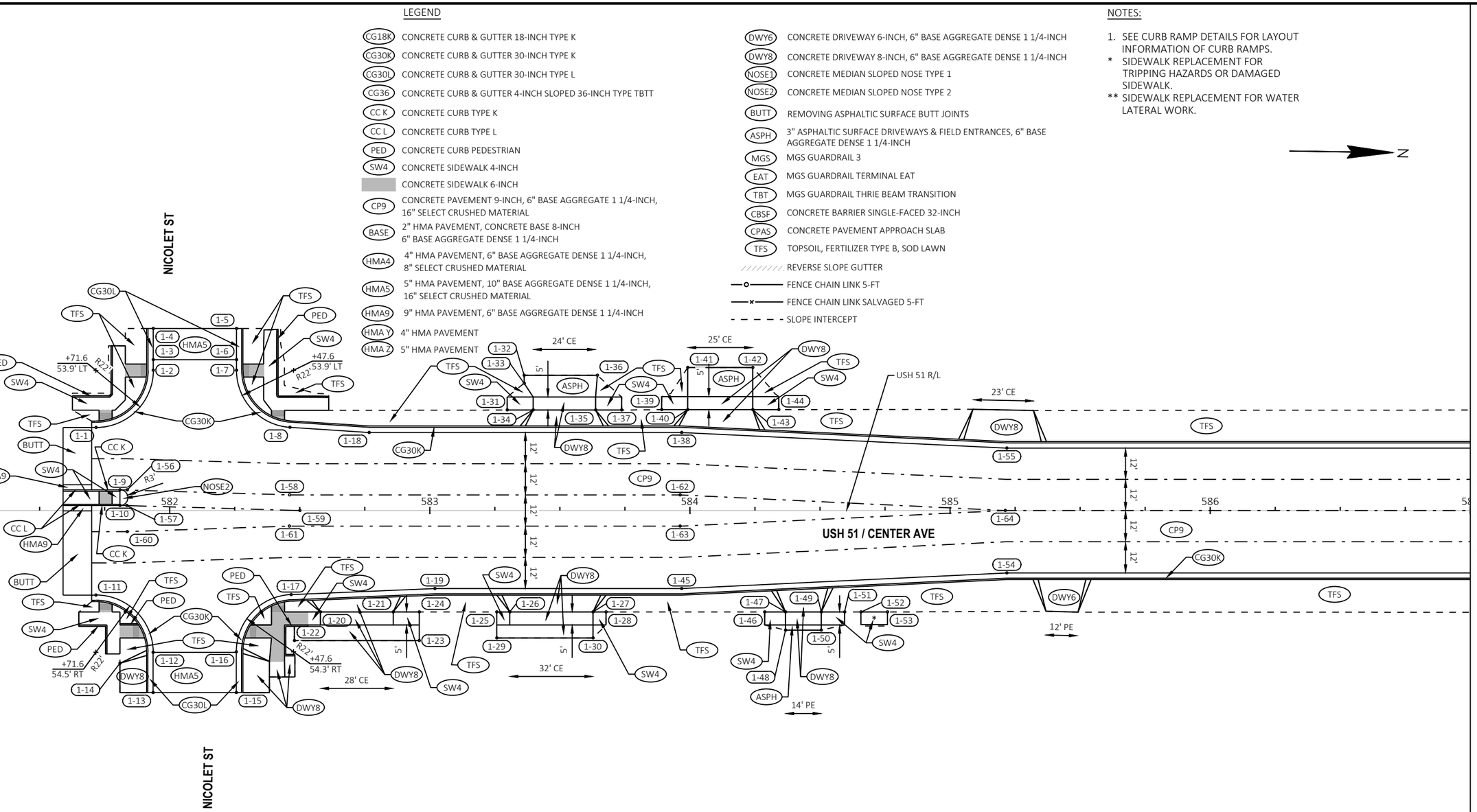
2

LEGEND

CG18K	CONCRETE CURB & GUTTER 18-INCH TYPE K
CG30K	CONCRETE CURB & GUTTER 30-INCH TYPE K
CG30L	CONCRETE CURB & GUTTER 30-INCH TYPE L
CG36	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBTT
CC K	CONCRETE CURB TYPE K
CC L	CONCRETE CURB TYPE L
PED	CONCRETE CURB PEDESTRIAN
SW4	CONCRETE SIDEWALK 4-INCH
	CONCRETE SIDEWALK 6-INCH
CP9	CONCRETE PAVEMENT 9-INCH, 6" BASE AGGREGATE 1 1/4-INCH, 16" SELECT CRUSHED MATERIAL
BASE	2" HMA PAVEMENT, CONCRETE BASE 8-INCH 6" BASE AGGREGATE DENSE 1 1/4-INCH
HMA4	4" HMA PAVEMENT, 6" BASE AGGREGATE DENSE 1 1/4-INCH, 8" SELECT CRUSHED MATERIAL
HMA5	5" HMA PAVEMENT, 10" BASE AGGREGATE DENSE 1 1/4-INCH, 16" SELECT CRUSHED MATERIAL
HMA9	9" HMA PAVEMENT, 6" BASE AGGREGATE DENSE 1 1/4-INCH
HMA Y	4" HMA PAVEMENT
HMA Z	5" HMA PAVEMENT
DWY6	CONCRETE DRIVEWAY 6-INCH, 6" BASE AGGREGATE DENSE 1 1/4-INCH
DWY8	CONCRETE DRIVEWAY 8-INCH, 6" BASE AGGREGATE DENSE 1 1/4-INCH
NOSE1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
NOSE2	CONCRETE MEDIAN SLOPED NOSE TYPE 2
BUTT	REMOVING ASPHALTIC SURFACE BUTT JOINTS
ASPH	3" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES, 6" BASE AGGREGATE DENSE 1 1/4-INCH
MGS	MGS GUARDRAIL 3
EAT	MGS GUARDRAIL TERMINAL EAT
TBT	MGS GUARDRAIL THRIE BEAM TRANSITION
CBSF	CONCRETE BARRIER SINGLE-FACED 32-INCH
CPAS	CONCRETE PAVEMENT APPROACH SLAB
TFS	TOPSOIL, FERTILIZER TYPE B, SOD LAWN
	REVERSE SLOPE GUTTER
	FENCE CHAIN LINK 5-FT
	FENCE CHAIN LINK SALVAGED 5-FT
	SLOPE INTERCEPT

NOTES:

1. SEE CURB RAMP DETAILS FOR LAYOUT INFORMATION OF CURB RAMPS.
* SIDEWALK REPLACEMENT FOR TRIPPING HAZARDS OR DAMAGED SIDEWALK.
** SIDEWALK REPLACEMENT FOR WATER LATERAL WORK.



PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PLAN DETAILS	SHEET 40	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021201-PD.DWG
LAYOUT NAME - 01
PLOT DATE : 11/16/2023 5:28 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	Y	X	RADIUS
1-1	51	581+71.6	31.9' LT	260,378.84	490,995.45	
1-2	51	581+93.6	53.9' LT	260,400.51	490,973.13	
1-3	51	581+93.6	58.0' LT	260,400.45	490,969.03	
1-4	51	581+93.6	70.0' LT	260,400.27	490,957.03	
1-5	51	582+25.6	70.0' LT	260,432.27	490,956.56	
1-6	51	582+25.6	58.0' LT	260,432.45	490,968.55	
1-7	51	582+25.6	53.9' LT	260,432.51	490,972.63	
1-8	51	582+46.2	32.0' LT	260,453.41	490,994.27	
1-9	51	581+80.9	7.9' LT	260,388.41	491,019.31	
1-10	51	581+80.9	1.9' LT	260,388.50	491,025.31	
1-11	51	581+71.6	32.5' RT	260,379.76	491,059.85	
1-12	51	581+93.6	54.5' RT	260,402.09	491,081.52	
1-13	51	581+93.6	70.0' RT	260,402.32	491,097.02	
1-14	51	581+80.9	58.8' RT	260,389.40	491,085.96	
1-15	51	582+25.6	70.0' RT	260,434.31	491,096.54	
1-16	51	582+25.6	54.3' RT	260,434.08	491,080.86	
1-17	51	582+46.7	32.3' RT	260,454.82	491,058.57	
1-18	51	582+76.7	30.0' LT	260,483.90	490,995.79	
1-19	51	583+01.9	30.0' RT	260,510.03	491,055.41	
1-20	51	582+57.9	39.0' RT	260,466.15	491,065.06	
1-21	51	582+85.9	39.0' RT	260,494.15	491,064.65	
1-22	51	582+47.9	50.0' RT	260,456.31	491,076.21	
1-23	51	582+95.9	50.0' RT	260,504.31	491,075.50	
1-24	51	582+95.9	39.0' RT	260,504.15	491,064.50	
1-25	51	583+25.7	39.0' RT	260,533.97	491,064.06	
1-26	51	583+30.7	39.0' RT	260,538.97	491,063.98	
1-27	51	583+62.7	39.0' RT	260,570.97	491,063.51	
1-28	51	583+67.7	39.0' RT	260,575.97	491,063.43	
1-29	51	583+25.7	49.0' RT	260,534.12	491,074.06	
1-30	51	583+62.7	49.0' RT	260,571.12	491,073.51	
1-31	51	583+29.7	38.6' LT	260,536.83	490,986.36	
1-32	51	583+36.2	52.0' LT	260,543.13	490,972.91	
1-33	51	583+36.2	48.9' LT	260,543.18	490,975.98	
1-34	51	583+39.7	38.6' LT	260,546.83	490,986.21	
1-35	51	583+63.7	38.6' LT	260,570.82	490,985.86	

POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	Y	X	RADIUS
1-36	51	583+64.4	52.0' LT	260,571.28	490,972.49	
1-37	51	583+73.7	38.6' LT	260,580.82	490,985.71	
1-38	51	583+96.8	30.0' LT	260,604.00	490,994.01	
1-39	51	583+89.1	38.8' LT	260,596.22	490,985.32	
1-40	51	583+99.1	38.8' LT	260,606.22	490,985.18	
1-41	51	583+99.1	55.0' LT	260,605.98	490,968.98	
1-42	51	584+24.1	55.0' LT	260,630.98	490,968.61	
1-43	51	584+24.1	38.8' LT	260,631.22	490,984.80	
1-44	51	584+34.1	38.8' LT	260,641.22	490,984.66	
1-45	51	583+96.8	30.0' RT	260,604.89	491,054.00	
1-46	51	584+28.7	39.0' RT	260,636.96	491,062.52	
1-47	51	584+36.7	39.0' RT	260,644.96	491,062.41	
1-48	51	584+36.7	46.0' RT	260,645.07	491,069.40	
1-49	51	584+50.5	39.0' RT	260,658.68	491,062.20	
1-50	51	584+50.5	46.0' RT	260,658.79	491,069.20	
1-51	51	584+59.5	39.0' RT	260,667.68	491,062.07	
1-52	51	584+65.8	39.0' RT	260,673.98	491,062.00	
1-53	51	584+76.0	39.0' RT	260,684.18	491,061.84	
1-54	51	585+21.8	24.0' RT	260,729.79	491,046.15	
1-55	51	585+21.8	24.0' LT	260,729.07	490,998.15	
1-56	51	581+83.7	7.9' LT	260,391.23	491,019.27	
1-57	51	581+83.5	1.9' LT	260,391.13	491,025.27	
1-58	51	582+46.0	6.0' LT	260,453.61	491,020.25	
1-59	51	582+50.0	0.0'	260,457.67	491,026.19	
1-60	51	581+83.7	8.1' RT	260,391.45	491,035.27	
1-61	51	582+46.0	6.0' RT	260,453.77	491,032.24	
1-62	51	583+96.2	6.0' LT	260,603.78	491,018.02	
1-63	51	583+96.2	6.0' RT	260,603.96	491,030.01	
1-64	51	585+21.2	0.0' LT	260,728.85	491,022.16	

2

LEGEND

CG18K	CONCRETE CURB & GUTTER 18-INCH TYPE K
CG30K	CONCRETE CURB & GUTTER 30-INCH TYPE K
CG30L	CONCRETE CURB & GUTTER 30-INCH TYPE L
CG36	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBTT
CC K	CONCRETE CURB TYPE K
CC L	CONCRETE CURB TYPE L
PED	CONCRETE CURB PEDESTRIAN
SW4	CONCRETE SIDEWALK 4-INCH
	CONCRETE SIDEWALK 6-INCH
CP9	CONCRETE PAVEMENT 9-INCH, 6" BASE AGGREGATE 1 1/4-INCH, 16" SELECT CRUSHED MATERIAL
BASE	2" HMA PAVEMENT, CONCRETE BASE 8-INCH 6" BASE AGGREGATE DENSE 1 1/4-INCH
HMA4	4" HMA PAVEMENT, 6" BASE AGGREGATE DENSE 1 1/4-INCH, 8" SELECT CRUSHED MATERIAL
HMA5	5" HMA PAVEMENT, 10" BASE AGGREGATE DENSE 1 1/4-INCH, 16" SELECT CRUSHED MATERIAL
HMA9	9" HMA PAVEMENT, 6" BASE AGGREGATE DENSE 1 1/4-INCH
HMA Y	4" HMA PAVEMENT
HMA Z	5" HMA PAVEMENT

DWY6	CONCRETE DRIVEWAY 6-INCH, 6" BASE AGGREGATE DENSE 1 1/4-INCH
DWY8	CONCRETE DRIVEWAY 8-INCH, 6" BASE AGGREGATE DENSE 1 1/4-INCH
NOSE1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
NOSE2	CONCRETE MEDIAN SLOPED NOSE TYPE 2
BUTT	REMOVING ASPHALTIC SURFACE BUTT JOINTS
ASPH	3" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES, 6" BASE AGGREGATE DENSE 1 1/4-INCH
MGS	MGS GUARDRAIL 3
EAT	MGS GUARDRAIL TERMINAL EAT
TBT	MGS GUARDRAIL THRIE BEAM TRANSITION
CBSF	CONCRETE BARRIER SINGLE-FACED 32-INCH
CPAS	CONCRETE PAVEMENT APPROACH SLAB
TFS	TOPSOIL, FERTILIZER TYPE B, SOD LAWN
	REVERSE SLOPE GUTTER
	FENCE CHAIN LINK 5-FT
	FENCE CHAIN LINK SALVAGED 5-FT
	SLOPE INTERCEPT

NOTES:

1. SEE CURB RAMP DETAILS FOR LAYOUT INFORMATION OF CURB RAMPS.
* SIDEWALK REPLACEMENT FOR TRIPPING HAZARDS OR DAMAGED SIDEWALK.
** SIDEWALK REPLACEMENT FOR WATER LATERAL WORK.

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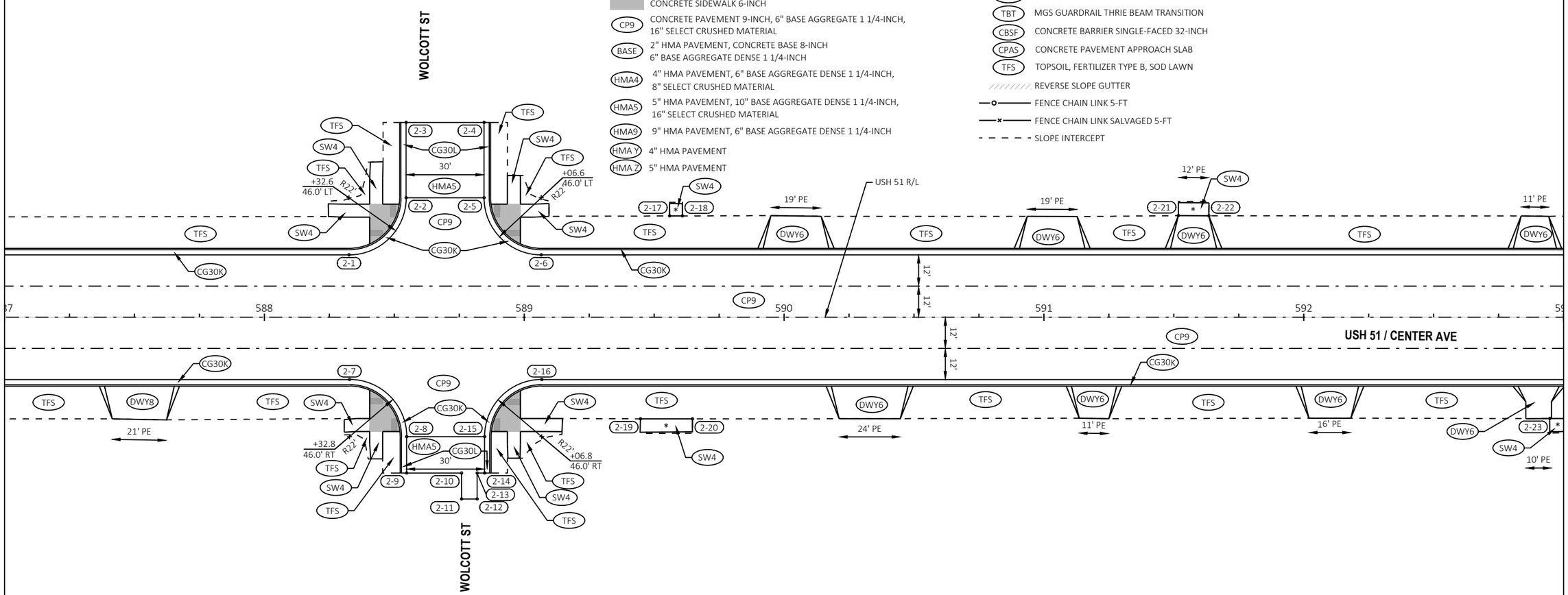


PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PLAN DETAILS	SHEET 42 E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021201-PD.DWG
LAYOUT NAME - 02

PLOT DATE : 11/16/2023 5:29 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	Y	X	RADIUS
2-20	51	589+64.7	39.2' RT	261,172.91	491,054.73	
2-1	51	588+32.6	24.0' LT	261,039.81	490,993.54	
2-2	51	588+54.6	46.0' LT	261,061.48	490,971.22	
2-3	51	588+54.6	75.0' LT	261,061.05	490,942.22	
2-4	51	588+84.6	75.0' LT	261,091.05	490,941.77	
2-5	51	588+84.6	46.0' LT	261,091.48	490,970.77	
2-6	51	589+06.6	24.0' LT	261,113.80	490,992.44	
2-7	51	588+32.8	24.0' RT	261,040.72	491,041.53	
2-8	51	588+54.8	46.0' RT	261,063.04	491,063.20	
2-9	51	588+54.8	60.0' RT	261,063.25	491,077.20	
2-10	51	588+75.9	60.0' RT	261,084.35	491,076.89	
2-11	51	588+75.9	70.0' RT	261,084.51	491,086.89	
2-12	51	588+81.9	70.0' RT	261,090.51	491,086.80	
2-13	51	588+81.9	60.0' RT	261,090.35	491,076.80	
2-14	51	588+84.8	60.0' RT	261,093.25	491,076.76	
2-15	51	588+84.8	46.0' RT	261,093.04	491,062.76	
2-16	51	589+06.8	24.0' RT	261,114.71	491,040.43	
2-17	51	589+56.0	39.0' LT	261,162.97	490,976.73	
2-18	51	589+60.9	39.0' LT	261,167.87	490,976.65	
2-19	51	589+44.7	39.1' RT	261,152.91	491,054.97	
2-21	51	591+51.8	39.1' LT	261,358.74	490,973.68	
2-22	51	591+63.5	39.1' LT	261,370.48	490,973.57	
2-23	51	592+94.7	39.0' RT	261,502.79	491,049.70	

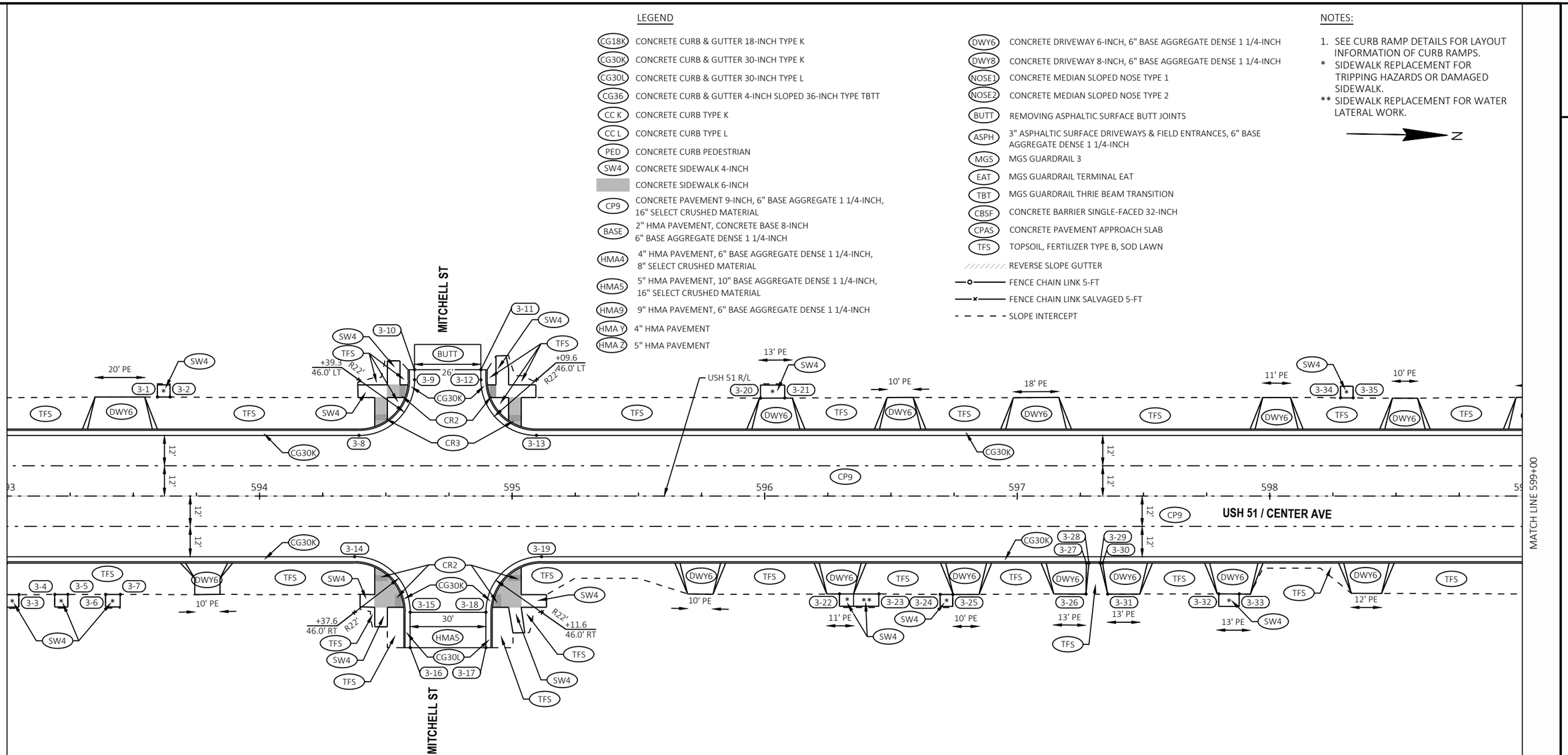
LEGEND

CG18K	CONCRETE CURB & GUTTER 18-INCH TYPE K
CG30K	CONCRETE CURB & GUTTER 30-INCH TYPE K
CG30L	CONCRETE CURB & GUTTER 30-INCH TYPE L
CG36	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBTT
CC K	CONCRETE CURB TYPE K
CC L	CONCRETE CURB TYPE L
PED	CONCRETE CURB PEDESTRIAN
SW4	CONCRETE SIDEWALK 4-INCH
	CONCRETE SIDEWALK 6-INCH
CP9	CONCRETE PAVEMENT 9-INCH, 6" BASE AGGREGATE 1 1/4-INCH, 16" SELECT CRUSHED MATERIAL
BASE	2" HMA PAVEMENT, CONCRETE BASE 8-INCH 6" BASE AGGREGATE DENSE 1 1/4-INCH
HMA4	4" HMA PAVEMENT, 6" BASE AGGREGATE DENSE 1 1/4-INCH, 8" SELECT CRUSHED MATERIAL
HMA5	5" HMA PAVEMENT, 10" BASE AGGREGATE DENSE 1 1/4-INCH, 16" SELECT CRUSHED MATERIAL
HMA9	9" HMA PAVEMENT, 6" BASE AGGREGATE DENSE 1 1/4-INCH
HMA Y	4" HMA PAVEMENT
HMA Z	5" HMA PAVEMENT
DWY6	CONCRETE DRIVEWAY 6-INCH, 6" BASE AGGREGATE DENSE 1 1/4-INCH
DWY8	CONCRETE DRIVEWAY 8-INCH, 6" BASE AGGREGATE DENSE 1 1/4-INCH
NOSE1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
NOSE2	CONCRETE MEDIAN SLOPED NOSE TYPE 2
BUTT	REMOVING ASPHALTIC SURFACE BUTT JOINTS
ASPH	3" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES, 6" BASE AGGREGATE DENSE 1 1/4-INCH
MGS	MGS GUARDRAIL 3
EAT	MGS GUARDRAIL TERMINAL EAT
TBT	MGS GUARDRAIL THRIE BEAM TRANSITION
CBSF	CONCRETE BARRIER SINGLE-FACED 32-INCH
CPAS	CONCRETE PAVEMENT APPROACH SLAB
TFS	TOPSOIL, FERTILIZER TYPE B, SOD LAWN
	REVERSE SLOPE GUTTER
	FENCE CHAIN LINK 5-FT
	FENCE CHAIN LINK SALVAGED 5-FT
	SLOPE INTERCEPT

NOTES:

1. SEE CURB RAMP DETAILS FOR LAYOUT INFORMATION OF CURB RAMPS.
* SIDEWALK REPLACEMENT FOR TRIPPING HAZARDS OR DAMAGED SIDEWALK.
** SIDEWALK REPLACEMENT FOR WATER LATERAL WORK.

N



PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PLAN DETAILS	SHEET 44 E

POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	Y	X	RADIUS
3-32	51	597+79.8	38.7' RT	261,987.88	491,042.16	
3-33	51	597+87.9	38.7' RT	261,995.98	491,042.10	
3-1	51	593+59.5	39.2' LT	261,566.50	490,970.55	
3-2	51	593+64.5	39.2' LT	261,571.50	490,970.47	
3-3	51	593+04.7	39.0' RT	261,512.79	491,049.55	
3-4	51	593+18.9	38.9' RT	261,527.02	491,049.25	
3-5	51	593+24.1	38.9' RT	261,532.22	491,049.15	
3-6	51	593+39.0	38.9' RT	261,547.15	491,048.93	
3-7	51	593+44.8	38.9' RT	261,552.95	491,048.84	
3-8	51	594+39.3	24.0' LT	261,646.52	490,984.53	
3-9	51	594+61.3	46.0' LT	261,668.19	490,962.21	
3-10	51	594+61.3	50.0' LT	261,668.13	490,958.21	
3-11	51	594+87.6	50.0' LT	261,694.43	490,957.82	
3-12	51	594+87.6	46.0' LT	261,694.49	490,961.82	
3-13	51	595+09.6	24.0' LT	261,716.81	490,983.49	
3-14	51	594+37.6	24.0' RT	261,645.54	491,032.55	
3-15	51	594+59.6	46.0' RT	261,667.87	491,054.22	
3-16	51	594+59.6	60.0' RT	261,668.07	491,068.22	
3-17	51	594+89.6	60.0' RT	261,698.07	491,067.78	
3-18	51	594+89.6	46.0' RT	261,697.86	491,053.78	
3-19	51	595+11.6	24.0' RT	261,719.53	491,031.45	
3-20	51	595+98.3	38.7' LT	261,805.28	490,967.48	
3-21	51	596+07.9	38.8' LT	261,814.88	490,967.25	
3-22	51	596+29.6	38.7' RT	261,837.71	491,044.45	
3-23	51	596+45.2	38.7' RT	261,853.33	491,044.20	
3-24	51	596+69.5	38.9' RT	261,877.56	491,044.02	
3-25	51	596+74.5	38.9' RT	261,882.56	491,043.95	
3-26	51	597+27.2	38.8' RT	261,935.27	491,043.07	
3-27	51	597+27.4	26.5' RT	261,935.30	491,030.75	
3-28	51	597+28.4	26.5' RT	261,936.30	491,030.73	
3-29	51	597+32.8	26.5' RT	261,940.74	491,030.67	
3-30	51	597+33.8	26.5' RT	261,941.74	491,030.65	
3-31	51	597+35.8	38.8' RT	261,943.92	491,042.89	
3-34	51	598+28.0	38.8' LT	262,034.94	490,963.92	
3-35	51	598+33.0	38.8' LT	262,039.94	490,963.84	

2

LEGEND

- CG18K — CONCRETE CURB & GUTTER 18-INCH TYPE K
- CG30K — CONCRETE CURB & GUTTER 30-INCH TYPE K
- CG30L — CONCRETE CURB & GUTTER 30-INCH TYPE L
- CG36 — CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBTT
- CC K — CONCRETE CURB TYPE K
- CC L — CONCRETE CURB TYPE L
- PED — CONCRETE CURB PEDESTRIAN
- SW4 — CONCRETE SIDEWALK 4-INCH
- CONCRETE SIDEWALK 6-INCH
- CP9 — CONCRETE PAVEMENT 9-INCH, 6" BASE AGGREGATE 1 1/4-INCH, 16" SELECT CRUSHED MATERIAL
- BASE — 2" HMA PAVEMENT, CONCRETE BASE 8-INCH 6" BASE AGGREGATE DENSE 1 1/4-INCH
- HMA4 — 4" HMA PAVEMENT, 6" BASE AGGREGATE DENSE 1 1/4-INCH, 8" SELECT CRUSHED MATERIAL
- HMA5 — 5" HMA PAVEMENT, 10" BASE AGGREGATE DENSE 1 1/4-INCH, 16" SELECT CRUSHED MATERIAL
- HMA9 — 9" HMA PAVEMENT, 6" BASE AGGREGATE DENSE 1 1/4-INCH
- HMA Y — 4" HMA PAVEMENT
- HMA Z — 5" HMA PAVEMENT

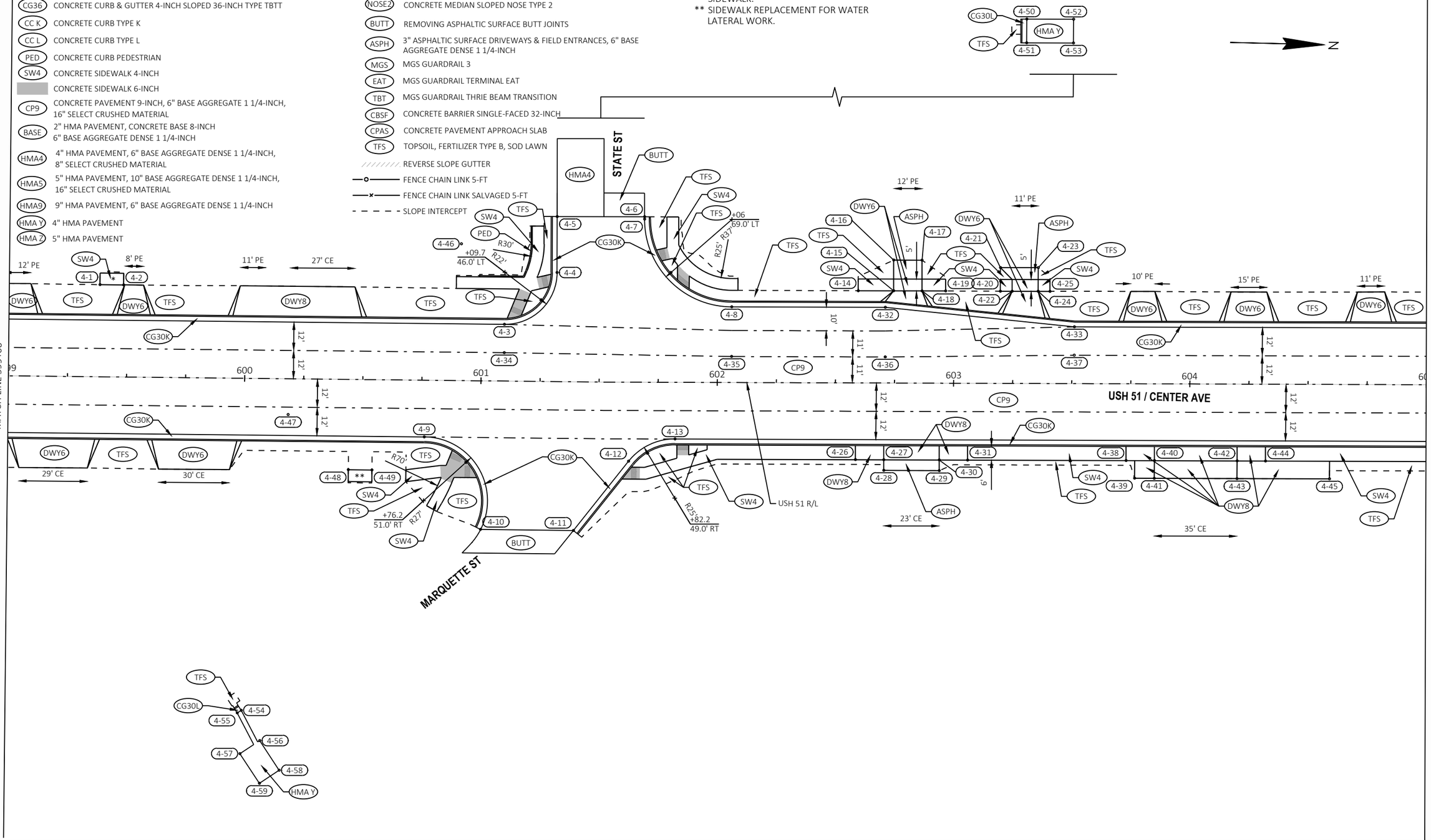
- DWY6 — CONCRETE DRIVEWAY 6-INCH, 6" BASE AGGREGATE DENSE 1 1/4-INCH
- DWY8 — CONCRETE DRIVEWAY 8-INCH, 6" BASE AGGREGATE DENSE 1 1/4-INCH
- NOSE1 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- NOSE2 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- BUTT — REMOVING ASPHALTIC SURFACE BUTT JOINTS
- ASPH — 3" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES, 6" BASE AGGREGATE DENSE 1 1/4-INCH
- MGS — MGS GUARDRAIL 3
- EAT — MGS GUARDRAIL TERMINAL EAT
- TBT — MGS GUARDRAIL THRIE BEAM TRANSITION
- CBSF — CONCRETE BARRIER SINGLE-FACED 32-INCH
- CPAS — CONCRETE PAVEMENT APPROACH SLAB
- TFS — TOPSOIL, FERTILIZER TYPE B, SOD LAWN
- REVERSE SLOPE GUTTER
- FENCE CHAIN LINK 5-FT
- FENCE CHAIN LINK SALVAGED 5-FT
- SLOPE INTERCEPT

NOTES:

1. SEE CURB RAMP DETAILS FOR LAYOUT INFORMATION OF CURB RAMPS.

* SIDEWALK REPLACEMENT FOR TRIPPING HAZARDS OR DAMAGED SIDEWALK.

** SIDEWALK REPLACEMENT FOR WATER LATERAL WORK.



PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PLAN DETAILS	SHEET 46	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021201-PD.DWG
LAYOUT NAME - 04

PLOT DATE : 11/16/2023 5:29 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	Y	X	RADIUS
4-1	51	599+38.3	39.0' LT	262,145.24	490,962.16	
4-2	51	599+48.3	39.0' LT	262,155.24	490,962.01	
4-3	51	601+09.7	24.0' LT	262,316.78	490,974.58	
4-4	51	601+31.7	46.2' LT	262,338.44	490,952.09	
4-5	51	601+31.5	69.8' LT	262,337.91	490,928.42	
4-6	51	601+69.0	70.0' LT	262,374.90	490,927.58	
4-7	51	601+69.0	69.0' LT	262,374.92	490,928.60	
4-8	51	602+06.0	32.0' LT	262,412.74	490,964.76	
4-9	51	600+76.2	24.0' RT	262,284.05	491,023.07	
4-10	51	601+00.5	62.9' RT	262,308.85	491,061.62	
4-11	51	601+39.8	62.9' RT	262,348.15	491,061.04	
4-12	51	601+62.6	33.5' RT	262,370.77	491,031.17	
4-13	51	601+82.2	24.0' RT	262,390.14	491,021.27	
4-14	51	602+59.5	39.0' LT	262,466.06	490,956.56	
4-15	51	602+74.5	39.0' LT	262,481.06	490,956.22	
4-16	51	602+74.5	52.0' LT	262,480.77	490,943.24	
4-17	51	602+86.5	52.0' LT	262,492.77	490,942.97	
4-18	51	602+86.5	39.0' LT	262,493.06	490,955.95	
4-19	51	602+96.5	39.0' LT	262,503.05	490,955.73	
4-20	51	603+19.7	39.0' LT	262,526.21	490,955.23	
4-21	51	603+19.7	49.0' LT	262,525.99	490,945.23	
4-22	51	603+24.7	39.0' LT	262,531.21	490,955.12	
4-23	51	603+35.7	49.0' LT	262,541.98	490,944.88	
4-24	51	603+35.7	39.0' LT	262,542.21	490,954.88	
4-25	51	603+40.7	39.0' LT	262,547.21	490,954.76	
4-26	51	602+58.5	32.5' RT	262,466.70	491,028.07	
4-27	51	602+70.5	32.5' RT	262,478.70	491,027.80	
4-28	51	602+70.5	37.0' RT	262,478.80	491,032.30	
4-29	51	602+94.0	37.0' RT	262,502.25	491,031.78	
4-30	51	602+94.0	32.5' RT	262,502.15	491,027.28	
4-31	51	603+06.0	32.5' RT	262,514.15	491,027.02	
4-32	51	602+71.0	32.0' LT	262,477.74	490,963.31	
4-33	51	603+51.0	24.0' LT	262,557.90	490,969.53	
4-34	51	601+09.7	12.0' LT	262,316.96	490,986.58	
4-35	51	602+06.0	11.0' LT	262,413.22	490,985.75	

POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	Y	X	RADIUS
4-36	51	602+71.0	11.0' LT	262,478.20	490,984.30	
4-37	51	603+51.0	12.0' LT	262,558.16	490,981.53	
4-38	51	603+73.1	32.5' RT	262,581.18	491,025.53	
4-39	51	603+76.7	40.0' RT	262,585.01	491,032.94	
4-40	51	603+85.1	32.5' RT	262,593.18	491,025.26	
4-41	51	603+85.1	40.0' RT	262,593.34	491,032.76	
4-42	51	604+20.1	32.5' RT	262,628.17	491,024.48	
4-43	51	604+20.1	40.0' RT	262,628.33	491,031.98	
4-44	51	604+32.1	32.5' RT	262,640.16	491,024.21	
4-45	51	604+59.2	40.0' RT	262,667.45	491,031.11	
4-46	51	600+91.1	57.8' LT	262,297.70	490,941.02	30'
4-47	51	600+18.5	15.2' RT	262,226.21	491,015.12	70'
4-48	51	600+44.3	38.2' RT	262,252.29	491,037.78	
4-49	51	600+54.3	38.2' RT	262,262.29	491,037.64	
4-50	51	601+30.2	241.6' LT	262,334.04	490,756.73	
4-51	51	601+30.2	231.6' LT	262,334.26	490,766.72	
4-52	51	601+50.0	241.7' LT	262,353.83	490,756.28	
4-53	51	601+50.0	231.7' LT	262,354.06	490,766.28	
4-54	51	600+00.0	140.5' RT	262,209.58	491,140.71	
4-55	51	599+98.4	141.6' RT	262,207.93	491,141.86	
4-56	51	600+08.0	153.3' RT	262,217.70	491,153.34	
4-57	51	599+99.7	158.9' RT	262,209.49	491,159.05	
4-58	51	600+16.3	165.7' RT	262,226.27	491,165.65	
4-59	51	600+08.0	171.3' RT	262,218.06	491,171.36	

LEGEND

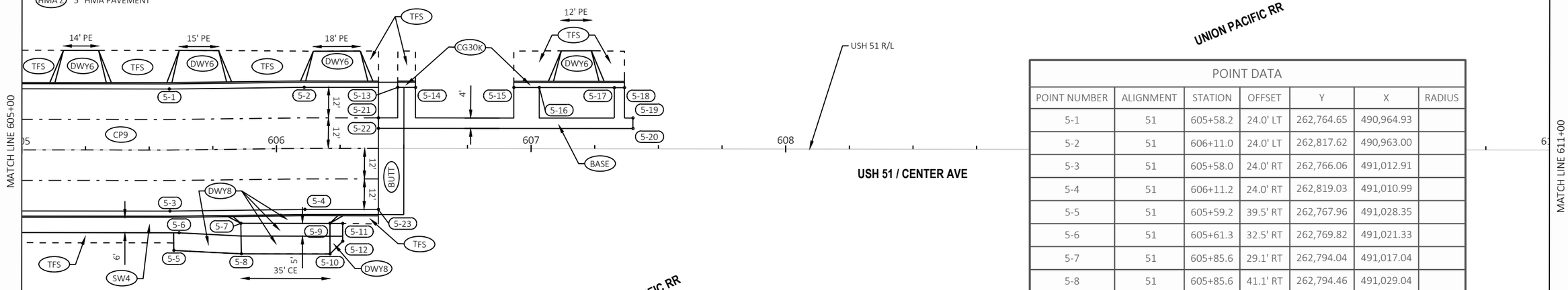
- CG18K — CONCRETE CURB & GUTTER 18-INCH TYPE K
- CG30K — CONCRETE CURB & GUTTER 30-INCH TYPE K
- CG30L — CONCRETE CURB & GUTTER 30-INCH TYPE L
- CG36 — CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBTT
- CC K — CONCRETE CURB TYPE K
- CC L — CONCRETE CURB TYPE L
- PED — CONCRETE CURB PEDESTRIAN
- SW4 — CONCRETE SIDEWALK 4-INCH
- CONCRETE SIDEWALK 6-INCH
- CP9 — CONCRETE PAVEMENT 9-INCH, 6" BASE AGGREGATE 1 1/4-INCH, 16" SELECT CRUSHED MATERIAL
- BASE — 2" HMA PAVEMENT, CONCRETE BASE 8-INCH 6" BASE AGGREGATE DENSE 1 1/4-INCH
- HMA4 — 4" HMA PAVEMENT, 6" BASE AGGREGATE DENSE 1 1/4-INCH, 8" SELECT CRUSHED MATERIAL
- HMA5 — 5" HMA PAVEMENT, 10" BASE AGGREGATE DENSE 1 1/4-INCH, 16" SELECT CRUSHED MATERIAL
- HMA9 — 9" HMA PAVEMENT, 6" BASE AGGREGATE DENSE 1 1/4-INCH
- HMA Y — 4" HMA PAVEMENT
- HMA Z — 5" HMA PAVEMENT
- DWY6 — CONCRETE DRIVEWAY 6-INCH, 6" BASE AGGREGATE DENSE 1 1/4-INCH
- DWY8 — CONCRETE DRIVEWAY 8-INCH, 6" BASE AGGREGATE DENSE 1 1/4-INCH
- NOSE1 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- NOSE2 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- BUTT — REMOVING ASPHALTIC SURFACE BUTT JOINTS
- ASPH — 3" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES, 6" BASE AGGREGATE DENSE 1 1/4-INCH
- MGS — MGS GUARDRAIL 3
- EAT — MGS GUARDRAIL TERMINAL EAT
- TBT — MGS GUARDRAIL THRIE BEAM TRANSITION
- CBSF — CONCRETE BARRIER SINGLE-FACED 32-INCH
- CPAS — CONCRETE PAVEMENT APPROACH SLAB
- TFS — TOPSOIL, FERTILIZER TYPE B, SOD LAWN
- REVERSE SLOPE GUTTER
- FENCE CHAIN LINK 5-FT
- FENCE CHAIN LINK SALVAGED 5-FT
- SLOPE INTERCEPT

NOTES:

1. SEE CURB RAMP DETAILS FOR LAYOUT INFORMATION OF CURB RAMPS.

* SIDEWALK REPLACEMENT FOR TRIPPING HAZARDS OR DAMAGED SIDEWALK.

** SIDEWALK REPLACEMENT FOR WATER LATERAL WORK.



POINT DATA

POINT NUMBER	ALIGNMENT	STATION	OFFSET	Y	X	RADIUS
5-1	51	605+58.2	24.0' LT	262,764.65	490,964.93	
5-2	51	606+11.0	24.0' LT	262,817.62	490,963.00	
5-3	51	605+58.0	24.0' RT	262,766.06	491,012.91	
5-4	51	606+11.2	24.0' RT	262,819.03	491,010.99	
5-5	51	605+59.2	39.5' RT	262,767.96	491,028.35	
5-6	51	605+61.3	32.5' RT	262,769.82	491,021.33	
5-7	51	605+85.6	29.1' RT	262,794.04	491,017.04	
5-8	51	605+85.6	41.1' RT	262,794.46	491,029.04	
5-9	51	606+21.1	29.5' RT	262,829.03	491,016.26	
5-10	51	606+21.1	41.5' RT	262,829.30	491,028.26	
5-11	51	606+26.1	29.5' RT	262,834.03	491,016.15	
5-12	51	606+26.1	36.5' RT	262,834.18	491,023.15	
5-13	51	606+47.6	24.0' LT	262,854.35	490,962.19	
5-14	51	606+54.6	24.0' LT	262,861.33	490,962.03	
5-15	51	606+93.2	24.0' LT	262,899.93	490,961.17	
5-16	51	607+03.2	24.0' LT	262,909.93	490,960.95	
5-17	51	607+32.6	24.0' LT	262,939.36	490,960.30	
5-18	51	607+36.6	24.0' LT	262,943.36	490,960.21	
5-19	51	607+40.0	12.1' LT	262,947.02	490,972.06	
5-20	51	607+40.0	8.0' LT	262,947.11	490,976.17	
5-21	51	606+40.0	12.0' LT	262,847.05	490,974.35	
5-22	51	606+40.0	7.9' LT	262,847.14	490,978.46	
5-23	51	606+40.0	24.0' RT	262,847.85	491,010.34	

2

UNION PACIFIC RR

DELAVAN DR

LEGEND

- CG18K — CONCRETE CURB & GUTTER 18-INCH TYPE K
- CG30K — CONCRETE CURB & GUTTER 30-INCH TYPE K
- CG30L — CONCRETE CURB & GUTTER 30-INCH TYPE L
- CG36 — CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBTT
- CC K — CONCRETE CURB TYPE K
- CC L — CONCRETE CURB TYPE L
- PED — CONCRETE CURB PEDESTRIAN
- SW4 — CONCRETE SIDEWALK 4-INCH
- CONCRETE SIDEWALK 6-INCH
- CP9 — CONCRETE PAVEMENT 9-INCH, 6" BASE AGGREGATE 1 1/4-INCH, 16" SELECT CRUSHED MATERIAL
- BASE — 2" HMA PAVEMENT, CONCRETE BASE 8-INCH 6" BASE AGGREGATE DENSE 1 1/4-INCH
- HMA4 — 4" HMA PAVEMENT, 6" BASE AGGREGATE DENSE 1 1/4-INCH, 8" SELECT CRUSHED MATERIAL
- HMA5 — 5" HMA PAVEMENT, 10" BASE AGGREGATE DENSE 1 1/4-INCH, 16" SELECT CRUSHED MATERIAL
- HMA9 — 9" HMA PAVEMENT, 6" BASE AGGREGATE DENSE 1 1/4-INCH
- HMA Y — 4" HMA PAVEMENT
- HMA Z — 5" HMA PAVEMENT
- DWY6 — CONCRETE DRIVEWAY 6-INCH, 6" BASE AGGREGATE DENSE 1 1/4-INCH
- DWY8 — CONCRETE DRIVEWAY 8-INCH, 6" BASE AGGREGATE DENSE 1 1/4-INCH
- NOSE1 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- NOSE2 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- BUTT — REMOVING ASPHALTIC SURFACE BUTT JOINTS
- ASPH — 3" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES, 6" BASE AGGREGATE DENSE 1 1/4-INCH
- MGS — MGS GUARDRAIL 3
- EAT — MGS GUARDRAIL TERMINAL EAT
- TBT — MGS GUARDRAIL THRIE BEAM TRANSITION
- CBSF — CONCRETE BARRIER SINGLE-FACED 32-INCH
- CPAS — CONCRETE PAVEMENT APPROACH SLAB
- TFS — TOPSOIL, FERTILIZER TYPE B, SOD LAWN
- REVERSE SLOPE GUTTER
- FENCE CHAIN LINK 5-FT
- FENCE CHAIN LINK SALVAGED 5-FT
- SLOPE INTERCEPT

NOTES:

1. SEE CURB RAMP DETAILS FOR LAYOUT INFORMATION OF CURB RAMPS.
* SIDEWALK REPLACEMENT FOR TRIPPING HAZARDS OR DAMAGED SIDEWALK.
** SIDEWALK REPLACEMENT FOR WATER LATERAL WORK.

N

GRAND AVE

MATCH LINE 611+00

611 612 613 614 615 616 617

MATCH LINE 617+00

USH 51 / CENTER AVE

B-53-154
DECK SEAL

6-3
6-2
CBSF
6-1
SW4

WISCONSIN & SOUTHERN RR

DELAVAN DR

POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	Y	X	RADIUS
6-1	51	616+95.2	39.7' RT	263,903.00	490,994.32	
6-2	51	616+98.0	33.5' RT	263,905.63	490,988.01	
6-3	51	616+98.9	31.5' RT	263,906.47	490,985.98	

2

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PLAN DETAILS	SHEET 49	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021201-PD.DWG
LAYOUT NAME - 06

PLOT DATE : 11/16/2023 5:29 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

CG18K	CONCRETE CURB & GUTTER 18-INCH TYPE K
CG30K	CONCRETE CURB & GUTTER 30-INCH TYPE K
CG30L	CONCRETE CURB & GUTTER 30-INCH TYPE L
CG36	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBTT
CC K	CONCRETE CURB TYPE K
CC L	CONCRETE CURB TYPE L
PED	CONCRETE CURB PEDESTRIAN
SW4	CONCRETE SIDEWALK 4-INCH
	CONCRETE SIDEWALK 6-INCH
CP9	CONCRETE PAVEMENT 9-INCH, 6" BASE AGGREGATE 1 1/4-INCH, 16" SELECT CRUSHED MATERIAL
BASE	2" HMA PAVEMENT, CONCRETE BASE 8-INCH 6" BASE AGGREGATE DENSE 1 1/4-INCH
HMA4	4" HMA PAVEMENT, 6" BASE AGGREGATE DENSE 1 1/4-INCH, 8" SELECT CRUSHED MATERIAL
HMA5	5" HMA PAVEMENT, 10" BASE AGGREGATE DENSE 1 1/4-INCH, 16" SELECT CRUSHED MATERIAL
HMA9	9" HMA PAVEMENT, 6" BASE AGGREGATE DENSE 1 1/4-INCH
HMA Y	4" HMA PAVEMENT
HMA Z	5" HMA PAVEMENT

DWY6	CONCRETE DRIVEWAY 6-INCH, 6" BASE AGGREGATE DENSE 1 1/4-INCH
DWY8	CONCRETE DRIVEWAY 8-INCH, 6" BASE AGGREGATE DENSE 1 1/4-INCH
NOSE1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
NOSE2	CONCRETE MEDIAN SLOPED NOSE TYPE 2
BUTT	REMOVING ASPHALTIC SURFACE BUTT JOINTS
ASPH	3" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES, 6" BASE AGGREGATE DENSE 1 1/4-INCH
MGS	MGS GUARDRAIL 3
EAT	MGS GUARDRAIL TERMINAL EAT
TBT	MGS GUARDRAIL THRIE BEAM TRANSITION
CBSF	CONCRETE BARRIER SINGLE-FACED 32-INCH
CPAS	CONCRETE PAVEMENT APPROACH SLAB
TFS	TOPSOIL, FERTILIZER TYPE B, SOD LAWN
	REVERSE SLOPE GUTTER
	FENCE CHAIN LINK 5-FT
	FENCE CHAIN LINK SALVAGED 5-FT
	SLOPE INTERCEPT

NOTES:

1. SEE CURB RAMP DETAILS FOR LAYOUT INFORMATION OF CURB RAMPS.
* SIDEWALK REPLACEMENT FOR TRIPPING HAZARDS OR DAMAGED SIDEWALK.
** SIDEWALK REPLACEMENT FOR WATER LATERAL WORK.

N

WISCONSIN & SOUTHERN RR

MATCH LINE 617+00

617

618

619

620

621

622

MATCH LINE 623+00

USH 51 R/L

USH 51 / CENTER AVE

ROCK RIVER

B-53-153
CONCRETE OVERLAY AND JOINT REPLACEMENT
CONCRETE SURFACE REPAIRS
RIPRAP AT PIER

2

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PLAN DETAILS	SHEET 50	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021201-PD.DWG
LAYOUT NAME - 07
PLOT DATE : 11/16/2023 5:29 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	Y	X	RADIUS
7-1	51	617+09.9	6.5' RT	263,916.82	490,960.69	
7-2	51	617+12.7	0.0'	263,919.43	490,954.11	
7-3	51	617+23.6	25.0' LT	263,929.62	490,928.82	
7-4	51	617+24.5	27.0' LT	263,930.43	490,926.80	
7-5	51	617+27.2	33.2' LT	263,932.98	490,920.48	
7-6	51	617+33.7	34.2' LT	263,939.46	490,919.30	
7-7	51	617+04.9	40.7' RT	263,912.72	490,995.06	
7-8	51	617+24.9	6.5' RT	263,931.82	490,960.27	
7-9	51	617+24.9	31.5' RT	263,932.50	490,985.26	
7-10	51	617+38.6	25.0' LT	263,944.61	490,928.41	
7-11	51	617+38.6	0.0'	263,945.30	490,953.40	
7-12	51	618+16.9	34.2' LT	264,022.67	490,917.01	
7-13	51	618+22.9	33.2' LT	264,028.70	490,917.84	
7-14	51	618+16.9	40.7' RT	264,024.72	490,991.98	
7-15	51	618+22.9	40.0' RT	264,030.69	490,991.06	
7-16	51	618+32.6	25.0' LT	264,038.55	490,925.82	
7-17	51	618+32.6	0.0'	264,039.24	490,950.81	
7-18	51	618+32.6	6.5' RT	264,039.41	490,957.31	
7-19	51	618+32.6	31.5' RT	264,040.10	490,982.30	
7-20	51	618+47.6	33.2' LT	264,053.32	490,917.16	
7-21	51	618+47.6	27.0' LT	264,053.50	490,923.41	
7-22	51	618+47.6	25.0' LT	264,053.55	490,925.41	
7-23	51	618+47.6	0.0'	264,054.23	490,950.40	
7-24	51	618+47.6	6.5' RT	264,054.41	490,956.90	
7-25	51	618+47.5	31.5' RT	264,055.09	490,981.89	
7-26	51	618+47.5	33.5' RT	264,055.14	490,983.89	
7-27	51	618+47.5	40.0' RT	264,055.32	490,990.39	
7-28	51	622+40.2	33.5' LT	264,445.79	490,906.09	
7-29	51	622+40.2	27.0' LT	264,445.97	490,912.58	
7-30	51	622+40.2	25.0' LT	264,446.03	490,914.58	
7-31	51	622+40.2	0.0'	264,446.72	490,939.59	
7-32	51	622+40.2	6.5' RT	264,446.90	490,946.09	
7-33	51	622+40.2	31.5' RT	264,447.59	490,971.08	
7-34	51	622+40.2	33.5' RT	264,447.64	490,973.08	
7-35	51	622+40.2	39.7' RT	264,447.81	490,979.33	

POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	Y	X	RADIUS
7-36	51	622+46.1	25.0' LT	264,451.98	490,914.42	
7-37	51	622+46.2	27.0' LT	264,451.97	490,912.42	
7-38	51	622+55.2	24.6' LT	264,461.03	490,914.59	
7-39	51	622+55.2	0.0'	264,461.71	490,939.18	
7-40	51	622+55.2	6.5' RT	264,461.89	490,945.68	
7-41	51	622+55.2	31.5' RT	264,462.58	490,970.67	
7-42	51	622+47.3	33.5' RT	264,454.79	490,972.88	
7-43	51	622+51.3	34.1' RT	264,458.81	490,973.35	
7-44	51	622+53.8	34.1' RT	264,461.30	490,973.28	
7-45	51	622+61.0	39.8' RT	264,468.60	490,978.75	
7-46	51	622+62.9	31.5' RT	264,470.32	490,970.45	
7-47	51	622+78.7	30.5' RT	264,486.07	490,969.02	
7-48	51	622+78.8	40.9' RT	264,486.43	490,979.45	
7-49	51	622+68.1	24.0' LT	264,473.98	490,914.83	
7-50	51	622+68.2	26.0' LT	264,473.97	490,912.83	
7-51	51	622+74.2	26.0' LT	264,479.97	490,912.67	
7-52	51	622+78.2	26.3' LT	264,483.96	490,912.23	
7-53	51	622+80.7	26.3' LT	264,486.46	490,912.16	
7-54	51	622+74.2	27.2' LT	264,479.93	490,911.42	
7-55	51	622+78.2	27.0' LT	264,483.94	490,911.56	
7-56	51	622+60.7	33.5' LT	264,466.32	490,905.53	
7-57	51	622+78.2	30.5' LT	264,483.84	490,908.06	

2

2

LEGEND

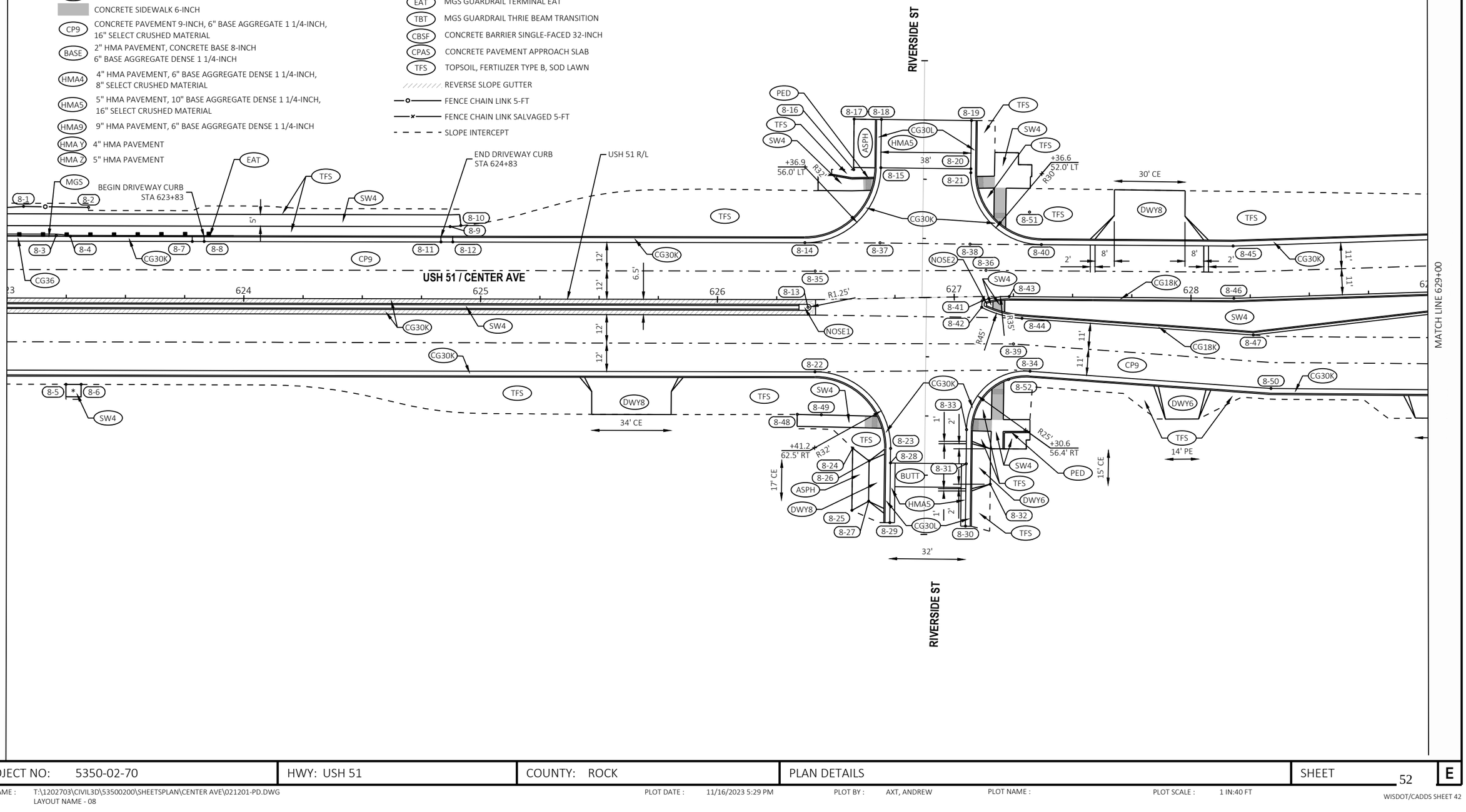
- CG18K — CONCRETE CURB & GUTTER 18-INCH TYPE K
- CG30K — CONCRETE CURB & GUTTER 30-INCH TYPE K
- CG30L — CONCRETE CURB & GUTTER 30-INCH TYPE L
- CG36 — CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBTT
- CC K — CONCRETE CURB TYPE K
- CC L — CONCRETE CURB TYPE L
- PED — CONCRETE CURB PEDESTRIAN
- SW4 — CONCRETE SIDEWALK 4-INCH
- CONCRETE SIDEWALK 6-INCH
- CP9 — CONCRETE PAVEMENT 9-INCH, 6" BASE AGGREGATE 1 1/4-INCH, 16" SELECT CRUSHED MATERIAL
- BASE — 2" HMA PAVEMENT, CONCRETE BASE 8-INCH 6" BASE AGGREGATE DENSE 1 1/4-INCH
- HMA4 — 4" HMA PAVEMENT, 6" BASE AGGREGATE DENSE 1 1/4-INCH, 8" SELECT CRUSHED MATERIAL
- HMA5 — 5" HMA PAVEMENT, 10" BASE AGGREGATE DENSE 1 1/4-INCH, 16" SELECT CRUSHED MATERIAL
- HMA9 — 9" HMA PAVEMENT, 6" BASE AGGREGATE DENSE 1 1/4-INCH
- HMA Y — 4" HMA PAVEMENT
- HMA Z — 5" HMA PAVEMENT
- DWY6 — CONCRETE DRIVEWAY 6-INCH, 6" BASE AGGREGATE DENSE 1 1/4-INCH
- DWY8 — CONCRETE DRIVEWAY 8-INCH, 6" BASE AGGREGATE DENSE 1 1/4-INCH
- NOSE1 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- NOSE2 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- BUTT — REMOVING ASPHALTIC SURFACE BUTT JOINTS
- ASPH — 3" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES, 6" BASE AGGREGATE DENSE 1 1/4-INCH
- MGS — MGS GUARDRAIL 3
- EAT — MGS GUARDRAIL TERMINAL EAT
- TBT — MGS GUARDRAIL THRIE BEAM TRANSITION
- CBSF — CONCRETE BARRIER SINGLE-FACED 32-INCH
- CPAS — CONCRETE PAVEMENT APPROACH SLAB
- TFS — TOPSOIL, FERTILIZER TYPE B, SOD LAWN
- REVERSE SLOPE GUTTER
- FENCE CHAIN LINK 5-FT
- FENCE CHAIN LINK SALVAGED 5-FT
- SLOPE INTERCEPT

NOTES:

1. SEE CURB RAMP DETAILS FOR LAYOUT INFORMATION OF CURB RAMPS.

* SIDEWALK REPLACEMENT FOR TRIPPING HAZARDS OR DAMAGED SIDEWALK.

** SIDEWALK REPLACEMENT FOR WATER LATERAL WORK.



PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PLAN DETAILS	SHEET 52	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021201-PD.DWG
LAYOUT NAME - 08

PLOT DATE : 11/16/2023 5:29 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	Y	X	RADIUS
8-1	51	623+06.9	38.6' LT	264,512.30	490,899.14	
8-2	51	623+34.4	38.3' LT	264,539.80	490,898.75	
8-3	51	623+20.7	26.3' LT	264,526.46	490,911.05	
8-4	51	623+26.7	26.0' LT	264,532.47	490,911.22	
8-5	51	623+25.0	36.4' RT	264,532.46	490,973.67	
8-6	51	623+31.4	36.4' RT	264,538.86	490,973.50	
8-7	51	623+78.2	24.0' LT	264,584.01	490,911.80	
8-8	51	623+83.2	24.0' LT	264,589.01	490,911.66	
8-9	51	624+87.0	30.5' LT	264,692.61	490,902.30	
8-10	51	624+91.6	30.9' LT	264,697.17	490,901.75	
8-11	51	624+83.2	24.0' LT	264,688.97	490,908.90	
8-12	51	624+88.2	24.0' LT	264,693.97	490,908.77	
8-13	51	626+38.2	3.3' RT	264,844.68	490,931.87	
8-14	51	626+36.9	24.0' LT	264,842.58	490,904.67	
8-15	RIVERSIDE-W	10+45.4	18.0' RT	264,873.70	490,872.08	
8-16	RIVERSIDE-W	10+46.3	29.5' RT	264,862.22	490,873.19	
8-17	RIVERSIDE-W	10+25.0	29.5' RT	264,861.81	490,851.90	
8-18	RIVERSIDE-W	10+25.0	18.0' RT	264,873.31	490,851.69	
8-19	RIVERSIDE-W	10+25.0	20.0' LT	264,911.31	490,850.97	
8-20	RIVERSIDE-W	10+45.4	20.0' LT	264,911.69	490,871.36	
8-21	RIVERSIDE-W	10+47.1	20.0' LT	264,911.72	490,873.08	
8-22	51	626+41.2	30.5' RT	264,848.43	490,959.03	
8-23	RIVERSIDE-E	10+63.9	14.5' RT	264,881.31	490,990.40	
8-24	RIVERSIDE-E	10+63.9	30.5' RT	264,865.31	490,990.71	
8-25	RIVERSIDE-E	10+90.2	30.5' RT	264,865.81	491,017.03	
8-26	RIVERSIDE-E	10+69.2	23.5' RT	264,872.41	490,995.90	
8-27	RIVERSIDE-E	10+86.2	23.5' RT	264,872.73	491,012.89	
8-28	RIVERSIDE-E	10+70.0	14.5' RT	264,881.42	490,996.51	
8-29	RIVERSIDE-E	10+95.2	14.5' RT	264,881.90	491,021.72	
8-30	RIVERSIDE-E	10+96.4	17.5' LT	264,913.92	491,022.26	
8-31	RIVERSIDE-E	10+70.0	17.5' LT	264,913.42	490,995.90	
8-32	RIVERSIDE-E	10+78.5	27.7' LT	264,923.83	491,004.17	
8-33	RIVERSIDE-E	10+55.6	17.5' LT	264,913.14	490,981.50	
8-34	51	627+32.2	31.4' RT	264,939.19	490,956.04	
8-35	51	626+41.5	12.0' LT	264,847.26	490,916.54	

POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	Y	X	RADIUS
8-36	51	627+13.3	11.0' LT	264,919.34	490,914.02	
8-37	51	626+69.1	23.4' LT	264,874.29	490,903.79	
8-38	51	627+07.1	22.2' LT	264,912.29	490,903.18	
8-39	51	627+25.1	20.0' RT	264,931.84	490,944.72	
8-40	51	627+36.6	22.0' LT	264,942.38	490,902.51	
8-41	51	627+11.7	1.8' RT	264,918.12	490,926.92	
8-42	51	627+11.5	4.6' RT	264,918.00	490,929.69	
8-43	51	627+23.2	0.0'	264,929.45	490,924.80	
8-44	51	627+28.6	9.2' RT	264,935.13	490,933.85	
8-45	51	628+17.6	22.0' LT	265,023.35	490,900.71	
8-46	51	628+18.0	0.0'	265,024.28	490,922.69	
8-47	51	628+25.7	15.8' RT	265,032.94	490,937.97	
8-48	51	626+33.8	48.5' RT	264,841.55	490,977.19	
8-49	51	626+42.9	48.7' RT	264,851.65	490,977.07	
8-50	51	628+32.5	38.6' RT	265,041.12	490,960.33	
8-51	51	627+31.5	35.7' LT	264,937.02	490,888.89	45'
8-52	51	627+23.2	35.0' RT	264,930.23	490,959.79	35'

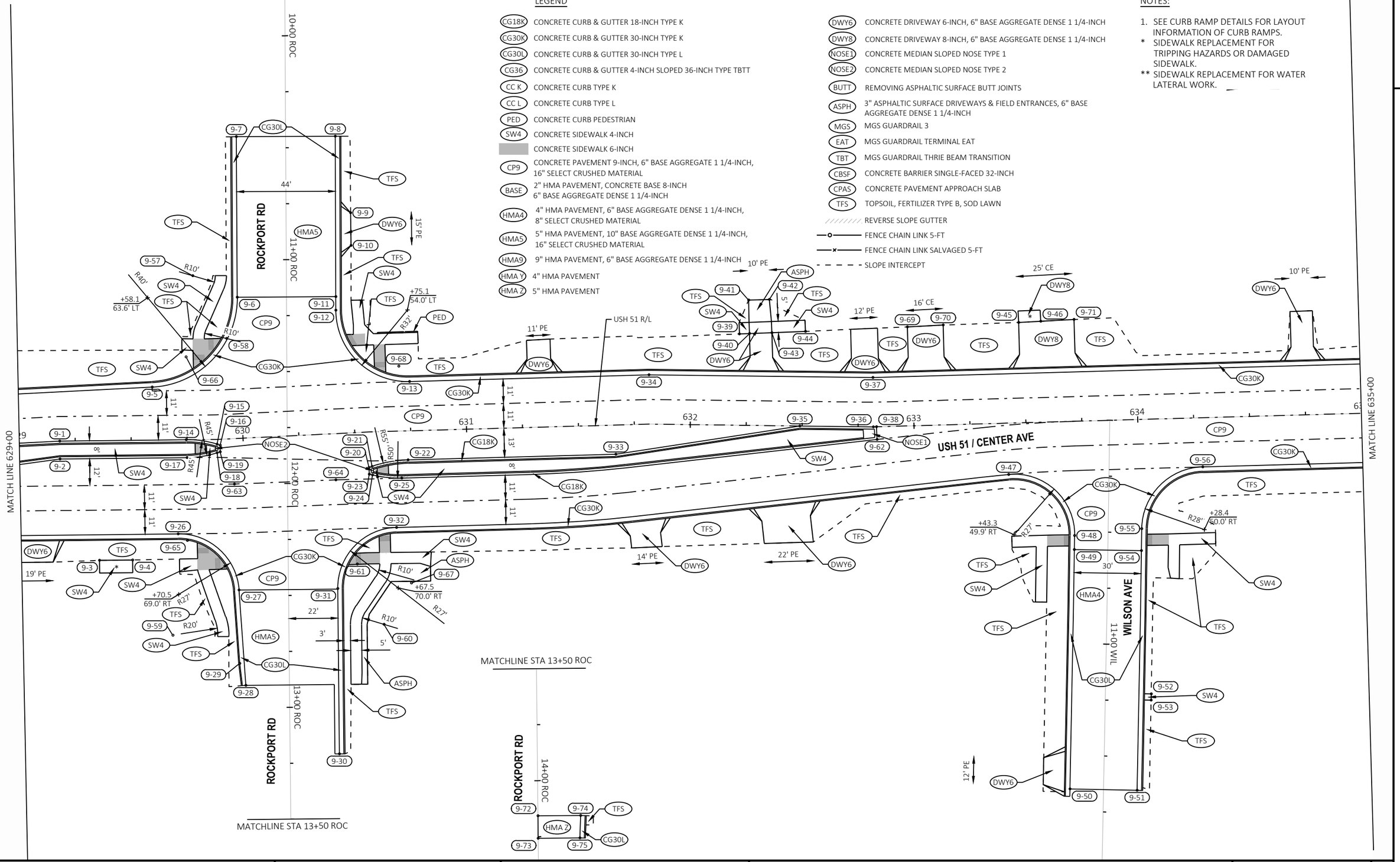
2

LEGEND

- CG18K — CONCRETE CURB & GUTTER 18-INCH TYPE K
- CG30K — CONCRETE CURB & GUTTER 30-INCH TYPE K
- CG30L — CONCRETE CURB & GUTTER 30-INCH TYPE L
- CG36 — CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBTT
- CC K — CONCRETE CURB TYPE K
- CC L — CONCRETE CURB TYPE L
- PED — CONCRETE CURB PEDESTRIAN
- SW4 — CONCRETE SIDEWALK 4-INCH
- CONCRETE SIDEWALK 6-INCH
- CP9 — CONCRETE PAVEMENT 9-INCH, 6" BASE AGGREGATE 1 1/4-INCH, 16" SELECT CRUSHED MATERIAL
- BASE — 2" HMA PAVEMENT, CONCRETE BASE 8-INCH 6" BASE AGGREGATE DENSE 1 1/4-INCH
- HMA4 — 4" HMA PAVEMENT, 6" BASE AGGREGATE DENSE 1 1/4-INCH, 8" SELECT CRUSHED MATERIAL
- HMA5 — 5" HMA PAVEMENT, 10" BASE AGGREGATE DENSE 1 1/4-INCH, 16" SELECT CRUSHED MATERIAL
- HMA9 — 9" HMA PAVEMENT, 6" BASE AGGREGATE DENSE 1 1/4-INCH
- HMA Y — 4" HMA PAVEMENT
- HMA Z — 5" HMA PAVEMENT
- DWY6 — CONCRETE DRIVEWAY 6-INCH, 6" BASE AGGREGATE DENSE 1 1/4-INCH
- DWY8 — CONCRETE DRIVEWAY 8-INCH, 6" BASE AGGREGATE DENSE 1 1/4-INCH
- NOSE1 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- NOSE2 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- BUTT — REMOVING ASPHALTIC SURFACE BUTT JOINTS
- ASPH — 3" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES, 6" BASE AGGREGATE DENSE 1 1/4-INCH
- MGS — MGS GUARDRAIL 3
- EAT — MGS GUARDRAIL TERMINAL EAT
- TBT — MGS GUARDRAIL THRIE BEAM TRANSITION
- CBSF — CONCRETE BARRIER SINGLE-FACED 32-INCH
- CPAS — CONCRETE PAVEMENT APPROACH SLAB
- TFS — TOPSOIL, FERTILIZER TYPE B, SOD LAWN
- REVERSE SLOPE GUTTER
- FENCE CHAIN LINK 5-FT
- FENCE CHAIN LINK SALVAGED 5-FT
- SLOPE INTERCEPT

NOTES:

1. SEE CURB RAMP DETAILS FOR LAYOUT INFORMATION OF CURB RAMPS.
* SIDEWALK REPLACEMENT FOR TRIPPING HAZARDS OR DAMAGED SIDEWALK.
** SIDEWALK REPLACEMENT FOR WATER LATERAL WORK.



PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PLAN DETAILS	SHEET 54	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021201-PD.DWG
LAYOUT NAME - 09

PLOT DATE : 11/16/2023 5:29 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	Y	X	RADIUS
9-45	51	633+48.0	44.8' LT	265,552.05	490,858.53	
9-1	51	629+18.1	0.0'	265,124.17	490,916.47	
9-2	51	629+17.8	8.0' RT	265,124.34	490,924.47	
9-3	51	629+35.3	53.4' RT	265,142.53	490,969.51	
9-4	51	629+50.1	53.4' RT	265,157.33	490,969.18	
9-5	51	629+59.7	23.7' LT	265,165.19	490,891.87	
9-6	ROCKPORT	11+16.7	22.0' RT	265,202.69	490,851.28	
9-7	ROCKPORT	10+45.0	22.0' RT	265,201.49	490,779.60	
9-8	ROCKPORT	10+45.0	22.2' LT	265,245.70	490,778.86	
9-9	ROCKPORT	10+79.3	28.9' LT	265,252.97	490,813.01	
9-10	ROCKPORT	10+93.9	29.0' LT	265,253.32	490,827.59	
9-11	ROCKPORT	11+16.7	22.1' LT	265,246.79	490,850.53	
9-12	ROCKPORT	11+22.7	22.1' LT	265,246.88	490,856.56	
9-13	51	630+75.1	22.0' LT	265,280.14	490,888.05	
9-14	51	629+74.6	0.0'	265,180.68	490,915.22	
9-15	51	629+88.4	2.1' RT	265,194.45	490,917.06	
9-16	51	629+89.6	2.6' RT	265,195.86	490,917.47	
9-17	51	629+74.9	8.0' RT	265,181.18	490,923.21	
9-18	51	629+88.3	6.0' RT	265,194.52	490,920.87	
9-19	51	629+89.5	5.6' RT	265,195.91	490,920.40	
9-20	51	630+55.6	15.8' RT	265,262.46	490,926.64	
9-21	51	630+57.0	15.4' RT	265,263.88	490,926.14	
9-22	51	630+73.5	13.0' RT	265,279.92	490,923.09	
9-23	51	630+55.6	18.8' RT	265,262.63	490,929.65	
9-24	51	630+57.0	19.3' RT	265,264.10	490,929.98	
9-25	51	630+70.5	21.0' RT	265,277.21	490,931.20	
9-26	51	629+70.5	42.0' RT	265,177.52	490,957.30	
9-27	ROCKPORT	12+47.4	22.1' RT	265,205.03	490,982.05	
9-28	ROCKPORT	12+90.0	19.5' RT	265,208.57	491,024.61	
9-29	ROCKPORT	12+80.1	22.1' RT	265,205.75	491,014.81	
9-30	ROCKPORT	13+21.0	22.0' LT	265,250.75	491,054.71	
9-31	ROCKPORT	12+47.1	22.0' LT	265,249.18	490,980.85	
9-32	51	630+67.5	43.0' RT	265,275.11	490,953.30	
9-33	51	631+66.4	13.0' RT	265,372.74	490,919.44	
9-34	51	631+81.7	22.0' LT	265,387.11	490,883.84	

POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	Y	X	RADIUS
9-35	51	632+48.9	0.0'	265,454.78	490,905.89	
9-36	51	632+81.8	0.0'	265,487.62	490,905.91	
9-37	51	632+81.3	22.0' LT	265,487.19	490,883.91	
9-38	51	632+83.2	0.0'	265,489.03	490,905.86	
9-39	51	632+21.5	40.8' LT	265,427.33	490,865.10	
9-40	51	632+26.0	41.0' LT	265,431.83	490,864.88	
9-41	51	632+25.4	55.9' LT	265,431.24	490,849.95	
9-42	51	632+34.7	56.3' LT	265,440.52	490,849.58	
9-43	51	632+36.0	41.5' LT	265,441.82	490,864.39	
9-44	51	632+50.9	42.2' LT	265,456.80	490,863.66	
9-46	51	633+57.9	45.1' LT	265,561.88	490,857.88	
9-47	51	633+41.7	23.0' RT	265,548.35	490,926.50	
9-48	WILSON	10+51.7	15.0' RT	265,578.09	490,953.45	
9-49	WILSON	10+58.0	15.0' RT	265,578.07	490,959.71	
9-50	WILSON	11+65.0	15.0' RT	265,577.37	491,066.64	
9-51	WILSON	11+65.0	15.0' LT	265,607.37	491,066.87	
9-52	WILSON	11+21.8	20.5' LT	265,613.17	491,023.75	
9-53	WILSON	11+24.6	20.5' LT	265,613.15	491,026.54	
9-54	WILSON	10+58.0	15.0' LT	265,608.07	490,959.81	
9-55	WILSON	10+48.2	15.0' LT	265,608.11	490,950.02	
9-56	51	634+28.4	22.0' RT	265,635.00	490,922.13	
9-57	ROCKPORT	11+07.0	41.8' RT	265,182.76	490,841.93	10'
9-58	ROCKPORT	11+35.1	26.8' RT	265,198.20	490,869.76	
9-59	ROCKPORT	12+67.3	51.9' RT	265,175.70	491,002.57	20'
9-60	ROCKPORT	12+63.4	42.5' LT	265,270.02	490,996.66	10'
9-61	ROCKPORT	12+36.3	30.9' LT	265,257.76	490,969.81	10'
9-62	51	632+83.3	5.7' RT	265,489.38	490,911.54	
9-63	51	629+95.2	20.3' RT	265,202.44	490,934.74	
9-64	51	630+40.5	20.6' RT	265,247.75	490,932.36	
9-65	51	629+74.6	45.0' RT	265,181.68	490,960.20	45'
9-66	51	629+74.9	37.0' LT	265,180.18	490,878.22	45'
9-67	51	630+73.5	68.0' RT	265,282.08	490,978.05	55'
9-68	51	630+70.5	29.0' LT	265,275.24	490,881.24	50'
9-69	51	632+98.3	44.2' LT	265,502.34	490,861.12	
9-70	51	633+14.3	44.6' LT	265,518.33	490,860.09	

POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	Y	X	RADIUS
9-71	51	633+72.8	45.5' LT	265,576.76	490,856.91	
9-72	ROCKPORT	14+15.7	0.0'	265,230.74	491,149.86	
9-73	ROCKPORT	14+25.7	0.0'	265,230.95	491,159.86	
9-74	ROCKPORT	14+15.7	19.1' LT	265,249.84	491,149.46	
9-75	ROCKPORT	14+25.7	18.6' LT	265,249.56	491,159.46	

2

2

LEGEND

CG18K	CONCRETE CURB & GUTTER 18-INCH TYPE K
CG30K	CONCRETE CURB & GUTTER 30-INCH TYPE K
CG30L	CONCRETE CURB & GUTTER 30-INCH TYPE L
CG36	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBTT
CC K	CONCRETE CURB TYPE K
CC L	CONCRETE CURB TYPE L
PED	CONCRETE CURB PEDESTRIAN
SW4	CONCRETE SIDEWALK 4-INCH
	CONCRETE SIDEWALK 6-INCH
CP9	CONCRETE PAVEMENT 9-INCH, 6" BASE AGGREGATE 1 1/4-INCH, 16" SELECT CRUSHED MATERIAL
BASE	2" HMA PAVEMENT, CONCRETE BASE 8-INCH 6" BASE AGGREGATE DENSE 1 1/4-INCH
HMA4	4" HMA PAVEMENT, 6" BASE AGGREGATE DENSE 1 1/4-INCH, 8" SELECT CRUSHED MATERIAL
HMA5	5" HMA PAVEMENT, 10" BASE AGGREGATE DENSE 1 1/4-INCH, 16" SELECT CRUSHED MATERIAL
HMA9	9" HMA PAVEMENT, 6" BASE AGGREGATE DENSE 1 1/4-INCH
HMA Y	4" HMA PAVEMENT
HMA Z	5" HMA PAVEMENT

DWY6	CONCRETE DRIVEWAY 6-INCH, 6" BASE AGGREGATE DENSE 1 1/4-INCH
DWY8	CONCRETE DRIVEWAY 8-INCH, 6" BASE AGGREGATE DENSE 1 1/4-INCH
NOSE1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
NOSE2	CONCRETE MEDIAN SLOPED NOSE TYPE 2
BUTT	REMOVING ASPHALTIC SURFACE BUTT JOINTS
ASPH	3" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES, 6" BASE AGGREGATE DENSE 1 1/4-INCH
MGS	MGS GUARDRAIL 3
EAT	MGS GUARDRAIL TERMINAL EAT
TBT	MGS GUARDRAIL THRIE BEAM TRANSITION
CBSF	CONCRETE BARRIER SINGLE-FACED 32-INCH
CPAS	CONCRETE PAVEMENT APPROACH SLAB
TFS	TOPSOIL, FERTILIZER TYPE B, SOD LAWN

REVERSE SLOPE GUTTER

FENCE CHAIN LINK 5-FT

FENCE CHAIN LINK SALVAGED 5-FT

SLOPE INTERCEPT

N

MATCH LINE 635+00

MATCH LINE 641+00

MATCHLINE STA 10+25 RAC-W

10+00 RAC-W

MATCHLINE STA 10+25 RAC-W

11+00 RAC-W

RACINE ST

USH 51 / CENTER AVE

USH 51 R/L

MATCHLINE STA 11+75 RAC-E

12+00 RAC-E

MATCHLINE STA 11+75 RAC-E

NOTES:

1. SEE CURB RAMP DETAILS FOR LAYOUT INFORMATION OF CURB RAMPS.
* SIDEWALK REPLACEMENT FOR TRIPPING HAZARDS OR DAMAGED SIDEWALK.
** SIDEWALK REPLACEMENT FOR WATER LATERAL WORK.

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PLAN DETAILS	SHEET 56	E

POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	Y	X	RADIUS
10-1	51	635+81.5	31.0' RT	265,788.28	490,925.11	
10-2	51	635+91.5	31.0' RT	265,798.27	490,924.72	
10-3	51	635+98.6	31.0' RT	265,805.36	490,924.44	
10-4	51	636+12.6	31.0' RT	265,819.35	490,923.89	
10-5	51	635+97.6	51.7' RT	265,805.17	490,945.14	
10-6	51	636+09.6	51.7' RT	265,817.16	490,944.69	
10-7	51	636+96.1	22.0' RT	265,902.49	490,911.61	
10-8	RACINE-E	10+58.0	24.9' RT	265,940.78	490,945.10	
10-9	RACINE-E	10+60.0	24.8' RT	265,940.97	490,947.10	
10-10	RACINE-E	11+03.7	33.9' RT	265,931.77	490,990.80	
10-11	RACINE-E	11+10.0	20.0' RT	265,945.70	490,997.08	
10-12	RACINE-E	11+10.0	24.0' LT	265,989.66	490,997.13	
10-13	RACINE-E	10+60.0	24.0' LT	265,989.72	490,947.16	
10-14	RACINE-E	10+51.8	24.0' LT	265,989.73	490,938.91	
10-15	51	638+14.2	22.0' RT	266,020.48	490,906.97	
10-16	51	636+39.8	48.7' LT	265,843.44	490,843.22	
10-17	51	636+44.8	48.6' LT	265,848.44	490,843.04	
10-18	51	637+19.3	22.0' LT	265,923.90	490,866.74	
10-19	RACINE-W	11+51.8	15.0' RT	265,949.83	490,839.21	
10-20	RACINE-W	11+45.2	15.0' RT	265,949.70	490,832.59	
10-21	RACINE-W	10+45.0	15.0' RT	265,947.69	490,732.44	
10-22	RACINE-W	10+45.0	15.0' LT	265,977.68	490,731.84	
10-23	RACINE-W	11+45.2	15.0' LT	265,979.69	490,831.98	
10-24	RACINE-W	11+50.2	15.0' LT	265,979.79	490,837.00	
10-25	51	638+03.3	22.0' LT	266,007.85	490,863.43	
10-26	51	638+61.7	48.4' LT	266,065.20	490,834.72	
10-27	51	638+66.4	48.4' LT	266,069.90	490,834.54	
10-28	51	638+92.6	30.5' RT	266,099.20	490,912.38	
10-29	51	639+02.6	30.5' RT	266,109.13	490,911.99	
10-30	51	639+78.7	52.0' RT	266,186.08	490,930.48	
10-31	51	639+84.1	52.0' RT	266,191.48	490,930.27	
10-32	51	640+89.3	22.0' RT	266,295.40	490,896.16	
10-33	51	640+92.9	22.0' LT	266,297.26	490,852.05	
10-34	RACINE-W	9+56.0	0.0'	265,960.90	490,643.15	
10-35	RACINE-W	9+71.0	0.0'	265,961.20	490,658.14	

POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	Y	X	RADIUS
10-36	RACINE-W	9+56.0	15.0' RT	265,945.90	490,643.45	
10-37	RACINE-W	9+71.0	15.0' RT	265,946.20	490,658.44	
10-38	RACINE-E	12+36.1	0.0'	265,965.51	491,123.16	
10-39	RACINE-E	12+46.1	0.0'	265,965.49	491,133.16	
10-40	RACINE-E	12+29.4	24.0' LT	265,989.52	491,116.51	
10-41	RACINE-E	12+36.1	24.0' LT	265,989.51	491,123.19	
10-42	RACINE-E	12+39.4	24.0' LT	265,989.50	491,126.51	
10-43	RACINE-E	12+46.1	24.0' LT	265,989.49	491,133.19	

2

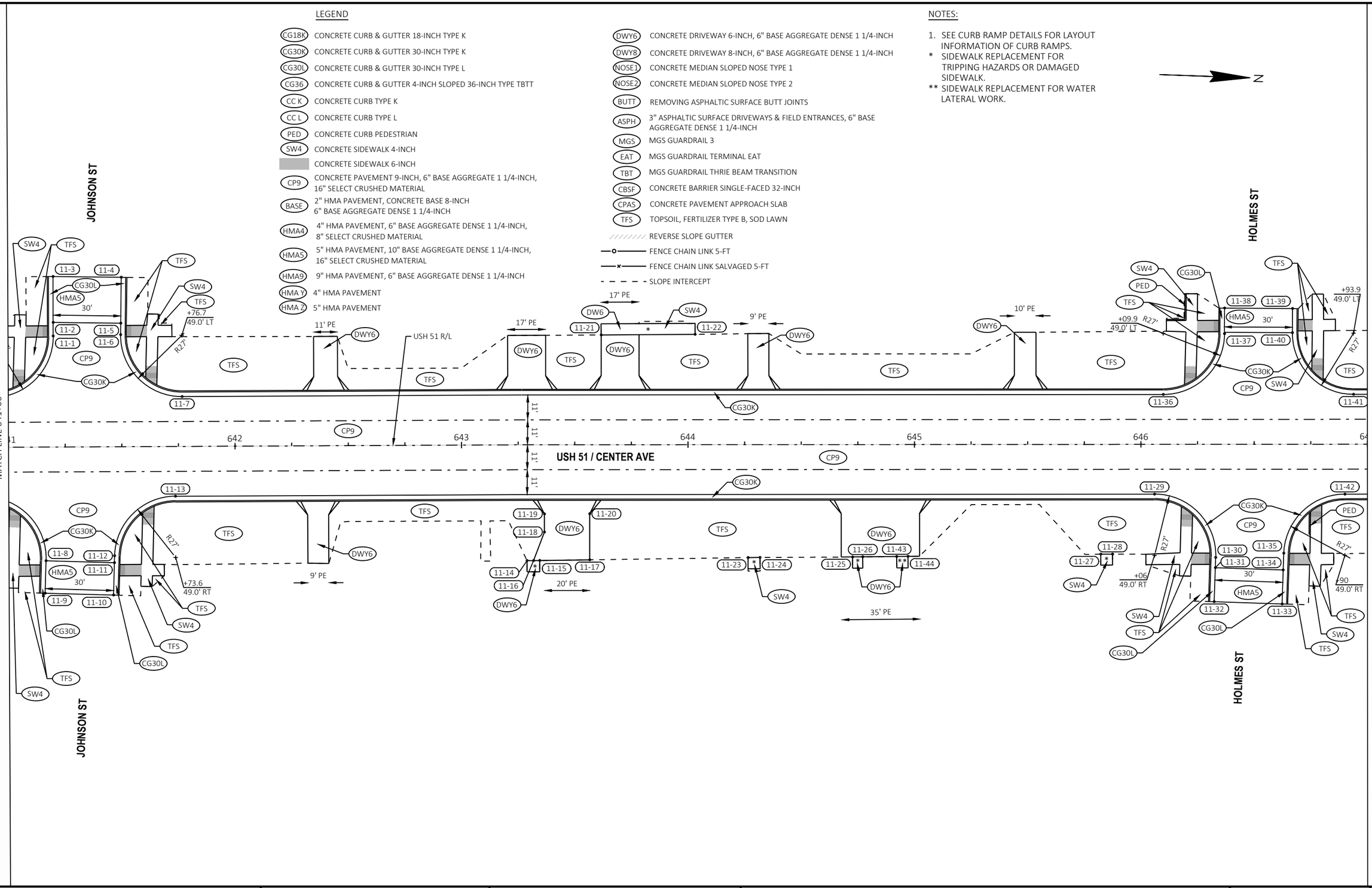
LEGEND

CG18K	CONCRETE CURB & GUTTER 18-INCH TYPE K
CG30K	CONCRETE CURB & GUTTER 30-INCH TYPE K
CG30L	CONCRETE CURB & GUTTER 30-INCH TYPE L
CG36	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBTT
CC K	CONCRETE CURB TYPE K
CC L	CONCRETE CURB TYPE L
PED	CONCRETE CURB PEDESTRIAN
SW4	CONCRETE SIDEWALK 4-INCH
	CONCRETE SIDEWALK 6-INCH
CP9	CONCRETE PAVEMENT 9-INCH, 6" BASE AGGREGATE 1 1/4-INCH, 16" SELECT CRUSHED MATERIAL
BASE	2" HMA PAVEMENT, CONCRETE BASE 8-INCH 6" BASE AGGREGATE DENSE 1 1/4-INCH
HMA4	4" HMA PAVEMENT, 6" BASE AGGREGATE DENSE 1 1/4-INCH, 8" SELECT CRUSHED MATERIAL
HMA5	5" HMA PAVEMENT, 10" BASE AGGREGATE DENSE 1 1/4-INCH, 16" SELECT CRUSHED MATERIAL
HMA9	9" HMA PAVEMENT, 6" BASE AGGREGATE DENSE 1 1/4-INCH
HMA Y	4" HMA PAVEMENT
HMA Z	5" HMA PAVEMENT
DWY6	CONCRETE DRIVEWAY 6-INCH, 6" BASE AGGREGATE DENSE 1 1/4-INCH
DWY8	CONCRETE DRIVEWAY 8-INCH, 6" BASE AGGREGATE DENSE 1 1/4-INCH
NOSE1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
NOSE2	CONCRETE MEDIAN SLOPED NOSE TYPE 2
BUTT	REMOVING ASPHALTIC SURFACE BUTT JOINTS
ASPH	3" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES, 6" BASE AGGREGATE DENSE 1 1/4-INCH
MGS	MGS GUARDRAIL 3
EAT	MGS GUARDRAIL TERMINAL EAT
TBT	MGS GUARDRAIL THRIE BEAM TRANSITION
CBSF	CONCRETE BARRIER SINGLE-FACED 32-INCH
CPAS	CONCRETE PAVEMENT APPROACH SLAB
TFS	TOPSOIL, FERTILIZER TYPE B, SOD LAWN
	REVERSE SLOPE GUTTER
	FENCE CHAIN LINK 5-FT
	FENCE CHAIN LINK SALVAGED 5-FT
	SLOPE INTERCEPT

NOTES:

1. SEE CURB RAMP DETAILS FOR LAYOUT INFORMATION OF CURB RAMPS.
* SIDEWALK REPLACEMENT FOR TRIPPING HAZARDS OR DAMAGED SIDEWALK.
** SIDEWALK REPLACEMENT FOR WATER LATERAL WORK.

N



PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PLAN DETAILS	SHEET 58 E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021201-PD.DWG
LAYOUT NAME - 11
PLOT DATE : 11/16/2023 5:29 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	Y	X	RADIUS
11-1	51	641+19.9	49.0' LT	266,323.18	490,824.05	
11-2	51	641+19.9	55.0' LT	266,322.96	490,818.03	
11-3	51	641+20.0	75.2' LT	266,322.19	490,797.79	
11-4	51	641+50.1	74.7' LT	266,352.34	490,797.10	
11-5	51	641+49.8	54.5' LT	266,352.81	490,817.34	
11-6	51	641+49.7	49.4' LT	266,352.92	490,822.40	
11-7	51	641+76.7	22.0' LT	266,380.98	490,848.76	
11-8	51	641+16.3	50.2' RT	266,323.46	490,923.26	
11-9	51	641+15.8	64.5' RT	266,323.56	490,937.58	
11-10	51	641+46.0	65.5' RT	266,353.76	490,937.37	
11-11	51	641+46.5	51.2' RT	266,353.66	490,923.06	
11-12	51	641+46.6	48.1' RT	266,353.64	490,920.01	
11-13	51	641+73.6	22.0' RT	266,379.58	490,892.85	
11-14	51	643+28.9	51.1' RT	266,535.74	490,915.85	
11-15	51	643+34.5	51.0' RT	266,541.33	490,915.59	
11-16	51	643+31.8	51.1' RT	266,538.60	490,915.72	
11-17	51	643+56.6	50.8' RT	266,563.40	490,914.54	
11-18	51	643+36.6	38.5' RT	266,542.98	490,902.97	
11-19	51	643+36.6	30.5' RT	266,542.70	490,894.98	
11-20	51	643+56.6	30.5' RT	266,562.69	490,894.27	
11-21	51	643+61.7	48.4' LT	266,565.00	490,815.19	
11-22	51	644+03.2	48.7' LT	266,606.46	490,813.49	
11-23	51	644+26.5	49.8' RT	266,633.22	490,911.13	
11-24	51	644+31.8	49.8' RT	266,638.52	490,910.92	
11-25	51	644+72.6	49.6' RT	266,679.32	490,909.26	
11-26	51	644+77.1	49.5' RT	266,683.81	490,909.06	
11-27	51	645+82.2	48.4' RT	266,788.82	490,904.22	
11-28	51	645+87.4	48.4' RT	266,794.01	490,904.02	
11-29	51	646+06.0	22.0' RT	266,811.62	490,876.98	
11-30	51	646+33.0	49.9' RT	266,839.57	490,903.92	
11-31	51	646+32.8	54.5' RT	266,839.58	490,908.48	
11-32	51	646+32.3	69.5' RT	266,839.60	490,923.48	
11-33	51	646+62.3	70.5' RT	266,869.60	490,923.43	
11-34	51	646+62.8	55.5' RT	266,869.58	490,908.43	
11-35	51	646+63.1	48.1' RT	266,869.57	490,901.05	

POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	Y	X	RADIUS
11-36	51	646+09.9	22.0' LT	266,813.98	490,832.87	
11-37	51	646+36.9	48.8' LT	266,840.02	490,805.15	
11-38	51	646+37.0	60.1' LT	266,839.71	490,793.83	
11-39	51	646+67.0	59.9' LT	266,869.70	490,793.00	
11-40	51	646+66.9	49.2' LT	266,869.99	490,803.67	
11-41	51	646+93.9	22.0' LT	266,897.94	490,829.91	
11-42	51	646+90.0	22.0' RT	266,895.61	490,874.02	
11-43	51	644+92.1	49.4' RT	266,698.80	490,908.38	
11-44	51	644+97.1	49.4' RT	266,703.79	490,908.16	

2

LEGEND

- CG18K — CONCRETE CURB & GUTTER 18-INCH TYPE K
- CG30K — CONCRETE CURB & GUTTER 30-INCH TYPE K
- CG30L — CONCRETE CURB & GUTTER 30-INCH TYPE L
- CG36 — CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBTT
- CC K — CONCRETE CURB TYPE K
- CC L — CONCRETE CURB TYPE L
- PED — CONCRETE CURB PEDESTRIAN
- SW4 — CONCRETE SIDEWALK 4-INCH
- CONCRETE SIDEWALK 6-INCH
- CP9 — CONCRETE PAVEMENT 9-INCH, 6" BASE AGGREGATE 1 1/4-INCH, 16" SELECT CRUSHED MATERIAL
- BASE — 2" HMA PAVEMENT, CONCRETE BASE 8-INCH 6" BASE AGGREGATE DENSE 1 1/4-INCH
- HMA4 — 4" HMA PAVEMENT, 6" BASE AGGREGATE DENSE 1 1/4-INCH, 8" SELECT CRUSHED MATERIAL
- HMA5 — 5" HMA PAVEMENT, 10" BASE AGGREGATE DENSE 1 1/4-INCH, 16" SELECT CRUSHED MATERIAL
- HMA9 — 9" HMA PAVEMENT, 6" BASE AGGREGATE DENSE 1 1/4-INCH
- HMA Y — 4" HMA PAVEMENT
- HMA Z — 5" HMA PAVEMENT

- DWY6 — CONCRETE DRIVEWAY 6-INCH, 6" BASE AGGREGATE DENSE 1 1/4-INCH
- DWY8 — CONCRETE DRIVEWAY 8-INCH, 6" BASE AGGREGATE DENSE 1 1/4-INCH
- NOSE1 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- NOSE2 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- BUTT — REMOVING ASPHALTIC SURFACE BUTT JOINTS
- ASPH — 3" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES, 6" BASE AGGREGATE DENSE 1 1/4-INCH
- MGS — MGS GUARDRAIL 3
- EAT — MGS GUARDRAIL TERMINAL EAT
- TBT — MGS GUARDRAIL THRIE BEAM TRANSITION
- CBSF — CONCRETE BARRIER SINGLE-FACED 32-INCH
- CPAS — CONCRETE PAVEMENT APPROACH SLAB
- TFS — TOPSOIL, FERTILIZER TYPE B, SOD LAWN
- REVERSE SLOPE GUTTER
- FENCE CHAIN LINK 5-FT
- FENCE CHAIN LINK SALVAGED 5-FT
- SLOPE INTERCEPT

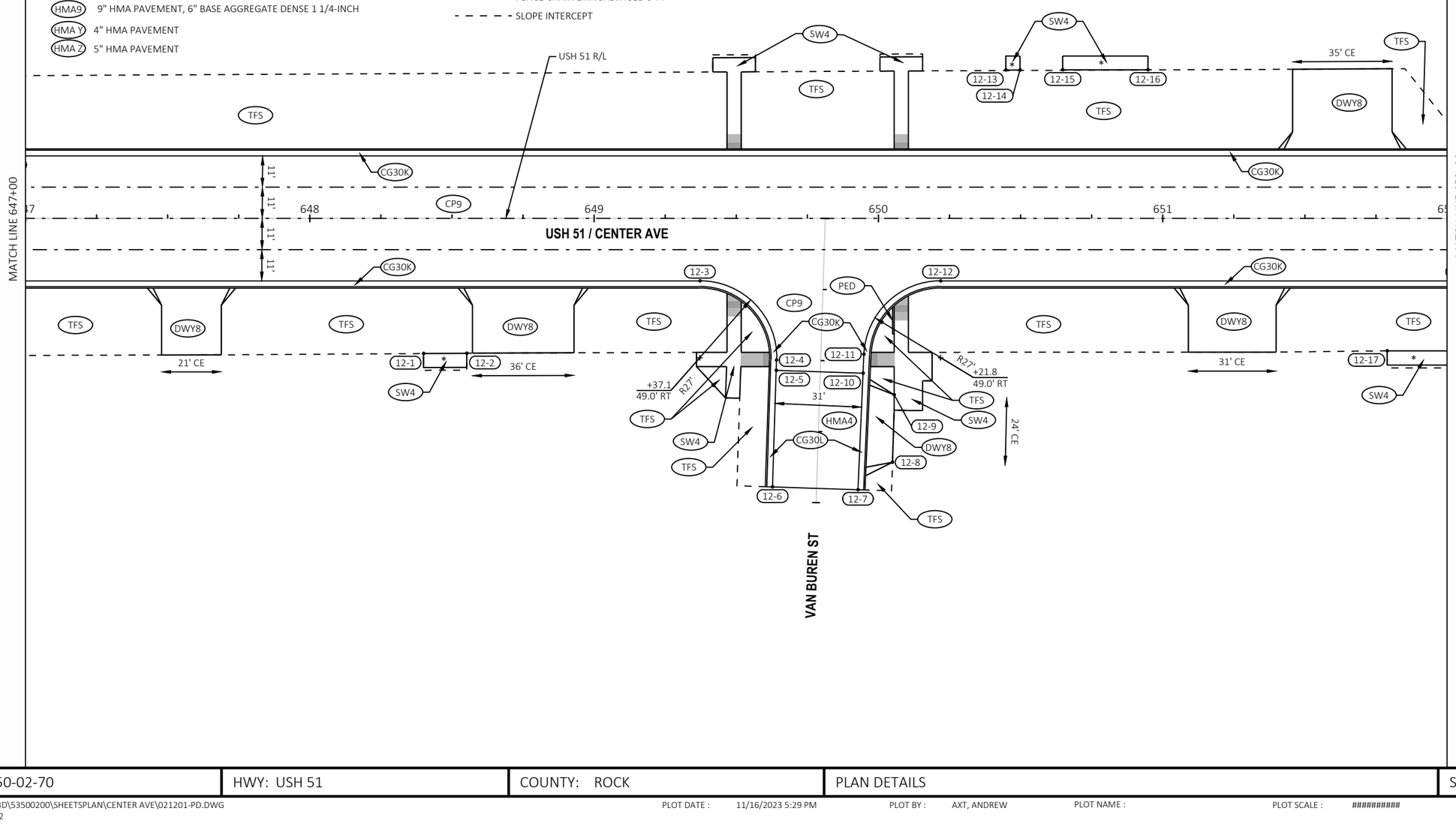
NOTES:

1. SEE CURB RAMP DETAILS FOR LAYOUT INFORMATION OF CURB RAMPS.

* SIDEWALK REPLACEMENT FOR TRIPPING HAZARDS OR DAMAGED SIDEWALK.

** SIDEWALK REPLACEMENT FOR WATER LATERAL WORK.

N



PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PLAN DETAILS	SHEET 60	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021201-PD.DWG
LAYOUT NAME - 12

PLOT DATE : 11/16/2023 5:29 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : ##########

POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	Y	X	RADIUS
12-1	51	648+40.0	47.5' RT	267,046.35	490,894.25	
12-2	51	648+55.2	47.5' RT	267,061.54	490,893.65	
12-3	51	649+37.1	22.0' RT	267,142.57	490,865.30	
12-4	VAN BUREN	10+50.4	15.5' RT	267,170.52	490,892.20	
12-5	VAN BUREN	10+54.0	15.5' RT	267,170.53	490,895.81	
12-6	VAN BUREN	10+95.0	15.5' RT	267,170.66	490,936.81	
12-7	VAN BUREN	10+95.0	14.6' LT	267,200.73	490,936.71	
12-8	VAN BUREN	10+85.0	26.4' LT	267,212.55	490,926.67	
12-9	VAN BUREN	10+61.3	26.2' LT	267,212.30	490,902.93	
12-10	VAN BUREN	10+54.0	15.1' LT	267,201.10	490,895.71	
12-11	VAN BUREN	10+47.3	15.2' LT	267,201.16	490,889.05	
12-12	51	650+21.8	22.0' RT	267,227.21	490,862.32	
12-13	51	650+44.8	52.2' LT	267,247.52	490,787.37	
12-14	51	650+49.8	52.2' LT	267,252.52	490,787.20	
12-15	51	650+64.8	52.2' LT	267,267.51	490,786.61	
12-16	51	650+94.8	52.2' LT	267,297.49	490,785.56	
12-17	51	651+78.9	46.6' RT	267,385.05	490,881.32	

LEGEND

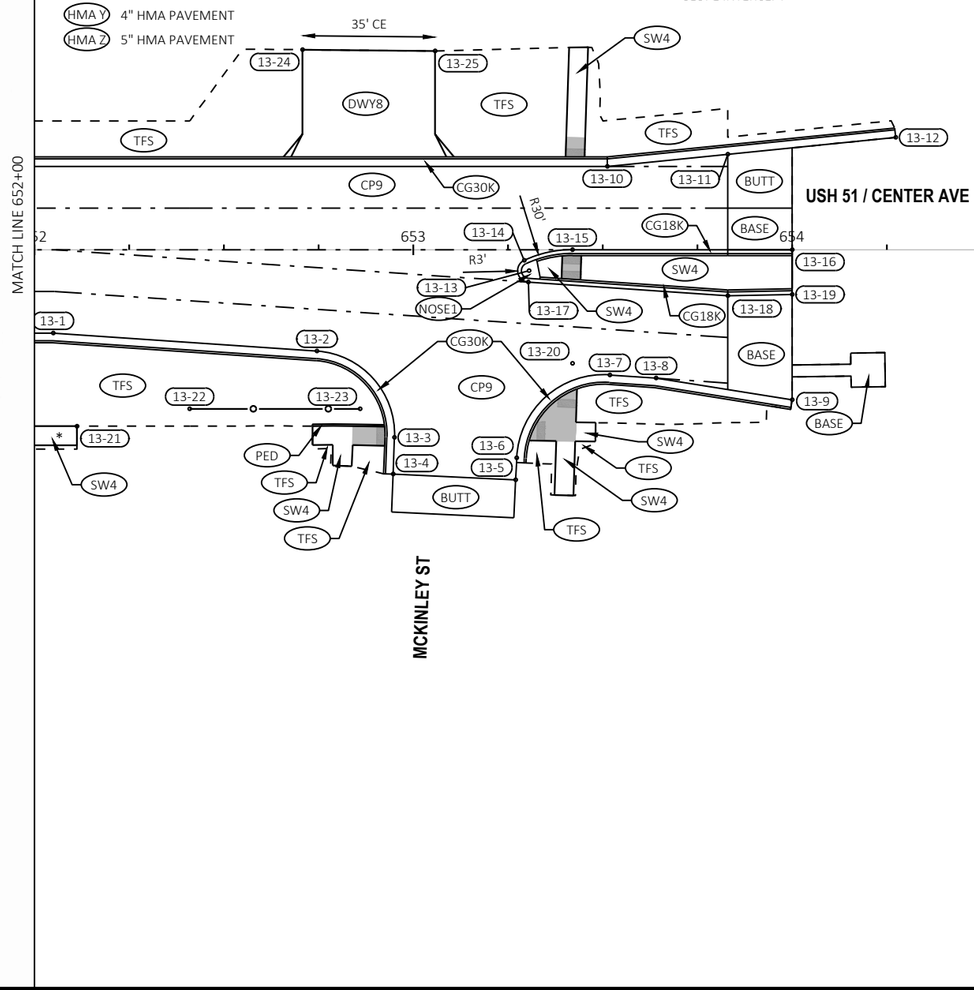
- CG18K — CONCRETE CURB & GUTTER 18-INCH TYPE K
- CG30K — CONCRETE CURB & GUTTER 30-INCH TYPE K
- CG30L — CONCRETE CURB & GUTTER 30-INCH TYPE L
- CG36 — CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBTT
- CC K — CONCRETE CURB TYPE K
- CC L — CONCRETE CURB TYPE L
- PED — CONCRETE CURB PEDESTRIAN
- SW4 — CONCRETE SIDEWALK 4-INCH
- CONCRETE SIDEWALK 6-INCH
- CP9 — CONCRETE PAVEMENT 9-INCH, 6" BASE AGGREGATE 1 1/4-INCH, 16" SELECT CRUSHED MATERIAL
- BASE — 2" HMA PAVEMENT, CONCRETE BASE 8-INCH 6" BASE AGGREGATE DENSE 1 1/4-INCH
- HMA4 — 4" HMA PAVEMENT, 6" BASE AGGREGATE DENSE 1 1/4-INCH, 8" SELECT CRUSHED MATERIAL
- HMA5 — 5" HMA PAVEMENT, 10" BASE AGGREGATE DENSE 1 1/4-INCH, 16" SELECT CRUSHED MATERIAL
- HMA9 — 9" HMA PAVEMENT, 6" BASE AGGREGATE DENSE 1 1/4-INCH
- HMA Y — 4" HMA PAVEMENT
- HMA Z — 5" HMA PAVEMENT
- DWY6 — CONCRETE DRIVEWAY 6-INCH, 6" BASE AGGREGATE DENSE 1 1/4-INCH
- DWY8 — CONCRETE DRIVEWAY 8-INCH, 6" BASE AGGREGATE DENSE 1 1/4-INCH
- NOSE1 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- NOSE2 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- BUTT — REMOVING ASPHALTIC SURFACE BUTT JOINTS
- ASPH — 3" ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES, 6" BASE AGGREGATE DENSE 1 1/4-INCH
- MGS — MGS GUARDRAIL 3
- EAT — MGS GUARDRAIL TERMINAL EAT
- TBT — MGS GUARDRAIL THRIE BEAM TRANSITION
- CBSF — CONCRETE BARRIER SINGLE-FACED 32-INCH
- CPAS — CONCRETE PAVEMENT APPROACH SLAB
- TFS — TOPSOIL, FERTILIZER TYPE B, SOD LAWN
- REVERSE SLOPE GUTTER
- FENCE CHAIN LINK 5-FT
- FENCE CHAIN LINK SALVAGED 5-FT
- SLOPE INTERCEPT

NOTES:

1. SEE CURB RAMP DETAILS FOR LAYOUT INFORMATION OF CURB RAMPS.

* SIDEWALK REPLACEMENT FOR TRIPPING HAZARDS OR DAMAGED SIDEWALK.

** SIDEWALK REPLACEMENT FOR WATER LATERAL WORK.



POINT DATA						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	Y	X	RADIUS
13-1	51	652+04.9	22.0' RT	267,410.18	490,855.86	
13-2	51	652+74.6	26.8' RT	267,479.93	490,858.16	
13-3	51	652+95.0	49.5' RT	267,501.21	490,880.20	
13-4	51	652+94.7	59.2' RT	267,501.18	490,889.86	
13-5	51	653+27.0	60.7' RT	267,533.59	490,890.23	
13-6	51	653+27.3	54.9' RT	267,533.65	490,884.44	
13-7	51	653+51.9	33.0' RT	267,557.41	490,861.71	
13-8	51	653+64.1	33.9' RT	267,569.64	490,862.12	
13-9	51	654+00.0	39.6' RT	267,605.75	490,866.59	
13-10	51	653+51.2	22.0' LT	267,554.82	490,806.73	
13-11	51	653+83.0	25.2' LT	267,586.48	490,802.42	
13-12	51	654+27.3	29.7' LT	267,630.63	490,796.40	
13-13	51	653+30.6	5.5' RT	267,535.18	490,834.97	3'
13-14	51	653+29.3	2.8' RT	267,533.81	490,832.29	
13-15	51	653+42.0	0.0'	267,546.38	490,829.04	
13-16	51	654+00.0	0.0'	267,604.36	490,826.99	
13-17	51	653+30.4	8.5' RT	267,535.08	490,837.96	
13-18	51	653+83.0	12.1' RT	267,587.79	490,839.70	
13-19	51	654+00.0	11.8' RT	267,604.77	490,838.78	
13-20	51	653+42.0	30.0' RT	267,547.44	490,859.02	30'
13-21	51	652+11.2	46.6' RT	267,417.33	490,880.18	
13-22	51	652+41.0	42.0' RT	267,446.90	490,874.57	
13-23	51	652+86.0	42.0' RT	267,491.87	490,872.99	
13-24	51	652+70.8	52.8' LT	267,473.35	490,778.78	Detail Sheets
13-25	51	653+05.8	52.5' LT	267,508.34	490,777.90	Detail Sheets

2

2

LEGEND

###.##	PAVING GRADE
###.##E	EXISTING
###.##HP	HIGH POINT
###.##LP	LOW POINT

N

NICOLET ST

USH 51 R/L

USH 51 / CENTER AVE

MATCH LINE 587+00

NICOLET ST

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PAVING GRADES	SHEET 63	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021203-PG.DWG
LAYOUT NAME - 01

PLOT DATE : 11/16/2023 5:30 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

###.##	PAVING GRADE
###.##E	EXISTING
###.##HP	HIGH POINT
###.##LP	LOW POINT

N

WOLCOTT ST

842.95E 843.57E 842.64E

842.46LP

842.73

843.15

842.52

842.61

842.83

842.61

842.73

USH 51 R/L

842.16 842.23 842.31 842.38 842.46 842.48 842.65 842.81 842.71 842.76 842.84 842.91 842.99 843.06 843.14 843.22 843.29 843.37 843.44 843.52 843.59 843.67 843.74 843.82 843.90

842.40 842.47 842.55 842.62 842.70 842.83 842.95 842.95 843.00 843.08 843.15 843.23 843.30 843.38 843.46 843.53 843.61 843.68 843.76 843.83 843.91 843.98 844.06 844.14

842.64 842.71 842.79 588 842.94 +32.6 843.01 +69.6 589 +06.6 843.24 843.32 843.39 590 843.54 843.62 843.70 591 843.85 843.92 844.00 592 844.15 844.22 844.30

842.86 843.09 843.17 843.47 843.77 844.07 844.38

USH 51 / CENTER AVE

842.40 842.47 842.55 842.62 842.70 842.83 842.95 842.95 843.00 843.08 843.15 843.23 843.30 843.38 843.46 843.53 843.61 843.68 843.76 843.83 843.91 843.98 844.06 844.14

842.16 842.23 842.31 842.38 842.46 842.48 842.65 842.82 842.71 842.76 842.84 842.91 842.99 843.06 843.14 843.22 843.29 843.37 843.44 843.52 843.59 843.67 843.74 843.82 843.90

842.60 842.62

842.79 842.53

843.08

842.51LP

843.03E

842.92E 843.25E 842.71E

WOLCOTT ST

MATCH LINE 587+00

MATCH LINE 593+00

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PAVING GRADES	SHEET 64 E

LEGEND

###.##	PAVING GRADE
###.##E	EXISTING
###.##HP	HIGH POINT
###.##LP	LOW POINT

N

MITCHELL ST

USH 51 R/L

USH 51 / CENTER AVE

MATCH LINE 593+00

MATCH LINE 599+00

MITCHELL ST

2

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PAVING GRADES	SHEET 65	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021203-PG.DWG
LAYOUT NAME - 03
PLOT DATE : 11/16/2023 5:30 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

###.##	PAVING GRADE
###.##E	EXISTING
###.##HP	HIGH POINT
###.##LP	LOW POINT

N

STATE ST

MARQUETTE ST

USH 51 / CENTER AVE

USH 51 R/L

MATCH LINE 599+00

MATCH LINE 605+00

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PAVING GRADES	SHEET 66	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021203-PG.DWG
LAYOUT NAME - 04

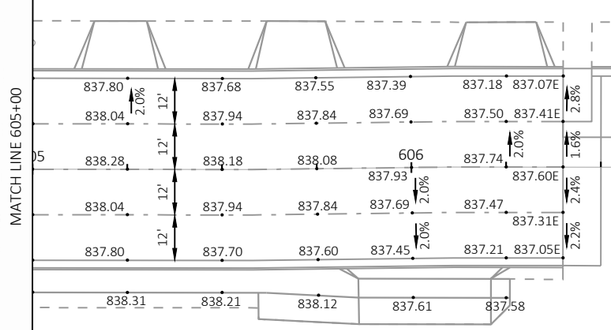
PLOT DATE : 11/16/2023 5:30 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

###.##	PAVING GRADE
###.##E	EXISTING
###.##HP	HIGH POINT
###.##LP	LOW POINT

N



USH 51 R/L

UNION PACIFIC RR

606 607 608 609 610

USH 51 / CENTER AVE

MATCH LINE 611+00

UNION PACIFIC RR

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PAVING GRADES	SHEET 67 E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021203-PG.DWG
LAYOUT NAME - 05

PLOT DATE : 11/16/2023 5:30 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

###.##	PAVING GRADE
###.##E	EXISTING
###.##HP	HIGH POINT
###.##LP	LOW POINT

N

UNION PACIFIC RR

DELAVAN DR

GRAND AVE

USH 51 R/L

NO PROPOSED PAVING GRADES ON THIS SHEET

MATCH LINE 611+00

611

612

613

614

615

616

617

MATCH LINE 617+00

USH 51 / CENTER AVE

DELAVAN DR

WISCONSIN & SOUTHERN RR

2

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PAVING GRADES	SHEET 68 E

2

LEGEND

###.##	PAVING GRADE
###.##E	EXISTING
###.##HP	HIGH POINT
###.##LP	LOW POINT

N

WISCONSIN & SOUTHERN RR

USH 51 R/L

USH 51 / CENTER AVE

ROCK RIVER

MATCH LINE 617+00

MATCH LINE 623+00

617 618 619 620 621 622

803.06 802.26 801.33 800.27 799.22E
803.15 802.35 801.42 800.34
803.97E 803.49 803.15 802.35 801.42 800.37 800.08 799.47E
803.79 802.66 801.74 800.69 799.71E
804.36E 803.46 800.37
804.72E 804.07E 803.75 802.95 802.02 800.97 800.64E
799.93E
804.73E 804.42 803.77 802.97 802.03 800.94 800.61 799.90E
804.18 802.67 800.66 800.35 799.68E
804.63E 803.53 801.67
803.92 803.26 802.34 801.29 800.35 800.07 799.46E
803.91 803.26 802.34 801.28 800.24
803.83 803.17 802.25 801.20 800.16 799.14E

779.93 778.68 777.84
780.42E 777.76
780.01 779.75 778.73 777.38
780.64E 778.93
780.23 779.97 777.59
780.92E
780.46 780.19 779.16 777.82
780.83E
780.30 780.00 778.86 777.50
780.56E 778.62
780.06 779.76 777.26
780.37E
779.80 779.50 778.38 777.02
780.31E 779.83 778.91

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PAVING GRADES	SHEET 69 E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021203-PG.DWG
LAYOUT NAME - 07

PLOT DATE : 11/16/2023 5:31 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

###.##	PAVING GRADE
###.##E	EXISTING
###.##HP	HIGH POINT
###.##LP	LOW POINT

N

RIVERSIDE ST

USH 51 R/L

USH 51 / CENTER AVE

MATCH LINE 623+00

MATCH LINE 629+00

RIVERSIDE ST

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PAVING GRADES	SHEET 70 E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021203-PG.DWG
LAYOUT NAME - 08

PLOT DATE : 11/16/2023 5:31 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

###.##	PAVING GRADE
###.##E	EXISTING
###.##HP	HIGH POINT
###.##LP	LOW POINT

N

ROCKPORT RD

10+00 ROC

11+00 ROC

12+00 ROC

13+00 ROC

USH 51 R/L

USH 51 / CENTER AVE

WILSON AVE

11+00 WIL

MATCH LINE 629+00

MATCH LINE 635+00

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PAVING GRADES	SHEET 71	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021203-PG.DWG
LAYOUT NAME - 09

PLOT DATE : 11/16/2023 5:31 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

###.##	PAVING GRADE
###.##E	EXISTING
###.##HP	HIGH POINT
###.##LP	LOW POINT

N

MATCH LINE 635+00

MATCH LINE 641+00

RACINE ST

11+00 RAC-W

RACINE ST

11+00 RAC-E

USH 51 R/L

USH 51 / CENTER AVE

636 637 638 639 640

+40

813.98E 814.23E 814.44E 813.88 814.34 814.16 813.35 813.79 813.71 812.67 813.09 813.13 812.05 812.46 812.61

811.66 812.30 812.05 811.54 812.23 2.8% 1.5%

810.35 810.95 811.90 811.87LP 812.35 816.53HP

804.98 805.81 806.52 807.09 807.72 808.37 809.05 809.77 810.24 810.53 811.18 811.46 811.83 812.42 812.87 813.39 813.91 814.36 814.87 815.30 815.66 815.94 816.14 816.27 816.44 816.51

805.20 806.03 806.74 807.31 807.87 808.45 809.07 809.73 810.42 811.07 811.72 812.31 812.89 813.48 814.06 814.58 815.09 815.52 815.88 816.16 816.36 816.49 816.60

805.42 806.25 806.96 807.53 808.03 808.54 809.10 809.68 810.31 810.96 811.61 812.26 812.92 813.57 814.21 814.80 815.31 815.74 816.10 816.38 816.58 816.71 816.77

805.15 805.92 806.63 807.20 807.75 808.32 808.88 809.46 810.16 810.85 811.46 812.04 812.70 813.35 813.99 814.58 815.09 815.52 815.88 816.16 816.36 816.57 816.70

804.25 804.03 804.87 805.59 806.30 806.87 807.48 808.10 808.66 809.15 809.24 809.49 810.01 810.74 810.99 811.31 811.82 812.19 812.48 813.13 813.77 814.36 814.87 815.30 815.66 815.94 816.14 816.42 816.63 816.71

3.0% 2.0% 2.4% 1.3% 1.0% 0.3%

11'

809.67 1.3% 809.85HP 809.81 810.30 810.65 809.77 809.71 810.48 810.80 810.89 811.46 2.5% 2.0% 811.71 811.03

809.29 809.74 810.17 810.31 810.33

808.51 808.99 809.52 809.54 809.40

808.16E 809.22E 808.99E

12+

PROJECT NO: 5350-02-70 | HWY: USH 51 | COUNTY: ROCK | PAVING GRADES | SHEET 72 | E

LEGEND

###.##	PAVING GRADE
###.##E	EXISTING
###.##HP	HIGH POINT
###.##LP	LOW POINT

N

JOHNSON ST

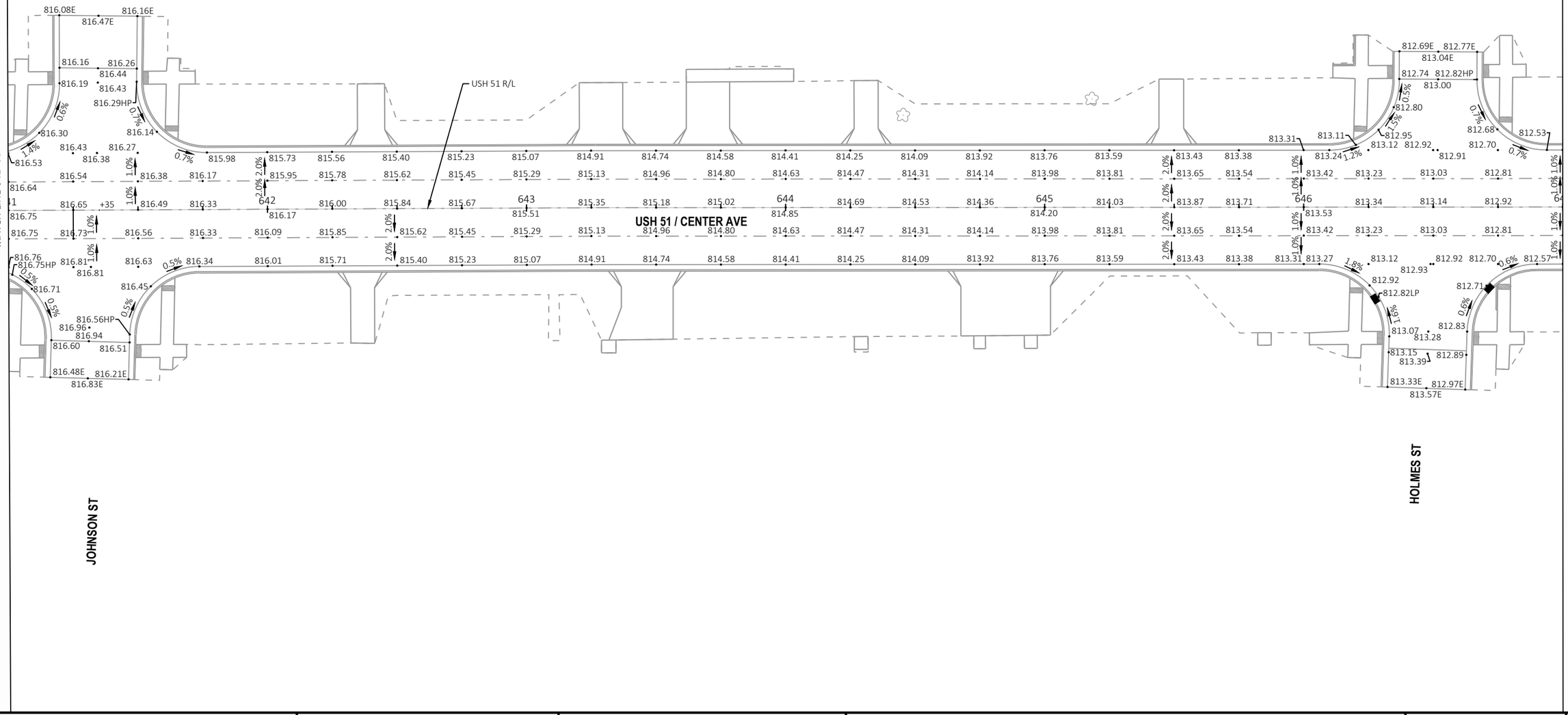
HOLMES ST

USH 51 R/L

USH 51 / CENTER AVE

MATCH LINE 641+00

MATCH LINE 647+00



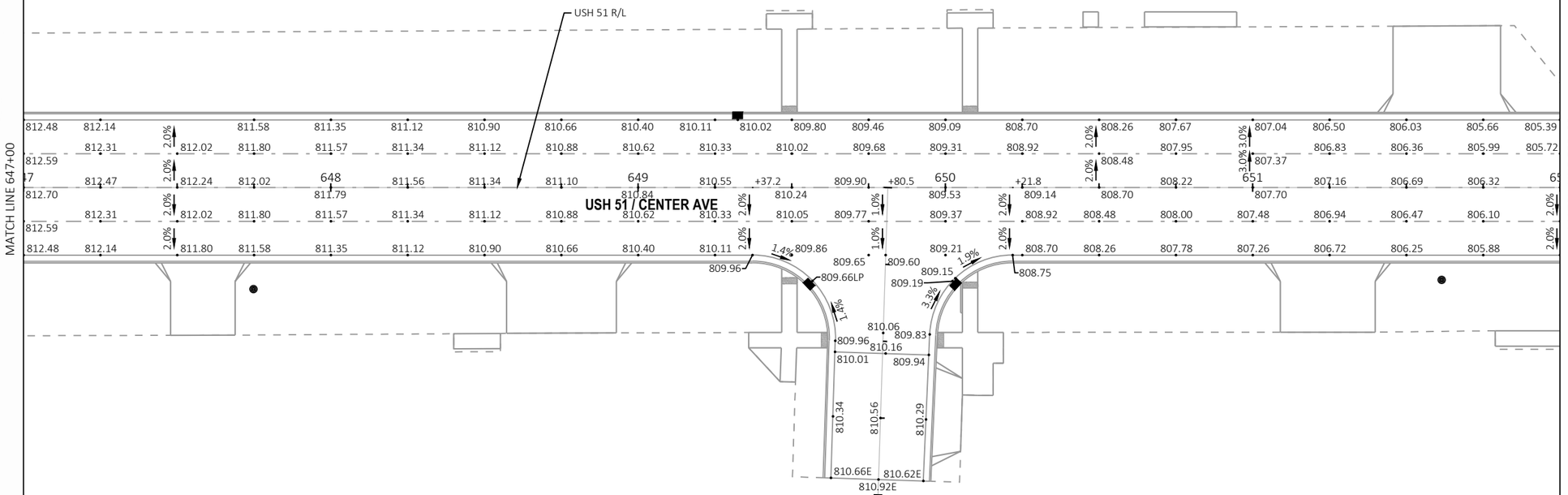
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PAVING GRADES	SHEET 73 E

2

LEGEND

###.##	PAVING GRADE
###.##E	EXISTING
###.##HP	HIGH POINT
###.##LP	LOW POINT

N



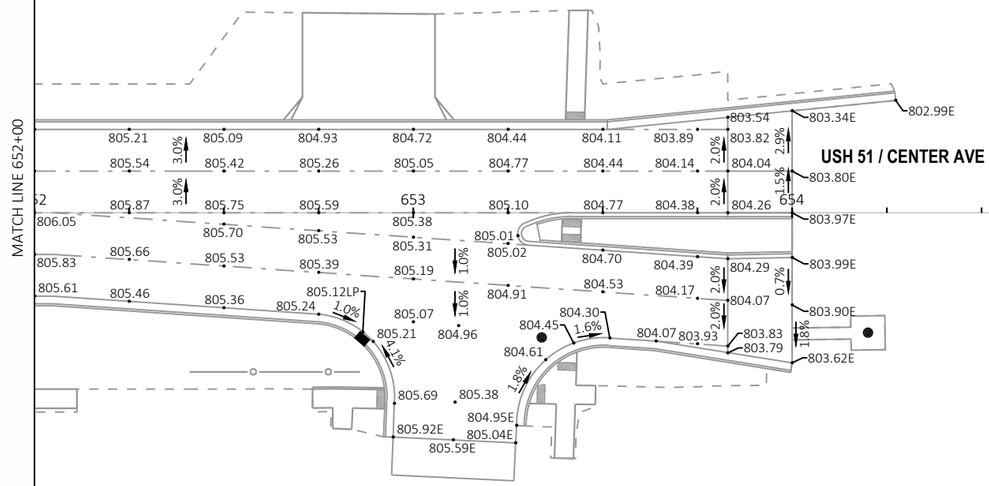
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PAVING GRADES	SHEET 74 E

2

LEGEND

###.##	PAVING GRADE
###.##E	EXISTING
###.##HP	HIGH POINT
###.##LP	LOW POINT

N



PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PAVING GRADES	SHEET 75 E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021203-PG.DWG
LAYOUT NAME - 13

PLOT DATE : 11/16/2023 5:31 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- LL — LEVEL LANDING
- PED — CONCRETE CURB PEDESTRIAN
- MEF — MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
- SLOPE INTERCEPTS
- GRADED FLARE
- DETECTABLE WARNING FIELD
- CRX — CURB RAMP TYPE
- CRXM — CURB RAMP TYPE MODIFIED
- ### / ###.## — POINT NUMBER / ELEVATION
- ###.##(F) — CURB FLANGE ELEVATION
- ###.##(E) — EXISTING ELEVATION
- ###.##(G) — GUTTER FLOWLINE ELEVATION
- ###.##(T) — TOP OF CURB ELEVATION
- ###.##(HP) — HIGH POINT ELEVATION
- ##.##(LP) — LOW POINT ELEVATION

USH 51 & NICOLET ST
SOUTHWEST QUADRANT

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
6. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
7. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
8. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

N

NICOLET ST

NIC-100 840.69
NIC-101 840.70
NIC-102 840.91
NIC-103 841.21
NIC-104 841.41(E)
NIC-105 841.57(E)
NIC-106 841.28
NIC-107 840.98
NIC-108 840.94
NIC-109 840.93
NIC-110 841.09
NIC-111 841.16
NIC-112 841.66(E)
NIC-113 841.48(E)
NIC-114 841.09
NIC-115 840.58
NIC-116 840.49
NIC-117 841.01
NIC-118 840.98
NIC-119 840.95
NIC-120 840.87
NIC-121 840.86
NIC-122 840.65
NIC-123 841.19(T)
NIC-124 840.76(F)
NIC-125 840.72(F)
NIC-126 841.08(T)
NIC-127 840.94(T)
NIC-128 840.56(F)
NIC-129 840.65(F)
NIC-130 841.13(T)
NIC-131 841.39
NIC-132 841.38
NIC-133 841.45
NIC-134 841.47
NIC-135 840.85
NIC-136 840.75
NIC-200 841.13(T)
NIC-201 840.60
NIC-202 841.01
NIC-203 841.41
NIC-204 841.59(E)
NIC-205 841.78(E)
NIC-206 841.49
NIC-207 841.09
NIC-208 841.01
NIC-209 840.62
NIC-210 840.61
NIC-211 840.59
NIC-212 840.56
NIC-213 841.41
NIC-214 841.76(E)
NIC-215 841.61(E)
NIC-216 841.34
NIC-217 840.49
NIC-218 840.83(T)
NIC-219 840.32
NIC-220 840.35
NIC-221 840.30
NIC-222 840.43
NIC-223 840.77(T)
NIC-224 840.51
NIC-225 840.54
NIC-226 840.94
NIC-227 840.93(T)
NIC-228 840.51
NIC-229 840.67(F)
NIC-230 840.58(F)
NIC-231 840.36(F)
NIC-232 840.39(F)
NIC-233 840.41(F)
NIC-234 840.82
NIC-235 840.72

USH 51 & NICOLET ST
NORTHWEST QUADRANT

AT&T WISCONSIN

582+00

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CURB RAMP DETAILS	SHEET 76	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021301-CR.DWG
LAYOUT NAME - 01
PLOT DATE : 11/16/2023 5:32 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

USH 51 & NICOLET ST SW QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
NIC-100	581+72.85	34.44' LT	840.69	260380.02	490992.90
NIC-101	581+72.85	35.42' LT	840.70	260380.00	490991.92
NIC-102	581+72.85	38.60' LT	840.91	260379.96	490988.74
NIC-103	581+67.58	38.60' LT	841.21	260374.68	490988.81
NIC-104	581+62.58	38.60' LT	841.41	260369.68	490988.89
NIC-105	581+62.58	43.60' LT	841.57	260369.61	490983.89
NIC-106	581+67.58	43.60' LT	841.28	260374.61	490983.81
NIC-107	581+72.85	43.60' LT	840.98	260379.88	490983.74
NIC-108	581+76.94	43.60' LT	840.94	260383.97	490983.68
NIC-109	581+77.94	44.60' LT	840.93	260384.95	490982.66
NIC-110	581+77.94	51.35' LT	841.09	260384.85	490975.91
NIC-111	581+77.94	56.35' LT	841.16	260384.78	490970.91
NIC-112	581+77.94	63.35' LT	841.66	260384.67	490963.92
NIC-113	581+82.94	63.35' LT	841.48	260389.67	490963.84
NIC-114	581+82.94	56.35' LT	841.09	260389.78	490970.83
NIC-115	581+91.14	56.35' LT	840.58	260397.97	490970.71
NIC-116	581+90.97	51.35' LT	840.49	260397.88	490975.71
NIC-117	581+82.94	51.35' LT	841.01	260389.85	490975.83
NIC-118	581+82.94	44.60' LT	840.98	260389.95	490982.59
NIC-119	581+82.94	42.53' LT	840.95	260389.98	490984.66
NIC-120	581+79.01	38.60' LT	840.87	260386.11	490988.64
NIC-121	581+77.85	38.60' LT	840.86	260384.96	490988.66
NIC-122	581+77.85	35.42' LT	840.65	260385.00	490991.84
NIC-123	581+70.00	34.40' LT	841.19	260377.17	490992.98
NIC-124	581+73.01	31.94' LT	840.76	260380.21	490995.39
NIC-125	581+78.65	33.05' LT	840.72	260385.83	490994.20
NIC-126	581+80.85	36.72' LT	841.08	260387.98	490990.50
NIC-127	581+90.33	48.35' LT	840.94	260397.29	490978.72
NIC-128	581+93.45	51.03' LT	840.56	260400.37	490976.00
NIC-129	581+93.64	56.35' LT	840.65	260400.47	490970.67
NIC-130	581+91.14	59.35' LT	841.13	260397.93	490967.71
NIC-131	581+72.85	7.40' LT	841.39	260380.42	491019.93
NIC-132	581+77.85	7.40' LT	841.38	260385.42	491019.86
NIC-133	581+77.85	2.40' LT	841.45	260385.49	491024.86
NIC-134	581+72.85	2.40' LT	841.47	260380.49	491024.93
NIC-135	581+86.95	56.35' LT	840.85	260393.79	490970.77
NIC-136	581+86.95	51.35' LT	840.75	260393.87	490975.77

USH 51 & NICOLET ST NW QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
NIC-200	582+28.14	59.35' LT	841.13	260434.93	490967.16
NIC-201	582+28.14	56.35' LT	840.60	260434.97	490970.16
NIC-202	582+36.14	56.35' LT	841.01	260442.97	490970.04
NIC-203	582+36.14	64.02' LT	841.41	260442.86	490962.38
NIC-204	582+36.26	69.44' LT	841.59	260442.89	490956.96
NIC-205	582+41.17	69.63' LT	841.78	260447.80	490956.70
NIC-206	582+41.14	64.02' LT	841.49	260447.86	490962.31
NIC-207	582+41.14	56.35' LT	841.09	260447.97	490969.97
NIC-208	582+41.14	51.35' LT	841.01	260448.04	490974.97
NIC-209	582+41.14	45.00' LT	840.62	260448.14	490981.32
NIC-210	582+41.14	44.10' LT	840.61	260448.15	490982.22
NIC-211	582+41.59	43.50' LT	840.59	260448.62	490982.82
NIC-212	582+44.10	43.50' LT	840.56	260451.13	490982.78
NIC-213	582+56.14	43.50' LT	841.41	260463.16	490982.60
NIC-214	582+61.14	43.43' LT	841.76	260468.16	490982.60
NIC-215	582+61.14	38.50' LT	841.61	260468.24	490987.52
NIC-216	582+56.14	38.50' LT	841.34	260463.24	490987.60
NIC-217	582+44.10	38.50' LT	840.49	260451.20	490987.78
NIC-218	582+47.10	34.42' LT	840.83	260454.26	490991.81
NIC-219	582+44.10	34.75' LT	840.32	260451.26	490991.53
NIC-220	582+44.10	36.39' LT	840.35	260451.23	490989.89
NIC-221	582+39.10	36.39' LT	840.30	260446.23	490989.96
NIC-222	582+39.10	38.50' LT	840.43	260446.20	490987.85
NIC-223	582+36.10	38.20' LT	840.77	260443.20	490988.19
NIC-224	582+36.14	42.43' LT	840.51	260443.18	490983.97
NIC-225	582+36.14	45.00' LT	840.54	260443.14	490981.40
NIC-226	582+36.14	51.35' LT	840.94	260443.04	490975.04
NIC-227	582+28.95	48.35' LT	840.93	260435.90	490978.15
NIC-228	582+28.31	51.35' LT	840.51	260435.21	490975.16
NIC-229	582+25.64	56.35' LT	840.67	260432.47	490970.20
NIC-230	582+25.83	51.03' LT	840.58	260432.74	490975.52
NIC-231	582+38.01	34.14' LT	840.36	260445.17	490992.22
NIC-232	582+43.65	32.29' LT	840.39	260450.84	490993.99
NIC-233	582+46.22	31.97' LT	840.41	260453.41	490994.27
NIC-234	582+32.22	56.35' LT	840.82	260439.05	490970.10
NIC-235	582+32.22	51.35' LT	840.72	260439.13	490975.10

2

2

LEGEND

LL	LEVEL LANDING
PED	CONCRETE CURB PEDESTRIAN
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
CRX	CURB RAMP TYPE
CRXM	CURB RAMP TYPE MODIFIED
### ###.##	POINT NUMBER ELEVATION
###.##(F)	CURB FLANGE ELEVATION
###.##(E)	EXISTING ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
###.##(HP)	HIGH POINT ELEVATION
##.##(LP)	LOW POINT ELEVATION

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
6. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
7. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
8. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

N

582+00

USH 51 / CENTER AVE

NICOLET ST

AT&T WISCONSIN

ALLIANT ENERGY - ELECTRIC SPECTRUM

NIC-131 841.39
841.37
NIC-132 841.38
841.38
CR5
0.3%
1.4%
LL
1.4%
0.3%
NIC-134 841.47
NIC-133 841.45
841.46
841.44

NIC-321 840.66(F)
840.58 (G)
NIC-300 840.59
NIC-322 840.63(F)
840.59 (G)
NIC-319 840.60
840.56 (G)
NIC-320 841.09(T)
CR3
NIC-301 840.56
840.49 (G)
NIC-303 840.99(T)
NIC-317 841.29(E)
NIC-318 840.78
NIC-302 840.74
NIC-304 840.77
840.41 (LP)
NIC-316 841.46(E)
NIC-305 840.83
NIC-323 840.45(F)
840.39 (G)
NIC-306 840.39
NIC-315 840.86
841.48 (T)
841.19 (T)
841.26 (T)
NIC-324 840.53(F)
NIC-314 840.90
840.46 (G)
NIC-307 840.46
841.26 (T)
NIC-309 840.90
NIC-308 840.46
NIC-313 840.98
NIC-310 840.98(T)
841.42 (T)
840.48 (G)
NIC-312 841.41(E)
NIC-325 840.60(F)
NIC-311 841.24(E)

NIC-408 840.59
840.58 (G)
NIC-430 840.66(F)
NIC-409 840.64
NIC-412 840.73
NIC-410 840.66
NIC-432 840.73(F)
840.63 (G)
NIC-431 840.71(F)
840.66 (G)
NIC-407 840.96(T)
CR2
NIC-411 841.16(T)
840.46 (G)
NIC-405 840.81
840.42 (LP)
NIC-429 840.46(F)
NIC-406 840.85(T)
NIC-414 841.19
NIC-415 841.14
840.38 (G)
840.35 (G)
NIC-413 840.81
NIC-404 840.39
NIC-416 841.22
NIC-402 840.47
841.71 (T)
NIC-417 841.26
R/W
NIC-428 840.53(F)
NIC-418 840.88
841.76 (T)
840.46 (G)
841.63 (T)
NIC-401 840.46
841.67 (T)
NIC-403 840.88
841.68 (T)
NIC-419 840.96
NIC-420 841.44
840.49 (G)
841.84 (T)
NIC-400 840.99(T)
NIC-421 841.83(E)
NIC-427 840.59(F)
NIC-425 841.59
NIC-426 841.50
NIC-424 841.69(E)
NIC-423 841.65(E)
NIC-422 841.82(E)

USH 51 & NICOLET ST SOUTHEAST QUADRANT

USH 51 & NICOLET ST NORTHEAST QUADRANT

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CURB RAMP DETAILS	SHEET 78	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021301-CR.DWG
LAYOUT NAME - 02

PLOT DATE : 11/16/2023 5:33 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

USH 51 & NICOLET ST SE QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
NIC-300	581+72.85	35.04' RT	840.59	260381.05	491062.37
NIC-301	581+77.85	36.03' RT	840.56	260386.06	491063.28
NIC-302	581+77.85	39.00' RT	840.74	260386.11	491066.25
NIC-303	581+80.85	37.33' RT	840.99	260389.08	491064.54
NIC-304	581+80.85	39.00' RT	840.77	260389.11	491066.21
NIC-305	581+80.85	44.00' RT	840.83	260389.18	491071.21
NIC-306	581+88.03	44.00' RT	840.39	260396.36	491071.10
NIC-307	581+90.31	49.00' RT	840.46	260398.71	491076.07
NIC-308	581+88.03	49.00' RT	840.46	260396.44	491076.10
NIC-309	581+80.85	49.00' RT	840.90	260389.26	491076.21
NIC-310	581+90.94	52.00' RT	840.98	260399.39	491079.06
NIC-311	581+80.85	55.10' RT	841.24	260389.35	491082.31
NIC-312	581+75.85	55.10' RT	841.41	260384.35	491082.38
NIC-313	581+75.85	49.00' RT	840.98	260384.26	491076.28
NIC-314	581+75.85	44.00' RT	840.90	260384.18	491071.28
NIC-315	581+72.85	44.00' RT	840.86	260381.18	491071.33
NIC-316	581+65.08	44.00' RT	841.46	260373.41	491071.44
NIC-317	581+65.08	39.00' RT	841.29	260373.33	491066.44
NIC-318	581+72.85	39.00' RT	840.78	260381.11	491066.33
NIC-319	581+72.85	36.03' RT	840.60	260381.06	491063.36
NIC-320	581+70.00	35.00' RT	841.09	260378.20	491062.37
NIC-321	581+73.01	32.55' RT	840.66	260381.17	491059.87
NIC-322	581+78.65	33.66' RT	840.63	260386.83	491060.90
NIC-323	581+90.14	42.65' RT	840.45	260398.45	491069.72
NIC-324	581+92.71	48.29' RT	840.53	260401.10	491075.33
NIC-325	581+93.60	54.50' RT	840.60	260402.09	491081.52

USH 51 & NICOLET ST NE QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
NIC-400	582+28.24	52.00' RT	840.99	260436.68	491078.50
NIC-401	582+28.84	49.00' RT	840.46	260437.24	491075.49
NIC-402	582+31.05	49.00' RT	840.47	260439.45	491075.46
NIC-403	582+39.10	49.00' RT	840.88	260447.50	491075.34
NIC-404	582+31.05	44.00' RT	840.39	260439.38	491070.46
NIC-405	582+39.10	44.00' RT	840.81	260447.42	491070.34
NIC-406	582+32.91	41.50' RT	840.85	260441.19	491067.93
NIC-407	582+36.10	38.57' RT	840.96	260444.34	491064.96
NIC-408	582+39.10	36.77' RT	840.59	260447.32	491063.11
NIC-409	582+44.10	35.13' RT	840.64	260452.29	491061.40
NIC-410	582+44.10	36.77' RT	840.66	260452.32	491063.03
NIC-411	582+47.10	34.82' RT	841.16	260455.29	491061.04
NIC-412	582+39.10	39.00' RT	840.73	260447.35	491065.34
NIC-413	582+44.10	39.00' RT	840.81	260452.35	491065.27
NIC-414	582+53.10	39.00' RT	841.19	260461.35	491065.14
NIC-415	582+57.90	39.00' RT	841.14	260466.15	491065.06
NIC-416	582+57.90	44.00' RT	841.22	260466.22	491070.06
NIC-417	582+53.10	44.00' RT	841.26	260461.42	491070.13
NIC-418	582+44.10	44.00' RT	840.88	260452.42	491070.27
NIC-419	582+44.10	49.00' RT	840.96	260452.50	491075.27
NIC-420	582+44.10	55.84' RT	841.44	260452.60	491082.10
NIC-421	582+48.10	55.84' RT	841.83	260456.60	491082.05
NIC-422	582+48.10	64.00' RT	841.82	260456.72	491090.21
NIC-423	582+44.29	64.00' RT	841.65	260452.91	491090.26
NIC-424	582+38.30	64.00' RT	841.69	260446.92	491090.35
NIC-425	582+44.10	58.00' RT	841.59	260452.63	491084.27
NIC-426	582+38.30	58.00' RT	841.50	260446.83	491084.35
NIC-427	582+25.60	54.32' RT	840.59	260434.08	491080.86
NIC-428	582+26.44	48.32' RT	840.53	260434.82	491074.85
NIC-429	582+28.93	42.68' RT	840.46	260437.24	491069.17
NIC-430	582+38.01	34.52' RT	840.66	260446.19	491060.88
NIC-431	582+43.65	32.67' RT	840.71	260451.81	491058.95
NIC-432	582+46.67	32.33' RT	840.73	260454.82	491058.57

2

2

USH 51 & WOLCOTT ST SOUTHWEST QUADRANT

USH 51 & WOLCOTT ST NORTHWEST QUADRANT

N

WOLCOTT ST

AT&T WISCONSIN

R/W

TLE

WOL-113 843.75(E)
WOL-114 843.49
WOL-112 843.72(E)
WOL-111 843.43
WOL-116 843.47
WOL-115 842.99
WOL-117 843.78(E)
WOL-118 843.72(E)
WOL-119 843.40
WOL-101 842.98
WOL-100 843.15(T)
843.15 (G)
WOL-120 842.73(F)
WOL-102 842.66
WOL-103 842.64
842.63 (G)
WOL-121 842.71(F)
WOL-104 842.60
842.60 (G)
WOL-122 842.67(F)
WOL-105 842.92
WOL-127 842.89
842.56 (G)
4" CURB HEIGHT
842.55 (G)
WOL-126 842.88
WOL-123 842.60(F)
842.53 (G)
WOL-106 842.53
WOL-109 842.92
WOL-108 842.53
WOL-110 842.94(T)
WOL-125 842.48(F)
842.44 (G)
WOL-107 842.48
842.47 (G)
WOL-124 842.55(F)
CR2
LL

WOL-203 843.61(E)
WOL-204 843.71(E)
WOL-200 842.93(T)
WOL-220 842.52(F)
842.43 (G)
WOL-202 843.18
WOL-205 843.26
WOL-201 842.81
WOL-206 842.89
WOL-219 842.49
WOL-218 842.47
WOL-207 843.27
842.46 (G)
WOL-221 842.54(F)
WOL-208 843.72(E)
WOL-217 842.50
842.49 (G)
WOL-222 842.57(F)
WOL-209 843.57(E)
WOL-211 842.90
WOL-210 843.19
WOL-227 842.76
842.51 (G)
3" CURB HEIGHT
842.51 (G)
WOL-228 842.76
WOL-216 842.82
WOL-213 842.63
WOL-212 843.09(T)
WOL-224 842.62(F)
842.54 (G)
WOL-215 842.55
842.60 (G)
WOL-214 842.59
842.58 (G)
WOL-225 842.66(F)
WOL-226 842.71(F)
CR2
LL
MEF

589+00

USH 51 / CENTER AVE

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
6. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
7. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
8. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

LEGEND

LL	LEVEL LANDING
PED	CONCRETE CURB PEDESTRIAN
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
CRX	CURB RAMP TYPE
CRXM	CURB RAMP TYPE MODIFIED
### ###.##	POINT NUMBER ELEVATION
###.##(F)	CURB FLANGE ELEVATION
###.##(E)	EXISTING ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
###.##(HP)	HIGH POINT ELEVATION
##.##(LP)	LOW POINT ELEVATION

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CURB RAMP DETAILS	SHEET 80	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021301-CR.DWG
LAYOUT NAME - 03

PLOT DATE : 11/16/2023 5:33 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

USH 51 & WOLCOTT ST SW QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
WOL-100	588+52.06	46.50' LT	843.15	261058.97	490970.75
WOL-101	588+45.56	43.50' LT	842.98	261052.52	490973.85
WOL-102	588+50.56	43.50' LT	842.66	261057.52	490973.77
WOL-103	588+51.90	43.50' LT	842.64	261058.86	490973.75
WOL-104	588+50.56	38.50' LT	842.60	261057.59	490978.77
WOL-105	588+45.56	38.50' LT	842.92	261052.59	490978.85
WOL-106	588+45.56	31.47' LT	842.53	261052.70	490985.88
WOL-107	588+40.56	28.22' LT	842.48	261047.75	490989.20
WOL-108	588+40.56	31.47' LT	842.53	261047.70	490985.96
WOL-109	588+40.56	38.50' LT	842.92	261047.59	490978.92
WOL-110	588+37.56	27.15' LT	842.94	261044.76	490990.31
WOL-111	588+30.56	38.50' LT	843.43	261037.60	490979.07
WOL-112	588+24.71	38.77' LT	843.72	261031.74	490978.89
WOL-113	588+24.59	43.68' LT	843.75	261031.55	490973.98
WOL-114	588+30.56	43.50' LT	843.49	261037.52	490974.07
WOL-115	588+40.56	43.50' LT	842.99	261047.52	490973.92
WOL-116	588+40.56	53.50' LT	843.47	261047.37	490963.92
WOL-117	588+40.80	59.72' LT	843.78	261047.52	490957.70
WOL-118	588+45.70	59.85' LT	843.72	261052.41	490957.49
WOL-119	588+45.56	53.50' LT	843.40	261052.37	490963.85
WOL-120	588+54.56	46.00' LT	842.73	261061.48	490971.22
WOL-121	588+54.38	43.18' LT	842.71	261061.34	490974.04
WOL-122	588+52.87	37.54' LT	842.67	261059.92	490979.70
WOL-123	588+47.23	29.60' LT	842.60	261054.39	490987.72
WOL-124	588+41.59	25.94' LT	842.55	261048.81	490991.47
WOL-125	588+32.56	24.00' LT	842.48	261039.81	490993.54
WOL-126	588+48.56	34.85' LT	842.88	261055.65	490982.45
WOL-127	588+49.00	35.50' LT	842.89	261056.07	490981.80

USH 51 & WOLCOTT ST NW QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
WOL-200	588+87.06	46.50' LT	842.93	261093.97	490970.23
WOL-201	588+93.56	43.50' LT	842.81	261100.51	490973.14
WOL-202	588+93.56	48.50' LT	843.18	261100.44	490968.14
WOL-203	588+93.56	54.56' LT	843.61	261100.35	490962.08
WOL-204	588+98.56	54.56' LT	843.71	261105.35	490962.00
WOL-205	588+98.56	48.50' LT	843.26	261105.44	490968.06
WOL-206	588+98.56	43.50' LT	842.89	261105.51	490973.06
WOL-207	589+03.56	43.50' LT	843.27	261110.51	490972.99
WOL-208	589+09.53	43.76' LT	843.72	261116.48	490972.64
WOL-209	589+09.56	38.88' LT	843.57	261116.58	490977.52
WOL-210	589+03.56	38.50' LT	843.19	261110.59	490977.99
WOL-211	588+98.56	38.50' LT	842.90	261105.59	490978.06
WOL-212	589+01.56	27.15' LT	843.09	261108.76	490989.36
WOL-213	588+98.56	31.47' LT	842.63	261105.69	490985.10
WOL-214	588+98.56	28.22' LT	842.59	261105.74	490988.34
WOL-215	588+93.56	31.47' LT	842.55	261100.69	490985.17
WOL-216	588+93.56	38.50' LT	842.82	261100.59	490978.14
WOL-217	588+88.56	38.50' LT	842.50	261095.59	490978.21
WOL-218	588+87.22	43.50' LT	842.47	261094.18	490973.23
WOL-219	588+88.56	43.50' LT	842.49	261095.51	490973.21
WOL-220	588+84.56	46.00' LT	842.52	261091.48	490970.77
WOL-221	588+84.75	43.18' LT	842.54	261091.70	490973.59
WOL-222	588+86.26	37.54' LT	842.57	261093.30	490979.21
WOL-224	588+91.90	29.60' LT	842.62	261099.05	490987.06
WOL-225	588+97.54	25.94' LT	842.66	261104.75	490990.64
WOL-226	589+06.56	24.00' LT	842.71	261113.80	490992.44
WOL-227	588+90.13	35.50' LT	842.76	261097.20	490981.19
WOL-228	588+90.56	34.85' LT	842.76	261097.64	490981.83

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
6. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
7. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
8. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

LEGEND

LL	LEVEL LANDING
PED	CONCRETE CURB PEDESTRIAN
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
CRX	CURB RAMP TYPE
CRXM	CURB RAMP TYPE MODIFIED
### ###.##	POINT NUMBER ELEVATION
###.##(F)	CURB FLANGE ELEVATION
###.##(E)	EXISTING ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
###.##(HP)	HIGH POINT ELEVATION
##.##(LP)	LOW POINT ELEVATION

USH 51 / CENTER AVE

589+00

ALLIANT ENERGY - ELECTRIC SPECTRUM

AT&T WISCONSIN

WOLCOTT ST

R/W

TLE

USH 51 & WOLCOTT ST
SOUTHEAST QUADRANT

USH 51 & WOLCOTT ST
NORTHEAST QUADRANT

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CURB RAMP DETAILS	SHEET 82 E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021301-CR.DWG
LAYOUT NAME - 04

PLOT DATE : 11/16/2023 5:34 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

USH 51 & WOLCOTT ST SE QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
WOL-300	588+37.56	27.10' RT	842.94	261045.57	491044.56
WOL-301	588+40.56	39.00' RT	842.98	261048.75	491056.41
WOL-302	588+40.56	31.29' RT	842.52	261048.63	491048.71
WOL-303	588+40.56	28.13' RT	842.48	261048.58	491045.55
WOL-304	588+45.56	31.29' RT	842.52	261053.63	491048.63
WOL-305	588+45.56	39.00' RT	842.98	261053.74	491056.34
WOL-306	588+50.96	39.00' RT	842.63	261059.14	491056.26
WOL-307	588+52.16	44.00' RT	842.69	261060.41	491061.24
WOL-308	588+50.96	44.00' RT	842.71	261059.21	491061.26
WOL-309	588+52.26	47.00' RT	843.22	261060.56	491064.24
WOL-310	588+45.56	44.00' RT	843.06	261053.82	491061.34
WOL-311	588+45.56	49.00' RT	843.28	261053.89	491066.34
WOL-312	588+45.56	54.50' RT	843.55	261053.97	491071.84
WOL-313	588+40.99	54.41' RT	843.69	261049.40	491071.81
WOL-314	588+40.56	49.00' RT	843.36	261048.89	491066.41
WOL-315	588+40.56	44.00' RT	843.06	261048.82	491061.41
WOL-316	588+35.56	44.00' RT	843.35	261043.82	491061.49
WOL-317	588+30.76	44.27' RT	843.56	261039.02	491061.82
WOL-318	588+30.76	39.41' RT	843.57	261038.95	491056.97
WOL-319	588+35.56	39.00' RT	843.28	261043.75	491056.49
WOL-320	588+32.76	24.00' RT	842.48	261040.72	491041.53
WOL-321	588+41.56	25.84' RT	842.55	261049.55	491043.24
WOL-322	588+47.21	29.41' RT	842.59	261055.24	491046.73
WOL-323	588+53.29	38.10' RT	842.70	261061.46	491055.33
WOL-324	588+54.64	43.74' RT	842.76	261062.89	491060.95
WOL-325	588+54.76	46.00' RT	842.79	261063.04	491063.20
WOL-326	588+48.56	34.58' RT	842.89	261056.68	491051.88
WOL-327	588+49.50	36.00' RT	842.91	261057.63	491053.28

USH 51 & WOLCOTT ST NE QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
WOL-400	588+87.26	47.00' RT	842.95	261095.55	491063.72
WOL-401	588+93.56	44.00' RT	842.82	261101.81	491060.63
WOL-402	588+88.56	44.00' RT	842.49	261096.81	491060.70
WOL-403	588+87.36	44.00' RT	842.48	261095.61	491060.72
WOL-404	588+88.56	39.00' RT	842.50	261096.73	491055.70
WOL-405	588+93.56	39.00' RT	842.83	261101.74	491055.63
WOL-406	588+93.56	31.64' RT	842.55	261101.63	491048.27
WOL-407	588+98.56	28.31' RT	842.59	261106.58	491044.86
WOL-408	588+98.56	31.64' RT	842.63	261106.63	491048.20
WOL-409	589+01.56	27.20' RT	843.10	261109.56	491043.71
WOL-410	588+98.56	39.00' RT	842.90	261106.74	491055.55
WOL-411	589+08.56	39.00' RT	843.44	261116.74	491055.40
WOL-412	589+14.77	38.98' RT	843.75	261122.94	491055.29
WOL-413	589+14.53	44.06' RT	843.89	261122.78	491060.37
WOL-414	589+08.56	44.00' RT	843.52	261116.81	491060.40
WOL-415	588+98.56	44.00' RT	842.89	261106.81	491060.55
WOL-416	588+98.56	49.00' RT	843.26	261106.89	491065.55
WOL-417	588+98.44	54.25' RT	843.64	261106.84	491070.80
WOL-418	588+93.72	54.25' RT	843.50	261102.12	491070.87
WOL-419	588+93.56	49.00' RT	843.18	261101.89	491065.63
WOL-420	588+84.76	46.00' RT	842.53	261093.04	491062.76
WOL-421	588+84.87	43.74' RT	842.55	261093.12	491060.50
WOL-422	588+86.22	38.10' RT	842.57	261094.39	491054.84
WOL-423	588+91.87	29.80' RT	842.62	261099.91	491046.45
WOL-424	588+97.50	26.04' RT	842.66	261105.48	491042.61
WOL-425	589+06.76	24.00' RT	842.71	261114.71	491040.43
WOL-426	588+90.02	36.00' RT	842.76	261098.15	491052.68
WOL-427	588+90.56	35.14' RT	842.77	261098.68	491051.81

2

USH 51 & MITCHELL ST
SOUTHWEST QUADRANT

USH 51 & MITCHELL ST
NORTHWEST QUADRANT

N

MITCHELL ST

USH 51 / CENTER AVE

R/W

MIT-118 844.76(E)
MIT-117 844.95(E)
MIT-116 844.53
MIT-115 844.61
MIT-114 845.06(E)
MIT-113 845.07(E)
MIT-112 844.56
MIT-110 844.39
MIT-224 844.38(F)
MIT-111 844.82(T)
844.32 (G)
MIT-109 844.35
MIT-223 844.42(F)
844.34 (G)
MIT-222 844.46(F)
844.38 (G)
MIT-108 844.39
844.40 (G)
MIT-105 844.56
844.42 (G)
MIT-106 844.92(T)
MIT-107 844.90(T)
MIT-221 844.52(HP)
MIT-104 844.45
844.44 (G)
MIT-103 844.41
MIT-220 844.48(F)
844.40 (G)
MIT-119 844.47(F)
MIT-102 844.43
844.38 (G)
MIT-100 844.88(T)
MIT-101 844.46
MEF 3.8%
4.3%
3.1%
1.5%
6.6%
7.7%
0.1%
1.9%
0.8%
0.5%
0.3%

MIT-203 845.01(E)
MIT-202 844.89
MIT-201 844.57
MIT-200 844.88(T)
844.38 (G)
MIT-220 844.43
MIT-227 844.47(F)
844.40 (G)
MIT-226 844.48(F)
MIT-219 844.45
844.43 (G)
MIT-225 844.51(F)
MIT-218 844.59
MIT-217 844.96(T)
844.46 (G)
MIT-215 844.64
MIT-216 844.99(T)
844.57 (HP)
MIT-214 844.48
844.47 (G)
MIT-224 844.55(F)
844.44 (G)
MIT-223 844.52(F)
MIT-213 844.45
844.42 (G)
MIT-211 844.92(T)
MIT-222 844.48(F)
MIT-212 844.48
MIT-210 844.67
MIT-209 845.01(E)
MIT-208 845.11(E)
MIT-207 844.72
MIT-206 844.65
MIT-205 844.97
MIT-204 845.19(E)
MEF 5.4%
2.3%
4.9%
1.5%
6.5%
0.3%
0.2%
6.7%
2.0%
5.9%
1.0%
0.5%
1.8%
0.6%

CR2
CR3
LL
TLE
ASPH
CONC
SAN
W
G

594+00
595+00

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
6. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
7. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
8. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

LEGEND

LL	LEVEL LANDING
PED	CONCRETE CURB PEDESTRIAN
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
CRX	CURB RAMP TYPE
CRXM	CURB RAMP TYPE MODIFIED
### ###.##	POINT NUMBER ELEVATION
###.##(F)	CURB FLANGE ELEVATION
###.##(E)	EXISTING ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
###.##(HP)	HIGH POINT ELEVATION
##.##(LP)	LOW POINT ELEVATION

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CURB RAMP DETAILS	SHEET 84	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021301-CR.DWG
LAYOUT NAME - 05
PLOT DATE : 11/16/2023 5:34 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

USH 51 & MITCHELL ST SW QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
MIT-100	594+58.84	47.00' LT	844.88	261665.67	490961.24
MIT-101	594+55.65	44.00' LT	844.46	261662.53	490964.29
MIT-102	594+57.54	44.00' LT	844.43	261664.42	490964.26
MIT-103	594+58.74	44.00' LT	844.41	261665.62	490964.25
MIT-104	594+57.54	39.00' LT	844.45	261664.49	490969.26
MIT-105	594+50.65	39.00' LT	844.56	261657.61	490969.37
MIT-106	594+56.08	36.00' LT	844.92	261663.08	490972.28
MIT-107	594+53.65	32.76' LT	844.90	261660.70	490975.57
MIT-108	594+50.65	30.12' LT	844.39	261657.74	490978.25
MIT-109	594+45.65	27.55' LT	844.35	261652.78	490980.89
MIT-110	594+45.65	30.12' LT	844.39	261652.74	490978.32
MIT-111	594+42.65	26.78' LT	844.82	261649.79	490981.70
MIT-112	594+45.65	39.00' LT	844.56	261652.61	490969.44
MIT-113	594+39.00	39.00' LT	845.07	261645.95	490969.54
MIT-114	594+38.91	44.00' LT	845.06	261645.79	490964.54
MIT-115	594+45.65	44.00' LT	844.61	261652.53	490964.44
MIT-116	594+50.65	44.00' LT	844.53	261657.53	490964.37
MIT-117	594+50.65	53.50' LT	844.95	261657.39	490954.87
MIT-118	594+55.65	53.50' LT	844.76	261662.39	490954.79
MIT-119	594+61.34	46.00' LT	844.47	261668.19	490962.21
MIT-220	594+61.22	43.74' LT	844.48	261668.11	490964.47
MIT-221	594+59.87	38.10' LT	844.52	261666.84	490970.13
MIT-222	594+52.10	28.08' LT	844.46	261659.22	490980.26
MIT-223	594+46.46	25.18' LT	844.42	261653.62	490983.24
MIT-224	594+39.34	24.00' LT	844.38	261646.52	490984.53

USH 51 & MITCHELL ST NW QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
MIT-200	594+90.14	47.00' LT	844.88	261696.97	490960.78
MIT-201	594+93.64	44.00' LT	844.57	261700.52	490963.73
MIT-202	594+93.64	50.45' LT	844.89	261700.42	490957.28
MIT-203	594+93.64	55.45' LT	845.01	261700.35	490952.28
MIT-204	594+97.91	54.69' LT	845.19	261704.63	490952.98
MIT-205	594+98.65	50.45' LT	844.97	261705.43	490957.20
MIT-206	594+98.65	44.00' LT	844.65	261705.53	490963.65
MIT-207	595+03.65	44.00' LT	844.72	261710.53	490963.58
MIT-208	595+09.43	44.00' LT	845.11	261716.31	490963.49
MIT-209	595+09.43	39.00' LT	845.01	261716.38	490968.49
MIT-210	595+03.65	39.00' LT	844.67	261710.60	490968.58
MIT-211	595+06.65	26.73' LT	844.92	261713.78	490980.80
MIT-212	595+03.65	29.89' LT	844.48	261710.74	490977.69
MIT-213	595+03.65	27.44' LT	844.45	261710.77	490980.14
MIT-214	594+98.65	29.89' LT	844.48	261705.74	490977.76
MIT-215	594+98.65	39.00' LT	844.64	261705.60	490968.65
MIT-216	594+95.65	32.41' LT	844.99	261702.70	490975.28
MIT-217	594+92.90	36.00' LT	844.96	261699.89	490971.74
MIT-218	594+93.64	39.00' LT	844.59	261700.59	490968.73
MIT-219	594+91.44	39.00' LT	844.45	261698.39	490968.76
MIT-220	594+91.44	44.00' LT	844.43	261698.31	490963.76
MIT-221	594+90.24	44.00' LT	844.41	261697.12	490963.78
MIT-222	595+09.64	24.00' LT	844.48	261716.81	490983.49
MIT-223	595+02.88	25.06' LT	844.52	261710.04	490982.53
MIT-224	594+97.24	27.83' LT	844.55	261704.36	490979.85
MIT-225	594+89.10	38.10' LT	844.51	261696.07	490969.69
MIT-226	594+87.75	43.74' LT	844.48	261694.64	490964.07
MIT-227	594+87.64	46.00' LT	844.47	261694.49	490961.82

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
6. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
7. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
8. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

LEGEND

LL	LEVEL LANDING
PED	CONCRETE CURB PEDESTRIAN
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
CRX	CURB RAMP TYPE
CRXM	CURB RAMP TYPE MODIFIED
### ###.##	POINT NUMBER ELEVATION
###.##(F)	CURB FLANGE ELEVATION
###.##(E)	EXISTING ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
###.##(HP)	HIGH POINT ELEVATION
##.##(LP)	LOW POINT ELEVATION

N

595+00

USH 51 / CENTER AVE

MITCHELL ST

ALLIANT ENERGY - ELECTRIC

AT&T WISCONSIN

3" CURB HEIGHT

R/W

TLE

MIT-300 844.82(T)
MIT-301 844.35
MIT-302 844.40
MIT-303 844.38
MIT-304 844.77
MIT-305 844.43
MIT-306 844.39
MIT-307 844.37
MIT-308 844.82(T)
MIT-309 844.73
MIT-310 844.99(E)
MIT-311 845.21(E)
MIT-312 844.80
MIT-313 845.13(E)
MIT-314 845.10(E)
MIT-315 844.79
MIT-316 844.37(F)
MIT-317 844.42(F)
MIT-318 844.45(F)
MIT-319 844.50(HP)
MIT-320 844.44(F)
MIT-321 844.41(F)
MIT-322 844.65
MIT-323 844.65
MIT-400 844.86(T)
MIT-401 844.75
MIT-402 844.41
MIT-403 844.40
MIT-404 844.43
MIT-405 844.77
MIT-406 844.48
MIT-407 844.45
MIT-408 844.50
MIT-409 844.92(T)
MIT-410 844.78
MIT-411 845.13(E)
MIT-412 845.37(E)
MIT-413 844.83
MIT-414 845.41(E)
MIT-415 845.42(E)
MIT-416 844.45(F)
MIT-417 844.47(F)
MIT-418 844.50(F)
MIT-419 844.55(F)
MIT-420 844.52(F)
MIT-421 844.47(F)
MIT-422 844.69
MIT-423 844.70

USH 51 & MITCHELL ST
SOUTHEAST QUADRANT

USH 51 & MITCHELL ST
NORTHEAST QUADRANT

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CURB RAMP DETAILS	SHEET 86 E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021301-CR.DWG
LAYOUT NAME - 06

PLOT DATE : 11/16/2023 5:35 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

USH 51 & MITCHELL SE QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
MIT-300	594+42.65	27.15' RT	844.82	261650.59	491035.63
MIT-301	594+45.65	28.22' RT	844.35	261653.60	491036.65
MIT-302	594+45.65	31.47' RT	844.40	261653.65	491039.90
MIT-303	594+50.65	31.47' RT	844.38	261658.65	491039.82
MIT-304	594+50.65	39.00' RT	844.77	261658.76	491047.36
MIT-305	594+55.85	39.00' RT	844.43	261663.96	491047.28
MIT-306	594+55.85	44.00' RT	844.39	261664.04	491052.28
MIT-307	594+57.05	44.00' RT	844.37	261665.23	491052.26
MIT-308	594+57.15	47.00' RT	844.82	261665.38	491055.26
MIT-309	594+50.65	44.00' RT	844.73	261658.84	491052.36
MIT-310	594+50.65	51.70' RT	844.99	261658.95	491060.06
MIT-311	594+45.65	51.72' RT	845.21	261653.95	491060.15
MIT-312	594+45.65	44.00' RT	844.80	261653.84	491052.43
MIT-313	594+39.84	43.80' RT	845.13	261648.02	491052.32
MIT-314	594+39.82	38.86' RT	845.10	261647.94	491047.38
MIT-315	594+45.65	39.00' RT	844.79	261653.76	491047.43
MIT-316	594+37.65	24.00' RT	844.37	261645.54	491032.55
MIT-317	594+46.68	25.94' RT	844.42	261654.60	491034.35
MIT-318	594+52.32	29.60' RT	844.45	261660.29	491037.94
MIT-319	594+58.18	38.10' RT	844.50	261666.28	491046.35
MIT-320	594+59.53	43.74' RT	844.44	261667.72	491051.97
MIT-321	594+59.65	46.00' RT	844.41	261667.87	491054.22
MIT-322	594+53.65	34.85' RT	844.65	261661.70	491043.17
MIT-323	594+54.39	36.00' RT	844.65	261662.46	491044.30

USH 51 & MITCHELL ST NE QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
MIT-400	594+92.15	47.00' RT	844.86	261700.38	491054.74
MIT-401	594+98.65	44.00' RT	844.75	261706.83	491051.64
MIT-402	594+93.45	44.00' RT	844.41	261701.63	491051.72
MIT-403	594+92.25	44.00' RT	844.40	261700.44	491051.74
MIT-404	594+93.45	39.00' RT	844.43	261701.56	491046.72
MIT-405	594+98.65	39.00' RT	844.77	261706.76	491046.64
MIT-406	594+98.65	31.47' RT	844.48	261706.65	491039.11
MIT-407	595+03.65	28.22' RT	844.45	261711.60	491035.79
MIT-408	595+03.65	31.47' RT	844.50	261711.65	491039.04
MIT-409	595+06.65	27.15' RT	844.92	261714.58	491034.68
MIT-410	595+03.65	39.00' RT	844.78	261711.76	491046.57
MIT-411	595+13.65	39.00' RT	845.13	261721.76	491046.42
MIT-412	595+13.65	44.00' RT	845.37	261721.83	491051.42
MIT-413	595+03.65	44.00' RT	844.83	261711.83	491051.57
MIT-414	595+05.02	54.07' RT	845.41	261713.35	491061.62
MIT-415	595+00.38	54.15' RT	845.42	261708.71	491061.77
MIT-416	594+89.65	46.00' RT	844.45	261697.86	491053.78
MIT-417	594+89.77	43.74' RT	844.47	261697.95	491051.52
MIT-418	594+91.12	38.10' RT	844.50	261699.21	491045.86
MIT-419	594+96.98	29.60' RT	844.55	261704.95	491037.27
MIT-420	595+02.62	25.94' RT	844.52	261710.54	491033.52
MIT-421	595+11.65	24.00' RT	844.47	261719.53	491031.45
MIT-422	594+94.91	36.00' RT	844.69	261702.97	491043.70
MIT-423	594+95.65	34.85' RT	844.70	261703.70	491042.54

2

USH 51 & STATE ST SOUTHWEST QUADRANT

USH 51 & STATE ST NORTHWEST QUADRANT

ALLIANT ENERGY - ELECTRIC SPECTRUM

AT&T WISCONSIN

STATE ST

USH 51 / CENTER AVE

PI: 601+51.83

602+00

N

RADIAL WARNING FIELD INFORMATION

BACK OF CURB RADIUS =	34.5'
LANDING LENGTH 'XR' =	6.5'
RADIAL WARNING FIELD AREA =	12.7 SF
RADIAL LONG CHORD =	6.2'

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
6. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
7. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
8. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

LEGEND

LL	LEVEL LANDING
PED	CONCRETE CURB PEDESTRIAN
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
CRX	CURB RAMP TYPE
CRXM	CURB RAMP TYPE MODIFIED
### ###.##	POINT NUMBER ELEVATION
###.##(F)	CURB FLANGE ELEVATION
###.##(E)	EXISTING ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
###.##(HP)	HIGH POINT ELEVATION
##.##(LP)	LOW POINT ELEVATION

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CURB RAMP DETAILS	SHEET 88	E

USH 51 & STATE ST SW QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
STA-100	601+29.15	48.51' LT	839.29	262335.89	490949.79
STA-101	601+29.16	45.42' LT	838.84	262335.95	490952.87
STA-102	601+27.07	44.92' LT	838.87	262333.87	490953.40
STA-103	601+28.24	40.06' LT	838.91	262335.11	490958.25
STA-104	601+26.76	36.62' LT	839.45	262333.68	490961.71
STA-105	601+24.42	39.14' LT	839.17	262331.30	490959.22
STA-106	601+20.95	38.30' LT	839.22	262327.84	490960.11
STA-107	601+20.48	37.13' LT	839.24	262327.39	490961.29
STA-108	601+18.60	32.48' LT	839.32	262325.58	490965.97
STA-109	601+20.85	30.02' LT	839.57	262327.86	490968.39
STA-110	601+16.72	27.82' LT	839.14	262323.77	490970.65
STA-111	601+12.09	29.69' LT	839.22	262319.11	490968.85
STA-112	601+10.81	26.53' LT	839.22	262317.88	490972.03
STA-113	601+07.57	26.50' LT	839.74	262314.64	490972.11
STA-114	601+13.96	34.35' LT	839.39	262320.92	490964.17
STA-115	601+15.84	39.00' LT	839.32	262322.72	490959.49
STA-116	601+05.84	39.00' LT	839.86	262312.72	490959.64
STA-117	600+98.98	39.00' LT	840.30	262305.87	490959.74
STA-118	600+89.18	39.00' LT	840.28	262296.07	490959.89
STA-119	600+89.18	44.00' LT	840.63	262296.00	490954.89
STA-120	600+98.98	44.00' LT	840.38	262305.79	490954.74
STA-121	601+05.84	44.00' LT	839.93	262312.65	490954.64
STA-122	601+15.84	44.00' LT	839.29	262322.65	490954.49
STA-123	601+17.86	44.00' LT	839.26	262324.67	490954.46
STA-124	601+18.92	46.63' LT	839.22	262325.68	490951.82
STA-125	601+21.07	60.73' LT	839.79	262327.63	490937.69
STA-126	601+21.03	65.73' LT	839.99	262327.52	490932.69
STA-127	601+26.03	65.76' LT	839.83	262332.52	490932.58
STA-128	601+26.07	60.76' LT	839.72	262332.63	490937.58
STA-129	601+23.55	44.76' LT	839.14	262330.35	490953.62
STA-130	601+23.25	44.00' LT	839.13	262330.06	490954.38
STA-131	601+31.67	46.17' LT	838.90	262338.44	490952.09
STA-132	601+31.66	45.35' LT	838.91	262338.45	490952.91
STA-133	601+30.62	39.30' LT	838.98	262337.50	490958.97
STA-134	601+17.63	25.49' LT	839.21	262324.71	490972.97
STA-135	601+10.96	24.04' LT	839.29	262318.07	490974.52
STA-136	601+09.67	24.00' LT	839.31	262316.78	490974.58

USH 51 & STATE ST NW QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
STA-200	601+91.00	37.93' LT	839.20	262397.60	490959.16
STA-201	601+88.00	39.57' LT	838.76	262394.57	490957.59
STA-202	601+83.00	43.29' LT	838.85	262389.49	490953.98
STA-203	601+80.00	46.33' LT	839.40	262386.42	490951.01
STA-204	601+83.00	49.74' LT	838.95	262389.34	490947.53
STA-205	601+80.98	52.44' LT	839.07	262387.27	490944.87
STA-206	601+79.64	52.13' LT	839.05	262385.93	490945.21
STA-207	601+78.11	48.70' LT	839.45	262384.48	490948.68
STA-208	601+76.35	51.37' LT	839.00	262382.66	490946.05
STA-209	601+75.22	56.24' LT	839.08	262381.42	490941.21
STA-210	601+74.06	55.97' LT	839.08	262380.27	490941.51
STA-211	601+73.04	58.81' LT	839.61	262379.19	490938.69
STA-212	601+78.51	57.00' LT	839.13	262384.69	490940.37
STA-213	601+78.51	58.09' LT	839.14	262384.67	490939.28
STA-214	601+78.50	65.01' LT	839.41	262384.51	490932.37
STA-215	601+78.50	70.01' LT	839.61	262384.40	490927.37
STA-216	601+83.50	70.01' LT	839.74	262389.40	490927.25
STA-217	601+83.50	65.01' LT	839.49	262389.51	490932.25
STA-218	601+83.51	58.10' LT	839.20	262389.67	490939.17
STA-219	601+85.15	55.20' LT	839.15	262391.38	490942.02
STA-220	601+86.83	52.95' LT	839.00	262393.11	490944.23
STA-221	601+91.00	49.00' LT	838.92	262397.36	490948.09
STA-222	602+04.91	44.02' LT	839.55	262411.38	490952.76
STA-223	602+08.65	44.00' LT	839.71	262415.12	490952.70
STA-224	602+08.65	39.00' LT	839.53	262415.23	490957.70
STA-225	602+04.69	39.03' LT	839.48	262411.27	490957.76
STA-226	601+88.00	45.00' LT	838.84	262394.45	490952.16
STA-227	602+06.00	32.00' LT	838.92	262412.74	490964.76
STA-228	601+86.70	37.44' LT	838.83	262393.31	490959.75
STA-229	601+81.33	41.42' LT	838.92	262387.86	490955.88
STA-230	601+74.20	50.09' LT	839.07	262380.54	490947.38
STA-231	601+71.75	55.02' LT	839.15	262377.98	490942.50
STA-232	601+69.00	68.99' LT	839.34	262374.92	490928.60

LEGEND

- LL — LEVEL LANDING
- PED — CONCRETE CURB PEDESTRIAN
- MEF — MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
- SLOPE INTERCEPTS
- GRADED FLARE
- DETECTABLE WARNING FIELD
- CRX — CURB RAMP TYPE
- CRXM — CURB RAMP TYPE MODIFIED
- ### / ###.## — POINT NUMBER / ELEVATION
- ###.##(F) — CURB FLANGE ELEVATION
- ###.##(E) — EXISTING ELEVATION
- ###.##(G) — GUTTER FLOWLINE ELEVATION
- ###.##(T) — TOP OF CURB ELEVATION
- ###.##(HP) — HIGH POINT ELEVATION
- ##.##(LP) — LOW POINT ELEVATION

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
6. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
7. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
8. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

USH 51 / CENTER AVE

PI: 601+51.83

601+00

602+00

AT&T WISCONSIN

MARQUETTE ST

ALLIANT ENERGY - ELECTRIC

MAR-100 839.84(T)
MAR-101 839.30
839.29 (G)
MAR-102 839.29
MAR-103 839.21
839.20 (G)
MAR-104 839.42
839.13 (G)
MAR-105 839.14
MAR-106 839.09
839.04 (LP)
MAR-107 839.04
839.03 (G)
MAR-108 839.48(T)
838.98 (G)
MAR-109 839.37
MAR-110 839.39
MAR-111 839.41
MAR-112 839.42
MAR-113 840.33(E)
MAR-114 840.41(E)
MAR-115 839.49
MAR-116 839.49
MAR-117 840.43(E)
MAR-118 840.23(E)
MAR-119 839.56
MAR-120 839.53
MAR-121 839.50
MAR-122 839.57(F)
MAR-123 839.37(F)
MAR-124 839.28(F)
MAR-125 839.21(F)
MAR-126 839.11(F)
MAR-127 839.63(F)

MAR-200 839.36(T)
838.86 (G)
MAR-201 838.89
MAR-202 838.95
838.90 (LP)
MAR-203 838.92
838.91 (G)
MAR-204 839.43(T)
838.93 (G)
MAR-205 839.07
MAR-206 839.09
MAR-207 839.11
MAR-208 839.30
MAR-209 839.27
MAR-210 839.25
838.99 (G)
MAR-211 839.49(T)
MAR-212 838.98
838.97 (G)
MAR-213 838.97
838.95 (G)
MAR-214 839.45(T)
MAR-215 839.24
MAR-216 839.46
MAR-217 839.43
MAR-218 839.42
MAR-219 839.51
MAR-220 839.54
MAR-221 839.31
MAR-222 839.37
MAR-223 839.18
MAR-224 839.14
MAR-225 839.10
MAR-226 838.96(F)
838.88 (G)
MAR-227 838.99(F)
MAR-228 839.00(F)
MAR-229 839.08(HP)
MAR-230 839.05(F)
MAR-231 839.05(F)
MAR-232 839.04(F)

USH 51 & MARQUETTE ST
SOUTHEAST QUADRANT

USH 51 & MARQUETTE ST
NORTHEAST QUADRANT

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CURB RAMP DETAILS	SHEET 90	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021301-CR.DWG
LAYOUT NAME - 08

PLOT DATE : 11/16/2023 5:36 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

USH 51 & MARQUETTE ST SE QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
MAR-100	600+85.47	28.31' RT	839.84	262293.35	491027.24
MAR-101	600+88.18	29.61' RT	839.30	262296.08	491028.51
MAR-102	600+87.74	30.71' RT	839.29	262295.66	491029.61
MAR-103	600+92.37	32.58' RT	839.21	262300.32	491031.41
MAR-104	600+90.99	36.00' RT	839.42	262298.99	491034.85
MAR-105	600+95.59	36.00' RT	839.14	262303.59	491034.78
MAR-106	600+95.59	41.00' RT	839.09	262303.67	491039.78
MAR-107	600+98.59	41.00' RT	839.04	262306.66	491039.74
MAR-108	600+99.70	44.00' RT	839.48	262307.82	491042.72
MAR-109	600+90.99	41.00' RT	839.37	262299.06	491039.85
MAR-110	600+88.98	41.00' RT	839.39	262297.05	491039.88
MAR-111	600+88.22	42.87' RT	839.41	262296.32	491041.76
MAR-112	600+88.08	43.23' RT	839.42	262296.18	491042.13
MAR-113	600+81.87	55.52' RT	840.33	262290.16	491054.50
MAR-114	600+77.52	53.06' RT	840.41	262285.77	491052.11
MAR-115	600+83.44	41.36' RT	839.49	262291.52	491040.33
MAR-116	600+83.58	41.00' RT	839.49	262291.66	491039.96
MAR-117	600+68.60	43.00' RT	840.43	262276.70	491042.18
MAR-118	600+68.64	37.95' RT	840.23	262276.67	491037.13
MAR-119	600+83.25	36.00' RT	839.56	262291.25	491034.97
MAR-120	600+85.60	36.00' RT	839.53	262293.60	491034.93
MAR-121	600+86.35	34.13' RT	839.50	262294.33	491033.05
MAR-122	600+76.22	24.00' RT	839.57	262284.05	491023.07
MAR-123	600+89.40	27.43' RT	839.37	262297.27	491026.31
MAR-124	600+94.02	30.70' RT	839.28	262301.94	491029.50
MAR-125	600+97.57	34.47' RT	839.21	262305.55	491033.22
MAR-126	601+00.87	39.98' RT	839.11	262308.93	491038.68
MAR-127	601+00.45	62.91' RT	839.63	262308.85	491061.62

USH 51 & MARQUETTE ST NE QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
MAR-200	601+57.41	44.00' RT	839.36	262365.84	491041.82
MAR-201	601+59.79	41.00' RT	838.89	262368.15	491038.76
MAR-202	601+63.75	41.00' RT	838.95	262372.12	491038.68
MAR-203	601+63.75	36.00' RT	838.92	262372.01	491033.68
MAR-204	601+66.34	33.00' RT	839.43	262374.53	491030.62
MAR-205	601+67.15	36.00' RT	839.07	262375.40	491033.60
MAR-206	601+69.30	36.00' RT	839.09	262377.56	491033.55
MAR-207	601+71.37	35.41' RT	839.11	262379.61	491032.92
MAR-208	601+81.64	32.51' RT	839.30	262389.81	491029.79
MAR-209	601+83.00	32.12' RT	839.27	262391.16	491029.37
MAR-210	601+83.00	30.70' RT	839.25	262391.13	491027.95
MAR-211	601+80.00	26.60' RT	839.49	262388.04	491023.92
MAR-212	601+83.00	26.50' RT	838.98	262391.04	491023.75
MAR-213	601+88.00	26.50' RT	838.97	262396.04	491023.64
MAR-214	601+91.00	26.50' RT	839.45	262399.04	491023.57
MAR-215	601+88.00	30.70' RT	839.24	262396.13	491027.84
MAR-216	601+95.78	28.50' RT	839.46	262403.86	491025.47
MAR-217	601+95.78	26.50' RT	839.43	262403.81	491023.47
MAR-218	602+00.00	26.50' RT	839.42	262408.03	491023.37
MAR-219	602+00.00	32.50' RT	839.51	262408.17	491029.37
MAR-220	601+97.14	33.31' RT	839.54	262405.33	491030.25
MAR-221	601+89.36	35.51' RT	839.31	262397.60	491032.62
MAR-222	601+83.00	37.32' RT	839.37	262391.28	491034.57
MAR-223	601+72.74	40.22' RT	839.18	262381.08	491037.70
MAR-224	601+70.00	41.00' RT	839.14	262378.36	491038.54
MAR-225	601+67.15	41.00' RT	839.10	262375.51	491038.60
MAR-226	601+57.83	39.45' RT	838.96	262366.16	491037.26
MAR-227	601+61.79	34.45' RT	838.99	262370.01	491032.17
MAR-228	601+62.57	33.47' RT	839.00	262370.77	491031.17
MAR-229	601+76.58	24.63' RT	839.08	262384.58	491022.03
MAR-230	601+82.16	24.00' RT	839.05	262390.14	491021.27
MAR-231	601+83.00	24.00' RT	839.05	262390.98	491021.25
MAR-232	601+88.00	24.00' RT	839.04	262395.98	491021.14

USH 51 & RIVERSIDE ST SOUTHWEST QUADRANT

USH 51 & RIVERSIDE ST NORTHWEST QUADRANT

RIVERSIDE ST

N

SILL ELEV=767.90

SILL ELEV=767.52

SILL ELEV=767.69

TLE

R/W

RIV-119 766.02
766.00 (G)
766.53 (T)
766.58 (T)
766.52 (T)
766.02 (G)
RIV-112 766.07
RIV-113 766.10(F)
PED
RIV-109 766.65
766.84 (T)
766.68 (T)
RIV-108 766.86
767.28 (T)
767.25 (T)
RIV-110 766.34
RIV-111 766.27
RIV-100 766.05
766.04 (G)
RIV-114 766.12(F)
RIV-107 767.24(E)
MEF
2.7%
6.6%
6.0%
6.0%
1.5%
6.5%
1.5%
0.0%
0.2%
0.2%
0.2%
0.6%
LL
CR4B
RIV-101 766.09
4.5%
6.0%
1.5%
6.5%
RIV-115 766.16(F)
RIV-106 767.07(E)
RIV-105 766.65
RIV-104 766.35
RIV-103 766.28
766.08 (G)
766.09 (G)
RIV-102 766.59(T)
RIV-116 766.23(F)
0.6%
15"
RIV-117 766.30(HP)
766.21 (LP)
RIV-118 766.23(F)
SPECTRUM
ALLIANT ENERGY - ELECTRIC

RIV-212 766.60(E)
MEF
4.1%
RIV-213 766.80(E)
RIV-214 766.84(E)
0.7%
1.2%
RIV-215 766.90(E)
RIV-216 766.99(E)
766.01 (G)
RIV-209 766.06
RIV-210 766.51(T)
RIV-208 766.05
RIV-229 766.11(F)
RIV-211 766.37
2.3%
3.6%
5.4%
3.3%
1.7%
0.8%
766.04 (G)
RIV-218 767.03(E)
RIV-228 766.12(F)
1.5%
4.5%
1.5%
5.7%
0.5%
0.4%
0.4%
LL
0.5%
3.4%
MEF
RIV-217 767.03(E)
CR2
RIV-207 766.08
4.6%
3.8%
766.07 (G)
RIV-220 766.47
RIV-219 766.86(E)
RIV-227 766.15(F)
766.09 (G)
RIV-205 766.40
RIV-206 766.59(T)
RIV-204 766.25
1.9%
1.9%
RIV-221 766.33
RIV-203 766.62(T)
766.12 (G)
RIV-202 766.16
1.5%
RIV-222 766.23
766.15 (G)
0.9%
RIV-201 766.20
RIV-226 766.23(F)
0.5%
RIV-200 766.70(T)
766.19 (G)
RIV-225 766.27(F)
CR2
766.20 (G)
RIV-224 766.29(HP)
RIV-223 766.20(F)
766.10 (LP)

PI: 626+41.21

PI: 627+13.30

627+00

766.71
RIV-230 766.72
766.70
CR5
RIV-231 766.71
0.2%
2.9%
2.0%
0.2%
RIV-232 766.81
766.80
RIV-233 766.81
766.80

USH 51 / CENTER AVE

SAN
OH
W
G
ASPH

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
6. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
7. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
8. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

LEGEND

LL	LEVEL LANDING
PED	CONCRETE CURB PEDESTRIAN
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
CRX	CURB RAMP TYPE
CRXM	CURB RAMP TYPE MODIFIED
### ###.##	POINT NUMBER ELEVATION
###.##(F)	CURB FLANGE ELEVATION
###.##(E)	EXISTING ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
###.##(HP)	HIGH POINT ELEVATION
##.##(LP)	LOW POINT ELEVATION

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CURB RAMP DETAILS	SHEET 92	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021301-CR.DWG
LAYOUT NAME - 12

PLOT DATE : 11/16/2023 5:36 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

USH 51 & RIVERSIDE ST SW QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
RIV-100	626+67.06	50.67' LT	766.05	264870.93	490876.67
RIV-101	626+65.66	45.67' LT	766.09	264869.78	490881.73
RIV-102	626+64.33	42.67' LT	766.59	264868.60	490884.79
RIV-103	626+62.70	45.67' LT	766.28	264866.82	490881.88
RIV-104	626+57.65	45.66' LT	766.35	264861.78	490882.13
RIV-105	626+52.64	45.80' LT	766.65	264856.77	490882.24
RIV-106	626+43.41	46.05' LT	767.07	264847.54	490882.44
RIV-107	626+43.50	52.39' LT	767.24	264847.32	490876.10
RIV-108	626+49.24	52.30' LT	766.86	264853.05	490875.90
RIV-109	626+52.80	51.62' LT	766.65	264856.65	490876.41
RIV-110	626+57.70	50.66' LT	766.34	264861.58	490877.13
RIV-111	626+62.70	50.67' LT	766.27	264866.58	490876.88
RIV-112	626+65.66	50.67' LT	766.07	264869.53	490876.74
RIV-113	626+70.04	55.12' LT	766.10	264873.70	490872.08
RIV-114	626+69.52	50.21' LT	766.12	264873.41	490877.01
RIV-115	626+68.00	44.79' LT	766.16	264872.16	490882.50
RIV-116	626+60.10	32.88' LT	766.23	264864.85	490894.77
RIV-117	626+49.61	26.24' LT	766.30	264854.69	490901.92
RIV-118	626+36.87	24.00' LT	766.23	264842.58	490904.67
RIV-119	626+67.60	57.19' LT	766.02	264871.16	490870.12

USH 51 & RIVERSIDE ST NW QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
RIV-200	627+24.51	27.30' LT	766.70	264930.19	490897.48
RIV-201	627+21.52	29.00' LT	766.20	264927.16	490895.85
RIV-202	627+16.54	33.18' LT	766.16	264922.09	490891.78
RIV-203	627+13.55	36.98' LT	766.62	264919.02	490888.05
RIV-204	627+16.56	38.18' LT	766.25	264922.00	490886.78
RIV-205	627+16.60	45.81' LT	766.40	264921.87	490879.15
RIV-206	627+11.86	42.70' LT	766.59	264916.07	490882.44
RIV-207	627+11.05	45.70' LT	766.08	264915.11	490879.48
RIV-208	627+10.47	50.70' LT	766.05	264914.29	490874.52
RIV-209	627+11.05	50.70' LT	766.06	264914.87	490874.49
RIV-210	627+10.52	53.70' LT	766.51	264914.19	490871.52
RIV-211	627+16.63	50.81' LT	766.37	264921.79	490874.15
RIV-212	627+16.70	60.80' LT	766.60	264921.63	490864.16
RIV-213	627+21.70	60.77' LT	766.80	264926.63	490864.08
RIV-214	627+26.70	60.74' LT	766.84	264931.63	490864.00
RIV-215	627+26.66	55.74' LT	766.90	264931.71	490869.00
RIV-216	627+32.39	55.71' LT	766.99	264937.44	490868.91
RIV-217	627+32.36	50.71' LT	767.03	264937.52	490873.91
RIV-218	627+31.82	50.71' LT	767.03	264936.98	490873.91
RIV-219	627+31.79	45.71' LT	766.86	264937.06	490878.91
RIV-220	627+21.60	45.77' LT	766.47	264926.87	490879.08
RIV-221	627+21.56	38.16' LT	766.33	264927.00	490886.69
RIV-222	627+21.54	33.16' LT	766.23	264927.09	490891.69
RIV-223	627+36.59	22.00' LT	766.20	264942.38	490902.51
RIV-224	627+25.09	24.29' LT	766.29	264930.83	490900.47
RIV-225	627+20.15	26.91' LT	766.27	264925.84	490897.97
RIV-226	627+14.71	31.47' LT	766.23	264920.30	490893.53
RIV-227	627+08.60	45.19' LT	766.15	264912.70	490880.12
RIV-228	627+07.97	50.64' LT	766.12	264911.80	490874.70
RIV-229	627+07.97	52.26' LT	766.11	264911.72	490873.08
RIV-230	627+16.36	2.20' RT	766.72	264922.70	490927.15
RIV-231	627+21.36	1.55' RT	766.71	264927.69	490926.39
RIV-232	627+21.34	6.55' RT	766.81	264927.77	490931.39
RIV-233	627+16.35	5.03' RT	766.81	264922.75	490929.98

2

2

LEGEND

- LL — LEVEL LANDING
- PED — CONCRETE CURB PEDESTRIAN
- MEF — MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
- SLOPE INTERCEPTS
- GRADED FLARE
- DETECTABLE WARNING FIELD
- CRX — CURB RAMP TYPE
- CRXM — CURB RAMP TYPE MODIFIED
- ### / ###.## — POINT NUMBER / ELEVATION
- ###.##(F) — CURB FLANGE ELEVATION
- ###.##(E) — EXISTING ELEVATION
- ###.##(G) — GUTTER FLOWLINE ELEVATION
- ###.##(T) — TOP OF CURB ELEVATION
- ###.##(HP) — HIGH POINT ELEVATION
- ##.##(LP) — LOW POINT ELEVATION

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
6. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
7. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
8. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

USH 51 / CENTER AVE

RIVERSIDE ST

ALLIANT ENERGY - ELECTRIC

AT&T WISCONSIN

SPECTRUM

ALLIANT ENERGY - ELECTRIC
SPECTRUM

AT&T WISCONSIN

RIV-313 766.43(F)
RIV-314 766.59(F)
RIV-315 766.59(HP)
RIV-316 766.54(F)
RIV-317 766.52(F)
RIV-318 766.48(F)
RIV-300 766.98(T)
RIV-301 766.47
766.48 (G)
766.46 (G)
766.44 (G)
766.42 (G)
RIV-302 766.45
RIV-303 766.48
RIV-304 766.92(T)
RIV-305 766.62
RIV-306 766.76
RIV-307 767.28
RIV-308 767.42(E)
RIV-309 767.31(E)
RIV-310 767.21
RIV-311 766.69
RIV-312 766.61
CR4B1
MEF
R/W
TLE
18"
0.7%
2.0%
2.8%
1.5%
2.2%
0.1%
0.6%

RIV-410 766.42
766.41 (G)
766.39 (G)
RIV-409 766.45
RIV-428 766.49(F)
RIV-412 766.89(T)
RIV-429 766.43(F)
766.34 (LP)
766.44 (G)
RIV-427 766.52(F)
CR2
RIV-408 766.96(T)
766.46 (G)
RIV-405 766.99(T)
RIV-411 766.47
766.49 (G)
RIV-426 766.58(HP)
RIV-404 766.48
766.47 (G)
RIV-425 766.55(F)
766.44 (G)
CR2
RIV-424 766.52(F)
RIV-423 766.52(F)
RIV-403 766.45
RIV-402 766.48
766.43 (G)
RIV-400 766.93(T)
RIV-407 766.65
RIV-406 766.90
RIV-413 766.67
RIV-414 766.97
RIV-415 767.38(E)
RIV-416 767.46(E)
767.46 (T)
RIV-417 767.48(E)
RIV-418 767.45(E)
RIV-419 767.46(E)
RIV-420 767.39(E)
767.38 (T)
767.33 (T)
RIV-421 767.33(E)
RIV-422 767.32(E)
RIV-430 766.72
RIV-401 766.97
RIV-431 767.73
RIV-432 767.05
LL
PED
0.5%
1.5%
0.3%
3.9%
3.2%
4.2%
6.5%
0.6%
0.1%
4.7%
1.1%
0.2%
0.9%
1.7%
0.5%
1.4%
1.0%
3.6%
R/W
TLE

USH 51 & RIVERSIDE ST
SOUTHEAST QUADRANT

USH 51 & RIVERSIDE ST
NORTHEAST QUADRANT

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CURB RAMP DETAILS	SHEET 94	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021301-CR.DWG
LAYOUT NAME - 13

PLOT DATE : 11/16/2023 5:36 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

USH 51 & RIVERSIDE ST SE QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
RIV-300	626+64.77	46.64' RT	766.98	264873.39	490973.97
RIV-301	626+66.48	49.72' RT	766.47	264875.25	490976.97
RIV-302	626+68.37	54.82' RT	766.45	264877.39	490981.97
RIV-303	626+66.25	54.72' RT	766.48	264875.26	490981.97
RIV-304	626+69.02	57.85' RT	766.92	264878.18	490984.96
RIV-305	626+61.25	54.48' RT	766.62	264870.26	490981.98
RIV-306	626+56.26	54.28' RT	766.76	264865.26	490982.02
RIV-307	626+38.75	53.59' RT	767.28	264846.60	490982.17
RIV-308	626+33.75	53.51' RT	767.42	264841.60	490982.23
RIV-309	626+33.83	48.46' RT	767.31	264841.55	490977.19
RIV-310	626+38.88	48.59' RT	767.21	264846.59	490977.17
RIV-311	626+56.49	49.29' RT	766.69	264865.25	490977.02
RIV-312	626+61.49	49.49' RT	766.61	264870.25	490976.98
RIV-313	626+41.21	30.50' RT	766.43	264848.43	490959.03
RIV-314	626+63.08	40.44' RT	766.59	264871.40	490967.86
RIV-315	626+63.13	40.49' RT	766.59	264871.46	490967.91
RIV-316	626+68.74	48.64' RT	766.54	264877.45	490975.78
RIV-317	626+70.79	54.17' RT	766.52	264879.77	490981.20
RIV-318	626+71.87	63.44' RT	766.48	264881.31	490990.40

USH 51 & RIVERSIDE ST NE QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
RIV-400	627+06.50	59.61' RT	766.93	264915.71	490984.90
RIV-401	627+16.10	56.94' RT	766.97	264923.65	490981.88
RIV-402	627+06.97	56.63' RT	766.48	264916.03	490981.90
RIV-403	627+06.59	56.62' RT	766.45	264915.65	490981.90
RIV-404	627+07.20	51.64' RT	766.48	264916.02	490976.90
RIV-405	627+08.12	48.68' RT	766.99	264916.79	490973.89
RIV-406	627+16.12	51.94' RT	766.90	264923.56	490976.88
RIV-407	627+16.15	44.12' RT	766.65	264923.42	490969.07
RIV-408	627+14.67	40.50' RT	766.96	264921.86	490965.48
RIV-409	627+16.18	39.12' RT	766.45	264923.34	490964.07
RIV-410	627+21.19	35.95' RT	766.42	264928.28	490960.79
RIV-411	627+21.18	39.15' RT	766.47	264928.34	490963.98
RIV-412	627+24.20	34.82' RT	766.89	264931.26	490959.59
RIV-413	627+21.15	44.15' RT	766.67	264928.42	490968.98
RIV-414	627+21.12	51.96' RT	766.97	264928.56	490976.79
RIV-415	627+32.36	51.84' RT	767.38	264939.80	490976.42
RIV-416	627+32.42	56.84' RT	767.46	264939.97	490981.42
RIV-417	627+32.46	60.45' RT	767.48	264940.09	490985.03
RIV-418	627+30.86	60.47' RT	767.45	264938.49	490985.08
RIV-419	627+30.92	64.31' RT	767.46	264938.63	490988.92
RIV-420	627+26.07	64.31' RT	767.39	264933.79	490989.03
RIV-421	627+21.07	64.31' RT	767.33	264928.79	490989.15
RIV-422	627+15.82	64.30' RT	767.32	264923.54	490989.25
RIV-423	627+04.09	56.54' RT	766.52	264913.15	490981.94
RIV-424	627+04.10	56.09' RT	766.52	264913.14	490981.50
RIV-425	627+04.77	51.06' RT	766.55	264913.56	490976.44
RIV-426	627+06.45	46.23' RT	766.58	264915.00	490971.53
RIV-427	627+14.58	37.20' RT	766.52	264921.69	490962.19
RIV-428	627+20.15	33.68' RT	766.49	264927.19	490958.54
RIV-429	627+32.20	31.45' RT	766.43	264939.19	490956.04
RIV-430	627+10.73	56.81' RT	766.72	264919.80	490981.89
RIV-431	627+10.97	51.82' RT	766.73	264919.79	490976.89
RIV-432	627+21.10	56.96' RT	767.05	264928.65	490981.79

2

USH 51 & ROCKPORT RD SOUTHWEST QUADRANT

USH 51 & ROCKPORT RD NORTHWEST QUADRANT

2

ROCKPORT RD

USH 51 / CENTER AVE

AT&T WISCONSIN

TLE

R/W

ROC-116 769.48(E)
ROC-117 769.36(E)
ROC-115 769.59
ROC-118 769.51
ROC-120 769.62(F)
ROC-119 769.97
ROC-114 770.05
ROC-101 769.91
ROC-121 769.91(HP)
ROC-100 770.29(T)
ROC-102 769.76
769.79 (G)
ROC-113 769.89
ROC-103 769.76
769.75 (G)
ROC-112 770.04(E)
ROC-122 769.83(F)
CR2
ROC-104 769.68
ROC-111 769.93(E)
ROC-110 769.82
769.67 (G)
ROC-123 769.75(F)
ROC-105 769.84
ROC-107 769.58
769.63 (G)
2" CURB HEIGHT
ROC-108 769.53
ROC-131 769.80
769.52 (G)
ROC-124 769.68(F)
ROC-125 769.60(F)
769.60 (G)
ROC-106 769.61
769.41 (G)
ROC-109 769.91(T)
CR2
ROC-126 768.82(F)

PI: 629+88.35

630+00

PI: 630+57.35

ROC-127 769.90
769.89
CR5
770.06
ROC-128 770.07
ROC-130 769.91
769.90
ROC-129 770.10
770.09

ROC-217 770.93(E)
ROC-218 771.21(E)
ROC-216 770.95
ROC-214 771.85
ROC-219 771.99(E)
ROC-229 770.91(F)
EXISTING STEP TO REMAIN
EXISTING DOORWAY
ROC-213 771.84(T)
ROC-215 771.91
771.34 (G)
ROC-212 771.60
ROC-220 772.55(E)
ROC-221 772.62(E)
PED
ROC-222 774.43(E)
ROC-228 771.63(F)
771.59 (G)
CR2
ROC-223 774.39(E)
ROC-211 771.98
ROC-227 772.01(F)
771.97 (G)
ROC-201 772.70
ROC-210 772.72(T)
772.22 (G)
ROC-202 773.32
ROC-209 772.42
ROC-203 773.25
ROC-207 772.62
ROC-204 773.25
772.68 (G)
ROC-208 773.18(T)
ROC-200 774.02(T)
ROC-206 773.02
ROC-226 772.97(F)
772.93 (G)
CR3
ROC-205 772.95
ROC-225 773.36(F)
773.52 (G)
773.24 (G)
ROC-224 774.14(E)

SILL ELEV=773.41

RADIAL WARNING FIELD INFORMATION

BACK OF CURB RADIUS =	29.5'
LANDING LENGTH 'XR' =	4.8'
RADIAL WARNING FIELD AREA =	11.2 SF
RADIAL LONG CHORD =	5.5'

ROC-231 774.26
774.25
CR5
773.99
ROC-230 774.00
ROC-233 774.07
774.06
774.40
ROC-232 774.41

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
6. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
7. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
8. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

LEGEND

LL	LEVEL LANDING
PED	CONCRETE CURB PEDESTRIAN
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
CRX	CURB RAMP TYPE
CRXM	CURB RAMP TYPE MODIFIED
### ###.##	POINT NUMBER ELEVATION
###.##(F)	CURB FLANGE ELEVATION
###.##(E)	EXISTING ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
###.##(HP)	HIGH POINT ELEVATION
##.##(LP)	LOW POINT ELEVATION

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CURB RAMP DETAILS	SHEET 96	E

USH 51 & ROCKPORT RD SW QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
ROC-100	629+94.05	47.98' LT	770.29	265197.19	490866.67
ROC-101	629+83.15	44.99' LT	769.91	265188.21	490870.05
ROC-102	629+87.11	45.06' LT	769.76	265192.16	490869.88
ROC-103	629+92.39	45.01' LT	769.76	265195.71	490869.74
ROC-104	629+87.21	40.07' LT	769.68	265192.37	490874.88
ROC-105	629+83.12	39.98' LT	769.84	265188.29	490875.05
ROC-106	629+83.17	35.80' LT	769.61	265188.43	490879.23
ROC-107	629+78.17	35.75' LT	769.58	265183.43	490879.40
ROC-108	629+78.21	32.03' LT	769.53	265183.55	490883.12
ROC-109	629+75.23	30.31' LT	769.91	265180.61	490884.90
ROC-110	629+78.12	39.93' LT	769.82	265183.29	490875.22
ROC-111	629+73.11	40.18' LT	769.93	265178.28	490875.08
ROC-112	629+73.18	45.16' LT	770.04	265178.24	490870.10
ROC-113	629+78.15	45.02' LT	769.89	265183.21	490870.13
ROC-114	629+79.45	51.16' LT	770.05	265184.37	490863.96
ROC-115	629+90.12	69.14' LT	769.59	265191.98	490845.79
ROC-116	629+91.14	73.13' LT	769.48	265192.76	490841.75
ROC-117	629+96.13	72.92' LT	769.36	265197.76	490841.66
ROC-118	629+94.61	66.93' LT	769.51	265196.60	490847.73
ROC-119	629+84.02	49.12' LT	769.97	265188.98	490865.90
ROC-120	630+00.48	63.01' LT	769.62	265202.69	490851.28
ROC-121	629+97.71	50.05' LT	769.91	265200.72	490864.39
ROC-122	629+94.52	43.70' LT	769.83	265197.92	490870.92
ROC-123	629+90.63	38.43' LT	769.75	265194.35	490876.41
ROC-124	629+84.84	33.94' LT	769.68	265190.14	490881.05
ROC-125	629+79.55	29.92' LT	769.60	265184.94	490885.20
ROC-126	629+59.65	23.68' LT	768.82	265165.19	490891.87
ROC-127	629+78.58	1.68' RT	769.90	265184.67	490916.81
ROC-128	629+83.59	2.43' RT	770.07	265189.70	490917.45
ROC-129	629+83.62	5.62' RT	770.10	265189.80	490920.64
ROC-130	629+78.63	6.34' RT	769.91	265184.83	490921.47
ROC-131	629+85.02	37.59' LT	769.80	265190.24	490877.40

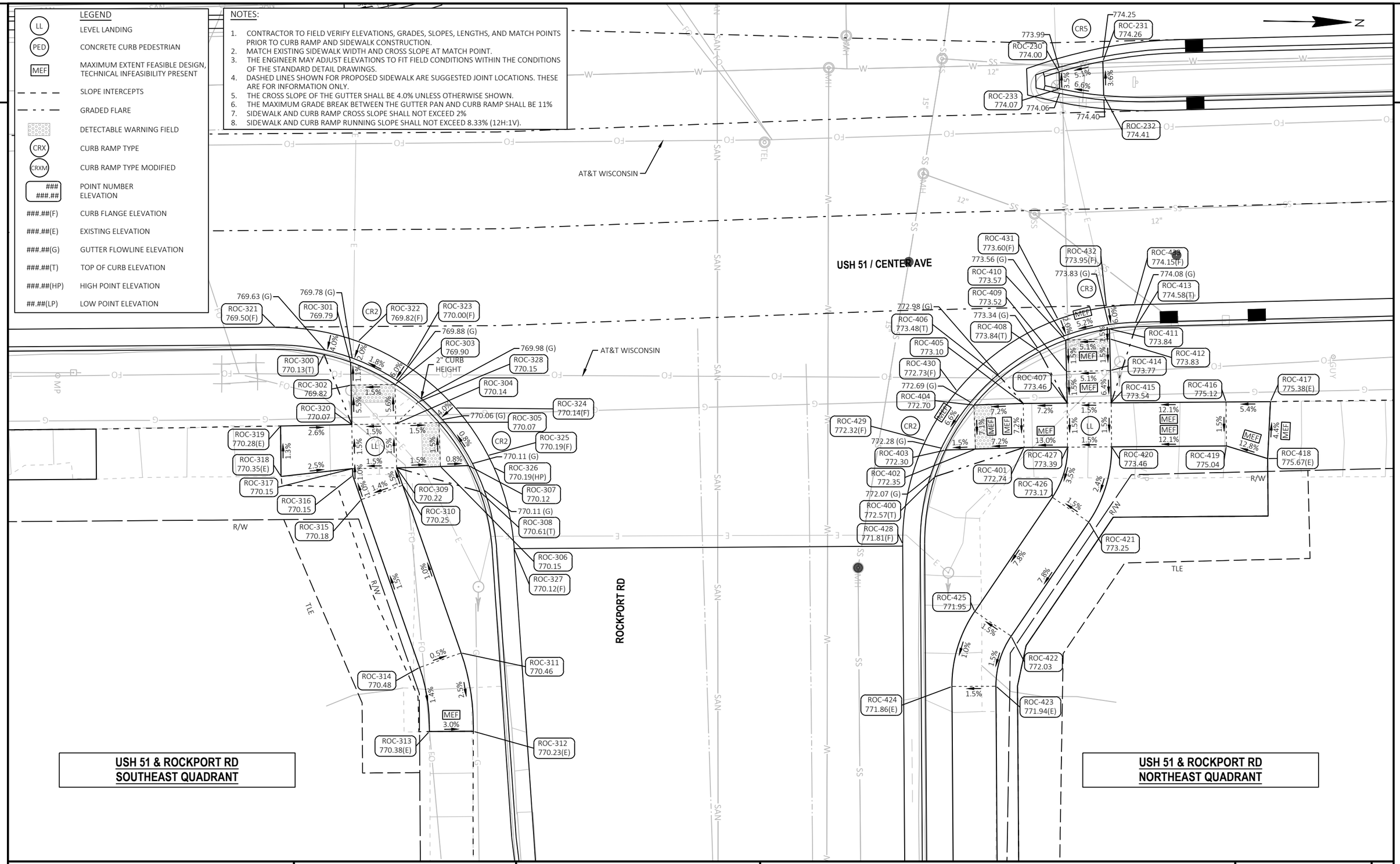
USH 51 & ROCKPORT RD NW QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
ROC-200	630+67.60	25.47' LT	774.02	265272.51	490884.88
ROC-201	630+64.60	38.82' LT	772.70	265268.99	490871.66
ROC-202	630+64.60	33.85' LT	773.32	265269.19	490876.62
ROC-203	630+64.60	28.90' LT	773.25	265269.38	490881.57
ROC-204	630+64.60	26.43' LT	773.25	265269.48	490884.04
ROC-205	630+59.60	28.90' LT	772.95	265264.38	490881.77
ROC-206	630+59.60	33.85' LT	773.02	265264.19	490876.82
ROC-207	630+59.60	38.80' LT	772.62	265264.00	490871.87
ROC-208	630+57.26	31.03' LT	773.18	265261.30	490879.77
ROC-209	630+56.33	38.82' LT	772.42	265259.91	490872.04
ROC-210	630+52.65	35.89' LT	772.72	265256.41	490875.19
ROC-211	630+50.65	38.93' LT	771.98	265254.23	490872.28
ROC-212	630+48.35	43.97' LT	771.60	265251.63	490867.39
ROC-213	630+47.49	46.99' LT	771.84	265250.59	490864.43
ROC-214	630+51.55	43.91' LT	771.85	265254.83	490867.25
ROC-215	630+51.74	47.96' LT	771.91	265254.77	490863.20
ROC-216	630+51.25	58.97' LT	770.95	265253.62	490852.24
ROC-217	630+51.26	59.20' LT	770.93	265253.62	490852.01
ROC-218	630+56.26	58.97' LT	771.21	265258.61	490851.94
ROC-219	630+56.74	47.96' LT	771.99	265259.77	490862.90
ROC-220	630+59.60	43.80' LT	772.55	265263.80	490866.87
ROC-221	630+64.60	43.82' LT	772.62	265268.79	490866.66
ROC-222	630+79.39	43.86' LT	774.43	265283.57	490866.04
ROC-223	630+79.41	38.86' LT	774.39	265283.79	490871.03
ROC-224	630+75.09	22.00' LT	774.14	265280.14	490888.05
ROC-225	630+63.71	24.09' LT	773.36	265268.68	490886.41
ROC-226	630+58.29	26.77' LT	772.97	265263.16	490883.95
ROC-227	630+48.48	37.68' LT	772.01	265252.14	490873.66
ROC-228	630+45.99	43.15' LT	771.63	265249.33	490868.35
ROC-229	630+44.27	55.06' LT	770.91	265246.88	490856.56
ROC-230	630+59.60	16.34' RT	774.00	265266.16	490926.97
ROC-231	630+64.60	15.25' RT	774.26	265271.12	490925.68
ROC-232	630+64.60	19.14' RT	774.41	265271.27	490929.58
ROC-233	630+59.60	18.27' RT	774.07	265266.24	490928.90

LEGEND

LL	LEVEL LANDING
PED	CONCRETE CURB PEDESTRIAN
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
CRX	CURB RAMP TYPE
CRXM	CURB RAMP TYPE MODIFIED
### ###.##	POINT NUMBER ELEVATION
###.##(F)	CURB FLANGE ELEVATION
###.##(E)	EXISTING ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
###.##(HP)	HIGH POINT ELEVATION
##.##(LP)	LOW POINT ELEVATION

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
6. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
7. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
8. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).



PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CURB RAMP DETAILS	SHEET 98	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021301-CR.DWG
LAYOUT NAME - 15

PLOT DATE : 11/16/2023 5:37 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

USH 51 & ROCKPORT RD SE QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
ROC-300	629+76.06	45.13' RT	770.13	265183.12	490960.30
ROC-301	629+79.07	46.03' RT	769.79	265186.15	490961.14
ROC-302	629+79.10	48.65' RT	769.82	265186.23	490963.76
ROC-303	629+84.10	48.60' RT	769.90	265191.23	490963.59
ROC-304	629+84.14	53.07' RT	770.14	265191.38	490968.06
ROC-305	629+88.35	52.97' RT	770.07	265196.29	490967.85
ROC-306	629+88.35	57.97' RT	770.15	265196.52	490972.84
ROC-307	629+90.14	57.99' RT	770.12	265199.70	490972.69
ROC-308	629+91.30	61.01' RT	770.61	265201.04	490975.63
ROC-309	629+84.20	58.07' RT	770.22	265191.54	490973.06
ROC-310	629+84.88	60.06' RT	770.25	265192.26	490975.03
ROC-311	629+88.35	79.23' RT	770.46	265199.19	490993.99
ROC-312	629+89.32	88.18' RT	770.23	265200.71	491002.87
ROC-313	629+87.70	88.07' RT	770.38	265195.71	491002.97
ROC-314	629+86.64	80.78' RT	770.48	265194.49	490995.71
ROC-315	629+80.14	61.67' RT	770.18	265187.57	490976.75
ROC-316	629+79.21	58.93' RT	770.15	265186.57	490974.03
ROC-317	629+79.20	58.13' RT	770.15	265186.55	490973.23
ROC-318	629+71.06	58.96' RT	770.35	265178.43	490974.24
ROC-319	629+71.05	53.23' RT	770.28	265178.29	490968.51
ROC-320	629+79.14	53.13' RT	770.07	265186.38	490968.23
ROC-321	629+70.53	42.00' RT	769.50	265177.52	490957.30
ROC-322	629+79.94	43.69' RT	769.82	265186.96	490958.78
ROC-323	629+85.47	46.51' RT	770.00	265192.56	490961.47
ROC-324	629+88.97	51.39' RT	770.14	265198.14	490966.17
ROC-325	629+92.41	56.95' RT	770.19	265201.91	490971.51
ROC-326	629+93.01	58.34' RT	770.19	265202.59	490972.86
ROC-327	629+94.89	67.66' RT	770.12	265205.03	490982.05
ROC-328	629+86.72	50.61' RT	770.15	265193.90	490965.54

USH 51 & ROCKPORT RD NE QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
ROC-400	630+43.03	61.69' RT	772.57	265252.72	490973.18
ROC-401	630+53.32	58.83' RT	772.74	265262.82	490969.70
ROC-402	630+47.78	58.76' RT	772.35	265257.28	490969.96
ROC-403	630+44.37	58.71' RT	772.30	265253.88	490970.12
ROC-404	630+47.85	53.76' RT	772.70	265257.05	490964.97
ROC-405	630+53.45	53.83' RT	773.10	265262.64	490964.70
ROC-406	630+51.05	50.80' RT	773.48	265260.06	490961.82
ROC-407	630+59.60	53.99' RT	773.46	265267.64	490964.59
ROC-408	630+55.57	48.03' RT	773.84	265264.41	490958.79
ROC-409	630+59.60	50.40' RT	773.52	265267.50	490961.00
ROC-410	630+59.60	46.81' RT	773.57	265267.36	490957.42
ROC-411	630+64.60	45.67' RT	773.84	265272.31	490956.08
ROC-412	630+64.60	46.81' RT	773.83	265272.36	490957.22
ROC-413	630+67.60	45.50' RT	774.58	265275.30	490955.79
ROC-414	630+64.60	50.40' RT	773.77	265272.50	490960.81
ROC-415	630+64.60	54.07' RT	773.54	265272.64	490964.48
ROC-416	630+77.65	54.29' RT	775.12	265285.69	490964.18
ROC-417	630+82.69	54.38' RT	775.38	265290.73	490964.07
ROC-418	630+82.21	60.83' RT	775.67	265290.51	490970.54
ROC-419	630+77.56	59.29' RT	775.04	265285.81	490969.18
ROC-420	630+64.51	59.07' RT	773.46	265272.75	490969.47
ROC-421	630+61.71	67.55' RT	773.25	265270.29	490978.06
ROC-422	630+50.87	80.18' RT	772.03	265261.67	490991.16
ROC-423	630+48.88	85.78' RT	771.94	265260.02	490996.87
ROC-424	630+43.89	85.59' RT	771.86	265255.02	490996.98
ROC-425	630+46.87	77.19' RT	771.95	265257.49	490988.41
ROC-426	630+56.27	64.63' RT	773.17	265266.11	490975.31
ROC-427	630+59.51	58.99' RT	773.39	265267.75	490969.59
ROC-428	630+39.03	69.14' RT	771.81	265249.18	490980.85
ROC-429	630+42.16	57.54' RT	772.32	265251.60	490969.09
ROC-430	630+45.99	52.08' RT	772.73	265255.09	490963.40
ROC-431	630+58.79	44.44' RT	773.60	265266.46	490955.09
ROC-432	630+64.30	43.19' RT	773.95	265271.92	490953.62
ROC-433	630+67.50	43.00' RT	774.15	265275.11	490953.30

2

2

USH 51 / CENTER AVE

N

AT&T WISCONSIN

WIL-113
795.84(F)

WIL-218
801.01(F)

8.0%

6.1%

WIL-114
797.52(F)

799.74 (LP)

CLOSE EAST-WEST CROSSING
SEE CONSTRUCTION DETAILS
AND SIGNING PLANS

ALLIANT ENERGY - ELECTRIC
SPECTRUM

AT&T WISCONSIN

CLOSE EAST-WEST CROSSING
SEE CONSTRUCTION DETAILS
AND SIGNING PLANS

WIL-100
799.17(T)

798.42 (G)

WIL-103
798.50

WIL-102
798.51

798.48 (G)

WIL-112
799.18

WIL-111
799.72(E)

WIL-101
799.10

WIL-115
798.56(F)

WIL-116
798.56(F)

WIL-110
799.77(E)

WIL-117
798.65(F)

798.57 (G)

WIL-109
799.25

WIL-106
799.18

WIL-104
798.58

798.62 (G)

WIL-105
799.12(T)

WILSON AVE

WIL-204
800.04

799.98 (G)

WIL-205
800.48(T)

WIL-217
800.07(F)

WIL-206
800.66

WIL-207
800.74

WIL-208
802.97(E)

800.03 (G)

WIL-216
800.11(F)

WIL-209
803.20(E)

WIL-215
800.17(F)

800.09 (G)

WIL-201
800.72

WIL-203
800.10

WIL-210
800.80

WIL-202
800.11

800.13 (G)

WIL-200
800.63(T)

WIL-214
801.82

WIL-211
801.91

WIL-213
802.35(E)

WIL-212
802.44(E)

R/W

R/W

TILE

TILE

1.3%

WIL-108
800.96(E)

WIL-107
801.03(E)

LEGEND

LL	LEVEL LANDING
PED	CONCRETE CURB PEDESTRIAN
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
CRX	CURB RAMP TYPE
CRXM	CURB RAMP TYPE MODIFIED
### ###.##	POINT NUMBER ELEVATION
###.##(F)	CURB FLANGE ELEVATION
###.##(E)	EXISTING ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
###.##(HP)	HIGH POINT ELEVATION
##.##(LP)	LOW POINT ELEVATION

USH 51 & WILSON AVE
SOUTHEAST QUADRANT

USH 51 & WILSON AVE
NORTHEAST QUADRANT

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
6. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
7. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
8. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CURB RAMP DETAILS	SHEET 100	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021301-CR.DWG
LAYOUT NAME - 16

PLOT DATE : 11/16/2023 5:38 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

USH 51 & WILSON AVE SE QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
WIL-100	633+67.74	47.62' RT	799.17	265575.38	490950.12
WIL-101	633+58.34	50.50' RT	799.10	265566.09	490953.36
WIL-102	633+67.73	50.62' RT	798.51	265575.48	490953.12
WIL-103	633+67.84	50.62' RT	798.50	265575.59	490953.11
WIL-104	633+67.63	55.62' RT	798.58	265575.58	490958.11
WIL-105	633+67.50	58.62' RT	799.12	265575.57	490961.12
WIL-106	633+58.12	55.50' RT	799.18	265566.08	490958.37
WIL-107	633+57.06	80.40' RT	801.03	265566.00	490983.29
WIL-108	633+52.07	80.19' RT	800.96	265561.00	490983.27
WIL-109	633+53.12	55.50' RT	799.25	265561.08	490958.57
WIL-110	633+42.27	55.50' RT	799.77	265550.24	490958.99
WIL-111	633+42.27	50.50' RT	799.72	265550.04	490954.00
WIL-112	633+53.33	50.50' RT	799.18	265561.09	490953.56
WIL-113	633+41.66	22.96' RT	795.84	265548.35	490926.50
WIL-114	633+62.25	30.62' RT	797.52	265569.22	490933.35
WIL-115	633+70.34	50.70' RT	798.56	265578.09	490953.09
WIL-116	633+70.33	51.06' RT	798.56	265578.09	490953.45
WIL-117	633+70.13	55.73' RT	798.65	265578.08	490958.12

USH 51 & WILSON AVE NE QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
WIL-200	634+02.50	59.31' RT	800.63	265610.57	490960.43
WIL-201	634+12.13	56.50' RT	800.72	265620.08	490957.24
WIL-202	634+02.75	56.31' RT	800.11	265610.70	490957.43
WIL-203	634+02.63	56.31' RT	800.10	265610.58	490957.43
WIL-204	634+02.84	51.31' RT	800.04	265610.60	490952.43
WIL-205	634+02.98	48.31' RT	800.48	265610.61	490949.43
WIL-206	634+12.34	51.50' RT	800.66	265620.10	490952.24
WIL-207	634+17.35	51.50' RT	800.74	265625.10	490952.04
WIL-208	634+33.34	51.48' RT	802.97	265641.08	490951.39
WIL-209	634+33.29	56.45' RT	803.20	265641.22	490956.36
WIL-210	634+17.14	56.50' RT	800.80	265625.08	490957.05
WIL-211	634+16.76	66.68' RT	801.91	265625.10	490967.23
WIL-212	634+16.57	71.56' RT	802.44	265625.11	490972.12
WIL-213	634+12.68	71.22' RT	802.35	265621.21	490971.93
WIL-214	634+11.76	66.49' RT	801.82	265620.10	490967.24
WIL-215	634+00.13	56.20' RT	800.17	265608.08	490957.42
WIL-216	634+00.35	51.21' RT	800.11	265608.10	490952.42
WIL-217	634+00.45	48.81' RT	800.07	265608.11	490950.02
WIL-218	634+28.42	22.00' RT	801.01	265635.00	490922.13

2

USH 51 & RACINE ST SOUTHWEST QUADRANT

USH 51 & RACINE ST NORTHWEST QUADRANT

RACINE ST

USH 51 / CENTER AVE

ALLIANT ENERGY - ELECTRIC SPECTRUM

RAC-100 812.10(T)
RAC-101 811.64
RAC-102 811.56
RAC-103 811.56
RAC-104 811.51
RAC-105 811.87(T)
RAC-106 811.59
RAC-107 811.76
RAC-108 810.56
RAC-109 811.11(T)
RAC-110 810.48
RAC-111 810.42
RAC-112 810.40
RAC-113 810.76(T)
RAC-114 810.49
RAC-115 811.68
RAC-116 811.50(E)
RAC-117 811.68(E)
RAC-118 811.73
RAC-119 812.31(E)
RAC-120 812.30(E)
RAC-121 811.80
RAC-122 811.63(F)
RAC-123 811.54(F)
RAC-124 811.54(F)
RAC-125 810.95(F)
RAC-126 810.59(F)
RAC-127 810.43(F)
RAC-128 810.35(F)
RAC-200 812.82(T)
RAC-201 812.31
RAC-202 812.23
RAC-203 812.21
RAC-204 812.16
RAC-205 812.49(T)
RAC-206 812.24
RAC-207 813.07
RAC-208 812.22
RAC-209 812.58(T)
RAC-210 812.14
RAC-211 812.14
RAC-212 812.21
RAC-213 812.74(T)
RAC-214 812.29
RAC-215 813.15
RAC-216 814.07
RAC-217 814.32(E)
RAC-218 814.45(E)
RAC-219 814.14
RAC-220 813.22
RAC-221 814.48
RAC-222 814.84(E)
RAC-223 814.70(E)
RAC-224 814.40
RAC-225 813.15
RAC-226 812.42(F)
RAC-227 812.32(F)
RAC-228 812.19(F)
RAC-229 811.90(F)
RAC-230 812.21
RAC-231 812.23(F)
RAC-232 812.28(F)

811.60 (G)
811.55 (G)
811.50 (G)
811.37 (G)
810.61 (G)
810.47 (G)
810.39 (G)
810.26 (G)
812.24 (G)
812.20 (G)
812.13 (G)
812.08 (G)
811.99 (G)
812.15 (G)
812.32 (G)
811.87 (LP)

638+00

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
6. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
7. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
8. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

LEGEND

LL	LEVEL LANDING
PED	CONCRETE CURB PEDESTRIAN
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
CRX	CURB RAMP TYPE
CRXM	CURB RAMP TYPE MODIFIED
### ###.##	POINT NUMBER ELEVATION
###.##(F)	CURB FLANGE ELEVATION
###.##(E)	EXISTING ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
###.##(HP)	HIGH POINT ELEVATION
##.##(LP)	LOW POINT ELEVATION

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CURB RAMP DETAILS	SHEET 102	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021301-CR.DWG
LAYOUT NAME - 17

PLOT DATE : 11/16/2023 5:38 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

USH 51 & RACINE ST SW QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
RAC-100	637+43.92	56.59' LT	812.10	265947.17	490831.21
RAC-101	637+38.78	53.60' LT	811.64	265942.15	490834.40
RAC-102	637+43.78	53.59' LT	811.56	265947.14	490834.21
RAC-103	637+43.86	53.59' LT	811.56	265947.23	490834.21
RAC-104	637+43.77	48.59' LT	811.51	265947.33	490839.21
RAC-105	637+43.53	45.59' LT	811.87	265947.21	490842.21
RAC-106	637+38.77	48.60' LT	811.59	265942.33	490839.39
RAC-107	637+27.51	48.62' LT	811.76	265931.08	490839.82
RAC-108	637+26.93	30.67' LT	810.56	265931.21	490857.77
RAC-109	637+29.81	26.88' LT	811.11	265934.23	490861.44
RAC-110	637+26.77	25.67' LT	810.48	265931.24	490862.77
RAC-111	637+21.77	25.84' LT	810.42	265926.24	490862.80
RAC-112	637+21.73	24.62' LT	810.40	265926.25	490864.02
RAC-113	637+18.72	24.50' LT	810.76	265923.25	490864.26
RAC-114	637+21.93	30.83' LT	810.49	265926.21	490857.80
RAC-115	637+22.50	48.60' LT	811.68	265926.08	490840.03
RAC-116	637+16.78	48.64' LT	811.50	265920.36	490840.21
RAC-117	637+16.96	53.61' LT	811.68	265920.35	490835.24
RAC-118	637+22.61	53.60' LT	811.73	265925.99	490835.03
RAC-119	637+22.94	67.99' LT	812.31	265925.76	490820.64
RAC-120	637+27.51	67.97' LT	812.30	265930.32	490820.48
RAC-121	637+27.61	53.62' LT	811.80	265930.99	490834.82
RAC-122	637+46.36	53.54' LT	811.63	265949.73	490834.16
RAC-123	637+46.27	48.54' LT	811.54	265949.83	490839.16
RAC-124	637+46.26	48.48' LT	811.54	265949.83	490839.21
RAC-125	637+38.18	29.73' LT	810.95	265942.49	490858.27
RAC-126	637+27.53	23.29' LT	810.59	265932.10	490865.12
RAC-127	637+21.98	22.14' LT	810.43	265926.60	490866.49
RAC-128	637+19.27	22.00' LT	810.35	265923.90	490866.74

USH 51 & RACINE ST NW QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
RAC-200	638+02.33	24.52' LT	812.82	266006.79	490860.95
RAC-201	637+99.46	31.08' LT	812.31	266003.67	490854.51
RAC-202	637+99.36	26.08' LT	812.23	266003.76	490859.51
RAC-203	637+99.33	24.82' LT	812.21	266003.79	490860.77
RAC-204	637+94.36	26.18' LT	812.16	265998.77	490859.60
RAC-205	637+91.39	27.58' LT	812.49	265995.74	490858.32
RAC-206	637+94.46	31.18' LT	812.24	265998.67	490854.61
RAC-207	637+94.82	48.50' LT	813.07	265998.35	490837.29
RAC-208	637+83.86	48.52' LT	812.22	265987.40	490837.70
RAC-209	637+79.03	45.53' LT	812.58	265982.69	490840.88
RAC-210	637+78.79	48.53' LT	812.14	265982.33	490837.89
RAC-211	637+78.86	48.53' LT	812.14	265982.40	490837.89
RAC-212	637+78.87	53.53' LT	812.21	265982.21	490832.89
RAC-213	637+78.93	56.53' LT	812.74	265982.15	490829.89
RAC-214	637+83.87	53.52' LT	812.29	265987.21	490832.70
RAC-215	637+94.92	53.50' LT	813.15	265998.25	490832.29
RAC-216	637+95.24	68.60' LT	814.07	265997.98	490817.19
RAC-217	637+95.34	73.60' LT	814.32	265997.88	490812.19
RAC-218	638+00.34	73.50' LT	814.45	266002.88	490812.09
RAC-219	638+00.24	68.50' LT	814.14	266002.97	490817.09
RAC-220	637+99.92	53.50' LT	813.22	266003.25	490832.09
RAC-221	638+17.13	53.50' LT	814.48	266020.44	490831.41
RAC-222	638+22.13	53.50' LT	814.84	266025.44	490831.22
RAC-223	638+22.13	48.50' LT	814.70	266025.63	490836.21
RAC-224	638+17.13	48.50' LT	814.40	266020.64	490836.41
RAC-225	637+99.82	48.50' LT	813.15	266003.34	490837.09
RAC-226	638+03.29	22.00' LT	812.42	266007.85	490863.43
RAC-227	637+98.92	22.35' LT	812.32	266003.48	490863.25
RAC-228	637+93.45	23.86' LT	812.19	265997.95	490861.97
RAC-229	637+84.01	30.09' LT	811.90	265988.27	490856.10
RAC-230	637+76.29	48.48' LT	812.21	265979.83	490838.03
RAC-231	637+76.29	49.52' LT	812.23	265979.79	490837.00
RAC-232	637+76.37	53.58' LT	812.28	265979.71	490832.94

637+00

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
6. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
7. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
8. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

LEGEND

- LL — LEVEL LANDING
- PED — CONCRETE CURB PEDESTRIAN
- MEF — MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
- SLOPE INTERCEPTS
- GRADED FLARE
- DETECTABLE WARNING FIELD
- CRX — CURB RAMP TYPE
- CRXM — CURB RAMP TYPE MODIFIED
- ### / ###.## — POINT NUMBER / ELEVATION
- ###.##(F) — CURB FLANGE ELEVATION
- ###.##(E) — EXISTING ELEVATION
- ###.##(G) — GUTTER FLOWLINE ELEVATION
- ###.##(T) — TOP OF CURB ELEVATION
- ###.##(HP) — HIGH POINT ELEVATION
- ##.##(LP) — LOW POINT ELEVATION

AT&T WISCONSIN

ALLIANT ENERGY - ELECTRIC SPECTRUM

USH 51 / CENTER AVE

RACINE ST

RAC-300 810.04(T)
809.53 (G)
RAC-319 809.67(F)
809.59 (G)
RAC-301 809.60
RAC-320 809.77(F)
809.69 (G)
RAC-302 809.70
RAC-304 809.76
RAC-303 809.85(HP)
RAC-318 809.74
809.76 (G)
810.27 (T)
RAC-306 810.27(T)
809.74 (G)
RAC-305 809.95
RAC-316 809.83(E)
RAC-317 810.03
RAC-321 809.80(F)
809.72 (G)
RAC-307 809.73
RAC-315 809.77(E)
809.70 (G)
RAC-322 809.77(F)
RAC-323 809.77(F)
RAC-314 810.02
RAC-311 809.95
RAC-309 809.71
RAC-312 809.81(E)
RAC-308 809.71
RAC-310 810.10(T)
809.60 (G)
RAC-313 809.81(E)

RADIAL WARNING FIELD INFORMATION

BACK OF CURB RADIUS =	34.5'
LANDING LENGTH 'XR' =	9.1'
RADIAL WARNING FIELD AREA =	15.5 SF
RADIAL LONG CHORD =	7.4'

USH 51 & RACINE ST
SOUTHEAST QUADRANT

RAC-428 811.83(F)
811.71 (G)
RAC-429 812.19
RAC-408 811.66
811.82 (G)
RAC-411 812.32(T)
811.65 (G)
RAC-427 811.69(F)
RAC-410 811.72
811.50 (G)
RAC-409 811.73
RAC-407 812.00(T)
RAC-406 811.73
RAC-412 811.81
811.10 (G)
RAC-404 811.60(T)
RAC-403 810.95
RAC-405 811.47
RAC-415 812.38
810.94 (G)
RAC-413 811.54
RAC-414 811.77
RAC-416 812.66(E)
RAC-426 811.06(F)
RAC-425 811.03(F)
RAC-417 812.76(E)
RAC-424 810.91(F)
810.87 (G)
RAC-420 811.49
RAC-419 811.84
RAC-418 812.45
RAC-423 811.41
RAC-402 810.90
810.75 (G)
RAC-400 811.25(T)
RAC-401 810.88
RAC-422 811.65(E)
RAC-421 811.76(E)

USH 51 & RACINE ST
NORTHEAST QUADRANT

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CURB RAMP DETAILS	SHEET 104	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021301-CR.DWG
LAYOUT NAME - 18

PLOT DATE : 11/16/2023 5:39 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

USH 51 & RACINE ST SE QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
RAC-300	637+16.91	31.47' RT	810.04	265923.64	490920.26
RAC-301	637+19.83	33.95' RT	809.60	265926.66	490922.62
RAC-302	637+24.65	39.61' RT	809.70	265931.70	490928.09
RAC-303	637+29.70	43.44' RT	809.85	265936.89	490931.71
RAC-304	637+24.54	43.23' RT	809.76	265931.72	490931.71
RAC-305	637+24.25	51.96' RT	809.95	265931.78	490940.44
RAC-306	637+29.12	48.96' RT	810.27	265936.53	490937.26
RAC-307	637+29.89	51.96' RT	809.73	265937.42	490940.22
RAC-308	637+29.89	56.96' RT	809.71	265937.61	490945.22
RAC-309	637+30.56	56.96' RT	809.71	265938.28	490945.19
RAC-310	637+30.72	59.96' RT	810.10	265938.56	490948.19
RAC-311	637+24.08	56.96' RT	809.95	265931.81	490945.44
RAC-312	637+23.81	62.30' RT	809.81	265931.74	490950.79
RAC-313	637+18.92	62.21' RT	809.81	265926.86	490950.90
RAC-314	637+19.08	56.89' RT	810.02	265926.81	490945.57
RAC-315	637+13.83	56.68' RT	809.77	265921.56	490945.57
RAC-316	637+13.94	51.91' RT	809.83	265921.47	490940.80
RAC-317	637+19.25	51.89' RT	810.03	265926.78	490940.57
RAC-318	637+19.54	43.07' RT	809.74	265926.72	490931.75
RAC-319	637+21.56	32.12' RT	809.67	265928.31	490920.73
RAC-320	637+26.73	38.20' RT	809.77	265933.72	490926.60
RAC-321	637+32.35	51.45' RT	809.80	265939.85	490939.62
RAC-322	637+33.05	56.83' RT	809.77	265940.77	490944.96
RAC-323	637+33.06	56.97' RT	809.77	265940.78	490945.10

USH 51 & RACINE ST NE QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
RAC-400	637+84.42	60.00' RT	811.25	265992.22	490946.11
RAC-401	637+84.55	57.00' RT	810.88	265992.23	490943.10
RAC-402	637+84.76	57.00' RT	810.90	265992.44	490943.10
RAC-403	637+84.76	52.00' RT	810.95	265992.25	490938.10
RAC-404	637+85.12	49.00' RT	811.60	265992.49	490935.09
RAC-405	637+92.76	52.00' RT	811.47	266000.23	490937.79
RAC-406	637+93.04	38.33' RT	811.73	265999.98	490924.13
RAC-407	637+90.06	37.03' RT	812.00	265996.96	490922.94
RAC-408	637+93.14	33.34' RT	811.66	265999.88	490919.13
RAC-409	637+98.14	33.44' RT	811.73	266004.88	490919.03
RAC-410	637+98.22	29.19' RT	811.72	266004.80	490914.79
RAC-411	638+01.26	27.49' RT	812.32	266007.77	490912.96
RAC-412	637+98.03	38.44' RT	811.81	266004.98	490924.03
RAC-413	637+97.76	52.00' RT	811.54	266005.23	490937.59
RAC-414	638+03.46	52.00' RT	811.77	266010.93	490937.37
RAC-415	638+13.46	52.00' RT	812.38	266020.92	490936.98
RAC-416	638+18.46	52.00' RT	812.66	266025.92	490936.78
RAC-417	638+18.46	57.00' RT	812.76	266026.11	490941.78
RAC-418	638+13.46	57.00' RT	812.45	266021.12	490941.97
RAC-419	638+03.46	57.00' RT	811.84	266011.12	490942.37
RAC-420	637+97.65	57.00' RT	811.49	266005.33	490942.59
RAC-421	637+97.74	67.96' RT	811.76	266005.85	490953.55
RAC-422	637+92.82	67.76' RT	811.65	266000.92	490953.54
RAC-423	637+92.65	57.00' RT	811.41	266000.33	490942.79
RAC-424	637+82.05	56.89' RT	810.91	265989.73	490943.10
RAC-425	637+82.22	52.70' RT	811.03	265989.73	490938.91
RAC-426	637+82.27	51.83' RT	811.06	265989.75	490938.03
RAC-427	637+91.35	31.58' RT	811.69	265998.03	490917.45
RAC-428	637+96.87	27.09' RT	811.83	266003.37	490912.74
RAC-429	638+14.19	22.00' RT	812.19	266020.48	490906.97

2

USH 51 & JOHNSON ST
SOUTHWEST QUADRANT

USH 51 & JOHNSON ST
NORTHWEST QUADRANT

JOHNSON ST

N

R/W

TLE

JOH-100 816.58(T)
816.08 (G)
JOH-118 816.99(E)
JOH-117 817.08(E)
JOH-116 816.78
JOH-101 816.72
JOH-102 816.10
816.09 (G)
JOH-119 816.17(F)
JOH-115 817.24(E)
CR2
JOH-120 816.19(F)
JOH-121 816.19(F)
JOH-114 817.18(E)
JOH-113 816.81
JOH-105 816.74
816.11 (G)
JOH-104 816.63(T)
JOH-103 816.12
816.13 (G)
JOH-112 816.48
JOH-106 816.41
JOH-107 816.72(T)
JOH-109 816.37
816.22 (G)
JOH-111 816.92(T)
JOH-122 816.37(F)
816.42 (G)
816.29 (G)
JOH-108 816.30
CR2
JOH-124 816.51(F)
JOH-123 816.46(F)
JOH-125 816.53(HP)
JOH-110 816.39
816.38 (G)

JOH-211 816.67(T)
816.17 (G)
JOH-210 816.29
816.19 (G)
JOH-225 816.27(F)
JOH-213 816.67(E)
JOH-214 816.81(E)
JOH-212 816.60
JOH-215 816.67
JOH-216 816.76(E)
CR2
JOH-224 816.29(HP)
JOH-223 816.28(F)
JOH-206 816.56
JOH-218 816.63
JOH-217 816.83(E)
816.24 (G)
JOH-208 816.25
JOH-207 816.68(T)
JOH-209 816.26
816.18 (G)
JOH-205 816.19
JOH-219 816.16
816.07 (G)
JOH-204 816.57(T)
JOH-202 816.02
816.04 (G)
JOH-222 816.12(F)
JOH-203 816.05
CR2
JOH-221 816.07(F)
JOH-200 816.47(T)
JOH-220 815.98(F)
815.99 (G)
815.97 (G)
JOH-201 816.00

ALLIANT ENERGY - ELECTRIC SPECTRUM

ALLIANT ENERGY - ELECTRIC SPECTRUM

641+00

USH 51 / CENTER AVE

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
6. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
7. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
8. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

LEGEND

LL	LEVEL LANDING
PED	CONCRETE CURB PEDESTRIAN
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
CRX	CURB RAMP TYPE
CRXM	CURB RAMP TYPE MODIFIED
### ###.##	POINT NUMBER ELEVATION
###.##(F)	CURB FLANGE ELEVATION
###.##(E)	EXISTING ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
###.##(HP)	HIGH POINT ELEVATION
##.##(LP)	LOW POINT ELEVATION

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CURB RAMP DETAILS	SHEET 106	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021301-CR.DWG
LAYOUT NAME - 19
PLOT DATE : 11/16/2023 5:39 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

USH 51 & JOHNSON ST SW QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
JOH-100	641+17.43	56.50' LT	816.58	266320.40	490816.61
JOH-101	641+07.91	53.50' LT	816.72	266311.00	490819.99
JOH-102	641+17.43	53.50' LT	816.10	266320.51	490819.61
JOH-103	641+17.42	48.50' LT	816.12	266320.70	490824.61
JOH-104	641+17.17	45.50' LT	816.63	266320.57	490827.62
JOH-105	641+07.81	48.50' LT	816.74	266311.10	490824.99
JOH-106	641+07.33	34.06' LT	816.41	266311.18	490839.44
JOH-107	641+10.25	31.68' LT	816.72	266314.19	490841.70
JOH-108	641+07.16	29.06' LT	816.30	266311.21	490844.44
JOH-109	641+02.16	29.23' LT	816.37	266306.21	490844.47
JOH-110	641+02.06	26.27' LT	816.39	266306.23	490847.43
JOH-111	640+99.03	25.27' LT	816.92	266303.23	490848.54
JOH-112	641+02.33	34.22' LT	816.48	266306.18	490839.47
JOH-113	641+02.81	48.50' LT	816.81	266306.10	490825.18
JOH-114	640+93.32	48.50' LT	817.18	266296.62	490825.56
JOH-115	640+93.32	53.50' LT	817.24	266296.42	490820.56
JOH-116	641+02.91	53.50' LT	816.78	266306.00	490820.18
JOH-117	641+03.01	58.46' LT	817.08	266305.91	490815.22
JOH-118	641+08.01	58.36' LT	816.99	266310.91	490815.13
JOH-119	641+19.93	53.46' LT	816.17	266323.01	490819.55
JOH-120	641+19.92	48.96' LT	816.19	266323.18	490824.05
JOH-121	641+19.92	48.45' LT	816.19	266323.20	490824.56
JOH-122	641+08.61	27.02' LT	816.37	266312.74	490846.41
JOH-123	641+02.99	23.95' LT	816.46	266307.25	490849.71
JOH-124	640+92.92	22.00' LT	816.51	266297.26	490852.05
JOH-125	640+98.05	22.49' LT	816.53	266302.37	490851.36

USH 51 & JOHNSON ST NW QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
JOH-200	641+68.58	25.88' LT	816.47	266372.71	490845.20
JOH-201	641+65.62	27.15' LT	816.00	266369.70	490844.05
JOH-202	641+65.70	30.31' LT	816.02	266369.66	490840.89
JOH-203	641+60.70	30.45' LT	816.05	266364.66	490840.95
JOH-204	641+57.78	33.43' LT	816.57	266361.62	490838.08
JOH-205	641+60.84	35.44' LT	816.19	266364.60	490835.95
JOH-206	641+61.19	48.50' LT	816.56	266364.44	490822.89
JOH-207	641+52.45	45.50' LT	816.68	266355.82	490826.23
JOH-208	641+52.21	48.50' LT	816.25	266355.46	490823.24
JOH-209	641+52.27	48.50' LT	816.26	266355.52	490823.24
JOH-210	641+52.27	53.50' LT	816.29	266355.33	490818.24
JOH-211	641+52.32	56.50' LT	816.67	266355.26	490815.24
JOH-212	641+61.27	53.50' LT	816.60	266364.32	490817.89
JOH-213	641+61.71	58.52' LT	816.67	266364.56	490812.85
JOH-214	641+66.35	58.45' LT	816.81	266369.20	490812.75
JOH-215	641+66.27	53.50' LT	816.67	266369.32	490817.69
JOH-216	641+72.36	53.50' LT	816.76	266375.40	490817.45
JOH-217	641+72.36	48.50' LT	816.83	266375.60	490822.45
JOH-218	641+66.19	48.50' LT	816.63	266369.43	490822.69
JOH-219	641+65.84	35.31' LT	816.16	266369.60	490835.89
JOH-220	641+76.70	22.00' LT	815.98	266380.98	490848.76
JOH-221	641+64.48	24.92' LT	816.07	266368.65	490846.32
JOH-222	641+59.08	28.55' LT	816.12	266363.11	490842.91
JOH-223	641+49.71	48.45' LT	816.28	266352.96	490823.39
JOH-224	641+49.71	49.44' LT	816.29	266352.92	490822.40
JOH-225	641+49.77	53.54' LT	816.27	266352.83	490818.30

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
6. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
7. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
8. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

LEGEND

LL	LEVEL LANDING
PED	CONCRETE CURB PEDESTRIAN
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
CRX	CURB RAMP TYPE
CRXM	CURB RAMP TYPE MODIFIED
### ###.##	POINT NUMBER ELEVATION
###.##(F)	CURB FLANGE ELEVATION
###.##(E)	EXISTING ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
###.##(HP)	HIGH POINT ELEVATION
##.##(LP)	LOW POINT ELEVATION

641+00

642+00

USH 51 / CENTER AVE

ALLIANT ENERGY - ELECTRIC SPECTRUM

JOHNSON ST

R/W

816.53(HP)
816.39
816.38 (G)
JOH-320 816.71(F)
JOH-301 816.68
816.67 (G)
JOH-321 816.75(F)
CR2
JOH-322 816.72(F)
816.66 (G)
JOH-300 817.16(T)
816.64 (G)
JOH-303 816.65
JOH-302 816.73
816.62 (G)
JOH-304 817.12(T)
JOH-319 816.79
JOH-305 816.71
JOH-326 816.78
JOH-307 817.02(T)
816.52 (G)
JOH-323 816.60(F)
JOH-308 816.52
JOH-306 816.92
JOH-317 817.18(E)
JOH-318 816.99
816.51 (G)
JOH-324 816.59(F)
JOH-316 817.18(E)
CR2
JOH-325 816.56(F)
816.48 (G)
JOH-310 816.49
JOH-315 817.07
JOH-312 816.99
816.45 (G)
JOH-313 817.07(E)
JOH-311 816.95(T)
JOH-314 817.10(E)
JOH-327 816.74
4.1%
0.1%
2.5%
1.5%
LL
1.5%
1.5%
1.5%
3.0%
0.8%
0.8%
5.5%
0.8%
0.7%
5.4%
5.4%
0.6%
0.5%
1.4%
0.5%
1.5%
1.2%
1.2%

816.32 (G)
JOH-424 816.40(F)
816.30 (G)
JOH-411 816.80(T)
JOH-425 816.34(F)
JOH-408 816.36
CR2
816.35 (G)
JOH-423 816.43(F)
0.6%
1.5%
816.37 (G)
JOH-407 816.87(T)
JOH-410 816.33
0.2%
2.3%
2.3%
JOH-409 816.37
JOH-406 816.48
JOH-412 816.49
0.2%
JOH-426 816.71
JOH-404 816.97(T)
816.47 (G)
JOH-422 816.56(F)
1.9%
2.3%
JOH-403 816.43
JOH-405 816.82
JOH-421 816.50(F)
JOH-413 816.90
JOH-414 816.84(E)
816.42 (G)
CR2
816.32 (G)
JOH-420 816.40(F)
1.9%
1.8%
6.0%
2.4%
1.8%
6.0%
1.5%
LL
1.5%
1.5%
1.1%
MEF
3.4%
0.8%
JOH-415 817.01(E)
JOH-419 816.90
JOH-416 816.97
1.9%
MEF
2.7%
2.4%
JOH-401 816.33
JOH-417 817.10(E)
JOH-418 816.98(E)
816.25 (G)
JOH-400 816.75(T)
JOH-427 816.62
TLE

USH 51 & JOHNSON ST
SOUTHEAST QUADRANT

USH 51 & JOHNSON ST
NORTHEAST QUADRANT

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CURB RAMP DETAILS	SHEET 108	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021301-CR.DWG
LAYOUT NAME - 20

PLOT DATE : 11/16/2023 5:40 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

USH 51 & JOHNSON ST SE QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
JOH-300	640+97.31	25.84' RT	817.16	266303.53	490899.68
JOH-301	641+00.27	27.08' RT	816.68	266306.54	490900.80
JOH-302	641+00.17	30.14' RT	816.73	266306.55	490903.87
JOH-303	641+05.17	30.31' RT	816.65	266311.55	490903.84
JOH-304	641+08.07	33.22' RT	817.12	266314.57	490906.63
JOH-305	641+05.00	35.30' RT	816.71	266311.58	490908.84
JOH-306	641+04.44	52.00' RT	816.92	266311.68	490925.54
JOH-307	641+13.83	49.00' RT	817.02	266320.94	490922.17
JOH-308	641+13.75	52.00' RT	816.52	266320.98	490925.18
JOH-310	641+13.58	57.00' RT	816.49	266321.01	490930.18
JOH-311	641+13.49	60.00' RT	816.95	266321.03	490933.18
JOH-312	641+04.28	57.00' RT	816.99	266311.71	490930.54
JOH-313	641+04.11	62.27' RT	817.07	266311.75	490935.81
JOH-314	640+99.11	62.10' RT	817.10	266306.75	490935.85
JOH-315	640+99.28	57.00' RT	817.07	266306.72	490930.74
JOH-316	640+94.84	57.00' RT	817.18	266302.28	490930.91
JOH-317	640+94.84	52.00' RT	817.18	266302.08	490925.92
JOH-318	640+99.44	52.00' RT	816.99	266306.68	490925.74
JOH-319	641+00.00	35.14' RT	816.79	266306.58	490908.87
JOH-320	640+89.33	22.00' RT	816.71	266295.40	490896.16
JOH-321	641+01.39	24.84' RT	816.75	266307.56	490898.53
JOH-322	641+06.78	28.40' RT	816.72	266313.09	490901.87
JOH-323	641+16.31	50.18' RT	816.60	266323.46	490923.26
JOH-324	641+16.25	52.08' RT	816.59	266323.48	490925.16
JOH-325	641+16.08	57.08' RT	816.56	266323.51	490930.16
JOH-326	641+08.93	52.00' RT	816.78	266316.17	490925.36
JOH-327	641+08.93	57.00' RT	816.74	266316.36	490930.36

USH 51 & JOHNSON ST NE QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
JOH-400	641+48.70	60.00' RT	816.75	266356.22	490931.80
JOH-401	641+48.80	57.00' RT	816.33	266356.20	490928.79
JOH-403	641+48.97	52.00' RT	816.43	266356.17	490923.79
JOH-404	641+49.06	49.00' RT	816.97	266356.15	490920.79
JOH-405	641+58.47	52.00' RT	816.82	266365.67	490923.42
JOH-406	641+58.95	34.24' RT	816.48	266365.45	490905.65
JOH-407	641+56.01	31.92' RT	816.87	266362.42	490903.45
JOH-408	641+59.09	29.24' RT	816.36	266365.39	490900.66
JOH-409	641+64.08	29.38' RT	816.37	266370.39	490900.59
JOH-410	641+64.17	26.38' RT	816.33	266370.35	490897.59
JOH-411	641+67.19	25.35' RT	816.80	266373.34	490896.44
JOH-412	641+63.95	34.38' RT	816.49	266370.45	490905.59
JOH-413	641+63.47	52.00' RT	816.90	266370.67	490923.22
JOH-414	641+68.53	52.00' RT	816.84	266375.72	490923.02
JOH-415	641+68.53	57.00' RT	817.01	266375.92	490928.02
JOH-416	641+63.31	57.00' RT	816.97	266370.70	490928.22
JOH-417	641+63.15	61.81' RT	817.10	266370.73	490933.03
JOH-418	641+58.16	61.64' RT	816.98	266365.73	490933.07
JOH-419	641+58.31	57.00' RT	816.90	266365.70	490928.42
JOH-420	641+46.30	56.92' RT	816.40	266353.70	490928.81
JOH-421	641+46.47	51.92' RT	816.50	266353.67	490923.81
JOH-422	641+46.59	48.12' RT	816.56	266353.64	490920.01
JOH-423	641+57.61	27.23' RT	816.43	266363.83	490898.70
JOH-424	641+63.21	24.07' RT	816.40	266369.30	490895.32
JOH-425	641+73.58	22.00' RT	816.34	266379.58	490892.85
JOH-426	641+53.64	52.00' RT	816.71	266360.84	490923.61
JOH-427	641+53.64	57.00' RT	816.62	266361.03	490928.60

2

2

USH 51 & HOLMES ST
SOUTHWEST QUADRANT

USH 51 & HOLMES ST
NORTHWEST QUADRANT

N

HOLMES ST

USH 51 / CENTER AVE

814.17 (T)
HOL-119 814.17(E)
HOL-120 814.15(E)
PED
HOL-118 813.39
813.64 (T)
HOL-121 813.31
813.92 (T)
HOL-117 813.92(E)
HOL-116 813.86(E)
HOL-115 813.36
HOL-114 813.28
HOL-113 813.13
HOL-110 813.05
HOL-112 813.53(T)
813.07 (G)
HOL-128 813.24(F)
HOL-111 813.01
813.00 (G)
HOL-127 813.11(F)
HOL-102 812.65
HOL-129 812.96
HOL-130 812.98
HOL-105 813.28
HOL-104 813.17(T)
812.67 (G)
HOL-106 813.25
HOL-107 813.10
HOL-108 813.37(T)
812.87 (G)
HOL-125 812.95(F)
HOL-126 813.01(F)
812.97 (G)
HOL-109 813.02
HOL-100 813.14(T)
812.64 (G)
HOL-101 812.65
HOL-122 812.72(F)
812.64 (G)
HOL-123 812.74(F)
HOL-124 812.74(F)
812.66 (G)
HOL-103 812.67
HOL-131 812.80(F)
CR2
LL
R/W
TLE
HOL-213 813.21(E)
HOL-214 813.19(E)
HOL-211 813.17(T)
812.67 (G)
HOL-212 812.97
HOL-210 812.72
812.71 (G)
HOL-225 812.79(F)
HOL-224 812.82(F)
HOL-223 812.82(HP)
812.74 (G)
HOL-208 812.75
HOL-209 812.75
HOL-205 812.74
812.64 (G)
HOL-204 813.14(T)
HOL-222 812.69(F)
812.61 (G)
HOL-203 812.62
HOL-221 812.64(F)
812.56 (G)
HOL-220 812.53(F)
HOL-215 813.04
HOL-216 813.24(E)
HOL-218 813.07
HOL-217 813.22(E)
HOL-206 813.00
HOL-207 813.22(T)
812.72 (G)
HOL-219 812.76
HOL-202 812.63
HOL-201 812.57
HOL-200 813.03(T)
812.53 (G)
646+00
647+00

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
6. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
7. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
8. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

LEGEND

LL	LEVEL LANDING
PED	CONCRETE CURB PEDESTRIAN
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
CRX	CURB RAMP TYPE
CRXM	CURB RAMP TYPE MODIFIED
### ###.##	POINT NUMBER ELEVATION
###.##(F)	CURB FLANGE ELEVATION
###.##(E)	EXISTING ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
###.##(HP)	HIGH POINT ELEVATION
##.##(LP)	LOW POINT ELEVATION

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CURB RAMP DETAILS	SHEET 110	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021301-CR.DWG
LAYOUT NAME - 21

PLOT DATE : 11/16/2023 5:40 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

USH 51 & HOLMES ST SW QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
HOL-100	646+34.48	57.74' LT	813.14	266837.28	490796.29
HOL-101	646+34.46	54.74' LT	812.65	266837.36	490799.28
HOL-102	646+34.38	54.74' LT	812.65	266837.28	490799.29
HOL-103	646+34.42	49.74' LT	812.67	266837.50	490804.28
HOL-104	646+34.31	46.74' LT	813.17	266837.49	490807.29
HOL-105	646+24.94	49.67' LT	813.28	266828.02	490804.69
HOL-106	646+24.79	44.23' LT	813.25	266828.07	490810.13
HOL-107	646+24.53	34.23' LT	813.10	266828.16	490820.13
HOL-108	646+27.46	31.91' LT	813.37	266831.18	490822.35
HOL-109	646+24.39	29.24' LT	813.02	266828.20	490825.13
HOL-110	646+19.39	29.37' LT	813.05	266823.20	490825.17
HOL-111	646+19.31	26.38' LT	813.01	266823.23	490828.17
HOL-112	646+16.29	25.34' LT	813.53	266820.23	490829.31
HOL-113	646+19.53	34.37' LT	813.13	266823.16	490820.17
HOL-114	646+19.79	44.36' LT	813.28	266823.07	490810.17
HOL-115	646+19.93	49.65' LT	813.36	266823.02	490804.88
HOL-116	646+11.31	49.94' LT	813.86	266814.40	490804.90
HOL-117	646+11.30	54.62' LT	813.92	266814.22	490800.22
HOL-118	646+19.96	54.65' LT	813.39	266822.87	490799.89
HOL-119	646+20.05	66.48' LT	814.17	266822.55	490788.06
HOL-120	646+25.05	66.44' LT	814.15	266827.54	490787.93
HOL-121	646+24.96	54.67' LT	813.31	266827.87	490799.69
HOL-122	646+36.96	54.72' LT	812.72	266839.86	490799.22
HOL-123	646+36.92	49.72' LT	812.74	266840.00	490804.21
HOL-124	646+36.91	48.79' LT	812.74	266840.02	490805.15
HOL-125	646+28.93	29.83' LT	812.95	266832.71	490824.37
HOL-126	646+25.87	27.22' LT	813.01	266829.75	490827.09
HOL-127	646+20.27	24.07' LT	813.11	266824.27	490830.44
HOL-128	646+09.91	22.00' LT	813.24	266813.98	490832.87
HOL-129	646+29.64	54.70' LT	812.96	266832.55	490799.49
HOL-130	646+29.68	49.70' LT	812.98	266832.76	490804.49
HOL-131	646+34.80	38.52' LT	812.80	266838.27	490815.48

USH 51 & HOLMES ST NW QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
HOL-200	646+83.46	26.84' LT	813.03	266887.32	490825.44
HOL-201	646+80.48	28.51' LT	812.57	266884.28	490823.88
HOL-202	646+80.53	32.76' LT	812.63	266884.18	490819.63
HOL-203	646+75.53	32.81' LT	812.62	266879.18	490819.75
HOL-204	646+72.57	36.97' LT	813.14	266876.08	490815.70
HOL-205	646+75.58	37.81' LT	812.74	266879.05	490814.76
HOL-206	646+75.71	50.06' LT	813.00	266878.75	490802.51
HOL-207	646+69.50	47.01' LT	813.22	266872.65	490805.77
HOL-208	646+69.42	50.01' LT	812.75	266872.47	490802.78
HOL-209	646+69.50	50.01' LT	812.75	266872.55	490802.78
HOL-210	646+69.46	55.01' LT	812.72	266872.33	490797.78
HOL-211	646+69.49	58.01' LT	813.17	266872.25	490794.78
HOL-212	646+75.69	55.06' LT	812.97	266878.56	490797.51
HOL-213	646+75.65	66.28' LT	813.21	266878.12	490786.31
HOL-214	646+80.65	66.29' LT	813.19	266883.12	490786.11
HOL-215	646+80.69	55.11' LT	813.04	266883.55	490797.28
HOL-216	646+85.89	55.17' LT	813.24	266888.75	490797.05
HOL-217	646+85.95	50.17' LT	813.22	266888.98	490802.04
HOL-218	646+80.71	50.11' LT	813.07	266883.75	490802.28
HOL-219	646+80.58	37.76' LT	812.76	266884.05	490814.63
HOL-220	646+93.92	22.00' LT	812.53	266897.94	490829.91
HOL-221	646+79.11	26.42' LT	812.64	266882.98	490826.01
HOL-222	646+73.65	31.16' LT	812.69	266877.36	490821.47
HOL-223	646+66.92	49.20' LT	812.82	266869.99	490803.67
HOL-224	646+66.92	50.03' LT	812.82	266869.97	490802.85
HOL-225	646+66.96	55.03' LT	812.79	266869.83	490797.85

2

LEGEND

LL	LEVEL LANDING
PED	CONCRETE CURB PEDESTRIAN
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
CRX	CURB RAMP TYPE
CRXM	CURB RAMP TYPE MODIFIED
### ###.##	POINT NUMBER ELEVATION
###.##(F)	CURB FLANGE ELEVATION
###.##(E)	EXISTING ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
###.##(HP)	HIGH POINT ELEVATION
##.##(LP)	LOW POINT ELEVATION

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
6. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
7. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
8. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

N

646+00

647+00

USH 51 / CENTER AVE

HOLMES ST

AT&T WISCONSIN

ALLIANT ENERGY - ELECTRIC SPECTRUM

HOL-300 813.55(T)
HOL-301 812.99
HOL-302 812.94
HOL-303 812.87
HOL-304 813.27(T)
HOL-305 812.94
HOL-306 813.49
HOL-307 813.40(T)
HOL-308 812.97
HOL-309 812.97
HOL-310 813.04
HOL-311 813.57(T)
HOL-312 813.57
HOL-313 813.80(E)
HOL-314 813.99(E)
HOL-315 813.64
HOL-316 814.28(E)
HOL-317 814.13(E)
HOL-318 813.57
HOL-319 813.02
HOL-320 813.27(F)
HOL-321 813.06(F)
HOL-322 812.94(F)
HOL-323 813.04(F)
HOL-324 813.11(F)
HOL-325 813.07(F)
812.98 (G)
813.05 (G)
812.86 (G)
812.77 (G)
812.81 (LP)
812.90 (G)
812.96 (G)
813.03 (G)
813.07 (G)
CR2
LL
PED
MEF

HOL-400 813.30(T)
HOL-401 812.79
HOL-402 812.80
HOL-403 812.76
HOL-404 813.23(T)
HOL-405 813.31
HOL-406 813.11
HOL-407 812.61
HOL-408 812.59
HOL-409 812.57
HOL-410 813.04(T)
HOL-411 812.84
HOL-412 813.09
HOL-413 813.39
HOL-414 813.47(E)
HOL-415 813.68(E)
HOL-416 813.46
HOL-417 813.73(E)
HOL-418 813.61(E)
HOL-419 813.39
HOL-420 812.86(F)
HOL-421 812.83(F)
HOL-422 812.70(F)
HOL-423 812.68(F)
HOL-424 812.64(F)
HOL-425 812.57(F)
HOL-426 813.06
HOL-427 813.10
812.54 (G)
812.56 (G)
812.60 (G)
813.11 (T)
812.73 (G)
812.75 (G)
812.78 (G)
812.80 (G)
813.36 (T)
813.11 (T)
CR2
LL
PED
MEF

R/W
TLE
ASPH

USH 51 & HOLMES ST
SOUTHEAST QUADRANT

USH 51 & HOLMES ST
NORTHEAST QUADRANT

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CURB RAMP DETAILS	SHEET 112	E

USH 51 & HOLMES ST SE QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
HOL-300	646+14.91	26.18' RT	813.55	266820.68	490880.85
HOL-301	646+17.88	27.58' RT	812.99	266823.69	490882.14
HOL-302	646+17.79	31.03' RT	812.94	266823.72	490885.59
HOL-303	646+22.78	31.16' RT	812.87	266828.72	490885.54
HOL-304	646+25.70	34.44' RT	813.27	266831.75	490888.72
HOL-305	646+22.65	36.16' RT	812.94	266828.77	490890.54
HOL-306	646+22.34	47.96' RT	813.49	266828.87	490902.35
HOL-307	646+30.16	44.99' RT	813.40	266836.58	490899.11
HOL-308	646+30.47	47.99' RT	812.97	266837.00	490902.10
HOL-309	646+30.39	47.99' RT	812.97	266836.92	490902.10
HOL-310	646+30.37	52.99' RT	813.04	266837.08	490907.10
HOL-311	646+30.27	55.99' RT	813.57	266837.08	490910.10
HOL-312	646+22.17	52.97' RT	813.57	266828.88	490907.36
HOL-313	646+21.99	58.21' RT	813.80	266828.89	490912.61
HOL-314	646+17.00	58.04' RT	813.99	266823.89	490912.62
HOL-315	646+17.16	53.01' RT	813.64	266823.88	490907.58
HOL-316	646+02.20	53.12' RT	814.28	266808.92	490908.22
HOL-317	646+02.16	48.48' RT	814.13	266808.72	490903.58
HOL-318	646+17.34	47.83' RT	813.57	266823.87	490902.40
HOL-319	646+17.65	36.02' RT	813.02	266823.77	490890.59
HOL-320	646+05.99	22.00' RT	813.27	266811.62	490876.98
HOL-321	646+19.09	25.39' RT	813.06	266824.83	490879.91
HOL-322	646+24.50	29.34' RT	812.94	266830.37	490883.66
HOL-323	646+32.97	47.89' RT	813.04	266839.49	490901.91
HOL-324	646+32.87	53.08' RT	813.11	266839.58	490907.09
HOL-325	646+32.98	49.91' RT	813.07	266839.57	490903.92

USH 51 & HOLMES ST NE QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
HOL-400	646+65.29	56.12' RT	813.30	266872.08	490908.99
HOL-401	646+65.39	53.12' RT	812.79	266872.07	490905.99
HOL-402	646+65.54	53.12' RT	812.80	266872.22	490905.99
HOL-403	646+65.56	48.12' RT	812.76	266872.07	490900.99
HOL-404	646+65.85	45.13' RT	813.23	266872.25	490897.98
HOL-405	646+74.66	48.16' RT	813.31	266881.16	490900.70
HOL-406	646+74.75	39.77' RT	813.11	266880.96	490892.32
HOL-407	646+74.86	29.77' RT	812.61	266880.71	490882.32
HOL-408	646+79.86	29.83' RT	812.59	266885.71	490882.20
HOL-409	646+79.89	26.70' RT	812.57	266885.64	490879.07
HOL-410	646+82.90	25.56' RT	813.04	266888.61	490877.83
HOL-411	646+79.80	34.83' RT	812.84	266885.83	490887.20
HOL-412	646+79.75	39.82' RT	813.09	266885.96	490892.20
HOL-413	646+79.66	48.13' RT	813.39	266886.16	490900.50
HOL-414	646+85.12	48.10' RT	813.47	266891.62	490900.28
HOL-415	646+85.15	53.10' RT	813.68	266891.82	490905.28
HOL-416	646+79.50	53.13' RT	813.46	266886.17	490905.50
HOL-417	646+79.18	62.66' RT	813.73	266886.19	490915.04
HOL-418	646+74.18	62.50' RT	813.61	266881.19	490915.05
HOL-419	646+74.49	53.16' RT	813.39	266881.17	490905.70
HOL-420	646+62.89	53.04' RT	812.86	266869.57	490906.00
HOL-421	646+63.05	48.09' RT	812.83	266869.57	490901.05
HOL-422	646+71.27	29.59' RT	812.70	266877.12	490882.27
HOL-423	646+73.31	27.81' RT	812.68	266879.10	490880.41
HOL-424	646+78.85	24.43' RT	812.64	266884.52	490876.84
HOL-425	646+90.04	22.00' RT	812.57	266895.61	490874.02
HOL-426	646+70.11	48.14' RT	813.06	266876.62	490900.85
HOL-427	646+70.09	53.14' RT	813.10	266876.77	490905.84

2

2

USH 51 & VAN BUREN ST
SOUTHWEST QUADRANT

USH 51 & VAN BUREN ST
NORTHWEST QUADRANT

N

TLE

R/W

VAN-107 811.00(E)
VAN-108 810.92
VAN-109 810.88
VAN-110 810.89(E)
VAN-106 810.90(E)
VAN-105 810.85
VAN-112 810.79
VAN-111 810.78(E)
VAN-207 810.31(E)
VAN-208 810.17
VAN-209 810.09
VAN-210 810.02(E)
VAN-206 810.23(E)
VAN-205 810.09
VAN-212 810.02
VAN-211 809.94(E)
VAN-104 809.97
VAN-113 809.91
VAN-100 810.16(T)
809.66 (G)
VAN-204 809.16
VAN-213 809.08
VAN-203 809.47(T)
808.97 (G)
VAN-200 809.30(T)
808.80 (G)
VAN-103 810.30(T)
809.80 (G)
VAN-102 809.77
809.76 (G)
VAN-101 809.71
809.70 (G)
VAN-115 809.84(F)
VAN-114 809.78(F)
VAN-202 808.94
808.93 (G)
VAN-215 809.01(F)
VAN-214 808.93(F)
VAN-201 808.86
808.85 (G)

650+00

USH 51 / CENTER AVE

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
6. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
7. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
8. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

LEGEND

LL	LEVEL LANDING
PED	CONCRETE CURB PEDESTRIAN
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
CRX	CURB RAMP TYPE
CRXM	CURB RAMP TYPE MODIFIED
### ###.##	POINT NUMBER ELEVATION
###.##(F)	CURB FLANGE ELEVATION
###.##(E)	EXISTING ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
###.##(HP)	HIGH POINT ELEVATION
##.##(LP)	LOW POINT ELEVATION

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CURB RAMP DETAILS	SHEET 114	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021301-CR.DWG
LAYOUT NAME - 23

PLOT DATE : 11/16/2023 5:41 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

USH 51 & VAN BUREN ST SW QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
VAN-100	649+54.71	24.50' LT	810.16	267158.48	490818.21
VAN-101	649+51.71	24.50' LT	809.71	267155.48	490818.32
VAN-102	649+46.71	24.50' LT	809.77	267150.49	490818.49
VAN-103	649+43.71	24.50' LT	810.30	267147.49	490818.60
VAN-104	649+46.71	29.50' LT	809.97	267150.31	490813.50
VAN-105	649+46.71	51.53' LT	810.85	267149.53	490791.48
VAN-106	649+41.71	51.51' LT	810.90	267144.54	490791.68
VAN-107	649+41.69	56.51' LT	811.00	267144.33	490786.68
VAN-108	649+46.69	56.53' LT	810.92	267149.33	490786.48
VAN-109	649+51.69	56.56' LT	810.88	267154.33	490786.28
VAN-110	649+56.69	56.59' LT	810.89	267159.32	490786.08
VAN-111	649+56.71	51.59' LT	810.78	267159.52	490791.07
VAN-112	649+51.71	51.56' LT	810.79	267154.53	490791.27
VAN-113	649+51.71	29.50' LT	809.91	267155.31	490813.32
VAN-114	649+51.71	22.00' LT	809.78	267155.57	490820.82
VAN-115	649+46.71	22.00' LT	809.84	267150.57	490820.99

USH 51 & VAN BUREN ST NW QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
VAN-200	650+13.51	24.50' LT	809.30	267217.24	490816.14
VAN-201	650+10.51	24.50' LT	808.86	267214.24	490816.24
VAN-202	650+05.51	24.50' LT	808.94	267209.25	490816.42
VAN-203	650+02.51	24.50' LT	809.47	267206.25	490816.53
VAN-204	650+05.51	29.50' LT	809.16	267209.07	490811.42
VAN-205	650+05.51	51.83' LT	810.09	267208.28	490789.10
VAN-206	650+00.51	51.81' LT	810.23	267203.29	490789.30
VAN-207	650+00.48	56.81' LT	810.31	267203.08	490784.31
VAN-208	650+05.48	56.83' LT	810.17	267208.08	490784.11
VAN-209	650+10.48	56.86' LT	810.09	267213.08	490783.91
VAN-210	650+15.48	56.89' LT	810.02	267218.07	490783.70
VAN-211	650+15.51	51.89' LT	809.94	267218.27	490788.70
VAN-212	650+10.51	51.86' LT	810.02	267213.28	490788.90
VAN-213	650+10.51	29.50' LT	809.08	267214.07	490811.25
VAN-214	650+10.51	22.00' LT	808.93	267214.33	490818.74
VAN-215	650+05.51	22.00' LT	809.01	267209.33	490818.92

2

LEGEND

LL	LEVEL LANDING
PED	CONCRETE CURB PEDESTRIAN
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
CRX	CURB RAMP TYPE
CRXM	CURB RAMP TYPE MODIFIED
### ###.##	POINT NUMBER ELEVATION
###.##(F)	CURB FLANGE ELEVATION
###.##(E)	EXISTING ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
###.##(HP)	HIGH POINT ELEVATION
##.##(LP)	LOW POINT ELEVATION

650+00

USH 51 / CENTER AVE

VAN BUREN ST

ALLIANT ENERGY - ELECTRIC SPECTRUM

R/W

VAN-319 809.96(F)
VAN-320 809.81(F)
809.73 (G)
VAN-301 809.74
CR2
VAN-303 809.69
809.68 (G)
VAN-321 809.72(F)
VAN-304 810.10(T)
809.78 (G)
VAN-300 810.28(T)
809.60 (G)
VAN-322 809.66(F)
VAN-302 809.77
809.66 (LP)
VAN-318 810.01
VAN-305 809.94
VAN-326 810.22
VAN-307 810.29(T)
809.79 (G)
VAN-308 809.89
809.88 (G)
VAN-306 810.56
VAN-317 810.63
VAN-316 811.32(E)
LL
VAN-323 809.92(F)
CR2
VAN-324 809.96(F)
VAN-314 810.70
VAN-315 811.41(E)
VAN-311 810.63
VAN-325 809.99(F)
809.91 (G)
VAN-309 809.92
809.96 (G)
VAN-310 810.46(T)
MEF
2.4%
VAN-313 811.40(E)
VAN-312 811.27(E)
VAN-327 810.26

VAN-409 808.93
808.92 (G)
VAN-427 809.00(F)
808.85 (G)
VAN-410 809.35(T)
VAN-428 808.75(F)
VAN-407 809.06
CR2
809.05 (G)
VAN-426 809.13(F)
VAN-425 809.15(F)
809.56 (T)
VAN-408 808.98
809.88 (T)
VAN-411 809.30
VAN-404 810.11(T)
PED
809.61 (G)
809.69 (T)
VAN-403 809.75
VAN-406 809.69
VAN-412 809.62
809.74 (G)
VAN-424 809.80(F)
VAN-405 810.09
VAN-413 810.02
VAN-423 809.83(F)
CR2
VAN-414 810.57(E)
VAN-422 809.90(F)
LL
VAN-415 810.65(E)
809.82 (G)
VAN-421 810.17
VAN-401 809.83
VAN-416 810.70(E)
VAN-402 809.83
VAN-417 810.74(E)
809.87 (G)
VAN-400 810.37(T)
MEF
3.0%
VAN-420 810.67(E)
VAN-419 810.82(E)
VAN-418 810.78(E)

USH 51 & VAN BUREN ST SOUTHEAST QUADRANT

USH 51 & VAN BUREN ST NORTHEAST QUADRANT

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
6. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
7. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
8. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CURB RAMP DETAILS	SHEET 116	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021301-CR.DWG
LAYOUT NAME - 24

PLOT DATE : 11/16/2023 5:41 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

USH 51 & VAN BUREN ST SE QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
VAN-300	649+43.71	25.40' RT	810.28	267149.25	490868.47
VAN-301	649+46.71	26.44' RT	809.74	267152.28	490869.41
VAN-302	649+46.71	29.30' RT	809.77	267152.38	490872.26
VAN-303	649+51.71	29.30' RT	809.69	267157.38	490872.08
VAN-304	649+53.71	30.95' RT	810.10	267159.44	490873.66
VAN-305	649+51.71	34.30' RT	809.94	267157.56	490877.08
VAN-306	649+51.71	47.12' RT	810.56	267158.01	490889.89
VAN-307	649+61.16	44.12' RT	810.29	267167.34	490886.56
VAN-308	649+61.57	47.12' RT	809.89	267167.86	490889.54
VAN-309	649+61.56	52.12' RT	809.92	267168.03	490894.54
VAN-310	649+61.46	55.12' RT	810.46	267168.04	490897.54
VAN-311	649+51.55	52.12' RT	810.63	267158.03	490894.90
VAN-312	649+51.20	63.24' RT	811.27	267158.06	490906.02
VAN-313	649+46.21	63.08' RT	811.40	267153.07	490906.04
VAN-314	649+46.55	52.12' RT	810.70	267153.03	490895.07
VAN-315	649+35.98	52.13' RT	811.41	267142.46	490895.45
VAN-316	649+35.98	47.13' RT	811.32	267142.28	490890.45
VAN-317	649+46.71	47.12' RT	810.63	267153.01	490890.07
VAN-318	649+46.71	34.30' RT	810.01	267152.56	490877.26
VAN-319	649+37.15	22.00' RT	809.96	267142.57	490865.30
VAN-320	649+47.69	24.14' RT	809.81	267153.18	490867.07
VAN-321	649+53.20	27.29' RT	809.72	267158.79	490870.02
VAN-322	649+56.54	30.22' RT	809.66	267162.24	490872.83
VAN-323	649+64.07	46.93' RT	809.92	267170.35	490889.26
VAN-324	649+64.13	49.86' RT	809.96	267170.52	490892.20
VAN-325	649+64.06	52.20' RT	809.99	267170.53	490894.53
VAN-326	649+56.64	47.12' RT	810.22	267162.94	490889.72
VAN-327	649+56.64	52.12' RT	810.26	267163.11	490894.72

USH 51 & VAN BUREN ST NE QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
VAN-400	649+97.05	55.11' RT	810.37	267203.60	490896.28
VAN-401	649+97.18	52.11' RT	809.83	267203.62	490893.27
VAN-402	649+97.42	52.11' RT	809.83	267203.86	490893.26
VAN-403	649+97.42	47.11' RT	809.75	267203.68	490888.27
VAN-404	649+97.84	44.11' RT	810.11	267204.00	490885.25
VAN-405	650+05.51	47.10' RT	810.09	267211.77	490887.98
VAN-406	650+05.51	40.74' RT	809.69	267211.55	490881.62
VAN-407	650+05.51	30.74' RT	809.06	267211.19	490871.63
VAN-408	650+10.51	30.74' RT	808.98	267216.19	490871.45
VAN-409	650+10.51	27.28' RT	808.93	267216.07	490867.99
VAN-410	650+13.51	25.96' RT	809.35	267219.02	490866.57
VAN-411	650+10.51	35.74' RT	809.30	267216.37	490876.45
VAN-412	650+10.51	40.74' RT	809.62	267216.54	490881.44
VAN-413	650+10.51	47.10' RT	810.02	267216.77	490887.80
VAN-414	650+18.85	47.10' RT	810.57	267225.10	490887.50
VAN-415	650+18.85	52.10' RT	810.65	267225.28	490892.50
VAN-416	650+18.85	57.10' RT	810.70	267225.46	490897.50
VAN-417	650+15.51	57.10' RT	810.74	267222.12	490897.62
VAN-418	650+15.51	67.56' RT	810.78	267222.49	490908.07
VAN-419	650+10.51	67.56' RT	810.82	267217.49	490908.25
VAN-420	650+05.51	67.45' RT	810.67	267212.49	490908.31
VAN-421	650+05.51	52.10' RT	810.17	267211.95	490892.98
VAN-422	649+94.68	52.03' RT	809.90	267201.12	490893.28
VAN-423	649+94.87	47.80' RT	809.83	267201.16	490889.05
VAN-424	649+94.92	46.91' RT	809.80	267201.19	490888.16
VAN-425	650+03.18	29.49' RT	809.15	267208.82	490870.46
VAN-426	650+03.84	28.88' RT	809.13	267209.46	490869.82
VAN-427	650+09.35	25.06' RT	809.00	267214.84	490865.82
VAN-428	650+21.84	22.00' RT	808.75	267227.21	490862.32

2

LEGEND

LL	LEVEL LANDING
PED	CONCRETE CURB PEDESTRIAN
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
CRX	CURB RAMP TYPE
CRXM	CURB RAMP TYPE MODIFIED
### ###.##	POINT NUMBER ELEVATION
###.##(F)	CURB FLANGE ELEVATION
###.##(E)	EXISTING ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
###.##(HP)	HIGH POINT ELEVATION
##.##(LP)	LOW POINT ELEVATION

N

USH 51 & MCKINLEY ST
NORTHWEST QUADRANT

R/W

MCK-106 804.98(E)
MCK-107 804.93(E)
1.0%
3.1%
3.1%
MCK-105 804.26
MCK-102 804.18
1.5%
MCK-108 804.18
MCK-104 804.71(T)
804.21 (G)
1.5%
1.5%
1.4%
MCK-100 804.56(T)
804.06 (G)
MCK-103 804.18
804.17 (G)
MCK-110 804.25(F)
CR7B
MCK-109 804.18(F)
MCK-101 804.11
804.10 (G)

653+00

804.88 (G)
MCK-111 804.89
CR5
804.81 (G)
MCK-113 804.82
MCK-112 804.82
1.3%
1.3%
LL
1.2%
1.3%
MCK-114 804.75
MCK-116 804.81
804.80 (G)
MCK-115 804.75
804.74 (G)

USH 51 / CENTER AVE

AT&T WISCONSIN

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
6. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
7. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
8. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PROJECT NO: 5350-02-73	HWY: USH 51	COUNTY: ROCK	CURB RAMP DETAILS	SHEET 118	E

USH 51 & MCKINLEY ST NW QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
MCK-100	653+48.21	24.50' LT	804.56	267551.73	490804.33
MCK-101	653+45.21	24.50' LT	804.11	267548.73	490804.44
MCK-102	653+40.21	24.66' LT	804.18	267543.73	490804.45
MCK-103	653+40.21	24.50' LT	804.18	267543.73	490804.62
MCK-104	653+37.20	24.50' LT	804.71	267540.74	490804.72
MCK-105	653+40.37	29.66' LT	804.26	267543.72	490799.45
MCK-106	653+41.14	53.37' LT	804.98	267543.65	490775.73
MCK-107	653+46.15	53.44' LT	804.93	267548.65	490775.48
MCK-108	653+45.37	29.50' LT	804.18	267548.72	490799.44
MCK-109	653+45.21	22.00' LT	804.18	267548.82	490806.94
MCK-110	653+40.21	22.00' LT	804.25	267543.82	490807.11
MCK-111	653+39.36	1.62' RT	804.89	267543.81	490830.75
MCK-112	653+44.36	1.78' RT	804.82	267548.81	490830.74
MCK-113	653+44.37	1.50' RT	804.82	267548.81	490830.45
MCK-114	653+44.16	7.78' RT	804.75	267548.83	490836.74
MCK-115	653+44.16	7.96' RT	804.75	267548.83	490836.92
MCK-116	653+39.16	7.62' RT	804.81	267543.83	490836.75

LEGEND

LL	LEVEL LANDING
PED	CONCRETE CURB PEDESTRIAN
MEF	MAXIMUM EXTENT FEASIBLE DESIGN, TECHNICAL INFEASIBILITY PRESENT
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
CRX	CURB RAMP TYPE
CRXM	CURB RAMP TYPE MODIFIED
### ###.##	POINT NUMBER ELEVATION
###.##(F)	CURB FLANGE ELEVATION
###.##(E)	EXISTING ELEVATION
###.##(G)	GUTTER FLOWLINE ELEVATION
###.##(T)	TOP OF CURB ELEVATION
###.##(HP)	HIGH POINT ELEVATION
##.##(LP)	LOW POINT ELEVATION

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. MATCH EXISTING SIDEWALK WIDTH AND CROSS SLOPE AT MATCH POINT.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE SUGGESTED JOINT LOCATIONS. THESE ARE FOR INFORMATION ONLY.
5. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
6. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
7. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
8. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

N

653+00

USH 51 / CENTER AVE

MCKINLEY ST

AT&T WISCONSIN

CLOSE EAST-WEST CROSSING
SEE CONSTRUCTION DETAILS AND SIGNING PLAN

ALLIANT ENERGY - ELECTRIC
SPECTRUM

MCK-111 804.89 — 804.88 (G)
MCK-112 804.82
MCK-113 804.82 — 804.81 (G)
MCK-114 804.75
MCK-115 804.75 — 804.74 (G)
MCK-116 804.81 — 804.80 (G)
CR5 — LL — 1.3% — 2.8%

MCK-201 805.57 — 805.55 (G)
MCK-202 805.80
MCK-203 805.66 — 805.73 (G)
MCK-204 806.23(T)
MCK-205 805.91
MCK-206 806.12(E)
MCK-207 806.24(E)
MCK-208 805.99
MCK-209 806.22(E)
MCK-210 806.12(E)
MCK-211 805.92
MCK-212 805.84
MCK-213 805.24(F)
MCK-214 805.21(F) — 805.11 (LP)
MCK-215 805.63(F)
MCK-216 805.67(F)
MCK-217 805.73(F)
MCK-218 805.70
CR4B1 — PED — LL — MEF
806.16 (T) — 806.42 (T) — 806.34 (T)
3.8% — 1.5% — 3.3% — 3.2%
1.9% — 1.5% — 1.5% — 1.9%
4.3% — 1.5% — 2.7% — 3.2%
4.6% — 3.8% — 2.3%

MCK-300 804.25(T) — 804.75 (G)
MCK-301 804.76
MCK-302 804.73 — 804.75 (G)
MCK-303 804.66
MCK-304 804.84
MCK-305 804.50 — 804.49 (G)
MCK-306 804.42
MCK-307 804.38 — 804.37 (G)
MCK-308 804.80(T) — 804.32 (G)
MCK-309 804.76
MCK-310 804.84(E)
MCK-311 805.00(E)
MCK-312 804.84
MCK-313 805.26
MCK-314 805.48(E)
MCK-315 805.56(E)
MCK-316 805.32
MCK-317 804.91
MCK-318 804.93(F)
MCK-319 804.83(F)
MCK-320 804.73(F)
MCK-321 804.57(F)
MCK-322 804.45(F)
MCK-323 804.30(F)
CR2 — LL — MEF
1.9% — 1.4% — 1.5% — 5.8% — 5.7% — 3.5% — 1.5% — 1.6% — 3.6% — 3.1% — 3.2% — 4.4% — 4.5% — 1.3% — 4.8% — 1.7%

R/W

USH 51 & MCKINLEY ST
SOUTHEAST QUADRANT

USH 51 & MCKINLEY ST
NORTHEAST QUADRANT

PROJECT NO: 5350-02-73	HWY: USH 51	COUNTY: ROCK	CURB RAMP DETAILS	SHEET 120	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\021301-CR.DWG
LAYOUT NAME - 26

PLOT DATE : 11/16/2023 5:42 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

USH 51 & MCKINLEY ST SE QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
MCK-201	652+92.45	46.69' RT	805.57	267498.52	490877.45
MCK-202	652+88.18	51.62' RT	805.80	267494.43	490882.52
MCK-203	652+92.45	51.69' RT	805.66	267498.70	490882.44
MCK-204	652+92.34	54.69' RT	806.23	267498.69	490885.44
MCK-205	652+84.00	51.55' RT	805.91	267490.24	490882.60
MCK-206	652+83.74	57.11' RT	806.12	267490.18	490888.16
MCK-207	652+78.75	56.92' RT	806.24	267485.18	490888.15
MCK-208	652+78.78	51.47' RT	805.99	267485.02	490882.70
MCK-209	652+73.43	51.55' RT	806.22	267479.68	490882.97
MCK-210	652+73.39	46.54' RT	806.12	267479.47	490877.97
MCK-211	652+78.86	46.47' RT	805.92	267484.93	490877.70
MCK-212	652+84.08	46.55' RT	805.84	267490.15	490877.60
MCK-213	652+74.55	26.76' RT	805.24	267479.93	490858.16
MCK-214	652+89.41	34.00' RT	805.21	267495.04	490864.87
MCK-215	652+94.94	46.43' RT	805.63	267500.99	490877.10
MCK-216	652+95.04	49.54' RT	805.67	267501.21	490880.20
MCK-217	652+94.95	51.81' RT	805.73	267501.20	490882.47
MCK-218	652+88.26	46.62' RT	805.70	267494.33	490877.52

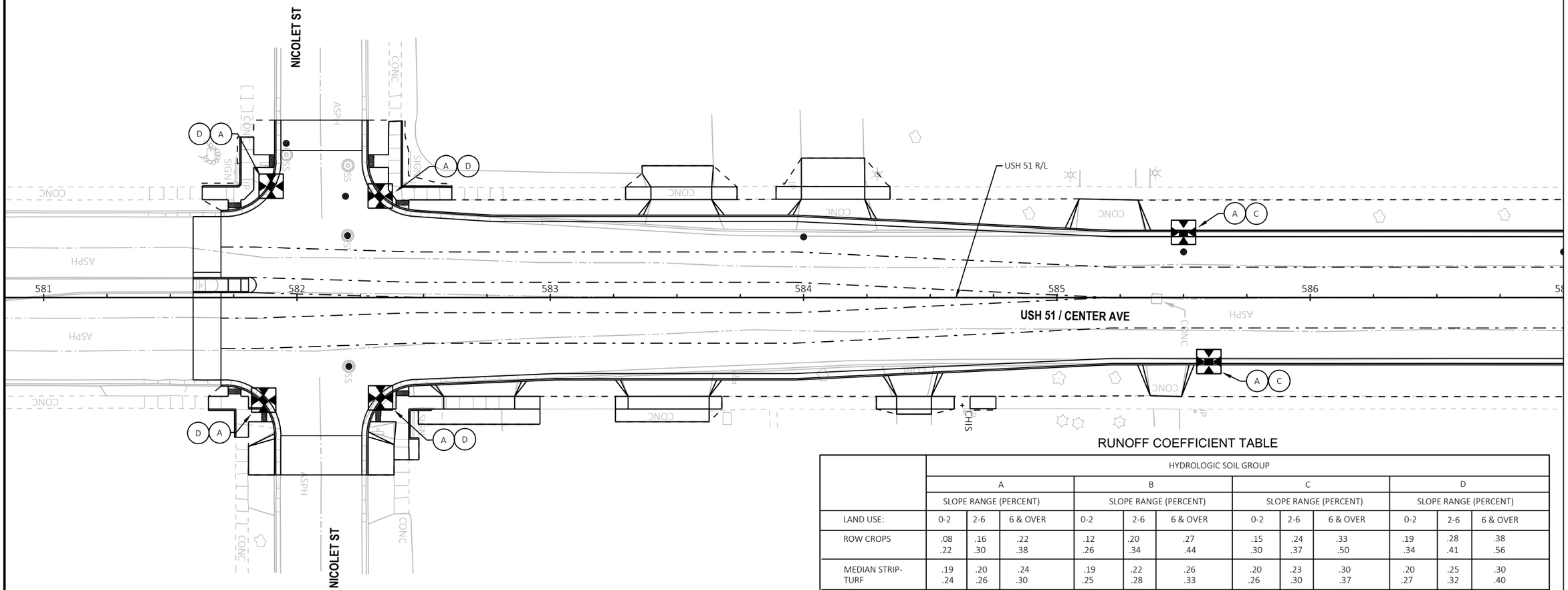
USH 51 & MCKINLEY ST NE QUADRANT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
MCK-300	653+29.96	53.36' RT	805.25	267536.24	490882.79
MCK-301	653+30.59	50.32' RT	804.76	267536.76	490879.73
MCK-302	653+32.68	50.35' RT	804.73	267538.86	490879.69
MCK-303	653+32.76	45.36' RT	804.66	267538.76	490874.69
MCK-304	653+37.94	45.44' RT	804.84	267543.93	490874.59
MCK-305	653+38.13	39.49' RT	804.50	267543.92	490868.63
MCK-306	653+43.13	39.65' RT	804.42	267548.92	490868.62
MCK-307	653+43.22	36.75' RT	804.38	267548.91	490865.72
MCK-308	653+46.15	35.91' RT	804.80	267551.81	490864.78
MCK-309	653+42.94	45.52' RT	804.76	267548.93	490874.50
MCK-310	653+48.15	45.61' RT	804.84	267554.15	490874.40
MCK-311	653+48.07	50.61' RT	805.00	267554.24	490879.40
MCK-312	653+42.79	50.52' RT	804.84	267548.96	490879.50
MCK-313	653+42.47	59.87' RT	805.26	267548.97	490888.85
MCK-314	653+42.31	64.86' RT	805.48	267548.99	490893.85
MCK-315	653+37.31	64.70' RT	805.56	267543.99	490893.86
MCK-316	653+37.47	59.70' RT	805.32	267543.97	490888.86
MCK-317	653+37.78	50.44' RT	804.91	267543.95	490879.59
MCK-318	653+27.31	54.92' RT	804.93	267533.65	490884.44
MCK-319	653+28.19	49.63' RT	804.83	267534.34	490879.12
MCK-320	653+30.63	44.06' RT	804.73	267536.58	490873.47
MCK-321	653+36.65	37.47' RT	804.57	267542.36	490866.68
MCK-322	653+42.36	34.40' RT	804.45	267547.96	490863.40
MCK-323	653+51.86	33.04' RT	804.30	267557.41	490861.71

2

LEGEND

- INLET PROTECTION (TYPE AS NOTED)
- SILT FENCE
- SLOPE INTERCEPT
- ROCK BAGS FOR SILT FENCE RELIEF

N



RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 17.35 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 12.70 ACRES

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	EROSION CONTROL	SHEET 122	E

2

PLACE INLET PROTECTION TYPE C AT NEXT TWO DOWNSTREAM INLETS ON SOUTH SIDE OF WOLCOTT ST

PLACE INLET PROTECTION TYPE C AT NEXT DOWNSTREAM INLET ON NORTH SIDE OF WOLCOTT ST

LEGEND

- INLET PROTECTION (TYPE AS NOTED)
- SILT FENCE
- SLOPE INTERCEPT
- ROCK BAGS FOR SILT FENCE RELIEF

N

WOLCOTT ST

USH 51 R/L

MATCH LINE 587+00

MATCH LINE 593+00

587 588 589 590 591 592

USH 51 / CENTER AVE

CONC ASPH

A C

WOLCOTT ST

PLACE INLET PROTECTION TYPE C AT NEXT DOWNSTREAM INLET ON SOUTH SIDE OF WOLCOTT ST

PLACE INLET PROTECTION TYPE C AT NEXT DOWNSTREAM INLET ON NORTH SIDE OF WOLCOTT ST

2

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	EROSION CONTROL	SHEET 123	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\022001-EC.DWG
LAYOUT NAME - 02

PLOT DATE : 11/16/2023 5:43 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

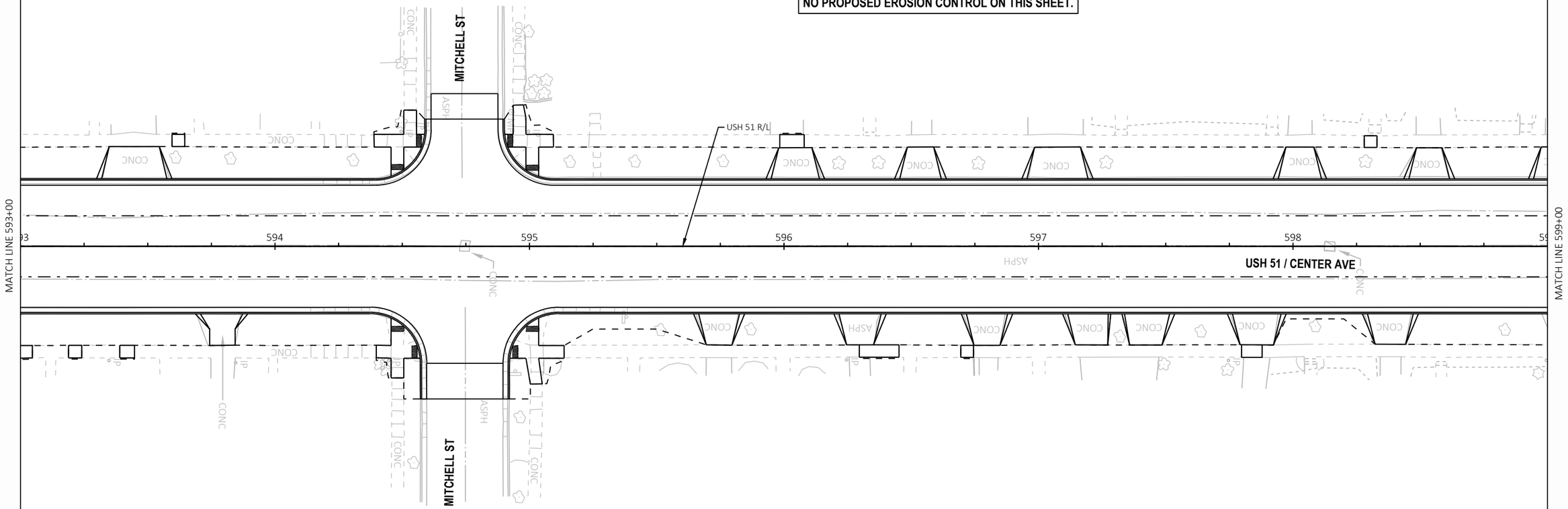
2

LEGEND

- INLET PROTECTION (TYPE AS NOTED)
- SILT FENCE
- SLOPE INTERCEPT
- ROCK BAGS FOR SILT FENCE RELIEF

N

NO PROPOSED EROSION CONTROL ON THIS SHEET.



PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	EROSION CONTROL	SHEET 124	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\022001-EC.DWG
LAYOUT NAME - 03

PLOT DATE : 11/16/2023 5:44 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

INLET PROTECTION (TYPE AS NOTED)

SILT FENCE

SLOPE INTERCEPT

ROCK BAGS FOR SILT FENCE RELIEF

N

STATE ST

USH 51 / CENTER AVE

USH 51 R/L

MARQUETTE ST

MATCH LINE 599+00

MATCH LINE 605+00

599 600 601 602 603 604

CONC ASPH GRAVEL

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	EROSION CONTROL	SHEET 125	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\022001-EC.DWG
LAYOUT NAME - 04

PLOT DATE : 11/16/2023 5:44 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

INLET PROTECTION (TYPE AS NOTED)

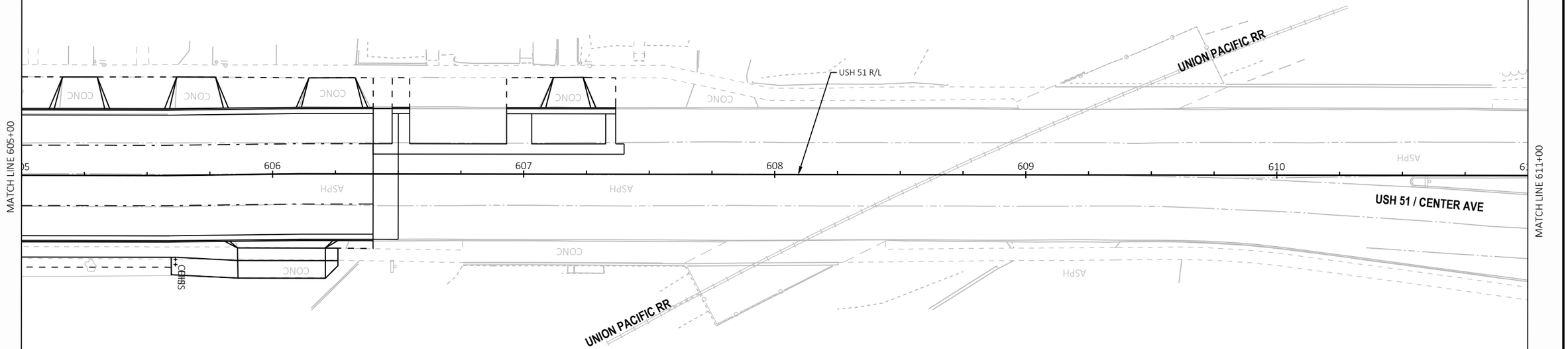
SILT FENCE

SLOPE INTERCEPT

ROCK BAGS FOR SILT FENCE RELIEF

N

NO PROPOSED EROSION CONTROL ON THIS SHEET.



PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	EROSION CONTROL	SHEET 126	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\022001-EC.DWG
LAYOUT NAME - 05

PLOT DATE : 11/16/2023 5:44 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

INLET PROTECTION (TYPE AS NOTED)

SILT FENCE

SLOPE INTERCEPT

ROCK BAGS FOR SILT FENCE RELIEF

N

UNION PACIFIC RR

DELAVAN DR

GRAND AVE

USH 51 R/L

USH 51 / CENTER AVE

WISCONSIN & SOUTHERN RR

MATCH LINE 611+00

MATCH LINE 617+00

611

612

613

614

615

616

617

ASPH

CONC

GUARD RAIL

BUILDING

SIGN

SSS

MP

IP

C

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	EROSION CONTROL	SHEET 127	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\022001-EC.DWG
LAYOUT NAME - 06

PLOT DATE : 11/16/2023 5:44 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

INLET PROTECTION (TYPE AS NOTED)

SILT FENCE

SLOPE INTERCEPT

ROCK BAGS FOR SILT FENCE RELIEF

N

WISCONSIN & SOUTHERN RR

USH 51 R/L

+60
42' LT

MATCH LINE 617+00

618

619

620

621

622

MATCH LINE 623+00

USH 51 / CENTER AVE

ROCK RIVER

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	EROSION CONTROL	SHEET 128	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\022001-EC.DWG
LAYOUT NAME - 07

PLOT DATE : 11/16/2023 5:45 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

PLACE INLET PROTECTION TYPE C AT NEXT DOWNSTREAM INLET ON SOUTH SIDE OF RIVERSIDE ST

PLACE INLET PROTECTION TYPE C AT NEXT DOWNSTREAM INLET ON NORTH SIDE OF RIVERSIDE ST

N

LEGEND

- INLET PROTECTION (TYPE AS NOTED)
- SILT FENCE
- SLOPE INTERCEPT
- ROCK BAGS FOR SILT FENCE RELIEF

RIVERSIDE ST

USH 51 R/L

+35
42' LT

USH 51 / CENTER AVE

623 624 625 626 627 628

MATCH LINE 623+00

MATCH LINE 629+00

RIVERSIDE ST

PLACE INLET PROTECTION TYPE C AT NEXT DOWNSTREAM INLET ON SOUTH SIDE OF RIVERSIDE ST

PLACE INLET PROTECTION TYPE C AT NEXT DOWNSTREAM INLET ON NORTH SIDE OF RIVERSIDE ST

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	EROSION CONTROL	SHEET 129	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\022001-EC.DWG
LAYOUT NAME - 08

PLOT DATE : 11/16/2023 5:45 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

PLACE INLET PROTECTION TYPE C AT NEXT DOWNSTREAM INLET ON SOUTH SIDE OF ROCKPORT RD

PLACE INLET PROTECTION TYPE C AT NEXT DOWNSTREAM INLET ON NORTH SIDE OF ROCKPORT RD

LEGEND

- INLET PROTECTION (TYPE AS NOTED)
- SILT FENCE
- SLOPE INTERCEPT
- ROCK BAGS FOR SILT FENCE RELIEF

N

ROCKPORT RD

USH 51 R/L

USH 51 / CENTER AVE

WILSON AVE

ROCKPORT RD

MATCH LINE 629+00

MATCH LINE 635+00

PLACE INLET PROTECTION TYPE C AT NEXT DOWNSTREAM INLET ON SOUTH SIDE OF ROCKPORT RD

PLACE INLET PROTECTION TYPE C AT ALL THREE INLETS AT NORTHWEST CORNER OF ROCKPORT RD AND LINN ST

PLACE INLET PROTECTION TYPE C AT NEXT DOWNSTREAM INLET ON NORTH SIDE OF WILSON AVE

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	EROSION CONTROL	SHEET 130	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\022001-EC.DWG
LAYOUT NAME - 09

PLOT DATE : 11/16/2023 5:45 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

INLET PROTECTION (TYPE AS NOTED)

SILT FENCE

SLOPE INTERCEPT

ROCK BAGS FOR SILT FENCE RELIEF

N

MATCH LINE 635+00

MATCH LINE 641+00

635

636

637

638

639

640

641

RACINE ST

USH 51 R/L

USH 51 / CENTER AVE

CONC

ASPH

C A

A C

PLACE INLET PROTECTION TYPE C AT NEXT DOWNSTREAM INLET ON SOUTH SIDE OF RACINE ST

PLACE INLET PROTECTION TYPE C AT NEXT DOWNSTREAM INLET ON NORTH SIDE OF RACINE ST

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	EROSION CONTROL	SHEET 131	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\022001-EC.DWG
LAYOUT NAME - 10

PLOT DATE : 11/16/2023 5:45 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

PLACE INLET PROTECTION TYPE C AT NEXT
DOWNSTREAM INLET ON SOUTH SIDE OF JOHNSON ST

PLACE INLET PROTECTION TYPE C AT NEXT
DOWNSTREAM INLET ON NORTH SIDE OF JOHNSON ST

PLACE INLET PROTECTION TYPE C AT NEXT
DOWNSTREAM INLET ON SOUTH SIDE OF HOLMES ST

PLACE INLET PROTECTION TYPE C AT NEXT
DOWNSTREAM INLET ON NORTH SIDE OF HOLMES ST

LEGEND

- INLET PROTECTION (TYPE AS NOTED)
- SILT FENCE
- SLOPE INTERCEPT
- ROCK BAGS FOR SILT FENCE RELIEF

N

JOHNSON ST

HOLMES ST

USH 51 R/L

MATCH LINE 641+00

MATCH LINE 647+00

641 642 643 644 645 646 64

USH 51 / CENTER AVE

JOHNSON ST

HOLMES ST

PLACE INLET PROTECTION TYPE C AT NEXT
DOWNSTREAM INLET ON NORTH SIDE OF JOHNSON ST

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	EROSION CONTROL	SHEET 132	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\022001-EC.DWG
LAYOUT NAME - 11

PLOT DATE : 11/16/2023 5:45 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

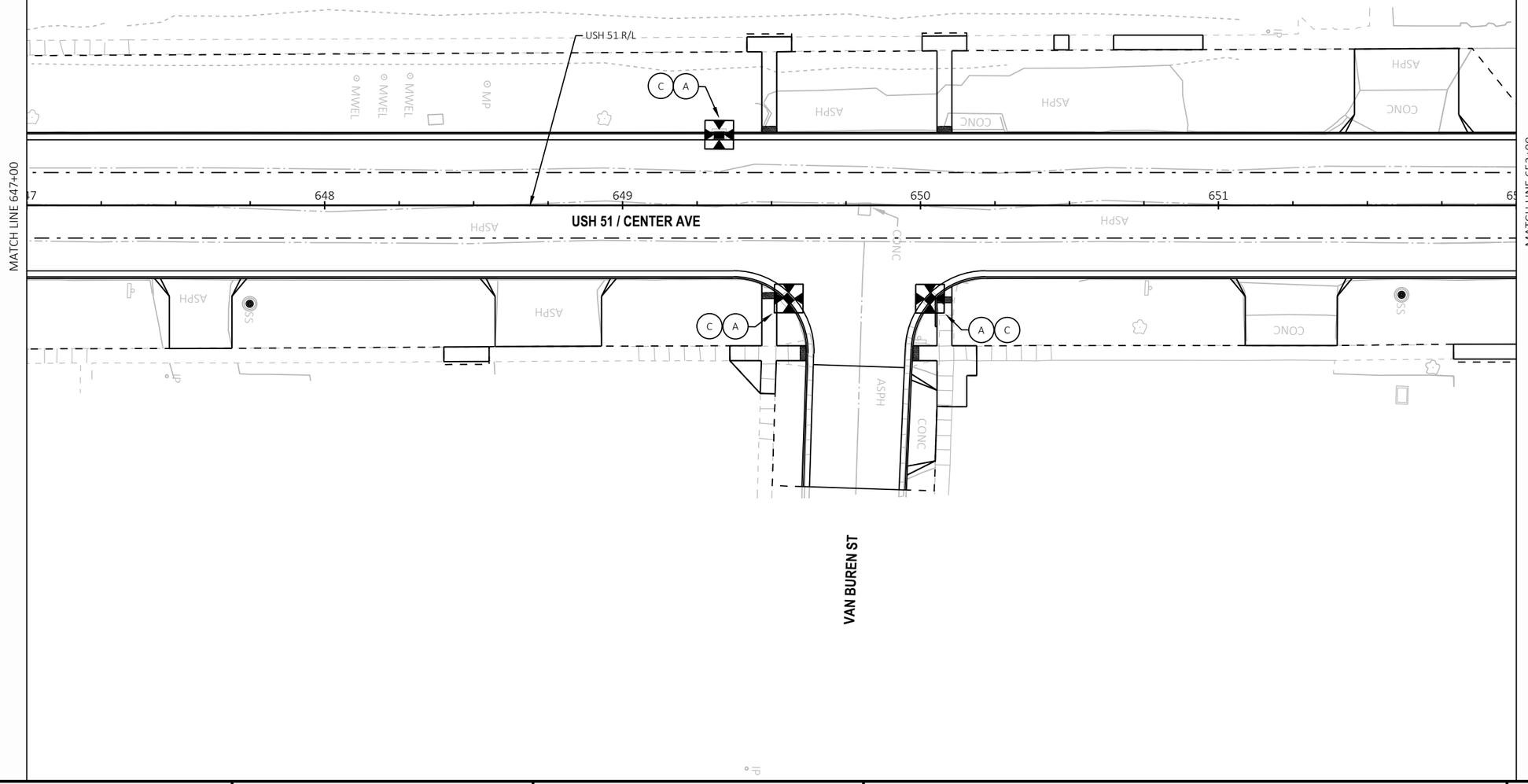
INLET PROTECTION (TYPE AS NOTED)

SILT FENCE

SLOPE INTERCEPT

ROCK BAGS FOR SILT FENCE RELIEF

N



PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	EROSION CONTROL	SHEET 133	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\022001-EC.DWG
LAYOUT NAME - 12

PLOT DATE : 11/16/2023 5:46 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : ##########

2

LEGEND

- INLET PROTECTION (TYPE AS NOTED)
- SILT FENCE
- SLOPE INTERCEPT
- ROCK BAGS FOR SILT FENCE RELIEF

N

MATCH LINE 652+00

USH 51 / CENTER AVE

CENTER AVENUE (USH "51")

MCKINLEY ST

CENTER AVENUE

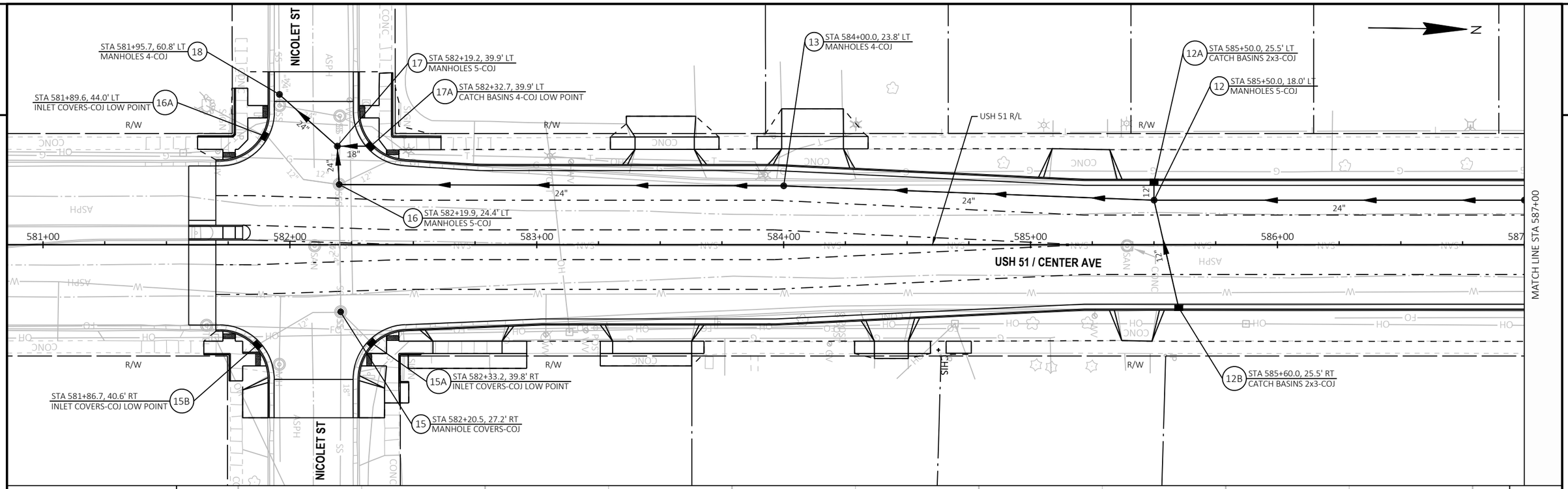
652 653 654 655 656 657 658

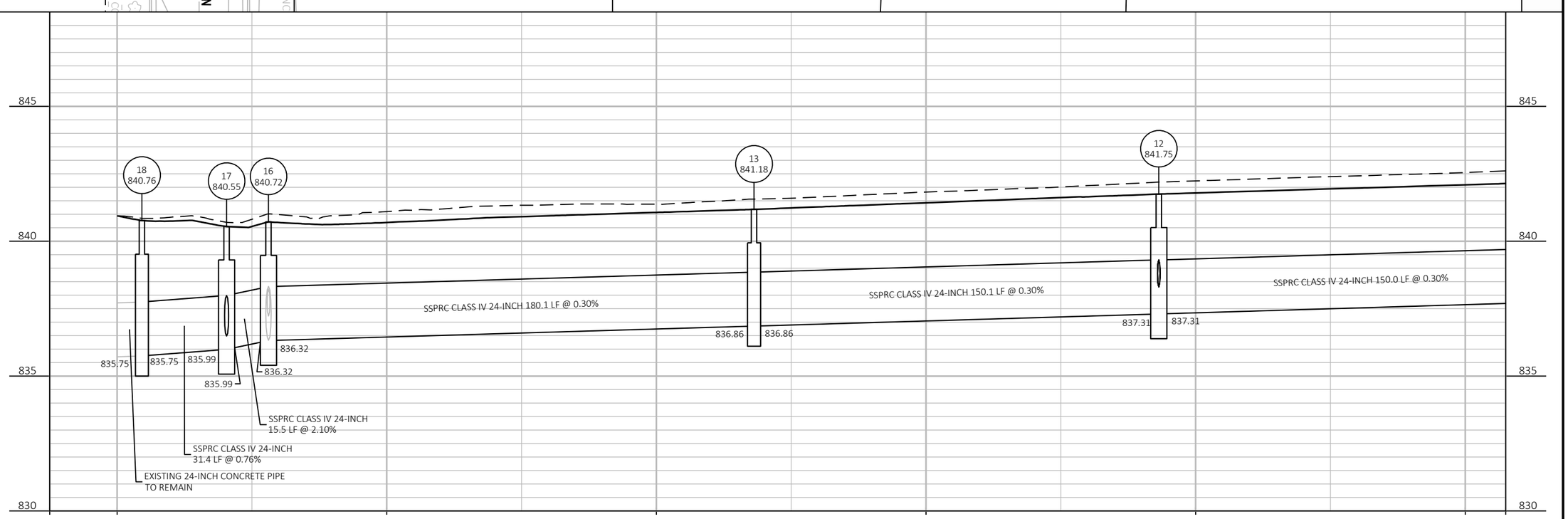
C A

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	EROSION CONTROL	SHEET 134	E

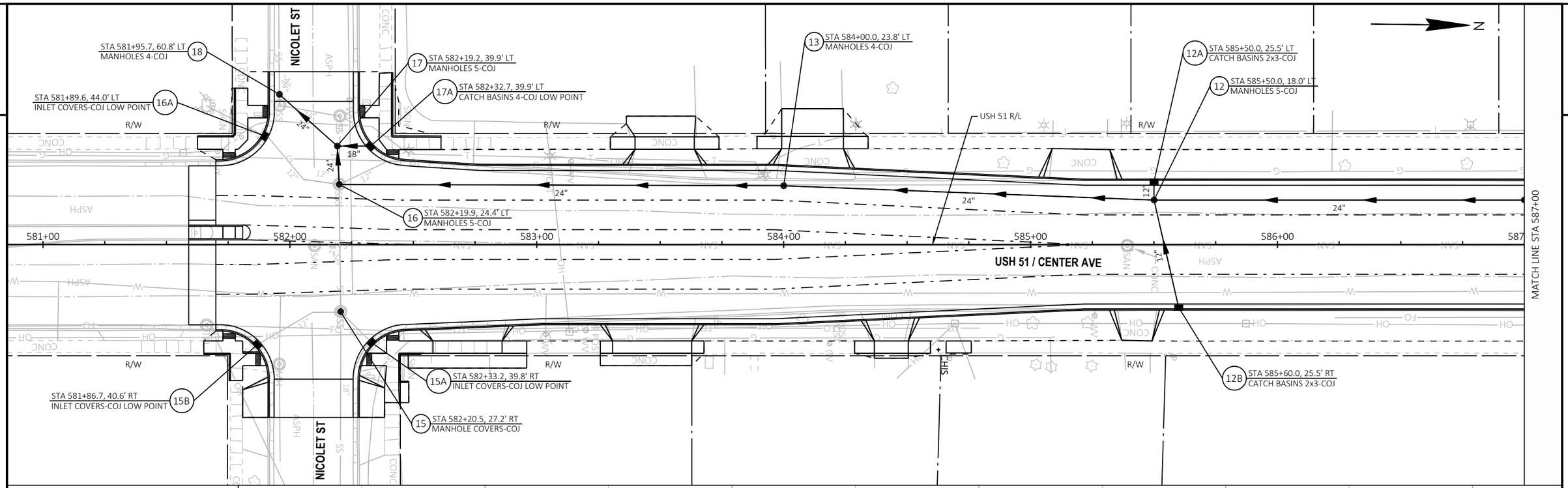
FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\022001-EC.DWG
LAYOUT NAME - 13

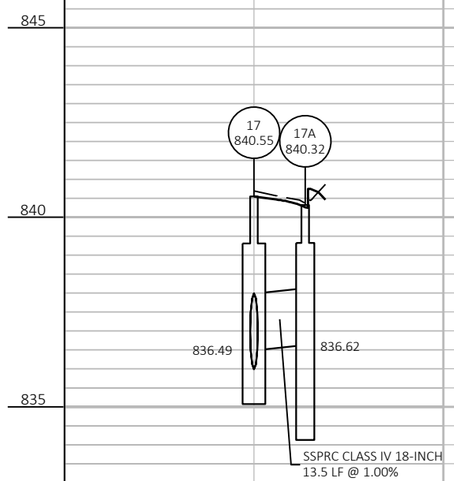
PLOT DATE : 11/16/2023 5:46 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

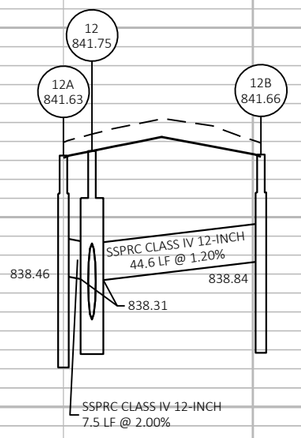




PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	STORM SEWER	SHEET 135	E







PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	STORM SEWER	SHEET 136	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\022501-SS.DWG
LAYOUT NAME - 01a

PLOT DATE : 11/16/2023 5:48 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

MATCH LINE STA 587+00

MATCH LINE STA 593+00

WOLCOTT ST

WOLCOTT ST

11 STA 587+00.0, 18.0' LT
MANHOLES 4-COJ

10A STA 588+86.1, 50.0' LT
CATCH BASINS 4-COJ LOW POINT

10 STA 588+86.1, 18.0' LT
MANHOLES 5-COJ

10C STA 589+08.3, 25.5' RT
CATCH BASINS 4-COJ

10B STA 588+86.3, 50.0' RT
CATCH BASINS 4-COJ LOW POINT

USH 51 R/L

USH 51 / CENTER AVE

R/W

24"

15"

15"

12"

+00 588+00 589+00 590+00 591+00 592+00 593

845
840
835
830

11
842.20

10
842.86

SSPRC CLASS IV 24-INCH
150.0 LF @ 0.30%

SSPRC CLASS IV 24-INCH 186.1 LF @ 0.30%

837.76 837.76

838.31

10A
842.46

10
842.86

10C
842.71

10B
842.51

SSPRC CLASS IV 15-INCH
48.8 LF @ 0.50%

839.26 839.06 839.06 839.31 839.56 839.72

SSPRC CLASS IV 15-INCH
32.0 LF @ 0.60%

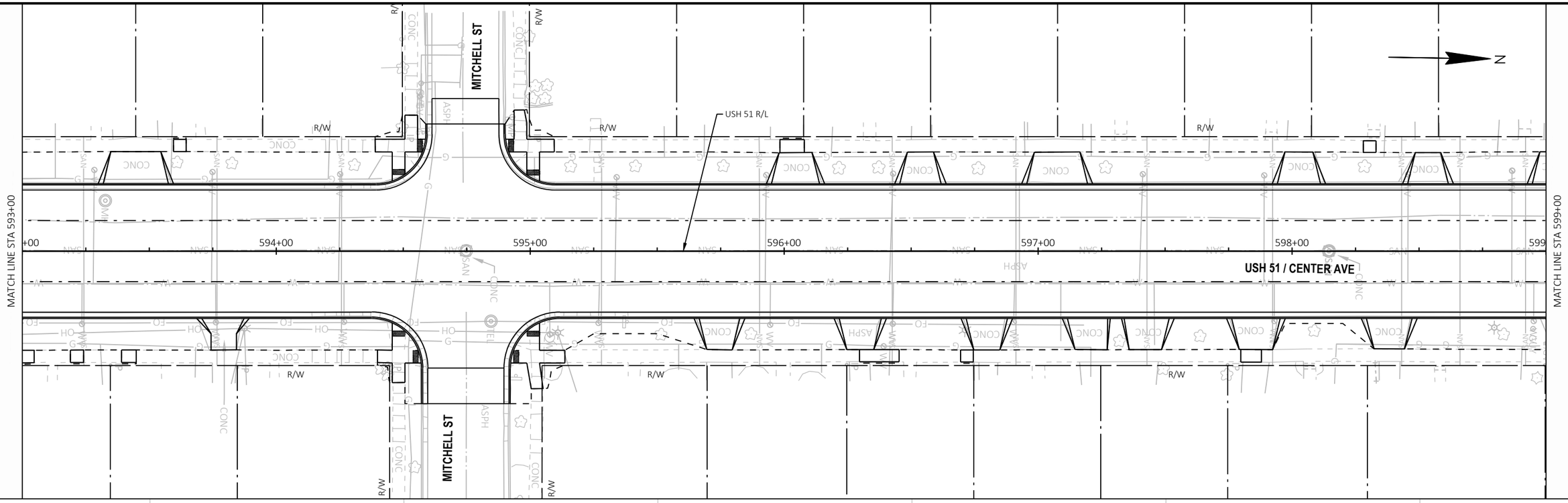
SSPRC CLASS IV 12-INCH
32.9 LF @ 0.50%

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	STORM SEWER	SHEET 137	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\022501-SS.DWG
LAYOUT NAME - 02

PLOT DATE : 11/16/2023 5:48 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 41



NO PROPOSED STORM SEWER ON THIS SHEET.

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	STORM SEWER	SHEET 138	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\022501-SS.DWG
LAYOUT NAME - 03

PLOT DATE : 11/16/2023 5:48 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

STA 601+30.1, 49.8' LT
CATCH BASINS 4-COJ LOW POINT (22)

STA 601+28.0, 30.1' LT
MANHOLES 4-COJ (23)

STATE ST

STA 601+93.5, 35.8' LT
CATCH BASINS 4-COJ LOW POINT (23A)

N

MATCH LINE STA 599+00

MATCH LINE STA 605+00

+00 600+00 601+00 602+00 603+00 604+00 605

USH 51 / CENTER AVE

R/W

15"

12"

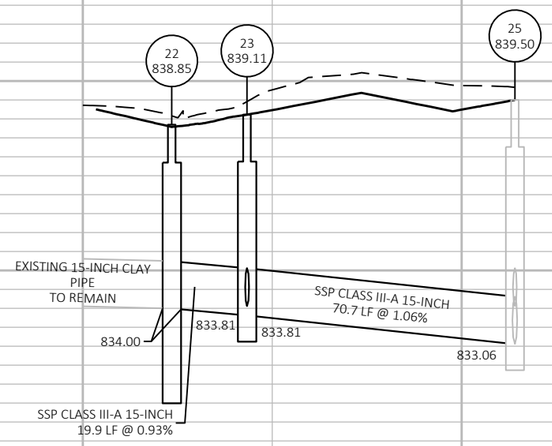
USH 51 R/L

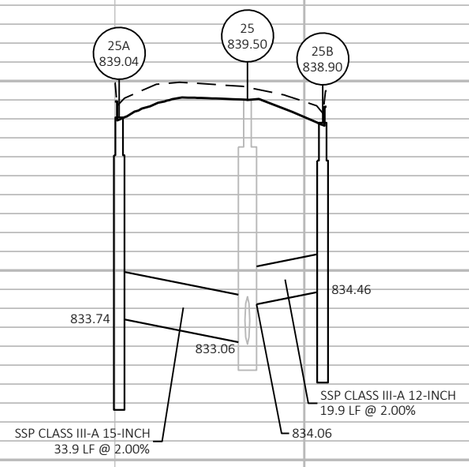
STA 601+01.0, 45.0' RT
CATCH BASINS 2x3-COJ LOW POINT (25A)

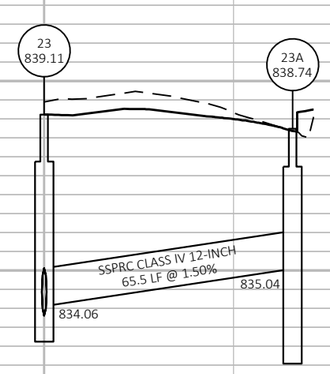
MARQUETTE ST

STA 601+51.9, 49.3' RT
CATCH BASINS 2x3-COJ LOW POINT (25B)

STA 601+34.6, 40.4' RT
RECONSTRUCTING MANHOLES-COJ (25)



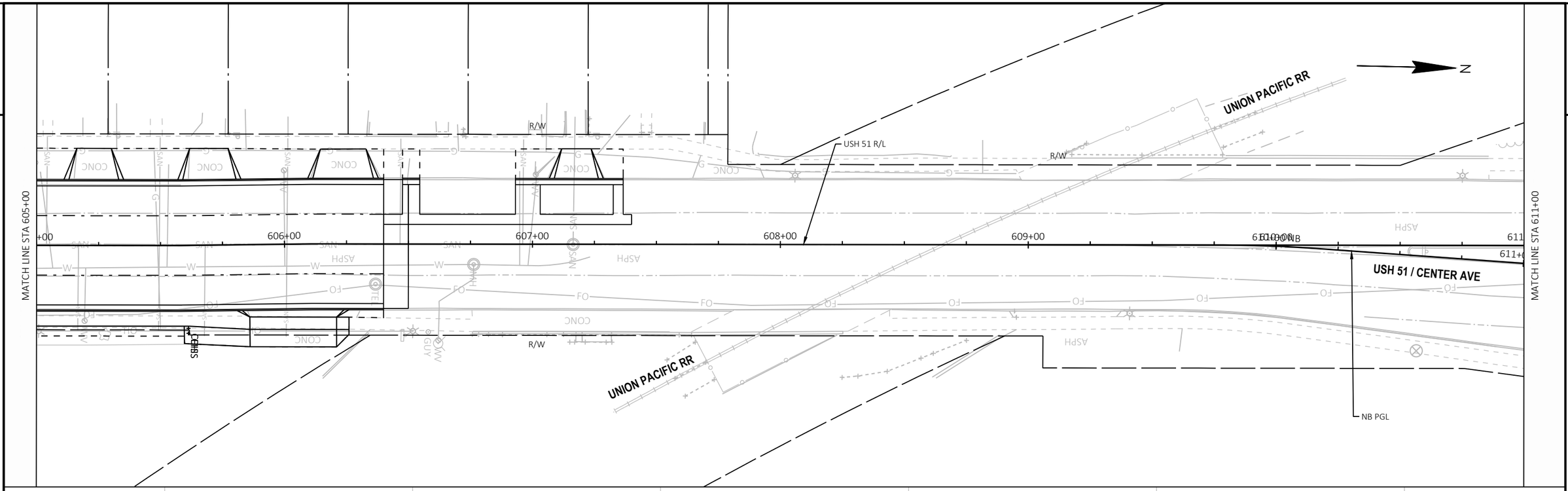




840 835 830 825

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	STORM SEWER	SHEET 139	E

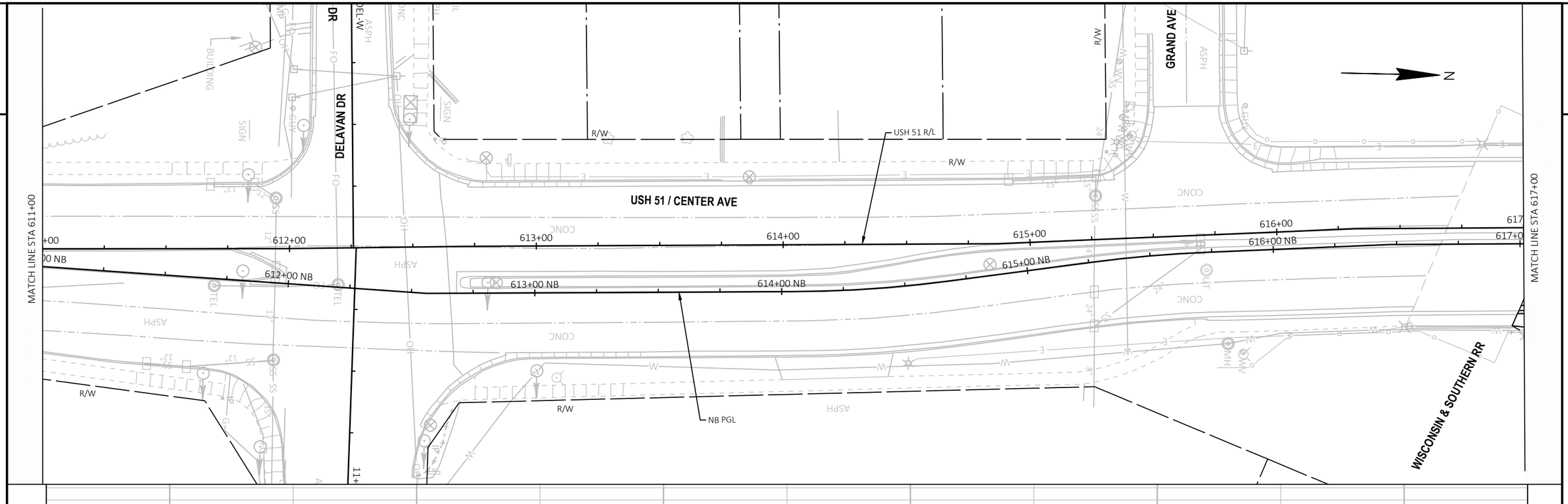
FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\022501-SS.DWG
LAYOUT NAME - 04
PLOT DATE : 11/16/2023 5:49 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41



2

NO PROPOSED STORM SEWER ON THIS SHEET.

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	STORM SEWER	SHEET 140	E

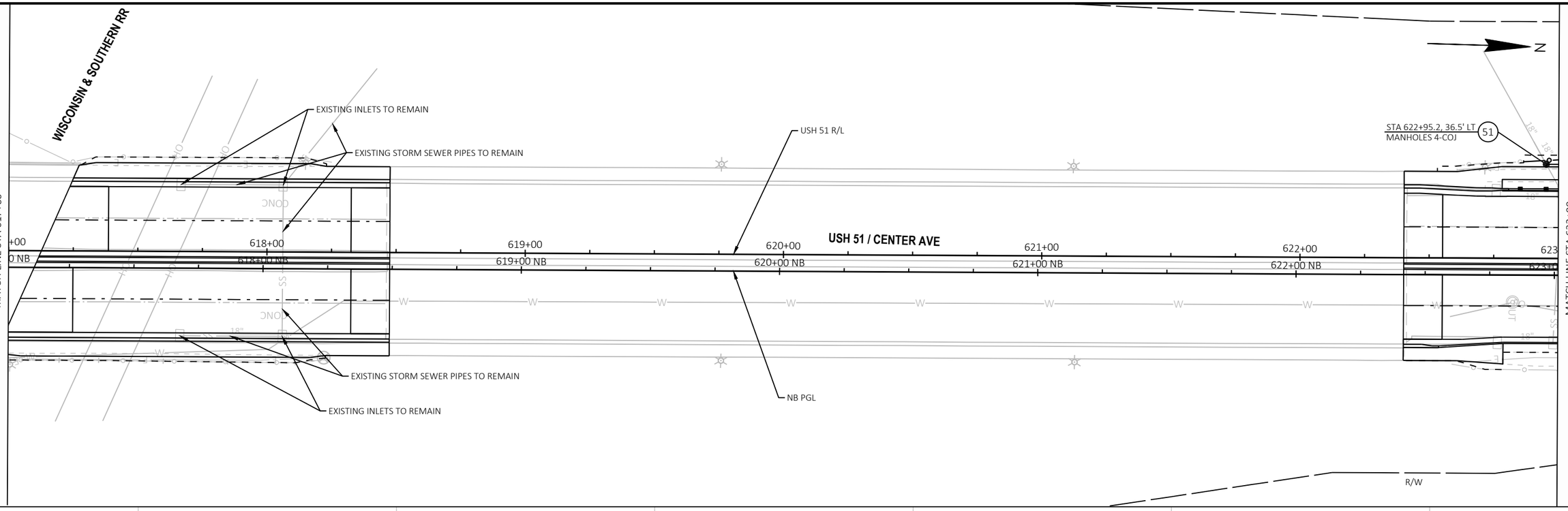


NO PROPOSED STORM SEWER ON THIS SHEET.

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	STORM SEWER	SHEET 141	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\022501-SS.DWG
LAYOUT NAME - 06

PLOT DATE : 11/16/2023 5:49 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

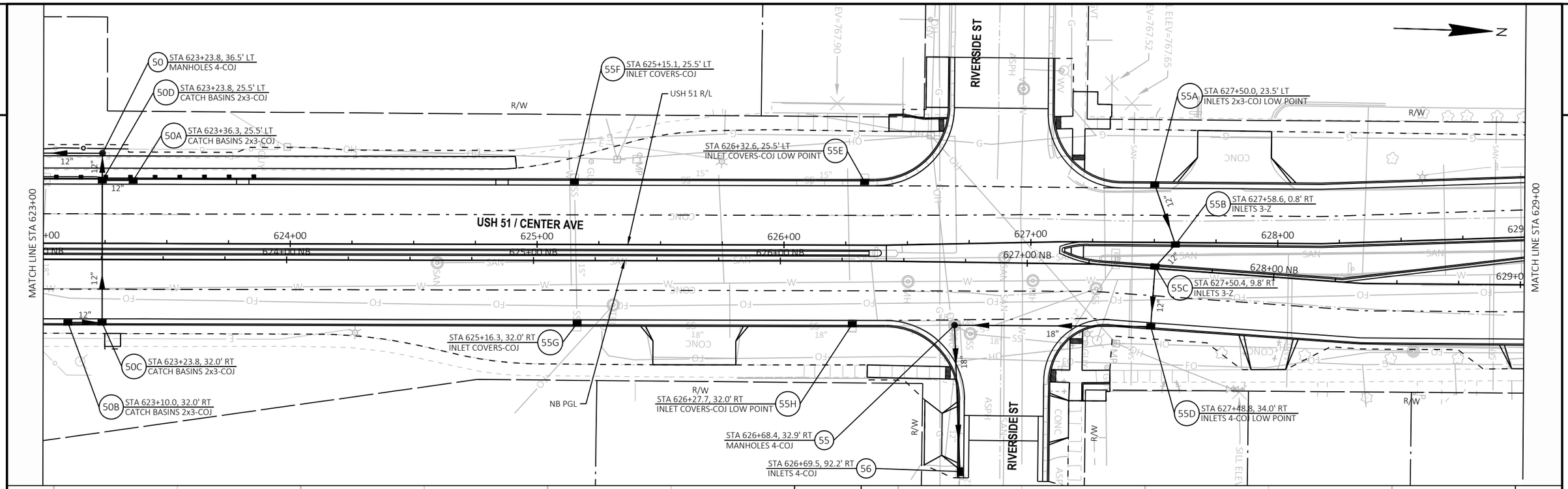


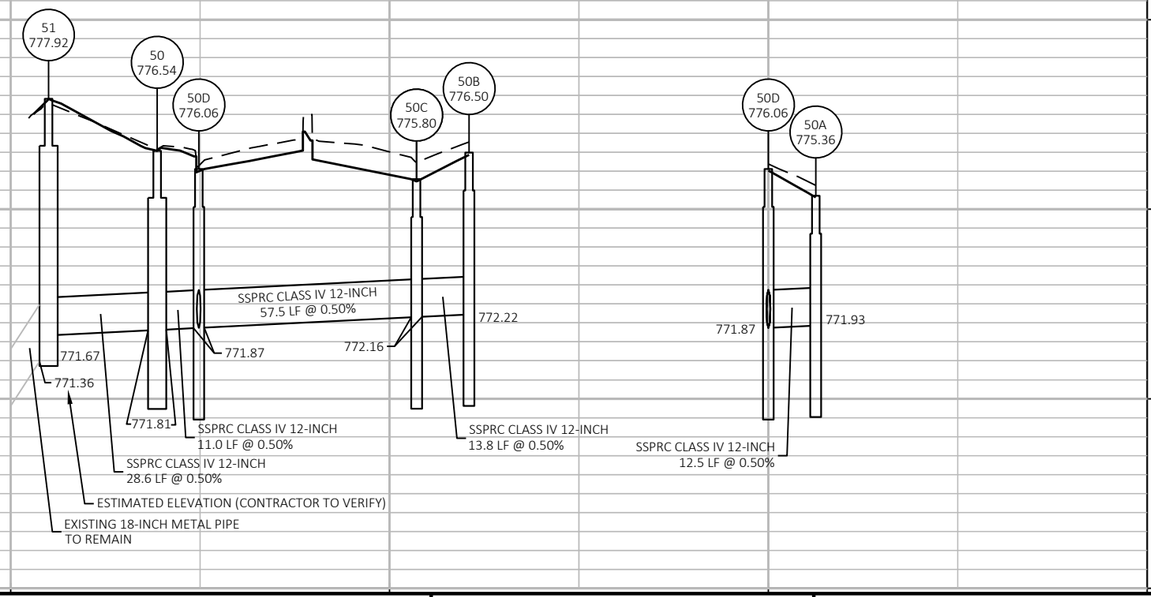
PROFILE VIEW OF STRUCTURE 51 SHOWN ON NEXT PAGE

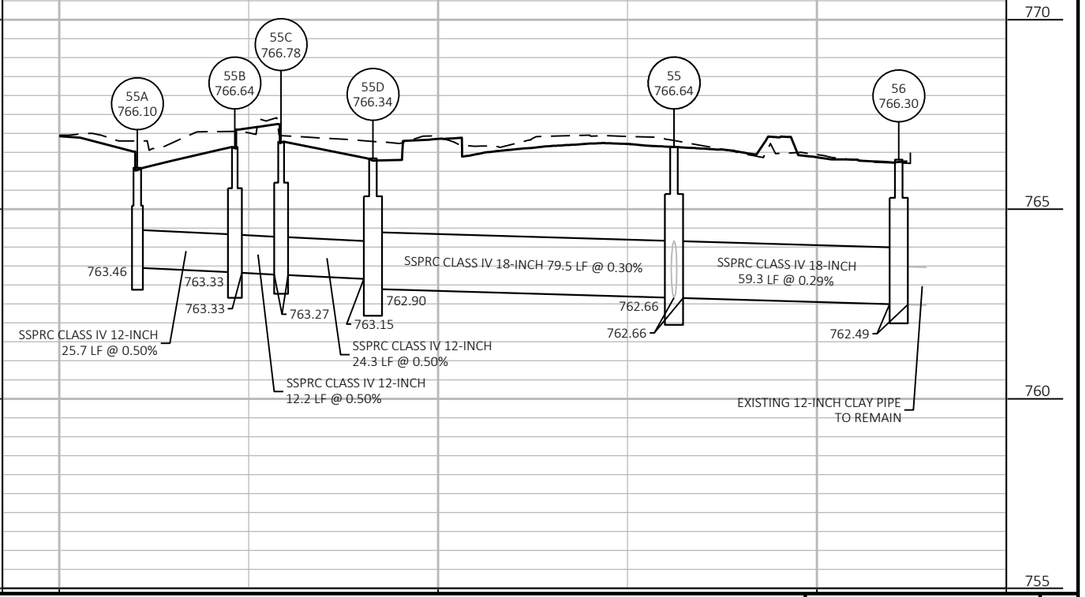
2

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	STORM SEWER	SHEET 142	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\022501-SS.DWG
LAYOUT NAME - 07
PLOT DATE : 11/16/2023 5:50 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41







780 770 775 765 770 760 765 755

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	STORM SEWER	SHEET 143 E

2

50 STA 623+23.8, 36.5' LT
MANHOLES 4-COJ

50D STA 623+23.8, 25.5' LT
CATCH BASINS 2x3-COJ

50A STA 623+36.3, 25.5' LT
CATCH BASINS 2x3-COJ

50C STA 623+23.8, 32.0' RT
CATCH BASINS 2x3-COJ

50B STA 623+10.0, 32.0' RT
CATCH BASINS 2x3-COJ

55F STA 625+15.1, 25.5' LT
INLET COVERS-COJ

USH 51 R/L

STA 626+32.6, 25.5' LT
INLET COVERS-COJ LOW POINT 55E

STA 625+16.3, 32.0' RT
INLET COVERS-COJ 55G

NB PGL

R/W
STA 626+27.7, 32.0' RT
INLET COVERS-COJ LOW POINT 55H

STA 626+68.4, 32.9' RT
MANHOLES 4-COJ 55

STA 626+69.5, 92.2' RT
INLETS 4-COJ 56

55A STA 627+50.0, 23.5' LT
INLETS 2x3-COJ LOW POINT

55B STA 627+58.6, 0.8' RT
INLETS 3-Z

STA 627+34.4, 8.4' RT EX-54

55C STA 627+50.4, 9.8' RT
INLETS 3-Z

55D STA 627+48.8, 34.0' RT
INLETS 4-COJ LOW POINT

TEMPORARY BULKHEAD PIPE MASONRY

USH 51 / CENTER AVE

RIVERSIDE ST

RIVERSIDE ST

623+00 624+00 625+00 626+00 627+00 628+00 629+00

623+00 NB 624+00 NB 625+00 NB 626+00 NB 627+00 NB 628+00 NB 629+00 NB

R/W

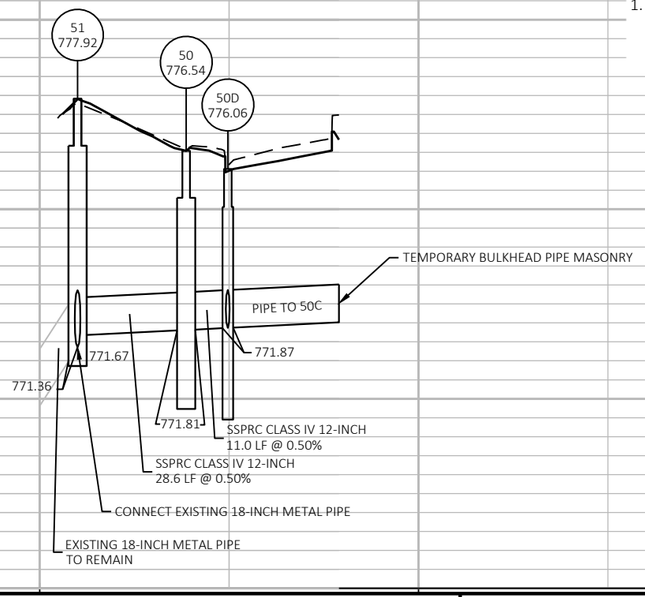
ELEV=767.90

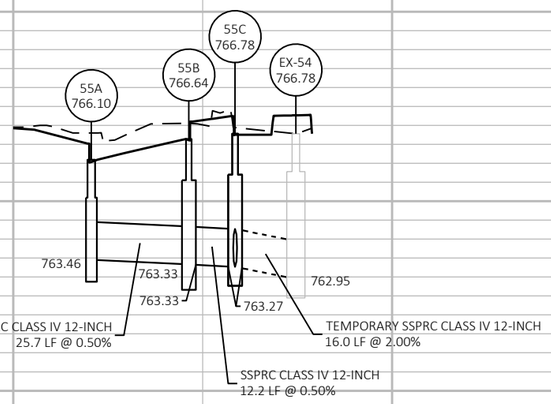
ELEV=767.52

ELEV=767.65

NOTES:

1. ALL TEMPORARY PIPES AND CONNECTIONS TO BE MADE IN SEQUENCE WITH CONSTRUCTION STAGING OR AS DIRECTED BY THE ENGINEER. REMOVE TEMPORARY PIPES AND CONNECTIONS WHEN DIRECTED BY THE ENGINEER.





780 770 775 765 770 760 765 755

770 765 760 755

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	STORM SEWER (TEMPORARY)	SHEET 144	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\022502-SS-TEMP.DWG
LAYOUT NAME - 08

PLOT DATE : 11/16/2023 5:51 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 41

2

2

N

MATCH LINE STA 629+00

MATCH LINE STA 635+00

ROCKPORT RD

USH 51 / CENTER AVE

WILSON AVE

63B STA 630+79.1, 23.5' LT INLETS 2x3-H

63A STA 630+89.1, 23.5' LT INLETS 2x3-COJ

USH 51 R/L

60 STA 634+07.1, 23.5' LT INLET COVERS-COJ

64C STA 630+75.0, 13.8' RT INLETS 3-Z

64D STA 630+75.0, 20.3' RT INLETS 3-Z

STA 630+72.4, 37.5' RT MANHOLES 4-COJ 64

STA 630+41.2, 37.2' RT MANHOLES 4-COJ 65

STA 633+39.3, 24.6' RT RECONSTRUCTING INLETS-COJ 61

61A STA 634+09.4, 31.5' RT INLET COVERS-COJ LOW POINT

64A STA 630+81.4, 44.5' RT INLETS 2x3-COJ

64B STA 630+71.4, 44.5' RT INLETS 2x3-COJ

66 STA 630+33.8, 71.6' RT RECONSTRUCTING MANHOLES-COJ

NB PGL

62 STA 632+41.6, 27.5' RT MANHOLES 4-COJ

630+00 NB

631+00 NB

632+00 NB

633+00 NB

630+00

631+00

632+00

633+00

634+00

635

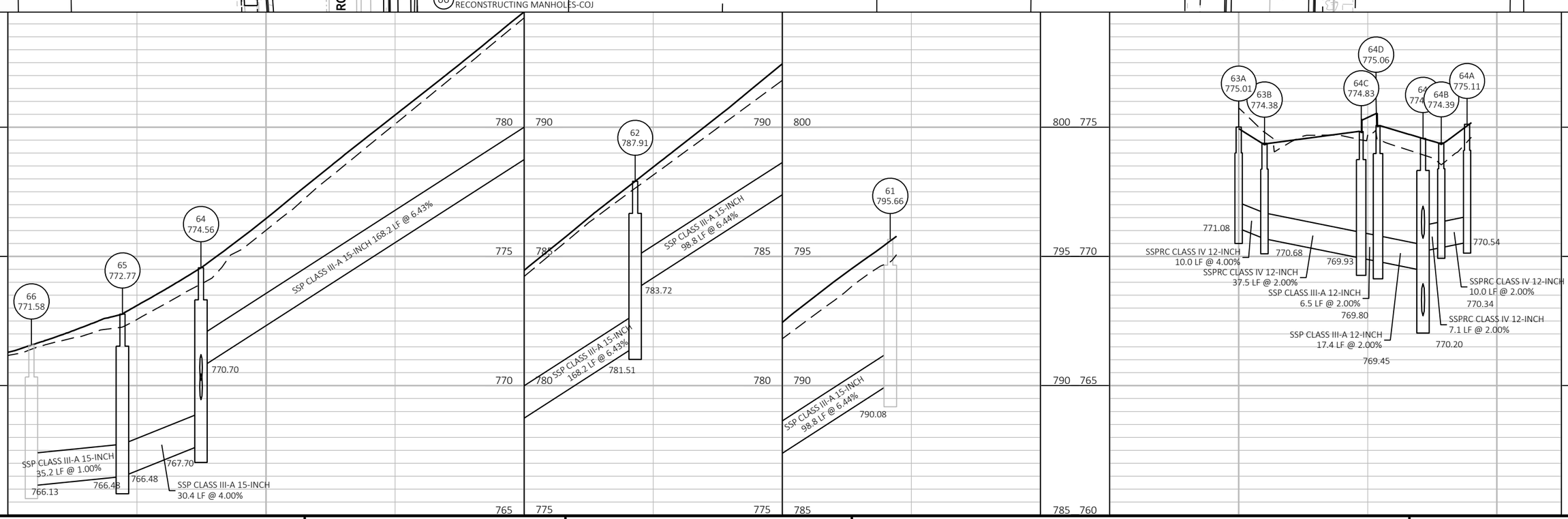
12"

15"

R/W

SILL ELEV=773.41

DECK



PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	STORM SEWER	SHEET 145	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\022501-SS.DWG
LAYOUT NAME - 09

PLOT DATE : 11/16/2023 5:52 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 41

2

STA 637+15.5, 23.5' LT
RECONSTRUCTING INLETS-COJ
70

70A
STA 637+86.3, 30.0' LT
INLETS 4-COJ LOW POINT

USH 51 R/L

RACINE ST

RACINE ST

USH 51 / CENTER AVE

MATCH LINE STA 635+00

MATCH LINE STA 641+00

636+00 637+00 638+00 639+00 640+00

R/W

12"

815
810
805
800

70
810.24

70A
811.87

SSPRC CLASS IV 12-INCH
71.1 LF @ 2.00%

807.82

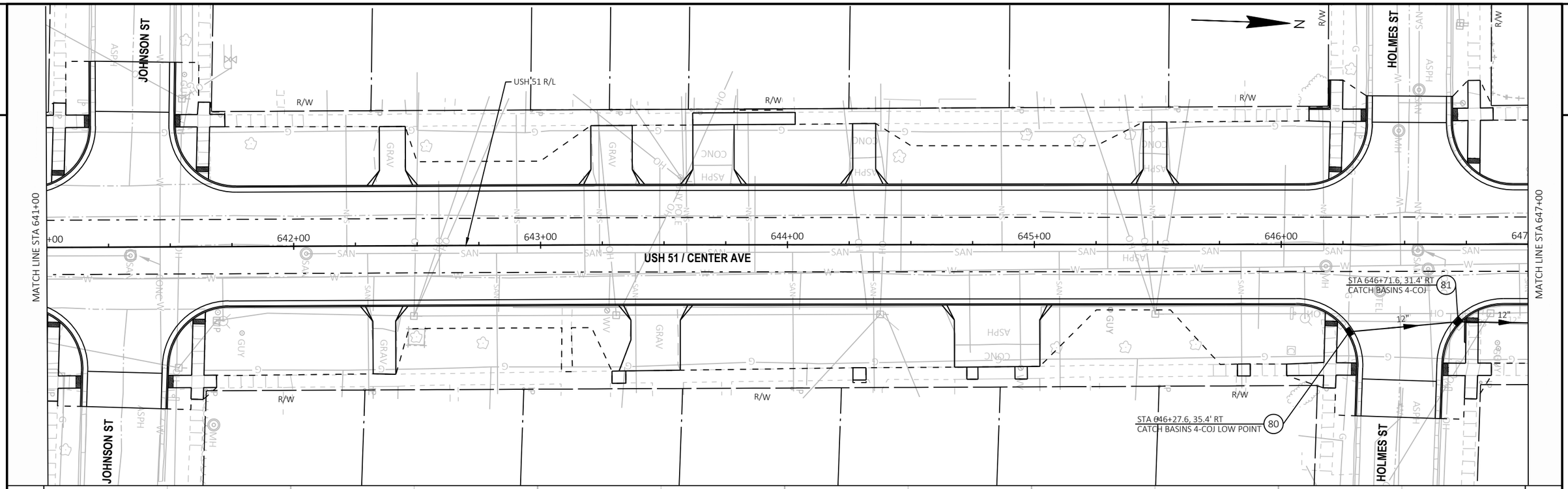
806.40

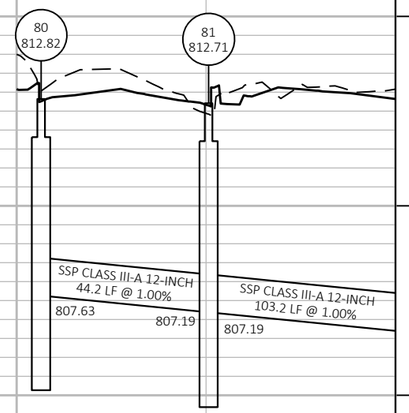
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	STORM SEWER	SHEET 146	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\022501-SS.DWG
LAYOUT NAME - 10

PLOT DATE : 11/16/2023 5:53 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 41

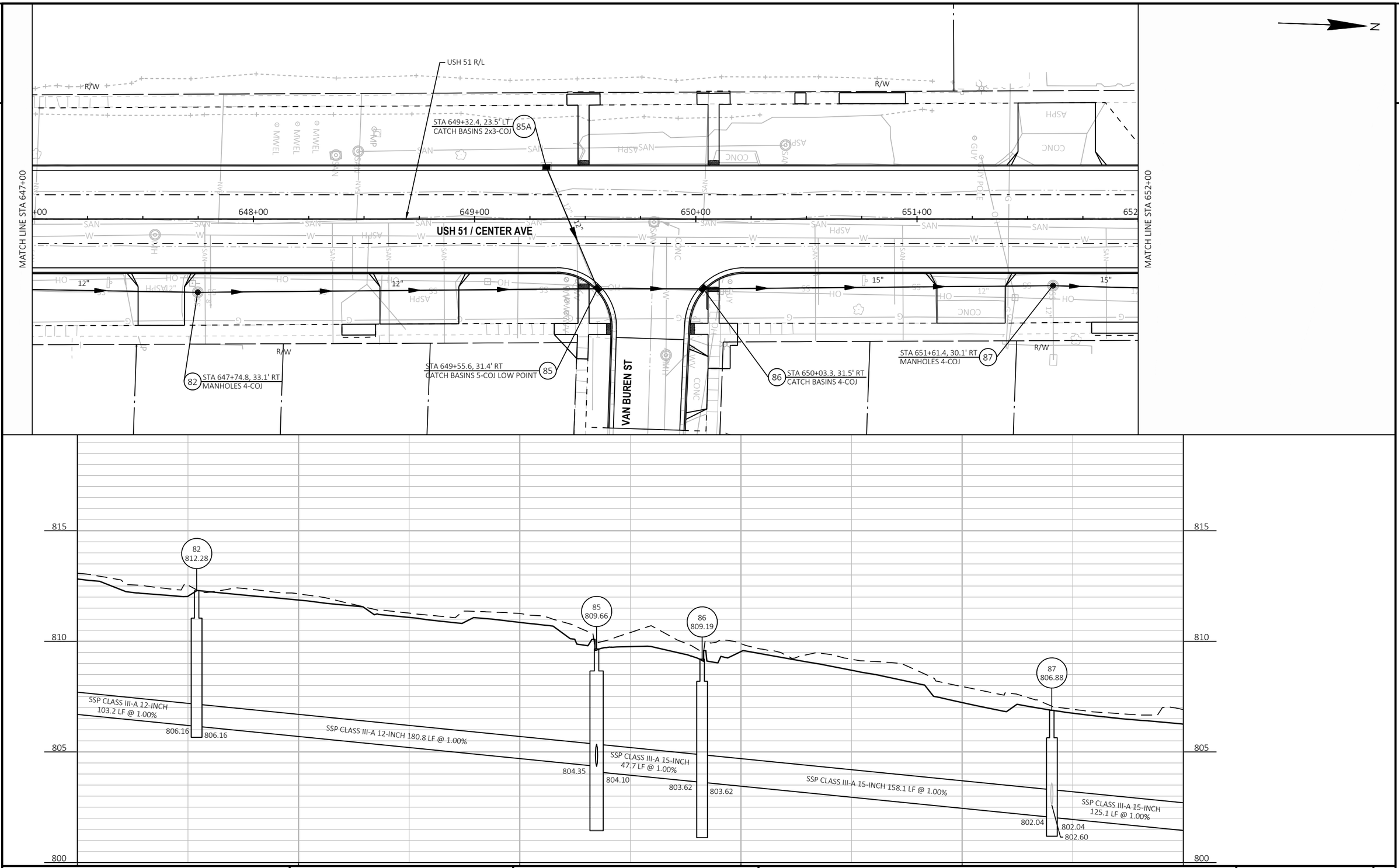




PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	STORM SEWER	SHEET 147	E

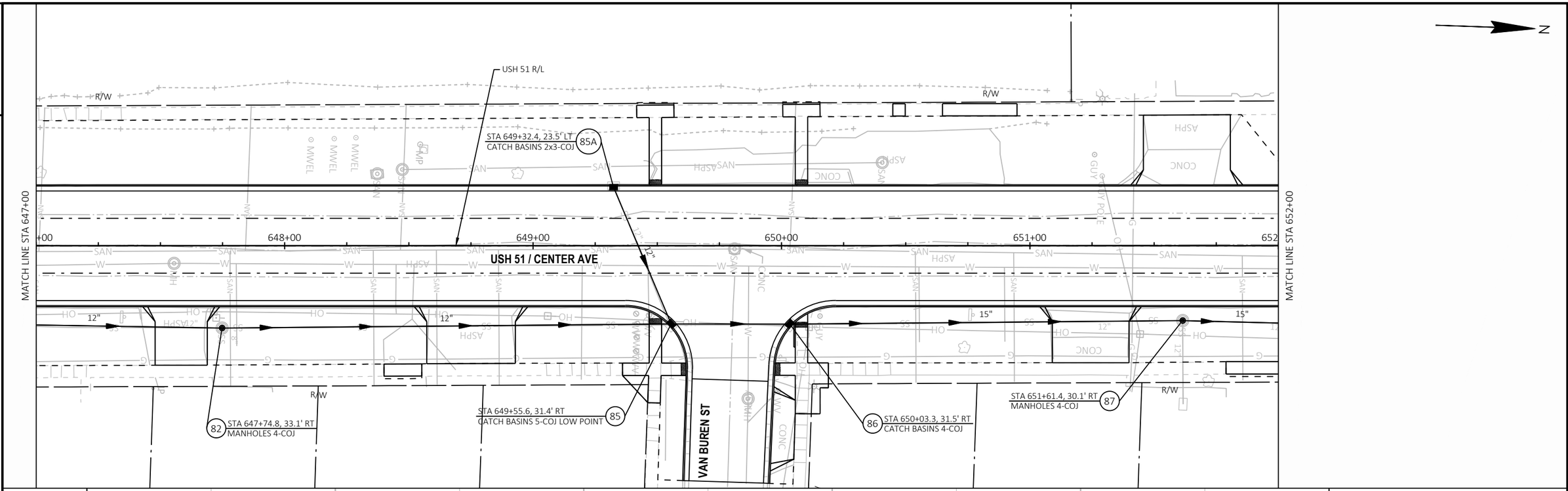
FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\022501-SS.DWG
LAYOUT NAME - 11

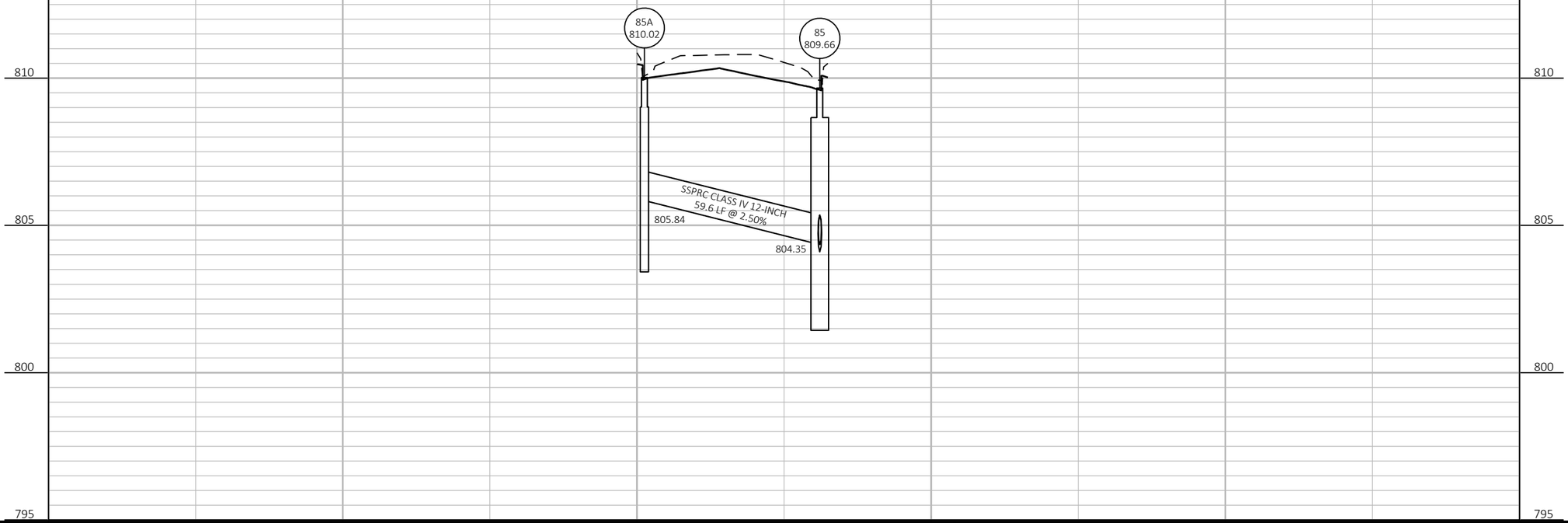
PLOT DATE : 11/16/2023 5:53 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT



PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	STORM SEWER	SHEET 148	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\022501-SS.DWG
LAYOUT NAME - 12
PLOT DATE : 11/16/2023 5:53 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

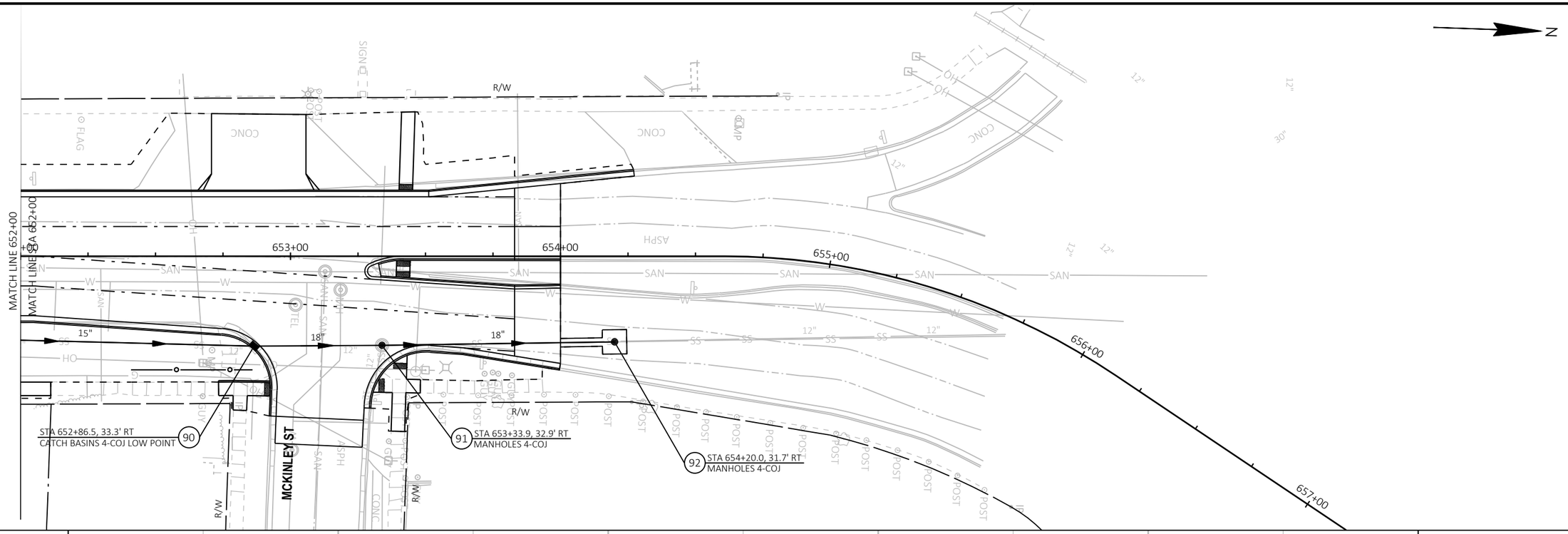


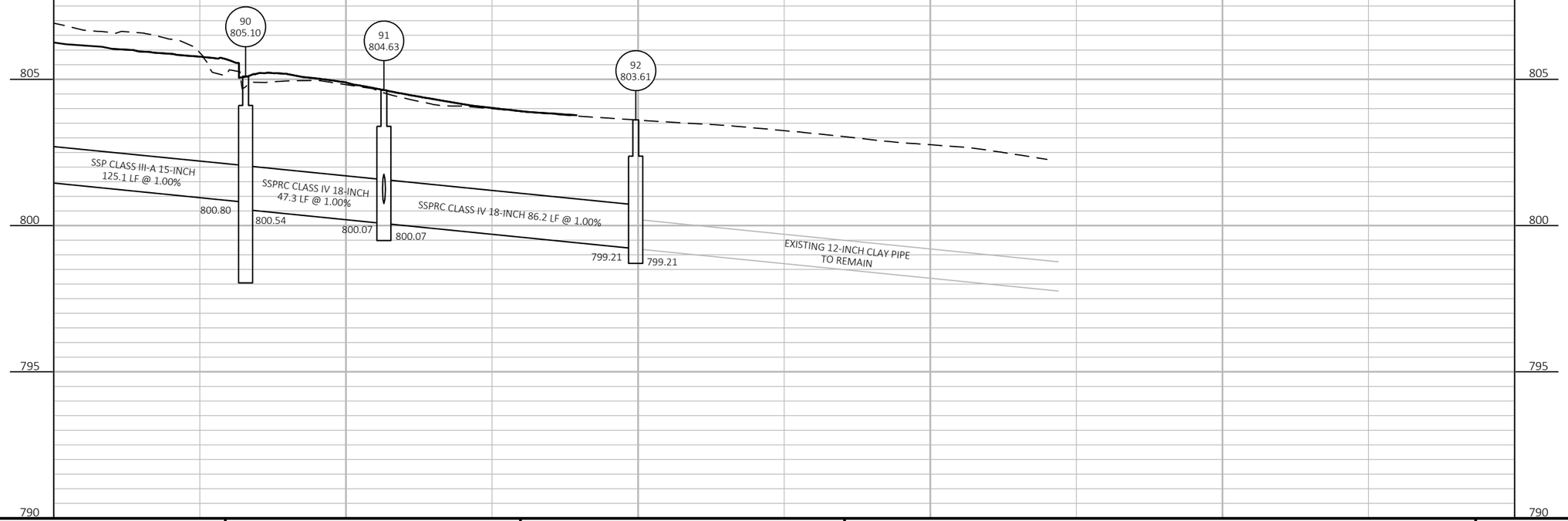


PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	STORM SEWER	SHEET 149	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\022501-SS.DWG
LAYOUT NAME - 12a
PLOT DATE : 11/16/2023 5:54 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

2





PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	STORM SEWER	SHEET 150	E

2

N

1348 CENTER AVE
MARK STEURER
¾" UNKNOWN

1342 CENTER AVE
LARRY J STACKLE
¾" UNKNOWN

6" DIA. WATER MAIN DISCONTINUE IN PLACE

1338 CENTER AVE
TAMMY L JAEGER
¾" UNKNOWN

1334 CENTER AVE
TAMMY BINKLEY
¾" COPPER

1330 CENTER AVE
LAURA L MIDDLETON
¾" COPPER

1324 CENTER AVE
MATTHEW D LENNOX
¾" UNKNOWN

1316 CENTER AVE
MATTHEW R TREZEK
¾" UNKNOWN

1312 CENTER AVE
JOHN DAVID CAMPBELL
¾" UNKNOWN

1308 CENTER AVE
JOHN A SWANSON
¾" UNKNOWN

USH 51 / CENTER AVE

PROPOSED 8-INCH WATERMAIN

BEGIN CENTER AVE WATER MAIN RELAY

589+00 W-15 590+00 591+00 592+00 593+00 594

10+00 W-5 W-10 S10 11+00 12+00 13+00 14+00 15+00

WOLCOTT ST

¾" UNKNOWN
1347 CENTER AVE
JOSHUA KURZBUCH

¾" LEAD
1341 CENTER AVE
DAN LARSON

5/8" LEAD
1335 CENTER AVE
PENNY M DZIENGELEWSKI

¾" UNKNOWN
1329 CENTER AVE
DAVID G PEASE

¾" LEAD
1321 CENTER AVE
JAMES M WEBER

¾" UNKNOWN
1313 CENTER AVE
BENJAMIN R JONES

¾" LEAD
1309 CENTER AVE
BRIAN D BUNKER

LEGEND

PETROLEUM CONTAMINATED SOIL

WATER MAIN NOTES

2. DISCONTINUE EXISTING VAULT IN PLACE
3. HYDRANT REMOVAL
4. WATER SERVICE EXPLORATION
5. 0.75" CURB STOP & CONNECT TO EXISTING
6. 0.75" WATER SERVICE
7. 0.75" CORPORATION STOP
8. DISCONTINUE EXISTING CURB STOP/WATER SERVICE IN PLACE

EXISTING GRADE ABOVE WATER MAIN

PROPOSED GRADE ABOVE WATER MAIN

8.0 LF-16" D.I. WM @ 0.20%

13.8 LF-8" D.I. WM @ 0.20%

PROPOSED 15" STORM

1.6'

EXIST 16" WATERMAIN

EXIST GAS (ASSUMED 4" DIA.) (ASSUMED 3' DEPTH)

EXIST 6" WATERMAIN

545.0 LF-8" D.I. WM @ 0.20%

EXIST 8" SAN

844 842 840 838 836 834 832 830 828 827

W-5 16"x12" CROSS CONNECT TO EXISTING WM 10+45.04 16" N 836.43 12" E 836.62 12" W 836.62 16" S 836.43

W-10 16"x8" REDUCER 10+53.04 16" S 836.45 8" N 836.78

W-15 8" GATE VALVE 10+66.86 8" S 836.81 8" N 836.81

0.75" CORP. STOP 10+91.41

0.75" CORP. STOP 10+92.43

0.75" CORP. STOP 11+42.41

0.75" CORP. STOP 11+83.81

0.75" CORP. STOP 11+91.58

0.75" CORP. STOP 12+40.03

0.75" CORP. STOP 12+44.83

0.75" CORP. STOP 12+90.10

0.75" CORP. STOP 12+96.35

0.75" CORP. STOP 13+40.82

0.75" CORP. STOP 13+96.98

0.75" CORP. STOP 14+44.40

0.75" CORP. STOP 14+90.73

0.75" CORP. STOP 14+95.16

0.75" CORP. STOP 15+38.70

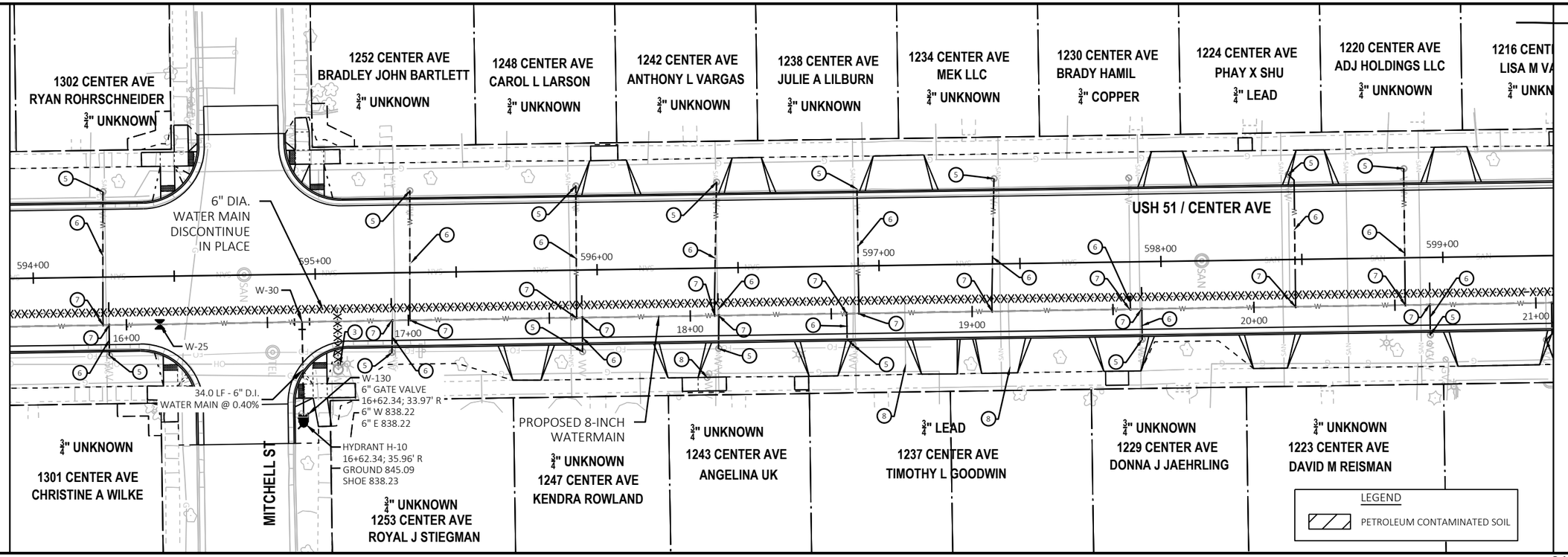
0.75" CORP. STOP 15+41.70

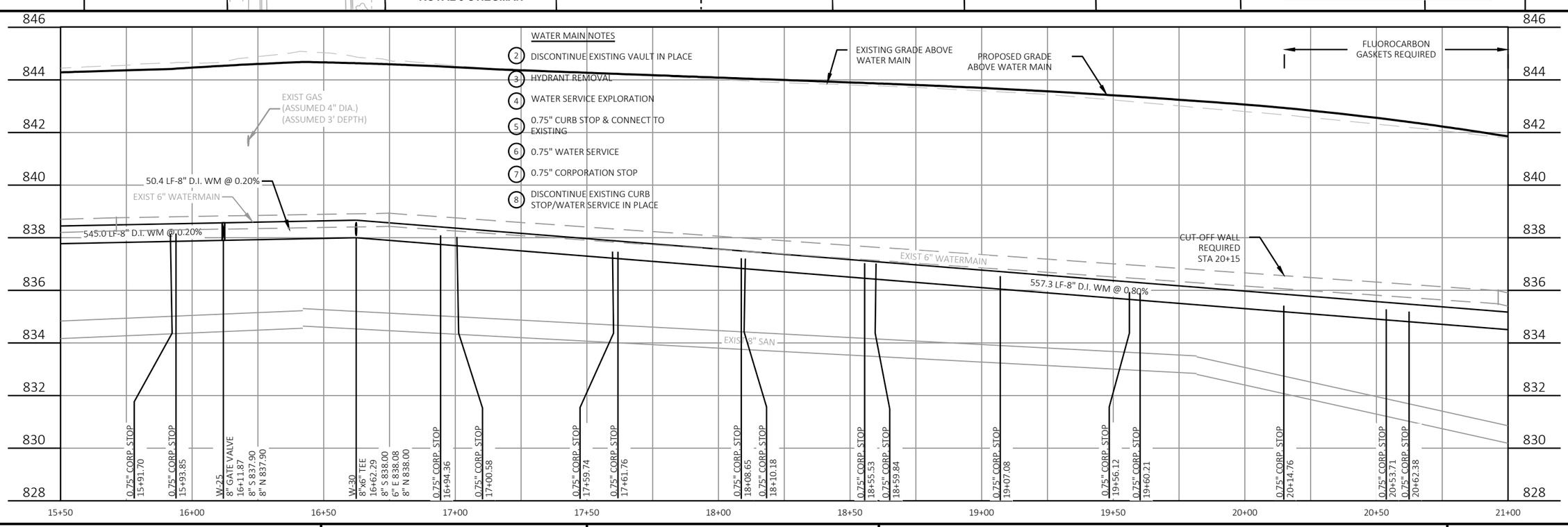
10+00 10+50 11+00 11+50 12+00 12+50 13+00 13+50 14+00 14+50 15+00 15+50

PROJECT NO: 5350-02-71	HWY: USH 51	COUNTY: ROCK	WATER MAIN	SHEET 01	151	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\023001-WM.DWG
LAYOUT NAME - 01

PLOT DATE : 11/16/2023 5:56 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1" = 40'





PROJECT NO: 5350-02-71	HWY: USH 51	COUNTY: ROCK	WATER MAIN	SHEET 02	152	E

2

1216 CENTER AVE
LISA M VANROY
¾" UNKNOWN

1212 CENTER AVE
KYLE HENDERSON
¾" UNKNOWN

1200 CENTER AVE
MAURICIO FLORES VAZQUEZ
¾" COPPER - OFF STATE ST.

PROPOSED 12-INCH WATERMAIN

W STATE ST

1120 CENTER AVE
SARAH WICKLINE
¾" COPPER - OFF STATE ST.

BLUE PEAK PROPERTIES, LLC
¾" UNKNOWN

1112 CENTER AVE
JOHN VANVEEN III
¾" UNKNOWN

1106 CENTER AVE
GENRICH PROPERTIES LLC
¾" UNKNOWN

1102 CENTER AVE
ADJ HOLDINGS LLC
¾" LEAD

1064 CENTER AVE
STEVEN RUNAAS
¾" UNKNOWN

N

HYDRANT H-30-PLUG DRAIN PORT
24+27.77; 27.13' L
GROUND 839.76
SHOE 833.27

W-85
6" GATE VALVE
24+27.77; 25.13' L
6" E 833.24
6" W 833.24

PROPOSED 8-INCH WATERMAIN

25.1 LF - 6" D.I. WATER MAIN @ 1.30% FLUOROCARBON GASKETS REQUIRED

6" DIA. WATER MAIN DISCONTINUE IN PLACE

W-70 W-75 W-80 24+00 W-40 W-45 W-65 W-60 W-55 W-50

600+00 601+00 602+00 603+00 604+00 21+00 22+00 23+00 25+00 26+00

USH 51 / CENTER AVE

POLYETHYLENE WRAP REQUIRED

PROPOSED 8-INCH WATERMAIN

¾" LEAD
1215 CENTER AVE
BADGER AUTOMOTIVE LLC

MARQUETTE ST

¾" UNKNOWN
1129 CENTER AVE
S&K DEAN ENTERPRISES I LLC

¾" LEAD
1121 CENTER AVE
S&K DEAN ENTERPRISES LLC

LEGEND
PETROLEUM CONTAMINATED SOIL

842 842

FLUOROCARBON GASKETS REQUIRED

PROPOSED GRADE ABOVE WATER MAIN

EXISTING GRADE ABOVE WATER MAIN

EXIST 12" WATER

PROPOSED 15" STORM

EXIST 15" STORM

EXIST 6" WATERMAIN

EXIST GAS (ASSUMED 4" DIA.) (ASSUMED 3' DEPTH)

7.6 LF-8" D.I. WM @ 0.10%

2.0 LF-8" D.I. WM @ 0.10%

19.6 LF-12" D.I. WM @ 0.10%

35.3 LF-8" D.I. WM @ 4.49%

6.0 LF-8" D.I. WM @ 4.49%

557.3 LF-8" D.I. WM @ 0.80%

58.2 LF-8" D.I. WM @ 4.50%

29.4 LF-8" D.I. WM @ 3.72%

60.0 LF-8" D.I. WM @ 5.37%

433.5 LF-8" D.I. WM @ 0.30%

2.5'

3.6'

3.1'

EXIST 8" SAN

WATER MAIN NOTES

2 DISCONTINUE EXISTING VAULT IN PLACE
3 HYDRANT REMOVAL
4 WATER SERVICE EXPLORATION
5 0.75" CURB STOP & CONNECT TO EXISTING
6 0.75" WATER SERVICE
7 0.75" CORPORATION STOP
8 DISCONTINUE EXISTING CURB STOP/WATER SERVICE IN PLACE

| | | |

2

1064 CENTER AVE
STEVEN RUNAAS
$\frac{3}{4}$" UNKNOWN

1060 CENTER AVE
SUSAN L OLDFIELD
$\frac{3}{4}$" LEAD

1056 CENTER AVE
HEIDI S WELCH
$\frac{3}{4}$" LEAD

1050 CENTER AVE
JOHN MATUSEWIC
$\frac{3}{4}$" LEAD

1046 CENTER AVE
BRADLEY BREUING
$\frac{3}{4}$" LEAD

1042 CENTER AVE
MARIA MORONEZ
$\frac{3}{4}$" LEAD

1038 CENTER AVE
NICHOLAS W TUESCHER
$\frac{3}{4}$" UNKNOWN

1030 CENTER AVE
TERRY P BLUHM
WATER SERVICE
LOCATED OFF 1027 S.
WASHINGTON ST.

PROPOSED 8-INCH WATERMIN

HYDRANT H-35
29+25.53; 23.82' L
GROUND 835.57
SHOE 828.53

W-95
6" GATE VALVE
29+25.54; 21.81' L
6" E 828.44
6" W 828.44

USH 51 / CENTER AVE

605+00 27+00 606+00 28+00 607+00 29+00 608+00 30+00

W-87 W-88

6" DIA. WATER MAIN
DISCONTINUE IN PLACE

W-100
W-90

21.8 LF - 6" D.I.
WATER MAIN @ 4.41%

CONTRACTOR TO COORDINATE WITH CITY OF JANESVILLE WATER. CITY FORCES TO REMOVE TOP SECTION OF HYDRANT AFTER EXISTING MAIN IS DISCONTINUED IN PLACE. CONTRACTOR TO PROVIDE CITY AT LEAST 5 BUSINESS DAYS NOTICE. NO EXCAVATION ALLOWED. INCIDENTAL TO WORK.

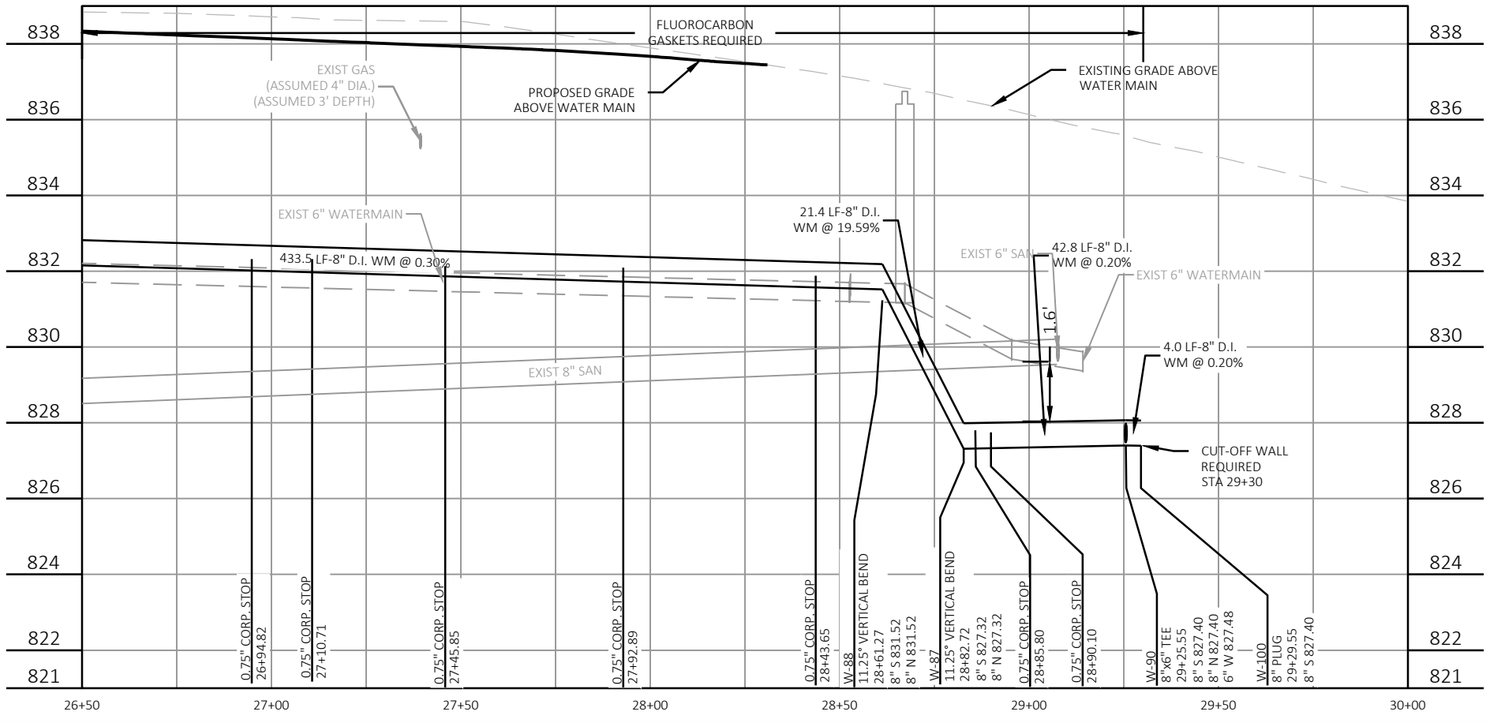
UNION PACIFIC RAILROAD

$\frac{3}{4}$" COPPER
1103 CENTER AVE
VIGENZO A PICCIONE

N

LEGEND

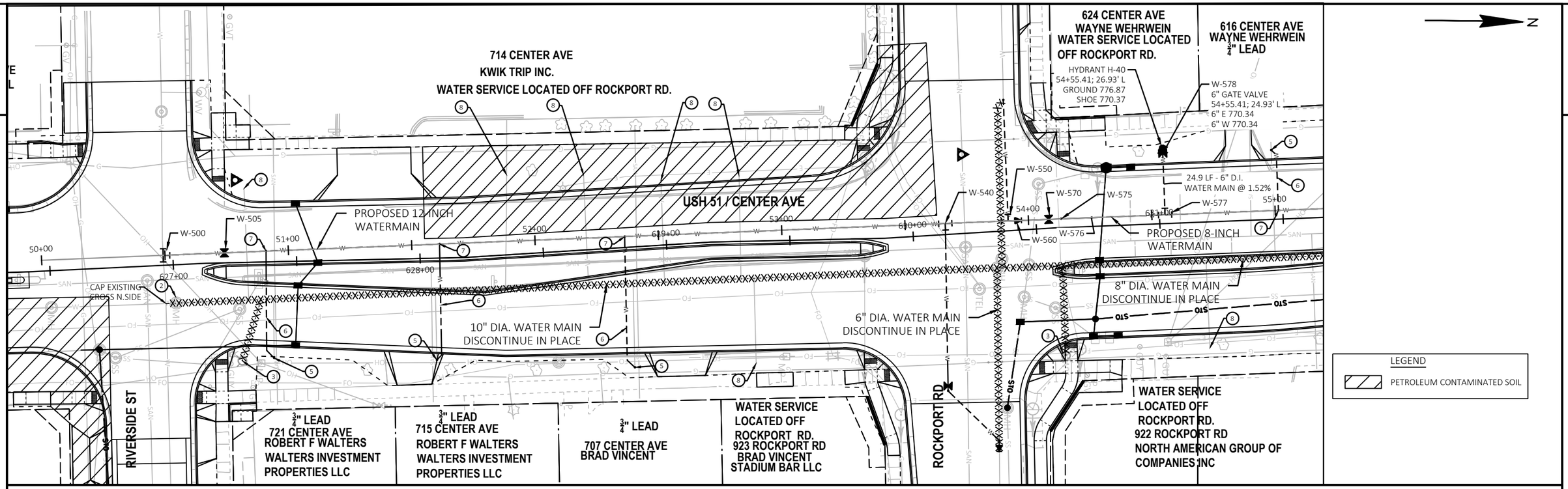
PETROLEUM CONTAMINATED SOIL

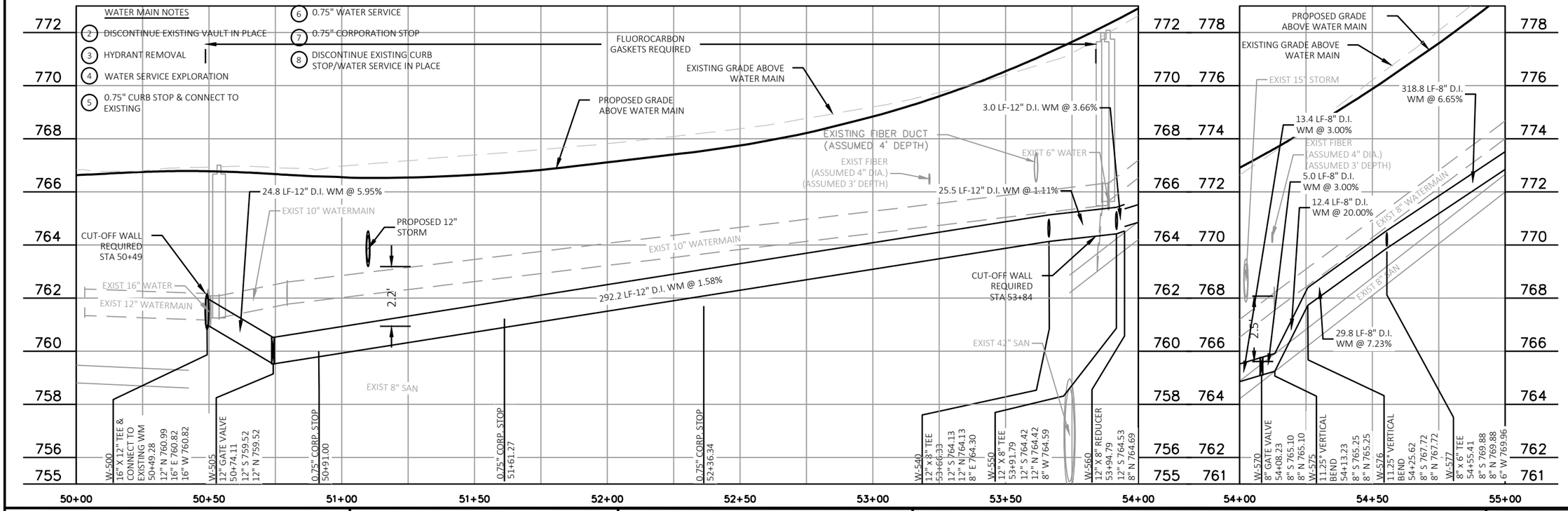


WATER MAIN NOTES

2. DISCONTINUE EXISTING VAULT IN PLACE
3. HYDRANT REMOVAL
4. WATER SERVICE EXPLORATION
5. 0.75" CURB STOP & CONNECT TO EXISTING
6. 0.75" WATER SERVICE
7. 0.75" CORPORATION STOP
8. DISCONTINUE EXISTING CURB STOP/WATER SERVICE IN PLACE

PROJECT NO: 5350-02-71	HWY: USH 51	COUNTY: ROCK	WATER MAIN	SHEET 04	154	E

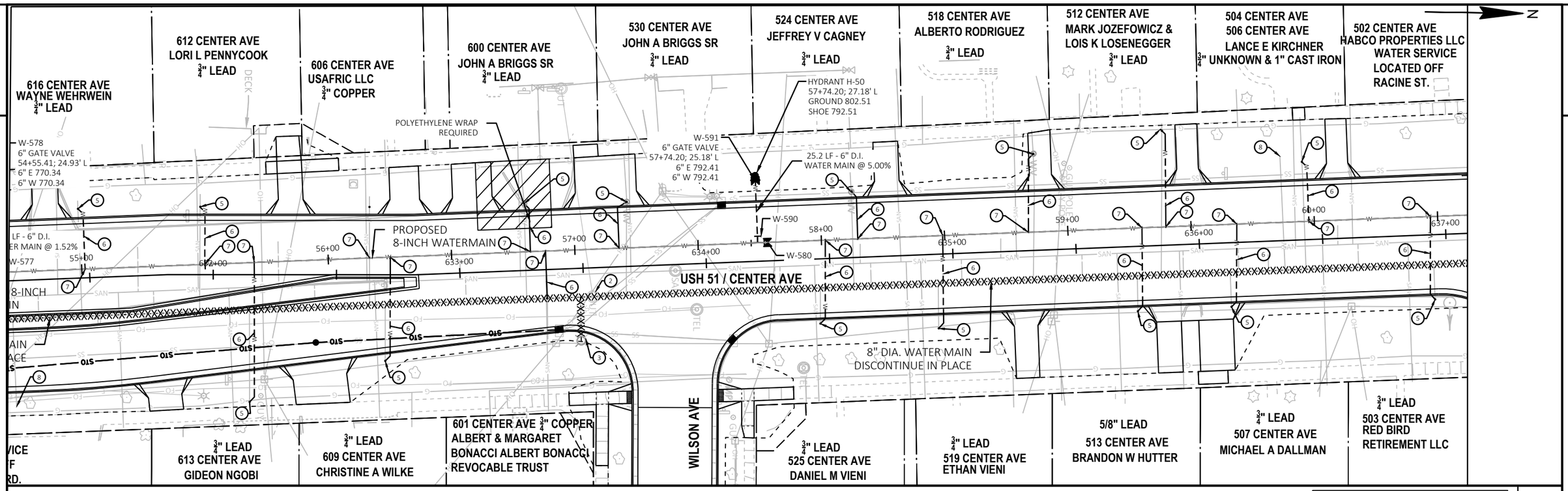




PROJECT NO: 5350-02-71	HWY: USH 51	COUNTY: ROCK	WATER MAIN	SHEET 05

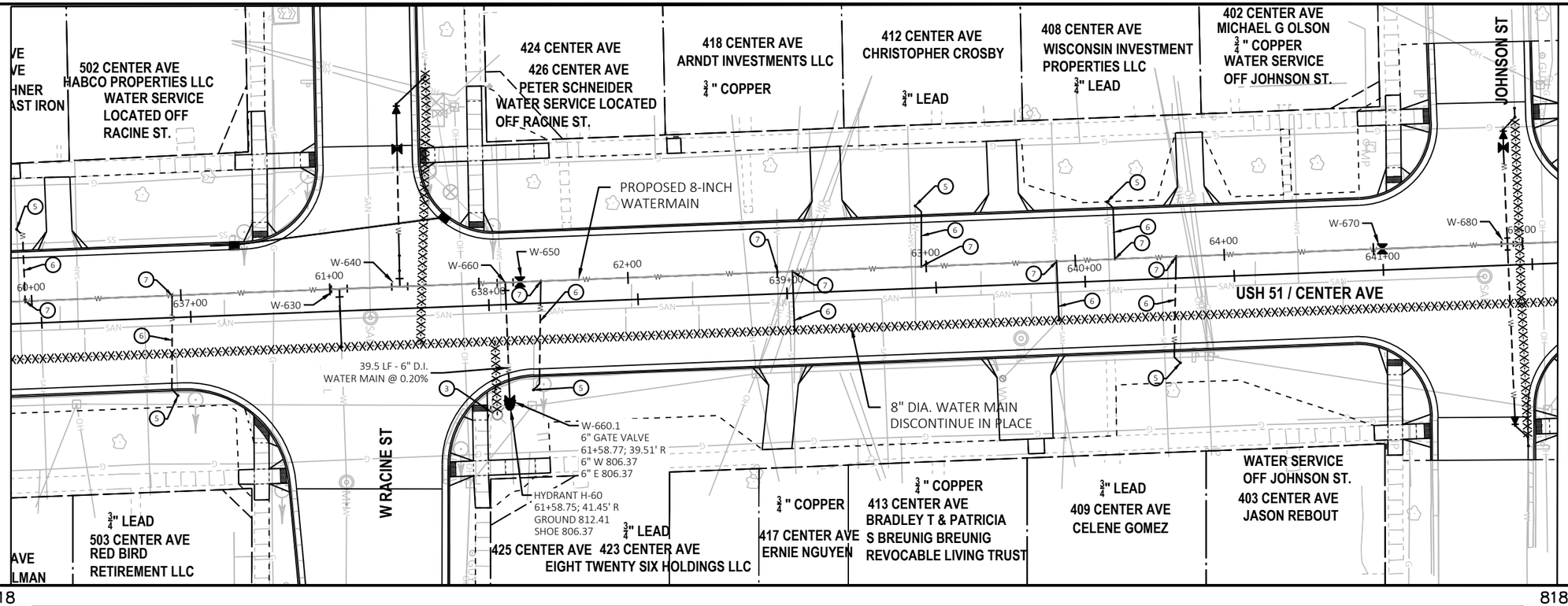
155

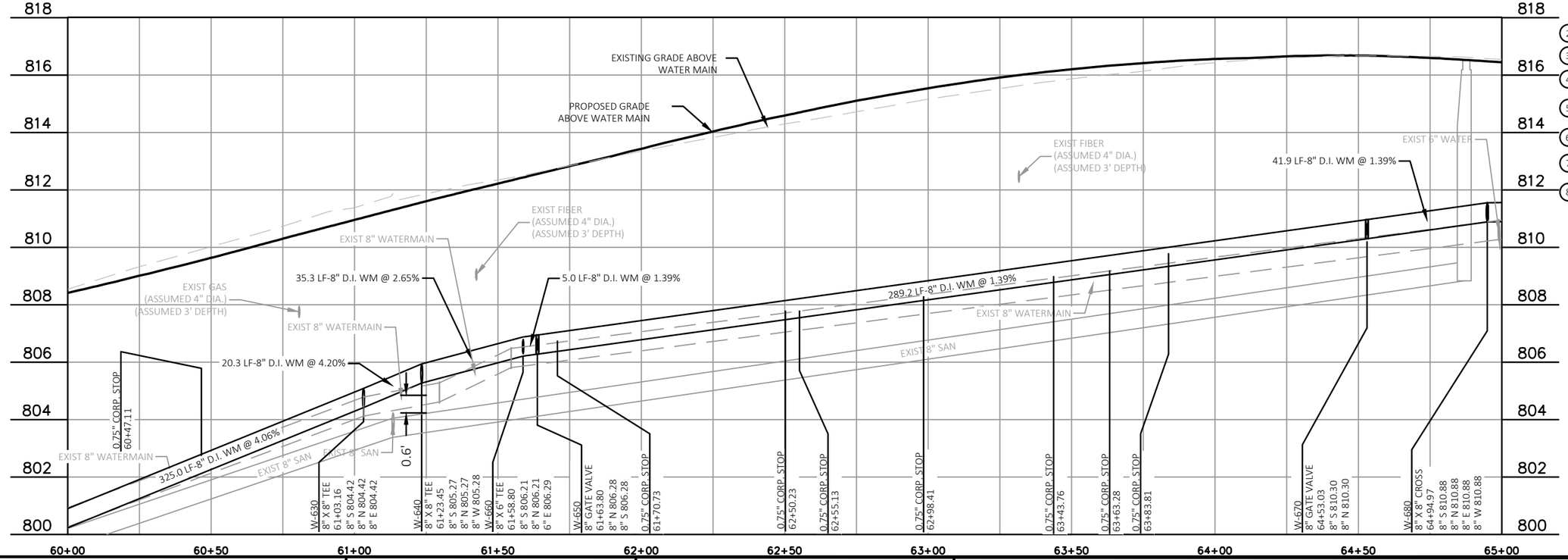
E



PROJECT NO: 5350-02-71	HWY: USH 51	COUNTY: ROCK	WATER MAIN	SHEET 06

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\023001-WM.DWG
LAYOUT NAME - 06
PLOT DATE : 11/16/2023 5:58 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : Custom
WISDOT/CADDS SHEET 44





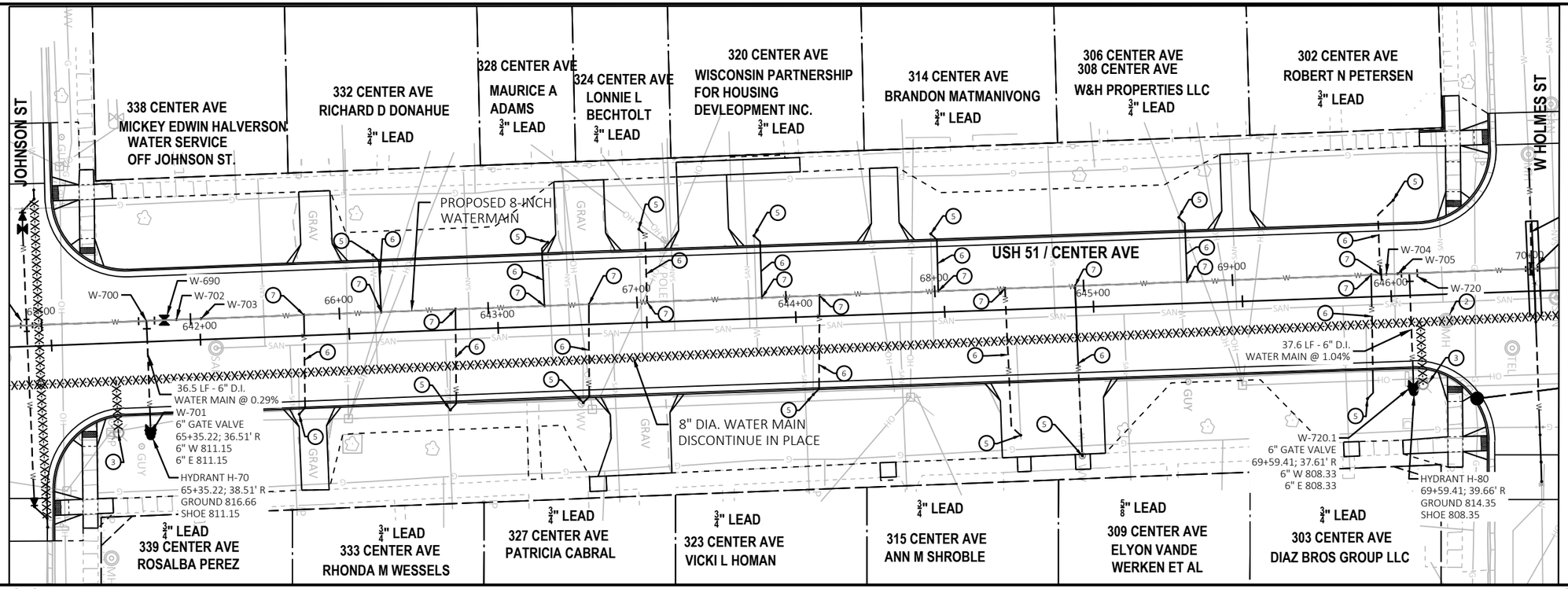
WATER MAIN NOTES

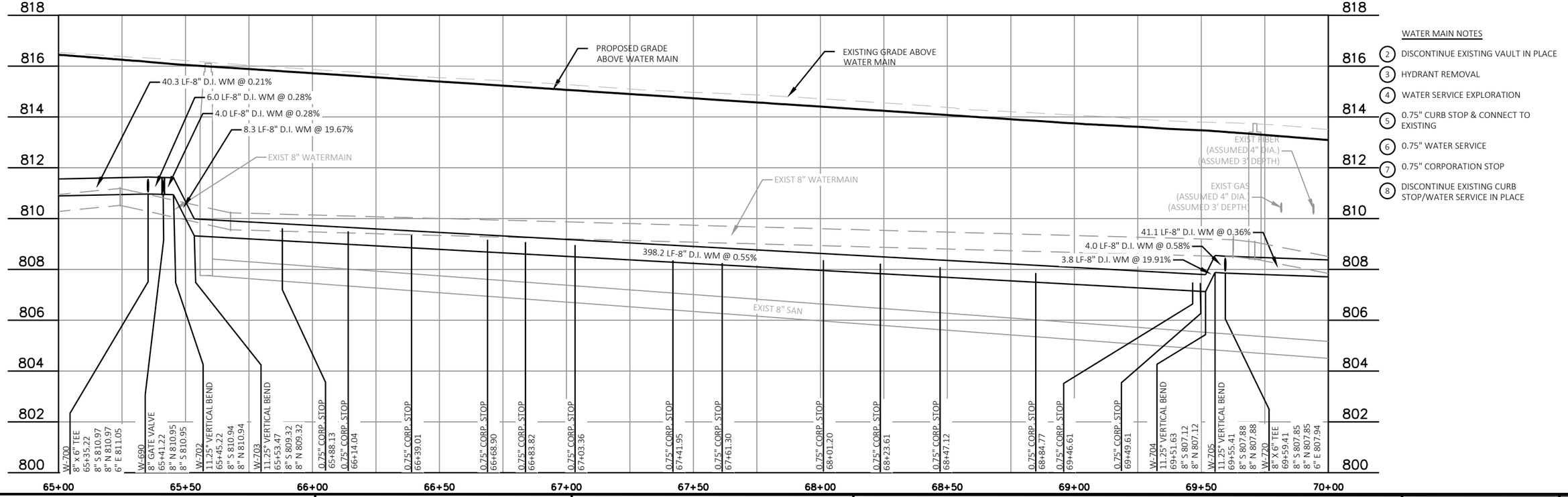
2. DISCONTINUE EXISTING VAULT IN PLACE
3. HYDRANT REMOVAL
4. WATER SERVICE EXPLORATION
5. 0.75" CURB STOP & CONNECT TO EXISTING
6. 0.75" WATER SERVICE
7. 0.75" CORPORATION STOP
8. DISCONTINUE EXISTING CURB STOP/WATER SERVICE IN PLACE

PROJECT NO: 5350-02-71	HWY: USH 51	COUNTY: ROCK	WATER MAIN	SHEET 07	157	E

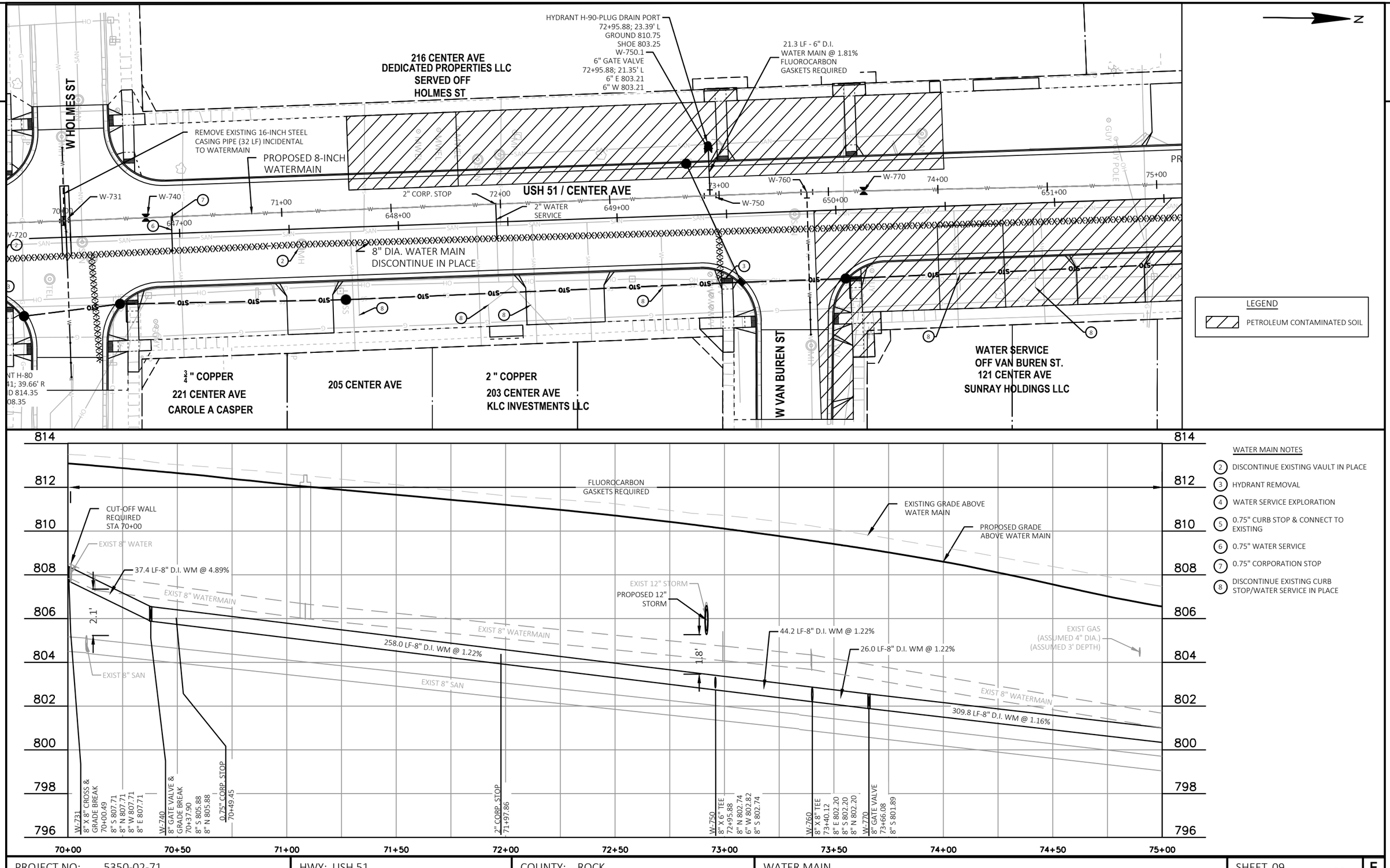
FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\023001-WM.DWG
LAYOUT NAME - 07

PLOT DATE : 11/16/2023 5:59 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1" = 40'





PROJECT NO: 5350-02-71	HWY: USH 51	COUNTY: ROCK	WATER MAIN	SHEET 08	158	E



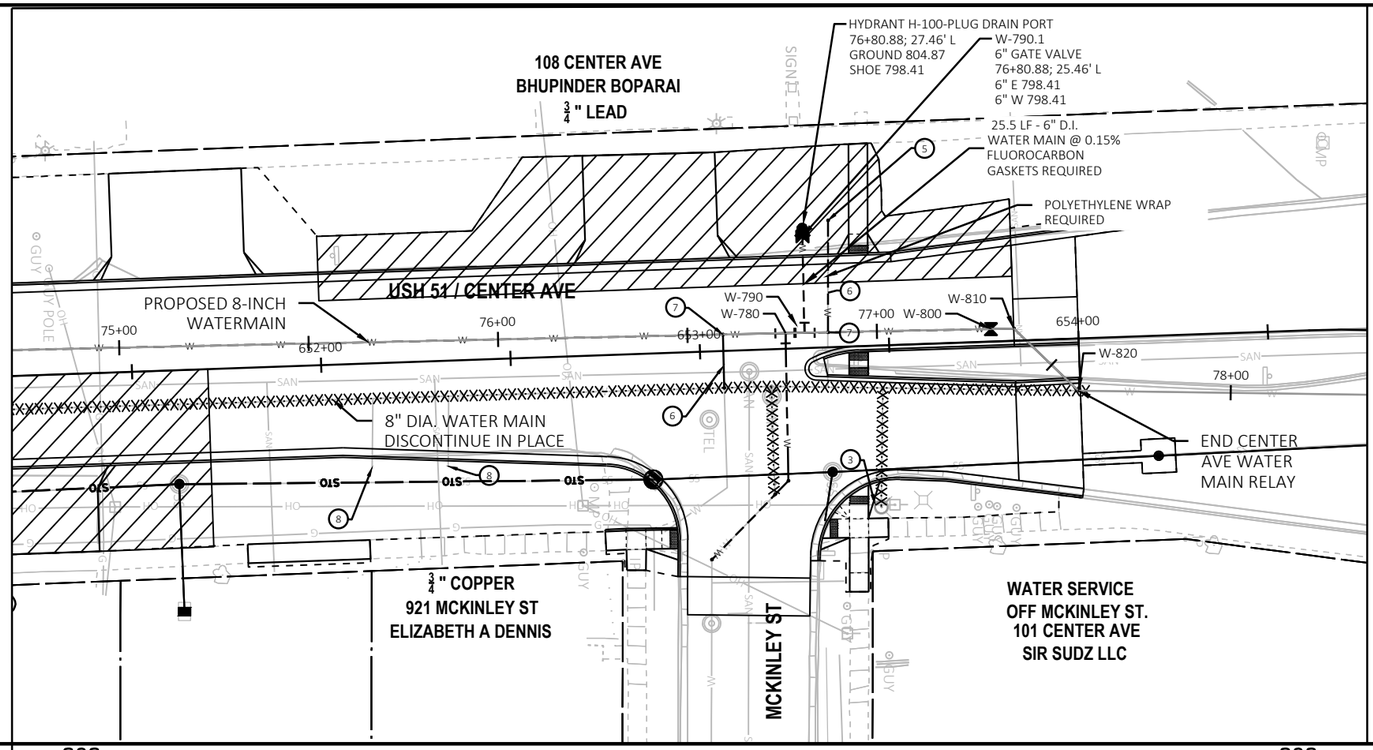
WATER MAIN NOTES

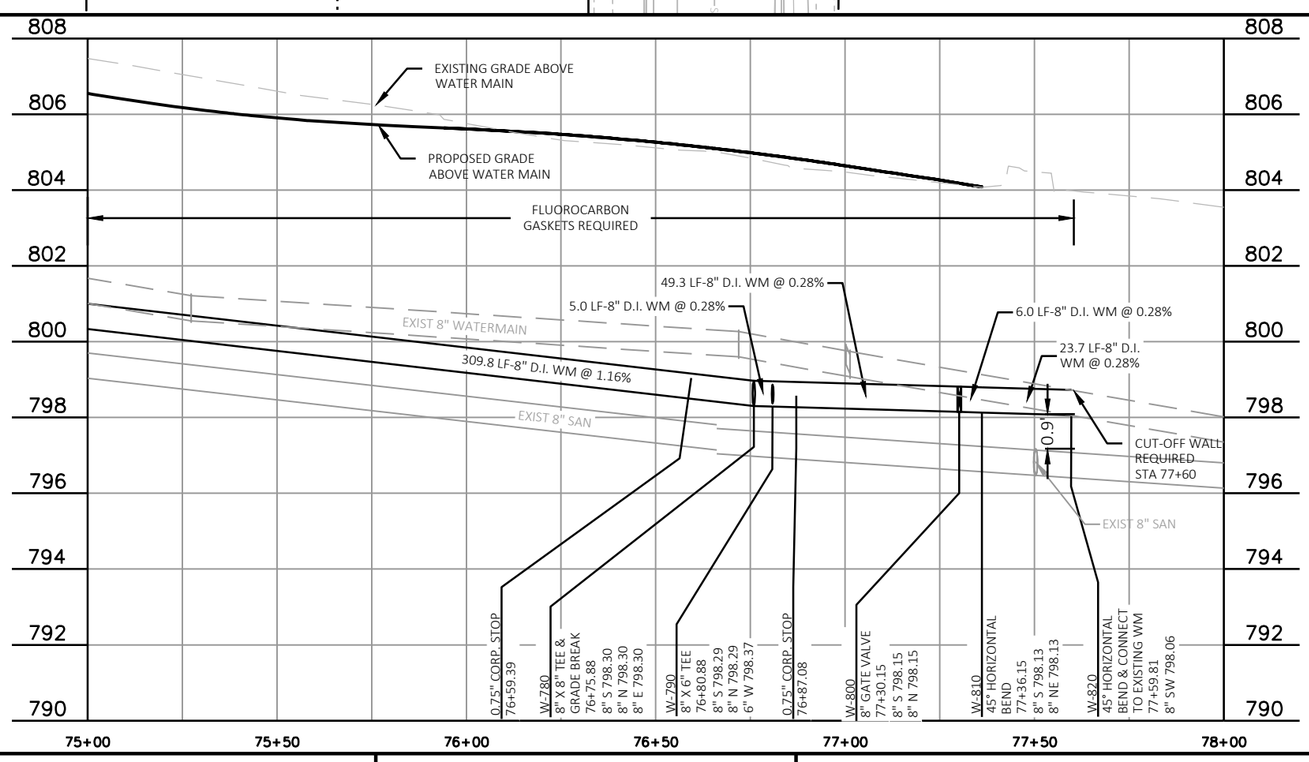
2. DISCONTINUE EXISTING VAULT IN PLACE
3. HYDRANT REMOVAL
4. WATER SERVICE EXPLORATION
5. 0.75" CURB STOP & CONNECT TO EXISTING
6. 0.75" WATER SERVICE
7. 0.75" CORPORATION STOP
8. DISCONTINUE EXISTING CURB STOP/WATER SERVICE IN PLACE

PROJECT NO: 5350-02-71	HWY: USH 51	COUNTY: ROCK	WATER MAIN	SHEET 09 159	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\023001-WM.DWG
LAYOUT NAME - 09

PLOT DATE : 11/16/2023 6:00 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1" = 40'





WATER MAIN NOTES

2. DISCONTINUE EXISTING VAULT IN PLACE
3. HYDRANT REMOVAL
4. WATER SERVICE EXPLORATION
5. 0.75" CURB STOP & CONNECT TO EXISTING
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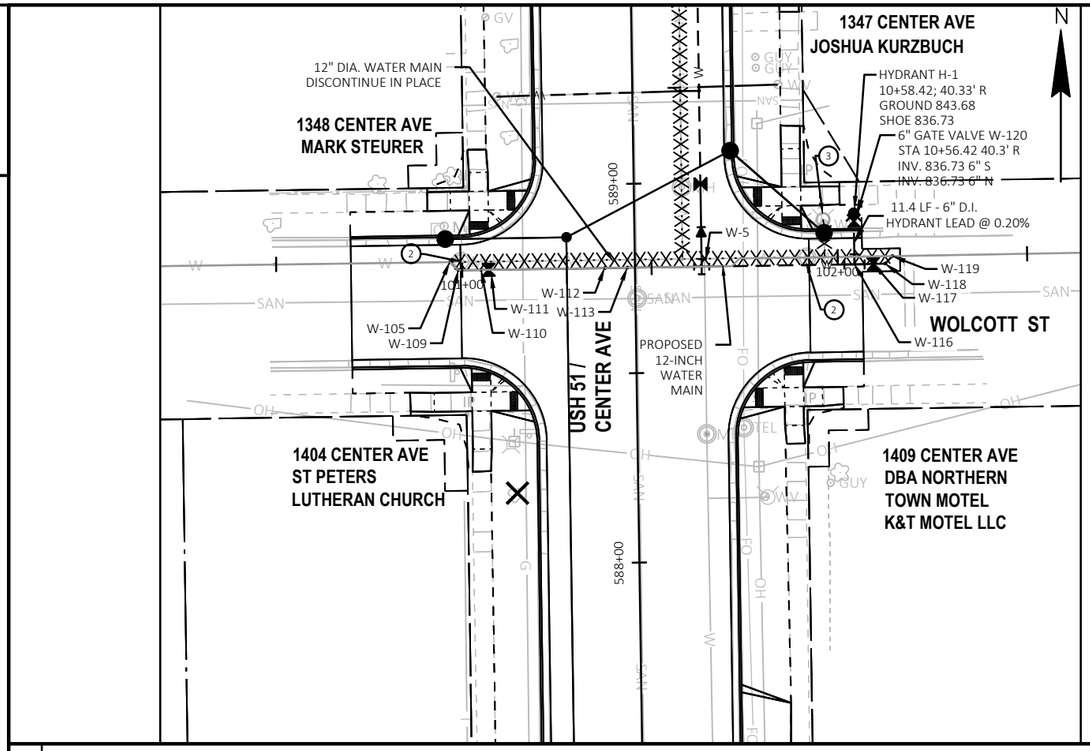
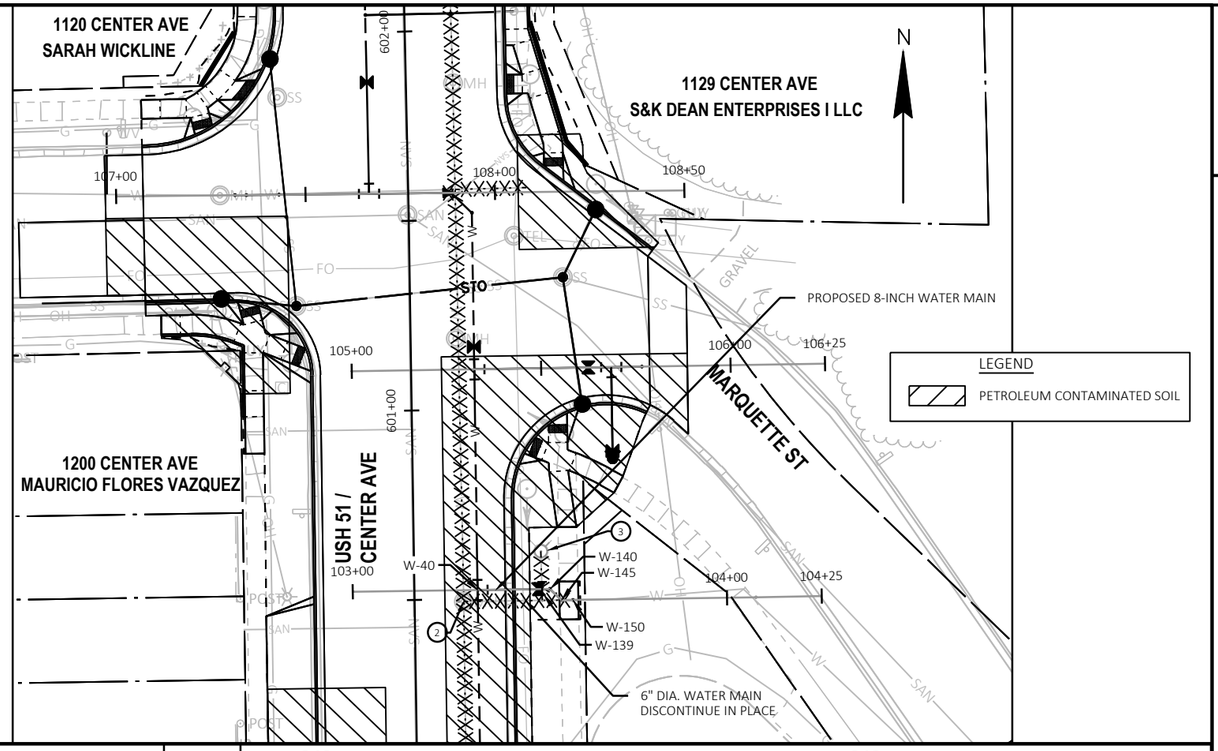
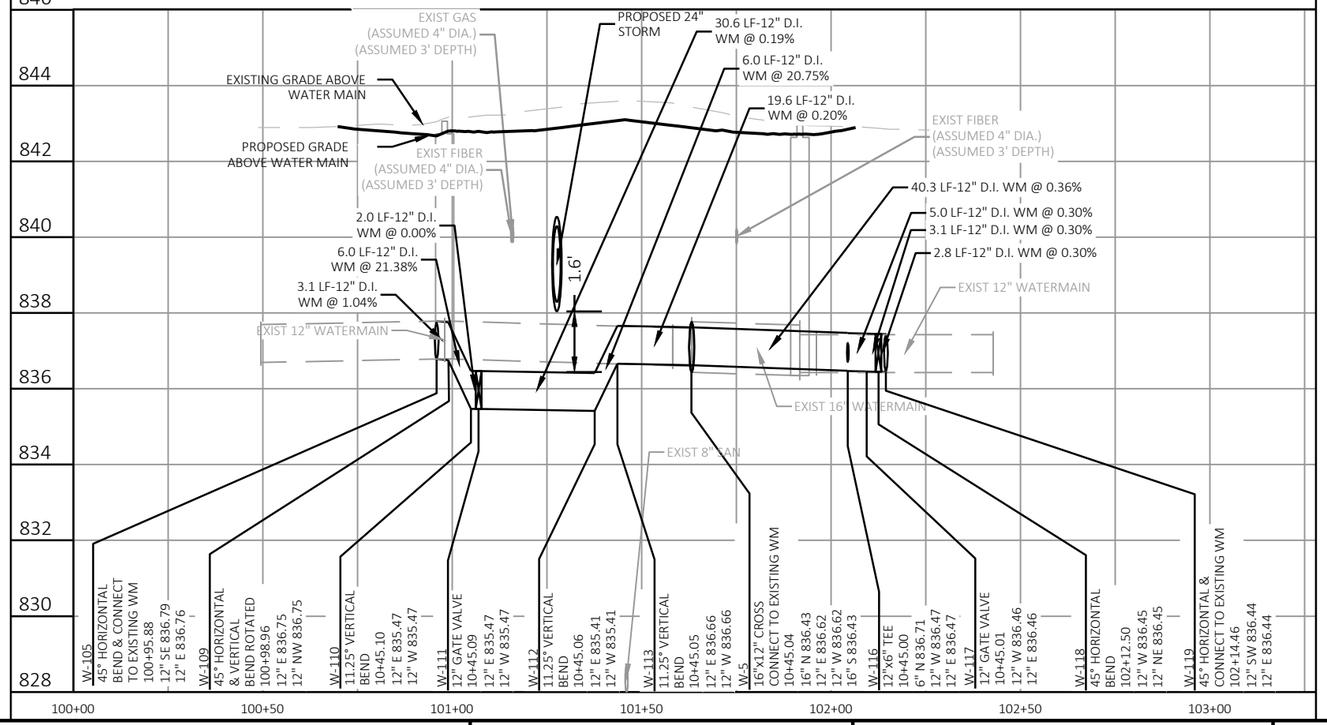
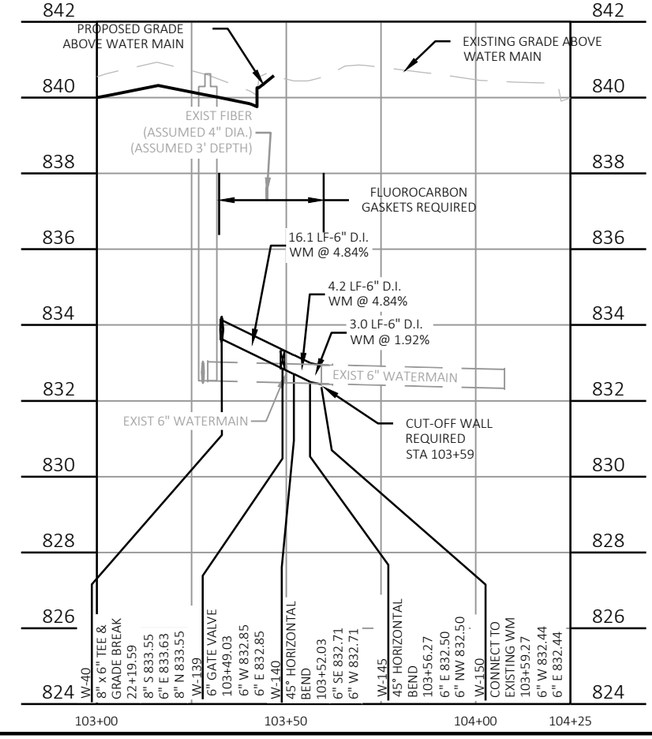
PROJECT NO: 5350-02-71	HWY: USH 51	COUNTY: ROCK	WATER MAIN	SHEET 10 160	E









WATER MAIN NOTES

(2) DISCONTINUE EXISTING VAULT IN PLACE

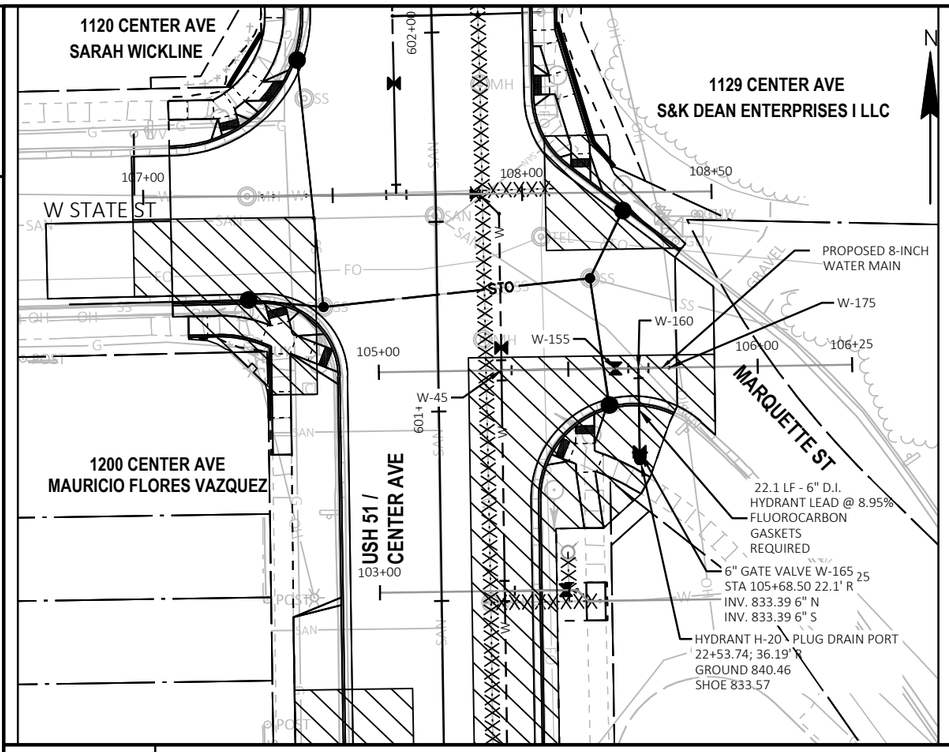
(3) HYDRANT REMOVAL

PROJECT NO: 5350-02-71	HWY: USH 51	COUNTY: ROCK	WATER MAIN	SHEET 11	161	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\023002-WM.DWG
LAYOUT NAME - 11

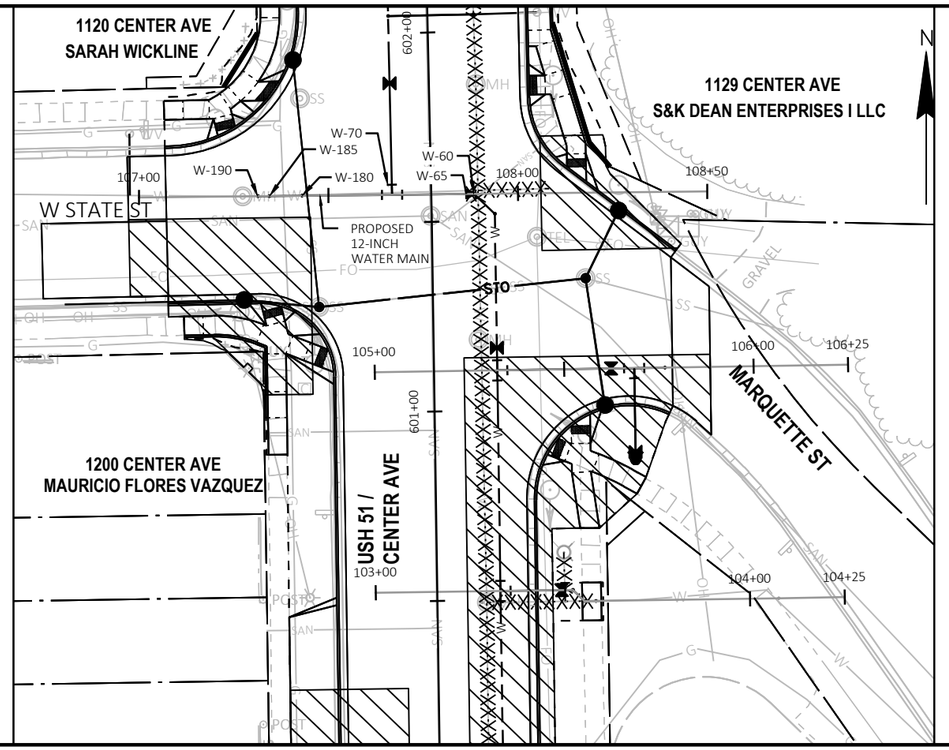
PLOT DATE : 11/16/2023 6:03 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1" = 40'

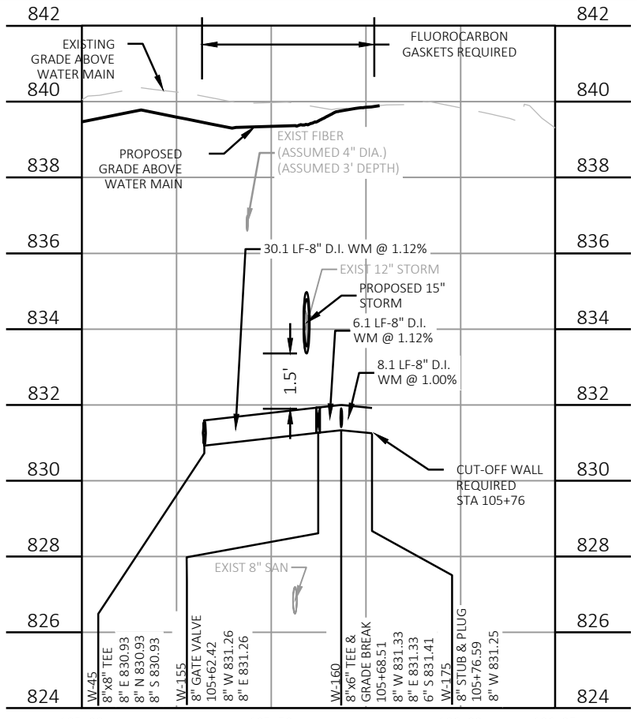
WISDOT/CADDS SHEET 44

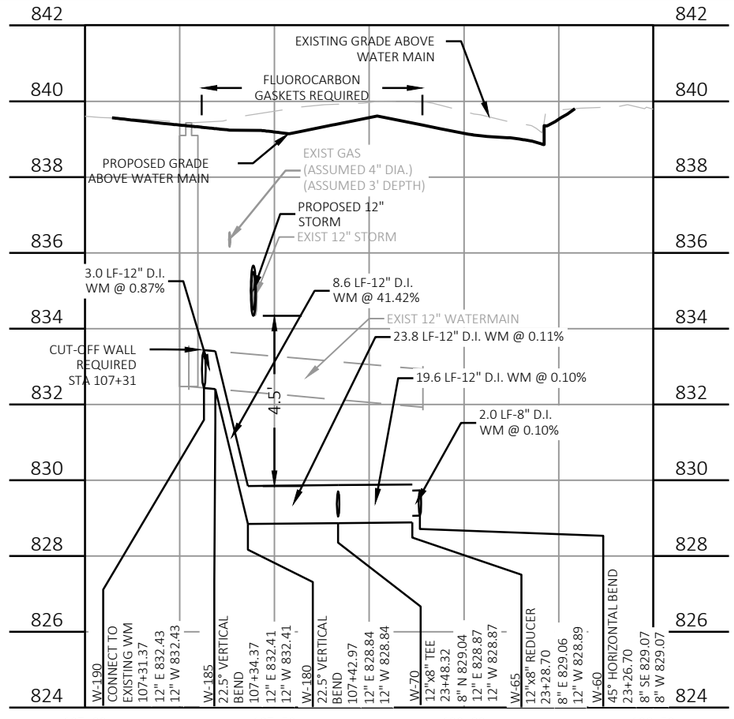


LEGEND

PETROLEUM CONTAMINATED SOIL





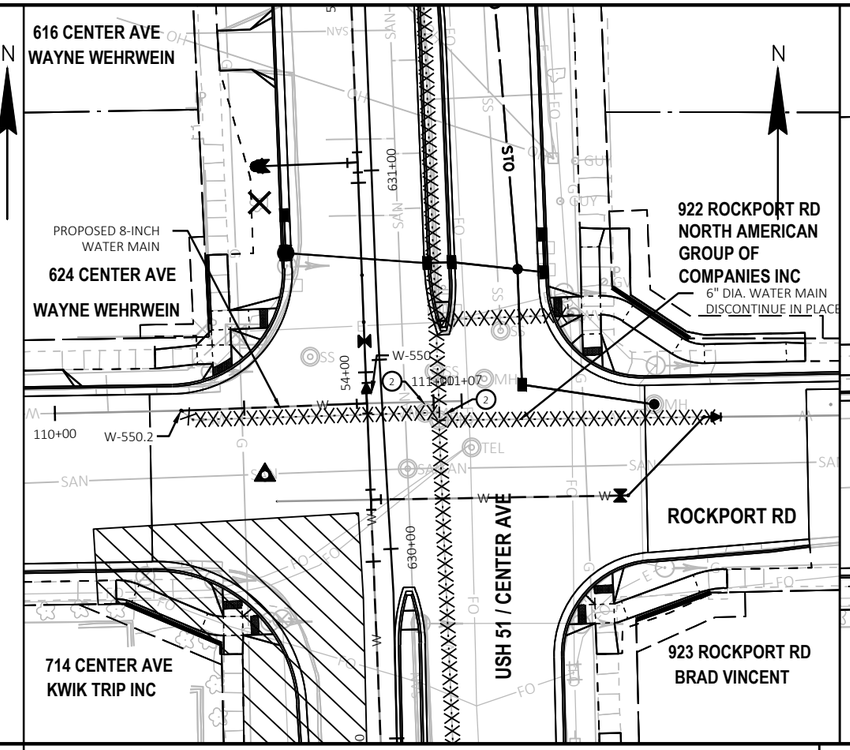


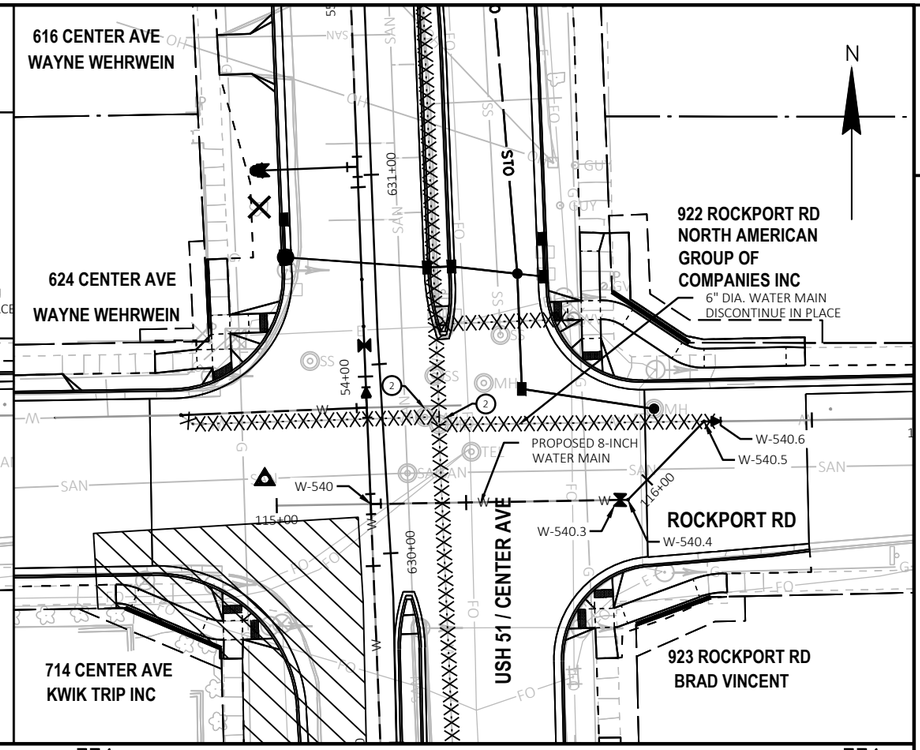
PROJECT NO: 5350-02-71	HWY: USH 51	COUNTY: ROCK	WATER MAIN	SHEET 12	162	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\023002-WM.DWG
LAYOUT NAME - 12

PLOT DATE : 11/16/2023 6:04 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1" = 40'

WISDOT/CADDS SHEET 44



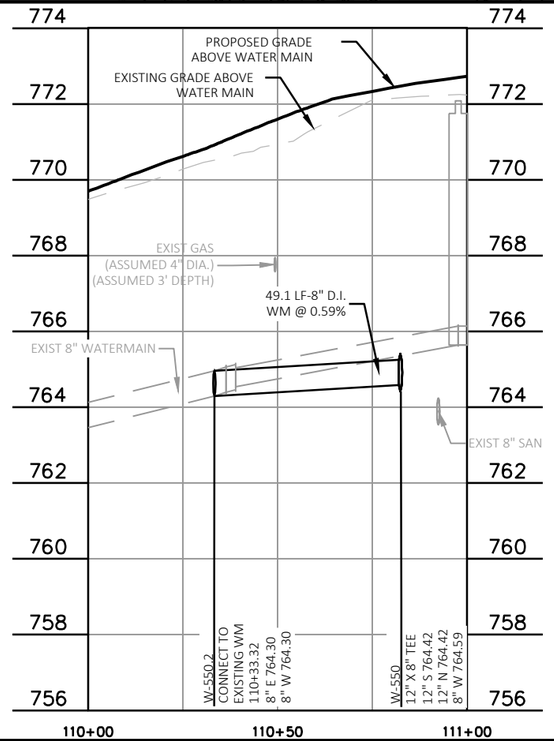


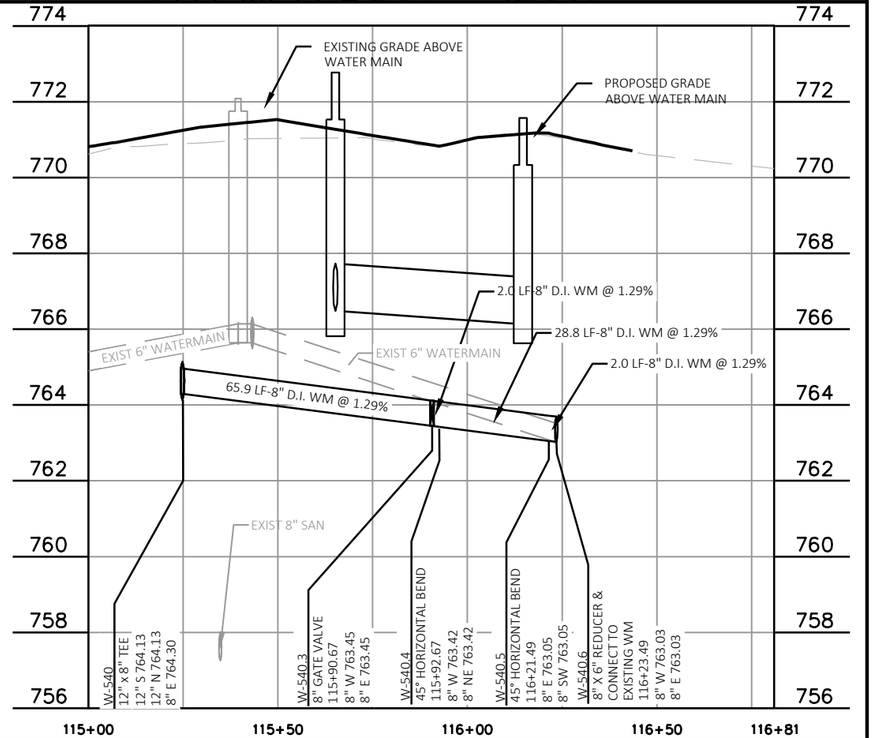
LEGEND

PETROLEUM CONTAMINATED SOIL

WATER MAIN NOTES

(2) DISCONTINUE EXISTING VAULT IN PLACE

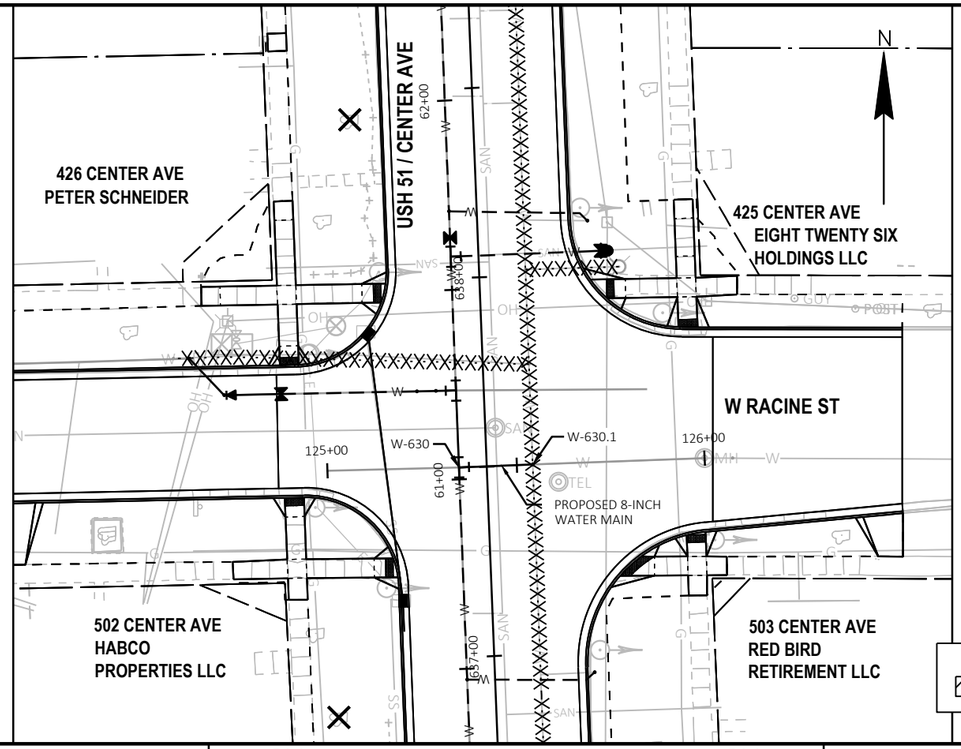


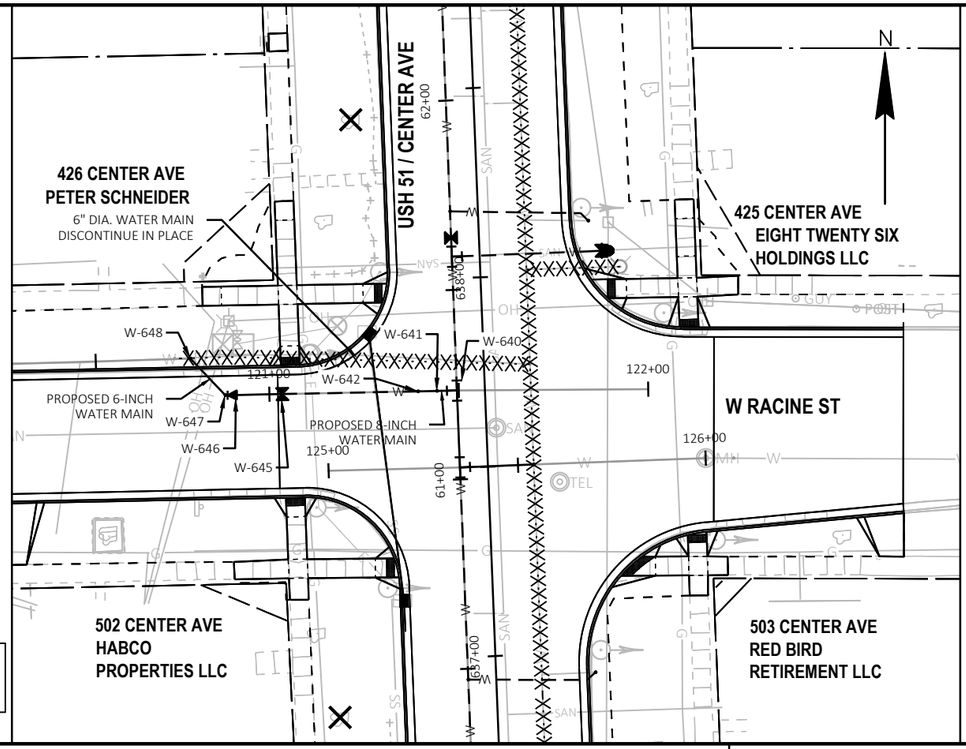


PROJECT NO: 5350-02-71	HWY: USH 51	COUNTY: ROCK	WATER MAIN	SHEET 13	163	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\023002-WM.DWG
LAYOUT NAME - 13

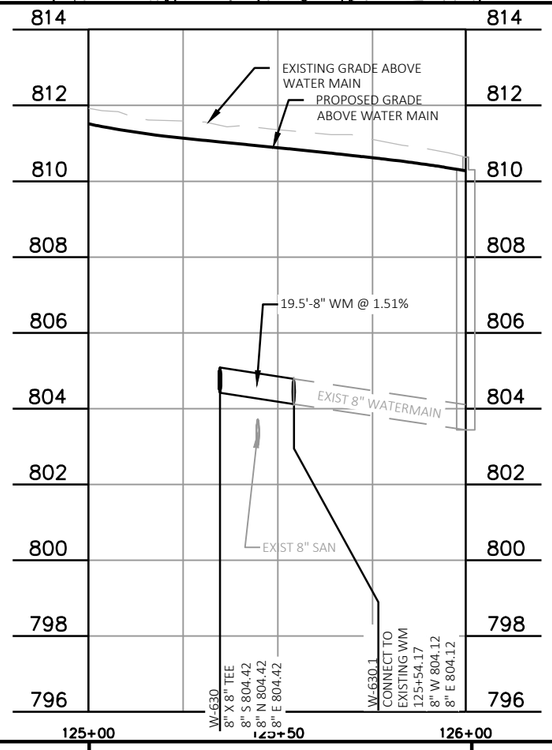
PLOT DATE : 11/16/2023 6:05 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1" = 40'

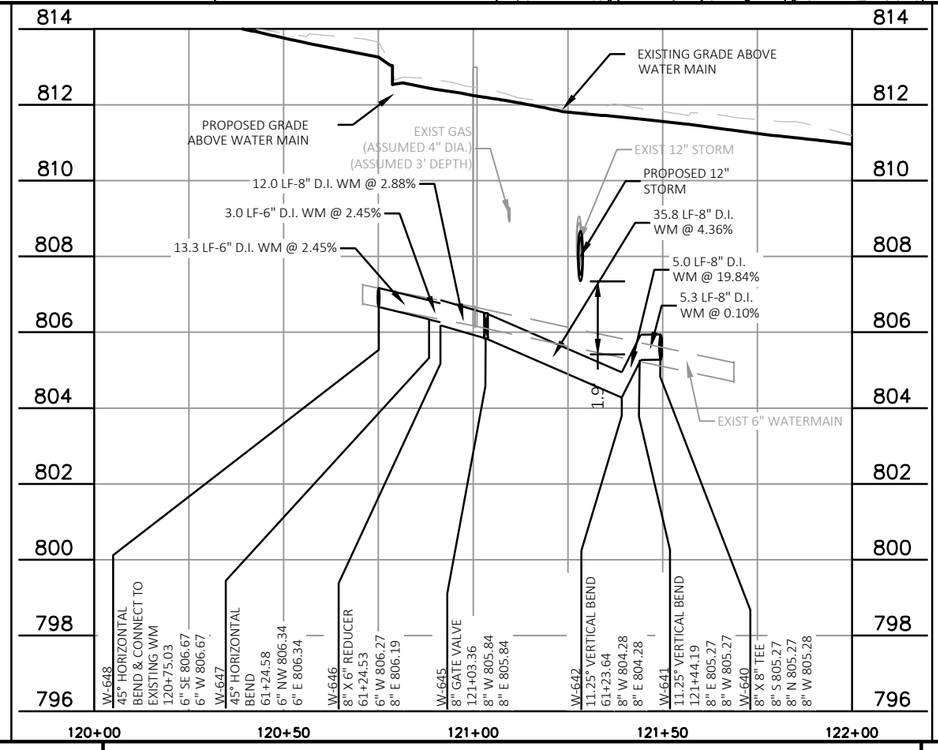




LEGEND

PETROLEUM CONTAMINATED SOIL

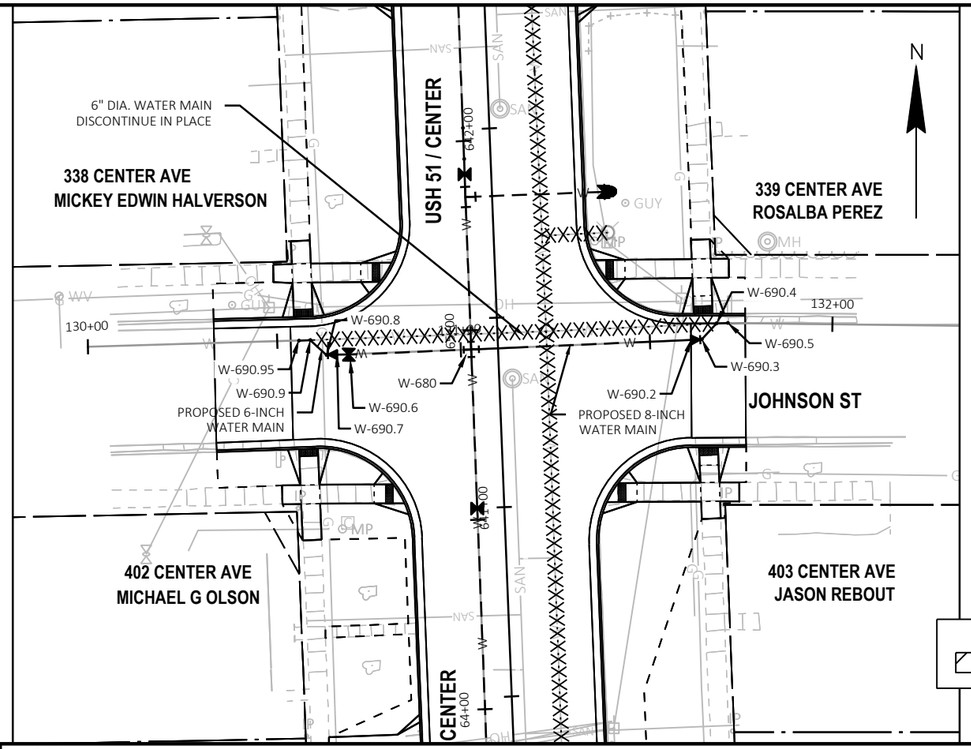


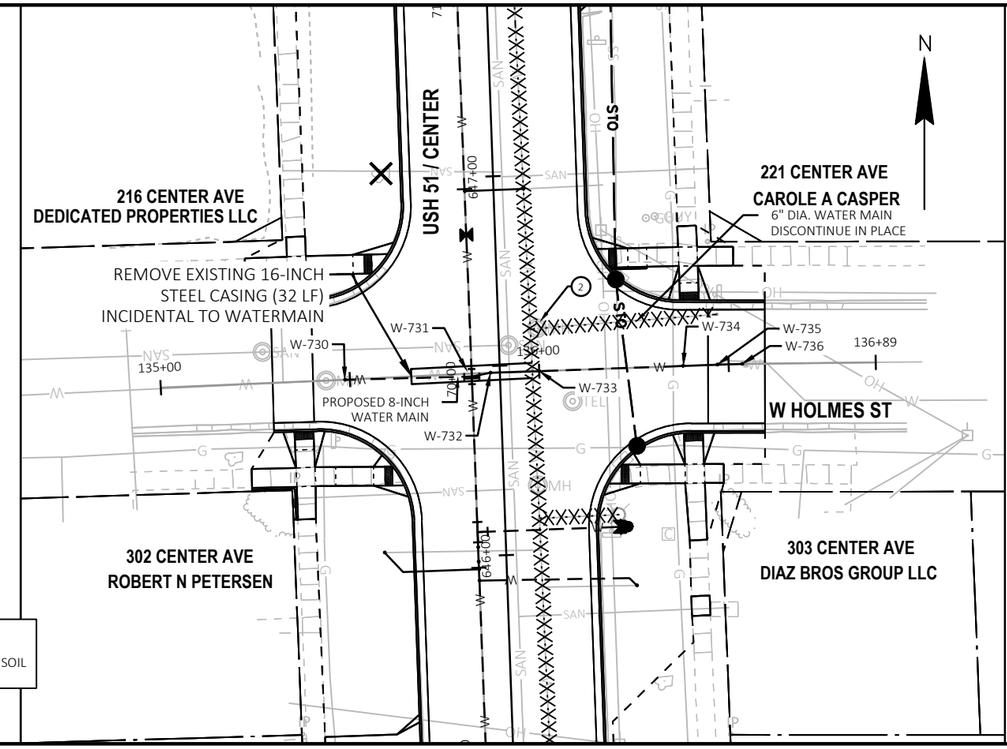


PROJECT NO: 5350-02-71	HWY: USH 51	COUNTY: ROCK	WATER MAIN	SHEET 14	164	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\023002-WM.DWG
LAYOUT NAME - 14

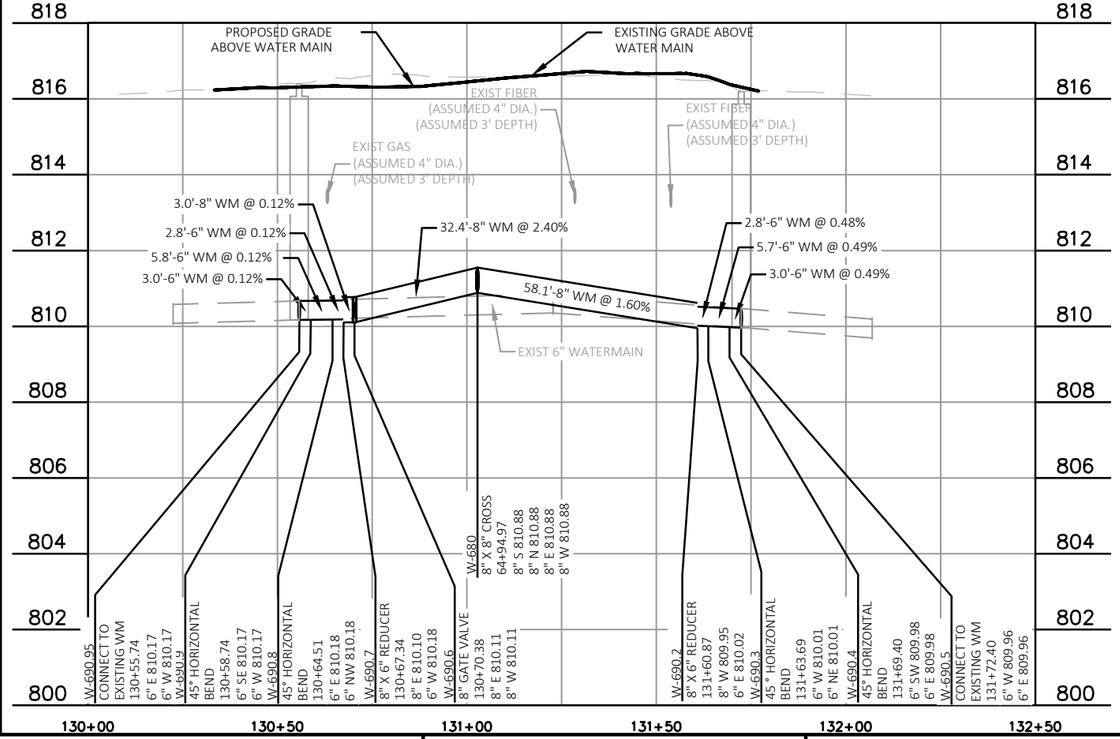
PLOT DATE : 11/16/2023 6:06 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1" = 40'

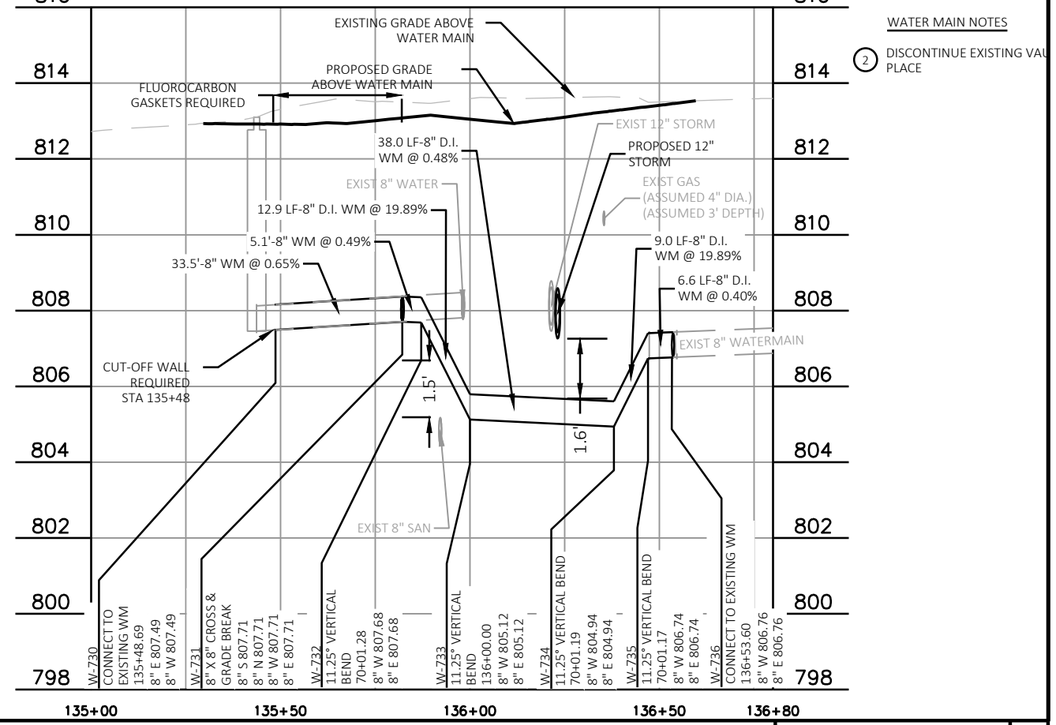




LEGEND

PETROLEUM CONTAMINATED SOIL





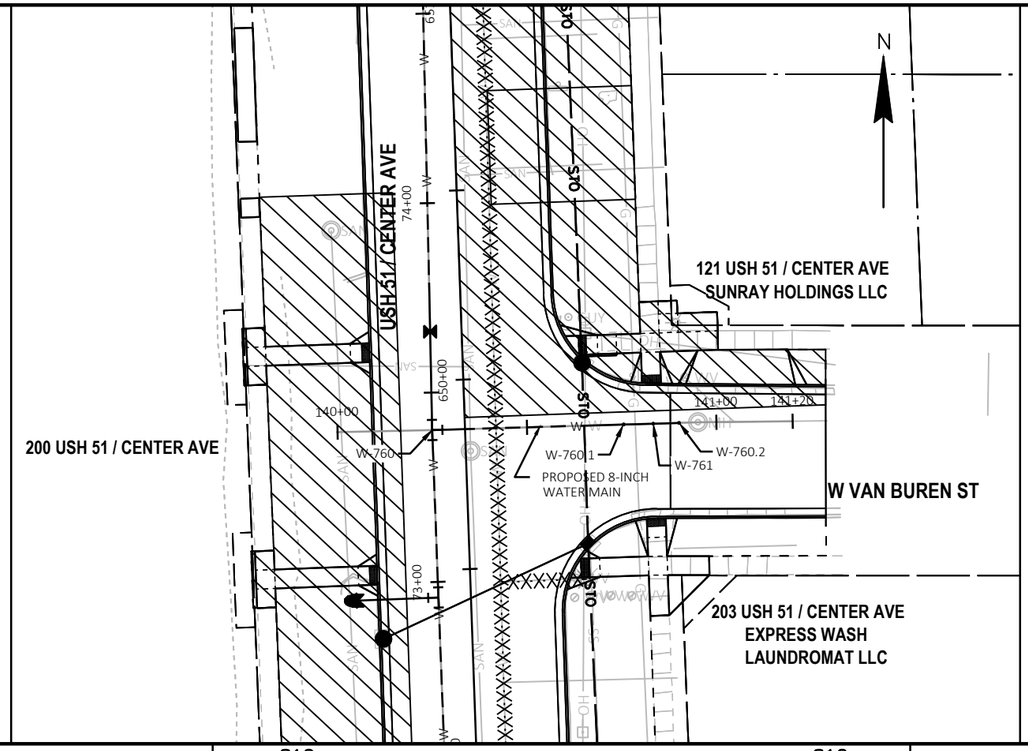
WATER MAIN NOTES

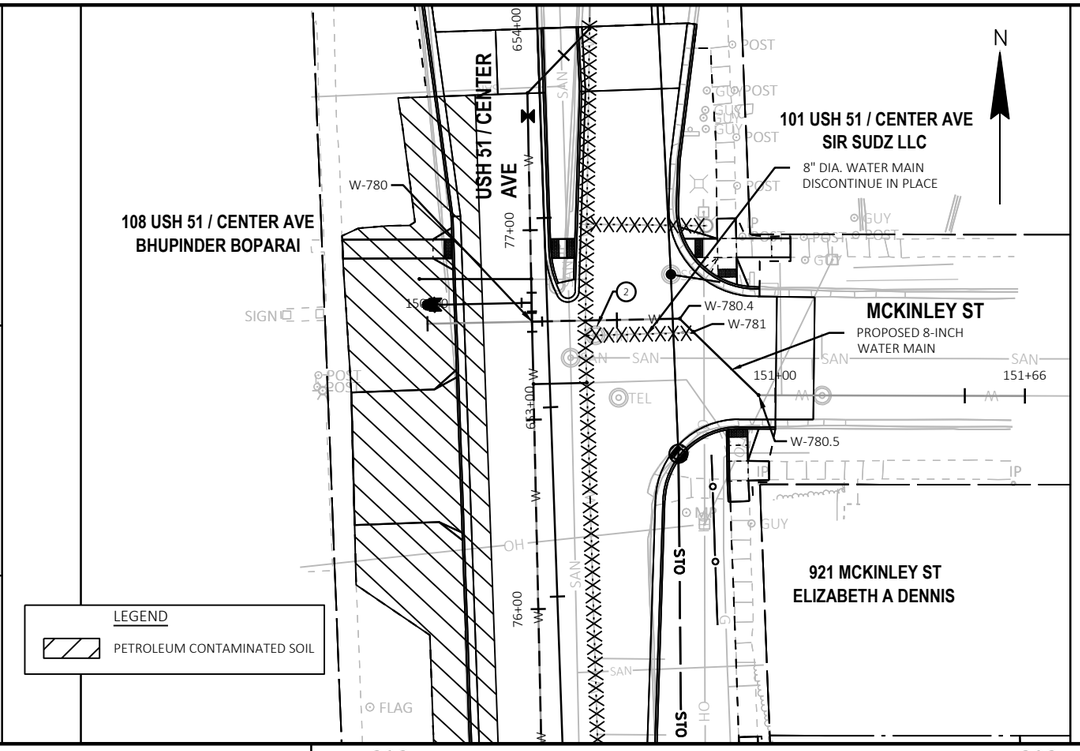
(2) DISCONTINUE EXISTING VAU
PLACE

PROJECT NO: 5350-02-71	HWY: USH 51	COUNTY: ROCK	WATER MAIN	SHEET 15

E

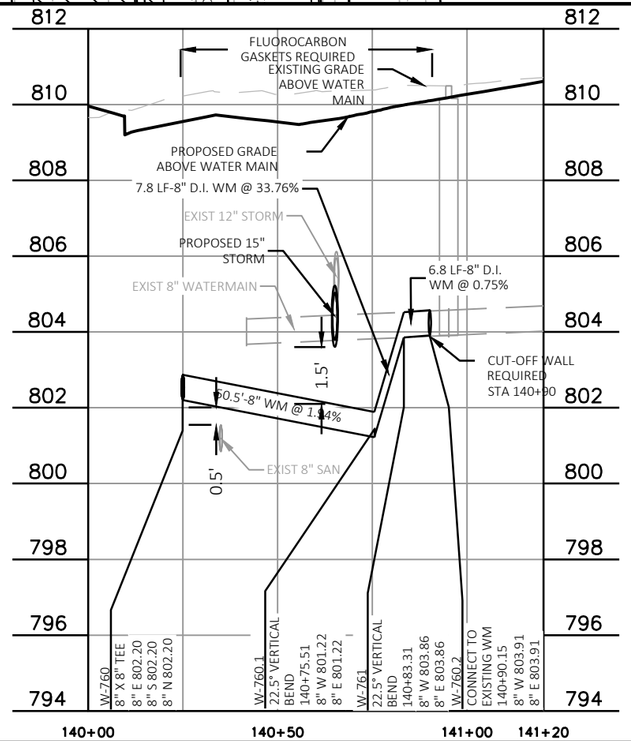
FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\023002-WM.DWG
LAYOUT NAME - 15
PLOT DATE : 11/16/2023 6:07 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1" = 40'
WISDOT/CADDS SHEET 44

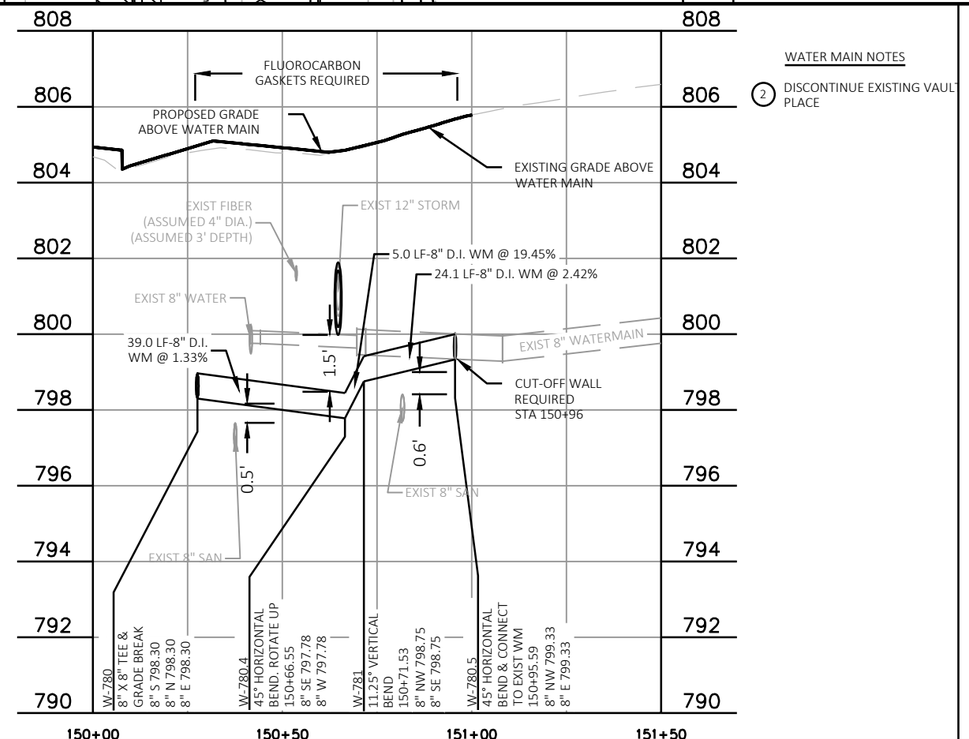




LEGEND

PETROLEUM CONTAMINATED SOIL





WATER MAIN NOTES

(2) DISCONTINUE EXISTING VAULT IN PLACE

PROJECT NO: 5350-02-71	HWY: USH 51	COUNTY: ROCK	WATER MAIN	SHEET 16

E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\023002-WM.DWG
LAYOUT NAME - 16

PLOT DATE : 11/16/2023 6:08 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1" = 40'

WISDOT/CADDS SHEET 44

2

SIGNING LEGEND

- EXISTING SIGN ON EXISTING POST OR POLE
- MXX — EXISTING SIGN MOVED TO NEW LOCATION
- RXX — EXISTING SIGN TO BE REMOVED
- XXX — NEW SIGN
- SIGN MOUNTED ON SINGLE OR MULTIPLE POST(S)
- SIGN MOUNTED ON POLE/OVERHEAD
- ESTR — EXISTING SIGN TO REMAIN

PAVEMENT MARKING LEGEND

- 4Y — MARKING LINE EPOXY 4-INCH (YELLOW)
- 4YD — MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- 4LN — MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
- 6 — MARKING LINE CROSSWALK EPOXY 6-INCH (WHITE)
- 8 — MARKING LINE EPOXY 8-INCH (WHITE)
- 12DY — MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- YIELD — MARKING YIELD LINE EPOXY 18-INCH (WHITE)
- 18 — MARKING STOP LINE EPOXY 18-INCH (WHITE)
- 12W — MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE)
- ARW2 — MARKING ARROW EPOXY (TYPE 2, WHITE)
- CURB — MARKING LINE CURB EPOXY (YELLOW)
- NOSE — MARKING ISLAND NOSE EPOXY (YELLOW)
- DETECTABLE WARNING FIELD
- MARKING REMOVAL

N

NICOLET ST

USH 51 / CENTER AVE

USH 51 R/L

MATCH LINE 587+00

SHEET 1 OF 13

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	SIGNING & PAVEMENT MARKING	SHEET 167	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\023201-PSPM.DWG
LAYOUT NAME - 01

PLOT DATE : 11/16/2023 6:09 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

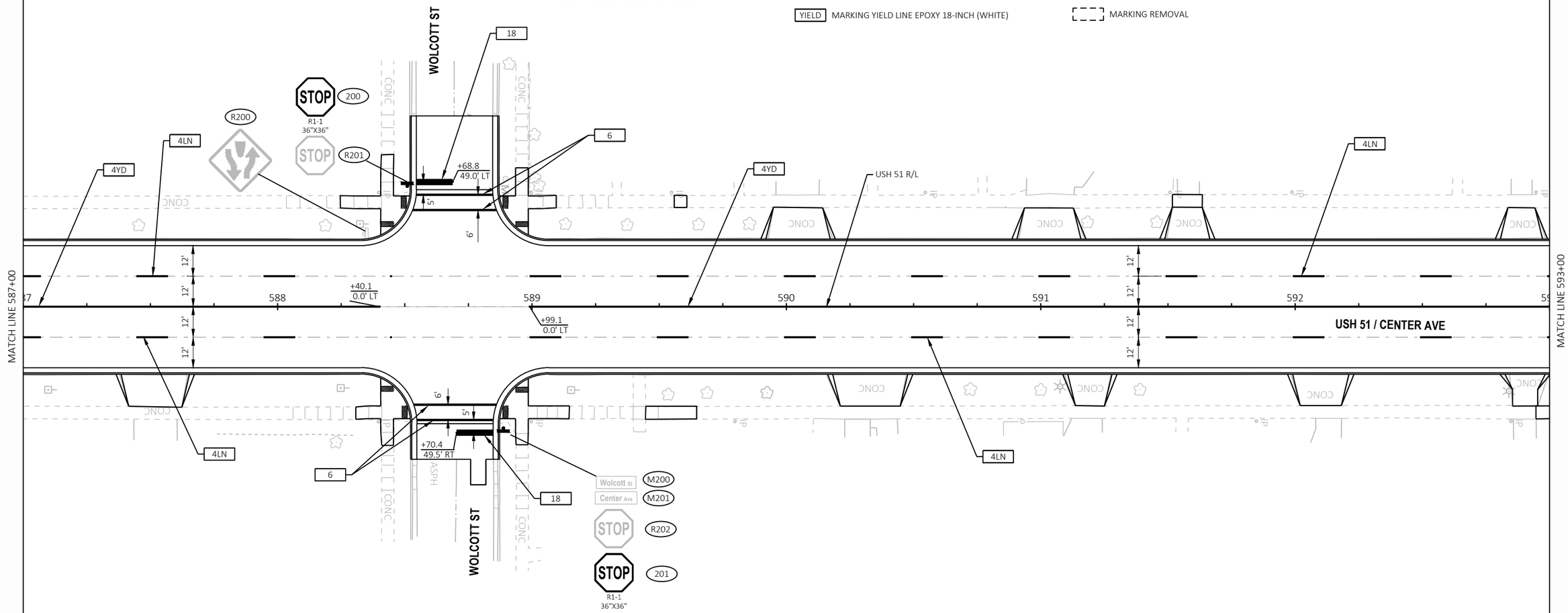
SIGNING LEGEND

- EXISTING SIGN ON EXISTING POST OR POLE
- MXX — EXISTING SIGN MOVED TO NEW LOCATION
- RXX — EXISTING SIGN TO BE REMOVED
- XXX — NEW SIGN
- SIGN MOUNTED ON SINGLE OR MULTIPLE POST(S)
- SIGN MOUNTED ON POLE/OVERHEAD
- ESTR — EXISTING SIGN TO REMAIN

PAVEMENT MARKING LEGEND

- 4Y — MARKING LINE EPOXY 4-INCH (YELLOW)
- 4YD — MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- 4LN — MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
- 6 — MARKING LINE CROSSWALK EPOXY 6-INCH (WHITE)
- 8 — MARKING LINE EPOXY 8-INCH (WHITE)
- 12DY — MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- YIELD — MARKING YIELD LINE EPOXY 18-INCH (WHITE)
- 18 — MARKING STOP LINE EPOXY 18-INCH (WHITE)
- 12W — MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE)
- ARW2 — MARKING ARROW EPOXY (TYPE 2, WHITE)
- CURB — MARKING LINE CURB EPOXY (YELLOW)
- NOSE — MARKING ISLAND NOSE EPOXY (YELLOW)
- DETECTABLE WARNING FIELD
- MARKING REMOVAL

N



SHEET 2 OF 13

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	SIGNING & PAVEMENT MARKING	SHEET 168	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\023201-PSPM.DWG
LAYOUT NAME - 02

PLOT DATE : 11/16/2023 6:09 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

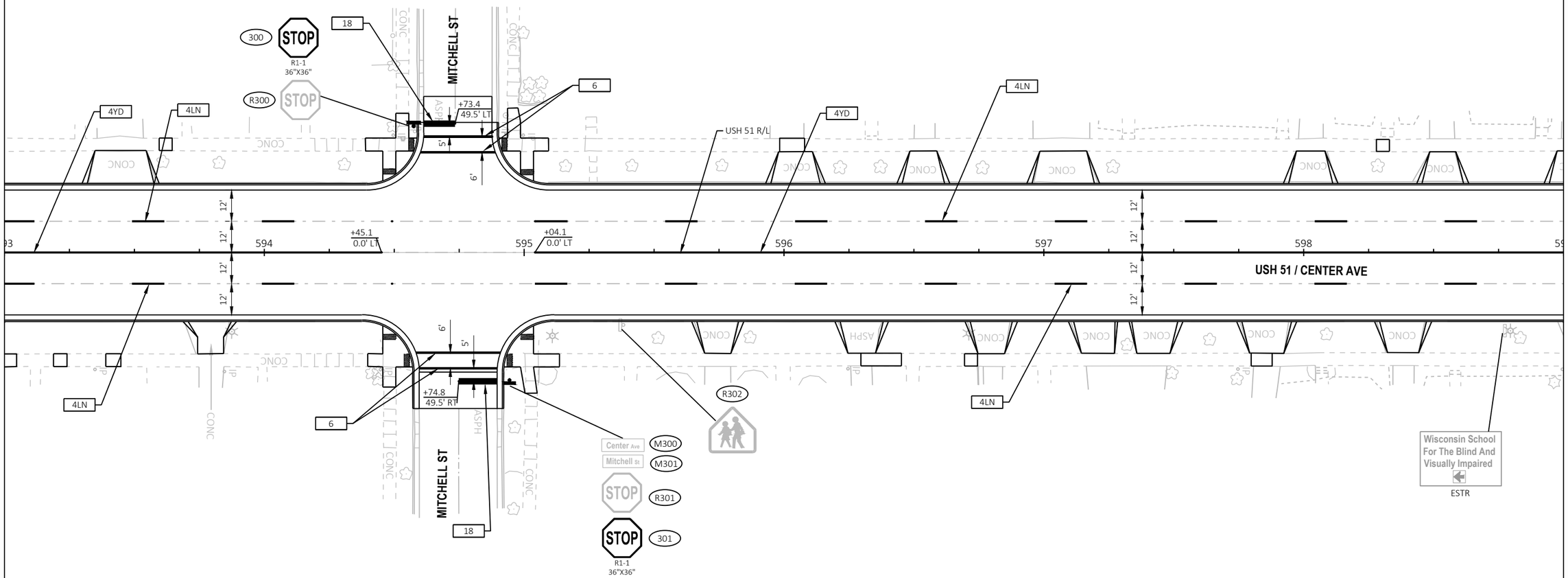
SIGNING LEGEND

- EXISTING SIGN ON EXISTING POST OR POLE
- MXX — EXISTING SIGN MOVED TO NEW LOCATION
- RXX — EXISTING SIGN TO BE REMOVED
- XXX — NEW SIGN
- SIGN MOUNTED ON SINGLE OR MULTIPLE POST(S)
- SIGN MOUNTED ON POLE/OVERHEAD
- ESTR — EXISTING SIGN TO REMAIN

PAVEMENT MARKING LEGEND

- 4Y — MARKING LINE EPOXY 4-INCH (YELLOW)
- 4YD — MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- 4LN — MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
- 6 — MARKING LINE CROSSWALK EPOXY 6-INCH (WHITE)
- 8 — MARKING LINE EPOXY 8-INCH (WHITE)
- 12DY — MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- YIELD — MARKING YIELD LINE EPOXY 18-INCH (WHITE)
- 18 — MARKING STOP LINE EPOXY 18-INCH (WHITE)
- 12W — MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE)
- ARW2 — MARKING ARROW EPOXY (TYPE 2, WHITE)
- CURB — MARKING LINE CURB EPOXY (YELLOW)
- NOSE — MARKING ISLAND NOSE EPOXY (YELLOW)
- DETECTABLE WARNING FIELD
- MARKING REMOVAL

N



SHEET 3 OF 13

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	SIGNING & PAVEMENT MARKING	SHEET 169	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\023201-PSPM.DWG
LAYOUT NAME - 03

PLOT DATE : 11/16/2023 6:10 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

NOTES

1. R10-3 SIGNS ARE INCIDENTAL TO PEDESTRIAN PUSH BUTTONS.

N

STATE ST

USH 51 / CENTER AVE

MARQUETTE ST

MATCH LINE 599+00

MATCH LINE 605+00

USH 51 R/L

MIN 8' MOUNTING HEIGHT

SIGNING LEGEND

- EXISTING SIGN ON EXISTING POST OR POLE
- MXX — EXISTING SIGN MOVED TO NEW LOCATION
- RXX — EXISTING SIGN TO BE REMOVED
- XXX — NEW SIGN
- SIGN MOUNTED ON SINGLE OR MULTIPLE POST(S)
- SIGN MOUNTED ON POLE/OVERHEAD
- ESTR — EXISTING SIGN TO REMAIN

PAVEMENT MARKING LEGEND

4Y	MARKING LINE EPOXY 4-INCH (YELLOW)
4YD	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
4LN	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
6	MARKING LINE CROSSWALK EPOXY 6-INCH (WHITE)
8	MARKING LINE EPOXY 8-INCH (WHITE)
12DY	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
YIELD	MARKING YIELD LINE EPOXY 18-INCH (WHITE)
18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
12W	MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE)
ARW2	MARKING ARROW EPOXY (TYPE 2, WHITE)
CURB	MARKING LINE CURB EPOXY (YELLOW)
NOSE	MARKING ISLAND NOSE EPOXY (YELLOW)
	DETECTABLE WARNING FIELD
	MARKING REMOVAL

SHEET 4 OF 13

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	SIGNING & PAVEMENT MARKING	SHEET 170	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\023201-PSPM.DWG
LAYOUT NAME - 04

PLOT DATE : 11/16/2023 6:10 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

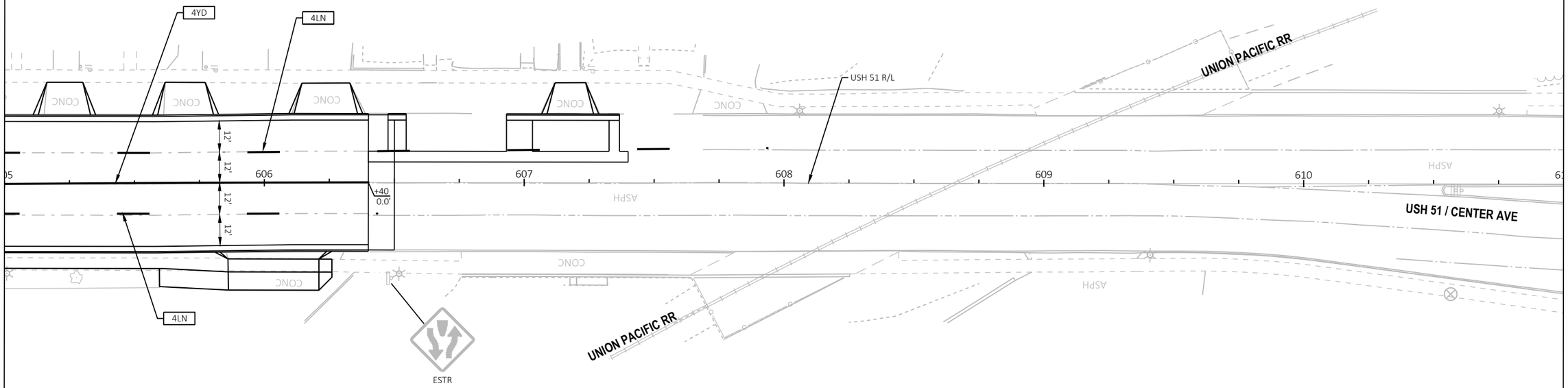
SIGNING LEGEND

- EXISTING SIGN ON EXISTING POST OR POLE
- MXX — EXISTING SIGN MOVED TO NEW LOCATION
- RXX — EXISTING SIGN TO BE REMOVED
- XXX — NEW SIGN
- SIGN MOUNTED ON SINGLE OR MULTIPLE POST(S)
- SIGN MOUNTED ON POLE/OVERHEAD
- ESTR — EXISTING SIGN TO REMAIN

PAVEMENT MARKING LEGEND

- 4Y — MARKING LINE EPOXY 4-INCH (YELLOW)
- 4YD — MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- 4LN — MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
- 6 — MARKING LINE CROSSWALK EPOXY 6-INCH (WHITE)
- 8 — MARKING LINE EPOXY 8-INCH (WHITE)
- 12DY — MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- YIELD — MARKING YIELD LINE EPOXY 18-INCH (WHITE)
- 18 — MARKING STOP LINE EPOXY 18-INCH (WHITE)
- 12W — MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE)
- ARW2 — MARKING ARROW EPOXY (TYPE 2, WHITE)
- CURB — MARKING LINE CURB EPOXY (YELLOW)
- NOSE — MARKING ISLAND NOSE EPOXY (YELLOW)
- DETECTABLE WARNING FIELD
- MARKING REMOVAL

N



PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	SIGNING & PAVEMENT MARKING	SHEET 171	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\023201-PSPM.DWG
LAYOUT NAME - 05
PLOT DATE : 11/16/2023 6:10 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

SIGNING LEGEND

- EXISTING SIGN ON EXISTING POST OR POLE
- MXX EXISTING SIGN MOVED TO NEW LOCATION
- RXX EXISTING SIGN TO BE REMOVED
- XXX NEW SIGN
- SIGN MOUNTED ON SINGLE OR MULTIPLE POST(S)
- SIGN MOUNTED ON POLE/OVERHEAD
- ESTR EXISTING SIGN TO REMAIN

PAVEMENT MARKING LEGEND

- 4Y MARKING LINE EPOXY 4-INCH (YELLOW)
- 4YD MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- 4LN MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
- 6 MARKING LINE CROSSWALK EPOXY 6-INCH (WHITE)
- 8 MARKING LINE EPOXY 8-INCH (WHITE)
- 12DY MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- YIELD MARKING YIELD LINE EPOXY 18-INCH (WHITE)
- 18 MARKING STOP LINE EPOXY 18-INCH (WHITE)
- 12W MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE)
- ARW2 MARKING ARROW EPOXY (TYPE 2, WHITE)
- CURB MARKING LINE CURB EPOXY (YELLOW)
- NOSE MARKING ISLAND NOSE EPOXY (YELLOW)
- DETECTABLE WARNING FIELD
- MARKING REMOVAL

N

UNION PACIFIC RR

DELAVAN DR

GRAND AVE

USH 51 / CENTER AVE

DELAVAN DR

WISCONSIN & SOUTHERN RR

4LN

600

W5-52R
12"X36"
MOUNT ON
BARRIER WALL

MATCH LINE 611+00

MATCH LINE 617+00

SHEET 6 OF 13

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	SIGNING & PAVEMENT MARKING	SHEET 172	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\023201-PSPM.DWG
LAYOUT NAME - 06

PLOT DATE : 11/16/2023 6:10 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

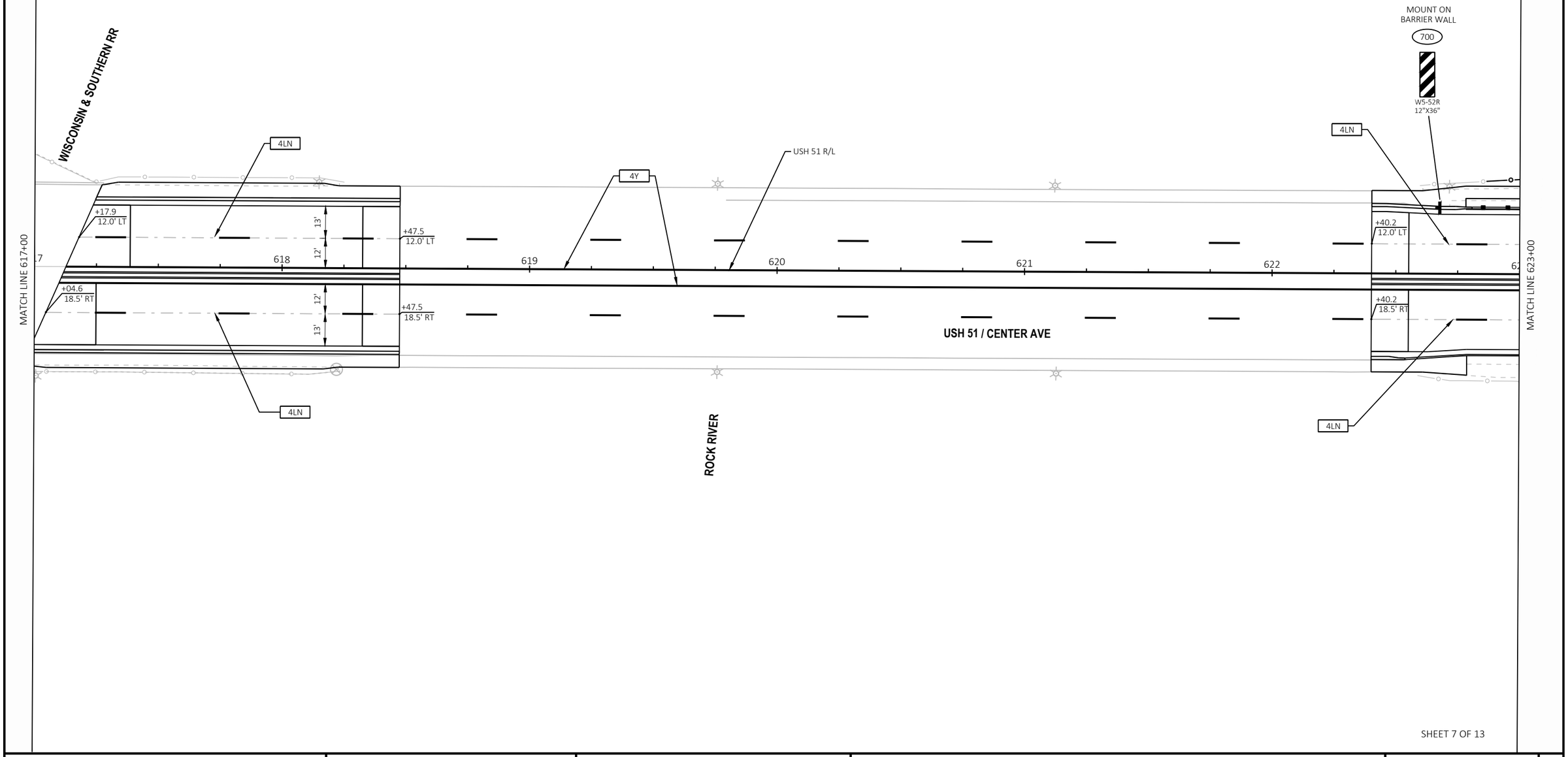
SIGNING LEGEND

- EXISTING SIGN ON EXISTING POST OR POLE
- MXX — EXISTING SIGN MOVED TO NEW LOCATION
- RXX — EXISTING SIGN TO BE REMOVED
- XXX — NEW SIGN
- SIGN MOUNTED ON SINGLE OR MULTIPLE POST(S)
- SIGN MOUNTED ON POLE/OVERHEAD
- ESTR — EXISTING SIGN TO REMAIN

PAVEMENT MARKING LEGEND

- 4Y — MARKING LINE EPOXY 4-INCH (YELLOW)
- 4YD — MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- 4LN — MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
- 6 — MARKING LINE CROSSWALK EPOXY 6-INCH (WHITE)
- 8 — MARKING LINE EPOXY 8-INCH (WHITE)
- 12DY — MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- YIELD — MARKING YIELD LINE EPOXY 18-INCH (WHITE)
- 18 — MARKING STOP LINE EPOXY 18-INCH (WHITE)
- 12W — MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE)
- ARW2 — MARKING ARROW EPOXY (TYPE 2, WHITE)
- CURB — MARKING LINE CURB EPOXY (YELLOW)
- NOSE — MARKING ISLAND NOSE EPOXY (YELLOW)
- DETECTABLE WARNING FIELD
- MARKING REMOVAL

N



SHEET 7 OF 13

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	SIGNING & PAVEMENT MARKING	SHEET 173	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\023201-PSPM.DWG
LAYOUT NAME - 07

PLOT DATE : 11/16/2023 6:11 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

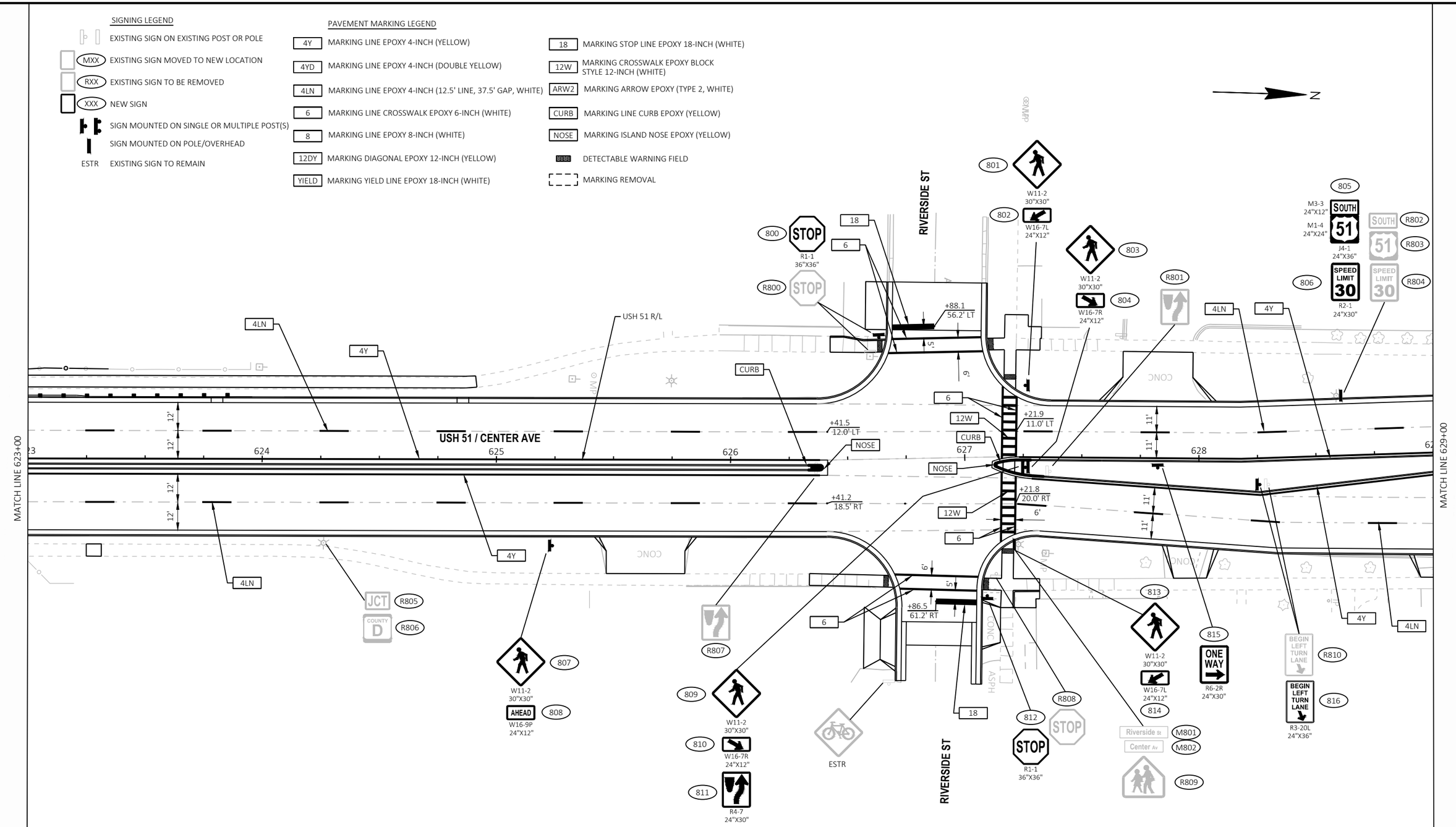
2

SIGNING LEGEND

- EXISTING SIGN ON EXISTING POST OR POLE
- MXX EXISTING SIGN MOVED TO NEW LOCATION
- RXX EXISTING SIGN TO BE REMOVED
- XXX NEW SIGN
- SIGN MOUNTED ON SINGLE OR MULTIPLE POST(S)
- SIGN MOUNTED ON POLE/OVERHEAD
- ESTR EXISTING SIGN TO REMAIN

PAVEMENT MARKING LEGEND

- 4Y MARKING LINE EPOXY 4-INCH (YELLOW)
- 4YD MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- 4LN MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
- 6 MARKING LINE CROSSWALK EPOXY 6-INCH (WHITE)
- 8 MARKING LINE EPOXY 8-INCH (WHITE)
- 12DY MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- YIELD MARKING YIELD LINE EPOXY 18-INCH (WHITE)
- 18 MARKING STOP LINE EPOXY 18-INCH (WHITE)
- 12W MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE)
- ARW2 MARKING ARROW EPOXY (TYPE 2, WHITE)
- CURB MARKING LINE CURB EPOXY (YELLOW)
- NOSE MARKING ISLAND NOSE EPOXY (YELLOW)
- DETECTABLE WARNING FIELD
- MARKING REMOVAL



SHEET 8 OF 13

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	SIGNING & PAVEMENT MARKING	SHEET 174	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\023201-PSPM.DWG
LAYOUT NAME - 08

PLOT DATE : 11/16/2023 6:11 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

SIGNING LEGEND

- EXISTING SIGN ON EXISTING POST OR POLE
- MXX — EXISTING SIGN MOVED TO NEW LOCATION
- RXX — EXISTING SIGN TO BE REMOVED
- XXX — NEW SIGN
- SIGN MOUNTED ON SINGLE OR MULTIPLE POST(S)
- SIGN MOUNTED ON POLE/OVERHEAD
- ESTR — EXISTING SIGN TO REMAIN

PAVEMENT MARKING LEGEND

- 4Y — MARKING LINE EPOXY 4-INCH (YELLOW)
- 4YD — MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- 4LN — MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
- 6 — MARKING LINE CROSSWALK EPOXY 6-INCH (WHITE)
- 8 — MARKING LINE EPOXY 8-INCH (WHITE)
- 12DY — MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- YIELD — MARKING YIELD LINE EPOXY 18-INCH (WHITE)
- 18 — MARKING STOP LINE EPOXY 18-INCH (WHITE)
- 12W — MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE)
- ARW2 — MARKING ARROW EPOXY (TYPE 2, WHITE)
- CURB — MARKING LINE CURB EPOXY (YELLOW)
- NOSE — MARKING ISLAND NOSE EPOXY (YELLOW)
- DETECTABLE WARNING FIELD
- MARKING REMOVAL

N

MATCH LINE 629+00

MATCH LINE 635+00

USH 51 / CENTER AVE

USH 51 R/L

ROCKPORT RD

WILSON AVE

NOTES

1. R10-3 SIGNS ARE INCIDENTAL TO PEDESTRIAN PUSH BUTTONS.

SHEET 9 OF 13

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	SIGNING & PAVEMENT MARKING	SHEET 175	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\023201-PSPM.DWG
LAYOUT NAME - 09

PLOT DATE : 11/16/2023 6:11 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

NOTES

1. R10-3 SIGNS ARE INCIDENTAL TO PEDESTRIAN PUSH BUTTONS.

MATCH LINE 635+00

MATCH LINE 641+00

RACINE ST

USH 51 / CENTER AVE

JTS BUS STOP SIGN TO BE MOVED BY OTHERS

SIGNING LEGEND

- EXISTING SIGN ON EXISTING POST OR POLE
- MXX — EXISTING SIGN MOVED TO NEW LOCATION
- RXX — EXISTING SIGN TO BE REMOVED
- XXX — NEW SIGN
- SIGN MOUNTED ON SINGLE OR MULTIPLE POST(S)
- SIGN MOUNTED ON POLE/OVERHEAD
- ESTR — EXISTING SIGN TO REMAIN

PAVEMENT MARKING LEGEND

4Y	MARKING LINE EPOXY 4-INCH (YELLOW)
4YD	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
4LN	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
6	MARKING LINE CROSSWALK EPOXY 6-INCH (WHITE)
8	MARKING LINE EPOXY 8-INCH (WHITE)
12DY	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
YIELD	MARKING YIELD LINE EPOXY 18-INCH (WHITE)
18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
12W	MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE)
ARW2	MARKING ARROW EPOXY (TYPE 2, WHITE)
CURB	MARKING LINE CURB EPOXY (YELLOW)
NOSE	MARKING ISLAND NOSE EPOXY (YELLOW)
	DETECTABLE WARNING FIELD
	MARKING REMOVAL

SHEET 10 OF 13

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	SIGNING & PAVEMENT MARKING	SHEET 176	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\023201-PSPM.DWG
LAYOUT NAME - 10

PLOT DATE : 11/16/2023 6:11 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

SIGNING LEGEND

- EXISTING SIGN ON EXISTING POST OR POLE
- MXX — EXISTING SIGN MOVED TO NEW LOCATION
- RXX — EXISTING SIGN TO BE REMOVED
- XXX — NEW SIGN
- SIGN MOUNTED ON SINGLE OR MULTIPLE POST(S)
- SIGN MOUNTED ON POLE/OVERHEAD
- ESTR — EXISTING SIGN TO REMAIN

PAVEMENT MARKING LEGEND

- 4Y — MARKING LINE EPOXY 4-INCH (YELLOW)
- 4YD — MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- 4LN — MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
- 6 — MARKING LINE CROSSWALK EPOXY 6-INCH (WHITE)
- 8 — MARKING LINE EPOXY 8-INCH (WHITE)
- 12DY — MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- YIELD — MARKING YIELD LINE EPOXY 18-INCH (WHITE)
- 18 — MARKING STOP LINE EPOXY 18-INCH (WHITE)
- 12W — MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE)
- ARW2 — MARKING ARROW EPOXY (TYPE 2, WHITE)
- CURB — MARKING LINE CURB EPOXY (YELLOW)
- NOSE — MARKING ISLAND NOSE EPOXY (YELLOW)
- DETECTABLE WARNING FIELD
- MARKING REMOVAL

N

1100 STOP R1-1 36"X36" / R1100 STOP

JOHNSON ST

18

+35 59.0' LT

5'

6

9'

1104 SPEED LIMIT 30 R2-1 24"X30"

USH 51 R/L

4LN

1101 STOP R1-1 36"X36" / R1101 STOP

18

HOLMES ST

+52 60.4' LT

5'

6

9'

MATCH LINE 641+00

+00.7 0.0'

+65.4 0.0'

642

643

644

645

646

+80.7 0.0'

+18.1 0.0'

MATCH LINE 647+00

USH 51 / CENTER AVE

11' 11' 11' 11'

4YD

4LN

6

9'

5'

+30.4 62.5' RT

18

JOHNSON ST

Center Ave — M1100

Johnson St — M1101

STOP R1102

STOP 1102

R1-1 36"X36"

JTS BUS STOP SIGN TO BE MOVED BY OTHERS

18

6

9'

5'

+47.9 58.6' RT

HOLMES ST

M1102 W HOLMES ST

M1103 CENTER AV

R1103 STOP

1103 STOP R1-1 36"X36"

SHEET 11 OF 13

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	SIGNING & PAVEMENT MARKING	SHEET 177	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\023201-PSPM.DWG
LAYOUT NAME - 11

PLOT DATE : 11/16/2023 6:12 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

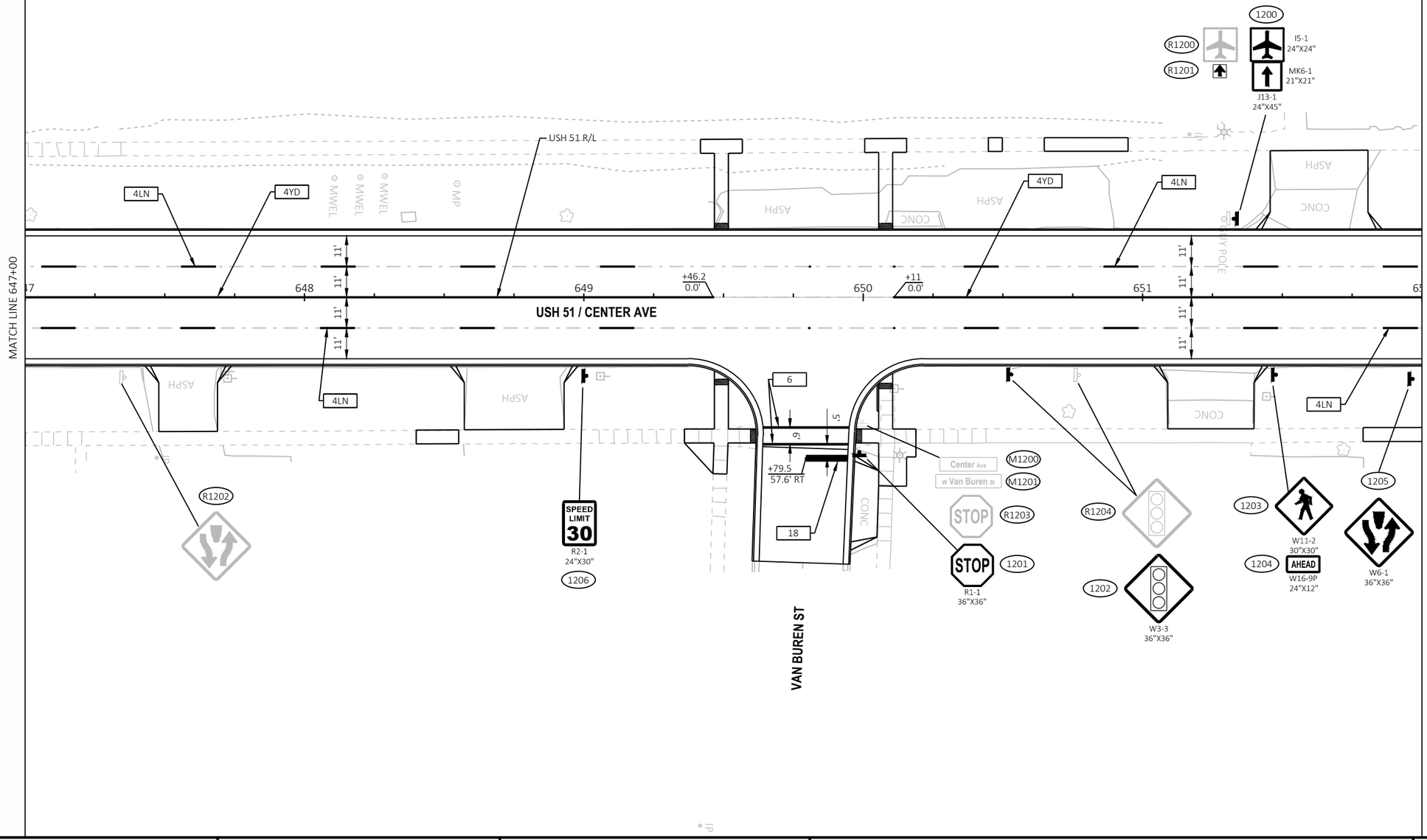
SIGNING LEGEND

- EXISTING SIGN ON EXISTING POST OR POLE
- MXX — EXISTING SIGN MOVED TO NEW LOCATION
- RXX — EXISTING SIGN TO BE REMOVED
- XXX — NEW SIGN
- SIGN MOUNTED ON SINGLE OR MULTIPLE POST(S)
- SIGN MOUNTED ON POLE/OVERHEAD
- ESTR — EXISTING SIGN TO REMAIN

PAVEMENT MARKING LEGEND

- 4Y — MARKING LINE EPOXY 4-INCH (YELLOW)
- 4YD — MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- 4LN — MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
- 6 — MARKING LINE CROSSWALK EPOXY 6-INCH (WHITE)
- 8 — MARKING LINE EPOXY 8-INCH (WHITE)
- 12DY — MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- YIELD — MARKING YIELD LINE EPOXY 18-INCH (WHITE)
- 18 — MARKING STOP LINE EPOXY 18-INCH (WHITE)
- 12W — MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE)
- ARW2 — MARKING ARROW EPOXY (TYPE 2, WHITE)
- CURB — MARKING LINE CURB EPOXY (YELLOW)
- NOSE — MARKING ISLAND NOSE EPOXY (YELLOW)
- DETECTABLE WARNING FIELD
- MARKING REMOVAL

N



SHEET 12 OF 13

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	SIGNING & PAVEMENT MARKING	SHEET 178	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\023201-PSPM.DWG
LAYOUT NAME - 12

PLOT DATE : 11/16/2023 6:12 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : ##########

2

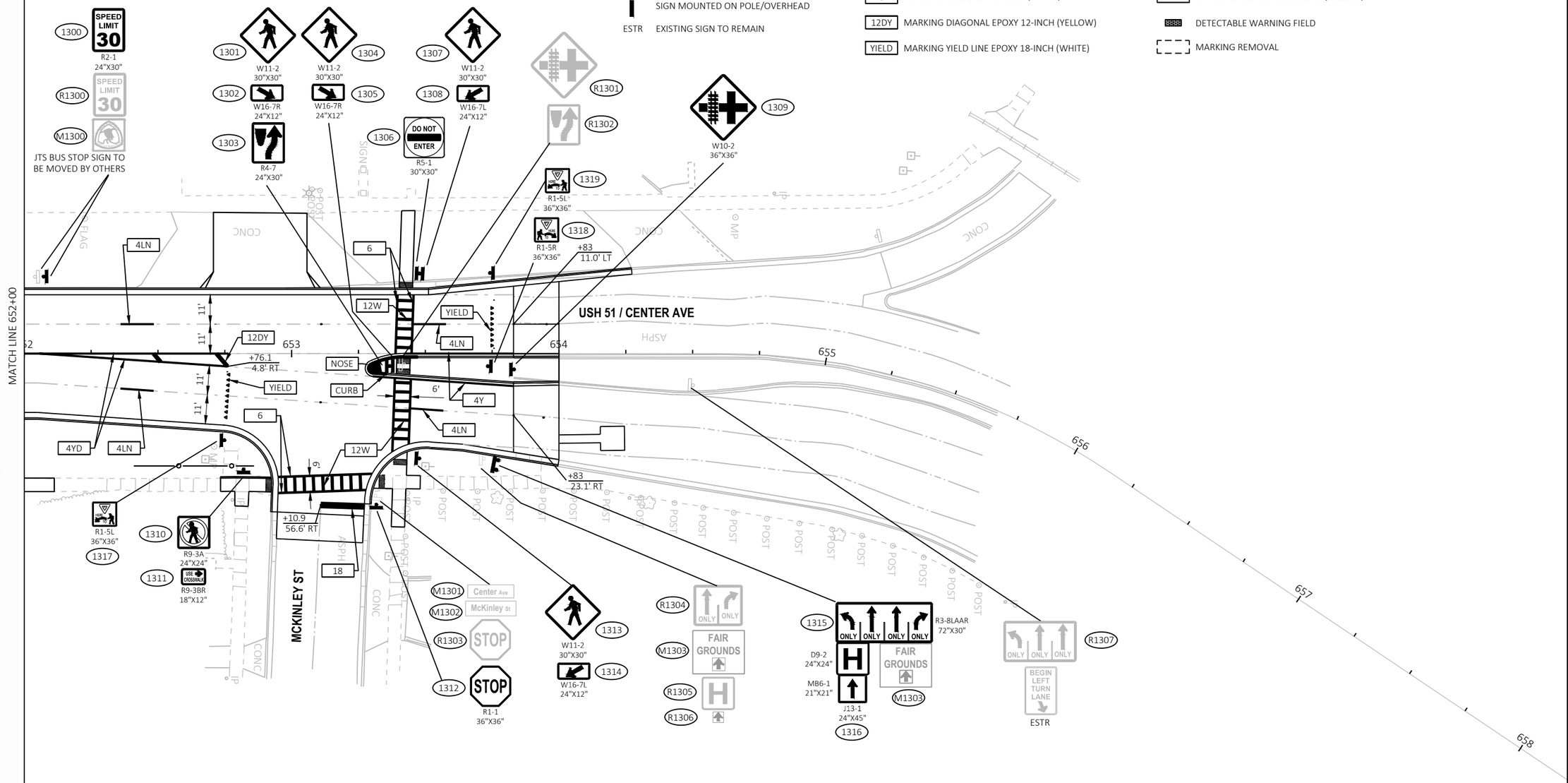
SIGNING LEGEND

- EXISTING SIGN ON EXISTING POST OR POLE
- MXX — EXISTING SIGN MOVED TO NEW LOCATION
- RXX — EXISTING SIGN TO BE REMOVED
- XXX — NEW SIGN
- SIGN MOUNTED ON SINGLE OR MULTIPLE POST(S)
- SIGN MOUNTED ON POLE/OVERHEAD
- ESTR — EXISTING SIGN TO REMAIN

PAVEMENT MARKING LEGEND

- 4Y — MARKING LINE EPOXY 4-INCH (YELLOW)
- 4YD — MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- 4LN — MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, WHITE)
- 6 — MARKING LINE CROSSWALK EPOXY 6-INCH (WHITE)
- 8 — MARKING LINE EPOXY 8-INCH (WHITE)
- 12DY — MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- YIELD — MARKING YIELD LINE EPOXY 18-INCH (WHITE)
- 18 — MARKING STOP LINE EPOXY 18-INCH (WHITE)
- 12W — MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH (WHITE)
- ARW2 — MARKING ARROW EPOXY (TYPE 2, WHITE)
- CURB — MARKING LINE CURB EPOXY (YELLOW)
- NOSE — MARKING ISLAND NOSE EPOXY (YELLOW)
- DETECTABLE WARNING FIELD
- MARKING REMOVAL

N



SHEET 13 OF 13

PROJECT NO: 5350-02-70, 5350-02-73	HWY: USH 51	COUNTY: ROCK	SIGNING & PAVEMENT MARKING	SHEET 179	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\023201-PSPM.DWG
LAYOUT NAME - 13

PLOT DATE : 11/16/2023 6:12 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

SERVICE POLE

LIGHTING CONTROL CABINET AND ELECTRICAL SERVICE BREAKER PEDESTAL ON CONCRETE CONTROL CABINET BASE

NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED

PULL BOX STEEL, 24" X 42"

EXISTING LIGHT POLE, ARM MOUNTED LUMINAIRE (TO REMAIN)

CONDUIT QUANTITY
PHASE CONDUCTOR QUANTITY
EQUIPMENT GROUNDING CONDUCTOR QUANTITY

1 / 2" | 2 / 10 LIGHT | 1 / 8 GND

EQUIPMENT GROUNDING CONDUCTOR SIZE (AWG)
PHASE CONDUCTOR SIZE (AWG)
CONDUIT SIZE

LIGHTING CONTROL CABINET DESIGNATION
POLE NUMBER
LIGHTING CIRCUIT (240 VOLT)

X-X-(X)
STA. XX+XX, X' RT/LT

LOCATION (TO CENTER OF POLE)

N

RIVERSIDE ST

R/W

1-2-(A)
STA. 625+75, 34' LT

LP2
L-PB4

1-4-(B)
STA. 628+78, 28' LT
REMOVING, SALVAGING, & REINSTALLING LIGHTING EQUIPMENT

LP4

USH 51 / CENTER AVE

623 624 625 626 627 628

MATCH LINE 629+00

LP1
L-PB3

1-1-(C)
STA. 624+26, 36' RT

LP3

1-3-(D)
STA. 627+23, 39' RT
REMOVING, SALVAGING, & REINSTALLING LIGHTING EQUIPMENT

1 / 2" | 2 / 12 LIGHT | 1 / 8 GND

RIVERSIDE ST

PAGE 1 OF 2

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	LIGHTING PLAN	SHEET 180	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\023601-LP.DWG
LAYOUT NAME - 08

PLOT DATE : 11/16/2023 6:13 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

SERVICE POLE

LIGHTING CONTROL CABINET AND ELECTRICAL SERVICE BREAKER PEDESTAL ON CONCRETE CONTROL CABINET BASE

NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED

PULL BOX STEEL, 24" X 42"

EXISTING LIGHT POLE, ARM MOUNTED LUMINAIRE (TO REMAIN)

CONDUIT QUANTITY
PHASE CONDUCTOR QUANTITY
EQUIPMENT GROUNDING CONDUCTOR QUANTITY
1 / 2" — 2 / 10 (LIGHT) — 1 / 8 (GND)
EQUIPMENT GROUNDING CONDUCTOR SIZE (AWG)
PHASE CONDUCTOR SIZE (AWG)
CONDUIT SIZE

LIGHTING CONTROL CABINET DESIGNATION
POLE NUMBER
LIGHTING CIRCUIT (240 VOLT)
X-X-(X)
STA. XX+XX, X' RT/LT
LOCATION (TO CENTER OF POLE)

N

MATCH LINE 629+00

10+00 ROC

11+00 ROC

12+00 ROC

13+00 ROC

ROCKPORT RD

ROCKPORT RD

USH 51 / CENTER AVE

WILSON AVE

11+00 WIL

SEE TRAFFIC SIGNAL PLAN FOR LIGHTING AT ROCKPORT RD INTERSECTION

1 / 2" — 2 / 10 (LIGHT) — 1 / 8 (GND)

1 / 2" — 4 / 10 (LIGHT) — 2 / 8 (GND)

1 / 2" — 4 / 10 (LIGHT) — 2 / 8 (GND)

REMOVE EXISTING SERVICE
1-6-(A)
STA. 634+02, 27' LT

L-PB7

LP6

L-PB2

L-PB1

LP5

L-PB6

REMOVE EXISTING SERVICE

1-5-(C)
STA. 631+96, 49' RT

1 / 2" — 2 / 12 (LIGHT) — 1 / 8 (GND)

1 / 3" — 2 / 12 (LIGHT) — 2 / 10 (LIGHT) — 2 / 8 (GND)

1 / 2" — 4 / 12 (LIGHT) — 2 / 8 (GND)

LIGHTING CONTROL CABINET (SHARED WITH SIGNAL CONTROL CABINET)

225' TO NEAR RIGHT SIGNAL

2-6'X6' 5 TURNS EACH

4-6'X20'

2-6'X20' 3 TURNS EACH

R/W

630 631 632 633 634 635

PAGE 2 OF 2

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	LIGHTING PLAN	SHEET 181	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\023601-LP.DWG
LAYOUT NAME - 09
PLOT DATE : 11/16/2023 6:13 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

LEGEND

CONCRETE BASE TYPE 5, TRANSFORMER BASE, PROPOSED LIGHT POLE, ARM MOUNTED LUMINAIRE

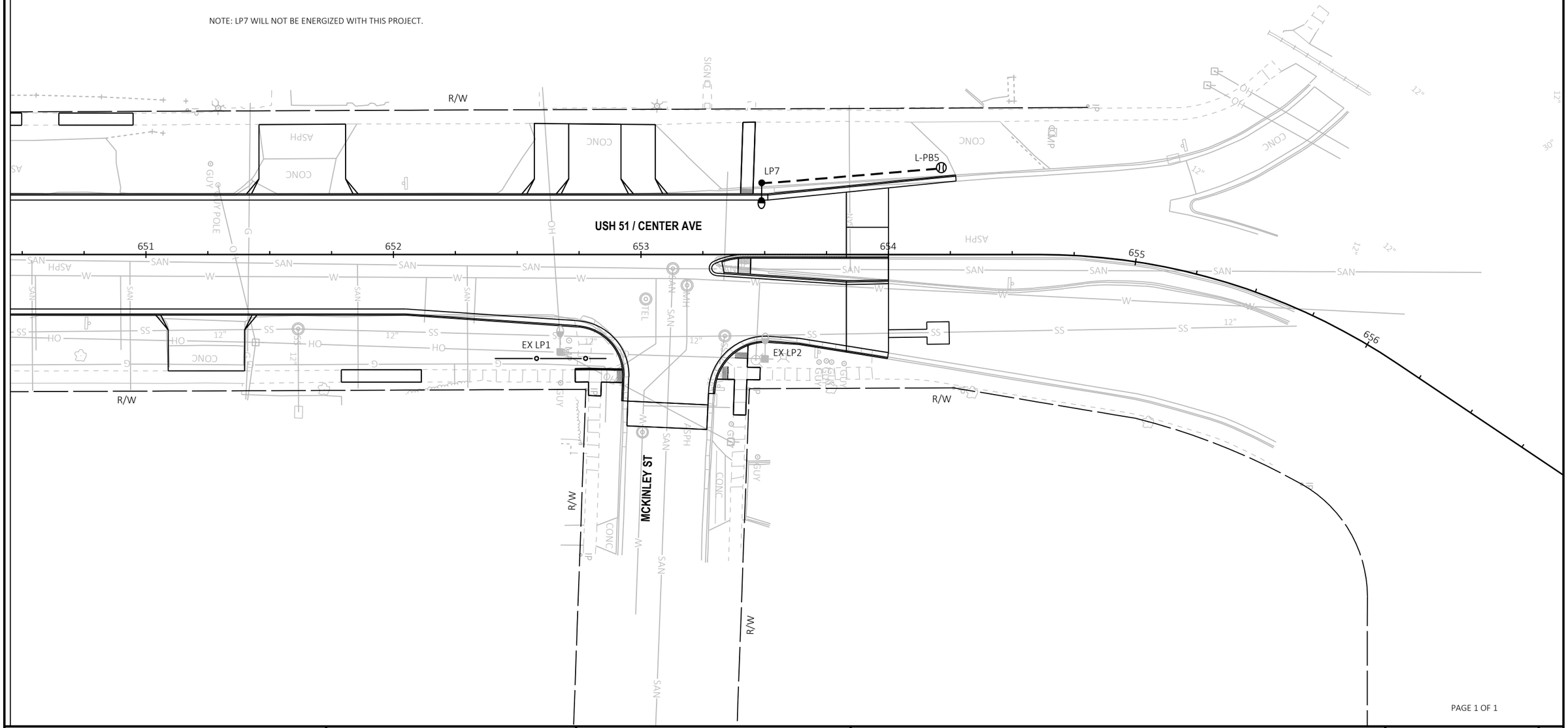
EXISTING STREET LIGHTING - ALLIANT ENERGY

CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH

PULL BOX STEEL, 24" X 42"

NOTE: LP7 WILL NOT BE ENERGIZED WITH THIS PROJECT.

N



PAGE 1 OF 1

PROJECT NO: 5350-02-73	HWY: USH 51	COUNTY: ROCK	LIGHTING PLAN	SHEET 182	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\023601-LP.DWG
LAYOUT NAME - 13

PLOT DATE : 11/16/2023 6:13 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

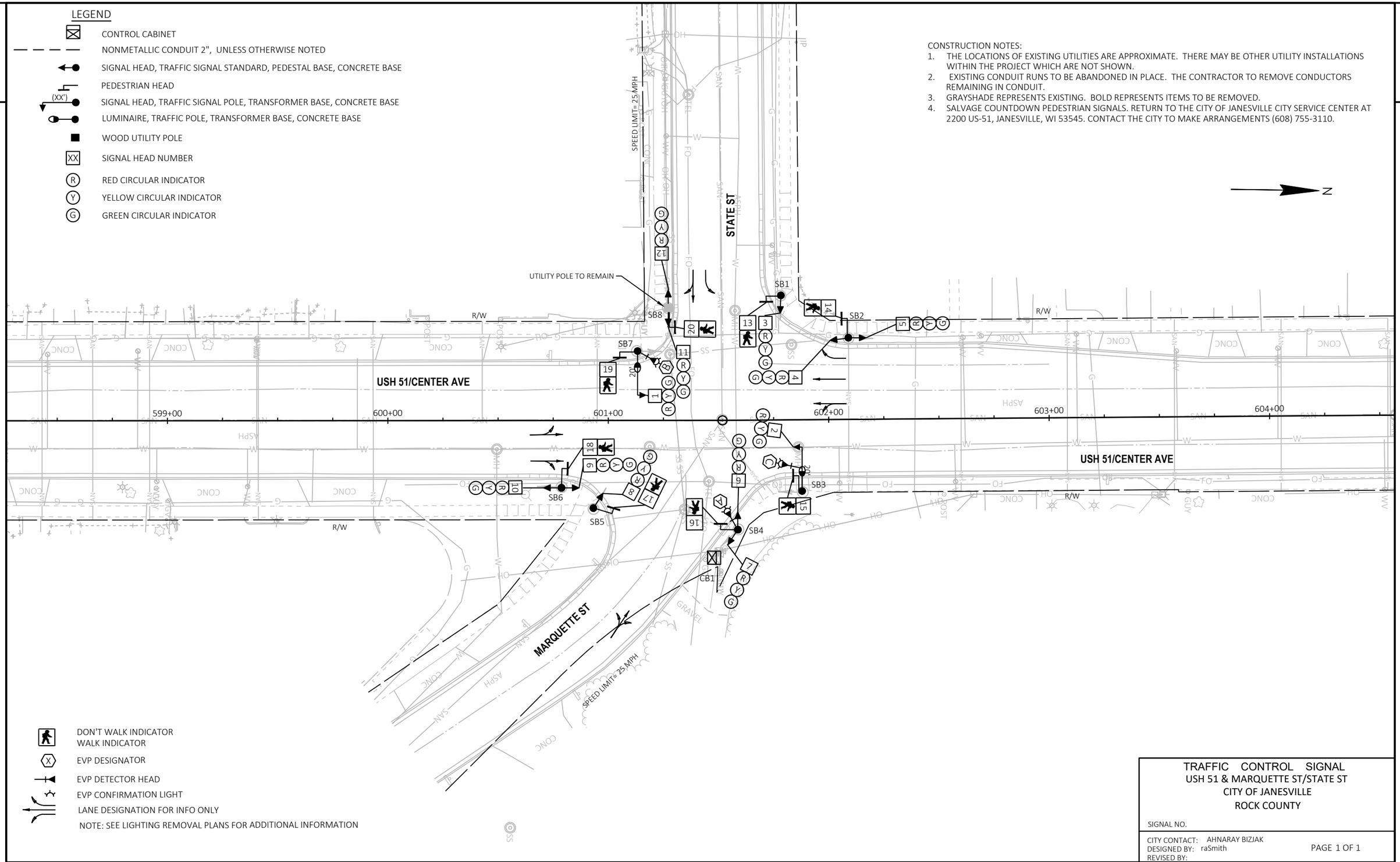
2

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE, CONCRETE BASE
- PEDESTRIAN HEAD
- (XX') SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE, CONCRETE BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE, CONCRETE BASE
- WOOD UTILITY POLE
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. EXISTING CONDUIT RUNS TO BE ABANDONED IN PLACE. THE CONTRACTOR TO REMOVE CONDUCTORS REMAINING IN CONDUIT.
3. GRAYSHADE REPRESENTS EXISTING. BOLD REPRESENTS ITEMS TO BE REMOVED.
4. SALVAGE COUNTDOWN PEDESTRIAN SIGNALS. RETURN TO THE CITY OF JANESVILLE CITY SERVICE CENTER AT 2200 US-51, JANESVILLE, WI 53545. CONTACT THE CITY TO MAKE ARRANGEMENTS (608) 755-3110.



- DON'T WALK INDICATOR / WALK INDICATOR
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- EVP CONFIRMATION LIGHT
- LANE DESIGNATION FOR INFO ONLY

NOTE: SEE LIGHTING REMOVAL PLANS FOR ADDITIONAL INFORMATION

TRAFFIC CONTROL SIGNAL
USH 51 & MARQUETTE ST/STATE ST
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO.

CITY CONTACT: AHNARAY BIZJAK
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 183	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\024001-SR-STATE.DWG
LAYOUT NAME - Plan 1 IN 40 FT

PLOT DATE : 11/16/2023 6:14 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

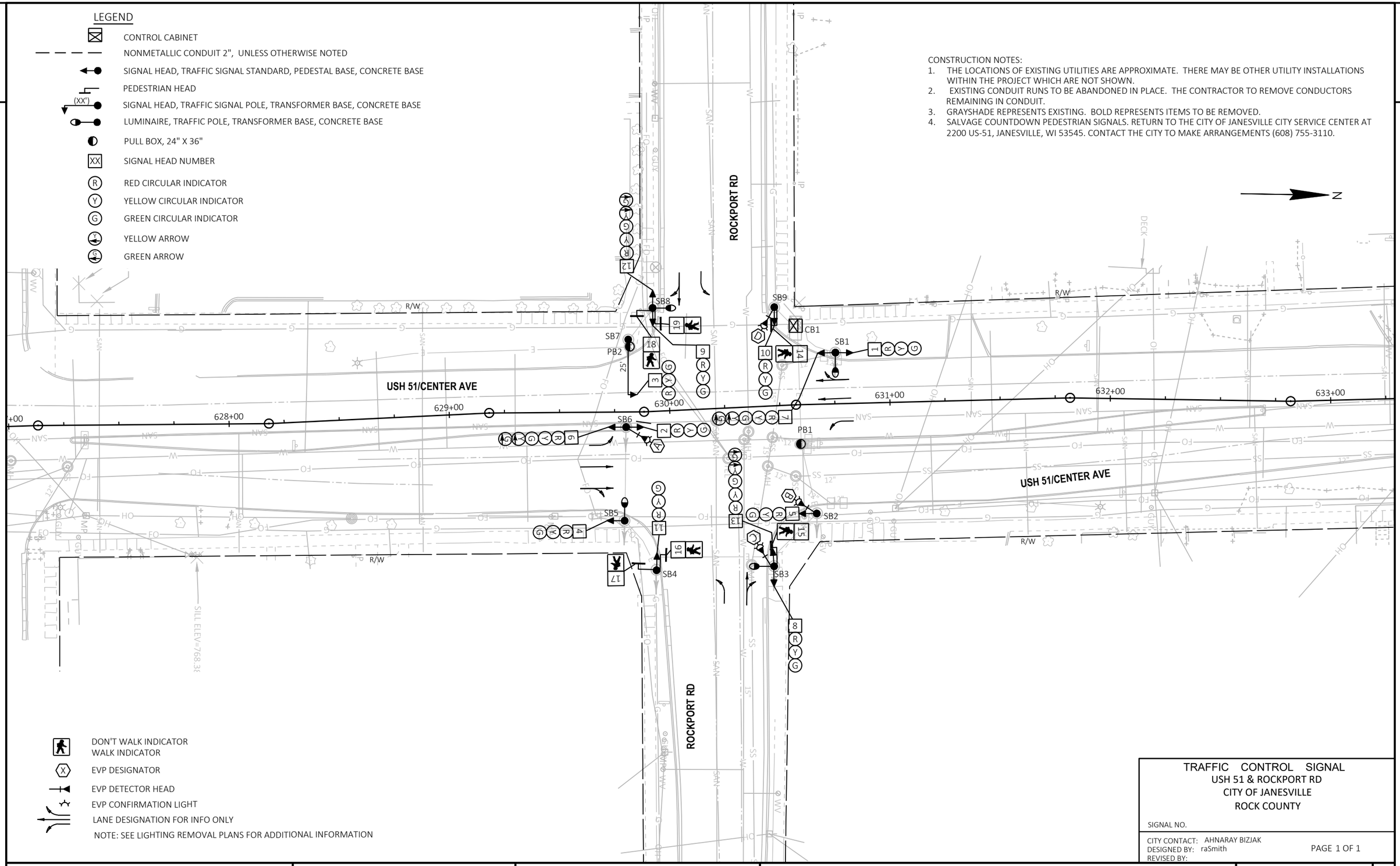
2

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE, CONCRETE BASE
- PEDESTRIAN HEAD
- (XX') SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE, CONCRETE BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE, CONCRETE BASE
- PULL BOX, 24" X 36"
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- Y YELLOW ARROW
- G GREEN ARROW

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. EXISTING CONDUIT RUNS TO BE ABANDONED IN PLACE. THE CONTRACTOR TO REMOVE CONDUCTORS REMAINING IN CONDUIT.
3. GRAYSHADE REPRESENTS EXISTING. BOLD REPRESENTS ITEMS TO BE REMOVED.
4. SALVAGE COUNTDOWN PEDESTRIAN SIGNALS. RETURN TO THE CITY OF JANESVILLE CITY SERVICE CENTER AT 2200 US-51, JANESVILLE, WI 53545. CONTACT THE CITY TO MAKE ARRANGEMENTS (608) 755-3110.



- DON'T WALK INDICATOR / WALK INDICATOR
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- EVP CONFIRMATION LIGHT
- LANE DESIGNATION FOR INFO ONLY

NOTE: SEE LIGHTING REMOVAL PLANS FOR ADDITIONAL INFORMATION

TRAFFIC CONTROL SIGNAL
USH 51 & ROCKPORT RD
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO.

CITY CONTACT: AHNARAY BIZJAK
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 184	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\024003-SR-ROCKPORT.DWG
LAYOUT NAME - Plan 1 IN 40 FT

PLOT DATE : 11/16/2023 6:15 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

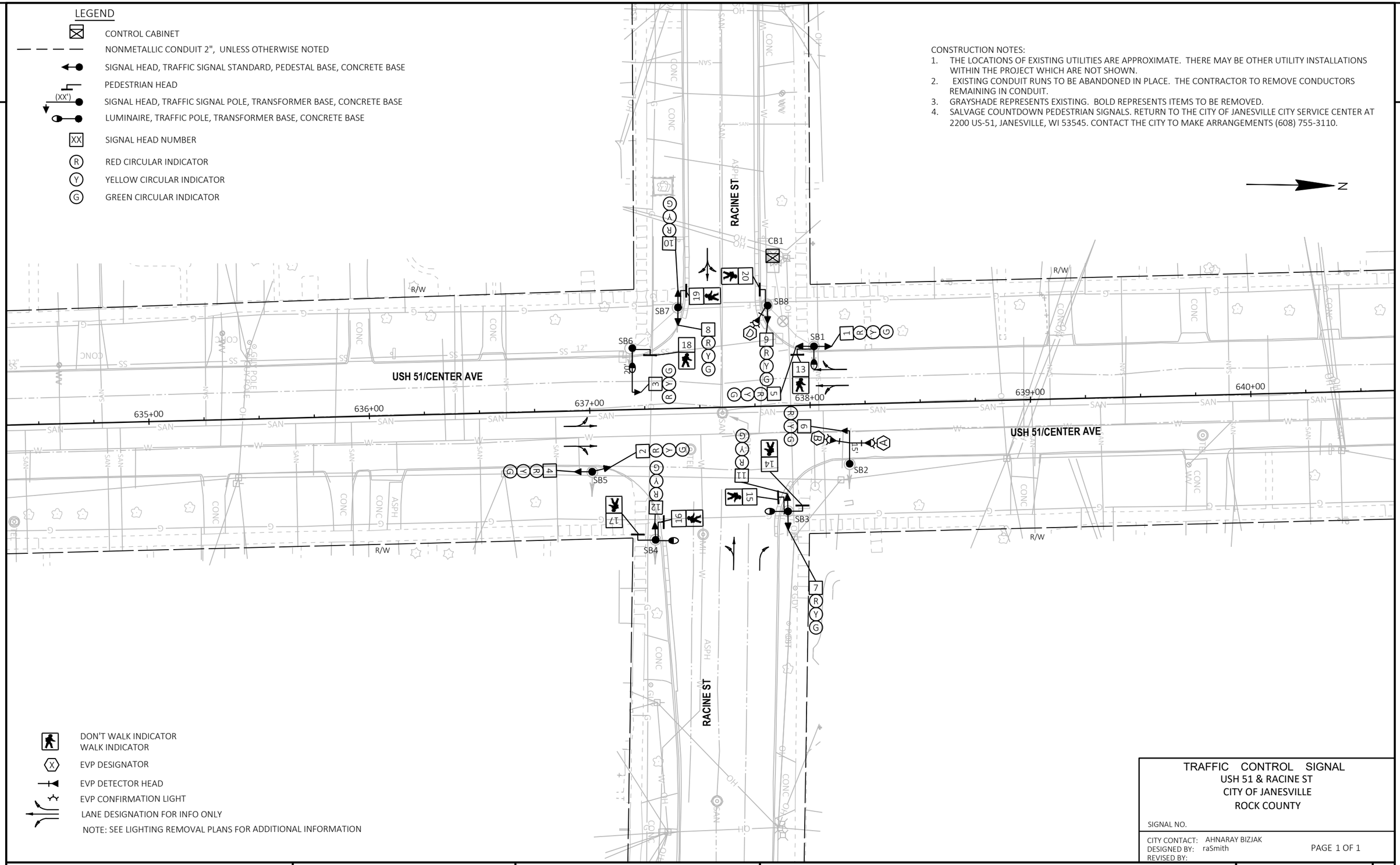
WISDOT/CADDS SHEET 42

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE, CONCRETE BASE
- PEDESTRIAN HEAD
- (XX') SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE, CONCRETE BASE
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE, CONCRETE BASE
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. EXISTING CONDUIT RUNS TO BE ABANDONED IN PLACE. THE CONTRACTOR TO REMOVE CONDUCTORS REMAINING IN CONDUIT.
3. GRAYSHADE REPRESENTS EXISTING. BOLD REPRESENTS ITEMS TO BE REMOVED.
4. SALVAGE COUNTDOWN PEDESTRIAN SIGNALS. RETURN TO THE CITY OF JANESVILLE CITY SERVICE CENTER AT 2200 US-51, JANESVILLE, WI 53545. CONTACT THE CITY TO MAKE ARRANGEMENTS (608) 755-3110.



- DON'T WALK INDICATOR / WALK INDICATOR
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- EVP CONFIRMATION LIGHT
- LANE DESIGNATION FOR INFO ONLY

NOTE: SEE LIGHTING REMOVAL PLANS FOR ADDITIONAL INFORMATION

TRAFFIC CONTROL SIGNAL
USH 51 & RACINE ST
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO.

CITY CONTACT: AHNARAY BIZJAK
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC SIGNAL REMOVAL PLAN	SHEET 185	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\024004-SR-RACINE.DWG
LAYOUT NAME - Plan 1 IN 40 FT

PLOT DATE : 11/16/2023 6:15 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

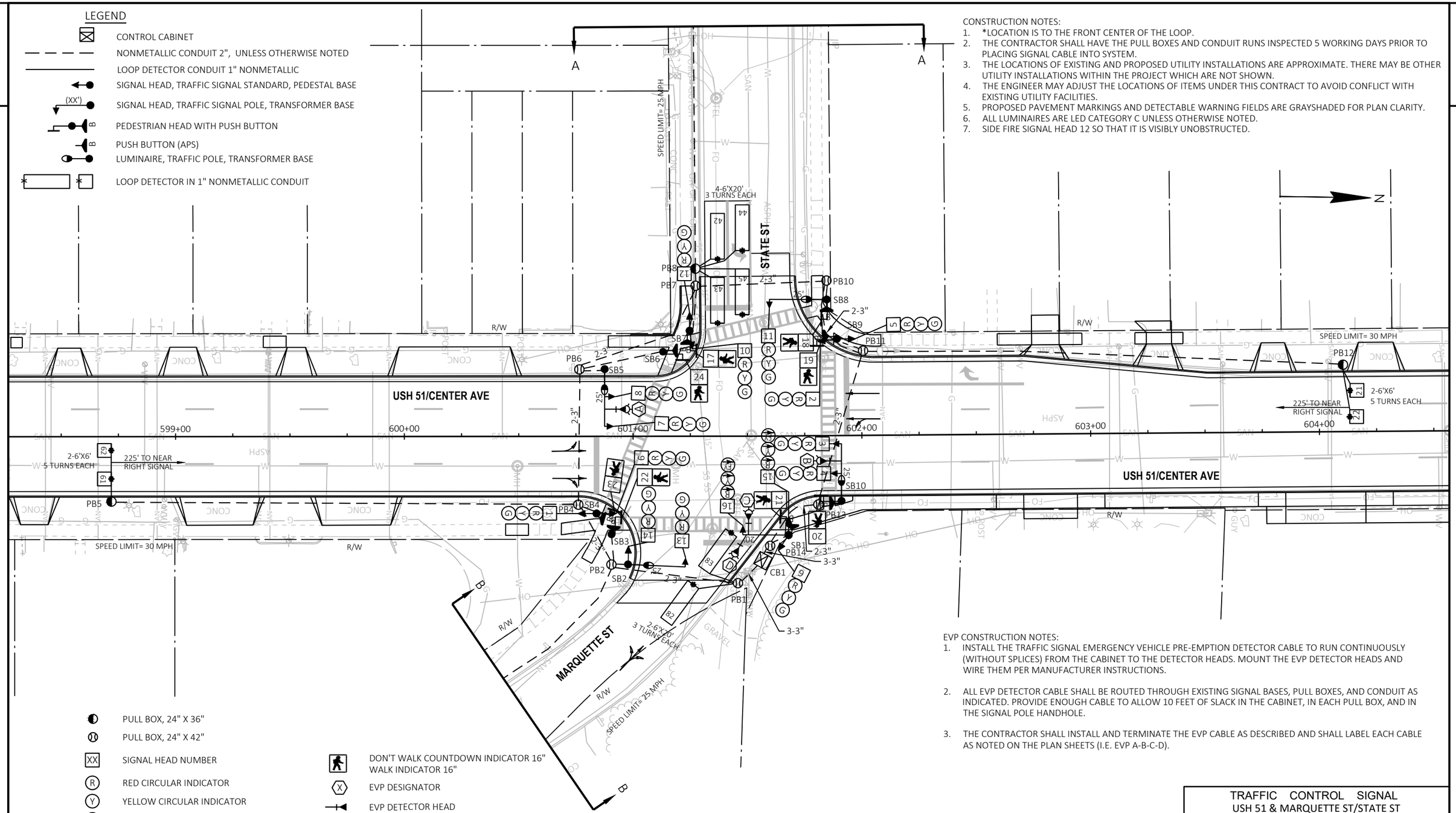
WISDOT/CADDS SHEET 42

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX') SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON (APS)
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT

CONSTRUCTION NOTES:

1. *LOCATION IS TO THE FRONT CENTER OF THE LOOP.
2. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
5. PROPOSED PAVEMENT MARKINGS AND DETECTABLE WARNING FIELDS ARE GRAYSHADED FOR PLAN CLARITY.
6. ALL LUMINAIRES ARE LED CATEGORY C UNLESS OTHERWISE NOTED.
7. SIDE FIRE SIGNAL HEAD 12 SO THAT IT IS VISIBLY UNOBSTRUCTED.



- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- FY Y FLASHING YELLOW OR YELLOW ARROW
- G GREEN ARROW
- DON'T WALK COUNTDOWN INDICATOR 16" / WALK INDICATOR 16"
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- EVP CONFIRMATION LIGHT
- Y YIELD SIGN
- LANE DESIGNATION FOR INFO ONLY
- ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING

EVP CONSTRUCTION NOTES:

1. INSTALL THE TRAFFIC SIGNAL EMERGENCY VEHICLE PRE-EMPTION DETECTOR CABLE TO RUN CONTINUOUSLY (WITHOUT SPLICES) FROM THE CABINET TO THE DETECTOR HEADS. MOUNT THE EVP DETECTOR HEADS AND WIRE THEM PER MANUFACTURER INSTRUCTIONS.
2. ALL EVP DETECTOR CABLE SHALL BE ROUTED THROUGH EXISTING SIGNAL BASES, PULL BOXES, AND CONDUIT AS INDICATED. PROVIDE ENOUGH CABLE TO ALLOW 10 FEET OF SLACK IN THE CABINET, IN EACH PULL BOX, AND IN THE SIGNAL POLE HANDHOLE.
3. THE CONTRACTOR SHALL INSTALL AND TERMINATE THE EVP CABLE AS DESCRIBED AND SHALL LABEL EACH CABLE AS NOTED ON THE PLAN SHEETS (I.E. EVP A-B-C-D).

TRAFFIC CONTROL SIGNAL
USH 51 & MARQUETTE ST/STATE ST
CITY OF JANESVILLE
ROCK COUNTY
SIGNAL NO.
CABINET TYPE: TS2
CONTROLLER TYPE: MCCAIN

CITY CONTACT: AHNARAY BIZJAK
DESIGNED BY: raSmith
REVISED BY:

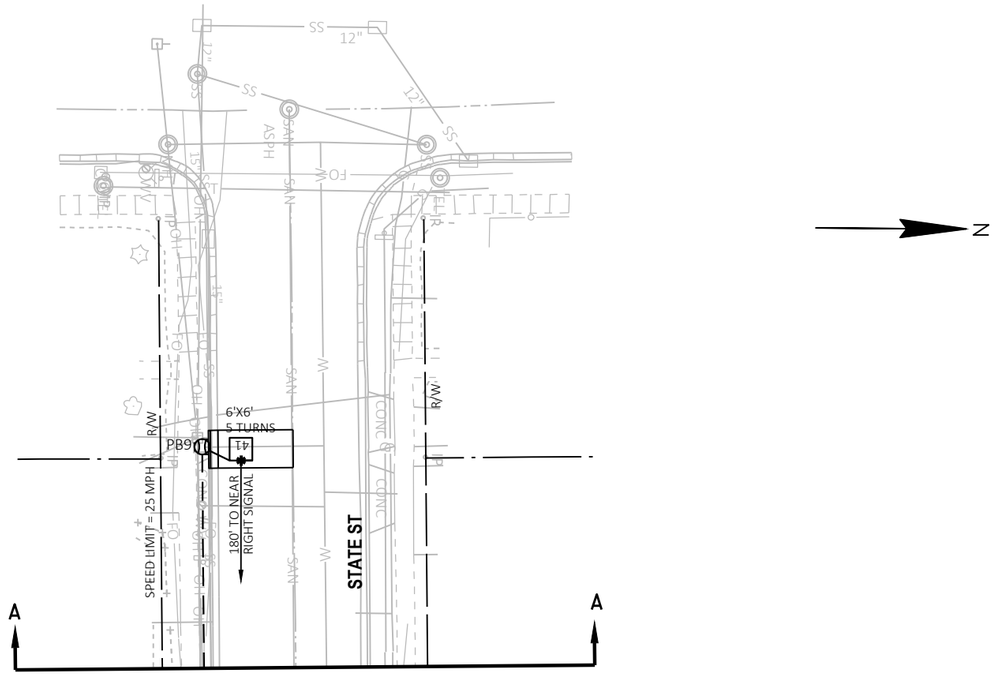
PAGE 1 OF 3

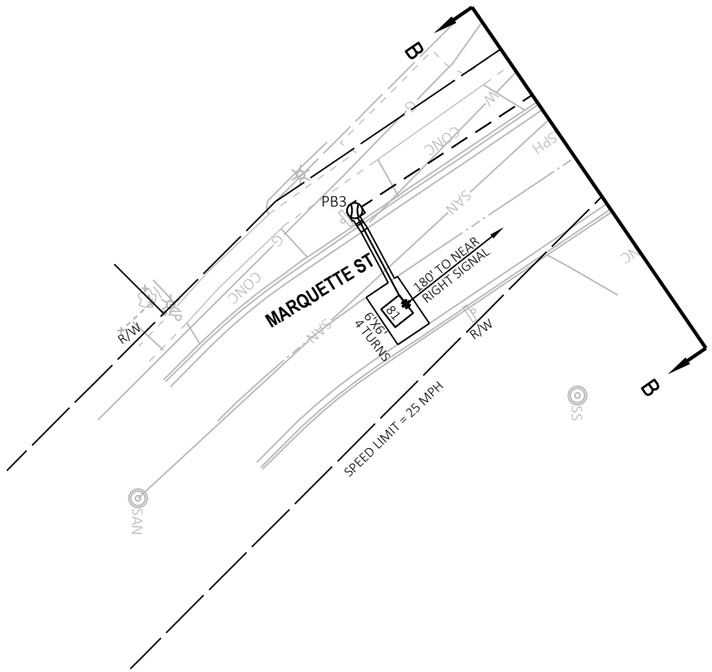
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 186	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\024201-SP-STATE.DWG
LAYOUT NAME - Plan 1 IN 40 FT
PLOT DATE : 11/16/2023 6:16 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2





TRAFFIC CONTROL SIGNAL
USH 51 & MARQUETTE ST/STATE ST
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO.

CITY CONTACT: AHNARAY BIZJAK
DESIGNED BY: raSmith
REVISED BY:

PAGE 2 OF 3

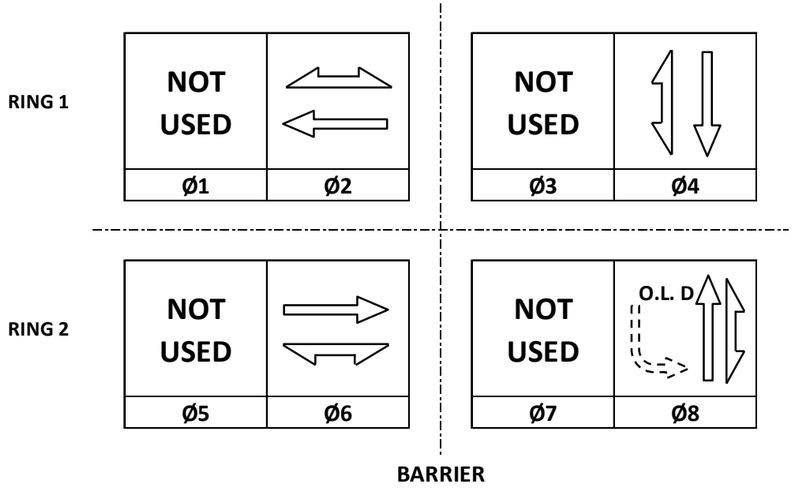
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 187	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\024201-SP-STATE.DWG
LAYOUT NAME - Plan 1 IN 40 FT (2)

PLOT DATE : 11/16/2023 6:17 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1		
Ø2	5,6,7,8	R
Ø3		
Ø4	12,13,14	R
Ø5		
Ø6	1,2,3,4	R
Ø7		
Ø8	9,10,11	R
Ø2P	17,18	
Ø4P	23,24	
Ø6P	21,22	
Ø8P	19,20	
OLA		
OLB		
OLC		
OLD	15,16	-



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1				
2	X	6	MIN	X
3				
4		8		X
5				
6	X	2	MIN	X
7				
8		4		X

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT	← →	← →	↑ ↑	↓ ↓
PHASE	2+6	6+2	4+8	8+4

AFTER PREEMPTION SEQUENCE 2+6 OR 6+2, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 4+8 OR 8+4, CONTROLLER SHALL RETURN TO PHASES 4+8.

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	X
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

TYPE OF COORDINATION	
NONE	
TBC	X
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO: S-	
SIGNAL SYSTEM NO: SS-	

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	
TOMAR	
HARDWIRE	
OTHER	
CONFIRMATION LIGHTS	X
LIFT BRIDGE	
QUEUE DETECTION	

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	21	41	43	45	61	81	83	
ASSIGNED PHASE	2	4	4	4	6	8	8	
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
SWITCH				8				
EXTEND	X	X			X	X		
DELAY								

19	17	23	21	27	25	31	29	DETECTOR INPUT
								PLAN LOOP DETECTOR*(S)
								ASSIGNED PHASE
VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OPERATION MODE
								SWITCH
								EXTEND
								DELAY

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	22	42	44		62	82		
ASSIGNED PHASE	2	4	4		6	8		
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
SWITCH			8					
EXTEND	X				X			
DELAY								

20	18	24	22	28	26	32	30	DETECTOR INPUT
								PLAN LOOP DETECTOR*(S)
								ASSIGNED PHASE
VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OPERATION MODE
								SWITCH
								EXTEND
								DELAY

USH 51 (CENTER AVE) & MARQUETTE ST/STATE ST
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO: CABINET TYPE: TS2
CONTROLLER TYPE: MCCAIN
DATE: 11/2023 PAGE NUMBER: 3 OF 3

PROJECT ID:	5350-02-70
INTERSECTION:	USH 51 (Center Ave) & Marquette St/State St

Signal Wire Color Coding	BLK - black	RED - red	GRN - green
	WHT - white	BLU - blue	ORG - orange

CB1 TO	AWG14 # OF CONDUCTORS	HEAD NO.	SIGNAL INDICATION WIRE COLOR									PED NEUTRAL	PED INPUT
			RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	<FLASHING YELLOW>	D/WALK	WALK		
SB1	12	9	RED/BLK	ORG/BLK	GRN/BLK								
		15				RED	ORG		BLK/WHT				
		16				RED	ORG		BLK/WHT				
		21								BLK	BLU		
		BUTTON										BLU/BLK	WHT/BLK
SB2	7	13	RED	ORG	GRN								
		14	RED	ORG	GRN								
SB3	7	22								BLK	BLU		
		BUTTON										GRN	WHT/BLK
SB4	12	1	RED	ORG	GRN								
		6	RED/BLK	ORG/BLK	GRN/BLK								
		23								BLK	BLU		
		BUTTON										BLU/BLK	WHT/BLK
SB5	7	7	RED	ORG	GRN								
		8	RED	ORG	GRN								
SB6	7	24								BLK	BLU		
		BUTTON										GRN	WHT/BLK
SB7	12	12	RED	ORG	GRN								
		17								BLK	BLU		
		BUTTON										BLU/BLK	WHT/BLK
SB8	12	10	RED/BLK	ORG/BLK	GRN/BLK								
		11	RED	ORG	GRN								
		18								BLK	BLU		
		BUTTON										BLU/BLK	WHT/BLK
SB9	12	2	RED	ORG	GRN								
		5	RED/BLK	ORG/BLK	GRN/BLK								
		19								BLK	BLU		
		BUTTON										BLU/BLK	WHT/BLK
SB10	12	3	RED	ORG	GRN								
		4	RED	ORG	GRN								
		20								BLK	BLU		
		BUTTON										BLU/BLK	WHT/BLK

Equipment Grounding Conductor 10 AWG Green XLP	
From	To
CB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB1
SB1	CB1

Pull Box Bonding Jumper 10 AWG Green XLP	
From	To
PB1	CB1
PB3	SB2
PB4	SB4
PB6	SB5
PB7	SB7
PB10	SB8
PB11	SB9
PB13	SB10
PB14	CB1

Lighting UF 2-10 AWG Grounded	
From	To
CB1	SB2
SB2	SB5
CB1	SB10
SB10	SB8

Emergency Vehicle Preemption	
From	To
CB1	HEAD A (SB5)
CB1	HEAD B (SB10)
CB1	HEAD C (SB1)
CB1	HEAD D (SB1)

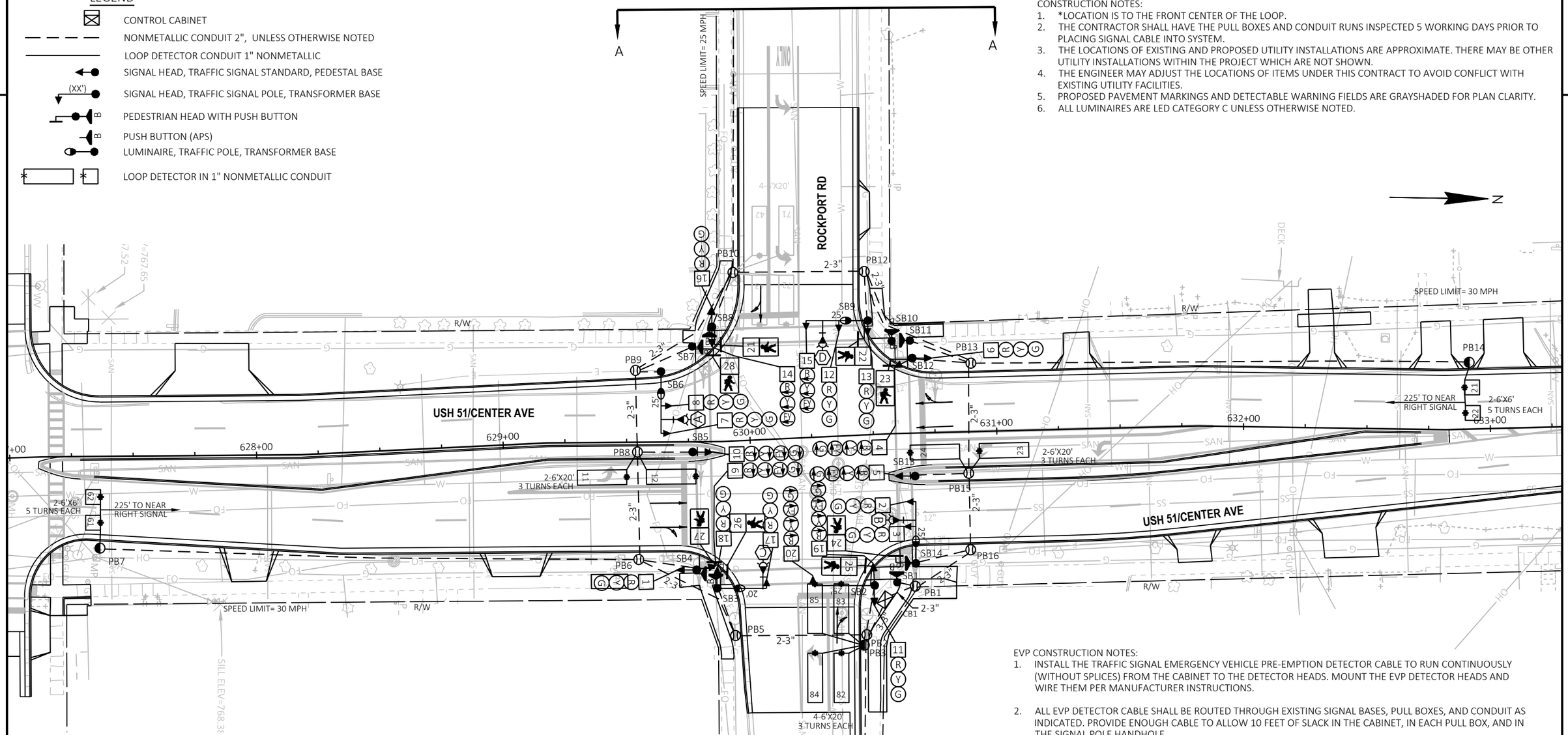
*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications
*Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.
*At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.
*Reconnect the grounding conductors wherever the circuit has been interrupted to ensure the grounding circuit is complete.

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX') SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON (APS)
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT

CONSTRUCTION NOTES:

1. *LOCATION IS TO THE FRONT CENTER OF THE LOOP.
2. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
5. PROPOSED PAVEMENT MARKINGS AND DETECTABLE WARNING FIELDS ARE GRAYSHADED FOR PLAN CLARITY.
6. ALL LUMINAIRES ARE LED CATEGORY C UNLESS OTHERWISE NOTED.



EVP CONSTRUCTION NOTES:

1. INSTALL THE TRAFFIC SIGNAL EMERGENCY VEHICLE PRE-EMPTION DETECTOR CABLE TO RUN CONTINUOUSLY (WITHOUT SPLICES) FROM THE CABINET TO THE DETECTOR HEADS. MOUNT THE EVP DETECTOR HEADS AND WIRE THEM PER MANUFACTURER INSTRUCTIONS.
2. ALL EVP DETECTOR CABLE SHALL BE ROUTED THROUGH EXISTING SIGNAL BASES, PULL BOXES, AND CONDUIT AS INDICATED. PROVIDE ENOUGH CABLE TO ALLOW 10 FEET OF SLACK IN THE CABINET, IN EACH PULL BOX, AND IN THE SIGNAL POLE HANDHOLE.
3. THE CONTRACTOR SHALL INSTALL AND TERMINATE THE EVP CABLE AS DESCRIBED AND SHALL LABEL EACH CABLE AS NOTED ON THE PLAN SHEETS (I.E. EVP A-B-C-D).

- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RED ARROW
- FLASHING YELLOW OR YELLOW ARROW
- GREEN ARROW
- DON'T WALK COUNTDOWN INDICATOR 16" WALK INDICATOR 16"
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- EVP CONFIRMATION LIGHT
- YIELD SIGN
- LANE DESIGNATION FOR INFO ONLY
- ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL
USH 51 & ROCKPORT RD
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO. CABINET TYPE: TS2
CONTROLLER TYPE: MCCAIN

CITY CONTACT: AHNARAY BIZJAK
DESIGNED BY: raSmith
REVISED BY:

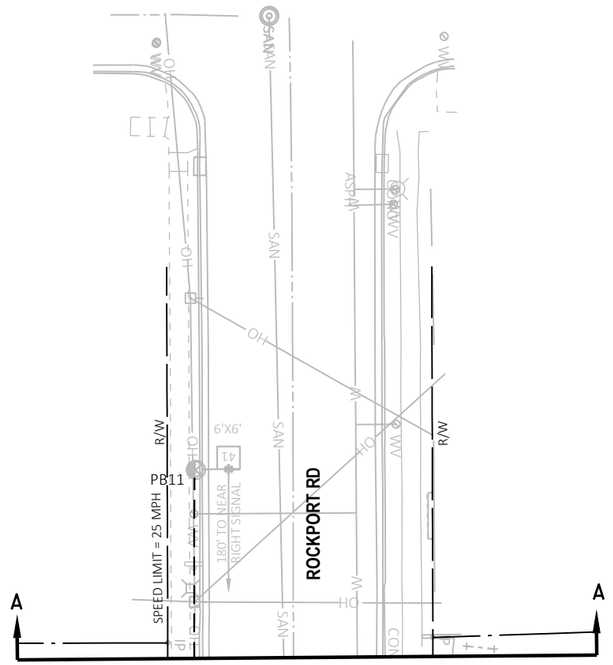
PAGE 1 OF 3

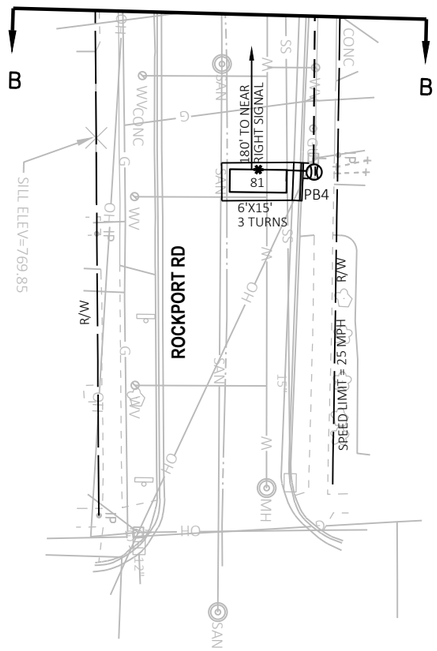
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 190	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\024203-SP-ROCKPORT.DWG
LAYOUT NAME - Plan 1 IN 40 FT
PLOT DATE : 11/16/2023 6:17 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2





N

TRAFFIC CONTROL SIGNAL
USH 51 & ROCKPORT RD
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO.

CITY CONTACT: AHNARAY BIZJAK
DESIGNED BY: raSmith
REVISED BY:

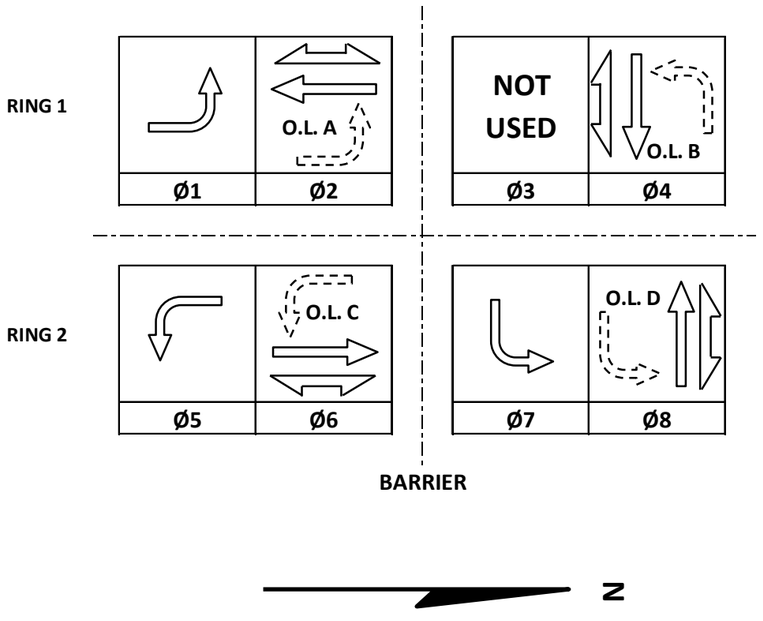
PAGE 2 OF 3

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 191	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\024203-SP-ROCKPORT.DWG
LAYOUT NAME - Plan 1 IN 40 FT (2)

PLOT DATE : 11/16/2023 6:18 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

	HEAD NUMBERS	FLASH
Ø1	4,5	R ←
Ø2	6,7,8	R
Ø3		
Ø4	16,17,18	R
Ø5	9,10	R ←
Ø6	1,2,3	R
Ø7	19,20	R ←
Ø8	11,12,13	R
Ø2P	21,22	
Ø4P	27,28	
Ø6P	25,26	
Ø8P	23,24	
OLA	4,5	-
OLB	14,15	-
OLC	9,10	-
OLD	19,20	-



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1		6		X
2	X	6	MIN	X
3				
4		8		X
5		2		X
6	X	2	MIN	X
7		4		X
8		4		X

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT				
PHASE	2+5	6+1	4+7	8+4

AFTER PREEMPTION SEQUENCE 2+5 OR 6+1, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 4+7 OR 8+4, CONTROLLER SHALL RETURN TO PHASES 4+8.

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	X
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

TYPE OF COORDINATION	
NONE	
TBC	X
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO: S-	
SIGNAL SYSTEM NO: SS-	

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	
TOMAR	
HARDWIRE	
OTHER	
CONFIRMATION LIGHTS	X
LIFT BRIDGE	
QUEUE DETECTION	

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	11	21	23	41	43	61	71	81
ASSIGNED PHASE	1	2	2	4	4	6	7	8
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
SWITCH	2		6				8	
EXTEND		X		X		X		X
DELAY								

19	17	23	21	27	25	31	29	DETECTOR INPUT
83	85							PLAN LOOP DETECTOR*(S)
8	8							ASSIGNED PHASE
VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OPERATION MODE
	4							SWITCH
								EXTEND
								DELAY

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	12	22	24	42		62	72	82
ASSIGNED PHASE	1	2	2	4		6	7	8
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
SWITCH	2		6				8	
EXTEND		X				X		
DELAY								

20	18	24	22	28	26	32	30	DETECTOR INPUT
84								PLAN LOOP DETECTOR*(S)
8								ASSIGNED PHASE
VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OPERATION MODE
4								SWITCH
								EXTEND
								DELAY

GENERAL NOTES:

1. PHASE 5 IS FOR EVP ONLY.

USH 51 (CENTER AVE) & ROCKPORT RD
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO: CABINET TYPE: TS2
CONTROLLER TYPE:MCCAIN
DATE: 11/2023 PAGE NUMBER: 3 OF 3

FILE NAME : T:\1202703\Traffic\Signal Design\Sequence of Operations\024200-seq cr.ppt PLOT DATE : 11/1/2023 7:46 AM PLOT BY : ANDREW AXT PLOT NAME : PLOT SCALE : 1:1

PROJECT ID:	5350-02-70
INTERSECTION:	USH 51 (Center Ave) & Rockport Rd

Signal Wire Color Coding	BLK - black	RED - red	GRN - green
	WHT - white	BLU - blue	ORG - orange

CB1 TO	AWG14 # OF CONDUCTORS	HEAD NO.	SIGNAL INDICATION WIRE COLOR									PED NEUTRAL	PED INPUT
			RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	<FLASHING YELLOW>	D/WALK	WALK		
SB1	7	BUTTON										BLU	WHT/BLK
SB2	12	11	RED/BLK	ORG/BLK	GRN/BLK								
		19				RED	ORG	GRN	BLK/WHT				
		20				RED	ORG	GRN	BLK/WHT				
		25								BLK	BLU		
SB3	12	17	RED	ORG	GRN								
		18	RED	ORG	GRN								
		26								BLK	BLU		
		BUTTON										BLU/BLK	WHT/BLK
SB4	12	1	RED	ORG	GRN								
		9				RED/BLK	ORG/BLK	GRN/BLK	BLK/WHT				
		27								BLK	BLU		
		BUTTON										BLU/BLK	WHT/BLK
SB5	12	10				RED	ORG	GRN	BLK/WHT				
SB6	7	7	RED	ORG	GRN								
		8	RED	ORG	GRN								
SB7	7	28								BLK	BLU		
		BUTTON										GRN	WHT/BLK
SB8	12	14				RED/BLK	ORG/BLK		BLK/WHT				
		16	RED	ORG	GRN								
		21								BLK	BLU		
		BUTTON										BLU/BLK	WHT/BLK
SB9	12	12	RED	ORG	GRN								
		13	RED	ORG	GRN								
		15				RED/BLK	ORG/BLK		BLK/WHT				
		22								BLK	BLU		
SB10	7	BUTTON										BLU	WHT/BLK
SB11	7	BUTTON										BLU	WHT/BLK
SB12	12	4				RED	ORG	GRN	BLK/WHT				
		6	RED/BLK	ORG/BLK	GRN/BLK								
		23								BLK	BLU		
SB13	12	5				RED	ORG	GRN	BLK/WHT				
SB14	12	2	RED	ORG	GRN								
		3	RED	ORG	GRN								
		24								BLK	BLU		
		BUTTON										BLU/BLK	WHT/BLK

Equipment Grounding Conductor 10 AWG Green XLP	
From	To
CB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	SB11
SB11	SB12
SB12	SB13
SB13	SB14
SB14	SB1
SB1	CB1

Pull Box Bonding Jumper 10 AWG Green XLP	
From	To
PB1	SB1
PB2	SB2
PB5	SB3
PB6	SB4
PB8	SB5
PB9	SB6
PB10	SB8
PB12	SB9
PB13	SB12
PB15	SB13
PB16	SB14

Lighting UF 2-10 AWG Grounded	
From	To
CB1	SB3
SB3	SB6
CB1	SB14
SB14	SB9

Emergency Vehicle Preemption	
From	To
CB1	HEAD A (SB6)
CB1	HEAD B (SB14)
CB1	HEAD C (SB3)
CB1	HEAD D (SB9)

*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications
*Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.
*At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.
*Reconnect the grounding conductors wherever the circuit has been interrupted to ensure the grounding circuit is complete.

2

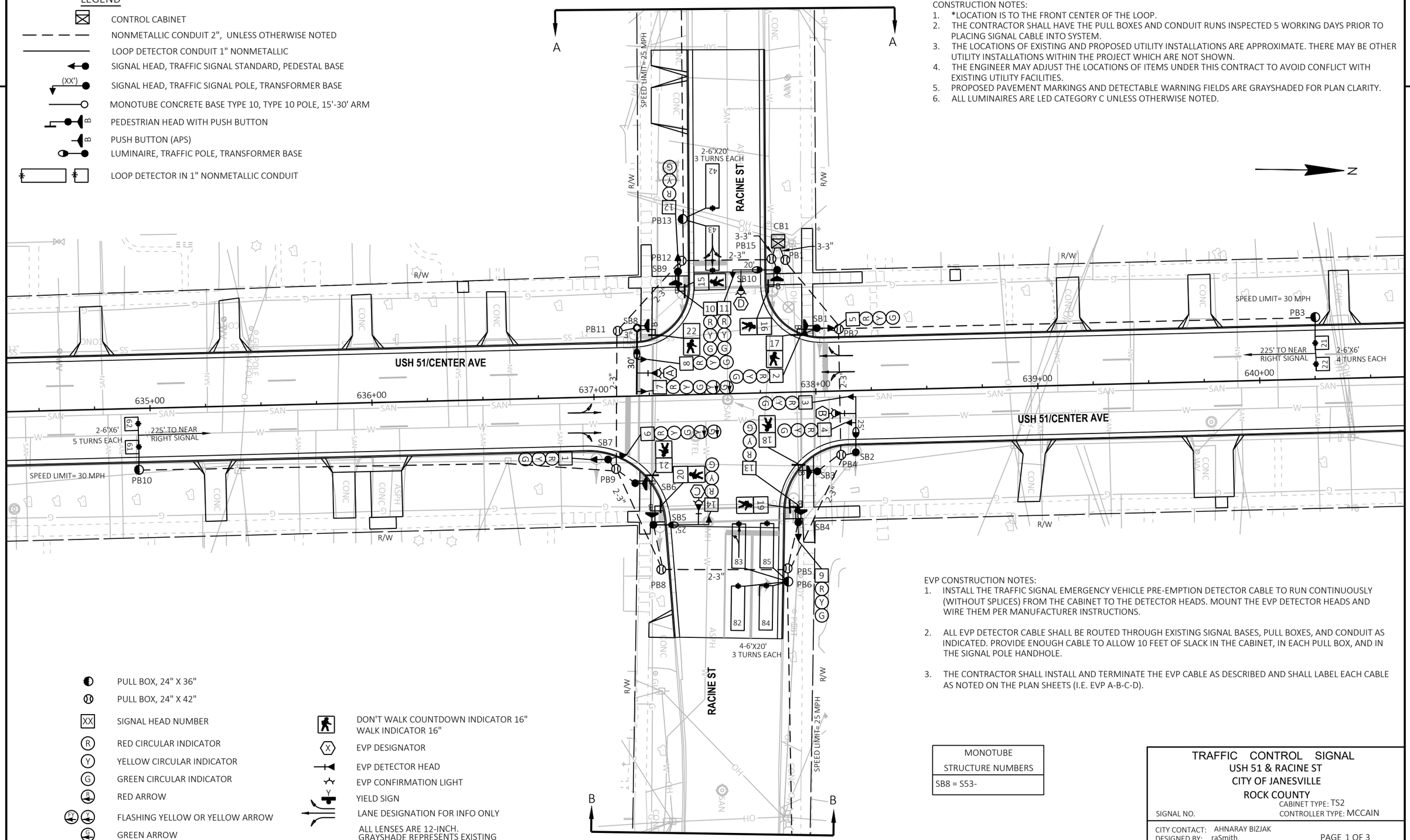
2

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX') SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- MONOTUBE CONCRETE BASE TYPE 10, TYPE 10 POLE, 15'-30' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON (APS)
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT

CONSTRUCTION NOTES:

1. *LOCATION IS TO THE FRONT CENTER OF THE LOOP.
2. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
5. PROPOSED PAVEMENT MARKINGS AND DETECTABLE WARNING FIELDS ARE GRAYSHADED FOR PLAN CLARITY.
6. ALL LUMINAIRES ARE LED CATEGORY C UNLESS OTHERWISE NOTED.



EVP CONSTRUCTION NOTES:

1. INSTALL THE TRAFFIC SIGNAL EMERGENCY VEHICLE PRE-EMPTION DETECTOR CABLE TO RUN CONTINUOUSLY (WITHOUT SPLICES) FROM THE CABINET TO THE DETECTOR HEADS. MOUNT THE EVP DETECTOR HEADS AND WIRE THEM PER MANUFACTURER INSTRUCTIONS.
2. ALL EVP DETECTOR CABLE SHALL BE ROUTED THROUGH EXISTING SIGNAL BASES, PULL BOXES, AND CONDUIT AS INDICATED. PROVIDE ENOUGH CABLE TO ALLOW 10 FEET OF SLACK IN THE CABINET, IN EACH PULL BOX, AND IN THE SIGNAL POLE HANDHOLE.
3. THE CONTRACTOR SHALL INSTALL AND TERMINATE THE EVP CABLE AS DESCRIBED AND SHALL LABEL EACH CABLE AS NOTED ON THE PLAN SHEETS (I.E. EVP A-B-C-D).

- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- FY Y FLASHING YELLOW OR YELLOW ARROW
- G GREEN ARROW
- DON'T WALK COUNTDOWN INDICATOR 16" WALK INDICATOR 16"
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- EVP CONFIRMATION LIGHT
- Y YIELD SIGN
- LANE DESIGNATION FOR INFO ONLY
- ALL LENSES ARE 12-INCH. GRAYSHADE REPRESENTS EXISTING

MONOTUBE STRUCTURE NUMBERS
SB8 = S53-

TRAFFIC CONTROL SIGNAL
USH 51 & RACINE ST
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO.
CABINET TYPE: TS2
CONTROLLER TYPE: MCCAIN

CITY CONTACT: AHNARAY BIZJAK
DESIGNED BY: raSmith
REVISED BY:

PAGE 1 OF 3

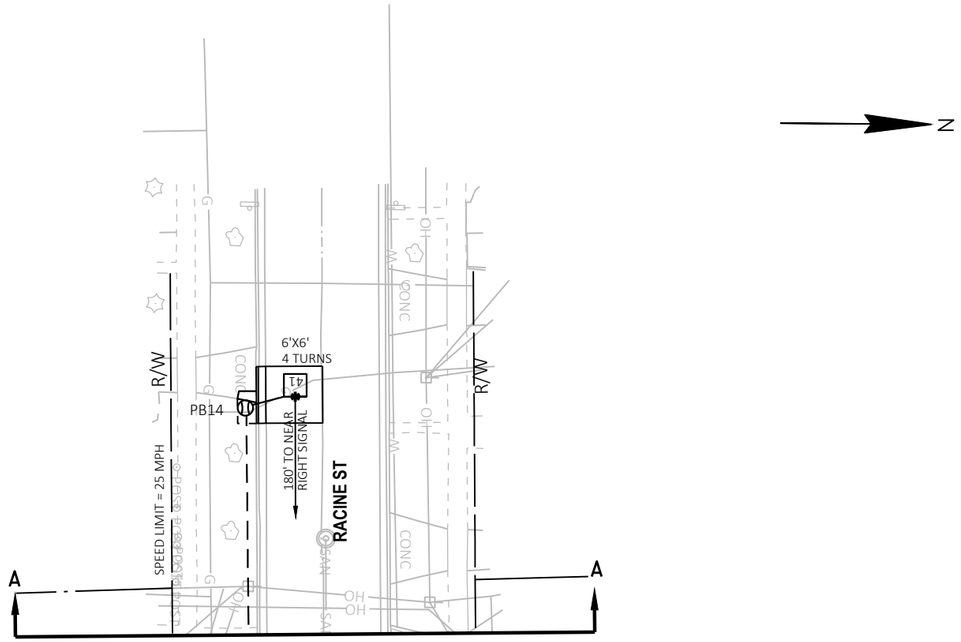
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 194	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\024204-SP-RACINE.DWG
LAYOUT NAME - Plan 1 IN 40 FT

PLOT DATE : 11/16/2023 6:19 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



TRAFFIC CONTROL SIGNAL
USH 51 & RACINE ST
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO.

CITY CONTACT: AHNARAY BIZJAK
DESIGNED BY: raSmith
REVISED BY:

PAGE 2 OF 3

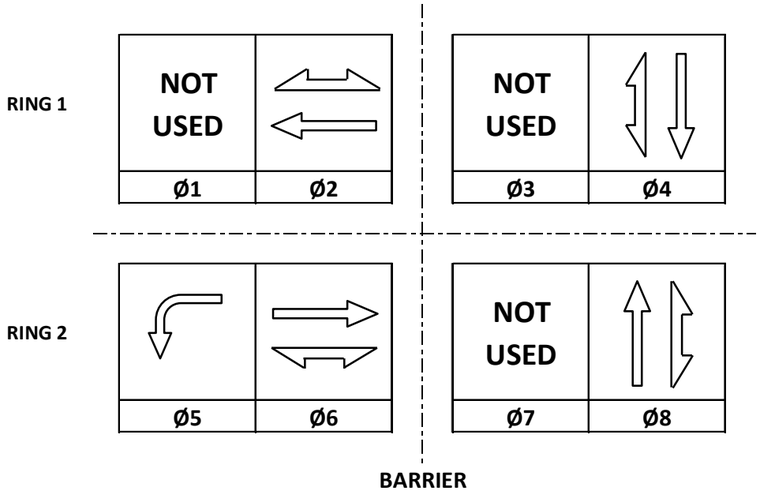
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC SIGNAL PLAN	SHEET 195	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\024204-SP-RACINE.DWG
LAYOUT NAME - Plan 1 IN 40 FT (2)

PLOT DATE : 11/16/2023 6:19 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1		
Ø2	5,6,7,8	R
Ø3		
Ø4	12,13,14	R
Ø5	6,7	-
Ø6	1,2,3,4	R
Ø7		
Ø8	9,10,11	R
Ø2P	15,16	
Ø4P	21,22	
Ø6P	19,20	
Ø8P	17,18	
OLA		
OLB		
OLC		
OLD		



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1				
2	X	6	MIN	X
3				
4		8		X
5		2		X
6	X	2	MIN	X
7				
8		4		X

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT				
PHASE	2+5	6+2	4+8	8+4

AFTER PREEMPTION SEQUENCE 2+5 OR 6+2, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 4+8 OR 8+4, CONTROLLER SHALL RETURN TO PHASES 4+8.

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	X
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

TYPE OF COORDINATION	
NONE	
TBC	X
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO: S-	
SIGNAL SYSTEM NO: SS-	

TYPE OF LIGHTING	
BY OTHER AGENCY	
IN TRAFFIC CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	
TOMAR	
HARDWIRE	
OTHER	
CONFIRMATION LIGHTS	X
LIFT BRIDGE	
QUEUE DETECTION	

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	21	41	43	61	81	83	85										PLAN LOOP DETECTOR*(S)
ASSIGNED PHASE	2	4	4	6	8	8	8										ASSIGNED PHASE
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OPERATION MODE
SWITCH																	SWITCH
EXTEND	X	X		X	X												EXTEND
DELAY							X										DELAY

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30	DETECTOR INPUT
PLAN LOOP DETECTOR*(S)	22	42		62	82	84											PLAN LOOP DETECTOR*(S)
ASSIGNED PHASE	2	4		6	8	8											ASSIGNED PHASE
OPERATION MODE	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OPERATION MODE
SWITCH																	SWITCH
EXTEND	X			X													EXTEND
DELAY						X											DELAY

USH 51 (CENTER AVE) & RACINE ST
CITY OF JANESVILLE
ROCK COUNTY

SIGNAL NO: CABINET TYPE: TS2
CONTROLLER TYPE: MCCAIN
DATE: 11/2023 PAGE NUMBER: 3 OF 3

FILE NAME : T:\1202703\Traffic\Signal Design\Sequence of Operations\024200-seq cr.ppt PLOT DATE : 11/1/2023 7:46 AM PLOT BY : ANDREW AXT PLOT NAME : PLOT SCALE : 1:1

PROJECT ID:	5350-02-70
INTERSECTION:	USH 51 (Center Ave) & Racine St

Signal Wire Color Coding	BLK - black	RED - red	GRN - green
	WHT - white	BLU - blue	ORG - orange

CB1 TO	AWG14 # OF CONDUCTORS	HEAD NO.	SIGNAL INDICATION WIRE COLOR									PED NEUTRAL	PED INPUT
			RED	YELLOW	GREEN	<RED>	<YELLOW>	<GREEN>	<FLASHING YELLOW>	D/WALK	WALK		
SB1	12	2	RED	ORG	GRN								
		5	RED/BLK	ORG/BLK	GRN/BLK								
		17								BLK	BLU		
		BUTTON										BLU/BLK	WHT/BLK
SB2	7	3	RED	ORG	GRN								
		4	RED	ORG	GRN								
SB3	7	18								BLK	BLU		
		BUTTON										GRN	WHT/BLK
SB4	12	9	RED/BLK	ORG/BLK	GRN/BLK								
		13	RED	ORG	GRN								
		19								BLK	BLU		
		BUTTON										BLU/BLK	WHT/BLK
SB5	12	14	RED	ORG	GRN								
		20								BLK	BLU		
		BUTTON										BLU/BLK	WHT/BLK
SB6	7	21								BLK	BLU		
		BUTTON										GRN	WHT/BLK
SB7	12	1	RED	ORG	GRN								
		6	RED/BLK	ORG/BLK	GRN/BLK		WHT/BLK	BLK/WHT					
SB8	12	7	RED	ORG	GRN		ORG/BLK	GRN/BLK					
		8	RED	ORG	GRN								
		22								BLK	BLU		
		BUTTON										BLU/BLK	WHT/BLK
SB9	12	10	RED/BLK	ORG/BLK	GRN/BLK								
		12	RED	ORG	GRN								
		15								BLK	BLU		
		BUTTON										BLU/BLK	WHT/BLK
SB10	12	11	RED	ORG	GRN								
		16								BLK	BLU		
		BUTTON										BLU/BLK	WHT/BLK

Equipment Grounding Conductor 10 AWG Green XLP	
From	To
CB1	SB1
SB1	SB2
SB2	SB3
SB3	SB4
SB4	SB5
SB5	SB6
SB6	SB7
SB7	SB8
SB8	SB9
SB9	SB10
SB10	CB1

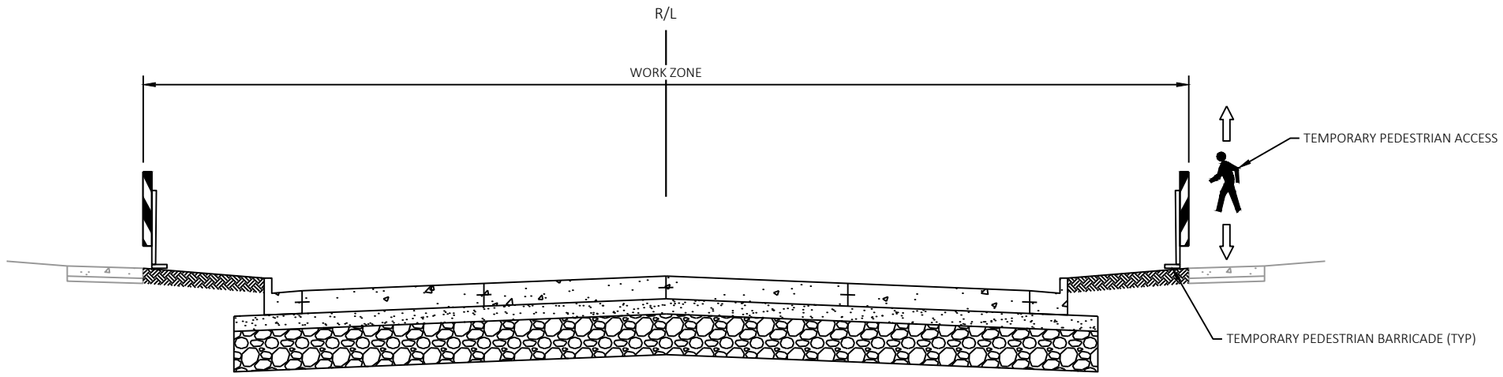
Pull Box Bonding Jumper 10 AWG Green XLP	
From	To
PB1	CB1
PB2	SB1
PB4	SB2
PB5	SB4
PB8	SB5
PB9	SB7
PB11	SB8
PB12	SB9
PB15	SB10

Lighting UF 2-10 AWG Grounded	
From	To
CB1	SB2
SB2	SB5
CB1	SB10
SB10	SB8

Emergency Vehicle Preemption	
From	To
CB1	HEAD A (SB8)
CB1	HEAD B (SB2)
CB1	HEAD C (SB5)
CB1	HEAD D (SB10)

*Use the white conductor in the cable assembly as the grounded conductor for all traffic signal indications
*Ensure the grounded conductor in the feeder cable and the pole cables are both 18" longer than the ungrounded conductors.
*At the signal bases, connect one terminal from the pedestrian push buttons to the color indicated in the chart. Connect the other terminal to the grounded conductor.
*Reconnect the grounding conductors wherever the circuit has been interrupted to ensure the grounding circuit is complete.

2



TRAFFIC CONTROL TYPICAL SECTION - STAGE 1
USH 51

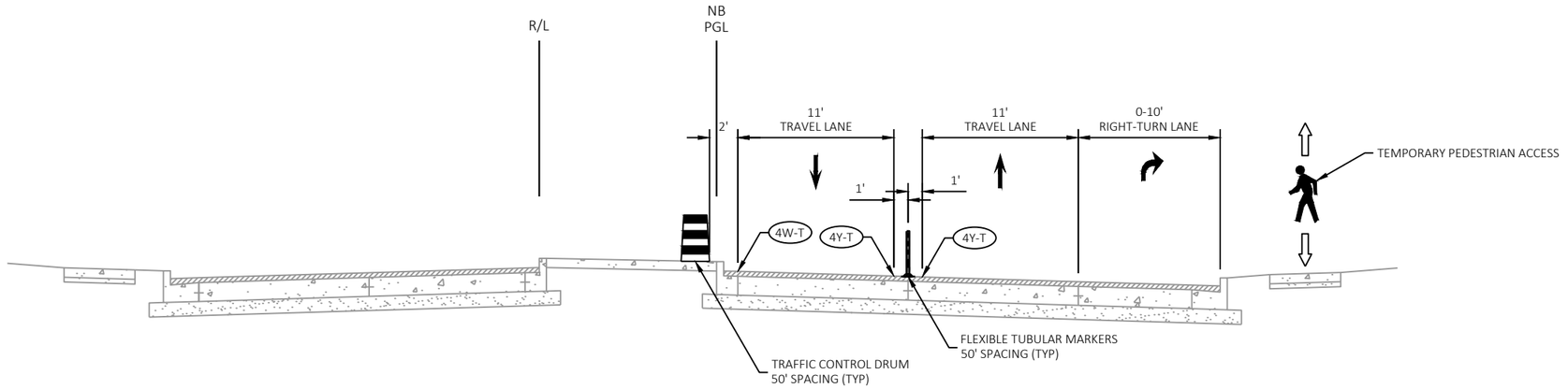
STA 581+59 - STA 606+40
STA 630+74 - STA 653+83

LEFT-TURN LANE STA 630+74 - STA 633+72 NOT SHOWN

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - TYPICAL SECTIONS	SHEET 198	E

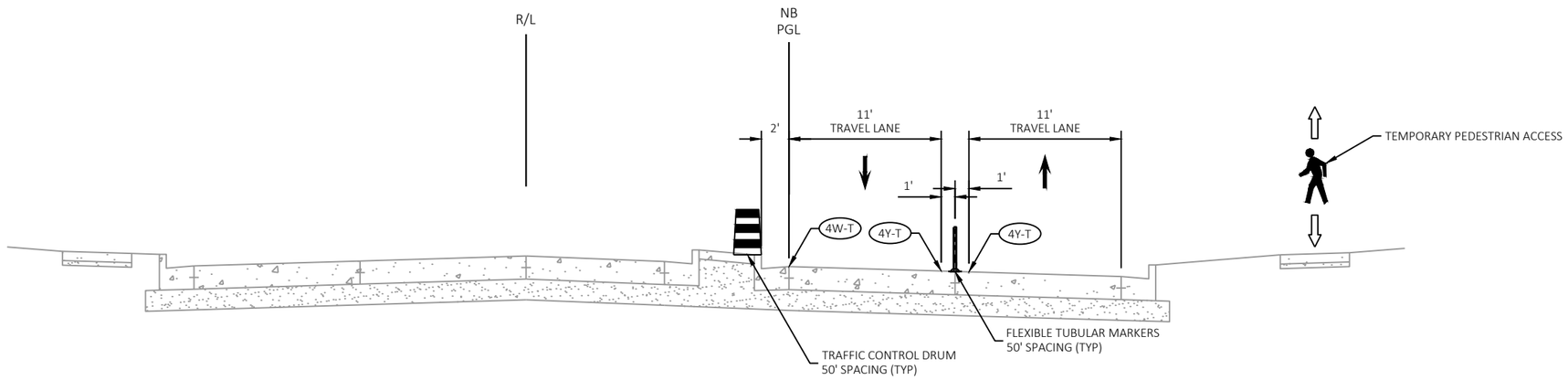
FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\025100-TCTS.DWG
LAYOUT NAME - 01a
PLOT DATE : 11/16/2023 6:19 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



TRAFFIC CONTROL TYPICAL SECTION - STAGE 1
USH 51

STA 609+50 - STA 612+64

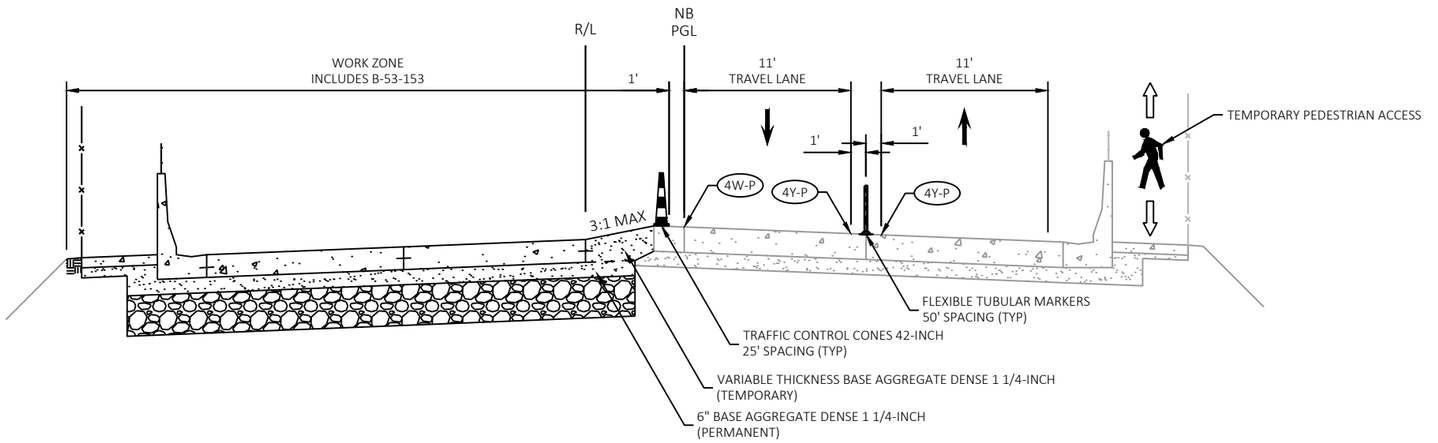


TRAFFIC CONTROL TYPICAL SECTION - STAGE 1
USH 51

STA 612+64 - STA 616+69

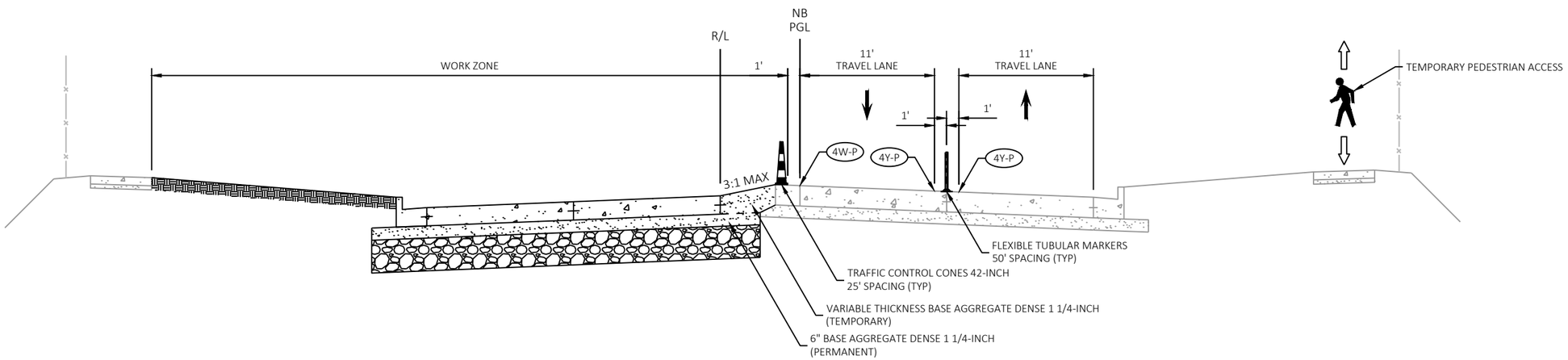
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - TYPICAL SECTIONS	SHEET 199	E

2



TRAFFIC CONTROL TYPICAL SECTION - STAGE 1
USH 51

STA 616+69 - STA 622+80

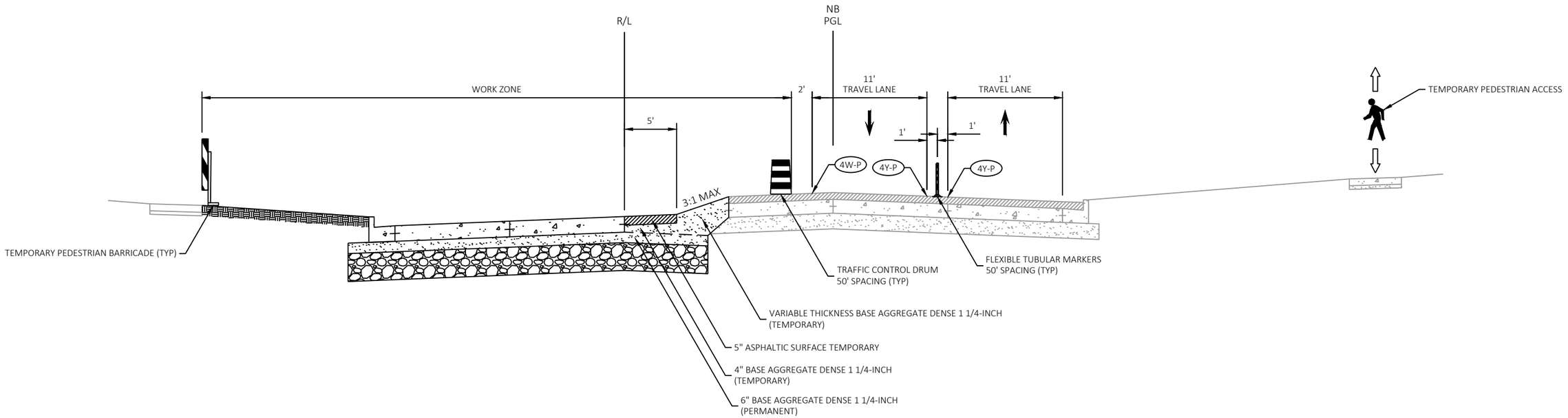


TRAFFIC CONTROL TYPICAL SECTION - STAGE 1
USH 51

STA 622+80 - STA 627+25

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - TYPICAL SECTIONS	SHEET 200	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\025100-TCTS.DWG
LAYOUT NAME - 01c
PLOT DATE : 11/16/2023 6:19 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



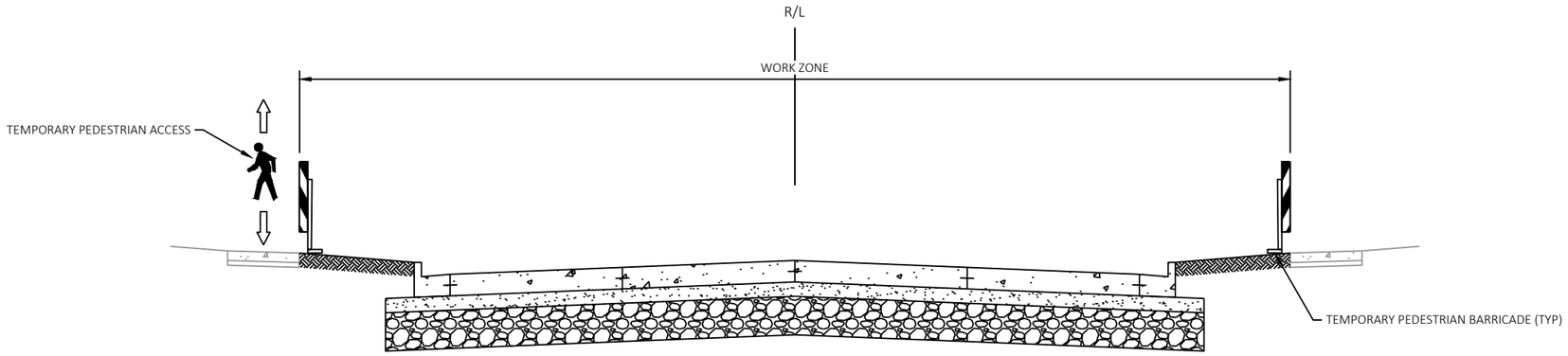
TRAFFIC CONTROL TYPICAL SECTION - STAGE 1
USH 51

STA 627+25 - STA 629+80

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - TYPICAL SECTIONS	SHEET 201	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\025100-TCTS.DWG
LAYOUT NAME - 01d
PLOT DATE : 11/16/2023 6:19 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



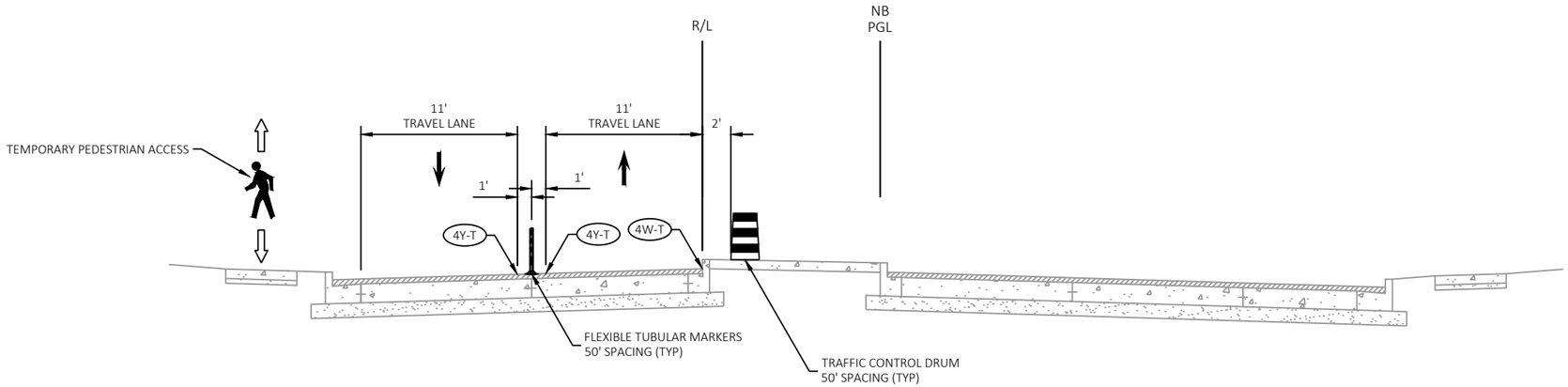
TRAFFIC CONTROL TYPICAL SECTION - STAGE 2
USH 51

STA 581+59 - STA 606+40
STA 630+74 - STA 653+83

LEFT-TURN LANE STA 630+74 - STA 633+72 NOT SHOWN

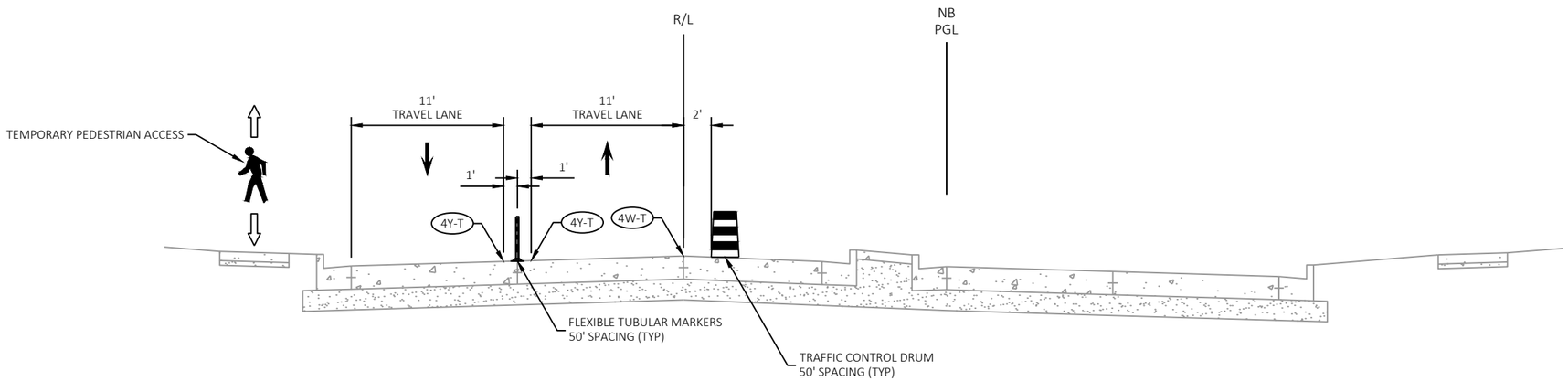
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - TYPICAL SECTIONS	SHEET 202	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\025100-TCTS.DWG
LAYOUT NAME - 02a
PLOT DATE : 11/16/2023 6:19 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



TRAFFIC CONTROL TYPICAL SECTION - STAGE 2
USH 51

STA 609+50 - STA 612+64



TRAFFIC CONTROL TYPICAL SECTION - STAGE 2
USH 51

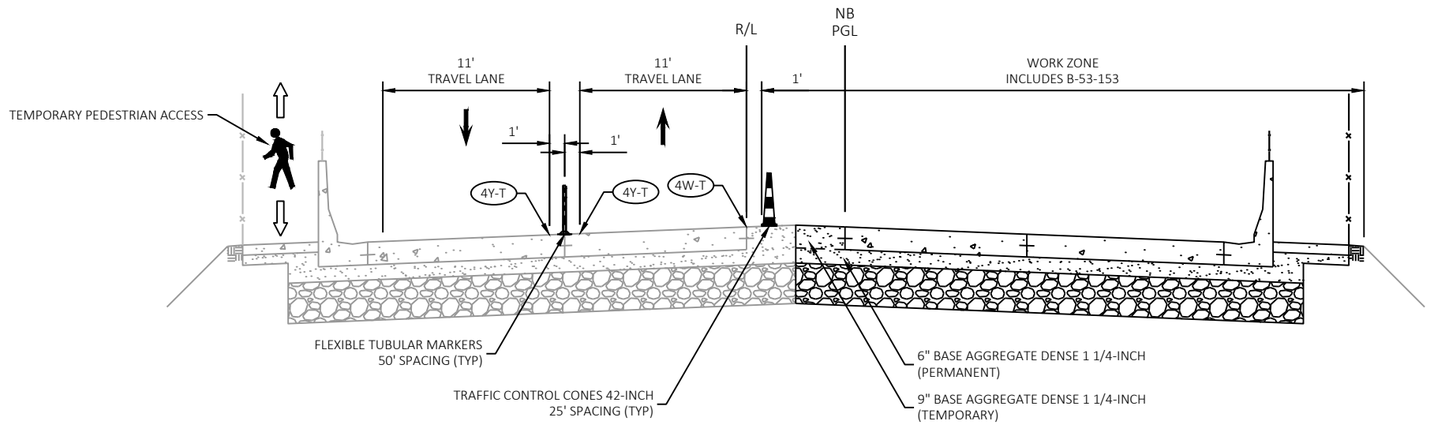
STA 612+64 - STA 616+69

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - TYPICAL SECTIONS	SHEET 203	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\025100-TCTS.DWG
LAYOUT NAME - 02b

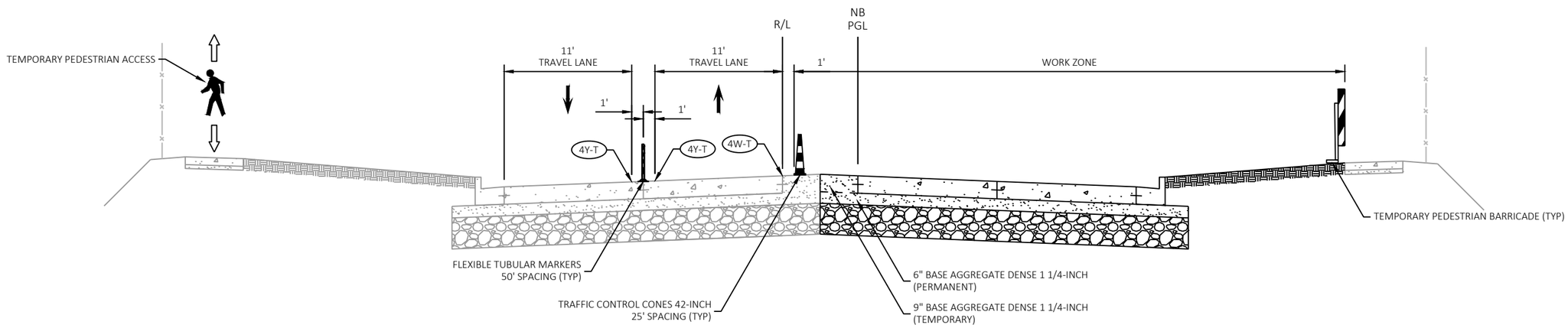
PLOT DATE : 11/16/2023 6:19 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

2



TRAFFIC CONTROL TYPICAL SECTION - STAGE 2
USH 51

STA 616+69 - STA 622+80



TRAFFIC CONTROL TYPICAL SECTION - STAGE 2
USH 51

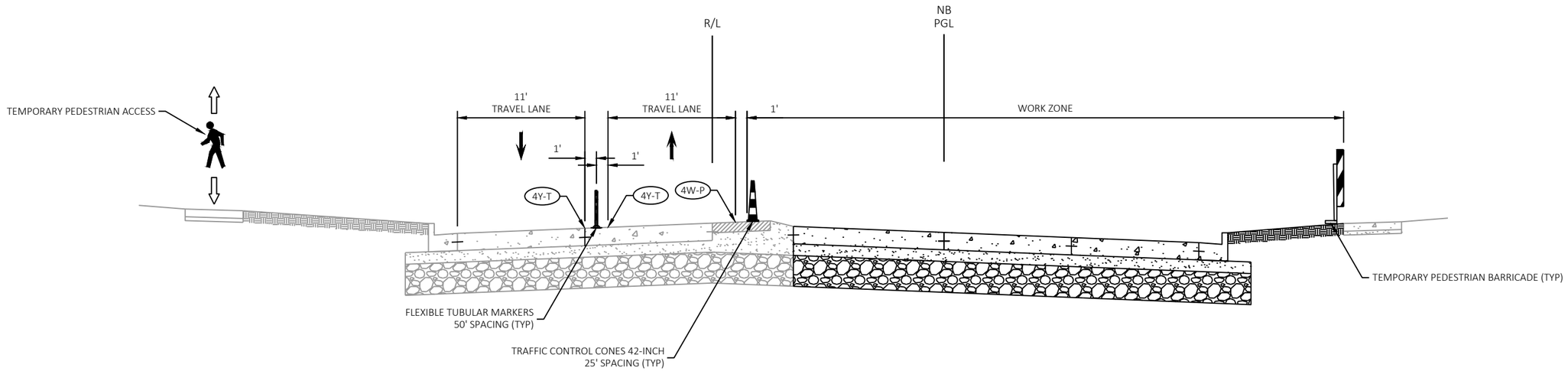
STA 622+80 - STA 627+25

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - TYPICAL SECTIONS	SHEET 204	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\025100-TCTS.DWG
LAYOUT NAME - 02c

PLOT DATE : 11/16/2023 6:19 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT

2



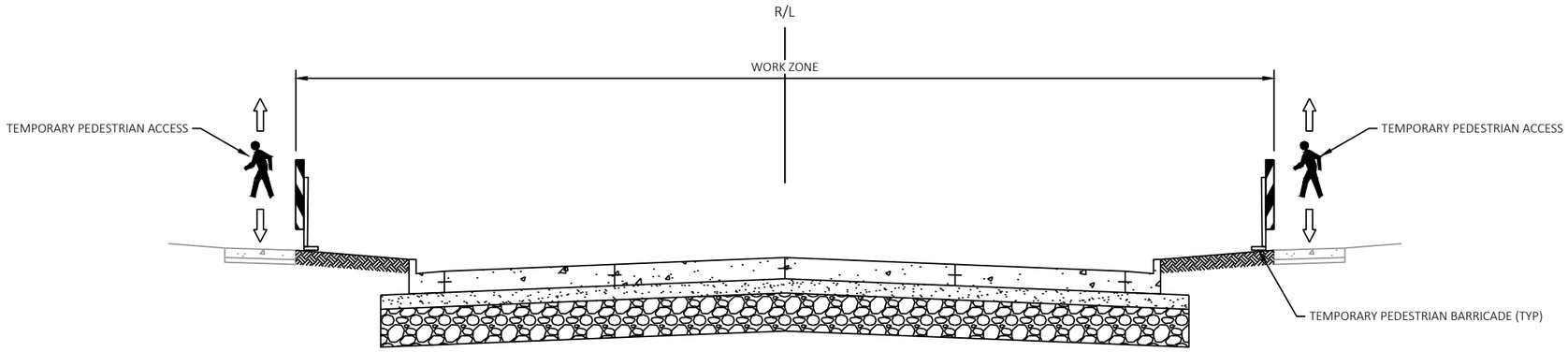
TRAFFIC CONTROL TYPICAL SECTION - STAGE 2
USH 51

STA 627+25 - STA 629+80

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - TYPICAL SECTIONS	SHEET 205	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\025100-TCTS.DWG
LAYOUT NAME - 02d
PLOT DATE : 11/16/2023 6:19 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



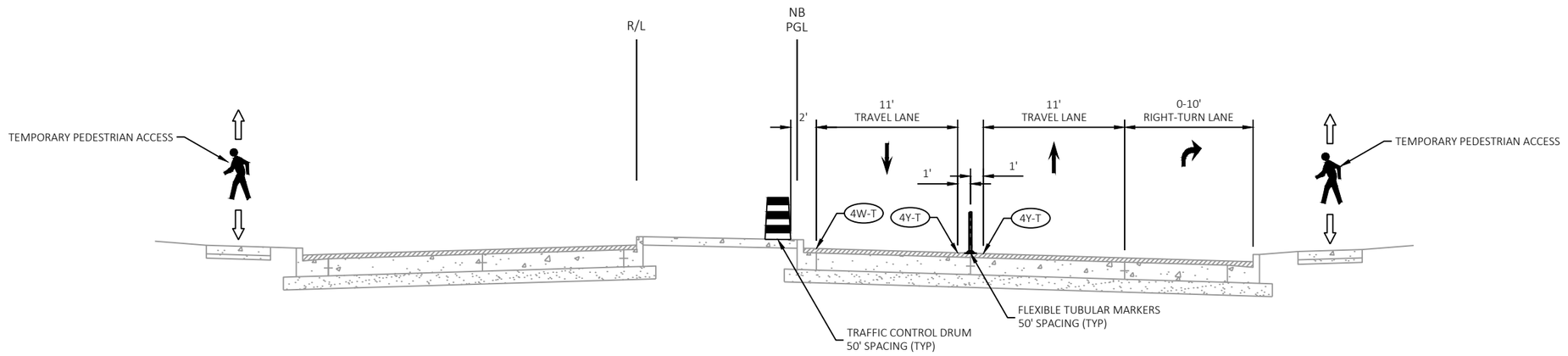
TRAFFIC CONTROL TYPICAL SECTION - STAGE 3
USH 51

STA 581+59 - STA 606+40
STA 630+74 - STA 653+83

LEFT-TURN LANE STA 630+74 - STA 633+72 NOT SHOWN

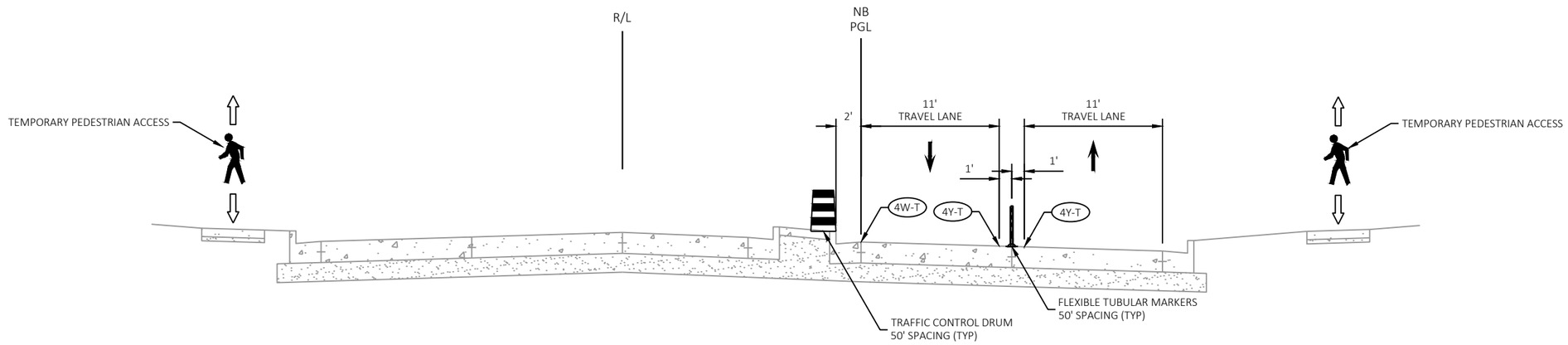
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - TYPICAL SECTIONS	SHEET 206	E

2



TRAFFIC CONTROL TYPICAL SECTION - STAGE 3
USH 51

STA 609+50 - STA 612+64

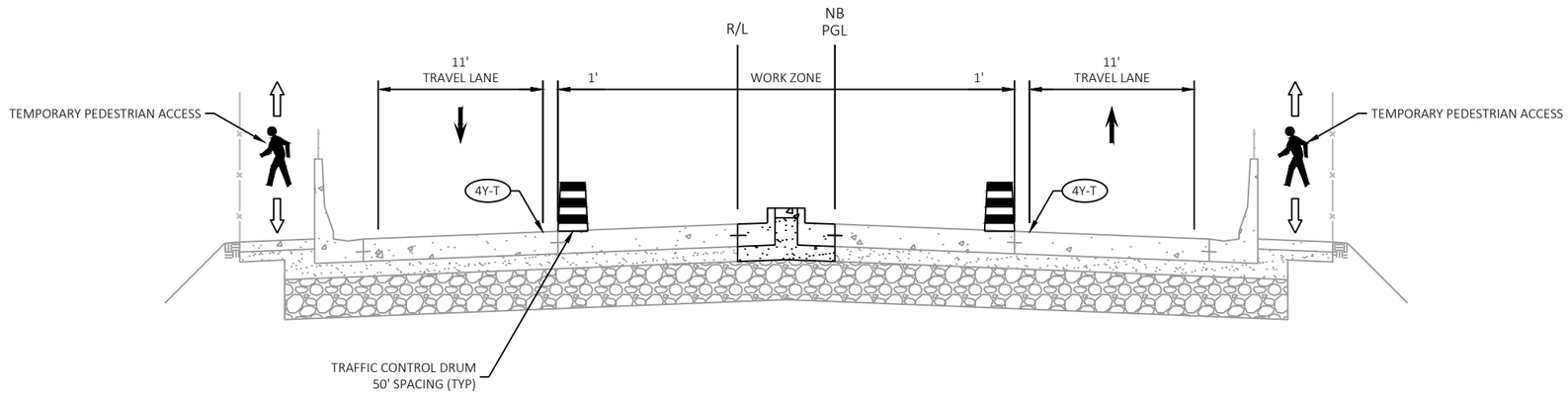


TRAFFIC CONTROL TYPICAL SECTION - STAGE 3
USH 51

STA 612+64 - STA 616+69

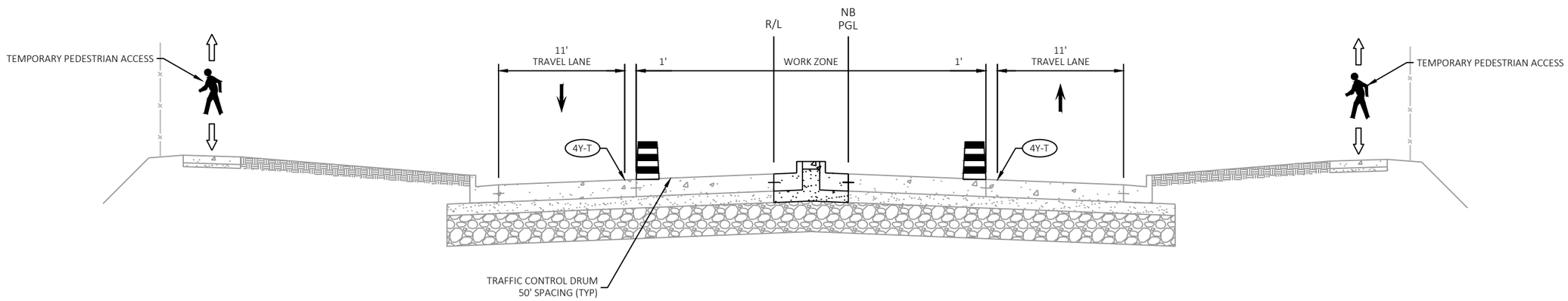
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - TYPICAL SECTIONS	SHEET 207	E

2



TRAFFIC CONTROL TYPICAL SECTION - STAGE 3
USH 51

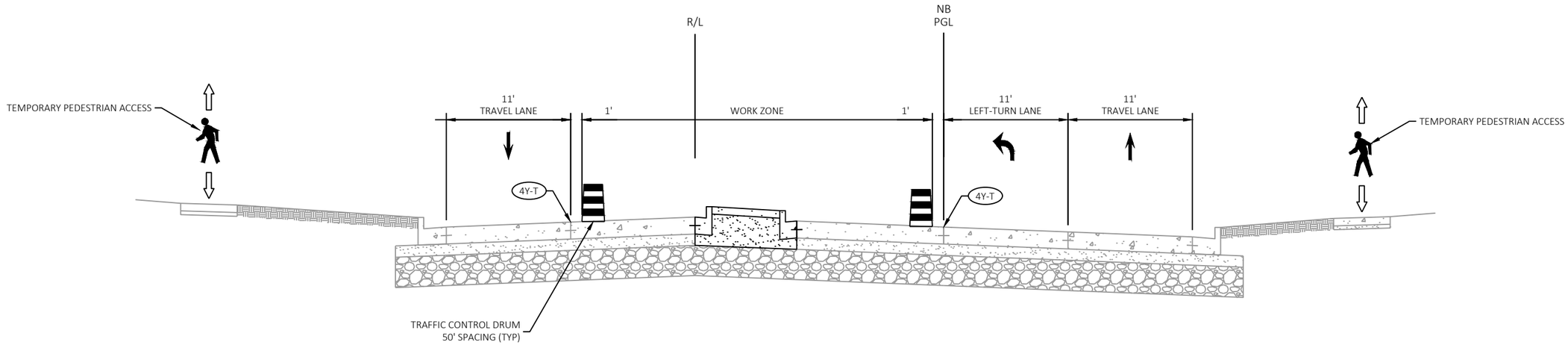
STA 616+69 - STA 622+80



TRAFFIC CONTROL TYPICAL SECTION - STAGE 3
USH 51

STA 622+80 - STA 627+25

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - TYPICAL SECTIONS	SHEET 208	E



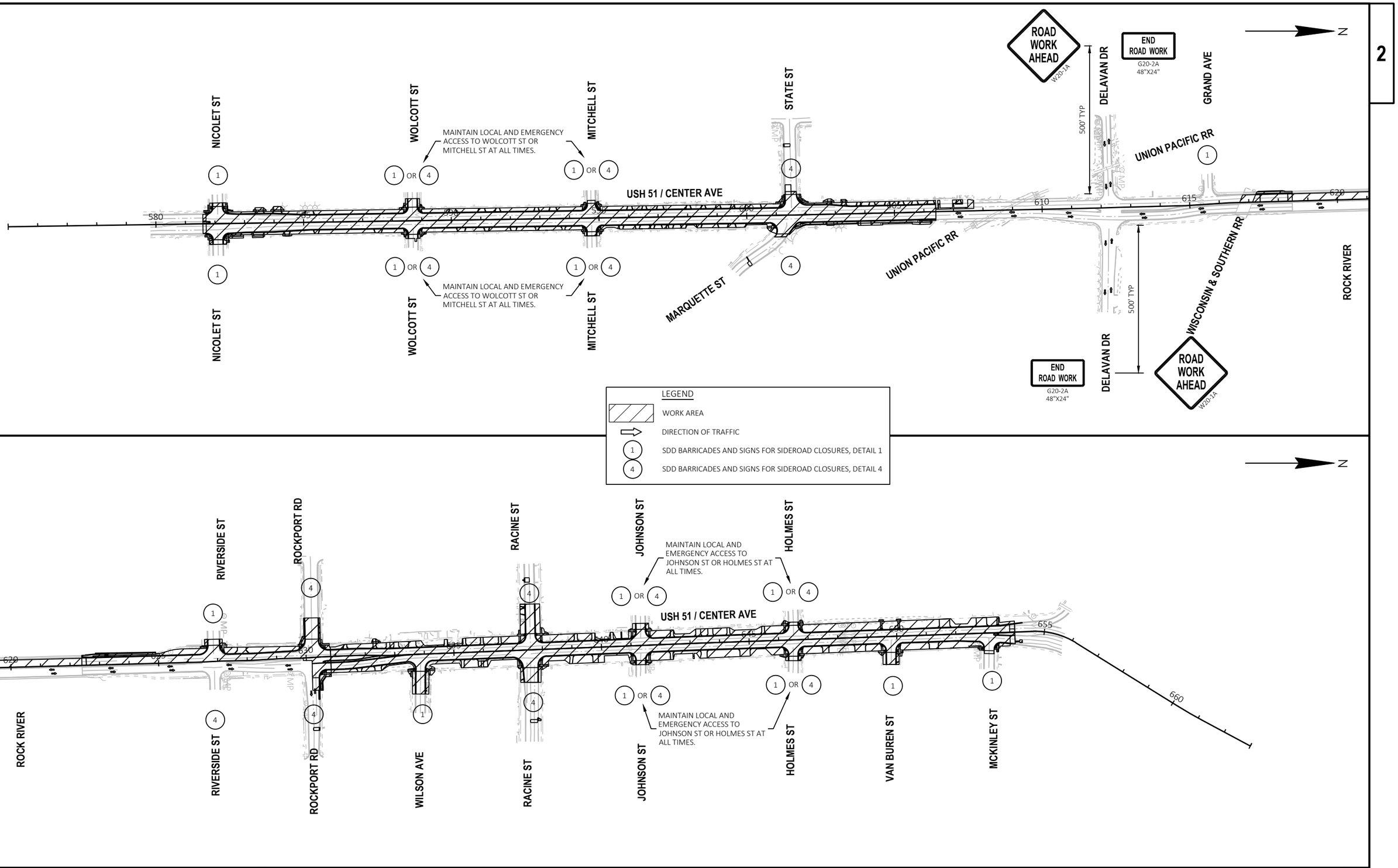
TRAFFIC CONTROL TYPICAL SECTION - STAGE 3
USH 51

STA 627+25 - STA 629+80

2

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - TYPICAL SECTIONS	SHEET 209	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\025100-TCTS.DWG
LAYOUT NAME - 03d
PLOT DATE : 11/16/2023 6:20 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1 OVERVIEW	SHEET 210	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\025100-TC-OV1.DWG
LAYOUT NAME - Overview-1

PLOT DATE : 11/16/2023 6:20 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:300 FT

NOTES:
1. SEE THE FOLLOWING DETAILS ON SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR ADDITIONAL INFORMATION AND SIGNING FOR PEDESTRIAN DETOURS:
   - SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE
   - SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES
2. SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION:
   - TEMPORARY PEDESTRIAN DIVERSION AT INTERSECTIONS
   - TEMPORARY PEDESTRIAN ACCESS THROUGH WORK ZONE AT INTERSECTIONS

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1 TEMPORARY PEDESTRIAN ACCESS OVERVIEW	SHEET 211	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\025100-TC-PEDOV1.DWG
LAYOUT NAME - Overview-1
PLOT DATE : 11/16/2023 6:21 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:300 FT

2

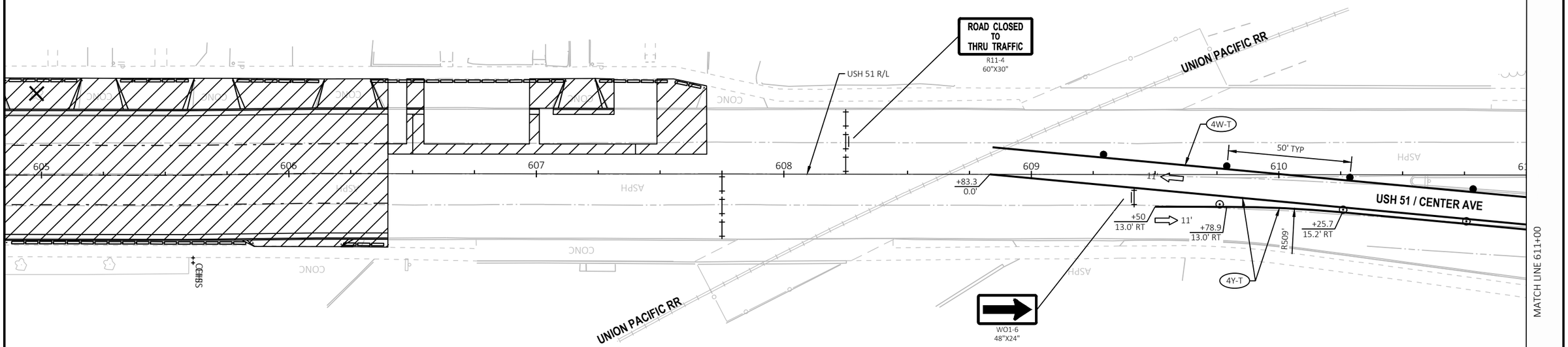
TEMPORARY MARKING LEGEND

- 4Y-P — TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
- 4Y-T — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
- 4W-P — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- 4W-T — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- 18W-P — TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
- 18W-T — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER POST AND BASE (50' SPACING)
- TRAFFIC CONTROL CONES 42-INCH (25' SPACING)
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- XX' — DIRECTION OF TRAFFIC AND LANE WIDTH

N



PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1	SHEET 212	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\026001-S1.DWG
LAYOUT NAME - 05

PLOT DATE : 11/16/2023 6:22 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

TEMPORARY MARKING LEGEND

- 4Y-P TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
- 4Y-T TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
- 4W-P TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- 4W-T TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- 18W-P TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
- 18W-T TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER POST AND BASE (50' SPACING)
- TRAFFIC CONTROL CONES 42-INCH (25' SPACING)
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- XX' DIRECTION OF TRAFFIC AND LANE WIDTH

N

MATCH LINE 611+00

UNION PACIFIC RR

DELAVAN DR

GRAND AVE

USH 51 R/L

USH 51 / CENTER AVE

WISCONSIN & SOUTHERN RR

MATCH LINE 617+00

STOP R1-1 30"X30"

ROAD CLOSED TO THRU TRAFFIC R11-4 60"X30"

ROAD CLOSED R11-2 48"X30"

ROAD CLOSED 500 FT W20-5D

SIDEWALK CLOSED R9-9 24"X12"

W6-4 12"X18"

W6-3

4W-T

4Y-T

4Y-P

4W-P

18W-T

50' TYP

11'

+76.8 28.1' RT

+73.2 31.0' RT

+66.4 6.5' RT

+61.2 18.5' RT

611 612 613 614 615 616 617

ASPH CONC SIGN GUARD RAIL

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1	SHEET 213	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\026001-S1.DWG
LAYOUT NAME - 06

PLOT DATE : 11/16/2023 6:22 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

TEMPORARY MARKING LEGEND

- 4Y-P — TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
- 4Y-T — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
- 4W-P — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- 4W-T — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- 18W-P — TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
- 18W-T — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER POST AND BASE (50' SPACING)
- TRAFFIC CONTROL CONES 42-INCH (25' SPACING)
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- XX' — DIRECTION OF TRAFFIC AND LANE WIDTH

N

MATCH LINE 617+00

WISCONSIN & SOUTHERN RR

ROAD CLOSED AHEAD
W20-3A

USH 51 R/L

617 618 619 620 621 622

11' 11' 11' 11' 11' 11'

USH 51 / CENTER AVE

50' TYP

4Y-P

4W-P

ROCK RIVER

DO NOT PASS
R4-1
24"X30"

ROAD CLOSED AHEAD
W20-3A

MATCH LINE 623+00

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1	SHEET 214	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\026001-S1.DWG
LAYOUT NAME - 07

PLOT DATE : 11/16/2023 6:22 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

TEMPORARY MARKING LEGEND

- 4Y-P — TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
- 4Y-T — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
- 4W-P — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- 4W-T — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- 18W-P — TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
- 18W-T — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER POST AND BASE (50' SPACING)
- TRAFFIC CONTROL CONES 42-INCH (25' SPACING)
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- XX' — DIRECTION OF TRAFFIC AND LANE WIDTH

N

MATCH LINE 623+00

SEE TEMPORARY PEDESTRIAN ACCESS - RIVERSIDE ST - STAGES 1A AND 1B CONSTRUCTION DETAILS

RIVERSIDE ST

SIDEWALK CLOSED
R9-9
24"X12"

DO NOT PASS
R4-1
24"X30"

NO TURNS
R3-3
24"X24"

W20-3

USH 51 R/L

623 624 625 626 627 628

+41.2
0.0'

+13.3
0.0'

5' TYP

+18
0.0'

11'

USH 51 / CENTER AVE

+25.3
19.5' RT

+41.2
18.5' RT

+33.3
27.1' RT

50' TYP

5' TYP

4Y-P

4W-P

R3-2
24"X24"

ONE WAY
R6-2R
24"X30"

ROAD CLOSED
R11-2
48"X30"

ROAD CLOSED 500 FT
W20-3D

ONLY
R3-5OR
30"X36"

RIVERSIDE ST

MATCH LINE 629+00

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1	SHEET 215	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\026001-S1.DWG
LAYOUT NAME - 08

PLOT DATE : 11/16/2023 6:23 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

TEMPORARY MARKING LEGEND

- 4Y-P — TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
- 4Y-T — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
- 4W-P — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- 4W-T — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- 18W-P — TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
- 18W-T — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

TRAFFIC CONTROL LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER POST AND BASE (50' SPACING)
- TRAFFIC CONTROL CONES 42-INCH (25' SPACING)
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- XX' — DIRECTION OF TRAFFIC AND LANE WIDTH

N

MATCH LINE 629+00

ROAD CLOSED
R11-2
48"X30"

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

ROCKPORT RD

STOP
R1-1
30"X30"

USH 51 R/L

SILL ELEV=773.41

DECK

+18.1
0.0'

5' TYP.

+88.4
0.0'

629

630

631

632

633

634

635

USH 51 / CENTER AVE

4W-P

W6-4
12"X18"

+80.5
30.5' RT

11'

18W-P

11'

50' TYP

4Y-P

+05
68.0' RT

WO1-6
48"X24"

STOP
R1-1
30"X30"

18W-P

STOP
R1-1
30"X30"

WO1-6
48"X24"

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

ROCKPORT RD

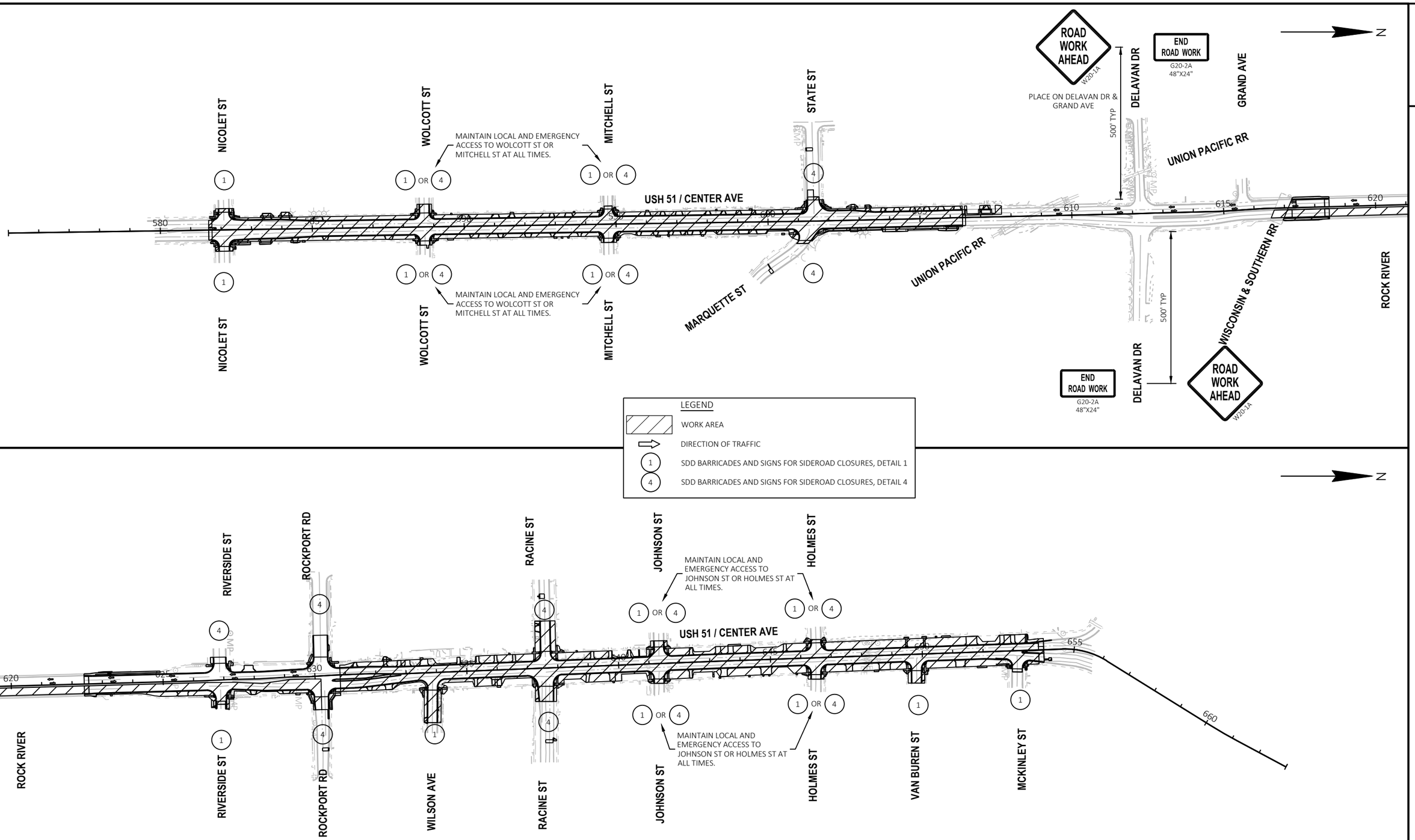
LANE CLOSED
R11-2L
48"X30"

WILSON AVE

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 1	SHEET 216	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\026001-S1.DWG
LAYOUT NAME - 09

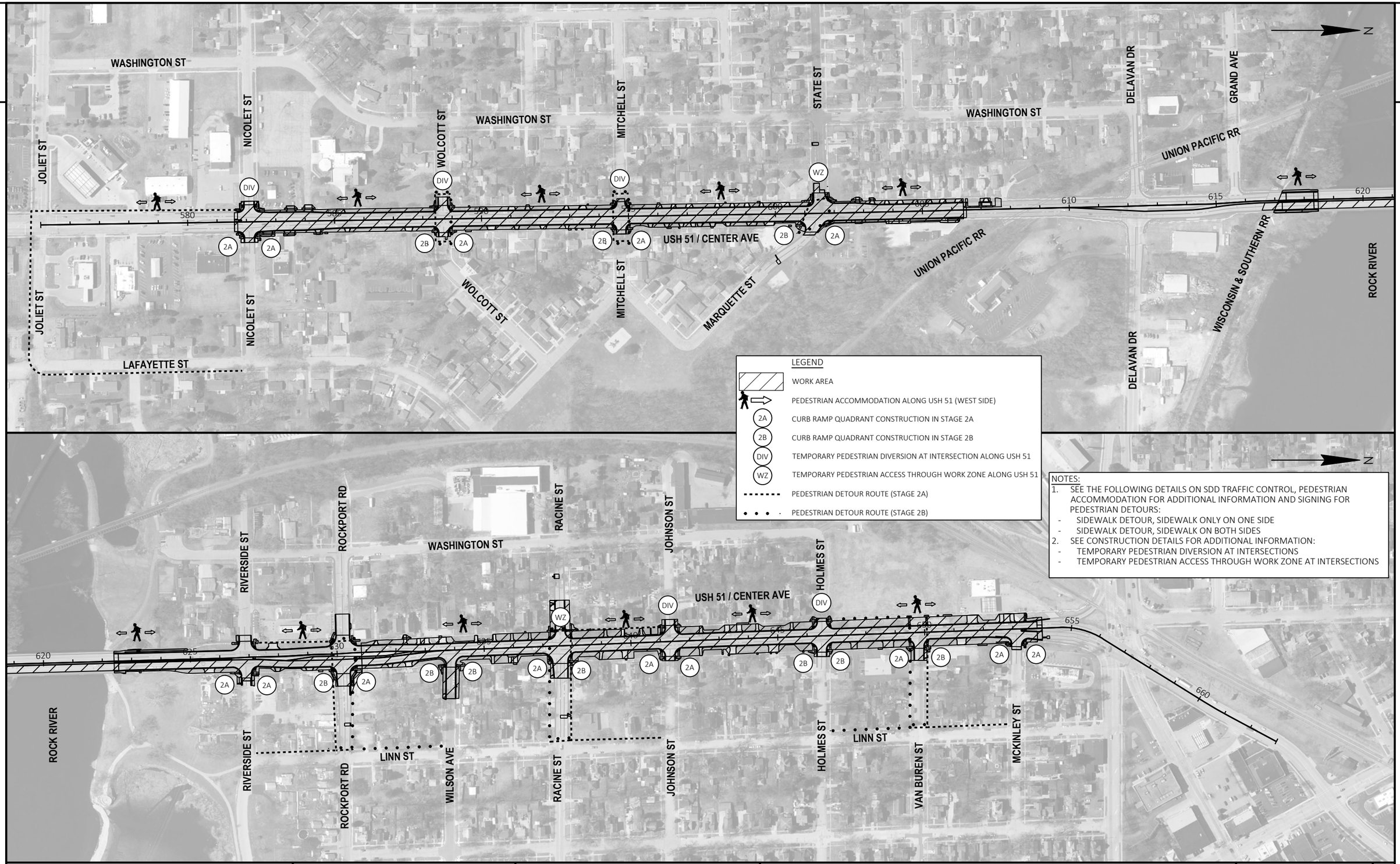
PLOT DATE : 11/16/2023 6:23 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT



PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2 OVERVIEW	SHEET 217	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\025100-TC-OV2.DWG
LAYOUT NAME - Overview-2

PLOT DATE : 11/16/2023 6:24 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:300 FT



PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2 TEMPORARY PEDESTRIAN ACCESS OVERVIEW	SHEET 218	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\025100-TC-PEDOV2.DWG
LAYOUT NAME - Overview-1

PLOT DATE : 11/16/2023 6:24 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:300 FT

WISDOT/CADDS SHEET 44

2

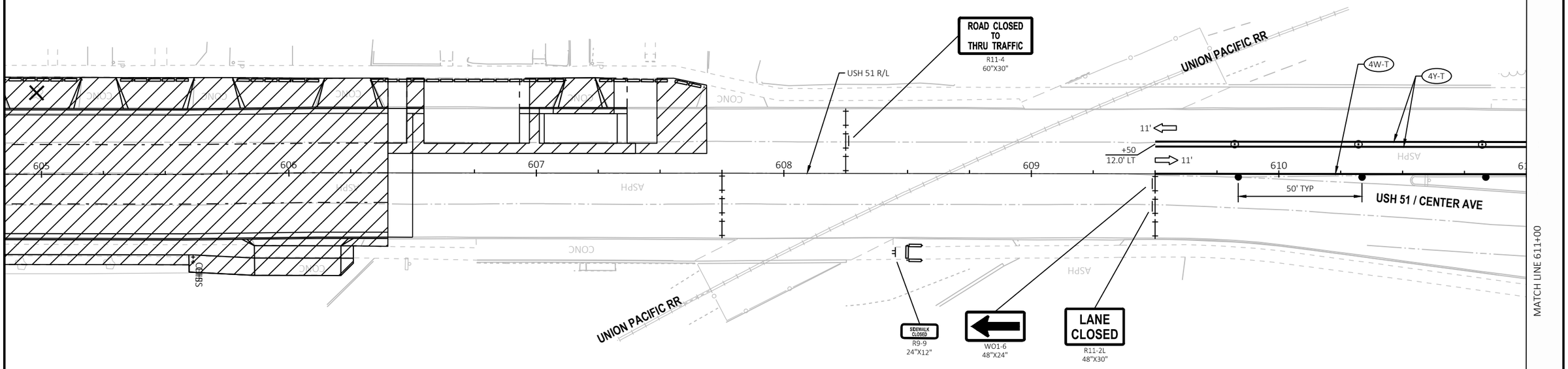
TEMPORARY MARKING LEGEND

- 4Y-P — TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
- 4Y-T — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
- 4W-P — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- 4W-T — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- 18W-P — TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
- 18W-T — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

LEGEND

N

- TYPE II / III BARRICADE
- TYPE II / III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER POST AND BASE (50' SPACING)
- TRAFFIC CONTROL CONES 42-INCH (25' SPACING)
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- XX' — DIRECTION OF TRAFFIC AND LANE WIDTH



PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2	SHEET 219	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\026001-S2.DWG
LAYOUT NAME - 05

PLOT DATE : 11/16/2023 6:25 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

TEMPORARY MARKING LEGEND

- 4Y-P TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
- 4Y-T TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
- 4W-P TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- 4W-T TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- 18W-P TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
- 18W-T TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

LEGEND

- TYPE II / III BARRICADE
- TYPE II / III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER POST AND BASE (50' SPACING)
- TRAFFIC CONTROL CONES 42-INCH (25' SPACING)
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- XX' DIRECTION OF TRAFFIC AND LANE WIDTH

N

MATCH LINE 611+00

UNION PACIFIC RR

DELAVAN DR

STOP R1-1 30"X30"

ROAD CLOSED 500 FT W20-5D

ONLY R3-50R 30"X36"

GRAND AVE

USH 51 R/L

4Y-T 4W-T 18W-T

11' 11' 11' 11' 11' 11'

+83.6 12.0' LT

+72.7 12.0' LT

+87 12.0' LT

+29.7 12.0' LT

+04.7 12.0' LT

+31.9 12.0' LT

5' TYP

50' TYP

611 612 613 614 615 616

W6-4 12"X18"

ROAD CLOSED TO THRU TRAFFIC R11-4 60"X30"

USH 51 / CENTER AVE

ROAD CLOSED R11-2 48"X30"

STOP R1-1 30"X30"

ROAD CLOSED R11-2 48"X30"

DELAVAN DR

STOP R1-1 30"X30"

R3-2 24"X24"

SIDEWALK CLOSED R9-9 24"X12"

WISCONSIN & SOUTHERN RR

W10b-3

MATCH LINE 617+00

ASPH CONC SIGN GUARD RAIL

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2	SHEET 220	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\026001-S2.DWG
LAYOUT NAME - 06

PLOT DATE : 11/16/2023 6:25 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

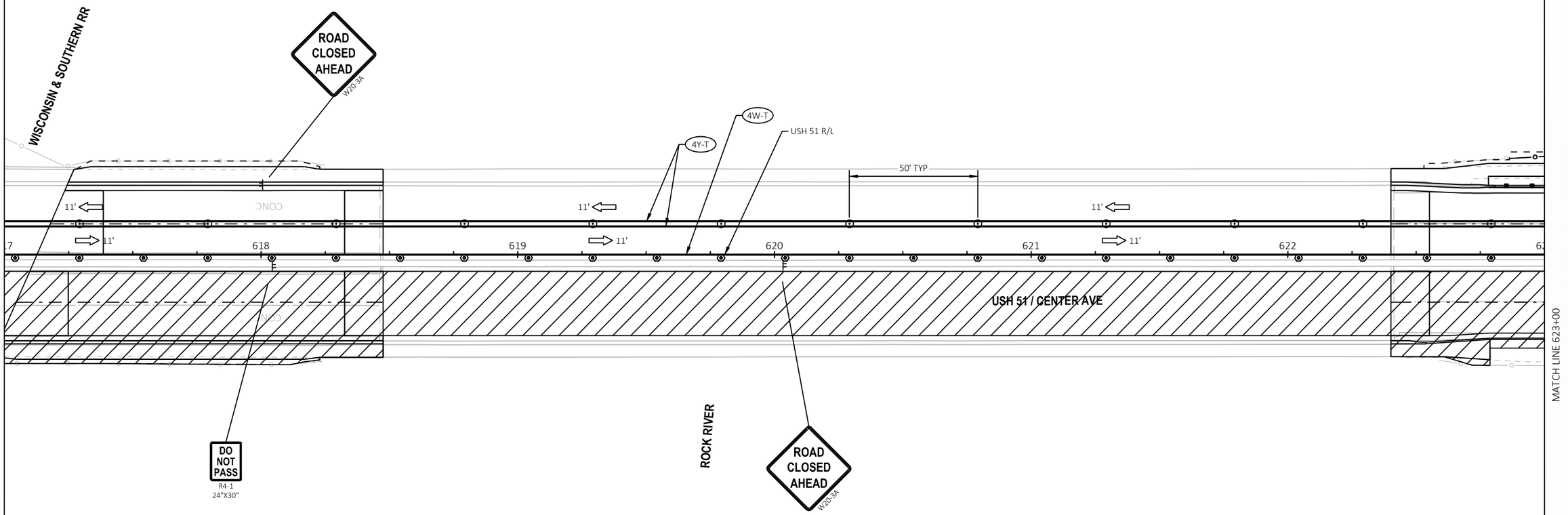
TEMPORARY MARKING LEGEND

- 4Y-P — TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
- 4Y-T — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
- 4W-P — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- 4W-T — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- 18W-P — TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
- 18W-T — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

LEGEND

- TYPE II / III BARRICADE
- TYPE II / III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER POST AND BASE (50' SPACING)
- TRAFFIC CONTROL CONES 42-INCH (25' SPACING)
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- XX' — DIRECTION OF TRAFFIC AND LANE WIDTH

N



PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2	SHEET 221	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\026001-S2.DWG
LAYOUT NAME - 07

PLOT DATE : 11/16/2023 6:26 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

TEMPORARY MARKING LEGEND

- 4Y-P TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
- 4Y-T TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
- 4W-P TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- 4W-T TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- 18W-P TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
- 18W-T TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

LEGEND

- TYPE II / III BARRICADE
- TYPE II / III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER POST AND BASE (50' SPACING)
- TRAFFIC CONTROL CONES 42-INCH (25' SPACING)
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- XX' DIRECTION OF TRAFFIC AND LANE WIDTH

N

MATCH LINE 623+00

USH 51 / CENTER AVE

RIVERSIDE ST

STOP R1-1 30"X30"

ONLY R3-5OR 30"X36"

DO NOT PASS R4-1 24"X30"

ONE WAY R6-2R 24"X30"

ROAD CLOSED R11-2 48"X30"

R3-2 24"X24"

W20-3

4W-T

4Y-T

4W-P

USH 51 R/L

11'

50' TYP

5' TYP

+29.2 12.0' LT

+29.2 10.0' LT

623

624

625

626

627

628

SILL ELEV=767.90

SILL ELEV=767.52

SILL ELEV=767.65

SILL ELEV=768.38

ROAD CLOSED 500 FT W20-5D

SIDEWALK CLOSED R9-9 24"X12"

NO TURNS R3-3 24"X24"

MATCH LINE 629+00

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2	SHEET 222	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\026001-S2.DWG
LAYOUT NAME - 08

PLOT DATE : 11/16/2023 6:26 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

TEMPORARY MARKING LEGEND

- 4Y-P — TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
- 4Y-T — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
- 4W-P — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- 4W-T — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- 18W-P — TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
- 18W-T — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

LEGEND

- TYPE II / III BARRICADE
- TYPE II / III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER POST AND BASE (50' SPACING)
- TRAFFIC CONTROL CONES 42-INCH (25' SPACING)
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- XX' — DIRECTION OF TRAFFIC AND LANE WIDTH

N

MATCH LINE 629+00

LANE CLOSED
R11-2L
48"X30"

STOP
R1-1
30"X30"

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

ROCKPORT RD

+22.5
62.1' LT

W6-4
12"X18"

+80.7
10.0' LT

11'

630

631

632

633

634

635

USH 51 R/L

USH 51 / CENTER AVE

WILSON AVE

+29
68.7' RT

WO1-7
48"X24"

4Y-T

4W-P

18W-T

SILL ELEV=773.41

DECK

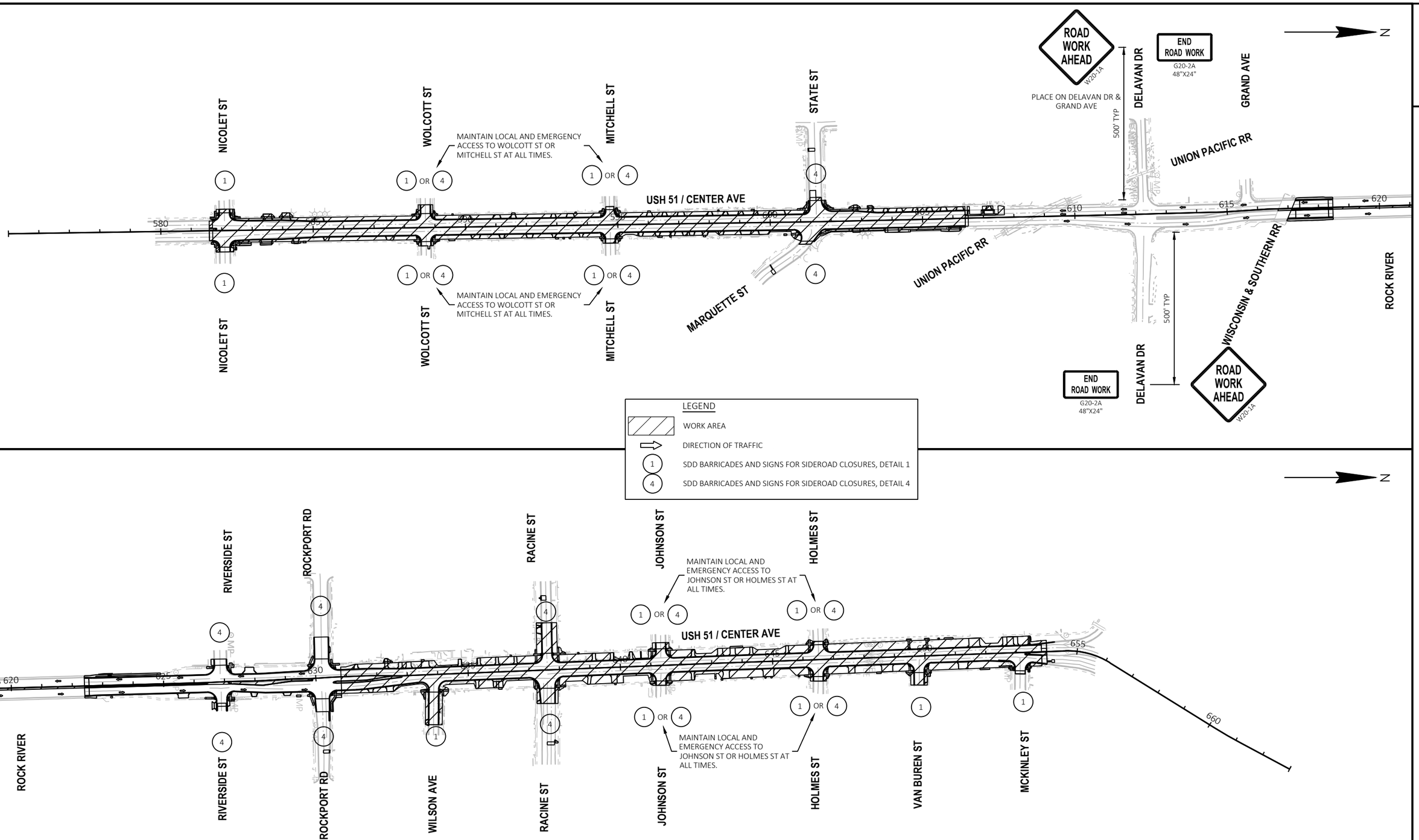
CONC

ASPH

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 2	SHEET 223	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\026001-S2.DWG
LAYOUT NAME - 09

PLOT DATE : 11/16/2023 6:26 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT



PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 3 OVERVIEW	SHEET 224	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\025100-TC-OV3.DWG
LAYOUT NAME - Overview-3

PLOT DATE : 11/16/2023 6:27 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:300 FT

WISDOT/CADDS SHEET 44

2

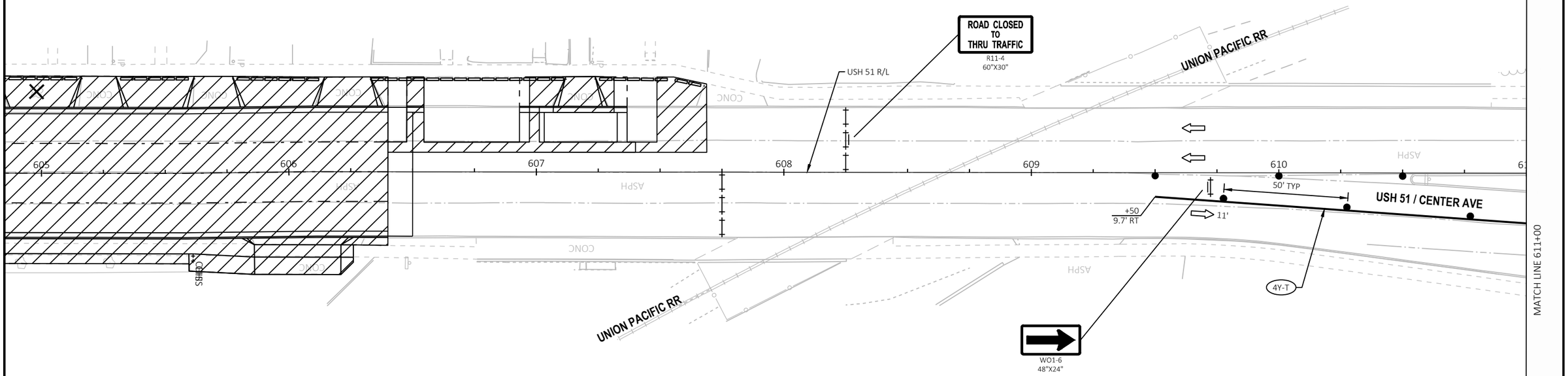
TEMPORARY MARKING LEGEND

- 4Y-P — TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
- 4Y-T — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
- 4W-P — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- 4W-T — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- 18W-P — TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
- 18W-T — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

LEGEND

- TYPE II / III BARRICADE
- TYPE II / III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- XX' — DIRECTION OF TRAFFIC AND LANE WIDTH

N



MATCH LINE 611+00

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 3	SHEET 225	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\026001-S3.DWG
LAYOUT NAME - 05
PLOT DATE : 11/16/2023 6:27 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

TEMPORARY MARKING LEGEND

- 4Y-P TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
- 4Y-T TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
- 4W-P TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- 4W-T TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- 18W-P TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
- 18W-T TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

LEGEND

- TYPE II / III BARRICADE
- TYPE II / III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- XX' DIRECTION OF TRAFFIC AND LANE WIDTH

N

MATCH LINE 611+00

UNION PACIFIC RR

DELAVAN DR

GRAND AVE

USH 51 R/L

USH 51 / CENTER AVE

WISCONSIN & SOUTHERN RR

MATCH LINE 617+00

STOP R1-1 30"X30"

ROAD CLOSED TO THRU TRAFFIC R11-4 60"X30"

ROAD CLOSED 500 FT W20-3D

LANE CLOSED R11-2L 48"X30"

WO1-6 48"X24"

4Y-T

11'

50' TYP

+77 25.6' RT

+73.2 32.0' RT

+50 13.0' LT

+31.8 13.0' LT

611 612 613 614 615 616

ASPH CONC SIGN

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 3	SHEET 226	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\026001-S3.DWG
LAYOUT NAME - 06

PLOT DATE : 11/16/2023 6:28 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

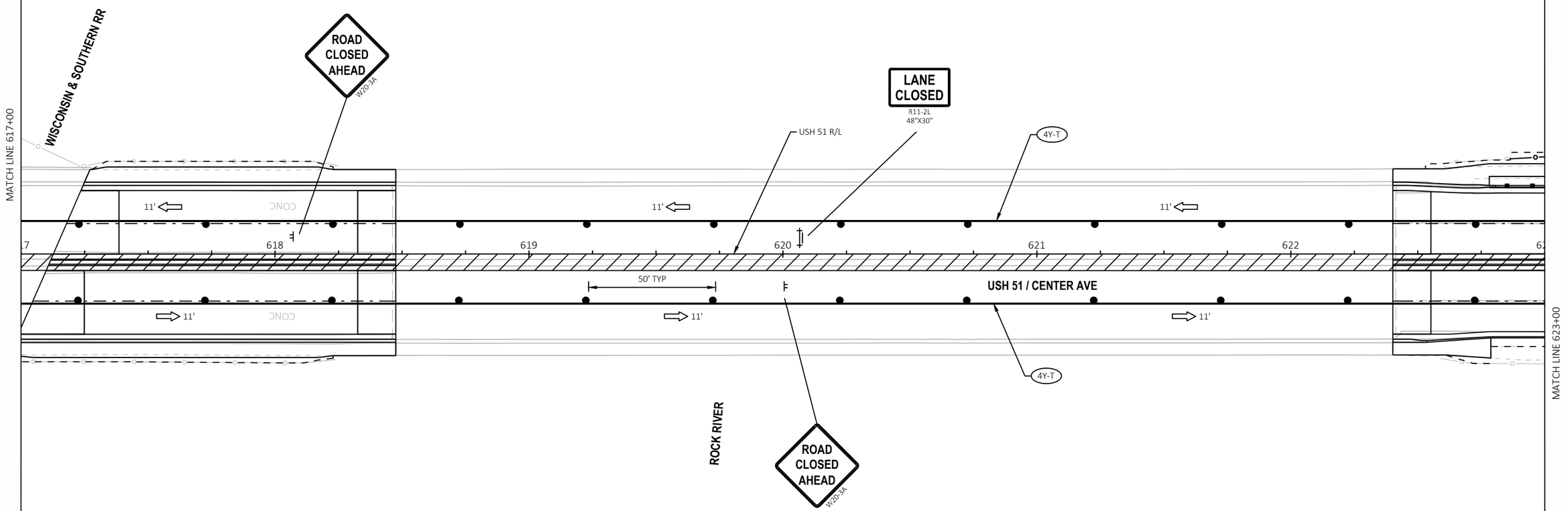
TEMPORARY MARKING LEGEND

- (4Y-P) TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
- (4Y-T) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
- (4W-P) TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- (4W-T) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- (18W-P) TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
- (18W-T) TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

LEGEND

- TYPE II / III BARRICADE
- TYPE II / III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- XX' DIRECTION OF TRAFFIC AND LANE WIDTH

N



PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 3	SHEET 227	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\026001-S3.DWG
LAYOUT NAME - 07
PLOT DATE : 11/16/2023 6:28 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

TEMPORARY MARKING LEGEND

4Y-P	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
4Y-T	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
4W-P	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
4W-T	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
18W-P	TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
18W-T	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

LEGEND

- TYPE II / III BARRICADE
- TYPE II / III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- XX' DIRECTION OF TRAFFIC AND LANE WIDTH

N

MATCH LINE 623+00

LANE CLOSED R11-2L 48"X30"

4Y-T

USH 51 R/L

ONE WAY R6-2R 24"X30"

ROAD CLOSED R11-2 48"X30"

RIVERSIDE ST

STOP R1-1 30"X30"

SIDEWALK CLOSED R9-9 24"X12"

DETOUR M4-9BL 30"X24"

LANE CLOSED R11-2L 48"X30"

5' TYP

11'

USH 51 / CENTER AVE

623 624 625 626 627 628

50' TYP

ROAD CLOSED 500 FT W20-3D

LANE CLOSED R11-2L 48"X30"

ROAD CLOSED R11-2 48"X30"

STOP R1-1 30"X30"

SIDEWALK CLOSED R9-9 24"X12"

DETOUR M4-9BR 30"X24"

ONE WAY R6-2R 24"X30"

RIVERSIDE ST

MATCH LINE 629+00

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 3	SHEET 228	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\026001-S3.DWG
LAYOUT NAME - 08

PLOT DATE : 11/16/2023 6:28 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

TEMPORARY MARKING LEGEND

- 4Y-P TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
- 4Y-T TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
- 4W-P TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- 4W-T TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- 18W-P TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
- 18W-T TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)

LEGEND

- TYPE II / III BARRICADE
- TYPE II / III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- WORK AREA
- XX' DIRECTION OF TRAFFIC AND LANE WIDTH

N

MATCH LINE 629+00

18W-T

WO1-6
48"X24"

SIDEWALK CLOSED
R9-9
24"X12"

DETOUR
M4-9BL
30"X24"

STOP
R1-1
30"X30"

ROCKPORT RD

+22.5
62.1' LT

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

STOP
R1-1
30"X30"

USH 51 R/L

4Y-T

11'

+72.7
11.0' LT

629

630

631

632

633

634

635

50' TYP

+72.4
31.0' RT

11'

18W-T

4Y-T

+17
68.3' RT

STOP
R1-1
30"X30"

WO1-7
48"X24"

ROAD CLOSED
TO
THRU TRAFFIC
R11-4
60"X30"

SIDEWALK CLOSED
R9-9
24"X12"

DETOUR
M4-9BR
30"X24"

ROCKPORT RD

STOP
R1-1
30"X30"

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BL
30"X24"

18W-T

USH 51 / CENTER AVE

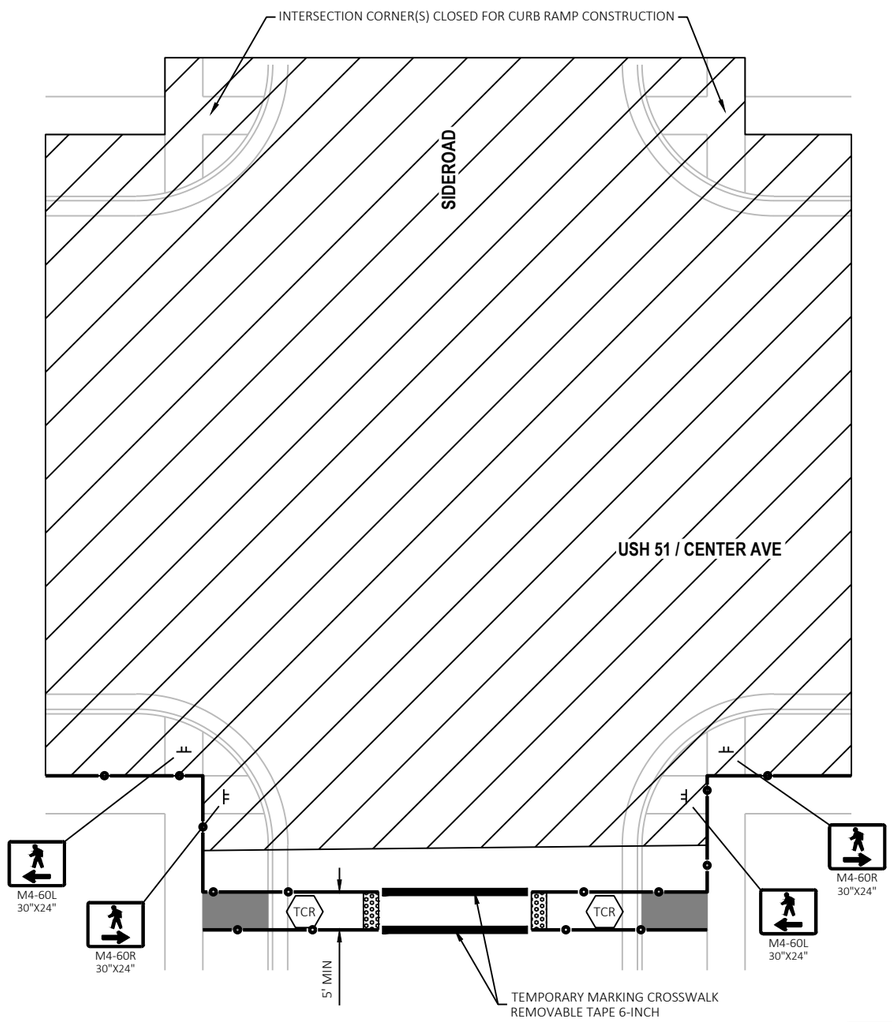
WILSON AVE

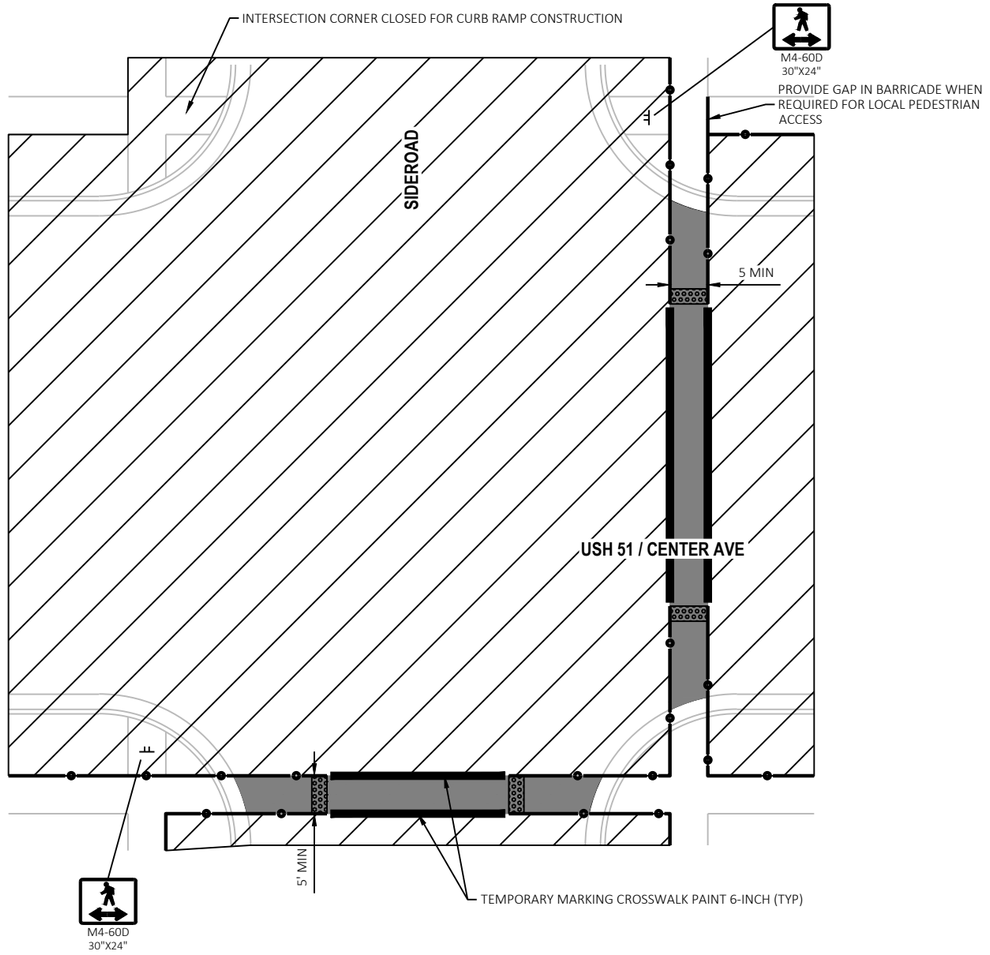
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - STAGE 3	SHEET 229	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\026001-S3.DWG
LAYOUT NAME - 09

PLOT DATE : 11/16/2023 6:28 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42





LEGEND

- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TCR — TEMPORARY PEDESTRIAN CURB RAMP
- SIGN ON TEMPORARY SUPPORT

TEMPORARY PEDESTRIAN DIVERSION AT INTERSECTIONS

PARALLEL WITH USH 51
NICOLET ST
WOLCOTT ST
MITCHELL ST
JOHNSON ST
HOLMES ST
MCKINLEY ST

PLACE THE DIVERSION BETWEEN THE WORK ZONE AND THE ROAD CLOSURE BARRICADES.
SEE SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR ADDITIONAL INFORMATION.

TEMPORARY PEDESTRIAN ACCESS THROUGH WORK ZONE AT INTERSECTIONS

PARALLEL TO USH 51
STATE ST/MARQUETTE ST
WILSON AVE
RACINE ST
VAN BUREN ST

PEDESTRIAN ACCESS THROUGH WORK ZONE PARALLEL WITH SIDEROADS IS REQUIRED AT ALL INTERSECTIONS.
SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
SEE SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR ADDITIONAL INFORMATION.

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - TEMPORARY PEDESTRIAN ACCESS DETAILS	SHEET 230	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\025101-TC-PED CD.DWG
LAYOUT NAME - 01
PLOT DATE : 11/16/2023 6:28 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

N

LEGEND

- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TCR — TEMPORARY PEDESTRIAN CURB RAMP
- SIGN ON TEMPORARY SUPPORT

RIVERSIDE ST

TCR

5'

M4-60R
30"X24"

TLE

R/W

TLE

R/W

USH 51 / CENTER AVE

627+00

TEMPORARY PEDESTRIAN ACCESS - RIVERSIDE ST - STAGE 1A

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - TEMPORARY PEDESTRIAN ACCESS DETAILS	SHEET 231	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\025101-TC-PED-RIVERSIDE1A.DWG
LAYOUT NAME - 01

PLOT DATE : 11/16/2023 6:29 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : ##########

2

N

LEGEND

- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TCR — TEMPORARY PEDESTRIAN CURB RAMP
- SIGN ON TEMPORARY SUPPORT

RIVERSIDE ST

M4-60R
30"X24"

TLE

R/W

TCR

TLE

R/W

USH 51 / CENTER AVE

627+00

TEMPORARY PEDESTRIAN ACCESS - RIVERSIDE ST - STAGE 1B

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - TEMPORARY PEDESTRIAN ACCESS DETAILS	SHEET 232	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\025101-TC-PED-RIVERSIDE1B.DWG
LAYOUT NAME - 01

PLOT DATE : 11/16/2023 6:29 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : ##########

2

N

653+00

USH 51 / CENTER AVE

MCKINLEY ST

5'

R/W

R/W

M4-60R
30"X24"

LEGEND

- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TCR — TEMPORARY PEDESTRIAN CURB RAMP
- SIGN ON TEMPORARY SUPPORT

TEMPORARY PEDESTRIAN ACCESS - MCKINLEY ST - STAGE 2A

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - TEMPORARY PEDESTRIAN ACCESS DETAILS	SHEET 233	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\025101-TC-PED-MCKINLEY2A.DWG
LAYOUT NAME - 01

PLOT DATE : 11/16/2023 6:29 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : ##########

2

601+00

602+00

N

USH 51 / CENTER AVE

R/W

TLE

TCR

M4-60R
30"X24"

MARQUETTE ST

R/W

TLE

GRAVEL

LEGEND

TEMPORARY PEDESTRIAN BARRICADE

TEMPORARY PEDESTRIAN SURFACE

TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

TCR TEMPORARY PEDESTRIAN CURB RAMP

SIGN ON TEMPORARY SUPPORT

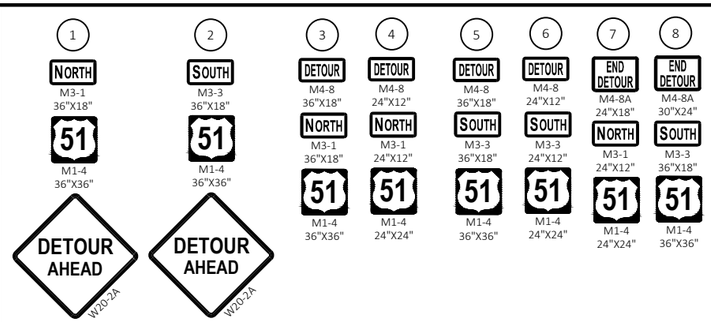
TEMPORARY PEDESTRIAN ACCESS - MARQUETTE ST - STAGE 2B

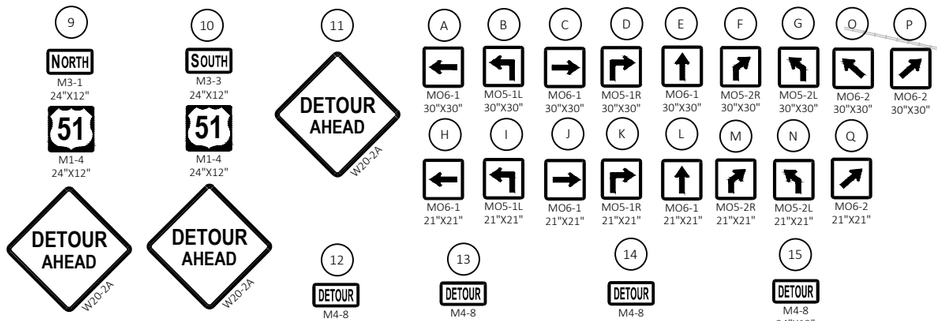
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	TRAFFIC CONTROL - TEMPORARY PEDESTRIAN ACCESS DETAILS	SHEET 234	E

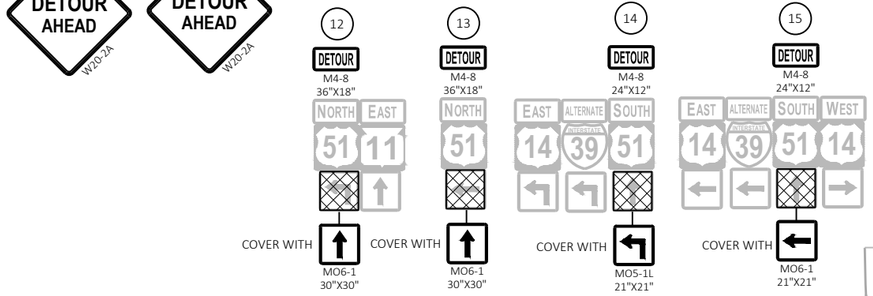
FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\025101-TC-PED-MARQUETTE2B.DWG
LAYOUT NAME - 01

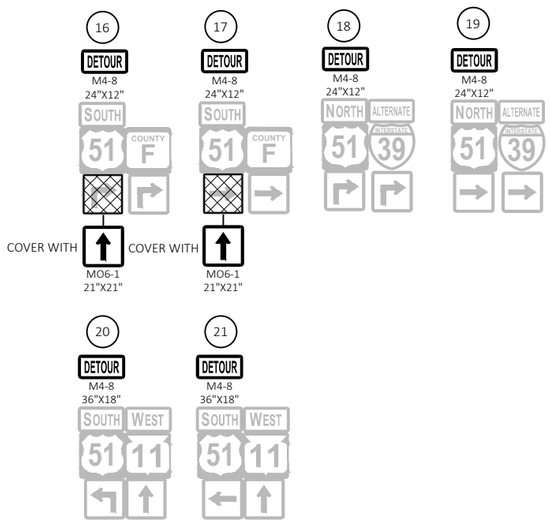
PLOT DATE : 11/16/2023 6:30 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42









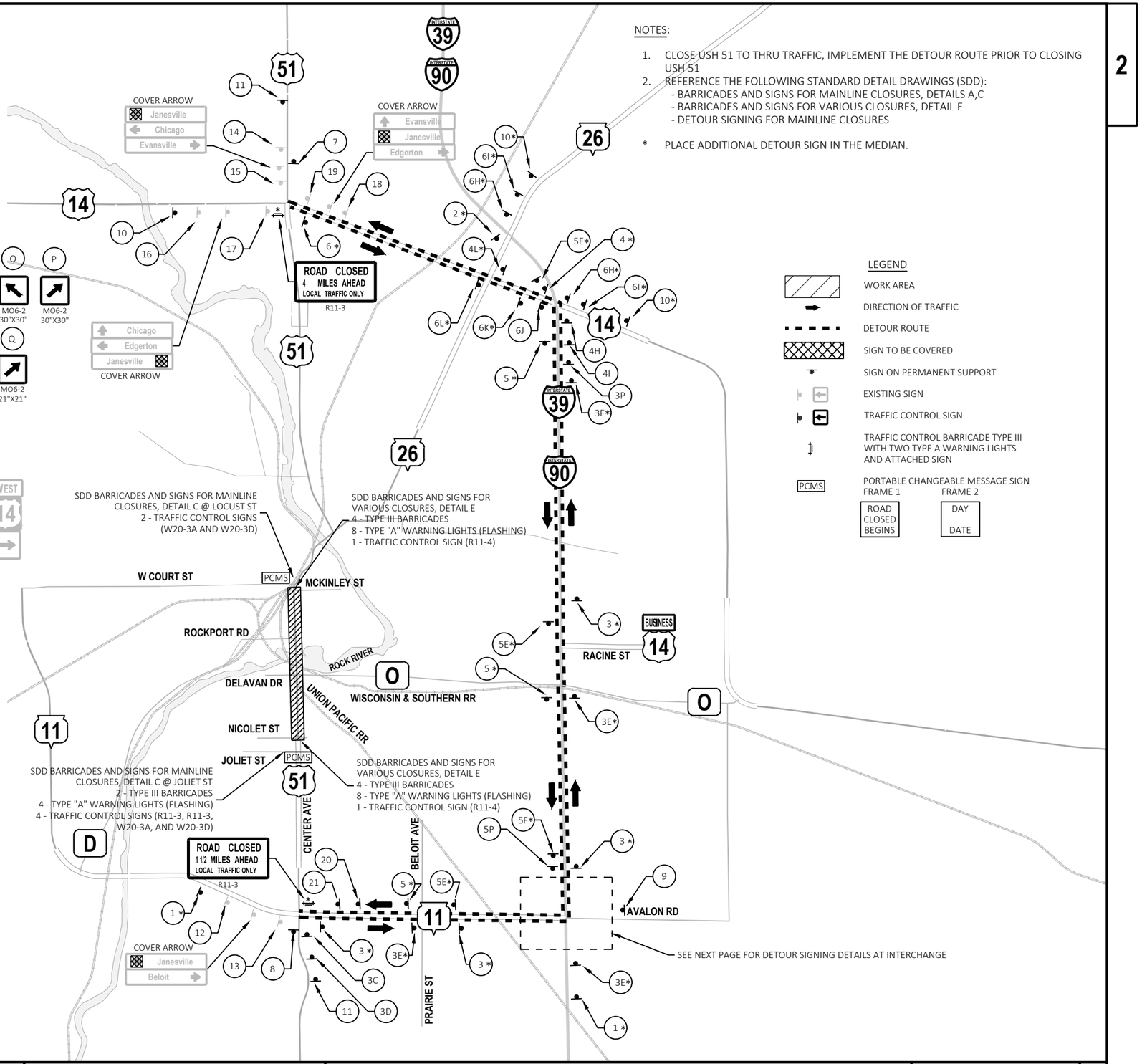
NOTES:

1. CLOSE USH 51 TO THRU TRAFFIC, IMPLEMENT THE DETOUR ROUTE PRIOR TO CLOSING USH 51
2. REFERENCE THE FOLLOWING STANDARD DETAIL DRAWINGS (SDD):
   - BARRICADES AND SIGNS FOR MAINLINE CLOSURES, DETAILS A,C
   - BARRICADES AND SIGNS FOR VARIOUS CLOSURES, DETAIL E
   - DETOUR SIGNING FOR MAINLINE CLOSURES

* PLACE ADDITIONAL DETOUR SIGN IN THE MEDIAN.

LEGEND

- WORK AREA
- DIRECTION OF TRAFFIC
- DETOUR ROUTE
- SIGN TO BE COVERED
- SIGN ON PERMANENT SUPPORT
- EXISTING SIGN
- TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL BARRICADE TYPE III WITH TWO TYPE A WARNING LIGHTS AND ATTACHED SIGN
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
  - FRAME 1: ROAD CLOSED BEGINS
  - FRAME 2: DAY / DATE



PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	DETOUR	SHEET 235	E

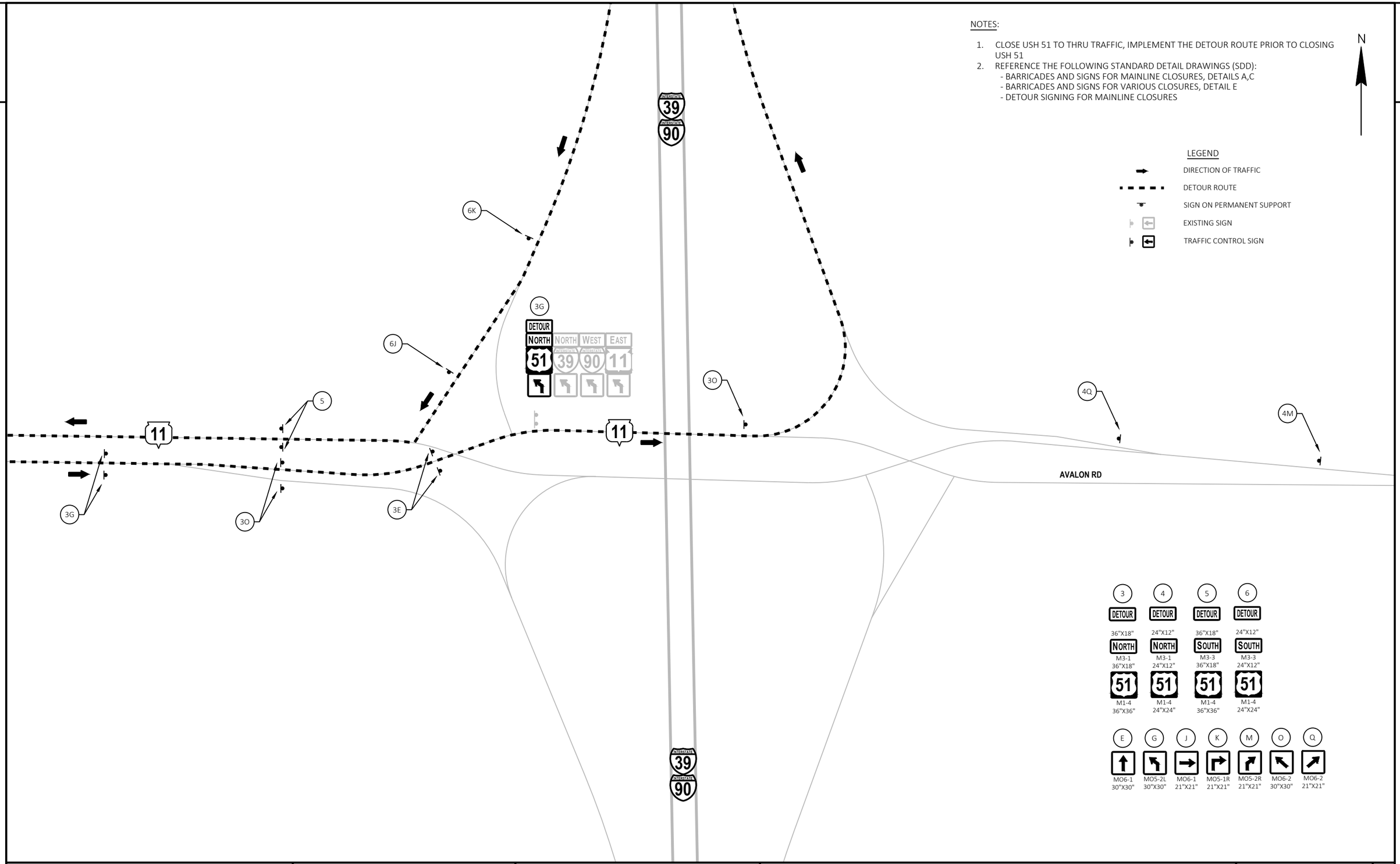
NOTES:

1. CLOSE USH 51 TO THRU TRAFFIC, IMPLEMENT THE DETOUR ROUTE PRIOR TO CLOSING USH 51
2. REFERENCE THE FOLLOWING STANDARD DETAIL DRAWINGS (SDD):
   - BARRICADES AND SIGNS FOR MAINLINE CLOSURES, DETAILS A,C
   - BARRICADES AND SIGNS FOR VARIOUS CLOSURES, DETAIL E
   - DETOUR SIGNING FOR MAINLINE CLOSURES

N

LEGEND

- DIRECTION OF TRAFFIC
- DETOUR ROUTE
- SIGN ON PERMANENT SUPPORT
- EXISTING SIGN
- TRAFFIC CONTROL SIGN



3 DETOUR 36"X18" NORTH M3-1 36"X18" 51 M1-4 36"X36"

4 DETOUR 24"X12" NORTH M3-1 24"X12" 51 M1-4 24"X24"

5 DETOUR 36"X18" SOUTH M3-3 36"X18" 51 M1-4 36"X36"

6 DETOUR 24"X12" SOUTH M3-3 24"X12" 51 M1-4 24"X24"

E M06-1 30"X30"

G M05-2L 30"X30"

J M06-1 21"X21"

K M05-1R 21"X21"

M M05-2R 21"X21"

O M06-2 30"X30"

Q M06-2 21"X21"

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	DETOUR (STH 11 & IH 39/IH 90 INTERCHANGE DETAIL)	SHEET 236	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\027002-DT.DWG
LAYOUT NAME - DETOUR

PLOT DATE : 11/16/2023 6:31 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

NOTE: SEE LAST PAGES OF ALIGNMENT PLAN FOR COORDINATES AND CURVE INFORMATION

MANHOLE COVER
Y = 259742.54
X = 488363.86

N

BP: 575+00.00

576+00 | 577+00 | L1 | 578+00 | 579+00 | 580+00 | 581

MATCH LINE 581+00

USH 51 R/L = SECTION LINE

NO EXISTING MONUMENT
Y = 259707.75
X = 491037.32

ALUMINUM MONUMENT
Y = 259661.06
X = 493683.89

NICOLET ST

N

USH 51 R/L

BEGIN PROJECT
STA 581+70.00
Y=260,377.678
X=491,027.473

MATCH LINE 581+00

BP 5000 | 582+00 | 583+00 | L1 | 584+00 | 585+00 | 586+00 | 587

L45 | 582+00 NB | L46 | 583+00 NB | L47 | 584+00 NB | L48 | 585+00 NB

USH 51 / CENTER AVE

MATCH LINE 587+00

STA 581+00 USH 51
STA 581+00 NB PGL
BEGIN NB PGL NICOLET

BP: 581+00.00

PI: 581+83.65

PI: 582+46.05

NB PGL NICOLET

PI: 583+96.25

USH 51 R/L = SECTION LINE

EP: 585+21.40

STA 585+21.22 USH 51 =
STA 585+21.40 NB PGL
END NB PGL NICOLET

NICOLET ST

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	ALIGNMENT PLAN	SHEET 237	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\027201-AD.DWG
LAYOUT NAME - 01

PLOT DATE : 11/16/2023 6:31 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

WOLCOTT ST

N

USH 51 R/L

MATCH LINE 587+00

+00 588+00 L1 589+00 590+00 591+00 592+00 593

USH 51 / CENTER AVE

MATCH LINE 593+00

USH 51 R/L = SECTION LINE

CP 101

WOLCOTT ST

MITCHELL ST

N

USH 51 R/L

MATCH LINE 593+00

+00 594+00 595+00 596+00 L1 597+00 598+00 599

USH 51 / CENTER AVE

MATCH LINE 599+00

USH 51 R/L = SECTION LINE

CP 102

BM 1002

MITCHELL ST

2

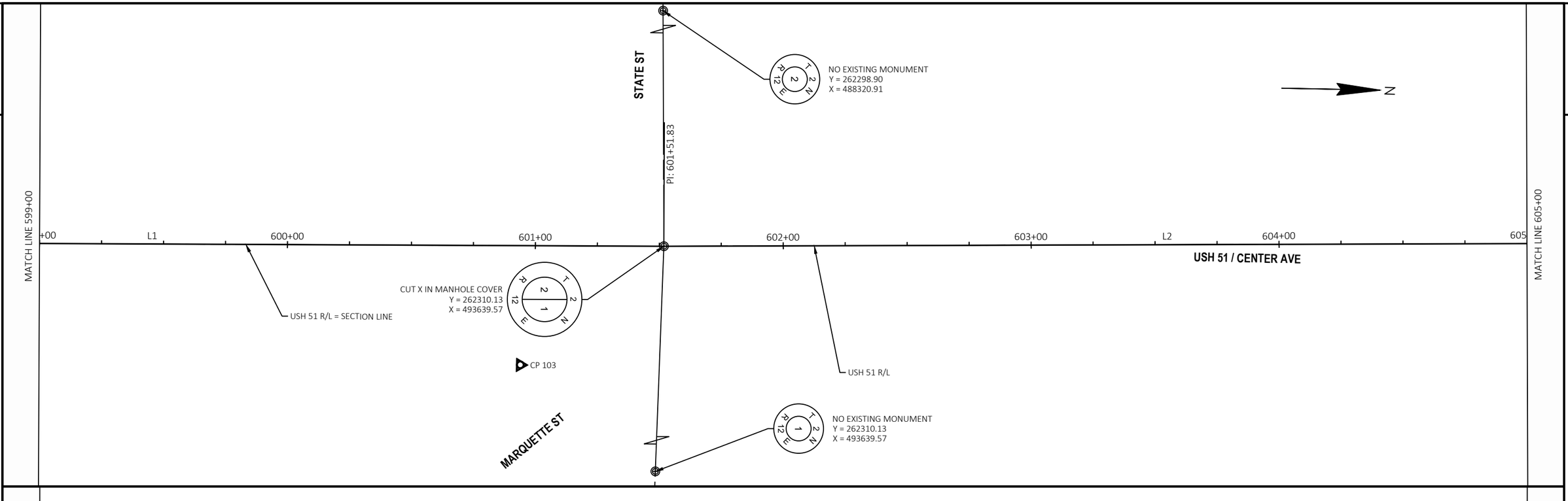
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	ALIGNMENT PLAN	SHEET 238	E

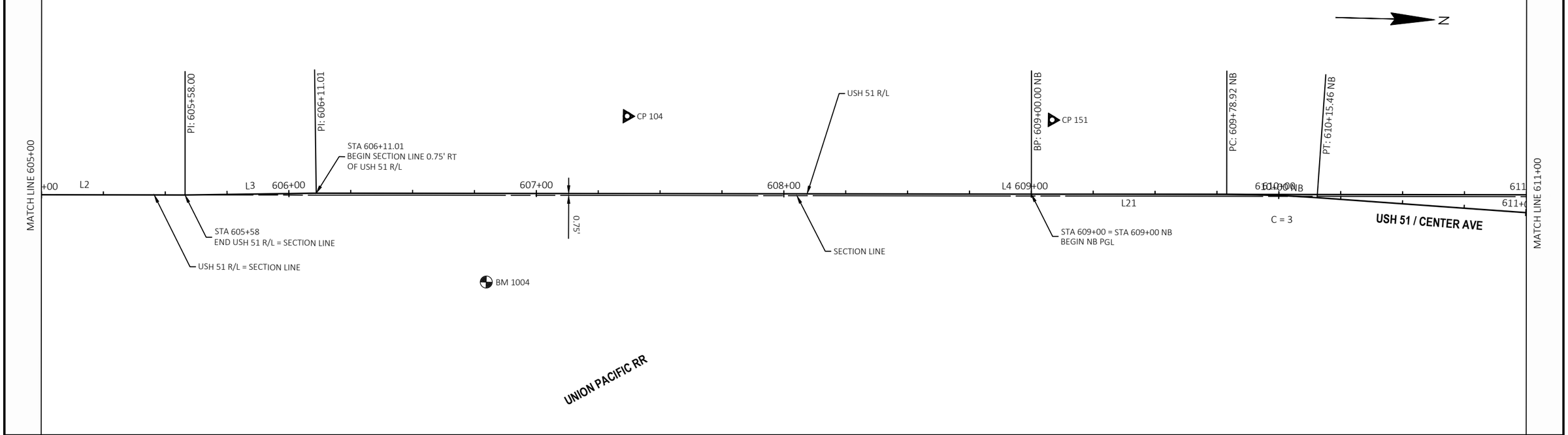
FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\027201-AD.DWG
LAYOUT NAME - 02

PLOT DATE : 11/16/2023 6:31 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2



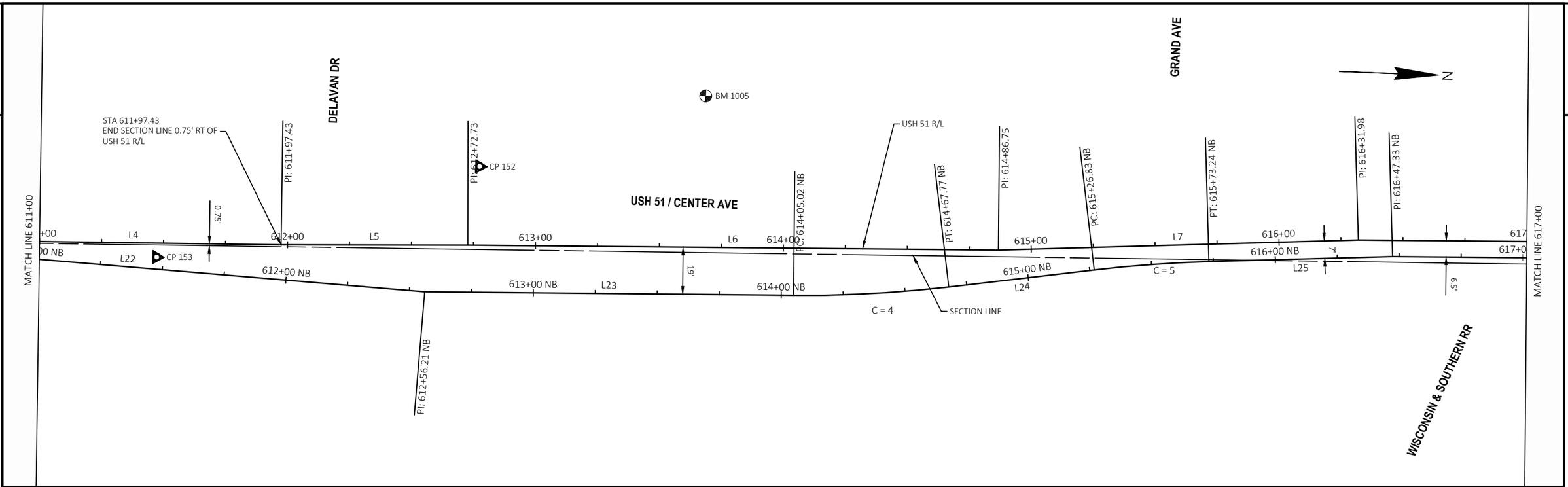


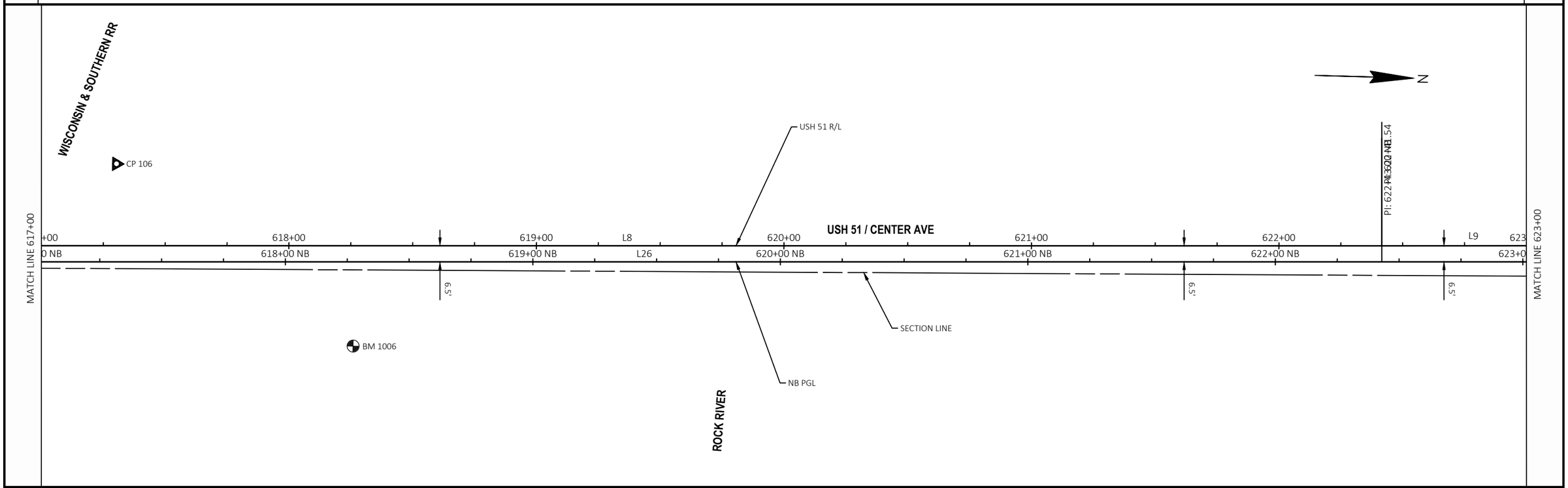
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	ALIGNMENT PLAN	SHEET 239	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\027201-AD.DWG
LAYOUT NAME - 03

PLOT DATE : 11/16/2023 6:31 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2





PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	ALIGNMENT PLAN	SHEET 240	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\027201-AD.DWG
LAYOUT NAME - 04

PLOT DATE : 11/16/2023 6:31 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

USH 51 R/L

STA 626+86.40 USH 51 =
STA 11+00.00 RIV-W RIVERSIDE ST

RIVERSIDE ST

STA 626+88.26 USH 51 =
STA 10+00.00 RIV-E RIVERSIDE ST

PI: 627+13.30

STA 627+13.30
BEGIN SECTION LINE 16' RT OF USH 51 R/L

STA 628+18.01
END SECTION LINE 16' RT OF USH 51 R/L

PI: 628+18.01

PI: 628+36.35 NB

PI: 626+41.21

MATCH LINE 623+00

+00 | 624+00 | L9 | 625+00 | 626+00 | L10 | 627+00 | L15 | 628+00 | L16 | 629

0 NB | 624+00 NB | L27 | 625+00 NB | 626+00 NB | L28 | 627+00 NB | L29 | 628+00 NB | 629+0

USH 51 / CENTER AVE

BP: 10+00.00

16'

6.5'

6.5'

SECTION LINE

CP 107

NB PGL

PI: 626+42.67 NB

PI: 627+27.22 NB

L35

L36

STA 628+36.35 NB
BEGIN NB PGL = SECTION LINE

NB PGL = SECTION LINE

MATCH LINE 629+00

STA 626+89.65 NB USH 51 NB PGL =
STA 10+08.07 RIV-E RIVERSIDE ST

RIVERSIDE ST

2

N

ROCKPORT RD

11+00 ROC

ALUMINUM MONUMENT IN PAVEMENT
Y = 265181.11
X = 488272.47

STA 630+19.78 USH 51 =
STA 11+78.79 ROC ROCKPORT RD

PI: 629+18.09

PI: 629+88.35

STA 629+88.35
END SECTION LINE 20' RT
OF USH 51 R/L

STA 629+18.09
BEGIN SECTION LINE 20' RT
OF USH 51 R/L

PI: 630+57.35

BM 1008

STA 630+57.35
BEGIN SECTION LINE 22' RT
OF USH 51 R/L

STA 631+81.71
END SECTION LINE 22' RT
OF USH 51 R/L

PI: 631+81.71

USH 51 R/L

PI: 632+81.79

STA 632+81.79
BEGIN SECTION LINE 18' RT
OF USH 51 R/L

STA 633+72.22 USH 51 =
STA 633+74.68 NB USH 51 NB PGL

STA 633+87.52 USH 51 =
STA 10+00.00 WIL WILSON AVE

MATCH LINE 629+00

+00 | L17 | 630+00 | L11 | 631+00 | L18 | 632+00 | L19 | 633+00 | 634+00 | 635

0 NB | L30 | 630+00 NB | L31 | 631+00 NB | L32 | 632+00 NB | L33 | 633+00 NB | L34

USH 51 / CENTER AVE

BP: 10+00.00

20'

22'

18'

1'

C = 6

C = 7

STA 629+97.49 NB
END NB PGL = SECTION LINE

STA 630+42.86 NB
BEGIN SECTION LINE 1' RT
OF NB PGL

PI: 12+00.00

STA 631+29.83 NB
END SECTION LINE 1' RT
OF NB PGL

NB PGL

SECTION LINE

STA 633+97.53 USH 51 =
STA 633+99.99 NB
END NB PGL

MATCH LINE 635+00

NB PGL = SECTION LINE

NO EXISTING MONUMENT
Y = 265226.13
X = 490934.21

PI: 629+97.49 NB

PI: 630+42.86 NB

PC: 631+29.83 NB

PT: 631+72.83 NB

PC: 633+31.68 NB

PT: 633+74.68 NB

EP: 633+99.99 NB

ROCKPORT RD

12+00 ROC

WILSON AVE

L38

L40

MAG NAIL IN PAVEMENT
Y = 265282.91
X = 493589.84

CP 108

STA 630+21.20 NB USH 51 NB PGL =
STA 11+99.28 ROC ROCKPORT RD

PI: 10+85.90

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	ALIGNMENT PLAN	SHEET 241	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\027201-AD.DWG
LAYOUT NAME - 05

PLOT DATE : 11/16/2023 6:31 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

RACINE ST

RACINE ST

RAC-W

L40

BM 1009

USH 51 R/L

N

STA 637+60.33 USH 51 =
STA 12+00.00 RAC-W RACINE ST

MATCH LINE STA 635+00

+00

636+00

637+00

638+00

639+00

640+00

641

BP: 10+00.00

18'

USH 51 / CENTER AVE

STA 637+60.34 USH 51 =
STA 10+00.00 RAC-E RACINE ST

SECTION LINE

CP 11

MATCH LINE 641+00

CP 109

RACINE ST

L41

11+0

2

JOHNSON ST

HOLMES ST

USH 51 R/L

N

PI: 643+26.64

STA 643+26.64
END SECTION LINE 18' RT
OF USH 51 R/L

MATCH LINE 641+00

+00

642+00

643+00

644+00

645+00

646+00

647

18'

USH 51 / CENTER AVE

0

SECTION LINE

CP 111

BM 1011

MATCH LINE 647+00

JOHNSON ST

HOLMES ST

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	ALIGNMENT PLAN	SHEET 242	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\027201-AD.DWG
LAYOUT NAME - 06

PLOT DATE : 11/16/2023 6:31 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

USH 51 R/L

CP 112

N

END PROJECT
STA 652+41.00

MATCH LINE 647+00

+00 648+00 649+00 L12 650+00 651+00 652+00 653

MATCH LINE 653+00

USH 51 / CENTER AVE

BP: 10+00.00

STA 649+81.24 USH 51=
STA 10+00.00 VAN VAN BUREN ST

SECTION LINE

L42

VAN BUREN ST

MCKINLEY ST

BM 1012

EP: 11+00.00

BM 1013

PC: 654+60.82

655+00

C = 1

656+00

PT: 656+14.54

T 3 N
R 12 E
35 36

BERNSTEN CAST ALUMINUM MONUMENT
Y = 267881.34
X = 490829.78

N

CP 113

654+00

SECTION LINE

657+00

658+00

L13

659

MATCH LINE 653+00

MATCH LINE 659+00

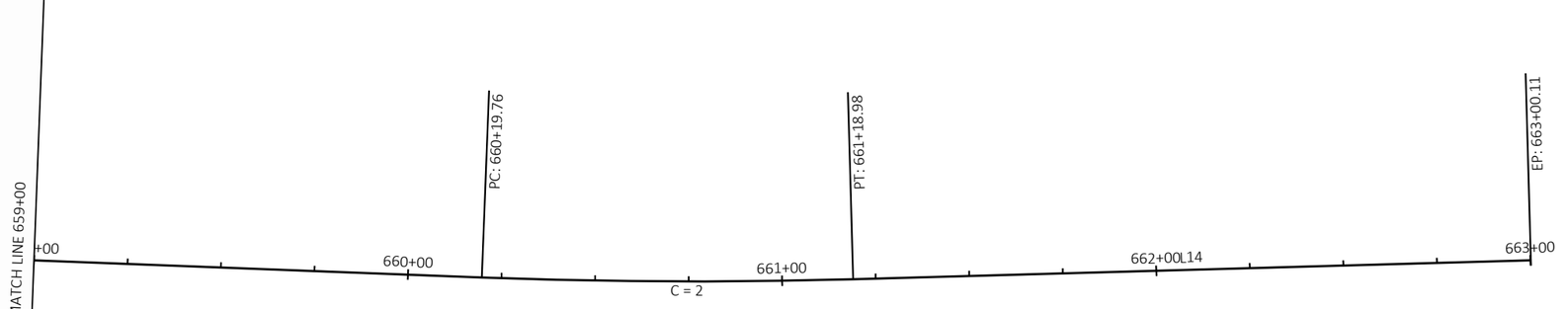
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	ALIGNMENT PLAN	SHEET 243	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\027201-AD.DWG
LAYOUT NAME - 07

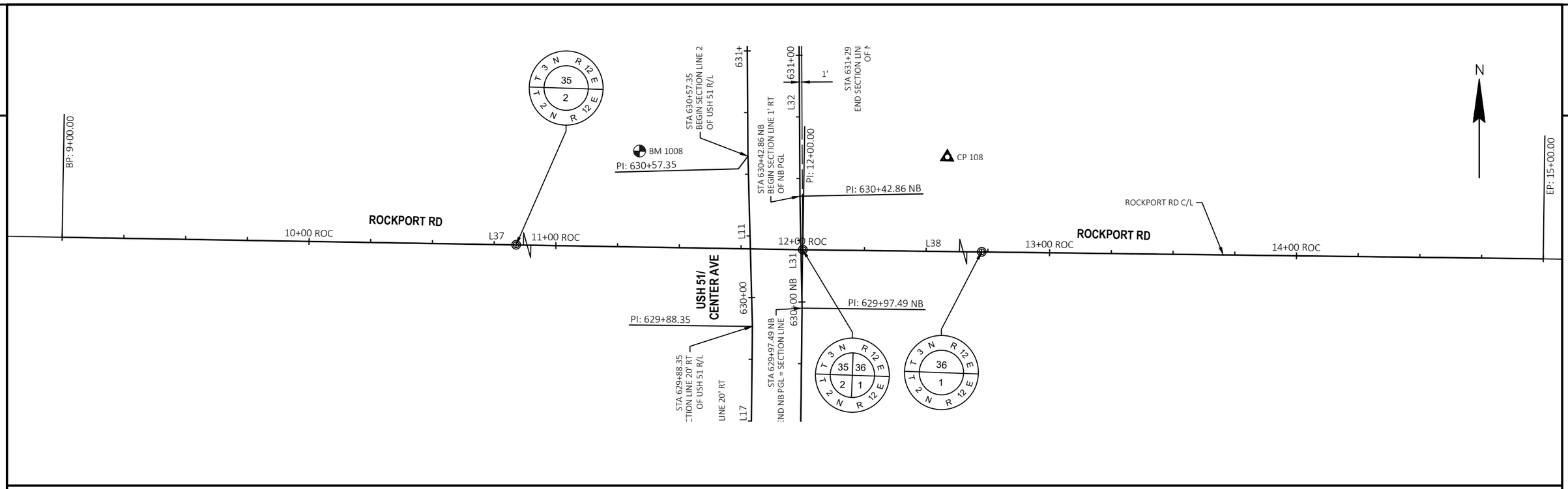
PLOT DATE : 11/16/2023 6:31 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

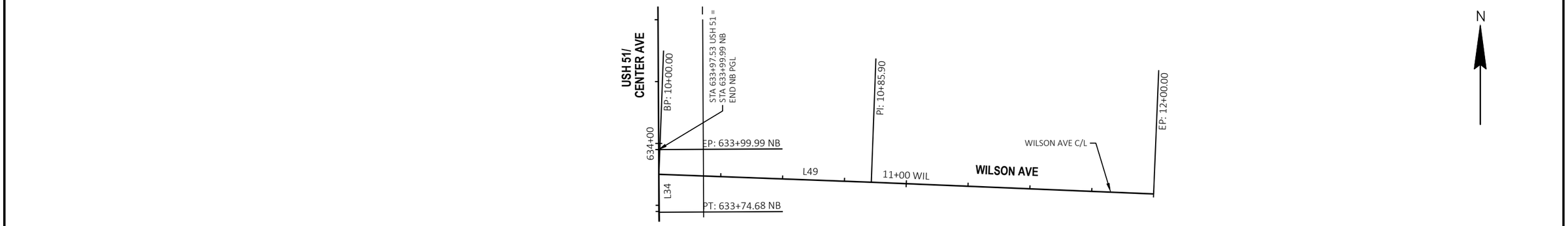
WISDOT/CADDS SHEET 44

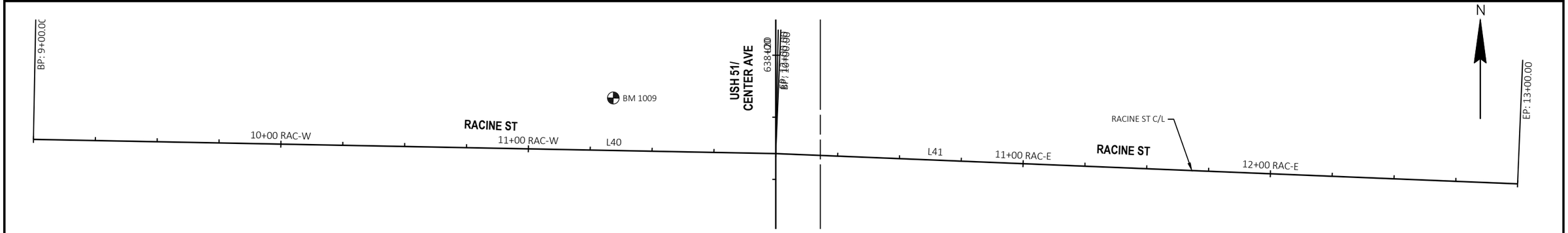
2



PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	ALIGNMENT PLAN	SHEET 244	E

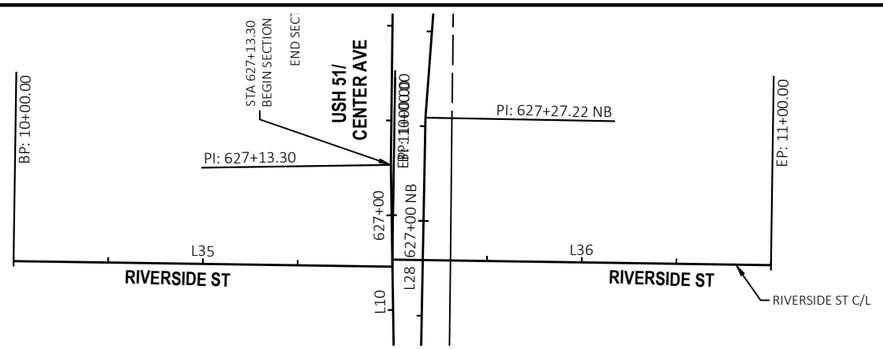


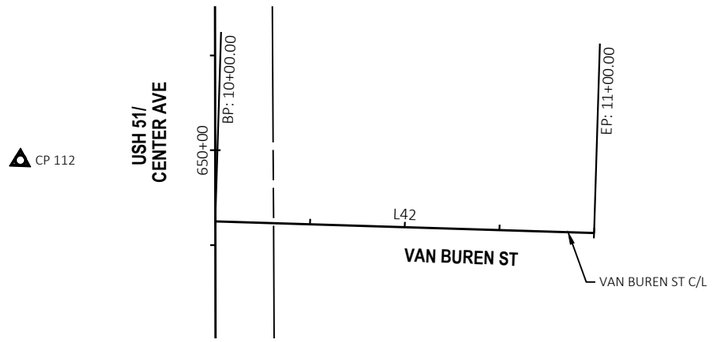




PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	ALIGNMENT PLAN	SHEET 245	E

2





PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	ALIGNMENT PLAN	SHEET 246	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\027201-AD.DWG
LAYOUT NAME - SideAlignments (2)

PLOT DATE : 11/16/2023 6:31 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : ##########

51																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L1	575+00.00	601+51.83	259707.75 491037.32	262359.28 490997.95						2651.83'						N0°51'02.3"W
L2	601+51.83	605+58.00	262359.28 490997.95	262765.36 490988.92						406.17'						N1°16'25.4"W
L3	605+58.00	606+11.01	262765.36 490988.92	262818.33 490987.00						53.01'						N2°05'04.0"W
L4	606+11.01	611+97.43	262818.33 490987.00	263404.61 490973.96						586.42'						N1°16'25.4"W
L5	611+97.43	612+72.73	263404.61 490973.96	263479.86 490971.32						75.30'						N2°00'24.5"W
L6	612+72.73	614+86.75	263479.86 490971.32	263693.81 490965.60						214.02'						N1°31'55.5"W
L7	614+86.75	616+31.98	263693.81 490965.60	263838.74 490956.33						145.23'						N3°39'28.7"W
L8	616+31.98	622+41.54	263838.74 490956.33	264448.07 490939.56						609.55'						N1°34'38.5"W
L9	622+41.54	626+41.21	264448.07 490939.56	264847.59 490928.54						399.67'						N1°34'47.1"W
L10	626+41.21	627+13.30	264847.59 490928.54	264919.59 490925.02						72.09'						N2°47'43.8"W
L15	627+13.30	628+18.01	264919.59 490925.02	265024.28 490922.69						104.72'						N1°16'25.4"W
L16	628+18.01	629+18.09	265024.28 490922.69	265124.17 490916.47						100.08'						N3°33'51.6"W
L17	629+18.09	629+88.35	265124.17 490916.47	265194.40 490914.91						70.26'						N1°16'25.4"W
L11	629+88.35	630+57.35	265194.40 490914.91	265263.27 490910.73						69.00'						N3°28'18.9"W
L18	630+57.35	631+81.71	265263.27 490910.73	265387.54 490905.84						124.36'						N2°15'08.3"W
L19	631+81.71	632+81.79	265387.54 490905.84	265487.62 490905.91						100.08'						N0°02'17.9"E
L20	632+81.79	643+26.64	265487.62 490905.91	266531.66 490864.85						1044.85'						N2°15'08.3"W
L12	643+26.64	654+60.82	266531.66 490864.85	267665.14 490824.85						1134.18'						N2°01'16.5"W
C = 1					655+40.00	267744.27 490822.05	33°52'28"	22°02'13"	79.18'	153.72'	11.79'	260.00'	654+60.82	656+14.54	N2°01'16.5"W	N31°51'11.0"E
L13	656+14.54	660+19.76	267811.52 490863.84	268155.72 491077.69						405.22'						N31°51'11.0"E
C = 2					660+69.39	268197.88 491103.88	3°47'23"	3°49'11"	49.63'	99.22'	0.82'	1500.00'	660+19.76	661+18.98	N31°51'11.0"E	N28°03'47.6"E
L14	661+18.98	663+00.11	268241.67 491127.23	268401.50 491212.44						181.13'						N28°03'47.6"E

NOTE: ALL CURVE SUPERELEVATIONS ARE NORMAL CROWN.

51-NB PGL																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L21	609+00.00 NB	609+78.92 NB	263107.25 490980.57	263186.15 490978.82						78.92'						N1°16'25.4"W
C = 3					609+97.20	263204.42 490978.41	4°00'36"	10°58'34"	18.27'	36.53'	0.32'	522.00'	609+78.92 NB	610+15.46 NB	N1°16'25.4"W	N2°44'10.7"E
L22	610+15.46 NB	612+56.21 NB	263222.68 490979.28	263463.16 490990.78						240.75'						N2°44'10.7"E
L23	612+56.21 NB	614+05.02 NB	263463.16 490990.78	263611.91 490986.80						148.81'						N1°31'55.5"W
C = 4					614+36.43	263643.32 490985.96	7°13'10"	11°30'19"	31.42'	62.75'	0.99'	498.00'	614+05.02 NB	614+67.77 NB	N1°31'55.5"W	N8°45'05.6"W
L24	614+67.77 NB	615+26.83 NB	263674.37 490981.18	263732.74 490972.19						59.06'						N8°45'05.6"W
C = 5					615+50.05	263755.69 490968.66	5°05'37"	10°58'34"	23.22'	46.41'	0.52'	522.00'	615+26.83 NB	615+73.24 NB	N8°45'05.6"W	N3°39'28.7"W
L25	615+73.24 NB	616+47.33 NB	263778.86 490967.18	263852.81 490962.45						74.10'						N3°39'28.7"W
L26	616+47.33 NB	622+43.00 NB	263852.81 490962.45	264448.25 490946.05						595.66'						N1°34'38.5"W
L27	622+43.00 NB	626+42.67 NB	264448.25 490946.05	264847.77 490935.03						399.67'						N1°34'47.1"W
L28	626+42.67 NB	627+27.22 NB	264847.77 490935.03	264932.31 490933.73						84.55'						N0°53'02.4"W
L29	627+27.22 NB	628+36.35 NB	264932.31 490933.73	265041.34 490938.32						109.13'						N2°24'34.1"E
L30	628+36.35 NB	629+97.49 NB	265041.34 490938.32	265202.44 490934.74						161.13'						N1°16'25.4"W
L31	629+97.49 NB	630+42.86 NB	265202.44 490934.74	265247.75 490932.36						45.37'						N3°00'14.2"W
L32	630+42.86 NB	631+29.83 NB	265247.75 490932.36	265334.65 490928.94						86.97'						N2°15'08.3"W
C = 6					631+51.34	265356.14 490928.10	4°49'50"	11°14'04"	21.51'	43.00'	0.45'	510.00'	631+29.83 NB	631+72.83 NB	N2°15'08.3"W	N7°04'58.0"W
L33	631+72.83 NB	633+31.68 NB	265377.49 490925.44	265535.14 490905.86						158.86'						N7°04'58.0"W
C = 7					633+53.20	265556.48 490903.20	4°49'50"	11°14'04"	21.51'	43.00'	0.45'	510.00'	633+31.68 NB	633+74.68 NB	N7°04'58.0"W	N2°15'08.3"W
L34	633+74.68 NB	633+99.99 NB	265577.98 490902.36	265603.27 490901.36						25.31'						N2°15'08.3"W

51-NB PGL-NICOLET																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L45	581+00.00 NB	581+83.65 NB	260307.80 491036.51	260391.45 491035.27						83.65'						N0°51'02.3"W
L46	581+83.65 NB	582+46.05 NB	260391.45 491035.27	260453.77 491032.24						62.40'						N2°46'45.3"W
L47	582+46.05 NB	583+96.25 NB	260453.77 491032.24	260603.96 491030.01						150.20'						N0°51'02.3"W
L48	583+96.25 NB	585+21.40 NB	260603.96 491030.01	260728.85 491022.16						125.14'						N3°35'55.4"W

2

RIVERSIDE-W																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L35	10+00.00 RIV-W	11+00.00 RIV-W	264890.84 490826.35	264892.72 490926.33						100.00'						N88°55'14.8"E

RIVERSIDE-E																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L36	10+00.00 RIV-E	11+00.00 RIV-E	264894.58 490926.24	264896.49 491026.22						100.00'						N88°54'19.9"E

ROCKPORT																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L37	9+00.00 ROC	12+00.00 ROC	265221.06 490634.25	265226.13 490934.21						300.00'						N89°01'51.5"E
L38	12+00.00 ROC	15+00.00 ROC	265226.13 490934.21	265232.54 491234.14						300.00'						N88°46'30.8"E

WILSON																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L49	10+00.00 WIL	10+85.90 WIL	265593.26 490901.76	265592.98 490987.65						85.90'						S89°48'38.1"E

RACINE-W																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L40	9+00.00 RAC-W	12+00.00 RAC-W	265959.78 490587.17	265965.80 490887.10						300.00'						N88°51'01.6"E

RACINE-E																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L41	10+00.00 RAC-E	13+00.00 RAC-E	265965.80 490887.10	265965.43 491187.10						300.00'						S89°55'46.5"E

VAN BUREN																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L42	10+00.00 VAN	11+00.00 VAN	267185.85 490841.76	267186.18 490941.76						100.00'						N89°48'49.0"E

2

BENCHMARKS & CONTROL POINTS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
BM 1001	588+54.04	150.19' RT	261063.874	491167.396	844.160	SPIKE IN NW FACE OF POWER POLE ON SOUTH SIDE OF WOLCOTT ST
BM 1002	593+60.26	72.76' RT	261568.881	491082.456	846.004	CHISELED SQUARE ON NW CORNER OF FIRST CONCRETE STEP AT 1309 CENTER AVE
BM 1003	601+39.83	105.63' RT	262348.853	491103.751	839.880	NW CORNER OF AT&T CONCRETE PAD
BM 1004	606+79.74	35.79' RT	262887.838	491021.247	839.085	ALUMINUM CAP ON SE-MOST WALL OF BRIDGE
BM 1005	613+68.09	61.02' LT	263573.555	490907.780	809.697	NE CORNER OF CONCRETE FLAGPOLE BASE AT 966 CENTER AVE
BM 1006	618+25.87	40.57' RT	264033.674	490991.555	802.948	ALUMINUM CAP ON WALL OF BRIDGE ON EAST SIDE OF CENTER AVE
BM 1008	630+59.60	43.88' LT	265263.801	490866.799	772.708	NE CORNER OF STOOP AT 624 CENTER AVE
BM 1009	637+82.73	65.68' LT	265985.590	490820.595	814.177	SE CORNER OF SIGNALS CONCRETE PAD AT THE NW QUADRANT OF THE RACINE ST INTERSECTION
BM 1010	640+88.72	101.73' RT	266297.930	490975.850	817.674	NW CORNER OF CONCRETE STOOP AT 403 CENTER AVE
BM 1011	645+85.15	61.88' RT	266792.194	490917.573	815.192	NW CORNER OF FIRST CONCRETE STEP AT 303 CENTER AVE
BM 1012	649+33.88	67.30' RT	267140.898	490910.690	812.563	NW BOLT OF BUSINESS SIGN AT 203 CENTER AVE
BM 1013	654+50.49	62.07' LT	267652.624	490763.177	805.030	CHISELED SQUARE SET IN OLD SIGN/LIGHT BASE JUST BEHIND WEST SIDEWALK
CP 101	588+48.84	60.79' RT	261057.347	491078.075	843.596	CAPPED 1" IRON PIPE IN THE SOUTH TERRACE OF WOLCOTT ST
CP 102	594+28.03	31.48' RT	261636.033	491040.174	845.127	CAPPED 1" IRON PIPE IN THE EAST TERRACE OF CENTER AVE
CP 103	600+94.10	48.11' RT	262302.278	491046.917	840.189	CAPPED 1" IRON PIPE AT THE SE QUADRANT OF THE MARQUETTE ST INTERSECTION
CP 104	607+36.63	31.31' LT	262943.222	490952.902	835.690	CAPPED 1" IRON PIPE IN THE WEST TERRACE AT 1038 CENTER AVE
CP 106	617+30.33	33.10' LT	263936.138	490920.536	803.454	CUT "T" IN THE WEST SIDEWALK ON THE NORTH SIDE OF RAILROAD BRIDGE
CP 107	624+35.85	48.81' RT	264643.645	490982.988	771.286	CAPPED 1" IRON PIPE 5' BEHIND THE SIDEWALK ON EAST SIDE OF CENTER AVE
CP 108	630+54.82	80.70' RT	265265.634	490991.440	772.452	CAPPED 1" BEHIND WALK AT THE NE QUADRANT OF THE ROCKPORT RD INTERSECTION
CP 109	637+25.62	49.30' RT	265933.045	490937.736	810.252	CAPPED 1" IRON PIPE IN THE TERRACE OF THE SE QUADRANT OF THE RACINE ST INTERSECTION
CP 110	640+88.04	29.35' RT	266294.404	490903.553	817.197	CAPPED 1" IRON PIPE 15' SOUTH OF SIDEWALK AT THE SE QUADRANT OF THE JOHNSON ST INTERSECTION
CP 111	646+72.96	40.70' RT	266879.208	490893.307	813.456	CAPPED 1" IRON PIPE IN THE TERRACE OF THE NE QUADRANT OF THE HOLMES ST INTERSECTION
CP 112	649+97.43	51.50' LT	267200.222	490789.721	810.218	CAPPED 1" IRON PIPE IN THE WEST TERRACE OF CENTER AVE AT THE VAN BUREN ST INTERSECTION
CP 113	653+44.04	35.08' LT	267547.196	490793.905	805.132	CAPPED 1" IRON PIPE IN THE WEST TERRACE OF CENTER AVE AT THE MCKINLEY ST INTERSECTION
CP 151	609+08.36	30.01' LT	263114.938	490950.380	832.009	CUT "T" IN THE SIDEWALK ON THE WEST SIDE OF CENTER AVE
CP 152	612+77.18	31.74' LT	263483.459	490939.475	810.053	CUT "T" IN THE SIDEWALK IN THE NW QUADRANT OF THE DELAVAN DR INTERSECTION
CP 153	611+47.28	5.63' RT	263354.594	490980.708	817.025	CUT "T" IN THE CONCRETE MEDIAN OF CENTER AVE AT THE DELAVAN DR INTERSECTION
CP 5000	581+00.25	2.73' LT	260307.889	491025.680	842.247	CUT "T" IN CONCRETE MEDIAN OF CENTER AVE AT NICOLET ST INTERSECTION

Estimate Of Quantities

Line	Item	Item Description	Unit	Total	5350-02-70 Qty	5350-02-71 Qty	5350-02-73 Qty
0002	201.0205	Grubbing	STA	25.000	25.000		
0004	203.0211.S	Abatement of Asbestos Containing Material (structure) 001. B-53-153	EACH	1.000	1.000		
0006	203.0211.S	Abatement of Asbestos Containing Material (structure) 002. Barrier Walls	EACH	4.000	4.000		
0008	204.0100	Removing Concrete Pavement	SY	40,919.000	40,839.000	80.000	
0010	204.0110	Removing Asphaltic Surface	SY	162.000	162.000		
0012	204.0115	Removing Asphaltic Surface Butt Joints	SY	270.000	270.000		
0014	204.0130	Removing Curb	LF	36.000	36.000		
0016	204.0150	Removing Curb & Gutter	LF	1,369.000	1,369.000		
0018	204.0155	Removing Concrete Sidewalk	SY	2,410.000	2,395.000	15.000	
0020	204.0157	Removing Concrete Barrier	LF	307.000	307.000		
0022	204.0170	Removing Fence	LF	49.000	49.000		
0024	204.0195	Removing Concrete Bases	EACH	29.000	29.000		
0026	204.0210	Removing Manholes	EACH	13.000	13.000		
0028	204.0220	Removing Inlets	EACH	25.000	25.000		
0030	204.0245	Removing Storm Sewer (size) 012. 12-Inch	LF	1,505.000	1,505.000		
0032	204.0245	Removing Storm Sewer (size) 015. 15-Inch	LF	244.000	244.000		
0034	204.0245	Removing Storm Sewer (size) 018. 18-Inch	LF	164.000	164.000		
0036	204.0245	Removing Storm Sewer (size) 024. 24-Inch	LF	30.000	30.000		
0038	204.0250	Abandoning Manholes	EACH	3.000	3.000		
0040	204.9060.S	Removing (item description) 201. Traffic Signals USH 51 & Marquette St/State St	EACH	1.000	1.000		
0042	204.9060.S	Removing (item description) 202. Traffic Signals USH 51 & Rockport Rd	EACH	1.000	1.000		
0044	204.9060.S	Removing (item description) 203. Traffic Signals USH 51 & Racine St	EACH	1.000	1.000		
0046	205.0100	Excavation Common	CY	42,953.000	42,953.000		
0048	205.0501.S	Excavation, Hauling, and Disposal of Petroleum Contaminated Soil	TON	7,399.000	6,648.000	751.000	
0050	213.0100	Finishing Roadway (project) 001. 5350-02-70	EACH	1.000	1.000		
0052	213.0100	Finishing Roadway (project) 002. 5350-02-73	EACH	1.000			1.000
0054	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	19,987.000	19,897.000	35.000	55.000
0056	310.0110	Base Aggregate Open-Graded	TON	71.000	71.000		
0058	312.0110	Select Crushed Material	TON	38,468.000	38,468.000		
0060	320.0145	Concrete Base 8-Inch	SY	159.000	85.000	74.000	
0062	415.0090	Concrete Pavement 9-Inch	SY	33,740.000	33,740.000		
0064	415.0210	Concrete Pavement Gaps	EACH	5.000	5.000		
0066	415.0410	Concrete Pavement Approach Slab	SY	281.000	281.000		
0068	415.4100	Concrete Pavement Joint Filling	SY	37,248.000	37,248.000		
0070	416.0610	Drilled Tie Bars	EACH	135.000	135.000		
0072	416.0620	Drilled Dowel Bars	EACH	122.000	122.000		
0074	455.0605	Tack Coat	GAL	82.000	78.000	4.000	
0076	460.2000	Incentive Density HMA Pavement	DOL	440.000	440.000		
0078	460.6224	HMA Pavement 4 MT 58-28 S	TON	691.000	683.000	8.000	
0080	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	31.000	31.000		
0082	465.0125	Asphaltic Surface Temporary	TON	55.000	55.000		
0084	502.0717.S	Crack Sealing Epoxy	LF	400.000	400.000		
0086	502.3101	Expansion Device	LF	146.000	146.000		
0088	502.3200	Protective Surface Treatment	SY	2,585.000	2,585.000		
0090	502.3205	Pigmented Surface Sealer Reseal	SY	67.000	67.000		
0092	502.3210	Pigmented Surface Sealer	SY	48.000	48.000		
0094	502.3215	Protective Surface Treatment Reseal	SY	459.000	459.000		
0096	502.4205	Adhesive Anchors No. 5 Bar	EACH	148.000	148.000		
0098	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	5,460.000	5,460.000		
0100	505.0904	Bar Couplers No. 4	EACH	16.000	16.000		

					5350-02-70	5350-02-71	5350-02-73
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**	**Qty**
0102	505.0906	Bar Couplers No. 6	EACH	52.000	52.000		
0104	509.0301	Preparation Decks Type 1	SY	92.000	92.000		
0106	509.0302	Preparation Decks Type 2	SY	346.000	346.000		
0108	509.0310.S	Sawing Pavement Deck Preparation Areas	LF	20.000	20.000		
0110	509.0500	Cleaning Decks	SY	2,495.000	2,495.000		
0112	509.1000	Joint Repair	SY	66.000	66.000		
0114	509.1200	Curb Repair	LF	25.000	25.000		
0116	509.1500	Concrete Surface Repair	SF	159.000	159.000		
0118	509.2000	Full-Depth Deck Repair	SY	3.000	3.000		
0120	509.2100.S	Concrete Masonry Deck Repair	CY	1.000	1.000		
0122	509.2500	Concrete Masonry Overlay Decks	CY	203.000	203.000		
0124	513.9006.S	Removing and Resetting Tubular Railing (structure) 001. B-53-153	EACH	1.000	1.000		
0126	513.9006.S	Removing and Resetting Tubular Railing (structure) 002. Barrier Walls	EACH	4.000	4.000		
0128	517.3001.S	Structure Overcoating Cleaning and Priming (structure) 001. B-53-153	EACH	1.000	1.000		
0130	517.4001.S	Containment and Collection of Waste Materials (structure) 001. B-53-153	EACH	1.000	1.000		
0132	517.6001.S	Portable Decontamination Facility	EACH	1.000	1.000		
0134	601.0417	Concrete Curb & Gutter 30-Inch Type K	LF	12,045.000	12,024.000	21.000	
0136	601.0419	Concrete Curb & Gutter 30-Inch Type L	LF	1,289.000	1,289.000		
0138	601.0590	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBTT	LF	40.000	40.000		
0140	601.0600	Concrete Curb Pedestrian	LF	277.000	277.000		
0142	602.0405	Concrete Sidewalk 4-Inch	SF	19,286.000	18,376.000	125.000	785.000
0144	602.0415	Concrete Sidewalk 6-Inch	SF	3,638.000	3,427.000		211.000
0146	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	870.000	810.000		60.000
0148	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	41.000	41.000		
0150	602.0810	Concrete Driveway 6-Inch	SY	2,113.000	2,113.000		
0152	602.0820	Concrete Driveway 8-Inch	SY	1,354.000	1,354.000		
0154	603.0105	Concrete Barrier Single-Faced 32-Inch	LF	325.000	325.000		
0156	606.0300	Riprap Heavy	CY	36.000	36.000		
0158	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	53.000	53.000		
0160	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	495.000	495.000		
0162	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	81.000	81.000		
0164	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	286.000	286.000		
0166	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	714.000	714.000		
0168	608.3012	Storm Sewer Pipe Class III-A 12-Inch	LF	372.000	372.000		
0170	608.3015	Storm Sewer Pipe Class III-A 15-Inch	LF	788.000	788.000		
0172	611.0420	Reconstructing Manholes	EACH	2.000	2.000		
0174	611.0430	Reconstructing Inlets	EACH	2.000	2.000		
0176	611.0666	Inlet Covers Type Z	EACH	4.000	4.000		
0178	611.1004	Catch Basins 4-FT Diameter	EACH	10.000	10.000		
0180	611.1005	Catch Basins 5-FT Diameter	EACH	1.000	1.000		
0182	611.1230	Catch Basins 2x3-FT	EACH	9.000	9.000		
0184	611.2004	Manholes 4-FT Diameter	EACH	14.000	14.000		
0186	611.2005	Manholes 5-FT Diameter	EACH	4.000	4.000		
0188	611.3003	Inlets 3-FT Diameter	EACH	4.000	4.000		
0190	611.3004	Inlets 4-FT Diameter	EACH	4.000	4.000		
0192	611.3230	Inlets 2x3-FT	EACH	4.000	4.000		
0194	611.8110	Adjusting Manhole Covers	EACH	25.000	25.000		
0196	612.0106	Pipe Underdrain 6-Inch	LF	935.000	935.000		
0198	614.2300	MGS Guardrail 3	LF	25.000	25.000		
0200	614.2500	MGS Thrie Beam Transition	LF	40.000	40.000		

Estimate Of Quantities

Line	Item	Item Description	Unit	Total	5350-02-70 Qty	5350-02-71 Qty	5350-02-73 Qty
0202	614.2610	MGS Guardrail Terminal EAT	EACH	1.000	1.000		
0204	616.0205	Fence Chain Link 5-FT	LF	138.000	93.000		45.000
0206	616.0405	Fence Chain Link Salvaged 5-FT	LF	272.000	272.000		
0208	619.1000	Mobilization	EACH	1.000	0.810	0.185	0.005
0210	620.0300	Concrete Median Sloped Nose	SF	146.000	115.000		31.000
0212	621.1100	Landmark Reference Monuments and Cast Iron Covers	EACH	2.000	2.000		
0214	624.0100	Water	MGAL	498.000	498.000		
0216	625.0100	Topsoil	SY	14,120.000	14,120.000		
0218	627.0200	Mulching	SY	280.000	280.000		
0220	628.1504	Silt Fence	LF	83.000	83.000		
0222	628.1520	Silt Fence Maintenance	LF	83.000	83.000		
0224	628.1905	Mobilizations Erosion Control	EACH	5.000	5.000		
0226	628.1910	Mobilizations Emergency Erosion Control	EACH	5.000	5.000		
0228	628.7005	Inlet Protection Type A	EACH	44.000	44.000		
0230	628.7010	Inlet Protection Type B	EACH	12.000	12.000		
0232	628.7015	Inlet Protection Type C	EACH	43.000	43.000		
0234	628.7020	Inlet Protection Type D	EACH	10.000	10.000		
0236	628.7560	Tracking Pads	EACH	6.000	6.000		
0238	628.7570	Rock Bags	EACH	10.000	10.000		
0240	629.0210	Fertilizer Type B	CWT	8.990	8.990		
0242	630.0200	Seeding Temporary	LB	10.000	10.000		
0244	631.0300	Sod Water	MGAL	326.000	326.000		
0246	631.1000	Sod Lawn	SY	14,120.000	14,120.000		
0248	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	3.000	3.000		
0250	634.0805	Posts Tubular Steel 2x2-Inch X 5-FT	EACH	2.000	2.000		
0252	634.0811	Posts Tubular Steel 2x2-Inch X 11-FT	EACH	15.000	14.000		1.000
0254	634.0812	Posts Tubular Steel 2x2-Inch X 12-FT	EACH	33.000	27.000		6.000
0256	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	11.000	11.000		
0258	634.0816	Posts Tubular Steel 2x2-Inch X 16-FT	EACH	2.000	1.000		1.000
0260	637.2210	Signs Type II Reflective H	SF	365.900	322.150		43.750
0262	637.2215	Signs Type II Reflective H Folding	SF	72.520	72.520		
0264	637.2230	Signs Type II Reflective F	SF	175.500	134.250		41.250
0266	638.2102	Moving Signs Type II	EACH	15.000	15.000		
0268	638.2602	Removing Signs Type II	EACH	61.000	61.000		
0270	638.3000	Removing Small Sign Supports	EACH	36.000	36.000		
0272	642.5201	Field Office Type C	EACH	1.000	1.000		
0274	643.0300	Traffic Control Drums	DAY	8,902.000	8,902.000		
0276	643.0420	Traffic Control Barricades Type III	DAY	31,904.000	31,904.000		
0278	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	132.000	132.000		
0280	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	132.000	132.000		
0282	643.0705	Traffic Control Warning Lights Type A	DAY	63,813.000	63,813.000		
0284	643.0900	Traffic Control Signs	DAY	113,703.000	113,703.000		
0286	643.0920	Traffic Control Covering Signs Type II	EACH	10.000	10.000		
0288	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000		
0290	643.1070	Traffic Control Cones 42-Inch	DAY	8,885.000	8,885.000		
0292	643.3105	Temporary Marking Line Paint 4-Inch	LF	4,295.000	4,295.000		
0294	643.3150	Temporary Marking Line Removable Tape 4-Inch	LF	10,828.000	10,828.000		
0296	643.3305	Temporary Marking Crosswalk Paint 6-inch	LF	1,024.000	1,024.000		
0298	643.3350	Temporary Marking Crosswalk Removable Tape 6-inch	LF	220.000	220.000		
0300	643.3805	Temporary Marking Stop Line Paint 18-Inch	LF	21.000	21.000		

					5350-02-70	5350-02-71	5350-02-73
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**	**Qty**
0302	643.3850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	120.000	120.000		
0304	643.5000	Traffic Control	EACH	1.000	0.810	0.185	0.005
0306	644.1410	Temporary Pedestrian Surface Asphalt	SF	11,170.000	11,170.000		
0308	644.1601	Temporary Pedestrian Curb Ramp	DAY	1,750.000	1,750.000		
0310	644.1605	Temporary Pedestrian Detectable Warning Field	SF	820.000	820.000		
0312	644.1810	Temporary Pedestrian Barricade	LF	18,220.000	18,220.000		
0314	645.0112	Geotextile Type DF Schedule B	SY	629.000	629.000		
0316	646.1020	Marking Line Epoxy 4-Inch	LF	13,912.000	13,912.000		
0318	646.3020	Marking Line Epoxy 8-Inch	LF	939.000	939.000		
0320	646.5020	Marking Arrow Epoxy	EACH	12.000	12.000		
0322	646.6120	Marking Stop Line Epoxy 18-Inch	LF	539.000	539.000		
0324	646.6220	Marking Yield Line Epoxy 18-Inch	EACH	20.000			20.000
0326	646.7120	Marking Diagonal Epoxy 12-Inch	LF	23.000	23.000		
0328	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	2,707.000	2,542.000		165.000
0330	646.8120	Marking Curb Epoxy	LF	151.000	134.000		17.000
0332	646.8220	Marking Island Nose Epoxy	EACH	7.000	6.000		1.000
0334	646.9300	Marking Removal Special Marking	EACH	2.000	2.000		
0336	650.4000	Construction Staking Storm Sewer	EACH	50.000	50.000		
0338	650.4500	Construction Staking Subgrade	LF	6,848.000	6,848.000		
0340	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	1,299.000	1,299.000		
0342	650.7000	Construction Staking Concrete Pavement	LF	5,876.000	5,876.000		
0344	650.8501	Construction Staking Electrical Installations (project) 001. 5350-02-70	EACH	1.000	1.000		
0346	650.8501	Construction Staking Electrical Installations (project) 002. 5350-02-73	EACH	1.000			1.000
0348	650.9000	Construction Staking Curb Ramps	EACH	84.000	78.000		6.000
0350	650.9500	Construction Staking Sidewalk (project) 001. 5350-02-70	EACH	1.000	1.000		
0352	650.9500	Construction Staking Sidewalk (project) 002. 5350-02-73	EACH	1.000			1.000
0354	650.9911	Construction Staking Supplemental Control (project) 001. 5350-02-70	EACH	1.000	1.000		
0356	650.9911	Construction Staking Supplemental Control (project) 002. 5350-02-73	EACH	1.000			1.000
0358	650.9920	Construction Staking Slope Stakes	LF	6,848.000	6,848.000		
0360	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	3,632.000	3,557.000		75.000
0362	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	1,353.000	1,353.000		
0364	652.0605	Conduit Special 2-Inch	LF	916.000	916.000		
0366	652.0615	Conduit Special 3-Inch	LF	1,362.000	1,362.000		
0368	652.0800	Conduit Loop Detector	LF	2,432.000	2,432.000		
0370	653.0135	Pull Boxes Steel 24x36-Inch	EACH	10.000	10.000		
0372	653.0140	Pull Boxes Steel 24x42-Inch	EACH	41.000	40.000		1.000
0374	653.0905	Removing Pull Boxes	EACH	2.000	2.000		
0376	654.0101	Concrete Bases Type 1	EACH	20.000	20.000		
0378	654.0102	Concrete Bases Type 2	EACH	13.000	13.000		
0380	654.0105	Concrete Bases Type 5	EACH	3.000	2.000		1.000
0382	654.0110	Concrete Bases Type 10	EACH	1.000	1.000		
0384	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	3.000	3.000		
0386	655.0230	Cable Traffic Signal 5-14 AWG	LF	1,749.000	1,749.000		
0388	655.0240	Cable Traffic Signal 7-14 AWG	LF	2,581.000	2,581.000		
0390	655.0260	Cable Traffic Signal 12-14 AWG	LF	3,639.000	3,639.000		
0392	655.0320	Cable Type UF 2-10 AWG Grounded	LF	1,661.000	1,661.000		
0394	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	4,597.000	4,597.000		
0396	655.0610	Electrical Wire Lighting 12 AWG	LF	4,082.000	3,962.000		120.000
0398	655.0615	Electrical Wire Lighting 10 AWG	LF	3,020.000	2,920.000		100.000
0400	655.0620	Electrical Wire Lighting 8 AWG	LF	2,250.000	2,250.000		

					5350-02-70	5350-02-71	5350-02-73
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**	**Qty**
0402	655.0640	Electrical Wire Lighting 1 AWG	LF	18.000	18.000		
0404	655.0700	Loop Detector Lead In Cable	LF	7,345.000	7,345.000		
0406	655.0800	Loop Detector Wire	LF	6,044.000	6,044.000		
0408	655.0900	Traffic Signal EVP Detector Cable	LF	2,156.000	2,156.000		
0410	656.0201	Electrical Service Meter Breaker Pedestal (location) 001. USH 51 & Marquette St/State St	EACH	1.000	1.000		
0412	656.0201	Electrical Service Meter Breaker Pedestal (location) 002. USH 51 & Rockport Rd	EACH	2.000	2.000		
0414	656.0201	Electrical Service Meter Breaker Pedestal (location) 003. USH 51 & Racine St	EACH	1.000	1.000		
0416	657.0100	Pedestal Bases	EACH	20.000	20.000		
0418	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	16.000	15.000		1.000
0420	657.0305	Poles Type 2	EACH	2.000	2.000		
0422	657.0310	Poles Type 3	EACH	11.000	11.000		
0424	657.0322	Poles Type 5-Aluminum	EACH	1.000			1.000
0426	657.0350	Poles Type 10	EACH	1.000	1.000		
0428	657.0405	Traffic Signal Standards Aluminum 3.5-FT	EACH	3.000	3.000		
0430	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	7.000	7.000		
0432	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	5.000	5.000		
0434	657.0430	Traffic Signal Standards Aluminum 10-FT	EACH	5.000	5.000		
0436	657.0530	Monotube Arms 30-FT	EACH	1.000	1.000		
0438	657.0590	Trombone Arms 20-FT	EACH	3.000	3.000		
0440	657.0595	Trombone Arms 25-FT	EACH	10.000	10.000		
0442	657.0609	Luminaire Arms Single Member 4-Inch Clamp 6-FT	EACH	11.000	11.000		
0444	657.0610	Luminaire Arms Single Member 4 1/2-Inch Clamp 6-FT	EACH	1.000			1.000
0446	657.0812	Luminaire Arms Steel 12-FT	EACH	1.000	1.000		
0448	658.0173	Traffic Signal Face 3S 12-Inch	EACH	42.000	42.000		
0450	658.0174	Traffic Signal Face 4S 12-Inch	EACH	6.000	6.000		
0452	658.0175	Traffic Signal Face 5S 12-Inch	EACH	2.000	2.000		
0454	658.0416	Pedestrian Signal Face 16-Inch	EACH	24.000	24.000		
0456	658.5070	Signal Mounting Hardware (location) 001. USH 51 & Marquette St/State St	EACH	1.000	1.000		
0458	658.5070	Signal Mounting Hardware (location) 002. USH 51 & Rockport Rd	EACH	1.000	1.000		
0460	658.5070	Signal Mounting Hardware (location) 003. USH 51 & Racine St	EACH	1.000	1.000		
0462	659.1125	Luminaires Utility LED C	EACH	13.000	12.000		1.000
0464	659.5000.S	Lamp, Ballast, LED, Switch Disposal by Contractor	EACH	13.000	13.000		
0466	674.0300	Remove Cable	LF	838.000	838.000		
0468	690.0150	Sawing Asphalt	LF	1,704.000	1,704.000		
0470	690.0250	Sawing Concrete	LF	5,824.000	5,509.000	295.000	20.000
0472	715.0502	Incentive Strength Concrete Structures	DOL	1,224.000	1,224.000		
0474	715.0603	Incentive Strength Concrete Barrier	DOL	165.000	165.000		
0476	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	10,120.000	10,120.000		
0478	740.0440	Incentive IRI Ride	DOL	8,710.000	8,710.000		
0480	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	750.000	750.000		
0482	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	500.000	500.000		
0484	SPV.0060	Special 101. Utility Line Opening (ULO)	EACH	55.000	20.000	35.000	
0486	SPV.0060	Special 102. Manhole Covers Type COJ	EACH	22.000	22.000		
0488	SPV.0060	Special 103. Inlet Covers Type COJ	EACH	19.000	19.000		
0490	SPV.0060	Special 104. Inlet Covers Type COJ Low Point	EACH	19.000	19.000		
0492	SPV.0060	Special 105. Adjusting Water Valve Boxes	EACH	19.000	19.000		
0494	SPV.0060	Special 201. Furnish & Install Traffic Signal Cabinet & Controller USH 51 & Marquette St	EACH	1.000	1.000		
0496	SPV.0060	Special 202. Furnish & Install Traffic Signal Cabinet & Controller USH 51 & Rockport Rd	EACH	1.000	1.000		
0498	SPV.0060	Special 203. Furnish & Install Traffic Signal Cabinet & Controller USH 51 & Racine St	EACH	1.000	1.000		

					5350-02-70	5350-02-71	5350-02-73
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**	**Qty**
0500	SPV.0060	Special 204. Furnish & Install EVP System USH 51 & Marquette St/State St	EACH	1.000	1.000		
0502	SPV.0060	Special 205. Furnish & Install EVP System USH 51 & Rockport Rd	EACH	1.000	1.000		
0504	SPV.0060	Special 206. Furnish & Install EVP System USH 51 & Racine St	EACH	1.000	1.000		
0506	SPV.0060	Special 207. Furnish & Install Audible Pedestrian Push Button System USH 51 & Marquette	EACH	1.000	1.000		
0508	SPV.0060	Special 208. Furnish & Install Audible Pedestrian Push Button System USH 51 & Rockport R	EACH	1.000	1.000		
0510	SPV.0060	Special 209. Furnish & Install Audible Pedestrian Push Button System USH 51 & Racine St	EACH	1.000	1.000		
0512	SPV.0060	Special 210. Removing Electrical Service Meter Breaker Pedestal Lighting	EACH	2.000	2.000		
0514	SPV.0060	Special 211. Removing, Salvaging, & Reinstalling Lighting Equipment	EACH	2.000	2.000		
0516	SPV.0060	Special 301. Discontinue Existing Curb Stop/Water Service In Place	EACH	26.000		26.000	
0518	SPV.0060	Special 302. Discontinue Existing Vault In Place	EACH	16.000		16.000	
0520	SPV.0060	Special 303. Hydrant Removal	EACH	11.000		11.000	
0522	SPV.0060	Special 304. Water Main Offset (Undistributed)	EACH	2.000		2.000	
0524	SPV.0060	Special 305. 6" Gate Valve & Box	EACH	13.000		13.000	
0526	SPV.0060	Special 306. 8" Gate Valve & Box	EACH	16.000		16.000	
0528	SPV.0060	Special 307. 12" Gate Valve & Box	EACH	3.000		3.000	
0530	SPV.0060	Special 308. Hydrant	EACH	12.000		12.000	
0532	SPV.0060	Special 309. 3/4" Curb Stop and Box	EACH	85.000		85.000	
0534	SPV.0060	Special 310. 3/4" Curb Stop and Box (Undistributed)	EACH	5.000		5.000	
0536	SPV.0060	Special 311. Water Service Exploration	EACH	10.000		10.000	
0538	SPV.0090	Special 101. Concrete Curb & Gutter 18-Inch Type K	LF	1,108.000	973.000		135.000
0540	SPV.0090	Special 102. Concrete Curb Type K	LF	22.000	22.000		
0542	SPV.0090	Special 103. Concrete Curb Type L	LF	22.000	22.000		
0544	SPV.0090	Special 104. Tree Root Sawing	LF	475.000	475.000		
0546	SPV.0090	Special 105. Marking Crosswalk Epoxy Block Style 12-Inch	LF	906.000	774.000		132.000
0548	SPV.0090	Special 301. 6" Dia. Water Main (Granular Backfill)	LF	388.000		388.000	
0550	SPV.0090	Special 302. 8" Dia. Water Main (Granular Backfill)	LF	4,837.000		4,837.000	
0552	SPV.0090	Special 303. 12" Dia. Water Main (Granular Backfill)	LF	540.000		540.000	
0554	SPV.0090	Special 304. 16" Dia. Water Main (Granular Backfill)	LF	8.000		8.000	
0556	SPV.0090	Special 305. 3/4" Water Service	LF	2,619.000		2,619.000	
0558	SPV.0090	Special 306. 3/4" Water Service (Undistributed)	LF	200.000		200.000	
0560	SPV.0090	Special 307. 2" Water Service	LF	16.000		16.000	

TREE GRUBBING

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	201.0205 GRUBBING STA
0010	USH 51	584+00	-	592+00		8
		594+00	-	595+00		1
		596+00	-	600+00		4
		604+00	-	605+00		1
		628+00	-	629+00		1
		630+00	-	633+00		3
		636+00	-	637+00		1
		638+00	-	639+00		1
		644+00	-	646+00		2
		647+00	-	649+00		2
	WILSON AVE	10+00 WIL	-	11+00 WIL		1
					TOTAL 0010	25

MISCELLANEOUS REMOVALS

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	203.0211.S.002 ABATEMENT OF ASBESTOS CONTAINING MATERIAL BARRIER WALLS EACH	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0130 REMOVING CURB LF	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY	204.0157 REMOVING CONCRETE BARRIER LF	204.0170 REMOVING FENCE LF	513.9006.S.002 REMOVING AND RESETTING TUBULAR RAILING BARRIER WALLS EACH
0010	USH 51	581+59	-	587+00		-	3,998	13	55	36	56	152	-	-	-
		587+00	-	593+00		-	3,981	-	-	-	87	115	-	-	-
		593+00	-	599+00		-	4,045	6	24	-	28	88	-	-	-
		599+00	-	605+00		-	4,619	55	50	-	12	273	-	-	-
		605+00	-	607+40		-	1,014	-	58	-	30	68	-	-	-
		616+69	-	623+00		4	1,246	-	-	-	-	206	307	14	4
		623+00	-	629+00		-	4,429	-	-	-	-	338	-	35	-
		629+00	-	635+00		-	4,782	-	-	-	-	390	-	-	-
		635+00	-	641+00		-	4,028	-	-	-	-	188	-	-	-
		641+00	-	647+00		-	3,941	-	-	-	121	225	-	-	-
		647+00	-	652+00		-	3,069	-	-	-	-	82	-	-	-
		652+00	-	654+00		-	1,545	8	58	-	45	74	-	-	-
	RIVERSIDE ST	10+25 RIV-W	-	10+45 RIV-W		-	-	-	-	-	41	-	-	-	-
		10+55 RIV-E	-	10+96 RIV-E		-	15	7	25	-	52	-	-	-	-
	ROCKPORT RD	10+45 ROC	-	13+21 ROC		-	35	21	-	-	270	-	-	-	-
	WILSON AVE	10+58 WIL	-	11+35 WIL		-	-	-	-	-	218	-	-	-	-
	RACINE ST	10+45 RAC-W	-	11+45 RAC-W		-	50	25	-	-	216	-	-	-	-
		10+58 RAC-E	-	11+10 RAC-E		-	7	27	-	-	111	-	-	-	-
	VAN BUREN ST	10+55 VAN	-	10+95 VAN		-	35	-	-	-	82	-	-	-	-
					TOTAL 0010	4	40,839	162	270	36	1,369	2,199	307	49	4
0040	USH 51	581+59	-	587+00		-	-	-	-	-	-	6	-	-	-
		587+00	-	593+00		-	-	-	-	-	-	24	-	-	-
		593+00	-	599+00		-	-	-	-	-	-	30	-	-	-
		599+00	-	605+00		-	-	-	-	-	-	11	-	-	-
		605+00	-	607+40		-	-	-	-	-	-	-	-	-	-
		616+69	-	623+00		-	-	-	-	-	-	-	-	-	-
		623+00	-	629+00		-	-	-	-	-	-	13	-	-	-
		629+00	-	635+00		-	-	-	-	-	-	15	-	-	-
		635+00	-	641+00		-	-	-	-	-	-	16	-	-	-
		641+00	-	647+00		-	-	-	-	-	-	34	-	-	-
		647+00	-	652+00		-	-	-	-	-	-	40	-	-	-
		652+00	-	654+00		-	-	-	-	-	-	7	-	-	-
					TOTAL 0040	0	0	0	0	0	0	196	0	0	0
					PROJECT TOTAL							2,395			

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REMOVING STORM SEWER

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH	204.0245.012 REMOVING STORM SEWER 12-INCH LF	204.0245.015 REMOVING STORM SEWER 15-INCH LF	204.0245.018 REMOVING STORM SEWER 18-INCH LF	204.0245.024 REMOVING STORM SEWER 24-INCH LF
0010	USH 51	581+59	-	587+00		3	1	22	28	-	30
		587+00	-	593+00		-	-	-	-	-	-
		593+00	-	599+00		-	-	-	-	-	-
		599+00	-	605+00		1	4	85	124	-	-
		605+00	-	607+69		-	-	-	-	-	-
		616+69	-	623+00		-	4	-	-	118	-
		623+00	-	629+00		2	3	101	-	46	-
		629+00	-	635+00		4	6	369	92	-	-
		635+00	-	641+00		-	1	70	-	-	-
		641+00	-	647+00		-	2	77	-	-	-
		647+00	-	652+00		2	3	561	-	-	-
		652+00	-	655+71		1	1	220	-	-	-
					TOTAL 0010	13	25	1,505	244	164	30

HAZARDOUS MATERIALS

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	205.0501.S EXCAVATION, HAULING, AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL TON	REMARKS
0010	USH 51	582+15	-	583+81	LT	952	0' TO 3' BGS
		599+75	-	601+14	RT	774	0' TO 3' BGS
		599+97	-	600+27	LT	111	0' TO 2' BGS
		601+05	-	601+52	LT	447	0' TO 3' BGS
		601+42	-	601+72	RT	185	0' TO 3' BGS
		602+18	-	602+48	LT	111	0' TO 2' BGS
		602+84	-	603+94	RT	390	0' TO 3' BGS
		626+24	-	626+75	RT	203	0' TO 2' BGS
		628+02	-	630+10	LT	1,230	0' TO 3' BGS
		633+08	-	633+38	LT	215	0' TO 2' BGS
		647+78	-	648+28	LT	77	0' TO 2' BGS
		649+90	-	651+70	RT	1,617	0' TO 3' BGS
		652+00	-	653+83	LT	336	0' TO 3' BGS
					TOTAL 0010	6,648	

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EARTHWORK

ROADWAY	FROM/TO STATION	205.0100 EXCAVATION COMMON (1) CY CUT EXCAVATION (2)	205.0100 EXCAVATION COMMON (1) CY CONTAMINATED SOIL	205.0100 EXCAVATION COMMON (1) CY EBS EXCAVATION (3)	CY SALVAGED/UNUSABLE PAVEMENT MATERIAL (4)	CY AVAILABLE MATERIAL (5)	CY UNEXPANDED FILL	CY EXPANDED FILL FACTOR 1.10	CY MASS ORDINATE +/- (6)	CY WASTE (7)	# 312.0110 SELECT CRUSHED MATERIAL TON
USH 51	581+70 - 653+83	39,670	3,605	1,084	9,120	30,550	124	136	30,414	31,498	2,060
RIVERSIDE ST	10+25 RIV-W - 10+38 RIV-W 10+64 RIV-E - 10+91 RIV-E	133	-	-	18	115	-	-	133	133	-
ROCKPORT RD	10+45 ROC - 13+21 ROC	1,217	-	-	82	1,135	1	1	1,134	1,134	-
WILSON AVE	10+55 WIL - 11+65 WIL	309	-	-	47	262	-	-	309	309	-
RACINE ST	10+45 RAC-W - 11+33 RAC-W 10+66 RAC-E - 11+10 RAC-E	469	-	-	92	377	-	-	469	469	-
VAN BUREN ST	10+66 VAN - 10+95 VAN	71	-	-	27	44	-	-	71	71	-
SUBTOTAL		41,869	3,605	1,084	9,386	32,483	125	137	32,530	33,614	
	TOTAL 0010		42,953								2,060

NOTES:

(1) EXCAVATION COMMON IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. CONTAMINATED SOIL EXCAVATION IS PROVIDED FOR INFORMATION ONLY.

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

(3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL.

(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL INCLUDES ASPHALT PAVEMENT, CONCRETE PAVEMENT, CURB & GUTTER, AND CONCRETE SIDEWALK.

(5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL

(6) THE MASS ORDINATE IS EITHER + OR - QUANTITY. POSITIVE QUANTITY INDICATES AN EXCESS OF MATERIAL. NEGATIVE QUANTITY INDICATES A SHORTAGE OF MATERIAL.

(7) WASTE = EBS EXCAVATION + MASS ORDINATE. FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "AGGREGATE" TABLE.

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AGGREGATE

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	# 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	310.0110 BASE AGGREGATE OPEN-GRADED TON	## 312.0110 SELECT CRUSHED MATERIAL TON	### 624.0100 WATER MGAL	645.0112 GEOTEXTILE TYPE DF SCHEDULE B SY
0010	USH 51	581+59	-	587+00		1,810	15	3,482	37	134
		587+00	-	593+00		1,776	6	3,525	36	57
		593+00	-	599+00		1,719	-	3,421	35	-
		599+00	-	605+00		1,994	15	3,726	41	134
		605+00	-	607+40		435	-	749	9	-
		616+69	-	623+00		639	-	1,220	13	-
		623+00	-	629+00		2,096	15	3,945	43	134
		629+00	-	635+00		2,184	4	4,149	44	34
		635+00	-	641+00		1,692	4	3,357	34	34
		641+00	-	647+00		1,931	4	3,665	39	34
		647+00	-	652+00		1,347	4	2,609	28	34
		652+00	-	654+00		609	4	1,137	13	34
	RIVERSIDE ST	10+25 RIV-W	-	10+45 RIV-W		76	-	90	2	-
		10+55 RIV-E	-	10+96 RIV-E		38	-	32	1	-
	ROCKPORT RD	10+45 ROC	-	13+21 ROC		471	-	584	10	-
	WILSON AVE	10+58 WIL	-	11+35 WIL		186	-	197	4	-
	RACINE ST	10+45 RAC-W	-	11+45 RAC-W		201	-	184	5	-
		10+58 RAC-E	-	11+10 RAC-E		216	-	260	5	-
	VAN BUREN ST	10+55 VAN	-	10+95 VAN		80	-	76	2	-
					TOTAL 0010	19,500	71	36,408	401	629

ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "TEMPORARY PAVEMENT" TABLE.
ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "EARTHWORK" TABLE.
ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "EROSION CONTROL" TABLE.

TEMPORARY PAVEMENT

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	# 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON
0010	USH 51	617+11	-	618+48	STAGE 1	53	-
		622+40	-	626+41	STAGE 1	155	-
		626+41	-	629+88	STAGE 1	189	55
					TOTAL 0010	397	55

ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "AGGREGATE" TABLE.

CONCRETE PAVEMENT

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	320.0145 CONCRETE BASE 8-INCH SY	415.0090 CONCRETE PAVEMENT 9-INCH SY	415.0210 CONCRETE PAVEMENT GAPS EACH	415.0410 CONCRETE PAVEMENT APPROACH SLAB SY	415.4100 CONCRETE PAVEMENT JOINT FILLING SY	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH
0010	USH 51	581+59	-	587+00		-	3,469	-	-	3,759	-	-
		587+00	-	593+00		-	3,393	-	-	3,721	-	-
		593+00	-	599+00		-	3,396	-	-	3,727	-	-
		599+00	-	605+00		-	3,805	1	-	4,144	-	-
		605+00	-	607+40		-	747	1	-	834	115	80
		616+69	-	623+00		-	802	-	281	854	-	-
		623+00	-	629+00		-	3,570	-	-	4,155	-	-
		629+00	-	635+00		-	4,046	2	-	4,476	-	-
		635+00	-	641+00		-	3,343	-	-	3,676	-	-
		641+00	-	647+00		-	3,478	-	-	3,813	-	-
		647+00	-	652+00		-	2,588	1	-	2,867	-	-
		652+00	-	654+00		85	1,103	-	-	1,217	20	42
					TOTAL 0010	85	33,740	5	281	37,243	135	122

ASPHALT

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	455.0605 TACK COAT GAL	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON
0010	USH 51	581+59	-	587+00		5	40	10
		587+00	-	593+00		4	42	-
		593+00	-	599+00		2	18	-
		599+00	-	605+00		5	35	6
		605+00	-	607+40		2	7	-
		616+69	-	623+00		-	-	-
		623+00	-	629+00		-	-	1
		629+00	-	635+00		-	-	5
		635+00	-	641+00		-	-	-
		641+00	-	647+00		6	57	-
		647+00	-	652+00		-	-	-
		652+00	-	654+00		4	19	-
	RIVERSIDE ST	10+25 RIV-W	-	10+45 RIV-W		3	24	4
		10+55 RIV-E	-	10+96 RIV-E		2	8	3
	ROCKPORT RD	10+45 ROC	-	13+21 ROC		15	162	2
	WILSON AVE	10+58 WIL	-	11+35 WIL		9	80	-
	RACINE ST	10+45 RAC-W	-	11+45 RAC-W		9	81	-
		10+58 RAC-E	-	11+10 RAC-E		8	79	-
	VAN BUREN ST	10+55 VAN	-	10+95 VAN		4	31	-
					TOTAL 0010	78	683	31

MISCELLANEOUS CONCRETE

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	601.0417 CONCRETE CURB & GUTTER 30-INCH TYPE K LF	601.0419 CONCRETE CURB & GUTTER 30-INCH TYPE L LF	601.0590 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBTT LF	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0415 CONCRETE SIDEWALK 6-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF	602.0810 CONCRETE DRIVEWAY 6-INCH SY	602.0820 CONCRETE DRIVEWAY 8-INCH SY	620.0300 CONCRETE MEDIAN SLOPED NOSE SF	SPV.0090.101 CONCRETE CURB & GUTTER 18-INCH TYPE K LF	SPV.0090.102 CONCRETE CURB TYPE K LF	SPV.0090.103 CONCRETE CURB TYPE L LF
0010	USH 51	581+59	-	587+00		1,043	56	-	134	1,106	407	80	-	24	301	14	-	22	22
		587+00	-	593+00		1,178	86	-	-	502	486	80	-	221	37	-	-	-	-
		593+00	-	599+00		1,190	28	-	-	407	405	80	-	334	-	-	-	-	-
		599+00	-	605+00		1,219	12	-	41	2,135	294	70	13	243	216	-	-	-	-
		605+00	-	607+40		310	-	-	-	531	-	-	-	109	85	-	-	-	-
		616+69	-	623+00		186	-	19	-	2,447	-	-	-	-	-	-	-	-	-
		623+00	-	629+00		1,877	-	21	43	3,662	272	60	-	43	145	52	373	-	-
		629+00	-	635+00		1,188	-	-	18	2,471	483	90	12	227	61	49	600	-	-
		635+00	-	641+00		1,198	-	-	-	933	248	70	16	374	-	-	-	-	-
		641+00	-	647+00		1,205	121	-	31	1,286	623	160	-	382	-	-	-	-	-
		647+00	-	652+00		1,004	-	-	10	682	209	60	-	-	346	-	-	-	-
		652+00	-	654+00		409	-	-	-	-	-	60	-	-	114	-	-	-	-
	RIVERSIDE ST	10+25 RIV-W	-	10+45 RIV-W		-	41	-	-	82	-	-	-	-	-	-	-	-	-
		10+55 RIV-E	-	10+96 RIV-E		-	48	-	-	-	-	-	-	9	14	-	-	-	-
	ROCKPORT RD	10+45 ROC	-	13+21 ROC		-	270	-	-	332	-	-	-	10	-	-	-	-	-
	WILSON AVE	10+58 WIL	-	11+35 WIL		-	218	-	-	185	-	-	-	19	-	-	-	-	-
	RACINE ST	10+45 RAC-W	-	11+45 RAC-W		-	216	-	-	157	-	-	-	57	-	-	-	-	-
		10+58 RAC-E	-	11+10 RAC-E		-	111	-	-	-	-	-	-	19	-	-	-	-	-
	VAN BUREN ST	10+55 VAN	-	10+95 VAN		-	82	-	-	183	-	-	-	-	29	-	-	-	-
					TOTAL 0010	**12,007**	**1,289**	**40**	**277**	**17,101**	**3,427**	**810**	**41**	**2,071**	**1,348**	**115**	**973**	**22**	**22**
0040	USH 51	581+59	-	587+00		-	-	-	-	50	-	-	-	-	-	-	-	-	-
		587+00	-	593+00		-	-	-	-	152	-	-	-	7	-	-	-	-	-
		593+00	-	599+00		-	-	-	-	148	-	-	-	13	-	-	-	-	-
		599+00	-	605+00		-	-	-	-	99	-	-	-	-	-	-	-	-	-
		605+00	-	607+40		-	-	-	-	-	-	-	-	-	-	-	-	-	-
		616+69	-	623+00		-	-	-	-	-	-	-	-	-	-	-	-	-	-
		623+00	-	629+00		-	-	-	-	85	-	-	-	-	-	-	-	-	-
		629+00	-	635+00		-	-	-	-	85	-	-	-	-	6	-	-	-	-
		635+00	-	641+00		-	-	-	-	48	-	-	-	10	-	-	-	-	-
		641+00	-	647+00		-	-	-	-	200	-	-	-	12	-	-	-	-	-
		647+00	-	652+00		-	-	-	-	352	-	-	-	-	-	-	-	-	-
		652+00	-	654+00		-	-	-	-	56	-	-	-	-	-	-	-	-	-
					TOTAL 0040	**0**	**0**	**0**	**0**	**1,275**	**0**	**0**	**0**	**42**	**6**	**0**	**0**	**0**	**0**
					PROJECT TOTAL					**18,376**				**2,113**	**1,354**				

STORM SEWER PIPES (1 OF 2)

CATEGORY	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE %	# 608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	# 608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	# 608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	# 608.0418 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH LF	# 608.0424 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	608.3012 STORM SEWER PIPE CLASS III-A 12-INCH LF	608.3015 STORM SEWER PIPE CLASS III-A 15-INCH LF
	10A	10	839.26	839.06	0.60%	-	-	32.0	-	-	-	-
0010	10B	10C	839.72	839.56	0.50%	-	32.9	-	-	-	-	-
	10C	10	839.31	839.06	0.50%	-	-	48.8	-	-	-	-
	10	11	838.31	837.76	0.30%	-	-	-	-	186.0	-	-
	11	12	837.76	837.31	0.30%	-	-	-	-	150.0	-	-
	12A	12	838.46	838.31	2.00%	-	7.5	-	-	-	-	-
	12B	12	838.84	838.31	1.20%	-	44.6	-	-	-	-	-
	12	13	837.31	836.86	0.30%	-	-	-	-	150.1	-	-
	13	16	836.86	836.32	0.30%	-	-	-	-	180.1	-	-
	15A	15	-	-	-	-	-	-	-	-	-	-
	15B	15	-	-	-	-	-	-	-	-	-	-
	15	16	-	-	-	-	-	-	-	-	-	-
	16A	16	-	-	-	-	-	-	-	-	-	-
	16	17	836.32	835.99	2.10%	-	-	-	-	15.6	-	-
	17A	17	836.62	836.49	1.00%	-	-	-	13.5	-	-	-
	17	18	835.99	835.75	0.76%	-	-	-	-	31.4	-	-
	18	-	835.75	-	-	-	-	-	-	-	-	-
	22	23	834.00	833.81	0.93%	-	-	-	-	-	-	19.9
	23A	23	835.04	834.06	1.50%	-	65.5	-	-	-	-	-
	23	25	833.81	833.06	1.06%	-	-	-	-	-	-	70.7
	25A	25	833.74	833.06	2.00%	-	-	-	-	-	-	33.9
	25B	25	834.46	834.06	2.00%	-	-	-	-	-	19.9	-
	25	-	-	-	-	-	-	-	-	-	-	-
	50A	50D	771.93	771.87	0.50%	-	12.5	-	-	-	-	-
	50B	50C	772.22	772.16	0.50%	13.8	-	-	-	-	-	-
	50C	50D	772.16	771.87	0.50%	-	57.5	-	-	-	-	-
	50D	50	771.87	771.81	0.50%	-	11.0	-	-	-	-	-
	50	51	771.81	771.67	0.50%	28.6	-	-	-	-	-	-
	51	-	771.36	-	-	-	-	-	-	-	-	-
	55A	55B	763.46	763.33	0.50%	-	25.7	-	-	-	-	-
	55B	55C	763.33	763.27	0.50%	-	12.2	-	-	-	-	-
	55C	55D	763.27	763.15	0.50%	-	24.3	-	-	-	-	-
	55D	55	762.90	762.66	0.30%	-	-	-	79.5	-	-	-
	55	56	762.66	762.49	0.29%	-	-	-	59.3	-	-	-
	55E	-	-	-	-	-	-	-	-	-	-	-
	55F	-	-	-	-	-	-	-	-	-	-	-
	55G	-	-	-	-	-	-	-	-	-	-	-
	55H	-	-	-	-	-	-	-	-	-	-	-
	56	-	762.49	-	-	-	-	-	-	-	-	-
	60	-	-	-	-	-	-	-	-	-	-	-
	SUBTOTALS					**42.4**	**293.7**	**80.8**	**152.3**	**713.2**	**19.9**	**124.5**

NOTES:
1. PIPE LENGTHS ARE FROM CENTER TO CENTER OF STRUCTURES.
#ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "TEMPORARY DRAINAGE" TABLE.

STORM SEWER PIPES (2 OF 2)

CATEGORY	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE %	# 608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	# 608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	# 608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	# 608.0418 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH LF	# 608.0424 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	608.3012 STORM SEWER PIPE CLASS III-A 12-INCH LF	608.3015 STORM SEWER PIPE CLASS III-A 15-INCH LF
	61	62	790.08	783.72	6.44%	-	-	-	-	-	-	98.8
0010	61A	-	-	-	-	-	-	-	-	-	-	-
	62	64	781.53	770.70	6.44%	-	-	-	-	-	-	168.2
	63A	63B	771.08	770.68	4.00%	-	10.0	-	-	-	-	-
	63B	64C	770.68	769.93	2.00%	-	37.5	-	-	-	-	-
	64A	64B	770.54	770.34	2.00%	10.0	-	-	-	-	-	-
	64B	64	770.34	770.20	2.00%	-	7.1	-	-	-	-	-
	64C	64D	769.93	769.80	2.00%	-	-	-	-	-	6.5	-
	64D	64	769.80	769.45	2.00%	-	-	-	-	-	17.4	-
	64	65	767.70	766.48	4.00%	-	-	-	-	-	-	30.4
	65	66	766.48	766.13	1.00%	-	-	-	-	-	-	35.2
	66	-	-	-	-	-	-	-	-	-	-	-
	70A	70	807.82	806.40	2.00%	-	71.1	-	-	-	-	-
	70	-	-	-	-	-	-	-	-	-	-	-
	80	81	807.63	807.19	1.00%	-	-	-	-	-	44.2	-
	81	82	807.19	806.16	1.00%	-	-	-	-	-	103.2	-
	82	85	806.16	804.35	1.00%	-	-	-	-	-	180.8	-
	85A	85	805.84	804.35	1.00%	-	59.6	-	-	-	-	-
	85	86	804.10	803.62	1.00%	-	-	-	-	-	-	47.7
	86	87	803.62	802.04	1.00%	-	-	-	-	-	-	158.1
	87	90	802.04	800.79	1.00%	-	-	-	-	-	-	125.1
	90	91	800.54	800.07	1.00%	-	-	-	47.3	-	-	-
	91	92	800.07	799.21	1.00%	-	-	-	86.2	-	-	-
	92	-	799.21	-	-	-	-	-	-	-	-	-
	SUBTOTALS					**10.0**	**185.3**	**0.0**	**133.5**	**0.0**	**352.1**	**663.5**
	TOTAL 0010					**53**	**479**	**81**	**286**	**714**	**372**	**788**

NOTES:
1. PIPE LENGTHS ARE FROM CENTER TO CENTER OF STRUCTURES.
#ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "TEMPORARY DRAINAGE" TABLE.

3

STORM SEWER STRUCTURES (1 OF 2)

CATEGORY	STRUCTURE NUMBER	STATION	OFFSET	RIM ELEV	INVERT ELEV	STR DEPTH FEET	611.0420 RECONSTRUCTING MANHOLES EACH	611.0430 RECONSTRUCTING INLETS EACH	611.0666 INLET COVERS TYPE Z EACH	611.1004 CATCH BASINS 4-FT DIAMETER EACH	611.1005 CATCH BASINS 5-FT DIAMETER EACH	611.1230 CATCH BASINS 2X3-FT EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.3003 INLETS 3-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	612.0106 PIPE UNDERDRAIN 6-INCH LF	# SPV.0060.102 MANHOLE COVERS TYPE COJ EACH	SPV.0060.103 INLET COVERS TYPE COJ EACH	SPV.0060.104 INLET COVERS TYPE COJ LOW POINT EACH	COMMENTS
	10A	**588+86.1**	50.0' LT	842.46	839.26	4.20	-	-	-	1	-	-	-	-	-	-	-	50	-	-	1	CONNECT UNDERDRAIN TO CATCH BASIN STRUCTURE
0010	10B	**588+86.3**	50.0' RT	842.51	839.72	3.95	-	-	-	1	-	-	-	-	-	-	-	35	-	-	1	CONNECT UNDERDRAIN TO CATCH BASIN STRUCTURE. STRUCTURE DESIGNED WITH 4" ADJUSTMENT.
	10C	**589+08.3**	25.5' RT	842.71	839.31	4.40	-	-	-	1	-	-	-	-	-	-	-	-	-	1	-	-
	10	**588+86.1**	18.0' LT	842.86	838.31	3.30	-	-	-	-	-	-	-	1	-	-	-	-	1	-	-	-
	11	**587+00.0**	18.0' LT	842.20	837.76	3.19	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-
	12A	**585+50.0**	25.5' LT	841.63	838.46	4.17	-	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-
	12B	**585+60.0**	25.5' RT	841.66	838.84	3.82	-	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-
	12	**585+50.0**	18.0' LT	841.75	837.31	3.19	-	-	-	-	-	-	-	1	-	-	-	-	1	-	-	-
	13	**584+00.0**	23.8' LT	841.18	836.86	3.07	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-
	15A	**582+33.2**	39.8' RT	840.37	-	-	-	-	-	-	-	-	-	-	-	-	-	50	-	-	1	CONNECT UNDERDRAIN TO INLET STRUCTURE
	15B	**581+86.7**	40.6' RT	840.35	-	-	-	-	-	-	-	-	-	-	-	-	-	50	-	-	1	CONNECT UNDERDRAIN TO INLET STRUCTURE
	15	**582+20.5**	27.2' RT	840.78	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-
	16A	**581+89.6**	44.0' LT	840.40	-	-	-	-	-	-	-	-	-	-	-	-	-	50	-	-	1	CONNECT UNDERDRAIN TO INLET STRUCTURE
	16	**582+19.9**	24.4 LT	840.72	836.32	3.15	-	-	-	-	-	-	-	1	-	-	-	-	1	-	-	-
	17A	**582+32.7**	39.9' LT	840.32	836.62	4.70	-	-	-	1	-	-	-	-	-	-	-	50	-	-	1	CONNECT UNDERDRAIN TO CATCH BASIN STRUCTURE
	17	**582+19.2**	39.9' LT	840.55	835.99	3.31	-	-	-	-	-	-	-	1	-	-	-	-	1	-	-	-
	18	**581+95.7**	60.8' LT	840.76	835.75	3.76	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-
	22	**601+30.1**	49.8' LT	838.85	834.00	5.85	-	-	-	1	-	-	-	-	-	-	-	50	-	-	1	CONNECT UNDERDRAIN TO CATCH BASIN STRUCTURE
	23A	**601+93.5**	35.8' LT	838.74	835.04	4.70	-	-	-	1	-	-	-	-	-	-	-	50	-	-	1	CONNECT UNDERDRAIN TO CATCH BASIN STRUCTURE
	23	**601+28.0**	30.1 LT	839.11	833.81	4.05	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-
	25A	**601+01.0**	45.0' RT	839.04	833.74	6.30	-	-	-	-	-	1	-	-	-	-	-	50	-	-	1	CONNECT UNDERDRAIN TO CATCH BASIN STRUCTURE
	25B	**601+51.9**	49.3' RT	838.90	834.46	5.44	-	-	-	-	-	1	-	-	-	-	-	50	-	-	1	CONNECT UNDERDRAIN TO CATCH BASIN STRUCTURE
	25	**601+34.6**	40.4' RT	839.50	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-
	50A	**623+36.3**	25.0' LT	775.36	771.93	4.43	-	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-
	50B	**623+10.0**	32.0' RT	776.50	772.22	5.28	-	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-
	50C	**623+23.8**	32.0' RT	775.80	772.16	4.64	-	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-
	50D	**623+23.8**	25.0' LT	776.06	771.87	5.19	-	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-
	50	**623+23.8**	36.5' LT	776.54	771.81	3.48	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-
	51	**622+95.2**	36.5' LT	777.84	771.36	5.23	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-
	55A	**627+50.0**	23.5' LT	766.10	763.46	1.64	-	-	-	-	-	-	-	-	-	-	1	50	-	-	1	CONNECT UNDERDRAIN TO INLET STRUCTURE
	55B	**627+58.6**	0.8' RT	766.64	763.33	2.23	-	-	1	-	-	-	-	-	1	-	-	-	-	-	-	-
	55C	**627+50.4**	9.8' RT	766.78	763.27	2.43	-	-	1	-	-	-	-	-	1	-	-	-	-	-	-	-
	55D	**627+48.8**	34.0' RT	766.34	762.90	2.44	-	-	-	-	-	-	-	-	-	1	-	50	-	-	1	CONNECT UNDERDRAIN TO INLET STRUCTURE
	55	**626+68.4**	32.9' RT	766.64	762.66	2.73	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-
	55E	**626+32.6**	25.5' LT	766.15	-	-	-	-	-	-	-	-	-	-	-	-	-	50	-	-	1	CONNECT UNDERDRAIN TO INLET STRUCTURE
	55F	**625+15.1**	25.5' LT	767.61	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	55G	**625+16.3**	32.0' RT	767.63	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	55H	**626+27.7**	32.0' RT	766.29	-	-	-	-	-	-	-	-	-	-	-	-	-	50	-	-	1	CONNECT UNDERDRAIN TO INLET STRUCTURE
	56	**626+69.5**	92.2' RT	766.30	762.49	2.81	-	-	-	-	-	-	-	-	-	1	-	-	-	1	-	-
	60	**634+07.1**	23.5' LT	799.38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-
		SUBTOTALS					**1**	**0**	**2**	**6**	**0**	**8**	**7**	**4**	**2**	**2**	**1**	**685**	**13**	**9**	**14**	

NOTES:
1. RIM ELEVATIONS ARE GIVEN AT THE FLANGE LINE OF STRUCTURES WITHIN CURB LINES. RIM ELEVATIONS ARE GIVEN AT THE CENTER OF ALL OTHER STRUCTURES.
2. STATIONS AND OFFSETS ARE TO THE CENTER OF STRUCTURES.
3. STRUCTURE DEPTH = RIM ELEV - INVERT ELEV - CASTING HEIGHT - 6" ADJUSTMENT (+ 24" FOR CATCH BASIN STRUCTURES)
4. CASTING HEIGHT = 9" FOR TYPE COJ MANHOLE COVERS, 6" FOR TYPES COJ INLET COVERS AND COJ LOW POINT INLET COVERS, AND 7" FOR TYPE Z COVERS

ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "SANITARY SEWER MANHOLES" TABLE.

3

STORM SEWER STRUCTURES (2 OF 2)

CATEGORY	STRUCTURE NUMBER	STATION	OFFSET	RIM ELEV	INVERT ELEV	STR DEPTH FEET	611.0420 RECONSTRUCTING MANHOLES EACH	611.0430 RECONSTRUCTING INLETS EACH	611.0666 INLET COVERS TYPE Z EACH	611.1004 CATCH BASINS 4-FT DIAMETER EACH	611.1005 CATCH BASINS 5-FT DIAMETER EACH	611.1230 CATCH BASINS 2X3-FT EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.3003 INLETS 3-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	612.0106 PIPE UNDERDRAIN 6-INCH LF	# SPV.0060.102 MANHOLE COVERS TYPE COJ EACH	SPV.0060.103 INLET COVERS TYPE COJ EACH	SPV.0060.104 INLET COVERS TYPE COJ LOW POINT EACH	COMMENTS
0010	61	**633+39.3**	24.6' RT	795.66	790.08	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	-	-
	61A	**634+09.4**	31.5' RT	799.74	-	-	-	-	-	-	-	-	-	-	-	-	-	50	-	-	1	CONNECT UNDERDRAIN TO INLET STRUCTURE
	62	**632+41.6**	27.5' RT	787.91	781.53	5.13	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-
	63A	**630+89.1**	23.5' LT	775.01	771.08	2.93	-	-	-	-	-	-	-	-	-	-	1	-	-	1	-	-
	63B	**630+79.1**	23.5' LT	774.38	770.68	2.70	-	-	-	-	-	-	-	-	-	1	-	-	-	1	-	-
	64A	**630+81.4**	44.5' RT	775.11	770.54	3.57	-	-	-	-	-	-	-	-	-	-	1	-	-	1	-	-
	64B	**630+71.4**	44.5' RT	774.39	770.34	3.05	-	-	-	-	-	-	-	-	-	-	1	-	-	1	-	-
	64C	**630+75.0**	13.8' RT	774.83	769.93	3.82	-	-	1	-	-	-	-	-	1	-	-	-	-	-	-	-
	64D	**630+75.0**	20.3' RT	775.06	769.80	4.18	-	-	1	-	-	-	-	-	1	-	-	-	-	-	-	-
	64	**630+73.2**	32.0' RT	774.56	767.70	5.61	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-
	65	**630+42.3**	31.7' RT	772.77	766.48	5.04	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-
	66	**630+33.8**	71.6' RT	771.58	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-
	70A	**637+86.3**	30.0 LT	811.87	807.82	3.05	-	-	-	-	-	-	-	-	-	1	-	50	-	-	1	CONNECT UNDERDRAIN TO INLET STRUCTURE
	70	**637+15.5**	23.5' LT	810.24	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	-	-
	80	**646+27.6**	35.4' RT	812.82	807.63	6.19	-	-	-	1	-	-	-	-	-	-	-	50	-	-	1	CONNECT UNDERDRAIN TO CATCH BASIN STRUCTURE
	81	**646+71.6**	31.4' RT	812.71	807.19	6.52	-	-	-	1	-	-	-	-	-	-	-	-	-	1	-	-
	82	**647+74.8**	33.1' RT	812.28	806.16	4.87	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-
	85A	**649+32.4**	23.5' LT	810.02	805.84	5.18	-	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-
	85	**649+55.6**	31.4' RT	809.66	804.10	6.06	-	-	-	-	1	-	-	-	-	-	-	50	-	1	1	CONNECT UNDERDRAIN TO CATCH BASIN STRUCTURE
	86	**650+03.3**	31.5' RT	809.19	803.62	6.57	-	-	-	1	-	-	-	-	-	-	-	-	-	1	-	-
	87	**651+62.2**	32.7' RT	806.88	802.04	3.59	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-
	90	**652+86.1**	32.2' RT	805.10	800.54	5.56	-	-	-	1	-	-	-	-	-	-	-	50	-	-	1	CONNECT UNDERDRAIN TO CATCH BASIN STRUCTURE
	91	**653+33.9**	32.9' RT	804.63	800.07	3.31	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-
	92	**654+20.0**	31.7' RT	803.61	799.21	3.15	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-
	SUBTOTALS						**1**	**2**	**2**	**4**	**1**	**1**	**7**	**0**	**2**	**2**	**3**	**250**	**8**	**10**	**5**	
	TOTAL 0010						**2**	**2**	**4**	**10**	**1**	**9**	**14**	**4**	**4**	**4**	**4**	**935**	**21**	**19**	**19**	
	PROJECT TOTAL																		**22**			

NOTES:
1. RIM ELEVATIONS ARE GIVEN AT THE FLANGE LINE OF STRUCTURES WITHIN CURB LINES. RIM ELEVATIONS ARE GIVEN AT THE CENTER OF ALL OTHER STRUCTURES.
2. STATIONS AND OFFSETS ARE TO THE CENTER OF STRUCTURES.
3. STRUCTURE DEPTH = RIM ELEV - INVERT ELEV - CASTING HEIGHT - 6" ADJUSTMENT (+ 24" FOR CATCH BASIN STRUCTURES)
4. CASTING HEIGHT = 9" FOR TYPE COJ MANHOLE COVERS, 6" FOR TYPES COJ INLET COVERS AND COJ LOW POINT INLET COVERS, AND 7" FOR TYPE Z COVERS

ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "SANITARY SEWER MANHOLES" TABLE.

3

TEMPORARY DRAINAGE

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	# 608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	REMARKS
0010	USH 51			623+24		-	TEMPORARILY BULKHEAD STORM SEWER PIPE
		627+34	-	627+50	RT	16	CONNECT INLET STRUCTURES 55C AND EX-54. UPSTREAM IE = 763.27 DOWNSTREAM IE = 762.95 PIPE SLOPE = 2.0%
					TOTAL 0010	**16**	

ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "STORM SEWER PIPES" TABLES.

SANITARY SEWER MANHOLES

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	204.0250 ABANDONING MANHOLES EACH	# 611.8110 ADJUSTING MANHOLE COVERS EACH	## SPV.0060.102 MANHOLE COVERS TYPE COJ EACH	REMARKS
0040	USH 51	581+59	-	587+00		-	1	1	NEW COVER REQ'D @ 582+08
		587+00	-	593+00		-	2	-	-
		593+00	-	599+00		-	2	-	-
		599+00	-	605+00		-	2	-	-
		605+00	-	607+40		-	-	-	-
		616+69	-	623+00		-	-	-	-
		623+00	-	629+00		-	2	-	NEW ADJUSTING RINGS REQ'D @ 626+87
		629+00	-	635+00		-	2	-	-
		635+00	-	641+00		-	1	-	-
		641+00	-	647+00		-	3	-	-
		647+00	-	652+00		3	1	-	-
		652+00	-	654+00		-	1	-	-
					TOTAL 0040	**3**	**17**	**1**	
					PROJECT TOTAL		**25**	**22**	

ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "ADJUSTING WATER VALVES AND MANHOLES" TABLE.
ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "STORM SEWER STRUCTURES" TABLES.

3

BARRIERS

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	603.0105 CONCRETE BARRIER SINGLE-FACED 32-INCH LF	614.2300 MGS GUARDRAIL 3 LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	616.0205 FENCE CHAIN LINK 5-FT LF	616.0405 FENCE CHAIN LINK SALVAGED 5-FT LF	REMARKS
0010	USH 51	616+69	-	622+69		325	-	22	-	14	272	-
		622+69	-	628+69		-	25	18	1	34	-	NO FLARE FOR MGS GUARDRAIL TERMINAL EAT
		652+00	-	654+00		-	-	-	-	45	-	-
					TOTAL 0010	**325**	**25**	**40**	**1**	**93**	**272**	

REFERENCE MONUMENTS

CATEGORY	ROADWAY	LOCATION	621.1100 LANDMARK REFERENCE MONUMENTS AND CAST IRON COVERS EACH
0010	USH 51	USH 51 & MARQUETTE ST/STATE ST INTERSECTION	1
		USH 51 & ROCKPORT RD INTERSECTION	1
		TOTAL 0010	**2**

3

EROSION CONTROL

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	# 624.0100 WATER MGAL	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH	628.7560 TRACKING PADS EACH	628.7570 ROCK BAGS EACH
0010	USH 51	581+59	-	587+00		8	-	-	-	-	6	-	2	4	1	-
		587+00	-	593+00		8	-	-	-	-	3	-	3	-	-	-
		593+00	-	599+00		9	-	-	-	-	-	-	-	-	-	-
		599+00	-	605+00		10	-	-	-	-	4	-	4	-	-	-
		605+00	-	611+00		3	-	-	-	-	-	-	-	-	1	-
		617+00	-	623+00		-	-	-	-	-	3	7	6	-	1	-
		617+00	-	623+00		3	40	40	-	-	-	4	-	-	-	-
		623+00	-	629+00		9	35	35	-	-	10	-	5	5	-	10
		629+00	-	635+00		10	-	-	-	-	6	-	6	-	1	-
		635+00	-	641+00		9	-	-	-	-	2	-	2	-	-	-
		641+00	-	647+00		8	-	-	-	-	2	-	2	-	-	-
		647+00	-	652+00		7	-	-	-	-	3	-	3	-	-	-
		652+00	-	654+00		4	-	-	-	-	1		6	-	1	-
					UNDISTRIBUTED	9	8	8	-	-	4	1	4	1	1	-
					TOTAL 0010	**97**	**83**	**83**	**5**	**5**	**44**	**12**	**43**	**10**	**6**	**10**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "AGGREGATE" TABLE.

3

RESTORATION

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	625.0100 TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0200 SEEDING TEMPORARY LB	631.0300 SOD WATER MGAL	631.1000 SOD LAWN SY
0010	USH 51	581+59	-	587+00		663	-	0.42	-	15	663
		587+00	-	593+00		1,336	-	0.85	-	31	1,336
		593+00	-	599+00		1,151	-	0.73	-	26	1,151
		599+00	-	605+00		721	-	0.46	-	17	721
		605+00	-	607+40		195	-	0.13	-	5	195
		616+69	-	623+00		82	-	0.06	-	2	82
		623+00	-	629+00		1,275	-	0.81	-	29	1,275
		629+00	-	635+00		1,155	-	0.73	-	26	1,155
		635+00	-	641+00		1,936	-	1.22	-	44	1,936
		641+00	-	647+00		2,022	-	1.28	-	46	2,022
		647+00	-	652+00		2,250	-	1.42	-	51	2,250
		652+00	-	654+00		531	-	0.34	-	12	531
	RIVERSIDE ST	10+25 RIV-W	-	10+45 RIV-W		18	-	0.02	-	1	18
		10+55 RIV-E	-	10+96 RIV-E		22	-	0.02	-	1	22
	ROCKPORT RD	10+45 ROC	-	13+21 ROC		102	-	0.07	-	3	102
	WILSON AVE	10+58 WIL	-	11+35 WIL		171	-	0.11	-	4	171
	RACINE ST	10+45 RAC-W	-	11+45 RAC-W		337	-	0.22	-	8	337
		10+58 RAC-E	-	11+10 RAC-E		95	-	0.06	-	3	95
	VAN BUREN ST	10+55 VAN	-	10+95 VAN		58	-	0.04	-	2	58
					UNDISTRIBUTED	-	280	-	10	-	-
					TOTAL 0010	**14,120**	**280**	**8.99**	**10**	**326**	**14,120**

DETOUR

CATEGORY	LOCATION	# 643.0420 TRAFFIC CONTROL BARRICADES TYPE III +EACH	# 643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	# 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A +EACH	# 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	# 643.0900 TRAFFIC CONTROL SIGNS +EACH	# 643.0900 TRAFFIC CONTROL SIGNS DAY	## 643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	+ ESTIMATED CALENDAR DAYS
0010		14	3,206	28	6,412	317	72,593	10	14	229
	TOTAL 0010		**3,206**		**6,412**		**72,593**	**10**	**14**	

ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "TRAFFIC CONTROL" TABLE.
QUANTITY CONSISTS OF 10 TOTAL SIGNS WITH 1 COVERING CYCLE PER SIGN.
+ FOR INFORMATION ONLY.

3

TRAFFIC CONTROL

CATEGORY	ROADWAY	LOCATION	643.0300 TRAFFIC CONTROL DRUMS +EACH	643.0300 TRAFFIC CONTROL DRUMS DAY	# 643.0420 TRAFFIC CONTROL BARRICADES TYPE III +EACH	# 643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH	# 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A +EACH	# 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	# 643.0900 TRAFFIC CONTROL SIGNS +EACH	# 643.0900 TRAFFIC CONTROL SIGNS DAY	643.1070 TRAFFIC CONTROL CONES 42-INCH +EACH	643.1070 TRAFFIC CONTROL CONES 42-INCH DAY	+ ESTIMATED CALENDAR DAYS
0010	USH 51	STAGE 1	23	2,070	46	4,140	55	55	92	8,280	142	12,780	42	3,780	90
		STAGE 2	26	2,340	45	4,050	72	72	90	8,100	150	13,500	52	4,680	90
		STAGE 3	83	4,067	48	2,352	-	-	96	4,704	44	2,156	-	-	49
	SIDEROADS	STAGE 1		-	77	6,930	-	-	154	13,860	48	4,320	-	-	90
		STAGE 2		-	72	6,480	-	-	144	12,960	46	4,140	-	-	90
		STAGE 3		-	69	3,381	-	-	138	6,762	46	2,254	-	-	49
		UNDISTRIBUTED		425		1,365	5	5		2,735		1,960		425	
		TOTAL 0010		**8,902**		**28,698**	**132**	**132**		**57,401**		**41,110**		**8,885**	

ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "DETOUR" TABLE.
+ FOR INFORMATION ONLY.

REMOVING SIGNS (1 OF 2)

CATEGORY	SIGN #	SHEET #	SIGN CODE	SIGN MOUNTED ON SAME POST AS #	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	DESCRIPTION
0010	R100	1 OF 13	R4-7	-	1	1	KEEP RIGHT
	R101	1 OF 13	R1-1	-	1	1	STOP
	R102	1 OF 13	R1-1	-	1	1	STOP
	R103	1 OF 13	R2-1	-	1	1	SPEED LIMIT 30 MPH
	R200	2 OF 13	W6-1		1	1	DIVIDED HIGHWAY AHEAD SYMBOL
	R201	2 OF 13	R1-1	-	1	1	STOP
	R202	2 OF 13	R1-1	-	1	1	STOP
	R300	3 OF 13	R1-1	-	1	1	STOP
	R301	3 OF 13	R1-1	-	1	1	STOP
	R302	3 OF 13	S1-1	-	1	1	SCHOOL ADVANCE
	R400	4 OF 13	R2-1	-	1	1	SPEED LIMIT 30 MPH
	R401	4 OF 13	R1-1F	SIGNAL POLE	1	-	STOP (FOLDING)
	R402	4 OF 13	S1-1	SIGNAL POLE	1	-	SCHOOL ADVANCE
	R403	4 OF 13	R1-1F	R402	-	-	STOP (FOLDING)
	R404	4 OF 13	S1-1	SIGNAL POLE	1	-	SCHOOL ADVANCE
	R405	4 OF 13	R1-1F	R404	-	-	STOP (FOLDING)
	R406	4 OF 13	R1-1F	SIGNAL POLE	1	-	STOP (FOLDING)
	R407	4 OF 13	M3-1	SIGNAL POLE	1	-	NORTH CARDINAL ROUTE MARKER
	R408	4 OF 13	M1-4	R407	-	-	US ROUTE MARKER
	R409	4 OF 13	R2-1	-	1	1	SPEED LIMIT 30 MPH
	R800	8 OF 13	R1-1	-	1	1	STOP
	R801	8 OF 13	R4-7	-	1	1	KEEP RIGHT
	R802	8 OF 13	M3-3	LIGHT POLE	1	-	SOUTH CARDINAL ROUTE MARKER
	R803	8 OF 13	M1-4	R802	-	-	US ROUTE MARKER
	R804	8 OF 13	R2-1	R802	-	-	SPEED LIMIT 30 MPH
	R805	8 OF 13	M2-1	LIGHT POLE	1	-	JCT
	R806	8 OF 13	M1-5A	R805	-	-	COUNTY MARKER
	R807	8 OF 13	R4-7	-	1	1	KEEP RIGHT
	R808	8 OF 13	R1-1	-	1	1	STOP
	R809	8 OF 13	S1-1	LIGHT POLE	1	-	SCHOOL ADVANCE
	R810	8 OF 13	R3-20L	-	1	1	BEGIN LEFT TURN LANE WITH DOWN RIGHT ARROW
	R900	9 OF 13	R4-7	SIGNAL POLE	1	-	KEEP RIGHT
	R901	9 OF 13	R1-1F	SIGNAL POLE	1	-	STOP (FOLDING)
	R902	9 OF 13	M1-5A	SIGNAL POLE	1	-	COUNTY MARKER
	R903	9 OF 13	M6-1	R902	-	-	ARROW - RIGHT, LEFT, OR AHEAD
	R904	9 OF 13	R1-1F	SIGNAL POLE	1	-	STOP (FOLDING)
	R905	9 OF 13	M2-1	LIGHT POLE	1	-	JCT
	R906	9 OF 13	M1-5A	R905	-	-	COUNTY MARKER
	R907	9 OF 13	M1-5A	SIGNAL POLE	1	-	COUNTY MARKER
	R908	9 OF 13	M6-1	R907	-	-	ARROW - RIGHT, LEFT, OR AHEAD
	R909	9 OF 13	S1-1	SIGNAL POLE	1	-	SCHOOL ADVANCE
	R910	9 OF 13	R1-1F	R909	-	-	STOP (FOLDING)
	R911	9 OF 13	R1-1F	SIGNAL POLE	1	-	STOP (FOLDING)
	R912	9 OF 13	R4-7	SIGNAL POLE	1	-	KEEP RIGHT
	R913	9 OF 13	R3-20L	-	1	1	BEGIN LEFT TURN LANE WITH DOWN RIGHT ARROW
	R914	9 OF 13	R2-1	-	1	1	SPEED LIMIT 30 MPH
	R915	9 OF 13	R1-1	-	1	1	STOP
	M902	9 OF 13	M1-92	-	-	1	ROCK RIVER TRAIL SCENIC AND HISTORIC ROUTE
	R1000	10 OF 13	R2-1	POWER POLE	1	-	SPEED LIMIT 30 MPH
	R1001	10 OF 13	R7-51L	-	1	1	NO PARKING HERE TO CORNER - LEFT ARROW
SUBTOTAL					**39**	**22**	

3

REMOVING SIGNS (2 OF 2)

CATEGORY	SIGN #	SHEET #	SIGN CODE	SIGN MOUNTED ON SAME POST AS #	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	DESCRIPTION
0010	R1002	10 OF 13	R1-1F	SIGNAL POLE	1		STOP (FOLDING)
	R1003	10 OF 13	R7-51R	-	1	1	NO PARKING HERE TO CORNER - RIGHT ARROW
	R1004	10 OF 13	R1-1F	SIGNAL POLE	1	-	STOP (FOLDING)
	R1005	10 OF 13	R1-1F	SIGNAL POLE	1	-	STOP (FOLDING)
	R1006	10 OF 13	R5-2	SIGNAL POLE	1	-	NO TRUCKS SYMBOL
	R1007	10 OF 13	R1-1F	SIGNAL POLE	1	-	STOP (FOLDING)
	R1008	10 OF 13	M3-1	SIGNAL POLE	1	-	NORTH CARDINAL ROUTE MARKER
	R1009	10 OF 13	M1-4	R1008	-	-	US ROUTE MARKER
	R1010	10 OF 13	R2-1	-	1	1	SPEED LIMIT 30 MPH
	R1011	10 OF 13	W6-1	-	1	1	DIVIDED HIGHWAY AHEAD SYMBOL
	R1100	11 OF 13	R1-1	-	1	1	STOP
	R1101	11 OF 13	R1-1	-	1	1	STOP
	R1102	11 OF 13	R1-1	-	1	1	STOP
	R1103	11 OF 13	R1-1	-	1	1	STOP
	R1200	12 OF 13	I5-1	POWER POLE	1	-	AIRPORT SYMBOL
	R1201	12 OF 13	MK6-1	R1200	-	-	ARROW - RIGHT, LEFT, OR AHEAD
	R1202	12 OF 13	W6-1	-	1	1	DIVIDED HIGHWAY AHEAD SYMBOL
	R1203	12 OF 13	R1-1	-	1	1	STOP
	R1204	12 OF 13	W3-3	-	1	1	SIGNAL AHEAD
	R1300	13 OF 13	R2-1	-	1	1	SPEED LIMIT 30 MPH
	R1301	13 OF 13	W10-2	-	1	1	CROSS ROAD TRACKS LEFT / RIGHT SIDE
	R1302	13 OF 13	R4-7	R1301	-	-	KEEP RIGHT
	R1303	13 OF 13	R1-1	-	1	1	STOP
	R1304	13 OF 13	R3-8AR	-	1	1	AHEAD ONLY, RIGHT ONLY
	R1305	13 OF 13	D9-2	R1304	-	-	HOSPITAL
	R1306	13 OF 13	M6-1	R1304	-	-	ARROW - RIGHT, LEFT, OR AHEAD
	R1307	13 OF 13	R3-8LAA	-	1	-	LEFT ONLY, AHEAD ONLY, AHEAD ONLY
SUBTOTAL					**22**	**14**	
TOTAL 0010					**61**	**36**	

FILE NAME : T:\1202703\Civil 3D\53500200\Design\Quantities\030201-mq.ppt PLOT DATE : 11/15/2023 10:50 AM PLOT BY : ANDREW AXT PLOT NAME : PLOT SCALE : 1:1

PERMANENT SIGNING (1 OF 3)

CATEGORY	SIGN #	SIGN CODE	SHEET #	SIGN SIZE	SIGN SIZE W IN.	SIGN SIZE X	SIGN SIZE H IN.	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0805 POSTS TUBULAR STEEL 2X2-INCH X 5-FT EACH	634.0811 POSTS TUBULAR STEEL 2X2-INCH X 11-FT EACH	634.0812 POSTS TUBULAR STEEL 2X2-INCH X 12-FT EACH	634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	634.0816 POSTS TUBULAR STEEL 2X2-INCH X 16-FT EACH	638.2102 MOVING SIGNS TYPE II EACH	SIGN MOUNTED ON SAME POST AS #	DESCRIPTION	NOTES
0010	100	R4-7	1 OF 13	2S	24	X	30	5	-	-	-	-	1	-	-	-	-	-	KEEP RIGHT	CONCRETE BOX-OUT
	101	R1-1	1 OF 13	2M	36	X	36	7.46	-	-	-	-	-	1	-	-	-	-	STOP	-
	102	W6-1	1 OF 13	2S	36	X	36	-	-	9	-	-	-	-	1	-	-	-	DIVIDED HIGHWAY AHEAD SYMBOL	-
	103	R5-1	1 OF 13	2S	30	X	30	6.25	-	-	-	-	1	-	-	-	-	-	DO NOT ENTER	-
	104	R1-1	1 OF 13	2M	36	X	36	7.46	-	-	-	-	-	1	-	-	-	-	STOP	-
	105	R2-1	1 OF 13	2S	24	X	30	5	-	-	-	-	1	-	-	-	-	-	SPEED LIMIT 30 MPH	-
	106	W11-2	1 OF 13	2S	30	X	30	-	-	6.25	-	-	-	1	-	-	-	-	PEDESTRIAN CROSSING SYMBOL	-
	107	W16-7L	1 OF 13	2S	24	X	12	-	-	2	-	-	-	-	-	-	-	106	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	-
	108	W11-2	1 OF 13	2S	30	X	30	-	-	6.25	-	-	-	1	-	-	-	-	PEDESTRIAN CROSSING SYMBOL	-
	109	W16-9P	1 OF 13	2S	24	X	12	-	-	2	-	-	-	-	-	-	-	108	AHEAD PLAQUE (YELLOW)	-
	110	W11-2	1 OF 13	2S	30	X	30	-	-	6.25	-	-	-	1	-	-	-	-	PEDESTRIAN CROSSING SYMBOL	-
	111	W16-7L	1 OF 13	2S	24	X	12	-	-	2	-	-	-	-	-	-	-	110	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	-
	112	W11-2	1 OF 13	2S	30	X	30	-	-	6.25	-	-	-	1	-	-	-	-	PEDESTRIAN CROSSING SYMBOL	-
	113	W16-9P	1 OF 13	2S	24	X	12	-	-	2	-	-	-	-	-	-	-	112	AHEAD PLAQUE (YELLOW)	-
	M100	D3-1	1 OF 13	2S	SM	X	12	-	-	-	-	-	-	-	-	-	1	104 (TOP)	STREET NAME SIGN	NICOLET ST
	M101	D3-1	1 OF 13	2S	SM	X	12	-	-	-	-	-	-	-	-	-	-	104 (TOP)	STREET NAME SIGN	CENTER AVE
	200	R1-1	2 OF 13	2M	36	X	36	7.46	-	-	-	-	-	1	-	-	-	-	STOP	-
	201	R1-1	2 OF 13	2M	36	X	36	7.46	-	-	-	-	-	1	-	-	-	-	STOP	-
	M200	D3-1	2 OF 13	2S	SM	X	12	-	-	-	-	-	-	-	-	-	1	201 (TOP)	STREET NAME SIGN	WOLCOTT ST
	M201	D3-1	2 OF 13	2S	SM	X	12	-	-	-	-	-	-	-	-	-	-	201 (TOP)	STREET NAME SIGN	CENTER AVE
	300	R1-1	3 OF 13	2M	36	X	36	7.46	-	-	-	-	-	1	-	-	-	-	STOP	-
	301	R1-1	3 OF 13	2M	36	X	36	7.46	-	-	-	-	-	1	-	-	-	-	STOP	CENTER AVE
	M300	D3-1	3 OF 13	2S	SM	X	12	-	-	-	-	-	-	-	-	-	1	301 (TOP)	STREET NAME SIGN	MITCHELL ST
	M301	D3-1	3 OF 13	2S	SM	X	12	-	-	-	-	-	-	-	-	-	-	301 (TOP)	STREET NAME SIGN	-
	400	R2-1	4 OF 13	2S	24	X	30	5	-	-	-	-	1	-	-	-	-	-	SPEED LIMIT 30 MPH	-
	401	J4-1	4 OF 13	2S	24	X	36	6	-	-	-	-	-	-	-	-	-	SIGNAL POLE	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	-
		M3-3	4 OF 13	2S	24	X	12	-	-	-	-	-	-	-	-	-	-	-	SOUTH CARDINAL ROUTE MARKER	-
		M1-4	4 OF 13	2S	24	X	24	-	-	-	-	-	-	-	-	-	-	-	US ROUTE MARKER	-
	402	R1-1F	4 OF 13	2S	30	X	30	-	5.18	-	-	-	-	-	-	-	-	SIGNAL POLE	STOP (FOLDING)	-
	403	R1-1F	4 OF 13	2S	30	X	30	-	5.18	-	-	-	-	-	-	-	-	SIGNAL POLE	STOP (FOLDING)	-
	404	R3-20R	4 OF 13	2S	24	X	36	6	-	-	-	-	-	1	-	-	-	-	BEGIN RIGHT TURN LANE WITH DOWN LEFT ARROW	-
	405	R1-1F	4 OF 13	2S	30	X	30	-	5.18	-	-	-	-	-	-	-	-	SIGNAL POLE	STOP (FOLDING)	-
	406	R1-1F	4 OF 13	2S	30	X	30	-	5.18	-	-	-	-	-	-	-	-	SIGNAL POLE	STOP (FOLDING)	-
	407	J4-1	4 OF 13	2S	24	X	36	6	-	-	-	-	-	-	-	-	-	SIGNAL POLE	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	-
		M3-1	4 OF 13	2S	24	X	12	-	-	-	-	-	-	-	-	-	-	-	NORTH CARDINAL ROUTE MARKER	-
		M1-4	4 OF 13	2S	24	X	24	-	-	-	-	-	-	-	-	-	-	-	US ROUTE MARKER	-
	408	R2-1	4 OF 13	2S	24	X	30	5	-	-	-	-	-	1	-	-	-	-	SPEED LIMIT 30 MPH	CONCRETE BOX-OUT, 8' MOUNTING HEIGHT
	M400	D3-1	4 OF 13	2S	SM	X	12	-	-	-	-	-	-	-	-	-	1	SIGNAL POLE	STREET NAME SIGN	W STATE ST
	M401	D3-1	4 OF 13	2S	SM	X	12	-	-	-	-	-	-	-	-	-	-	SIGNAL POLE	STREET NAME SIGN	CENTER AVE
	M402	D3-1	4 OF 13	2S	SM	X	12	-	-	-	-	-	-	-	-	-	1	407 (TOP)	STREET NAME SIGN	MARQUETTE ST
	600	W5-52R	6 OF 13	2S	12	X	36	-	-	3	-	1	-	-	-	-	-	-	CLEARANCE STRIPER DOWN LEFT	MOUNT ON BARRIER WALL
	700	W5-52R	7 OF 13	2S	12	X	36	-	-	3	-	1	-	-	-	-	-	-	CLEARANCE STRIPER DOWN LEFT	MOUNT ON BARRIER WALL
	800	R1-1	8 OF 13	2M	36	X	36	7.46	-	-	-	-	-	1	-	-	-	-	STOP	-
	801	W11-2	8 OF 13	2S	30	X	30	-	-	6.25	-	-	-	1	-	-	-	-	PEDESTRIAN CROSSING SYMBOL	-
	802	W16-7L	8 OF 13	2S	24	X	12	-	-	2	-	-	-	-	-	-	-	801	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	-
	803	W11-2	8 OF 13	2S	30	X	30	-	-	6.25	-	-	-	-	-	-	-	809 (BACK)	PEDESTRIAN CROSSING SYMBOL	-
	804	W16-7R	8 OF 13	2S	24	X	12	-	-	2	-	-	-	-	-	-	-	809 (BACK)	RIGHT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	-
	805	J4-1	8 OF 13	2S	24	X	36	6	-	-	-	-	-	-	-	-	-	LIGHT POLE	SPEED LIMIT 30 MPH	-
		M3-3	8 OF 13	2M	24	X	12	-	-	-	-	-	-	-	-	-	-	-	SOUTH CARDINAL ROUTE MARKER	-
		M1-4	8 OF 13	2S	24	X	24	-	-	-	-	-	-	-	-	-	-	-	US ROUTE MARKER	-
SUBTOTAL								**102.47**	**20.72**	**64.5**	**0**	**2**	**4**	**14**	**1**	**0**	**5**			

PERMANENT SIGNING (2 OF 3)

CATEGORY	SIGN #	SIGN CODE	SIGN SIZE	W IN.	X	H IN.	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0805 POSTS TUBULAR STEEL 2X2-INCH X 5-FT EACH	634.0811 POSTS TUBULAR STEEL 2X2-INCH X 11-FT EACH	634.0812 POSTS TUBULAR STEEL 2X2-INCH X 12-FT EACH	634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	634.0816 POSTS TUBULAR STEEL 2X2-INCH X 16-FT EACH	638.2102 MOVING SIGNS TYPE II EACH	SIGN MOUNTED ON SAME POST AS #	DESCRIPTION	NOTES
0010	806	R2-1 8 OF 13	2S	24	X	30	5	-	-	-	-	-	-	-	-	-	LIGHT POLE	SPEED LIMIT ___ MPH	-
	807	W11-2 8 OF 13	2S	30	X	30	-	-	6.25	-	-	-	1	-	-	-	-	PEDESTRIAN CROSSING SYMBOL	-
	808	W16-9P 8 OF 13	2S	24	X	12	-	-	2	-	-	-	-	-	-	-	807	AHEAD PLAQUE (YELLOW)	-
	809	W11-2 8 OF 13	2S	30	X	30	-	-	6.25	-	-	-	-	-	1	-	-	PEDESTRIAN CROSSING SYMBOL	CONCRETE BOX-OUT
	810	W16-7R 8 OF 13	2S	24	X	12	-	-	2	-	-	-	-	-	-	-	809	RIGHT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	-
	811	R4-7 8 OF 13	2S	24	X	30	5	-	-	-	-	-	-	-	-	-	809	KEEP RIGHT	-
	812	R1-1 8 OF 13	2M	36	X	36	7.46	-	-	-	-	-	1	-	-	-	-	STOP	-
	813	W11-2 8 OF 13	2S	30	X	30	-	-	6.25	-	-	-	-	-	-	-	LIGHT POLE	PEDESTRIAN CROSSING SYMBOL	-
	814	W16-7L 8 OF 13	2S	24	X	12	-	-	2	-	-	-	-	-	-	-	LIGHT POLE	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	-
	815	R6-2R 8 OF 13	2S	24	X	30	5	-	-	-	-	1	-	-	-	-	-	ONE WAY RIGHT ARROW	CONCRETE BOX-OUT
	816	R3-20L 8 OF 13	2S	24	X	36	6	-	-	-	-	-	1	-	-	-	-	BEGIN LEFT TURN LANE WITH DOWN RIGHT ARROW	CONCRETE BOX-OUT
	900	R1-1F 9 OF 13	2S	30	X	30	-	5.18	-	-	-	-	-	-	-	-	SIGNAL POLE	STOP (FOLDING)	-
	901	R4-7 9 OF 13	2S	24	X	30	5	-	-	-	-	-	-	-	-	-	SIGNAL POLE	KEEP RIGHT	-
	902	R1-1F 9 OF 13	2S	30	X	30	-	5.18	-	-	-	-	-	-	-	-	SIGNAL POLE	STOP (FOLDING)	-
	903	R1-1F 9 OF 13	2S	30	X	30	-	5.18	-	-	-	-	-	-	-	-	SIGNAL POLE	STOP (FOLDING)	-
	904	J3-1 9 OF 13	2S	24	X	57	9.5	-	-	-	-	-	-	2	-	-	-	DIRECTIONAL ASSEMBLY (1 HEADED ROUTE PANEL)	-
		M4-5 9 OF 13	2S	24	X	12	-	-	-	-	-	-	-	-	-	-	-	TO	-
		M1-5A 9 OF 13	2S	24	X	24	-	-	-	-	-	-	-	-	-	-	-	COUNTY MARKER	-
		M6-1 9 OF 13	2S	21	X	21	-	-	-	-	-	-	-	-	-	-	-	ARROW - RIGHT, LEFT, OR AHEAD	-
	905	W6-1 9 OF 13	2S	36	X	36	-	-	9	-	-	-	-	-	-	-	LIGHT POLE	DIVIDED HIGHWAY AHEAD SYMBOL	-
	906	W3-3 9 OF 13	2S	36	X	36	-	-	9	-	-	-	-	1	-	-	-	SIGNAL AHEAD	-
	907	J3-1 9 OF 13	2S	24	X	57	9.5	-	-	-	-	-	-	2	-	-	-	DIRECTIONAL ASSEMBLY (1 HEADED ROUTE PANEL)	CONCRETE BOX-OUT
		M4-5 9 OF 13	2S	24	X	12	-	-	-	-	-	-	-	-	-	-	-	TO	-
		M1-5A 9 OF 13	2S	24	X	24	-	-	-	-	-	-	-	-	-	-	-	COUNTY MARKER	-
		M6-1 9 OF 13	2S	21	X	21	-	-	-	-	-	-	-	-	-	-	-	ARROW - RIGHT, LEFT, OR AHEAD	-
	908	R1-1F 9 OF 13	2S	30	X	30	-	5.18	-	-	-	-	-	-	-	-	SIGNAL POLE	STOP (FOLDING)	-
	909	R1-1F 9 OF 13	2S	30	X	30	-	5.18	-	-	-	-	-	-	-	-	SIGNAL POLE	STOP (FOLDING)	-
	910	R4-7 9 OF 13	2S	24	X	30	5	-	-	-	-	-	-	-	-	-	SIGNAL POLE	KEEP RIGHT	-
	911	R1-1F 9 OF 13	2S	30	X	30	-	5.18	-	-	-	-	-	-	-	-	SIGNAL POLE	STOP (FOLDING)	-
	912	J4-1 9 OF 13	2S	24	X	36	6	-	-	1	-	-	-	-	-	-	-	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	-
		M3-1 9 OF 13	2S	24	X	12	-	-	-	-	-	-	-	-	-	-	-	NORTH CARDINAL ROUTE MARKER	-
		M1-4 9 OF 13	2S	24	X	24	-	-	-	-	-	-	-	-	-	-	-	US ROUTE MARKER	-
	913	R2-1 9 OF 13	2S	24	X	30	5	-	-	-	-	-	-	-	-	-	912	SPEED LIMIT 30 MPH	-
	914	R3-20L 9 OF 13	2S	24	X	36	6	-	-	-	-	-	1	-	-	-	-	BEGIN LEFT TURN LANE WITH DOWN RIGHT ARROW	CONCRETE BOX-OUT
	915	R4-7 9 OF 13	2S	24	X	30	5	-	-	-	-	1	-	-	-	-	-	KEEP RIGHT	CONCRETE BOX-OUT
	916	R9-3A 9 OF 13	2S	24	X	24	4	-	-	-	-	1	-	-	-	-	-	NO PEDESTRIAN CROSSING (SYMBOL SIGN)	-
	917	R9-3BL 9 OF 13	2S	18	X	12	1.5	-	-	-	-	-	-	-	-	-	916	USE CROSSWALK (LEFT OR LEFT ARROW)	-
	918	R1-1 9 OF 13	2M	36	X	36	7.46	-	-	-	-	-	1	-	-	-	-	STOP	-
	919	R9-3A 9 OF 13	2S	24	X	24	4	-	-	-	-	-	-	-	-	-	0	NO PEDESTRIAN CROSSING (SYMBOL SIGN)	-
	920	R9-3BR 9 OF 13	2S	18	X	12	1.5	-	-	-	-	-	-	-	-	-	919	USE CROSSWALK (LEFT OR RIGHT ARROW)	-
M900	D3-1	9 OF 13	2S	SM	X	12	-	-	-	-	-	-	-	-	-	1	SIGNAL POLE	STREET NAME SIGN	ROCKPORT RD
M901	D3-1	9 OF 13	2S	SM	X	12	-	-	-	-	-	-	-	-	-	-	SIGNAL POLE	STREET NAME SIGN	CENTER AVE
M902	M1-92	9 OF 13	2S	24	X	24	-	-	-	-	-	1	-	-	-	1	-	ROCK RIVER TRAIL SCENIC AND HISTORIC ROUTE	-
M903	D3-1	9 OF 13	2S	SM	X	12	-	-	-	-	-	-	-	-	-	1	918 (TOP)	STREET NAME SIGN	WILSON AVE
M904	D3-1	9 OF 13	2S	SM	X	12	-	-	-	-	-	-	-	-	-	-	918 (TOP)	STREET NAME SIGN	CENTER AVE
1000	R2-1	10 OF 13	2S	24	X	30	5	-	-	-	-	1	-	-	-	-	-	SPEED LIMIT 30 MPH	-
1001	J4-1	10 OF 13	2S	24	X	36	6	-	-	1	-	-	-	-	-	-	-	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	-
	M3-3	10 OF 13	2S	24	X	12	-	-	-	-	-	-	-	-	-	-	-	SOUTH CARDINAL ROUTE MARKER	-
	M1-4	10 OF 13	2S	24	X	24	-	-	-	-	-	-	-	-	-	-	-	US ROUTE MARKER	-
1002	R7-51L	10 OF 13	2S	18	X	24	3	-	-	-	-	1	-	-	-	-	-	NO PARKING HERE TO CORNER - LEFT ARROW	-
SUBTOTAL							**111.92**	**31.08**	**42.75**	**2**	**0**	**6**	**5**	**5**	**1**	**3**			

PERMANENT SIGNING (3 OF 3)

CATEGORY	SIGN #	SIGN CODE		SIGN SIZE	SIGN SIZE W IN.		SIGN SIZE H IN.	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0805 POSTS TUBULAR STEEL 2X2-INCH X 5-FT EACH	634.0811 POSTS TUBULAR STEEL 2X2-INCH X 11-FT EACH	634.0812 POSTS TUBULAR STEEL 2X2-INCH X 12-FT EACH	634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	634.0816 POSTS TUBULAR STEEL 2X2-INCH X 16-FT EACH	638.2102 MOVING SIGNS TYPE II EACH	SIGN MOUNTED ON SAME POST AS #	DESCRIPTION	NOTES
0010	1003	R1-1F	10 OF 13	2S	30	X	30	-	5.18	-	-	-	-	-	-	-	-	SIGNAL POLE	STOP (FOLDING)	-
	1004	R7-51R	10 OF 13	2S	18	X	24	3	-	-	-	-	1	-	-	-	-	-	NO PARKING HERE TO CORNER - RIGHT ARROW	-
	1005	R1-1F	10 OF 13	2S	30	X	30	-	5.18	-	-	-	-	-	-	-	-	SIGNAL POLE	STOP (FOLDING)	-
	1006	R1-1F	10 OF 13	2S	30	X	30	-	5.18	-	-	-	-	-	-	-	-	SIGNAL POLE	STOP (FOLDING)	-
	1007	R5-2	10 OF 13	2S	24	X	24	4	-	-	-	-	-	-	-	-	-	SIGNAL POLE	NO TRUCKS SYMBOL	-
	1008	R1-1F	10 OF 13	2S	30	X	30	-	5.18	-	-	-	-	-	-	-	-	SIGNAL POLE	STOP (FOLDING)	-
	1009	J4-1	10 OF 13	2S	24	X	36	6	-	-	1	-	-	-	-	-	-	-	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	-
		M3-1	10 OF 13	2S	24	X	12	-	-	-	-	-	-	-	-	-	-	-	NORTH CARDINAL ROUTE MARKER	-
		M1-4	10 OF 13	2S	24	X	24	-	-	-	-	-	-	-	-	-	-	-	US ROUTE MARKER	-
	1010	R2-1	10 OF 13	2S	24	X	30	5	-	-	-	-	1	-	-	-	-	-	SPEED LIMIT 30 MPH	-
	M1000	D3-1	10 OF 13	2S	SM	X	12	-	-	-	-	-	-	-	-	-	1	SIGNAL POLE	STREET NAME SIGN	-
	M1001	D3-1	10 OF 13	2S	SM	X	12	-	-	-	-	-	-	-	-	-	-	SIGNAL POLE	STREET NAME SIGN	-
	1100	R1-1	11 OF 13	2M	36	X	36	7.46	-	-	-	-	-	1	-	-	-	-	STOP	-
	1101	R1-1	11 OF 13	2M	36	X	36	7.46	-	-	-	-	-	1	-	-	-	-	STOP	-
	1102	R1-1	11 OF 13	2M	36	X	36	7.46	-	-	-	-	-	1	-	-	-	-	STOP	-
	1103	R1-1	11 OF 13	2M	36	X	36	7.46	-	-	-	-	-	1	-	-	-	-	STOP	-
	1104	R2-1	11 OF 13	2S	24	X	30	5	-	-	-	-	1	-	-	-	-	-	SPEED LIMIT ___ MPH	-
	M1100	D3-1	11 OF 13	2S	SM	X	12	-	-	-	-	-	-	-	-	-	1	1102 (TOP)	STREET NAME SIGN	CENTER AVE
	M1101	D3-1	11 OF 13	2S	SM	X	12	-	-	-	-	-	-	-	-	-	-	1102 (TOP)	STREET NAME SIGN	JOHNSON ST
	M1102	D3-1	11 OF 13	2S	SM	X	12	-	-	-	-	-	-	-	-	-	1	1103 (TOP)	STREET NAME SIGN	W HOMES ST
	M1103	D3-1	11 OF 13	2S	SM	X	12	-	-	-	-	-	-	-	-	-	-	1103 (TOP)	STREET NAME SIGN	CENTER AV
	1200	J13-1	12 OF 13	2S	24	X	45	7.5	-	-	-	-	-	1	-	-	-	-	DIRECTIONAL WITHOUT CARDINAL (1 HEADED ROUTE PANEL)	-
		I5-1	12 OF 13	2S	24	X	24	-	-	-	-	-	-	-	-	-	-	-	AIRPORT SYMBOL	-
		MK6-1	12 OF 13	2S	21	X	21	-	-	-	-	-	-	-	-	-	-	-	ARROW - RIGHT, LEFT, OR AHEAD	-
	1201	R1-1	12 OF 13	2M	36	X	36	7.46	-	-	-	-	-	1	-	-	-	-	STOP	-
	1202	W3-3	12 OF 13	2S	36	X	36	-	-	9	-	-	-	-	1	-	-	-	SIGNAL AHEAD	-
	1205	W6-1	12 OF 13	2S	36	X	36	-	-	9	-	-	-	-	1	-	-	-	DIVIDED HIGHWAY AHEAD SYMBOL	-
	1206	R2-1	12 OF 13	2S	24	X	30	5	-	-	-	-	1	-	-	-	-	-	SPEED LIMIT ___ MPH	-
	M1200	D3-1	12 OF 13	2S	SM	X	12	-	-	-	-	-	-	-	-	-	1	1201 (TOP)	STREET NAME SIGN	CENTER AVE
	M1201	D3-1	12 OF 13	2S	SM	X	12	-	-	-	-	-	-	-	-	-	-	1201 (TOP)	STREET NAME SIGN	W VAN BUREN ST
	1300	R2-1	13 OF 13	2S	24	X	30	5	-	-	-	-	-	1	-	-	-	-	SPEED LIMIT ___ MPH	-
	1309	W10-2	13 OF 13	2S	36	X	36	-	-	9	-	-	-	-	1	-	-	-	CROSS ROAD TRACKS LEFT / RIGHT SIDE	CONCRETE BOX-OUT
	1312	R1-1	13 OF 13	2M	36	X	36	7.46	-	-	-	-	-	1	-	-	-	-	STOP	-
	1315	R3-8LAAR	13 OF 13	2S	72	X	30	15	-	-	-	-	-	-	2	-	-	-	LEFT ONLY, AHEAD ONLY, AHEAD ONLY, RIGHT ONLY	-
	1316	J13-1	13 OF 13	2S	24	X	45	7.5	-	-	-	-	-	-	-	-	-	1315	DIRECTIONAL WITHOUT CARDINAL (1 HEADED ROUTE PANEL)	-
		D9-2	13 OF 13	2S	24	X	24	-	-	-	-	-	-	-	-	-	-	-	HOSPITAL	-
		MB6-1	13 OF 13	2S	21	X	21	-	-	-	-	-	-	-	-	-	-	-	ARROW - RIGHT, LEFT, OR AHEAD	-
	M1300	M1-92	13 OF 13	2S	24	X	24	-	-	-	-	-	-	-	-	-	1	1300	ROCK RIVER TRAIL SCENIC AND HISTORIC ROUTE	-
	M1301	D3-1	13 OF 13	2S	SM	X	12	-	-	-	-	-	-	-	-	-	1	1312 (TOP)	STREET NAME SIGN	CENTER AVE
	M1302	D3-1	13 OF 13	2S	SM	X	12	-	-	-	-	-	-	-	-	-	-	1312 (TOP)	STREET NAME SIGN	MCKINLEY ST
	M1303		13 OF 13	2S		X		-	-	-	-	-	-	-	-	-	1	1315	FAIR GROUNDS (ARROW)	-
SUBTOTAL								**107.76**	**20.72**	**27**	**1**	**0**	**4**	**8**	**5**	**0**	**7**			
TOTAL 0010								**322.15**	**72.52**	**134.25**	**3**	**2**	**14**	**27**	**11**	**1**	**15**			

TEMPORARY PAVEMENT MARKING

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	643.3105 TEMPORARY MARKING LINE PAINT 4-INCH (WHITE) LF	643.3105 TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW) LF	643.3150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE) LF	643.3150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW) LF	643.3305 TEMPORARY MARKING CROSSWALK PAINT 6-INCH (WHITE) LF	643.3350 TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE) LF	643.3805 TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE) LF	643.3850 TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE) LF
0010	USH 51				STAGE 1	-	-	-	-	512	120	-	-
		605+00	-	611+00		-	-	217	368	-	-	-	-
		611+00	-	617+00		34	78	472	932	-	-	-	11
		617+00	-	623+00		600	1,200	-	-	-	-	-	-
		623+00	-	629+00		600	1,200	-	-	-	-	-	-
		629+00	-	635+00		81	162	-	-	-	-	21	-
					STAGE 2	-	-	-	-	512	100	-	-
		605+00	-	611+00		-	-	150	300	-	-	-	-
		611+00	-	617+00		-	-	511	1,022	-	-	-	11
		617+00	-	623+00		-	-	600	1,200	-	-	-	-
		623+00	-	629+00		259	-	342	1,200	-	-	-	-
		629+00	-	635+00		81	-	-	162	-	-	-	43
		605+00	-	611+00	STAGE 3	-	-	-	151	-	-	-	-
		611+00	-	617+00		-	-	-	656	-	-	-	-
		617+00	-	623+00		-	-	-	1,200	-	-	-	-
		623+00	-	629+00		-	-	-	1,200	-	-	-	-
		629+00	-	635+00		-	-	-	145	-	-	-	55
					SUBTOTAL	1,655	2,640	2,292	8,536	-	-	-	-
					TOTAL 0010		**4,295**		**10,828**	**1,024**	**220**	**21**	**120**

TEMPORARY PEDESTRIAN ACCOMMODATIONS

CATEGORY	ROADWAY	LOCATION	644.1410 TEMPORARY PEDESTRIAN SURFACE ASPHALT SF	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF	+ ESTIMATED CALENDAR DAYS
0010	USH 51	STAGE 1	5,520	1,170	390	12,980	90
		STAGE 2	5,120	495	390	4,370	90
		STAGE 3	-	-	-	-	49
		UNDISTRIBUTED	530	85	40	870	
		TOTAL 0010	**11,170**	**1,750**	**820**	**18,220**	

+ FOR INFORMATION ONLY.

3

PAVEMENT MARKING

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	646.1020 MARKING LINE EPOXY 4-INCH (YELLOW) LF	646.1020 MARKING LINE EPOXY 4-INCH (WHITE) LF	646.3020 MARKING LINE EPOXY 8-INCH LF	646.5020 MARKING ARROW EPOXY EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.8120 MARKING CURB EPOXY LF	646.8220 MARKING ISLAND NOSE EPOXY EACH	646.9300 MARKING REMOVAL SPECIAL MARKING EACH	SPV.0090.105 MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH LF
0010	USH 51	581+59	-	587+00		912	225	231	3	32	-	387	10	1	1	216
		587+00	-	593+00		1,084	275	-	-	29	-	126	-	-	-	
		593+00	-	599+00		1,082	275	-	-	27	-	118	-	-	-	
		599+00	-	605+00		1,076	250	125	2	102	-	443	-	-	-	468
		605+00	-	607+69		280	125	-	-	-	-	-	-	-	-	
		616+69	-	623+00		1,178	325	-	-	-	-	-	-	-	-	
		623+00	-	629+00		1,238	275	-	-	36	-	259	38	2	-	90
		629+00	-	635+00		851	225	378	3	132	12	533	86	3	-	
		635+00	-	641+00		1,024	250	-	-	88	-	373	-	-	-	
		641+00	-	647+00		944	250	-	-	61	-	241	-	-	-	
		647+00	-	652+00		870	225	-	-	15	-	62	-	-	-	
		652+00	-	654+00		247	50	-	-	17	11	-	-	-	-	
	RIVERSIDE ST	10+25 RIV-W	-	10+45 RIV-W		-	-	-	-	-	-	-	-	-	-	
		10+55 RIV-E	-	10+96 RIV-E		-	-	-	-	-	-	-	-	-	-	
	ROCKPORT RD	10+45 ROC	-	13+21 ROC		280	-	157	3	-	-	-	-	-	1	
	WILSON AVE	10+58 WIL	-	11+35 WIL		-	-	-	-	-	-	-	-	-	-	
	RACINE ST	10+45 RAC-W	-	11+45 RAC-W		-	-	-	-	-	-	-	-	-	-	
		10+58 RAC-E	-	11+10 RAC-E		96	-	48	1	-	-	-	-	-	-	
	VAN BUREN ST	10+55 VAN	-	10+95 VAN		-	-	-	-	-	-	-	-	-	-	
					SUBTOTAL	11,162	2,750									
					TOTAL 0010	**13,912**		**939**	**12**	**539**	**23**	**2,542**	**134**	**6**	**2**	**774**

FILE NAME : T:\1202703\Civil 3D\53500200\Design\Quantities\030201-mq.ppt PLOT DATE : 11/15/2023 10:50 AM PLOT BY : ANDREW AXT PLOT NAME : PLOT SCALE : 1:1

3

CONSTRUCTION STAKING

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF	650.8501.001 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS 5350-02-70 EACH	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9500.001 CONSTRUCTION STAKING SIDEWALK 5350-02-70 EACH	650.9911.001 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL 5350-02-70 EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
0010	USH 51	581+59	-	587+00		-	541	78	541	-	8	-	-	541
		587+00	-	593+00		-	600	86	600	-	8	-	-	600
		593+00	-	599+00		-	600	28	600	-	8	-	-	600
		599+00	-	605+00		-	600	-	600	-	8	-	-	600
		605+00	-	607+40		-	240	-	240	-	-	-	-	240
		616+69	-	623+00		-	195	-	195	-	-	-	-	195
		623+00	-	629+00		-	600	-	600	-	6	-	-	600
		629+00	-	635+00		-	600	-	600	-	10	-	-	600
		635+00	-	641+00		-	600	-	600	-	8	-	-	600
		641+00	-	647+00		-	600	121	600	-	16	-	-	600
		647+00	-	652+00		-	500	-	500	-	6	-	-	500
		652+00	-	654+00		-	200	-	200	-	-	-	-	200
	RIVERSIDE ST	10+25 RIV-W	-	10+45 RIV-W		-	96	41	-	-	-	-	-	96
		10+55 RIV-E	-	10+96 RIV-E		-	75	48	-	-	-	-	-	75
	ROCKPORT RD	10+45 ROC	-	13+21 ROC		-	276	270	-	-	-	-	-	276
	WILSON AVE	10+58 WIL	-	11+35 WIL		-	165	218	-	-	-	-	-	165
	RACINE ST	10+45 RAC-W	-	11+45 RAC-W		-	265	216	-	-	-	-	-	265
		10+58 RAC-E	-	11+10 RAC-E		-	-	111	-	-	-	-	-	-
	VAN BUREN ST	10+55 VAN	-	10+95 VAN		-	95	82	-	-	-	-	-	95
					TOTAL 0010	**50**	**6,848**	**1,299**	**5,876**	**1**	**78**	**1**	**1**	**6,848**

SAWING

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
0010	USH 51	581+59	-	587+00		265	341
		587+00	-	593+00		80	180
		593+00	-	599+00		83	200
		599+00	-	605+00		325	356
		605+00	-	607+40		50	280
		616+69	-	623+00		-	421
		623+00	-	629+00		16	741
		629+00	-	635+00		-	393
		635+00	-	641+00		-	148
		641+00	-	647+00		121	955
		647+00	-	652+00		-	268
		652+00	-	654+00		81	224
	RIVERSIDE ST	10+25 RIV-W	-	10+45 RIV-W		68	28
		10+55 RIV-E	-	10+96 RIV-E		128	42
	ROCKPORT RD	10+45 ROC	-	13+21 ROC		165	107
	WILSON AVE	10+58 WIL	-	11+35 WIL		30	29
	RACINE ST	10+45 RAC-W	-	11+45 RAC-W		75	66
		10+58 RAC-E	-	11+10 RAC-E		102	53
	VAN BUREN ST	10+55 VAN	-	10+95 VAN		30	55
					UNDISTRIBUTED	85	245
					TOTAL 0010	**1,704**	**5,132**
0040	USH 51	581+59	-	587+00		-	10
		587+00	-	593+00		-	47
		593+00	-	599+00		-	106
		599+00	-	605+00		-	19
		605+00	-	607+40		-	-
		616+69	-	623+00		-	-
		623+00	-	629+00		-	16
		629+00	-	635+00		-	32
		635+00	-	641+00		-	43
		641+00	-	647+00		-	44
		647+00	-	652+00		-	35
		652+00	-	654+00		-	5
					UNDISTRIBUTED	-	20
					TOTAL 0040	**0**	**377**
					PROJECT TOTAL		**5,509**

UTILITY LINE OPENING

CATEGORY	LOCATION	SPV.0060.101 UTILITY LINE OPENING (ULO) EACH
0010	UNDISTRIBUTED	20
	TOTAL 0010	**20**

ADJUSTING WATER VALVES AND MANHOLES

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	# 611.8110 ADJUSTING MANHOLE COVERS EACH	SPV.0060.105 ADJUSTING WATER VALVE BOXES EACH
0040	USH 51	581+59	-	587+00		1	8
		587+00	-	593+00		2	2
		593+00	-	599+00		-	2
		599+00	-	605+00		1	-
		623+00	-	629+00		1	1
		635+00	-	641+00		1	4
		641+00	-	647+00		1	1
		647+00	-	652+00		1	1
					TOTAL 0040	**8**	**19**
					PROJECT TOTAL	**25**	

ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "SANITARY SEWER MANHOLES" TABLE.

TREE ROOT SAWING

CATEGORY	ROADWAY	TREE DIAMETER IN	STATION	LOCATION	SPV.0090.104 TREE ROOT SAWING LF
0010	USH 51	18	584+87	LT	20
		8	589+13	LT	10
		6	589+37	LT	10
		10	589+53	RT	10
		11	589+69	RT	10
		15	589+92	RT	20
		24	591+39	RT	30
		24	593+61	LT	30
		20	593+83	LT	20
		12	595+16	LT	20
		12	595+41	LT	20
		15	595+76	LT	20
		15	595+85	RT	20
		42	597+32	RT	30
		6	597+64	RT	10
		15	598+09	RT	20
		20	598+83	RT	20
		12	599+18	LT	20
		20	604+12	LT	20
		9	628+44	RT	10
		10	628+72	RT	10
		12	631+24	RT	20
		15	631+63	RT	20
		11	10+94 RAC-E	RT	10
				UNDISTRIBUTED	45
				TOTAL 0010	**475**

3

REMOVING CONCRETE BASES

CATEGORY	SIGNAL BASE NO.	# 204.0195 REMOVING CONCRETE BASES EACH
0010	SB1	1
	SB2	1
	SB3	1
	SB4	1
	SB5	1
	SB6	1
	SB7	1
	CB1	1
	TOTAL 0010	**8**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

TRAFFIC SIGNAL REMOVALS

CATEGORY	LOCATION	204.9060.S.201 REMOVING TRAFFIC SIGNALS EACH
0010	USH 51 & MARQUETTE ST/STATE ST	1
	TOTAL 0010	**1**

CONDUIT

CATEGORY	FROM	TO	# 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	# 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	# 652.0605 CONDUIT SPECIAL 2-INCH LF	# 652.0615 CONDUIT SPECIAL 3-INCH LF
0010	CB1	PB1	-	45	-	-
	PB1	PB2	-	-	-	112
	PB2	PB3	66	-	60	-
	PB2	SB2	7	-	-	-
	PB2	SB3	13	-	-	-
	PB2	PB4	-	60	-	-
	PB4	SB4	9	-	-	-
	PB4	PB5	204	-	-	-
	PB4	PB6	-	-	-	120
	PB6	SB5	11	-	-	-
	PB6	SB6	36	-	-	-
	PB6	PB7	-	132	-	-
	PB7	SB7	20	-	-	-
	PB7	PB8	8	-	-	-
	PB7	PB10	-	-	-	116
	PB8	PB9	90	-	75	-
	PB10	SB8	8	-	-	-
	PB10	PB11	-	82	-	-
	PB11	SB9	13	-	-	-
	PB11	PB12	210	-	-	-
	PB11	PB13	-	-	-	140
	PB13	SB10	12	-	-	-
	PB13	PB14	-	62	-	-
	PB14	SB1	9	-	-	-
	PB14	CB1	-	21	-	-
	TOTAL 0010		**716**	**402**	**135**	**488**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

LAMP, BALLAST, LED, SWITCH DISPOSAL

CATEGORY	FIXTURE TYPE	# 659.5000.S LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH
0010	LUMINAIRES, UTILITY, LED C	2
	MERCURY SWITCHES	1
	TOTAL 0010	**3**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

LAMP, BALLAST, LED, SWITCH DISPOSAL (FOR INFORMATION ONLY)

SIGNAL BASE NO.	LUMINAIRES, UTILITY, LED C EACH	MERCURY SWITCHES EACH
SB3	1	-
SB7	1	-
CB1	-	1
TOTAL	**2**	**1**

TRAFFIC DETECTOR LOOPS

CATEGORY	LOOP NO.	HOME RUN PB	LOCATION ##	SIZE (FT)x(FT)	NO. OF TURNS	PAVEMENT TYPE	# 652.0800 CONDUIT LOOP DETECTOR LF	# 655.0700 LOOP DETECTOR LEAD IN CABLE LF	# 655.0800 LOOP DETECTOR WIRE LF
0010	21	PB12	STA 604+14; 18.0' LT	6X6	5	CONCRETE	42	139	138
	22	PB12	STA 604+13; 6.5' LT	6X6	5	CONCRETE	64	139	160
	41	PB9	STA 601+36; 233.6' LT	6X6	5	ASPHALT	42	387	138
	42	PB8	STA 601+37; 77.5' LT	6X20	3	ASPHALT	68	220	172
	43	PB8	STA 601+37; 49.5' LT	6X20	3	CONCRETE	68	220	172
	44	PB8	STA 601+48; 81.2' LT	6X20	3	ASPHALT	92	220	196
	45	PB8	STA 601+48; 53.2' LT	6X20	3	CONCRETE	88	220	192
	61	PB5	STA 598+72; 18.5' RT	6X6	5	CONCRETE	38	313	134
	62	PB5	STA 598+72; 6.0' RT	6X6	5	CONCRETE	62	313	158
	81	PB3	STA 600+10; 160.6' RT	6X6	4	ASPHALT	76	205	148
	82	PB1	STA 601+26; 64.8' RT	6X20	3	ASPHALT	86	23	190
	83	PB1	STA 601+43; 42.2' RT	6X20	3	CONCRETE	78	23	182
						TOTAL 0010	**804**	**2422**	**1980**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.
LOCATION IS TO FRONT CENTER OF DETECTOR LOOP. FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
SDD INSTALLATION REFERENCE: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)

3

PULL BOXES

CATEGORY	PULL BOX NO.	LOCATION ##	# 653.0135 PULL BOXES STEEL 24x36-INCH EACH	# 653.0140 PULL BOXES STEEL 24x42-INCH EACH
0010	PB1	STA 601+46; 64.3' RT	-	1
	PB2	STA 600+90; 56.1' RT	-	1
	PB3	STA 599+97; 135.9' RT	-	1
	PB4	STA 600+76; 29.9' RT	-	1
	PB5	STA 598+72; 28.5' RT	1	-
	PB6	STA 600+76; 29.3 LT	-	1
	PB7	STA 601+27; 65.8' LT	-	1
	PB8	STA 601+27; 73.3' LT	1	-
	PB9	STA 601+26; 237.2' LT	-	1
	PB10	STA 601+85; 67.8' LT	-	1
	PB11	STA 602+01; 37.0' LT	-	1
	PB12	STA 604+10; 29.2' LT	1	-
	PB13	STA 601+81; 30.1' RT	-	1
	PB14	STA 601+59; 48.0' RT	-	1
		TOTAL 0010	**3**	**11**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.
FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

CONCRETE BASES

CATEGORY	SIGNAL BASE NO.	LOCATION ##	# 654.0101 CONCRETE BASES TYPE 1 EACH	# 654.0102 CONCRETE BASES TYPE 2 EACH	# 654.0217 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH
0010	SB1	STA 601+68; 42.3' RT	-	1	-
	SB2	STA 601+98; 56.1' RT	-	1	-
	SB3	STA 600+90; 42.7' RT	1	-	-
	SB4	STA 600+84; 34.4' RT	1	-	-
	SB5	STA 600+88; 29.4' LT	-	1	-
	SB6	STA 601+14; 37.2' LT	1	-	-
	SB7	STA 601+25; 46.4' LT	1	-	-
	SB8	STA 601+85; 58.4' LT	-	1	-
	SB9	STA 601+89; 43.3' LT	1	-	-
	SB10	STA 601+89; 29.2' RT	-	1	-
	CB1	STA 601+55; 54.0' RT	-	-	1
		TOTAL 0010	**5**	**5**	**1**

ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN
FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

TRAFFIC SIGNAL CABLE AND WIRE (GROUNDING)

CATEGORY	FROM	TO	# 655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG LF
0010	CB1	SB2	108
	SB2	SB3	33
	SB3	SB4	78
	SB4	SB5	110
	SB5	SB6	63
	SB6	SB7	157
	SB7	SB8	224
	SB8	SB9	92
	SB9	SB10	125
	SB10	SB1	80
	SB1	CB1	30
	PB1	CB1	36
	PB2	SB2	24
	PB4	SB4	26
	PB6	SB5	29
	PB7	SB7	39
	PB10	SB8	26
	PB11	SB9	31
	PB13	SB10	30
	PB14	CB1	28
		TOTAL 0010	**1,369**

ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

CATEGORY	FROM	TO	# 655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG LF	# 655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF	# 655.0320 CABLE TYPE UF 2-10 AWG GROUNDED LF
0010	CB1	SB1	-	30	-
	CB1	SB2	108	-	108
	CB1	SB3	114	-	-
	CB1	SB4	-	125	-
	CB1	SB5	221	-	-
	CB1	SB6	259	-	-
	CB1	SB7	-	276	-
	CB1	SB8	-	187	-
	CB1	SB9	-	166	-
	CB1	SB10	-	75	75
	SB2	SB5	-	-	150
	SB10	SB8	-	-	150
		TOTAL 0010	**702**	**859**	**483**

ADDITIONAL QUANTITY SHOWN ELSEWHERE ON PLAN

3

TRAFFIC SIGNAL CABLE AND WIRE

CATEGORY	FROM	TO	# 655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF
0010	SB1	HEAD 9	20
	SB1	HEAD 15	20
	SB1	HEAD 16	45
	SB1	HEAD 21	15
	SB2	HEAD 13	50
	SB2	HEAD 14	20
	SB3	HEAD 22	15
	SB4	HEAD 1	20
	SB4	HEAD 6	20
	SB4	HEAD 23	15
	SB5	HEAD 7	50
	SB5	HEAD 8	50
	SB6	HEAD 24	15
	SB7	HEAD 12	20
	SB7	HEAD 17	15
	SB7	HEAD 10	50
	SB8	HEAD 11	20
	SB8	HEAD 18	15
	SB9	HEAD 2	20
	SB9	HEAD 5	20
	SB9	HEAD 19	15
	SB10	HEAD 3	50
	SB10	HEAD 4	50
	SB10	HEAD 20	15
		TOTAL 0010	**645**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

TRAFFIC SIGNAL CABLE AND WIRE

CATEGORY	FROM	TO	# 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF
0010	SB2	LUMIN.	117
	SB5	LUMIN.	117
	SB8	LUMIN.	117
	SB10	LUMIN.	117
		TOTAL 0010	**468**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

TRAFFIC SIGNAL EVP DETECTOR CABLE

CATEGORY	FROM	TO	# 655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE LF
0010	CB1	SB5 (HEAD A)	254
	CB1	SB10 (HEAD B)	108
	CB1	SB1 (HEAD C)	63
	CB1	SB1 (HEAD D)	63
		TOTAL 0010	**488**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

ELECTRICAL SERVICE METER BREAKER PEDESTAL

CATEGORY	LOCATION #	656.0201.001 ELECTRICAL SERVICE METER BREAKER PEDESTAL EACH
0010	USH 51 & MARQUETTE ST/STATE ST	1
	TOTAL 0010	**1**

FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

3

POLES (CONTRACTOR FURNISHED)

CATEGORY	SIGNAL BASE NO.	# 657.0100 PEDESTAL BASES EACH	# 657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	# 657.0305 POLES TYPE 2 EACH	# 657.0345 POLES TYPE 3 EACH	# 657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	# 657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH	# 657.0590 TROMBONE ARMS 20-FT EACH	# 657.0595 TROMBONE ARMS 25-FT EACH	# 657.0609 LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 6-FT EACH	# 659.1125 LUMINAIRES UTILITY LED C EACH	(INCIDENTAL) ACCESSIBLE PEDESTRIAN PUSH BUTTON EACH
0010	SB1	-	1	1	-	-	-	1	-	-	-	1
	SB2	-	1	-	1	-	-	-	1	1	1	-
	SB3	1	-	-	-	-	1	-	-	-	-	1
	SB4	1	-	-	-	1	-	-	-	-	-	1
	SB5	-	1	-	1	-	-	-	1	1	1	-
	SB6	1	-	-	-	-	1	-	-	-	-	1
	SB7	1	-	-	-	1	-	-	-	-	-	1
	SB8	-	1	-	1	-	-	-	1	1	1	1
	SB9	1	-	-	-	1	-	-	-	-	-	1
	SB10	-	1	-	1	-	-	-	1	1	1	1
	TOTAL 0010	**5**	**5**	**1**	**4**	**3**	**2**	**1**	**4**	**4**	**4**	**8**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

USH 51 (CENTER AVE) & STATE ST / MARQUETTE ST
CITY OF JANESVILLE

FACES

CATEGORY	SIGNAL HEAD NO.	SIGNAL BASE NO.	# 658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	# 658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH
0010	HEAD 9	SB1	1	-
	HEAD 15	SB1	1	-
	HEAD 16	SB1	1	-
	HEAD 21	SB1	-	1
	HEAD 13	SB2	1	-
	HEAD 14	SB2	1	-
	HEAD 22	SB3	-	1
	HEAD 1	SB4	1	-
	HEAD 6	SB4	1	-
	HEAD 23	SB4	-	1
	HEAD 7	SB5	1	-
	HEAD 8	SB5	1	-
	HEAD 24	SB6	-	1
	HEAD 10	SB7	1	-
	HEAD 12	SB7	1	-
	HEAD 17	SB7	-	1
	HEAD 11	SB8	1	-
	HEAD 18	SB8	-	1
	HEAD 2	SB9	1	-
	HEAD 5	SB9	1	-
	HEAD 19	SB9	-	1
	HEAD 3	SB10	1	-
	HEAD 4	SB10	1	-
	HEAD 20	SB10	-	1
	TOTAL 0010		**16**	**8**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

LED MODULES SUMMARY (FOR INFORMATION ONLY)

SIGNAL HEAD NO.	SIGNAL BASE NO.	PEDESTRIAN SIGNAL FACE 16-INCH EACH	LED MODULES 12-INCH RED BALL EACH	LED MODULES 12-INCH YELLOW BALL EACH	LED MODULES 12-INCH GREEN BALL EACH	LED MODULES 12-INCH RED ARROW EACH	LED MODULES 12-INCH YELLOW ARROW EACH
HEAD 9	SB1	-	1	1	1	-	-
HEAD 15	SB1	-	-	-	-	1	2
HEAD 16	SB1	-	-	-	-	1	2
HEAD 21	SB1	1	-	-	-	-	-
HEAD 13	SB2	-	1	1	1	-	-
HEAD 14	SB2	-	1	1	1	-	-
HEAD 22	SB3	1	-	-	-	-	-
HEAD 1	SB4	-	1	1	1	-	-
HEAD 6	SB4	-	1	1	1	-	-
HEAD 23	SB4	1	-	-	-	-	-
HEAD 7	SB5	-	1	1	1	-	-
HEAD 8	SB5	-	1	1	1	-	-
HEAD 24	SB6	1	-	-	-	-	-
HEAD 10	SB7	-	1	1	1	-	-
HEAD 12	SB7	-	1	1	1	-	-
HEAD 17	SB7	1	-	-	-	-	-
HEAD 11	SB8	-	1	1	1	-	-
HEAD 18	SB8	1	-	-	-	-	-
HEAD 2	SB9	-	1	1	1	-	-
HEAD 5	SB9	-	1	1	1	-	-
HEAD 19	SB9	1	-	-	-	-	-
HEAD 3	SB10	-	1	1	1	-	-
HEAD 4	SB10	-	1	1	1	-	-
HEAD 20	SB10	1	-	-	-	-	-
TOTAL		**8**	**14**	**14**	**14**	**2**	**4**

FURNISH & INSTALL AUDIBLE PEDESTRIAN PUSH BUTTON SYSTEM

CATEGORY	LOCATION	SPV.0060.207 FURNISH & INSTALL AUDIBLE PEDESTRIAN PUSH BUTTON SYSTEM EACH
0010	USH 51 & MARQUETTE ST/STATE ST	1
	TOTAL 0010	**1**

FURNISH & INSTALL EVP SYSTEM

CATEGORY	LOCATION	SPV.0060.204 FURNISH & INSTALL EVP SYSTEM EACH
0010	USH 51 & MARQUETTE ST/STATE ST	1
	TOTAL 0010	1

FURNISH & INSTALL TRAFFIC SIGNAL CABINET & CONTROLLER

CATEGORY	LOCATION	SPV.0060.201 FURNISH & INSTALL TRAFFIC SIGNAL CABINET & CONTROLLER EACH
0010	USH 51 & MARQUETTE ST/STATE ST	1
	TOTAL 0010	1

SIGNAL MOUNTING HARDWARE

CATEGORY	LOCATION	658.5070.001 SIGNAL MOUNTING HARDWARE EACH
0010	USH 51 & MARQUETTE ST/STATE S	1
	TOTAL 0010	**1**

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REMOVING CONCRETE BASES

CATEGORY	SIGNAL BASE NO.	# 204.0195 REMOVING CONCRETE BASES EACH
0010	SB1	1
	SB2	1
	SB3	1
	SB4	1
	SB5	1
	SB6	1
	SB7	1
	SB8	1
	SB9	1
	CB1	1
	TOTAL 0010	**10**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

TRAFFIC SIGNAL REMOVALS

CATEGORY	LOCATION	204.9060.S.202 REMOVING TRAFFIC SIGNALS EACH
0010	USH 51 (CENTER AVE) & ROCKPORT RD	1
	TOTAL 0010	**1**

REMOVING PULL BOXES

CATEGORY	PULL BOX NO.	653.0905 REMOVING PULL BOXES EACH
0010	PB1	1
	PB2	1
	TOTAL 0010	**2**

LAMP, BALLAST, LED, SWITCH DISPOSAL

CATEGORY	FIXTURE TYPE	# 659.5000.S LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH
0010	LUMINAIRES, UTILITY, LED C	4
	MERCURY SWITCHES	1
	TOTAL 0010	**5**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

CONDUIT

CATEGORY	FROM	TO	# 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	# 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	# 652.0605 CONDUIT SPECIAL 2-INCH LF	# 652.0615 CONDUIT SPECIAL 3-INCH LF
0010	CB1	PB1	-	33	-	-
	CB1	PB2	-	39	-	-
	PB1	SB1	9	-	-	-
	PB1	PB15	-	54	-	-
	PB2	SB2	20	-	-	-
	PB2	PB3	6	-	-	-
	PB3	PB4	-	-	160	-
	PB3	PB5	-	-	-	106
	PB5	SB3	21	-	-	-
	PB5	PB6	-	106	-	-
	PB6	SB4	24	-	-	-
	PB6	PB7	218	-	-	-
	PB6	PB8	-	-	-	88
	PB8	PB9	-	-	-	66
	PB9	SB6	10	-	-	-
	PB9	SB7	25	-	-	-
	PB9	PB10	-	120	-	-
	PB10	SB8	27	-	-	-
	PB10	PB11	95	-	65	-
	PB10	PB12	-	-	-	108
	PB12	SB9	23	-	-	-
	PB12	SB10	34	-	-	-
	PB12	PB13	-	128	-	-
	PB13	SB11	26	-	-	-
	PB13	SB12	24	-	-	-
	PB13	PB14	202	-	-	-
	PB13	PB15	-	-	-	90
	PB15	PB16	-	-	-	62
	PB16	SB14	23	-	-	-
	TOTAL 0010		**787**	**480**	**225**	**520**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

LAMP, BALLAST, LED, SWITCH DISPOSAL (FOR INFORMATION ONLY)

SIGNAL BASE NO.	LUMINAIRES, UTILITY, LED C EACH	MERCURY SWITCHES EACH
SB1	1	-
SB3	1	-
SB5	1	-
SB8	1	-
CB1	-	1
TOTAL	**4**	**1**

3

TRAFFIC DETECTOR LOOPS

CATEGORY	LOOP NO.	HOME RUN PB	LOCATION ##	SIZE (FT)x(FT)	NO. OF TURNS	PAVEMENT TYPE	# 652.0800 CONDUIT LOOP DETECTOR LF	# 655.0700 LOOP DETECTOR LEAD IN CABLE LF	# 655.0800 LOOP DETECTOR WIRE LF
0010	11	PB8	STA 629+50; 14.1' RT	6X20	3	CONCRETE	68	192	172
	12	PB8	STA 629+78; 14.0' RT	6X20	3	CONCRETE	68	192	172
	21	PB14	STA 632+90; 16.9' LT	6X6	5	CONCRETE	38	307	134
	22	PB14	STA 632+90; 6.6' LT	6X6	5	CONCRETE	60	307	156
	23	PB15	STA 630+93; 7.9' RT	6X20	3	CONCRETE	68	60	172
	24	PB15	STA 630+65; 7.9' RT	6X20	3	CONCRETE	66	60	170
	61	PB7	STA 627+37; 26.9' RT	6X6	5	CONCRETE	38	367	134
	62	PB7	STA 627+37; 16.4' RT	6X6	5	CONCRETE	60	367	156
	81	PB4	STA 630+20; 238.9' RT	6X15	3	ASPHALT	56	203	140
	82	PB3	STA 630+33; 87.8' RT	6X20	3	ASPHALT	72	43	176
	83	PB3	STA 630+34; 59.9' RT	6X20	3	CONCRETE	66	43	170
	84	PB3	STA 630+22; 87.4' RT	6X20	3	CONCRETE	90	43	194
	85	PB3	STA 630+24; 59.4' RT	6X20	3	ASPHALT	88	43	192
						TOTAL 0010	838	2227	2138

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.
LOCATION IS TO FRONT CENTER OF DETECTOR LOOP. FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
SDD INSTALLATION REFERENCE: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)

CONCRETE BASES

CATEGORY	SIGNAL BASE NO.	LOCATION ##	# 654.0101 CONCRETE BASES TYPE 1 EACH	# 654.0102 CONCRETE BASES TYPE 2 EACH	# 654.0217 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH
0010	SB1	STA 630+58; 60.1' RT	1	-	-
	SB2	STA 630+48; 61.2' RT	-	1	-
	SB3	STA 629+86; 59.5' RT	-	1	-
	SB4	STA 629+78; 51.9' RT	1	-	-
	SB5	STA 629+77; 4.3' RT	1	-	-
	SB6	STA 629+64; 28.5' LT	-	1	-
	SB7	STA 629+77; 38.8' LT	1	-	-
	SB8	STA 629+84; 46.1' LT	1	-	-
	SB9	STA 630+50; 45.2' LT	-	1	-
	SB10	STA 630+58; 37.5' LT	1	-	-
	SB11	STA 630+66; 37.6' LT	1	-	-
	SB12	STA 630+66; 30.4' LT	1	-	-
	SB13	STA 630+66; 17.4' RT	1	-	-
	SB14	STA 630+66; 52.8' RT	-	1	-
	CB1	STA 630+52; 67.6' RT	-	-	1
		TOTAL 0010	9	5	1

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.
FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

PULL BOXES

CATEGORY	PULL BOX NO.	LOCATION ##	# 653.0135 PULL BOXES STEEL 24x36-INCH EACH	# 653.0140 PULL BOXES STEEL 24x42-INCH EACH
0010	PB1	STA 630+65; 62.1' RT	-	1
	PB2	STA 630+43; 80.8' RT	-	1
	PB3	STA 630+43; 85.2' RT	1	-
	PB4	STA 630+35; 240.3' RT	-	1
	PB5	STA 629+91; 78.9' RT	-	1
	PB6	STA 629+55; 47.6' RT	-	1
	PB7	STA 627+36; 37.2' RT	1	-
	PB8	STA 629+54; 4.0' RT	-	1
	PB9	STA 629+54; 29.0' LT	-	1
	PB10	STA 629+96; 68.2' LT	-	1
	PB12	STA 630+49; 66.1' LT	-	1
	PB13	STA 630+90; 27.7' LT	-	1
	PB14	STA 632+92; 27.0' LT	1	-
	PB15	STA 630+88; 16.9' RT	-	1
	PB16	STA 630+88; 47.9' RT	-	1
		TOTAL 0010	3	12

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.
FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

CATEGORY	FROM	TO	# 655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG LF	# 655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF	# 655.0320 CABLE TYPE UF 2-10 AWG GROUNDED LF
0010	CB1	SB1	30	-	-
	CB1	SB2	-	84	-
	CB1	SB3	-	153	153
	CB1	SB4	-	224	-
	CB1	SB5	-	282	-
	CB1	SB6	316	-	-
	CB1	SB7	332	-	-
	CB1	SB8	-	317	-
	CB1	SB9	-	245	-
	CB1	SB10	255	-	-
	CB1	SB11	168	-	-
	CB1	SB12	-	165	-
	CB1	SB13	-	154	-
	CB1	SB14	-	58	58
	SB3	SB6	-	-	221
	SB14	SB9	-	-	237
		TOTAL 0010	1,101	1,682	669

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

TRAFFIC SIGNAL CABLE AND WIRE (GROUNDING)

CATEGORY	FROM	TO	# 655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG LF
0010	CB1	SB2	53
	SB2	SB3	131
	SB3	SB4	134
	SB4	SB5	127
	SB5	SB6	99
	SB6	SB7	55
	SB7	SB8	150
	SB8	SB9	141
	SB9	SB10	79
	SB10	SB11	161
	SB11	SB12	72
	SB12	SB13	128
	SB13	SB14	110
	SB14	SB1	90
	SB1	CB1	40
	PB1	SB1	24
	PB2	SB2	39
	PB5	SB3	40
	PB6	SB4	43
	PB8	SB5	41
	PB9	SB6	29
	PB10	SB8	46
	PB12	SB9	42
	PB13	SB12	43
	PB15	SB13	41
	PB16	SB14	45
		TOTAL 0010	2,003

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

FILE NAME : T:\1202703\Civil 3D\53500200\Design\Quantities\030201-mq.ppt PLOT DATE : 10/26/2023 9:14 AM PLOT BY : ANDREW AXT PLOT NAME : PLOT SCALE : 1:1

3

TRAFFIC SIGNAL CABLE AND WIRE (ABOVE GROUND)

CATEGORY	FROM	TO	# 655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF	# 655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG LF
0010	SB2	HEAD 11	21	-
	SB2	HEAD 19	-	22
	SB2	HEAD 20	-	51
	SB2	HEAD 25	15	-
	SB3	HEAD 17	45	-
	SB3	HEAD 18	20	-
	SB3	HEAD 26	15	-
	SB4	HEAD 1	21	-
	SB4	HEAD 9	-	22
	SB4	HEAD 27	15	-
	SB5	HEAD 10	-	22
	SB6	HEAD 7	50	-
	SB6	HEAD 8	50	-
	SB7	HEAD 28	15	-
	SB8	HEAD 14	19	-
	SB8	HEAD 16	19	-
	SB8	HEAD 21	15	-
	SB9	HEAD 12	50	-
	SB9	HEAD 13	20	-
	SB9	HEAD 15	50	-
	SB9	HEAD 22	15	-
	SB12	HEAD 4	-	22
	SB12	HEAD 6	21	-
	SB12	HEAD 23	15	-
	SB13	HEAD 5	-	22
	SB14	HEAD 2	50	-
	SB14	HEAD 3	50	-
	SB14	HEAD 24	15	-
TOTAL 0010			**606**	**161**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

TRAFFIC SIGNAL CABLE AND WIRE

CATEGORY	FROM	TO	# 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF
0010	SB3	LUMIN.	117
	SB6	LUMIN.	117
	SB9	LUMIN.	117
	SB14	LUMIN.	117
TOTAL 0010			**468**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

TRAFFIC SIGNAL EVP DETECTOR CABLE

CATEGORY	FROM	TO	# 655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE LF
0010	CB1	SB6 (HEAD A)	349
	CB1	SB14 (HEAD B)	91
	CB1	SB3 (HEAD C)	186
	CB1	SB9 (HEAD D)	278
TOTAL 0010			**904**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

ELECTRICAL SERVICE METER BREAKER PEDESTAL

CATEGORY	LOCATION #	656.0201.002 ELECTRICAL SERVICE METER BREAKER PEDESTAL EACH
0010	USH 51 & ROCKPORT RD	1
TOTAL 0010		**1**

FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

POLES (CONTRACTOR FURNISHED)

CATEGORY	SIGNAL BASE NO.	# 657.0100 PEDESTAL BASES EACH	# 657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	# 657.0305 POLES TYPE 2 EACH	# 657.0310 POLES TYPE 3 EACH	657.0405 TRAFFIC SIGNAL STANDARDS ALUMINUM 3.5-FT EACH	# 657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	# 657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	# 657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH	# 657.0590 TROMBONE ARMS 20-FT EACH	# 657.0595 TROMBONE ARMS 25-FT EACH	# 657.0609 LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 6-FT EACH	# 659.1125 LUMINAIRES UTILITY LED C EACH	(INCIDENTAL) ACCESSIBLE PEDESTRIAN PUSH BUTTON EACH
0010	SB1	1	-	-	-	1	-	-	-	-	-	-	-	1
	SB2	-	1	1	-	-	-	-	-	-	1	-	-	-
	SB3	-	1	-	1	-	-	-	-	1	-	1	1	1
	SB4	1	-	-	-	-	-	1	-	-	-	-	-	1
	SB5	1	-	-	-	-	-	1	-	-	-	-	-	-
	SB6	-	1	-	1	-	-	-	-	-	1	1	1	-
	SB7	1	-	-	-	-	-	-	1	-	-	-	-	1
	SB8	1	-	-	-	-	1	-	-	-	-	-	-	1
	SB9	-	1	-	1	-	-	-	-	-	1	1	1	-
	SB10	1	-	-	-	1	-	-	-	-	-	-	-	1
	SB11	1	-	-	-	1	-	-	-	-	-	-	-	1
	SB12	1	-	-	-	-	-	1	-	-	-	-	-	-
	SB13	1	-	-	-	-	-	1	-	-	-	-	-	-
	SB14	-	1	-	1	-	-	-	-	-	1	1	1	1
TOTAL 0010		**9**	**5**	**1**	**4**	**3**	**1**	**4**	**1**	**1**	**4**	**4**	**4**	**8**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

3

FACES

CATEGORY	SIGNAL HEAD NO.	SIGNAL BASE NO.	# 658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0174 TRAFFIC SIGNAL FACE 4S 12-INCH EACH	# 658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH
0010	HEAD 11	SB2	1	-	-
	HEAD 19	SB2	-	1	-
	HEAD 20	SB2	-	1	-
	HEAD 25	SB2	-	-	1
	HEAD 17	SB3	1	-	-
	HEAD 18	SB3	1	-	-
	HEAD 26	SB3	-	-	1
	HEAD 1	SB4	1	-	-
	HEAD 9	SB4	-	1	-
	HEAD 27	SB4	-	-	1
	HEAD 10	SB5	-	1	-
	HEAD 7	SB6	1	-	-
	HEAD 8	SB6	1	-	-
	HEAD 28	SB7	-	-	1
	HEAD 14	SB8	1	-	-
	HEAD 16	SB8	1	-	-
	HEAD 21	SB8	-	-	1
	HEAD 12	SB9	1	-	-
	HEAD 15	SB9	1	-	-
	HEAD 13	SB9	1	-	-
	HEAD 22	SB9	-	-	1
	HEAD 4	SB12	-	1	-
	HEAD 6	SB12	1	-	-
	HEAD 23	SB12	-	-	1
	HEAD 5	SB13	-	1	-
	HEAD 2	SB14	1	-	-
	HEAD 3	SB14	1	-	-
	HEAD 24	SB14	-	-	1
	TOTAL 0010		**14**	**6**	**8**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

LED MODULES SUMMARY (FOR INFORMATION ONLY)

SIGNAL HEAD NO.	SIGNAL BASE NO.	PEDESTRIAN SIGNAL FACE 16-INCH EACH	LED MODULES 12-INCH RED BALL EACH	LED MODULES 12-INCH YELLOW BALL EACH	LED MODULES 12-INCH GREEN BALL EACH	LED MODULES 12-INCH RED ARROW EACH	LED MODULES 12-INCH YELLOW ARROW EACH	LED MODULES 12-INCH GREEN ARROW EACH
HEAD 11	SB2	-	1	1	1	-	-	-
HEAD 19	SB2	-	-	-	-	1	2	1
HEAD 20	SB2	-	-	-	-	1	2	1
HEAD 25	SB2	1	-	-	-	-	-	-
HEAD 17	SB3	-	1	1	1	-	-	-
HEAD 18	SB3	-	1	1	1	-	-	-
HEAD 26	SB3	1	-	-	-	-	-	-
HEAD 1	SB4	-	1	1	1	-	-	-
HEAD 9	SB4	-	-	-	-	1	2	1
HEAD 27	SB4	1	-	-	-	-	-	-
HEAD 10	SB5	-	-	-	-	1	2	1
HEAD 7	SB6	-	1	1	1	-	-	-
HEAD 8	SB6	-	1	1	1	-	-	-
HEAD 28	SB7	1	-	-	-	-	-	-
HEAD 14	SB8	-	-	-	-	1	2	-
HEAD 16	SB8	-	1	1	1	-	-	-
HEAD 21	SB8	1	-	-	-	-	-	-
HEAD 12	SB9	-	1	1	1	-	-	-
HEAD 15	SB9	-	-	-	-	1	2	-
HEAD 13	SB9	-	1	1	1	-	-	-
HEAD 22	SB9	1	-	-	-	-	-	-
HEAD 4	SB12	-	-	-	-	1	2	1
HEAD 6	SB12	-	1	1	1	-	-	-
HEAD 23	SB12	1	-	-	-	-	-	-
HEAD 5	SB13	-	-	-	-	1	2	1
HEAD 2	SB14	-	1	1	1	-	-	-
HEAD 3	SB14	-	1	1	1	-	-	-
HEAD 24	SB14	1	-	-	-	-	-	-
TOTAL		**8**	**12**	**12**	**12**	**8**	**16**	**6**

SIGNAL MOUNTING HARDWARE

CATEGORY	LOCATION	658.5070.002 SIGNAL MOUNTING HARDWARE EACH
0010	USH 51 & ROCKPORT RD	1
	TOTAL 0010	**1**

FURNISH & INSTALL AUDIBLE PEDESTRIAN PUSH BUTTON SYSTEM

CATEGORY	LOCATION	SPV.0060.208 FURNISH & INSTALL AUDIBLE PEDESTRIAN PUSH BUTTON SYSTEM EACH
0010	USH 51 (CENTER AVE) & ROCKPORT RD	1
	TOTAL 0010	**1**

FURNISH & INSTALL EVP SYSTEM

CATEGORY	LOCATION	SPV.0060.205 FURNISH & INSTALL EVP SYSTEM EACH
0010	USH 51 (CENTER AVE) & ROCKPORT RD	1
	TOTAL 0010	**1**

FURNISH & INSTALL TRAFFIC SIGNAL CABINET & CONTROLLER

CATEGORY	LOCATION	SPV.0060.202 FURNISH & INSTALL TRAFFIC SIGNAL CABINET & CONTROLLER EACH
0010	USH 51 (CENTER AVE) & ROCKPORT RD	1
	TOTAL 0010	**1**

3

REMOVING CONCRETE BASES

CATEGORY	SIGNAL BASE NO.	# 204.0195 REMOVING CONCRETE BASES EACH
0010	SB1	1
	SB2	1
	SB3	1
	SB4	1
	SB5	1
	SB6	1
	SB7	1
	SB8	1
	CB1	1
	TOTAL 0010	**9**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

TRAFFIC SIGNAL REMOVALS

CATEGORY	LOCATION	204.9060.S.203 REMOVING TRAFFIC SIGNALS EACH
0010	USH 51 (CENTER AVE) & RACINE ST	1
	TOTAL 0010	**1**

CONDUIT

CATEGORY	FROM	TO	# 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	# 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	# 652.0605 CONDUIT SPECIAL 2-INCH LF	# 652.0615 CONDUIT SPECIAL 3-INCH LF
0010	CB1	PB1	-	24	-	-
	PB1	PB2	80	-	-	-
	PB2	SB1	10	-	-	-
	PB2	PB3	215	-	-	-
	PB2	PB4	-	-	-	114
	PB4	SB2	7	-	-	-
	PB4	SB3	13	-	-	-
	PB4	PB5	-	114	-	-
	PB5	SB4	22	-	-	-
	PB5	PB6	6	-	-	-
	PB5	PB8	-	-	-	114
	PB6	PB7	-	-	147	-
	PB8	SB5	21	-	-	-
	PB8	PB9	-	100	-	-
	PB9	SB6	11	-	-	-
	PB9	SB7	6	-	-	-
	PB9	PB10	215	-	-	-
	PB9	PB11	-	-	-	126
	PB11	SB8	-	9	-	-
	PB11	PB12	-	86	-	-
	PB12	SB9	5	-	-	-
	PB12	PB13	18	-	-	-
	PB12	PB15	-	82	-	-
	PB13	PB14	80	-	75	-
	PB15	SB10	5	-	-	-
	PB15	CB1	-	24	-	-
		TOTAL 0010	**714**	**439**	**222**	**354**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

LAMP, BALLAST, LED, SWITCH DISPOSAL

CATEGORY	FIXTURE TYPE	# 659.5000.S LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH
0010	LUMINAIRES, UTILITY, LED C	4
	MERCURY SWITCHES	1
	TOTAL 0010	**5**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

LAMP, BALLAST, LED, SWITCH DISPOSAL (FOR INFORMATION ONLY)

SIGNAL BASE NO.	LUMINAIRES, UTILITY, LED C EACH	MERCURY SWITCHES EACH
SB1	1	-
SB3	1	-
SB4	1	-
SB6	1	-
CB1	-	1
TOTAL	**4**	**1**

3

TRAFFIC DETECTOR LOOPS

CATEGORY	LOOP NO.	HOME RUN PB	LOCATION ##	SIZE (FT)x(FT)	NO. OF TURNS	PAVEMENT TYPE	# 652.0800 CONDUIT LOOP DETECTOR LF	# 655.0700 LOOP DETECTOR LEAD IN CABLE LF	# 655.0800 LOOP DETECTOR WIRE LF
0010	21	PB3	STA 640+25; 16.2' LT	6X6	4	CONCRETE	40	270	112
	22	PB3	STA 640+26; 6.8' LT	6X6	4	CONCRETE	60	270	132
	41	PB14	STA 637+58; 236.1' LT	6X6	4	ASPHALT	46	230	118
	42	PB13	STA 657+56; 83.7' LT	6X20	3	ASPHALT	74	75	178
	43	PB13	STA 637+55; 55.8' LT	6X20	3	ASPHALT	74	75	178
	61	PB10	STA 634+95; 17.3' RT	6X6	5	CONCRETE	40	377	136
	62	PB10	STA 634+94; 6.9' RT	6X6	5	CONCRETE	60	377	156
	81	PB7	STA 637+63; 238.5' RT	6X20	3	ASPHALT	76	322	180
	82	PB6	STA 637+63; 86.7' RT	6X20	3	ASPHALT	92	175	196
	83	PB6	STA 637+64; 58.7' RT	6X20	3	ASPHALT	92	175	196
	84	PB6	STA 637+75; 86.9' RT	6X20	3	ASPHALT	66	175	170
	85	PB6	STA 637+77; 58.8' RT	6X20	3	ASPHALT	70	175	174
						TOTAL 0010	**790**	**2,696**	**1,926**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.
LOCATION IS TO FRONT CENTER OF DETECTOR LOOP. FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
SDD INSTALLATION REFERENCE: LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)

PULL BOXES

CATEGORY	PULL BOX NO.	LOCATION ##	# 653.0135 PULL BOXES STEEL 24x36-INCH EACH	# 653.0140 PULL BOXES STEEL 24x42-INCH EACH
0010	PB1	STA 637+88; 59.6' LT	-	1
	PB2	STA 638+11; 27.8' LT	-	1
	PB3	STA 640+26; 27.9' LT	1	-
	PB4	STA 638+11; 28.9' RT	-	1
	PB5	STA 637+85; 79.4' RT	-	1
	PB6	STA 637+85; 85.3' RT	1	-
	PB7	STA 637+84; 232.3' RT	-	1
	PB8	STA 637+28; 78.5' RT	-	1
	PB9	STA 637+09; 32.6' RT	-	1
	PB10	STA 634+94; 27.6' RT	1	-
	PB11	STA 637+11; 29.5' LT	-	1
	PB12	STA 637+41; 60.3' LT	-	1
	PB13	STA 637+42; 79.1' LT	1	-
	PB14	STA 637+44; 233.4' LT	-	1
	PB15	STA 637+82; 60.2' LT	-	1
		TOTAL 0010	**4**	**11**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.
FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

CONCRETE BASES

CATEGORY	SIGNAL BASE NO.	LOCATION ##	# 654.0101 CONCRETE BASES TYPE 1 EACH	# 654.0102 CONCRETE BASES TYPE 2 EACH	654.0110 CONCRETE BASES TYPE 10 EACH	# 654.0217 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH
0010	SB1	STA 638+01; 28.5' LT	1	-	-	-
	SB2	STA 638+17; 27.8' RT	-	1	-	-
	SB3	STA 638+00; 36.0' RT	1	-	-	-
	SB4	STA 637+92; 58.0' RT	1	-	-	-
	SB5	STA 637+25; 58.3' RT	-	1	-	-
	SB6	STA 637+18; 39.4' RT	1	-	-	-
	SB7	STA 637+06; 28.3' RT	1	-	-	-
	SB8	STA 637+20; 30.6' LT	-	-	1	-
	SB9	STA 637+40; 54.9' LT	1	-	-	-
	SB10	STA 637+83; 54.5' LT	-	1	-	-
	CB1	STA 637+85; 67.1' LT	-	-	-	1
		TOTAL 0010	**6**	**3**	**1**	**1**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.
FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

FILE NAME : T:\1202703\Civil 3D\53500200\Design\Quantities\030201-mq.ppt PLOT DATE : 10/26/2023 9:14 AM PLOT BY : ANDREW AXT PLOT NAME : PLOT SCALE : 1:1

3

TRAFFIC SIGNAL CABLE AND WIRE (UNDERGROUND)

CATEGORY	FROM	TO	# 655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG LF	# 655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF	# 655.0320 CABLE TYPE UF 2-10 AWG GROUNDED LF
0010	CB1	SB1	-	87	-
	CB1	SB2	154	-	154
	CB1	SB3	162	-	-
	CB1	SB4	-	245	-
	CB1	SB5	-	301	-
	CB1	SB6	224	-	-
	CB1	SB7	-	220	-
	CB1	SB8	-	141	-
	CB1	SB9	-	80	-
	CB1	SB10	-	24	24
	SB2	SB5	-	-	190
	SB10	SB8	-	-	141
		TOTAL 0010	**540**	**1,098**	**509**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

TRAFFIC SIGNAL CABLE AND WIRE (GROUNDING)

CATEGORY	FROM	TO	# 655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG LF
0010	CB1	SB1	91
	SB1	SB2	108
	SB2	SB3	39
	SB3	SB4	129
	SB4	SB5	135
	SB5	SB6	117
	SB6	SB7	34
	SB7	SB8	113
	SB8	SB9	90
	SB9	SB10	84
	SB10	CB1	31
	PB1	CB1	24
	PB2	SB1	28
	PB4	SB2	23
	PB5	SB4	40
	PB8	SB5	39
	PB9	SB7	23
	PB11	SB8	26
	PB12	SB9	22
	PB15	SB10	29
		TOTAL 0010	**1225**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

TRAFFIC SIGNAL CABLE AND WIRE

CATEGORY	FROM	TO	# 655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF	# 655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG LF
0010	SB1	HEAD 2	19	-
	SB1	HEAD 5	19	-
	SB1	HEAD 17	15	-
	SB2	HEAD 3	50	-
	SB2	HEAD 4	50	-
	SB3	HEAD 18	15	-
	SB4	HEAD 9	19	-
	SB4	HEAD 13	19	-
	SB4	HEAD 19	15	-
	SB5	HEAD 14	50	-
	SB5	HEAD 20	15	-
	SB6	HEAD 21	15	-
	SB7	HEAD 1	19	-
	SB7	HEAD 6	-	22
	SB8	HEAD 7	-	55
	SB8	HEAD 8	50	-
	SB8	HEAD 22	15	-
	SB9	HEAD 10	19	-
	SB9	HEAD 12	19	-
	SB9	HEAD 15	15	-
	SB10	HEAD 11	45	-
	SB10	HEAD 16	15	-
		TOTAL 0010	**498**	**77**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

TRAFFIC SIGNAL EVP DETECTOR CABLE

CATEGORY	FROM	TO	# 655.0900 TRAFFIC SIGNAL EVP DETECTOR CABLE LF
0010	CB1	SB8 (HEAD A)	174
	CB1	SB2 (HEAD B)	187
	CB1	SB5 (HEAD C)	346
	CB1	SB10 (HEAD D)	57
		TOTAL 0010	**764**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

ELECTRICAL SERVICE METER BREAKER PEDESTAL

CATEGORY	LOCATION	656.0201.003 ELECTRICAL SERVICE METER BREAKER PEDESTAL EACH
0010	USH 51 & RACINE ST	1
	TOTAL 0010	**1**

TRAFFIC SIGNAL CABLE AND WIRE

CATEGORY	FROM	TO	# 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF
0010	SB2	LUMIN.	117
	SB5	LUMIN.	117
	SB8	LUMIN.	117
	SB10	LUMIN.	117
		TOTAL 0010	**468**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

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POLES (CONTRACTOR FURNISHED)

CATEGORY	SIGNAL BASE NO.	# 657.0100 PEDESTAL BASES EACH	# 657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	# 657.0310 POLES TYPE 3 EACH	# 657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	# 657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	# 657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH	# 657.0590 TROMBONE ARMS 20-FT EACH	# 657.0595 TROMBONE ARMS 25-FT EACH	# 657.0609 LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 6-FT EACH	# 659.1125 LUMINAIRES UTILITY LED C EACH	(INCIDENTAL) ACCESSIBLE PEDESTRIAN PUSH BUTTON EACH
0010	SB1	1	-	-	1	-	-	-	-	-	-	1
	SB2	-	1	1	-	-	-	-	1	1	1	-
	SB3	1	-	-	-	-	1	-	-	-	-	1
	SB4	1	-	-	1	-	-	-	-	-	-	1
	SB5	-	1	1	-	-	-	-	1	1	1	1
	SB6	1	-	-	-	-	1	-	-	-	-	1
	SB7	1	-	-	-	1	-	-	-	-	-	-
	SB8	-	-	-	-	-	-	-	-	-	1	1
	SB9	1	-	-	1	-	-	-	-	-	-	1
	SB10	-	1	1	-	-	-	1	-	1	1	1
	TOTAL 0010	**6**	**3**	**3**	**3**	**1**	**2**	**1**	**2**	**3**	**4**	**8**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

POLES (MONOTUBE EQUIPMENT)

CATEGORY	SIGNAL BASE NO.	657.0350 INSTALL POLES TYPE 10 EACH	657.0530 INSTALL MONOTUBE ARMS 30-FT EACH	657.0812 INSTALL LUMINAIRE ARMS STEEL 12-FT EACH
0010	SB8	1	1	1
	TOTAL 0010	**1**	**1**	**1**

USH 51 (CENTER AVE) & RACINE ST
CITY OF JANESVILLE

FACES

CATEGORY	SIGNAL HEAD NO.	SIGNAL BASE NO.	# 658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0175 TRAFFIC SIGNAL FACE 5S 12-INCH EACH	# 658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH
0010	HEAD 2	SB1	1	-	-
	HEAD 5	SB1	1	-	-
	HEAD 17	SB1	-	-	1
	HEAD 3	SB2	1	-	-
	HEAD 4	SB2	1	-	-
	HEAD 18	SB3	-	-	1
	HEAD 9	SB4	1	-	-
	HEAD 13	SB4	1	-	-
	HEAD 19	SB4	-	-	1
	HEAD 14	SB5	1	-	-
	HEAD 20	SB5	-	-	1
	HEAD 21	SB6	-	-	1
	HEAD 1	SB7	1	-	-
	HEAD 6	SB7	-	1	-
	HEAD 7	SB8	-	1	-
	HEAD 8	SB8	1	-	-
	HEAD 22	SB8	-	-	1
	HEAD 10	SB9	1	-	-
	HEAD 12	SB9	1	-	-
	HEAD 15	SB9	-	-	1
	HEAD 11	SB10	1	-	-
	HEAD 16	SB10	-	-	1
		TOTAL 0010	12	2	8

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

LED MODULES SUMMARY (FOR INFORMATION ONLY)

SIGNAL HEAD NO.	SIGNAL BASE NO.	PEDESTRIAN SIGNAL FACE 16-INCH EACH	LED MODULES 12-INCH RED BALL EACH	LED MODULES 12-INCH YELLOW BALL EACH	LED MODULES 12-INCH GREEN BALL EACH	LED MODULES 12-INCH YELLOW ARROW EACH	LED MODULES 12-INCH GREEN ARROW EACH
HEAD 2	SB1	-	1	1	1	-	-
HEAD 5	SB1	-	1	1	1	-	-
HEAD 17	SB1	1	-	-	-	-	-
HEAD 3	SB2	-	1	1	1	-	-
HEAD 4	SB2	-	1	1	1	-	-
HEAD 18	SB3	1	-	-	-	-	-
HEAD 9	SB4	-	1	1	1	-	-
HEAD 13	SB4	-	1	1	1	-	-
HEAD 19	SB4	1	-	-	-	-	-
HEAD 14	SB5	-	1	1	1	-	-
HEAD 20	SB5	1	-	-	-	-	-
HEAD 21	SB6	1	-	-	-	-	-
HEAD 1	SB7	-	1	1	1	-	-
HEAD 6	SB7	-	1	1	1	1	1
HEAD 7	SB8	-	1	1	1	1	1
HEAD 8	SB8	-	1	1	1	-	-
HEAD 22	SB8	1	-	-	-	-	-
HEAD 10	SB9	-	1	1	1	-	-
HEAD 12	SB9	-	1	1	1	-	-
HEAD 15	SB9	1	-	-	-	-	-
HEAD 11	SB10	-	1	1	1	-	-
HEAD 16	SB10	1	-	-	-	-	-
	TOTAL	8	14	14	14	2	2

SIGNAL MOUNTING HARDWARE

CATEGORY	LOCATION	658.5070.003 SIGNAL MOUNTING HARDWARE EACH
0010	USH 51 & RACINE ST	1
	TOTAL 0010	1

FURNISH & INSTALL AUDIBLE PEDESTRIAN PUSH BUTTON SYSTEM

CATEGORY	LOCATION	SPV.0060.209 FURNISH & INSTALL AUDIBLE PEDESTRIAN PUSH BUTTON SYSTEM EACH
0010	USH 51 (CENTER AVE) & RACINE ST	1
	TOTAL 0010	1

FURNISH & INSTALL EVP SYSTEM

CATEGORY	LOCATION	SPV.0060.206 FURNISH & INSTALL EVP SYSTEM EACH
0010	USH 51 (CENTER AVE) & RACINE ST	1
	TOTAL 0010	1

FURNISH & INSTALL TRAFFIC SIGNAL CABINET & CONTROLLER

CATEGORY	LOCATION	SPV.0060.203 FURNISH & INSTALL TRAFFIC SIGNAL CABINET & CONTROLLER EACH
0010	USH 51 (CENTER AVE) & RACINE ST	1
	TOTAL 0010	1

3

REMOVING CONCRETE BASES

CATEGORY	LIGHTING BASE NO.	# 204.0195 REMOVING CONCRETE BASES EACH
0010	LP15	1
	LP16	1
	TOTAL 0010	**2**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

LIGHTING - CONDUIT AND WIRE

					# 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	# 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH	# 652.0605 CONDUIT SPECIAL 2-INCH	# 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG	# 655.0615 ELECTRICAL WIRE LIGHTING 10 AWG	655.0620 ELECTRICAL WIRE LIGHTING 8 AWG
CATEGORY	SYSTEM	CIRCUIT	LOCATION FROM	LOCATION TO	LF	LF	LF	LF	LF	LF
0010	1	A/B	CB1	L-PB1	-	32	-	-	64	32
			L-PB1	L-PB2	-	-	76	-	304	152
			L-PB2	L-PB7	316	-	-	-	1,264	632
			L-PB7	LP6	6	-	-	-	24	12
			L-PB2	LP4	72	-	130	-	404	202
			LP4	L-PB4	295	-	-	-	590	295
			L-PB4	LP2	6	-	-	-	12	6
				SUBTOTAL	695	32	206	0	2,662	1,331
	1	C/D	CB1	L-PB1	-	-	-	64	-	32
			L-PB1	L-PB6	108	-	-	432	-	216
			L-PB6	LP5	6	-	-	24	-	12
			L-PB1	LP3	230	-	128	716	-	358
			LP3	L-PB3	295	-	-	590	-	295
			L-PB3	LP1	6	-	-	12	-	6
				SUBTOTAL	645	0	128	1,838	0	919
				TOTAL 0010	**1,340**	**32**	**334**	**1,838**	**2,662**	**2,250**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

LIGHTING - PULL BOXES

CATEGORY	SYSTEM	DESCRIPTION / SEQUENCE	STATION	LOCATION OFFSET	LOCATION FROM	LOCATION TO	# 653.0140 PULL BOXES STEEL 24X42-INCH EACH	# 655.0615 ELECTRICAL WIRE LIGHTING 10 AWG LF
0010	1	L-PB1	630+80	48.0' RT	CABINET	LPB-1	1	36
		L-PB2	630+80	28.3' LT	CABINET	LPB-2	1	118
		L-PB3	624+31	35.6' RT	LP1	LPB-3	1	26
		L-PB4	625+81	33.7' LT	LP2	LPB-4	1	26
		L-PB6	631+91	49.8' RT	LP5	LPB-6	1	26
		L-PB7	633+96	27.2' LT	LP6	LPB-7	1	26
						TOTAL 0010	**6**	**258**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

LIGHTING - LUMINAIRE ARMS AND POLES

CATEGORY	SYSTEM	LIGHTING UNIT	LOCATION STATION	LOCATION OFFSET	# 654.0100 CONCRETE BASES TYPE 5 EACH	# 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	# 657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2 - INCH BOLT CIRCLE EACH	COMMENTS
0010	1	LP1	624+26	36' RT	-	120	-	RE-WIRE ONLY
		LP2	625+75	34' LT	-	120	-	RE-WIRE ONLY
		LP3	627+23	39' RT	1	120	1	SALVAGE POLE ON NEW CONCRETE BASE
		LP4	628+78	28' LT	1	120	1	SALVAGE POLE ON NEW CONCRETE BASE
		LP5	631+96	49' RT	-	120	-	RE-WIRE ONLY
		LP6	634+02	27' LT	-	120	-	RE-WIRE ONLY
				TOTAL 0010	**2**	**720**	**2**	

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

LIGHTING - CONTROL AND SERVICES

CATEGORY	DESCRIPTION / SEQUENCE	LOCATION	STATION	OFFSET	655.0640 ELECTRICAL WIRE LIGHTING 1 AWG LF	656.0201.002 ELECTRICAL SERVICE METER BREAKER PEDESTAL EACH	COMMENTS
0010	1	USH 51 & ROCKPORT RD	630+74	63' RT	18	1	SHARED CABINET WITH TRAFFIC SIGNAL - 120/240 VAC 3-WIRE
				TOTAL 0010	**18**	**1**	

PLAQUE TEXT: LIGHTING CONTROL
CENTER AVENUE
2 - 240 VAC WARNING (2 REQUIRED PER LOCATION; METER PEDESTAL AND CABINET DOOR)

REMOVING ELECTRICAL SERVICE METER BREAKER PEDESTAL LIGHTING

CATEGORY	LOCATION	SPV.0060.210 REMOVING ELECTRICAL SERVICE METER BREAKER PEDESTAL LIGHTING EACH
0010	STA 631+01; 48' RT	1
	STA 633+83; 30' LT	1
	TOTAL 0010	**2**

REMOVING, SALVAGING, & REINSTALLING LIGHTING EQUIPMENT

CATEGORY	LIGHTING UNIT	LOCATION ^	SPV.0060.211 REMOVING, SALVAGING, & REINSTALLING LIGHTING EQUIPMENT EACH
0010	LP15	STA 627+23; 39' RT	1
	LP16	STA 628+78; 28' LT	1
		TOTAL 0010	**2**

^FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

LIGHTING - REMOVING WIRE

CATEGORY	LOCATION FROM	LOCATION TO	674.0300 REMOVE CABLE LF
0010	EXISTING SERVICE	LP6	19
	EXISTING SERVICE	LP5	93
	EXISTING SERVICE	LP4	328
	EXISTING SERVICE	LP3	398
		TOTAL 0010	**838**

3

CONCRETE SIDEWALK REPLACEMENT DUE TO WATER MAIN/SERVICES

CATEGORY	ROADWAY	STATION	TO	STATION	SIDE	# 204.0155 REMOVING CONCRETE SIDEWALK SY	# 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	# 602.0405 CONCRETE SIDEWALK 4-INCH SF	# 690.0250 SAWING CONCRETE LF
0010	USH 51	596+35	-	596+45	RT	6	1	50	5
		600+44	-	600+54	RT	6	1	50	10
		644+92	-	644+97	RT	3	1	25	10
					TOTAL 0010	15	3	125	25

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

HAZARDOUS MATERIALS FROM WATER MAIN/SERVICES

CATEGORY	ROADWAY	STATION	TO	STATION	LOCATION	# 205.0501.S EXCAVATION, HAULING AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL TON	REMARKS
0010	USH 51	599+75	-	601+14	RT	-	REMOVED BY ROADWAY
		602+18	-	602+48	LT	-	REMOVED BY ROADWAY
		602+84	-	603+43	RT	-	REMOVED BY ROADWAY
		628+02	-	629+87	LT	283	2.8' TO 3' BGS
		633+08	-	633+38	LT	-	REMOVED BY ROADWAY
		647+78	-	650+50	LT	408	4' TO 8.4' BGS
		649+90	-	651+70	RT	-	REMOVED BY ROADWAY
		652+00	-	653+83	LT	60	2.4' TO 3 BGS
					TOTAL 0010	751	

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

3

WATER MAIN REMOVAL

CATEGORY	ROADWAY	STATION	TO	STATION	SPV.0060.301 DISCONTINUE EXISTING CURB STOP/WATER SERVICE IN PLACE EACH	SPV.0060.302 DISCONTINUE EXISTING VAULT IN PLACE EACH	SPV.0060.303 HYDRANT REMOVAL EACH
0010	USH 51	581+59	-	588+50	-	-	-
		588+50	-	594+00	3	3	1
		594+00	-	599+50	3	-	1
		599+50	-	604+75	2	4	1
		604+75	-	608+00	1	1	1
		608+00	-	626+50	-	-	-
		626+50	-	631+50	7	3	-
		631+50	-	637+00	2	1	1
		637+00	-	641+50	-	-	2
		641+50	-	646+50	-	2	1
		646+50	-	651+50	6	2	2
		651+50	-	654+00	2	-	1
		654+00	-	655+83	-	-	-
				TOTAL 0010	26	16	11

PROPOSED WATER SERVICES

CATEGORY	ROADWAY	STATION	TO	STATION	SPV.0060.309 3/4" CURB STOP AND BOX EACH	SPV.0060.310 3/4" CURB STOP AND BOX (UNDISTRIBUTED) EACH	SPV.0060.311 WATER SERVICE EXPLORATION EACH	SPV.0090.305 3/4" WATER SERVICE LF	SPV.0090.306 3/4" WATER SERVICE (UNDISTRIBUTED) LF	SPV.0090.307 2" WATER SERVICE LF
0010	USH 51	581+59	-	588+50	-	-	-	-	-	-
		588+50	-	594+00	14	-	-	457	-	-
		594+00	-	599+50	15	-	-	370	-	-
		599+50	-	604+75	10	-	-	297	-	-
		604+75	-	608+00	7	-	-	148	-	-
		608+00	-	626+50	-	-	-	-	-	-
		626+50	-	631+50	4	-	-	172	-	-
		631+50	-	637+00	15	-	-	480	-	-
		637+00	-	641+50	5	-	-	189	-	-
		641+50	-	646+50	14	-	-	446	-	-
		646+50	-	651+50	-	-	-	16	-	-
		651+50	-	654+00	1	-	-	44	-	16
		654+00	-	655+83	-	-	-	-	-	-
		UNDISTRIBUTED				5	10	0	200	-
				TOTAL 0010	85	5	10	2,619	200	16

FILE NAME : T:\1202703\Civil 3D\53500200\Design\Quantities\030201-mq.ppt PLOT DATE : 8/22/2023 7:48 AM PLOT BY : ANDREW AXT PLOT NAME : PLOT SCALE : 1:1

PAVEMENT REPLACEMENT DUE TO WATER MAIN/SERVICES

CATEGORY	ROADWAY	STATION	TO	STATION	SIDE	# 204.0100 REMOVING CONCRETE PAVEMENT SY	# 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	# 320.0145 CONCRETE BASE 8-INCH SY	# 455.0605 TACK COAT GAL	# 460.6224 HMA PAVEMENT 4 MT 58-28 S TON	# 601.0417 CONCRETE CURB & GUTTER 30-INCH TYPE K LF	# 690.0250 SAWING CONCRETE LF
0010	USH 51	606+40	-	607+40	LT	80	32	74	4	8	21	270
					TOTAL 0010	**80**	**32**	**74**	**4**	**8**	**21**	**270**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

PROPOSED WATER MAIN

CATEGORY	ROADWAY	STATION	TO	STATION	# SPV.0060.101 UTILITY LINE OPENING (ULO) EACH	SPV.0060.304 WATER MAIN OFFSET (UNDISTRIBUTED) EACH	SPV.0060.305 6" GATE VALVE & BOX EACH	SPV.0060.306 8" GATE VALVE & BOX EACH	SPV.0060.307 12" GATE VALVE & BOX EACH	SPV.0060.308 HYDRANT EACH	SPV.0090.301 6" DIA. WATER MAIN (GRANULAR BACKFILL) LF	SPV.0090.302 8" DIA. WATER MAIN (GRANULAR BACKFILL) LF	SPV.0090.303 12" DIA. WATER MAIN (GRANULAR BACKFILL) LF	SPV.0090.304 16" DIA. WATER MAIN (GRANULAR BACKFILL) LF
0010	USH 51	581+59	-	588+50	-	-	-	-	-	-	-	-	-	-
		588+50	-	594+00	-	-	1	1	2	1	11	559	119	8
		594+00	-	599+50	-	-	1	1	-	1	34	608	-	-
		599+50	-	604+75	-	-	3	3	-	2	71	678	75	-
		604+75	-	608+00	-	-	1	-	-	1	22	68	-	-
		608+00	-	626+50	-	-	-	-	-	-	-	-	-	-
		626+50	-	631+50	-	-	1	2	1	1	25	528	346	-
		631+50	-	637+00	-	-	1	2	-	1	25	329	-	-
		637+00	-	641+50	-	-	1	3	-	1	79	470	-	-
		641+50	-	646+50	-	-	2	1	-	2	74	705	-	-
		646+50	-	651+50	-	-	1	2	-	1	21	740	-	-
		651+50	-	654+00	-	-	1	1	-	1	26	152	-	-
		654+00	-	655+83	-	-	-	-	-	-	-	-	-	-
		UNDISTRIBUTED			35	2	-	-	-	-	-	-	-	-
				TOTAL 0010	**35**	**2**	**13**	**16**	**3**	**12**	**388**	**4,837**	**540**	**8**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

3

AGGREGATE

CATEGORY	STATION	TO	STATION	LOCATION	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON
0010	652+41	-	653+83	MCKINLEY ST INTERSECTION	55
				TOTAL 0010	**55**

3

CONCRETE

CATEGORY	STATION	TO	STATION	LOCATION	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0415 CONCRETE SIDEWALK 6-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	620.0300 CONCRETE MEDIAN SLOPED NOSE SF	SPV.0090.101 CONCRETE CURB & GUTTER 18-INCH TYPE K LF
0010	652+41	-	653+83	MCKINLEY ST INTERSECTION	785	211	60	31	135
				TOTAL 0010	**785**	**211**	**60**	**31**	**135**

FENCE

CATEGORY	STATION	TO	STATION	LOCATION	616.0205 FENCE CHAIN LINK 5-FT LF
0010	652+41	-	653+83	MCKINLEY ST INTERSECTION	45
				TOTAL 0010	**45**

PERMANENT SIGNING

CATEGORY	SIGN #	SIGN CODE	SHEET #	SIGN SIZE	SIGN SIZE W IN.	X	SIGN SIZE H IN.	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0811 POSTS TUBULAR STEEL 2X2-INCH X 11-FT EACH	634.0812 POSTS TUBULAR STEEL 2X2-INCH X 12-FT EACH	634.0816 POSTS TUBULAR STEEL 2X2-INCH X 16-FT EACH	SIGN MOUNTED ON SAME POST AS #	DESCRIPTION	NOTES
0010	1203	W11-2	12 OF 13	2S	30	X	30	-	6.25	-	1	-	-	PEDESTRIAN CROSSING SYMBOL	-
	1204	W16-9P	12 OF 13	2S	24	X	12	-	2	-	-	-	1203	AHEAD PLAQUE (YELLOW)	-
	1301	W11-2	13 OF 13	2S	30	X	30	-	6.25	-	-	1	-	PEDESTRIAN CROSSING SYMBOL	CONCRETE BOX-OUT
	1302	W16-7R	13 OF 13	2S	24	X	12	-	2	-	-	-	1301	RIGHT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	-
	1303	R4-7	13 OF 13	2S	24	X	30	5	-	-	-	-	1301	KEEP RIGHT	-
	1304	W11-2	13 OF 13	2S	30	X	30	-	6.25	-	-	-	1301 (BACK)	PEDESTRIAN CROSSING SYMBOL	-
	1305	W16-7R	13 OF 13	2S	24	X	12	-	2	-	-	-	1301 (BACK)	RIGHT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	-
	1306	R5-1	13 OF 13	2S	30	X	30	6.25	-	-	-	-	1307 (BACK)	DO NOT ENTER	-
	1307	W11-2	13 OF 13	2S	30	X	30	-	6.25	-	1	-	-	PEDESTRIAN CROSSING SYMBOL	-
	1308	W16-7L	13 OF 13	2S	24	X	12	-	2	-	-	-	1307	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	-
	1310	R9-3A	13 OF 13	2S	24	X	24	4	-	1	-	-	-	NO PEDESTRIAN CROSSING (SYMBOL SIGN)	-
	1311	R9-3BR	13 OF 13	2S	18	X	12	1.5	-	-	-	-	1310	USE CROSSWALK (RIGHT ARROW)	-
	1313	W11-2	13 OF 13	2S	30	X	30	-	6.25	-	1	-	-	PEDESTRIAN CROSSING SYMBOL	-
	1314	W16-7L	13 OF 13	2S	24	X	12	-	2	-	-	-	1313	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	-
	1317	R1-5L	13 OF 13	2S	36	X	36	9	-	-	1	-	-	YIELD HERE TO PEDESTRIANS [LA]	-
	1318	R1-5R	13 OF 13	2S	36	X	36	9	-	-	1	-	-	YIELD HERE TO PEDESTRIANS [RA]	CONCRETE BOX-OUT
	1319	R1-5L	13 OF 13	2S	36	X	36	9	-	-	1	-	-	YIELD HERE TO PEDESTRIANS [LA]	-
TOTAL 0010								**43.75**	**41.25**	**1**	**6**	**1**			

PAVEMENT MARKINGS

CATEGORY	STATION	TO	STATION	LOCATION	646.6220 MARKING YIELD LINE EPOXY 18-INCH (WHITE) EACH	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) LF	646.8120 MARKING CURB EPOXY (YELLOW) LF	646.8220 MARKING ISLAND NOSE EPOXY (YELLOW) EACH	SPV.0090.105 MARKING CROSSWALK EPOXY BLOCK STYLE 12-INCH LF
0010	652+41	-	653+83	MCKINLEY ST INTERSECTION	20	165	17	1	132
				TOTAL 0010	**20**	**165**	**17**	**1**	**132**

FILE NAME : T:\1202703\Civil 3D\53500200\Design\Quantities\53500273_030201-mq.ppt PLOT DATE : 10/26/2023 9:20 AM PLOT BY : ANDREW AXT PLOT NAME : PLOT SCALE : 1:1

3

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CONSTRUCTION STAKING

CATEGORY	STATION	TO	STATION	LOCATION	650.8501.001 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS 5350-02-73 EACH	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9500.001 CONSTRUCTION STAKING SIDEWALK 5350-02-73 EACH	650.9911.001 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL 5350-02-73 EACH
0010	652+41	-	653+83	MCKINLEY ST INTERSECTION	1	6	1	1
				TOTAL 0010	**1**	**6**	**1**	**1**

SAWING

CATEGORY	STATION	TO	STATION	LOCATION	690.0250 SAWING CONCRETE LF
0010	652+41	-	653+83	MCKINLEY ST INTERSECTION	20
				TOTAL 0010	**20**

3

3

LIGHTING - PULL BOXES

CATEGORY	SYSTEM	DESCRIPTION / SEQUENCE	LOCATION STATION	LOCATION OFFSET	LOCATION FROM	LOCATION TO	# 653.0140 PULL BOXES STEEL 24x42-INCH EACH	# 655.0615 ELECTRICAL WIRE LIGHTING 10 AWG LF
0010	1	UNDISTRIBUTED	653+49	28.75' LT	LPB-5	LP7	1	100
						TOTAL 0010	**1**	**100**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

LIGHTING - CONDUIT

CATEGORY	SYSTEM	CIRCUIT	LOCATION FROM	LOCATION TO	# 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF
0010	1	A/B	LP7	L-PB3	75
				TOTAL 0010	**75**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

LIGHTING - LUMINAIRE ARMS AND POLES

CATEGORY	SYSTEM	LIGHTING UNIT	LOCATION STATION	LOCATION OFFSET	# 654.0105 CONCRETE BASES TYPE 5 EACH	# 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG L.F.	# 657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2 - INCH BOLT CIRCLE EACH	657.0322 POLES TYPE 5-ALUMINUM EACH	657.0610 LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 6-FT EACH	# 659.1125 LUMINAIRES UTILITY LED C EACH
0010	1	LP7	STA 653+49	29' LT	1	120	1	1	1	1
				TOTAL 0010	**1**	**120**	**1**	**1**	**1**	**1**

ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

TRANSPORTATION PROJECT PLAT NO: 5350-02-20 - 4.01

THAT PART OF LOT 1, BLOCK 7, OVERLOOK HEIGHTS ADDITION NO. 2 IN THE NE 1/4-SE 1/4 OF SECTION 2; ALSO THAT PART OF LOTS 21, 22, 23, AND 24, BLOCK 4, OVERLOOK HEIGHTS ADDITION IN THE SE 1/4-NE 1/4 OF SECTION 2, ; ALSO THAT PART OF THE SW 1/4-NW 1/4 OF SECTION 1; AND THAT PART OF THE NW 1/4-SW 1/4 OF SECTION 1, ALL IN TOWNSHIP 2 NORTH, RANGE 12 EAST, ALL IN THE CITY OF JANESVILLE, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER USH 51 CITY OF JANESVILLE CENTER AVENUE, (NICOLET STREET TO COURT STREET), ROCK COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF JANESVILLE DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE-NAMED PROJECT. TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTION 62.22, WISCONSIN STATUTES, THE CITY OF JANESVILLE HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE-NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF JANESVILLE, PURSUANT TO THE PROVISIONS OF SUBSECTION 62.22, WISCONSIN STATUTES.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), ROCK COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF JANESVILLE.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2.

2237756
ANDY DISRUD
REGISTER OF DEEDS
ROCK COUNTY, WI
RECORDED ON
05/2023 09:22 AM
REC FEE: 25.00
TPP-190,191
PAGES: 2

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5350-02-20 - 4.01
AMENDMENT NO:
SHEET 1 OF 2

R/W COURSE TABLE

R/L-T150	S89°08'58"W	45.00'
T150-100	N00°51'02"W	22.50'
100-T153	S88°42'28"W	24.00'
T153-T154	N05°33'18"W	70.19'
T154-101	N88°42'28"E	20.34'
101-102	N31°53'20"E	16.75'
102-T165	N01°16'25"W	144.38'
T165-R/L	N88°43'35"E	45.00'
R/L-R/L	N01°16'25"W	13.28'
R/L-103	N88°43'35"E	33.00'
103-104	S01°16'25"E	156.59'
104-105	S17°05'28"E	33.02'
105-106	S40°17'28"E	8.55'
106-T174	S65°22'09"E	9.02'
T174-T175	S00°38'27"E	87.09'
T175-107	N51°56'21"W	13.00'
107-T176	S00°51'02"E	17.00'
T176-R/L	S89°08'58"W	45.00'
R/L-R/L	N00°51'02"W	29.94'

Parcel 15 has been eliminated.

COORDINATES FROM COUNTY SURVEYOR TIE SHEET
Y=262298.897
X=488320.906

COMPUTED FROM WITNESS TIES
Y=262359.283
X=490997.952

COORDINATES FROM COUNTY SURVEYOR TIE SHEET
Y=259707.750
X=491037.320

COORDINATES FROM COUNTY SURVEYOR TIE SHEET
Y=265226.130
X=490934.210

COORDINATES FROM COUNTY SURVEYOR TIE SHEET
Y=262359.283
X=493639.568

TLE STATION & OFFSET TABLE

T150	600+93.98	45.00' LT
T151	600+93.98	50.00' LT
T152	601+04.53	50.00' LT
T153	601+16.29	69.00' LT
T154	601+86.80	74.50' LT
T155	601+89.80	74.50' LT
T156	601+89.81	61.26' LT
T157	602+16.81	45.00' LT
T158	602+54.81	45.00' LT
T159	602+54.81	57.00' LT
T160	603+01.31	57.00' LT
T161	603+01.31	45.00' LT
T162	603+14.71	45.00' LT
T163	603+14.71	54.00' LT
T164	603+45.21	54.00' LT
T165	603+45.21	45.00' LT
T166	603+58.45	34.00' RT
T167	603+58.20	39.50' RT
T168	602+98.21	39.50' RT
T169	602+98.21	42.00' RT
T170	602+66.21	42.00' RT
T171	602+66.21	39.50' RT
T172	602+43.21	39.50' RT
T173	602+00.93	39.50' RT
T174	601+59.55	55.49' RT
T175	600+72.87	55.12' RT
T176	600+64.04	45.00' RT

RW STATION & OFFSET TABLE

100	601+16.48	45.00' LT
101	601+86.81	54.16' LT
102	602+00.83	45.00' LT
103	603+58.50	33.00' RT
104	602+01.90	33.00' RT
105	601+70.14	42.00' RT
106	601+63.49	47.38' RT
107	600+81.04	45.00' RT

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

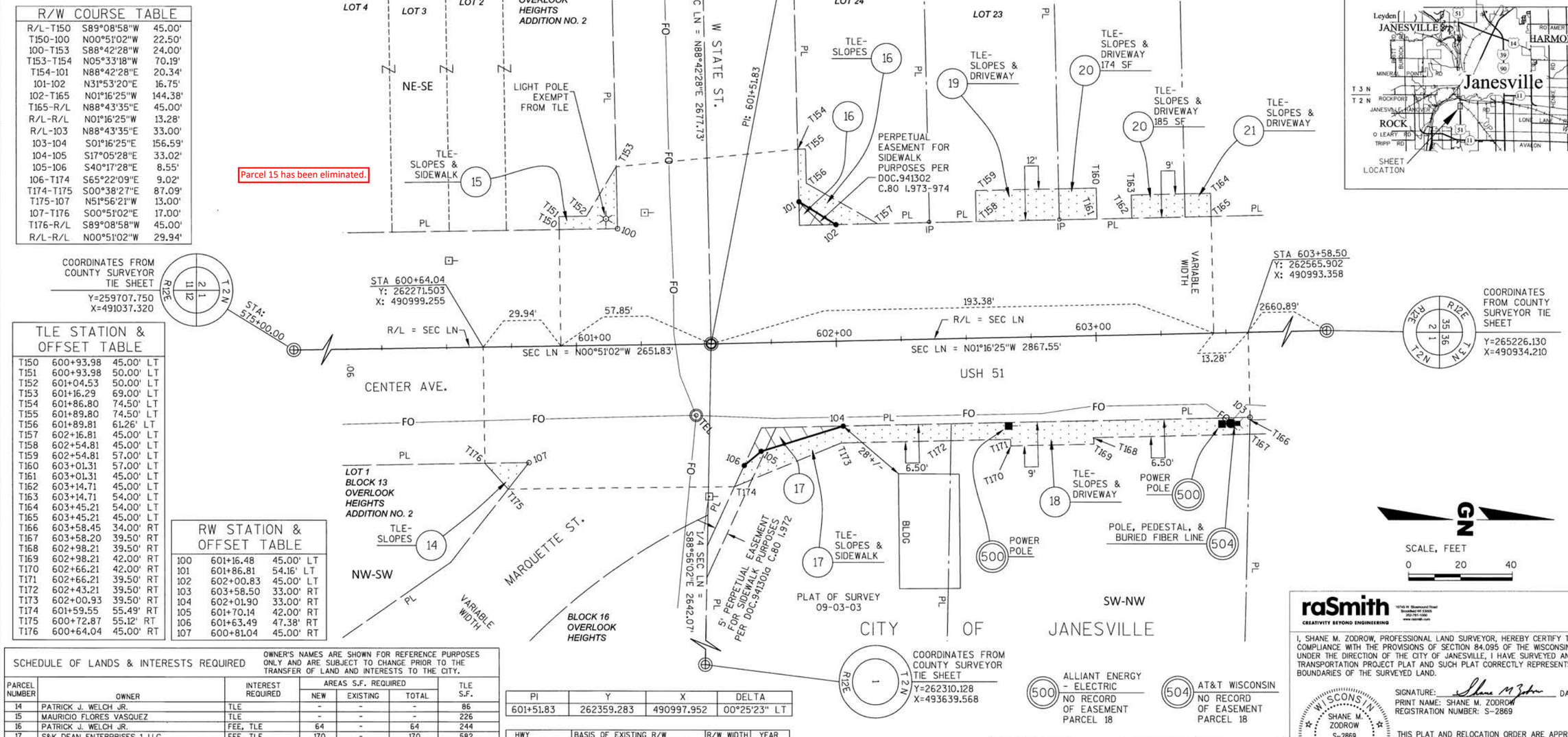
PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREAS S.F. REQUIRED NEW	EXISTING	TOTAL	TLE S.F.
14	PATRICK J. WELCH JR.	TLE	-	-	-	86
15	MAURICIO FLORES VASQUEZ	TLE	-	-	-	226
16	PATRICK J. WELCH JR.	FEE, TLE	64	-	64	244
17	S&K DEAN ENTERPRISES 1 LLC	FEE, TLE	170	-	170	582
18	S&K DEAN ENTERPRISES LLC	TLE	-	-	-	828
19	CHRIS M REYNOLDS	TLE	-	-	-	384
20	JOHN VANVEEN III	TLE	-	-	-	359
21	GENRICH PROPERTIES LLC	TLE	-	-	-	90

PI	Y	X	DELTA
601+51.83	262359.283	490997.952	00°25'23" LT

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
USH 51	OVERLOOK HEIGHTS ADD'N NO. 2	90'	1928
USH 51	OVERLOOK HEIGHTS ADD'N	VARIES	1921
MARQUETTE ST	OVERLOOK HEIGHTS ADD'N NO. 2	VARIES	1928
STATE ST	OVERLOOK HEIGHTS ADD'N NO. 2	70'	1928

UTILITY NUMBER	UTILITY OWNER	INTEREST REQUIRED
500	ALLIANT ENERGY - ELECTRIC	RELEASE OF RIGHTS
504	AT&T WISCONSIN	RELEASE OF RIGHTS

LOCATION MAP



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CREATIVITY BEYOND ENGINEERING
1774S W. Bluemound Road
Brookfield WI 53005
262-781-1000
www.rasmith.com

I, SHANE M. ZODROW, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF JANESVILLE, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: Shane M Zodrow DATE: 02/23/2023
PRINT NAME: SHANE M. ZODROW
REGISTRATION NUMBER: S-2869

WISCONSIN SHANE M. ZODROW S-2869 GREENDALE WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF JANESVILLE.

SIGNATURE: Mike Payne DATE: 3/13/2023
PRINT NAME: MIKE PAYNE, DIRECTOR OF PUBLIC WO

FILE NAME: S:/5168233/DWG/53500200/PLAT/TPP - 4.01 - CENTER, STATE, MARQUETTE.DWG
APPRAISAL PLAT DATE: 02/23/2023
PLOT DATE: 02/23/2023 7:30 AM
PLOT BY: ATF
PLOT NAME:
PLOT SCALE: 1 IN : 20 FT
5350-02-20 - 4.01

STATE OF WISCONSIN

CITY OF JANESVILLE
TRANSPORTATION PROJECT PLAT TITLE SHEET
5350-02-20
CITY OF JANESVILLE, CENTER AVENUE
(NICOLET STREET TO COURT STREET)
USH 51
ROCK COUNTY

CONVENTIONAL SYMBOLS

- SECTION LINE
- QUARTER LINE
- SIXTEENTH LINE
- NEW REFERENCE LINE
- NEW R/W LINE
- EXISTING R/W LINE
- PROPERTY LINE
- LOT, TIE, AND OTHER MINOR LINES
- SLOPE INTERCEPT
- CORPORATE LIMITS
- UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC) — W (TYPE)
- NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
- TEMP. LIMITED EASEMENT AREA
- EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
- TRANSMISSION STRUCTURES
- BUILDING — TO BE REMOVED
- BRIDGE — CULVERT
- SECTION CORNER SYMBOL
- SECTION CORNER MONUMENT
- R/W MONUMENT TO BE SET
- NON-MONUMENTED R/W POINT
- FOUND IRON PIN (1-INCH UNLESS NOTED) IP
- GEODETIC SURVEY MONUMENT
- SIXTEENTH CORNER MONUMENT
- SIGN
- OFF-PREMISE SIGN #1-25

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

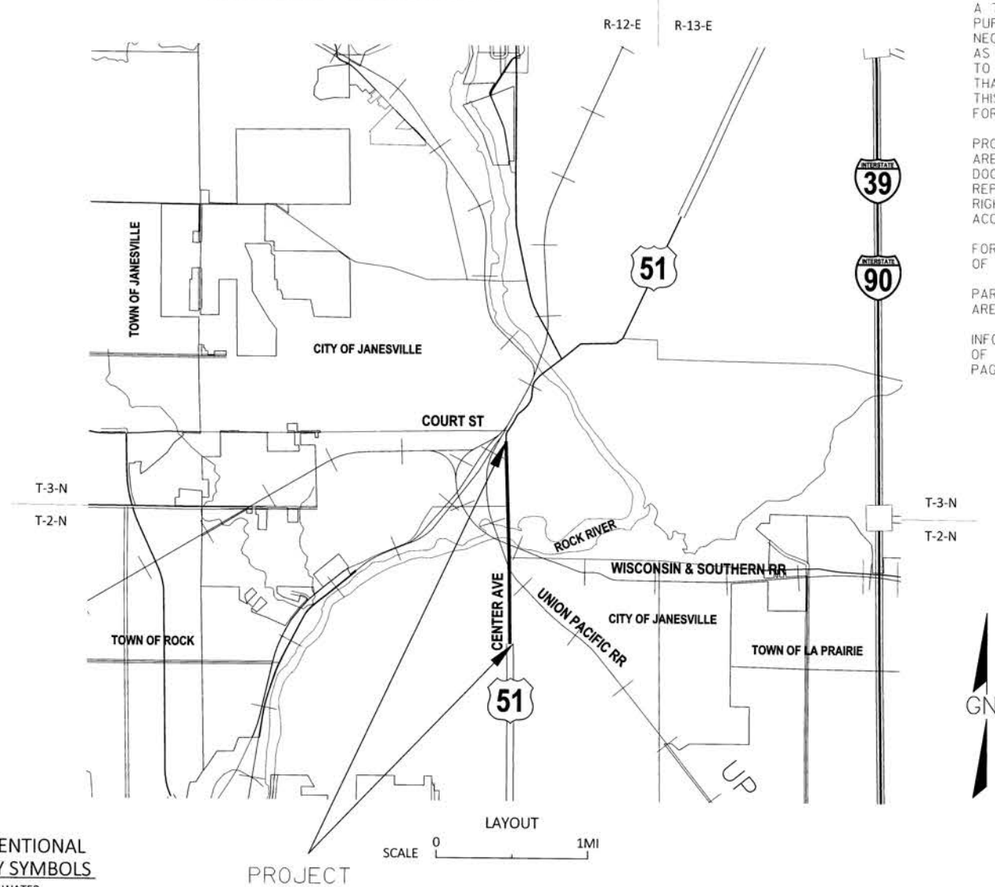
- ACCESS RESTRICTED BY ACQUISITION
- NO ACCESS (BY STATUTORY AUTHORITY)
- ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
- NO ACCESS (NEW HIGHWAY)
- PARCEL NUMBER (25)
- UTILITY NUMBER (40)
- PARALLEL OFFSETS

CONVENTIONAL ABBREVIATIONS

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

CURVE DATA

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



PROJECT LOCATION SHEETS 4.01-4.03

CONVENTIONAL UTILITY SYMBOLS

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

THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 5350-02-20.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), ROCK COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

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

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

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF JANESVILLE.

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

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

ORIGINAL PLAT PREPARED BY
raSmith
CREATIVITY BEYOND ENGINEERING
16745 W. Bluemound Road
Brookfield WI 53005
262-781-1000
www.rasmith.com

TPP PROJECT NUMBER 5350-02-20 - 4.01
SHEET 2 OF 2
AMENDMENT NO.:

FILE NAME: S:/5168233/DWG/53500200/PLAT/TITLE SHEET.DWG
LAYOUT NAME: TPP TITLE
PLOT DATE: 02/23/2023 7:30 AM
PLOT BY: ATF
PLOT NAME:

TRANSPORTATION PROJECT PLAT NO: 5350-02-20 - 4.02

THAT PART OF LOTS 2, 3, 65, 66, AND VACATED PUBLIC ALLEY OF MONTEREY ADDITION IN THE SE 1/4-NE 1/4 OF SECTION 2; THAT PART OF LOT 1 CSM 1084599, DOC.1084599, V.13, P.442-443 IN AND INCULDING THAT PART OF THE SW 1/4-NW 1/4 OF SECTION 1, ALL IN TOWNSHIP 2 NORTH, RANGE 12 EAST IN THE CITY OF JANESVILLE, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER USH 51 CITY OF JANESVILLE CENTER AVENUE, (NICOLET STREET TO COURT STREET), ROCK COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF JANESVILLE DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE-NAMED PROJECT. TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTION 62.22, WISCONSIN STATUTES, THE CITY OF JANESVILLE HEREBY ORDERS THAT:

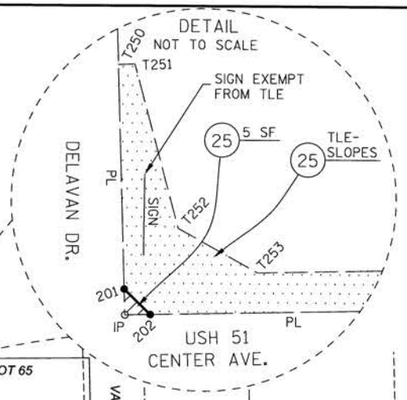
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE-NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF JANESVILLE, PURSUANT TO THE PROVISIONS OF SUBSECTION 62.22, WISCONSIN STATUTES.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), ROCK COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

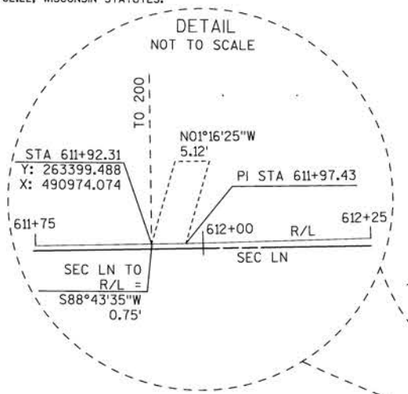
FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF JANESVILLE.

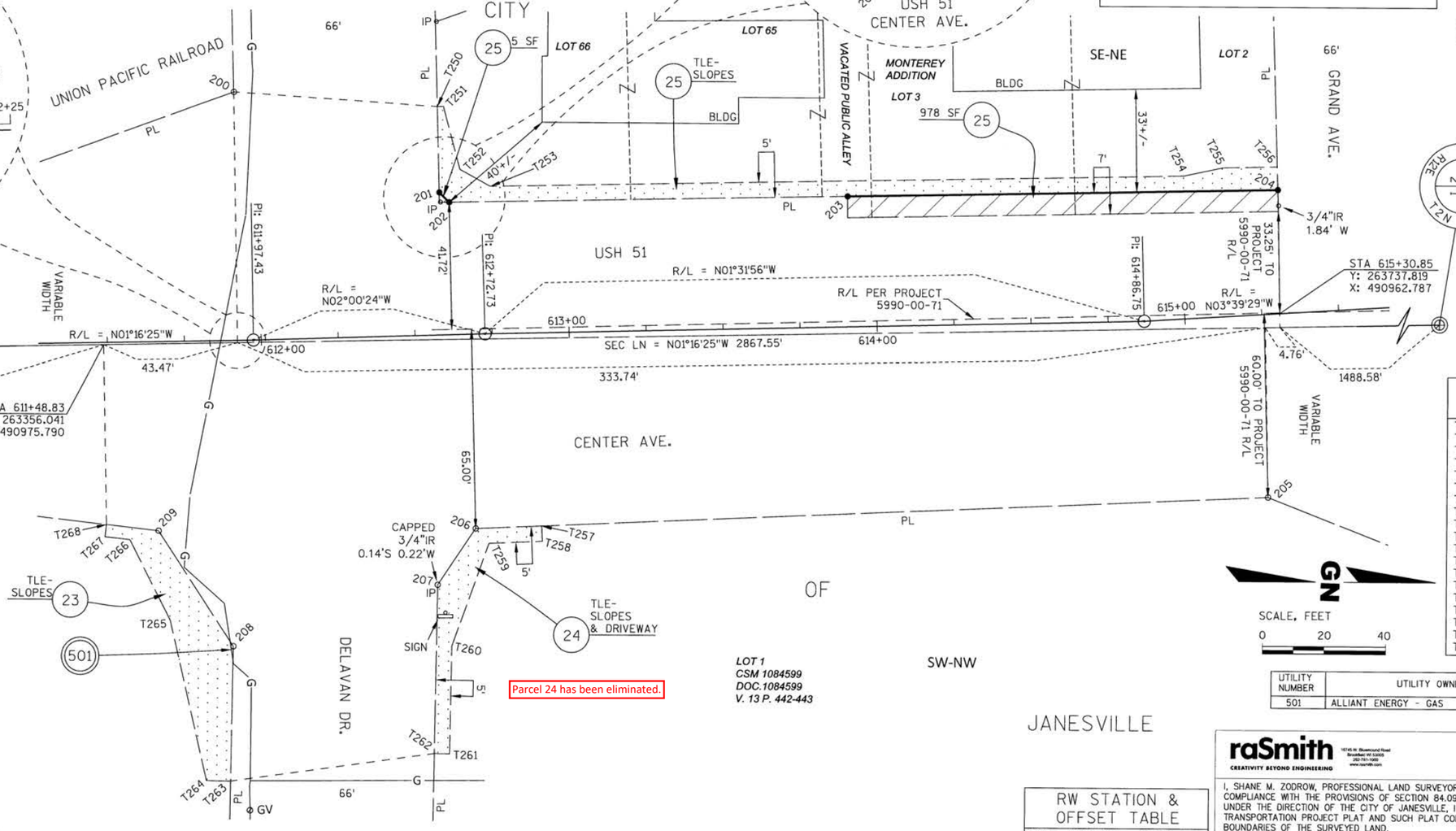
REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, AS DOCUMENT NO.
FOR ADDITIONAL INFORMATION.



2237757
ANDY DISRUD
REGISTER OF DEEDS
ROCK COUNTY, WI
RECORDED ON
08/2023 09:26 AM
REC FEE: 25.00
TPP-192
PAGES: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5350-02-20 - 4.02
AMENDMENT NO:
SHEET 1 OF 1





COORDINATES FROM COUNTY SURVEYOR TIE SHEET
Y=265226.130
X=490934.210

ALLIANT ENERGY - GAS
501
GAS EASEMENT
DOC.833854
V.564 P.201
PARCEL 23

TLE STATION & OFFSET TABLE

T250	612+59.32	74.71' LT
T251	612+61.36	74.70' LT
T252	612+66.12	54.05' LT
T253	612+75.39	48.28' LT
T254	615+02.32	46.71' LT
T255	615+15.19	48.68' LT
T256	615+32.78	47.95' LT
T257	612+89.90	62.94' RT
T258	612+90.00	67.94' RT
T259	612+72.11	68.29' RT
T260	612+59.12	101.40' RT
T261	612+57.48	136.48' RT
T262	612+52.49	136.24' RT
T263	611+87.91	143.55' RT
T264	611+80.09	143.28' RT
T265	611+69.06	90.78' RT
T266	611+56.34	64.38' RT
T267	611+48.30	63.31' RT
T268	611+48.83	59.34' RT

R/W COURSE TABLE

SEC-R/L	S88°43'35"W	0.75'
R/L-200	S88°43'35"W	81.32'
200-T250	N03°45'52"E	66.31'
T250-201	N88°14'28"E	28.00'
201-202	N44°32'22"E	4.53'
202-203	N01°16'25"W	129.35'
203-204	N01°16'25"W	139.70'
204-R/L	N88°43'35"E	40.49'
R/L-SEC	N88°43'35"E	4.51'
SEC-SEC	S01°16'25"E	4.76'
SEC-205	N88°43'35"E	55.27'
205-206	S02°42'01"E	257.45'
206-207	S56°29'40"E	22.07'
207-T262	S89°19'40"E	55.00'
T262-T263	S08°10'04"E	66.79'
T263-208	N89°19'40"W	44.00'
208-209	S56°43'45"W	44.77'
209-T268	S06°21'23"W	17.00'
T268-SEC	S88°43'35"W	58.59'
SEC-SEC	N01°16'25"W	43.47'

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREAS S.F. REQUIRED NEW	EXISTING	TOTAL	TLE S.F.
23	KIENOW-HILT POST NO. 1621 VETERANS OF FOREIGN WARS OF US	TLE	-	-	-	1,131
24	JAMES GRAFFT	TLE	-	-	-	590
25	BABCOCK PROPERTIES, LLC	FEE, TLE	983	-	983	1,574

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
USH 51	PROJECT 5990-00-71	VARIES	1989
USH 51	DOC. 754397A	VARIES	1970
USH 51	DOC. 349928	VARIES	1929
DELAVAN DR	MONTEREY ADDITION	66'	1849
DELAVAN DR	CSM 1084599	66'	1988
GRAND AVE	PROJECT 5990-00-71	66'	1989

PI	Y	X	DELTA
611+97.43	263404.607	490973.960	00°43'59" LT
612+72.73	263479.864	490971.323	00°28'29" RT
614+86.75	263693.805	490965.601	02°07'33" LT

RW STATION & OFFSET TABLE

200	611+92.31	81.32' LT
201	612+59.20	46.71' LT
202	612+62.32	43.42' LT
203	613+91.31	42.75' LT
204	615+32.54	40.45' LT
205	615+23.62	59.54' RT
206	612+67.88	63.34' RT
207	612+55.06	81.30' RT
208	611+89.41	99.57' RT
209	611+65.68	61.60' RT

UTILITY NUMBER	UTILITY OWNER	INTEREST REQUIRED
501	ALLIANT ENERGY - GAS	RELEASE OF RIGHTS

raSmith
CREATIVITY BEYOND ENGINEERING
1835 W. Bluemound Road Brookfield, WI 53005 262-781-1000 www.rasmith.com

I, SHANE M. ZODROW, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF JANESVILLE, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN SHANE M. ZODROW S-2869 GREENDALE WI LAND SURVEYOR

SIGNATURE: _____ DATE: 02/23/2023
PRINT NAME: SHANE M. ZODROW
REGISTRATION NUMBER: S-2869

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF JANESVILLE.

SIGNATURE: _____ DATE: 2/23/2023
PRINT NAME: MIKE PAYNE, DIRECTOR OF PUBLIC WORKS

FILE NAME: S:/5168233/DWG/53500200/PLAT/TPP - 4.02 - CENTER, DELAVAN, GRAND.DWG
APPRAISAL PLAT DATE: 02/23/2023
PLOT DATE: 02/23/2023 7:30 AM
PLOT BY: ATF
PLOT NAME:
PLOT SCALE: 1 IN : 20 FT

5350-02-20 - 4.02

TRANSPORTATION PROJECT PLAT NO: 5350-02-20 - 4.03

THAT PART OF LOT 102 OF MILTIMORE'S ADDIDION IN THE NE 1/4-NE 1/4 OF SECTION 2 AND THAT PART OF LOTS 106, 109, & 117 IN THE NW 1/4-NW 1/4 OF SECTION 1, TOWNSHIP 2 NORTH, RANGE 12 EAST; ALSO THAT PART OF LOT 1 CSM 1431967, DOC.1431967, V.22, P.380-383 IN THE NE 1/4-NE 1/4 OF SECTION 2, TOWNSHIP 2 NORTH, RANGE 12 EAST; ALSO THAT PART OF LOT 1 CSM 976103, DOC.976103, V.11, P.296-297 IN THE SE 1/4-SE 1/4 OF SECTION 35, TOWNSHIP 3 NORTH, RANGE 12 EAST; AND THAT PART OF LOT 6, BLOCK 28, PALMER & SUTHERLAND'S ADDITION IN THE SW 1/4-SW 1/4 OF SECTION 36, TOWNSHIP 3 NORTH, RANGE 12 EAST, ALL IN THE CITY OF JANESVILLE, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER USH 51 CITY OF JANESVILLE CENTER AVENUE, (NICOLET STREET TO COURT STREET), ROCK COUNTY

R/W COURSE TABLE		
SEC-R/L	S88°43'35"W	14.00'
R/L-300	S88°43'35"W	52.00'
300-301	N01°16'25"W	31.37'
301-T354	S89°04'27"W	29.50'
T354-T355	N07°11'07"E	66.67'
T355-302	N89°04'27"E	20.00'
302-303	N01°16'25"W	253.45'
303-304	N67°15'50"W	27.53'
304-T358	S89°01'52"W	12.62'
T358-T359	N13°17'15"E	72.22'
T359-305	N89°01'52"E	18.14'
305-306	N02°45'51"W	42.19'
306-R/L	N87°44'52"E	44.89'
R/L-SEC	N87°44'52"E	22.00'
SEC-307	N87°44'52"E	40.30'
307-308	S02°15'08"E	33.30'
308-309	S56°39'05"E	24.49'
309-T369	S89°55'16"E	35.07'
T369-T370	S17°02'13"W	69.93'
T370-310	S88°46'31"W	9.00'
310-311	S69°56'54"W	20.98'
311-312	S01°16'25"E	257.15'
312-T375	N89°04'42"E	12.00'
T375-T376	S21°09'39"E	70.34'
T376-313	S89°04'42"W	38.00'
313-314	S01°10'50"E	31.59'
314-SEC	S88°43'35"W	41.74'

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF JANESVILLE DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE-NAMED PROJECT. TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTION 62.22, WISCONSIN STATUTES, THE CITY OF JANESVILLE HEREBY ORDERS THAT:

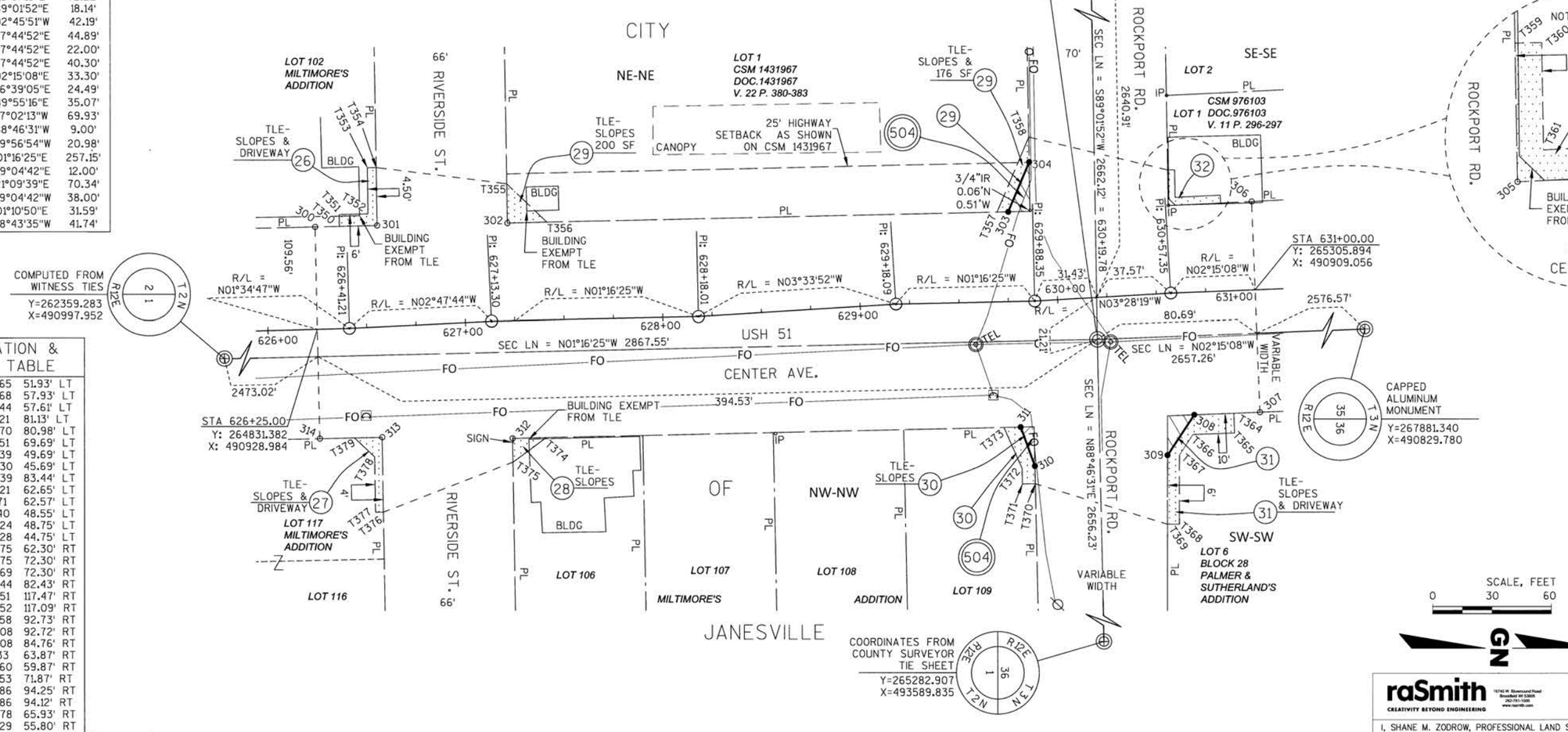
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE-NAMED PROJECT. 2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF JANESVILLE, PURSUANT TO THE PROVISIONS OF SUBSECTION 62.22, WISCONSIN STATUTES.

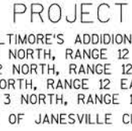
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), ROCK COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

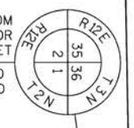
ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF JANESVILLE.

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, AS DOCUMENT NO.
FOR ADDITIONAL INFORMATION.







TLE STATION & OFFSET TABLE		
T350	626+37.65	51.93' LT
T351	626+37.68	57.93' LT
T352	626+53.44	57.61' LT
T353	626+54.21	81.13' LT
T354	626+58.70	80.98' LT
T355	627+22.51	69.69' LT
T356	627+42.39	49.69' LT
T357	629+70.30	45.69' LT
T358	629+90.39	83.44' LT
T359	630+58.21	62.65' LT
T360	630+61.71	62.57' LT
T361	630+61.40	48.55' LT
T362	630+84.24	48.75' LT
T363	630+84.28	44.75' LT
T364	630+86.75	62.30' RT
T365	630+86.75	72.30' RT
T366	630+65.69	72.30' RT
T367	630+58.44	82.43' RT
T368	630+54.51	117.47' RT
T369	630+48.52	117.09' RT
T370	629+86.58	92.73' RT
T371	629+80.08	92.72' RT
T372	629+80.08	84.76' RT
T373	629+71.33	63.87' RT
T374	627+39.60	59.87' RT
T375	627+22.53	71.87' RT
T376	626+53.86	94.25' RT
T377	626+49.86	94.12' RT
T378	626+50.78	65.93' RT
T379	626+32.29	55.80' RT

RW STATION & OFFSET TABLE		
300	626+25.28	52.00' LT
301	626+57.74	51.49' LT
302	627+22.39	49.69' LT
303	629+75.92	45.69' LT
304	629+89.84	70.83' LT
305	630+57.81	44.51' LT
306	631+00.00	44.89' LT
307	631+00.00	62.30' RT
308	630+66.70	62.30' RT
309	630+50.69	82.09' RT
310	629+86.59	83.73' RT
311	629+79.83	63.87' RT
312	627+22.60	59.87' RT
313	626+55.10	56.27' RT
314	626+24.70	55.74' RT

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREAS S.F. REQUIRED NEW	EXISTING	TOTAL	TLE S.F.
26	LIKES PROPERTIES LLC	TLE	-	-	-	220
27	RANDY P. MAIZONET AND MARK L. BORST	TLE	-	-	-	201
28	WALTERS INVESTMENT PROPERTIES, LLC	TLE	-	-	-	102
29	KWIK TRIP, INC.	FEE, TLE	139	-	139	376
30	STADIUM BAR, LLC	FEE, TLE	67	-	67	212
31	NORTH AMERICAN GROUP OF COMPANIES, INC.	FEE, TLE	134	-	134	508
32	WAYNE D. WEHRWEIN AND SHIELA R. WEHRWEIN	TLE	-	-	-	155

UTILITY NUMBER	UTILITY OWNER	INTEREST REQUIRED
504	AT&T WISCONSIN	RELEASE OF RIGHTS

PI	Y	X	DELTA
626+41.21	264847.588	490928.537	01°12'57" LT
627+13.30	264919.588	490925.022	01°31'18" RT
628+18.01	265024.279	490922.694	02°17'26" LT
629+18.09	265124.165	490916.472	02°17'26" RT
629+88.35	265194.404	490914.910	02°11'54" LT
630+57.35	265263.273	490910.732	01°13'11" RT

504 AT&T WISCONSIN
NO RECORD OF EASEMENT PARCELS 29 & 30

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
USH 51	CSM 1431967	109.56'	1999
USH 51	PALMER & SUTHERLAND'S ADD'N	VARIES	1854
ROCKPORT RD	CSM 1431967	70'	1999
ROCKPORT RD	PALMER & SUTHERLAND'S ADD'N	VARIES	1854
RIVERSIDE ST	CSM 1431967	66'	1999
RIVERSIDE ST	MILTIMORE'S ADDITION	66'	1971

raSmith
CREATIVITY BEYOND ENGINEERING
16745 W. Bluemound Road Brookfield WI 53005 262-781-1000 www.rasmith.com

I, SHANE M. ZODROW, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF JANESVILLE, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: _____ DATE: 02/23/2023
PRINT NAME: SHANE M. ZODROW
REGISTRATION NUMBER: S-2869

WISCONSIN SHANE M. ZODROW S-2869 GREENDALE WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF JANESVILLE.

SIGNATURE: _____ DATE: 2/27/2023
PRINT NAME: MIKE PAYNE, DIRECTOR OF PUBLIC W

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5350-02-20 - 4.03
AMENDMENT NO:
SHEET 1 OF 1

2237758
SANDY DISRUD
REGISTER OF DEEDS
ROCK COUNTY, WI
RECORDED ON
02/28/2023 09:31 AM
REC FEE: 25.00
TPP-193
PAGES: 1

4

4

FILE NAME: S:/5168233/DWG/53500200/PLAT/TPP - 4.03 - CENTER, ROCKPORT, RIVERSIDE.DWG
APPRAISAL PLAT DATE: 02/23/2023
PLOT DATE: 02/23/2023 7:30 AM PLOT BY: ATF PLOT NAME: PLOT SCALE: 1 IN : 30 FT
5350-02-20 - 4.03

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

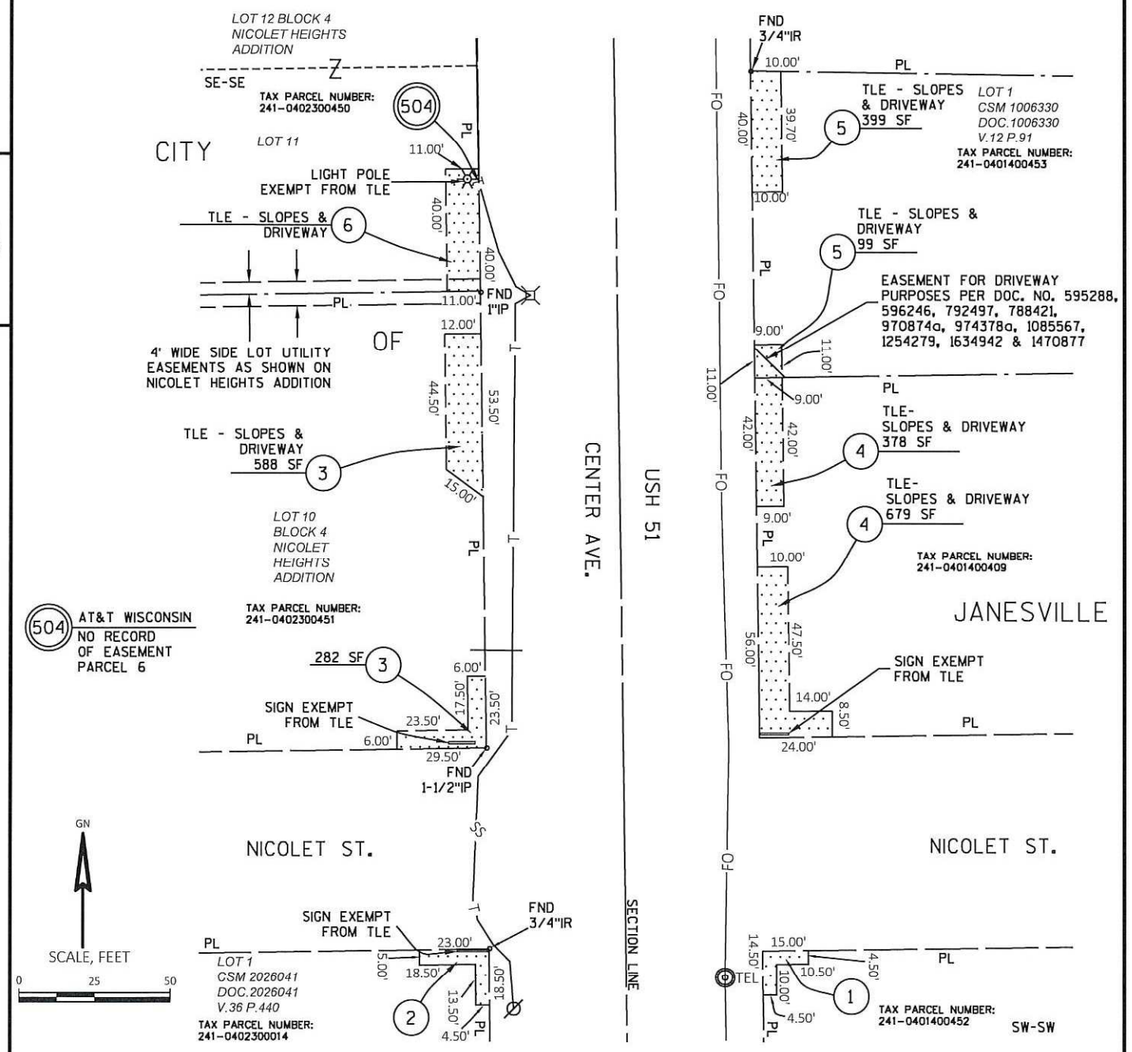
PURPOSE FOR ALL TLE'S IS FOR GRADING, UNLESS OTHERWISE NOTED.

R/W PROJECT NUMBER: 5350-02-20	EXHIBIT NUMBER:1

TLE ACQUISITION EXHIBIT
CITY OF JANESVILLE, CENTER AVENUE
NICOLET STREET TO COURT STREET

USH 51 — ROCK COUNTY

THAT PART OF LOT 1 OF CSM 1006330, LOCATED IN AND INCLUDING THE SW 1/4-SW 1/4 OF SECTION 1, ALSO THAT PART OF LOTS 10 & 11, BLOCK 4 OF NICOLET HEIGHTS ADDITION, THAT PART OF LOT 1 OF CSM 2026041, LOCATED IN THE SE 1/4-SE 1/4 OF SECTION 2, ALL IN TOWNSHIP 2 NORTH, RANGE 12 EAST, CITY OF JANESVILLE, ROCK COUNTY, WISCONSIN.



UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
504	AT&T WISCONSIN	RELEASE OF RIGHTS

THIS MAP IS APPROVED FOR THE CITY OF JANESVILLE

SIGNATURE: Mike Payne DATE: 3/13/23

PRINT NAME: MIKE PAYNE, DIRECTOR OF PUBLIC WORKS

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
1	NARULA PROPERTIES, LLC. AND BHANDARI PROPERTIES, LLC	TLE	113
2	JBST JANESVILLE LLC	TLE	176
3	JAY R. DRAFFKORN AND FRANCIS D. TALLMAN	TLE	870
4	R.D.P. OIL MART, LTD	TLE	1057
5	MACFARLANE PHEASANT FARM INC.	TLE	498
6	ST. PETERS EVANGELICAL LUTHERAN CHURCH	TLE	440

NOTES:
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PURPOSE FOR ALL TLE'S IS FOR GRADING, UNLESS OTHERWISE NOTED.

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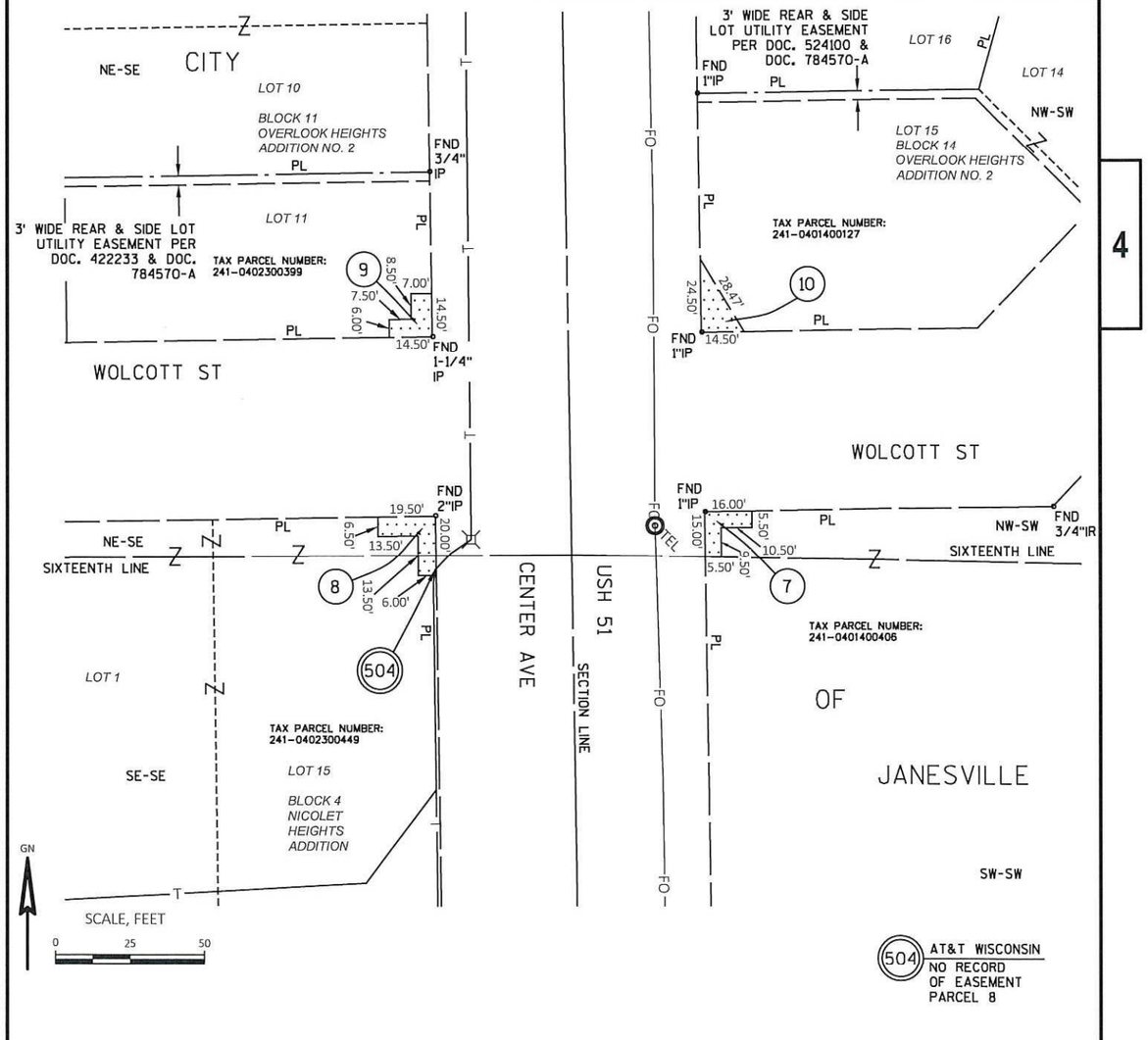
ROCK COUNTY, WI

R/W PROJECT NUMBER: 5350-02-20	EXHIBIT NUMBER:2

TLE ACQUISITION EXHIBIT
CITY OF JANESVILLE, CENTER AVENUE
NICOLET STREET TO COURT STREET

USH 51 — ROCK COUNTY

THAT PART OF LOT 15, BLOCK 14 OF OVERLOOK HEIGHTS ADDITION NO. 2, LOCATED IN AND INCLUDING THE NW 1/4-SW 1/4 OF SECTION 1, ALSO THAT PART OF LOT 11, BLOCK 11 OF OVERLOOK HEIGHTS ADDITION NO. 2 LOCATED IN THE NE 1/4-SE 1/4 OF SECTION 2, ALSO THAT PART OF LOT 15, BLOCK 4 OF NICOLET HEIGHTS ADDITION, LOCATED IN THE NE 1/4-SE 1/4 AND THE SE 1/4-SE 1/4 OF SECTION 2, ALL IN TOWNSHIP 2 NORTH, RANGE 12 EAST, CITY OF JANESVILLE, ROCK COUNTY, WISCONSIN.



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
7	K & T MOTEL, LLC	TLE	140
8	ST PETERS EVANGELICAL LUTHERAN CHURCH OF JANESVILLE, WISCONSIN	TLE	208
9	MARK L. STEURER & CHARMAYNE D. STEURER	TLE	147
10	WALKER PROPERTIES LLC	TLE	178

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
504	AT&T WISCONSIN	RELEASE OF RIGHTS

THIS MAP IS APPROVED FOR THE CITY OF JANESVILLE

SIGNATURE: Mike Payne DATE: 3/13/23

PRINT NAME: MIKE PAYNE, DIRECTOR OF PUBLIC WORKS

4

NOTES:
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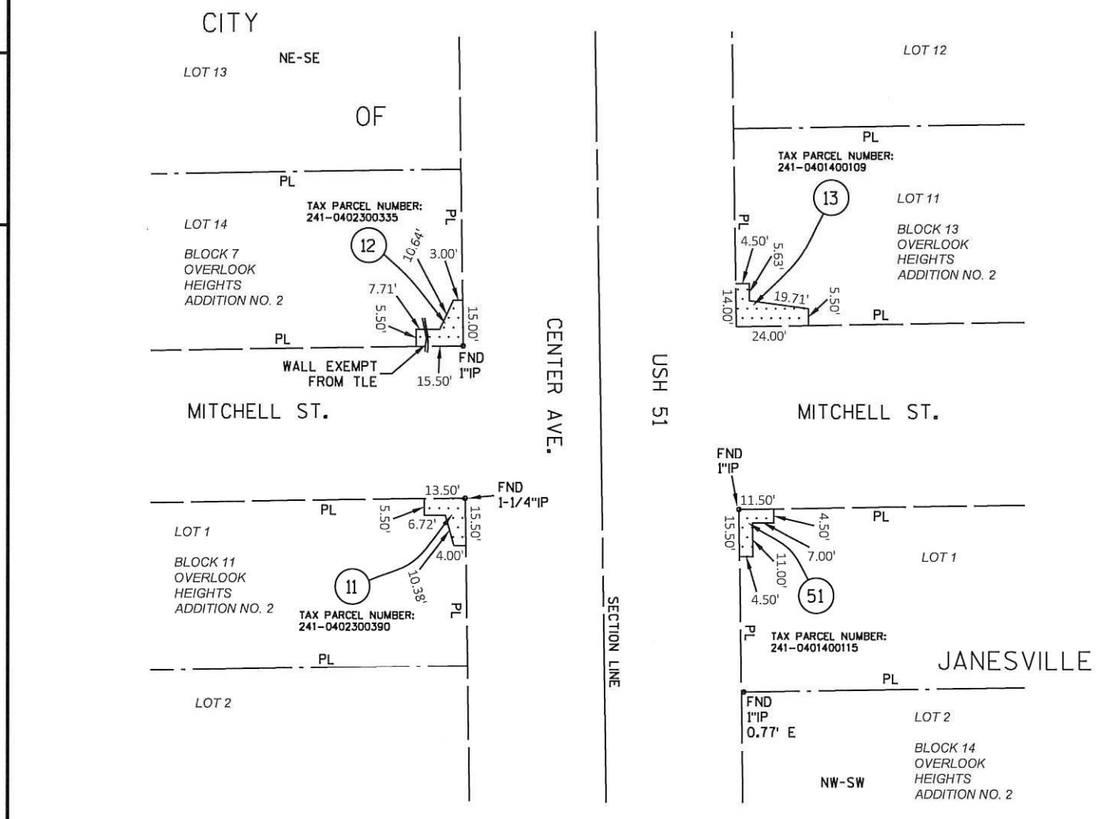
PURPOSE FOR ALL TLE'S IS FOR GRADING, UNLESS OTHERWISE NOTED.

R/W PROJECT NUMBER: 5350-02-20	EXHIBIT NUMBER: 3

TLE ACQUISITION EXHIBIT
CITY OF JANESVILLE, CENTER AVENUE
NICOLET STREET TO COURT STREET

USH 51 — ROCK COUNTY

THAT PART OF LOT 14, BLOCK 7 & LOT 1, BLOCK 11 OF OVERLOOK HEIGHTS ADDITION NO. 2 IN THE NE 1/4 OF THE SE 1/4 OF SECTION 2, AND THAT PART OF LOT 11, BLOCK 13 & LOT 1, BLOCK 14 OF SAID SUBDIVISION IN THE NW 1/4 OF THE SW 1/4 OF SECTION 1, ALL IN TOWNSHIP 2 NORTH, RANGE 12 EAST, CITY OF JANESVILLE, ROCK COUNTY, WISCONSIN.



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
11	WILLIAM T. HILLS AND CHERYL L. HILLS	TLE	128
12	BRADLEY JOHN BARTLETT	TLE	137
13	ROYAL J. STIEGMAN & JOSETTE R STIEGMAN	TLE	198
51	CHRISTINE A. WILKE	TLE	101

THIS MAP IS APPROVED FOR THE CITY OF JANESVILLE

SIGNATURE: Mike Payne DATE: 3/13/23

PRINT NAME: MIKE PAYNE, DIRECTOR OF PUBLIC WORKS

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PURPOSE FOR ALL TLE'S IS FOR GRADING, UNLESS OTHERWISE NOTED.

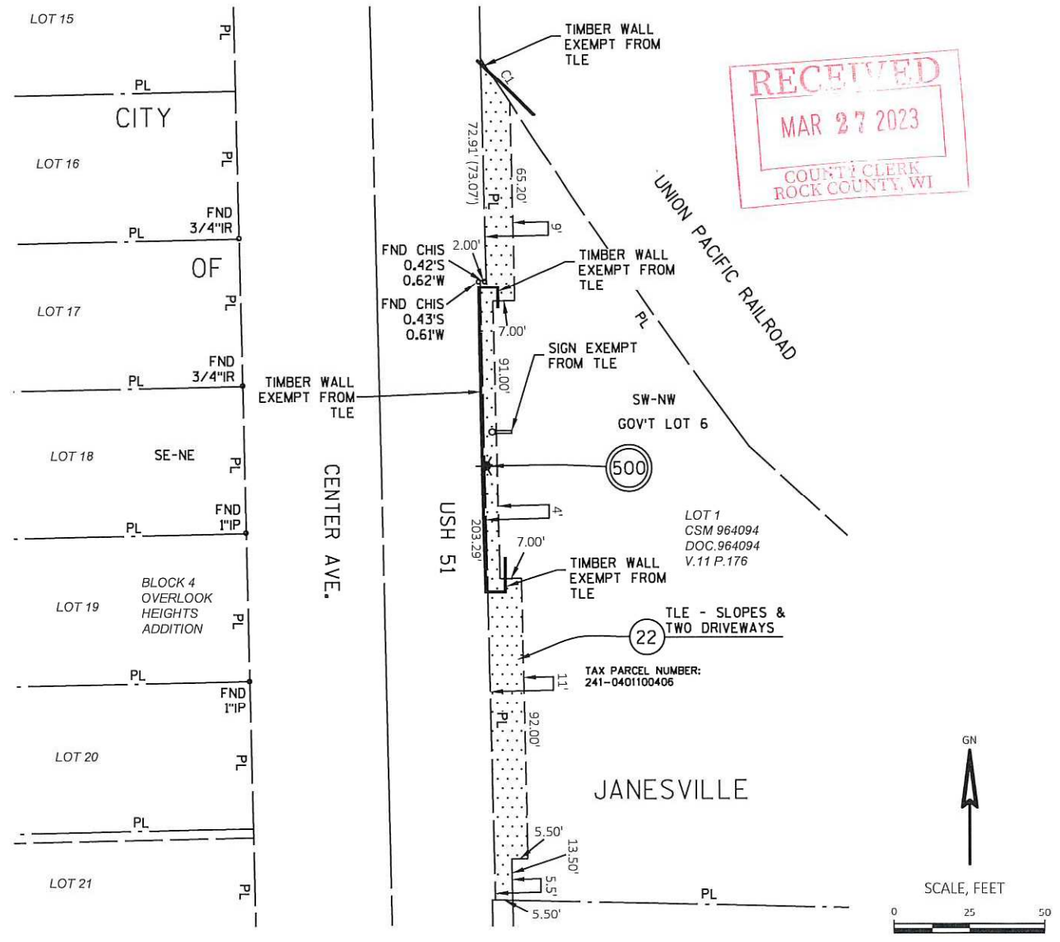
R/W PROJECT NUMBER: 5350-02-20	EXHIBIT NUMBER: 4

TLE ACQUISITION EXHIBIT
CITY OF JANESVILLE, CENTER AVENUE
NICOLET STREET TO COURT STREET

USH 51 — ROCK COUNTY

THAT PART OF LOT 1 OF CSM 964094 LOCATED IN GOVERNMENT LOT 6, BEING A PART OF THE SW 1/4 OF THE NW 1/4 OF SECTION 1, TOWNSHIP 2 NORTH, RANGE 12 EAST, CITY OF JANESVILLE, ROCK COUNTY, WISCONSIN.

CURVE TABLE				
CURVE	LENGTH	RADIUS	CHORD BEARING	CHORD
C1	17.28'	2719.49'	S32°39'41"E	17.28'



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ROCK COUNTY, WI

500 ALLIANT ENERGY - ELECTRIC
NO RECORD OF EASEMENT PARCEL 22

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
22	SALVOTORE A. PICCIONE	TLE	2,117

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
500	ALLIANT ENERGY - ELECTRIC	RELEASE OF RIGHTS

THIS MAP IS APPROVED FOR THE CITY OF JANESVILLE

SIGNATURE: Mike Payne DATE: 3/13/23

PRINT NAME: MIKE PAYNE, DIRECTOR OF PUBLIC WORKS

NOTES:
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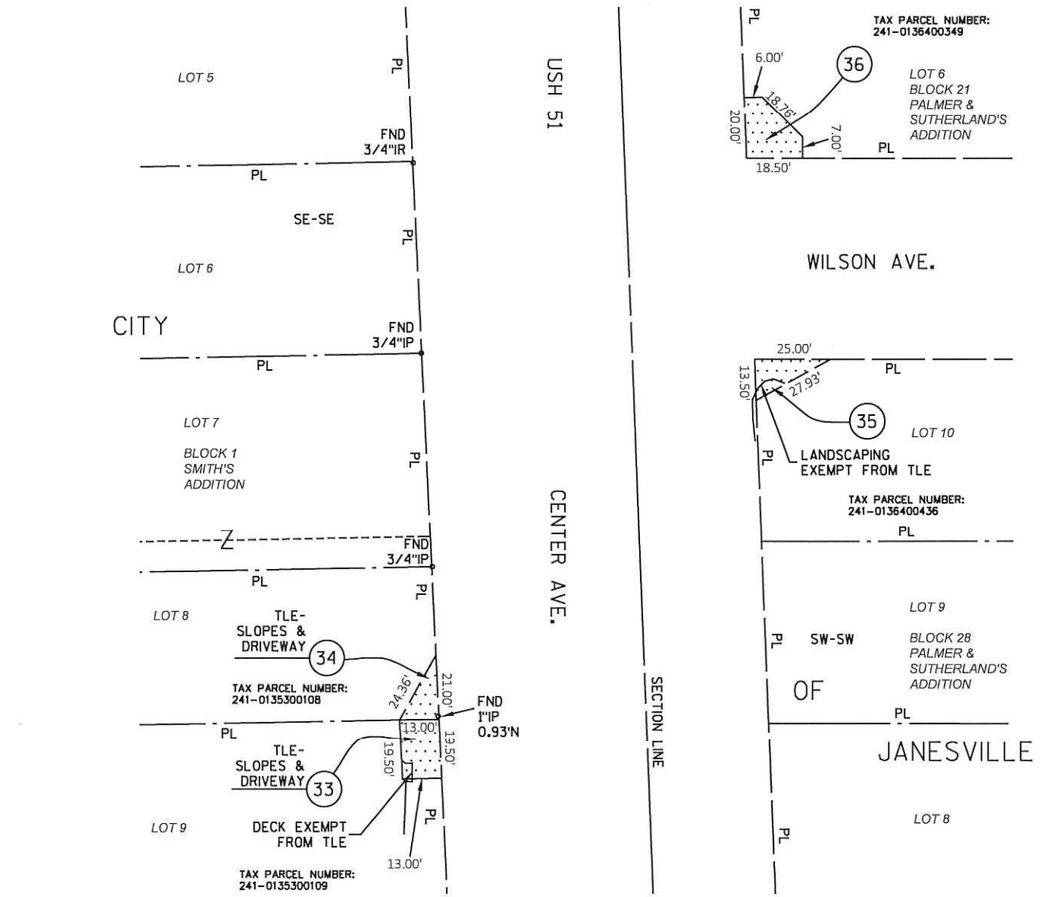
R/W PROJECT NUMBER: 5350-02-20	EXHIBIT NUMBER: 5

TLE ACQUISITION EXHIBIT
CITY OF JANESVILLE, CENTER AVENUE
NICOLET STREET TO COURT STREET
USH 51 ROCK COUNTY

THAT PART OF LOTS 8 & 9, BLOCK 1, SMITH'S ADDITION, IN THE SE 1/4 OF THE SE 1/4 OF SECTION 35, AND THAT PART OF LOT 6, BLOCK 21 & LOT 10, BLOCK 28, PALMER & SUTHERLAND'S ADDITION, IN THE SW 1/4 OF THE SW 1/4 OF SECTION 36, ALL IN T3N, R12E, CITY OF JANESVILLE, ROCK COUNTY, WISCONSIN.



GN
SCALE, FEET
0 25 50

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
33	LORI L. PENNYCOOK	TLE	253
34	USAFRIC LLC	TLE	136
35	ALBERT L. BONACCI & MARGARET M. BONACCI REVOCABLE TRUST	TLE	169
36	DANIEL M. VIENI & LORI L. VIENI	TLE	294

THIS MAP IS APPROVED FOR THE CITY OF JANESVILLE

SIGNATURE: Mike Payne DATE: 3/13/23

PRINT NAME: MIKE PAYNE, DIRECTOR OF PUBLIC WORKS

4

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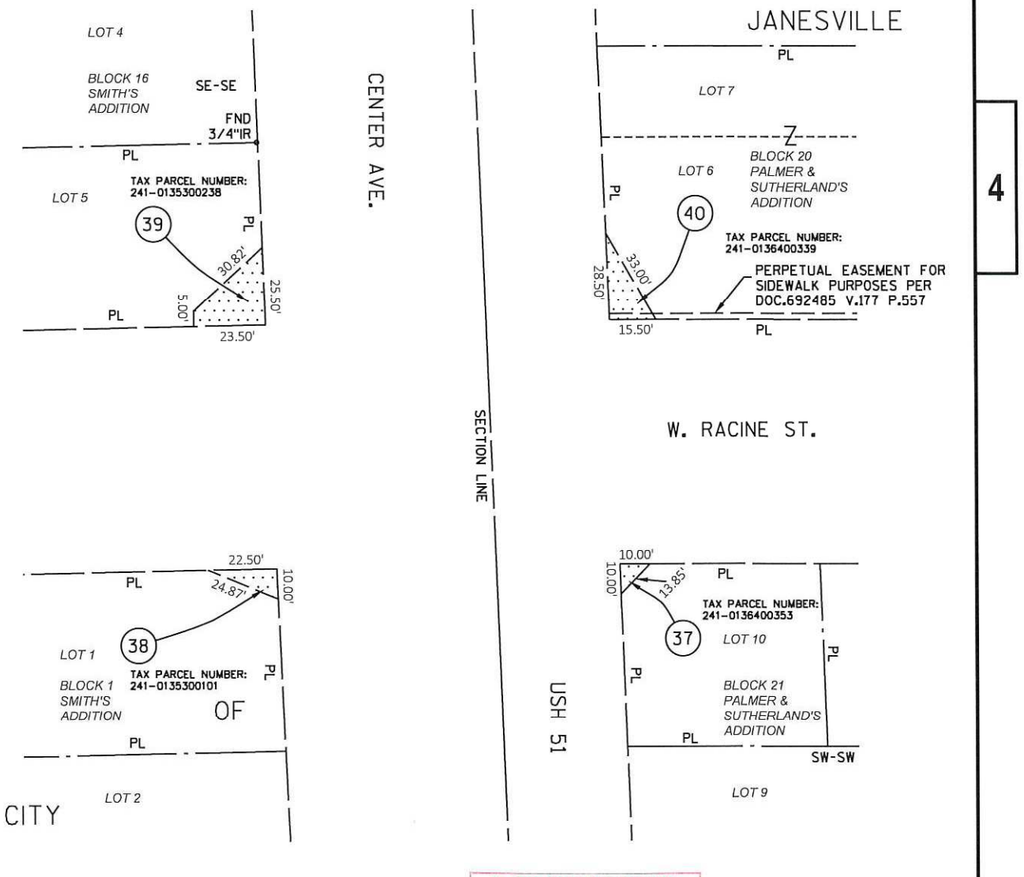
R/W PROJECT NUMBER: 5350-02-20	EXHIBIT NUMBER: 6

TLE ACQUISITION EXHIBIT
CITY OF JANESVILLE, CENTER AVENUE
NICOLET STREET TO COURT STREET
USH 51 ROCK COUNTY

THAT PART OF LOT 1, BLOCK 1 & LOT 5, BLOCK 16, SMITH'S ADDITION, IN THE SE 1/4 OF THE SE 1/4 OF SECTION 35, AND THAT PART OF LOT 6, BLOCK 20 & LOT 10, BLOCK 21, PALMER & SUTHERLAND'S ADDITION, IN THE SW 1/4 OF THE SW 1/4 OF SECTION 36, ALL IN T3N, R12E, CITY OF JANESVILLE, ROCK COUNTY, WISCONSIN.



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ROCK COUNTY, WI

GN
SCALE, FEET
0 25 50

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
37	RED BIRD RETIREMENT LLC	TLE	50
38	HABCO PROPERTIES LLC	TLE	112
39	PETER SCHNEIDER	TLE	357
40	KAYLA FENWICK	TLE	221

THIS MAP IS APPROVED FOR THE CITY OF JANESVILLE

SIGNATURE: Mike Payne DATE: 3/13/23

PRINT NAME: MIKE PAYNE, DIRECTOR OF PUBLIC WORKS

4

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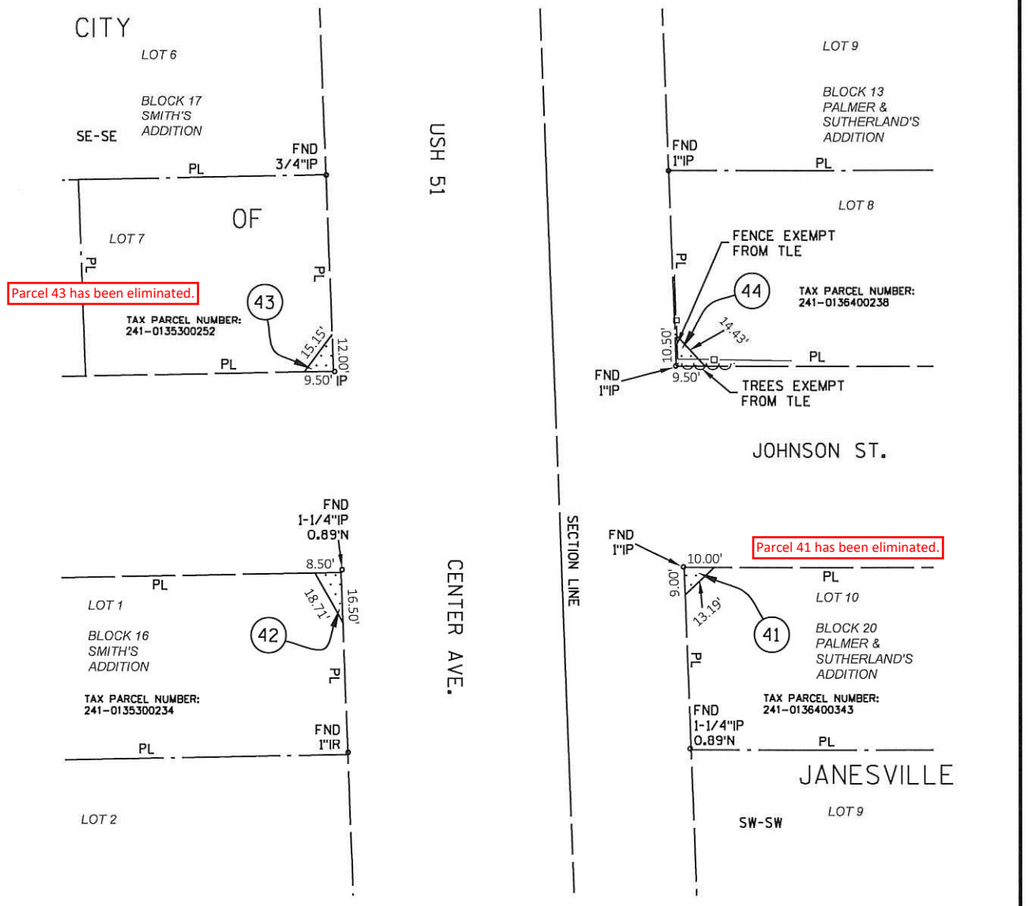
R/W PROJECT NUMBER: 5350-02-20	EXHIBIT NUMBER: 7

TLE ACQUISITION EXHIBIT
CITY OF JANESVILLE, CENTER AVENUE
NICOLET STREET TO COURT STREET

USH 51 — ROCK COUNTY

THAT PART OF LOT 1 , BLOCK 16, & LOT 7, BLOCK 17, SMITH'S ADDITION, IN THE SE 1/4 OF THE SE 1/4 OF SECTION 35, AND THAT PART OF LOT 10, BLOCK 20 & LOT 8, BLOCK 13, PALMER & SUTHERLAND'S ADDITION, IN THE SW 1/4 OF THE SW 1/4 OF SECTION 36, ALL IN T3N, R12E, CITY OF JANESVILLE, ROCK COUNTY, WISCONSIN.



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
41	JASON REBOUT & ALMEE REBOUT	TLE	45
42	MICHAEL G. OLSON	TLE	70
43	MICKEY E. HALVERSON & JODI L. HALVERSON	TLE	57
44	ROSALBA PEREZ	TLE	50

THIS MAP IS APPROVED FOR THE CITY OF JANESVILLE

SIGNATURE: Mike Payne DATE: 3/13/23

PRINT NAME: MIKE PAYNE, DIRECTOR OF PUBLIC WORKS

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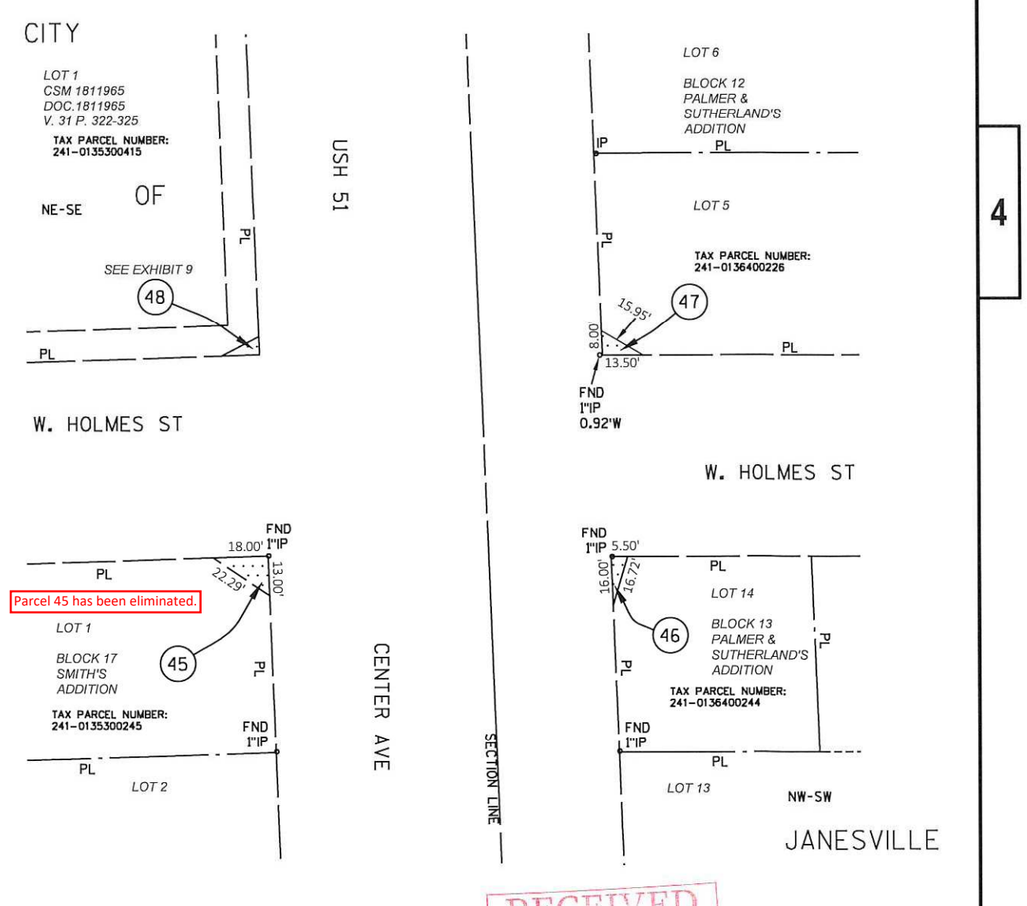
R/W PROJECT NUMBER: 5350-02-20	EXHIBIT NUMBER: 8

TLE ACQUISITION EXHIBIT
CITY OF JANESVILLE, CENTER AVENUE
NICOLET STREET TO COURT STREET

USH 51 — ROCK COUNTY

THAT PART OF LOT 1, BLOCK 17, SMITH'S ADDITION, IN THE NE 1/4 OF THE SE 1/4 OF SECTION 35, AND THAT PART OF LOT 14, BLOCK 13 & LOT 5, BLOCK 12, PALMER & SUTHERLAND'S ADDITION, IN THE NW 1/4 OF THE SW 1/4 OF SECTION 36, ALL IN T3N, R12E, CITY OF JANESVILLE, ROCK COUNTY, WISCONSIN.



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COUNTY CLERK
ROCK COUNTY, WI

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
45	ROBERT N. PETERSEN	TLE	117
46	JOEL DIAZ	TLE	44
47	CAROLE A. CASPER	TLE	54

THIS MAP IS APPROVED FOR THE CITY OF JANESVILLE

SIGNATURE: Mike Payne DATE: 3/13/23

PRINT NAME: MIKE PAYNE, DIRECTOR OF PUBLIC WORKS

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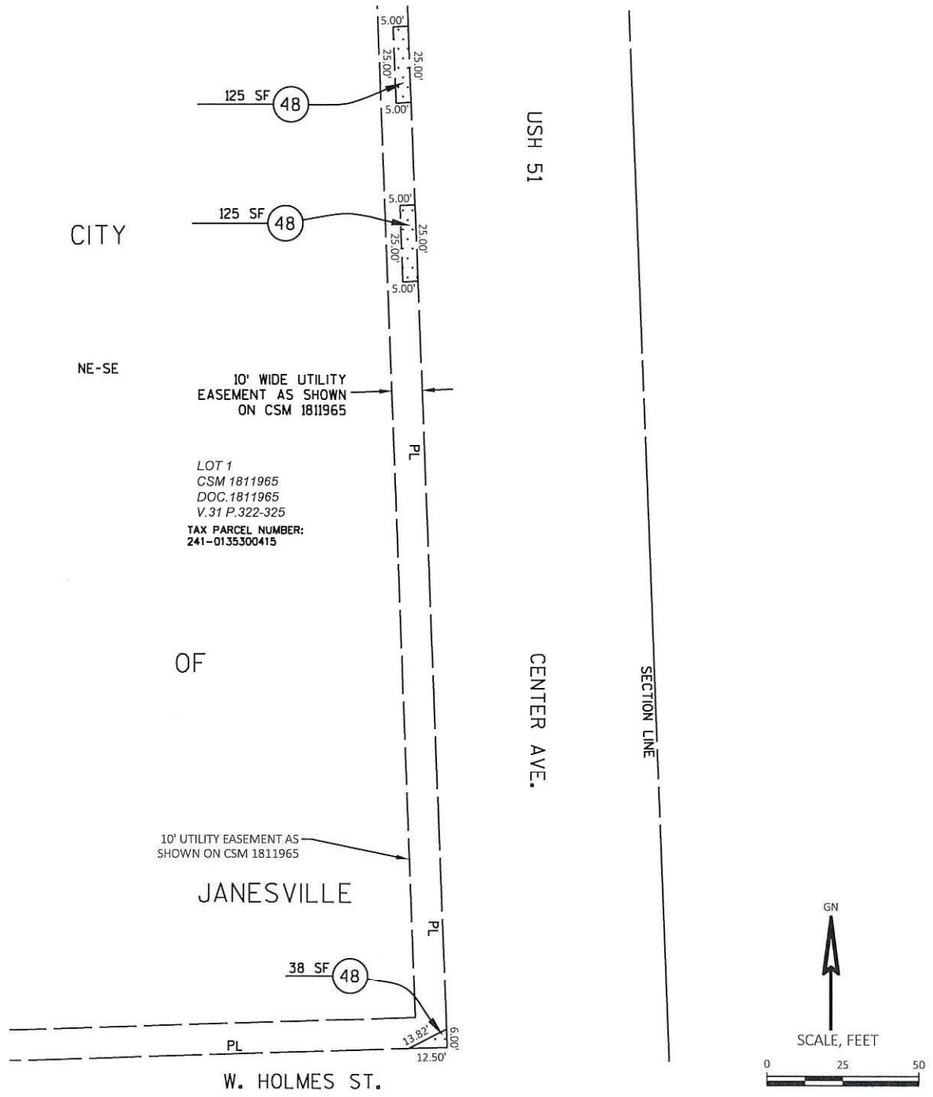
R/W PROJECT NUMBER: 5350-02-20	EXHIBIT NUMBER: 9

TLE ACQUISITION EXHIBIT
CITY OF JANESVILLE, CENTER AVENUE
NICOLET STREET TO COURT STREET

USH 51 — ROCK COUNTY

THAT PART OF LOT 1 OF CSM 1811965, IN THE NE 1/4 OF THE SE 1/4 OF SECTION 35, TOWNSHIP 3 NORTH, RANGE 12 EAST, CITY OF JANESVILLE, ROCK COUNTY, WISCONSIN.



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
48	CENTER AVENUE DEVELOPMENT, INC.	TLE	288

THIS MAP IS APPROVED FOR THE CITY OF JANESVILLE

SIGNATURE: Mike Payne DATE: 3/13/23

PRINT NAME: MIKE PAYNE, DIRECTOR OF PUBLIC WORKS

FILE NAME : TLE EXHIBITS 9 AND 10.DWG PLOT DATE : 2/23/2023 8:18 AM R/W PROJECT: 5350-02-20 -9

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

PURPOSE FOR ALL TLE'S IS FOR GRADING, UNLESS OTHERWISE NOTED.

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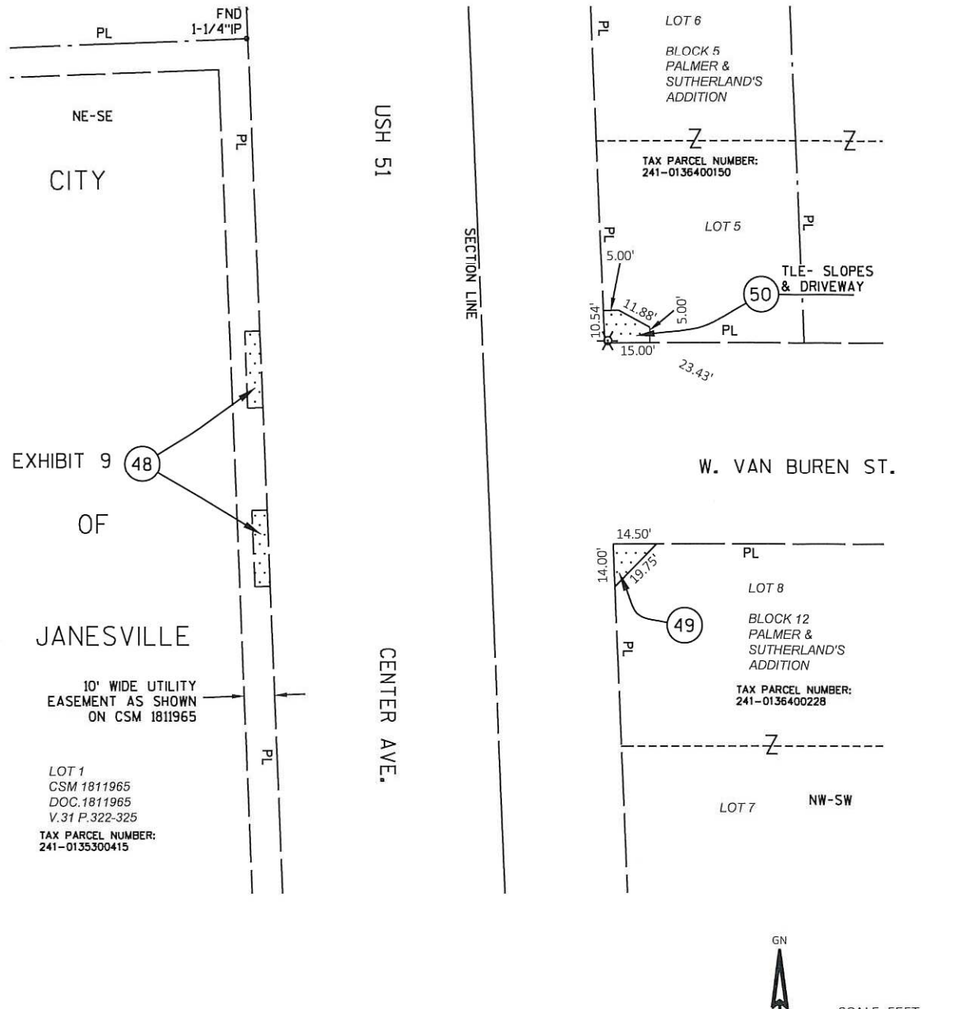
MAR 27 2023
COUNTY CLERK
ROCK COUNTY, WI

R/W PROJECT NUMBER: 5350-02-20	EXHIBIT NUMBER: 10

TLE ACQUISITION EXHIBIT
CITY OF JANESVILLE, CENTER AVENUE
NICOLET STREET TO COURT STREET

USH 51 — ROCK COUNTY

THAT PART OF LOT 8, BLOCK 12 & LOT 5, BLOCK 5, PALMER & SUTHERLAND'S ADDITION, LOCATED IN THE NW 1/4 OF THE SW 1/4 OF SECTION 36, TOWNSHIP 3 NORTH, RANGE 12 EAST, CITY OF JANESVILLE, ROCK COUNTY, WISCONSIN.



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

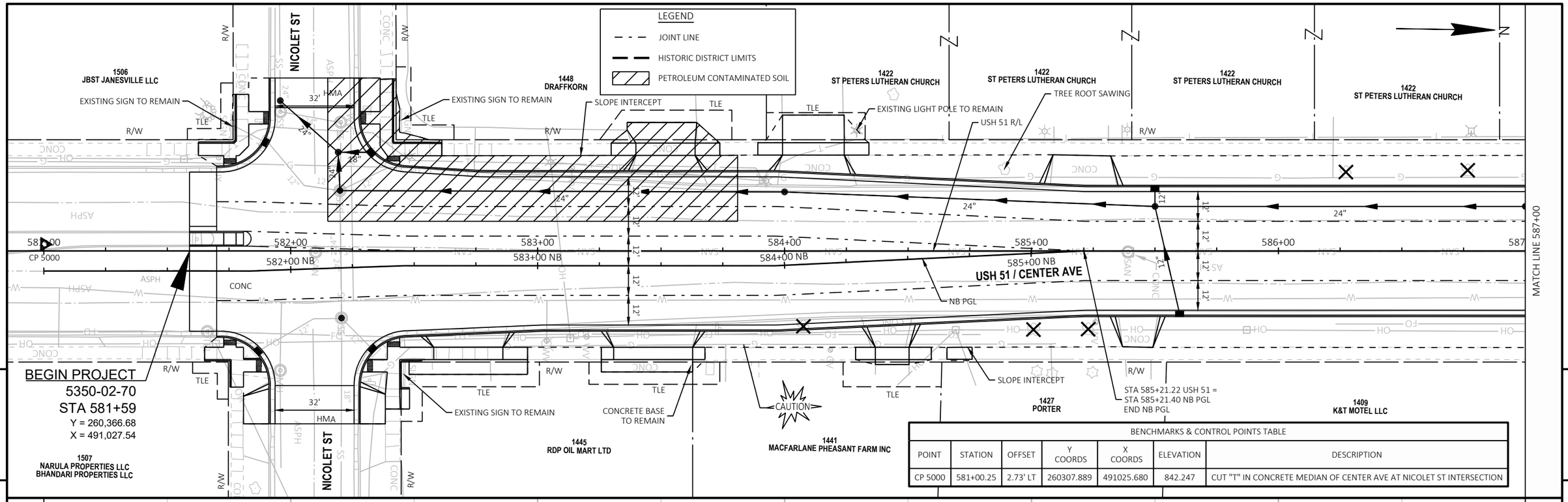
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
49	EXPRESS WASH LAUNDROMAT, LLC	TLE	101
50	SUNRAY HOLDINGS, LLC	TLE	133

THIS MAP IS APPROVED FOR THE CITY OF JANESVILLE

SIGNATURE: Mike Payne DATE: 3/13/23

PRINT NAME: MIKE PAYNE, DIRECTOR OF PUBLIC WORKS

FILE NAME : TLE EXHIBITS 9 AND 10.DWG PLOT DATE : 2/23/2023 8:18 AM R/W PROJECT 304 20 -10

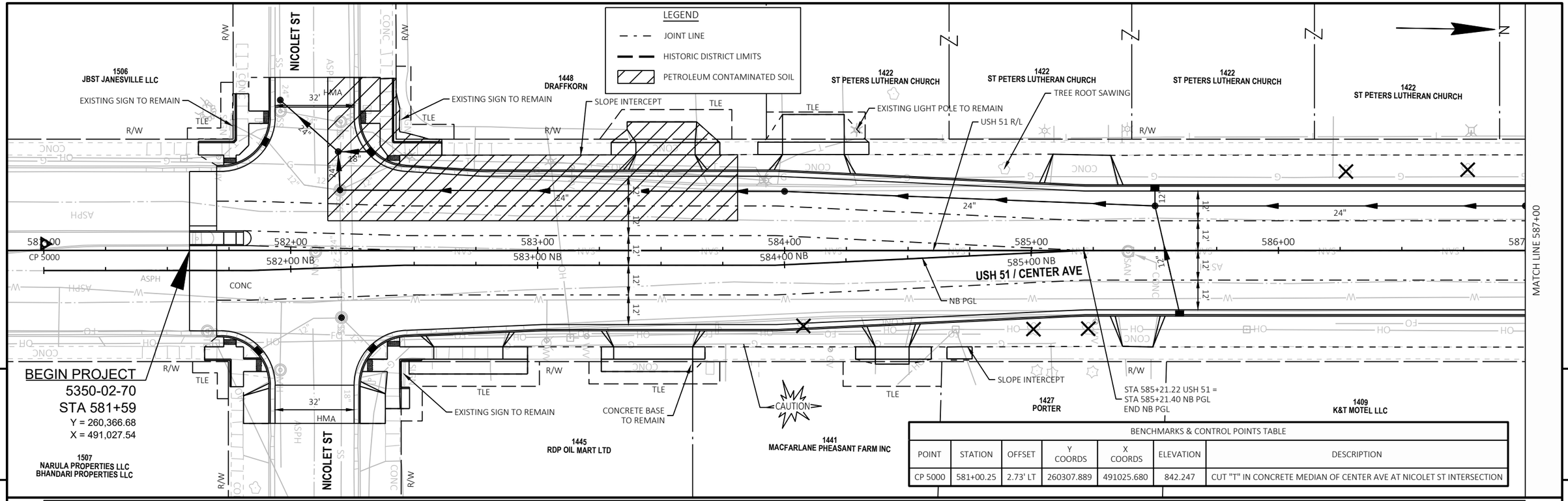


PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PLAN AND PROFILE	SHEET 305	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\050101-PP.DWG
LAYOUT NAME - 01

PLOT DATE : 11/16/2023 6:32 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

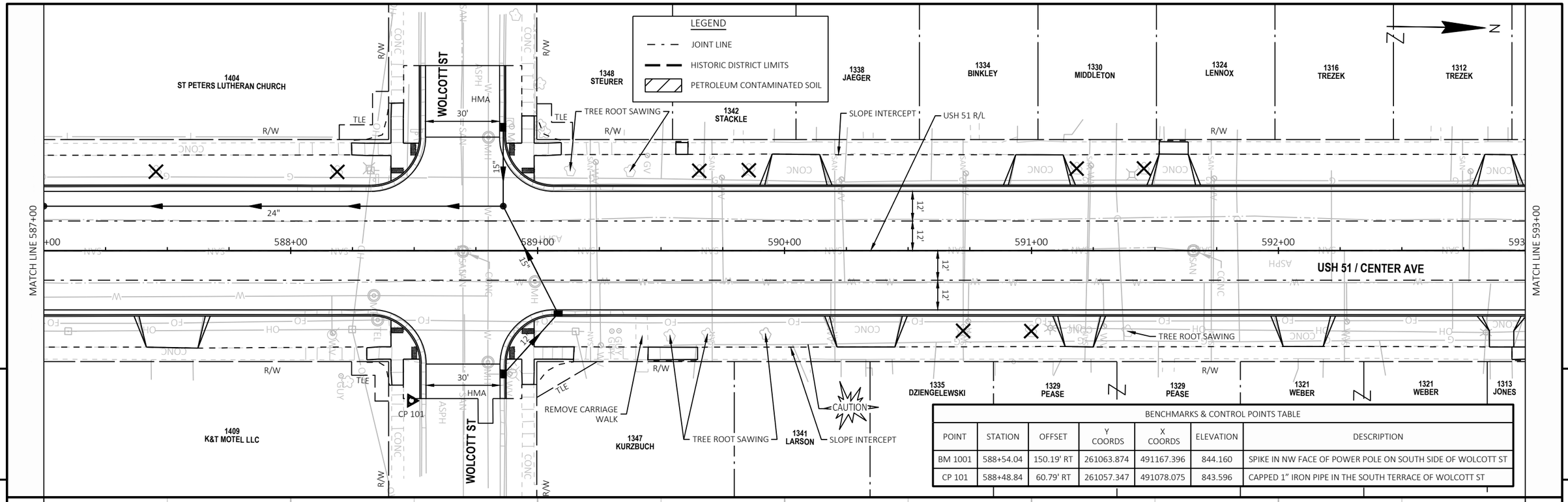
WISDOT/CADDS SHEET 44



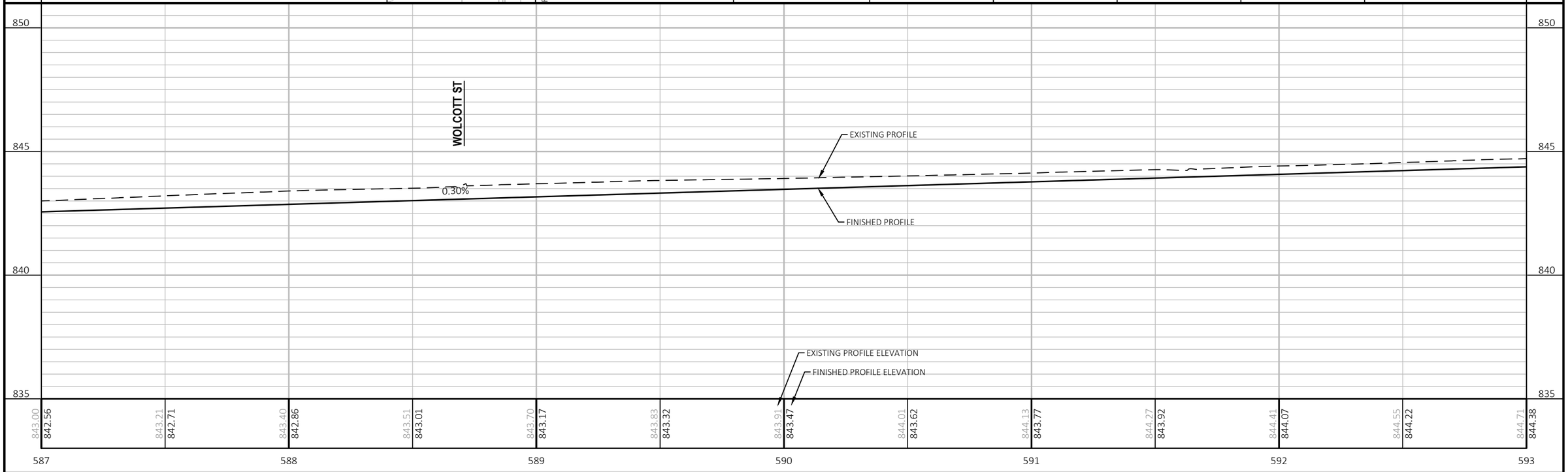
BENCHMARKS & CONTROL POINTS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
CP 5000	581+00.25	2.73' LT	260307.889	491025.680	842.247	CUT "T" IN CONCRETE MEDIAN OF CENTER AVE AT NICOLET ST INTERSECTION

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PLAN AND PROFILE: NB PGL	SHEET 306	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\050101-PP.DWG
LAYOUT NAME - 01-NB
PLOT DATE : 11/16/2023 6:33 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

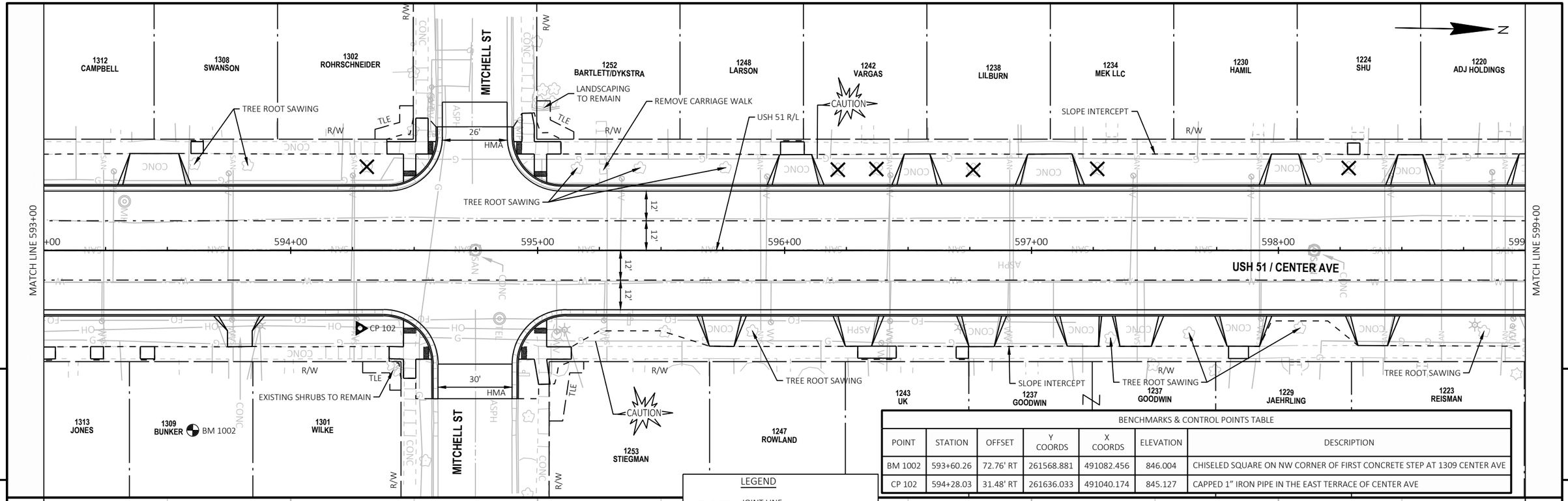


BENCHMARKS & CONTROL POINTS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
BM 1001	588+54.04	150.19' RT	261063.874	491167.396	844.160	SPIKE IN NW FACE OF POWER POLE ON SOUTH SIDE OF WOLCOTT ST
CP 101	588+48.84	60.79' RT	261057.347	491078.075	843.596	CAPPED 1" IRON PIPE IN THE SOUTH TERRACE OF WOLCOTT ST



PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PLAN AND PROFILE	SHEET 307	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\050101-PP.DWG
LAYOUT NAME - 02
PLOT DATE : 11/16/2023 6:33 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

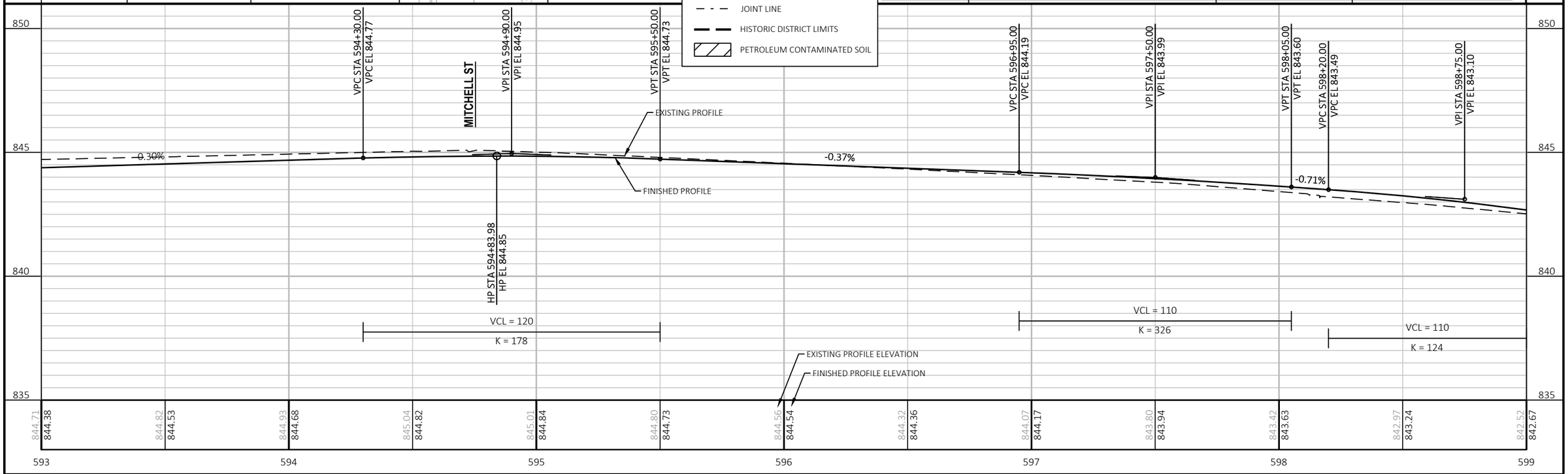


5

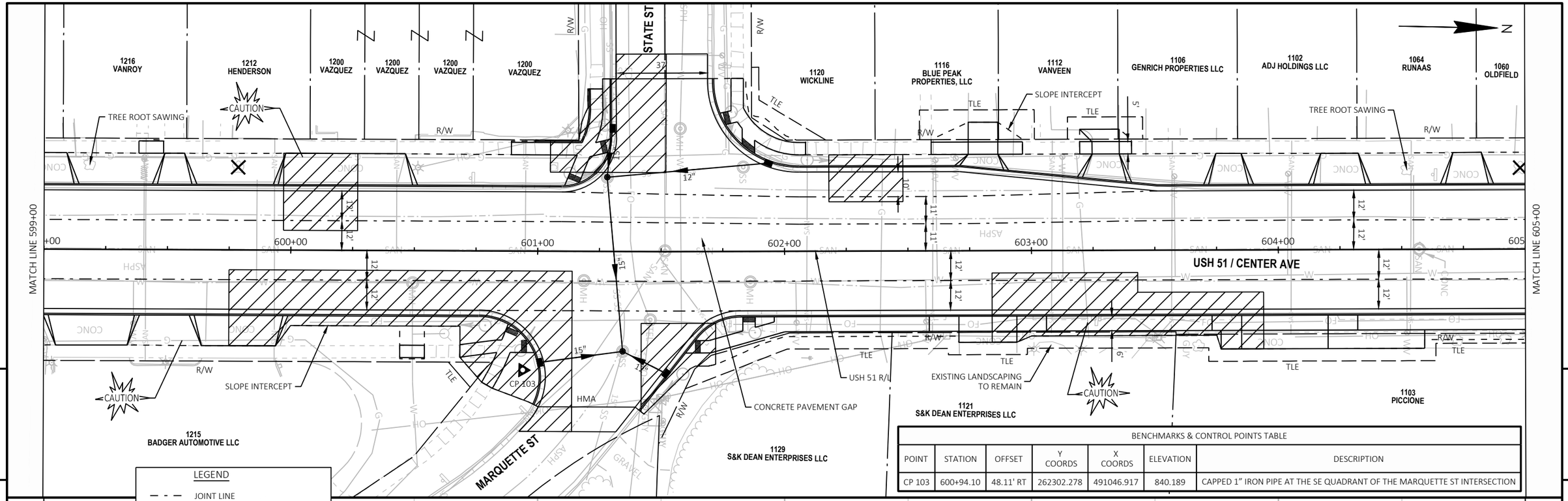
5

BENCHMARKS & CONTROL POINTS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
BM 1002	593+60.26	72.76' RT	261568.881	491082.456	846.004	CHISELED SQUARE ON NW CORNER OF FIRST CONCRETE STEP AT 1309 CENTER AVE
CP 102	594+28.03	31.48' RT	261636.033	491040.174	845.127	CAPPED 1" IRON PIPE IN THE EAST TERRACE OF CENTER AVE

LEGEND
- JOINT LINE
- HISTORIC DISTRICT LIMITS
- PETROLEUM CONTAMINATED SOIL



PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PLAN AND PROFILE	SHEET 308	E



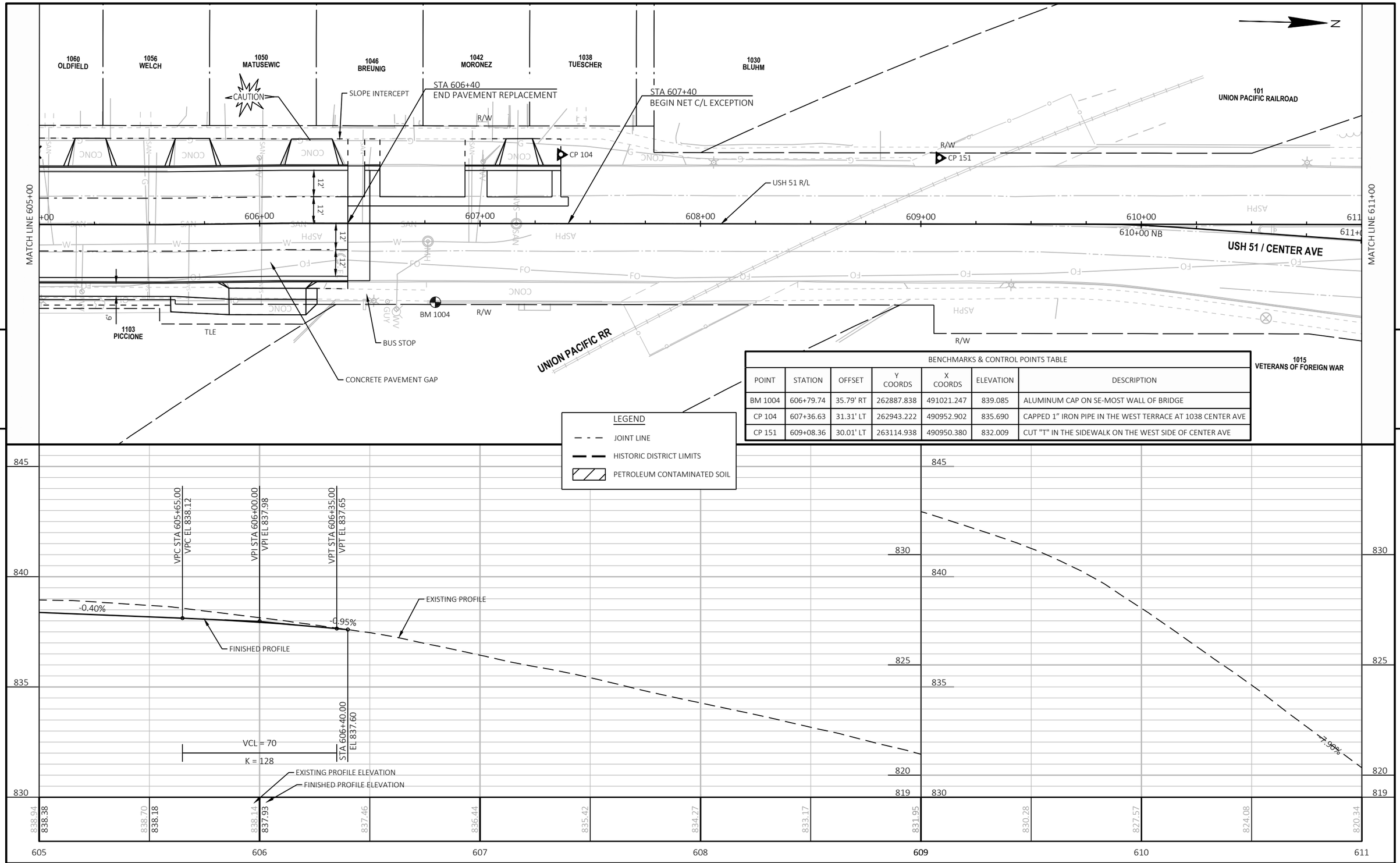
BENCHMARKS & CONTROL POINTS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
CP 103	600+94.10	48.11' RT	262302.278	491046.917	840.189	CAPPED 1" IRON PIPE AT THE SE QUADRANT OF THE MARQUETTE ST INTERSECTION

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PLAN AND PROFILE	SHEET 309	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\050101-PP.DWG
LAYOUT NAME - 04

PLOT DATE : 11/16/2023 6:34 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



BENCHMARKS & CONTROL POINTS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
BM 1004	606+79.74	35.79' RT	262887.838	491021.247	839.085	ALUMINUM CAP ON SE-MOST WALL OF BRIDGE
CP 104	607+36.63	31.31' LT	262943.222	490952.902	835.690	CAPPED 1" IRON PIPE IN THE WEST TERRACE AT 1038 CENTER AVE
CP 151	609+08.36	30.01' LT	263114.938	490950.380	832.009	CUT "T" IN THE SIDEWALK ON THE WEST SIDE OF CENTER AVE

LEGEND

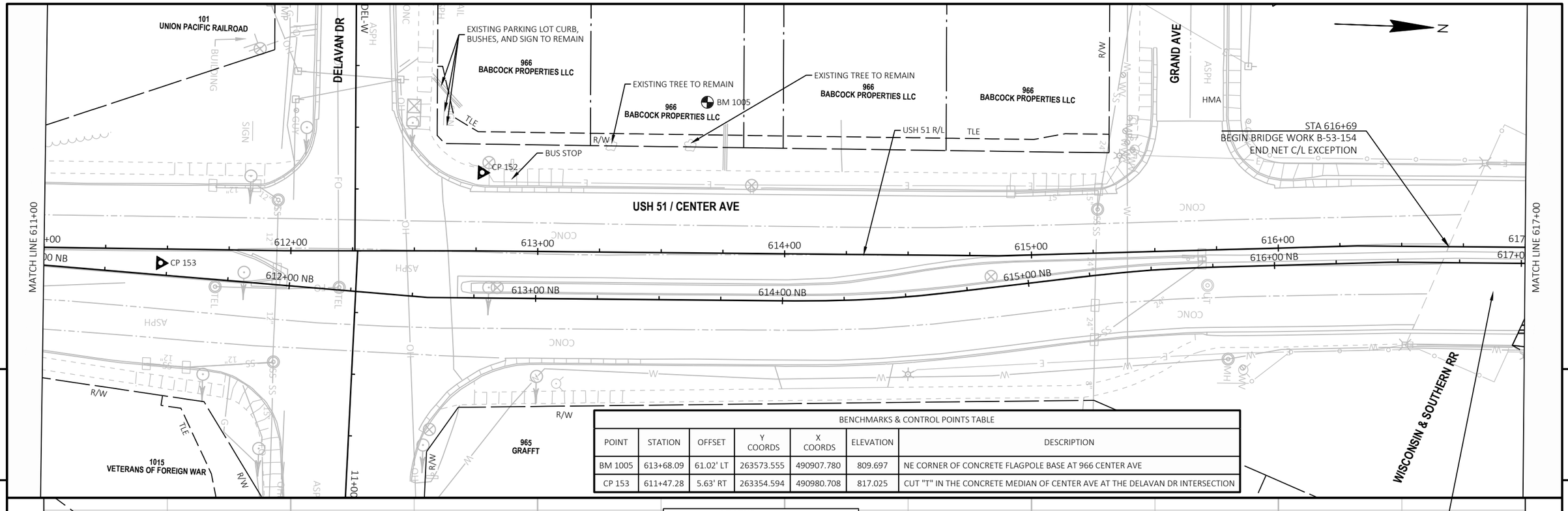
- JOINT LINE
- HISTORIC DISTRICT LIMITS
- PETROLEUM CONTAMINATED SOIL

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PLAN AND PROFILE	SHEET 310	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\050101-PP.DWG
LAYOUT NAME - 05

PLOT DATE : 11/16/2023 6:34 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



BENCHMARKS & CONTROL POINTS TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
BM 1005	613+68.09	61.02' LT	263573.555	490907.780	809.697	NE CORNER OF CONCRETE FLAGPOLE BASE AT 966 CENTER AVE
CP 153	611+47.28	5.63' RT	263354.594	490980.708	817.025	CUT "T" IN THE CONCRETE MEDIAN OF CENTER AVE AT THE DELAVAN DR INTERSECTION

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PLAN AND PROFILE	SHEET 311	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\050101-PP.DWG
LAYOUT NAME - 06
PLOT DATE : 11/16/2023 6:35 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

BENCHMARKS & CONTROL POINTS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
BM 1006	618+25.87	40.57' RT	264033.674	490991.555	802.948	ALUMINUM CAP ON WALL OF BRIDGE ON EAST SIDE OF CENTER AVE
CP 106	617+30.33	33.10' LT	263936.138	490920.536	803.454	CUT "T" IN THE WEST SIDEWALK ON THE NORTH SIDE OF RAILROAD BRIDGE

WISCONSIN & SOUTHERN RR

CAUTION

CONCRETE BARRIER SINGLE FACED

CP 106

MATCH LINE 617+00

BM 1006

CONCRETE BARRIER SINGLE FACED

CONCRETE PAVEMENT APPROACH SLAB

CONCRETE PAVEMENT APPROACH SLAB

STA 617+11.37
BEGIN NB PGL

USH 51 R/L

USH 51 / CENTER AVE

NB PGL

ROCK RIVER

B-53-153
CONCRETE OVERLAY AND JOINT REPLACEMENT
RIPRAP AT PIER

MGS GUARDRAIL THRIE BEAM TRANSITION

CONCRETE BARRIER SINGLE FACED

CONCRETE PAVEMENT APPROACH SLAB

SLOPE INTERCEPT

R/W

MATCH LINE 623+00

N

LEGEND

- JOINT LINE
- HISTORIC DISTRICT LIMITS
- PETROLEUM CONTAMINATED SOIL

+00 | 618+00 | 619+00 | 620+00 | 621+00 | 622+00 | 623

0 NB | 618+00 NB | 619+00 NB | 620+00 NB | 621+00 NB | 622+00 NB | 623+0

STA 617+12.70
EL 804.72

-2.7%

VPC STA 617+15.00
VPC EL 804.67

VPI STA 617+70.00
VPI EL 803.42

FINISHED PROFILE

STA 618+47.55
EL 799.97

-4.45%

EXISTING PROFILE

VPT STA 618+25.00
VPT EL 800.97

VCL = 110

K = 50

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

STA 622+40.19
EL 780.96

VPC STA 622+50.00
VPC EL 780.46

VPI STA 623+00.00
VPI EL 777.91

-5.11%

EXISTING PROFILE

FINISHED PROFILE

VCL = 100

K = 147

FINISHED PROFILE ELEVATION

EXISTING PROFILE ELEVATION

805 | 800 | 795 | 792 | 790 | 785 | 780 | 777

804.94 | 803.71 | 803.75 | 801.97 | 802.02 | 799.82 | 797.48 | 795.03 | 792.51 | 790.13 | 787.70 | 785.31 | 782.89 | 780.43 | 780.46 | 777.95 | 777.82

617 | 618 | 619 | 620 | 621 | 622 | 623

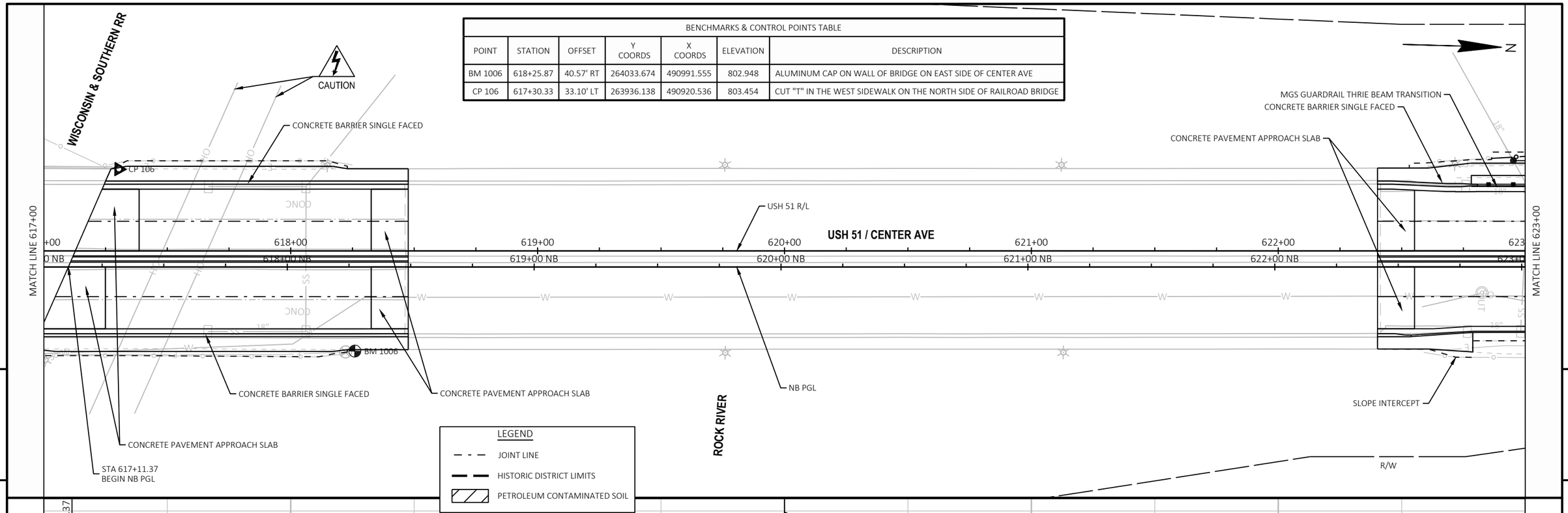
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PLAN AND PROFILE	SHEET 312	E

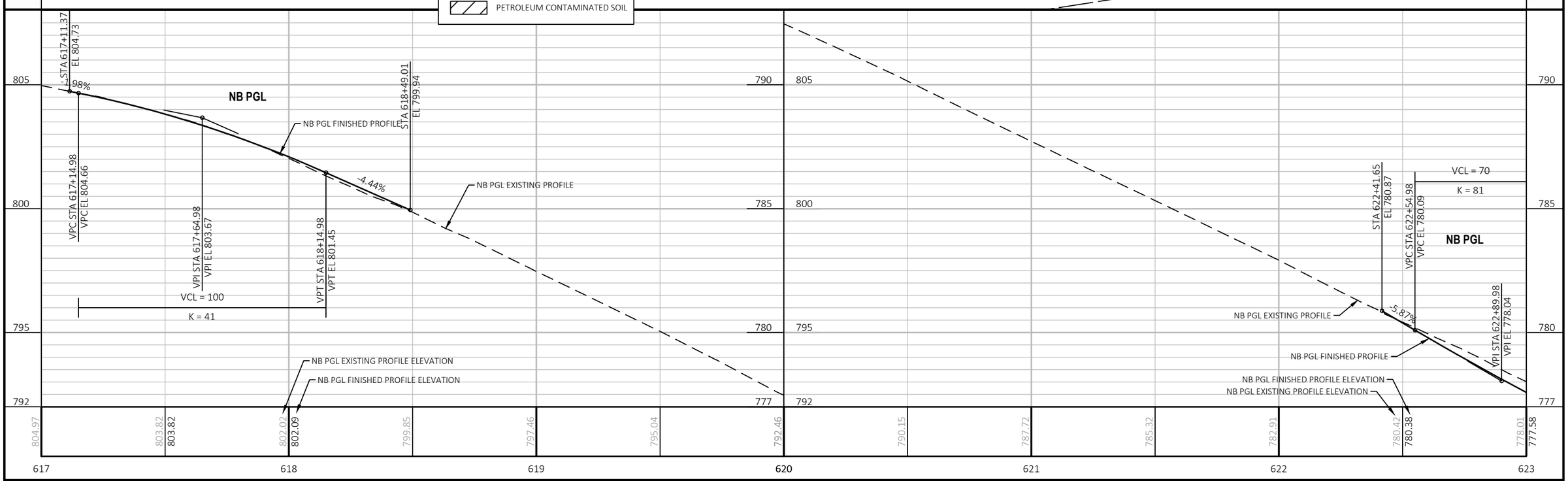
FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\050101-PP.DWG
LAYOUT NAME - 07

PLOT DATE : 11/16/2023 6:35 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

BENCHMARKS & CONTROL POINTS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
BM 1006	618+25.87	40.57' RT	264033.674	490991.555	802.948	ALUMINUM CAP ON WALL OF BRIDGE ON EAST SIDE OF CENTER AVE
CP 106	617+30.33	33.10' LT	263936.138	490920.536	803.454	CUT "T" IN THE WEST SIDEWALK ON THE NORTH SIDE OF RAILROAD BRIDGE





PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PLAN AND PROFILE: NB PGL	SHEET 313	E

MATCH LINE 623+00

MATCH LINE 629+00

MGS GUARDRAIL 3

MGS GUARDRAIL TERMINAL EAT NO FLARE

SLOPE INTERCEPT

USH 51 R/L

USH 51 / CENTER AVE

CAUTION

802 LIKES PROPERTIES LLC

RIVERSIDE ST

EXISTING BUILDING TO REMAIN

714 KWIK TRIP INC

HMA

TLE

R/W

5'

4.5'

12"

624+00

625+00

626+00

627+00

628+00

624+00 NB

625+00 NB

626+00 NB

627+00 NB

628+00 NB

11'

12'

18"

NB PGL

SLOPE INTERCEPT

CP 107

32'

38'

EXISTING POLE TO REMAIN

TREE ROOT SAWING

807 MAIZONET

721 WALTERS INVESTMENT PROPERTIES LLC

715 WALTERS INVESTMENT PROPERTIES LLC

707 VINCENT

BENCHMARKS & CONTROL POINTS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
CP 107	624+35.85	48.81' RT	264643.645	490982.988	771.286	CAPPED 1" IRON PIPE 5' BEHIND THE SIDEWALK ON EAST SIDE OF CENTER AVE

LEGEND

JOINT LINE

HISTORIC DISTRICT LIMITS

PETROLEUM CONTAMINATED SOIL

RIVERSIDE ST

-5.79%

VCL = 100

K = 147

VCL = 300

K = 48

0.46%

-0.50%

1.14%

VCL = 110

K = 67

VCL = 290

K = 40

VCL = 60

K = 62

EXISTING PROFILE

FINISHED PROFILE

LP STA 626+32.81
LP EL 766.69

VPC STA 626+60.00
VPC EL 766.76

VPI STA 626+90.00
VPI EL 766.90

VPT STA 627+20.00
VPT EL 766.75

LP STA 627+58.51
LP EL 766.64

VPI STA 627+80.00
VPI EL 766.45

VPT STA 628+35.00
VPT EL 767.08

VPC STA 628+80.00
VPC EL 767.59

VPC STA 623+55.00
VPC EL 774.72

VPI STA 625+05.00
VPI EL 766.05

VPT STA 626+55.00
VPT EL 766.74

HP STA 626+88.82
HP EL 766.83

VPC STA 627+25.00
VPC EL 766.73

| | | | | | |

MATCH LINE 623+00

MATCH LINE 629+00

MGS GUARDRAIL 3

MGS GUARDRAIL TERMINAL EAT NO FLARE

SLOPE INTERCEPT

R/W

USH 51 R/L

USH 51 / CENTER AVE

624+00

625+00

626+00

627+00

628+00

629+00

624+00 NB

625+00 NB

626+00 NB

627+00 NB

628+00 NB

629+00 NB

5'

4.5'

12"

12'

11'

802
LIKES PROPERTIES LLC

CAUTION

TLE

RIVERSIDE ST

HMA

38'

32'

EXISTING BUILDING TO REMAIN

714
KWIK TRIP INC

EXISTING POLE TO REMAIN

TREE ROOT SAWING

NB PGL

SLOPE INTERCEPT

CP 107

18"

807
MAIZONET

721
WALTERS INVESTMENT PROPERTIES LLC

715
WALTERS INVESTMENT PROPERTIES LLC

707
VINCENT

N

5

5

BENCHMARKS & CONTROL POINTS TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
CP 107	624+35.85	48.81' RT	264643.645	490982.988	771.286	CAPPED 1" IRON PIPE 5' BEHIND THE SIDEWALK ON EAST SIDE OF CENTER AVE

LEGEND

JOINT LINE

HISTORIC DISTRICT LIMITS

PETROLEUM CONTAMINATED SOIL

NB PGL

RIVERSIDE ST

VCL = 70

K = 81

-5.00%

VCL = 250

K = 46

VCL = 60

K = 63

VCL = 110

K = 55

0.47%

0.49%

1.53%

NB PGL EXISTING PROFILE

NB PGL FINISHED PROFILE

VPT STA 623+24.98
VPT EL 776.29

VPC STA 624+00.00
VPC EL 772.54

VPI STA 625+25.00
VPI EL 766.30

LP STA 626+28.55
LP EL 766.83

VPC STA 626+55.00
VPC EL 766.90

VPI STA 626+85.00
VPI EL 767.05

VPT STA 627+15.00
VPT EL 766.90

LP STA 627+51.78
LP EL 766.78

VPT STA 626+50.00
VPT EL 766.88

HP STA 626+84.31
HP EL 766.97

VPC STA 627+25.00
VPC EL 766.85

VPI STA 627+80.00
VPI EL 766.58

VPT STA 628+35.00
VPT EL 767.42

NB PGL EXISTING PROFILE ELEVATION

NB PGL FINISHED PROFILE ELEVATION

775

770

765

763

778.01 777.58 | 775.64 775.04 | 773.17 772.54 | 770.78 770.32 | 768.96 768.64 | 767.69 767.51 | 767.10 766.92 | 766.93 766.88 | 766.98 766.95 | 766.92 766.78 | 767.49 767.00 | 767.85 767.65 | 768.57 768.41

623 624 625 626 627 628 629

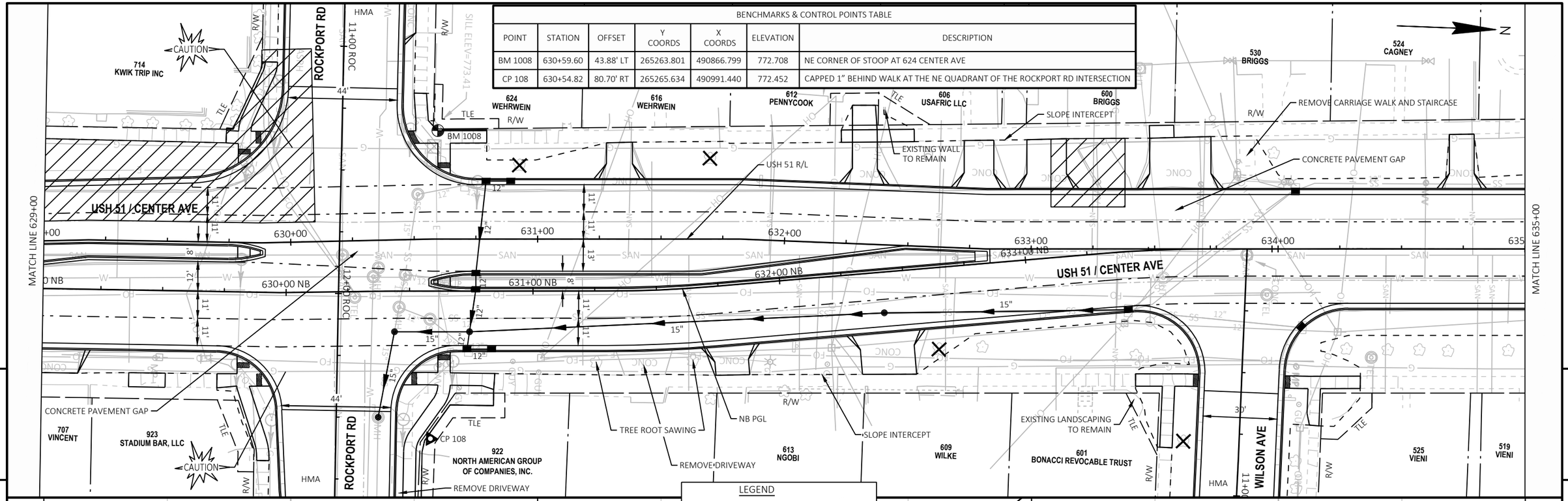
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PLAN AND PROFILE: NB PGL	SHEET 315	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\050101-PP.DWG
LAYOUT NAME - 08-NB

PLOT DATE : 11/16/2023 6:36 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

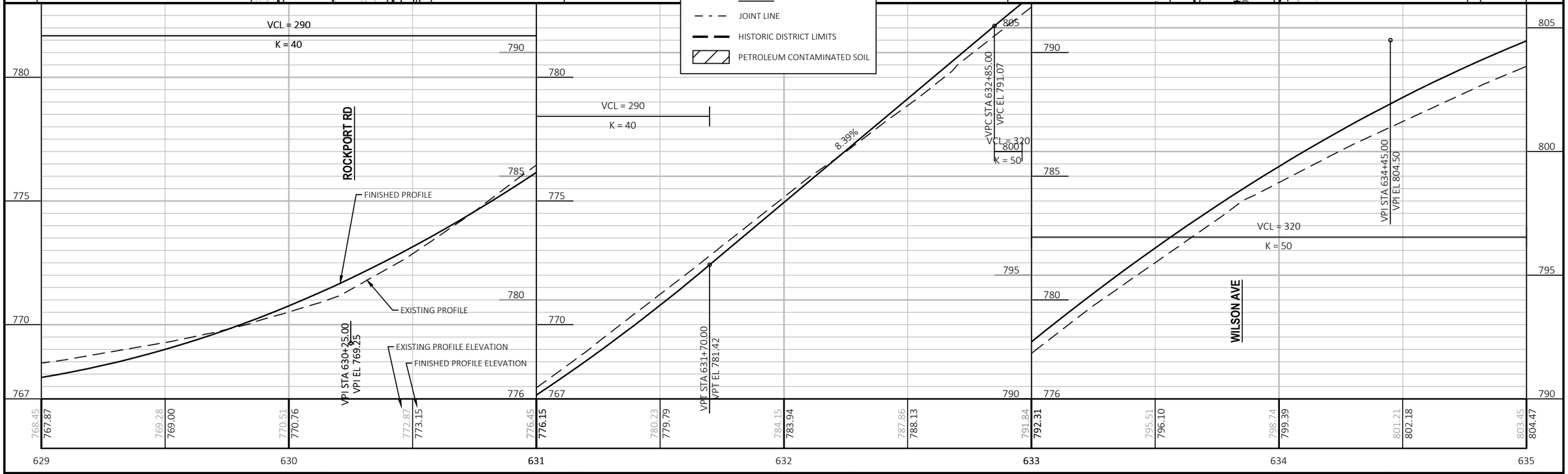
WISDOT/CADDS SHEET 44

BENCHMARKS & CONTROL POINTS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
BM 1008	630+59.60	43.88' LT	265263.801	490866.799	772.708	NE CORNER OF STOOP AT 624 CENTER AVE
CP 108	630+54.82	80.70' RT	265265.634	490991.440	772.452	CAPPED 1" BEHIND WALK AT THE NE QUADRANT OF THE ROCKPORT RD INTERSECTION



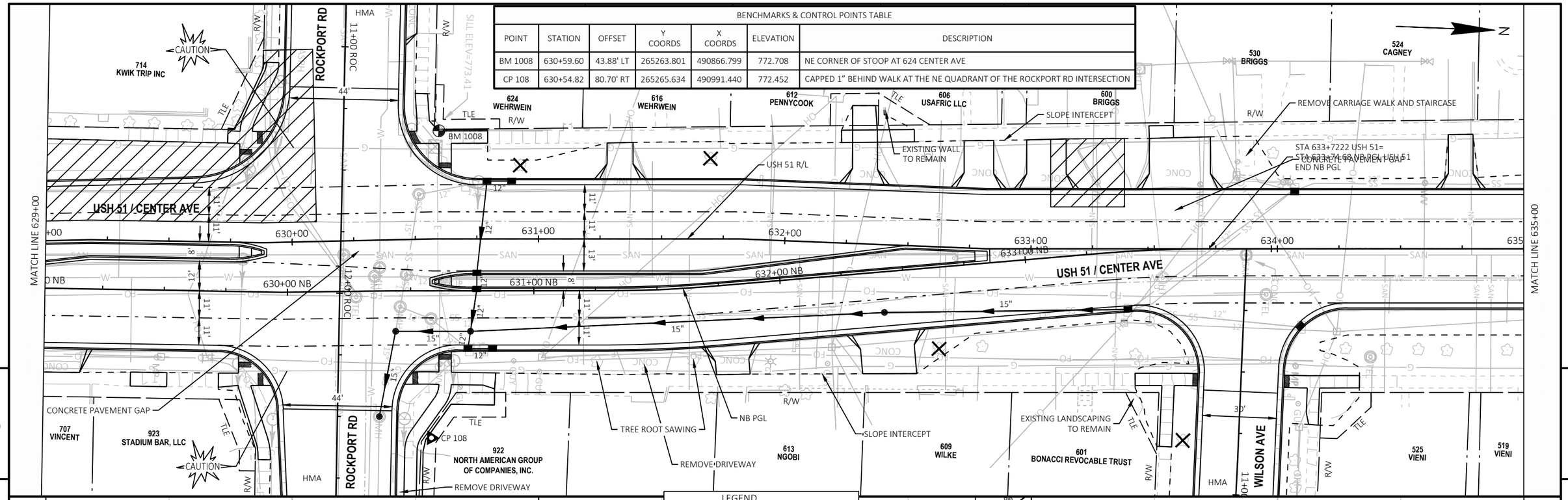
LEGEND

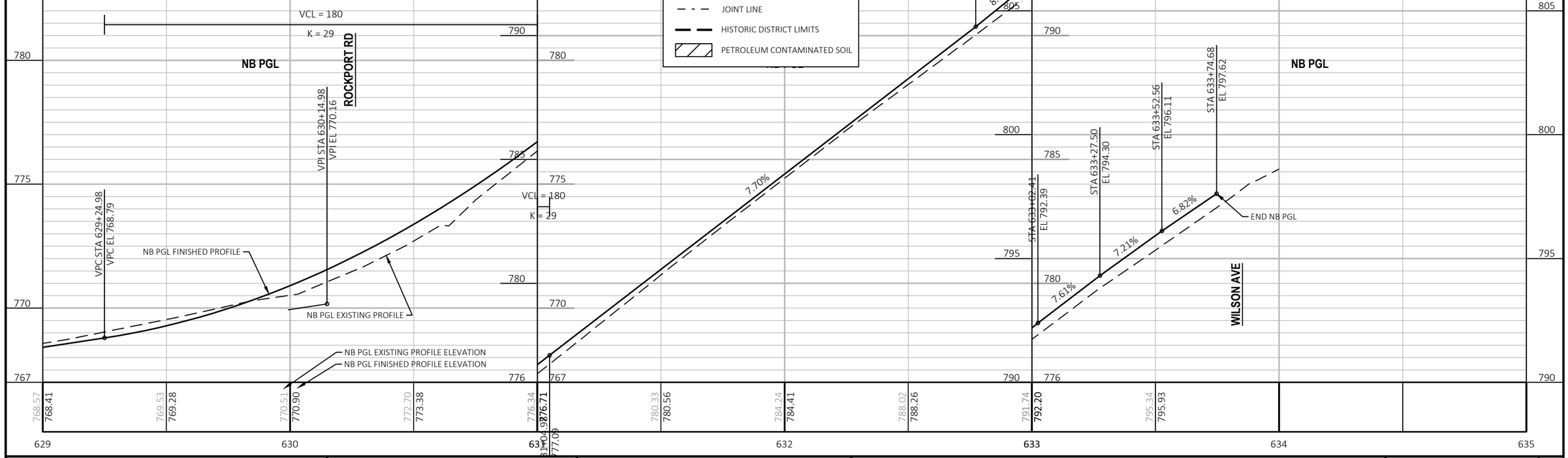
- JOINT LINE
- HISTORIC DISTRICT LIMITS
- PETROLEUM CONTAMINATED SOIL



PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PLAN AND PLOT	SHEET 316	E

BENCHMARKS & CONTROL POINTS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
BM 1008	630+59.60	43.88' LT	265263.801	490866.799	772.708	NE CORNER OF STOOP AT 624 CENTER AVE
CP 108	630+54.82	80.70' RT	265265.634	490991.440	772.452	CAPPED 1" BEHIND WALK AT THE NE QUADRANT OF THE ROCKPORT RD INTERSECTION





PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PLAN AND PROFILE: NB PGL	SHEET 317	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\050101-PP.DWG
LAYOUT NAME - 09-NB
PLOT DATE : 11/16/2023 6:37 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

5

MATCH LINE 635+00

MATCH LINE 641+00

518 RODRIGUEZ | 512 JOZEFOWICZ | 504/506 KIRCHNER | 502 HABCO PROPERTIES LLC | 424 SCHNEIDER | 418 ARNDT INVESTMENTS LLC | 412 CROSBY | 408 WISCONSIN INVESTMENT PROPERTIES LLC | 402 OLSON

519 VIENI | 513 HUTTER | 507 DALLMAN | 503 RED BIRD RETIREMENT LLC | 423/425 EIGHT TWENTY SIX HOLDINGS LLC | 417 NGUYEN | 413 BREUNIG REVOCABLE TRUST | 409 GOMEZ | 403 REBOUT

RACINE ST

USH 51 / CENTER AVE

BM 1009

CP 109

CP 110

CAUTION

REMOVE CARRIAGE WALK

SLOPE INTERCEPT

USH 51 R/L

BENCHMARKS & CONTROL POINTS TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
BM 1009	637+82.73	65.68' LT	265985.590	490820.595	814.177	SE CORNER OF SIGNALS CONCRETE PAD AT THE NW QUADRANT OF THE RACINE ST INTERSECTION

BENCHMARKS & CONTROL POINTS TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
CP 109	637+25.62	49.30' RT	265933.045	490937.736	810.252	CAPPED 1" IRON PIPE IN THE TERRACE OF THE SE QUADRANT OF THE RACINE ST INTERSECTION
CP 110	640+88.04	29.35' RT	266294.404	490903.553	817.197	CAPPED 1" IRON PIPE 15' SOUTH OF SIDEWALK AT THE SE QUADRANT OF THE JOHNSON ST INTERSECTION

LEGEND

JOINT LINE

HISTORIC DISTRICT LIMITS

PETROLEUM CONTAMINATED SOIL

FINISHED PROFILE

EXISTING PROFILE

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

VCL = 110

K = 170

VPT STA 636+05.00
VPT EL 807.63

VPC STA 636+20.00
VPC EL 807.93

VPI STA 636+75.00
VPI EL 809.01

VPT STA 637+30.00
VPT EL 810.44

VPC STA 638+65.00
VPC EL 813.96

VCL = 270

K = 83

VPI STA 640+00.00
VPI EL 817.48

HP STA 640+80.71
HP EL 816.77

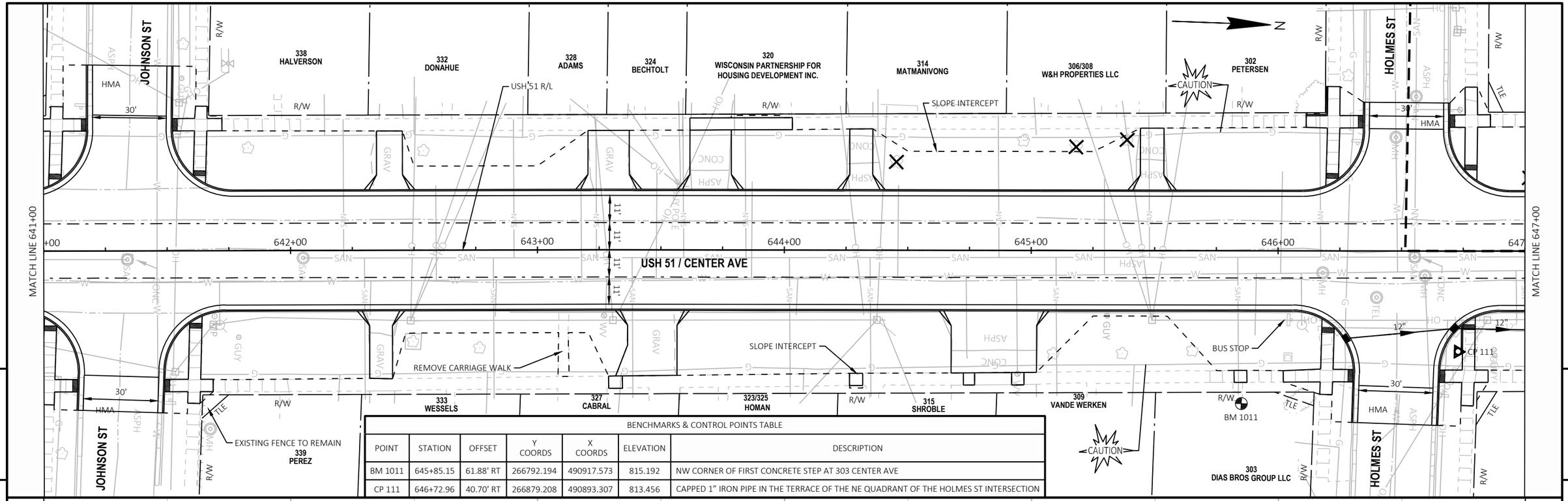
VCL = 80

K = 50

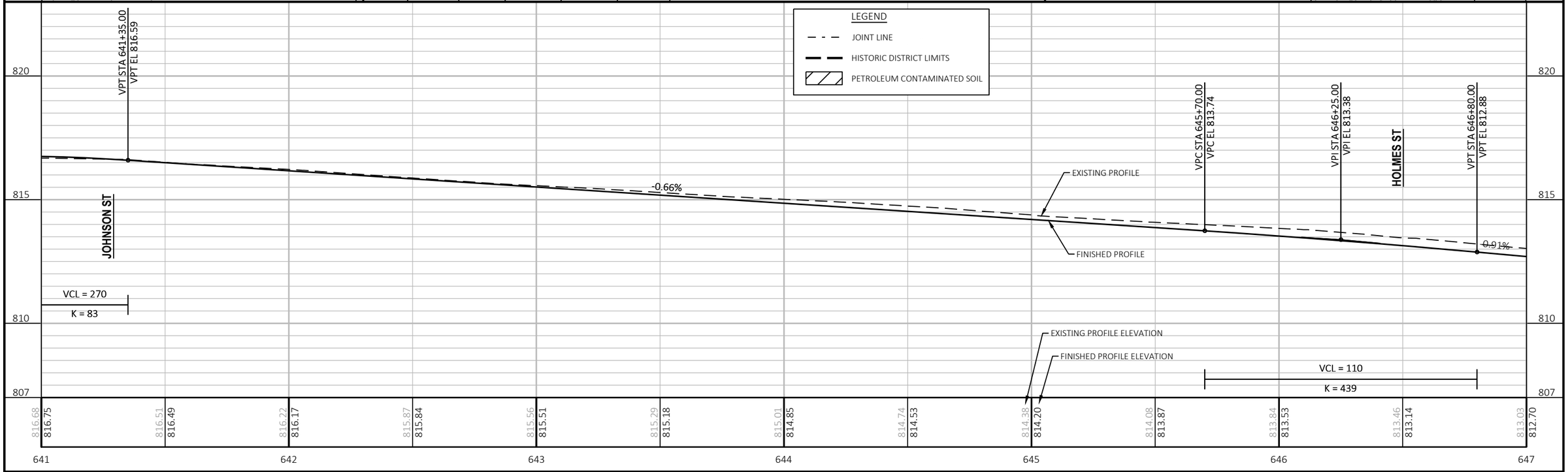
1.96%

2.61%

| | | |



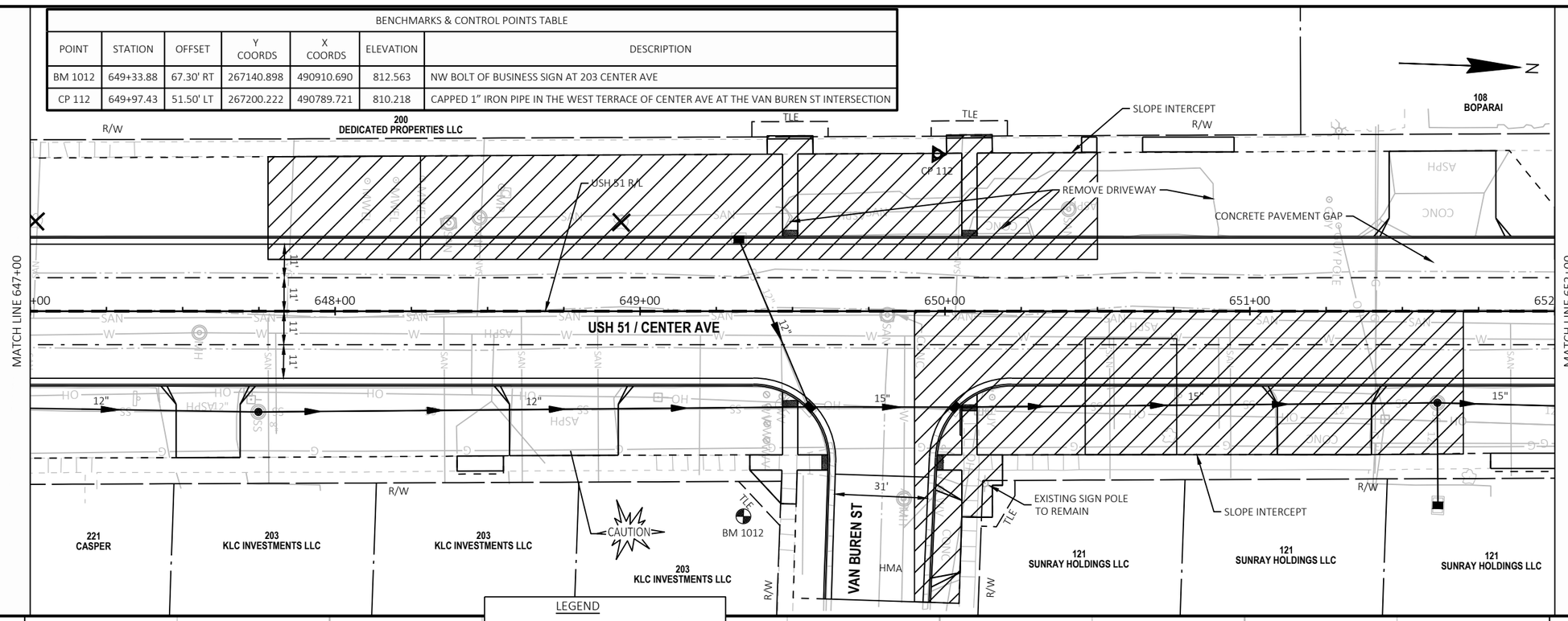
BENCHMARKS & CONTROL POINTS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
BM 1011	645+85.15	61.88' RT	266792.194	490917.573	815.192	NW CORNER OF FIRST CONCRETE STEP AT 303 CENTER AVE
CP 111	646+72.96	40.70' RT	266879.208	490893.307	813.456	CAPPED 1" IRON PIPE IN THE TERRACE OF THE NE QUADRANT OF THE HOLMES ST INTERSECTION

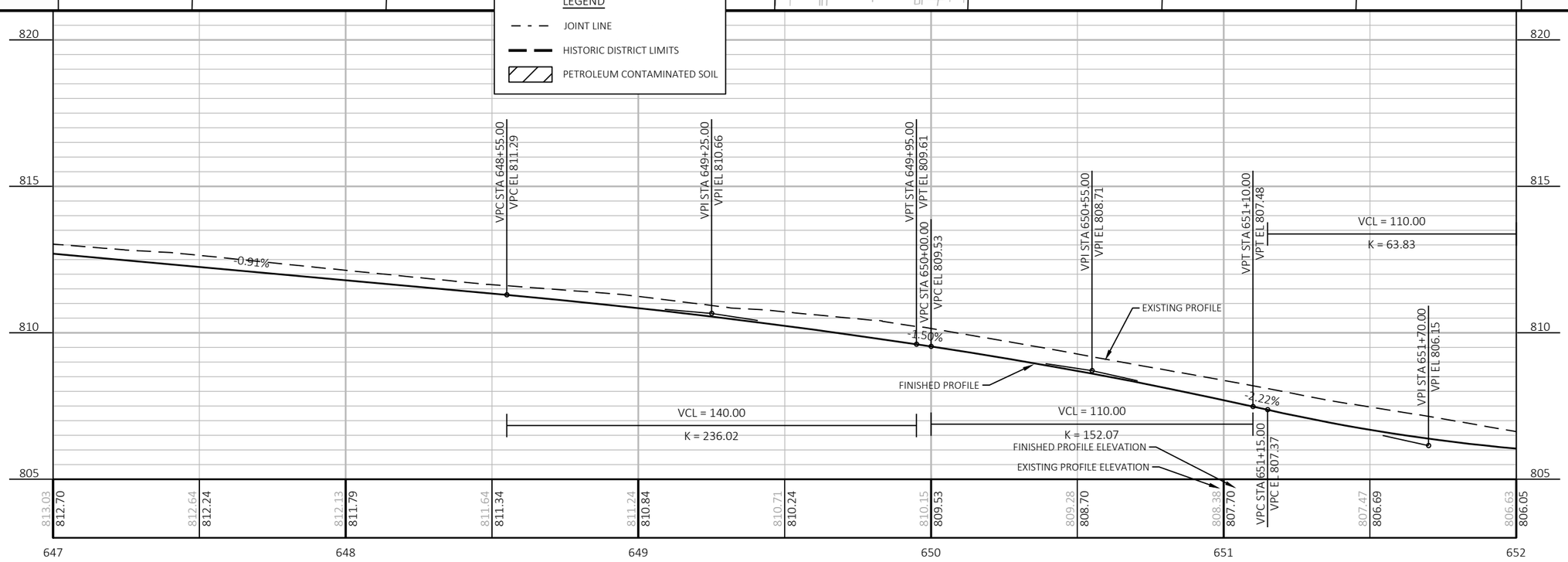


PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PLAN AND PROFILE	SHEET 319 E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\050101-PP.DWG
LAYOUT NAME - 11
PLOT DATE : 11/16/2023 6:37 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

BENCHMARKS & CONTROL POINTS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
BM 1012	649+33.88	67.30' RT	267140.898	490910.690	812.563	NW BOLT OF BUSINESS SIGN AT 203 CENTER AVE
CP 112	649+97.43	51.50' LT	267200.222	490789.721	810.218	CAPPED 1" IRON PIPE IN THE WEST TERRACE OF CENTER AVE AT THE VAN BUREN ST INTERSECTION





PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PLAN AND PROFILE	SHEET 320	E

BEGIN PROJECT 5350-02-73
STA 652+41
Y = 267,445.45
X = 490,832.60

END PROJECT 5350-02-70
END PROJECT 5350-02-73
STA 654+00

BENCHMARKS & CONTROL POINTS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
BM 1013	654+50.49	62.07' LT	267652.624	490763.177	805.030	CHISELED SQUARE SET IN OLD SIGN/LIGHT BASE JUST BEHIND WEST SIDEWALK
CP 113	653+44.04	35.08' LT	267547.196	490793.905	805.132	CAPPED 1" IRON PIPE IN THE WEST TERRACE OF CENTER AVE AT THE MCKINLEY ST INTERSECTION

MATCH LINE 652+00

108 BOPARAI

921 DENNIS

101 SIR SUDZ LLC

MCKINLEY ST

USH 51/CENTER AVE

USH 51 R/L

END CONSTRUCTION
STA 654+27

BM 1013

CP 113

CAUTION

LEGEND
- JOINT LINE
- HISTORIC DISTRICT LIMITS
- PETROLEUM CONTAMINATED SOIL

VCL = 110.00
K = 63.83

STA 652+41.00
EL 805.80
VPC STA 652+50.00
VPC EL 805.75

VPI STA 653+05.00
VPI EL 805.48

VPT STA 653+60.00
VPT EL 804.62

STA 653+83.00
EL 804.26

STA 654+00.00
EL 803.97

END PROJECT 5350-02-70
STA 654+00

EXISTING PROFILE

FINISHED PROFILE

-0.50% 0.50% -1.56% -1.69%

VPT STA 652+25.00
VPT EL 805.87

VCL = 110
K = 104

EXISTING PROFILE ELEVATION
FINISHED PROFILE ELEVATION

806.63 806.05 | 805.75 805.75 | 805.14 805.38 | 804.50 804.77 | 803.97 803.97 | 803.55 | 802.94 | 802.43

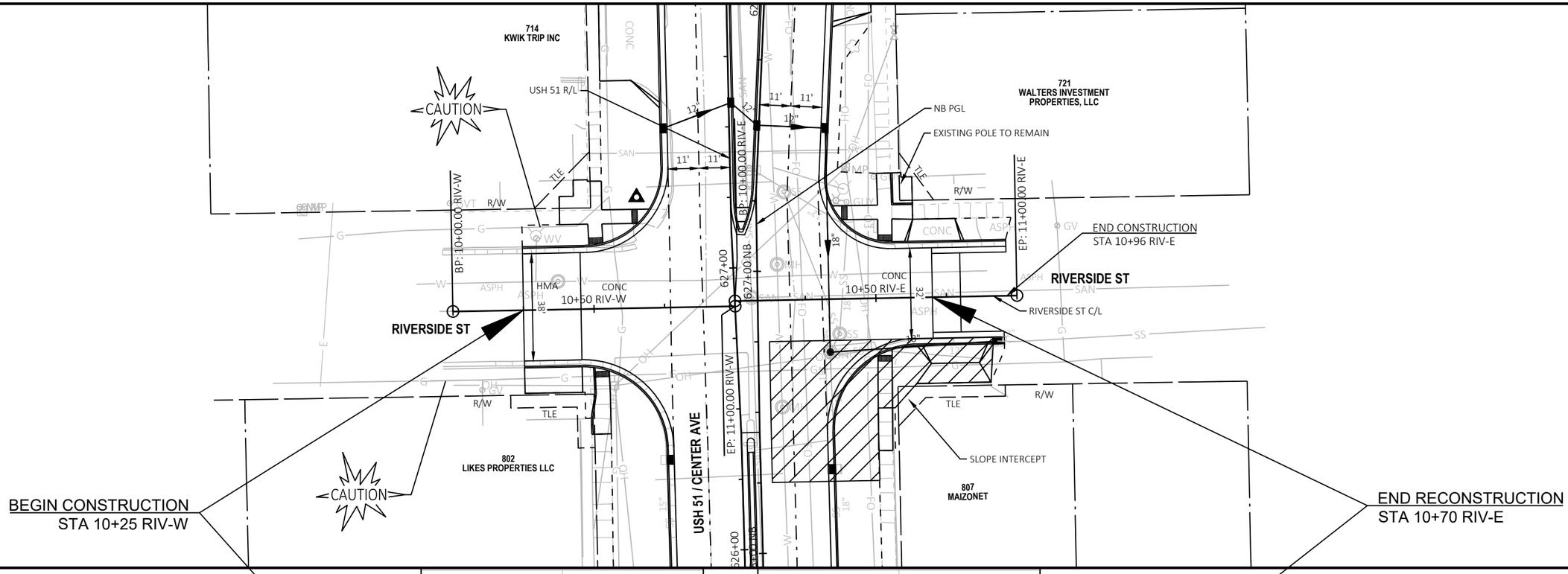
652 653 654 655 656 657 657

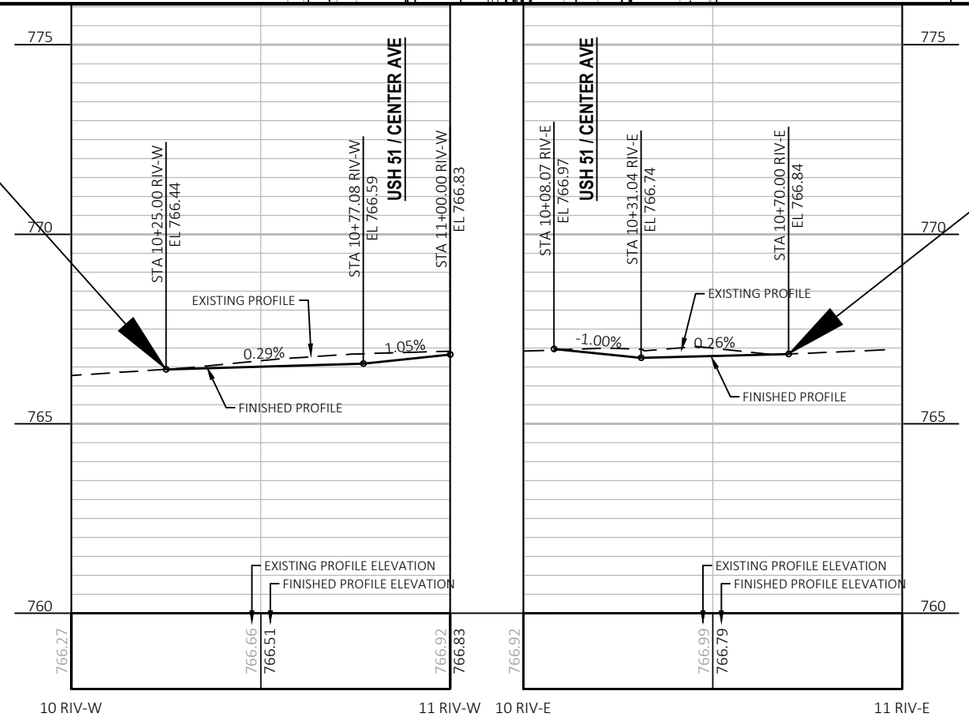
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PLAN AND PROFILE	SHEET 321	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\050101-PP.DWG
LAYOUT NAME - 13

PLOT DATE : 11/16/2023 6:38 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



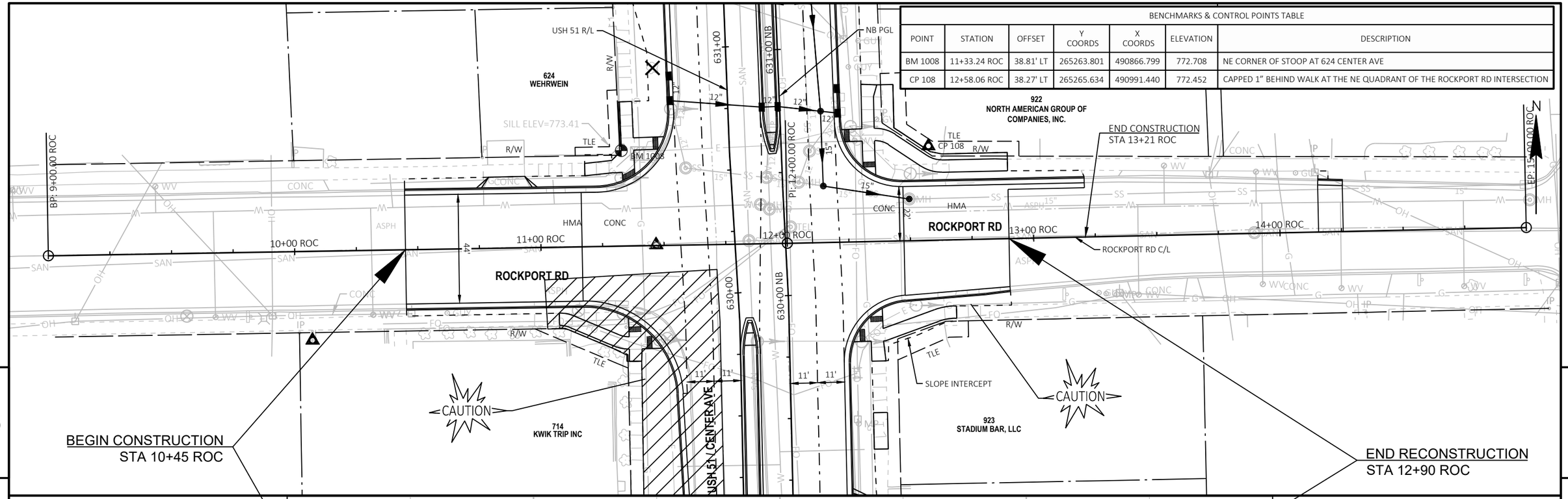


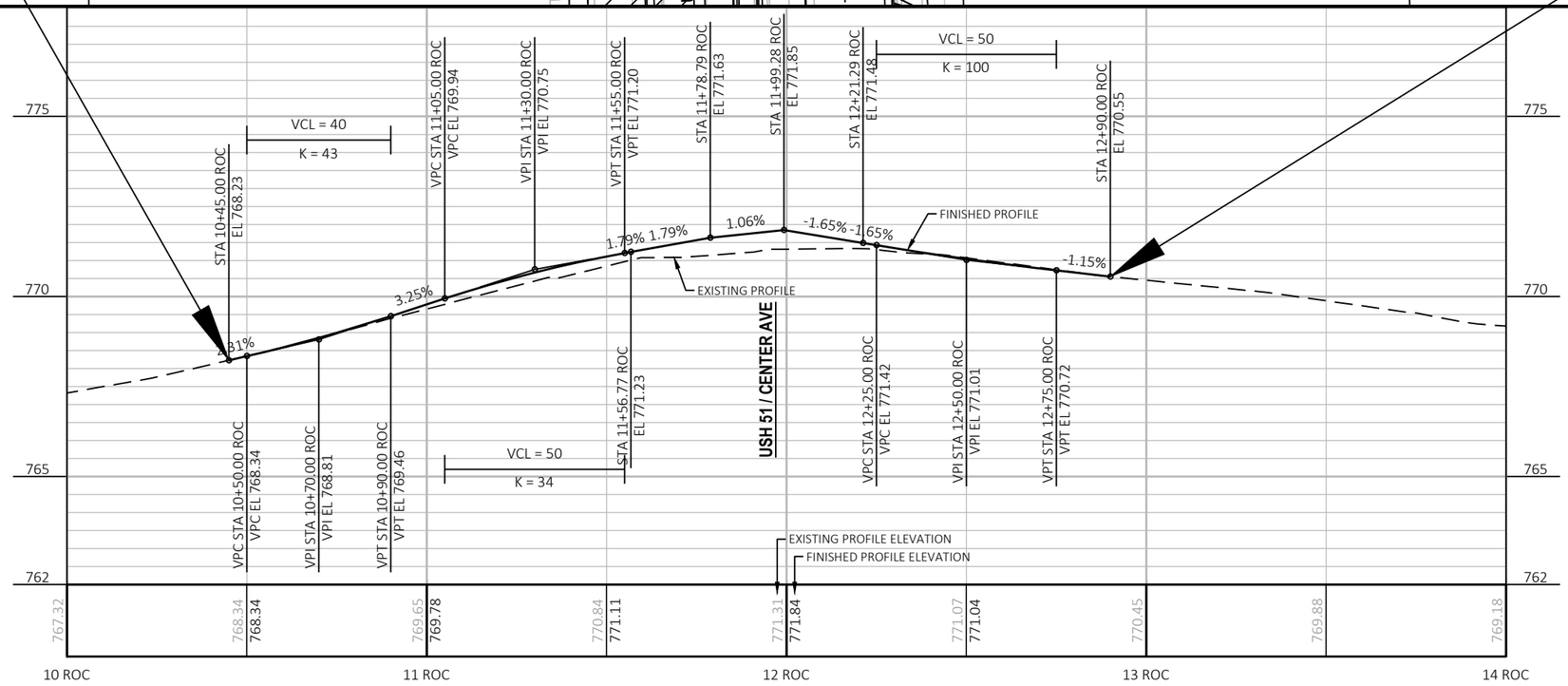
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PLAN AND PROFILE: RIVERSIDE ST	SHEET 322	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\050102-PP.DWG
LAYOUT NAME - 02

PLOT DATE : 11/16/2023 6:39 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

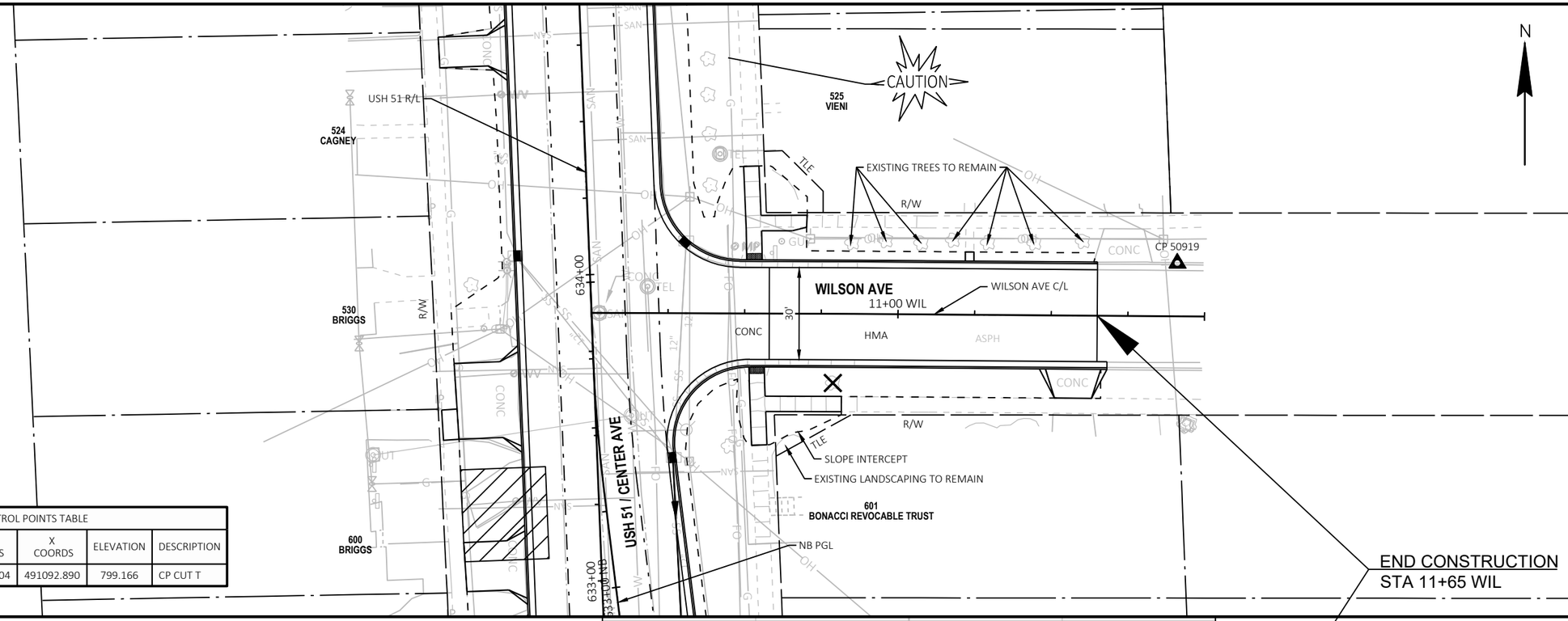
BENCHMARKS & CONTROL POINTS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
BM 1008	11+33.24 ROC	38.81' LT	265263.801	490866.799	772.708	NE CORNER OF STOOP AT 624 CENTER AVE
CP 108	12+58.06 ROC	38.27' LT	265265.634	490991.440	772.452	CAPPED 1" BEHIND WALK AT THE NE QUADRANT OF THE ROCKPORT RD INTERSECTION



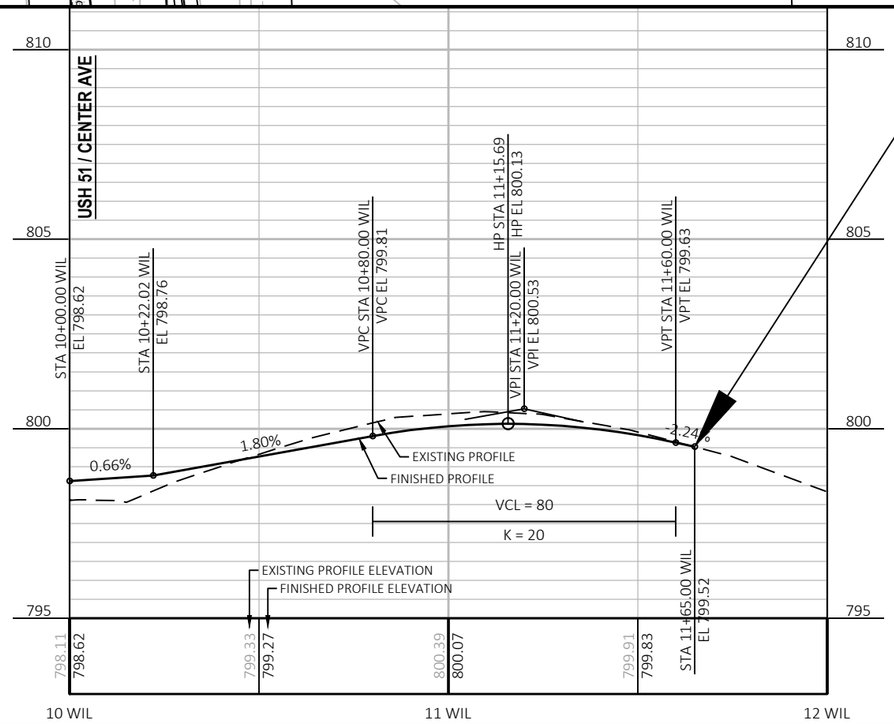


PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PLAN AND PROFILE: ROCKPORT RD	SHEET 323	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\050102-PP.DWG
LAYOUT NAME - 03
PLOT DATE : 11/16/2023 6:40 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

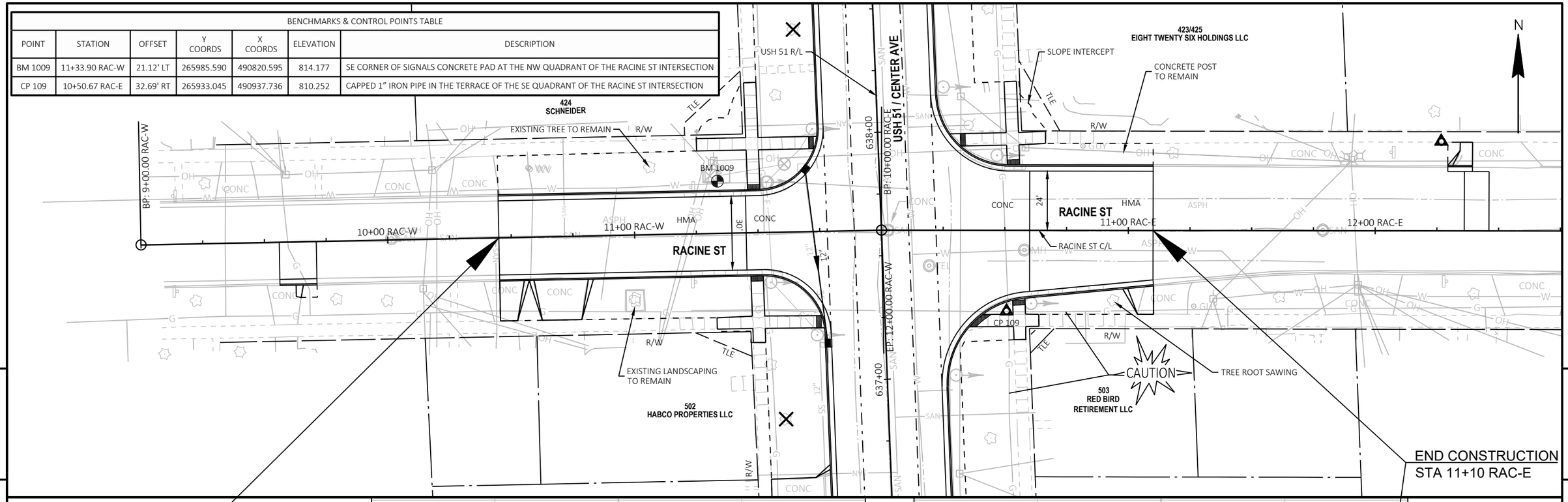


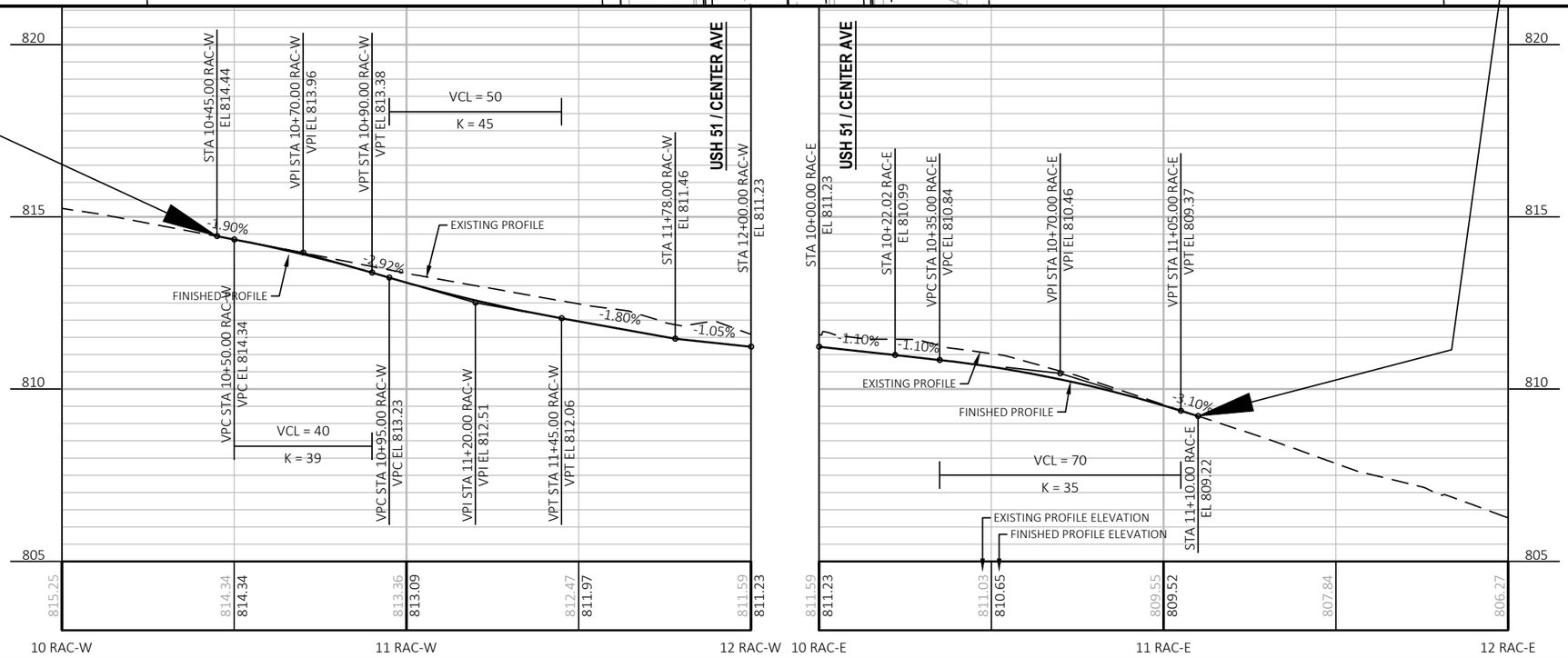
BENCHMARKS & CONTROL POINTS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
CP 50919	11+91.00 WIL	17.33' LT	265609.504	491092.890	799.166	CP CUT T



PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PLAN AND PROFILE: WILSON AVE	SHEET 324	E

BENCHMARKS & CONTROL POINTS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
BM 1009	11+33.90 RAC-W	21.12' LT	265985.590	490820.595	814.177	SE CORNER OF SIGNALS CONCRETE PAD AT THE NW QUADRANT OF THE RACINE ST INTERSECTION
CP 109	10+50.67 RAC-E	32.69' RT	265933.045	490937.736	810.252	CAPPED 1" IRON PIPE IN THE TERRACE OF THE SE QUADRANT OF THE RACINE ST INTERSECTION

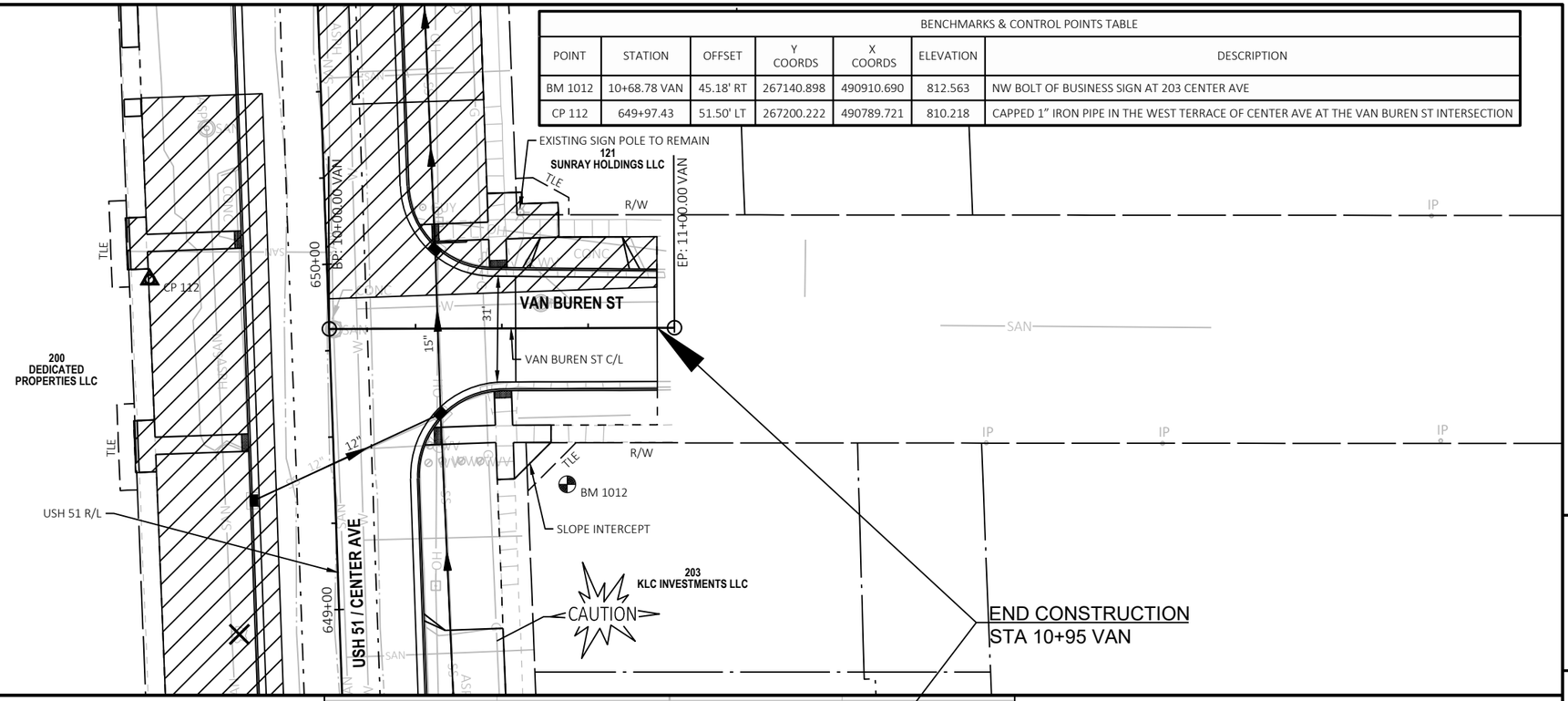




PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PLAN AND PROFILE: RACINE ST	SHEET 325	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\050102-PP.DWG
LAYOUT NAME - 05
PLOT DATE : 11/16/2023 6:40 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

BENCHMARKS & CONTROL POINTS TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
BM 1012	10+68.78 VAN	45.18' RT	267140.898	490910.690	812.563	NW BOLT OF BUSINESS SIGN AT 203 CENTER AVE
CP 112	649+97.43	51.50' LT	267200.222	490789.721	810.218	CAPPED 1" IRON PIPE IN THE WEST TERRACE OF CENTER AVE AT THE VAN BUREN ST INTERSECTION



PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	PLAN AND PROFILE: VAN BUREN ST	SHEET 326	E

Standard Detail Drawing List

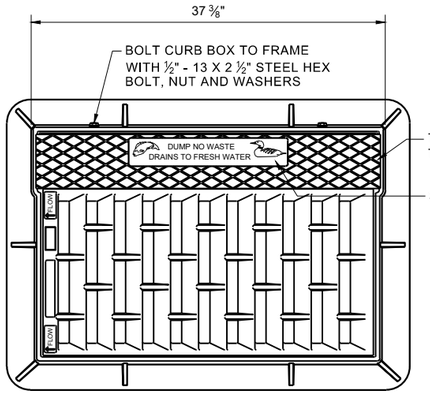
08A05-20A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-20C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-20D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08A08-02	CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER
08A09-02	CATCH BASINS 2X3-FT AND 2.5X3-FT
08B09-03	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08C06-02	INLETS 3-FT AND 4-FT DIAMETER
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-21A	CURB RAMPS TYPES 1 AND 1-A
08D05-21B	CURB RAMPS TYPES 2 AND 3
08D05-21C	CURB RAMPS TYPES 4A AND 4A1
08D05-21D	CURB RAMPS TYPE 4B AND 4B1
08D05-21E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-21F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-21G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D18-04	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08D19-04	DRIVEWAY AND SIDEWALK RAMPS TYPE Z
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
09B02-10	CONDUIT
09B04-12	PULL BOX
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C06-07	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09C12-09A	CONCRETE BASE TYPE 13
09C12-09B	CONCRETE BASE TYPE 13
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D02-03	SIGNAL CONTROL CABINET
09E01-15A	POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2
09E01-15B	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)
09E01-15D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-06	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E07-06	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09E08-09E	TYPE 10 POLE 15'-30' MONOTUBE ARM
09E08-09K	GENERAL NOTES,HARDWARE DETAILS FOR TYPE 9/10,9/10 SPECIAL,12 & 13 POLES W/MONOTUBE ARMS
09F15-04B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
11B02-02	CONCRETE MEDIAN NOSE
13B02-09A	CONCRETE PAVEMENT APPROACH SLAB
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C13-11	URBAN DOWELED CONCRETE PAVEMENT
13C18-08A	CONCRETE PAVEMENT JOINTING
13C18-08B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-08C	CONCRETE PAVEMENT JOINT TYPES
13C18-08D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
13C18-08F	CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER
13C19-03	HMA LONGITUDINAL JOINTS
14B22-07A	CONCRETE BARRIER, SINGLE-FACED (WITH ANCHORAGE)
14B22-07B	CONCRETE BARRIER, SINGLE-FACED (WITH ANCHORAGE)
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-05A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
15B03-15A	FENCE CHAIN LINK
15B03-15B	FENCE CHAIN LINK
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES

6

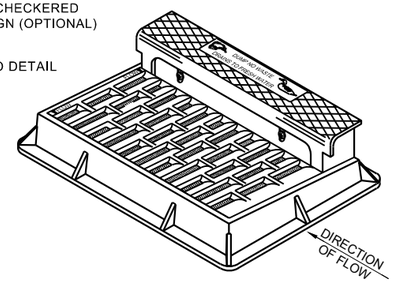
Standard Detail Drawing List

15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-23D	PAVEMENT MARKING (TURN LANES)
15C11-10A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-08A	MEDIAN ISLAND MARKING PAVEMENT MARKINGS
15C18-08B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D06-06	TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION
15D30-09A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
16A01-07	LANDMARK REFERENCE MONUMENTS AND COVERS

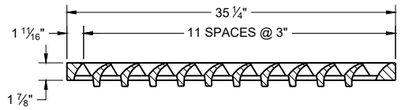
6

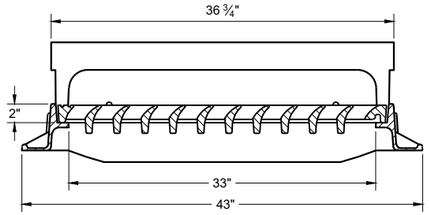


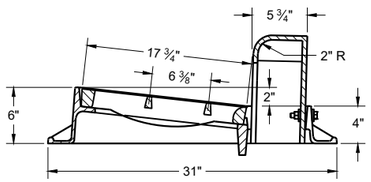
NOTE: EITHER CASTING IS ACCEPTABLE

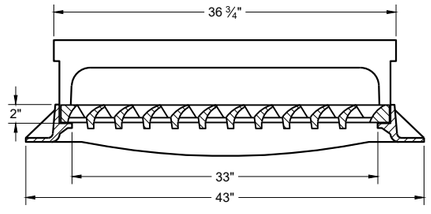


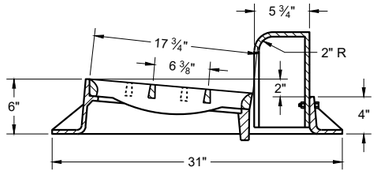
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"







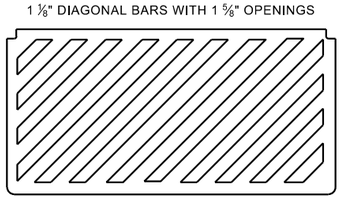




TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

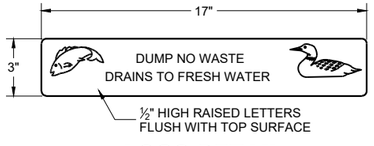
1 ⅛" DIAGONAL BARS WITH 1 ⅝" OPENINGS



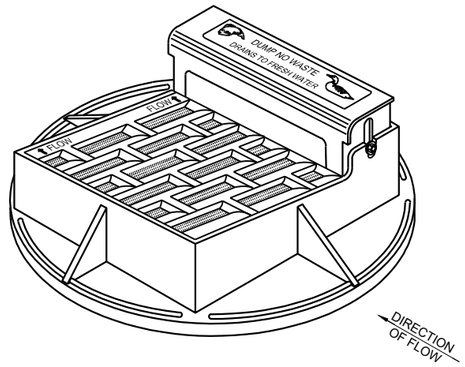
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35" X 17 ¾" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

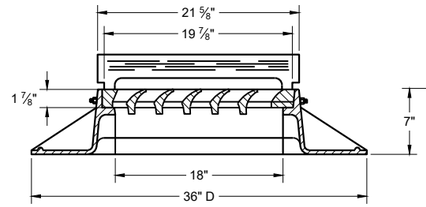


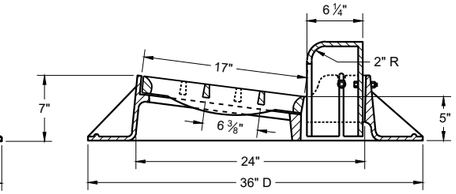
LOGO DETAIL



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

NOTE: EITHER CASTING IS ACCEPTABLE





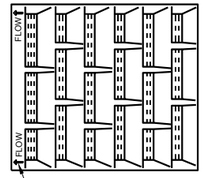
TYPE "A"

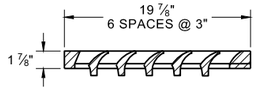
GENERAL NOTES

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

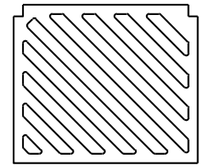
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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





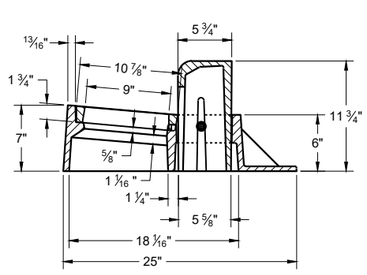
1" DIAGONAL BARS WITH 1 ½" OPENINGS



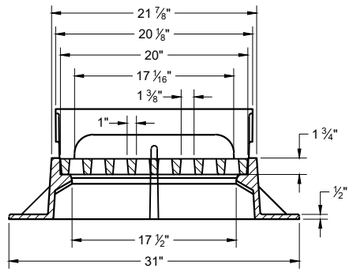
SPECIAL GRATE FOR TYPE "A" COVER

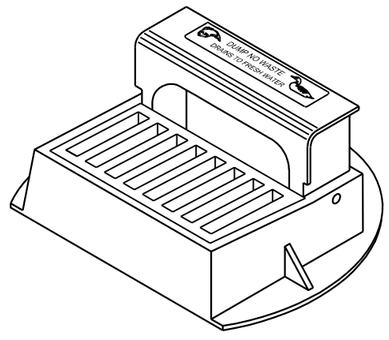
(MEASURES 19 ¾" X 17" X 1 ⅞")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "Z"





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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2023
DATE

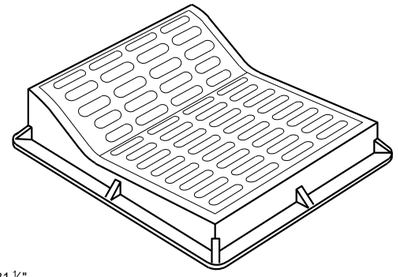
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

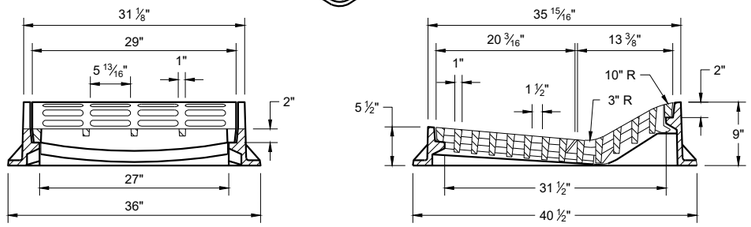
FHWA

GENERAL NOTES

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

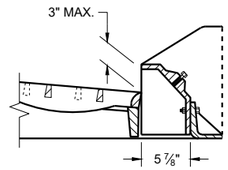
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.





TYPE "F"

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

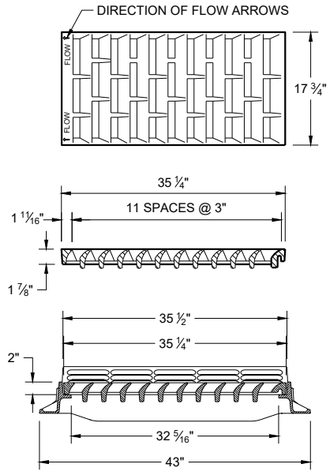


ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

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

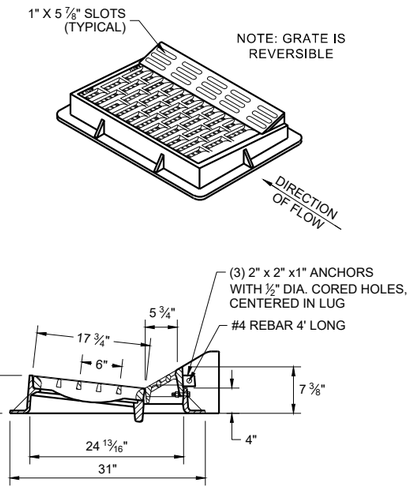
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

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



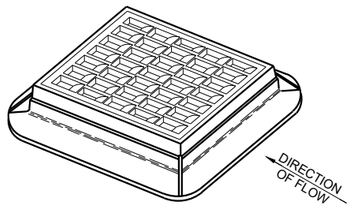
TYPE "HM"

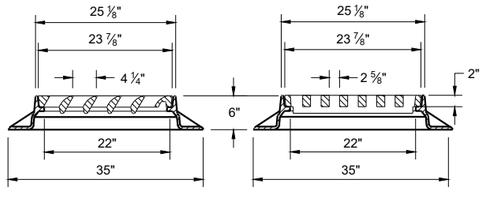
USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"



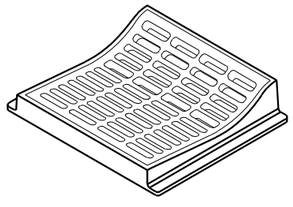
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

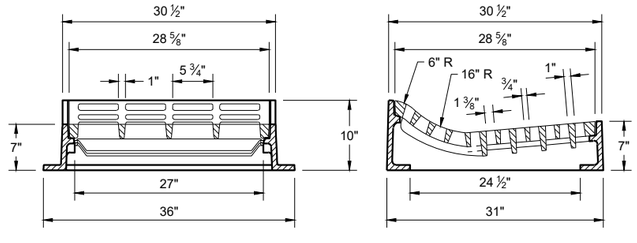
NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.





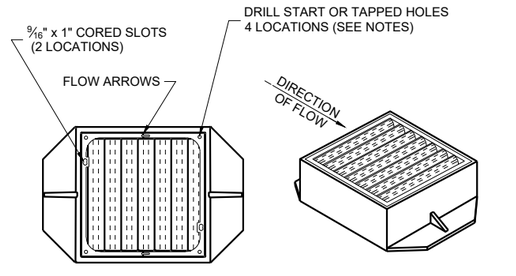
TYPE "S"

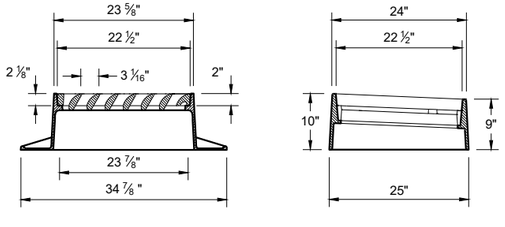




TYPE "T"

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

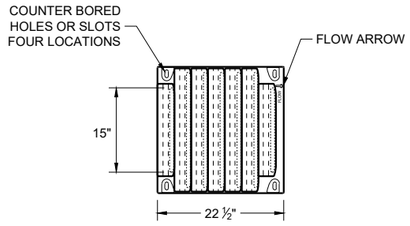




TYPE "V"

NOTES: ALL HARDWARE TO BE SUPPLIED BY CASTING MANUFACTURER ALL DRILLING AND TAPPING GRATES AND FRAMES BY CASTING MANUFACTURER

TYPE V
FRAME - CAST GRAY IRON ASTM A48 CLASS 40A
3/8" DIA. X 1/16" DRILL START IN 4 LOCATIONS
GRATE - CAST GRAY IRON ASTM A-48, CLASS 35B



BOLT DOWN GRATE FOR TYPE "V" COVER

NOTES: ALL HARDWARE TO BE SUPPLIED BY CASTING MANUFACTURER NOTED AS TYPE "V-B" ON DRAINAGE TABLE

TAP 1/2" -13 HOLES IN FOUR LOCATIONS IN FRAME TO BOLT GRATE
FRAME - CAST GRAY IRON ASTM A48 CLASS 40A

GRATE - CAST DUCTILE IRON ASTM A536, 55+KSI YIELD
BOLTS - 1/2" -13 STAINLESS STEEL BOLTS WITH WASHERS
TORQUE BOLTS TO MANUFACTURER SPECIFICATION DO NOT OVERTIGHTEN.

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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SDD 08A05-20c

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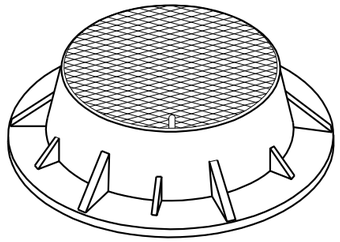
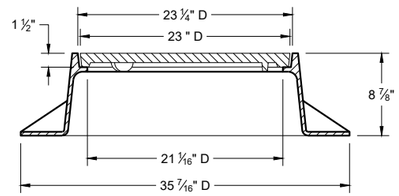
GENERAL NOTES

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

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

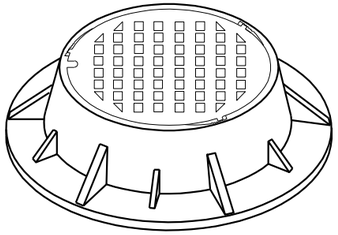
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

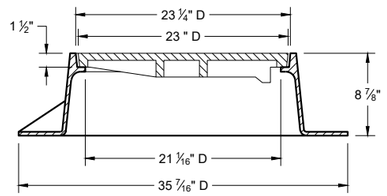




TYPE "J"

NOTE: EITHER CASTING IS ACCEPTABLE

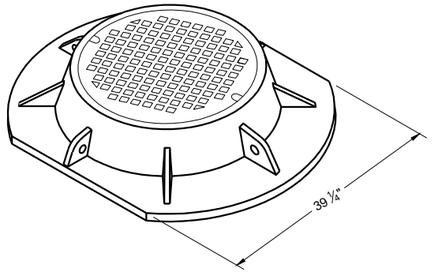


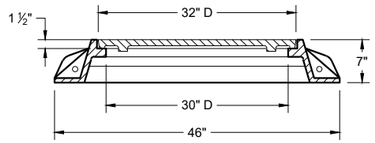


TYPE "J" SPECIAL

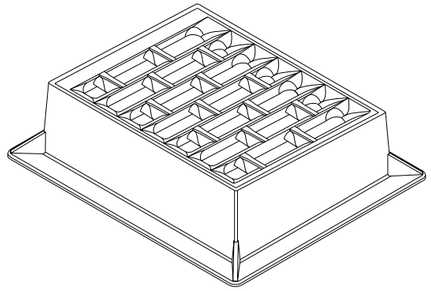
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

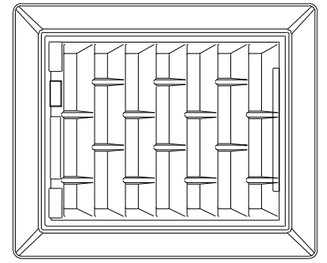
NOTE: EITHER CASTING IS ACCEPTABLE

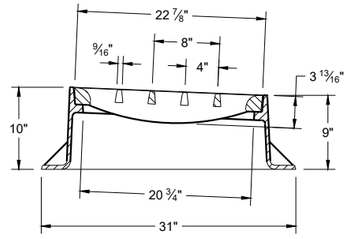


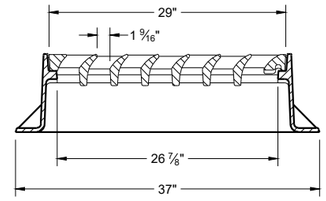


TYPE "K"

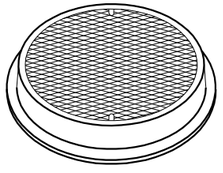


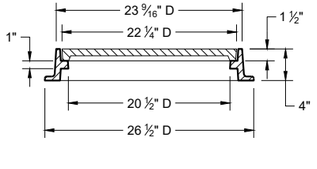




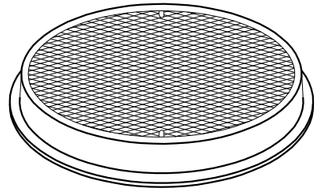


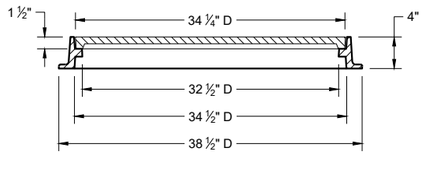
INLET COVER TYPE "BW"





TYPE "L"





TYPE "M"

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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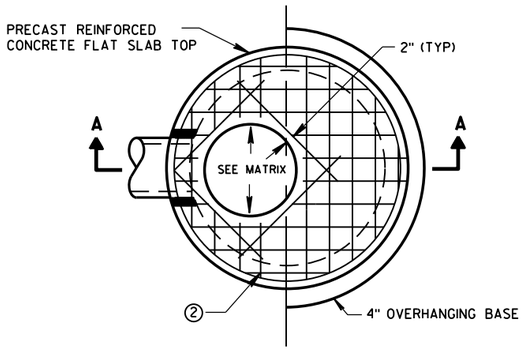
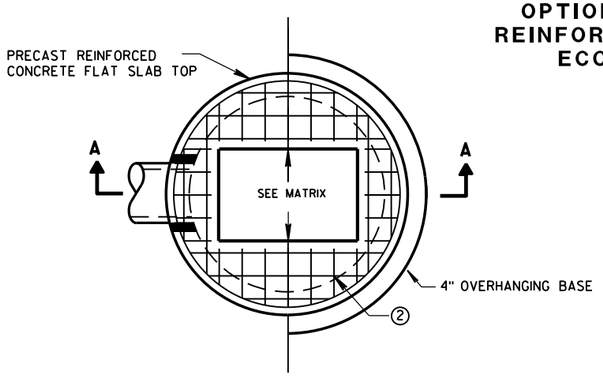
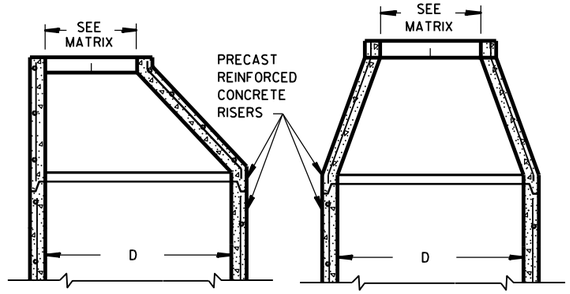
SDD 08A05-20d



PLAN VIEW CIRCULAR OPENING

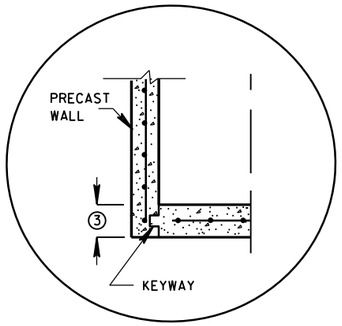


PLAN VIEW RECTANGULAR OPENING

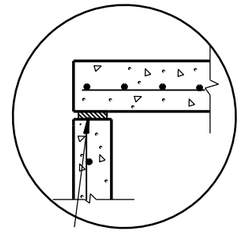


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

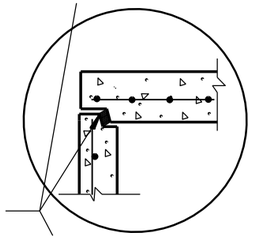
OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP



PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

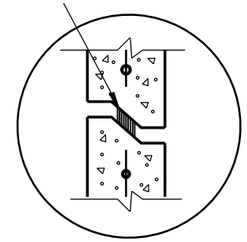


TOP WITH PLAIN END JOINT



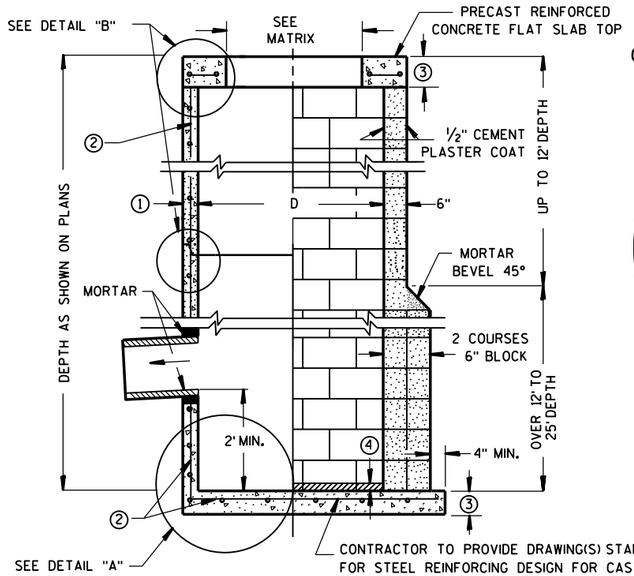
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

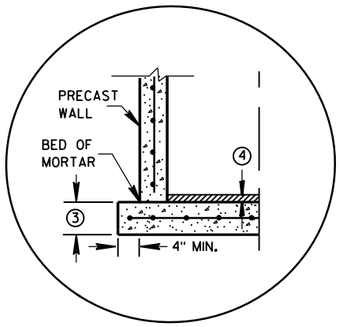
DETAIL "B"



SECTION A-A

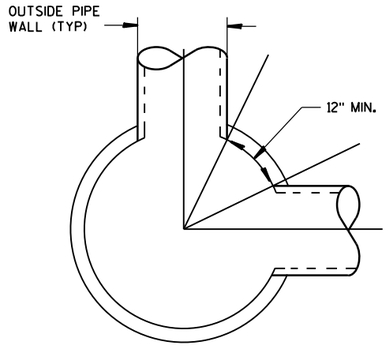
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT AND 7 INCHES FOR 6-FT DIAMETER PRECAST CATCH BASINS.

② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

④ 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER OPENING MATRIX

CATCH BASIN SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
	OPENING SIZE (FT)											
3-FT	2X2	X	X					X		X		
	2 DIA.				X							X
4-FT-6-FT	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2 DIA.				X							X
	2X3						X					
	2.5X3					X						

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	30

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

S.D.D. 8 A 8-2

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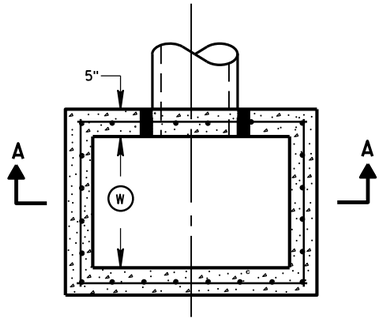
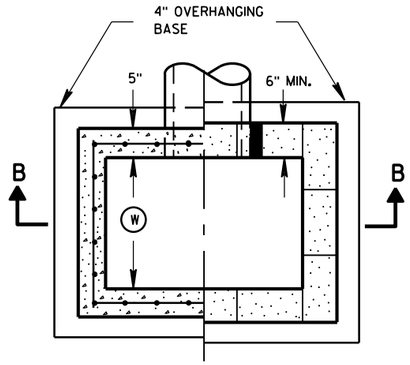
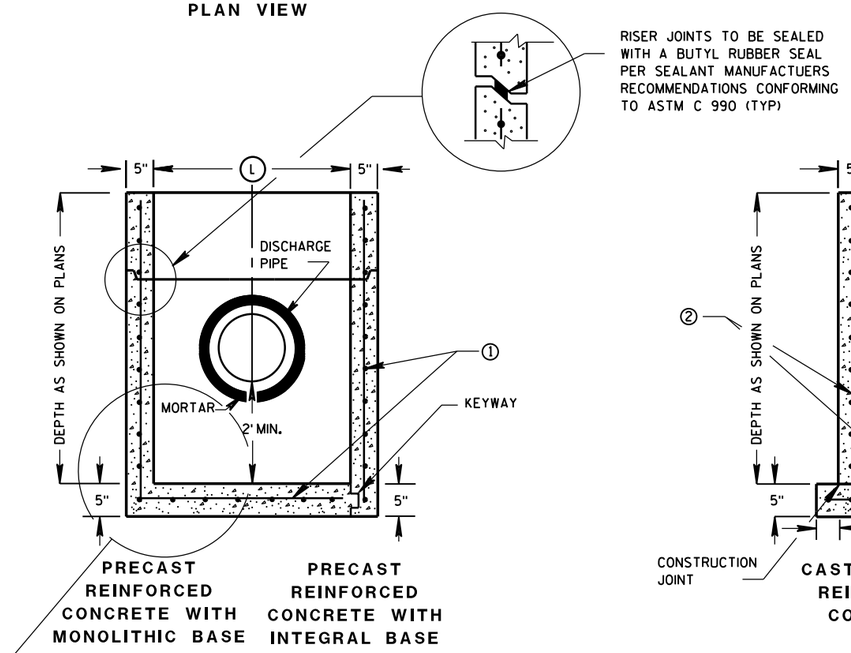


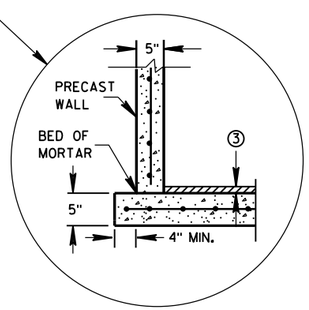
PLAN VIEW



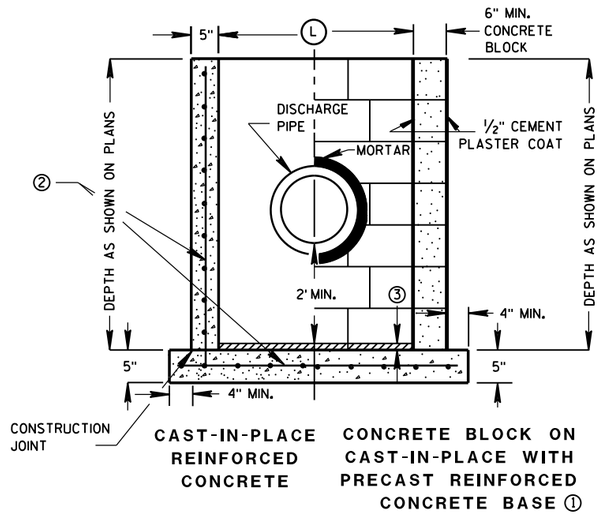
PLAN VIEW



SECTION A-A



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION



SECTION B-B

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

① FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

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

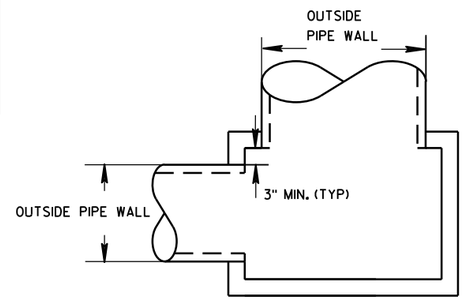
③ 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER MATRIX

CATCH BASIN SIZE		INLET COVER TYPE	F	ALL H'S
	WIDTH (W) (FT)	LENGTH (L) (FT)		
2X3-FT	2	3		X
2.5X3-FT	2.5	3	X	

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	WIDTH (IN)	LENGTH (IN)
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

CATCH BASINS 2X3-FT AND 2.5X3-FT

CATCH BASINS 2X3-FT AND 2.5X3-FT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED Sept., 2016 DATE	/S/ Rodney Taylor ROADWAY STANDARDS UNIT SUPERVISOR
FHWA	

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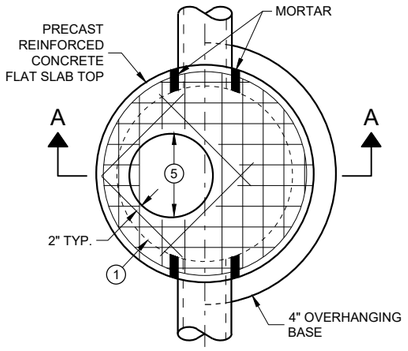
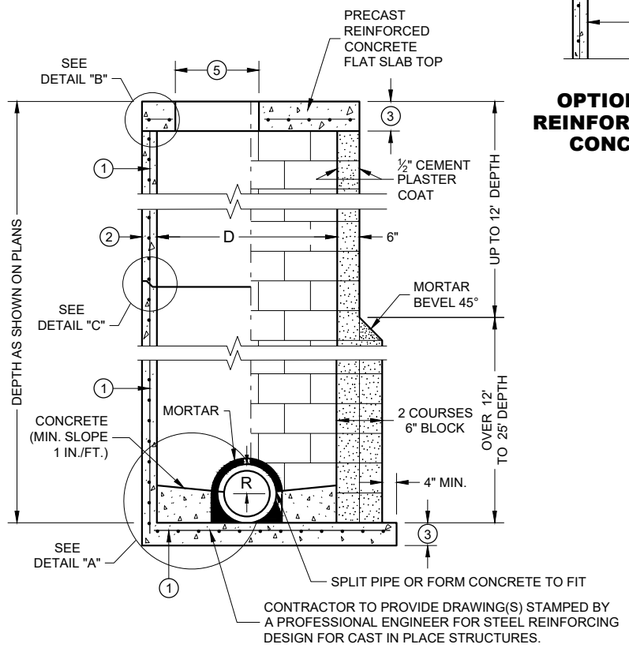
S.D.D. 8 A 9-2



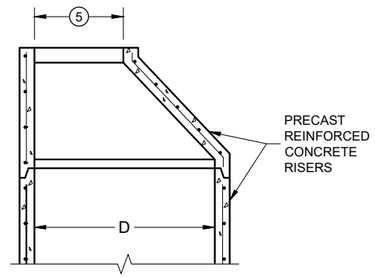
PLAN VIEW
CIRCULAR OPENING



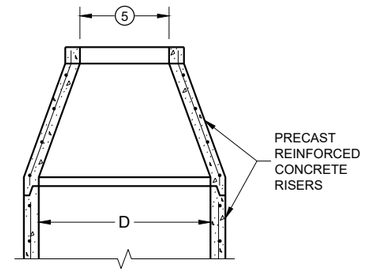
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

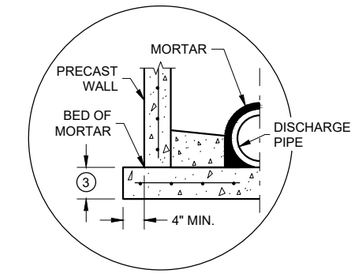
MANHOLE COVER OPENING MATRIX

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

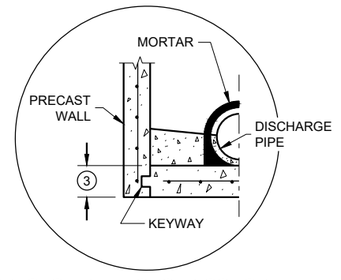
PIPE MATRIX

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

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

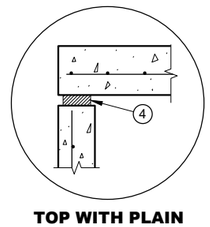


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

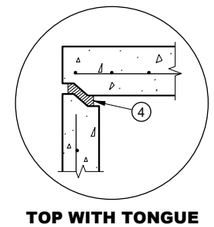


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

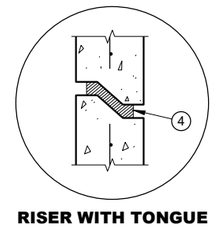
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

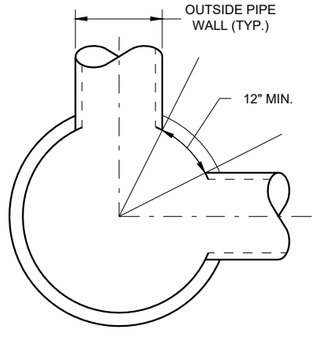
(1) FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

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

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

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

(5) SEE MANHOLE COVER OPENING MATRIX.



MINIMUM HORIZONTAL PIPE SEPARATION

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
334
FHWA

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

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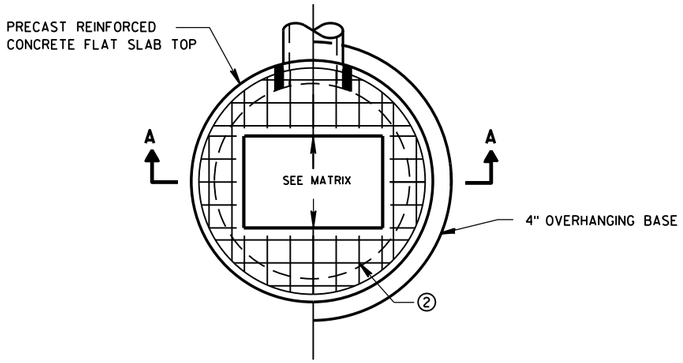
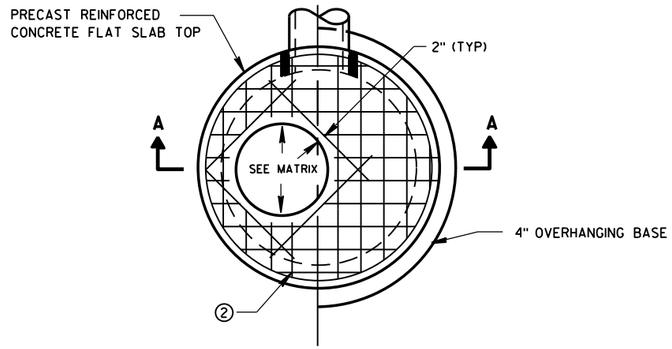
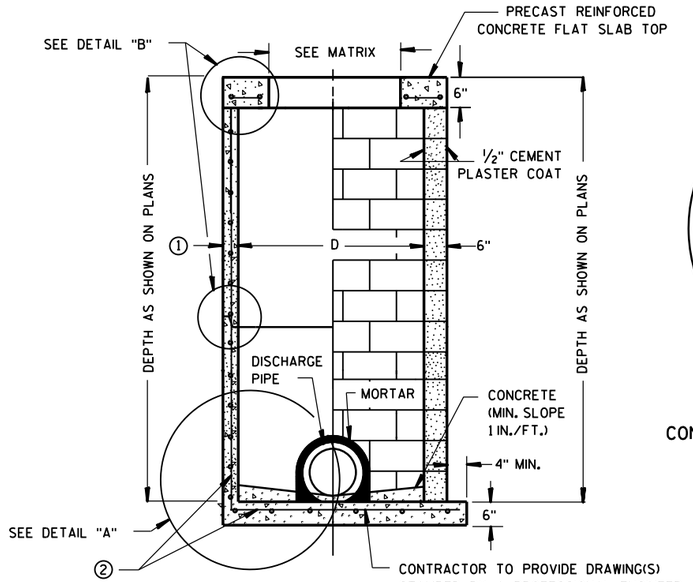


PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

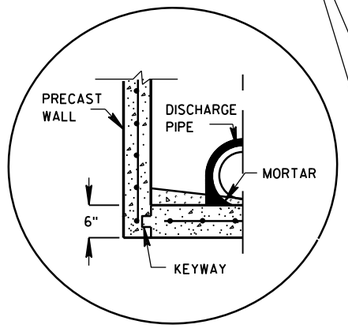


SECTION A-A

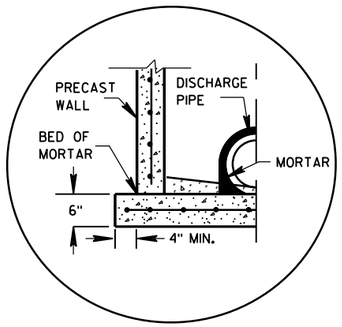
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

CIRCULAR INLETS W/ FLAT TOP

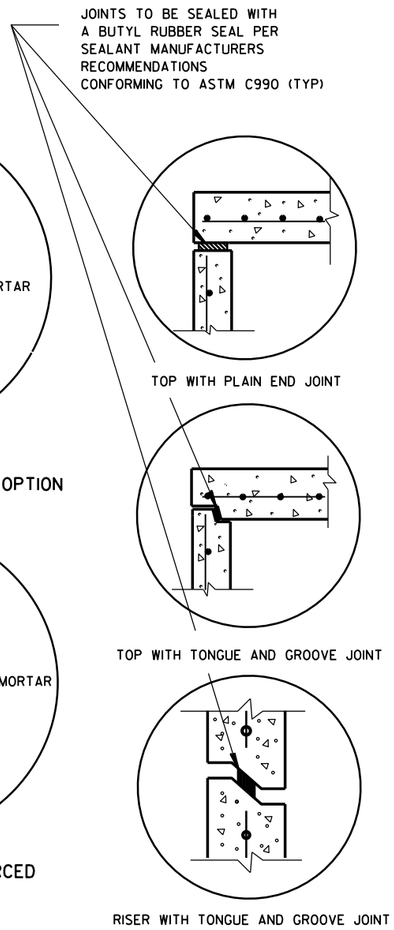


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "B"

GENERAL NOTES

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

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

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

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

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

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

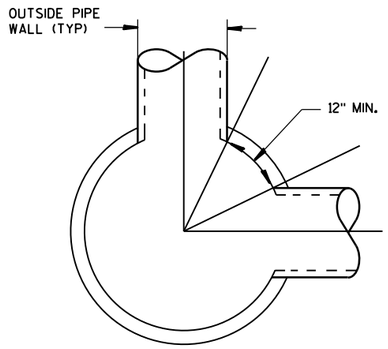
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.

② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

INLET COVER OPENING MATRIX

	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
INLET SIZE	OPENING SIZE (FT)											
3-FT	2 DIA.				X							X
	2X2	X	X					X		X		
4-FT	2 DIA.				X							X
	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2X3						X					
	2.5X3					X						



DETAIL "C"

PIPE MATRIX

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

INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS | UNIT SUPERVI ENT
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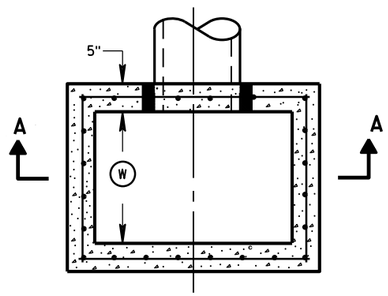
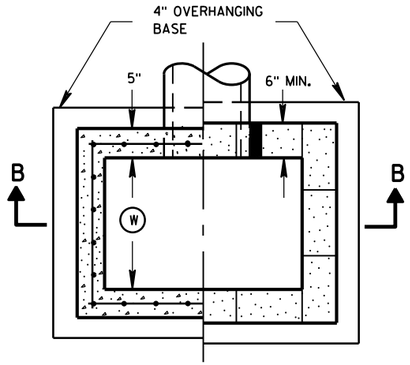
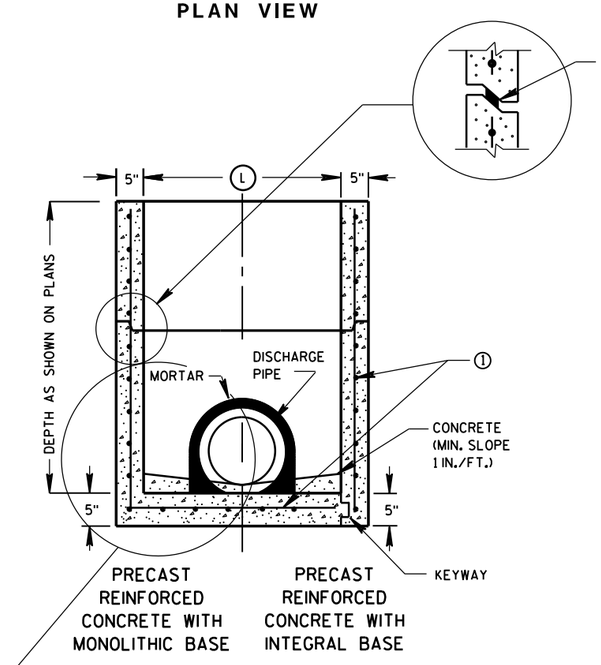
INLETS 3-FT AND 4-FT DIAMETER



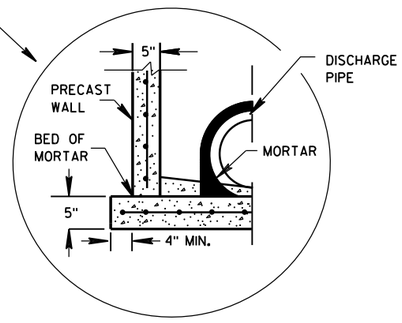
PLAN VIEW



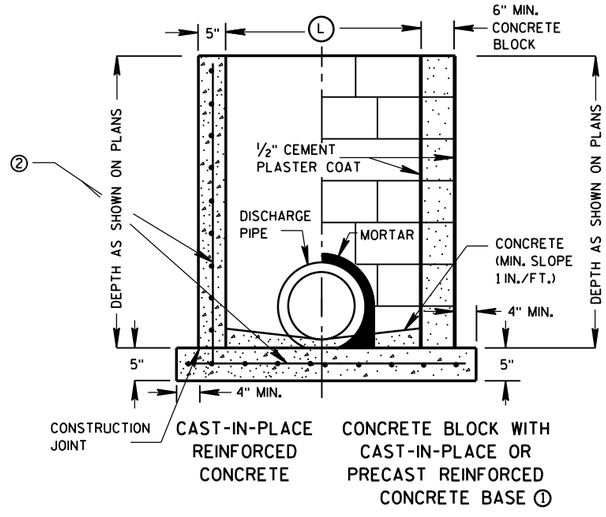
PLAN VIEW



SECTION A-A



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION



SECTION B-B

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

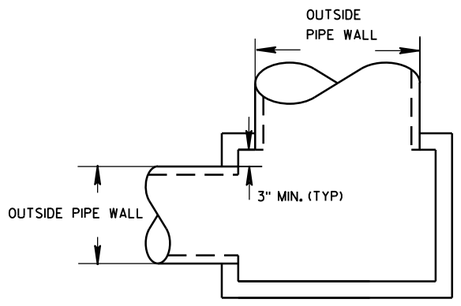
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

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

PIPE MATRIX

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



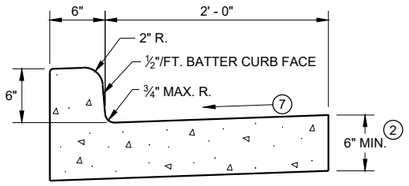
DETAIL "A"

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

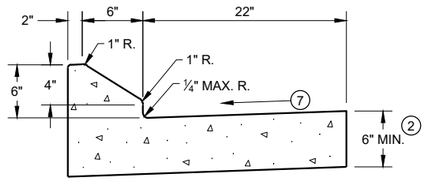
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D IT UNIT SUPERVIS
FHWA

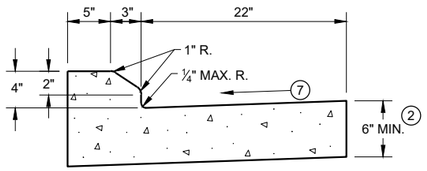
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT



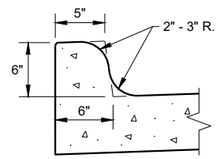
TYPES A (1) & D



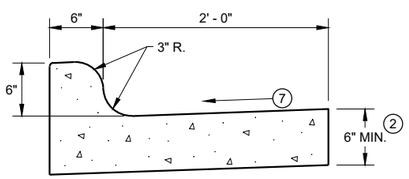
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

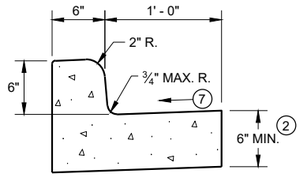


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



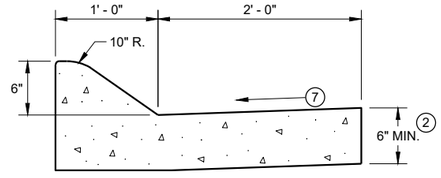
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

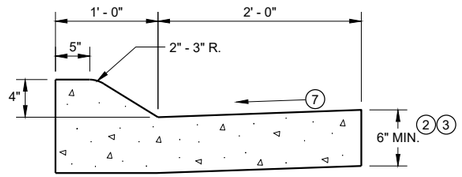


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

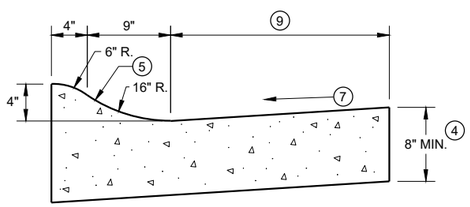


6" SLOPED CURB TYPES A (1) & D



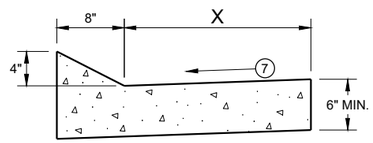
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

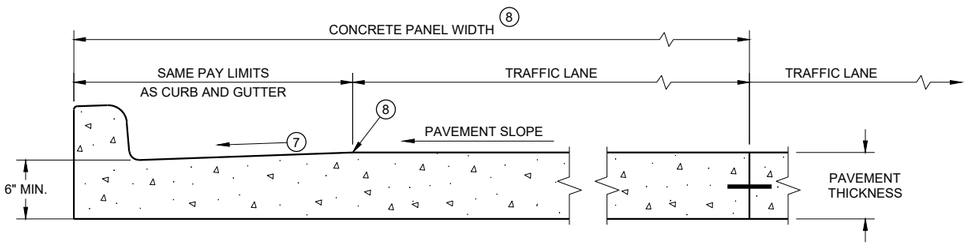


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

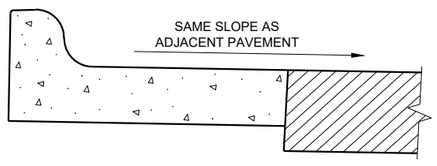
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

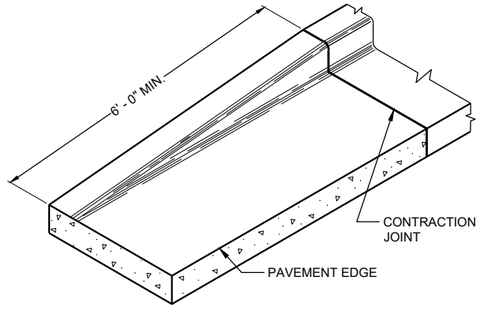
(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

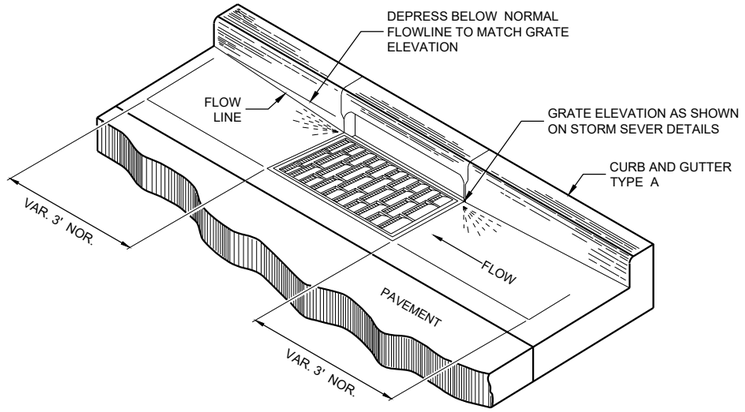
(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

(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



END SECTIONCURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

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

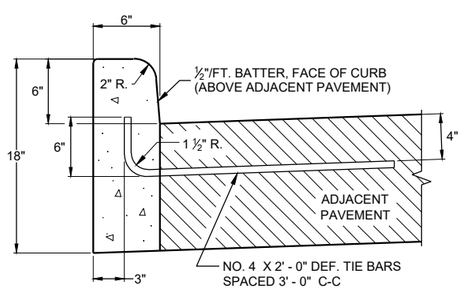
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

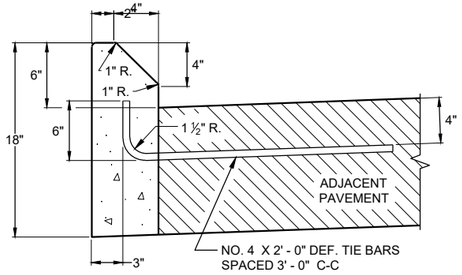
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(10) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

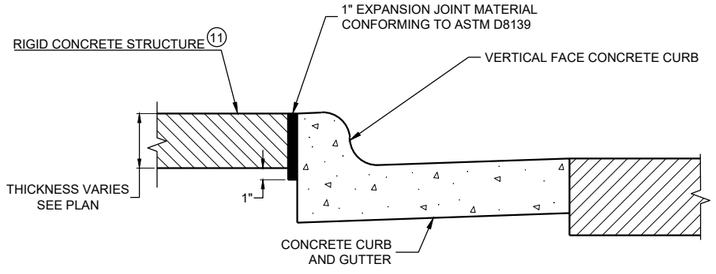


TYPES A(1) & D

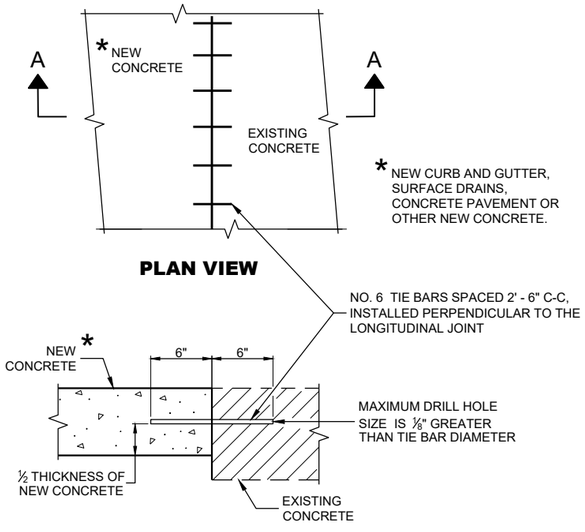


TYPES G(1) & J

CONCRETE CURB



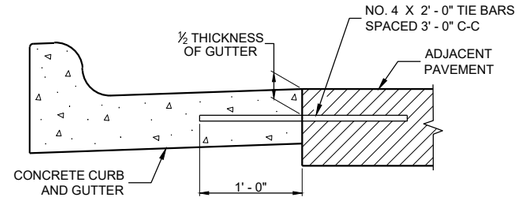
EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE(11)



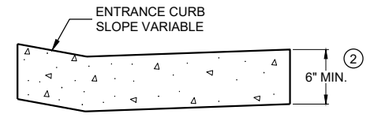
PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION(1)



DRIVEWAY ENTRANCE CURB(10)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

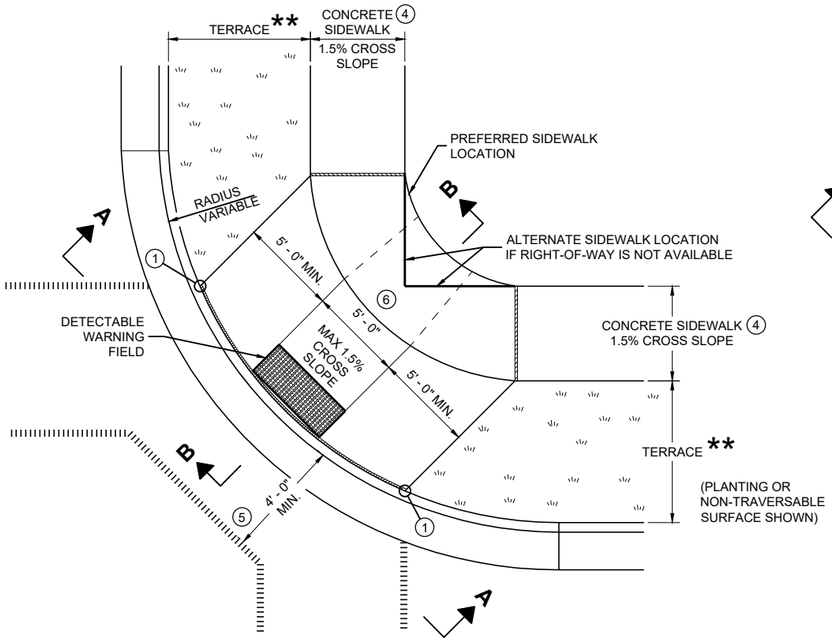
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

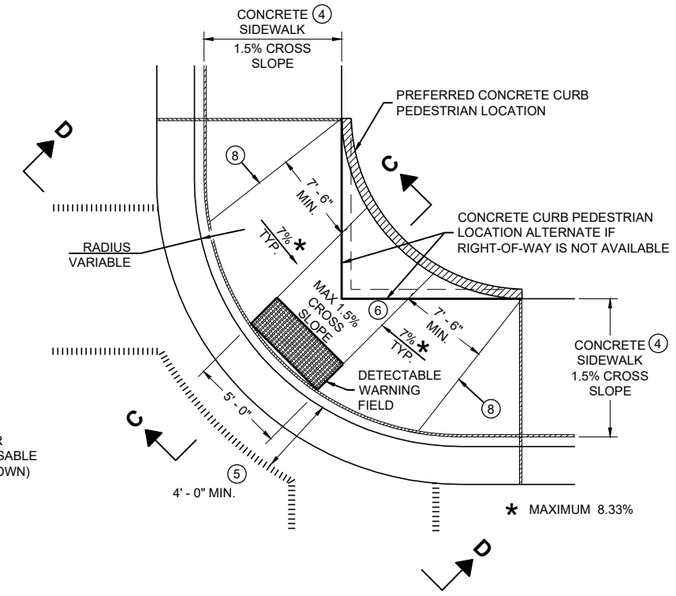
SDD08D01 - 23b



PLAN VIEW

CURB RAMP TYPE 1

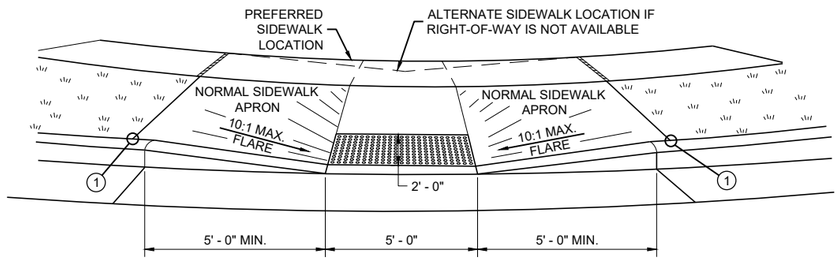
(CENTER OF CORNER RADIUS)



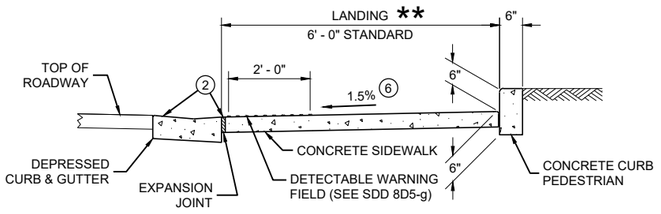
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

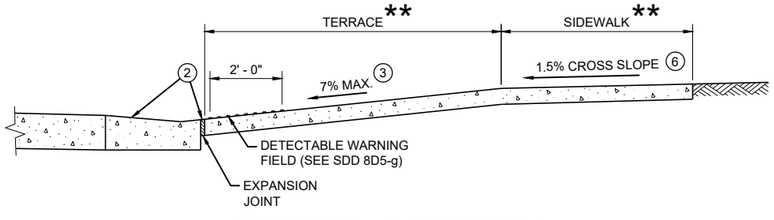


VIEW A - A FOR TYPE 1

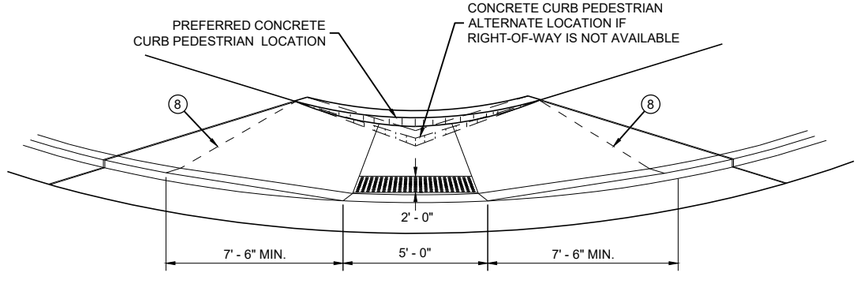


SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE 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 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) 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. 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE

(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.

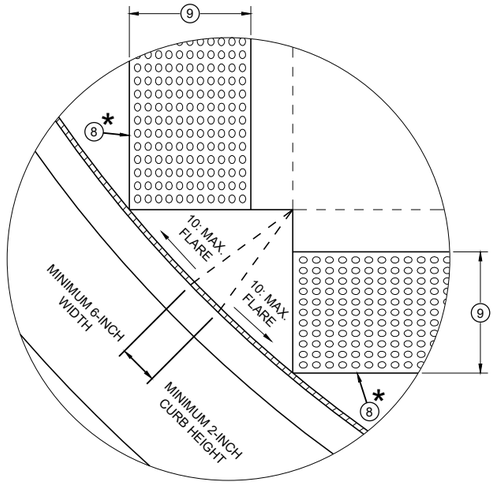
LEGEND

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

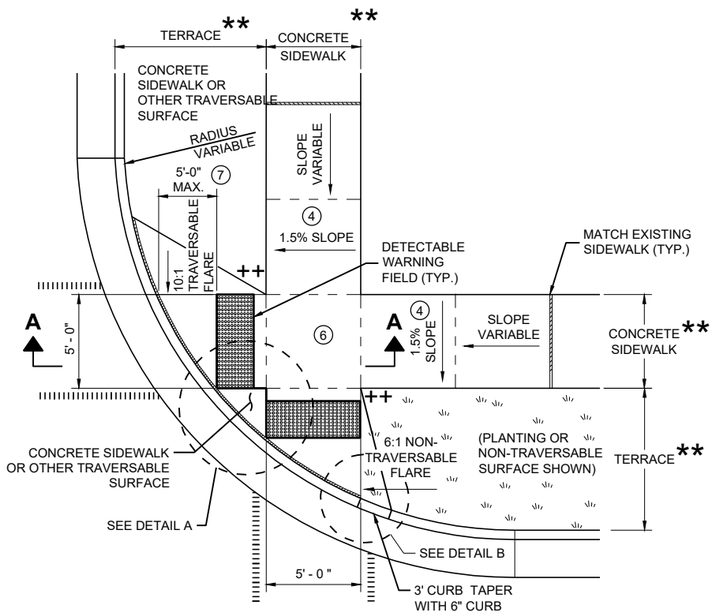
CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 08D05-21a



DETAIL A



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

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 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 (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.

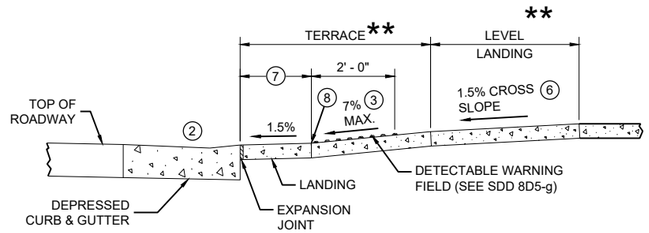
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

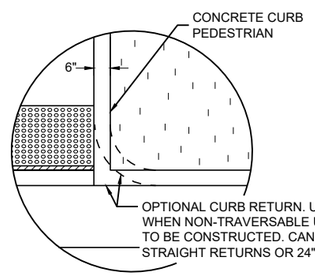


SECTION A - A FOR TYPE 2

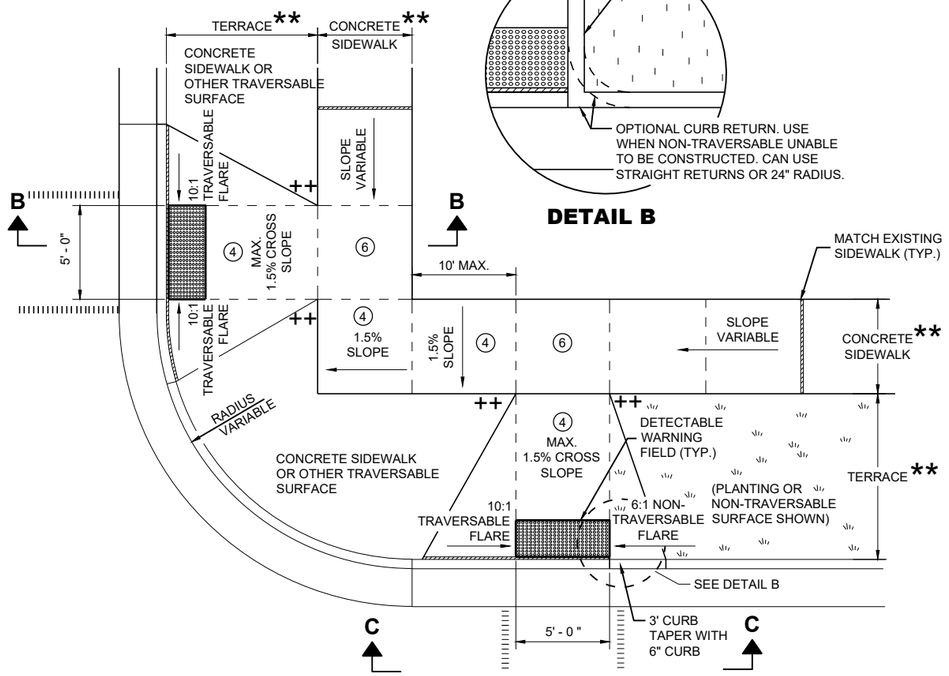
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

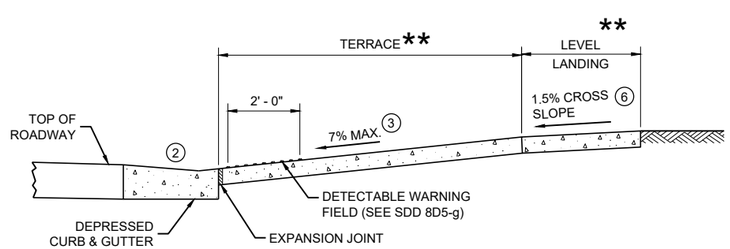
++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



DETAIL B



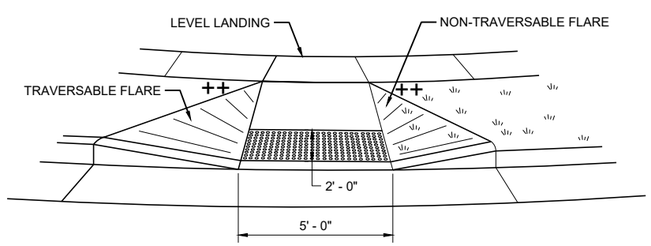
PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



SECTION B - B FOR TYPE 3

LEGEND

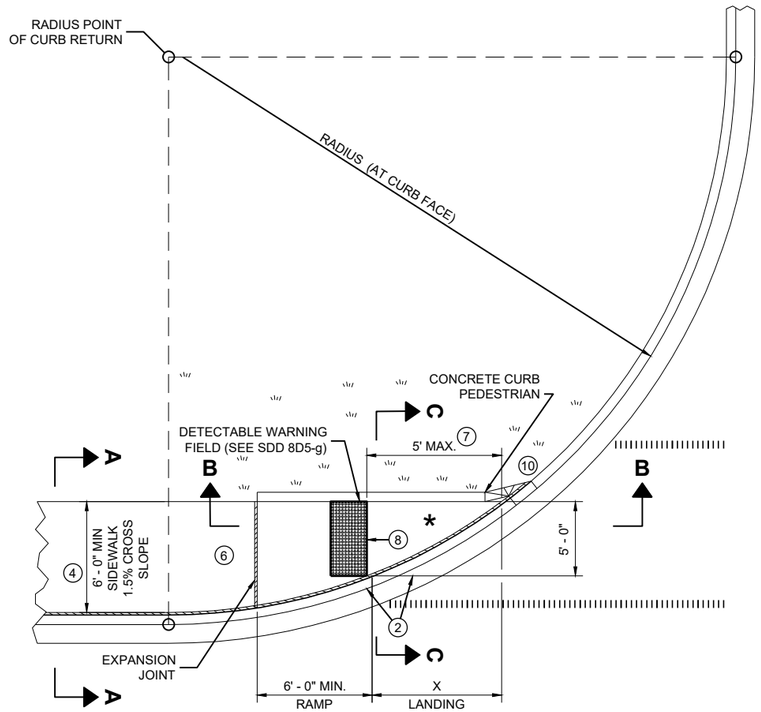
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)



VIEW C - C FOR TYPE 3

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

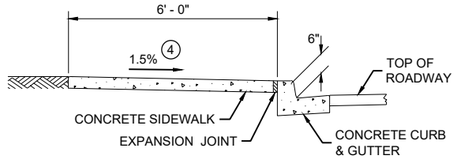


PLAN VIEW

CURB RAMP TYPE 4A

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

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 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 LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

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

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

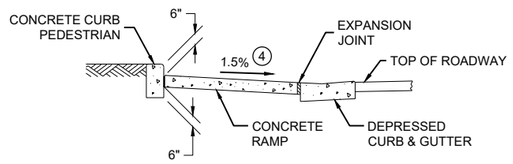
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

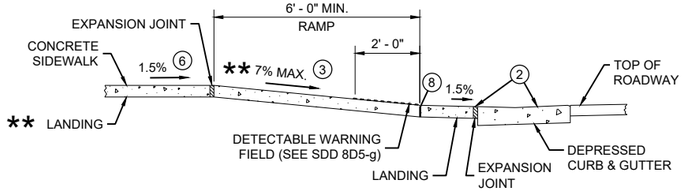
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)

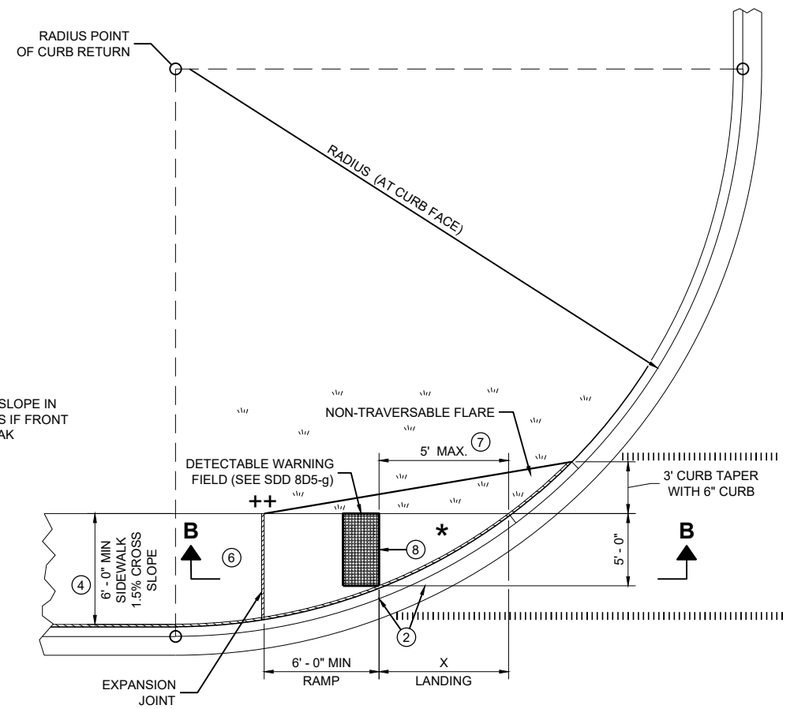


SECTION C - C FOR TYPE 4A



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

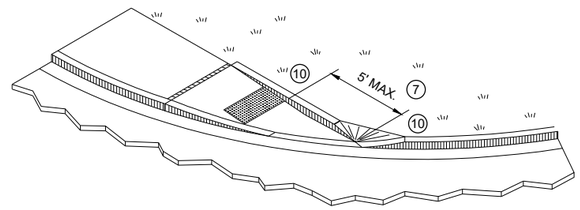
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED



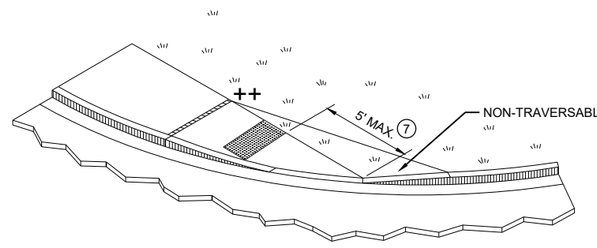
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A

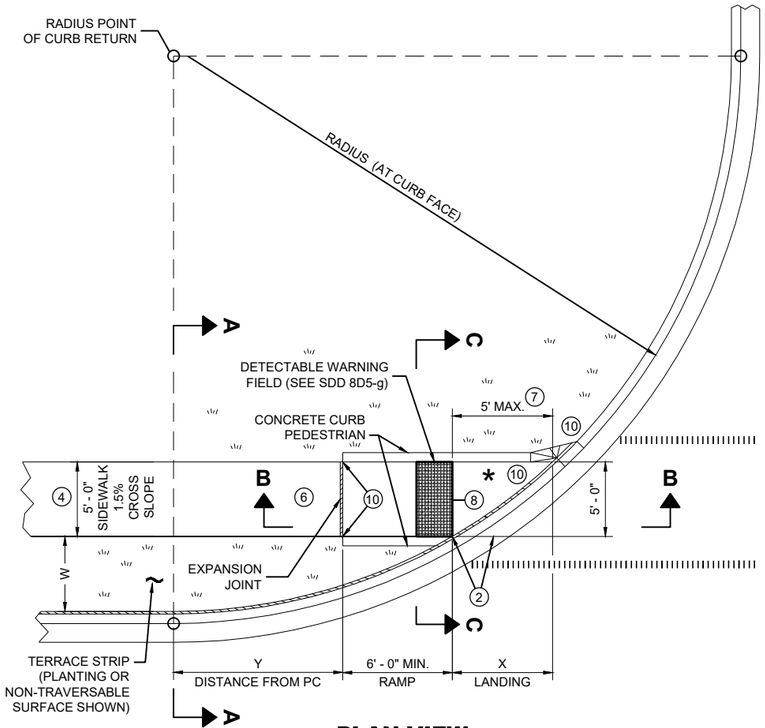


ISOMETRIC VIEW FOR TYPE 4A1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

CURB RAMPS
TYPE 4A AND 4A1

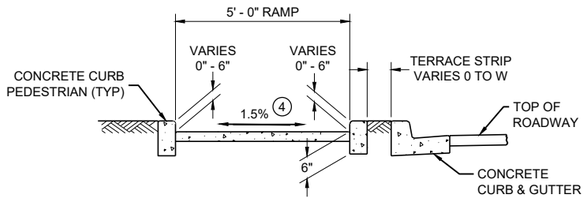
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW
CURB RAMP TYPE 4B

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 1/4"	0' - 5"	2' - 1"	1' - 4 1/2"	1' - 5"	2' - 1"	0' - 10"	2' - 7 1/2"	0' - 3 1/4"	3' - 0 1/4"						
15 FEET	4' - 6 3/4"	2' - 1 3/4"	3' - 9"	3' - 5 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			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									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															4' - 10 3/4"	19' - 8 1/4"

INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH



SECTION C - C FOR TYPE 4B

LEGEND

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

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 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.

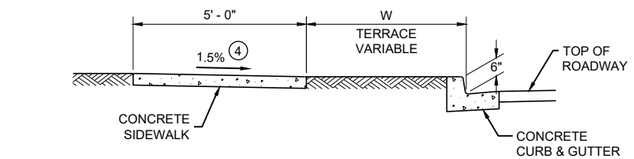
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

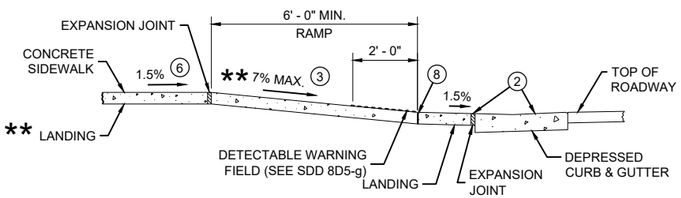
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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

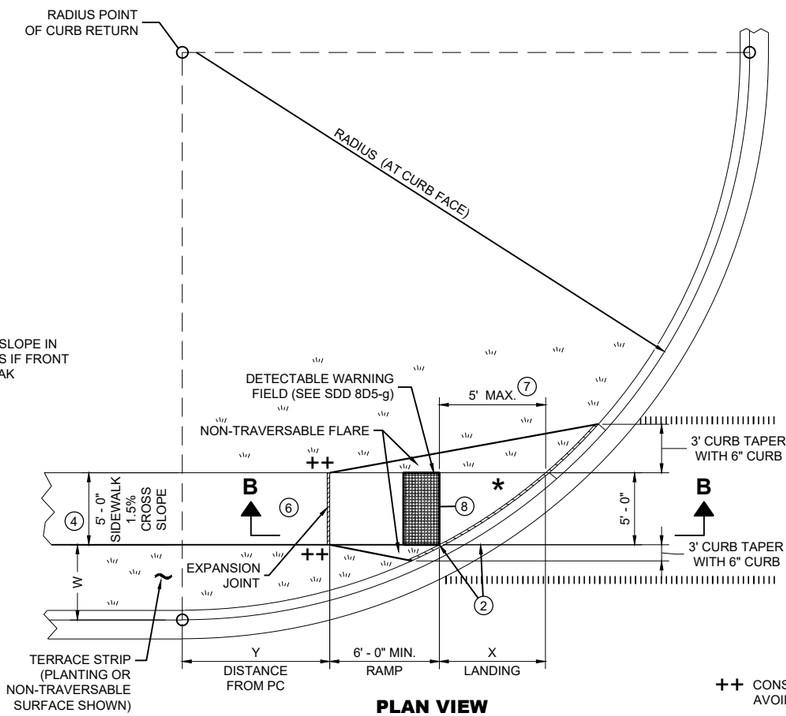


SECTION A - A FOR TYPE 4B



SECTION B - B FOR TYPE 4B AND TYPE 4B1

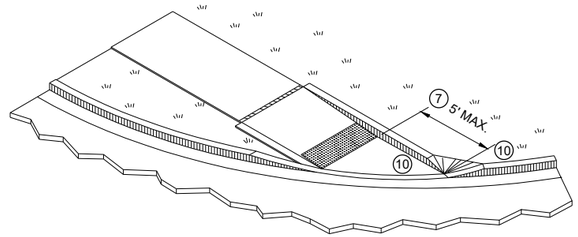
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED



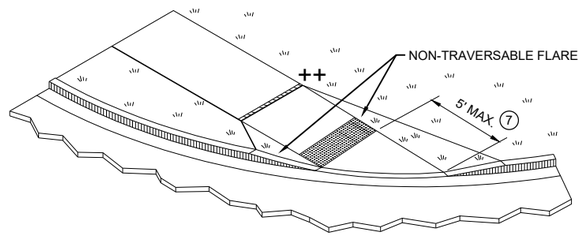
PLAN VIEW
CURB RAMP TYPE 4B1

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

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



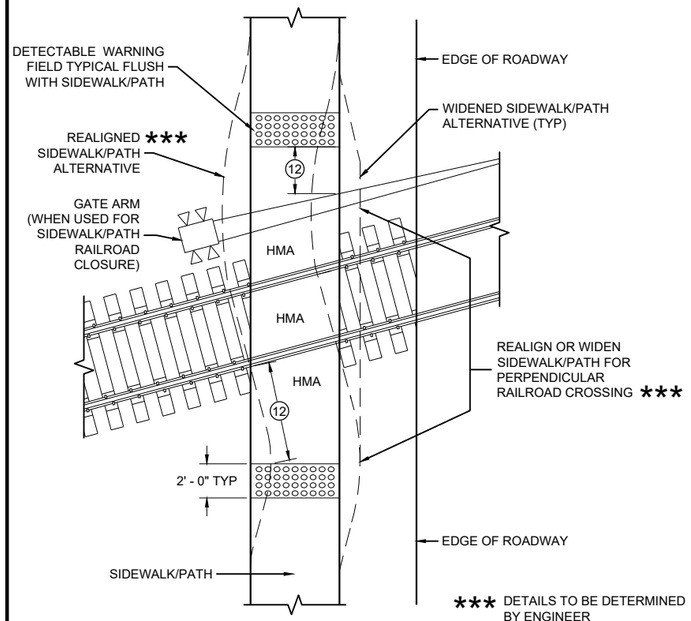
ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

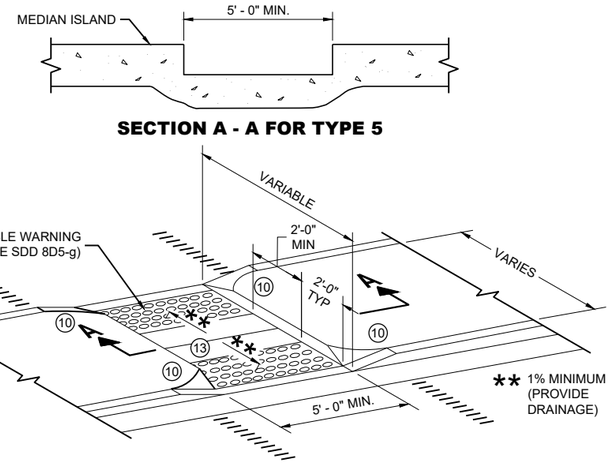
CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CURB RAMP TYPE 8

DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



SECTION A - A FOR TYPE 5

CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF 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 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 LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

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

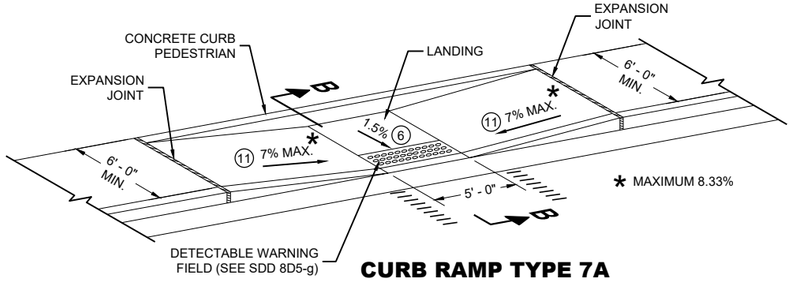
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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/PATH. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM AND 12 FEET MINIMUM, 15 FEET TYPICAL 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.

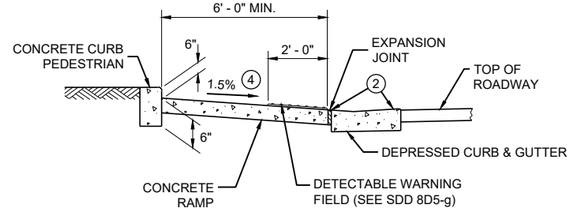
LEGEND

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

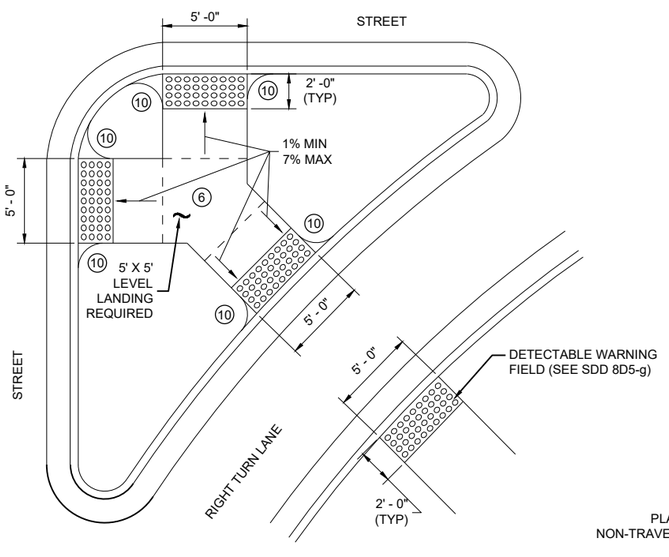


CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS



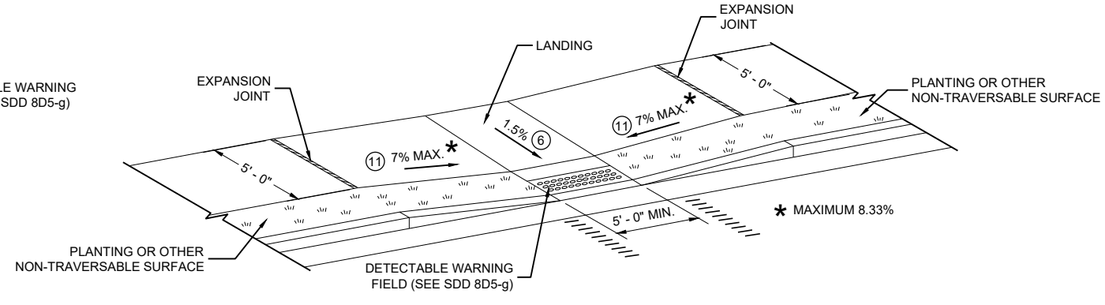
SECTION B - B FOR TYPE 7A



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7B

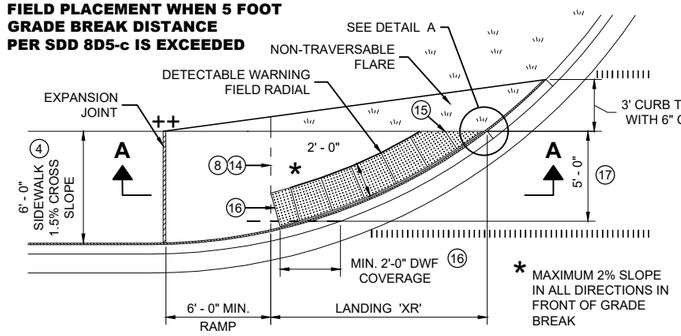
FOR INTERSECTIONS AND MID BLOCK CROSSINGS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

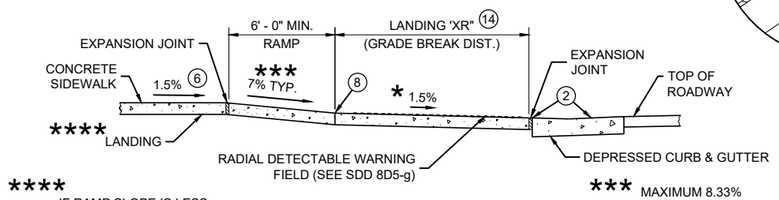
SDD 08D05-21e

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



PLAN VIEW

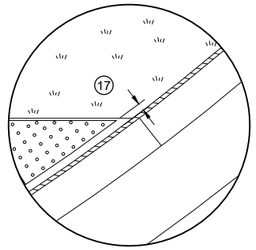
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



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

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1



DETAIL A

LEGEND

- ½" 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.

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

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

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

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER 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.

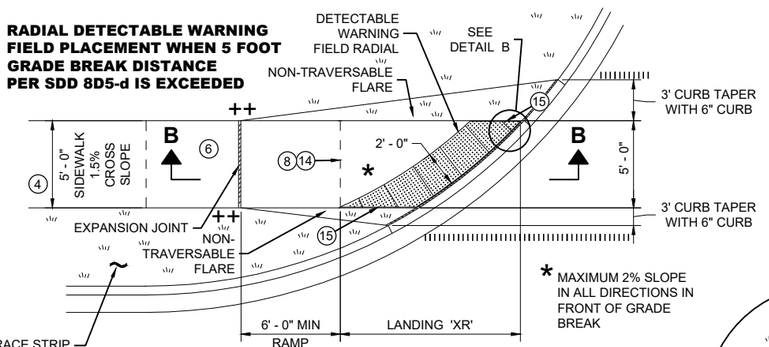
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(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.

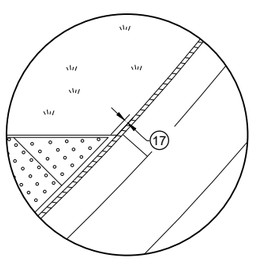
(17) A MAXIMUM 3 INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

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

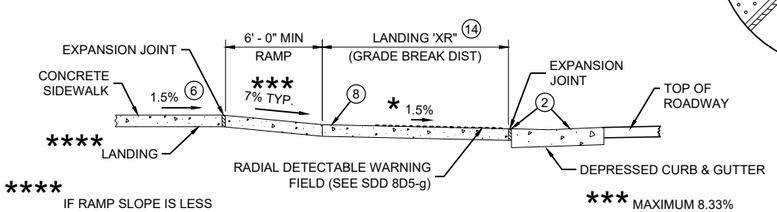


PLAN VIEW

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



DETAIL B

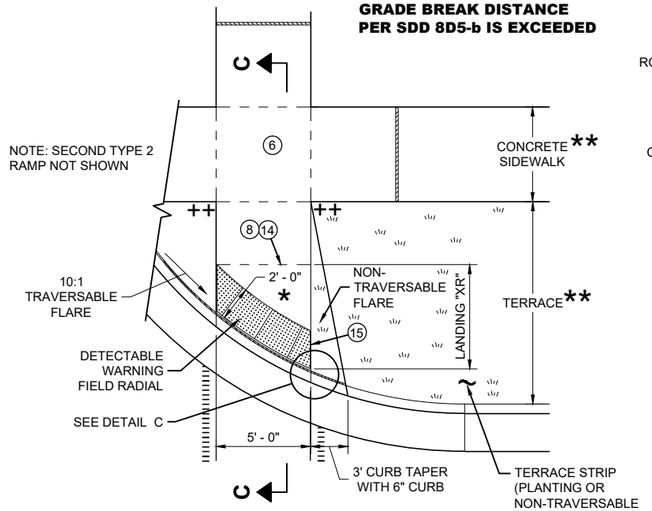


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

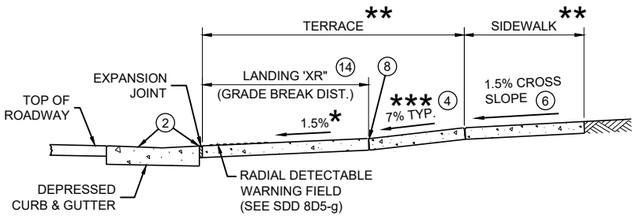
SECTION B - B FOR TYPE 4B1

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

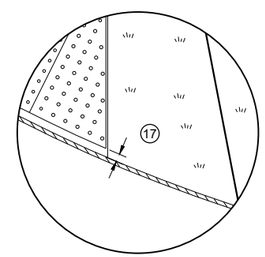


PLAN VIEW

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



SECTION C - C FOR TYPE 2



DETAIL C

* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

CURB RAMPS
RADIAL DETECTABLE WARNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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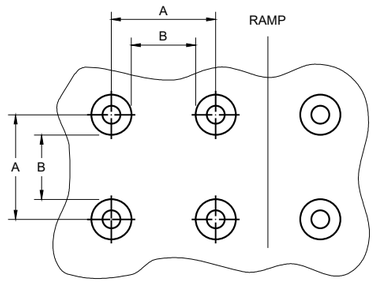
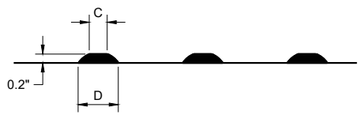
SDD 08D05-21f

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

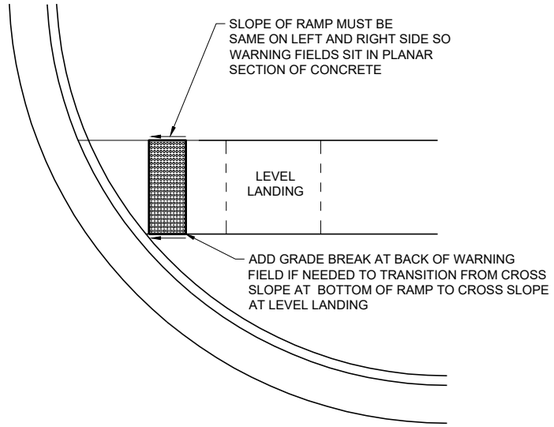
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW



DETECTABLE WARNING FIELD
PLANAR INSTALLATION

GENERAL NOTES

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

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

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

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

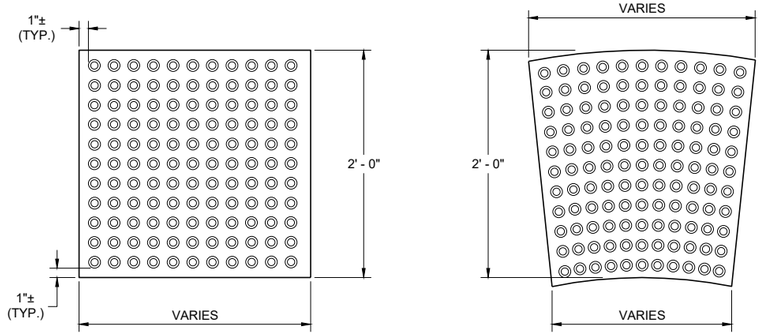
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

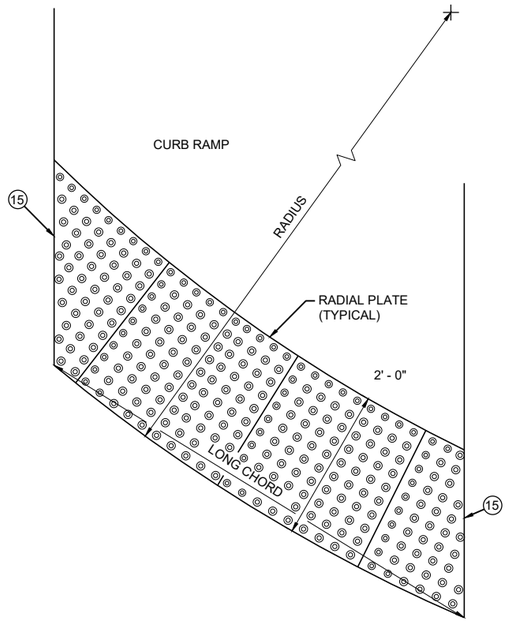
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



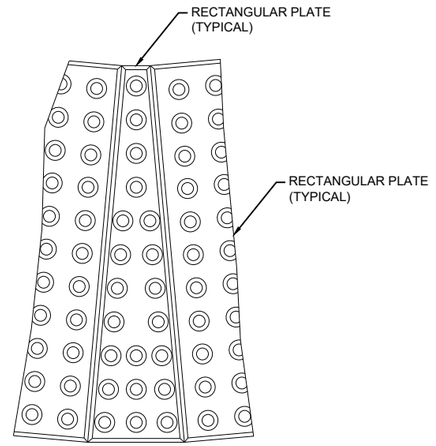
RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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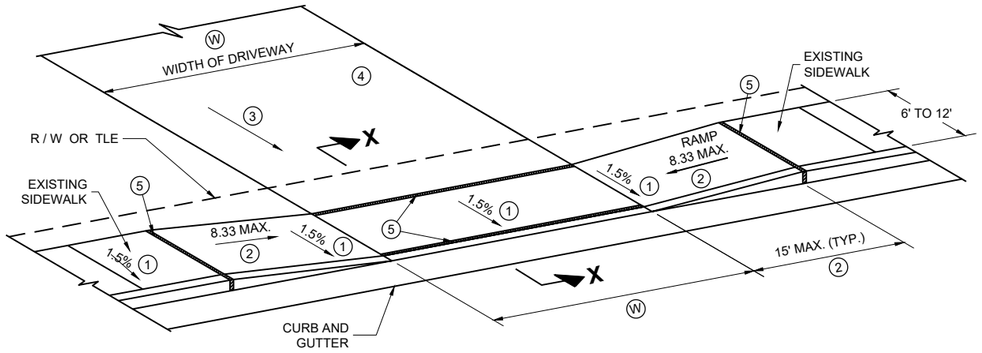
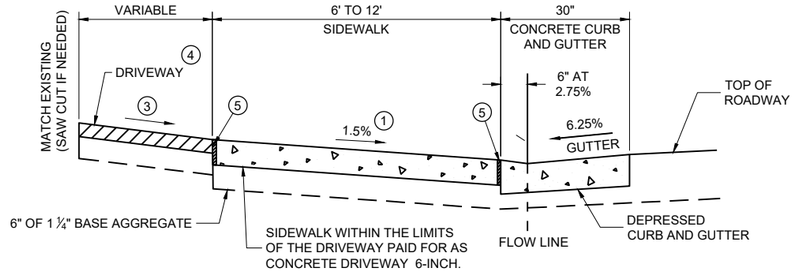
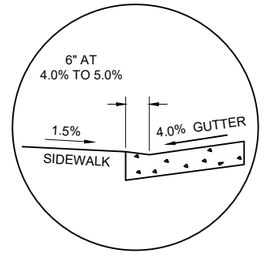


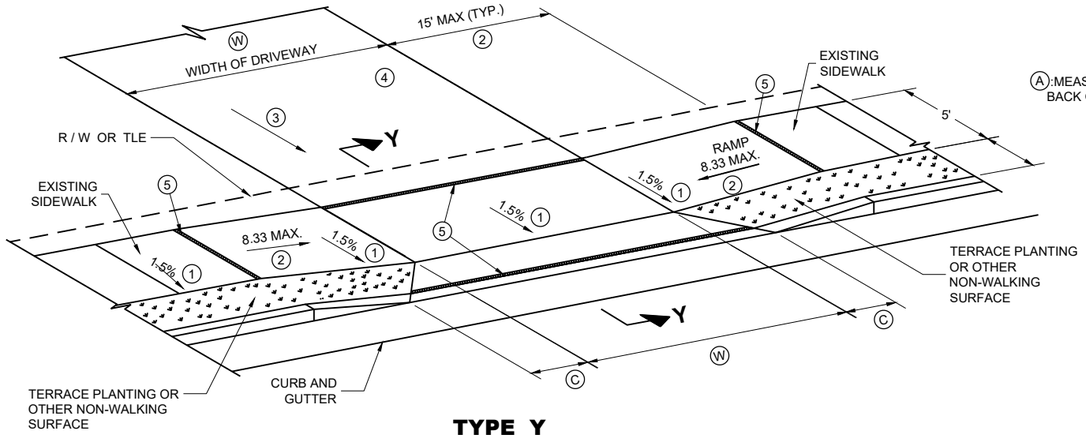
TYPE X
SIDEWALK ABUTS CURB AND GUTTER
TERRACE VARIES 0 TO 3 FEET



SECTION X - X



SECTION X - X
4% GUTTER SLOPE



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

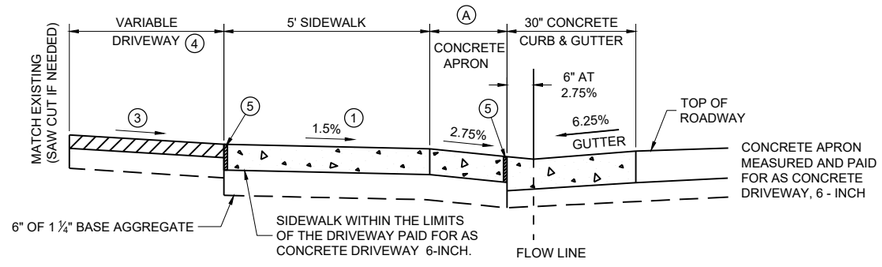
Ⓦ: 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

16' MIN. - 35' MAX. COMMERCIAL (CE)

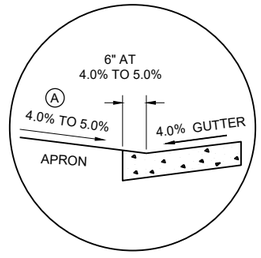
Ⓐ:MEASURE FROM BACK OF CURB

TABLE Y

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



NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS



SECTION Y - Y
4% GUTTER SLOPE

SECTION Y - Y

DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER

(URBAN AND SUBURBAN)

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.

Ⓦ 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.)

⑤ ½" EXPANSION JOINT FILLER

DRIVEWAY AND SIDEWALK RAMPS TYPES X AND Y

STATE OF WISCONSIN
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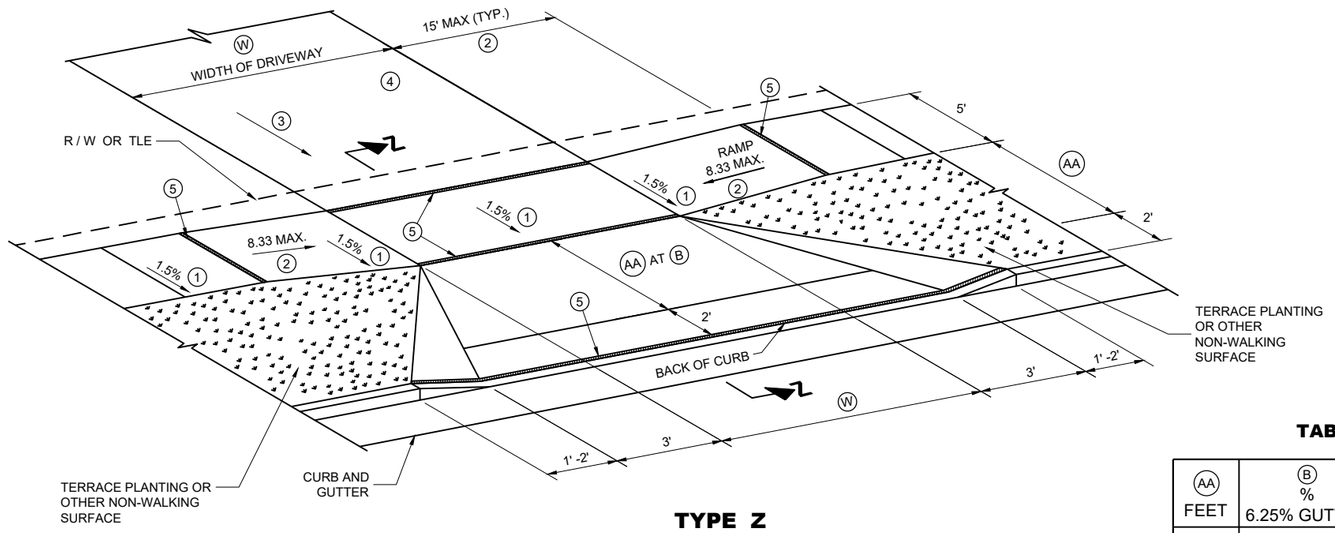


TYPE Z

SIDEWALK WITH WIDER TERRACE
TERRACE VARIES 7 TO 12 FEET

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.

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

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

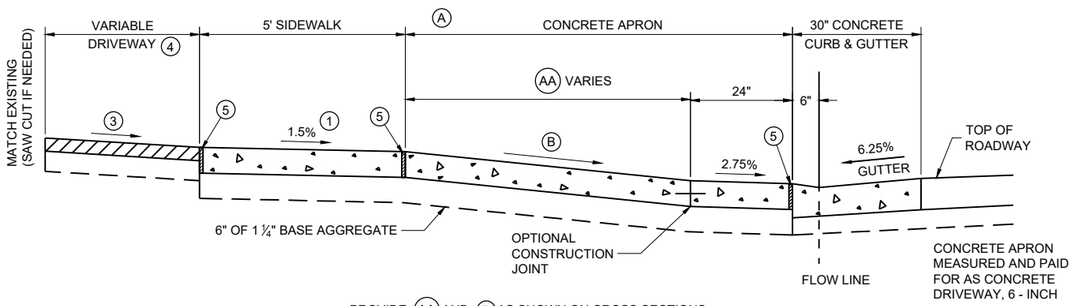
(5) ½" EXPANSION JOINT FILLER.

TABLE Z

(AA) FEET	(B) % 6.25% GUTTER	(B) % 4% GUTTER
4.5'	11.5%	9% TO 11.5%
5.5'	9% TO 11.5%	8% TO 11.5%
6.5'	8% TO 11.5%	6% TO 11.5%
7.5'	7% TO 11.5%	6% TO 11.5%
8.5'	6% TO 11.5%	5% TO 11.5%
9.5'	5% TO 11.5%	4% TO 11.5%

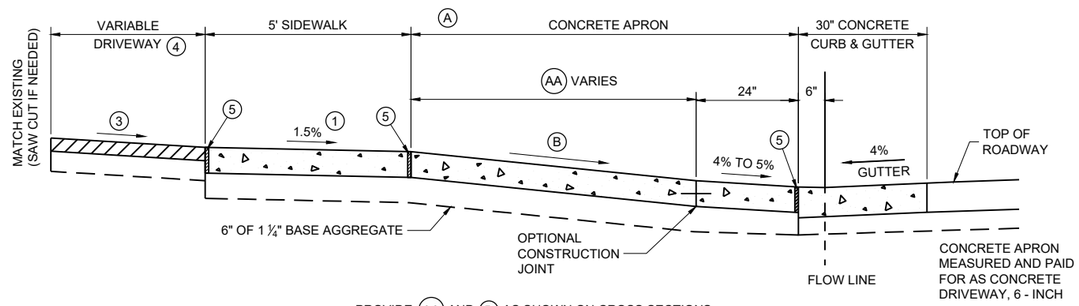
(W): 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

16' MIN. - 35' MAX. COMMERCIAL (CE)



PROVIDE (AA) AND (B) AS SHOWN ON CROSS SECTIONS.

6.25% GUTTER SLOPE



PROVIDE (AA) AND (B) AS SHOWN ON CROSS SECTIONS.

4% GUTTER SLOPE

NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS FOR (B) VALUES NOT SHOWN IN TABLE Z.

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

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

DRIVEWAY AND SIDEWALK RAMPS TYPE Z

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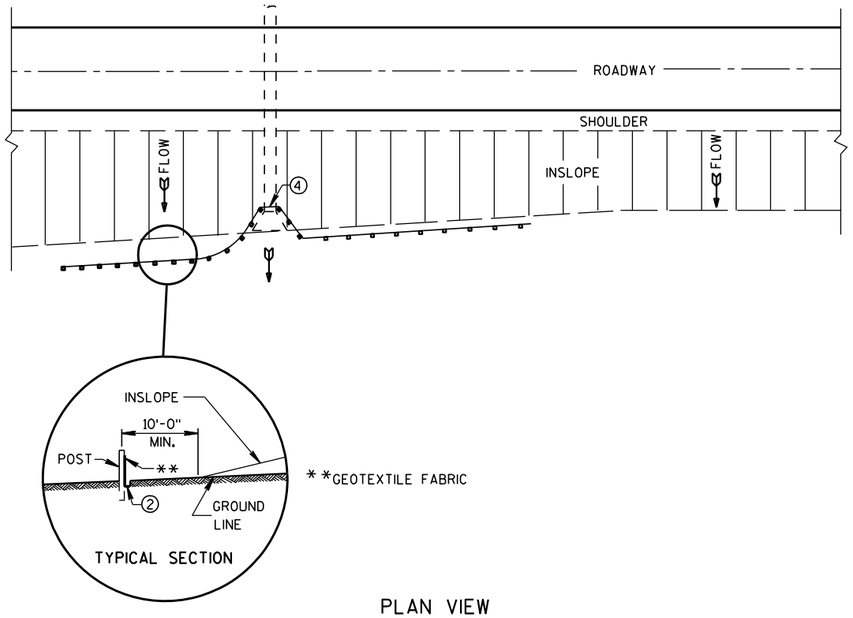
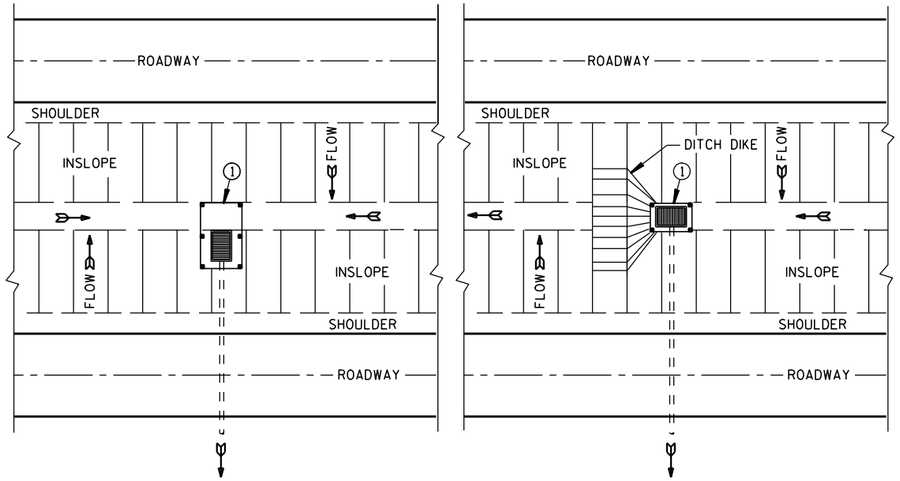


PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



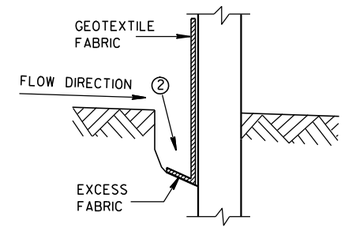
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

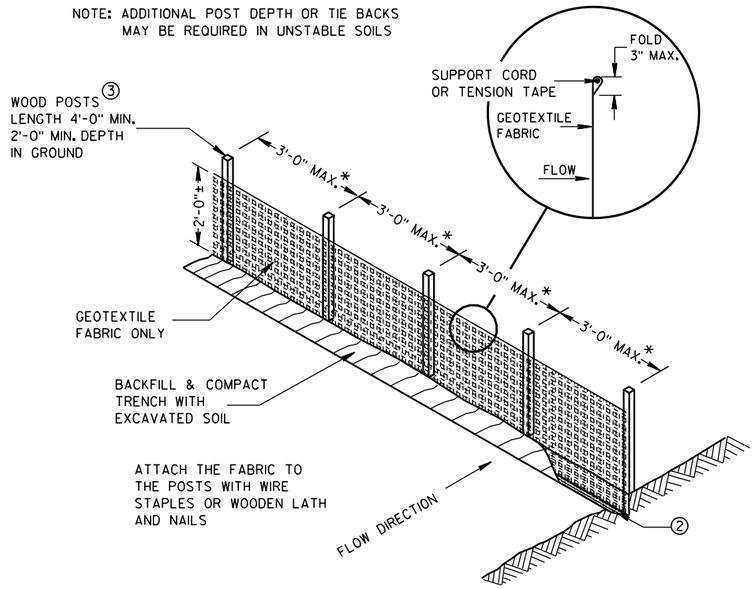
GENERAL NOTES

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

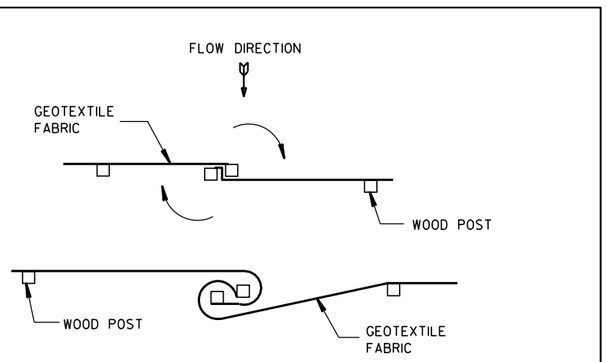
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



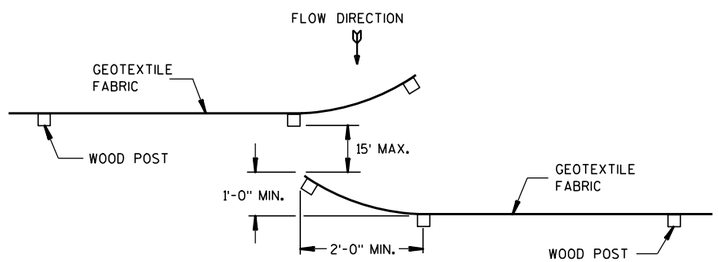
TRENCH DETAIL



SILT FENCE

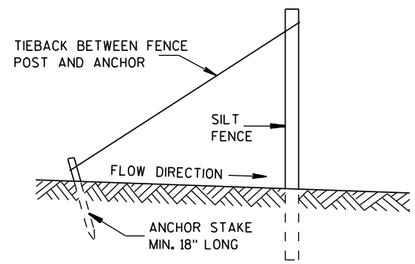


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

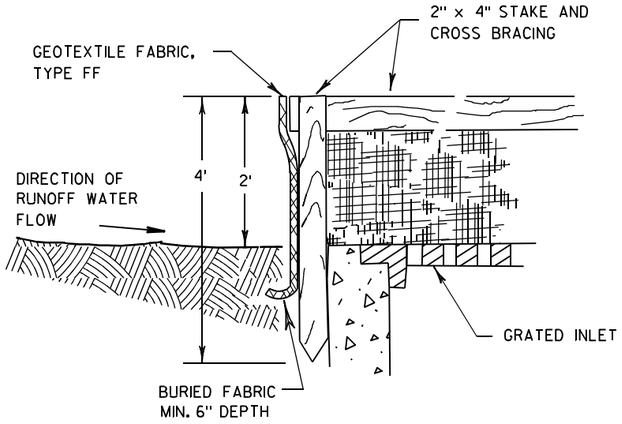
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

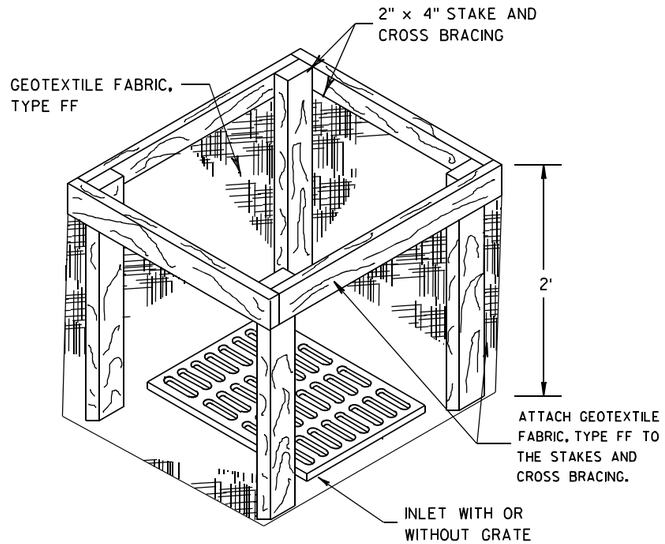
6

S.D.D. 8 E 9-6

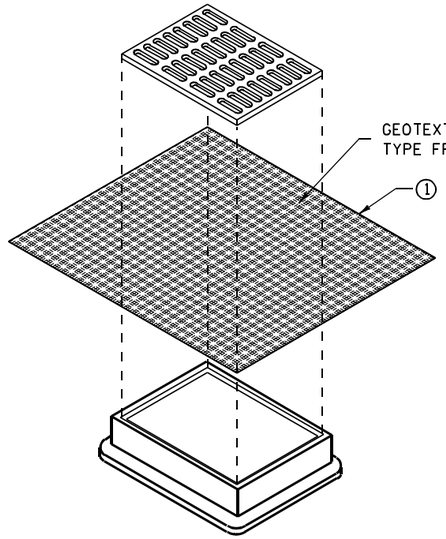
6

S.D.D. 8 E 9-6



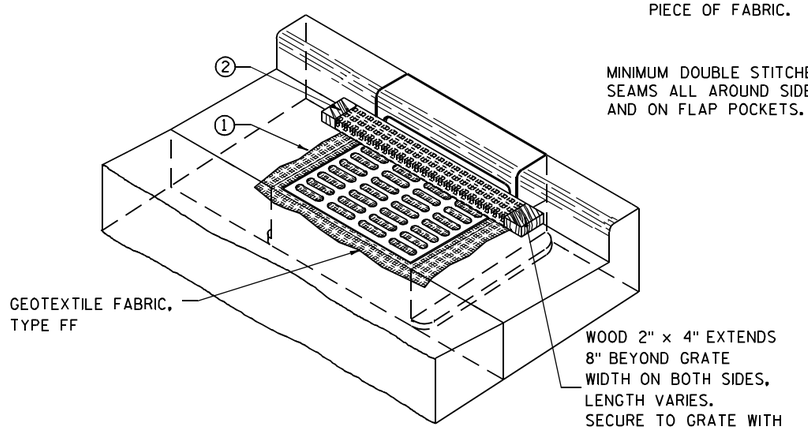


INLET PROTECTION, TYPE A

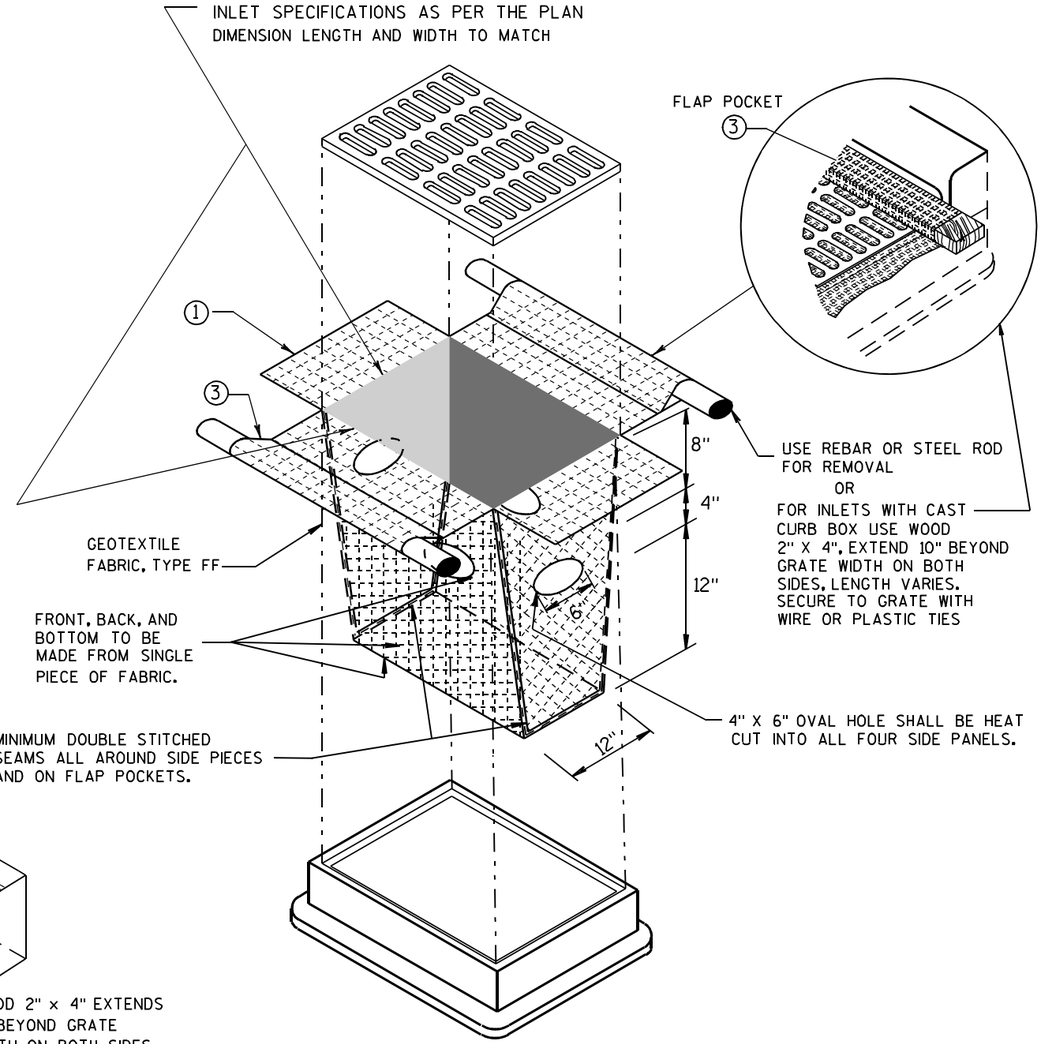


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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S.D.D. 8 E 10-2

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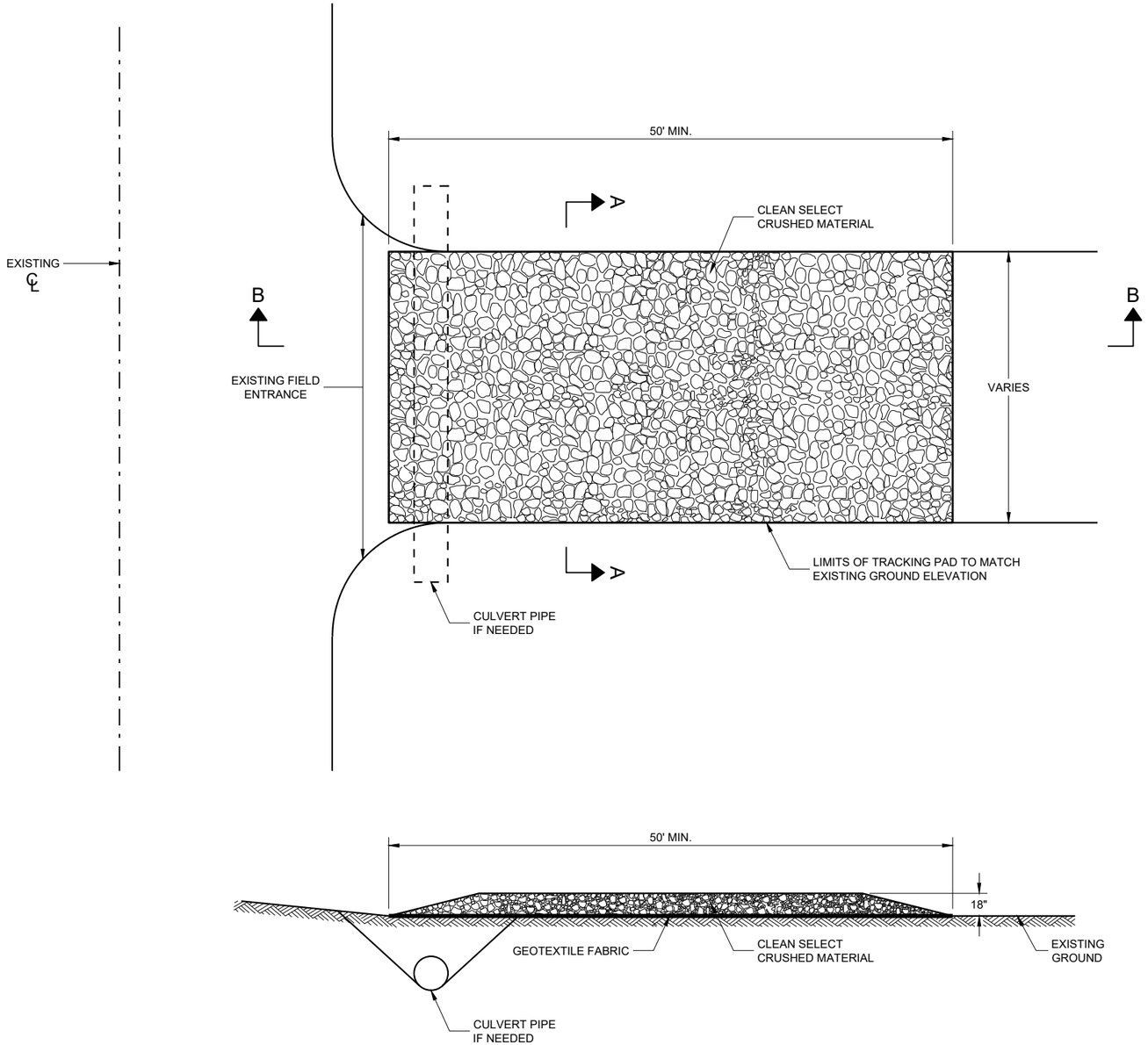
S.D.D. 8 E 10-2



SECTION B - B

GENERAL NOTES

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

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

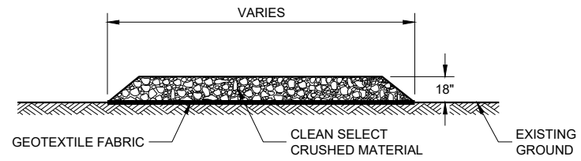
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

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

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

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



SECTION A - A

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SDD 08E14 - 01

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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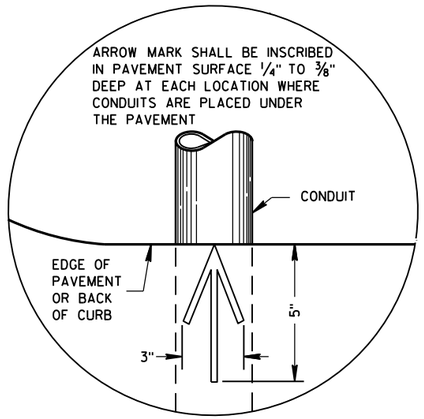
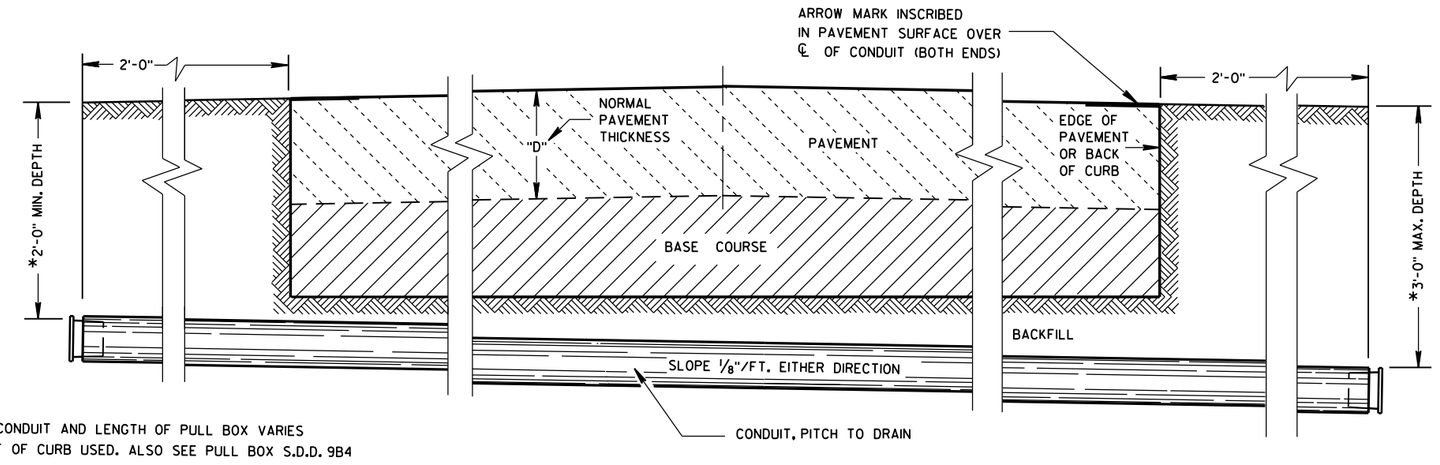
SDD 08E14 - 01



PLAN VIEW

ARROW MARK



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

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

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 351
FHWA

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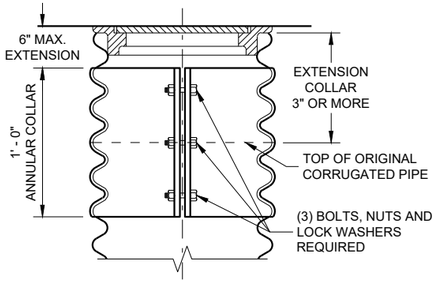
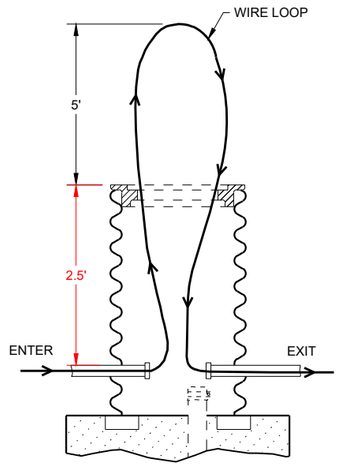
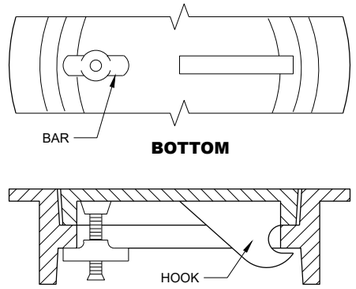


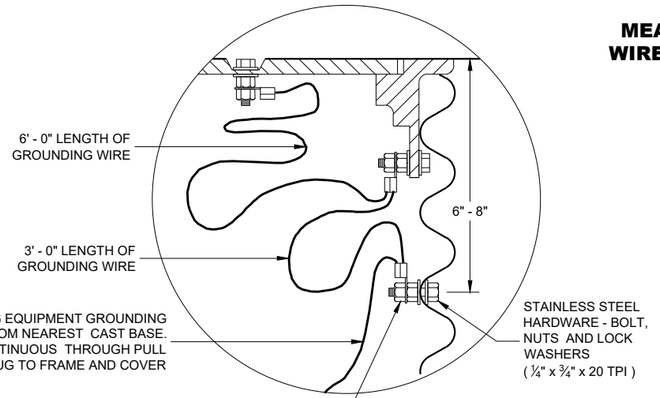
CORRUGATED PIPE EXTENDER



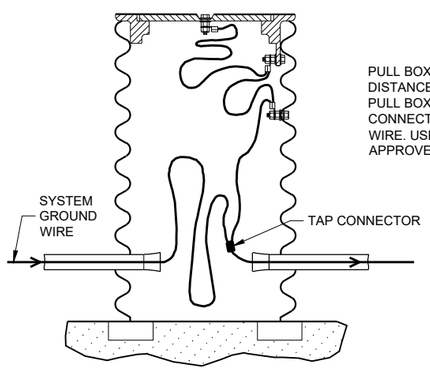
MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



ALTERNATE COVER (LOCKING)
TIGHTENING BAR TYPE

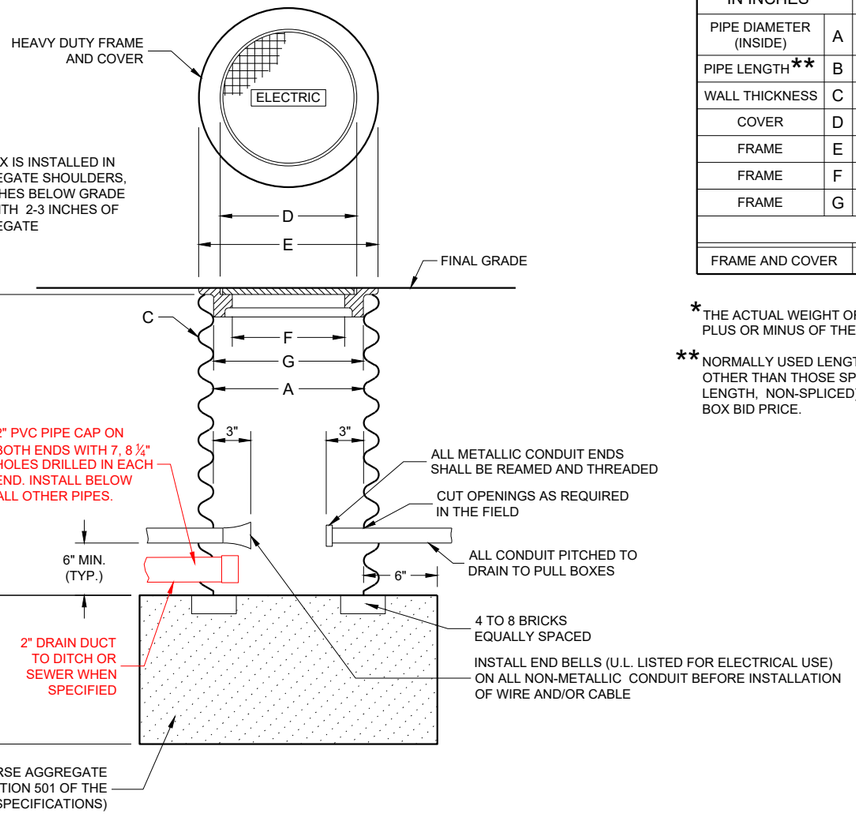


EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH**	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 ¼	10 ¼	10 ¼	16 ¼	16 ¼	16 ¼	22 ¼	22 ¼	22 ¼
FRAME	E	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½	26 ½	26 ½	26 ½
FRAME	F	8 ½	8 ½	8 ½	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½
FRAME	G	11 ½	11 ½	11 ½	17 ½	17 ½	17 ½	23 ½	23 ½	23 ½
WEIGHT IN POUNDS*										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

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

**NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 352

FHWA

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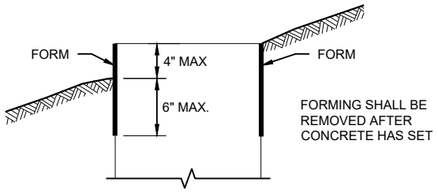
SDD 09B04 -12

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

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

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

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

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

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

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

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

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION.

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

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

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, TYPE 5 AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER ALL BASE TYPES 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 SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

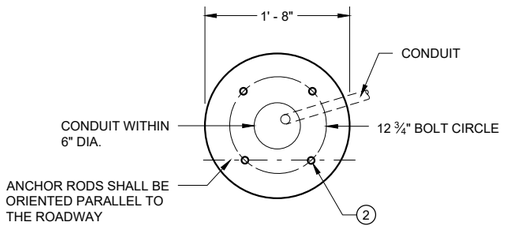
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

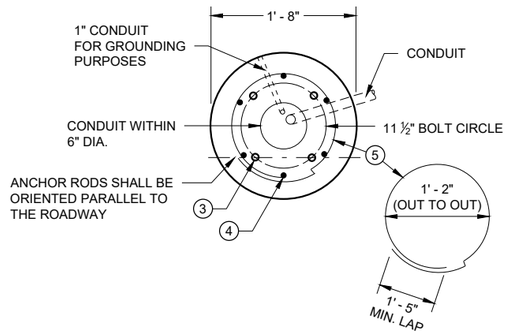
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

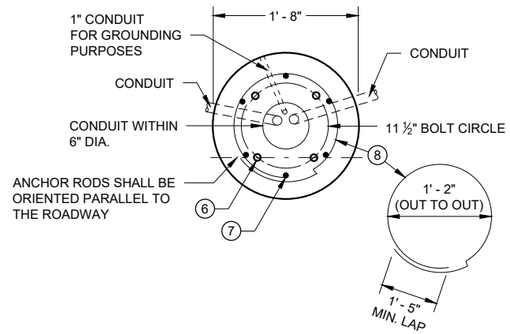
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

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







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

2 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

3 (4) 1" DIA. X 5' - 0" ANCHOR RODS.

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

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

6 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

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

8 (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

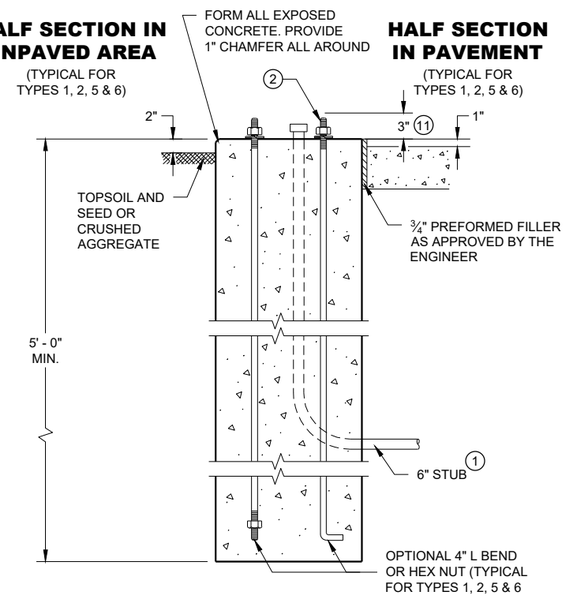
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

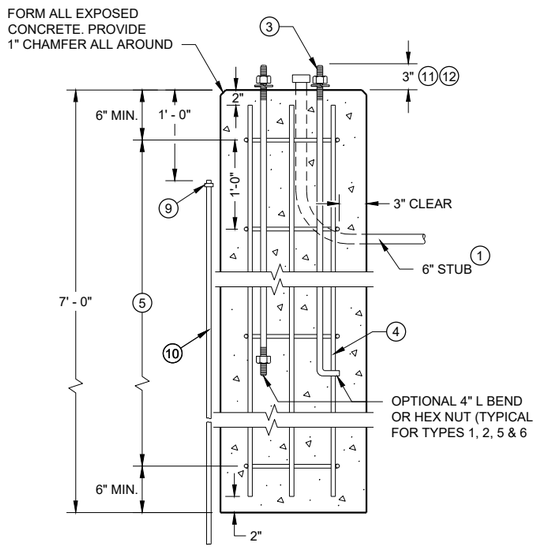
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5 & 6)

HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



TYPE 1



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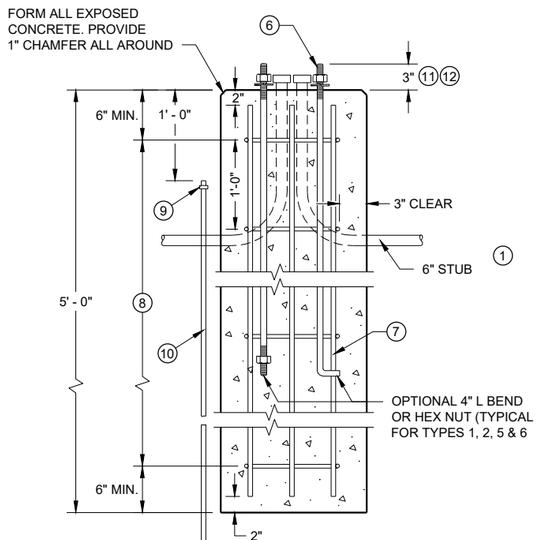


TYPE 5 & 6

CONCRETE BASES

CONCRETE BASES TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 353

FHWA

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

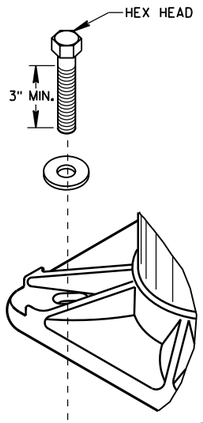
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

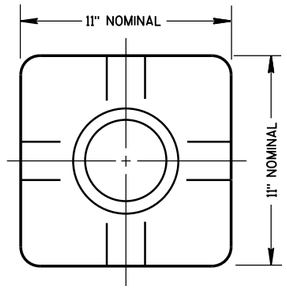
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

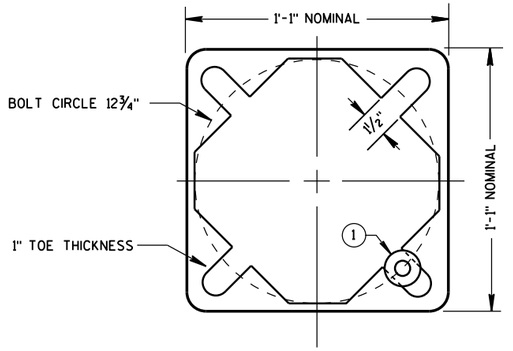
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

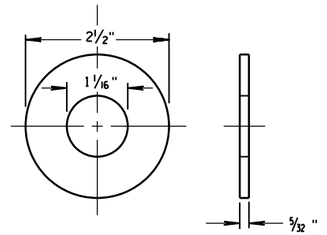




TOP VIEW
(PEDESTAL BASE)

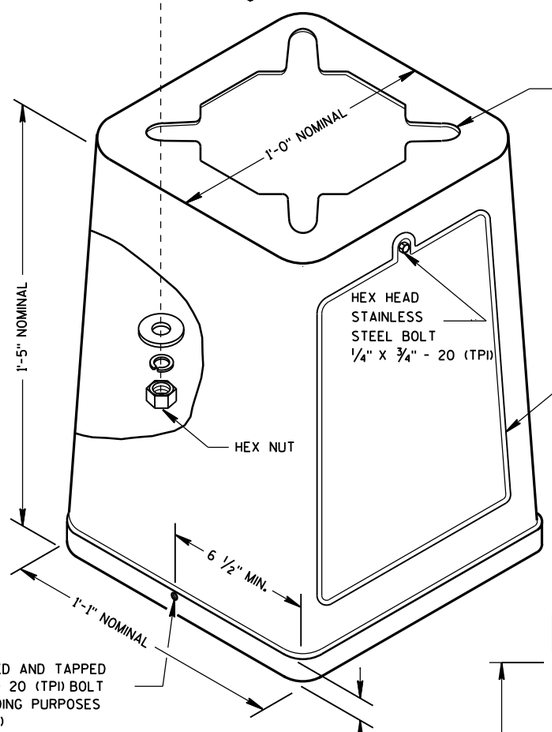


BOTTOM VIEW
(PEDESTAL BASE)

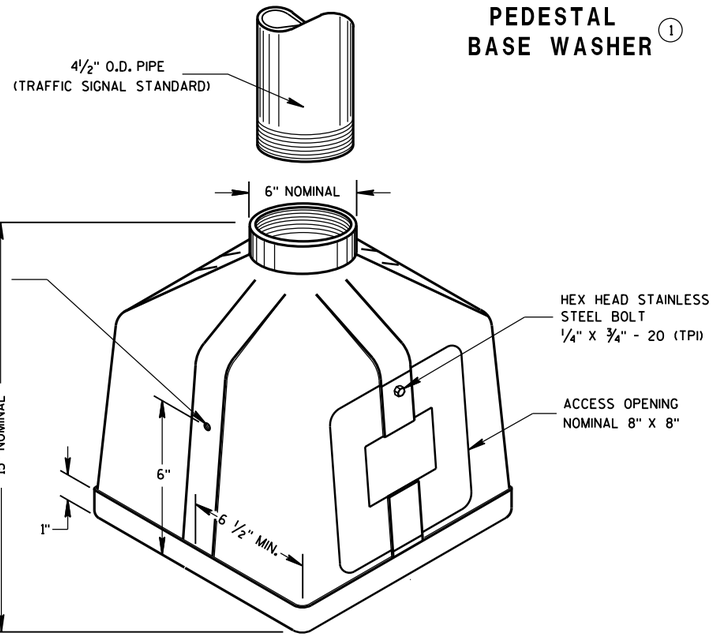


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

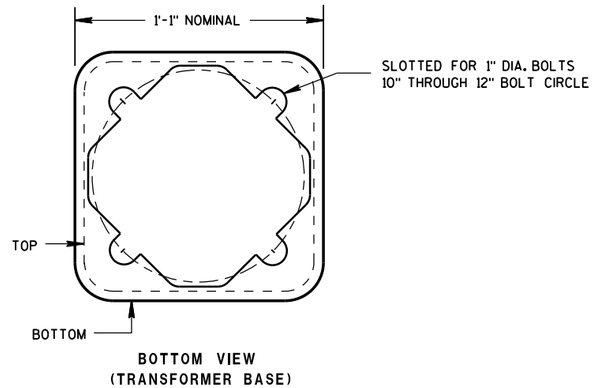


ISOMETRIC VIEW

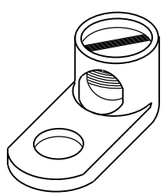


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

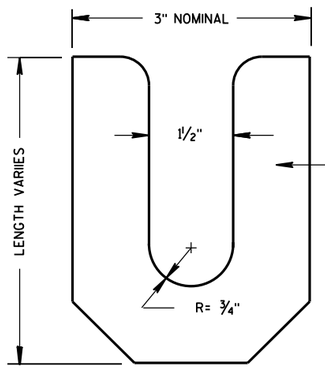


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
354
FHWA

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S.D.D. 9 C 3-4

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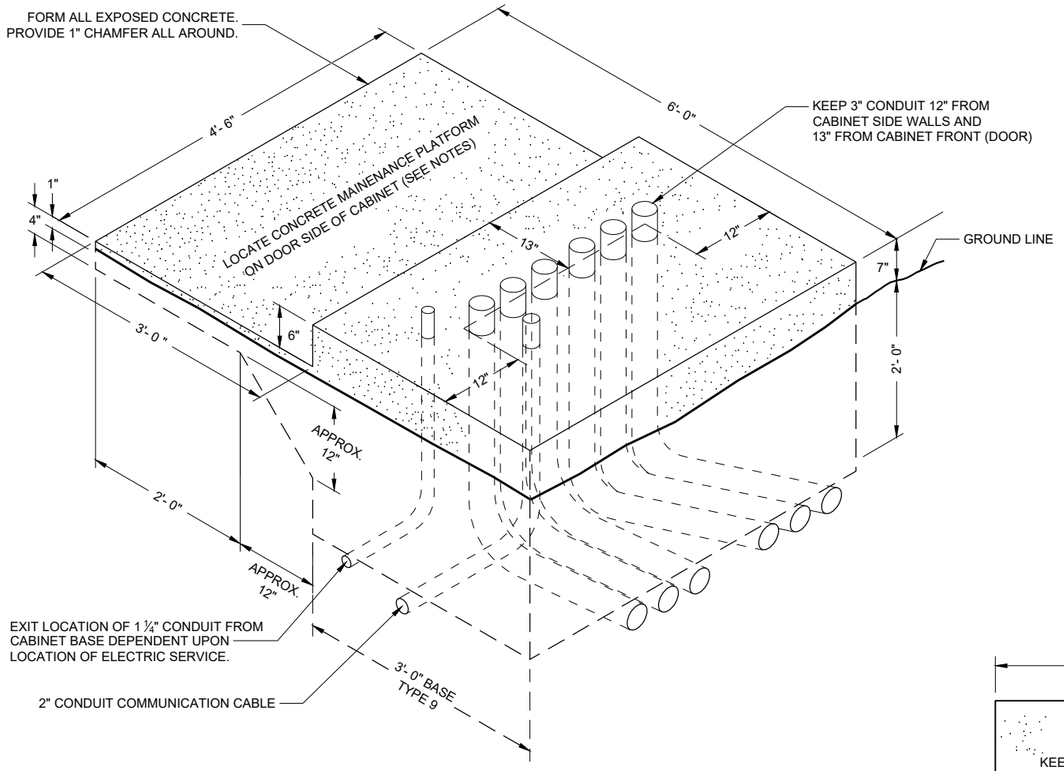
S.D.D. 9 C 3-4

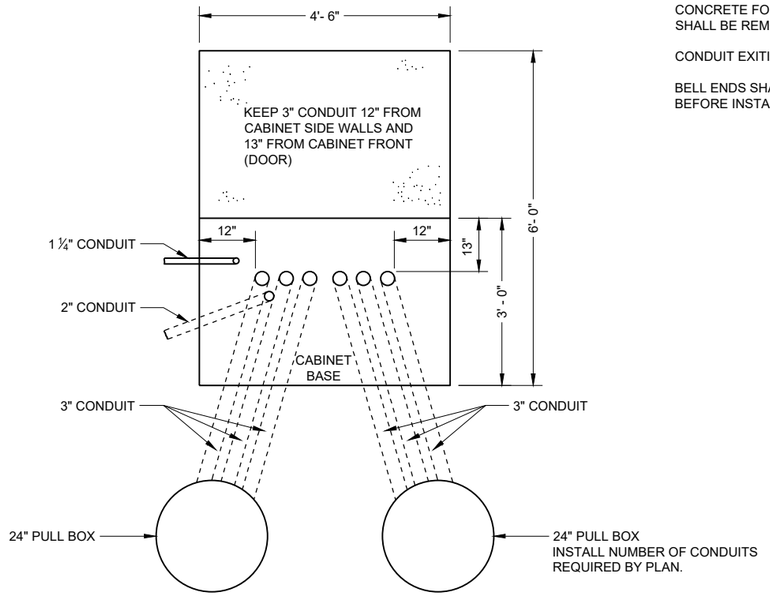
SDD 09C06 Concrete Control Cabinet Base, Type 9, Special



ISOMETRIC VIEW

TYPE 9 SPECIAL

(C.Y. CONCRETE = APPROX. 1.56)



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE 9 SPECIAL

GENERAL NOTES

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

INSTALL FOUR INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT EQUALS 6 TIMES THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NON - METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

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

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6 INCHES MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

CONDUIT EXITING THE CONCRETE BASE (SIX 3") SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE CONTROL CABINET BASE TYPE 9, SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014
DATE

/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI 355

FHWA

6
SDD 09C06 - 07

GENERAL NOTES

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

BASES (SHAFT), BELOW THE WING, SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, 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.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

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

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

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

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD PROJECTION ABOVE TOP OF CONCRETE FOOTING BASE PER THIS SHEET.

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

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

CONDUIT HEIGHT ABOVE CONCRETE BASE SHALL BE 4 ½ INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

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

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

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

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

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.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF THE UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVEL WAY SHALL BE 24-INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18-INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36-INCHES, (GREATER THAN 36-INCHES IF INSTALLED IN BREAKER-RUN), EXCEPT WITH THE WRITTEN APPROVAL OF THE ENGINEER.

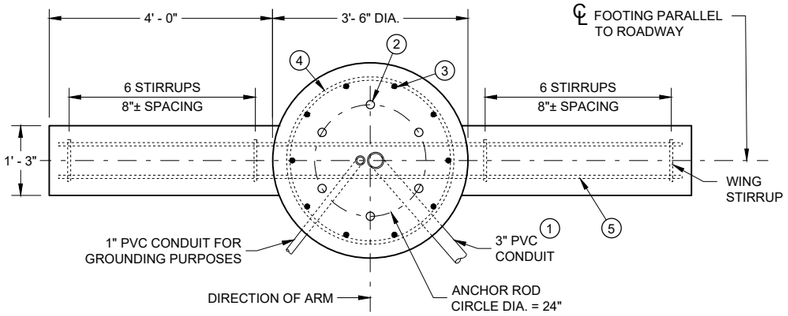
(2) (6) 1 ¾" DIA. X 7' - 2" ANCHOR RODS

(3) (10) NO. 6 X 14' - 1" BAR STEEL VERTICAL REINFORCEMENT.

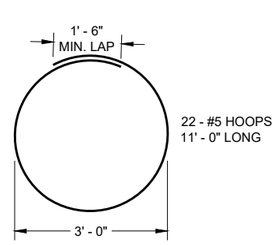
(4) (22) NO. 5 X 11'- 0" BAR STEEL REINFORCEMENT @ 8" MAX. C-C.

(5) (10) NO. 5 X 11' - 0" BAR STEEL HORIZONTAL REINFORCEMENT

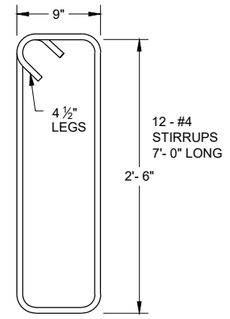
CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE .....fy = 55,000 p.s.i.
WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION)
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.



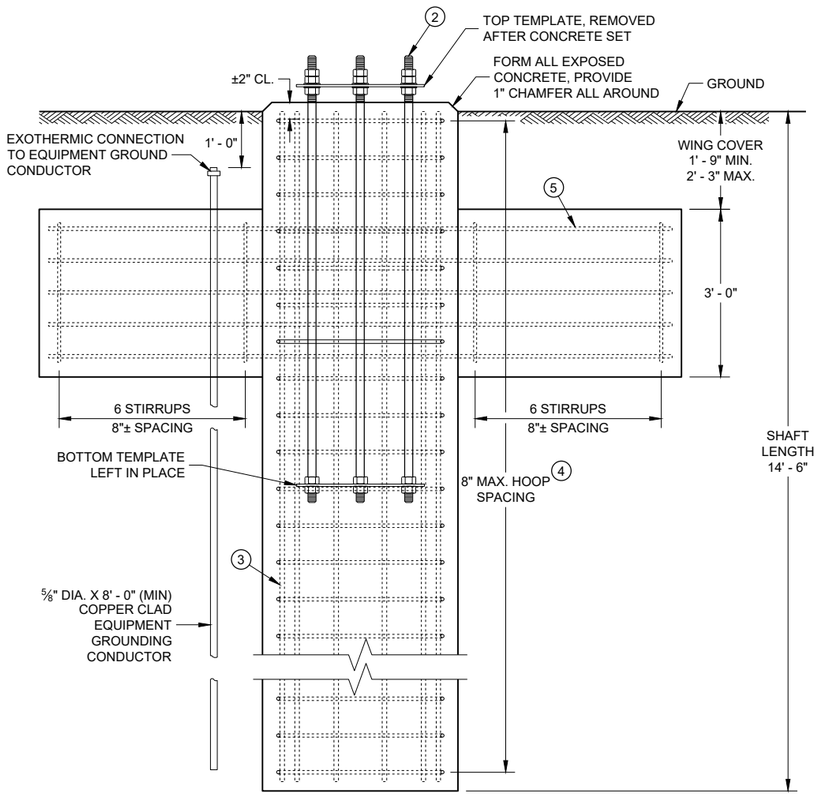
PLAN VIEW



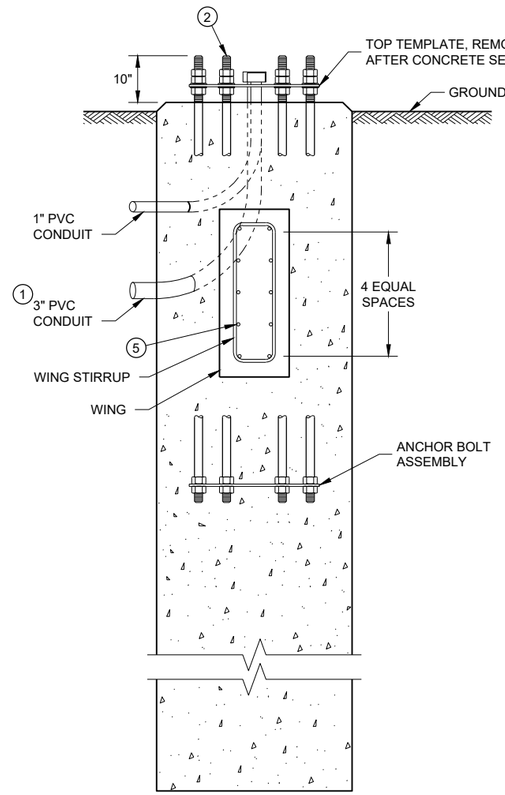
HOOP DETAIL



WING STIRRUP DETAIL



ELEVATION VIEW
(CONDUITS NOT SHOWN ON THIS VIEW FOR CLARITY)



(HOOPS AND VERTICAL SHAFT REINFORCEMENT NOT SHOWN ON THIS VIEW FOR CLARITY)

CONCRETE BASE, TYPE 13
(FOR TYPE 12, TYPE 13 AND OVER HEIGHT (OH) POLES)

CONCRETE = 6.3 CUBIC YARD
H.S. REINFORCEMENT = 635 LBS.

TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE 9C13 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION

CONCRETE BASE TYPE 13

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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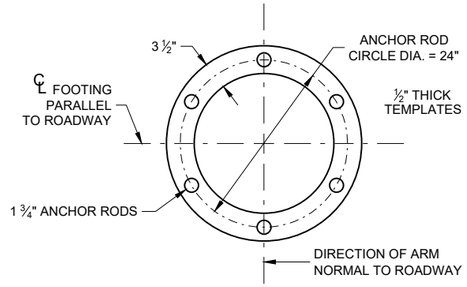
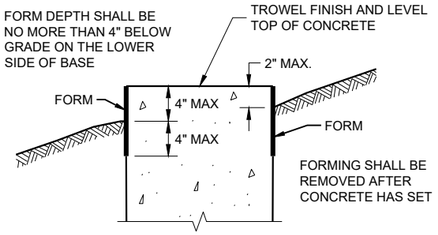
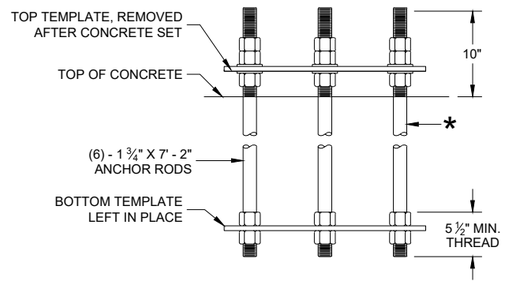
SDD 09C12 - 09a



TOP AND BOTTOM TEMPLATE



FORMING DETAIL



ANCHOR ROD ASSEMBLY DETAILS

* THREAD TOP 11" OF ANCHOR ROD FOR 3 NUTS AND 2 WASHERS AND BOTTOM 5 ½" FOR 2 NUTS PER ANCHOR ROD. HOT DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR ROD (ASTM A123) AND HOT DIP NUTS AND WASHERS (ASTM A153. USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

CONCRETE BASE TYPE 13

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2017
DATE
/S/ Ahmet Demirbilek
WIND LOADED STRUCTU
PROGRAM LEADER
FHWA

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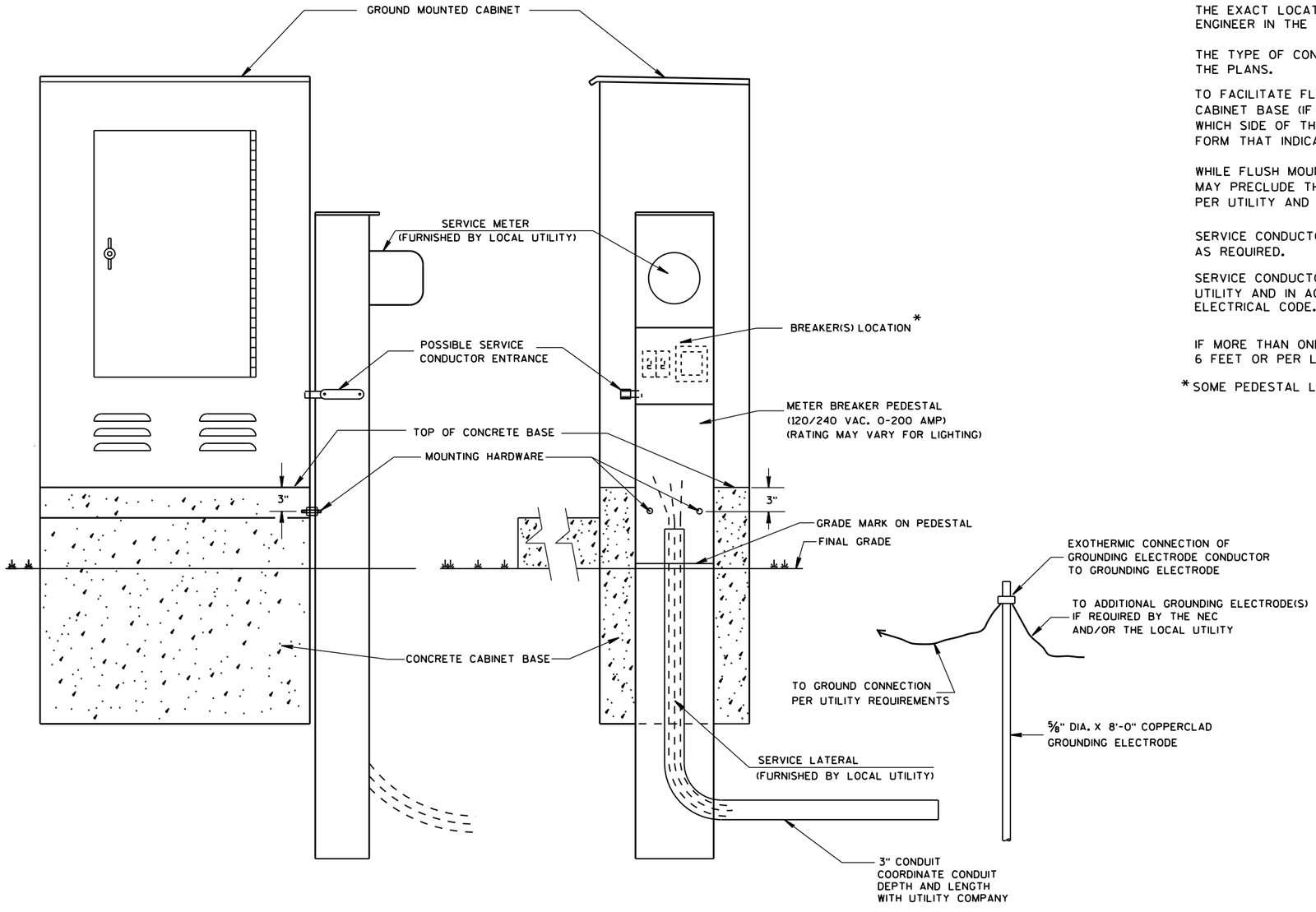
SDD 09C12 - 09b



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

*SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

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S.D.D. 9 D 1-5

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S.D.D. 9 D 1-5

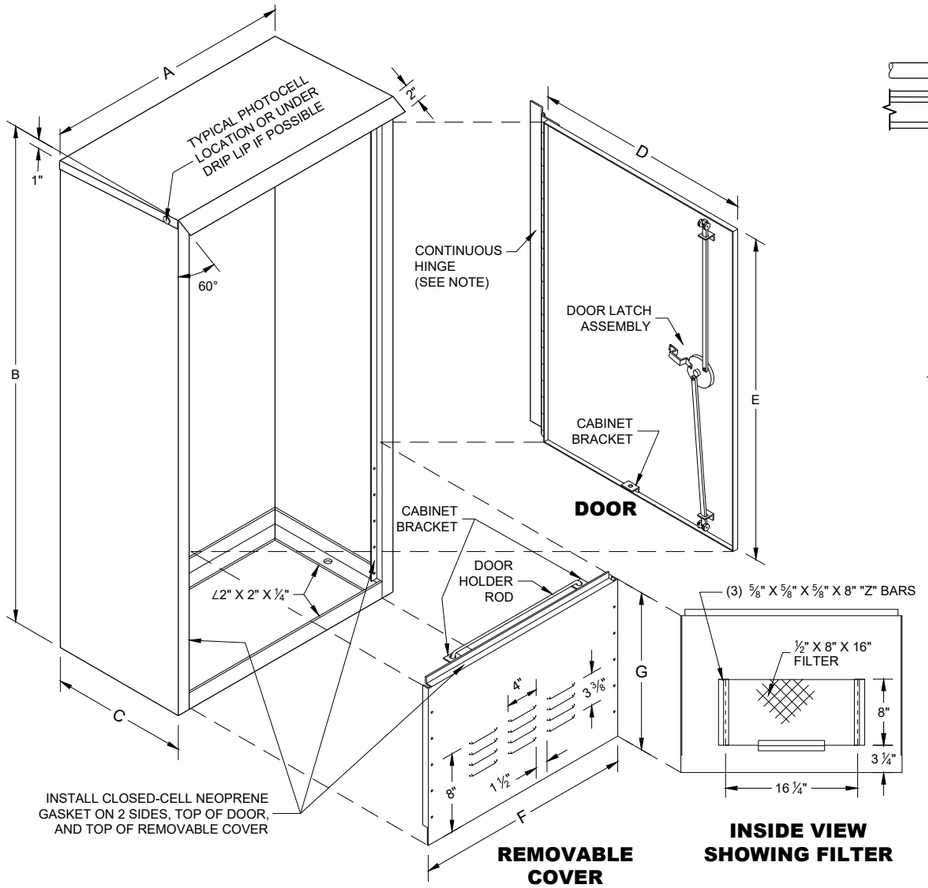
CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

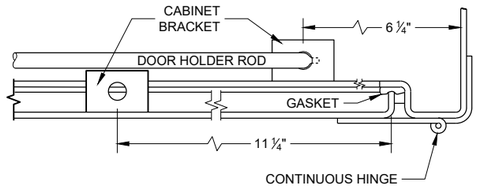
FHWA



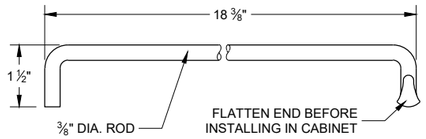
DOOR

REMOVABLE COVER

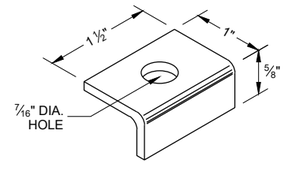
INSIDE VIEW SHOWING FILTER



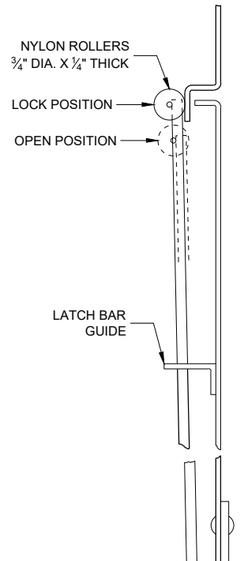
HINGE AND DOOR HOLDER

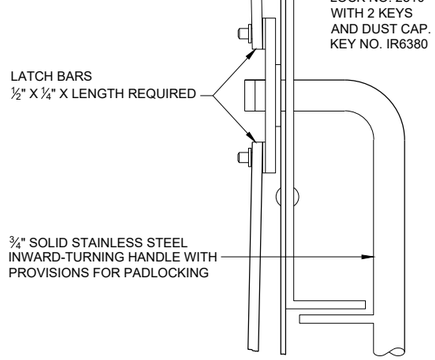


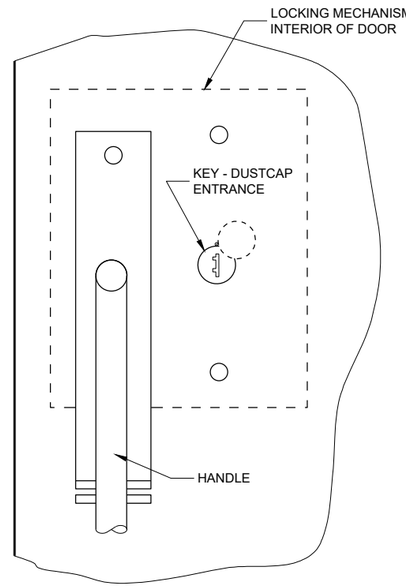
HOLDER ROD



CABINET BRACKET







SIDE VIEW **FRONT VIEW**

LATCH ASSEMBLY

GENERAL NOTES

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

PRIME WITH PHOSPHATE TREATMENT AND PRIMER.

FINISH EXTERIOR SURFACES WITH RUSTOLEUM #906 SILVER GRAY OR APPROVED EQUAL.

FINISH INTERIOR WITH RUSTOLEUM #2766 HIGH GLOSS WHITE ENAMEL OR APPROVED EQUAL.

ALL SHEET METAL PARTS SHALL BE .125 INCH THICK ALUMINUM.

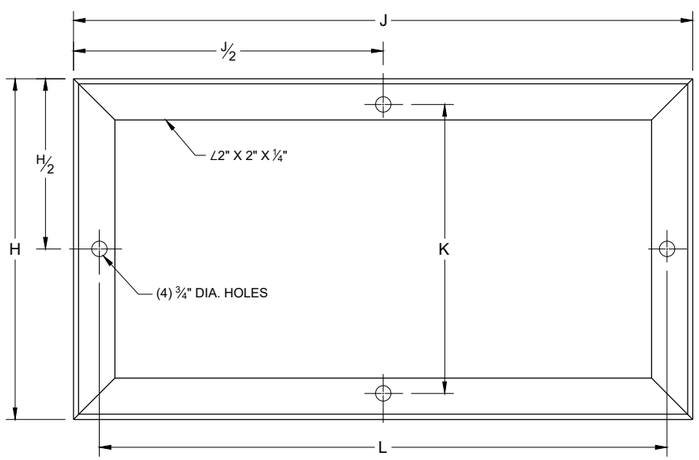
ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

ALUMINUM SHALL BE TYPE 5052-H32.

CONTINUOUS HINGE SHALL BE HEAVY GAUGE ALUMINUM WITH ¼" DIAMETER STAINLESS STEEL HINGE PIN. HINGE IS SECURED WITH ¼" X 20 TPI STAINLESS STEEL CARRIAGE BOLTS AND STAINLESS STEEL NYLOCK NUTS.

A SINGLE PHOTOCELL SHALL BE LOCATED ON THE NORTH - NORTHEAST SIDE OF THE CABINET UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISIONS. THE PHOTOCELL SHALL BE PLACED AS SHOWN AND SHALL BE LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST.

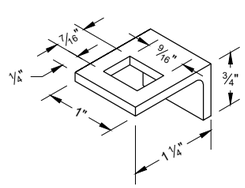
DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.



MOUNTING BASE

TABLE OF DIMENSIONS (INCHES)

MARK	CABINET TYPE		
	3060	3860	3866
A	30	38	38
B	60	60	66
C	16 ½	16 ½	24
D	26 ½	34 ¾	33 ¾
E	38 ¾	38 ¾	38 ¾
F	26 ½	34 ¾	33 ¾
G	19	19	25
H	16 ½	16 ½	24
H/2	8 ¼	8 ¼	12
J	30	38	38
J/2	15	19	19
K	13 ¾	13 ¾	21 ¼
L	27 ½	35 ½	35 ½



LATCH BAR GUIDE

SIGNAL CONTROL CABINET

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014
DATE

/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI 359

FHWA

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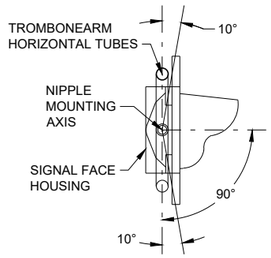
SDD 09D02 - 03

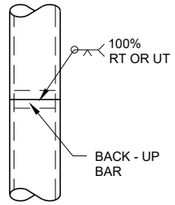


SECTION A-A

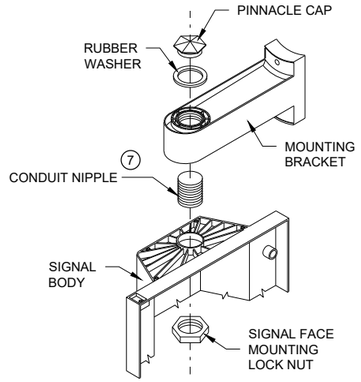
(10 DEGREES TILT REQUIREMENT OF FACE(S) IN THE TROMBONE MOUNTING)

FOR MANUFACTURERS USE ONLY

WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN / BRIDGE FOR VERIFICATION AND APPROVAL.



POLE SPLICE DETAIL



SIGNAL FACE MOUNTING DETAIL

(BANDED)

GENERAL NOTES

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

POLES SHALL BE EITHER ALUMINUM OR GALVANIZED STEEL AS CALLED FOR IN THE CONTRACT.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE / ROPE SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

TYPE 2 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING.

(3) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING,PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE ONE OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) ASREQUIRED, TO PLUMB THE SIGNAL FACES.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

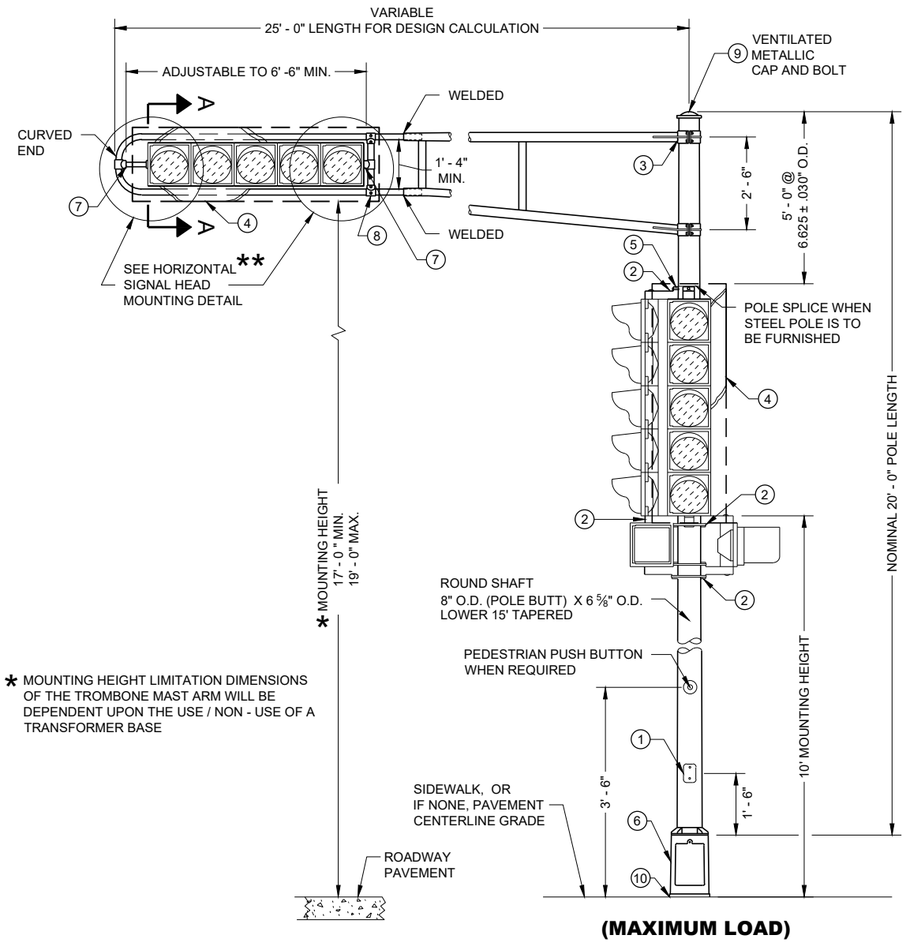
(7) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOTINTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACES AND BRACKET ENDS.

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUTIS THE SLIDING TYPE.

(9) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

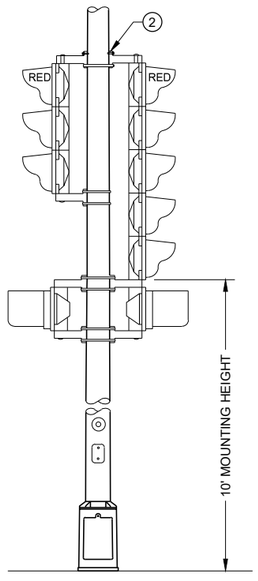
(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

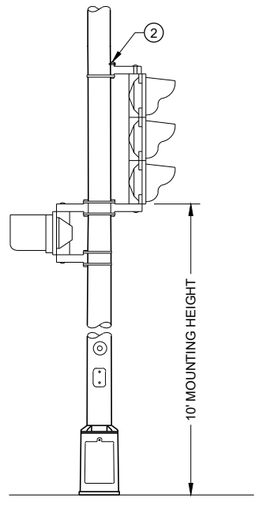


* MOUNTING HEIGHT LIMITATION DIMENSIONS OF THE TROMBONE MAST ARM WILL BE DEPENDENT UPON THE USE / NON - USE OF A TRANSFORMER BASE

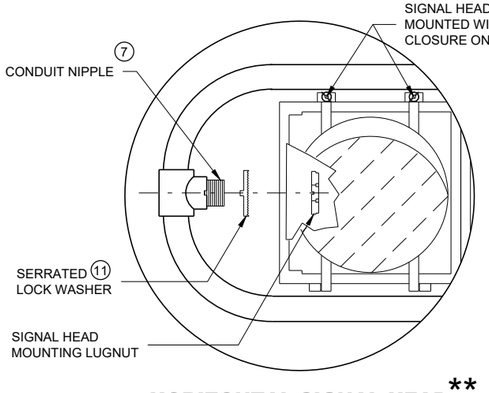
(MAXIMUM LOAD)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE



HORIZONTAL SIGNAL HEAD MOUNTING DETAIL **

** SIGNAL HEAD ATTACHMENT ALSO APPLIES TO MOUNTING AT CROSS BAR

TYPE 2 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA 360

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SDD 09E01 - 15a

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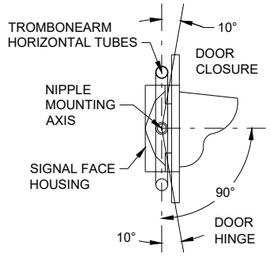
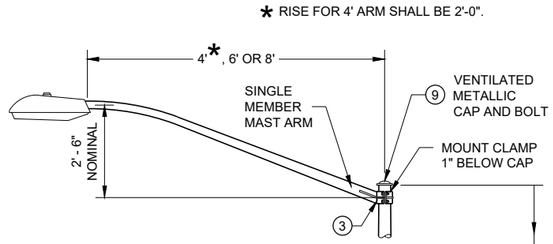
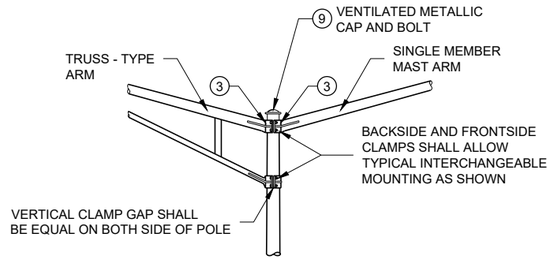
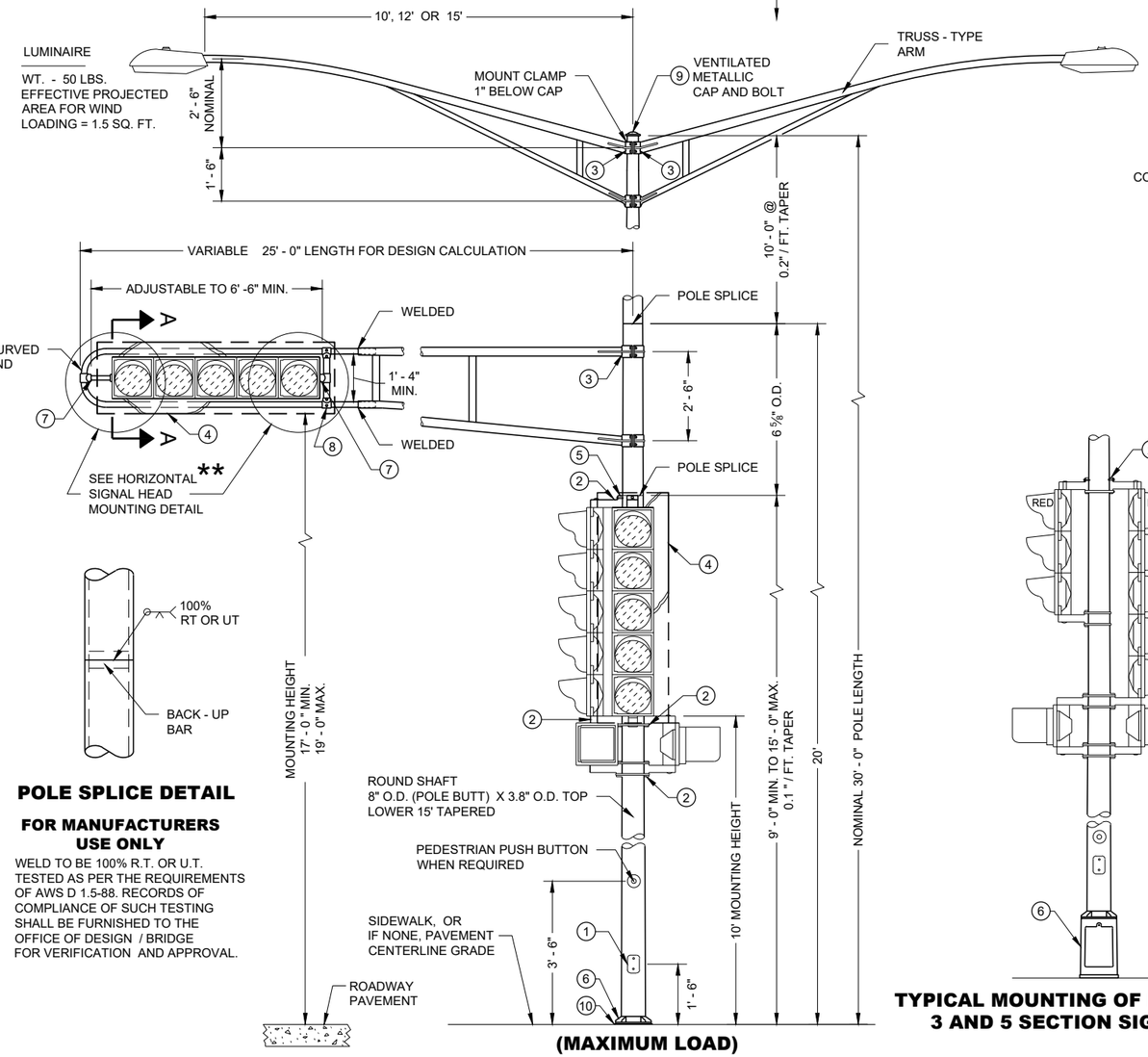


SECTION A-A

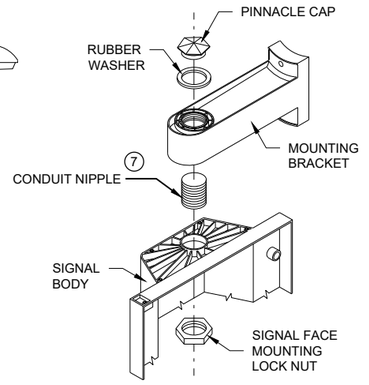




INTERCHANGEABLE MOUNTING DETAIL



(MAXIMUM LOAD)

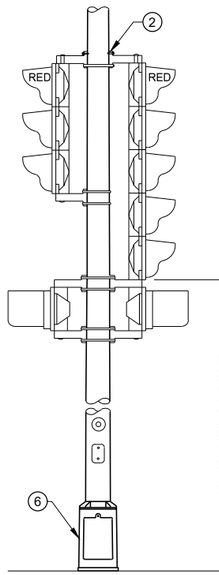


SIGNAL FACE MOUNTING DETAIL
(BANDED)

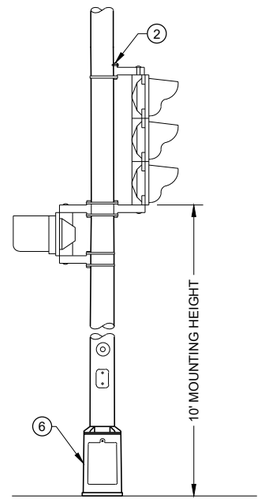
POLE SPLICE DETAIL

FOR MANUFACTURERS USE ONLY

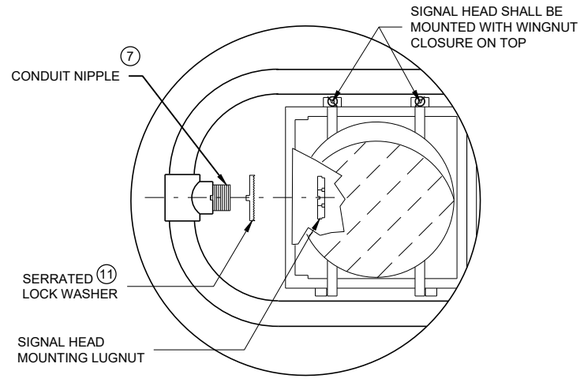
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN / BRIDGE FOR VERIFICATION AND APPROVAL.



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE



HORIZONTAL SIGNAL HEAD ** MOUNTING DETAIL

** SIGNAL HEAD ATTACHMENT ALSO APPLIES TO MOUNTING AT CROSS BAR

GENERAL NOTES

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

ALL TYPE 3 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE / ROPE SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 3/8 INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING.

(3) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 3/8" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE ONE OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED. UNDER MAX LOADING, TYPE 3 POLE SHALL BE MOUNTED DIRECTLY TO ITS CONCRETE BASE.

(7) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACES AND BRACKET ENDS.

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.

(9) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

TYPE 3 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS TYPE 3 (HEAVY DUTY)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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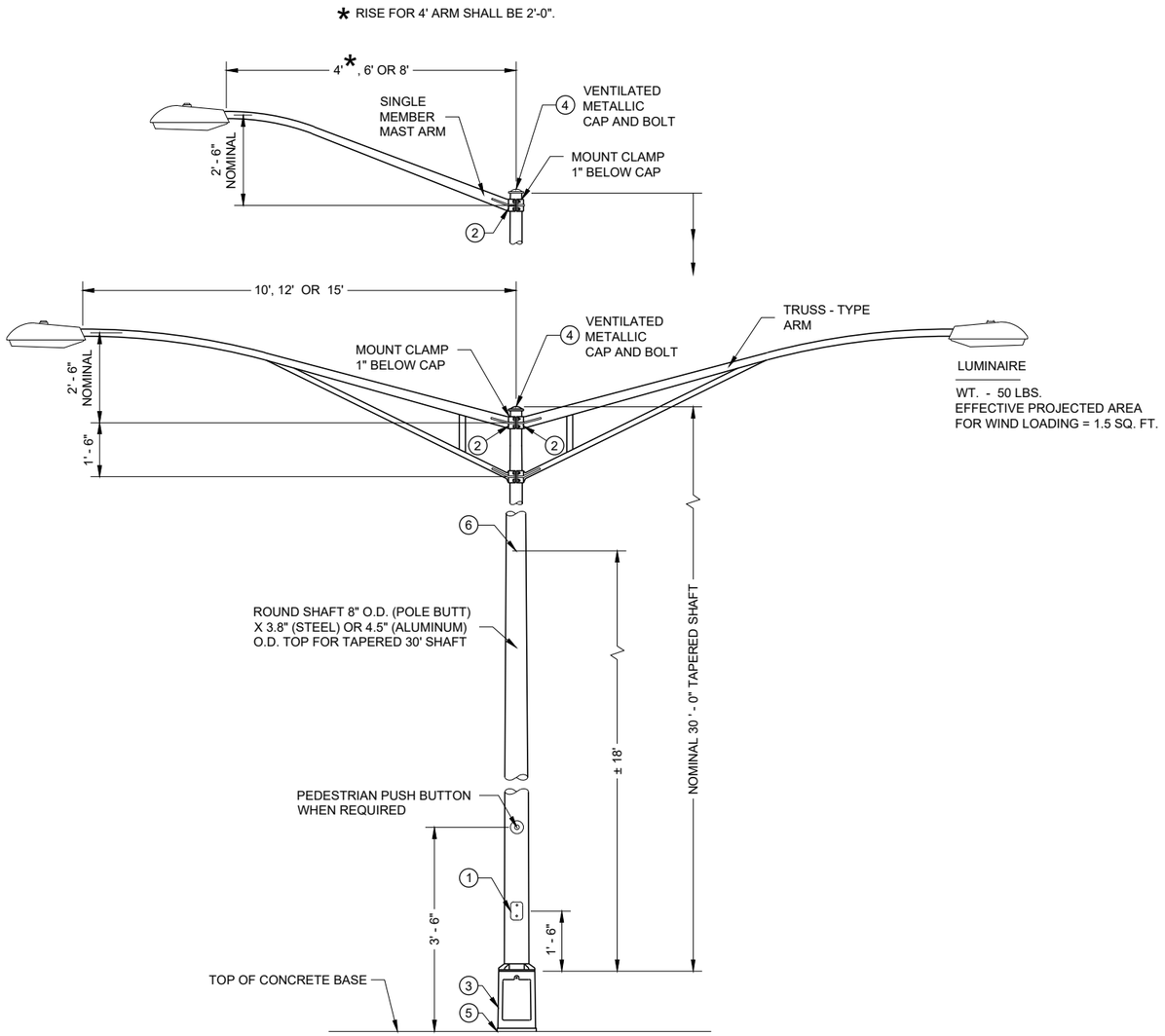
SDD 09E01 - 15b



TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY

GENERAL NOTES

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

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.1888".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (0.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 ⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

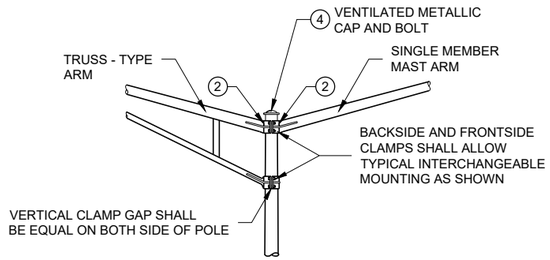
(2) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(6) INTERNAL DUMBBELL - TYPE VIBRATION DAMPER.



INTERCHANGEABLE MOUNTING DETAIL

POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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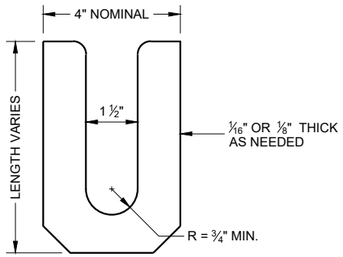
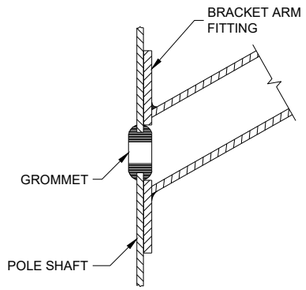
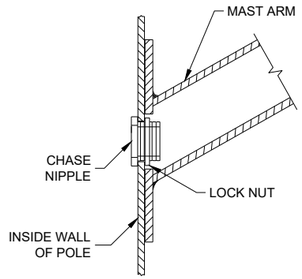
SDD 09E01 - 15d



LEVELING SHIM (1)
SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

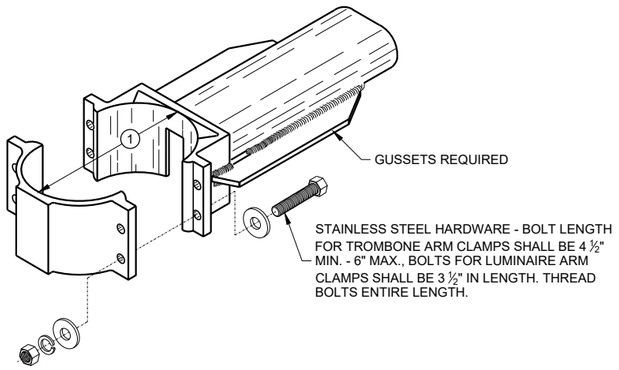
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

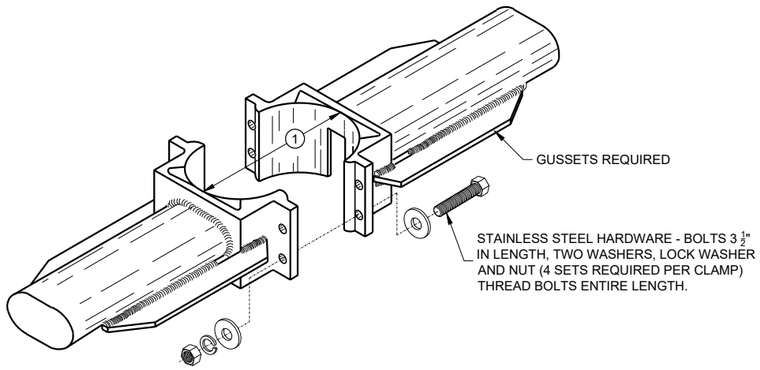
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(4) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

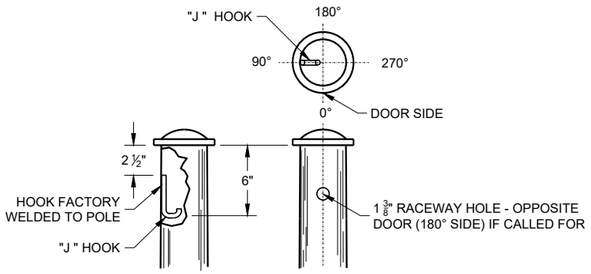
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



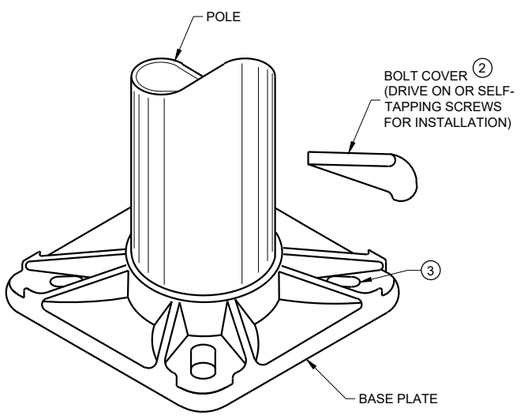
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



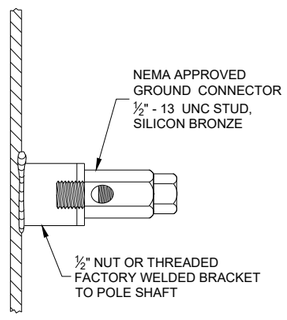
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

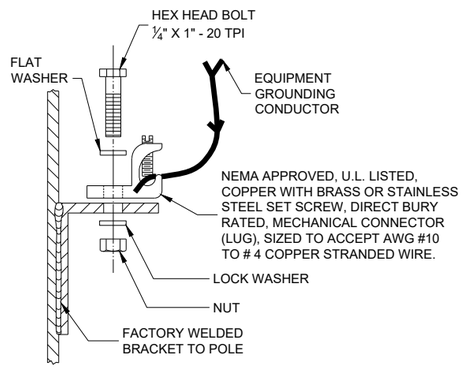


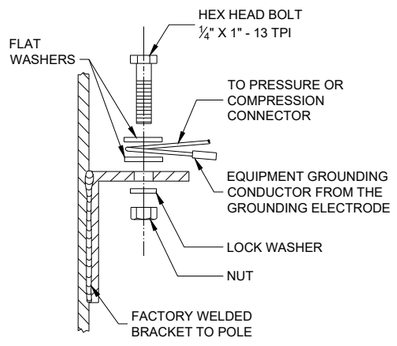
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 363

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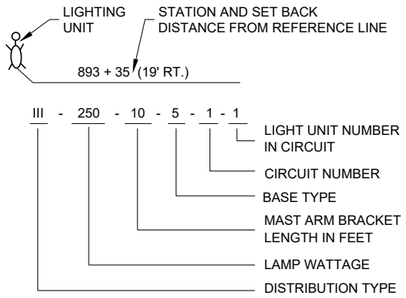
SDD 09E01 - 15g

GENERAL NOTES

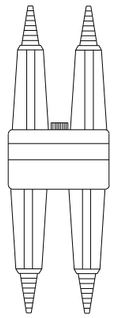
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUND CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

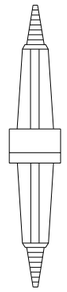
WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.



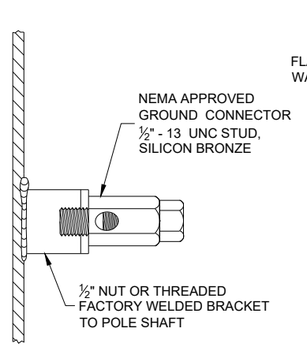
LIGHTING UNIT CODE
(TYPICAL)



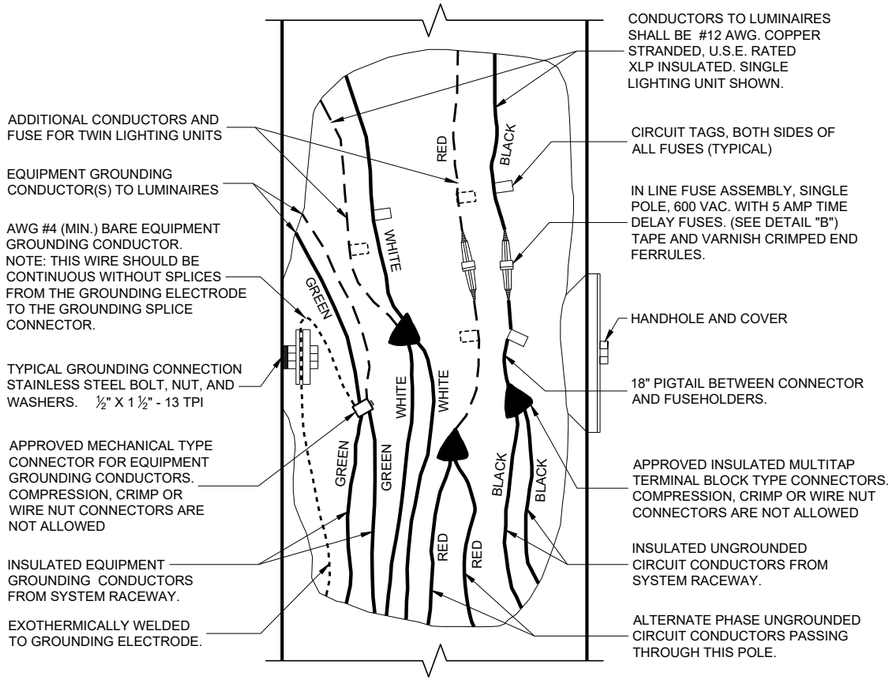
DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



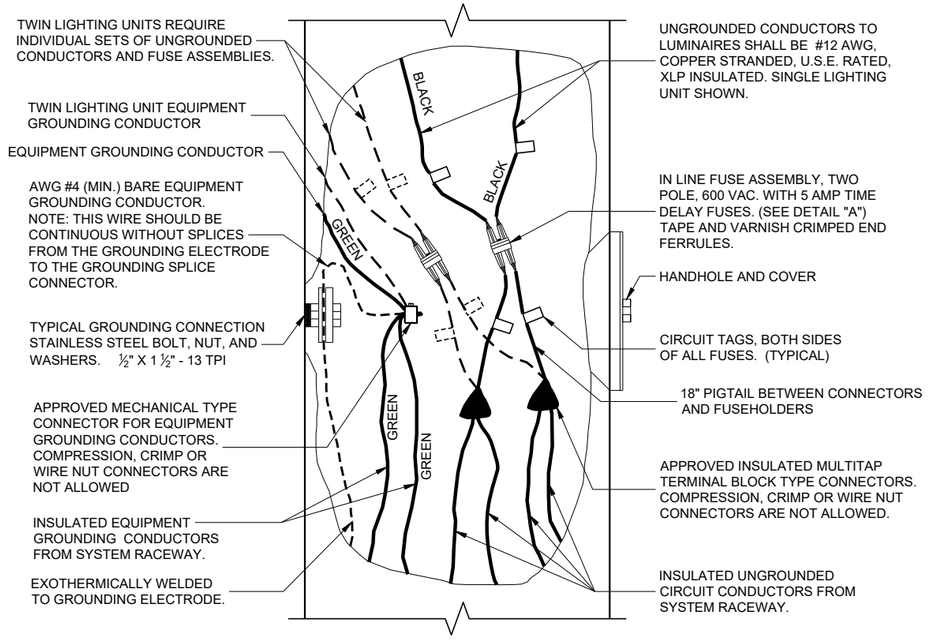
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH GROUNDING CONDUCTOR AND EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

NON - FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

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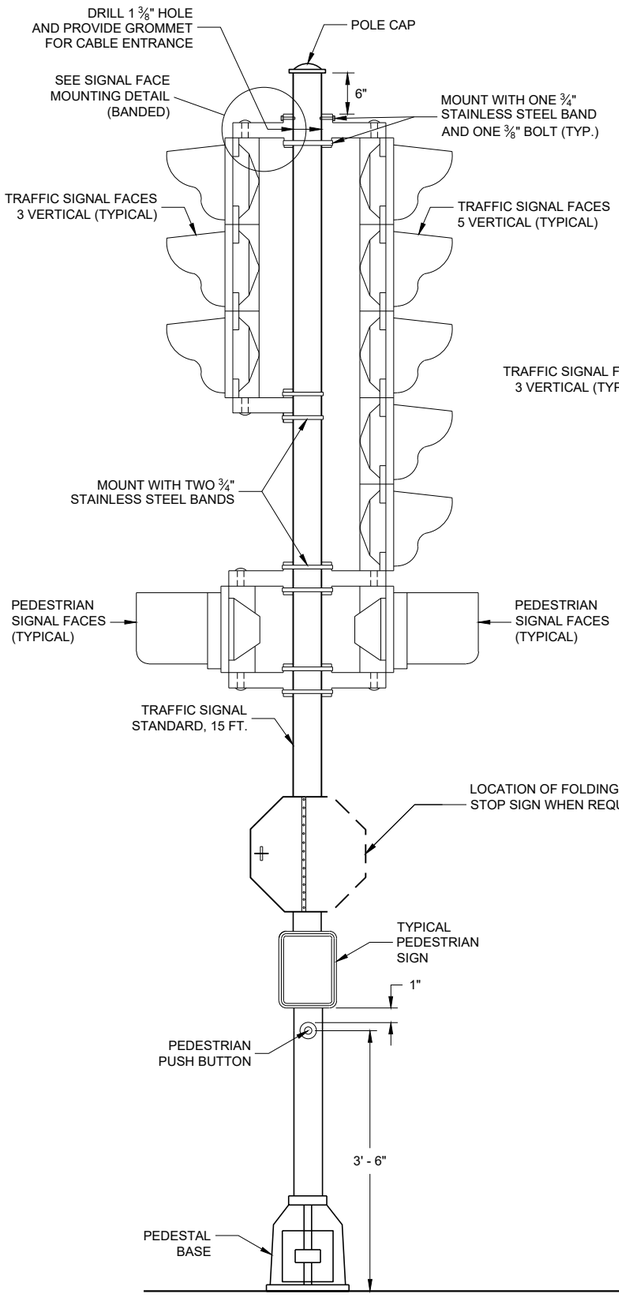
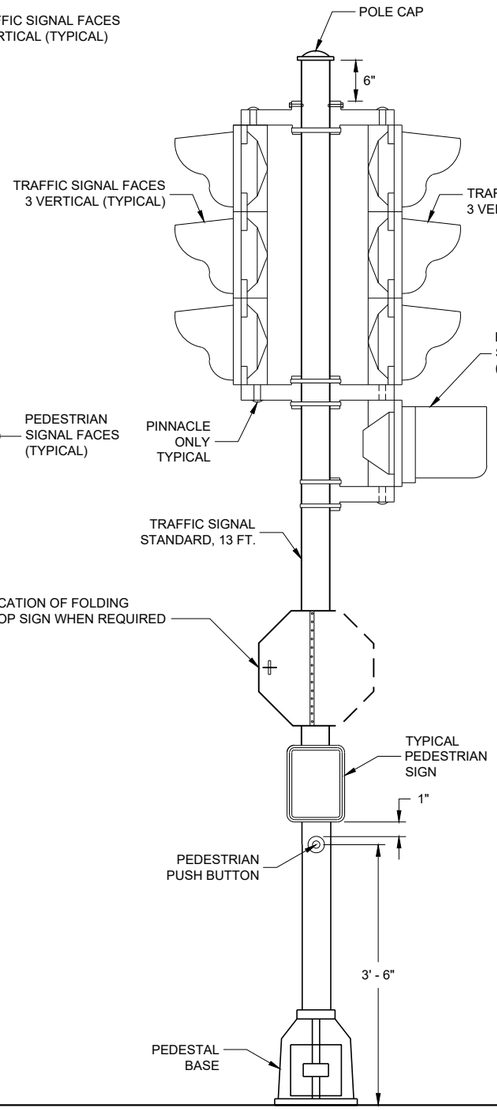
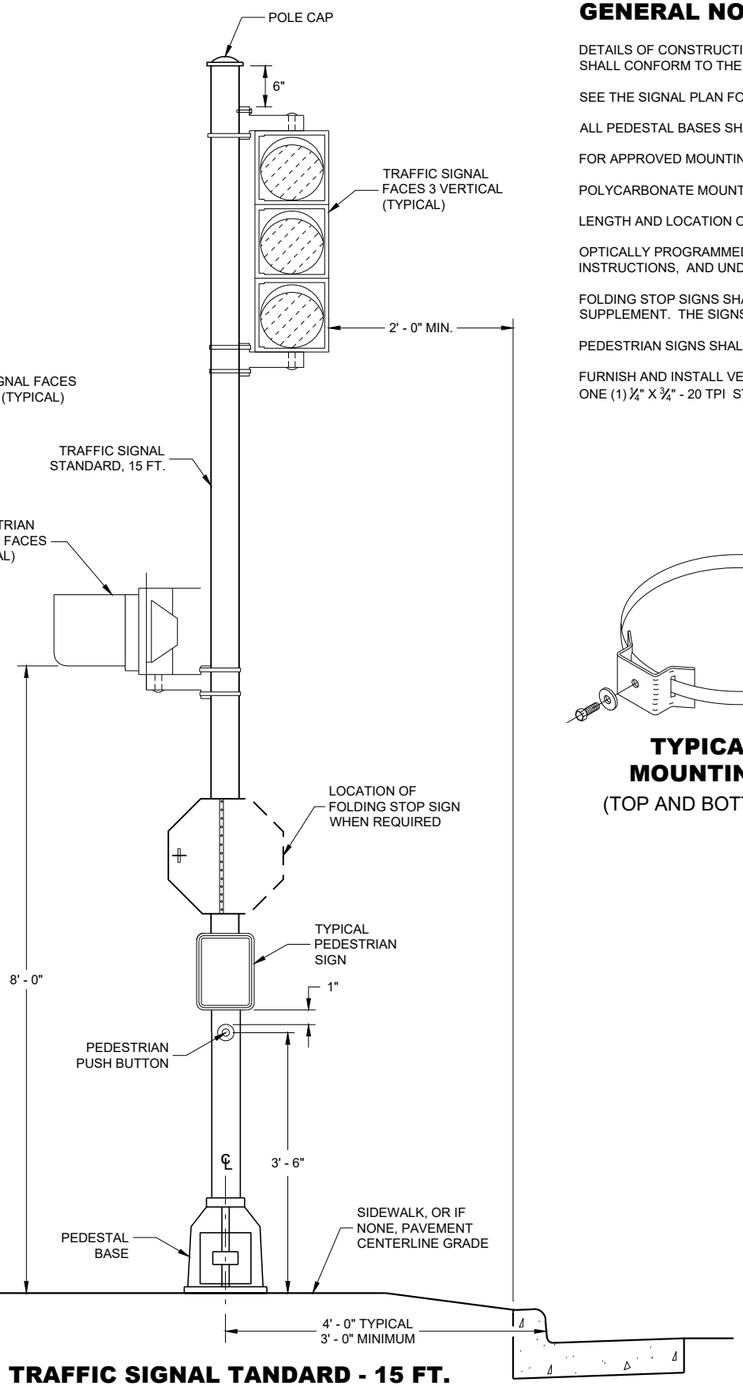
SDD 09E03 - 06



TRAFFIC SIGNAL STANDARD - 15 FT.



TRAFFIC SIGNAL STANDARD - 13 FT.



TRAFFIC SIGNAL TANDARD - 15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

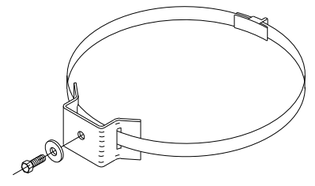
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

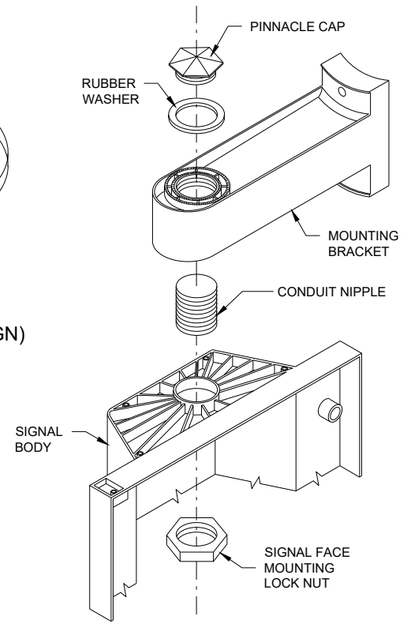
FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) 1/4" X 3/4" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



SIGNAL FACE MOUNTING DETAIL (BANDED)

TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/28/2013
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 365

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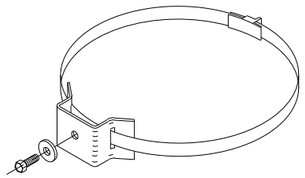
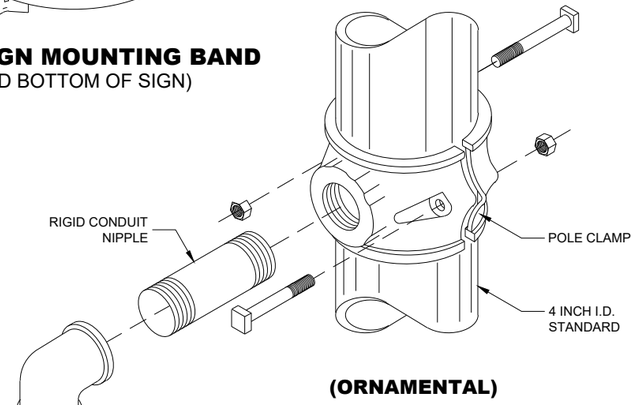
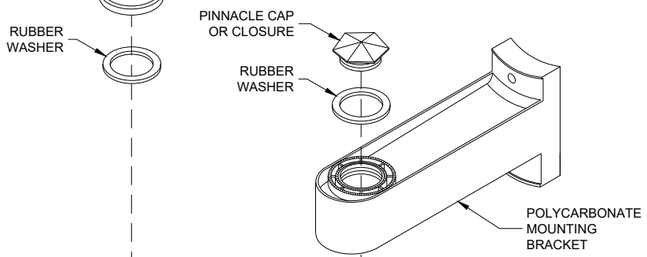
SDD 09E06 - 05



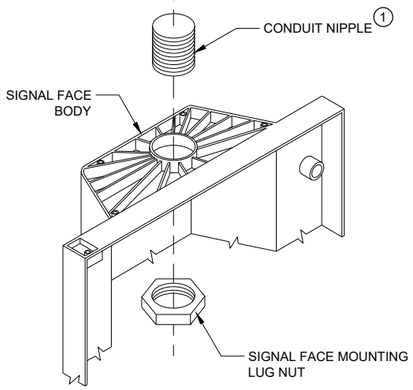
TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



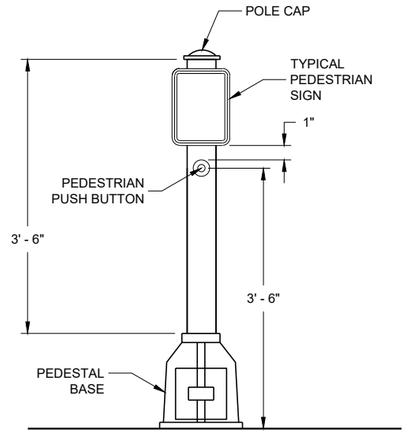
(ORNAMENTAL)



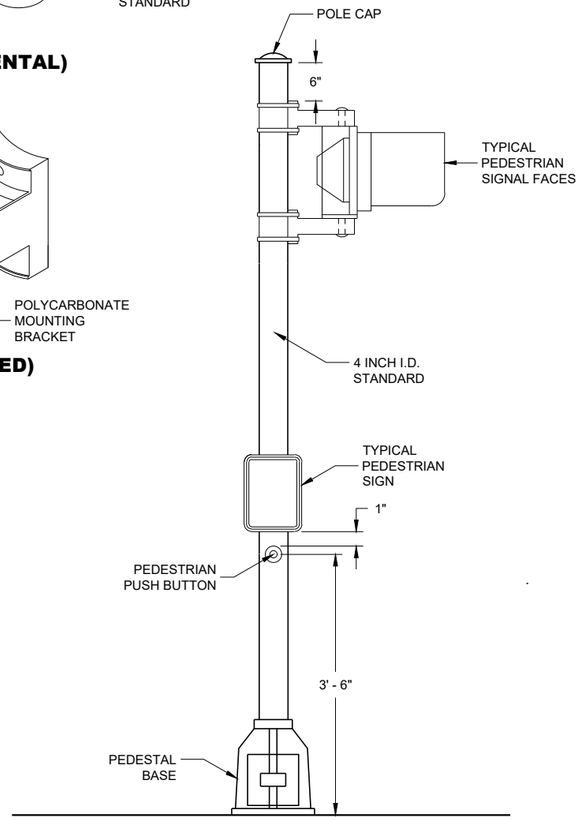
(BANDED)



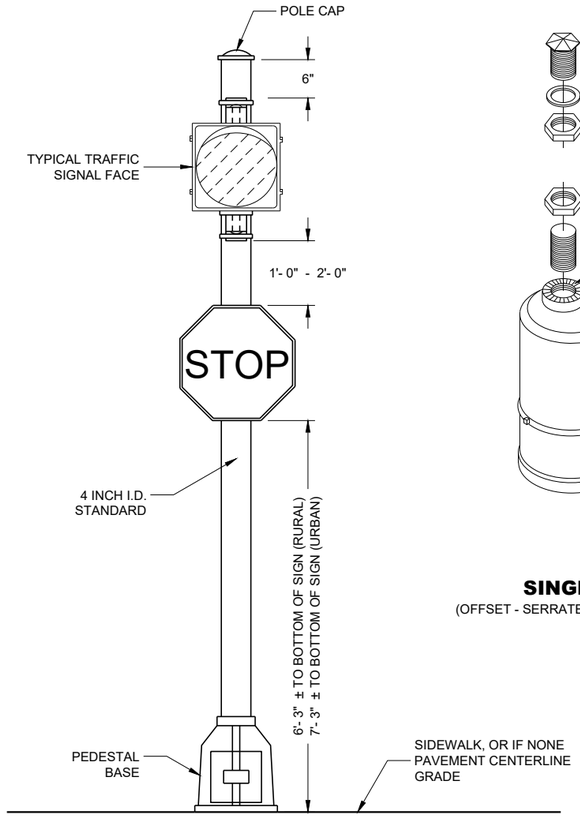
SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING



PEDESTRIAN FACE STANDARD - 10 FT.
(WALK - DON'T WALK)



STANDARD FLASHER
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS, UNLESS APPROVED BY THE ENGINEER IN THE FIELD.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

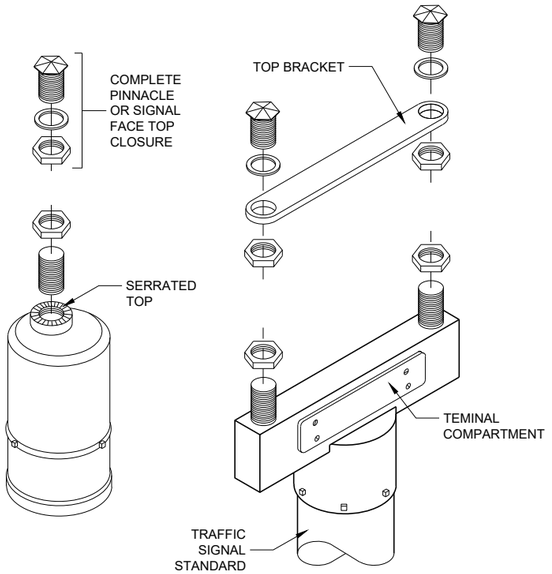
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE REGION TRAFFIC ENGINEER).

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(1) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACESAND BRACKET ENDS.



SINGLE
(OFFSET - SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 366

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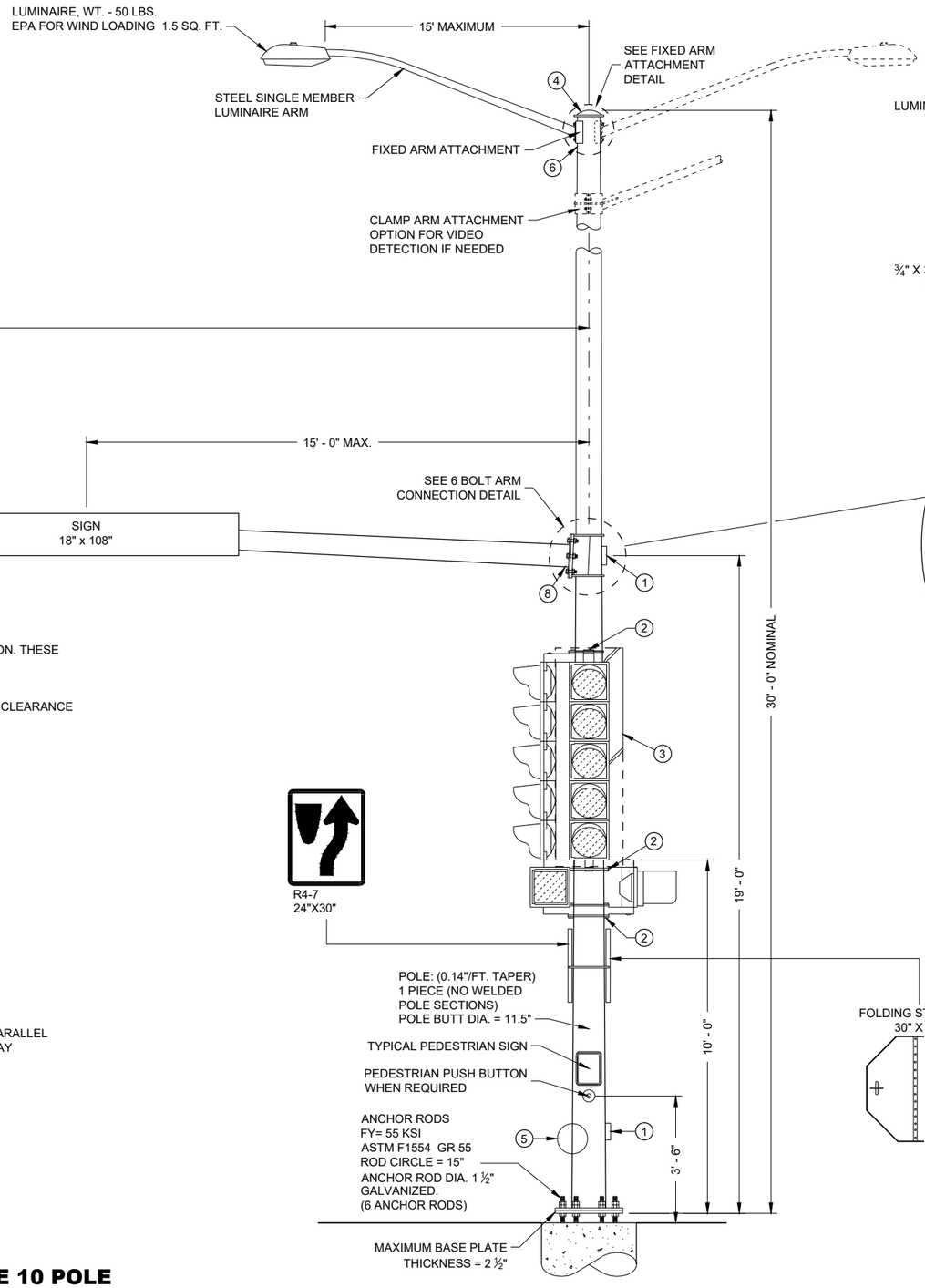
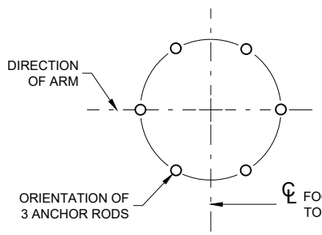
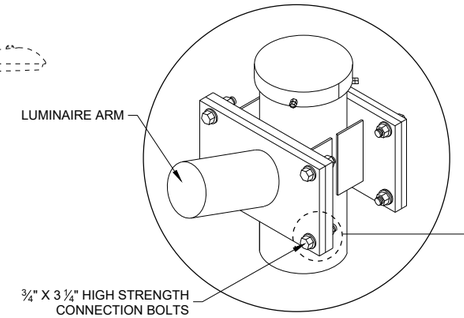


* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

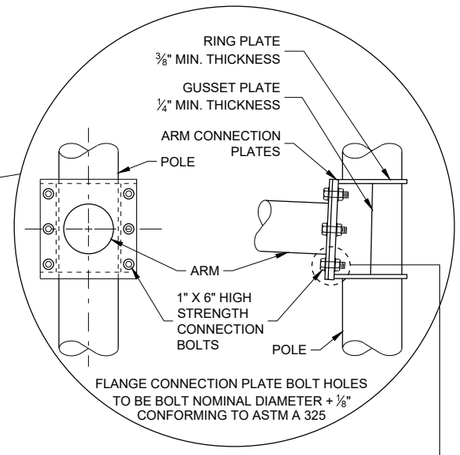
** SIGNALS MAY BE ADJUSTED ±1' - 0" MAXIMUM TO ACCOMMODATE FOR VERTICAL CLEARANCE



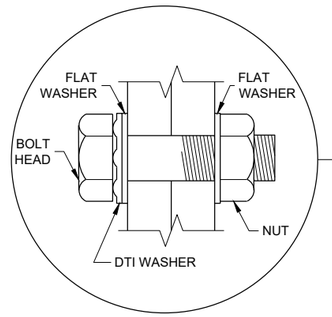
ANCHOR ROD LOCATION



FIXED ARM ATTACHMENT DETAIL



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL

TYPE 10 POLE
15' - 30' MONOTUBE ARM
(MAXIMUM LOAD)

TYPE 10 POLE
15' - 30' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 367

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SDD 09E08 - 09e

GENERAL NOTES

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

POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15 FOOT TO 30 FOOT.

POLE TYPES 9 SPECIAL AND 10 SPECIAL ARE FOR ARM LENGTHS 35 FOOT, 40 FOOT, AND 45 FOOT.

POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35 FOOT TO 55 FOOT.

MONOTUBE POLES AND ARMS SHALL BE GALVANIZED STEEL.

RING STIFFENED BUILT UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3% ± RISE).

SECTION 657, POLES OF THE STANDARD SPECIFICATION SHALL APPLY TO THIS DRAWING.

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNAL 2015 1ST EDITION (INCLUDING INTERIM REVISIONS)" AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR THE LIGHTING STRUCTURES AS FOLLOWS:

CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.

CATEGORY II FATIGUE LOADS OF TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 SPECIAL AND TYPE 10 SPECIAL STRUCTURES. IN LIEU OF DESIGNING FOR GALLOPING, A VIBRATION DAMPER MITIGATION DEVICE IS REQUIRED TO BE SUPPLIED AND INSTALLED AT THE END OF THE MAST ARM.

CATEGORY II FATIGUE FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE12 AND TYPE 13 STRUCTURES.

115 MPH (700 YEAR MRI BASIC WIND SPEED).

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH ¾" STAINLESS STEEL BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR A S DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEAD AT SAME ELEVATION.

SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

(1) DESIGN FOR MAXIMUM ALLOWABLE HAND HOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING (SEE SPECIFICATION SECTION 658).

(3) SECURELY MOUNT BACK PLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

(5) FACTORY WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HAND HOLD, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

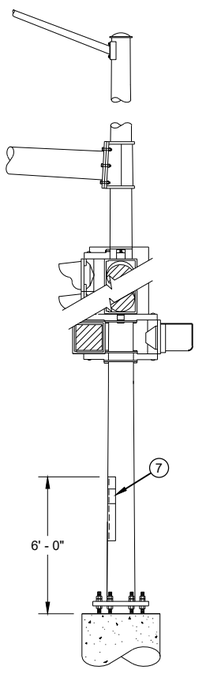
(6) FACTORY WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

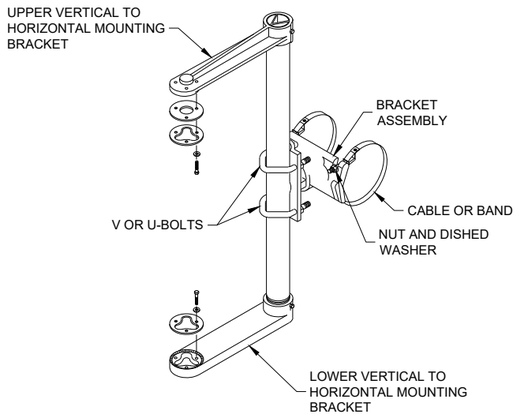
STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

MOUNTING HEIGHT SHALL BE 6' - 0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.



STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT

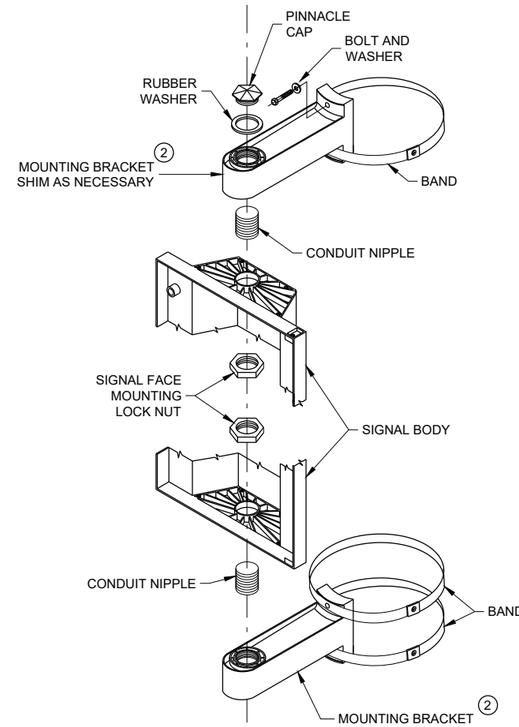


SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM

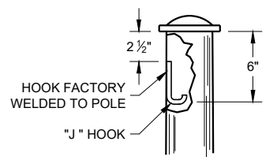
(MOUNT PER MANFACTURER'S RECOMMENDATION)

TYPICAL GROUNDING (5) CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



SIGNAL FACE VERTICAL MOUNTING DETAIL



TYPICAL "J" HOOK (6) WIRE SUPPORT

GENERAL NOTES AND HARDWARE FOR TYPES 9,10, 9/10 SPECIAL, 12 AND 13 POLES WITH MONOTUBE ARMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGINEER

FHWA

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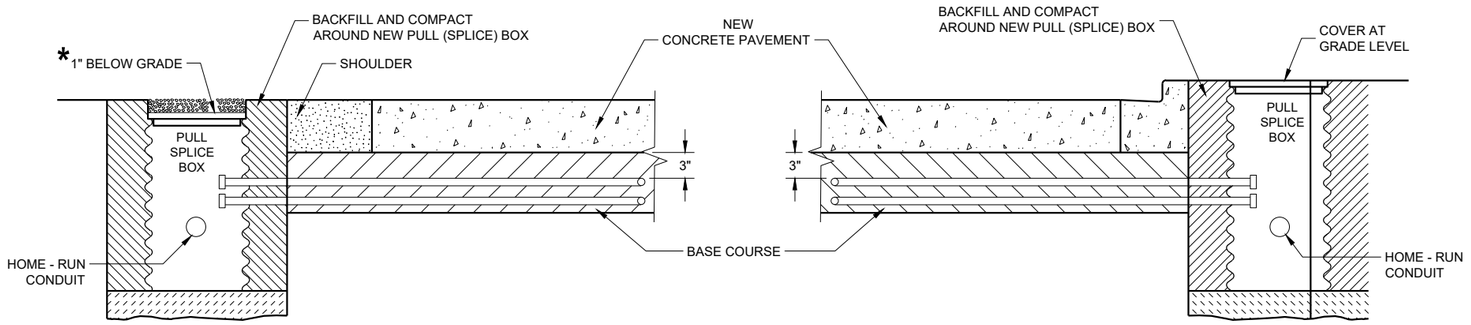
SDD 09E08 - 09k



SECTION A - A
NO CURB AND GUTTER

SECTION B - B
CURB AND GUTTER

*RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READING TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

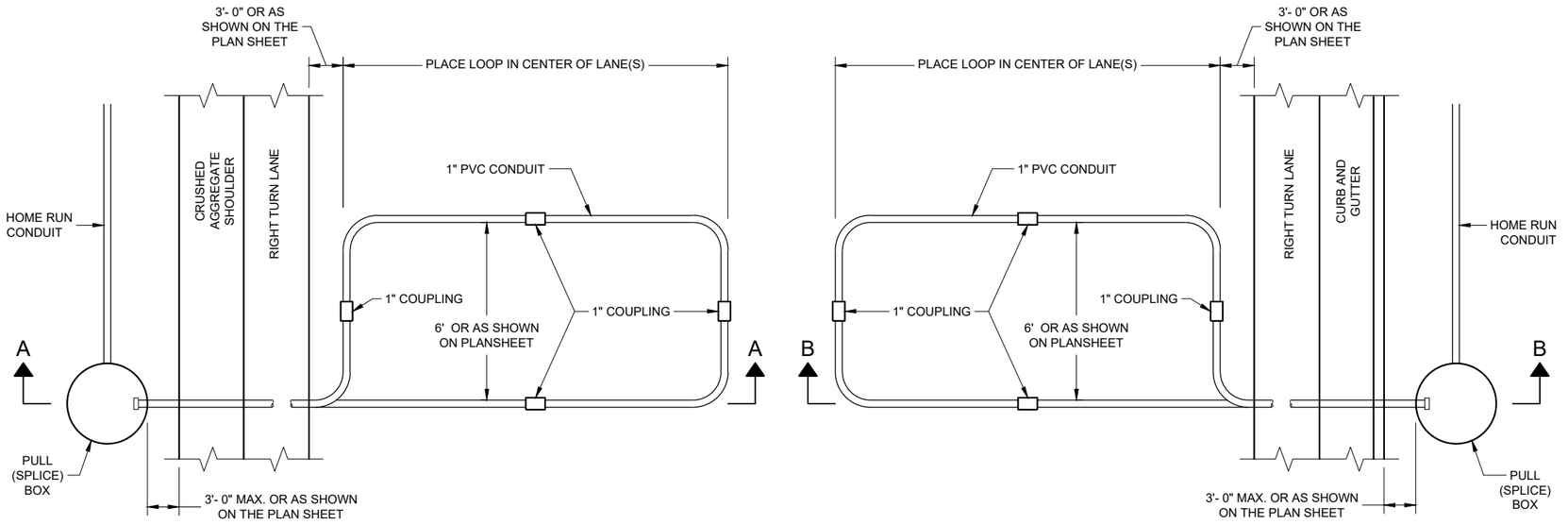
THE #12 AWG LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

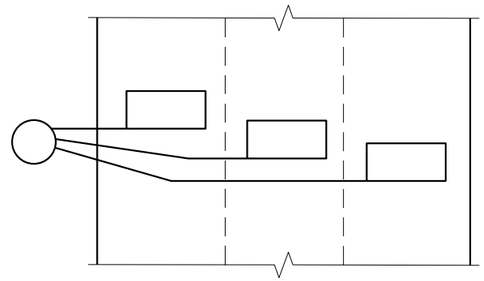
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE NON-SPLICED, CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN LOOP DETECTOR
WITH 24" PULL (SPLICE) BOX



MULTI-LANE
INSTALLATION

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

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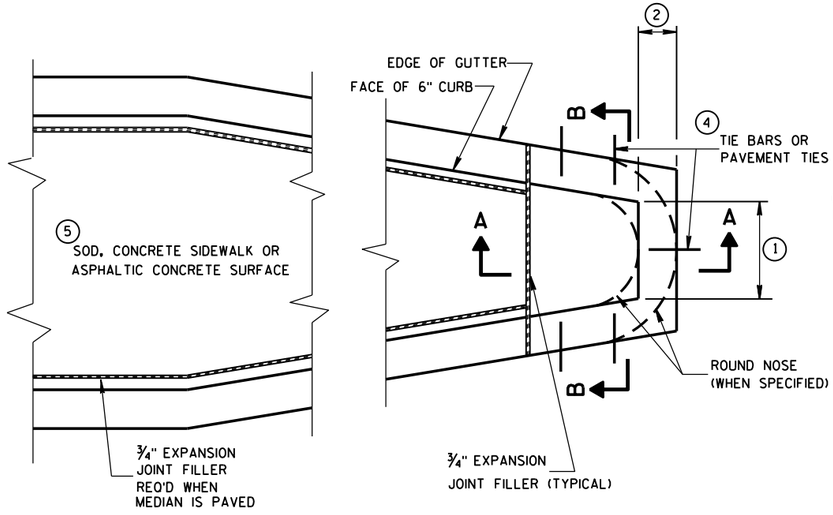
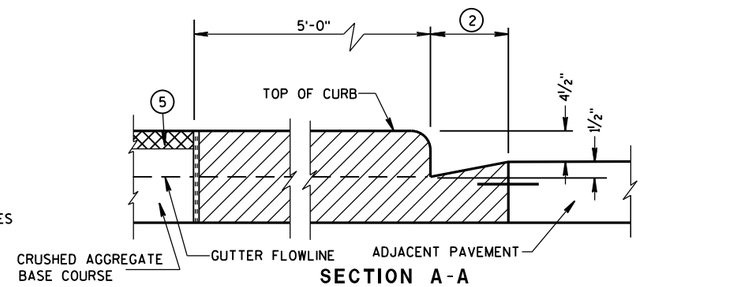
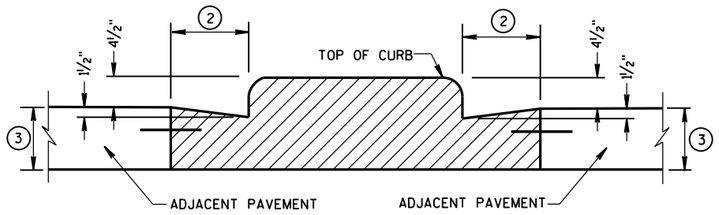




SECTION A-A



SECTION B-B

CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

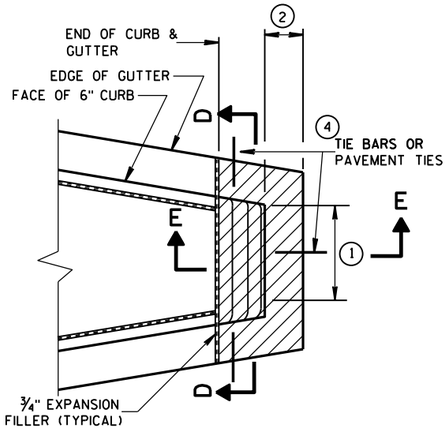
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

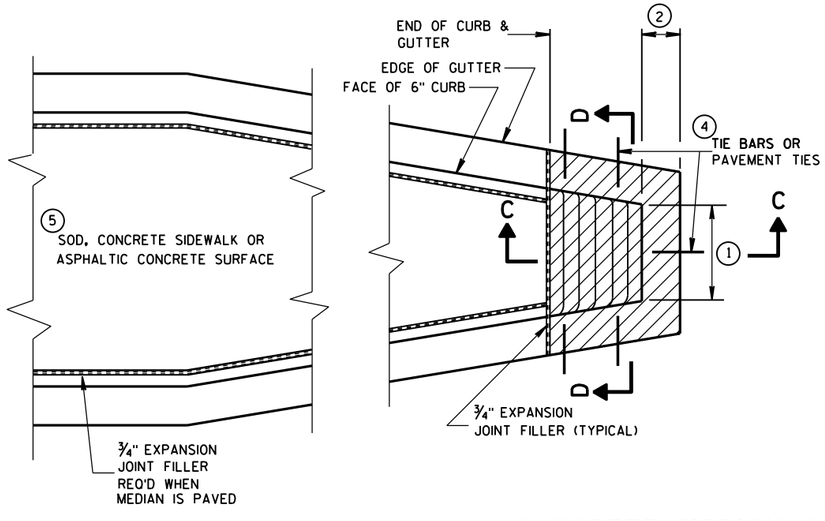
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

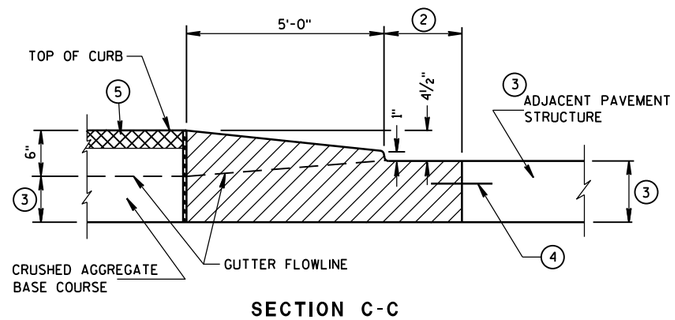
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

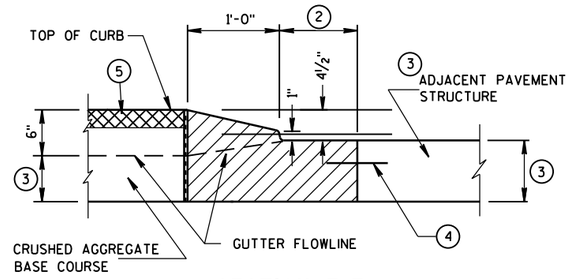




CONCRETE MEDIAN SLOPED NOSE TYPE 1

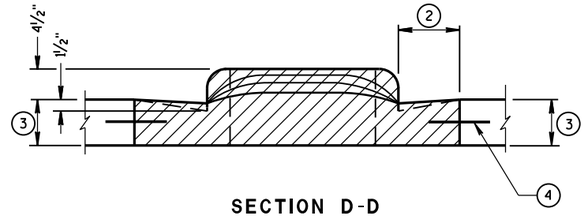


SECTION C-C



SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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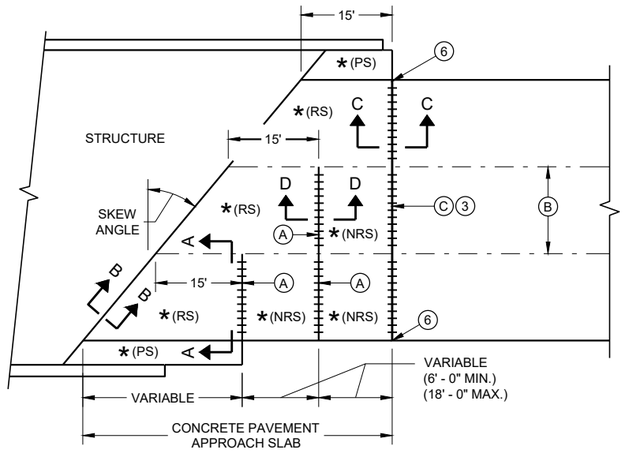
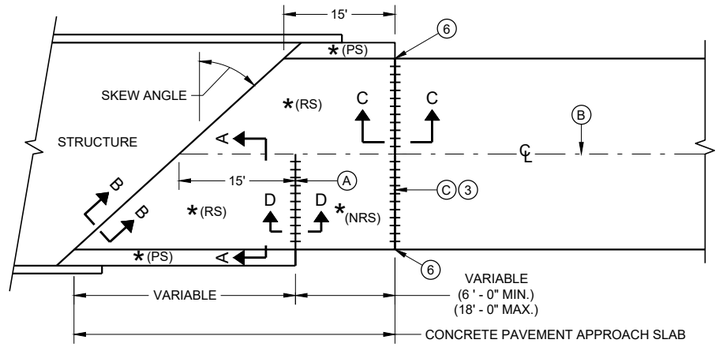
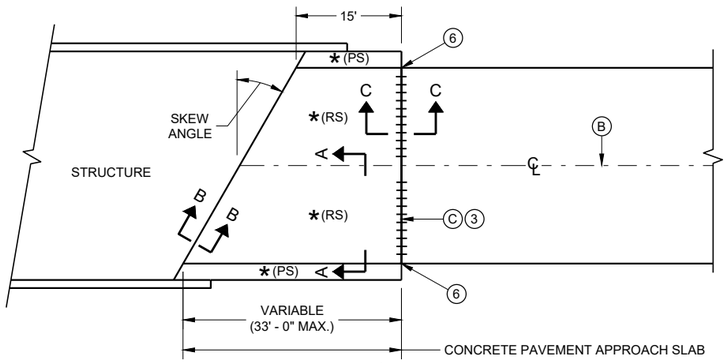
S.D.D. 11 B 2-2



SKEWED APPROACH
(PAVEMENT MORE THAN TWO LANES)



SKEWS > 20°
(PAVEMENT WIDTH ≤ 30')



SKEWS ≤ 20°
(PAVEMENT WIDTH ≤ 30')

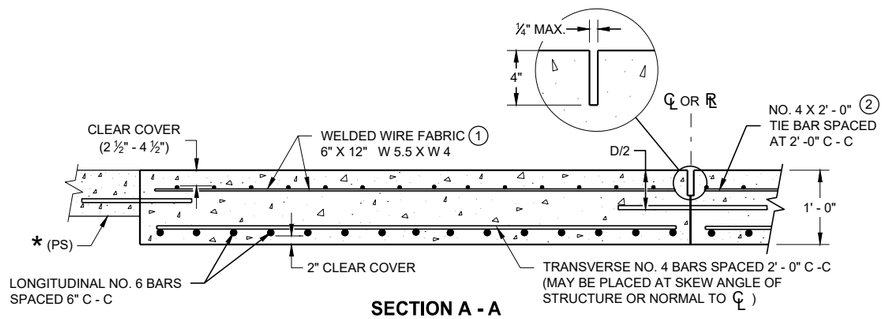
APPROACH SLAB AND ADJACENT PAVEMENT

* (RS) = REINFORCED CONCRETE SLAB

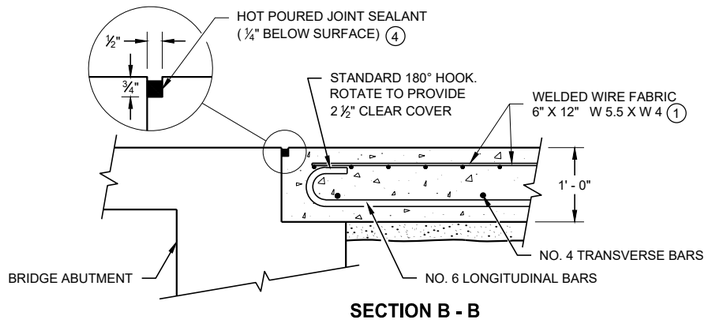
* (PS) = PAVED CONCRETE SHOULDER OR CONCRETE DRAINAGE SLAB

* (NRS) - NON - REINFORCED CONCRETE SLAB

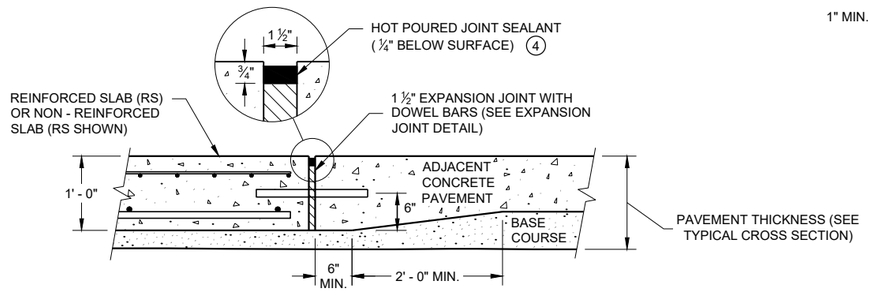
*** STANDARD DOWEL BAR DIAMETER (SEE SDD 13C11 AND SDD 13C13)



SECTION A - A
REINFORCEMENT POSITIONING DETAIL



SECTION B - B
BEND DETAIL
BOTTOM REINFORCEMENT



SECTION C - C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT

GENERAL NOTES

THE CONTRACTOR MAY SPLICE NO. 6 BARS IN THE APPROACH SLAB FOR SKEWED STRUCTURES ONLY. STAGGER SPLICES WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP IS 20 INCHES.

TACK WELD DOWEL BARS TO THE BASKETS ON ALTERNATE ENDS.

(1) THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2' - 0 " C - C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.

(2) THE CONTRACTOR MAY OMIT THE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.

(3) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.

(4) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

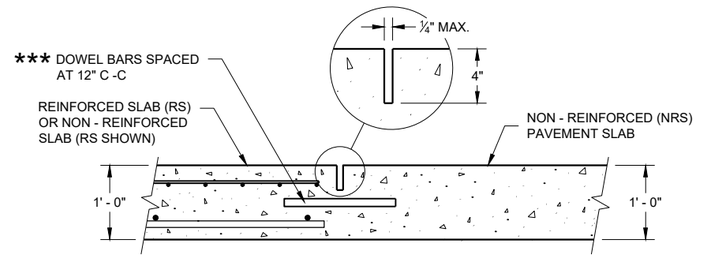
(5) PLACE EXPANSION CAP ON THE END OF THE DOWEL THAT IS NOT TACK WELDED TO THE BASKET. DO NOT FORCE DOWEL BAR PAST THE DOWEL STOP.

(6) EXTEND EXPANSION JOINT THROUGH ANY ADJACENT TIED CONCRETE.

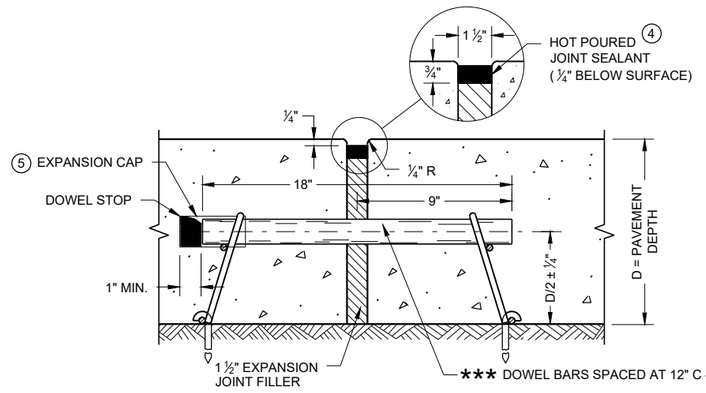
(A) STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℞.

(B) STANDARD LONGITUDINAL JOINT WITH TIE BARS.

(C) 1 ½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℞ .



SECTION D - D
CONTRACTION JOINT



EXPANSION JOINT DETAIL

CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Peter Kemp, P.E.
PAVEMENT SUPERVIS

FHWA

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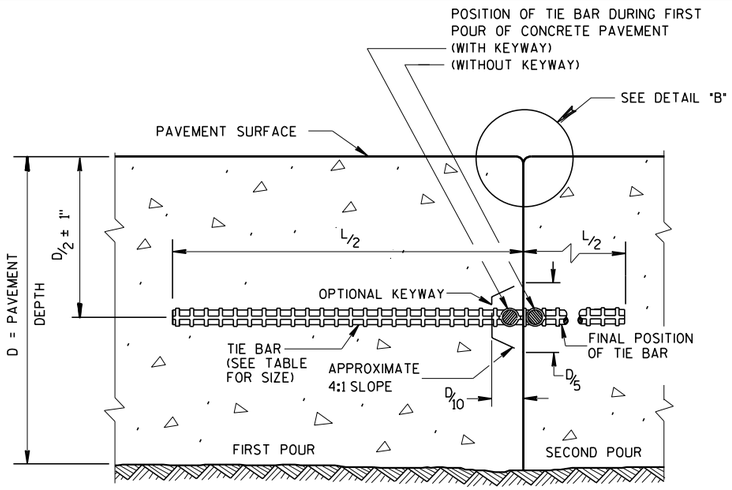
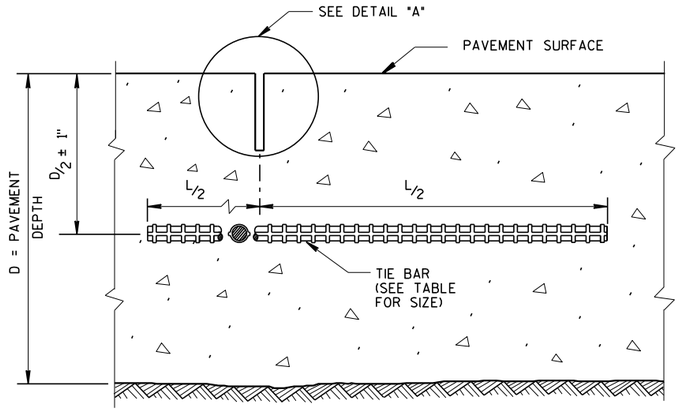
SDD 13B02 - 09a



CONSTRUCTION JOINT



SAWED JOINT

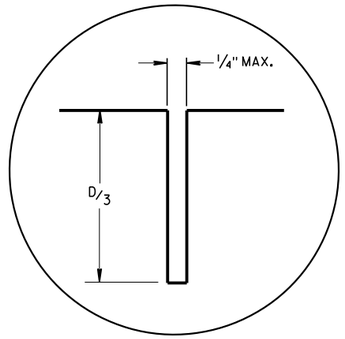
GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

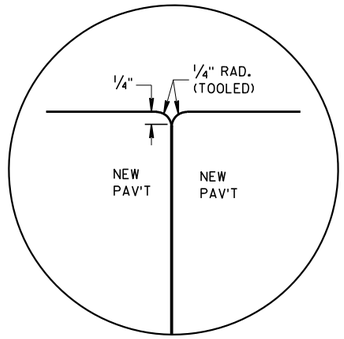
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

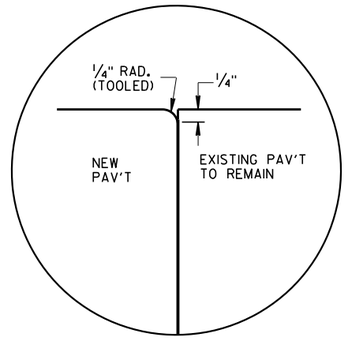
(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.



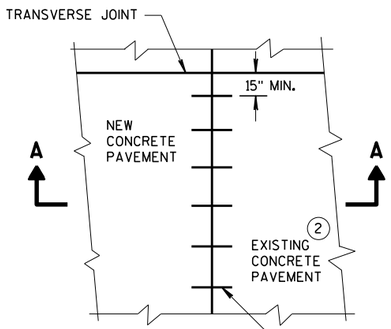
DETAIL "A"



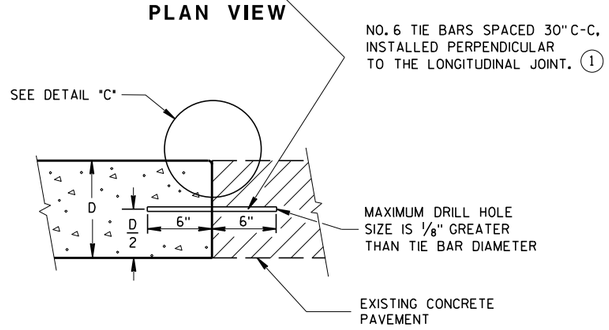
DETAIL "B"



DETAIL "C"



PLAN VIEW



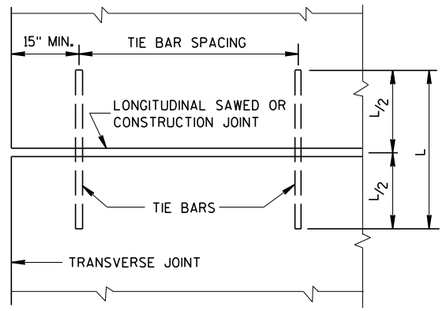
SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kemp — PAVEMENT SUPE
FHWA

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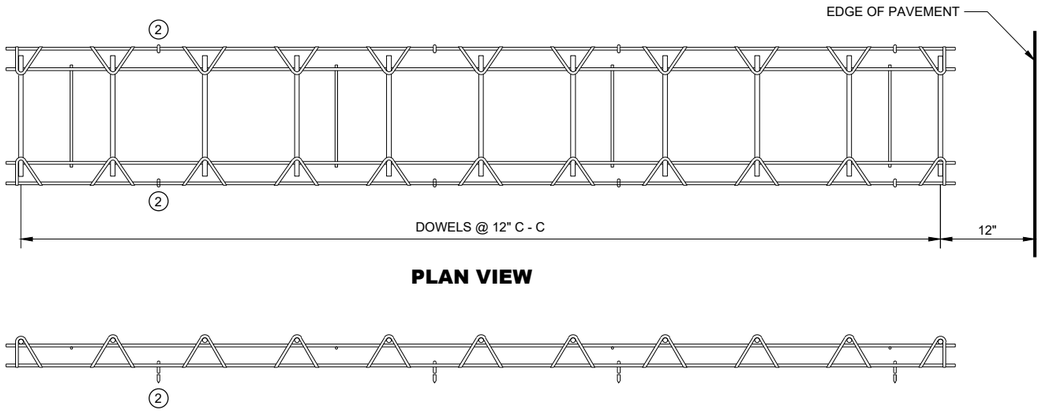
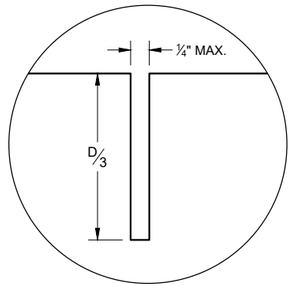


PLAN VIEW

SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY (1)



JOINT DETAIL

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES FROM AND A MAXIMUM OF 18 INCHES FROM THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO THE CONTRACTION JOINTS.

(1) OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTION CONTRACTION JOINTS.

(2) SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

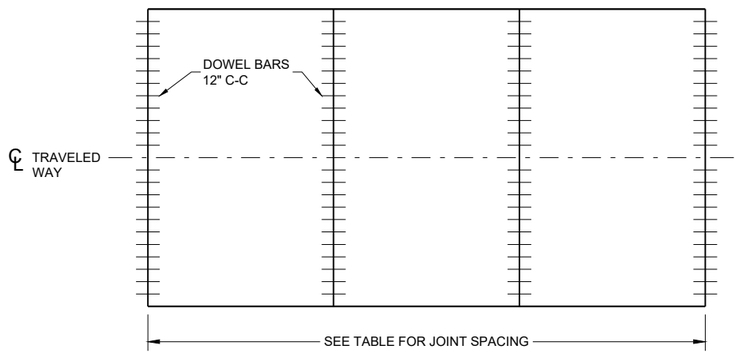
(3) FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼" RADIUS AT FORMED JOINTS.

(4) PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

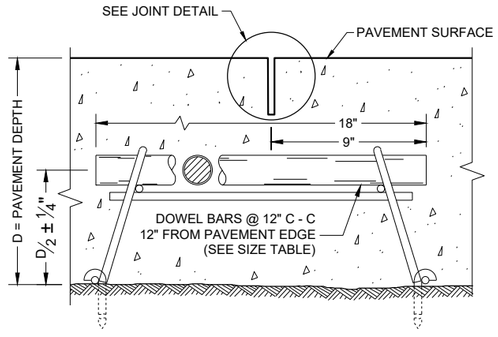
(5) INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C - C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO THE "DRILLED DOWEL BAR CONSTRUCTION JOINT" DETAIL.

(6) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

(7) ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛" GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



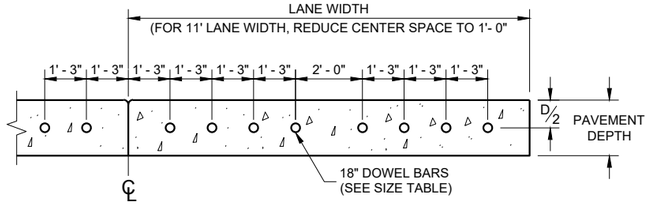
CONTRACTION JOINT LOCATIONS



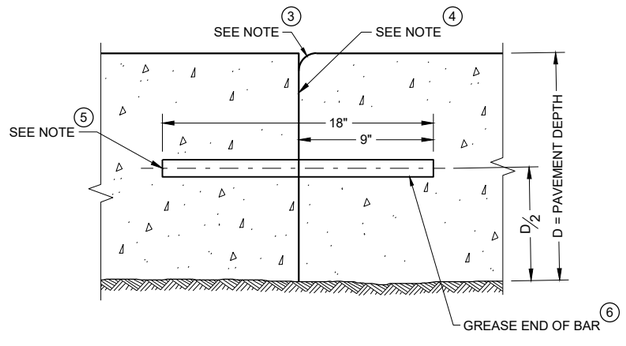
DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8" & ABOVE	1 ¼"	15'



DRILLED DOWEL BAR CONSTRUCTION JOINT (7)



TRANSVERSE CONSTRUCTION JOINT

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

6

SDD 13C13 - 11

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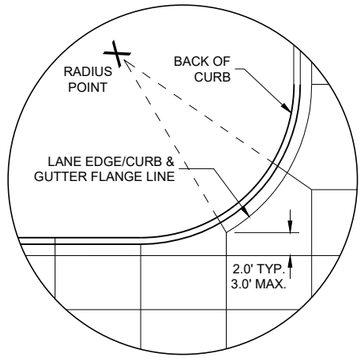
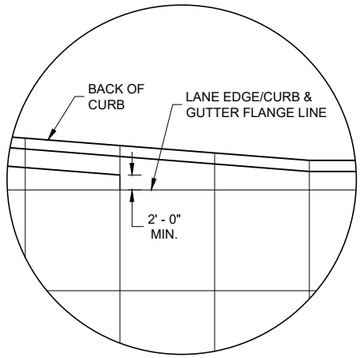
SDD 13C13 - 11



DETAIL "A"



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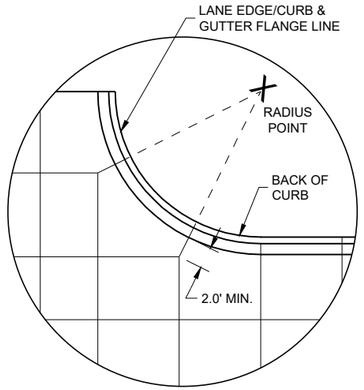

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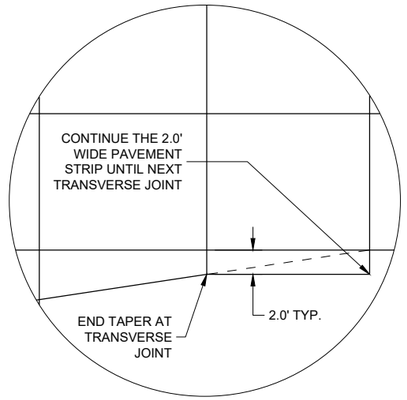


DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

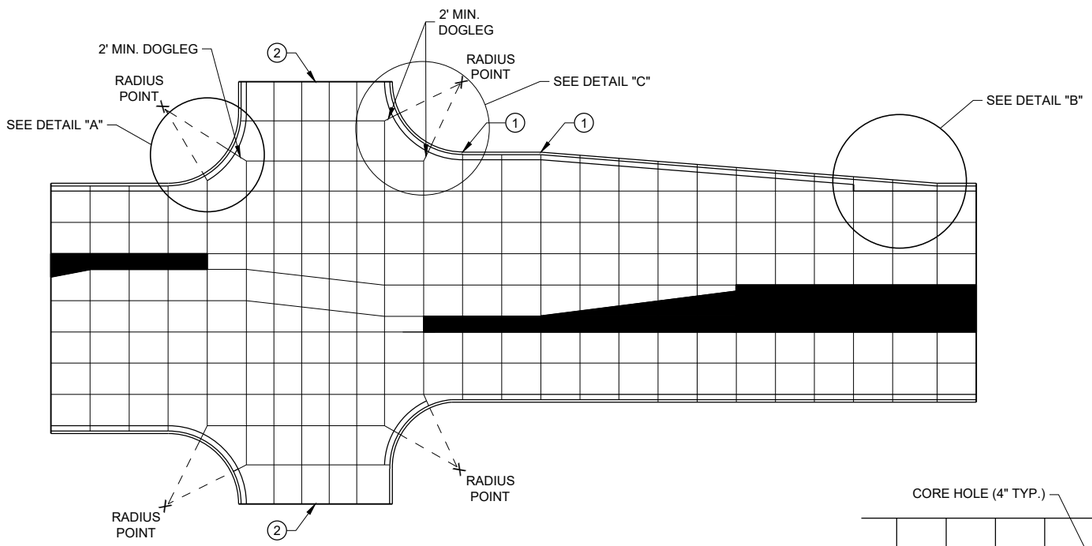
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

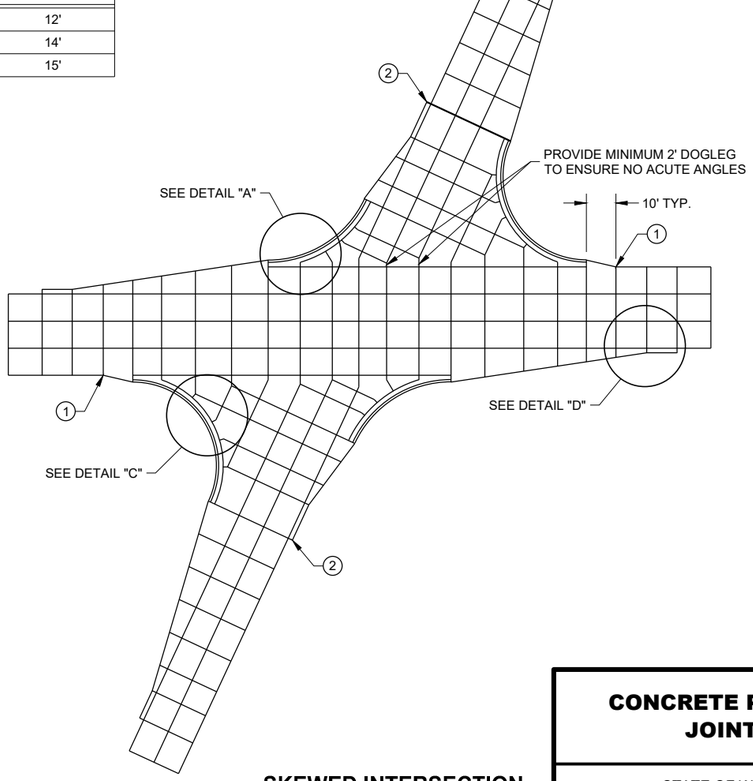
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



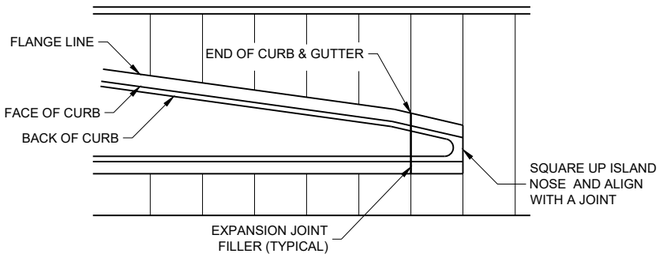
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

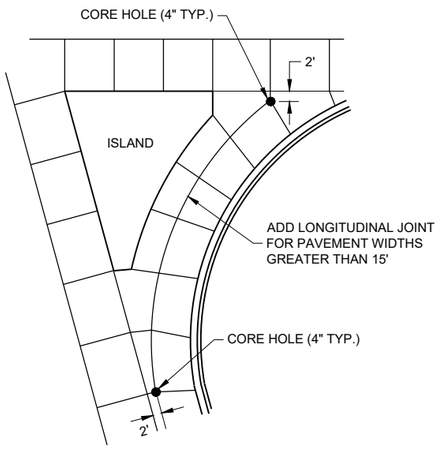
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 08a

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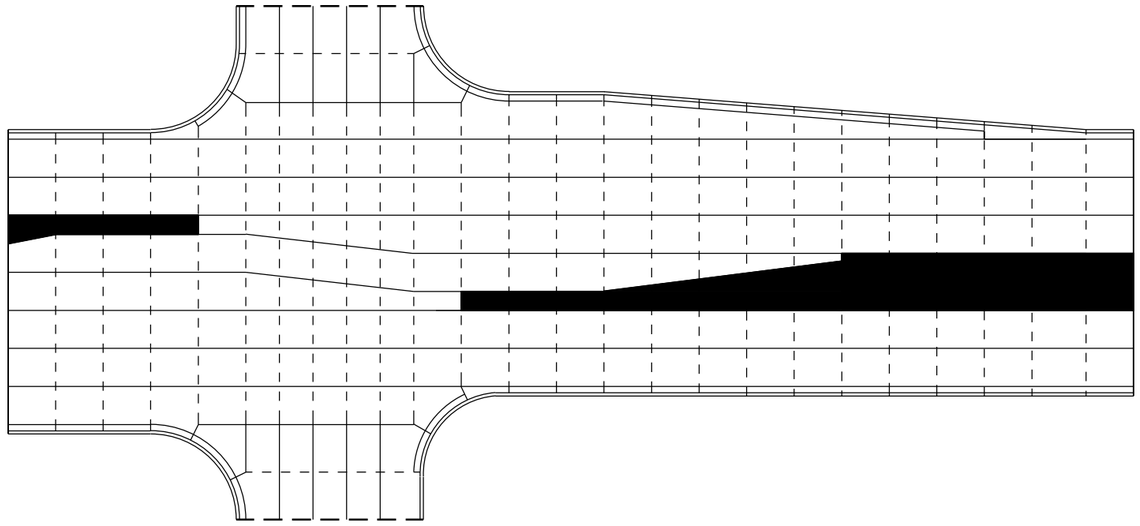
SDD 13C18 - 08a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

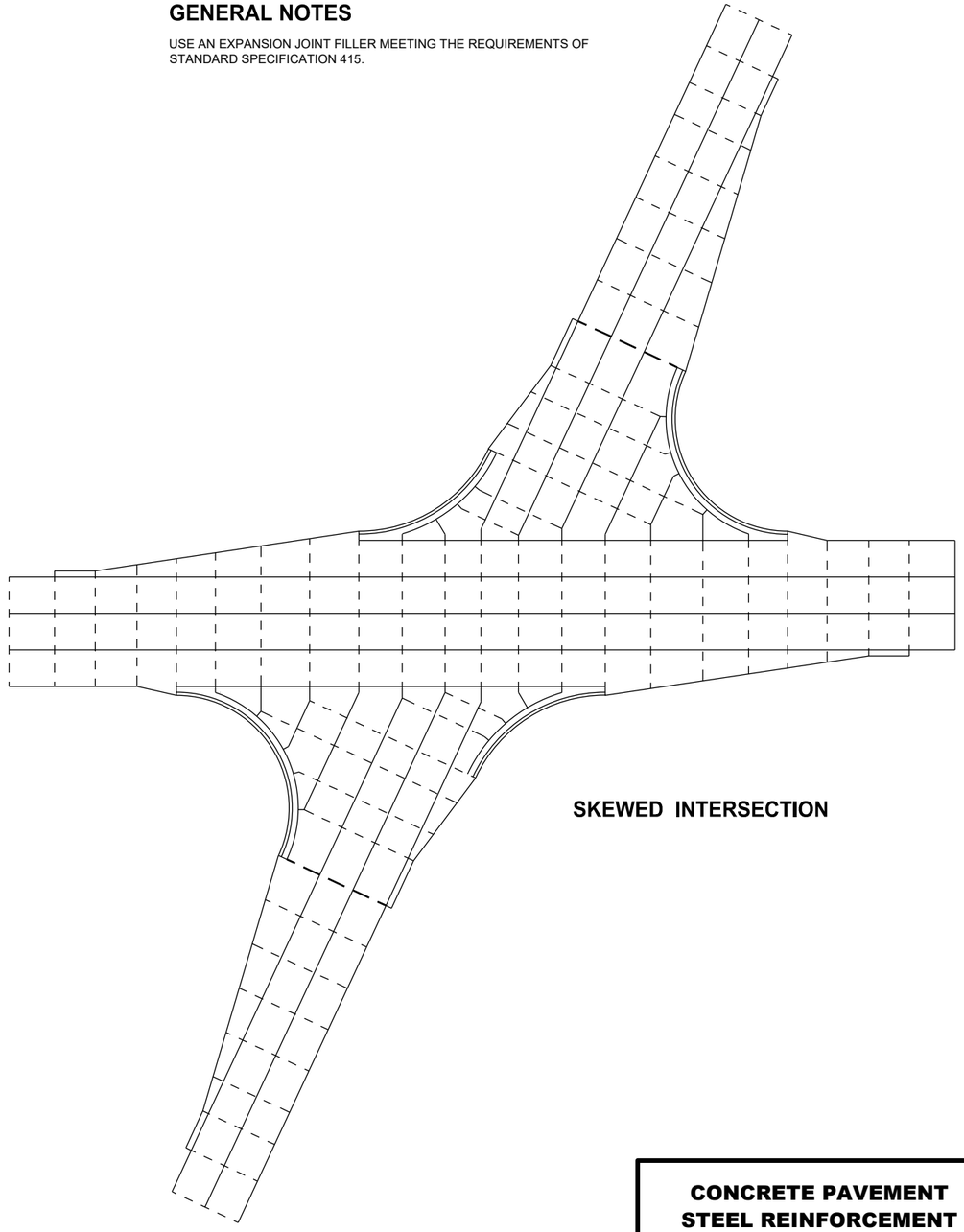
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

6

SDD 13C18 - 08b

CONCRETE PAVEMENT STEEL REINFORCEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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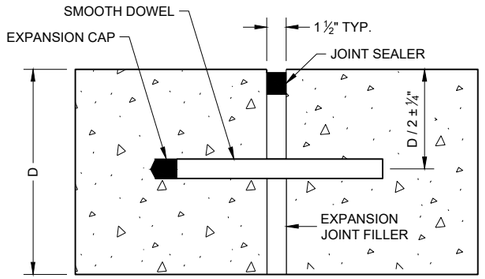
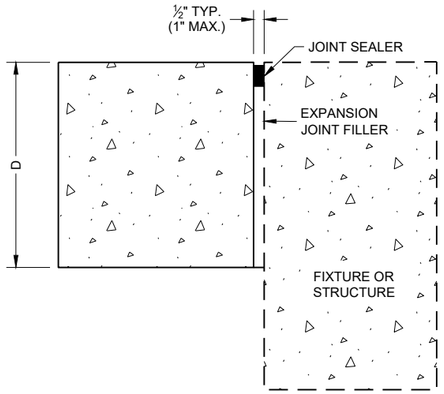
SDD 13C18 - 08b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

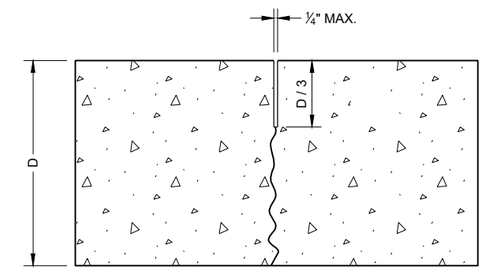
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

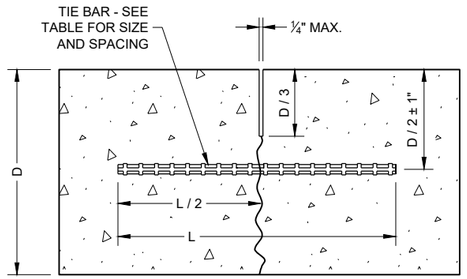
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

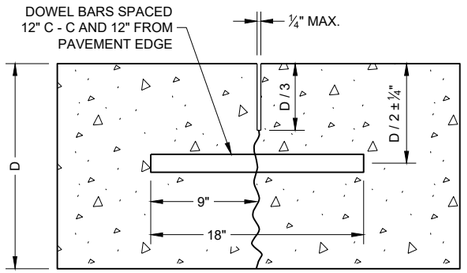
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



UNDOWELED TRANSVERSE

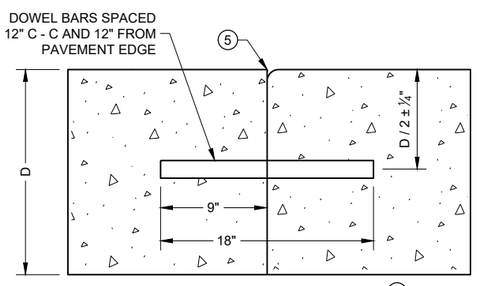


TIED LONGITUDINAL

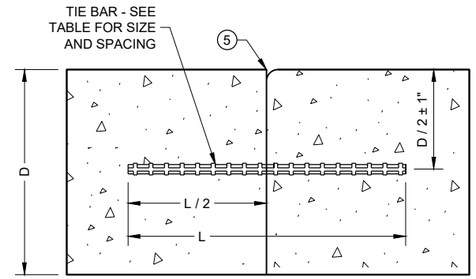


DOWELED TRANSVERSE

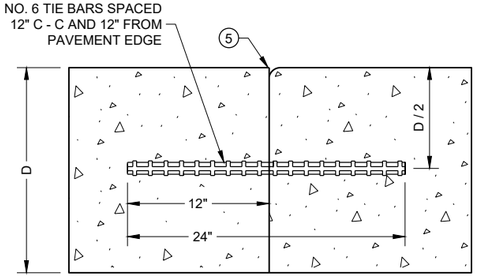
CONTRACTION JOINTS (2)



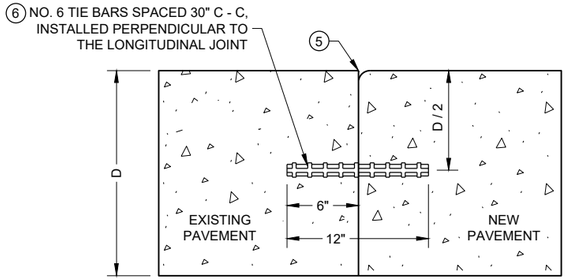
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

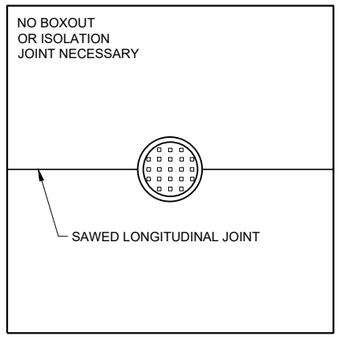
CONSTRUCTION JOINTS (4)

CONCRETE PAVEMENT JOINT TYPES

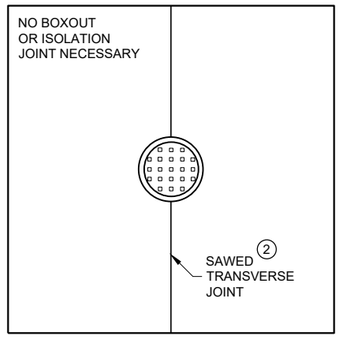
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

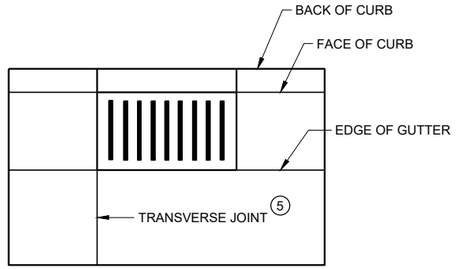
SDD 13C18 - 08c



MANHOLE WITH LONGITUDINAL JOINT



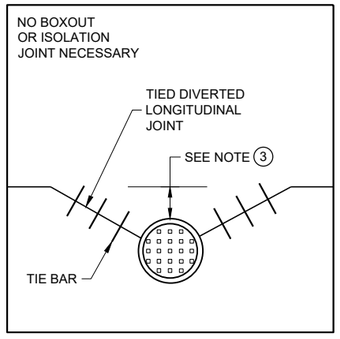
MANHOLE WITH TRANSVERSE JOINT



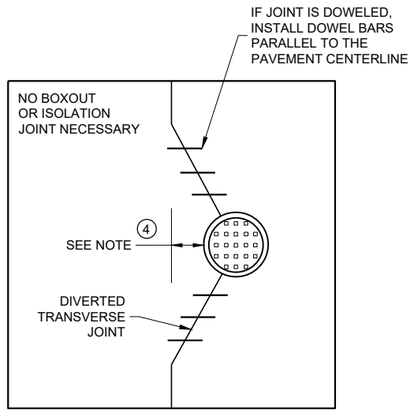
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

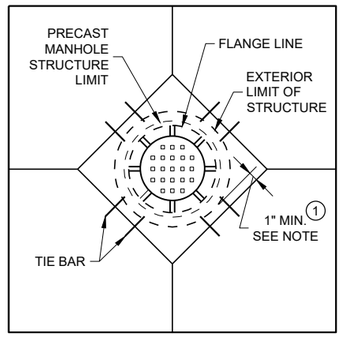
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
4. IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

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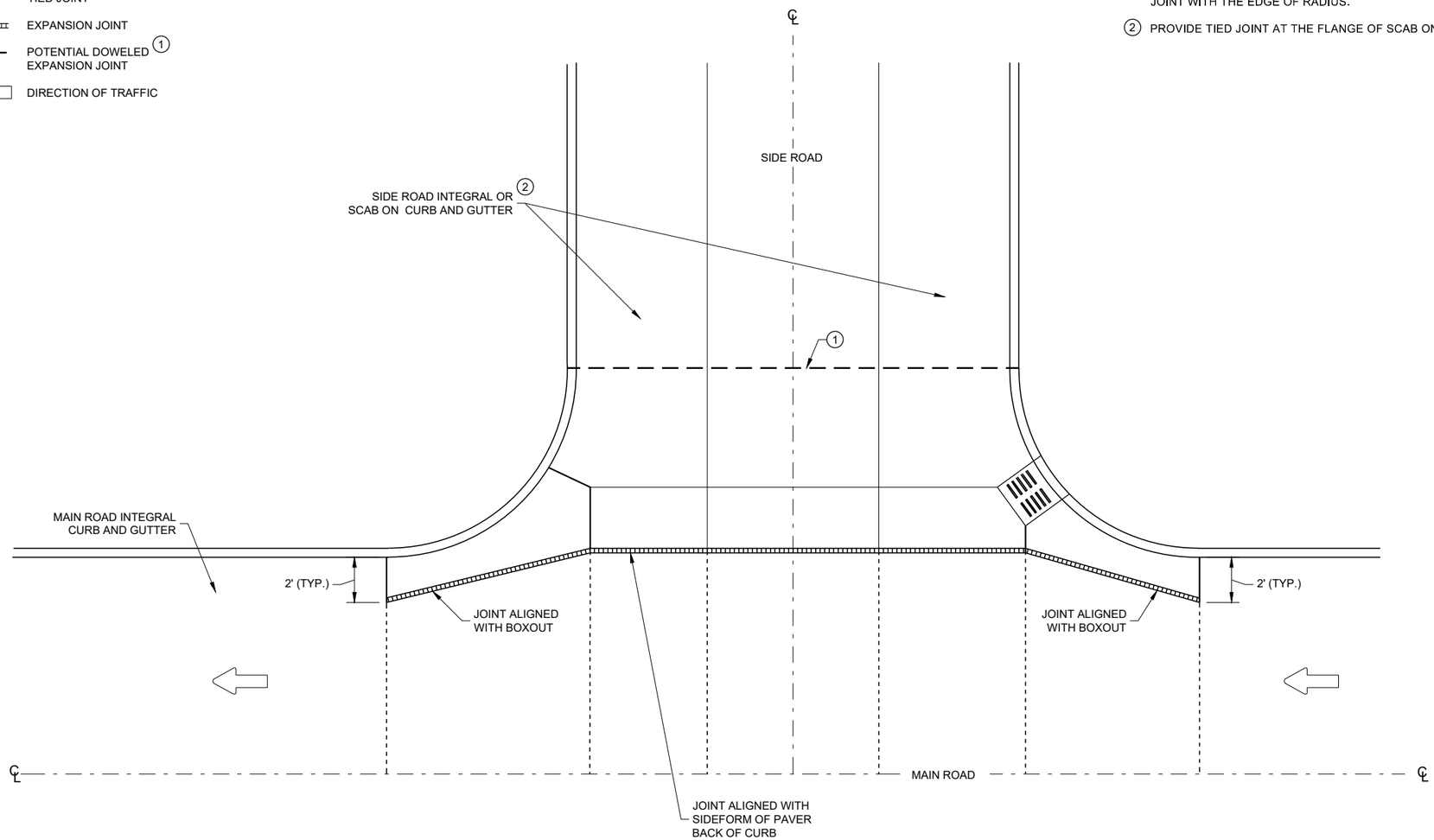
SDD13C18 - 08d

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT (1)
- DIRECTION OF TRAFFIC



GENERAL NOTES

(1) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH THE EDGE OF RADIUS.

(2) PROVIDE TIED JOINT AT THE FLANGE OF SCAB ON CURB IF SCAB ON CURB AND GUTTER IS USE.

INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

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SDD 13C18 - 08f

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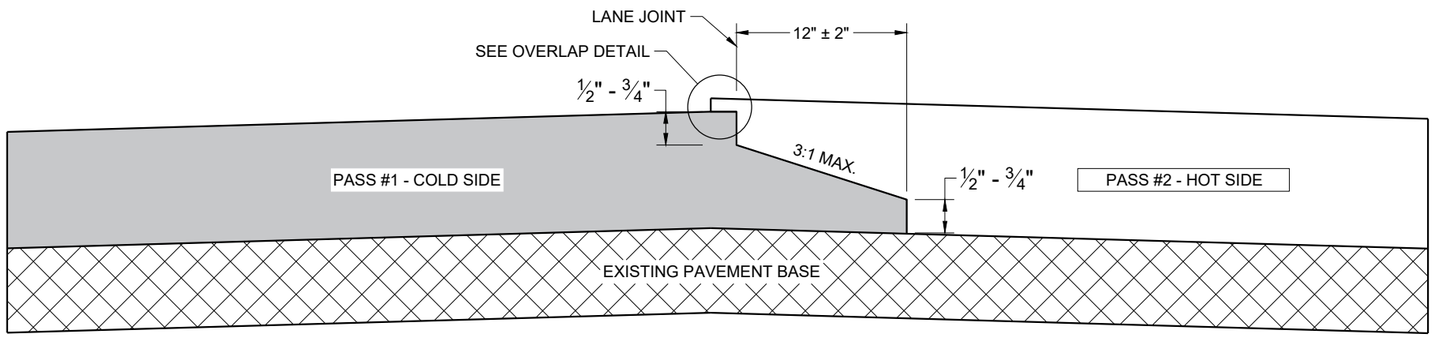
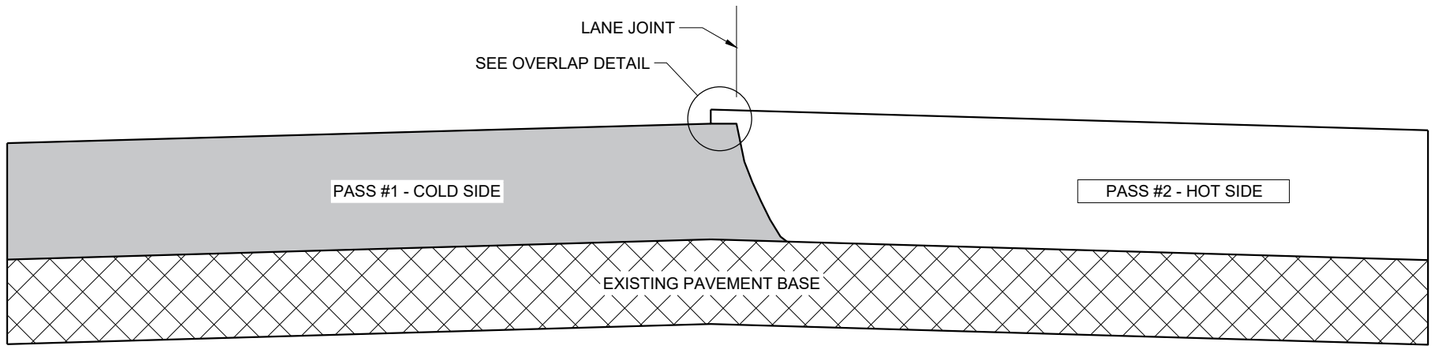
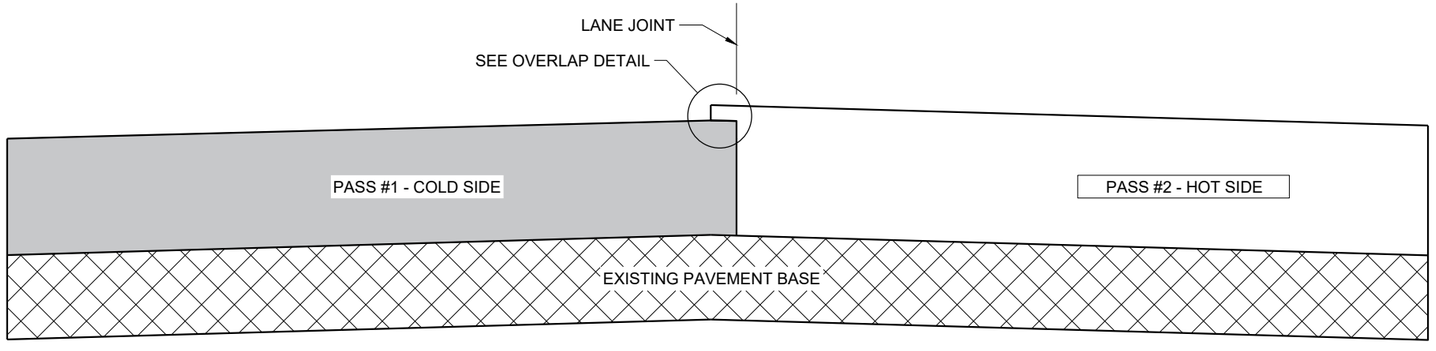
SDD 13C18 - 08f



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

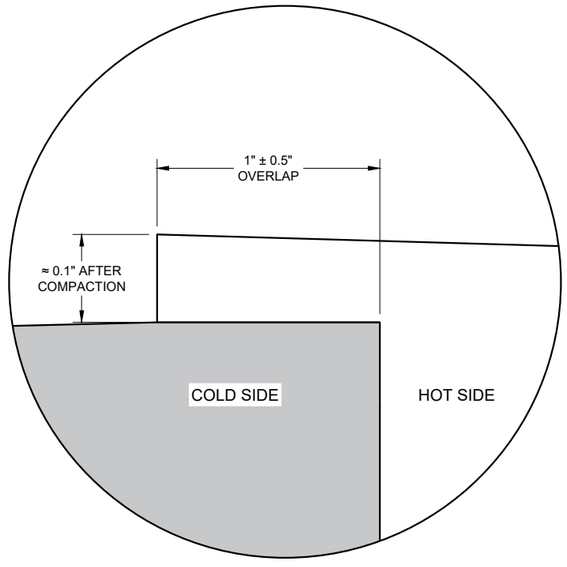
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

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SDD 13C19 - 03

SDD 13C19 - 03

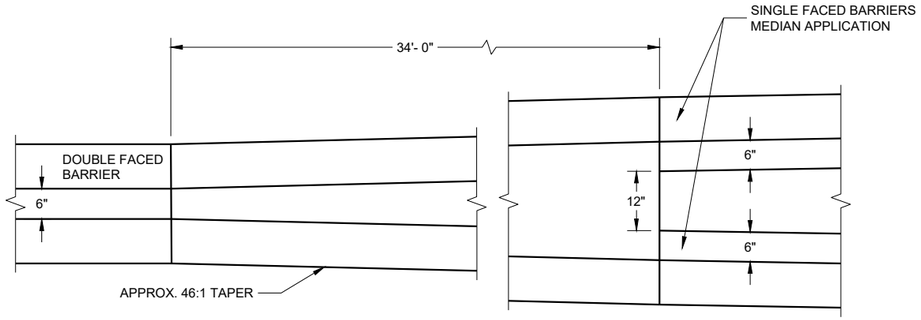
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA

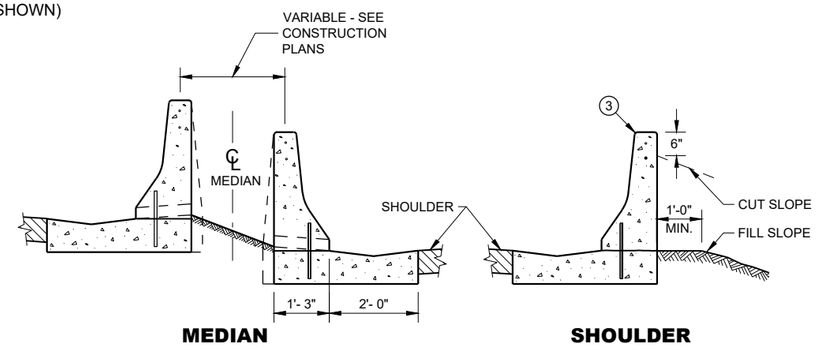


PLAN VIEW

TRANSITION DETAILS OF DOUBLE FACED TO SINGLE FACED CONCRETE MEDIAN BARRIER

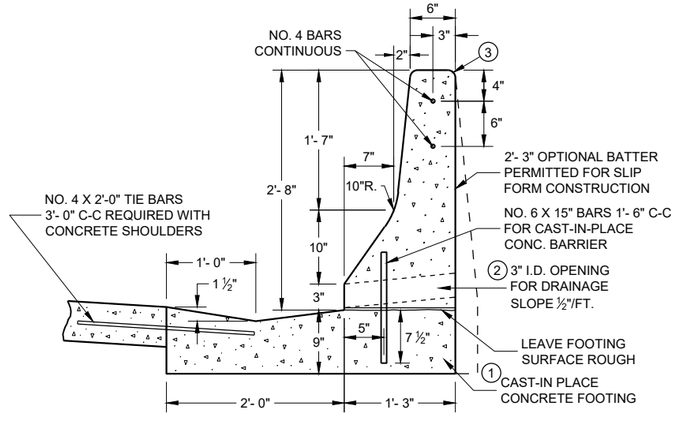
(FOOTINGS ARE NOT SHOWN)

HIGH SIDE CONCRETE BARRIER DETAIL



MEDIAN **SHOULDER**

TYPICAL APPLICATIONS



SECTION VIEW

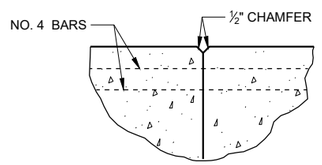
GENERAL NOTES

SPLICES OF LONGITUDINAL BARS SHALL BE MADE WITH BARS LAPPED AT LEAST 18-INCHES AND FIRMLY TIED OR FASTENED TOGETHER.

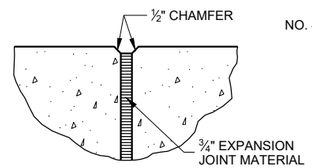
ALL BAR STEEL REINFORCEMENT SHALL CONFORM TO REQUIREMENTS OF AASHTO M31, GRADE 60.

4000 PSI AIR ENTRAINMENT PER STANDARD SPECIFICATION 501.

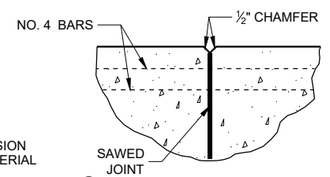
1. BARRIER SHALL BE INSTALLED ON A CONCRETE SHOULDER INSTEAD OF THE CONCRETE FOOTING WHEN SPECIFIED OR SHOWN ELSEWHERE IN THE CONTRACT.
2. OPENINGS FOR DRAINAGE SHALL BE PLACED AT LOW POINTS OF VERTICAL CURVES OR WHERE DIRECTED BY THE ENGINEER.
3. 3/4 -INCH BEVEL OR 1-INCH RADIUS (TYPICAL).
4. NO. 4 BARS SHALL BE CONTINUED THROUGH CONSTRUCTION JOINTS.
5. EXPANSION JOINTS SHALL BE PLACED AT EXISTING EXPANSION JOINTS IN THE PAVEMENT AND AT STRUCTURES. SEE REINFORCEMENT AT BARRIER END DETAIL.
6. SAWED CONTRACTION JOINTS SHALL BE PROVIDED ACROSS THE FULL WIDTH OF THE BARRIER FOOTING, AND IN FRONT, TOP AND BACK FACE OF THE BARRIER AT EXISTING PAVEMENT JOINTS AND AT UNIFORM INTERVALS BETWEEN WITH A MAXIMUM SPACING OF 25 FEET.



4 **CONSTRUCTION JOINT**



5 **EXPANSION JOINT**



6 **CONTRACTION JOINT**

JOINT DETAILS

CONCRETE BARRIER (DOUBLE FACED)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/16/2022 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

SDD 14B22 - 07a

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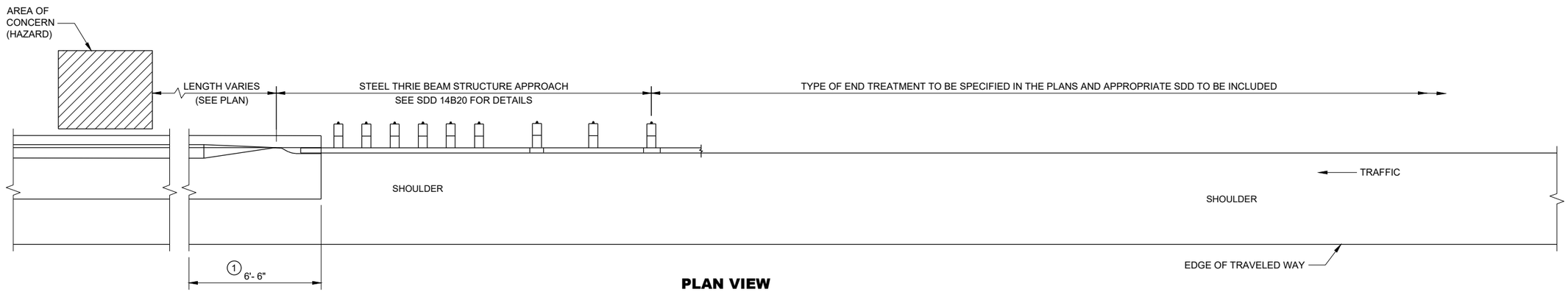
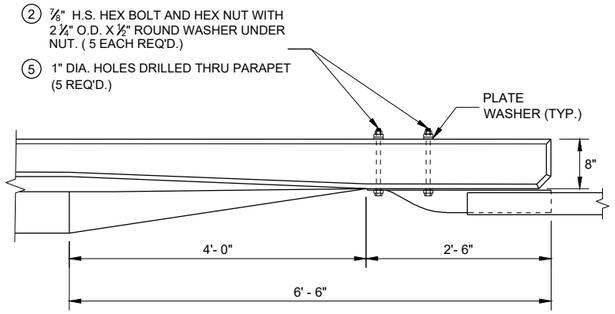


PLAN VIEW

TRANSITION TO STEEL PLATE BEAM GUARD AND END TERMINAL



PLAN VIEW

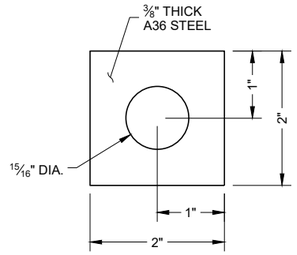
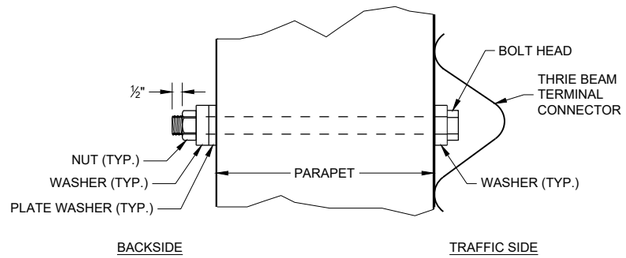


PLATE WASHER DETAIL

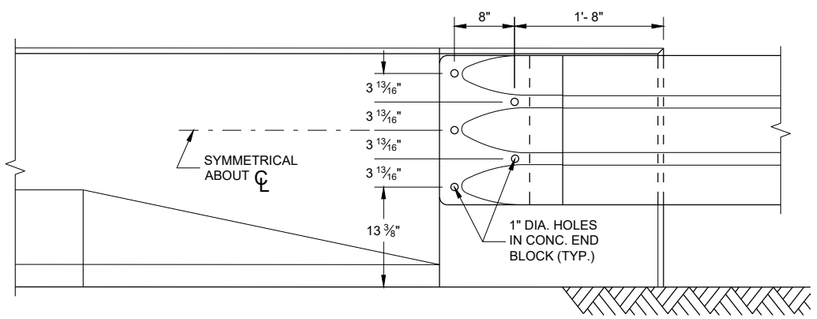


THRIE BEAM BOLT DETAIL

GENERAL NOTES

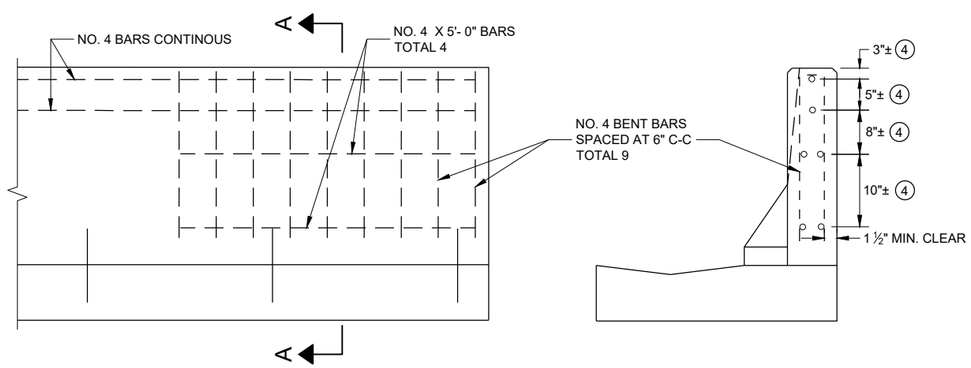
1. A SPECIAL END IS REQUIRED ON THE CONCRETE BARRIER TO TRANSITION TO A CONNECTION WITH THE STEEL THRIE BEAM STRUCTURE APPROACH. SEE THE DETAILS ON THIS SHEET.
2. BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM TERMINAL CONNECTOR. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.
3. REINFORCEMENT REQUIRED AT EXPANSION JOINTS AND WHERE CONCRETE BARRIER IS TERMINATED.
4. PLACE REINFORCEMENT SUCH THAT IT WILL NOT CONFLICT WITH THE BOLT HOLES IN THE THRIE BEAM TERMINAL CONNECTOR.
5. INCLUDE THE PAYMENT FOR DRILLING BOLT HOLES THROUGH THE PARAPET, AND ALL BOLTS, NUTS AND WASHERS IN THE ITEM "STEEL THRIE BEAM STRUCTURAL APPROACH".

   DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.



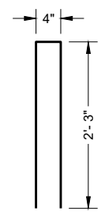
FRONT VIEW

CONCRETE BARRIER TRANSITION TO THRIE BEAM



FRONT VIEW **SECTION A - A**

3 REINFORCEMENT AT BARRIER END



BENT BAR DETAIL

CONCRETE BARRIER, SINGLE FACED (WITH ANCHORAGE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/16/2022 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

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(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

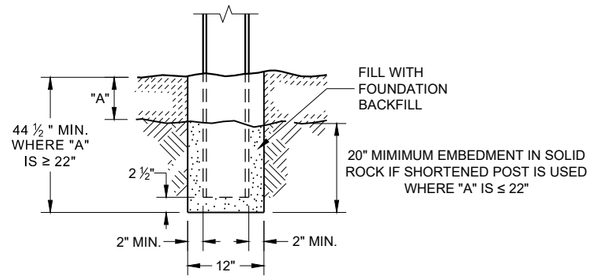
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

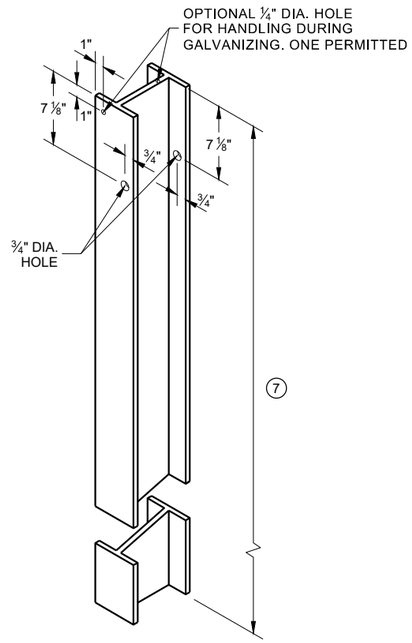
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

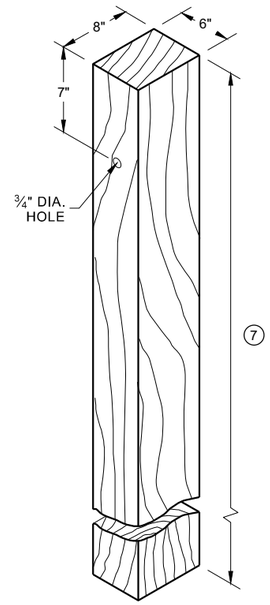
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



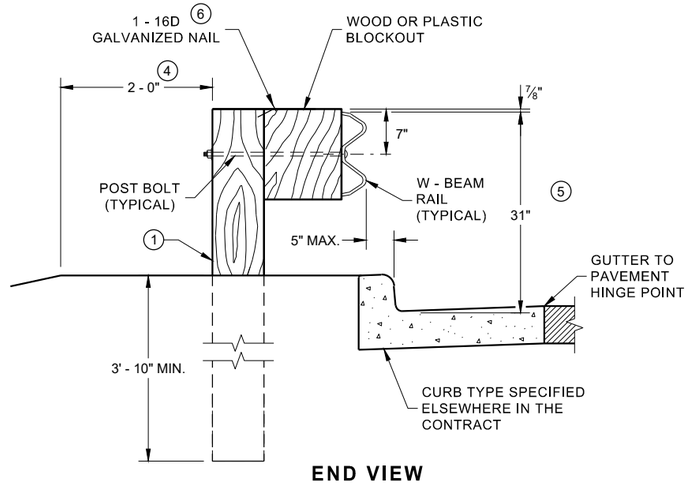
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



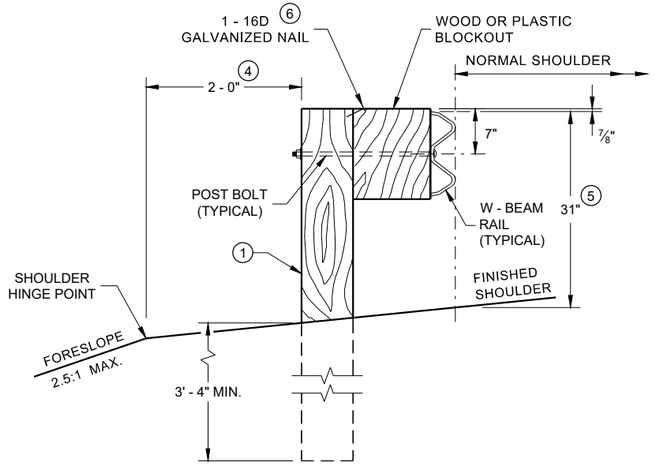
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



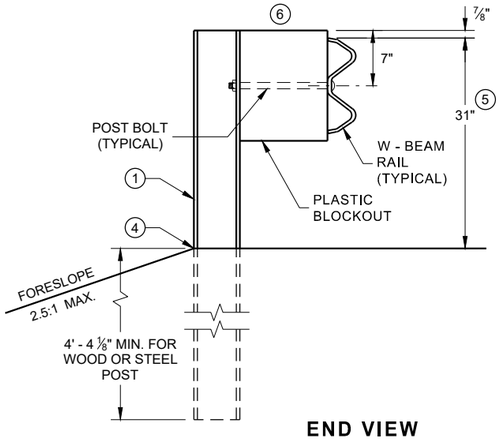
WOOD POST (6" X 8") NOMINAL (1)



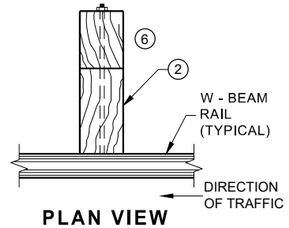
END VIEW
LOCATED ALONG A CURBED ROADWAY



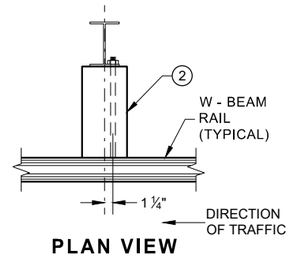
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



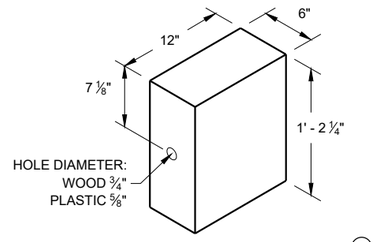
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

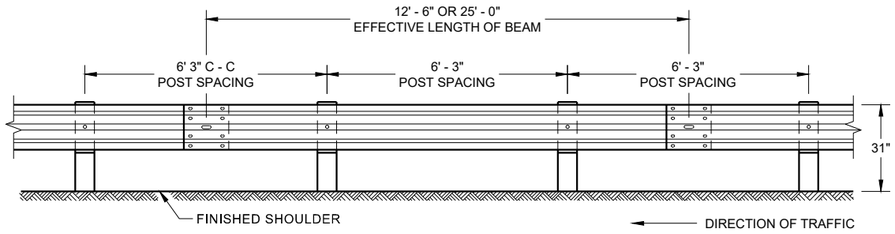
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

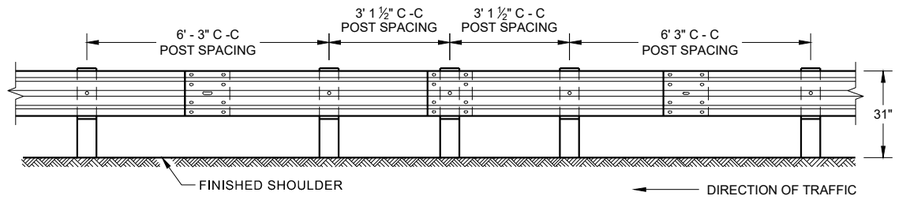
SDD 14B42 - 07a

6

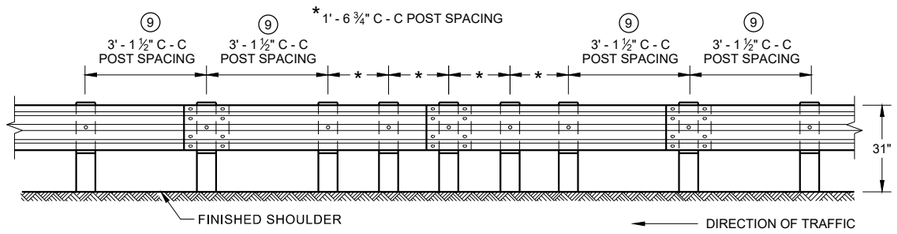
SDD 14B42 - 07a



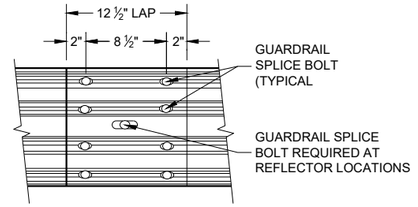
FRONT VIEW
POST SPACING STANDARD INSTALLATION



FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



FRONT VIEW
QUARTER POST SPACING (QS)



FRONT VIEW
MID-SPAN BEAM SPLICE

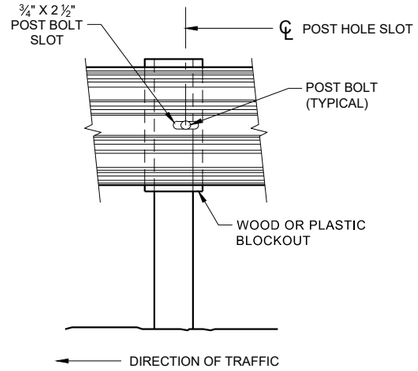
GENERAL NOTES

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

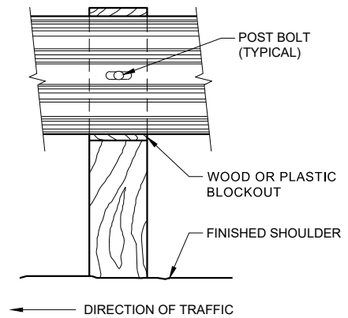
⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

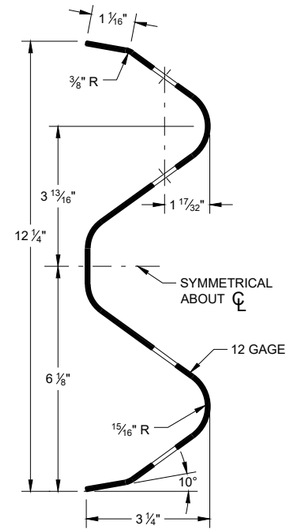
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



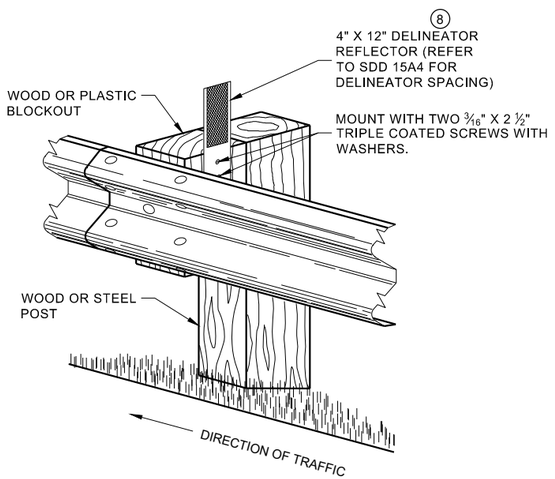
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



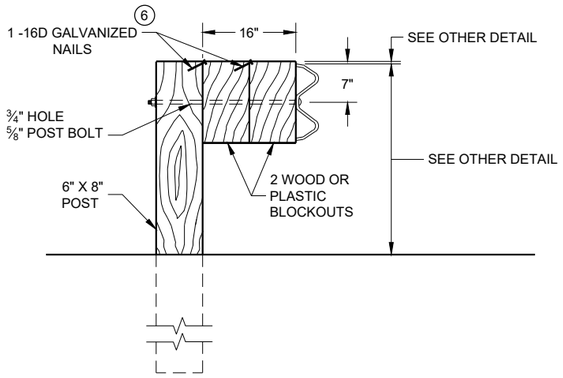
ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B42 - 07b

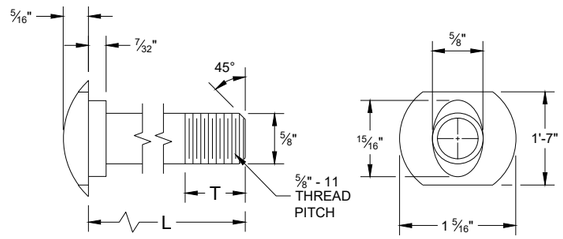


DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

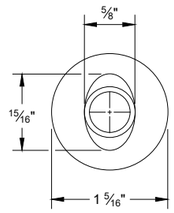
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3⁄16".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

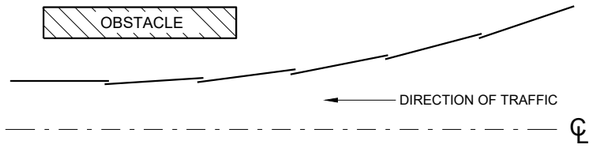


POST BOLT TABLE

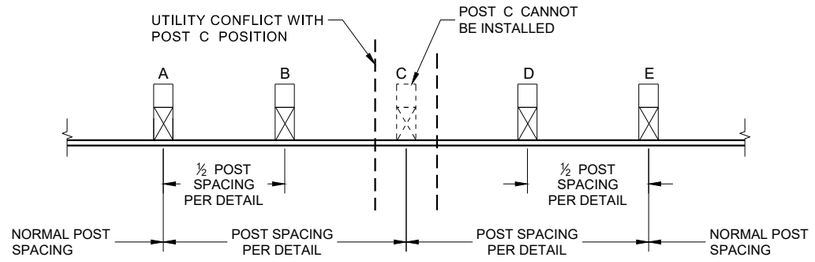
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



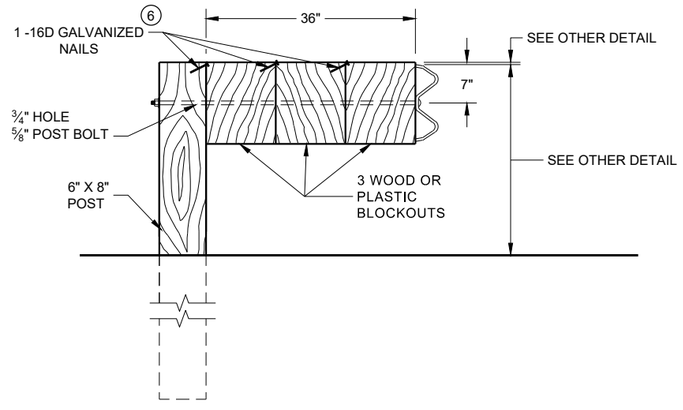
ALTERNATE BOLT HEAD



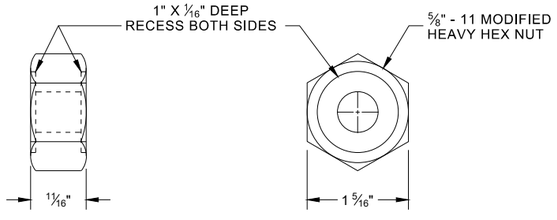
PLAN VIEW
BEAM LAPPING DETAIL



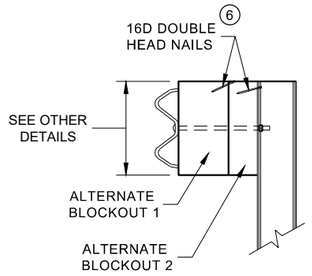
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



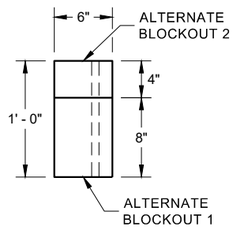
DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW



PLAN VIEW

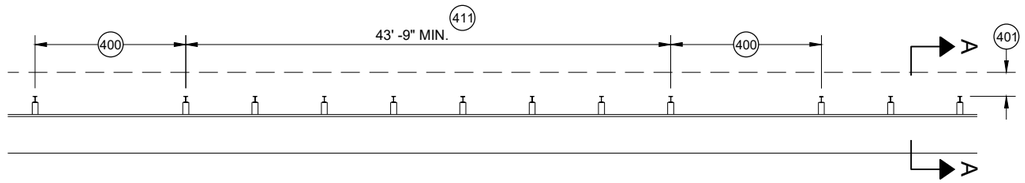
ALTERNATE WOOD BLOCKOUT DETAIL

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

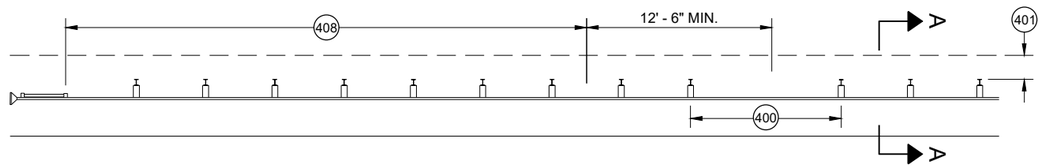
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

(6) WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

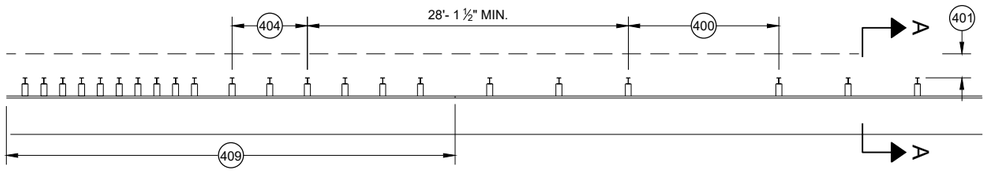
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL



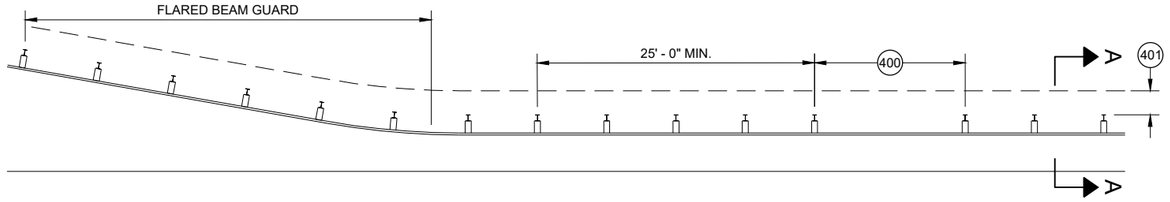
MISSING POST IN MGS GUARDRAIL



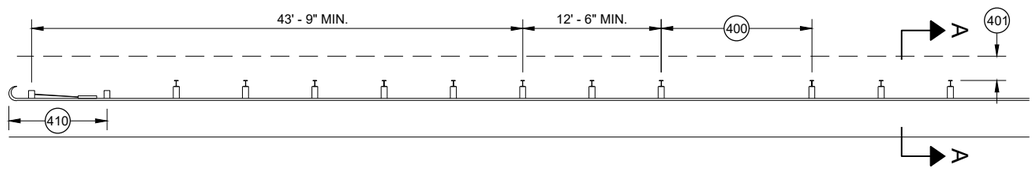
MISSING POST IN MGS GUARDRAIL NEAR EAT



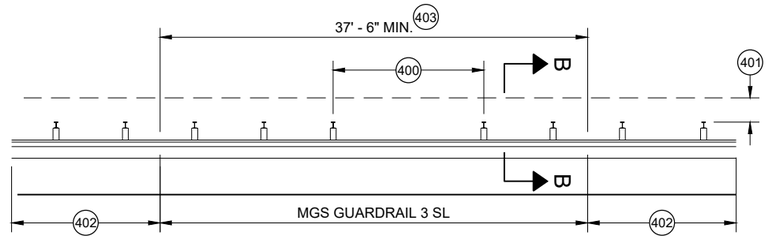
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

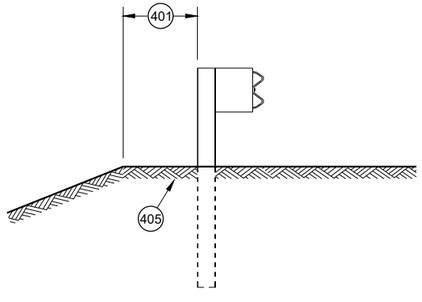


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

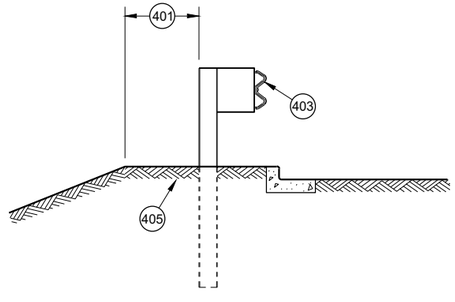


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

(400) MAX SPAN 12' - 6"
(401) 2' MIN.
(402) MGS GUARDRAIL 3
(403) NESTING BEAM GUARD
(404) ASYMMETRIC TRANSITION
(405) SOIL WELL DRAINED AND COMPACTED
(406) SEE OTHER DRAWINGS IN THIS SDD
(407) SEE OTHER DRAWINGS FOR MIN. SPACING BETWEEN SPANS
(408) SEE SDD 14B44
(409) SEE SDD 14B45
(410) SEE SDD 14B47
(411) MINIMUM DISTANCE BETWEEN MISSING POST SPANS.



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

6

SDD 14B42 - 07d

6

SDD 14B42 - 07d

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED

(C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.

(D) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF - TAPPING SCREWS. ONE SCREW PER CORNER.

(E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

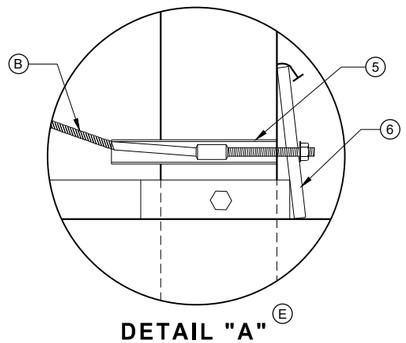
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

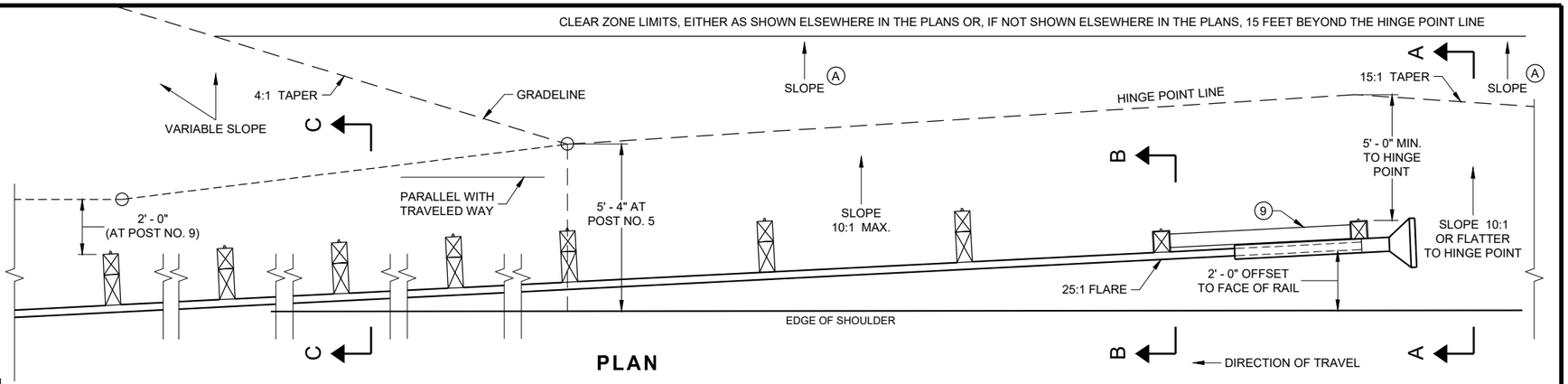
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

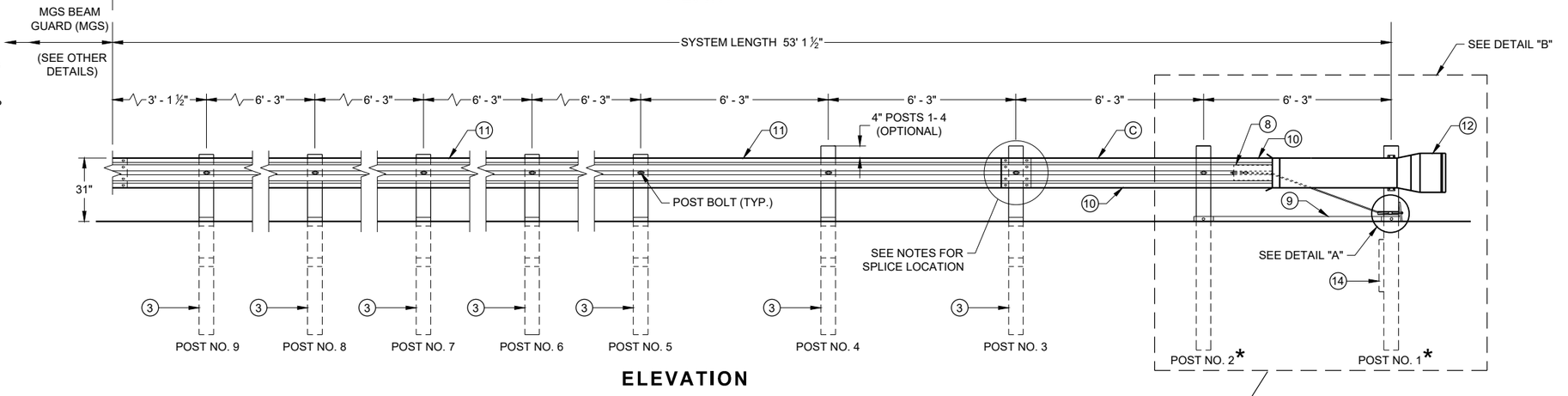
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



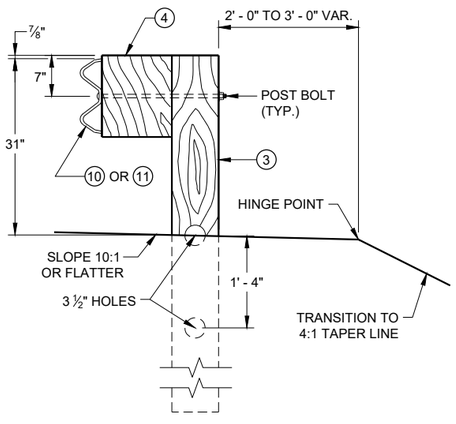
DETAIL "A" (E)



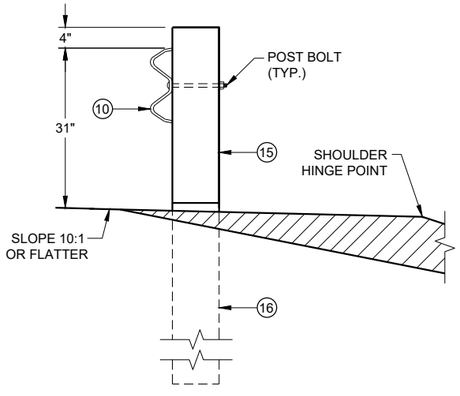
PLAN



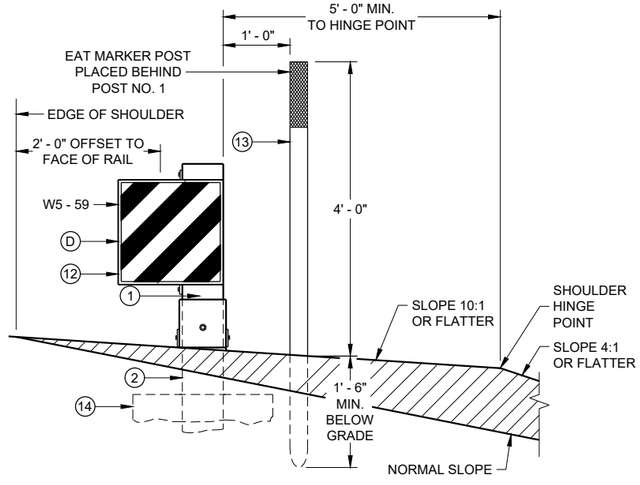
ELEVATION



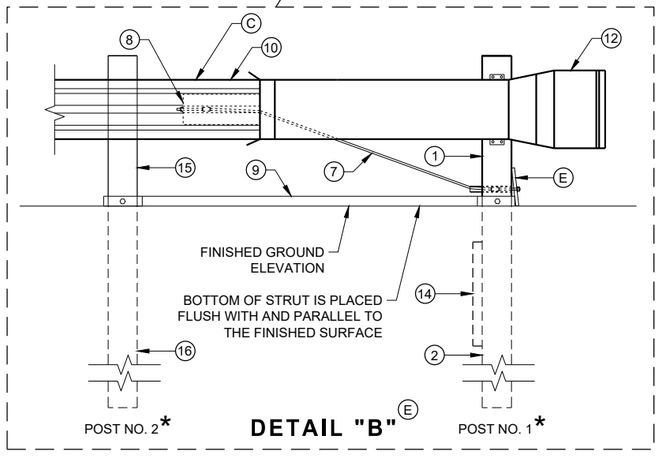
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

SDD 14B44 - 04a

6

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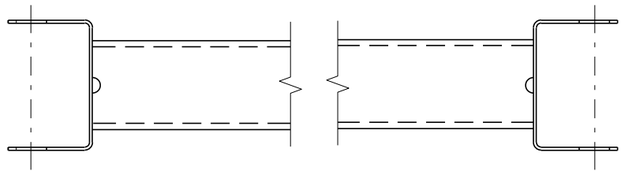
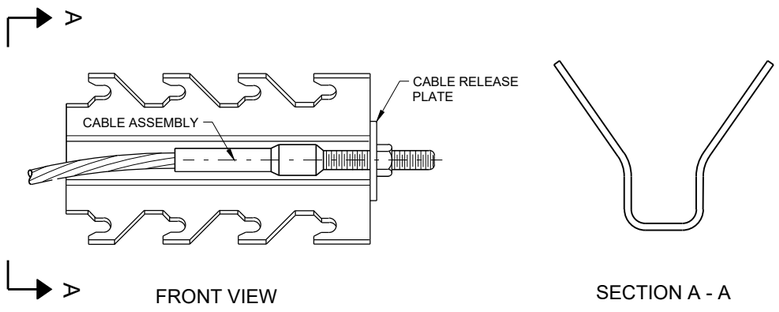


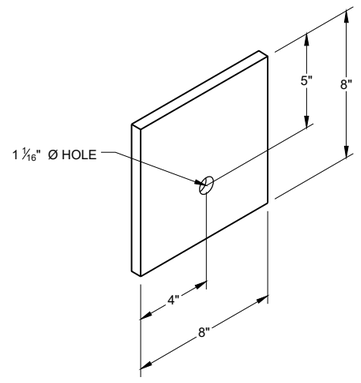
GENERIC GROUND STRUT (9) (E)

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION.
(1)	UPPER POST NO. 1 6" X 6" TUBE
(2)	LOWER POST NO. 1
(3)	WOOD CRT
(4)	WOOD BLOCKOUT
(5)	PIPE SLEEVE
(6)	BEARING PLATE
(7)	BCT CABLE ASSEMBLY
(8)	ANCHOR CABLE BOX
(9)	GROUND STRUT
(10)	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
(11)	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
(12)	IMPACT HEAD
(13)	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
(14)	SOIL PLATE
(15)	UPPER POST NO. 2
(16)	LOWER POST NO. 2



GENERIC ANCHOR CABLE BOX (9) (E)



BEARING PLATE (6) (E)

6

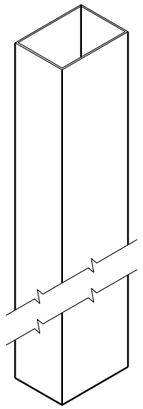
6

SDD 14B44 - 04b

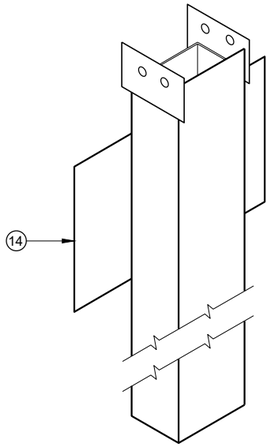
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

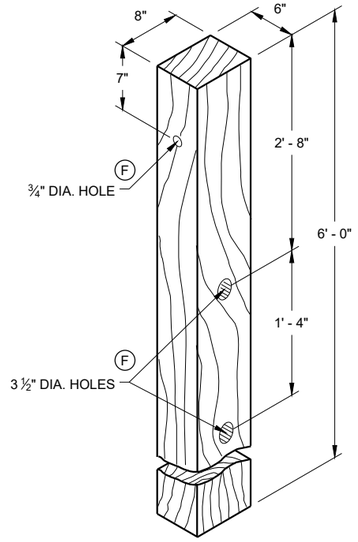
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



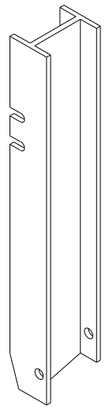
UPPER POST NO. 1 (1) (E)



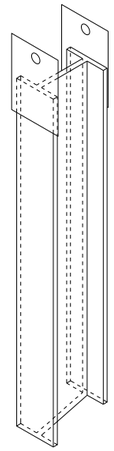
LOWER POST NO. 1 (2) (E)



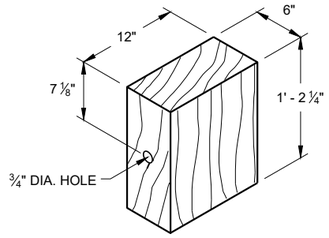
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



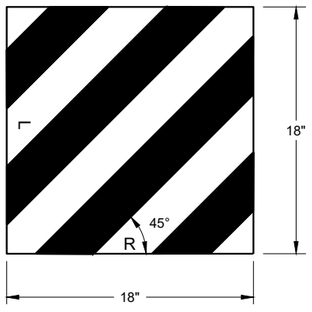
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

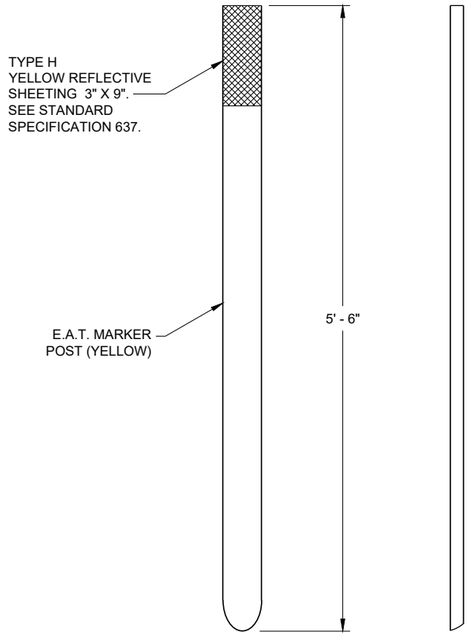


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



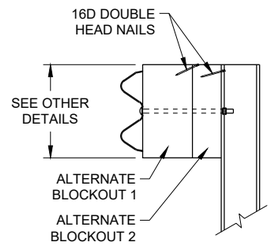
W5 - 59

REFLECTIVE SHEETING DETAIL (E)

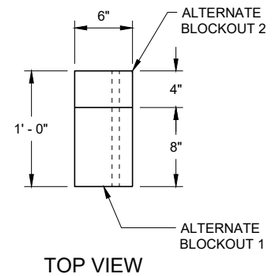


FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW



TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

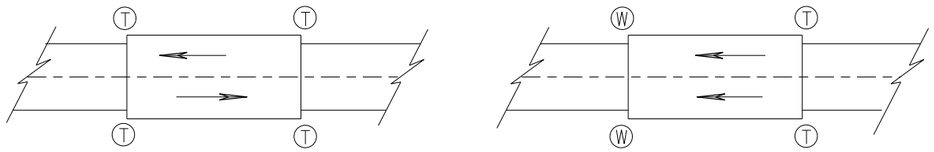
MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR
FHWA

6

SDD 14B44 - 04c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

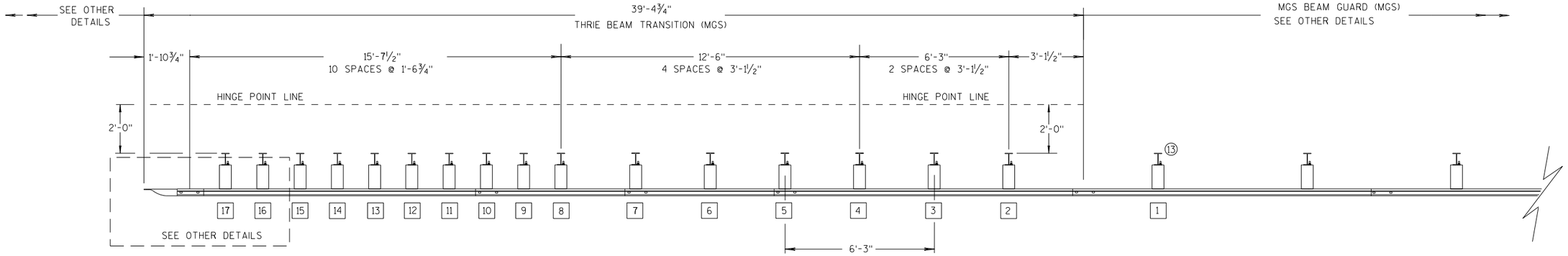
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

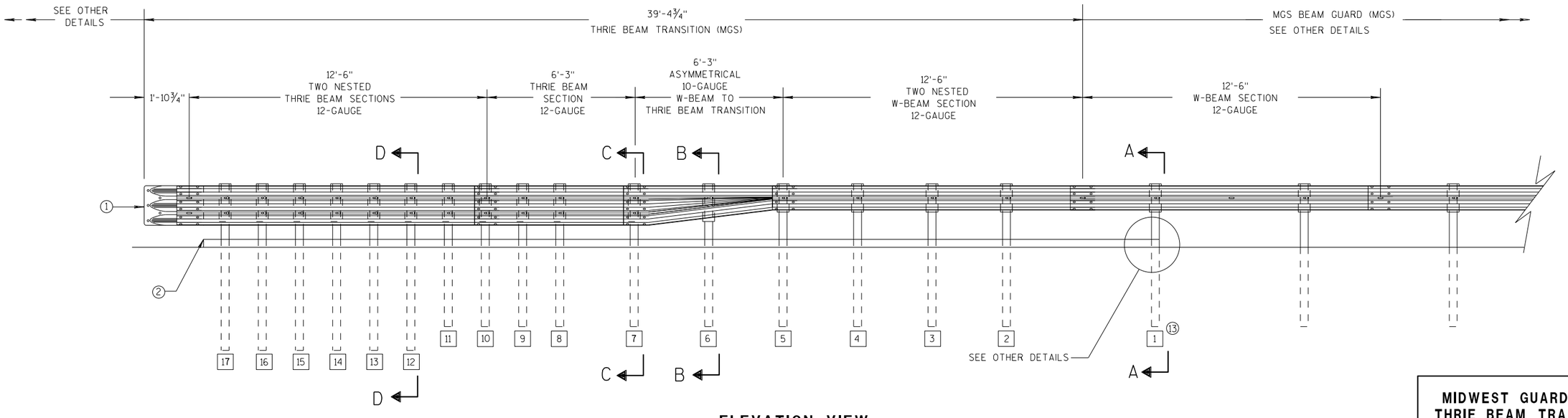
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD14B42



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 45-5a

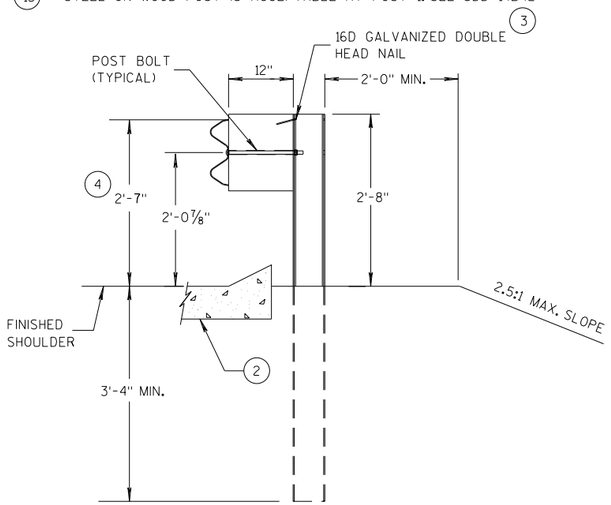
GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

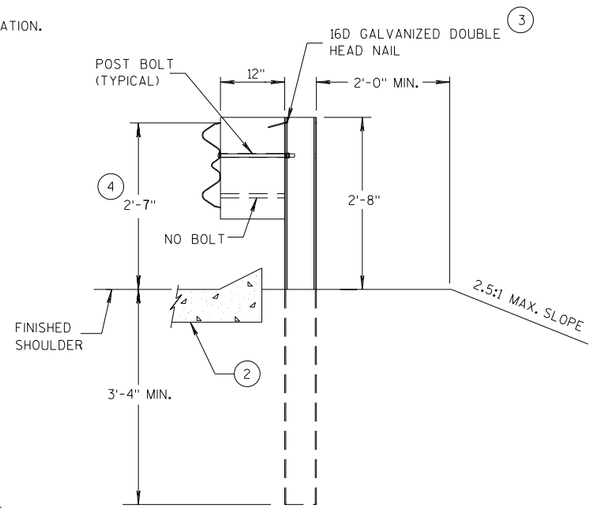
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



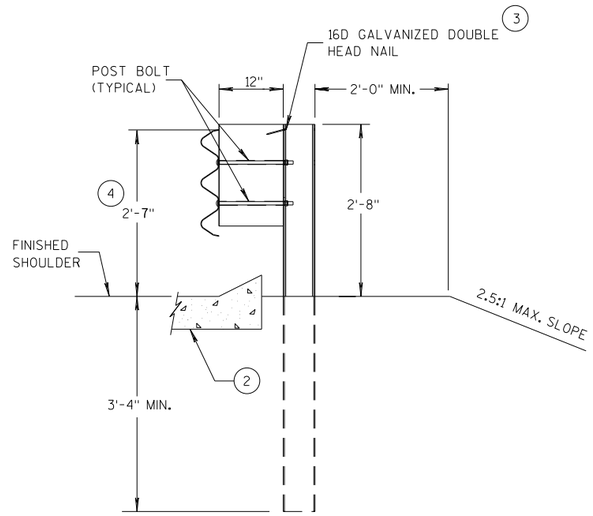
SECTION A-A (13)

POSTS 1-5



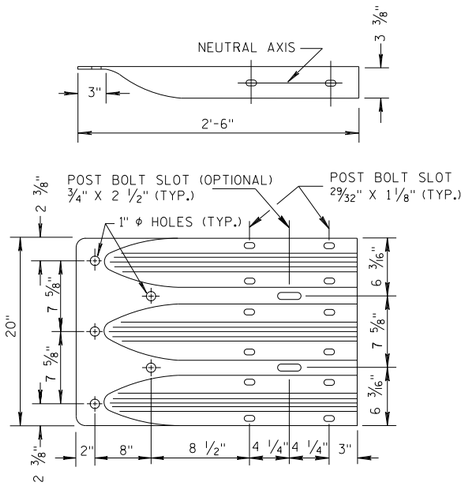
SECTION B-B

POST 6

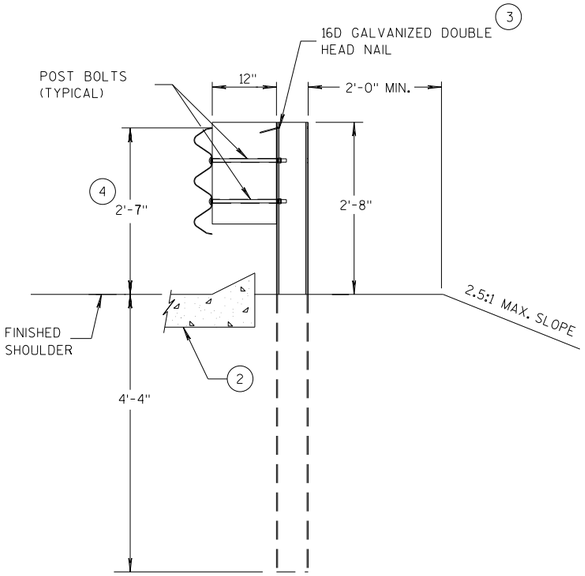


SECTION C-C

POSTS 7-11

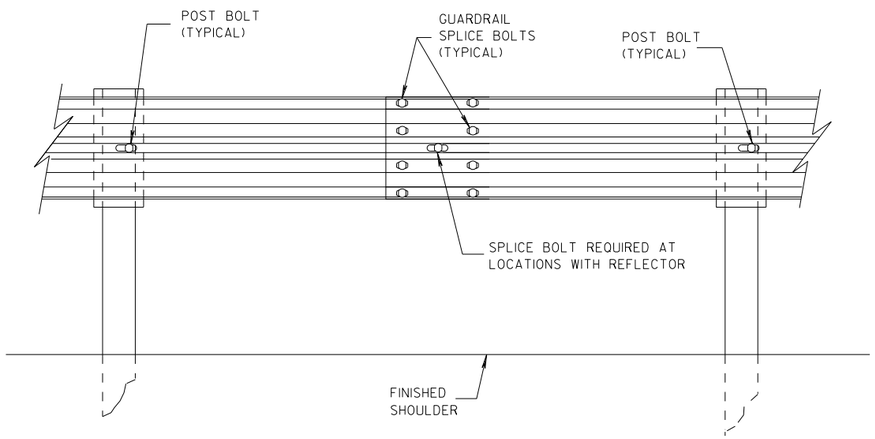


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

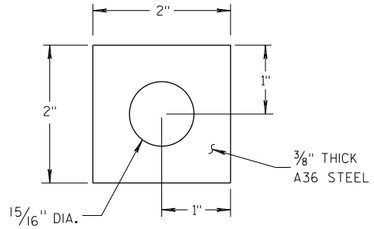
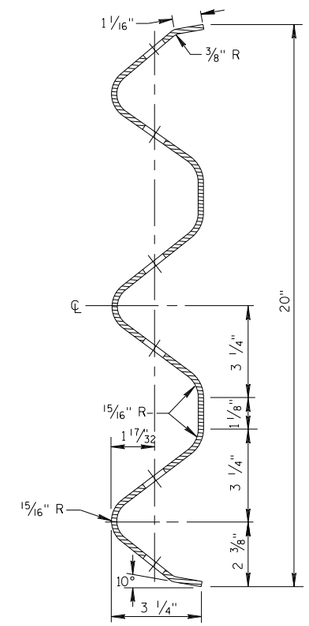


PLATE WASHER DETAIL



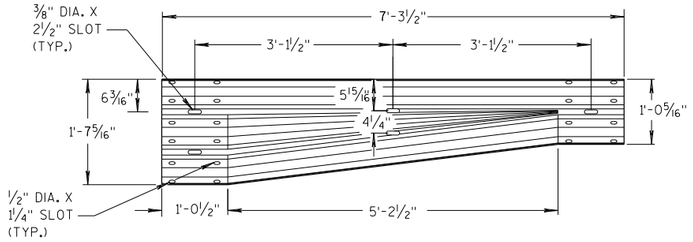
SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

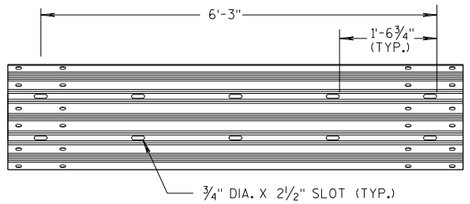
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

6

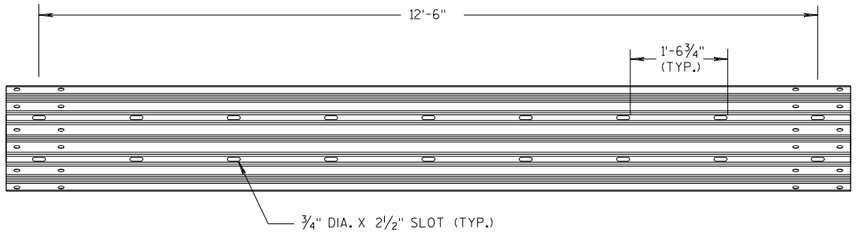
S.D.D. 14 B 45-5b



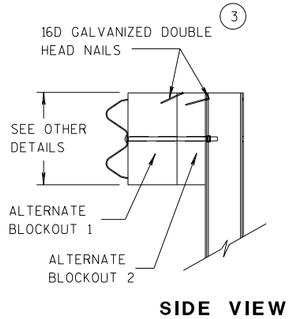
W-BEAM TO THRIE BEAM TRANSITION SECTION



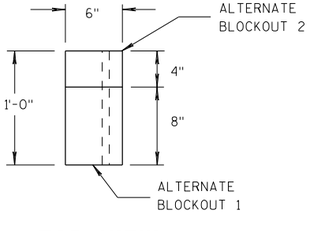
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

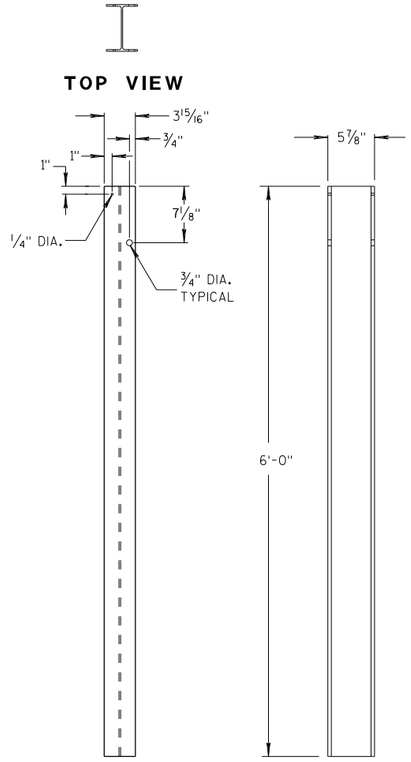


SIDE VIEW



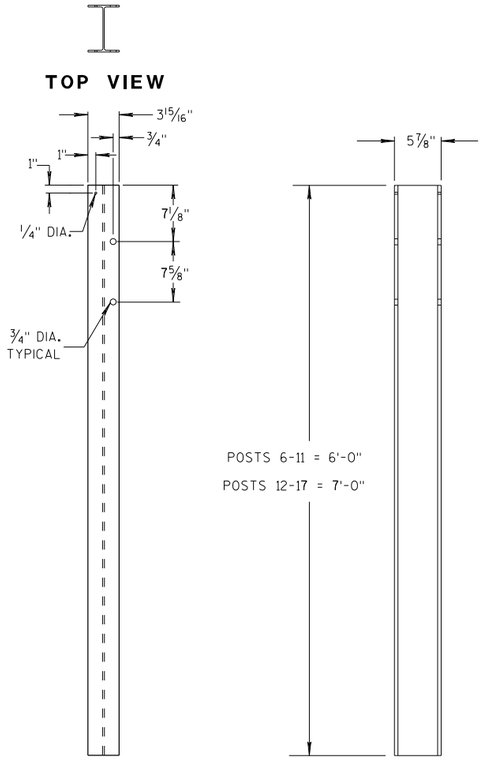
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



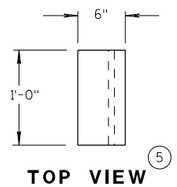
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

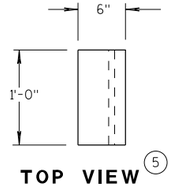


FRONT VIEW SIDE VIEW

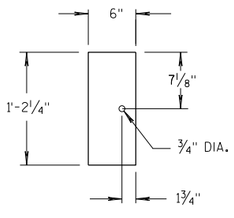
STEEL POSTS 6-17



TOP VIEW (5)

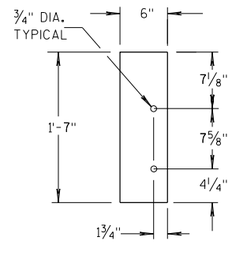


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

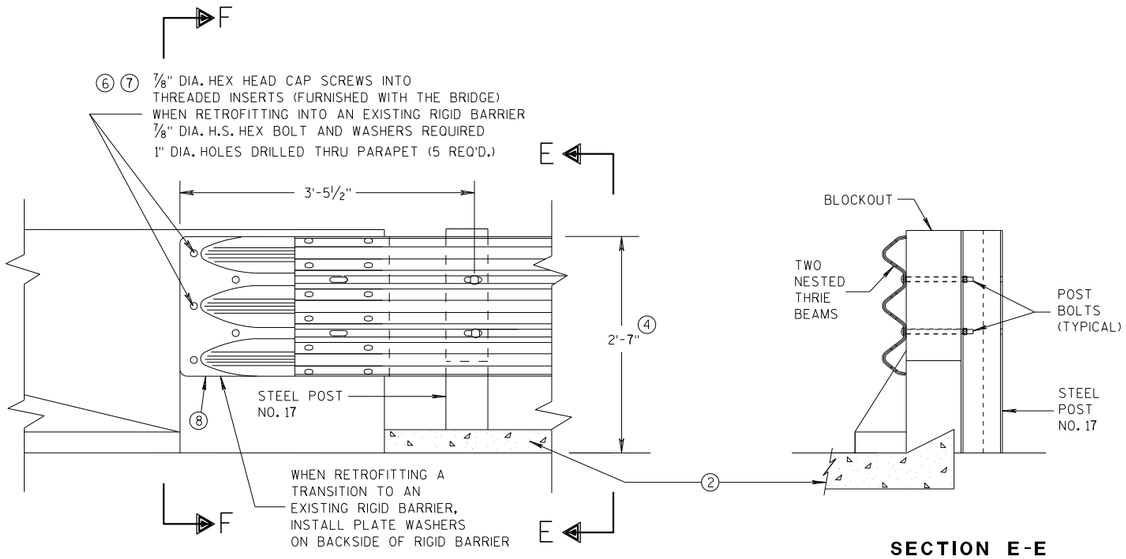
(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 45-5c



FRONT VIEW

SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

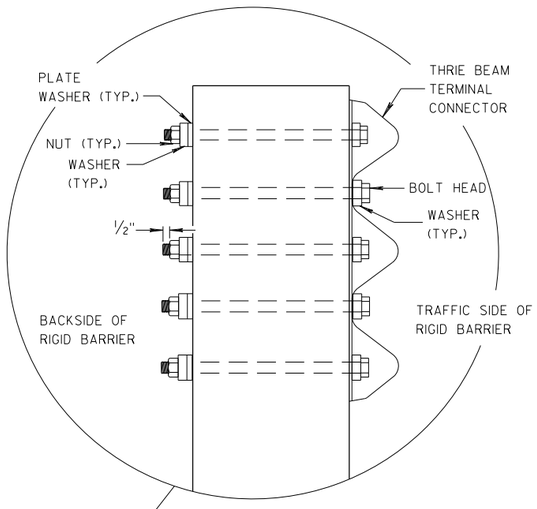
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

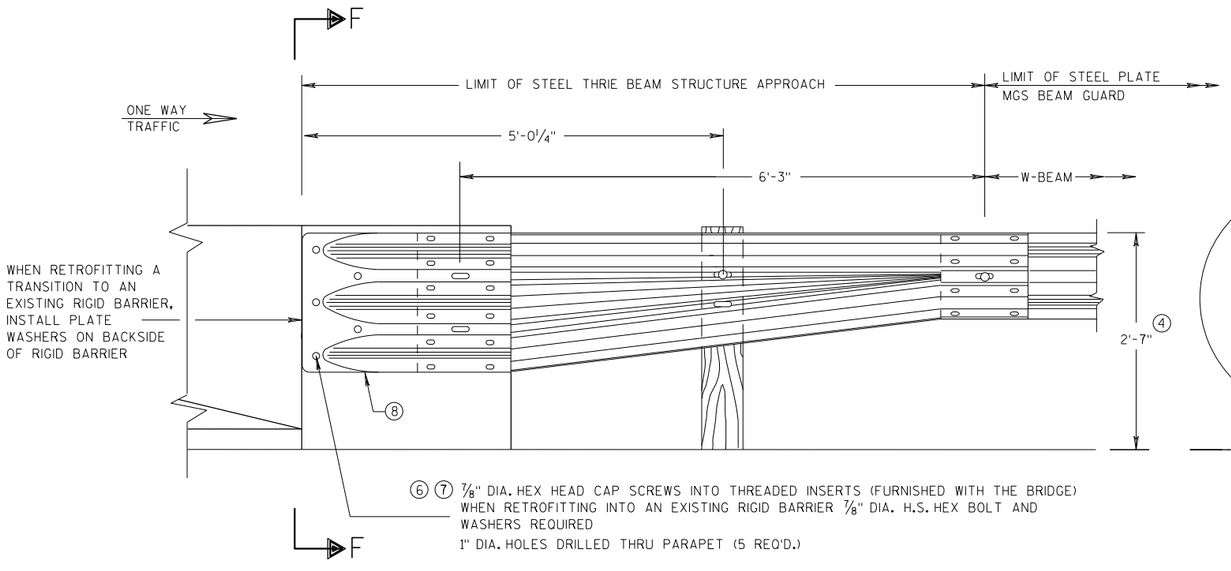
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

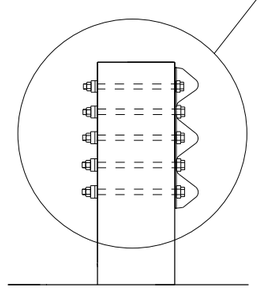
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

⑧ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

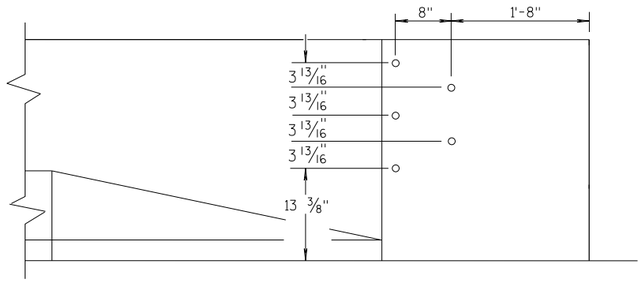




FRONT VIEW



SECTION F-F



DRILL HOLE LOCATION

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

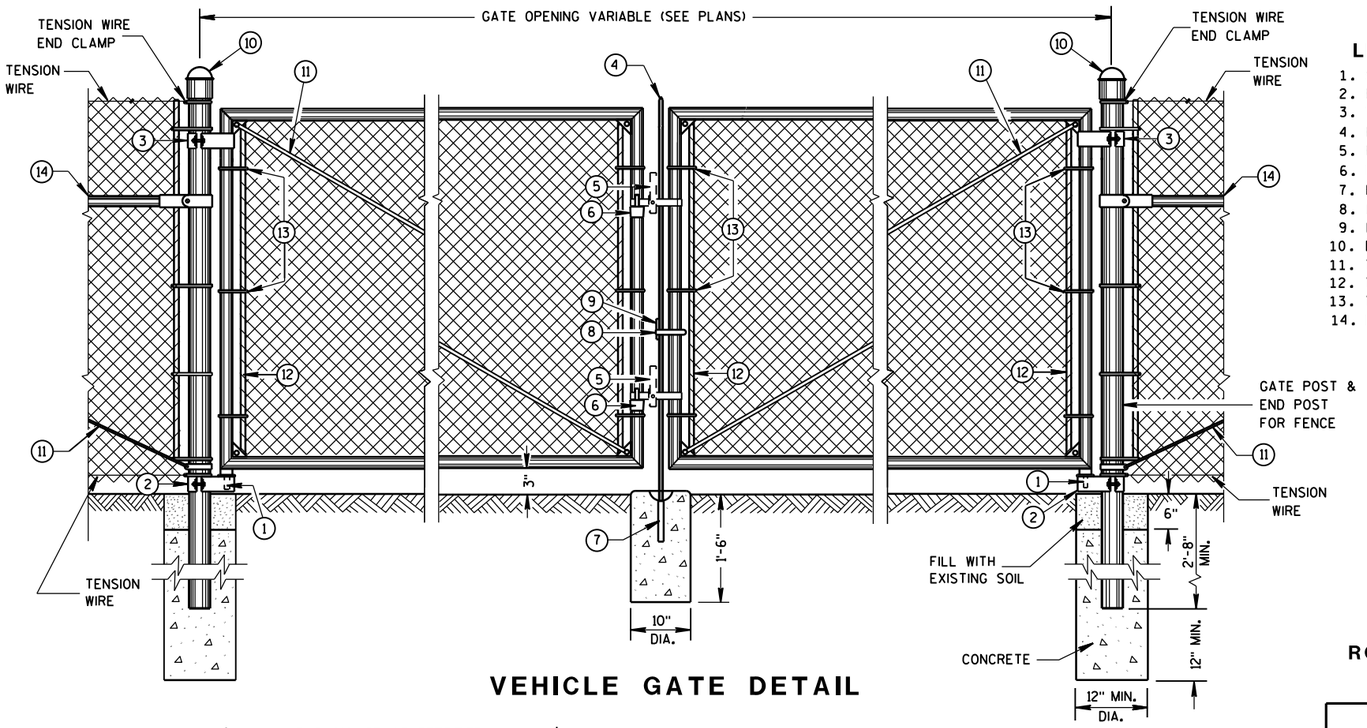
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

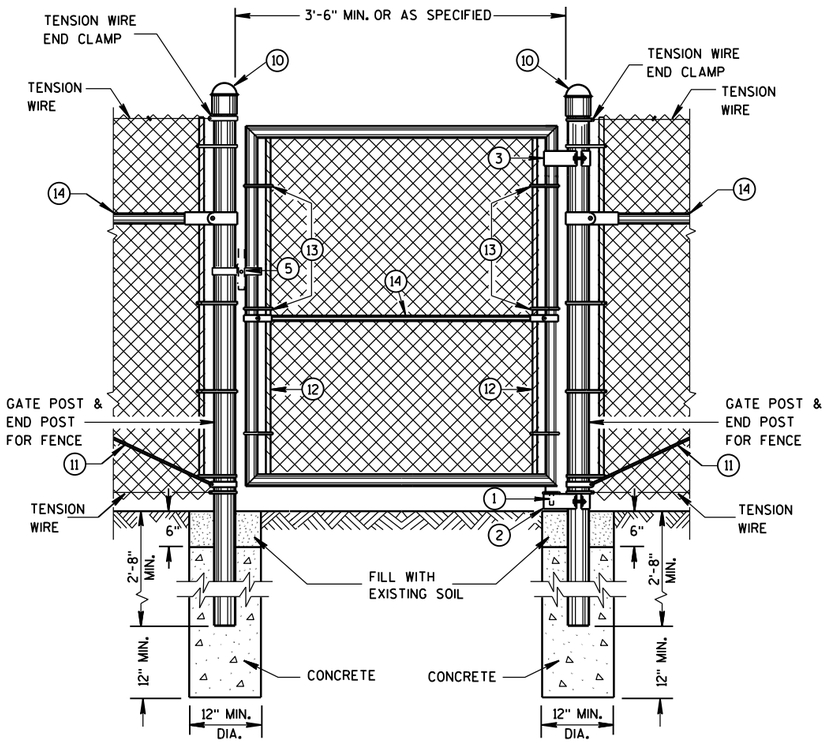
APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS D UNIT SUPERVIS NT
FHWA

6

S.D.D. 14 B 45-5d



VEHICLE GATE DETAIL



PEDESTRIAN GATE DETAIL

LEGEND

1. STRAIGHT PLUG
2. BOTTOM HINGE
3. TOP HINGE
4. PLUNGER ROD
5. FULCRUM LATCH
6. FORK CATCH *
7. PLUNGER ROD CATCH
8. LOCK KEEPER GUIDE
9. LOCK KEEPER
10. DOME TOPS
11. TRUSS RODS
12. TENSION BAR
13. TENSION BANDS
14. BRACE RAIL

*NOT REQUIRED ON SINGLE SWING PEDESTRIAN GATE

GENERAL NOTES

FENCE POSTS INSTALLED ON CONCRETE WALLS SHALL BE ANCHORED INTO EMBEDDED METAL SLEEVES OR CORED HOLE BY FILLING THE ANNULAR SPACE WITH PEA GRAVEL FOLLOWED BY AN EPOXY RESIN ADHESIVE. THE EPOXY RESIN ADHESIVE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 235, CLASS A, B OR C.

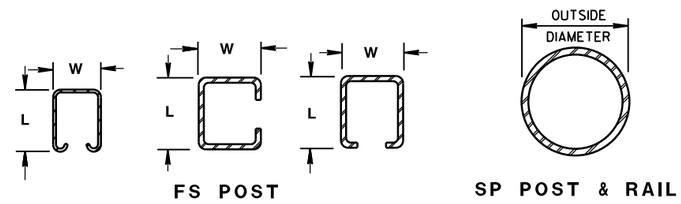
USE FENCE FABRIC KNUCKLED AT BOTH SELVAGES.

FOR LEAF GATES GREATER THAN 8 FEET WIDE, INSTALL INTERIOR VERTICAL BRACE RAIL AT 8 FOOT INTERVALS.

FOR FABRIC HEIGHTS GREATER THAN 8 FEET, INSTALL INTERIOR HORIZONTAL BRACE RAILS TO LEAF GATE.

MAXIMUM SAG FOR OUTER GATE MEMBER SHALL NOT EXCEED THE GREATER OF 1% OF THE LEAF GATE WIDTH OR 2 INCHES.

USE TYPE 2, CLASS 3, MARCELLED/CRIMPED, TENSION WIRE PER ASTM A 817.



FS POST — SP POST & RAIL

CROSS SECTIONS OF POSTS AND RAILS

REQUIRED FENCE POST SIZES

USE	FABRIC HEIGHTS FEET	POST TYPE
TERMINAL POSTS **	LESS THAN OR EQUAL TO 6 FT.	SP3
	GREATER THAN OR EQUAL TO 6 FT.	SP4
LINE POSTS	LESS THAN OR EQUAL TO 6 FT.	SP2
	LESS THAN OR EQUAL TO 8 FT.	SP3
	GREATER THAN OR EQUAL TO 8 FT.	SP4
	LESS THAN OR EQUAL TO 8 FT.	FS2 OR FS2†
	GREATER THAN OR EQUAL TO 8 FT.	FS3

BRACE RAIL TYPES

USE		TYPE
BRACE RAIL		SP1 OR FS1

** INCLUDES END, CORNER, ANGLE, INTERSECTION AND INTERMEDIATE BRACED POSTS

ROLLED-FORMED STEEL FENCE POST (2.0 OZ./SQ. FT. COATING)

POST TYPE	LENGTH (L) INCH	WIDTH (W) INCH	WEIGHT LBS/FT
FS1	1.625	1.25	1.35
FS2†	1.875	1.625	1.850
FS2	1.875	1.625	2.400
FS3	2.250	1.700	2.780

REQUIRED POST SIZE FOR GATES

USE	LEAF WIDTHS FEET	POST TYPE
GATES	LESS THAN OR EQUAL TO 6 FT.	SP4
	LESS THAN OR EQUAL TO 13 FT.	SP5
	LESS THAN OR EQUAL TO 18 FT.	SP6
	LESS THAN OR EQUAL TO 23 FT.	SP7

ROUND STEEL FENCE POST (1.8 OZ./SQ. FT. COATING)

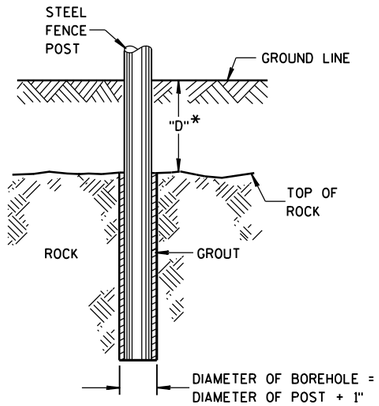
POST TYPE	OUTSIDE DIMENSION INCH	WALL THICKNESS INCH	WEIGHT LBS/FT
SP1	1.660	0.140	2.270
SP2	1.900	0.145	2.720
SP3	2.375	0.154	3.650
SP4	2.875	0.203	5.800
SP5	4.000	0.226	9.120
SP6	6.625	0.280	18.990
SP7	8.625	0.322	28.580

FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

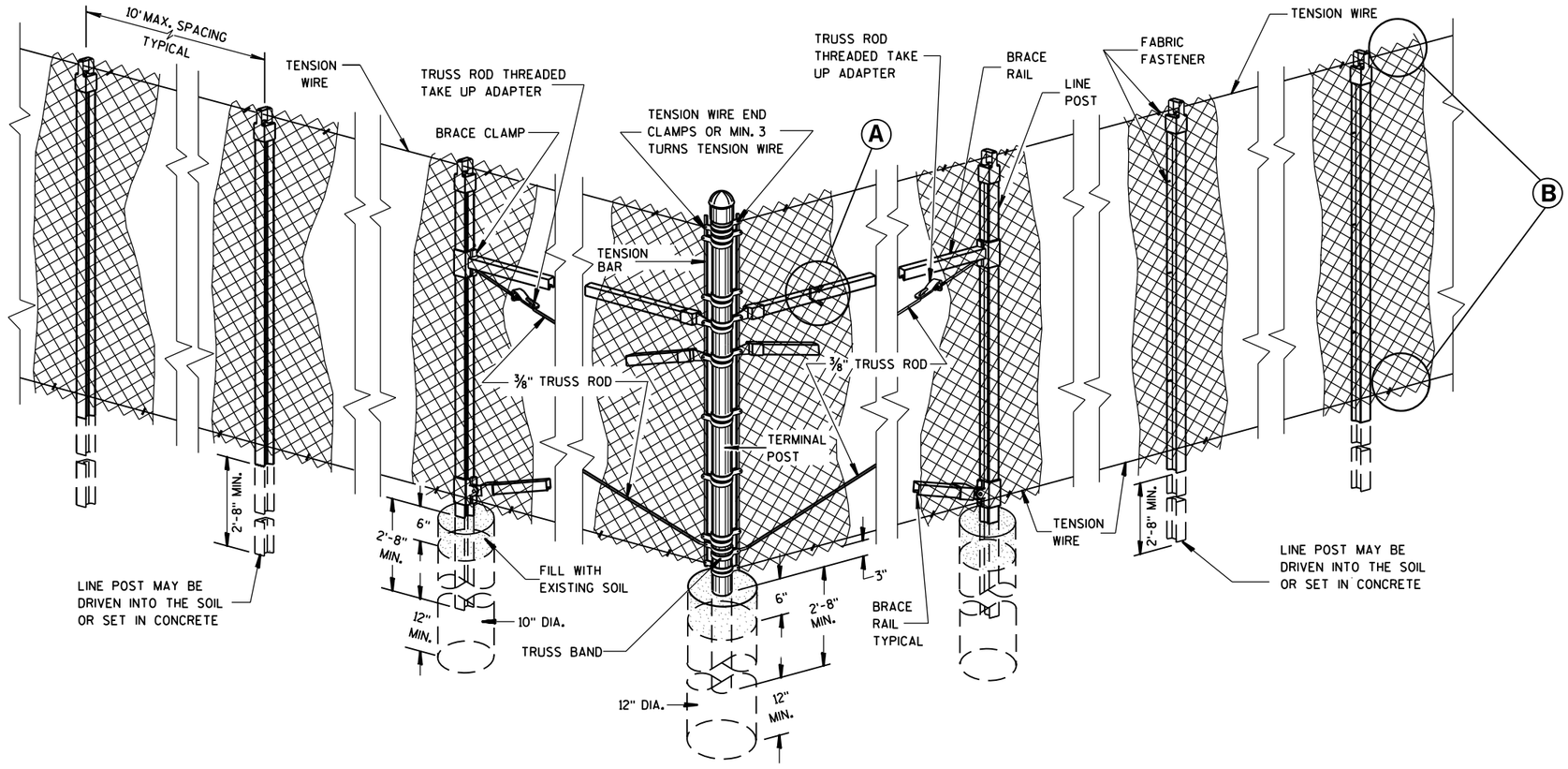
6

S.D.D. 15 B 3-15a

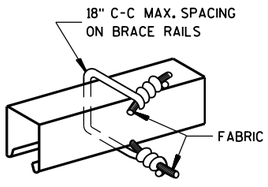


*IF "D" IS LESS THAN 2'-6", DRILL ROCK AND INSTALL GROUT

ROCK INSTALLATION OF LINE POST



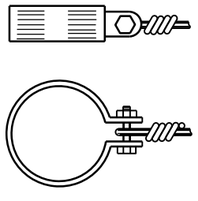
END, CORNER, ANGLE INTERSECTION & INTERMEDIATE BRACED POSTS



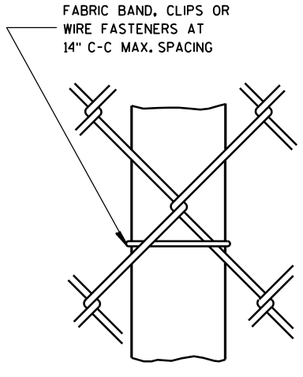
BRACE RAIL

FABRIC FASTENER

Ⓐ



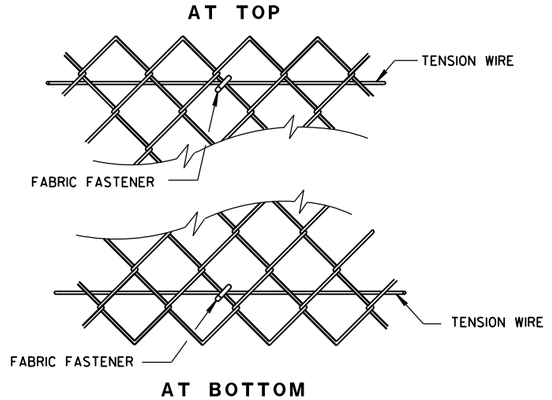
TENSION WIRE END CLAMP



LINE POST

FABRIC FASTENER

AT TOP



AT BOTTOM

SELVAGES

Ⓑ

FENCE CHAIN LINK

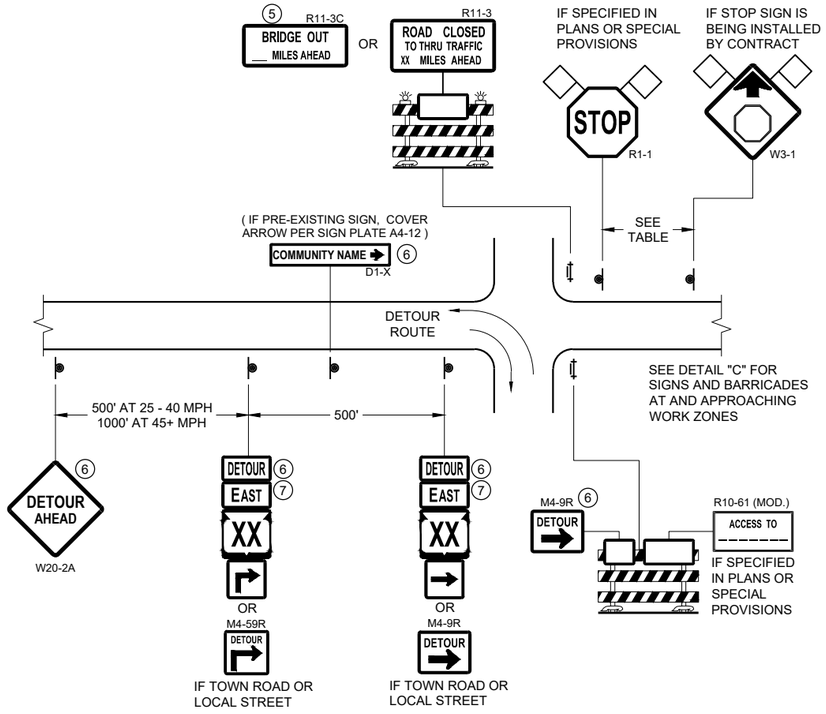
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
FEB. 2015 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

394

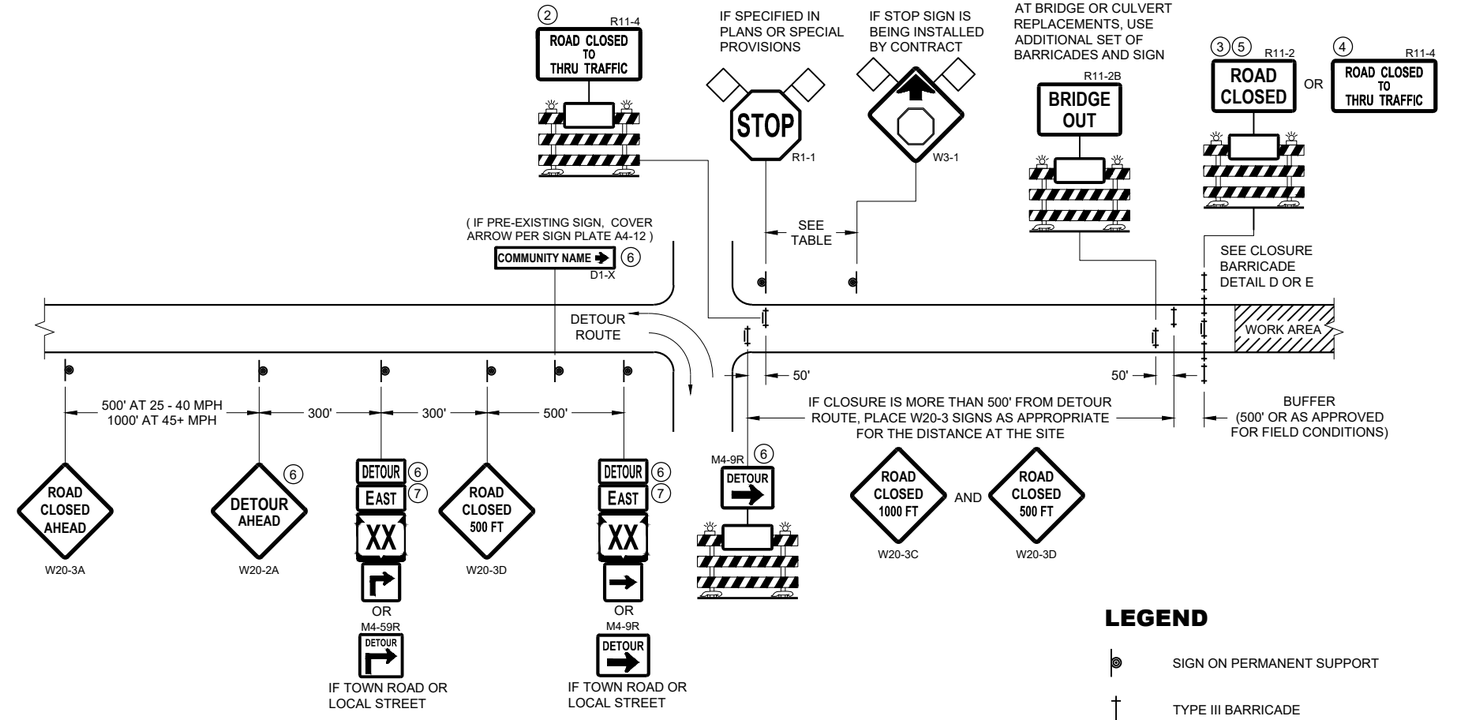
6

S.D.D. 15 B 3-15b



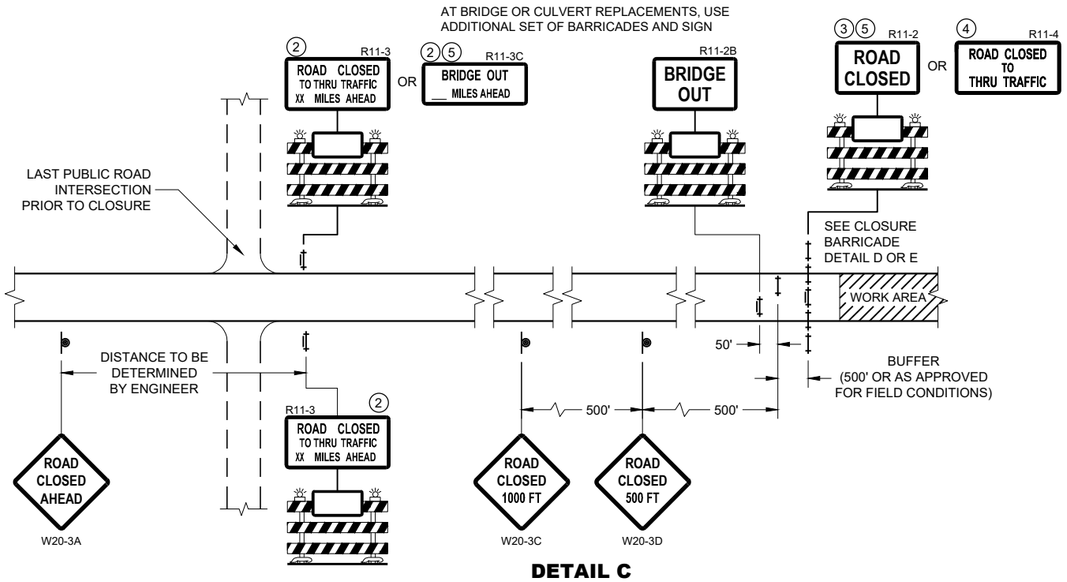
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

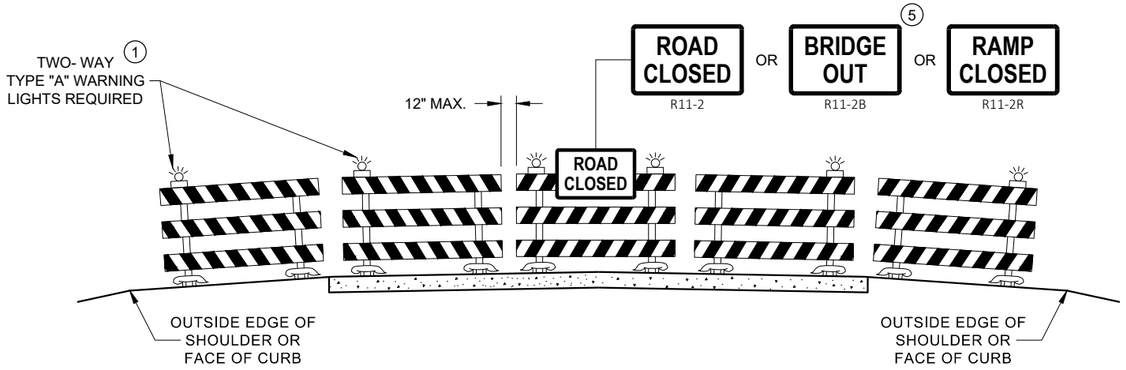
APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

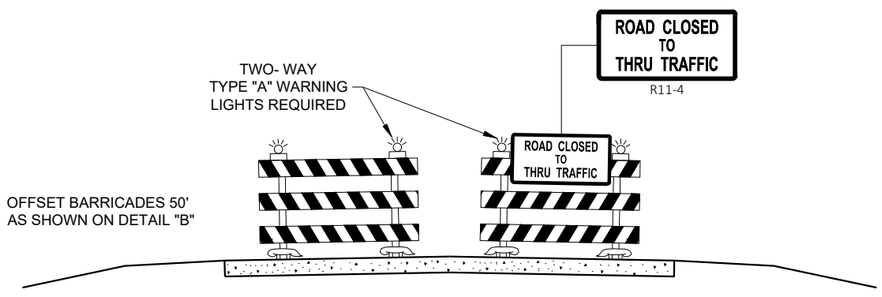
6

SDD 15C02 - 09a

SDD 15C02 - 09a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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:
- 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.

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

6

SDD 15C02 - 09b

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR / EAST — M4 - 8, M3 - X
- XX — M1 - 4
- OR XX — M1 - 6
- OR COUNTY X — M1 - 5A
- M05 - 1
- OR M06 - 1
- OR M06 - 1

GENERAL NOTES

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

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

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

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

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

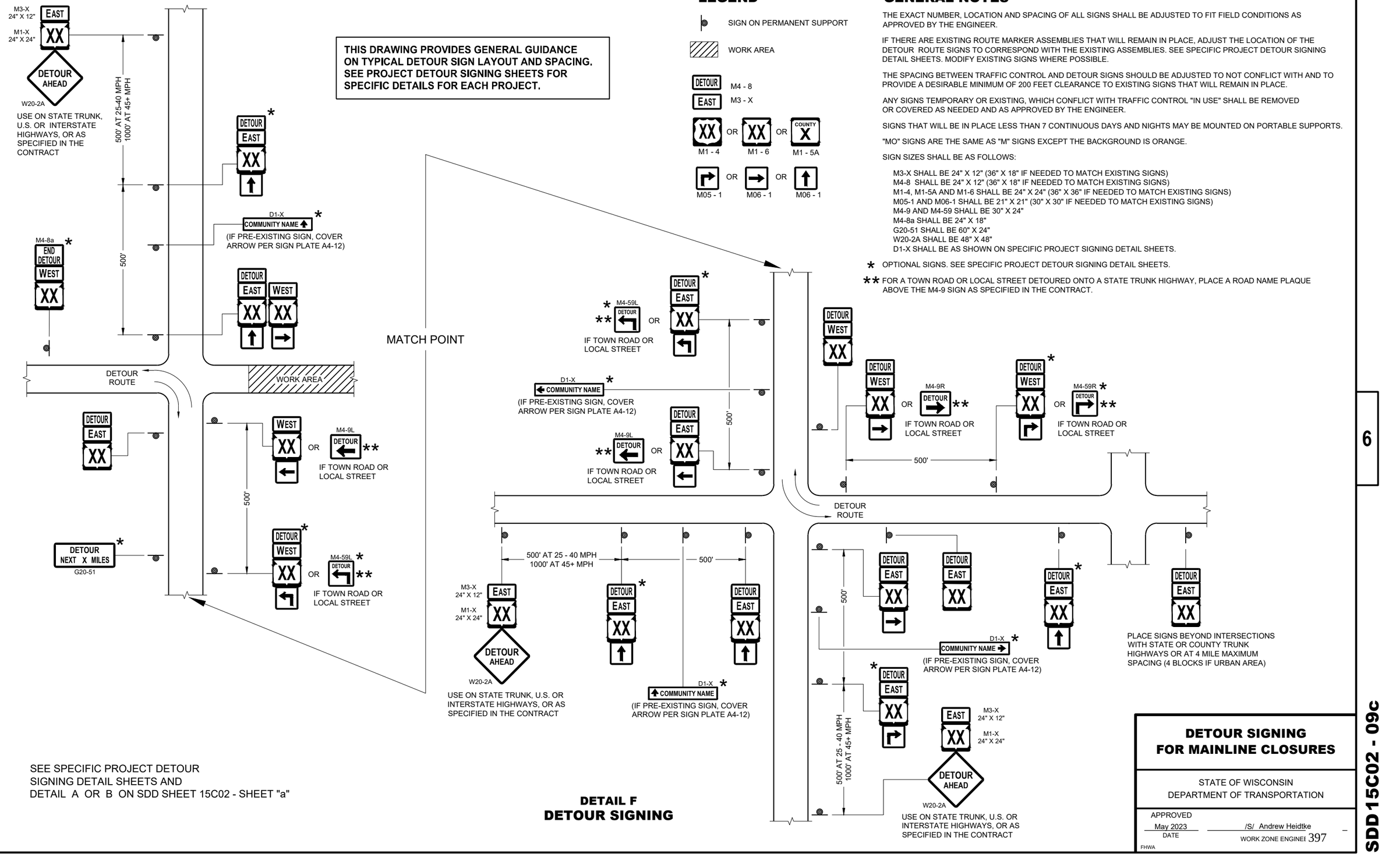
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

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

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

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



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

DETAIL F
DETOUR SIGNING

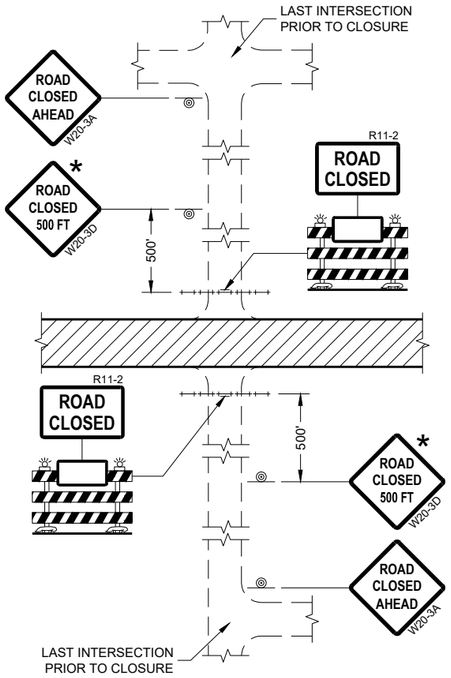
DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

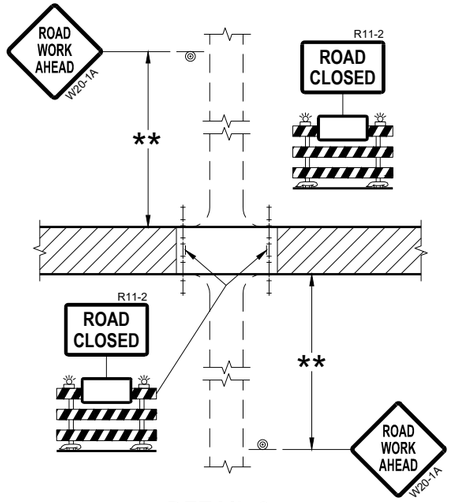
APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

SDD 15C02 - 09c
6



DETAIL 1
(NO ACCESS TO PROJECT)



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

GENERAL NOTES

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

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

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

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

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

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

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

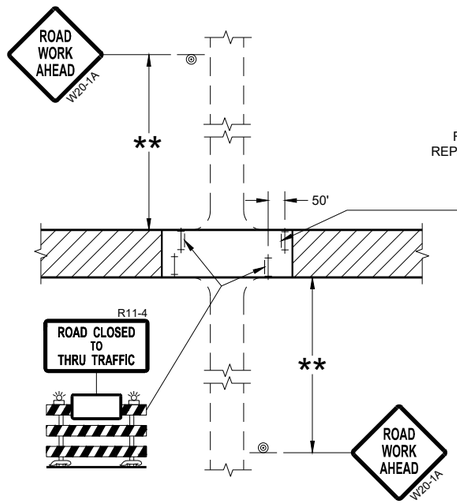
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

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

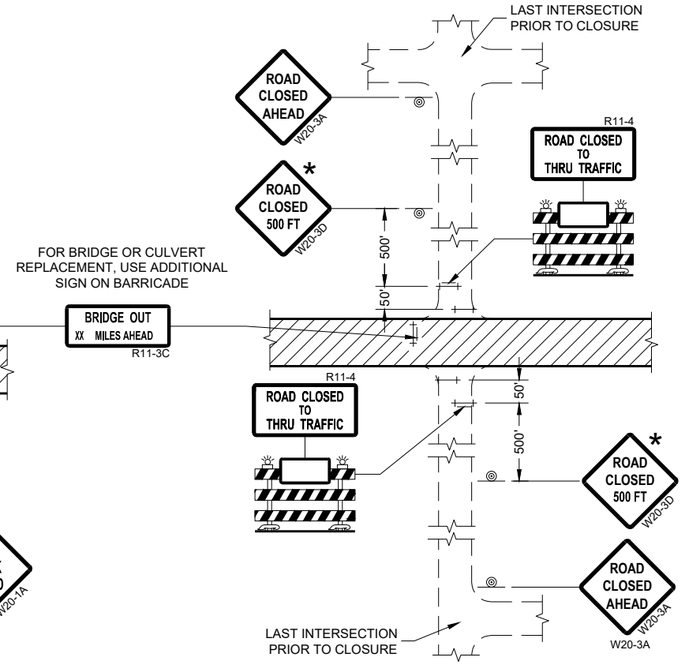
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.



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



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

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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SDD 15C03 - 05

SDD 15C03 - 05

GENERAL NOTES

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

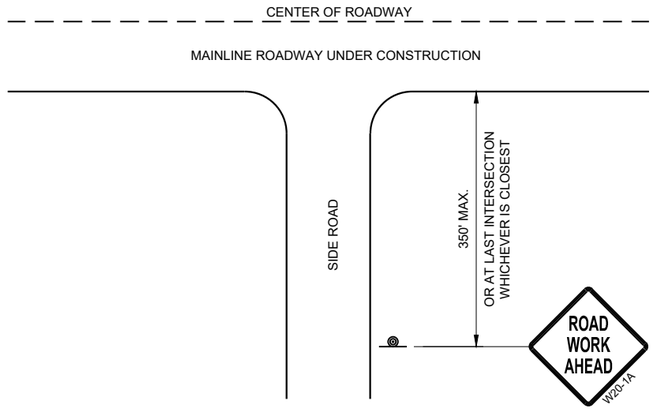
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

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

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

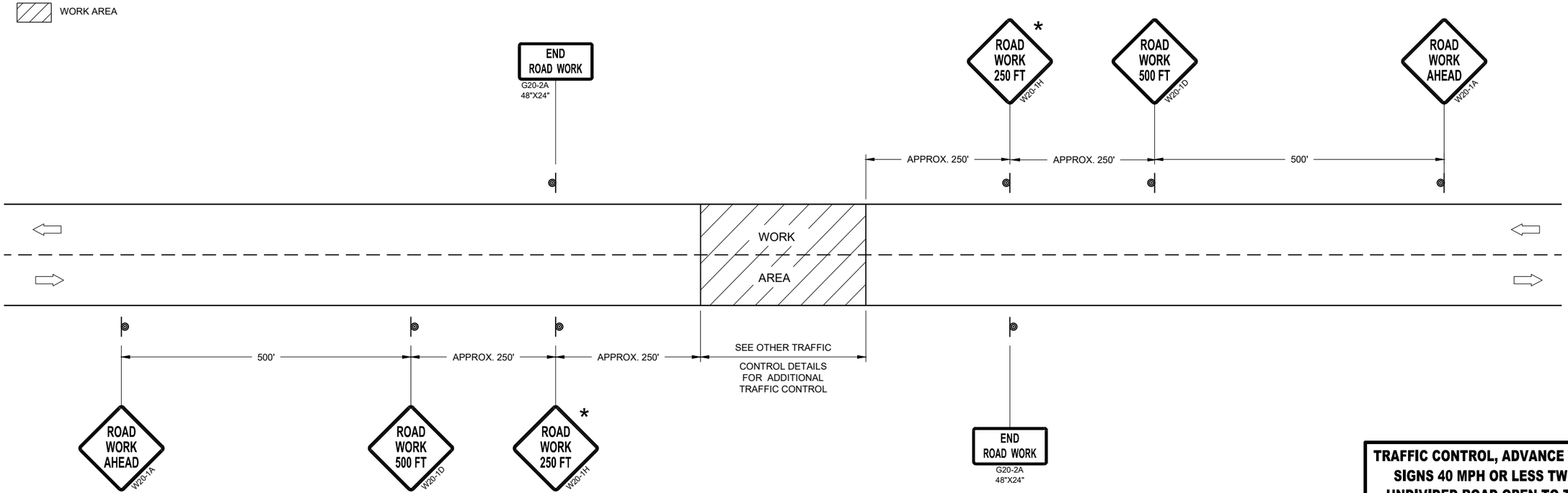
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

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



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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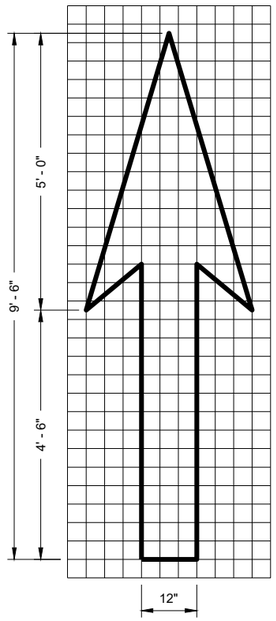
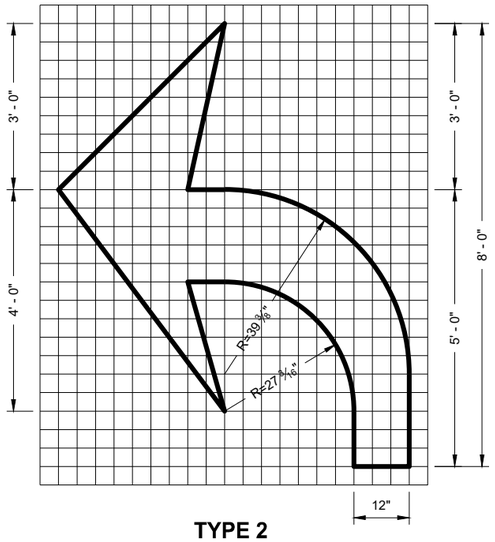
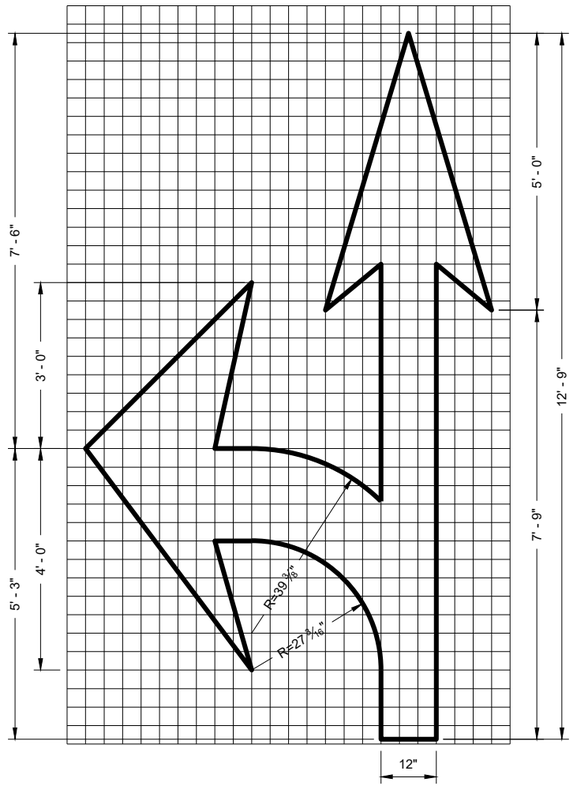
SDD 15C05 - 05



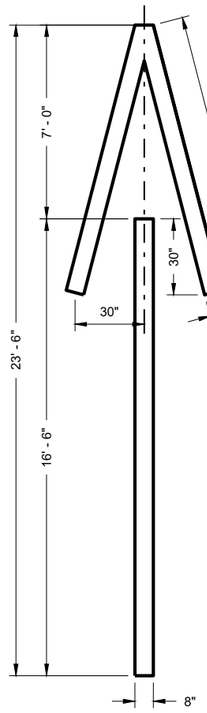
TYPE 1



TYPE 2



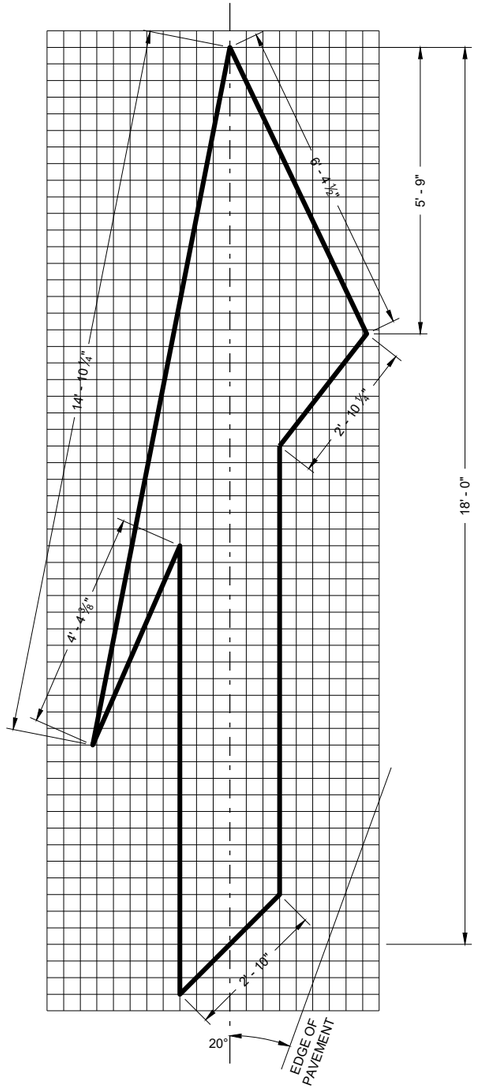
TYPE 3



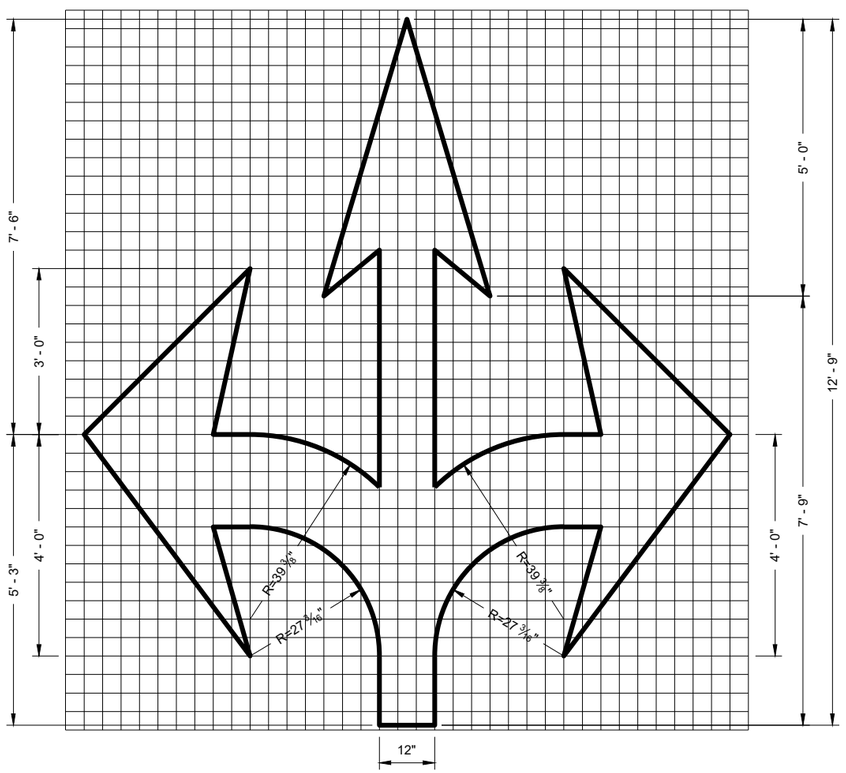
TYPE 4

GENERAL NOTES

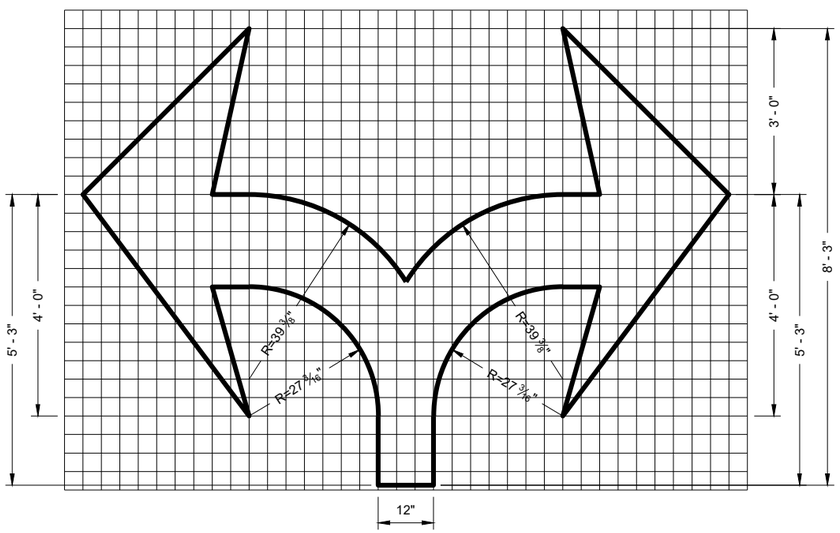
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

400

6

SDD 15C07 - 15c

6

SDD 15C07 - 15c

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

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

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

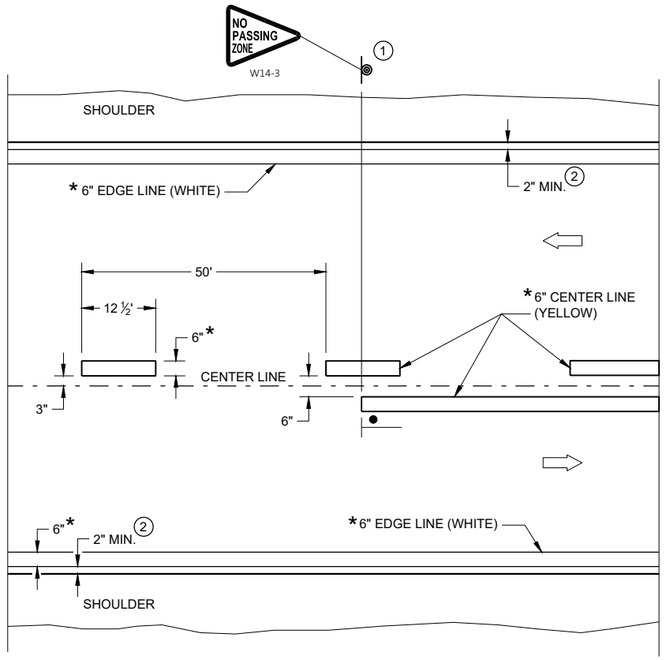
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

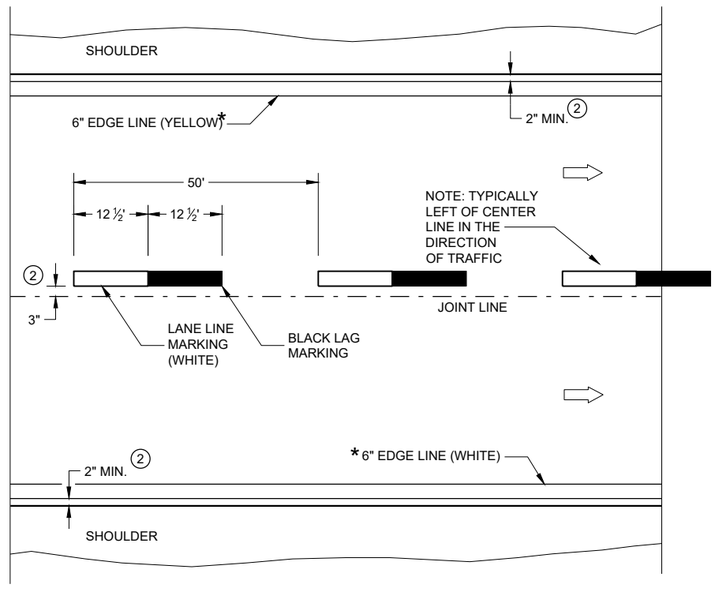
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

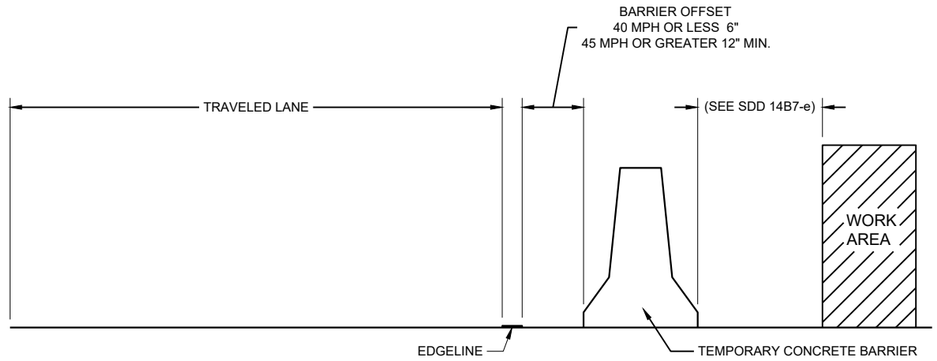
PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER
FHWA

6

SDD 15C08-23a



TEMPORARY BARRIER OFFSET FROM EDGELINE

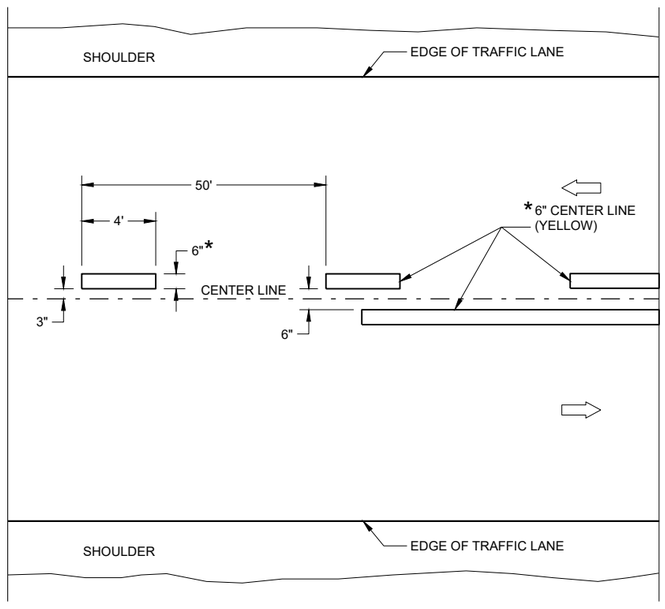
GENERAL NOTES

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

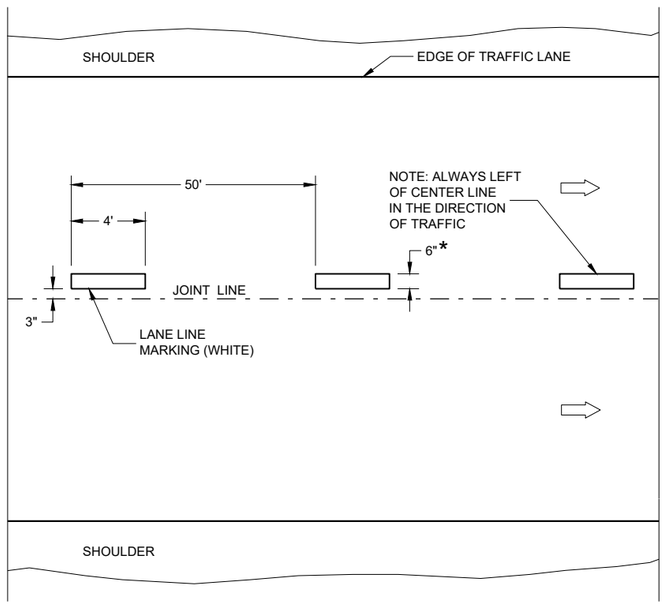
LEGEND

⇨ DIRECTION OF TRAFFIC

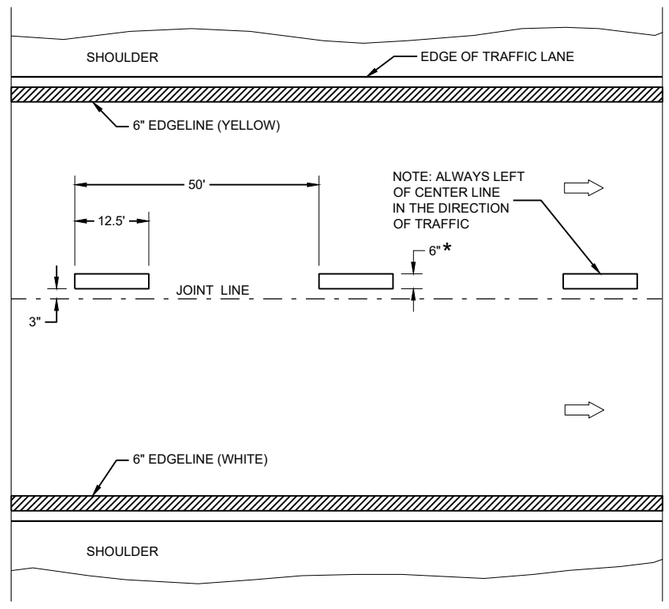
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER

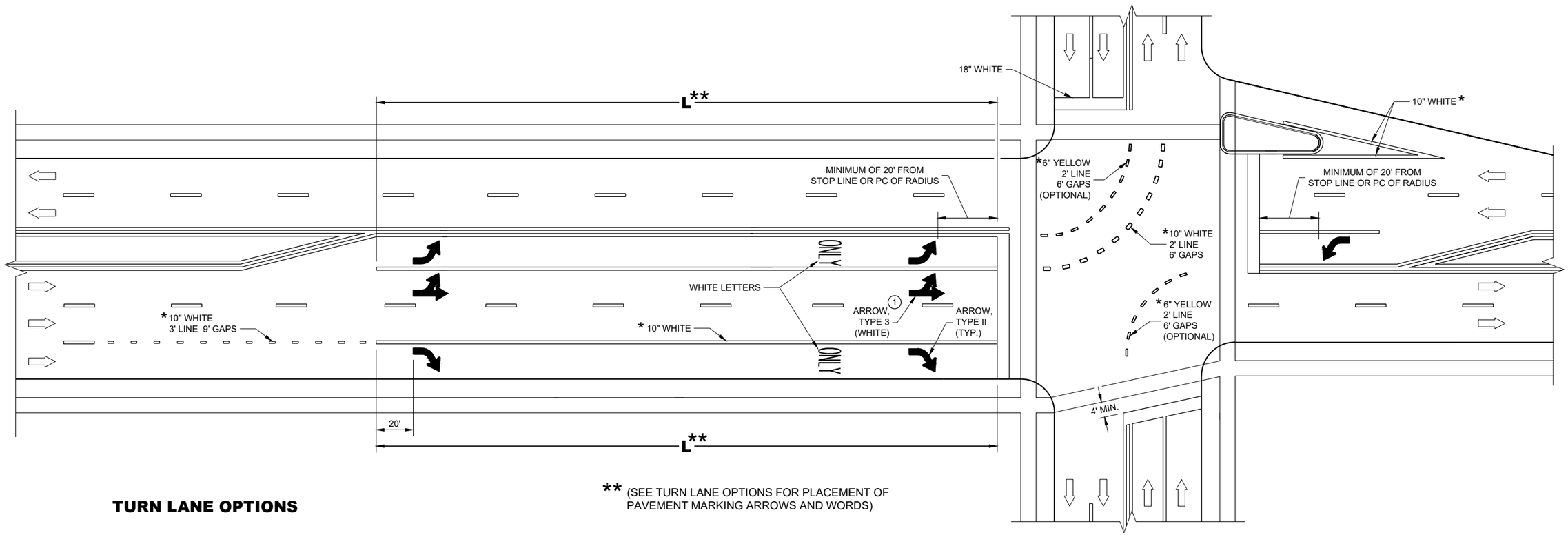
FHWA

6

SDD 15C08-23b

6

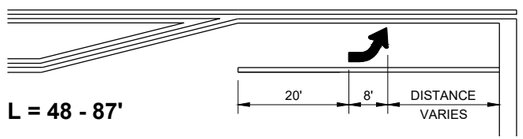
SDD 15C08-23b



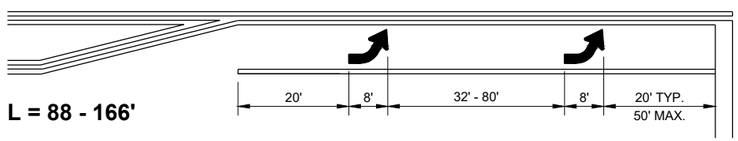
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

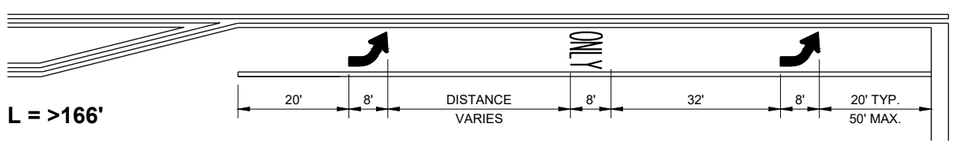
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

(1) QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

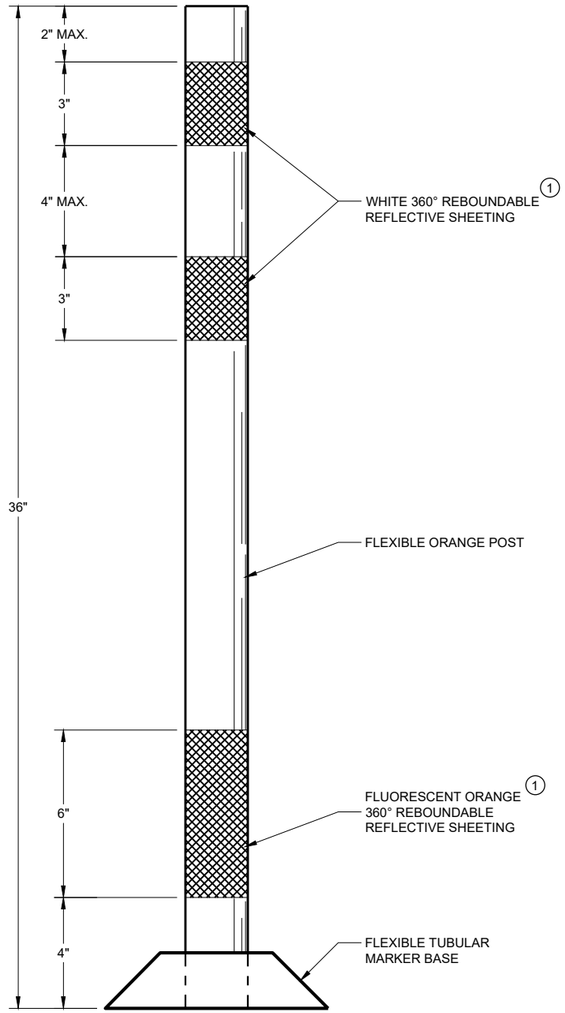
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C08-23d



FLEXIBLE TUBULAR MARKER POST WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

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

6

SDD 15C11 - 10a

CHANNELIZING DEVICES
FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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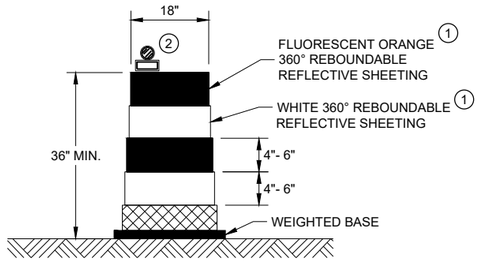
SDD 15C11 - 10a

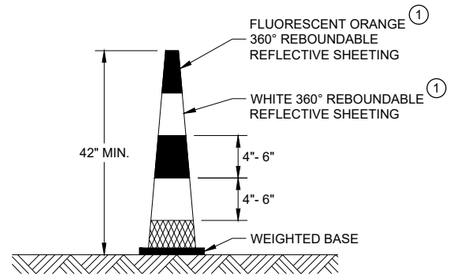
GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



DRUM

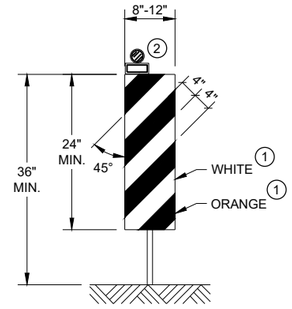
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

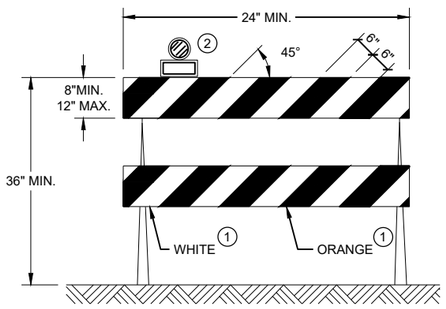
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



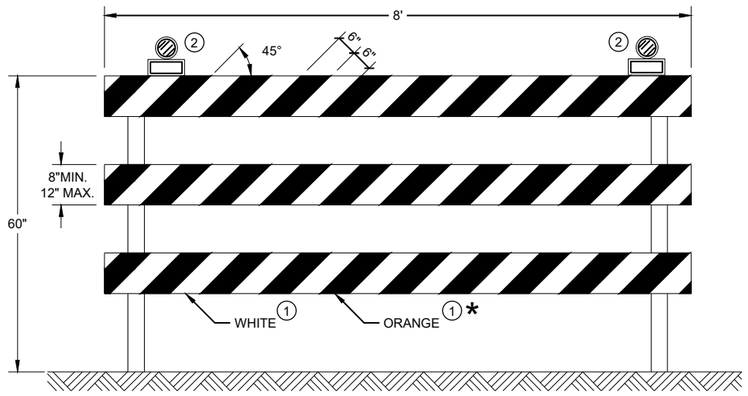
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

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SDD 15C11 - 10b

6

SDD 15C11 - 10b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

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

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

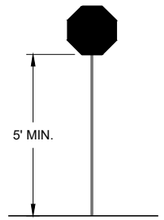
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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



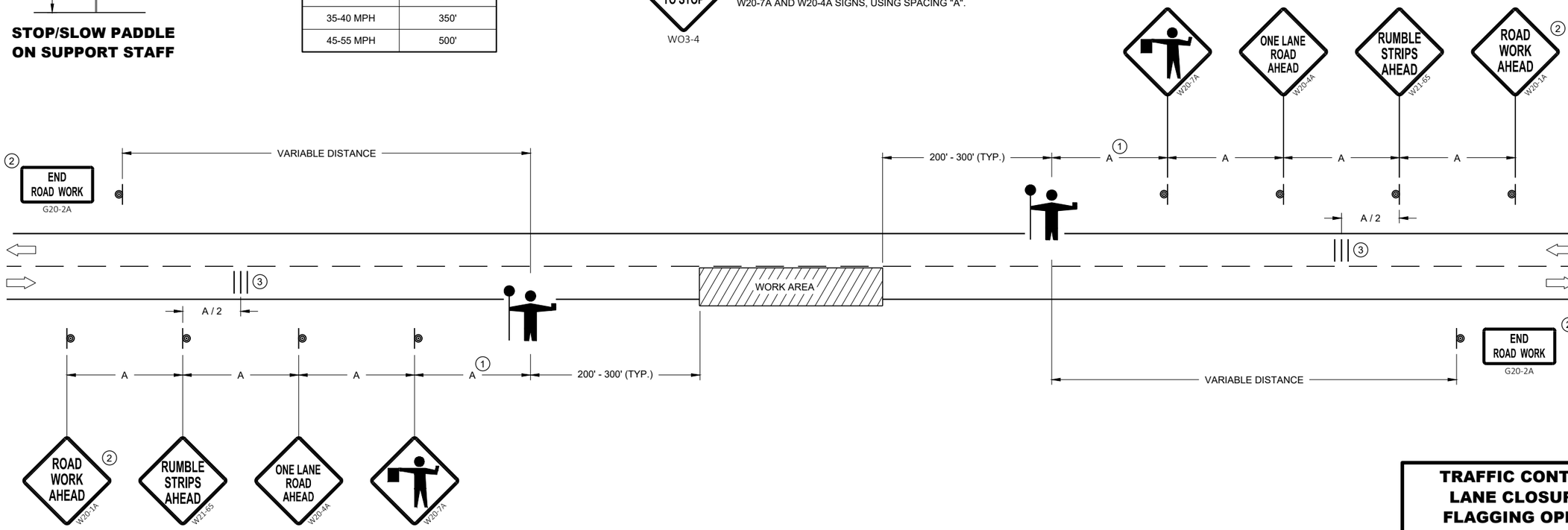
STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

406

FHWA

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SDD 15C12 - 09a

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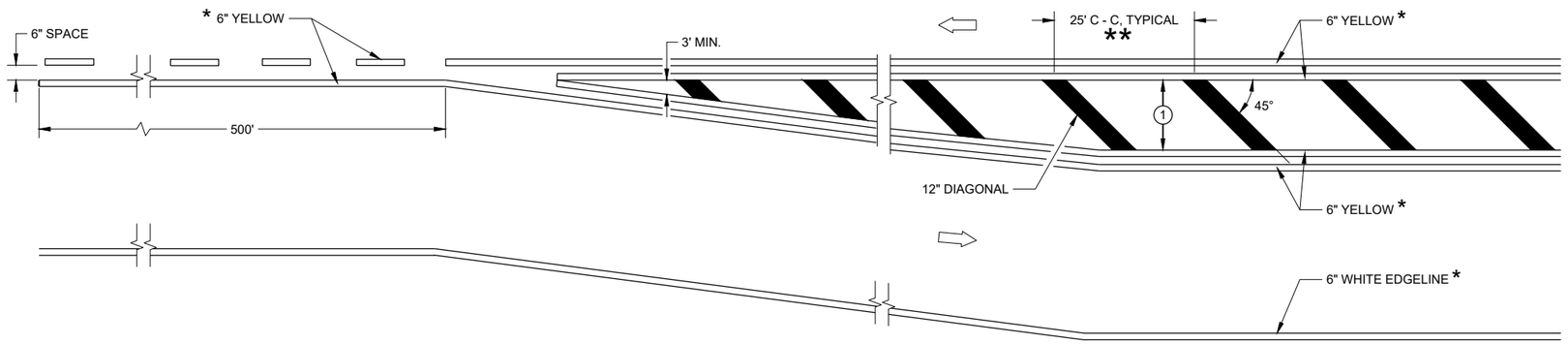
SDD 15C12 - 09a



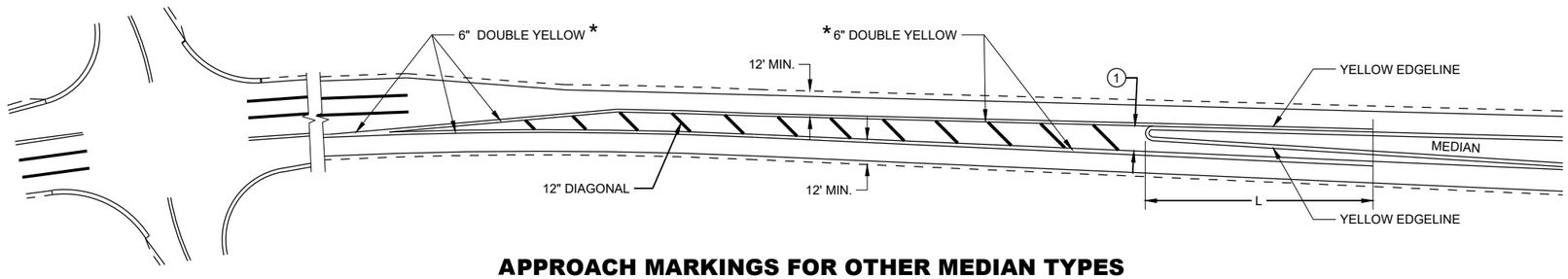
MEDIAN ISLAND DETAIL

GENERAL NOTES

1. DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

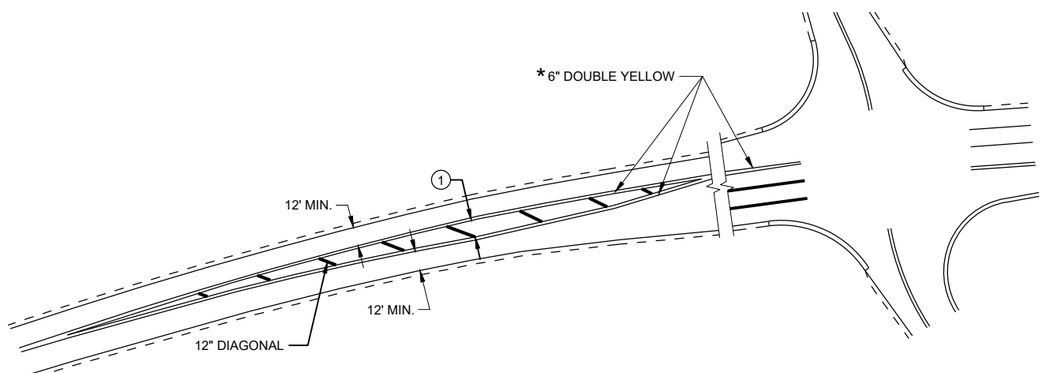
⇨ DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



APPROACH MARKINGS FOR OTHER MEDIAN TYPES

SPEED LIMIT	L
<35 MPH	5'
35> MPH	50'



NON-APPROACH MARKINGS

6

SDD 15C18-08a

MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MAF ENGINEER

FHWA

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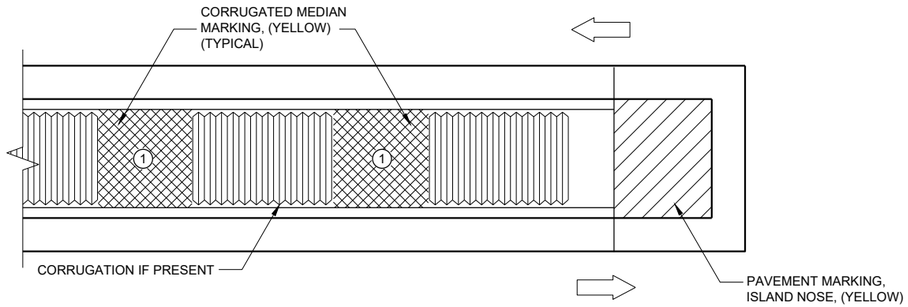
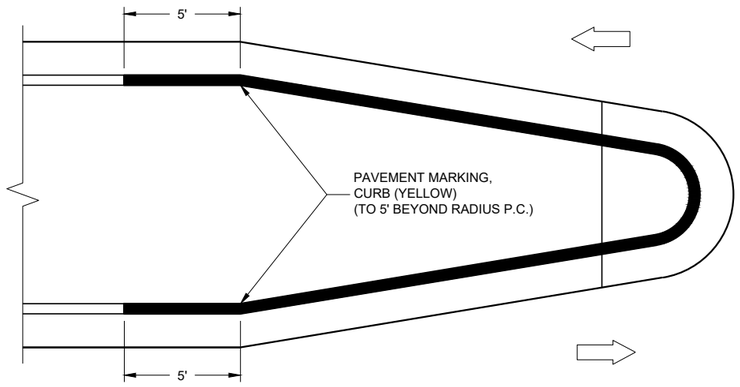
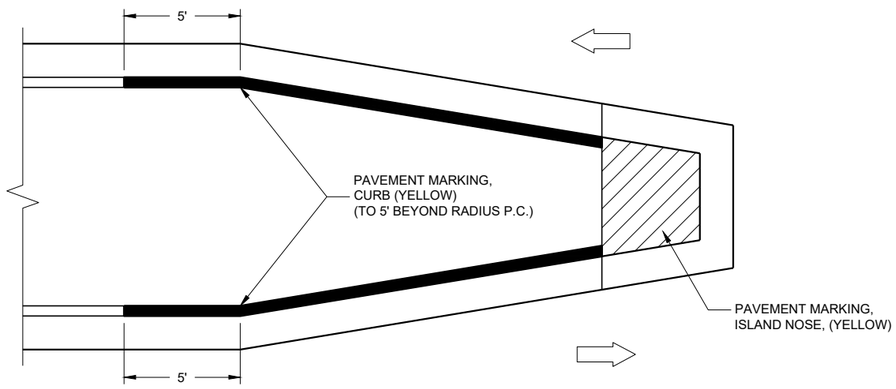
SDD 15C18-08a



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

PAVEMENT MARKINGS, MEDIAN ISLAND NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Jeannie Silver
STATE SIGNING AND MAR ENGINEER

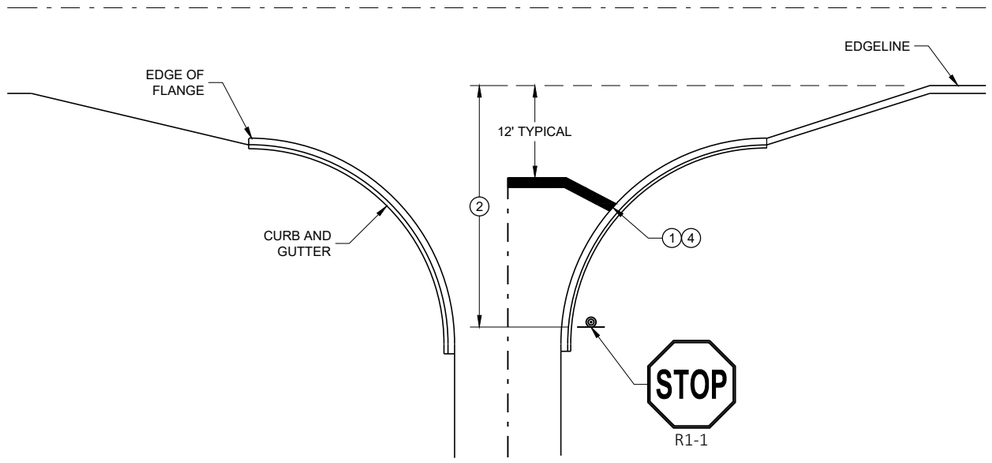
FHWA

6
SDD 15C18-08b

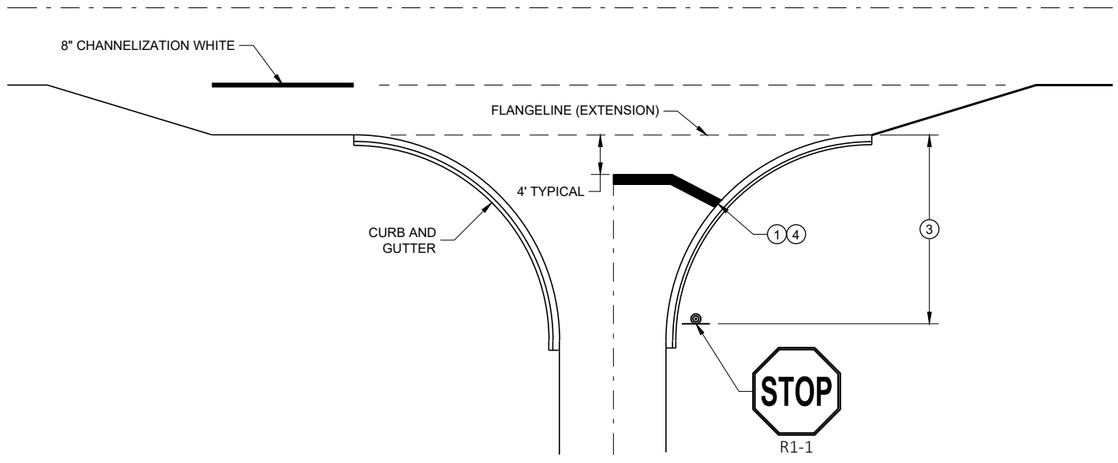
GENERAL NOTES

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

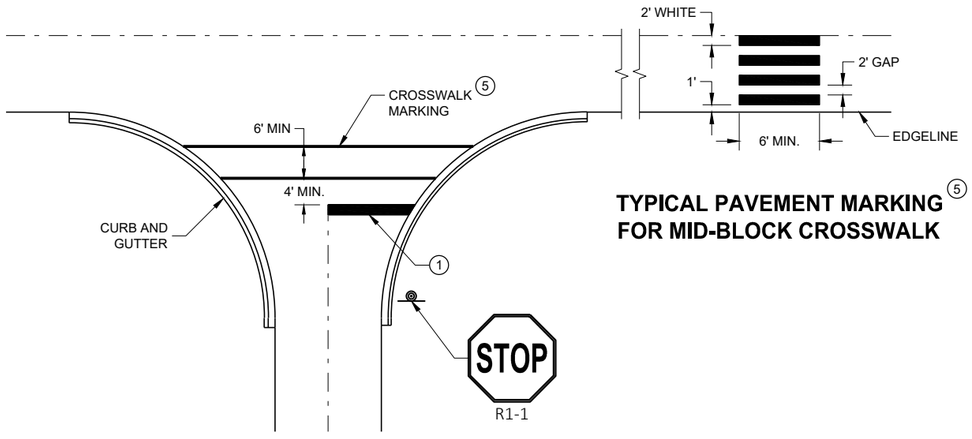
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE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



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

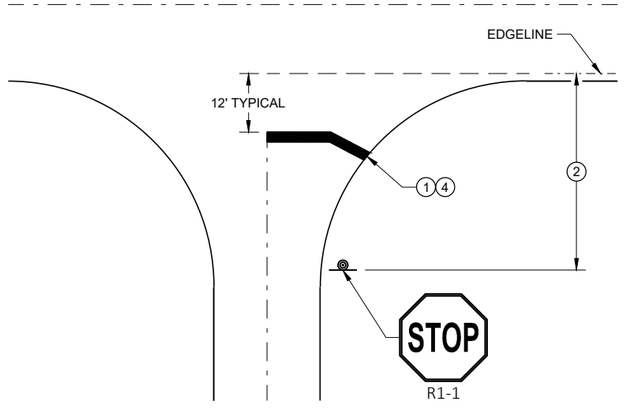


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MARKING ENGINEER

FHWA

6

SDD 15C33 - 04

LEGEND

SIGN ON PERMANENT SUPPORT

DELINEATOR, FLEXIBLE/TUBULAR MARKER

DIRECTION OF TRAFFIC

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

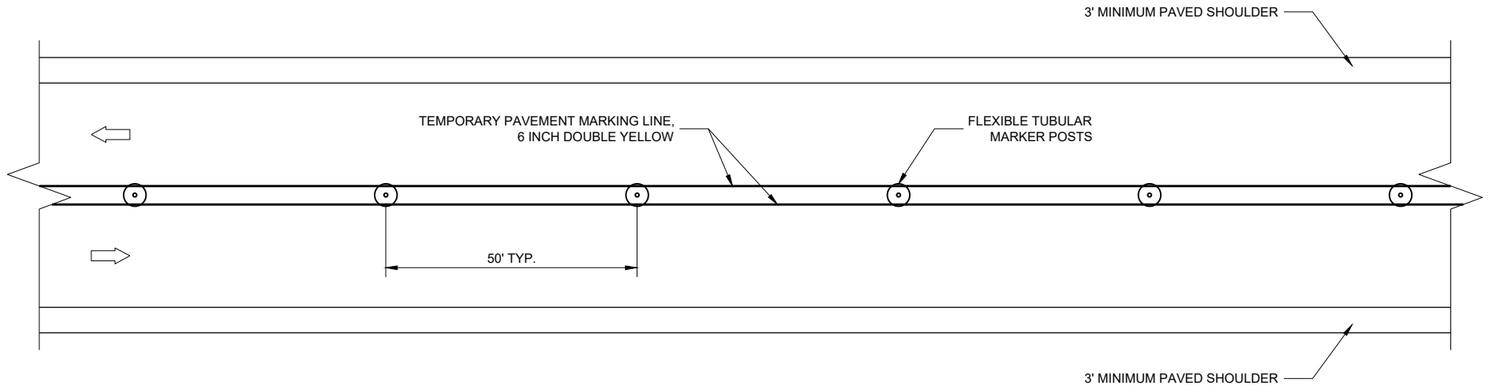
THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS.

A SINGLE ROW OF FLEXIBLE TUBULAR MARKERS ON CENTERLINE EXTEND FOR THE ENTIRE LENGTH OF TWO-WAY TRAFFIC AT 50 FOOT SPACING.

COVER EXISTING CENTERLINE STRIPE WITH TEMPORARY PAVEMENT MARKING LINE, 6 INCH DOUBLE YELLOW.

(1) THE WO6-3 AND WO57-51 SHALL BE LOCATED 200 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP AND / OR 500 FEET BEYOND ANY SIDE ROAD. THE R4-1 SHALL BE LOCATED 1000 FEET BEYOND THE WO6-3 AND THE WO57-51 AND THE SIGNS SHALL BE ALTERNATED WITH ONE MILE INTERVALS BETWEEN THE SIGNS.

(2) CONVENTIONAL: 24" X 30"
FREEWAY AND EXPRESSWAY: 36" X 48"



TWO LANE, TWO WAY OPERATION

6

SDD 15D06-06

TRAFFIC CONTROL
TWO LANE TWO WAY OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D06-06

GENERAL NOTES

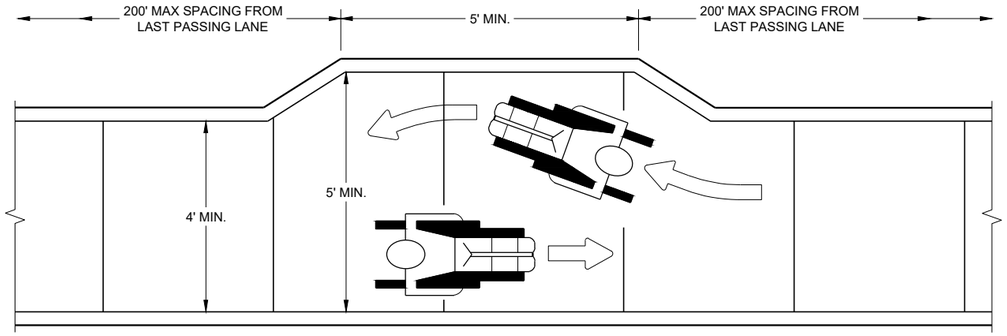
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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

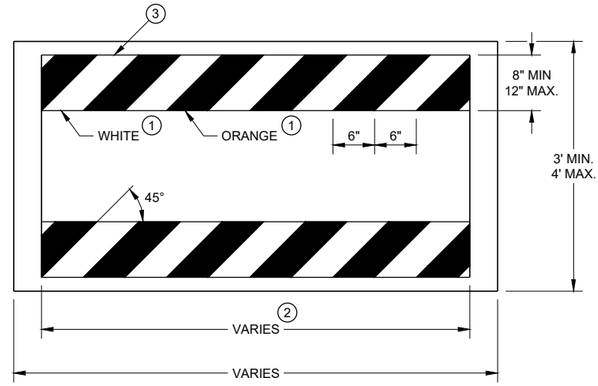
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

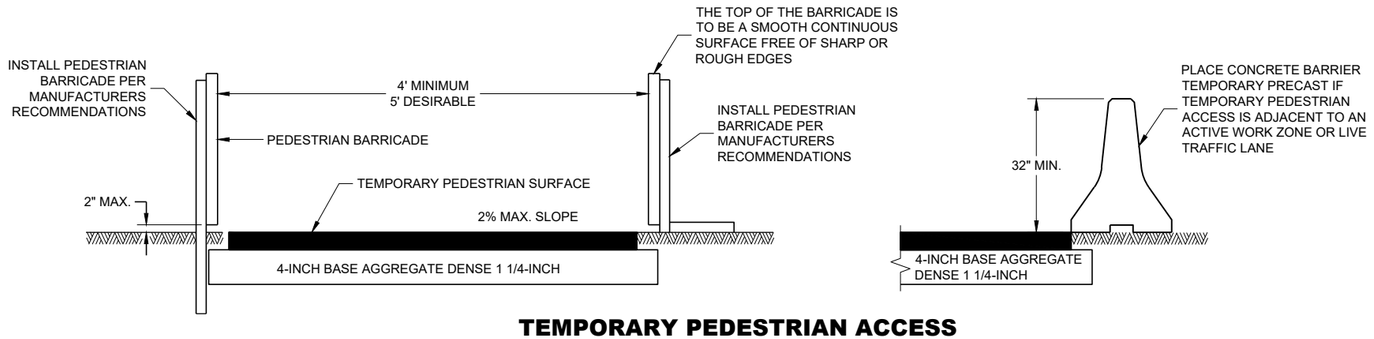
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*



TEMPORARY PEDESTRIAN ACCESS

6

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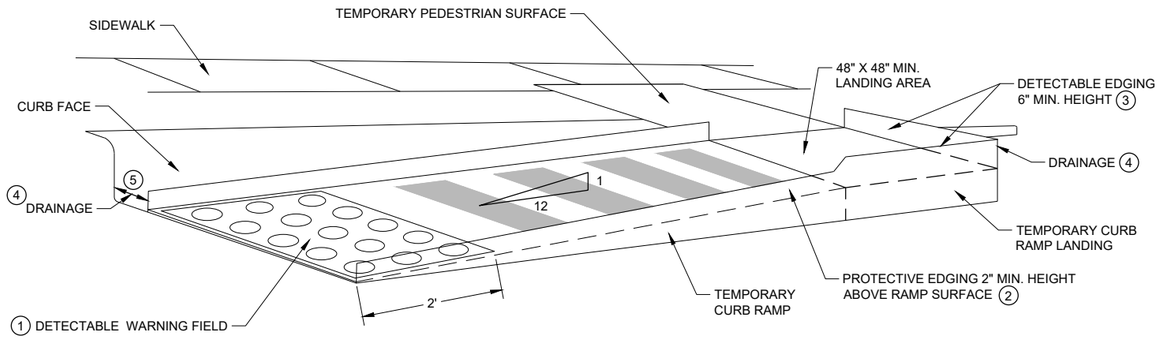
SDD 15D30 - 09a

SDD 15D30 - 09a

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



PERSPECTIVE VIEW

GENERAL NOTES

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

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

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

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.

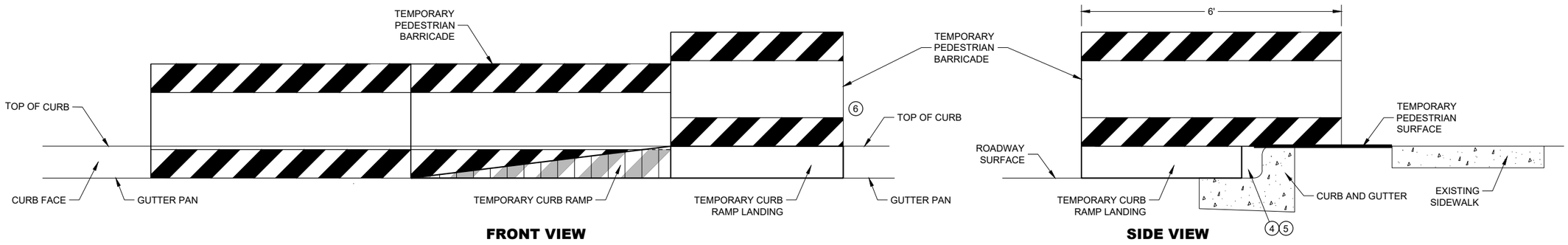
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.

(6) IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.



TEMPORARY CURB RAMP PARALLEL TO CURB

6

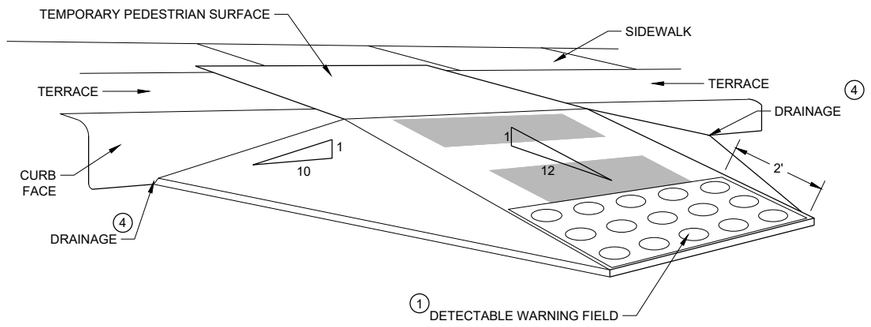
6

SDD 15D30 - 09b

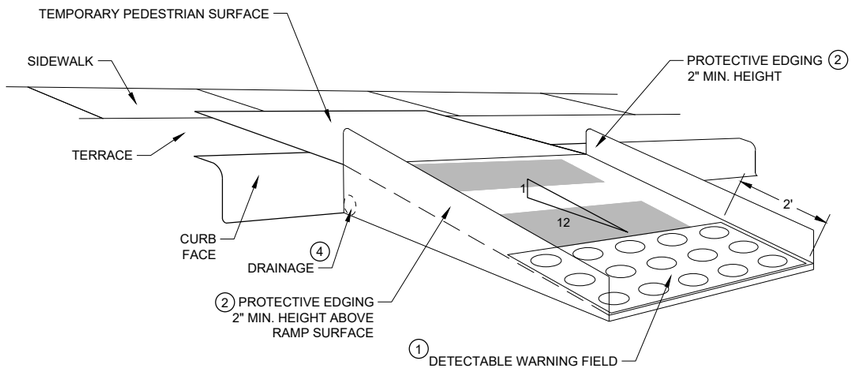
SDD 15D30 - 09b

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

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

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

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

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

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

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

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

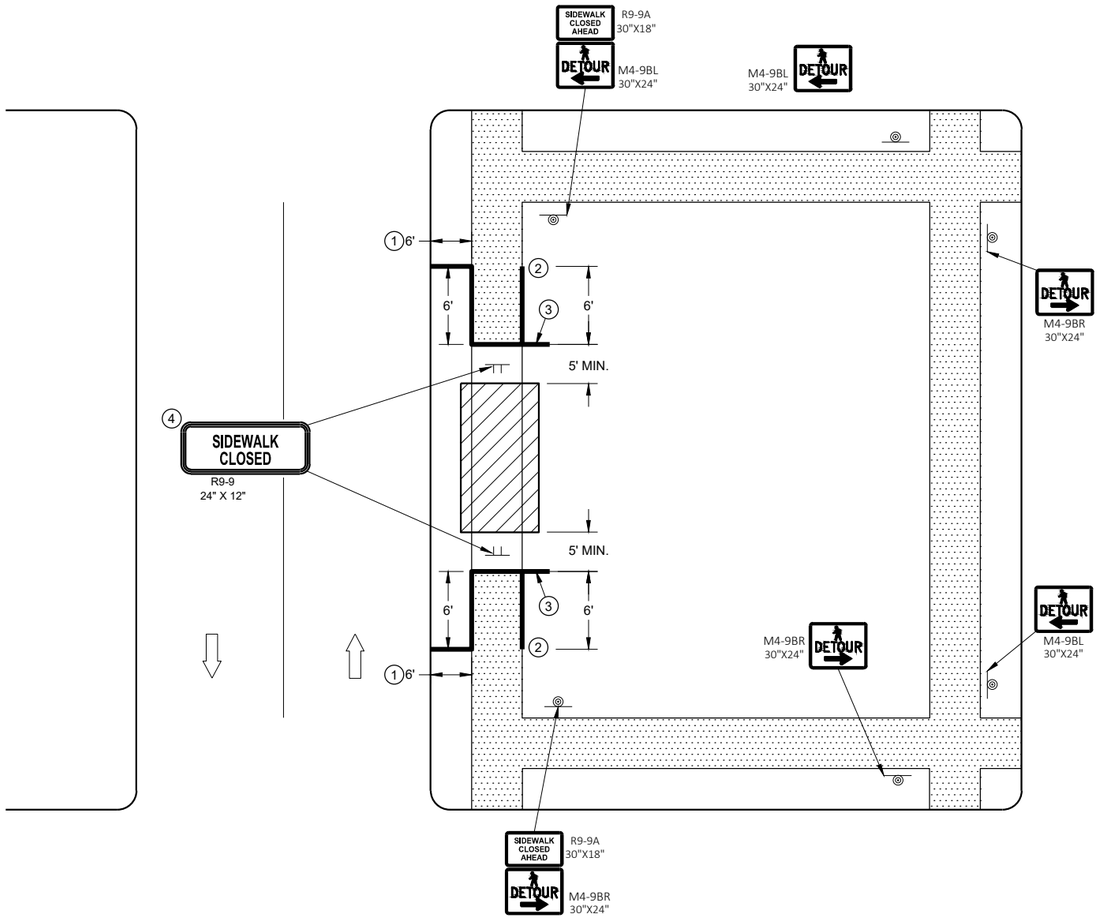
(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC



GENERAL NOTES

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

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

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

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

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 09f

LEGEND

SIGN ON PERMANENT SUPPORT

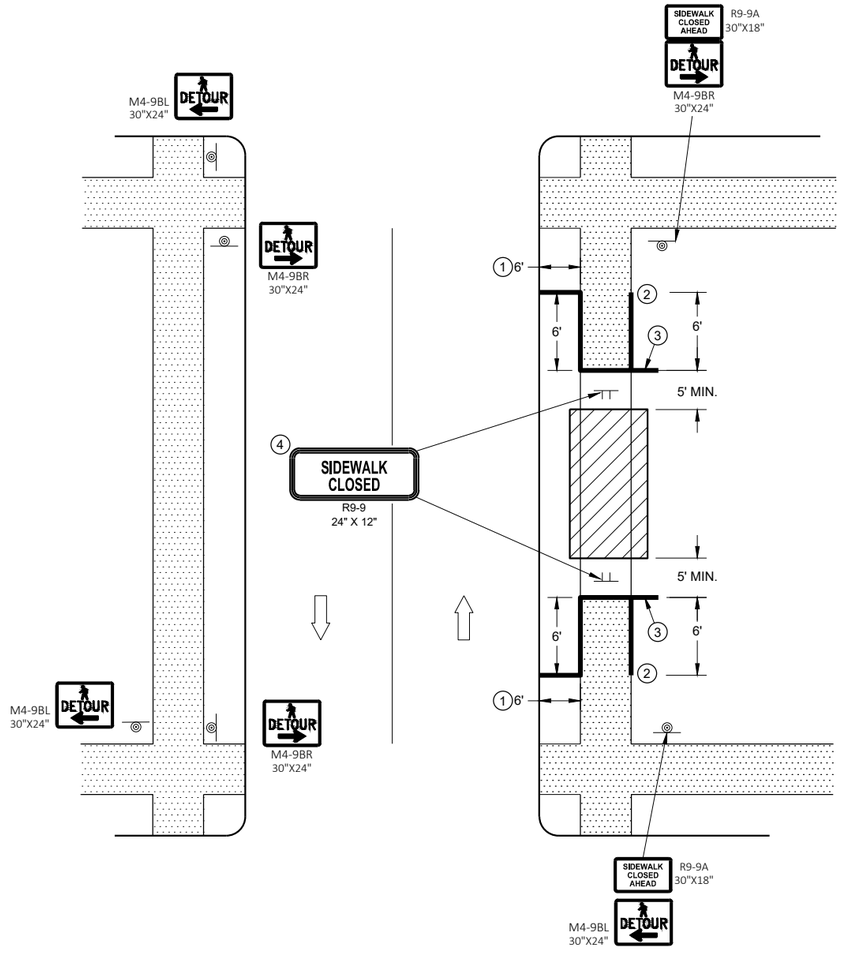
SIGN ON TEMPORARY SUPPORT

UNDER PEDESTRIAN TRAFFIC

WORK AREA

TEMPORARY PEDESTRIAN BARRICADE

DIRECTION OF TRAFFIC



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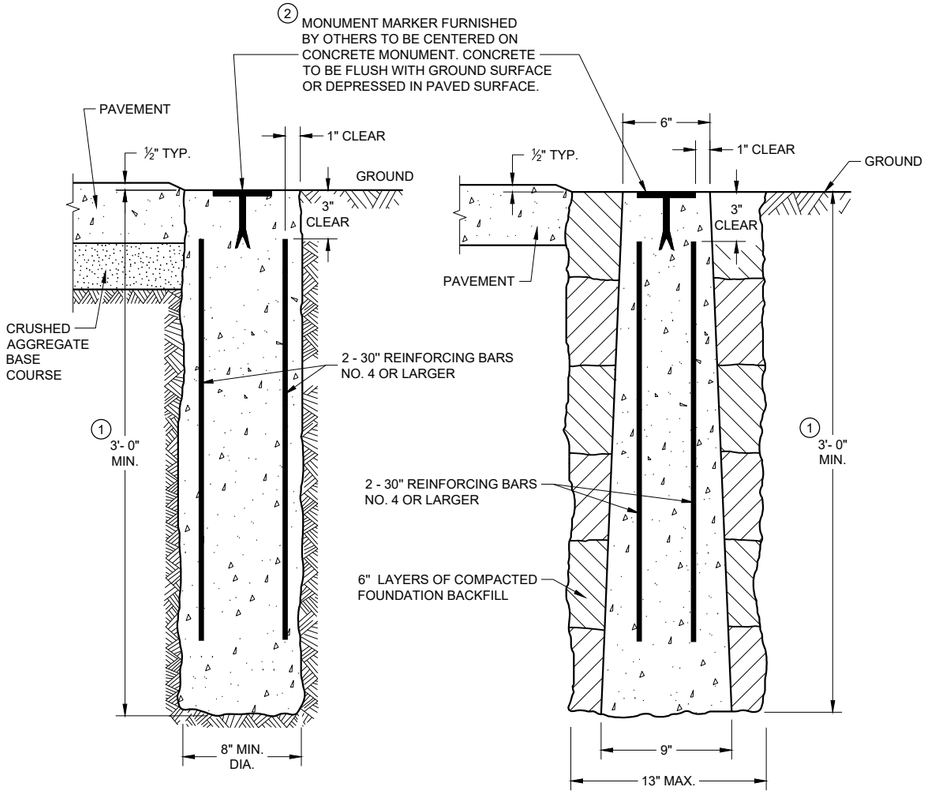
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

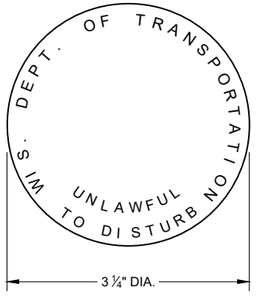
6

SDD 15D30 - 09k



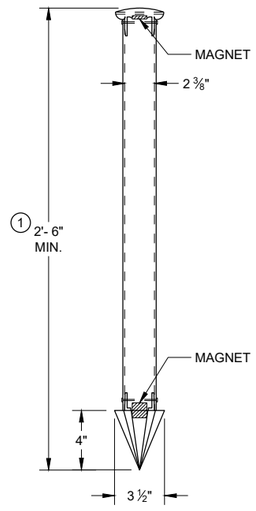
CAST-IN-PLACE **PRECAST**

CONCRETE MONUMENTS
TYPE A

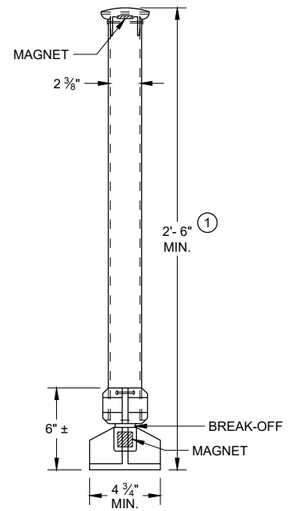


② **WIS DOT MONUMENT MARKER LOGO**

FOR TYPES "A", "C" & "D"

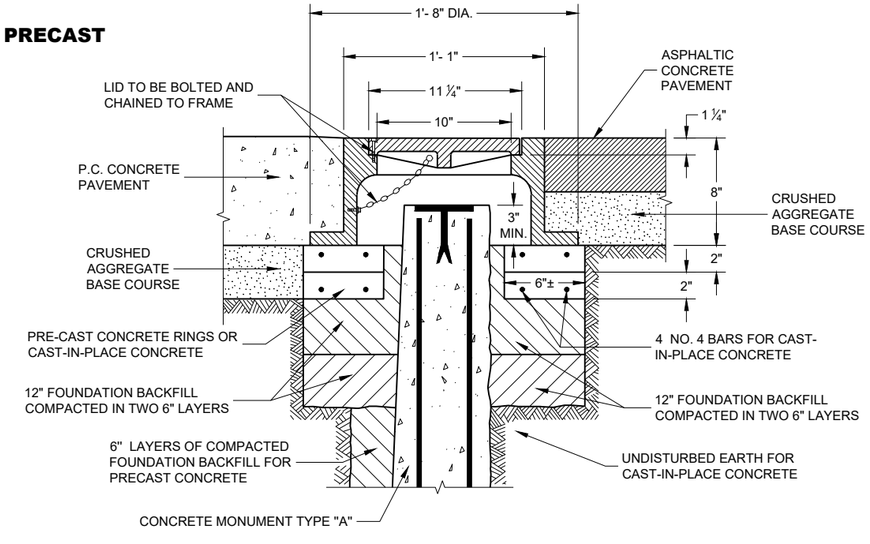


TYPE C
DRIVEN MONUMENT



TYPE D
NON-DRIVEN
BREAK-OFF MONUMENT

ALUMINUM MONUMENTS
(INCLUDES MARKER)



CAST IRON MONUMENT COVER
(APPROXIMATE WEIGHT 95 LBS)

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.

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

PERMANENT MAGNETS SHALL BE INSERTED NEAR THE TOP AND BOTTOM OF ALL ALUMINUM MONUMENTS SO THE MONUMENT CAN EASILY BE DETECTED BY A METAL DETECTOR.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

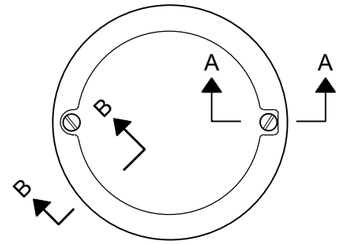
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

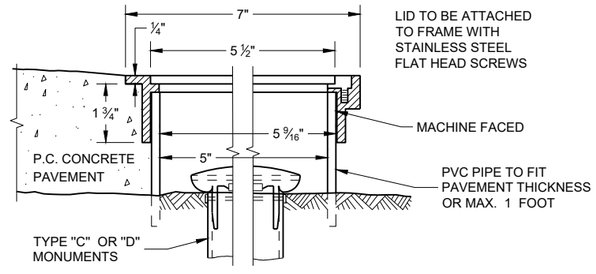
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WISDOT MARKER.



TOP VIEW



SECTION B-B **SECTION A-A**

ALUMINUM MONUMENT COVER
(APPROXIMATE WEIGHT 2 LBS)
(FOR CONCRETE PAVEMENT ONLY)

LANDMARK REFERENCE MONUMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Raymond A. Kumapayii
CHIEF SURVEYING AND MAPPING ENGINEER

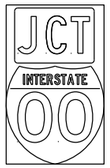
FHWA

6

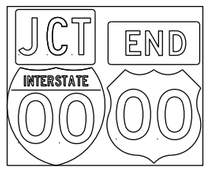
SDD 16A01 - 07

SDD 16A01 - 07

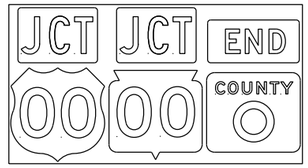
TYPICAL ASSEMBLIES



J1-1



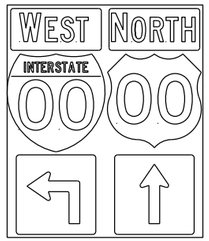
J1-2



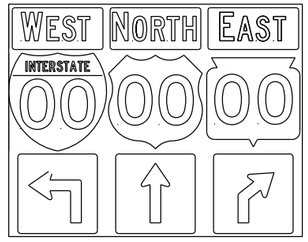
J1-3

JR1-1

J2-1

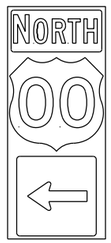


J2-2

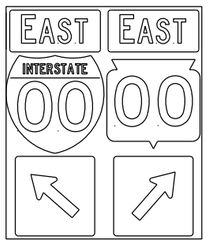


J2-3

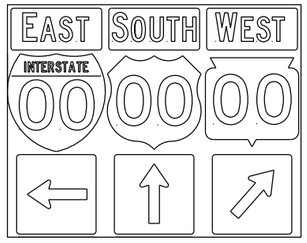
JV
(Typical Vertical J-Assembly
See Note 10 and 11)



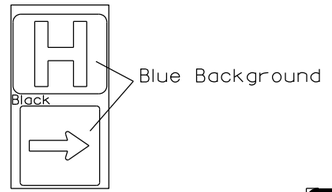
J3-1



J3-2

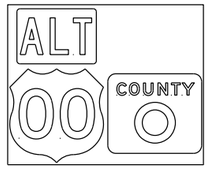


J3-3

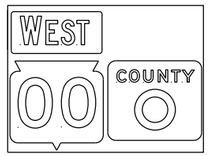


JH-1

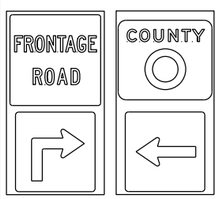
J4-1



J4-2



J4-2



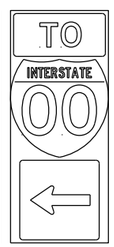
J12-1

J13-1

J32-1

J33-1

J22-1



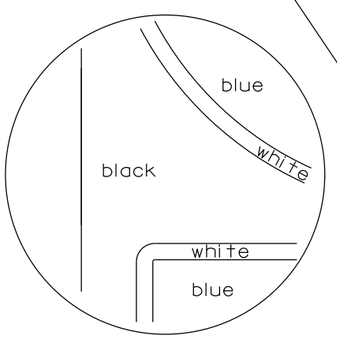
J23-1

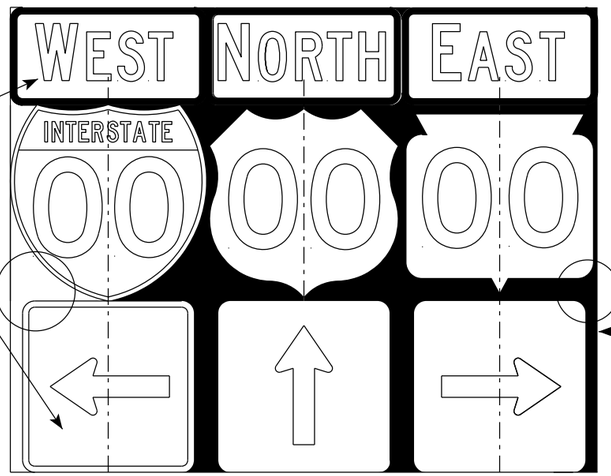
JR13-1

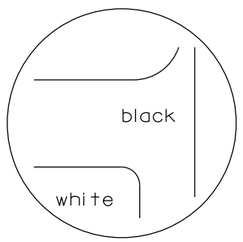
JR23-1

JR99-1

blue background
with interstate







black background

NOTES

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

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/21 PLATE NO. A2-1S.9

PROJECT NO:

SHEET NO: 417 E

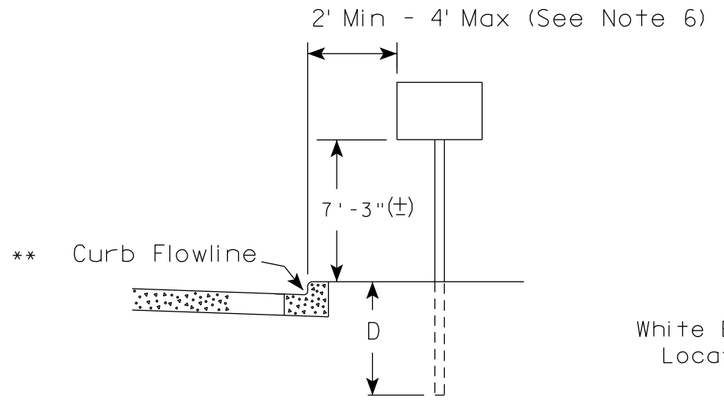
FILE NAME : C:\CAEfiles\Projects\tr_stdplate_A21S.dgn PLOT DATE : 18-MAR 2021 1:37 PLOT BY : mscj9h PLOT NAME :

WISDOT/CADDS SHEET 42

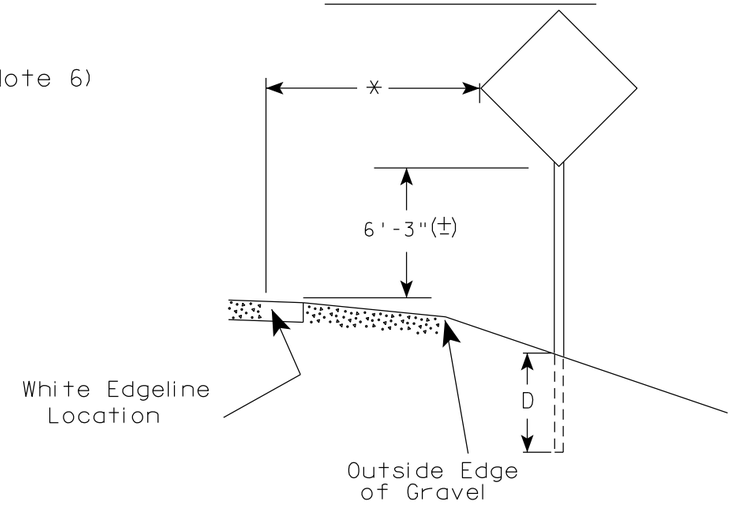
7

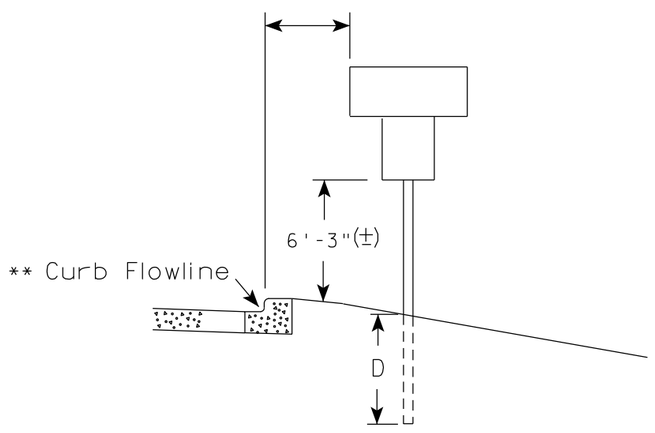
7

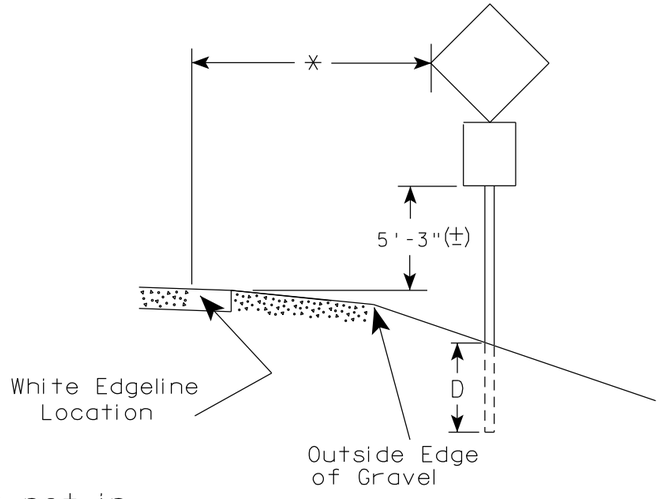
URBAN AREA



RURAL AREA (See Note 2)







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

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

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 directd by the Engineer.

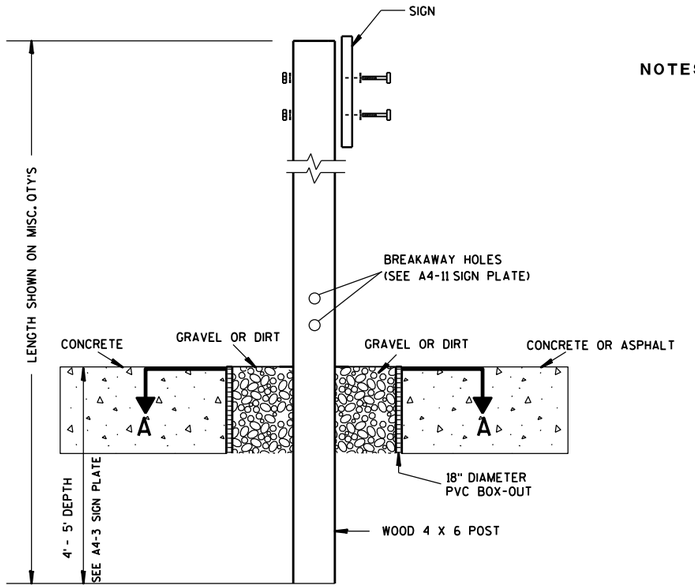
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

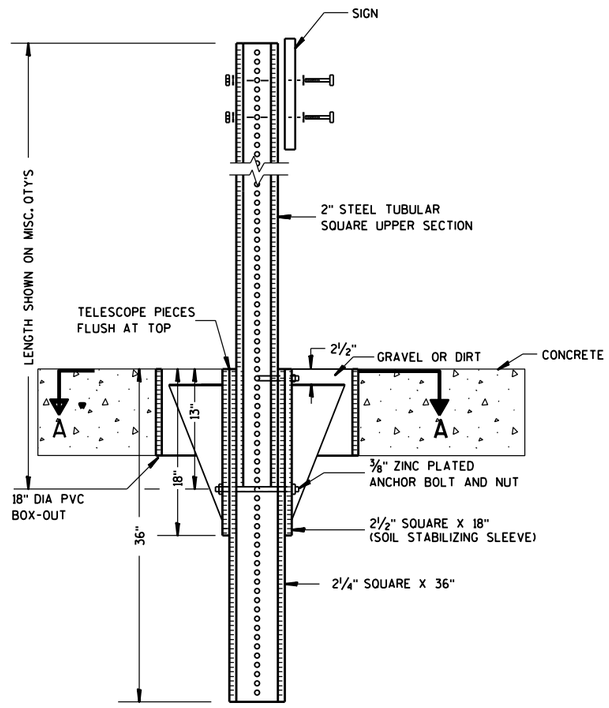
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 418	E



ELEVATION VIEW

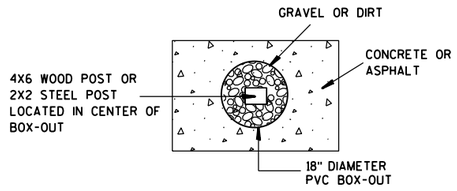
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

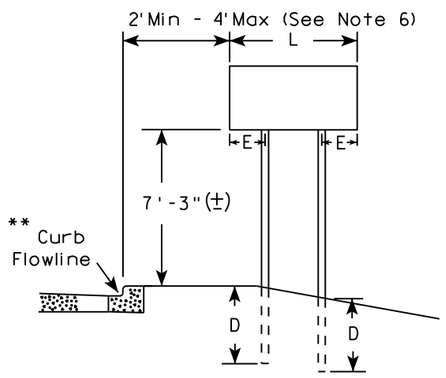
APPROVED Matthew R Rauch
for State Traffic Engineer

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

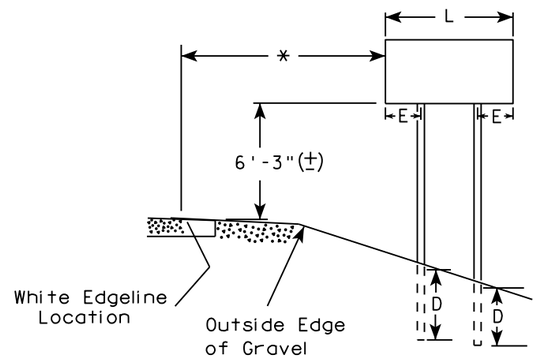
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

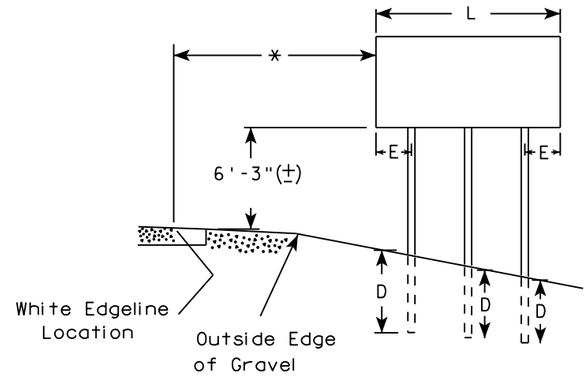
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

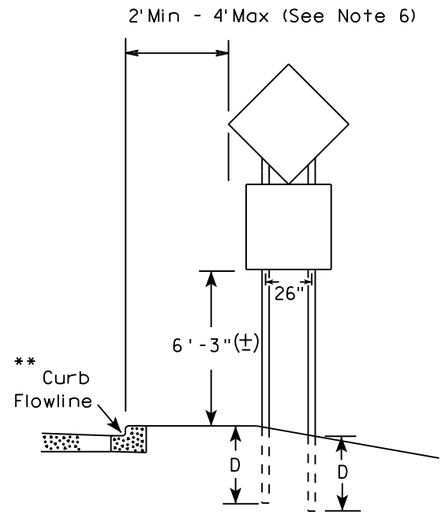
URBAN AREA



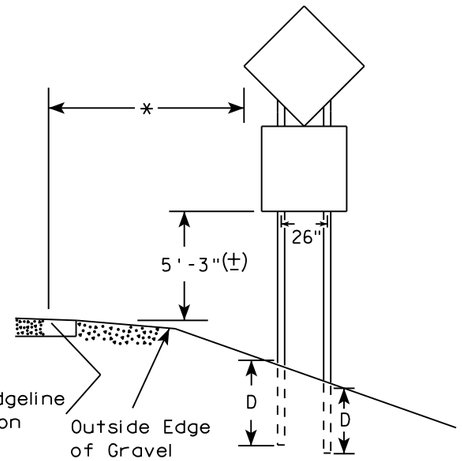
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)		
	L	E
***	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 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.

POST EMBEDMENT DEPTH

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

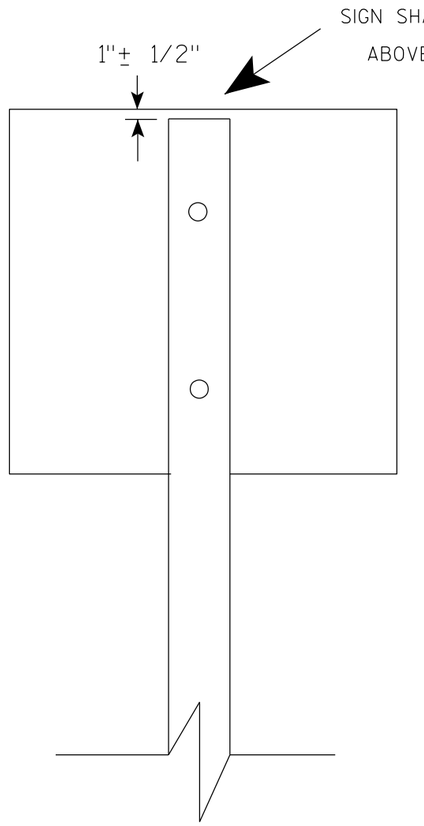
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

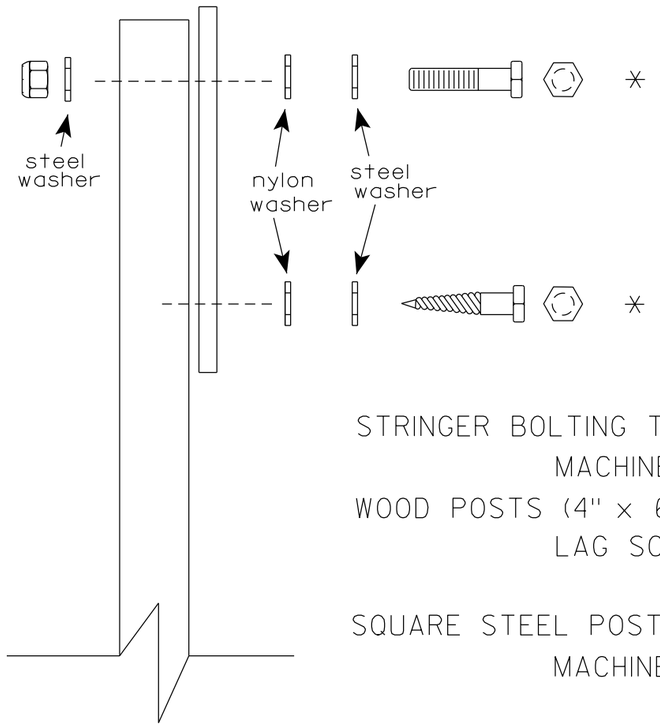
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 420	E





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

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

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

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

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

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

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

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

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

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

ATTACHMENT OF SIGNS TO POSTS

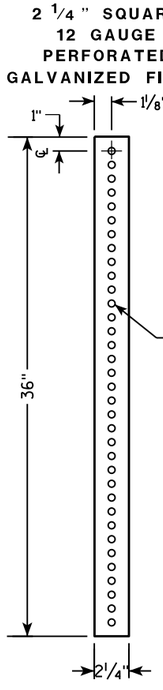
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

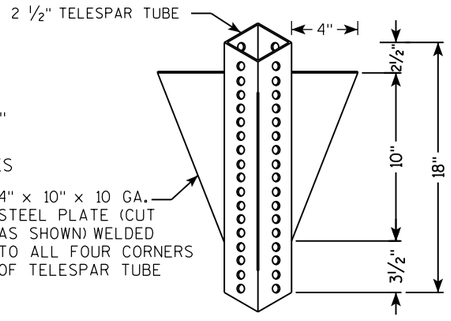
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

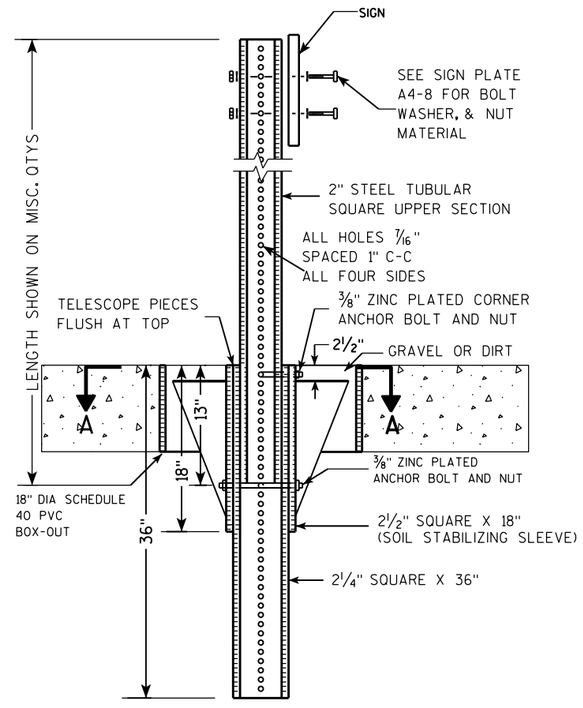
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



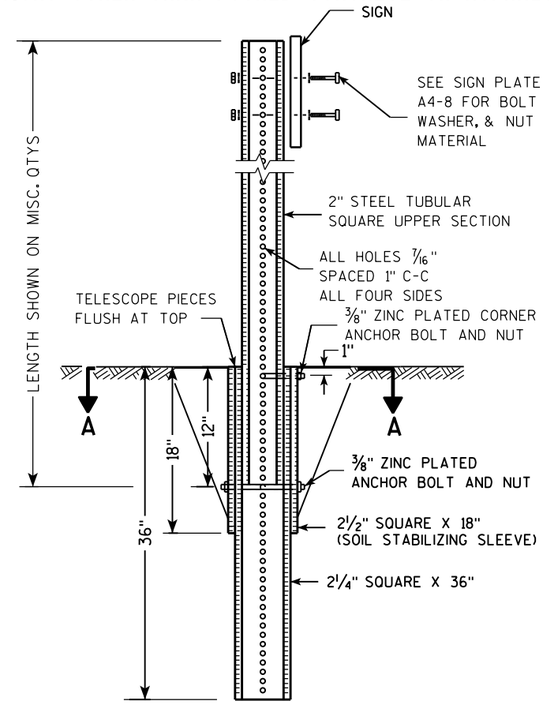
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

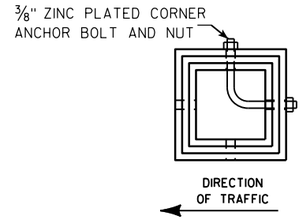


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

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

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

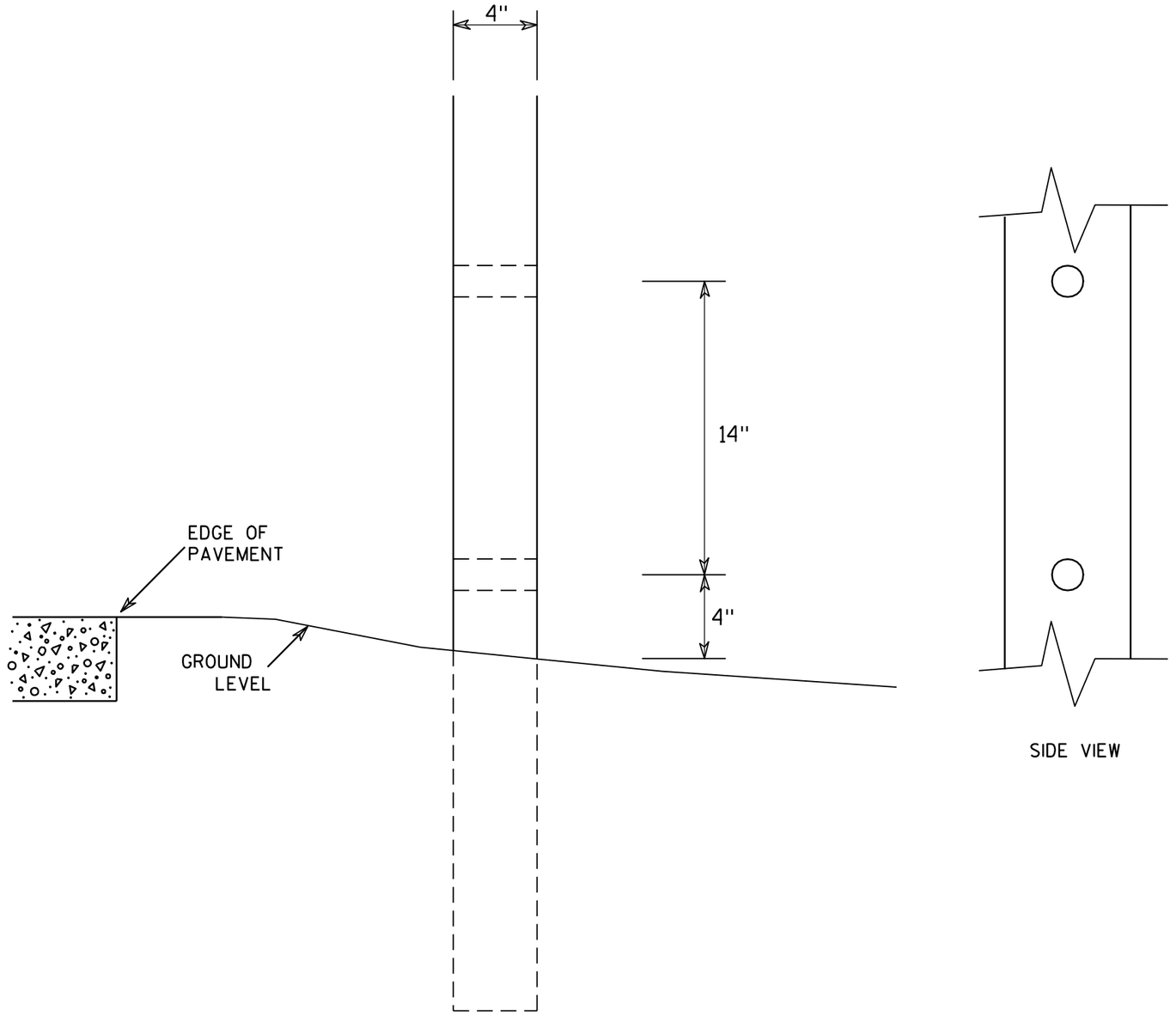
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 422 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

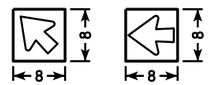
WISCONSIN DEPT OF TRANSPORTATION

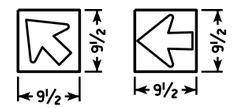
APPROVED Chester J Spang for State Traffic Engineer

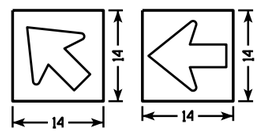
DATE 3/27/97 PLATE NO. A4-11.2

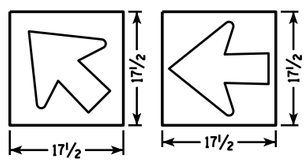
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 423	E

SIGN LAYOUT WITH VARIOUS SIZED MESSAGES







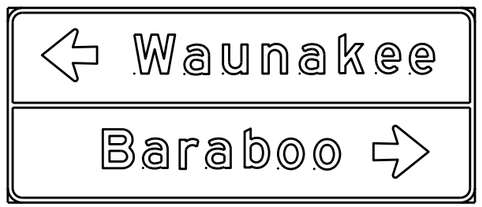


GENERAL NOTES

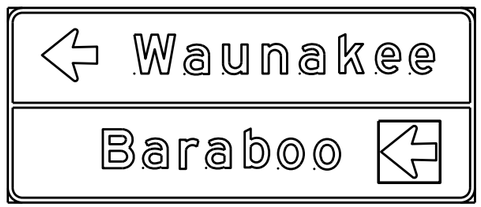
1. Materials shall conform to Standard Specification Section 637.
   Base - Sheet Aluminum 0.040" Thickness
   Sheeting - Orange Type F Reflective
   Arrow - Black Non-Reflective
2. Arrow signs shall be fastened to permanent sign by either aluminum rivets or aluminum self-tapping sheet metal screws. There shall be a minmum of 2 fasteners used per arrow sign.
3. There shall be a spacer consisting of a 0.08" nylon washer between the back of the arrow sign and the face of the permanent sign.
4. Arrows are per standard plate A1-2
5. Use separate arrow sign for each destination
6. Tilt arrow is always at 45 degrees
7. Arrow is centered on arrow sign

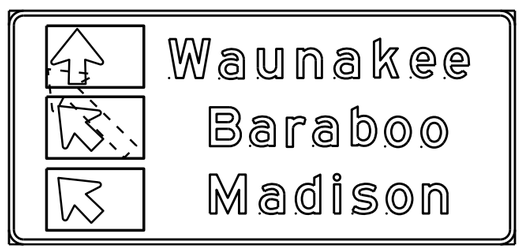
Lower Case Copy Size	Standard Width (Single Arrow)	2 Line Tilt Arrow Cover Width	3 Line Tilt Arrow Cover Width	Height
3¾" Series C	8	9 ½	14 ½	8
4½" Series D & E	9 ½	10	15	9 ½
6" Series D & E	14	16	20 ½	14
8" Series E	17 ½	20 ½	25	17 ½

BEFORE



AFTER





DESTINATION DIRECTIONAL ARROW FOR DETOUR SIGNS

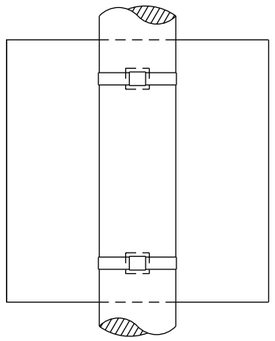
WISCONSIN DEPT OF TRANSPORTATION

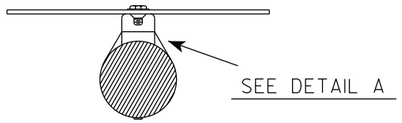
APPROVED Matthew R Rauch
for State Traffic Engineer

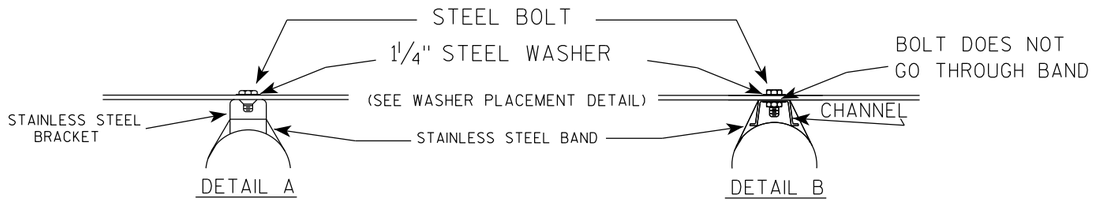
DATE 10/08/14

BANDING

SINGLE SIGN



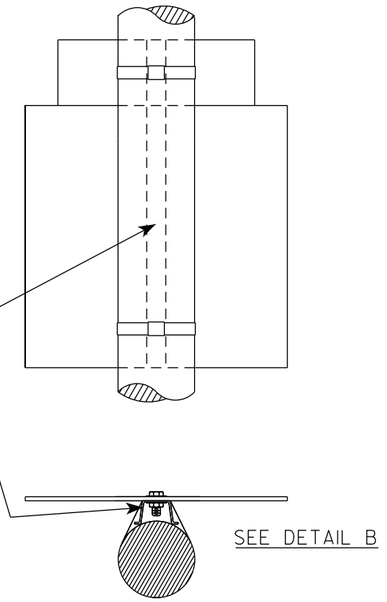




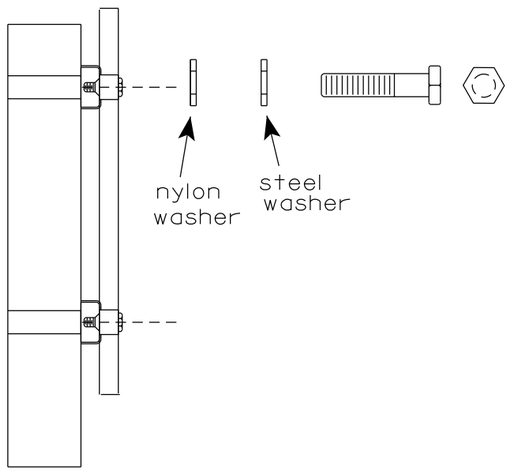
GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

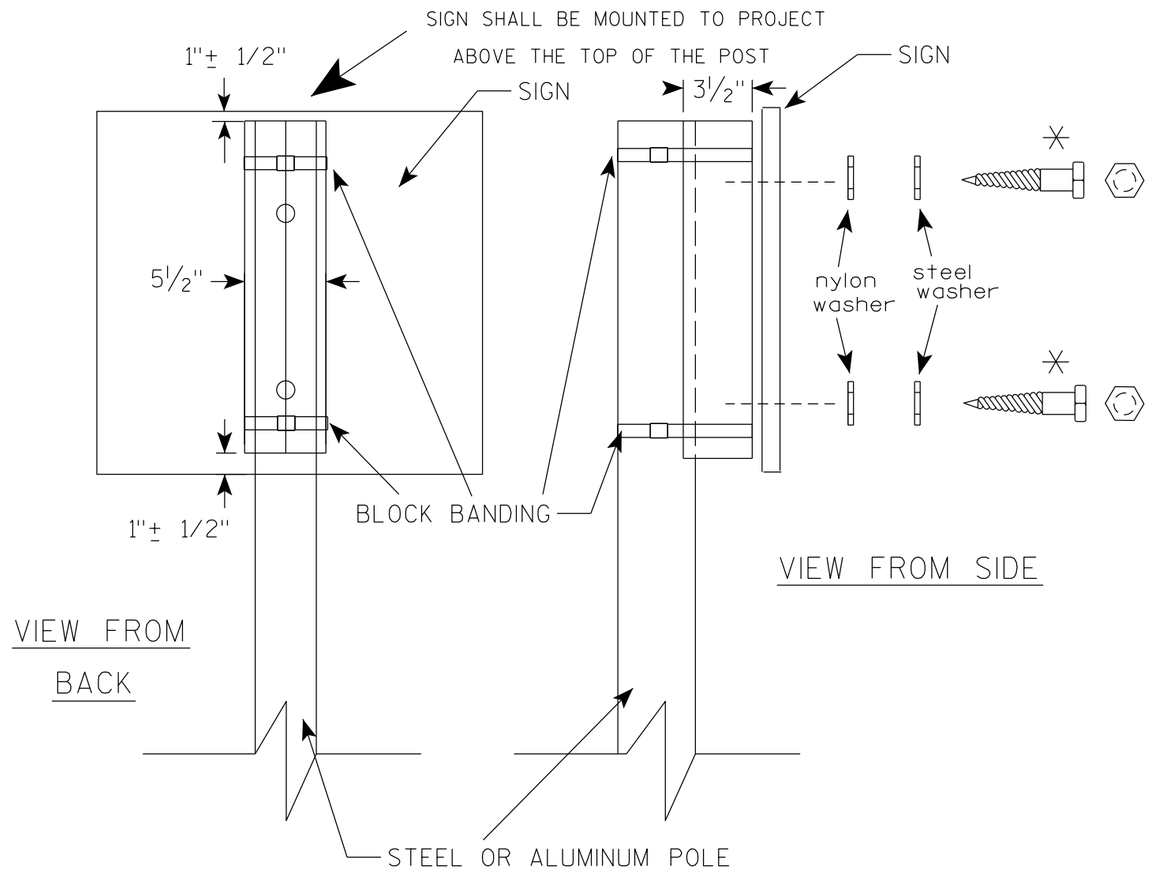
DATE 6/10/19 PLATE NO. A5-9.4

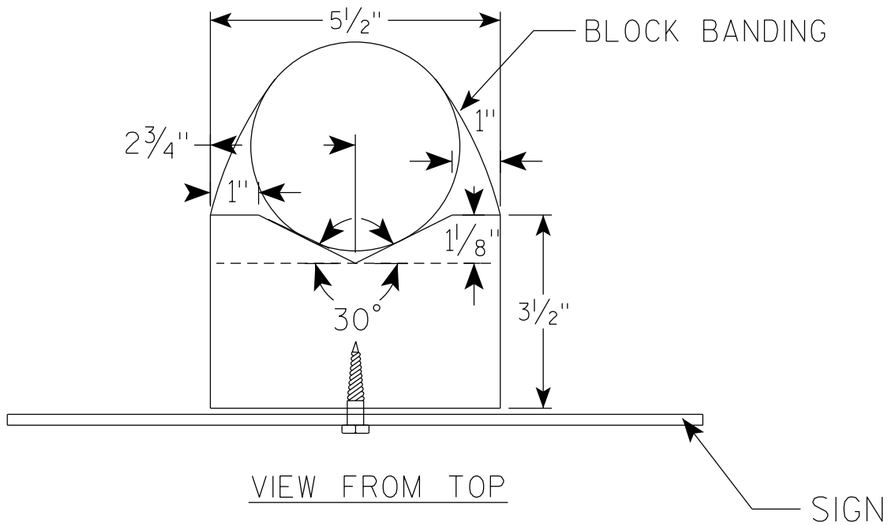
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 425	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

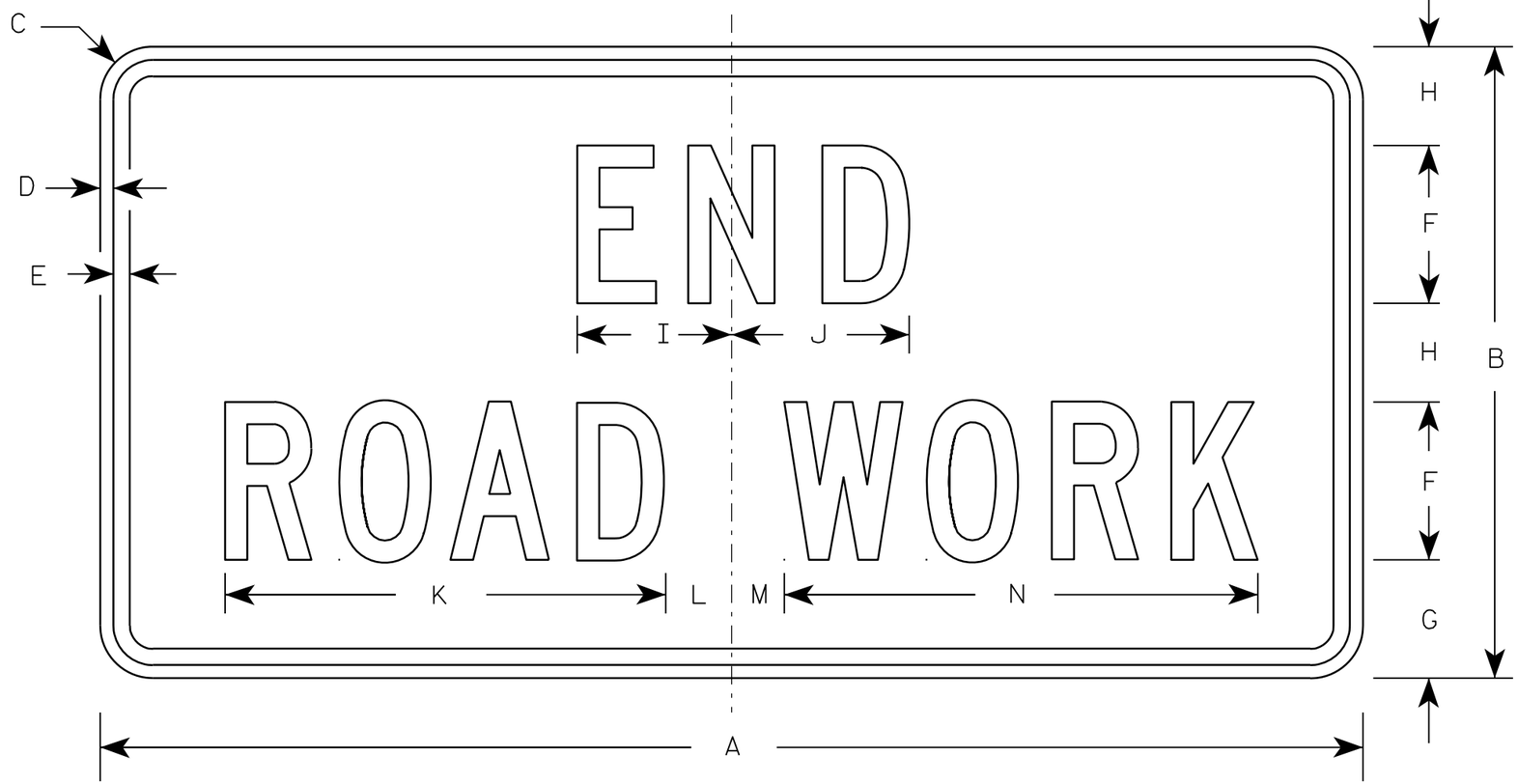
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

SHEET NO: 426 E



G20-2A

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 - 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.

Metric equivalent for this sign is:

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

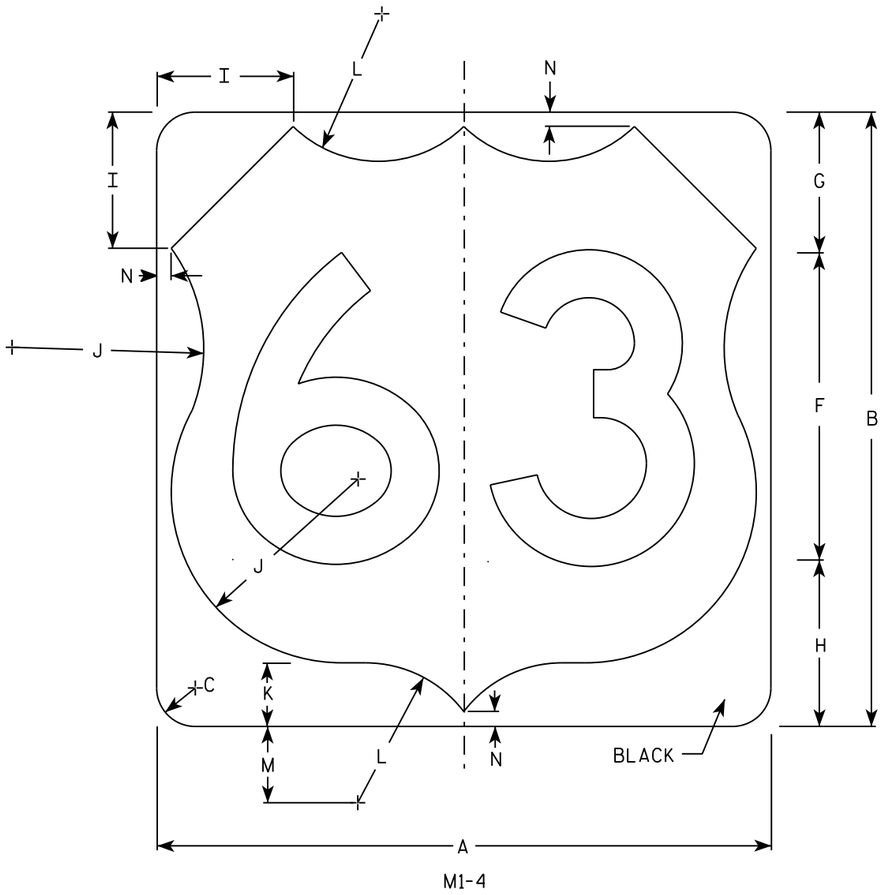
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

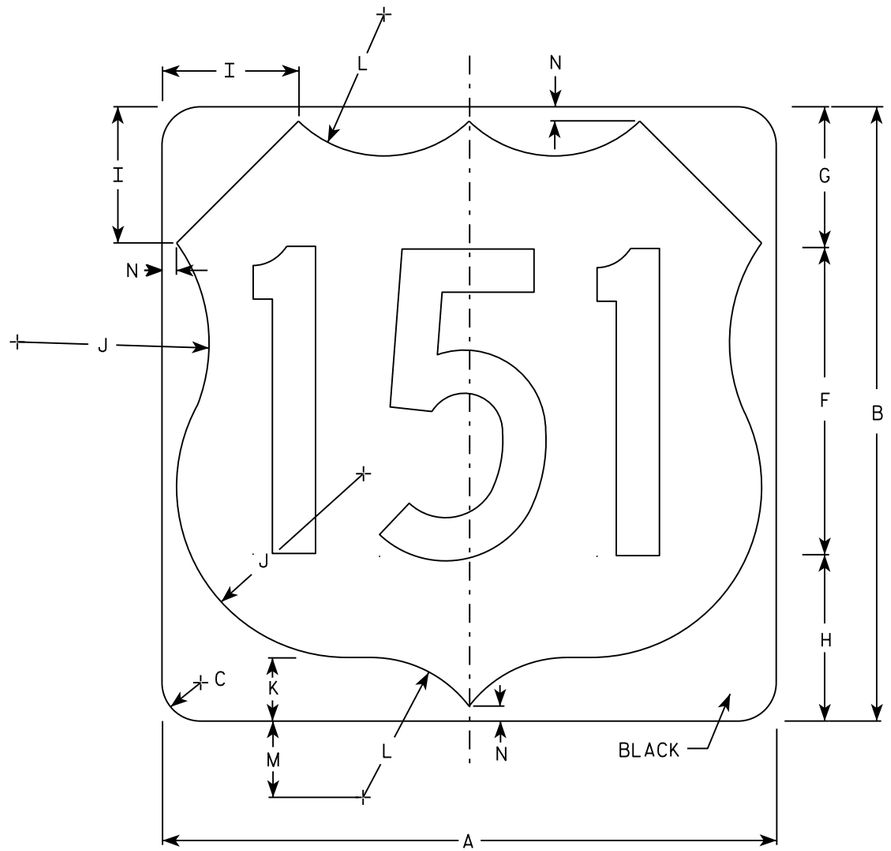
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 427	E

NOTES

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



M1-4



M1-4

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

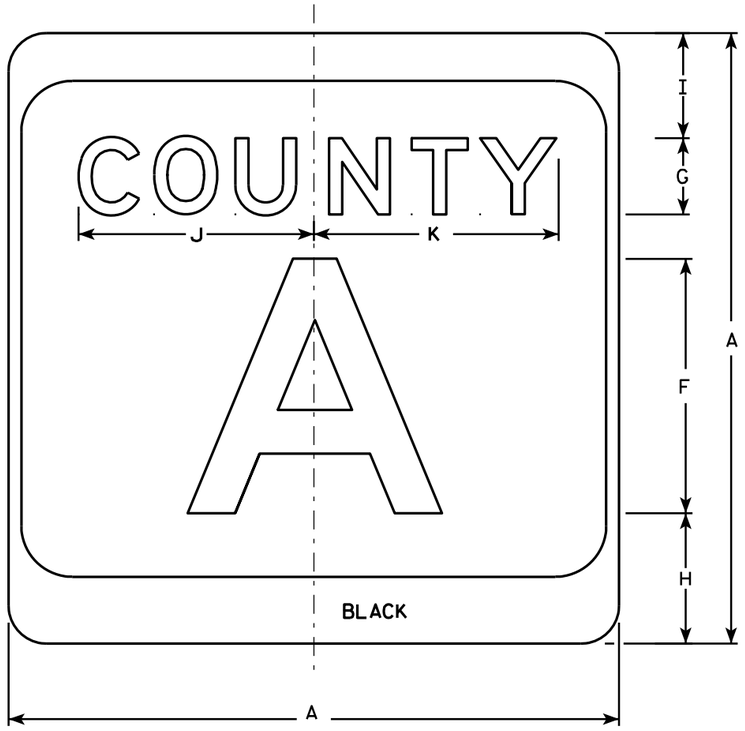
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

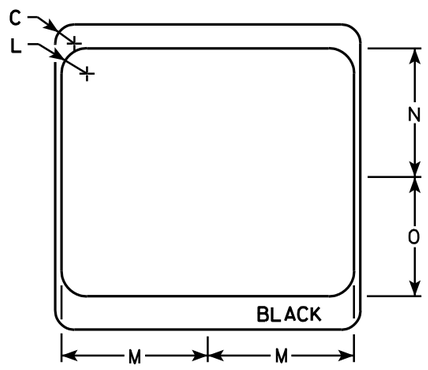
APPROVED Matthew R Rauch
for State Traffic Engineer

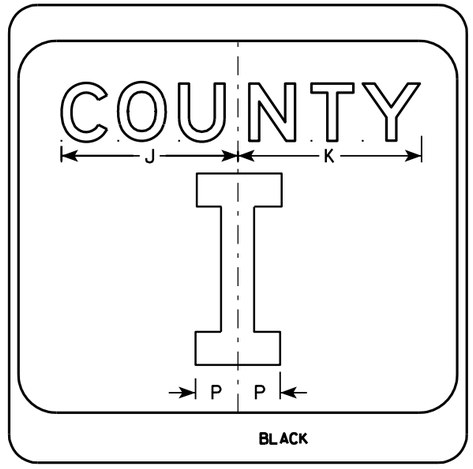
DATE 3/16/18 PLATE NO. M1-4.10

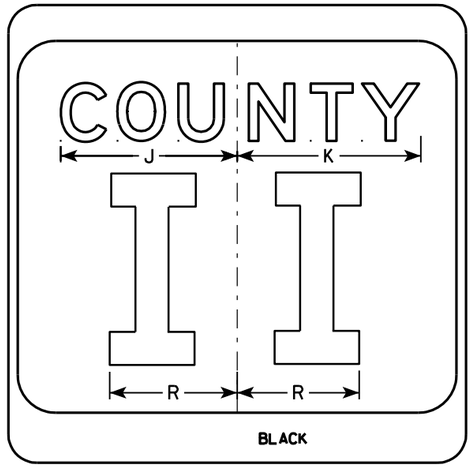
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 428 | E



M1-5A







NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   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. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 429 | E

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 except as noted
   Message - Blue
3. Message Series - Rock River Trail - 1½" UC Helvetica Black
   Scenic and Historic Trail - 1 15/16" UC Helvetica Inserat Roman Medium
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. Contact WisDOT with any questions.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 ½	½	5/8																						4.0
3																											
4	36		1 5/8	5/8	¾																						9.0
5																											

STANDARD SIGN
M1-92

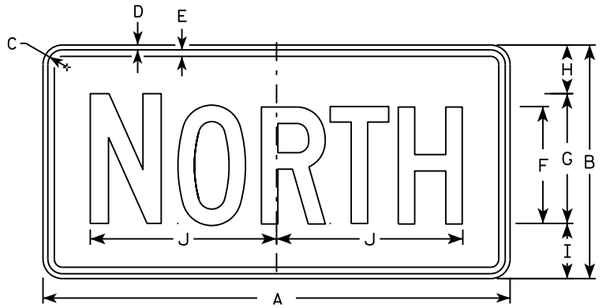
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

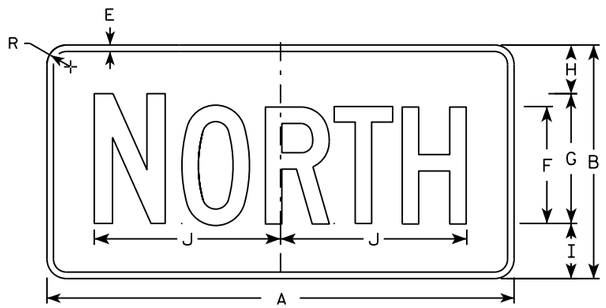
DATE 9/10/14 PLATE NO. M1-92.2

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M192.DGN PLOT DATE : 10-SEP-2014 12:22 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



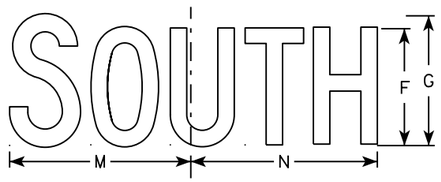
M3-1
MM3-1
MP3-1



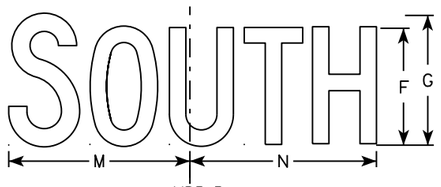
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

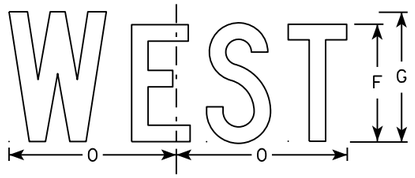
MB3-2
MK3-2
MN3-2



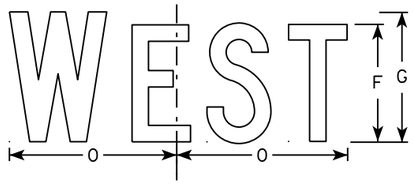
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

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

STANDARD SIGNS
M3-1 thur M3-4
SERIES

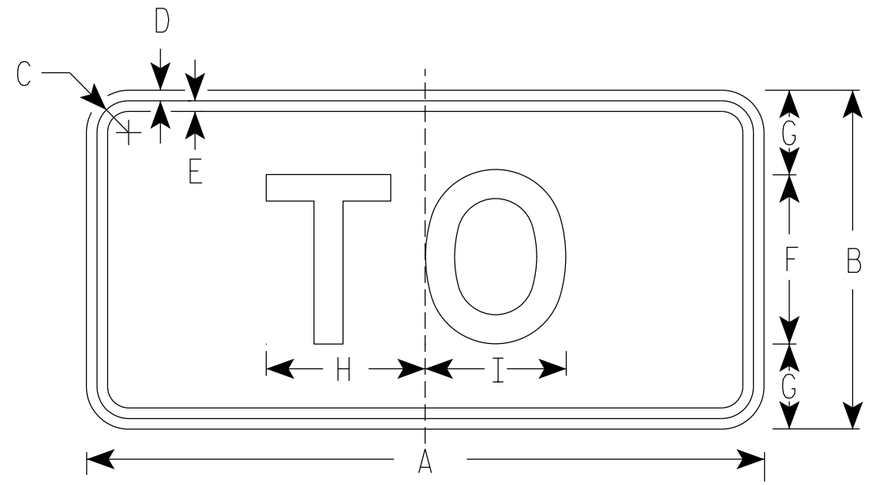
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

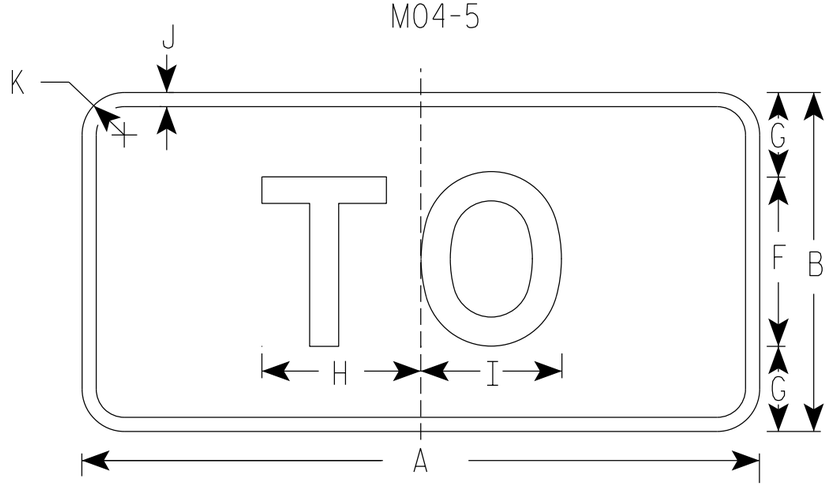
DATE 10/15/15 PLATE NO M3-1.14

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

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



M4-5
MM4-5
MP4-5
M04-5



MB4-5
MK4-5
MN4-5

NOTES

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

   MB4-5 Background - Blue
   Message - White

   MK4-5 Background - Green
   Message - White

   MM4-5 Background - White
   Message - Green

   MN4-5 Background - Brown
   Message - White

   MP4-5 Background - White
   Message - Blue

   M04-5 Background - Orange Type F Reflective
   Message - Black

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

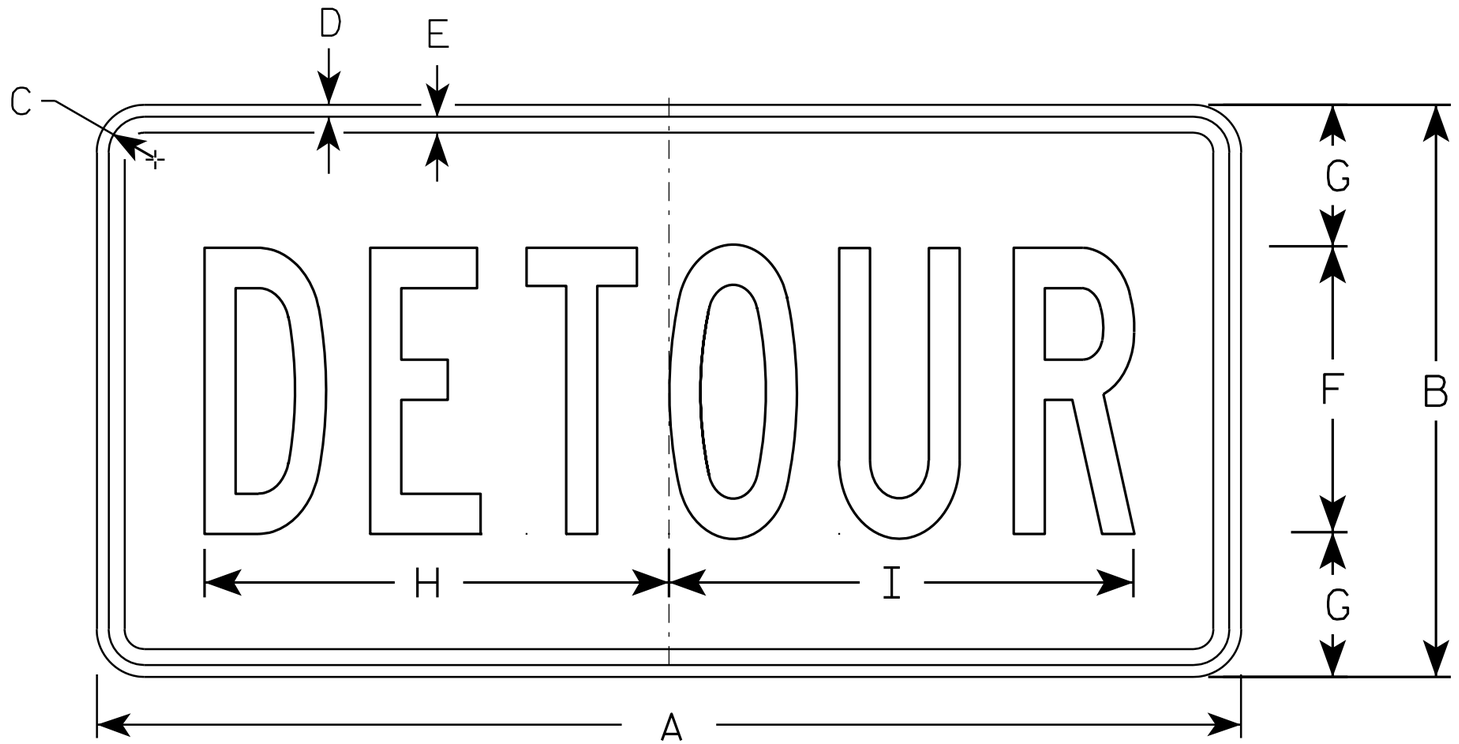
STANDARD SIGN
M4-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/7/19 PLATE NO. M4-5.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 432 | E



M4-8

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.

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

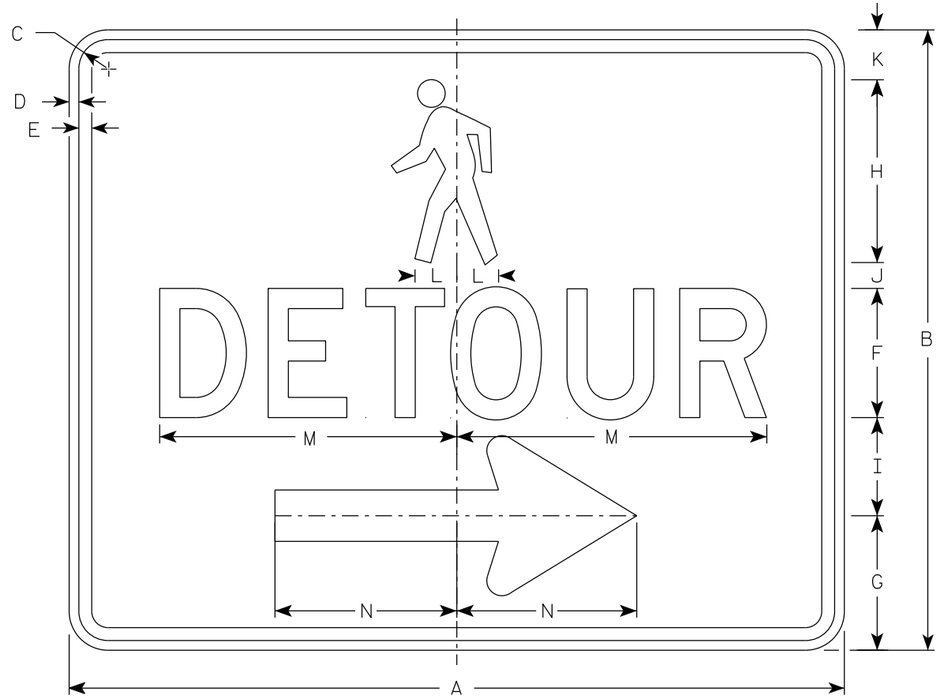
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

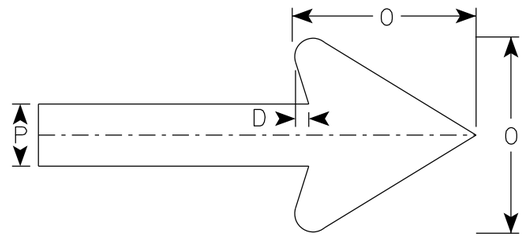
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 433	E



M4-9BR

NOTES

1. Sign is Type II-Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9BL is the same as M4-9BR except the arrow is reversed.



Arrow Detail

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

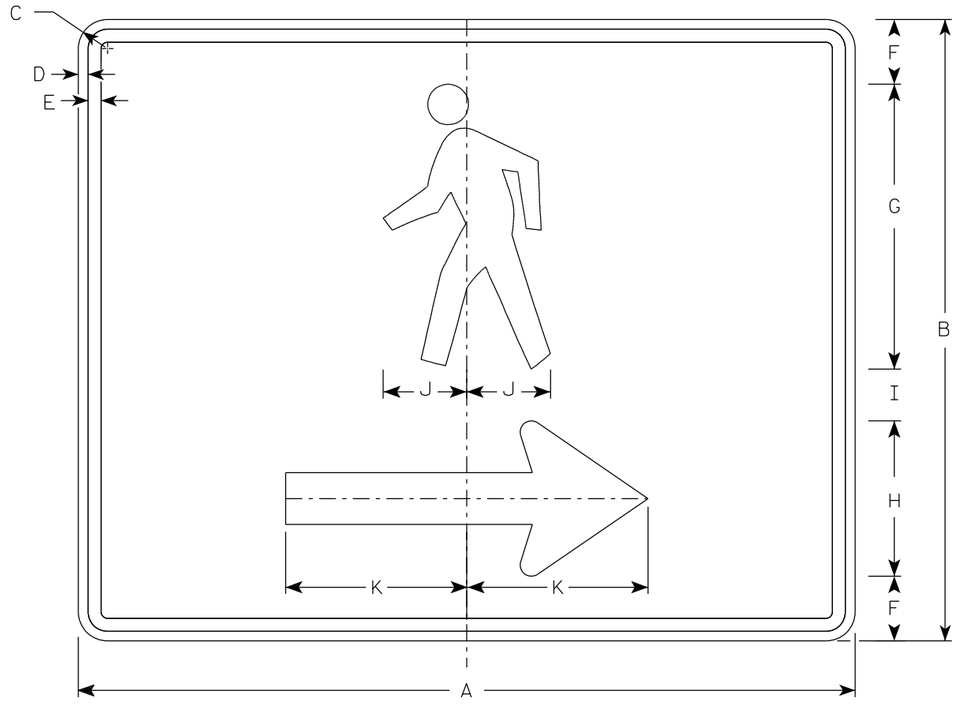
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 7/1/19 PLATE NO. M4-9B.2

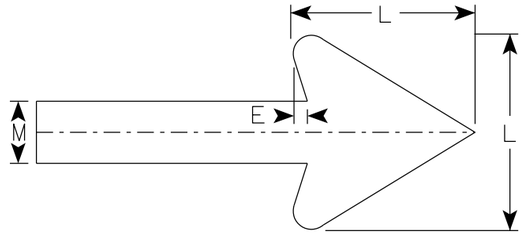
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 434 | E



M4-60R

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M4-60L is the same as M4-60R 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	2 1/2	11	6	2	3 1/4	7	6	2														5.00
3																											
4																											
5																											

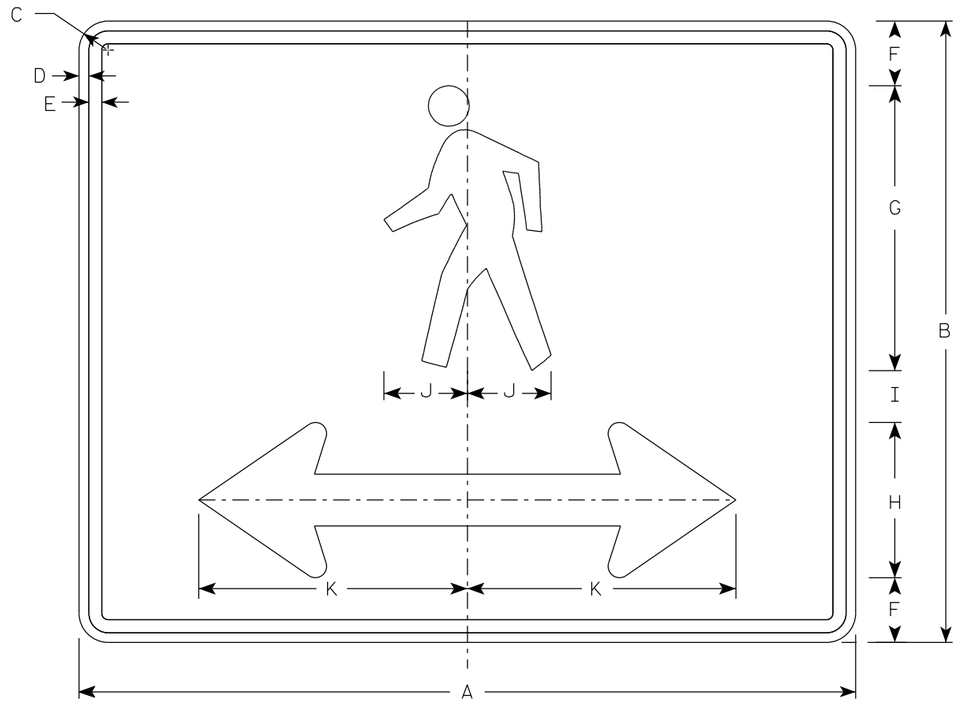
STANDARD SIGN
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/16/2021 PLATE NO. M4-60.1

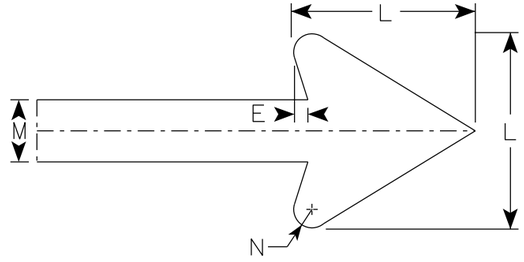
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 435 | E



M4-60D

NOTES

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



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	2 1/2	11	6	2	3 1/4	10 3/8	6	2	3/8													5.00
3																											
4																											
5																											

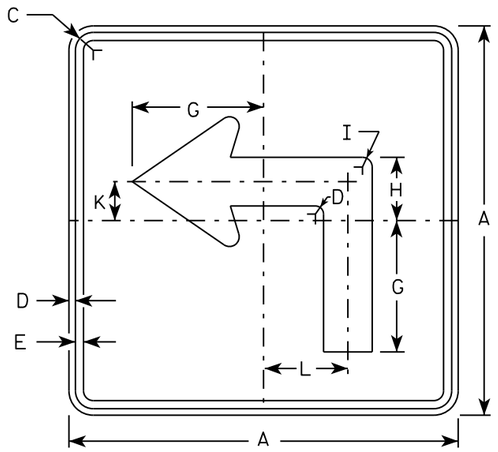
STANDARD SIGN
M4-60D

WISCONSIN DEPT OF TRANSPORTATION

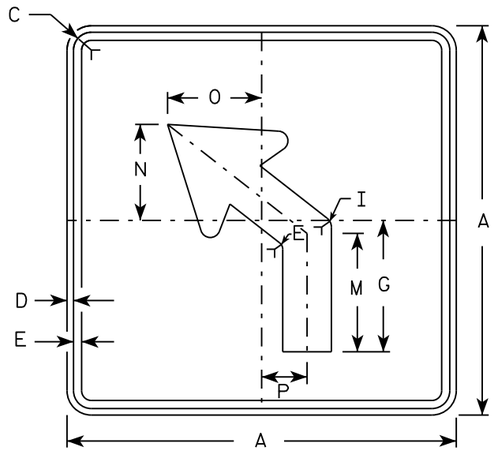
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/2021 PLATE NO. M4-60D.1

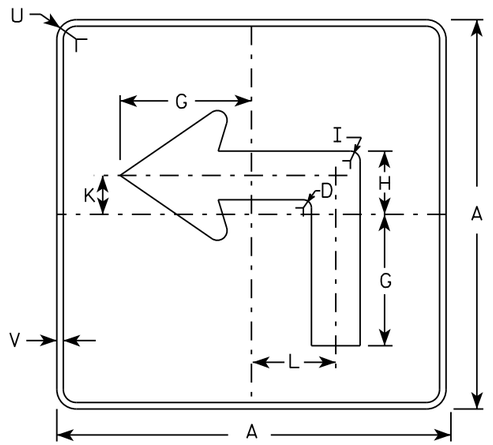
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 436	E



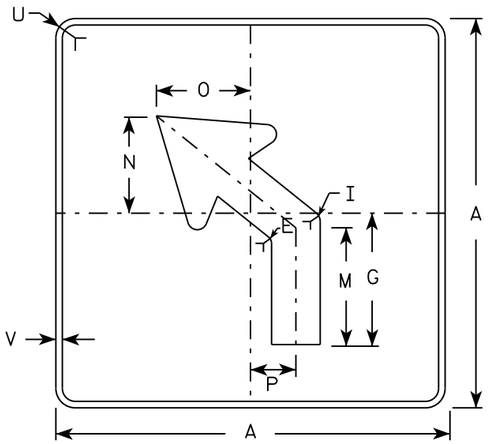
M5-1L
MM5-1L
MO5-1L
MP5-1L



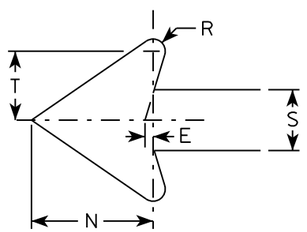
M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L



MB5-2L
MK5-2L
MN5-2L
MR5-2L



NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

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

STANDARD SIGN
M5-1 & M5-2

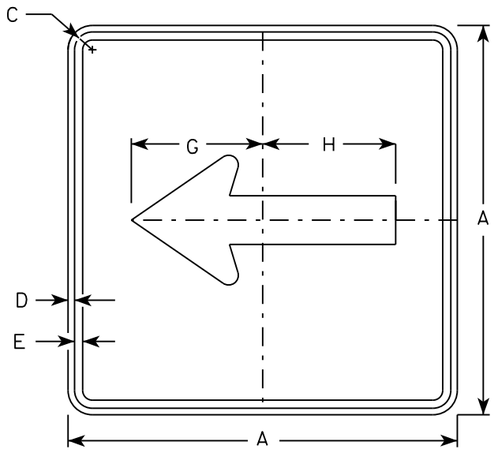
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

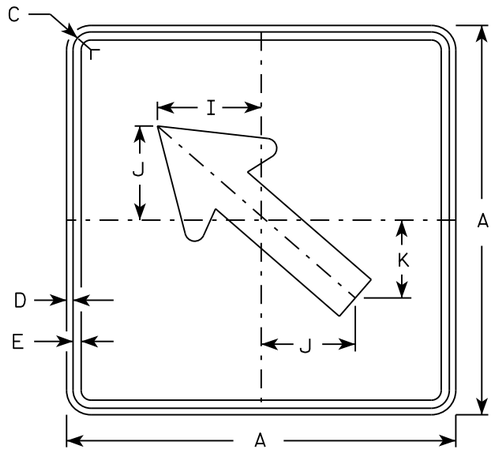
DATE 10/15/15 PLATE NO. M5-1.13

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



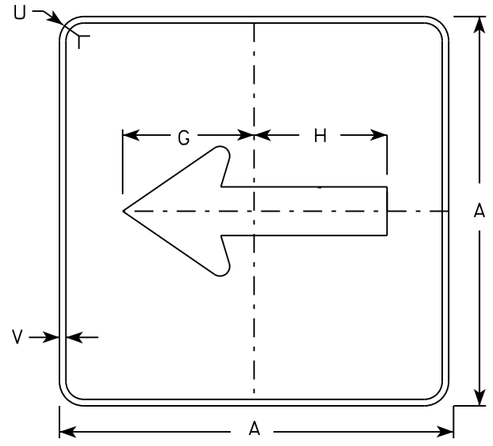
M6-1
MM6-1
MO6-1
MP6-1



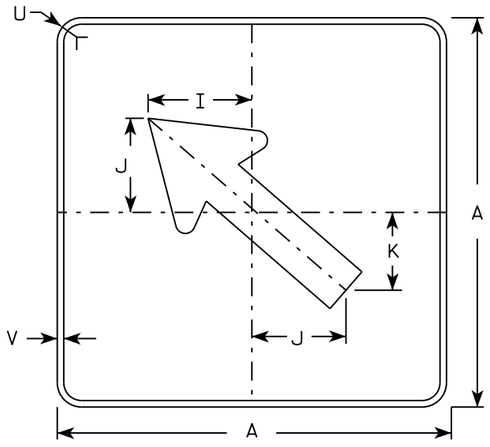
M6-2
MM6-2
MO6-2
MP6-2

NOTES

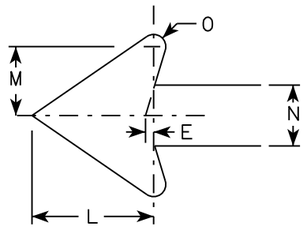
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



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



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



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

STANDARD SIGN
M6-1 & M6-2
SERIES

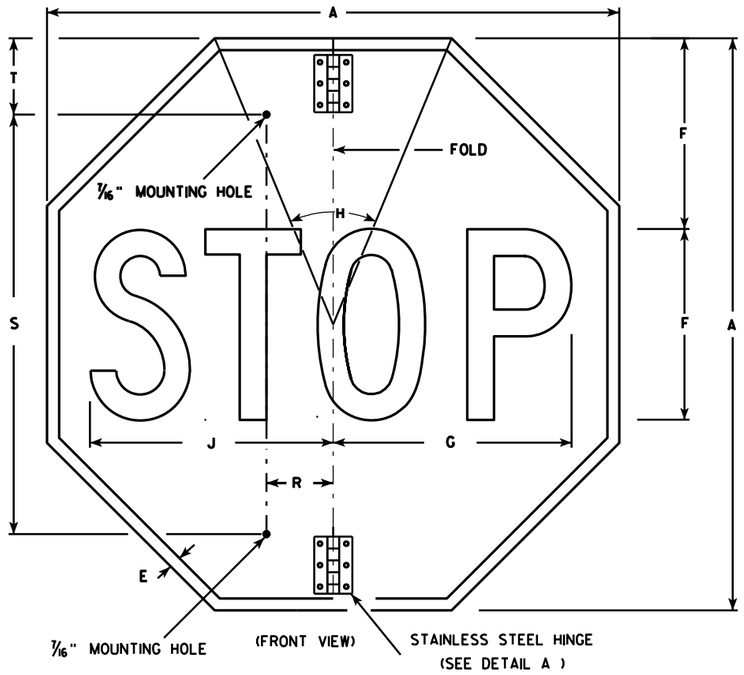
WISCONSIN DEPT OF TRANSPORTATION

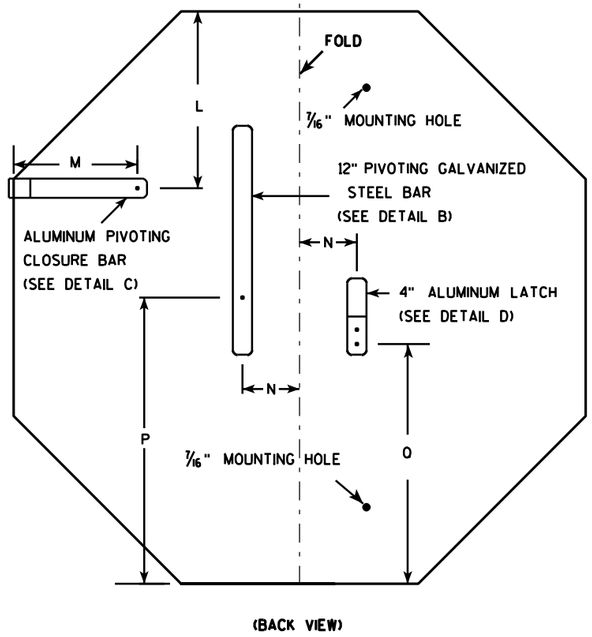
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 438 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

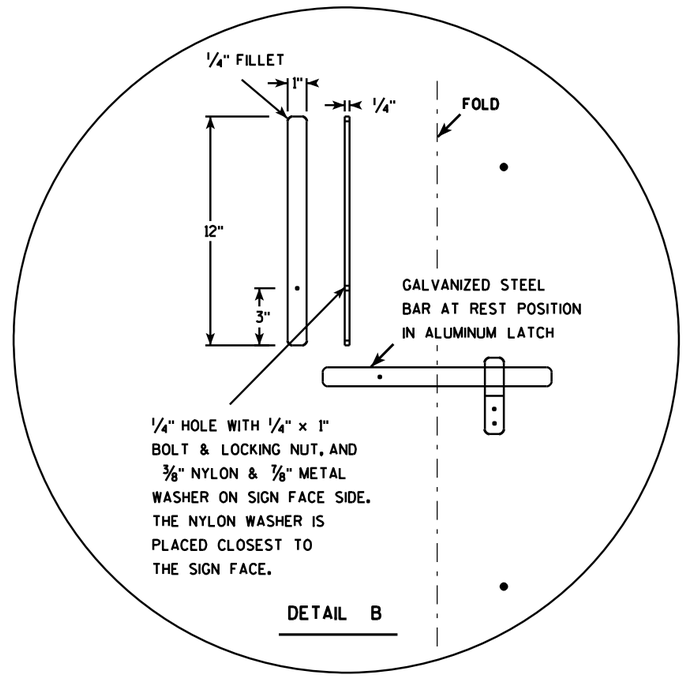
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000

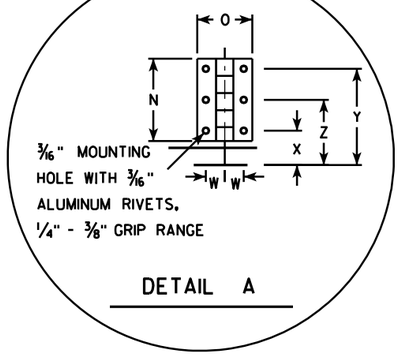


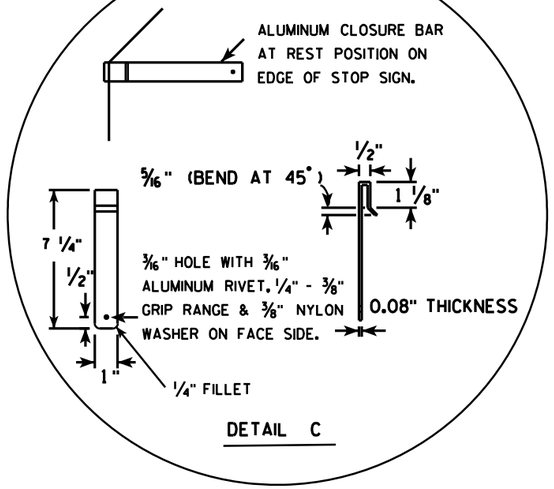


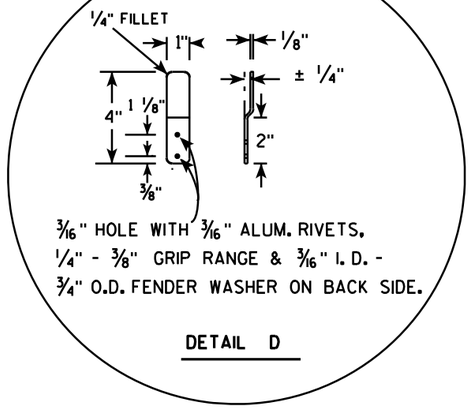
NOTES

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









SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30				5/8	10	12 1/2	45		12 3/4		9 1/4	6 1/2	3	2	15	12 3/8	2 1/2	22	5			11/16	1 1/4	3 1/2	2 3/8	5.18
2M	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
3	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
4																											
5																											

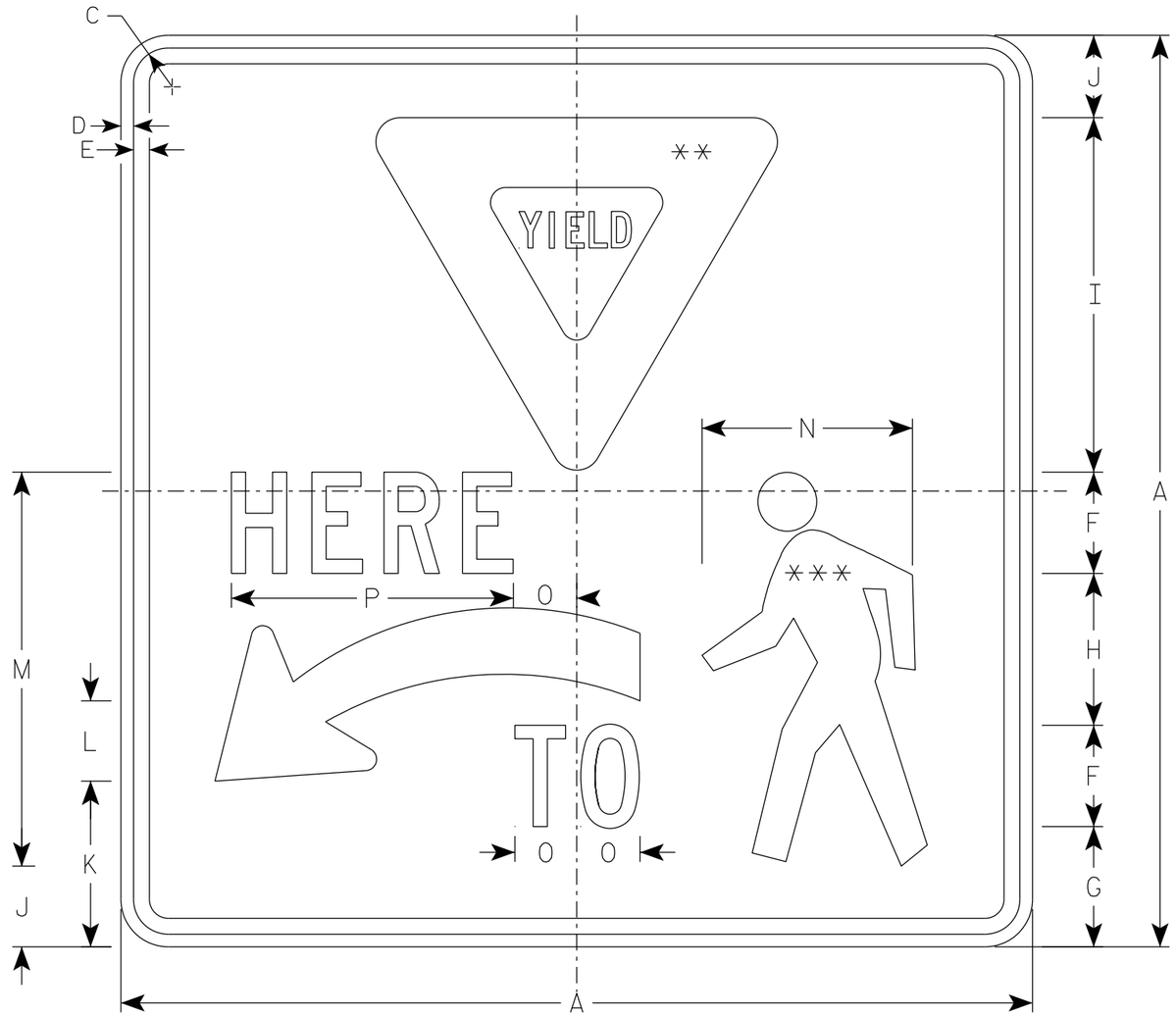
STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 439	E



R1-5L

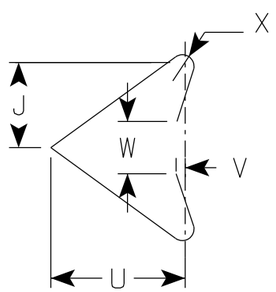
NOTES

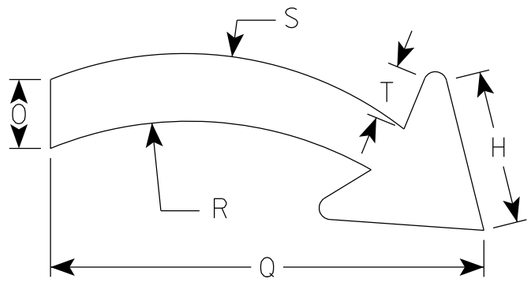
1. Sign is Type II - Type H Reflective
2. Color:
   - Background - WHITE
   - Message - BLACK
   - YIELD SYMBOL - RED ON WHITE
   - PED SYMBOL - BLACK ON WHITE
3. Message Series - D

** INSERT R1-2 AND SIZE TO FIT

*** INSERT W11-2 AND SIZE TO FIT

Arrow Detail





SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 3/8	1/2	5/8	4	4 3/4	6	14	3 1/4	6 1/2	3 1/8	15	8 1/4	2 1/2	11 1/8	16 3/4	28 1/2	27 3/4	2 1/8	5 1/4	3/8	2	1			9.0
2S	36		1 3/8	1/2	5/8	4	4 3/4	6	14	3 1/4	6 1/2	3 1/8	15	8 1/4	2 1/2	11 1/8	16 3/4	28 1/2	27 3/4	2 1/8	5 1/4	3/8	2	1			9.0
2M	36		1 3/8	1/2	5/8	4	4 3/4	6	14	3 1/4	6 1/2	3 1/8	15	8 1/4	2 1/2	11 1/8	16 3/4	28 1/2	27 3/4	2 1/8	5 1/4	3/8	2	1			9.0
3	36		1 3/8	1/2	5/8	4	4 3/4	6	14	3 1/4	6 1/2	3 1/8	15	8 1/4	2 1/2	11 1/8	16 3/4	28 1/2	27 3/4	2 1/8	5 1/4	3/8	2	1			9.0
4																											
5																											

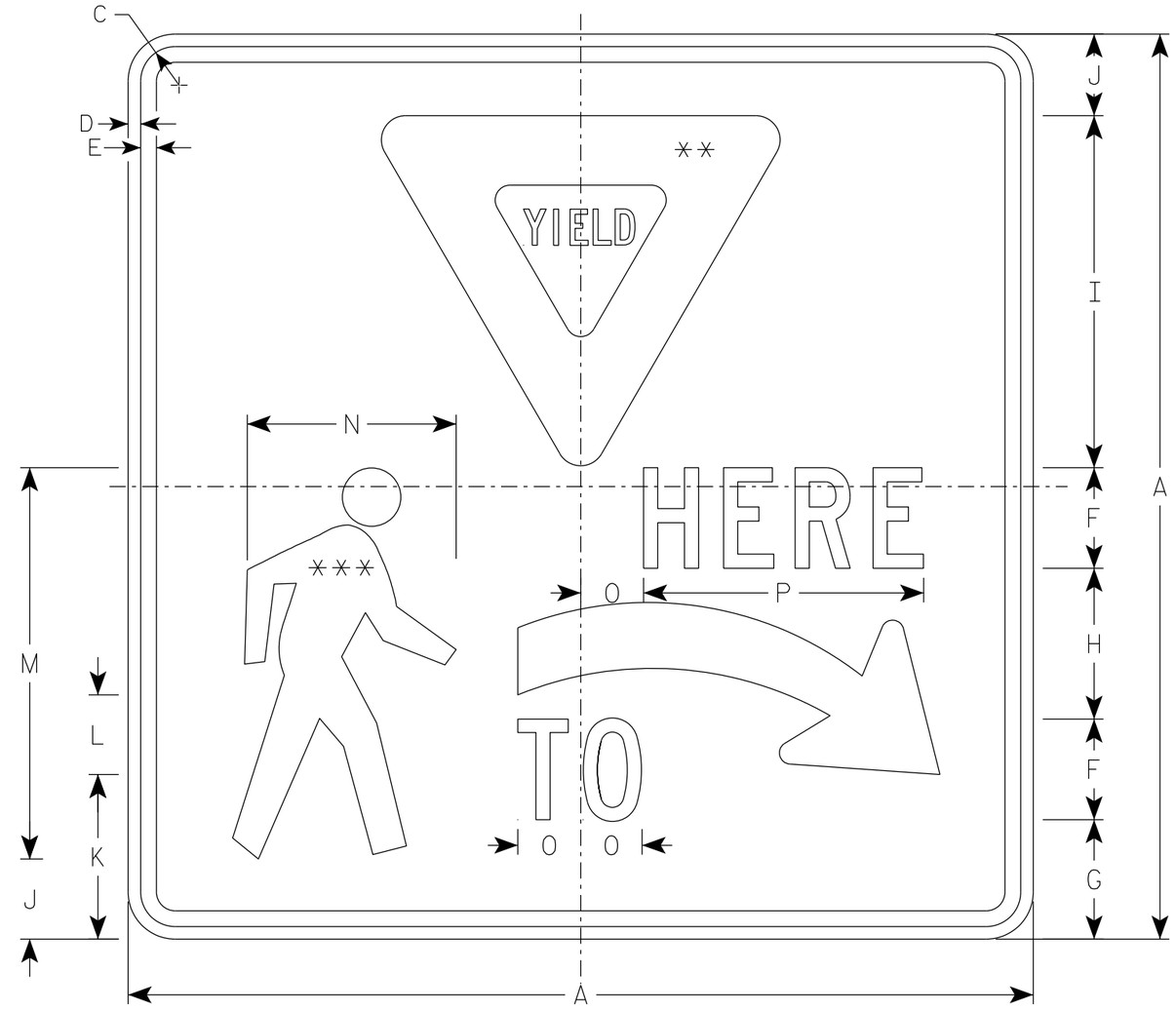
STANDARD SIGN
R1-5L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/15/21 PLATE NO. R1-5L.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 440 | E



R1-5R

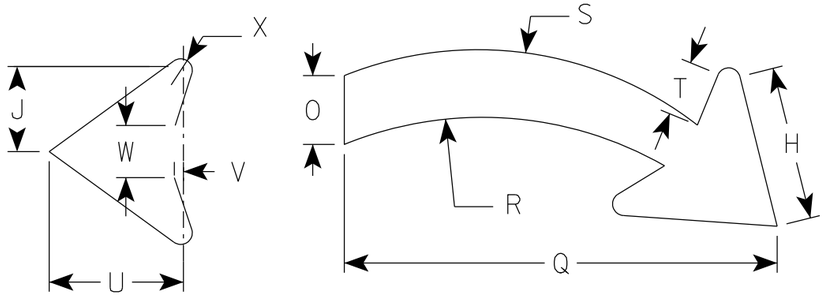
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - WHITE
   Message - BLACK
   YIELD SYMBOL - RED ON WHITE
   PED SYMBOL - BLACK ON WHITE
3. Message Series - D

** INSERT R1-2 AND SIZE TO FIT

*** INSERT W11-2 AND SIZE TO FIT

Arrow Detail



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 3/8	1/2	5/8	4	4 3/4	6	14	3 1/4	6 1/2	3 1/8	15	8 1/4	2 1/2	11 1/8	16 3/4	28 1/2	27 3/4	2 1/8	5 1/4	3/8	2	1			9.0
2S	36		1 3/8	1/2	5/8	4	4 3/4	6	14	3 1/4	6 1/2	3 1/8	15	8 1/4	2 1/2	11 1/8	16 3/4	28 1/2	27 3/4	2 1/8	5 1/4	3/8	2	1			9.0
2M	36		1 3/8	1/2	5/8	4	4 3/4	6	14	3 1/4	6 1/2	3 1/8	15	8 1/4	2 1/2	11 1/8	16 3/4	28 1/2	27 3/4	2 1/8	5 1/4	3/8	2	1			9.0
3	36		1 3/8	1/2	5/8	4	4 3/4	6	14	3 1/4	6 1/2	3 1/8	15	8 1/4	2 1/2	11 1/8	16 3/4	28 1/2	27 3/4	2 1/8	5 1/4	3/8	2	1			9.0
4																											
5																											

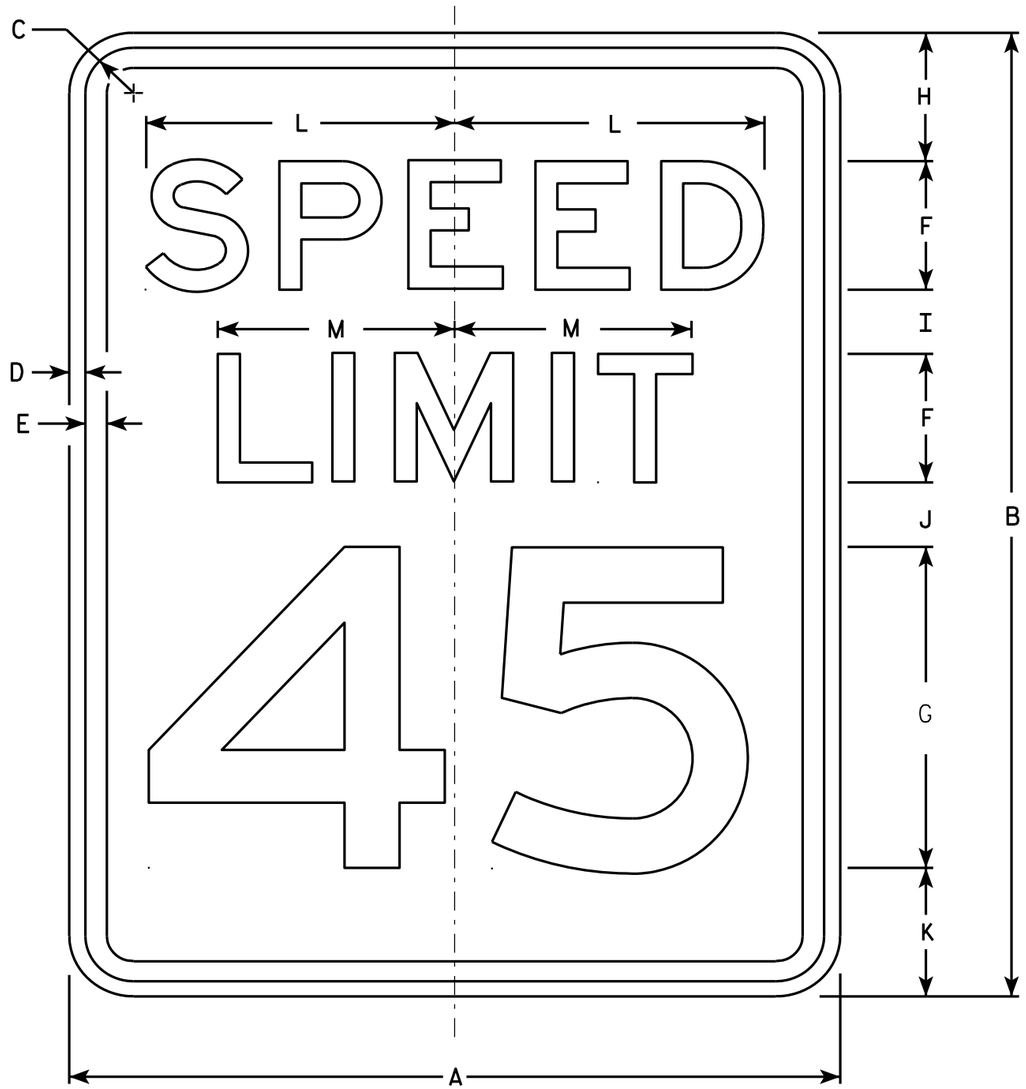
STANDARD SIGN
R1-5R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/15/21 PLATE NO. R1-5R.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 441 | E



R2-1

NOTES

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

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

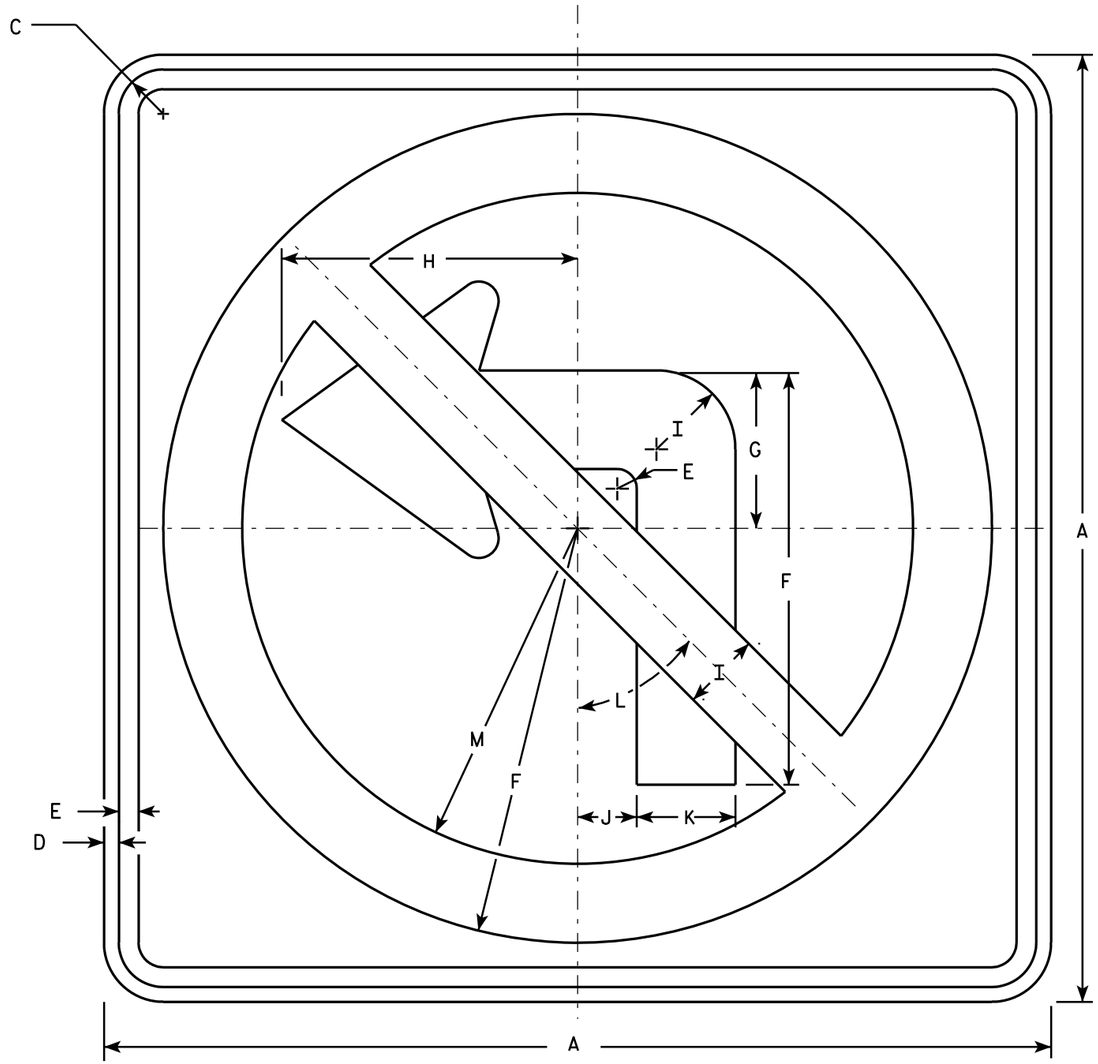
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

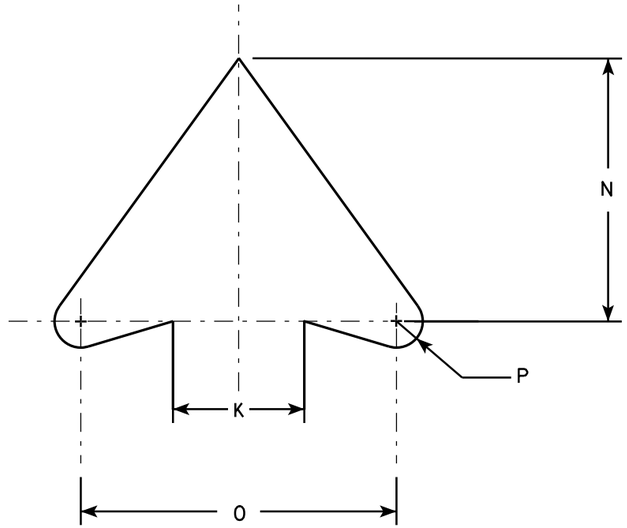
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 442	E



R3-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

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

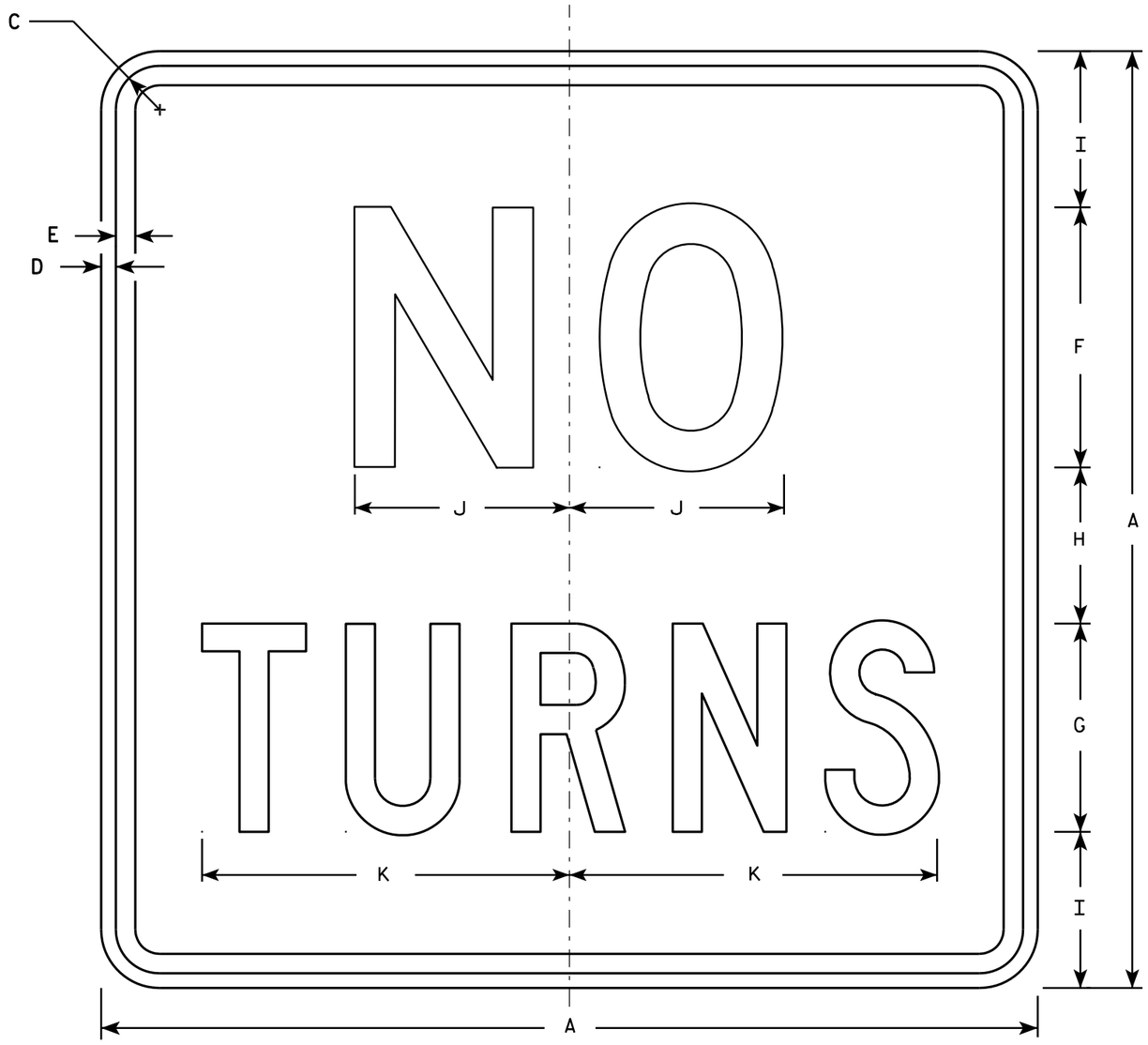
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 443	E



R3-3

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	3/8	1/2	6	5	4	4 1/2	5 1/8	8 3/4																4.0
2M	36		1 5/8	5/8	3/4	10	8	6	6	8 1/4	14 1/8																9.0
3	36		1 5/8	5/8	3/4	10	8	6	6	8 1/4	14 1/8																9.0
4	36		1 5/8	5/8	3/4	10	8	6	6	8 1/4	14 1/8																9.0
5	48		2 1/4	3/4	1	12	10	8	9	10 1/4	17 5/8																16.0

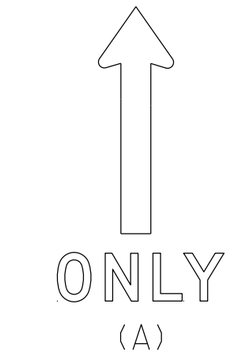
STANDARD SIGN
R3-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

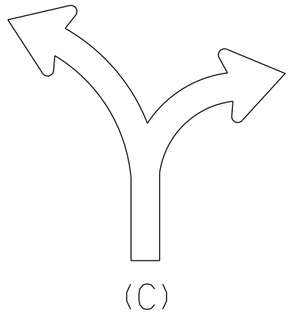
DATE 12/08/10 PLATE NO. R3-3.10

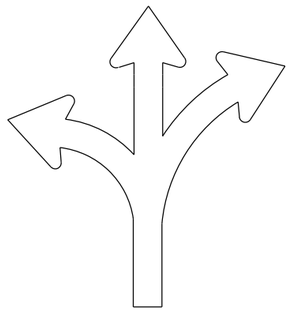
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 444 | E

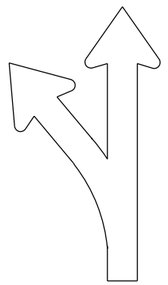


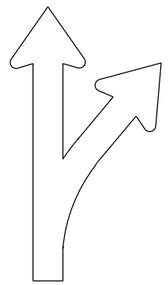
(A)

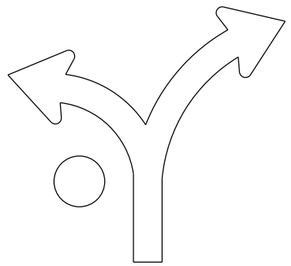
(B)

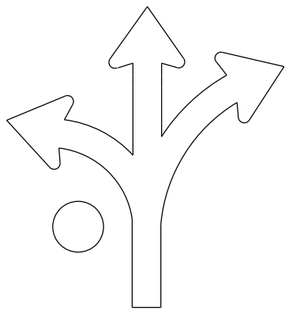

(C)

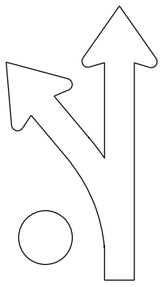

(D)


(E)

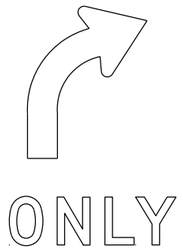

(F)


(G)

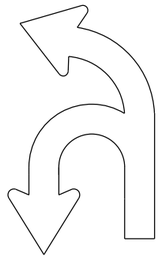

(H)


(I)

(L)



(R)


(U)

NOTES

1. Sigs are Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Use appropriate Letter for Sign Code
   Each letter added makes sign wider. Example R3-8EAR
5. Square footage of sign varies by letters

1	Letter =	3.75 sq ft for Size 2
		6.0 sq ft for Size 3
		10.0 sq ft for Size 4 or 5
2	Letters =	7.5 sq ft for Size 2
		12.0 sq ft for Size 3
		20.0 sq ft for Size 4 or 5
3	Letters =	11.25 sq ft for Size 2
		18.0 sq ft for Size 3
		30.0 sq ft for Size 4 or 5
4	Letters =	15.0 sq ft for Size 2
		24.0 sq ft for Size 3
		40.0 sq ft for Size 4 or 5
5	Letters =	18.75 sq ft for Size 2
		30.0 sq ft for Size 3
		50.0 sq ft for Size 4 or 5
6	Letters =	22.5 sq ft for Size 2
		36.0 sq ft for Size 3
		60.0 sq ft for Size 4 or 5

6. When letters C,D,G,H are used on the Left or Right end of the sign the Sq. Ft. changes.
   Add the amounts when these letters are used:
   1.25 sq ft for Size 2
   1.5 sq ft for Size 3
   2.0 sq ft for Size 4 or 5

STANDARD SIGN
R3-8 Series

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

7

7

PROJECT NO:

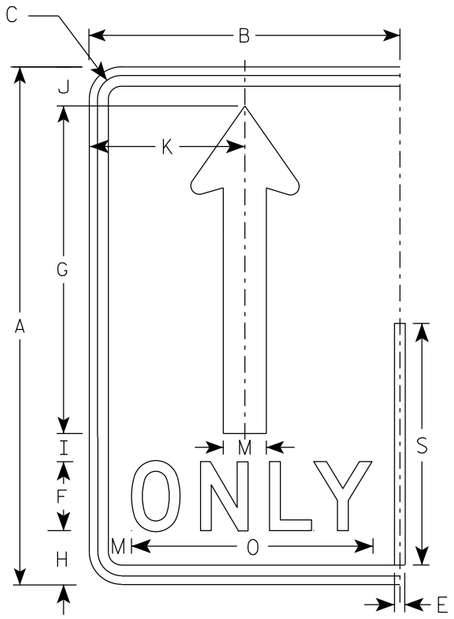
SHEET NO: 445 E

FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 21-MAY 2019 4:37 PLOT BY : mscj9h PLOT NAME :

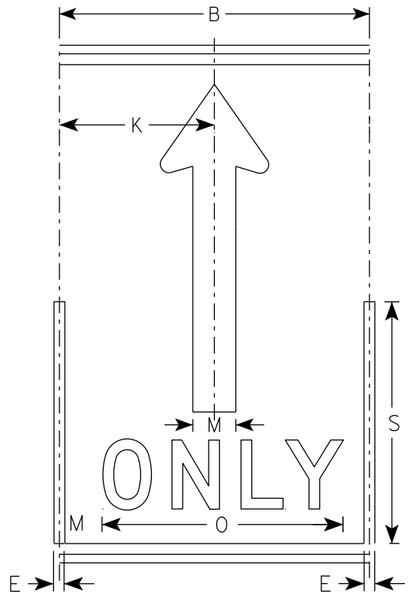
WISDOT/CADDS SHEET 42

NOTES

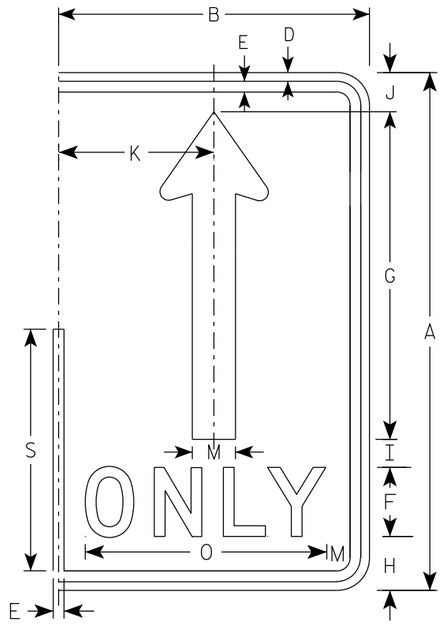
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



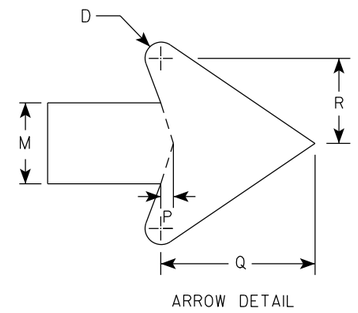
(A)



(A)



(A)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 3/8	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 3/8	1/2	5/8	5	22 3/4	3 3/4	1 3/4	2 3/4	12		3		17 5/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (A) Arrow

WISCONSIN DEPT OF TRANSPORTATION

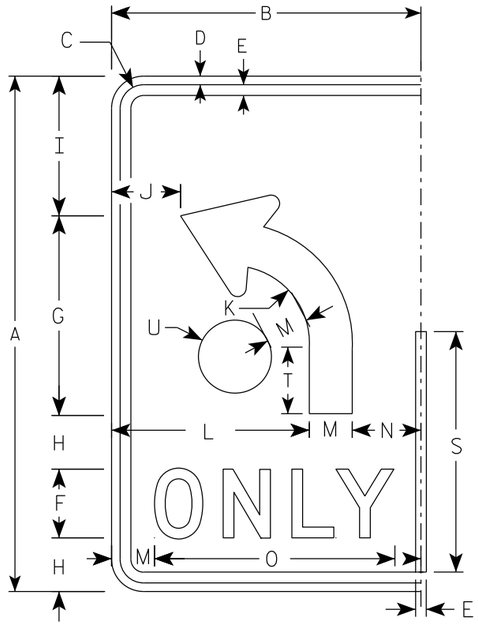
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

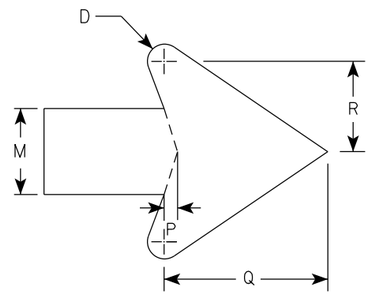
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 446 | E

NOTES

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



(B)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
2M	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
3	36	24	1 3/8	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8	2 1/2						6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0

STANDARD SIGN

R3-8 (B) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

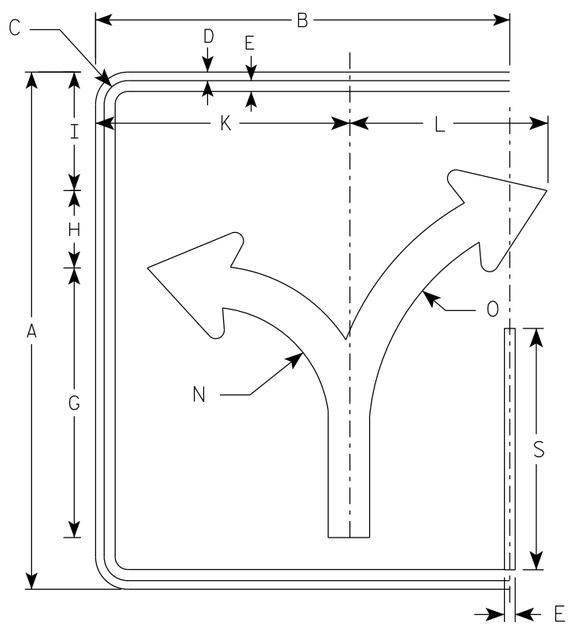
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

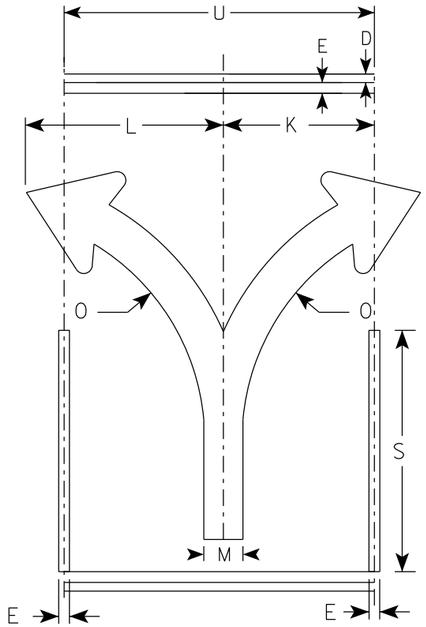
SHEET NO: 447 E

NOTES

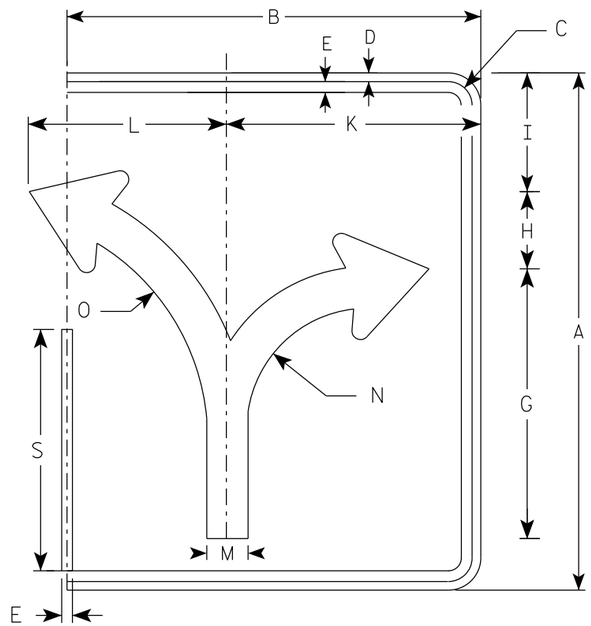
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



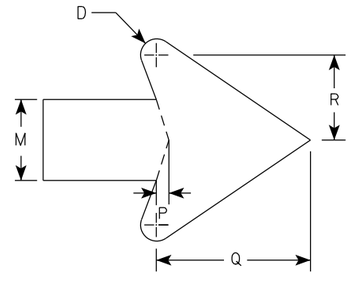
(C)



(C)



(C)



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	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (C) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

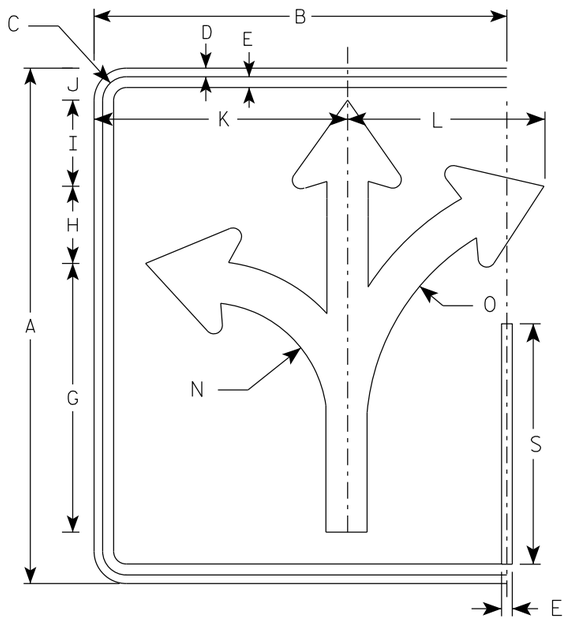
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 448 | E

7

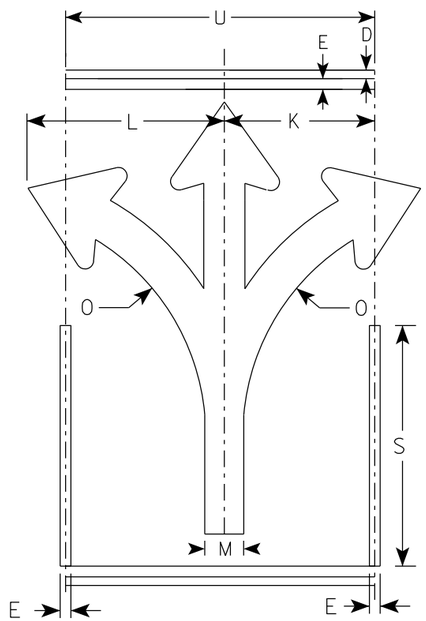
7

NOTES

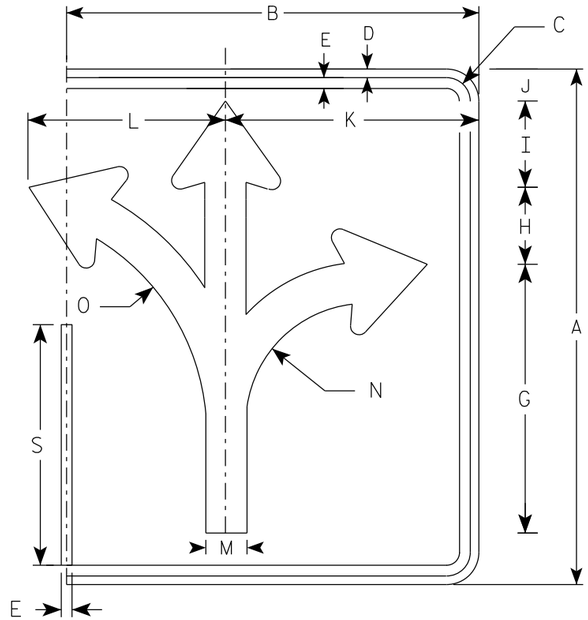
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



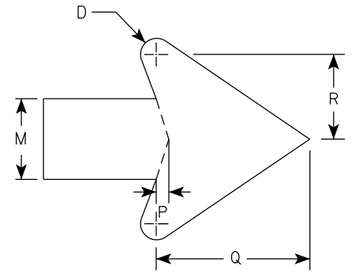
(D)



(D)



(D)



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	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	6	2 1/4	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (D) Arrow

WISCONSIN DEPT OF TRANSPORTATION

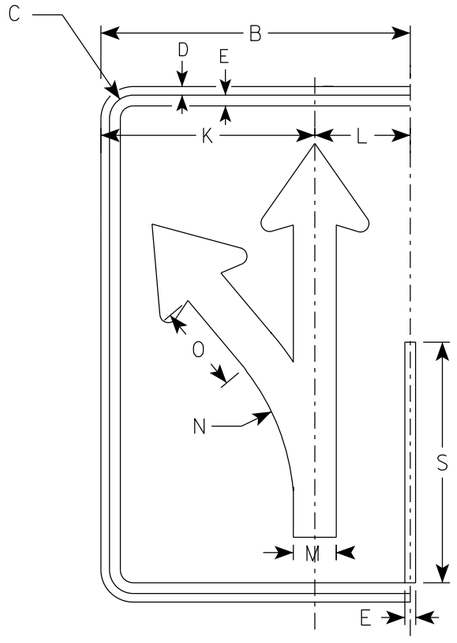
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

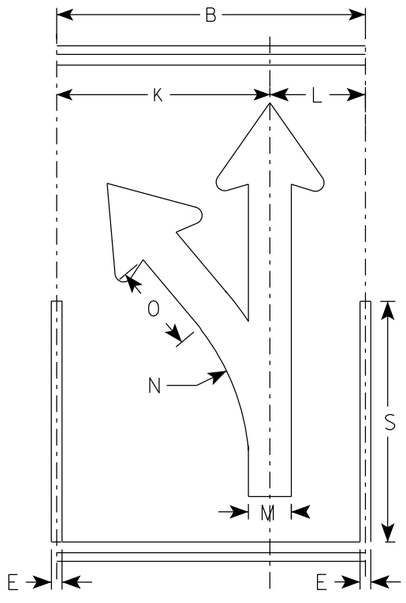
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 449 | E

NOTES

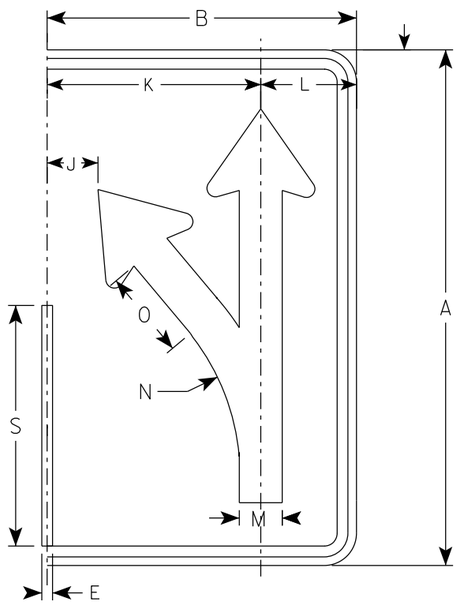
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



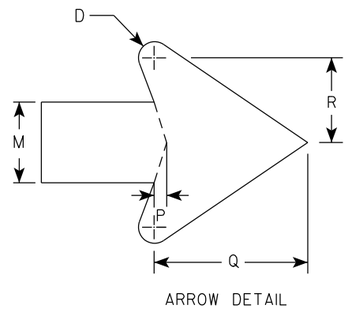
(E)



(E)



(E)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (E) Arrow

WISCONSIN DEPT OF TRANSPORTATION

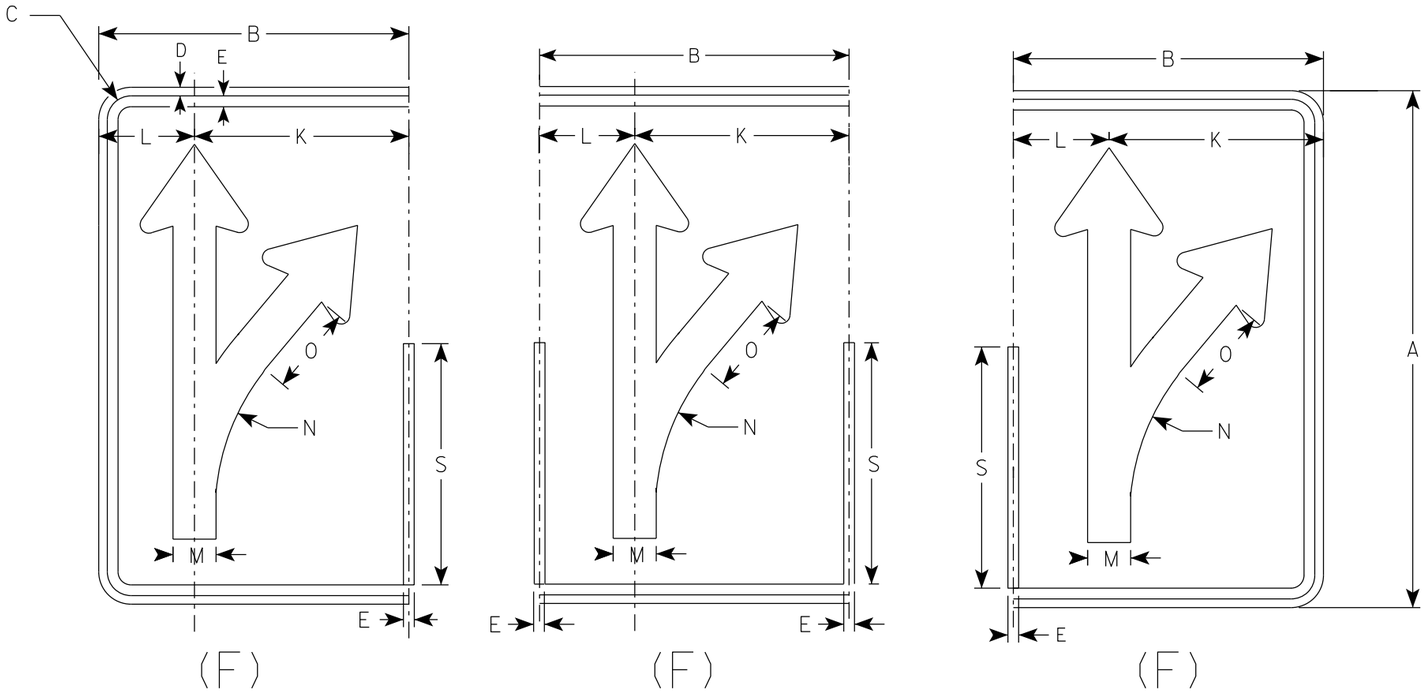
APPROVED Matthew R Rauch
For State Traffic Engineer

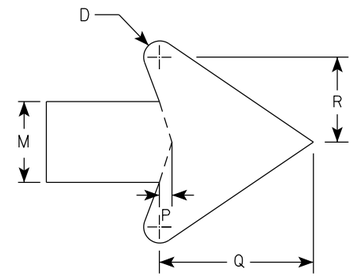
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 450 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None





ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (F) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

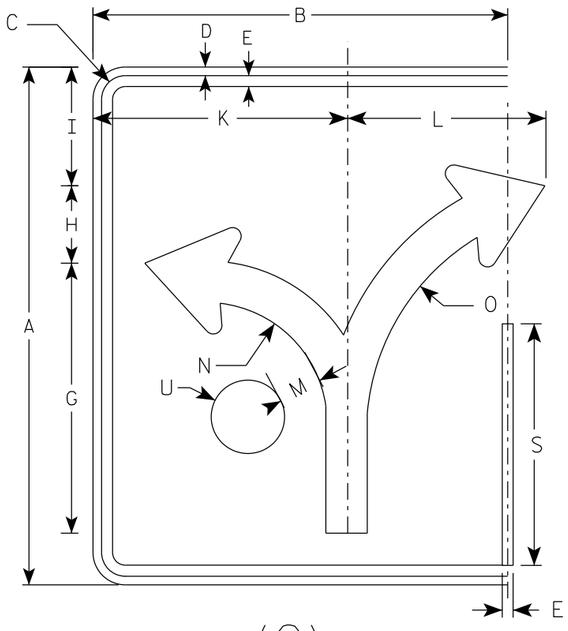
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 451 | E

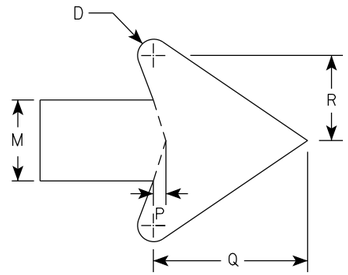
7

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(G)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (G) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

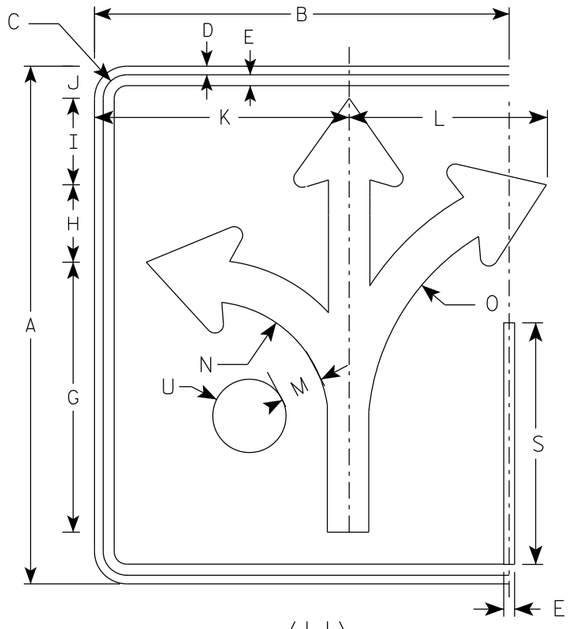
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 452 | E

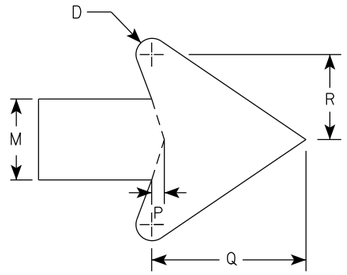
FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 21-MAY 2019 4:38 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(H)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	6	3 1/8	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (H) Arrow

WISCONSIN DEPT OF TRANSPORTATION

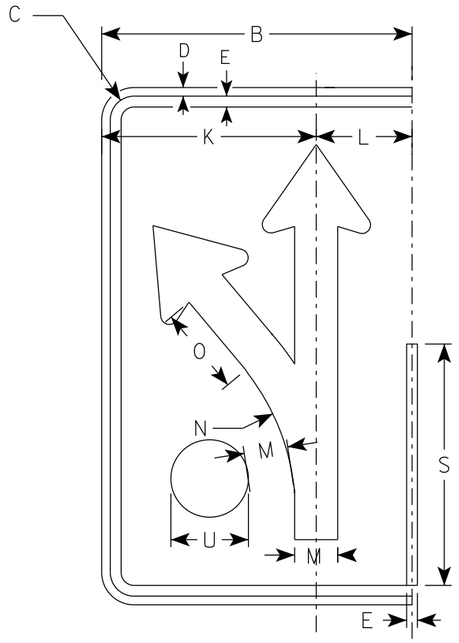
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

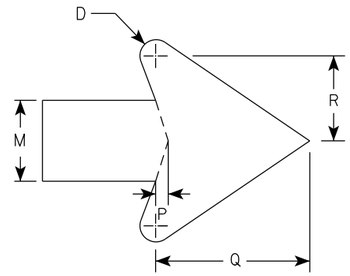
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 453	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(I)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
2M	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4		2 1/2						6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0

STANDARD SIGN
R3-8 (I) Arrow

WISCONSIN DEPT OF TRANSPORTATION

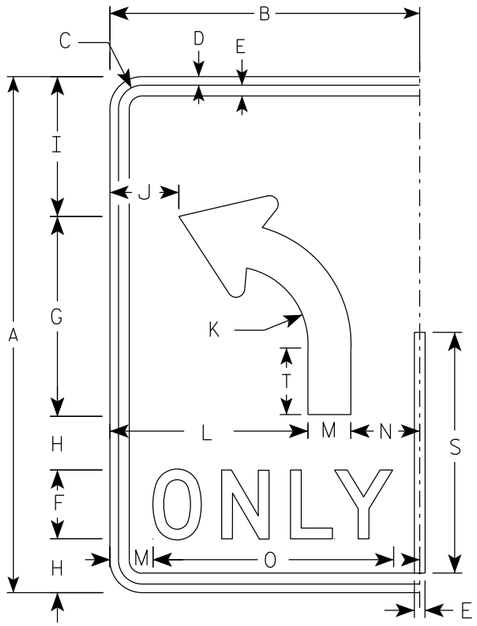
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

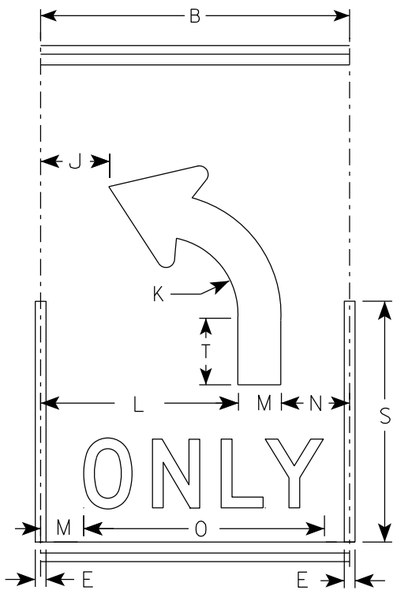
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 454 | E

NOTES

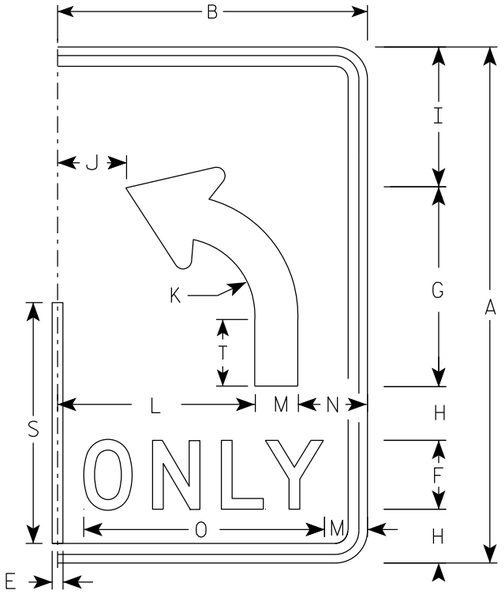
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



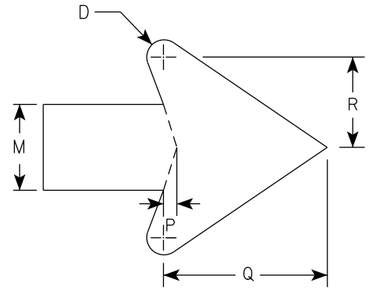
(L)



(L)



(L)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 3/8	1/2	5/8	5	14	3 1/2	9 3/4		5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN

R3-8 (L) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

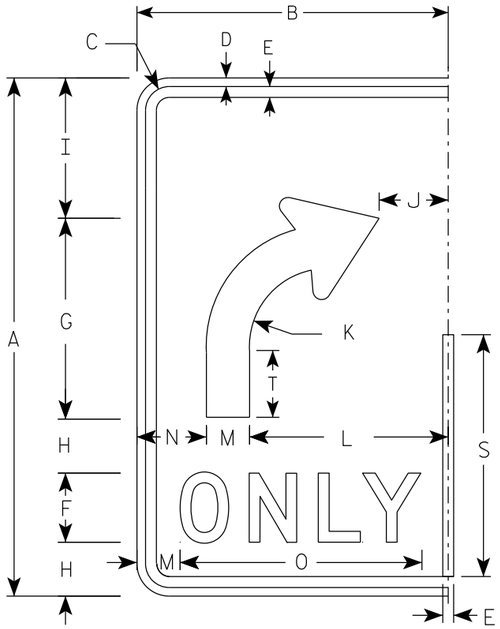
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

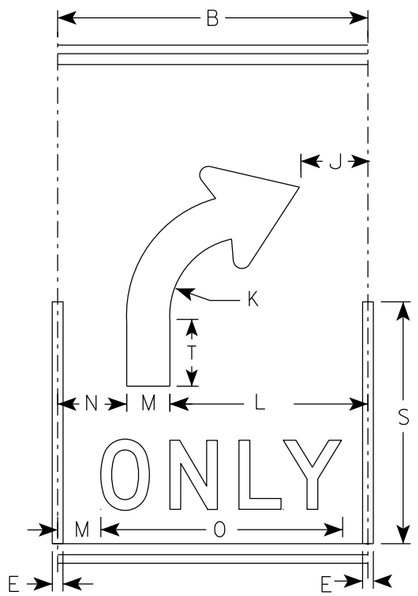
SHEET NO: 455 E

NOTES

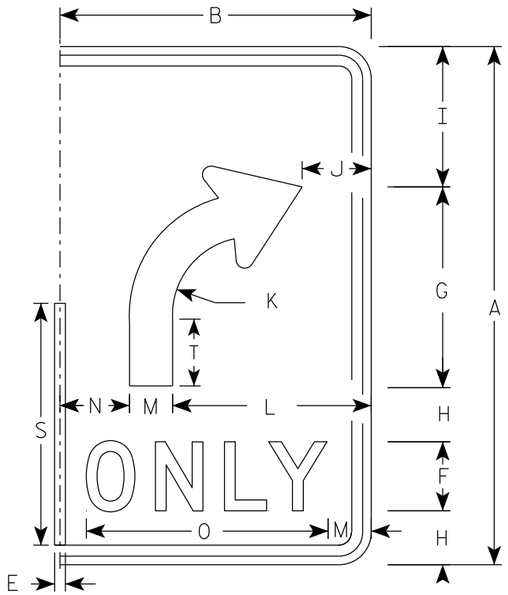
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



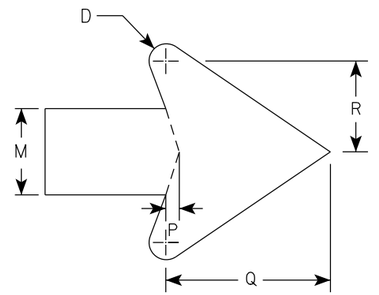
(R)



(R)



(R)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 3/8	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN
R3-8 (R) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

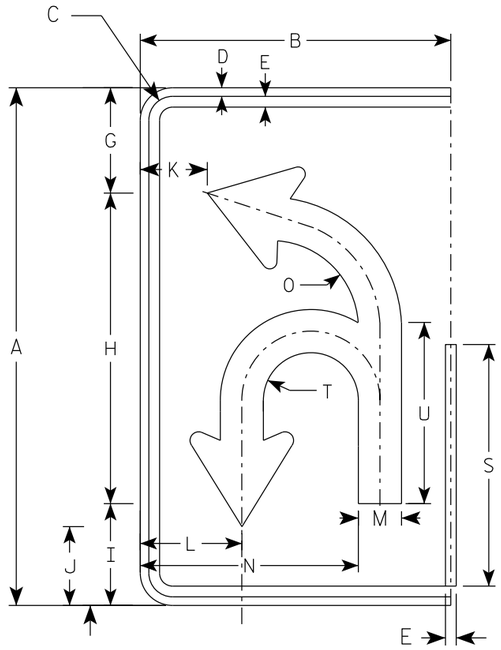
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

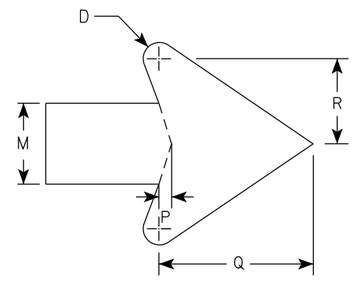
SHEET NO: 456 **E**

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(U)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
2M	30	18	1 3/8	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	21 5/8	7 1/8	5 1/2	5 7/8	8 1/4	3	16 3/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4	3 1/4	12 5/8						6.0
4	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0
5	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0

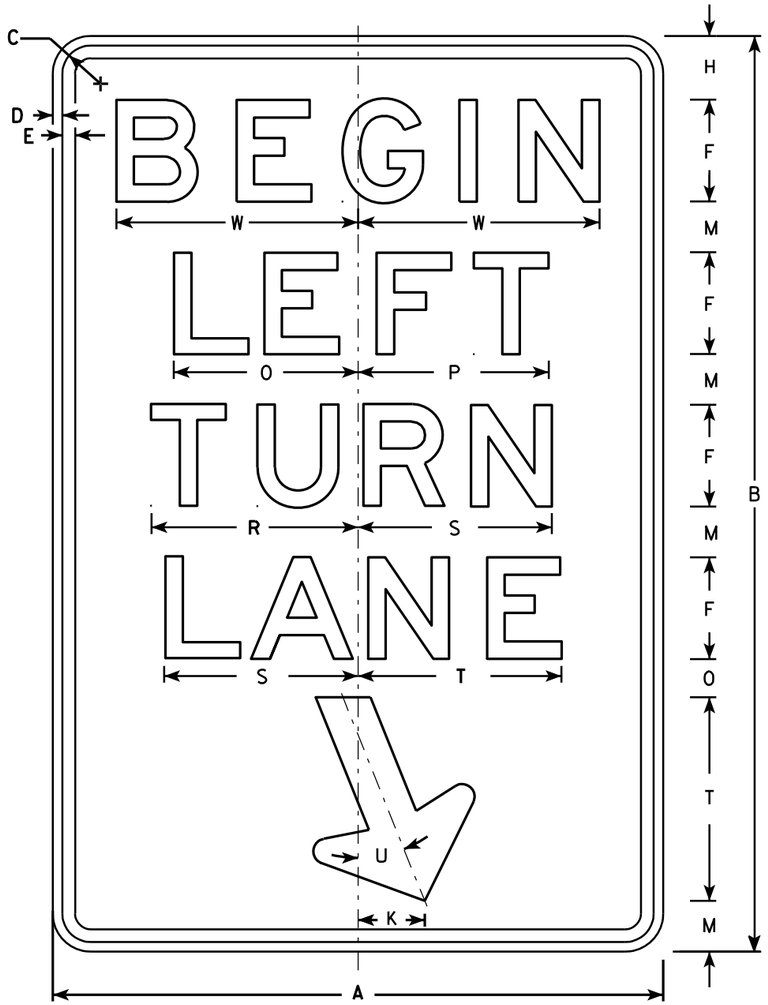
STANDARD SIGN
R3-8 (U) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

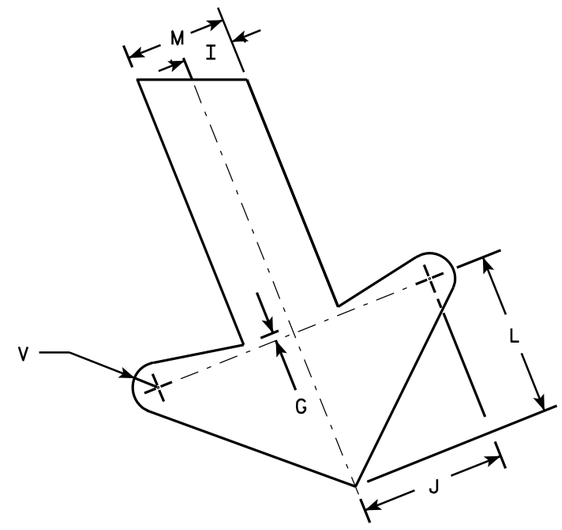
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 457 | E



R3-20L

NOTES

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



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

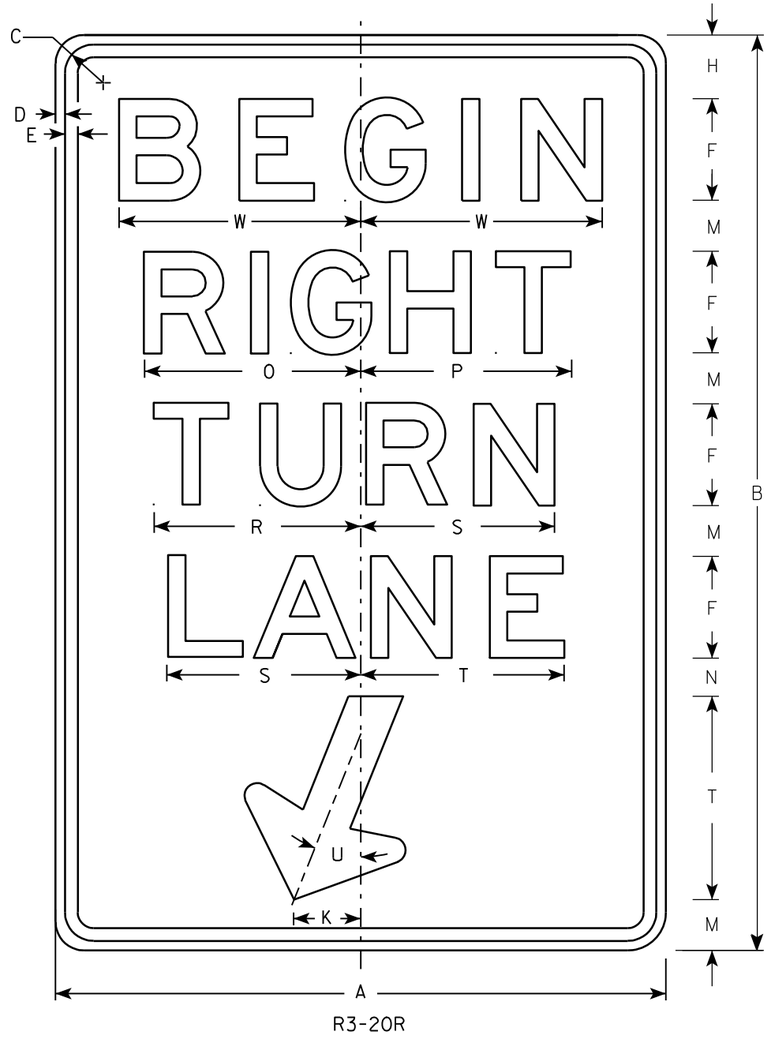
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

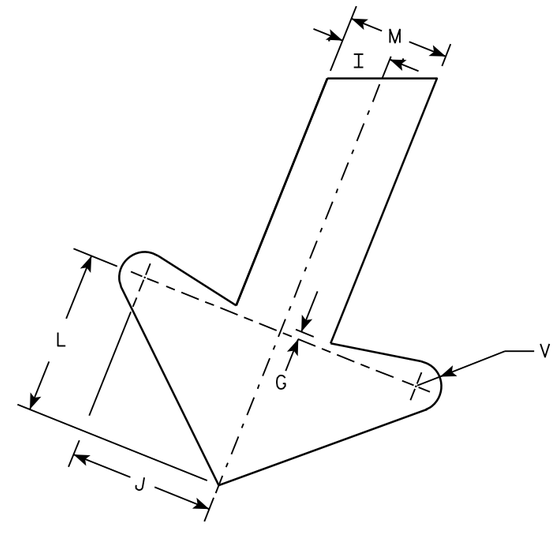
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 458 | E



R3-20R

NOTES

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



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	12 3/4	12 1/2		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

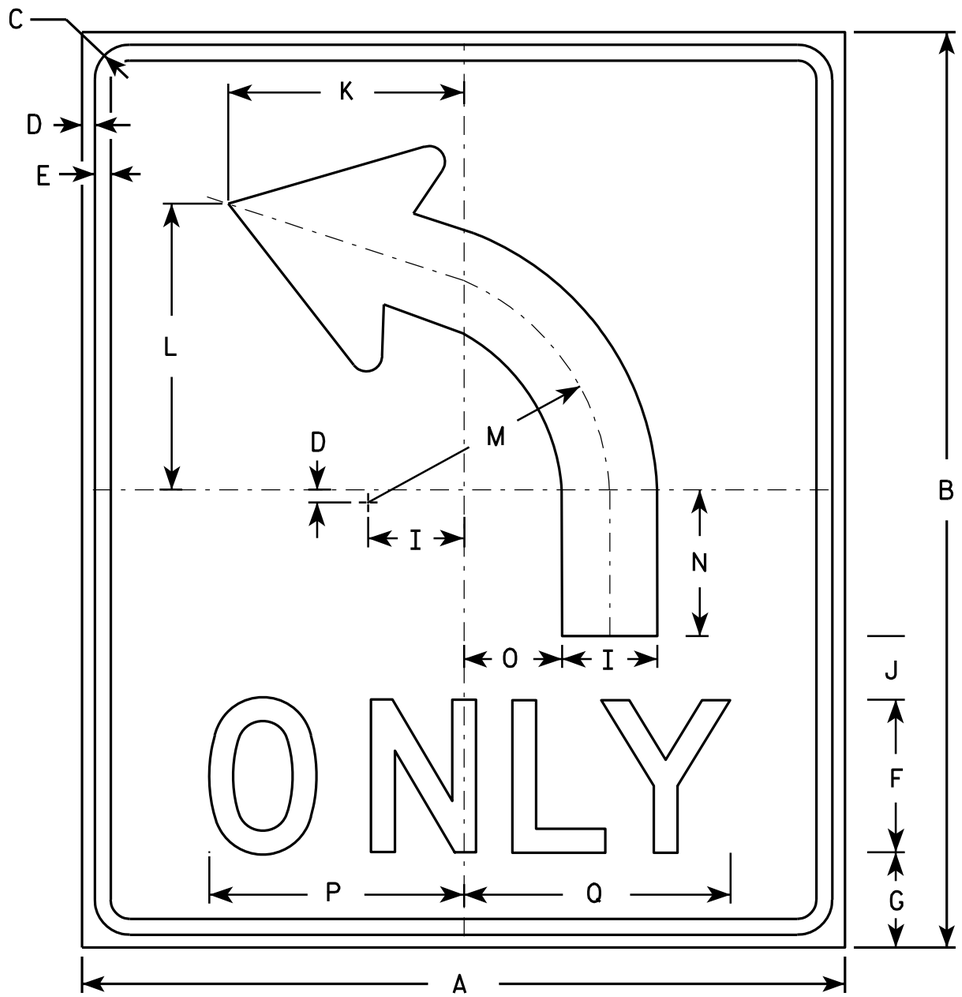
STANDARD SIGN
R3-20R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20R.6

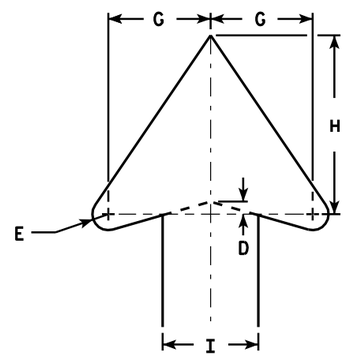
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 459 | E



R3-50L

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. R3-50R is the same as R3-50L except curved portion of arrow points right.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	6	4	7	3 3/4	2 1/2	9 1/4	11 1/4	9 1/2	5 3/4	3 7/8	10	10 1/2										7.5
2M	30	36	1 3/8	1/2	5/8	6	4	7	3 3/4	2 1/2	9 1/4	11 1/4	9 1/2	5 3/4	3 7/8	10	10 1/2										7.5
3																											
4																											
5																											

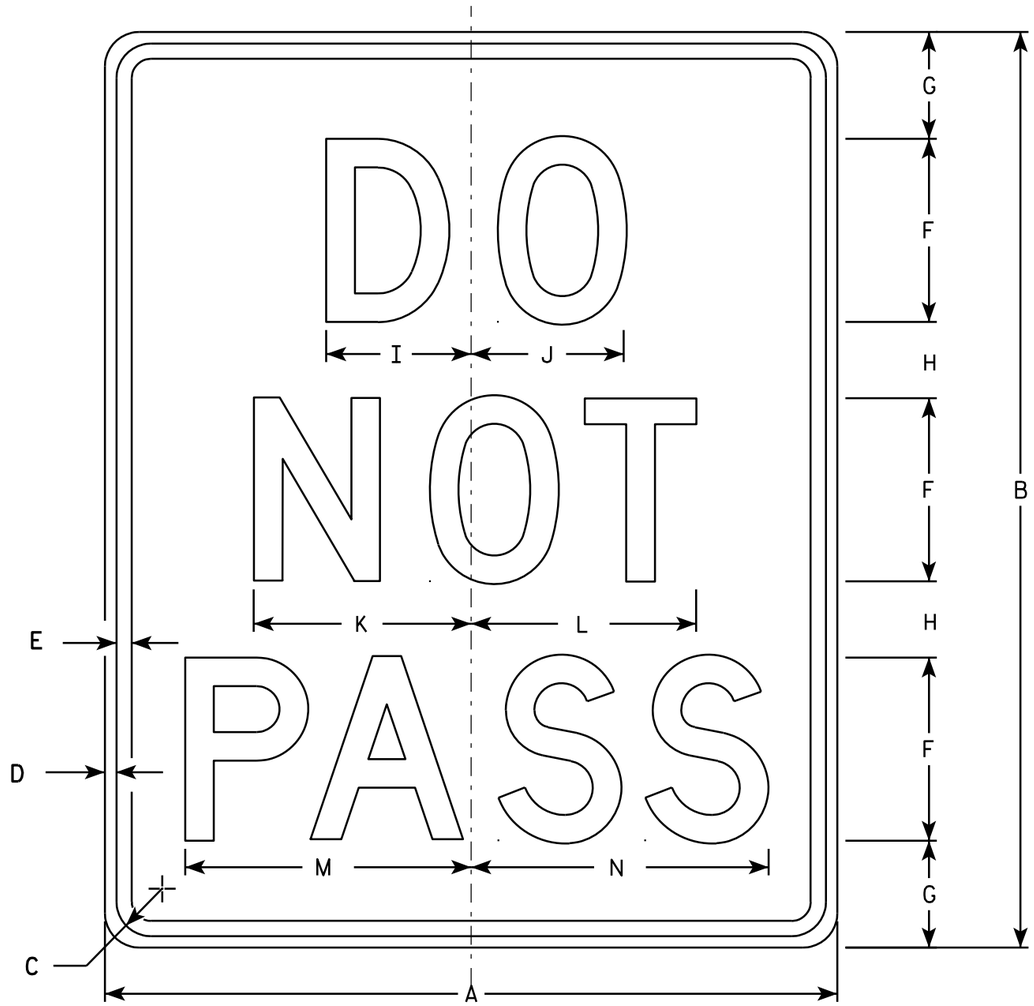
STANDARD SIGN
R3-50

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-50.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 460 | E



R4-1

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	4	3 1/2	2 1/2	3 1/8	3 1/4	4 3/4	4 7/8	6 1/4	6 1/2													3.0
2S	24	30	1 1/8	3/8	1/2	6	3 1/2	2 1/2	4 3/4	5	7 1/8	7 3/8	9 3/8	9 3/4													5.0
2M	24	30	1 1/8	3/8	1/2	6	3 1/2	2 1/2	4 3/4	5	7 1/8	7 3/8	9 3/8	9 3/4													5.0
3																											
4	36	48	1 5/8	5/8	3/4	8	7	5	6 1/4	6 5/8	9 1/2	9 3/4	12 1/2	13													12.0
5	48	60	2 1/4	3/4	1	10	8	7	7 3/4	8 3/8	11 7/8	12 1/4	15 5/8	16 1/4													20.0

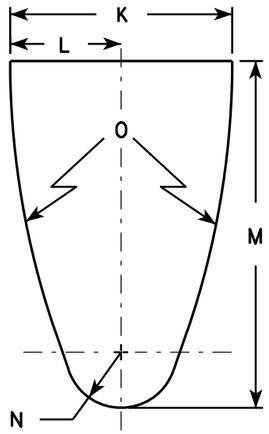
STANDARD SIGN
R4-1

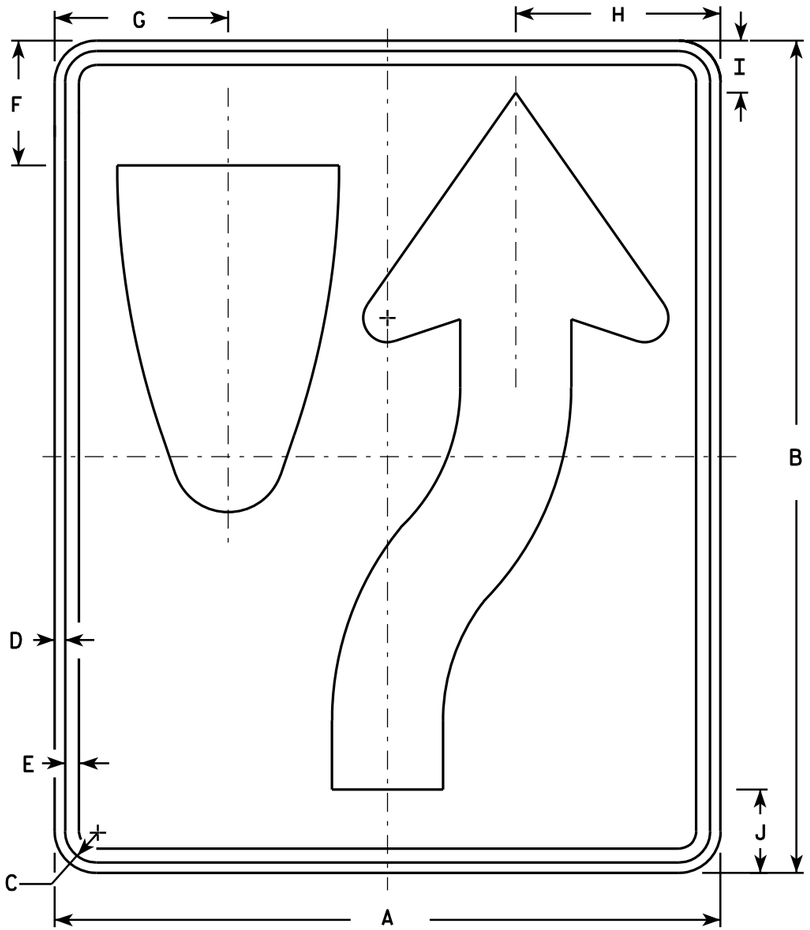
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-1.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 461 | E

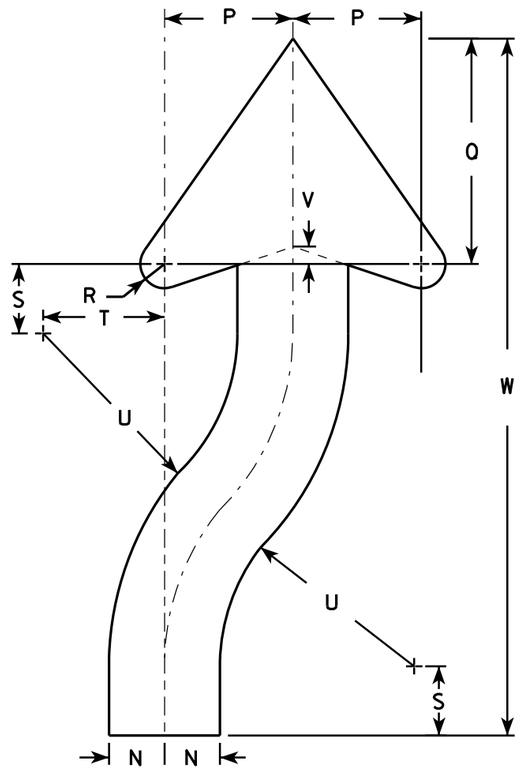




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend 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	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

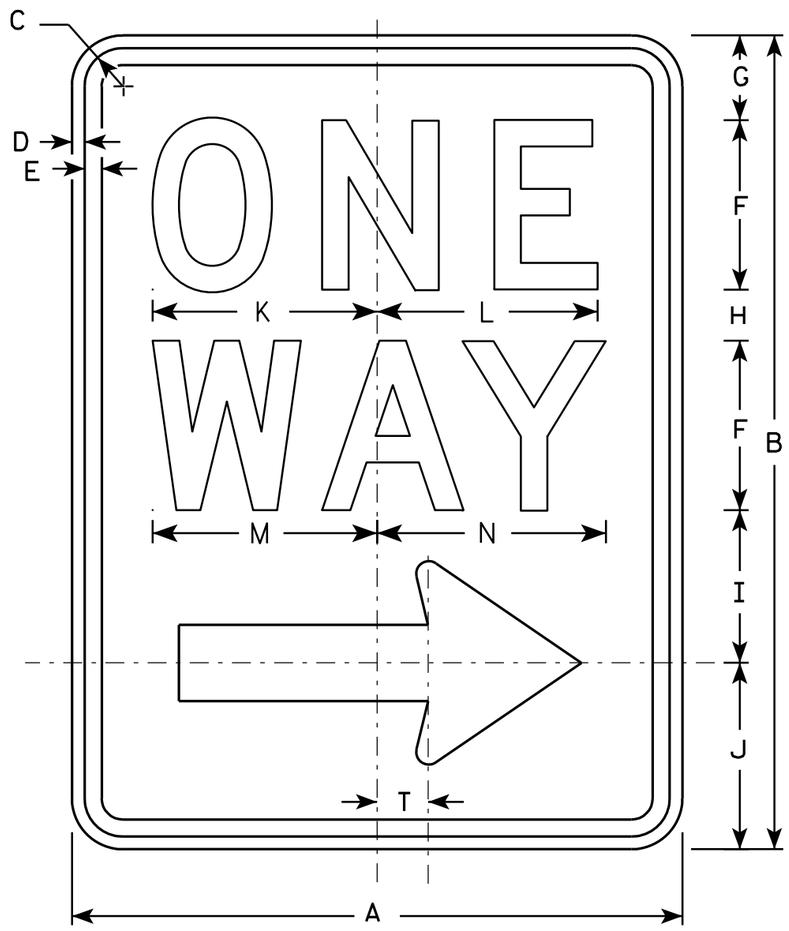
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

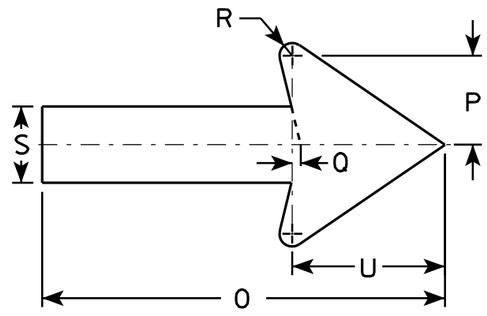
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 462	E



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	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																										

STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

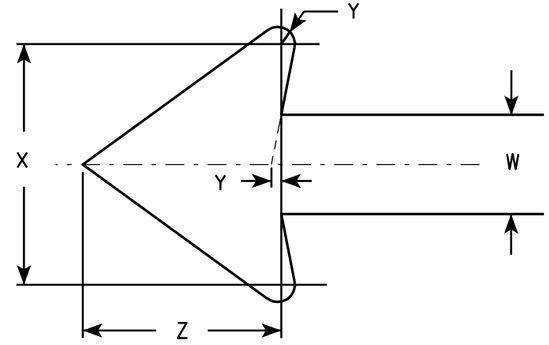
DATE 11/2/10 PLATE NO. R6-2.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 463	E

R7-51

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R7-51D (double arrow)
   R7-51R (right arrow)
   R7-51L (left arrow)
6. Lines 1, 3 and 4 are Series C.
   Line 2 is Series B.



ARROW DETAIL

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

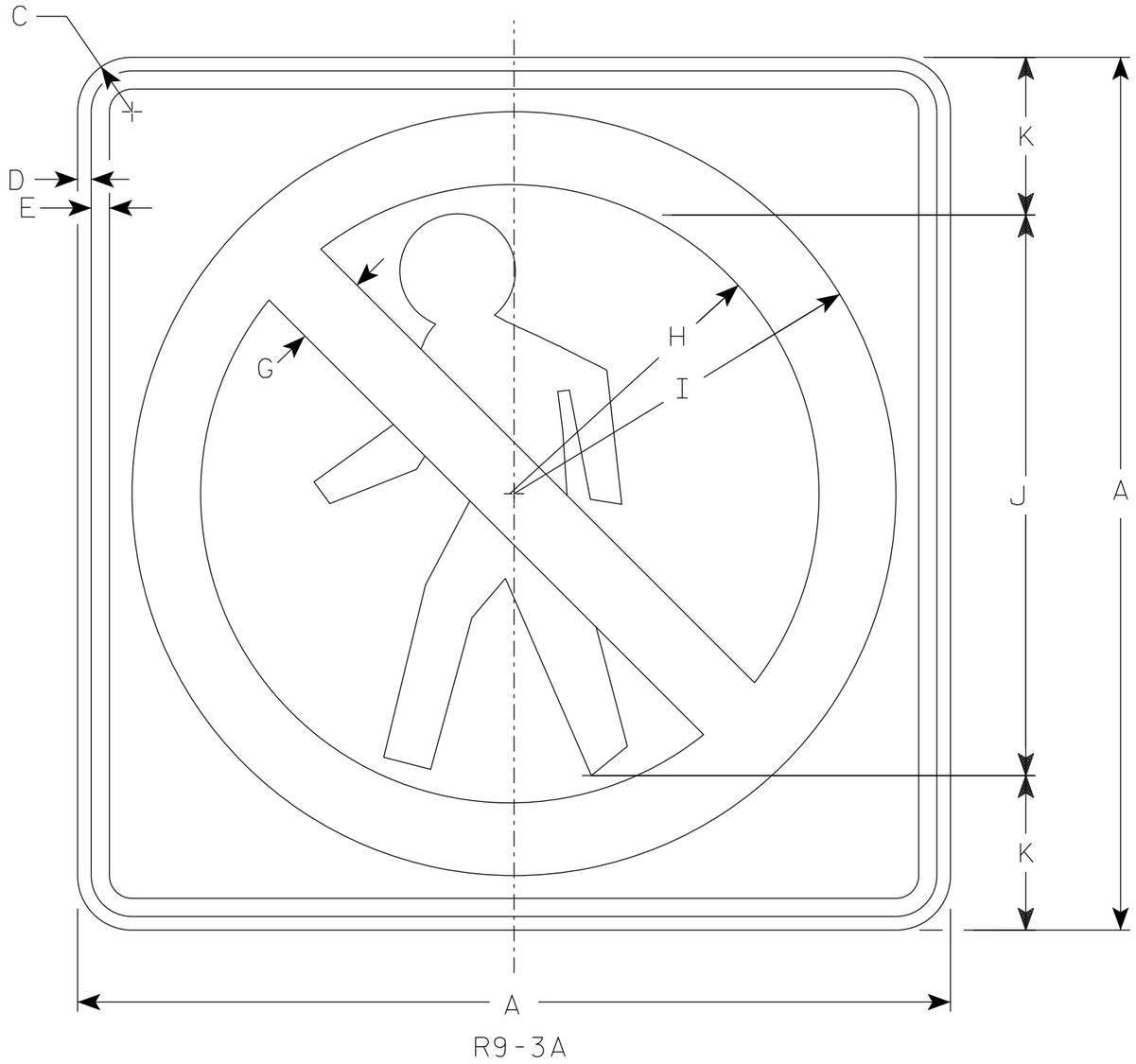
STANDARD SIGN
R7-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:			SHEET NO: 464	E



R9-3A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Pedestrian are non-reflective black.
   Circle with diagonal bar is reflective red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18		1 1/8	3/8	3/8		1 1/2	6 1/4	7 7/8	12	3																2.25
2S	24		1 1/8	3/8	1/2		2	8 1/2	10 1/2	15	4																4.00
2M	24		1 1/8	3/8	1/2		2	8 1/2	10 1/2	15	4																4.00
3																											
4																											
5																											

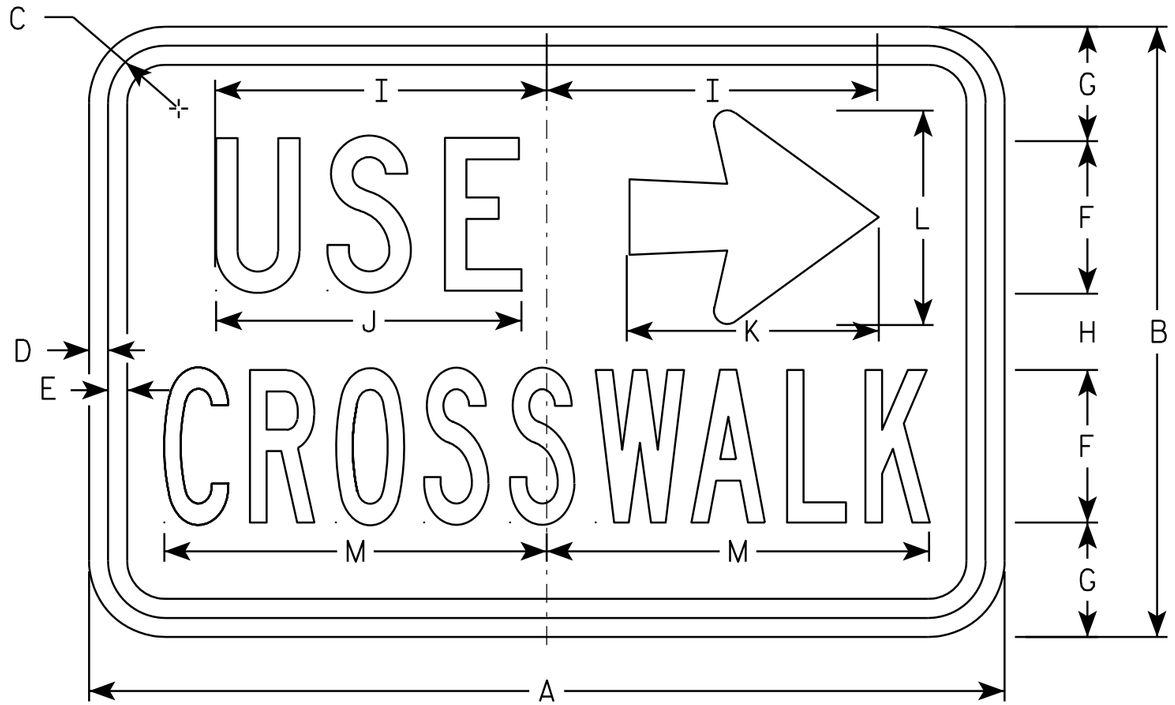
STANDARD SIGN
R9-3A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/22/21 PLATE NO. R9-3A.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



R9-3BR

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 Line 1, Series B Line 2
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. R9-3BL is the same as R9-3BR except USE and the arrow are switched.

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	18	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5
2M	18	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5
3																											
4																											
5																											

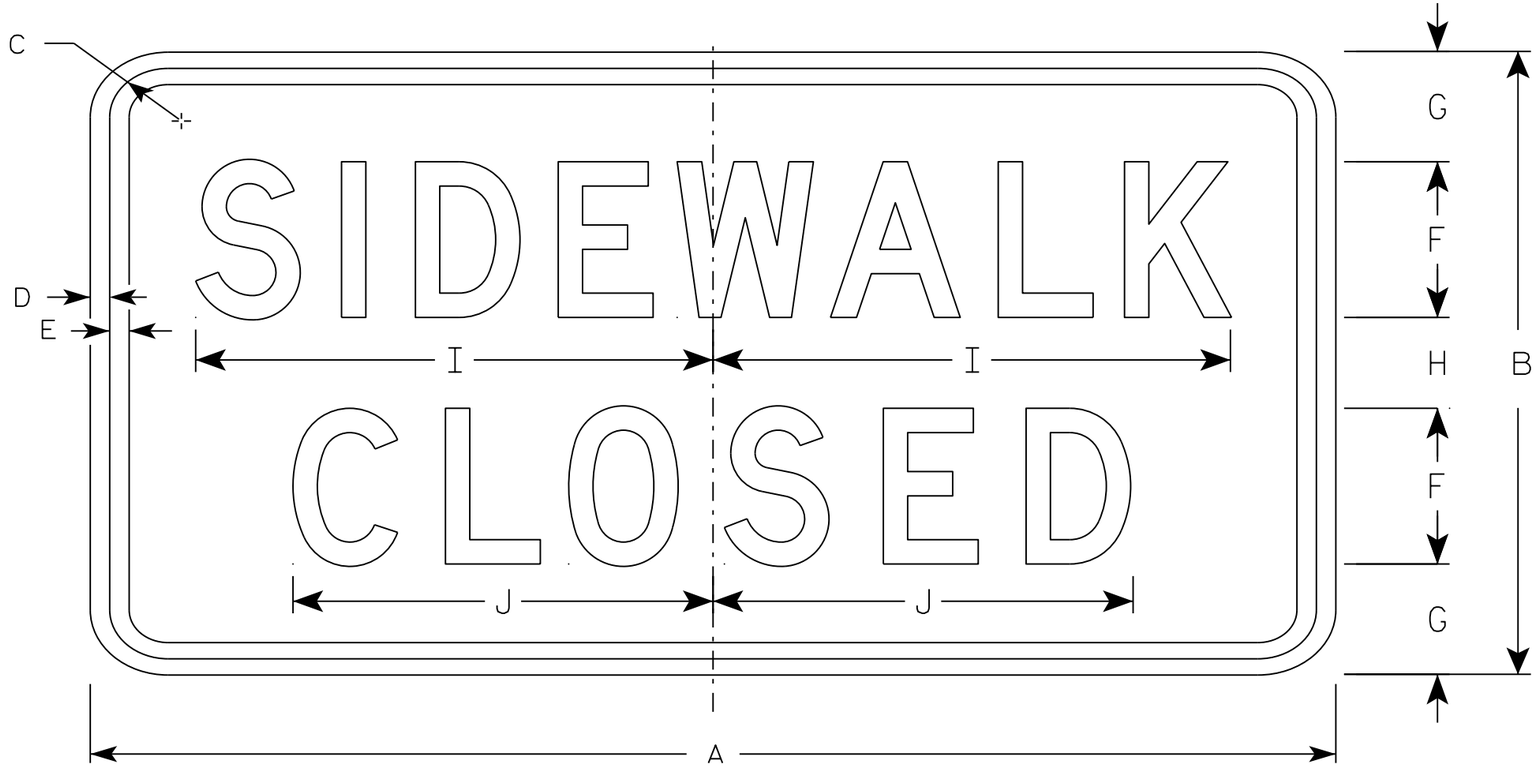
STANDARD SIGN
R9-3BR&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/4/10 PLATE NO. R9-3B.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 466 | E



R9-9

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.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

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

STANDARD SIGN
R9-9

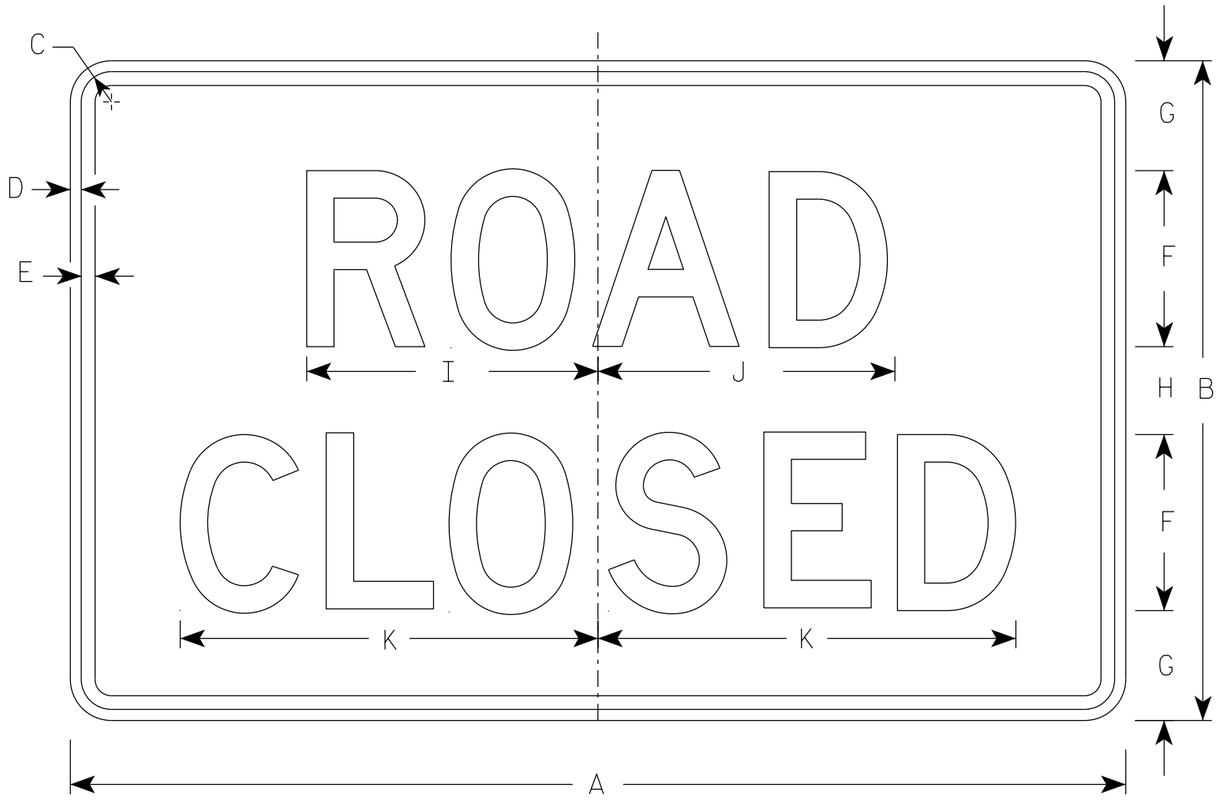
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE 467 R9-9.6

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

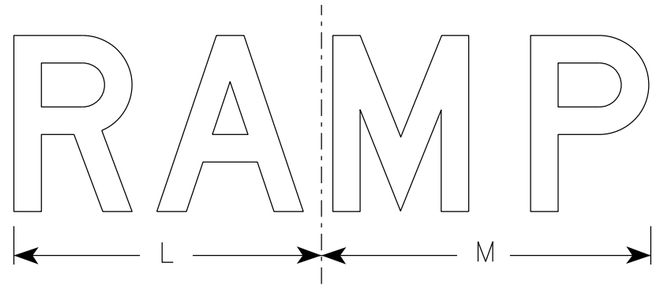
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R99.DGN PLOT DATE : 11-AUG-2016 11:33 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 2.918761:1.000000



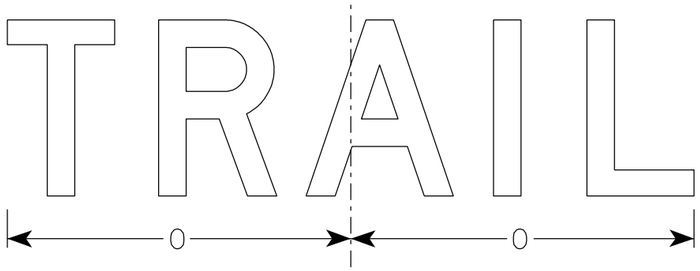
R11-2

NOTES

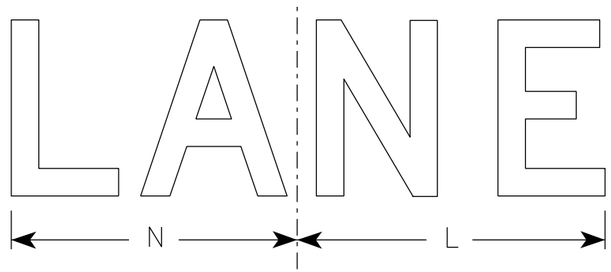
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the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



R11-2R



R11-2T



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

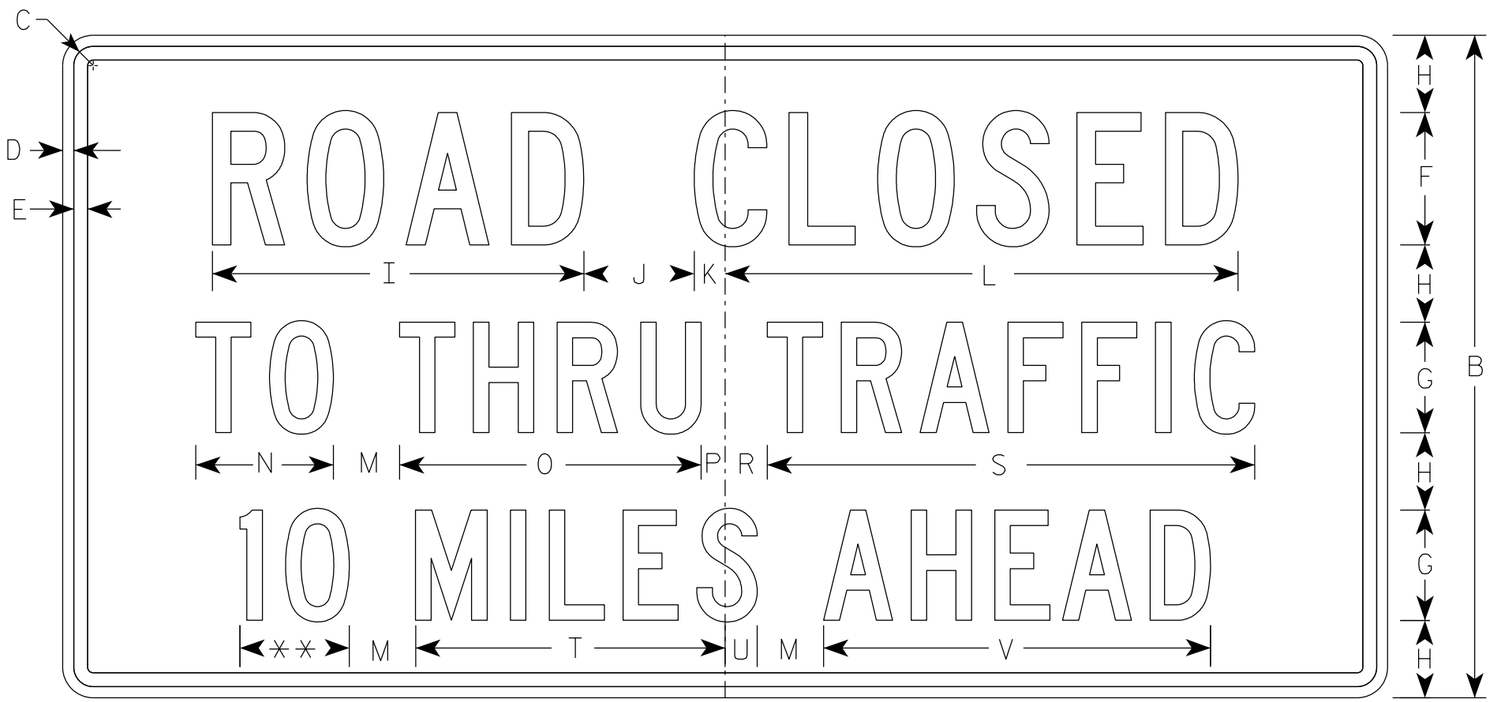
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2021 PLATE NO. R11-2.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 468	E

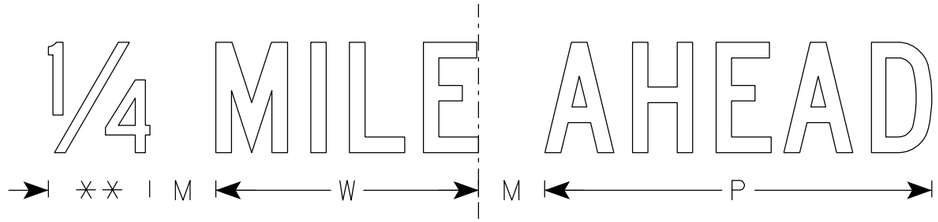
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3

** See Note 5



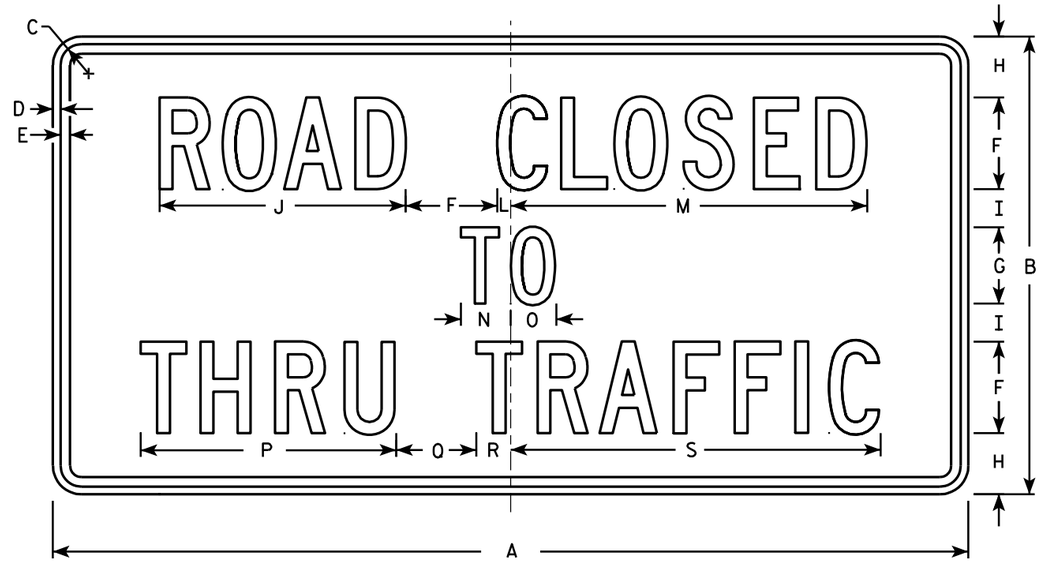
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/4	3/8	3/8	4	3	2	11 1/4	3	1 1/8	15 3/8	2	3 3/4	8 1/4	5/8		1 3/8	13 1/4	8 3/8	7/8	10 1/2	7 1/8				4.5
2S	60	30	1 3/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
2M	60	30	1 3/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
3																											
4																											
5																											

STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 6/14/2021 PLATE NO. R11-3.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 469	E



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	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

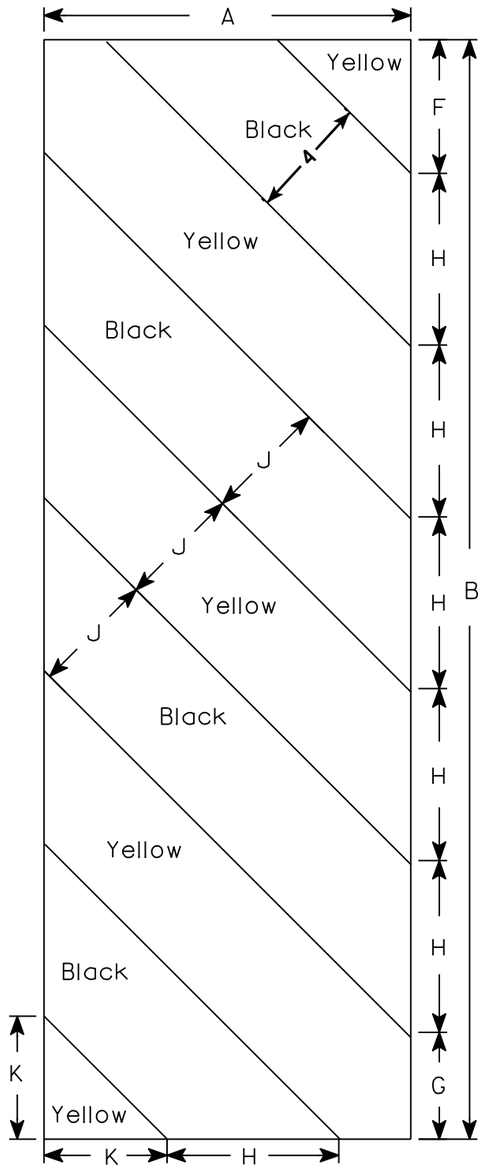
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

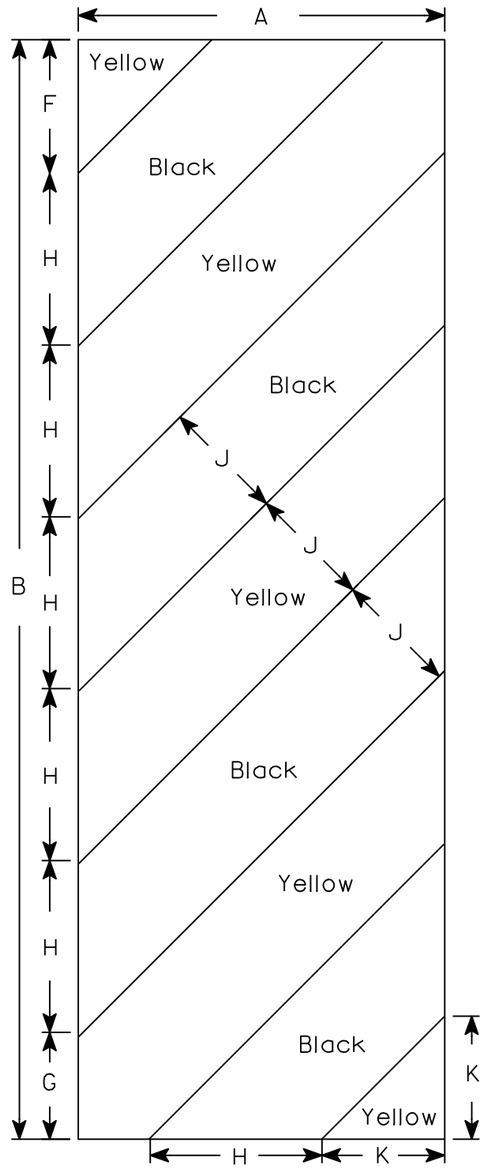
APPROVED Matthew R Rauch for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 470	E



W5-52L



W5-52R

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54				6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

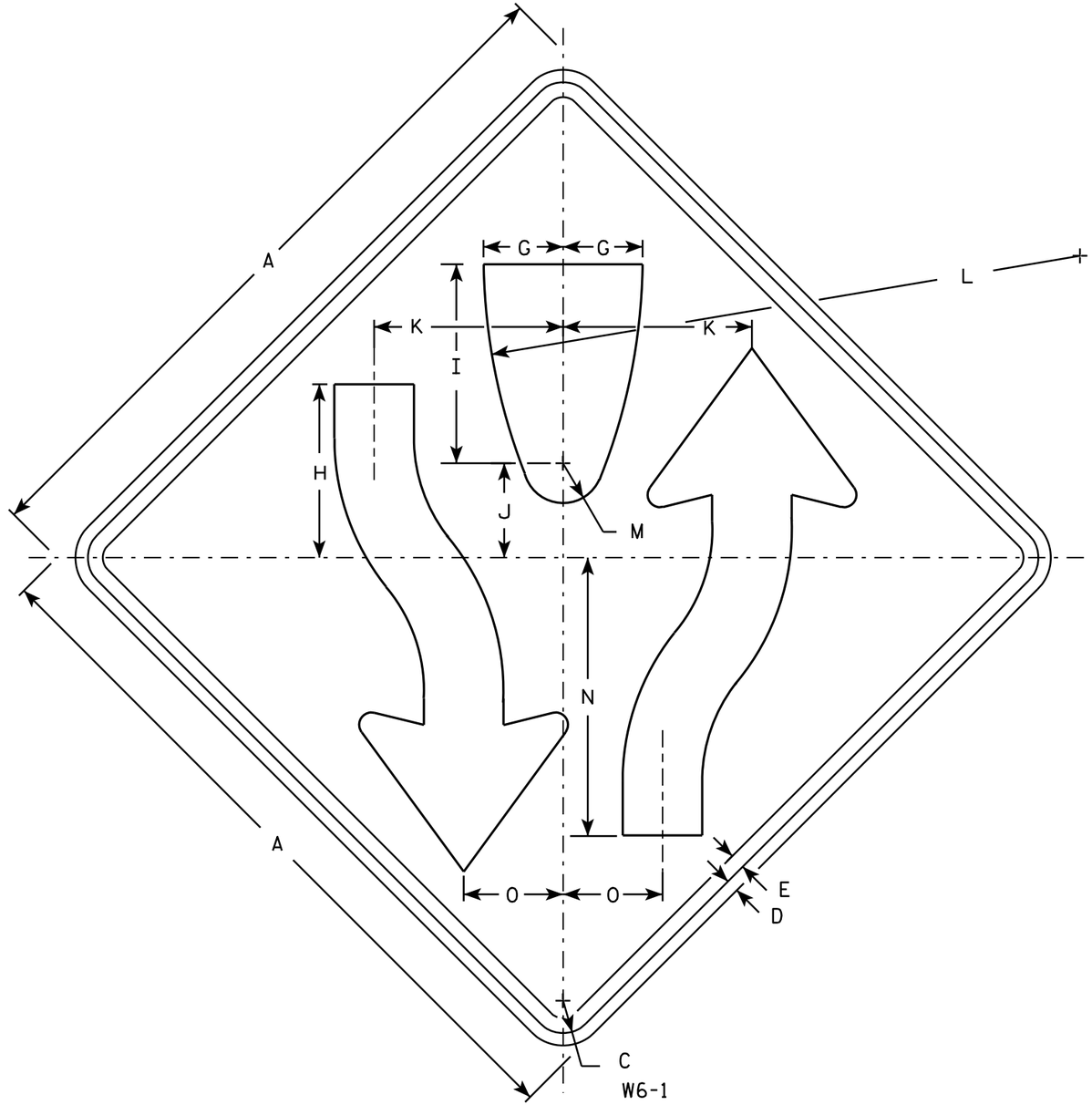
W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

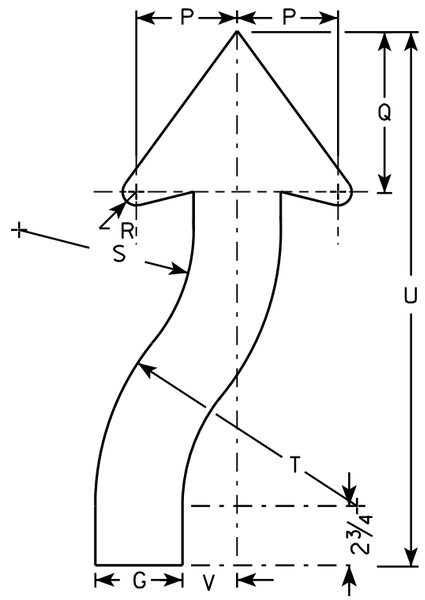
DATE 5/29/12 PLATE NO. W5-52.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 471 | 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
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W6-2 same as W6-1 but is rotated 180° when mounted.



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	30		1 3/8	1/2	5/8		3 1/4	8	8 1/4	4 1/8	7 7/8	25	1 3/4	11 5/8	4 1/8	3 7/8	6 3/4	5/8	6 5/8	9 7/8	21 5/8	2					6.25
2S	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
2M	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
3																											
4	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
5	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0

STANDARD SIGN
W6-1 & W6-2

WISCONSIN DEPT OF TRANSPORTATION

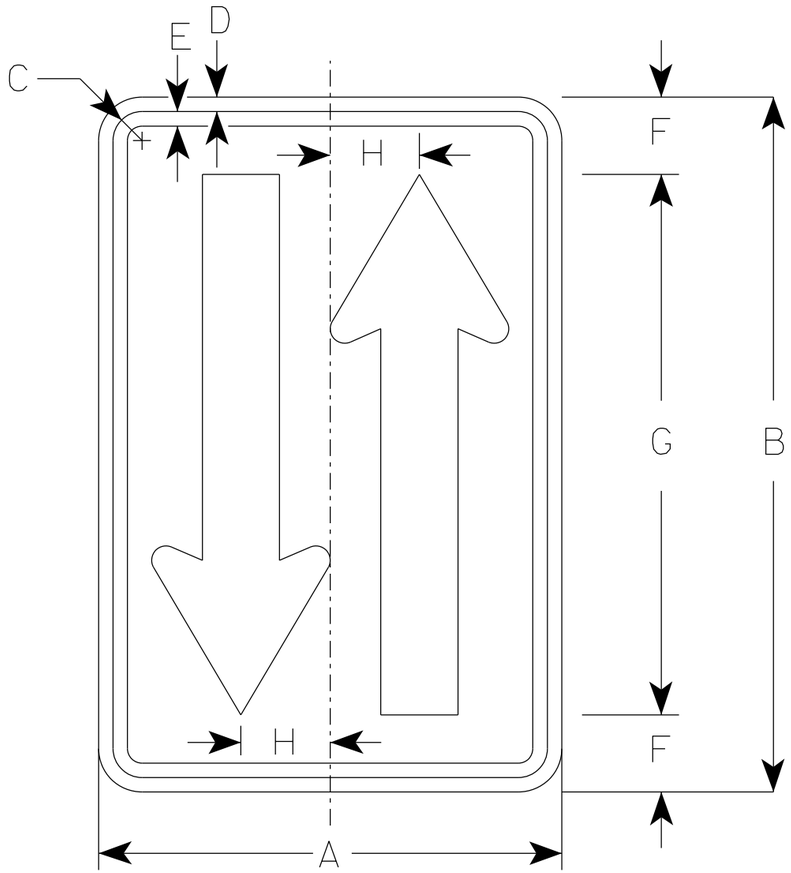
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W6-1.14

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 472	E

7

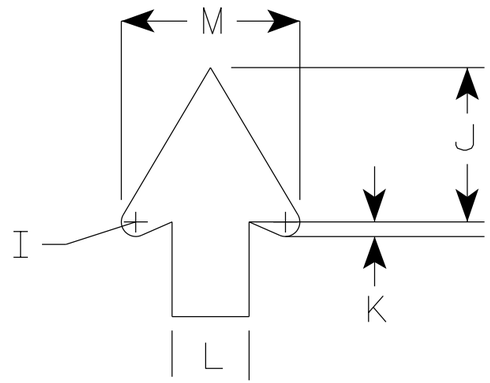
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W61.DGN PLOT DATE : 12-MAR-2013 14:02 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.946657:1.000000
WISDOT/CADDS SHEET 42



W6-4

NOTES

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



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	18	1 1/8	3/8	3/8	2	14	2 1/4	3/8	4	1/8	2	4 5/8														1.5
2M	12	18	1 1/8	3/8	3/8	2	14	2 1/4	3/8	4	1/8	2	4 5/8														1.5
3																											
4																											
5																											

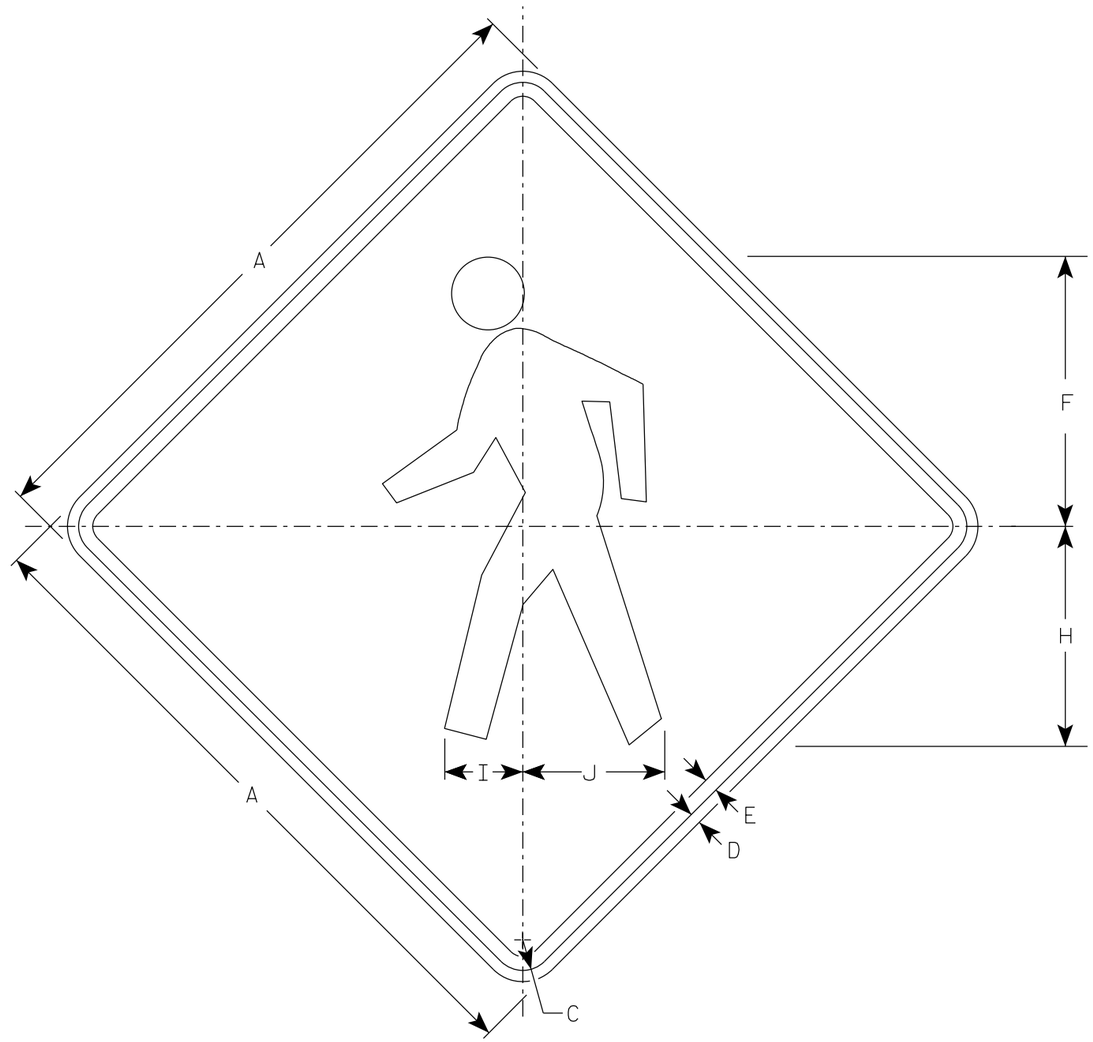
STANDARD SIGN
W6-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2021 PLATE NO. W6-4.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W11-2

NOTES

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

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

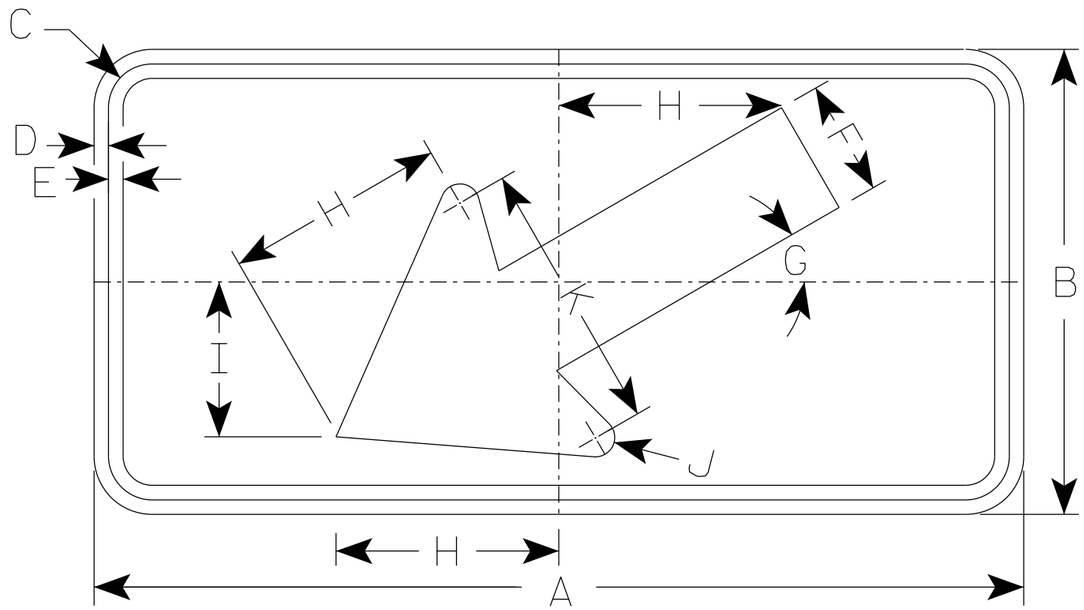
STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/8/2020 PLATE NO. W11-2.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 474	E



W16-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W16-7R is the same as W16-7L except the arrow is reversed along the vertical centerline.

* For 36" x 36" Warning Signs, use 30" x 18" W16-7L signs.
* For 48" x 48" Warning Signs, use 48" x 24" W16-7L signs.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	3	30°	5 3/4	4	1/2	7																2.0
* 2M	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
* 3	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
* 4	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
5																											

STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

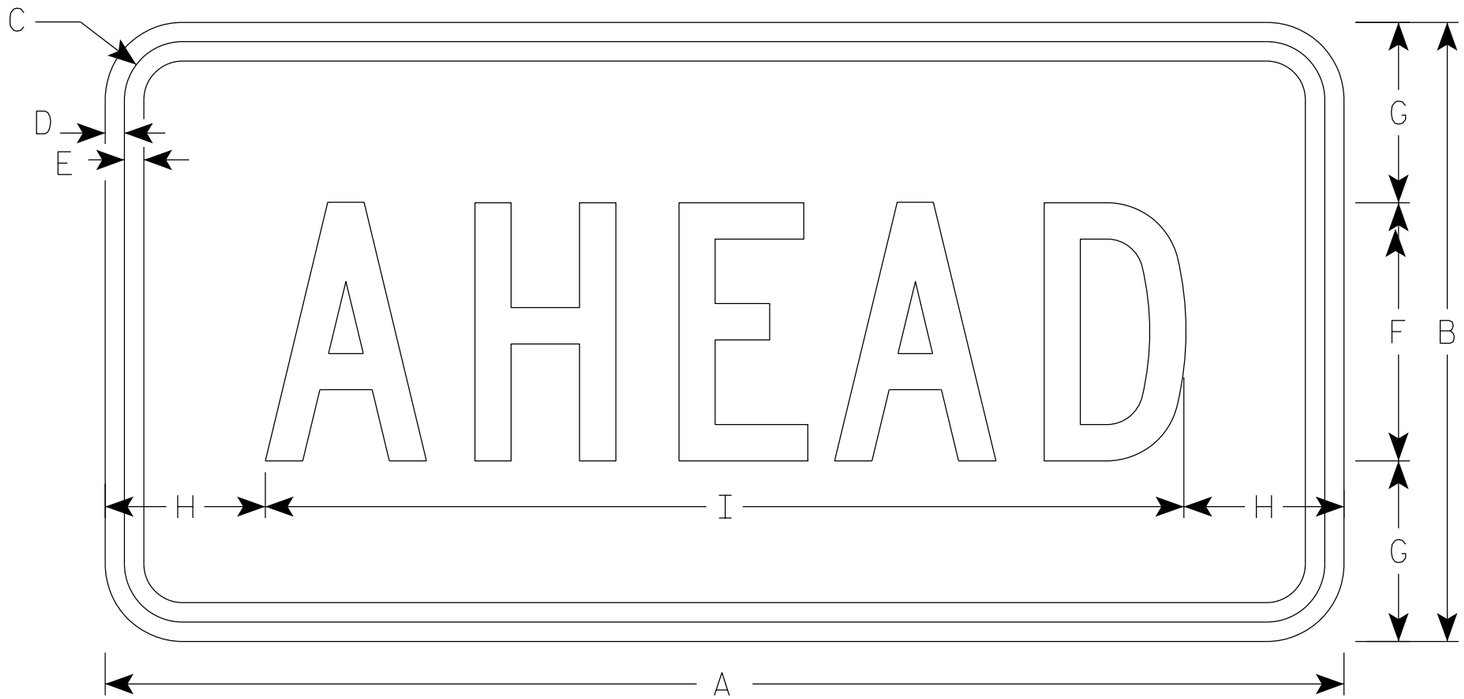
DATE 3/16/2021 PLATE NO. W16-7.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 475 E

7

NOTES

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



W16-9P

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

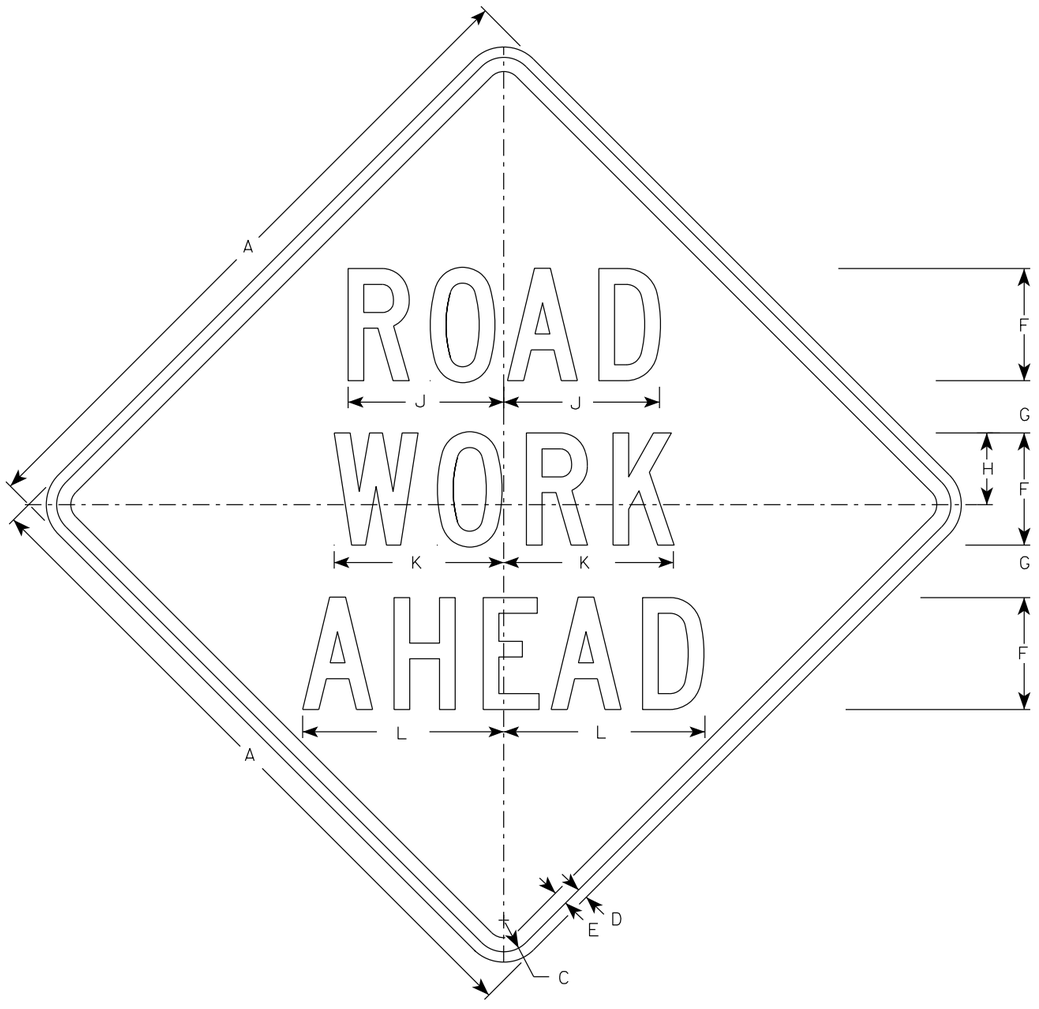
STANDARD SIGN
W16-9P

WISCONSIN DEPT OF TRANSPORTATION

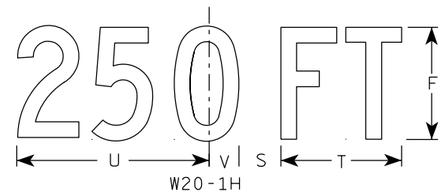
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/7/19 PLATE NO. W16-9P.7

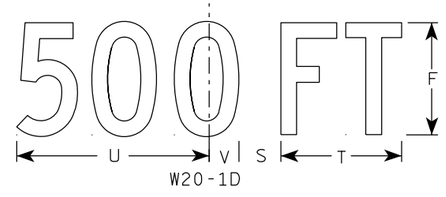
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 476 E



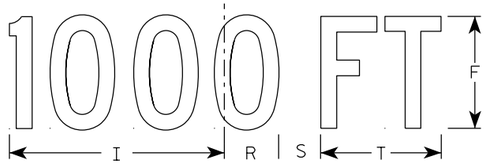
W20-1A



W20-1H



W20-1D

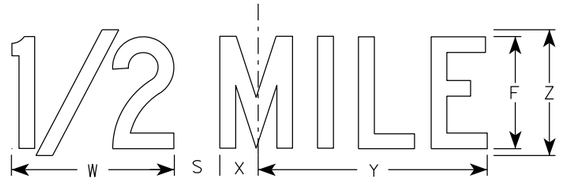


W20-1C

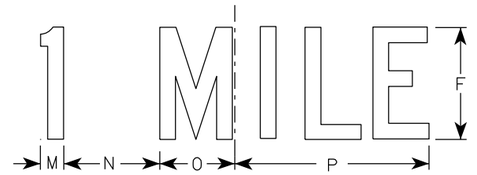
W20-1B

NOTES

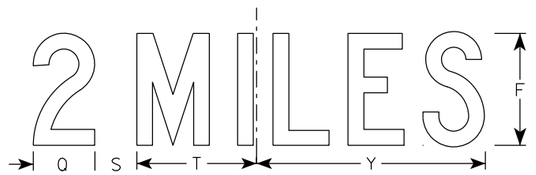
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



W20-1F



W20-1E

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	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

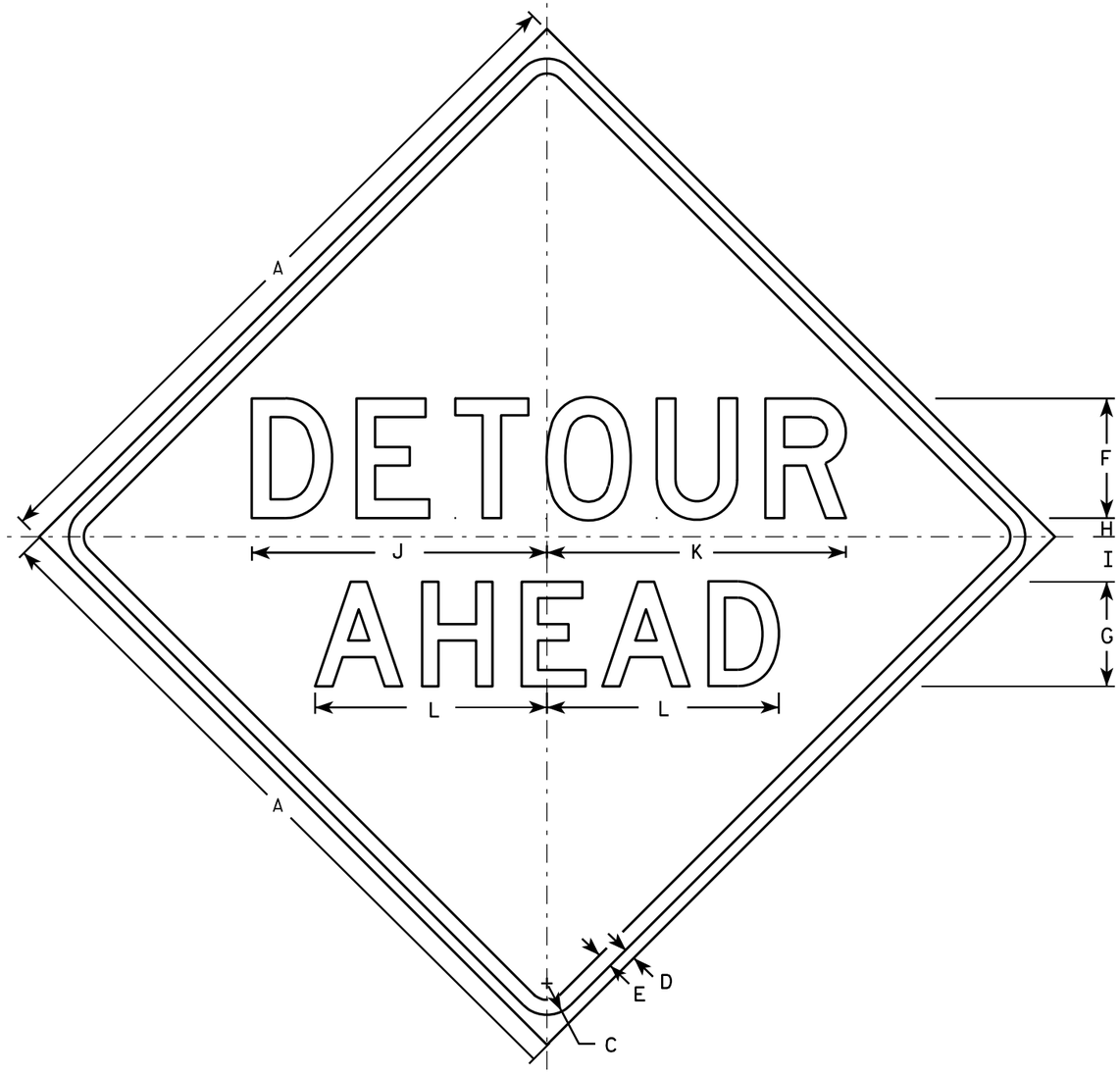
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

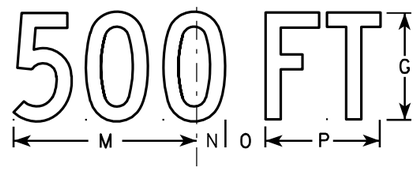
DATE 3/25/2020 PLATE NO. W20-1.11

PROJECT NO:

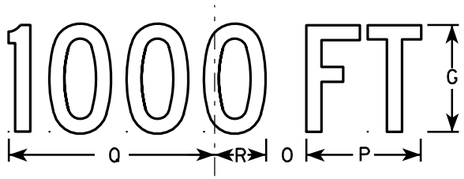
SHEET NO: 477 E



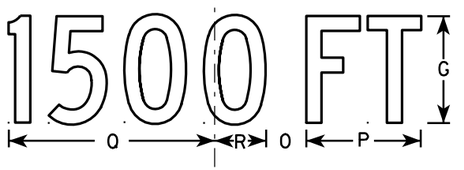
W20-2A



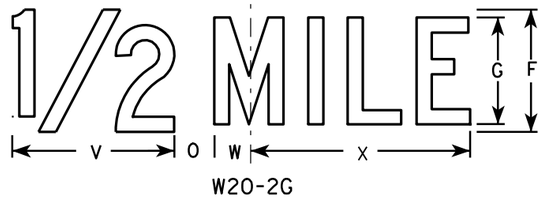
W20-2D



W20-2C



W20-2B



W20-2G

W20-2F

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	O	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

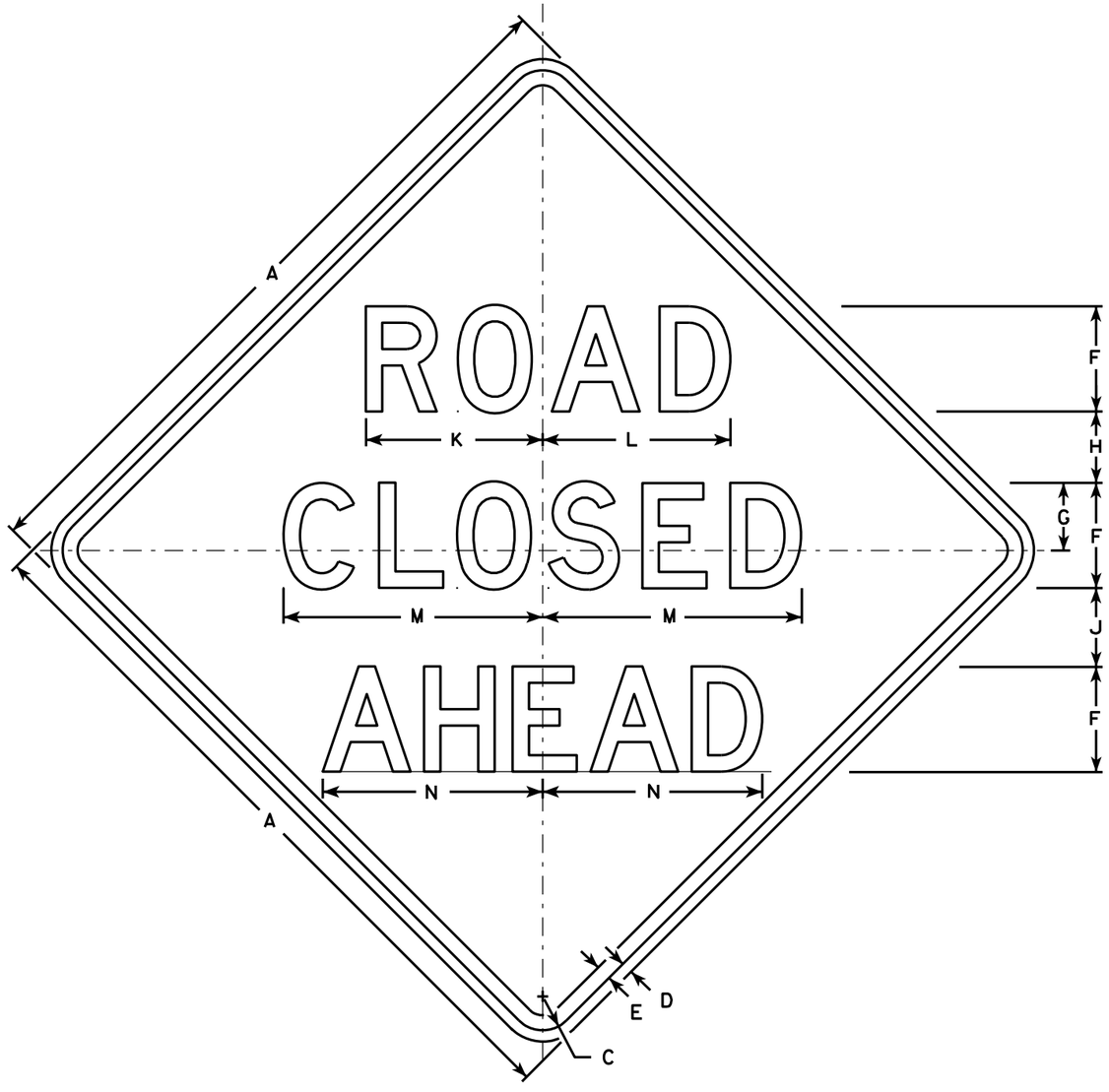
STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

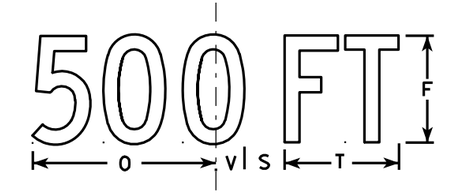
APPROVED Matthew R Rauch
for State Traffic Engineer

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

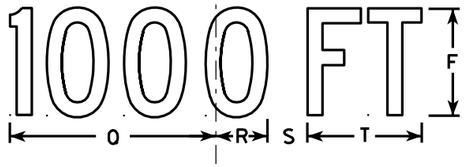
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 478 | E



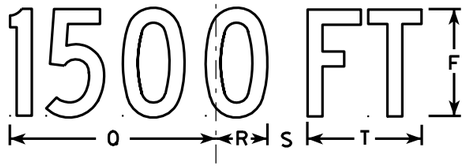
W20-3A



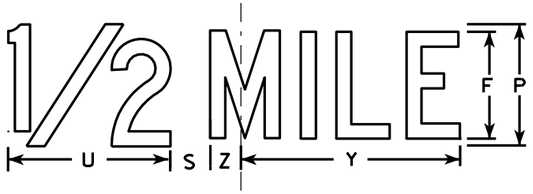
W20-3D



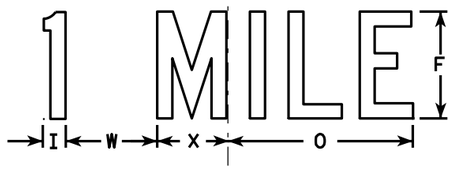
W20-3C



W20-3B



W20-3G



W20-3F

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. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 3/18/11 PLATE NO. W20-3.7

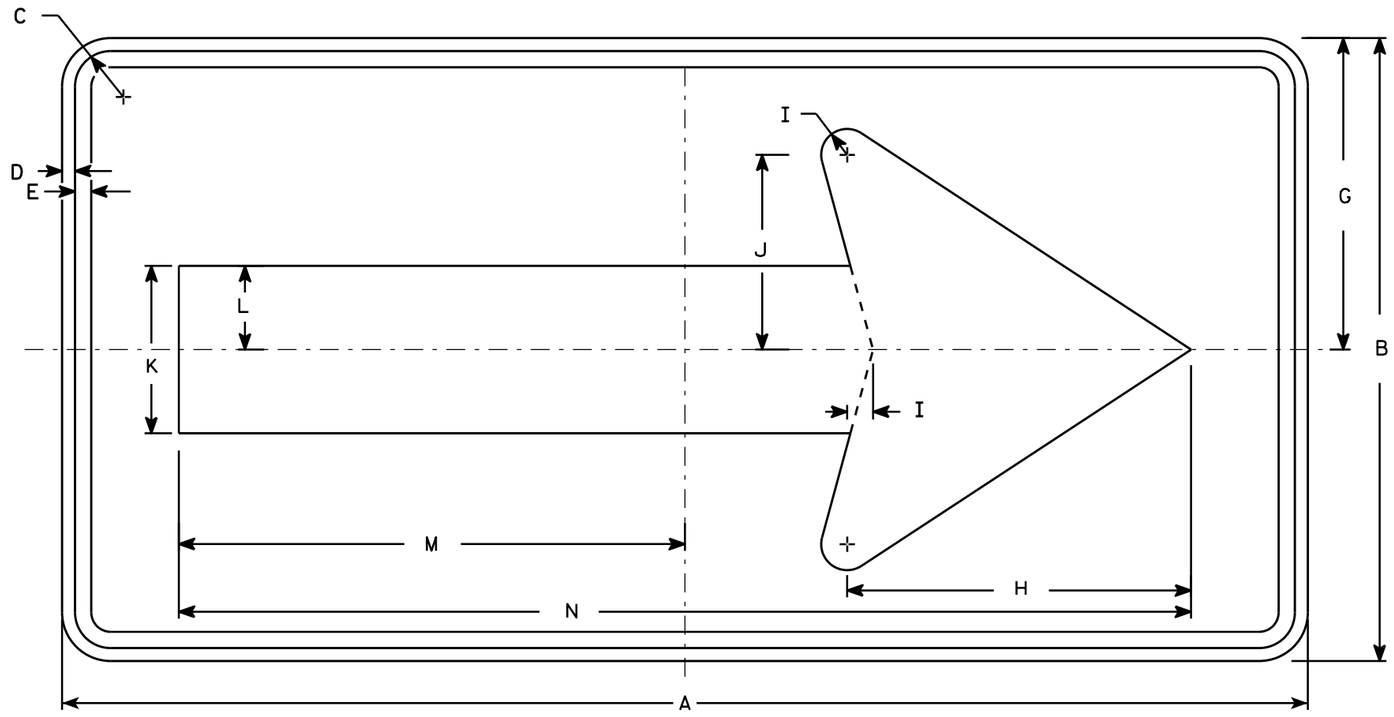
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 479 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W203.DGN PLOT DATE : 18-MAR-2011 12:08 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000

WISDOT/CADDS SHEET 42

7

7



W01-6

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. 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	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
W01-6

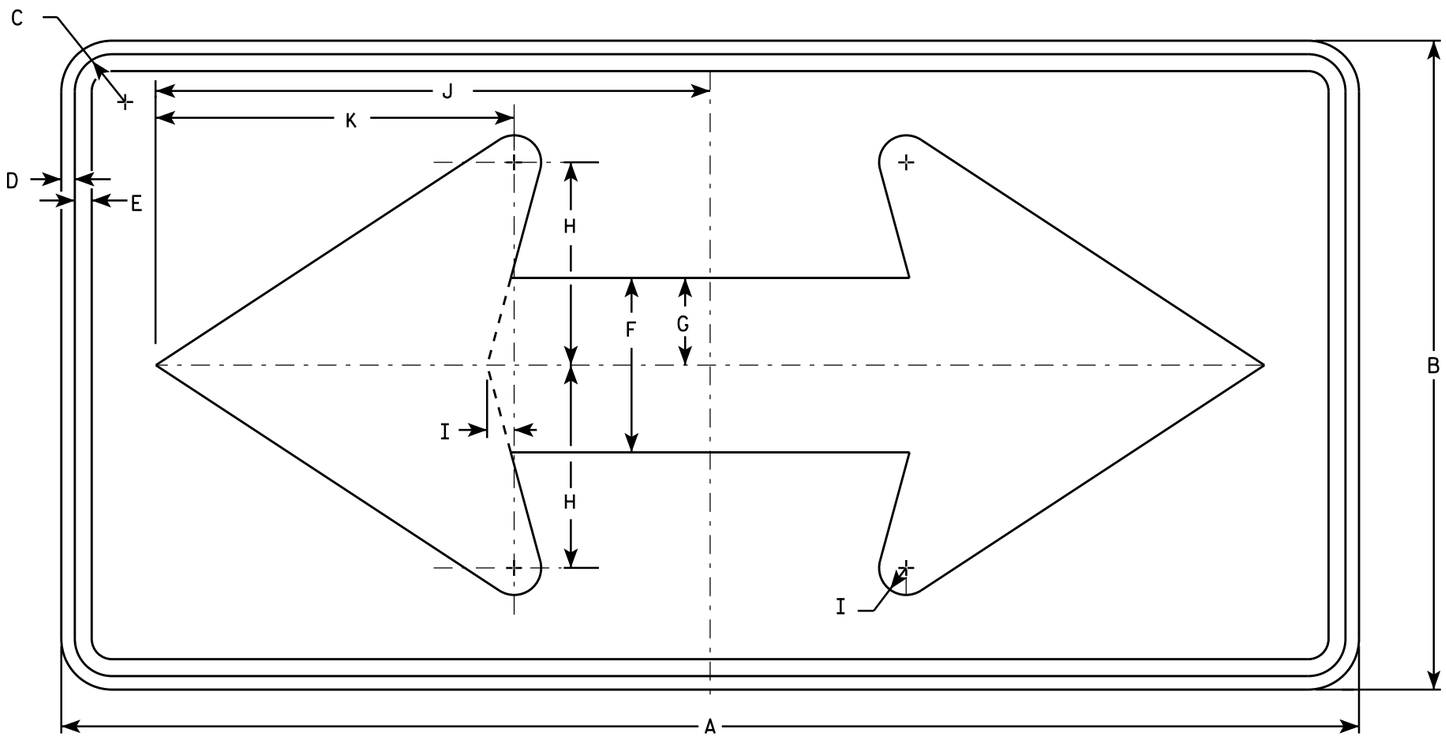
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE W01-6.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42



W01-7

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. 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	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
2M	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
3	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
4	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
5	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5

STANDARD SIGN
W01-7

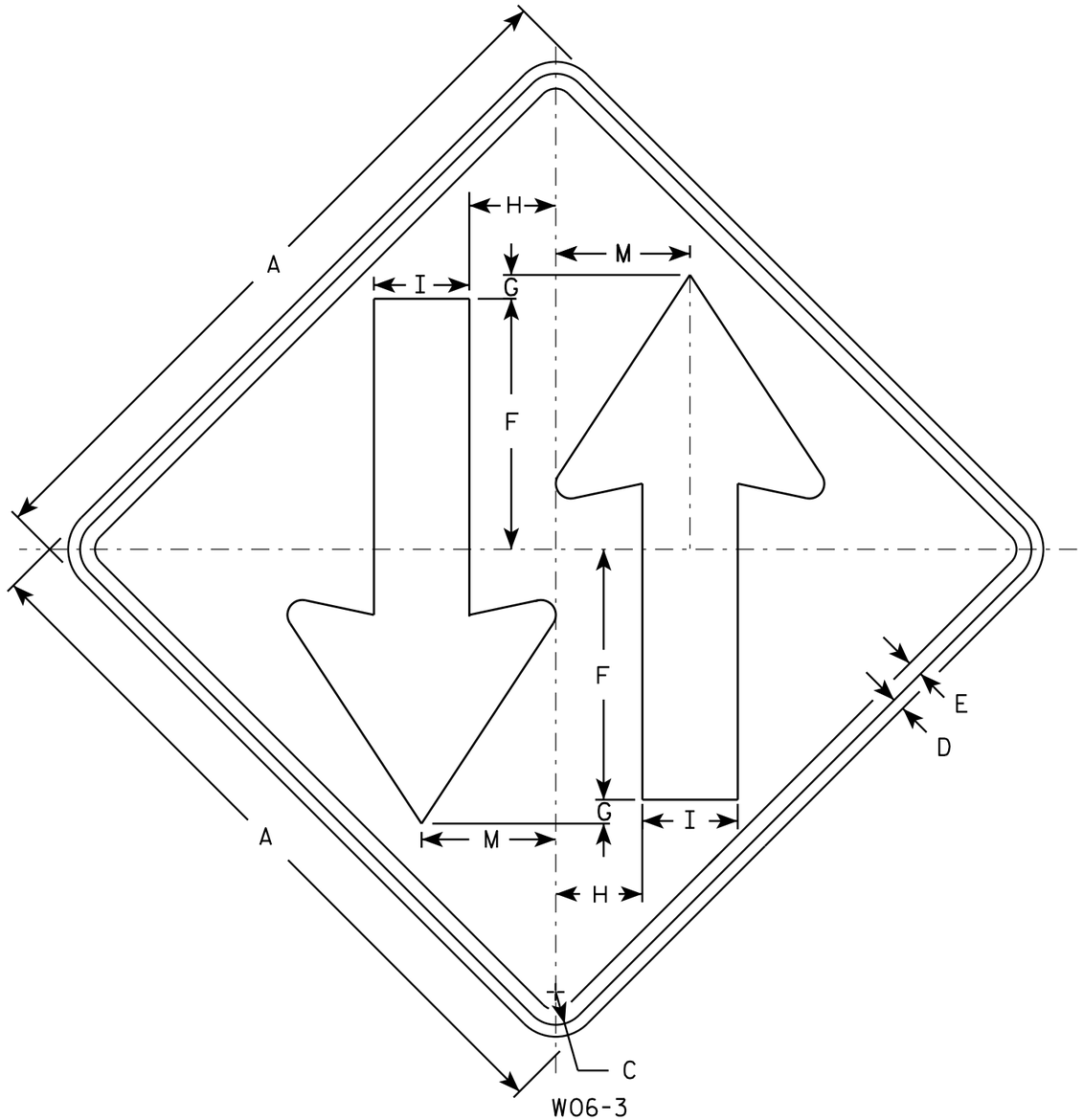
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE 1481 W01-7.1

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

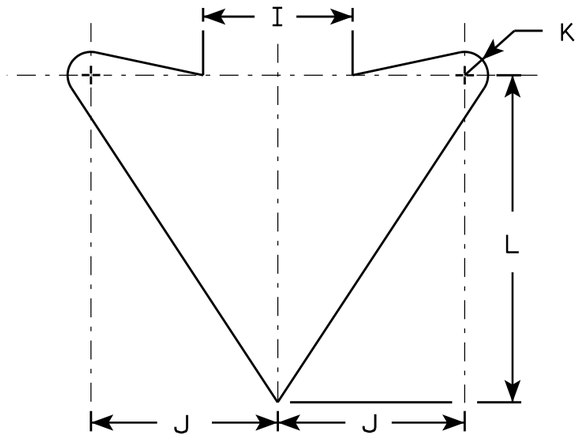
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W017.DGN PLOT DATE : 20-NOV-2013 10:35 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.604022:1.000000 WISDOT/CADDS SHEET 42



W06-3

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



ARROW DETAIL

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

STANDARD SIGN
W06-3

WISCONSIN DEPT OF TRANSPORTATION

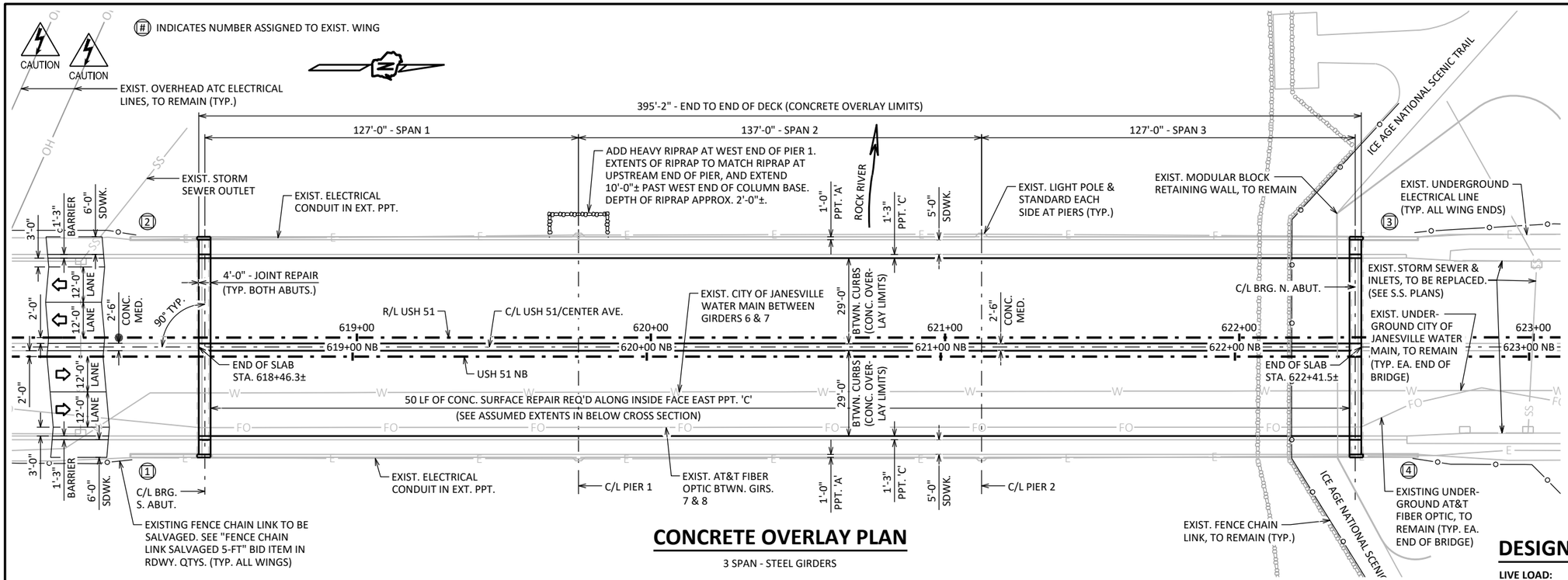
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 482 W06-3.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

STATE PROJECT NUMBER

5350-02-70

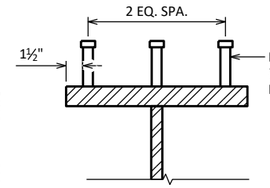


CONCRETE OVERLAY PLAN

3 SPAN - STEEL GIRDERS

LIST OF DRAWINGS:

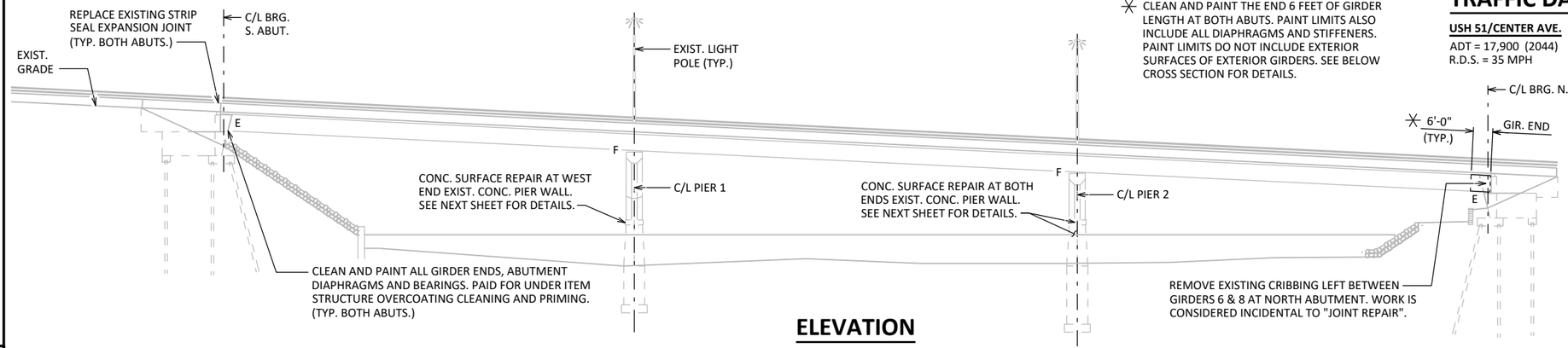
1. GENERAL PLAN
2. NOTES & QUANTITIES
3. STAGING DETAILS
4. JOINT REPAIR REMOVAL DETAILS
5. JOINT REPAIR REINF. DETAILS
6. EXPANSION DEVICE
7. COVER PLATE DETAILS 1
8. COVER PLATE DETAILS 2
9. DECK CONDITION SURVEY



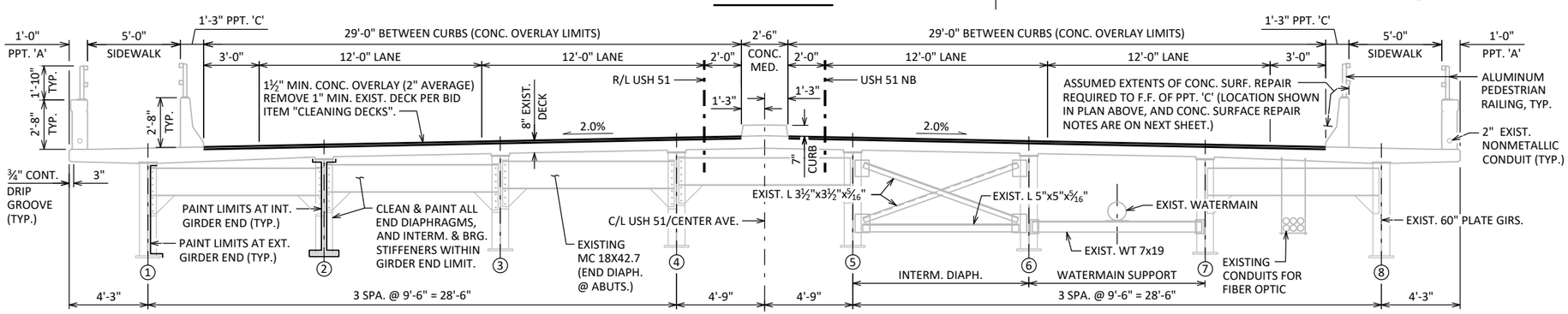
SHEAR CONN. DETAIL

(STUDS MATERIAL - STRUCTURAL CARBON STEEL)

NOTE: SHEAR STUDS PRESENT AT GIRDER ENDS. SALVAGE & TAKE CARE TO AVOID DAMAGE TO EXISTING STUDS DURING JOINT REPAIR CONCRETE REMOVAL. REPLACEMENT OF DAMAGED STUDS ARE INCIDENTAL TO AND PAID FOR UNDER JOINT REPAIR BID ITEM.



ELEVATION



CROSS SECTION THRU ROADWAY LOOKING NORTH

TRAFFIC DATA

USH 51/CENTER AVE.

ADT = 17,900 (2044)
R.D.S. = 35 MPH

DESIGN DATA

LIVE LOAD:

INVENTORY RATING: HS-27
OPERATING RATING: HS-46
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 200 (KIPS)

MATERIAL PROPERTIES:

CONCRETE MASONRY:
SUPERSTRUCTURE — f'_c = 4,000 PSI
ALL OTHER — f'_c = 3,500 PSI

BAR STEEL REINFORCEMENT
GRADE 60 — f_y = 60,000 PSI

STRUCTURAL CARBON STEEL:
ASTM A709, GRADE 36 — f_y = 36,000 PSI

HIGH STRENGTH STRUCTURAL STEEL:
A.S.T.M. A588 (TO & INCLUDING 4" THICK.) — f_y = 50,000 PSI

STRUCTURE DESIGN CONTACTS:
ALEXANDER CRABTREE (608) 266-3686
KYLE BUSCH (608) 267-0465

NO.	DATE	REVISION	BY

BUREAU OF STRUCTURES

ACCEPTED KHB 10/27/23
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-53-153

USH 51/CENTER AVE. OVER ROCK RIVER

COUNTY	CITY
ROCK	JANESVILLE

DESIGN SPEC.
REHABILITATION N/A

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
ARC	MWB	ARC	MWB

GENERAL PLAN

SHEET 1 OF 9
483

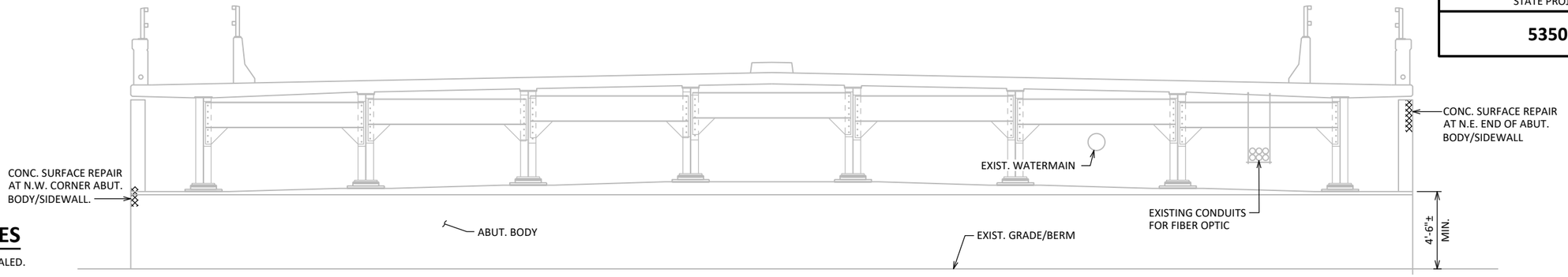
SCALE =

I.D. 5350-02-00B

DATE: OCT. 2023

STATE PROJECT NUMBER

5350-02-70



ABUTMENT SURFACE REPAIRS

(LOOKING NORTH)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE CONCRETE OVERLAY, THE TOP & BACK VERTICAL FACE OF PAVING BLOCKS, EXISTING HORIZ. FACE OF PAVING NOTCH, AND ALL EXPOSED SURFACES OF REPLACEMENT SIDEWALKS & MEDIAN SECTIONS, IN JOINT REPAIR AND CURB REPAIR AREAS.

PIGMENTED SURFACE SEALER TO BE APPLIED TO THE FRONT FACE AND TOP OF NEW PARAPET SURFACES, IN THE JOINT & CONCRETE SURFACE REPAIR AREAS.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

SEAL OVERLAY CONSTRUCTION JOINTS ACCORDING TO SECTION 502.3.13.1 OF THE STANDARD SPECIFICATIONS. COST INCIDENTAL TO BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

A MINIMUM OF 1-INCH OF CONCRETE SHALL BE REMOVED FROM THE ENTIRE BRIDGE DECK UNDER THE BID ITEM "CLEANING DECKS".

THE AVERAGE OVERLAY THICKNESS IS BASED ON THE MINIMUM OVERLAY THICKNESS PLUS ½-INCH TO ACCOUNT FOR VARIATIONS IN THE DECK SURFACE.

ANY EXCAVATION NECESSARY TO COMPLETE THE JOINT REPAIR, AT ABUTMENTS, IS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "JOINT REPAIR".

ANY EXCAVATION NECESSARY TO COMPLETE THE CONCRETE SURFACE REPAIR, AT ABUTMENTS & PIERS, IS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE SURFACE REPAIR".

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED ON A MINIMUM OVERLAY THICKNESS OF 1½" PLACED ABOVE THE DECK SURFACE AFTER SURFACE PREPARATION. EXPECTED AVERAGE OVERLAY THICKNESS IS 2". IF EXPECTED AVERAGE OVERLAY THICKNESS IS EXCEEDED BY MORE THAN ½", CONTACT THE STRUCTURES DESIGN SECTION.

PREPARATION DECKS TYPE 1, PREPARATION DECKS TYPE 2, AND FULL-DEPTH DECK REPAIR AREAS ARE BASED ON THE PLANS AND AS DETERMINED BY THE ENGINEER. QUANTITIES SHOWN ARE APPROXIMATE, AND ADDITIONAL REPAIRS MAY REQUIRED DURING CONSTRUCTION. DECK PREPARATION AND FULL-DEPTH DECK REPAIRS SHALL BE FILLED WITH "CONCRETE MASONRY OVERLAY DECKS".

CURB REPAIR LOCATIONS/AREAS TO BE DETERMINED BY THE FIELD ENGINEER, AND THE QUANTITY SHOWN ON THIS SHEET IS APPROXIMATE. CURB REPAIRS SHALL BE FILLED WITH "CONCRETE MASONRY OVERLAY DECKS".

☆ CLEAN AND PAINT GIRDER ENDS (6FT), DIAPHRAGMS AND BEARINGS, AT BOTH ABUTMENTS ONLY. METAL SURFACES, AFTER CLEANING, TO MEET CLEANLINESS STANDARD SSPC-SP3. THE COLOR OF PAINT IS BROWN (AMS STD. COLOR NO. 20059) OR SIMILAR COLOR APPROVED BY THE ENGINEER. TOTAL ESTIMATED PAINTING AREA IS 2,190 SF.

APPLY BRIDGE SEAT PROTECTION, AS PER SECTION 502.3.12 OF THE STANDARD SPECIFICATION, TO THE TOP SURFACES OF BOTH ABUTMENTS BELOW EXPANSION DEVICES.

ASBESTOS-CONTAINING MATERIAL (ACM) IS PRESENT ON B-53-153. CATEGORY II NON-FRIABLE ACM WAS DETECTED IN THE GRAY CAULK MATERIAL ON PARAPET WALL JOINT SEAMS, AND AROUND/BELOW THE BASE PLATES AND BOLTS OF THE PARAPET WALL RAILS. THIS MATERIAL IS TO BE REMOVED, AS NEEDED, AND PAID FOR UNDER BID ITEM "ABATEMENT OF ASBESTOS CONTAINING MATERIALS B-53-153".

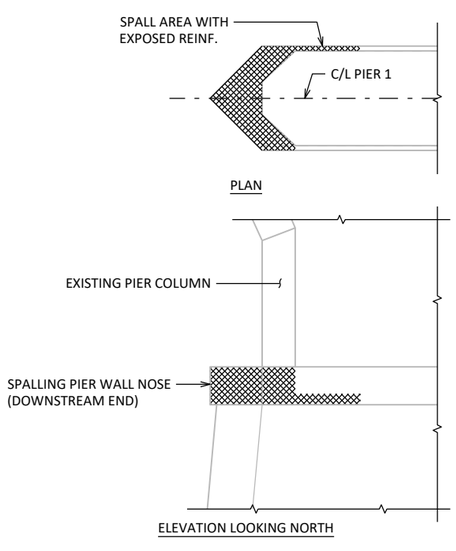
TOTAL ESTIMATED QUANTITIES

	BID ITEM NUMBER	BID ITEMS	UNIT	SUPER.	SOUTH ABUT.	PIER 1	PIER 2	NORTH ABUT.	TOTALS
	203.0211.S	ABATEMENT OF ASBESTOS CONTAINING MATERIAL B-53-153	EACH	1	———	———	———	———	1
	502.3101	EXPANSION DEVICE	LF	———	73	———	———	73	146
	502.3200	PROTECTIVE SURFACE TREATMENT	SY	2,585	———	———	———	———	2,585
	502.3210	PIGMENTED SURFACE SEALER	SY	48	———	———	———	———	48
	502.4205	ADHESIVE ANCHORS NO. 5 BAR	EACH	———	74	———	———	74	148
	505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	———	2,730	———	———	2,730	5,460
	505.0904	BAR COUPLERS NO. 4	EACH	———	8	———	———	8	16
	505.0906	BAR COUPLERS NO. 6	EACH	———	26	———	———	26	52
	509.0301	PREPARATION DECKS TYPE 1	SY	90	———	———	———	———	90
	509.0302	PREPARATION DECKS TYPE 2	SY	345	———	———	———	———	345
	509.0500	CLEANING DECKS	SY	2,495	———	———	———	———	2,495
	509.1000	JOINT REPAIR	SY	———	33	———	———	33	66
	509.1200	CURB REPAIR	LF	10	———	———	———	———	10
	509.1500	CONCRETE SURFACE REPAIR	SF	104	———	20	23	12	159
	509.2000	FULL-DEPTH DECK REPAIR	SY	3	———	———	———	———	3
	509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	202.9	———	———	———	———	203
	513.9006.S	REMOVING AND RESETTING TUBULAR RAILING B-53-153	EACH	1	———	———	———	———	1
☆	517.3001.S	STRUCTURE OVERCOATING CLEANING AND PRIMING B-53-153	EACH	1	———	———	———	———	1
	517.4001.S	CONTAINMENT AND COLLECTION OF WASTE MATERIALS B-53-153	EACH	1	———	———	———	———	1
	517.6001.S	PORTABLE DECONTAMINATION FACILITY	EACH	1	———	———	———	———	1
	606.0300	RIPRAP HEAVY	CY	———	———	36	———	———	36
		NON-BID ITEMS							
		BRIDGE SEAT PROTECTION							

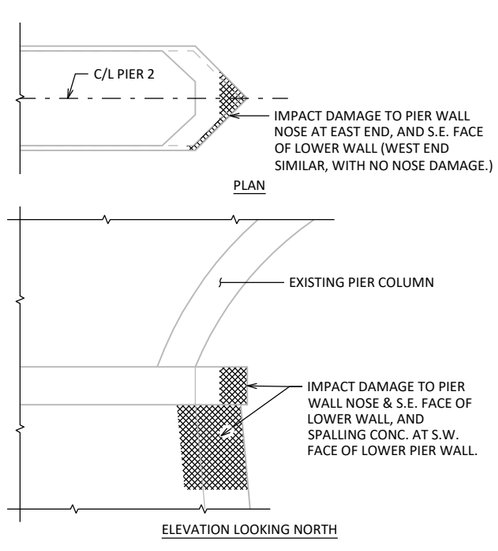
CONCRETE SURFACE REPAIR NOTES

SURFACE REPAIR DETAILS DEPICT THE GENERAL TYPES AND LOCATIONS OF REPAIRS, AND MAY NOT BE ALL INCLUSIVE. QUANTITIES SHOWN ARE APPROXIMATE. ADDITIONAL REPAIRS MAY BE REQUIRED DURING CONSTRUCTION AND SHOULD BE PERFORMED AS DIRECTED BY THE FIELD ENGINEER.

CONTRACTOR SHALL EMPLOY METHODS TO PREVENT REMOVED CONCRETE MATERIAL FROM ENTERING WATERWAY.



PIER 1 - CONC. SURFACE REPAIR



PIER 2 - CONC. SURFACE REPAIR

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-53-153

DRAWN BY ARC | PLANS CK'D MWB

NOTES & QUANTITIES

SHEET 2
484

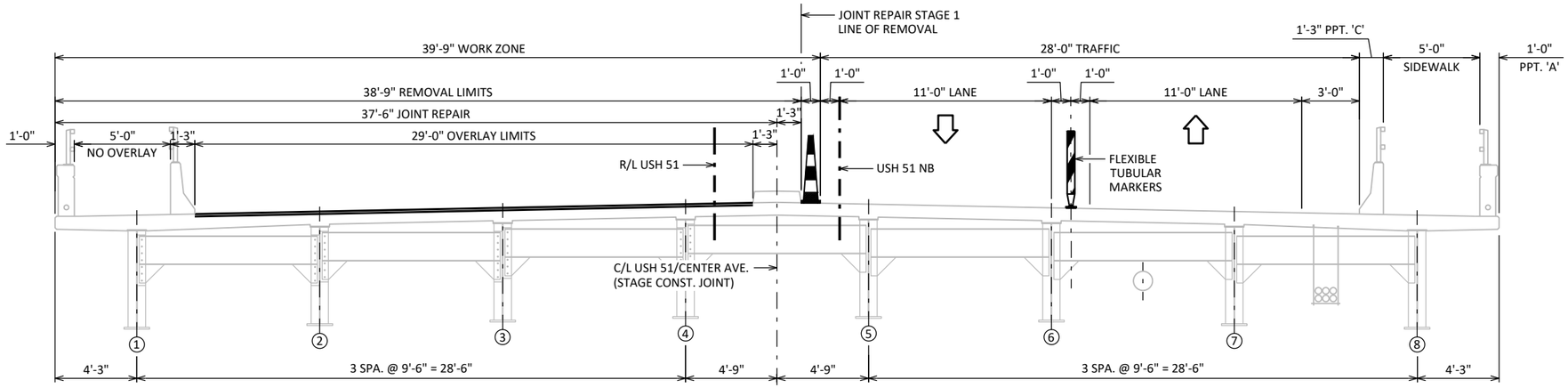
SCALE =

8

8

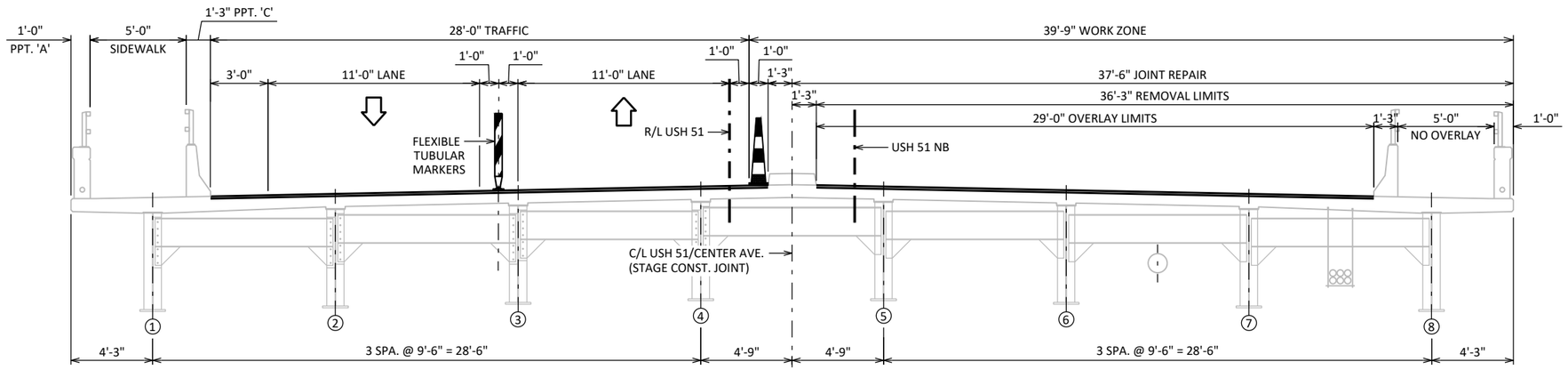
STATE PROJECT NUMBER

5350-02-70



STAGE 1 TRAFFIC & CONSTRUCTION

LOOKING NORTH



STAGE 2 TRAFFIC & CONSTRUCTION

LOOKING NORTH

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-53-153

DRAWN BY ARC | PLANS CK'D MWB

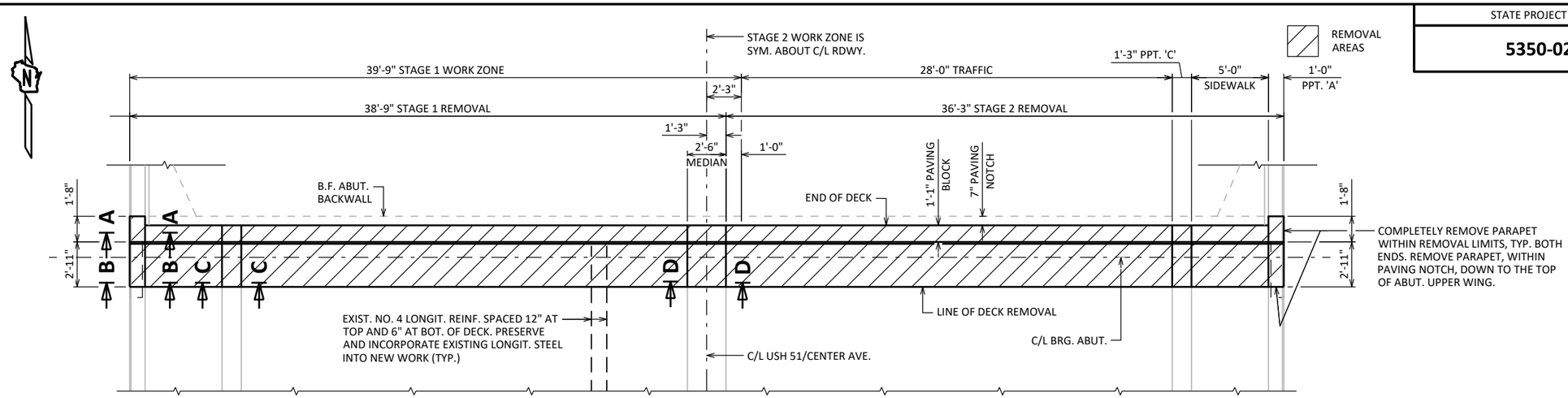
STAGING DETAILS

SHEET 3
485

SCALE =

STATE PROJECT NUMBER

5350-02-70

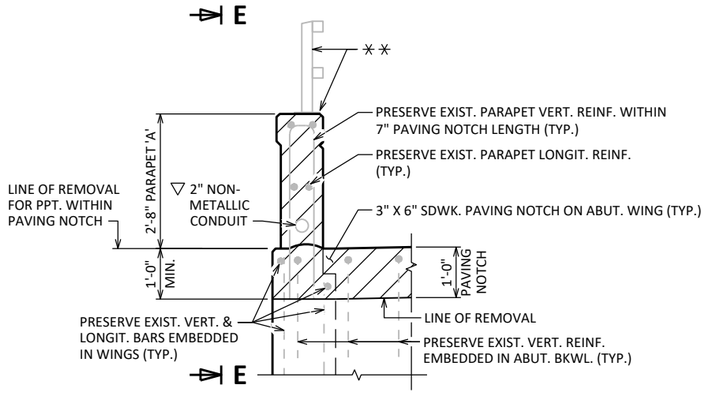


REMOVAL PLAN

(N. ABUT. SHOWN, S. ABUT. SIMILAR)

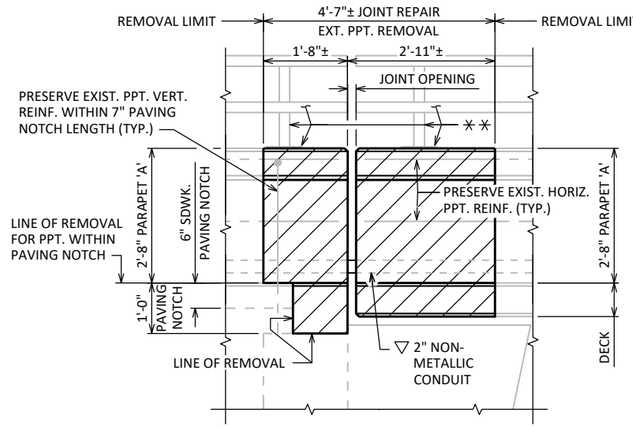
⁑⁑ REMOVE EXIST. RAIL AS NEEDED TO PERFORM JOINT REPAIR. SALVAGE AND REUSE EXISTING METAL RAIL, RAIL POSTS, AND CONNECTION ELEMENTS. NOTE THAT ASBESTOS ABATEMENT IS REQUIRED FOR CAULKING AROUND PARAPET RAIL BASE PLATES & BOLTS. WORK TO REMOVE EXIST. RAIL, CONNECTION ELEMENTS, AND THE FINISHING AND PLACEMENT OF NEW SEALANT TO BE INCLUDED IN BID ITEM "REMOVING AND RESETTING TUBULAR RAILING B-53-153".

▽ PRESERVE EXIST. EXP. FITTINGS & 2" DIA. CONDUIT AT JOINT REPAIR. COST TO REPLACE DAMAGED CONDUIT & EXP. FITTINGS CONSIDERED INCIDENTAL TO JOINT REPAIR BID ITEM (TYP.)



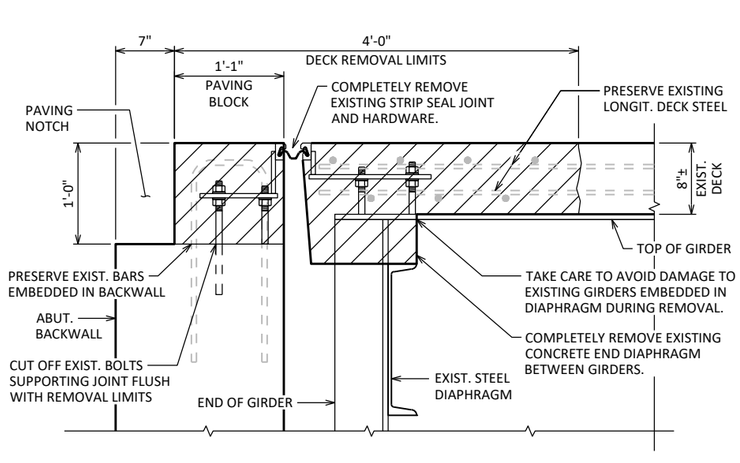
SECTION A-A

(SHOWING REMOVAL AT PAVING BLOCK SIDE OF JOINT)



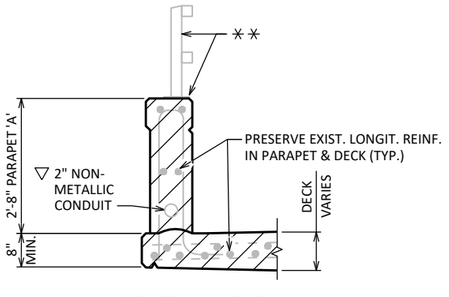
SECTION E-E

(SHOWING REMOVAL LIMITS AT EXTERIOR PARAPETS. EXISTING REINF. NOT SHOWN FOR CLARITY.)



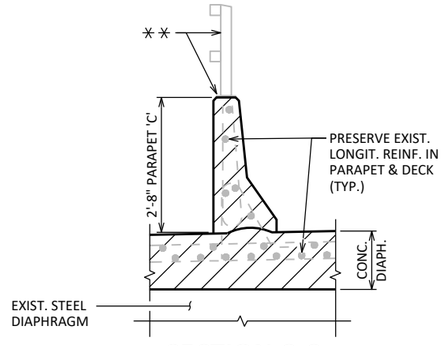
JOINT REMOVAL SECTION

(NORMAL TO C/L SUBSTRUCTURE)



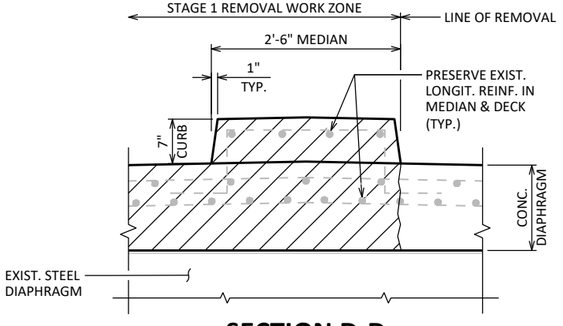
SECTION B-B

(SHOWING REMOVAL AT DECK SIDE OF JOINT)



SECTION C-C

(SHOWING REMOVAL AT DECK SIDE OF JOINT)



SECTION D-D

(SHOWING REMOVAL AT DECK SIDE OF JOINT)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-53-153

DRAWN BY ARC | PLANS CK'D MWB

JOINT REPAIR REMOVAL DETAILS

SHEET 4
486

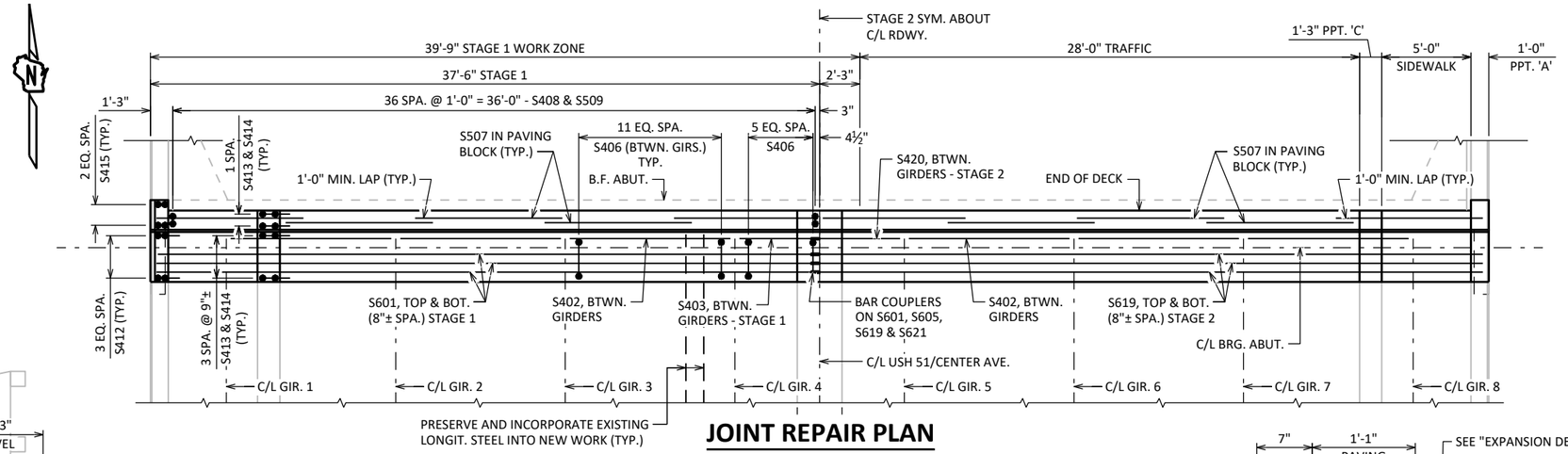
SCALE =

8

8

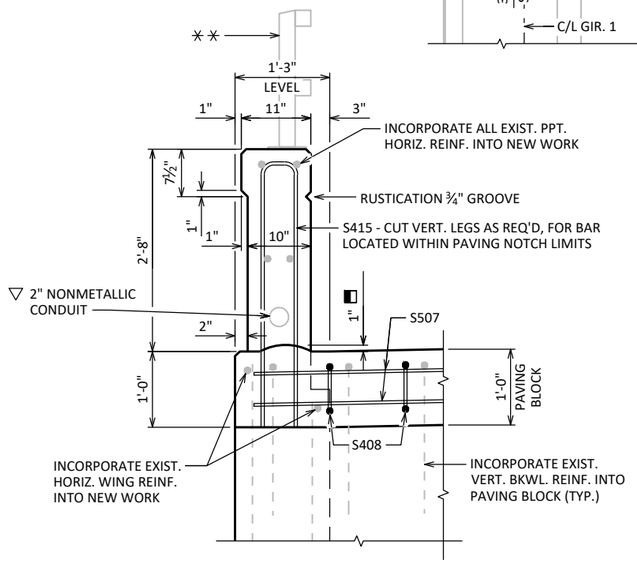
STATE PROJECT NUMBER

5350-02-70



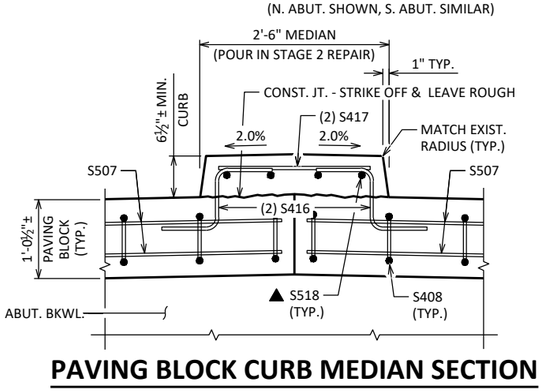
JOINT REPAIR PLAN

(N. ABUT. SHOWN, S. ABUT. SIMILAR)



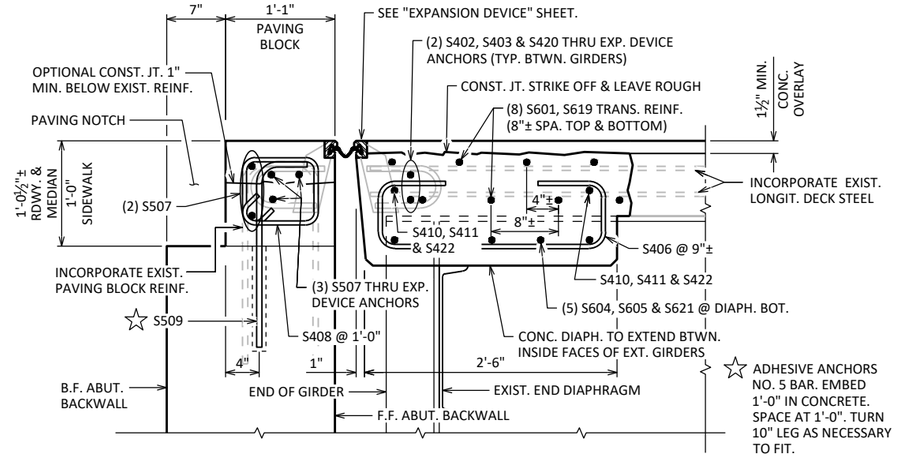
VERT. FACE PARAPET 'A' SECTION

(SHOWING REINF. AT PAVING BLOCK SIDE OF JOINT)



PAVING BLOCK CURB MEDIAN SECTION

(STAGE 1 & 2 JOINT REPAIR REINF. DETAILS - S509 ANCHORS NOT SHOWN FOR CLARITY.)



SECTION THRU JOINT REPAIR AT ABUTMENT

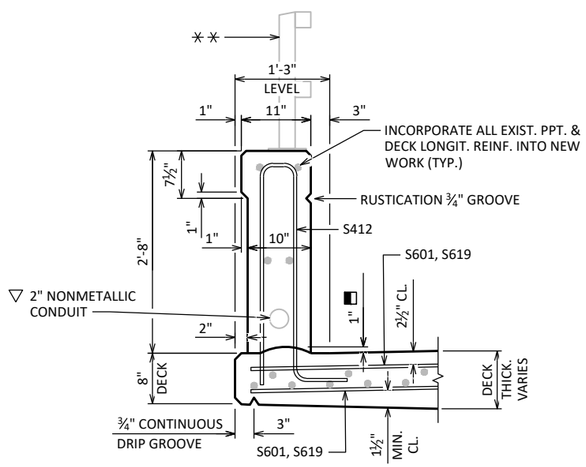
(NORMAL TO C/L SUBSTRUCTURE)

▲ HORIZ. BAR IN SLOPED FACE PPT. 'C' AND MEDIAN, ON PAVING BLOCK ONLY.

◧ CONST. JOINT - STRIKE OFF AND LEAVE ROUGH.

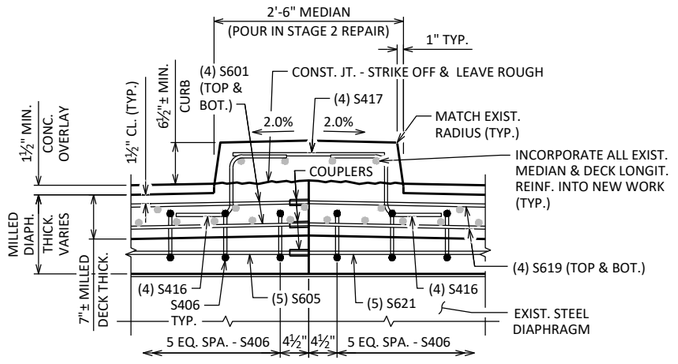
✳✳ REMOVE EXIST. RAIL AS NEEDED TO PERFORM JOINT REPAIR. SALVAGE AND REUSE EXISTING METAL RAIL, RAIL POSTS, AND CONNECTION ELEMENTS. NOTE THAT ASBESTOS ABATEMENT IS REQUIRED FOR CAULKING AROUND PARAPET RAIL BASE PLATES & BOLTS. WORK TO REMOVE EXIST. RAIL, CONNECTION ELEMENTS, AND THE FINISHING AND PLACEMENT OF NEW SEALANT TO BE INCLUDED IN BID ITEM "REMOVING AND RESETTING TUBULAR RAILING B-53-153".

▽ PRESERVE EXIST. EXP. FITTINGS & 2" DIA. CONDUIT AT JOINT REPAIR. COST TO REPLACE DAMAGED CONDUIT & EXP. FITTINGS CONSIDERED INCIDENTAL TO JOINT REPAIR BID ITEM (TYP.)



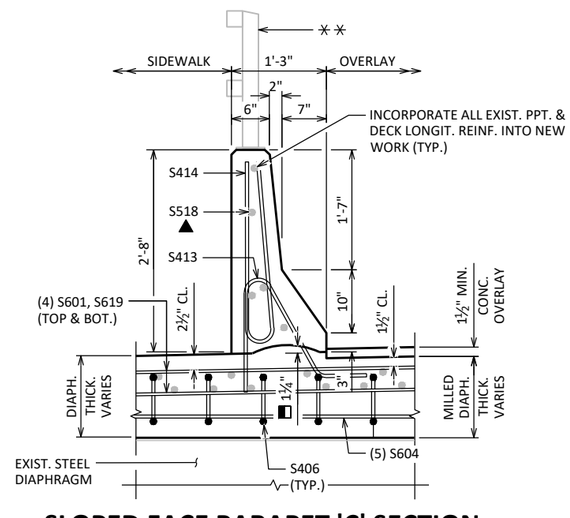
VERT. FACE PARAPET 'A' SECTION

(SHOWING REINF. AT DECK SIDE OF JOINT)



DECK CURB MEDIAN SECTION

(STAGE 1 & 2 JOINT REPAIR REINF. DETAILS - S411 & S422 BARS NOT SHOWN FOR CLARITY.)



SLOPED FACE PARAPET 'C' SECTION

(SHOWING REINF. AT DECK SIDE OF JOINT - S410 BARS NOT SHOWN FOR CLARITY.
PAVING BLOCK SIDE SIMILAR, EXCEPT EXISTING HORIZ BARS REPLACED WITH S518 BARS.)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-53-153

DRAWN BY ARC | PLANS CK'D MWB

JOINT REPAIR REINF. DETAILS

SHEET 5
487

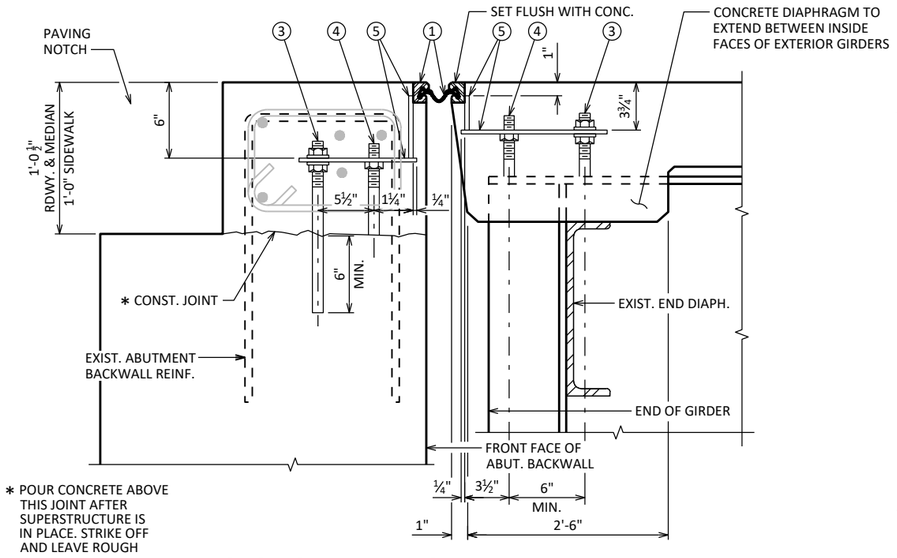
SCALE =

8

8

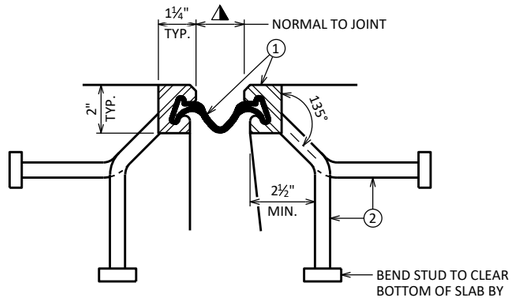
STATE PROJECT NUMBER

5350-02-70



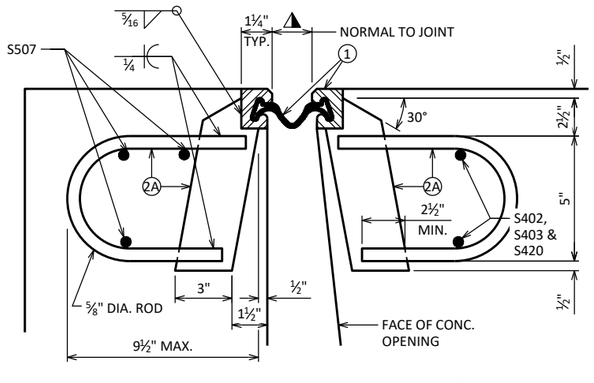
SECTION THRU JOINT AT ABUTMENT

NORMAL TO C/L SUBSTRUCTURE



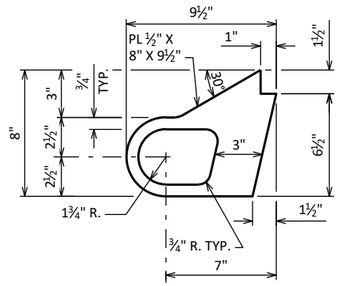
SECTION THRU JOINT

EXTERIOR GIRDER TO EDGE OF DECK AND AT PARAPETS, MEDIANS AND SIDEWALKS

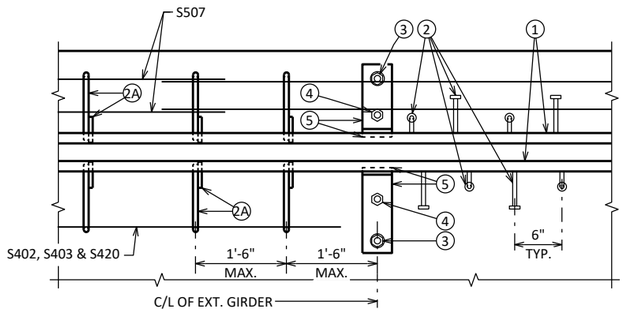


SECTION THRU JOINT

ROADWAY TRAFFIC AREA BETWEEN EXTERIOR GIRDERS



ALTERNATE STRIP SEAL ANCHOR



PART PLAN

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

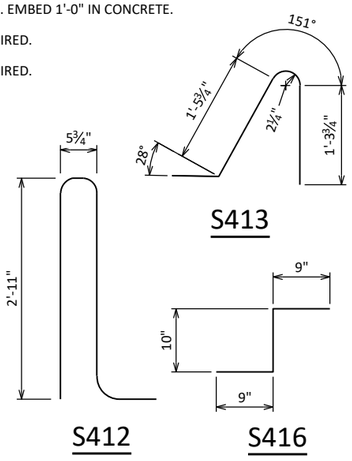
	BAR MARK	COAT	SOUTH ABUT	NORTH ABUT.	LENGTH	BENT	BAR SERIES	LOCATION
S01	S601	X	8	8	37'-3"			DECK TRANS. @ JOINT REPAIR - STAGE 1
	S402	X	12	12	9'-0"			DECK TRANS. THRU EXP. DEVICE ANCHORS
S01	S403	X	2	2	4'-6"			DECK TRANS. THRU EXP. DEVICE ANCHORS - STAGE 1
	S604	X	30	30	8'-6"			ABUT. DIAPHRAGM BOTTOM
S01	S605	X	5	5	4'-3"			ABUT. DIAPHRAGM BOTTOM - STAGE 1
	S406	X	84	84	4'-7"	X		ABUT. DIAPHRAGM - VERT.
	S507	X	50	50	8'-3"			ABUT. PAVING BLOCK - HORIZ.
	S408	X	74	74	3'-4"	X		ABUT. PAVING BLOCK STIRRUPS
M03	S509	X	74	74	2'-7"	X		ABUT. PAVING BLOCK MASONRY ANCHOR
	S410	X	12	12	8'-6"			ABUT. DIAPHRAGM TOP
S01	S411	X	2	2	4'-3"			ABUT. DIAPHRAGM TOP - STAGE 1
	S412	X	8	8	6'-9"	X		DECK & VERT. FACE PARAPET - VERT.
	S413	X	12	12	4'-0"	X		DECK & SLOPED FACE PARAPET - VERT.
	S414	X	12	12	5'-0"	X		SLOPED FACE PARAPET - VERT.
	S415	X	6	6	7'-3"	X		WING & PARAPET - VERT.
	S416	X	12	12	2'-2"	X		SLAB & MEDIAN
	S417	X	6	6	2'-0"			MEDIAN - TOP - TRANS.
	S518	X	14	14	0'-9"			SLOPED FACE PARAPET & MEDIAN - HORIZ./LONGIT.
S01	S619	X	8	8	37'-3"			DECK TRANS. @ JOINT REPAIR - STAGE 2
S01	S420	X	2	2	4'-6"			DECK TRANS. THRU EXP. DEVICE ANCHORS - STAGE 2
S01	S621	X	5	5	4'-3"			ABUT. DIAPHRAGM BOTTOM - STAGE 2
S01	S422	X	2	2	4'-3"			ABUT. DIAPHRAGM TOP - STAGE 2

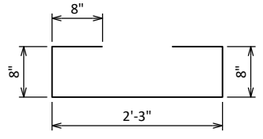
(S01) BAR COUPLERS USED. BAR LENGTH COMPUTED TO C/L OF THE LONGIT. CONST. JOINT AND SHALL BE MODIFIED TO THE BAR COUPLER MANUFACTURER'S RECOMMENDATIONS, IF REQUIRED. PAY BASED ON BARS DETAILED.

(M03) "ADHESIVE ANCHORS NO. 5 BAR". EMBED 1'-0" IN CONCRETE.

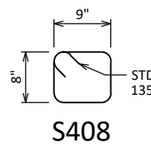
● BAR COUPLERS NO. 4 BARS REQUIRED.

⬬ BAR COUPLERS NO. 6 BARS REQUIRED.

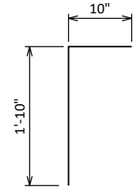




S406



S408



S509

LEGEND

(1) NEOPRENE STRIP SEAL (4 - INCH) AND STEEL EXTRUSIONS.

(2) STUDS ⅝" DIA. X 6⅜" LONG AT 6" ALTERNATE CENTERS. WELD TO EXTRUSIONS AND BEND AS SHOWN AFTER WELDING.

(2A) ½" THICK ANCHOR PLATE WITH ⅝" DIA. ROD (OR ALTERNATE STRIP SEAL ANCHOR). WELD ROD TO ANCHOR PLATE, WELD ANCHOR PLATE TO NO. 1 AT 1'-6" CENTERS BETWEEN GIRDERS.

(3) ¾" DIA. THREADED ROD WITH 2 NUTS AND PLATE WASHERS. WELD THREADED ROD TO TOP FLANGE OR ATTACH BY BOLTING THRU FLANGE. ON ABUTMENT SIDE GROUT THREADED ROD INTO FIELD DRILLED HOLES IN ABUTMENT BACKWALL AS SHOWN.

(4) ¾" DIA. THREADED ROD WITH NUT. TACK WELD NUT TO NO. 5.

(5) FABRICATE SUPPORT FROM 3" X ½" BAR AS SHOWN OR EQUIVALENT, ONE PER GIRDER PER SIDE. SHOP OR FIELD WELD TO NO. 1. IF FIELD WELDED, COVER WELDED AREAS WITH EPOXY-COATING MATERIAL. PROVIDE 1½" DIA. HOLE FOR NO. 3 AND 1" DIA. HOLE FOR NO. 4.

(6) GALVANIZED PLATE ⅜" X 10" X 2'-0" LONG WITH HOLES FOR NO.7.

(7) ¾" DIA. X 1½" STAINLESS STEEL SOCKET FLAT HEAD SCREWS WITH ANTI-SEIZE LUBRICANT. PLACE IN COUNTERSUNK HOLE. RECESS 1/16" BELOW PLATE SURFACE.

(8) ¾" DIA. X 4" GALVANIZED HEX HEAD BOLT. BEND 45°.

(9) ¾" DIA. X 2¼" GALVANIZED THREADED COUPLING.

(10) 1" X 5" SLOTTED COUNTERSUNK HOLE FOR NO. 7. PLACE SLOT PARALLEL TO DIRECTION OF MOVEMENT.

(11) SIDEWALK COVER PLATE ⅜" X 2'-0" X LIMITS SHOWN WITH HOLES FOR NO. 7. GALVANIZE PLATE AFTER SLIP-RESISTANT SURFACE IS APPLIED.

(12) GALVANIZED PLATE ⅜" X 1'-2" X 2'-0" LONG WITH HOLES FOR NO.7. BEND AS SHOWN.

(13) GALVANIZED PLATE ⅜" X 3'-3" X 2'-0" LONG WITH HOLES FOR NO.7. BEND AS SHOWN.

⚠ TEMPERATURE TABLE

SHADED UNDERSIDE DECK TEMP. (°F)	JOINT OPENING (NORMAL TO JT.)
95°	1½"
85°	1 3/16"
75°	1 11/16"
65°	1⅞"
55°	2 1/16"
45°	2¼"
35°	2⅜"
25°	2⅝"
15°	2¾"
5°	3"
-5°	3⅛"

A SMALL JOINT OPENING DUE TO A HIGH TEMPERATURE AT TIME OF CONSTRUCTION MAY REQUIRE NEOPRENE STRIP SEAL INSTALLATION INTO STEEL EXTRUSIONS PRIOR TO SETTING THE EXPANSION JOINT.

NOTES

ONE FIELD SPLICE PERMITTED IN STEEL EXTRUSIONS, UNLESS MORE ARE REQUIRED FOR STAGED CONSTRUCTION, HANDLING OR GALVANIZING REQUIREMENTS. IF USED, ANCHOR PLATES SHALL BE PROVIDED 3" FROM EACH SIDE OF THE FIELD SPLICE. DETAILS SHALL BE SUBMITTED FOR APPROVAL. NO SPLICING PERMITTED IN NEOPRENE STRIP SEAL.

AFTER FABRICATION, BUT BEFORE SHIPMENT, STRAIGHTEN STEEL EXTRUSIONS SUCH THAT THEY SHALL BE FREE FROM WARP, TWIST AND SWEEP.

FABRICATOR SHALL PROVIDE MEANS OF KEEPING GALVANIZED EXTRUSIONS CLEAN AND SMOOTH DURING SHIPMENT AND PRIOR TO APPLYING LUBRICANT ADHESIVE FOR NEOPRENE GLAND INSTALLATION.

SANDBLAST PLATES, SUPPORTS AND EXTRUSIONS AFTER FABRICATION IN ACCORDANCE WITH SSPC SP. #6 "COMMERCIAL BLAST CLEANING". AFTER BLAST CLEANING, THE PLATES, SUPPORTS AND EXTRUSIONS SHALL BE HOT DIPPED GALVANIZED. SLIP-RESISTANT SURFACE IS APPLIED TO SIDEWALK COVER PLATES BY THE MANUFACTURER AND THEN HOT DIPPED GALVANIZED TO THEIR RECOMMENDATIONS TO MAINTAIN THE INTEGRITY OF THIS SURFACE.

ANCHOR SYSTEM NO. 8 AND NO. 9 SHALL CONFORM TO ASTM A307 AND SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C AND D.

ALL MATERIAL IN THE EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE SHALL BE PAID AT THE UNIT PRICE BID FOR "EXPANSION DEVICE", LF.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-53-153

DRAWN BY ARC | PLANS CK'D MWB

EXPANSION DEVICE

SHEET 6
488

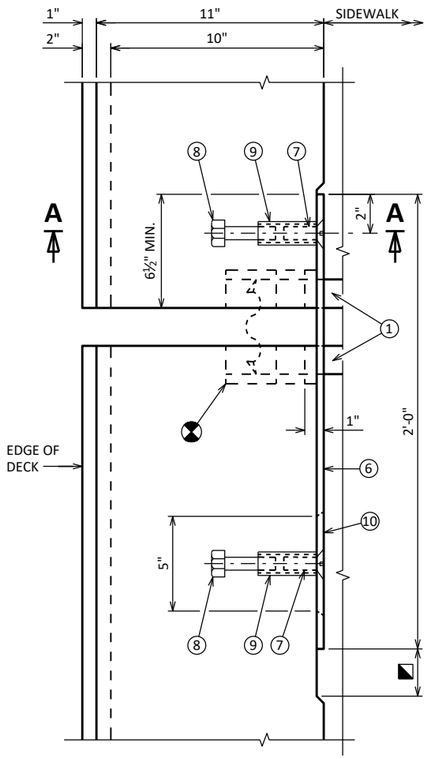
SCALE =

8

8

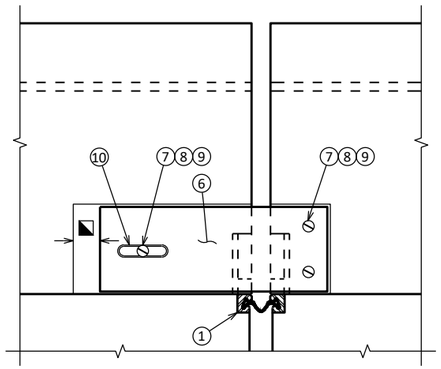
STATE PROJECT NUMBER

5350-02-70



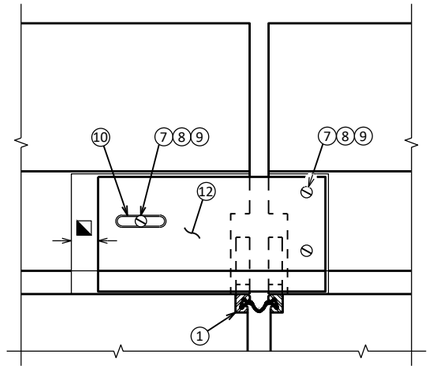
PLAN - COVER PLATE AT VERT. FACE PARAPET 'A'

(2" DIA. NON-METALLIC CONDUIT NOT SHOWN FOR CLARITY.)



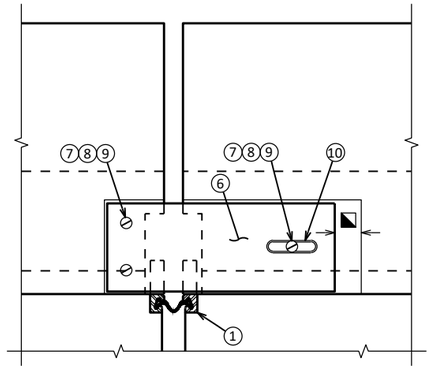
VIEW OF VERT. FACE PPT. 'A' PLATE FROM SIDEWALK

(LOOKING AT F.F. OF PARAPET. 2" DIA. NON-METALLIC CONDUIT NOT SHOWN FOR CLARITY.)



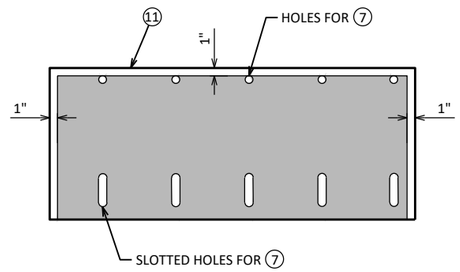
VIEW OF PARAPET PLATE FROM ROADWAY

(LOOKING AT F.F. OF TRAFFIC BARRIER - PARAPET 'C')



VIEW OF PARAPET PLATE FROM SIDEWALK

(LOOKING AT B.F. OF TRAFFIC BARRIER - PARAPET 'C')

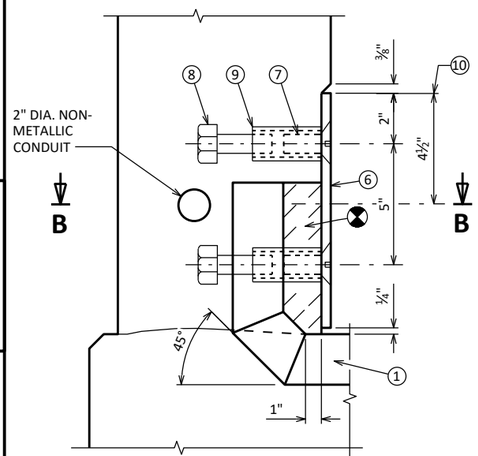


PLAN OF SIDEWALK COVER PLATE WITH SLIP-RESISTANT SURFACE

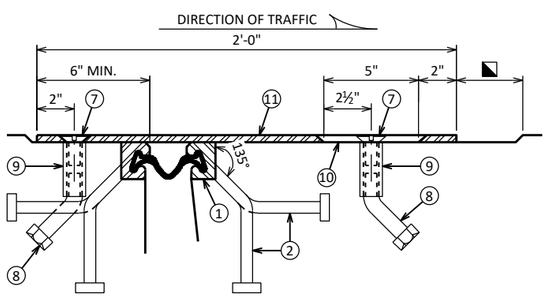
PLACE SLIP-RESISTANT SURFACE ON TOP WALKING SURFACE IN SHADED AREA ONLY.

APPROVED SLIP-RESISTANT APPLIED SURFACES FOR STEEL PLATES		
PRODUCT	MANUFACTURER	CONTACT AT
SLIPNOT GRADE 2, STEEL	W. S. MOLNAR COMPANY	1-800-SLIPNOT
ALGRIP, STEEL	ROSS TECHNOLOGY CORP.	1-800-345-8170

SECTION B-B

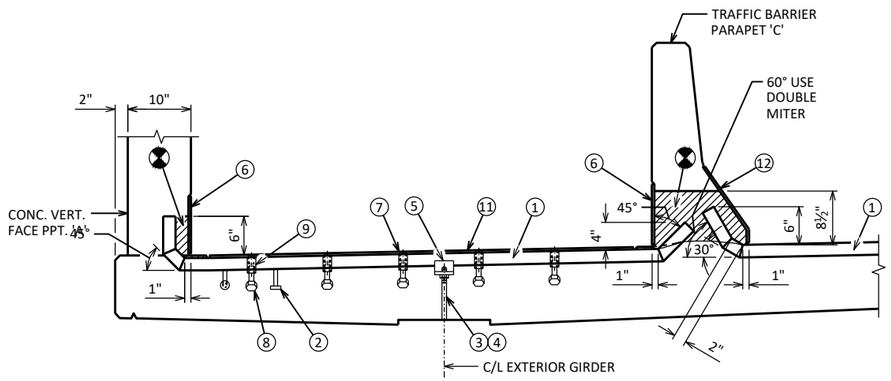


SECTION A-A



SECTION C-C

PLAN AT SIDEWALK



SECTION AT SIDEWALK

(2" DIA. NON-METALLIC CONDUIT IN VERT. FACE PPT. 'A' NOT SHOWN FOR CLARITY.)

BLOCK OUT CONCRETE 2" EACH SIDE OF JOINT OPENING.

JOINT OPENING DIMENSION, PLUS ½".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-53-153

DRAWN BY ARC | PLANS CK'D MWB

COVER PLATE DETAILS 1

SHEET 7
489

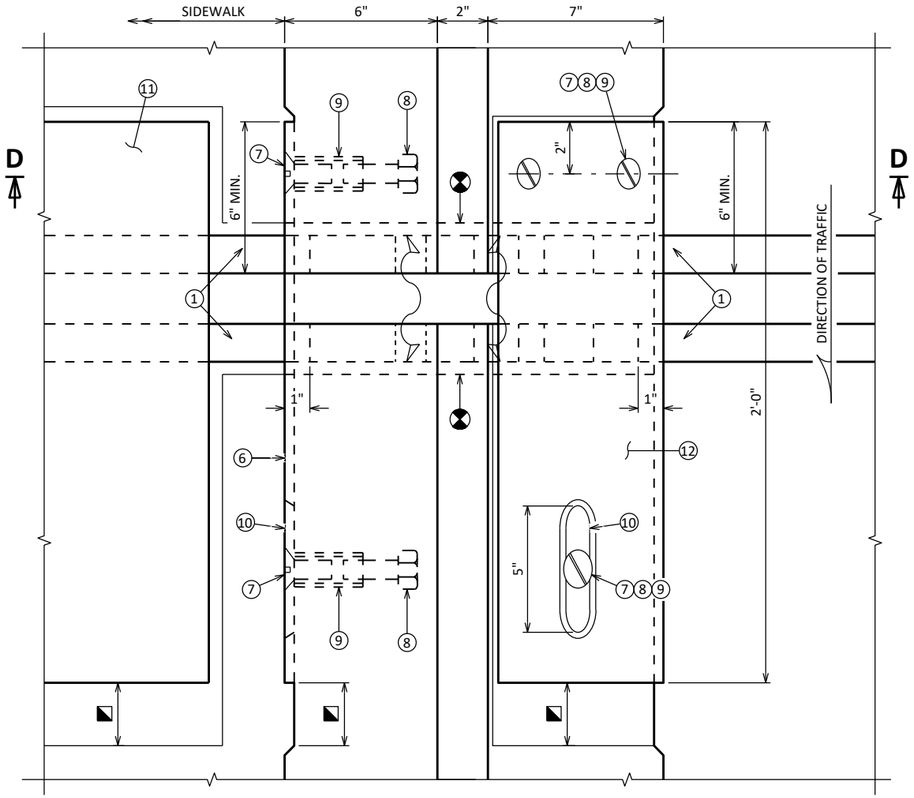
SCALE =

8

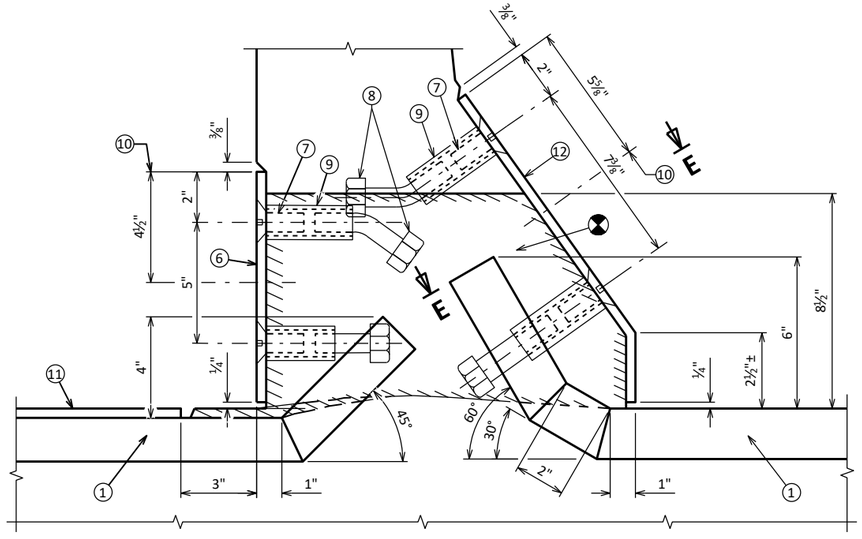
8

STATE PROJECT NUMBER

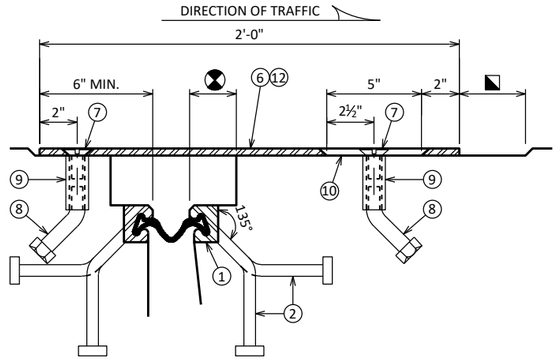
5350-02-70



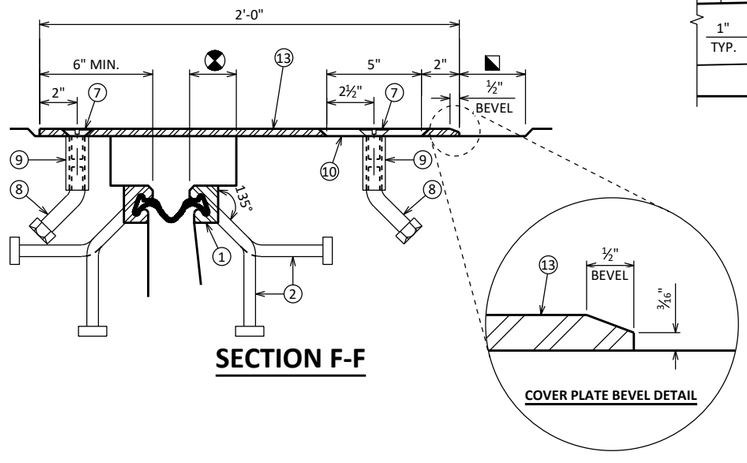
PLAN - COVER PLATES AT SLOPED FACE PARAPET 'C'



SECTION D-D

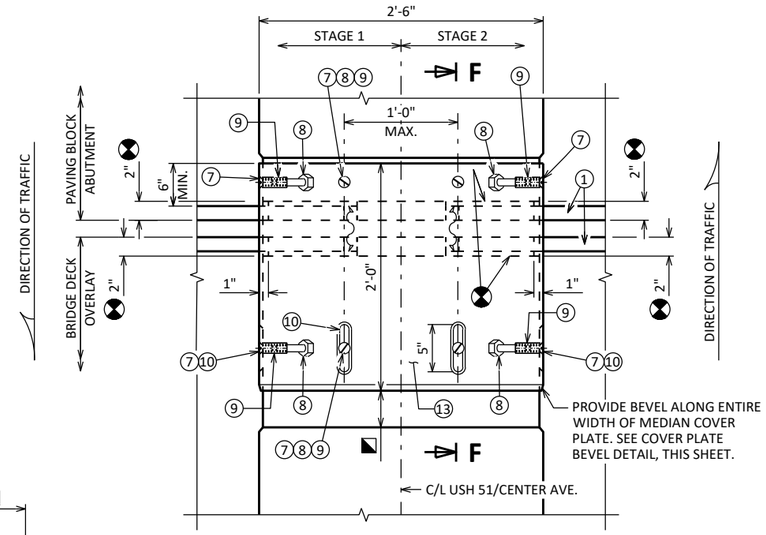


SECTION E-E

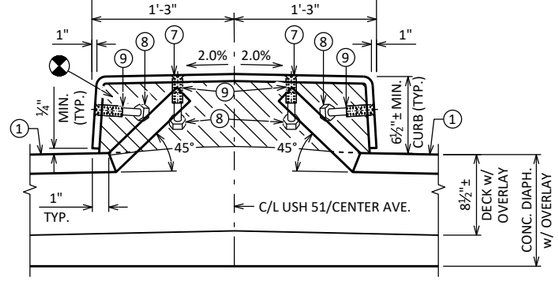


SECTION F-F

COVER PLATE BEVEL DETAIL



PLAN AT MEDIAN



SECTION AT MEDIAN

BLOCK OUT CONCRETE 2" EACH SIDE OF JOINT OPENING.

JOINT OPENING DIMENSION, PLUS ½".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-53-153

DRAWN BY ARC | PLANS CK'D MWB

COVER PLATE DETAILS 2

SHEET 8
490

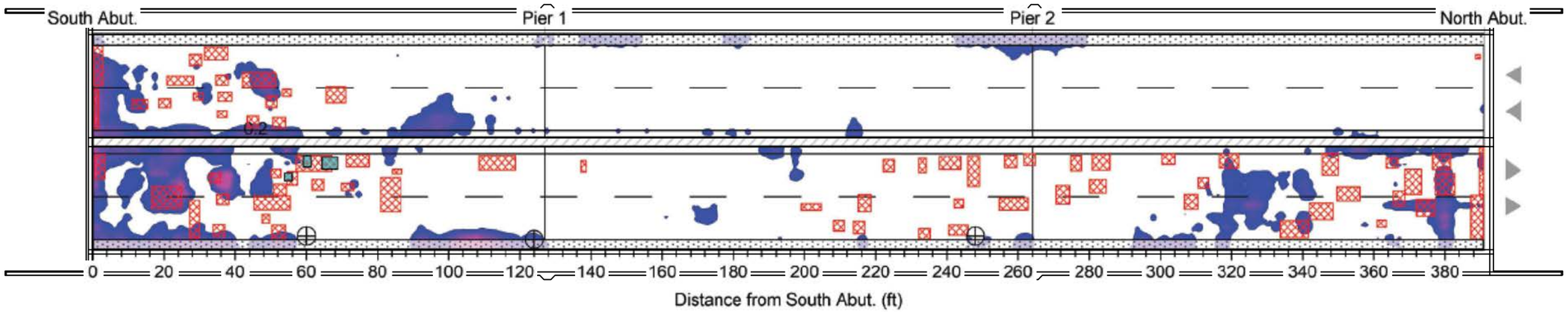
SCALE =

8

8

STATE PROJECT NUMBER

5350-02-70



PLAN - DECK INSPECTION RESULTS

Conditions Legend		Orientation	Quantity Summary			General Information
Rebar-level deterioration detected by GPR Increasing severity --> ⊕ IE (delam) ⊕ IE (no delam)	Delamination detected by IR Patching/ Spalling Undetectable Conditions (IR) Potential Full-Depth Area	Direction of traffic	Estimate Deck Prep Items	sq. ft.	%	Bridge ID: B-53-153 USH 51-Center Ave over Rock River
			Type 1	807.2	3.6	Analyzed by: SB Reviewed by: AC Completed: 10/15/19
			Type 2	3102.2	13.7	
			Full-Depth	25.0	0.1	**Sheet 1 of 1**

INFRASENSE

NOTE: THIS SHEET PROVIDES A DECK EVALUATION COMPLETED BY INFRASENSE IN NOV. 2019. EVALUATION RESULTS ARE A COMBINATION OF INFRARED THERMOGRAPHY, GROUND PENETRATING RADAR, SOUNDING/IE AND VISUAL SURVEYS. THE PROPOSED DECK REPAIR QUANTITIES ON SHEET 2 ARE BASED ON THESE RESULTS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-53-153

DRAWN BY ARC | PLANS CK'D MWB

DECK CONDITION SURVEY

SHEET 9
491

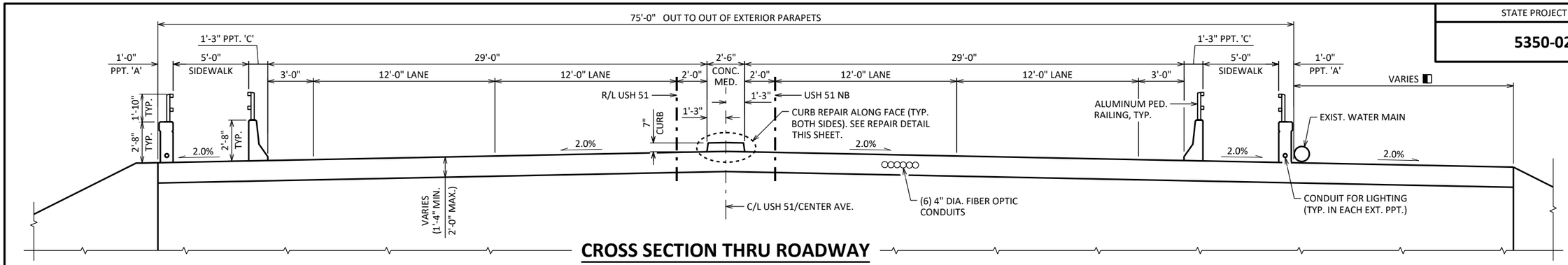
SCALE =

8

8

STATE PROJECT NUMBER

5350-02-70



CROSS SECTION THRU ROADWAY

LOOKING NORTH

DESIGN DATA

LIVE LOAD:

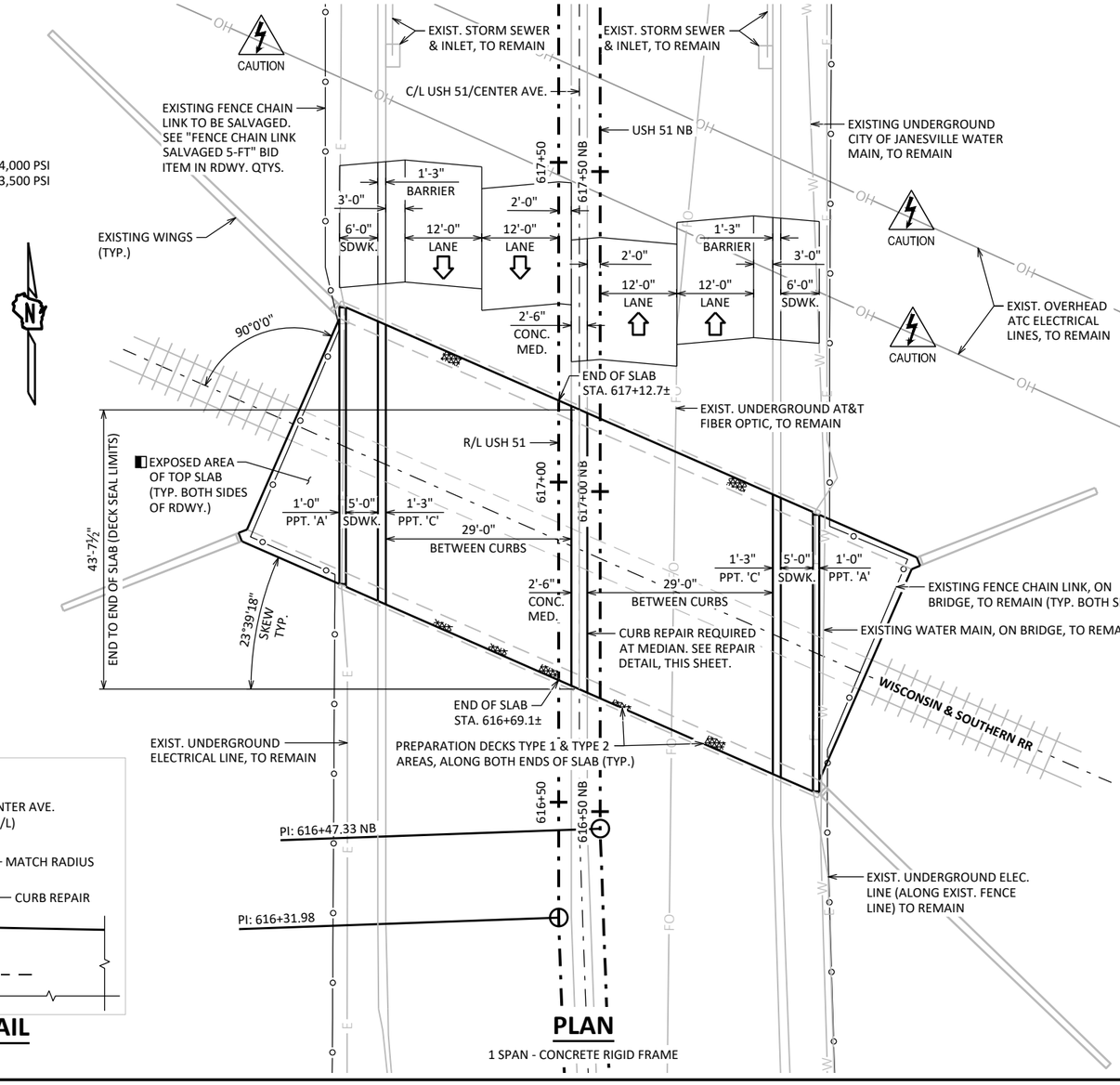
INVENTORY RATING: HS-26
OPERATING RATING: HS-44
MAXIMUM STANDARD PERMIT LOAD: 220 (KIPS)
(3/20/1990 RATING, FROM HSIS)

MATERIAL PROPERTIES:

CONCRETE MASONRY:
SUPERSTRUCTURE —— f'_c = 4,000 PSI
ALL OTHER —— f'_c = 3,500 PSI

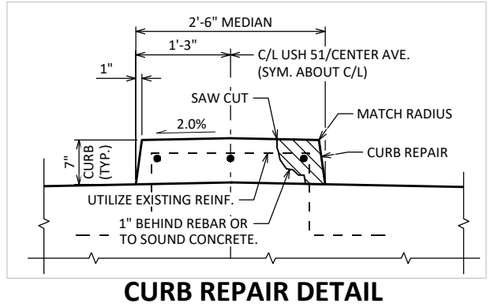
TRAFFIC DATA

USH 51/CENTER AVE.
ADT = 17,900 (2044)
R.D.S. = 35 MPH



PLAN

1 SPAN - CONCRETE RIGID FRAME



CURB REPAIR DETAIL

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

PREPARATION DECKS TYPE 1 AND PREPARATION DECKS TYPE 2 AREAS ARE APPROXIMATE. LOCATIONS NOTED MAY NOT BE ALL INCLUSIVE, AND QUANTITIES SHOWN ON SHEET ARE APPROXIMATE. ADDITIONAL REPAIR MAY BE REQUIRED DURING CONSTRUCTION AND SHOULD BE PERFORMED AS DIRECTED BY THE FIELD ENGINEER. DECK PREPARATION AREAS SHALL BE FILLED WITH "CONCRETE MASONRY DECK REPAIR".

CURB REPAIR LOCATIONS/AREAS TO BE DETERMINED BY THE FIELD ENGINEER, AND THE QUANTITY SHOWN ON THIS SHEET IS APPROXIMATE. CURB REPAIRS SHALL BE FILLED WITH "CONCRETE MASONRY DECK REPAIR".

◧ PROTECTIVE SURFACE TREATMENT RESEAL TO BE APPLIED TO THE ENTIRE EXPOSED TOP OF SLAB SURFACES (INCLUDING BOTH SIDEWALKS & EXPOSED AREAS OUTSIDE EXTERIOR SIDEWALK PARAPETS), MEDIAN, AND TO THE VERTICAL AND HORIZONTAL SURFACES OF THE PAVING NOTCHES. SURFACE PREPARATION IS INCLUDED IN THE BID ITEM "PROTECTIVE SURFACE TREATMENT RESEAL".

PIGMENTED SURFACE SEALER RESEAL TO BE APPLIED TO THE FRONT FACE AND THE TOP OF BOTH THE EXTERIOR PARAPETS AND INTERIOR TRAFFIC BARRIERS. SURFACE PREPARATION IS INCLUDED IN THE BID ITEM "PIGMENTED SURFACE SEALER RESEAL".

TOTAL ESTIMATED QUANTITIES

	BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
✳	502.0717.S	CRACK SEALING EPOXY	LF	400
	502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	67
◧	502.3215	PROTECTIVE SURFACE TREATMENT RESEAL	SY	459
	509.0301	PREPARATION DECKS TYPE 1	SY	2
	509.0302	PREPARATION DECKS TYPE 2	SY	1
	509.0310.S	SAWING PAVEMENT DECK PREPARATION AREAS	LF	20
	509.1200	CURB REPAIR	LF	15
	509.2100.S	CONCRETE MASONRY DECK REPAIR	CY	1

✳ UNDISTRIBUTED QUANTITY AT TOP OF SLAB. LOCATIONS AND TOTAL LENGTH TO BE DETERMINED BY FIELD ENGINEER.

LIST OF DRAWINGS:

1. GENERAL PLAN
2. STAGING DETAILS

STRUCTURE DESIGN CONTACTS:
ALEXANDER CRABTREE (608) 266-3686
KYLE BUSCH (608) 267-0465

NO.	DATE	REVISION	BY

BUREAU OF STRUCTURES

ACCEPTED KHB 11/7/23
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-53-154

USH 51/CENTER AVE. OVER WISC. SOUTHERN RR

COUNTY	CITY
ROCK	JANESVILLE

DESIGN SPEC.
REHABILITATION N/A

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
ARC	MWB	ARC	MWB

GENERAL PLAN

SHEET 1 OF 2
492

SCALE =

I.D. 5350-02-00C

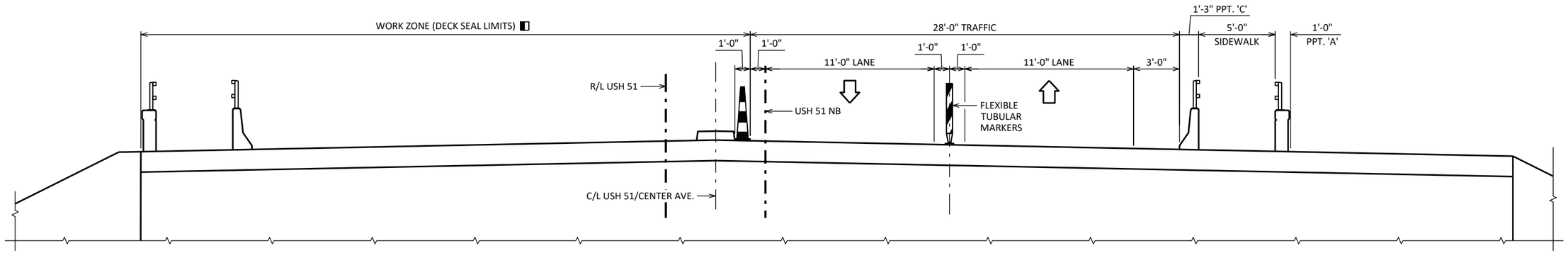
DATE: NOV. 2023

8

8

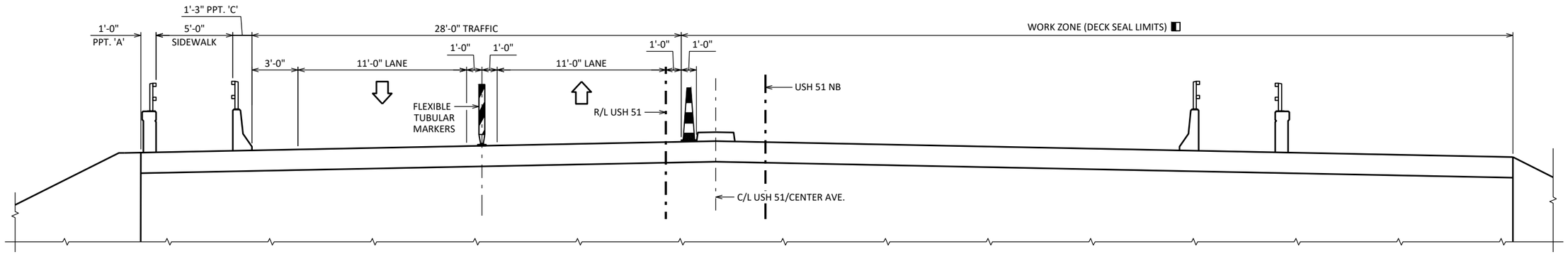
STATE PROJECT NUMBER

5350-02-70



STAGE 1 TRAFFIC & CONSTRUCTION

LOOKING NORTH



STAGE 2 TRAFFIC & CONSTRUCTION

LOOKING NORTH

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-53-154

DRAWN BY ARC | PLANS CK'D MWB

STAGING DETAILS

SHEET 2
493

SCALE =

USH 51 (1 OF 2)

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.10	MASS ORDINATE
581+70	0.00	191.62	0.00	0	0	0	0	0
582+00	30.00	382.69	0.00	319	0	319	0	319
582+10	10.00	382.10	0.00	142	0	461	0	461
582+40	30.00	210.19	0.00	329	0	790	0	790
582+50	10.00	210.65	0.00	78	0	868	0	868
583+00	50.00	203.69	0.03	377	0	1,245	0	1,245
583+50	50.00	218.57	0.00	391	0	1,636	0	1,636
584+00	50.00	214.54	0.00	401	0	2,037	0	2,037
584+50	50.00	197.53	0.00	366	0	2,403	0	2,403
585+00	50.00	182.22	0.00	352	0	2,755	0	2,755
585+50	50.00	180.75	0.00	335	0	3,090	0	3,090
586+00	50.00	176.59	0.00	331	0	3,421	0	3,421
586+50	50.00	178.43	0.00	329	0	3,750	0	3,750
587+00	50.00	180.06	0.00	332	0	4,082	0	4,082
587+50	50.00	181.71	0.00	335	0	4,417	0	4,417
588+00	50.00	183.73	0.00	338	0	4,755	0	4,755
588+50	50.00	286.75	0.25	436	0	5,191	0	5,191
588+70	20.00	400.92	0.00	255	0	5,446	0	5,446
589+00	30.00	184.82	0.00	325	0	5,771	0	5,771
589+50	50.00	179.37	0.00	337	0	6,108	0	6,108
590+00	50.00	174.72	0.00	328	0	6,436	0	6,436
590+50	50.00	170.16	0.00	315	0	6,751	0	6,751
591+00	50.00	170.45	0.00	315	0	7,066	0	7,066
591+50	50.00	169.53	0.01	314	0	7,380	0	7,380
592+00	50.00	167.95	0.00	311	0	7,691	0	7,691
592+50	50.00	164.22	0.15	304	0	7,995	0	7,995
593+00	50.00	163.25	0.00	302	0	8,297	0	8,297
593+50	50.00	160.47	0.14	300	0	8,597	0	8,597
594+00	50.00	161.57	0.01	299	0	8,896	0	8,896
594+50	50.00	183.86	0.00	320	0	9,216	0	9,216
594+75	25.00	308.60	0.00	228	0	9,444	0	9,444
595+00	25.00	173.47	0.00	223	0	9,667	0	9,667
595+50	50.00	151.47	0.40	301	0	9,968	0	9,968
596+00	50.00	149.18	0.04	276	0	10,244	0	10,244
596+50	50.00	147.79	0.00	274	0	10,518	0	10,518
597+00	50.00	144.38	0.40	267	1	10,785	1	10,784
597+50	50.00	144.94	0.05	268	0	11,053	1	11,052
598+00	50.00	136.43	0.79	253	1	11,306	2	11,304
598+50	50.00	133.76	1.69	248	3	11,554	6	11,549
599+00	50.00	139.45	1.68	253	3	11,807	9	11,798
599+50	50.00	157.00	0.00	291	0	12,098	9	12,089
600+00	50.00	168.55	0.00	312	0	12,410	9	12,401
600+50	50.00	181.27	0.00	336	0	12,746	9	12,737
601+00	50.00	288.46	0.00	435	0	13,181	9	13,172
601+50	50.00	381.55	0.00	620	0	13,801	9	13,792
602+00	50.00	193.02	0.00	532	0	14,333	9	14,324
602+50	50.00	195.53	0.00	360	0	14,693	9	14,684
603+00	50.00	188.84	0.00	350	0	15,043	9	15,034
603+50	50.00	173.60	0.00	321	0	15,364	9	15,355
604+00	50.00	176.78	0.00	327	0	15,691	9	15,682
604+50	50.00	181.84	0.00	337	0	16,028	9	16,019
605+00	50.00	185.42	0.01	343	0	16,371	9	16,362
605+50	50.00	185.27	0.02	343	0	16,714	9	16,705
606+00	50.00	172.11	0.03	319	0	17,033	9	17,024
606+40 BK	40.00	152.58	0.05	226	0	17,259	9	17,250
617+30 AH	0.00	174.52	0.02	0	0	17,259	9	17,250
617+43	13.00	173.77	0.01	84	0	17,343	9	17,334
617+50	7.00	174.23	0.02	45	0	17,388	9	17,379
618+00	50.00	173.36	0.54	322	1	17,710	10	17,700
618+28 BK	28.00	164.67	0.00	175	0	17,885	10	17,875
			SUBTOTAL	17,885	9			

USH 51 (2 OF 2)

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.10	MASS ORDINATE
622+42 AH	0.00	171.62	0.01	0	0	17,885	10	17,875
623+00	58.00	184.10	0.98	382	1	18,267	11	18,256
623+50	50.00	208.92	0.00	364	1	18,631	12	18,619
624+00	50.00	219.61	0.00	397	0	19,028	12	19,016
624+50	50.00	206.65	0.00	395	0	19,423	12	19,411
625+00	50.00	183.76	0.00	361	0	19,784	12	19,772
625+50	50.00	176.96	0.05	334	0	20,118	12	20,106
626+00	50.00	183.67	0.00	334	0	20,452	12	20,440
626+50	50.00	186.63	0.00	343	0	20,795	12	20,783
626+85	35.00	343.81	0.00	344	0	21,139	12	21,127
627+00	15.00	346.41	0.00	192	0	21,331	12	21,319
627+50	50.00	196.67	0.00	364	0	21,695	12	21,683
628+00	50.00	229.75	0.00	425	0	22,120	12	22,108
628+50	50.00	216.05	0.00	413	0	22,533	12	22,521
629+00	50.00	225.25	0.00	409	0	22,942	12	22,930
629+50	50.00	221.63	0.00	414	0	23,356	12	23,344
630+00	50.00	317.04	0.00	499	0	23,855	12	23,843
630+20	20.00	306.66	0.00	231	0	24,086	12	24,074
630+50	30.00	210.97	0.01	288	0	24,374	12	24,362
631+00	50.00	197.13	0.26	378	0	24,752	12	24,740
631+50	50.00	213.00	2.91	394	5	25,146	18	25,128
632+00	50.00	193.75	1.82	377	4	25,523	22	25,501
632+50	50.00	164.29	1.17	304	2	25,827	24	25,803
633+00	50.00	121.80	0.98	226	2	26,053	26	26,027
633+50	50.00	115.31	3.57	220	4	26,273	31	26,242
633+85	35.00	188.05	5.62	244	7	26,517	39	26,479
634+00	15.00	159.89	2.87	97	2	26,614	41	26,573
634+50	50.00	91.97	0.61	233	3	26,847	44	26,803
635+00	50.00	91.65	2.21	170	4	27,017	48	26,969
635+50	50.00	115.82	1.41	214	3	27,231	52	27,179
636+00	50.00	127.00	5.54	235	10	27,466	63	27,403
636+50	50.00	155.93	0.00	262	5	27,728	68	27,660
637+00	50.00	169.21	0.03	313	0	28,041	68	27,973
637+50	50.00	381.75	0.00	510	0	28,551	68	28,483
637+60	10.00	383.60	0.00	142	0	28,693	68	28,625
638+00	40.00	151.62	0.00	396	0	29,089	68	29,021
638+50	50.00	148.69	0.05	278	0	29,367	68	29,299
639+00	50.00	137.52	2.71	255	5	29,622	74	29,548
639+50	50.00	137.54	0.01	255	0	29,877	74	29,803
640+00	50.00	130.03	0.00	241	0	30,118	74	30,044
640+50	50.00	131.16	2.32	243	4	30,361	78	30,283
641+00	50.00	144.34	0.00	255	2	30,616	80	30,536
641+30	30.00	299.77	0.00	247	0	30,863	80	30,783
641+50	20.00	303.15	0.00	223	0	31,086	80	31,006
642+00	50.00	145.51	1.74	415	2	31,501	83	31,419
642+50	50.00	149.15	0.12	276	0	31,777	83	31,695
643+00	50.00	149.33	0.02	276	0	32,053	83	31,971
643+50	50.00	161.70	0.00	288	0	32,341	83	32,259
644+00	50.00	171.11	0.00	317	0	32,658	83	32,576
644+50	50.00	163.01	0.00	302	0	32,960	83	32,878
645+00	50.00	163.55	0.01	303	0	33,263	83	33,181
645+50	50.00	159.28	0.00	299	0	33,562	83	33,480
646+00	50.00	168.40	0.00	303	0	33,865	83	33,783
646+50	50.00	349.70	0.00	480	0	34,345	83	34,263
647+00	50.00	163.80	0.81	475	1	34,820	84	34,736
647+50	50.00	173.73	0.21	313	1	35,133	85	35,048
648+00	50.00	172.32	1.15	319	2	35,452	87	35,365
648+50	50.00	168.29	1.78	315	3	35,767	90	35,677
649+00	50.00	178.66	2.34	331	4	36,098	95	36,003
649+50	50.00	188.67	2.98	340	5	36,438	100	36,338
649+80	30.00	290.34	9.74	266	7	36,704	108	36,596
650+00	20.00	225.91	0.22	191	4	36,895	112	36,783
650+50	50.00	179.19	5.60	375	5	37,270	118	37,152
651+00	50.00	197.15	3.62	348	9	37,618	128	37,490
651+50	50.00	205.66	0.00	381	0	37,999	128	37,871
652+00	50.00	182.74	0.00	338	0	38,337	128	38,209
652+50	50.00	165.63	1.64	307	3	38,644	131	38,513
653+00	50.00	213.00	5.08	394	9	39,038	141	38,897
653+13	13.00	216.88	5.42	104	3	39,142	144	38,998
653+50	37.00	155.74	0.00	213	0	39,355	144	39,211
653+83	33.00	181.38	1.36	222	2	39,577	146	39,431
654+00	17.00	147.22	0.00	93	0	39,670	146	39,524
			SUBTOTAL	21,785	124			
			TOTAL	39,670	133			

RIVERSIDE ST

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						1.00	1.10	
10+25 RIV-W	0.00	123.56	0.94	0	0	0	0	0
10+38 RIV-W BK	13.00	123.88	1.06	60	0	60	0	60
10+64 RIV-E AH	0.00	108.50	2.06	0	0	60	0	60
10+70 RIV-E	6.00	107.11	0.24	24	0	84	0	84
10+91 RIV-E	21.00	18.58	0.38	49	0	133	0	133
			TOTAL	133	0			

ROCKPORT RD

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						1.00	1.10	
10+45 ROC	0.00	139.76	0.06	0	0	0	0	0
10+50 ROC	5.00	139.48	0.06	26	0	26	0	26
10+87 ROC	37.00	132.44	0.09	186	0	212	0	212
11+00 ROC	13.00	128.00	0.53	63	0	275	0	275
11+17 ROC BK	17.00	123.72	0.55	79	0	354	0	354
12+50 ROC AH	133.00	135.23	0.00	638	1	992	1	991
12+90 ROC	40.00	135.29	0.25	200	0	1,192	1	1,191
13+00 ROC	10.00	0.00	0.00	25	0	1,217	1	1,216
13+21 ROC	21.00	0.00	0.00	0	0	1,217	1	1,216
			TOTAL	1,217	1			

WILSON AVE

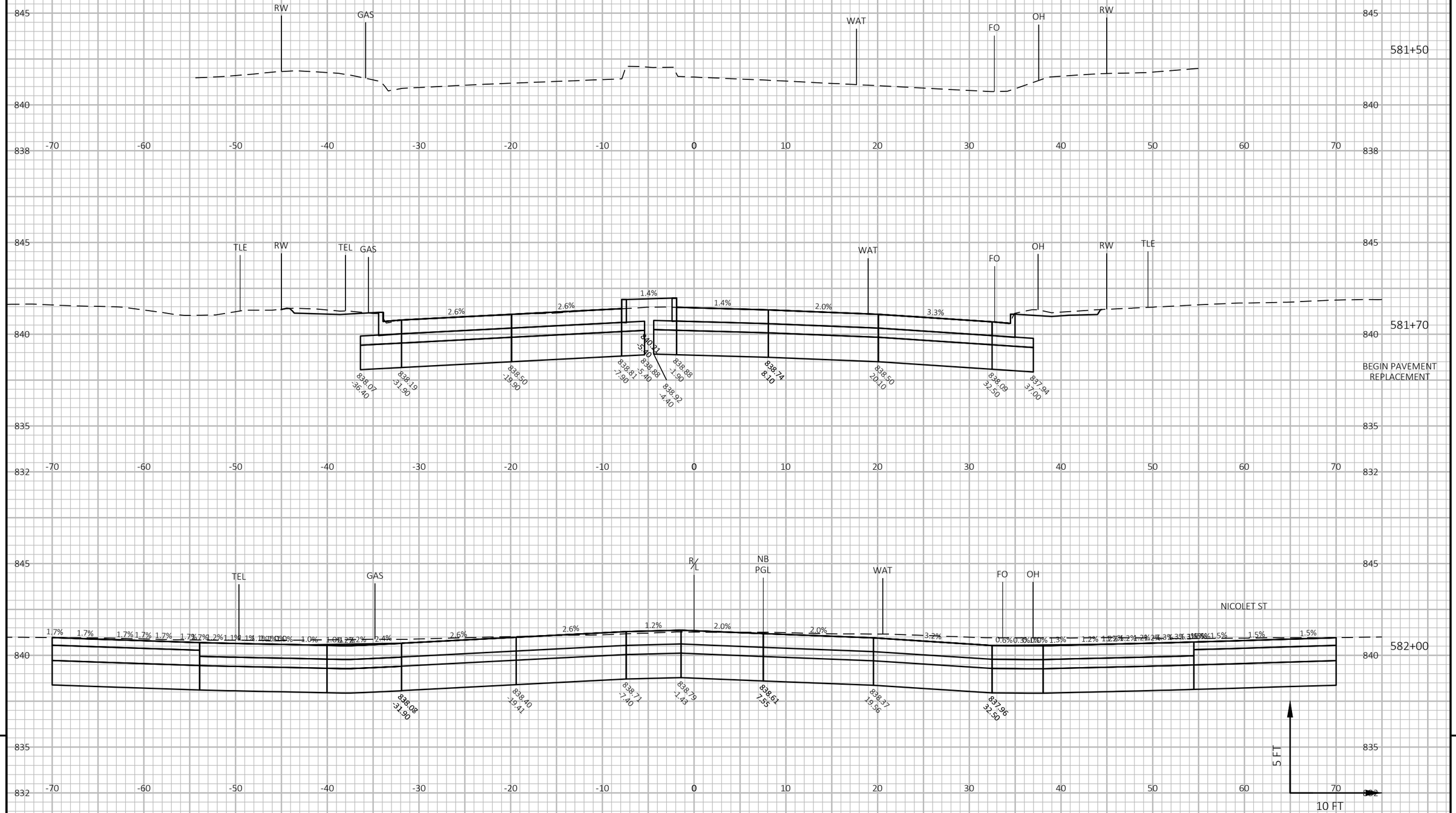
STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						1.00	1.10	
10+55 WIL	0.00	106.94	0.00	0	0	0	0	0
11+00 WIL	45.00	72.39	0.00	149	0	149	0	149
11+50 WIL	50.00	63.31	0.00	126	0	275	0	275
11+65 WIL	15.00	60.80	0.07	34	0	309	0	309
			TOTAL	309	0			

RACINE ST

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						1.00	1.10	
10+45 RAC-W	0.00	62.29	0.00	0	0	0	0	0
10+50 RAC-W	5.00	62.24	0.00	12	0	12	0	12
11+00 RAC-W	50.00	72.74	0.00	125	0	137	0	137
11+33 RAC-W BK	33.00	79.25	0.00	93	0	230	0	230
10+66 RAC-E AH	0.00	153.01	0.44	0	0	230	0	230
11+00 RAC-E	34.00	142.54	0.05	186	0	416	0	416
11+10 RAC-E	10.00	141.45	0.00	53	0	469	0	469
			TOTAL	469	0			

VAN BUREN ST

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						1.00	1.10	
10+66 VAN	0.00	75.23	0.00	0	0	0	0	0
10+95 VAN	28.00	62.45	0.05	71	0	71	0	71
			TOTAL	71	0			



PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 497	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090201-XS.DWG
LAYOUT NAME - 01

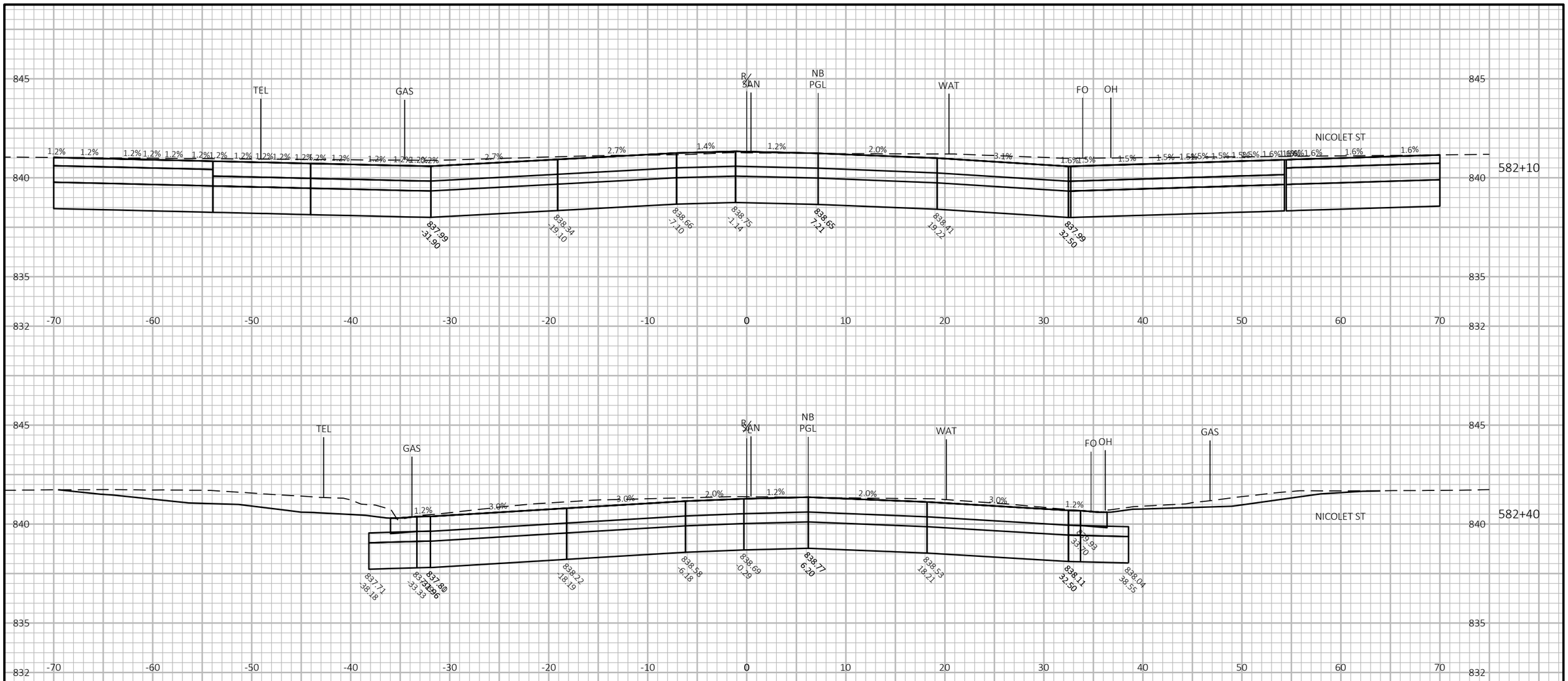
PLOT DATE : 11/16/2023 6:42 PM

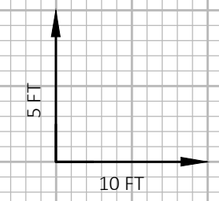
PLOT BY : AXT, ANDREW

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49





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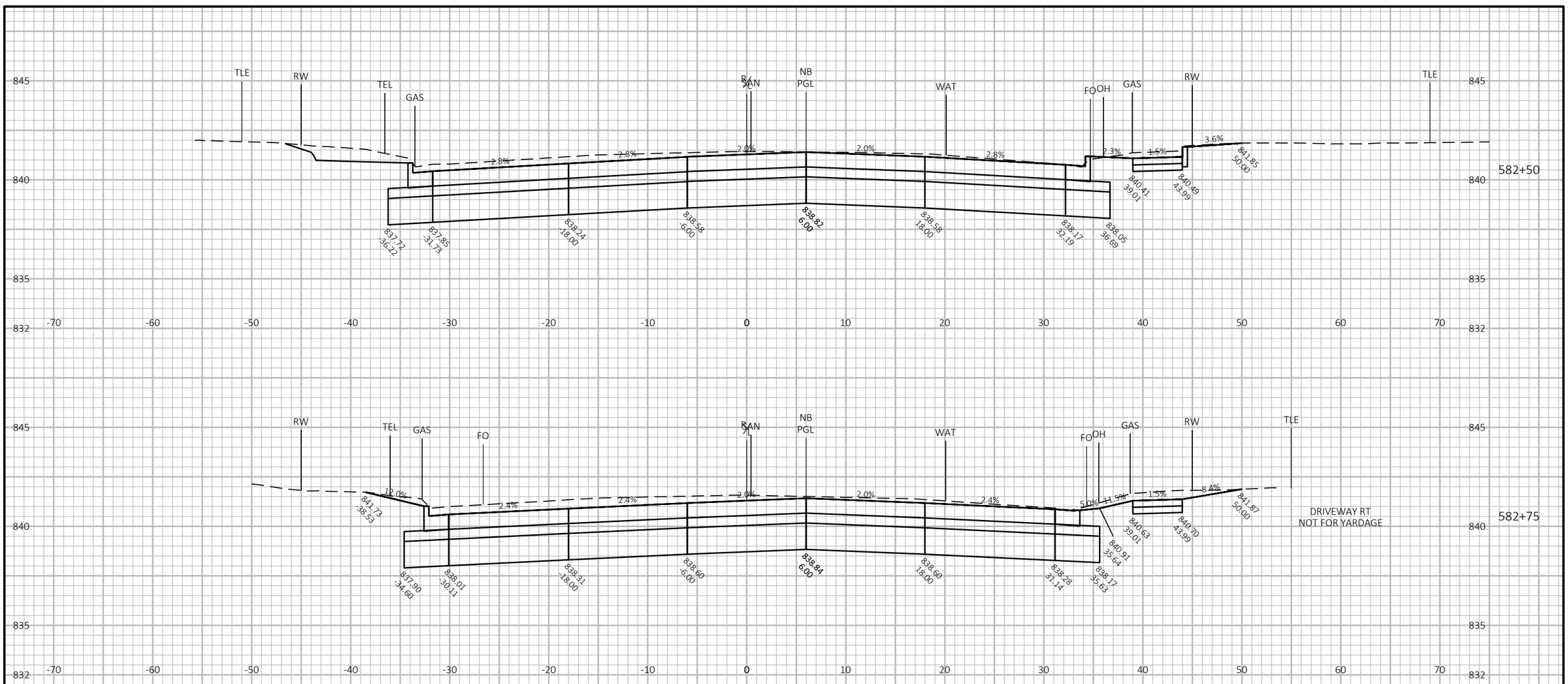
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 498	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090201-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 11/16/2023 6:42 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



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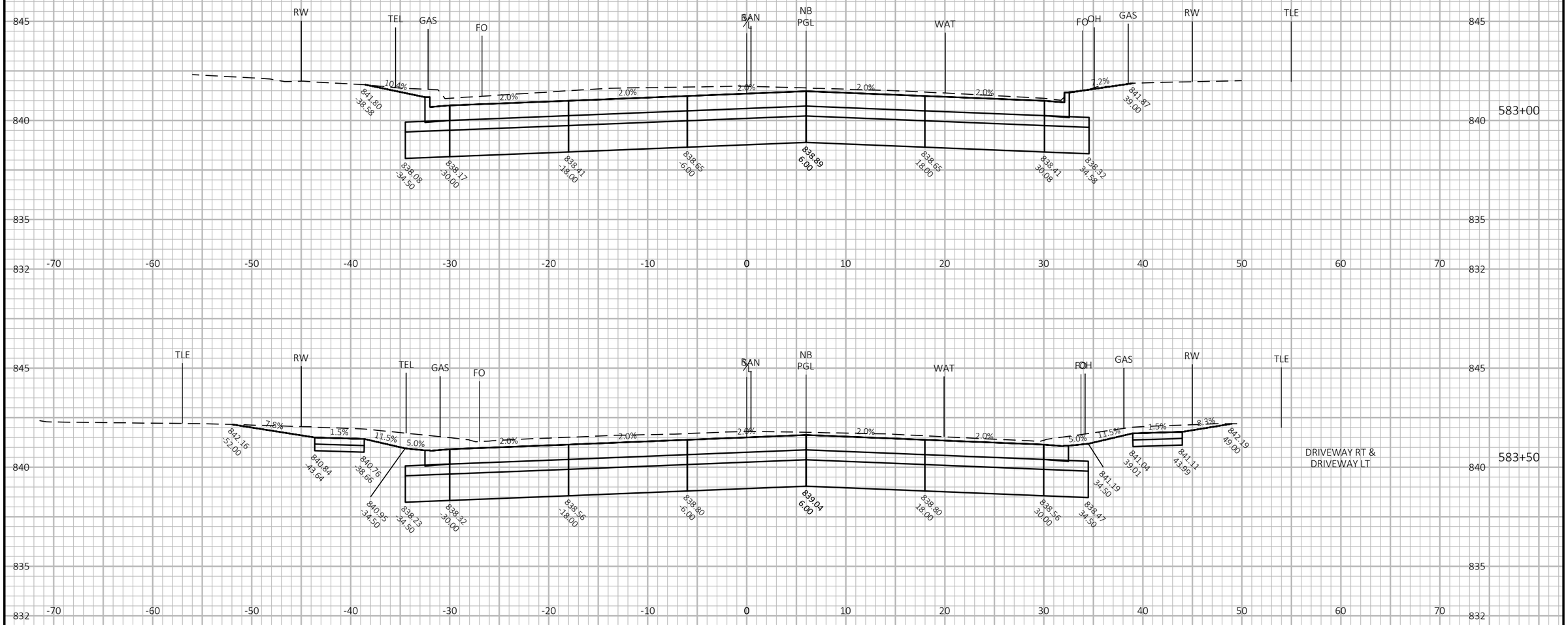
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 499	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090201-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 11/16/2023 6:42 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



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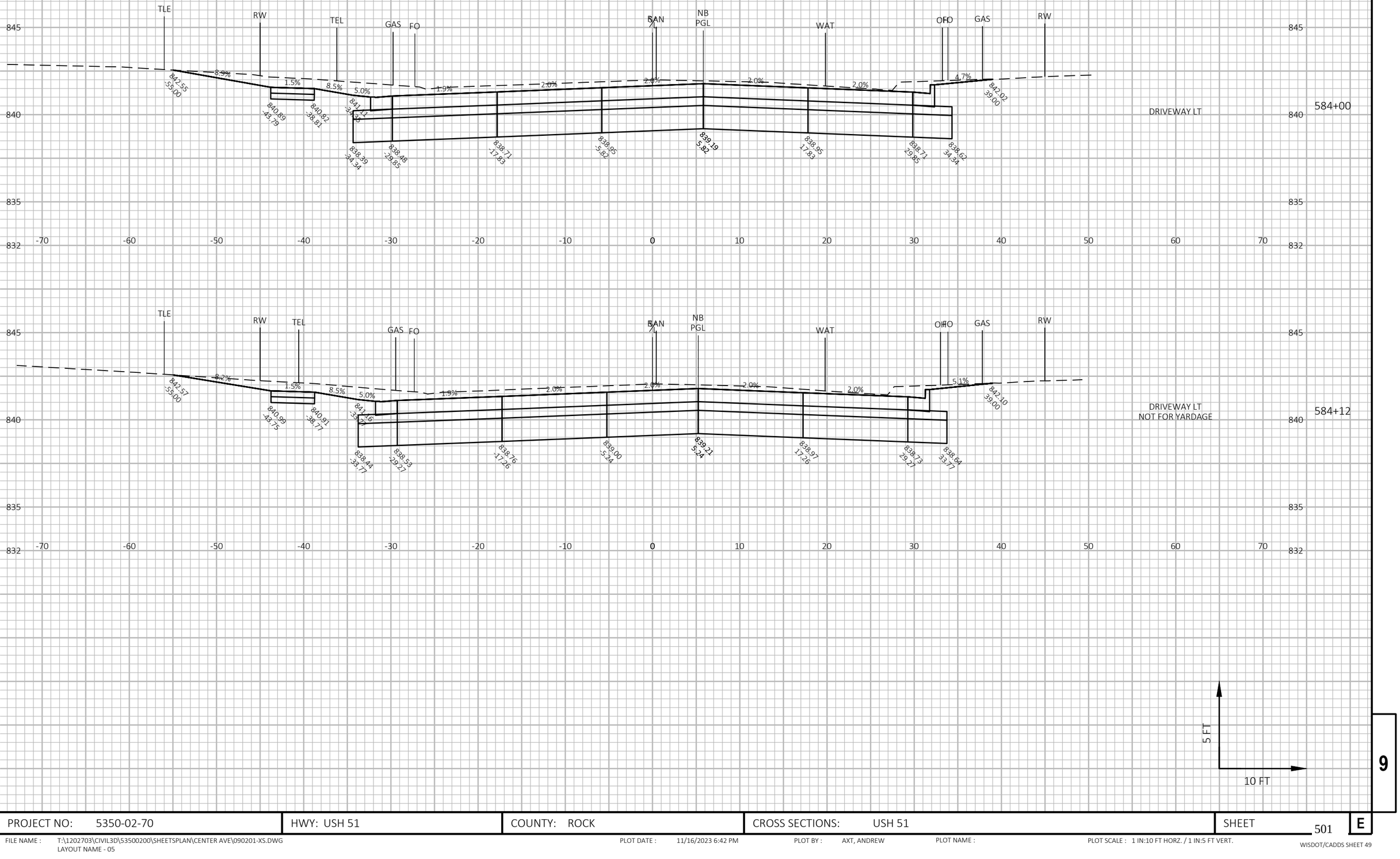
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 500	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090201-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 11/16/2023 6:42 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



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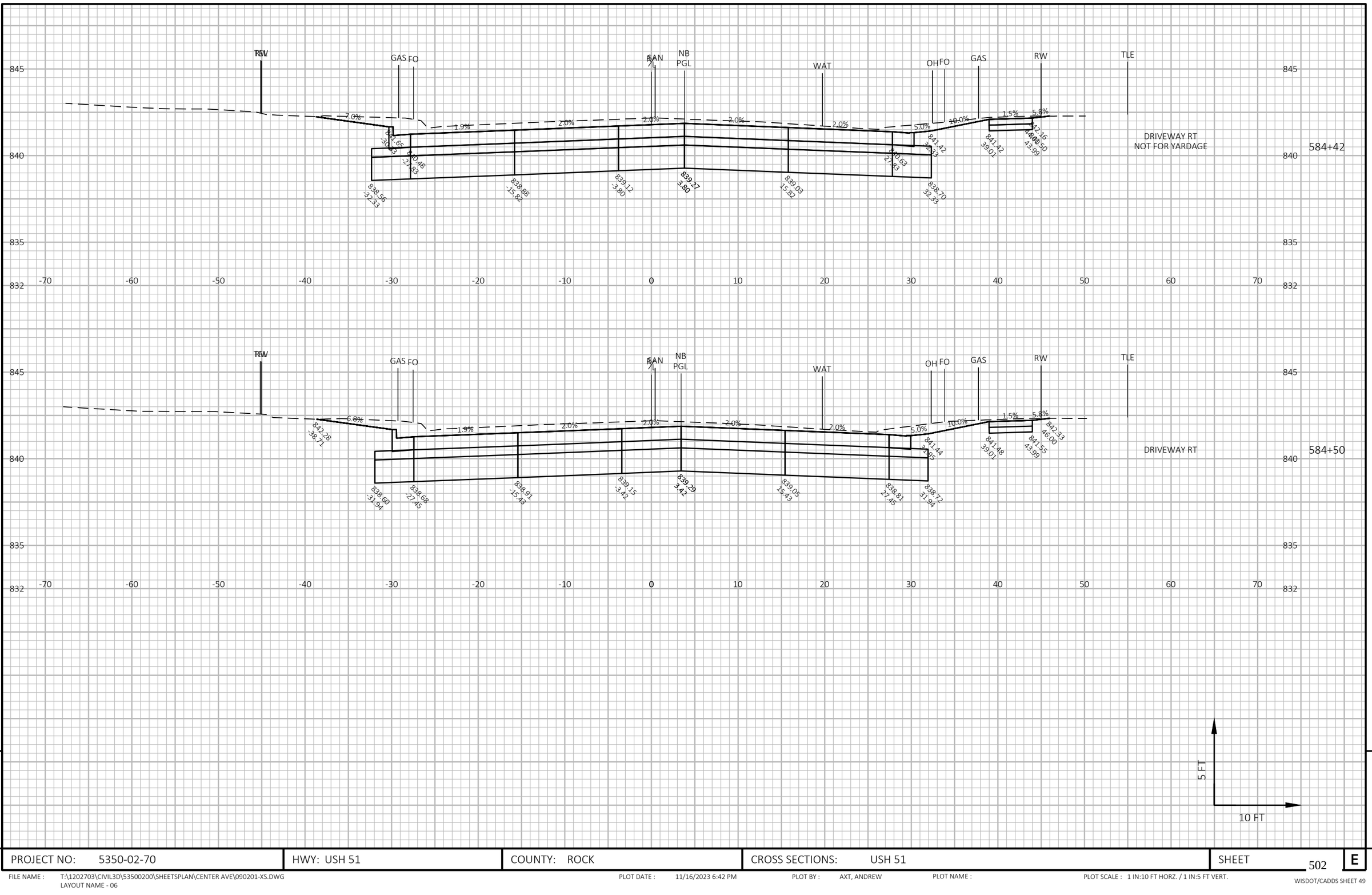
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 501	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090201-XS.DWG
LAYOUT NAME - 05

PLOT DATE : 11/16/2023 6:42 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



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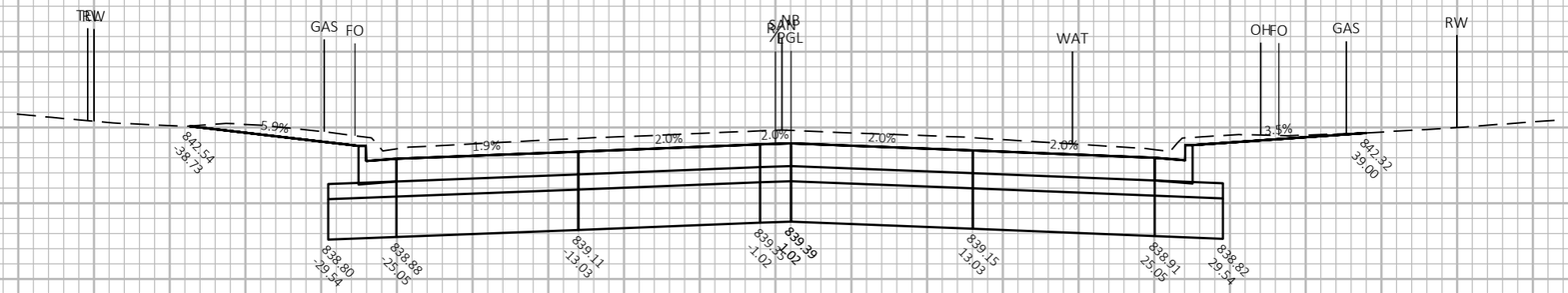
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 502	E

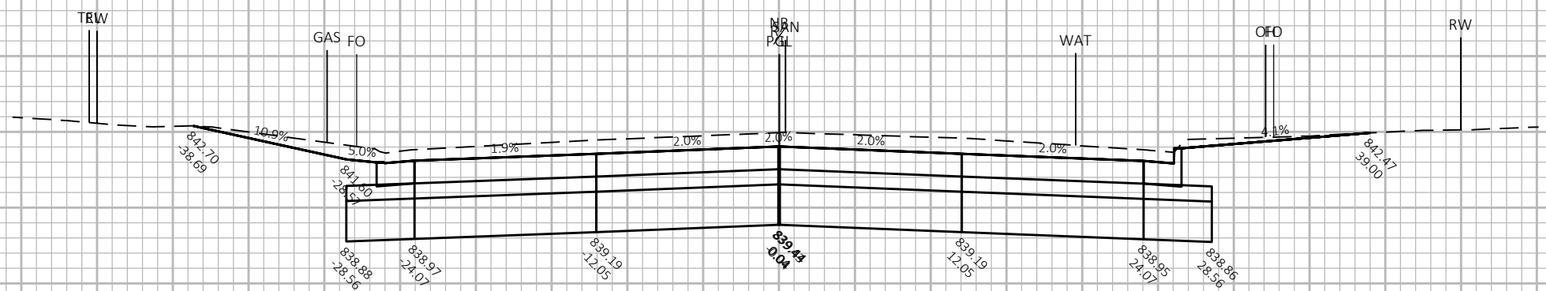
FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090201-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 11/16/2023 6:42 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49

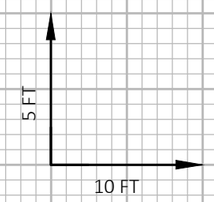


585+00



585+20

DRIVEWAY LT
NOT FOR YARDAGE



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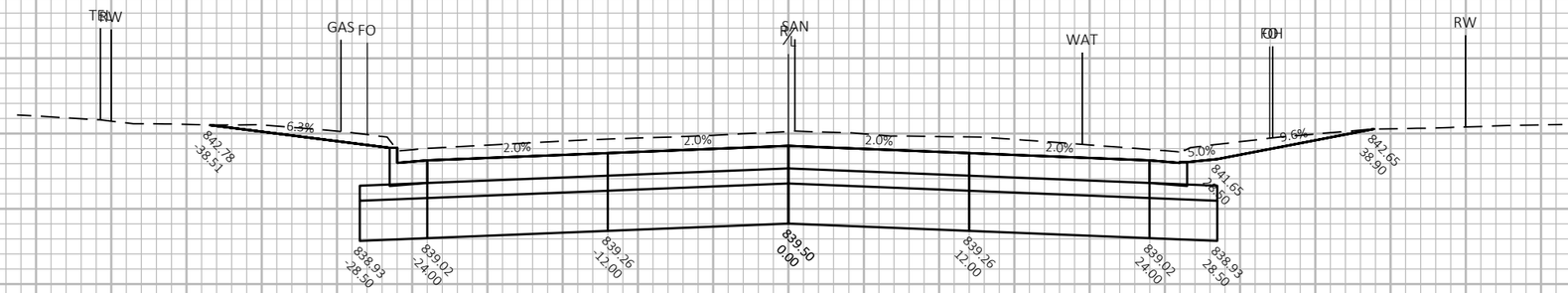
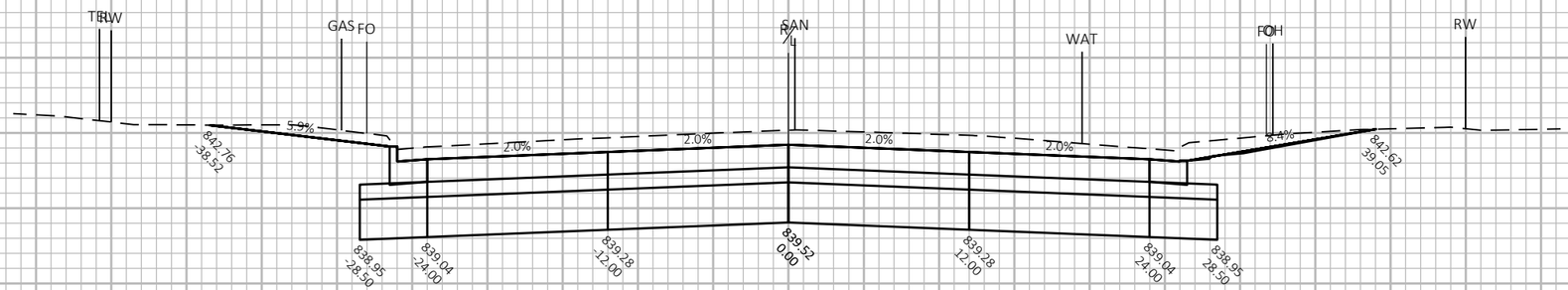
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 503	E

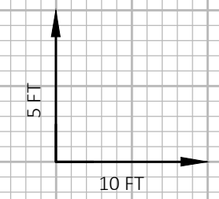
FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090201-XS.DWG
LAYOUT NAME - 07

PLOT DATE : 11/16/2023 6:42 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49







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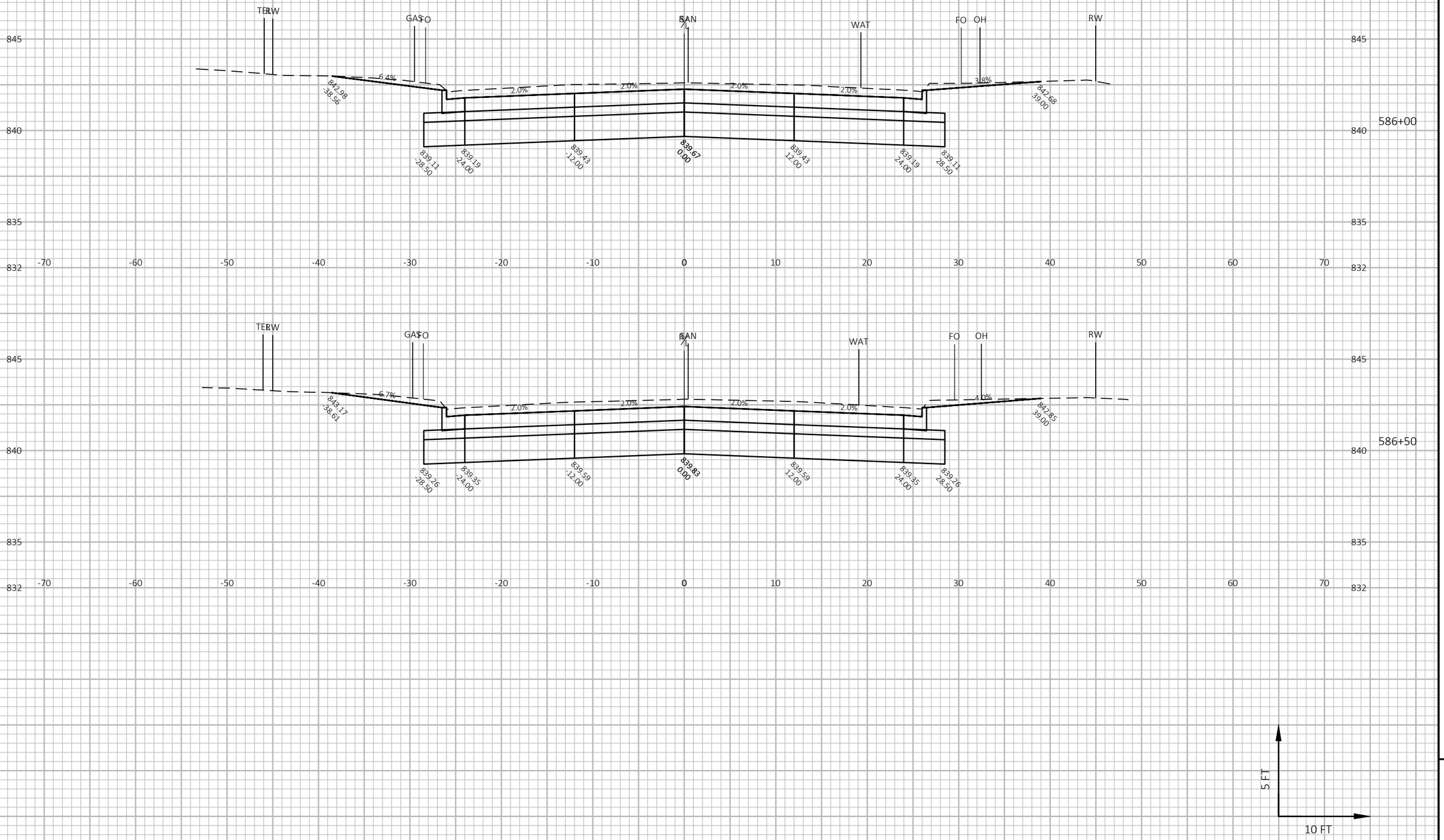
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 504	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090201-XS.DWG
LAYOUT NAME - 08

PLOT DATE : 11/16/2023 6:42 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.



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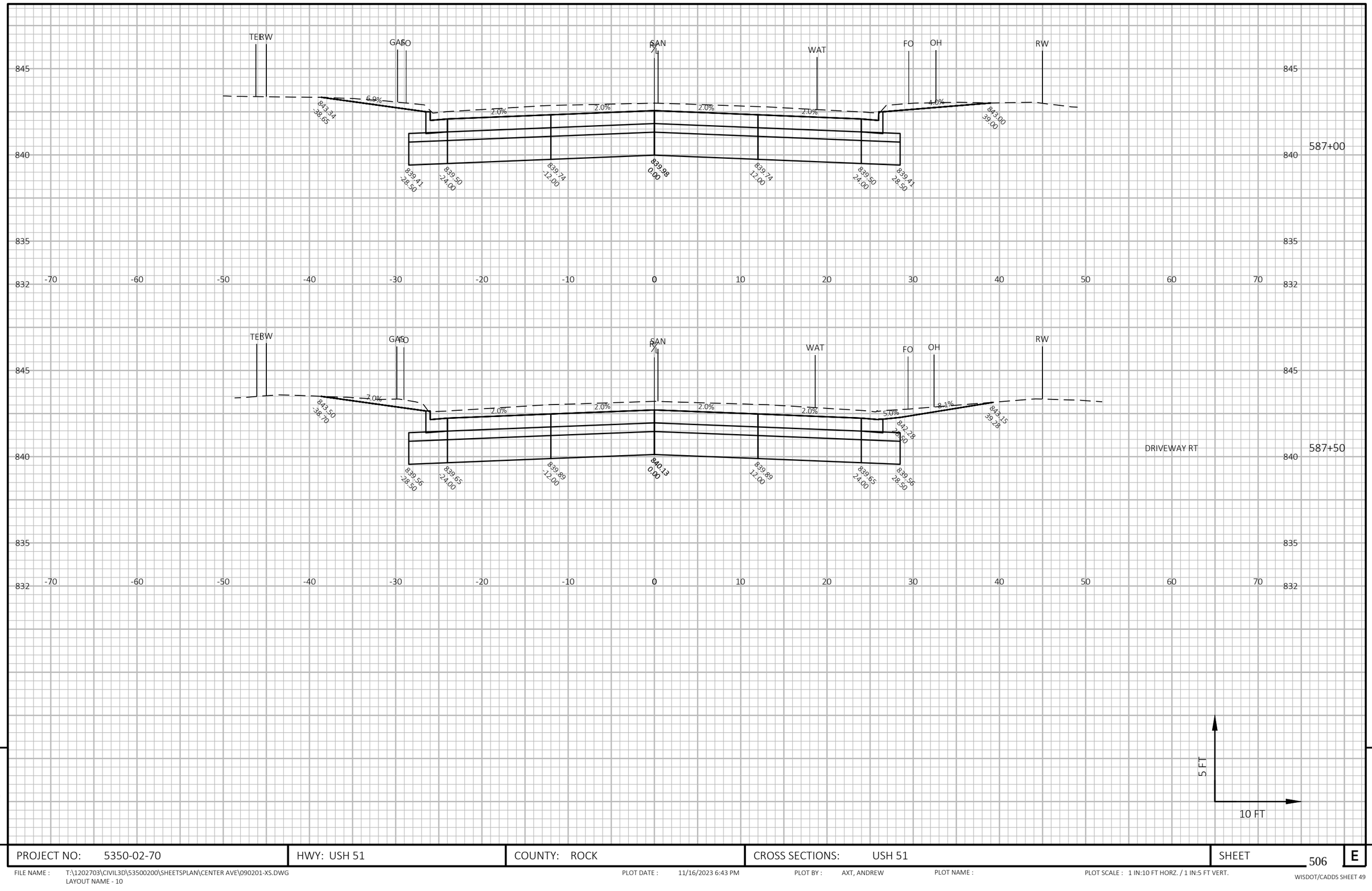
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 505	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090201-XS.DWG
LAYOUT NAME - 09

PLOT DATE : 11/16/2023 6:43 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

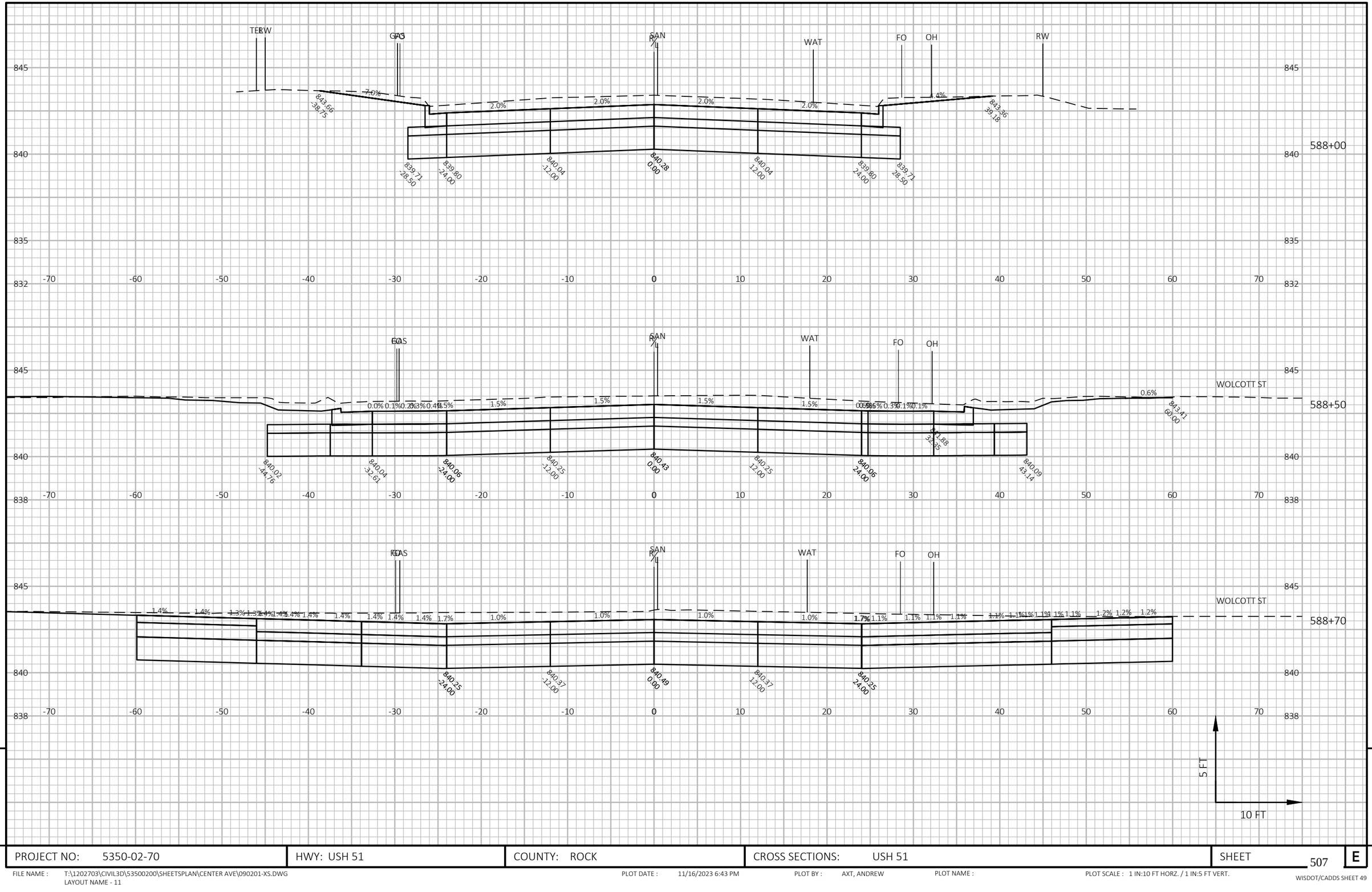


PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 506	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090201-XS.DWG
LAYOUT NAME - 10

PLOT DATE : 11/16/2023 6:43 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



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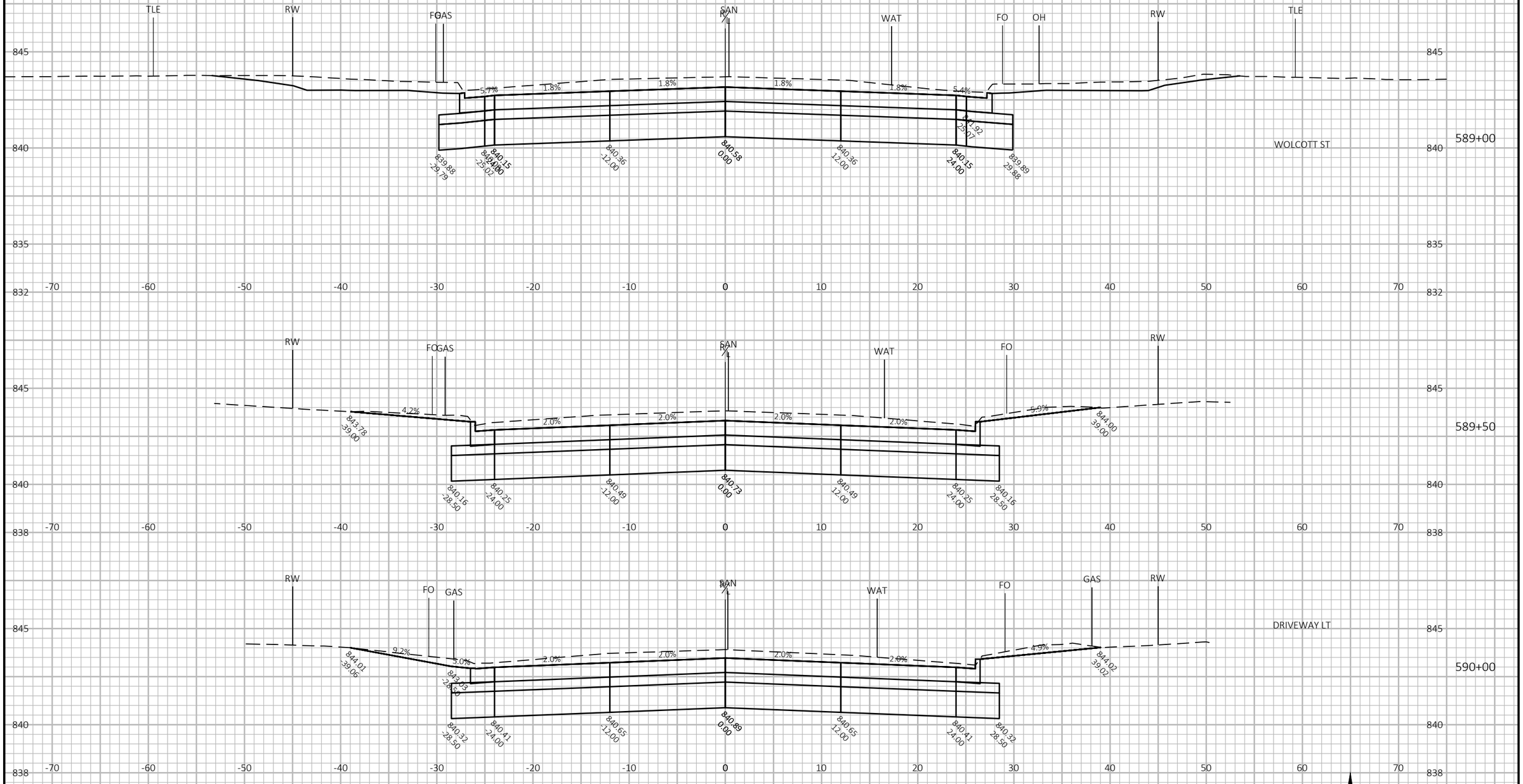
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 507	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090201-XS.DWG
LAYOUT NAME - 11

PLOT DATE : 11/16/2023 6:43 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49

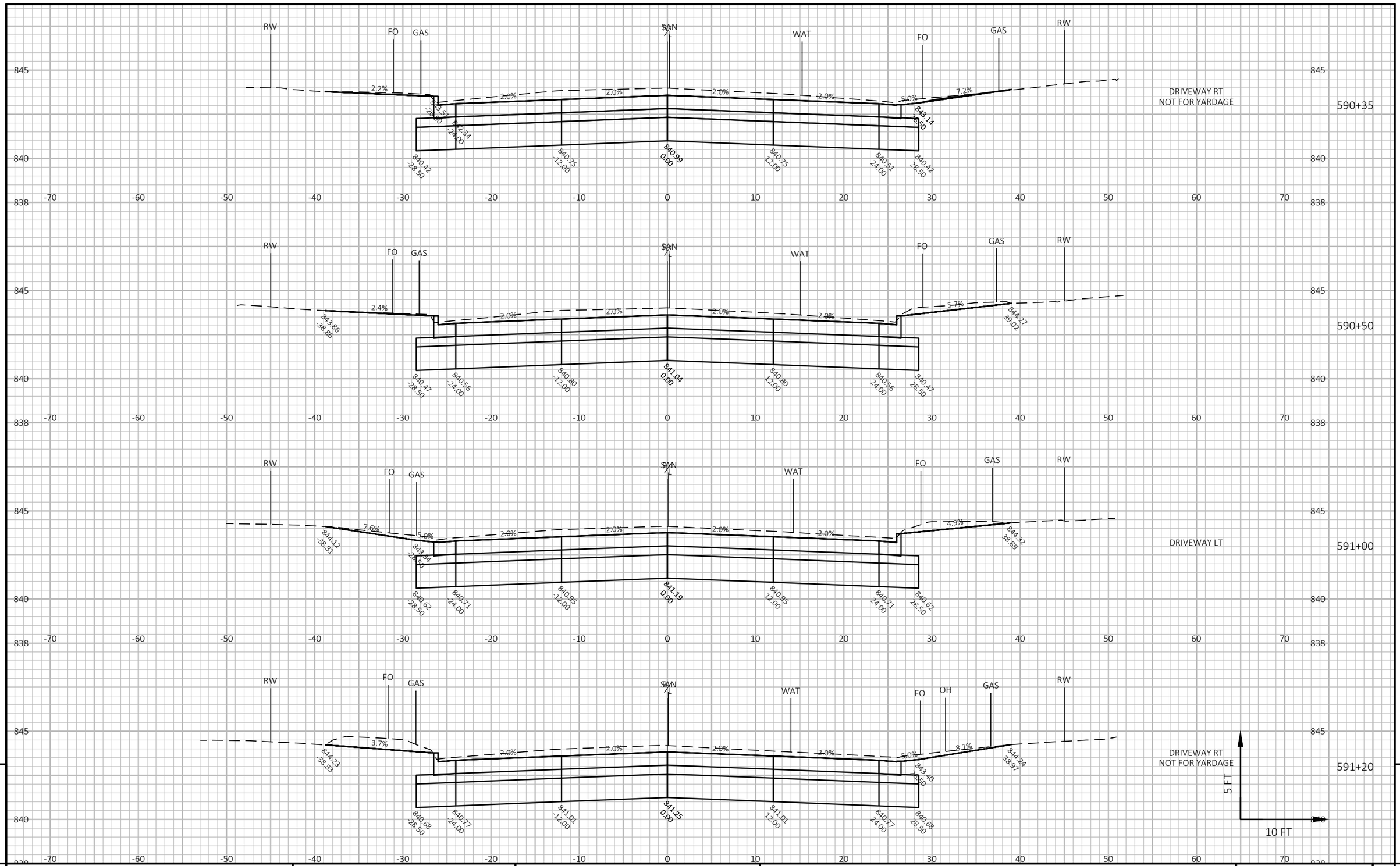


PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 508	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090201-XS.DWG
LAYOUT NAME - 12

PLOT DATE : 11/16/2023 6:43 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



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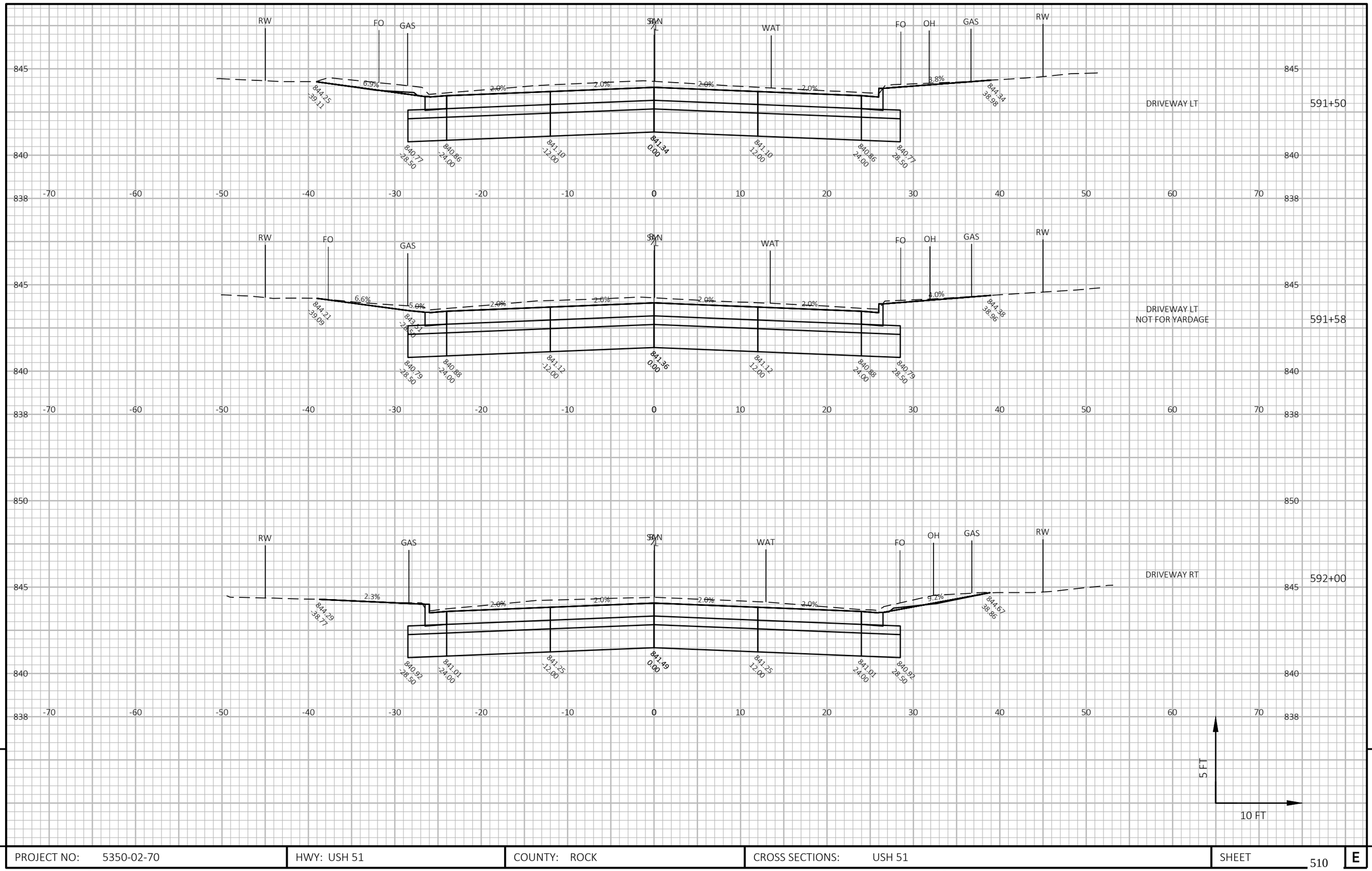
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 509	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090201-XS.DWG
LAYOUT NAME - 13

PLOT DATE : 11/16/2023 6:43 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



9

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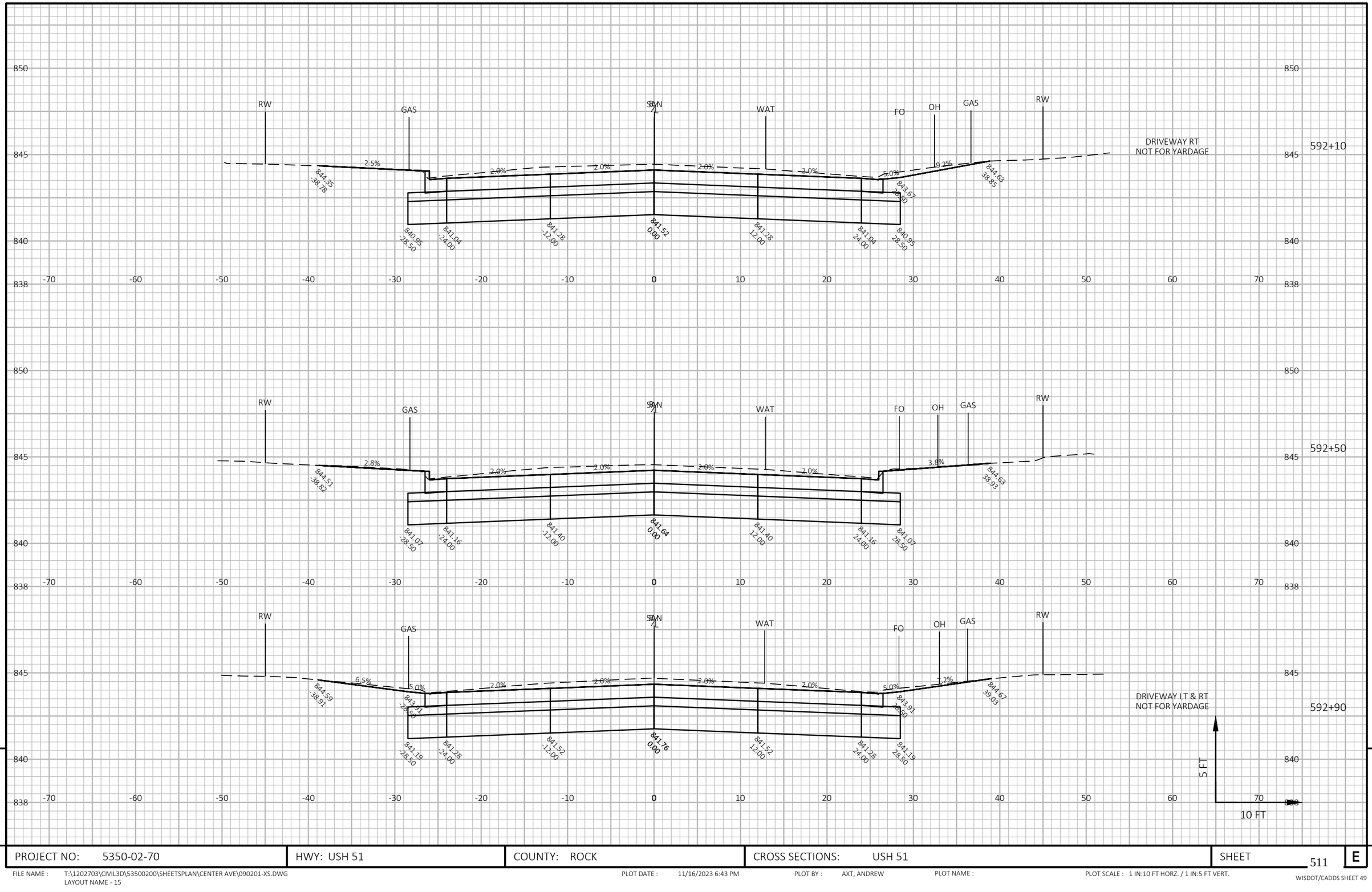
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 510	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090201-XS.DWG
LAYOUT NAME - 14

PLOT DATE : 11/16/2023 6:43 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 511 E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090201-XS.DWG
LAYOUT NAME - 15

PLOT DATE : 11/16/2023 6:43 PM

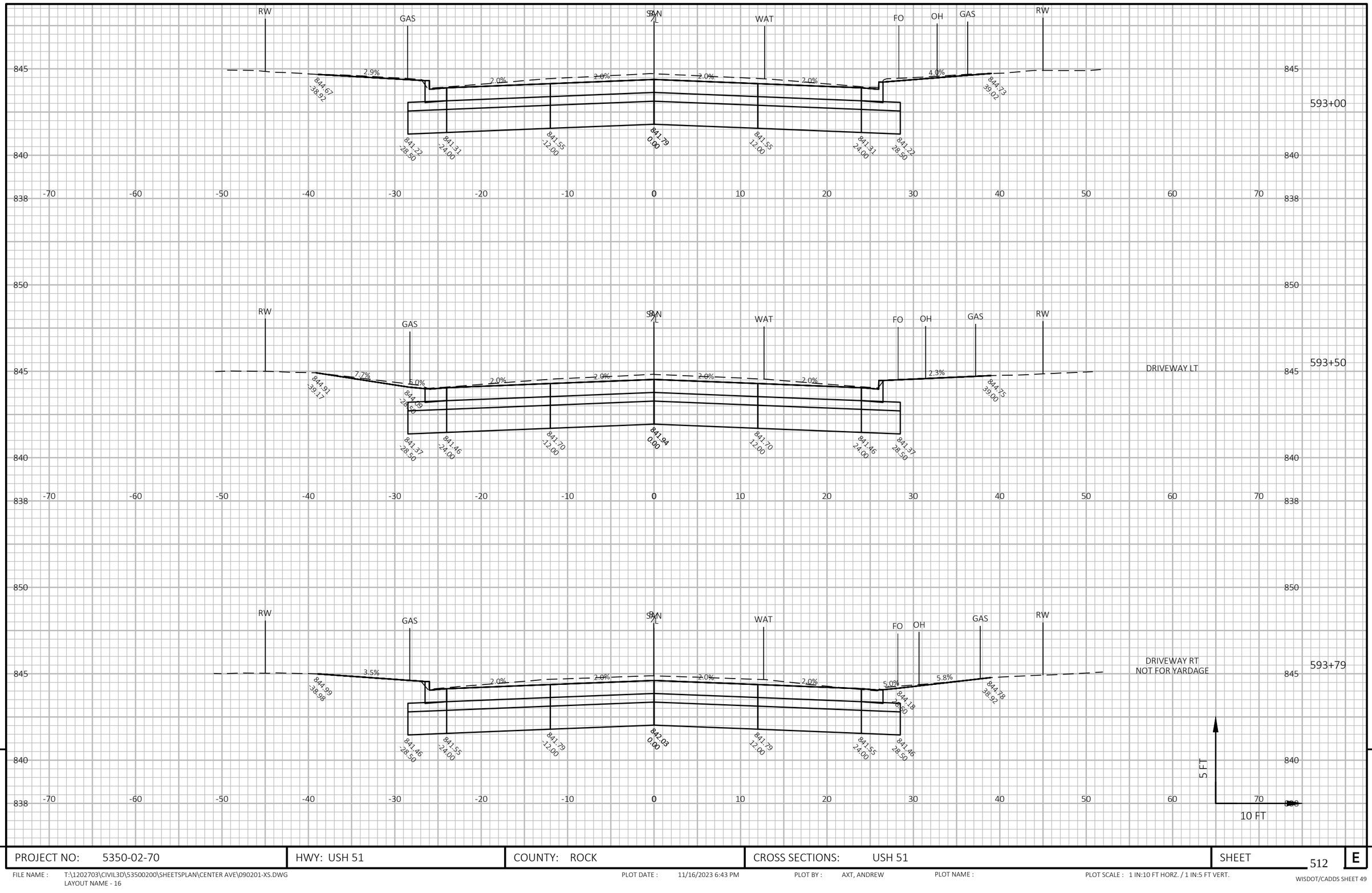
PLOT BY : AXT, ANDREW

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49

9

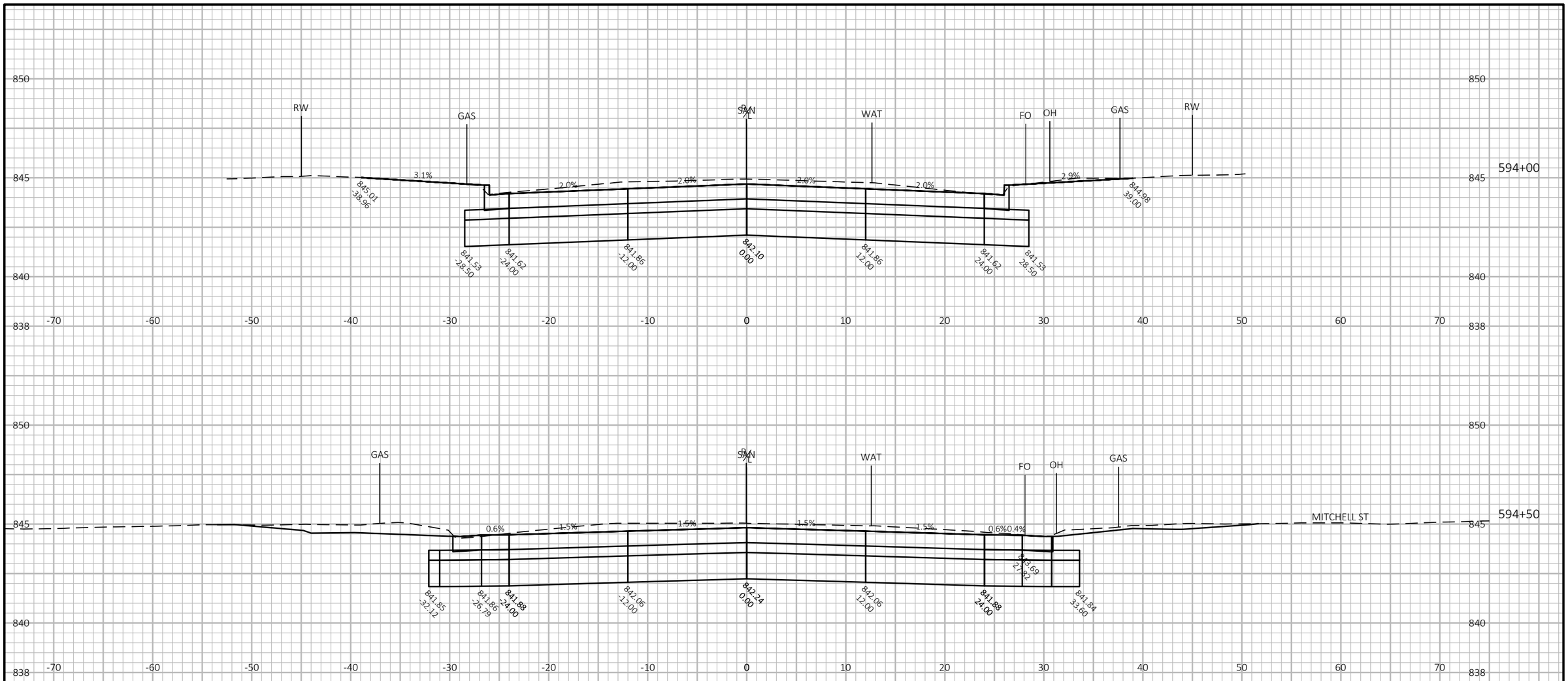


PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 512	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090201-XS.DWG
LAYOUT NAME - 16

PLOT DATE : 11/16/2023 6:43 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



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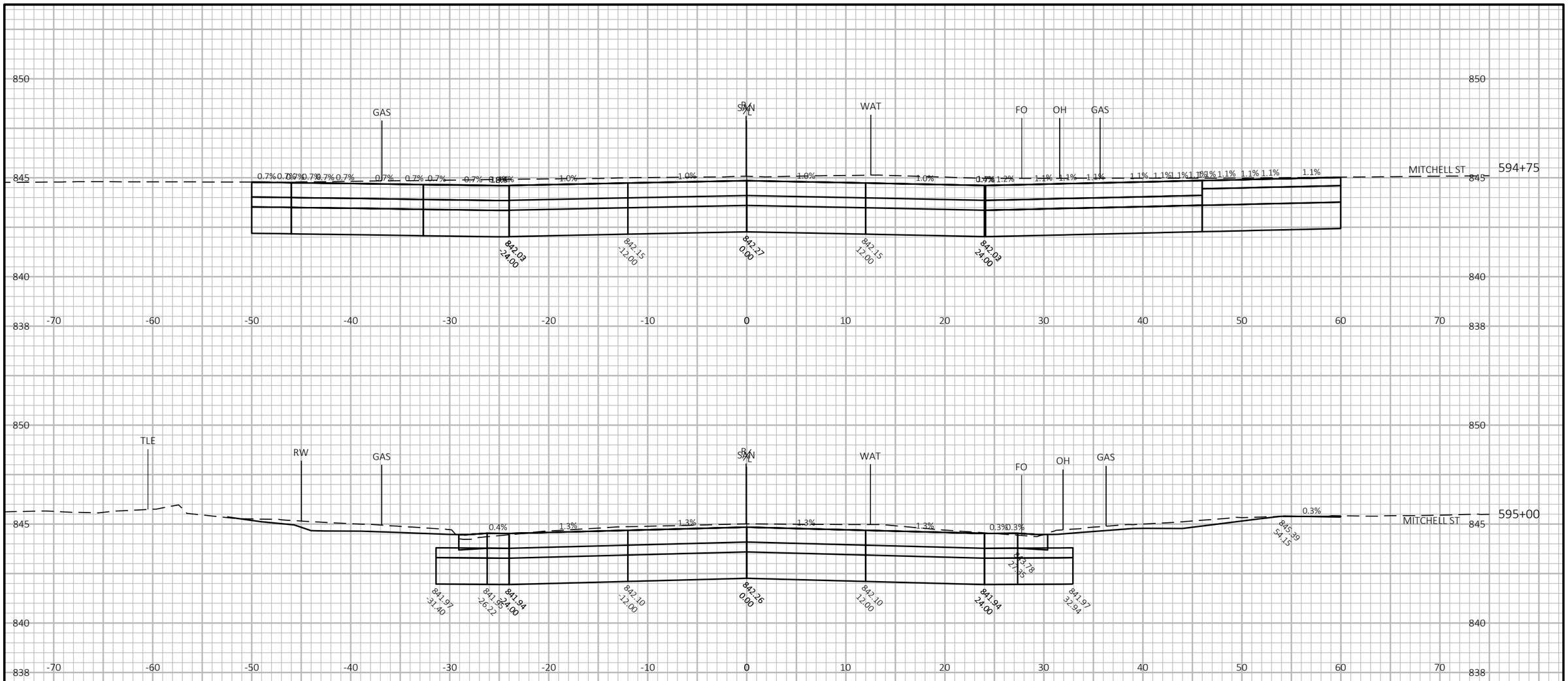
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 513	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090201-XS.DWG
LAYOUT NAME - 17

PLOT DATE : 11/16/2023 6:43 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49

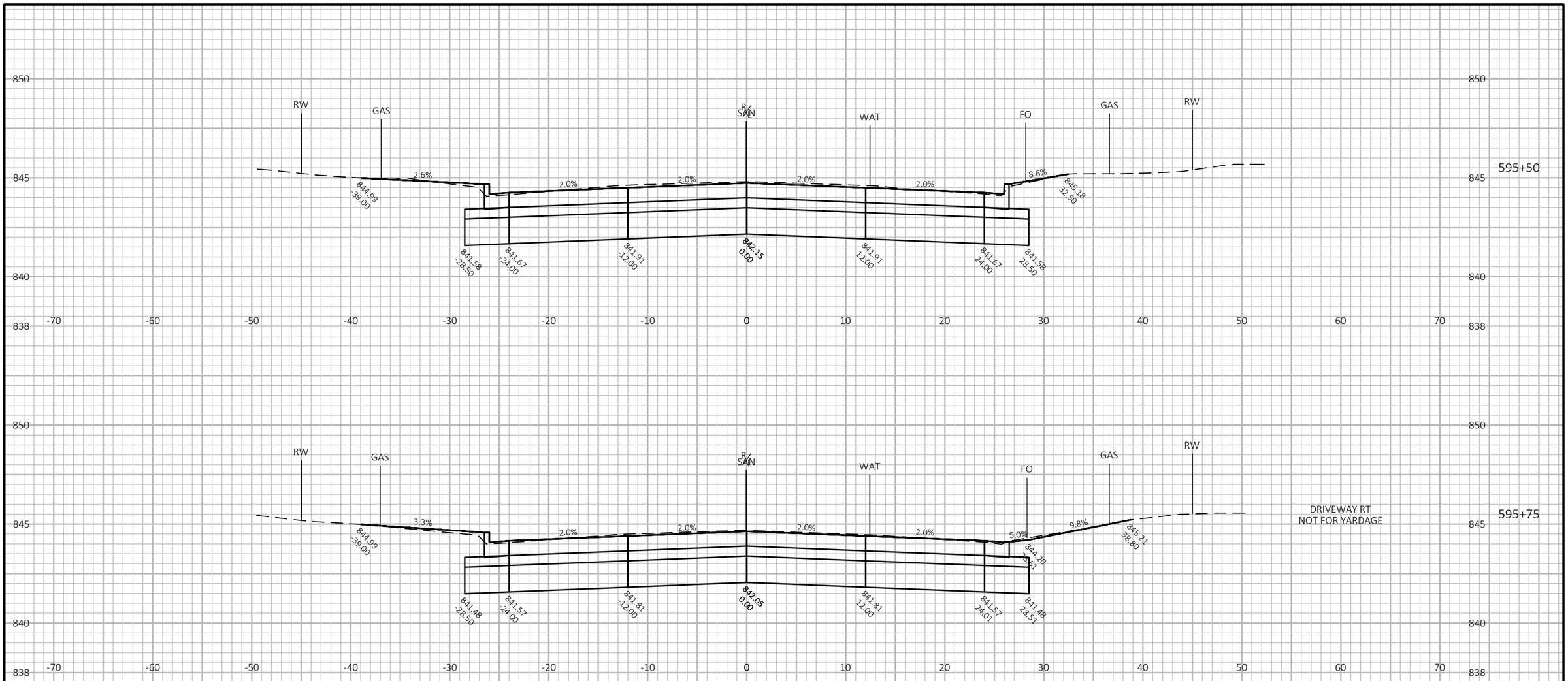


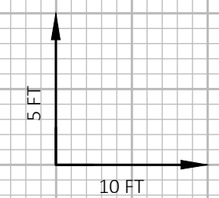
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 514	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090201-XS.DWG
LAYOUT NAME - 18

PLOT DATE : 11/16/2023 6:43 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49





9

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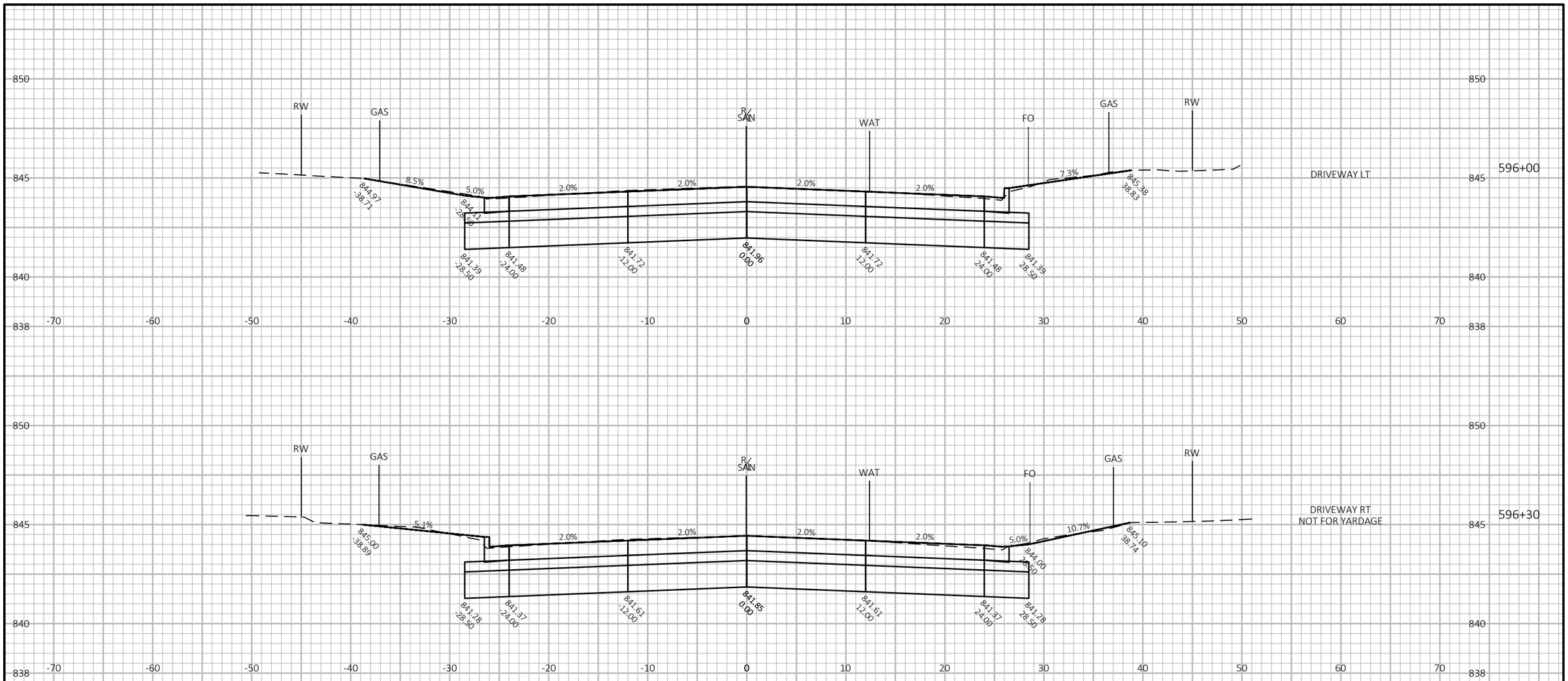
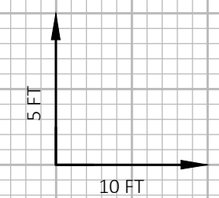
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 515	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090201-XS.DWG
LAYOUT NAME - 19

PLOT DATE : 11/16/2023 6:43 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49





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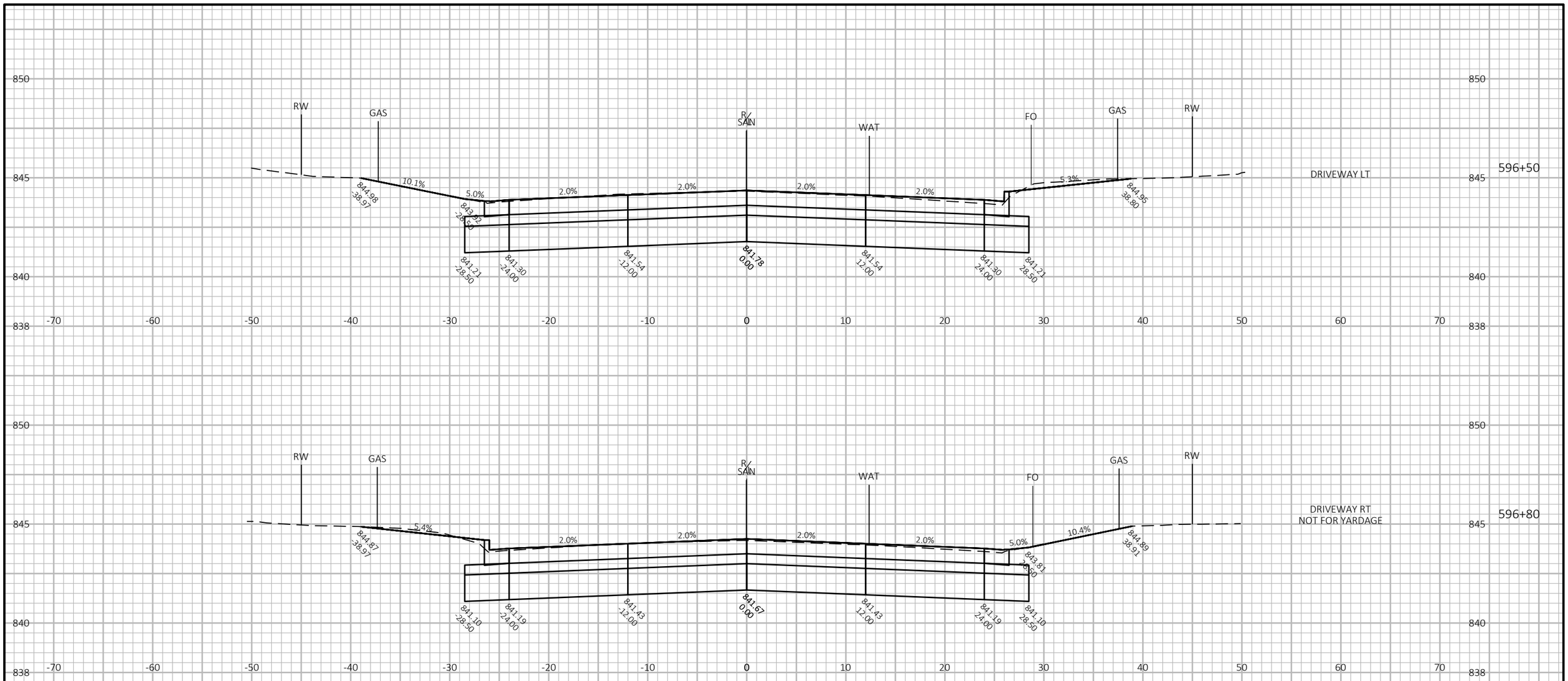
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 516	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090201-XS.DWG
LAYOUT NAME - 20

PLOT DATE : 11/16/2023 6:43 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49

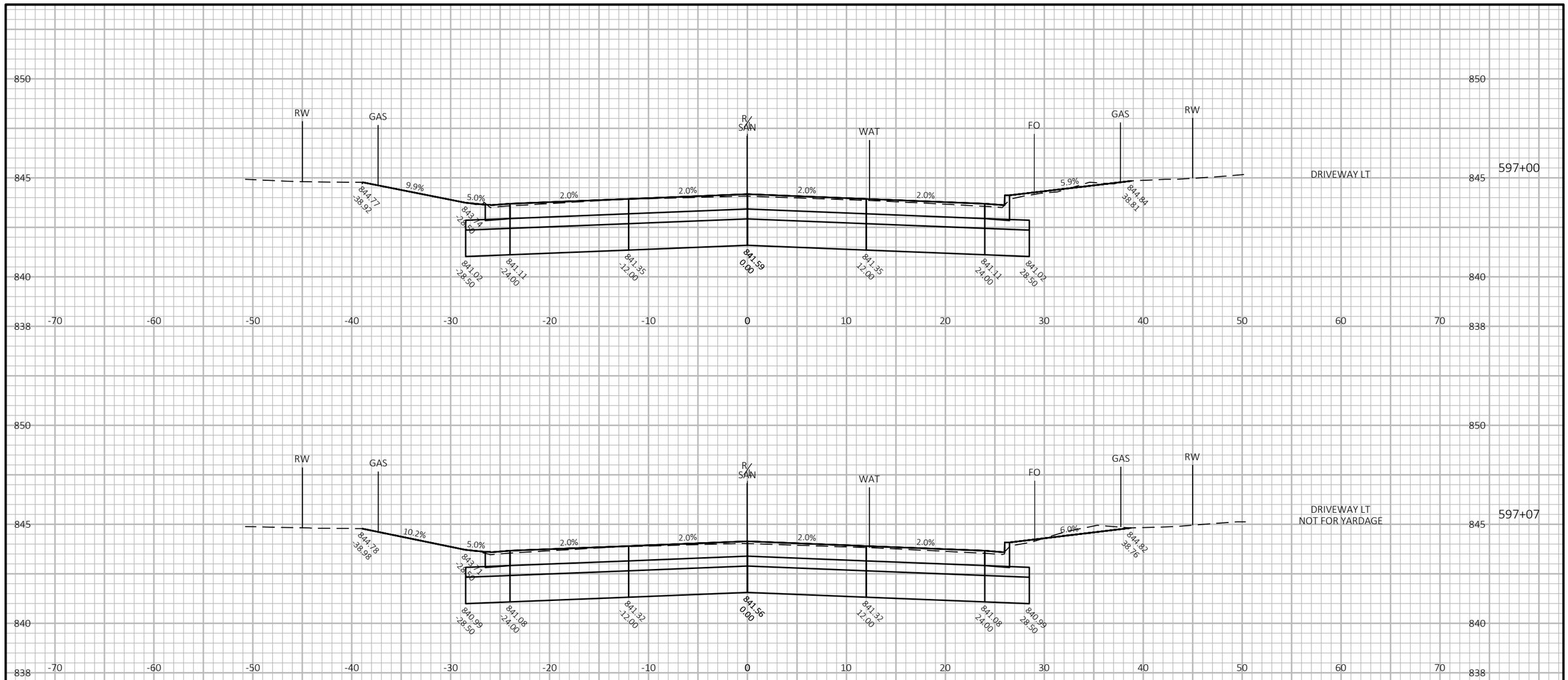


PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 517	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090201-XS.DWG
LAYOUT NAME - 21

PLOT DATE : 11/16/2023 6:43 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



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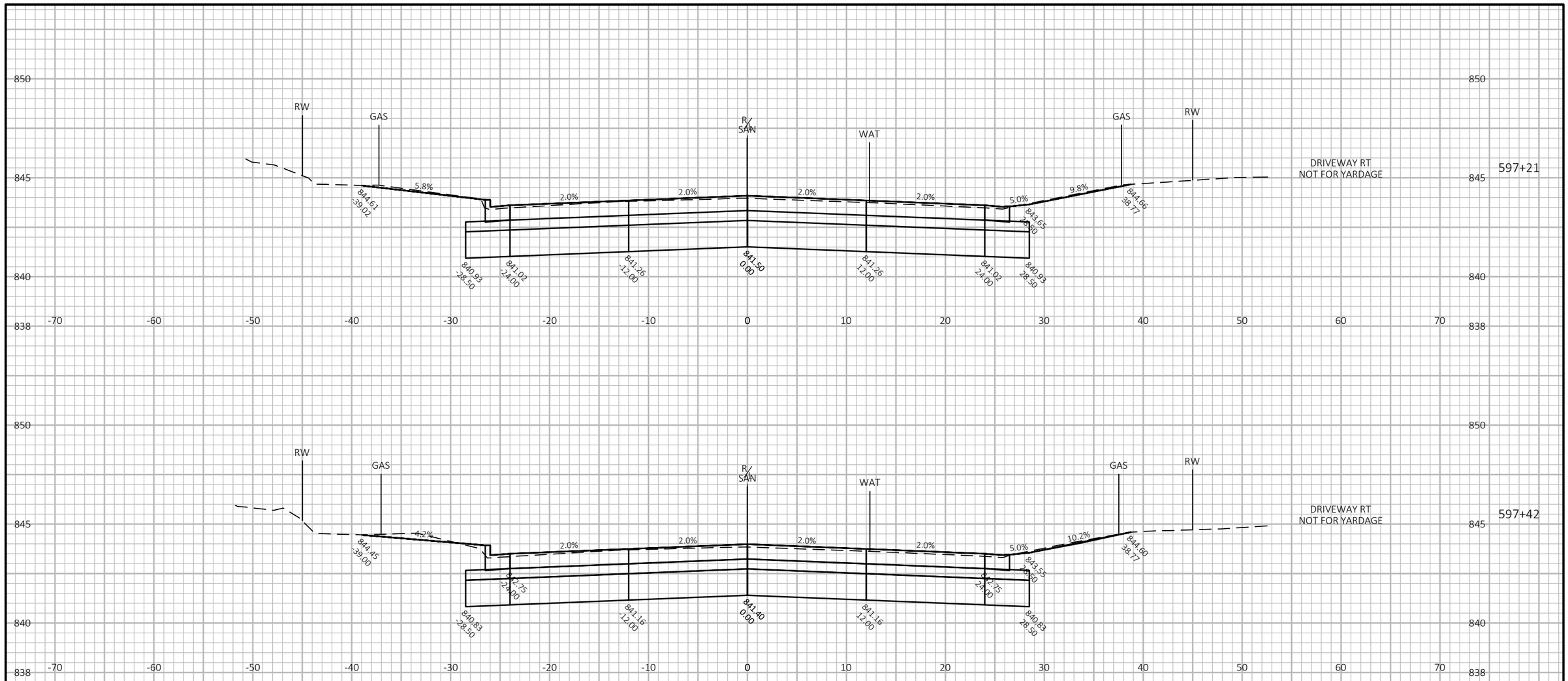
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 518	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090201-XS.DWG
LAYOUT NAME - 22

PLOT DATE : 11/16/2023 6:44 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.



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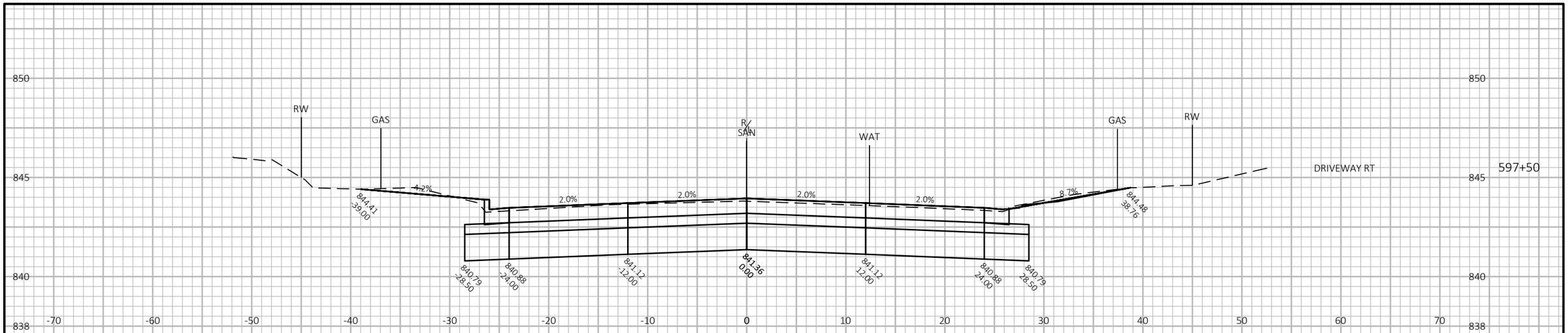
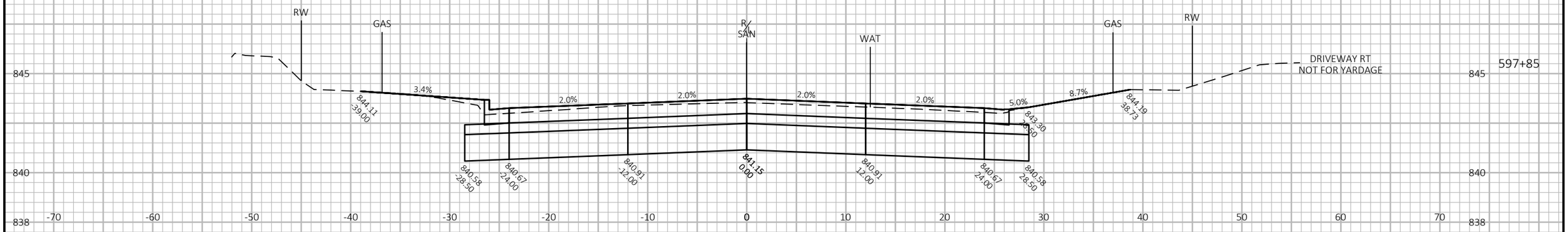
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 519	E

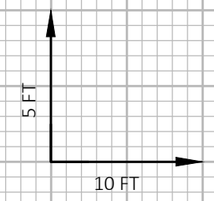
FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090201-XS.DWG
LAYOUT NAME - 23

PLOT DATE : 11/16/2023 6:44 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49







9

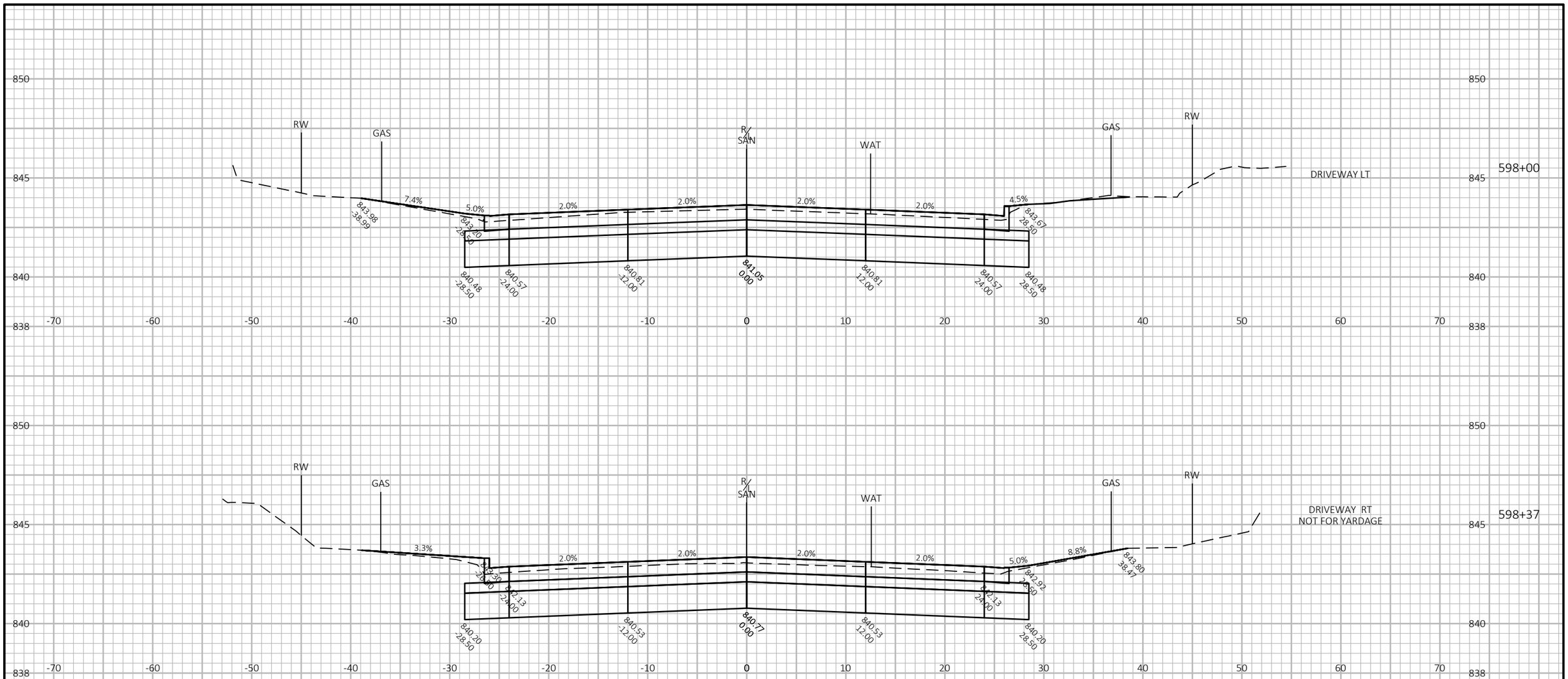
9

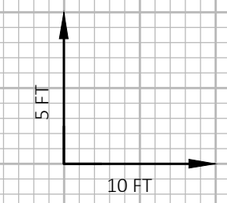
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 520	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090201-XS.DWG
LAYOUT NAME - 24

PLOT DATE : 11/16/2023 6:44 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49





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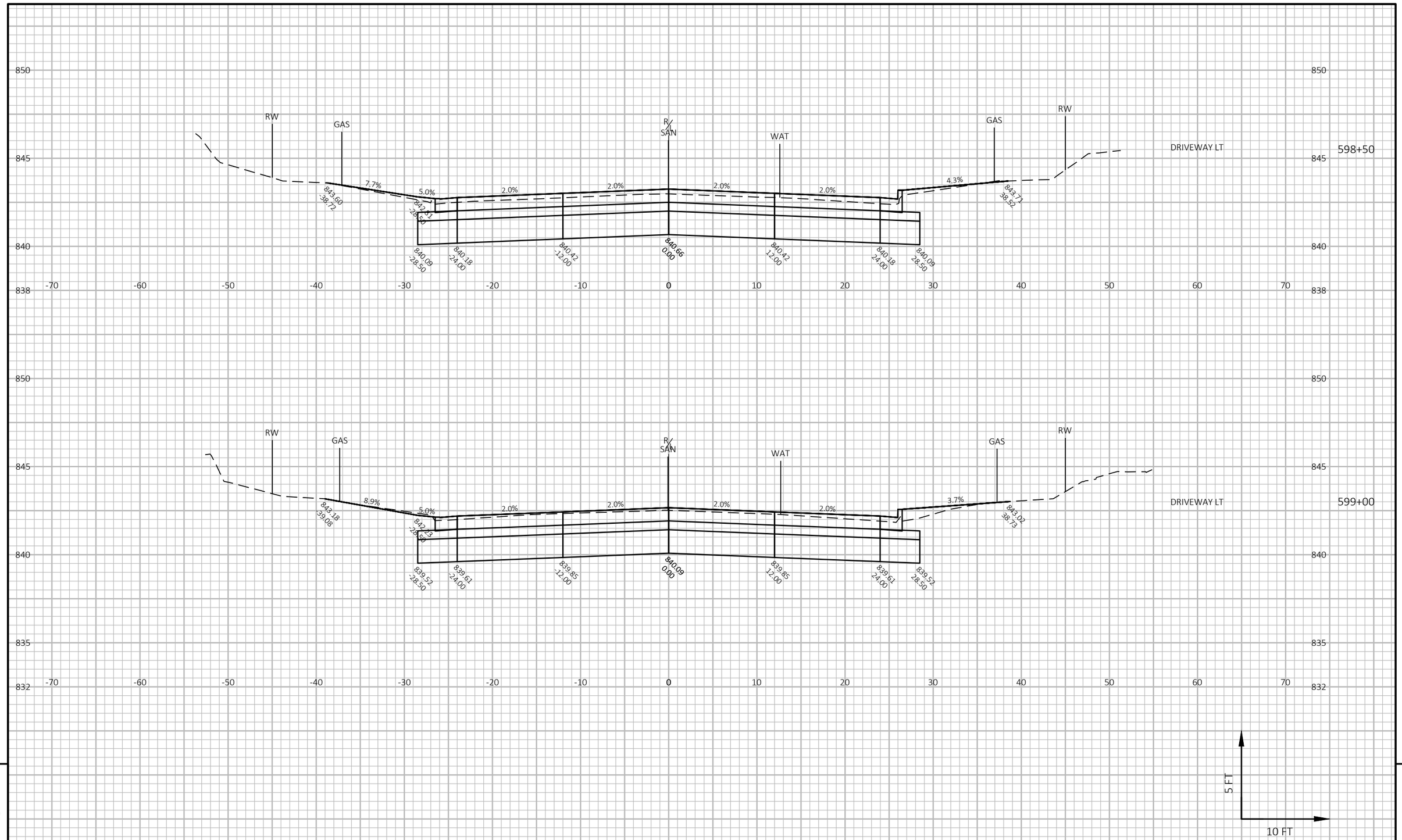
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 521	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090201-XS.DWG
LAYOUT NAME - 25

PLOT DATE : 11/16/2023 6:44 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



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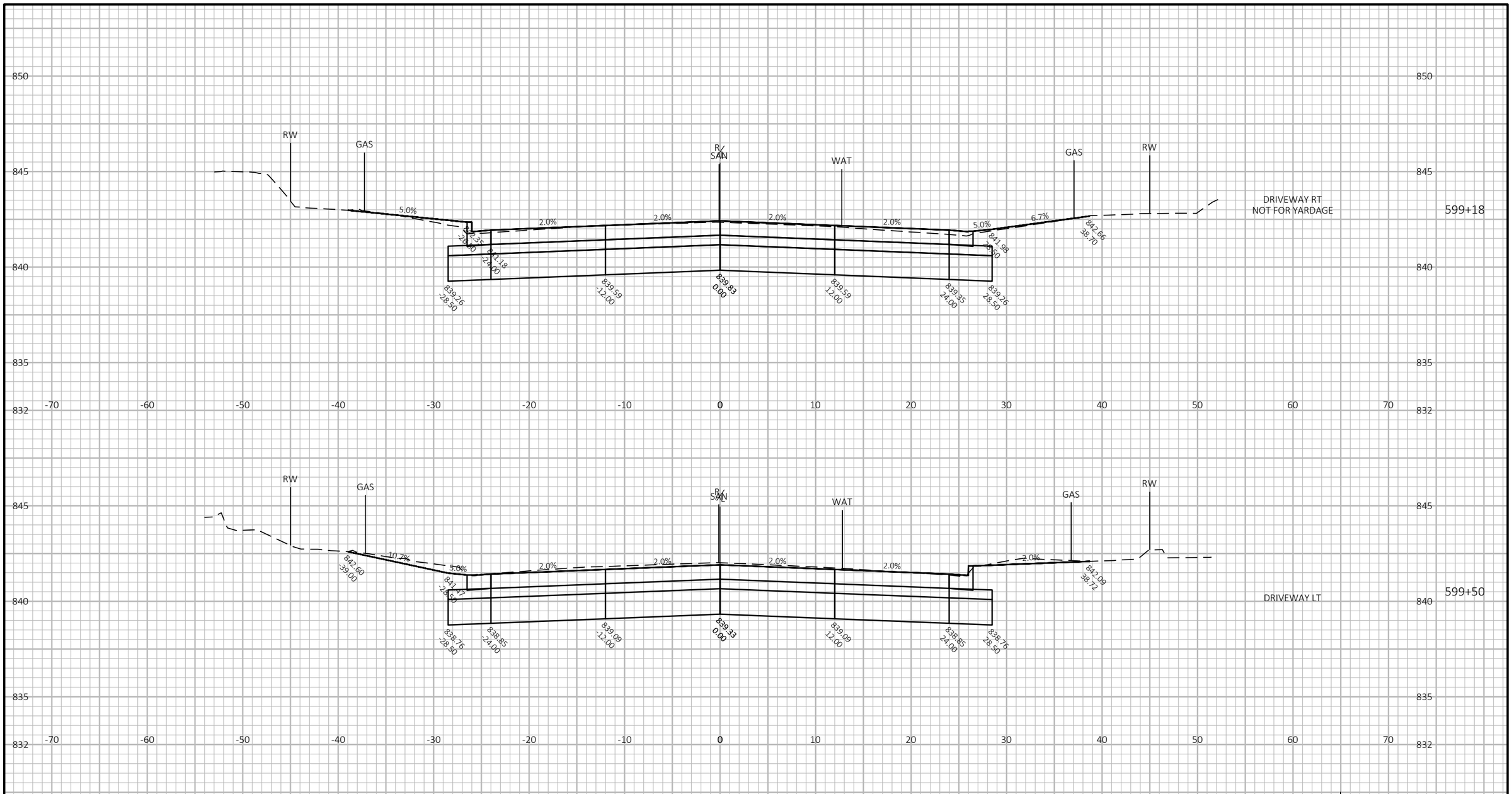
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 522	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090201-XS.DWG
LAYOUT NAME - 26

PLOT DATE : 11/16/2023 6:44 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.



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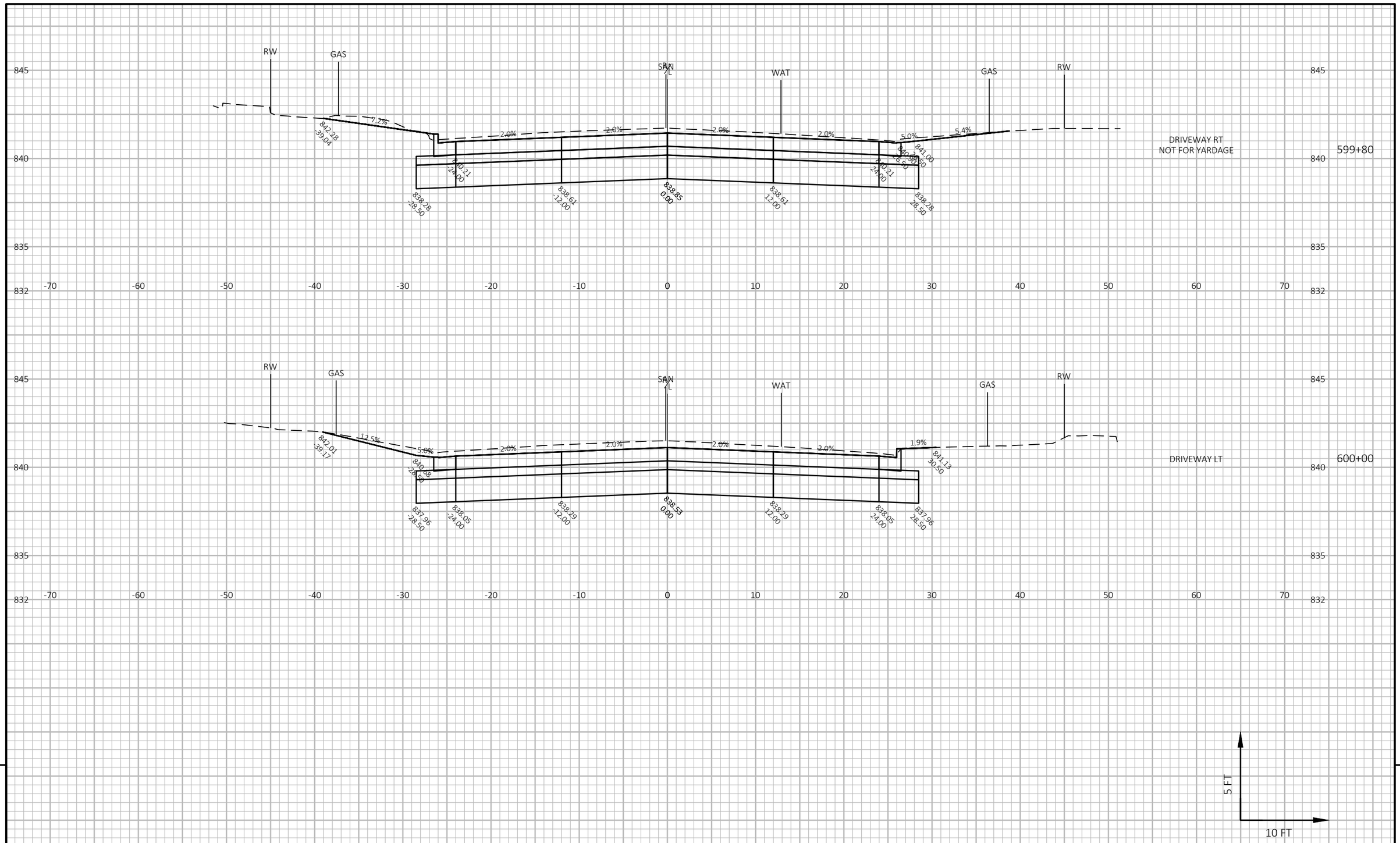
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 523	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090201-XS.DWG
LAYOUT NAME - 27

PLOT DATE : 11/16/2023 6:44 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.



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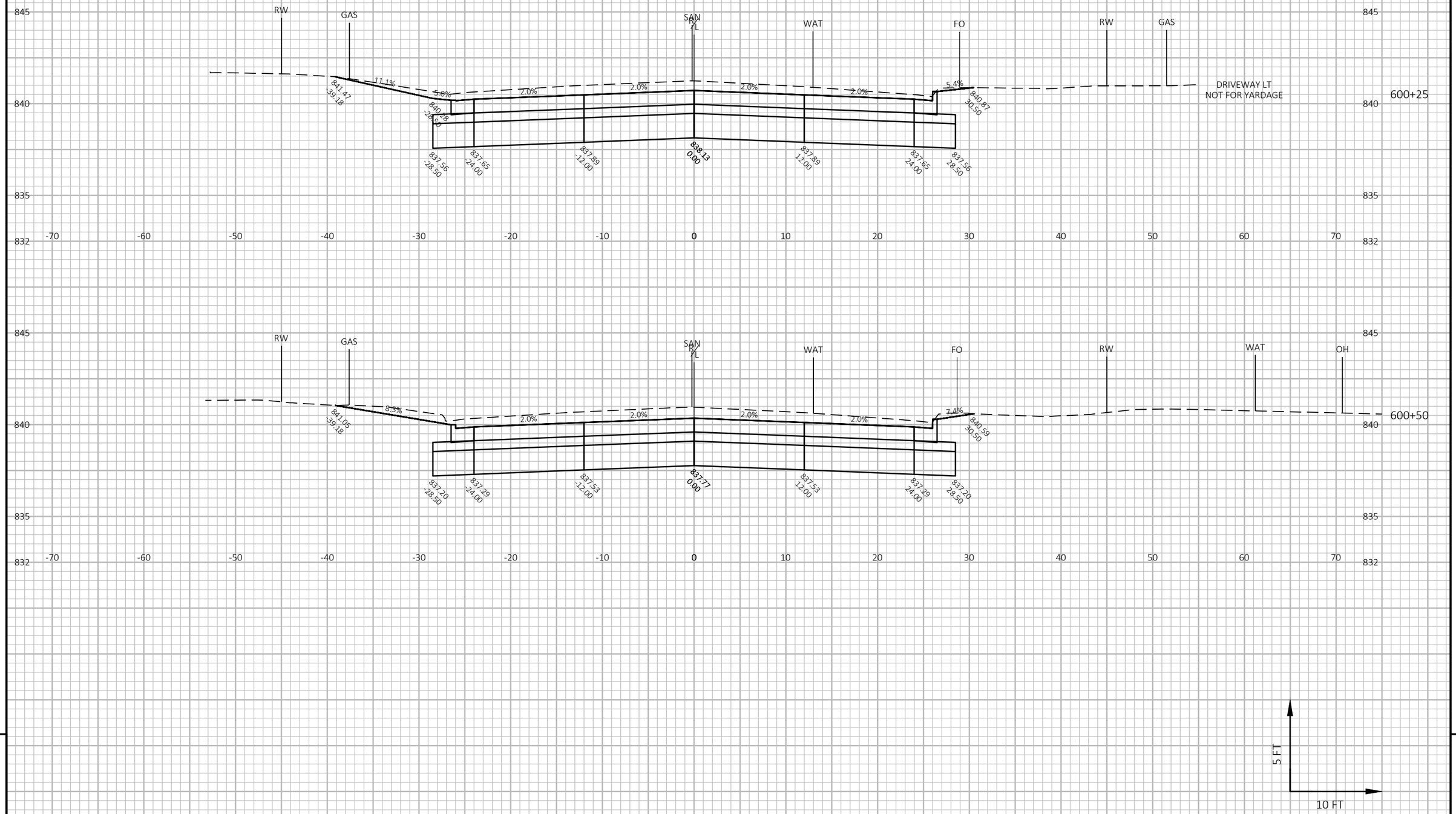
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 524	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090201-XS.DWG
LAYOUT NAME - 28

PLOT DATE : 11/16/2023 6:44 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.



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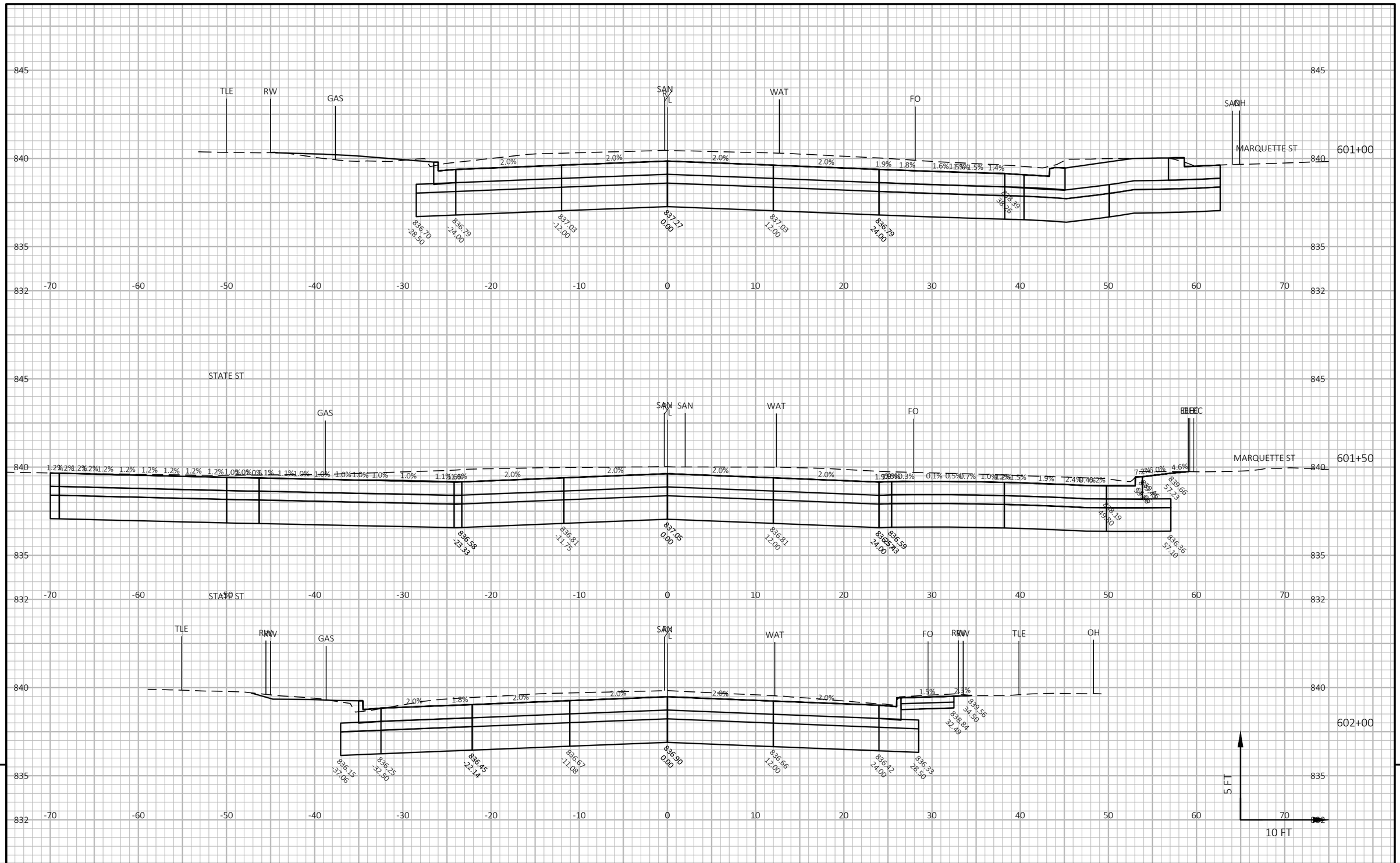
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 525	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090201-XS.DWG
LAYOUT NAME - 29

PLOT DATE : 11/16/2023 6:44 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 526 E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090201-XS.DWG
LAYOUT NAME - 30

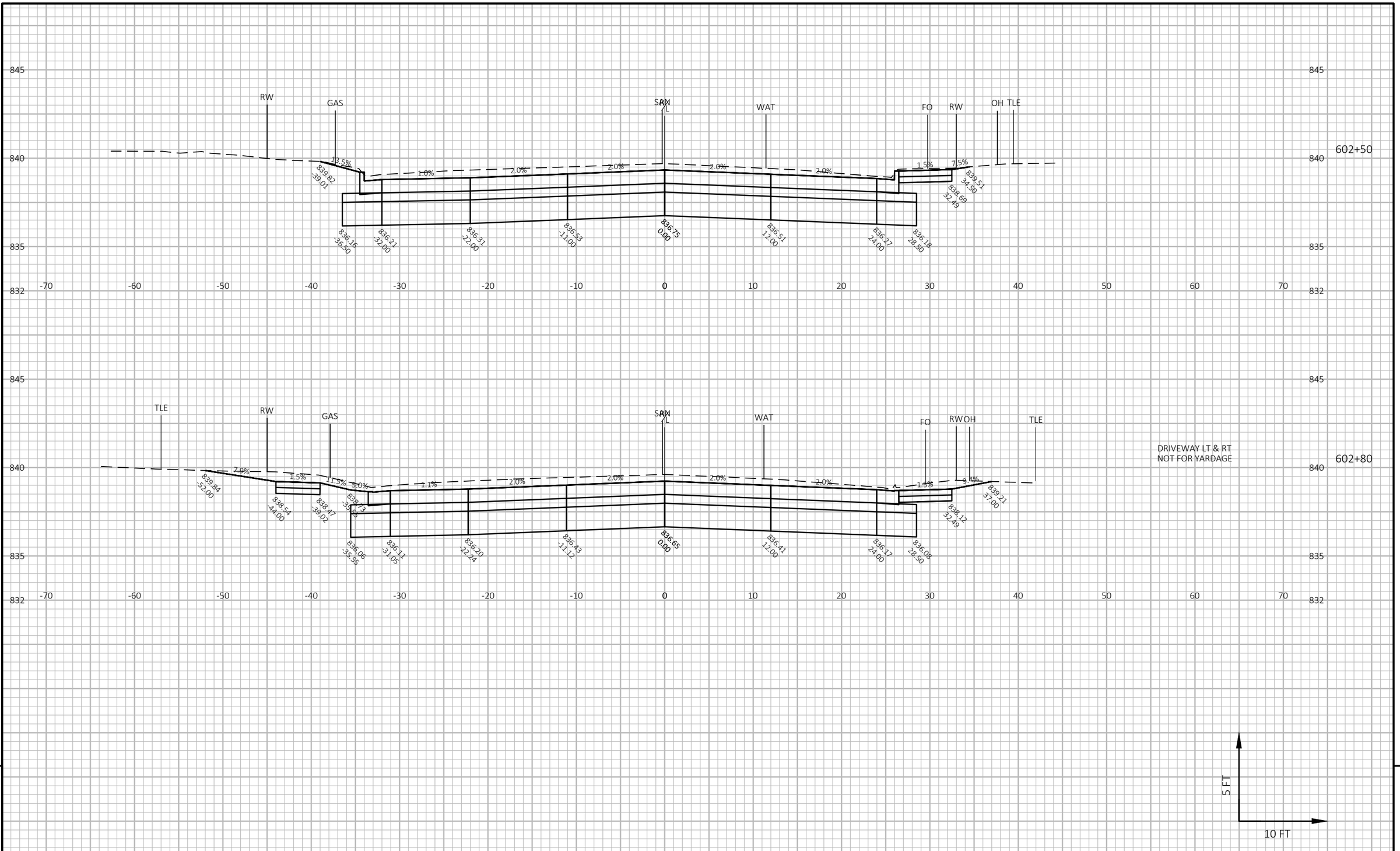
PLOT DATE : 11/16/2023 6:44 PM

PLOT BY : AXT, ANDREW

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 527	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090201-XS.DWG
LAYOUT NAME - 31

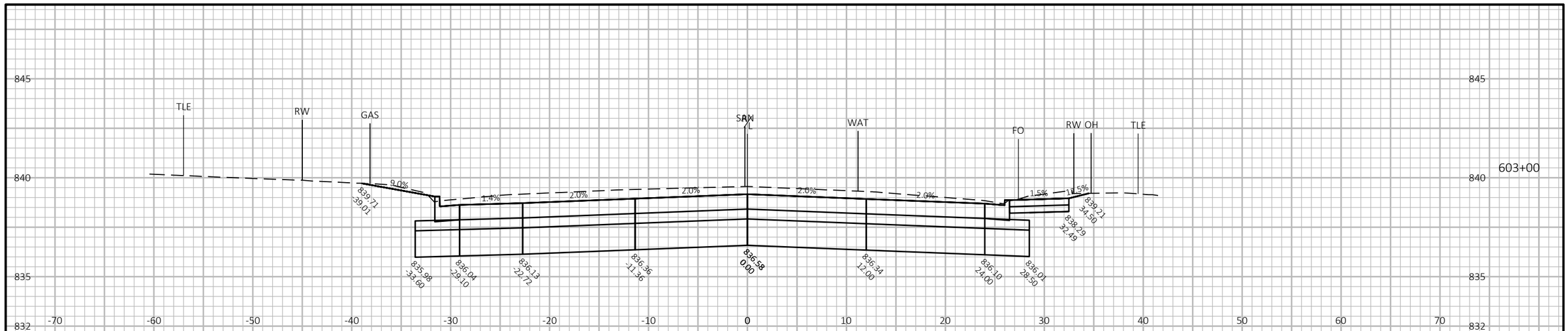
PLOT DATE : 11/16/2023 6:44 PM

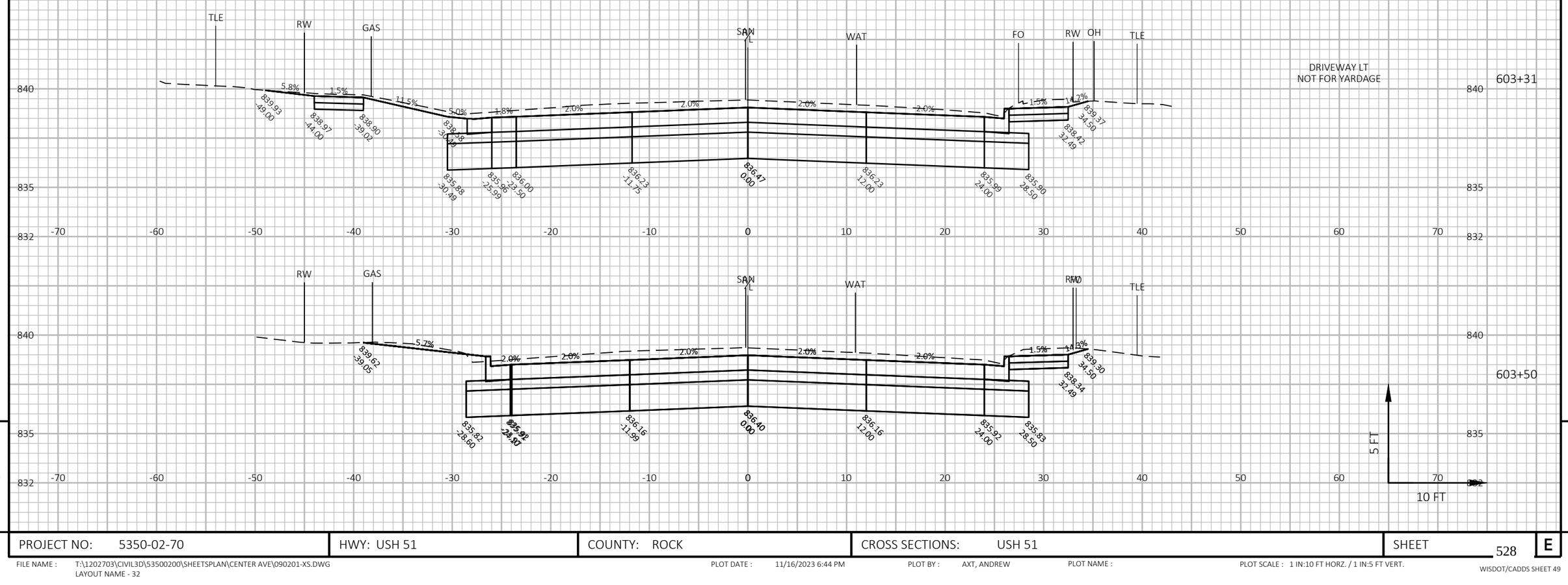
PLOT BY : AXT, ANDREW

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49





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PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 528	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090201-XS.DWG
LAYOUT NAME - 32

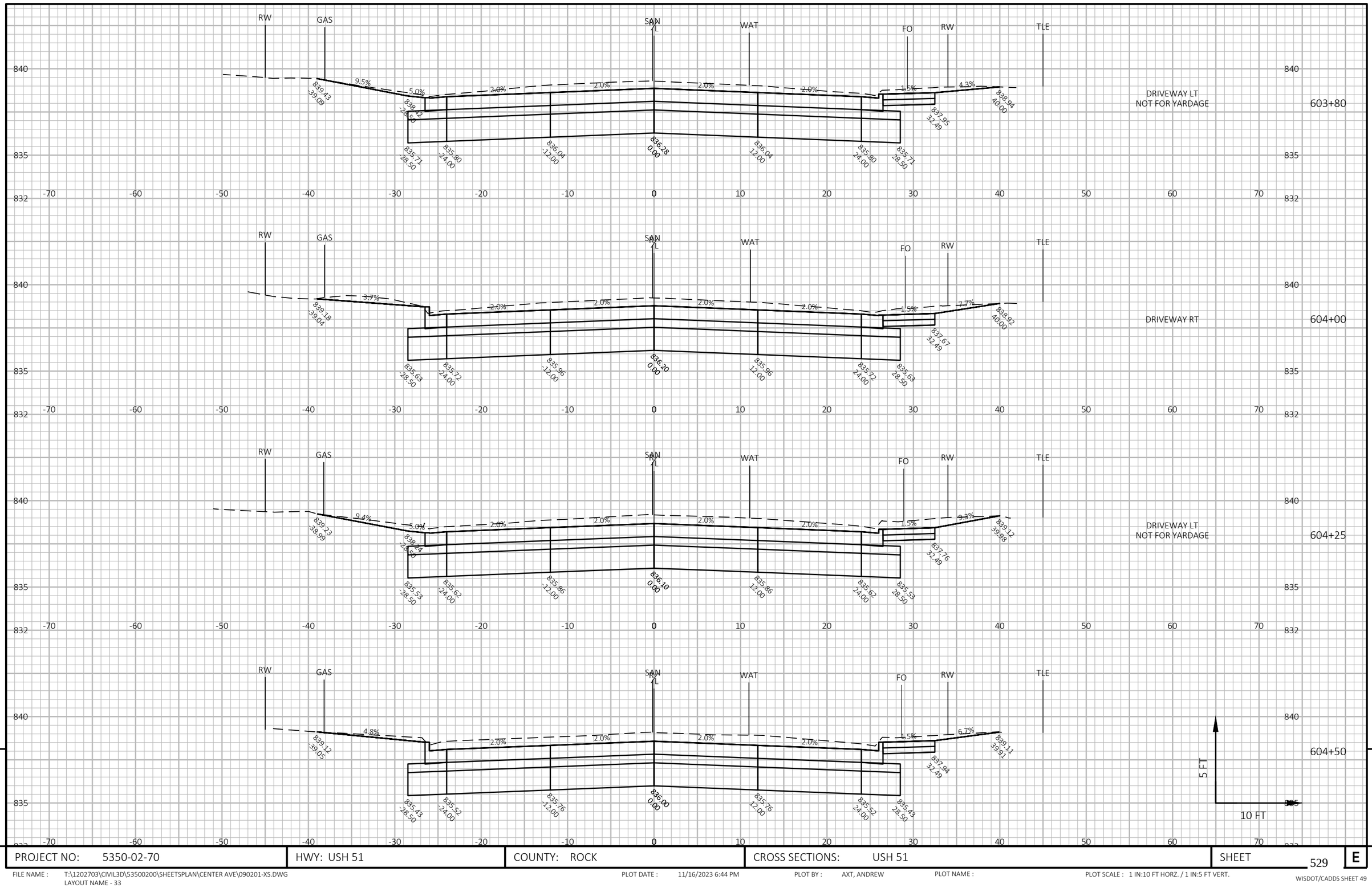
PLOT DATE : 11/16/2023 6:44 PM

PLOT BY : AXT, ANDREW

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49

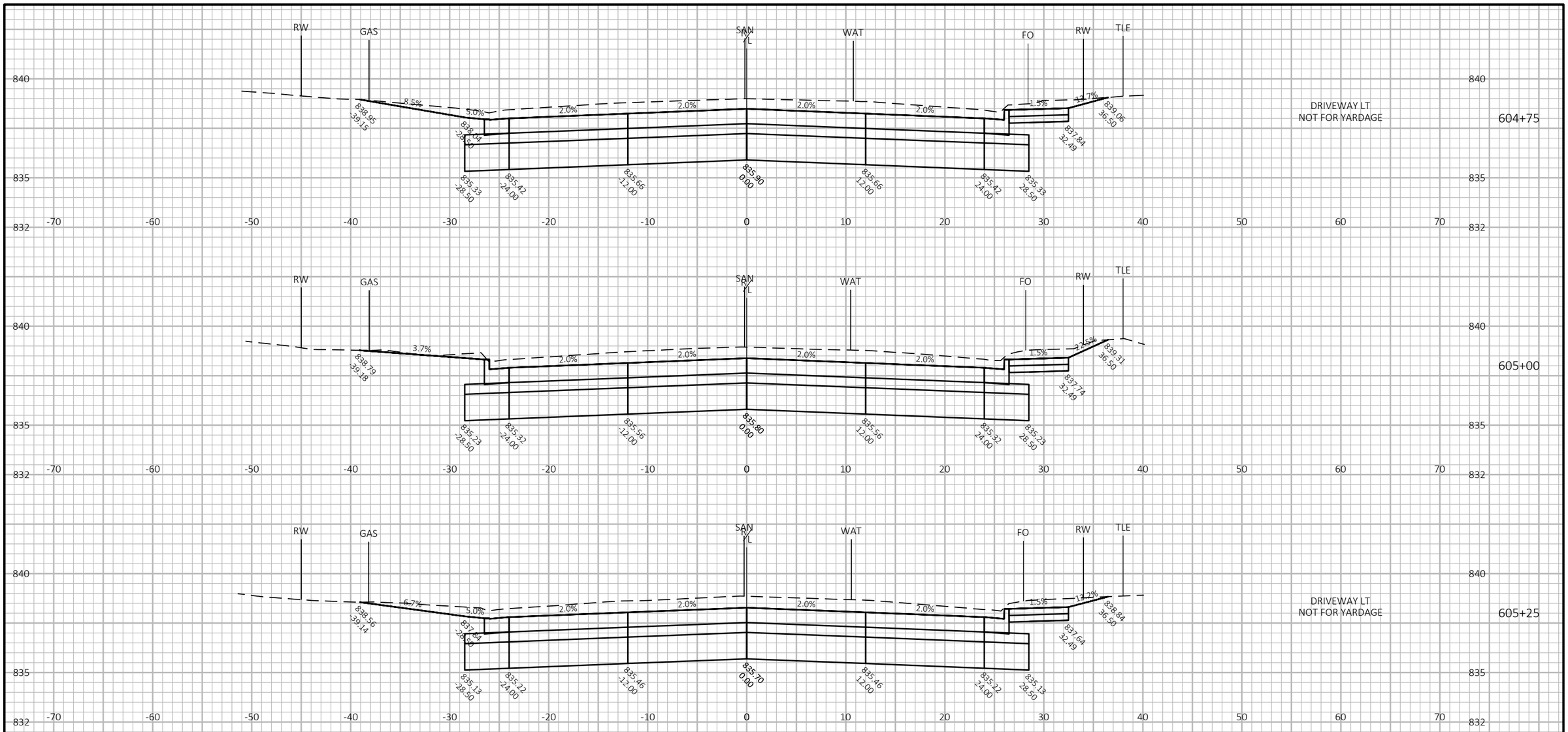


PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 529	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090201-XS.DWG
LAYOUT NAME - 33

PLOT DATE : 11/16/2023 6:44 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



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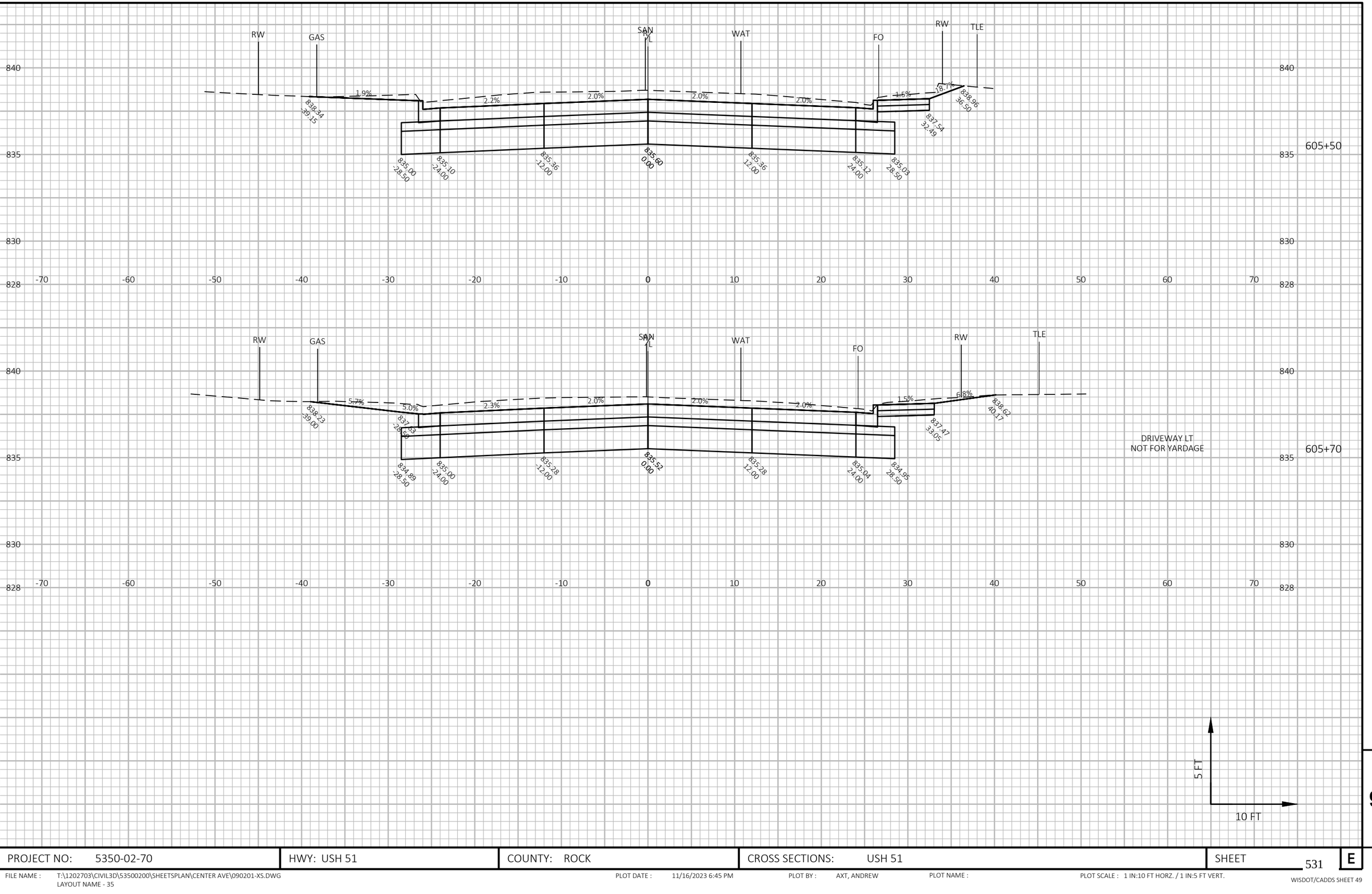
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 530	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090201-XS.DWG
LAYOUT NAME - 34

PLOT DATE : 11/16/2023 6:44 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



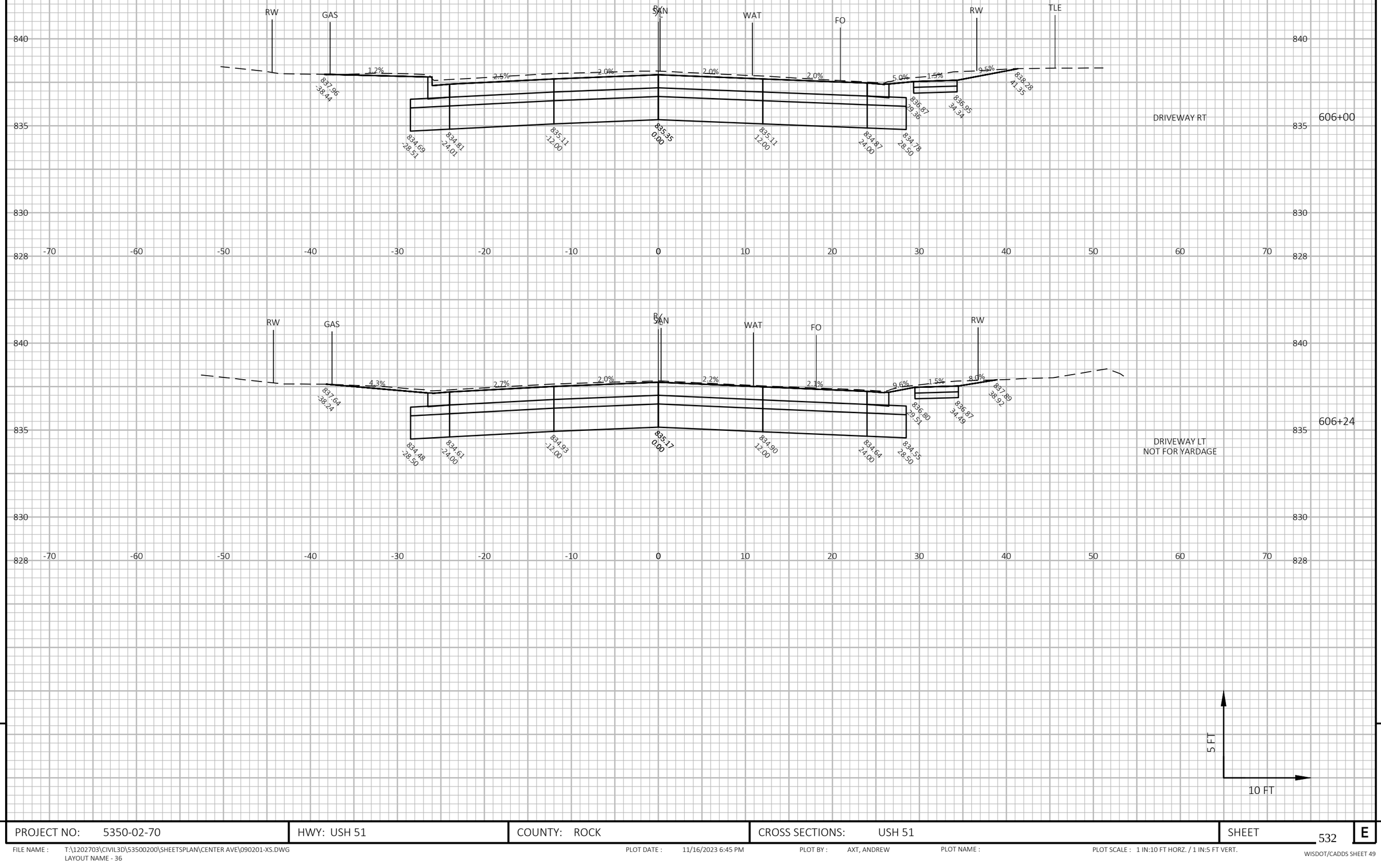
9

9

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 531	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090201-XS.DWG
LAYOUT NAME - 35

PLOT DATE : 11/16/2023 6:45 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.



9

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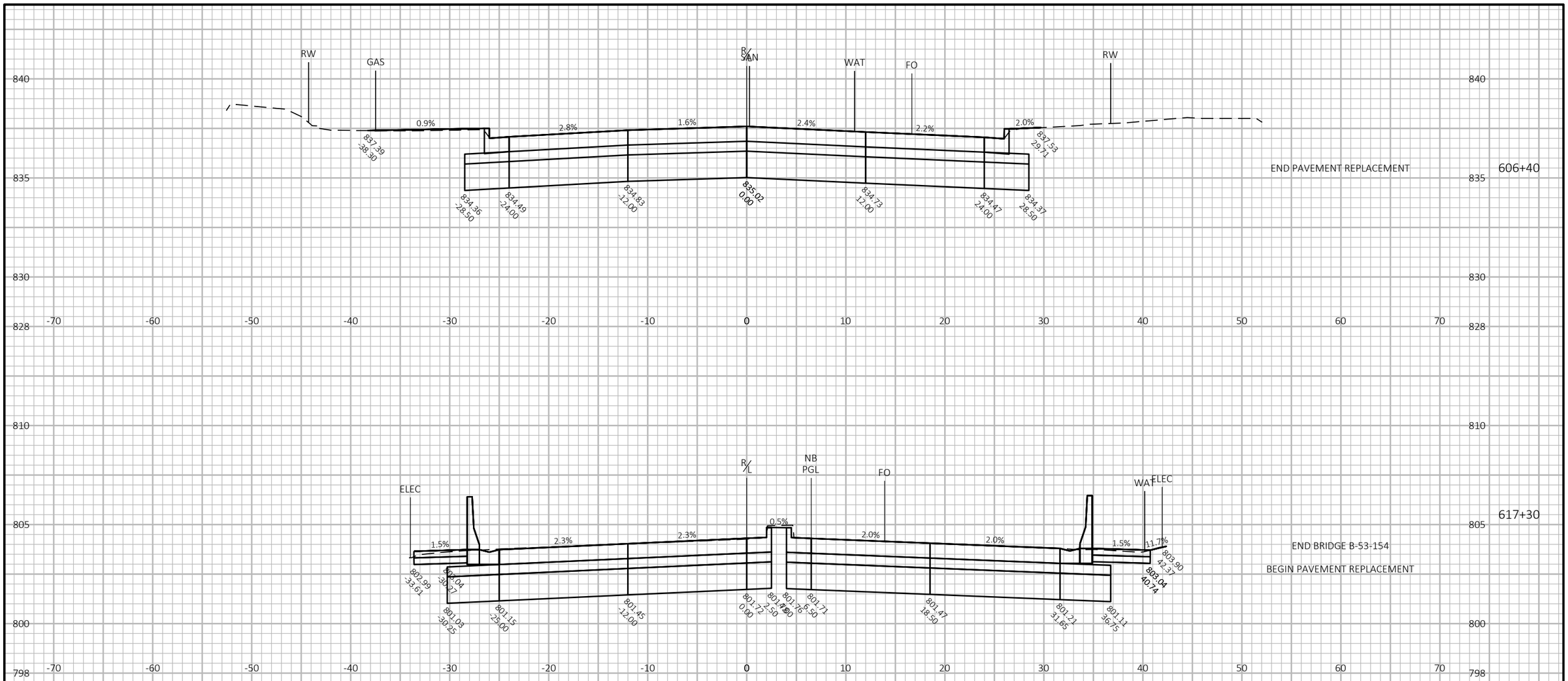
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 532	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090201-XS.DWG
LAYOUT NAME - 36

PLOT DATE : 11/16/2023 6:45 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



9

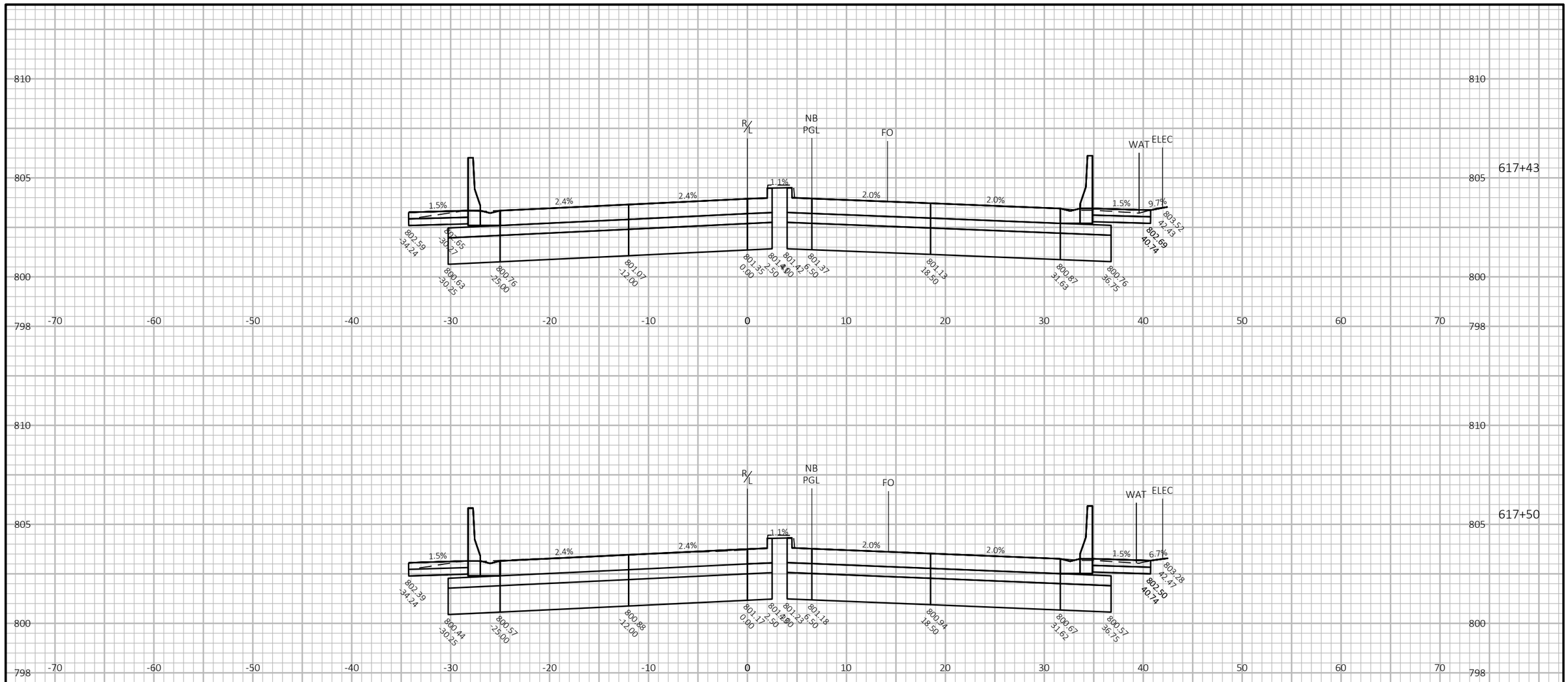
9

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 533	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090201-XS.DWG
LAYOUT NAME - 37

PLOT DATE : 11/16/2023 6:45 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49

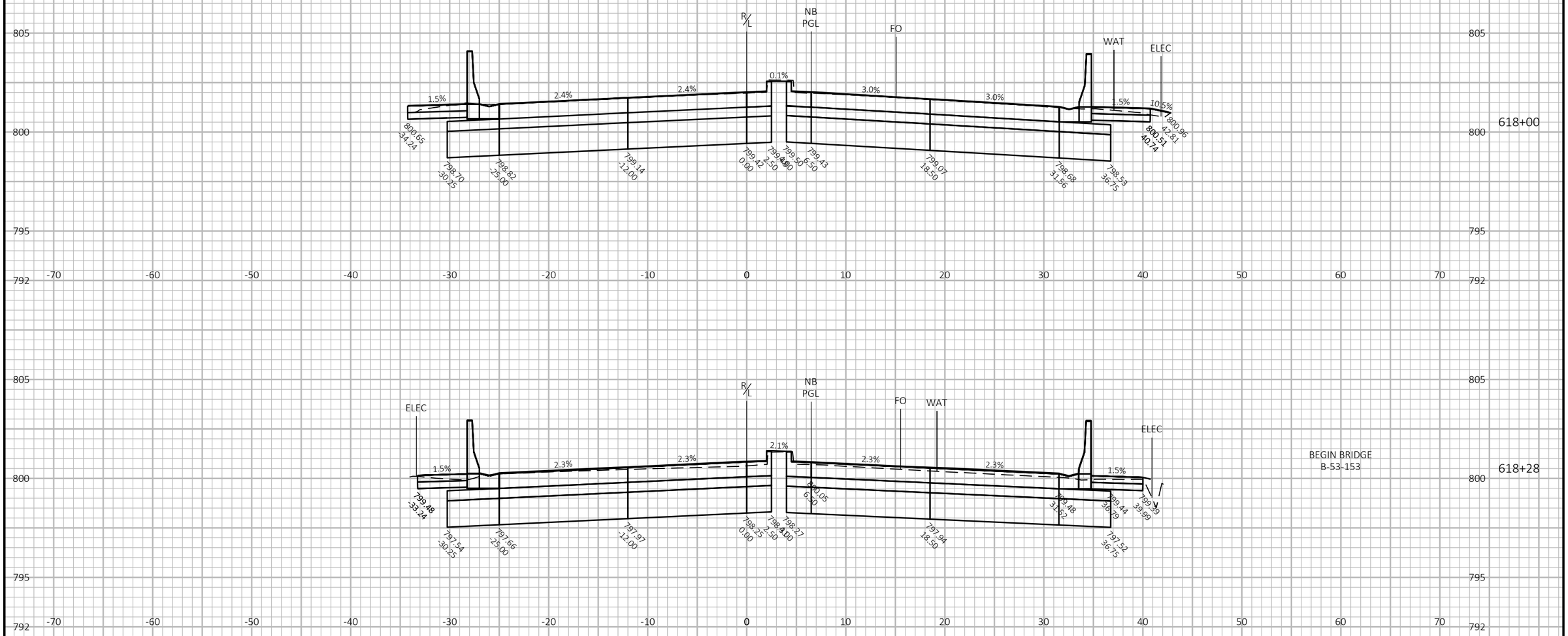


PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 534	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090201-XS.DWG
LAYOUT NAME - 38

PLOT DATE : 11/16/2023 6:45 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49

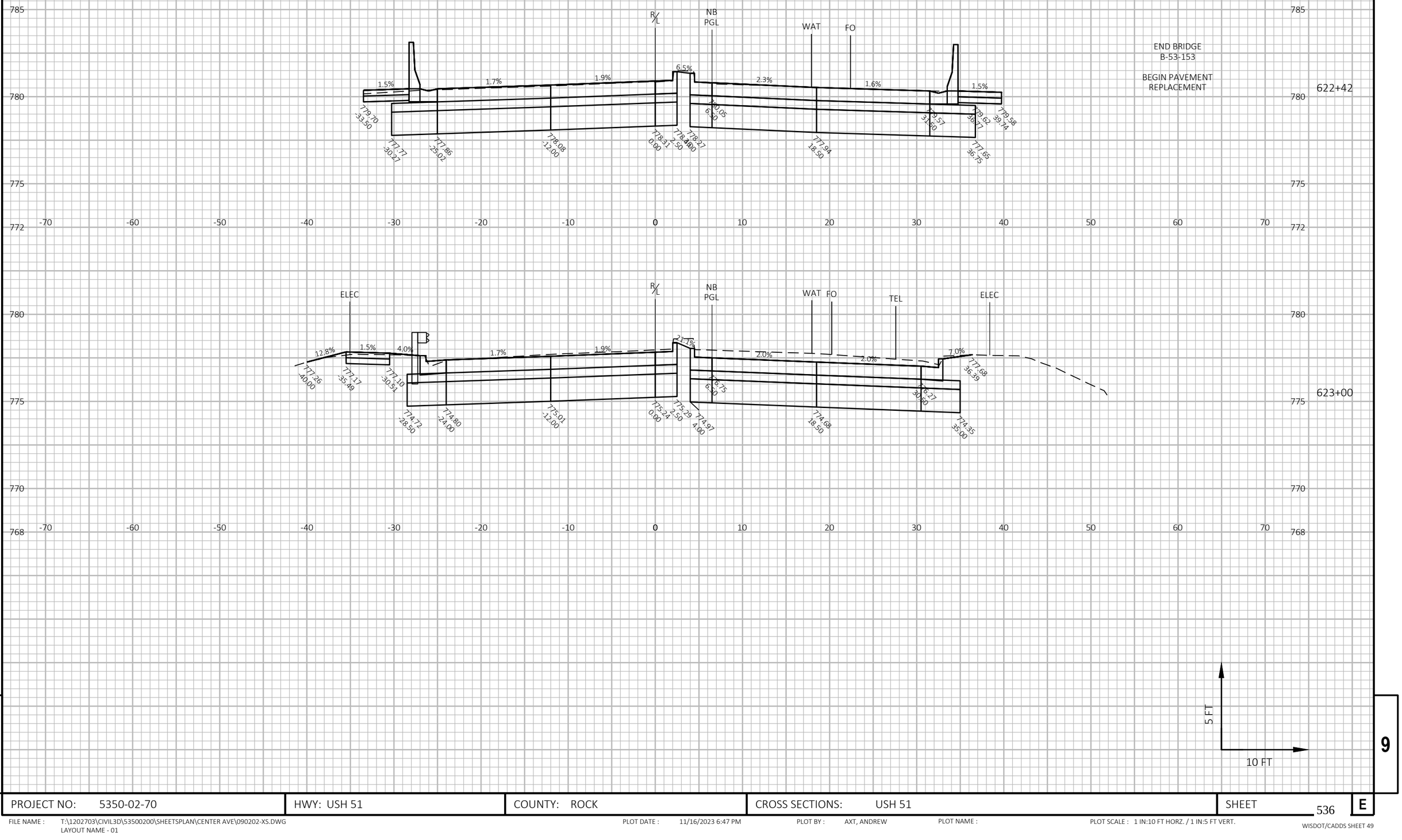


PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 535	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090201-XS.DWG
LAYOUT NAME - 39

PLOT DATE : 11/16/2023 6:45 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



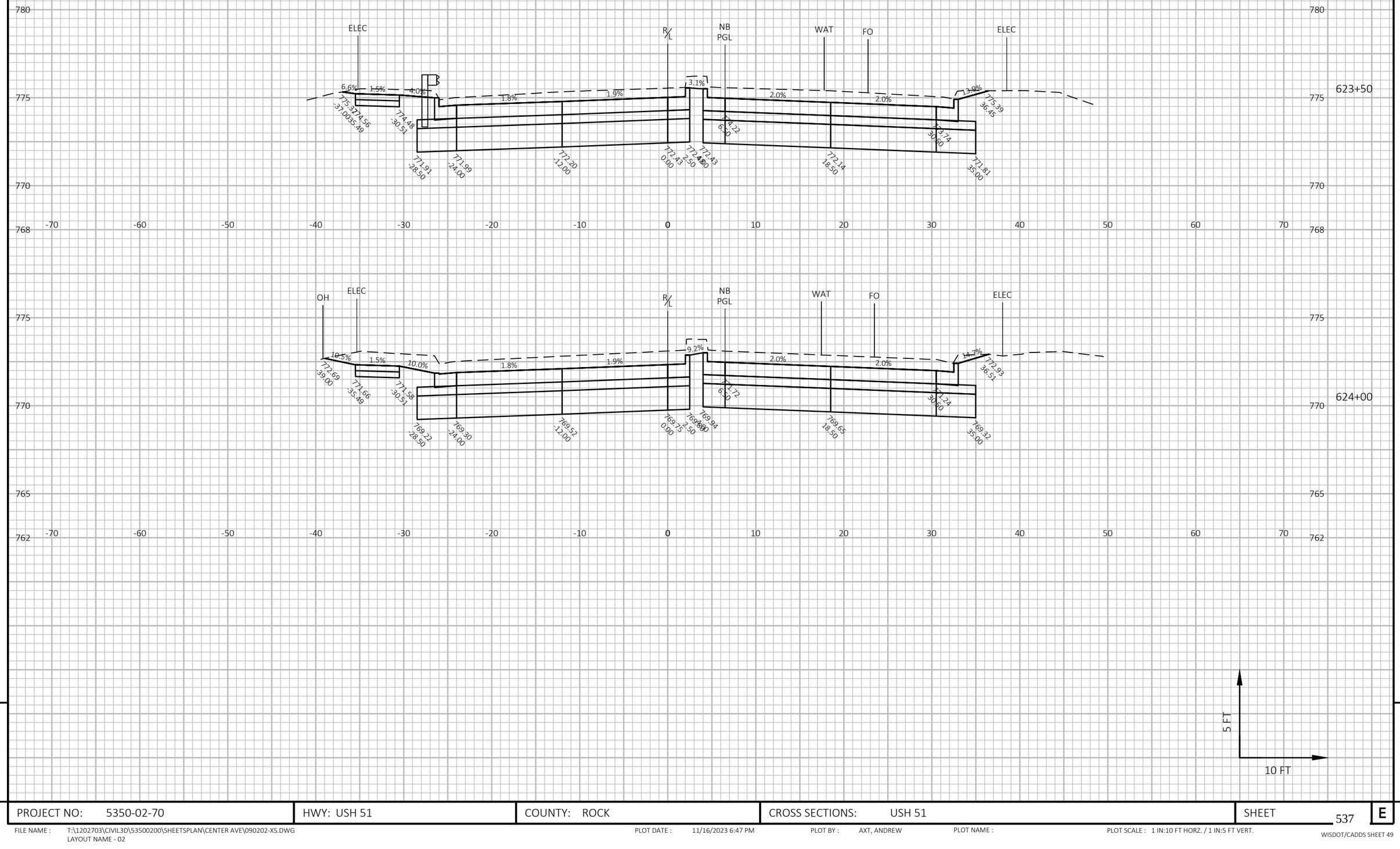
9

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 536	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 11/16/2023 6:47 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49

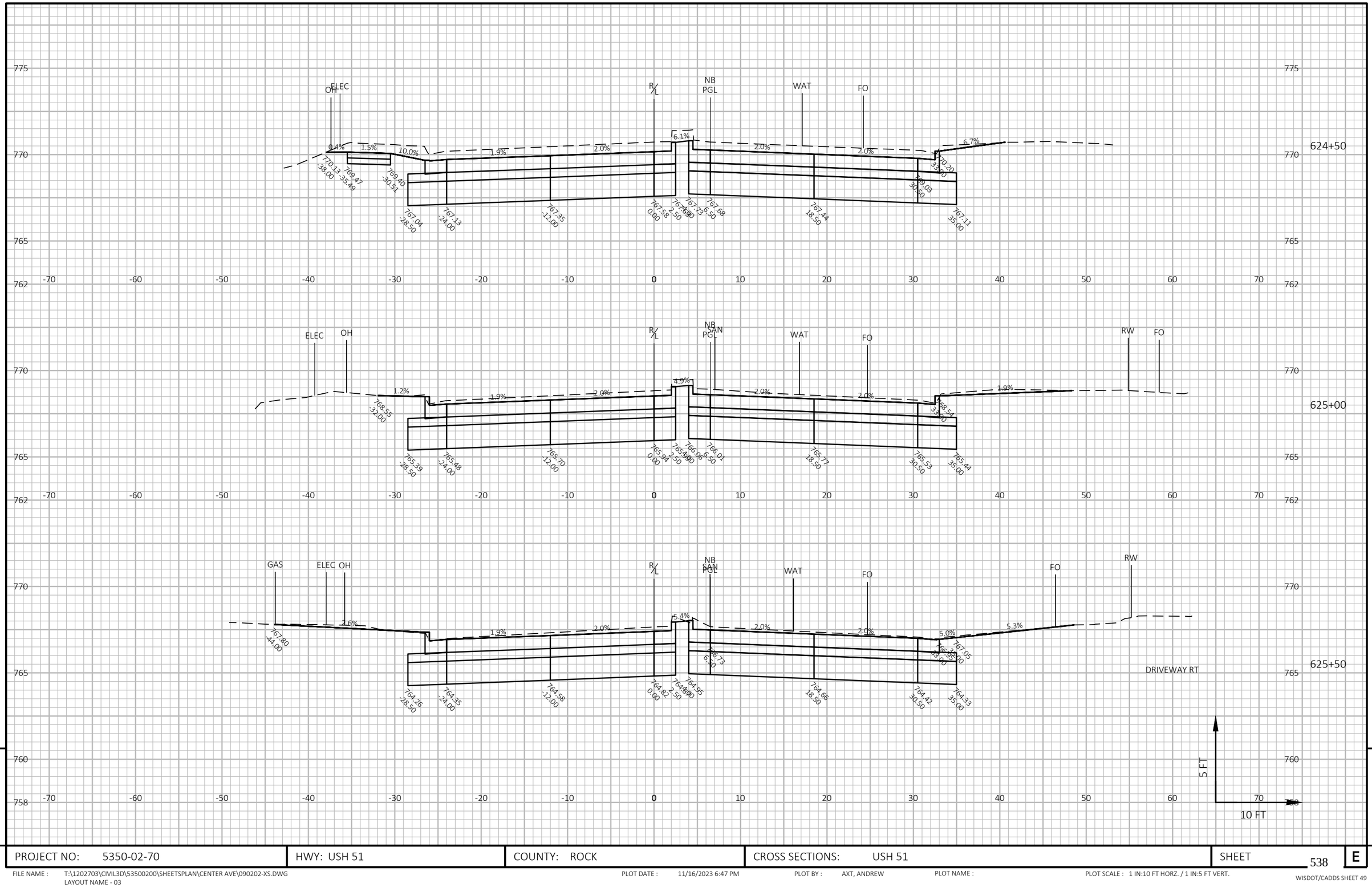


PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 537 E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 11/16/2023 6:47 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49

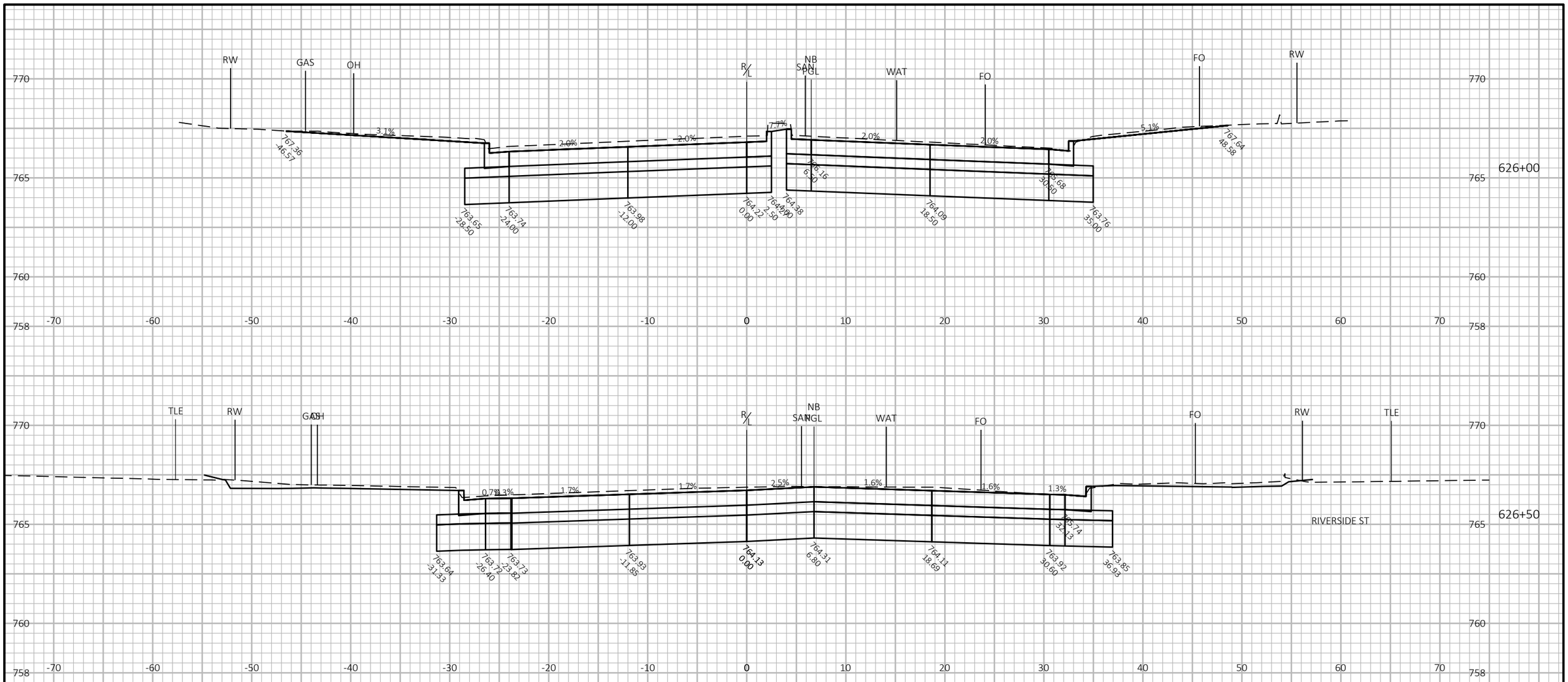


PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 538	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 11/16/2023 6:47 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



5 FT

10 FT

9

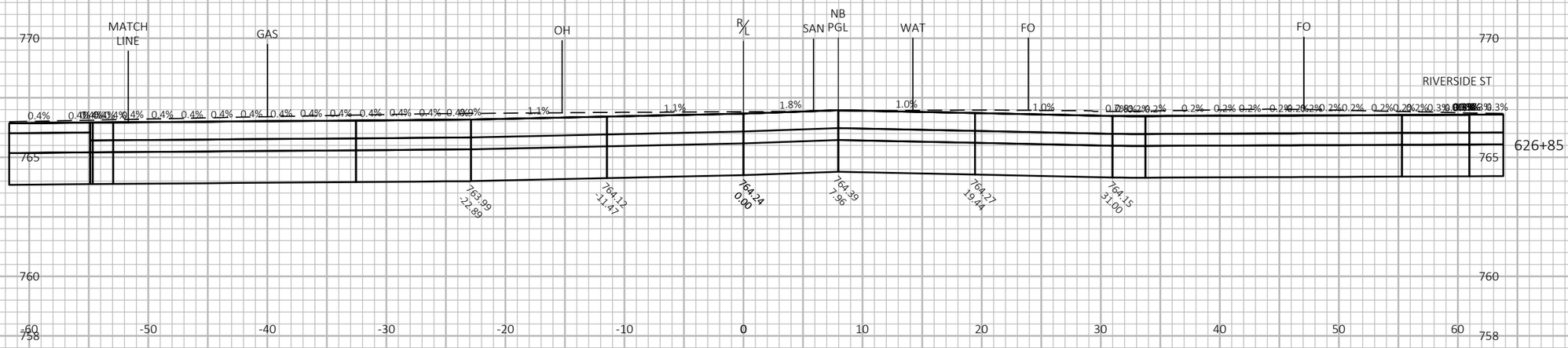
9

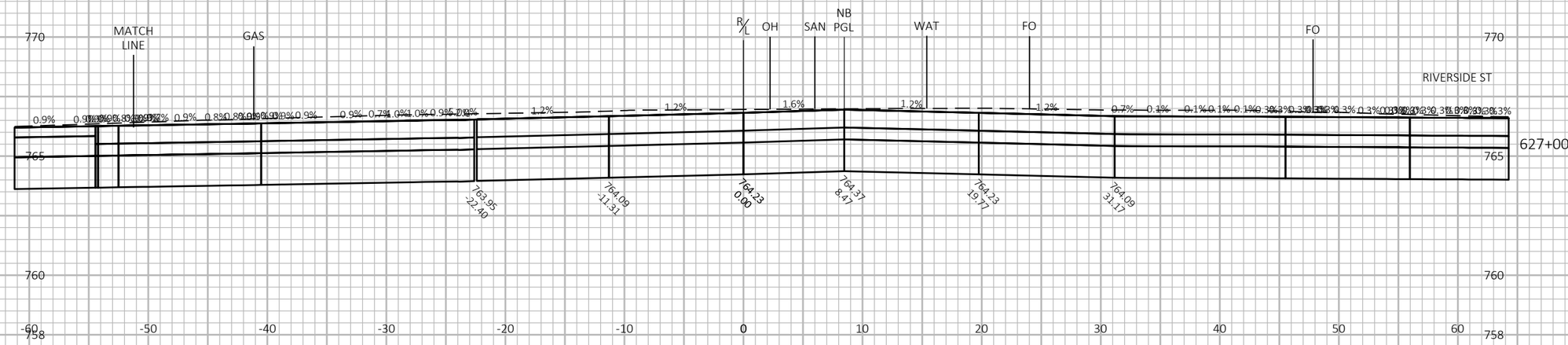
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 539	E

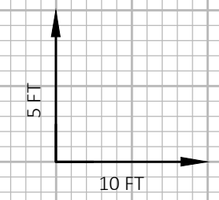
FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 11/16/2023 6:47 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49







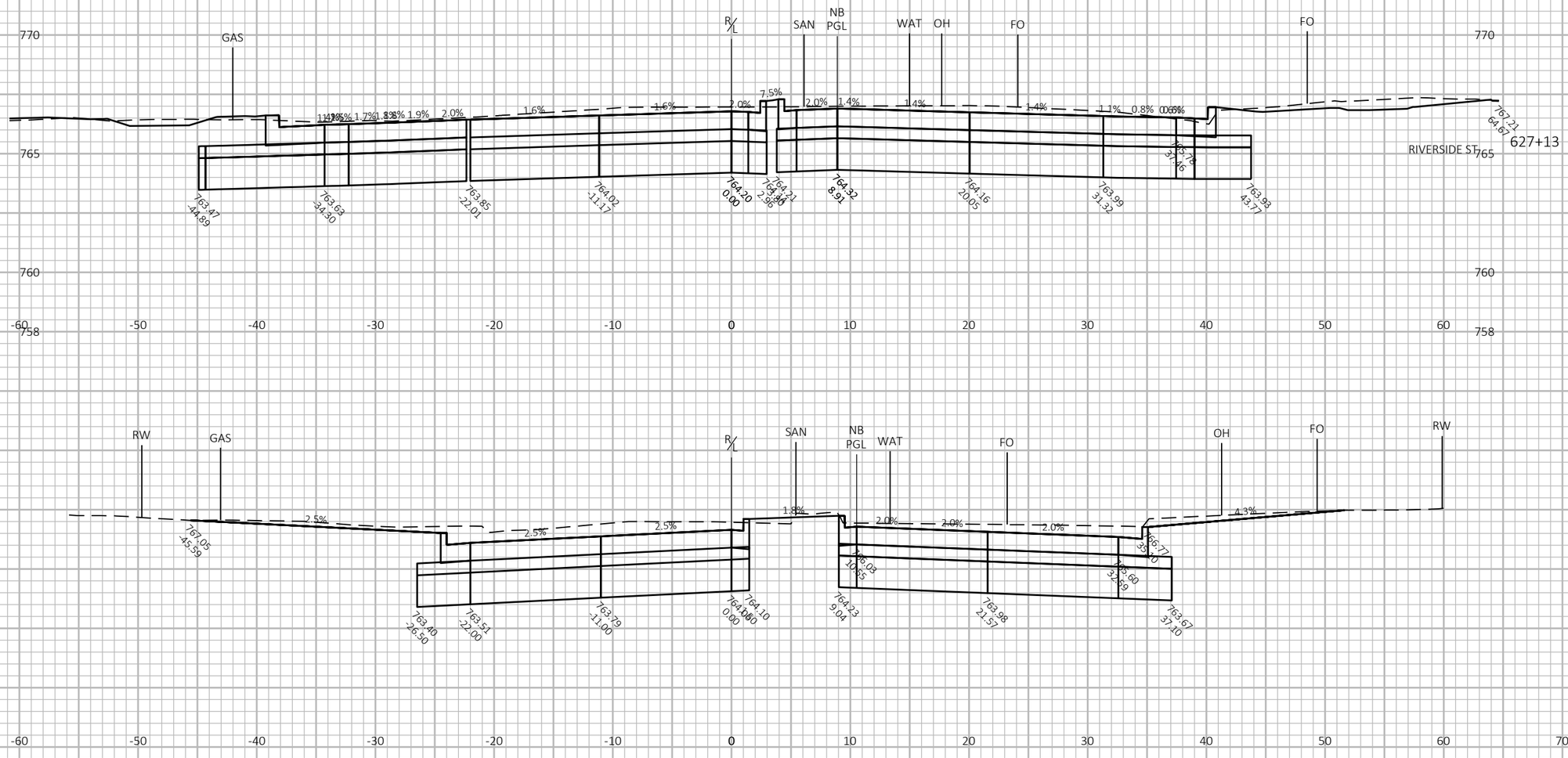
9

9

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 540	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 05

PLOT DATE : 11/16/2023 6:47 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.



5 FT
10 FT

9

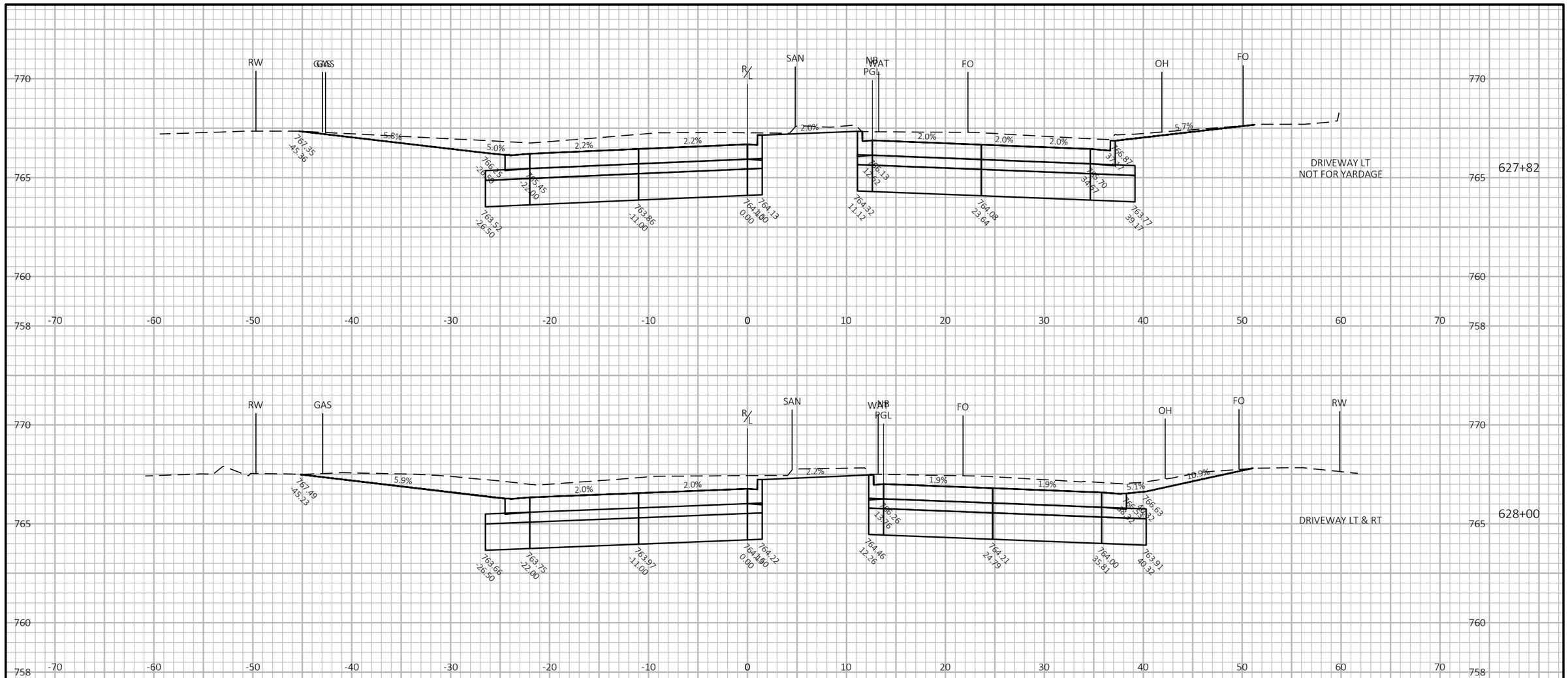
9

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 541	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 11/16/2023 6:47 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



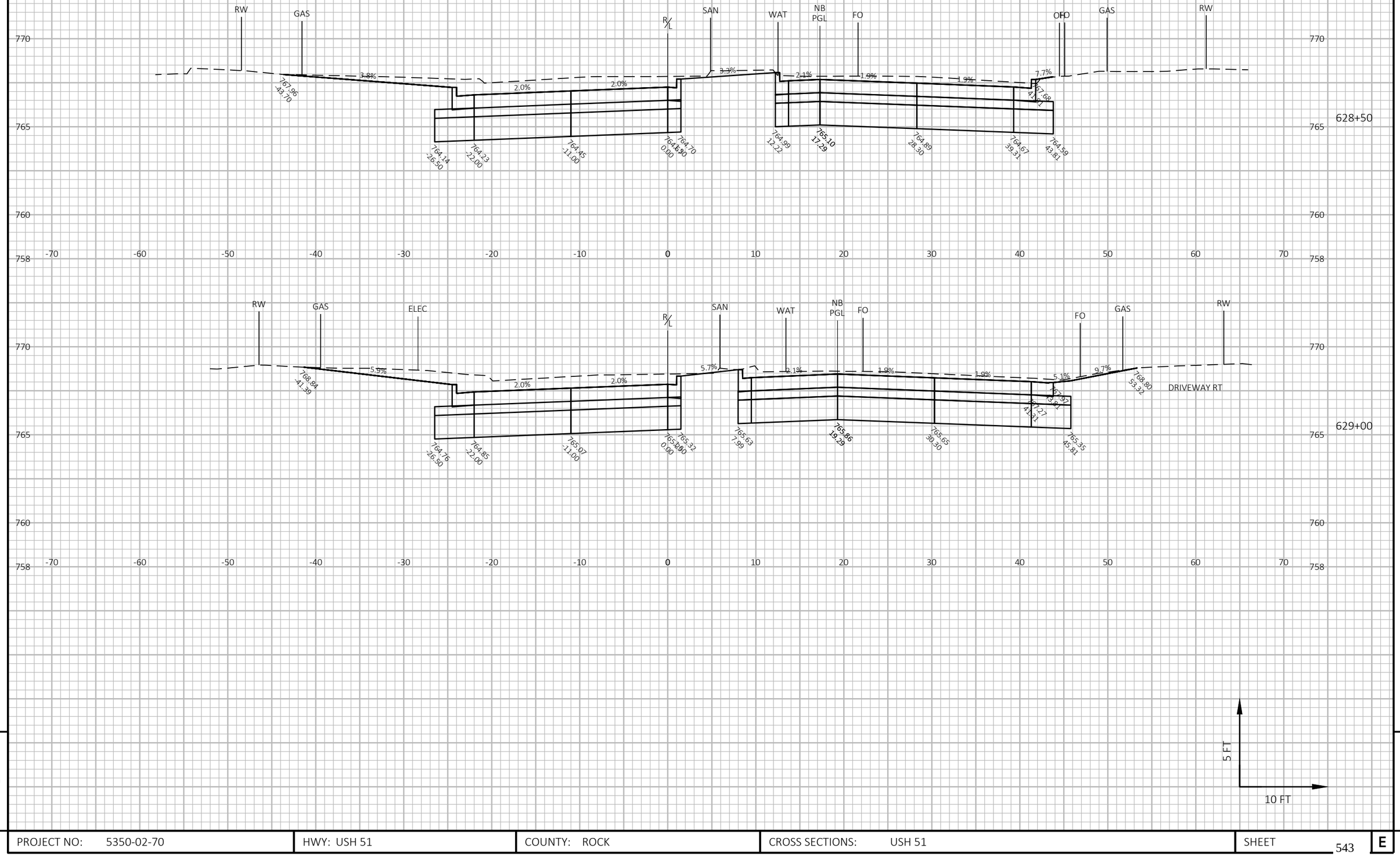
9

9

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 542	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 07

PLOT DATE : 11/16/2023 6:47 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.



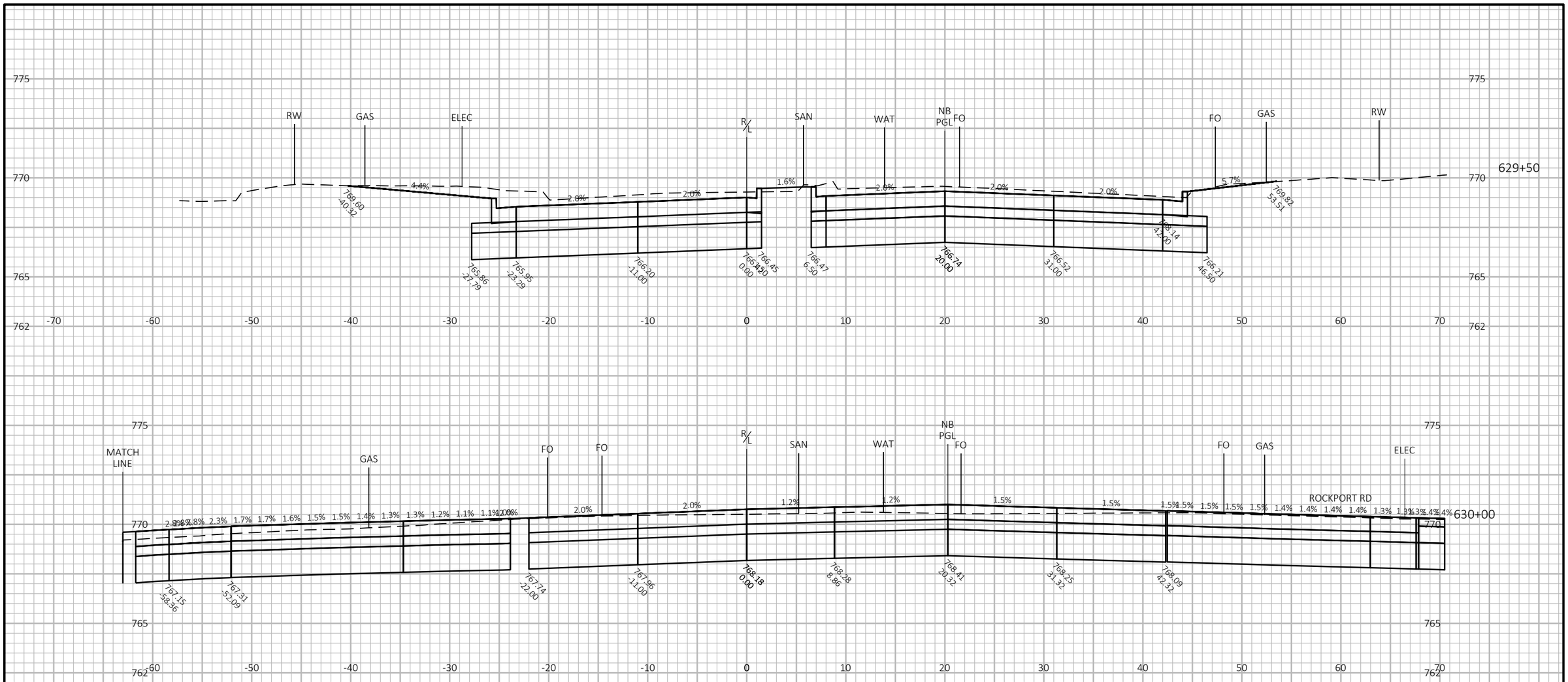
9

9

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 543	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 08

PLOT DATE : 11/16/2023 6:47 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.



9

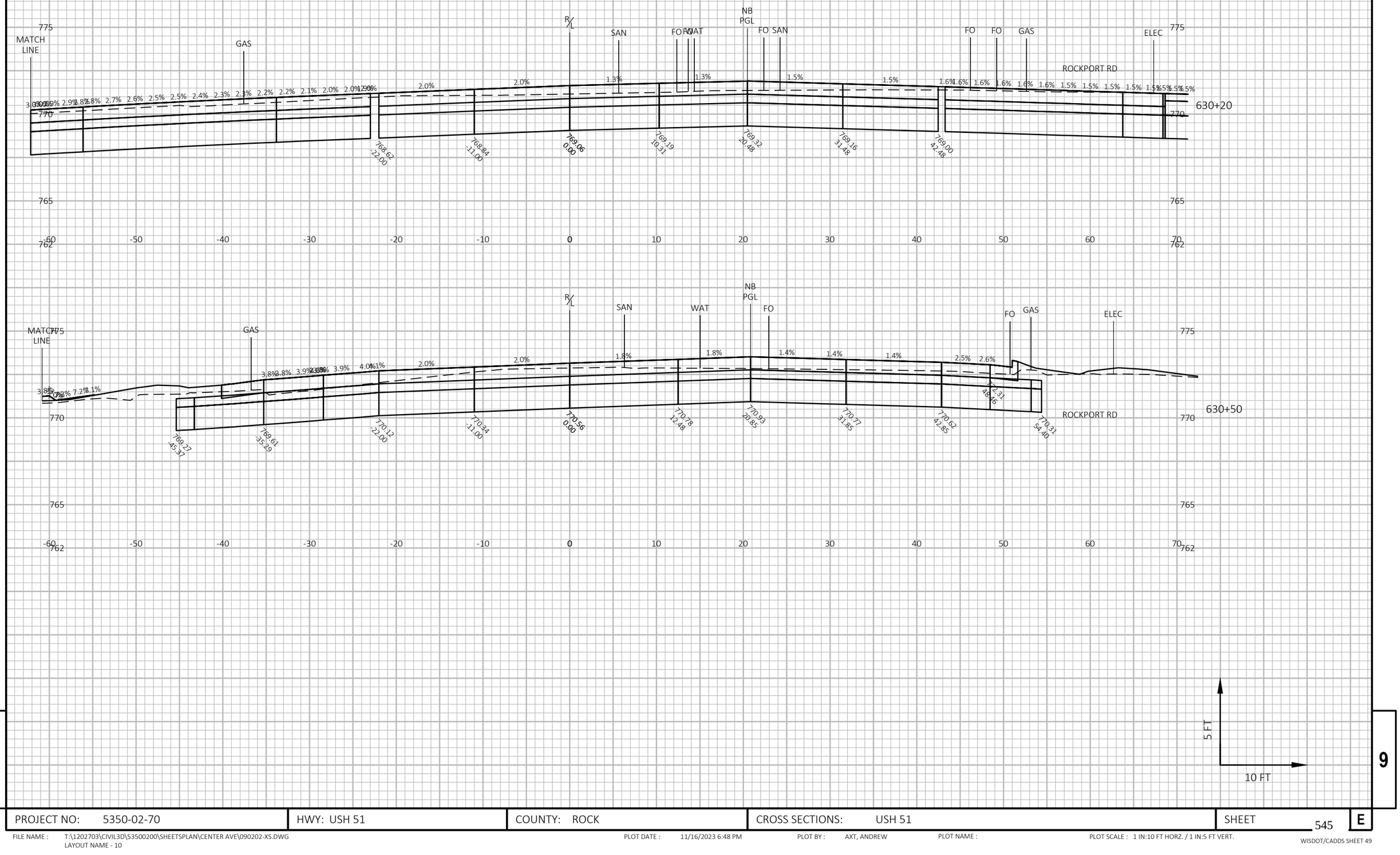
9

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 544	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 09

PLOT DATE : 11/16/2023 6:48 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49

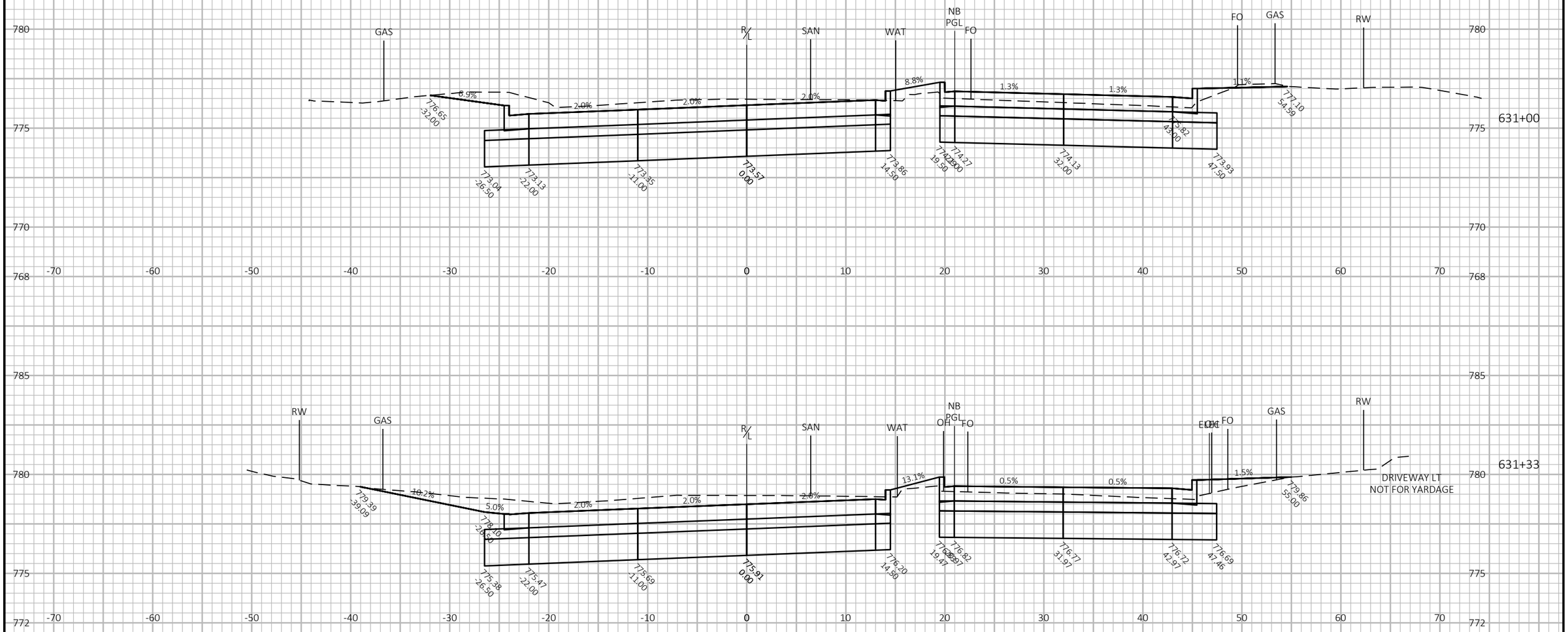


PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 545 E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 10

PLOT DATE : 11/16/2023 6:48 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



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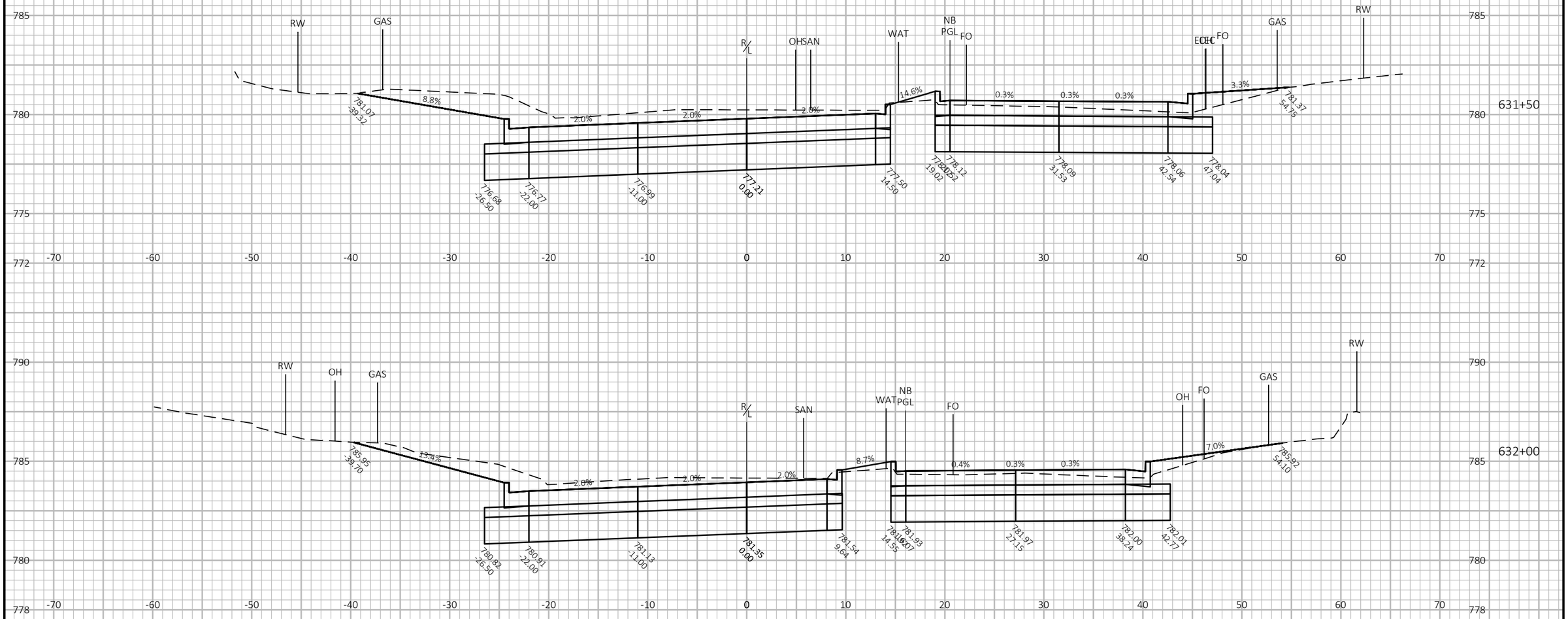
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 546	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 11

PLOT DATE : 11/16/2023 6:48 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



5 FT
10 FT

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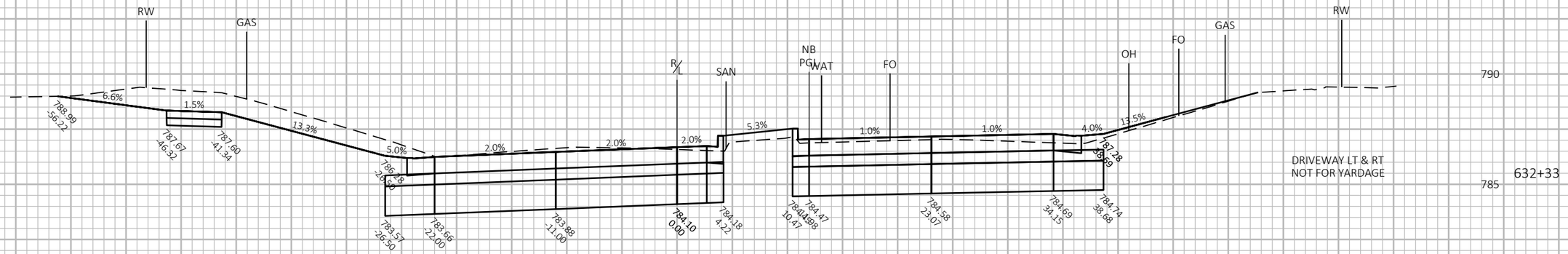
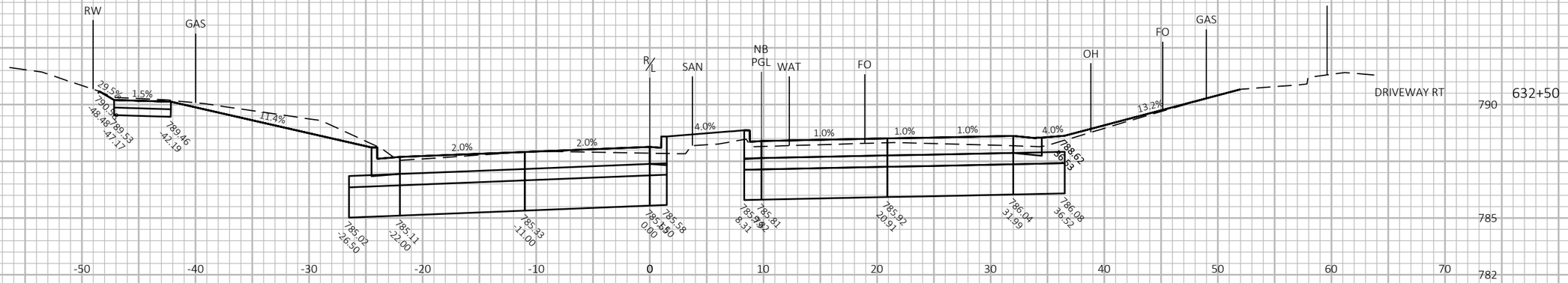
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 547	E

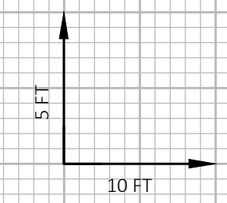
FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 12

PLOT DATE : 11/16/2023 6:48 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49







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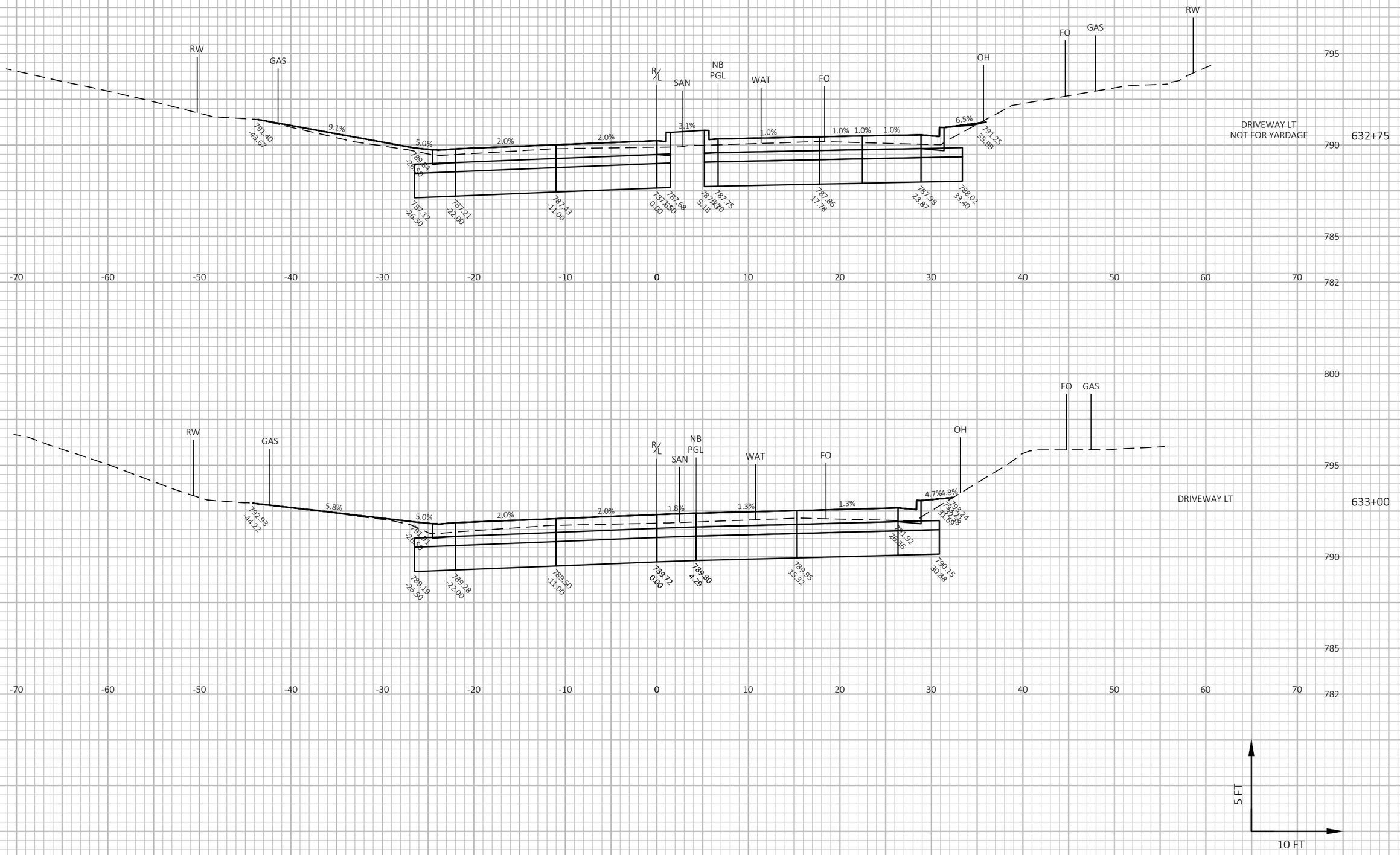
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 548	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 13

PLOT DATE : 11/16/2023 6:48 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.



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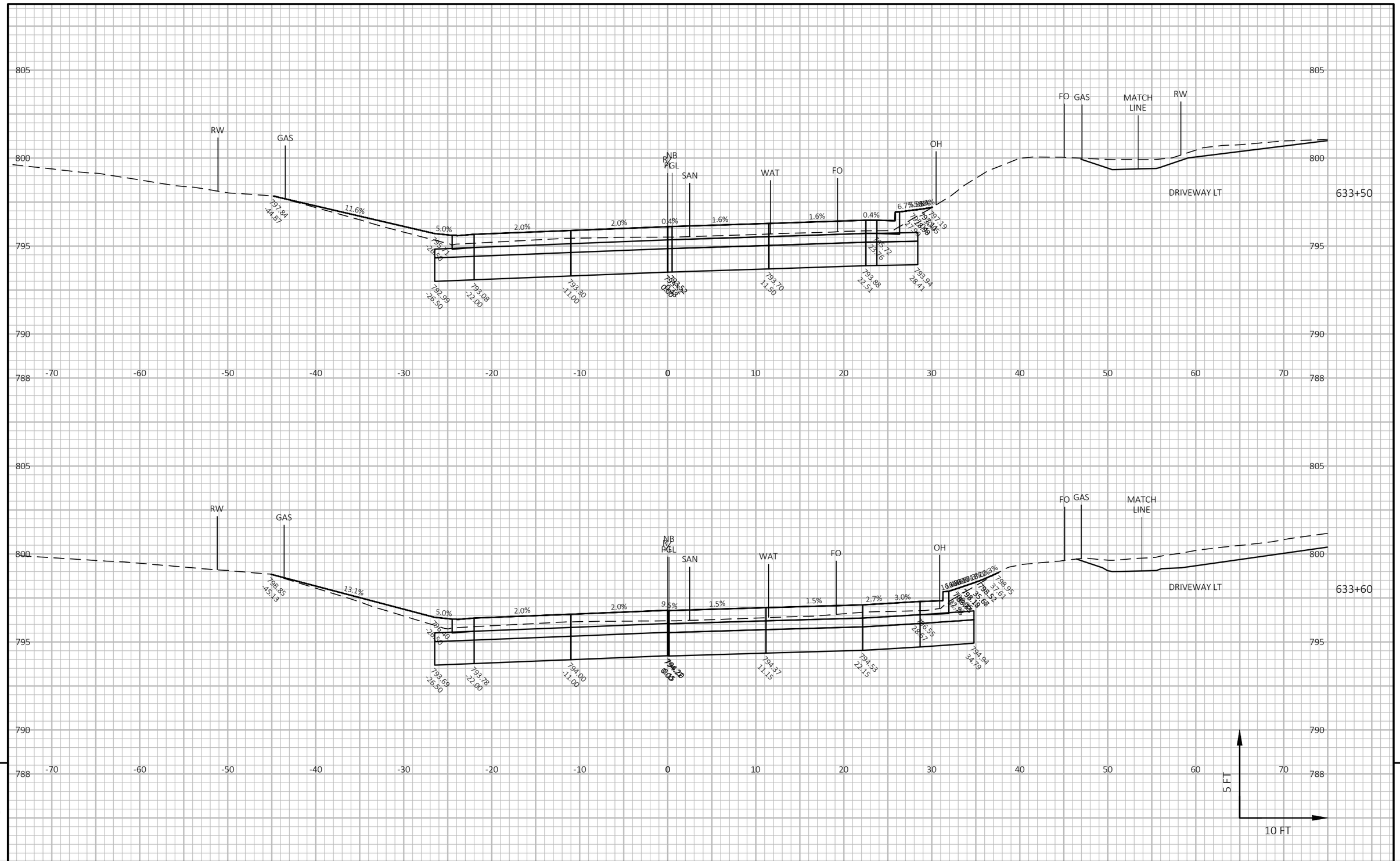
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 549	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 14

PLOT DATE : 11/16/2023 6:48 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.



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PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 550	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 15

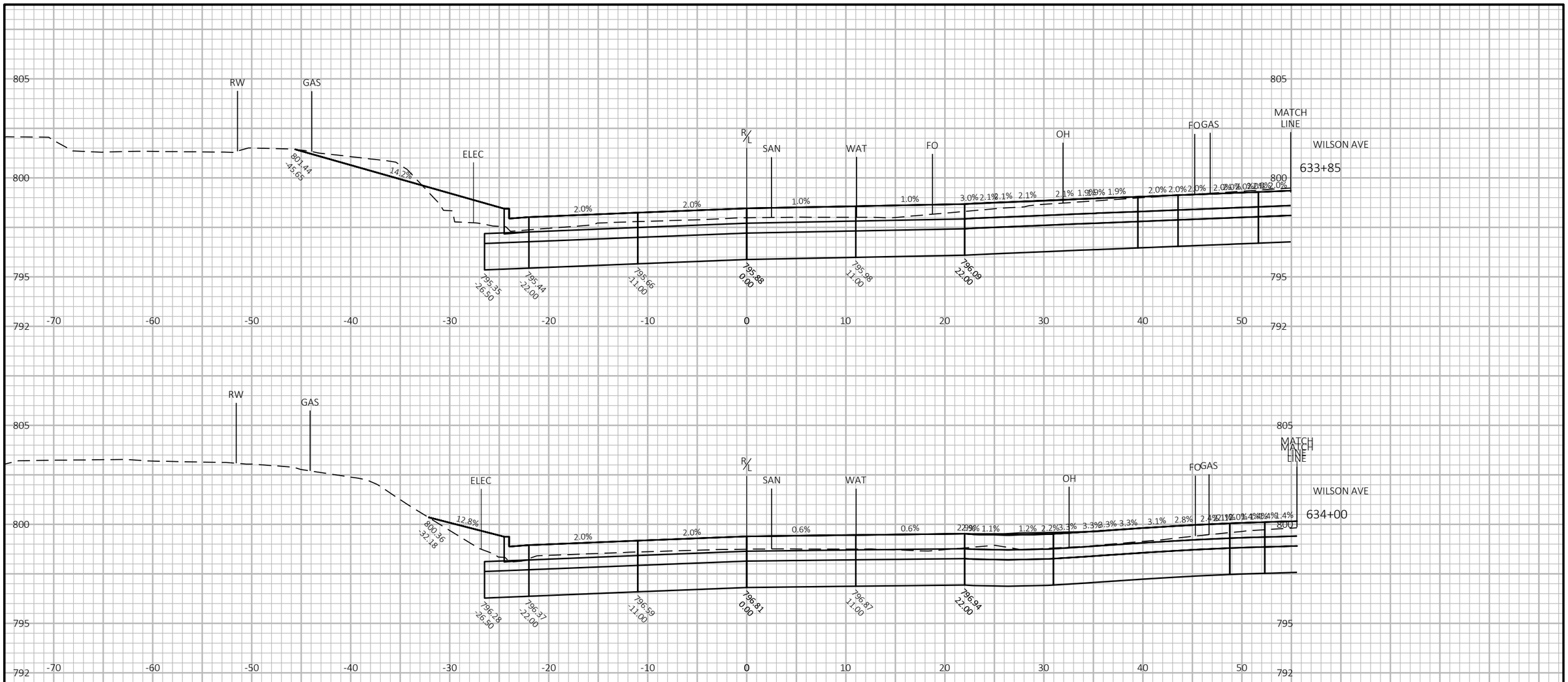
PLOT DATE : 11/16/2023 6:48 PM

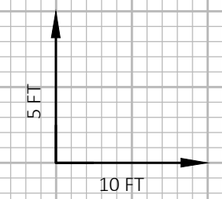
PLOT BY : AXT, ANDREW

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49





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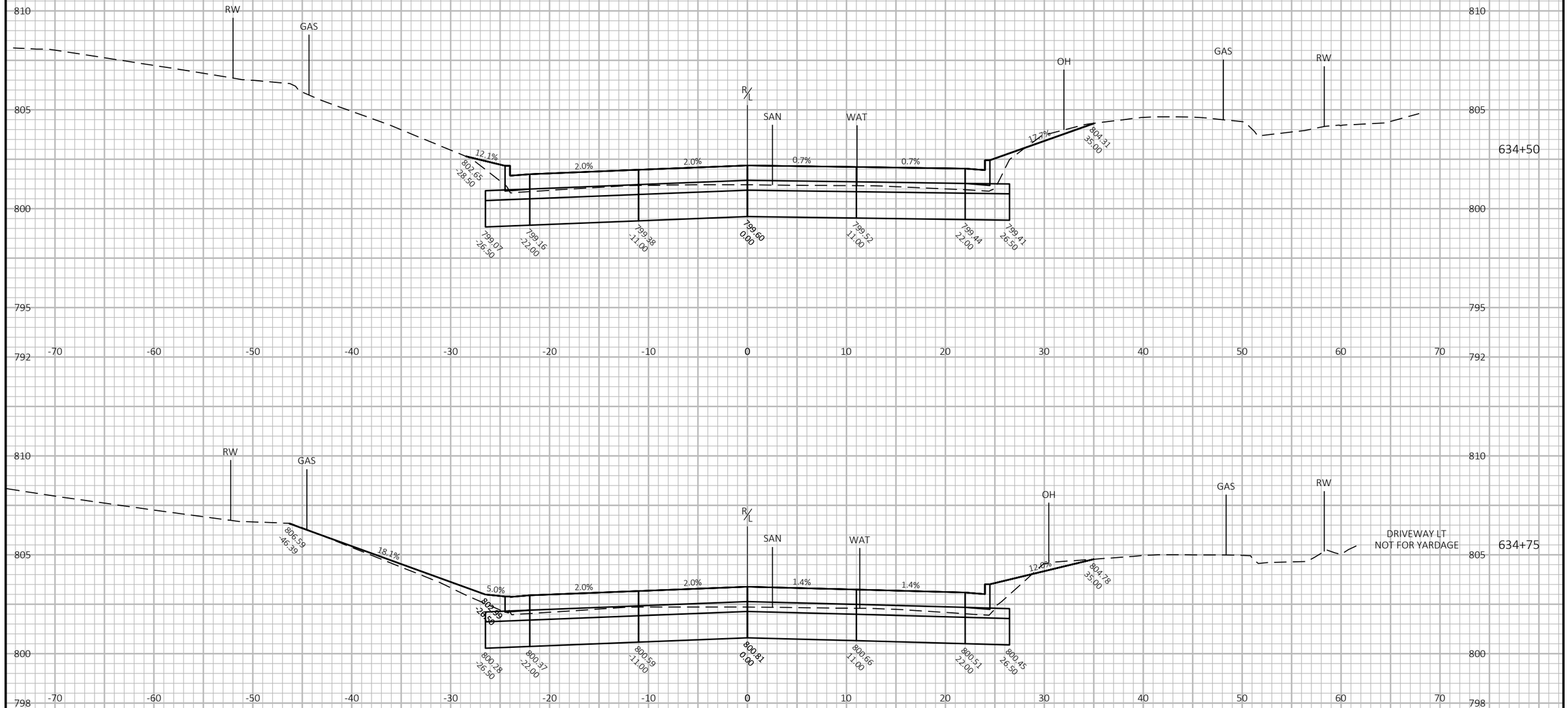
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 551	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 16

PLOT DATE : 11/16/2023 6:48 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



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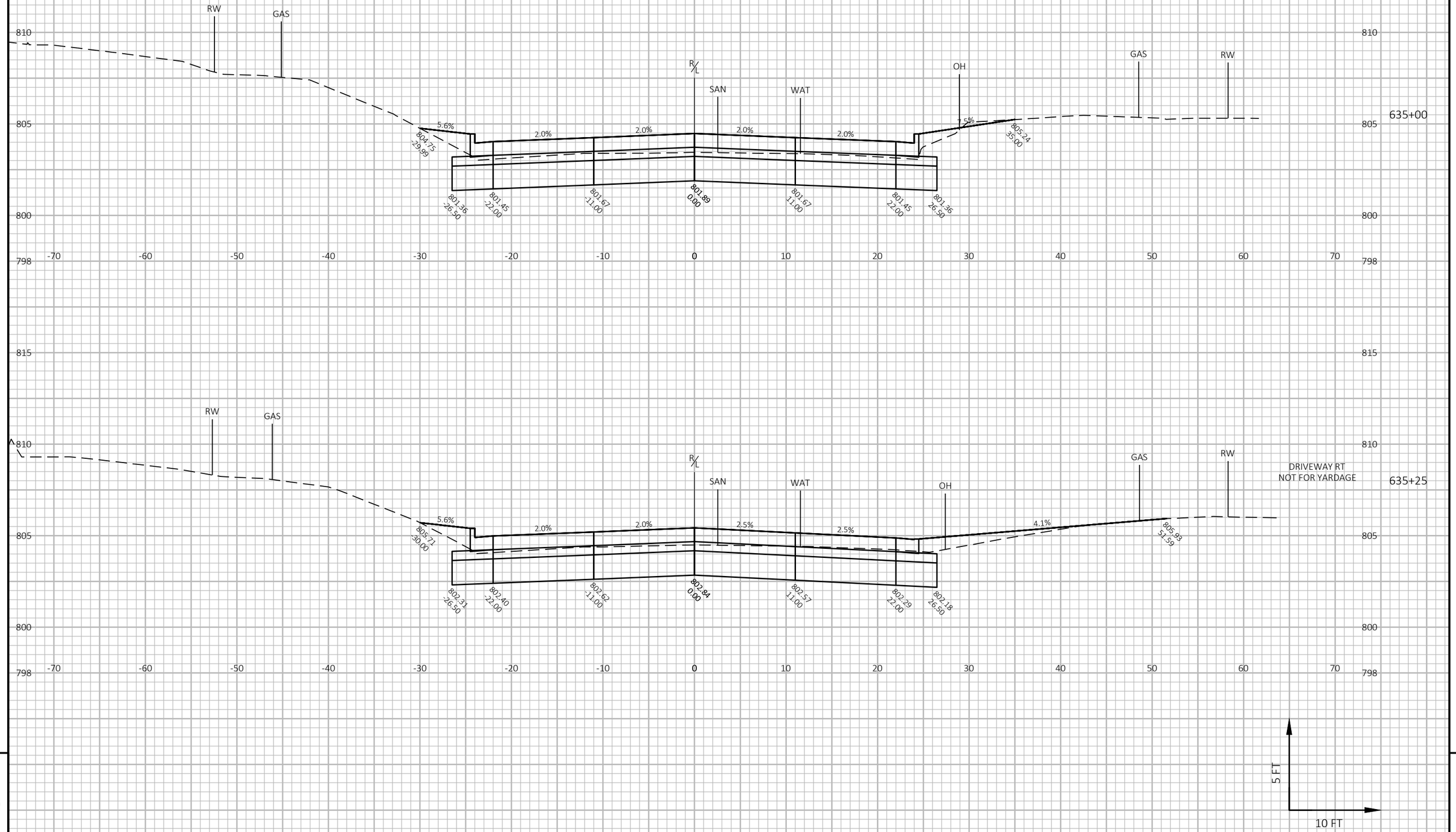
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 552	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 17

PLOT DATE : 11/16/2023 6:48 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



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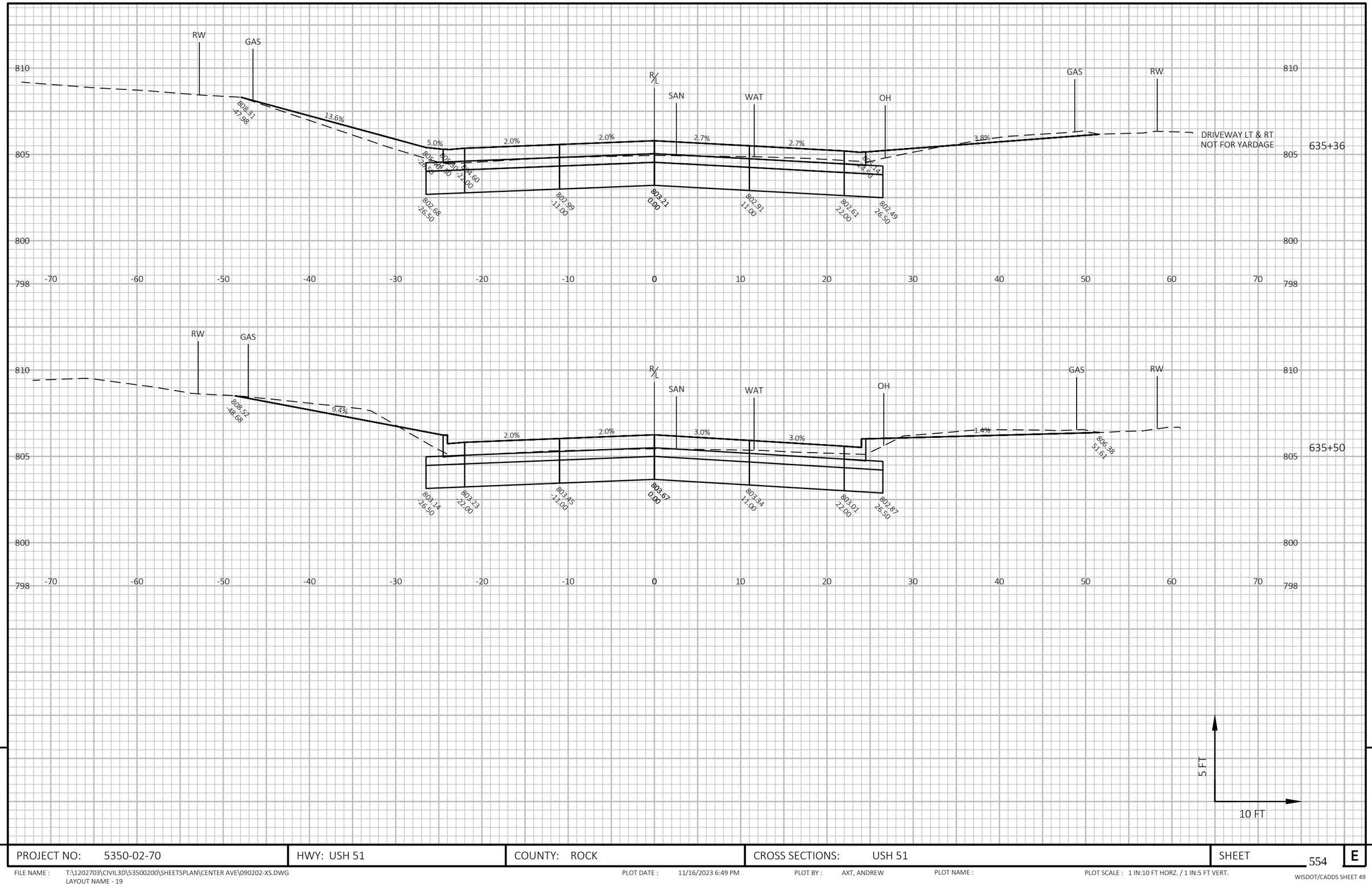
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 553	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 18

PLOT DATE : 11/16/2023 6:49 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



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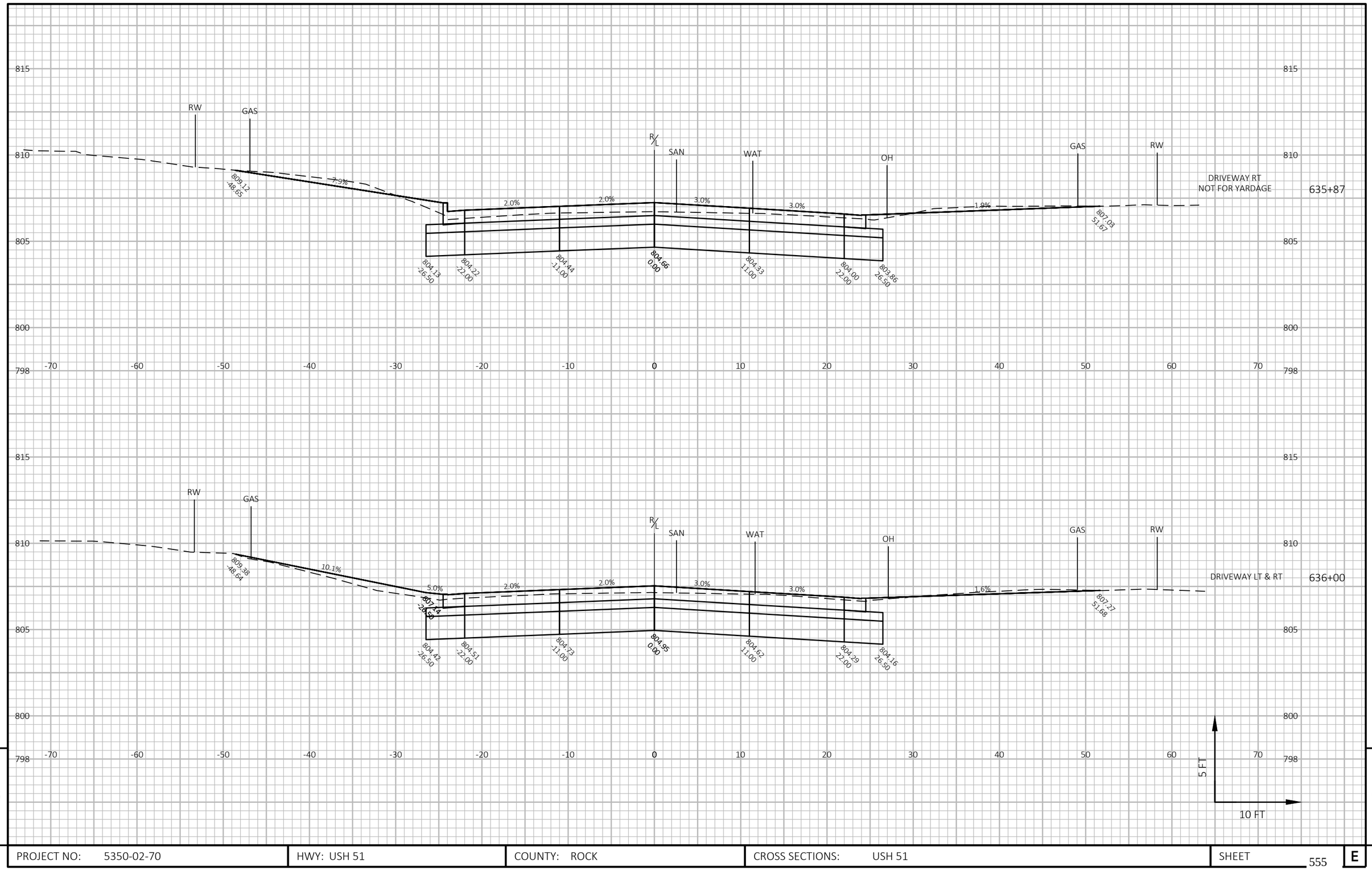
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 554	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 19

PLOT DATE : 11/16/2023 6:49 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49

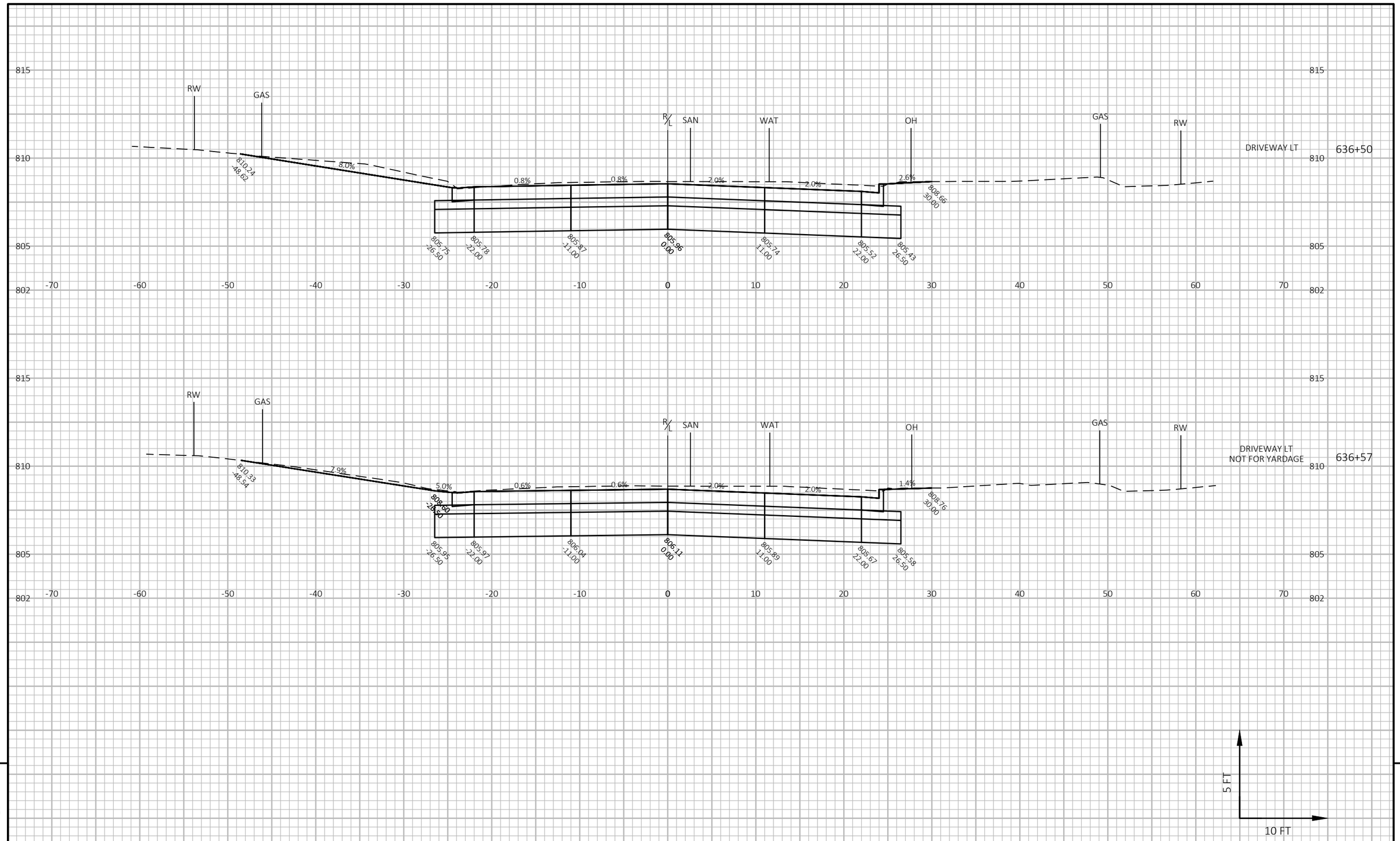


PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 555	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 20

PLOT DATE : 11/16/2023 6:49 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49

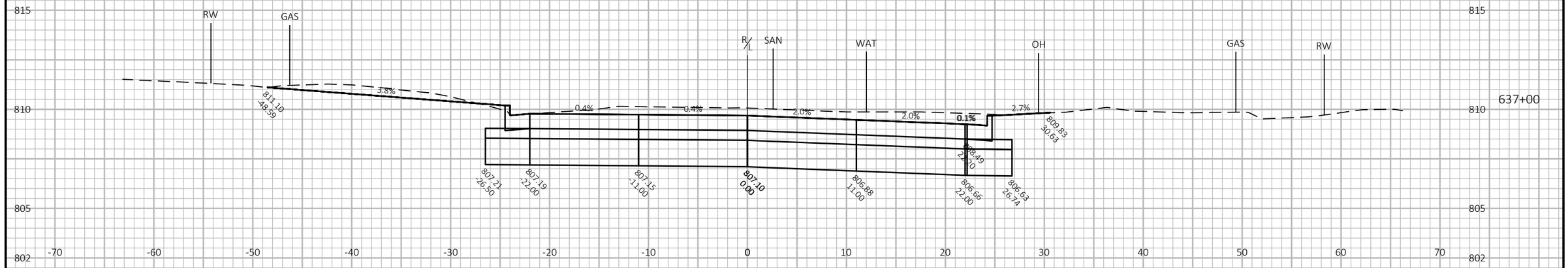


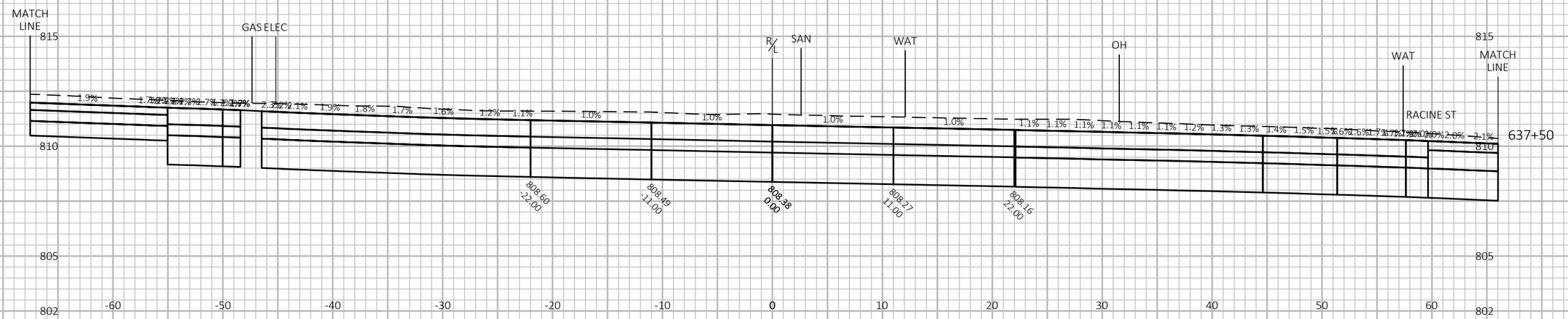
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 556	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 21

PLOT DATE : 11/16/2023 6:49 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49





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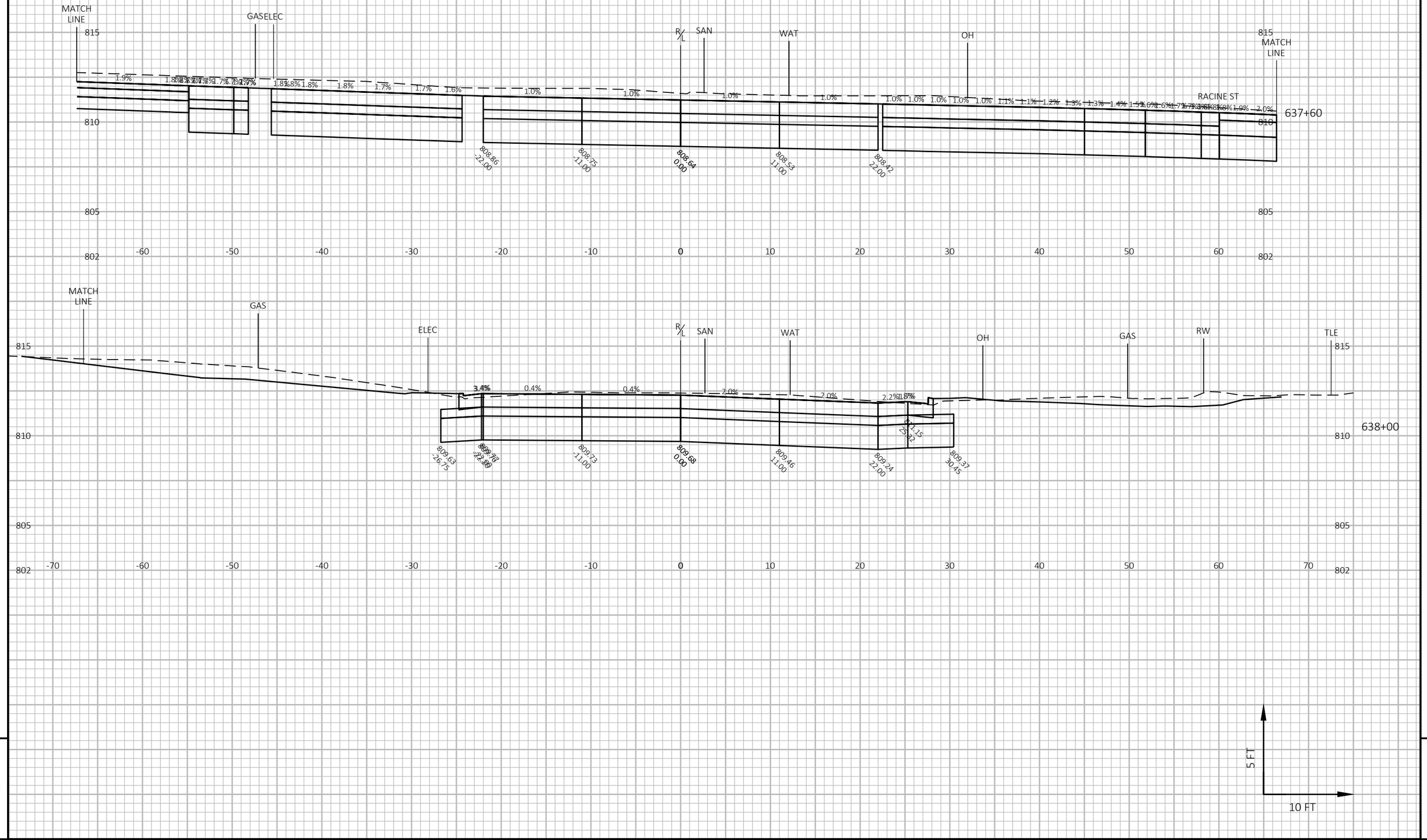
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 557	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 22

PLOT DATE : 11/16/2023 6:49 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.



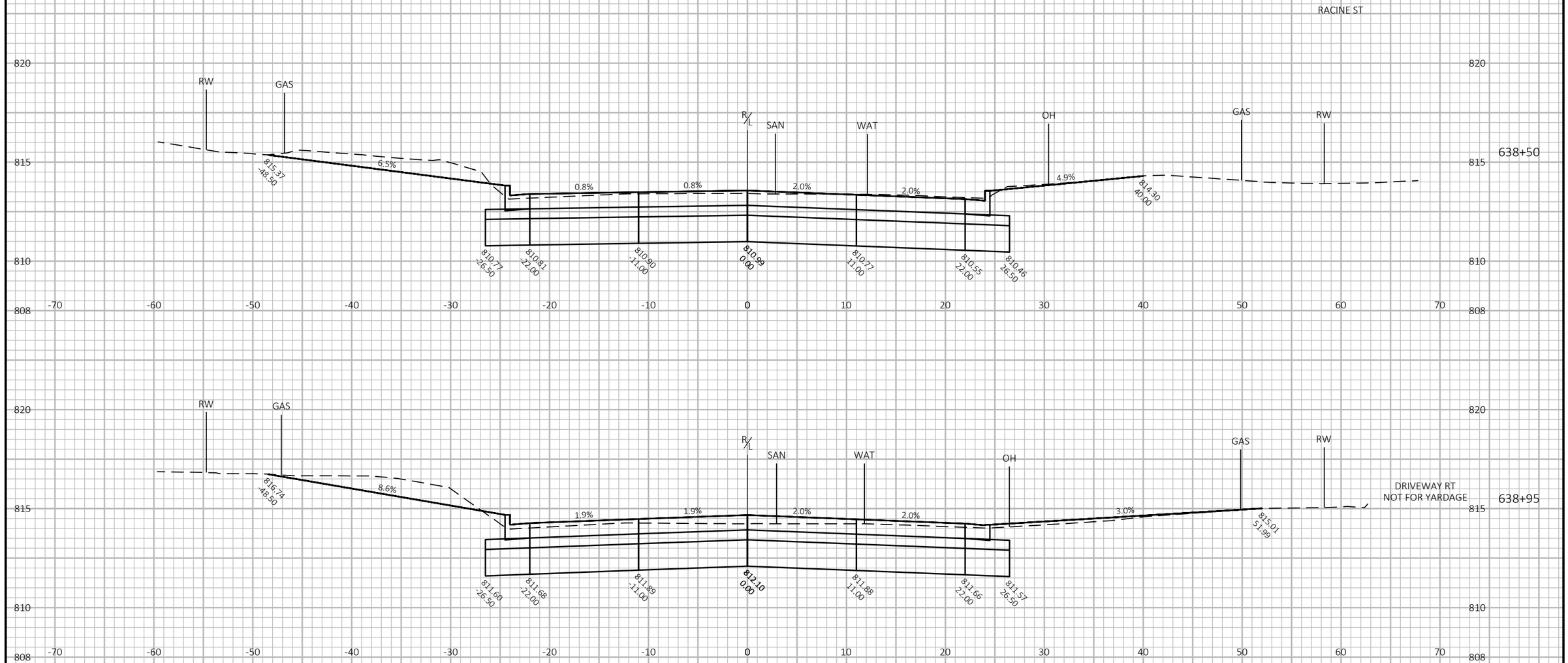
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 558 E

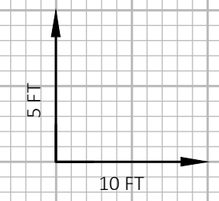
FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 23

PLOT DATE : 11/16/2023 6:49 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49

RACINE ST





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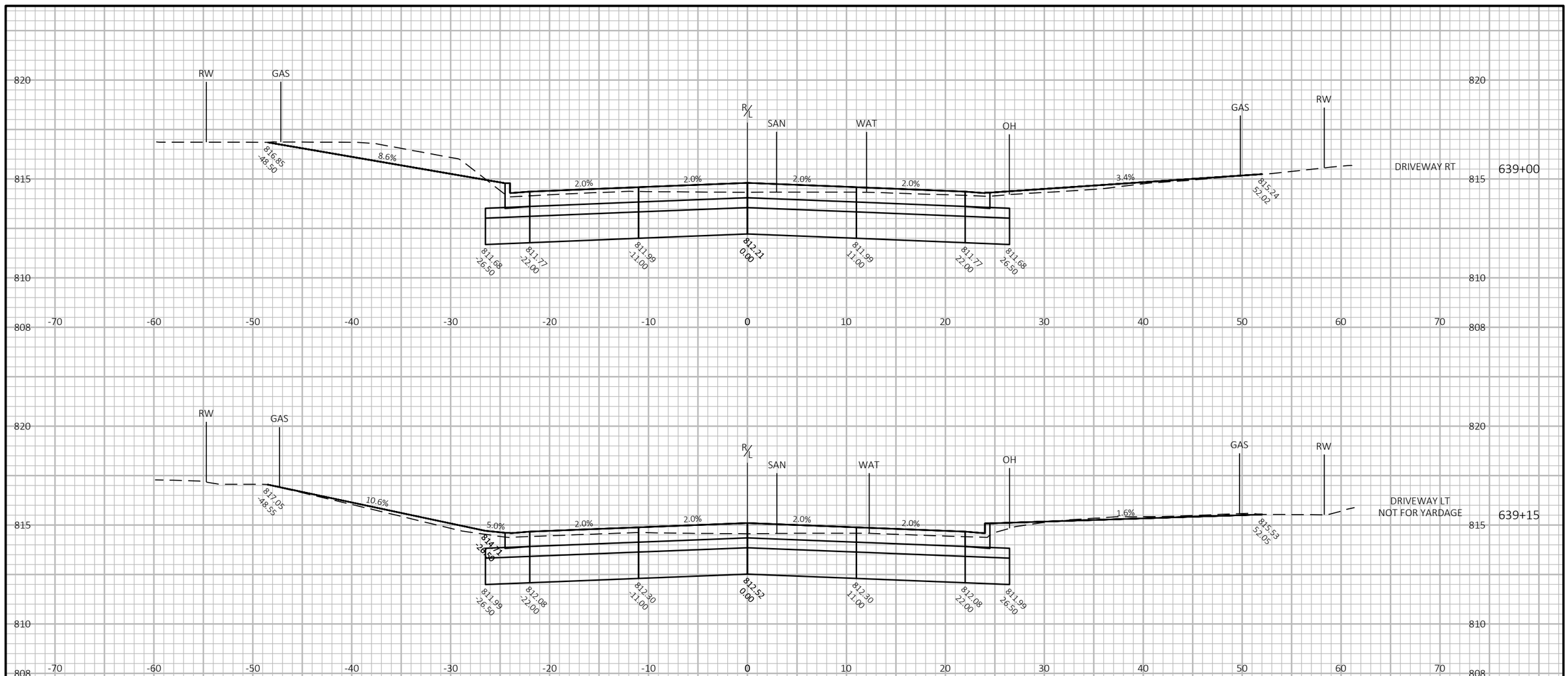
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 559	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 24

PLOT DATE : 11/16/2023 6:49 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



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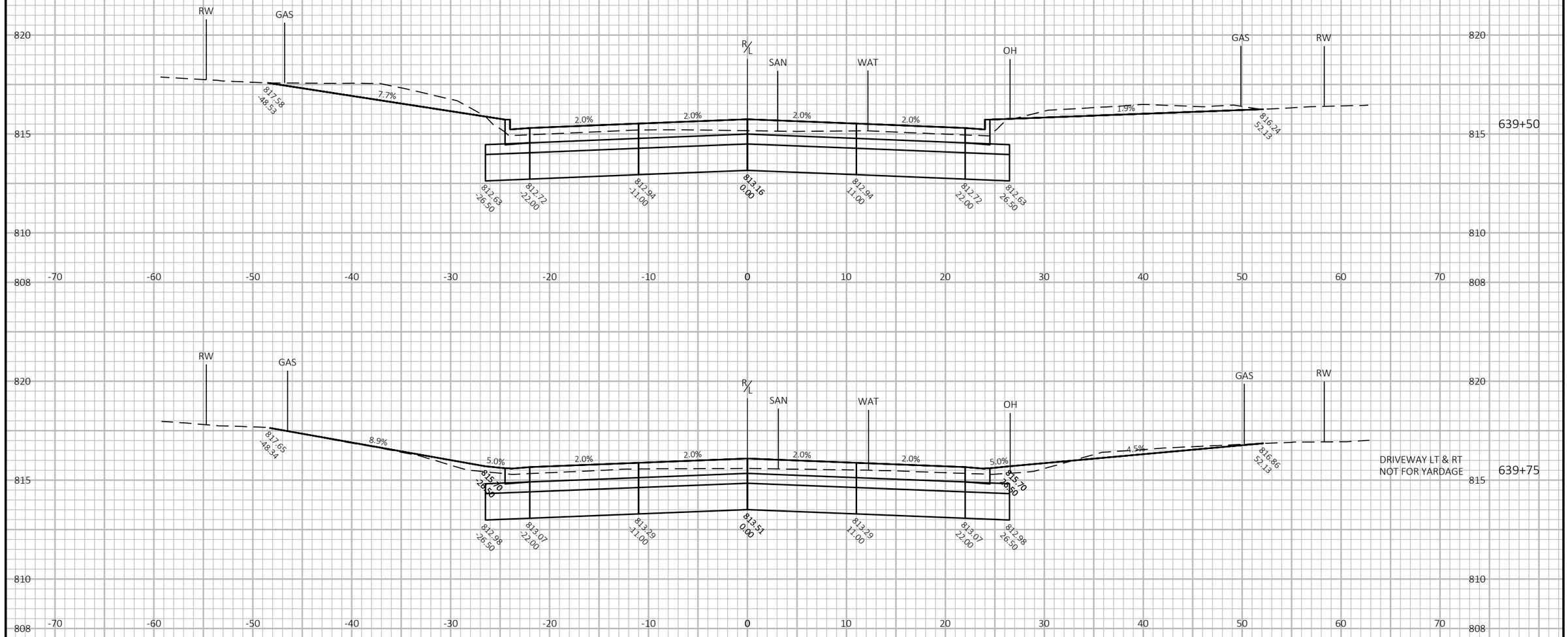
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 560	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 25

PLOT DATE : 11/16/2023 6:49 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49

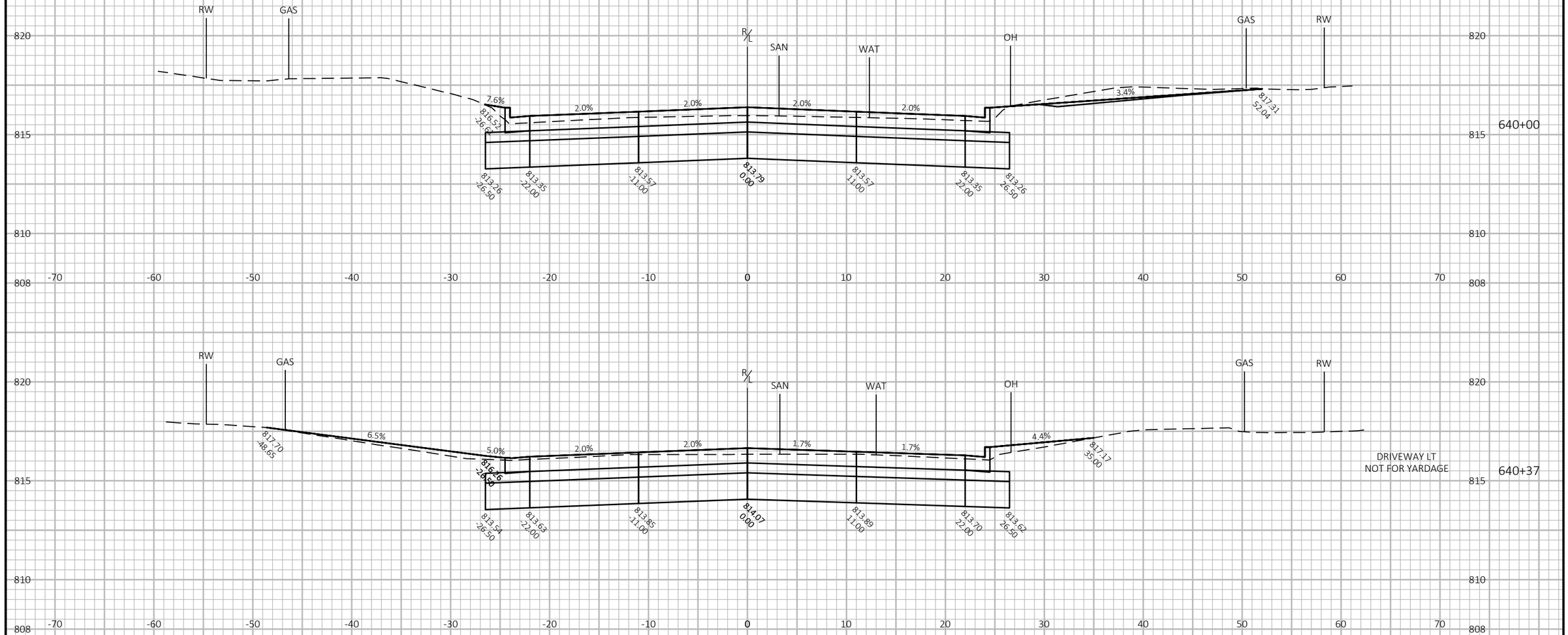


PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 561	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 26

PLOT DATE : 11/16/2023 6:49 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



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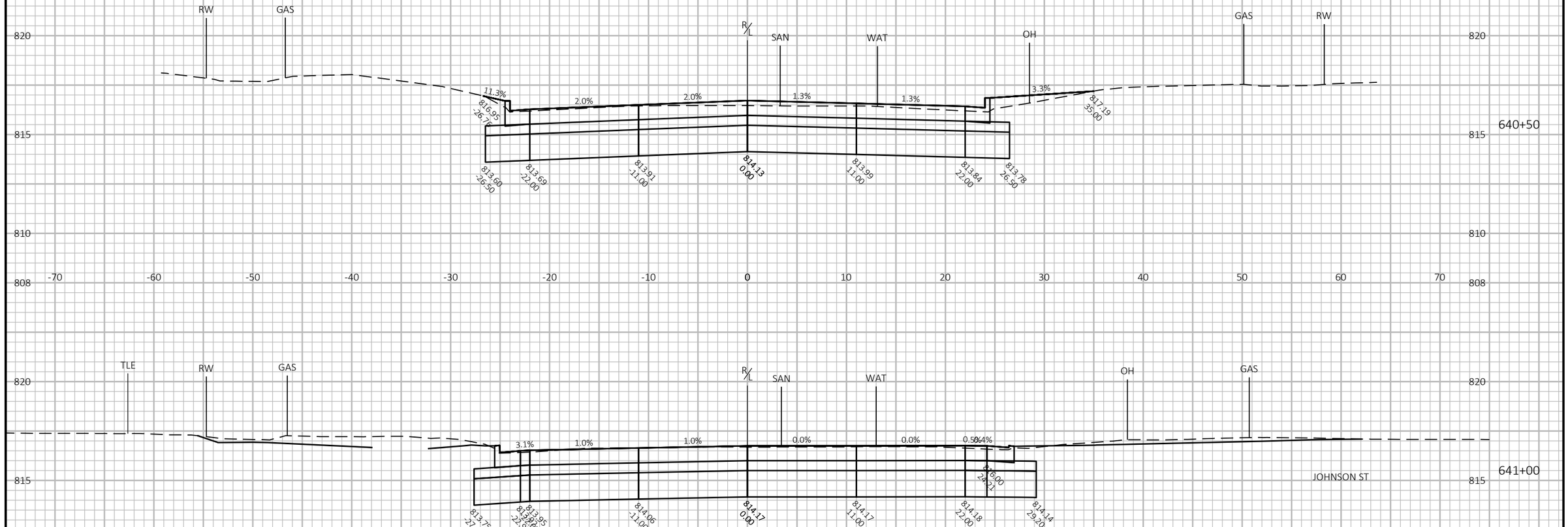
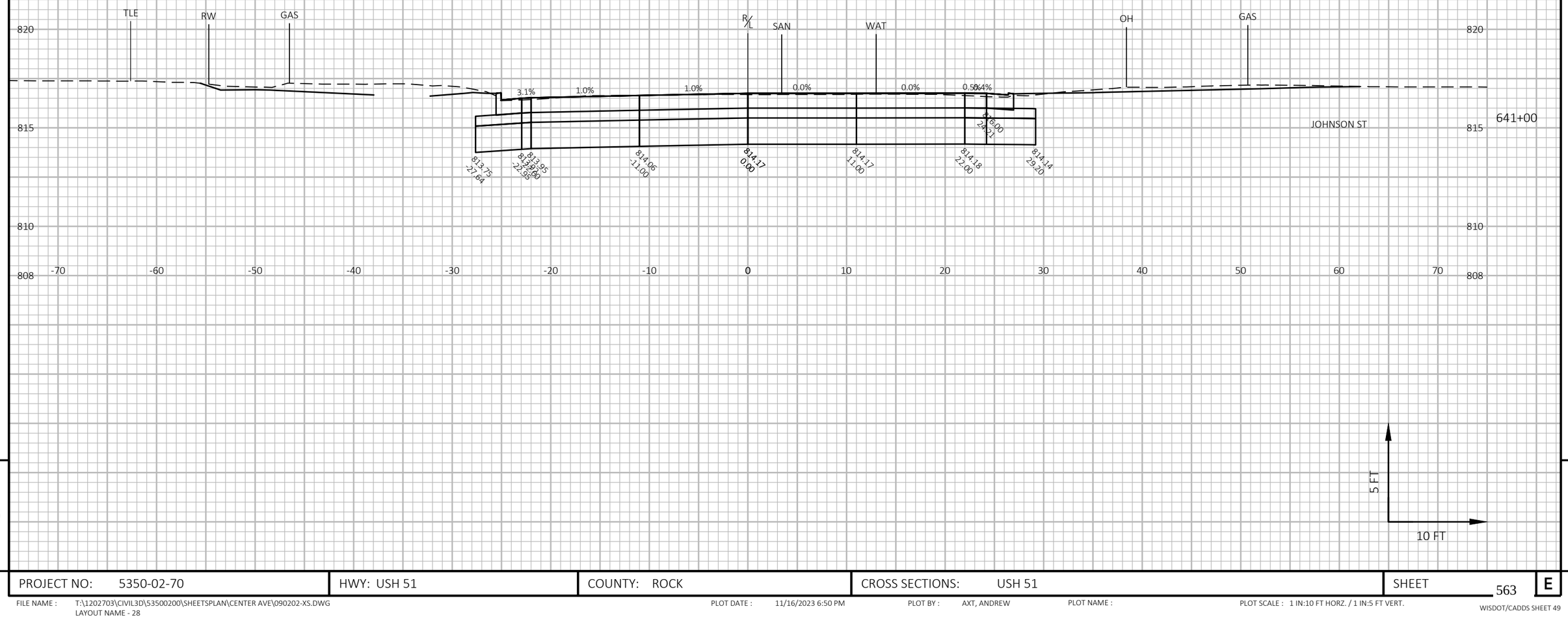
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 562	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 27

PLOT DATE : 11/16/2023 6:49 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49





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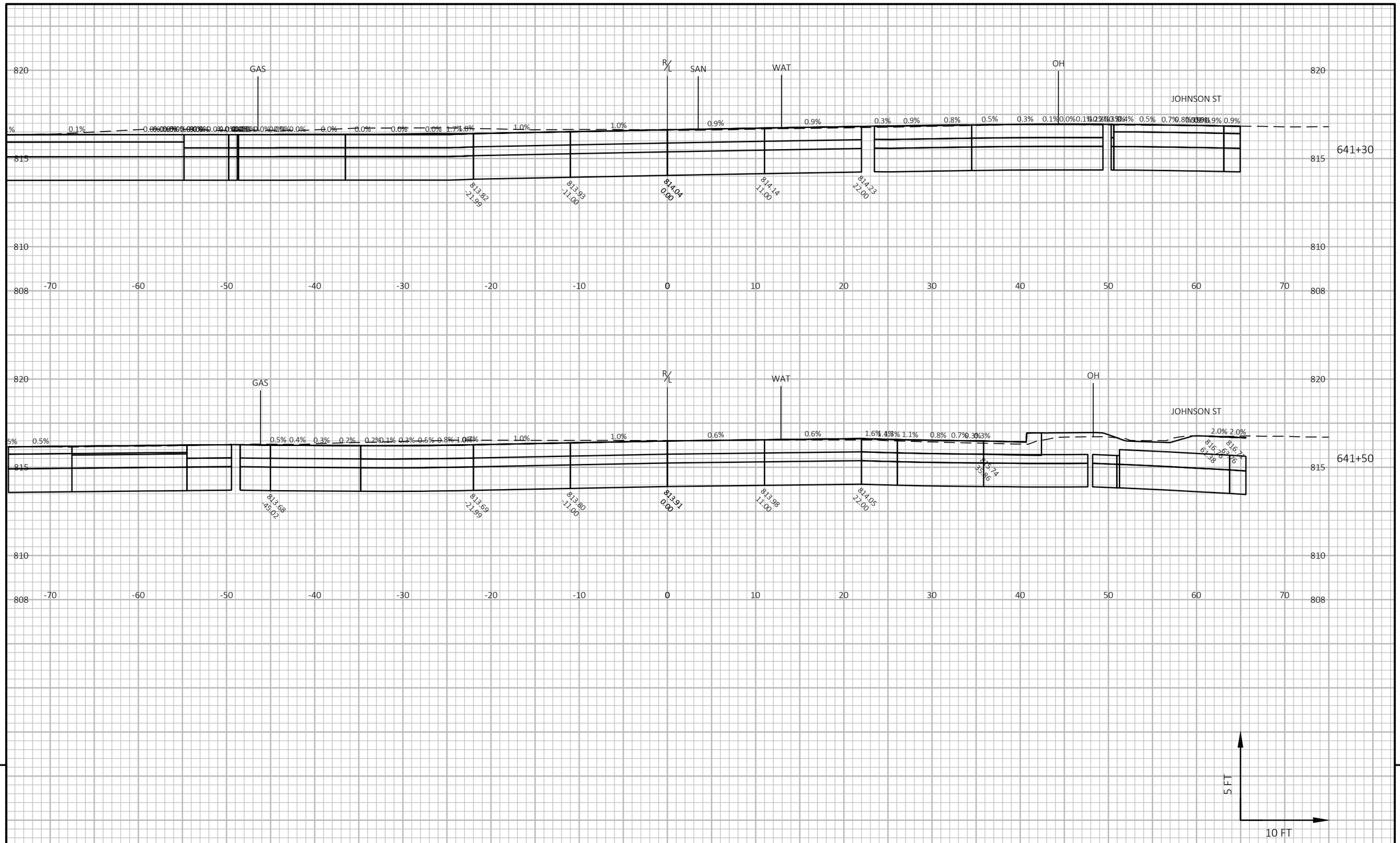
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 563	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 28

PLOT DATE : 11/16/2023 6:50 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.



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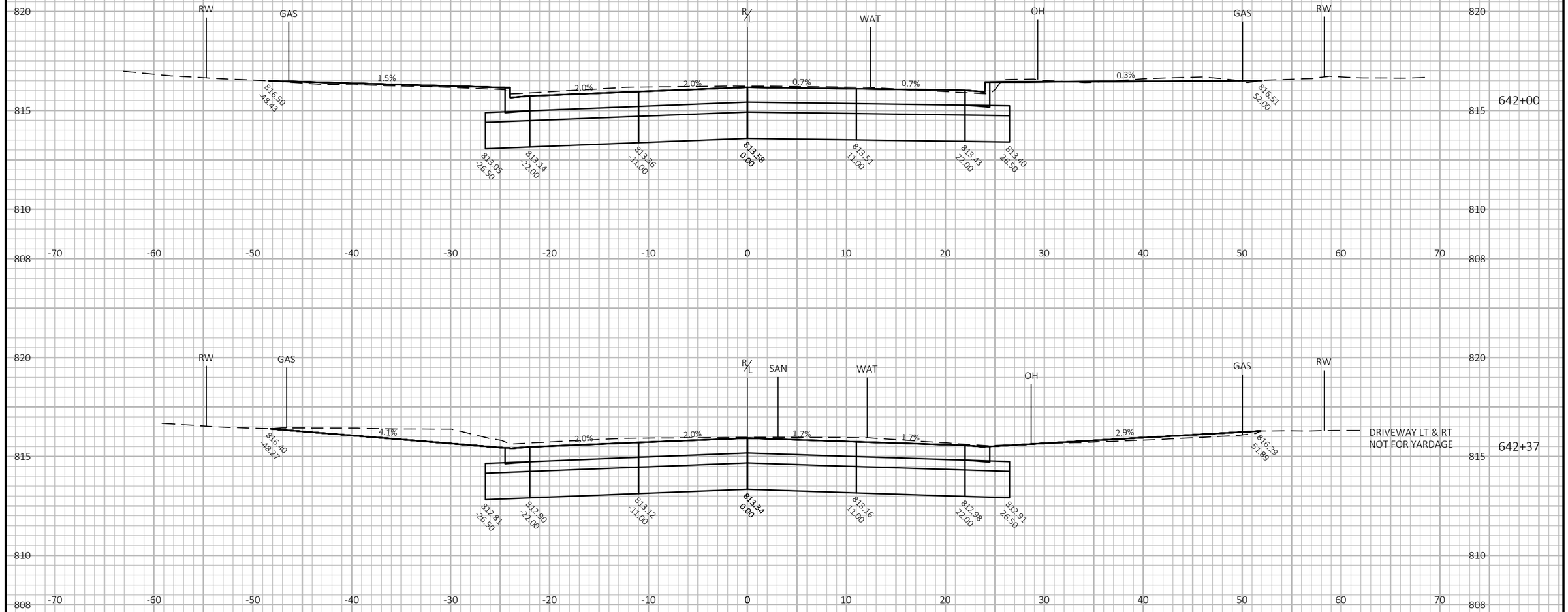
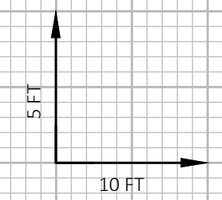
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 564	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 29

PLOT DATE : 11/16/2023 6:50 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49





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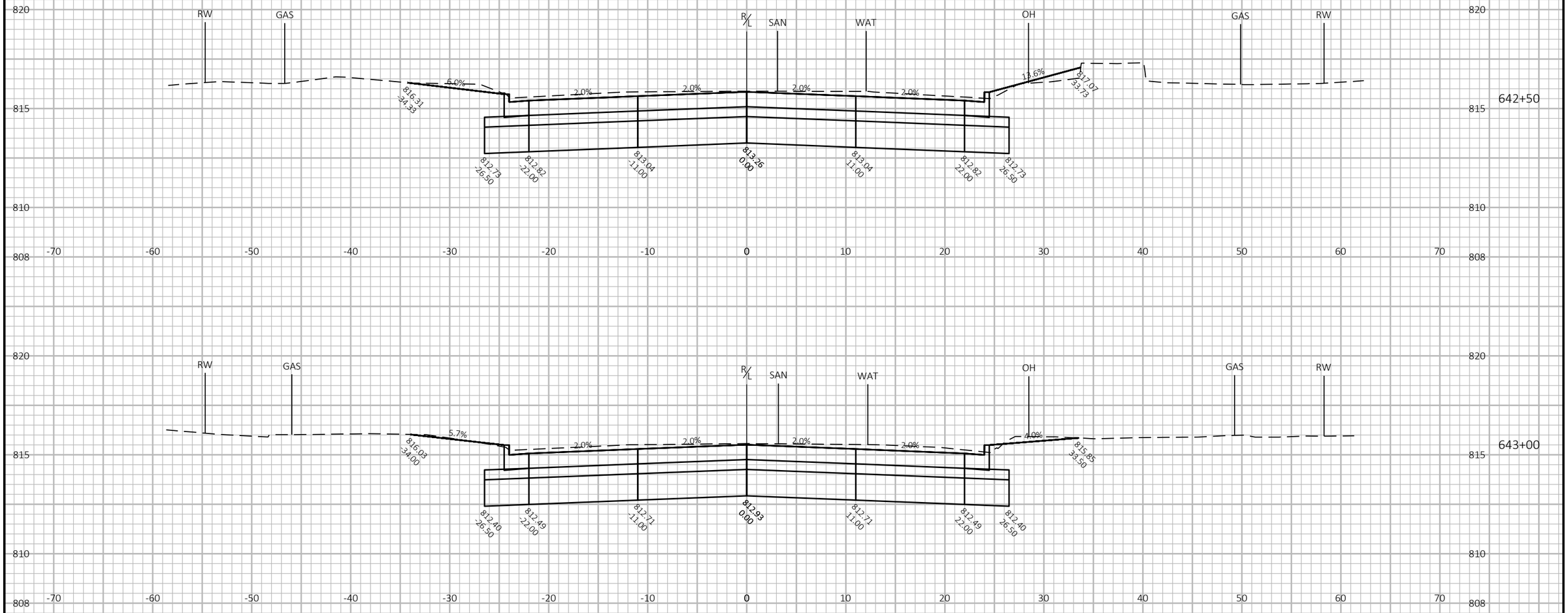
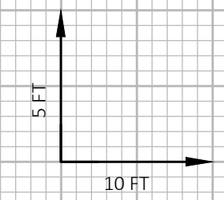
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 565	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 30

PLOT DATE : 11/16/2023 6:50 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49





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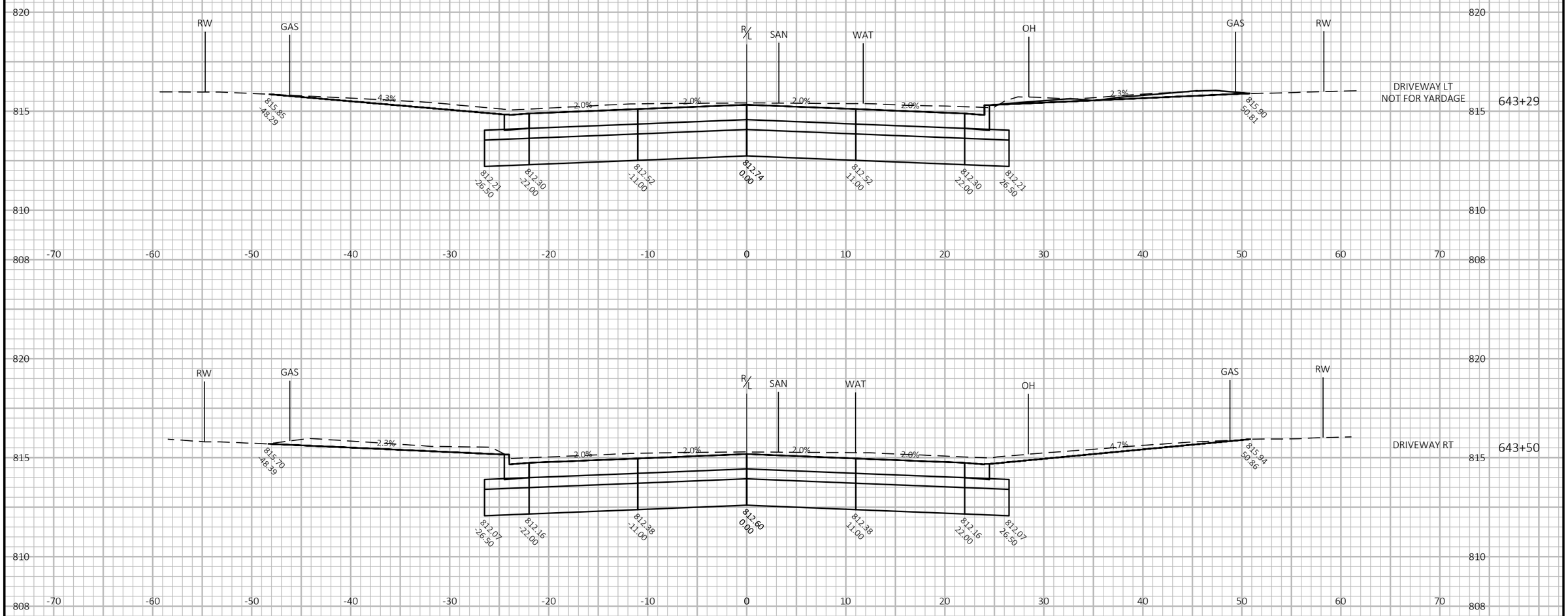
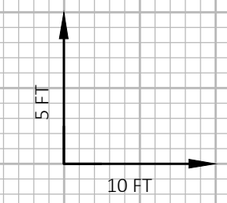
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 566	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 31

PLOT DATE : 11/16/2023 6:50 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49





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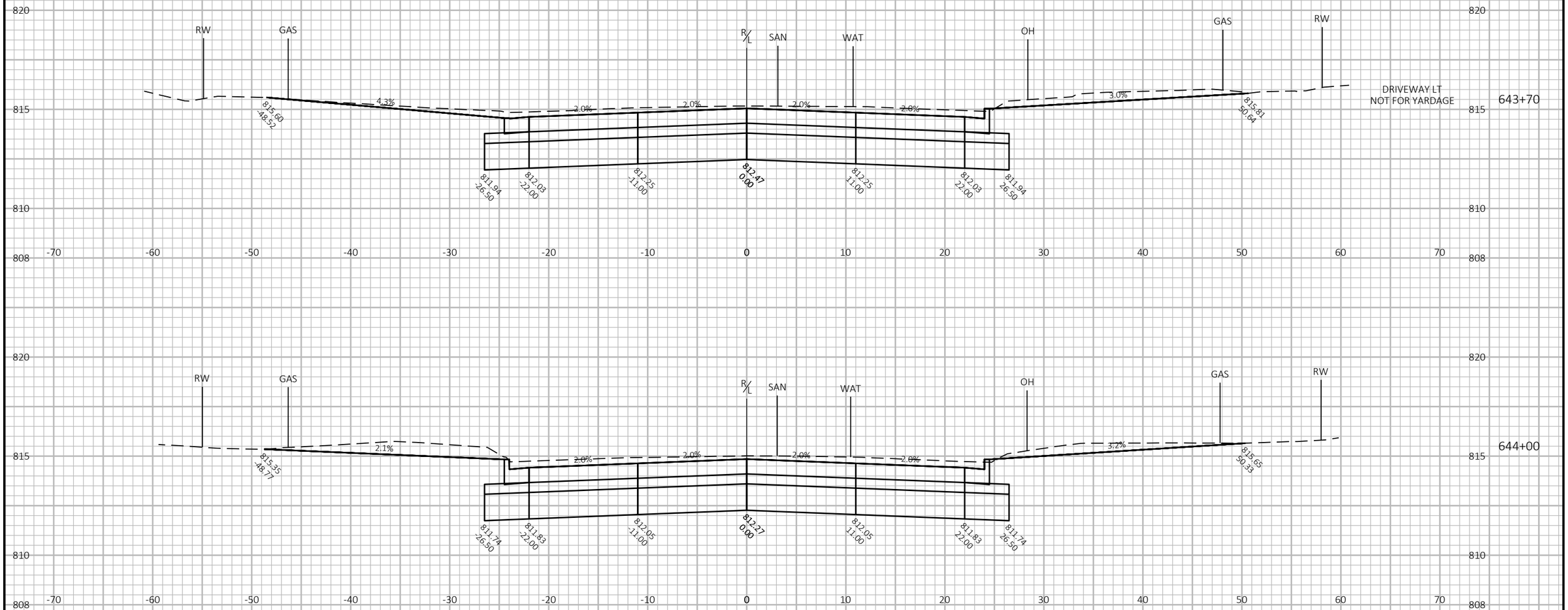
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 567	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 32

PLOT DATE : 11/16/2023 6:50 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



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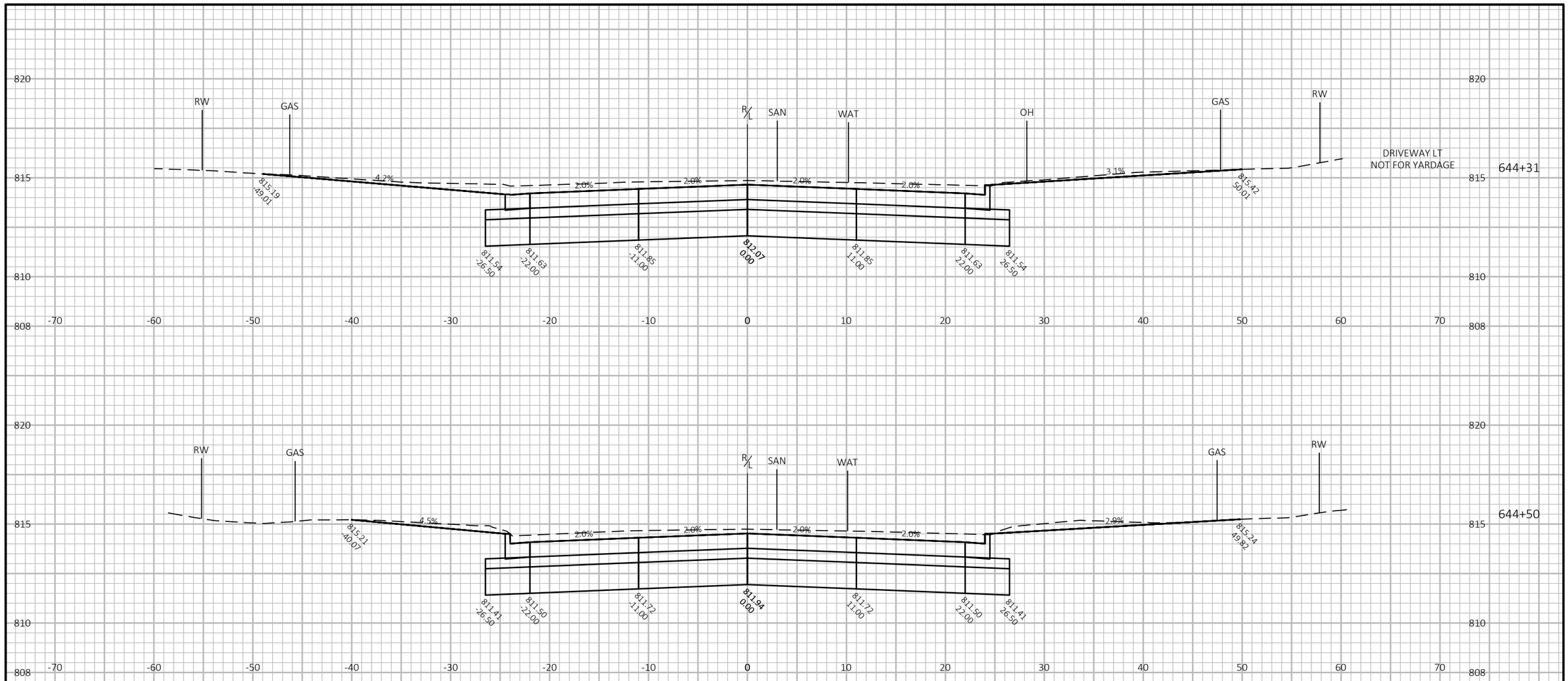
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 568	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 33

PLOT DATE : 11/16/2023 6:50 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49

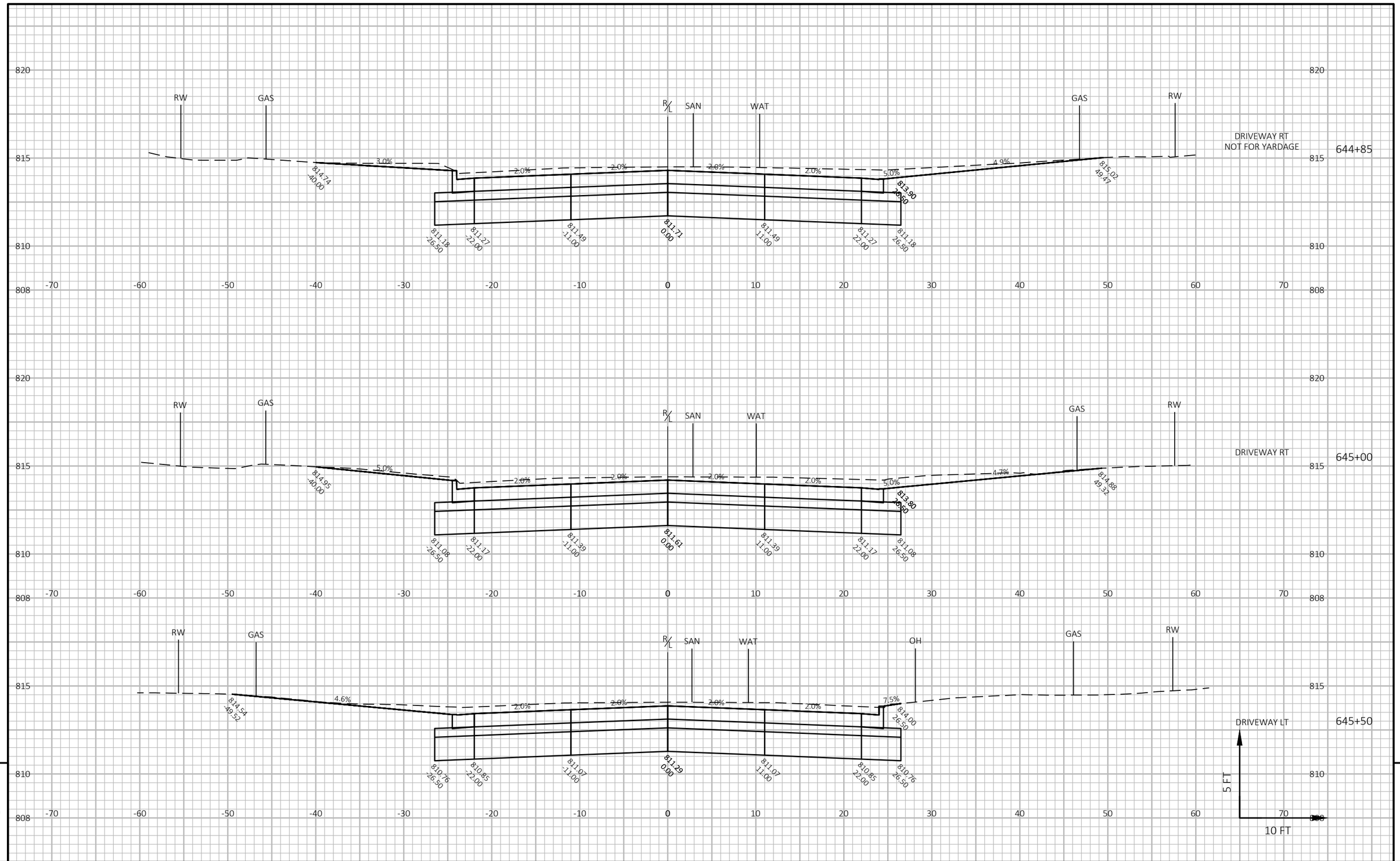


PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 569 E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 34

PLOT DATE : 11/16/2023 6:50 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



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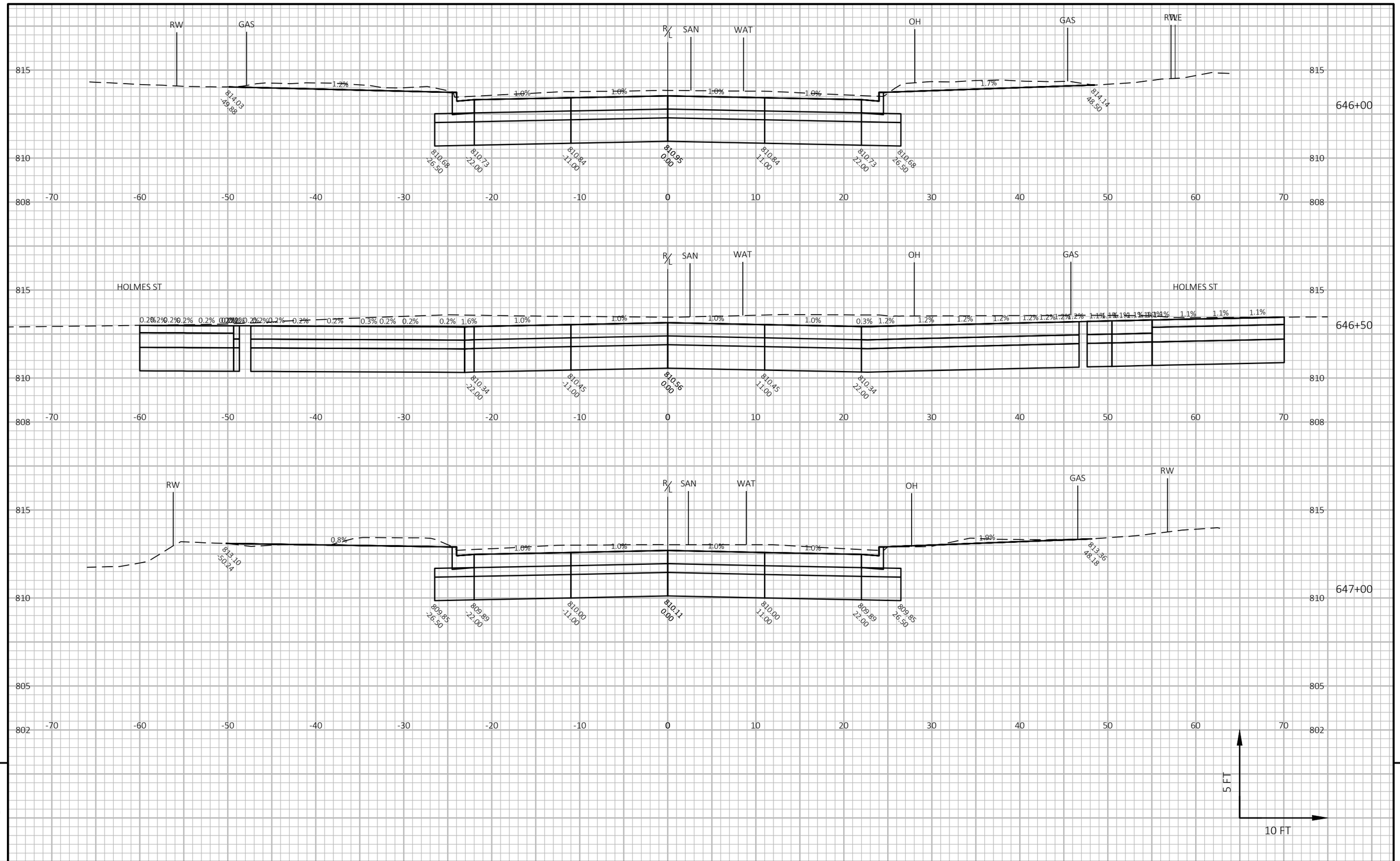
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 570	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 35

PLOT DATE : 11/16/2023 6:50 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49

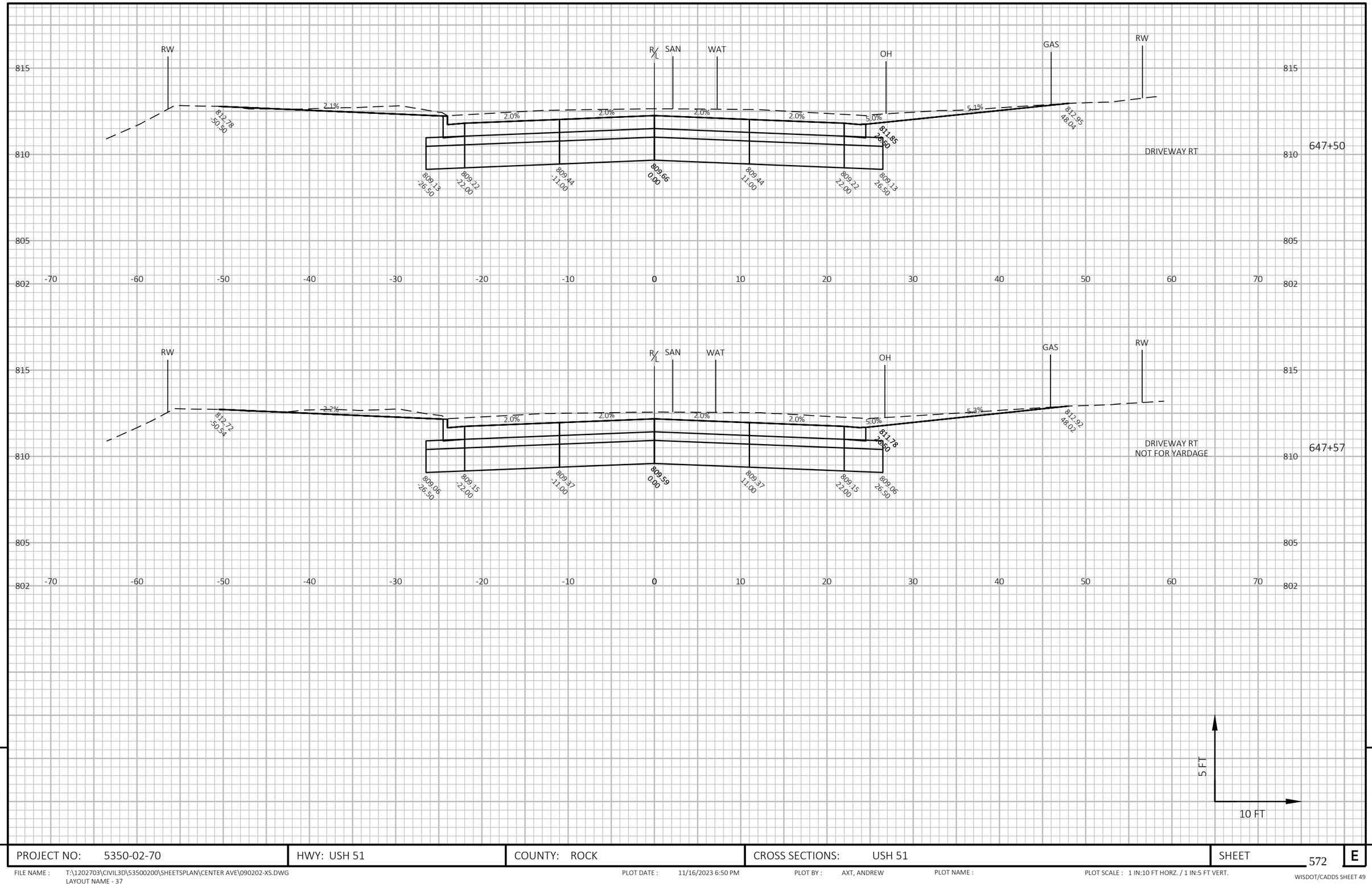


PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 571	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 36

PLOT DATE : 11/16/2023 6:50 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49

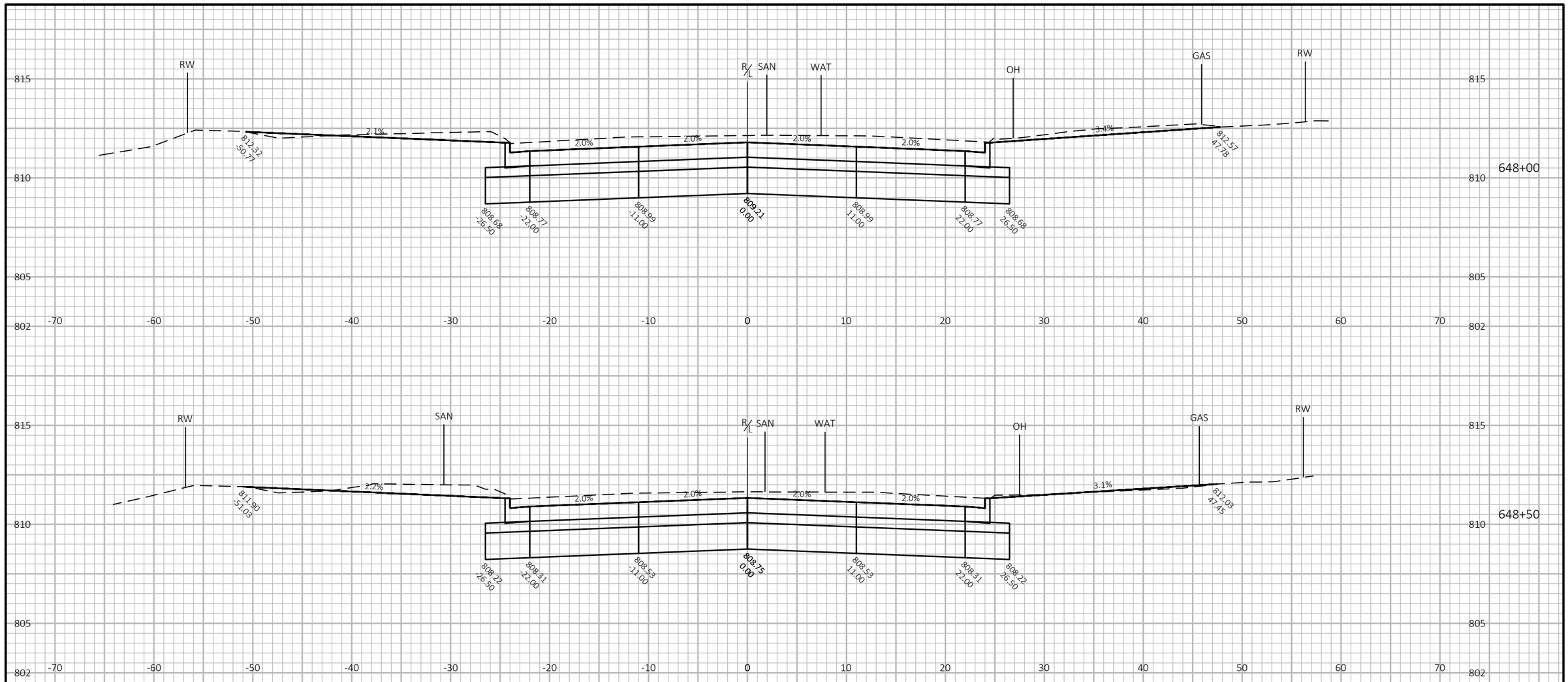


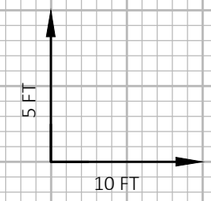
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 572 E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 37

PLOT DATE : 11/16/2023 6:50 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49





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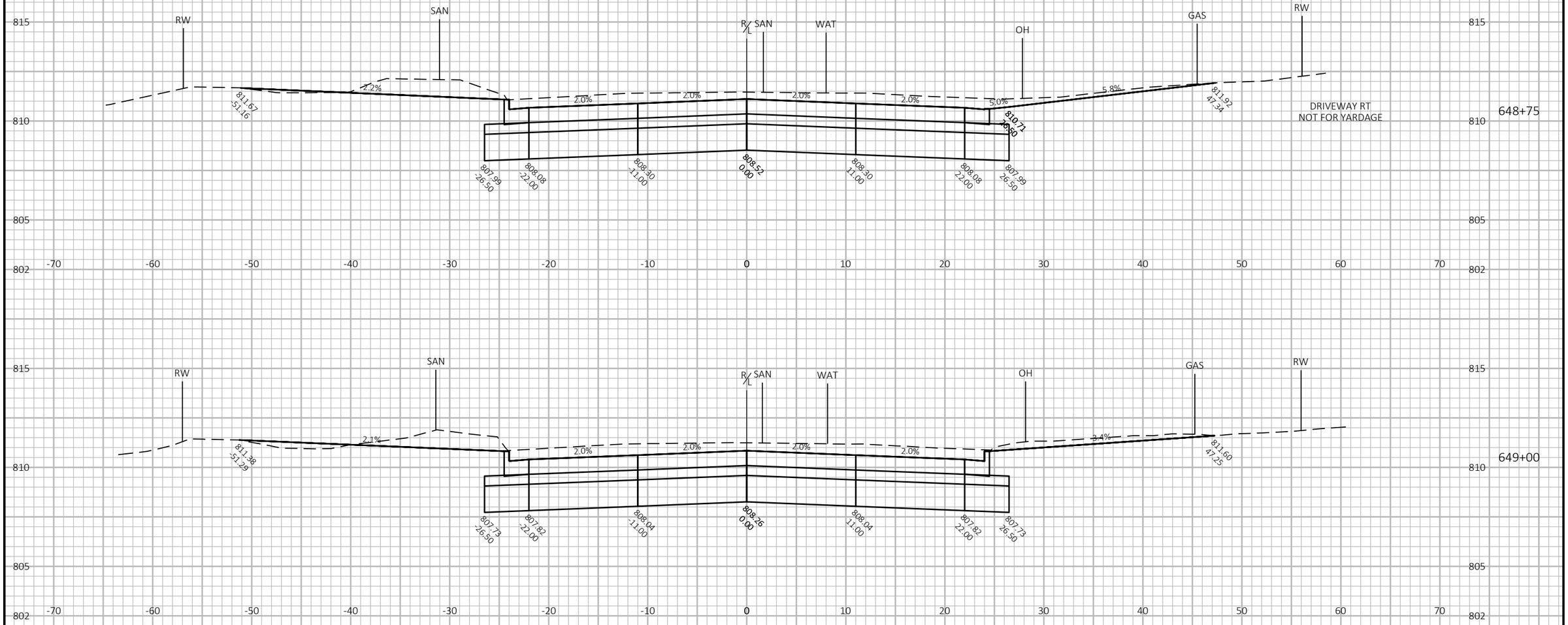
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 573	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 38

PLOT DATE : 11/16/2023 6:51 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



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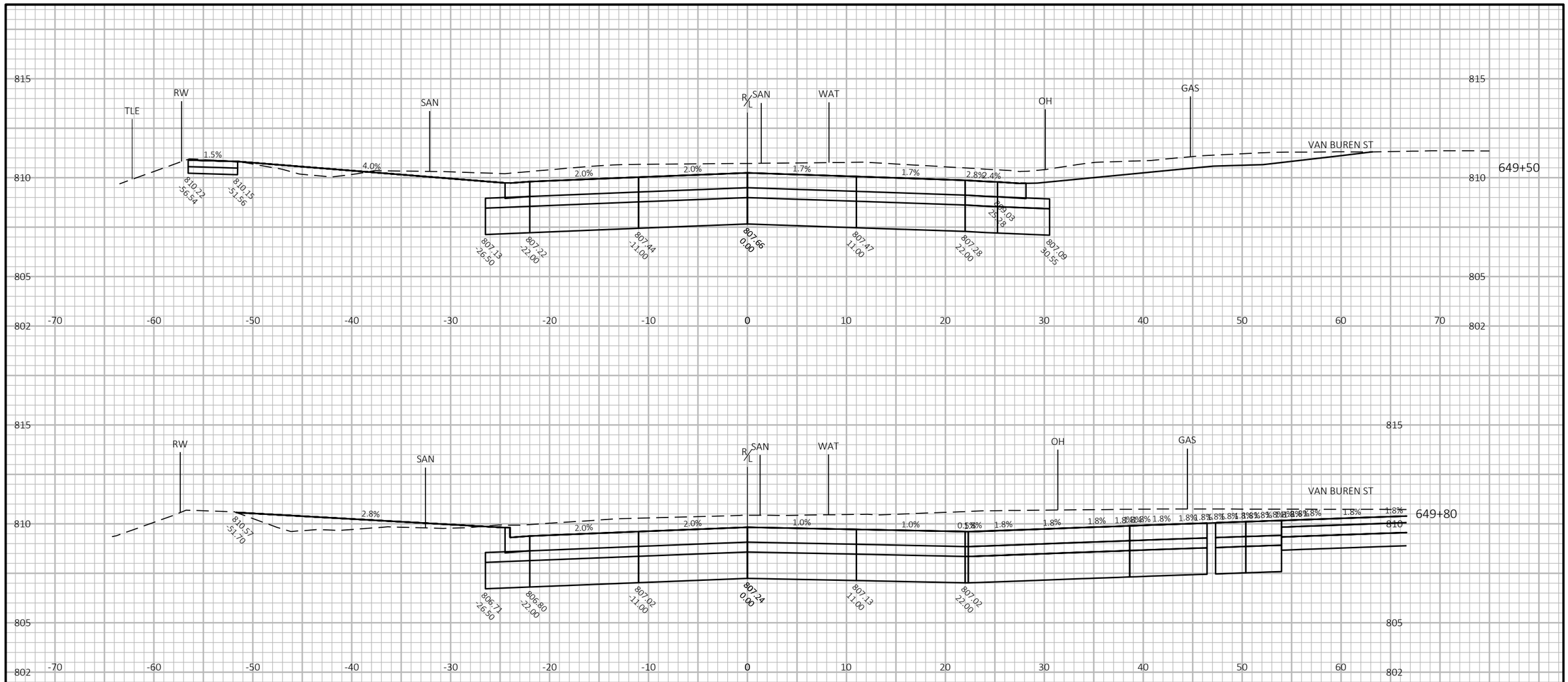
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 574	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 39

PLOT DATE : 11/16/2023 6:51 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



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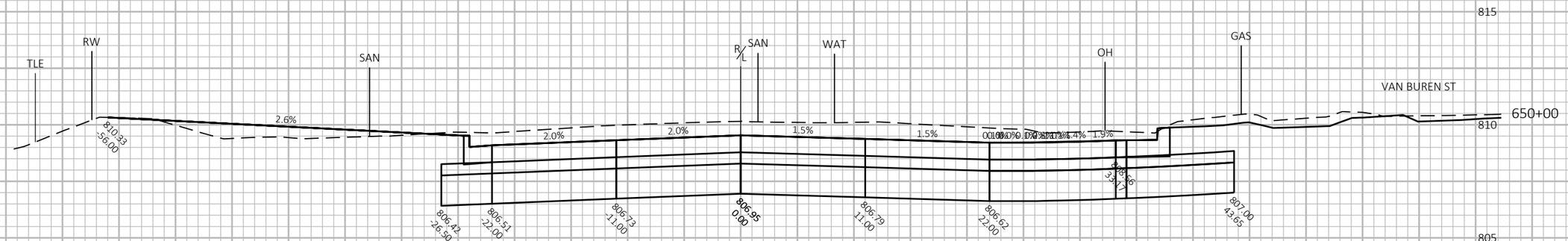
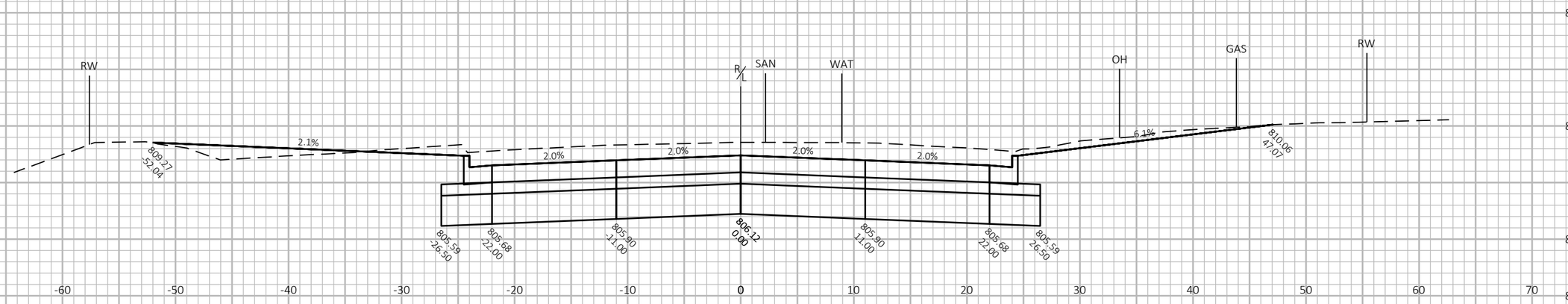
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 575	E

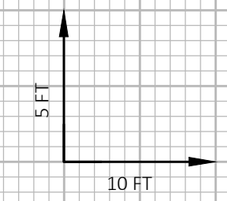
FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 40

PLOT DATE : 11/16/2023 6:51 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49







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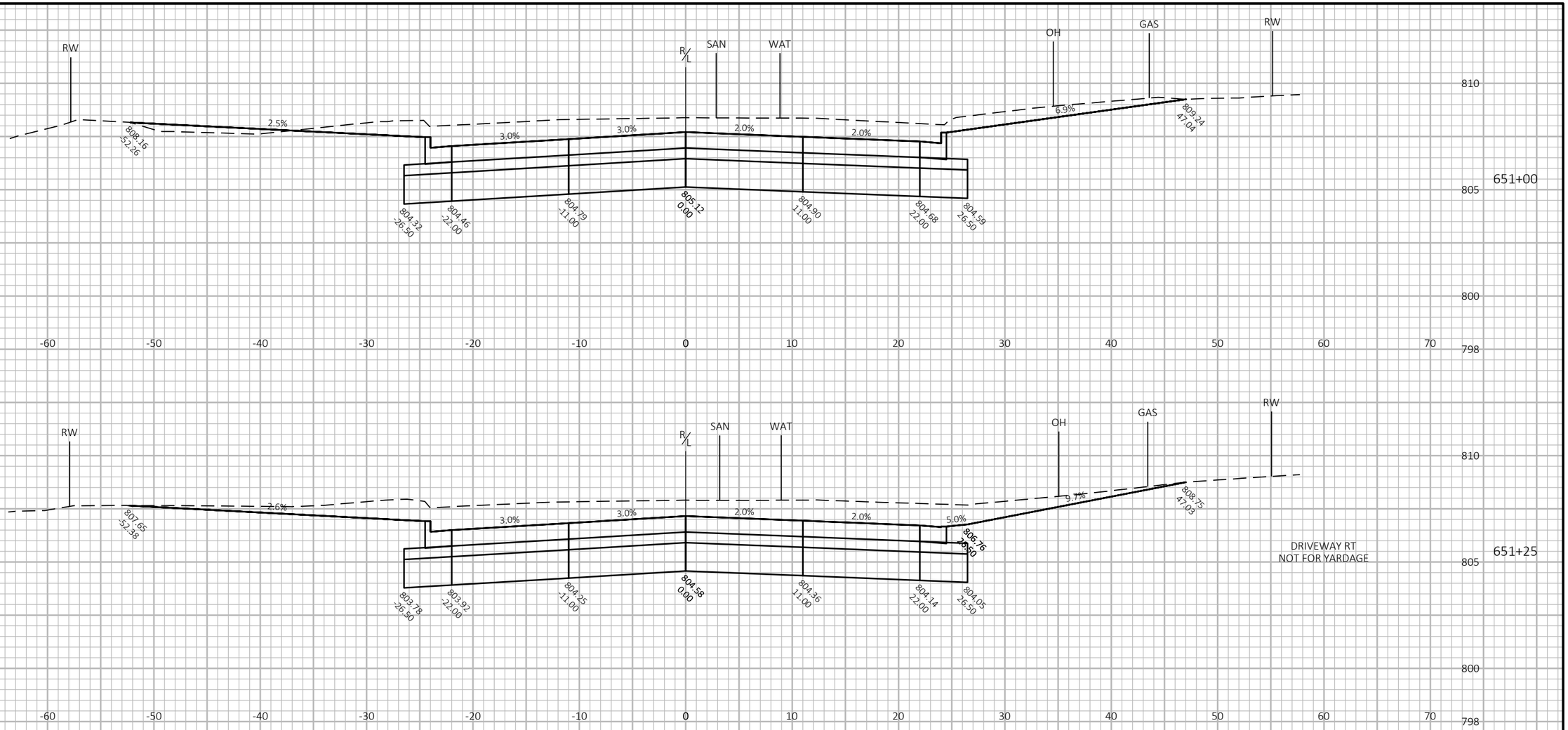
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 576	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 41

PLOT DATE : 11/16/2023 6:51 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



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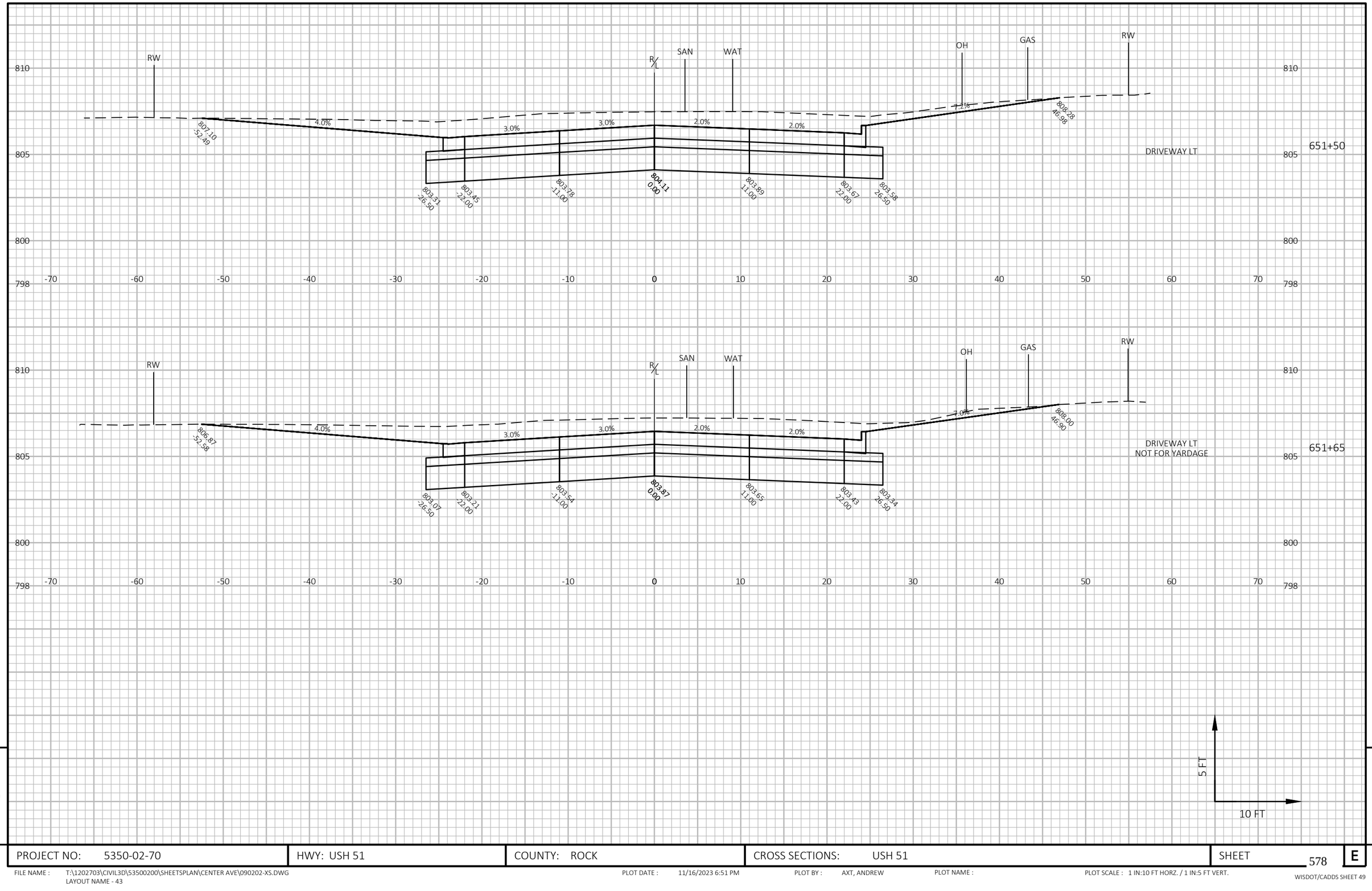
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 577	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 42

PLOT DATE : 11/16/2023 6:51 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



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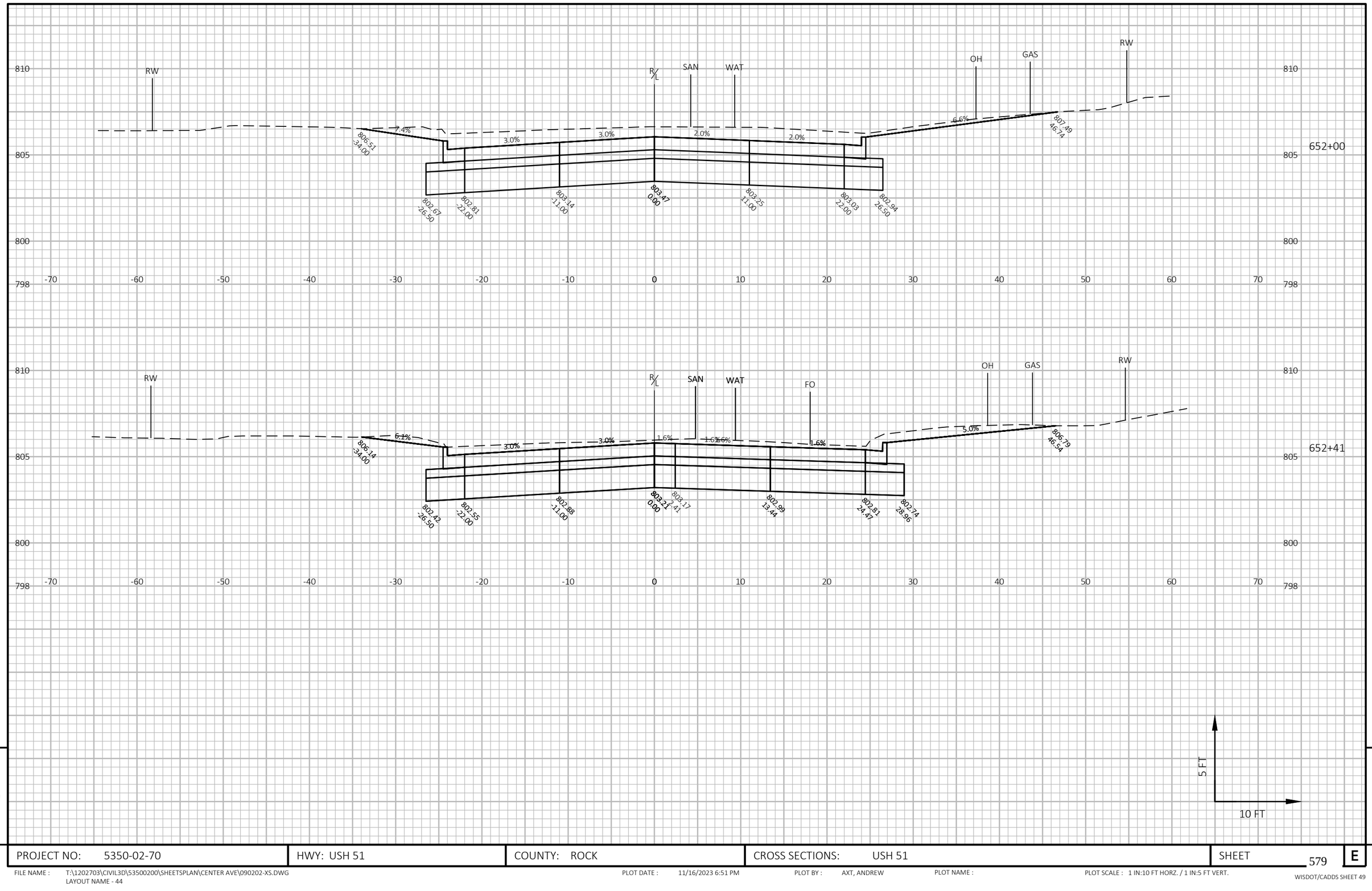
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 578	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 43

PLOT DATE : 11/16/2023 6:51 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49

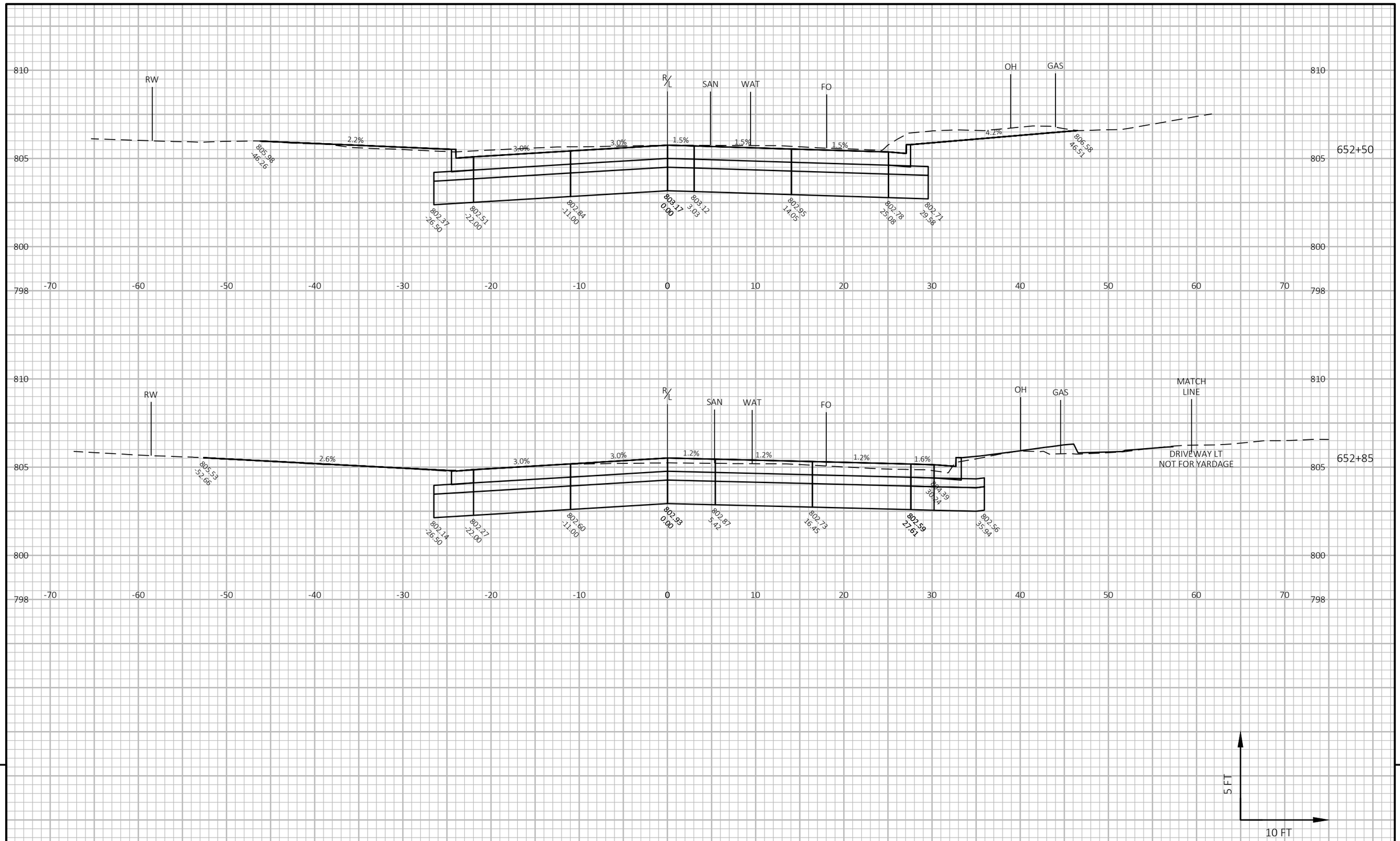


PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 579 E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 44

PLOT DATE : 11/16/2023 6:51 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



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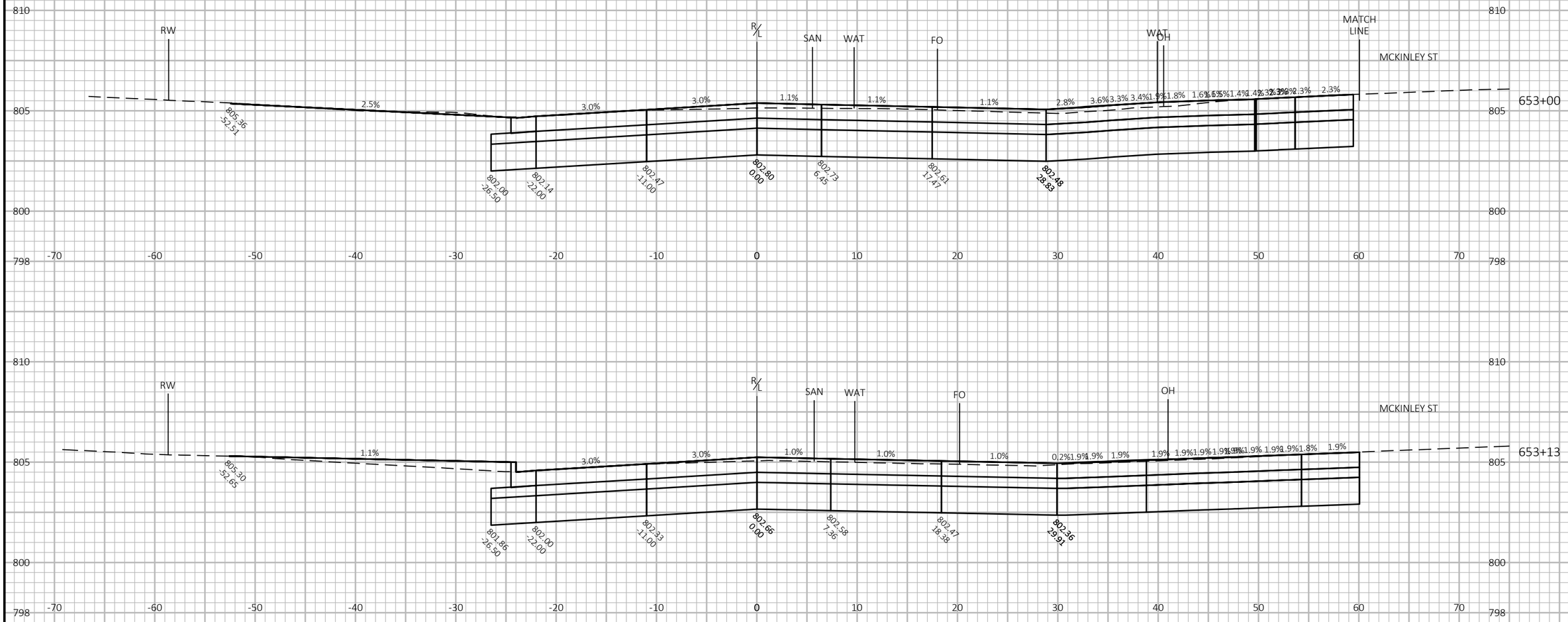
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 580	E

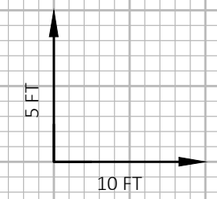
FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 45

PLOT DATE : 11/16/2023 6:51 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49

9





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PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 581	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 46

PLOT DATE : 11/16/2023 6:51 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

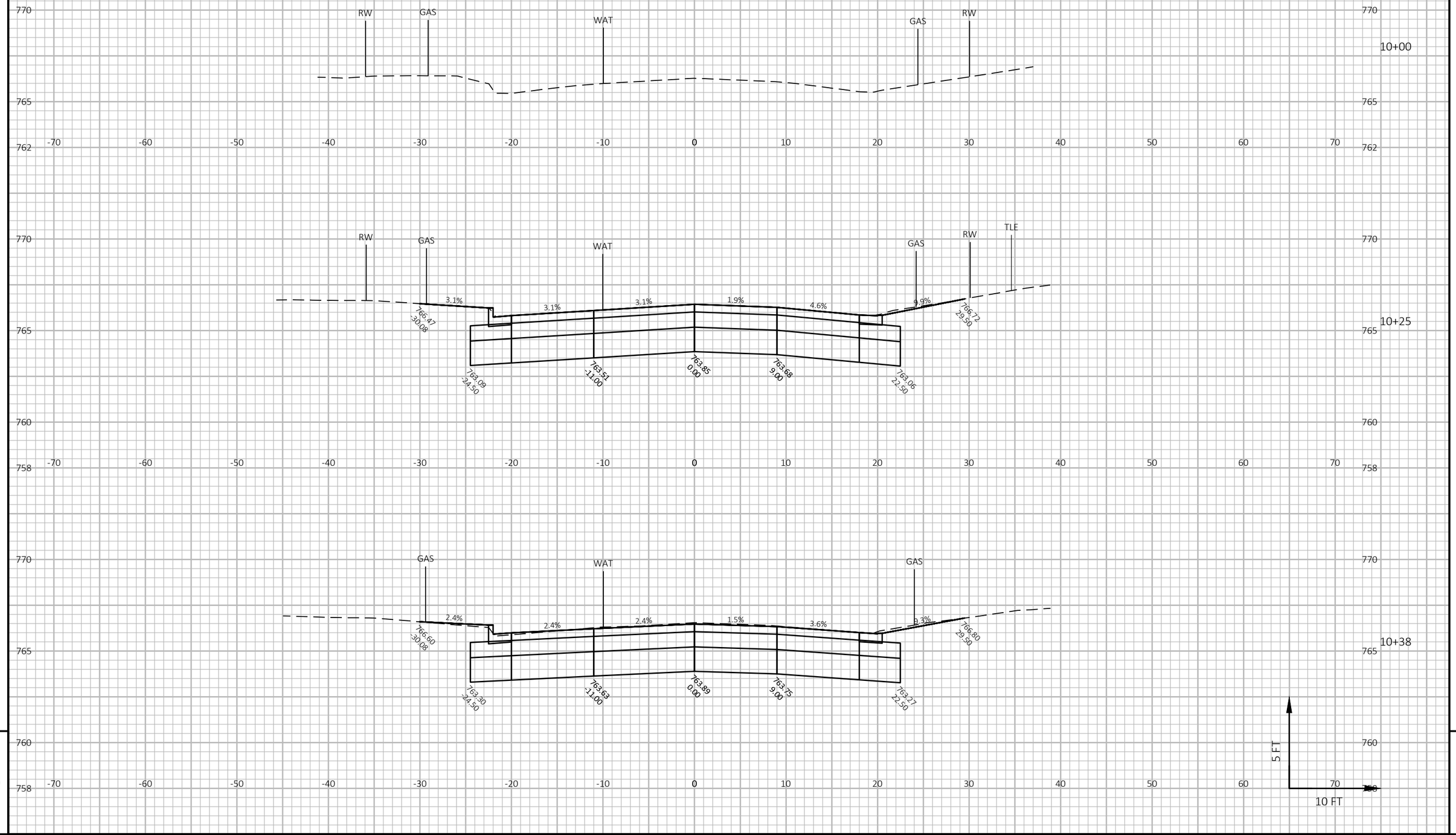
WISDOT/CADDS SHEET 49

PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: USH 51	SHEET 582	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090202-XS.DWG
LAYOUT NAME - 47

PLOT DATE : 11/16/2023 6:52 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49

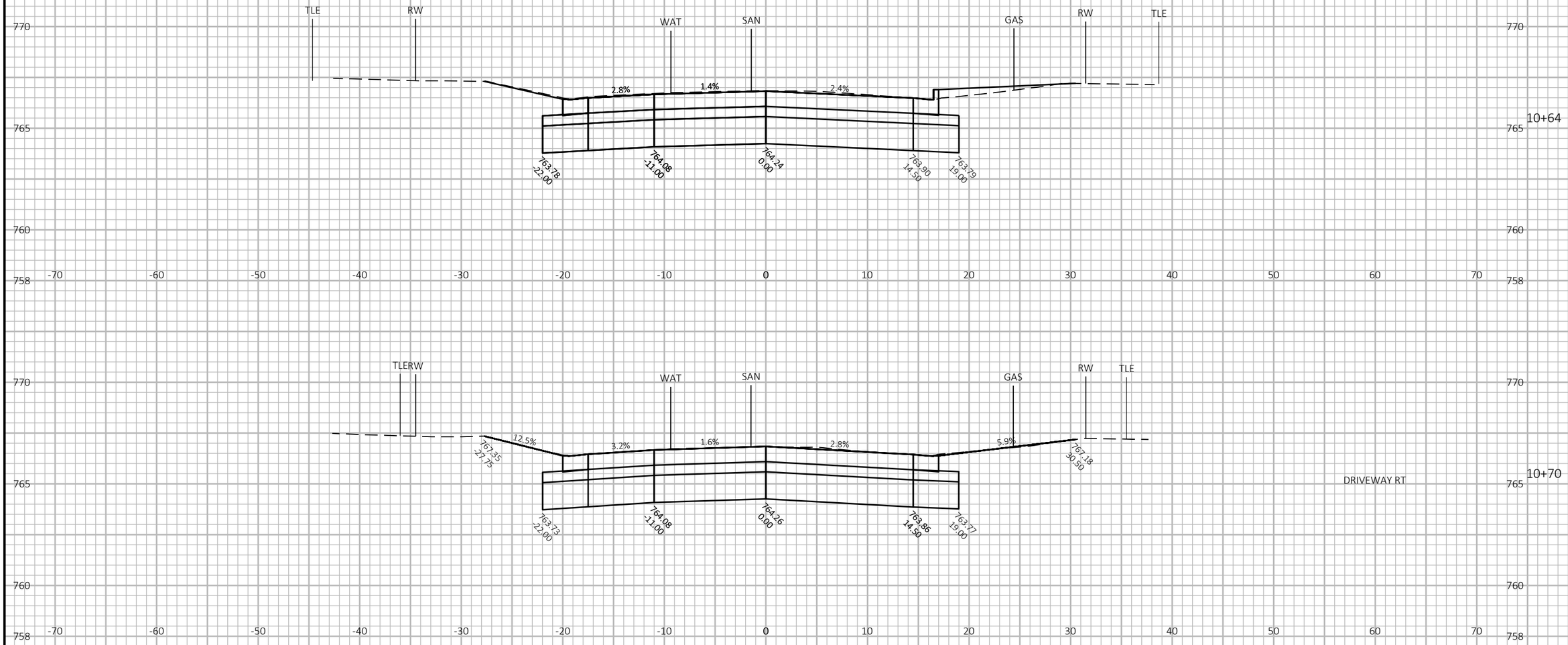


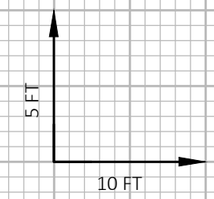
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: RIVERSIDE ST (WEST)	SHEET 583 E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090203-XS.DWG
LAYOUT NAME - RIV-01

PLOT DATE : 11/16/2023 6:53 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49





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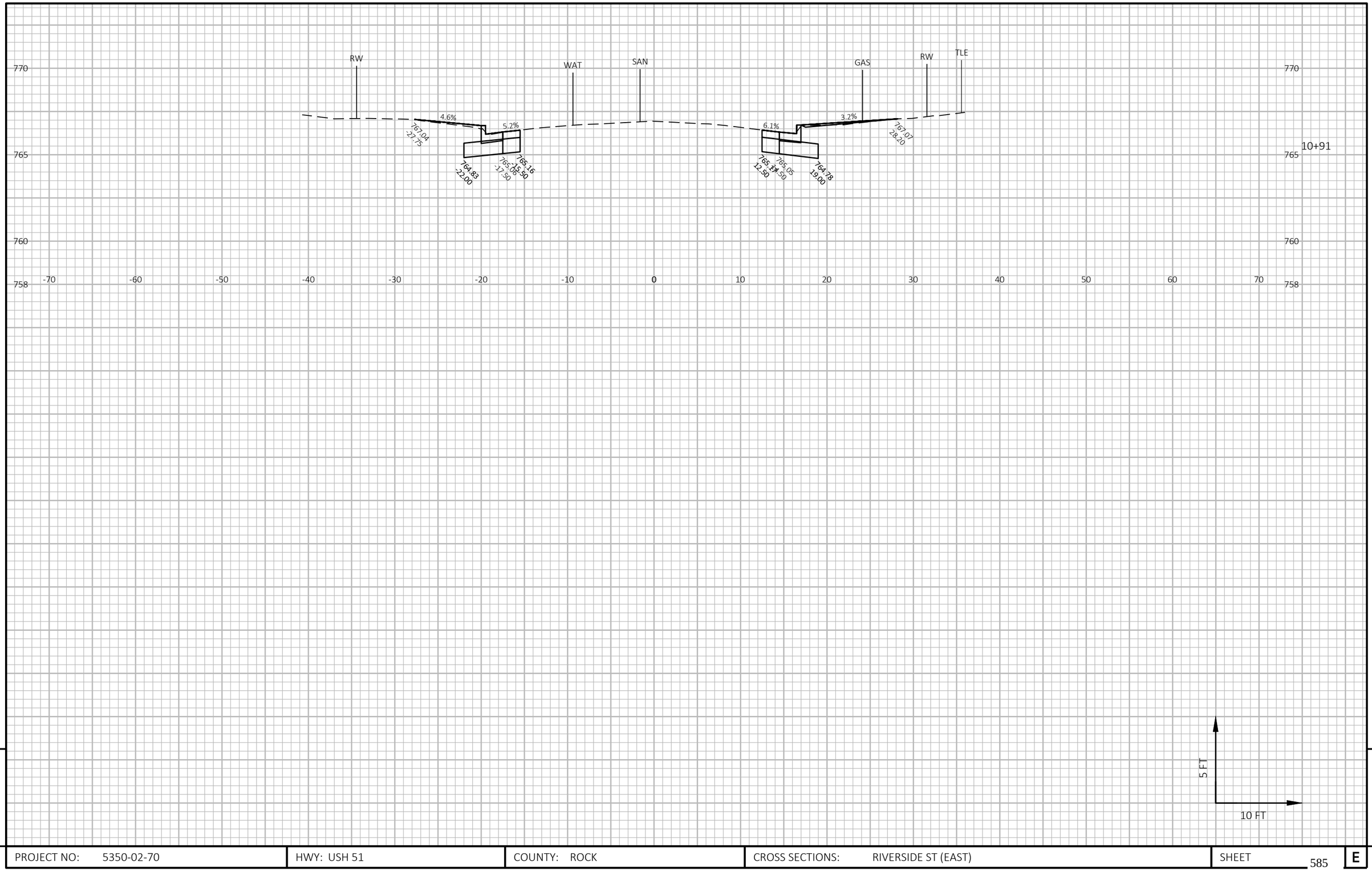
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: RIVERSIDE ST (EAST)	SHEET 584	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090203-XS.DWG
LAYOUT NAME - RIV-02

PLOT DATE : 11/16/2023 6:53 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



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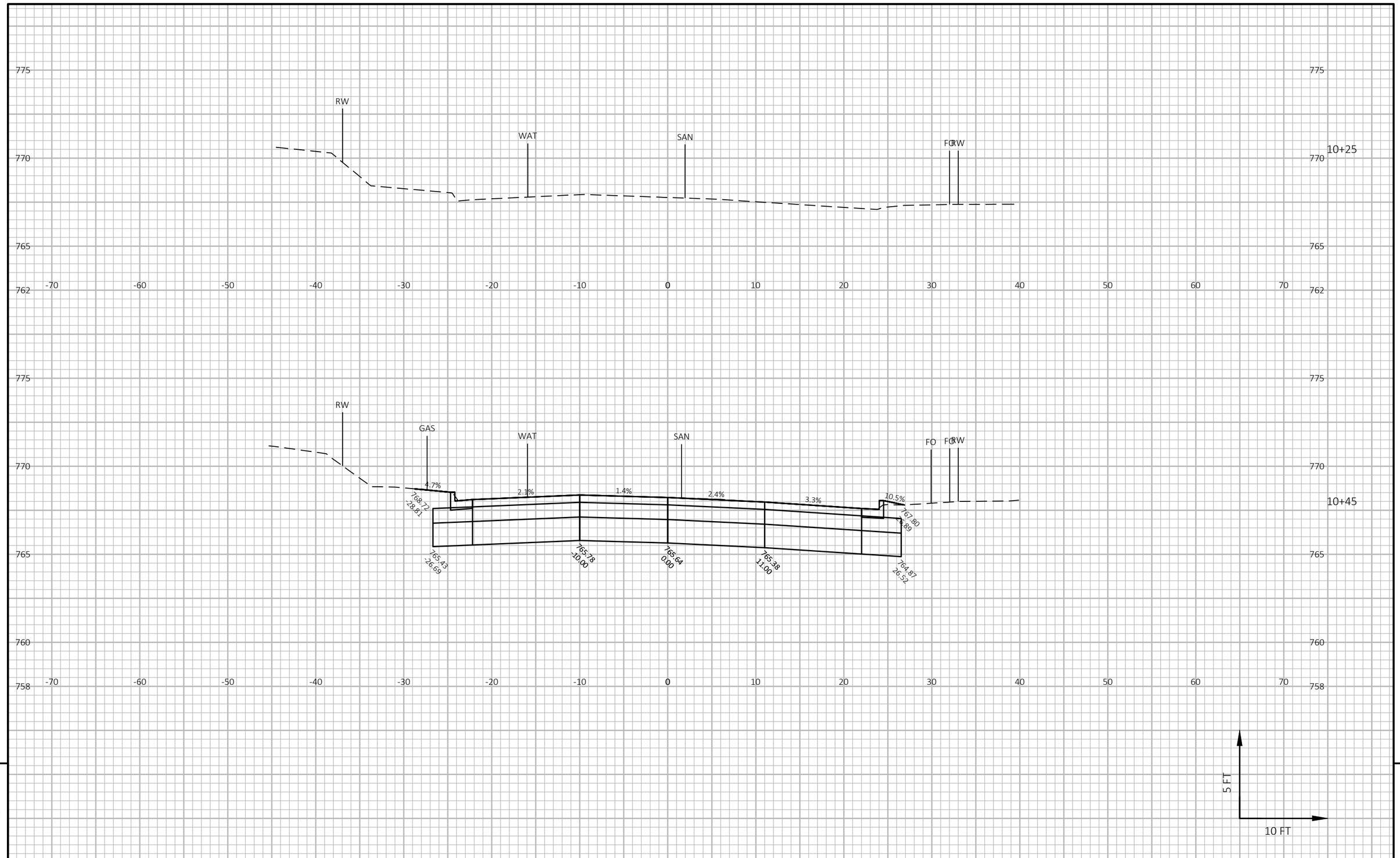
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: RIVERSIDE ST (EAST)	SHEET 585	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090203-XS.DWG
LAYOUT NAME - RIV-03

PLOT DATE : 11/16/2023 6:53 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



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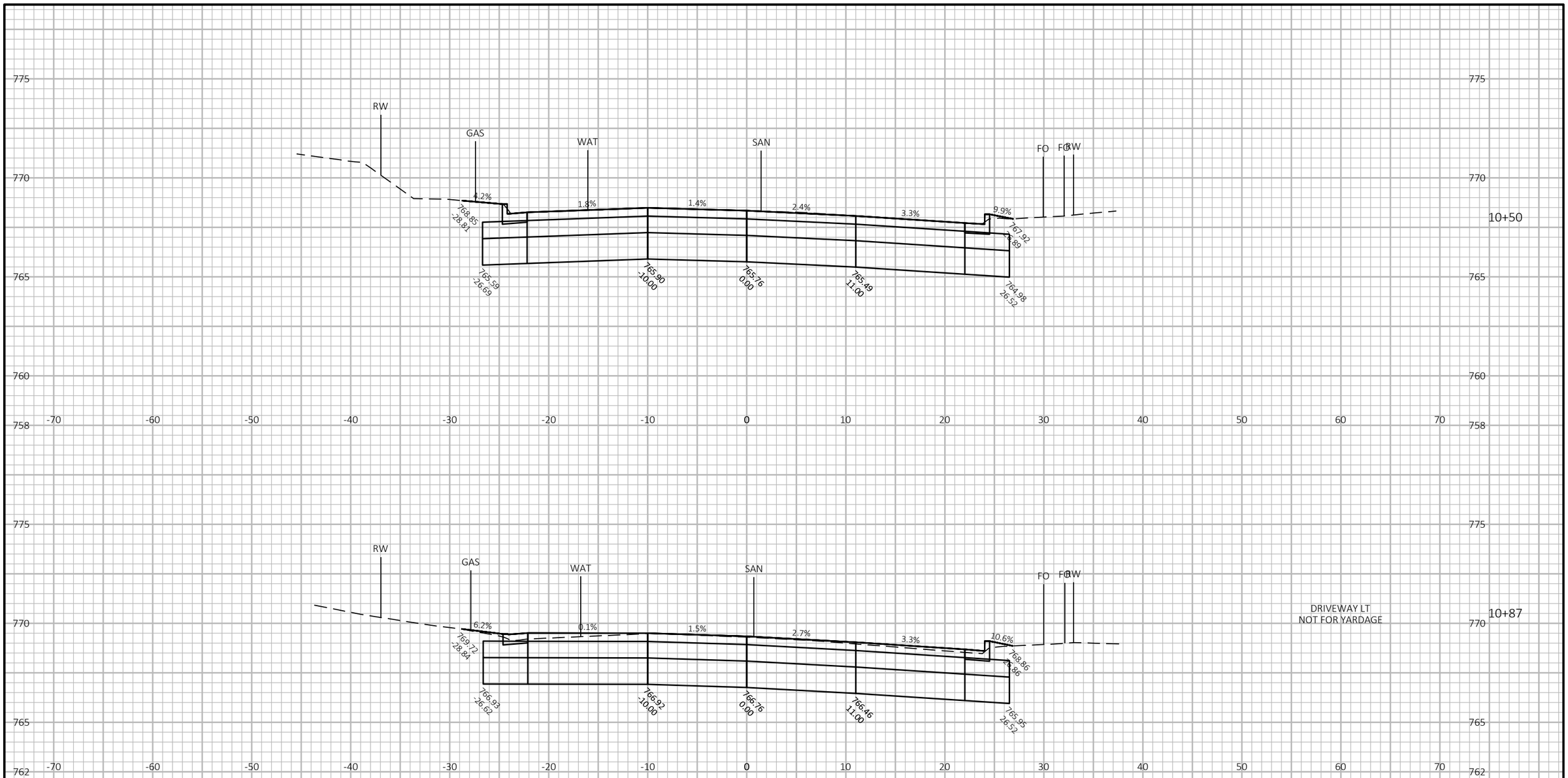
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: ROCKPORT RD	SHEET 586	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090203-XS.DWG
LAYOUT NAME - ROC-01

PLOT DATE : 11/16/2023 6:53 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.



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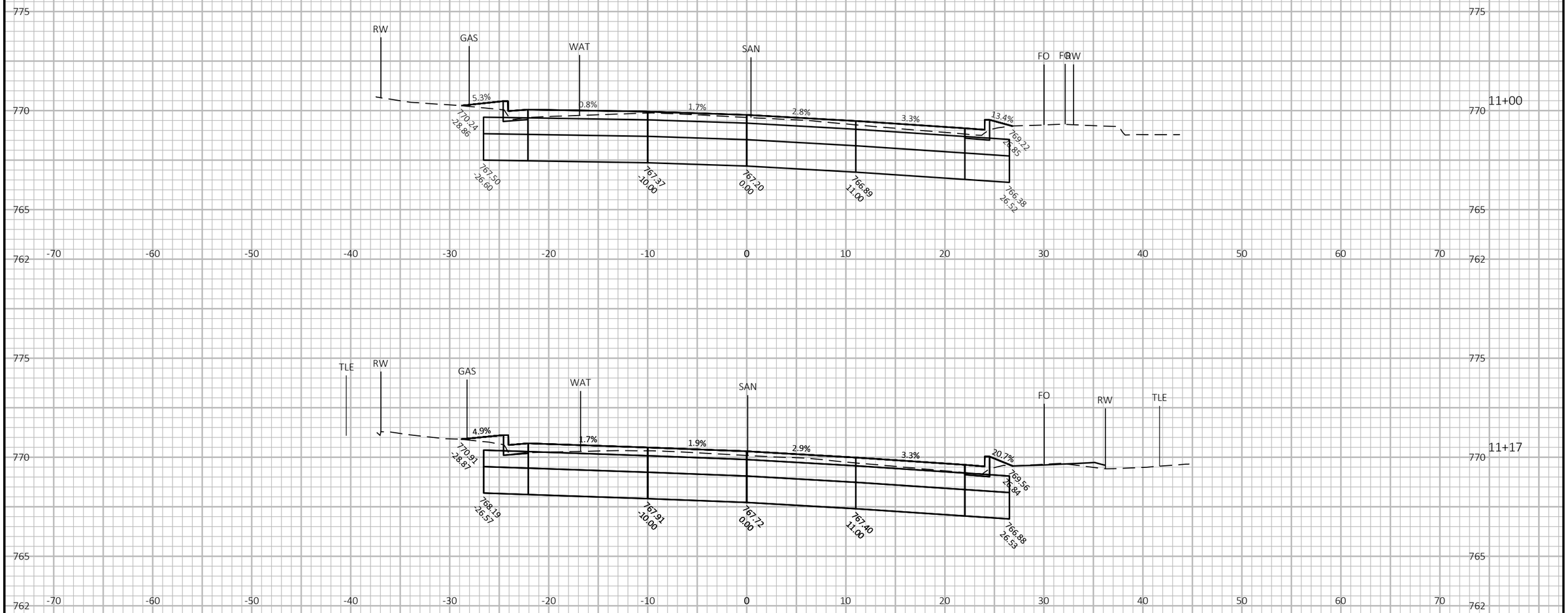
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: ROCKPORT RD	SHEET 587	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090203-XS.DWG
LAYOUT NAME - ROC-02

PLOT DATE : 11/16/2023 6:53 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49

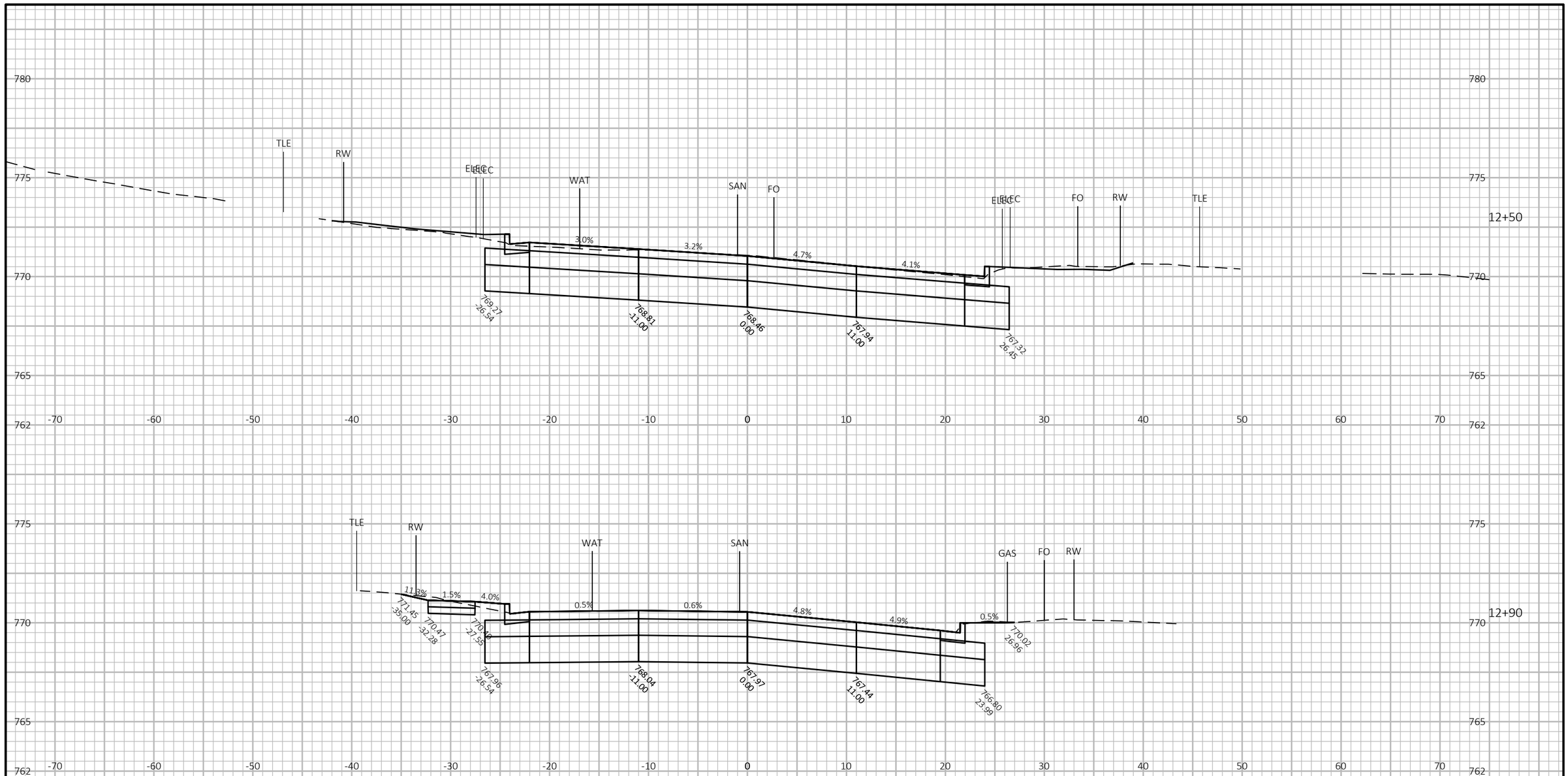


PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: ROCKPORT RD	SHEET 588	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090203-XS.DWG
LAYOUT NAME - ROC-03

PLOT DATE : 11/16/2023 6:53 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



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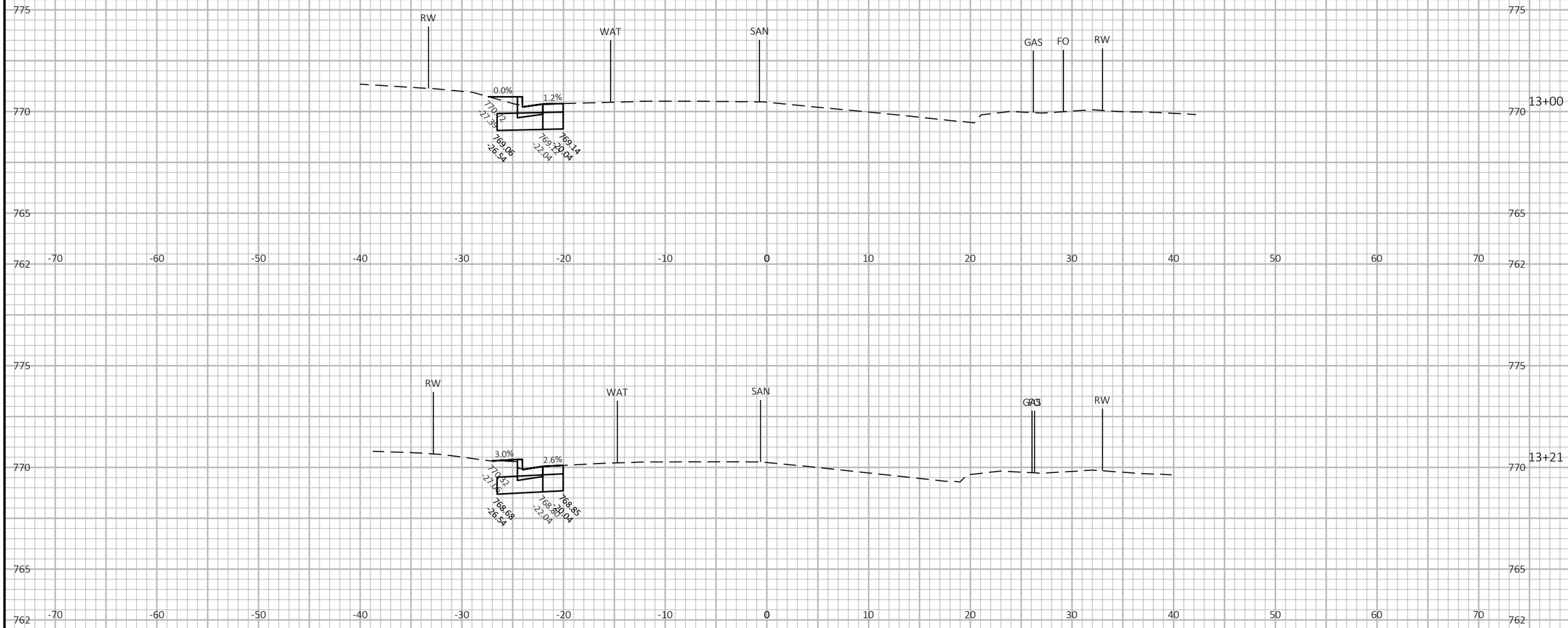
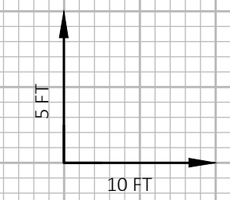
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: ROCKPORT RD	SHEET 589	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090203-XS.DWG
LAYOUT NAME - ROC-04

PLOT DATE : 11/16/2023 6:53 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49





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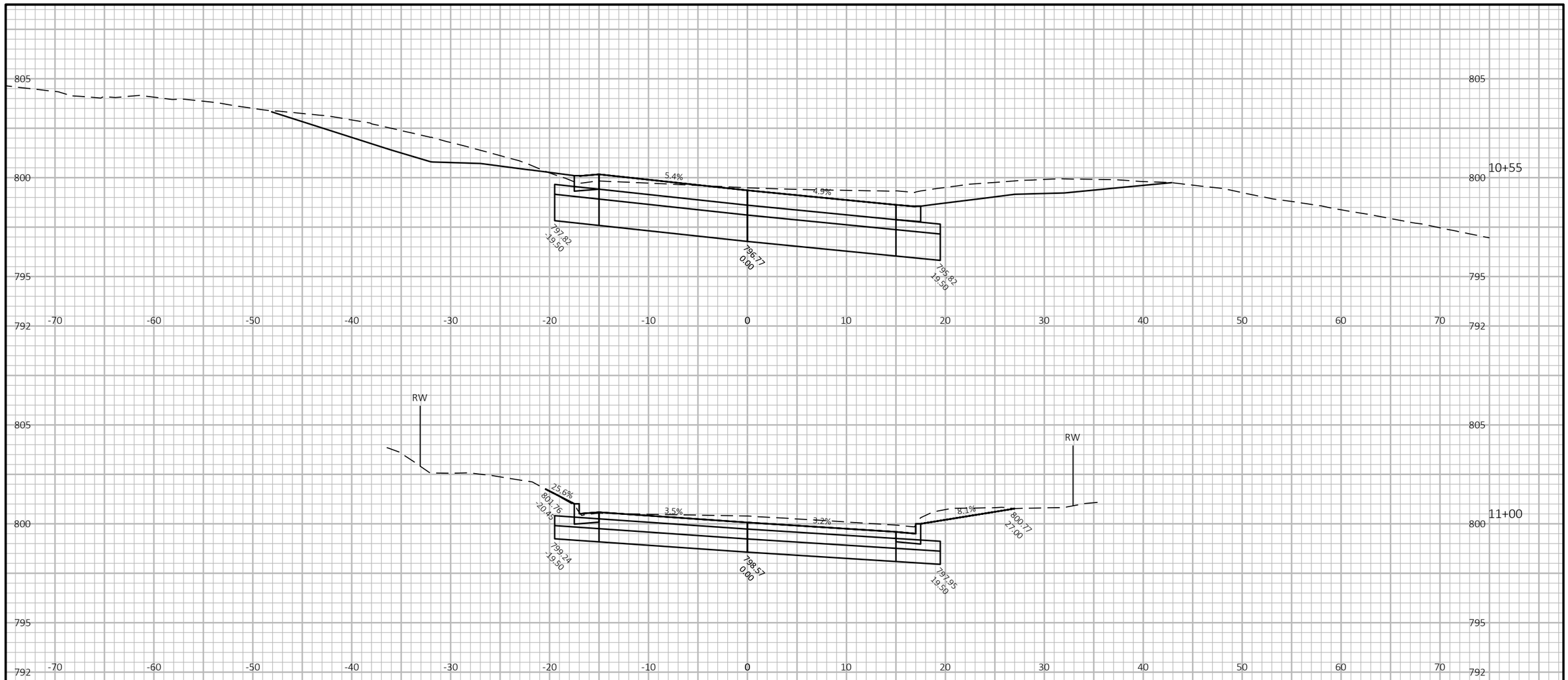
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: ROCKPORT RD	SHEET 590	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090203-XS.DWG
LAYOUT NAME - ROC-05

PLOT DATE : 11/16/2023 6:53 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.



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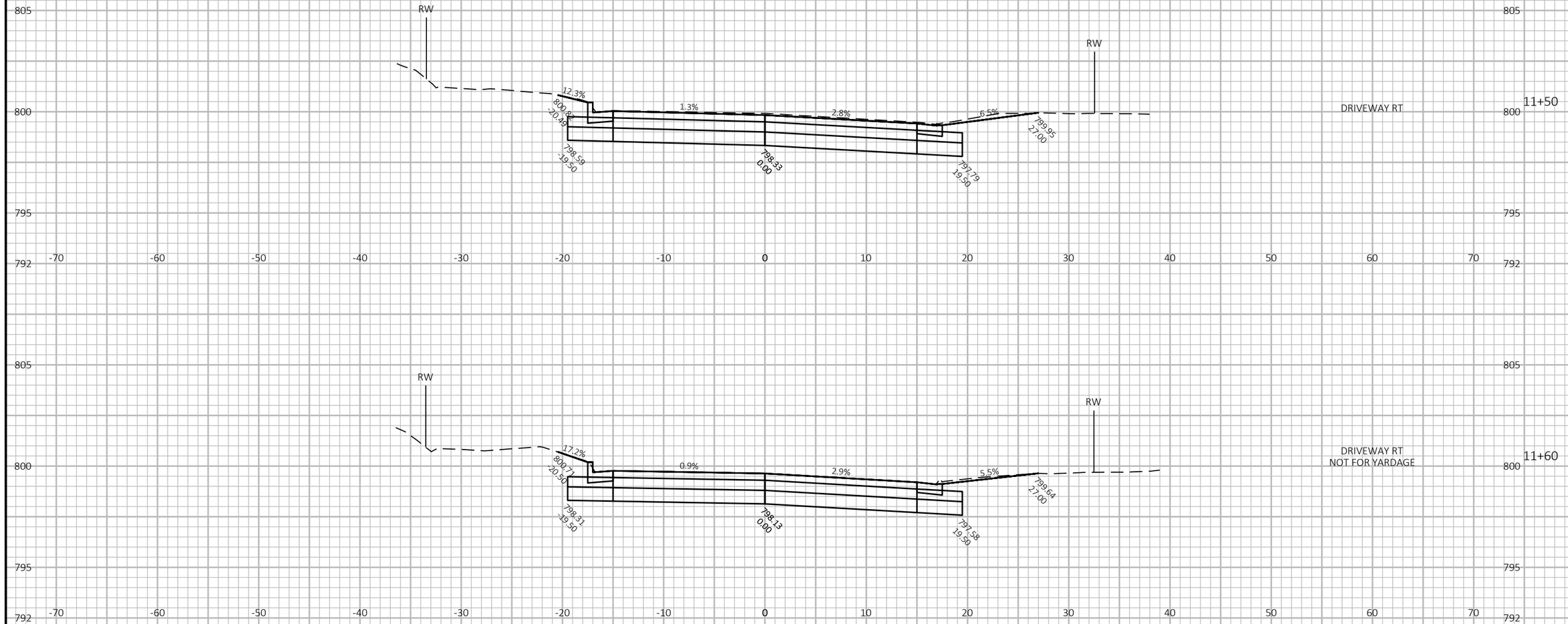
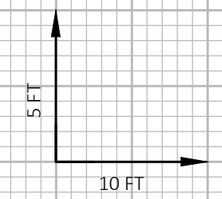
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: WILSON AVE	SHEET 591	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090203-XS.DWG
LAYOUT NAME - WIL-01

PLOT DATE : 11/16/2023 6:53 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.





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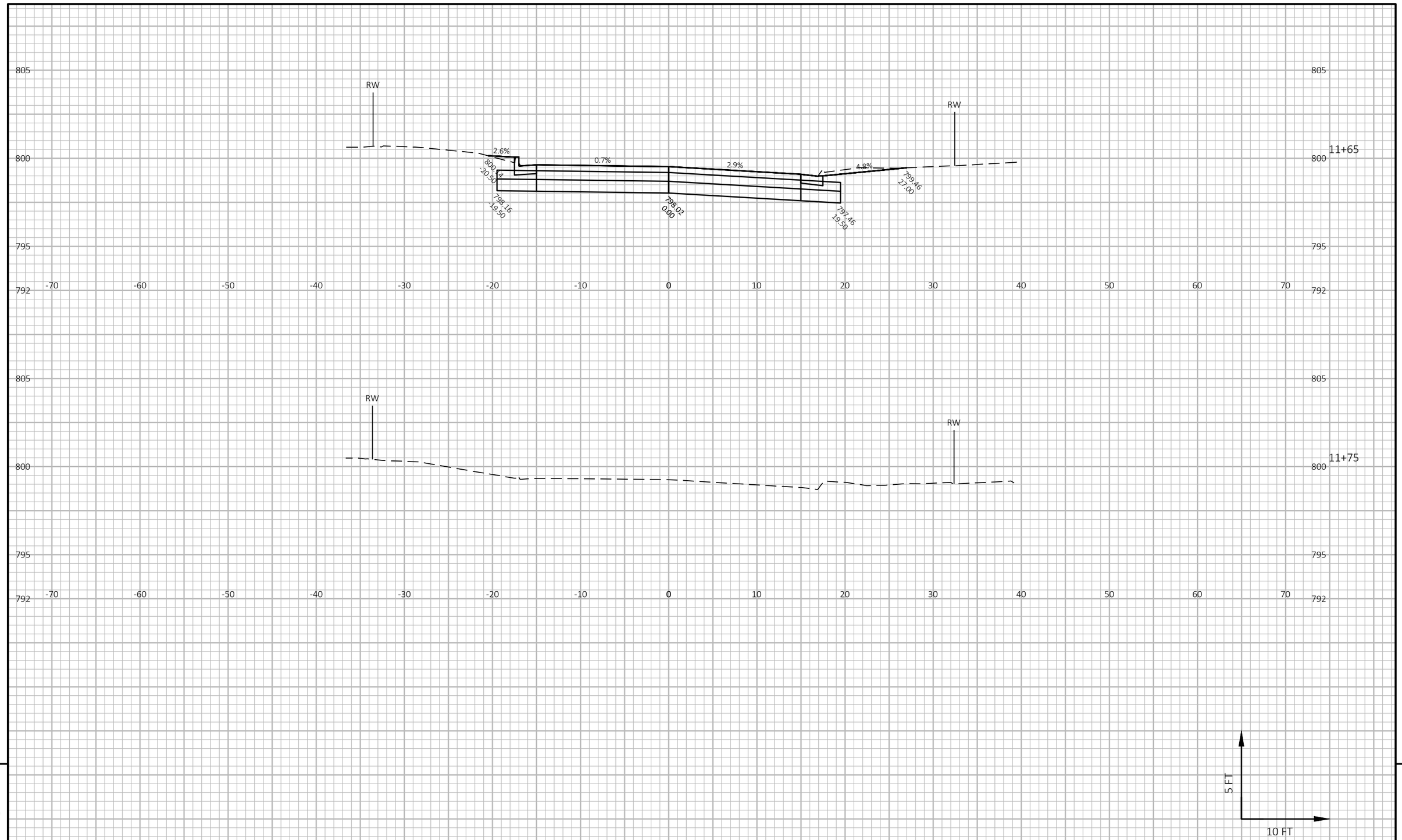
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: WILSON AVE	SHEET 592	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090203-XS.DWG
LAYOUT NAME - WIL-02

PLOT DATE : 11/16/2023 6:54 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



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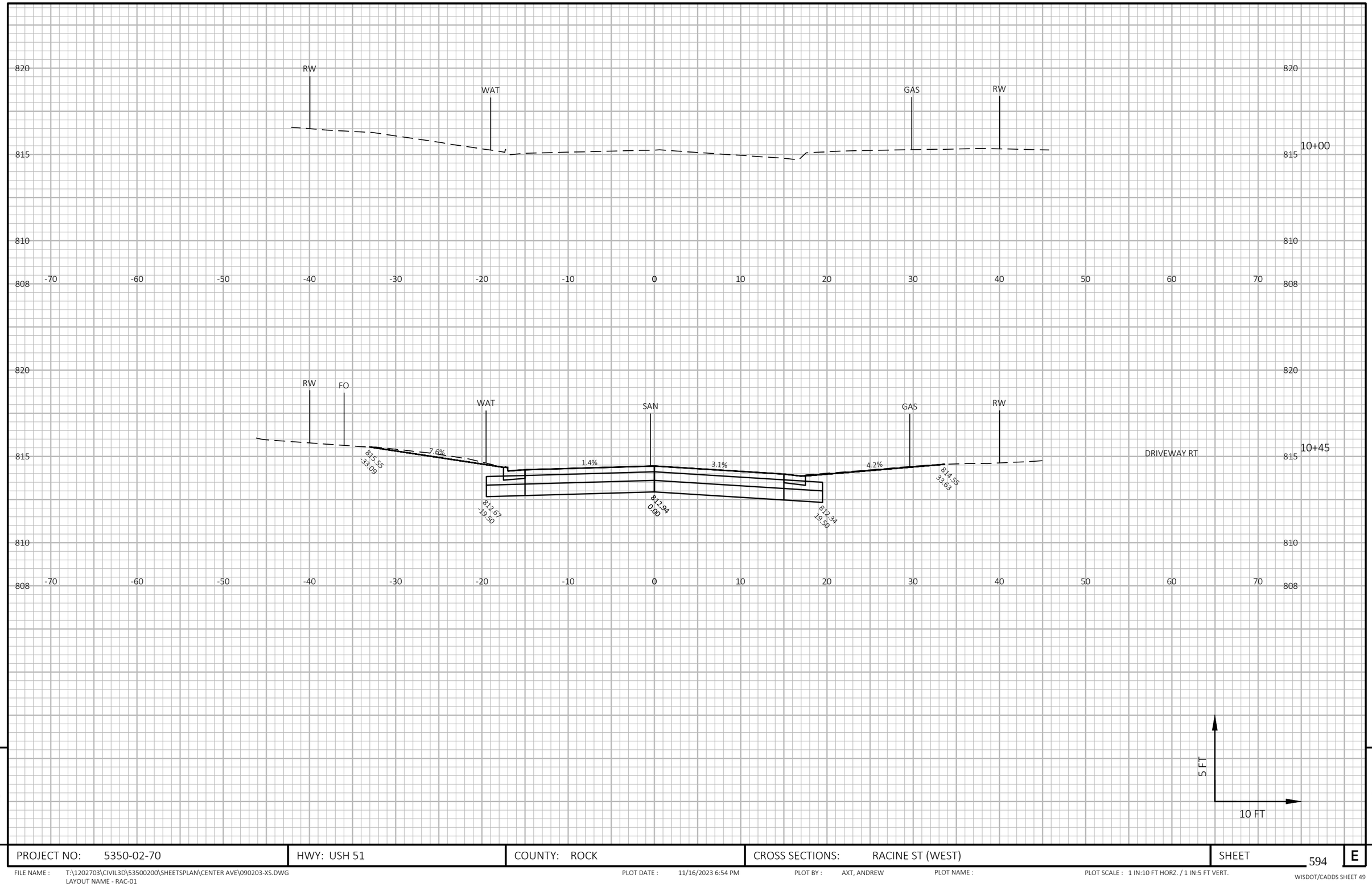
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: WILSON AVE	SHEET 593	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090203-XS.DWG
LAYOUT NAME - WIL-03

PLOT DATE : 11/16/2023 6:54 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49

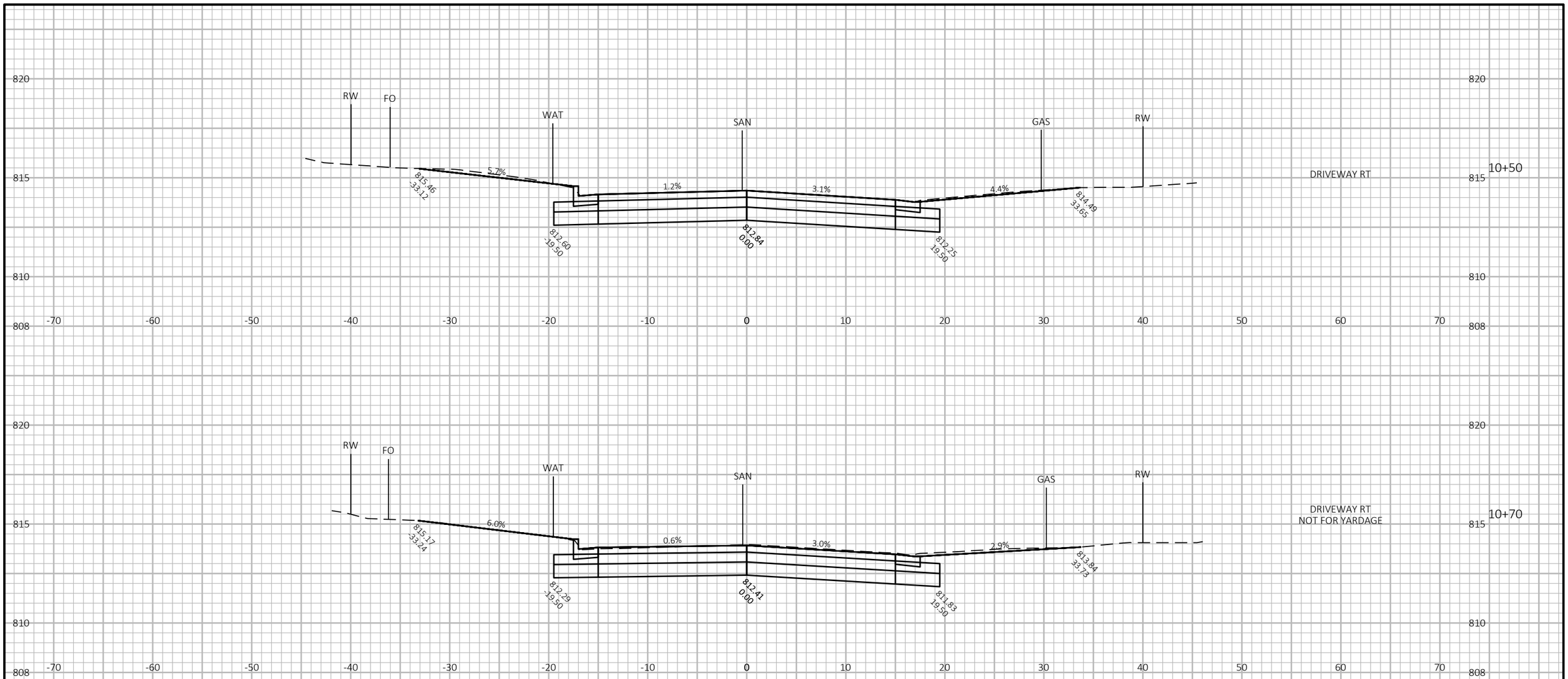


PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: RACINE ST (WEST)	SHEET 594	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090203-XS.DWG
LAYOUT NAME - RAC-01

PLOT DATE : 11/16/2023 6:54 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



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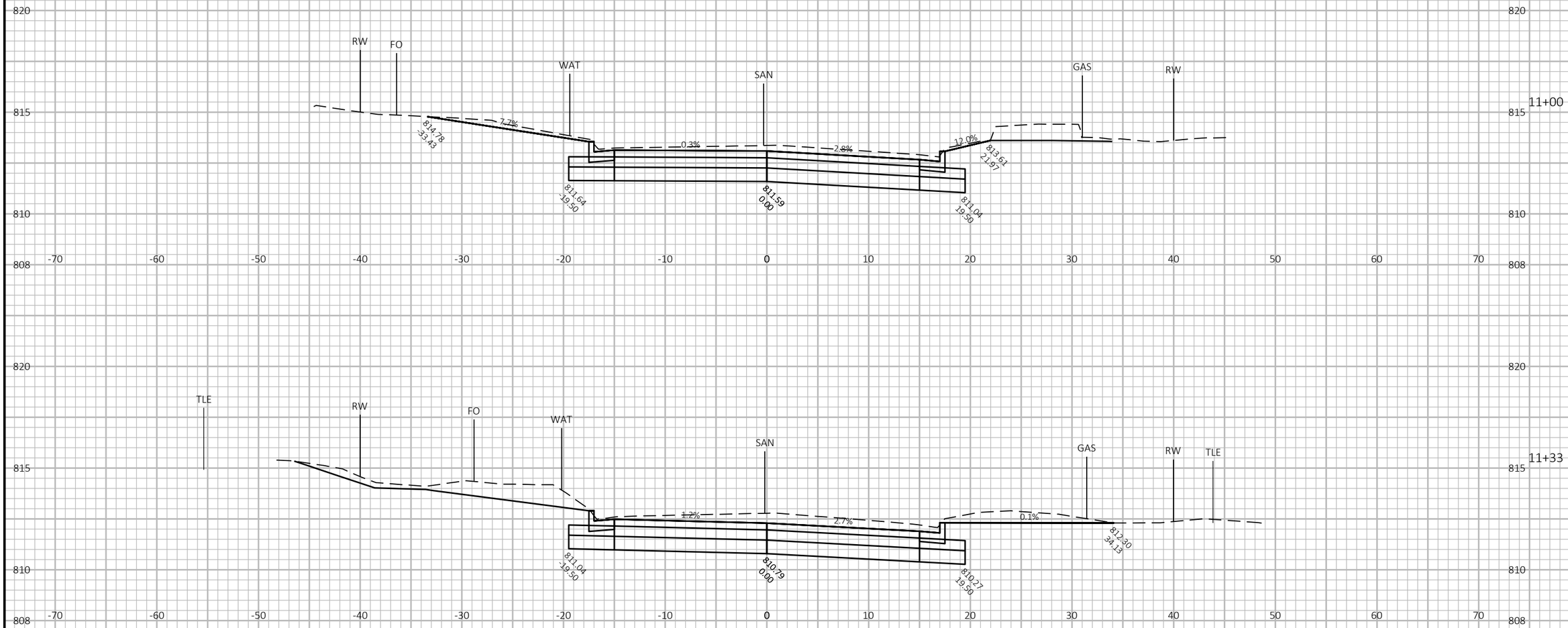
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: RACINE ST (WEST)	SHEET 595	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090203-XS.DWG
LAYOUT NAME - RAC-02

PLOT DATE : 11/16/2023 6:54 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



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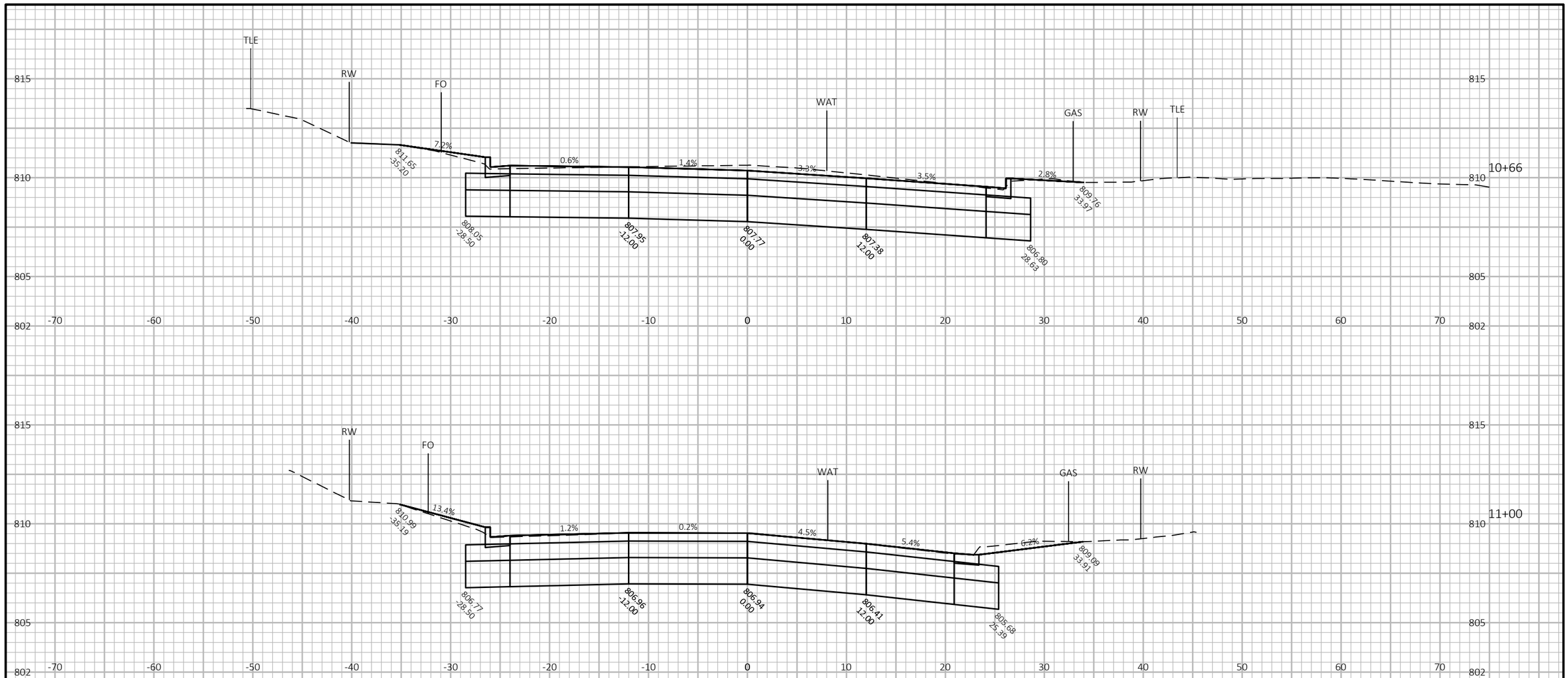
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: RACINE ST (WEST)	SHEET 596	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090203-XS.DWG
LAYOUT NAME - RAC-03

PLOT DATE : 11/16/2023 6:54 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49

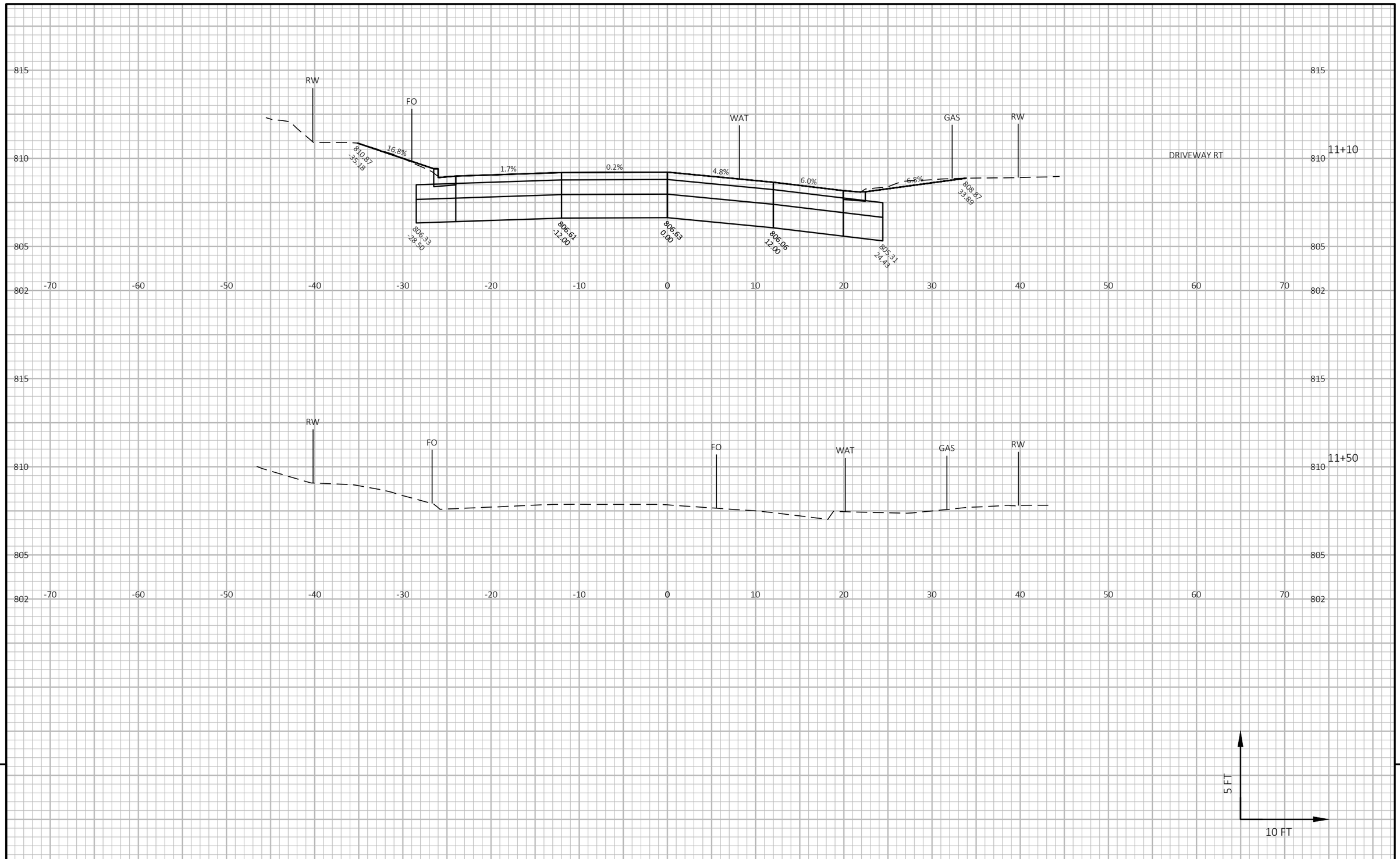


PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: RACINE ST (EAST)	SHEET 597	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090203-XS.DWG
LAYOUT NAME - RAC-05

PLOT DATE : 11/16/2023 6:54 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49

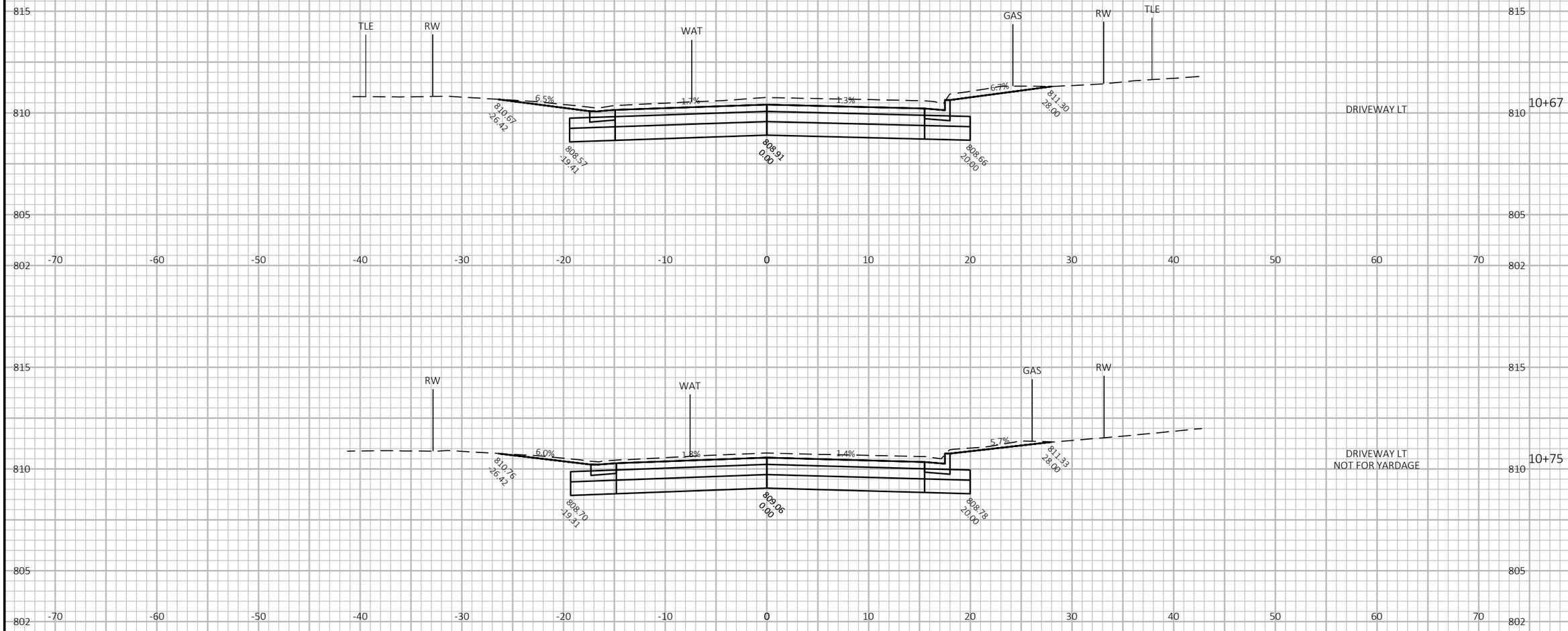


PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: RACINE ST (EAST)	SHEET 598	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090203-XS.DWG
LAYOUT NAME - RAC-06

PLOT DATE : 11/16/2023 6:54 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



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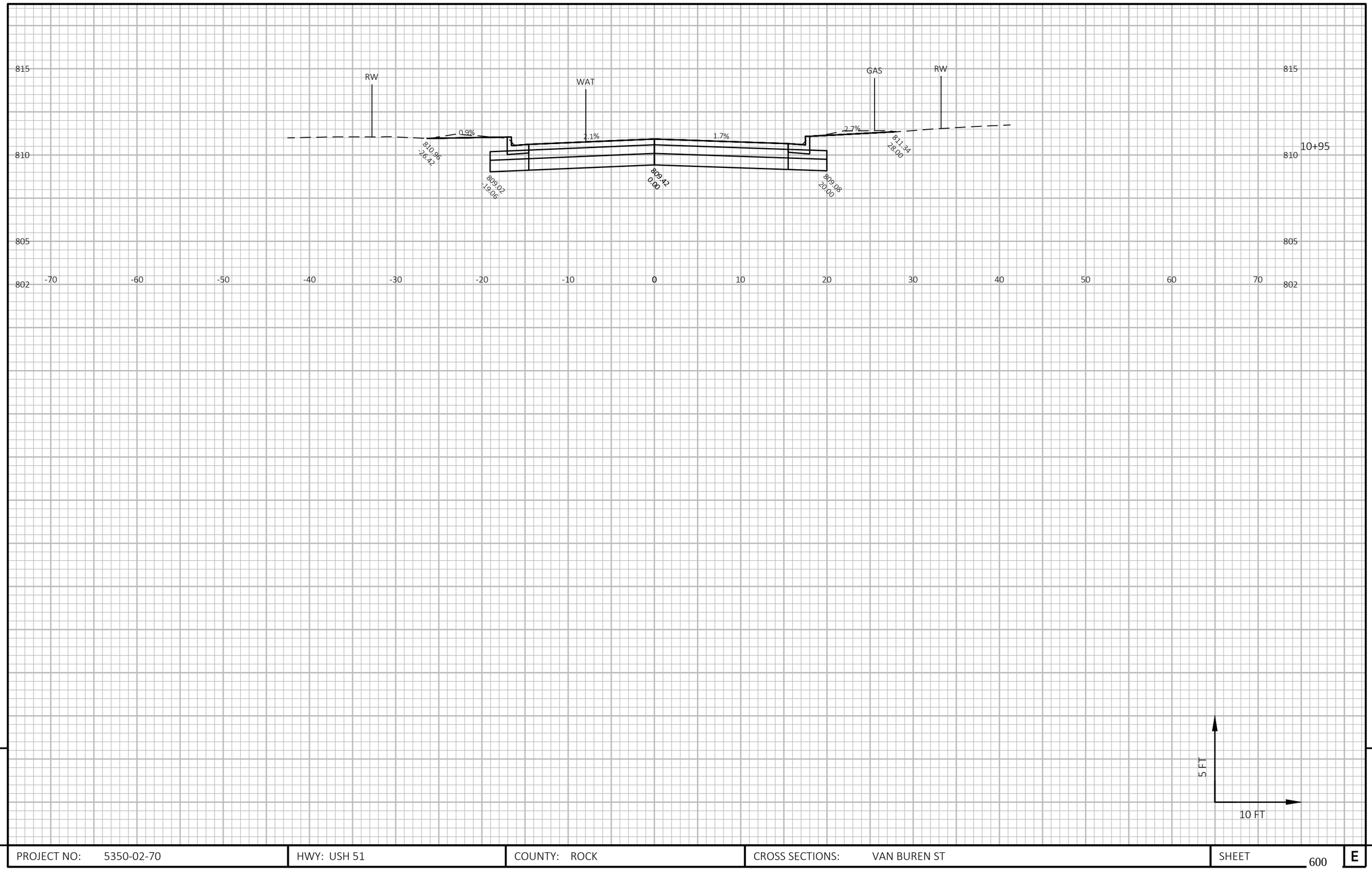
PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: VAN BUREN ST	SHEET 599	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090203-XS.DWG
LAYOUT NAME - VAN-01

PLOT DATE : 11/16/2023 6:54 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5350-02-70	HWY: USH 51	COUNTY: ROCK	CROSS SECTIONS: VAN BUREN ST	SHEET 600	E

FILE NAME : T:\1202703\CIVIL3D\53500200\SHEETSPLAN\CENTER AVE\090203-XS.DWG
LAYOUT NAME - VAN-02

PLOT DATE : 11/16/2023 6:54 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:5 FT VERT.

Notes

Wisconsin Department of Transportation

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