

GRE WITH: N/A PROJECT ID: 4987-02-75 COUNTY: BROWN

MARCH 2025

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 = 214

DESIGN DESIGNATION

A.A.D.T.	(2025)	=	3470
A.A.D.T.	(2045)	=	3830
D.H.V.		=	-
D.D.		=	50/50
T.		=	3.8%
DESIGN SPEED		=	30 MPH
ESALS		=	500,000

CONVENTIONAL SYMBOLS

PLAN

CORPORATE LIMITS

PROPERTY LINE

LOT LINE

LIMITED HIGHWAY EASEMENT

EXISTING RIGHT OF WAY

PROPOSED OR NEW R/W LINE

SLOPE INTERCEPT

REFERENCE LINE

EXISTING CULVERT

PROPOSED CULVERT (Box or Pipe)

COMBUSTIBLE FLUIDS

MARSH AREA

WOODED OR SHRUB AREA

PROFILE

GRADE LINE

ORIGINAL GROUND

MARSH OR ROCK PROFILE (To be noted as such)

SPECIAL DITCH

GRADE ELEVATION

CULVERT (Profile View)

UTILITIES

ELECTRIC

FIBER OPTIC

GAS

SANITARY SEWER

STORM SEWER

TELEPHONE

WATER

UTILITY PEDESTAL

POWER POLE

TELEPHONE POLE

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

C GREEN BAY, COUNTRY CLUB ROAD

MASON ST FRONTAGE ROAD TO INDIAN HILL

LOC STR

BROWN COUNTY

STATE PROJECT NUMBER

4987-02-75

PROJECT LOCATION

END PROJECT STA. 139+75

BEGIN PROJECT STA. 100+00

INDIAN HILL DR

KLEE ST

ANTLER TR

DOE TR

HILLCREST DR

PACKERLAND DR

WIS 29

WIS 54

USH 41

LAYOUT

SCALE 0 0.5 Mi

TOTAL NET LENGTH OF CENTERLINE = 0.753 mi

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), BROWN 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 CITY OF GREEN BAY DATUM (BAY DATUM)

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
4987-02-75	WISC 2025384	1

ACCEPTED FOR CITY OF GREEN BAY

10/17/24

DIRECTOR PUBLIC WORKS

ORIGINAL PLANS PREPARED BY

AYRES

WISCONSIN

PHILLIP J. VERVILLE III

E36336

GREEN BAY, WI

PROFESSIONAL ENGINEER

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor

Designer

Project Manager

Regional Supervisor

APPROVED FOR THE DEPARTMENT

10/28/2024

Jodi Jarosinski

DATE:

Signature

E

UTILITIES CONTACTS

AT&T COMMUNICATIONS KYLE WEBER 221 W WASHINGTON STREET APPLETON, WI 54911 PHONE: 920-221-5969 EMAIL: kw715w@att.com	CITY OF GREEN BAY SANITARY SEWER VALERIE JOOSTEN, PE 100 N JEFFERSON STREET GREEN BAY, WI 54301 PHONE: 920-448-3112 EMAIL: valerie.joosten@greenbaywi.gov	WIN COMMUNICATION ERIC BECKER 4955 BULLIS FARM ROAD EAU CLAIRE, WI 54701 PHONE: 715-797-2724 EMAIL: eric.becker@wintechology.com
BUG TUSSEL COMMUNICATION DUSTIN TEAFF 1262 CAMBER COURT DE PERE, WI 54115 PHONE: 920-254-3539 EMAIL: dustin.teaff@kesexcavating.com	SPECTRUM COMMUNICATION JOE BRZECZKOWSKI 2580 W MASON STREET GREEN BAY, WI 54303 PHONE: 920-831-9262 EMAIL: joe.brzeczowski@charter.com	WISCONSIN PUBLIC SERVICE ELECTRIC SCOTT ZELLNER 2850 S ASHLAND AVENUE GREEN BAY, WI 54304 PHONE: 920-617-5068 CELL: 920-680-2188 EMAIL: scott.zellner@wisconsinpublicservice.com
GREEN BAY WATER UTILITY WATER KRISTIN ROMANOWICZ OR JASON MAES 631 S ADAMS STREET GREEN BAY, WI 54301 PHONE: 920-448-3480 AFTER HOURS EMERGENCY: 920-448-3483 CELL: 920-680-2188 EMAIL: kristin.romanowicz@greenbaywi.gov EMAIL: jason.maes@greenbaywi.gov	TDS COMMUNICATION STEVE JAKUBIEC 1979 FOX MEADOW DRIVE DE PERE, WI 54115 PHONE: 920-562-7221 EMAIL: steve.jakubiec@tdstelecom.com	WISCONSIN PUBLIC SERVICE GAS MATT CURTIN 2850 S ASHLAND AVENUE GREEN BAY, WI 54304 PHONE: 920-617-2106 EMAIL: mjcurtin@wisconsinpublicservice.com

ORDER OF SECTION 2 DETAIL SHEETS

- GENERAL NOTES
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- PLAN DETAILS
- PLAN GRADES
- EROSION CONTROL
- STORM SEWER
- CURB RAMP DETAILS
- PAVEMENT MARKING

WISCONSIN DNR LIAISON

JAMES DOPERALSKI
NORTHEAST REGION
2984 SHAWANO AVENUE
GREEN BAY, WI 54313
PHONE: 920-412-0165
EMAIL: james.doperalski@wisconsin.gov

DESIGN CONTACT

PHIL VERVILLE III, PE
AYRES
700 PILGRIM WAY, SUITE 180
GREEN BAY, WI 54304
PHONE: 920-327-7822
EMAIL: vervillep@ayresassociates.com

CITY OF GREEN BAY

JAMES BRUNETTE, PE
ASSISTANT DIRECTOR OF PUBLIC WORKS
100 N JEFFERSON STREET
GREEN BAY, WI 54301
PHONE: 920-448-3105
EMAIL: jamesbr@greenbaywi.gov

SURVEY COORDINATOR

DALE RAISLEGER, RLS
BROWN COUNTY
305 E WALNUT STREET
GREEN BAY, WI 54305
PHONE: 920-448-6480
EMAIL: dale.raisleger@browncountywi.gov

GENERAL NOTES

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

PROPERTY LINES AS SHOWN ARE APPROXIMATE.

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

BEARINGS SHOWN ON THIS PLAN ARE TRUE BEARINGS TO THE NEAREST SECOND.

CURVE DATA IS BASED ON ARC DEFINITION.

ALL TIES ON THIS PLAN ARE HORIZONTAL UNLESS DESCRIBED OTHERWISE.

RADIUS POINTS, UNLESS OTHERWISE NOTED, ARE TO FACE OF CURB.

CURB AND GUTTER ELEVATIONS ARE ALONG THE FLANGE OR FLAG LINE UNLESS NOTED.

EROSION CONTROL LOCATIONS AS SHOWN ON THE EROSION CONTROL PLAN ARE APPROXIMATE. THE EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

DISTURBED AREAS WITHIN THE RIGHT OF WAY, EXCEPT THE AREAS WITHIN THE FINISHED SUBGRADE SHOULDER POINTS ARE TO BE SEEDED AND EROSION MAT/HYDROSEEDING AS DIRECTED BY THE ENGINEER.

SAW CUT LOCATIONS SHOWN ON THE PLAN ARE SUBJECT TO ADJUSTMENT BY THE ENGINEER IN THE FIELD. THE LINE OF SUCH SAW CUTS WILL BE NEATLY DELINEATED THROUGH THE ASPHALT OR CONCRETE WITHOUT ANY DAMAGE TO THE REMAINING PORTION OF THE EXISTING PAVEMENT.

EXCAVATION BELOW SUBGRADE (EBS) WILL BE MEASURED AND PAID FOR AS EXCAVATION COMMON. THE LOCATION FOR EBS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE REMOVAL OF ASPHALTIC DRIVEWAYS WILL BE PAID FOR AS EXCAVATION COMMON.

MAINTAIN DRIVING SURFACE TO ALL PROPERTY OWNERS WITH BASE AGGREGATE DENSE 1 1/4-INCH.

THE EXACT LOCATIONS OF ENTRANCES ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER. ALL DRIVEWAYS ARE TO BE REPLACED IN KIND UNLESS OTHERWISE DIRECTED BY THE ENGINEER OR AS SHOWN ON THE PLANS. BASE AGGREGATE DENSE 1 1/4-INCH WILL BE USED UNDER ALL DRIVEWAYS.

REMOVAL OF ANY MESH OR REINFORCEMENT FOUND IN CONCRETE PAVEMENT SHALL BE INCIDENTAL TO THE REMOVING CONCRETE PAVEMENT ITEM.

ALL ELEVATIONS ON THIS PLAN ARE REFERENCED TO THE CITY OF GREEN BAY DATUM

RUNOFF COEFFICIENT TABLE

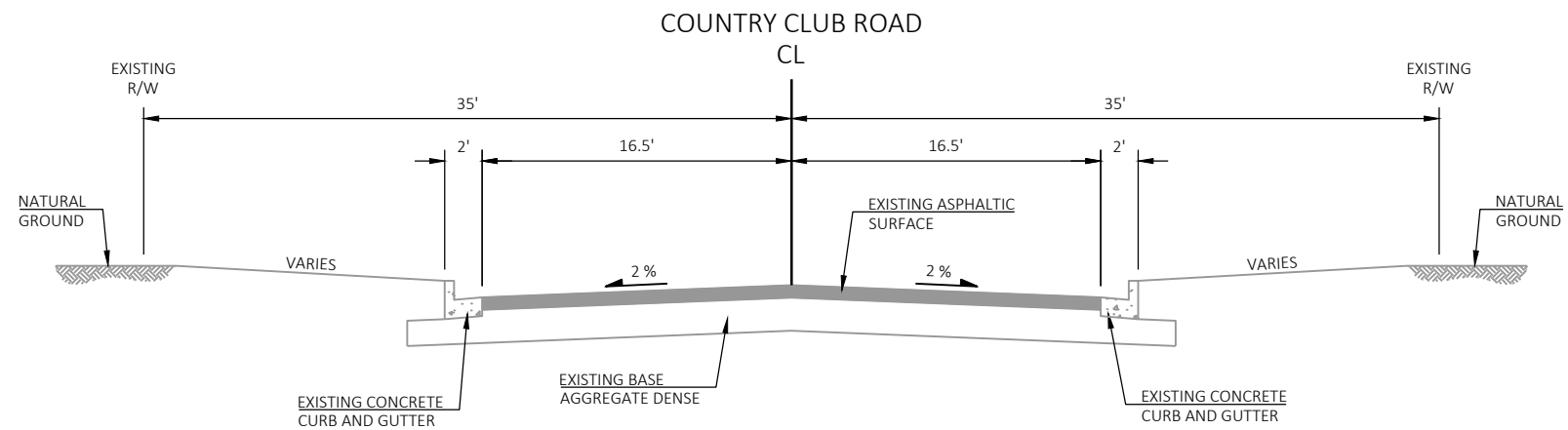
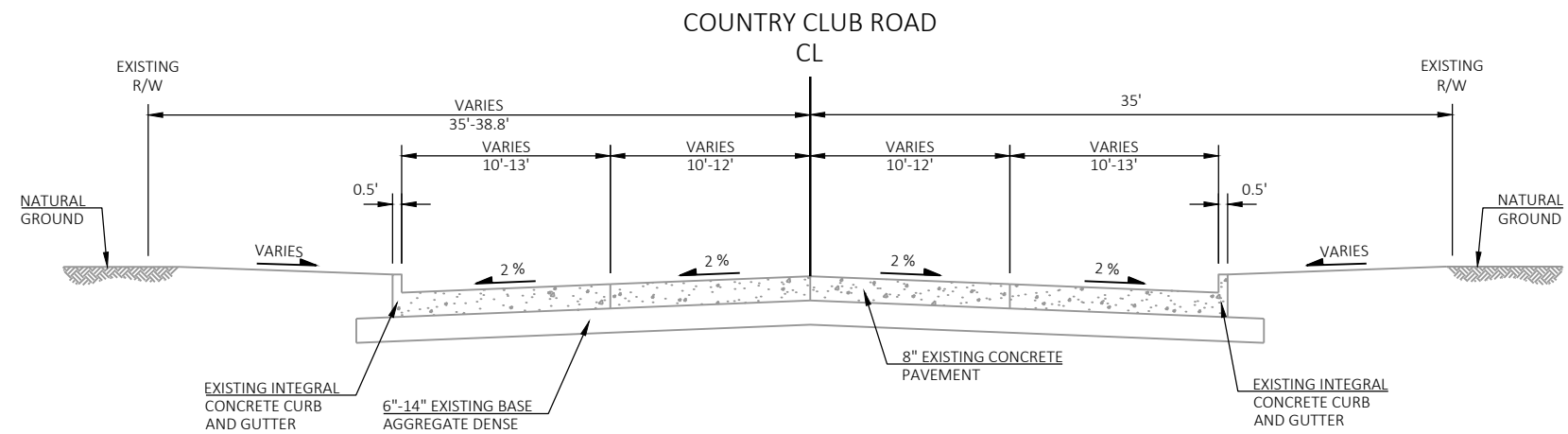
LAND USE:	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS:	.08	.16	.22	.12	.20	.27	.15	.24	.33	.19	.28	.38
	.22	.30	.38	.26	.34	.44	.30	.37	.50	.34	.41	.56
MEDIAN STRIPTURF:	.19	.20	.24	.19	.22	.26	.20	.23	.30	.20	.25	.30
	.24	.26	.30	.25	.28	.33	.26	.30	.37	.27	.32	.40
SIDE SLOPETURF:			.25			.27			.28			.30
			.32			.34			.36			.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 = 9.53 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 7.50 ACRES
SOIL GROUP C.

DIGGERSHOTLINE

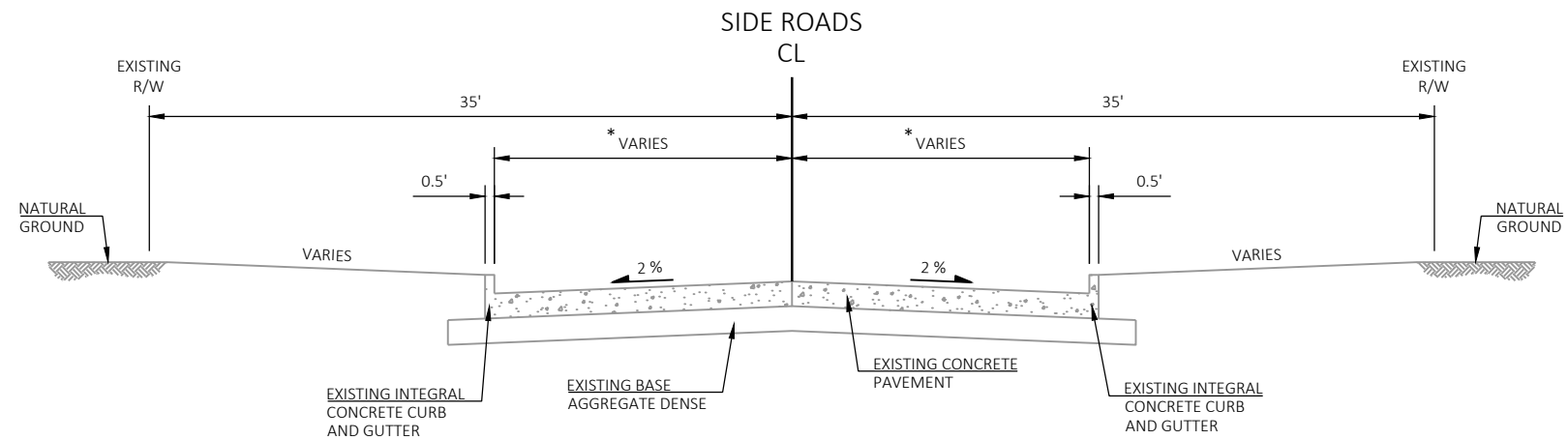
Dial 811 or (800)242-8511

www.DiggersHotline.com



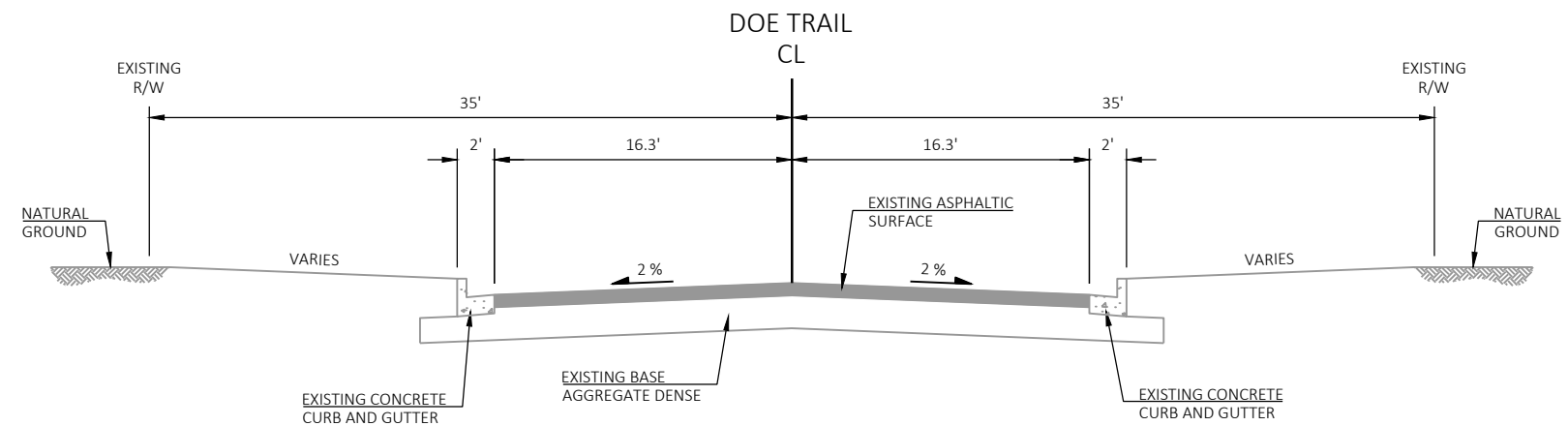
2

2 |



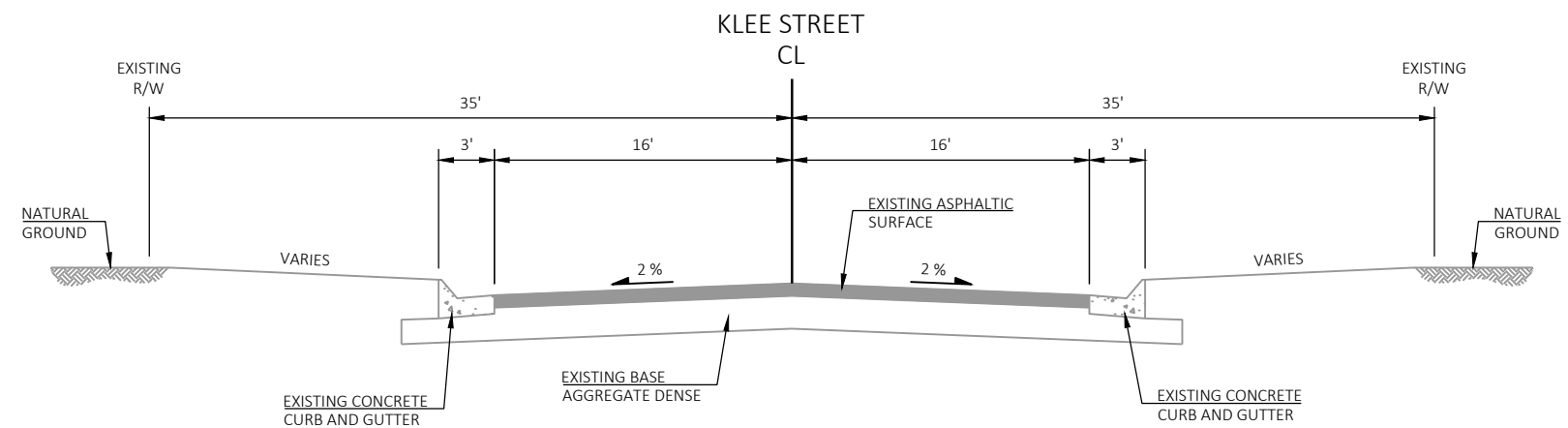
EXISTING TYPICAL SECTION FOR SIDE ROADS

* W. MASON STREET/FRONTAGE ROAD - 15' TYP.
ANTLER TRAIL - 18'
INDIAN HILL DRIVE - 18'



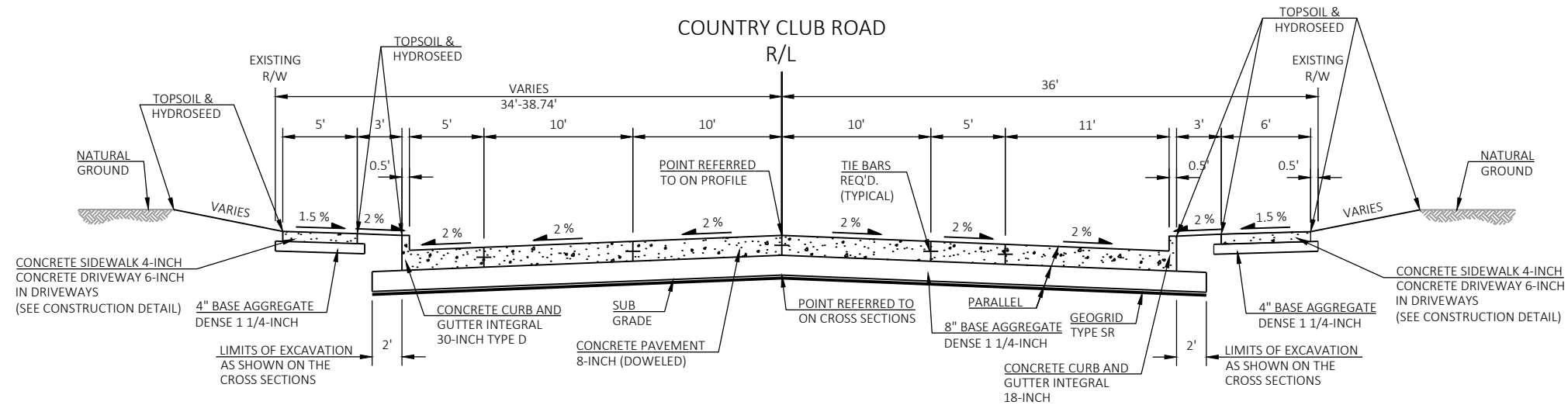
EXISTING TYPICAL SECTION FOR DOE TRAIL

STA 299+30 - STA 299+50

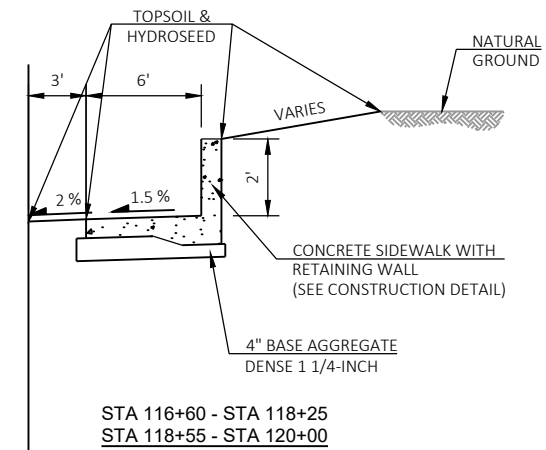
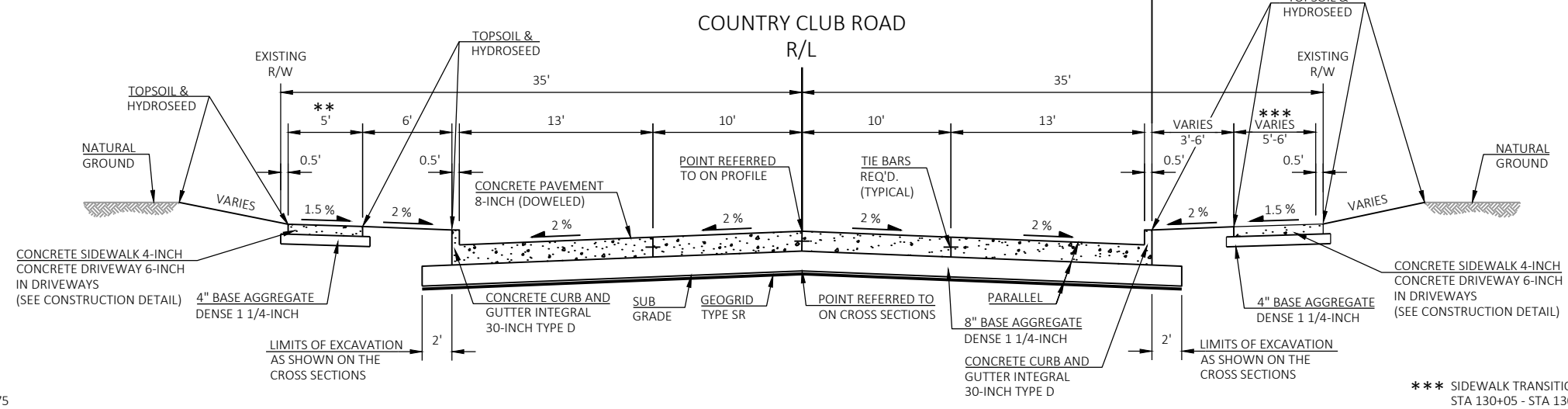


EXISTING TYPICAL SECTION FOR KLEE STREET

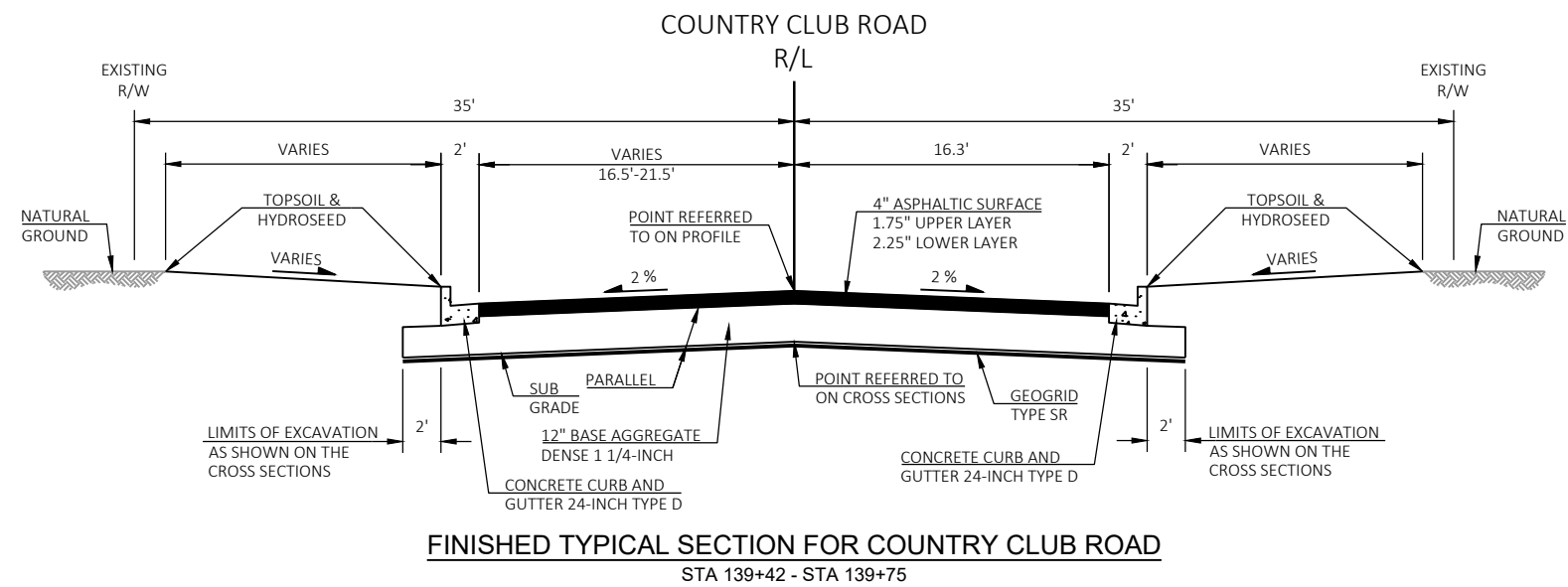
STA 500+48.9 - STA 500+59

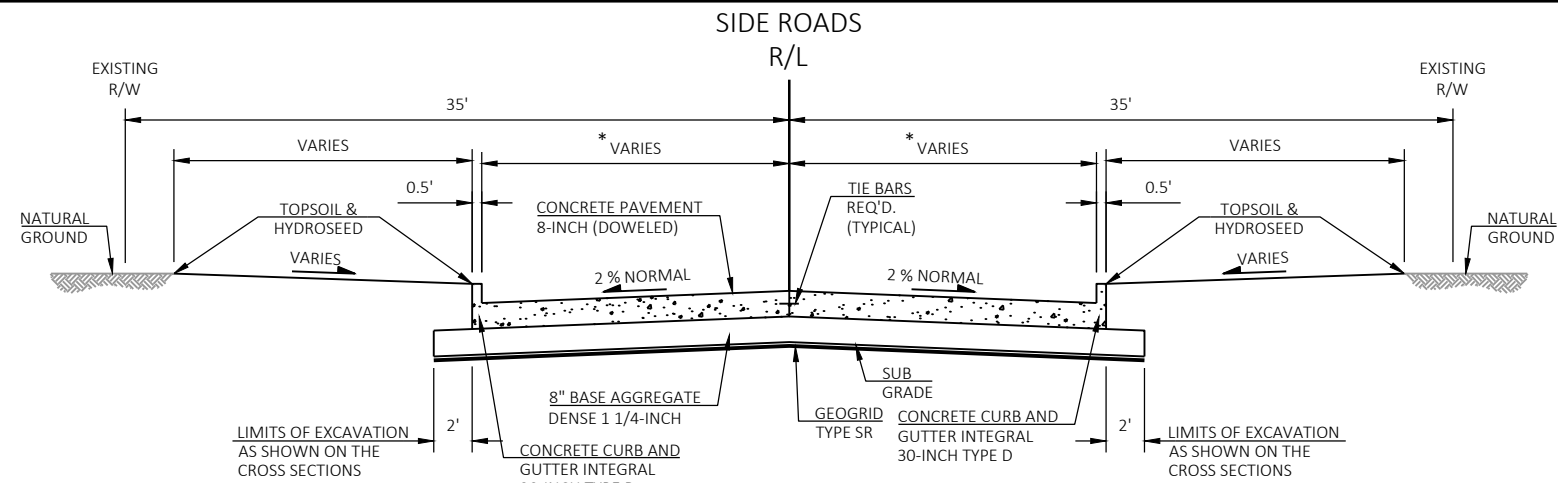
**FINISHED TYPICAL SECTION FOR COUNTRY CLUB ROAD**

STA 100+00 - STA 116+50

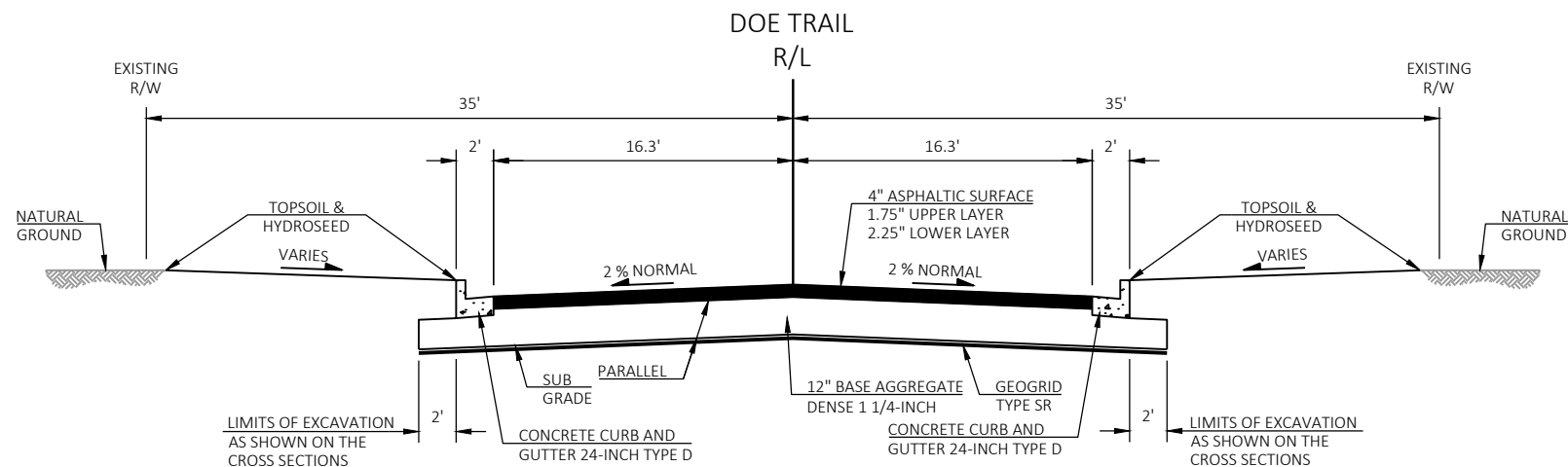
STA 116+60 - STA 118+25
STA 118+55 - STA 120+00** SIDEWALK LIMITS
STA 116+50 - STA 119+75*** SIDEWALK TRANSITION FROM 6' TO 5'
STA 130+05 - STA 130+15**FINISHED TYPICAL SECTION FOR COUNTRY CLUB ROAD**

STA 116+50 - STA 139+42

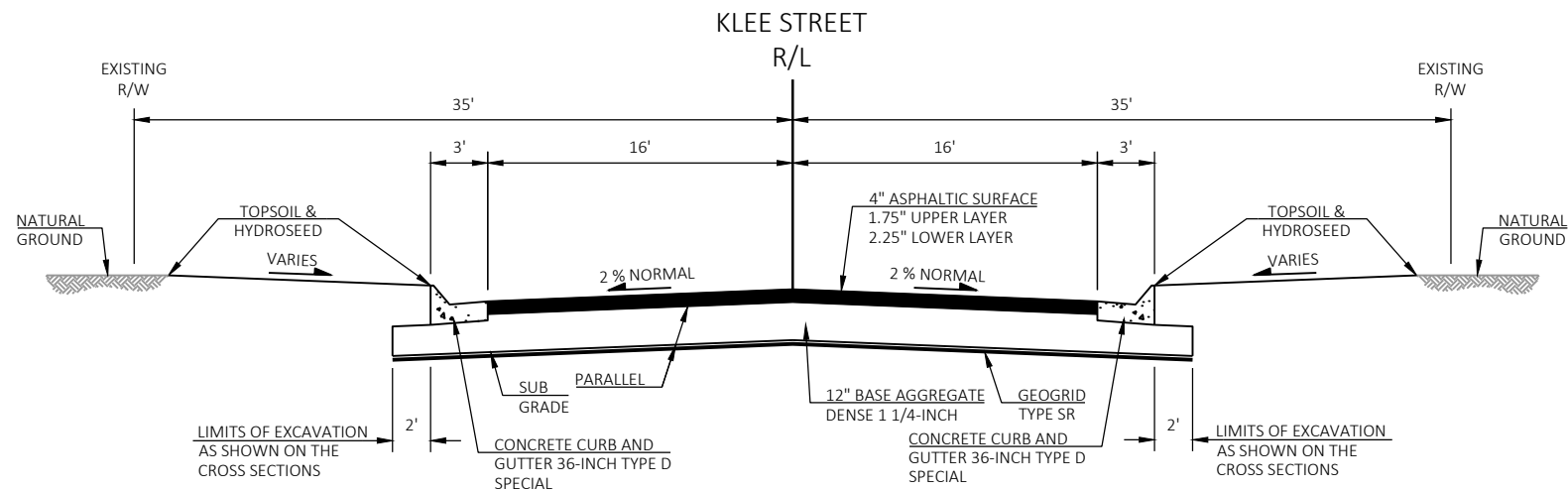


**FINISHED TYPICAL SECTION FOR SIDE ROADS**

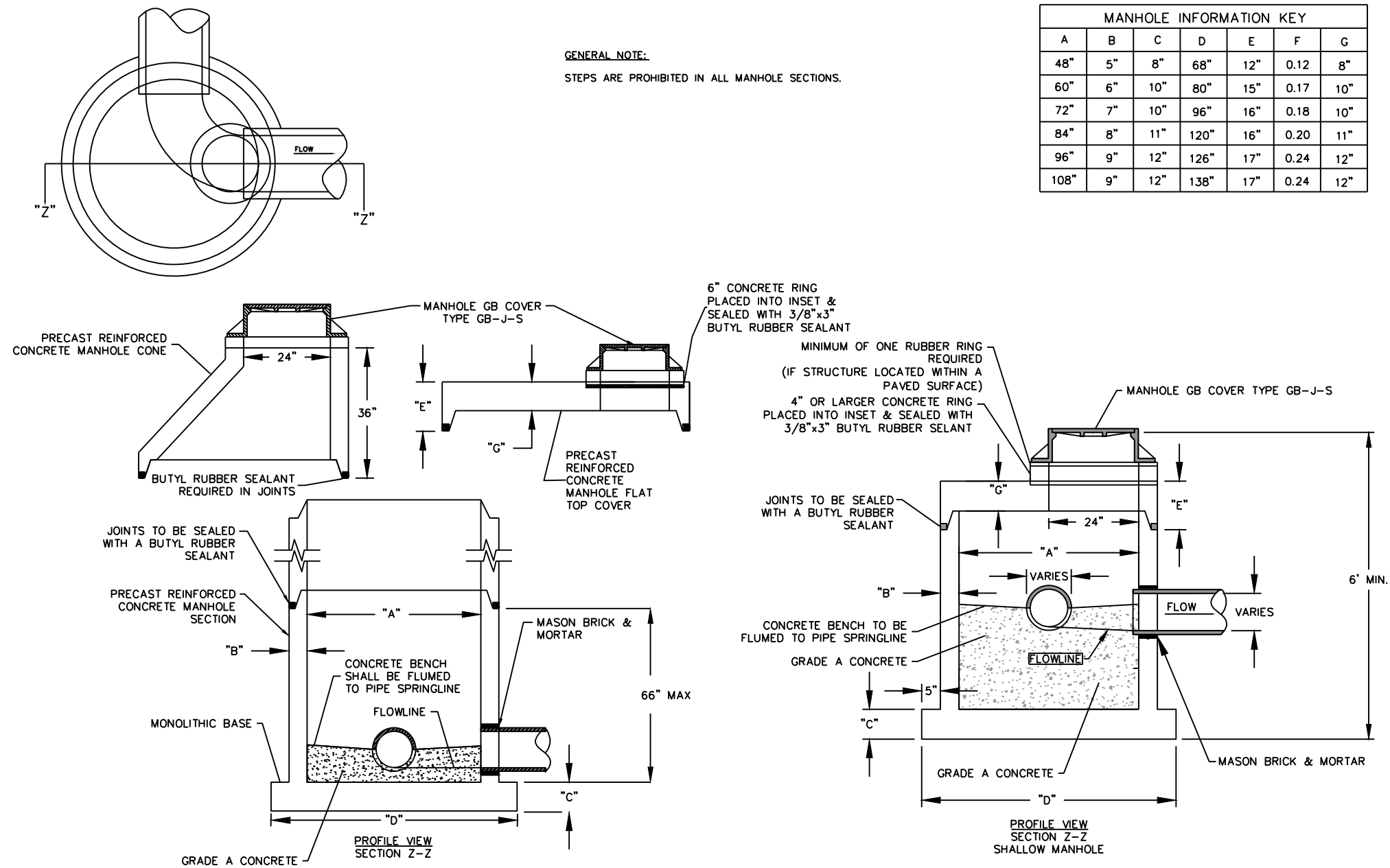
* W. MASON STREET/FRONTAGE ROAD - 15' TYP.
ANTLER TRAIL - 18' TYP.
INDIAN HILL DRIVE - 18.5' TYP.

**FINISHED TYPICAL SECTION FOR DOE TRAIL**

STA 299+30 - STA 299+50

**FINISHED TYPICAL SECTION FOR KLEE STREET**

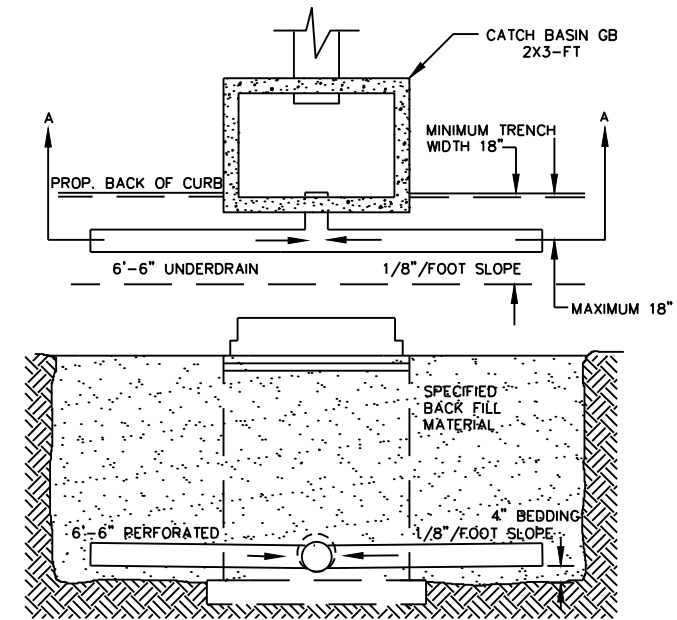
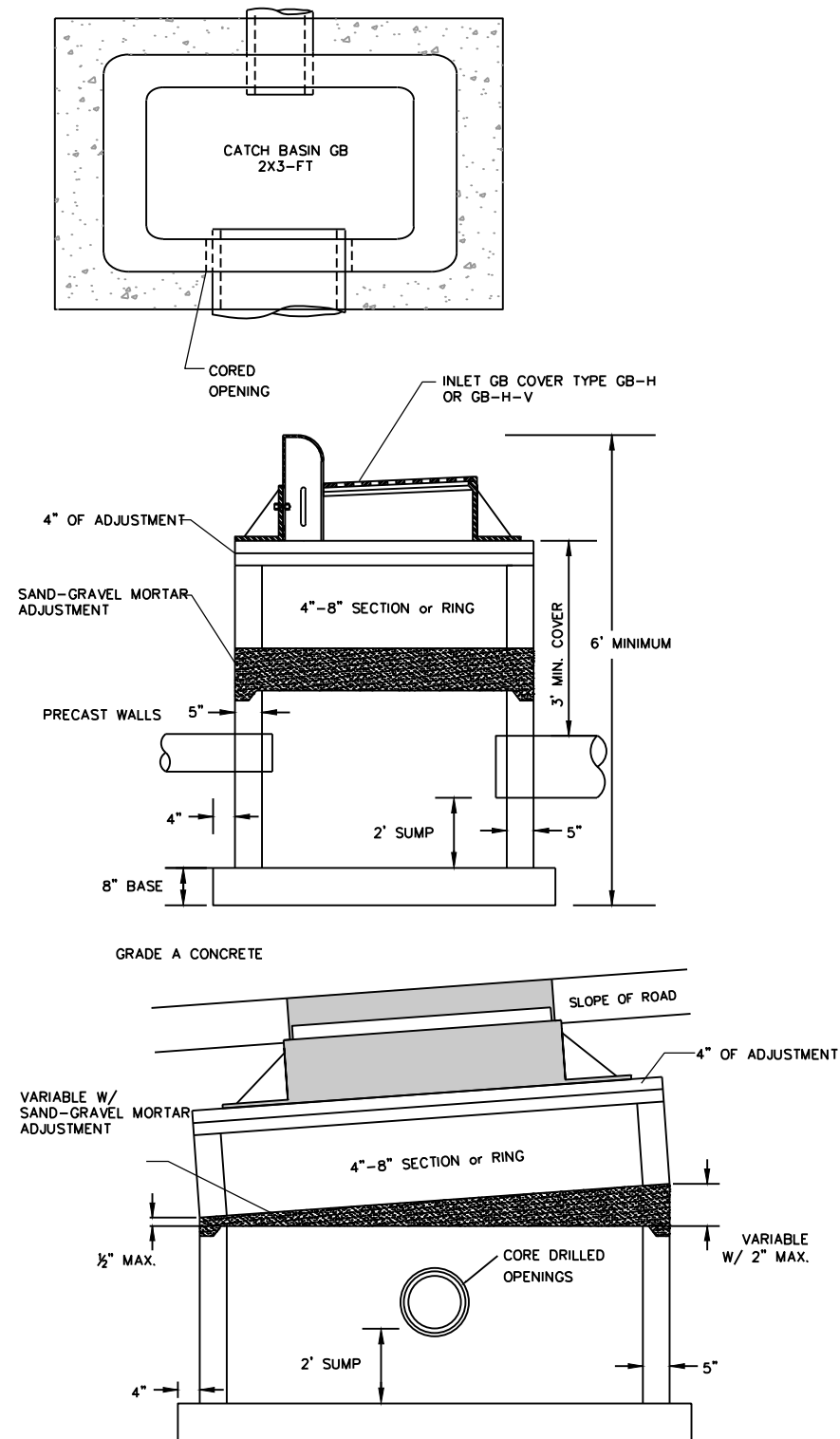
STA 500+48.9 - STA 500+59



GENERAL NOTE:
STEPS ARE PROHIBITED IN ALL MANHOLE SECTIONS.

MANHOLE INFORMATION KEY						
A	B	C	D	E	F	G
48"	5"	8"	68"	12"	0.12	8"
60"	6"	10"	80"	15"	0.17	10"
72"	7"	10"	96"	16"	0.18	10"
84"	8"	11"	120"	16"	0.20	11"
96"	9"	12"	126"	17"	0.24	12"
108"	9"	12"	138"	17"	0.24	12"

MANHOLE_GB



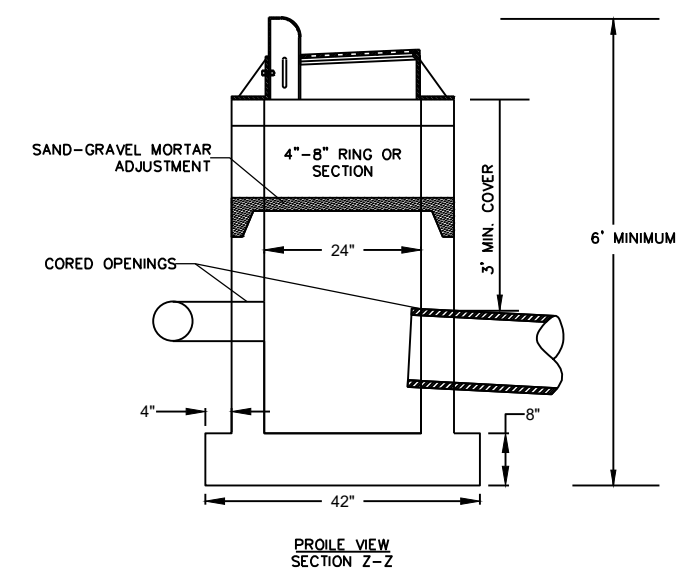
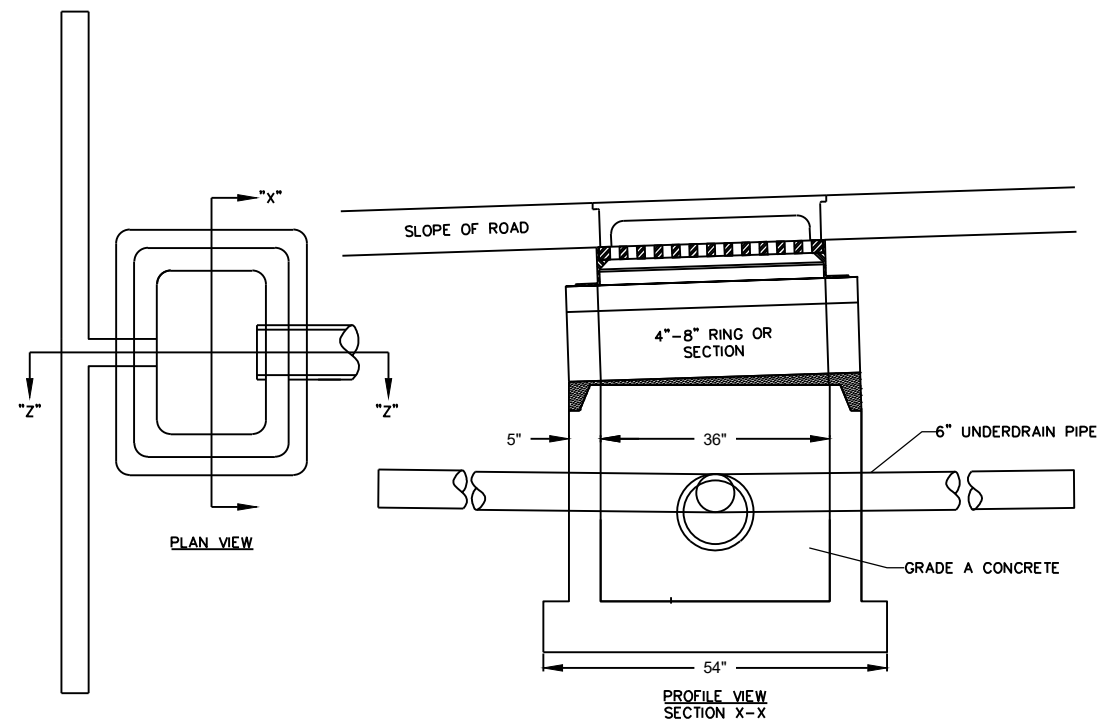
GENERAL NOTES:
① ALL INLETS IN RESIDENTIAL AREAS WILL BE CONSTRUCTED WITH 6-INCH UNDERDRAIN ATTACHED, AS SHOWN.

ALL TEES TO BE MANUFACTURED OR CORE DRILLED

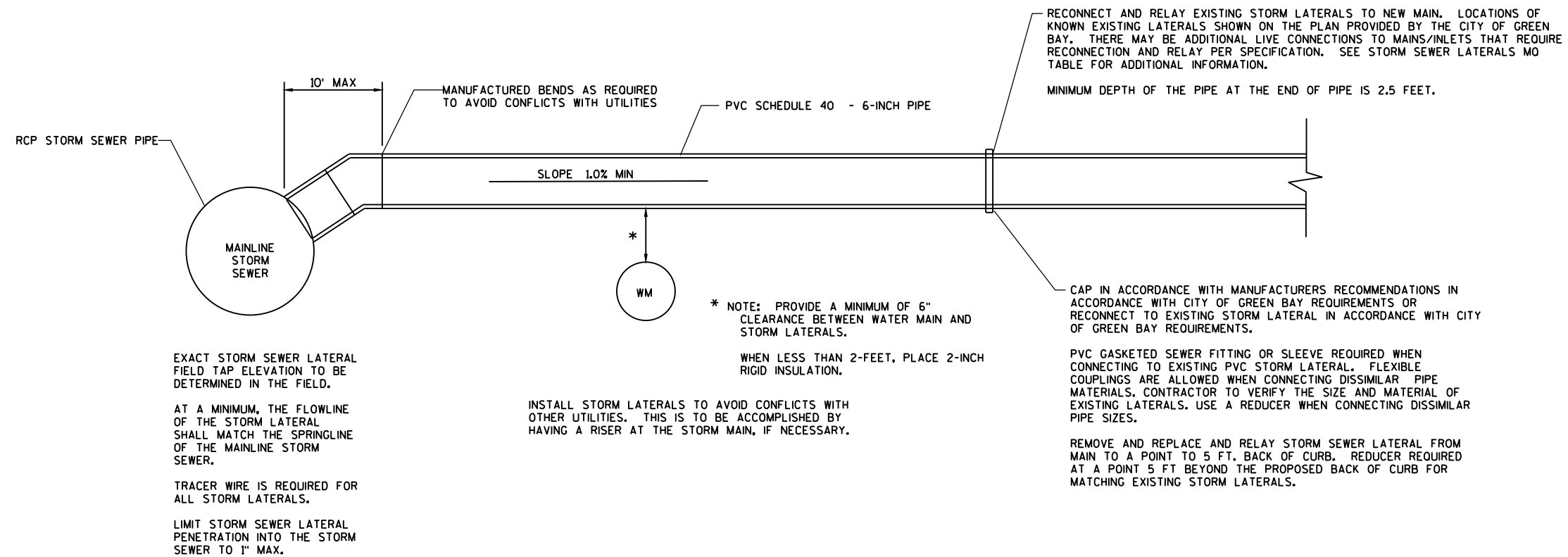
SECTION A-A

GENERAL NOTES:

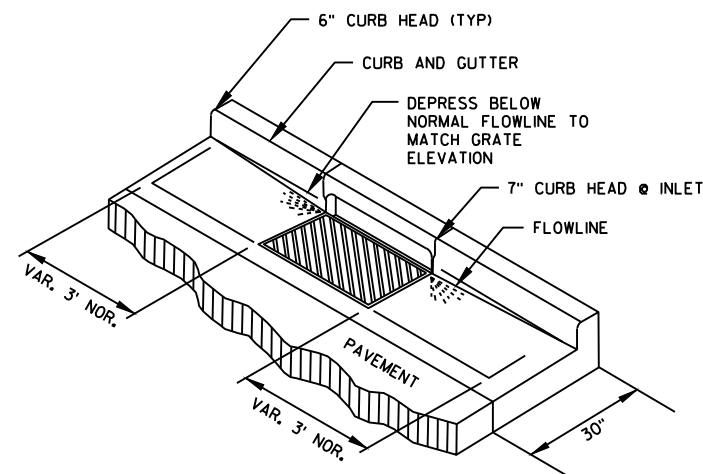
① ALL INLETS SHALL MEET ASTM C-478 STANDARDS FOR REINFORCED CONCRETE INLETS.



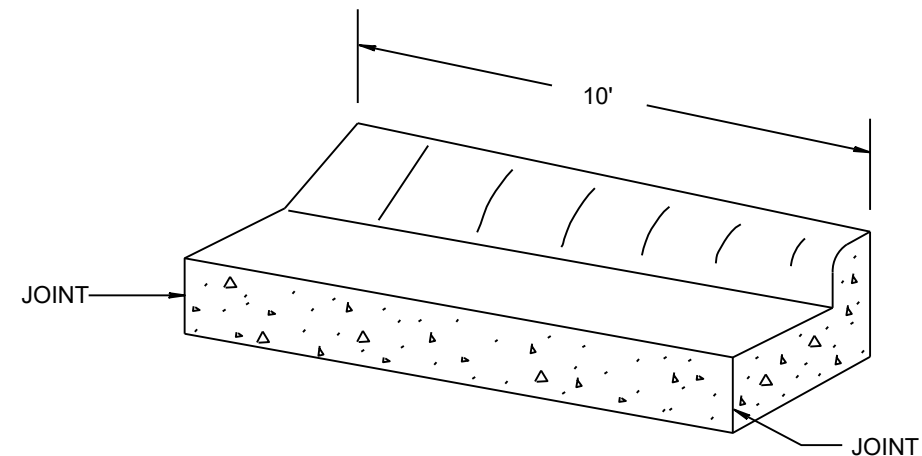
CATCH BASIN GB 2X3-FT



STORM SEWER LATERAL CONNECTION DETAIL

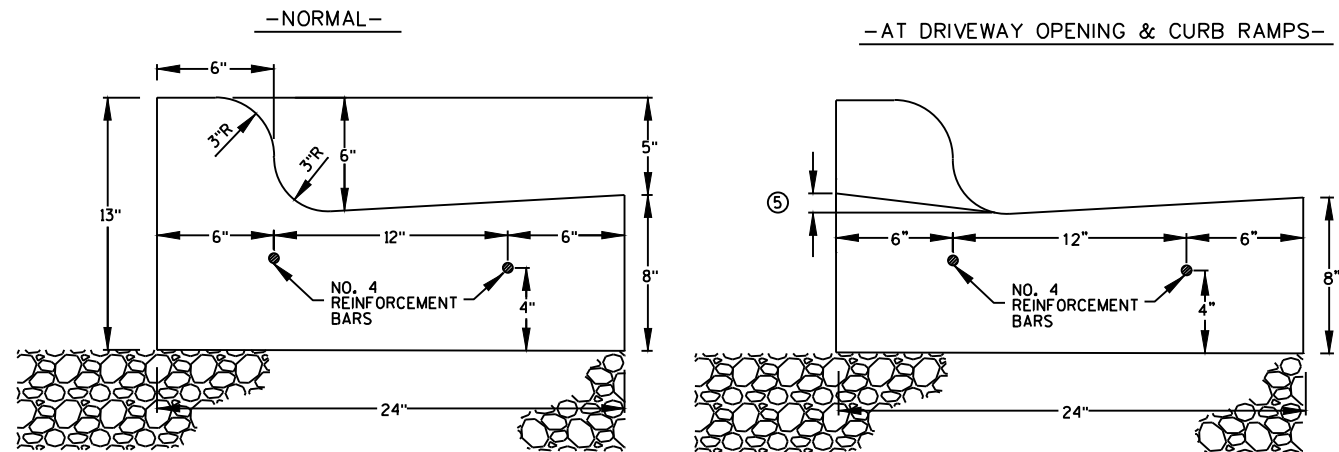


CURB AND GUTTER AT INLET

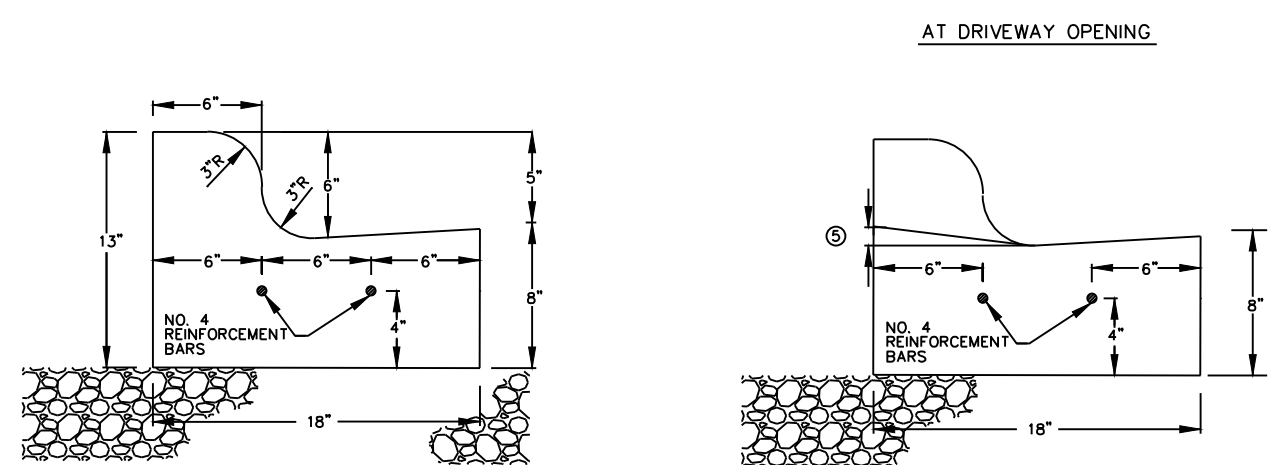


CURB TRANSITION DETAIL

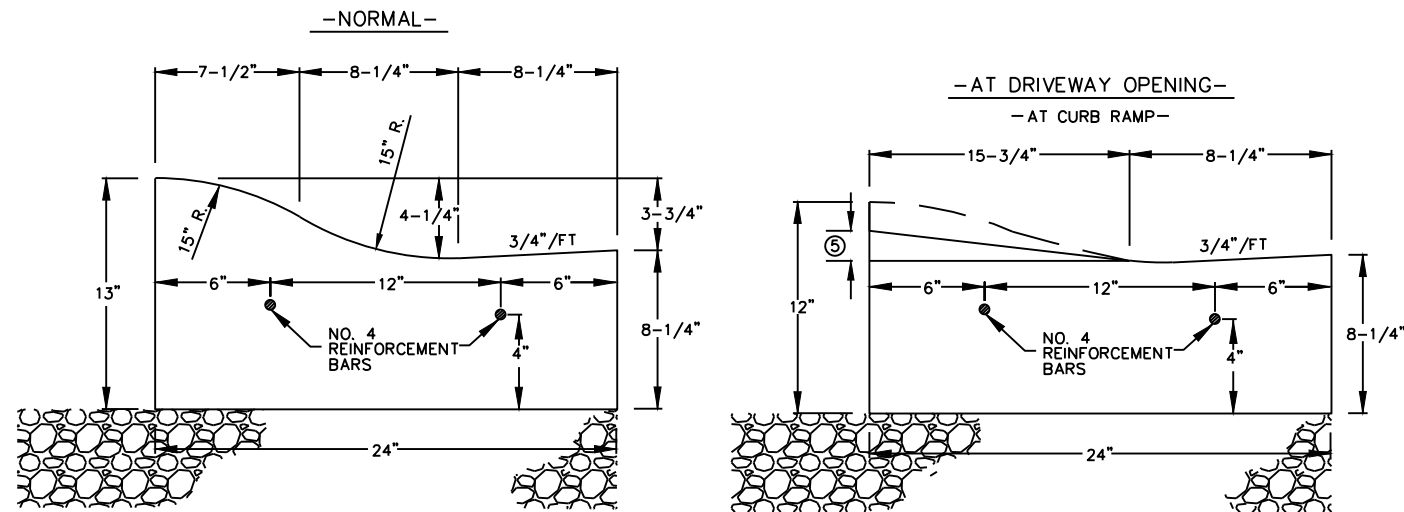
CURB & GUTTER 30" TYPE D TO CURB & GUTTER 36" TYPE D SPECIAL
(TO BE MEASURED & PAID FOR AS 36" CONC. C&G)



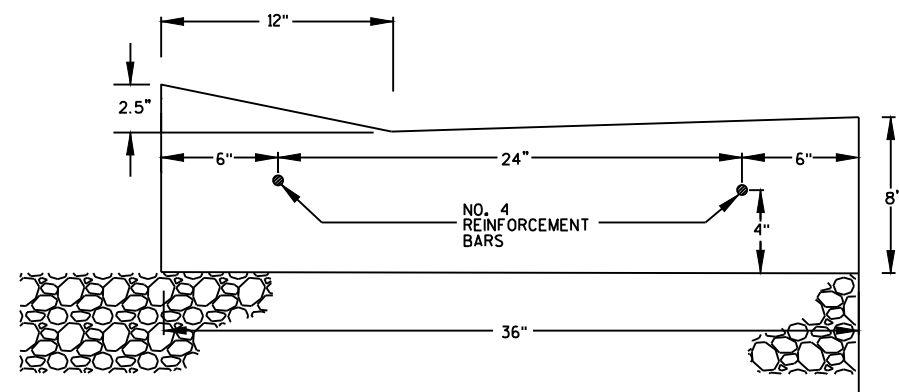
CONCRETE CURB AND GUTTER 24-INCH TYPE D



CURB AND GUTTER 18" TYPE D SPECIAL



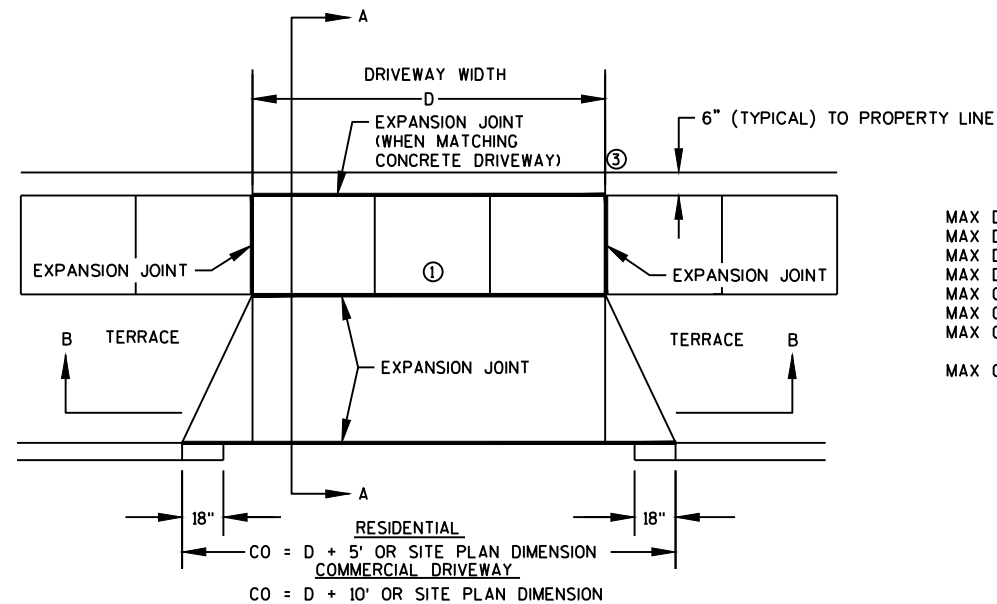
CONCRETE CURB & GUTTER ROLLED 24-INCH



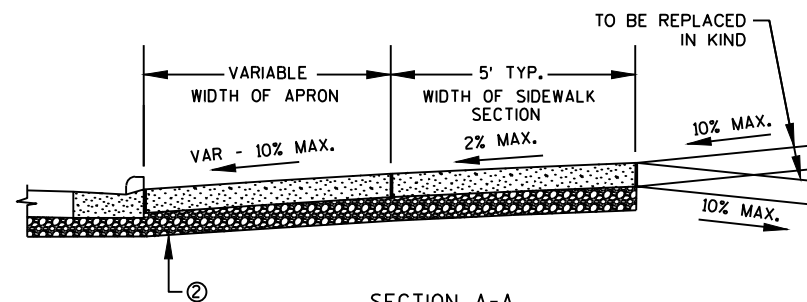
CONCRETE CURB & GUTTER 36-INCH SPECIAL

NOTES:

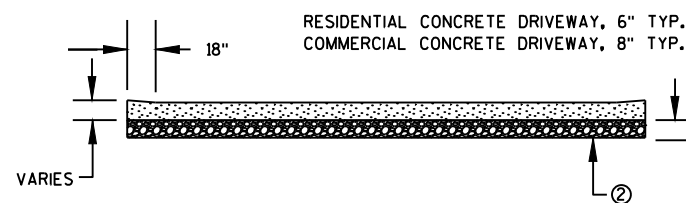
- ① CONTRACTION JOINTS SHALL BE SAWED EVERY 15' MAXIMUM OR AS DESIGNATED BY ENGINEER IN FIELD.
- ② EXPANSION JOINTS (3/4") SHALL BE PLACED AT END OF RADII, AND AS DIRECTED BY THE ENGINEER IN FIELD.
- ③ NO. 4 REINFORCEMENT BARS SHALL BE 20' LONG WITH A 3/4" EXPANSION TUBE REQUIRED ON ONE END AT EXPANSION JOINTS.
- ④ NO. 4 REINFORCEMENT BARS SHALL BE OVERLAPPED A MINIMUM OF 1'.
- ⑤ 1-1/2" AT DRIVEWAY OPENINGS, 1/2" AT CURB RAMPS.



PLAN VIEW



SECTION A-A



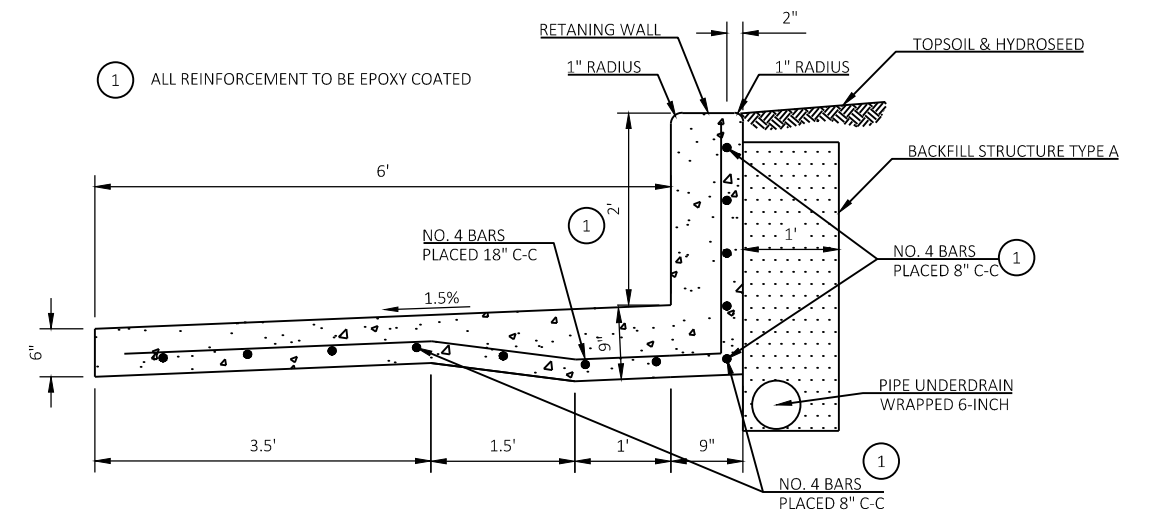
SECTION B-B

URBAN DRIVEWAY DETAIL

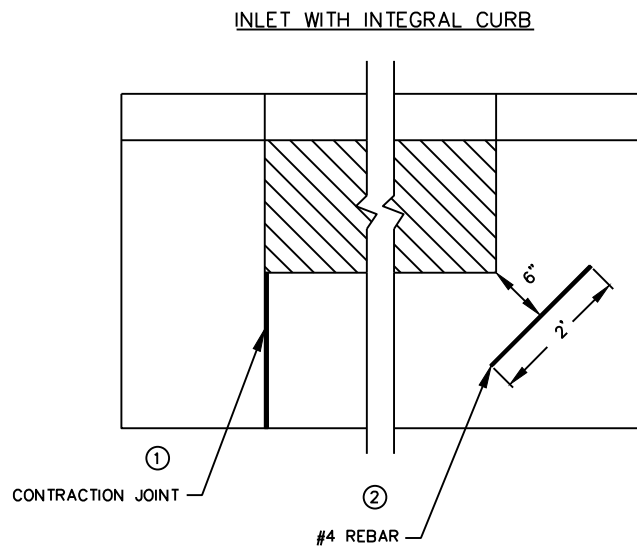
MAX D = 12' SINGLE WIDTH RESIDENTIAL
MAX D = 20' DOUBLE WIDTH RESIDENTIAL
MAX D = 15' COMMERCIAL ONE-WAY
MAX D = 25' COMMERCIAL TWO-WAY
MAX CO = 17' SINGLE WIDTH RESIDENTIAL
MAX CO = 25' DOUBLE WIDTH RESIDENTIAL
MAX CO = 25' COMMERCIAL ONE-WAY OR
AS SHOWN ON APPROVED SITE PLAN
MAX CO = 35' COMMERCIAL TWO-WAY OR AS
SHOWN ON AN APPROVED SITE PLAN

NOTES:

- ① DRIVEWAYS REQUIRE A 5' WIDE CONCRETE SIDEWALK SECTION PAID FOR AS CONCRETE DRIVEWAY. (UNLESS SHOWN OTHERWISE ON PLANS)
- ② ALL DRIVEWAYS REQUIRE 6" OF BASE AGGREGATE DENSE 1 1/4" AS LEVELING COURSE.
- ③ ALL PARKING LOT CURBING MUST BE TAPERED TO MEET THE BACK OF THE SIDEWALK.

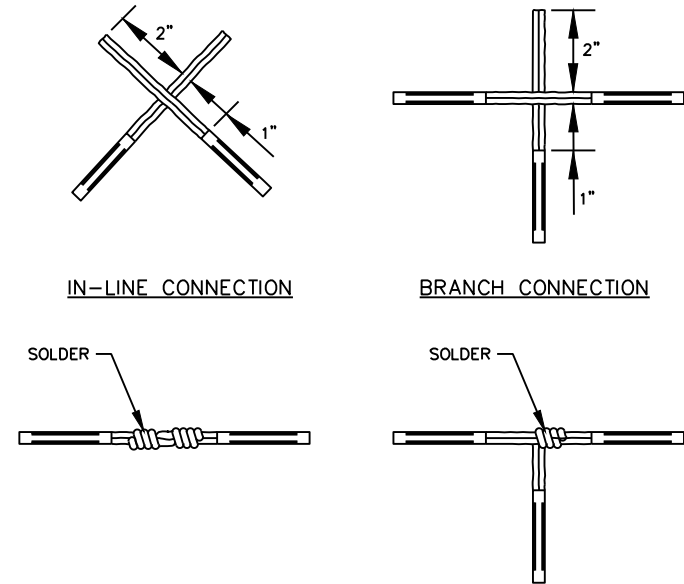
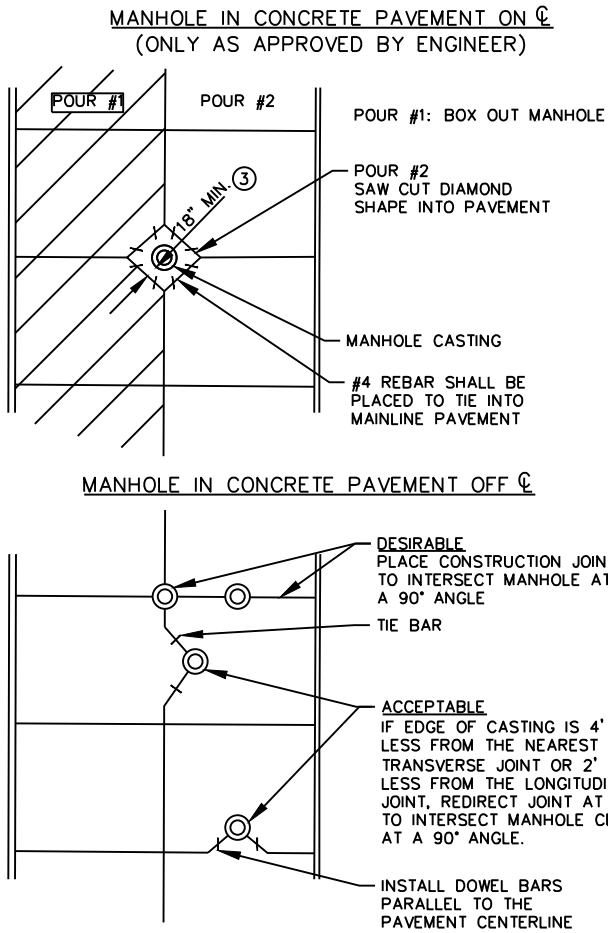


CONCRETE SIDEWALK WITH RETAINING WALL



NOTES:

- ① IN CASES WHERE THERE IS NO CONTRACTION JOINT, REPLACE WITH #4 REBAR.
- ② #4 REBAR TO BE PLACED AT A MINIMUM DEPTH OF 4.0" (OR HALF THE DEPTH OF THE PAVEMENT).
- ③ AN 18" MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.

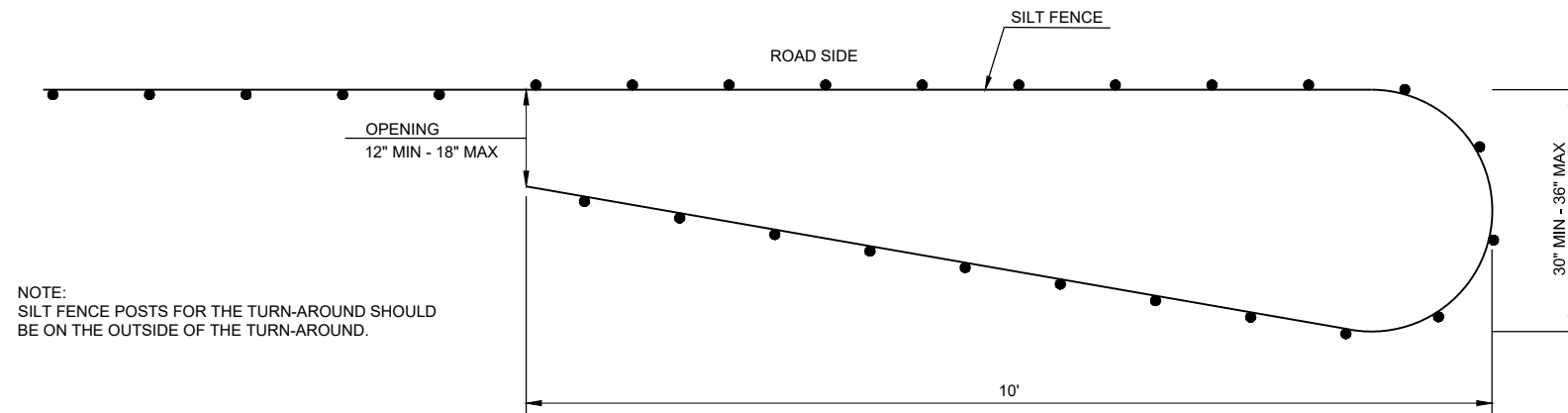


NOTES:

- ① CUT OFF INSULATION FROM WIRE AS SHOWN IN THE DRAWING, BUT DO NOT CUT THE COPPER WIRE.
- ② LOOP THE WIRE ENDS AT LEAST 4 TIMES ON BOTH SIDES OF THE CONNECTION.
- ③ USING A PROPANE TORCH, APPLY FLAME DIRECTLY TO JOIN (LOOPS) TO BE SOLDERED.
- ④ APPLY 62SN OR EQUIVALENT ROSIN CORE SOLDER TO THE SPLICE. SOLDER SHOULD FLOW INTO JOINT.
- ⑤ SOLDERING PASTE MUST BE APPLIED TO THE LOOPS BEFORE HEAT IS APPLIED IF ROSIN CORE SOLDER IS NOT USED.
- ⑥ WHEN COOLED, COVER SPLICE WITH 3M SCOTCHFILL™ ELECTRICAL INSULATION PUTTY OR EQUIVALENT. THEN COAT THE PUTTY WITH 3M SCOTCHKOTE™ ELECTRICAL COATING OR EQUIVALENT.

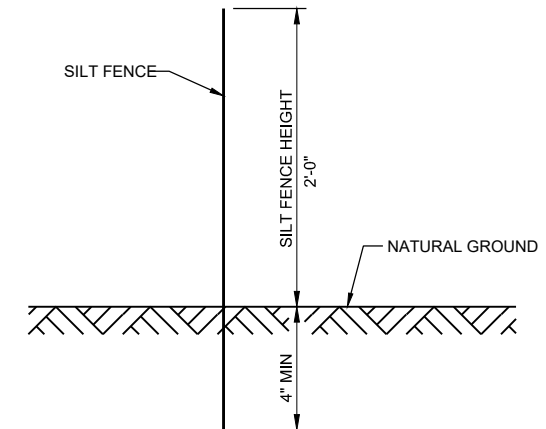
CONCRETE PAVEMENT INLET AND MANHOLE

TRACER WIRE SPLICE CONNECTION DETAIL



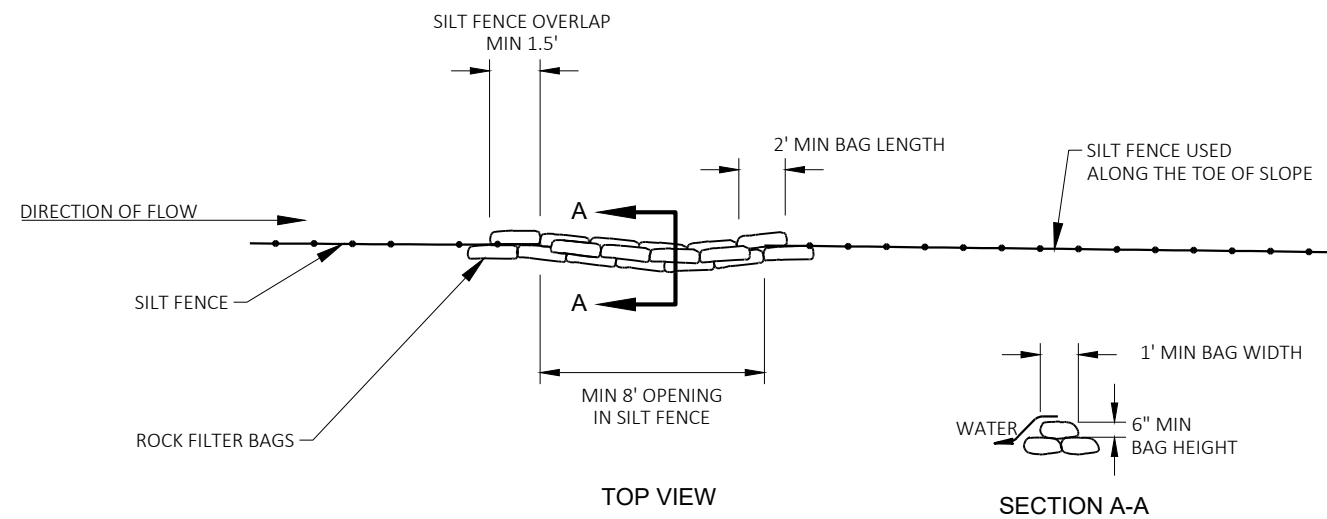
NOTE:
SILT FENCE POSTS FOR THE TURN-AROUND SHOULD
BE ON THE OUTSIDE OF THE TURN-AROUND.

PLAN VIEW



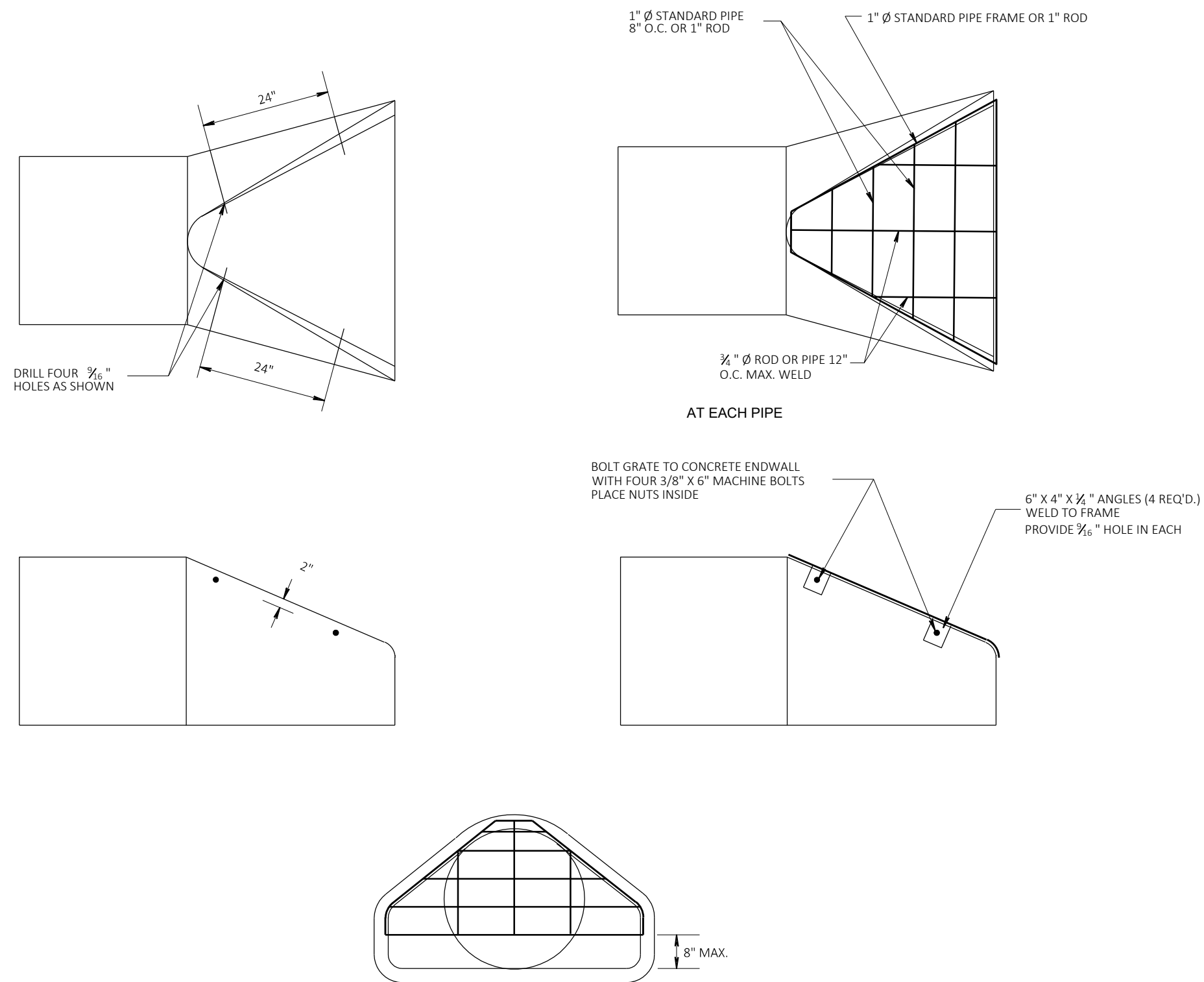
SIDE VIEW

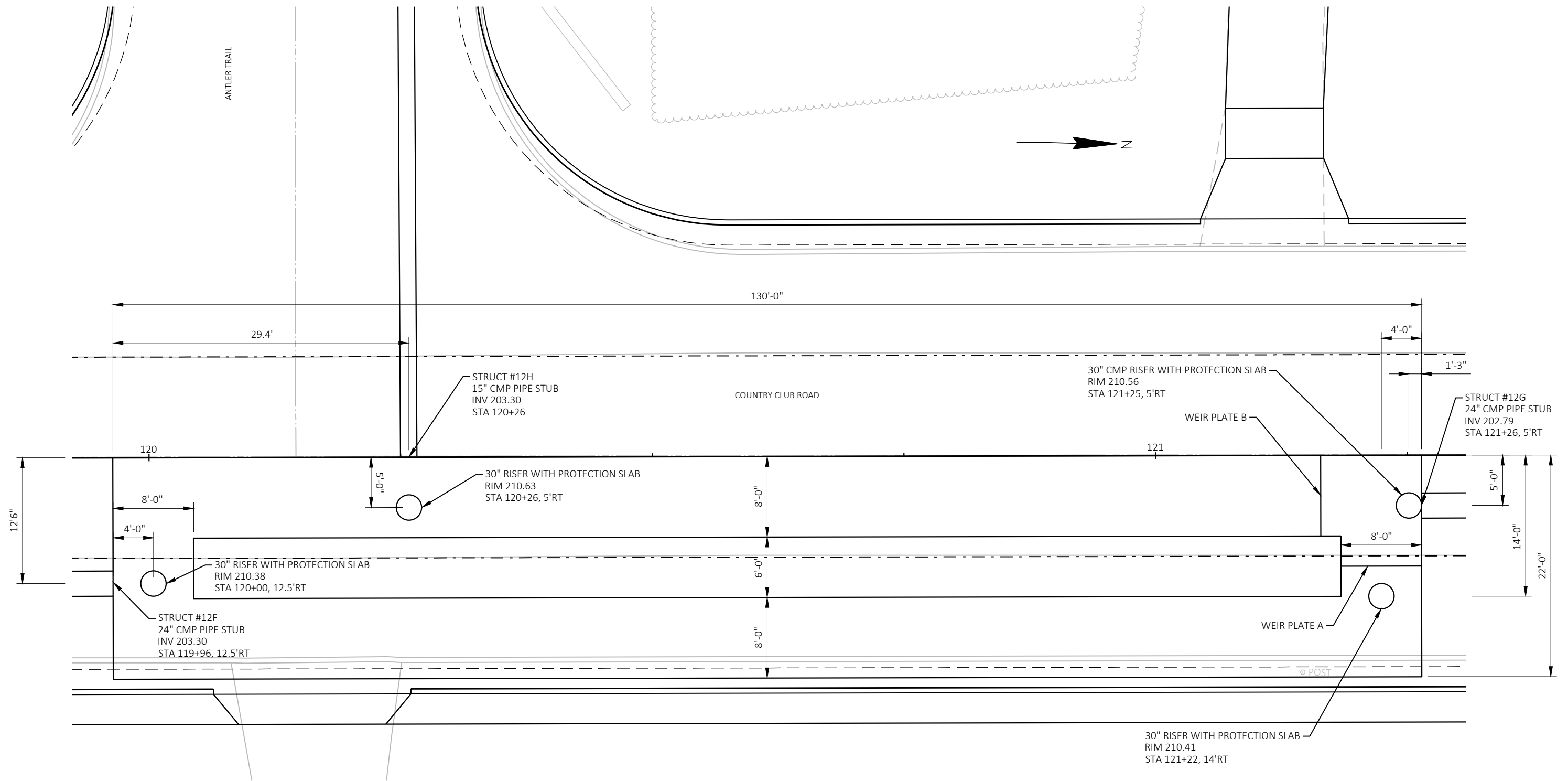
SILT FENCE TURN-AROUND DETAIL



ROCK BAGS USED FOR SILT FENCE RELIEF DETAIL

PAID AS ROCK BAGS
(SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS)



UNDERGROUND DETENTION SYSTEM

PROJECT NO: 4987-02-75

HWY: COUNTRY CLUB ROAD

COUNTY: BROWN

CONSTRUCTION DETAILS

SHEET

16

E

FILE NAME : I:\45\450506 COUNTRY CLUB ROAD\C3D\SHEETSP\021002-CD.DWG
LAYOUT NAME - 021010-cd

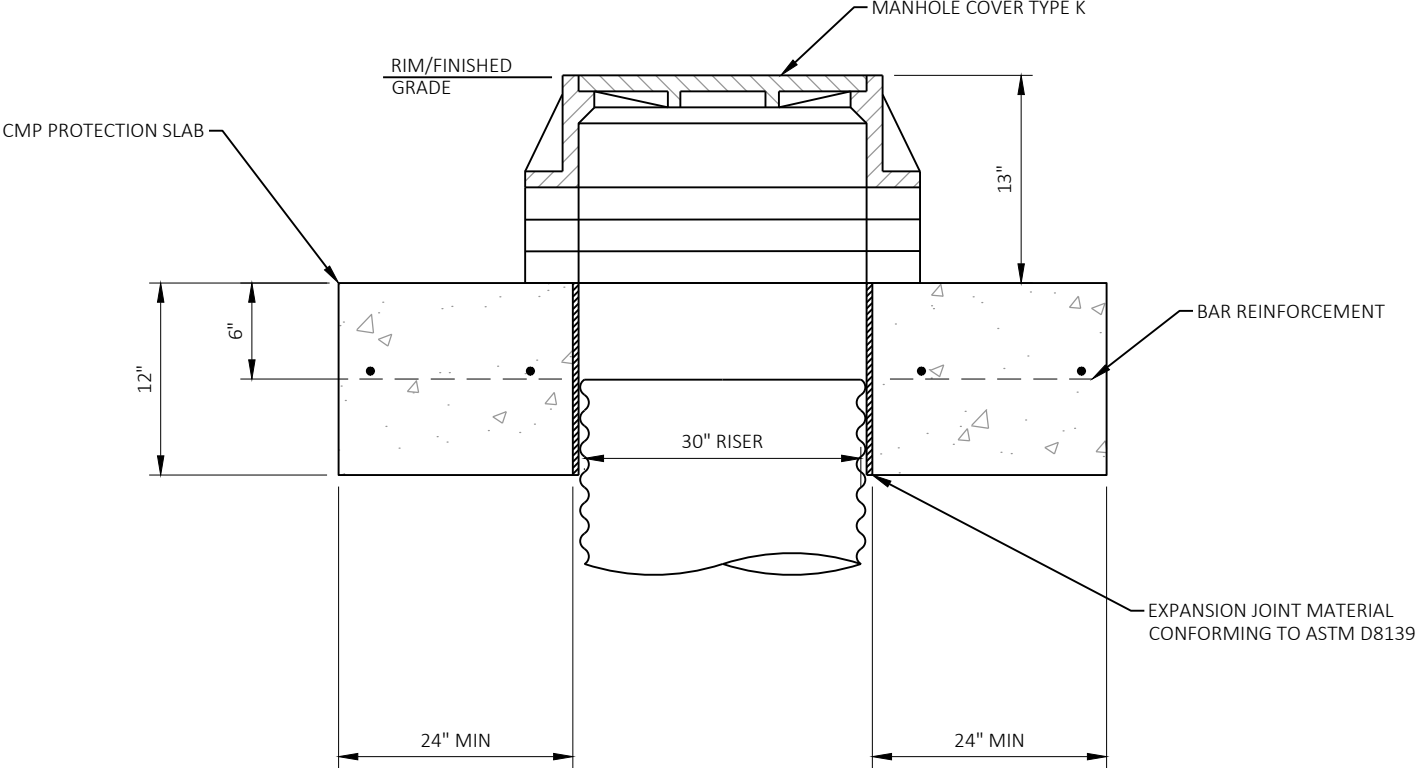
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PLOT BY : SHALLOW, JON

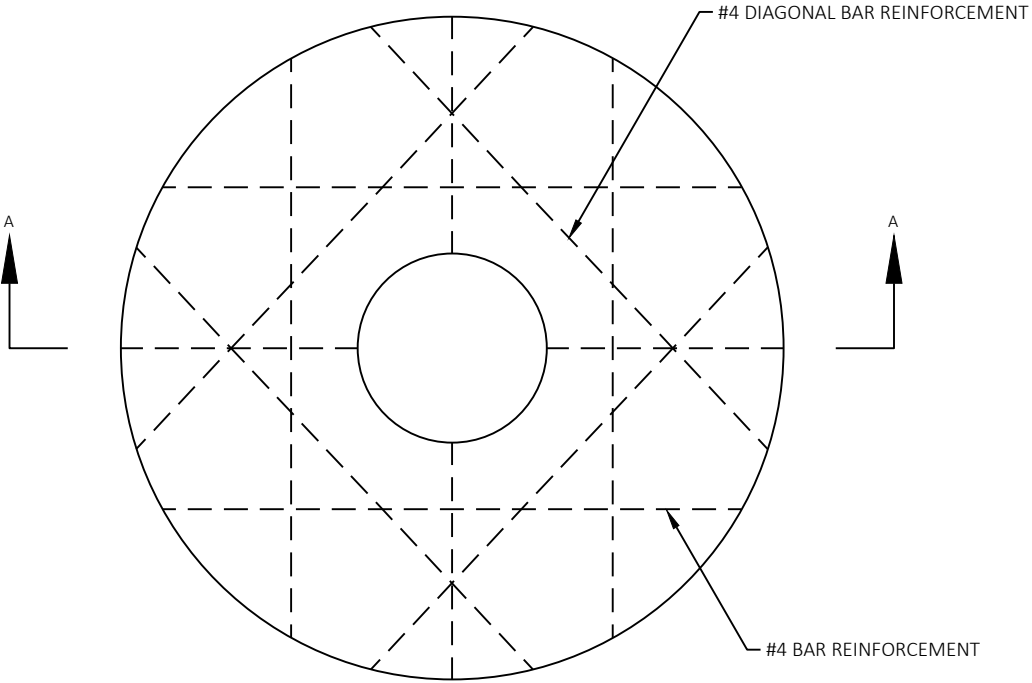
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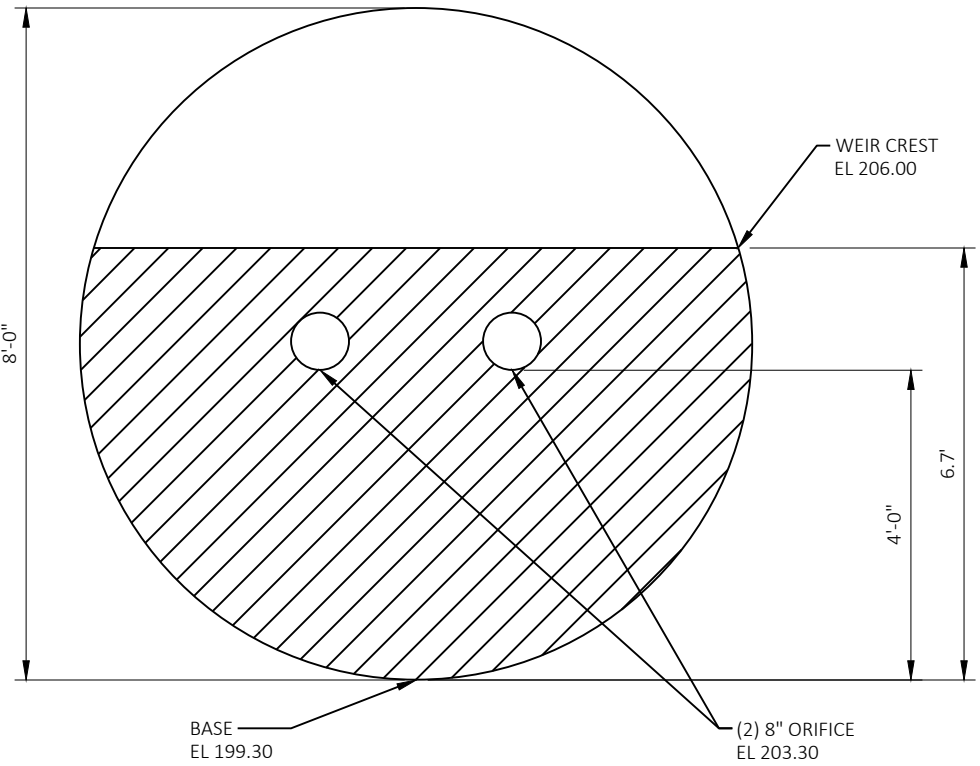
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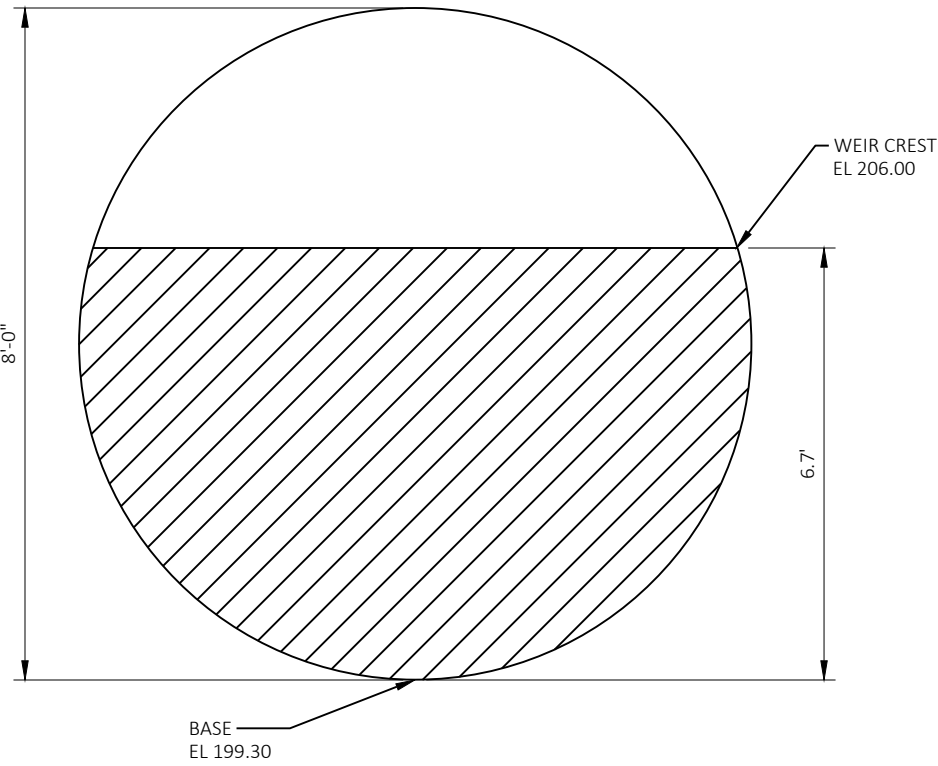
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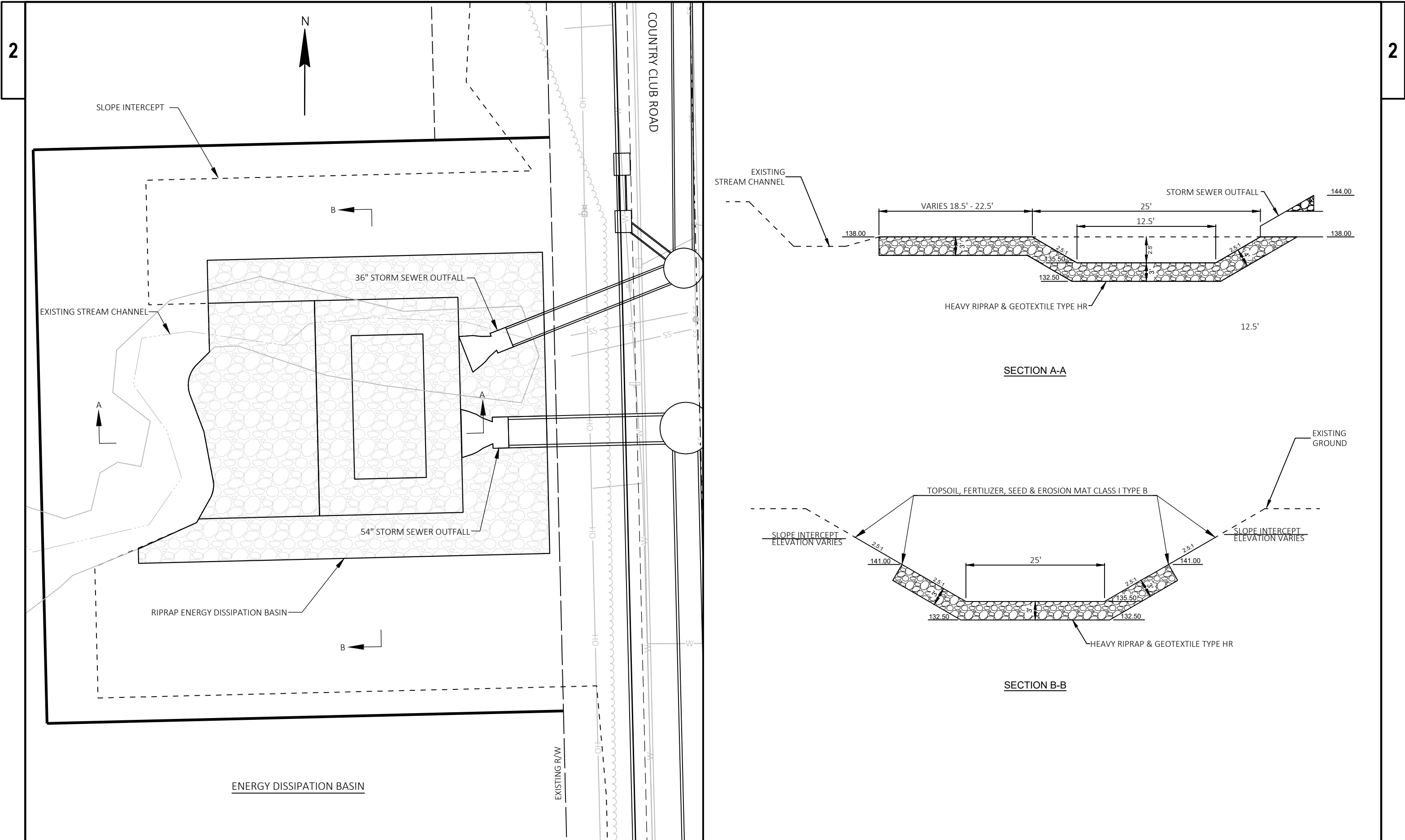
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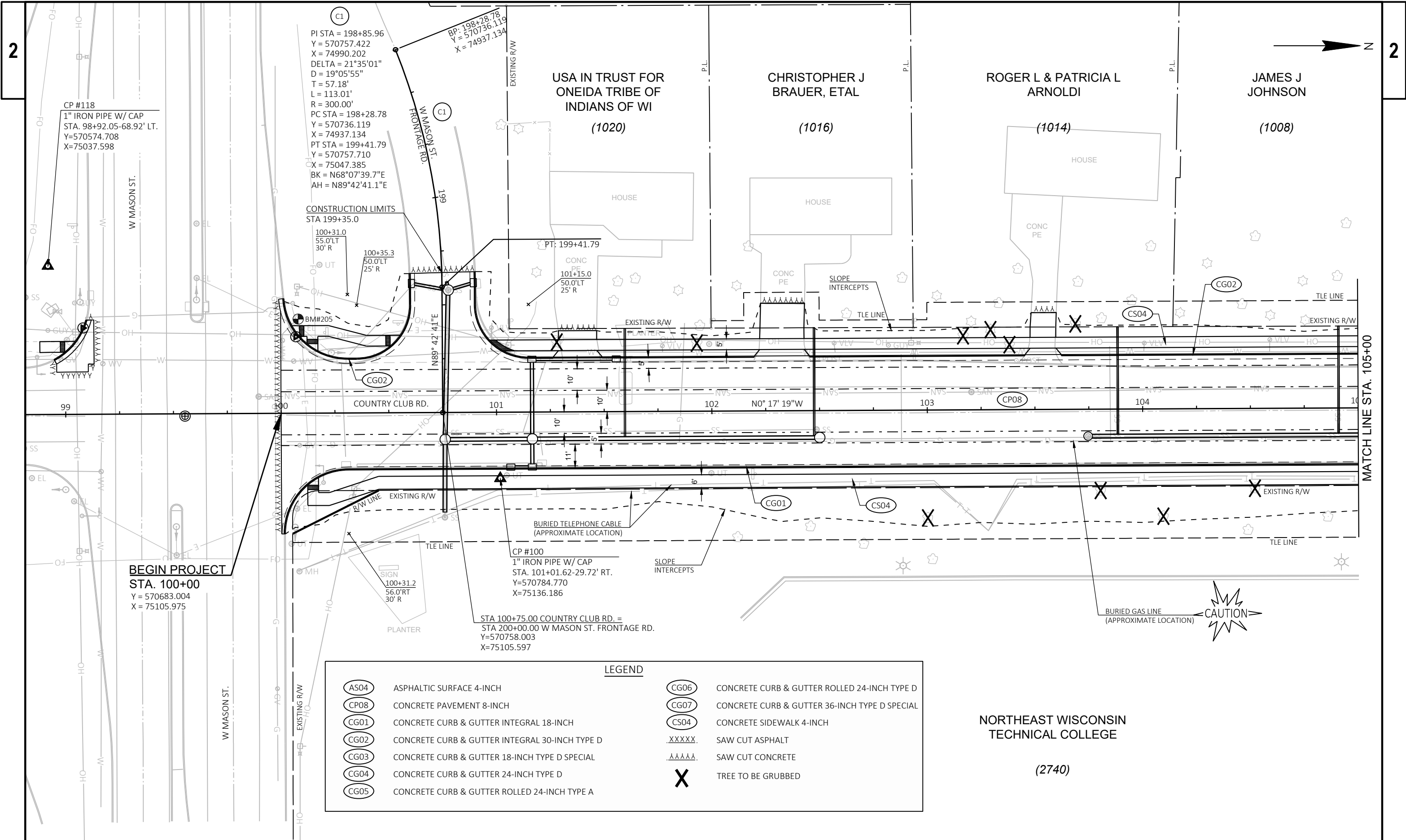


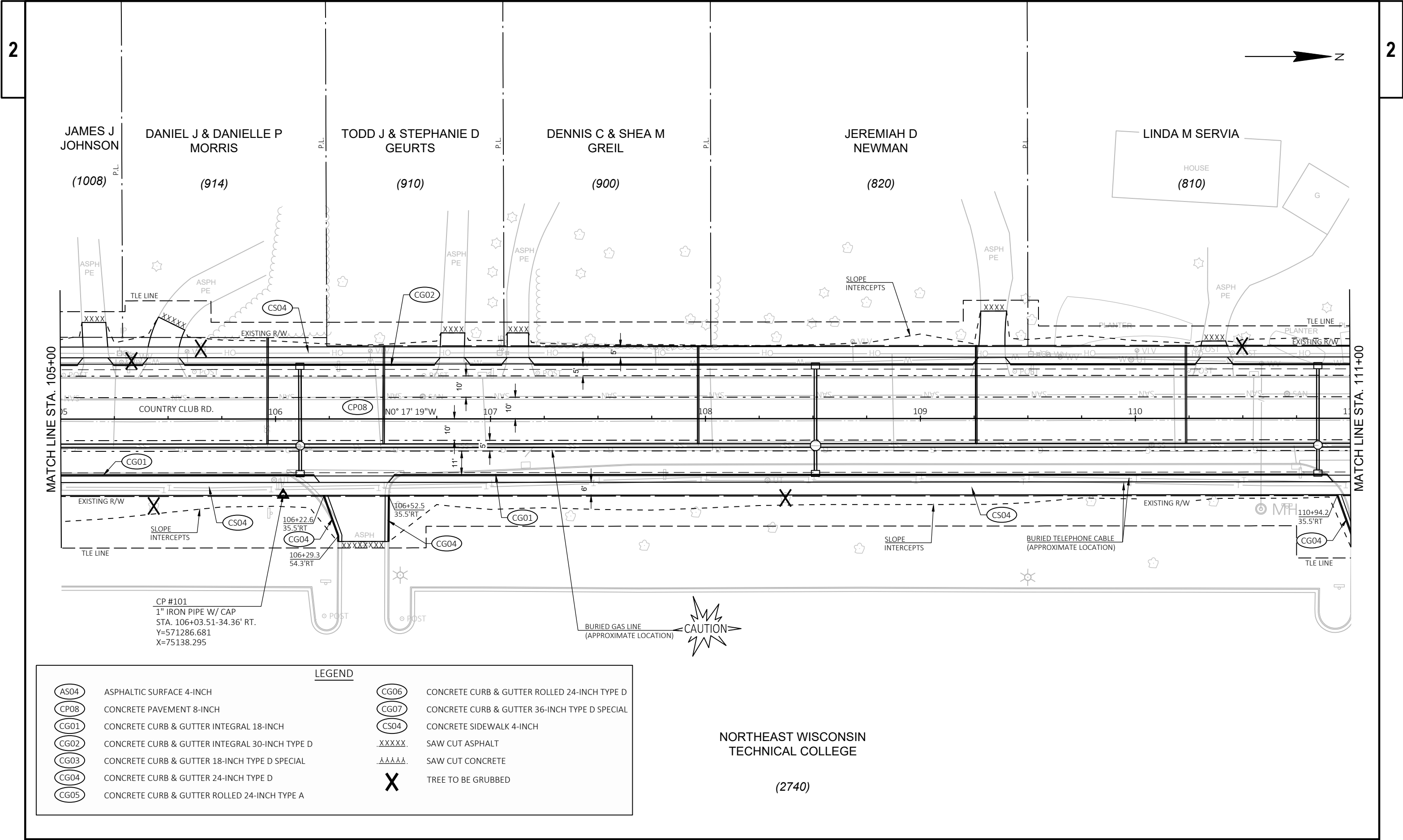
WEIR PLATE A
NOT TO SCALE



WEIR PLATE B
NOT TO SCALE



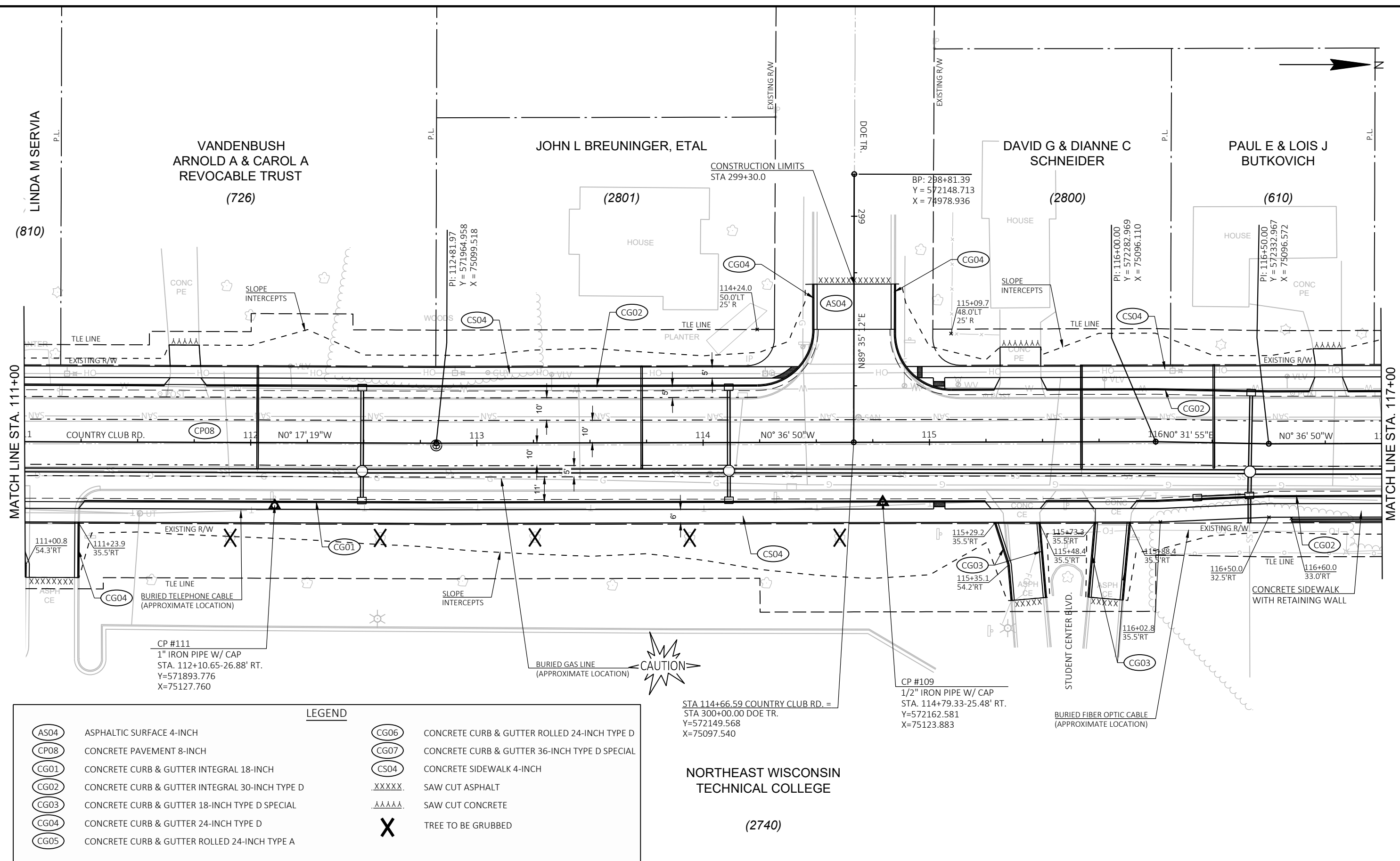


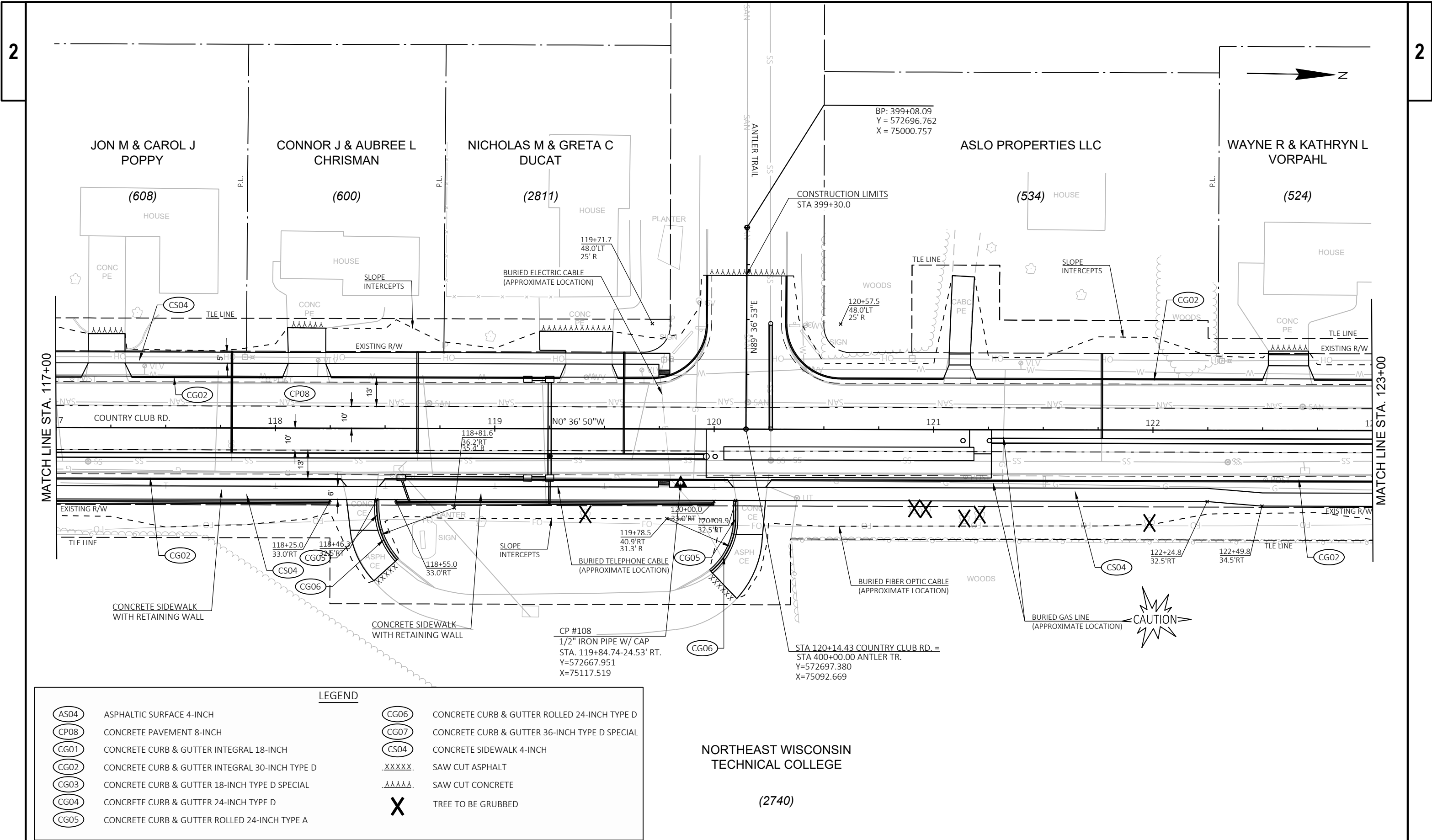


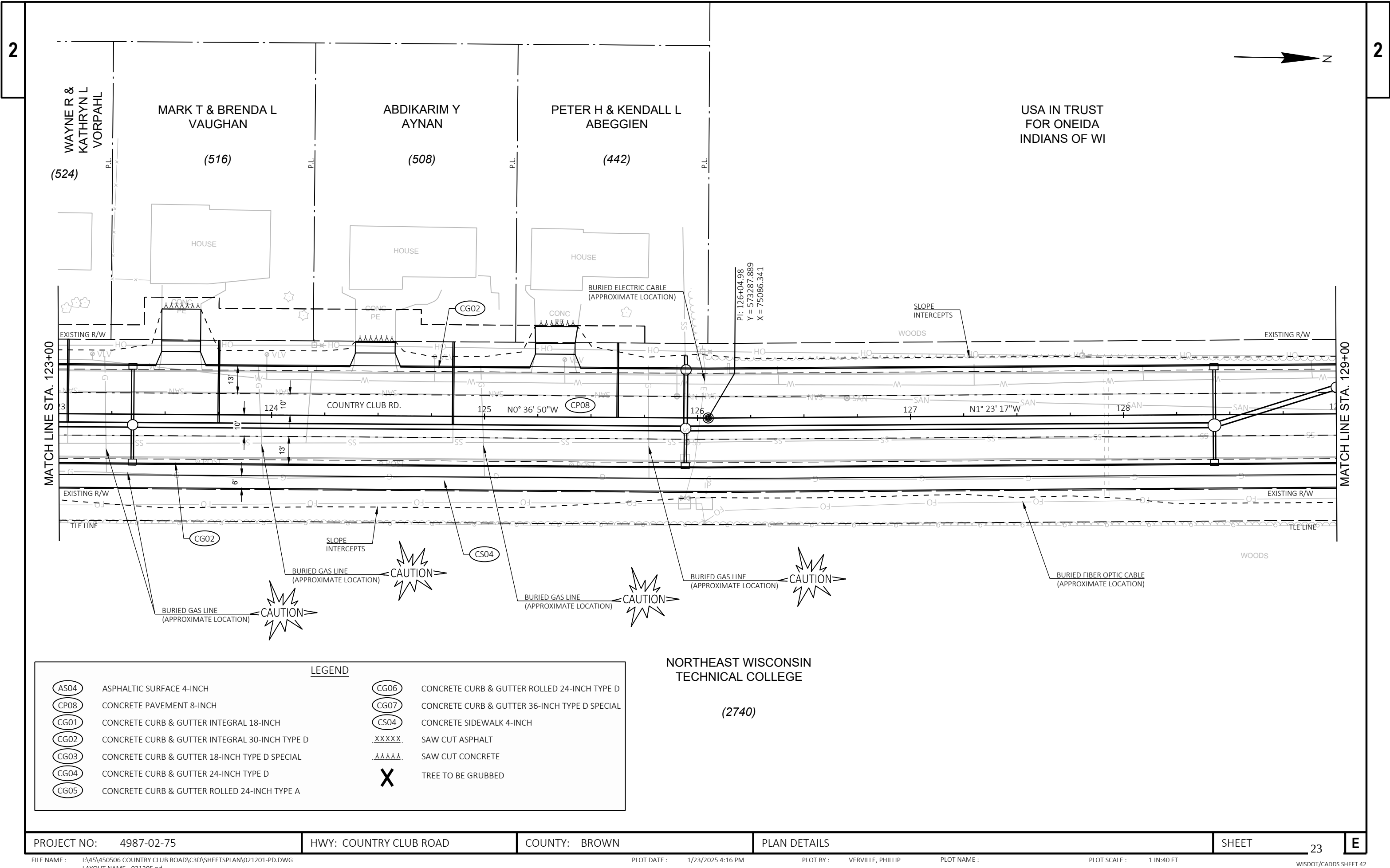
LEGEND	
AS04	ASPHALTIC SURFACE 4-INCH
CP08	CONCRETE PAVEMENT 8-INCH
CG01	CONCRETE CURB & GUTTER INTEGRAL 18-INCH
CG02	CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D
CG03	CONCRETE CURB & GUTTER 18-INCH TYPE D SPECIAL
CG04	CONCRETE CURB & GUTTER 24-INCH TYPE D
CG05	CONCRETE CURB & GUTTER ROLLED 24-INCH TYPE A
CG06	CONCRETE CURB & GUTTER ROLLED 24-INCH TYPE D
CG07	CONCRETE CURB & GUTTER 36-INCH TYPE D SPECIAL
CS04	CONCRETE SIDEWALK 4-INCH
XXXXXX	SAW CUT ASPHALT
AAAAAA	SAW CUT CONCRETE
X	TREE TO BE GRUBBED

NORTHEAST WISCONSIN
TECHNICAL COLLEGE

(2740)







2

2

LEGEND			
AS04	ASPHALTIC SURFACE 4-INCH	CG06	CONCRETE CURB & GUTTER ROLLED 24-INCH TYPE D
CP08	CONCRETE PAVEMENT 8-INCH	CG07	CONCRETE CURB & GUTTER 36-INCH TYPE D SPECIAL
CG01	CONCRETE CURB & GUTTER INTEGRAL 18-INCH	CS04	CONCRETE SIDEWALK 4-INCH
CG02	CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D	XXXXX	SAW CUT ASPHALT
CG03	CONCRETE CURB & GUTTER 18-INCH TYPE D SPECIAL	AAAAA	SAW CUT CONCRETE
CG04	CONCRETE CURB & GUTTER 24-INCH TYPE D	X	TREE TO BE GRUBBED
CG05	CONCRETE CURB & GUTTER ROLLED 24-INCH TYPE A		

LEGEND

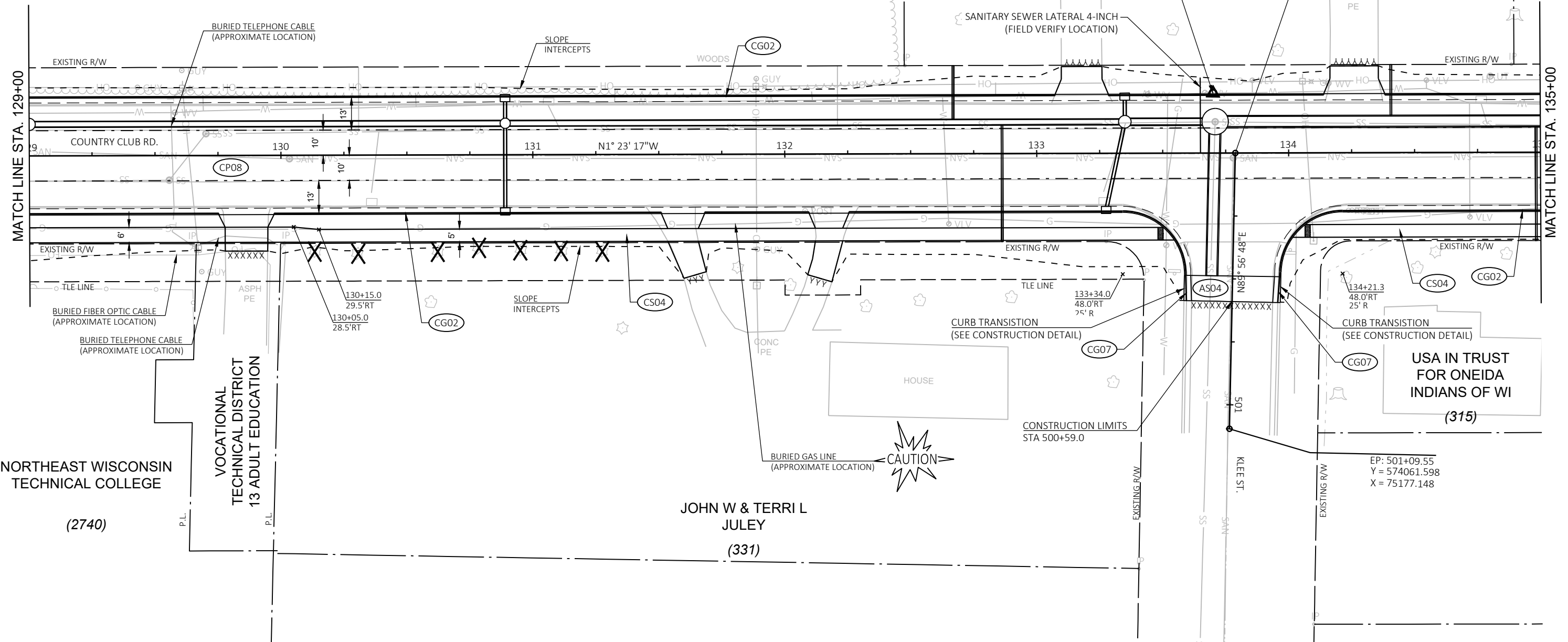
AS04	ASPHALTIC SURFACE 4-INCH	CG06	CONCRETE CURB & GUTTER ROLLED 24-INCH TYPE D
CP08	CONCRETE PAVEMENT 8-INCH	CG07	CONCRETE CURB & GUTTER 36-INCH TYPE D SPECIAL
CG01	CONCRETE CURB & GUTTER INTEGRAL 18-INCH	CS04	CONCRETE SIDEWALK 4-INCH
CG02	CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D	.XXXXX.	SAW CUT ASPHALT
CG03	CONCRETE CURB & GUTTER 18-INCH TYPE D SPECIAL	.AAAAA.	SAW CUT CONCRETE
CG04	CONCRETE CURB & GUTTER 24-INCH TYPE D	X	TREE TO BE GRUBBED
CG05	CONCRETE CURB & GUTTER ROLLED 24-INCH TYPE A		

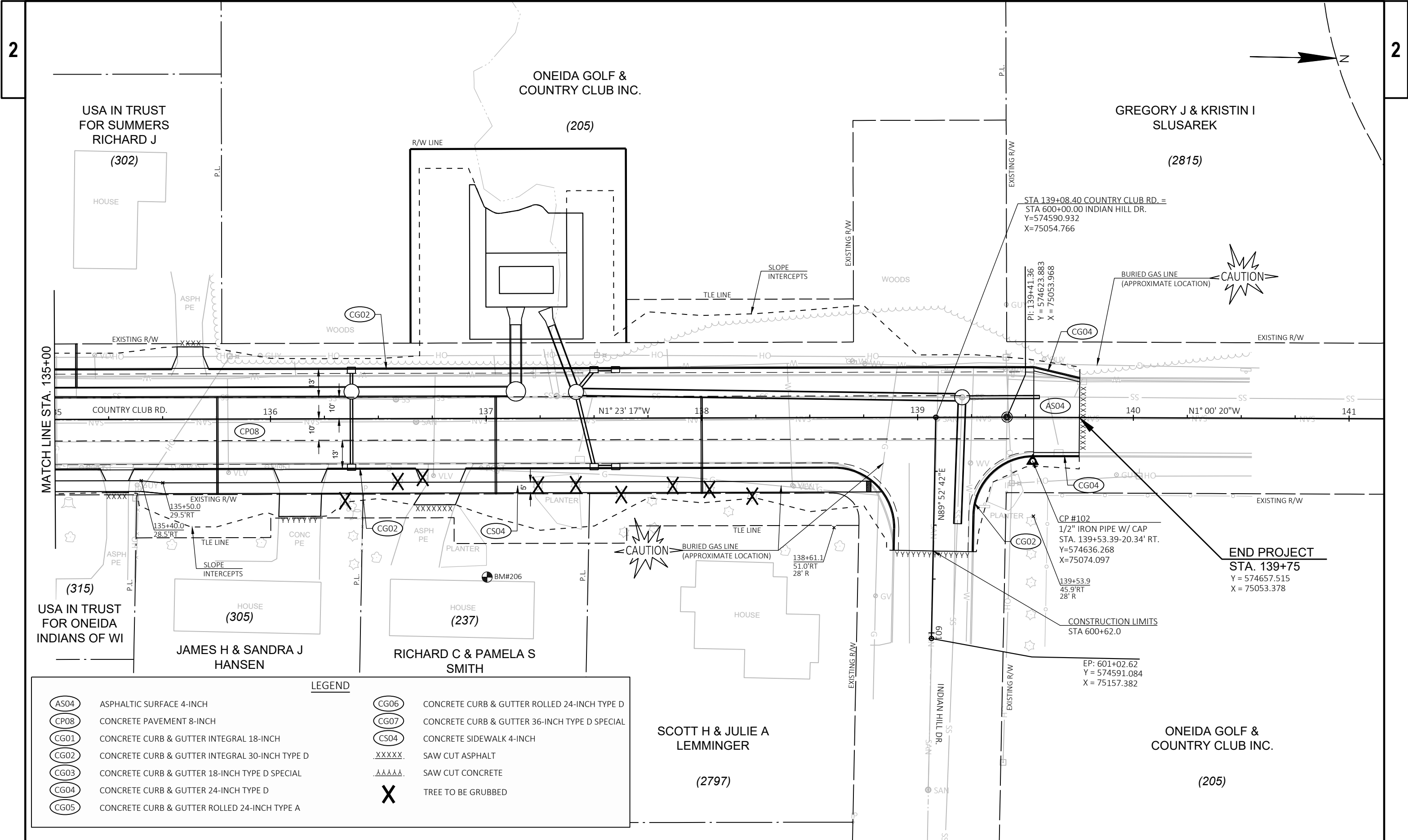
USA IN TRUST
FOR ONEIDA
INDIANS OF WI

USA IN TRUST
FOR MARGARET
SMITH SUMMERS
(316)

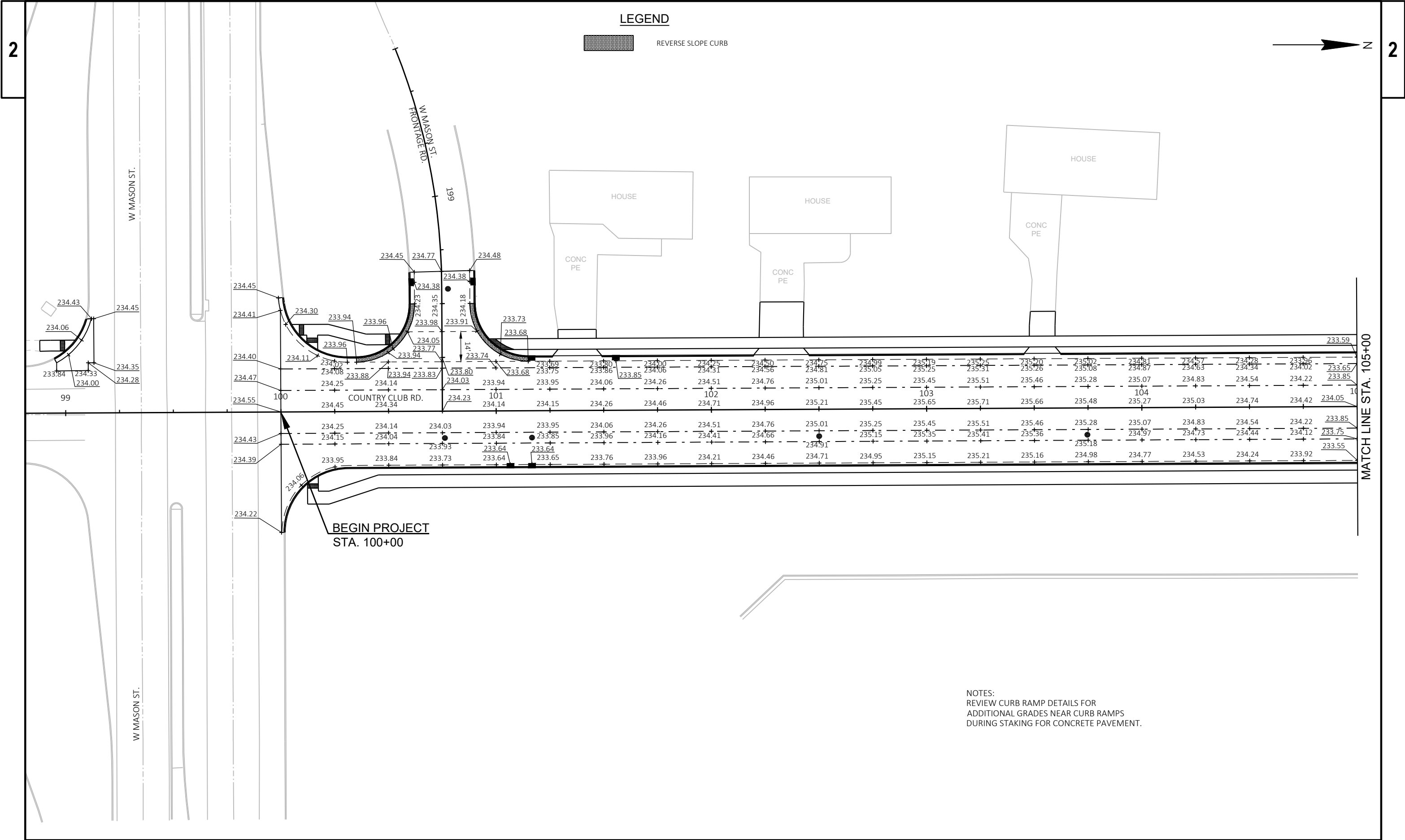
USA IN TRUST
FOR SUMMERS
RICHARD J
(302)

STA 133+78.81 COUNTRY CLUB RD. =
STA 500+00.00 KLEE ST.
Y=574061.496
X=75067.595





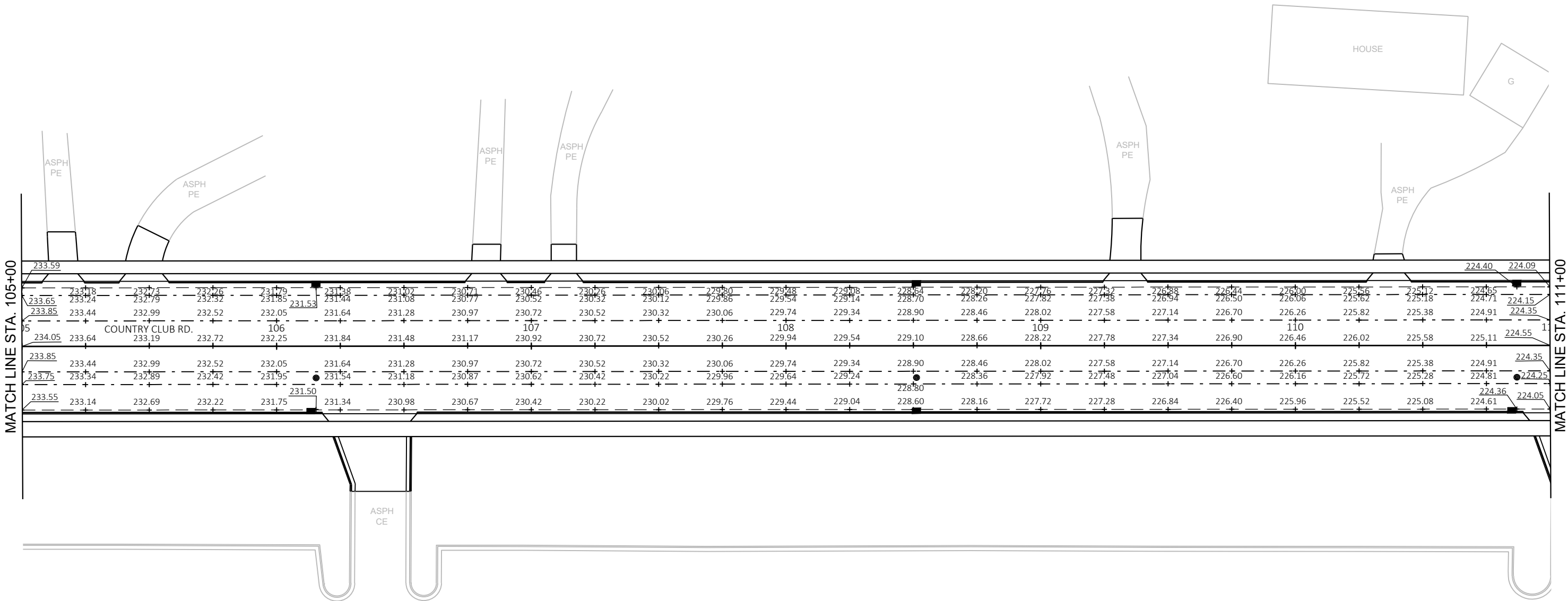
LEGEND			
(AS04)	ASPHALTIC SURFACE 4-INCH	(CG06)	CONCRETE CURB & GUTTER ROLLED 24-INCH TYPE D
(CP08)	CONCRETE PAVEMENT 8-INCH	(CG07)	CONCRETE CURB & GUTTER 36-INCH TYPE D SPECIAL
(CG01)	CONCRETE CURB & GUTTER INTEGRAL 18-INCH	(CS04)	CONCRETE SIDEWALK 4-INCH
(CG02)	CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D	.XXXXX.	SAW CUT ASPHALT
(CG03)	CONCRETE CURB & GUTTER 18-INCH TYPE D SPECIAL	.AAAAA.	SAW CUT CONCRETE
(CG04)	CONCRETE CURB & GUTTER 24-INCH TYPE D	X	TREE TO BE GRUBBED
(CG05)	CONCRETE CURB & GUTTER ROLLED 24-INCH TYPE A		



LEGEND



REVERSE SLOPE CURB



NOTES:
REVIEW CURB RAMP DETAILS FOR
ADDITIONAL GRADES NEAR CURB RAMPS
DURING STAKING FOR CONCRETE PAVEMENT.

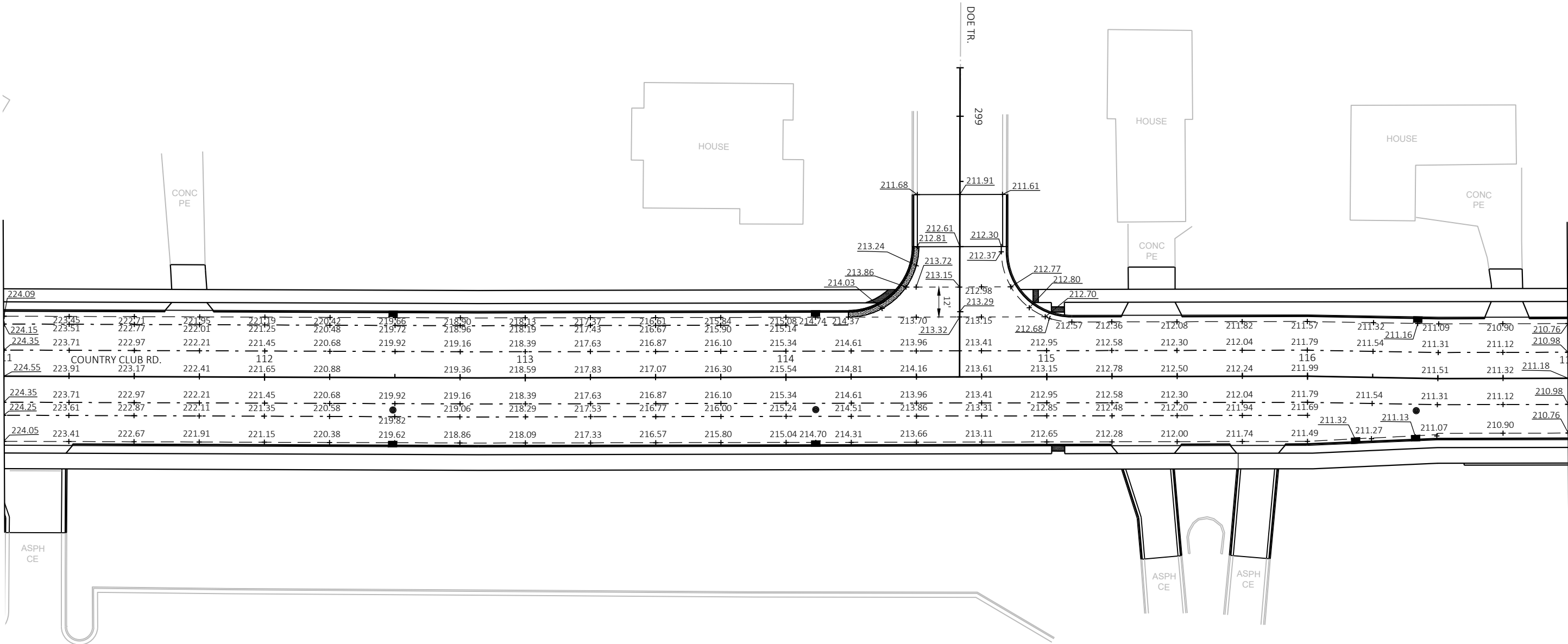
LEGEND

REVERSE SLOPE CURB



MATCH LINE STA. 111+00

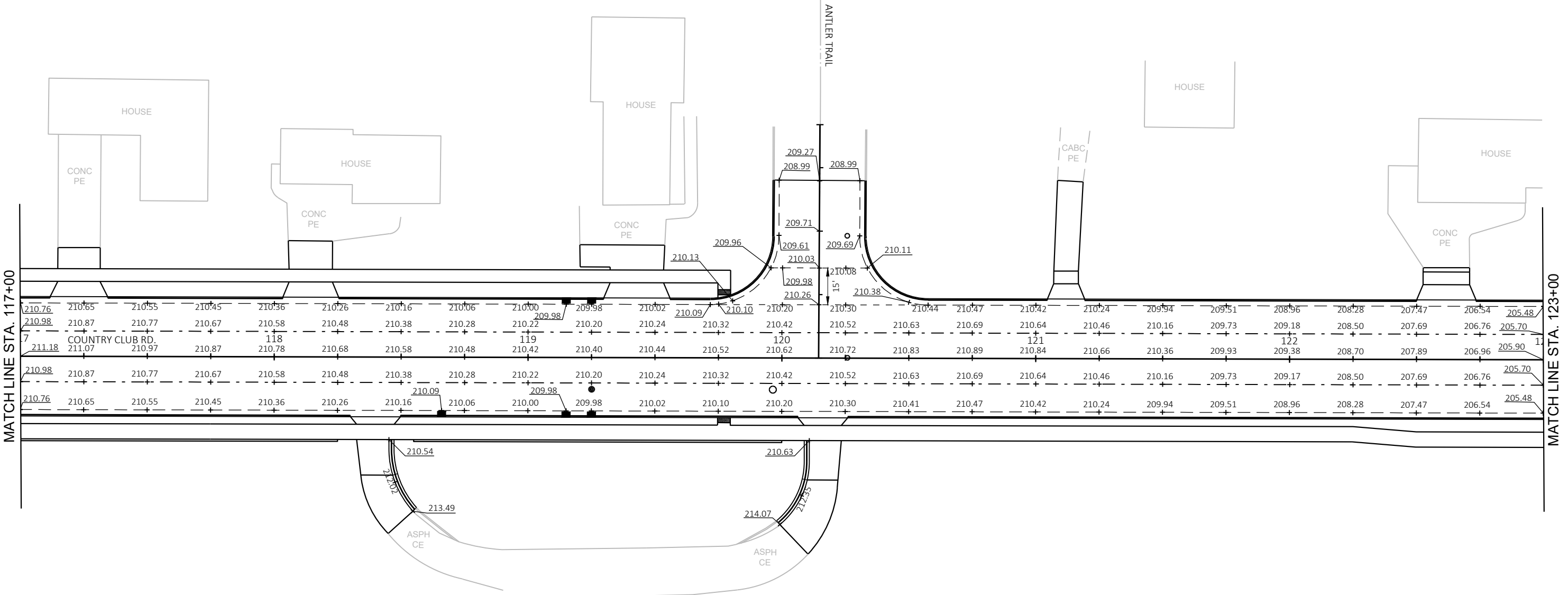
MATCH LINE STA. 117+00



NOTES:
REVIEW CURB RAMP DETAILS FOR
ADDITIONAL GRADES NEAR CURB RAMPS
DURING STAKING FOR CONCRETE PAVEMENT.

LEGEND

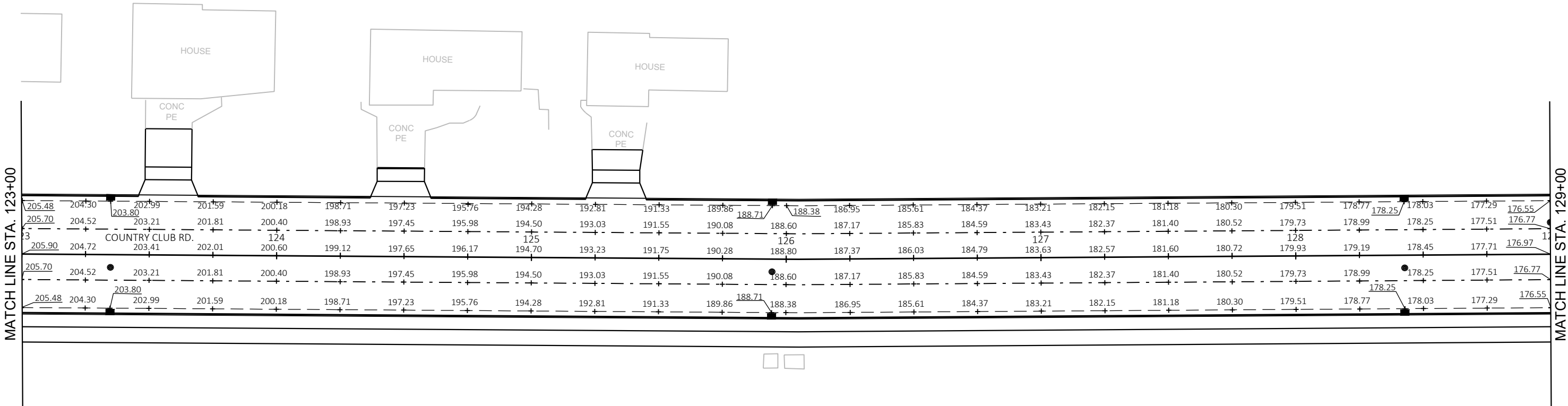
REVERSE SLOPE CURB



NOTES:
REVIEW CURB RAMP DETAILS FOR
ADDITIONAL GRADES NEAR CURB RAMPS
DURING STAKING FOR CONCRETE PAVEMENT.

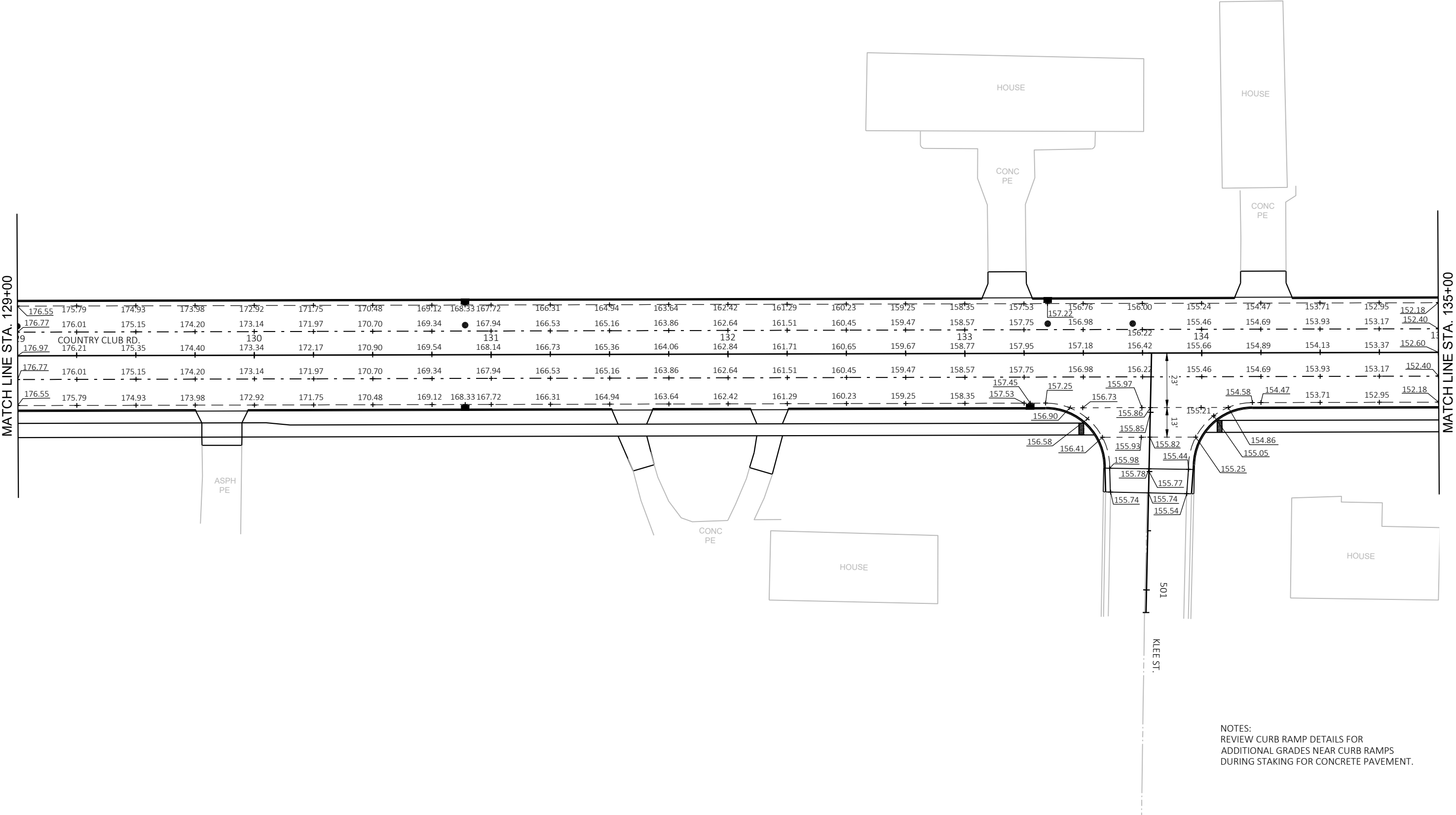
LEGEND

REVERSE SLOPE CURB



NOTES:
REVIEW CURB RAMP DETAILS FOR
ADDITIONAL GRADES NEAR CURB RAMPS
DURING STAKING FOR CONCRETE PAVEMENT.

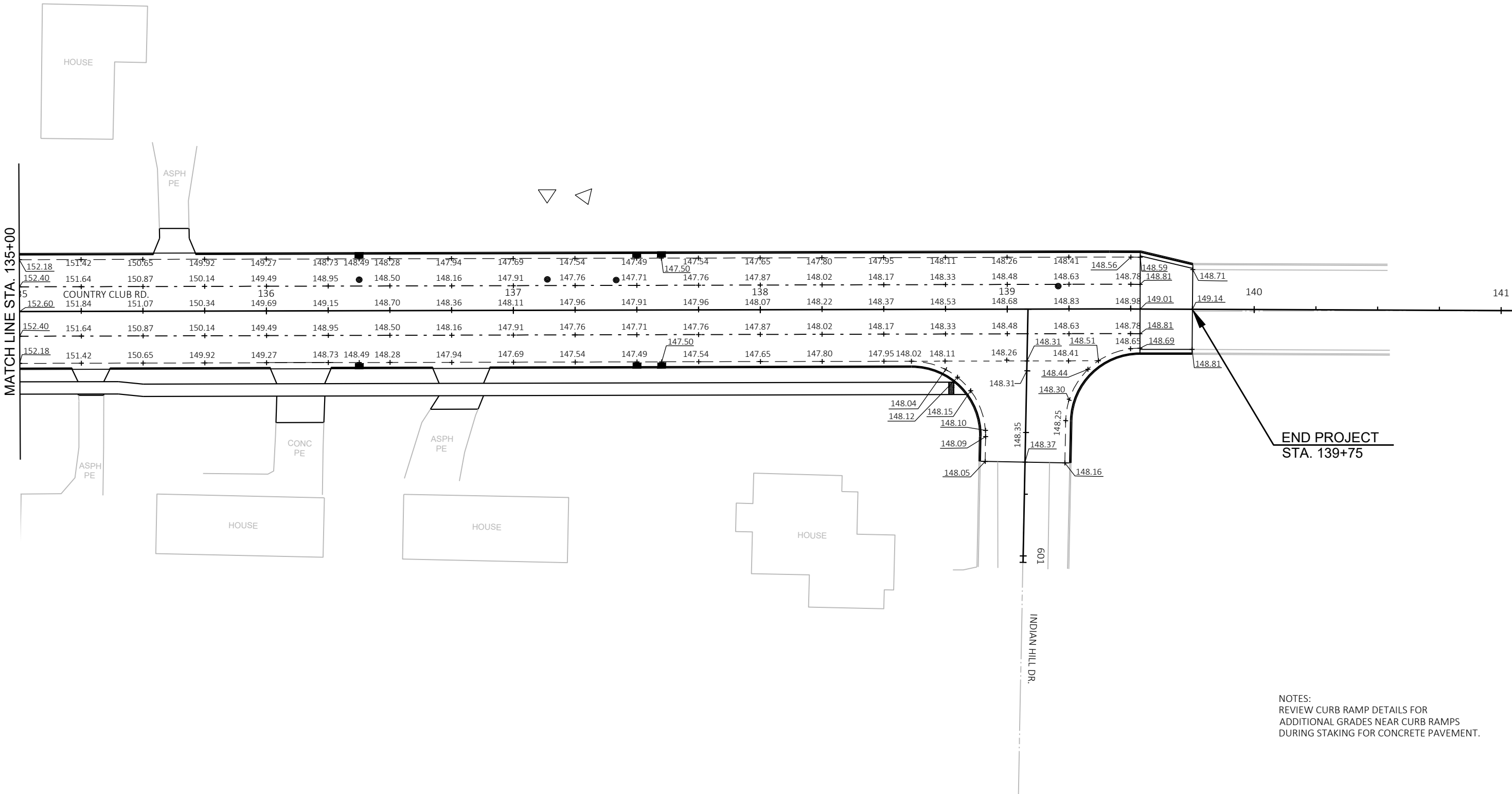
REVERSE SLOPE CURB



NOTES:
REVIEW CURB RAMP DETAILS FOR
ADDITIONAL GRADES NEAR CURB RAMPS
DURING STAKING FOR CONCRETE PAVEMENT.

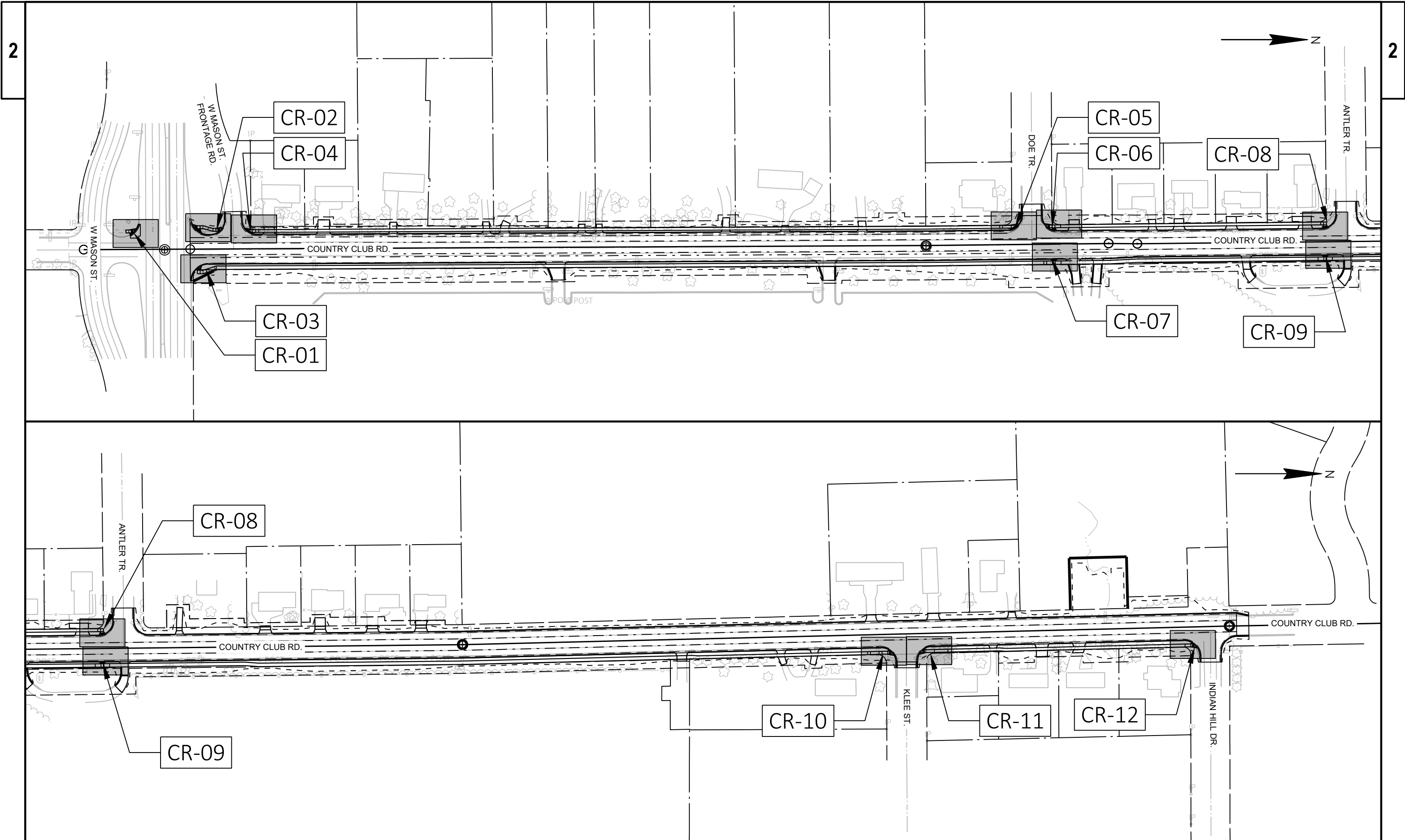
LEGEND

REVERSE SLOPE CURB

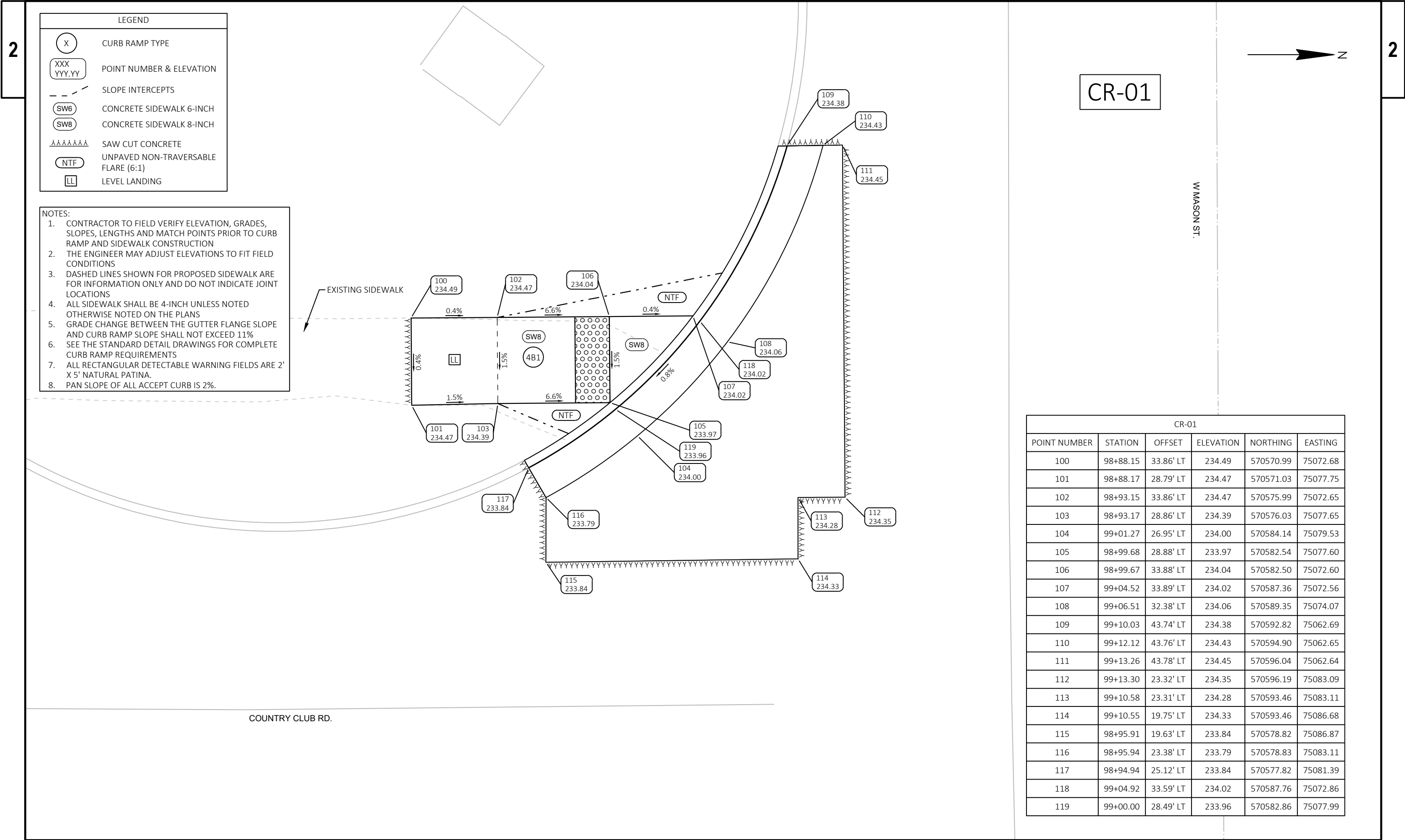


END PROJECT
STA. 139+75

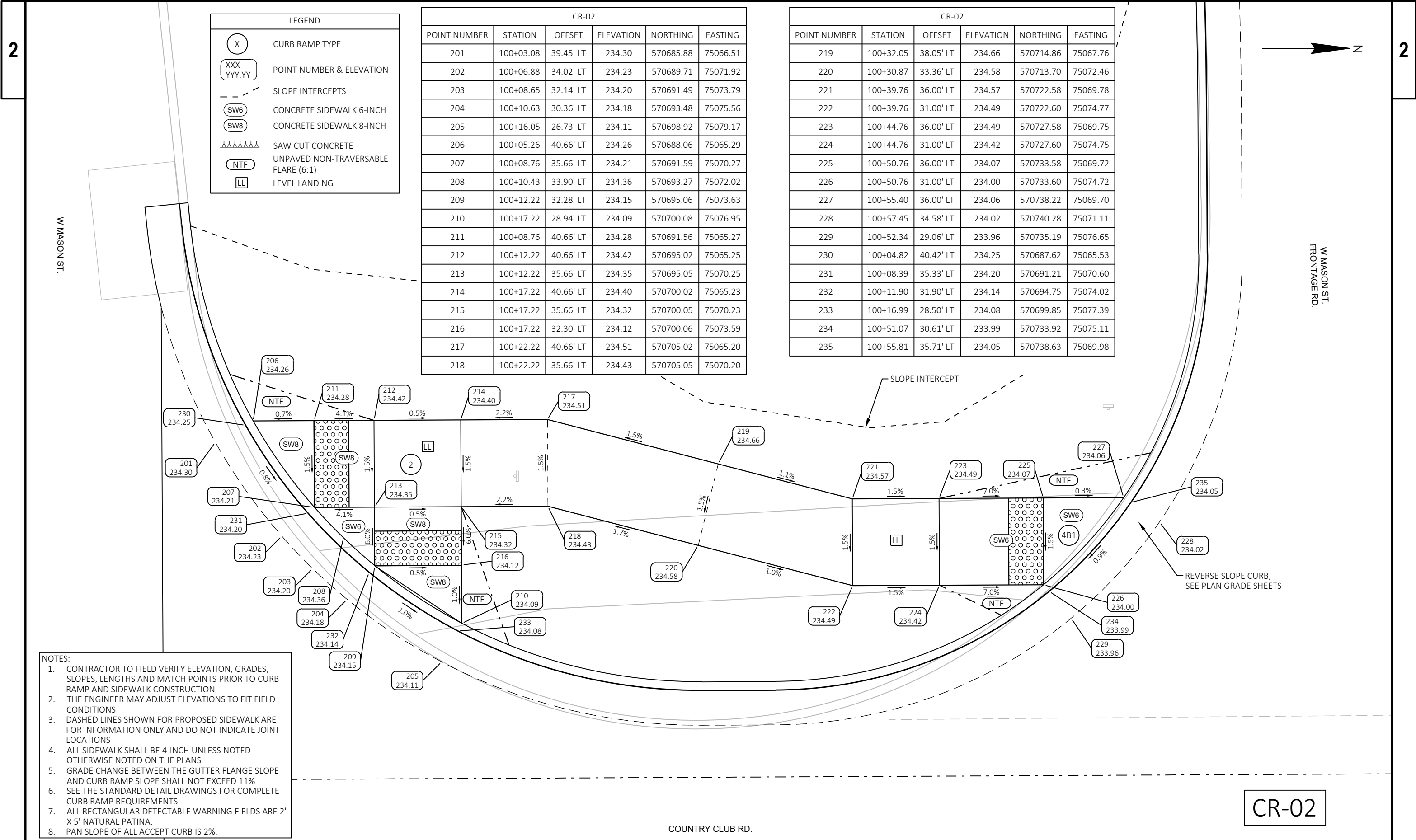
NOTES:
REVIEW CURB RAMP DETAILS FOR
ADDITIONAL GRADES NEAR CURB RAMPS
DURING STAKING FOR CONCRETE PAVEMENT.



PROJECT NO: 4987-02-75	HWY: COUNTRY CLUB ROAD	COUNTY: BROWN	CURB RAMP DETAILS	SHEET 33	E
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CR-01					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
100	98+88.15	33.86' LT	234.49	570570.99	75072.68
101	98+88.17	28.79' LT	234.47	570571.03	75077.75
102	98+93.15	33.86' LT	234.47	570575.99	75072.65
103	98+93.17	28.86' LT	234.39	570576.03	75077.65
104	99+01.27	26.95' LT	234.00	570584.14	75079.53
105	98+99.68	28.88' LT	233.97	570582.54	75077.60
106	98+99.67	33.88' LT	234.04	570582.50	75072.60
107	99+04.52	33.89' LT	234.02	570587.36	75072.56
108	99+06.51	32.38' LT	234.06	570589.35	75074.07
109	99+10.03	43.74' LT	234.38	570592.82	75062.69
110	99+12.12	43.76' LT	234.43	570594.90	75062.65
111	99+13.26	43.78' LT	234.45	570596.04	75062.64
112	99+13.30	23.32' LT	234.35	570596.19	75083.09
113	99+10.58	23.31' LT	234.28	570593.46	75083.11
114	99+10.55	19.75' LT	234.33	570593.46	75086.68
115	98+95.91	19.63' LT	233.84	570578.82	75086.87
116	98+95.94	23.38' LT	233.79	570578.83	75083.11
117	98+94.94	25.12' LT	233.84	570577.82	75081.39
118	99+04.92	33.59' LT	234.02	570587.76	75072.86
119	99+00.00	28.49' LT	233.96	570582.86	75077.99



LEGEND	
(X)	CURB RAMP TYPE
(XXX YYY.YY)	POINT NUMBER & ELEVATION
- - -	SLOPE INTERCEPTS
(SW6)	CONCRETE SIDEWALK 6-INCH
(SW8)	CONCRETE SIDEWALK 8-INCH
AAAAAAAA	SAW CUT CONCRETE
(NTF)	UNPAVED NON-TRAVERSABLE FLARE (6:1)
(LL)	LEVEL LANDING

CR-02					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
201	100+03.08	39.45' LT	234.30	570685.88	75066.51
202	100+06.88	34.02' LT	234.23	570689.71	75071.92
203	100+08.65	32.14' LT	234.20	570691.49	75073.79
204	100+10.63	30.36' LT	234.18	570693.48	75075.56
205	100+16.05	26.73' LT	234.11	570698.92	75079.17
206	100+05.26	40.66' LT	234.26	570688.06	75065.29
207	100+08.76	35.66' LT	234.21	570691.59	75070.27
208	100+10.43	33.90' LT	234.36	570693.27	75072.02
209	100+12.22	32.28' LT	234.15	570695.06	75073.63
210	100+17.22	28.94' LT	234.09	570700.08	75076.95
211	100+08.76	40.66' LT	234.28	570691.56	75065.27
212	100+12.22	40.66' LT	234.42	570695.02	75065.25
213	100+12.22	35.66' LT	234.35	570695.05	75070.25
214	100+17.22	40.66' LT	234.40	570700.02	75065.23
215	100+17.22	35.66' LT	234.32	570700.05	75070.23
216	100+17.22	32.30' LT	234.12	570700.06	75073.59
217	100+22.22	40.66' LT	234.51	570705.02	75065.20
218	100+22.22	35.66' LT	234.43	570705.05	75070.20

CR-02					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
219	100+32.05	38.05' LT	234.66	570714.86	75067.76
220	100+30.87	33.36' LT	234.58	570713.70	75072.46
221	100+39.76	36.00' LT	234.57	570722.58	75069.78
222	100+39.76	31.00' LT	234.49	570722.60	75074.77
223	100+44.76	36.00' LT	234.49	570727.58	75069.75
224	100+44.76	31.00' LT	234.42	570727.60	75074.75
225	100+50.76	36.00' LT	234.07	570733.58	75069.72
226	100+50.76	31.00' LT	234.00	570733.60	75074.72
227	100+55.40	36.00' LT	234.06	570738.22	75069.70
228	100+57.45	34.58' LT	234.02	570740.28	75071.11
229	100+52.34	29.06' LT	233.96	570735.19	75076.65
230	100+04.82	40.42' LT	234.25	570687.62	75065.53
231	100+08.39	35.33' LT	234.20	570691.21	75070.60
232	100+11.90	31.90' LT	234.14	570694.75	75074.02
233	100+16.99	28.50' LT	234.08	570699.85	75077.39
234	100+51.07	30.61' LT	233.99	570733.92	75075.11
235	100+55.81	35.71' LT	234.05	570738.63	75069.98

- NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
 4. ALL SIDEWALK SHALL BE 4-INCH UNLESS NOTED OTHERWISE NOTED ON THE PLANS
 5. GRADE CHANGE BETWEEN THE GUTTER FLANGE SLOPE AND CURB RAMP SLOPE SHALL NOT EXCEED 11%
 6. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 7. ALL RECTANGULAR DETECTABLE WARNING FIELDS ARE 2' X 5' NATURAL PATINA.
 8. PAN SLOPE OF ALL ACCEPT CURB IS 2%.

LEGEND

X

CURB RAMP TYPE

XXX
YYY.YY

POINT NUMBER & ELEVATION

- - -

SLOPE INTERCEPTS

SW6

CONCRETE SIDEWALK 6-INCH

SW8

CONCRETE SIDEWALK 8-INCH

AAAAAAAA

SAW CUT CONCRETE

NTF

UNPAVED NON-TRAVERSABLE
FLARE (6:1)

LL

LEVEL LANDING

- NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION

2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS

3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS

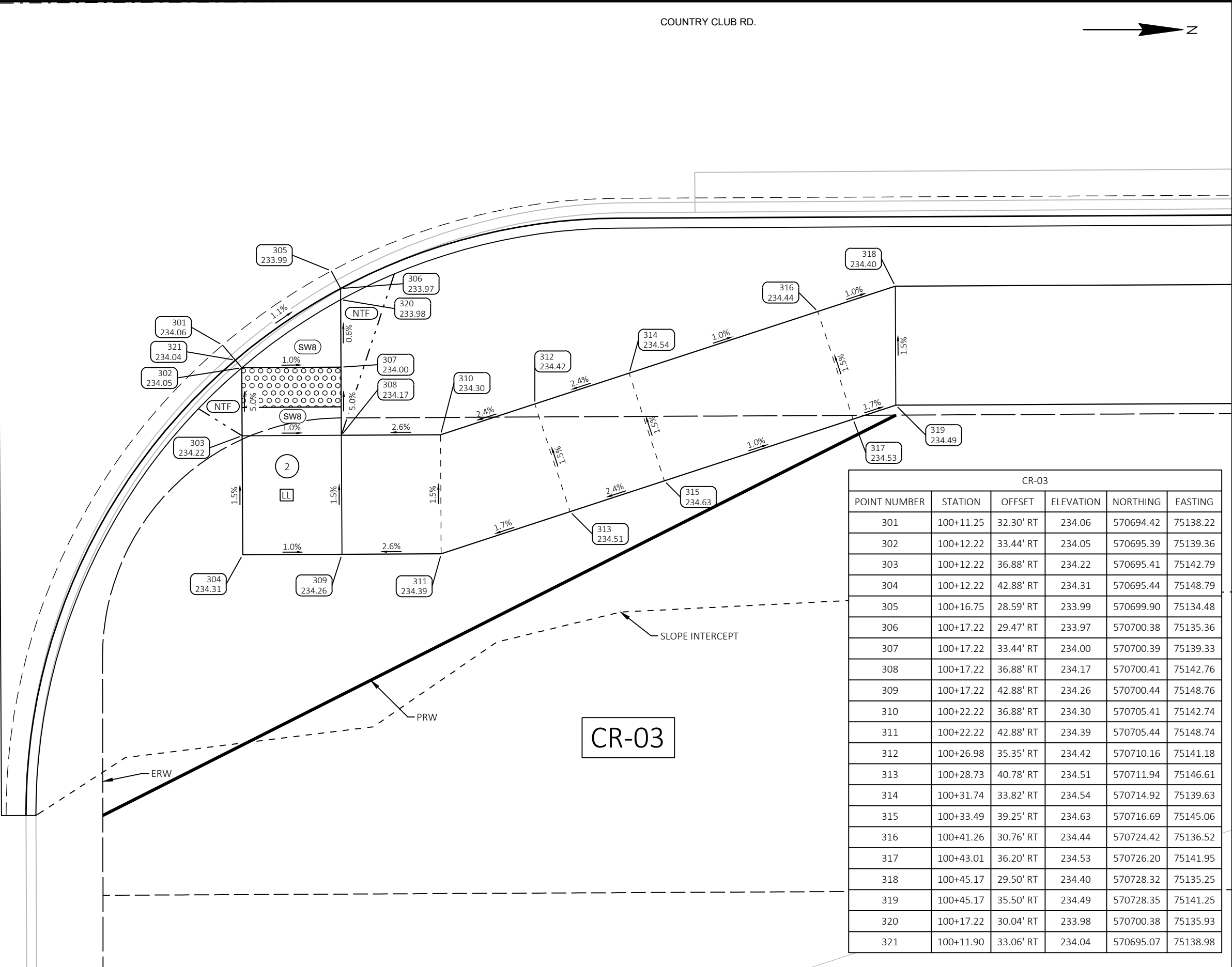
4. ALL SIDEWALK SHALL BE 4-INCH UNLESS NOTED OTHERWISE NOTED ON THE PLANS

5. GRADE CHANGE BETWEEN THE GUTTER FLANGE SLOPE AND CURB RAMP SLOPE SHALL NOT EXCEED 11%

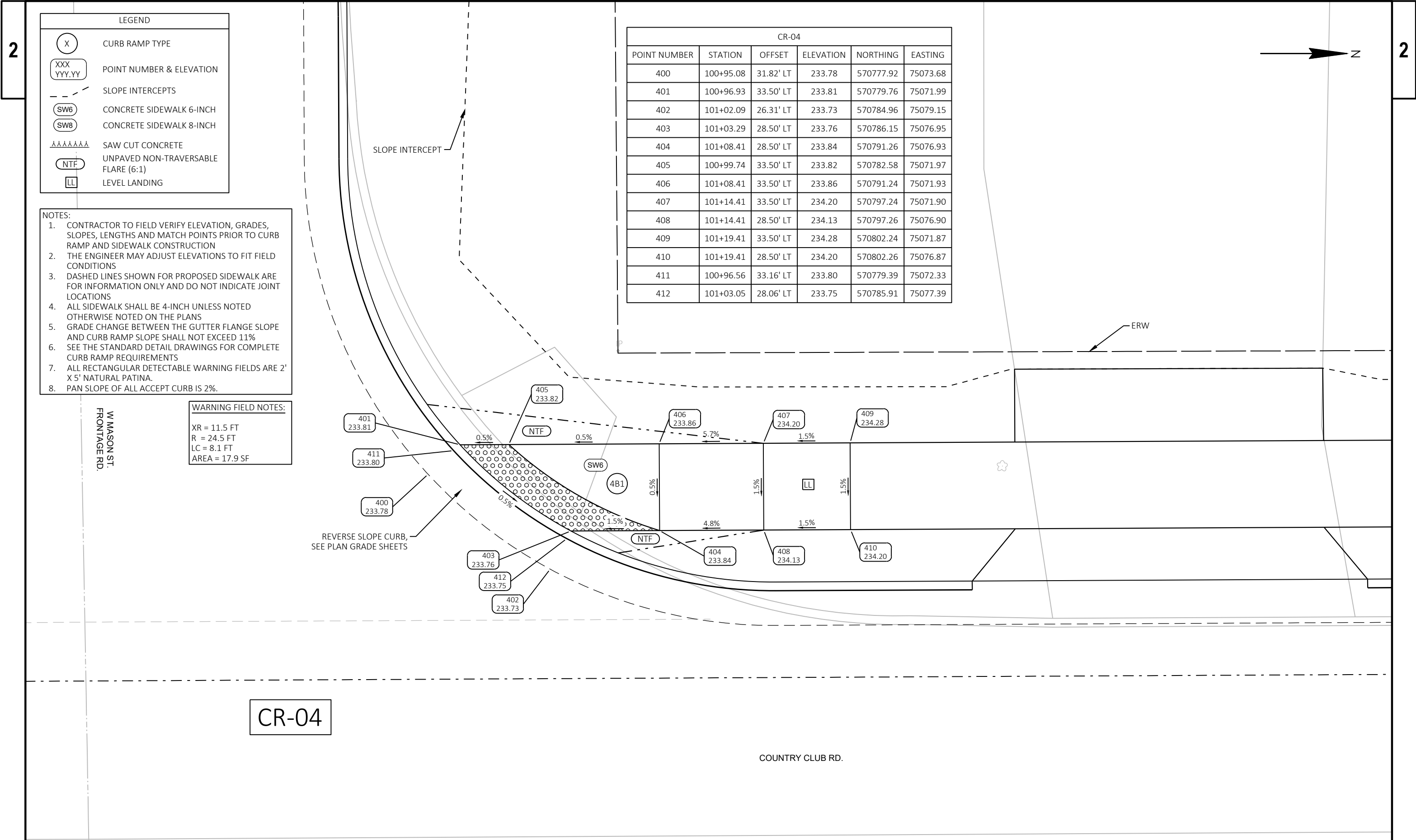
6. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS

7. ALL RECTANGULAR DETECTABLE WARNING FIELDS ARE 2' X 5' NATURAL PATINA.

8. PAN SLOPE OF ALL ACCEPT CURB IS 2%.



CR-03					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
301	100+11.25	32.30' RT	234.06	570694.42	75138.22
302	100+12.22	33.44' RT	234.05	570695.39	75139.36
303	100+12.22	36.88' RT	234.22	570695.41	75142.79
304	100+12.22	42.88' RT	234.31	570695.44	75148.79
305	100+16.75	28.59' RT	233.99	570699.90	75134.48
306	100+17.22	29.47' RT	233.97	570700.38	75135.36
307	100+17.22	33.44' RT	234.00	570700.39	75139.33
308	100+17.22	36.88' RT	234.17	570700.41	75142.76
309	100+17.22	42.88' RT	234.26	570700.44	75148.76
310	100+22.22	36.88' RT	234.30	570705.41	75142.74
311	100+22.22	42.88' RT	234.39	570705.44	75148.74
312	100+26.98	35.35' RT	234.42	570710.16	75141.18
313	100+28.73	40.78' RT	234.51	570711.94	75146.61
314	100+31.74	33.82' RT	234.54	570714.92	75139.63
315	100+33.49	39.25' RT	234.63	570716.69	75145.06
316	100+41.26	30.76' RT	234.44	570724.42	75136.52
317	100+43.01	36.20' RT	234.53	570726.20	75141.95
318	100+45.17	29.50' RT	234.40	570728.32	75135.25
319	100+45.17	35.50' RT	234.49	570728.35	75141.25
320	100+17.22	30.04' RT	233.98	570700.38	75135.93
321	100+11.90	33.06' RT	234.04	570695.07	75138.98



CR-04					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
400	100+95.08	31.82' LT	233.78	570777.92	75073.68
401	100+96.93	33.50' LT	233.81	570779.76	75071.99
402	101+02.09	26.31' LT	233.73	570784.96	75079.15
403	101+03.29	28.50' LT	233.76	570786.15	75076.95
404	101+08.41	28.50' LT	233.84	570791.26	75076.93
405	100+99.74	33.50' LT	233.82	570782.58	75071.97
406	101+08.41	33.50' LT	233.86	570791.24	75071.93
407	101+14.41	33.50' LT	234.20	570797.24	75071.90
408	101+14.41	28.50' LT	234.13	570797.26	75076.90
409	101+19.41	33.50' LT	234.28	570802.24	75071.87
410	101+19.41	28.50' LT	234.20	570802.26	75076.87
411	100+96.56	33.16' LT	233.80	570779.39	75072.33
412	101+03.05	28.06' LT	233.75	570785.91	75077.39

LEGEND

X

CURB RAMP TYPE

XXX
YYY.YY

POINT NUMBER & ELEVATION

- - -

SLOPE INTERCEPTS

SW6

CONCRETE SIDEWALK 6-INCH

SW8

CONCRETE SIDEWALK 8-INCH

AAAAAAAA

SAW CUT CONCRETE

NTF

UNPAVED NON-TRAVERSABLE
FLARE (6:1)

LL

LEVEL LANDING

- NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION

2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS

3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS

4. ALL SIDEWALK SHALL BE 4-INCH UNLESS NOTED OTHERWISE NOTED ON THE PLANS

5. GRADE CHANGE BETWEEN THE GUTTER FLANGE SLOPE AND CURB RAMP SLOPE SHALL NOT EXCEED 11%

6. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS

7. ALL RECTANGULAR DETECTABLE WARNING FIELDS ARE 2' X 5' NATURAL PATINA.

8. PAN SLOPE OF ALL ACCEPT CURB IS 2%.

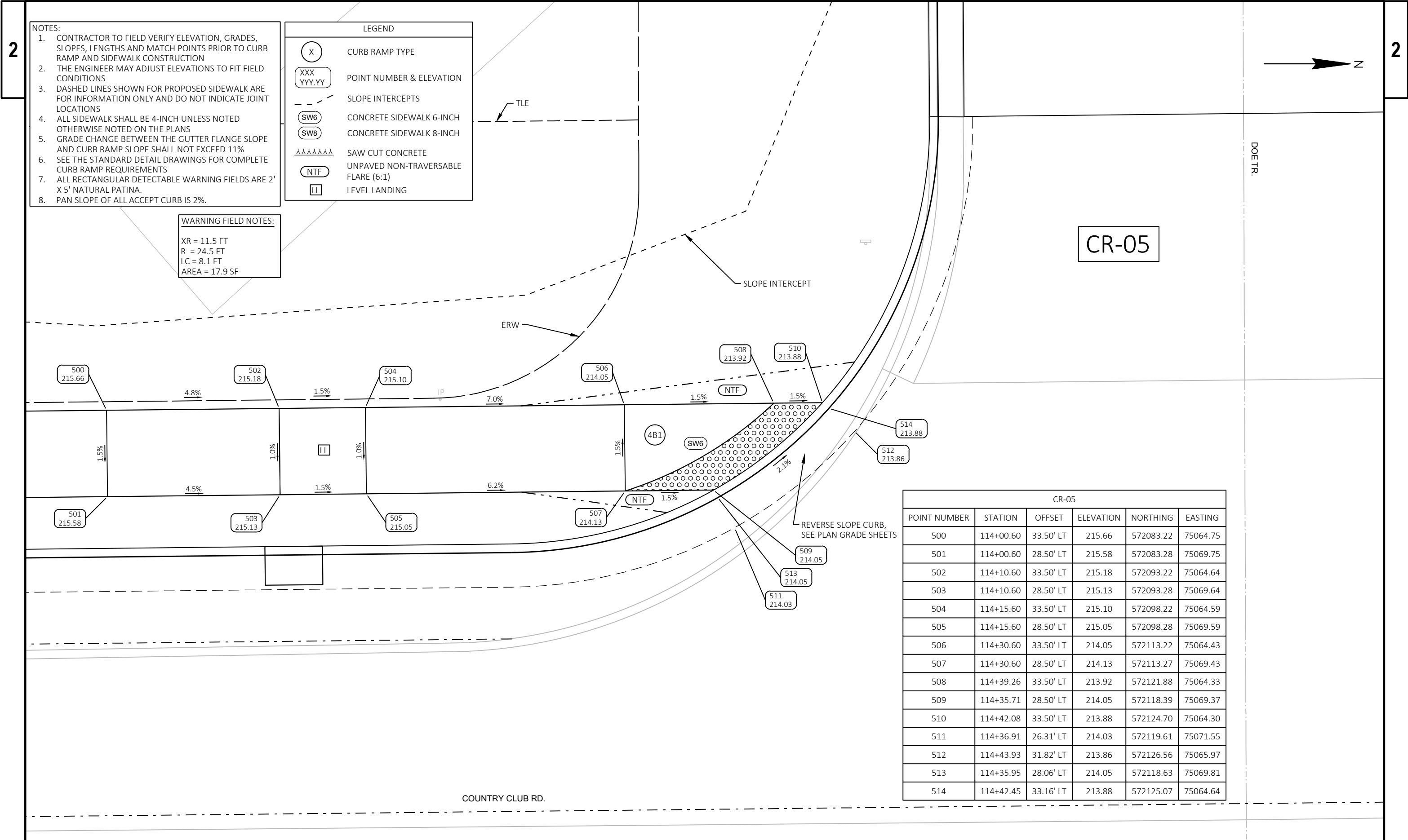
WARNING FIELD NOTES:

XR = 11.5 FT

R = 24.5 FT

LC = 8.1 FT

AREA = 17.9 SF



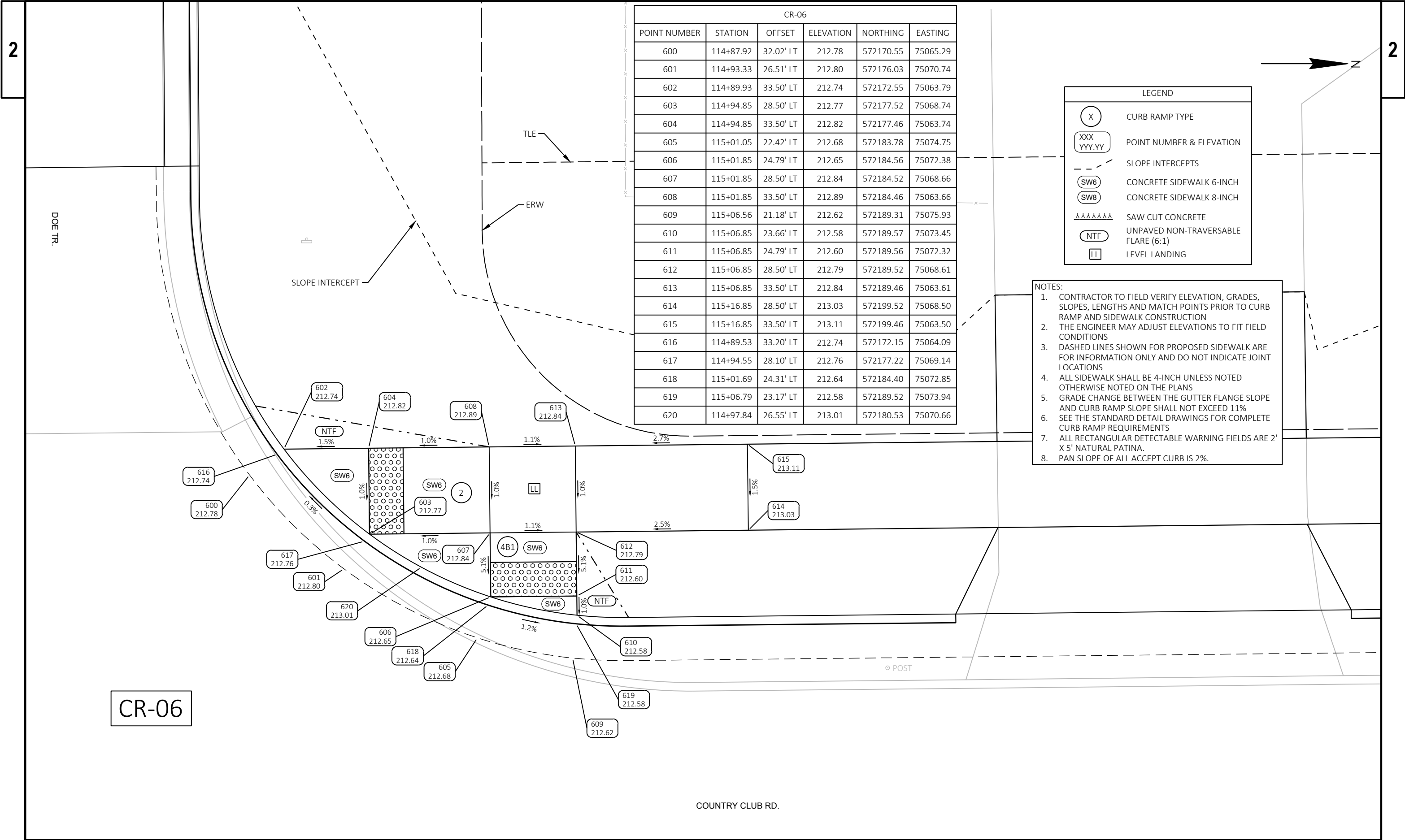
- NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
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WARNING FIELD NOTES:

XR = 11.5 FT
R = 24.5 FT
LC = 8.1 FT
AREA = 17.9 SF

- LEGEND
- (X) CURB RAMP TYPE
 - (XXX
YYY.YY) POINT NUMBER & ELEVATION
 - - - SLOPE INTERCEPTS
 - (SW6) CONCRETE SIDEWALK 6-INCH
 - (SW8) CONCRETE SIDEWALK 8-INCH
 - AAAAAA SAW CUT CONCRETE
 - (NTF) UNPAVED NON-TRAVERSABLE FLARE (6:1)
 - (LL) LEVEL LANDING

CR-05					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
500	114+00.60	33.50' LT	215.66	572083.22	75064.75
501	114+00.60	28.50' LT	215.58	572083.28	75069.75
502	114+10.60	33.50' LT	215.18	572093.22	75064.64
503	114+10.60	28.50' LT	215.13	572093.28	75069.64
504	114+15.60	33.50' LT	215.10	572098.22	75064.59
505	114+15.60	28.50' LT	215.05	572098.28	75069.59
506	114+30.60	33.50' LT	214.05	572113.22	75064.43
507	114+30.60	28.50' LT	214.13	572113.27	75069.43
508	114+39.26	33.50' LT	213.92	572121.88	75064.33
509	114+35.71	28.50' LT	214.05	572118.39	75069.37
510	114+42.08	33.50' LT	213.88	572124.70	75064.30
511	114+36.91	26.31' LT	214.03	572119.61	75071.55
512	114+43.93	31.82' LT	213.86	572126.56	75065.97
513	114+35.95	28.06' LT	214.05	572118.63	75069.81
514	114+42.45	33.16' LT	213.88	572125.07	75064.64



CR-06					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
600	114+87.92	32.02' LT	212.78	572170.55	75065.29
601	114+93.33	26.51' LT	212.80	572176.03	75070.74
602	114+89.93	33.50' LT	212.74	572172.55	75063.79
603	114+94.85	28.50' LT	212.77	572177.52	75068.74
604	114+94.85	33.50' LT	212.82	572177.46	75063.74
605	115+01.05	22.42' LT	212.68	572183.78	75074.75
606	115+01.85	24.79' LT	212.65	572184.56	75072.38
607	115+01.85	28.50' LT	212.84	572184.52	75068.66
608	115+01.85	33.50' LT	212.89	572184.46	75063.66
609	115+06.56	21.18' LT	212.62	572189.31	75075.93
610	115+06.85	23.66' LT	212.58	572189.57	75073.45
611	115+06.85	24.79' LT	212.60	572189.56	75072.32
612	115+06.85	28.50' LT	212.79	572189.52	75068.61
613	115+06.85	33.50' LT	212.84	572189.46	75063.61
614	115+16.85	28.50' LT	213.03	572199.52	75068.50
615	115+16.85	33.50' LT	213.11	572199.46	75063.50
616	114+89.53	33.20' LT	212.74	572172.15	75064.09
617	114+94.55	28.10' LT	212.76	572177.22	75069.14
618	115+01.69	24.31' LT	212.64	572184.40	75072.85
619	115+06.79	23.17' LT	212.58	572189.52	75073.94
620	114+97.84	26.55' LT	213.01	572180.53	75070.66

LEGEND

X

CURB RAMP TYPE

XXX
YYY.YY

POINT NUMBER & ELEVATION

- - -

SLOPE INTERCEPTS

SW6

CONCRETE SIDEWALK 6-INCH

SW8

CONCRETE SIDEWALK 8-INCH

AAAAAAAA

SAW CUT CONCRETE

NTF

UNPAVED NON-TRAVERSABLE
FLARE (6:1)

LL

LEVEL LANDING

- NOTES:
1.

CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES,
SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB
RAMP AND SIDEWALK CONSTRUCTION
2.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD
CONDITIONS
3.

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE
FOR INFORMATION ONLY AND DO NOT INDICATE JOINT
LOCATIONS
4.

ALL SIDEWALK SHALL BE 4-INCH UNLESS NOTED
OTHERWISE NOTED ON THE PLANS
5.

GRADE CHANGE BETWEEN THE GUTTER FLANGE SLOPE
AND CURB RAMP SLOPE SHALL NOT EXCEED 11%
6.

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE
CURB RAMP REQUIREMENTS
7.

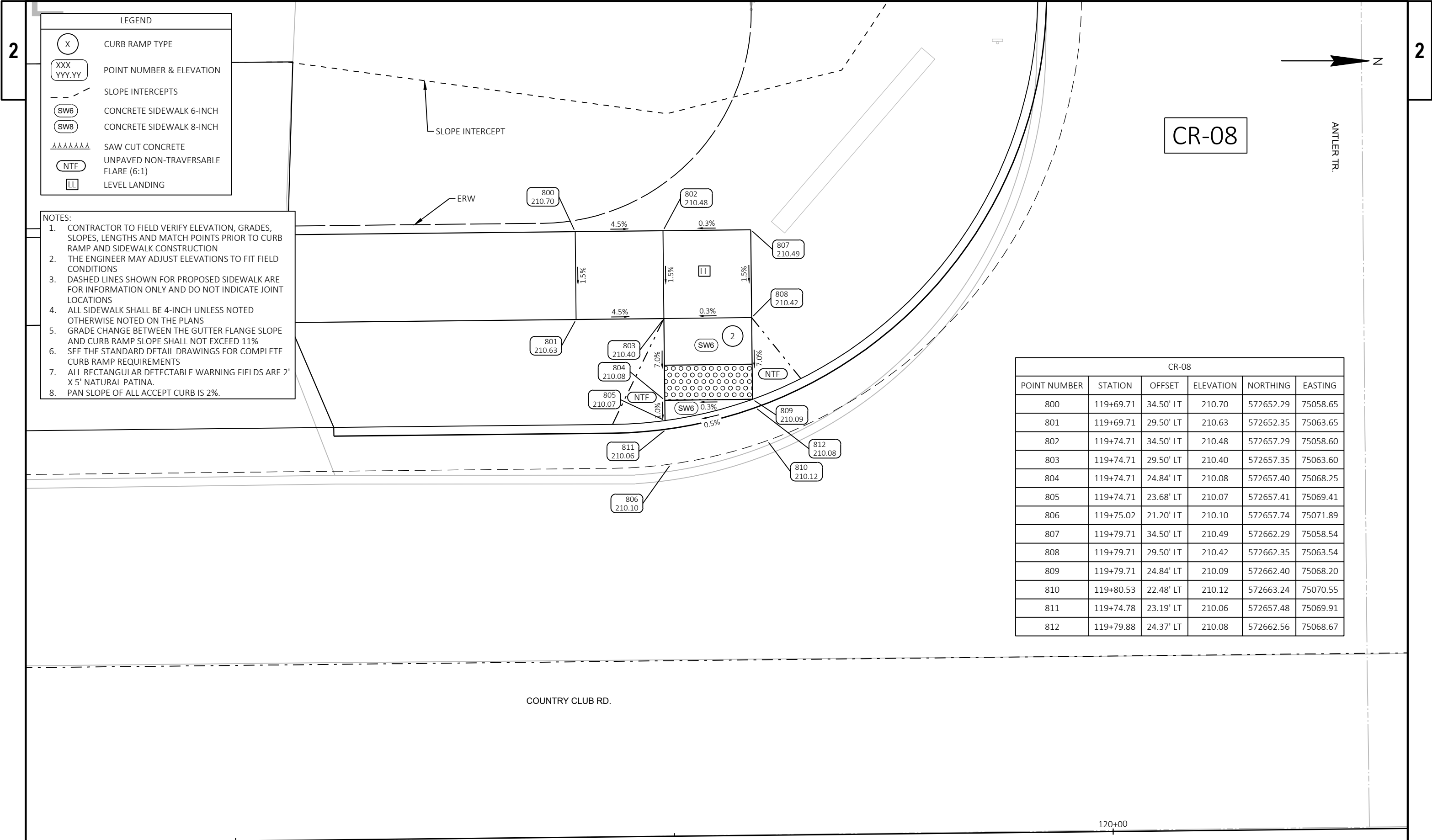
ALL RECTANGULAR DETECTABLE WARNING FIELDS ARE 2'
X 5' NATURAL PATINA.
8.

PAN SLOPE OF ALL ACCEPT CURB IS 2%.

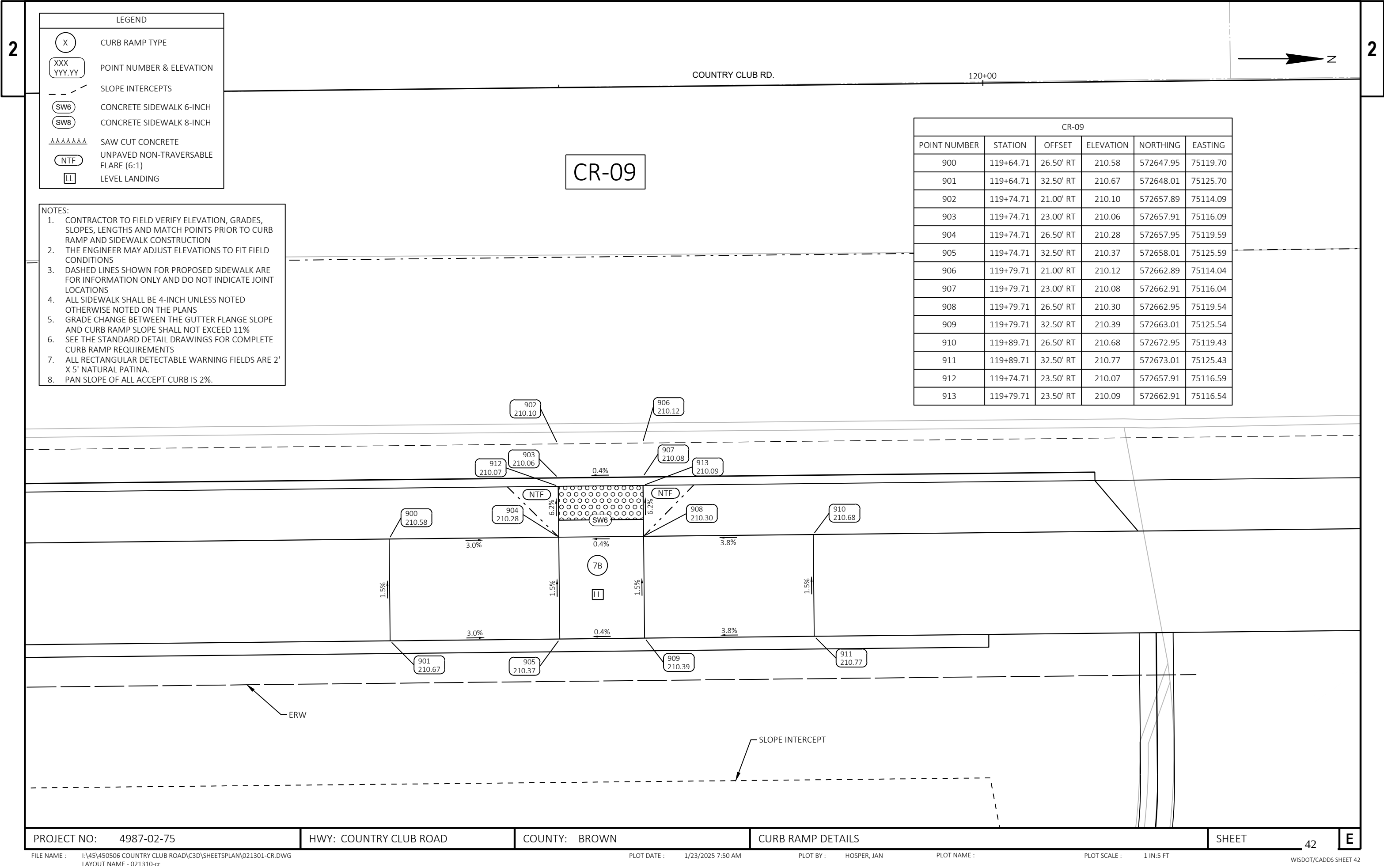
CR-07					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
700	114+86.85	35.50' RT	213.55	572170.20	75132.82
701	114+86.85	29.50' RT	213.46	572170.14	75126.82
702	114+91.85	35.50' RT	213.47	572175.20	75132.77
703	114+91.85	29.50' RT	213.38	572175.14	75126.77
704	115+01.85	35.50' RT	212.84	572185.20	75132.66
705	115+01.85	29.50' RT	212.75	572185.14	75126.66
706	115+01.85	26.50' RT	212.60	572185.11	75123.66
707	115+01.85	25.00' RT	212.62	572185.09	75122.16
708	115+06.85	35.50' RT	212.77	572190.20	75132.61
709	115+06.85	29.50' RT	212.68	572190.14	75126.61
710	115+06.85	26.50' RT	212.53	572190.11	75123.61
711	115+06.86	25.00' RT	212.54	572190.10	75122.11
712	115+16.85	35.50' RT	213.02	572200.20	75132.50
713	115+16.85	29.50' RT	212.93	572200.14	75126.50
714	115+01.85	26.00' RT	212.60	572185.11	75123.16
715	115+06.85	26.00' RT	212.52	572190.11	75123.11

- CR-07





CR-08					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
800	119+69.71	34.50' LT	210.70	572652.29	75058.65
801	119+69.71	29.50' LT	210.63	572652.35	75063.65
802	119+74.71	34.50' LT	210.48	572657.29	75058.60
803	119+74.71	29.50' LT	210.40	572657.35	75063.60
804	119+74.71	24.84' LT	210.08	572657.40	75068.25
805	119+74.71	23.68' LT	210.07	572657.41	75069.41
806	119+75.02	21.20' LT	210.10	572657.74	75071.89
807	119+79.71	34.50' LT	210.49	572662.29	75058.54
808	119+79.71	29.50' LT	210.42	572662.35	75063.54
809	119+79.71	24.84' LT	210.09	572662.40	75068.20
810	119+80.53	22.48' LT	210.12	572663.24	75070.55
811	119+74.78	23.19' LT	210.06	572657.48	75069.91
812	119+79.88	24.37' LT	210.08	572662.56	75068.67



LEGEND

X

CURB RAMP TYPE

XXX
YYY.YY

POINT NUMBER & ELEVATION

- - -

SLOPE INTERCEPTS

SW6

CONCRETE SIDEWALK 6-INCH

SW8

CONCRETE SIDEWALK 8-INCH

AAAAAAAA

SAW CUT CONCRETE

NTF

UNPAVED NON-TRAVERSABLE
FLARE (6:1)

LL

LEVEL LANDING

- NOTES:
1.

CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES,
SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB
RAMP AND SIDEWALK CONSTRUCTION
2.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD
CONDITIONS
3.

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE
FOR INFORMATION ONLY AND DO NOT INDICATE JOINT
LOCATIONS
4.

ALL SIDEWALK SHALL BE 4-INCH UNLESS NOTED
OTHERWISE NOTED ON THE PLANS
5.

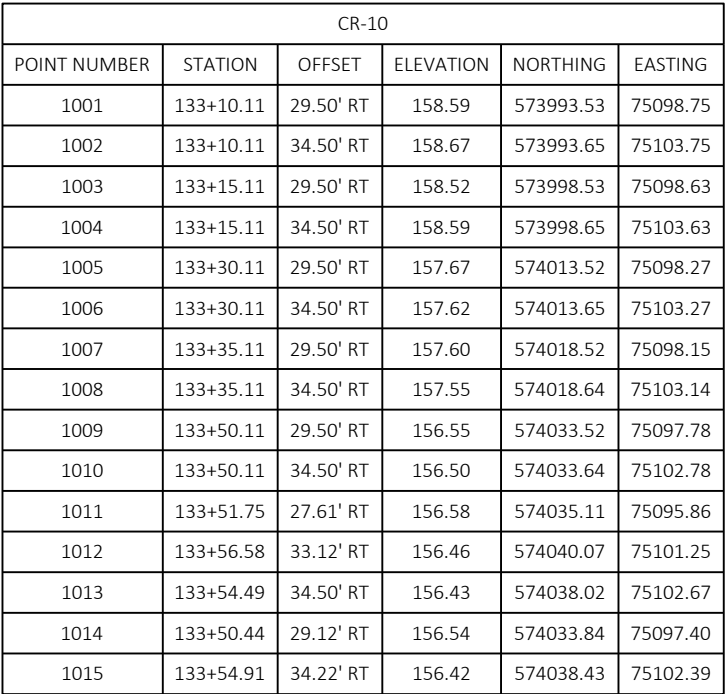
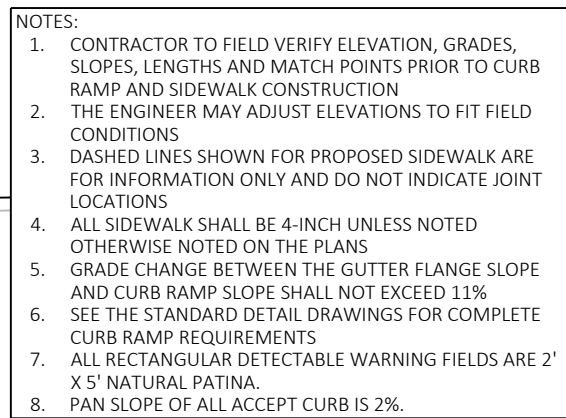
GRADE CHANGE BETWEEN THE GUTTER FLANGE SLOPE
AND CURB RAMP SLOPE SHALL NOT EXCEED 11%
6.

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE
CURB RAMP REQUIREMENTS
7.

ALL RECTANGULAR DETECTABLE WARNING FIELDS ARE 2'
X 5' NATURAL PATINA.
8.

PAN SLOPE OF ALL ACCEPT CURB IS 2%.

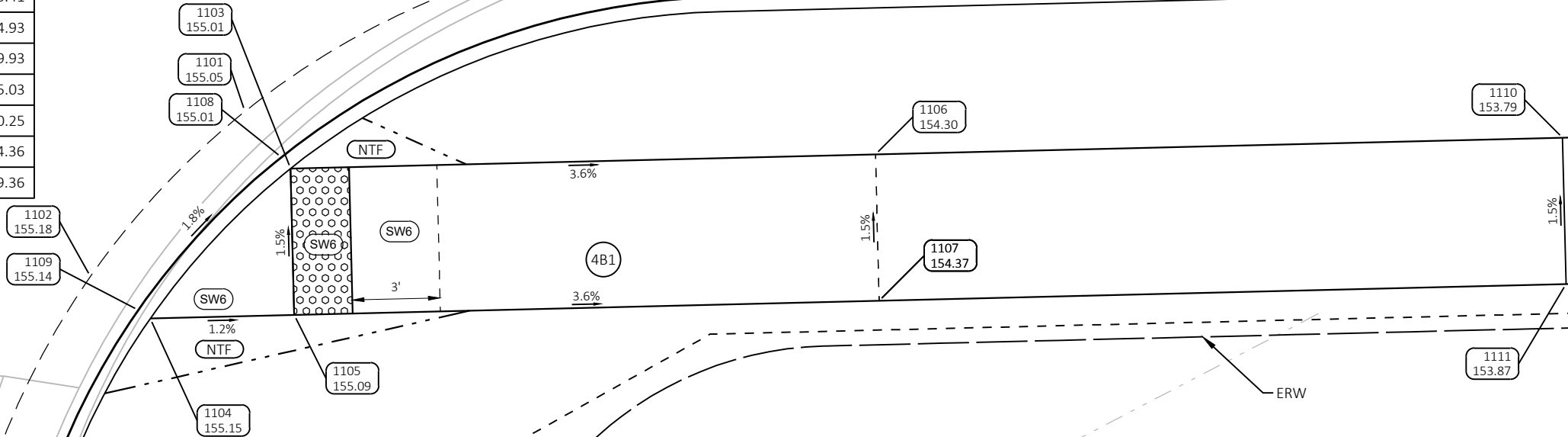
CR-09					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
900	119+64.71	26.50' RT	210.58	572647.95	75119.70
901	119+64.71	32.50' RT	210.67	572648.01	75125.70
902	119+74.71	21.00' RT	210.10	572657.89	75114.09
903	119+74.71	23.00' RT	210.06	572657.91	75116.09
904	119+74.71	26.50' RT	210.28	572657.95	75119.59
905	119+74.71	32.50' RT	210.37	572658.01	75125.59
906	119+79.71	21.00' RT	210.12	572662.89	75114.04
907	119+79.71	23.00' RT	210.08	572662.91	75116.04
908	119+79.71	26.50' RT	210.30	572662.95	75119.54
909	119+79.71	32.50' RT	210.39	572663.01	75125.54
910	119+89.71	26.50' RT	210.68	572672.95	75119.43
911	119+89.71	32.50' RT	210.77	572673.01	75125.43
912	119+74.71	23.50' RT	210.07	572657.91	75116.59
913	119+79.71	23.50' RT	210.09	572662.91	75116.54

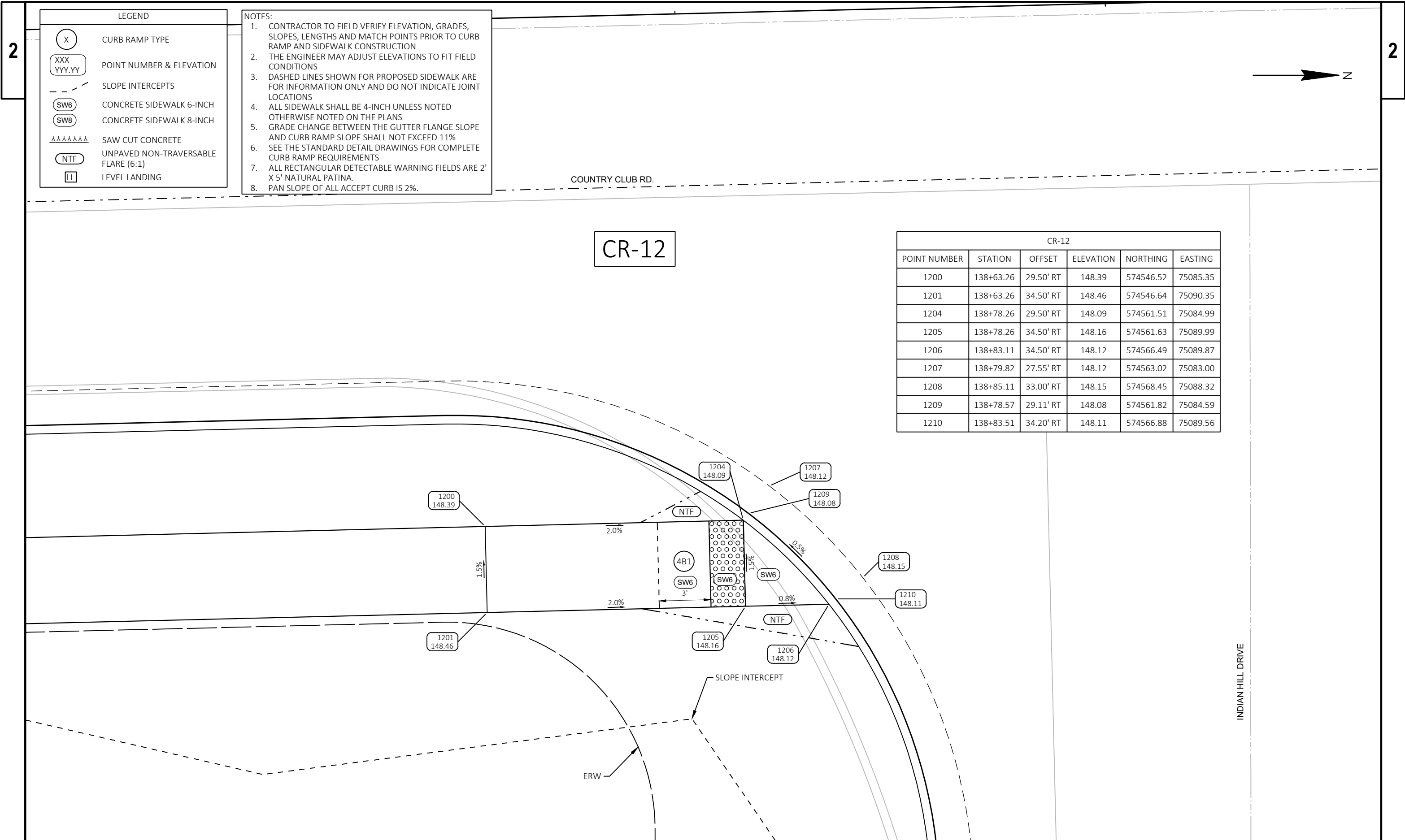


- NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
 4. ALL SIDEWALK SHALL BE 4-INCH UNLESS NOTED OTHERWISE NOTED ON THE PLANS
 5. GRADE CHANGE BETWEEN THE GUTTER FLANGE SLOPE AND CURB RAMP SLOPE SHALL NOT EXCEED 11%
 6. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 7. ALL RECTANGULAR DETECTABLE WARNING FIELDS ARE 2' X 5' NATURAL PATINA.
 8. PAN SLOPE OF ALL ACCEPT CURB IS 2%.

LEGEND	
(X)	CURB RAMP TYPE
(XXX YYY.YY)	POINT NUMBER & ELEVATION
- - -	SLOPE INTERCEPTS
(SW6)	CONCRETE SIDEWALK 6-INCH
(SW8)	CONCRETE SIDEWALK 8-INCH
AAAAAA	SAW CUT CONCRETE
(NTF)	UNPAVED NON-TRAVERSABLE FLARE (6:1)
(LL)	LEVEL LANDING

CR-11					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1101	134+05.00	26.51' RT	155.05	574088.32	75093.46
1102	133+99.58	32.02' RT	155.18	574083.04	75099.10
1103	134+06.51	28.50' RT	155.01	574089.88	75095.42
1104	134+01.60	33.50' RT	155.15	574085.09	75100.53
1105	134+06.51	33.50' RT	155.09	574090.00	75100.41
1106	134+26.51	28.50' RT	154.30	574109.87	75094.93
1107	134+26.51	33.50' RT	154.37	574109.99	75099.93
1108	134+06.21	28.10' RT	155.01	574089.57	75095.03
1109	134+01.19	33.20' RT	155.14	574084.68	75100.25
1110	134+50.00	28.50' RT	153.79	574133.35	75094.36
1111	134+50.00	33.50' RT	153.87	574133.48	75099.36

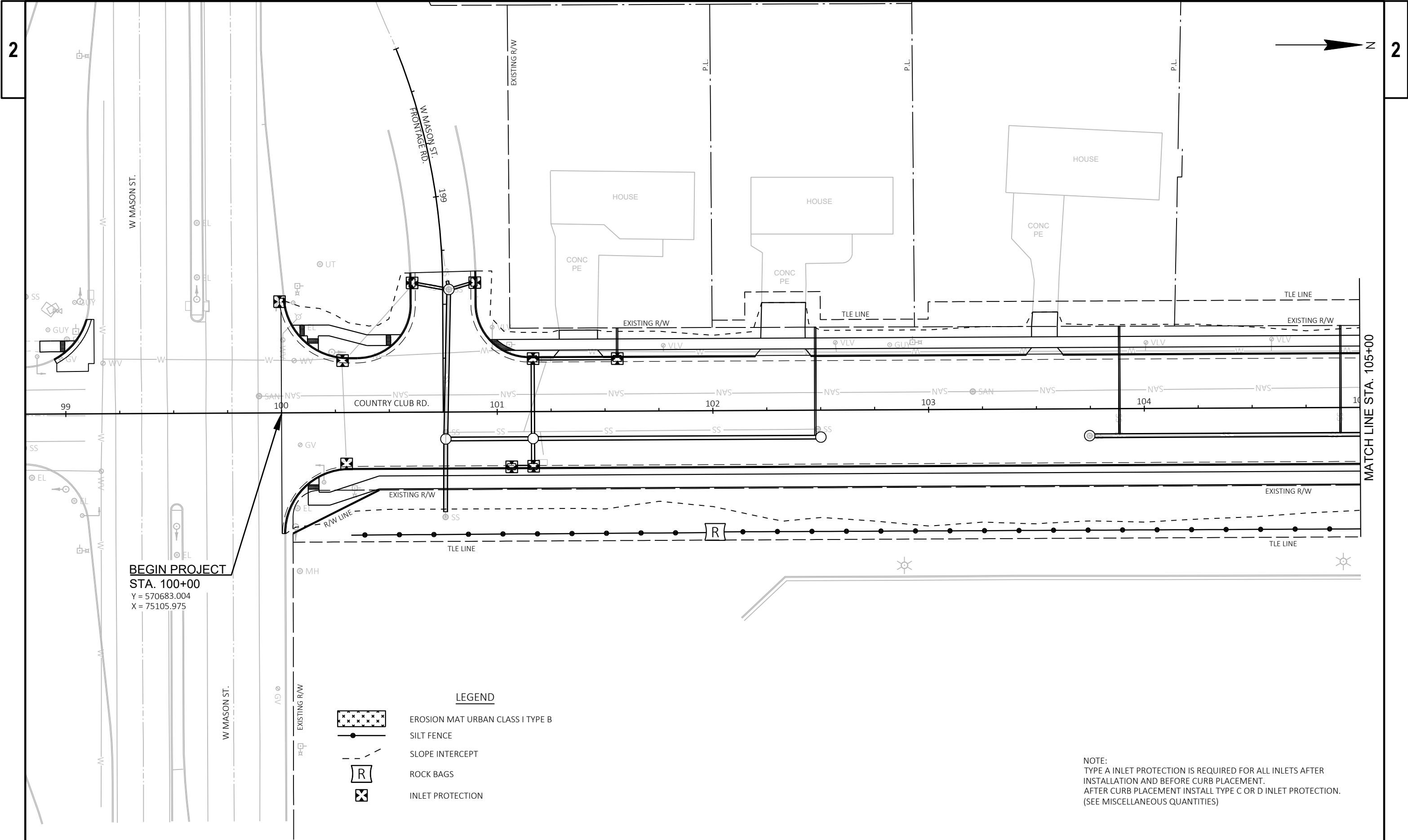




- NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
 2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS
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 4. ALL SIDEWALK SHALL BE 4-INCH UNLESS NOTED OTHERWISE NOTED ON THE PLANS
 5. GRADE CHANGE BETWEEN THE GUTTER FLANGE SLOPE AND CURB RAMP SLOPE SHALL NOT EXCEED 11%
 6. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
 7. ALL RECTANGULAR DETECTABLE WARNING FIELDS ARE 2' X 5' NATURAL PATINA.
 8. PAN SLOPE OF ALL ACCEPT CURB IS 2%.

CR-12

CR-12					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1200	138+63.26	29.50' RT	148.39	574546.52	75085.35
1201	138+63.26	34.50' RT	148.46	574546.64	75090.35
1204	138+78.26	29.50' RT	148.09	574561.51	75084.99
1205	138+78.26	34.50' RT	148.16	574561.63	75089.99
1206	138+83.11	34.50' RT	148.12	574566.49	75089.87
1207	138+79.82	27.55' RT	148.12	574563.02	75083.00
1208	138+85.11	33.00' RT	148.15	574568.45	75088.32
1209	138+78.57	29.11' RT	148.08	574561.82	75084.59
1210	138+83.51	34.20' RT	148.11	574566.88	75089.56

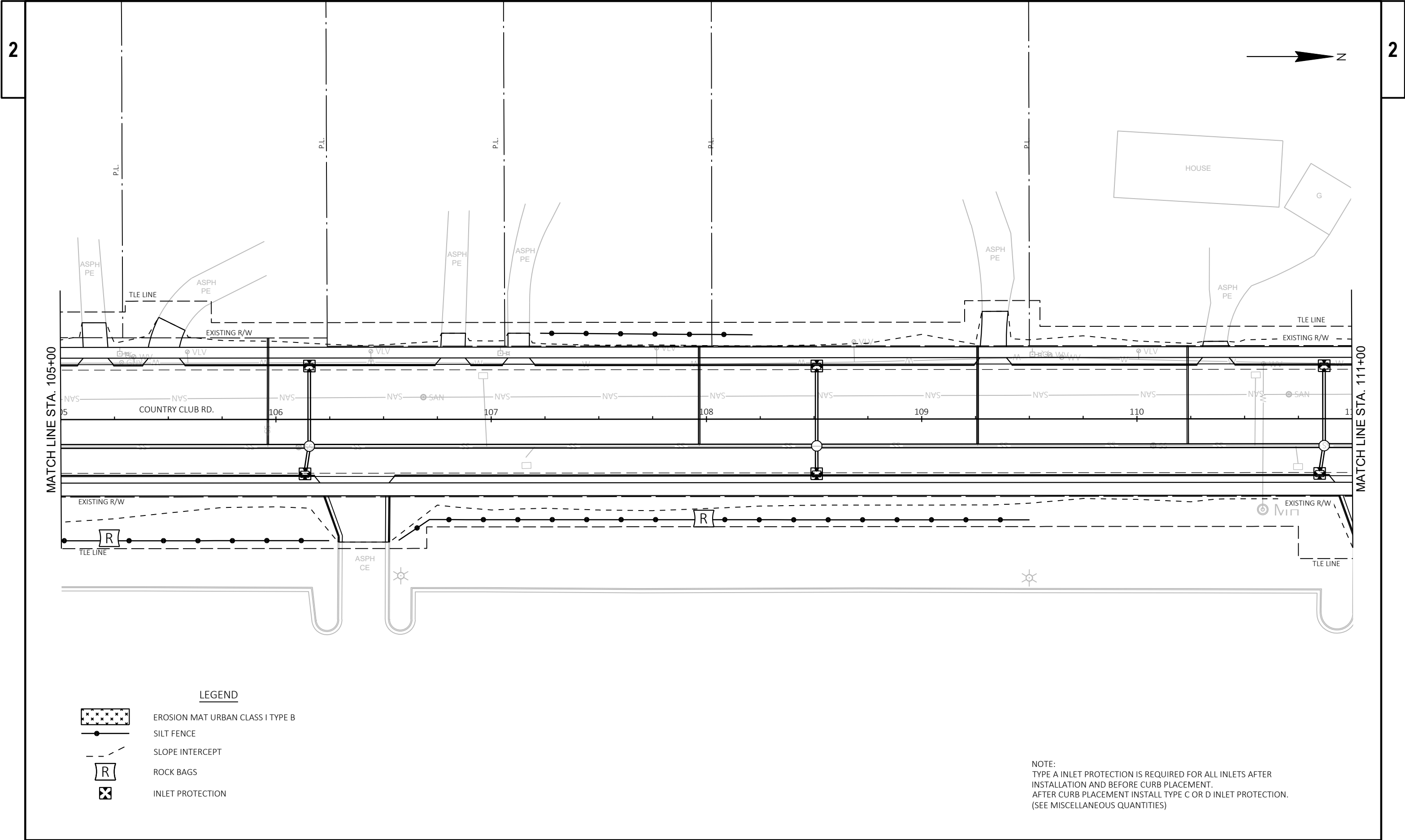


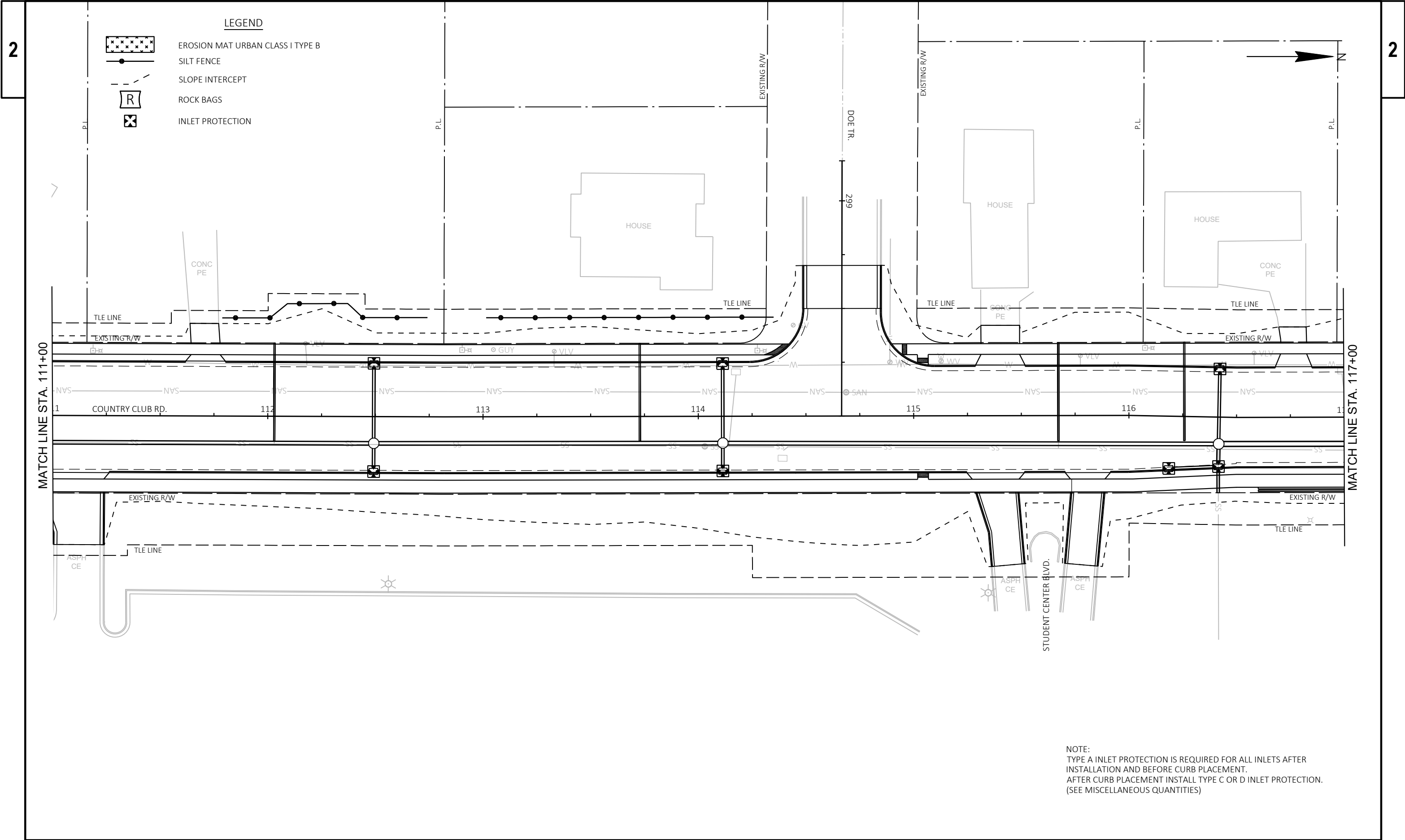
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STA. 100+00
Y = 570683.004
X = 75105.975

LEGEND

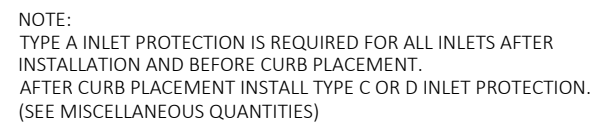
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- ROCK BAGS
- INLET PROTECTION

NOTE:
TYPE A INLET PROTECTION IS REQUIRED FOR ALL INLETS AFTER
INSTALLATION AND BEFORE CURB PLACEMENT.
AFTER CURB PLACEMENT INSTALL TYPE C OR D INLET PROTECTION.
(SEE MISCELLANEOUS QUANTITIES)



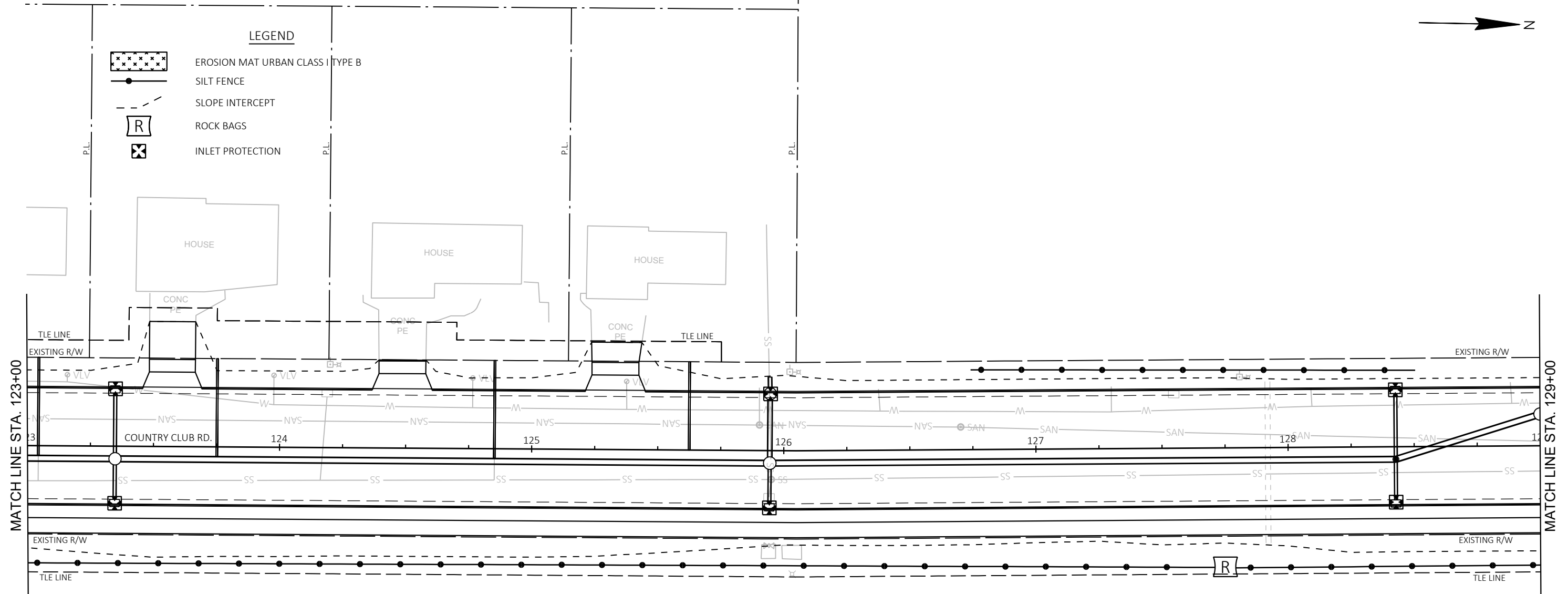


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11

WISDOT/CADDS SHEET 42



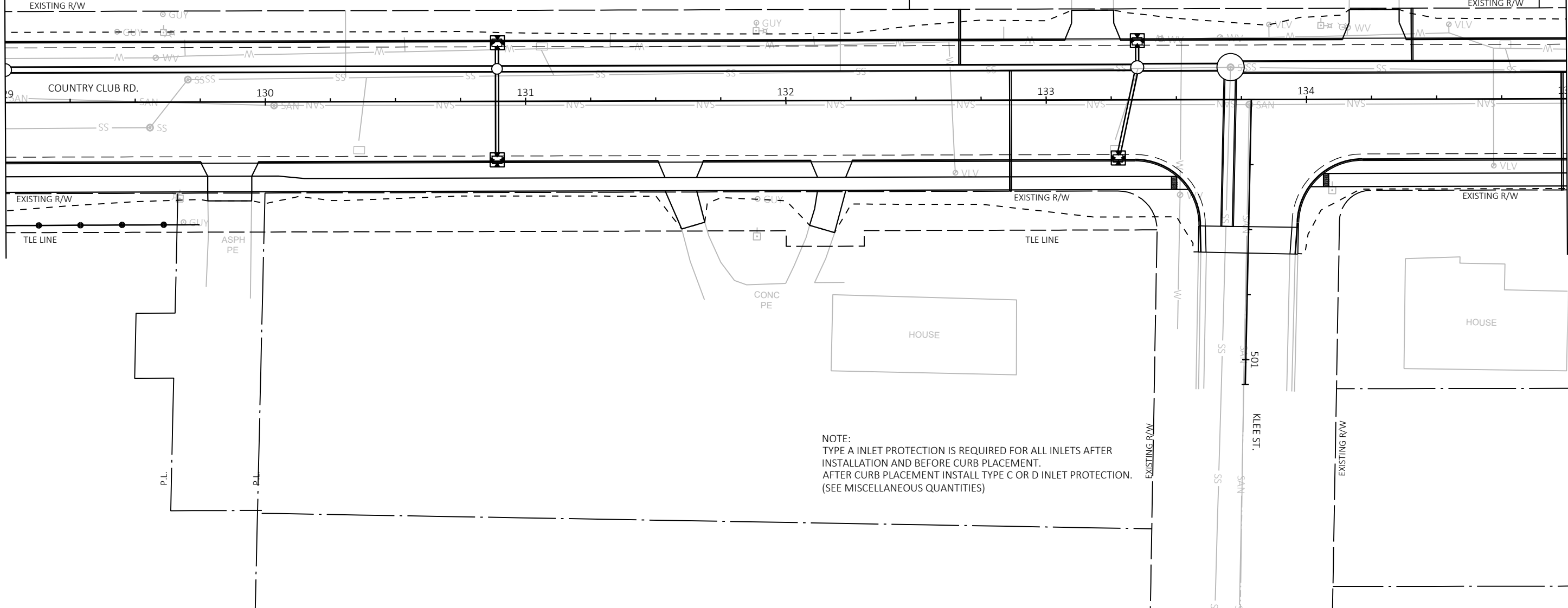
NOTE:
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INSTALLATION AND BEFORE CURB PLACEMENT.
AFTER CURB PLACEMENT INSTALL TYPE C OR D INLET PROTECTION.
(SEE MISCELLANEOUS QUANTITIES)

LEGEND

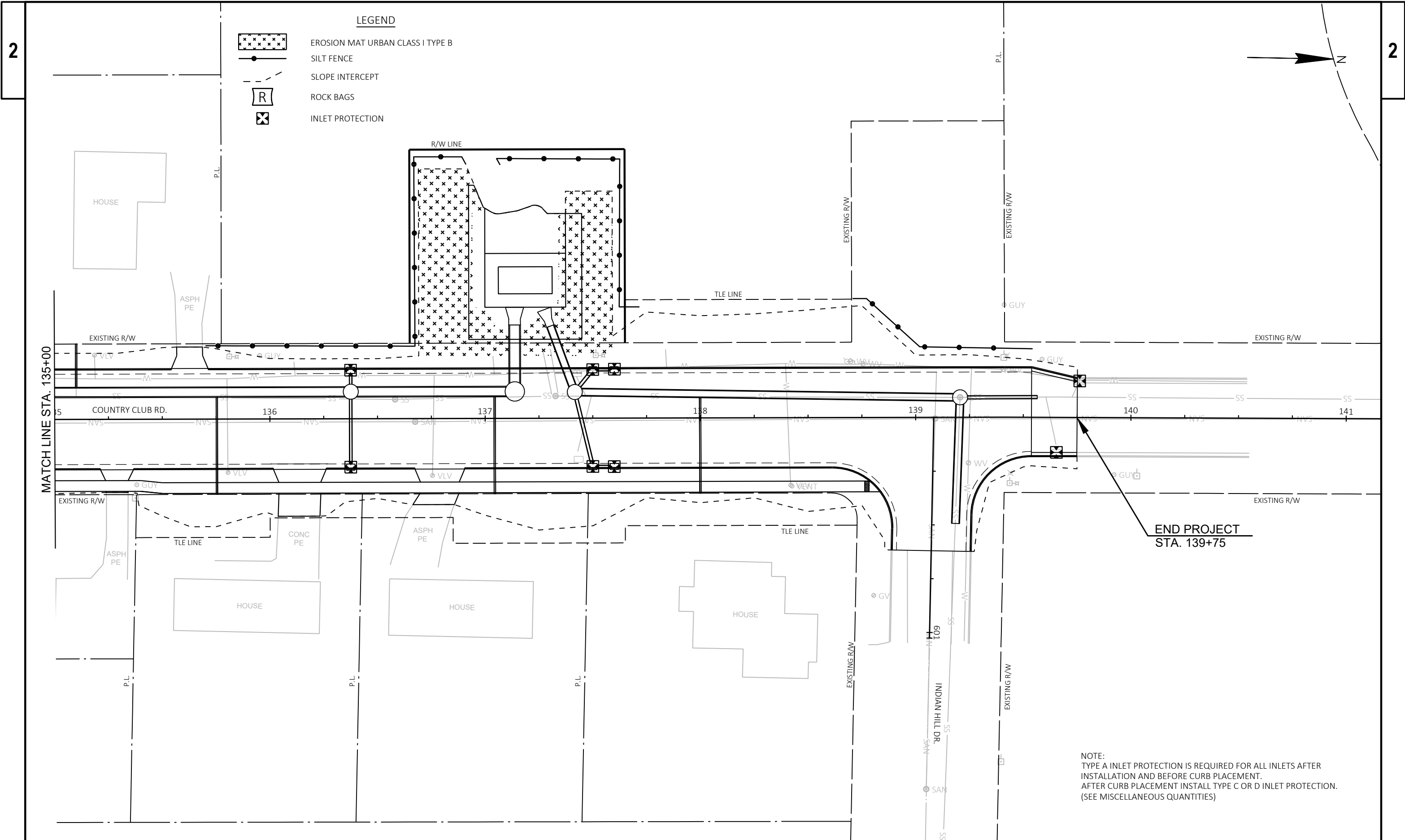
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- ROCK BAGS
- INLET PROTECTION

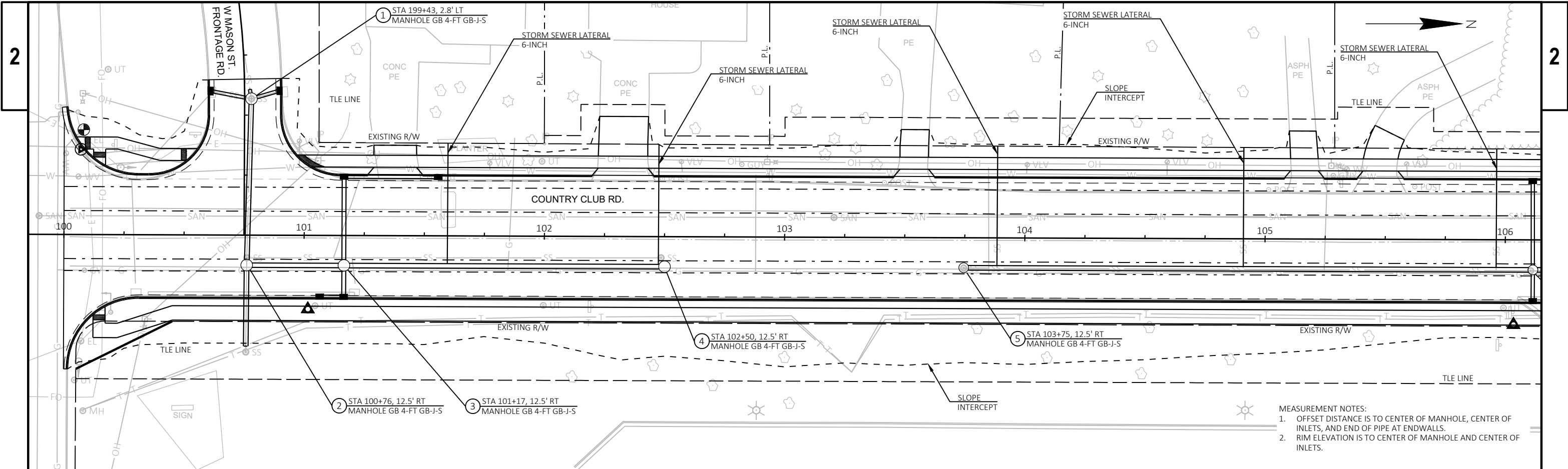
MATCH LINE STA. 129+00

MATCH LINE STA. 135+00

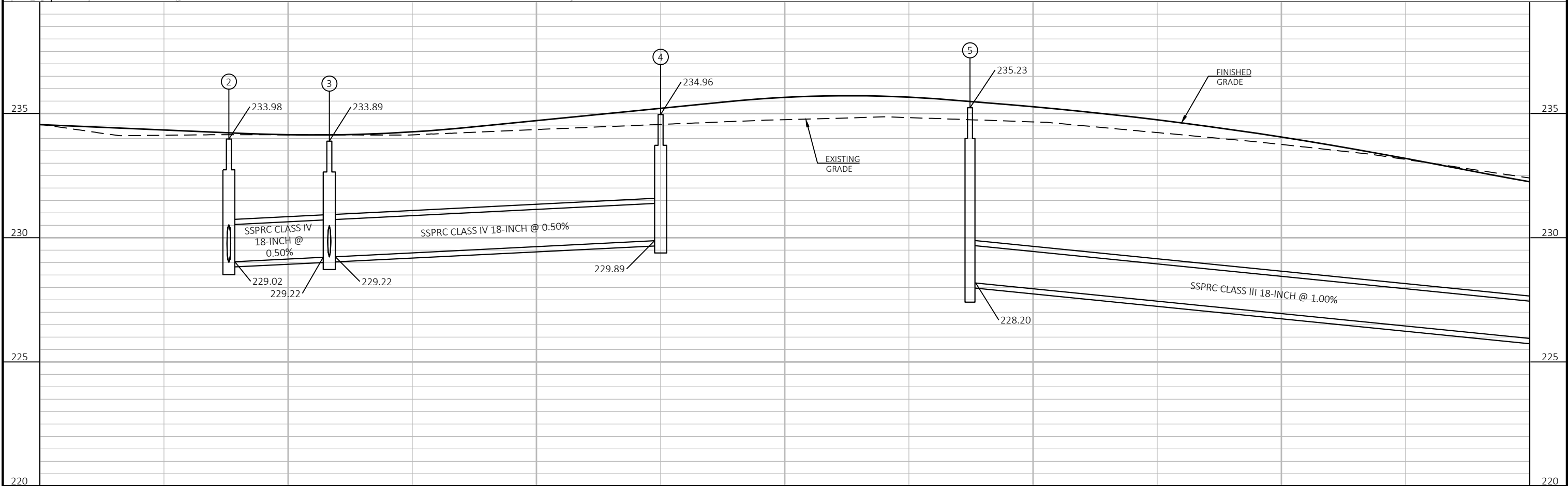


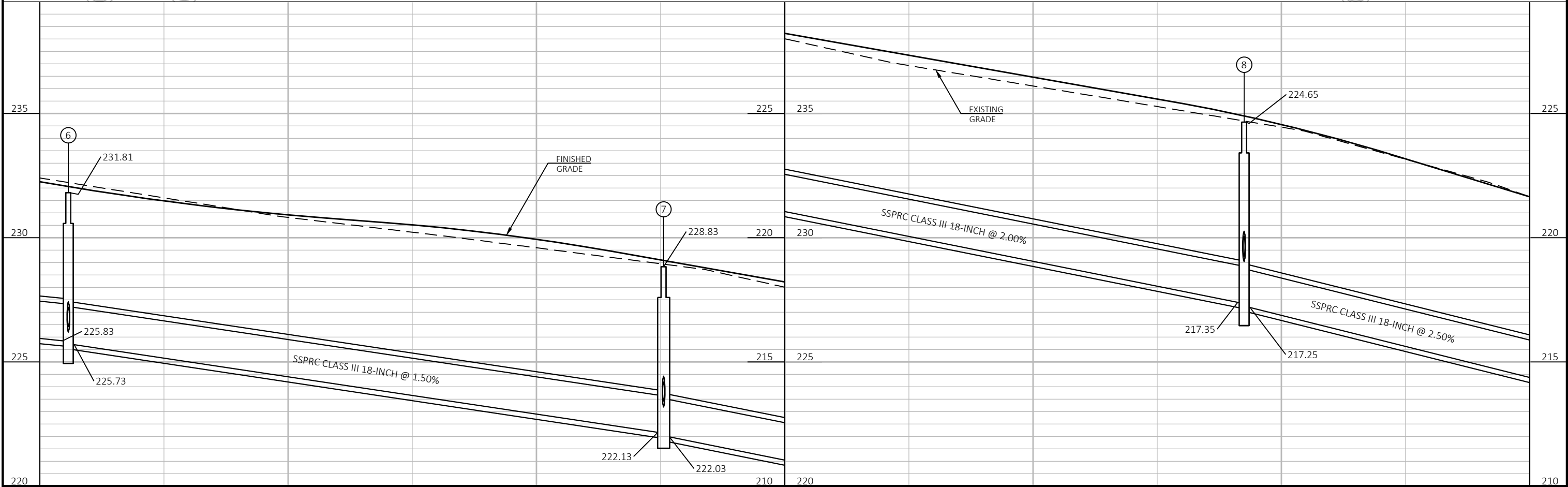
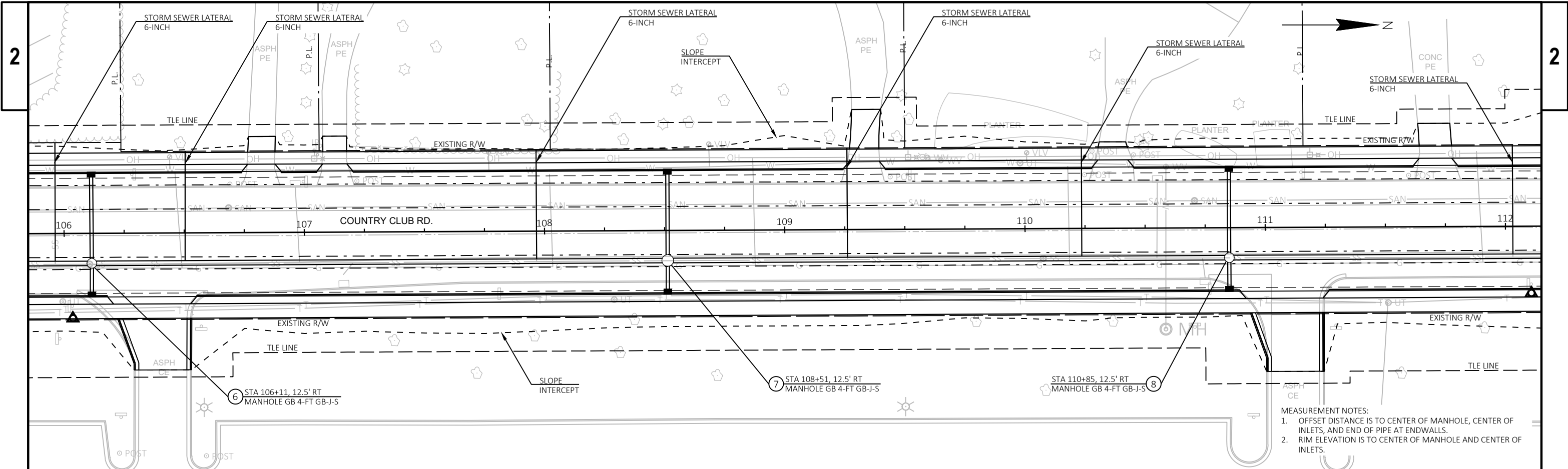
NOTE:
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AFTER CURB PLACEMENT INSTALL TYPE C OR D INLET PROTECTION.
(SEE MISCELLANEOUS QUANTITIES)

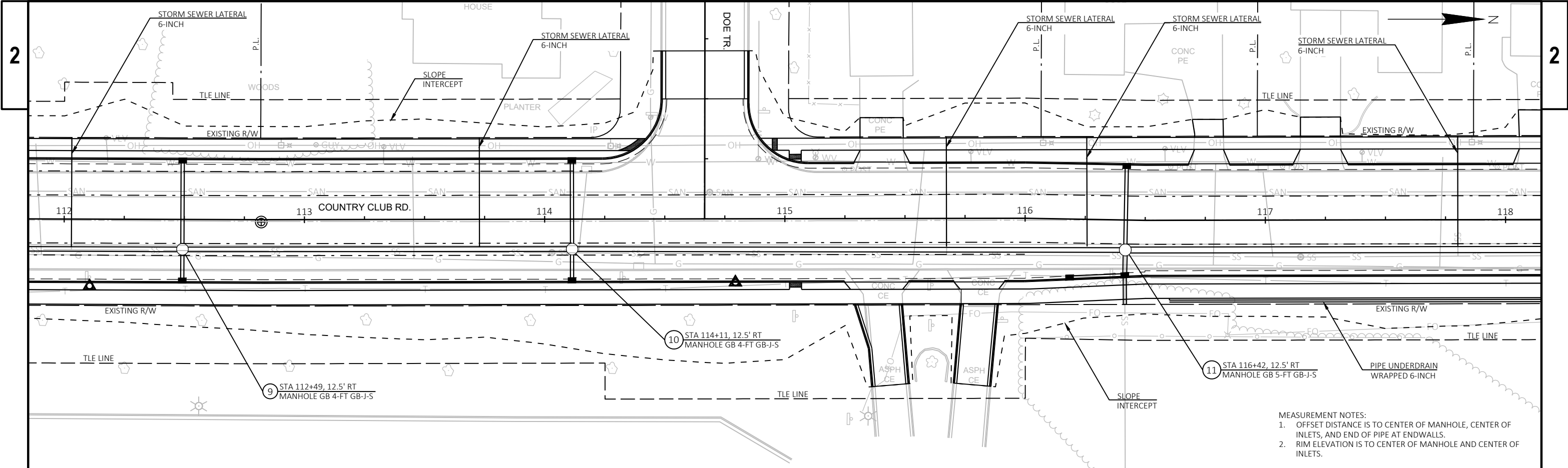




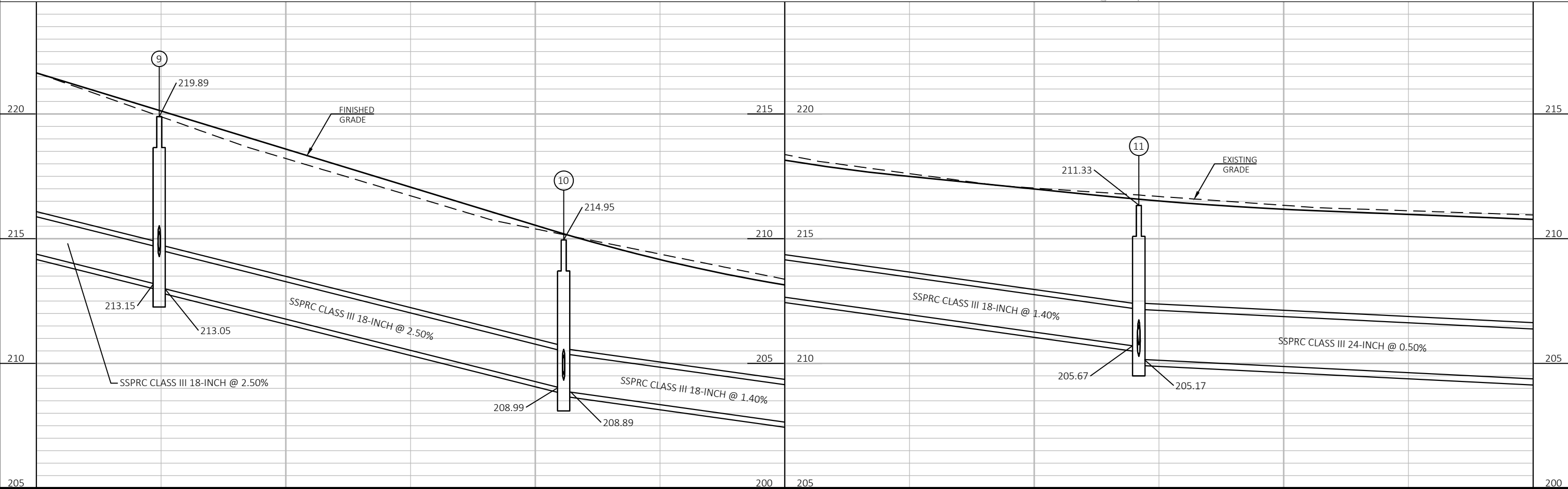
- MEASUREMENT NOTES:
1. OFFSET DISTANCE IS TO CENTER OF MANHOLE, CENTER OF INLETS, AND END OF PIPE AT ENDWALLS.
 2. RIM ELEVATION IS TO CENTER OF MANHOLE AND CENTER OF INLETS.

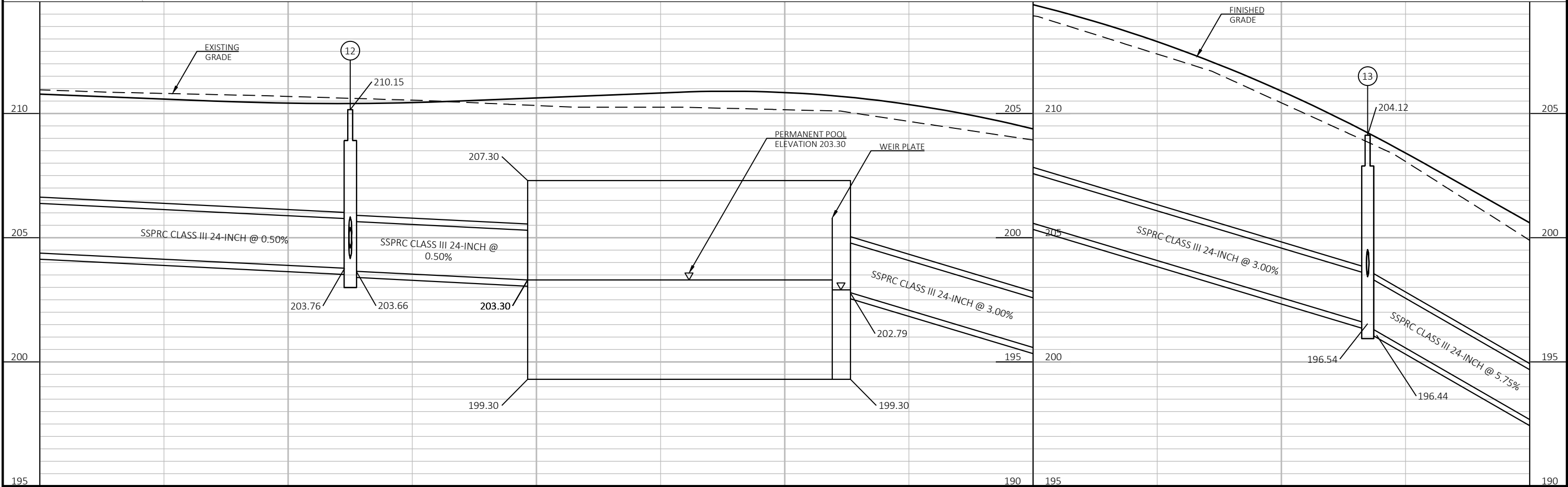
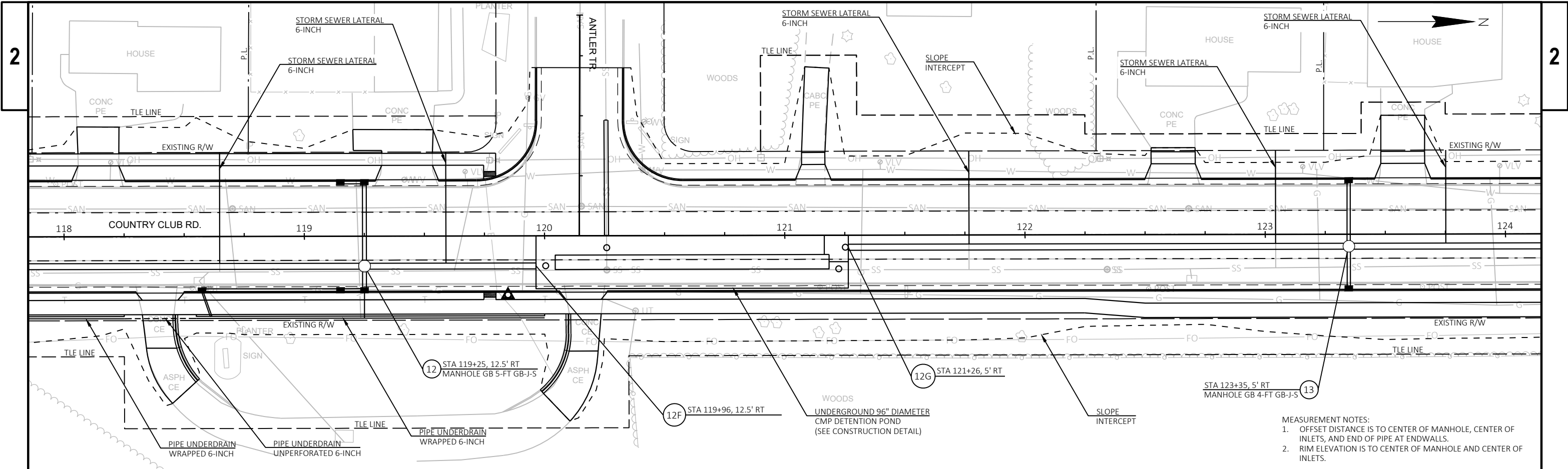


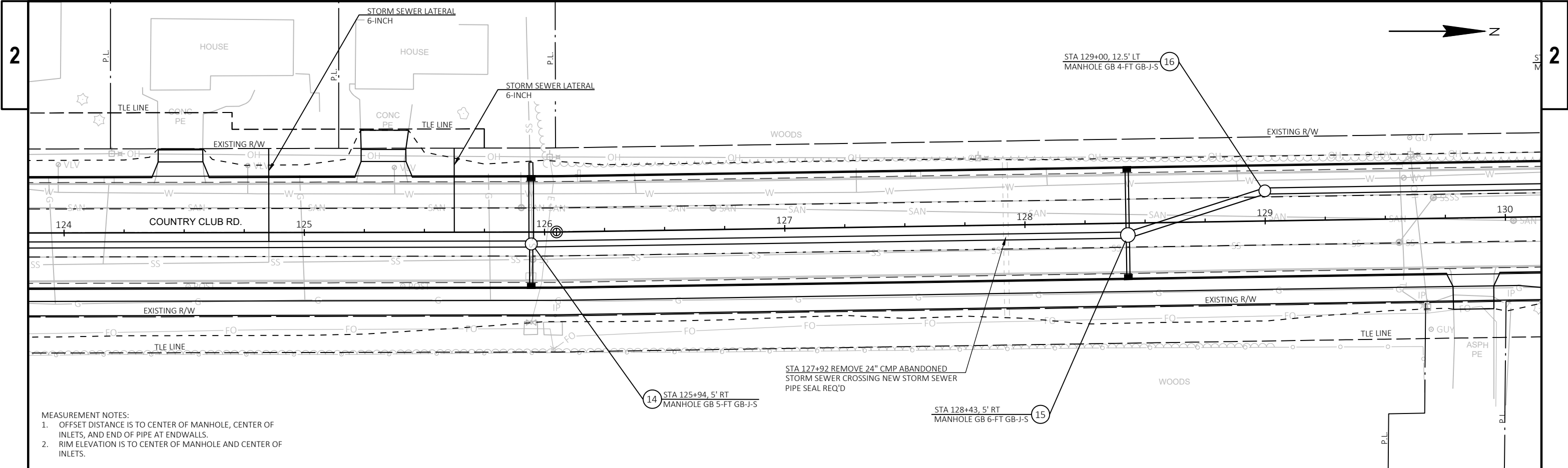




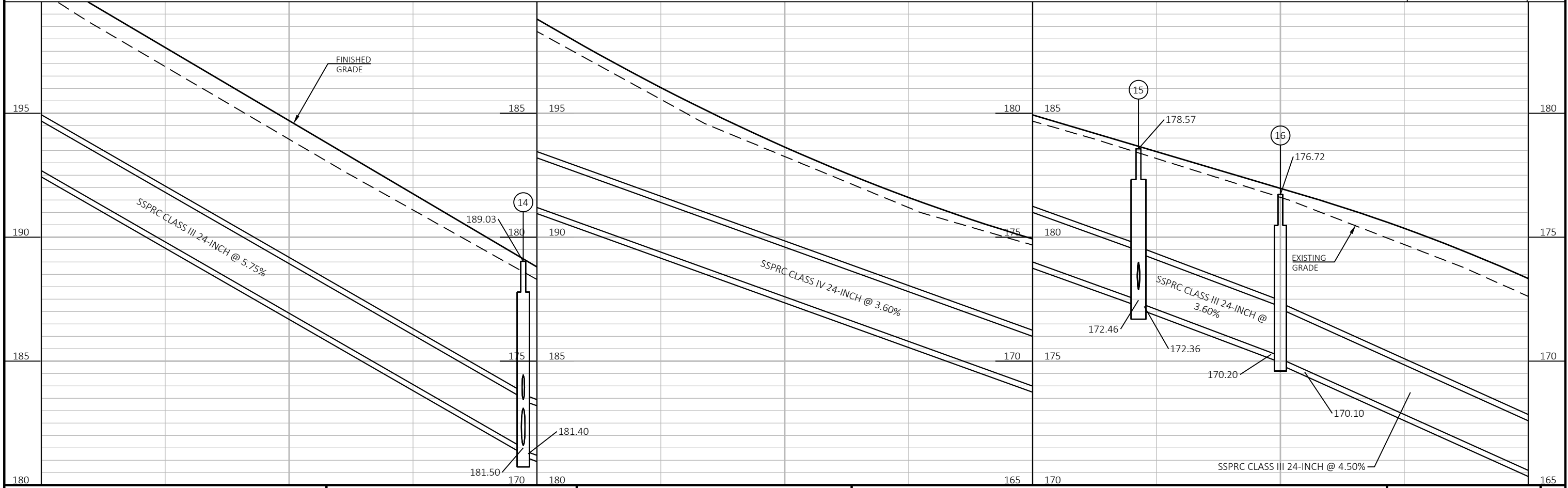
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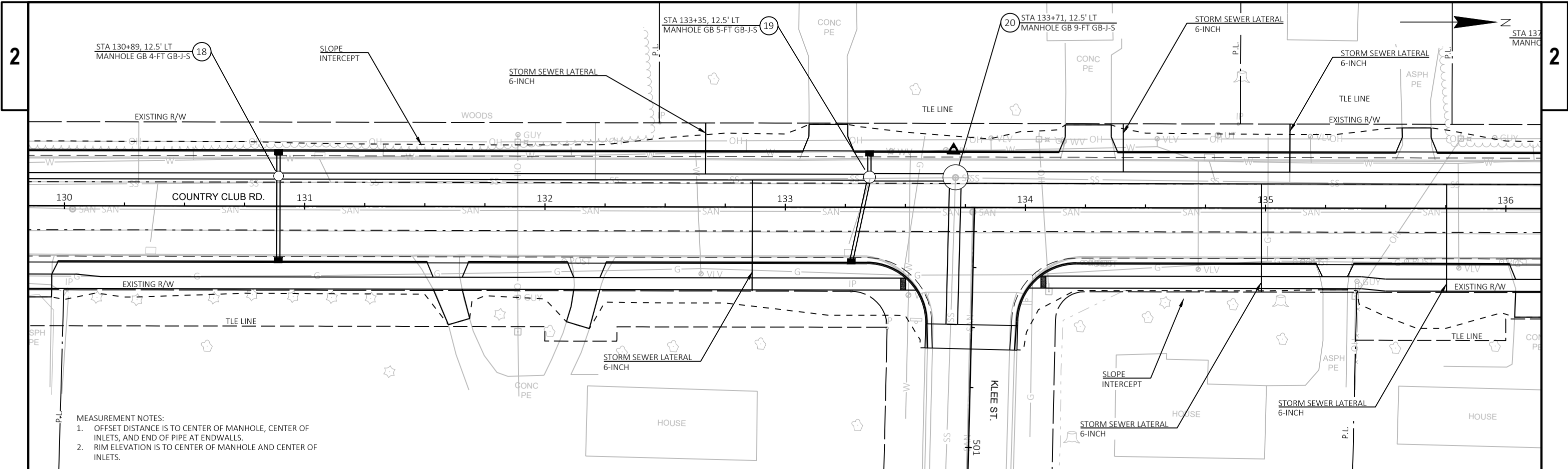




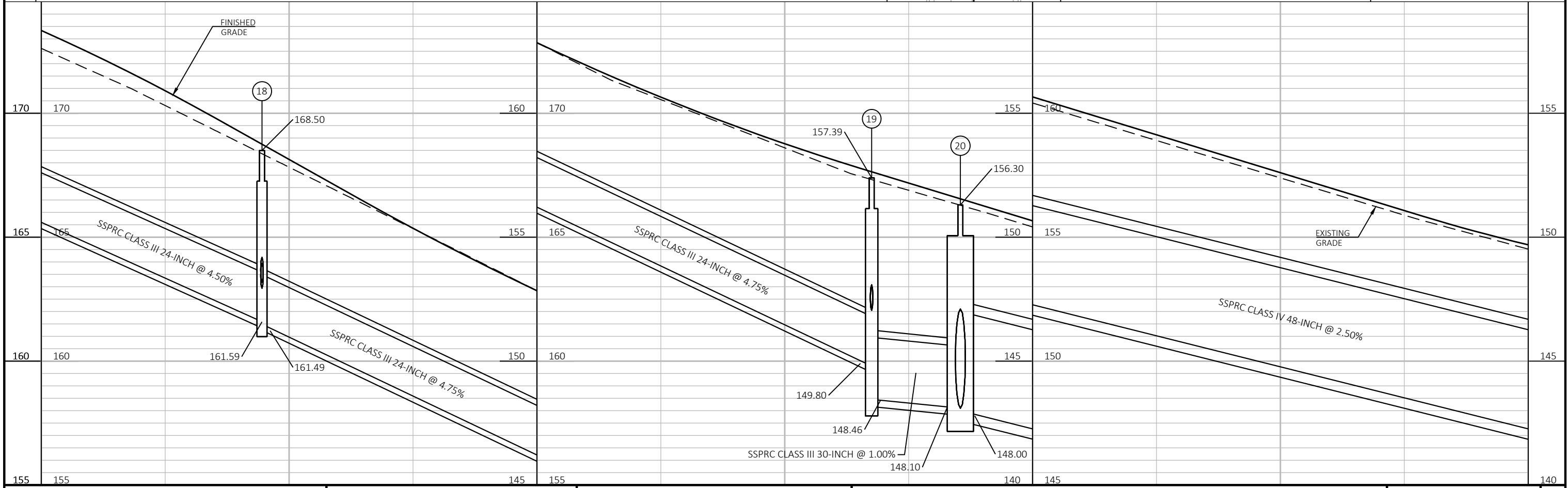


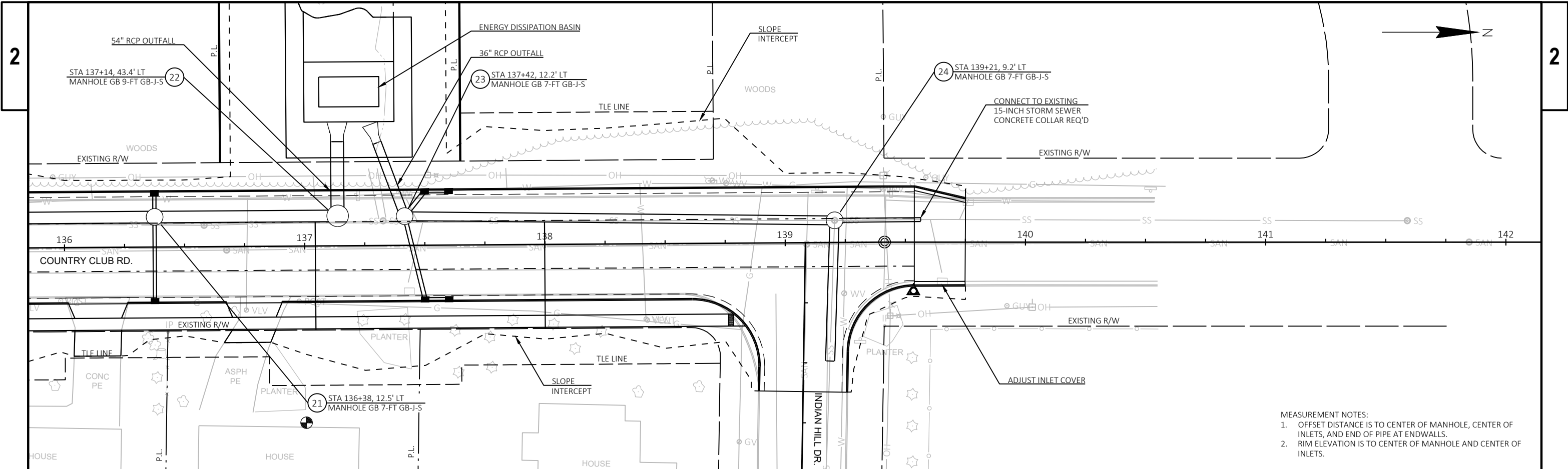
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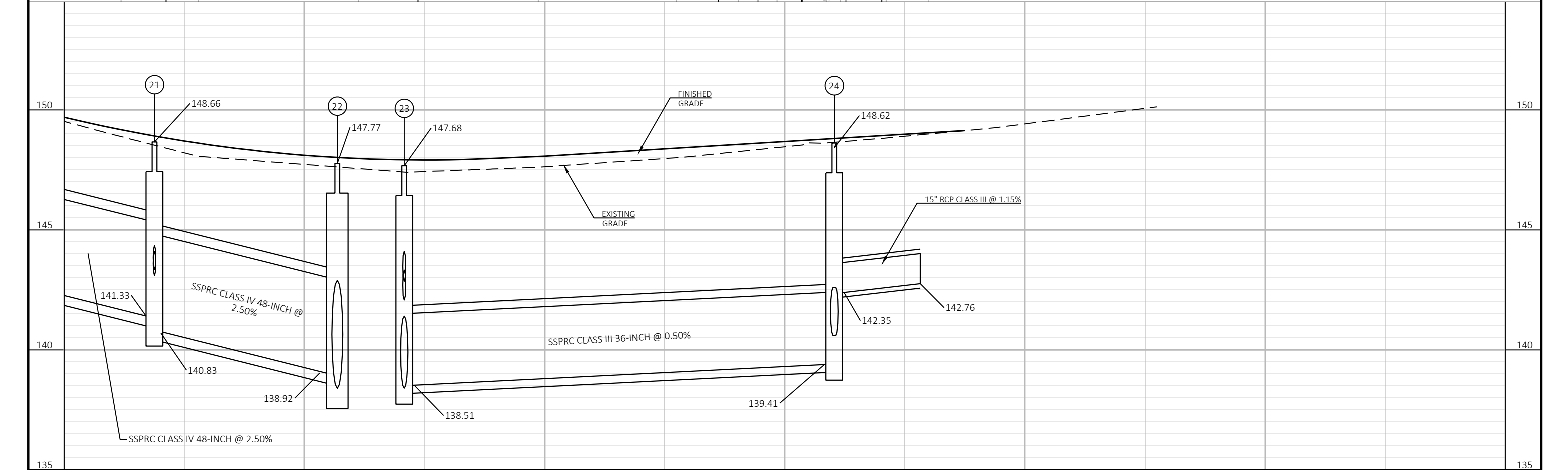


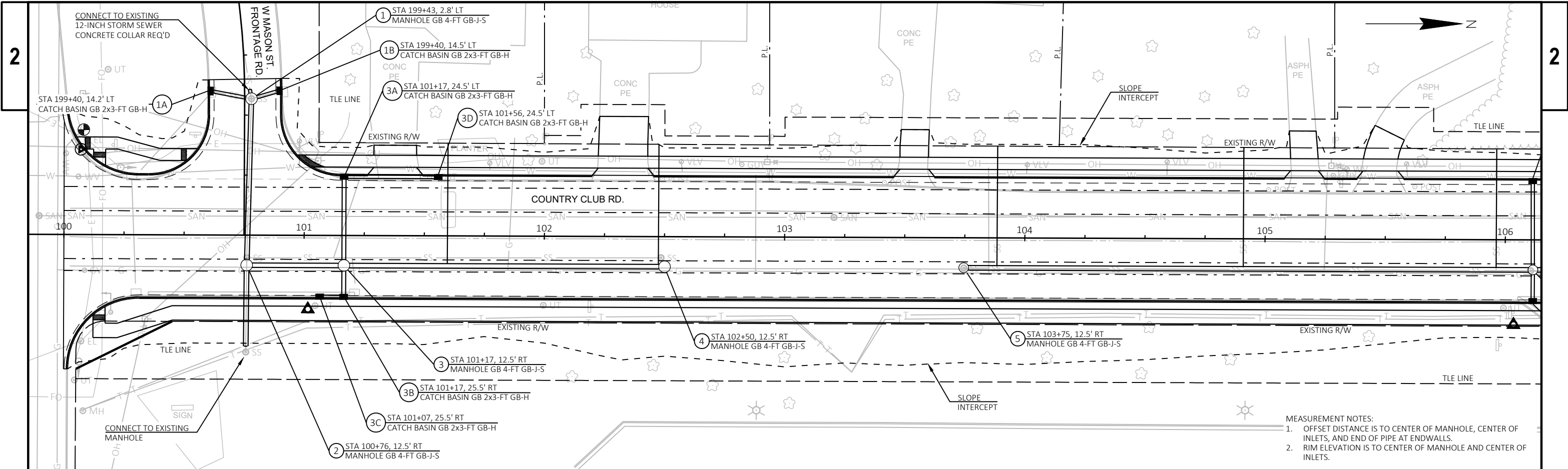
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2. RIM ELEVATION IS TO CENTER OF MANHOLE AND CENTER OF INLETS.



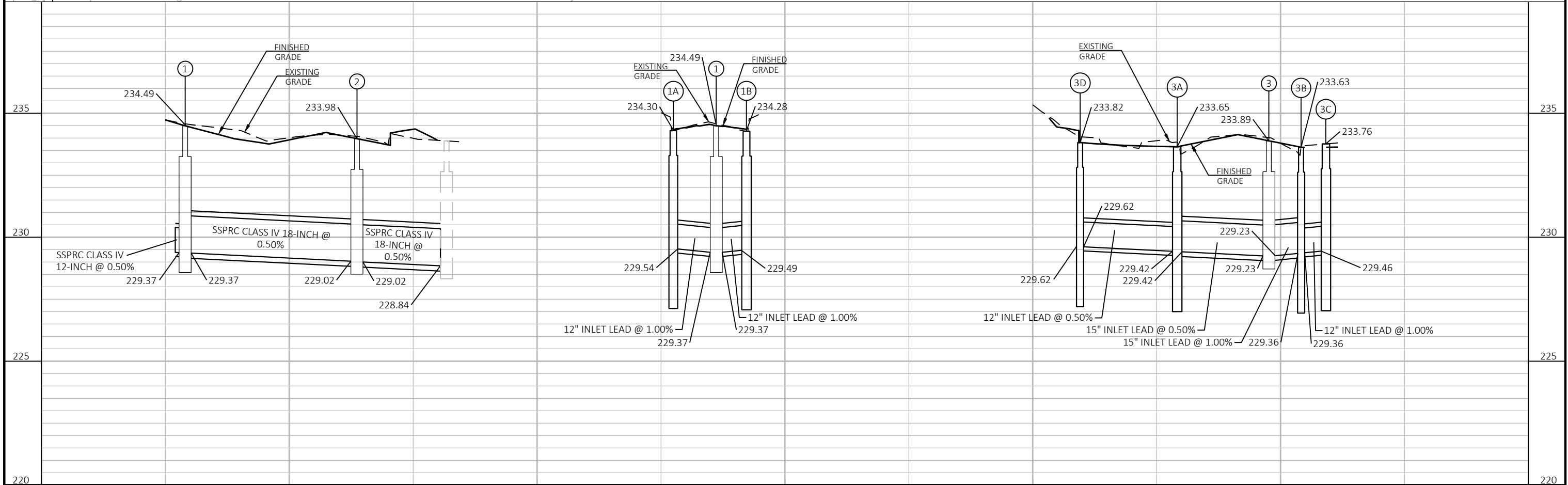


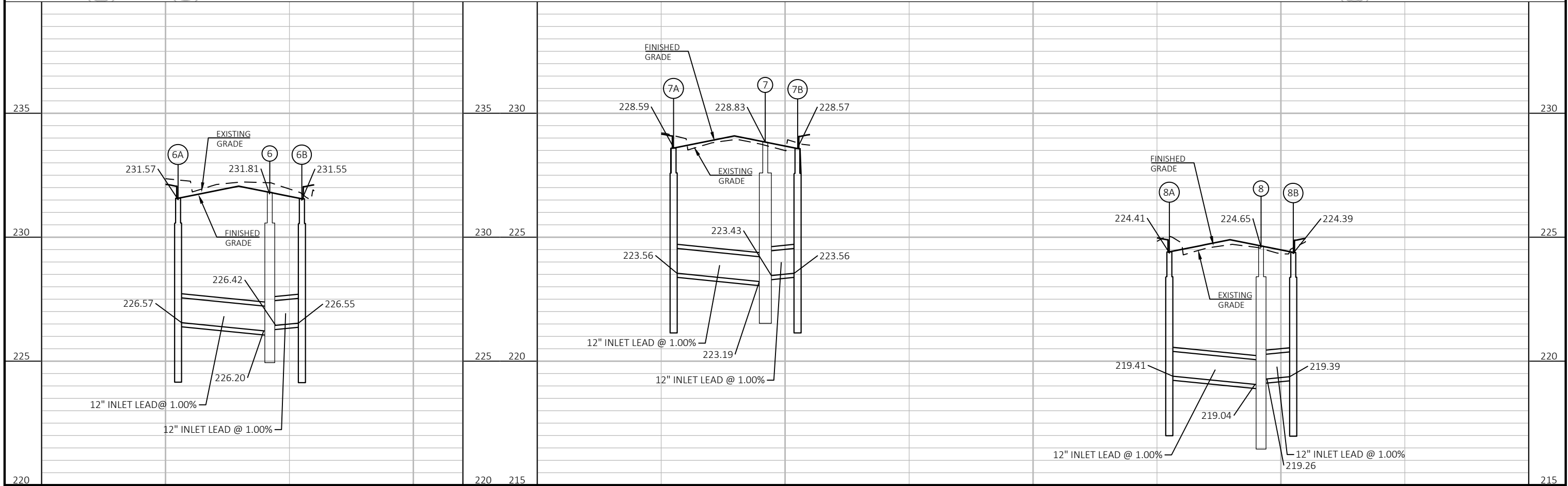
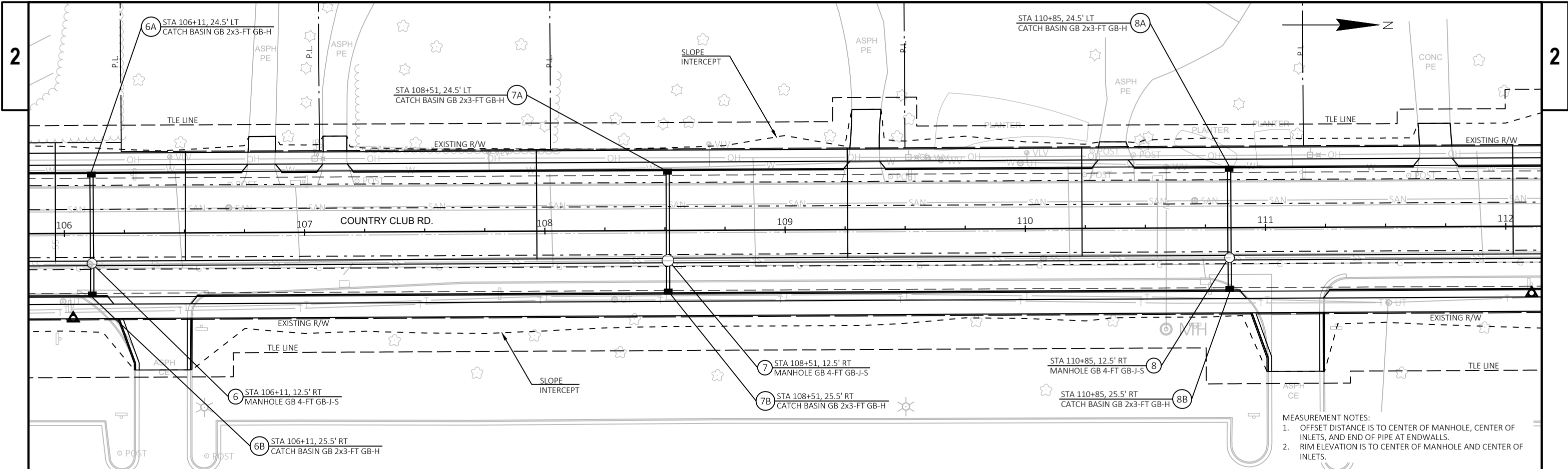
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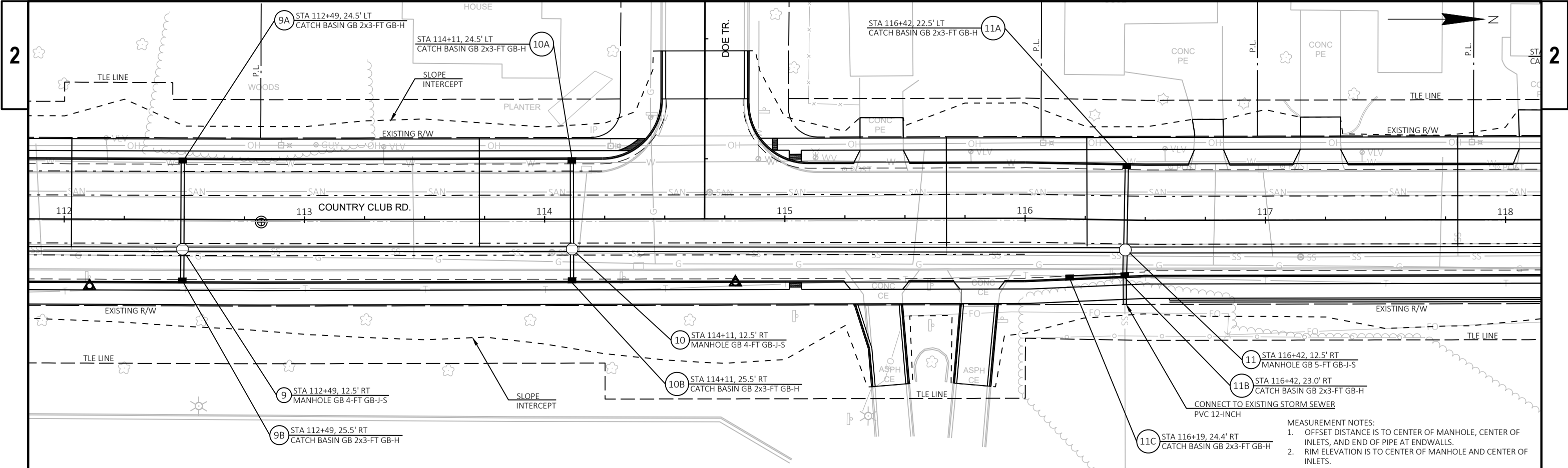




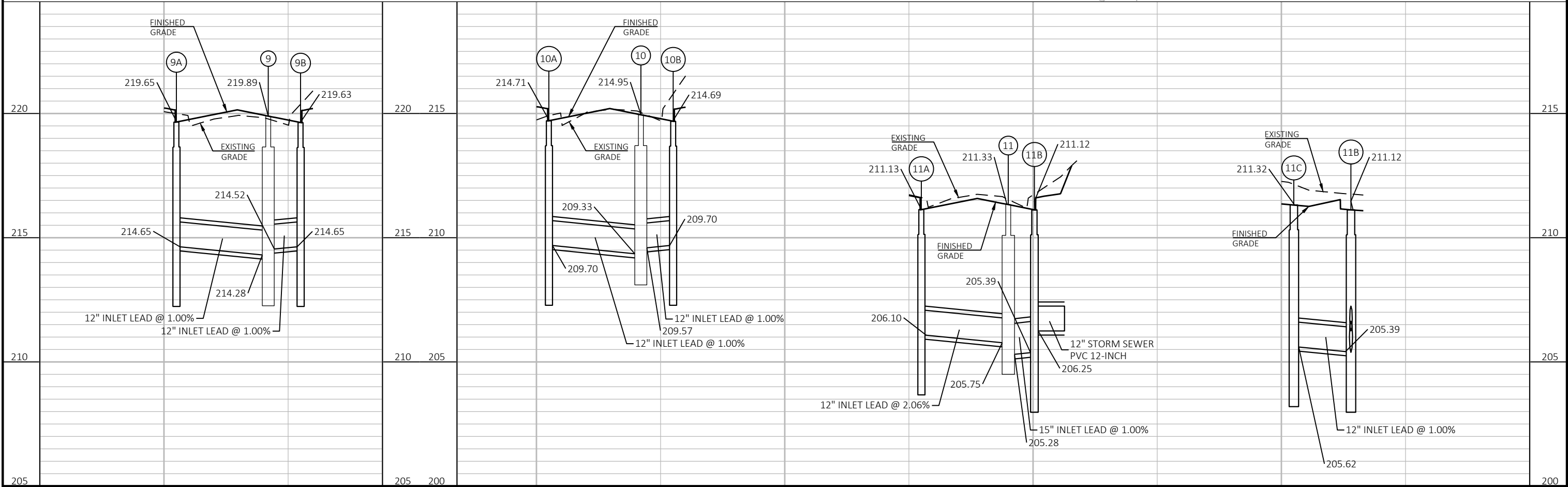
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- 1. OFFSET DISTANCE IS TO CENTER OF MANHOLE, CENTER OF INLETS, AND END OF PIPE AT ENDWALLS.
 - 2. RIM ELEVATION IS TO CENTER OF MANHOLE AND CENTER OF INLETS.

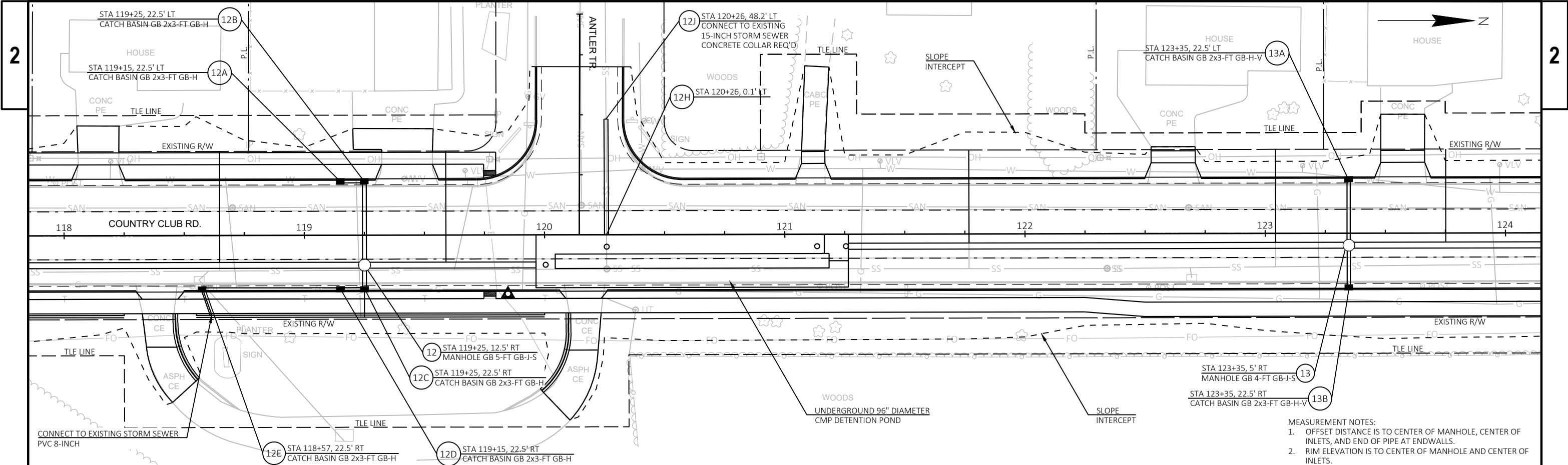




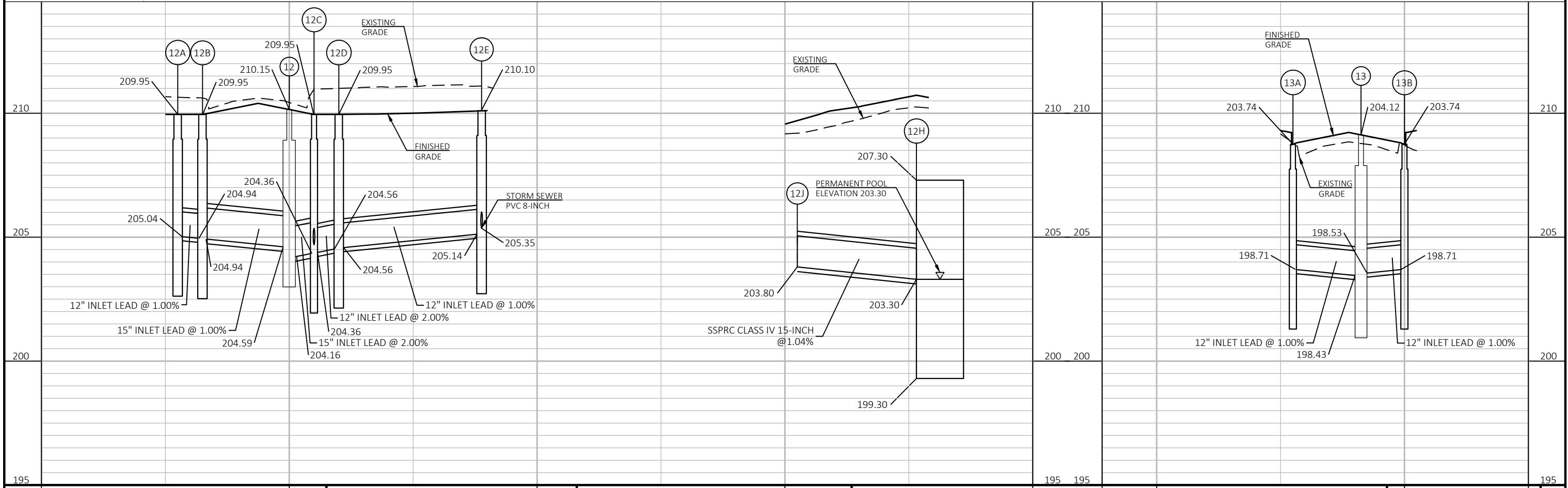


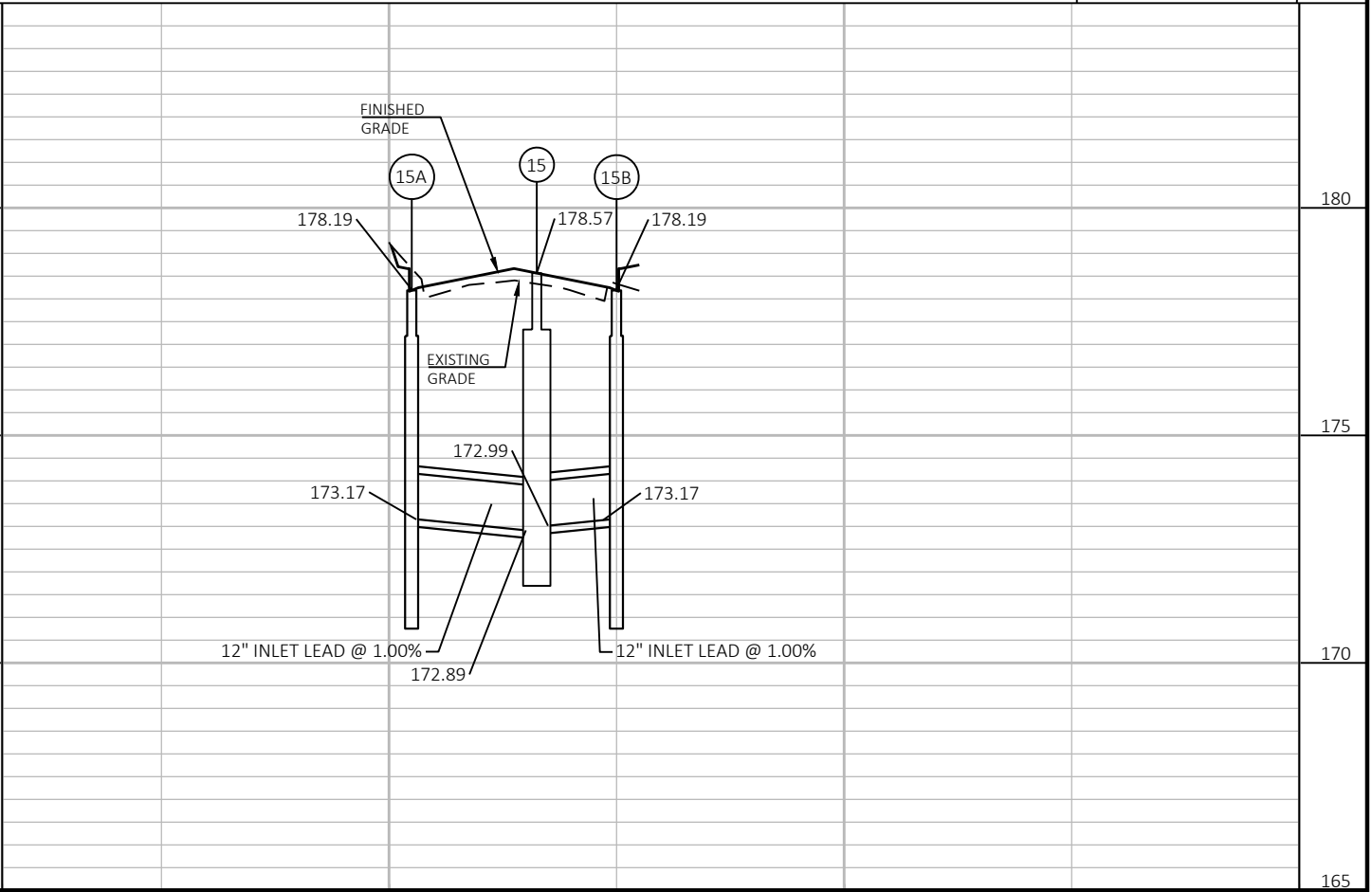
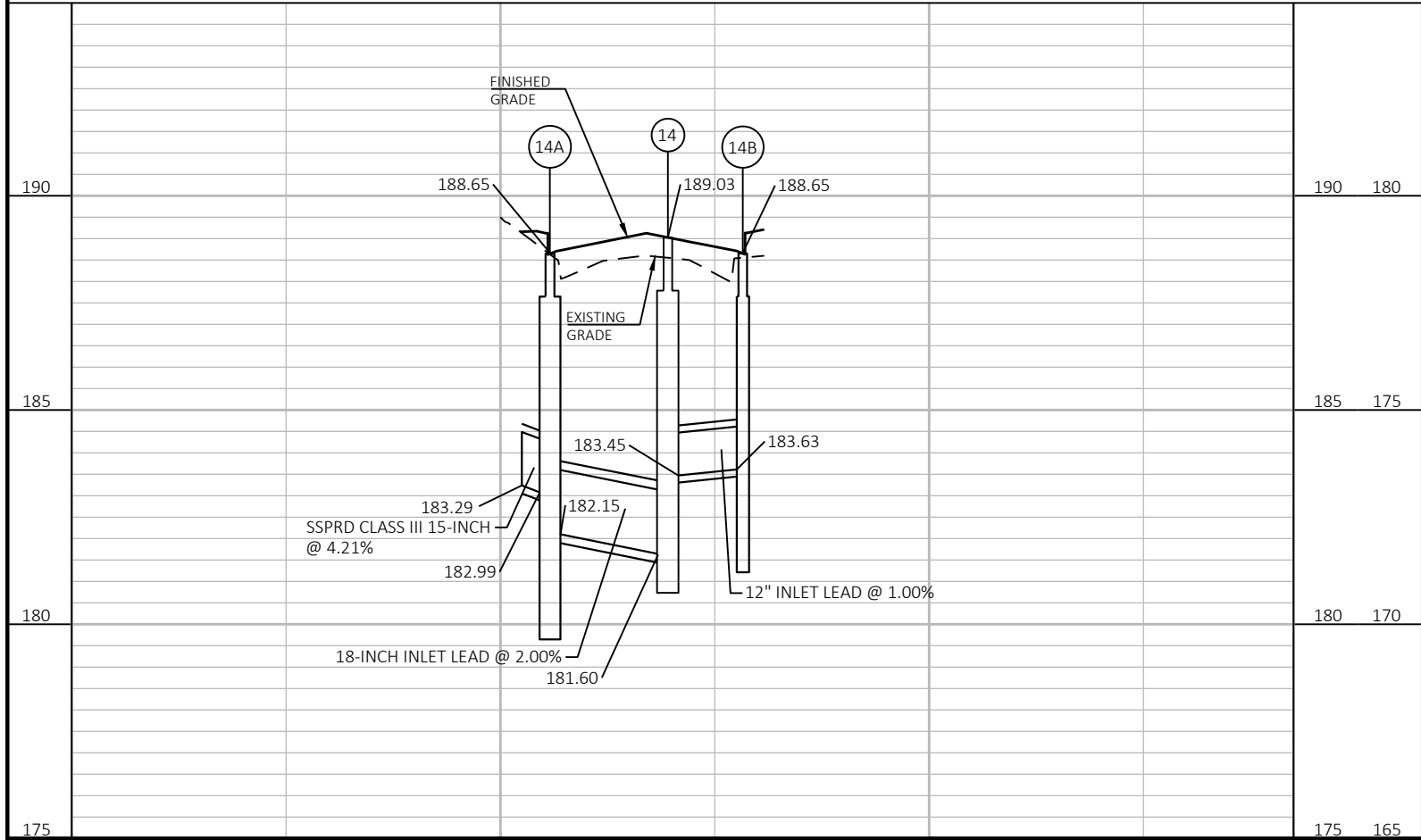
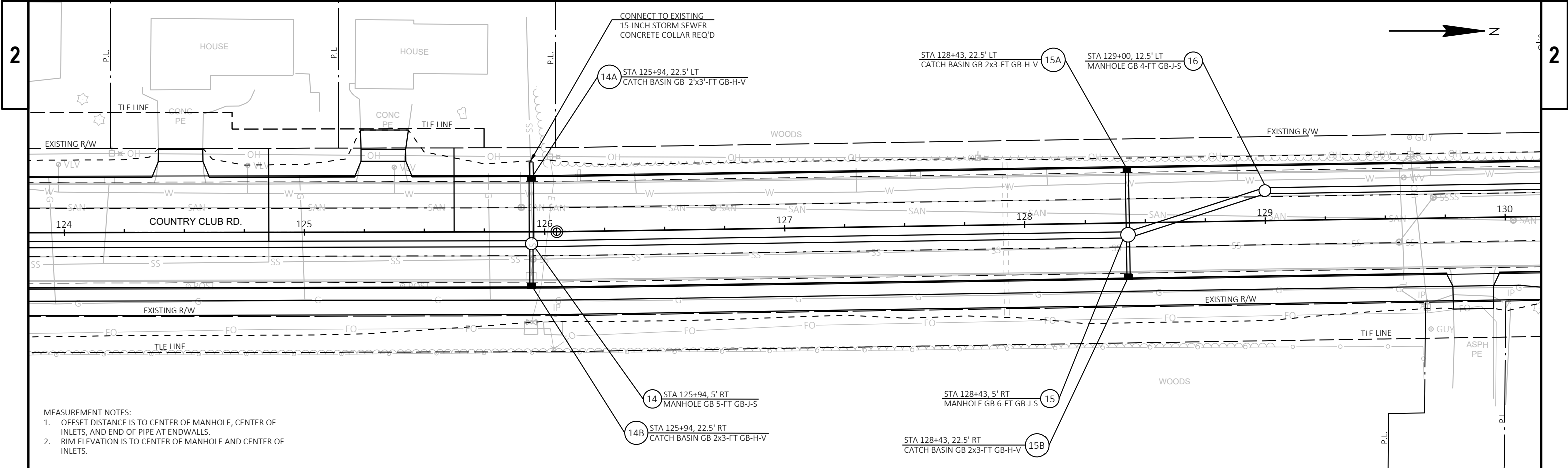
- MEASUREMENT NOTES:
1. OFFSET DISTANCE IS TO CENTER OF MANHOLE, CENTER OF INLETS, AND END OF PIPE AT ENDWALLS.
 2. RIM ELEVATION IS TO CENTER OF MANHOLE AND CENTER OF INLETS.

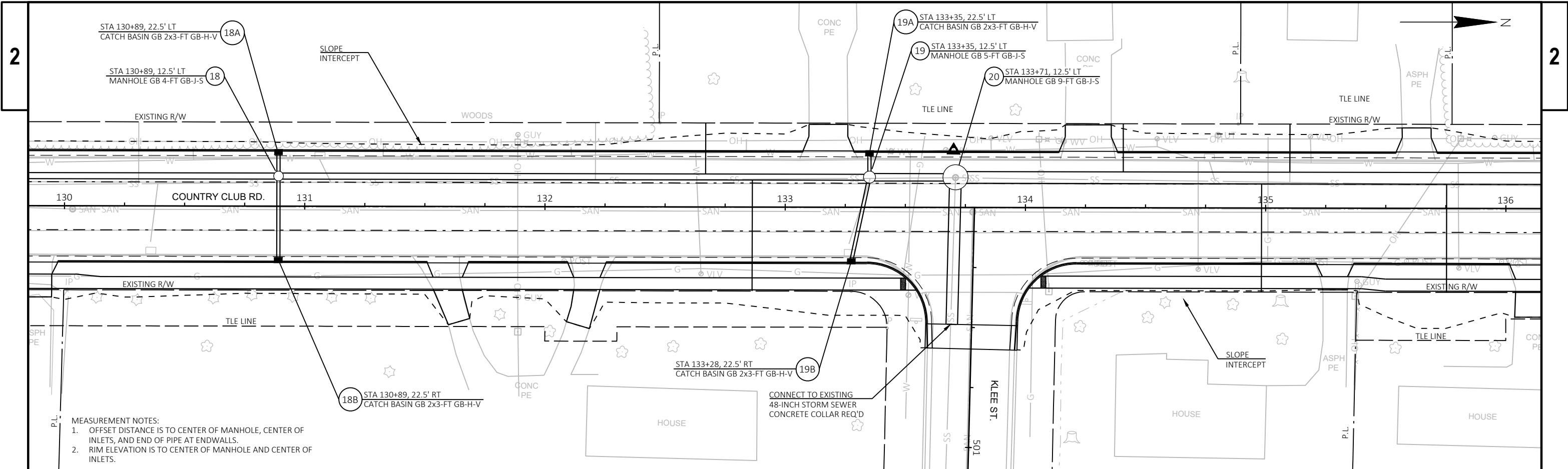




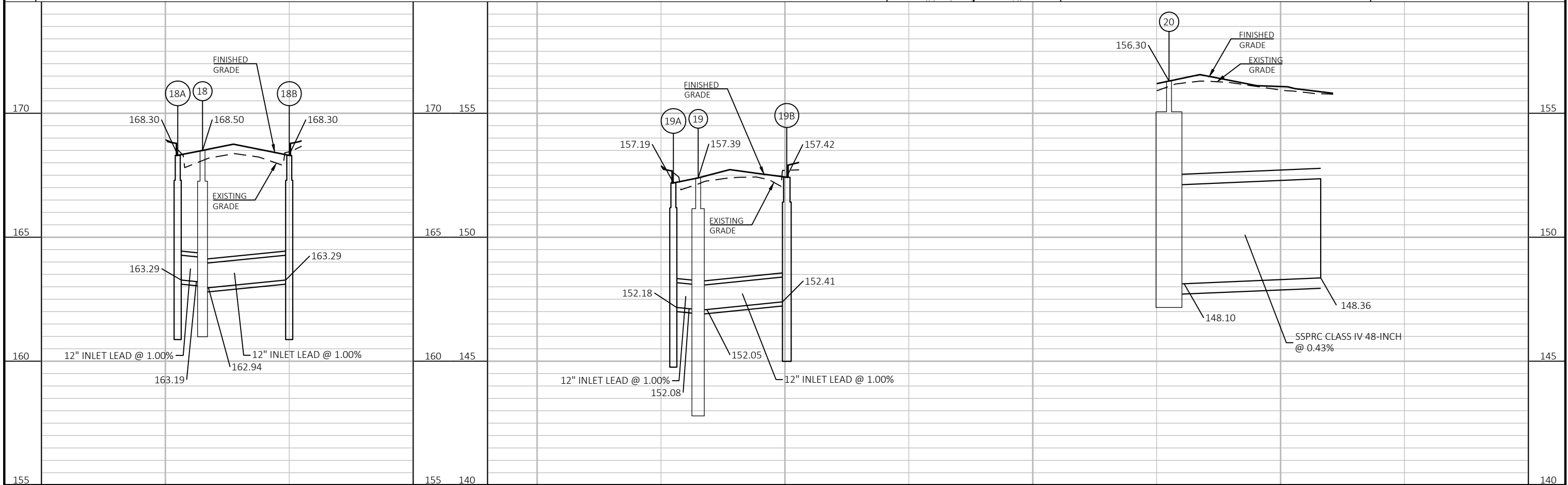
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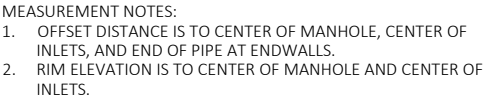


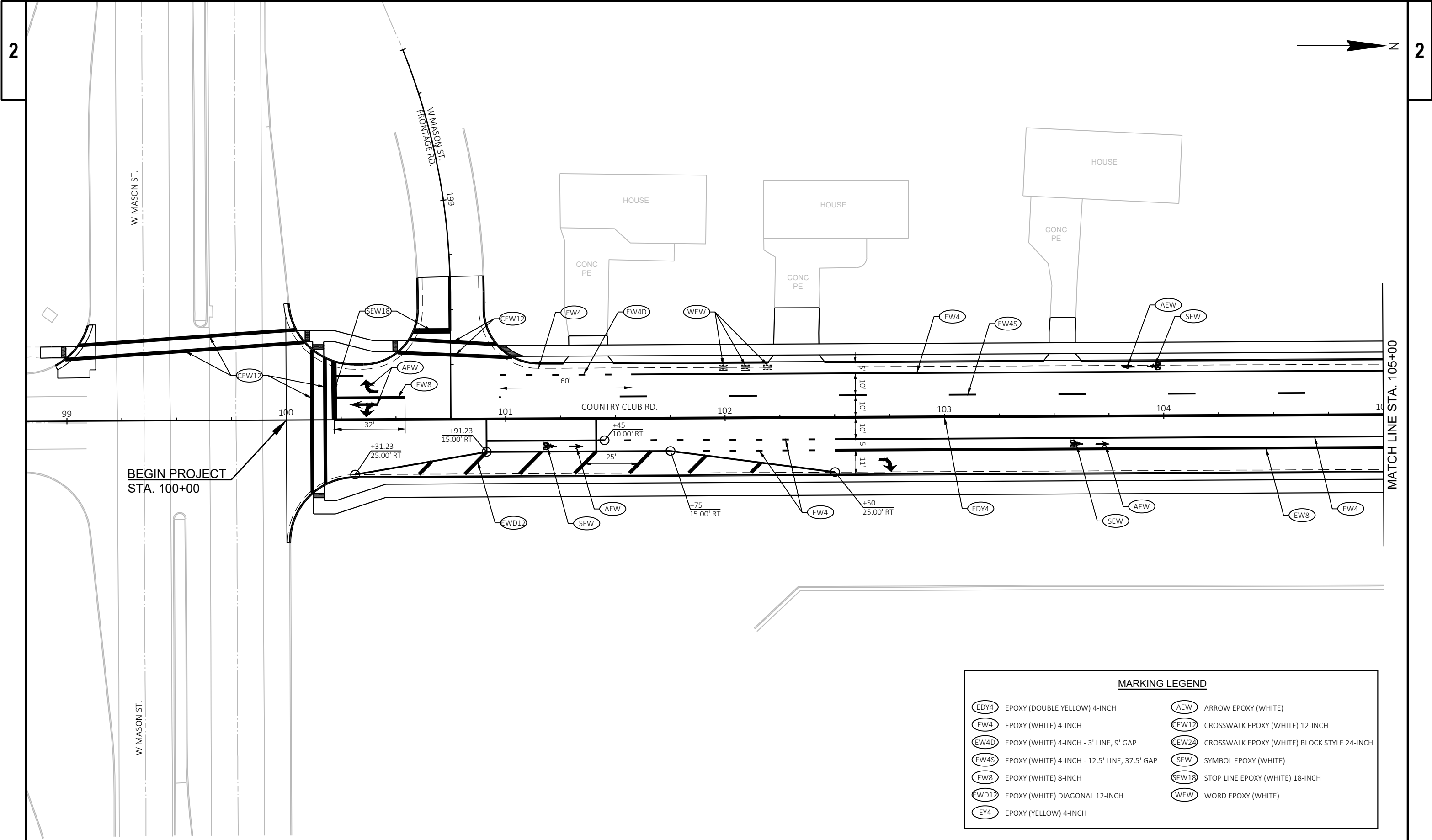


MEASUREMENT NOTES:
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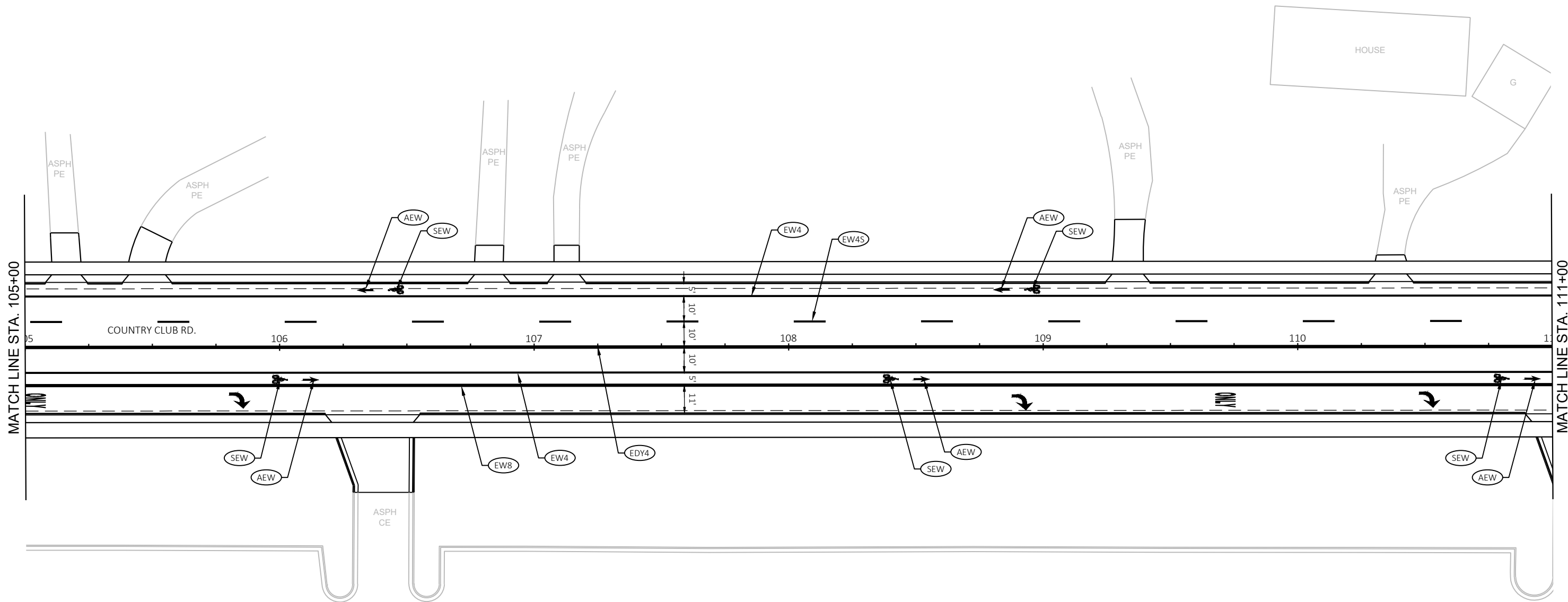


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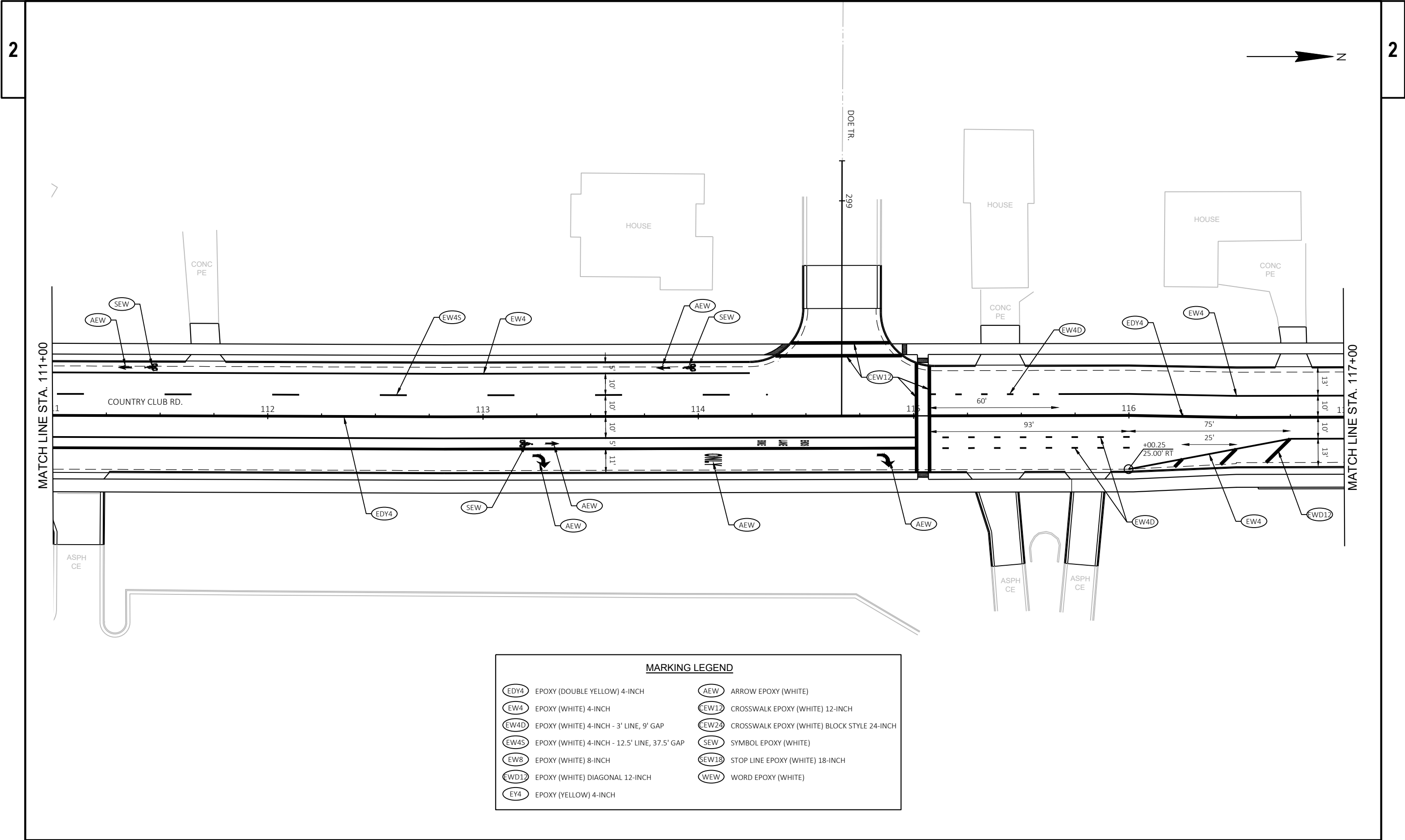


MARKING LEGEND	
EDY4	EPOXY (DOUBLE YELLOW) 4-INCH
EW4	EPOXY (WHITE) 4-INCH
EW4D	EPOXY (WHITE) 4-INCH - 3' LINE, 9' GAP
EW4S	EPOXY (WHITE) 4-INCH - 12.5' LINE, 37.5' GAP
EW8	EPOXY (WHITE) 8-INCH
EWD12	EPOXY (WHITE) DIAGONAL 12-INCH
EY4	EPOXY (YELLOW) 4-INCH
AEW	ARROW EPOXY (WHITE)
CEW12	CROSSWALK EPOXY (WHITE) 12-INCH
CEW24	CROSSWALK EPOXY (WHITE) BLOCK STYLE 24-INCH
SEW	SYMBOL EPOXY (WHITE)
SEW18	STOP LINE EPOXY (WHITE) 18-INCH
WEW	WORD EPOXY (WHITE)

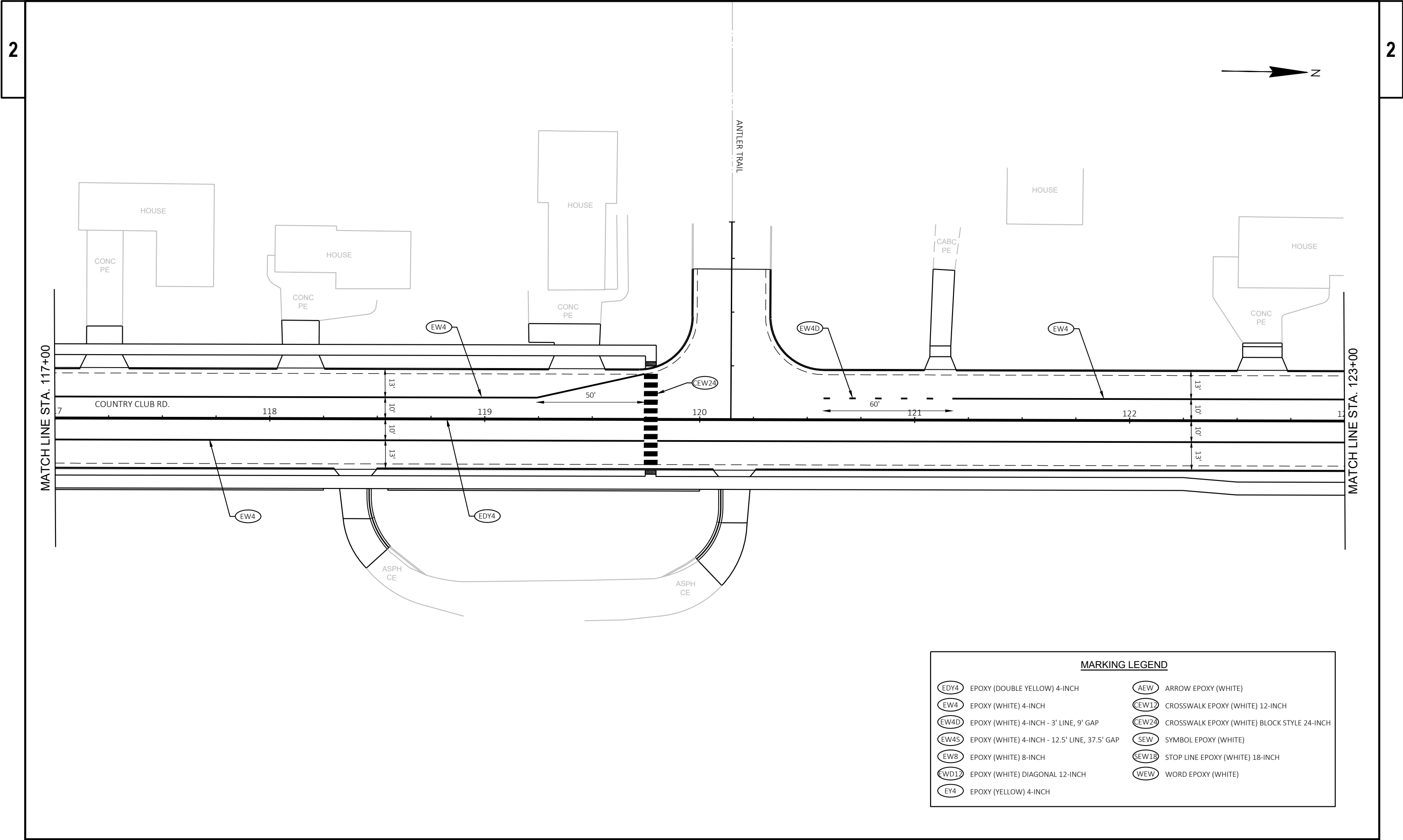


MARKING LEGEND

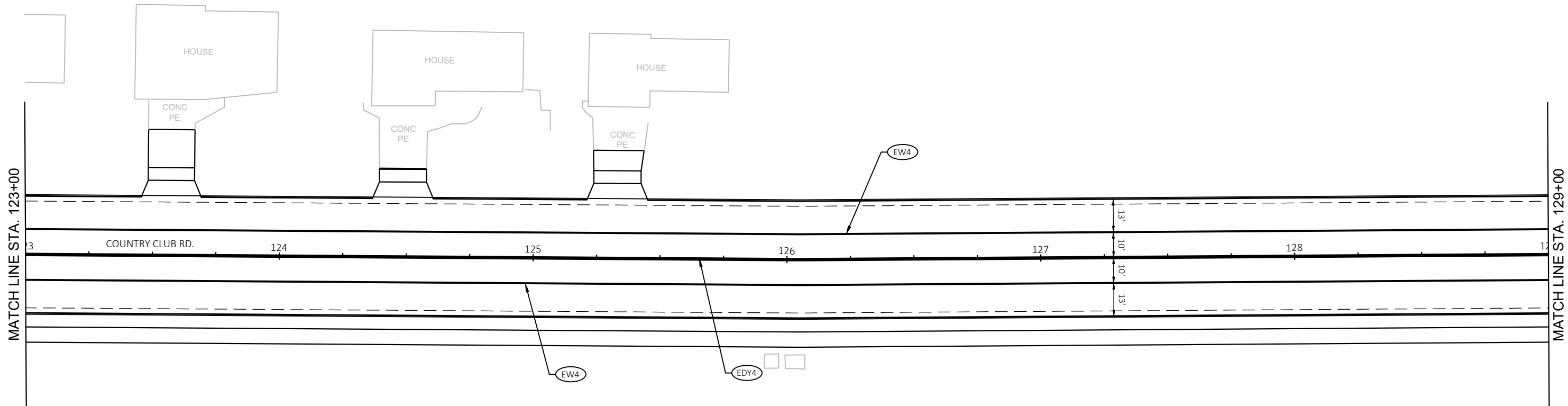
EDY4	EPOXY (DOUBLE YELLOW) 4-INCH	AEW	ARROW EPOXY (WHITE)
EW4	EPOXY (WHITE) 4-INCH	CEW12	CROSSWALK EPOXY (WHITE) 12-INCH
EW4D	EPOXY (WHITE) 4-INCH - 3' LINE, 9' GAP	CEW24	CROSSWALK EPOXY (WHITE) BLOCK STYLE 24-INCH
EW4S	EPOXY (WHITE) 4-INCH - 12.5' LINE, 37.5' GAP	SEW	SYMBOL EPOXY (WHITE)
EW8	EPOXY (WHITE) 8-INCH	SEW18	STOP LINE EPOXY (WHITE) 18-INCH
EW12	EPOXY (WHITE) DIAGONAL 12-INCH	WEW	WORD EPOXY (WHITE)
EY4	EPOXY (YELLOW) 4-INCH		



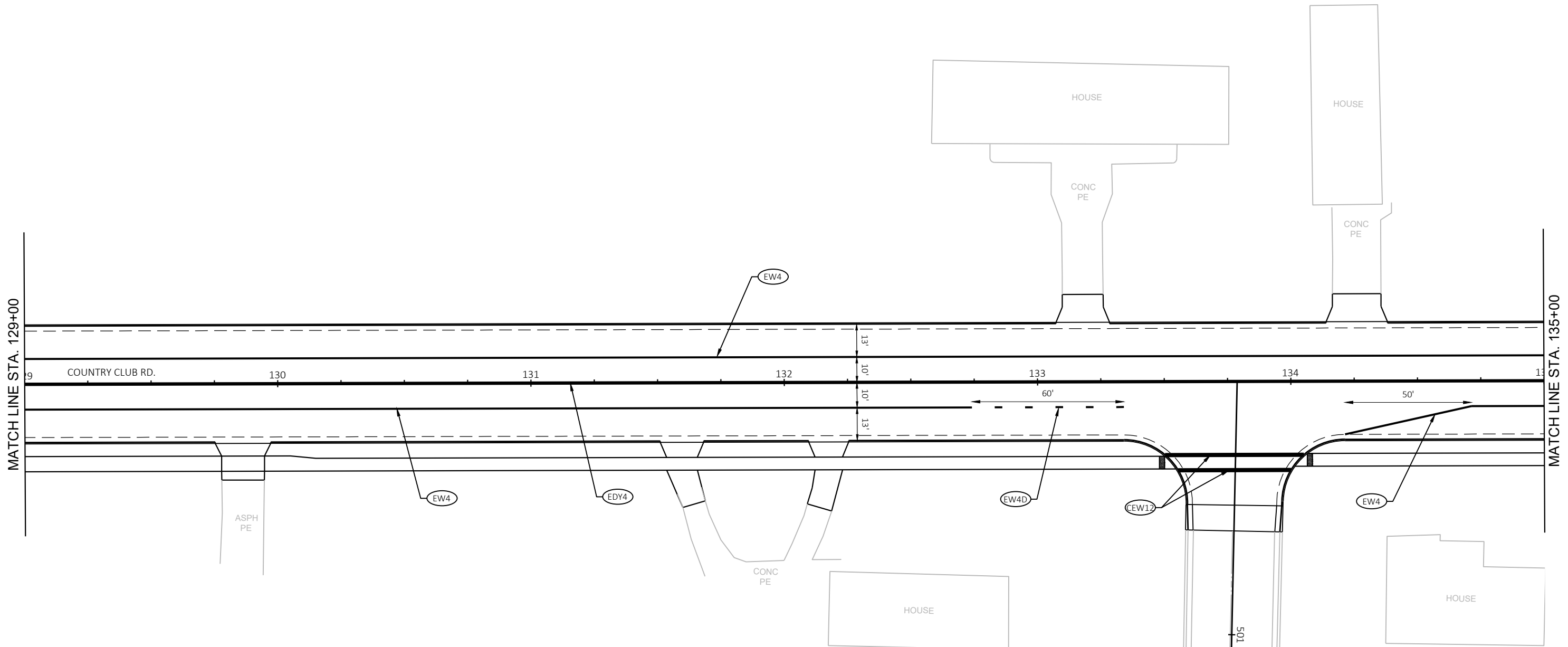
MARKING LEGEND			
	EPOXY (DOUBLE YELLOW) 4-INCH		ARROW EPOXY (WHITE)
	EPOXY (WHITE) 4-INCH		CROSSWALK EPOXY (WHITE) 12-INCH
	EPOXY (WHITE) 4-INCH - 3' LINE, 9' GAP		CROSSWALK EPOXY (WHITE) BLOCK STYLE 24-INCH
	EPOXY (WHITE) 4-INCH - 12.5' LINE, 37.5' GAP		SYMBOL EPOXY (WHITE)
	EPOXY (WHITE) 8-INCH		STOP LINE EPOXY (WHITE) 18-INCH
	EPOXY (WHITE) DIAGONAL 12-INCH		WORD EPOXY (WHITE)
	EPOXY (YELLOW) 4-INCH		



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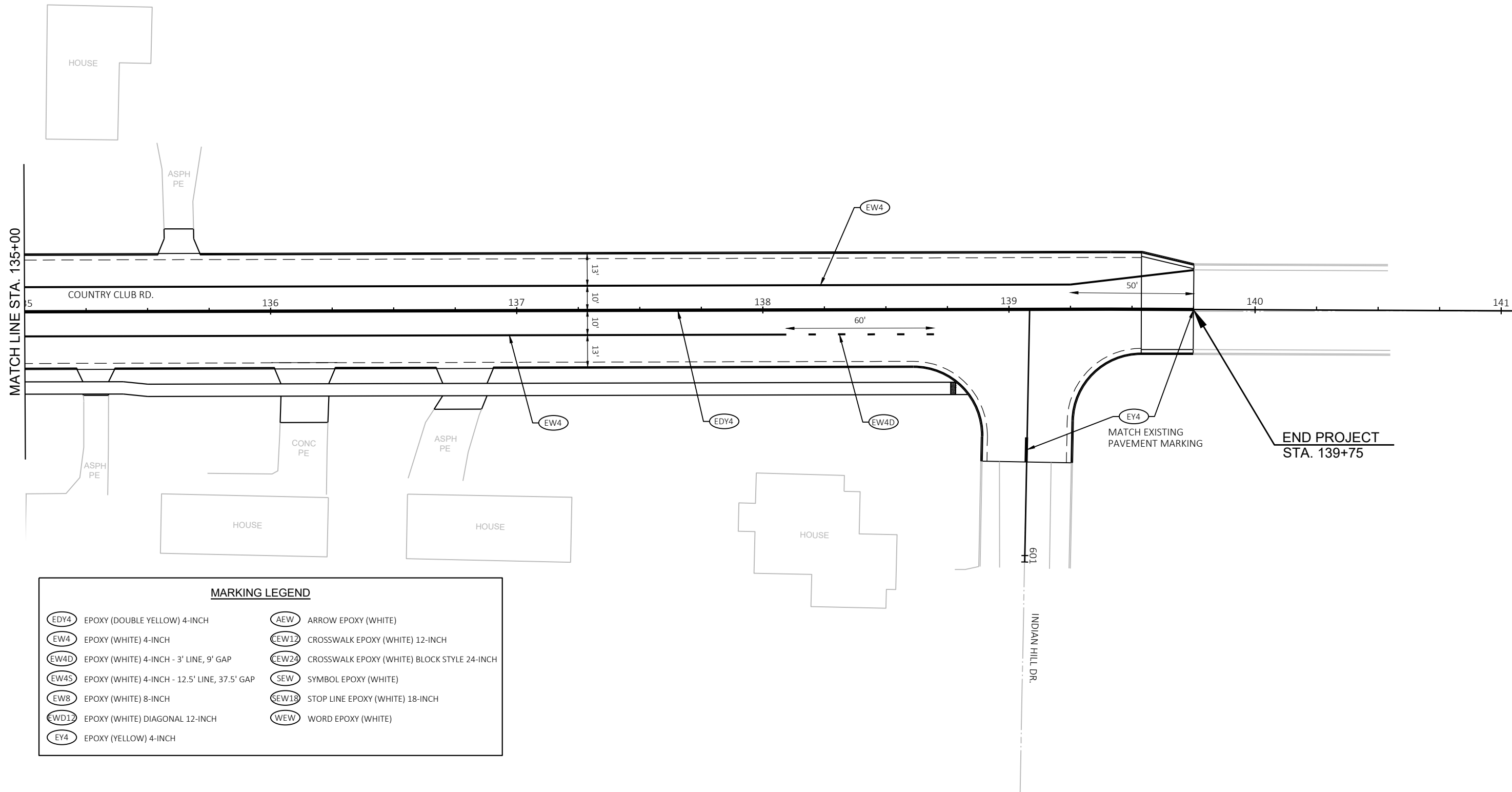


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MARKING LEGEND

- | | |
|---|---|
| EDY4 EPOXY (DOUBLE YELLOW) 4-INCH | AEW ARROW EPOXY (WHITE) |
| EW4 EPOXY (WHITE) 4-INCH | CEW12 CROSSWALK EPOXY (WHITE) 12-INCH |
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| EW4S EPOXY (WHITE) 4-INCH - 12.5' LINE, 37.5' GAP | SEW SYMBOL EPOXY (WHITE) |
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| EWD12 EPOXY (WHITE) DIAGONAL 12-INCH | WEW WORD EPOXY (WHITE) |
| EY4 EPOXY (YELLOW) 4-INCH | |



MARKING LEGEND

EDY4 EPOXY (DOUBLE YELLOW) 4-INCH	AEW ARROW EPOXY (WHITE)
EW4 EPOXY (WHITE) 4-INCH	CEW12 CROSSWALK EPOXY (WHITE) 12-INCH
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EY4 EPOXY (YELLOW) 4-INCH	

Estimate Of Quantities

4987-02-75

Line	Item	Item Description	Unit	Total	Qty
0002	201.0220	Grubbing	ID	800.000	800.000
0004	204.0100	Removing Concrete Pavement	SY	20,370.000	20,370.000
0006	204.0150	Removing Curb & Gutter	LF	420.000	420.000
0008	204.0155	Removing Concrete Sidewalk	SY	10.000	10.000
0010	204.0210	Removing Manholes	EACH	17.000	17.000
0012	204.0220	Removing Inlets	EACH	27.000	27.000
0014	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	1,430.000	1,430.000
0016	204.0245	Removing Storm Sewer (size) 02. 15-Inch	LF	135.000	135.000
0018	204.0245	Removing Storm Sewer (size) 03. 18-Inch	LF	2,375.000	2,375.000
0020	204.0245	Removing Storm Sewer (size) 04. 24-Inch	LF	44.000	44.000
0022	204.0245	Removing Storm Sewer (size) 05. 24x38-Inch	LF	105.000	105.000
0024	204.0245	Removing Storm Sewer (size) 06. 48-Inch	LF	350.000	350.000
0026	204.0245	Removing Storm Sewer (size) 07. 38X60-Inch	LF	265.000	265.000
0028	204.0280	Sealing Pipes	EACH	2.000	2.000
0030	204.9060.S	Removing (item description) 01. Brick Pillars	EACH	2.000	2.000
0032	204.9090.S	Removing (item description) 01. Retaining Wall Planter	LF	50.000	50.000
0034	205.0100	Excavation Common	CY	12,700.000	12,700.000
0036	213.0100	Finishing Roadway (project) 01. 4987-02-75	EACH	1.000	1.000
0038	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	12,300.000	12,300.000
0040	415.0080	Concrete Pavement 8-Inch	SY	18,880.000	18,880.000
0042	415.0210	Concrete Pavement Gaps	EACH	3.000	3.000
0044	415.1080	Concrete Pavement HES 8-Inch	SY	1,480.000	1,480.000
0046	415.4100	Concrete Pavement Joint Filling	SY	22,430.000	22,430.000
0048	416.0610	Drilled Tie Bars	EACH	90.000	90.000
0050	416.0620	Drilled Dowel Bars	EACH	107.000	107.000
0052	455.0605	Tack Coat	GAL	15.000	15.000
0054	465.0105	Asphaltic Surface	TON	45.000	45.000
0056	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	90.000	90.000
0058	520.8000	Concrete Collars for Pipe	EACH	6.000	6.000
0060	522.1036	Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	EACH	1.000	1.000
0062	522.1054	Apron Endwalls for Culvert Pipe Reinforced Concrete 54-Inch	EACH	1.000	1.000
0064	601.0342	Concrete Curb & Gutter Integral 18-Inch	LF	1,670.000	1,670.000
0066	601.0452	Concrete Curb & Gutter Integral 30-Inch Type D	LF	5,980.000	5,980.000
0068	602.0405	Concrete Sidewalk 4-Inch	SF	27,000.000	27,000.000
0070	602.0415	Concrete Sidewalk 6-Inch	SF	400.000	400.000
0072	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	130.000	130.000
0074	602.0615	Curb Ramp Detectable Warning Field Radial Natural Patina	SF	36.000	36.000
0076	602.0810	Concrete Driveway 6-Inch	SY	900.000	900.000
0078	602.0820	Concrete Driveway 8-Inch	SY	110.000	110.000
0080	606.0300	Riprap Heavy	CY	360.000	360.000
0082	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	91.000	91.000
0084	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	1,267.000	1,267.000
0086	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	1,317.000	1,317.000
0088	608.0330	Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	LF	36.000	36.000
0090	608.0336	Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	LF	212.000	212.000
0092	608.0354	Storm Sewer Pipe Reinforced Concrete Class III 54-Inch	LF	33.000	33.000
0094	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	4.000	4.000
0096	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	276.000	276.000
0098	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	248.000	248.000

Estimate Of Quantities

4987-02-75

Line	Item	Item Description	Unit	Total	Qty
0100	608.0448	Storm Sewer Pipe Reinforced Concrete Class IV 48-Inch	LF	404.000	404.000
0102	608.2324	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 24x38-Inch	LF	59.000	59.000
0104	611.0540	Manhole Covers Type K	EACH	4.000	4.000
0106	611.8115	Adjusting Inlet Covers	EACH	1.000	1.000
0108	611.9850.S	Pipe Grates (size) 01. 36-Inch	EACH	1.000	1.000
0110	611.9850.S	Pipe Grates (size) 02. 54-Inch	EACH	1.000	1.000
0112	612.0206	Pipe Underdrain Unperforated 6-Inch	LF	30.000	30.000
0114	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	815.000	815.000
0116	612.0902.S	Insulation Board Polystyrene (inch) 01. 2-Inch	SY	100.000	100.000
0118	618.0100	Maintenance and Repair of Haul Roads (project) 01. 4987-02-75	EACH	1.000	1.000
0120	619.1000	Mobilization	EACH	1.000	1.000
0122	623.0200	Dust Control Surface Treatment	SY	25,000.000	25,000.000
0124	624.0100	Water	MGAL	180.000	180.000
0126	625.0100	Topsoil	SY	10,700.000	10,700.000
0128	628.1504	Silt Fence	LF	3,000.000	3,000.000
0130	628.1520	Silt Fence Maintenance	LF	6,000.000	6,000.000
0132	628.1905	Mobilizations Erosion Control	EACH	12.000	12.000
0134	628.1910	Mobilizations Emergency Erosion Control	EACH	8.000	8.000
0136	628.2008	Erosion Mat Urban Class I Type B	SY	600.000	600.000
0138	628.7005	Inlet Protection Type A	EACH	44.000	44.000
0140	628.7015	Inlet Protection Type C	EACH	50.000	50.000
0142	628.7020	Inlet Protection Type D	EACH	10.000	10.000
0144	628.7560	Tracking Pads	EACH	3.000	3.000
0146	628.7570	Rock Bags	EACH	55.000	55.000
0148	629.0210	Fertilizer Type B	CWT	1.000	1.000
0150	630.0120	Seeding Mixture No. 20	LB	30.000	30.000
0152	630.0200	Seeding Temporary	LB	40.000	40.000
0154	630.0500	Seed Water	MGAL	245.000	245.000
0156	642.5401	Field Office Type D	EACH	1.000	1.000
0158	643.0300	Traffic Control Drums	DAY	18,200.000	18,200.000
0160	643.0410	Traffic Control Barricades Type II	DAY	156.000	156.000
0162	643.0420	Traffic Control Barricades Type III	DAY	4,904.000	4,904.000
0164	643.0705	Traffic Control Warning Lights Type A	DAY	9,808.000	9,808.000
0166	643.0800	Traffic Control Arrow Boards	DAY	3.000	3.000
0168	643.0900	Traffic Control Signs	DAY	5,432.000	5,432.000
0170	643.1000	Traffic Control Signs Fixed Message	SF	60.000	60.000
0172	643.1050	Traffic Control Signs PCMS	DAY	35.000	35.000
0174	643.1070	Traffic Control Cones 42-Inch	DAY	860.000	860.000
0176	643.5000	Traffic Control	EACH	1.000	1.000
0178	645.0120	Geotextile Type HR	SY	3,320.000	3,320.000
0180	645.0130	Geotextile Type R	SY	300.000	300.000
0182	645.0220	Geogrid Type SR	SY	24,600.000	24,600.000
0184	646.1020	Marking Line Epoxy 4-Inch	LF	15,700.000	15,700.000
0186	646.3020	Marking Line Epoxy 8-Inch	LF	1,425.000	1,425.000
0188	646.5020	Marking Arrow Epoxy	EACH	19.000	19.000
0190	646.5120	Marking Word Epoxy	EACH	5.000	5.000
0192	646.5220	Marking Symbol Epoxy	EACH	11.000	11.000
0194	646.6120	Marking Stop Line Epoxy 18-Inch	LF	44.000	44.000
0196	646.7120	Marking Diagonal Epoxy 12-Inch	LF	115.000	115.000

Estimate Of Quantities

4987-02-75

Line	Item	Item Description	Unit	Total	Qty
0198	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	42.000	42.000
0200	646.9210	Marking Removal Line Water Blasting Wide	LF	180.000	180.000
0202	650.4000	Construction Staking Storm Sewer	EACH	65.000	65.000
0204	650.4500	Construction Staking Subgrade	LF	4,193.000	4,193.000
0206	650.5000	Construction Staking Base	LF	51.000	51.000
0208	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	410.000	410.000
0210	650.7000	Construction Staking Concrete Pavement	LF	3,630.000	3,630.000
0212	650.9000	Construction Staking Curb Ramps	EACH	15.000	15.000
0214	650.9500	Construction Staking Sidewalk (project) 01. 4987-02-75	EACH	1.000	1.000
0216	650.9911	Construction Staking Supplemental Control (project) 01. 4987-02-75	EACH	1.000	1.000
0218	650.9920	Construction Staking Slope Stakes	LF	4,193.000	4,193.000
0220	690.0150	Sawing Asphalt	LF	320.000	320.000
0222	690.0250	Sawing Concrete	LF	540.000	540.000
0224	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	5,670.000	5,670.000
0226	740.0440	Incentive IRI Ride	DOL	10,975.000	10,975.000
0228	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	2,100.000	2,100.000
0230	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	2,400.000	2,400.000
0232	SPV.0060	Special 01. Manhole Covers Type GB-J-S	EACH	23.000	23.000
0234	SPV.0060	Special 02. Inlet Covers Type GB-H	EACH	30.000	30.000
0236	SPV.0060	Special 03. Inlet Covers Type GB-H-V	EACH	10.000	10.000
0238	SPV.0060	Special 04. Catch Basin GB 2X3-Foot	EACH	40.000	40.000
0240	SPV.0060	Special 05. Manhole GB 4-Foot	EACH	13.000	13.000
0242	SPV.0060	Special 06. Manhole GB 5-Foot	EACH	4.000	4.000
0244	SPV.0060	Special 07. Manhole GB 6-Foot	EACH	1.000	1.000
0246	SPV.0060	Special 08. Manhole GB 7-Foot	EACH	4.000	4.000
0248	SPV.0060	Special 09. Manhole GB 9-Foot	EACH	2.000	2.000
0250	SPV.0060	Special 10. Underground Detention	EACH	1.000	1.000
0252	SPV.0060	Special 11. Adjusting Sanitary Manhole Covers	EACH	13.000	13.000
0254	SPV.0060	Special 12. Adjusting Water Valve Boxes	EACH	18.000	18.000
0256	SPV.0060	Special 13. Preservation of Existing Monuments Project 4987-02-75	EACH	1.000	1.000
0258	SPV.0060	Special 14. Verify and Restoring of Existing Monuments Project 4987-02-75	EACH	1.000	1.000
0260	SPV.0090	Special 01. Concrete Curb & Gutter Integral HES 30-Inch Type D	LF	400.000	400.000
0262	SPV.0090	Special 02. Concrete Curb & Gutter 18-Inch Type D Special	LF	140.000	140.000
0264	SPV.0090	Special 03. Concrete Curb & Gutter 24-Inch Type D	LF	180.000	180.000
0266	SPV.0090	Special 04. Concrete Curb & Gutter Rolled 24-Inch Type A	LF	30.000	30.000
0268	SPV.0090	Special 05. Concrete Curb & Gutter Rolled 24-Inch Type D	LF	40.000	40.000
0270	SPV.0090	Special 06. Concrete Curb & Gutter 36-Inch Type D Special	LF	20.000	20.000
0272	SPV.0090	Special 07. Storm Sewer Pipe Inlet Lead 12-Inch	LF	710.000	710.000
0274	SPV.0090	Special 08. Storm Sewer Pipe Inlet Lead 15-Inch	LF	155.000	155.000
0276	SPV.0090	Special 09. Storm Sewer Pipe Inlet Lead 18-Inch	LF	28.000	28.000
0278	SPV.0090	Special 10. Storm Sewer Pipe PVC 8-Inch	LF	7.000	7.000
0280	SPV.0090	Special 11. Storm Sewer Pipe PVC 12-Inch	LF	12.000	12.000
0282	SPV.0090	Special 12. Storm Sewer Laterals 6-Inch	LF	1,180.000	1,180.000
0284	SPV.0090	Special 13. Sanitary Sewer Laterals 4-Inch	LF	30.000	30.000
0286	SPV.0090	Special 14. Marking Crosswalk Epoxy Transverse Line 12-Inch	LF	820.000	820.000
0288	SPV.0165	Special 01. Concrete Sidewalk With Retaining Wall	SF	1,860.000	1,860.000
0290	SPV.0165	Special 02. Concrete Sidewalk 8-Inch	SF	130.000	130.000
0292	SPV.0180	Special 01. Hydroseeding	SY	10,100.000	10,100.000
0294	SPV.0195	Special 01. 3-Inch Stone Cradle Storm Sewer	TON	100.000	100.000

4987-02-75

3

					201.0220	
					GRUBBING	
CATEGORY	STATION	TO	STATION	LOCATION	ID	REMARKS
0010	100+75	-	114+67	COUNTRY CLUB RD	284	
0010	114+67	-	120+15	COUNTRY CLUB RD	31	
0010	120+15	-	133+79	COUNTRY CLUB RD	126	
0010	133+79	-	139+75	COUNTRY CLUB RD	358	INCLUDES STORM WATER DISCHARGE AREA
TOTAL 0010					800	

CATEGORY	STATION	TO	STATION	LOCATION	LF
0010	299+30	-	299+65	DOE TR	70
0010	500+35	-	500+59	KLEE ST	48
0010	-	-	-	DRIVEWAYS AND ENTRANCES	302
TOTAL 0010					420

					204.0155
					REMOVING CONCRETE
					SIDEWALK
CATEGORY	STATION	TO	STATION	LOCATION	SY
0010	98+95	-	99+13	COUNTRY CLUB RD	10
TOTAL 0010					10

			204.9060.S.01
			REMOVING
			BRICK PILLARS
CATEGORY	STATION	LOCATION	EACH
0010	110+28	COUNTRY CLUB RD, LT	1
0010	110+45	COUNTRY CLUB RD, LT	1
		TOTAL 0010	2

			204.9090.S.01
			REMOVING
			RETAINING WALL
			PLANTER
CATEGORY	STATION	LOCATION	LF
0010	137+30	COUNTRY CLUB RD, LT	50
		TOTAL 0010	50

CATEGORY	STATION	TO	STATION	LOCATION	204.0210	204.0220	204.0245.01	204.0245.02	204.0245.03	204.0245.04	204.0245.05	204.0245.06	204.0245.07	204.0280
					REMOVING MANHOLES EACH	REMOVING INLETS EACH	REMOVING STORM SEWER 12-INCH LF	REMOVING STORM SEWER 15-INCH LF	REMOVING STORM SEWER 18-INCH LF	REMOVING STORM SEWER 24-INCH LF	REMOVING STORM SEWER 24X38-INCH LF	REMOVING STORM SEWER 48-INCH LF	REMOVING STORM SEWER 38X60-INCH LF	SEALING PIPES EACH
0010	100+00		100+75	COUNTRY CLUB RD	-	3	44	-	-	-	-	-	-	-
0010	100+75	-	114+67	COUNTRY CLUB RD	6	8	1,003	-	459	-	-	-	-	-
0010	114+67	-	120+15	COUNTRY CLUB RD	1	3	76	-	549	-	-	-	-	-
0010	120+15	-	133+79	COUNTRY CLUB RD	6	7	147	97	1,367	20	-	42	-	2
0010	133+79	-	139+75	COUNTRY CLUB RD	3	4	45	38	-	24	61	281	265	-
0010	199+35	-	199+77	WEST MASON ST FRONTAGE RD	1	2	115	-	-	-	-	-	-	-
0010	500+21	-	500+59	KLEE ST	-	-	-	-	-	-	-	27	-	-
0010	600+15	-	600+62	INDIAN HILL DR	-	-	-	-	-	-	44	-	-	-
TOTALS 0010					17	27	1,430	135	2,375	44	105	350	265	2

					204.0100
					REMOVING CONCRETE
CATEGORY	STATION	TO	STATION	LOCATION	PAVEMENT SY
0010	98+95	-	99+13	COUNTRY CLUB RD	29
0010	100+00	-	100+75	COUNTRY CLUB RD	462
0010	100+75	-	114+67	COUNTRY CLUB RD	6,751
0010	114+67	-	120+15	COUNTRY CLUB RD	2,480
0010	120+15	-	133+79	COUNTRY CLUB RD	6,217
0010	133+79	-	139+42	COUNTRY CLUB RD	2,548
0010	199+35	-	199+77	WEST MASON ST FRONTAGE RD	194
0010	299+65	-	299+78	DOE TR	101
0010	399+30	-	399+79	ANTLER TR	236
0010	500+21	-	500+35	KLEE ST	101
0010	600+18	-	600+62	INDIAN HILL DR	230
0010		-		DRIVEWAYS AND ENTRANCES	1,042
TOTAL 0010					20,370

- QUANTITIES DO NOT REFLECT CONCRETE PAVEMENT REMOVED DURING UTILITY RELOCATIONS. MAINLINE AND SIDEROAD PAVEMENT TO BE MEASURED TO INCLUDE TRENCHES REGARDLESS OF MATERIAL IN TRENCH

3

EARTHWORK SUMMARY

DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION (1)		UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL (13)	MASS ORDINATE +/- (14)	WASTE
			CUT (2)	EBS EXCAVATION (3)				FACTOR 1.25		
1	100+00 - 139+75	COUNTRY CLUB RD	11,401	-	4,278	7,123	820	1,025	6,098	6,098
	136+75-137+65	COUNTRY CLUB RD, LT - ENERGY DISSIPATION BASIN	765	-	-	765	0	0	765	765
		UNDISTRIBUTED	-	534	-	-	-	-	534	534
GRAND TOTAL			12,166	534	4,278	7,888	820	1,025		7,397
TOTAL COMMON EXC			12,700							

NOTES:

- (1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100
- (2) UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
- (3) EBS EXCAVATION TO BE BACKFILLED WITH BASE AGGREGATE DENSE 1 1/4-INCH.
- (4) UNUSABLE PAVEMENT MATERIAL
- 5) AVAILABLE MATERIAL = CUT - UNUSUABLE PAVEMENT MATERIAL
- (13) EXPANDED FILL FACTOR = 1.25 EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR
- (14) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.
- (15) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

BASE AGGREGATE AND WATER

CATEGORY	STATION	TO	STATION	LOCATION	305.0120	623.0200	624.0100	645.0220
					BASE AGGREGATE DENSE 1 1/4-INCH TON	DUST CONTROL SURFACE TREATMENT SY	WATER MGAL	GEOGRID TYPE SR SY
0010	100+00	-	100+75	COUNTRY CLUB RD	207	-	3	501
0010	100+75	-	114+67	COUNTRY CLUB RD	3,560	-	36	8670
0010	114+67	-	120+15	COUNTRY CLUB RD	1,287	-	13	3129
0010	120+15	-	133+79	COUNTRY CLUB RD	3,162	-	32	7705
0010	133+79	-	139+75	COUNTRY CLUB RD	1,343	-	14	3265
0010	199+35	-	199+77	WEST MASON ST FRONTAGE RD	94	-	1	227
0010	299+30	-	299+78	DOE TR	129	-	2	267
0010	399+30	-	399+79	ANTLER TR	111	-	2	269
0010	500+20	-	500+55	KLEE ST	94	-	1	228
0010	600+18	-	600+62	INDIAN HILL DR	140	-	2	339
0010	-	-	-	SIDEWALKS	775	-	8	-
0010	-	-	-	DRIVEWAYS & ENTRANCES	410	-	3	-
0010	-	-	-	EBS BACKFILL	988	-	10	-
0010	-	-	-	DUST CONTROL	-	25,000	53	-
TOTALS 0010					12,300	25,000	180	24,600

CONCRETE PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	415.0080	415.1080	415.0210	415.4100	REMARKS
					CONCRETE PAVEMENT 8-INCH SY	CONCRETE PAVEMENT HES 8-INCH SY	CONCRETE PAVEMENT GAPS EACH	CONCRETE PAVEMENT JOINT FILLING SY	
0010	98+95	-	99+13	COUNTRY CLUB RD	22	-	-	29	
0010	100+00	-	100+75	COUNTRY CLUB RD	445	-	-	474	
0010	100+75	-	114+67	COUNTRY CLUB RD	7,311	106	-	8,043	
0010	114+67	-	120+15	COUNTRY CLUB RD	2,441	200	1	2,893	GAP - DOE TRAIL
0010	120+15	-	133+79	COUNTRY CLUB RD	6,163	205	1	7,101	GAP - ANTLER TRAIL
0010	133+79	-	139+54	COUNTRY CLUB RD	2,365	289	1	2,939	GAP - KLEE ST
0010	199+35	-	199+77	WEST MASON ST FRONTAGE RD	155	-	-	186	
0010	299+50	-	299+79	DOE TR	-	134	-	157	
0010	399+30	-	399+79	ANTLER TR	-	209	-	243	
0010	500+21	-	500+49	KLEE ST	-	138	-	161	
0010	600+18	-	600+62	INDIAN HILL DR	-	199	-	233	
TOTAL 0010					18,880	1,480	3	22,430	

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DRILLED TIE AND DOWEL BARS				
CATEGORY	STATION	LOCATION	416.0610	416.0620
			DRILLED TIE BARS EACH	DRILLED DOWEL BARS EACH
0010	99+10	COUNTRY CLUB RD	16	-
0010	100+00	COUNTRY CLUB RD	42	-
0010	139+75	COUNTRY CLUB RD	4	-
0010	199+35	WEST MASON ST FRONTAGE RD	-	31
0010	299+30	DOE TR	4	-
0010	399+30	ANTLER TR	-	38
0010	500+59	KLEE ST	4	-
0010	600+62	INDIAN HILL DR	-	38
0010	-	DRIVEWAYS AND ENTRANCES	20	-
TOTALS 0010			90	107

ASPHALTIC SURFACE						
CATEGORY	STATION	TO	STATION	LOCATION	455.0605	465.0105
					TACK COAT GAL	ASPHALTIC SURFACE TON
0010	139+55	-	139+75	COUNTRY CLUB RD	6	19
0010	299+30	-	299+50	DOE TR	6	17
0010	500+48	-	500+58	KLEE ST	3	9
TOTALS 0010					15	45

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CONCRETE CURB & GUTTER										
CATEGORY	STATION	TO	STATION	LOCATION	601.0342	601.0452	SPV.0090.01	SPV.0090.02	SPV.0090.03	SPV.0090.04
					CONCRETE CURB & GUTTER INTEGRAL 18-INCH LF	CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D LF	CONCRETE CURB & GUTTER INTEGRAL HES 30-INCH TYPE D	CONCRETE CURB & GUTTER 18-INCH TYPE D SPECIAL LF	CONCRETE CURB & GUTTER 24-INCH TYPE D LF	CONCRETE CURB & GUTTER ROLLED 24-INCH TYPE A LF
0010	98+95	-	99+13	COUNTRY CLUB RD	-	27	-	-	-	-
0010	100+00	-	100+75	COUNTRY CLUB RD	94	46	-	-	-	-
0010	100+75	-	114+67	COUNTRY CLUB RD	1392	1309	-	-	-	-
0010	114+67	-	116+50	COUNTRY CLUB RD	184	141	-	-	-	-
0010	116+50	-	120+15	COUNTRY CLUB RD	-	686	-	-	-	-
0010	120+15	-	133+79	COUNTRY CLUB RD	-	2647	-	-	-	-
0010	133+79	-	139+75	COUNTRY CLUB RD	-	1015	-	-	44	-
0010	199+35	-	199+80	WEST MASON ST FRONTAGE RD	-	109	-	-	-	-
0010	299+45	-	299+80	DOE TR	-	-	80	-	40	-
0010	399+45	-	399+80	ANTLER TR	-	-	123	-	-	-
0010	500+20	-	500+60	KLEE ST	-	-	81	-	-	-
0010	600+15	-	600+65	INDIAN HILL DR	-	-	116	-	-	-
0010	106+22	-	106+53	NWTC PARKING LOT ENTRANCE	-	-	-	-	44	-
0010	110+93	-	111+25	NWTC PARKING LOT ENTRANCE	-	-	-	-	52	-
0010	115+28	-	115+89	NWTC PARKING LOT ENTRANCE	-	-	-	140	-	-
0010	118+45	-	120+11	CURBED DRIVEWAY	-	-	-	-	-	30
TOTALS 0010					1,670	5,980	400	140	180	30

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CONCRETE SIDEWALK											
CATEGORY	STATION	TO	STATION	LOCATION	602.0405	602.0415	602.0515	602.0615	SPV.0165.01	SPV.0165.02	
					CONCRETE	CONCRETE	CURB RAMP DETECTABLE	CURB RAMP DETECTABLE	CONCRETE	CONCRETE	
					SIDEWALK	SIDEWALK	WARNING FIELD	WARNING FIELD RADIAL	SIDEWALK WITH	SIDEWALK	
					4-INCH	6-INCH	NATURAL PATINA	NATURAL PATINA	RETAINING WALL	8-INCH	
					SF	SF	SF	SF	SF	SF	
0010	98+95	-	99+13	COUNTRY CLUB RD	28	-	10	-	-	45	
0010	100+00	-	100+75	COUNTRY CLUB RD	539	43	40	-	-	85	
0010	100+75	-	114+67	COUNTRY CLUB RD	13907	88	-	36	-	-	
0010	114+67	-	120+15	COUNTRY CLUB RD	3048	154	50	-	1860	-	
0010	120+15	-	133+79	COUNTRY CLUB RD	7399	37	10	-	-	-	
0010	133+79	-	138+84	COUNTRY CLUB RD	2079	78	20	-	-	-	
TOTALS 0010					27,000	400	130	36	1,860	130	

DRIVEWAY AND ENTRANCE PAVEMENT					
CATEGORY	STATION	LOCATION	465.0120	602.0810	602.0820
			ASPHALTIC SURFACE	CONCRETE	CONCRETE
			ENTRANCES	DRIVEWAY	DRIVEWAY
			TON	6-INCH	8-INCH
				SY	SY
0010	101+38	COUNTRY CLUB RD, LT	-	25	-
0010	102+32	COUNTRY CLUB RD, LT	-	55	-
0010	103+54	COUNTRY CLUB RD, LT	-	27	-
0010	105+16	COUNTRY CLUB RD, LT	3	12	-
0010	105+50	COUNTRY CLUB RD, LT	4	14	-
0010	106+40	COUNTRY CLUB RD, RT	13	-	34
0010	106+82	COUNTRY CLUB RD, LT	2	11	-
0010	107+12	COUNTRY CLUB RD, LT	2	10	-
0010	109+33	COUNTRY CLUB RD, LT	4	12	-
0010	110+36	COUNTRY CLUB RD, LT	1	12	-
0010	111+12	COUNTRY CLUB RD, RT	15	-	34
0010	111+75	COUNTRY CLUB RD, LT	-	28	-
0010	115+41	COUNTRY CLUB RD, LT	-	39	-
0010	115+41	COUNTRY CLUB RD, RT	13	-	24
0010	115+75	COUNTRY CLUB RD, RT	12	-	17
0010	116+75	COUNTRY CLUB RD, LT	-	27	-
0010	117+25	COUNTRY CLUB RD, LT	-	39	-
0010	118+15	COUNTRY CLUB RD, LT	-	44	-
0010	118+45	COUNTRY CLUB RD, RT	6	35	-
0010	119+50	COUNTRY CLUB RD, LT	-	63	-
0010	120+14	COUNTRY CLUB RD, RT	8	37	-
0010	121+12	COUNTRY CLUB RD, LT	-	14	-
0010	122+62	COUNTRY CLUB RD, LT	-	28	-
0010	123+50	COUNTRY CLUB RD, LT	-	55	-
0010	124+50	COUNTRY CLUB RD, LT	-	26	-
0010	125+33	COUNTRY CLUB RD, LT	-	42	-
0010	129+86	COUNTRY CLUB RD, RT	2	23	-
0010	131+61	COUNTRY CLUB RD, RT	-	33	-
0010	132+16	COUNTRY CLUB RD, RT	-	33	-
0010	133+18	COUNTRY CLUB RD, LT	-	22	-
0010	134+25	COUNTRY CLUB RD, LT	-	26	-
0010	135+25	COUNTRY CLUB RD, RT	-	14	-
0010	135+63	COUNTRY CLUB RD, LT	3	-	-
0010	136+14	COUNTRY CLUB RD, RT	-	69	-
0010	136+75	COUNTRY CLUB RD, RT	2	24	-
TOTALS 0010			90	900	110

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STORM STRUCTURES																	
		522.1036	522.1054	611.0540	611.8115	611.9850.S.01	611.9850.S.02	650.4000	SPV.0060.01	SPV.0060.02	SPV.0060.03	SPV.0060.04	SPV.0060.05	SPV.0060.06	SPV.0060.07	SPV.0060.08	SPV.0060.09
		APRON ENDWALLS FOR	APRON ENDWALLS FOR	MANHOLE	ADJUSTING	PIPE GRATES	PIPE GRATES	CONSTRUCTION	MANHOLE	INLET COVERS	INLET COVERS	CATCH BASIN	MANHOLE GB	MANHOLE GB	MANHOLE GB	MANHOLE GB	MANHOLE GB
		CULVERT PIPE REINFORCED	CULVERT PIPE REINFORCED	COVERS	INLET COVERS	36-INCH	54-INCH	STAKING STORM	COVERS	TYPE GB-J-S	TYPE GB-H	TYPE GB-H-V	GB 2X3-FT	4-FT	5-FT	6-FT	7-FT
CATEGORY	STRUCTURE	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
0010	1	-	-	-	-	-	-	1	1	-	-	-	1	-	-	-	-
0010	1A	-	-	-	-	-	-	1	-	1	-	1	-	-	-	-	-
0010	1B	-	-	-	-	-	-	1	-	1	-	1	-	-	-	-	-
0010	2	-	-	-	-	-	-	1	1	-	-	-	1	-	-	-	-
0010	3	-	-	-	-	-	-	1	1	-	-	-	1	-	-	-	-
0010	3A	-	-	-	-	-	-	1	-	1	-	1	-	-	-	-	-
0010	3B	-	-	-	-	-	-	1	-	1	-	1	-	-	-	-	-
0010	3C	-	-	-	-	-	-	1	-	1	-	1	-	-	-	-	-
0010	3D	-	-	-	-	-	-	1	-	1	-	1	-	-	-	-	-
0010	4	-	-	-	-	-	-	1	1	-	-	-	1	-	-	-	-
0010	5	-	-	-	-	-	-	1	1	-	-	-	1	-	-	-	-
0010	6	-	-	-	-	-	-	1	1	-	-	-	1	-	-	-	-
0010	6A	-	-	-	-	-	-	1	-	1	-	1	-	-	-	-	-
0010	6B	-	-	-	-	-	-	1	-	1	-	1	-	-	-	-	-
0010	7	-	-	-	-	-	-	1	1	-	-	-	1	-	-	-	-
0010	7A	-	-	-	-	-	-	1	-	1	-	1	-	-	-	-	-
0010	7B	-	-	-	-	-	-	1	-	1	-	1	-	-	-	-	-
0010	8	-	-	-	-	-	-	1	1	-	-	-	1	-	-	-	-
0010	8A	-	-	-	-	-	-	1	-	1	-	1	-	-	-	-	-
0010	8B	-	-	-	-	-	-	1	-	1	-	1	-	-	-	-	-
0010	9	-	-	-	-	-	-	1	1	-	-	-	1	-	-	-	-
0010	9A	-	-	-	-	-	-	1	-	1	-	1	-	-	-	-	-
0010	9B	-	-	-	-	-	-	1	-	1	-	1	-	-	-	-	-
0010	10	-	-	-	-	-	-	1	1	-	-	-	1	-	-	-	-
0010	10A	-	-	-	-	-	-	1	-	1	-	1	-	-	-	-	-
0010	10B	-	-	-	-	-	-	1	-	1	-	1	-	-	-	-	-
0010	11	-	-	-	-	-	-	1	1	-	-	-	-	1	-	-	-
0010	11A	-	-	-	-	-	-	1	-	1	-	1	-	-	-	-	-
0010	11B	-	-	-	-	-	-	1	-	1	-	1	-	-	-	-	-
0010	11C	-	-	-	-	-	-	1	-	1	-	1	-	-	-	-	-
0010	12	-	-	-	-	-	-	1	1	-	-	-	-	1	-	-	-
0010	12A	-	-	-	-	-	-	1	-	1	-	1	-	-	-	-	-
0010	12B	-	-	-	-	-	-	1	-	1	-	1	-	-	-	-	-
0010	12C	-	-	-	-	-	-	1	-	1	-	1	-	-	-	-	-
0010	12D	-	-	-	-	-	-	1	-	1	-	1	-	-	-	-	-
0010	12E	-	-	-	-	-	-	1	-	1	-	1	-	-	-	-	-
0010	13	-	-	-	-	-	-	1	1	-	-	-	1	-	-	-	-
0010	13A	-	-	-	-	-	-	1	-	-	1	1	-	-	-	-	-
0010	13B	-	-	-	-	-	-	1	-	-	1	1	-	-	-	-	-
0010	14	-	-	-	-	-	-	1	1	-	-	-	-	1	-	-	-

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STORM STRUCTURES (CONTINUED)																	
		522.1036	522.1054	611.0540	611.8115	611.9850.S.01	611.9850.S.02	650.4000	SPV.0060.01	SPV.0060.02	SPV.0060.03	SPV.0060.04	SPV.0060.05	SPV.0060.06	SPV.0060.07	SPV.0060.08	SPV.0060.09
		APRON ENDWALLS FOR	APRON ENDWALLS FOR	MANHOLE	ADJUSTING	PIPE GRATES	PIPE GRATES	CONSTRUCTION	MANHOLE	INLET COVERS	INLET COVERS	CATCH BASIN	MANHOLE GB	MANHOLE GB	MANHOLE GB	MANHOLE GB	MANHOLE GB
		CULVERT PIPE REINFORCED	CULVERT PIPE REINFORCED	COVERS	INLET COVERS	36-INCH	54-INCH	STAKING STORM	COVERS	TYPE GB-H	TYPE GB-H-V	GB 2X3-FT	4-FT	5-FT	6-FT	7-FT	9-FT
CATEGORY	STRUCTURE	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
0010	14A	-	-	-	-	-	-	1	-	-	1	1	-	-	-	-	-
0010	14B	-	-	-	-	-	-	1	-	-	1	1	-	-	-	-	-
0010	15	-	-	-	-	-	-	1	1	-	-	-	-	-	1	-	-
0010	15A	-	-	-	-	-	-	1	-	-	1	1	-	-	-	-	-
0010	15B	-	-	-	-	-	-	1	-	-	1	1	-	-	-	-	-
0010	16	-	-	-	-	-	-	1	1	-	-	-	1	-	-	-	-
0010	18	-	-	-	-	-	-	1	1	-	-	-	1	-	-	-	-
0010	18A	-	-	-	-	-	-	1	-	-	1	1	-	-	-	-	-
0010	18B	-	-	-	-	-	-	1	-	-	1	1	-	-	-	-	-
0010	19	-	-	-	-	-	-	1	1	-	-	-	-	1	-	-	-
0010	19A	-	-	-	-	-	-	1	-	-	1	1	-	-	-	-	-
0010	19B	-	-	-	-	-	-	1	-	-	1	1	-	-	-	-	-
0010	20	-	-	-	-	-	-	1	1	-	-	-	-	-	-	-	1
0010	21	-	-	-	-	-	-	1	1	-	-	-	-	-	-	1	-
0010	21A	-	-	-	-	-	-	1	-	1	-	1	-	-	-	-	-
0010	21B	-	-	-	-	-	-	1	-	1	-	1	-	-	-	-	-
0010	22	-	-	-	-	-	-	1	1	-	-	-	-	-	-	-	1
0010	22A	-	1	-	-	-	1	1	-	-	-	-	-	-	-	-	-
0010	23	-	-	-	-	-	-	1	1	-	-	-	-	-	-	1	-
0010	23A	1	-	-	-	1	-	1	-	-	-	-	-	-	-	-	-
0010	23B	-	-	-	-	-	-	1	-	1	-	1	-	-	-	-	-
0010	23C	-	-	-	-	-	-	1	-	1	-	1	-	-	-	-	-
0010	23D	-	-	-	-	-	-	1	-	1	-	1	-	-	-	-	-
0010	23E	-	-	-	-	-	-	1	-	1	-	1	-	-	-	-	-
0010	24	-	-	-	-	-	-	1	1	-	-	-	-	-	-	1	-
0010	25	-	-	-	1	-	-	-	-	-	-	-	-	-	-	1	-
0010	UNDERGROUND DETENTION	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTALS 0010		1	1	4	1	1	1	65	23	30	10	40	13	4	1	4	2

3

STORM SEWER PIPE																				
				520.8000	608.0315	608.0318	608.0324	608.0330	608.0336	608.0354	608.0412	608.0418	608.0424	608.0448	608.2324	SPV.0090.07	SPV.0090.08	SPV.0090.09	SPV.0090.10	SPV.0090.11
					STORM	STORM	STORM	STORM	STORM	STORM	STORM	STORM	STORM	STORM						
					SEWER PIPE	SEWER PIPE	SEWER PIPE	SEWER PIPE	SEWER PIPE	SEWER PIPE	SEWER PIPE	SEWER PIPE	SEWER PIPE	SEWER PIPE						
					REINFORCED	REINFORCED	REINFORCED	REINFORCED	REINFORCED	REINFORCED	REINFORCED	REINFORCED	REINFORCED	REINFORCED	STORM SEWER PIPE	STORM	STORM	STORM	STORM	STORM
					CONCRETE	CONCRETE	CONCRETE	CONCRETE	CONCRETE	CONCRETE	CONCRETE	CONCRETE	CONCRETE	CONCRETE	REINFORCED CONCRETE	SEWER PIPE	SEWER PIPE	SEWER PIPE	STORM	STORM
					COLLARS	CLASS III	CLASS III	CLASS III	CLASS III	CLASS III	CLASS III	CLASS IV	CLASS IV	CLASS IV	CLASS IV	HORIZONTAL ELLIPTICAL	INLET LEAD	INLET LEAD	INLET LEAD	SEWER PIPE
					FOR PIPE	15-INCH	18-INCH	24-INCH	30-INCH	36-INCH	54-INCH	12-INCH	18-INCH	24-INCH	48-INCH	CLASS HE-III 24X38-INCH	12-INCH	15-INCH	18-INCH	PVC 8-INCH
CATEGORY	FROM	TO	LOCATION	EACH	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF
0010	EXIST	-	1	COUNTRY CLUB RD	1	-	-	-	-	-	-	4	-	-	-	-	-	-	-	-
0010	1	-	2	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	69	-	-	-	-	-	-	-
0010	1A	-	1	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	-	17	-	-	-
0010	1B	-	1	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	-	12	-	-	-
0010	2	-	EXIST	COUNTRY CLUB RD	1	-	-	-	-	-	-	-	34	-	-	-	-	-	-	-
0010	3	-	2	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	40	-	-	-	-	-	-	-
0010	3A	-	3	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	-	-	37	-	-
0010	3B	-	3	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	-	-	13	-	-
0010	3C	-	3B	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	-	10	-	-	-
0010	3D	-	3A	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	-	39	-	-	-
0010	4	-	3	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	133	-	-	-	-	-	-	-
0010	5	-	6	COUNTRY CLUB RD	-	-	237	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	6	-	7	COUNTRY CLUB RD	-	-	240	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	6A	-	6	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	-	37	-	-	-
0010	6B	-	6	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	-	13	-	-	-
0010	7	-	8	COUNTRY CLUB RD	-	-	234	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	7A	-	7	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	-	37	-	-	-
0010	7B	-	7	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	-	13	-	-	-
0010	8	-	9	COUNTRY CLUB RD	-	-	164	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	8A	-	8	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	-	37	-	-	-
0010	8B	-	8	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	-	13	-	-	-
0010	9	-	10	COUNTRY CLUB RD	-	-	162	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	9A	-	9	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	-	37	-	-	-
0010	9B	-	9	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	-	13	-	-	-
0010	10	-	11	COUNTRY CLUB RD	-	-	230	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	10A	-	10	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	-	37	-	-	-
0010	10B	-	10	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	-	13	-	-	-
0010	11	-	12	COUNTRY CLUB RD	-	-	-	283	-	-	-	-	-	-	-	-	-	-	-	-
0010	11A	-	11	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	-	35	-	-	-
0010	11B	-	11	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	-	-	11	-	-
0010	11C	-	11B	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	-	12	-	-	-
0010	EXIST	-	11B	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12
0010	12	-	12F	COUNTRY CLUB RD	-	-	-	71	-	-	-	-	-	-	-	-	-	-	-	-
0010	12A	-	12B	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	-	10	-	-	-
0010	12B	-	12	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	-	-	35	-	-
0010	12C	-	12	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	-	-	10	-	-
0010	12D	-	12C	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	-	10	-	-	-
0010	12E	-	12D	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	-	49	-	-	-
0010	EXIST	-	12E	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	-
0010	12G	-	13	COUNTRY CLUB RD	-	-	-	208	-	-	-	-	-	-	-	-	-	-	-	-

STORM SEWER PIPE (CONTINUED)																				
				520.8000	608.0315	608.0318	608.0324	608.0330	608.0336	608.0354	608.0412	608.0418	608.0424	608.0448	608.2324	SPV.0090.07	SPV.0090.08	SPV.0090.09	SPV.0090.10	SPV.0090.11
					STORM	STORM	STORM	STORM	STORM	STORM	STORM	STORM	STORM	STORM						
					SEWER PIPE	SEWER PIPE	SEWER PIPE	SEWER PIPE	SEWER PIPE	SEWER PIPE	SEWER PIPE	SEWER PIPE	SEWER PIPE	SEWER PIPE						
				CONCRETE	REINFORCED	REINFORCED	REINFORCED	REINFORCED	REINFORCED	REINFORCED	REINFORCED	REINFORCED	REINFORCED	REINFORCED	STORM SEWER PIPE	STORM	STORM	STORM		
				COLLARS	CONCRETE	CONCRETE	CONCRETE	CONCRETE	CONCRETE	CONCRETE	CONCRETE	CONCRETE	CONCRETE	CONCRETE	REINFORCED CONCRETE	SEWER PIPE	SEWER PIPE	SEWER PIPE	STORM	STORM
				FOR PIPE	CLASS III	CLASS III	CLASS III	CLASS III	CLASS III	CLASS III	CLASS IV	CLASS IV	CLASS IV	CLASS IV	CLASS HE-III 24X38-INCH	INLET LEAD	INLET LEAD	INLET LEAD	SEWER PIPE	SEWER PIPE
CATEGORY	FROM	TO	LOCATION	EACH	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF
0010	12H	-	12J	COUNTRY CLUB RD	-	48	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	13	-	14	COUNTRY CLUB RD	-	-	-	260	-	-	-	-	-	-	-	-	-	-	-	-
0010	13A	-	13	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	28	-	-	-	-
0010	13B	-	13	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	18	-	-	-	-
0010	14	-	15	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	248	-	-	-	-	-	-	-
0010	EXIST	-	14	COUNTRY CLUB RD	1	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	14A	-	14	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	-	-	28	-	-
0010	14B	-	14	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	18	-	-	-	-
0010	15	-	16	COUNTRY CLUB RD	-	-	-	60	-	-	-	-	-	-	-	-	-	-	-	-
0010	15A	-	15	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	28	-	-	-	-
0010	15B	-	15	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	18	-	-	-	-
0010	16	-	18	COUNTRY CLUB RD	-	-	-	189	-	-	-	-	-	-	-	-	-	-	-	-
0010	18	-	19	COUNTRY CLUB RD	-	-	-	246	-	-	-	-	-	-	-	-	-	-	-	-
0010	18A	-	18	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	10	-	-	-	-
0010	18B	-	18	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	35	-	-	-	-
0010	19	-	20	COUNTRY CLUB RD	-	-	-	-	36	-	-	-	-	-	-	-	-	-	-	-
0010	19A	-	19	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	10	-	-	-	-
0010	19B	-	19	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	36	-	-	-	-
0010	20	-	EXIST	COUNTRY CLUB RD	1	-	-	-	-	-	-	-	-	61	-	-	-	-	-	-
0010	20	-	21	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	267	-	-	-	-	-	-
0010	21	-	22	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	76	-	-	-	-	-	-
0010	21A	-	21	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	10	-	-	-	-
0010	21B	-	21	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	35	-	-	-	-
0010	22	-	22A	COUNTRY CLUB RD	-	-	-	-	-	33	-	-	-	-	-	-	-	-	-	-
0010	23	-	23A	COUNTRY CLUB RD	-	-	-	-	33	-	-	-	-	-	-	-	-	-	-	-
0010	23B	-	23C	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	10	-	-	-	-
0010	23C	-	23	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	-	13	-	-	-
0010	23D	-	23	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	-	36	-	-	-
0010	23E	-	23D	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	-	-	10	-	-	-	-
0010	24	-	23	COUNTRY CLUB RD	-	-	-	-	179	-	-	-	-	-	-	-	-	-	-	-
0010	EXIST	-	24	COUNTRY CLUB RD	1	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	EXIST	-	24	COUNTRY CLUB RD	1	-	-	-	-	-	-	-	-	-	59	-	-	-	-	-
TOTALS 0010				6	91	1,267	1,317	36	212	33	4	276	248	404	59	710	155	28	7	12

RIPRAP AND GEOTEXTILE								UNDERDRAIN											
					606.0300 RIPRAP HEAVY CY	645.0120 GEOTEXTILE TYPE HR SY						612.0206 PIPE UNDERDRAIN UNPERFORATED 6-INCH LF	612.0406 PIPE UNDERDRAIN WRAPPED 6-INCH LF						
CATEGORY	STATION	TO	STATION	LOCATION			REMARKS	CATEGORY	STATION	TO	STATION	STRUCTURE	LOCATION			REMARKS			
0010	136+65	-	137+65	COUNTRY CLUB RD, LT	360	3,320	ENERGY DISSIPATION BASIN	0010	116+60		120+00	-	COUNTRY CLUB RD	30	310	SIDEWALK RETAINING WALL			
TOTALS 0010					360	3,320		0010	-	-	-	1A	COUNTRY CLUB RD	-	13	INLET UNDERDRAIN			
STORM SEWER LATERALS								0010	-	-	-	1B	COUNTRY CLUB RD	-	13	INLET UNDERDRAIN			
					SPV.0060.15 RECONNECT STORM SEWER LATERALS 6-INCH EACH	SPV.0090.12 STORM SEWER LATERALS 6-INCH LF		0010	-	-	-	3A	COUNTRY CLUB RD	-	13	INLET UNDERDRAIN			
CATEGORY	STATION	LOCATION						0010	-	-	-	3B-3C	COUNTRY CLUB RD	-	23	INLET UNDERDRAIN			
0010	101+60	COUNTY CLUB RD, LT		1	50	INSULATION BOARD POLYSTYRENE		0010	-	-	-	3D	COUNTRY CLUB RD	-	13	INLET UNDERDRAIN			
0010	102+47	COUNTY CLUB RD, LT		1	50	612.0902.S.01 INSULATION BOARD POLYSTYRENE, 2-INCH SY		0010	-	-	-	6A	COUNTRY CLUB RD	-	13	INLET UNDERDRAIN			
0010	103+88	COUNTY CLUB RD, LT		1	50	CATEGORY	STATION	LOCATION	SY	0010	-	-	6B	COUNTRY CLUB RD	-	13	INLET UNDERDRAIN		
0010	104+91	COUNTY CLUB RD, LT		1	50	0020	UNDISTRIBUTED	COUNTRY CLUB RD	100	0010	-	-	7A	COUNTRY CLUB RD	-	13	INLET UNDERDRAIN		
0010	105+96	COUNTY CLUB RD, LT		1	50	TOTALS 0020				100	0010	-	-	7B	COUNTRY CLUB RD	-	13	INLET UNDERDRAIN	
0010	106+50	COUNTY CLUB RD, LT		1	45	NOTE:					0010	-	-	8A	COUNTRY CLUB RD	-	13	INLET UNDERDRAIN	
0010	107+96	COUNTY CLUB RD, LT		1	45	USE WHEN STORM SEWER OR LATERALS ARE WITHIN 2 FEET OF WATER MAIN					0010	-	-	8B	COUNTRY CLUB RD	-	13	INLET UNDERDRAIN	
0010	109+26	COUNTY CLUB RD, LT		1	45	PIPE BED AGGREGATE					0010	-	-	9A	COUNTRY CLUB RD	-	13	INLET UNDERDRAIN	
0010	110+24	COUNTY CLUB RD, LT		1	45	645.0130 GEOTEXTILE TYPE R SY				SPV.0195.01 3-INCH STONE CRADLE STORM SEWER TON	0010	-	-	9B	COUNTRY CLUB RD	-	13	INLET UNDERDRAIN	
0010	112+03	COUNTY CLUB RD, LT		1	45	CATEGORY	LOCATION	SY	TON	0010	-	-	10A	COUNTRY CLUB RD	-	13	INLET UNDERDRAIN		
0010	113+73	COUNTY CLUB RD, LT		1	45	0010	UNDISTRIBUTED	300	100	0010	-	-	10B	COUNTRY CLUB RD	-	13	INLET UNDERDRAIN		
0010	115+67	COUNTY CLUB RD, LT		1	45	TOTALS 0010				300	100	0010	-	-	11A	COUNTRY CLUB RD	-	13	INLET UNDERDRAIN
0010	116+25	COUNTY CLUB RD, LT		1	45						0010	-	-	11B	COUNTRY CLUB RD	-	13	INLET UNDERDRAIN	
0010	117+80	COUNTY CLUB RD, LT		1	45						0010	-	-	11C	COUNTRY CLUB RD	-	13	INLET UNDERDRAIN	
0010	118+65	COUNTY CLUB RD, LT		1	45						0010	-	-	12A-12B	COUNTRY CLUB RD	-	23	INLET UNDERDRAIN	
0010	119+59	COUNTY CLUB RD, LT		1	45						0010	-	-	12C-12D	COUNTRY CLUB RD	-	23	INLET UNDERDRAIN	
0010	121+77	COUNTY CLUB RD, LT		1	40						0010	-	-	12E	COUNTRY CLUB RD	-	13	INLET UNDERDRAIN	
0010	123+04	COUNTY CLUB RD, LT		1	40						0010	-	-	13A	COUNTRY CLUB RD	-	13	INLET UNDERDRAIN	
0010	123+75	COUNTY CLUB RD, LT		1	40						0010	-	-	13B	COUNTRY CLUB RD	-	13	INLET UNDERDRAIN	
0010	124+85	COUNTY CLUB RD, LT		1	40						0010	-	-	14A	COUNTRY CLUB RD	-	13	INLET UNDERDRAIN	
0010	125+62	COUNTY CLUB RD, LT		1	40						0010	-	-	14B	COUNTRY CLUB RD	-	13	INLET UNDERDRAIN	
0010	132+67	COUNTY CLUB RD, LT		1	20						0010	-	-	15A	COUNTRY CLUB RD	-	13	INLET UNDERDRAIN	
0010	132+86	COUNTY CLUB RD, RT		1	45						0010	-	-	15B	COUNTRY CLUB RD	-	13	INLET UNDERDRAIN	
0010	134+41	COUNTY CLUB RD, LT		1	20						0010	-	-	18A	COUNTRY CLUB RD	-	13	INLET UNDERDRAIN	
0010	134+98	COUNTY CLUB RD, RT		1	45						0010	-	-	18B	COUNTRY CLUB RD	-	13	INLET UNDERDRAIN	
0010	135+10	COUNTY CLUB RD, LT		1	20						0010	-	-	19A	COUNTRY CLUB RD	-	13	INLET UNDERDRAIN	
0010	135+75	COUNTY CLUB RD, LT		1	45						0010	-	-	19B	COUNTRY CLUB RD	-	13	INLET UNDERDRAIN	
0010	137+04	COUNTY CLUB RD, RT		1	45						0010	-	-	21A	COUNTRY CLUB RD	-	13	INLET UNDERDRAIN	
0010	138+00	COUNTY CLUB RD, RT		1	45						0010	-	-	21B	COUNTRY CLUB RD	-	13	INLET UNDERDRAIN	
TOTAL 0010					29	1,230					0010	-	-	23B-23C	COUNTRY CLUB RD	-	23	INLET UNDERDRAIN	
											TOTALS 0010			30	815				

PROJECT NO: 4987-02-75	HWY: COUNTRY CLUB ROAD	COUNTY: BROWN	MISCELLANEOUS QUANTITIES	SHEET: 87	E
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INLET PROTECTION				
CATEGORY	STRUCTURE	628.7005	628.7015	628.7020
		INLET PROTECTION	INLET PROTECTION	INLET PROTECTION
		TYPE A EACH	TYPE C EACH	TYPE D EACH
0010	1	-	-	-
0010	1A	1	1	-
0010	1B	1	1	-
0010	2	-	-	-
0010	3	-	-	-
0010	3A	1	-	1
0010	3B	1	-	1
0010	3C	1	1	-
0010	3D	1	1	-
0010	4	-	-	-
0010	5	-	-	-
0010	6	-	-	-
0010	6A	1	1	-
0010	6B	1	1	-
0010	7	-	-	-
0010	7A	1	1	-
0010	7B	1	1	-
0010	8	-	-	-
0010	8A	1	1	-
0010	8B	1	1	-
0010	9	-	-	-
0010	9A	1	1	-
0010	9B	1	1	-
0010	10	-	-	-
0010	10A	1	1	-
0010	10B	1	1	-
0010	11	-	-	-
0010	11A	1	1	-
0010	11B	1	1	-
0010	11C	1	1	-
0010	12	-	-	-
0010	12A	1	1	-
0010	12B	1	-	1
0010	12C	1	-	1
0010	12D	1	1	-
0010	12E	1	1	-
0010	13	-	-	-
0010	13A	1	1	-
0010	13B	1	1	-
0010	14	-	-	-
0010	14A	1	1	-
0010	14B	1	1	-
0010	15	-	-	-
0010	15A	1	1	-
0010	15B	1	1	-

INLET PROTECTION (CONTINUED)				
CATEGORY	STRUCTURE	628.7005	628.7015	628.7020
		INLET PROTECTION	INLET PROTECTION	INLET PROTECTION
		TYPE A EACH	TYPE C EACH	TYPE D EACH
0010	16	-	-	-
0010	18	-	-	-
0010	18A	1	1	-
0010	18B	1	1	-
0010	19	-	-	-
0010	19A	1	1	-
0010	19B	1	1	-
0010	20	-	-	-
0010	21	-	-	-
0010	21A	1	1	-
0010	21B	1	1	-
0010	22	-	-	-
0010	22A	-	-	-
0010	23	-	-	-
0010	23A	-	-	-
0010	23B	1	1	-
0010	23C	1	-	1
0010	23D	1	-	1
0010	23E	1	1	-
0010	24	-	-	-
0010	UNDISTRIBUTED	4	16	4
TOTALS 0010		44	50	10

NOTE:
-PLACE INLET PROTECTION ON FIRST INLET ON ALL SIDEROADS OUTSIDE OF CONSTRUCTION AREA

SILT FENCE						
CATEGORY	STATION	TO	STATION	LOCATION	628.1504	628.1520
					SILT FENCE LF	SILT FENCE MAINTENANCE LF
0010	100+00	-	100+75	COUNTRY CLUB RD, RT	46	92
0010	100+75	-	114+65	COUNTRY CLUB RD, RT	834	1668
0010	100+75	-	114+66	COUNTRY CLUB RD, LT	331	662
0010	120+15	-	133+80	COUNTRY CLUB RD, RT	632	1264
0010	120+15	-	133+80	COUNTRY CLUB RD, LT	183	366
0010	133+80	-	139+75	COUNTRY CLUB RD, LT	445	890
0010	99+00	-	139+75	UNDISTRIBUTED	529	1058
TOTALS 0010					3,000	6,000

LANDSCAPING

					625.0100	628.2008	629.0210	630.1200	630.0200	630.0500	SPV.0180.01		
					TOPSOIL	EROSION MAT URBAN	FERTILIZER	SEEDING	SEEDING	SEED WATER	HYDROSEEDING		
CATEGORY	STATION	TO	STATION	LOCATION	SY	CLASS I TYPE B	TYPE B	MIXTURE NO. 20	TEMPORARY	MGAL	SY	REMARKS	
0010	100+00	-	100+75	COUNTRY CLUB DR	183	-	-	-	-	5	183	INCLUDES SIDE ROADS	
0010	100+75	-	114+65	COUNTRY CLUB DR	2878	-	-	-	-	65	2878	INCLUDES SIDE ROADS	
0010	114+65	-	120+15	COUNTRY CLUB DR	1370	-	-	-	-	31	1370	INCLUDES SIDE ROADS	
0010	120+15	-	133+80	COUNTRY CLUB DR	2444	-	-	-	-	55	2444	INCLUDES SIDE ROADS	
0010	133+80	-	139+75	COUNTRY CLUB DR	1216	-	-	-	-	28	1216	INCLUDES SIDE ROADS	
0010	136+65	-	137+65	COUNTRY CLUB DR	473	473	0.3	22	-	11	-	ENERGY DISSIPATION AREA	
0010				PROJECT LIMITS	-	-	-	-	40	-	-	EROSION CONTROL/STOCKPILES	
0010				UNDISTIBUTED	2134	127	0.7	8	-	50	2009		
TOTALS 0010					10,700	600	1	30	40	245	10,100		

ROCK BAGS

				628.7560
				TRACKING PADS
CATEGORY	STATION	LOCATION	EACH	
0010	-	UNDISTRIBUTED	3	
TOTAL 0010				3

CATEGORY	STATION	LOCATION	628.7570 ROCK BAGS EACH	REMARKS
0010	102+00	COUNTY CLUB RD, RT	11	SILT FENCE RELIEF
0010	105+25	COUNTY CLUB RD, RT	11	SILT FENCE RELIEF
0010	108+00	COUNTY CLUB RD, RT	11	SILT FENCE RELIEF
0010	127+75	COUNTY CLUB RD, RT	11	SILT FENCE RELIEF
0010	-	UNDISTRIBUTED	11	
TOTAL 0010			55	

PAVEMENT MARKINGS

					646.1020	646.3020	646.5020	646.5120	646.5220	646.6120	646.7120	646.7520	646.9210	SPV.0090.14		
					MARKING LINE	MARKING	MARKING	MARKING	MARKING	MARKING STOP LINE	MARKING DIAGONAL	MARKING	MARKING REMOVAL	MARKING CROSSWALK		
						LINE EPOXY	ARROW	WORD	SYMBOL	EPOXY 18-INCH	EPOXY 12-INCH	CROSSWALK EPOXY	LINE WATER	EPOXY TRANSVERSE		
CATEGORY	STATION	TO	STATION	LOCATION	WHITE	YELLOW	8-INCH	EPOXY	EPOXY	EPOXY			BLOCK STYLE 24-INCH	BLASTING WIDE	LINE 12-INCH	REMARKS
					LF	LF	LF	EACH	EACH	EACH	LF	LF	LF	LF	LF	
0010	98+95	-	100+00	COUNTRY CLUB RD	-	-	-	-	-	-	-	-	-	180	207	REMOVE REMAINING EXISTING CROSSWALK MARKING
0010	100+00	-	101+00	COUNTRY CLUB RD	55	160	32	2	-	-	27	23	-	-	122	
0010	101+00	-	115+00	COUNTRY CLUB RD	3,100	2,800	1,393	17	5	11	-	60	-	-	-	
0010	115+00	-	119+80	COUNTRY CLUB RD	850	950	-	-	-	-	-	32	42	-	99	
0010	119+80	-	133+80	COUNTRY CLUB RD	2,710	2,790	-	-	-	-	-	-	-	-	-	
0010	133+80	-	139+75	COUNTRY CLUB RD	1,025	1,190	-	-	-	-	-	-	-	-	100	
0010	199+35	-	199+79	WEST MASON ST FRONTAGE RD	-	50	-	-	-	-	17	-	-	-	92	
0010	299+30	-	299+78	DOE TR	-	-	-	-	-	-	-	-	-	-	102	
0010	500+20	-	500+55	KLEE ST	-	-	-	-	-	-	-	-	-	-	98	
0010	600+18	-	600+62	INDIAN HILL DR	-	20	-	-	-	-	-	-	-	-	-	
TOTALS 0010					15,700		1,425	19	5	11	44	115	42	180	820	

3

3

TRAFFIC CONTROL																			
		643.0300		643.0410		643.0420		643.0705		643.0800		643.0900		643.1050		643.1070			
		TRAFFIC CONTROL		TRAFFIC CONTROL		TRAFFIC CONTROL		TRAFFIC CONTROL		TRAFFIC CONTROL		TRAFFIC CONTROL		TRAFFIC CONTROL		TRAFFIC CONTROL			
		DRUMS		BARRICADES TYPE II		BARRICADES TYPE III		WARNING LIGHTS TYPE A		ARROW BOARDS		SIGNS		SIGNS PCMS		CONES 42-INCH			
		NO. IN		NO. IN		NO. IN		NO. IN		NO. IN		NO. IN		NO. IN		NO. IN			
CATEGORY	LOCATION / STAGE	DAYS	SERVICE	DAY	SERVICE	DAY	SERVICE	DAY	SERVICE	DAY	SERVICE	DAY	SERVICE	DAY	SERVICE	DAY	SERVICE	DAY	REMARKS
STAGE 1 - REMOVALS, STORM SEWER, EXCAVATION AND BASE AGGREGATE																			
0010	COUNTRY CLUB @ W MASON ST & INDIAN HILL DR	7	-	-	-	-	-	-	-	-	-	-	-	-	2	14	-	-	ONE WEEK BEFORE STAGE 1 MESSAGE: ROAD TO CLOSE / BEGINS; DAY / DATE
0010	W MASON STREET/COUNTRY CLUB RD SW QUADRANT	73	-	-	1	73	-	-	-	-	-	-	1	73	-	-	-	-	SIDEWALK CLOSURE
0010	MAINLINE CLOSURES - W MASON ST & INDIAN HILL DR	73	-	-	-	-	4	292	8	584	-	-	5	365	-	-	-	-	SDD BARRICADES AND SIGNS FOR MAINKINE CLOSURES CLOSURES, DETAIL C
0010	SIDEROAD CLOSURES - W MASON ST FRONTAGE RD	73	-	-	-	-	4	292	8	584	-	-	3	219	-	-	-	-	SDD BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 1
0010	DRIVEWAY CLOSURES - NWTC DRIVEWAYS	73	-	-	-	-	10	730	20	1,460	-	-	4	292	-	-	-	-	BARRICADES AND ROAD CLOSED SIGN
0010	SIDEROADS OPEN TO TRAFFIC	73	-	-	-	-	8	584	16	1,168	-	-	8	584	-	-	-	-	SDD BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 4
0010	DAILY WORK AREAS	73	30	2,190	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
0010	COUNTRY CLUB @ W MASON ST & INDIAN HILL DR	7	-	-	-	-	-	-	-	-	-	-	-	-	2	14	-	-	ONE WEEK BEFORE STAGE 2 - MESSAGE: ONE WAY / TRAFFIC / BEGINS; DAY /
STAGE 2 - CONCRETE PAVING NORTHBOUND LANES, ONE-WAY TRAFFIC NORTHBOUND																			
0010	W MASON STREET/COUNTRY CLUB RD SW QUADRANT	18	-	-	1	18	-	-	-	-	-	-	1	18	-	-	-	-	SIDEWALK CLOSURE
0010	MAINLINE CLOSURES - W MASON ST & INDIAN HILL DR	18	-	-	-	-	4	72	8	144	-	-	5	90	-	-	-	-	SDD BARRICADES AND SIGNS FOR MAINKINE CLOSURES CLOSURES, DETAIL C
0010	SIDEROAD CLOSURES - W MASON ST FRONTAGE RD	18	-	-	-	-	4	72	8	144	-	-	3	54	-	-	-	-	SDD BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 1
0010	DRIVEWAY CLOSURES - NWTC DRIVEWAYS	18	-	-	-	-	10	180	20	360	-	-	4	72	-	-	-	-	BARRICADES AND ROAD CLOSED SIGN
0010	SIDEROADS OPEN TO TRAFFIC	18	-	-	-	-	8	144	16	288	-	-	8	144	-	-	-	-	SDD BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 4
0010	ONE-WAY LANE CONTROL	18	300	5,400	-	-	12	216	24	432	-	-	45	810	-	-	-	-	SDD TRAFFIC CONTROL ONE-WAY SIGNING
0010	CONCRETE PAVING - GAP KLEE DR	18	10	180	-	-	4	72	8	144	-	-	2	36	-	-	-	-	SDD TRAFFIC CONTROL ONE LANE ROAD STOP CONDITION
0010	RESIDENT PARKING AREAS	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	360	PROVIDE PARKING AREA FOR RESIDENTS ALONG COUNTRY CLUB AS NEEDED
0010	INDIAN HILL DR @ SEQUOIA	7	-	-	-	-	-	-	-	-	-	-	-	-	1	7	-	-	DURING BEGINNING STAGE 2 - MESSAGE: COUNTRY CLUB CLOSED/NO ACCESS
0010	SHOULDER CLOSURES FOR DRIVEWAYS/SIDEWALK	7	30	210	-	-	-	-	-	-	-	-	-	-	-	-	-	-	SDD WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
STAGE 3 - CONCRETE PAVING SOUTHBOUND LANES, ONE-WAY TRAFFIC NORTHBOUND																			
0010	W MASON STREET/COUNTRY CLUB RD SW QUADRANT	25	-	-	1	25	-	-	-	-	-	-	1	25	-	-	-	-	SIDEWALK CLOSURE
0010	MAINLINE CLOSURES - W MASON ST & INDIAN HILL DR	25	-	-	-	-	4	100	8	200	-	-	5	125	-	-	-	-	SDD BARRICADES AND SIGNS FOR MAINKINE CLOSURES CLOSURES, DETAIL C
0010	SIDEROAD CLOSURES - W MASON ST FRONTAGE RD	25	-	-	-	-	4	100	8	200	-	-	3	75	-	-	-	-	SDD BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 1
0010	DRIVEWAY CLOSURES - NWTC DRIVEWAYS	25	-	-	-	-	10	250	20	500	-	-	4	100	-	-	-	-	BARRICADES AND ROAD CLOSED SIGN
0010	SIDEROADS OPEN TO TRAFFIC	25	-	-	-	-	8	200	16	400	-	-	8	200	-	-	-	-	SDD BARRICADES

TRAFFIC CONTROL (CONTINUED)																					
		643.0300		643.0410		643.0420		643.0705		643.0800		643.0900		643.1050		643.1070					
		APPROX		TRAFFIC CONTROL		TRAFFIC CONTROL		TRAFFIC CONTROL		TRAFFIC CONTROL		TRAFFIC CONTROL		TRAFFIC CONTROL		TRAFFIC CONTROL					
		SERVICE		DRUMS		BARRICADES TYPE II		BARRICADES TYPE III		WARNING LIGHTS TYPE A		ARROW BOARDS		SIGNS		SIGNS PCMS		CONES 42-INCH			
		PERIOD		NO. IN		NO. IN		NO. IN		NO. IN		NO. IN		NO. IN		NO. IN					
CATEGORY	LOCATION / STAGE	DAYS	SERVICE	DAY	SERVICE	DAY	SERVICE	DAY	SERVICE	DAY	SERVICE	DAY	SERVICE	DAY	SERVICE	DAY	SERVICE	DAY	REMARKS		
STAGE 5 - LANE/SHOULDER CLOSURES FOR SIDEWALK, LANDSCAPING, ETC																					
0010	W MASON STREET/COUNTRY CLUB RD SW QUADRANT	22	-	-	1	22	-	-	-	-	-	-	1	22	-	-	-	-	SIDEWALK CLOSURE		
0010	MAINLINE CLOSURES - W MASON ST & INDIAN HILL DR	22	-	-	-	-	4	88	8	176	-	-	5	110	-	-	-	-	SDD BARRICADES AND SIGNS FOR MAINKINE CLOSURES CLOSURES, DETAIL C		
0010	SIDEROAD CLOSURES - W MASON ST FRONTAGE RD	22	-	-	-	-	4	88	8	176	-	-	3	66	-	-	-	-	SDD BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 1		
0010	DRIVEWAY CLOSURES - NWTC DRIVEWAYS	22	-	-	-	-	10	220	20	440	-	-	4	88	-	-	-	-	BARRICADES AND ROAD CLOSED SIGN		
0010	SHOULDER CLOSURES FOR TOPSOIL/LANDSCAPE	22	30	660	-	-	-	-	-	-	-	-	-	-	-	-	-	-	SDD WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY		
0010	SIDEROADS OPEN TO TRAFFIC	22	-	-	-	-	8	176	16	352	-	-	8	176	-	-	-	-	SDD BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 4		
STAGE 6 - LANE CLOSURES FOR WORK ON WEST MASON ST																					
0010	CURB RAMP SOUTHWEST QUADRANT OF INTERSECTION	10	10	100	-	-	1	10	2	20	-	-	3	30	-	-	-	-	SDD TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT		
0010	STH 54 LANE CLOSURES FOR PAVEMENT MARKING	3	20	60	-	-	2	6	4	12	1	3	5	15	-	-	-	-	SDD SINGLE LANE CLOSURE, DIVIDED, NON-FREEWAY/EXPRESSWAY		
TOTALS 0010			18,200		156		4,904		9,808		3		5,432		35		860				
FIXED MESSAGE SIGN																					
643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE																					
		CATEGORY	STATION		LOCATION		SF		REMARKS												
		0010	140+00		COUNTRY CLUB RD, RT		15		LEFT TURN ONLY EXIT TO INDIAN HILL DR												
		0010	299+25		DOE TR, RT		15		LEFT TURN ONLY EXIT TO INDIAN HILL DR												
		0010	399+25		ANTLER TR, RT		15		LEFT TURN ONLY EXIT TO INDIAN HILL DR												
		0010	500+75		KLEE ST, RT		15		LEFT TURN ONLY EXIT TO INDIAN HILL DR												
TOTAL 0010							60														
CONSTRUCTION STAKING																					
		650.4500		650.5000		650.5500		650.7000		650.9000		650.9500.01		650.9911.01		650.9920					
		CONSTRUCTION		CONSTRUCTION		CONSTRUCTION STAKING CURB		CONSTRUCTION STAKING		CONSTRUCTION		CONSTRUCTION STAKING		CONSTRUCTION STAKING		CONSTRUCTION					
		STAKING SUBGRADE		STAKING BASE		GUTTER AND CURB & GUTTER		CONCRETE PAVEMENT		STAKING CURB RAMPS		SIDEWALK		SUPPLEMENTAL CONTROL		STAKING SLOPE STAKES					
CATEGORY	STATION	TO	STATION	LOCATION	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF		
0010	98+95	-	99+13	COUNTRY CLUB RD	-	-	-	-	18	1	-	-	-	-	-	-	-	-	-		
0010	100+00	-	100+75	COUNTRY CLUB RD	75	-	-	-	75	4	-	-	-	-	-	-	-	-	75		
0010	100+75	-	114+67	COUNTRY CLUB RD	1,392	-	-	-	1,392	2	-	-	-	-	-	-	-	-	1,392		
0010	114+67	-	120+15	COUNTRY CLUB RD	548	-	-	-	548	5	-	-	-	-	-	-	-	-	548		
0010	120+15	-	133+79	COUNTRY CLUB RD	1,364	-	-	-	1,364	1	-	-	-	-	-	-	-	-	1,364		
0010	133+79	-	139+75	COUNTRY CLUB RD	596	21	44	43	2	-	-	-	-	-	-	-	-	-	596		
0010	199+35	-	199+77	WEST MASON ST FRONTAGE RD	42	-	-	42	-	-	-	-	-	-	-	-	-	-	42		
0010	299+30	-	299+78	DOE TR	48	20	40	28	-	-	-	-	-	-	-	-	-	-	48		
0010	399+30	-	399+79	ANTLER TR	49	-	-	49	-	-	-	-	-	-	-	-	-	-	49		
0010	500+20	-	500+55	KLEE ST	35	10	20	27	-	-	-	-	-	-	-	-	-	-	35		
0010	600+18	-	600+62	INDIAN HILL DR	44	-	-	44	-	-	-	-	-	-	-	-	-	-	44		
DRIVEWAYS AND ENTRANCES					-	-	306	-	-	-	-	-	-	-	-	-	-	-	-		
PROJECT WIDE					-	-	-	-	-	-	-	1	1	1	1	-	-	-	-		
TOTALS 0010					4,193	51	410	3,630	15	1	1	1	1	1	1	1	1	1	4,193		
PROJECT NO: 4987-02-75				HWY: COUNTRY CLUB ROAD				COUNTY: BROWN				MISCELLANEOUS QUANTITIES						SHEET: 91		E	

SAWCUTS

CATEGORY	STATION	LOCATION	690.0150	690.0250
			SAWING ASPHALT LF	SAWING CONCRETE LF
0010	100+00	COUNTRY CLUB RD	-	114
0010	139+75	COUNTRY CLUB RD	33	4
0010	199+35	WEST MASON ST FRONTAGE RD	-	31
0010	299+30	DOE TR	33	4
0010	399+35	ANTLER TR	-	37
0010	500+60	KLEE ST	33	6
0010	600+60	INDIAN HILL DR	-	37
0010	-	DRIVEWAYS AND ENTRANCES	221	307
TOTALS 0010			320	540

UNDERGROUND DETENTION

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0060.10
					UNDERGROUND DETENTION EACH
0010	119+96	-	121+26	COUNTRY CLUB RD, RT	1
TOTAL 0010					1

SANITARY LATERALS

CATEGORY	STATION	LOCATION	SPV.0090.13
			SANITARY SEWER LATERALS 4-INCH LF
0020	133+65	COUNTRY CLUB RD, LT	30
TOTALS 0020			30

ADJUSTING SANITARY AND WATER

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0060.11	SPV.0060.12
					ADJUSTING SANITARY MANHOLE COVERS EACH	ADJUSTING WATER VALVE BOXES EACH
0020	100+00	-	100+75	COUNTRY CLUB RD	-	1
0020	100+75	-	114+67	COUNTRY CLUB RD	3	4
0020	114+67	-	120+15	COUNTRY CLUB RD	2	1
0020	120+15	-	133+79	COUNTRY CLUB RD	6	5
0020	133+79	-	139+75	COUNTRY CLUB RD	2	2
0020	199+35	-	199+77	WEST MASON ST FRONTAGE RD	-	-
0020	299+30	-	299+78	DOE TR	-	2
0020	399+30	-	399+79	ANTLER TR	-	1
0020	500+20	-	500+55	KLEE ST	-	1
0020	600+18	-	600+62	INDIAN HILL DR	-	1
TOTALS 0020					13	18

MONUMENTS

CATEGORY	LOCATION	SPV.0060.13	SPV.0060.14
		PRESERVATION OF EXISTING MONUMENTS PROJECT 4987-02-75 EACH	VERIFY AND RESTORING OF EXISTING MONUMENTS PROJECT 4987-02-75 EACH
0010	ENTIRE PROJECT	1	1
TOTALS 0010		1	1

TRANSPORTATION PROJECT PLAT NO: 4987-02-74-4.01

THAT PART OF LOTS 7, A, 8 AND 9 OF SECTION 30, PART OF LOT 1 OF CERTIFIED SURVEY MAP NO. 1701, VOLUME 7 OF CERTIFIED SURVEY MAPS, ON PAGE 93, DOCUMENT NO. 885828, AND PART OF LOTS 1 AND 2 OF CERTIFIED SURVEY MAP NO. 2045, VOLUME 9 OF CERTIFIED SURVEY MAPS, ON PAGE 53, DOCUMENT NO. 940229, AND PART OF LOT 1 OF CERTIFIED SURVEY MAP NO. 6487, VOLUME 43 OF CERTIFIED SURVEY MAPS, ON PAGE 151, DOCUMENT NO. 1858080, AND PART OF LOT 51, FIRST ADDITION TO PACKERLAND SUBDIVISION, VOLUME 14, PLATS, PAGE 27, DOCUMENT NO. 688212, BEING IN AND PART OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 29, ALL IN TOWNSHIP 24 NORTH, RANGE 20 EAST, FOURTH PRINCIPAL MERIDIAN, IN THE CITY OF GREEN BAY, BROWN COUNTY, WISCONSIN.

RELOCATION ORDER COUNTRY CLUB ROAD (W MASON STREET FRONTAGE RD - INDIAN HILL DR) - CITY OF GREEN BAY
TO PROPERTY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, MAINTAIN, OR OTHERWISE AFFECT THE LOCATION, WIDTH, OR CHARACTER OF ANY HIGHWAY OR ROAD OR ANY LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF GREEN BAY 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 SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF CITY OF GREEN BAY, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED		
		NEW	EXISTING	TOTAL
2	ANDREW P. & CATTY E. HEISER	TILE		0.018
3	ROGER L. & PATRICIA L. ARNOLDI	TILE		0.031
4	JAMES J. & KATHERINE L. JOHNSON	TILE		0.031
6	DANIEL J. & DANIELLE P. MORRIS	TILE		0.025
7	JASON D. PRIES & ELIZABETH M. SAUER PRIES	TILE		0.021
8	DENNIS C. & SHEA M. GREIL	TILE		0.024
9	JEHEMIAH D. NEWMAN	TILE		0.044
11	LUNDA M. SERVIA	TILE		0.036
12	ARNOLD A. & CAROL A. VANDENBUSH REVOCABLE TRUST	TILE		0.061
13	NORTHEAST WISCONSIN TECHNICAL COLLEGE	FEE, TILE	0.009	0.608
50	SPECTRUM	RELEASE OF RIGHTS		
51	WISCONSIN PUBLIC SERVICE - ELECTRIC	RELEASE OF RIGHTS		
52	BROWN COUNTY TECHNOLOGY SERVICES	RELEASE OF RIGHTS		
53	GREEN BAY WATER UTILITY	RELEASE OF RIGHTS		

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT. PURPOSED OF ALL THE TILES IS FOR GRADING, UNLESS NOTED.

UTILITY EASEMENTS

UTILITY NO.	OWNERS	EASEMENTS
50	SPECTRUM	NO EASEMENT OF RECORD - PARCEL 13
51	WISCONSIN PUBLIC SERVICE CORP - ELECTRIC	DOC. NO. 1502980 - PARCEL 13
52	BROWN COUNTY TECHNICAL SERVICES	DOC. NO. 1502980 - PARCEL 13
53	GREEN BAY WATER UTILITY	NO EASEMENT OF RECORD - PARCEL 13

NOTES:
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (MISCRS). BROWN COUNTY NAD83(2011). IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

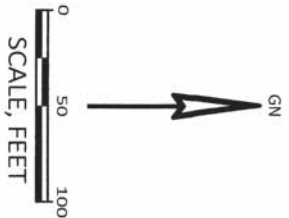
ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBAR), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

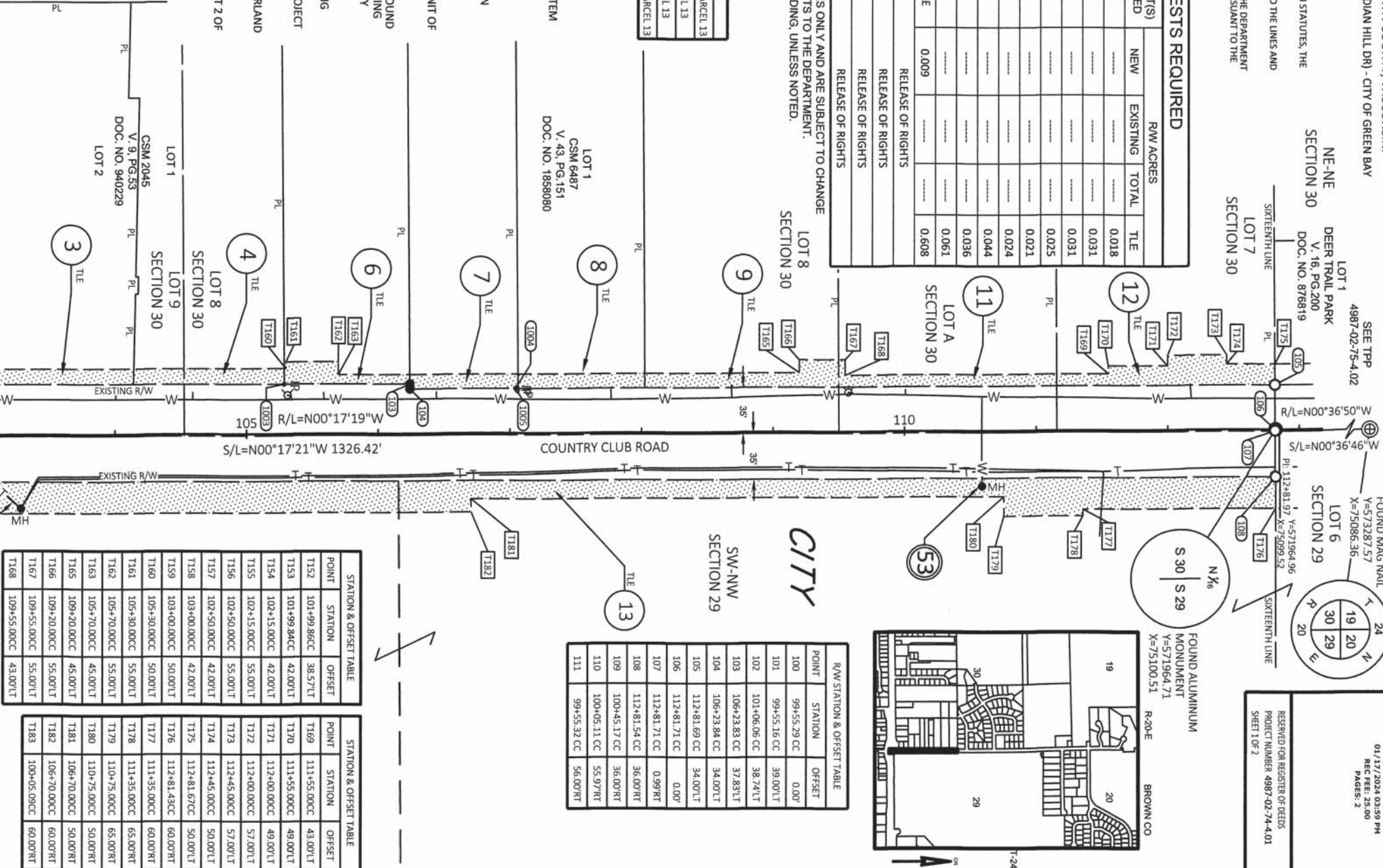
ALL EXISTING IRON PINS ARE 3/4" CAPPED REBARS UNLESS OTHERWISE NOTED. FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY OWNER.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
WEST MASON ST.: FIRST ADDITION TO PACKERLAND SUBDIVISION, STATE AID PROJECT NO. 3350, PROJECT DP 038-2(29).
WEST MASON STREET FRONTAGE RD: CSM 1701.
COUNTRY CLUB RD: CSM 1701, CSM 2045, CSM 6487, FIRST ADDITION TO PACKERLAND SUBDIVISION.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2.



RW COURSE TABLE		
COURSE	BEARING	DISTANCE
MON-100	S89°31'33"W	1.00'
100-101	S89°31'33"W	38.00'
101-102	N00°11'17"W	150.90'
102-103	N00°11'17"W	517.77'
103-104	N89°32'18"E	3.83'
104-105	N00°17'19"W	667.68'
105-106	N89°39'58"E	34.00'
106-107	N89°39'58"E	0.98'
107-108	N89°59'29"E	36.01'
108-109	S00°17'19"E	1236.37'
109-110	S26°47'11"E	44.77'
110-111	S00°18'59"E	48.79'
111-MON	S89°40'53"W	55.00'



STATION & OFFSET TABLE		
POINT	STATION	OFFSET
T152	101+99.86CC	38.57'LT
T153	101+99.84CC	42.00'LT
T154	102+15.00CC	42.00'LT
T155	102+15.00CC	42.00'LT
T156	102+50.00CC	55.00'LT
T157	102+50.00CC	42.00'LT
T158	103+00.00CC	42.00'LT
T159	103+00.00CC	50.00'LT
T160	105+30.00CC	50.00'LT
T161	105+30.00CC	55.00'LT
T162	105+70.00CC	45.00'LT
T163	105+70.00CC	45.00'LT
T164	109+20.00CC	45.00'LT
T165	109+20.00CC	55.00'LT
T166	109+20.00CC	55.00'LT
T167	109+55.00CC	55.00'LT
T168	109+55.00CC	43.00'LT

STATION & OFFSET TABLE		
POINT	STATION	OFFSET
T169	111+55.00CC	43.00'LT
T170	111+55.00CC	49.00'LT
T171	112+00.00CC	49.00'LT
T172	112+00.00CC	57.00'LT
T173	112+45.00CC	57.00'LT
T174	112+45.00CC	50.00'LT
T175	112+81.67CC	50.00'LT
T176	112+81.43CC	60.00'LT
T177	111+35.00CC	60.00'LT
T178	111+35.00CC	65.00'LT
T179	110+75.00CC	50.00'LT
T180	110+75.00CC	50.00'LT
T181	106+70.00CC	50.00'LT
T182	106+70.00CC	60.00'LT
T183	100+05.09CC	60.00'LT

EXISTING IRON PINS POINT TABLE			
POINT NAME	V. COORDS	X. COORDS	
1000	570788.967	75066.569	
1001	570882.669	75066.400	
1002	570976.446	75066.291	
1003	571211.484	75065.314	
1004	571387.062	75068.321	
1005	571388.459	75070.149	

WISCONSIN

JACOB S. JENSEN

REGISTERED LAND SURVEYOR

STATE OF WISCONSIN

1/16/2024

DATE

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR CITY OF GREEN BAY.

JACOB S. JENSEN

REGISTERED LAND SURVEYOR

STATE OF WISCONSIN

REGISTRATION NUMBER: S-2961

DATE

AYRES ASSOCIATES

REGISTERED PROFESSIONAL ENGINEERS

STATE OF WISCONSIN

1/16/2024

DATE

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR CITY OF GREEN BAY.

JACOB S. JENSEN

REGISTERED LAND SURVEYOR

STATE OF WISCONSIN

REGISTRATION NUMBER: S-2961

DATE

AYRES ASSOCIATES

REGISTERED PROFESSIONAL ENGINEERS

STATE OF WISCONSIN

FILE NAME : I:\451450506 COUNTRY CLUB ROAD\C3D\RW\4.01.DWG

APPRaisal PLAT DATE : JANUARY 16, 2024

PLOT DATE : 1/17/2024 1:58 PM

PLOT BY : AYRES ASSOCIATES

PLOT NAME :

3055276

CITY OF GREEN BAY, WISCONSIN

REGISTERED PROFESSIONAL ENGINEERS

STATE OF WISCONSIN

RECORDED

DATE: 1/16/2024

REC. FEE: 25.00

PAGES: 2

RESERVED FOR REGISTER OF DEEDS

PROJECT NUMBER 4987-02-74-4.01

SHEET 1 OF 2

93

4987-02-74-4.01

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
4987-02-74
COUNTRY CLUB ROAD
WEST MASON STREET FRONTAGE ROAD - INDIAN HILL DRIVE
CITY OF GREEN BAY
BROWN COUNTY



PROJECT
LOCATION

CONVENTIONAL SYMBOLS

SECTION LINE	---	SECTION CORNER SYMBOL		R/W MONUMENT (TO BE SET)	•
QUARTER LINE	---	SECTION CORNER MONUMENT		NON-MONUMENTED R/W POINT	o
SIXTEENTH LINE	---	GEODETIC SURVEY MONUMENT		FOUND IRON PIN (1-INCH UNLESS NOTED)	IP
NEW REFERENCE LINE	---	SIXTEENTH CORNER MONUMENT		OFF-PREMISE SIGN	
NEW R/W LINE	---	SIGN		COMPENSABLE	
EXISTING R/W OR HE LINE	---	ELECTRIC POLE		NON-COMPENSABLE	
PROPERTY LINE	---	TELEPHONE POLE			
LOT, TIE & OTHER MINOR LINES	---	PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)			
SLOPE INTERCEPT	---	ACCESS RESTRICTED BY ACQUISITION			
CORPORATE LIMITS	---	NO ACCESS (BY STATUTORY AUTHORITY)			
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC.)	---	ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)			
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)	---	NO ACCESS (NEW HIGHWAY)			
TEMPORARY LIMITED EASEMENT AREA	---	PARCEL NUMBER 25		UTILITY NUMBER 40	
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)	---	PARALLEL OFFSETS			
TRANSMISSION STRUCTURES	---				
BUILDING					
BRIDGE					

CONVENTIONAL ABBREVIATIONS

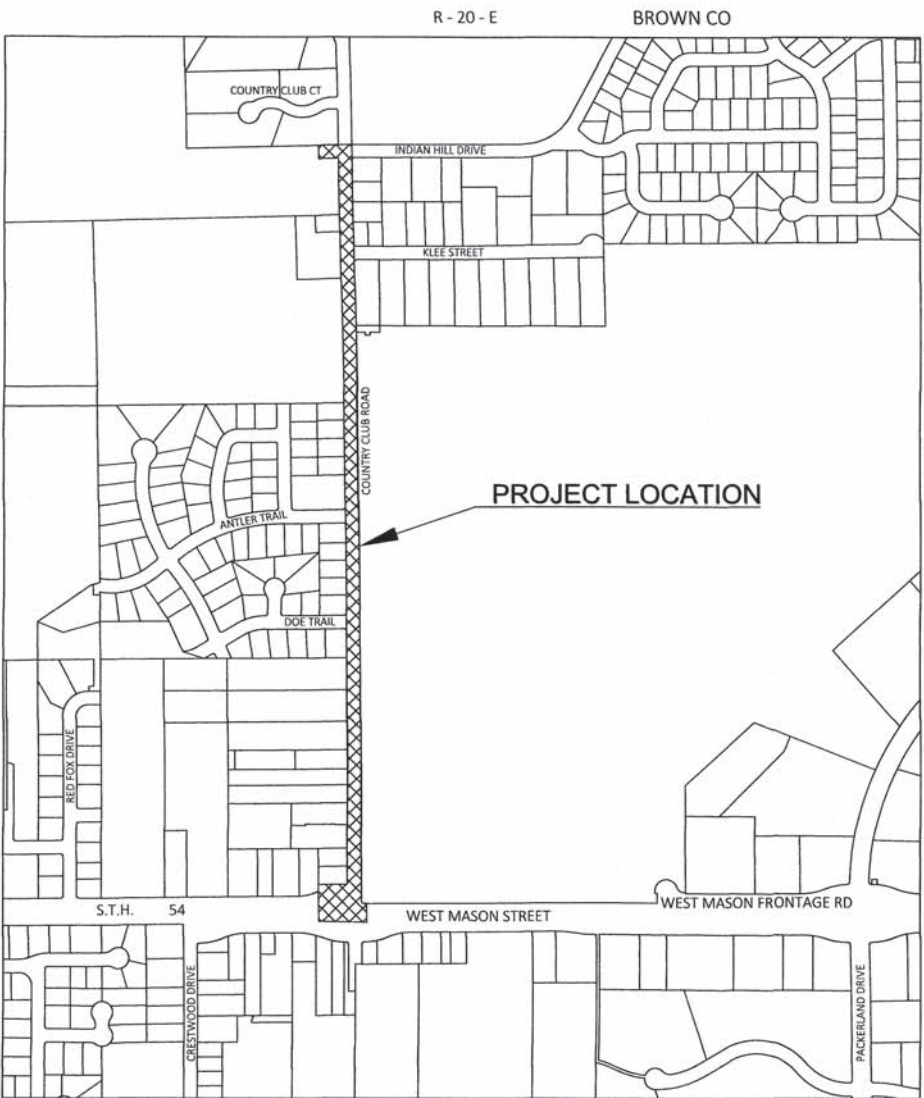
ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	RECORDED AS	(100')
ALUMINUM	ALUM	REEL / IMAGE	R/I
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RESTRICTIVE DEVELOPMENT	RDE
CENTERLINE	C/L	EASEMENT	
CERTIFIED SURVEY MAP	CSM	RIGHT	RT
CONCRETE	CONC	RIGHT OF WAY	R/W
COUNTY	CO	SECTION	SEC
COUNTY TRUNK HIGHWAY	CTH	SEPTIC VENT	SEPV
DISTANCE	DIST	SQUARE FEET	SF
CORNER	COR	STATE TRUNK HIGHWAY	STH
DOCUMENT NUMBER	DOC	STATION	STA
EASEMENT	EASE	TELEPHONE PEDESTAL	TP
EXISTING	EX	TEMPORARY LIMITED	TLE
GAS VALVE	GV	EASEMENT	
GRID NORTH	GN	TRANSPORTATION PROJECT	TPP
HIGHWAY EASEMENT	HE	PLAT	
IDENTIFICATION	ID	UNITED STATES HIGHWAY	USH
LAND CONTRACT	LC	VOLUME	V
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

CONVENTIONAL UTILITY SYMBOLS

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



PROJECT LOCATION

LAYOUT
SCALE 0 500 FEET

THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 4987-02-74.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), BROWN COUNTY, NAD83(2011), IN U.S. SURVEY FEET. VALUES 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 1" 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, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

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 ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. 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 LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

PARCEL AND 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.

PROJECT NUMBER 4987-02-74 -4. 01
SHEET 2 OF 2

TRANSPORTATION PROJECT PLAT NO: 4987-02-74-4.02

THAT PART OF LOT 1 OF CERTIFIED SURVEY MAP NO. 9326, DOCUMENT NO. 2964717, AND THAT PART OF LOTS 1-10 OF DEER TRAIL PARK, VOLUME 16, ON PAGE 200, DOCUMENT NO. 876819, SAID MAP BEING IN PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 30, AND PART OF LOTS 3, 4, 5, AND 6 OF SECTION 29, ALL IN TOWNSHIP 24 NORTH, RANGE 20 EAST, FOURTH PRINCIPAL MERIDIAN, IN THE CITY OF GREEN BAY, BROWN COUNTY, WISCONSIN.

RELOCATION ORDER COUNTRY CLUB ROAD (W MASON STREET FRONTAGE RD - INDIAN HILL DR) - CITY OF GREEN BAY

- TO PROPERTY ESTABLISH LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF GREEN BAY DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.
- TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF GREEN BAY HEREBY ORDERS THAT:
- 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 PROJECT.
 - THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF CITY OF GREEN BAY, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	RW ACRES		
			NEW	EXISTING	TOTAL
13	NORTHEAST WISCONSIN TECHNICAL COLLEGE	TILE	-----	-----	0.726
14	JOHN L. BREUNINGER AND JERI L. BAUMAN	TILE	-----	-----	0.054
16	DAVID G. & DIANNE C. SCHNEIDER	TILE	-----	-----	0.038
17	PAUL E. & LOIS J. BUTKOVICH	TILE	-----	-----	0.032
18	JON M. & CAROL J. POPPY	TILE	-----	-----	0.031
19	CONNOR J. CHRISMAN & AUBREE L. ULMEN	TILE	-----	-----	0.031
21	NICHOLAS M. & GRETA C. DUCAT	TILE	-----	-----	0.035
22	ASIO PROPERTIES LLC	TILE	-----	-----	0.070
23	WAYNE R. & KATHERYN VORPAHL	TILE	-----	-----	0.015
24	MARK T. & BRENDA L. VAUGHN	TILE	-----	-----	0.034
26	ABDIKARIM Y. AYVAN AND KADUA XAMEY MALAK	TILE	-----	-----	0.026
27	PETER H. & KENDALL L. ABEGGLEN	TILE	-----	-----	0.011
50	SPECTRUM	RELEASE OF RIGHTS	-----	-----	-----
51	WISCONSIN PUBLIC SERVICE CORP - ELECTRIC	RELEASE OF RIGHTS	-----	-----	-----
54	AT&T	RELEASE OF RIGHTS	-----	-----	-----

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT. PURPOSED OF ALL THE TILES IS FOR GRADING, UNLESS NOTED.

UTILITY EASEMENTS

UTILITY NO.	OWNER(S)	EASEMENTS
50	SPECTRUM	DOC. NO. 1249114 - PARCEL 13
51	WISCONSIN PUBLIC SERVICE CORP - ELECTRIC	DOC. NO. 2820620 - PARCEL 13
54	AT&T	DOC. NO. 1249114 & 2321137 - PARCEL 13

NOTES:
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), BROWN COUNTY, NAB083(2011), IN U.S. SURVEY FEET. VALUES 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 LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

ALL EXISTING IRON PINS ARE 3/4" CAPPED REBARS UNLESS OTHERWISE NOTED.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
COUNTRY CLUB RD: CSM 9326, DEER TRAIL PARK.
DOE TRAIL: DEER TRAIL PARK.
ANTLER TRAIL: CSM 9326, DEER TRAIL PARK.

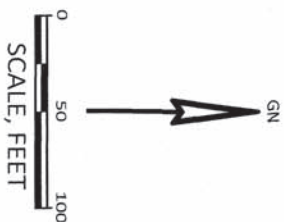
FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER 3055276.

EXISTING IRON PIPES POINT TABLE		
POINT NAME	Y COORDS	X COORDS
2000	572102.542	75064.105
2001	572113.683	74953.993
2002	572183.706	74923.061
2003	572555.232	75045.535
2004	572661.321	75045.990
2005	573287.674	75121.234

RW COURSE TABLE		
COURSE	BEARING	DISTANCE
MGN-200	S89°54'37"E	34.98'
200-201	S00°36'50"E	1322.88'
201-202	S89°58'29"W	35.01'
202-203	S89°38'58"W	0.98'
203-204	S89°38'58"W	34.00'
204-205	N00°36'49"W	131.70'
205-206	N00°36'50"W	94.00'
206-207	N00°36'50"W	454.29'
207-208	N00°36'50"W	94.00'
208-209	N00°36'50"W	542.78'
209-210	N89°20'43"E	35.00'
210-MGN	N89°20'43"E	0.01'

R/W STATION & OFFSET TABLE		
POINT	STATION	OFFSET
200	126+04.23 CC	35.00'RT
201	112+81.54 CC	36.00'RT
202	112+81.71 CC	0.99'RT
203	112+81.71 CC	0.00'
204	112+81.69 CC	34.00'LT
205	114+19.58 CC	34.00'LT
206	115+13.58 CC	34.00'LT
207	119+67.69 CC	34.92'LT
208	120+61.88 CC	35.00'LT
209	126+04.64 CC	35.00'LT
210	126+04.66 CC	0.00'

STATION & OFFSET TABLE		
POINT	STATION	OFFSET
T250	126+04.05CC	50.00'RT
T251	120+35.00CC	50.00'RT
T252	120+35.00CC	80.00'RT
T253	118+25.00CC	80.00'RT
T254	118+25.00CC	50.00'RT
T255	116+50.00CC	50.00'RT
T256	116+01.00CC	50.00'RT
T257	116+01.40CC	75.00'RT
T258	114+25.00CC	75.00'RT
T259	114+25.00CC	60.00'RT
T260	113+00.00CC	60.00'RT
T261	112+81.97CC	60.00'RT
T262	112+81.43CC	60.00'RT
T263	112+81.67CC	50.00'LT
T264	112+82.11CC	50.00'LT
T265	114+31.61CC	50.00'LT
T266	115+01.61CC	50.00'LT
T267	116+00.00CC	50.00'LT
T268	116+50.50CC	50.00'LT
T269	119+79.88CC	50.00'LT
T270	120+90.00CC	35.00'LT
T271	120+90.00CC	75.00'LT
T272	121+30.00CC	75.00'LT
T273	121+30.00CC	50.00'LT
T274	122+25.00CC	50.00'LT
T275	122+25.00CC	42.00'LT
T276	123+39.97CC	48.00'LT
T277	123+40.00CC	55.00'LT
T278	123+75.00CC	55.00'LT
T279	123+75.00CC	50.00'LT
T280	124+70.00CC	50.00'LT
T281	124+70.00CC	43.00'LT
T282	125+75.00CC	43.00'LT
T283	125+74.86CC	34.92'LT



SCALE, FEET

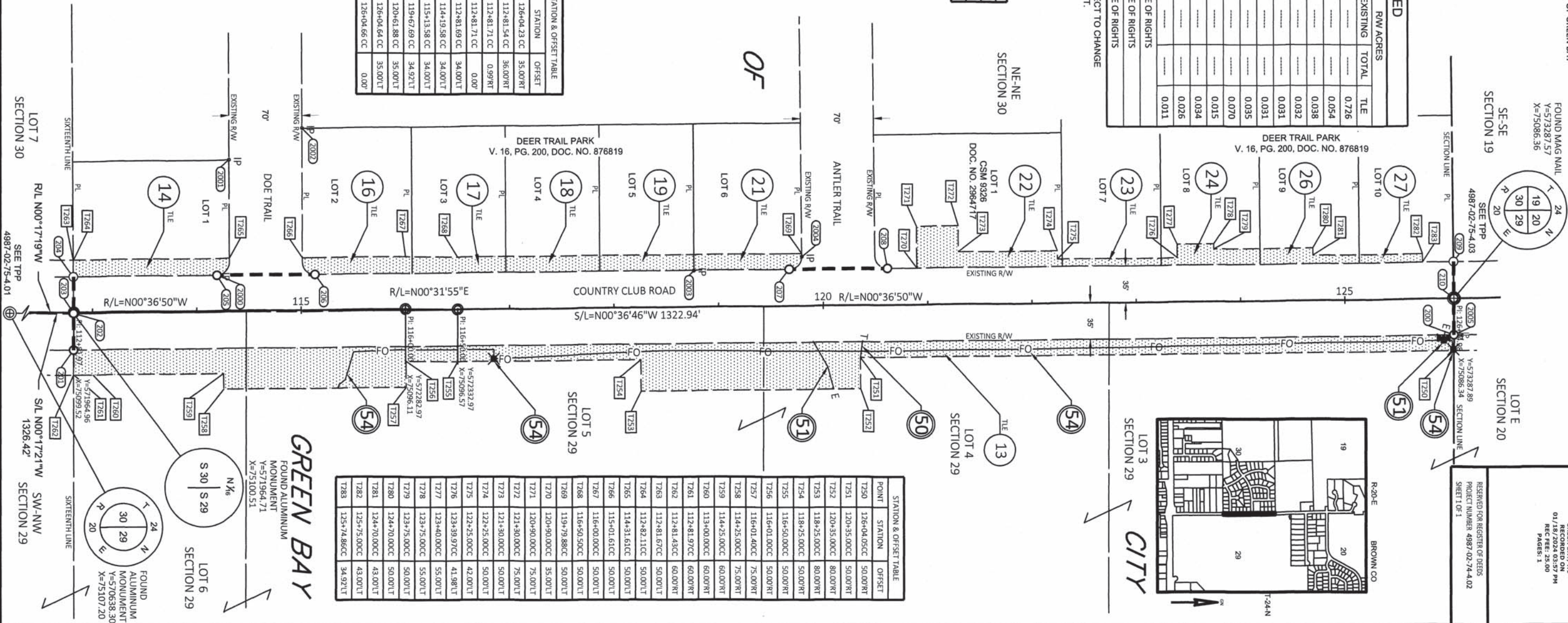


AYRES ASSOCIATES

I, JACOB S. JENSEN, 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 CITY OF GREEN BAY, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 4987-02-74-4.02 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

JACOB S. JENSEN
REGISTRATION NUMBER: S-2961
DATE: JANUARY 17, 2024

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR CITY OF GREEN BAY.
JANET GRENIER
DIRECTOR OF PUBLIC WORKS
DATE: 01/17/2024



TRANSPORTATION PROJECT PLAT NO: 4987-02-74-4.03

THAT PART OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 19, AND PART OF LOT 2 AND 3 OF CERTIFIED SURVEY MAP NO. 1543, VOLUME 6, PG. 257, DOCUMENT NO. 848046, AND PART OF LOT 1 OF CERTIFIED SURVEY MAP NO. 2610, VOL. 12, PG. 285, DOCUMENT NO. 1011228, AND PART OF LOT 9 OF MEMORY ACRES, VOL. 16, PG. 153, DOCUMENT NO. 858239, AND PART OF LOT 7 OF ORCHARD VALLEY SUBDIVISION NO. 1, VOL. 11, PG. 50, DOCUMENT NO. 580998, ALL IN TOWNSHIP 24 NORTH, RANGE 20 EAST, FOURTH PRINCIPAL MERIDIAN, IN THE CITY OF GREEN BAY, BROWN COUNTY, WISCONSIN.

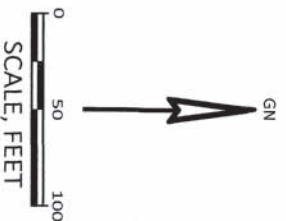
RELOCATION ORDER COUNTRY CLUB ROAD (W MASON STREET FRONTAGE RD - INDIAN HILL DR) - CITY OF GREEN BAY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF GREEN BAY DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

- TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF GREEN BAY HEREBY ORDERS THAT:
- 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 PROJECT.
 - FOR THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

UTILITY EASEMENTS

UTILITY NO.	OWNER(S)	EASEMENTS
50	SPECTRUM	DOC. NO. 1297775 - PARCEL 13
51	WISCONSIN PUBLIC SERVICE CORP - ELECTRIC	DOC. NO. 1297775 - PARCEL 13 DOC. NO. 848046 - PARCEL 32 DOC. NO. 1249114 & 2321137 - PARCEL 13
54	AT&T	



RW STATION & OFFSET TABLE		
POINT	STATION	OFFSET
300	126+04.66 CC	0.00'
301	126+04.64 CC	35.00'L
302	126+04.74 CC	35.00'L
303	136+65.00 CC	35.00'L
304	136+65.00 CC	125.00'L
305	137+65.00 CC	125.00'L
306	137+65.00 CC	35.00'L
307	138+70.36 CC	35.00'L
308	138+70.35 CC	137.75'L
309	139+41.35 CC	137.75'L
310	139+41.36 CC	35.00'L
311	139+41.36 CC	0.00'L
312	139+40.99 CC	35.00'RT
313	138+60.70 CC	35.00'RT
314	134+24.58 CC	35.00'RT
315	133+27.50 CC	35.00'RT
316	0+00.00 CC	0.00'
317	126+04.23 CC	35.00'RT

RW COURSE TABLE		
COURSE	BEARING	DISTANCE
MON-300	S89°21'38"W	0.01'
300-301	S89°20'43"W	35.00'
301-302	N00°36'50"W	0.10'
302-303	N01°23'17"W	1068.79'
303-304	S88°36'43"W	90.00'
304-305	N01°23'17"W	100.00'
305-306	N88°36'43"E	90.00'
306-307	N01°23'17"W	106.36'
307-308	S88°36'22"W	102.75'
308-309	N01°23'17"W	71.00'
309-310	N88°24'19"E	90.75'
310-311	N88°59'40"E	47.00'
311-312	N89°12'58"E	35.00'
312-313	S01°23'21"E	80.29'
313-314	S01°23'17"E	436.12'
314-315	S01°23'17"E	97.08'
315-316	S00°36'50"E	722.76'
316-317	S00°36'50"E	0.98'
317-MON	N89°54'37"W	34.99'

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	RW ACRES		
			NEW	EXISTING	TOTAL
13	NORTHEAST WISCONSIN TECHNICAL COLLEGE	TILE	---	---	0.137
28	ONEIDA GOLF & COUNTRY CLUB INC.	FEE, TILE	0.207	0.235	0.442
29	SURVIVOR'S TRUST UNDER SCOTT L. LEMMINGGER AND JULIE A. LEMMINGGER REVOCABLE TRUST	TILE	---	---	0.046
31	RICHARD C. & PAMELA S. SMITH	TILE	---	---	0.044
32	JAMES H. & SANDRA J. HANSEN	TILE	---	---	0.039
33	JOHN W. & TERRI L. JULEY	TILE	---	---	0.121
50	SPECTRUM	RELEASE OF RIGHTS	---	---	---
51	WISCONSIN PUBLIC SERVICE CORP - ELECTRIC	RELEASE OF RIGHTS	---	---	---
54	AT&T	RELEASE OF RIGHTS	---	---	---

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT. PURPOSED OF ALL THE TILES IS FOR GRADING, UNLESS NOTED.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), BROWN COUNTY, NAD83(2011), IN U.S. SURVEY FEET. VALUES 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" X 24" IRON REBAR), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

ALL EXISTING IRON PINS ARE 3/4" CAPED REBARS UNLESS OTHERWISE NOTED.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:

COUNTRY CLUB RD: CSM 9326, DEER TRAIL PARK.

DOE TRAIL: DEER TRAIL PARK.

ANTLER TRAIL: CSM 9326, DEER TRAIL PARK.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER 3055276.



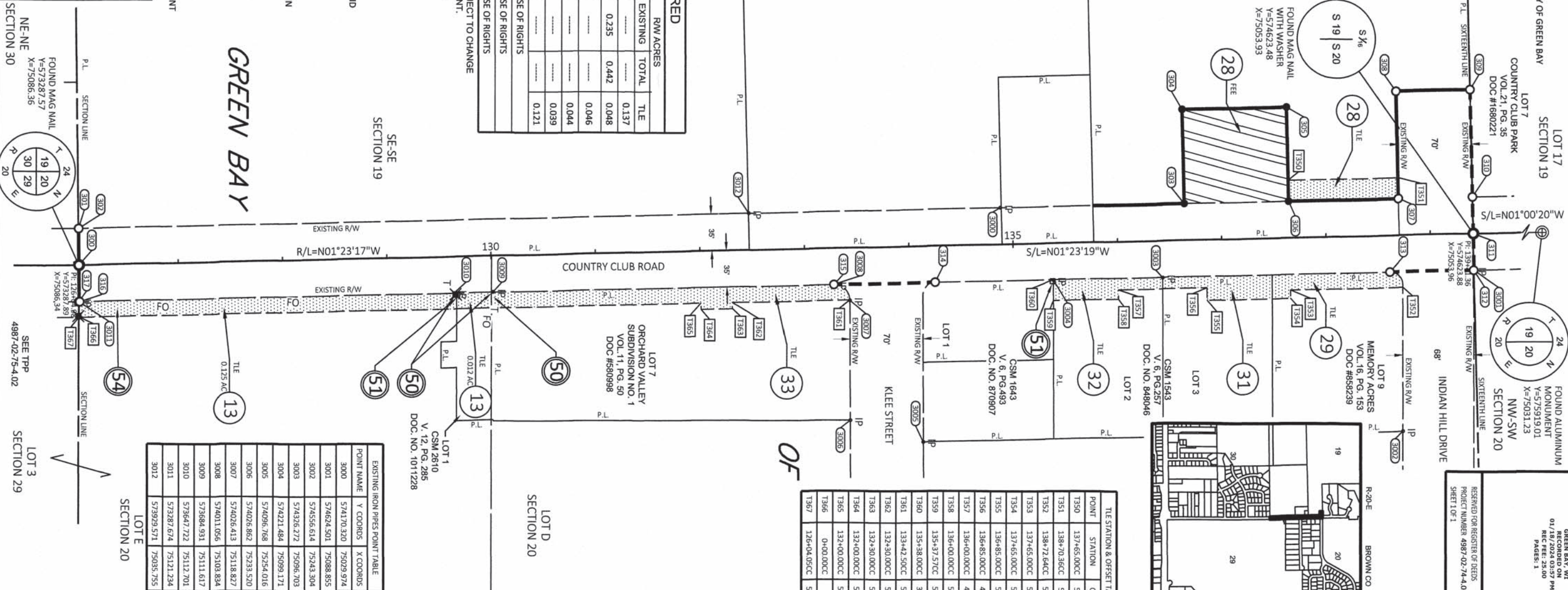
I, JACOB S. JENSEN, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF CITY OF GREEN BAY, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 4987-02-74-4.03 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

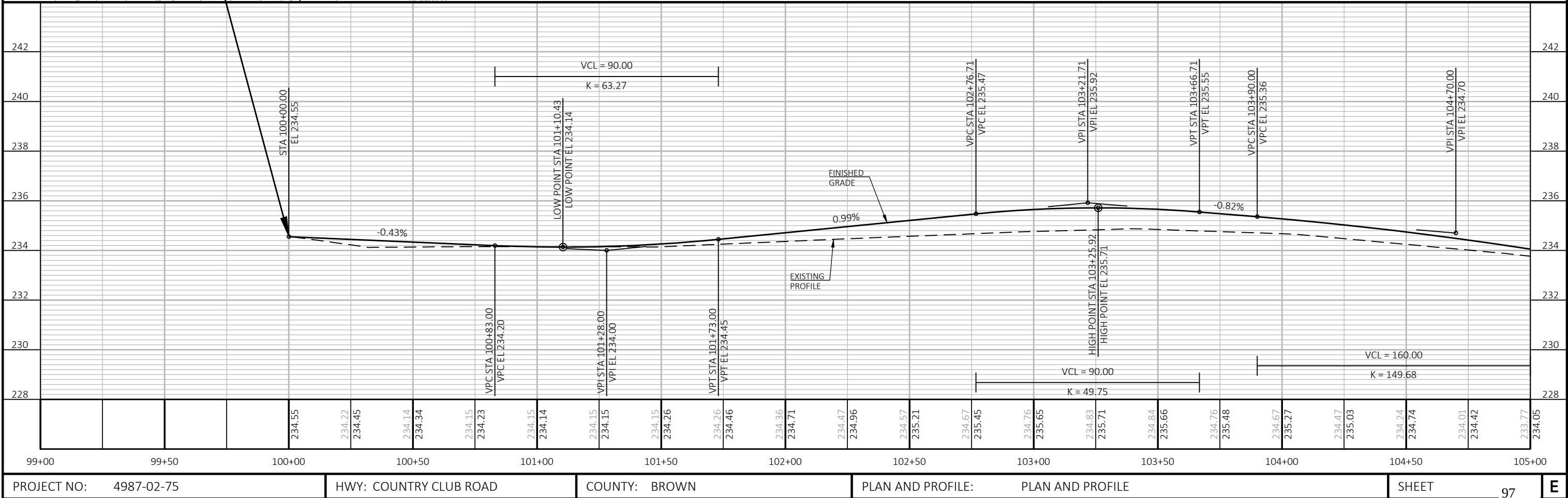
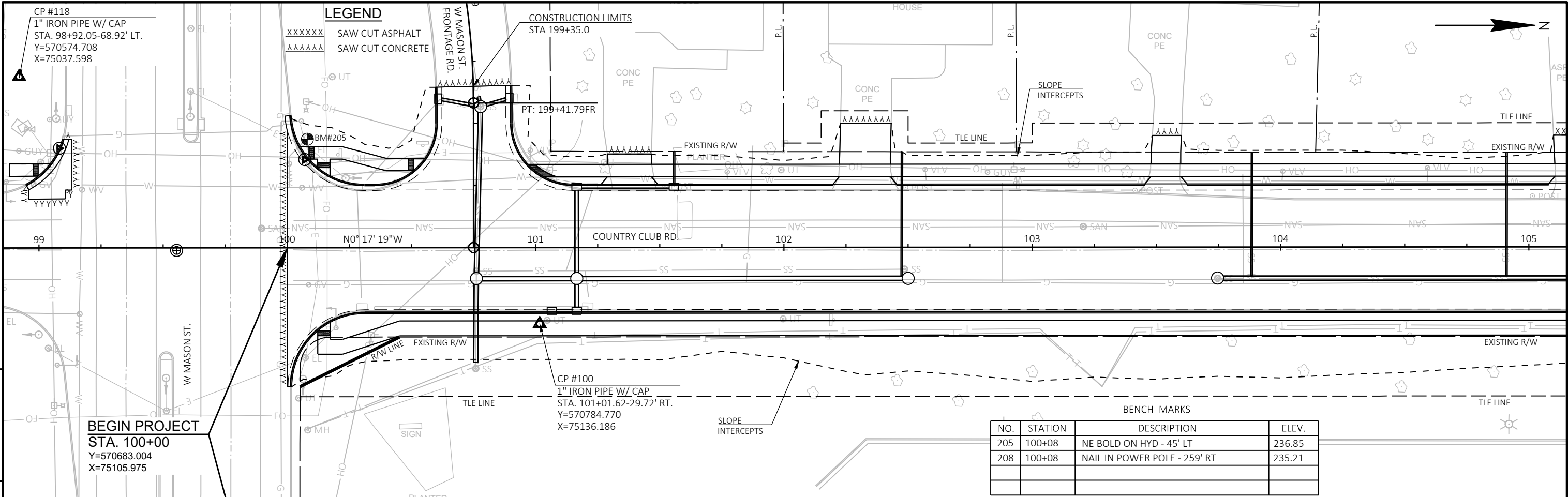
JACOB S. JENSEN
REGISTRATION NUMBER: S-2961
DATE: JANUARY 17, 2024

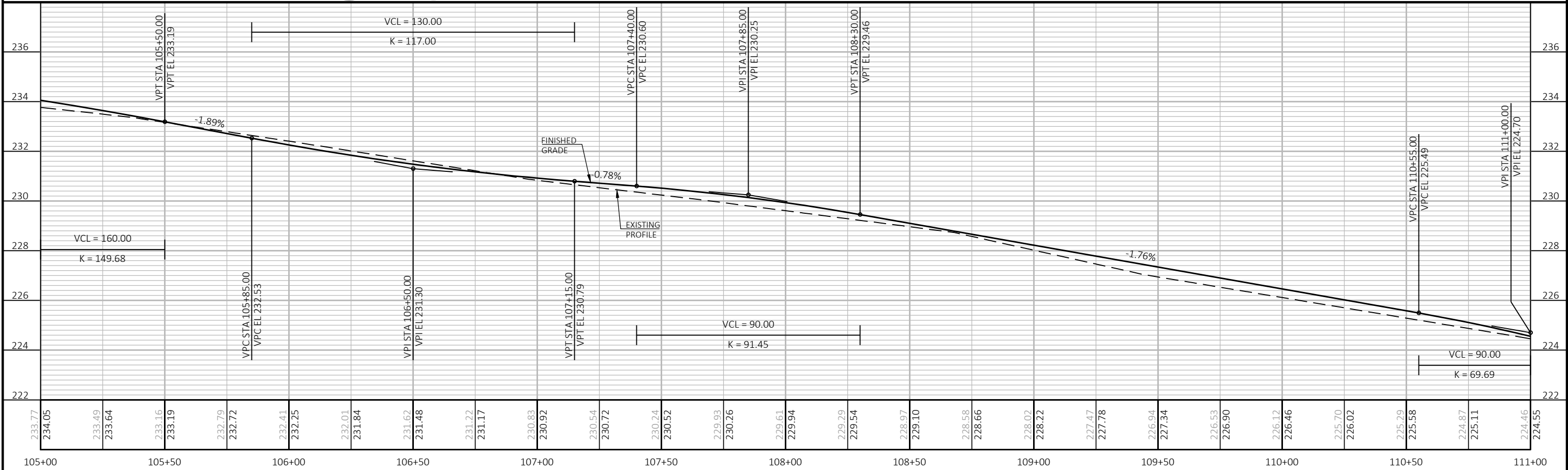
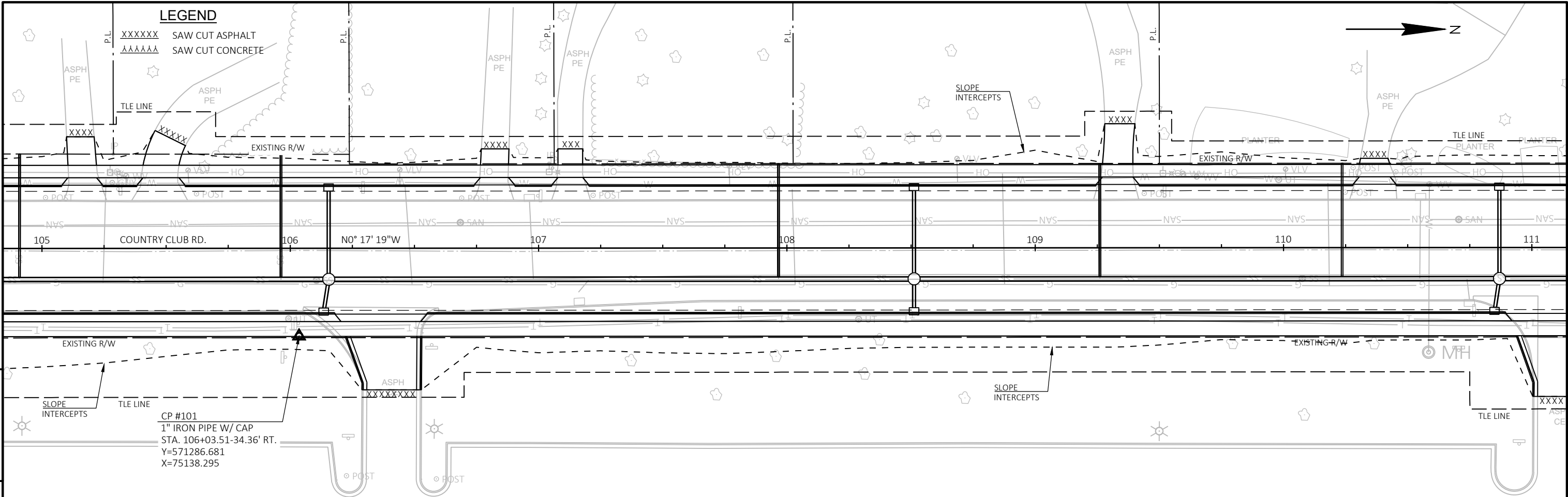
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR CITY OF GREEN BAY.

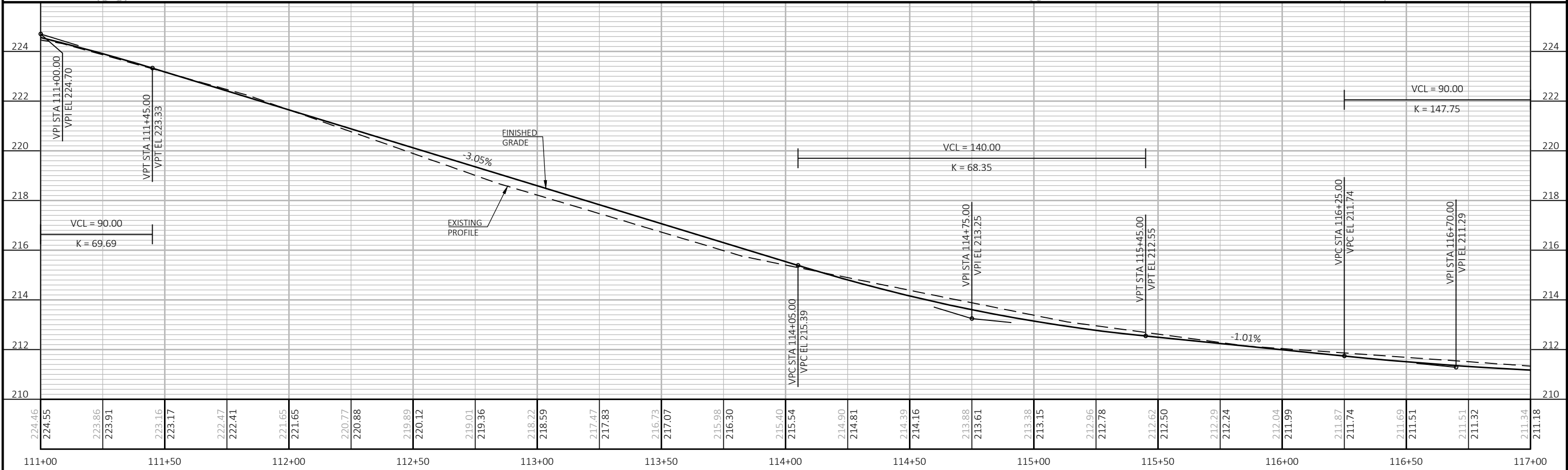
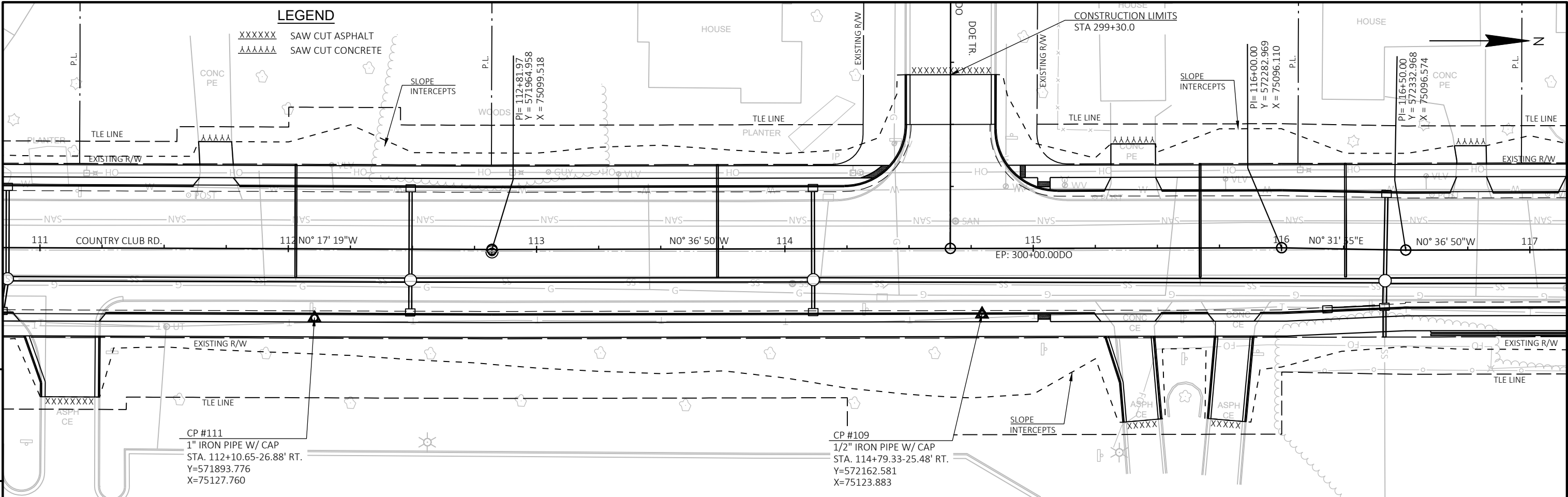
STEVEN GREINER
DIRECTOR OF PUBLIC WORKS

01/17/2024
DATE

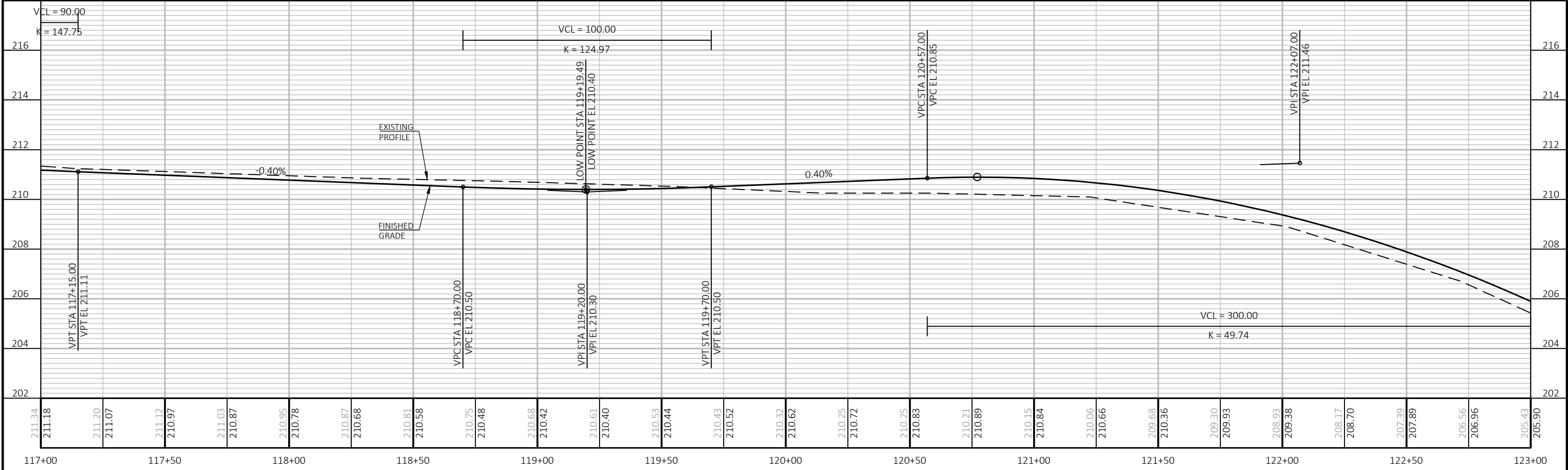
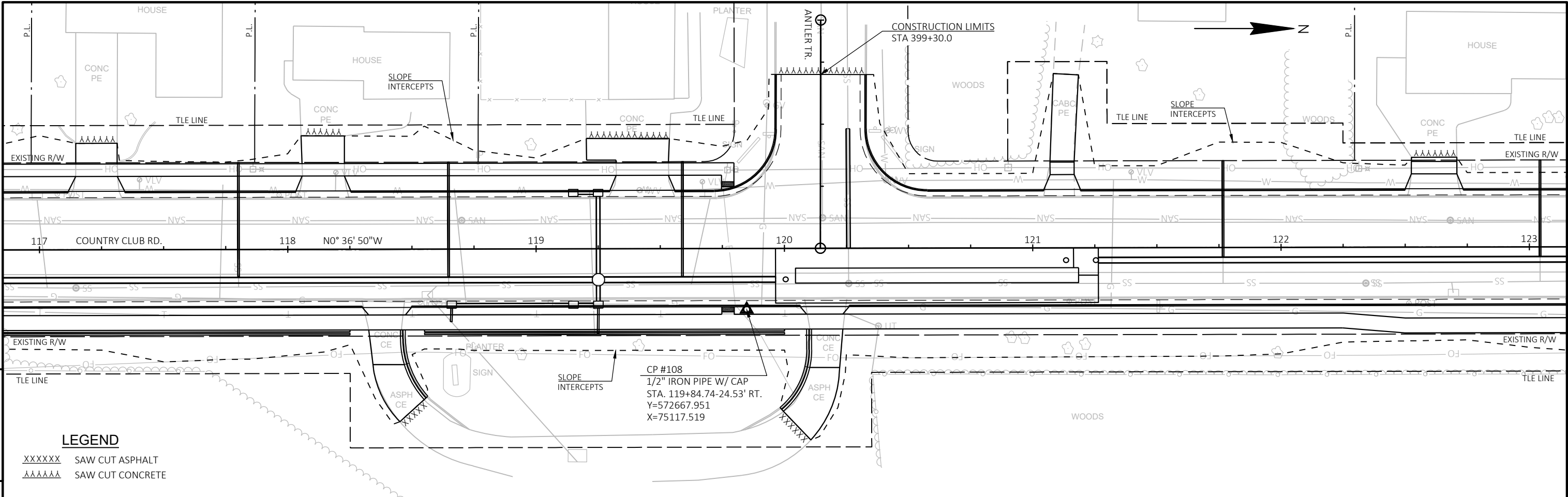




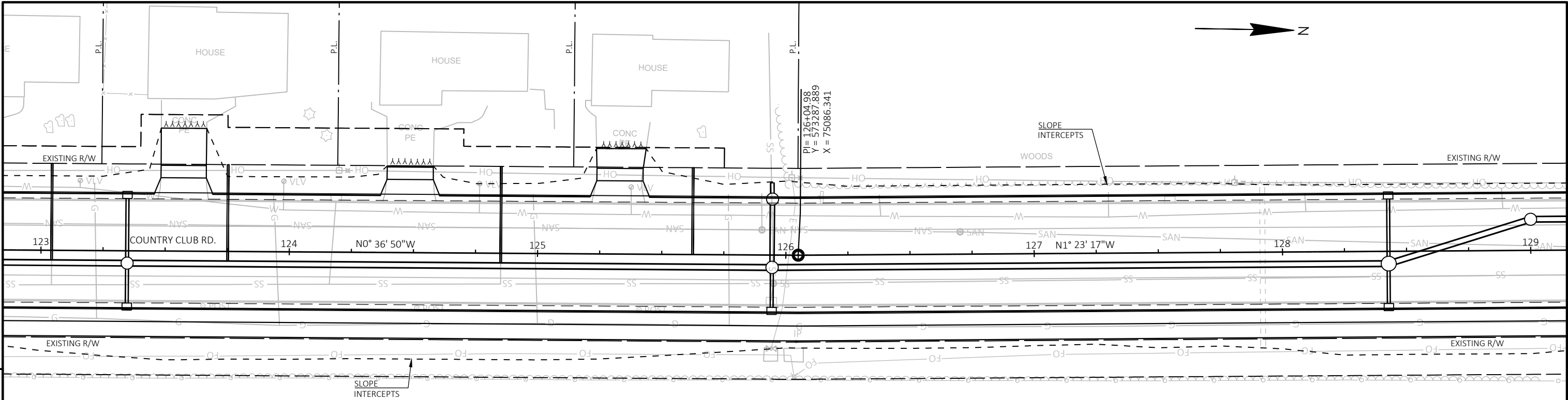




PROJECT NO:	4987-02-75	HWY: COUNTRY CLUB ROAD	COUNTY: BROWN	PLAN AND PROFILE:	PLAN AND PROFILE	SHEET	99	E
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PROJECT NO:	4987-02-75	HWY: COUNTRY CLUB ROAD	COUNTY: BROWN	PLAN AND PROFILE:	PLAN AND PROFILE	SHEET	100	E
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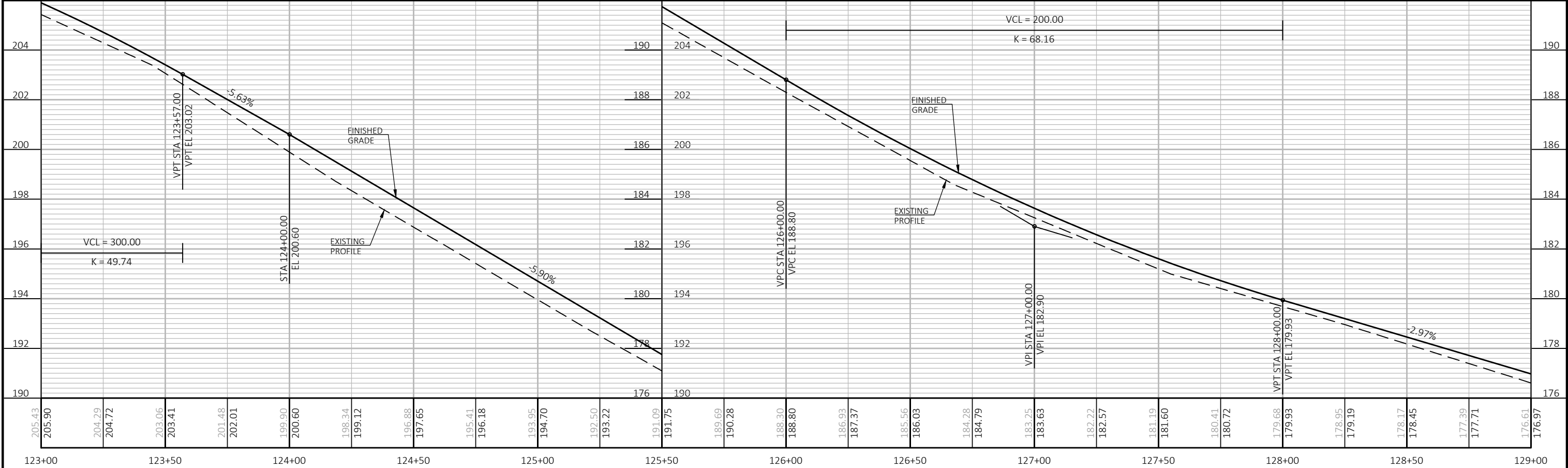


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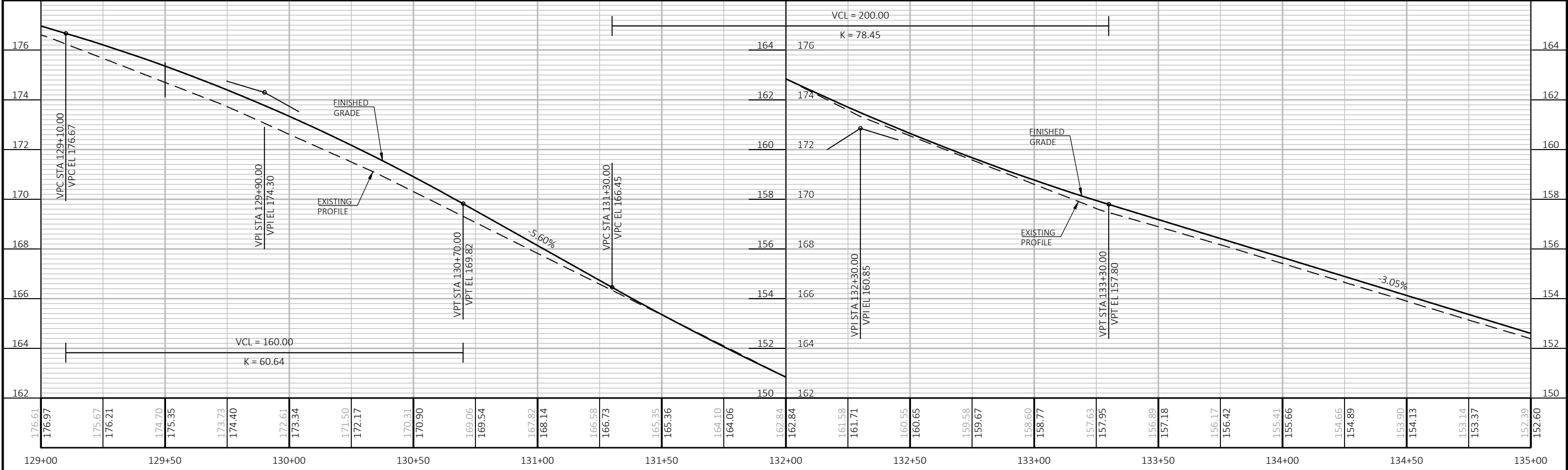
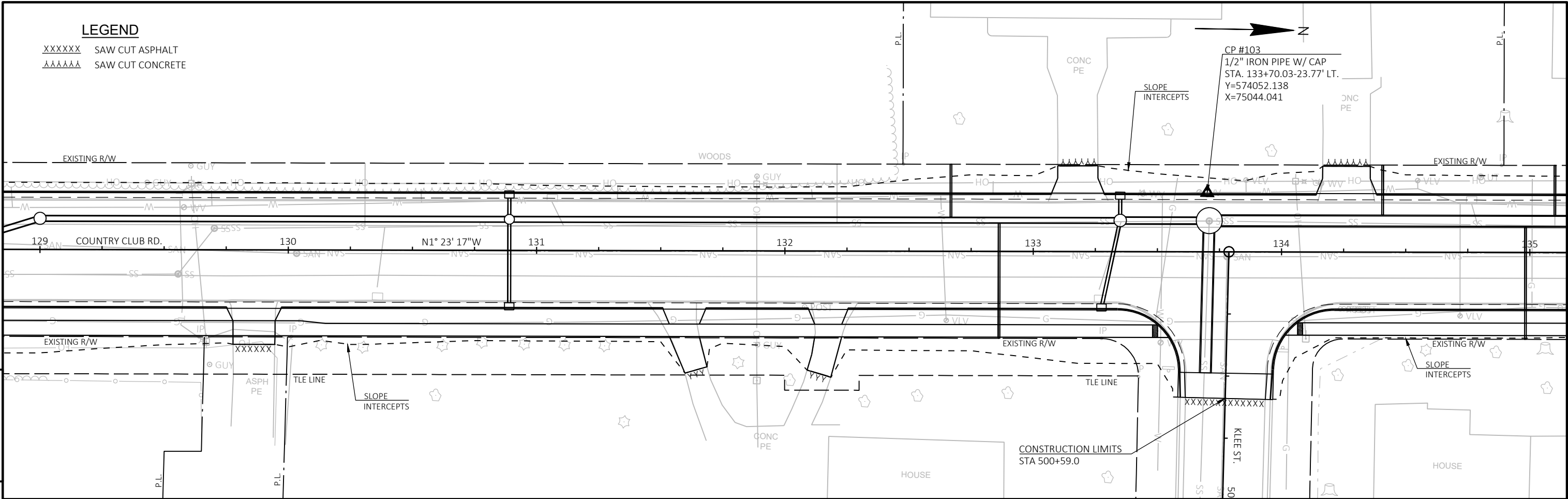
LEGEND

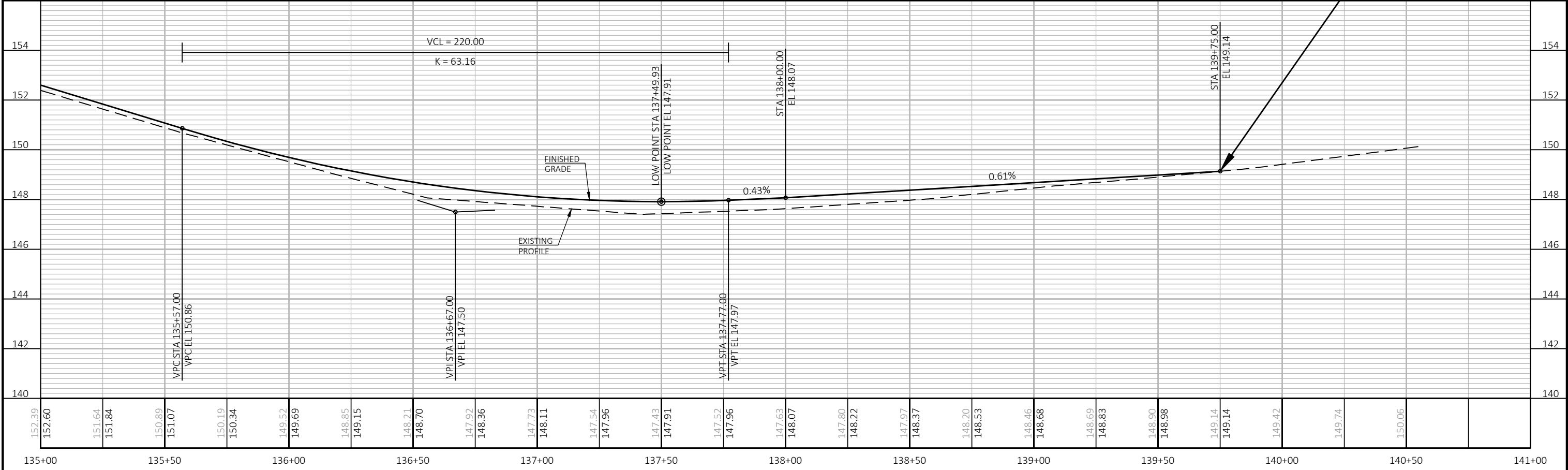
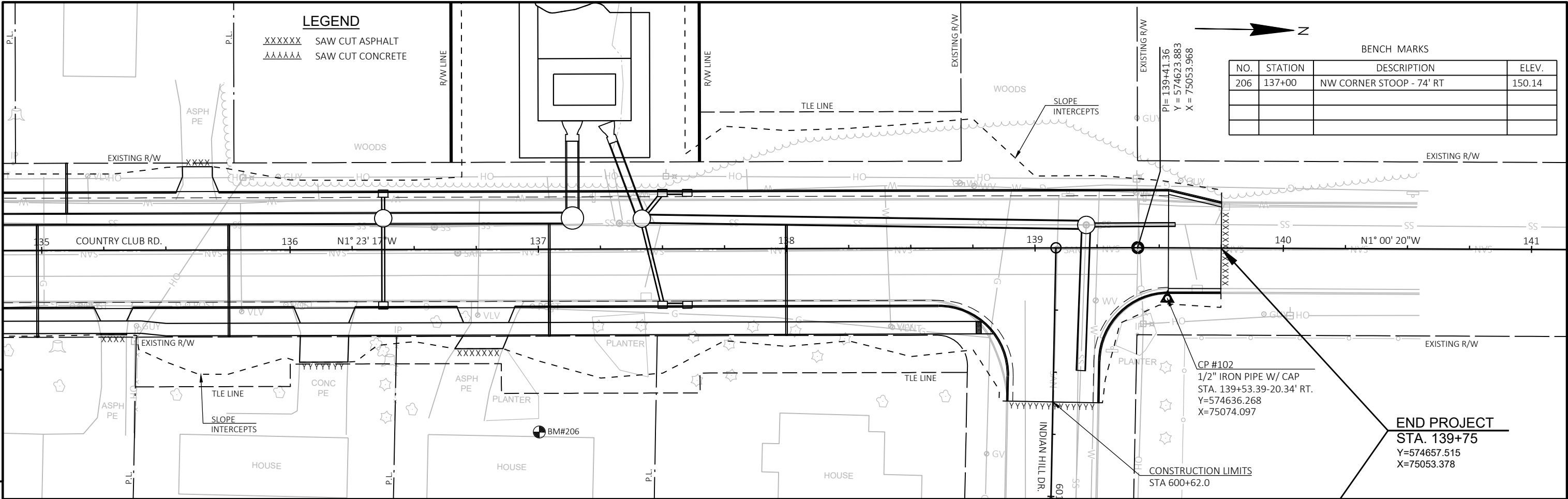
- XXXXXX SAW CUT ASPHALT
- AAAAAA SAW CUT CONCRETE

5



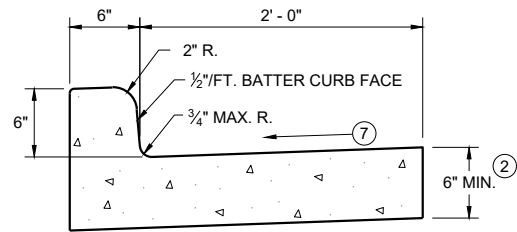
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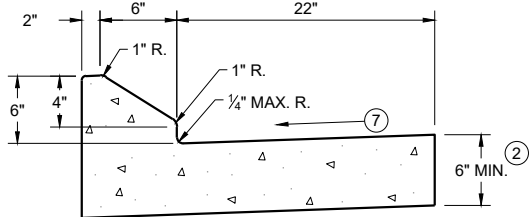


Standard Detail Drawing List

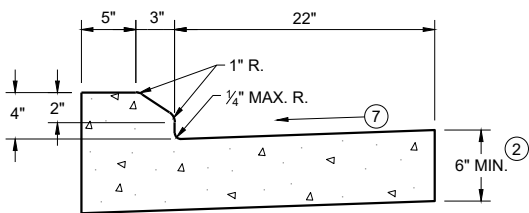
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-21A	CURB RAMPS TYPES 1 AND 1-A
08D05-21B	CURB RAMPS TYPES 2 AND 3
08D05-21C	CURB RAMPS TYPES 4A AND 4A1
08D05-21D	CURB RAMPS TYPE 4B AND 4B1
08D05-21E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-21F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-21G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
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
13C19-03	HMA LONGITUDINAL JOINTS
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-15A	PAVEMENT MARKING SYMBOLS
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C07-15E	PAVEMENT MARKING FOR BIKE LANES
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23D	PAVEMENT MARKING (TURN LANES)
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C29-08A	BICYCLE LANE MARKING
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D12-13A	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D32-07	TRAFFIC CONTROL, ONE LANE ROAD STOP CONDITION
15D46-01	TRAFFIC CONTROL, ONE - WAY SIGNING



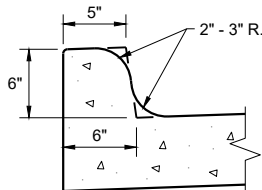
TYPES A^① & D



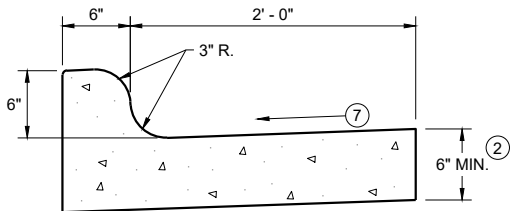
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

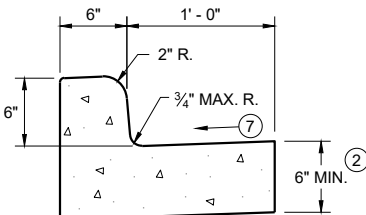


TYPES K^① & L
(OPTIONAL CURB SHAPE)



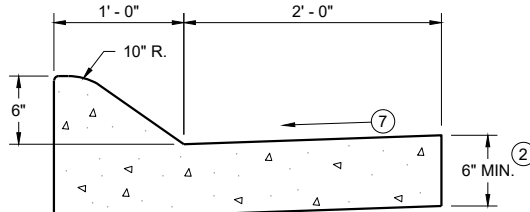
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

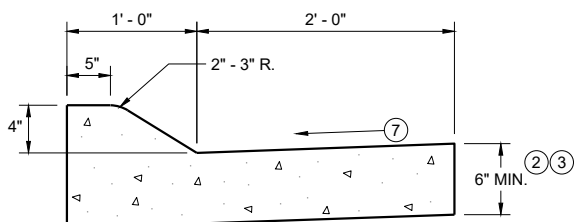


TYPES A^① & D

CONCRETE CURB AND GUTTER 18"

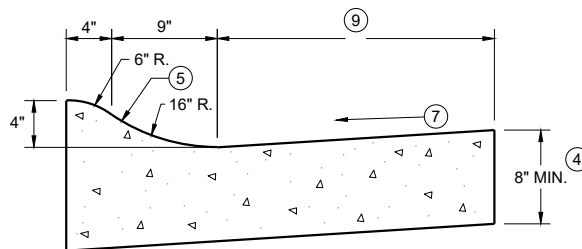


6" SLOPED CURB TYPES A^① & D



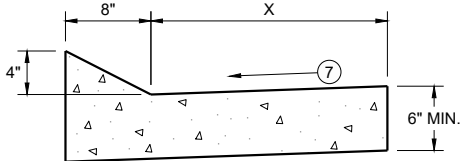
4" SLOPED CURB TYPES A^① & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R^① & T

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

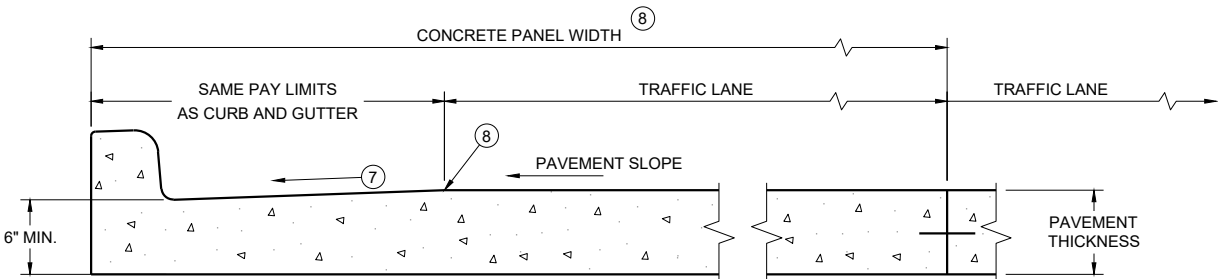


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

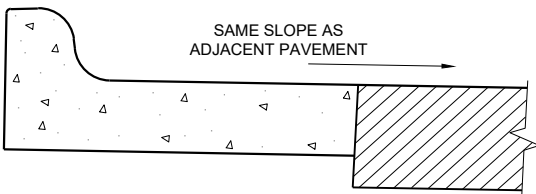
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB AND GUTTER *

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

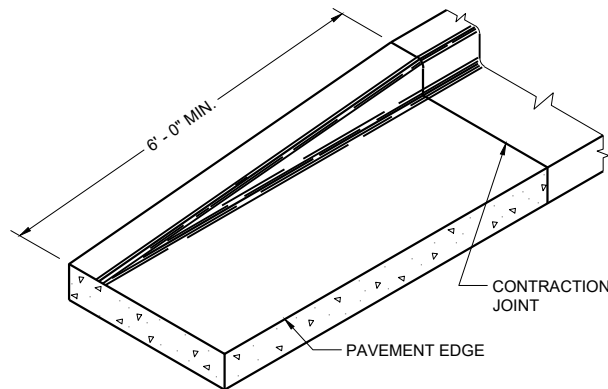
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

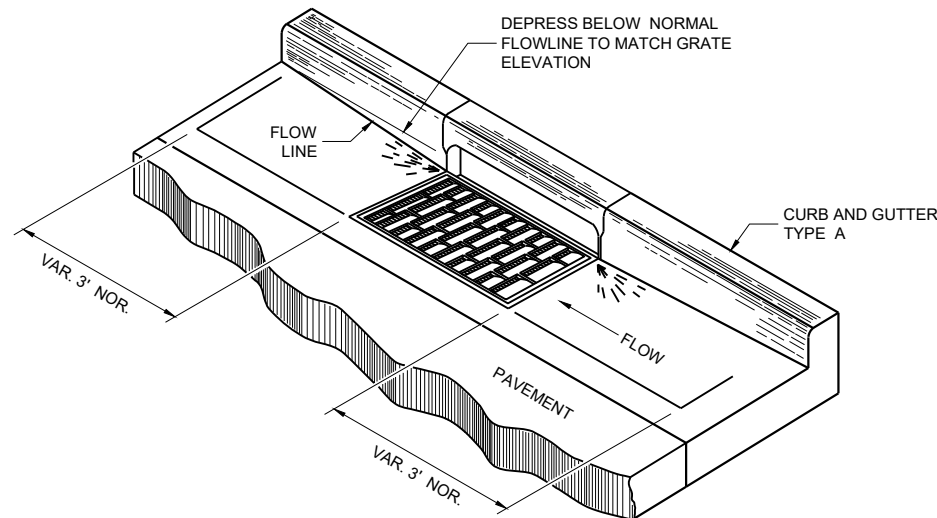
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH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

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

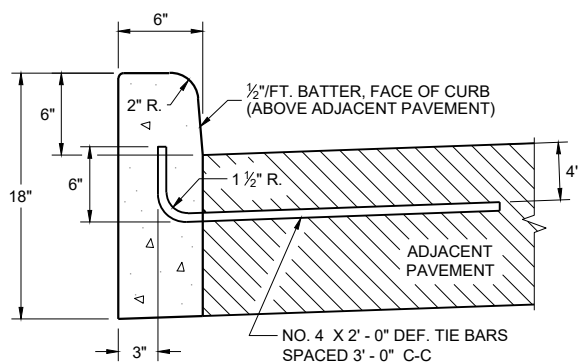


END SECTION CURB AND GUTTER

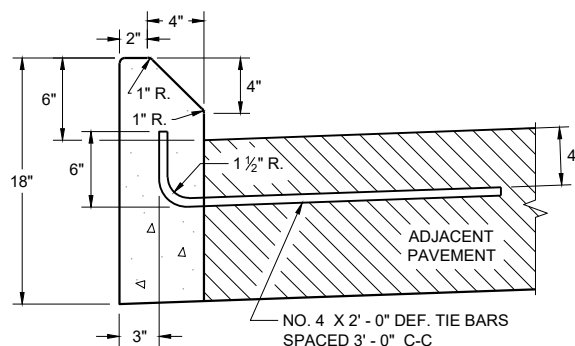


DETAIL OF CURB AND GUTTER AT INLETS

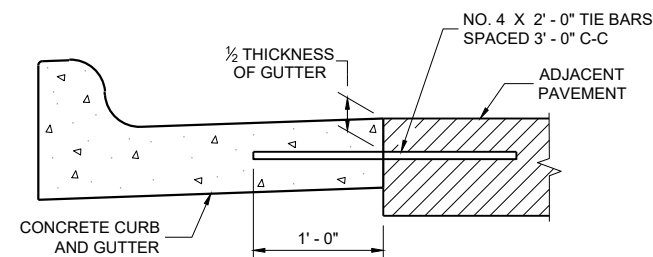
(TYPICAL H INLET COVER SHOWN)



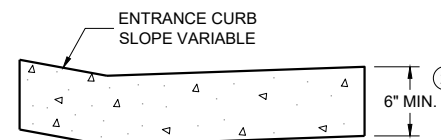
TYPES A ① & D



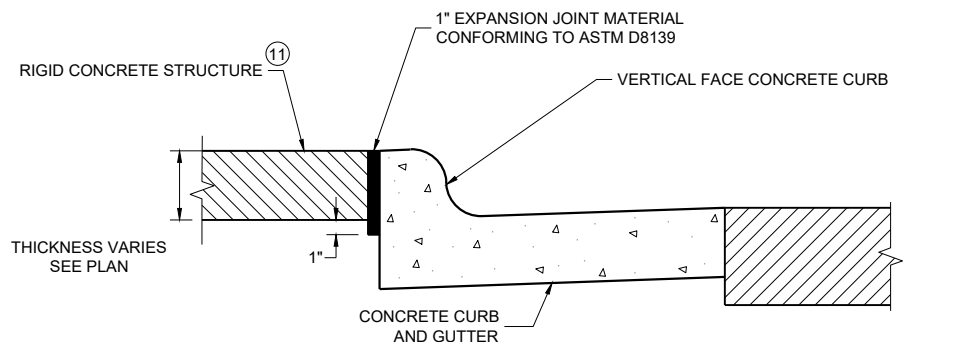
**TYPES G ① & J
CONCRETE CURB**



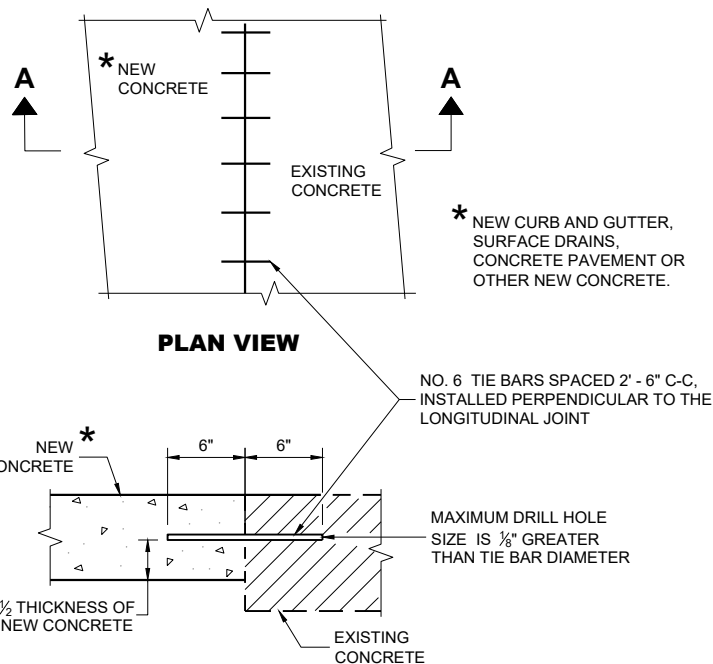
TYPICAL TIE BAR LOCATION ①



**DRIVEWAY ENTRANCE CURB ⑩
(WHEN DIRECTED BY THE ENGINEER)**



EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE ⑪



**SECTION A - A
TIE BARS DRILLED INTO EXISTING PAVEMENT**

GENERAL NOTES

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

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

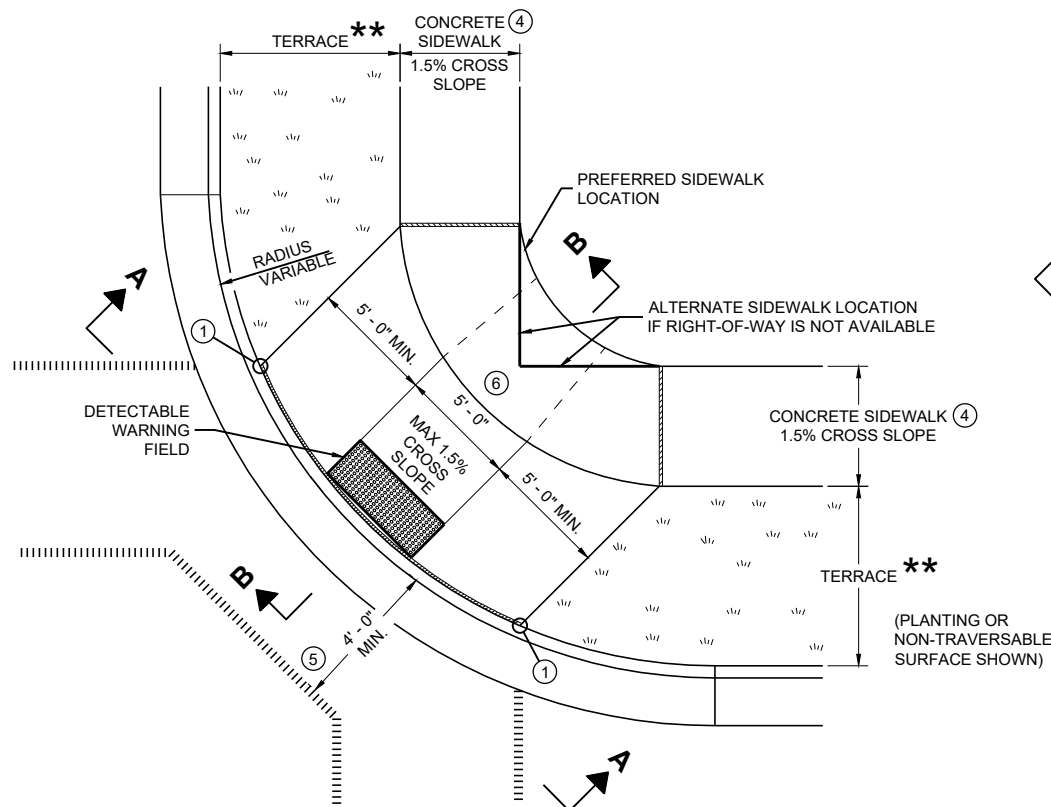
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

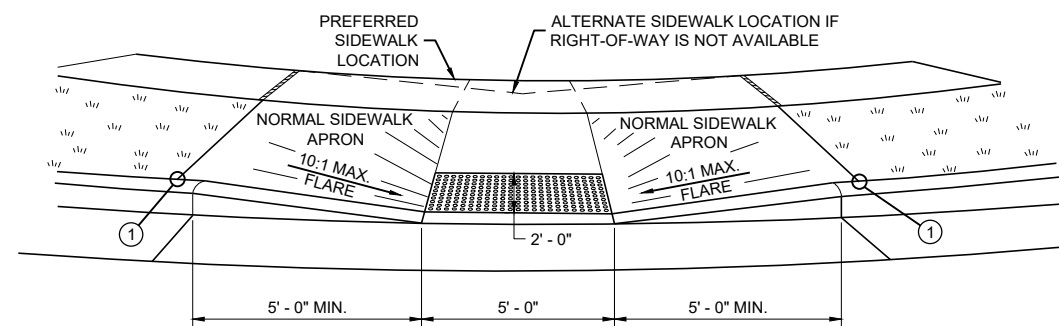
**CONCRETE CURB, TIES
AND CURB AND GUTTER
APPLICATIONS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR

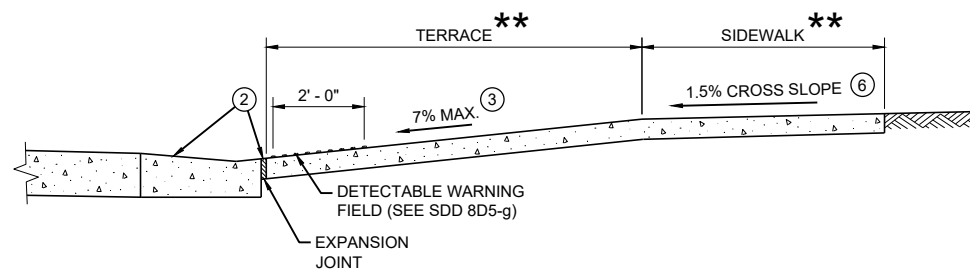


PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)

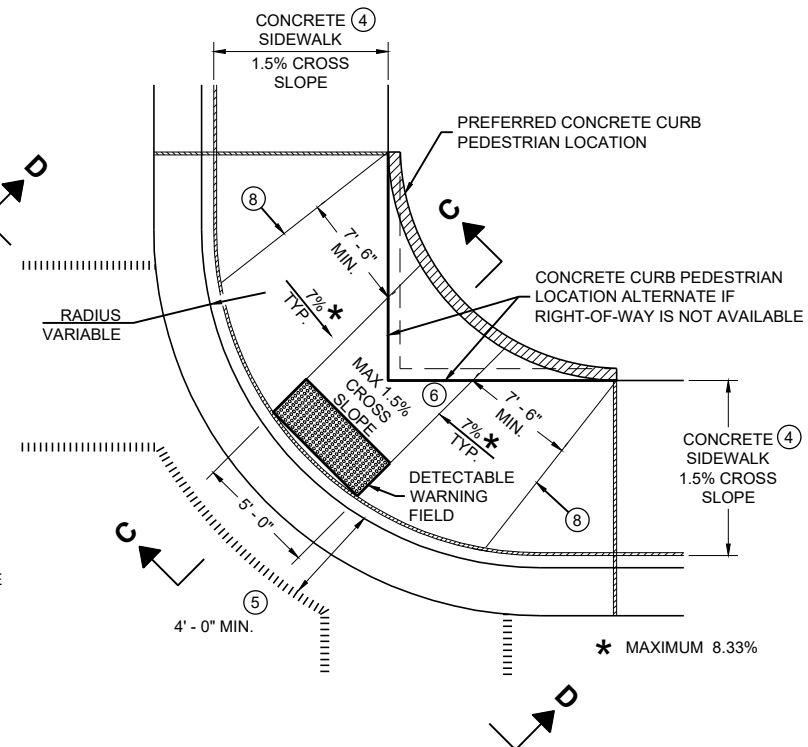


VIEW A - A FOR TYPE 1

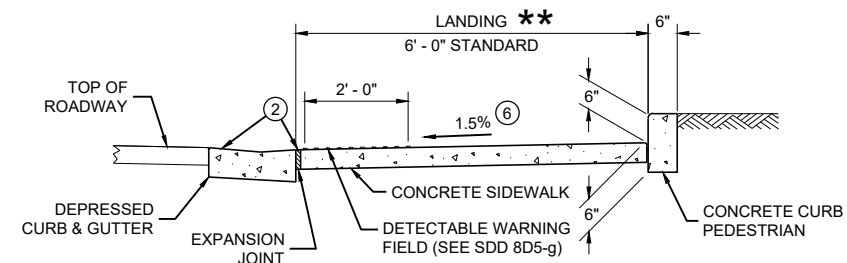
** WIDTH SHOWN ELSEWHERE
IN THE PLANS



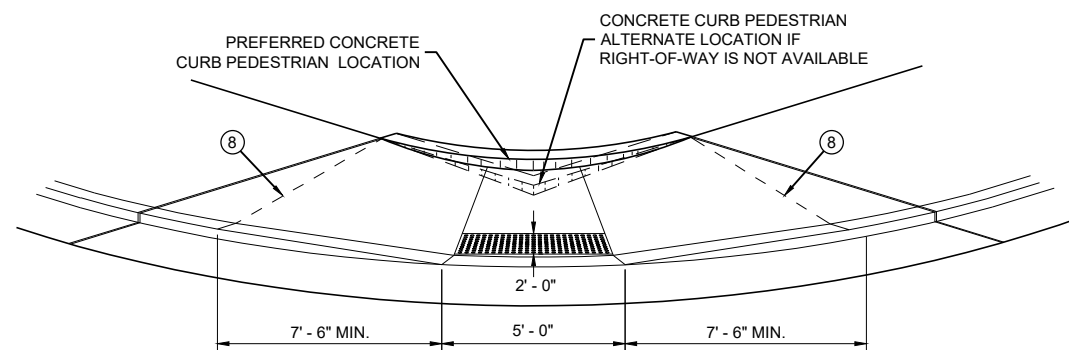
SECTION B - B FOR TYPE 1



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



SECTION C - C FOR TYPE 1 - A



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

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

DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

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

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

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

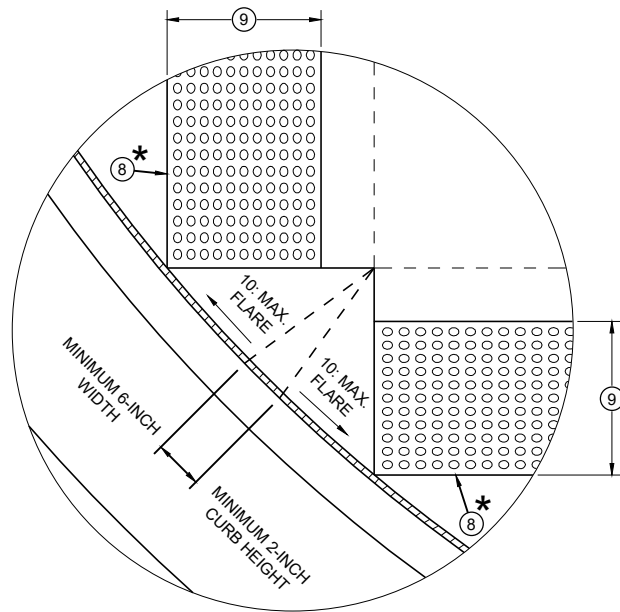
- ① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑤ PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA. 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

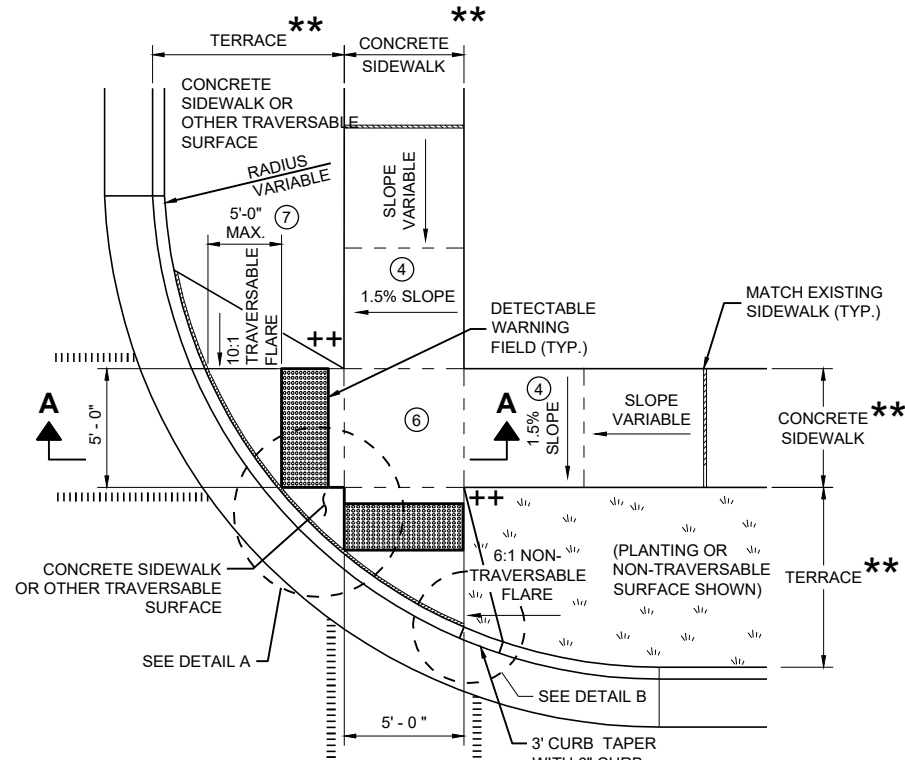
- ===== 1/2" EXPANSION JOINT SIDEWALK
- - - - - CONTRACTION JOINT FIELD LOCATED
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 1 AND 1-A

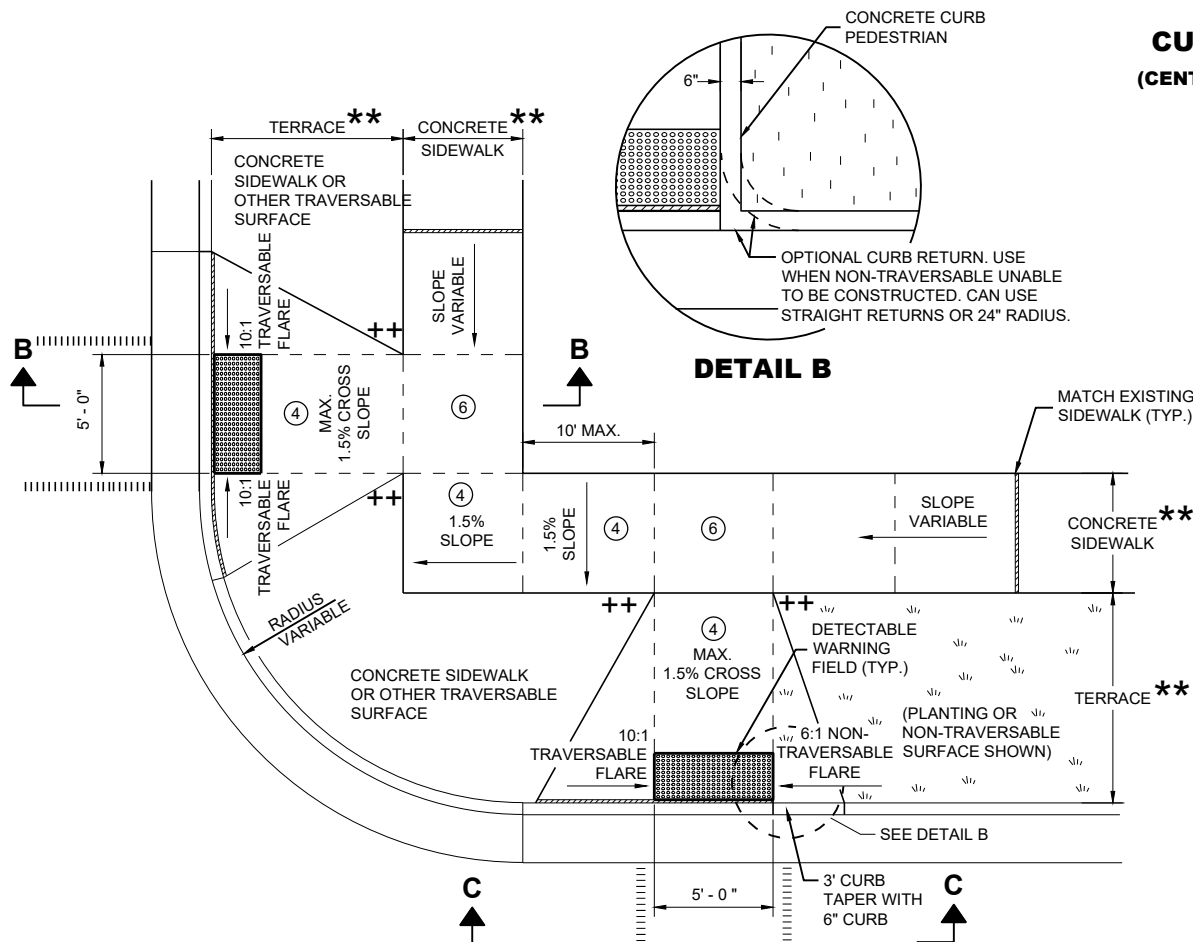
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



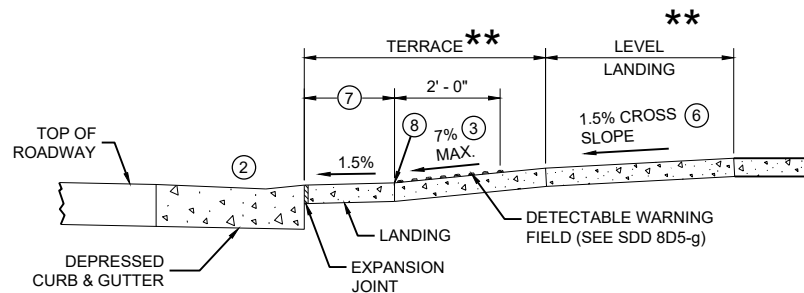
DETAIL A



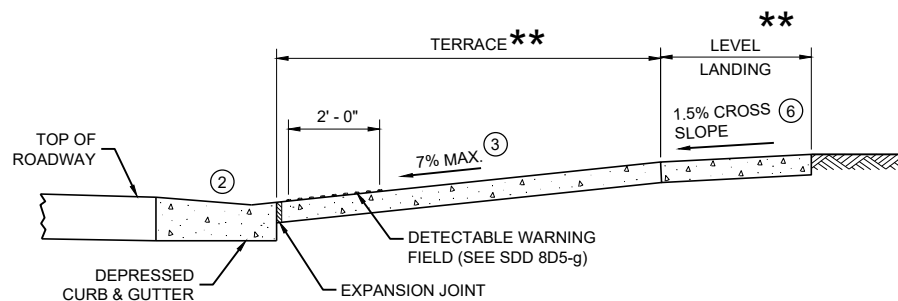
PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)



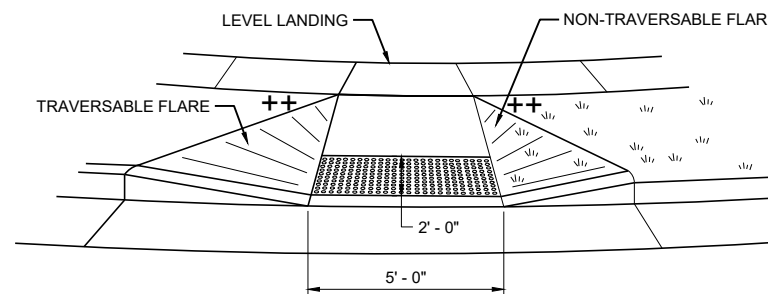
PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



SECTION A - A FOR TYPE 2



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

GENERAL NOTES

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

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

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

- GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.
- WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- 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.

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

** WIDTH SHOWN ELSEWHERE
IN THE PLANS

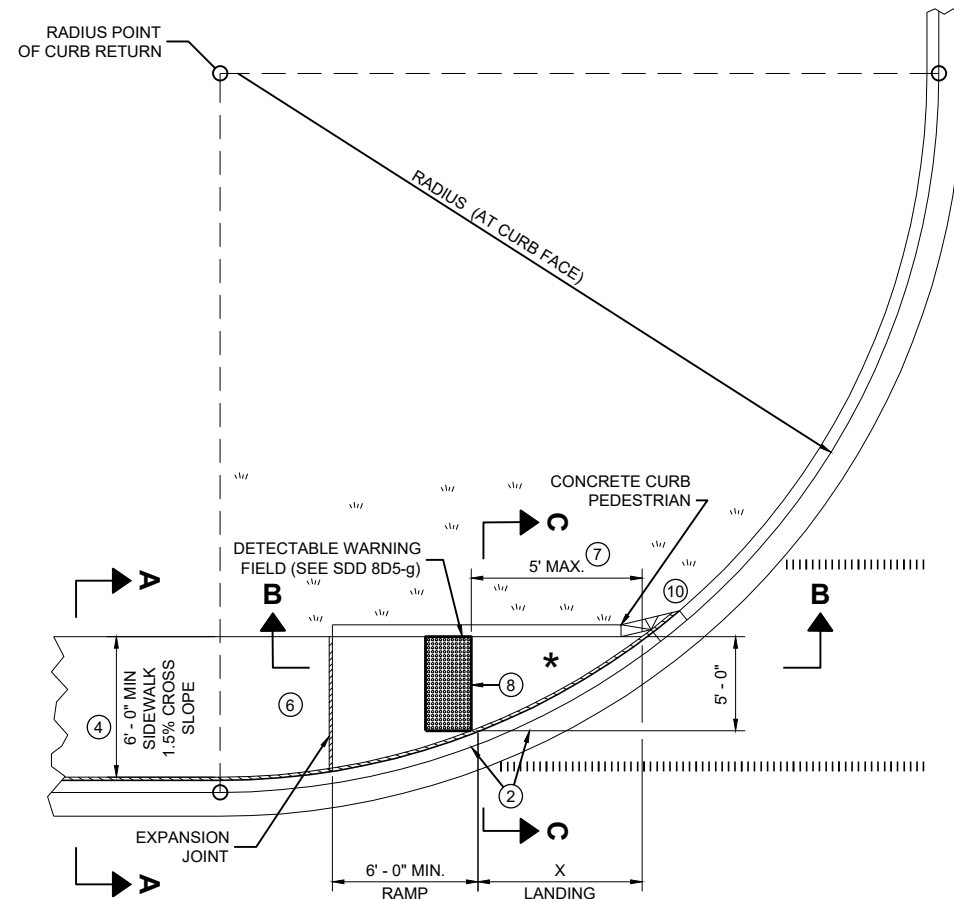
++ CONSTRUCT 6" WEDGE TO
AVOID CONCRETE BREAKAGE

LEGEND

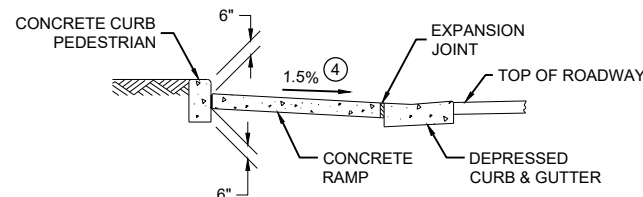
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 2 AND 3

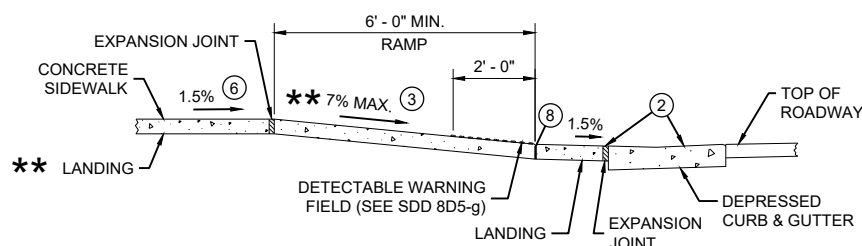
STATE OF WISCONSIN
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**PLAN VIEW
CURB RAMP TYPE 4A**



SECTION C - C FOR TYPE 4A



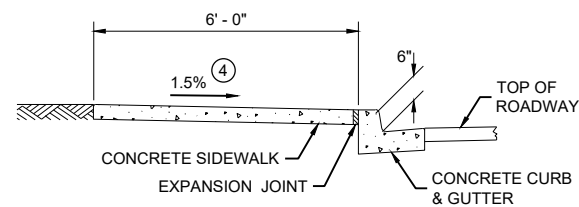
**SECTION B - B FOR
TYPE 4A AND TYPE 4A1**

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

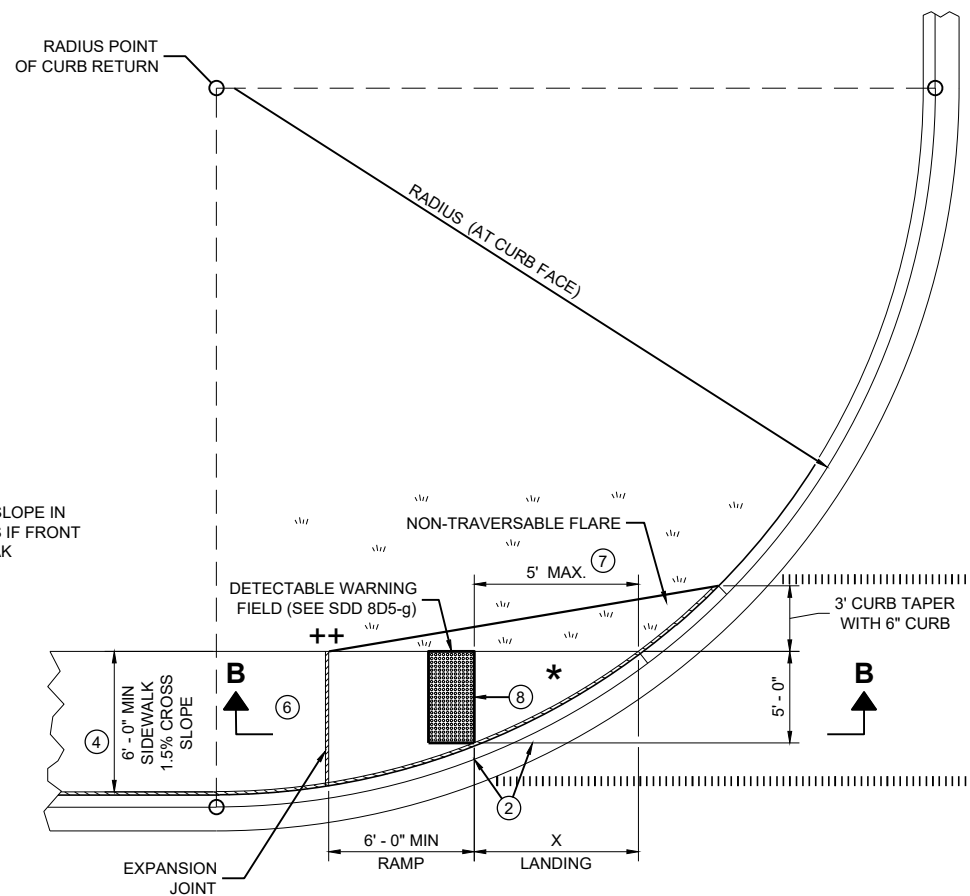
*** MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK**

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A



**PLAN VIEW
CURB RAMP TYPE 4A1**

GENERAL NOTES

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

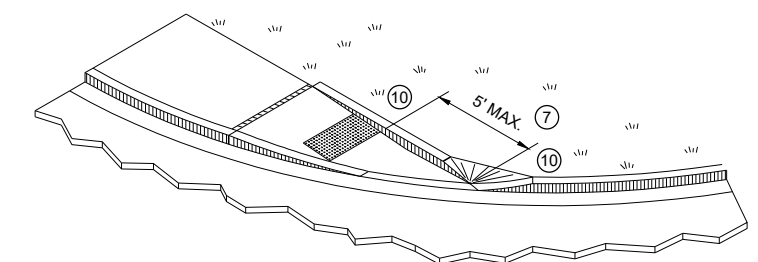
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

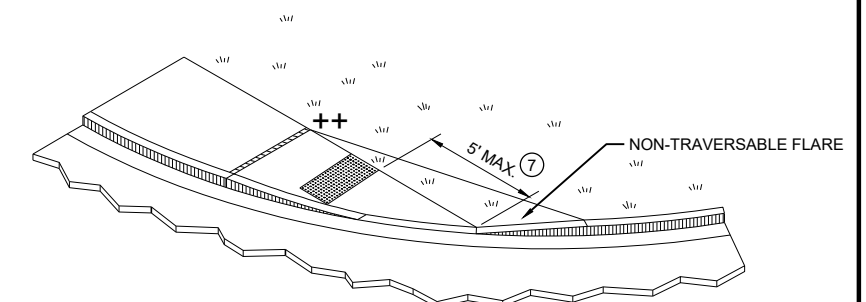
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- 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

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



ISOMETRIC VIEW FOR TYPE 4A

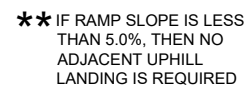


ISOMETRIC VIEW FOR TYPE 4A1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

CURB RAMPS TYPE 4A AND 4A1

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SECTION B - B FOR TYPE 4B AND TYPE 4B1

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 ¼"	0' - 5"	2' - 1"	1' - 4 ½"	1' - 5"	2' - 1"	0' - 10"	2' - 7 ½"	0' - 3 ¼"	3' - 0 ¼"						
15 FEET	4' - 6 ¾"	2' - 1 ¾"	3' - 9"	3' - 5 ¾"	3' - 1 ¼"	4' - 6"	2' - 6 ¾"	5' - 4 ½"	2' - 1"	6' - 1"	1' - 8"	6' - 8 ½"	1' - 3 ¾"	7' - 2 ½"	0' - 10 ¾"	7' - 7 ½"
20 FEET			4' - 11 ½"	5' - 1 ¾"	4' - 3 ¾"	6' - 5 ½"	3' - 8 ¾"	7' - 7"	3' - 3"	8' - 6 ½"	2' - 10"	9' - 4 ½"	2' - 5 ½"	10' - 1 ¼"	2' - 1 ½"	10' - 9"
30 FEET									4' - 10 ¾"	12' - 5 ¾"	4' - 5 ½"	13' - 7 ¾"	4' - 0 ¾"	14' - 8 ½"	3' - 8 ½"	15' - 8 ½"
40 FEET															4' - 10 ¾"	19' - 8 ½"

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



++ CONSTRUCT 6" WEDGE TO
AVOID CONCRETE BREAKAGE

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.

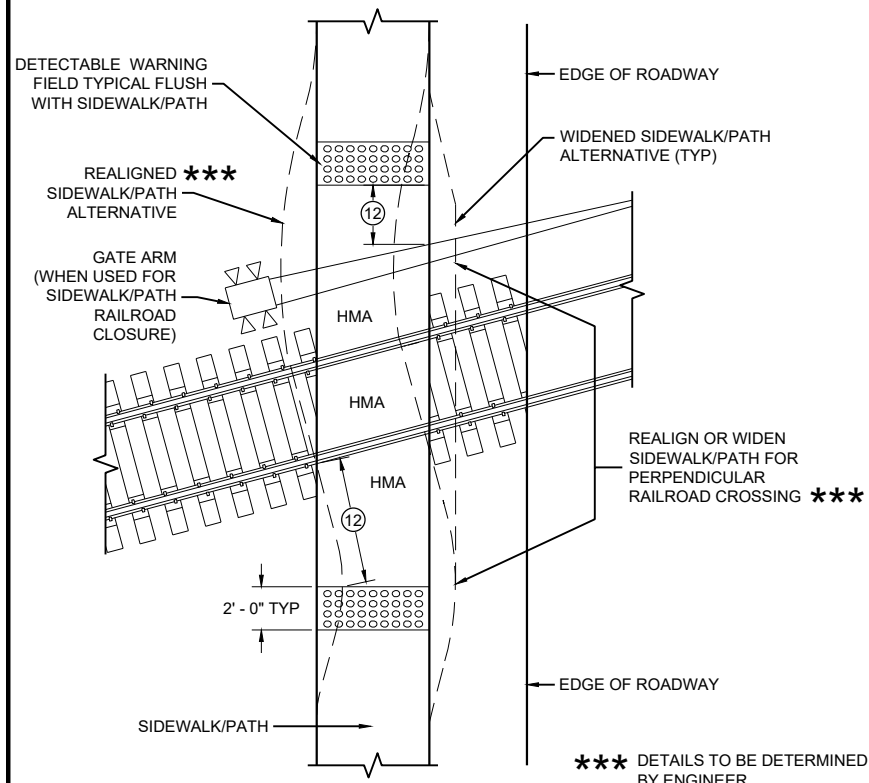
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

- 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 $\frac{1}{4}$ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ $\pm 0.5\%$ 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.



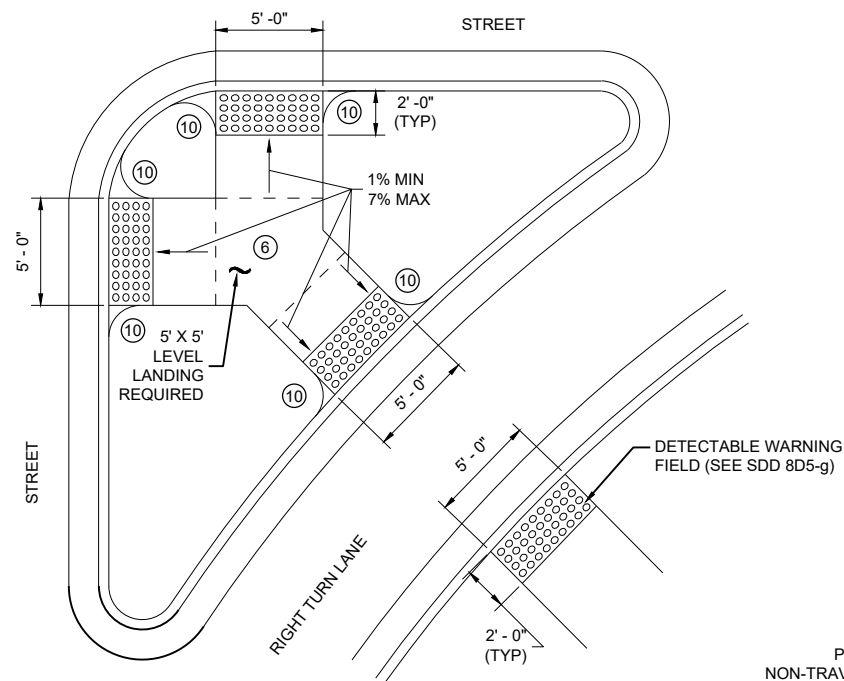
CURB RAMPS TYPE 4B AND 4B1

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CURB RAMP TYPE 8

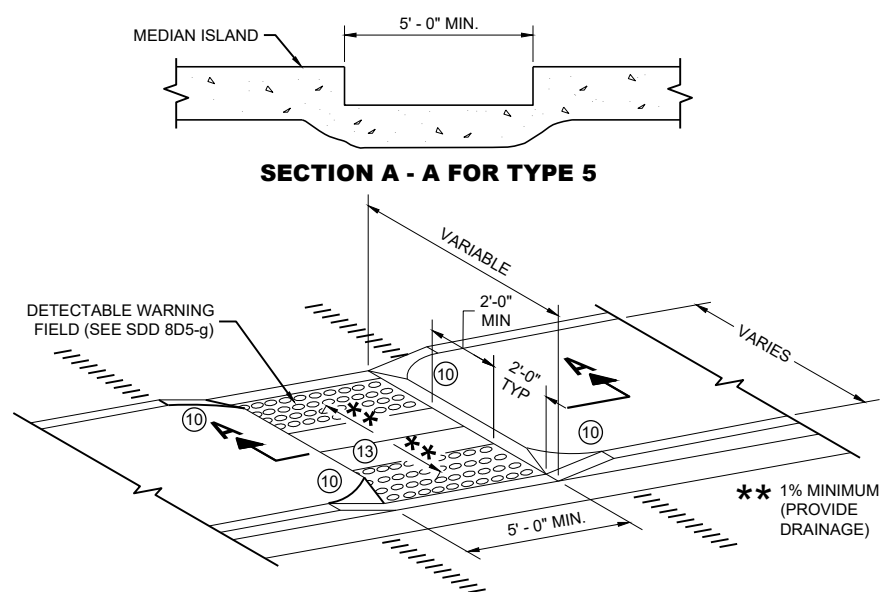
DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



CURB RAMP TYPE 6

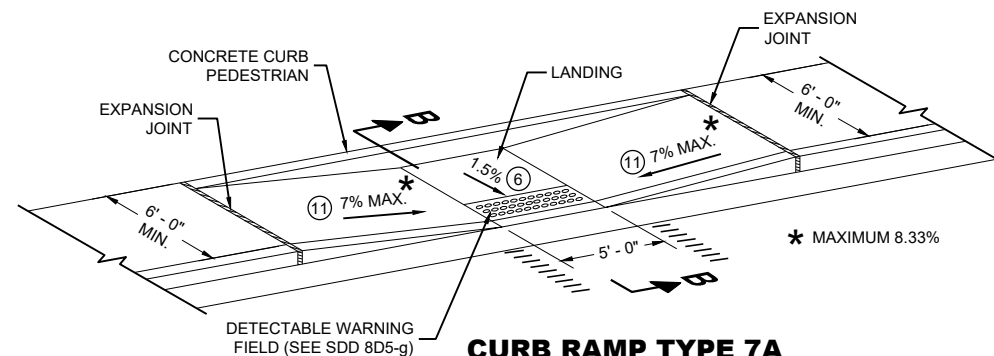
DETECTABLE WARNING AT ISLANDS

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

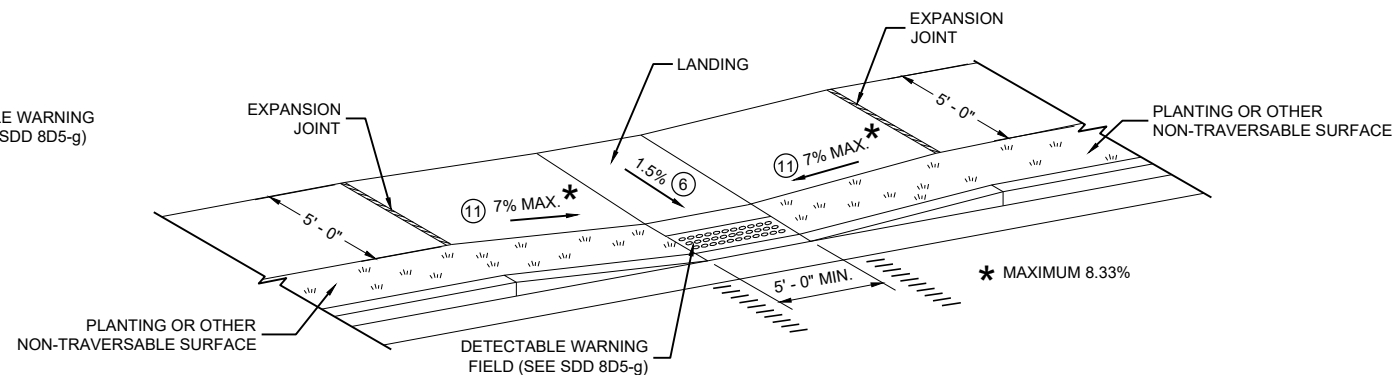


CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING



CURB RAMP TYPE 7A FOR INTERSECTIONS AND MID BLOCK CROSSINGS



CURB RAMP TYPE 7B FOR INTERSECTIONS AND MID BLOCK CROSSINGS

GENERAL NOTES

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

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

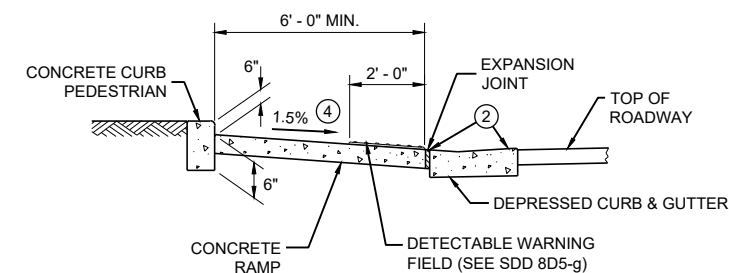
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/8 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 $\pm 0.5\%$ 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 $\pm 0.1'$ 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

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

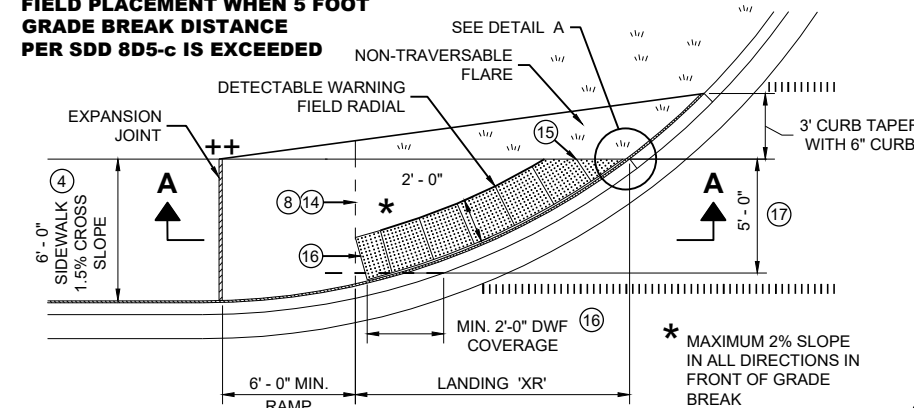


SECTION B - B FOR TYPE 7A

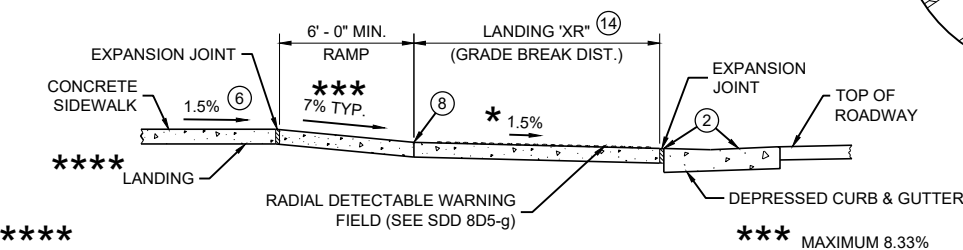
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

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

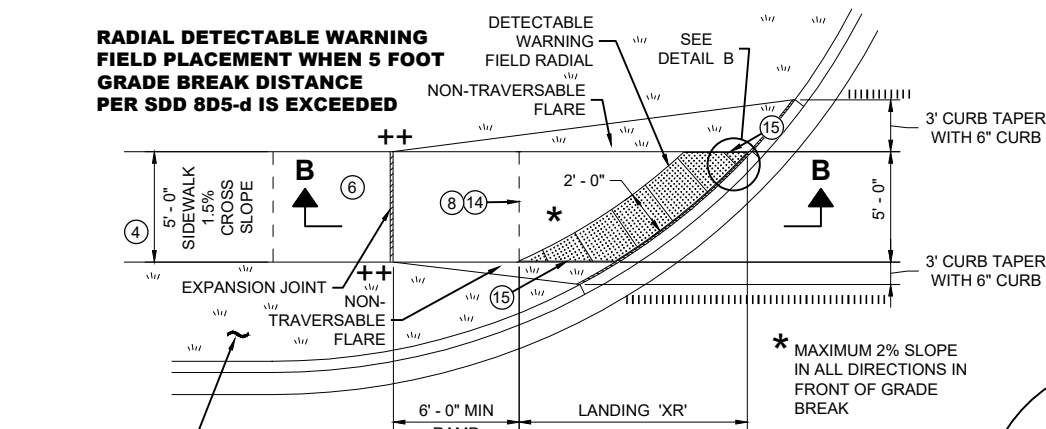


**PLAN VIEW
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**

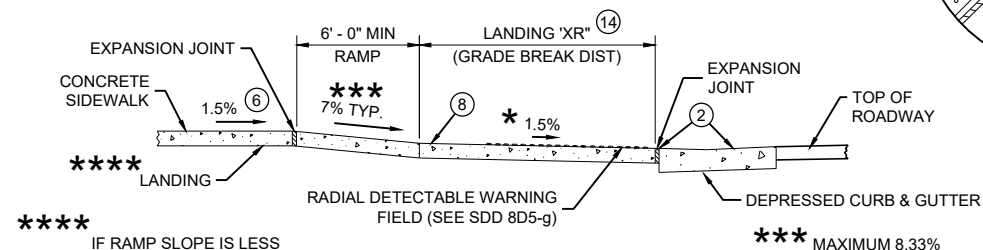


SECTION A - A FOR TYPE 4A1

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



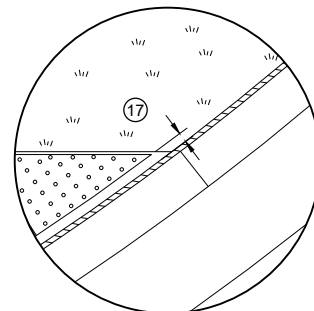
**PLAN VIEW
CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**



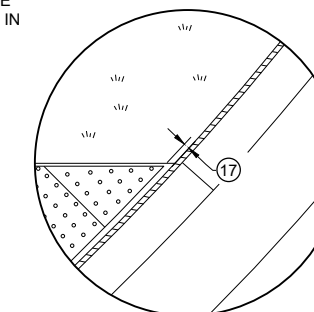
SECTION B - B FOR TYPE 4B1

LEGEND

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



DETAIL A



DETAIL B

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.

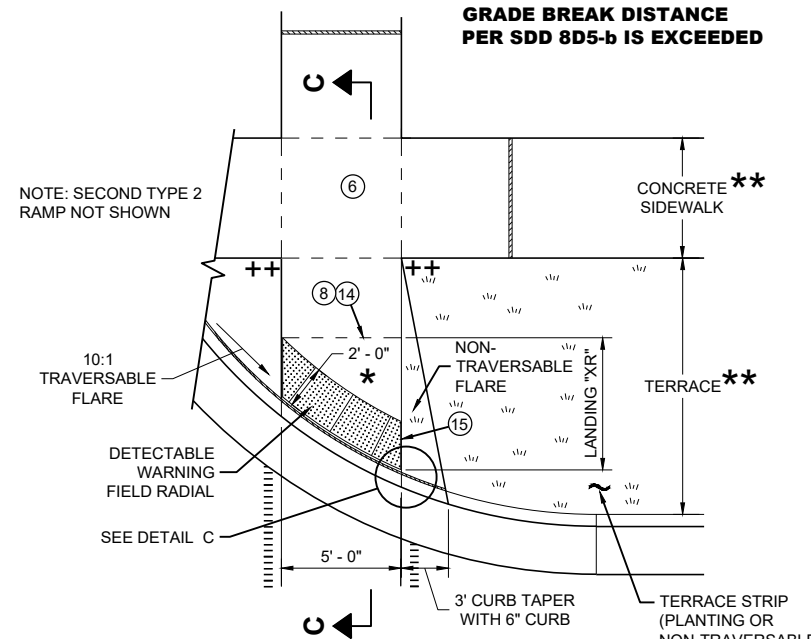
REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

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

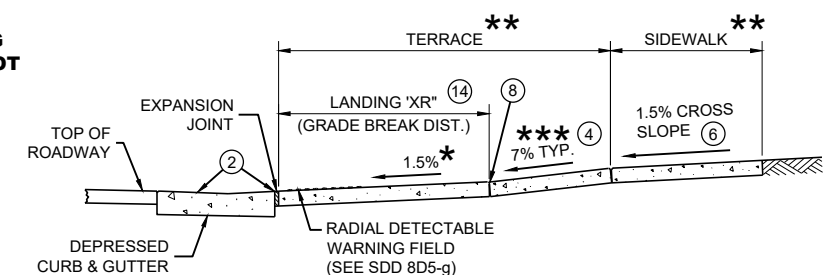
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

- 2 GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4" INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- 3 AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- 4 ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- 6 PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD 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 1/2" 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.

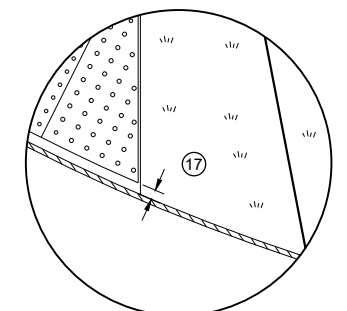
**RADIAL DETECTABLE WARNING
FIELD PLACEMENT WHEN 5 FOOT
GRADE BREAK DISTANCE
PER SDD 8D5-b IS EXCEEDED**



**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%

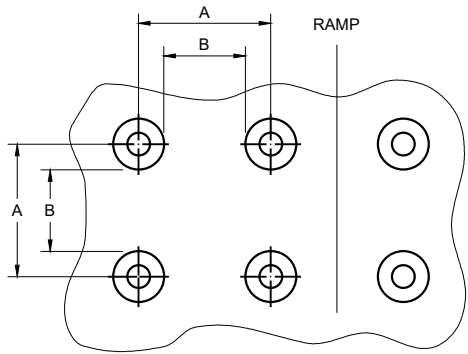
++ CONSTRUCT 6" WEDGE TO
AVOID CONCRETE BREAKAGE

**CURB RAMPS
RADIAL DETECTABLE WARNING**

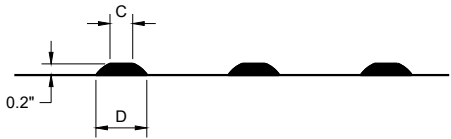
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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

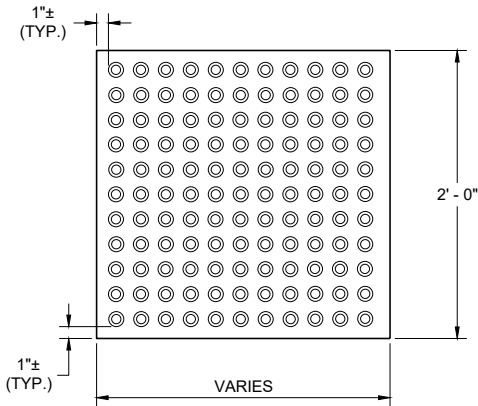


PLAN VIEW

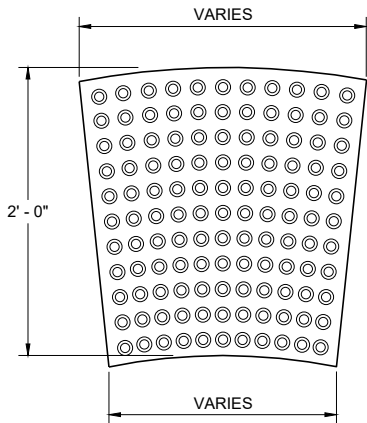


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

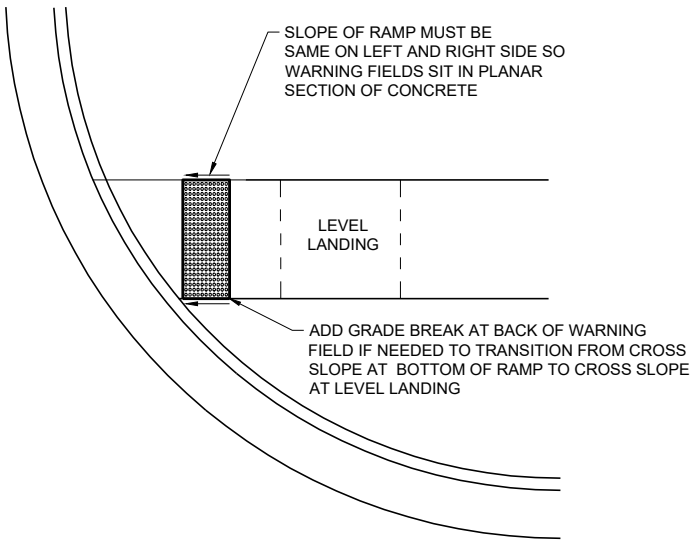


RECTANGULAR
PLATES

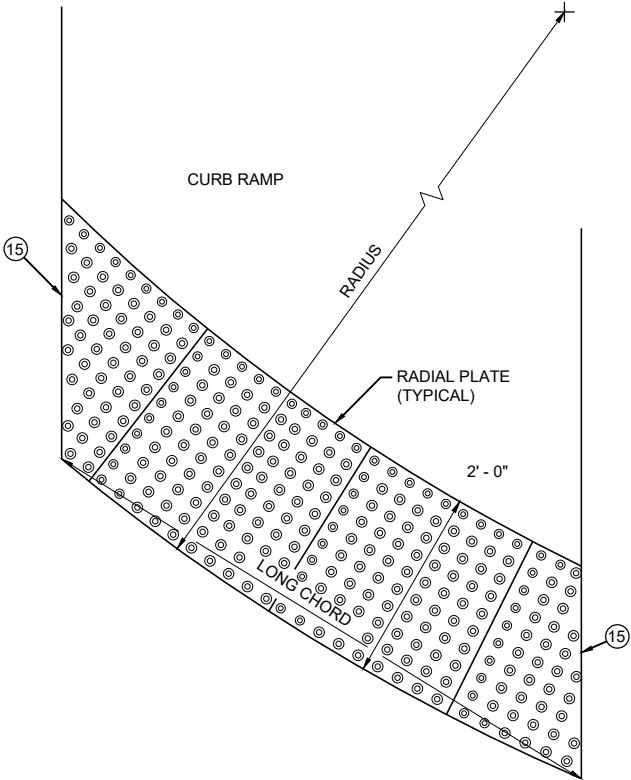


RADIAL
PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



DETECTABLE WARNING FIELD
PLANAR INSTALLATION



PLAN VIEW
RADIAL DETECTABLE
WARNING FIELD ATTRIBUTES

GENERAL NOTES

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

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

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

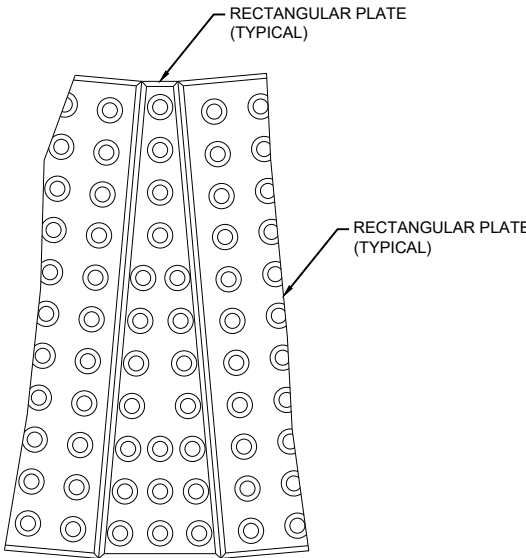
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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



PLAN VIEW
RADIAL WEDGE PLATE
CONNECTION DETAIL

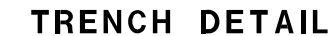
CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



- 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 1½" X 1½" 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.

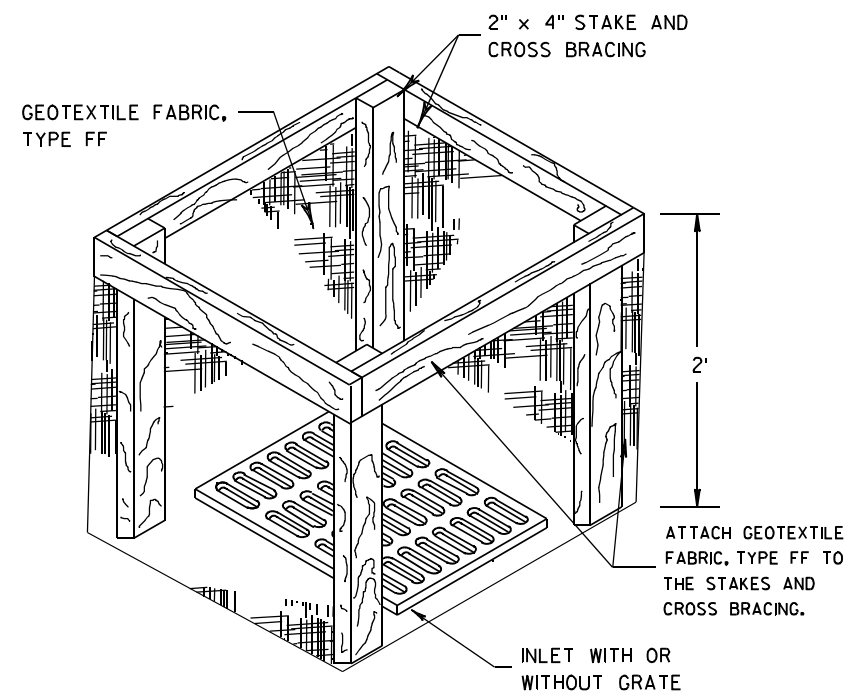
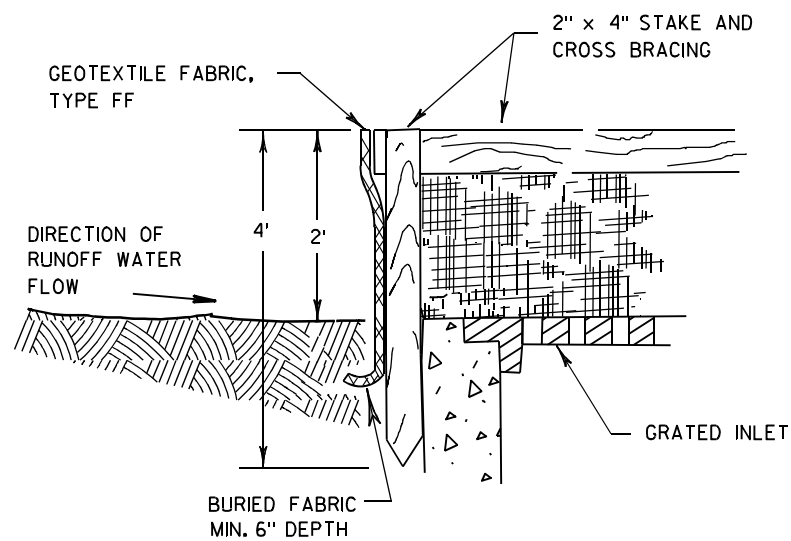


SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05 /S/ Beth Connolly
DATE CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA



INLET PROTECTION, TYPE A

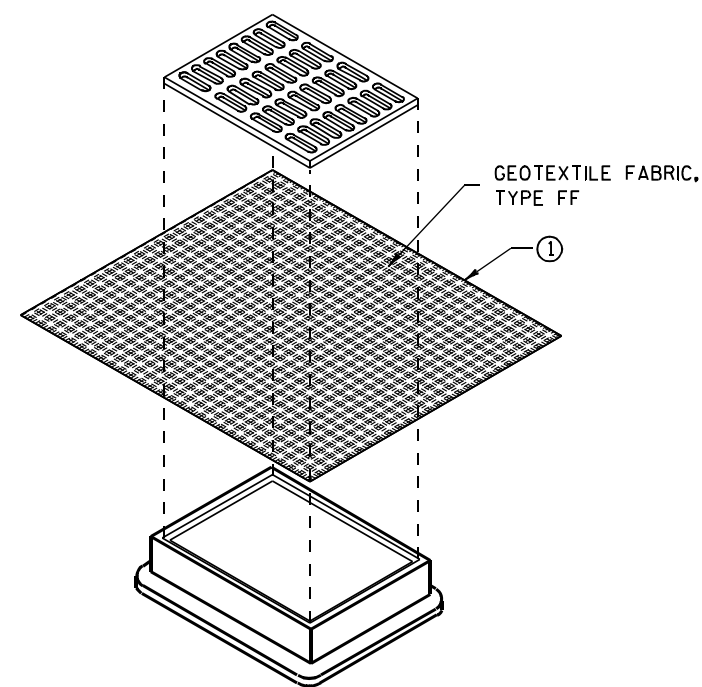
GENERAL NOTES

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

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

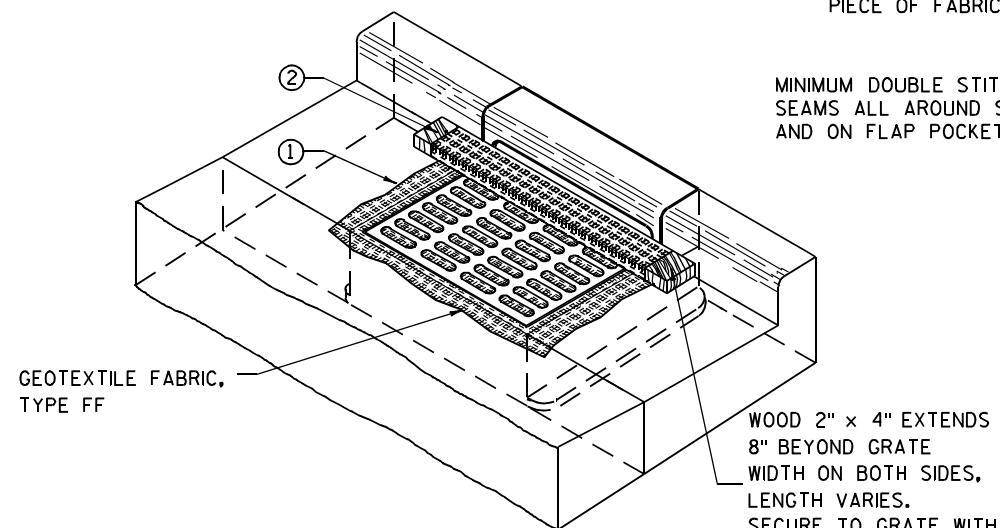
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

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



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

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

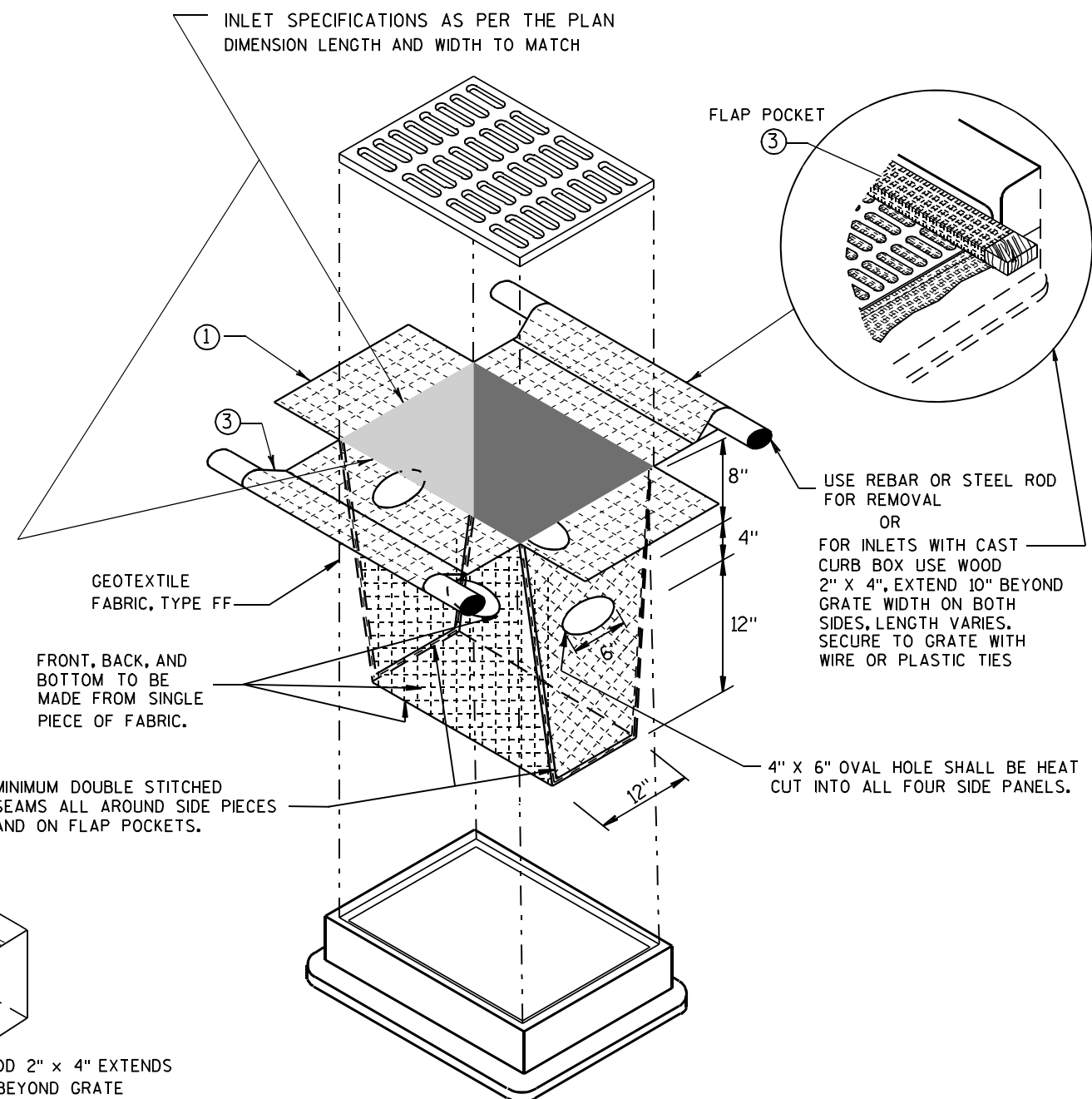
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

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

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

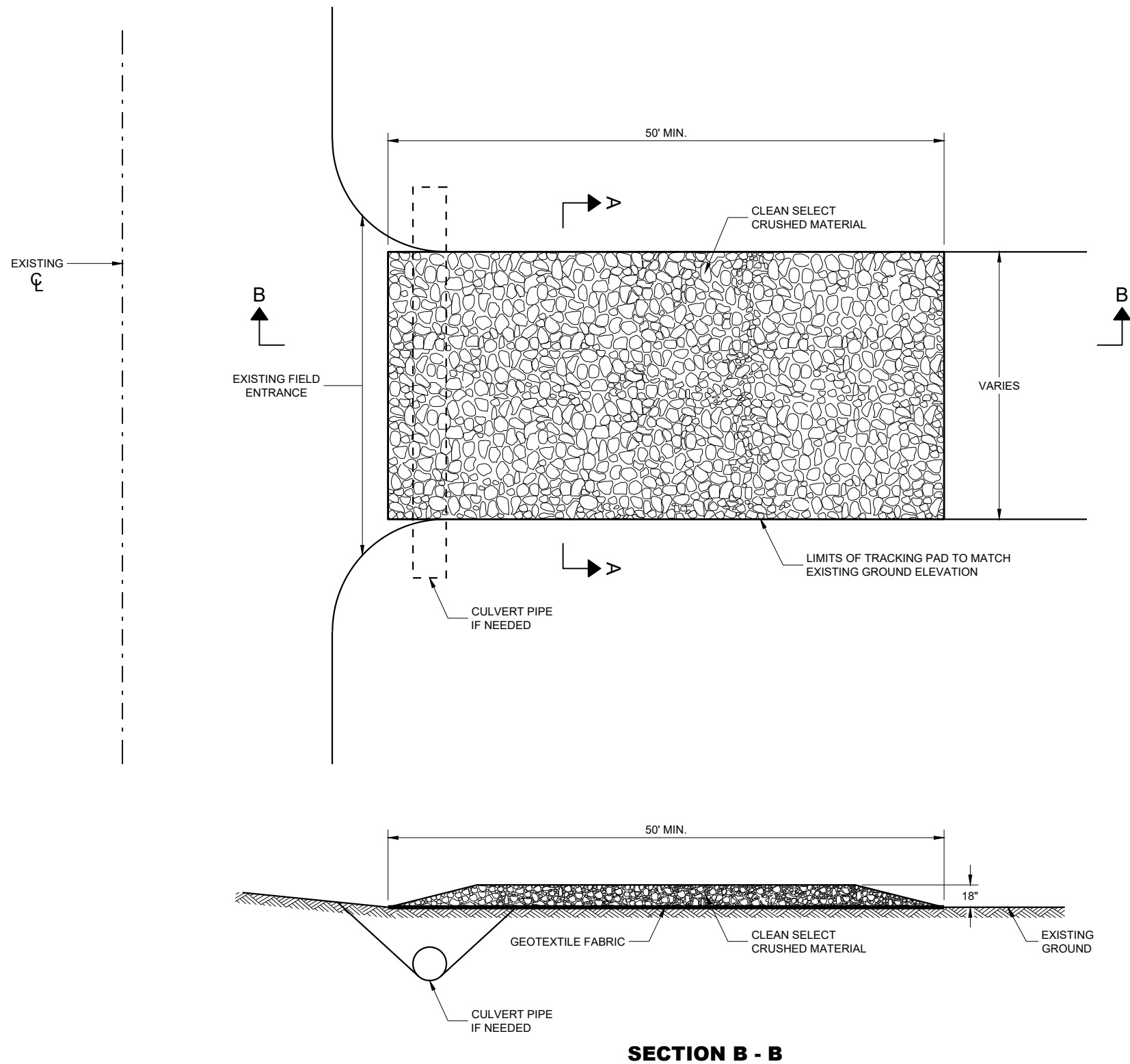
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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



INLET PROTECTION, TYPE D

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

INLET PROTECTION TYPE A, B, C, AND D	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 10/16/02 DATE	/S/ Beth Connolly 115 CHIEF ROADWAY DEVELOPMENT ENGINEER
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.

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

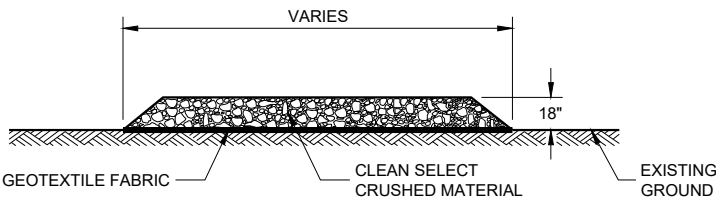
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

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

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

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



TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/24/2011

DATE

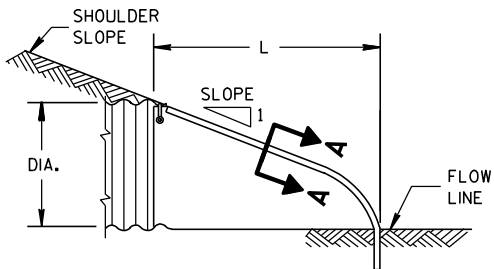
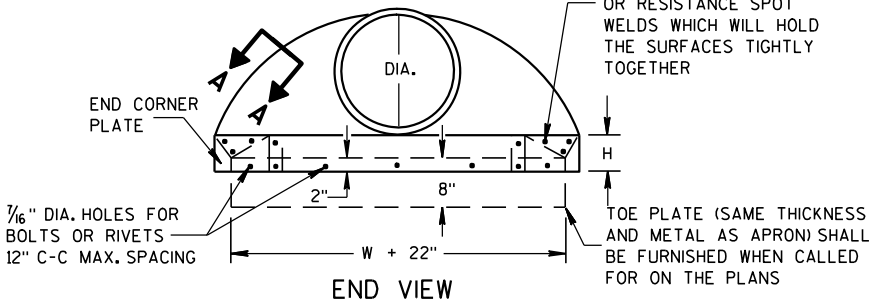
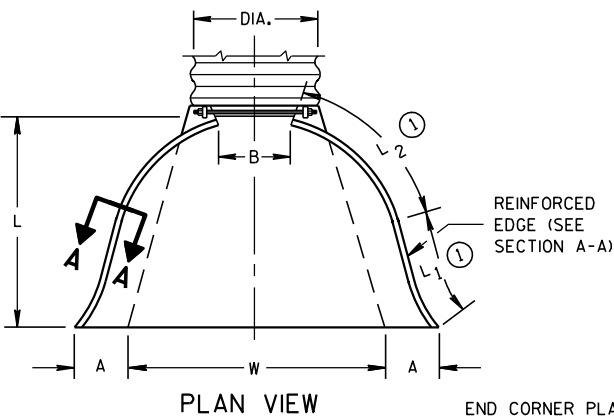
FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVE
ENGINEER

116

METAL APRON ENDWALLS												
PIPE DIA. (IN.)	MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE		BODY
	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")			
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1		1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1		1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1		1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1		1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1		1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1		1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1		2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1		2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1		3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1		3 Pc.
60	.109x	.105x	18	33	12	87	—	—	114	2 to 1		3 Pc.
66	.109x	.105x	18	36	12	87	—	—	120	2 to 1		3 Pc.
72	.109x	.105x	18	39	12	87	—	—	126	2 to 1		3 Pc.
78	.109x	.105x	18	42	12	87	—	—	132	1 1/2 to 1		3 Pc.
84	.109x	.105x	18	45	12	87	—	—	138	1 1/2 to 1		3 Pc.
90	.109x	.105x	18	37	12	87	—	—	144	1 1/2 to 1		3 Pc.
96	.109x	.105x	18	35	12	87	—	—	150	1 1/2 to 1		3 Pc.

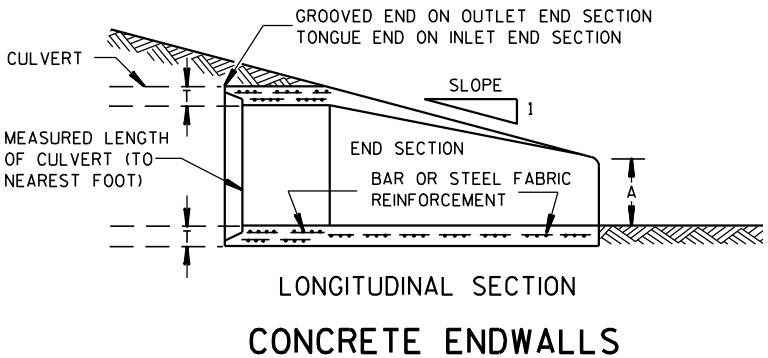
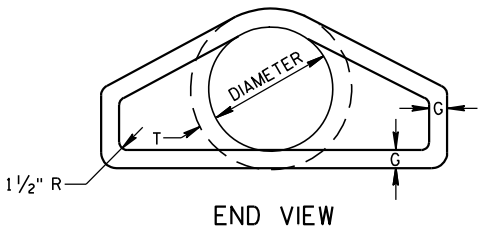
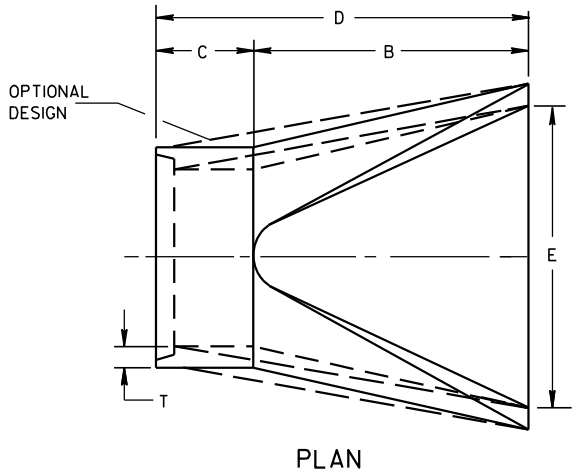
* EXCEPT CENTER PANEL
SEE GENERAL NOTES



SIDE ELEVATION
METAL ENDWALLS

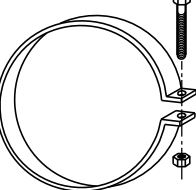
REINFORCED CONCRETE APRON ENDWALLS												
PIPE DIA. (IN.)	DIMENSIONS (Inches)							APPROX. SLOPE				
	T	A	B	C	D	E	G					
12	2	4	24	48 1/8	72 1/8	24	2	3 to 1				
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1				
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1				
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1				
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1				
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1				
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1				
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1				
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1				
48	5	24	72	26	98	84	5	3 to 1				
54	5 1/2	27	65	33 1/4-35	98 1/4-100	90	5 1/2	2 1/2 to 1				
60	6	30-35	60	39	99	96	5	2 to 1				
66	6 1/2	24-30	72-78	21-27	99	102	5 1/2	2 to 1				
72	7	24-36	78	21	99	108	6	2 to 1				
78	7 1/2	24-36	78	21	99	114	6 1/2	2 to 1				
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1				
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1				

* MINIMUM
** MAXIMUM

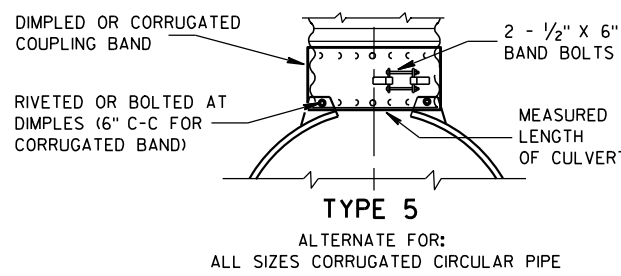
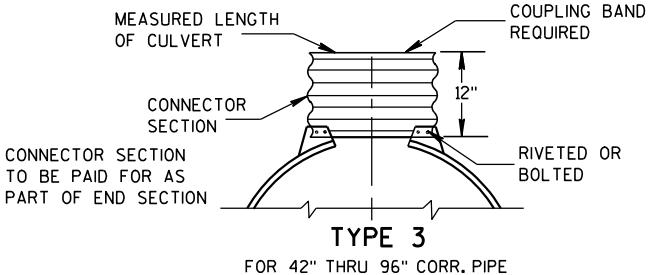
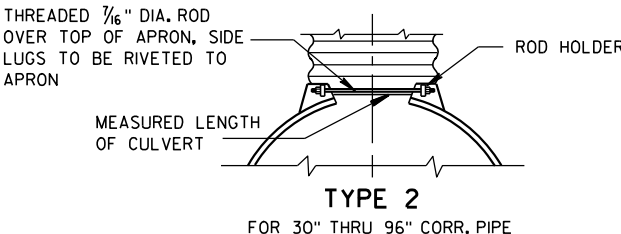
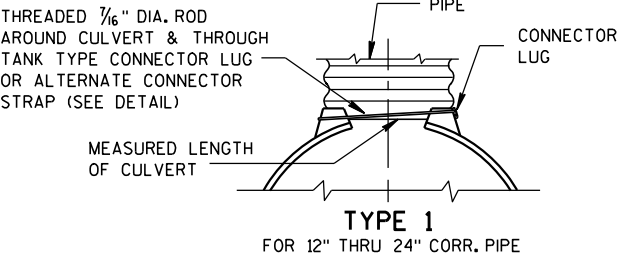


LONGITUDINAL SECTION
CONCRETE ENDWALLS

1" WIDE, 12 GA. (0.109" THICK) GALVANIZED STRAP WITH STANDARD 6" X 1/2" BAND BOLT AND NUT



ALTERNATE FOR TYPE 1 CONNECTION
END SECTION CONNECTOR STRAP



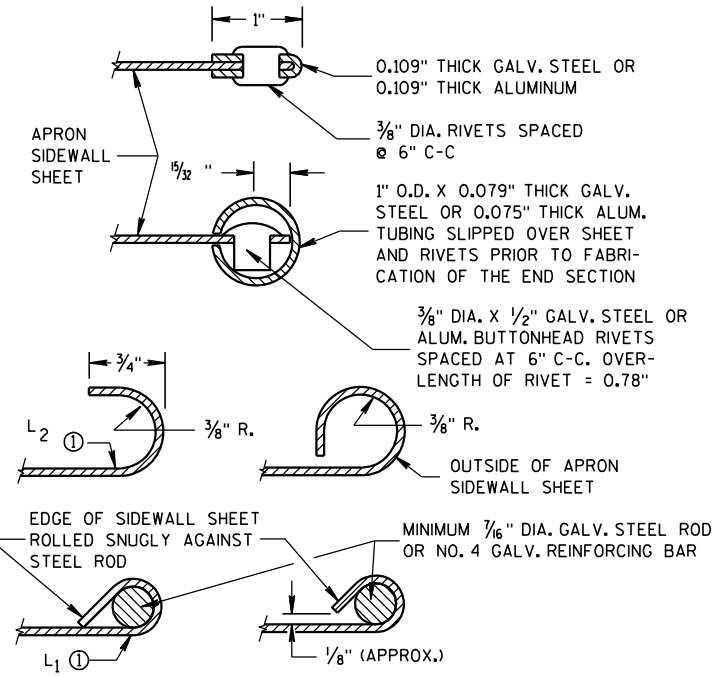
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

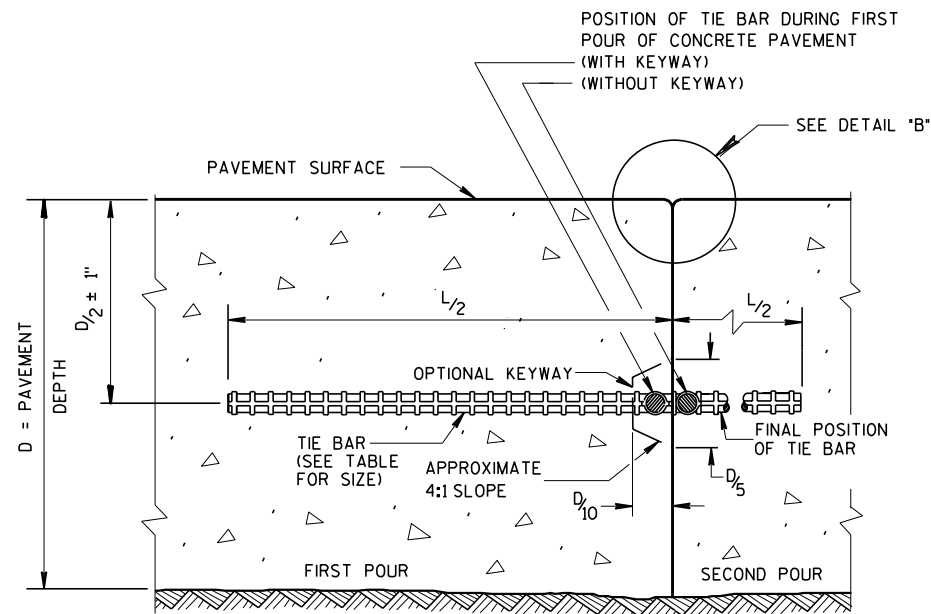
ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

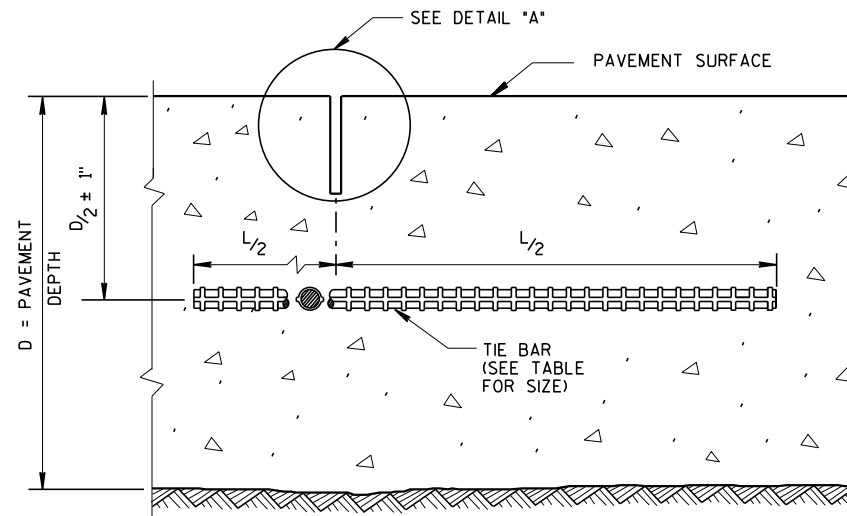
WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE			
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
APPROVED 11/30/94 DATE	/S/ Rory L. Rhinehart CHIEF ROADWAY DEVELOP	117	NEER
FHWA			



CONSTRUCTION JOINT



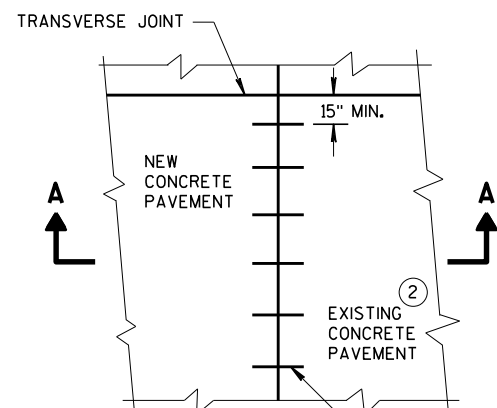
SAWED JOINT

GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

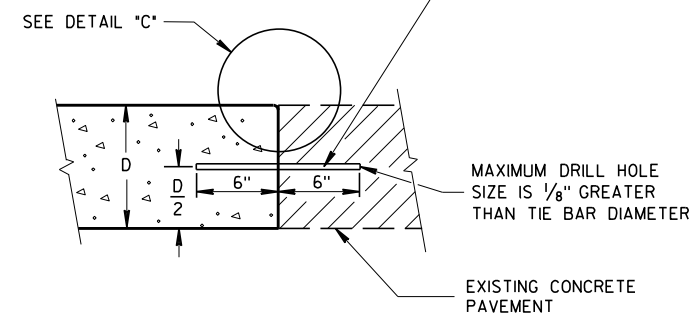
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

- ① ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.
- ② PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

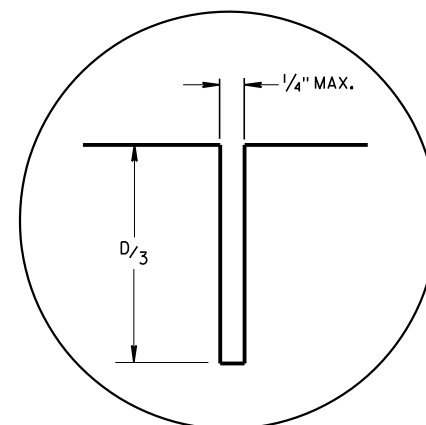


PLAN VIEW

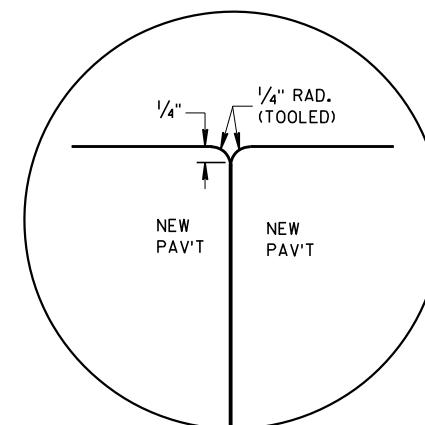
NO. 6 TIE BARS SPACED 30" C-C, INSTALLED PERPENDICULAR TO THE LONGITUDINAL JOINT. ①



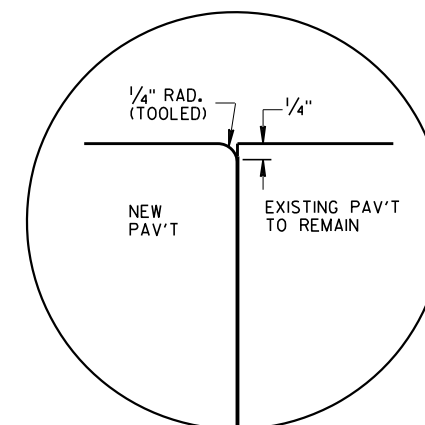
SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT
TIE BARS ANCHORED
INTO EXISTING PAVEMENT



DETAIL "A"



DETAIL "B"



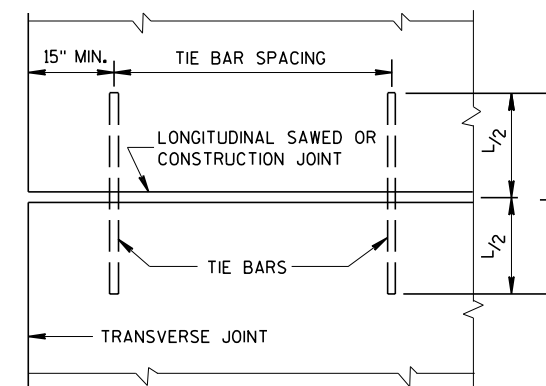
DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

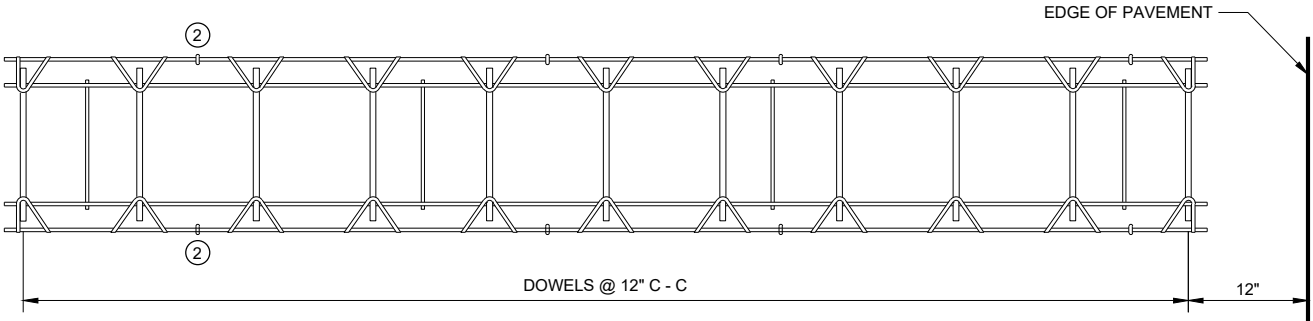


PLAN VIEW
SHOWING LOCATION OF TIE BARS

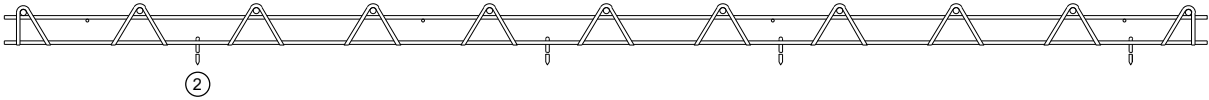
CONCRETE PAVEMENT
LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 /S/ Peter Kern
DATE PAVEMENT SUPE 119
FHWA

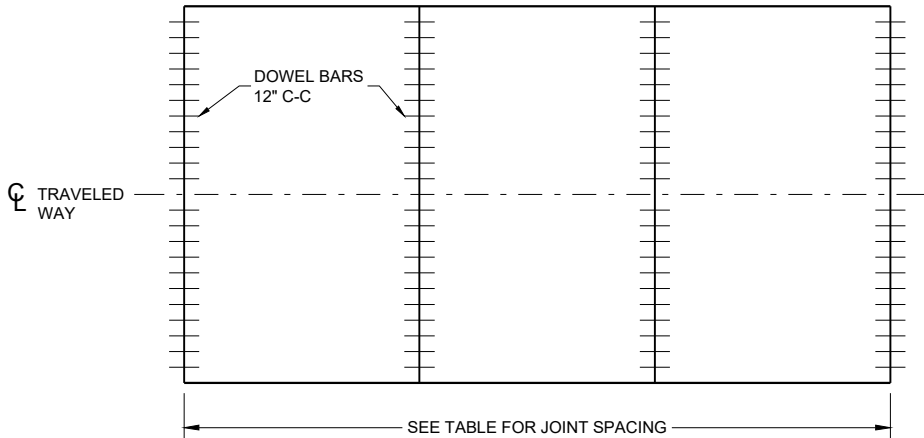


PLAN VIEW

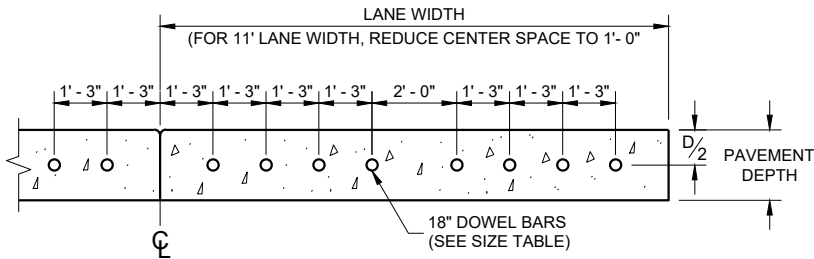


SIDE VIEW

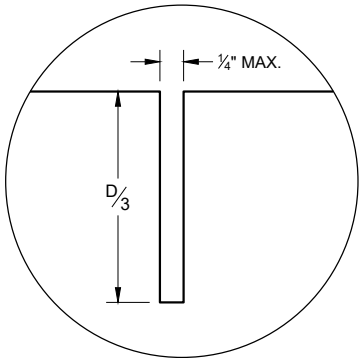
CONTRACTION JOINT DOWEL ASSEMBLY 1



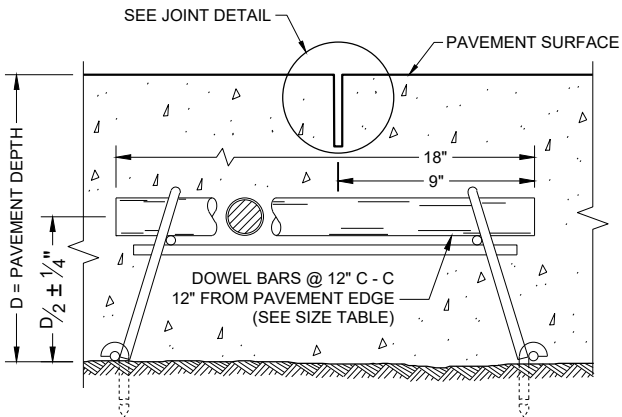
CONTRACTION JOINT LOCATIONS



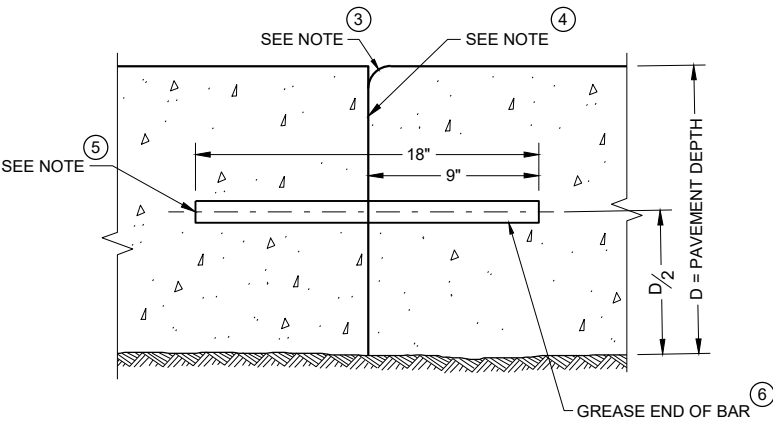
DRILLED DOWEL BAR CONSTRUCTION JOINT 7



JOINT DETAIL



DOWELED CONTRACTION JOINT



TRANSVERSE CONSTRUCTION JOINT

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 1/4" 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 1/8" GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.

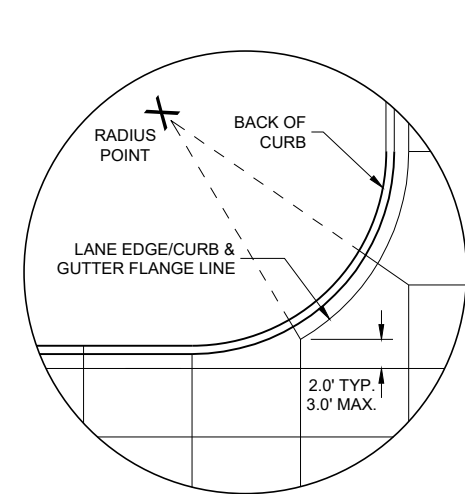
PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
6", 6 1/2"	NONE	12'
7", 7 1/2"	1"	14'
8" & ABOVE	1 1/4"	15'

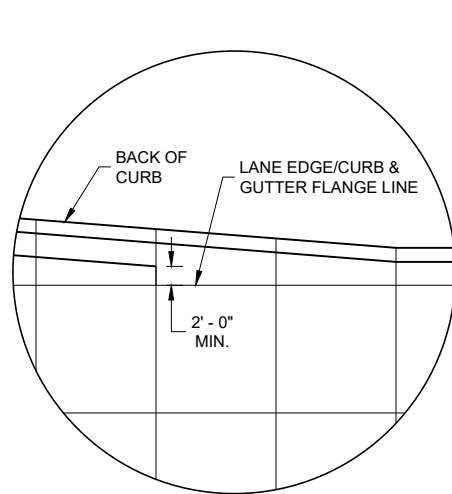
URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

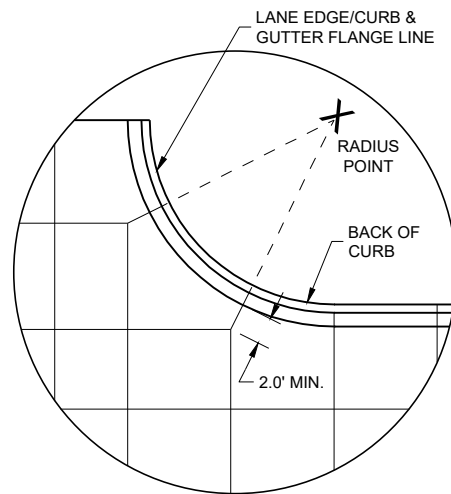
APPROVED
November 2022 /S/ Peter Kemp P.E.
DATE PAVEMENT SUPERVISOR 120
FHWA



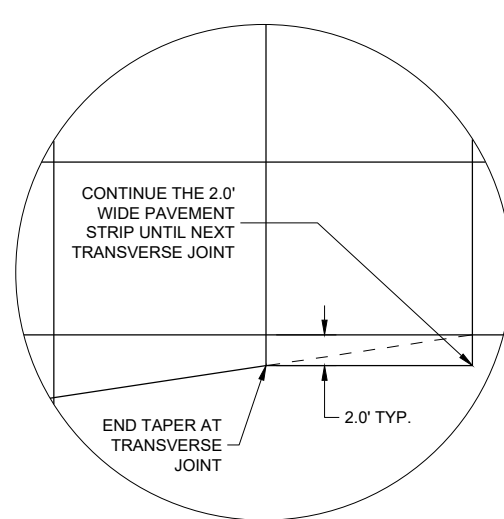
DETAIL "A"



DETAIL "B"



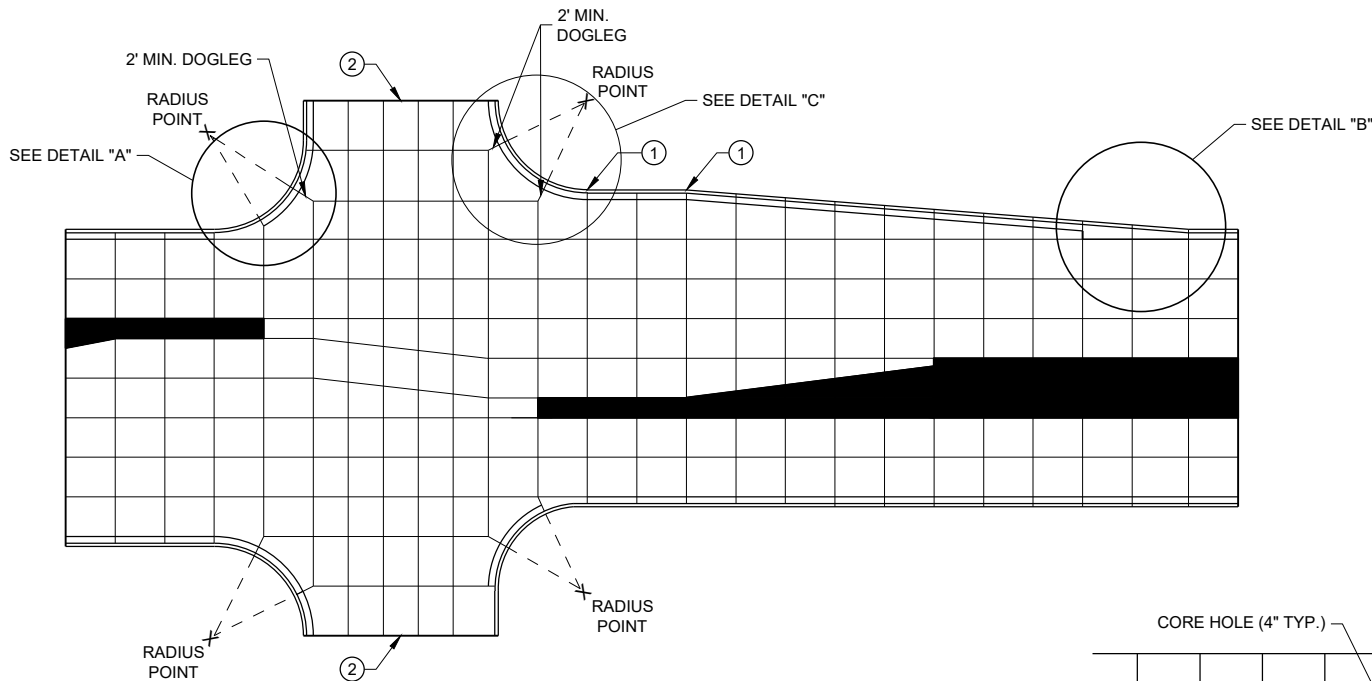
DETAIL "C"



DETAIL "D"

GENERAL NOTES

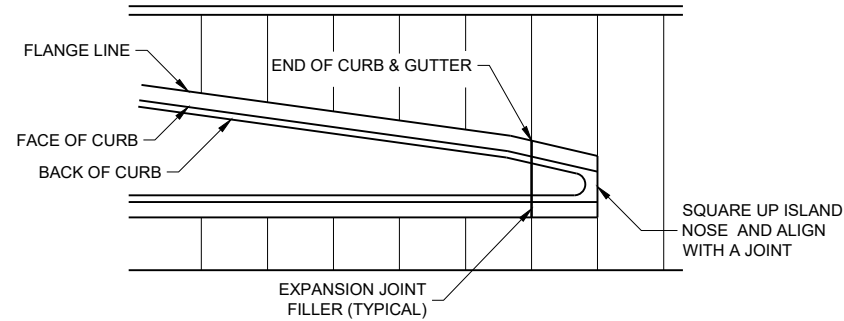
- THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.
- ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.
- CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.
- ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.
- AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.
- SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.
- AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.
- CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.
- 1 PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
 - 2 CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
 - 3 THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



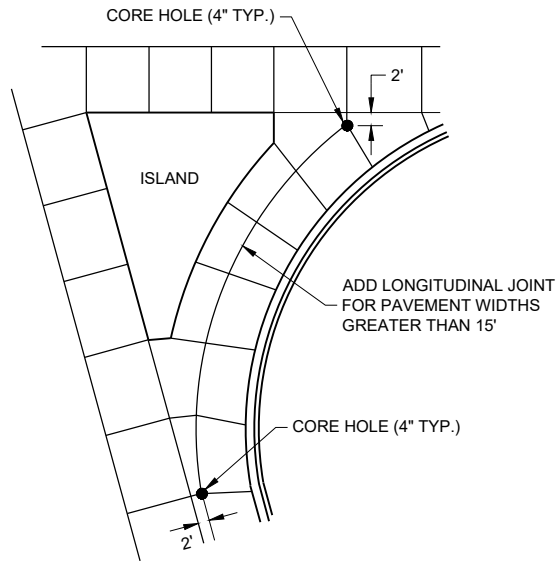
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

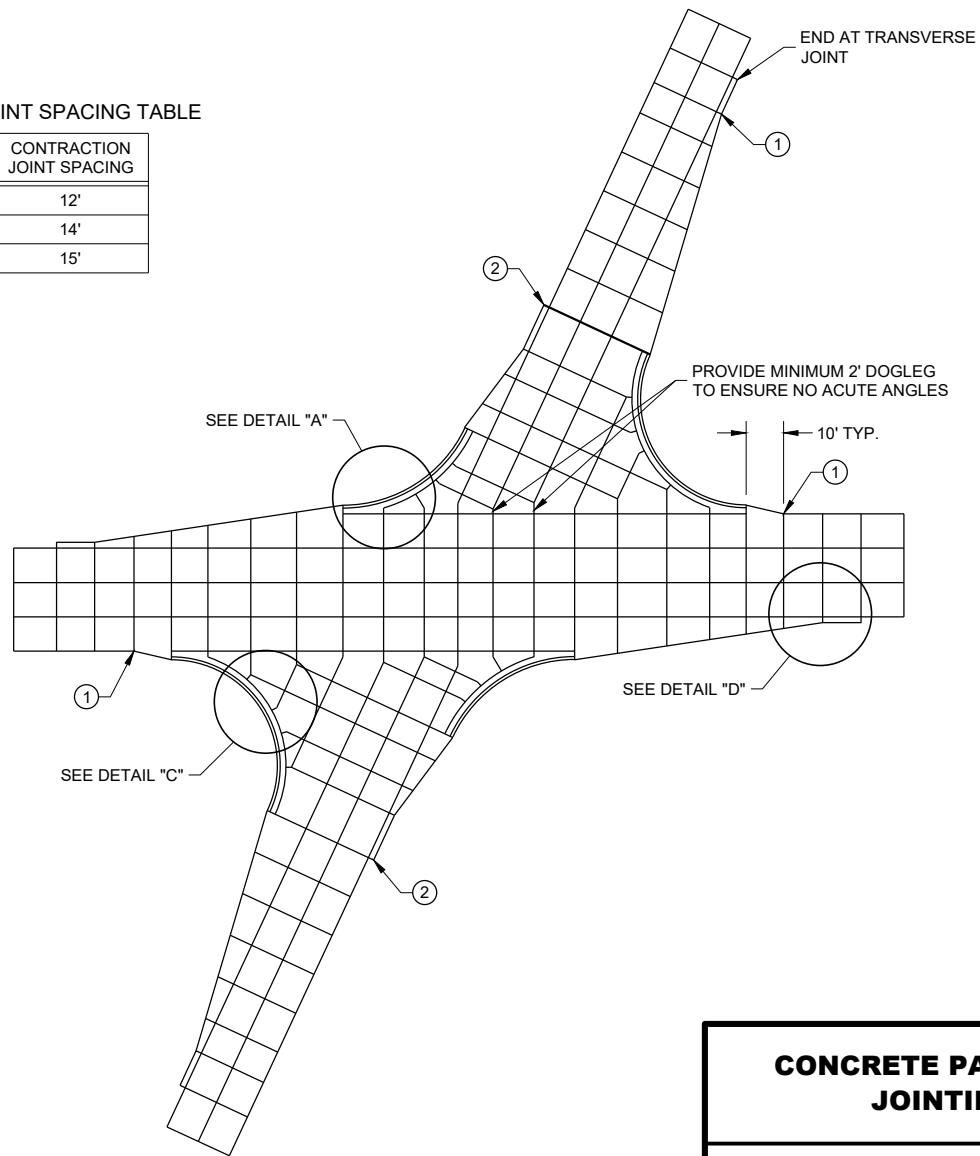
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 1/2"	12'
7", 7 1/2"	14'
8" & ABOVE	15'



APPROACH TO MEDIAN



LARGE RIGHT TURN



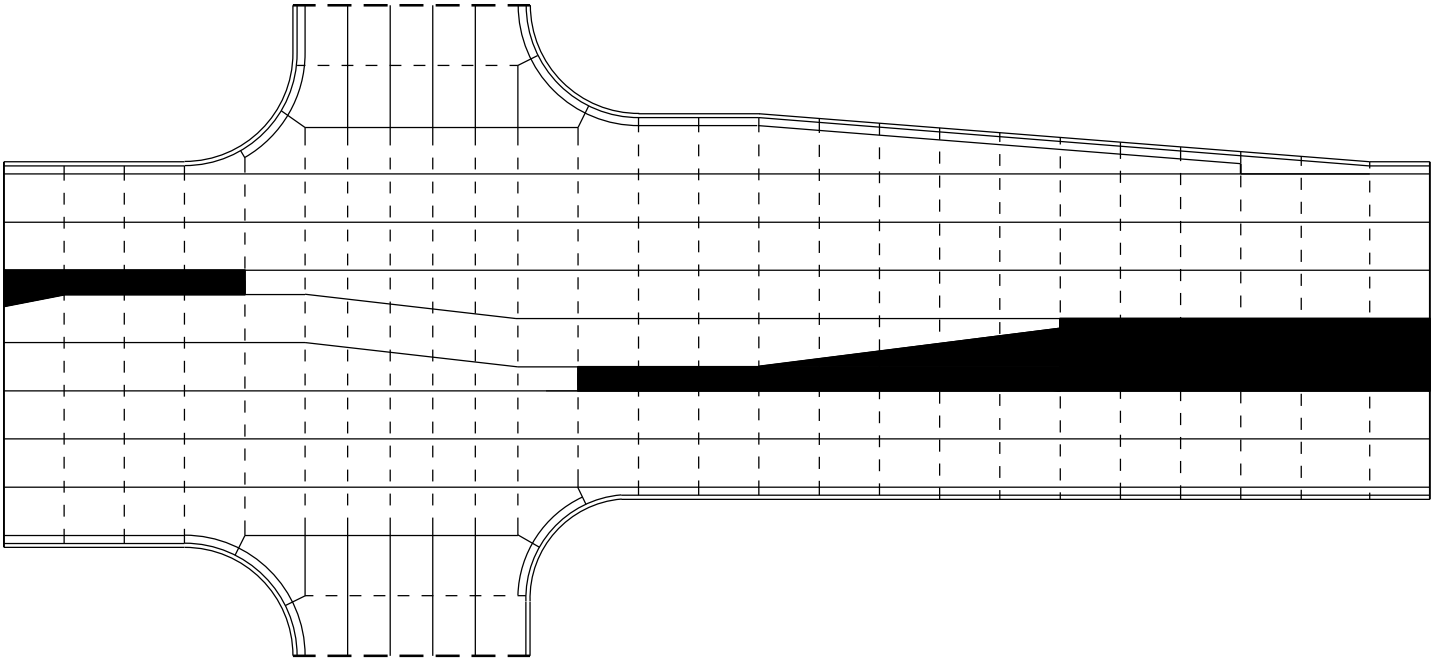
SKEWED INTERSECTION

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

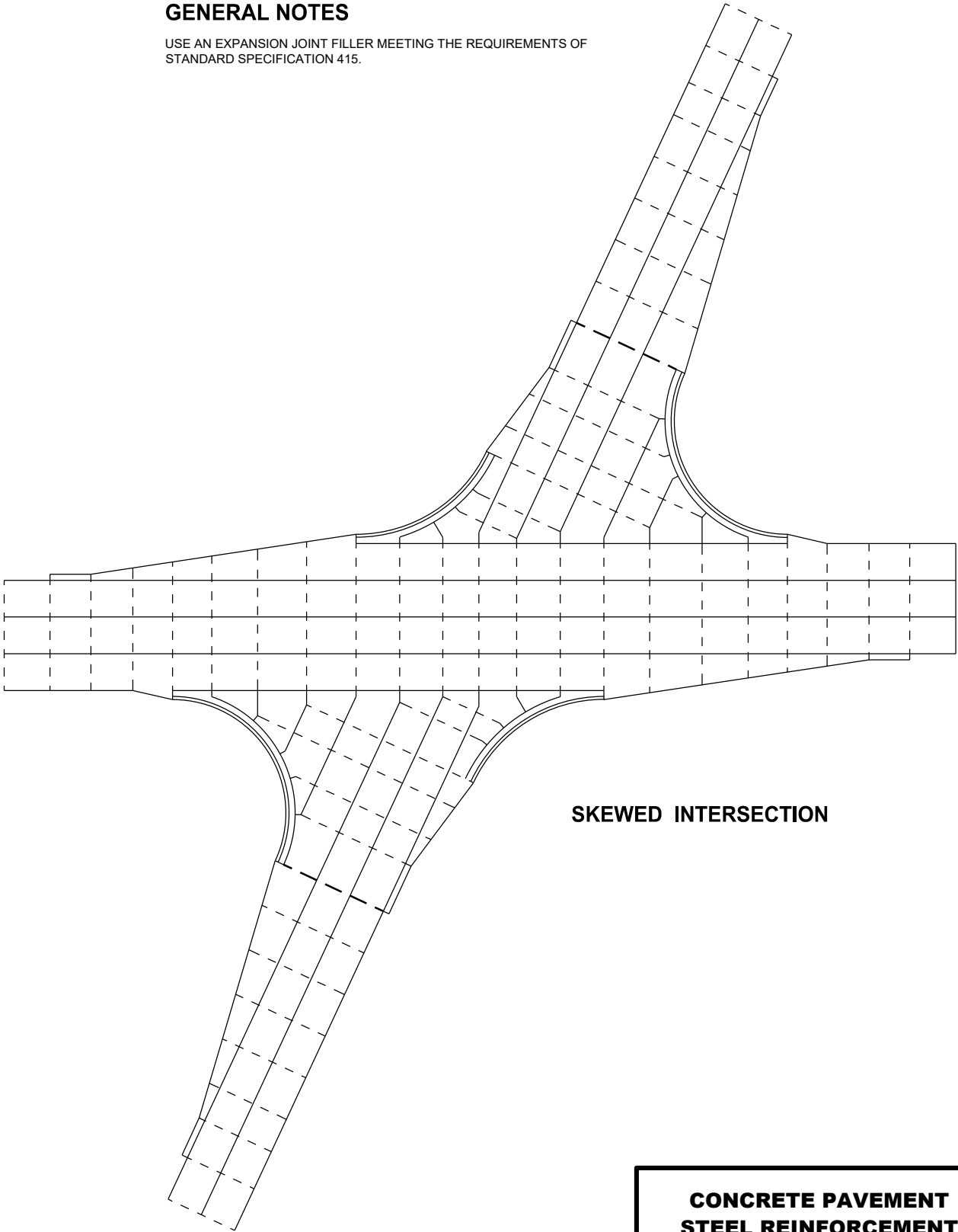
- POTENTIAL DOWELED EXPANSION JOINT
- DOWELED JOINT
- TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

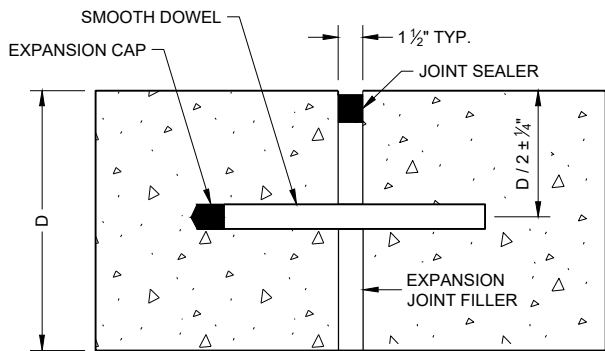
USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



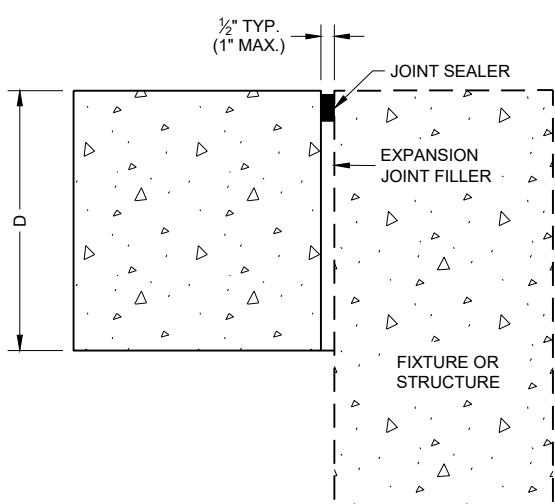
SKEWED INTERSECTION

CONCRETE PAVEMENT
STEEL REINFORCEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 122

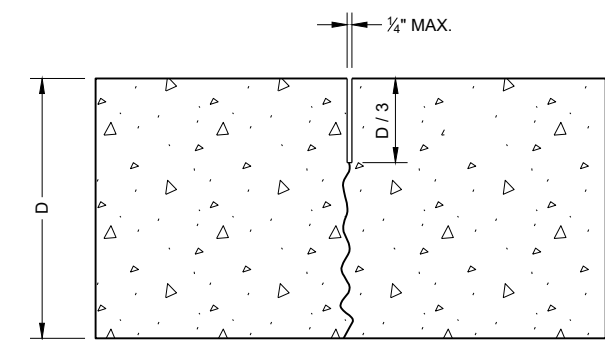


DOWELED TRANSVERSE ①

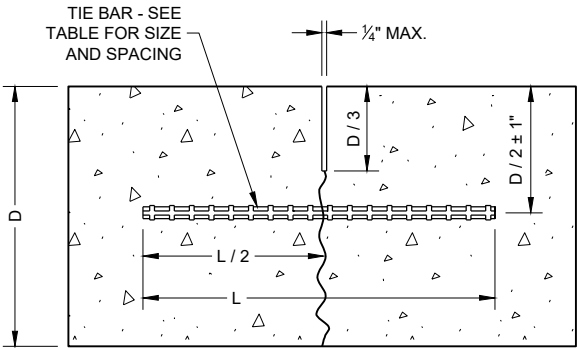


UNTIED - LONGITUDINAL

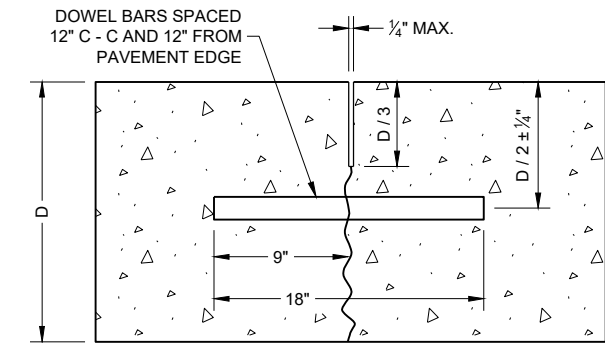
EXPANSION JOINTS



UNDOWELED TRANSVERSE



TIED LONGITUDINAL



DOWELED TRANSVERSE

CONTRACTION JOINTS ②

TIE BAR TABLE

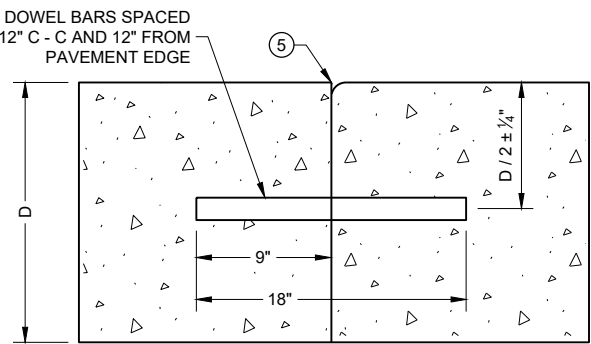
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

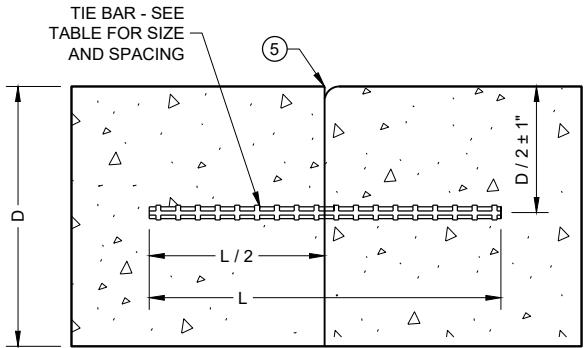
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

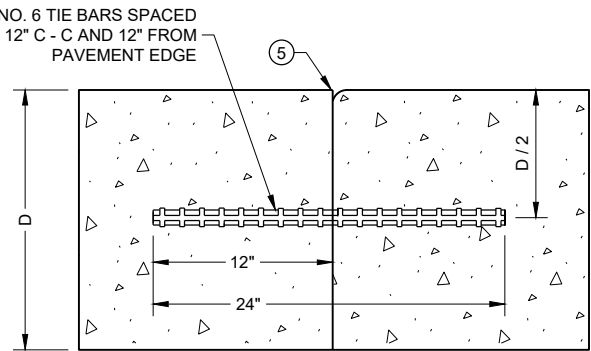
- ① USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
- ② SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
- ③ LOCATE CONSTRUCTION JOINTS A MINIMUM 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 1/4" RADIUS.
- ⑥ ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



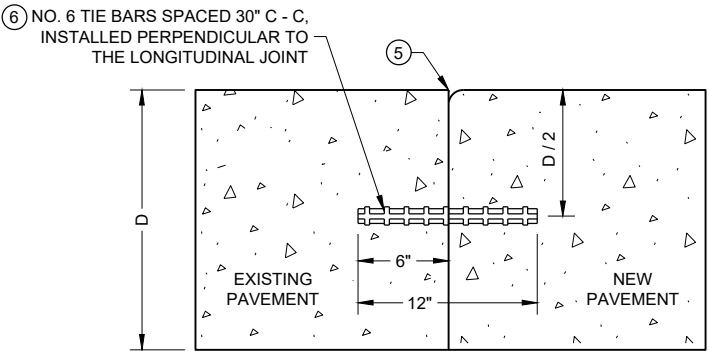
DOWELED TRANSVERSE ③



TIED LONGITUDINAL



TIED TRANSVERSE ③
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)

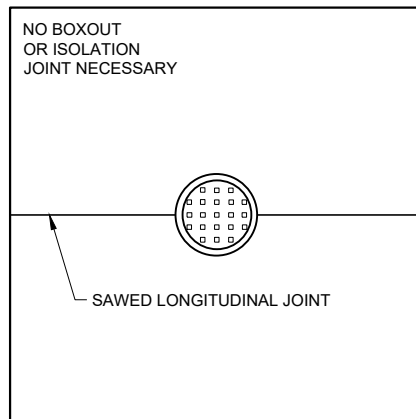


TIED LONGITUDINAL TO EXISTING

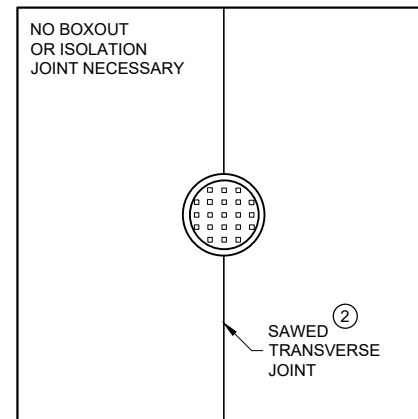
CONSTRUCTION JOINTS ④

CONCRETE PAVEMENT
JOINT TYPES

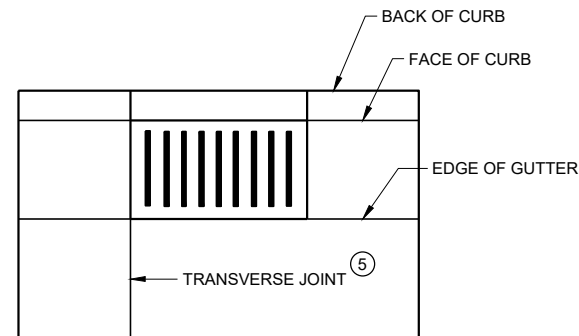
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 123



**MANHOLE WITH
LONGITUDINAL JOINT**



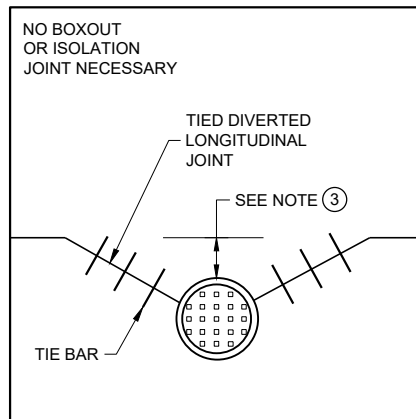
**MANHOLE WITH
TRANSVERSE JOINT**



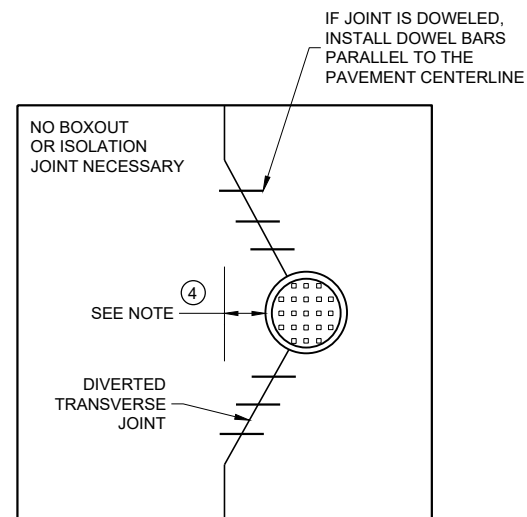
**INLET WITH
TRANSVERSE JOINT**

GENERAL NOTES

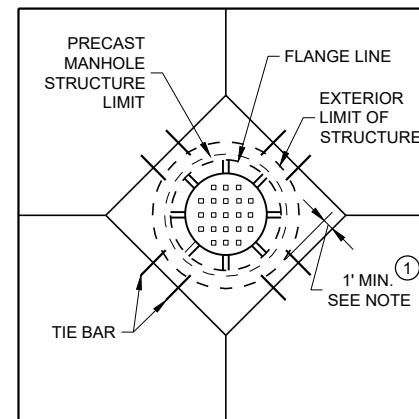
- ① USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
- ② ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
- ③ IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE 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**

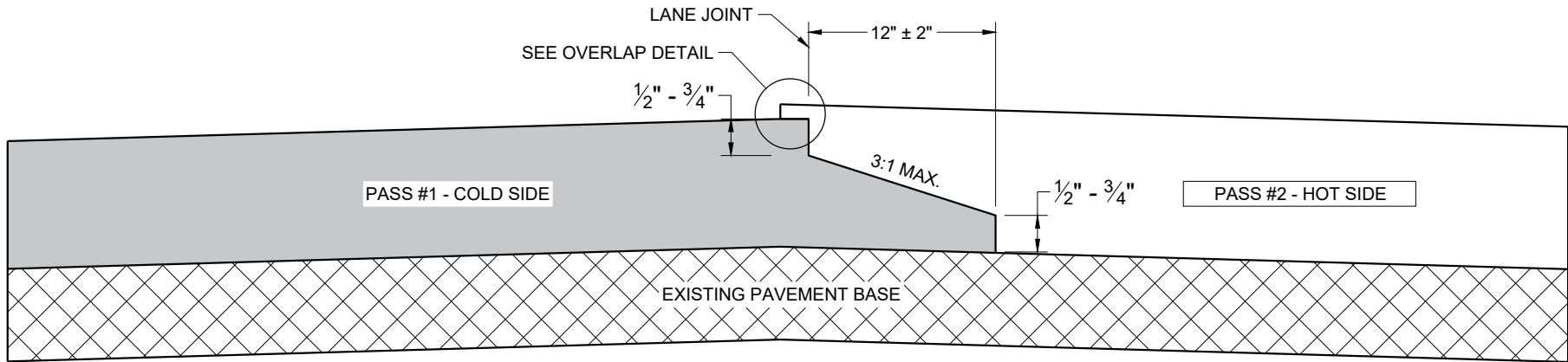


**DIAGONAL MANHOLE BOXOUT
FOR CONSTRUCTION JOINTS**

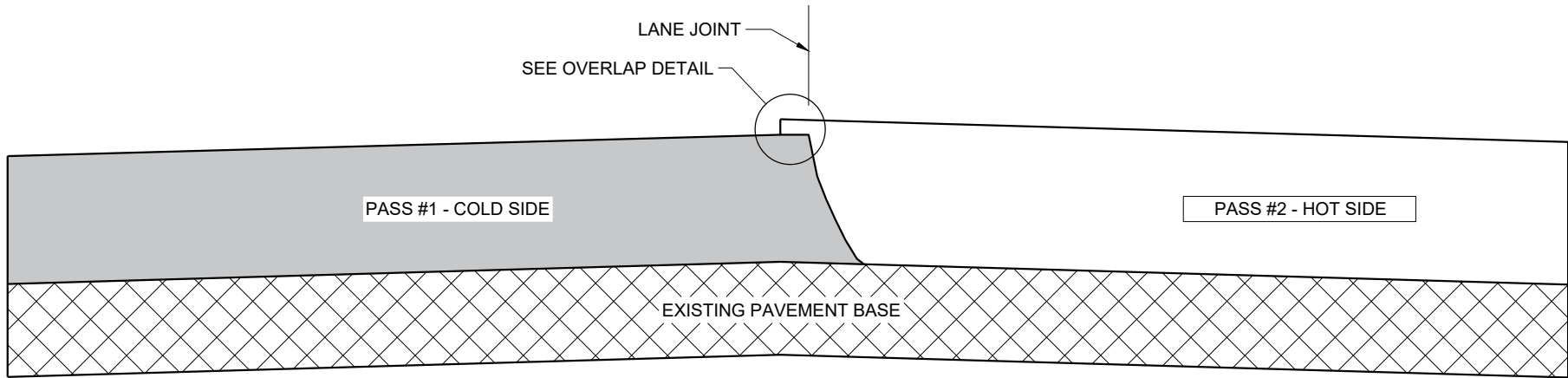
**CONCRETE PAVEMENT
JOINTING AT UTILITY
FIXTURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

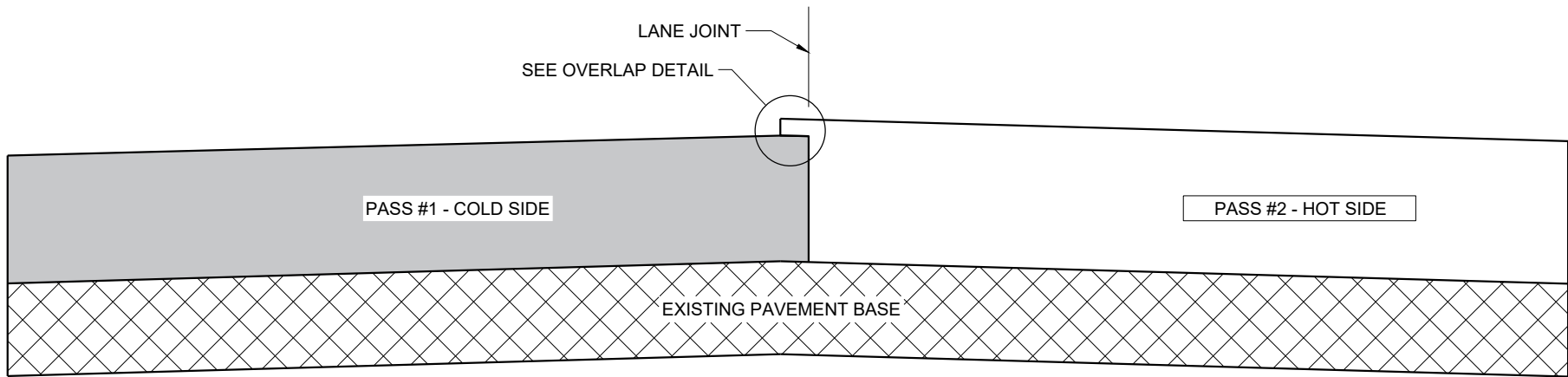
APPROVED
May 2023 /S/ Peter Kemp P.E.
DATE PAVEMENT SUPERVISOR 124
FHWA



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

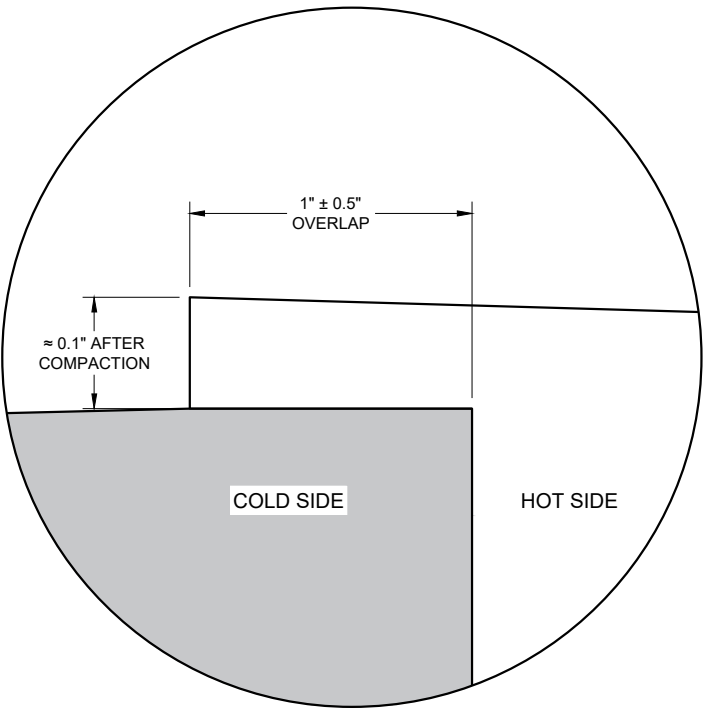
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY $1" \pm 0.5"$ 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.

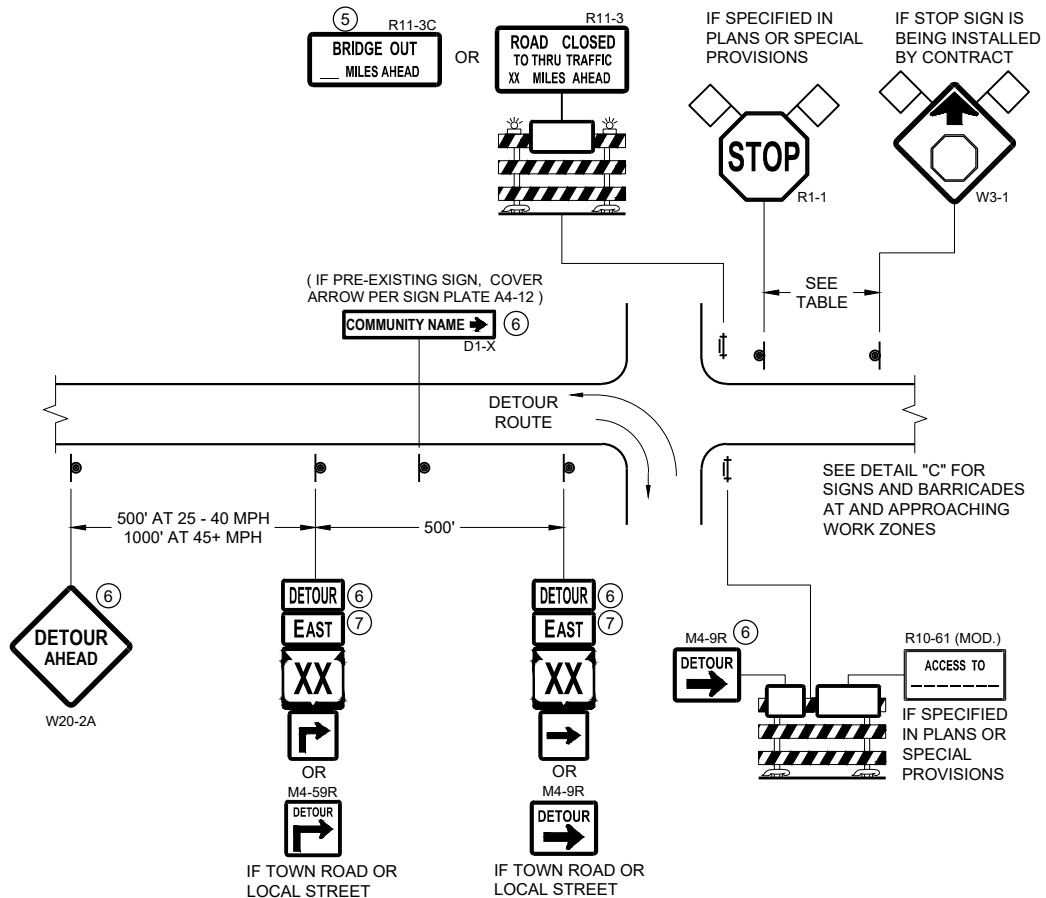


OVERLAP DETAIL (TYPICAL)

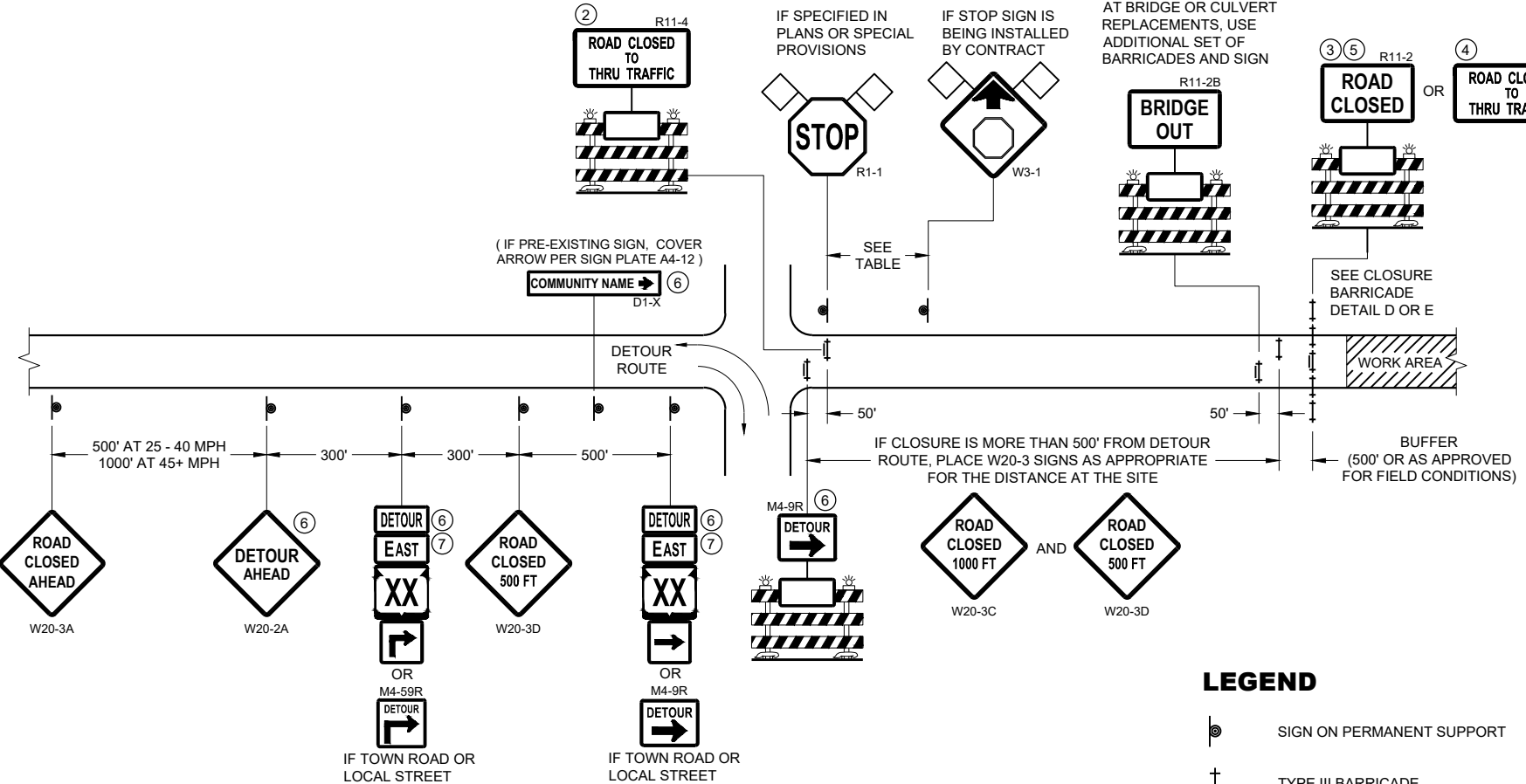
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGIN 125
FHWA



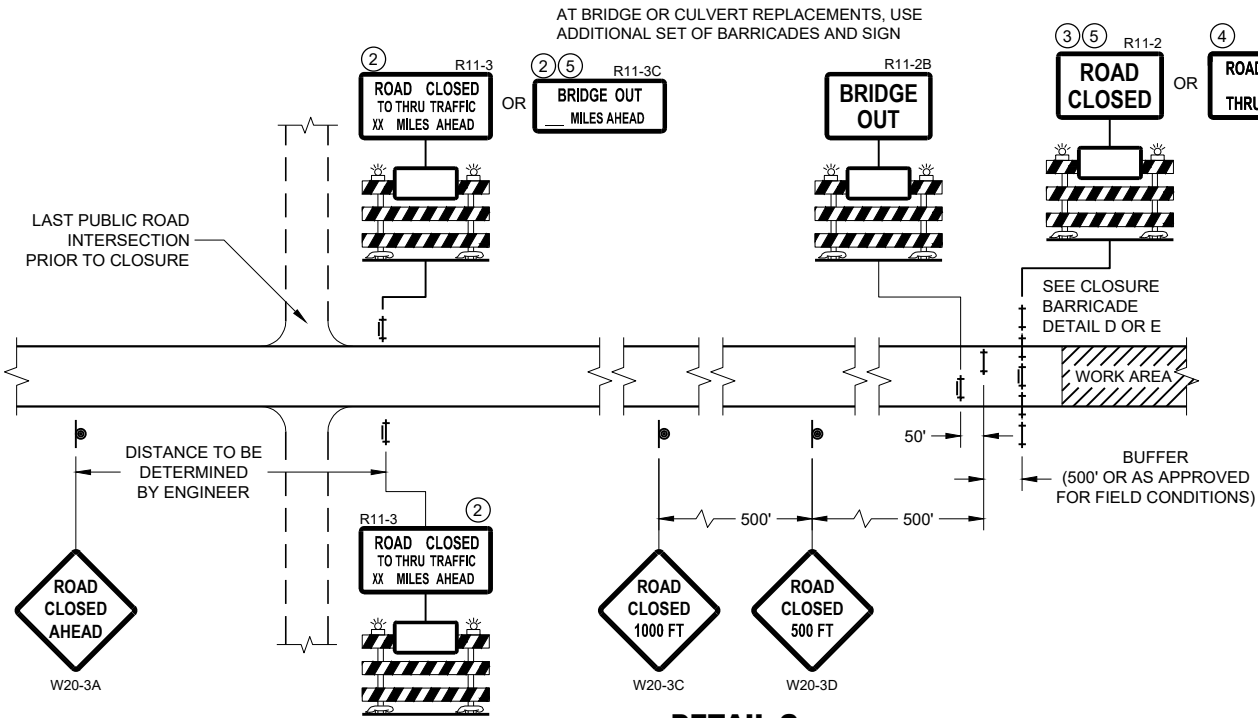
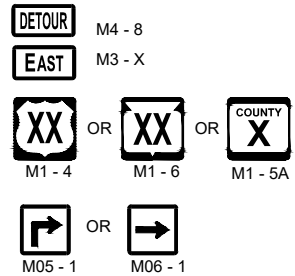
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE LESS THAN ½ MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)

- 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)

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

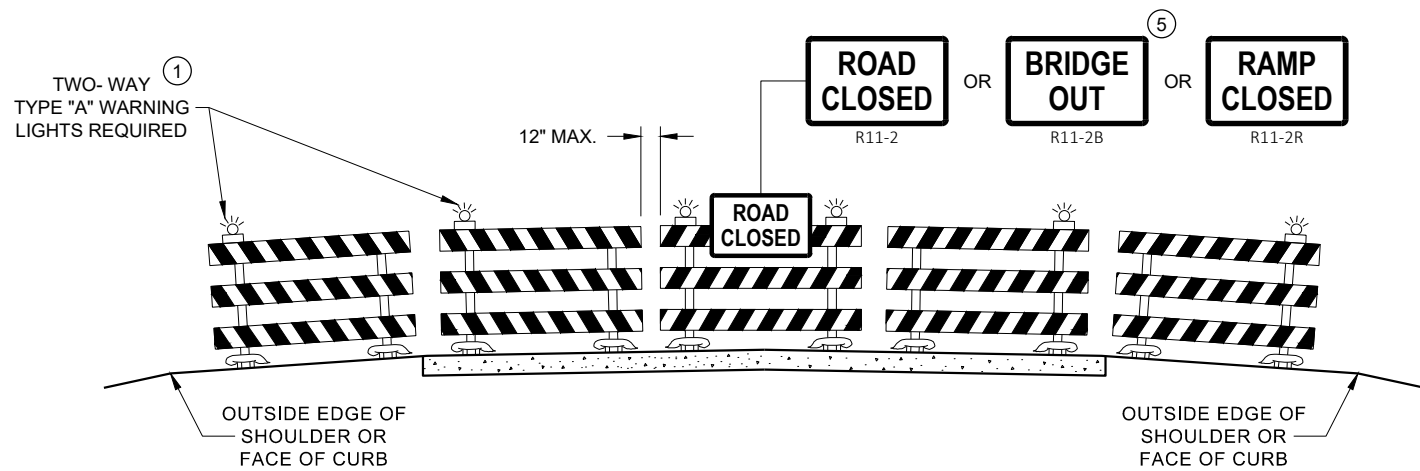
SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

**BARRICADES AND SIGNS
FOR MAINLINE CLOSURES**

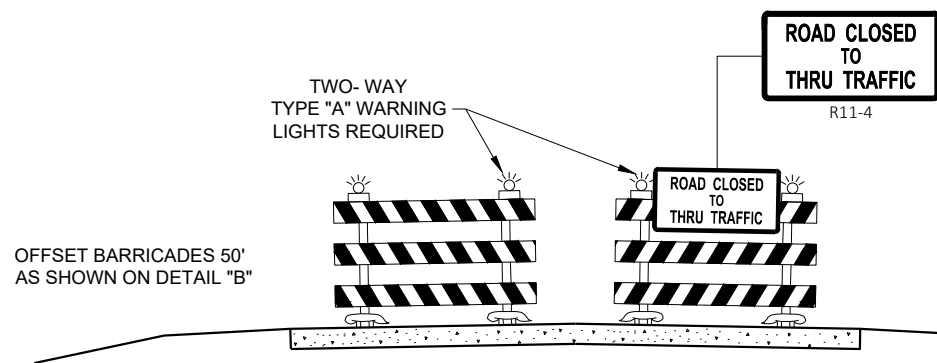
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 126

FHWA



**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"

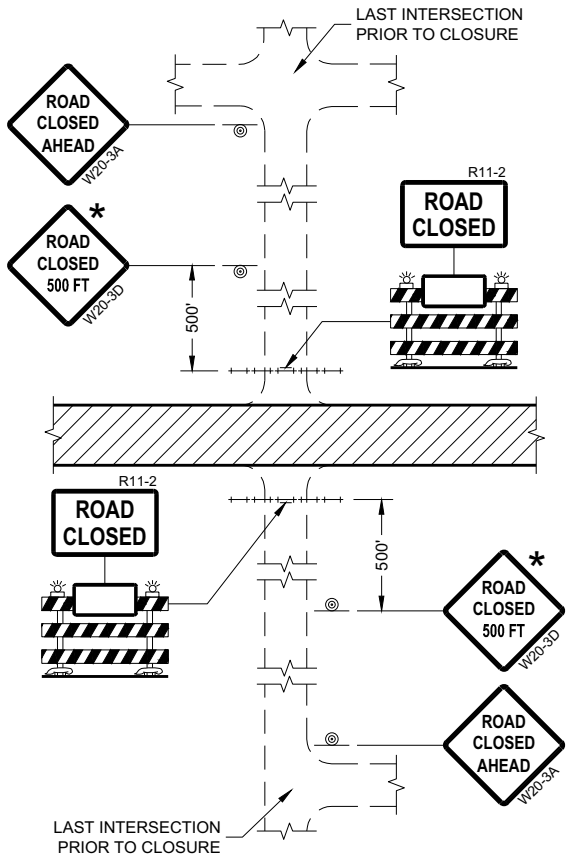
- 1 TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING).
- 2 THESE SIGNS 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

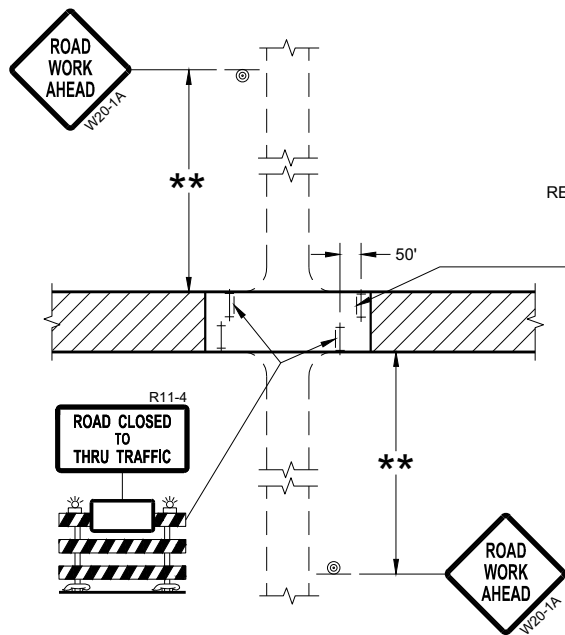
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
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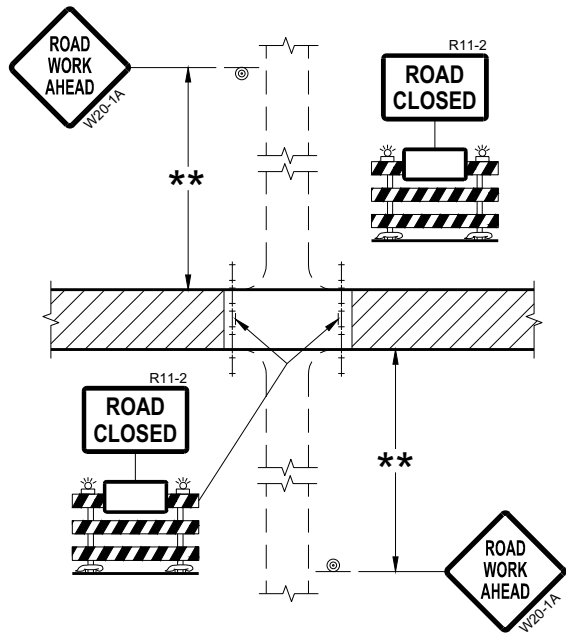
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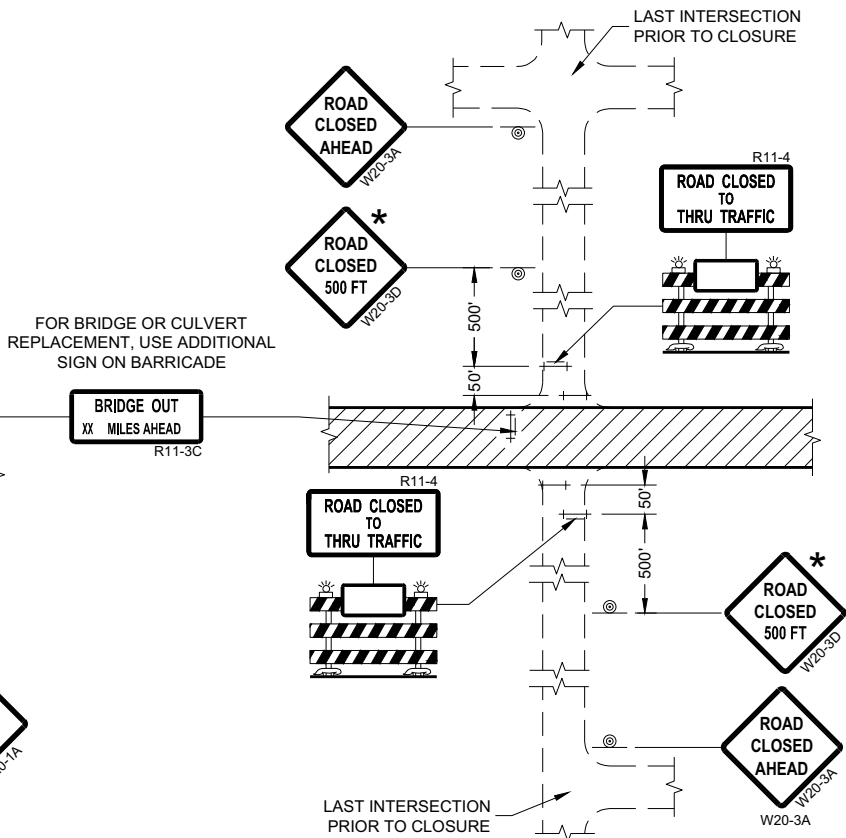
DETAIL 1
(NO ACCESS TO PROJECT)



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



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



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

LEGEND

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

**BARRICADES AND SIGNS
FOR
SIDEROAD CLOSURES**

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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.

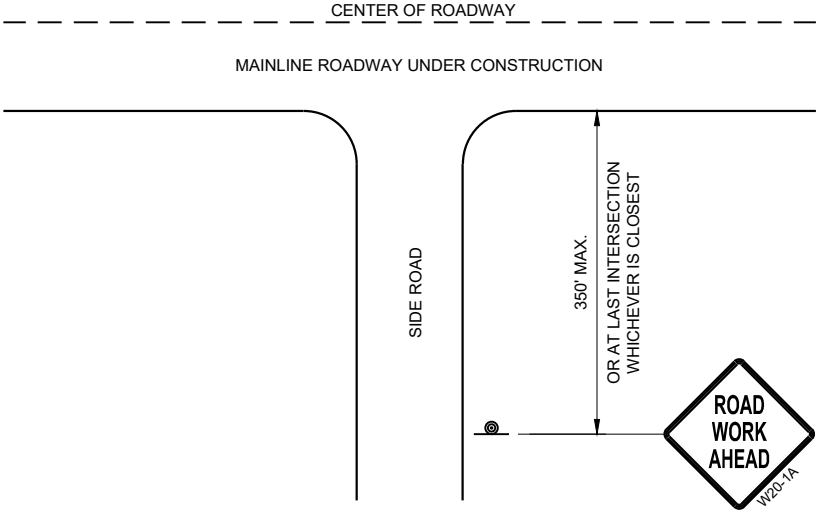
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

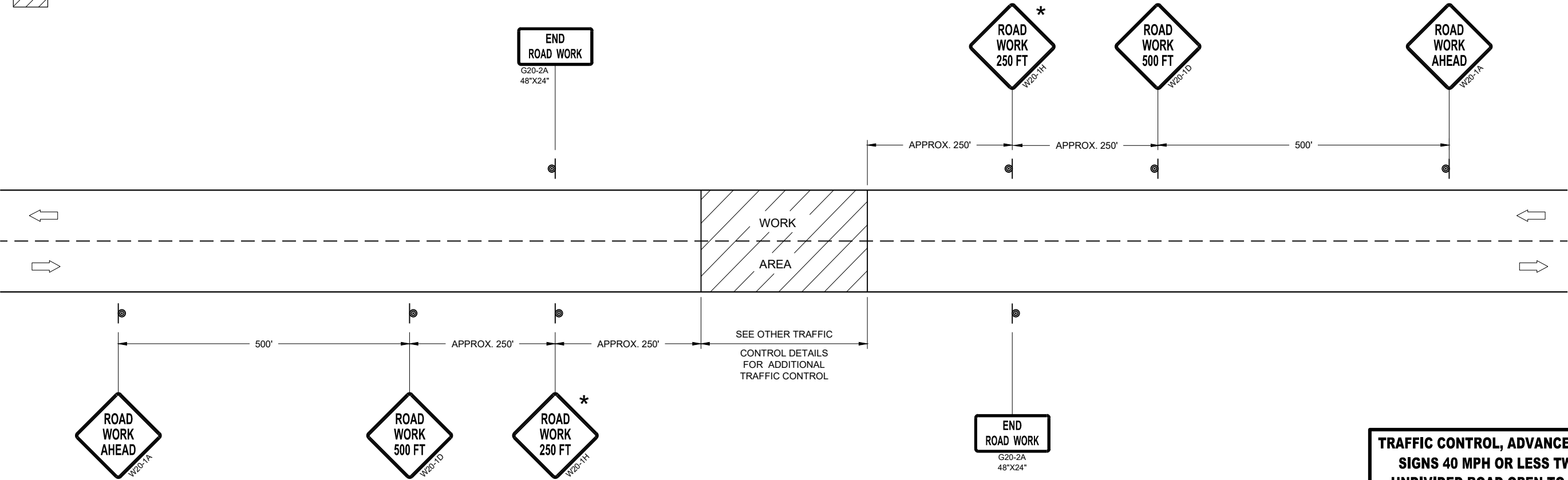
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

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



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL



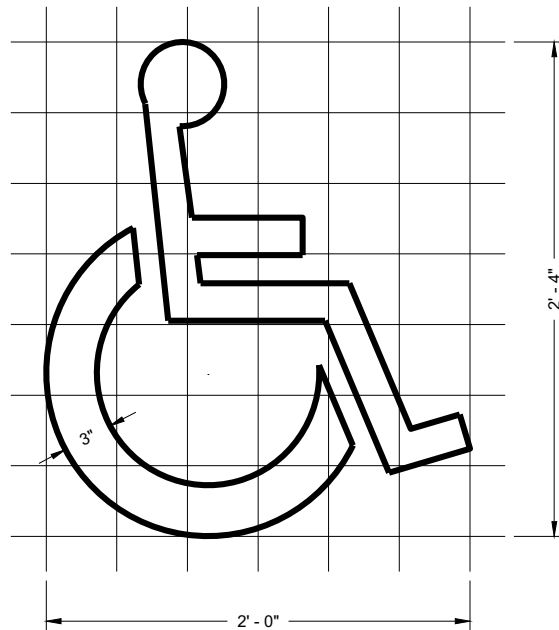
TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

TRAFFIC CONTROL, ADVANCE WARNING
SIGNS 40 MPH OR LESS TWO-WAY
UNDIVIDED ROAD OPEN TO TRAFFIC

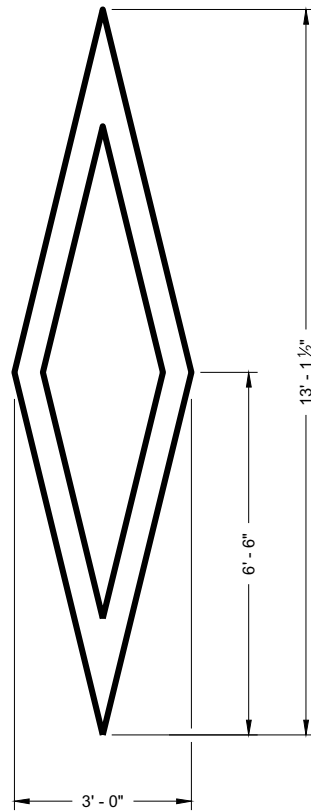
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HANDICAP SYMBOL



PREFERENTIAL
LANE SYMBOL

GENERAL NOTES

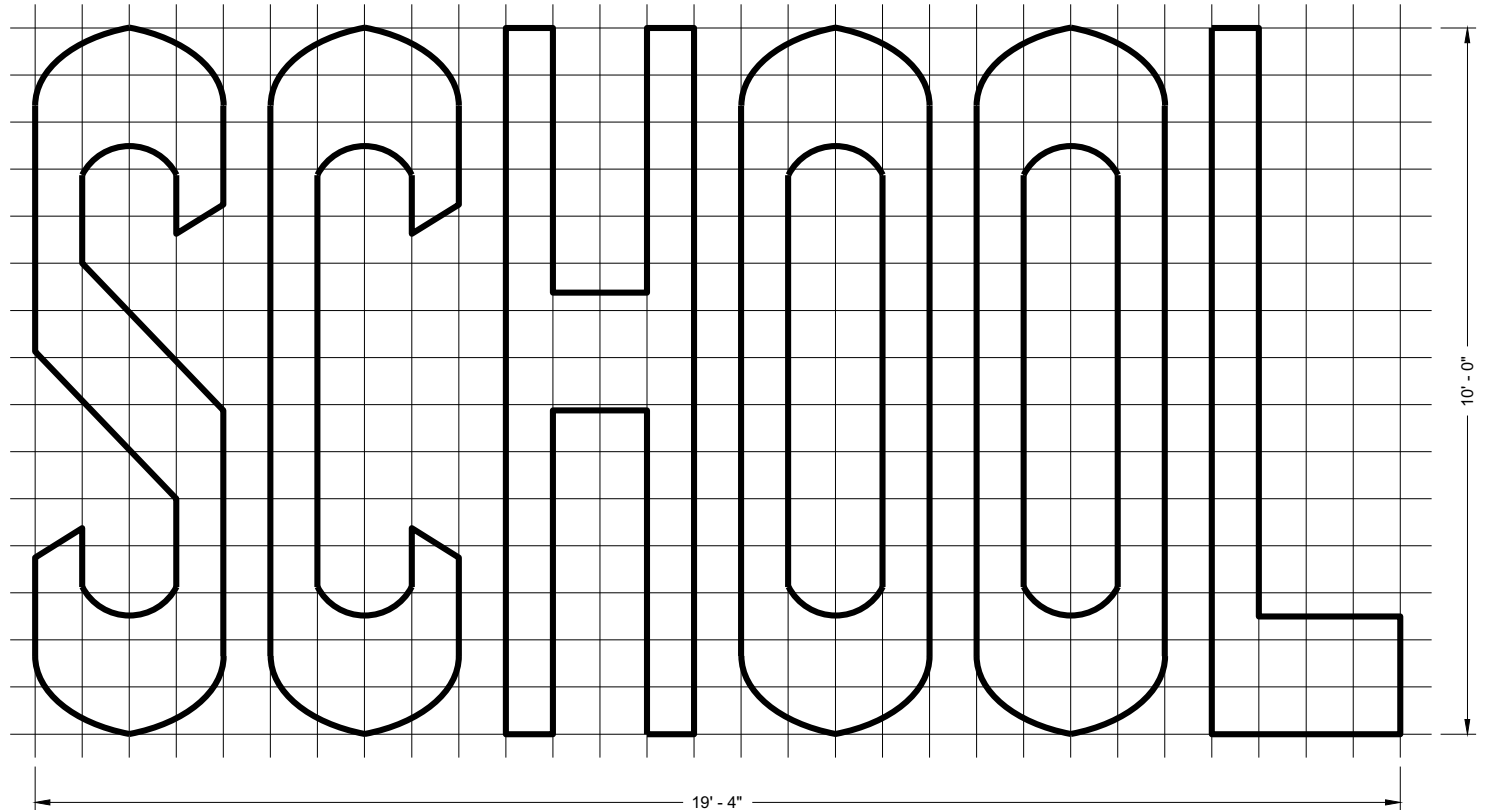
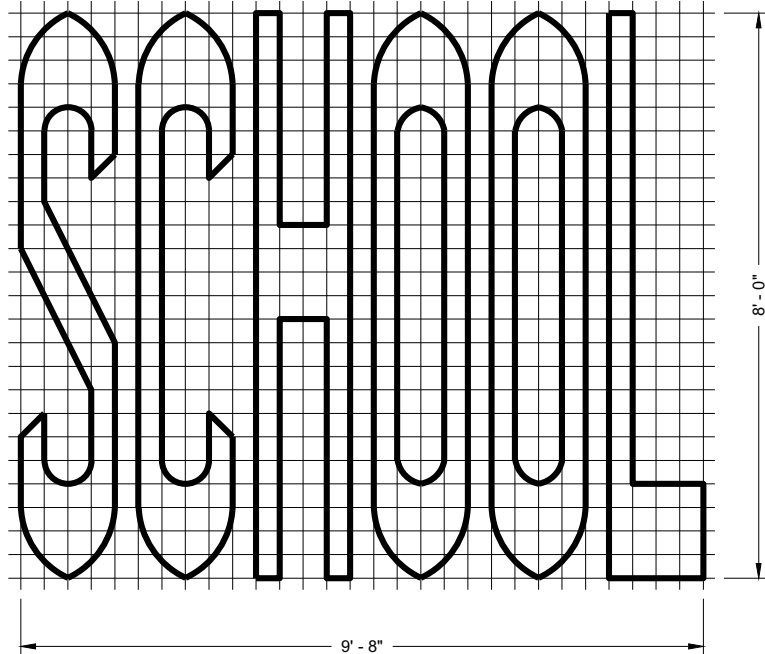
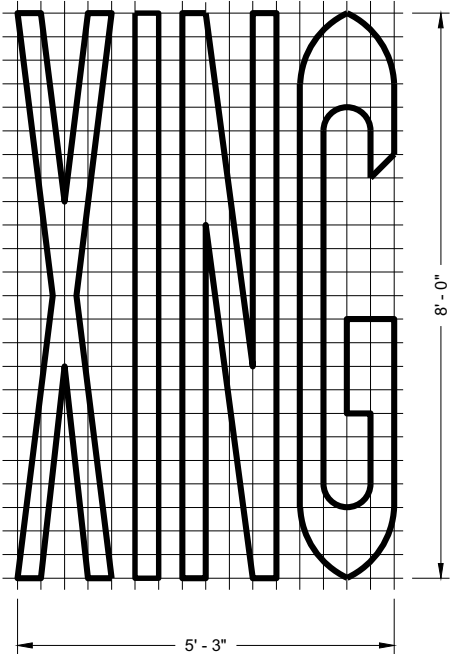
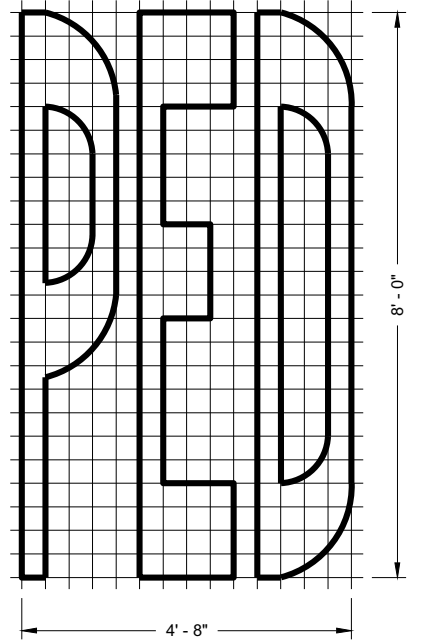
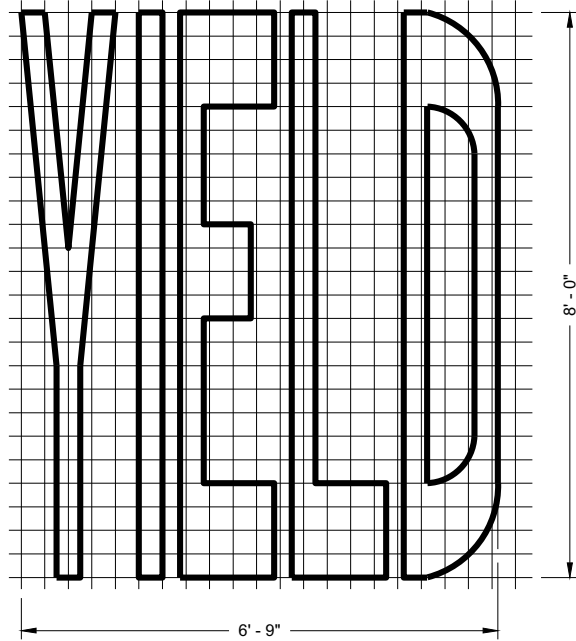
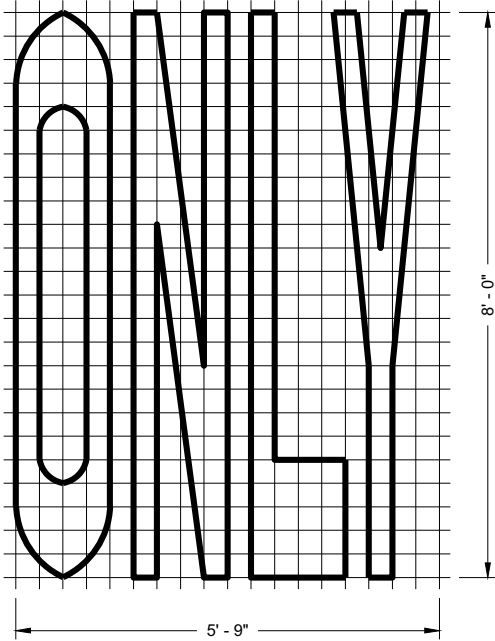
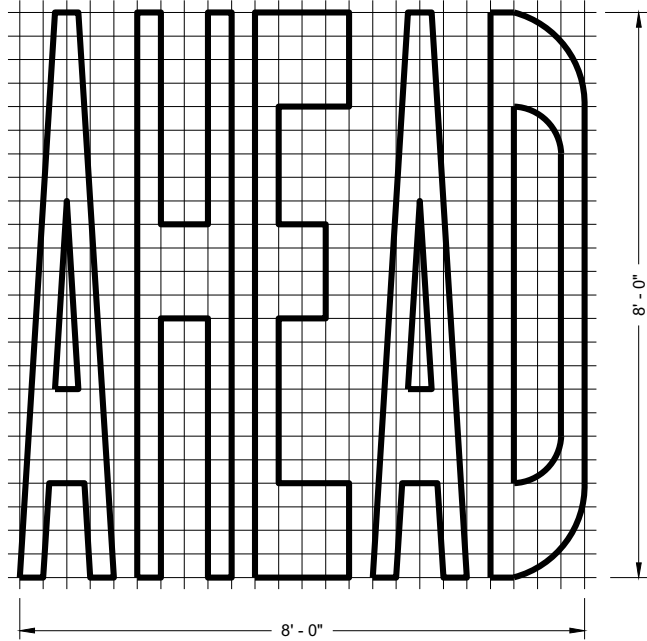
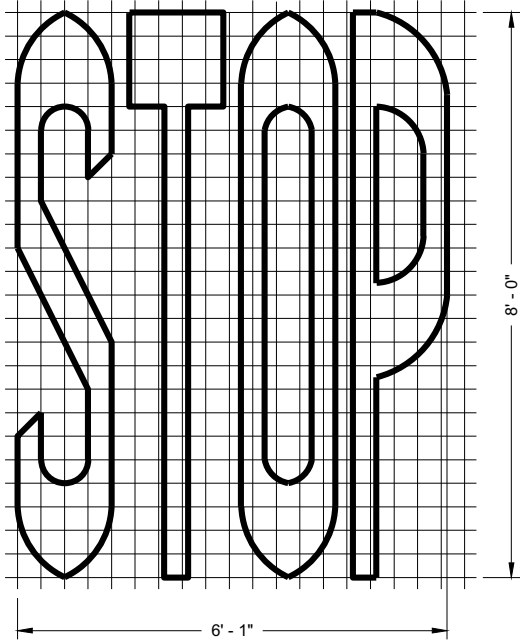
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

PAVEMENT MARKING SYMBOLS

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SINGLE LANE

TWO - LANE

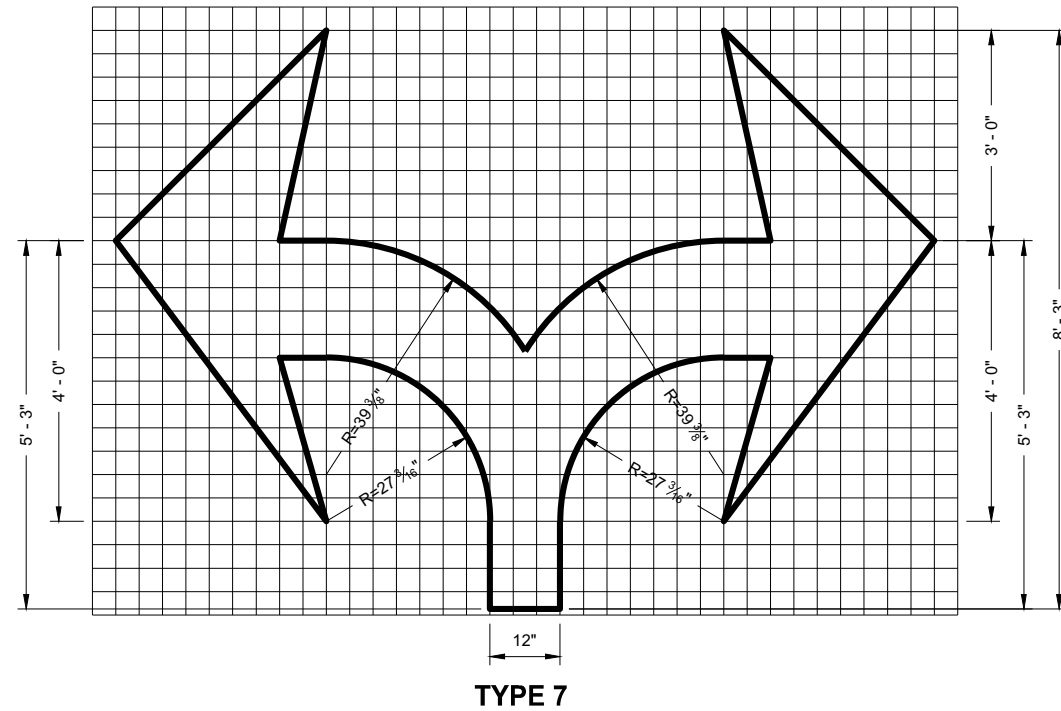
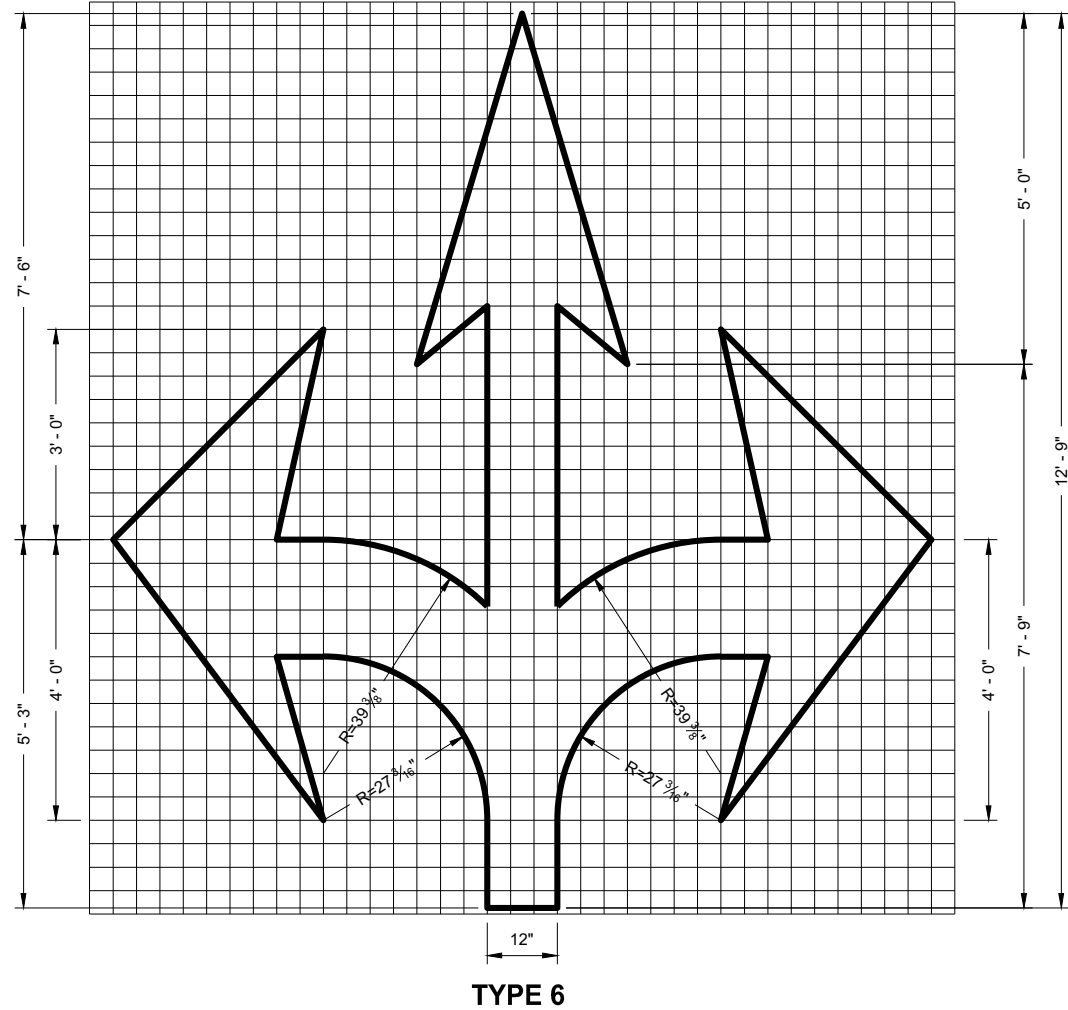
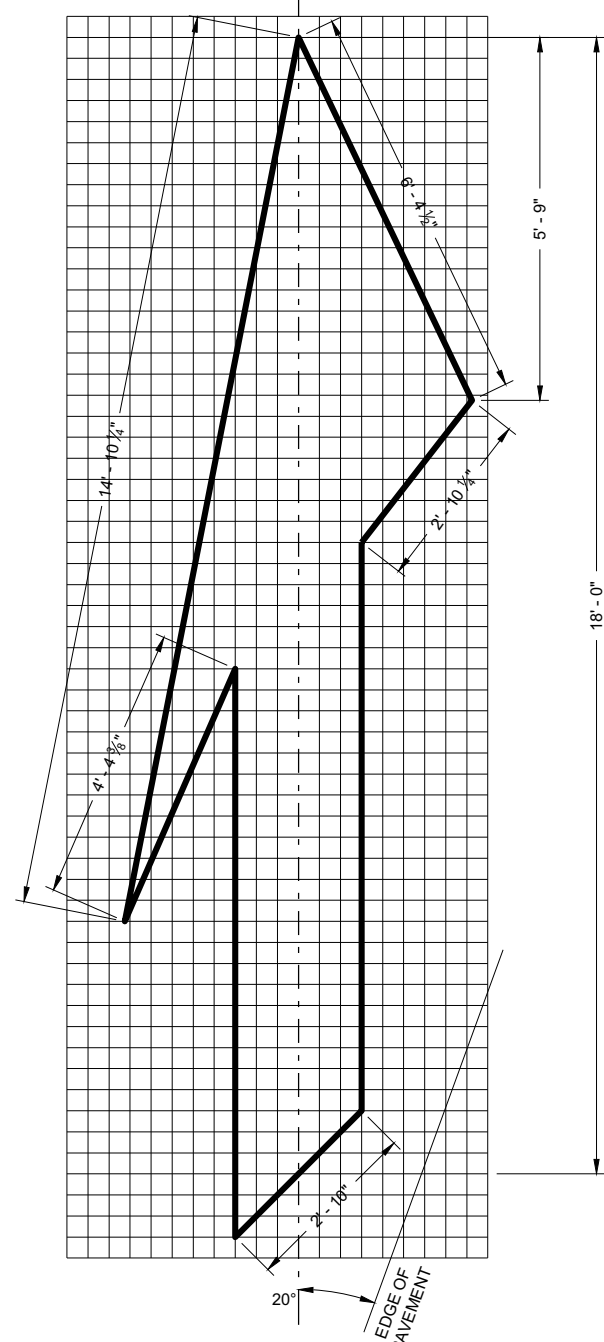
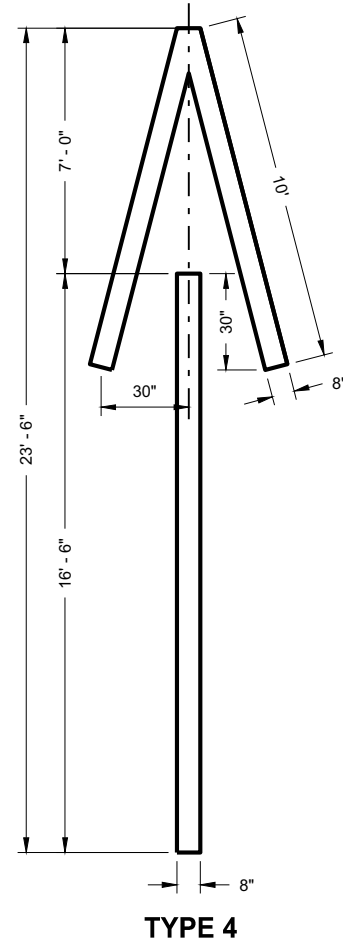
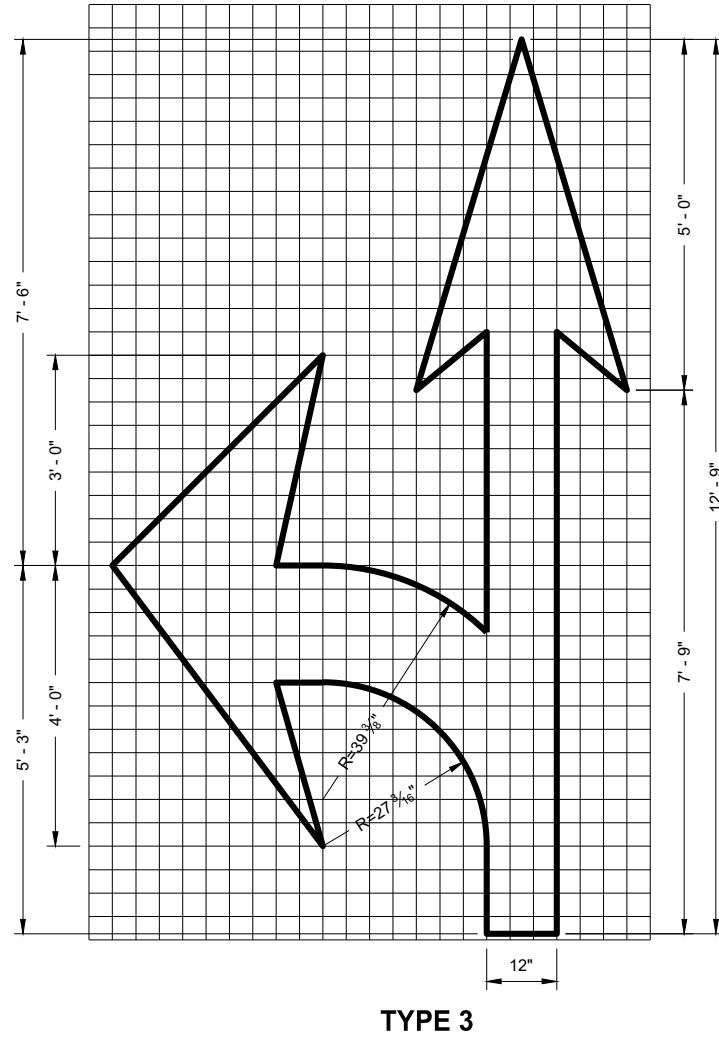
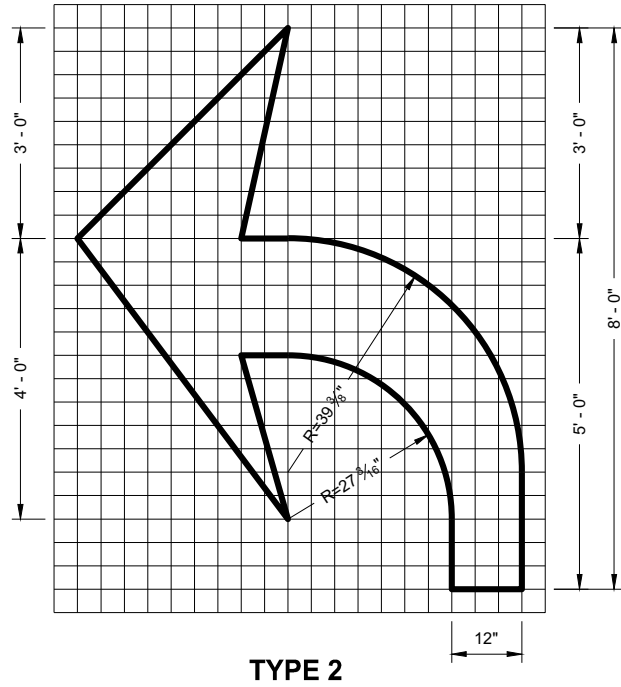
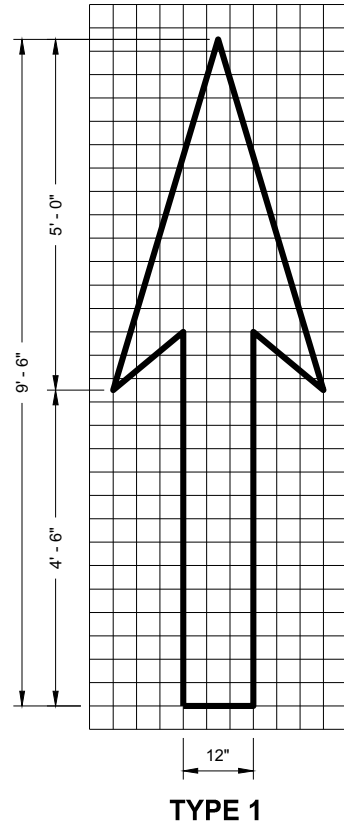
GENERAL NOTES

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.

PAVEMENT MARKING WORDS

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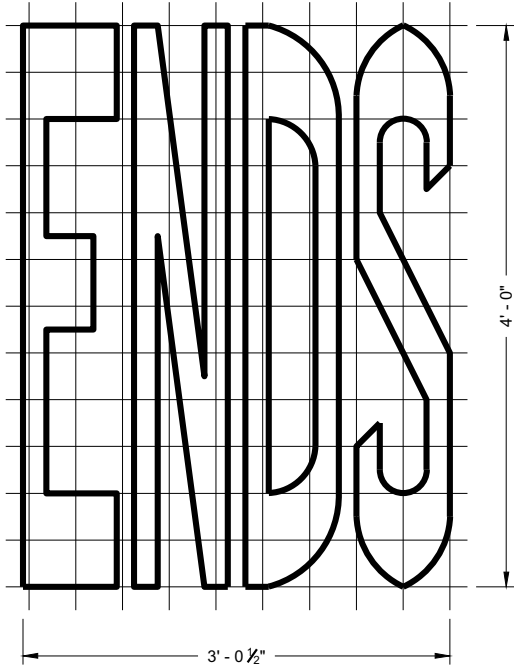
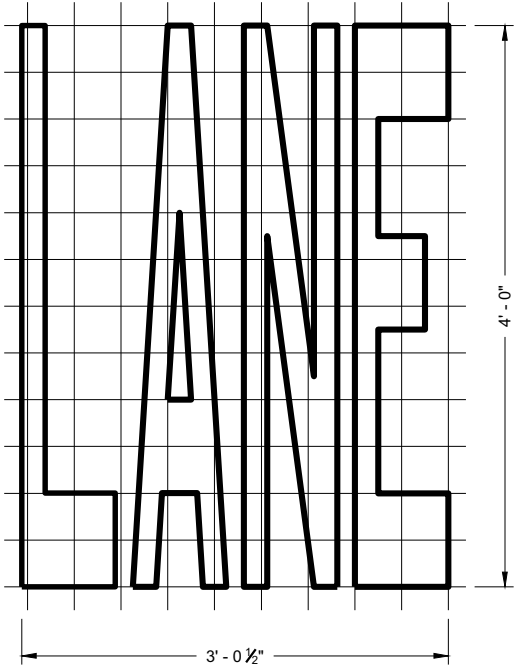
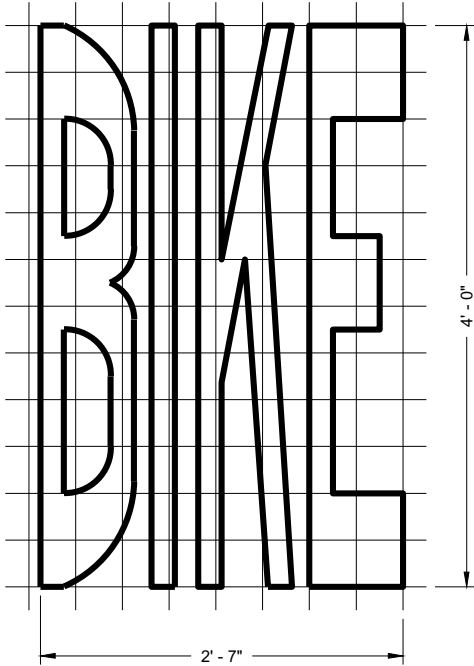
GENERAL NOTES

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.

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

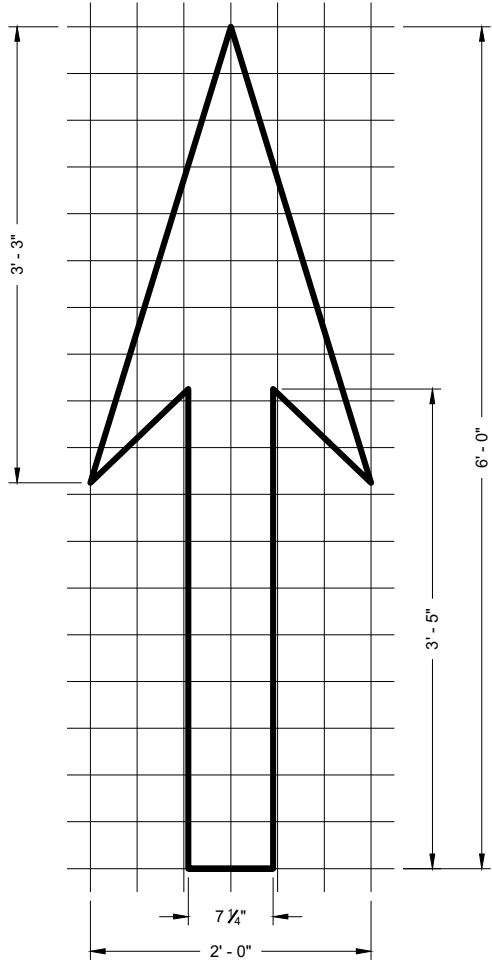
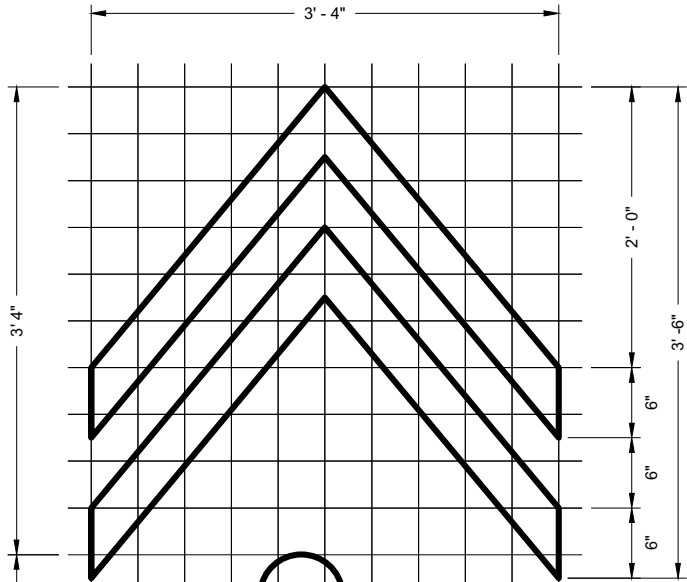
APPROVED
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/S/ Matthew Rauch
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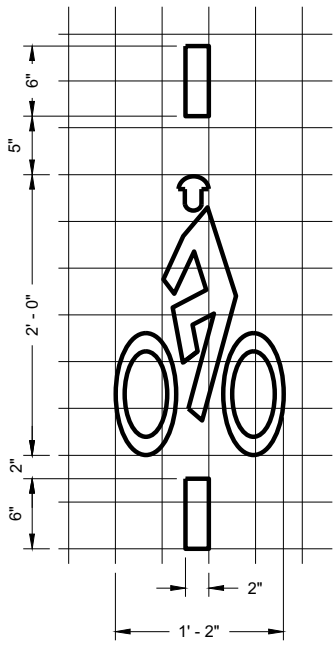
BIKE LANE WORDS

GENERAL NOTES

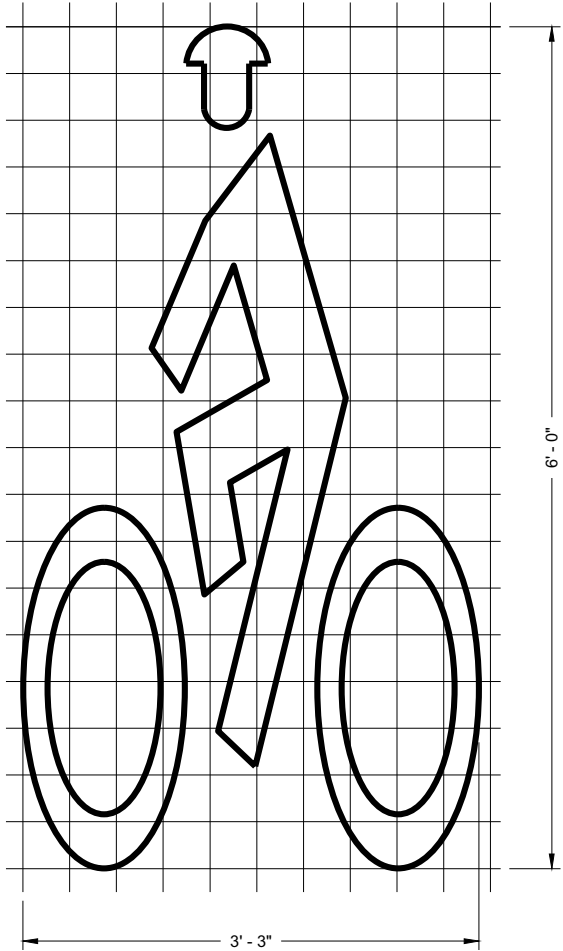
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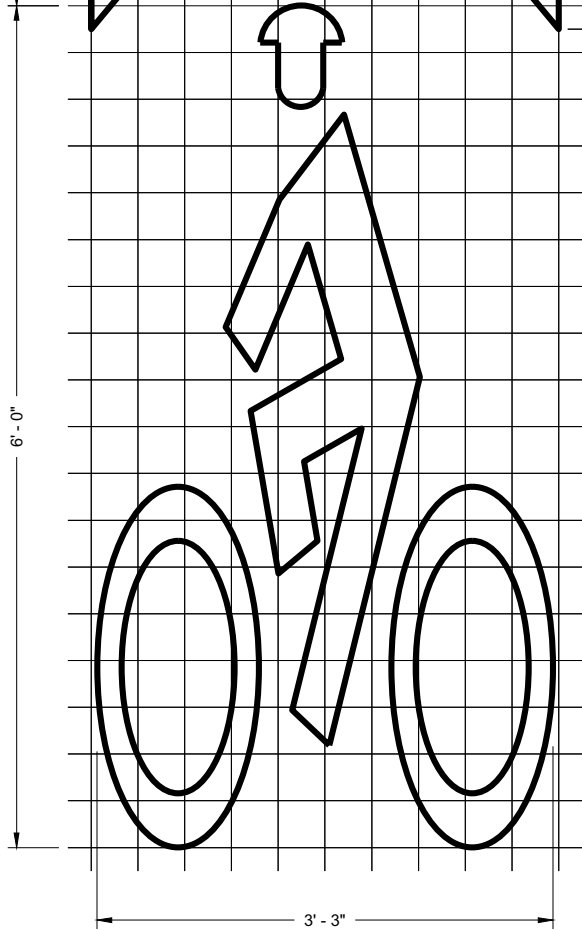
BIKE LANE ARROW



BICYCLE DETECTOR PAVEMENT MARKING



BIKE LANE SYMBOL

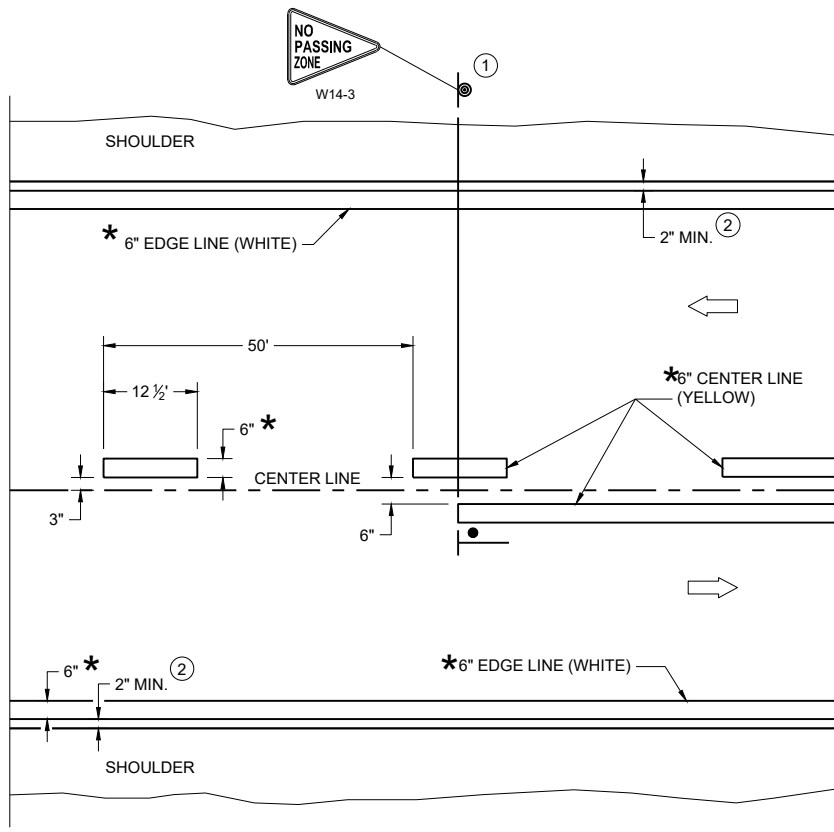


BIKE LANE SYMBOL FOR SHARED LANE

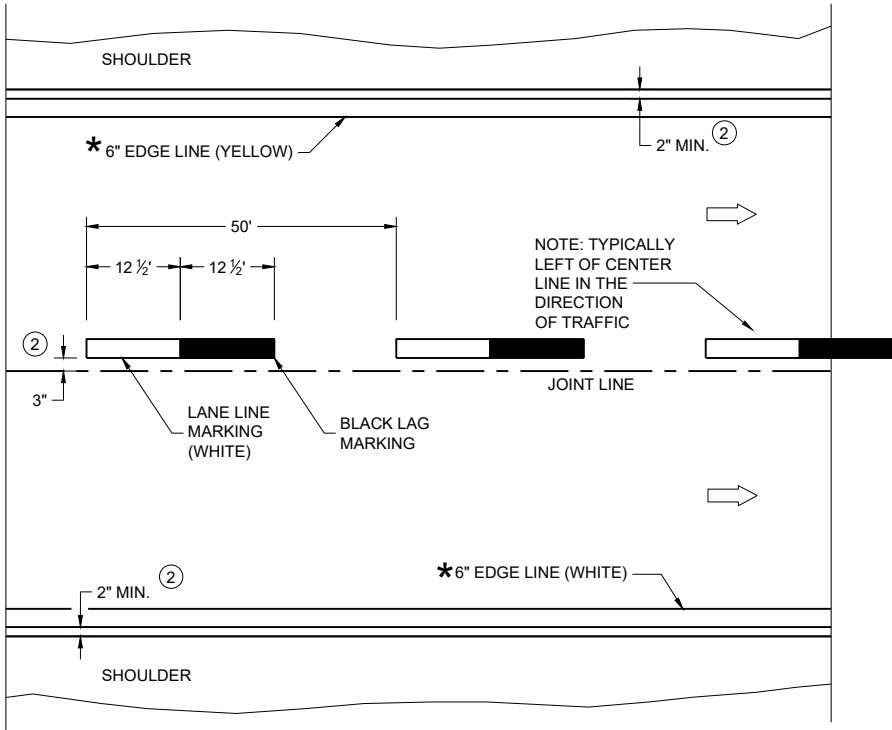
PAVEMENT MARKING FOR BIKE LANES

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TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

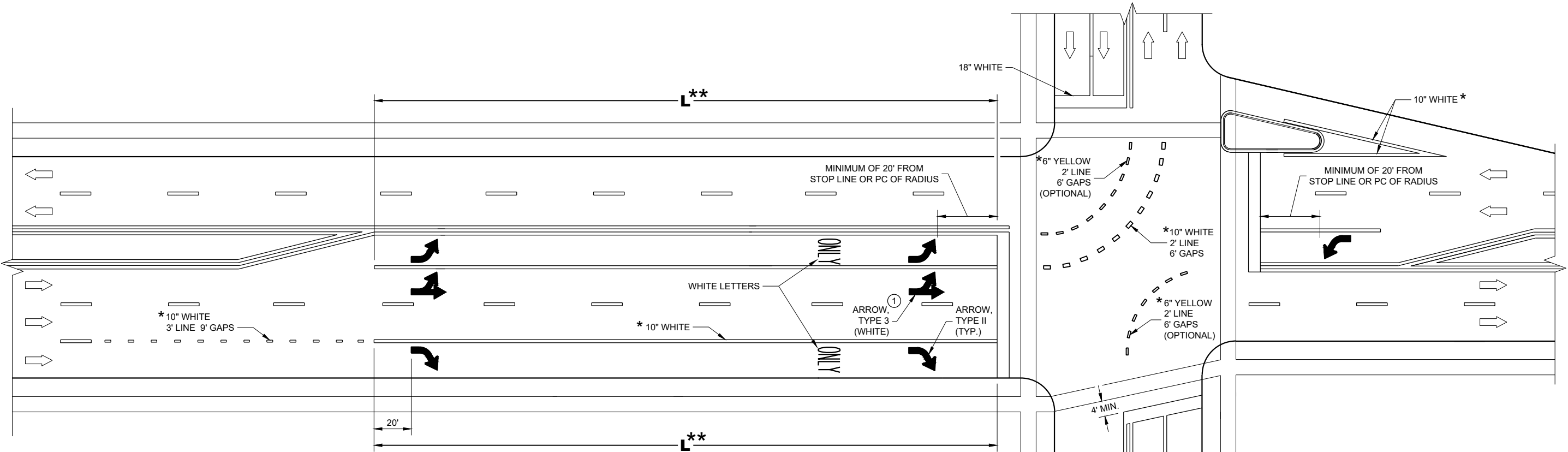
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

- 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

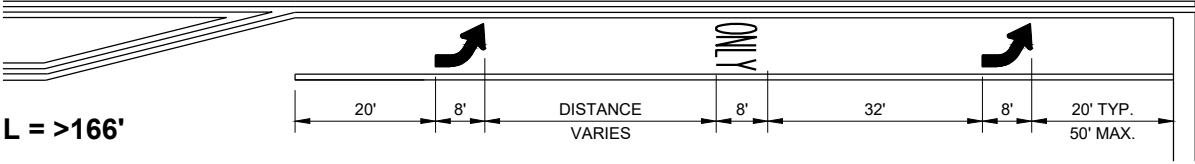
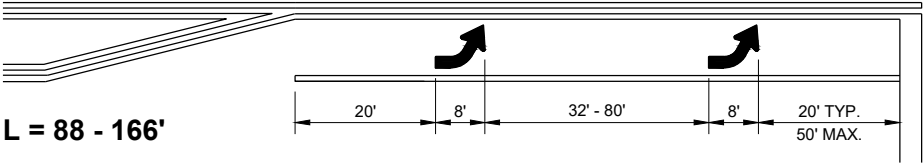
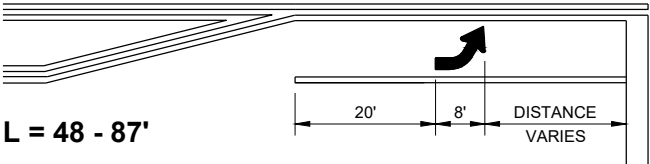
PERMANENT LONGITUDINAL PAVEMENT MARKINGS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer
FHWA 134	



** (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



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.

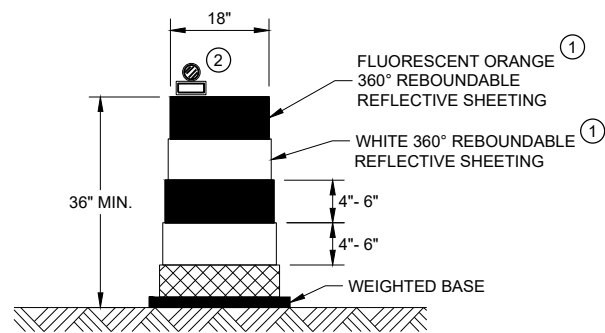
→ DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

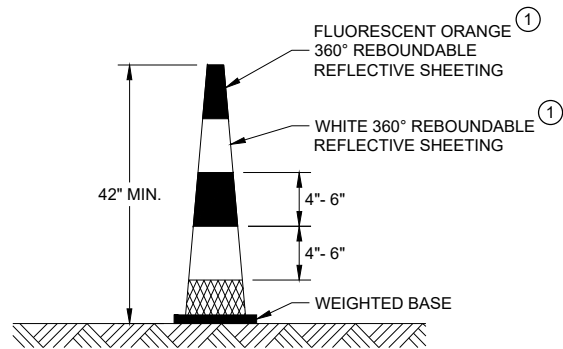
PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 135



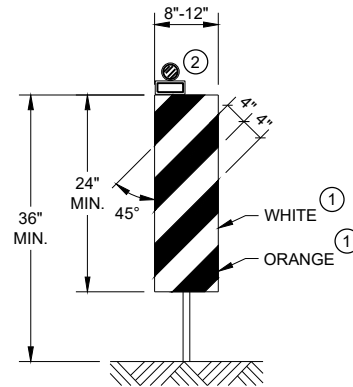
DRUM

BALLAST WIDTHS
RANGE FROM 24"-36"



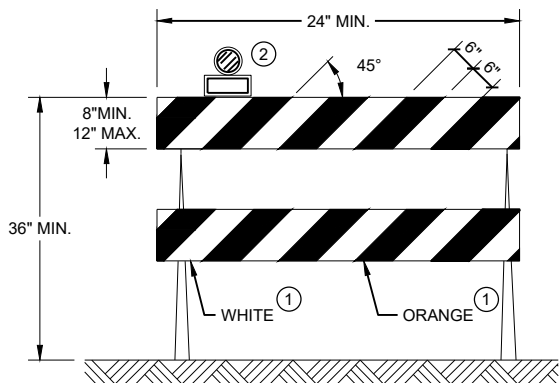
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS
BALLAST WIDTHS
RANGE FROM 14"-20"



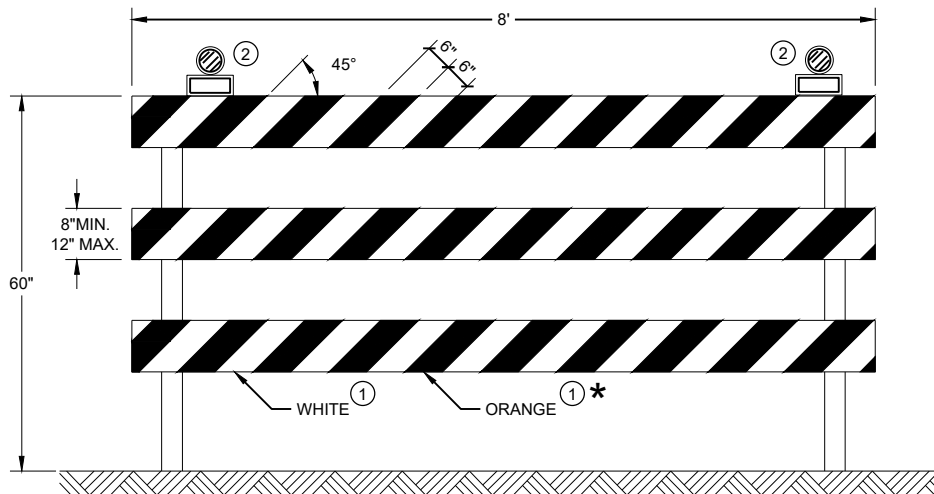
VERTICAL PANEL

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.

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.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
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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

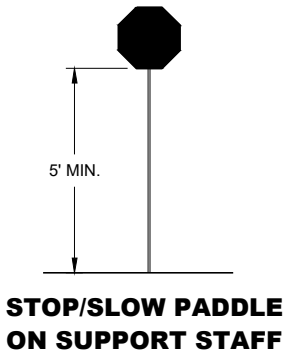
FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

- 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.

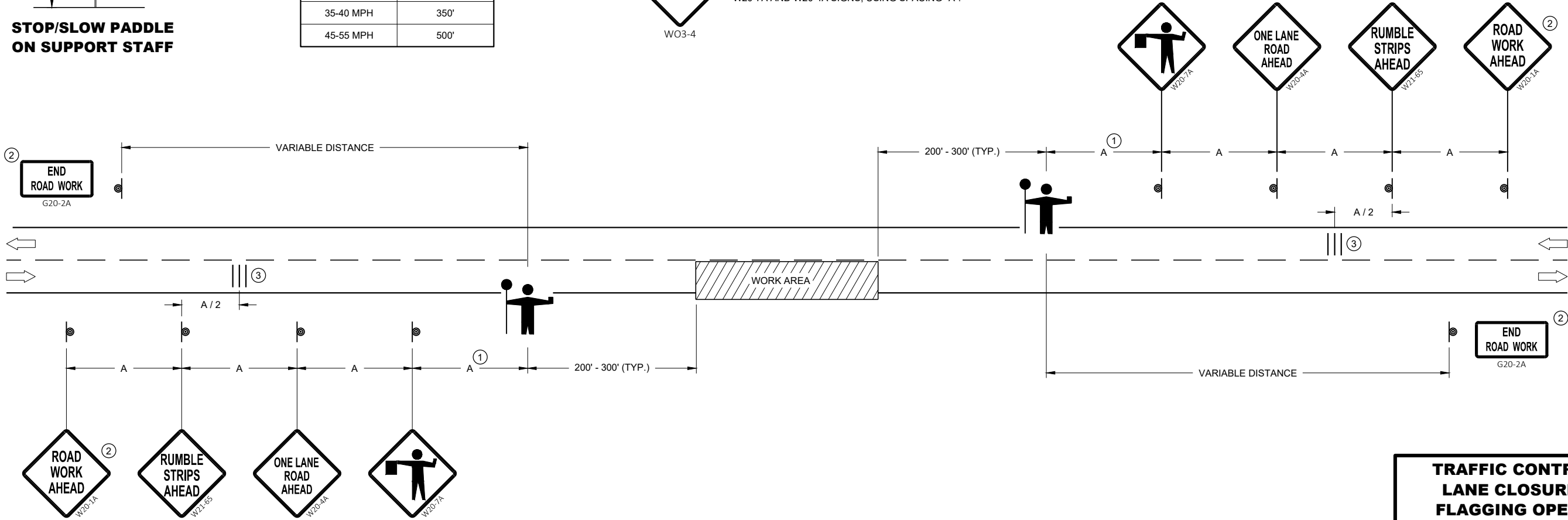


SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



USE OF W03-4 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 /S/ Andrew Heidtke
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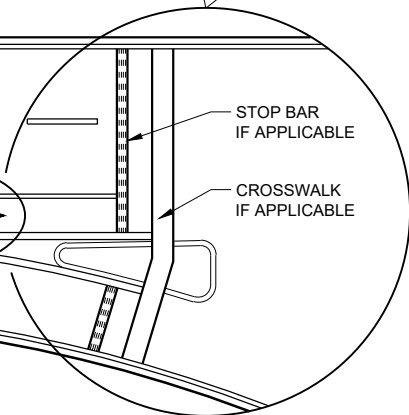
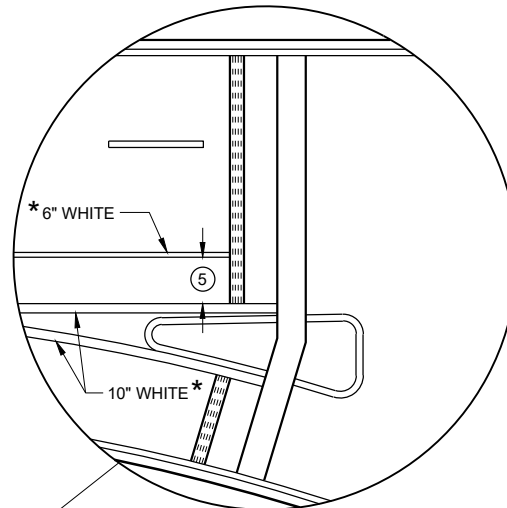
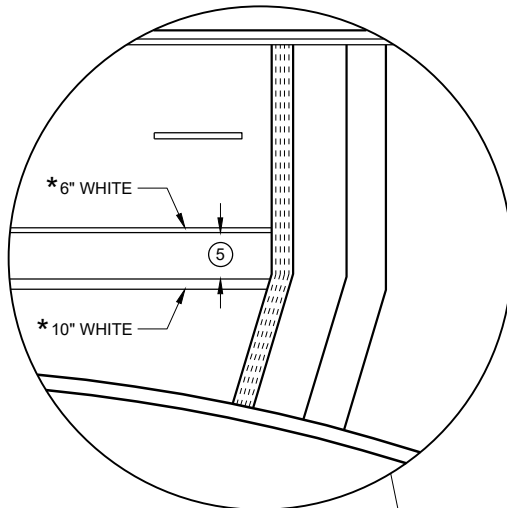
FHWA



GENERAL NOTES

- ① DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
- ② MINIMUM OF ONE PER BLOCK. MAXIMUM OF 250 FEET.
- ③ DOTTED LINES (3' LINE, 9' GAP) SHOULD BE USED 50 FEET TO 200 FEET IN ADVANCE OF AN INTERSECTION WHERE THERE IS NO RIGHT TURN ONLY LANE AND THERE IS HEAVY RIGHT TURN TRAFFIC OR THERE IS A NEAR-SIDE BUS STOP. AT OTHER INTERSECTIONS WHERE RIGHT TURN TRAFFIC IS LIGHT TO MODERATE, A SOLID LINE CAN BE USED UP TO THE INTERSECTION.
- ④ BIKE SYMBOLS OR WORDS MAY BE USED.
- ⑤ BIKE ACCOMMODATION IS TYPICAL 5 FEET WIDE AND MINIMUM OF 4 FEET FROM A LONGITUDINAL JOINT. USE 5 FEET AT ≥ 45 MPH.
- ⑥ OMIT THESE MARKINGS FOR WIDER TURN LANE APPLICATIONS (MINIMUM OF 15 FOOT WIDE TURN LANE).
- ⑦ REFER TO CONTRACT PLANS FOR LANE WIDTH.

DIRECTION OF TRAVEL



BIKE LANE MARKING

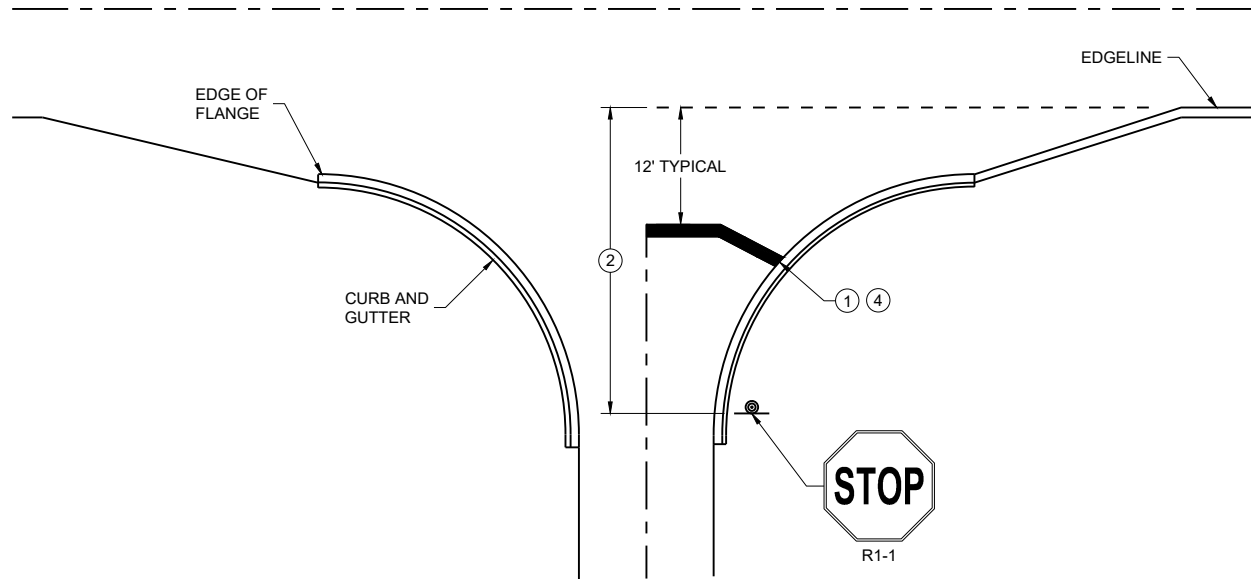
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

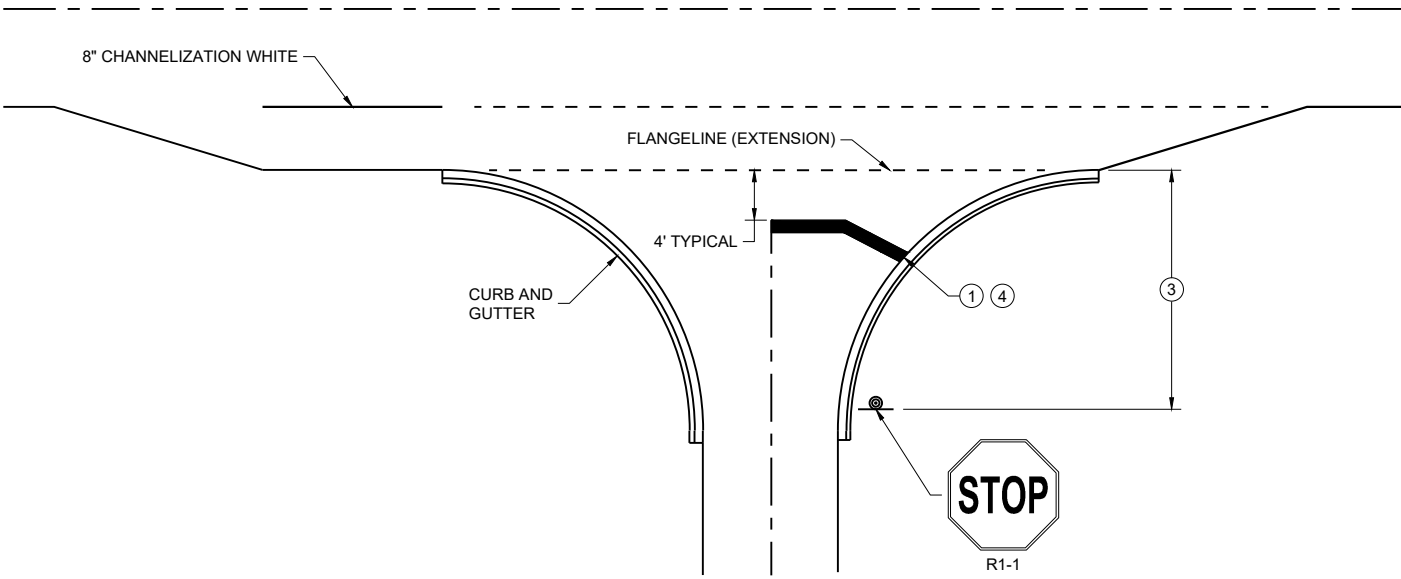
/S/ Matthew Rauch
STATE SIGNING AND MAF
ENGINEER

138

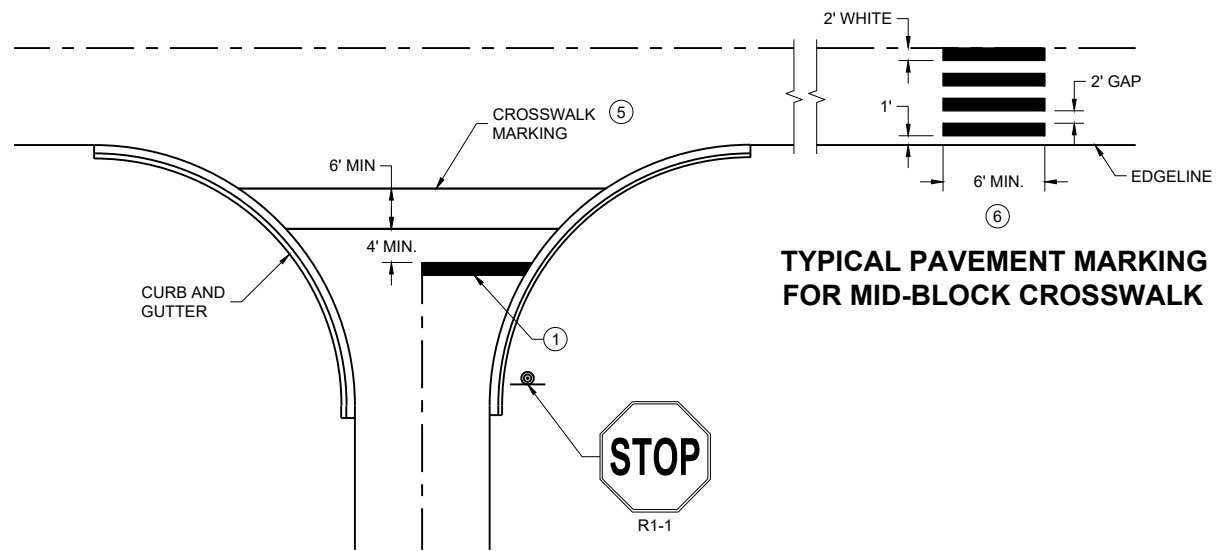
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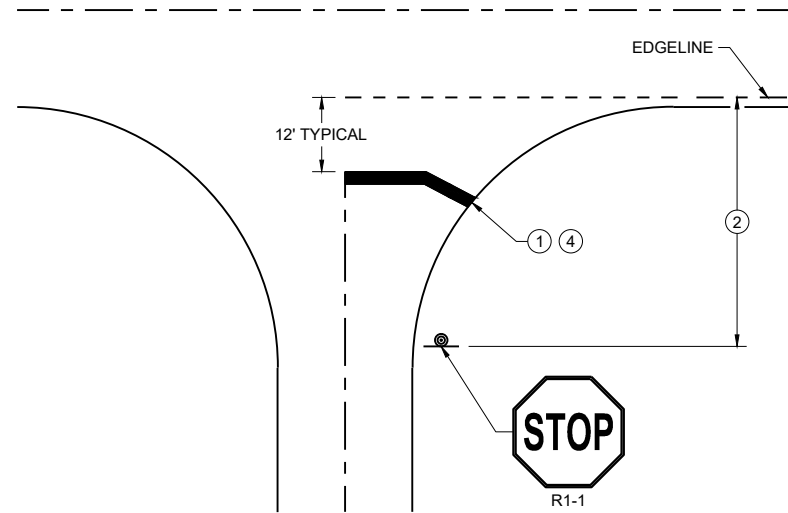
TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING
FOR SIDE ROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR
SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING
WITHOUT CURB AND GUTTER

GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

- ① 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- ② NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
- ③ NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE EXTENSION.
- ④ MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
- ⑤ LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES.
- ⑥ POSTED SPEED LIMITS OF 40 MPH OR GREATER USE A MINIMUM WIDTH OF 8' FOR MIDBLOCK CROSSWALKS

STOP LINE AND CROSSWALK PAVEMENT MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED March 2024 DATE	/S/ Matthew Rauch STATE SIGNING AND MARKING ENGINEER

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

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

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

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

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

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

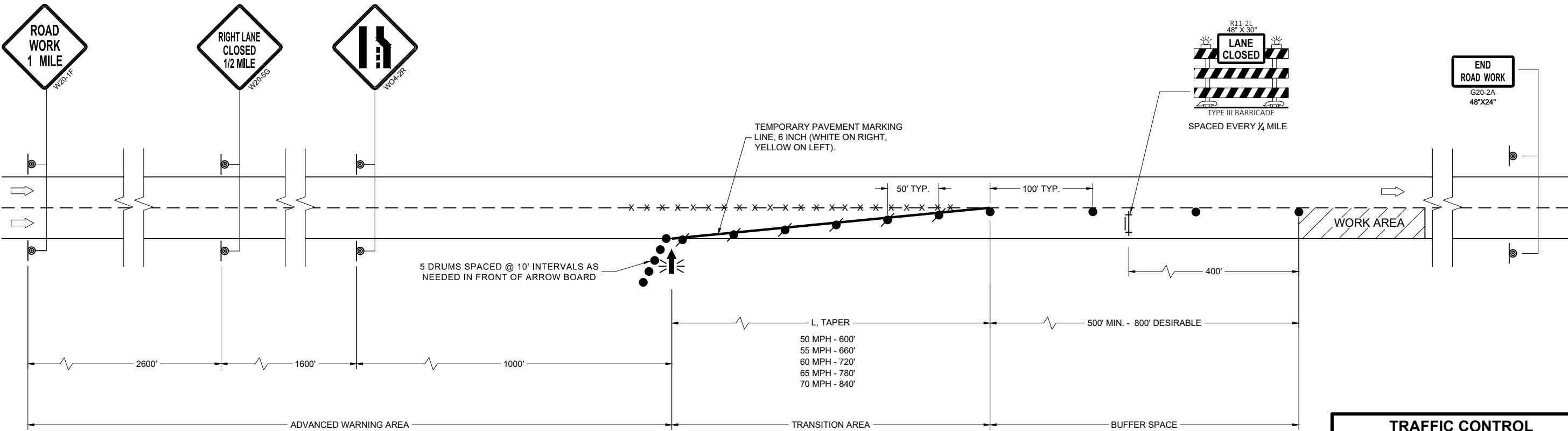
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE ONE HALF THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- FLASHING ARROW BOARD

6

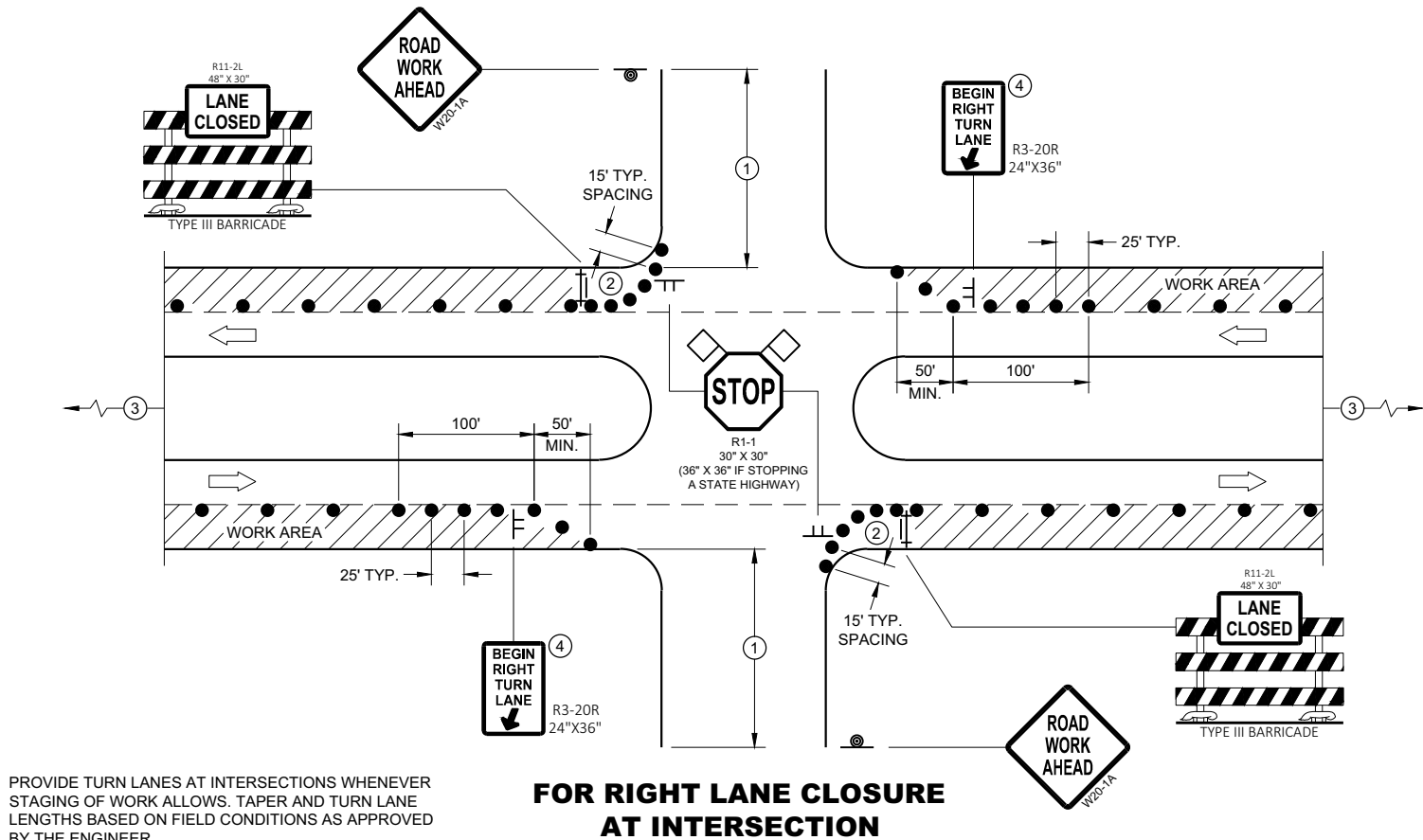


SDD 15D12-13a

TRAFFIC CONTROL LANE CLOSURE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED March 2024 DATE	/S/ Andrew Heidtke Work Zone Engineer
FHWA	

6

SDD 15D12-13a



GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

"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 TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

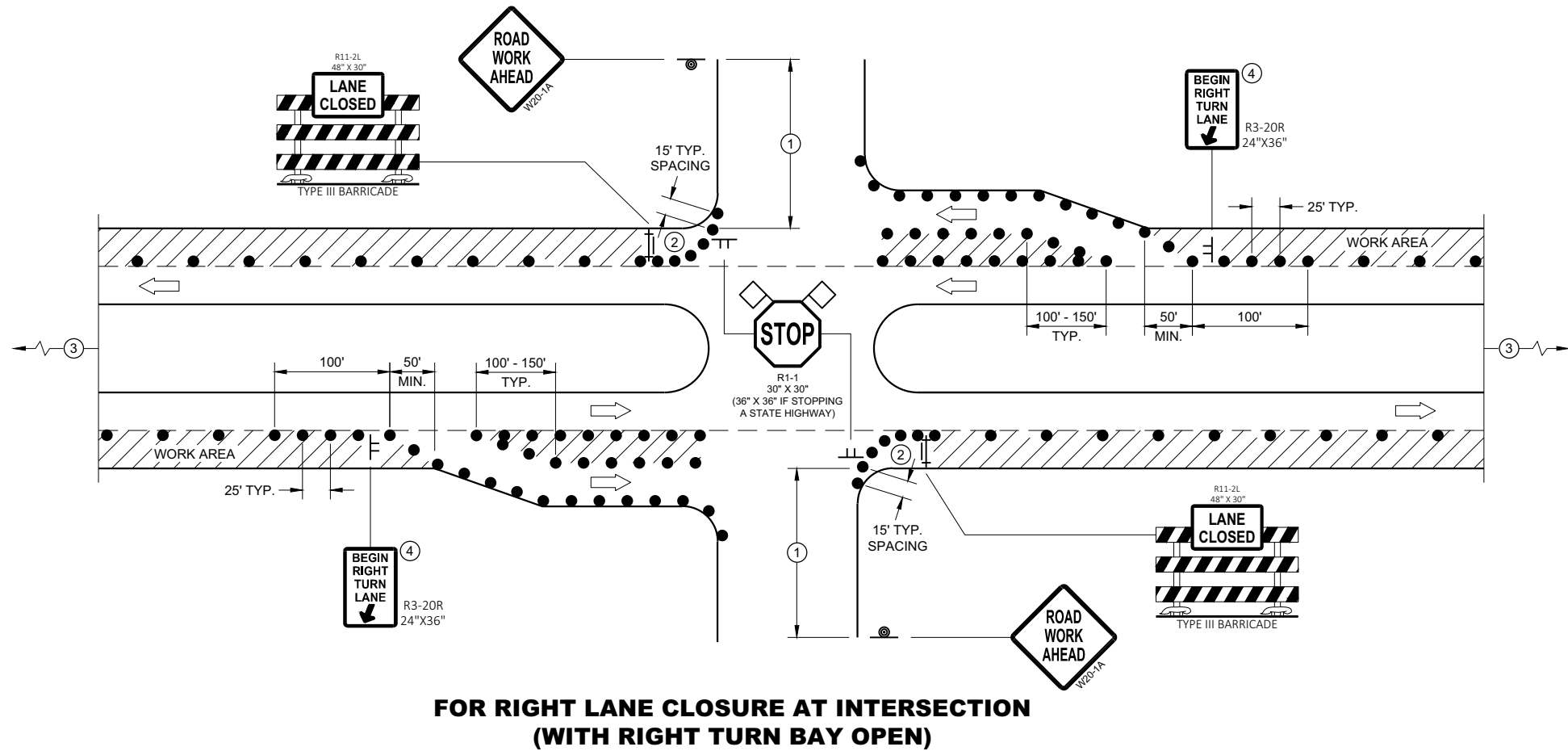
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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

BARRICADES IN A CLOSED LANE 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.

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

- ① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.
- ② ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS
- ③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.
- ④ MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.

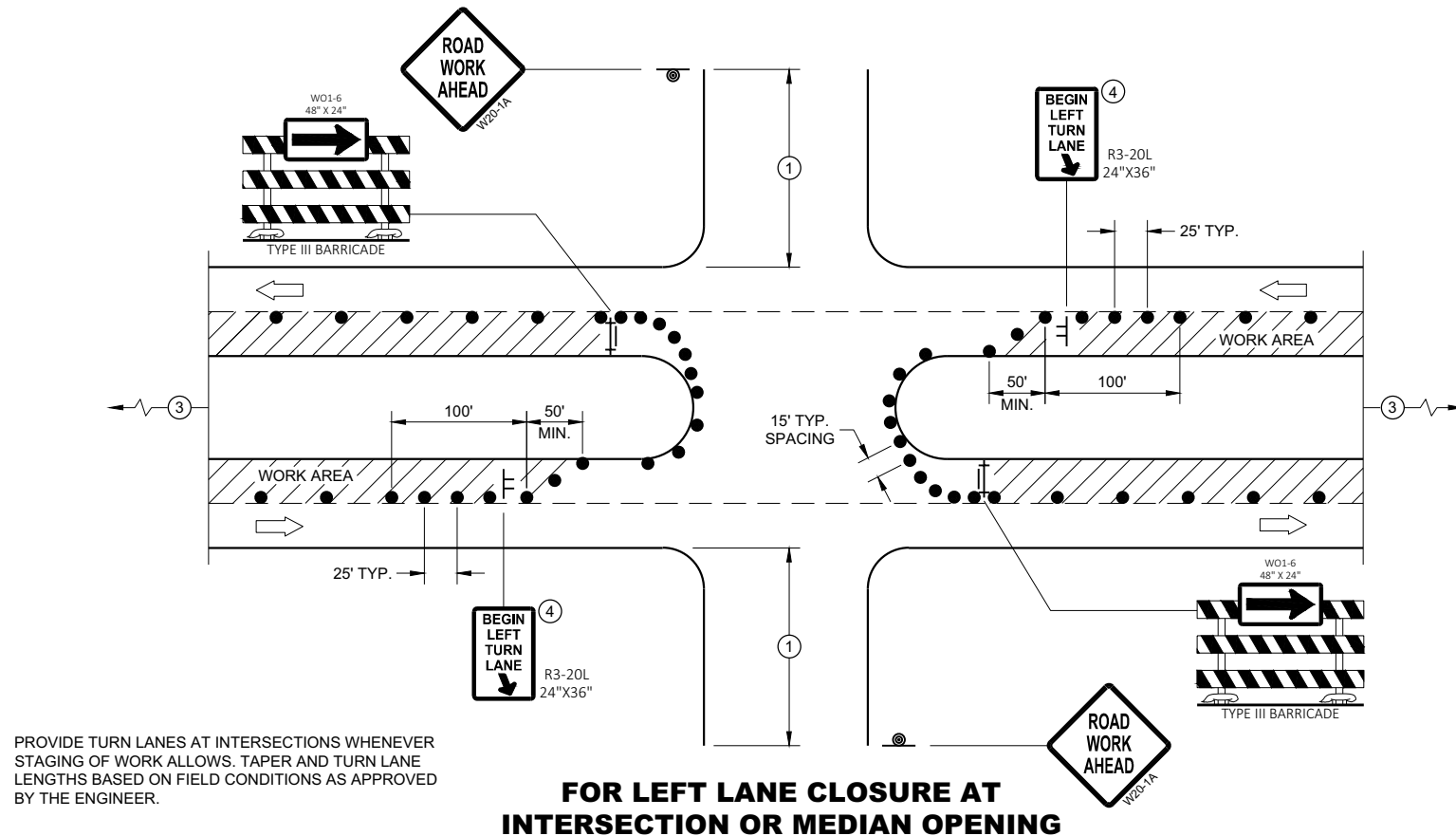


LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- ◇ ◇ FLAGS, 16" X 16" MIN., ORANGE
- ▨ WORK AREA

**TRAFFIC CONTROL,
INTERSECTION WITHIN SINGLE
RIGHT LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 141

**GENERAL NOTES**

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

"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 TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

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

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

BARRICADES IN A CLOSED LANE 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.

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

- 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.
- ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS
- SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.
- MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

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

**TRAFFIC CONTROL,
INTERSECTION WITHIN SINGLE
LEFT LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 142
FHWA

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  TRAFFIC CONTROL DRUM
-  DIRECTION OF TRAFFIC
-  WORK ZONE

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

"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.

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

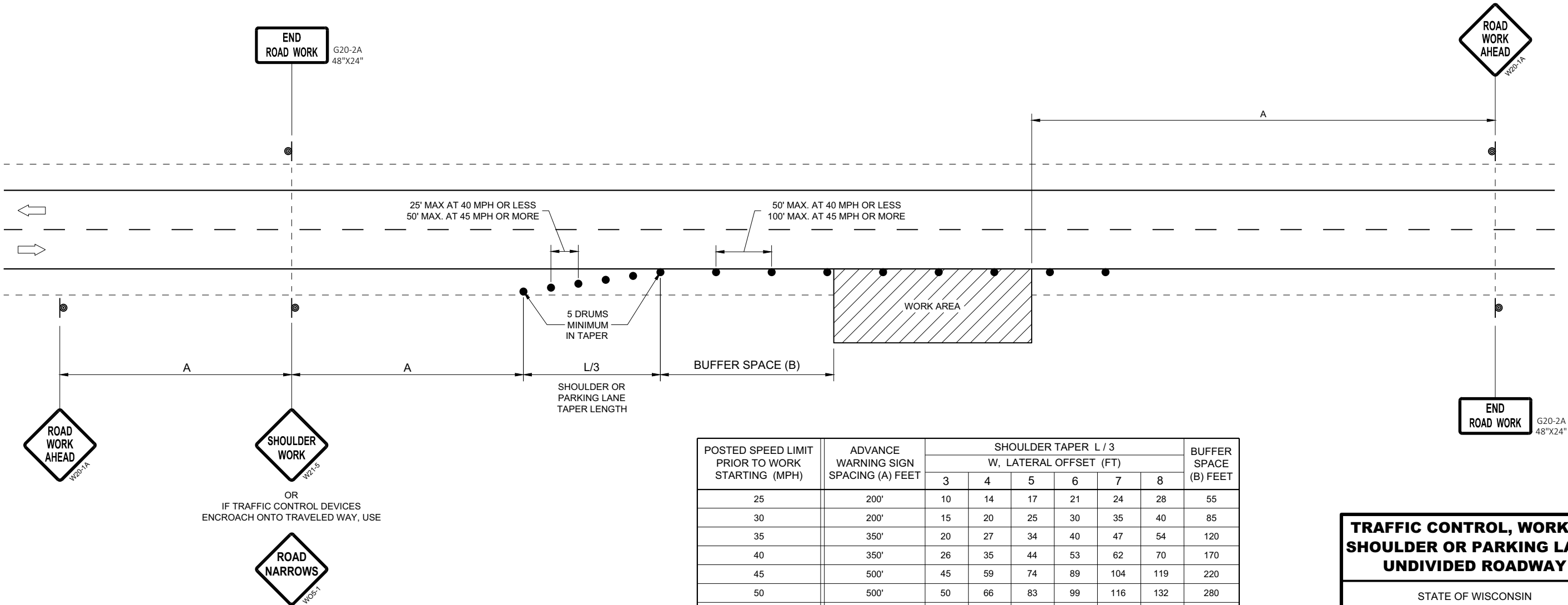
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.

6

6



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

TRAFFIC CONTROL, WORK ON
SHOULDER OR PARKING LANE,
UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020 /S/ Andrew Heidtke
DATE STATEWIDE WORK ZONE T
SAFETY ENGINEER 143

FHWA

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLAGS, 16" X 16" MIN. (ORANGE)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- ASPHALTIC PAVEMENT WIDENING
- CONCRETE BARRIER TEMPORARY PRECAST

GENERAL NOTES

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

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

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

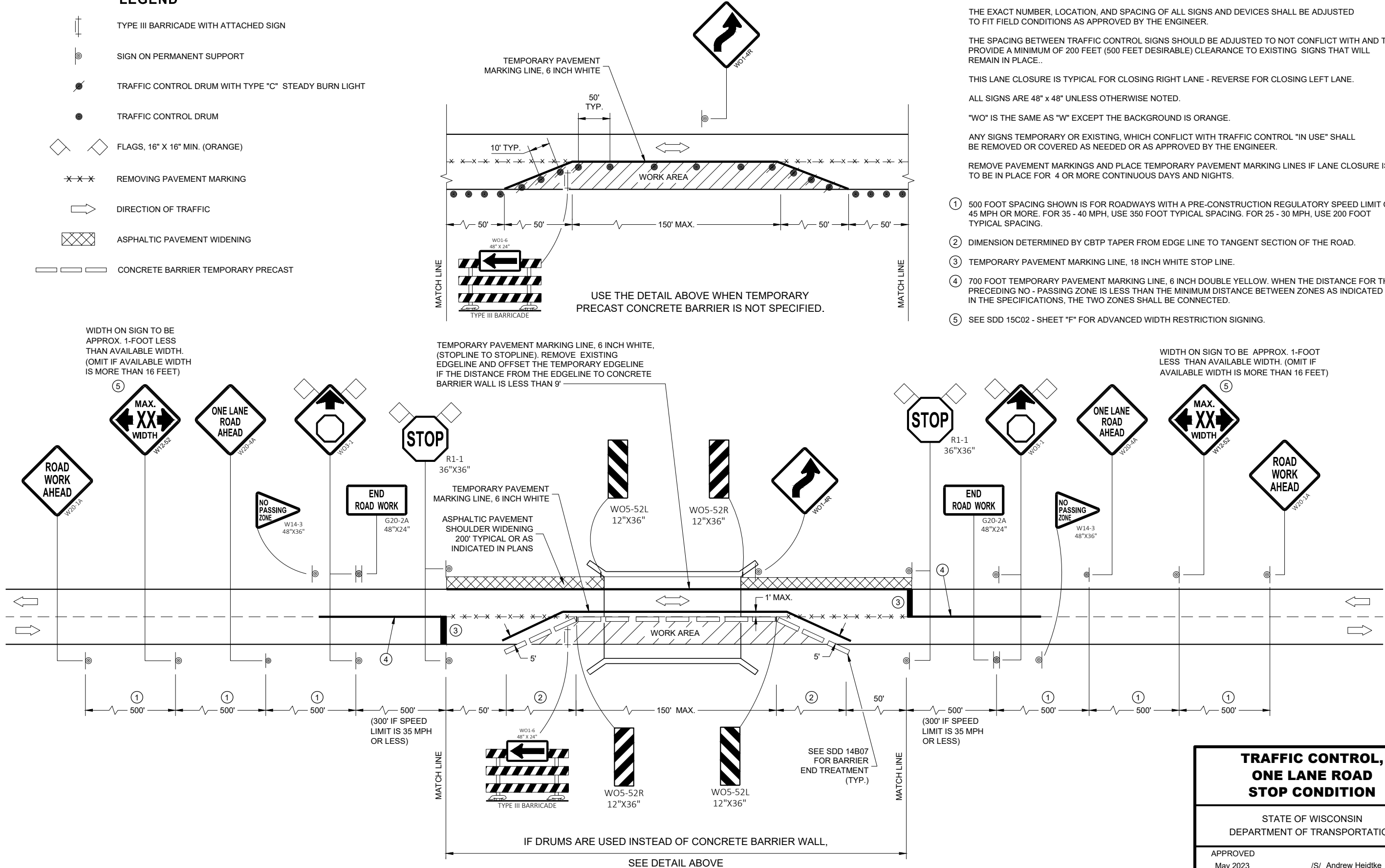
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

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

- 500 FOOT SPACING SHOWN IS FOR ROADWAYS WITH A PRE-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35 - 40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25 - 30 MPH, USE 200 FOOT TYPICAL SPACING.
- DIMENSION DETERMINED BY CBTP TAPER FROM EDGE LINE TO TANGENT SECTION OF THE ROAD.
- TEMPORARY PAVEMENT MARKING LINE, 18 INCH WHITE STOP LINE.
- 700 FOOT TEMPORARY PAVEMENT MARKING LINE, 6 INCH DOUBLE YELLOW. WHEN THE DISTANCE FOR THE PRECEDING NO - PASSING ZONE IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES AS INDICATED IN THE SPECIFICATIONS, THE TWO ZONES SHALL BE CONNECTED.
- SEE SDD 15C02 - SHEET "F" FOR ADVANCED WIDTH RESTRICTION SIGNING.

TRAFFIC CONTROL,
ONE LANE ROAD
STOP CONDITION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023

DATE

FHWA

/S/ Andrew Heidtke

WORK ZONE ENGINEER 144

LEGEND

- EXISTING SIGN ON PERMANENT SUPPORT
- NEW SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK ZONE

GENERAL NOTES

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

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

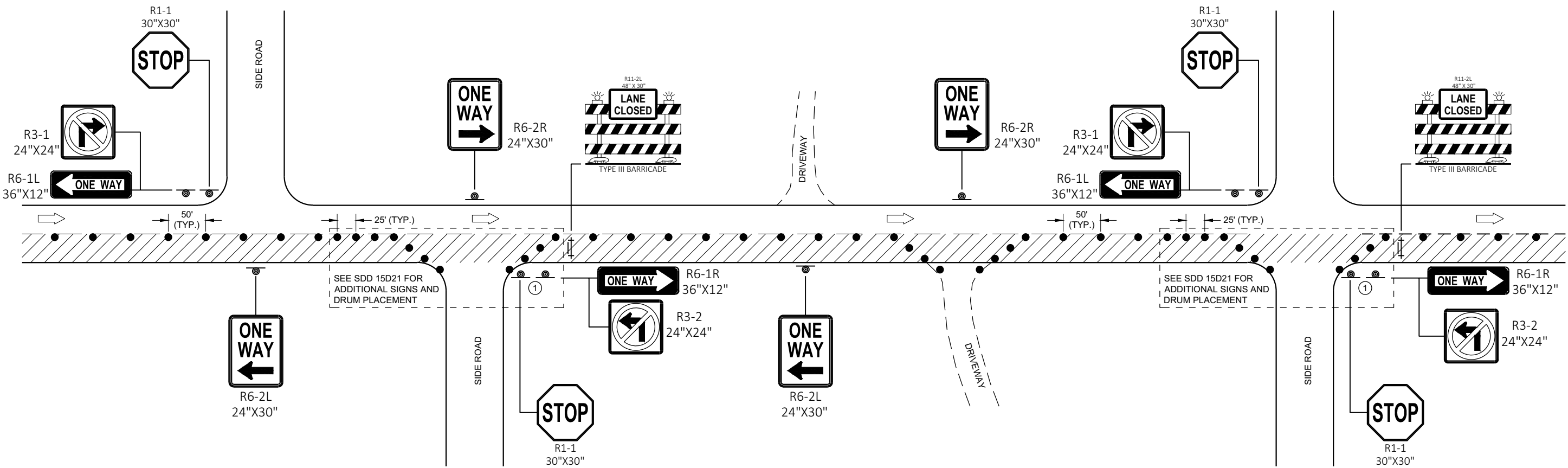
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BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

① IF WORK OPERATIONS ALLOWS, MOVE R1-1, R6-1R, AND R3-2 CLOSER TO INTERSECTION.

6



6

TRAFFIC CONTROL
ONE - WAY SIGNING

TRAFFIC CONTROL
ONE-WAY SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

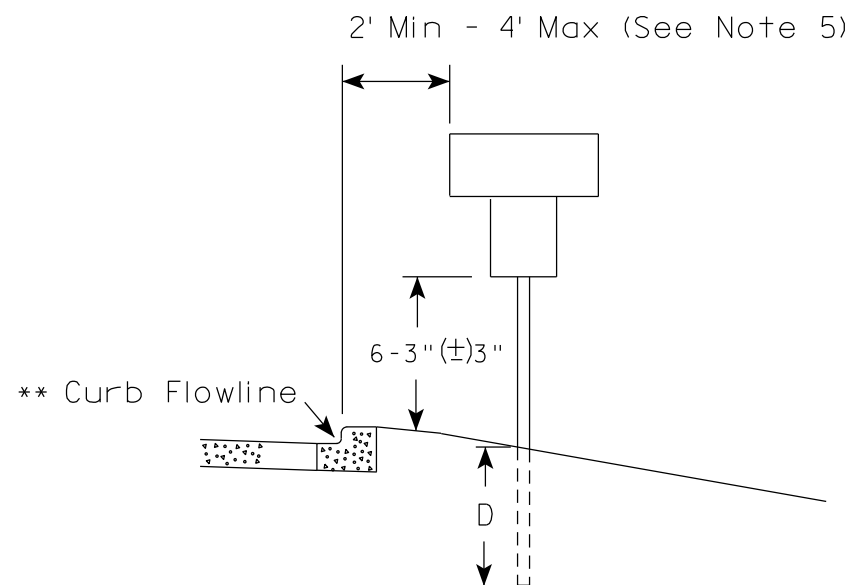
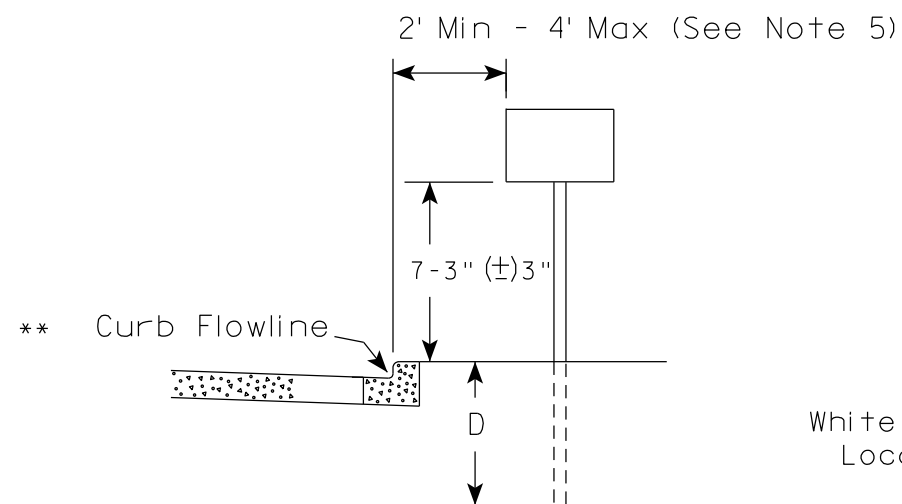
APPROVED
May 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 145

FHWA

SDD 15D46 - 01

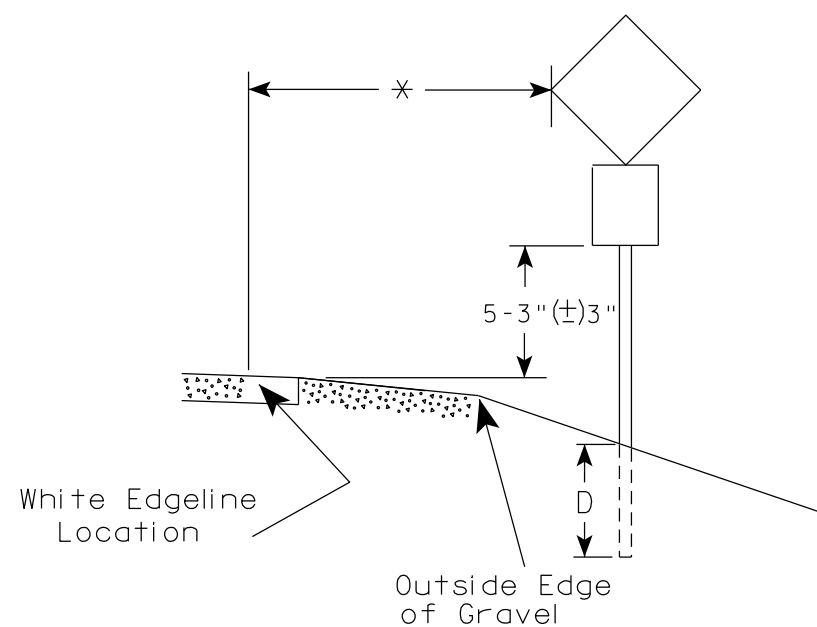
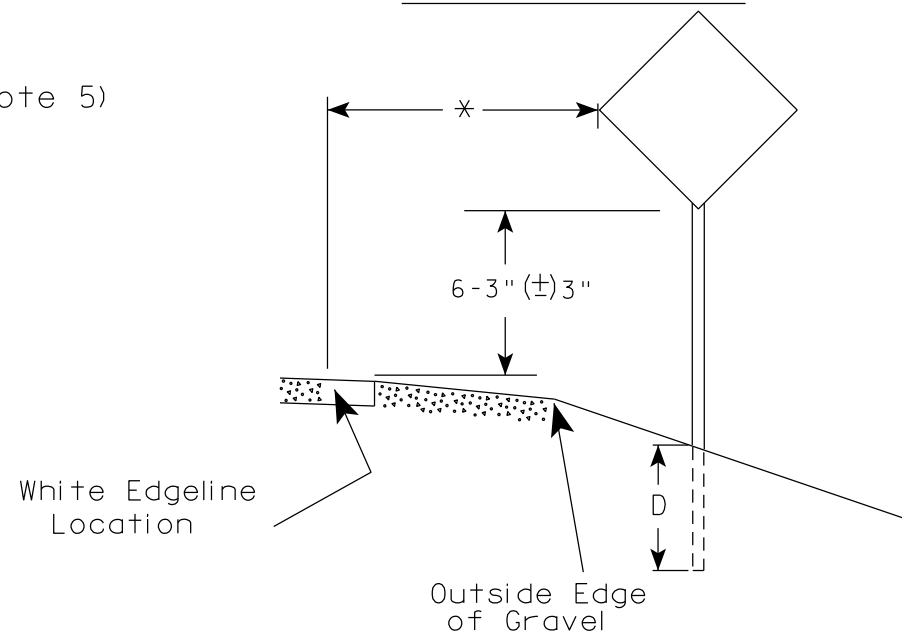
SDD 15D46 - 01

URBAN AREA



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

RURAL AREA (See Note 2)



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

GENERAL NOTES

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

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R. Rauch
for State Traffic Engineer

DATE 12/6/23

PLATE NO. A4-3.23

PROJECT NO:

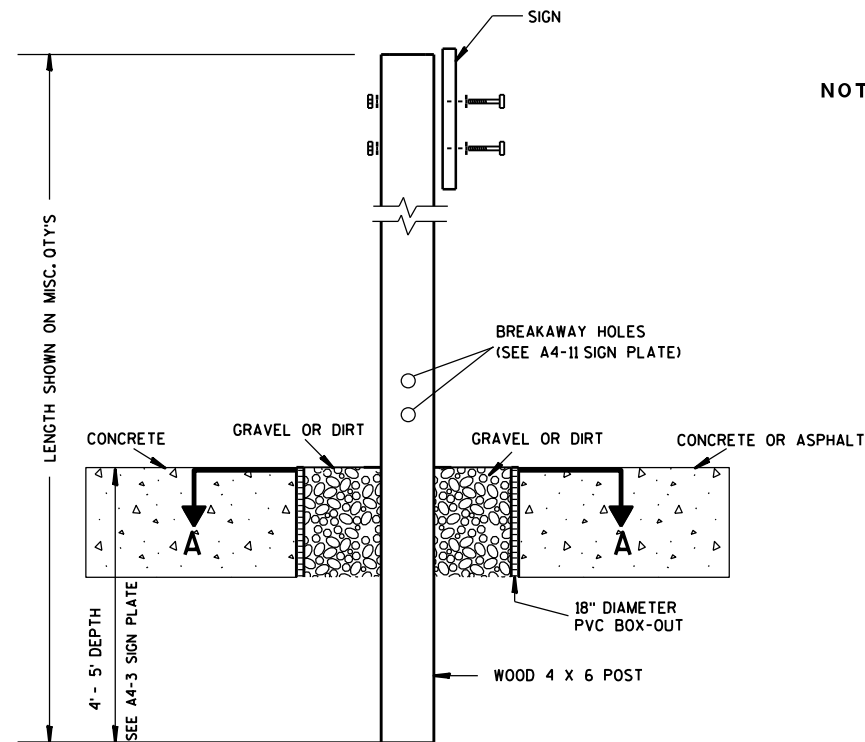
HWY:

COUNTY:

SHEET NO:

146

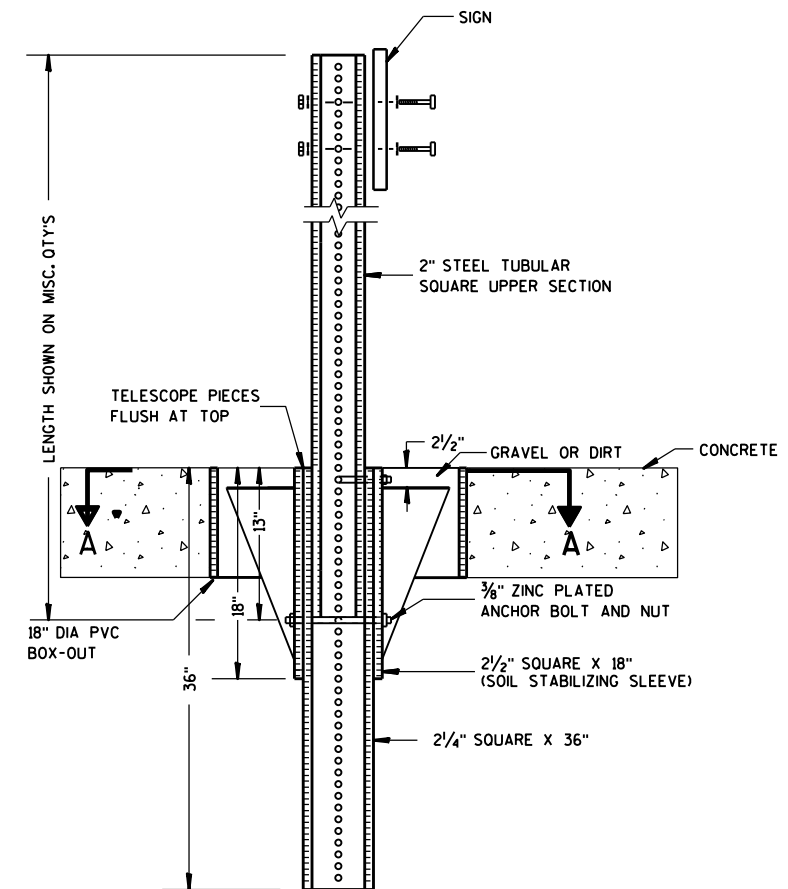
E



ELEVATION VIEW

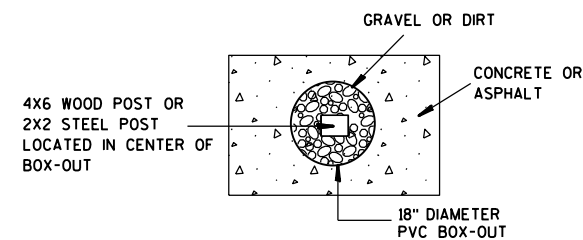
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- 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 PLAT 147 A4-3B.1

PROJECT NO:

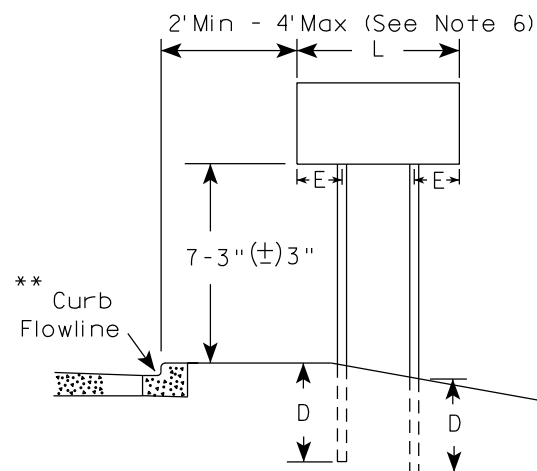
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COUNTY:

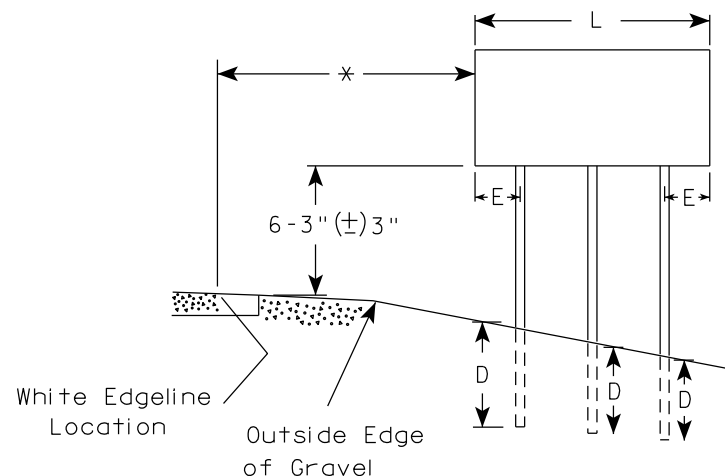
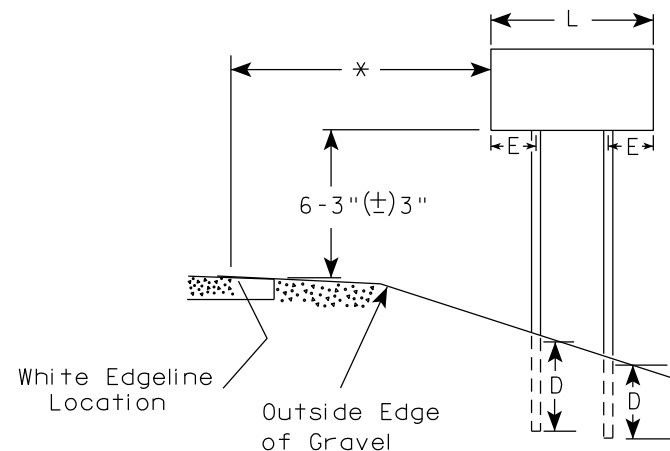
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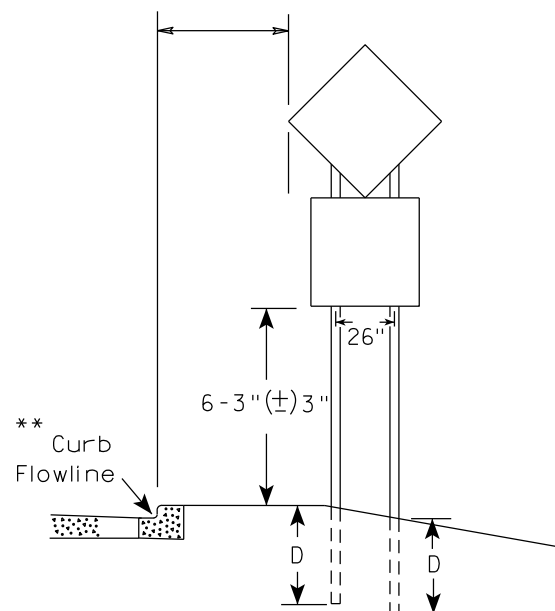
URBAN AREA



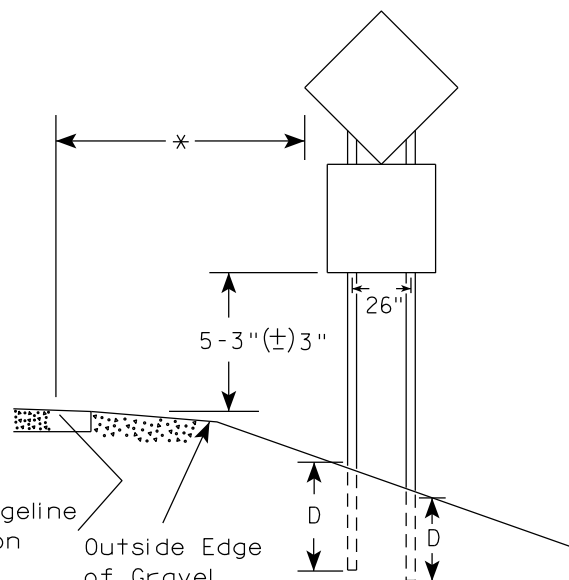
RURAL AREA (See Note 3)



2' Min - 4' Max (See Note 6)



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"

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION
OF TYPE II SIGNS
ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

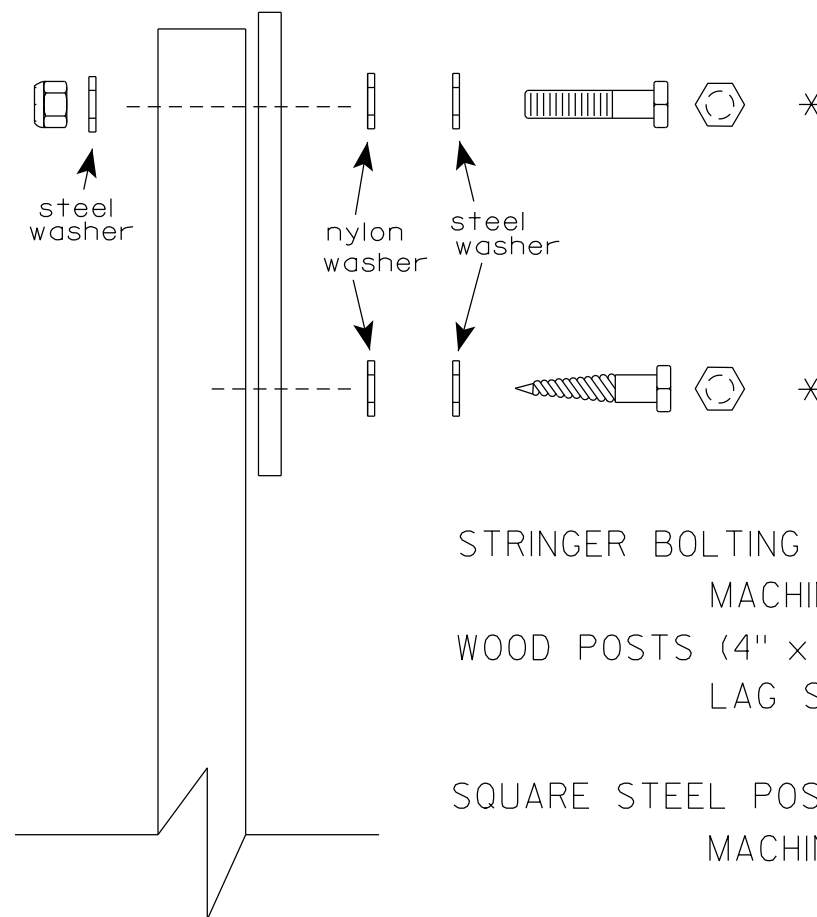
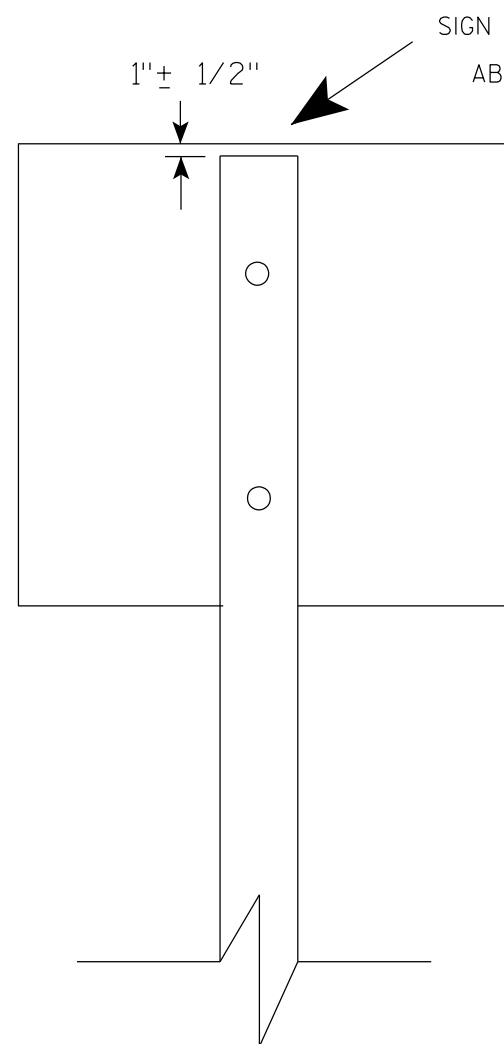
GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 3" depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±) 3".

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

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

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.



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

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

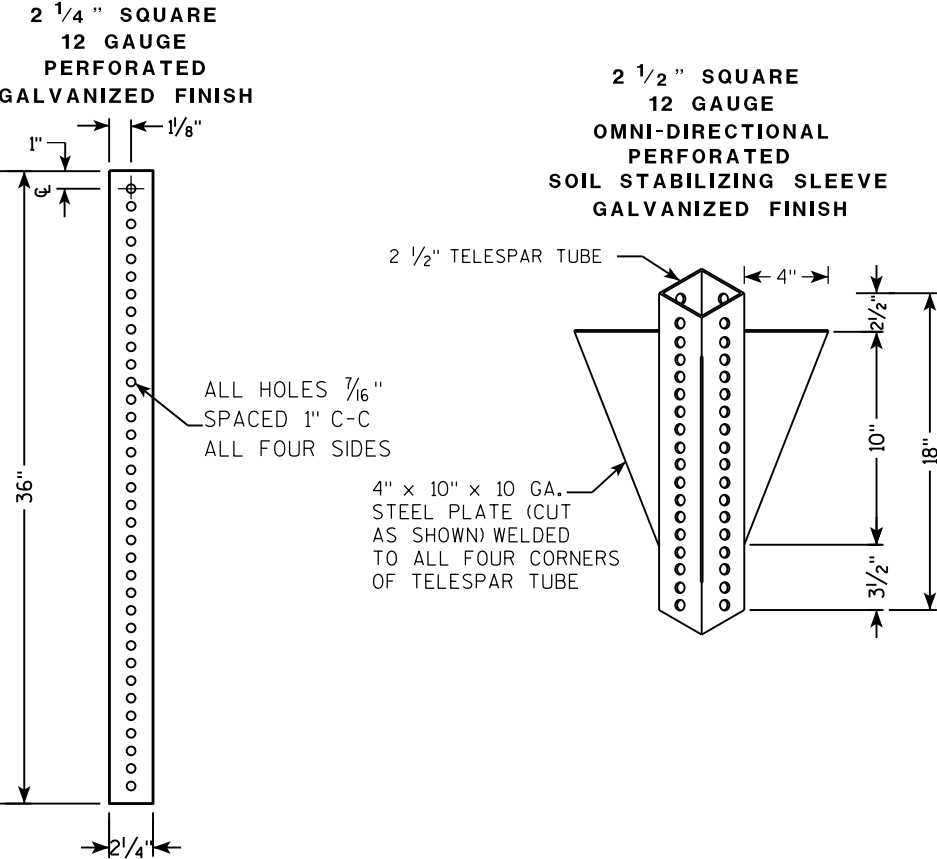
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

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

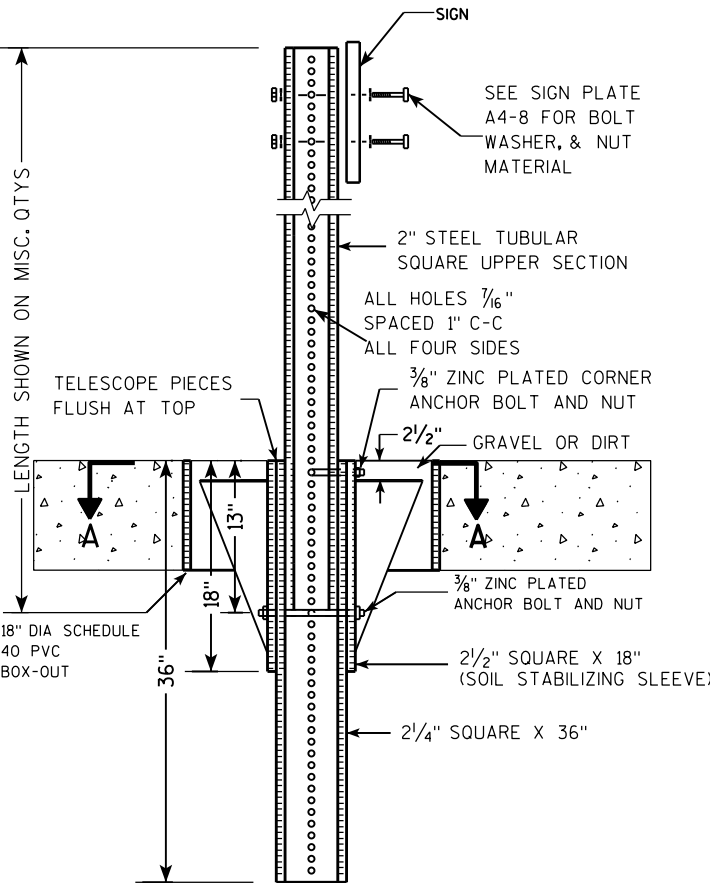
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

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

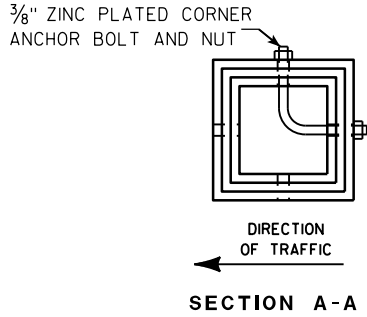
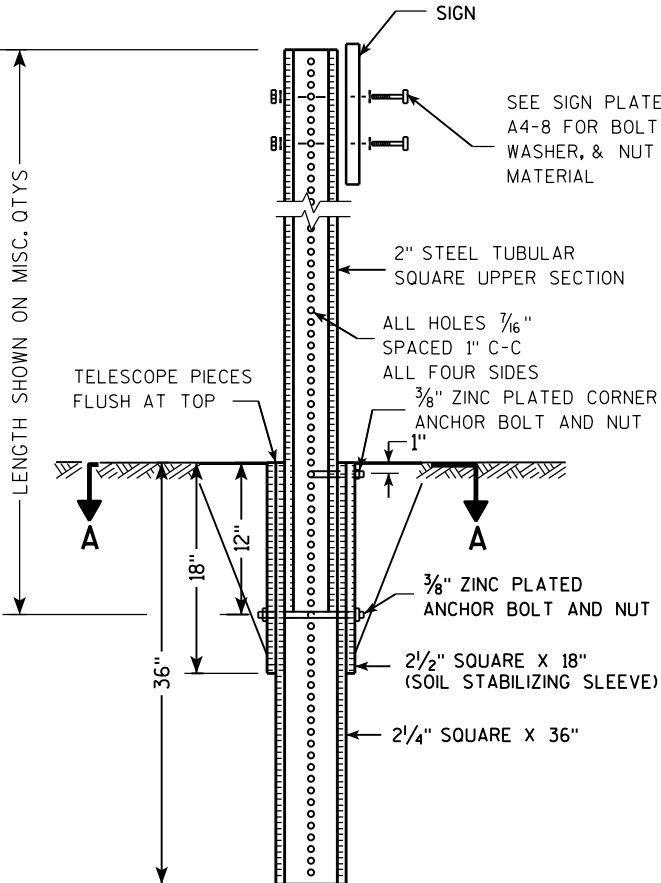
TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM



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



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



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

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

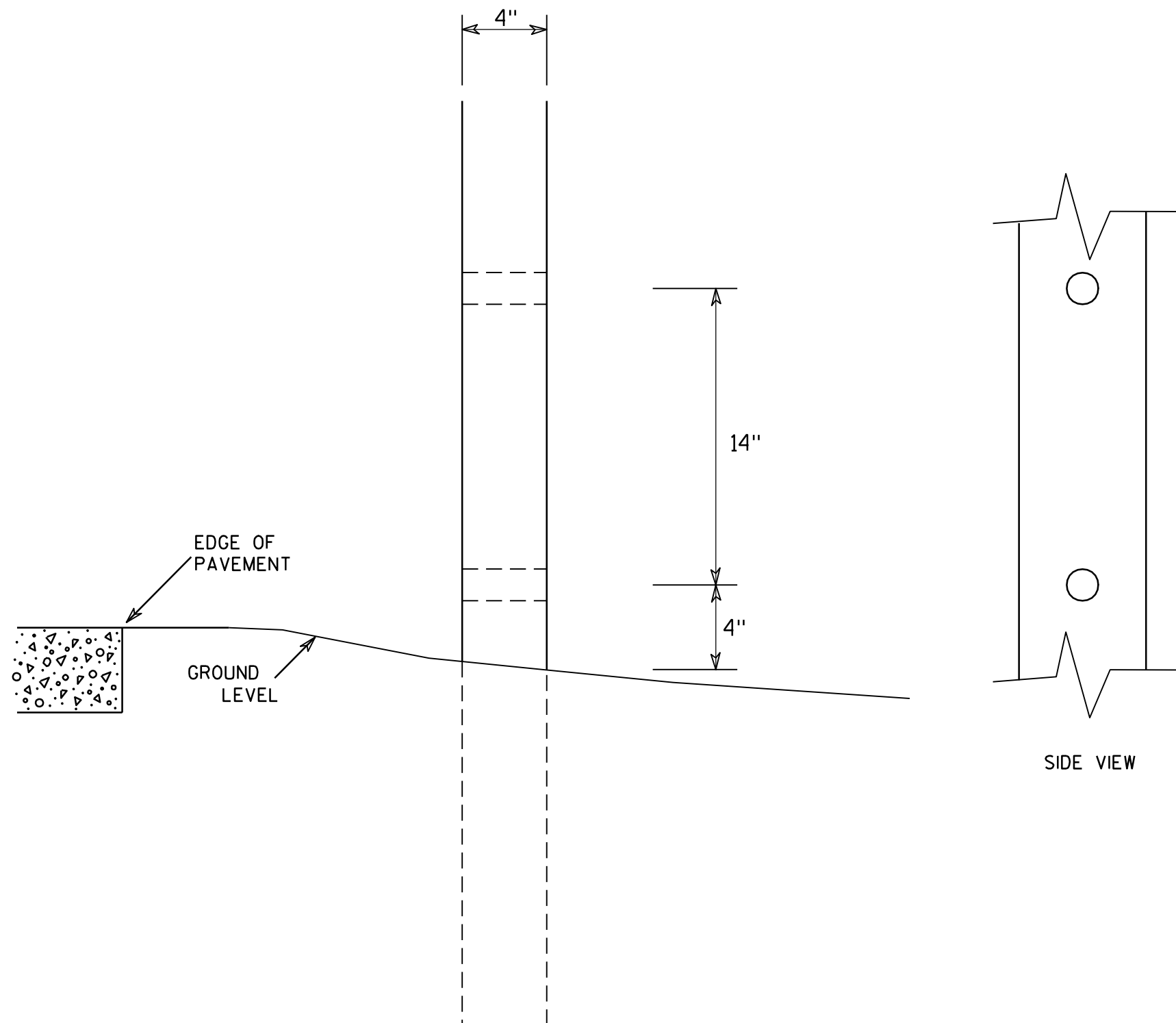
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/05/15 PLAT 150 14-9.9

7



GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

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:

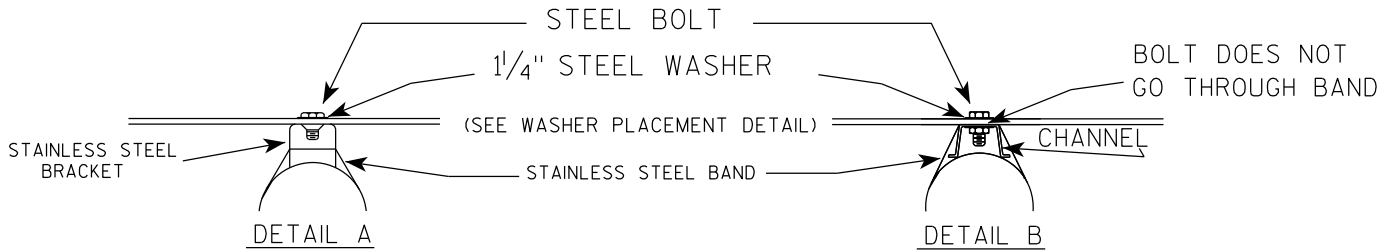
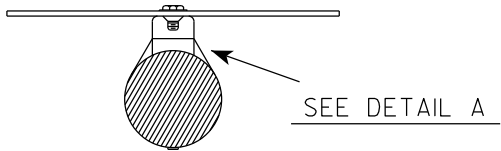
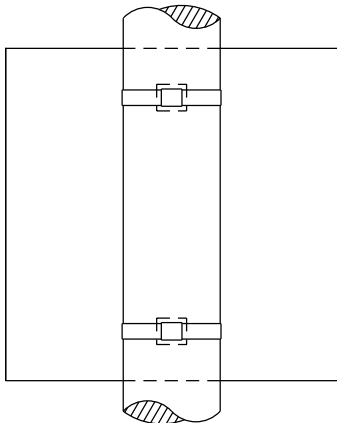
COUNTY:

SHEET NO: 151

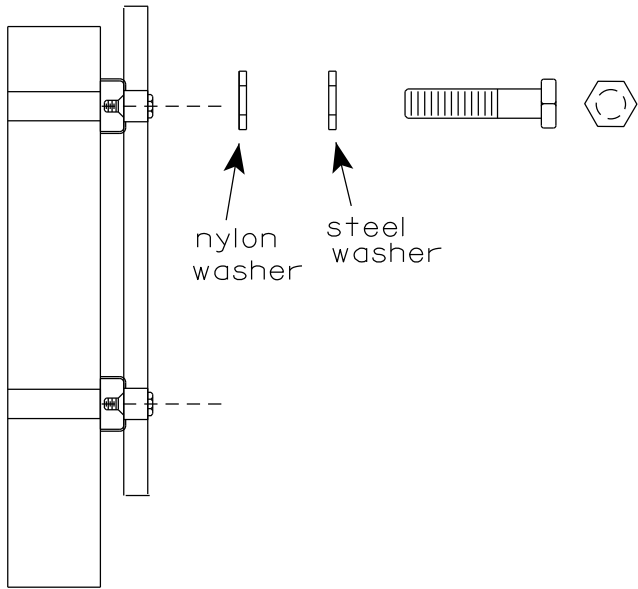
E

BANDING

SINGLE SIGN



WASHER PLACEMENT

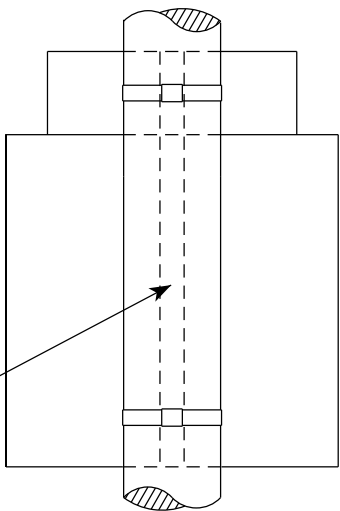


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

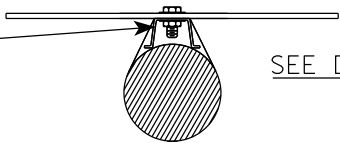
GENERAL NOTES

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

"J" ASSEMBLY



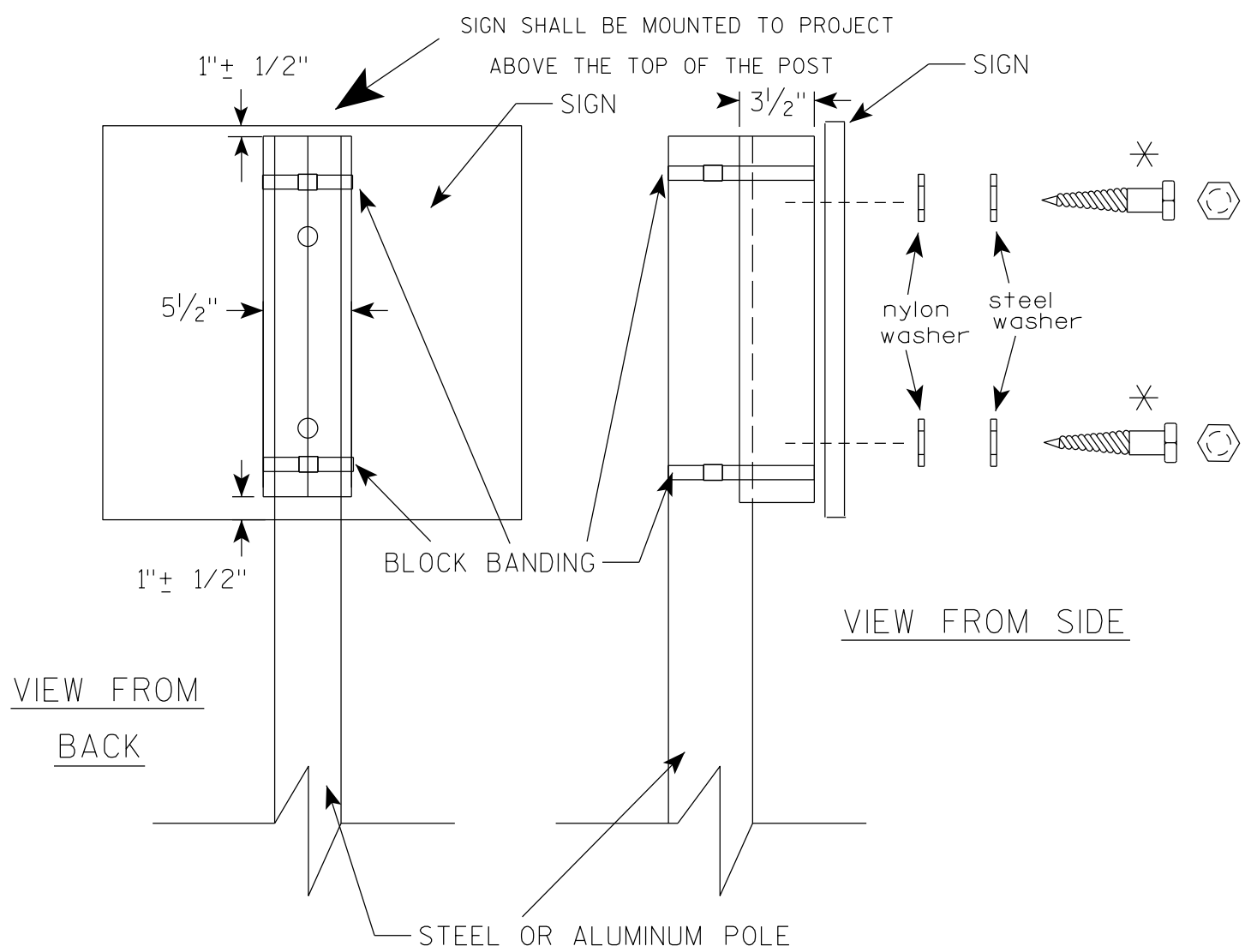
CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET



STANDARD SIGN
SIGN BANDING DETAILS

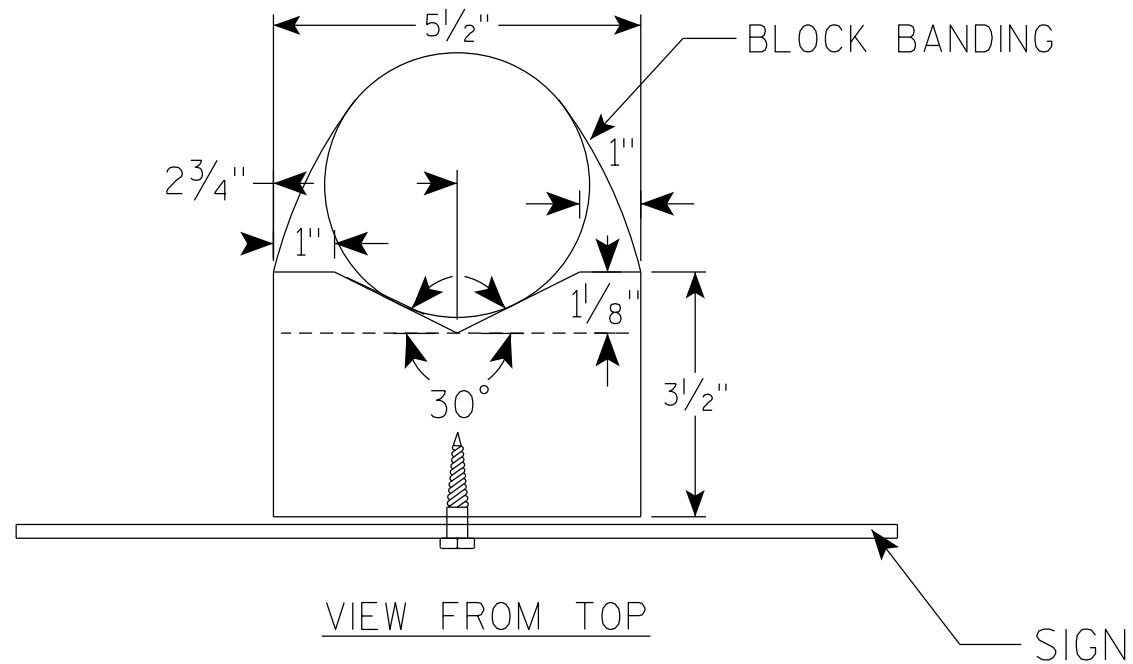
WISCONSIN DEPT OF TRANSPORTATION

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



VIEW FROM
BACK

VIEW FROM SIDE



VIEW FROM TOP

GENERAL NOTES

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

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

BLOCK BANDING DETAIL
(V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

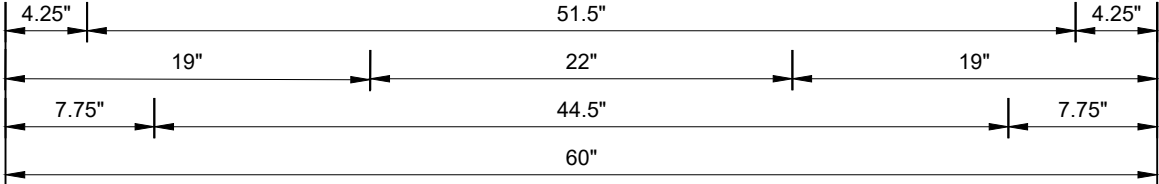
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

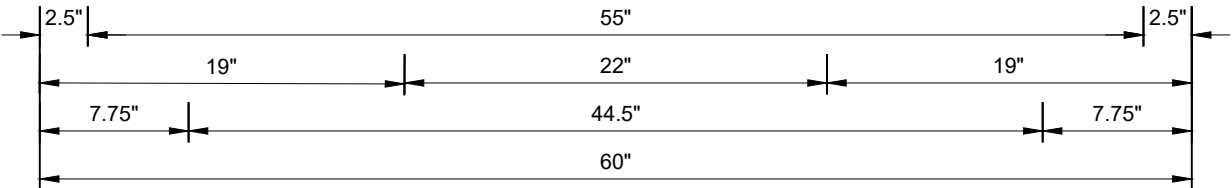
SHEET NO: 153

E



2.25" Radius, 0.625" Boarder, 0.50" Indent

- NOTES:
- 1. ALL SIGNS TYPE II - TYPE F REFLECTIVE
 - 2. COLOR:
BACKGROUND - ORANGE
MESSAGE - BLACK
 - 3. MESSAGE SERIES - D EXCEPT AS NOTED



2.25" Radius, 0.625" Boarder, 0.50" Indent

7

7

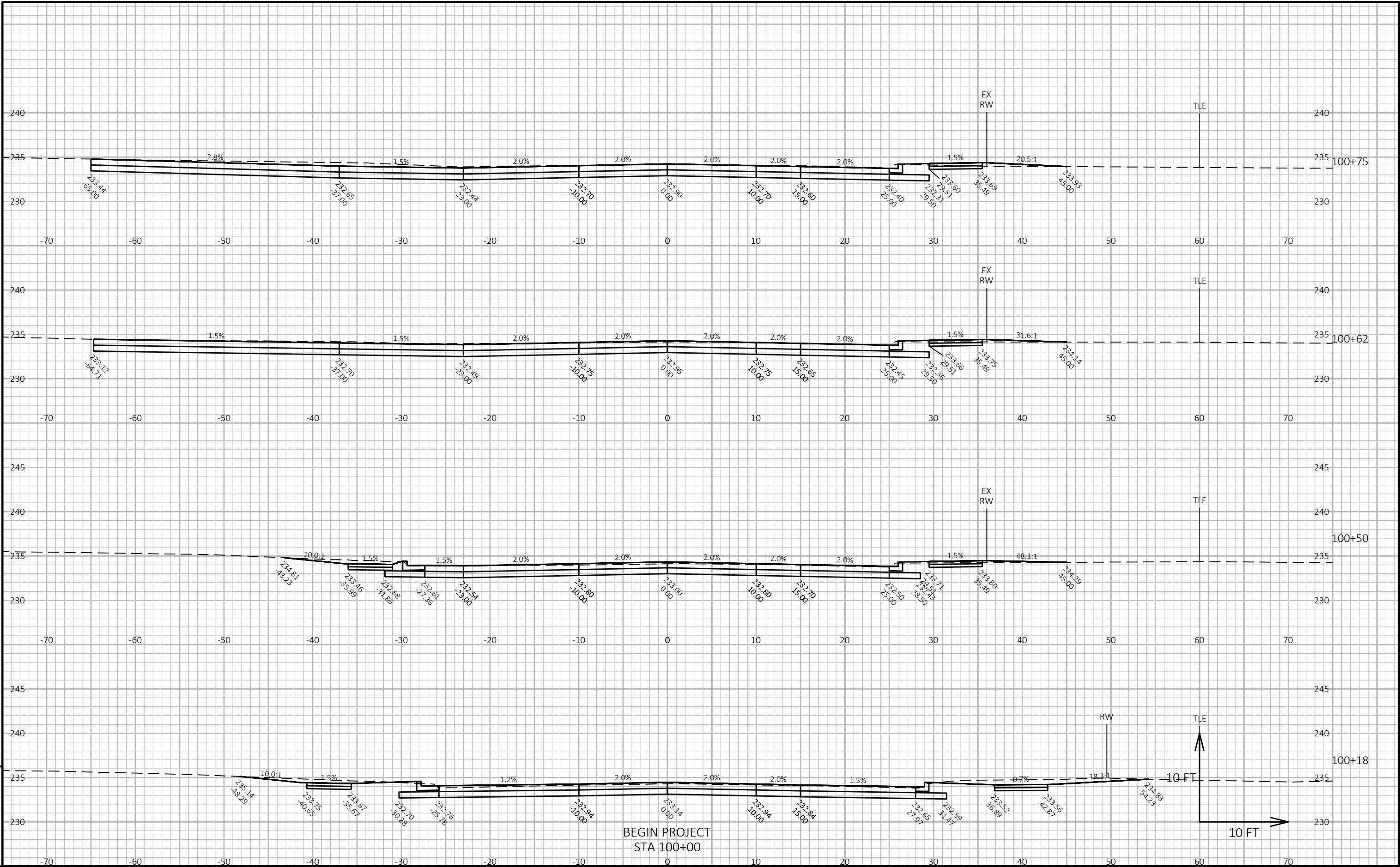
9	DIVISION - COUNTRY CLUB RD.										DIVISION - COUNTRY CLUB RD.										9

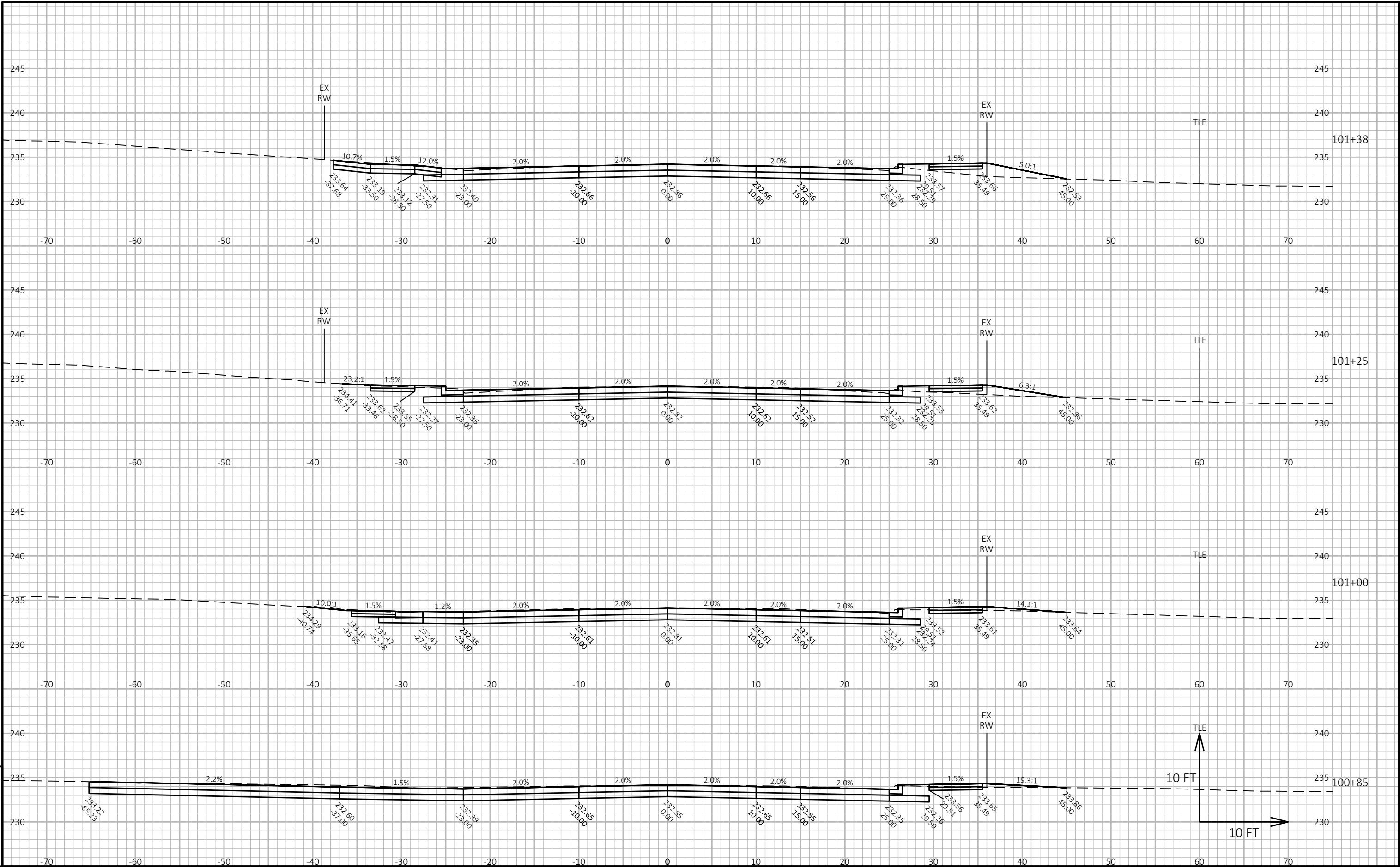
DIVISION - COUNTRY CLUB RD.	DIVISION - COUNTRY CLUB RD.									DIVISION - COUNTRY CLUB RD.												
	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)			AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)				
STATION	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL		FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE	STATION	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL		FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE	
					NOTE 1	NOTE 2	NOTE 3	NOTE 1	1.25	NOTE 8						NOTE 1	NOTE 2	NOTE 3	NOTE 1	1.25	NOTE 8	
116+75.00	118.0	27.3	1.5	99	25	1	5,438	544	3,053		125+00.00	37.0	27.3	10.1	34	25	9	8,052	645	4,685		
117+00.00	105.8	27.3	1.6	104	25	1	5,542	545	3,131		125+25.00	43.5	27.3	9.6	37	25	9	8,089	656	4,686		
117+25.00	124.5	27.3	0.0	107	25	1	5,649	546	3,212		125+50.00	39.6	27.3	8.6	38	25	8	8,127	666	4,689		
117+50.00	117.2	27.3	0.0	112	25	0	5,761	546	3,299		125+75.00	43.7	27.3	3.9	39	25	6	8,166	674	4,695		
117+75.00	115.0	27.3	0.0	108	25	0	5,869	546	3,382		126+00.00	47.7	27.3	2.9	42	25	3	8,208	678	4,709		
118+00.00	118.1	27.3	0.0	108	25	0	5,977	546	3,465		126+25.00	51.9	27.3	1.9	46	25	2	8,254	680	4,727		
118+15.00	133.8	27.3	0.0	70	15	0	6,047	546	3,520		126+50.00	50.0	27.3	2.2	47	25	2	8,301	683	4,747		
118+25.00	113.4	27.3	0.5	46	10	0	6,093	546	3,556		126+75.00	48.7	27.3	2.3	46	25	2	8,347	685	4,765		
118+45.00	186.5	27.3	0.0	111	20	0	6,204	546	3,647		127+00.00	55.3	27.3	1.7	48	25	2	8,395	688	4,786		
118+50.00	126.4	27.3	0.0	29	5	0	6,233	546	3,671		127+25.00	57.5	27.3	1.4	52	25	1	8,447	689	4,811		
118+75.00	119.1	27.3	0.0	114	25	0	6,347	546	3,760		127+50.00	53.2	27.3	2.7	51	25	2	8,498	691	4,835		
119+00.00	117.9	27.3	0.0	110	25	0	6,457	546	3,845		127+75.00	59.3	27.3	1.8	52	25	2	8,550	694	4,859		
119+25.00	113.5	27.3	0.0	107	25	0	6,564	546	3,927		128+00.00	61.9	27.3	2.5	56	25	2	8,606	696	4,888		
119+50.00	119.6	27.3	1.3	108	25	1	6,672	548	4,009		128+25.00	62.6	27.3	5.6	58	25	4	8,664	701	4,916		
119+75.00	89.9	27.3	3.2	97	25	2	6,769	550	4,078		128+50.00	61.4	27.3	5.1	57	25	5	8,721	708	4,942		
119+98.71	116.4	53.6	1.8	91	36	2	6,860	553	4,131		128+75.00	59.1	27.3	5.4	56	25	5	8,777	714	4,966		
120+00.00	115.6	53.6	2.2	6	3	0	6,866	553	4,134		129+00.00	56.7	27.3	5.6	54	25	5	8,831	720	4,989		
120+14.43	185.6	53.6	0.0	80	29	1	6,946	554	4,183		129+25.00	48.2	27.3	3.7	49	25	4	8,880	725	5,008		
120+25.00	99.8	53.6	0.0	56	21	0	7,002	554	4,218		129+50.00	43.5	27.3	2.6	42	25	3	8,922	729	5,021		
120+30.54	104.3	53.6	0.0	21	11	0	7,023	554	4,228		129+75.00	43.0	27.3	2.1	40	25	2	8,962	731	5,034		
120+50.00	66.5	28.3	0.3	62	30	0	7,085	554	4,260		129+86.00	49.6	27.3	0.1	19	11	0	8,981	731	5,042		
120+75.00	60.9	27.3	0.1	59	26	0	7,144	554	4,293		130+00.00	40.3	27.3	2.7	23	14	1	9,004	733	5,050		
121+00.00	61.5	27.3	0.4	57	25	0	7,201	554	4,325		130+25.00	45.9	27.3	1.1	40	25	2	9,044	735	5,062		
121+12.00	131.7	27.3	0.0	43	12	0	7,244	554	4,356		130+50.00	46.3	27.3	1.0	43	25	1	9,087	736	5,079		
121+25.00	55.7	27.3	0.9	45	13	0	7,289	554	4,388		130+75.00	51.4	27.3	1.8	45	25	1	9,132	738	5,098		
121+50.00	63.4	27.3	0.0	55	25	0	7,344	554	4,418		131+00.00	59.4	27.3	1.5	51	25	2	9,183	740	5,121		
121+75.00	68.4	27.3	0.0	61	25	0	7,405	554	4,454		131+25.00	68.4	27.3	0.8	59	25	1	9,242	741	5,154		
122+00.00	79.7	27.3	0.0	69	25	0	7,474	554	4,498		131+50.00	76.2	27.3	0.2	67	25	0	9,309	741	5,196		
122+25.00	59.2	27.3	0.0	64	25	0	7,538	554	4,537		131+61.00	94.8	27.3	0.2	35	11	0	9,344	741	5,220		
122+50.00	52.1	27.3	0.7	52	25	0	7,590	554	4,564		131+75.00	79.2	27.3	0.2	45	14	0	9,389	741	5,251		
122+62.00	62.7	27.3	0.6	26	12	0	7,616	554	4,578		132+00.00	78.5	27.3	0.1	73	25	0	9,462	741	5,299		
122+75.00	54.2	27.3	1.4	28	13	0	7,644	554	4,593		132+16.00	101.8	27.3	0.1	53	16	0	9,515	741	5,336		
123+00.00	47.4	27.3	5.5	47	25	3	7,691	558	4,612		132+25.00	74.5	27.3	0.2	29	9	0	9,544	741	5,356		
123+25.00	49.9	27.3	7.8	45	25	6	7,736	565	4,624		132+50.00	72.4	27.3	0.7	68	25	0	9,612	741	5,399		
123+50.00	86.4	27.3	10.0	63	25	8	7,799	575	4,652		132+75.00	71.8	27.3	0.6	67	25	1	9,679	743	5,440		
123+75.00	47.8	27.3	9.3	62	25	9	7,861	586	4,678		133+00.00	68.9	27.3	2.3	65	25	1	9,744	744	5,478		
124+00.00	39.4	27.3	10.3	40	25	9	7,901	598	4,682		133+18.00	73.7	27.3	4.4	48	18	2	9,792	746	5,506		
124+25.00	35.0	27.3	10.9	34	25	10	7,935	610	4,678		133+25.00	72.8	27.3	3.9	19	7	1	9,811	748	5,517		
124+50.00	54.0	27.3	9.9	41	25	10	7,976	623	4,682		133+50.00	50.8	32.5	6.3	57	28	5	9,868	754	5,539		
124+75.00	37.0	27.3	10.0	42	25	9	8,018	634	4,687		133+61.04	100.2	37.1	0.0	31	14	1	9,899	755	5,555		
9	NOTES:																					
	1 - CUT				CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL																	
	2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL				THIS DOES NOT SHOW UP IN CROSS SECTIONS																	
	3 - FILL				DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME																	
	8 - MASS ORDINATE				CUT - SALVAGED PAVT - (FILL * FILL FACTOR)																	
PROJECT NO: 4987-02-75					HWY: COUNTRY CLUB ROAD			COUNTY: BROWN			COMPUTER EARTHWORK DATA							SHEET 156		E		

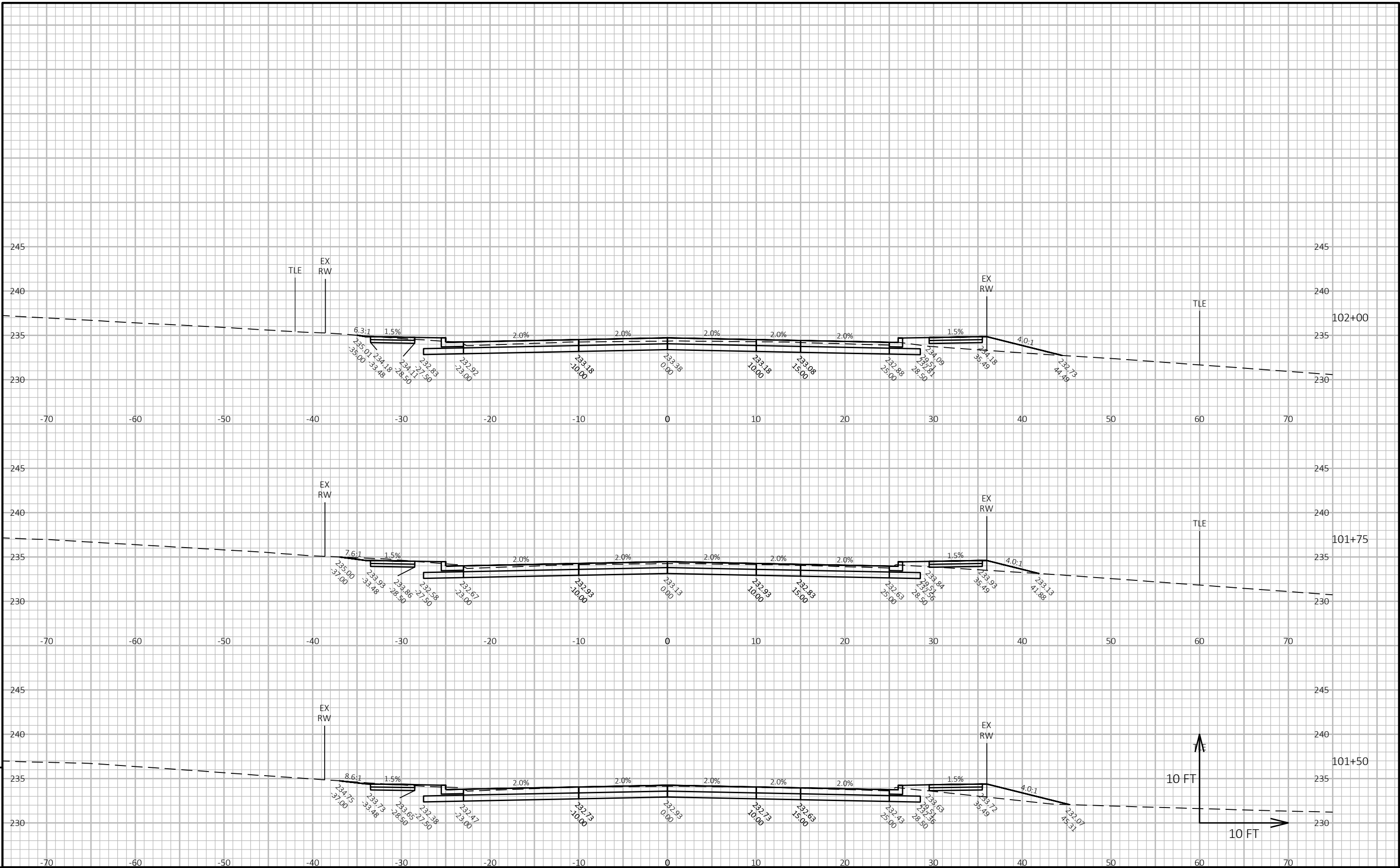
DIVISION - COUNTRY CLUB RD.

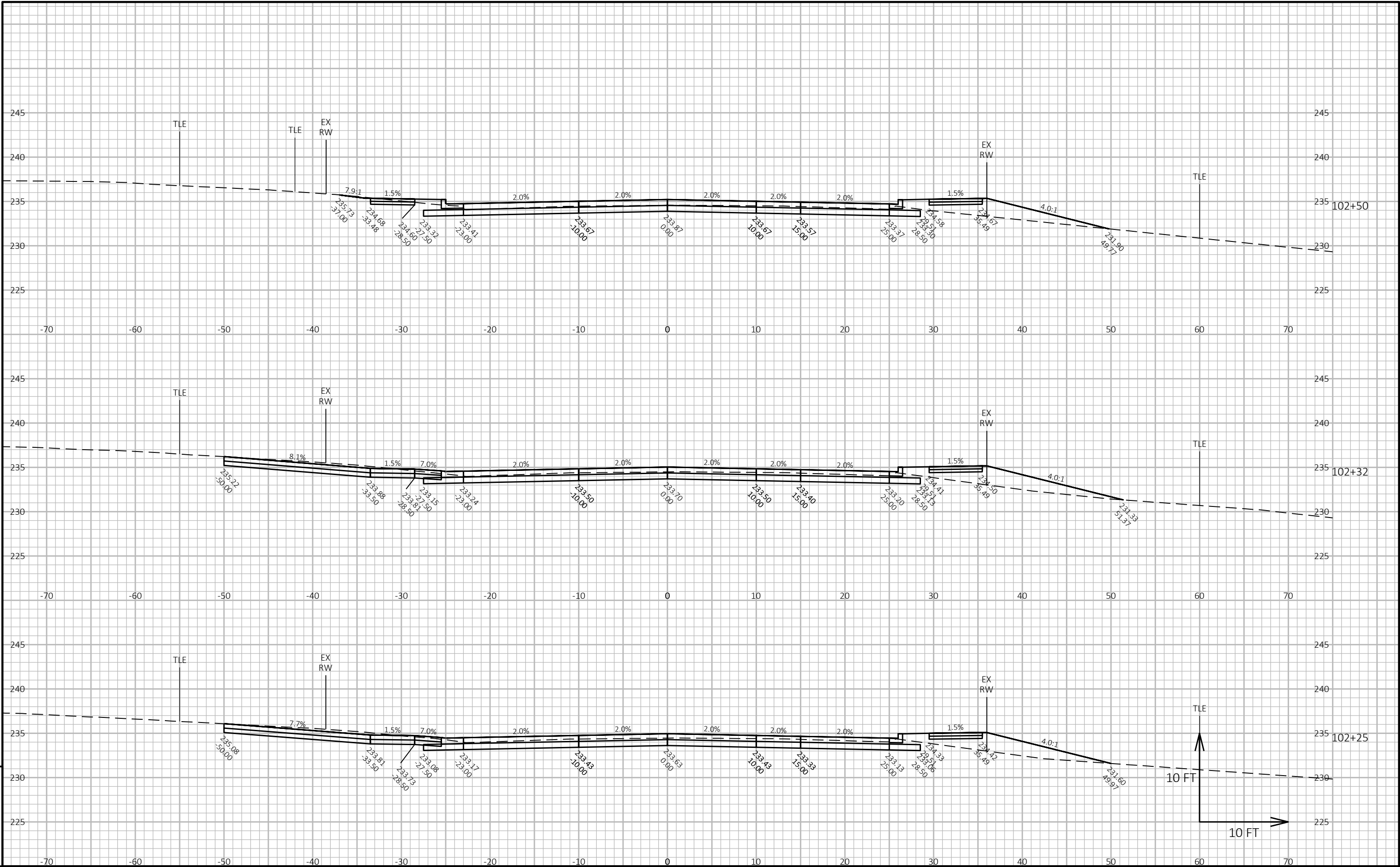
STATION	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
				NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25 NOTE 1	NOTE 8
133+75.00	106.4	37.1	0.0	53	19	0	9,952	755	5,589
133+77.44	107.4	37.1	0.0	10	3	0	9,962	755	5,596
133+94.35	108.2	37.1	0.4	68	23	0	10,030	755	5,641
134+00.00	41.7	37.1	3.9	16	8	0	10,046	755	5,649
134+25.00	76.5	27.3	0.1	55	30	2	10,101	758	5,672
134+50.00	68.7	27.3	0.3	67	25	0	10,168	758	5,714
134+75.00	68.8	27.3	1.2	64	25	1	10,232	759	5,751
135+00.00	67.9	27.3	1.5	63	25	1	10,295	760	5,788
135+25.00	69.8	27.3	1.0	64	25	1	10,359	761	5,826
135+50.00	71.0	27.3	1.8	65	25	1	10,424	763	5,865
135+63.00	82.0	27.3	0.0	37	13	0	10,461	763	5,889
135+75.00	74.6	27.3	1.6	35	12	0	10,496	763	5,912
136+00.00	66.9	27.3	2.4	66	25	2	10,562	765	5,950
136+14.00	73.0	27.3	2.1	36	14	1	10,598	766	5,971
136+25.00	64.5	27.3	2.2	28	11	1	10,626	768	5,987
136+50.00	51.7	27.3	2.7	54	25	2	10,680	770	6,013
136+75.00	60.9	27.3	3.7	52	25	3	10,732	774	6,036
137+00.00	49.8	27.3	11.6	51	25	7	10,783	783	6,054
137+25.00	47.6	27.3	82.4	45	25	44	10,828	838	6,019
137+50.00	42.3	27.3	12.9	42	25	44	10,870	893	5,981
137+75.00	52.9	27.3	22.7	44	25	16	10,914	913	5,980
138+00.00	58.4	27.3	19.7	52	25	20	10,966	938	5,982
138+25.00	56.8	27.3	18.5	53	25	18	11,019	960	5,987
138+50.00	54.9	27.3	23.4	52	25	19	11,071	984	5,990
138+75.00	62.6	32.0	23.8	54	27	22	11,125	1,011	5,990
138+91.11	95.1	54.0	1.5	47	26	8	11,172	1,021	6,001
139+00.00	99.2	54.0	1.3	32	18	0	11,204	1,021	6,015
139+07.50	103.4	54.0	1.1	28	15	0	11,232	1,021	6,028
139+23.56	103.2	54.0	0.8	61	32	1	11,293	1,023	6,056
139+25.00	103.3	54.0	0.8	6	3	0	11,299	1,023	6,059
139+50.00	39.6	25.3	0.7	66	37	1	11,365	1,024	6,086
139+75.00	37.6	25.0	1.7	36	23	1	11,401	1,025	6,098

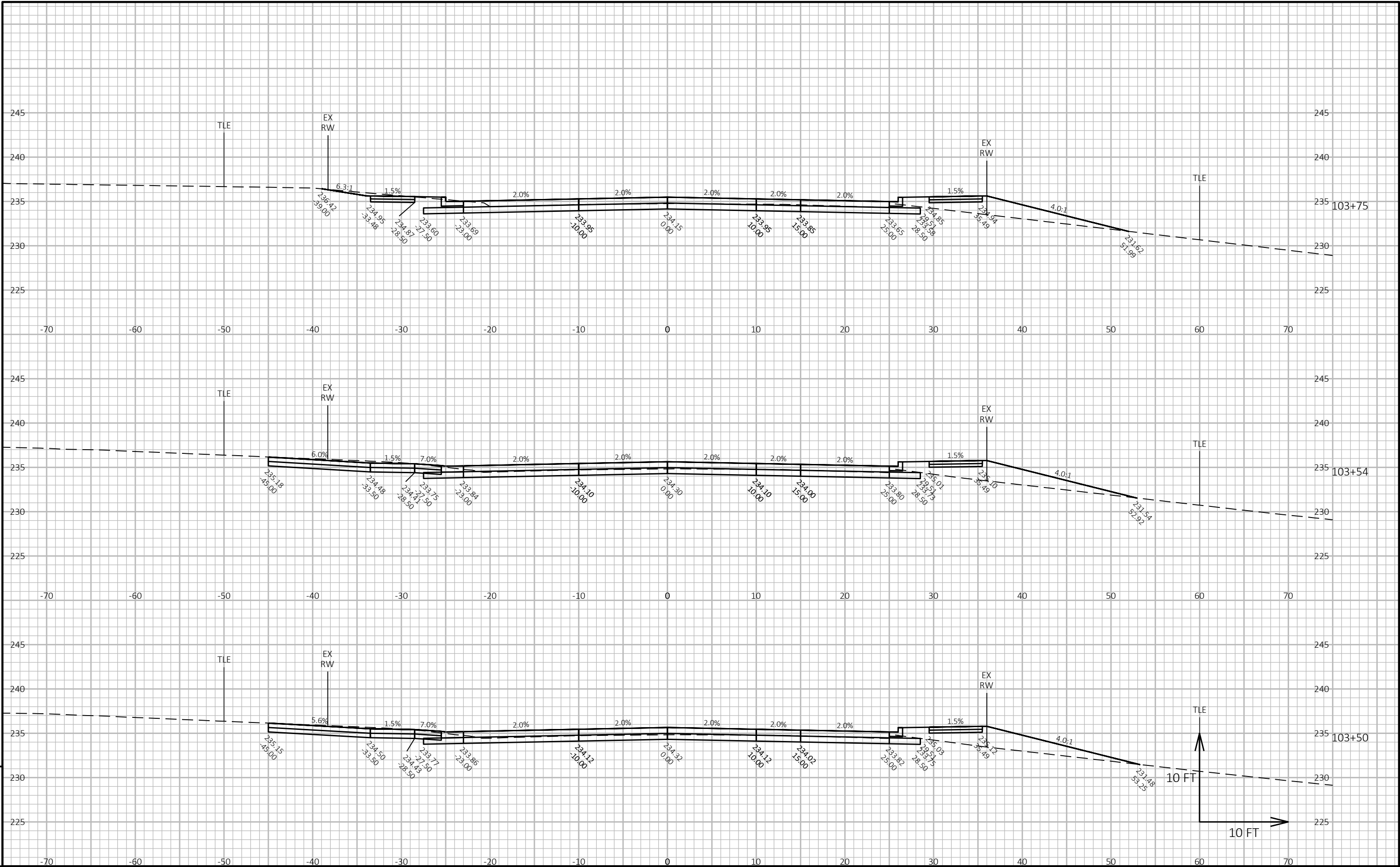
NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
8 - MASS ORDINATE	CUT - SALVAGED PAVT - (FILL * FILL FACTOR)

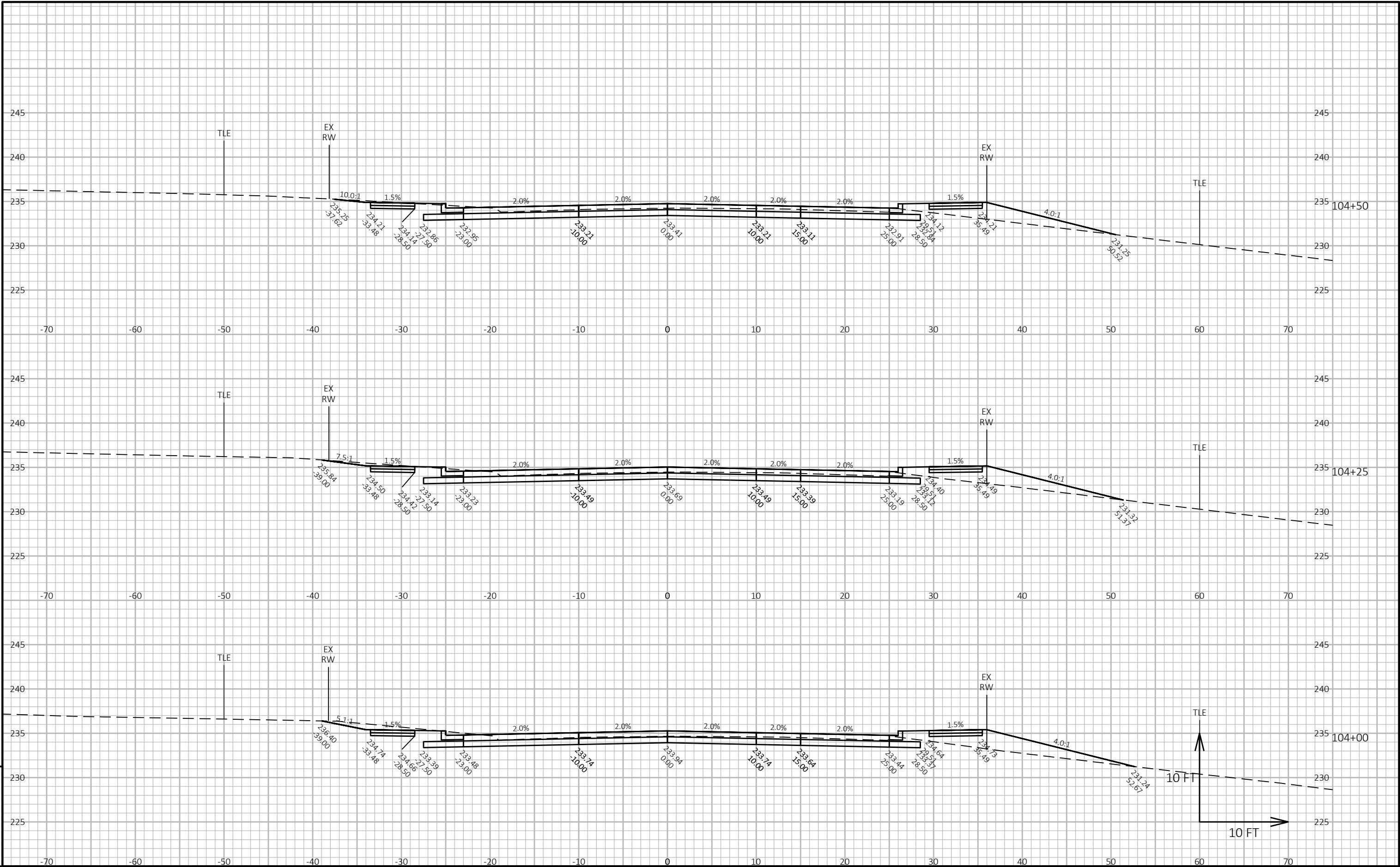


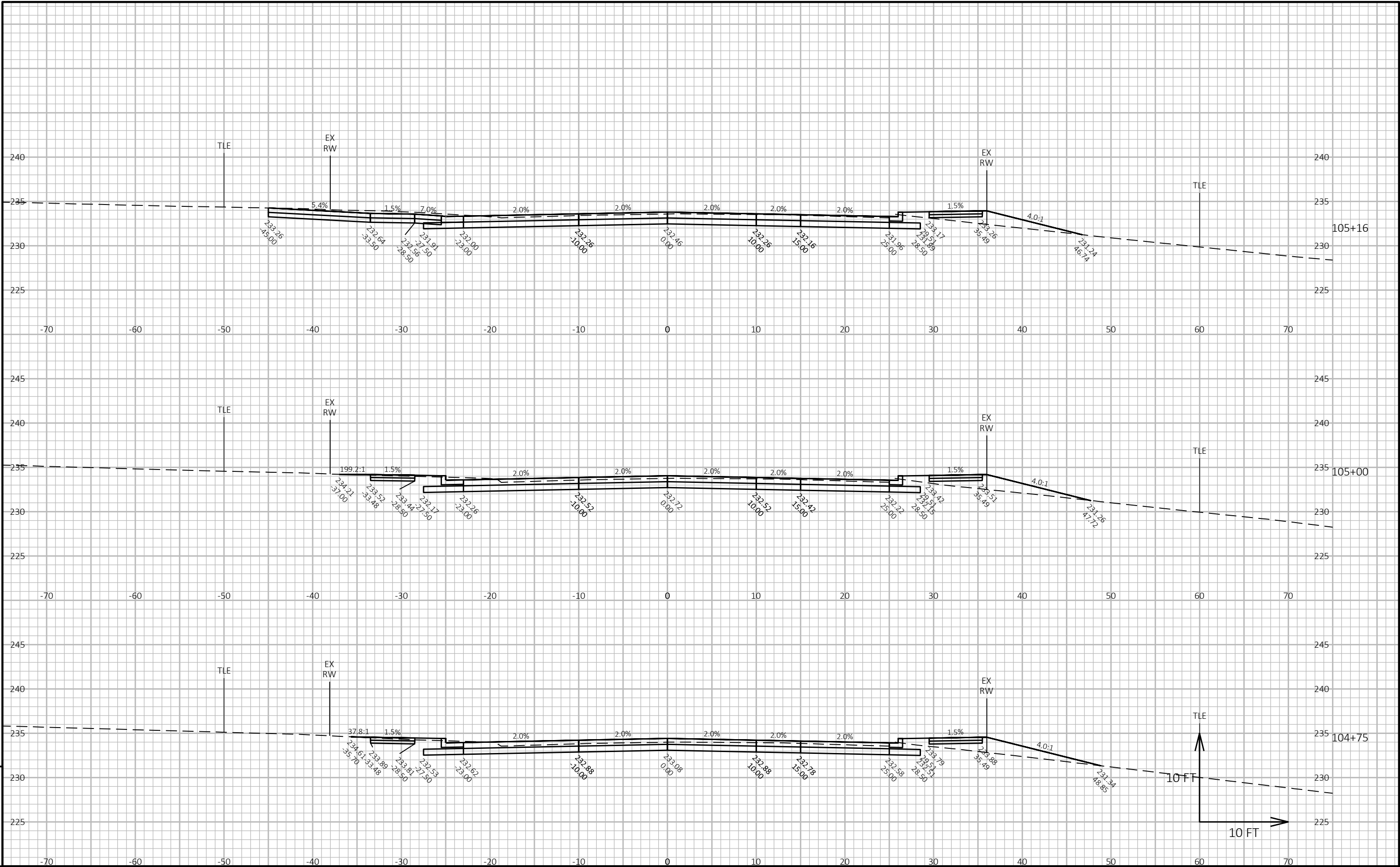


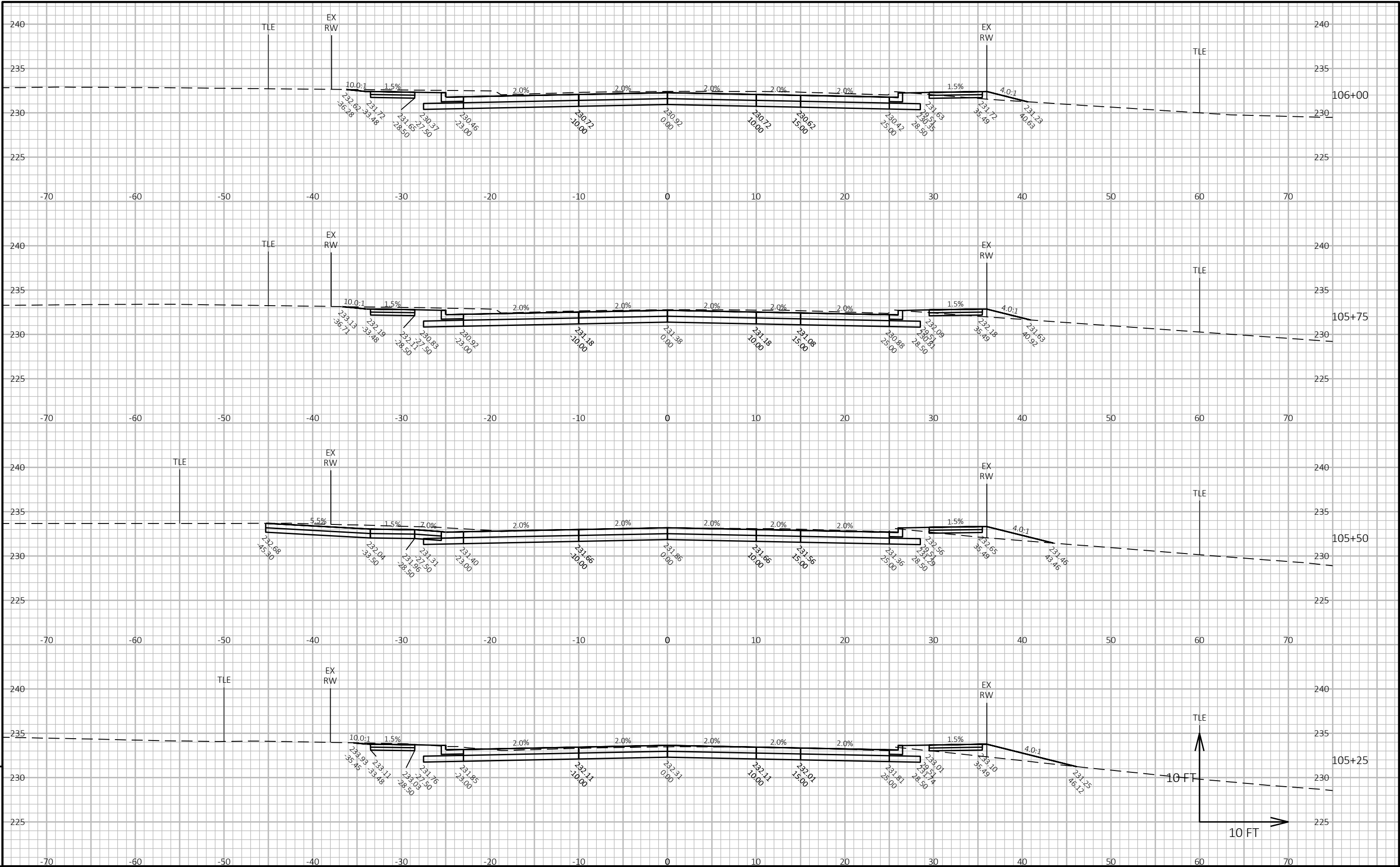


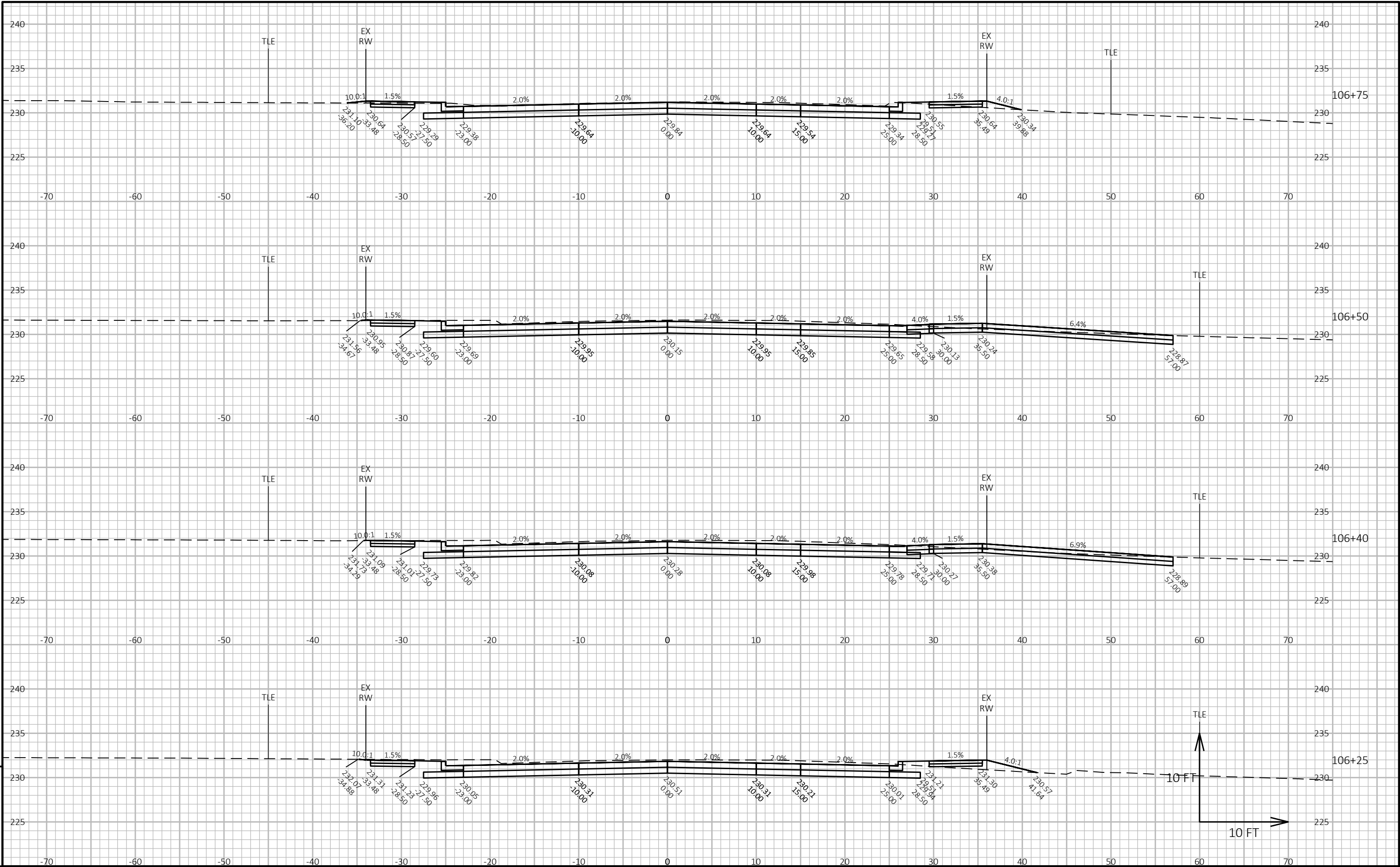




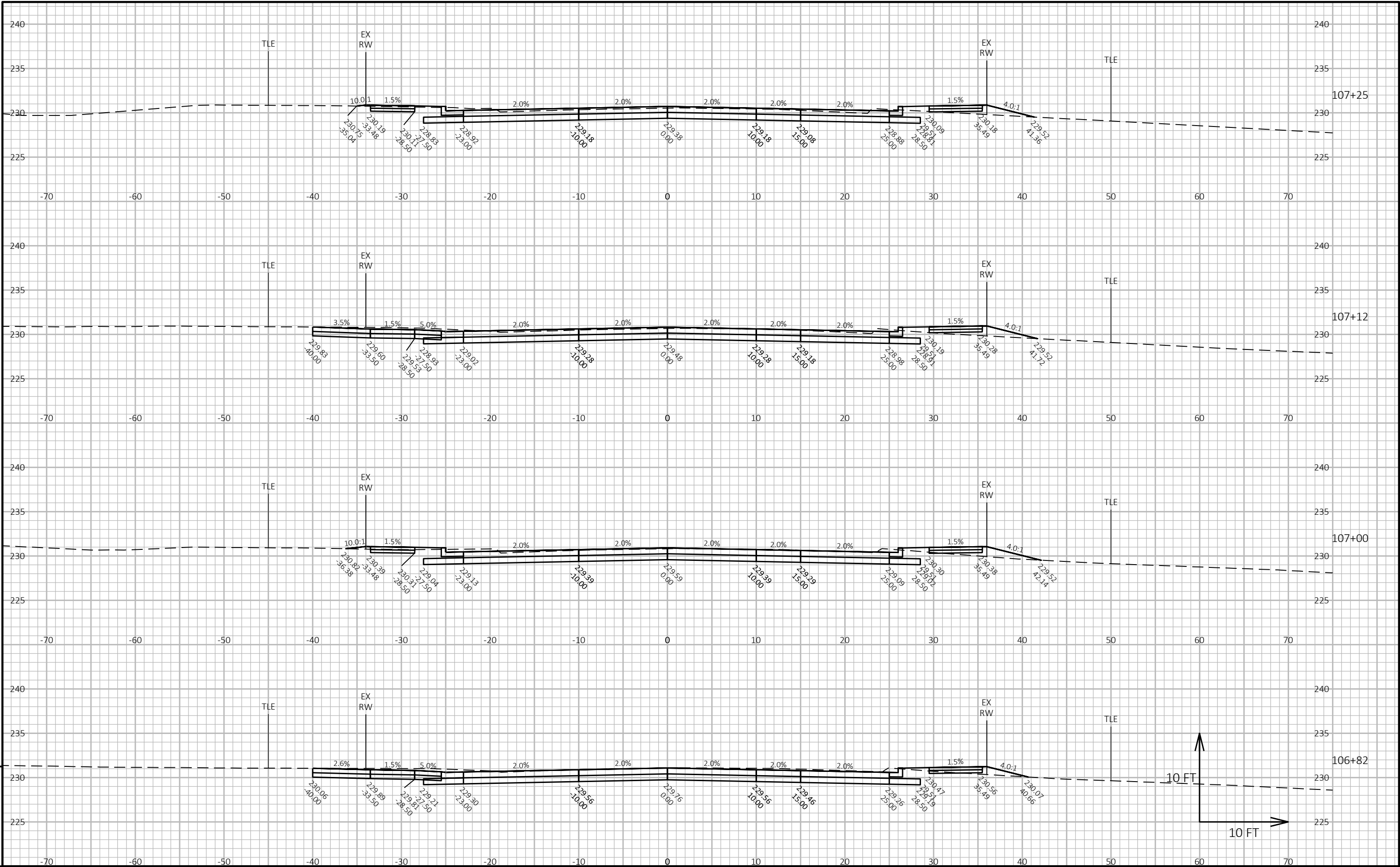


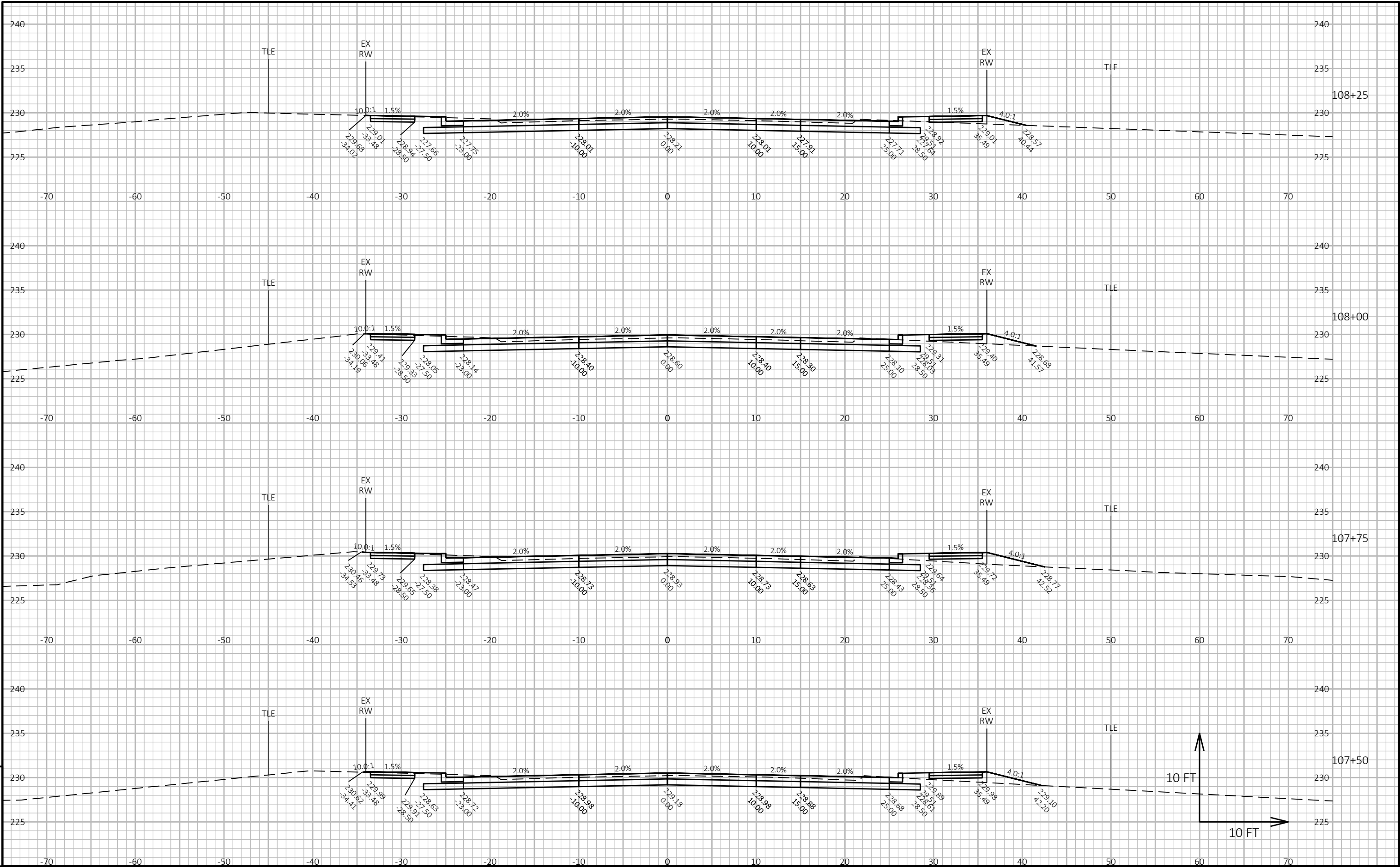


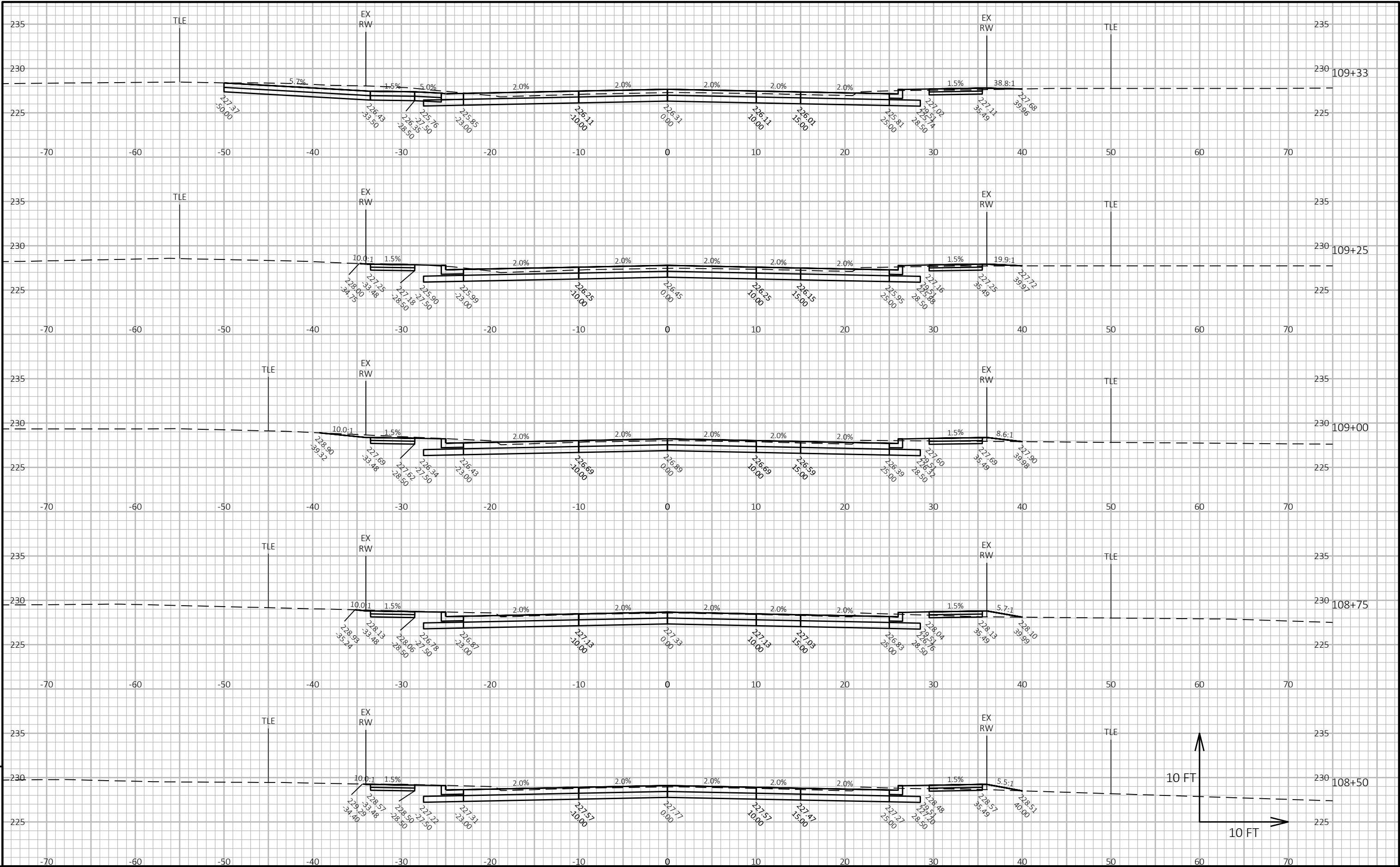


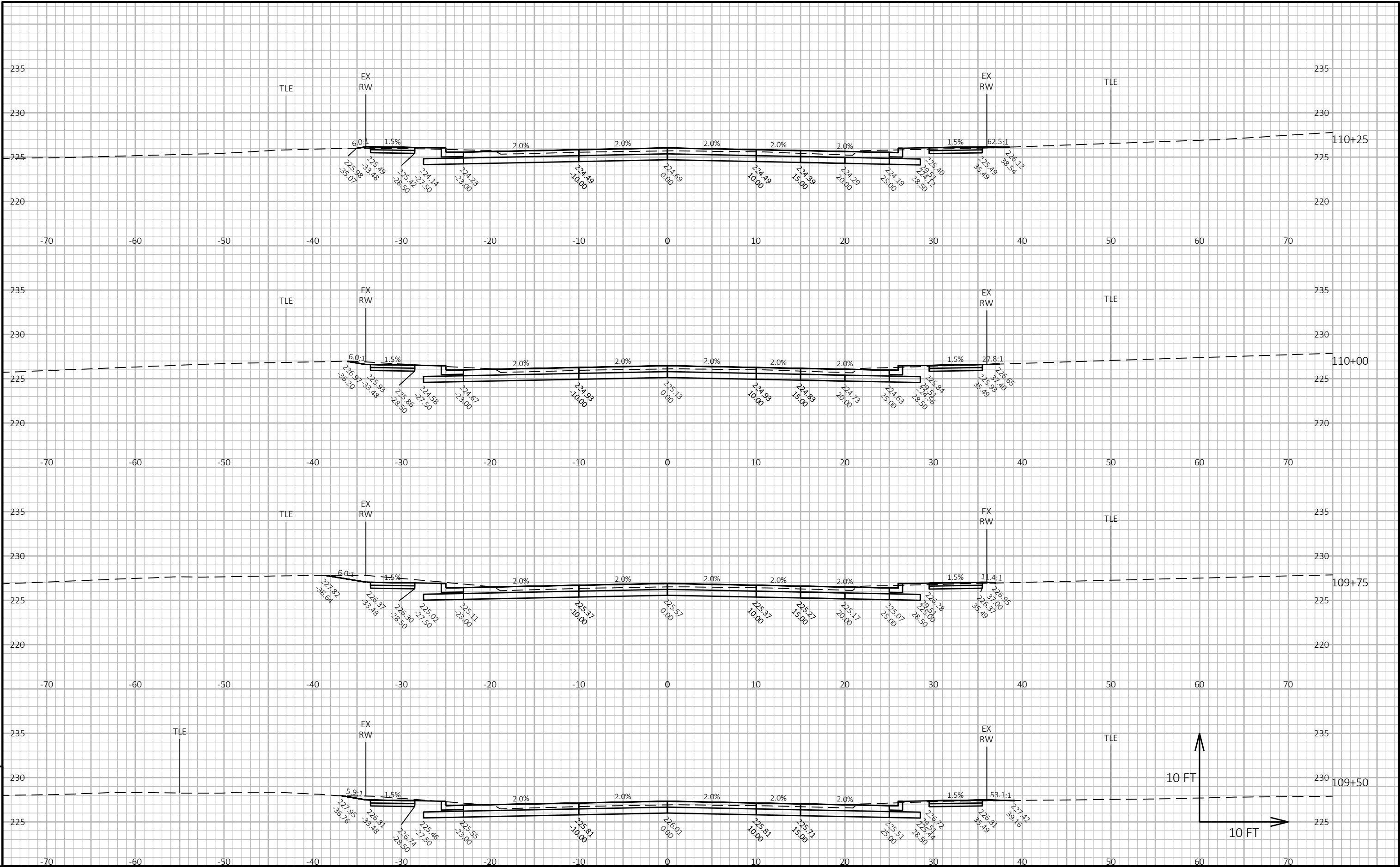


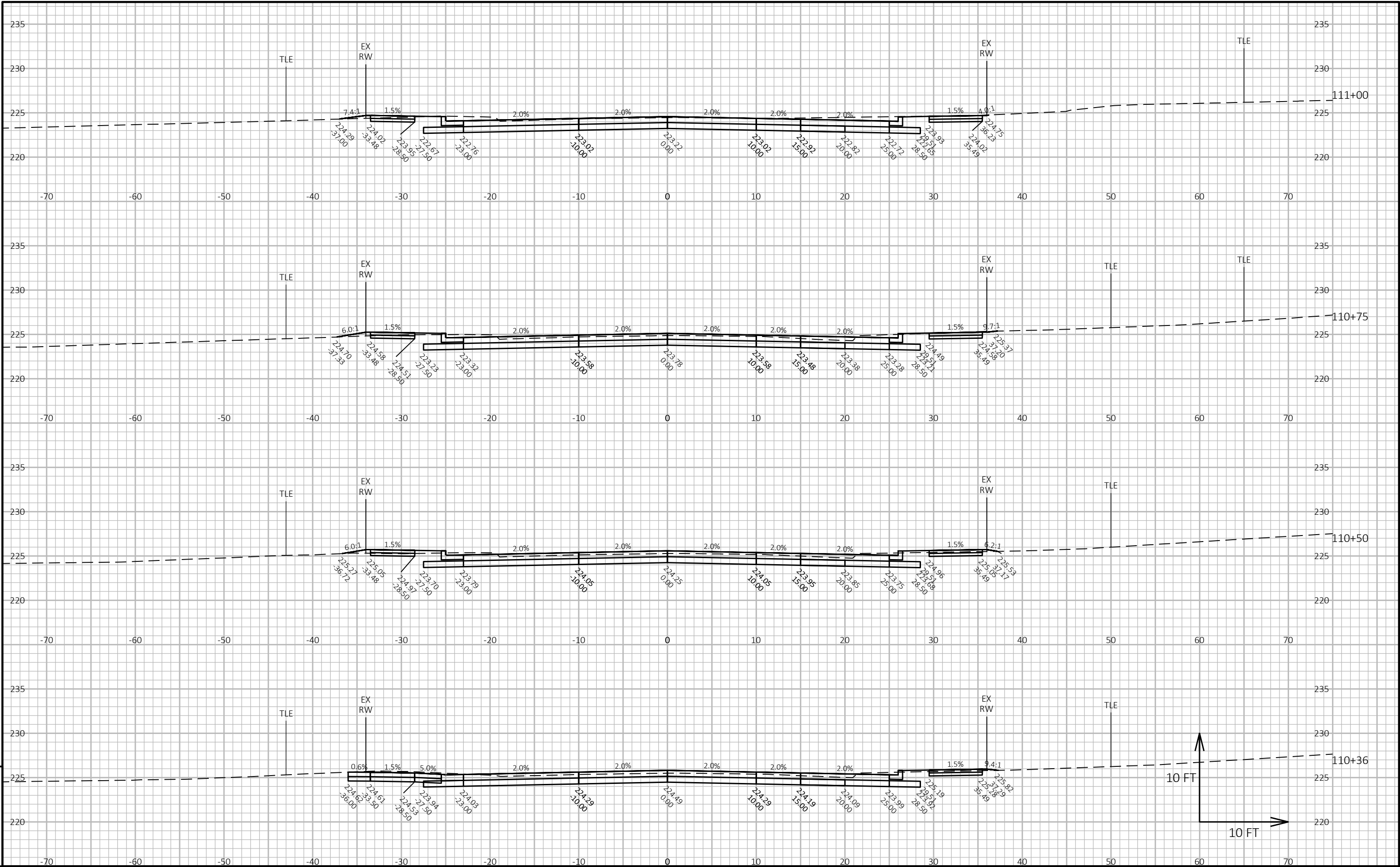
PROJECT NO: 4987-02-75	HWY: COUNTRY CLUB ROAD	COUNTY: BROWN	CROSS SECTIONS: COUNTRY CLUB ROAD	SHEET 167	E
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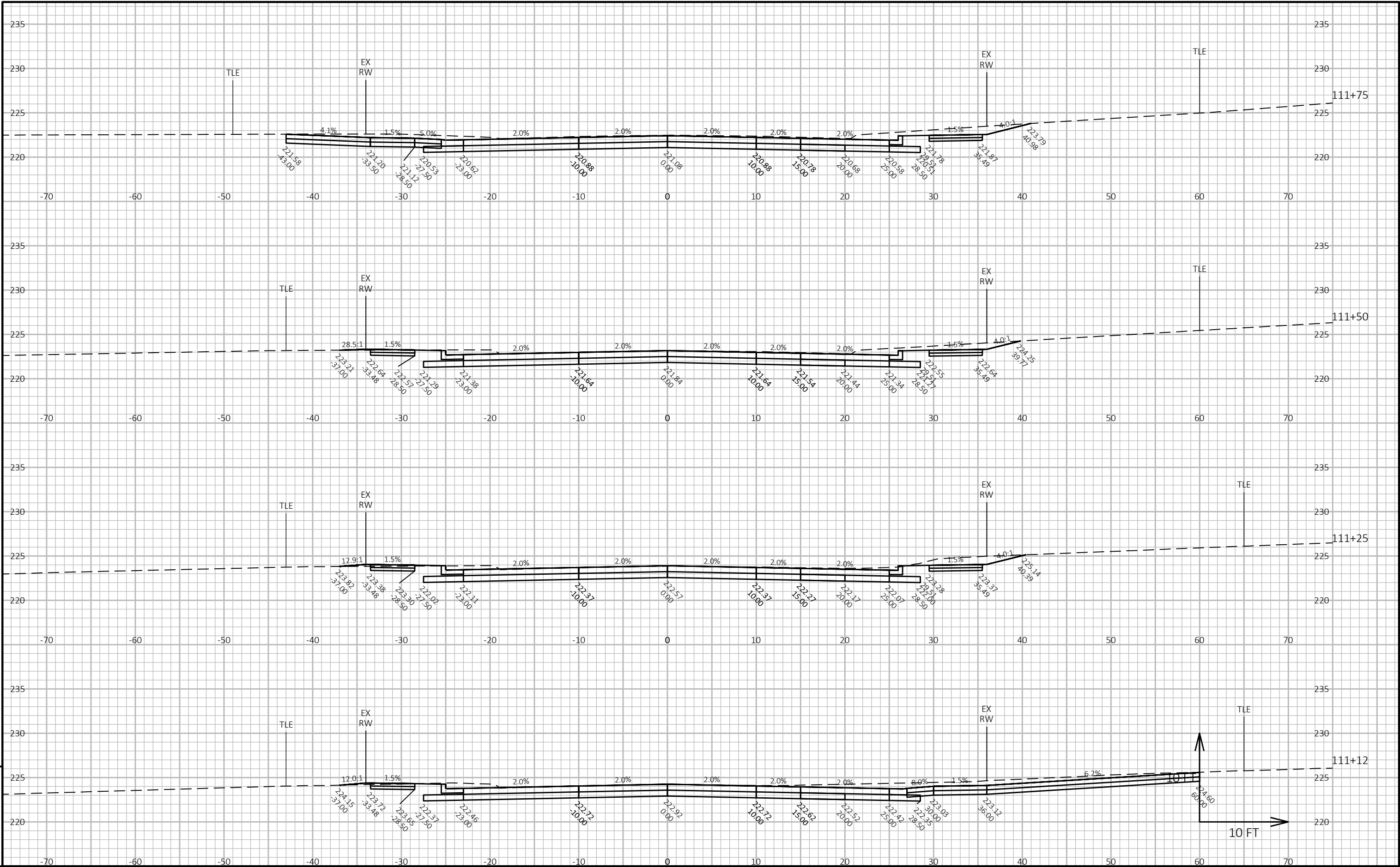


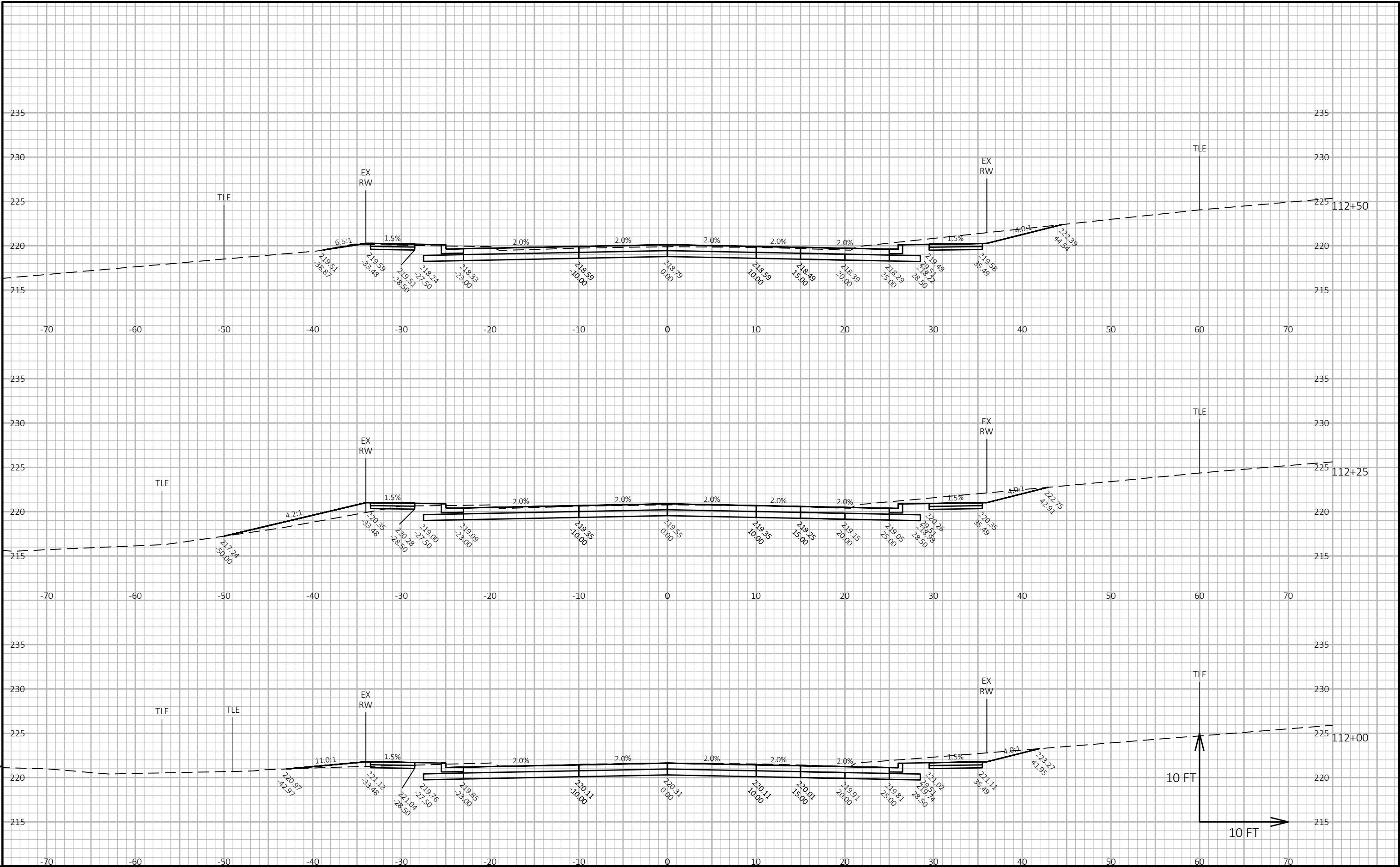


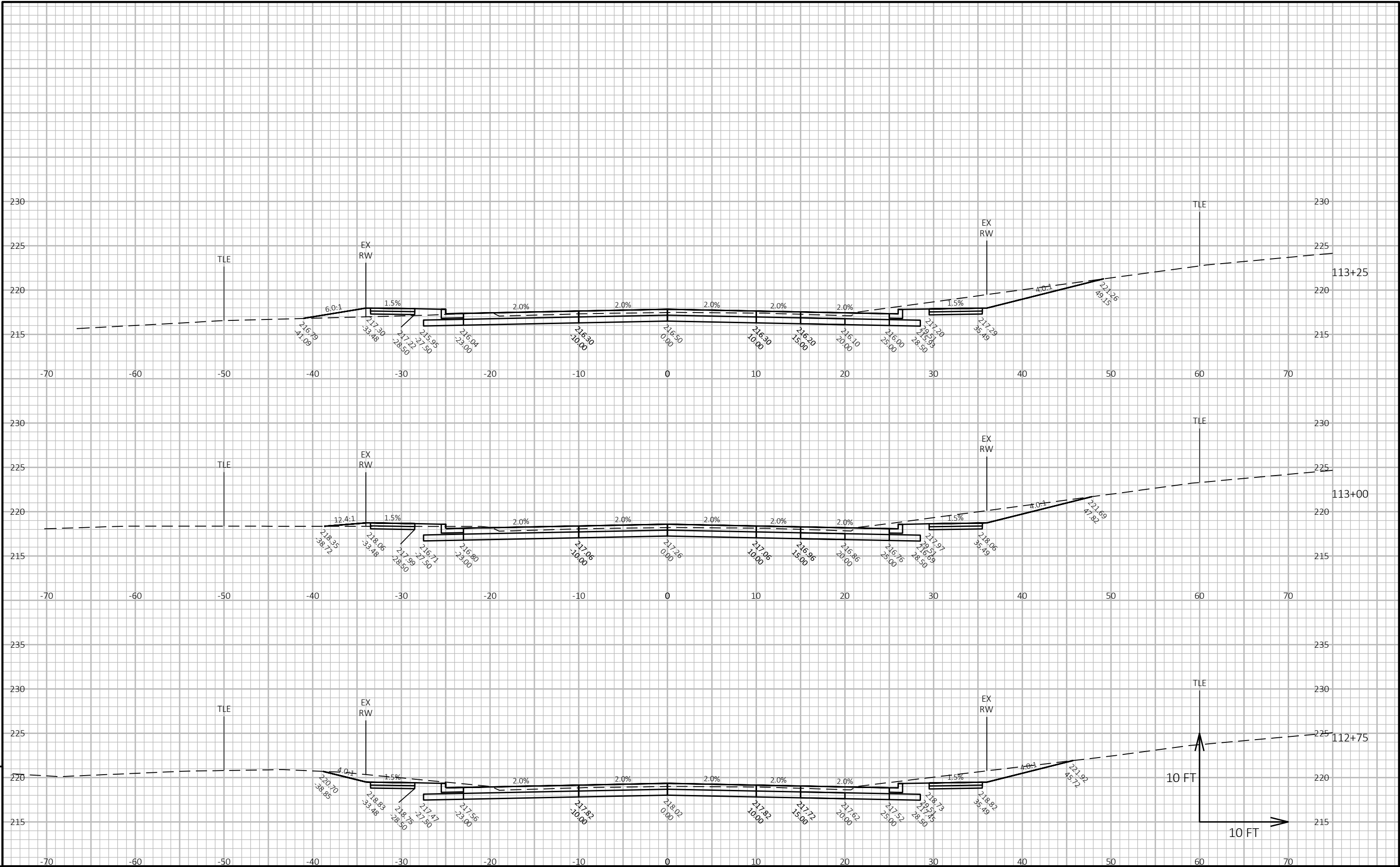


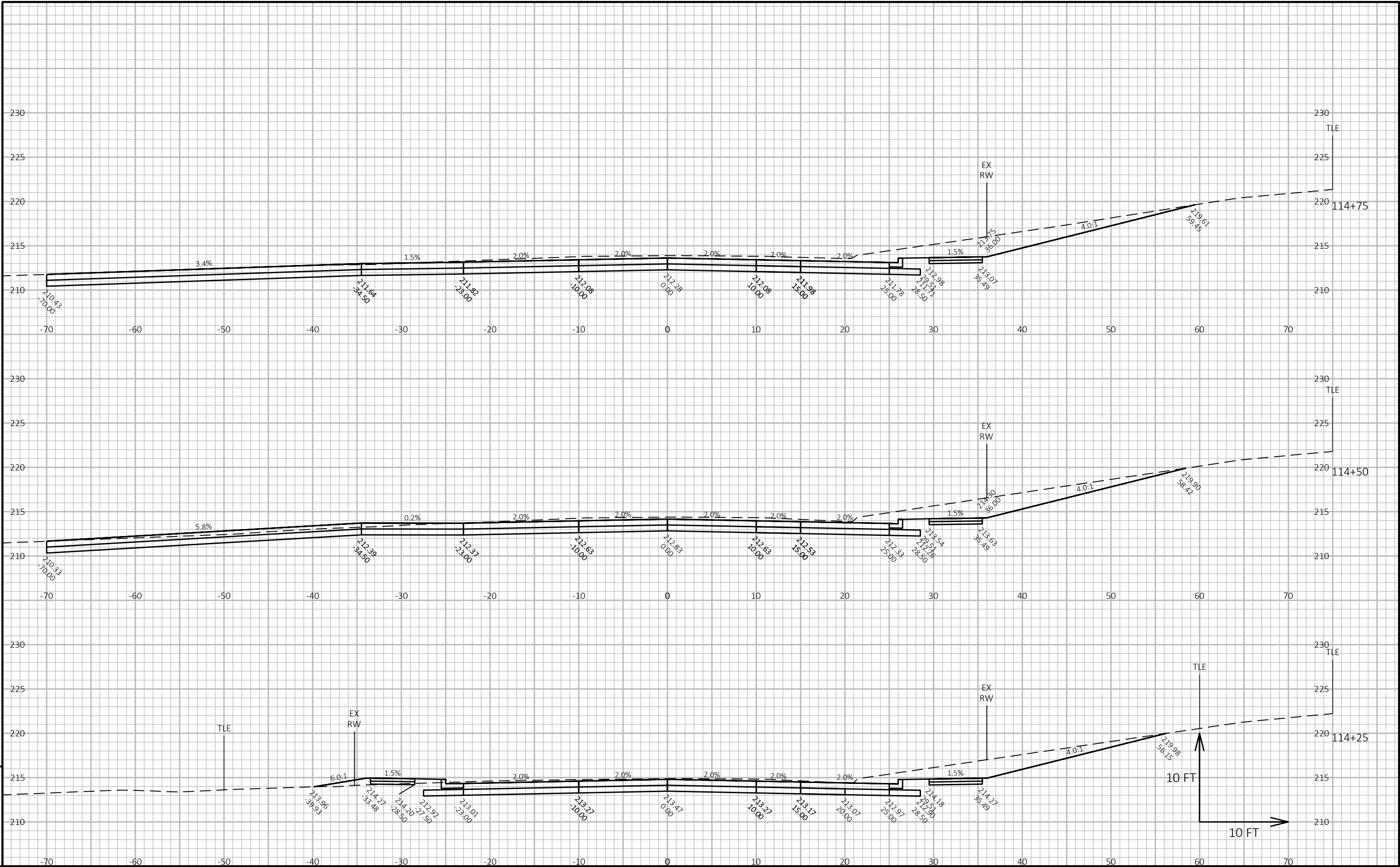


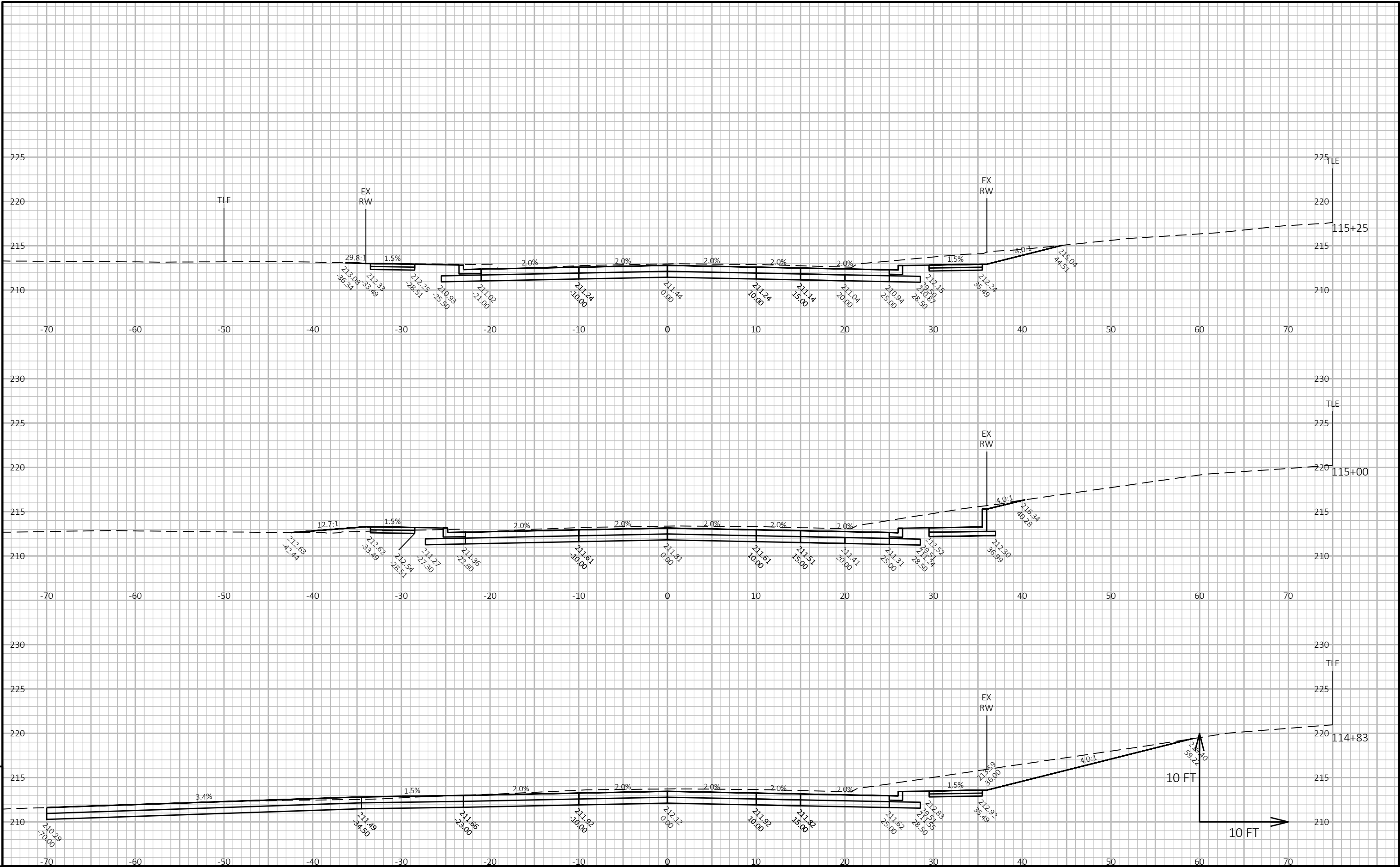


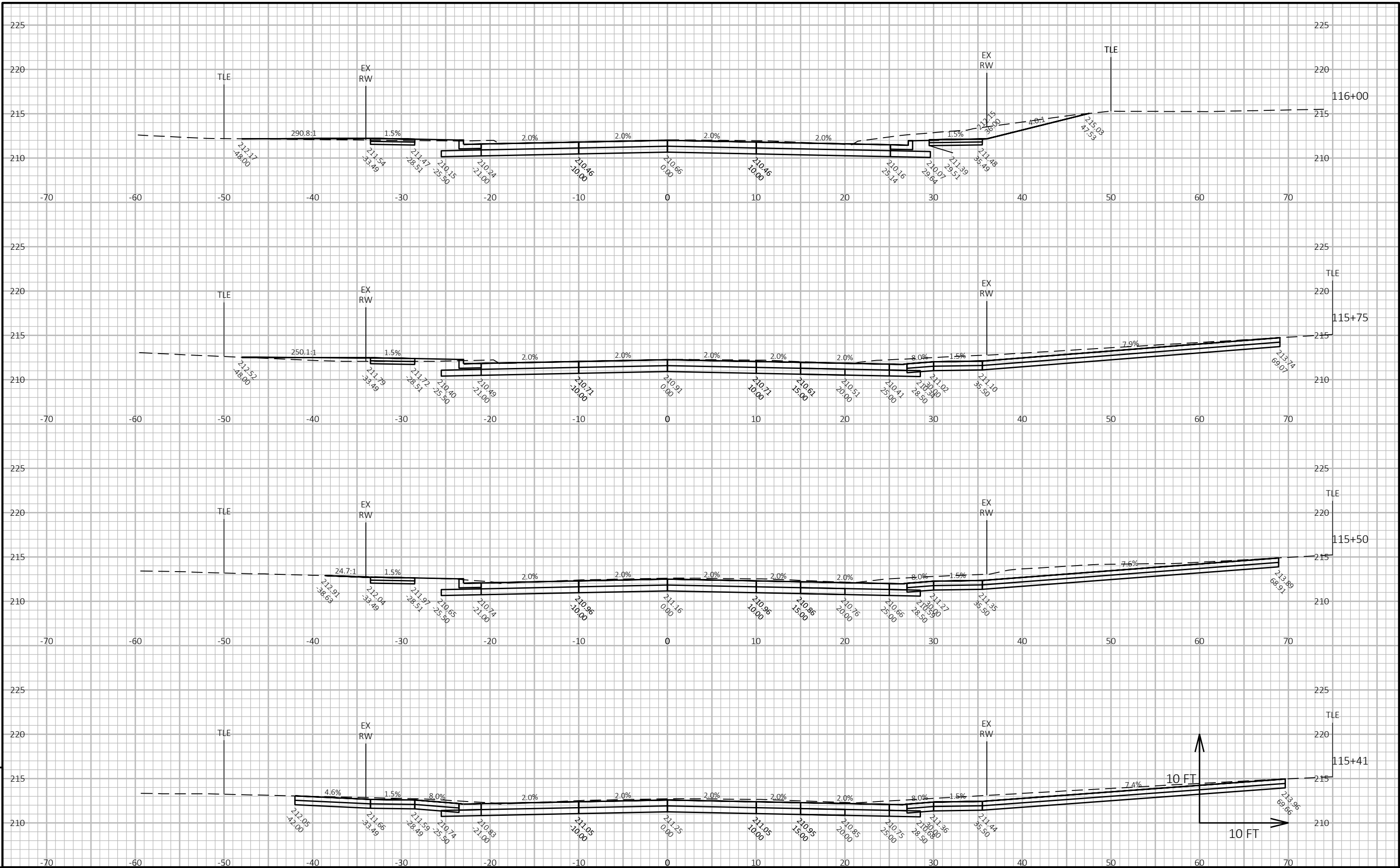


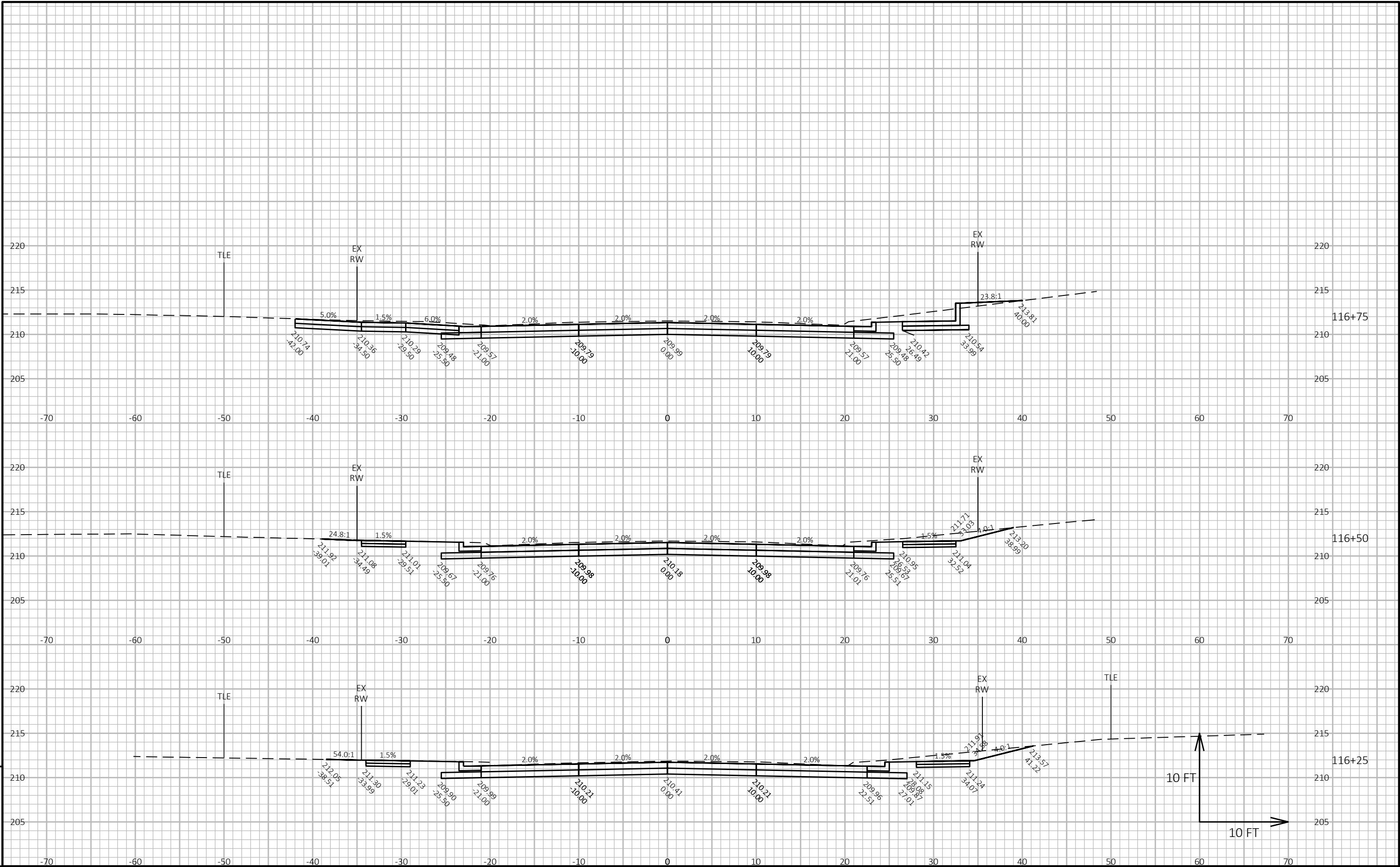


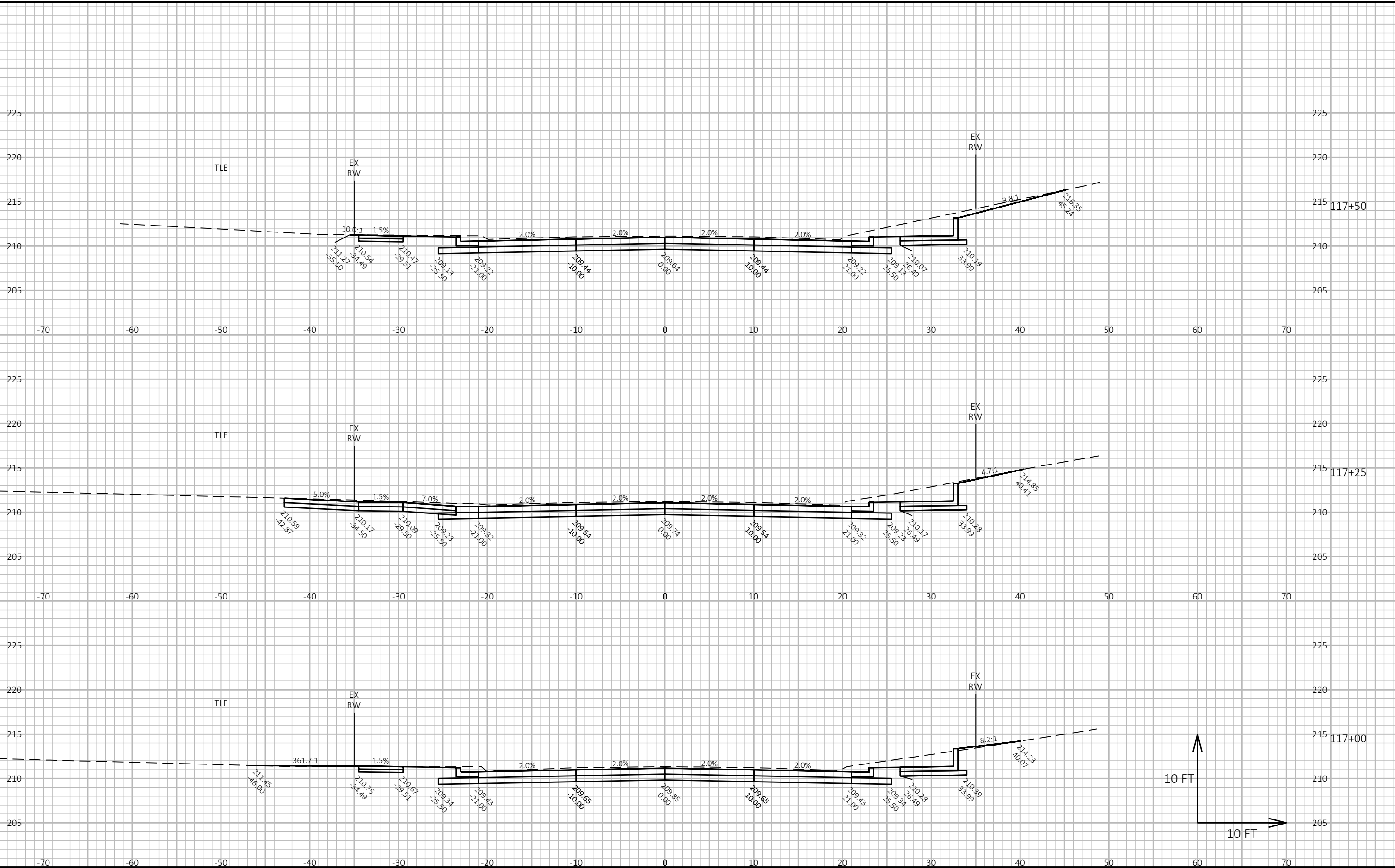


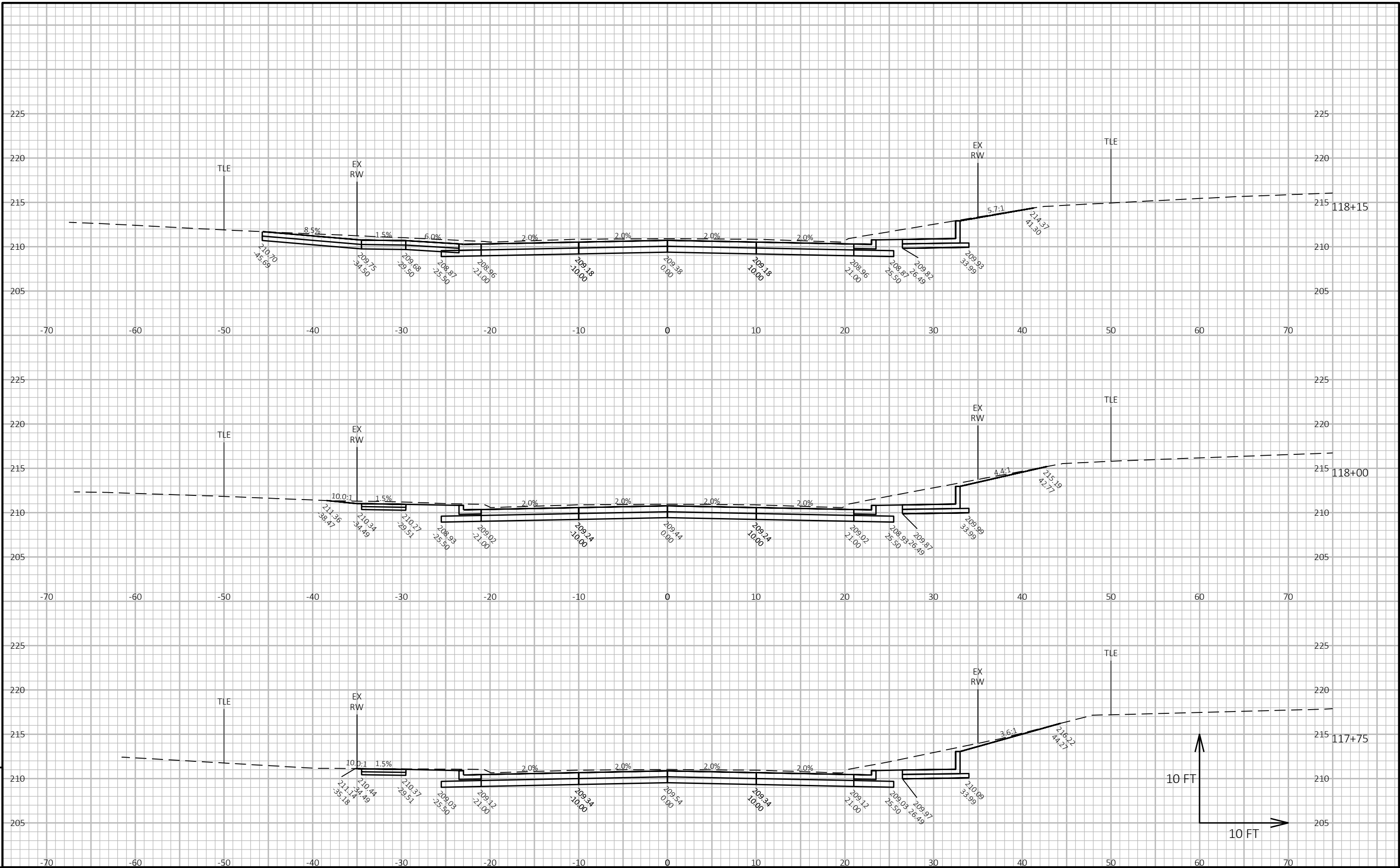


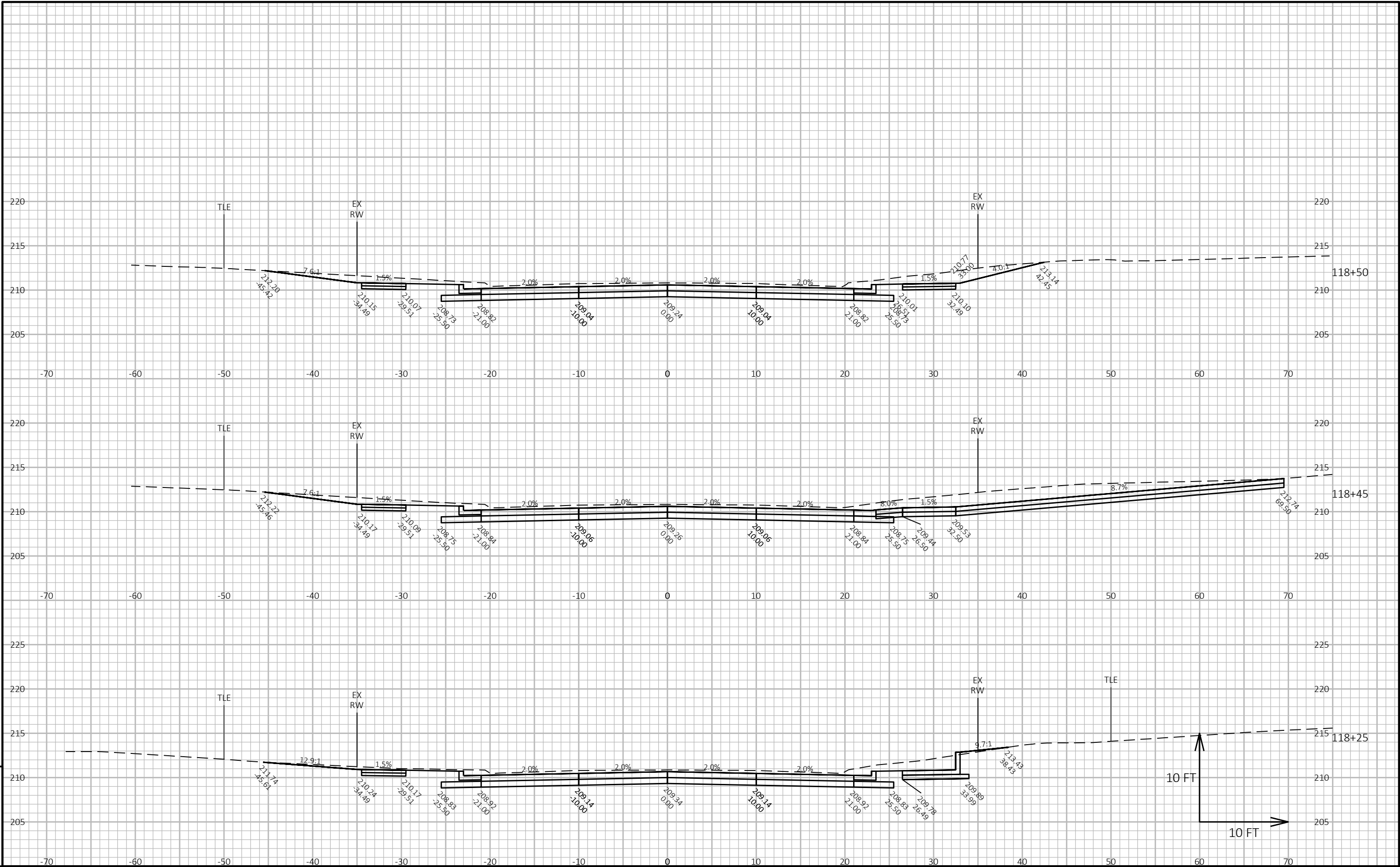


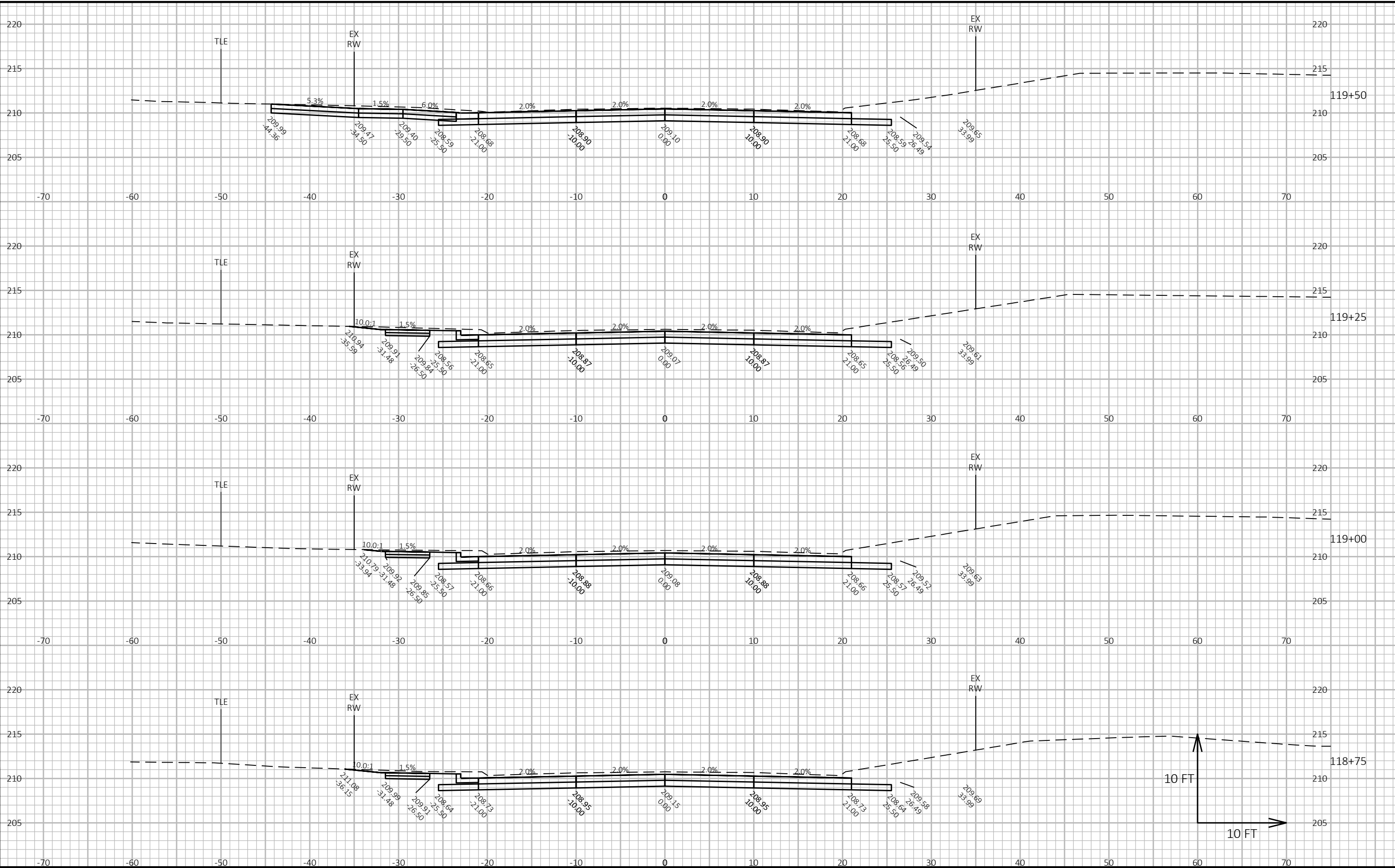


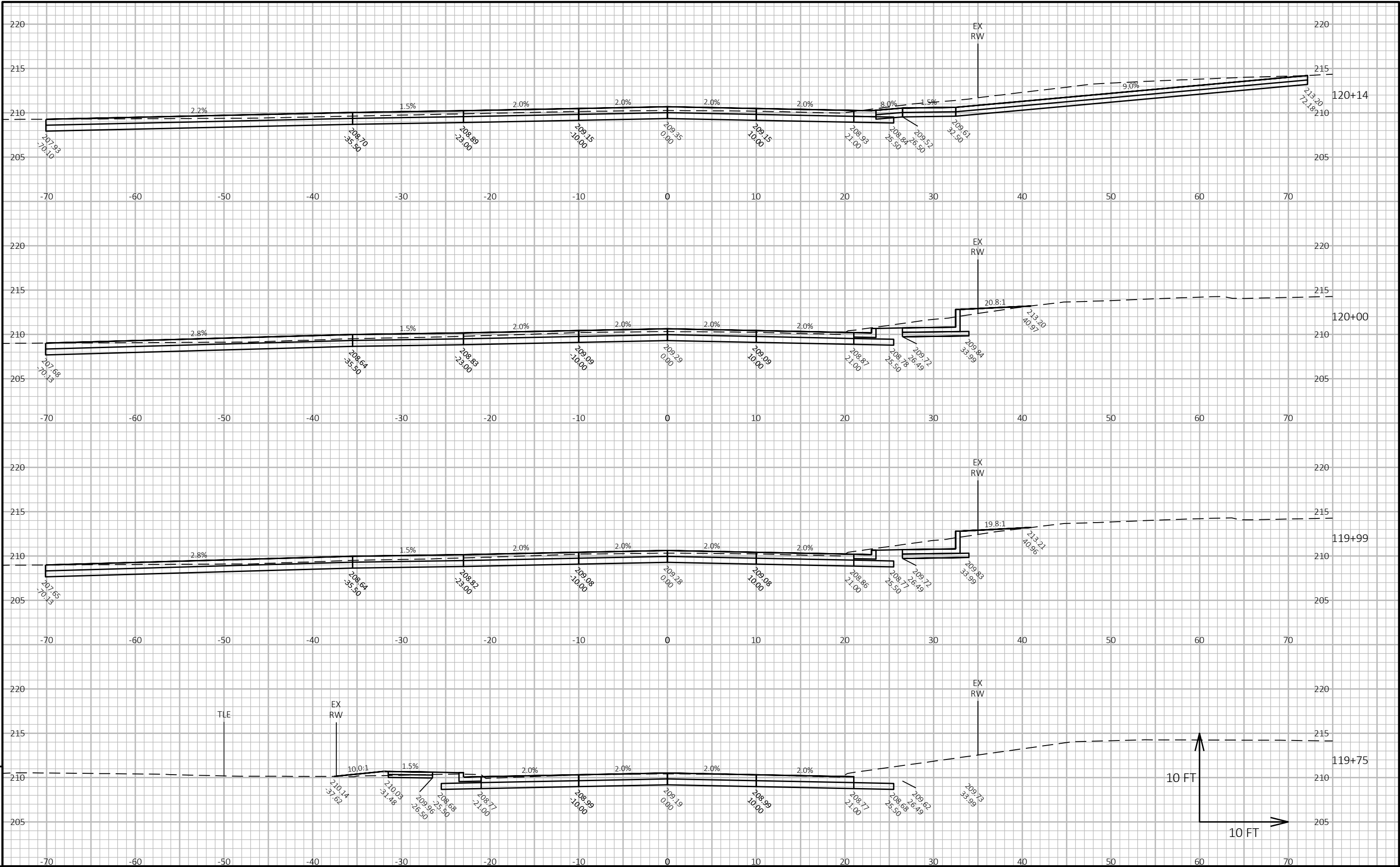


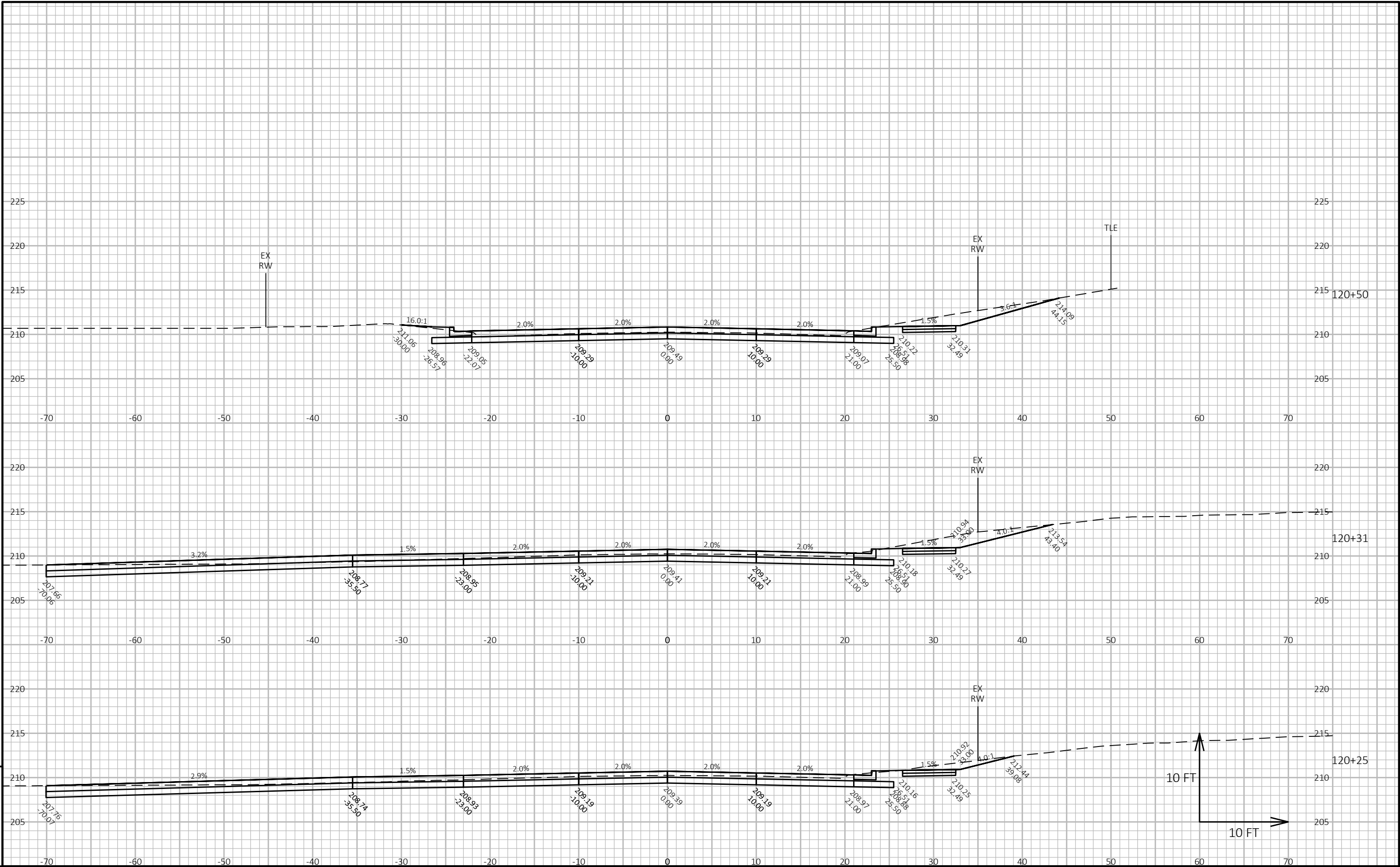


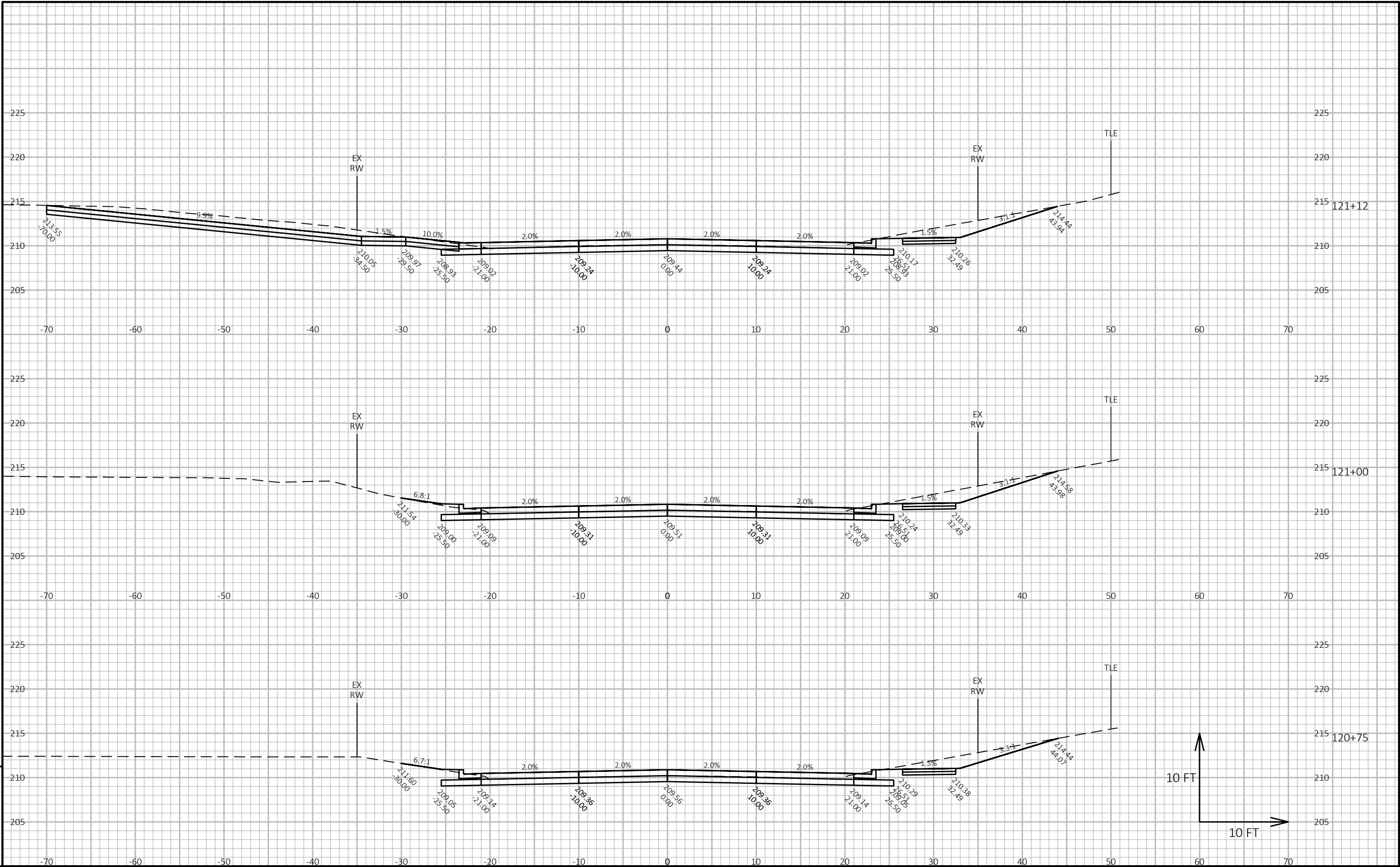


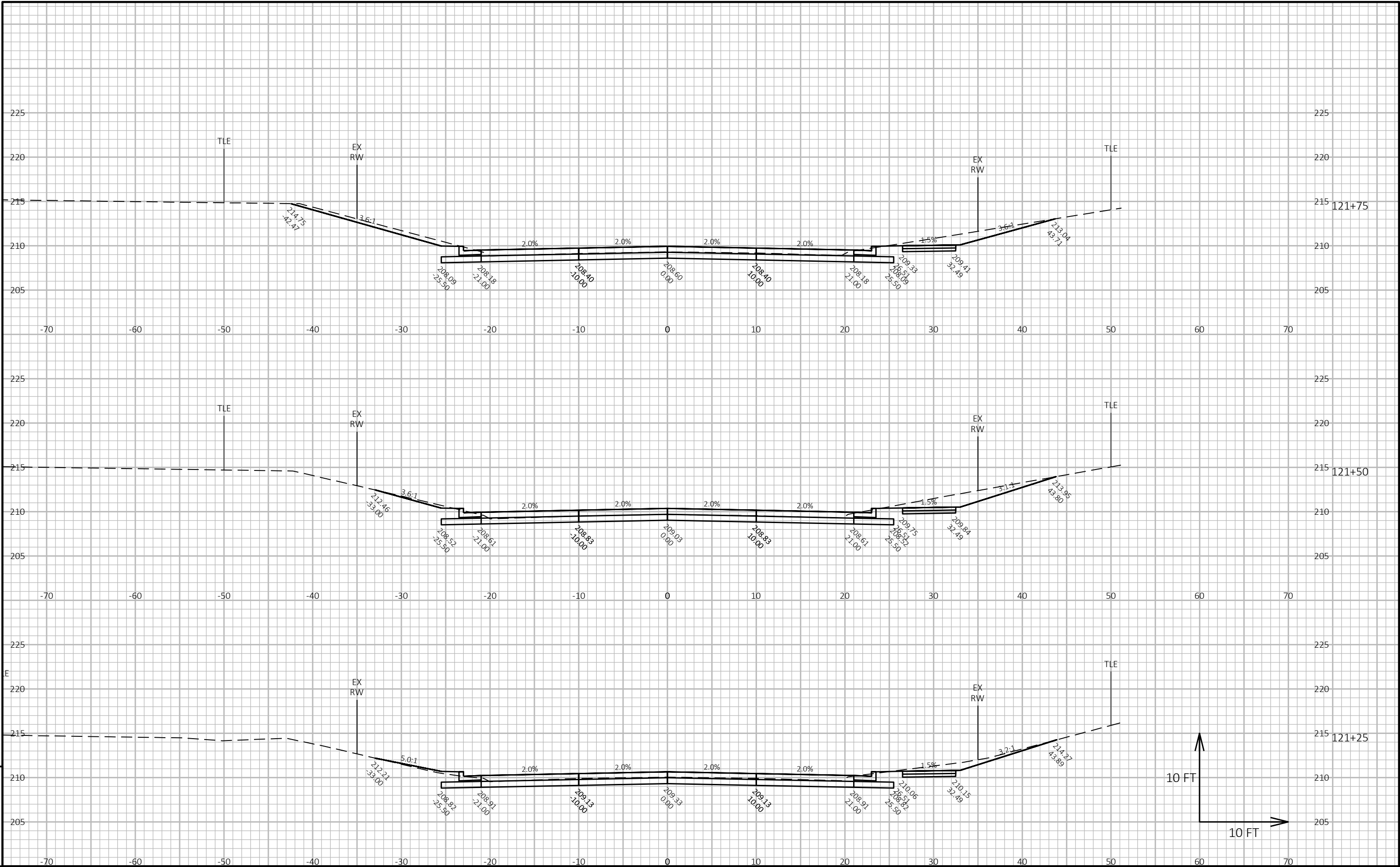


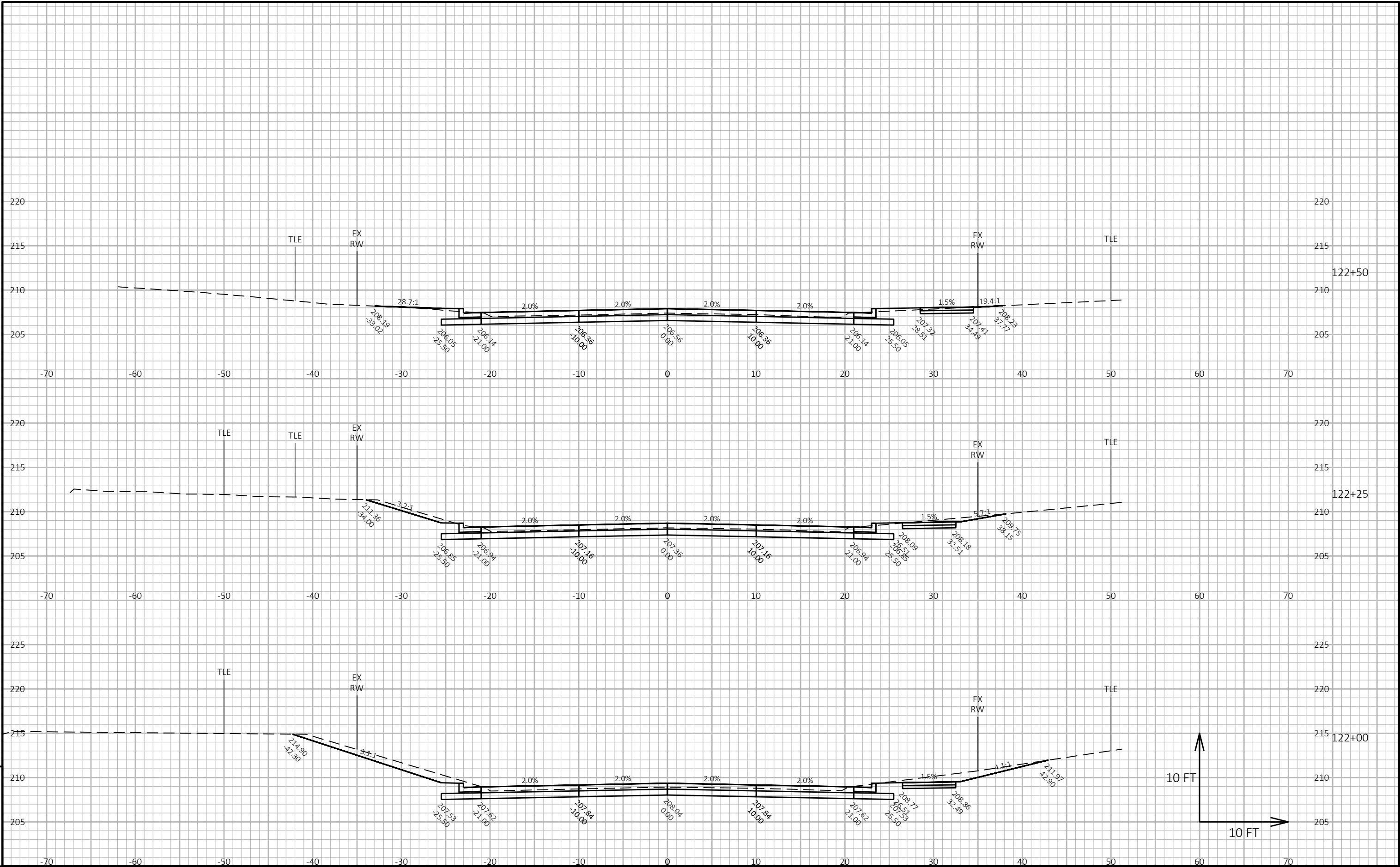


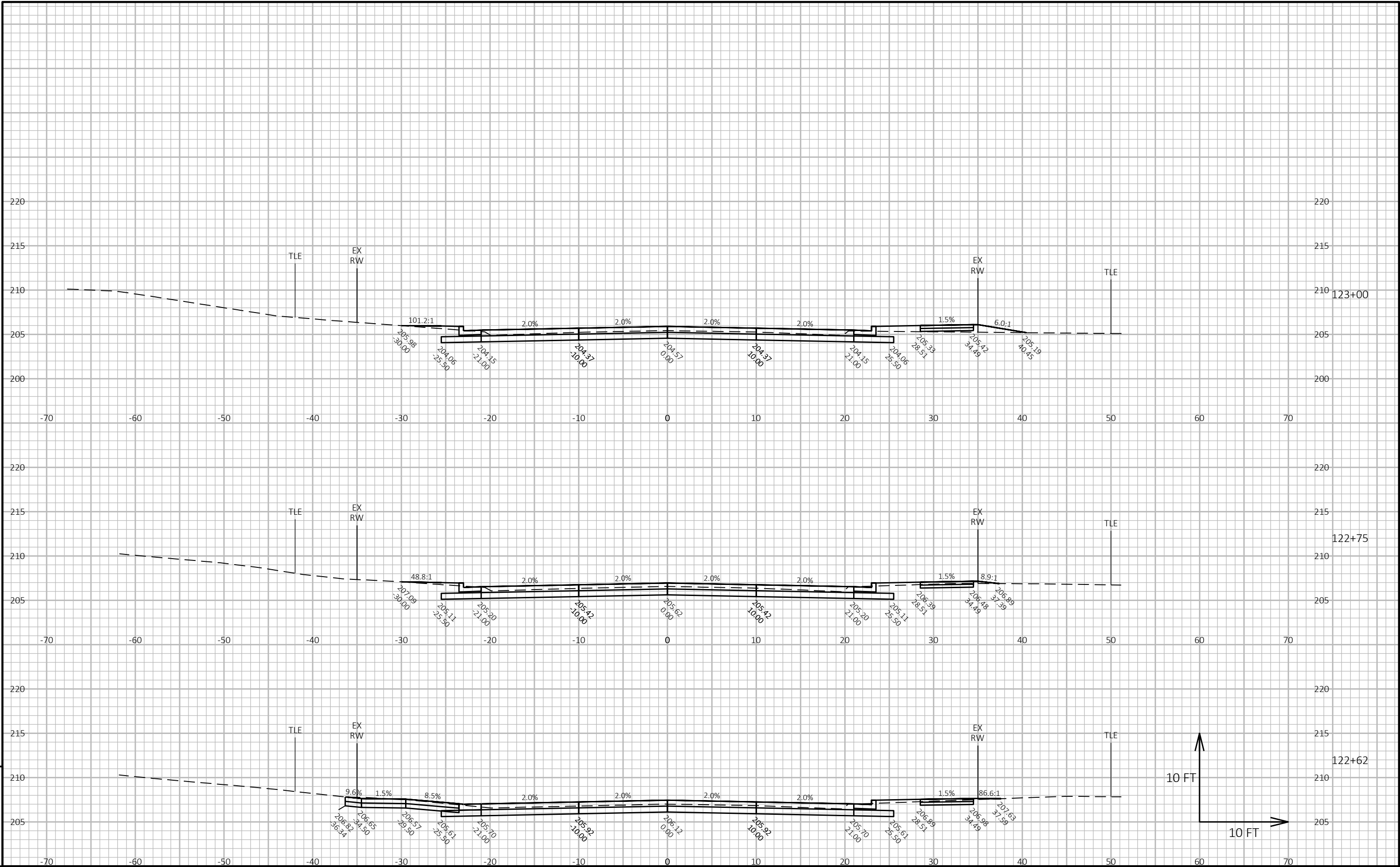


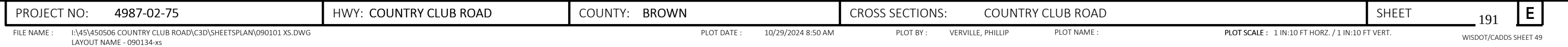
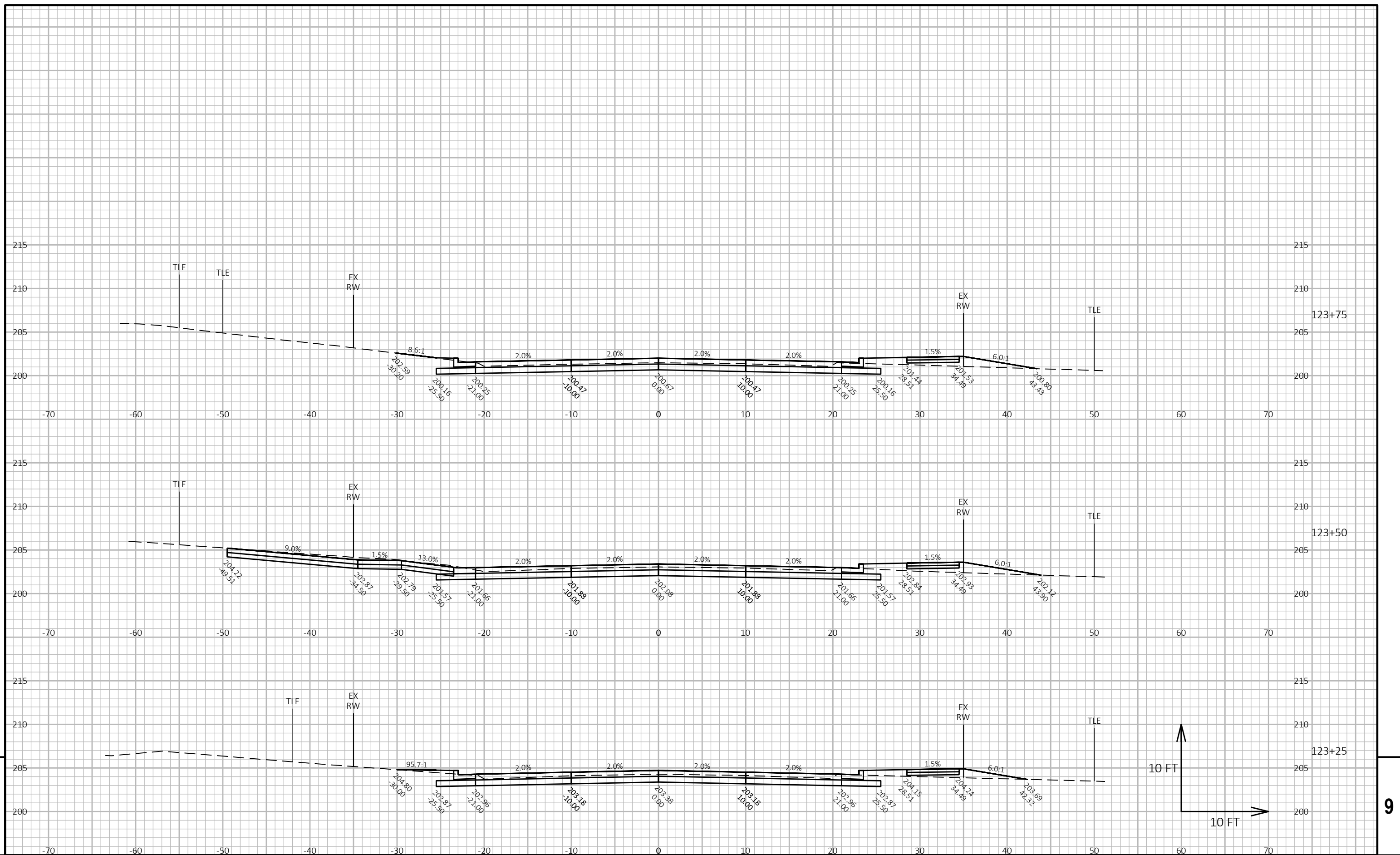


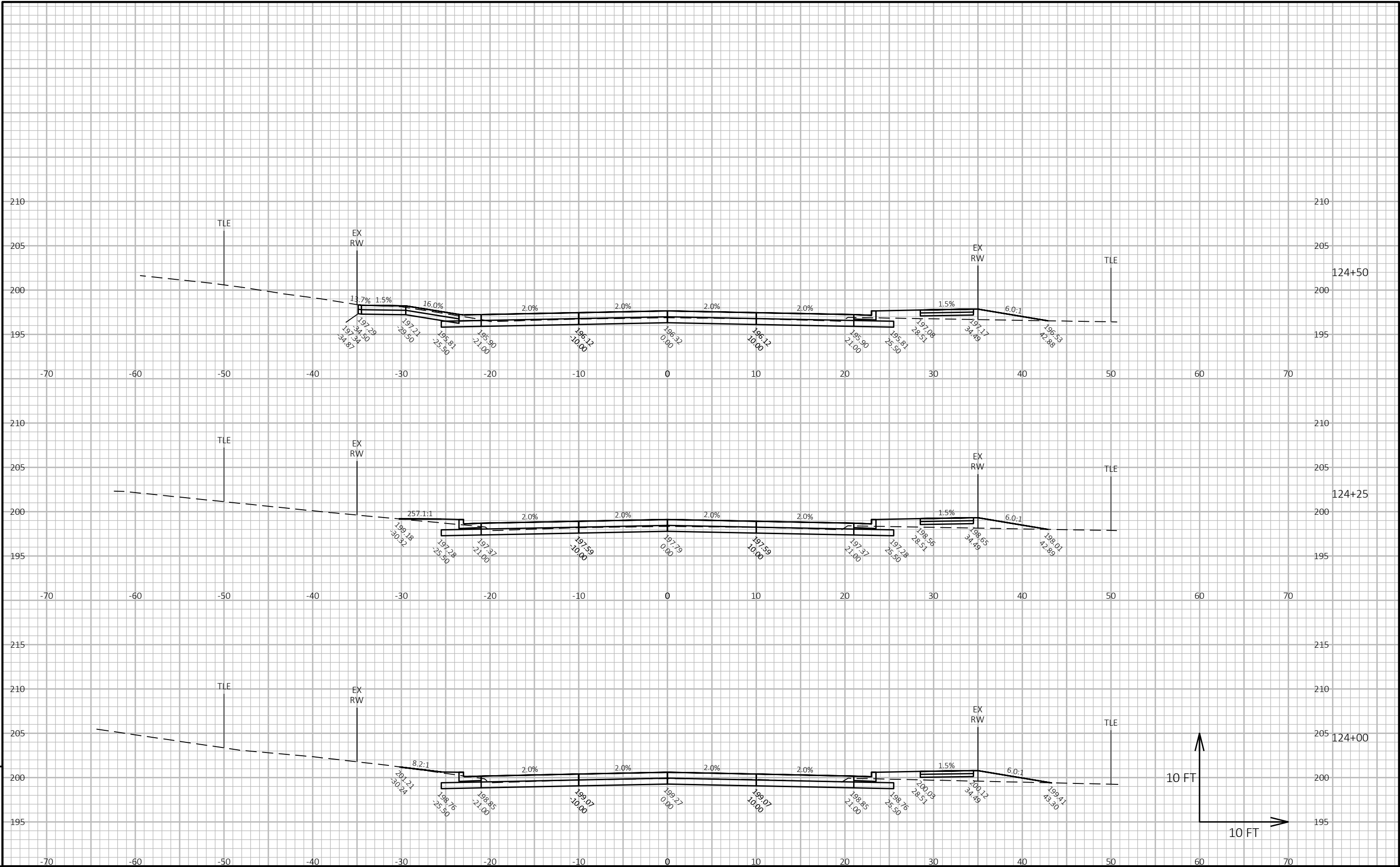


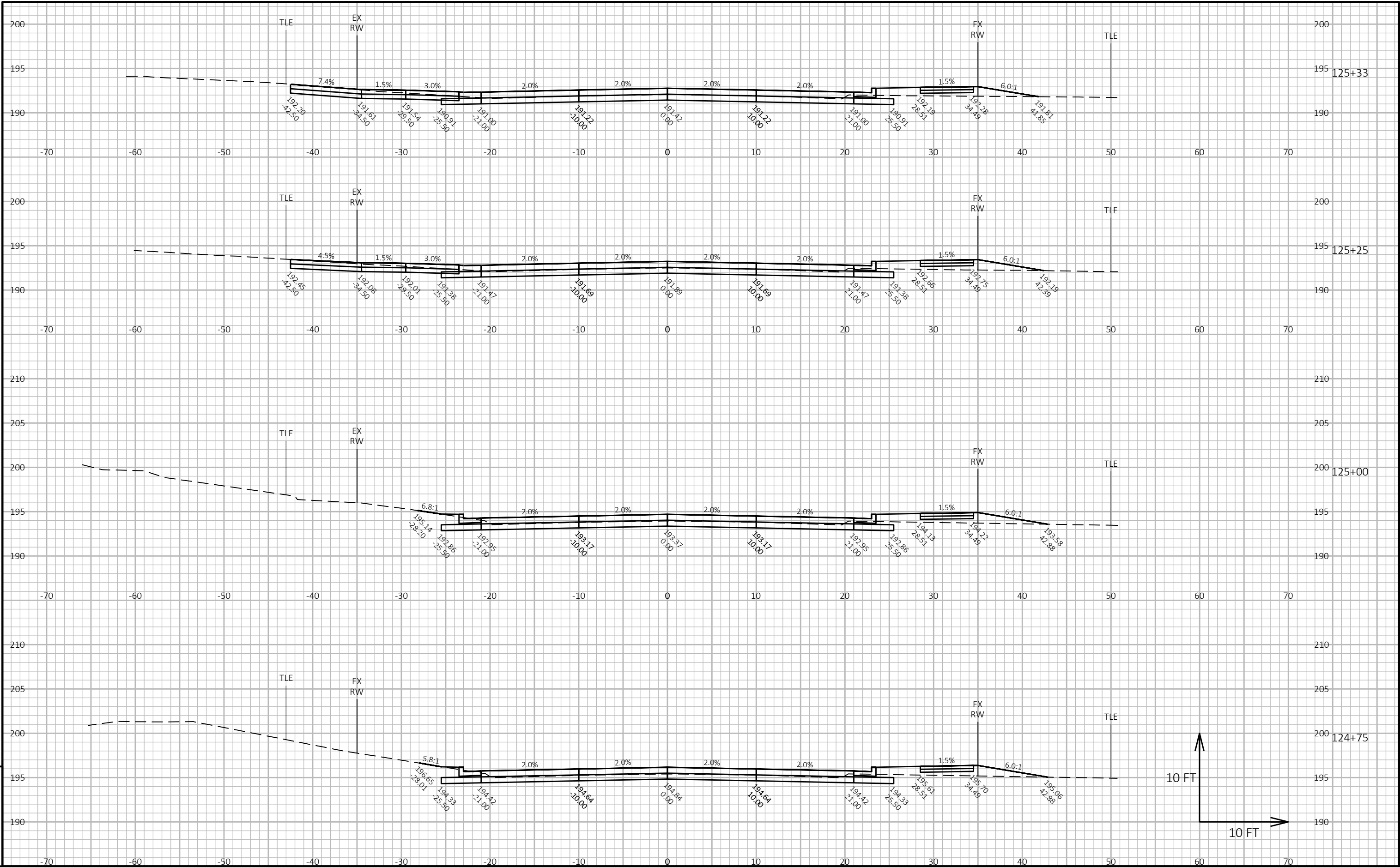




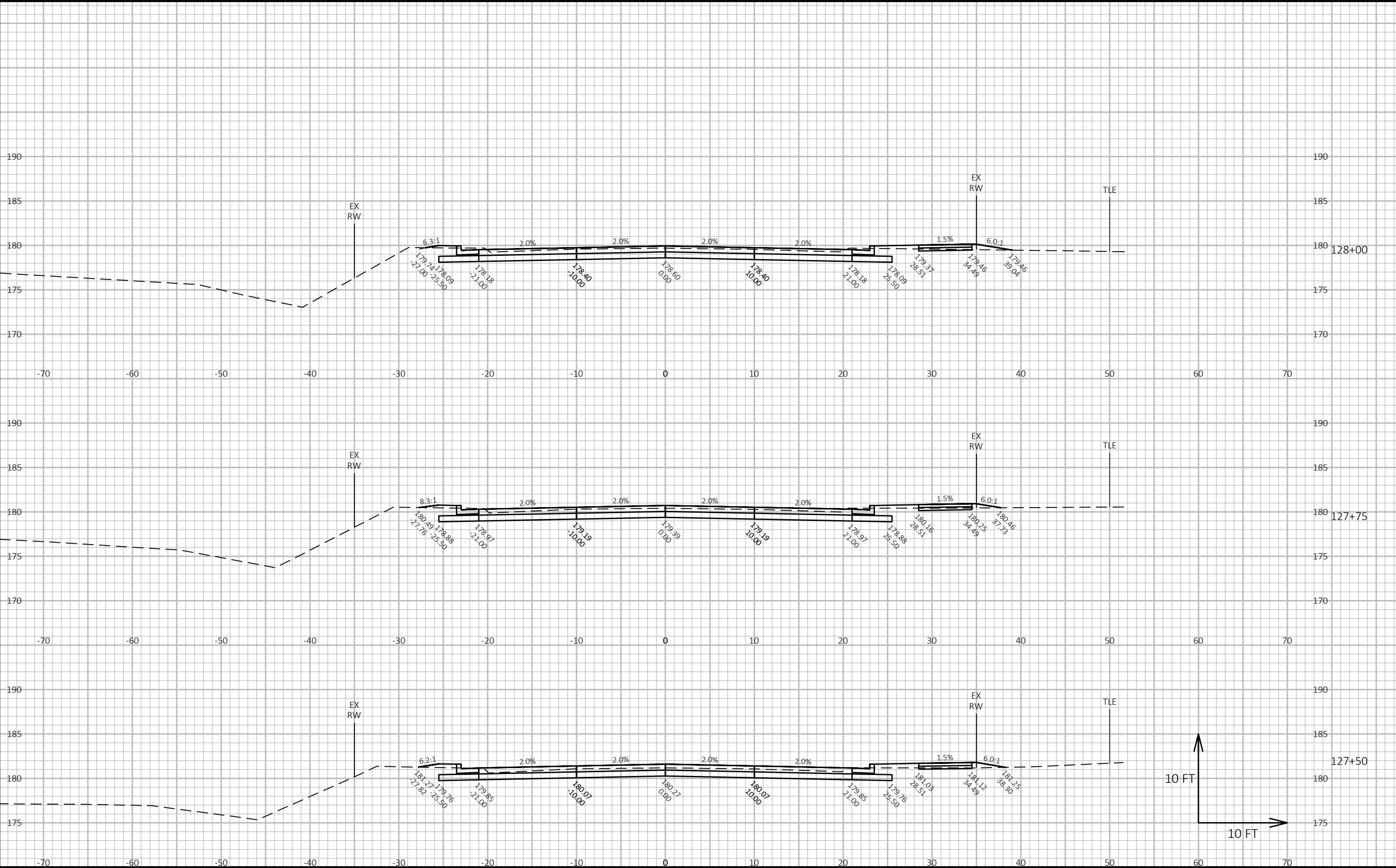


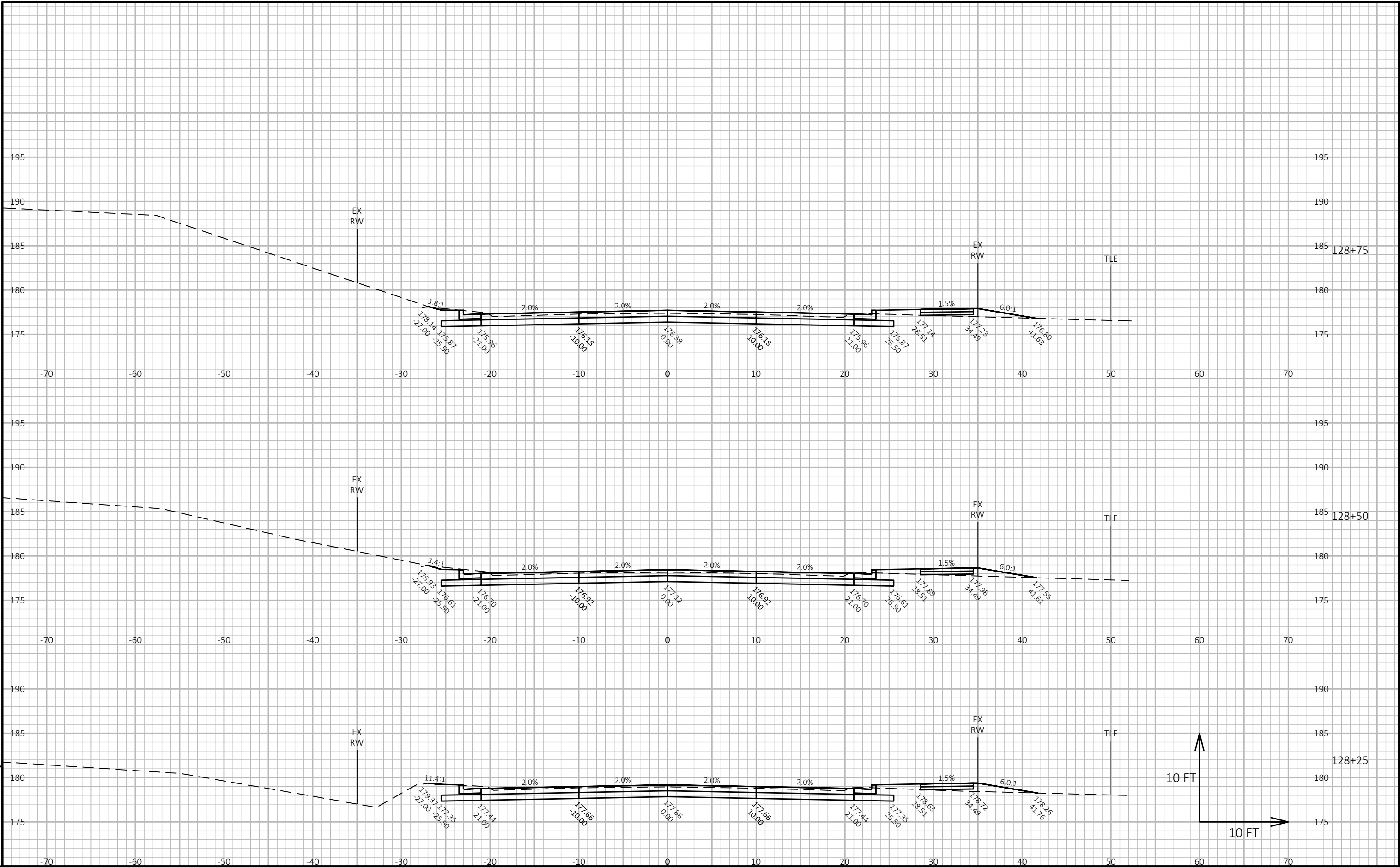




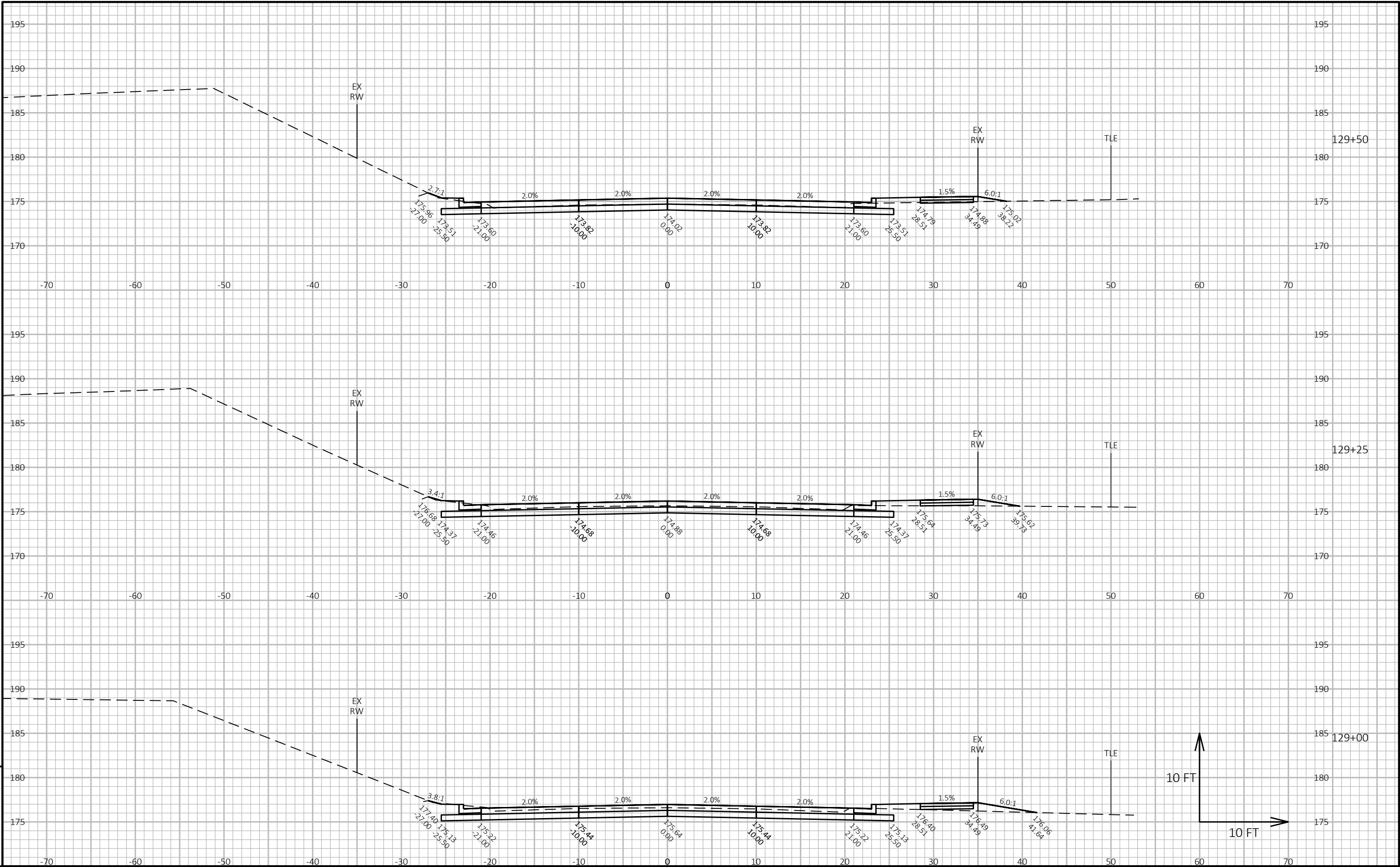


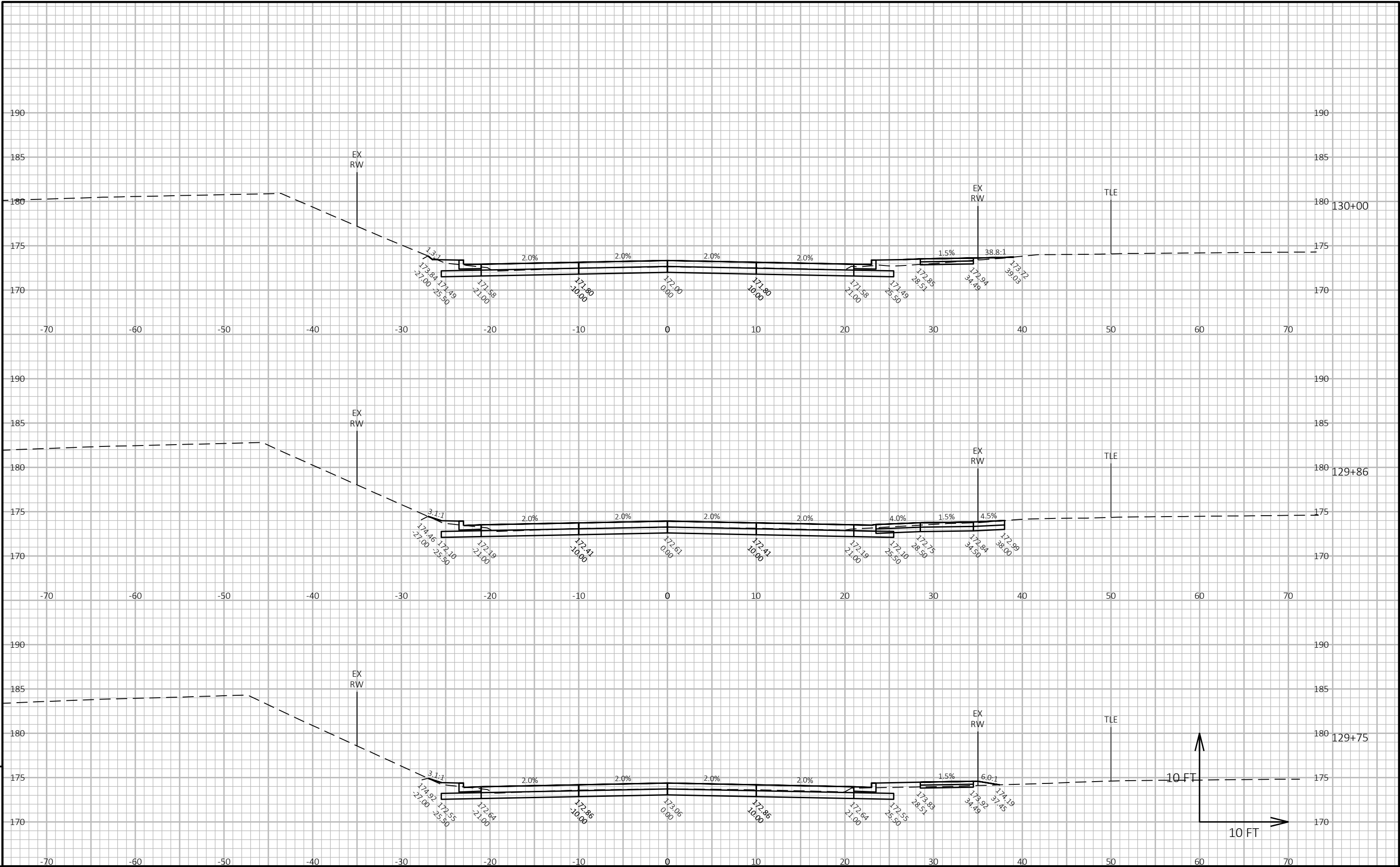


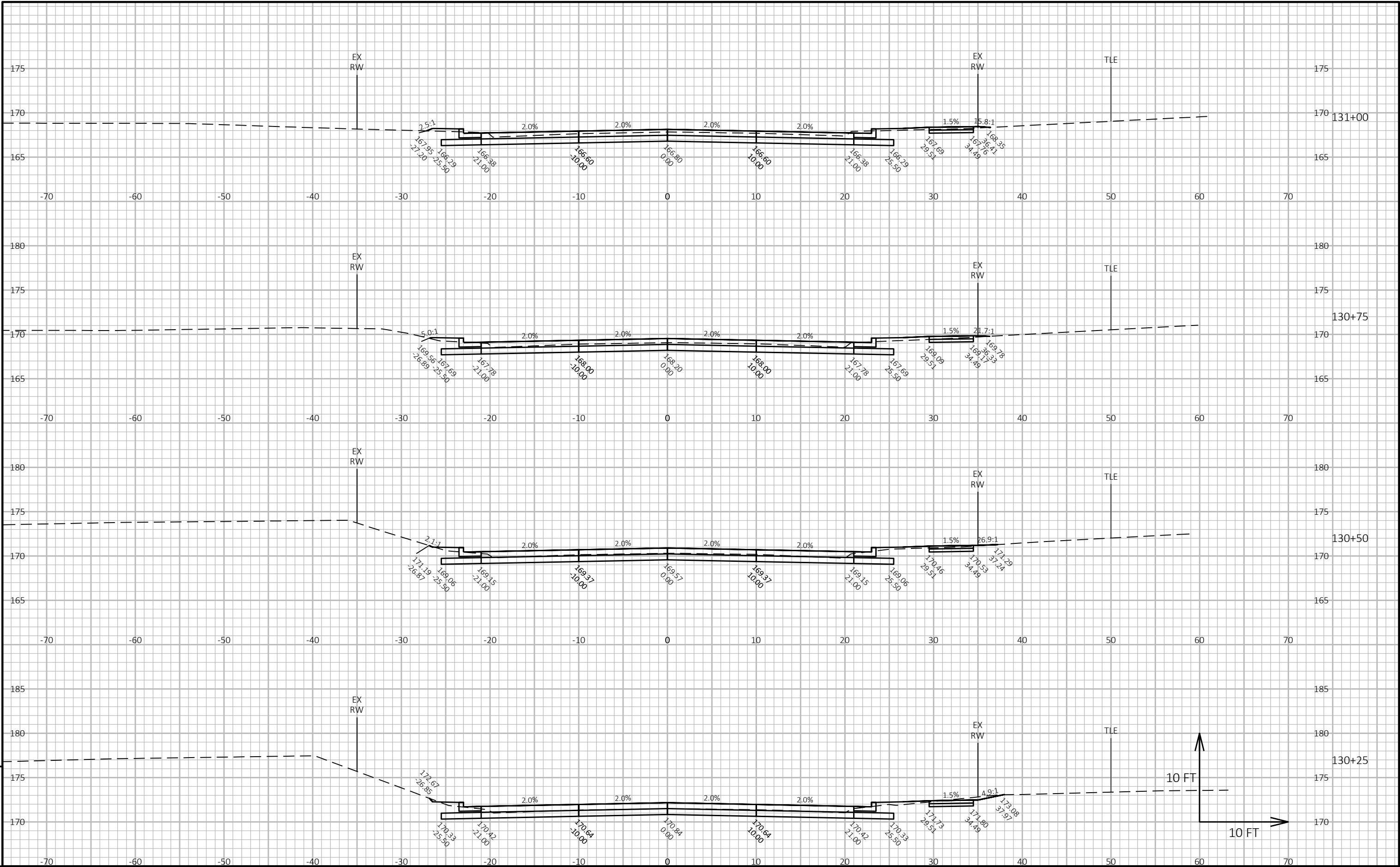


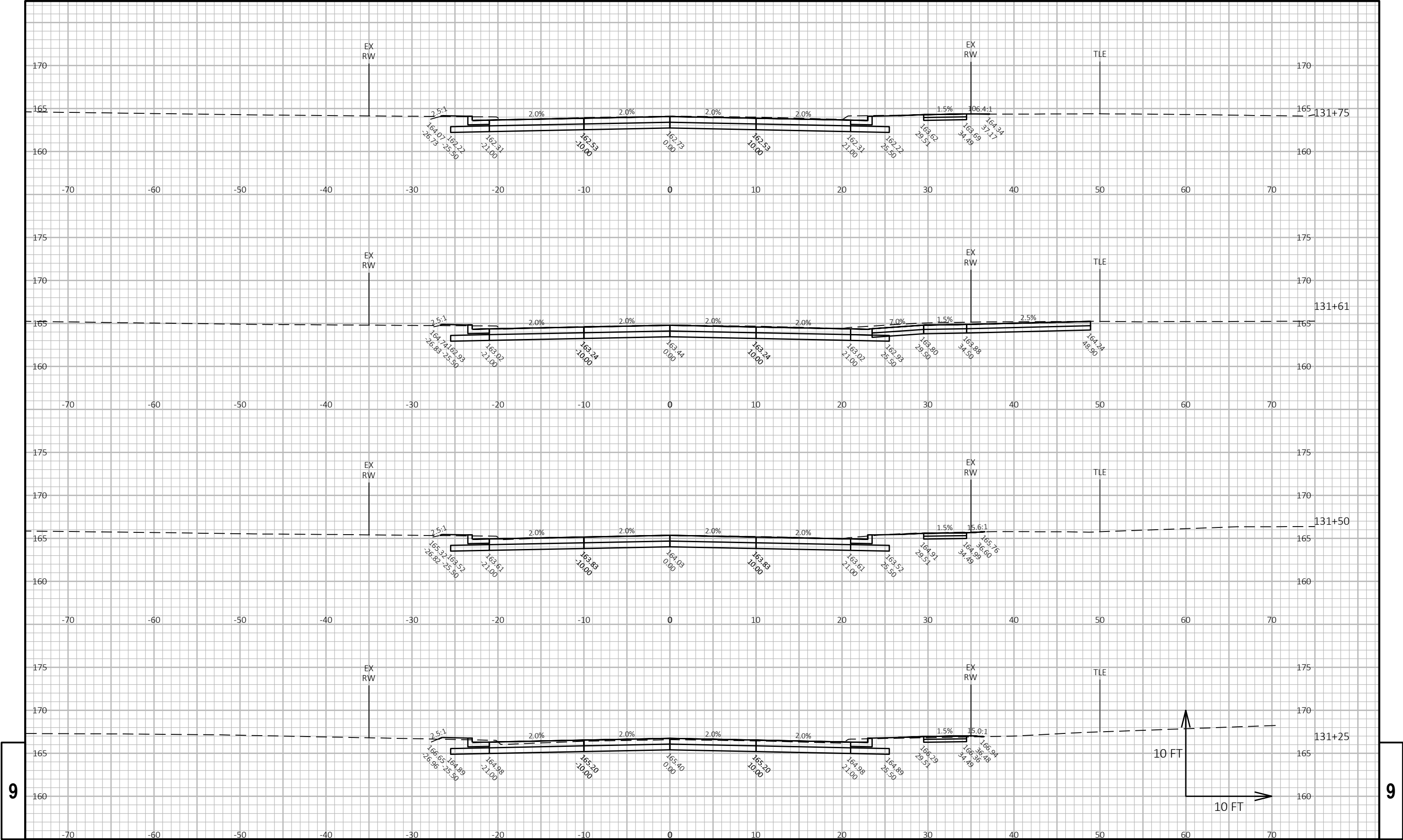


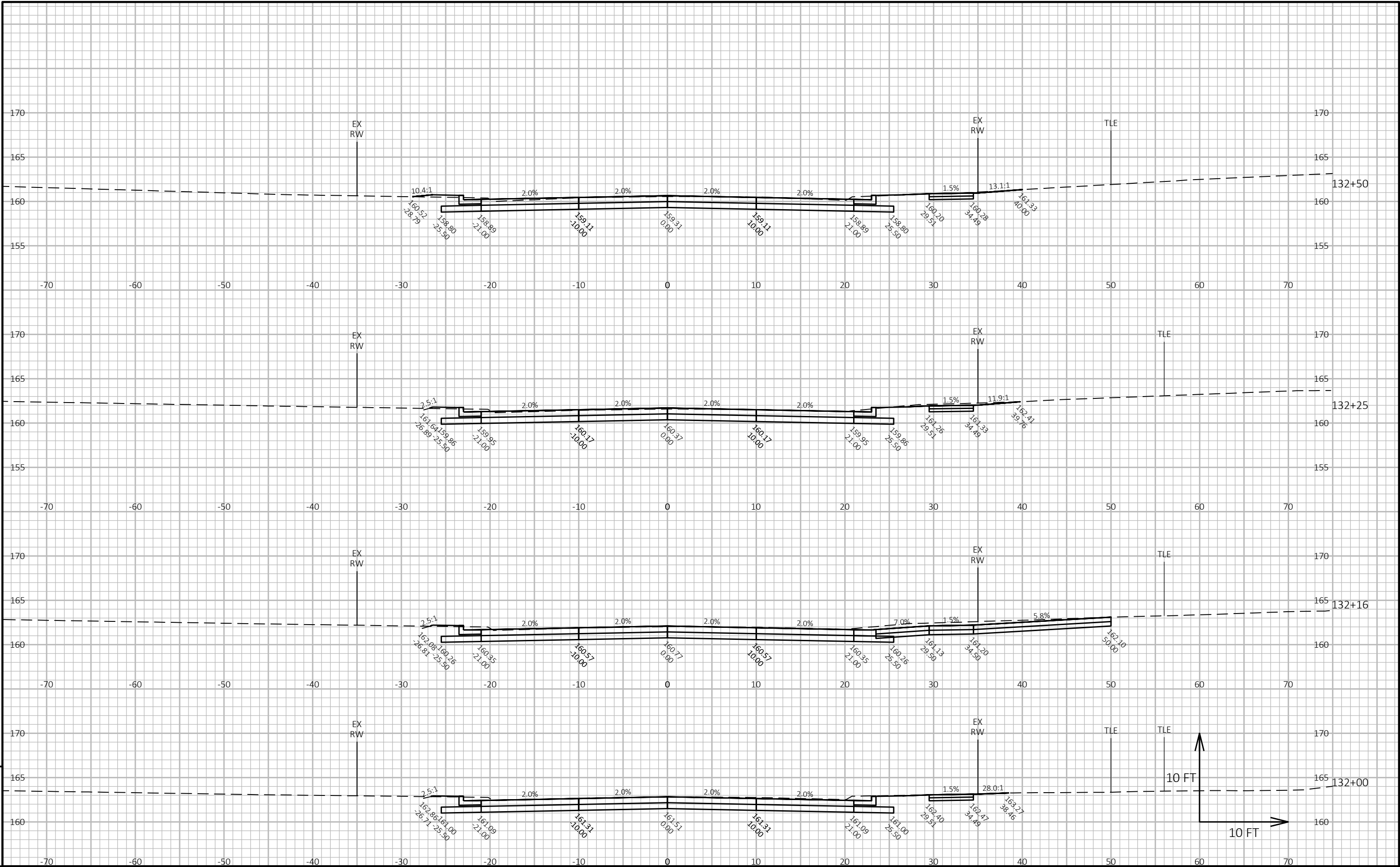
PROJECT NO: 4987-02-75	HWY: COUNTRY CLUB ROAD	COUNTY: BROWN	CROSS SECTIONS: COUNTRY CLUB ROAD	SHEET 197	E
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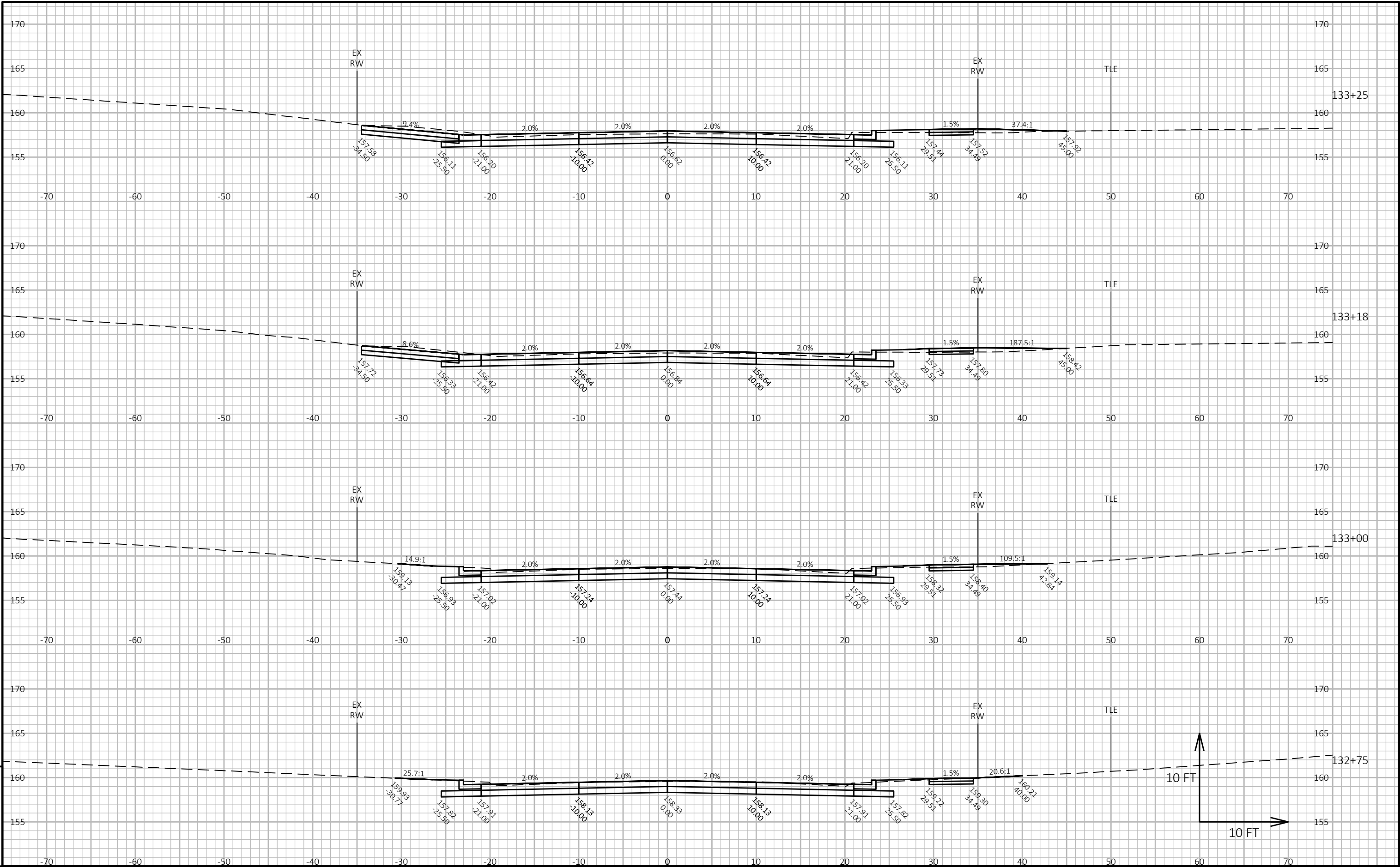


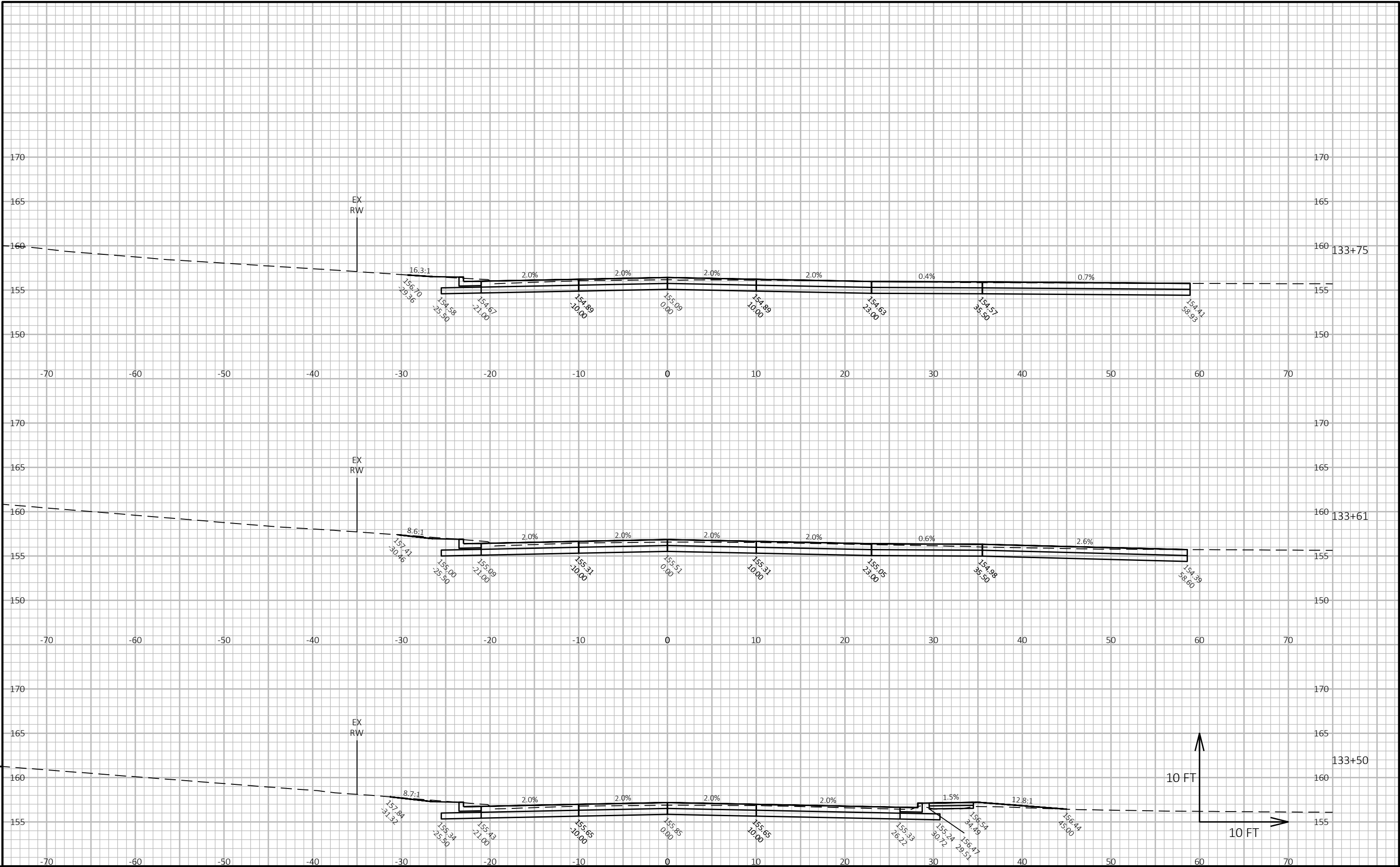


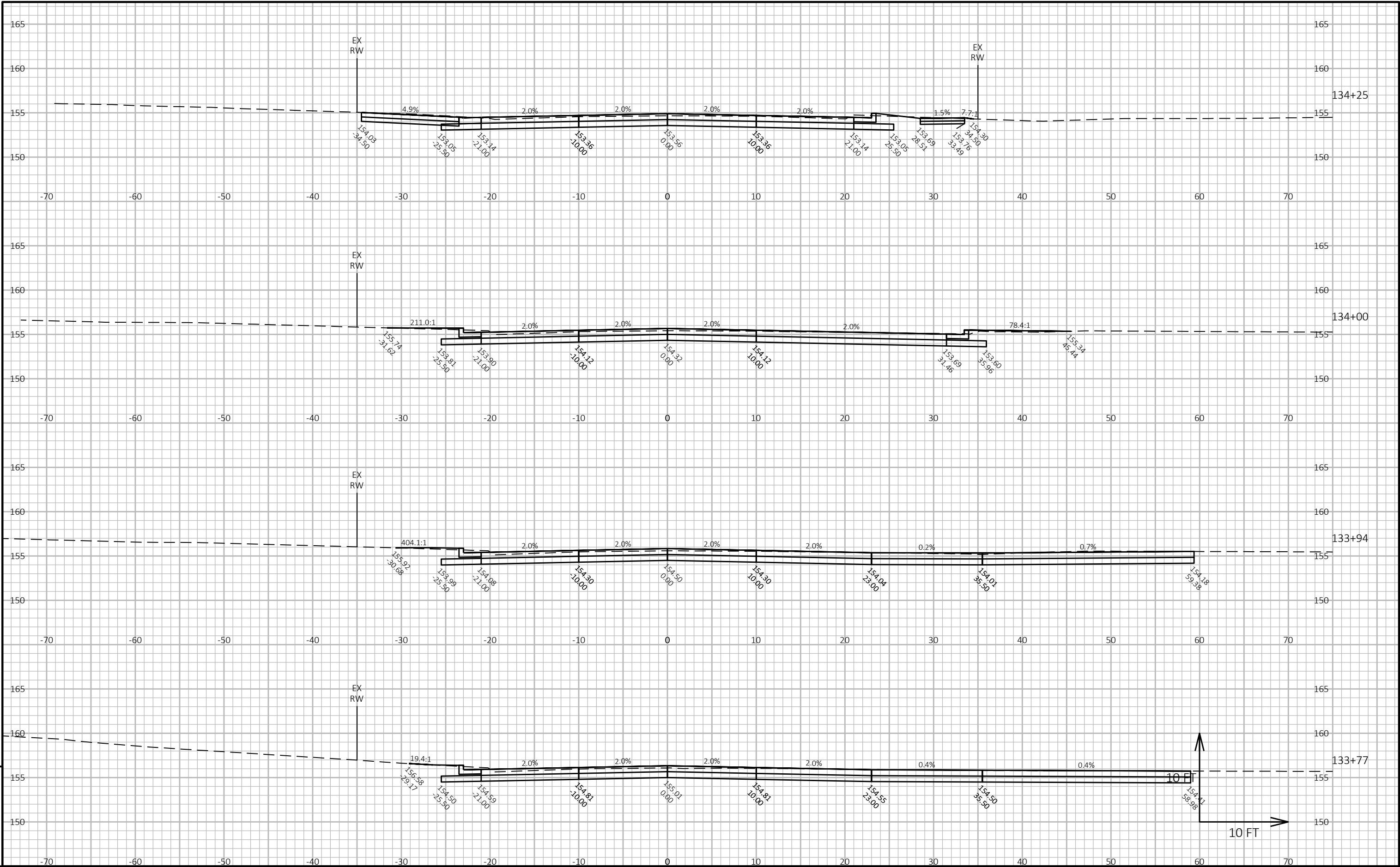


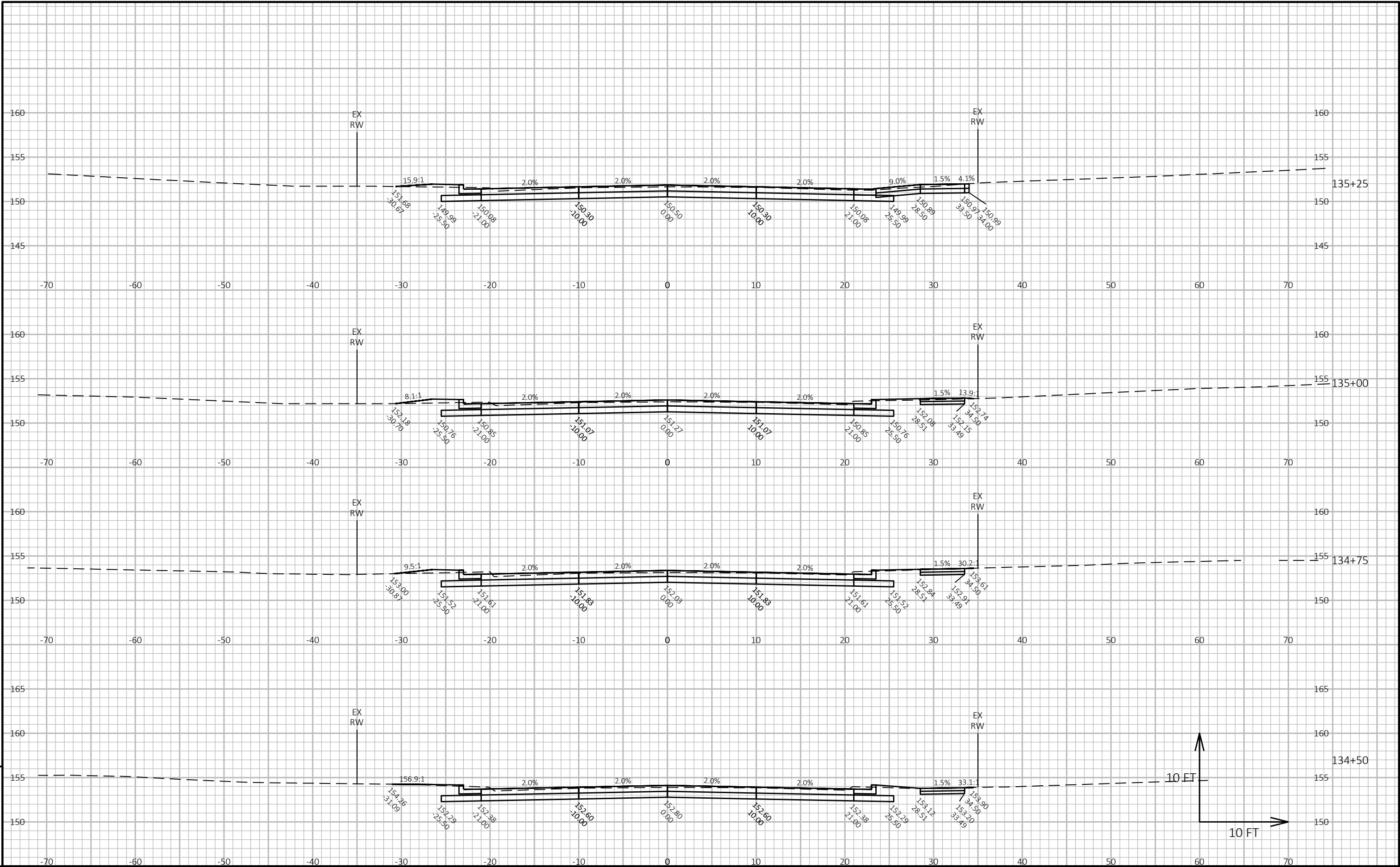


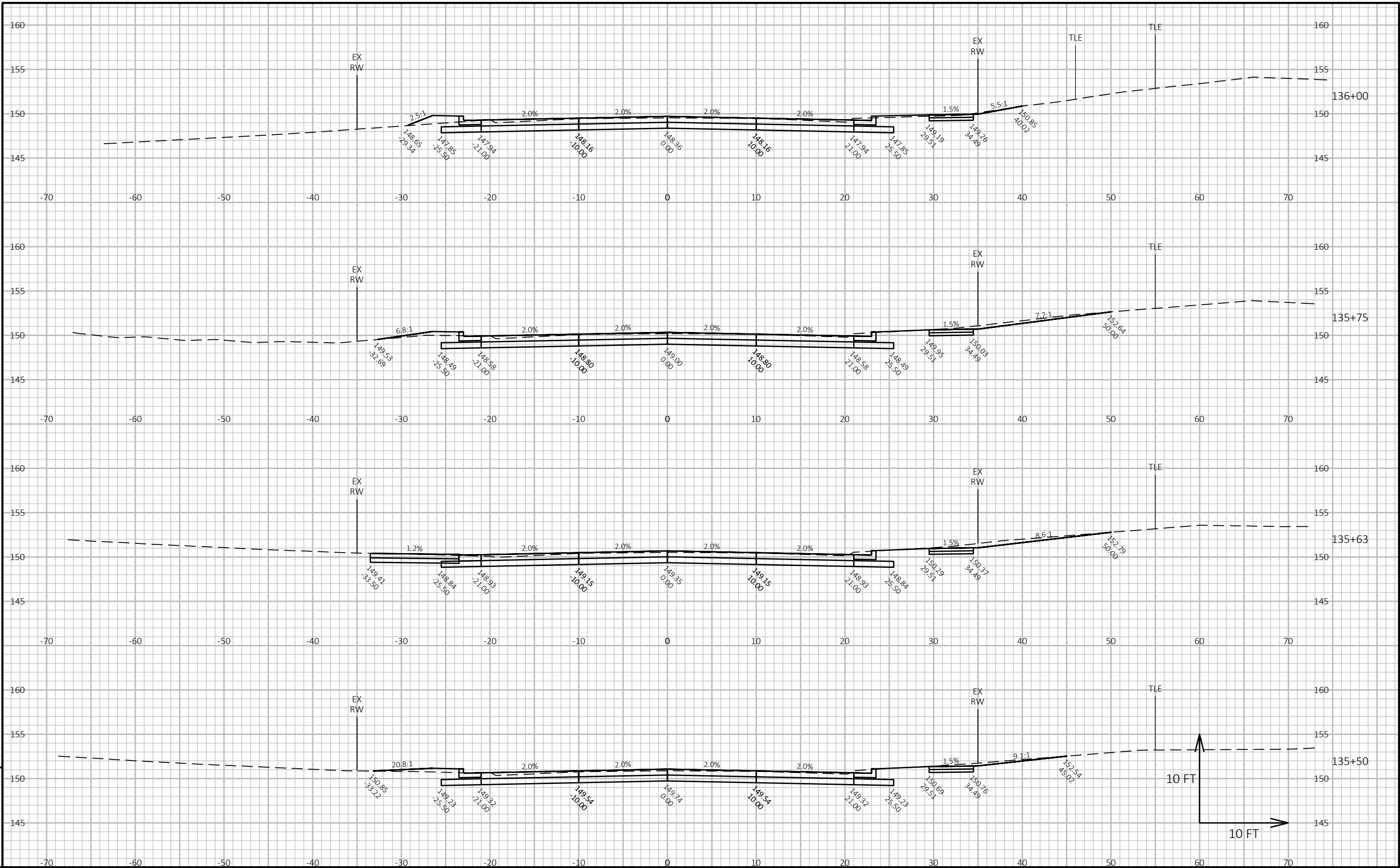


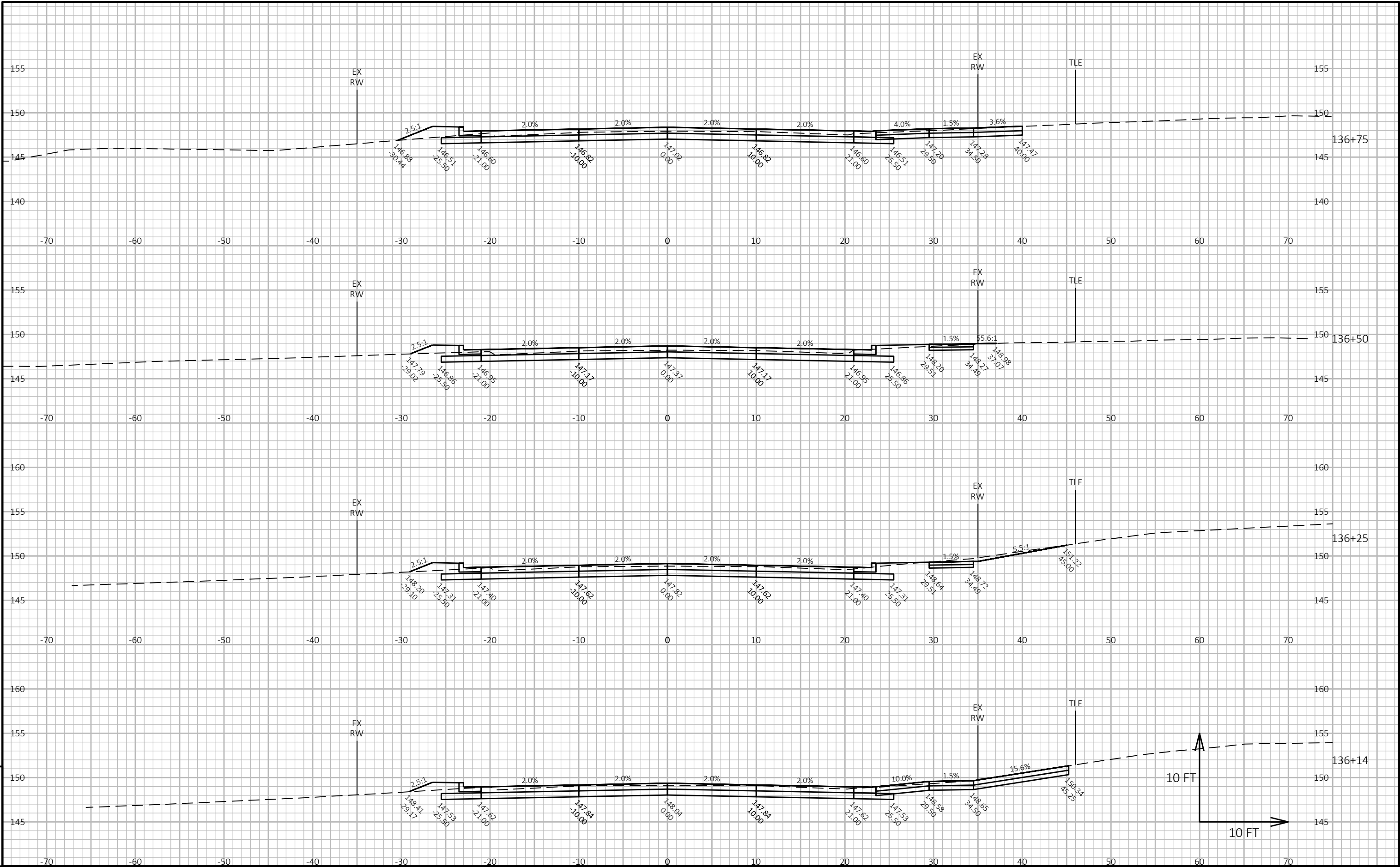


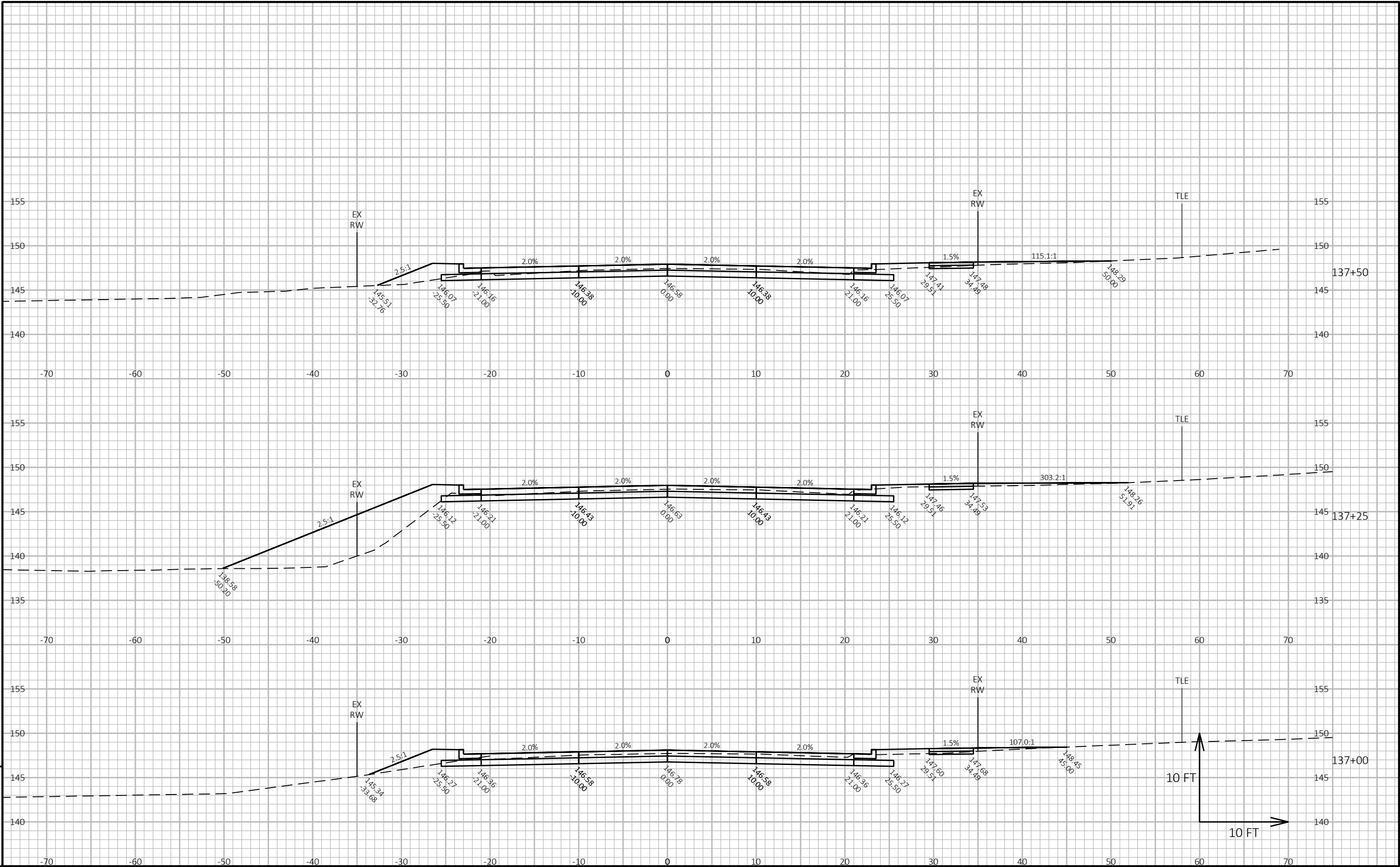


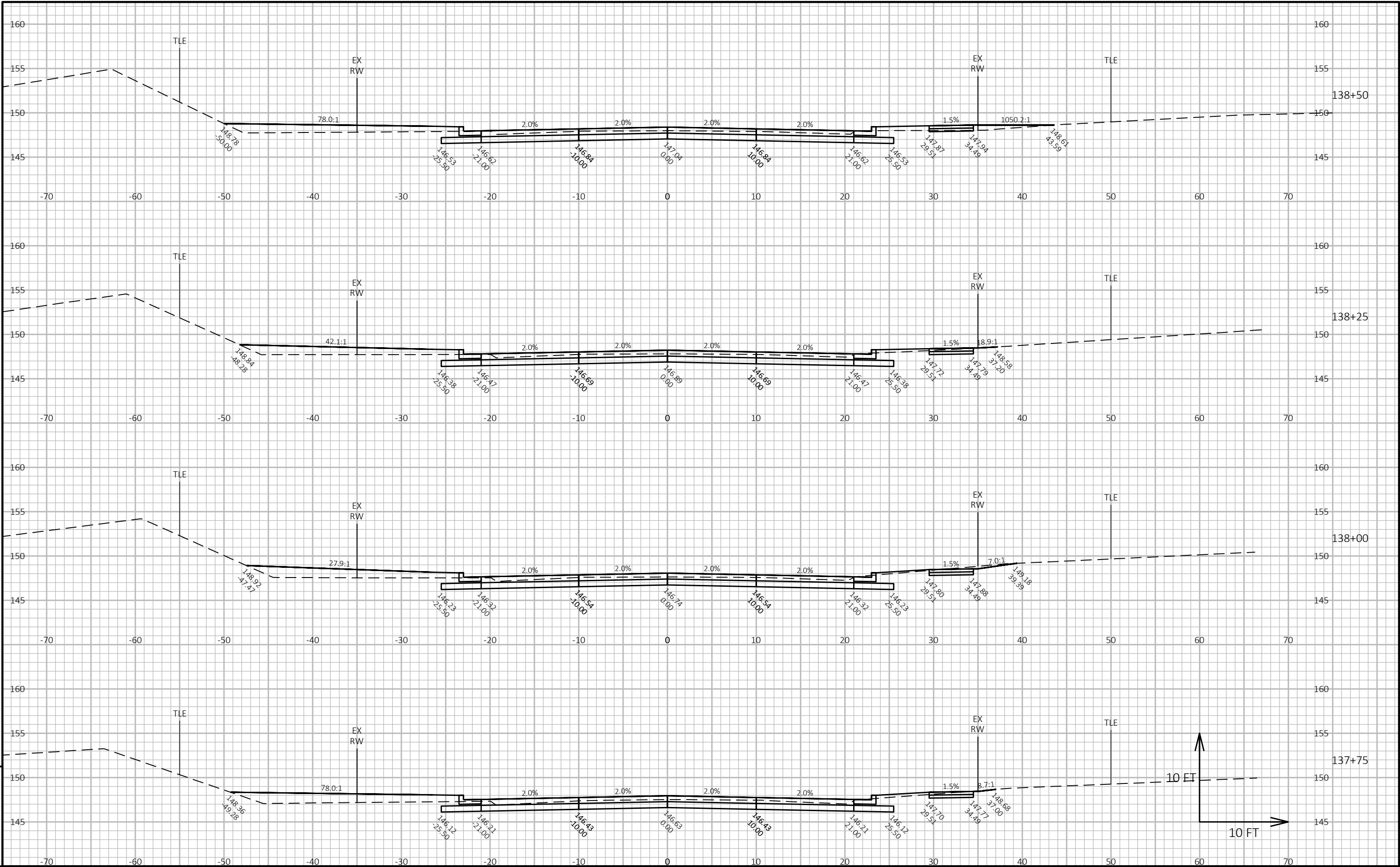


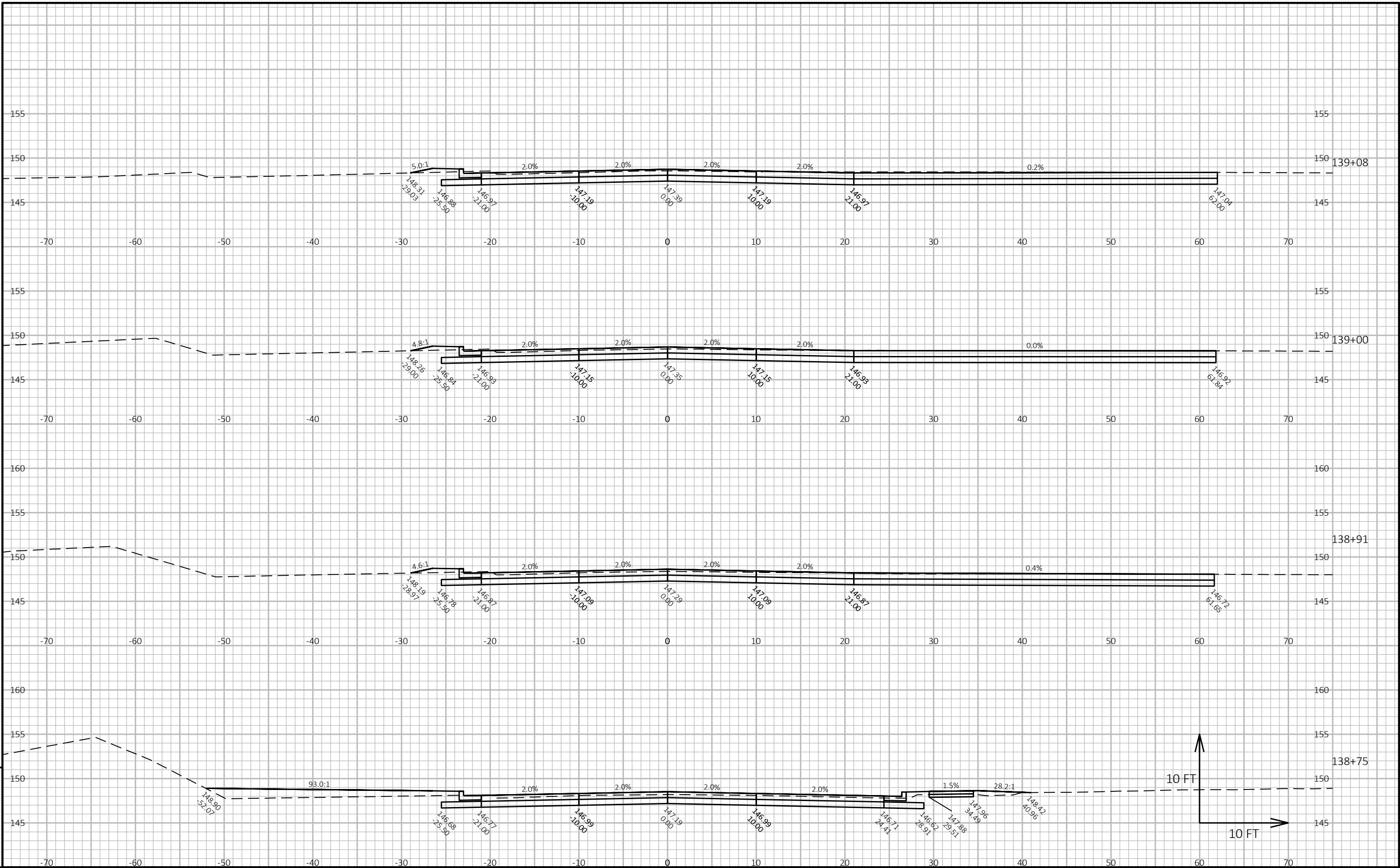


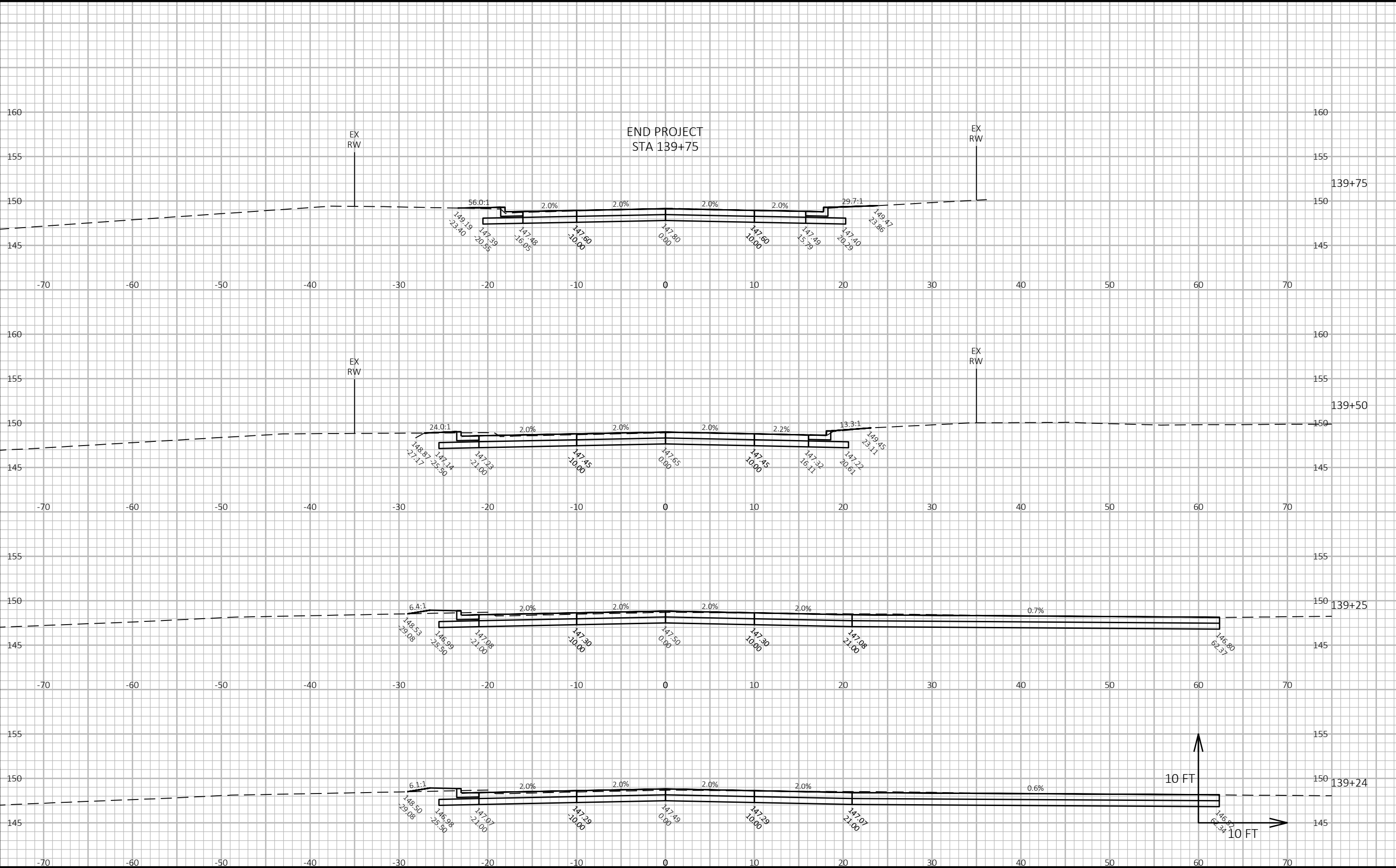




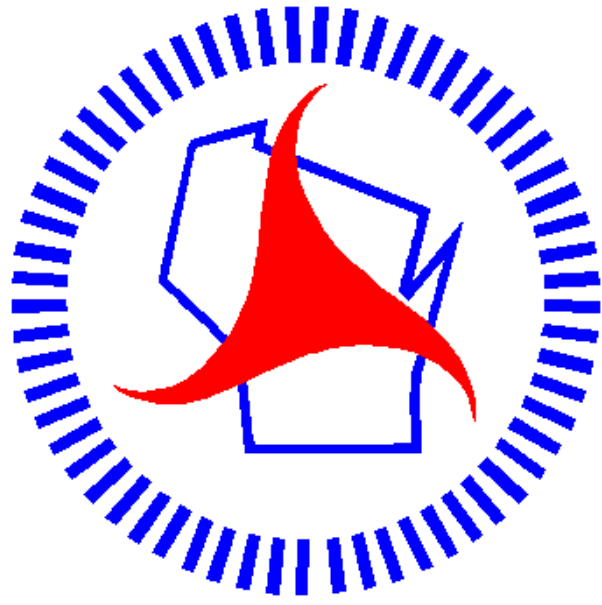








Notes



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