

GRE
PROJECT ID: 8610-02-74
WITH: N/A

APRIL 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 = 220



DESIGN DESIGNATION 8610-02-74

A.A.D.T.	(2025)	=	6,400
A.A.D.T.	(2045)	=	6,400
D.H.V.	(2045)	=	10.1
D.D.		=	59/41
T.		=	11.7%
DESIGN SPEED		=	25
ESALS		=	6,700,000

CONVENTIONAL SYMBOLS

<u>PLAN</u>		<u>PROFILE</u>	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	
EXISTING RIGHT OF WAY		GRADE ELEVATION	
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)	
SLOPE INTERCEPT		UTILITIES	
REFERENCE LINE		ELECTRIC	
EXISTING CULVERT		FIBER OPTIC	
PROPOSED CULVERT (Box or Pipe)		GAS	
COMBUSTIBLE FLUIDS		SANITARY SEWER	
MARSH AREA		STORM SEWER	
WOODED OR SHRUB AREA		TELEPHONE	
		WATER	
		UTILITY PEDESTAL	
		POWER POLE	
		TELEPHONE POLE	

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

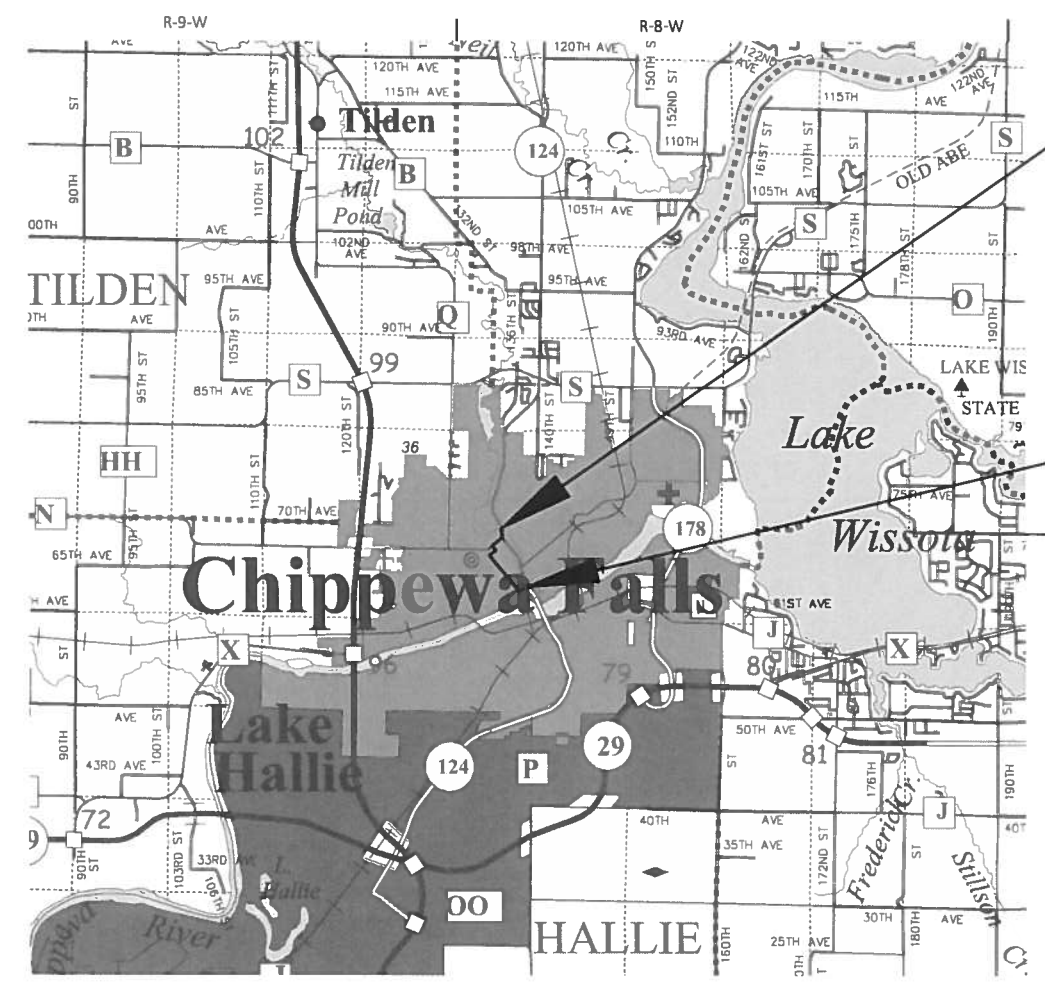
PLAN OF PROPOSED IMPROVEMENT

C CHIPPEWA FALLS, BAY STREET

HIGH STREET TO BRIDGE STREET

STH 124 CHIPPEWA COUNTY

STATE PROJECT NUMBER
8610-02-74



END PROJECT 8610-02-74
STA 986+19.01

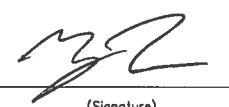
BEGIN PROJECT 8610-02-74
STA 938+63.59
Y = 128,868.982
X = 171,877.473

LAYOUT
SCALE 0 2.0 MI
TOTAL NET LENGTH OF CENTERLINE = 0.901 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), CHIPPEWA COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
8610-02-74	WISC 2025175	1



2/21/25 (Date)
 (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	
Surveyor	AECOM
Designer	AECOM
Project Manager	JOSHUA LANG, P.E.
Regional Examiner	REGIONAL EXAMINER
Regional Supervisor	ANDREW FULCER, P.E.

APPROVED FOR THE DEPARTMENT
DATE: 2/21/2025  (Signature)

E

COUNTY: CHIPPEWA

GENERAL NOTES

RADII, ELEVATIONS, AND DIMENSIONS ARE GIVEN AT THE PAVEMENT EDGES, UNLESS OTHERWISE NOTED IN THE PLANS.

THE CONTRACTOR SHALL NOT OPERATE BEYOND THE SLOPE INTERCEPTS AS SHOWN IN THE PLANS WHEN ADJACENT TO WETLANDS OR ENVIRONMENTALLY SENSITIVE AREAS.

THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, PASSING, OR PARKING LANE.

ADJUST TRAFFIC CONTROL DEVICE LOCATIONS TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

EROSION CONTROL ITEMS SHOWN IN THE MISCELLANEOUS QUANTITIES ARE AT SUGGESTED LOCATIONS. THE ENGINEER MAY MODIFY LOCATIONS TO FIT FIELD CONDITIONS.

WETLANDS, WATERWAYS, AND OTHER ENVIRONMENTALLY SENSITIVE AREAS SHALL BE PROTECTED AT ALL TIMES. DO NOT STORE EQUIPMENT OR MATERIALS NEAR THESE SITES UNLESS APPROVED BY THE ENGINEER.

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

THE BASE AGGREGATE DENSE (BAD) CALCULATIONS ARE BASED ON A UNIT WEIGHT OF 2.1 TONS/CY FOR 3/4-INCH BAD, 2.0 TONS/CY FOR 1 1/4-INCH BAD, AND 2.2 TONS/CY FOR 3-INCH BAD.

THE HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON A UNIT WEIGHT OF 112 LBS/SY/IN OF DEPTH.

ORDER OF SECTION 2 SHEETS

- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- PLAN DETAILS
- CURB DETAILS
- BASE PATCHING DETAILS
- CURB RAMP DETAILS
- EROSION CONTROL
- STORM SEWER
- SIGNAL PLANS
- MARKING PLANS
- TRAFFIC CONTROL
- ALIGNMENT DIAGRAM

CONVENTIONAL ABBREVIATIONS

AHEAD	AH
BACK	BK
CENTERLINE	CL or C/L
CONCRETE	CONC
COORDINATES	COORDS
CULVERT	CULV
CULVERT PIPE CORRUGATED ALUMINUM	CPCA
CULVERT PIPE REINFORCED CONCRETE	CPRC
COUNTY TRUNK HIGHWAY	CTH
DEGREE OF CURVATURE	D
EAST	E
EASTING	X
ELEVATION	ELEV
EXISTING	EX
GAS VALVE	GV
GRID NORTH	GN
HOT MIX ASPHALT	HMA
HYDRANT	HYD
LENGTH OF CURVE	L
LEFT	LT
NORTH	N
NORTHBOUND	NB
NORTHING	Y
POINT OF TANGENCY	PT
PROPERTY LINE	PL
REFERENCE LINE	RL or R/L
PIPE ARCH CORRUGATE STEEL	PACSAC
ALUMINUM COATED	
POINT OF CURVATURE	PC
POINT OF INTERSECTION	PI
RADIUS	R
REQUIRED	REQ'D
RIGHT	RT
RIGHT OF WAY	R/W
SHOULDER	SHLD
SOUTH	S
SOUTHBOUND	SB
SUPERELEVATION	SE
SEPTIC VENT	SEPV
SQUARE FEET	SF
STATE TRUNK HIGHWAY	STH
STATION	STA
TANGENT	T
TELEPHONE PEDESTAL	TP
TYPICAL	TYP.
VOLUME	V
VARIES	VAR.
WEST	W

COMMUNICATIONS

AT&T WISCONSIN
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EAU CLAIRE, WI 54701
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SPECTRUM
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ALTOONA, WI 54720
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EMAIL: chtr_wi_const@charter.com

ELECTRICITY

XCEL ENERGY - ELECTRICITY - TRANSMISSION
1414 W HAMILTON AVE
EAU CLAIRE, WI 54701
PHONE: (715) 737-1431

GAS/PETROLEUM

XCEL ENERGY - GAS/PETROLEUM
KRISTEN HOFACKER
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PHONE: (715) 577-9183 (CELL)
EMAIL: kristen.a.hofacker@xcelenergy.com

SEWER & WATER

CHIPPEWA FALLS DEPT. OF PUBLIC UTILITY - SEWER & WATER
BRANDON CESAFSKY
30 WEST CENTRAL ST
CHIPPEWA FALLS, WI 54729
PHONE: (715) 726-2736 (ENGINEERING DEPT.)
PHONE: (715) 726-2741 (WATER DEPT.)
EMAIL: btcesafsky@chippewafalls-wi.gov

WISDOT

WisDOT DESIGN PROJECT MANAGER
JOSH LANG
944 VANDERPERREN WAY
GREEN BAY, WI 54304
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EMAIL: joshua.lang@dot.wi.gov

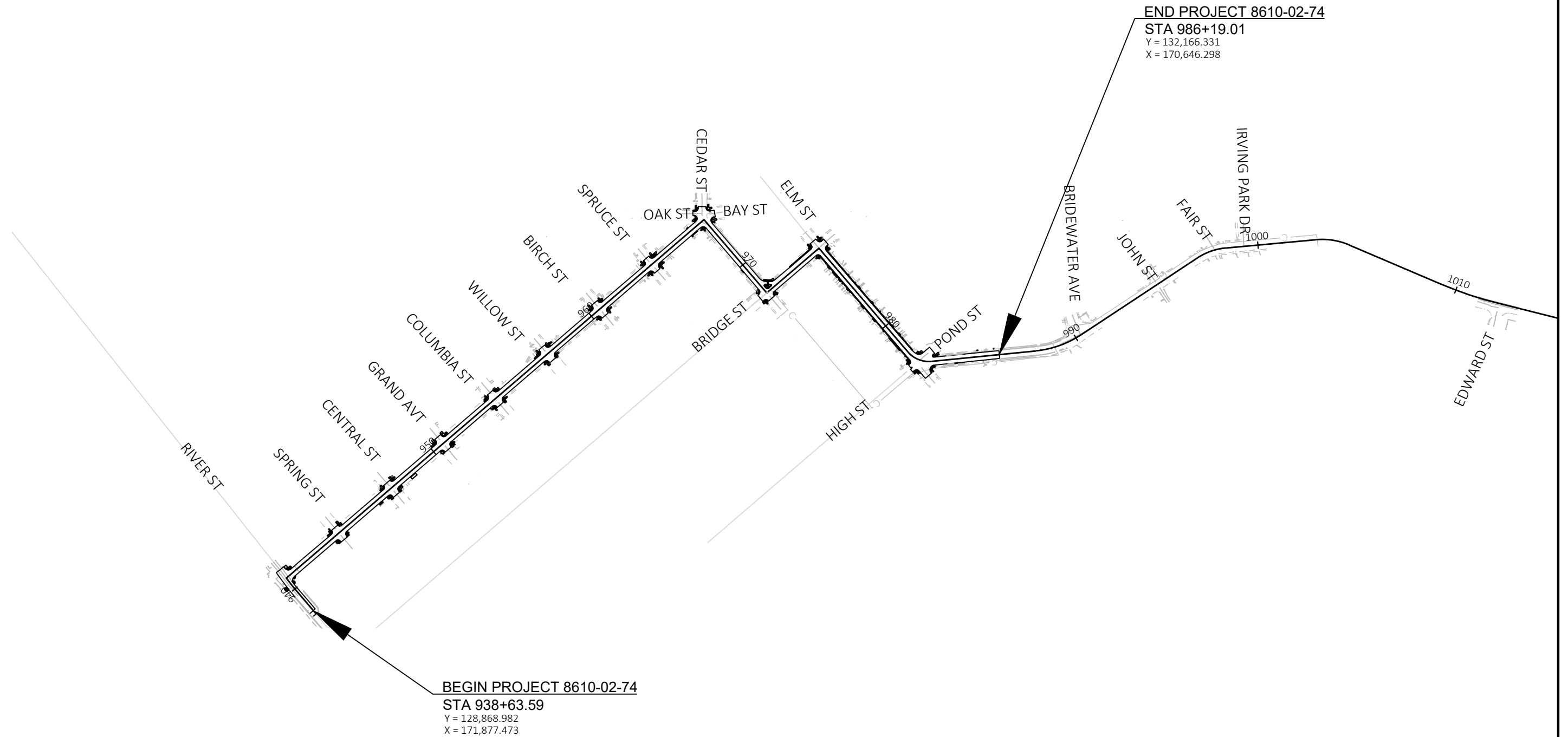
WISDNR

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
(NORTHERN REGION)
AMY CRONK
810 W MAPLE STREET
SPOONER, WI 54801
PHONE: (715) 635-4229
EMAIL: amy.cronk@wisconsin.gov

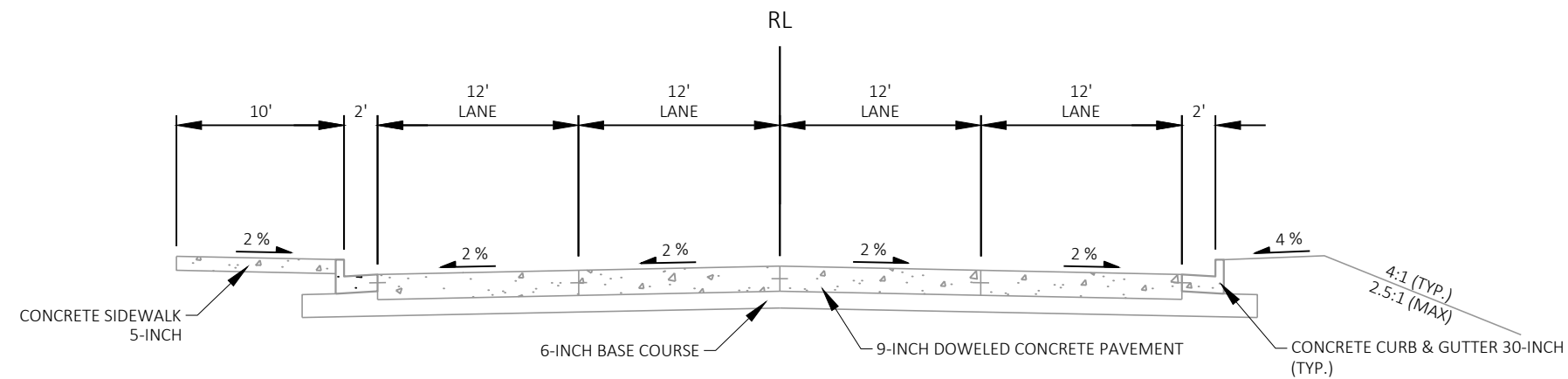
DESIGN CONTACT

AECOM
ZACH LARSON
1350 DEMING WAY, STE. 100
MIDDLETON, WI 53562
PHONE: (608) 828-8165
EMAIL: zachary.larson@aecom.com



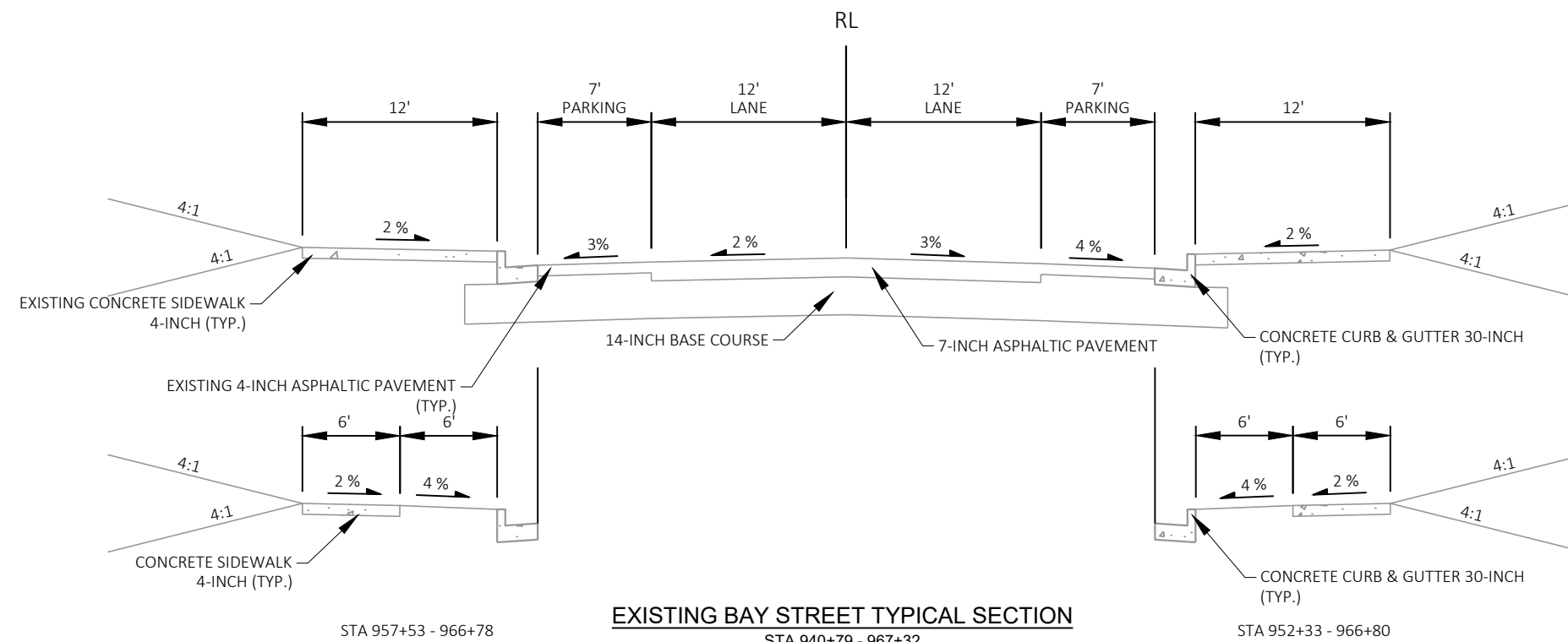


PROJECT NO: 8610-02-74	HWY: STH 124	COUNTY: CHIPPEWA	PROJECT OVERVIEW	SHEET	E
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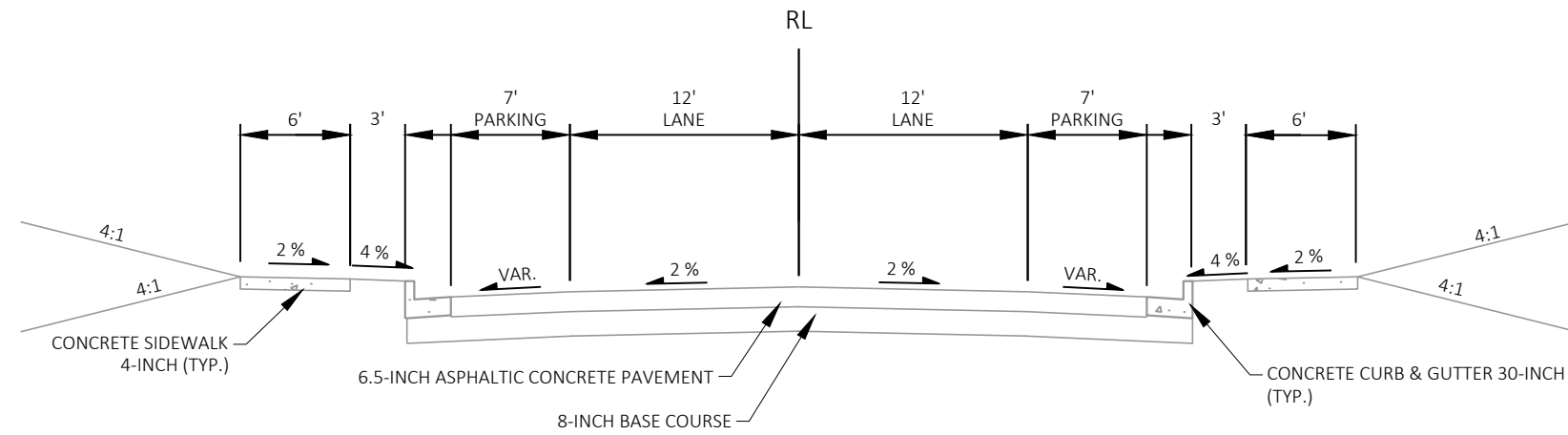


EXISTING RIVER STREET TYPICAL SECTION

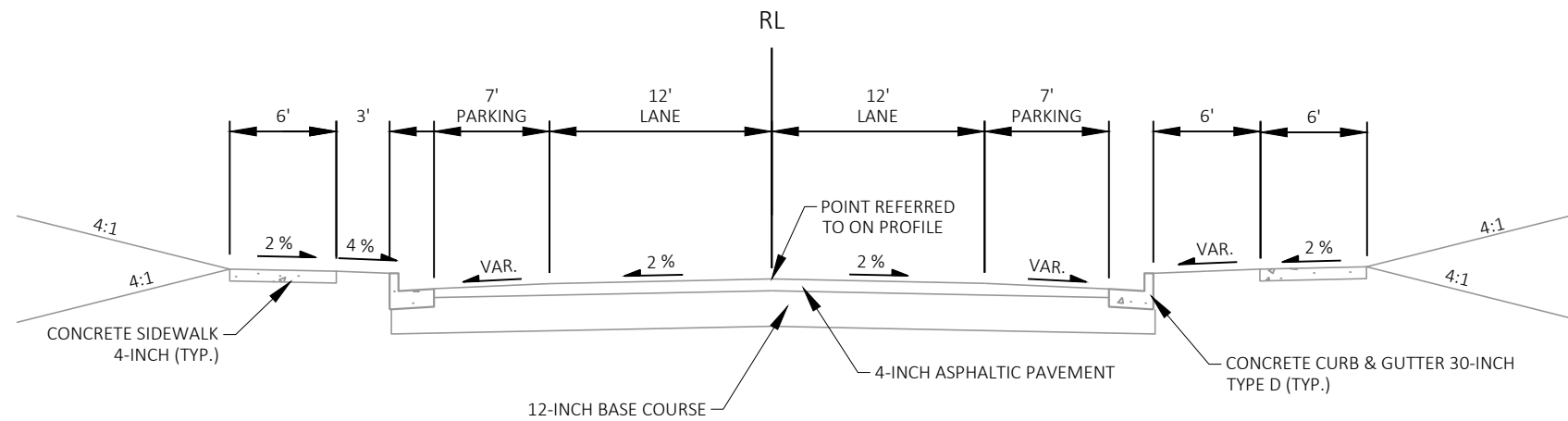
STA 938+63 - 940+79



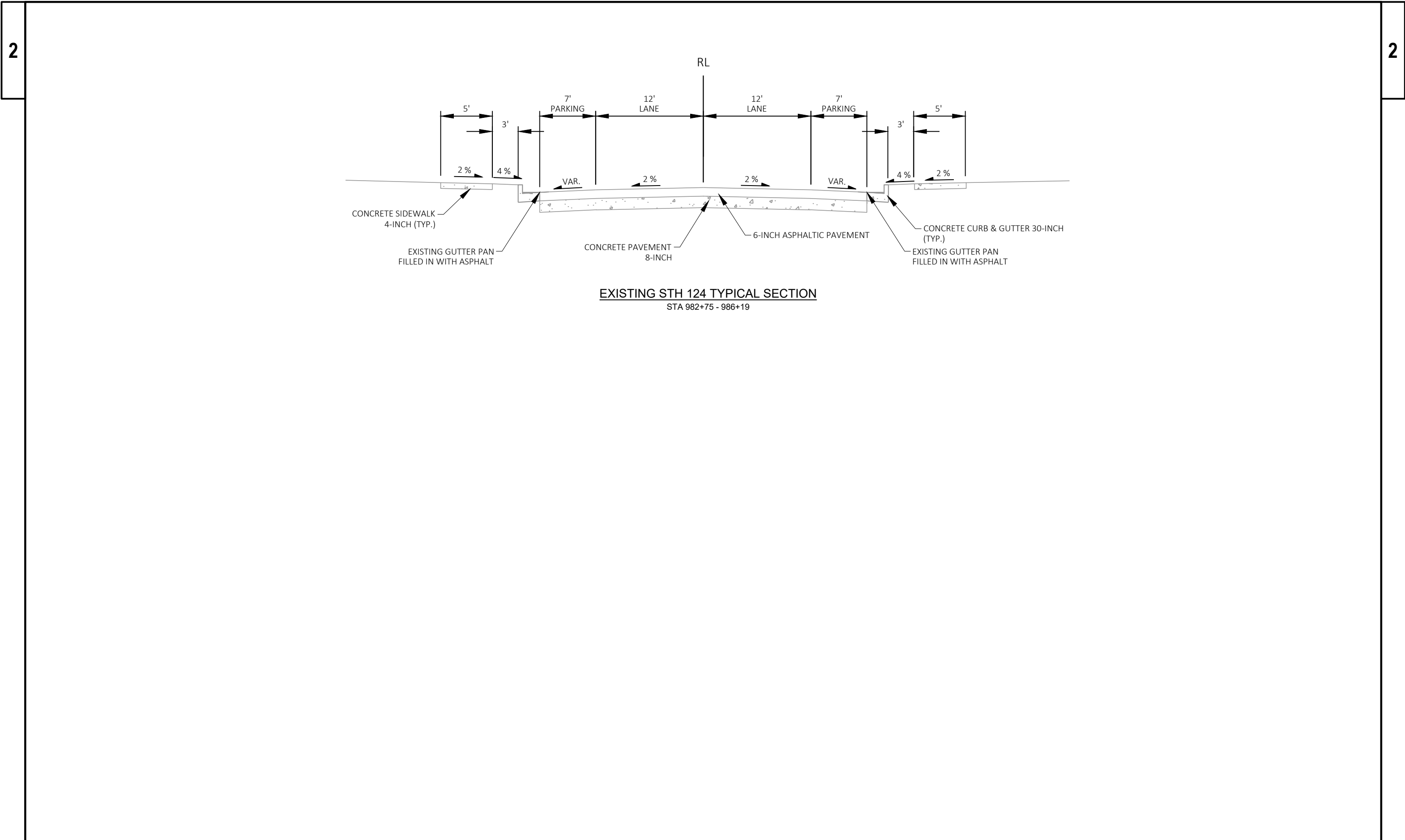
EXISTING BAY STREET TYPICAL SECTION

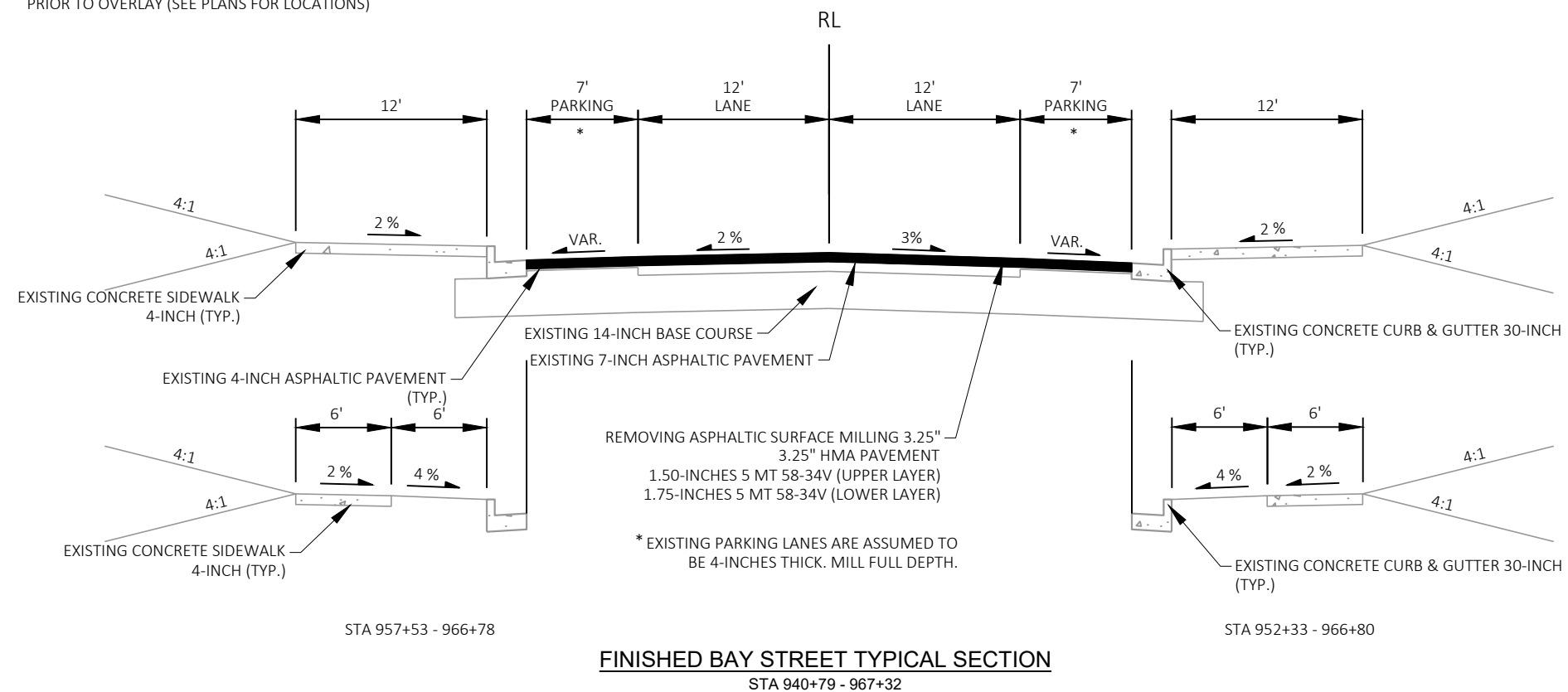
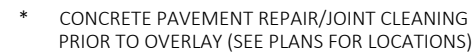


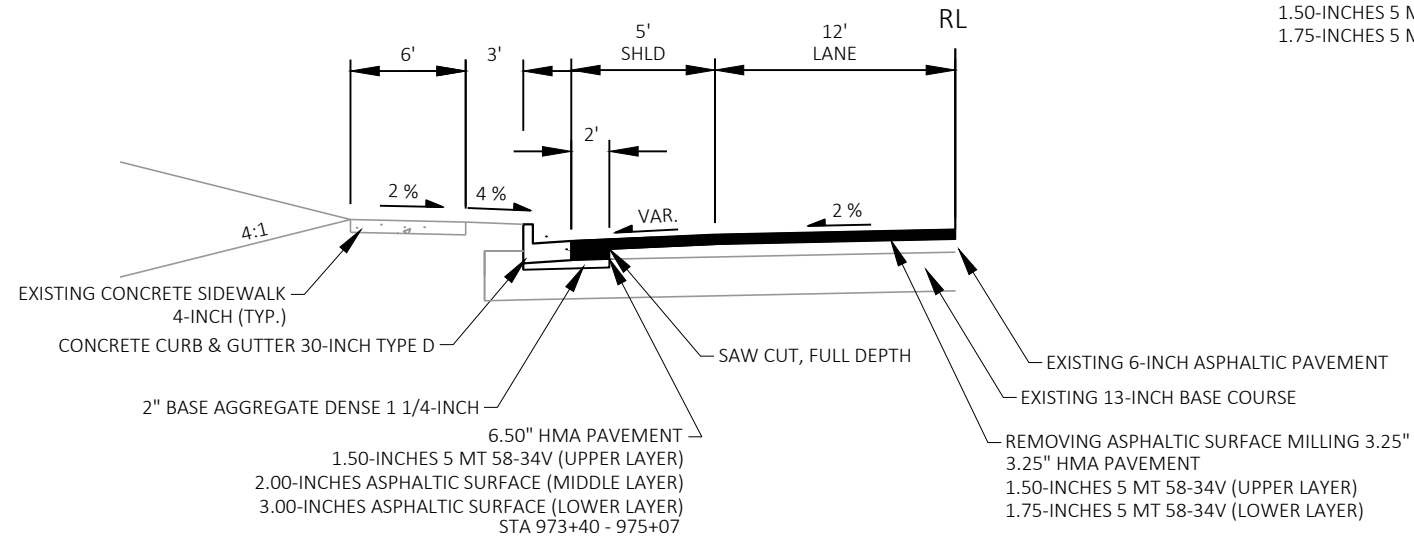
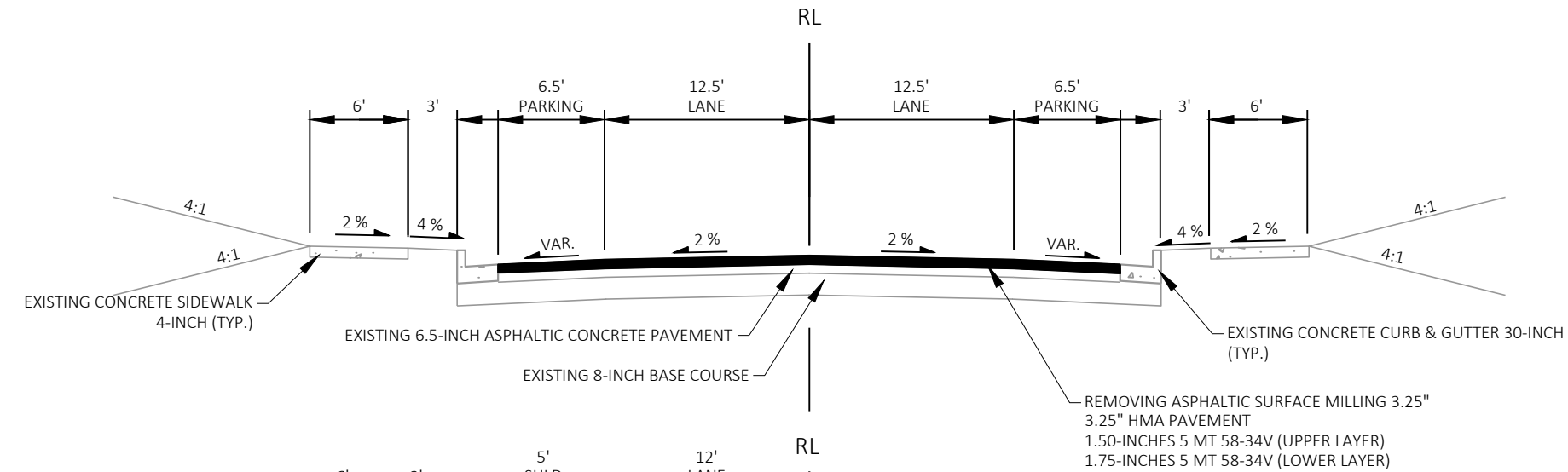
EXISTING CEDAR/BRIDGE STREET TYPICAL SECTION
STA 967+32 - 975+07



EXISTING ELM STREET TYPICAL SECTION
STA 975+07 - 982+75

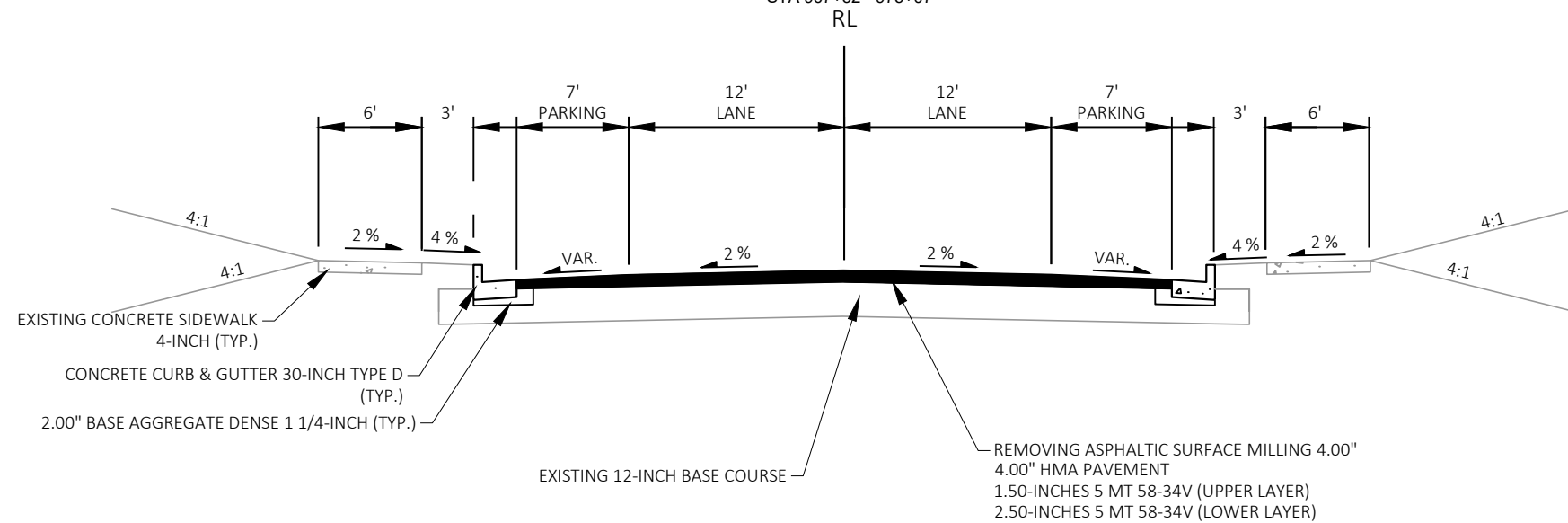






FINISHED CEDAR/BRIDGE STREET TYPICAL SECTION

STA 967+32 - 975+07



FINISHED ELM STREET TYPICAL SECTION

STA 975+07 - 982+75

PROJECT NO: 8610-02-74

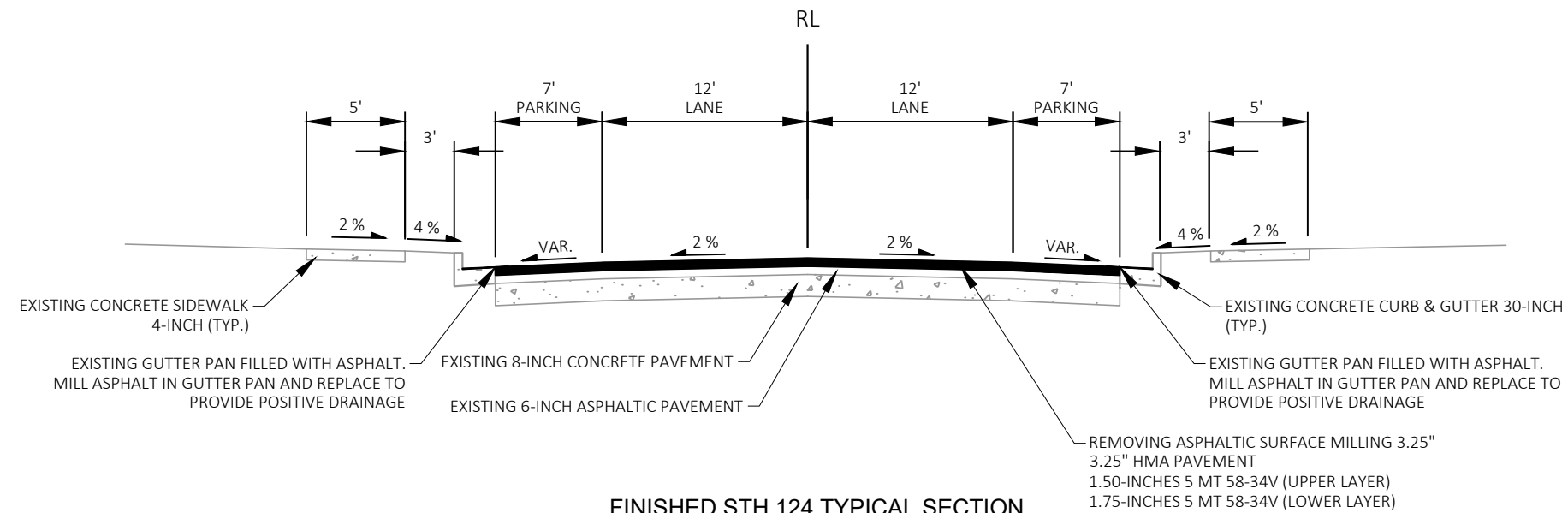
HWY: STH 124

COUNTY: CHIPPEWA

FINISHED TYPICAL SECTIONS

SHEET

E

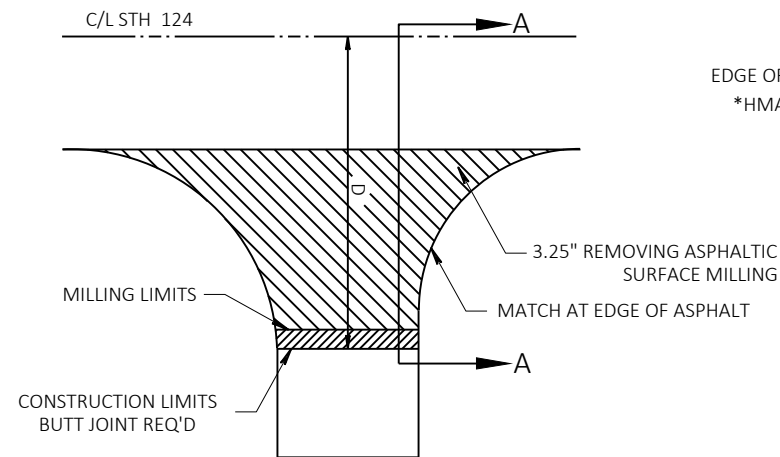


RUNOFF COEFFICIENT TABLE

	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08	.16	.22	.12	.20	.27	.15	.24	.33	.19	.28	.38
	.22	.30	.38	.26	.34	.44	.30	.37	.50	.34	.41	.56
MEDIAN STRIP- TURF	.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 SLOPE- TURF			.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						

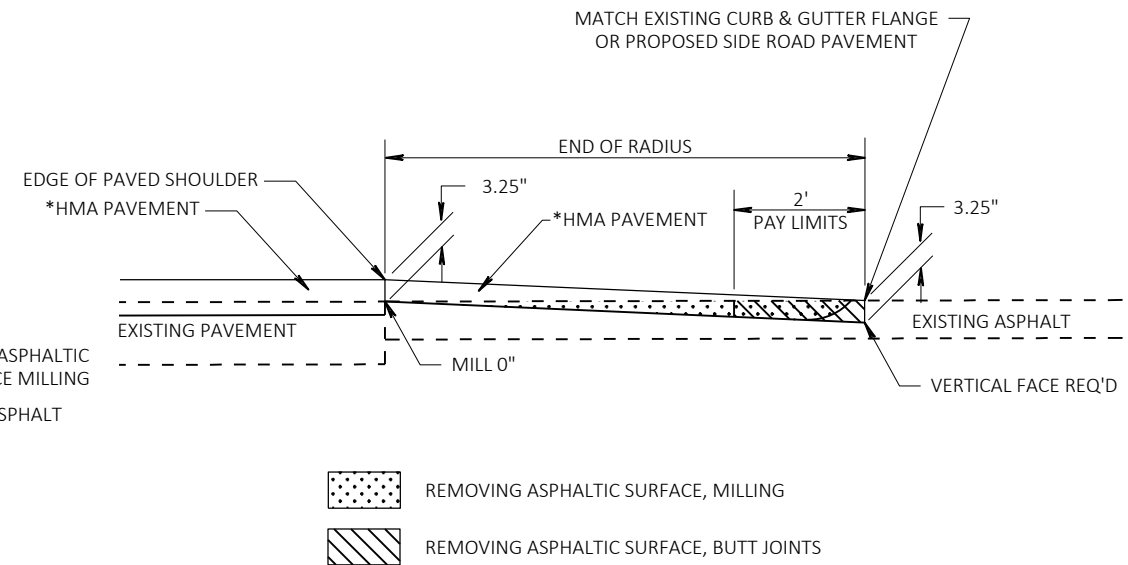
TOTAL PROJECT AREA = 5.34 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.74 ACRES

* SEE TYPICAL SECTIONS FOR PAVEMENT TYPE
AND THICKNESS OF INDIVIDUAL LAYERS



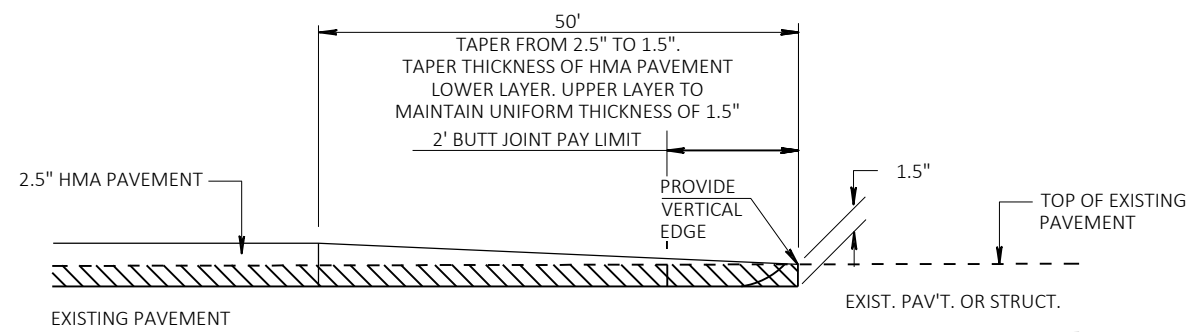
D = FARTHEST RADIUS FROM STH 124
OR AS DIRECTED BY ENGINEER

PLAN VIEW
INTERSECTION WITHOUT CURB & GUTTER



REMOVING ASPHALTIC SURFACE BUTT JOINTS DETAIL

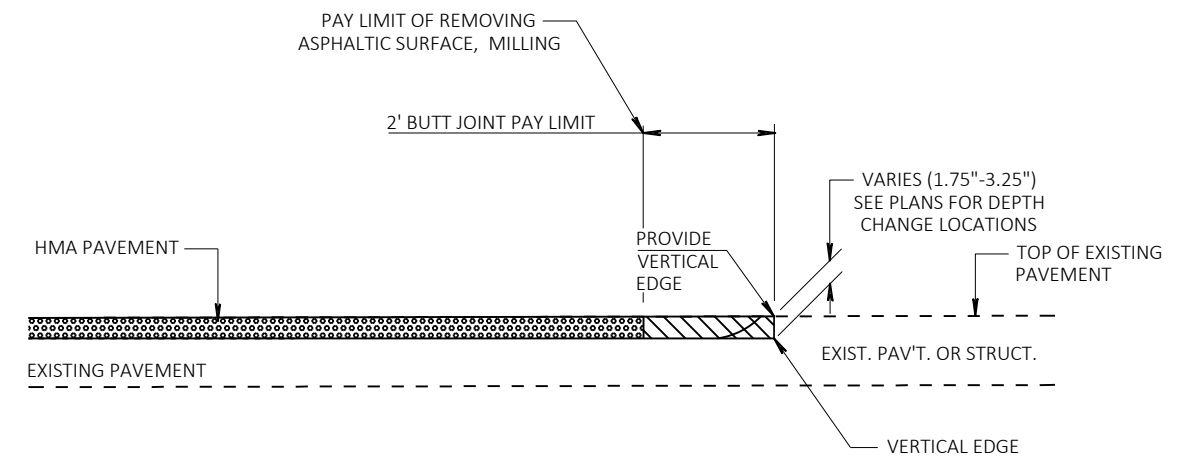
SIDEROAD



REMOVING CONCRETE PAVEMENT PARTIAL DEPTH

REMOVING CONCRETE PAVEMENT SURFACE BUTT JOINTS DETAIL

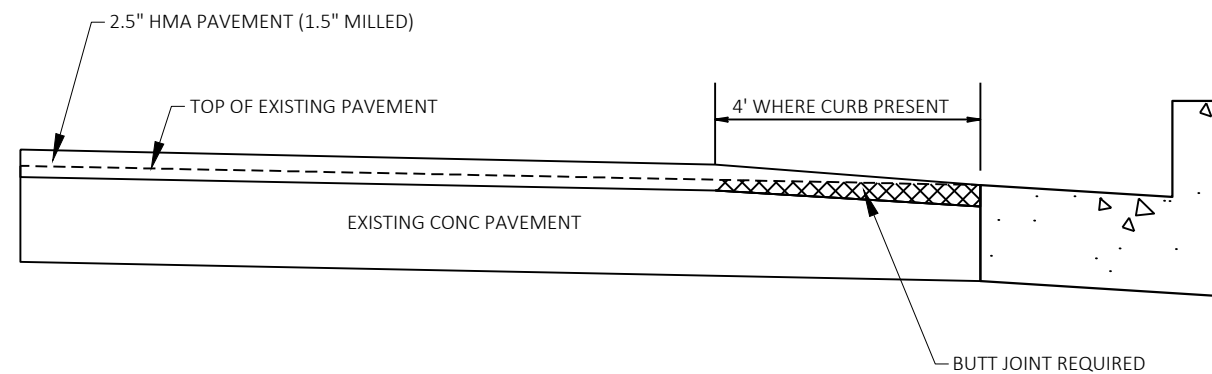
MAINLINE
RIVER STREET (STA 938+63 - 940+79)



REMOVING ASPHALTIC SURFACE, BUTT JOINTS
REMOVING ASPHALTIC SURFACE, MILLING

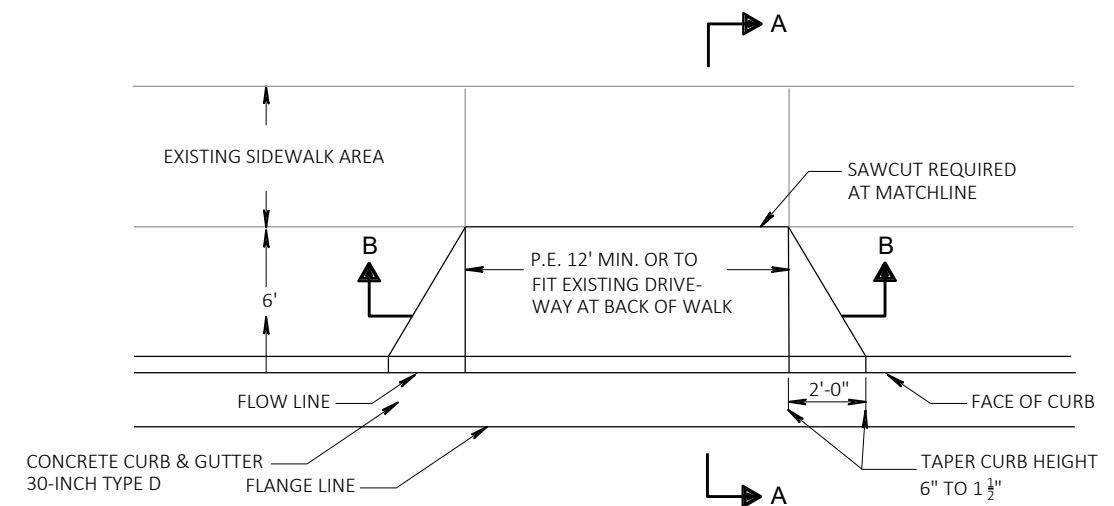
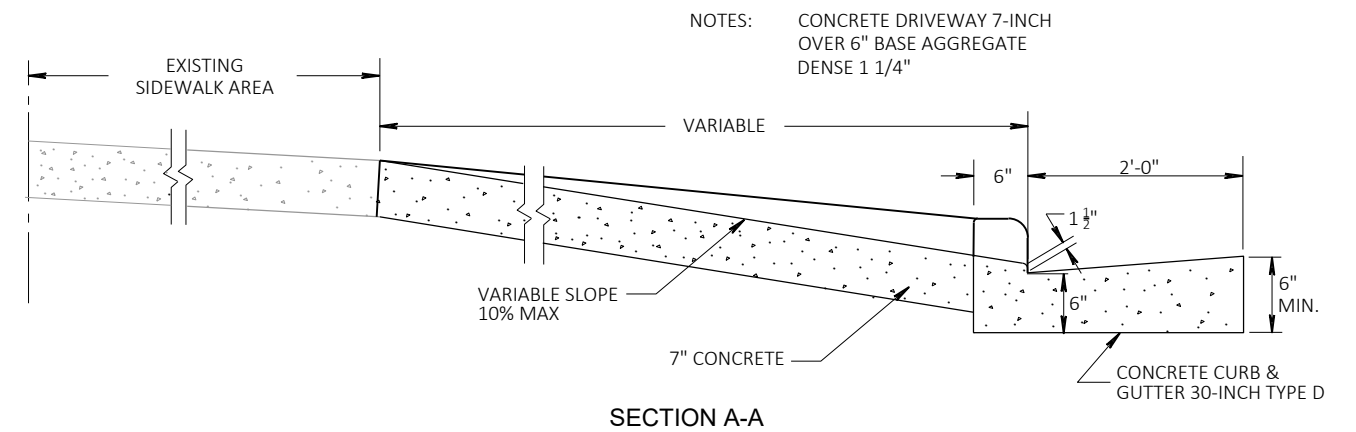
REMOVING ASPHALTIC SURFACE BUTT JOINTS DETAIL

NO PROFILE CHANGE



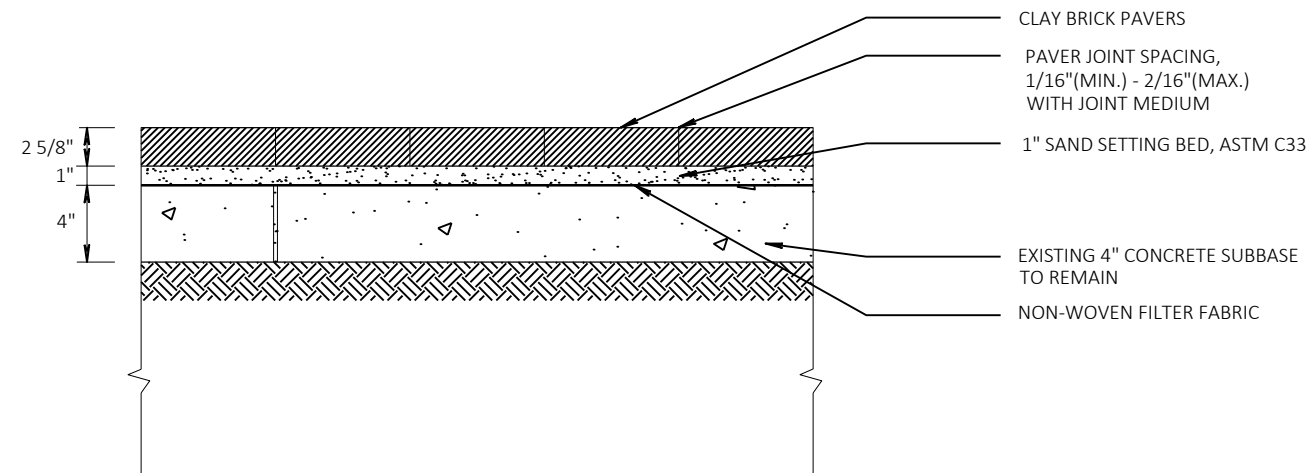
REMOVING CONCRETE PAVEMENT BUTT JOINT WITH CURB AND GUTTER PRESENT

STA 938+63 - 940+79



SECTION B-B

DRIVEWAYS



SALVAGE AND REINSTALL BRICK PAVERS DETAIL

STA 940+15 - 940+33

PROJECT NO: 8610-02-74

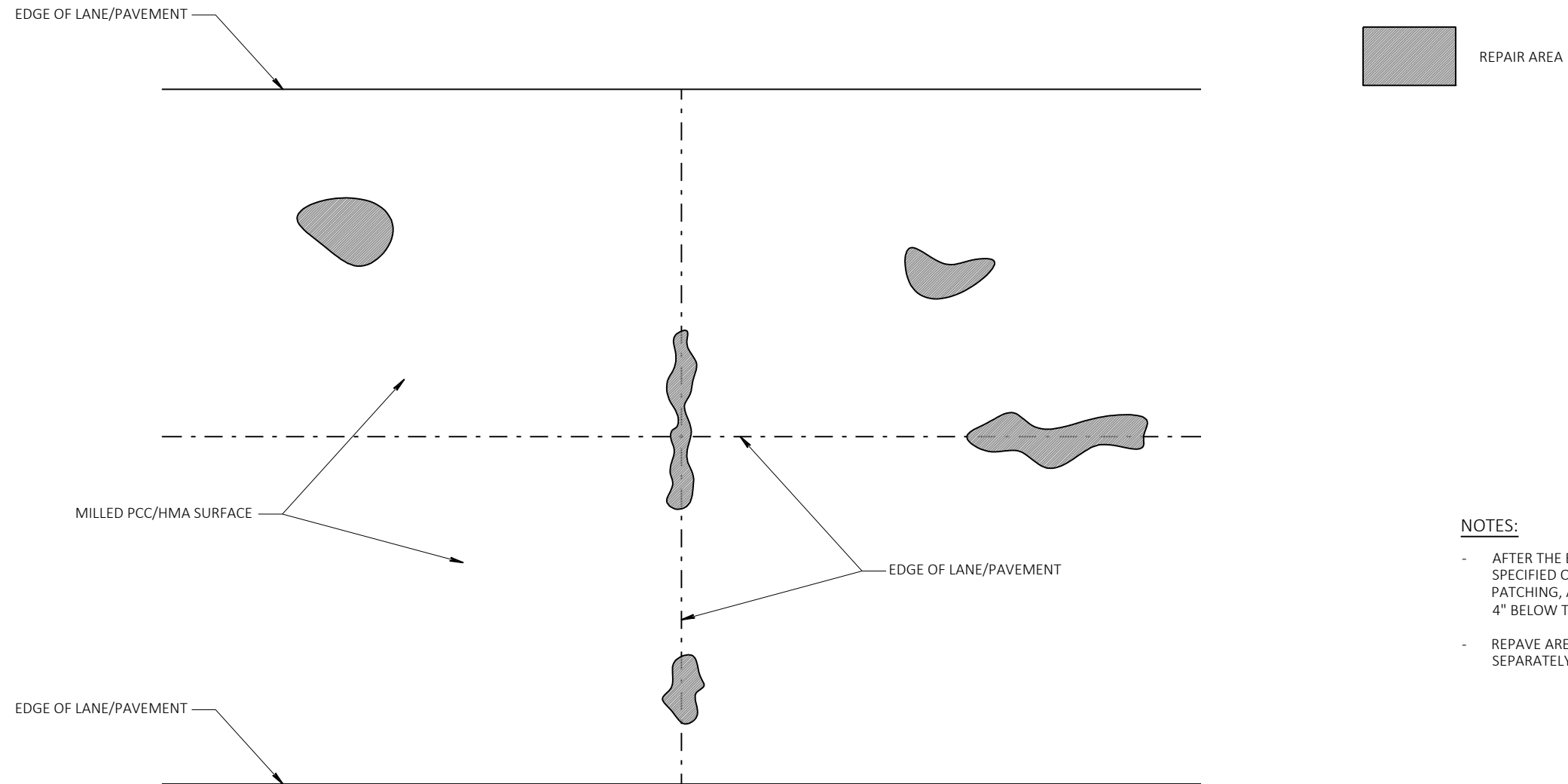
HWY: STH 124

COUNTY: CHIPPEWA

CONSTRUCTION DETAILS

SHEET

E

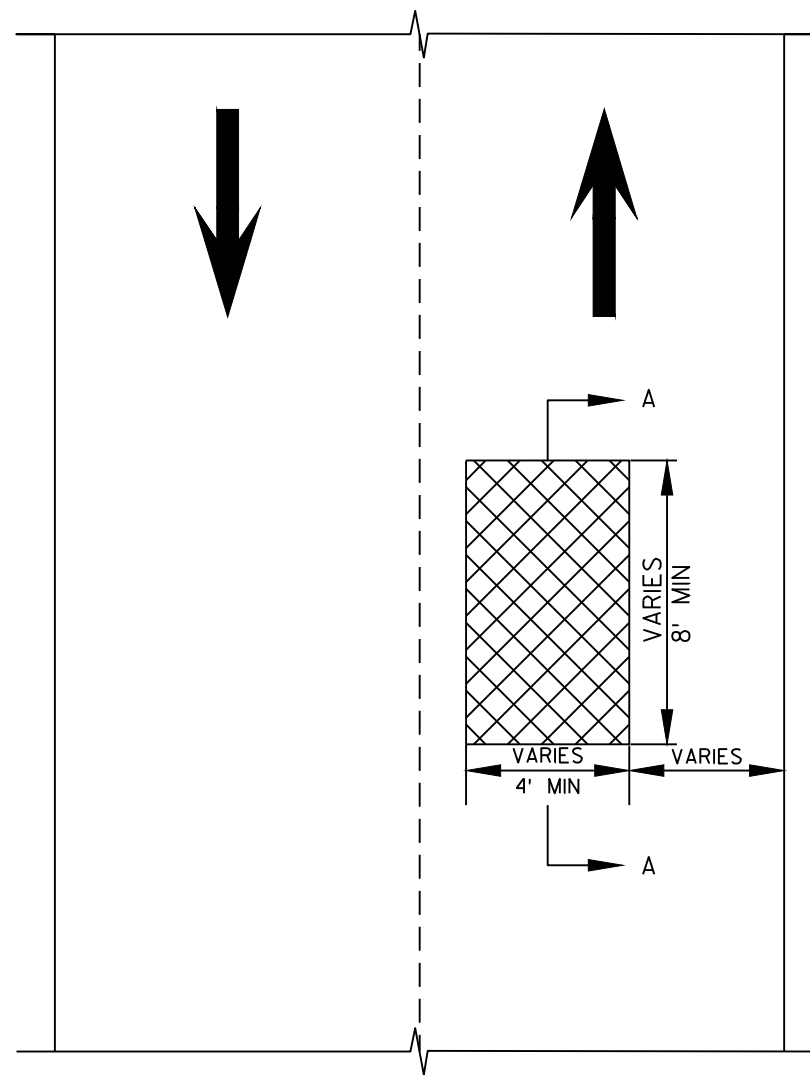
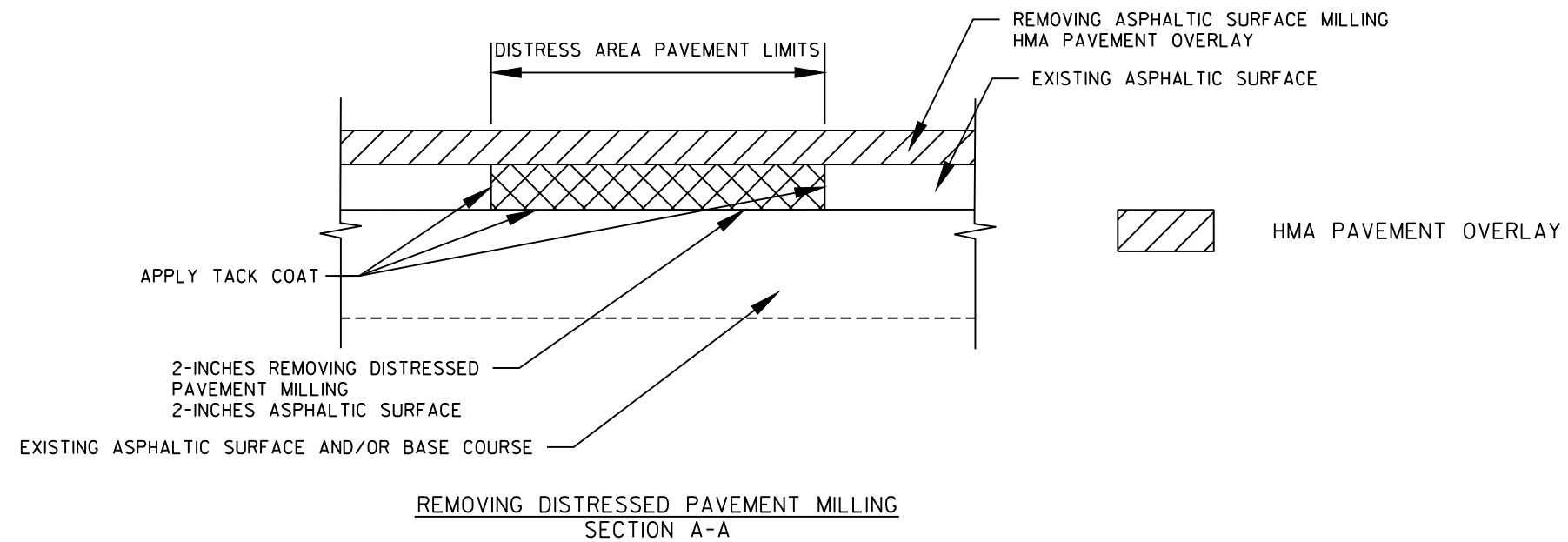
**NOTES:**

- AFTER THE EXISTING PAVEMENT IS MILLED TO THE DEPTH SPECIFIED ON TYPICAL, REMOVE REMAINDER OF CRACKFILL, PATCHING, AND UNSOUND PCC/HMA TO A MINIMUM DEPTH OF 4" BELOW THE PAVEMENT.
- REPAVE AREAS WITH ASPHALTIC SURFACE PATCHING PAID SEPARATELY FROM THIS ITEM.

CLEANING AND REPAIRING DISTRESSED HMA/PCC AREAS

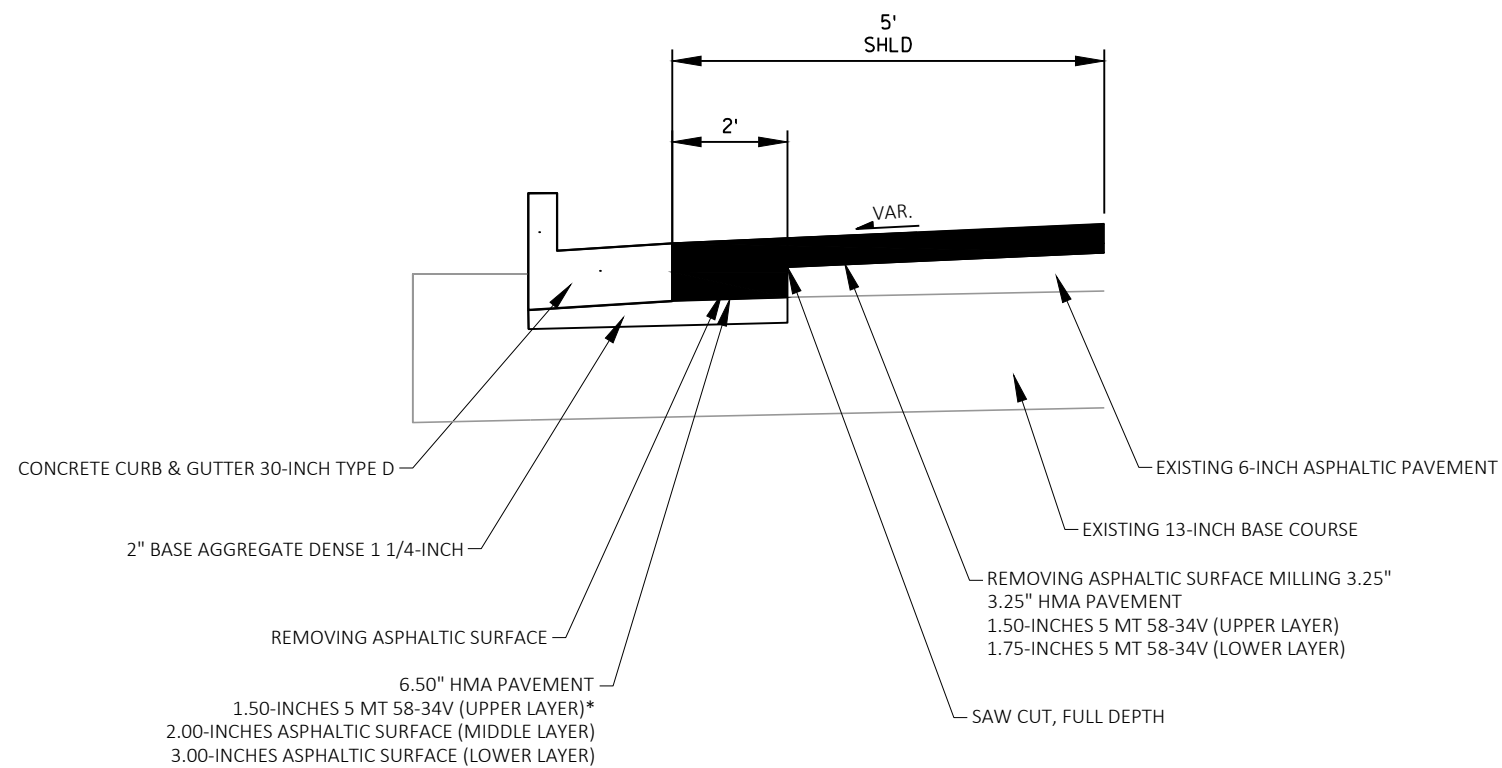
PREPARE FOUNDATION FOR ASPHALT PAVING (8610-02-74), ITEM 211.0101

STA 938+63 - 940+79



PLAN VIEW

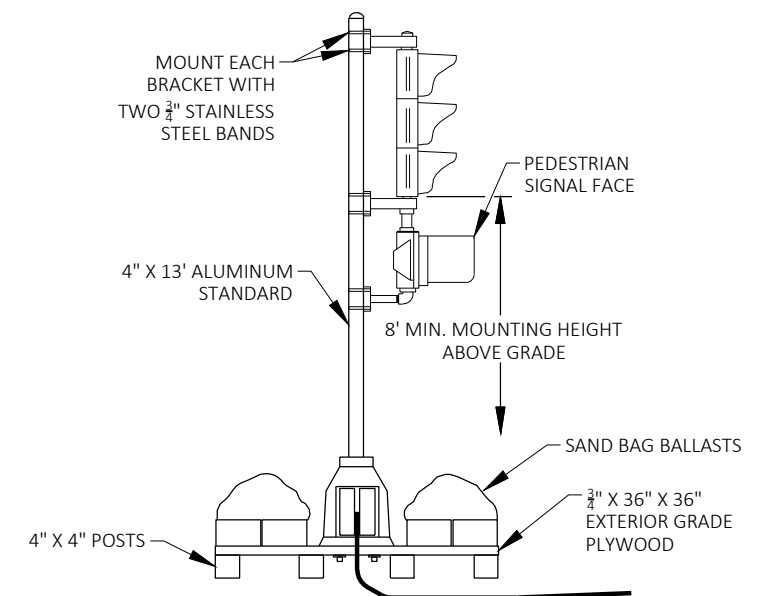
EXACT LOCATION AND LIMITS OF REMOVING DISTRESSED PAVEMENT MILLING TO BE DETERMINED BY THE ENGINEER IN THE FIELD



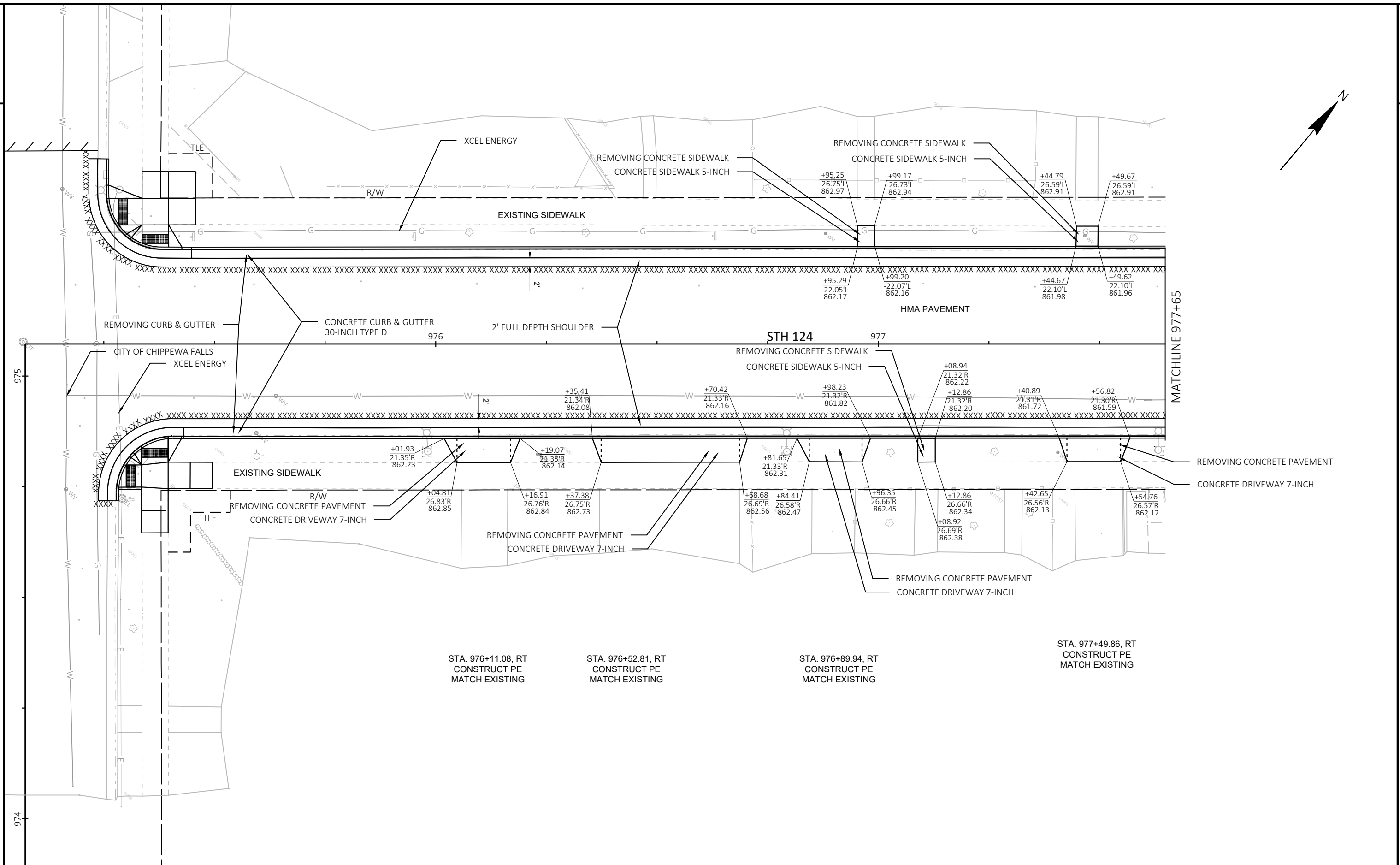
* NOTE: ASPHALTIC SURFACE MAY BE USED TO TEMPORARILY FILL UP TO CURB SURFACE PRIOR TO MILLING OPERATION IF NEEDED TO OPEN TO PEDESTRIAN TRAFFIC.

IF LOCATION OF TEMPORARY PEDESTRIAN ACCOMMODATION DOES NOT USE THE PATCHED LOCATION, DO NOT INSTALL SURFACE LAYER

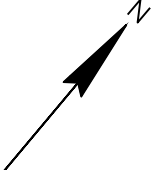
FULL DEPTH SHOULDER DETAIL
ALL CURB REPLACEMENT ADJACENT TO TO ASPHALT



TEMPORARY SKID TYPE TRAFFIC SIGNAL POLE

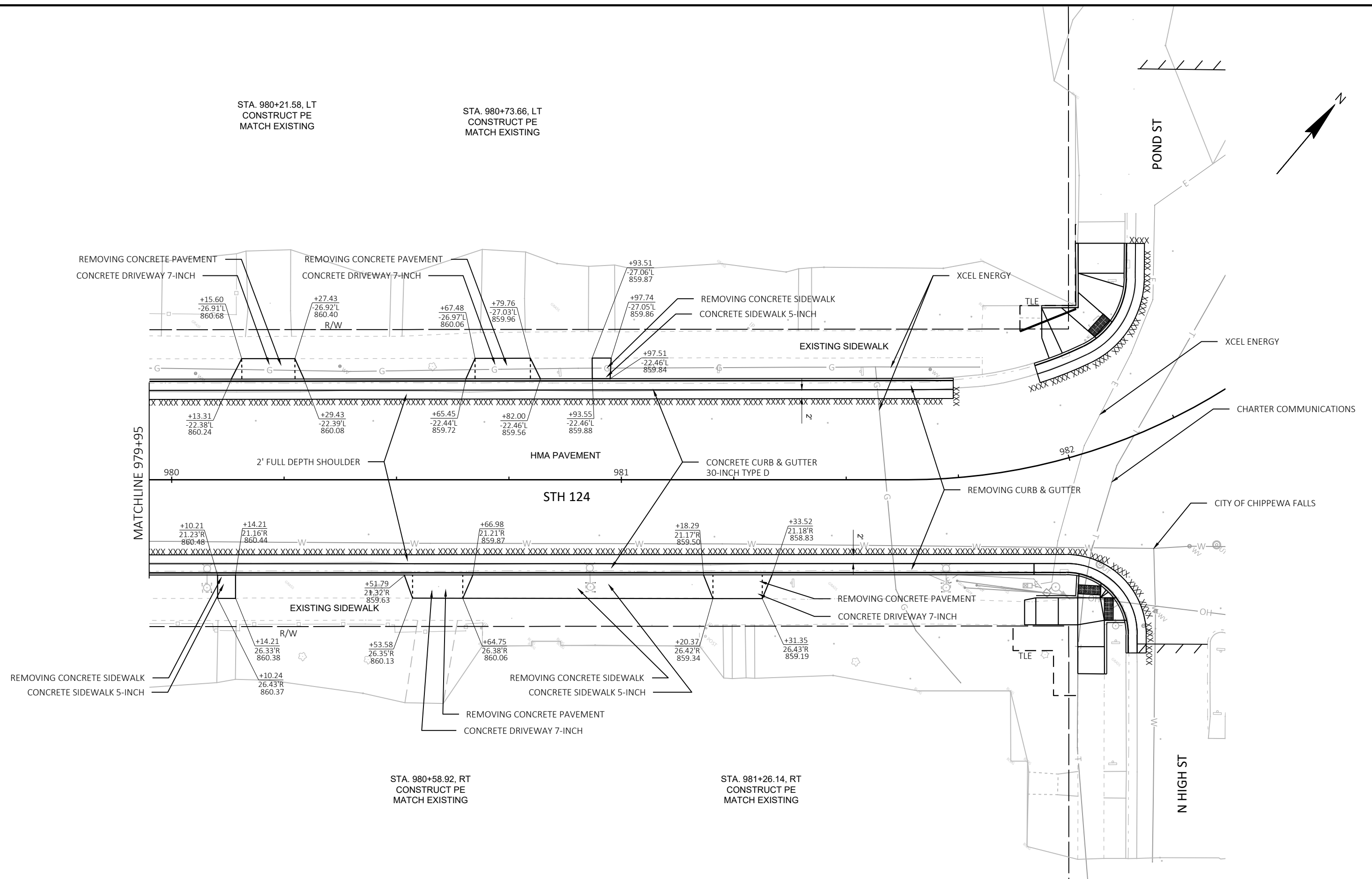


PROJECT NO: 8610-02-74	HWY: STH 124	COUNTY: CHIPPEWA	PLAN DETAILS	SHEET	E
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2



PROJECT NO:	8610-02-74
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HWY: STH 124

COUNTY: CHIPPEWA

PLAN DETAILS

SHEET

11

FILE NAME : C:\USERS\ARBUCKLEA\ONEDRIVE - AECOM\STH 124\910_CAD\60609476\SHEETS\PLAN - 74\021203-PD.DWG
DETAILS NAME - 03

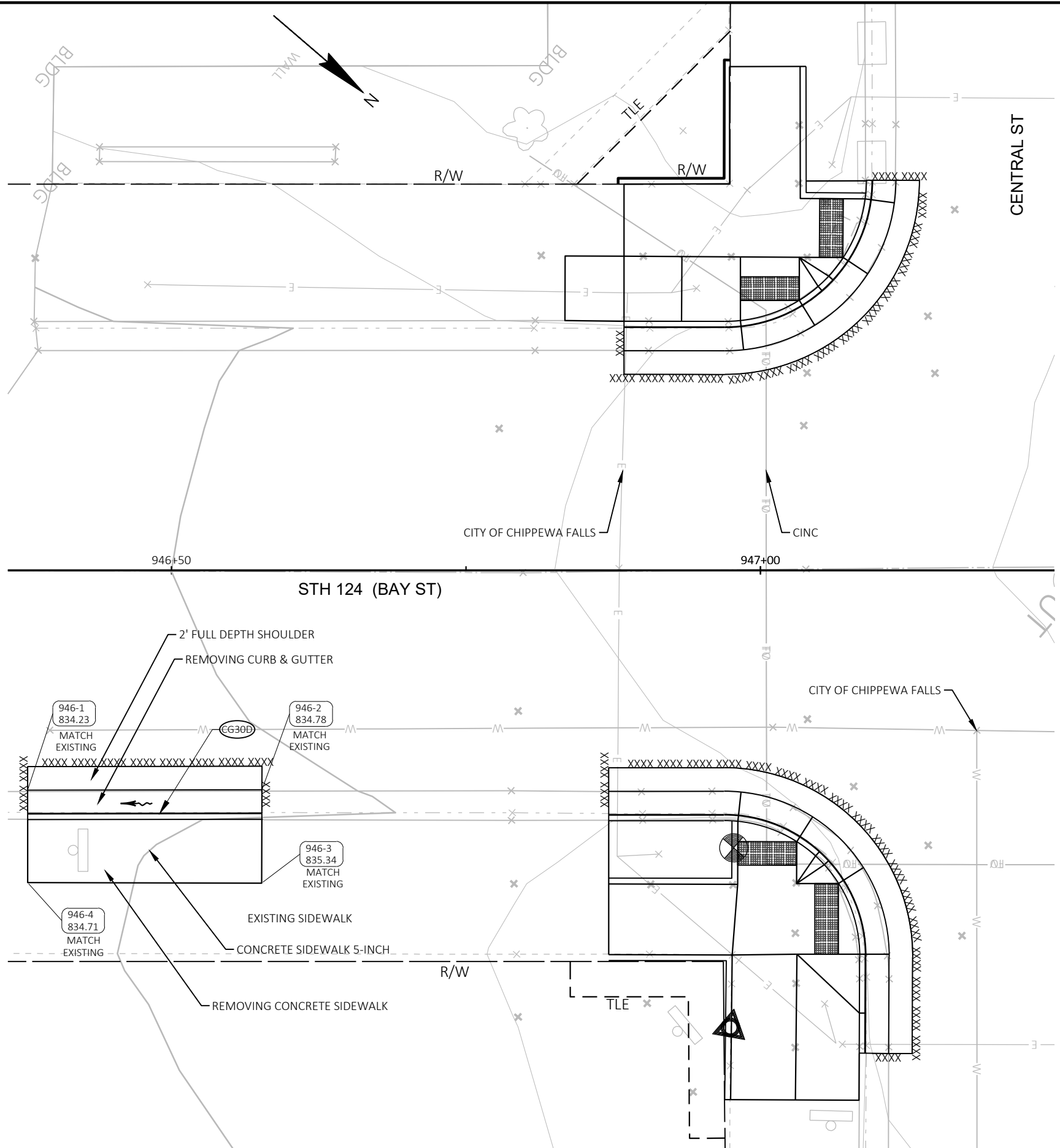
PLOT DATE : 1/30/2025 7:55 AM

PLOT BY : ARBUCKLE, ADRIAN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42



LEGEND

- CG30A CONCRETE CURB & GUTTER
30-INCH TYPE A
- CG30D CONCRETE CURB & GUTTER
30-INCH TYPE D
- XXX
XXX.XX POINT NUMBER & ELEVATION
- XXXX SAWCUT

NOTES:

- CONTRACTOR TO FIELD VERIFY ELEVATION, LENGTHS AND MATCH POINTS PRIOR TO CONSTRUCTION.
- THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
- SEE THE STANDARD DETAIL DRAWINGS FOR CURB REQUIREMENTS.
- ALL STATION AND OFFSET INFORMATION REFERENCE STH 124 R/L.
- MATCH EXISTING/ADJOINING GUTTER CROSS SLOPES.

946					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
946-1	946+37.79	18.66' RT	834.23	129184.62	171363.32
946-2	946+57.67	18.63' RT	834.78	129199.67	171350.34
946-3	946+57.66	26.56' RT	835.34	129204.84	171356.36
946-4	946+37.78	26.51' RT	834.71	129189.73	171369.28

PROJECT NO: 8610-02-74

HWY: STH 124

COUNTY: CHIPPEWA

CURB DETAILS

SHEET

E

LEGEND

- CG30A

CONCRETE CURB & GUTTER
30-INCH TYPE A
- CG30D

CONCRETE CURB & GUTTER
30-INCH TYPE D
- XXX
XXX.XX

POINT NUMBER & ELEVATION
- XXXX

SAWCUT

- NOTES:
1.

CONTRACTOR TO FIELD VERIFY ELEVATION, LENGTHS AND MATCH POINTS PRIOR TO CONSTRUCTION.
2.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3.

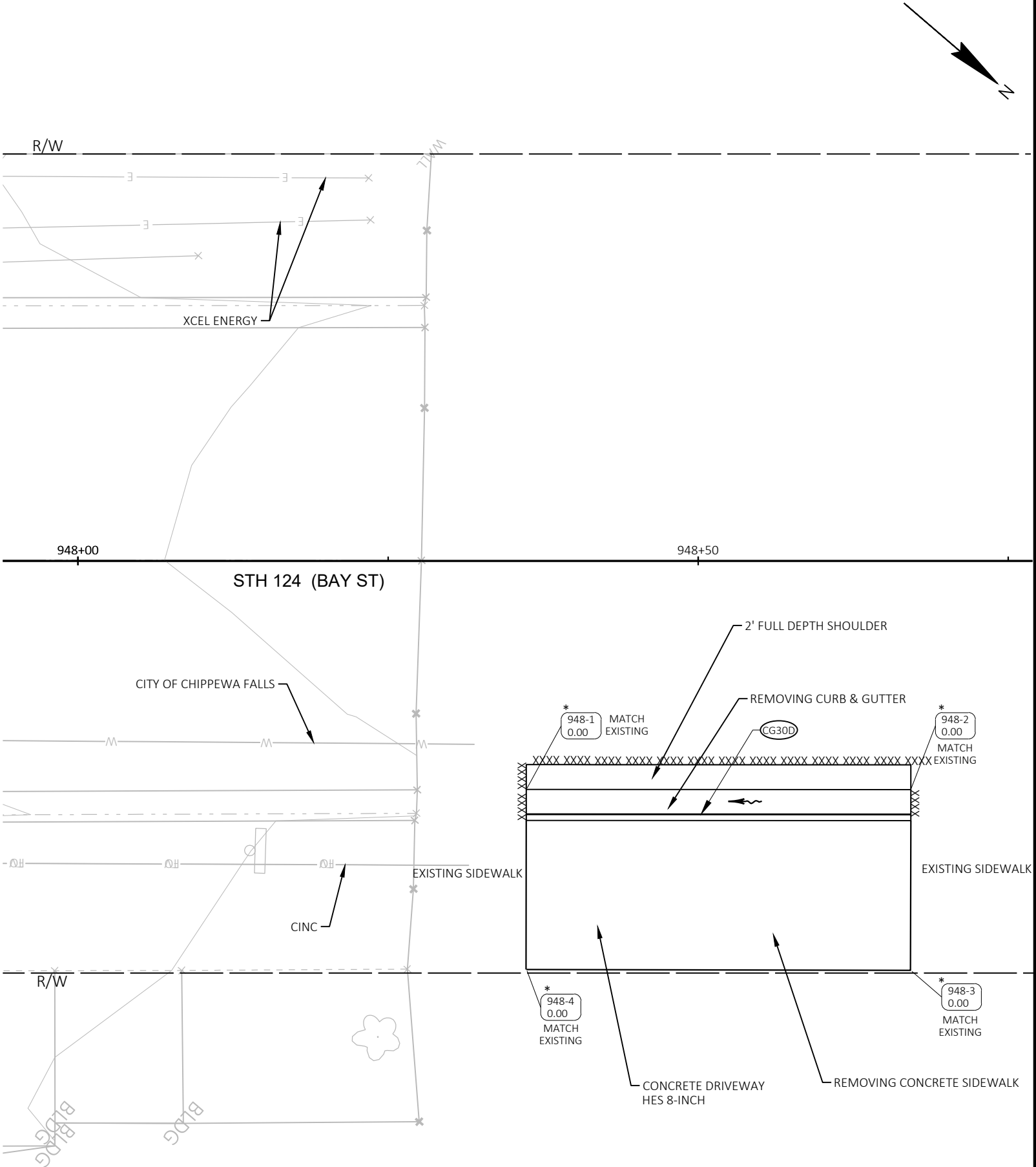
SEE THE STANDARD DETAIL DRAWINGS FOR CURB REQUIREMENTS.
4.

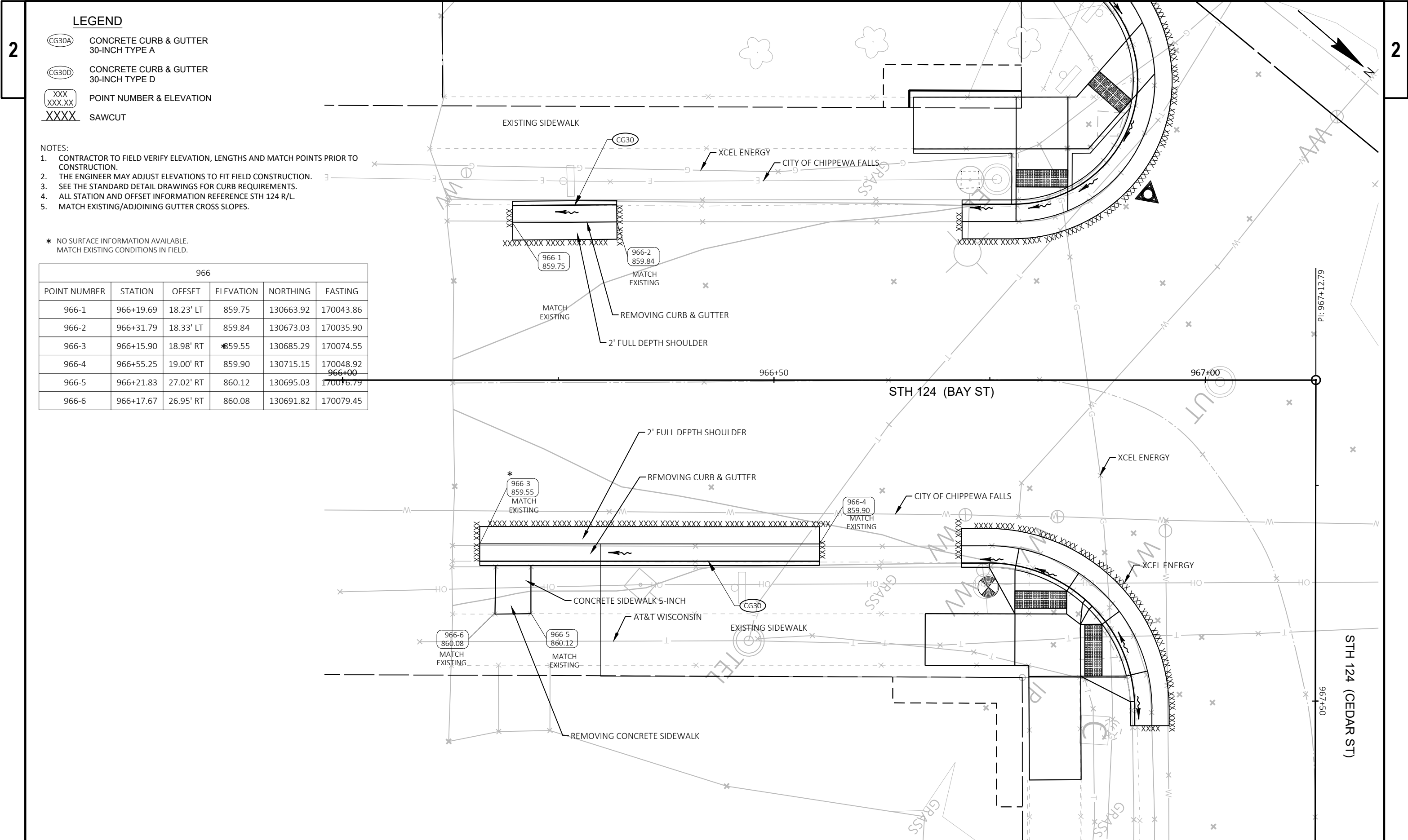
ALL STATION AND OFFSET INFORMATION REFERENCE STH 124 R/L.
5.

MATCH EXISTING/ADJOINING GUTTER CROSS SLOPES.

* NO SURFACE INFORMATION AVAILABLE.
MATCH EXISTING CONDITIONS IN FIELD.

948					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
948-1	948+36.15	18.42' RT	* 0.00	129334.92	171233.87
948-2	948+67.14	18.43' RT	* 0.00	129358.44	171213.69
948-3	948+67.13	32.99' RT	* 0.00	129367.92	171224.74
948-4	948+36.16	32.92' RT	* 0.00	129344.38	171244.86





LEGEND

- CG30A CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D CONCRETE CURB & GUTTER 30-INCH TYPE D
- XXX XXX.XX POINT NUMBER & ELEVATION
- XXXX SAWCUT

NOTES:

- CONTRACTOR TO FIELD VERIFY ELEVATION, LENGTHS AND MATCH POINTS PRIOR TO CONSTRUCTION.
- THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
- SEE THE STANDARD DETAIL DRAWINGS FOR CURB REQUIREMENTS.
- ALL STATION AND OFFSET INFORMATION REFERENCE STH 124 R/L.
- MATCH EXISTING/ADJOINING GUTTER CROSS SLOPES.

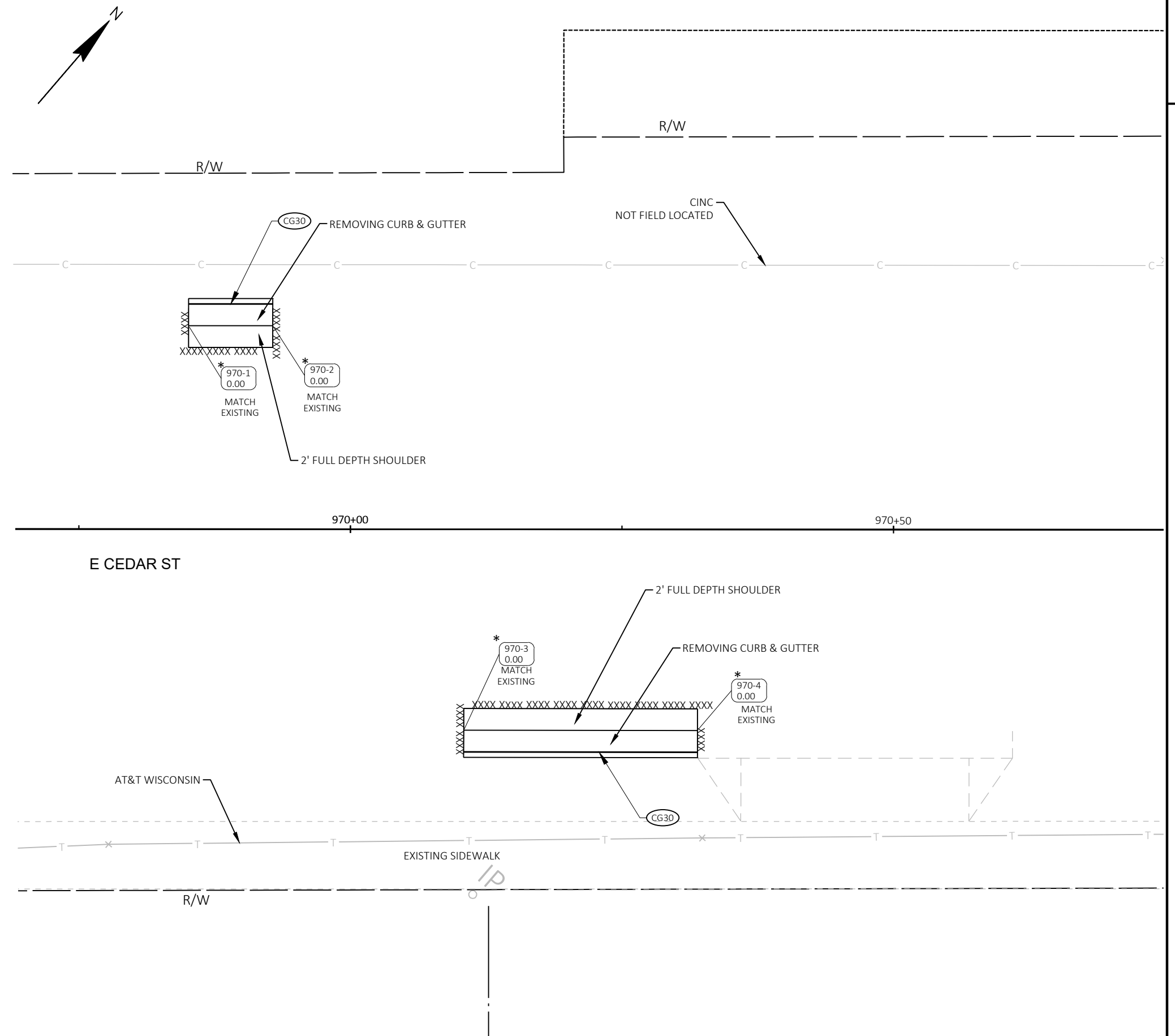
* NO SURFACE INFORMATION AVAILABLE.
MATCH EXISTING CONDITIONS IN FIELD.

966					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
966-1	966+19.69	18.23' LT	859.75	130663.92	170043.86
966-2	966+31.79	18.33' LT	859.84	130673.03	170035.90
966-3	966+15.90	18.98' RT	859.55	130685.29	170074.55
966-4	966+55.25	19.00' RT	859.90	130715.15	170048.92
966-5	966+21.83	27.02' RT	860.12	130695.03	170016.79
966-6	966+17.67	26.95' RT	860.08	130691.82	170079.45

	CONCRETE CURB & GUTTER 30-INCH TYPE A
	CONCRETE CURB & GUTTER 30-INCH TYPE D
	POINT NUMBER & ELEVATION
	SAWCUT

- * NO SURFACE INFORMATION AVAILABLE.
MATCH EXISTING CONDITIONS IN FIELD.

970					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
970-1	969+85.09	18.72' LT	*0.00	130937.74	170191.68
970-2	969+92.85	18.73' LT	*0.00	130942.79	170197.56
970-3	970+10.45	18.49' RT	*0.00	130925.96	170235.14
970-4	970+31.97	18.49' RT	*0.00	130939.97	170251.49



LEGEND

- CG30A

CONCRETE CURB & GUTTER
30-INCH TYPE A
- CG30D

CONCRETE CURB & GUTTER
30-INCH TYPE D
- XXX
XXX.XX

POINT NUMBER & ELEVATION
- XXXX

SAWCUT

- NOTES:
1.

CONTRACTOR TO FIELD VERIFY ELEVATION, LENGTHS AND MATCH POINTS PRIOR TO CONSTRUCTION.
2.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3.

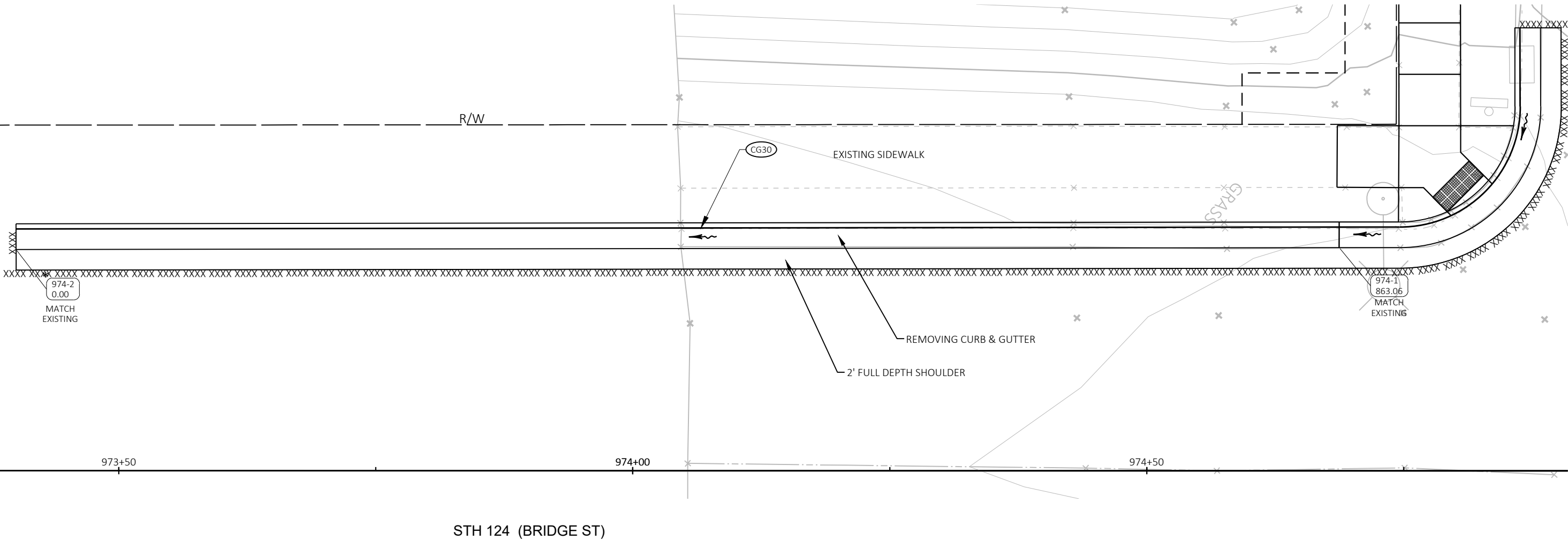
SEE THE STANDARD DETAIL DRAWINGS FOR CURB REQUIREMENTS.
4.

ALL STATION AND OFFSET INFORMATION REFERENCE STH 124 R/L.
5.

MATCH EXISTING/ADJOINING GUTTER CROSS SLOPES.

* NO SURFACE INFORMATION AVAILABLE.
MATCH EXISTING CONDITIONS IN FIELD.

974					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
974-1	974+68.72	21.69' LT	863.06	131255.68	170143.14
974-2	973+40.00	21.49' LT	0.00	131158.09	170227.07



LEGEND

- CG30A

CONCRETE CURB & GUTTER
30-INCH TYPE A
- CG30D

CONCRETE CURB & GUTTER
30-INCH TYPE D
- XXX
XXX.XX

POINT NUMBER & ELEVATION
- XXXX

SAWCUT

- NOTES:
1.

CONTRACTOR TO FIELD VERIFY ELEVATION, LENGTHS AND MATCH POINTS PRIOR TO CONSTRUCTION.
2.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3.

SEE THE STANDARD DETAIL DRAWINGS FOR CURB REQUIREMENTS.
4.

ALL STATION AND OFFSET INFORMATION REFERENCE STH 124 R/L.
5.

MATCH EXISTING/ADJOINING GUTTER CROSS SLOPES.

984					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
984-1	984+48.89	19.10' RT	859.12	131998.95	170682.20
984-2	983+99.23	19.13' RT	*0.00	131949.54	170687.16

EXISTING SIDEWALK

* NO SURFACE INFORMATION AVAILABLE.
MATCH EXISTING CONDITIONS IN FIELD.

STH 124 (JEFFERSON AVE)

984+00

984+50

985+00

2' FULL DEPTH SHOULDER

* 984-2
0.00

REMOVING CURB & GUTTER

984-1
859.12

EXISTING SIDEWALK

REMOVING CONCRETE
PAVEMENT

CG30

SAWING CONCRETE

XCEL ENERGY

CITY OF CHIPPEWA FALLS

CINC
NOT FIELD LOCATED

R/W

N

PROJECT NO: 8610-02-74

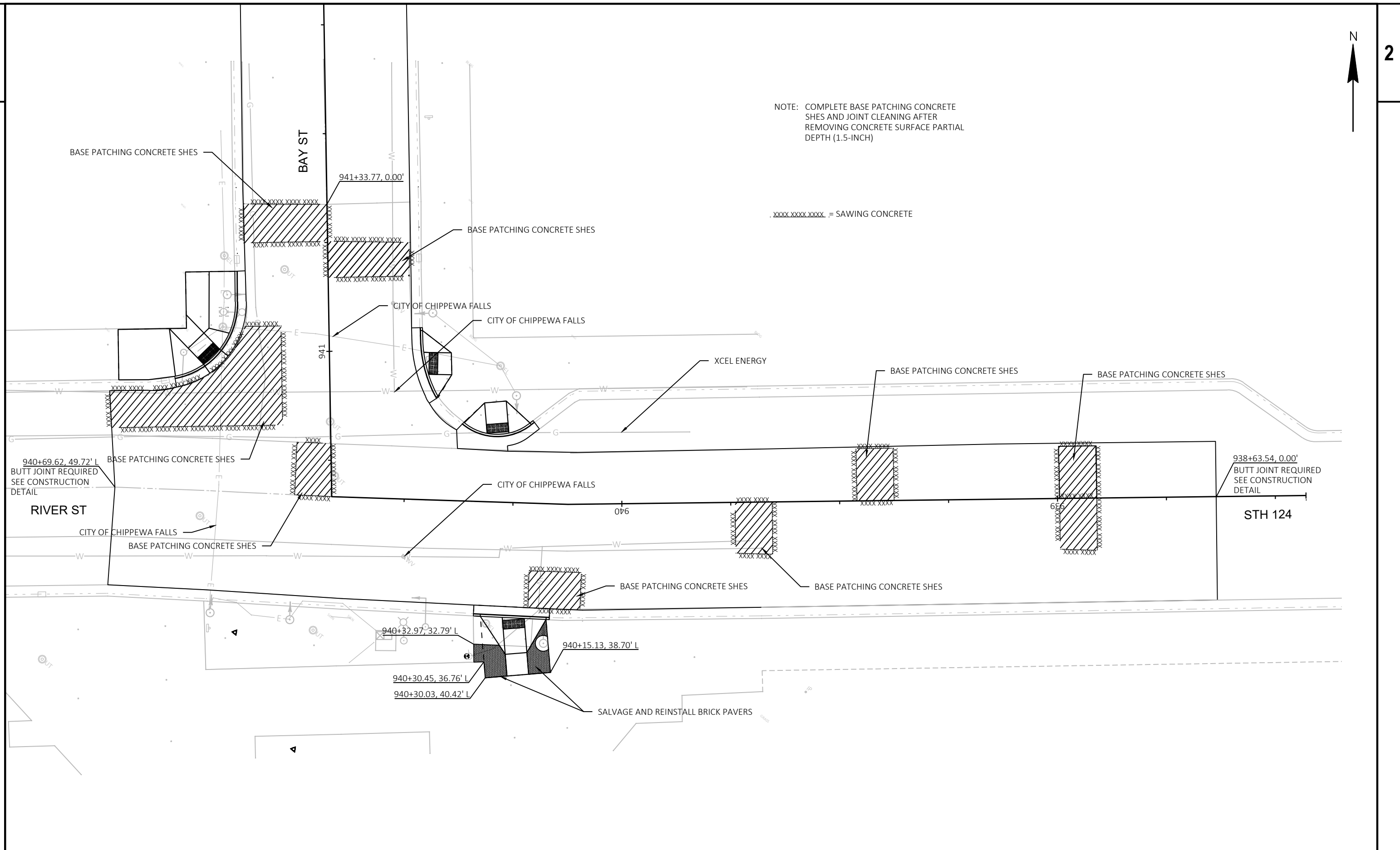
HWY: STH 124

COUNTY: CHIPPEWA

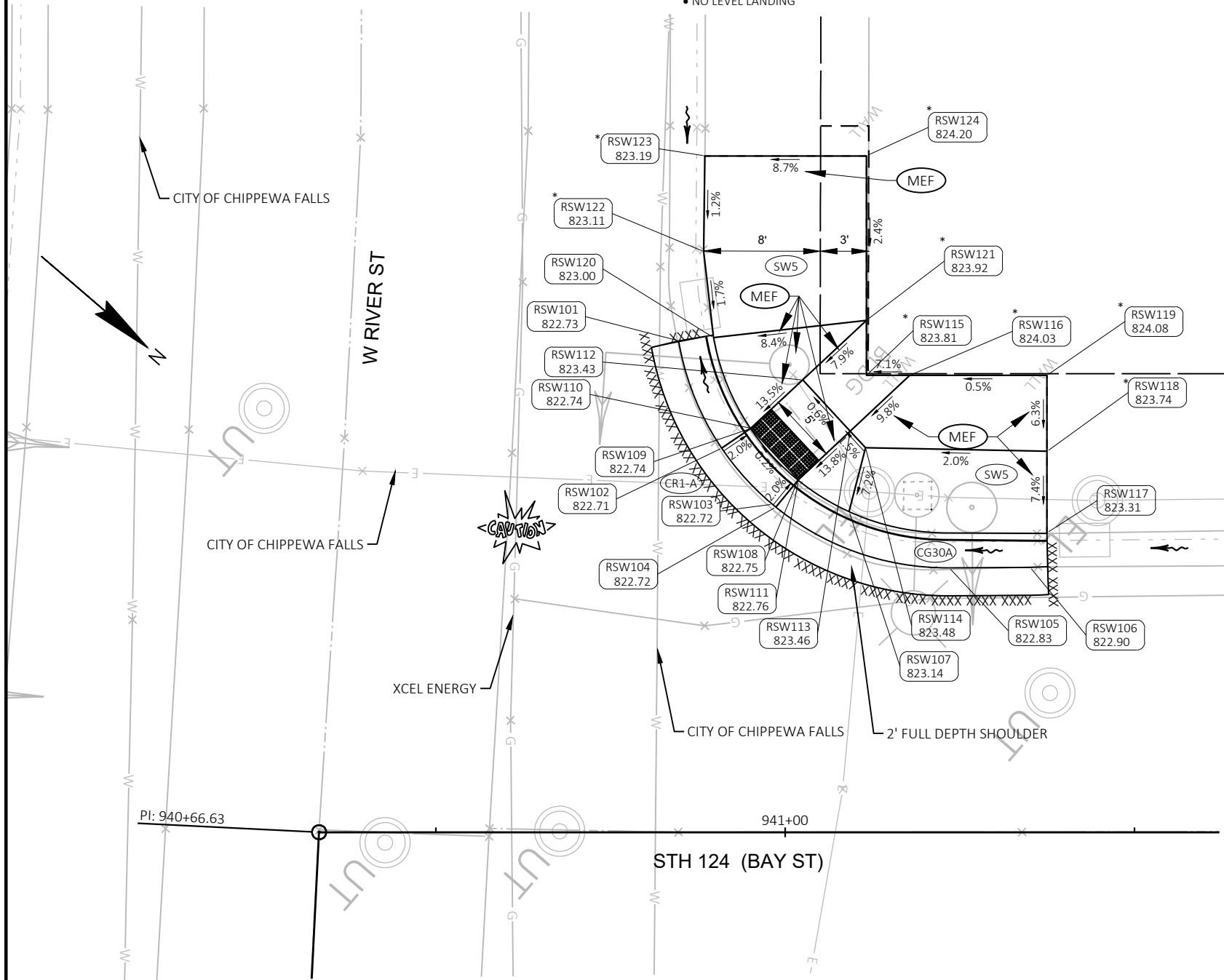
CURB DETAILS

SHEET

E



- MAXIMUM EXTENT FEASIBLE (MEF):
- RAMP SLOPE >8.33%
 - TRAFFIC SIGNAL IN MIDDLE OF PEDESTRIAN PATH WITH HORIZONTAL WIDTH ROUGHLY 5 FEET
 - SIDEWALK CROSS SLOPES >2%
 - NO LEVEL LANDING



River Street West					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
RSW101	940+92.38	35.17' LT	822.73	128735.83	171677.89
RSW102	940+95.46	27.49' LT	822.71	128743.17	171681.71
RSW103	940+99.08	23.48' LT	822.72	128748.53	171682.39
RSW104	940+99.33	23.27' LT	822.72	128748.86	171682.39
RSW105	941+11.76	18.92' LT	822.83	128761.12	171677.59
RSW106	941+17.55	18.96' LT	822.90	128765.48	171673.79
RSW107	941+04.58	22.94' LT	823.14	128753.05	171679.22
RSW108	941+00.91	25.20' LT	822.75	128748.80	171679.89
RSW109	940+97.53	28.90' LT	822.74	128743.82	171679.29
RSW110	940+97.55	28.92' LT	822.74	128743.83	171679.26
RSW111	941+00.95	25.25' LT	822.76	128748.80	171679.83
RSW112	941+01.26	32.38' LT	823.43	128744.38	171674.22
RSW113	941+04.66	28.71' LT	823.46	128749.35	171674.79
RSW114	941+05.76	27.52' LT	823.48	128750.96	171674.97
RSW115	941+05.81	32.70' LT	823.81	128747.63	171671.01
RSW116	941+08.92	32.70' LT	824.03	128749.99	171668.98
RSW117	941+18.74	21.44' LT	823.31	128764.77	171671.12
RSW118	941+18.74	27.27' LT	823.74	128760.97	171666.70
RSW119	941+18.74	32.70' LT	824.08	128757.44	171662.58
RSW120	940+94.87	35.41' LT	823.00	128737.56	171676.09
RSW121	941+05.81	36.64' LT	823.92	128745.06	171668.02
RSW122	940+94.17	41.57' LT	823.11	128733.02	171671.87
RSW123	940+94.25	48.41' LT	823.19	128728.62	171666.63
RSW124	941+05.81	48.41' LT	824.20	128737.39	171659.09

LEGEND

- CRxx CURB RAMP TYPE
- SOD SOD LAWN
- SW5 CONCRETE SIDEWALK 5-INCH/ REMOVING CONCRETE SIDEWALK
- PED CONCRETE CURB PEDESTRIAN
- CG30A CONCRETE CURB & GUTTER 30-INCH TYPE A/ REMOVING CURB & GUTTER
- CG30D CONCRETE CURB & GUTTER 30-INCH TYPE D/ REMOVING CURB & GUTTER
- XXX XXX.XX POINT NUMBER & ELEVATION
- XXXX SAWING ASPHALT/SAWING CONCRETE

* MATCH EXISTING

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 CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 124 R/L.

PROJECT NO: 8610-02-74

HWY: STH 124

COUNTY: CHIPPEWA

CURB RAMP DETAILS

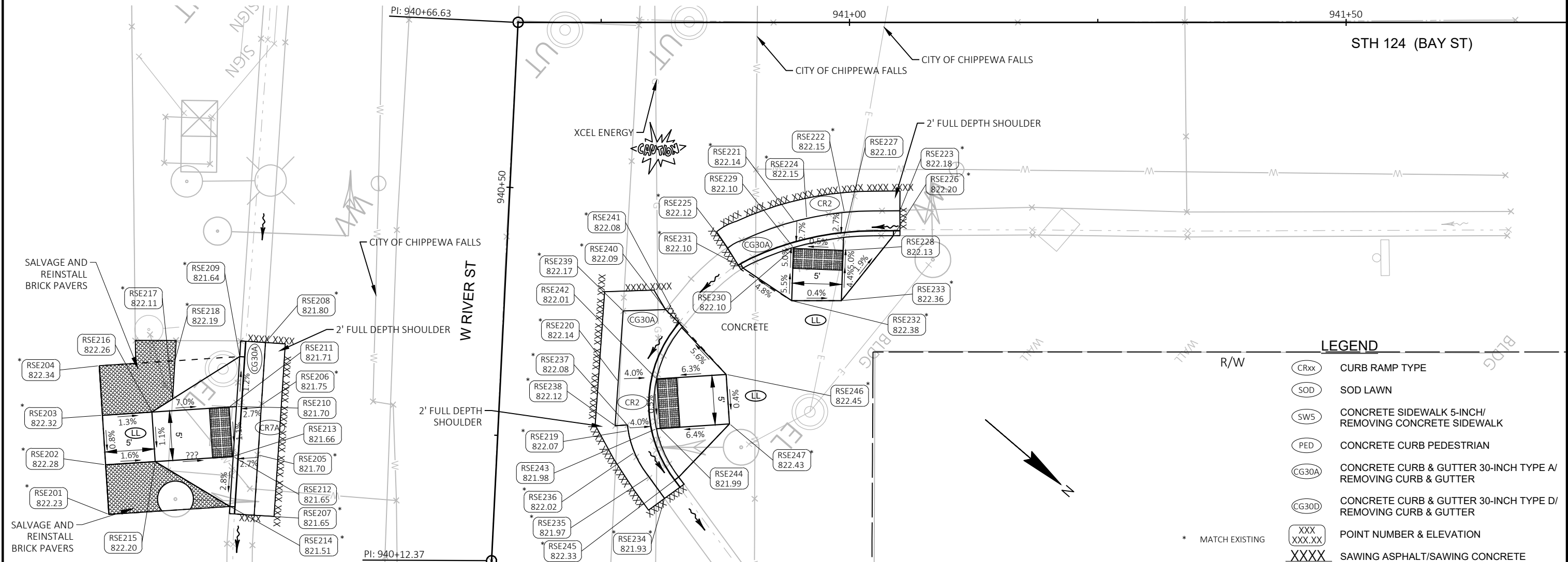
SHEET

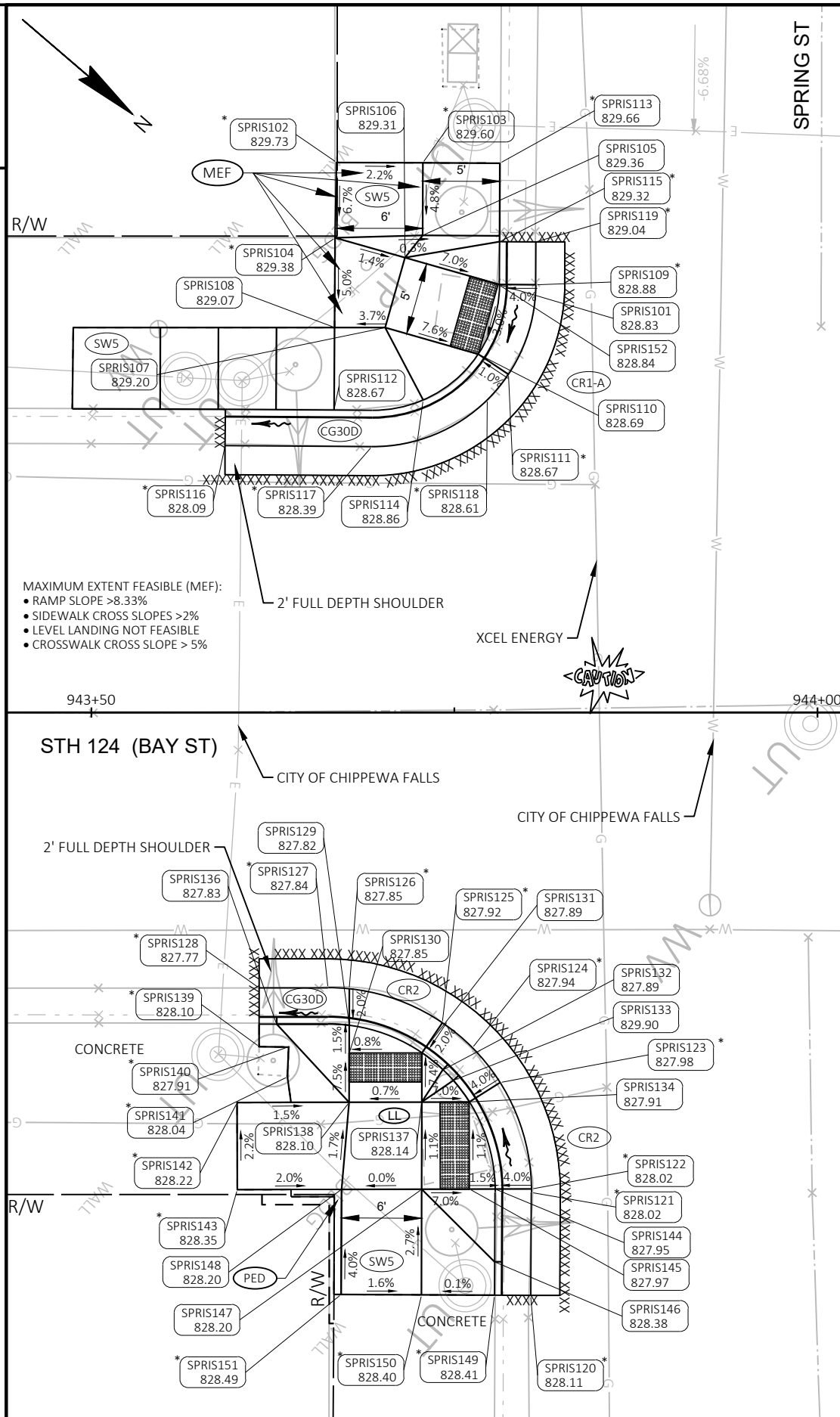
E

River Street East					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
RSE201	940+15.13	38.70' LT	822.23	128740.25	171785.76
RSE202	940+20.10	39.27' LT	822.28	128736.75	171782.19
RSE203	940+25.06	39.85' LT	822.32	128733.25	171778.62
RSE204	940+30.03	40.42' LT	822.34	128729.76	171775.05
RSE205	940+21.86	23.99' LT	821.70	128747.75	171771.42
RSE206	940+26.90	23.91' LT	821.75	128744.71	171767.39
RSE207	940+15.77	24.08' LT	821.65	128751.41	171776.29
RSE208	940+33.19	23.81' LT	821.80	128740.93	171762.36
RSE209	940+31.65	26.33' LT	821.64	128739.88	171765.12
RSE210	940+26.61	26.41' LT	821.70	128742.91	171769.15
RSE211	940+26.53	27.14' LT	821.71	128742.39	171769.67
RSE212	940+21.57	26.49' LT	821.65	128745.94	171773.18
RSE213	940+21.56	26.56' LT	821.66	128745.89	171773.24
RSE214	940+16.53	26.57' LT	821.51	128748.97	171777.22
RSE215	940+20.67	34.31' LT	822.20	128740.32	171778.69
RSE216	940+25.64	34.88' LT	822.26	128736.83	171775.12

River Street East					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
RSE217	940+27.05	32.87' LT	822.11	128737.54	171772.77
RSE218	940+30.91	32.82' LT	822.19	128735.21	171769.69
RSE219	940+26.12	13.09' RT	822.07	128774.41	171745.31
RSE220	940+31.02	11.86' RT	822.14	128770.43	171742.20
RSE221	940+94.46	20.03' RT	822.14	128773.38	171718.41
RSE222	940+99.49	19.13' RT	822.15	128776.61	171714.44
RSE223	941+05.07	18.97' RT	822.18	128780.74	171710.68
RSE224	940+95.69	19.73' RT	822.15	128774.12	171717.38
RSE225	940+44.96	22.22' RT	822.12	128770.06	171724.83
RSE226	941+04.42	21.47' RT	822.20	128781.87	171713.01
RSE227	940+99.41	21.65' RT	822.10	128778.19	171716.41
RSE228	940+99.36	22.95' RT	822.13	128779.00	171717.43
RSE229	940+94.37	22.66' RT	822.10	128775.02	171720.46
RSE230	940+94.36	22.75' RT	822.10	128775.08	171720.53
RSE231	940+43.04	23.85' RT	822.10	128772.52	171725.34
RSE232	940+94.18	28.01' RT	822.38	128778.37	171724.64

River Street East					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
RSE233	940+99.18	28.01' RT	822.36	128782.16	171721.38
RSE234	940+19.49	17.10' RT	821.93	128781.64	171748.08
RSE235	940+21.58	15.42' RT	821.97	128779.03	171747.46
RSE236	940+23.96	13.82' RT	822.02	128776.32	171746.56
RSE237	940+26.69	12.99' RT	822.08	128773.98	171744.92
RSE238	940+26.56	11.76' RT	822.12	128773.09	171745.78
RSE239	940+38.14	12.01' RT	822.17	128766.18	171736.48
RSE240	940+38.49	16.26' RT	822.09	128769.32	171733.59
RSE241	940+36.76	17.99' RT	822.08	128771.75	171733.90
RSE242	940+31.46	15.69' RT	822.01	128773.19	171739.49
RSE243	940+26.45	15.93' RT	821.98	128776.45	171743.30
RSE244	940+26.49	16.30' RT	821.99	128776.71	171743.04
RSE245	940+21.71	18.41' RT	822.33	128781.32	171745.53
RSE246	940+32.26	22.68' RT	822.45	128778.21	171734.57
RSE247	940+27.31	23.25' RT	822.43	128781.70	171738.13





MAXIMUM EXTENT FEASIBLE (MEF):

- RAMP SLOPE >8.33%
- SIDEWALK CROSS SLOPES >2%
- LEVEL LANDING NOT FEASIBLE
- CROSSWALK CROSS SLOPE > 5%

STH 124 (BAY ST)

2' FULL DEPTH SHOULDER

CONCRETE

R/W

R/W

R/W

R/W

R/W

R/W

R/W

R/W

PROJECT NO: 8610-02-74

HWY: STH 124

COUNTY: CHIPPEWA

CURB RAMP DETAILS

SHEET

E

Spring Street South					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
SPRIS101	943+78.10	29.47' LT	828.83	128956.27	171496.03
SPRIS102	943+66.88	37.88' LT	829.73	128942.28	171496.96
SPRIS103	943+72.82	37.86' LT	829.60	128946.81	171493.11
SPRIS104	943+66.78	32.69' LT	829.38	128945.59	171500.96
SPRIS105	943+72.82	32.85' LT	829.36	128950.06	171496.90
SPRIS106	943+71.59	31.32' LT	829.31	128950.13	171498.87
SPRIS107	943+70.22	26.51' LT	829.20	128952.23	171503.41
SPRIS108	943+66.75	26.51' LT	829.07	128949.59	171505.67
SPRIS109	943+80.60	29.46' LT	828.88	128958.17	171494.41
SPRIS110	943+76.64	24.69' LT	828.69	128958.28	171500.61
SPRIS111	943+78.72	23.30' LT	828.67	128960.76	171500.30
SPRIS112	943+66.71	20.83' LT	828.67	128953.27	171510.00
SPRIS113	943+78.13	37.83' LT	829.66	128950.85	171489.66
SPRIS114	943+72.85	21.53' LT	828.86	128957.47	171505.47
SPRIS115	943+78.11	32.43' LT	829.32	128954.35	171493.78
SPRIS116	943+59.21	18.38' LT	828.09	128949.17	171516.75
SPRIS117	943+69.31	18.31' LT	828.39	128956.88	171510.22
SPRIS118	943+77.27	21.54' LT	828.61	128960.81	171502.58
SPRIS119	943+80.61	32.42' LT	829.04	128956.26	171492.16
SPRIS120	943+80.25	40.14' RT	828.11	129003.27	171547.43
SPRIS121	943+80.30	33.05' RT	828.02	128998.68	171542.02
SPRIS122	943+80.30	32.81' RT	828.02	128998.53	171541.84
SPRIS123	943+78.13	25.49' RT	827.98	128992.11	171537.69
SPRIS124	943+76.23	23.10' RT	827.94	128989.11	171537.12
SPRIS125	943+74.16	21.38' RT	827.92	128986.42	171537.17
SPRIS126	943+67.76	19.04' RT	827.85	128980.04	171539.57

* MATCH EXISTING

LEGEND

- CRxx CURB RAMP TYPE
- SOD SOD LAWN
- SW5 CONCRETE SIDEWALK 5-INCH/
REMOVING CONCRETE SIDEWALK
- PED CONCRETE CURB PEDESTRIAN
- CG30A CONCRETE CURB & GUTTER 30-INCH TYPE A/
REMOVING CURB & GUTTER
- CG30D CONCRETE CURB & GUTTER 30-INCH TYPE D/
REMOVING CURB & GUTTER
- XXX
XXX.XX POINT NUMBER & ELEVATION
- XXXX SAWING ASPHALT/SAWING CONCRETE

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 CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 124 R/L.

Spring Street South					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
SPRIS127	943+66.30	18.97' RT	827.84	128978.89	171540.46
SPRIS128	943+61.56	18.97' RT	827.77	128975.29	171543.55
SPRIS129	943+67.76	21.56' RT	827.82	128981.68	171541.48
SPRIS130	943+67.76	23.44' RT	827.85	128982.91	171542.91
SPRIS131	943+72.76	23.45' RT	827.89	128986.71	171539.65
SPRIS132	943+74.17	24.64' RT	827.89	128988.55	171539.64
SPRIS133	943+74.91	25.35' RT	829.90	128989.57	171539.69
SPRIS134	943+76.02	26.82' RT	827.91	128991.38	171540.09
SPRIS136	943+62.76	21.47' RT	827.83	128977.83	171544.66
SPRIS137	943+72.75	26.83' RT	828.14	128988.90	171542.22
SPRIS138	943+67.75	26.84' RT	828.10	128985.12	171545.49
SPRIS139	943+61.56	23.01' RT	828.10	128977.92	171546.61
SPRIS140	943+63.54	23.04' RT	827.91	128979.44	171545.35
SPRIS141	943+63.51	25.09' RT	828.04	128980.75	171546.92
SPRIS142	943+60.04	26.86' RT	828.22	128979.28	171550.53
SPRIS143	943+60.05	32.86' RT	828.35	128983.20	171555.07
SPRIS144	943+77.80	32.82' RT	827.95	128996.63	171543.48
SPRIS145	943+76.03	32.82' RT	827.97	128995.30	171544.63
SPRIS146	943+77.77	37.82' RT	828.38	128999.87	171547.29
SPRIS147	943+72.75	32.83' RT	828.20	128992.81	171546.78
SPRIS148	943+67.24	32.84' RT	828.20	128988.64	171550.38
SPRIS149	943+77.75	40.13' RT	828.41	129001.36	171549.05
SPRIS150	943+72.74	40.10' RT	828.40	128997.54	171552.30
SPRIS151	943+67.20	40.08' RT	828.49	128993.33	171555.89
SPRIS152	943+78.01	29.50' LT	828.84	128956.18	171496.07

Spring Street North					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
SPRIN226	944+18.36	33.68' RT	828.64	129027.96	171517.70
SPRIN227	944+18.35	38.13' RT	828.56	129030.85	171521.08
SPRIN228	944+26.54	23.18' RT	828.91	129027.32	171504.40
SPRIN229	944+22.97	26.71' RT	828.83	129026.92	171509.41
SPRIN230	944+31.31	27.99' RT	829.48	129034.08	171504.94
SPRIN231	944+27.76	31.51' RT	829.40	129033.68	171509.92
SPRIN232	944+26.35	32.90' RT	829.42	129033.52	171511.90
SPRIN233	944+26.35	40.06' RT	829.20	129038.18	171517.33
SPRIN234	944+31.35	40.06' RT	829.41	129041.98	171514.07
SPRIN235	944+32.62	26.69' RT	829.49	129034.22	171503.10
SPRIN236	944+31.35	31.69' RT	829.50	129036.52	171507.72
SPRIN237	944+36.78	26.69' RT	829.61	129037.38	171500.39
SPRIN238	944+36.77	31.69' RT	829.65	129040.63	171504.19
SPRIN239	944+36.80	21.11' RT	829.41	129033.76	171496.15
SPRIN240	944+20.85	40.05' RT	828.89	129034.00	171520.91
SPRIN241	944+21.59	32.92' LT	829.84	128987.02	171465.07
SPRIN242	944+21.64	49.03' LT	830.14	128976.55	171452.82
SPRIN243	944+30.13	32.90' LT	829.74	128993.50	171459.52
SPRIN244	944+24.31	44.99' LT	830.32	128981.22	171454.15

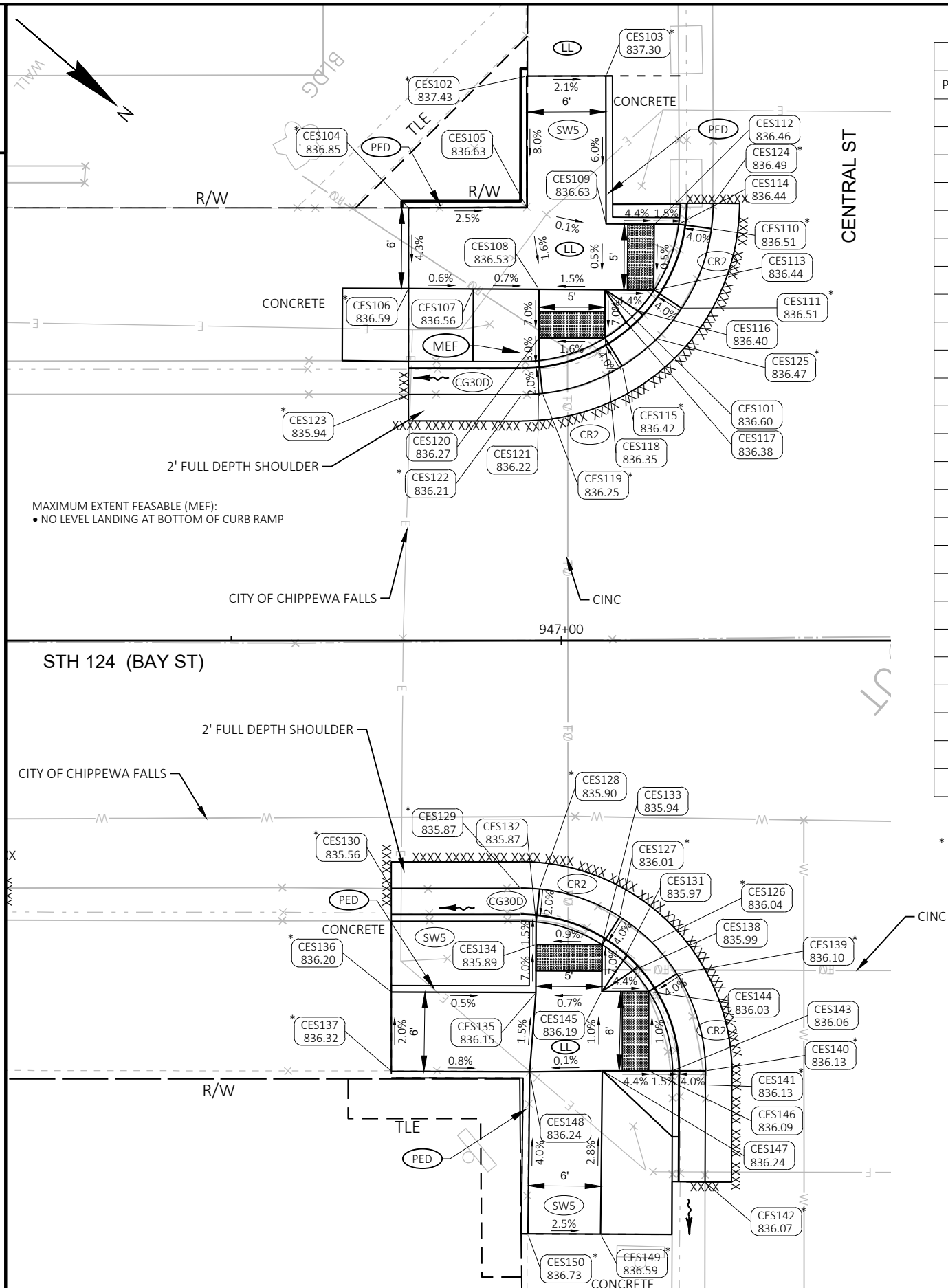
MAXIMUM EXTENT FEASIBLE (MEF):

- NO LEVEL LANDING AT TOP OF SIDEWALK RUN
- SIDEWALK CROSS SLOPES >2%
- APPROXIMATE 15 FOOT TO SIDEWALK MATCH
- CROSSWALK CROSS SLOPE EXCEEDS 5%



CRxx	CURB RAMP TYPE
SOD	SOD LAWN
SW5	CONCRETE SIDEWALK 5-INCH/ REMOVING CONCRETE SIDEWALK
PED	CONCRETE CURB PEDESTRIAN
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A/ REMOVING CURB & GUTTER
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D/ REMOVING CURB & GUTTER
XXX XXX.XX	POINT NUMBER & ELEVATION
XXXX	SAWING ASPHALT/SAWING CONCRETE

- 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 CONSTRUCTION.
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
 5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 124 R/L.



Central Street South					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
CES101	947+03.30	26.59' LT	836.60	129204.82	171286.31
CES102	946+97.36	42.78' LT	837.43	129189.77	171277.89
CES103	947+03.36	42.79' LT	837.30	129194.32	171273.98
CES104	946+88.42	32.80' LT	836.85	129189.49	171291.29
CES105	946+97.38	32.84' LT	836.63	129196.26	171285.42
CES106	946+88.41	26.68' LT	836.59	129193.47	171295.93
CES107	946+93.34	26.65' LT	836.56	129197.23	171292.75
CES108	946+98.30	26.62' LT	836.53	129201.01	171289.54
CES109	947+03.38	31.59' LT	836.63	129201.63	171282.46
CES110	947+11.36	31.22' LT	836.51	129207.92	171277.54
CES111	947+09.11	25.19' LT	836.51	129210.15	171283.58
CES112	947+07.06	31.56' LT	836.46	129204.44	171280.08
CES113	947+07.02	26.56' LT	836.44	129207.67	171283.90
CES114	947+08.88	31.55' LT	836.44	129205.83	171278.90
CES115	947+04.61	20.81' LT	836.42	129209.59	171289.83
CES116	947+05.79	24.99' LT	836.40	129207.76	171285.89
CES117	947+04.90	24.12' LT	836.38	129207.65	171287.13
CES118	947+03.30	22.93' LT	836.35	129207.20	171289.08
CES119	946+98.57	18.73' LT	836.25	129206.36	171295.35
CES120	946+98.30	22.93' LT	836.27	129203.41	171292.34
CES121	946+98.30	21.22' LT	836.22	129204.53	171293.64
CES122	946+96.98	18.64' LT	836.21	129205.21	171296.45
CES123	946+88.41	18.65' LT	835.94	129198.71	171302.03
CES124	947+11.49	33.12' LT	836.49	129206.78	171276.01
CES125	947+07.23	22.88' LT	836.47	129210.22	171286.55

* MATCH EXISTING

LEGEND

- CRxx CURB RAMP TYPE
- SOD SOD LAWN
- SW5 CONCRETE SIDEWALK 5-INCH/
REMOVING CONCRETE SIDEWALK
- PED CONCRETE CURB PEDESTRIAN
- CG30A CONCRETE CURB & GUTTER 30-INCH TYPE A/
REMOVING CURB & GUTTER
- CG30D CONCRETE CURB & GUTTER 30-INCH TYPE D/
REMOVING CURB & GUTTER
- XXX
XXX.XX POINT NUMBER & ELEVATION
- XXXX SAWING ASPHALT/SAWING CONCRETE

NOTES:

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Central Street South					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
CES126	947+06.82	22.87' RT	836.04	129239.73	171321.52
CES127	947+04.42	20.94' RT	836.01	129236.64	171321.63
CES128	946+98.34	18.83' RT	835.90	129230.66	171323.98
CES129	946+96.90	18.75' RT	835.87	129229.52	171324.87
CES130	946+87.11	18.76' RT	835.56	129222.10	171331.25
CES131	947+04.66	24.26' RT	835.97	129238.99	171323.99
CES132	946+98.08	21.31' RT	835.87	129232.08	171326.04
CES133	947+03.07	23.05' RT	835.94	129237.00	171324.10
CES134	946+98.07	23.02' RT	835.89	129233.19	171327.34
CES135	946+98.06	26.68' RT	836.15	129235.56	171330.12
CES136	946+87.12	26.62' RT	836.20	129227.22	171337.21
CES137	946+87.12	32.62' RT	836.32	129231.14	171341.76
CES138	947+05.40	25.00' RT	835.99	129240.04	171324.07
CES139	947+08.73	25.25' RT	836.10	129242.72	171322.09
CES140	947+10.90	32.59' RT	836.13	129249.15	171326.24
CES141	947+10.90	33.65' RT	836.13	129249.85	171327.04
CES142	947+10.87	41.02' RT	836.07	129254.63	171332.65
CES143	947+08.41	32.59' RT	836.06	129247.26	171327.86
CES144	947+06.62	26.59' RT	836.03	129241.99	171324.48
CES145	947+03.06	26.59' RT	836.19	129239.30	171326.80
CES146	947+06.62	32.59' RT	836.09	129245.91	171329.03
CES147	947+03.10	32.59' RT	836.24	129243.24	171331.32
CES148	946+97.60	32.65' RT	836.24	129239.10	171334.95
CES149	947+02.96	44.97' RT	836.59	129251.20	171340.80
CES150	946+97.46	44.95' RT	836.73	129247.01	171344.37

Central Street North					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
CEN201	947+62.18	23.09' LT	837.50	129251.77	171250.59
CEN202	947+73.85	32.75' LT	838.55	129254.33	171235.66
CEN203	947+73.86	26.74' LT	838.49	129258.25	171240.21
CEN204	947+63.40	45.19' LT	838.10	129238.29	171233.04
CEN205	947+63.36	32.73' LT	837.77	129246.38	171242.50
CEN206	947+62.19	26.74' LT	837.74	129249.40	171247.81
CEN207	947+57.23	31.74' LT	837.67	129242.38	171247.25
CEN208	947+57.19	26.75' LT	837.66	129245.60	171251.06
CEN209	947+61.91	18.85' LT	837.57	129254.33	171253.98
CEN210	947+55.83	21.00' LT	837.45	129248.32	171256.31
CEN211	947+57.18	23.10' LT	837.42	129247.97	171253.84
CEN212	947+51.48	25.43' LT	837.41	129242.12	171255.78
CEN213	947+55.60	24.32' LT	837.43	129245.98	171253.94
CEN214	947+49.46	31.52' LT	837.39	129236.62	171252.48
CEN215	947+54.80	25.14' LT	837.39	129244.83	171253.84
CEN216	947+49.40	32.80' LT	837.38	129235.75	171251.55
CEN217	947+53.61	31.74' LT	837.38	129239.63	171249.60
CEN218	947+53.61	26.74' LT	837.38	129242.88	171253.40
CEN219	947+51.95	31.75' LT	837.36	129238.36	171250.69
CEN220	947+57.33	45.18' LT	838.02	129233.69	171236.99
CEN221	947+53.49	22.88' LT	837.43	129245.32	171256.41
CEN222	947+63.41	18.77' LT	837.60	129255.51	171253.06
CEN223	947+63.31	18.62' RT	837.16	129279.81	171281.49
CEN224	947+61.80	18.70' RT	837.12	129278.71	171282.54
CEN225	947+55.75	20.77' RT	837.05	129275.47	171288.05

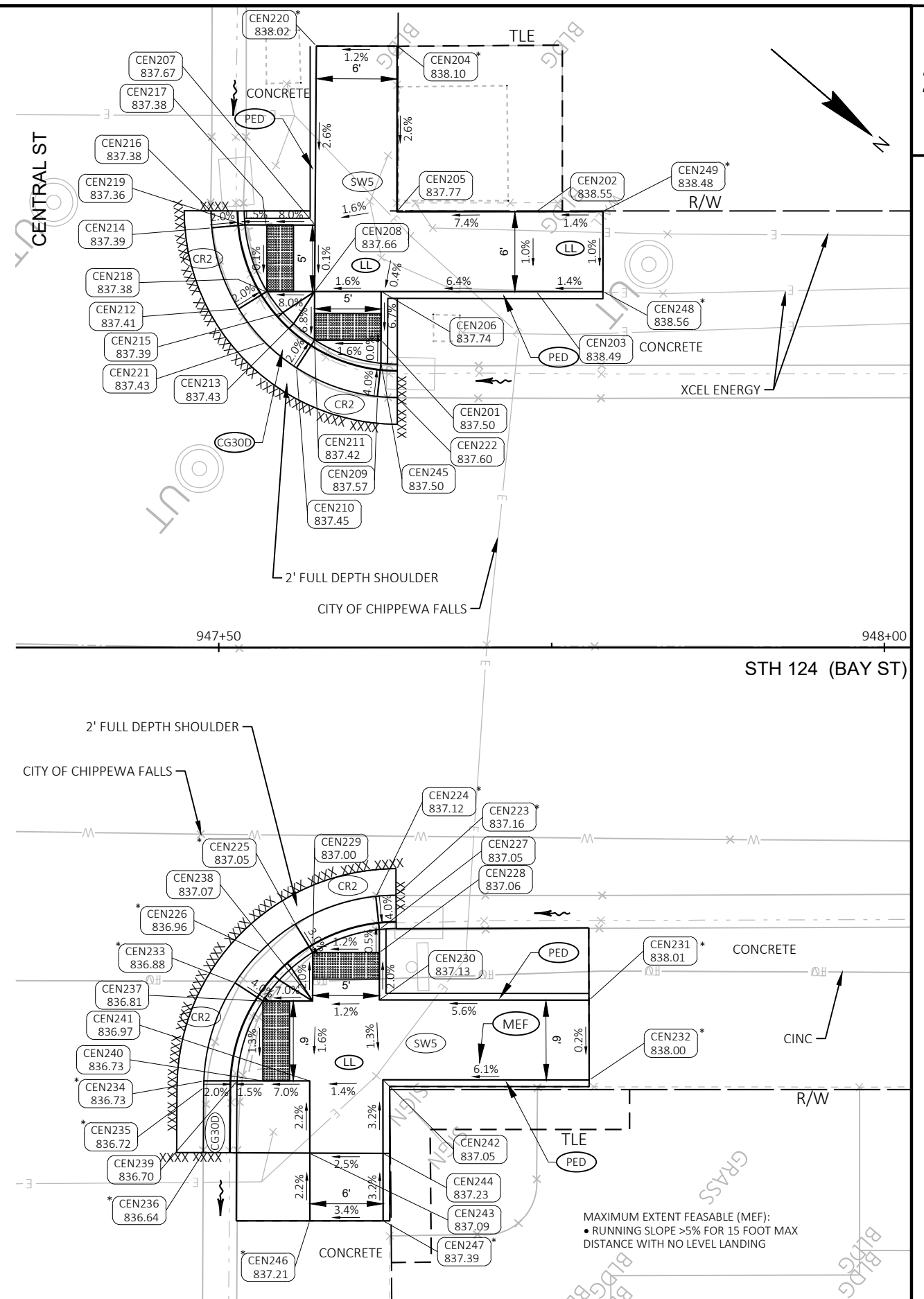
Central Street North					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
CEN226	947+53.11	22.86' RT	836.96	129274.83	171291.35
CEN227	947+62.06	21.19' RT	837.05	129280.53	171284.25
CEN228	947+62.06	22.91' RT	837.06	129281.65	171285.56
CEN229	947+57.06	22.90' RT	837.00	129277.85	171288.81
CEN230	947+62.05	26.48' RT	837.13	129283.97	171288.27
CEN231	947+77.80	26.50' RT	838.01	129295.93	171278.02
CEN232	947+77.83	32.50' RT	838.00	129299.86	171282.56
CEN233	947+51.21	25.19' RT	836.88	129274.91	171294.36
CEN234	947+48.86	32.56' RT	836.73	129277.93	171301.48
CEN235	947+48.85	33.06' RT	836.72	129278.25	171301.86
CEN236	947+48.83	37.94' RT	836.64	129281.41	171305.58
CEN237	947+53.30	26.56' RT	836.81	129277.39	171294.03
CEN238	947+57.05	26.56' RT	837.07	129280.23	171291.59
CEN239	947+51.37	32.56' RT	836.70	129279.83	171299.85
CEN240	947+53.31	32.56' RT	836.73	129281.30	171298.58
CEN241	947+56.83	32.56' RT	836.97	129283.97	171296.29
CEN242	947+62.33	32.48' RT	837.05	129288.09	171292.64
CEN243	947+56.83	38.00' RT	837.09	129287.52	171300.41
CEN244	947+62.33	38.00' RT	837.23	129291.69	171296.82
CEN245	947+62.18	21.34' LT	837.50	129252.91	171251.92
CEN246	947+56.84	43.07' RT	837.21	129290.83	171304.25
CEN247	947+62.34	43.07' RT	837.39	129295.00	171300.67
CEN248	947+78.86	26.74' LT	838.56	129262.04	171236.95
CEN249	947+78.85	32.76' LT	838.48	129258.11	171232.39

LEGEND

CRxx	CURB RAMP TYPE	* MATCH EXISTING
SOD	SOD LAWN	
SW5	CONCRETE SIDEWALK 5-INCH/ REMOVING CONCRETE SIDEWALK	
PED	CONCRETE CURB PEDESTRIAN	
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A/ REMOVING CURB & GUTTER	
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D/ REMOVING CURB & GUTTER	
XXX XXX.XX	POINT NUMBER & ELEVATION	
XXXX	SAWING ASPHALT/SAWING CONCRETE	

NOTES:

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PROJECT NO: 8610-02-74

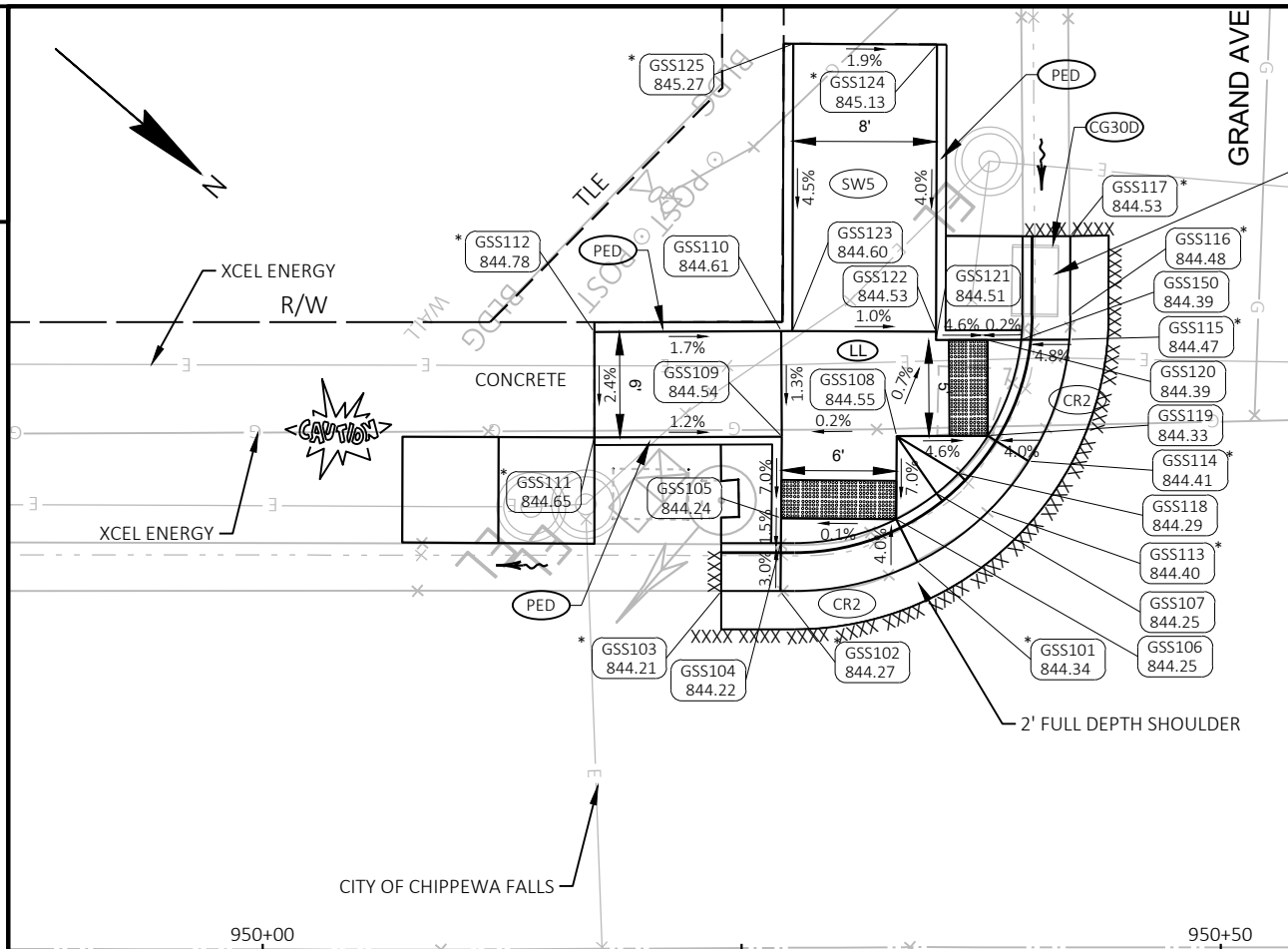
HWY: STH 124

COUNTY: CHIPPEWA

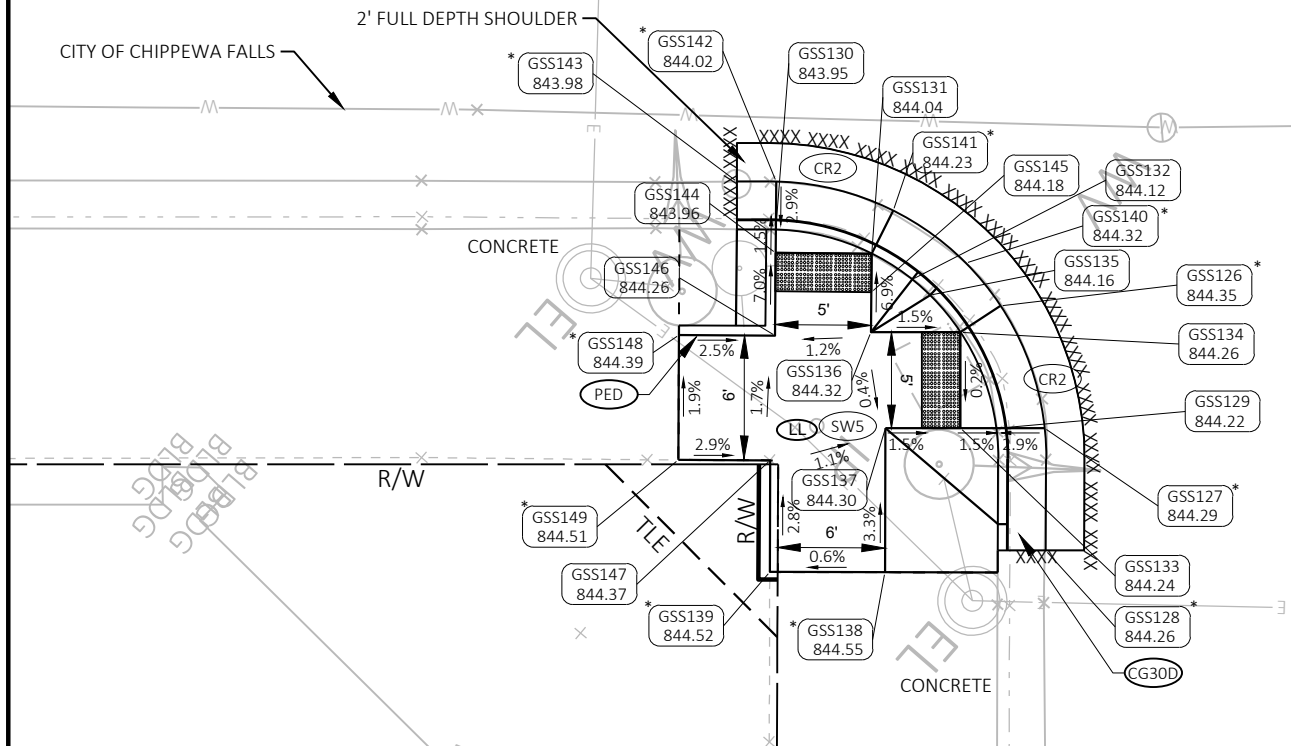
CURB RAMP DETAILS

SHEET

E



STH 124 (BAY ST)



* MATCH EXISTING

Grand Street South					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
GSS101	950+34.17	20.28' LT	844.34	129459.92	171075.48
GSS102	950+27.03	18.73' LT	844.27	129455.50	171081.31
GSS103	950+23.94	18.76' LT	844.21	129453.14	171083.30
GSS104	950+27.05	21.26' LT	844.22	129453.87	171079.38
GSS105	950+27.06	22.57' LT	844.24	129453.03	171078.38
GSS106	950+33.06	22.51' LT	844.25	129457.61	171074.51
GSS107	950+35.16	23.86' LT	844.25	129458.33	171072.12
GSS108	950+33.09	26.84' LT	844.55	129454.82	171071.21
GSS109	950+27.09	26.81' LT	844.54	129450.29	171075.14
GSS110	950+27.07	32.31' LT	844.61	129446.68	171070.98
GSS111	950+17.31	26.77' LT	844.65	129442.89	171081.54
GSS112	950+17.31	32.27' LT	844.78	129439.31	171077.37
GSS113	950+37.92	22.97' LT	844.40	129461.00	171071.00
GSS114	950+39.96	25.54' LT	844.41	129460.88	171067.72
GSS115	950+42.09	31.88' LT	844.47	129458.36	171061.52
GSS116	950+42.15	33.13' LT	844.48	129457.59	171060.54
GSS117	950+42.15	37.27' LT	844.53	129454.90	171057.39
GSS118	950+36.30	24.90' LT	844.29	129458.52	171070.59
GSS119	950+37.84	26.86' LT	844.33	129458.41	171068.10
GSS120	950+37.82	31.86' LT	844.39	129455.13	171064.32
GSS121	950+35.14	31.85' LT	844.51	129453.11	171066.07
GSS122	950+35.14	32.29' LT	844.53	129452.82	171065.73
GSS123	950+27.64	32.32' LT	844.60	129447.12	171070.60
GSS124	950+35.19	47.27' LT	845.13	129443.10	171054.35
GSS125	950+27.69	47.32' LT	845.27	129437.38	171059.20

Grand Street South					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
GSS126	950+38.38	24.96' RT	844.35	129492.59	171107.05
GSS127	950+40.68	31.34' RT	844.29	129498.48	171110.39
GSS128	950+40.75	37.70' RT	844.26	129502.68	171115.17
GSS129	950+38.16	31.34' RT	844.22	129496.58	171112.03
GSS130	950+26.69	21.00' RT	843.95	129481.14	171111.66
GSS131	950+31.68	22.25' RT	844.04	129485.74	171109.36
GSS132	950+33.79	23.59' RT	844.12	129488.21	171109.01
GSS133	950+36.30	31.34' RT	844.24	129495.16	171113.25
GSS134	950+36.30	26.34' RT	844.26	129491.90	171109.46
GSS135	950+34.71	24.41' RT	844.16	129489.44	171109.03
GSS136	950+31.65	26.34' RT	844.32	129488.38	171112.48
GSS137	950+32.39	31.34' RT	844.30	129492.20	171115.79
GSS138	950+32.37	38.84' RT	844.55	129497.07	171121.49
GSS139	950+26.37	38.82' RT	844.52	129492.51	171125.39
GSS140	950+36.57	22.73' RT	844.32	129489.76	171106.54
GSS141	950+32.80	20.01' RT	844.23	129485.13	171106.93
GSS142	950+26.71	18.49' RT	844.02	129479.52	171109.75
GSS143	950+24.66	18.49' RT	843.98	129477.96	171111.09
GSS144	950+26.68	22.20' RT	843.96	129481.92	171112.59
GSS145	950+31.67	24.25' RT	844.18	129487.03	171110.89
GSS146	950+26.65	26.51' RT	844.26	129484.70	171115.87
GSS147	950+26.39	33.01' RT	844.37	129488.73	171120.97
GSS148	950+21.65	26.49' RT	844.39	129480.89	171119.12
GSS149	950+21.62	32.99' RT	844.51	129485.10	171124.06
GSS150	950+39.57	31.87' LT	844.39	129456.46	171063.17

LEGEND

- CRxx CURB RAMP TYPE
- SOD SOD LAWN
- SW5 CONCRETE SIDEWALK 5-INCH/ REMOVING CONCRETE SIDEWALK
- PED CONCRETE CURB PEDESTRIAN
- CG30A CONCRETE CURB & GUTTER 30-INCH TYPE A/ REMOVING CURB & GUTTER
- CG30D CONCRETE CURB & GUTTER 30-INCH TYPE D/ REMOVING CURB & GUTTER
- XXX XXX.XX POINT NUMBER & ELEVATION
- XXXX SAWING ASPHALT/SAWING CONCRETE

* MATCH EXISTING

NOTES:

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PROJECT NO: 8610-02-74

HWY: STH 124

COUNTY: CHIPPEWA

CURB RAMP DETAILS

SHEET

E

Grand Street North					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
GSN201	950+85.17	24.79' LT	845.21	129495.66	171038.83
GSN202	950+98.93	18.96' LT	845.45	129509.90	171034.28
GSN203	950+93.41	18.96' LT	845.46	129505.70	171037.88
GSN204	950+91.08	19.16' LT	845.40	129503.81	171039.25
GSN205	950+85.02	21.67' LT	845.26	129497.58	171041.29
GSN206	950+83.22	23.21' LT	845.24	129495.21	171041.30
GSN207	950+91.48	23.71' LT	845.33	129501.15	171035.53
GSN208	950+86.48	23.70' LT	845.25	129497.36	171038.80
GSN209	950+91.48	21.62' LT	845.33	129502.51	171037.11
GSN210	950+91.47	26.93' LT	845.36	129499.05	171033.10
GSN211	951+03.33	26.89' LT	845.97	129508.06	171025.40
GSN212	951+03.34	33.17' LT	845.95	129503.98	171020.62
GSN213	951+08.93	21.45' LT	845.95	129515.86	171025.88
GSN214	951+08.94	26.88' LT	846.06	129512.32	171021.76
GSN215	951+08.94	33.13' LT	846.03	129508.26	171017.01
GSN216	950+86.47	26.94' LT	845.28	129495.24	171036.34
GSN217	950+84.41	25.59' LT	845.17	129494.56	171038.71
GSN218	950+81.29	25.60' LT	845.16	129492.19	171040.73
GSN219	950+79.09	31.96' LT	845.00	129486.37	171037.35
GSN220	950+79.02	33.42' LT	844.97	129485.38	171036.29
GSN221	950+79.05	40.65' LT	845.09	129480.68	171030.78
GSN222	950+83.40	26.95' LT	845.11	129492.91	171038.34
GSN223	950+83.41	31.95' LT	845.05	129489.66	171034.54
GSN224	950+85.47	31.95' LT	845.21	129491.23	171033.20
GSN225	950+93.12	33.10' LT	845.32	129496.28	171027.34
GSN226	950+85.47	40.64' LT	845.49	129485.56	171026.60
GSN227	950+93.47	40.64' LT	845.62	129491.63	171021.39
GSN228	950+81.58	48.23' LT	845.53	129477.66	171023.39
GSN229	950+93.48	48.18' RT	845.75	129486.72	171015.68
GSN230	950+99.63	18.44' RT	845.30	129534.80	171062.19

Grand Street North					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
GSN231	950+93.43	18.45' RT	845.14	129530.10	171066.24
GSN232	950+91.20	18.62' RT	845.11	129528.52	171067.82
GSN233	950+85.18	20.99' RT	845.00	129525.50	171073.54
GSN234	950+91.58	21.09' RT	845.03	129530.42	171069.45
GSN235	950+86.59	23.05' RT	844.97	129527.91	171074.19
GSN236	950+91.59	23.04' RT	845.04	129531.70	171070.93
GSN237	950+91.59	26.38' RT	845.12	129533.88	171073.45
GSN238	950+92.65	26.38' RT	845.20	129534.67	171072.77
GSN239	950+99.65	26.36' RT	845.73	129539.97	171068.19
GSN240	950+99.66	32.86' RT	845.68	129544.22	171073.12
GSN241	951+07.65	26.34' RT	845.97	129546.03	171062.97
GSN242	951+07.66	32.84' RT	846.07	129550.27	171067.89
GSN243	950+83.06	22.74' RT	844.94	129525.03	171076.26
GSN244	950+84.43	24.92' RT	844.87	129527.49	171077.01
GSN245	950+81.25	24.94' RT	844.89	129525.09	171079.10
GSN246	950+83.32	26.33' RT	844.82	129527.57	171078.81
GSN247	950+86.59	26.33' RT	845.05	129530.05	171076.68
GSN248	950+78.91	30.96' RT	844.75	129527.24	171085.20
GSN249	950+78.74	33.11' RT	844.70	129528.51	171086.94
GSN250	950+78.74	36.32' RT	844.67	129530.60	171089.38
GSN251	950+81.38	31.33' RT	844.72	129529.35	171083.87
GSN252	950+83.32	31.33' RT	844.75	129530.83	171082.60
GSN253	950+86.66	31.33' RT	844.98	129533.36	171080.42
GSN254	950+86.66	32.86' RT	845.01	129534.35	171081.58
GSN255	950+92.66	32.88' RT	845.10	129538.92	171077.69
GSN256	950+81.24	36.33' RT	845.01	129532.50	171087.75
GSN257	950+81.22	43.11' RT	844.79	129536.91	171092.90
GSN258	950+86.63	43.13' RT	845.17	129541.02	171089.39
GSN259	950+92.63	43.14' RT	845.55	129545.58	171085.50
GSN260	950+81.61	31.96' LT	845.00	129488.29	171035.71

* MATCH EXISTING

LEGEND

- CRxx

CURB RAMP TYPE
- SOD

SOD LAWN
- SW5

CONCRETE SIDEWALK 5-INCH/
REMOVING CONCRETE SIDEWALK
- PED

CONCRETE CURB PEDESTRIAN
- CG30A

CONCRETE CURB & GUTTER 30-INCH TYPE A/
REMOVING CURB & GUTTER
- CG30D

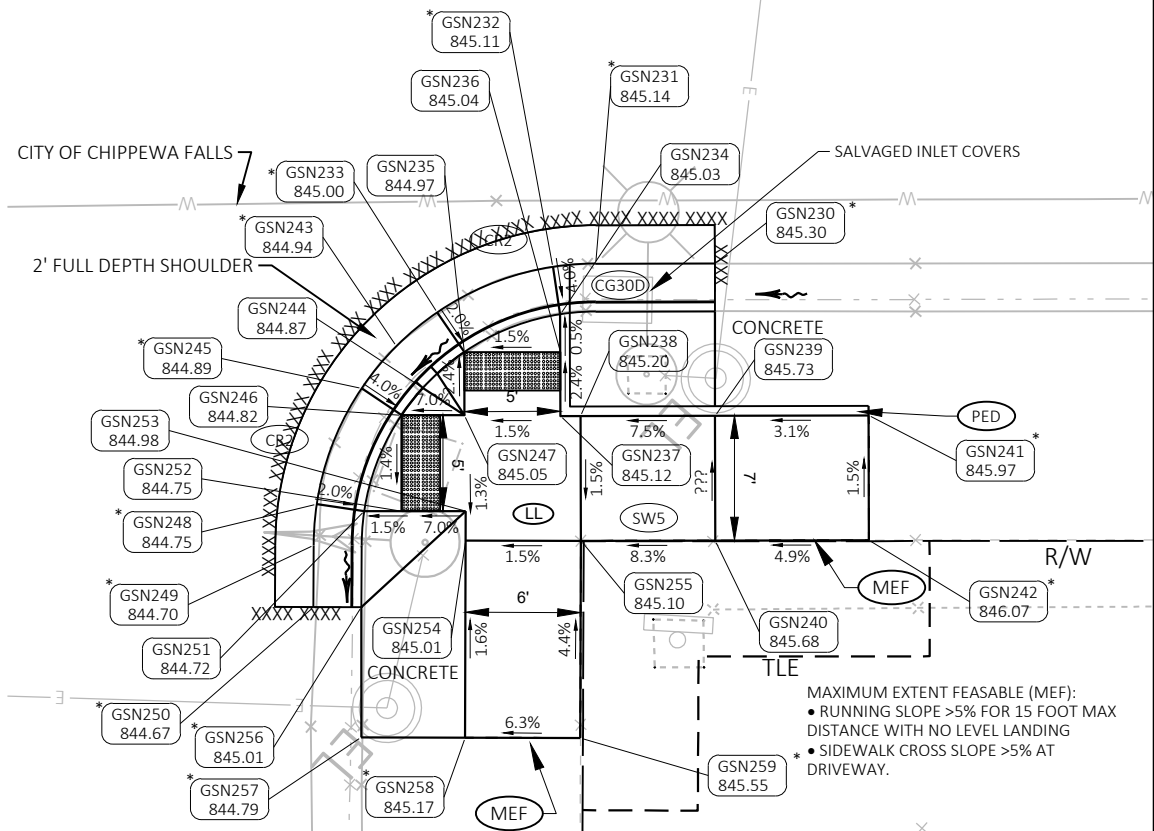
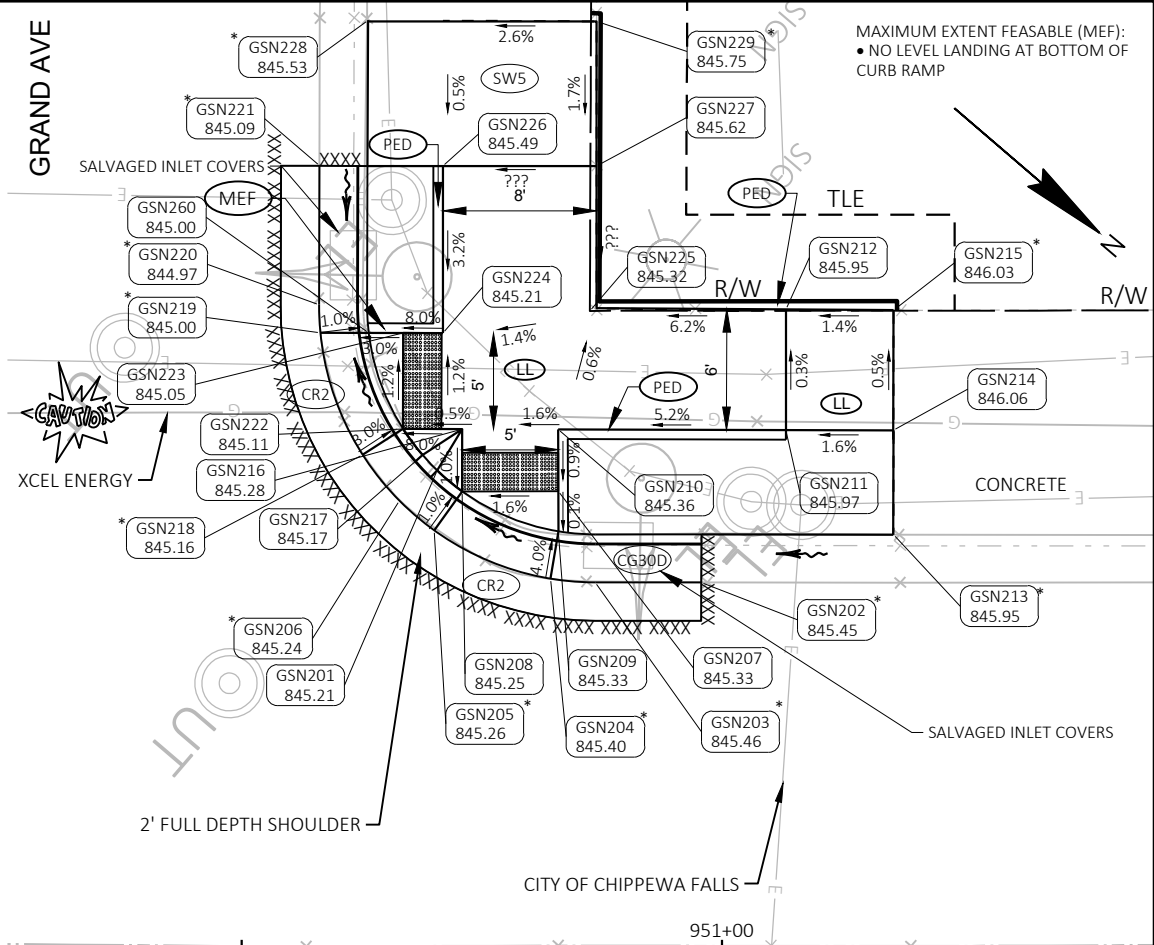
CONCRETE CURB & GUTTER 30-INCH TYPE D/
REMOVING CURB & GUTTER
- XXX
XXX.XX

POINT NUMBER & ELEVATION
- XXXX

SAWING ASPHALT/SAWING CONCRETE

NOTES:

- CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
- THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
- DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
- SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
- ALL STATION AND OFFSET INFORMATION REFERENCE STH 124 R/L



PROJECT NO: 8610-02-74

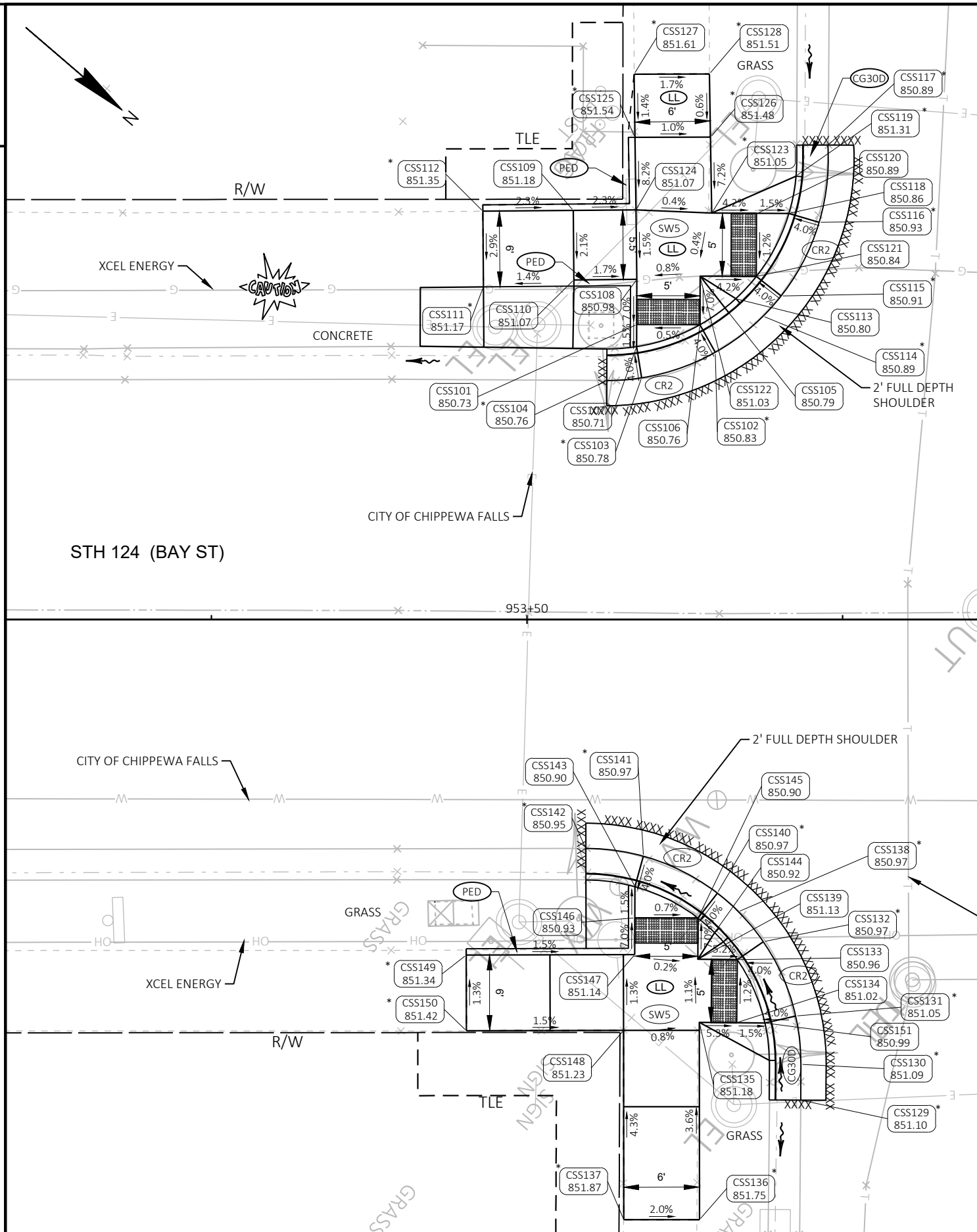
HWY: STH 124

COUNTY: CHIPPEWA

CURB RAMP DETAILS

SHEET

E



COLUMBIA ST

Columbia Street South					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
CSS101	953+58.69	23.36' LT	850.73	129704.07	170861.68
CSS102	953+64.92	21.16' LT	850.83	129710.22	170859.29
CSS103	953+59.08	19.14' LT	850.78	129707.11	170864.63
CSS104	953+56.32	18.92' LT	850.76	129705.16	170866.58
CSS105	953+65.68	24.68' LT	850.79	129708.51	170856.12
CSS106	953+63.69	23.34' LT	850.76	129707.87	170858.43
CSS107	953+58.69	21.61' LT	850.71	129705.20	170863.01
CSS108	953+58.70	26.94' LT	850.98	129701.74	170858.95
CSS109	953+53.66	32.40' LT	851.18	129694.36	170858.10
CSS110	953+53.70	26.90' LT	851.07	129697.97	170862.24
CSS111	953+46.55	26.34' LT	851.17	129692.91	170867.33
CSS112	953+46.50	32.34' LT	851.35	129688.96	170862.81
CSS113	953+66.54	25.41' LT	850.80	129708.68	170855.00
CSS114	953+68.70	24.02' LT	850.89	129711.23	170854.65
CSS115	953+70.13	25.63' LT	850.91	129711.26	170852.50
CSS116	953+73.13	31.46' LT	850.93	129709.74	170846.12
CSS117	953+73.86	37.58' LT	850.89	129706.30	170841.00
CSS118	953+70.74	32.17' LT	850.86	129707.46	170847.14
CSS119	953+71.30	35.12' LT	851.31	129705.97	170844.54
CSS120	953+68.25	32.18' LT	850.89	129705.57	170848.76
CSS121	953+68.16	27.18' LT	850.84	129708.76	170852.61
CSS122	953+63.70	27.19' LT	851.03	129705.37	170855.50
CSS123	953+64.63	32.19' LT	851.05	129702.81	170851.11
CSS124	953+58.62	32.44' LT	851.07	129698.09	170854.83
CSS125	953+58.55	38.19' LT	851.54	129694.29	170850.51
CSS126	953+64.55	38.22' LT	851.48	129698.83	170846.59

Columbia Street South					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
CSS127	953+58.49	43.19' LT	851.61	129690.99	170846.76
CSS128	953+64.45	43.22' LT	851.51	129695.49	170842.86
CSS129	953+71.68	38.07' RT	851.10	129753.95	170899.81
CSS130	953+71.69	35.24' RT	851.09	129752.11	170897.65
CSS131	953+71.28	31.41' RT	851.05	129749.31	170895.02
CSS132	953+68.72	25.53' RT	850.97	129743.53	170892.22
CSS133	953+66.66	26.94' RT	850.96	129742.88	170894.64
CSS134	953+66.61	31.94' RT	851.02	129746.11	170898.46
CSS135	953+63.65	31.91' RT	851.18	129743.85	170900.37
CSS136	953+63.66	47.54' RT	851.75	129754.03	170912.22
CSS137	953+57.66	47.54' RT	851.87	129749.48	170916.13
CSS138	953+66.74	23.14' RT	850.97	129740.48	170891.70
CSS139	953+63.54	26.91' RT	851.13	129740.50	170896.65
CSS140	953+65.07	21.67' RT	850.97	129738.25	170891.68
CSS141	953+59.22	18.75' RT	850.97	129731.91	170893.27
CSS142	953+54.67	18.14' RT	850.95	129728.06	170895.77
CSS143	953+58.55	21.16' RT	850.90	129732.97	170895.54
CSS144	953+64.86	24.80' RT	850.92	129740.13	170894.19
CSS145	953+63.55	23.65' RT	850.90	129738.38	170894.17
CSS146	953+58.55	23.64' RT	850.93	129734.58	170897.42
CSS147	953+58.54	26.54' RT	851.14	129736.46	170899.63
CSS148	953+57.65	32.54' RT	851.23	129739.70	170904.76
CSS149	953+45.19	26.58' RT	851.34	129726.36	170908.36
CSS150	953+45.20	32.58' RT	851.42	129730.29	170912.90
CSS151	953+68.84	31.96' RT	850.99	129747.81	170897.02

* MATCH EXISTING

LEGEND

- CRxx CURB RAMP TYPE
- SOD SOD LAWN
- SW5 CONCRETE SIDEWALK 5-INCH/
REMOVING CONCRETE SIDEWALK
- PED CONCRETE CURB PEDESTRIAN
- CG30A CONCRETE CURB & GUTTER 30-INCH TYPE A/
REMOVING CURB & GUTTER
- CG30D CONCRETE CURB & GUTTER 30-INCH TYPE D/
REMOVING CURB & GUTTER
- XXX/XXX.XX POINT NUMBER & ELEVATION
- XXXX SAWING ASPHALT/SAWING CONCRETE

NOTES:

- CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
- THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
- DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
- SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
- ALL STATION AND OFFSET INFORMATION REFERENCE STH 124 R/L.

PROJECT NO: 8610-02-74

HWY: STH 124

COUNTY: CHIPPEWA

CURB RAMP DETAILS

SHEET

E

Columbia Street North					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
CSN200	954+20.34	27.67' LT	851.69	129748.02	170818.23
CSN201	954+30.51	18.87' LT	851.74	129761.46	170818.28
CSN202	954+25.41	18.86' LT	851.72	129757.61	170821.61
CSN203	954+15.46	21.95' LT	851.48	129748.05	170825.75
CSN204	954+13.01	23.99' LT	851.33	129744.86	170825.80
CSN205	954+11.28	26.01' LT	851.23	129742.23	170825.40
CSN206	954+07.88	36.39' LT	850.98	129732.89	170819.74
CSN207	954+07.89	38.70' LT	850.96	129731.39	170817.98
CSN208	954+21.39	21.90' LT	852.04	129752.57	170821.92
CSN209	954+16.88	24.01' LT	851.40	129747.78	170823.27
CSN210	954+13.29	27.49' LT	851.24	129742.79	170822.96
CSN211	954+11.05	31.93' LT	851.43	129738.20	170821.05
CSN212	954+18.42	25.64' LT	851.55	129747.89	170821.02
CSN213	954+14.84	29.12' LT	851.40	129742.90	170820.72
CSN214	954+16.70	31.10' LT	851.63	129743.02	170818.00
CSN215	954+16.98	34.76' LT	851.66	129740.85	170815.04
CSN216	954+10.39	41.89' LT	851.35	129731.21	170813.93
CSN217	954+17.03	41.83' LT	851.71	129736.28	170809.65
CSN218	954+23.03	41.78' LT	852.06	129740.86	170805.78
CSN218A	954+22.98	34.71' LT	851.76	129745.43	170811.17
CSN219	954+22.97	26.59' LT	851.71	129750.72	170817.34
CSN220	954+22.94	32.09' LT	851.73	129747.12	170813.19
CSN221	954+36.55	21.42' LT	852.18	129764.39	170812.41
CSN222	954+36.52	26.66' LT	852.29	129760.95	170808.45
CSN223	954+36.50	32.16' LT	852.38	129757.35	170804.30

LEGEND

- CRxx

CURB RAMP TYPE
- SOD

SOD LAWN
- SW5

CONCRETE SIDEWALK 5-INCH/
REMOVING CONCRETE SIDEWALK
- PED

CONCRETE CURB PEDESTRIAN
- CG30A

CONCRETE CURB & GUTTER 30-INCH TYPE A/
REMOVING CURB & GUTTER
- CG30D

CONCRETE CURB & GUTTER 30-INCH TYPE D/
REMOVING CURB & GUTTER
- XXX
XXX.XX

POINT NUMBER & ELEVATION
- XXXX

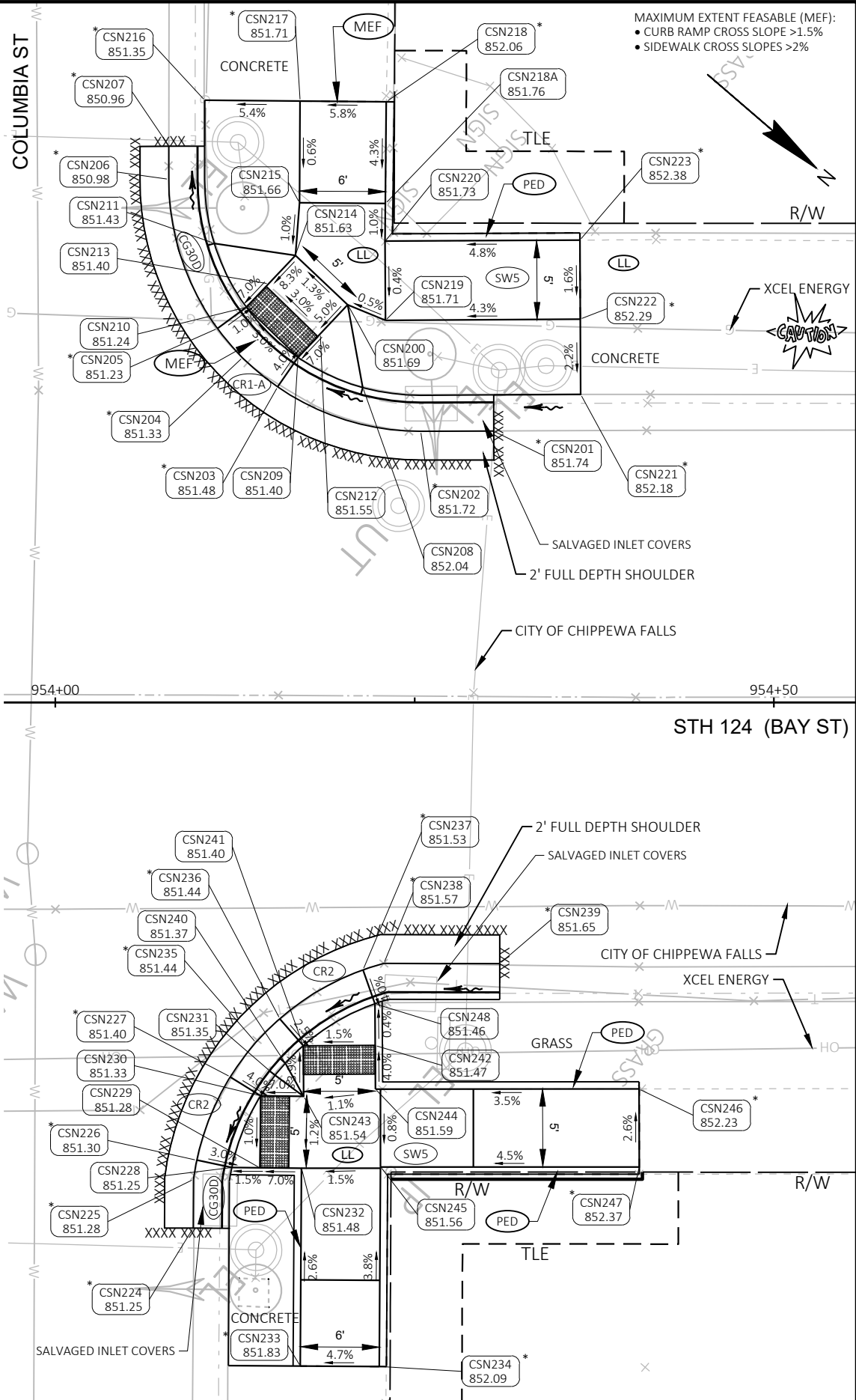
SAWING ASPHALT/SAWING CONCRETE
- *

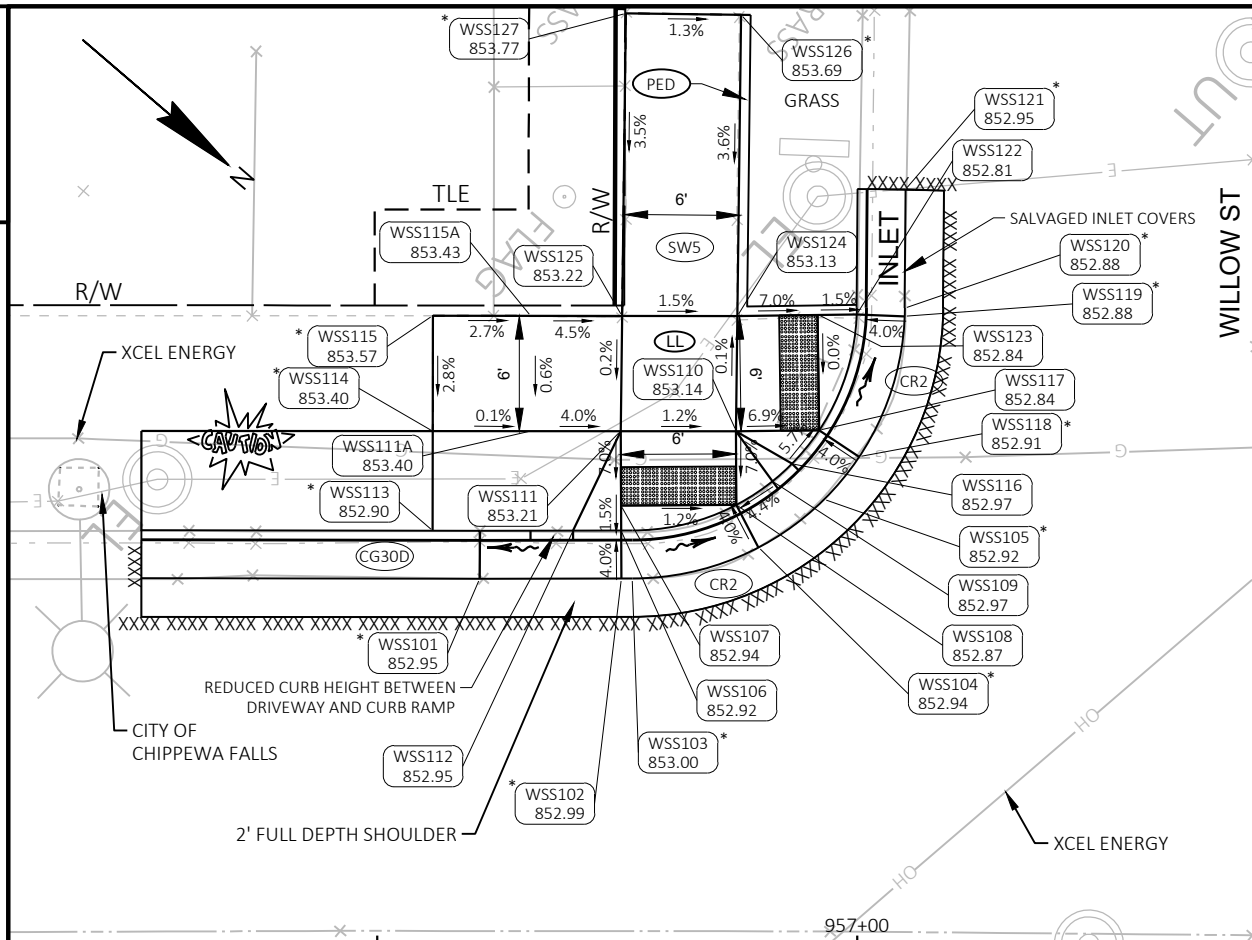
MATCH EXISTING

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 CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 124 R/L.

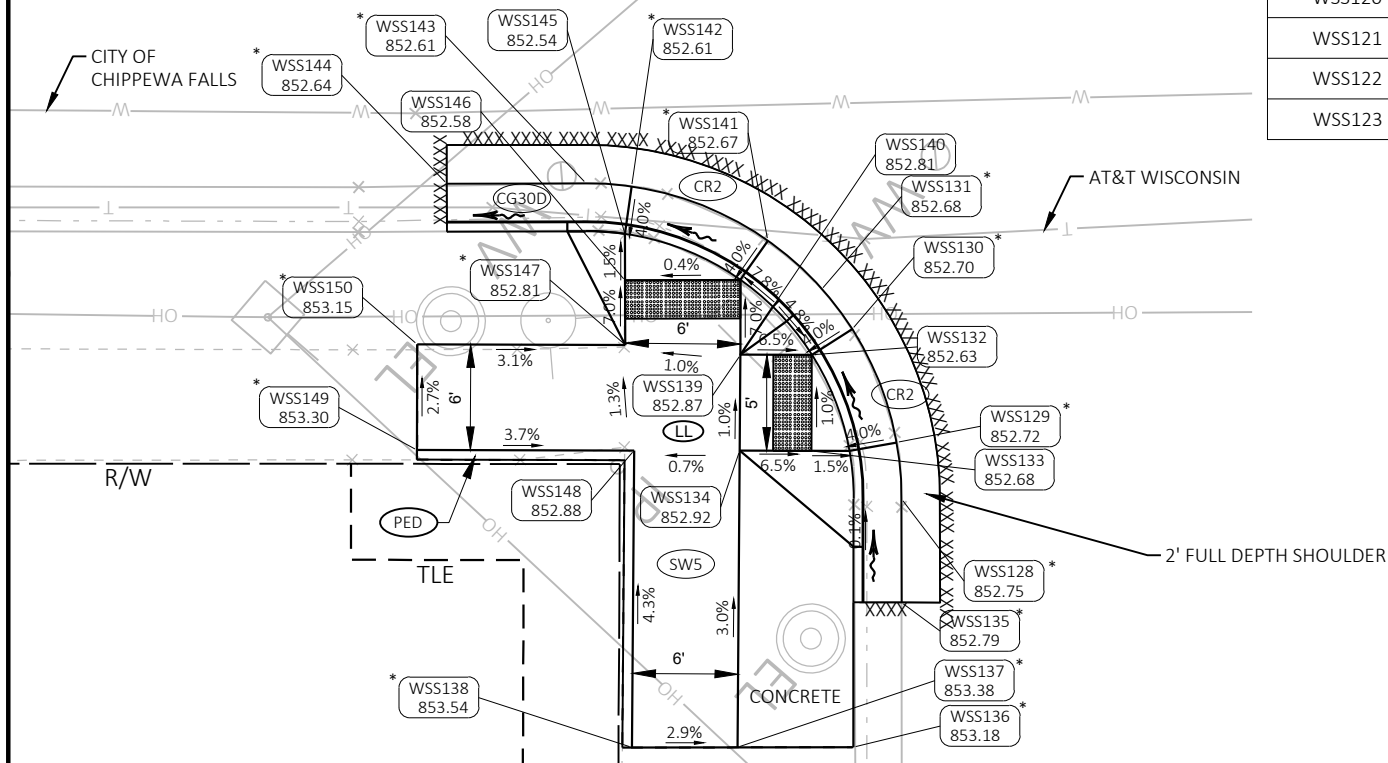
Columbia Street North					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
CSN224	954+09.59	36.56' RT	851.25	129781.72	170873.96
CSN225	954+09.60	33.18' RT	851.28	129779.52	170871.39
CSN226	954+09.83	31.83' RT	851.30	129778.82	170870.21
CSN227	954+12.16	26.04' RT	851.40	129776.82	170864.31
CSN228	954+12.28	32.35' RT	851.25	129781.01	170869.01
CSN229	954+14.24	32.37' RT	851.28	129782.51	170867.75
CSN230	954+14.28	27.37' RT	851.33	129779.29	170863.93
CSN231	954+15.29	25.94' RT	851.35	129779.12	170862.19
CSN232	954+17.13	32.39' RT	851.48	129784.72	170865.89
CSN233	954+17.04	46.16' RT	851.83	129793.62	170876.39
CSN234	954+22.54	46.19' RT	852.09	129797.82	170872.83
CSN235	954+13.95	23.65' RT	851.44	129776.61	170861.33
CSN236	954+15.61	21.99' RT	851.44	129776.79	170858.99
CSN237	954+21.40	18.60' RT	851.53	129778.98	170852.64
CSN238	954+22.86	18.15' RT	851.57	129779.79	170851.35
CSN239	954+30.92	18.17' RT	851.65	129785.91	170846.11
CSN240	954+16.00	25.10' RT	851.37	129779.12	170861.09
CSN241	954+17.25	23.88' RT	851.40	129779.27	170859.35
CSN242	954+22.25	23.85' RT	851.47	129783.04	170856.07
CSN243	954+17.27	27.39' RT	851.54	129781.57	170862.00
CSN244	954+22.27	26.89' RT	851.59	129785.03	170858.36
CSN245	954+22.63	32.30' RT	851.56	129788.83	170862.24
CSN246	954+40.62	26.88' RT	852.23	129798.95	170846.40
CSN247	954+40.63	32.31' RT	852.37	129802.49	170850.51
CSN248	954+22.24	20.96' RT	851.46	129781.15	170853.88





Willow Street South					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
WSS101	956+80.34	18.93' LT	852.95	129950.93	170655.44
WSS102	956+87.72	18.94' LT	852.99	129956.52	170650.62
WSS103	956+88.29	18.94' LT	853.00	129956.95	170650.25
WSS104	956+94.86	20.56' LT	852.94	129960.88	170644.74
WSS105	956+98.27	23.06' LT	852.92	129961.84	170640.62
WSS106	956+87.70	21.44' LT	852.92	129954.88	170648.73
WSS107	956+87.70	22.75' LT	852.94	129954.03	170647.75
WSS108	956+93.70	22.78' LT	852.87	129958.56	170643.81
WSS109	956+95.58	24.01' LT	852.97	129959.18	170641.66
WSS110	956+93.68	26.64' LT	853.14	129956.03	170640.89
WSS111	956+87.68	26.62' LT	853.21	129951.49	170644.82
WSS111A	956+82.99	26.62' LT	853.40	129947.93	170647.88
WSS112	956+85.20	21.44' LT	852.95	129952.99	170650.37
WSS113	956+77.89	21.44' LT	852.90	129947.44	170655.13
WSS114	956+77.90	26.62' LT	853.40	129944.07	170651.20
WSS115	956+77.90	32.62' LT	853.57	129940.16	170646.64
WSS115A	956+82.99	32.62' LT	853.43	129944.02	170643.33
WSS116	956+96.60	24.93' LT	852.97	129959.36	170640.29
WSS117	956+98.02	26.67' LT	852.84	129959.30	170638.05
WSS118	957+00.10	25.29' LT	852.91	129961.78	170637.74
WSS119	957+02.46	32.60' LT	852.88	129958.80	170630.66
WSS120	957+02.47	33.02' LT	852.88	129958.54	170630.33
WSS121	957+02.52	39.21' LT	852.95	129954.54	170625.60
WSS122	956+99.96	32.69' LT	852.81	129956.85	170632.21
WSS123	956+97.94	32.67' LT	852.84	129955.33	170633.55

STH 124 (BAY ST)



LEGEND

- CRxx

CURB RAMP TYPE
- SOD

SOD LAWN
- SW5

CONCRETE SIDEWALK 5-INCH/
REMOVING CONCRETE SIDEWALK
- PED

CONCRETE CURB PEDESTRIAN
- CG30A

CONCRETE CURB & GUTTER 30-INCH TYPE A/
REMOVING CURB & GUTTER
- CG30D

CONCRETE CURB & GUTTER 30-INCH TYPE D/
REMOVING CURB & GUTTER
- XXX
XXX.XX

POINT NUMBER & ELEVATION
- XXXX

SAWING ASPHALT/SAWING CONCRETE
- *

MATCH EXISTING

- NOTES:
- CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
 - THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
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 - SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
 - ALL STATION AND OFFSET INFORMATION REFERENCE STH 124 R/L.

PROJECT NO: 8610-02-74

HWY: STH 124

COUNTY: CHIPPEWA

CURB RAMP DETAILS

SHEET

E

Willow St North					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
WSN201	957+58.90	18.79' LT	853.28	130010.62	170604.35
WSN202	957+53.16	18.81' LT	853.18	130006.25	170608.08
WSN203	957+51.70	18.89' LT	853.17	130005.09	170608.97
WSN204	957+45.65	20.94' LT	853.10	129999.16	170611.35
WSN205	957+45.14	24.46' LT	853.01	129996.48	170609.02
WSN206	957+46.97	23.07' LT	853.03	129998.77	170608.88
WSN207	957+51.97	23.07' LT	853.11	130002.57	170605.62
WSN208	957+51.97	27.32' LT	853.40	129999.80	170602.40
WSN211	957+61.64	36.78' LT	854.09	130000.97	170588.92
WSN212	957+62.99	34.16' LT	854.13	130003.70	170590.03
WSN213	957+63.00	33.30' LT	854.13	130004.27	170590.67
WSN214	957+62.99	27.34' LT	854.07	130008.15	170595.20
WSN215	957+68.99	33.30' LT	854.22	130008.81	170586.77
WSN216	957+68.99	27.35' LT	854.16	130012.70	170591.29
WSN217	957+73.49	33.31' LT	854.20	130012.22	170583.83
WSN218	957+73.49	27.35' LT	853.97	130016.11	170588.35
WSN219	957+38.84	41.50' LT	852.99	129980.60	170600.20
WSN220	957+38.80	33.79' LT	852.99	129985.60	170606.07
WSN221	957+40.73	26.02' LT	853.05	129992.12	170610.71
WSN222	957+38.80	33.28' LT	853.00	129985.93	170606.46
WSN223	957+41.30	33.27' LT	852.97	129987.83	170604.83
WSN224	957+42.81	33.27' LT	852.99	129988.98	170603.86
WSN225	957+42.89	27.27' LT	853.00	129992.95	170608.35
WSN226	957+44.23	25.40' LT	853.00	129995.18	170608.90
WSN227	957+47.08	27.32' LT	853.33	129996.09	170605.58
WSN228	957+47.00	33.32' LT	853.33	129992.12	170601.08
WSN229	957+53.00	33.31' LT	853.43	129996.68	170597.18
WSN230	957+53.02	36.82' LT	853.58	129994.40	170594.51
WSN231	957+47.06	44.77' LT	853.71	129984.70	170592.36
WSN232	957+53.06	44.74' LT	853.93	129989.27	170588.48

LEGEND

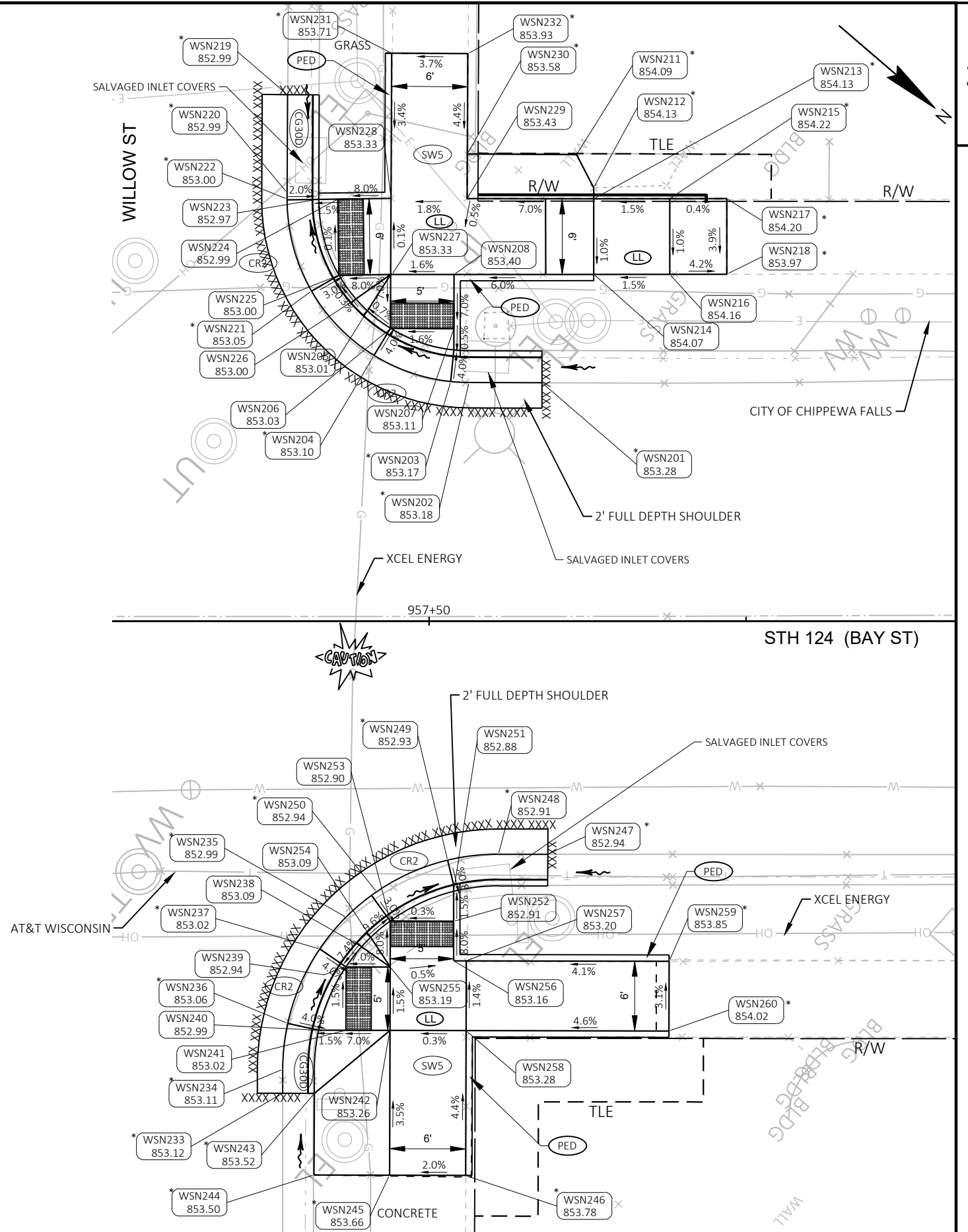
CRxx	CURB RAMP TYPE
SOD	SOD LAWN
SW5	CONCRETE SIDEWALK 5-INCH/ REMOVING CONCRETE SIDEWALK
PED	CONCRETE CURB PEDESTRIAN
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A/ REMOVING CURB & GUTTER
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D/ REMOVING CURB & GUTTER
XXX XXX.XX	POINT NUMBER & ELEVATION
XXXX	SAWING ASPHALT/SAWING CONCRETE

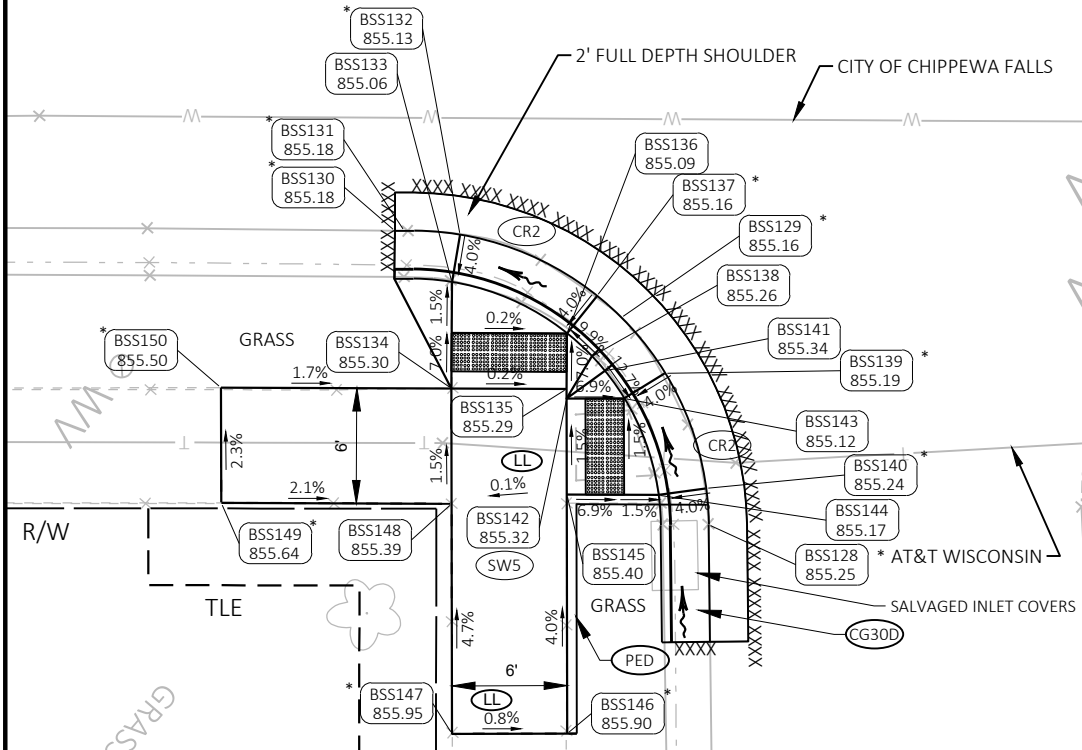
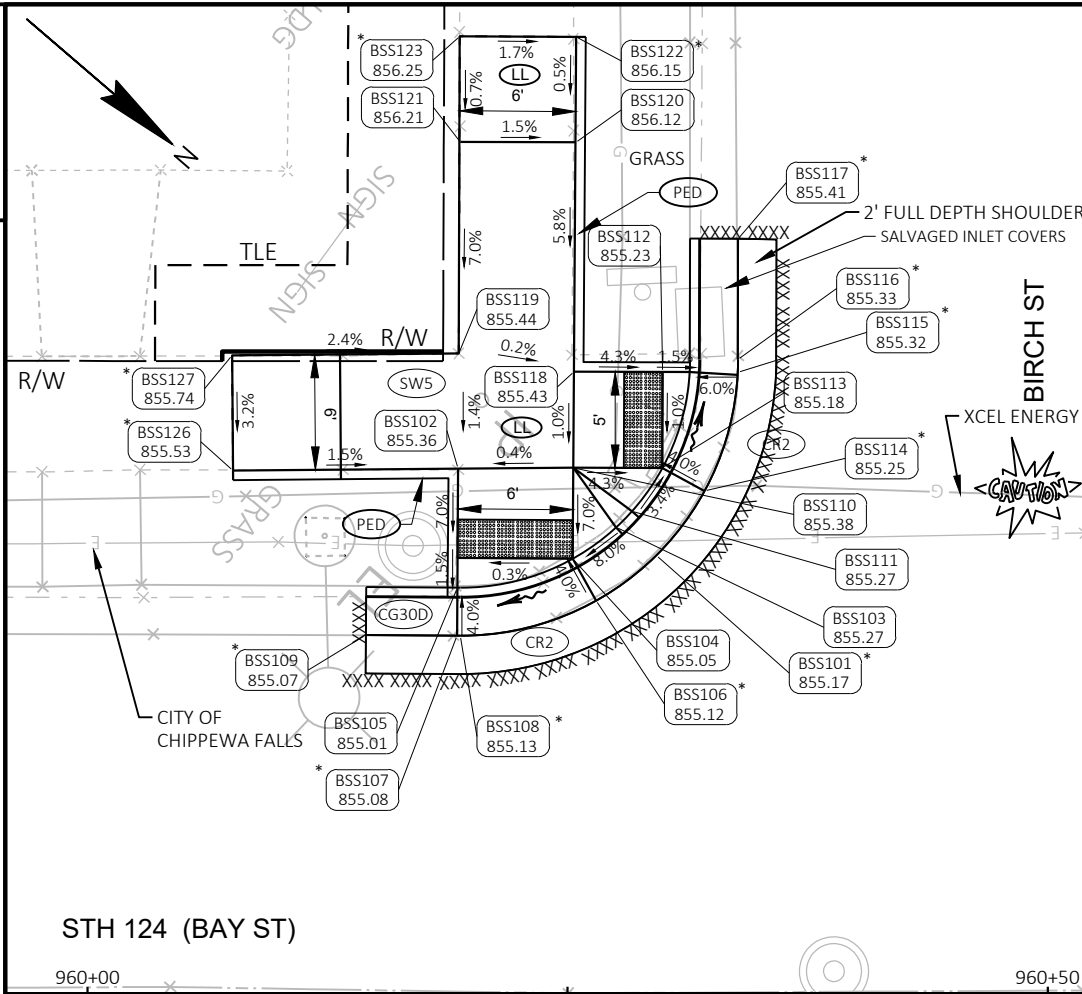
Willow St North					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
WSN233	957+38.46	37.22' RT	853.12	130031.60	170660.16
WSN234	957+38.46	35.32' RT	853.11	130030.37	170658.72
WSN235	957+43.47	23.34' RT	852.99	130026.36	170646.37
WSN236	957+38.86	31.71' RT	853.06	130028.32	170655.71
WSN237	957+41.38	25.85' RT	853.02	130026.42	170649.63
WSN238	957+44.69	25.68' RT	853.09	130028.81	170647.35
WSN239	957+43.46	27.25' RT	852.94	130028.90	170649.34
WSN240	957+41.30	32.25' RT	852.99	130030.53	170654.53
WSN241	957+43.44	32.25' RT	853.02	130032.15	170653.14
WSN242	957+46.92	32.26' RT	853.26	130034.79	170650.88
WSN243	957+40.96	37.22' RT	853.52	130033.50	170658.53
WSN244	957+40.93	43.66' RT	853.50	130037.68	170663.43
WSN245	957+46.88	43.68' RT	853.66	130042.21	170659.57
WSN246	957+52.88	43.70' RT	853.78	130046.77	170655.67
WSN247	957+59.36	18.39' RT	852.94	130035.19	170632.25
WSN248	957+55.47	18.38' RT	852.91	130032.24	170634.78
WSN249	957+51.47	18.86' RT	852.93	130029.51	170637.75
WSN250	957+45.87	21.35' RT	852.94	130026.88	170643.29
WSN251	957+51.94	21.32' RT	852.88	130031.47	170639.31
WSN252	957+51.94	23.66' RT	852.91	130032.99	170641.09
WSN253	957+46.94	23.65' RT	852.90	130029.20	170644.34
WSN254	957+45.41	24.94' RT	853.09	130028.87	170646.31
WSN255	957+46.93	27.26' RT	853.19	130031.55	170647.08
WSN256	957+51.94	26.77' RT	853.16	130035.02	170643.45
WSN257	957+52.94	26.77' RT	853.20	130035.78	170642.80
WSN258	957+52.92	32.27' RT	853.28	130039.35	170646.98
WSN259	957+68.93	26.81' RT	853.85	130047.93	170632.40
WSN260	957+68.92	32.31' RT	854.02	130051.51	170636.58

* MATCH EXISTING

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 CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 124 R/L.





Birch Street South					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
BSS101	960+29.61	22.82' LT	855.17	130213.33	170424.89
BSS102	960+19.29	27.32' LT	855.36	130202.57	170428.20
BSS103	960+27.51	24.28' LT	855.27	130210.79	170425.15
BSS104	960+25.26	22.64' LT	855.05	130210.15	170427.86
BSS105	960+19.25	21.14' LT	855.01	130206.57	170432.92
BSS106	960+26.48	20.46' LT	855.12	130212.50	170428.72
BSS107	960+19.24	18.64' LT	855.08	130208.19	170434.82
BSS108	960+19.40	18.63' LT	855.13	130208.31	170434.72
BSS109	960+14.49	18.66' LT	855.07	130204.58	170437.90
BSS110	960+25.29	27.37' LT	855.38	130207.09	170424.25
BSS111	960+28.35	25.11' LT	855.27	130210.88	170423.98
BSS112	960+29.94	32.36' LT	855.23	130207.37	170417.44
BSS113	960+29.92	27.36' LT	855.18	130210.61	170421.25
BSS114	960+32.12	26.17' LT	855.25	130213.05	170420.72
BSS115	960+33.86	32.34' LT	855.32	130210.35	170414.90
BSS116	960+33.86	33.00' LT	855.33	130209.92	170414.39
BSS117	960+33.88	39.31' LT	855.41	130205.83	170409.61
BSS118	960+25.33	32.38' LT	855.43	130203.86	170420.43
BSS119	960+19.33	33.33' LT	855.44	130198.69	170423.62
BSS120	960+25.40	44.30' LT	856.12	130196.15	170411.34
BSS121	960+19.40	44.34' LT	856.21	130191.57	170415.22
BSS122	960+25.44	49.81' LT	856.15	130192.58	170407.14
BSS123	960+19.38	49.85' LT	856.25	130187.96	170411.06
BSS126	960+07.57	27.23' LT	855.53	130193.74	170435.91
BSS127	960+07.52	33.23' LT	855.74	130189.79	170431.39
BSS128	960+32.34	33.91' RT	855.25	130252.37	170466.15

* MATCH EXISTING

LEGEND

- CRxx CURB RAMP TYPE
- SOD SOD LAWN
- SW5 CONCRETE SIDEWALK 5-INCH/
REMOVING CONCRETE SIDEWALK
- PED CONCRETE CURB PEDESTRIAN
- CG30A CONCRETE CURB & GUTTER 30-INCH TYPE A/
REMOVING CURB & GUTTER
- CG30D CONCRETE CURB & GUTTER 30-INCH TYPE D/
REMOVING CURB & GUTTER
- XXX
XXX.XX POINT NUMBER & ELEVATION
- XXXX SAWING ASPHALT/SAWING CONCRETE

NOTES:

- CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
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Birch Street South					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
BSS129	960+27.78	23.14' RT	855.16	130241.90	170460.95
BSS130	960+16.01	18.61' RT	855.18	130230.01	170465.18
BSS131	960+16.50	18.61' RT	855.18	130230.39	170464.86
BSS132	960+19.39	18.83' RT	855.13	130232.72	170463.14
BSS133	960+18.98	21.30' RT	855.06	130234.02	170465.28
BSS134	960+18.94	26.81' RT	855.30	130237.58	170469.49
BSS135	960+24.94	26.85' RT	855.29	130242.16	170465.61
BSS136	960+24.96	23.97' RT	855.09	130240.30	170463.41
BSS137	960+26.53	22.02' RT	855.16	130240.21	170460.91
BSS138	960+26.25	25.15' RT	855.26	130242.04	170463.47
BSS139	960+30.06	26.04' RT	855.19	130245.51	170461.65
BSS140	960+32.20	32.03' RT	855.24	130251.04	170464.81
BSS141	960+26.92	25.91' RT	855.34	130243.05	170463.61
BSS142	960+24.95	27.35' RT	855.32	130242.49	170465.98
BSS143	960+27.93	27.34' RT	855.12	130244.74	170464.03
BSS144	960+29.72	32.37' RT	855.17	130249.38	170466.68
BSS145	960+24.96	32.35' RT	855.40	130245.75	170469.77
BSS146	960+24.98	44.79' RT	855.90	130253.88	170479.19
BSS147	960+18.98	44.80' RT	855.95	130249.34	170483.11
BSS148	960+18.96	32.82' RT	855.39	130241.51	170474.04
BSS149	960+06.96	32.77' RT	855.64	130232.37	170481.82
BSS150	960+06.94	26.77' RT	855.50	130228.46	170477.28

PROJECT NO: 8610-02-74

HWY: STH 124

COUNTY: CHIPPEWA

CURB RAMP DETAILS

SHEET

E

Birch Street North					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
BSN201	960+84.66	44.05' LT	856.27	130241.25	170372.92
BSN202	960+78.67	44.05' LT	856.23	130236.71	170376.82
BSN203	960+78.66	32.18' LT	855.73	130244.44	170385.83
BSN204	960+74.25	27.19' LT	855.41	130244.34	170392.49
BSN205	960+74.27	32.19' LT	855.42	130241.10	170388.68
BSN206	960+72.72	32.20' LT	855.40	130239.92	170389.68
BSN207	960+75.55	25.36' LT	855.42	130246.52	170393.03
BSN208	960+72.08	25.95' LT	855.48	130243.51	170394.84
BSN209	960+70.23	32.02' LT	855.47	130238.14	170391.44
BSN210	960+70.19	33.10' LT	855.47	130237.41	170390.65
BSN211	960+70.22	38.43' LT	855.51	130233.97	170386.59
BSN212	960+84.66	33.17' LT	855.80	130248.34	170381.16
BSN213	960+94.98	33.19' LT	856.16	130256.16	170374.43
BSN214	960+94.99	27.20' LT	855.94	130260.07	170378.97
BSN215	960+83.41	27.18' LT	855.78	130251.30	170386.53
BSN216	960+78.41	27.18' LT	855.70	130247.50	170389.79
BSN217	960+83.35	22.94' LT	855.53	130254.02	170389.78
BSN218	960+78.35	23.01' LT	855.45	130250.18	170392.99
BSN219	960+83.33	21.38' LT	855.53	130255.02	170390.98
BSN220	960+76.55	24.34' LT	855.43	130247.94	170393.15
BSN221	960+77.06	20.86' LT	855.52	130250.60	170395.45
BSN222	960+83.07	18.89' LT	855.61	130256.45	170393.03
BSN223	960+84.36	18.83' LT	855.62	130257.46	170392.25
BSN224	960+90.20	18.83' LT	855.63	130261.89	170388.44
BSN225	961+02.27	26.57' RT	856.23	130300.63	170415.00
BSN226	961+02.30	32.57' RT	856.33	130304.56	170419.54

Birch Street North					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
BSN227	960+83.76	32.65' RT	855.60	130290.55	170431.68
BSN228	960+83.84	47.65' RT	856.43	130300.39	170443.01
BSN229	960+77.84	47.68' RT	856.28	130295.86	170446.94
BSN230	960+77.73	32.68' RT	855.52	130286.00	170435.63
BSN231	960+77.72	27.68' RT	855.60	130282.73	170431.84
BSN232	960+74.88	27.69' RT	855.40	130280.58	170433.70
BSN233	960+74.89	32.69' RT	855.32	130283.85	170437.49
BSN234	960+73.24	32.69' RT	855.30	130282.60	170438.57
BSN235	960+75.86	26.24' RT	855.42	130280.38	170431.97
BSN236	960+72.71	26.43' RT	855.47	130278.12	170434.16
BSN237	960+70.75	32.42' RT	855.32	130280.54	170439.98
BSN238	960+70.67	33.98' RT	855.33	130281.48	170441.22
BSN239	960+70.63	40.49' RT	855.32	130285.70	170446.18
BSN240	960+82.73	26.65' RT	855.56	130285.86	170427.80
BSN241	960+82.76	24.34' RT	855.47	130284.38	170426.03
BSN242	960+77.76	24.28' RT	855.46	130280.54	170429.24
BSN243	960+82.79	21.73' RT	855.43	130282.70	170424.03
BSN244	960+85.84	21.35' RT	855.48	130284.77	170421.76
BSN245	960+76.49	25.48' RT	855.43	130280.37	170430.98
BSN246	960+76.17	22.35' RT	855.53	130278.08	170428.82
BSN247	960+82.19	19.31' RT	855.50	130280.66	170422.58
BSN248	960+85.83	18.85' RT	855.49	130283.13	170419.87
BSN249	960+91.61	18.84' RT	855.59	130287.51	170416.09
BSN250	960+74.31	23.03' LT	855.50	130247.10	170395.61
BSN251	960+75.13	23.29' RT	855.54	130277.91	170430.20

LEGEND

- CRxx

CURB RAMP TYPE
- SOD

SOD LAWN
- SW5

CONCRETE SIDEWALK 5-INCH/
REMOVING CONCRETE SIDEWALK
- PED

CONCRETE CURB PEDESTRIAN
- CG30A

CONCRETE CURB & GUTTER 30-INCH TYPE A/
REMOVING CURB & GUTTER
- CG30D

CONCRETE CURB & GUTTER 30-INCH TYPE D/
REMOVING CURB & GUTTER
- XXX
XXX.XX

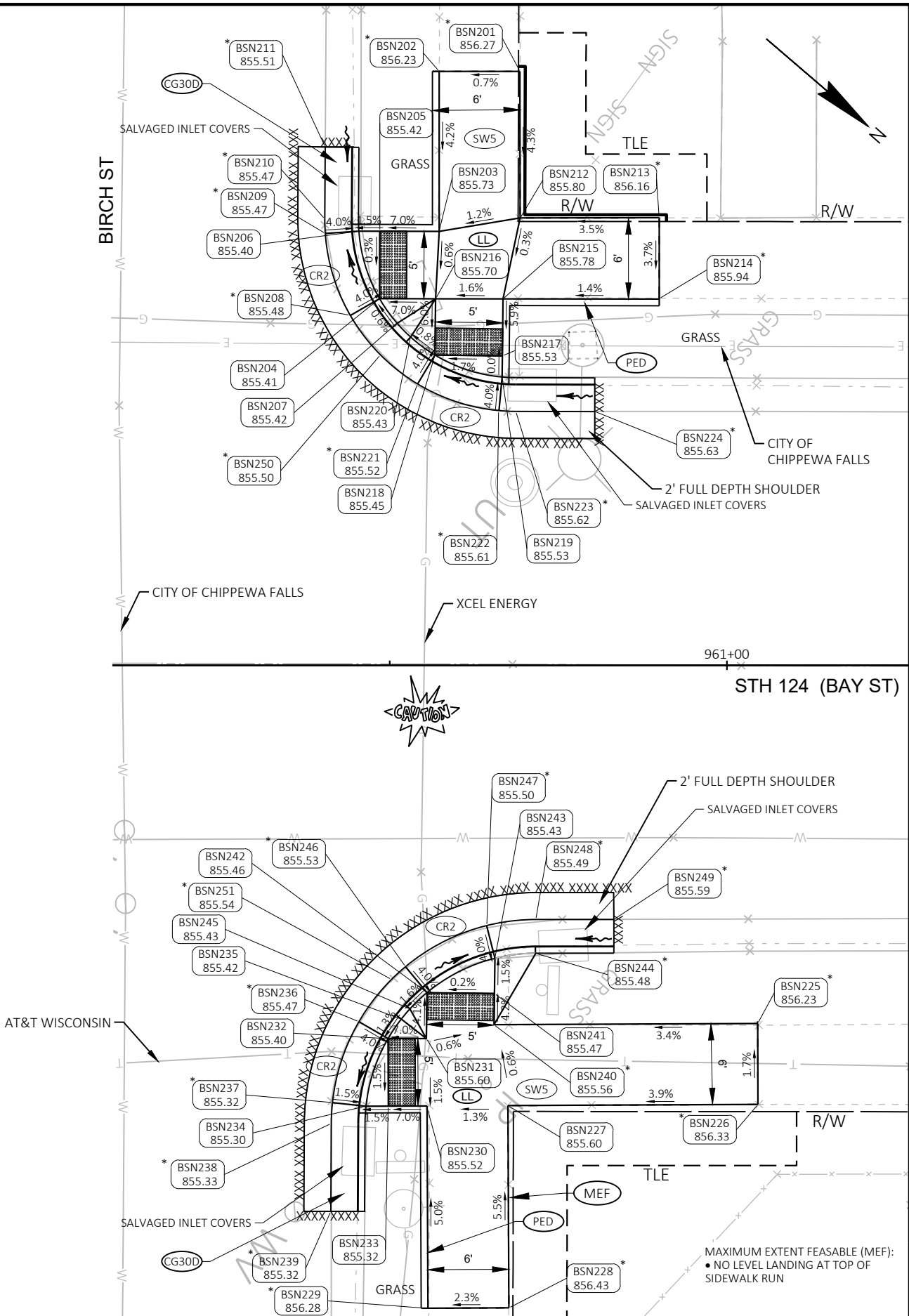
POINT NUMBER & ELEVATION
- XXXX

SAWING ASPHALT/SAWING CONCRETE
- *

MATCH EXISTING

NOTES:

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PROJECT NO: 8610-02-74

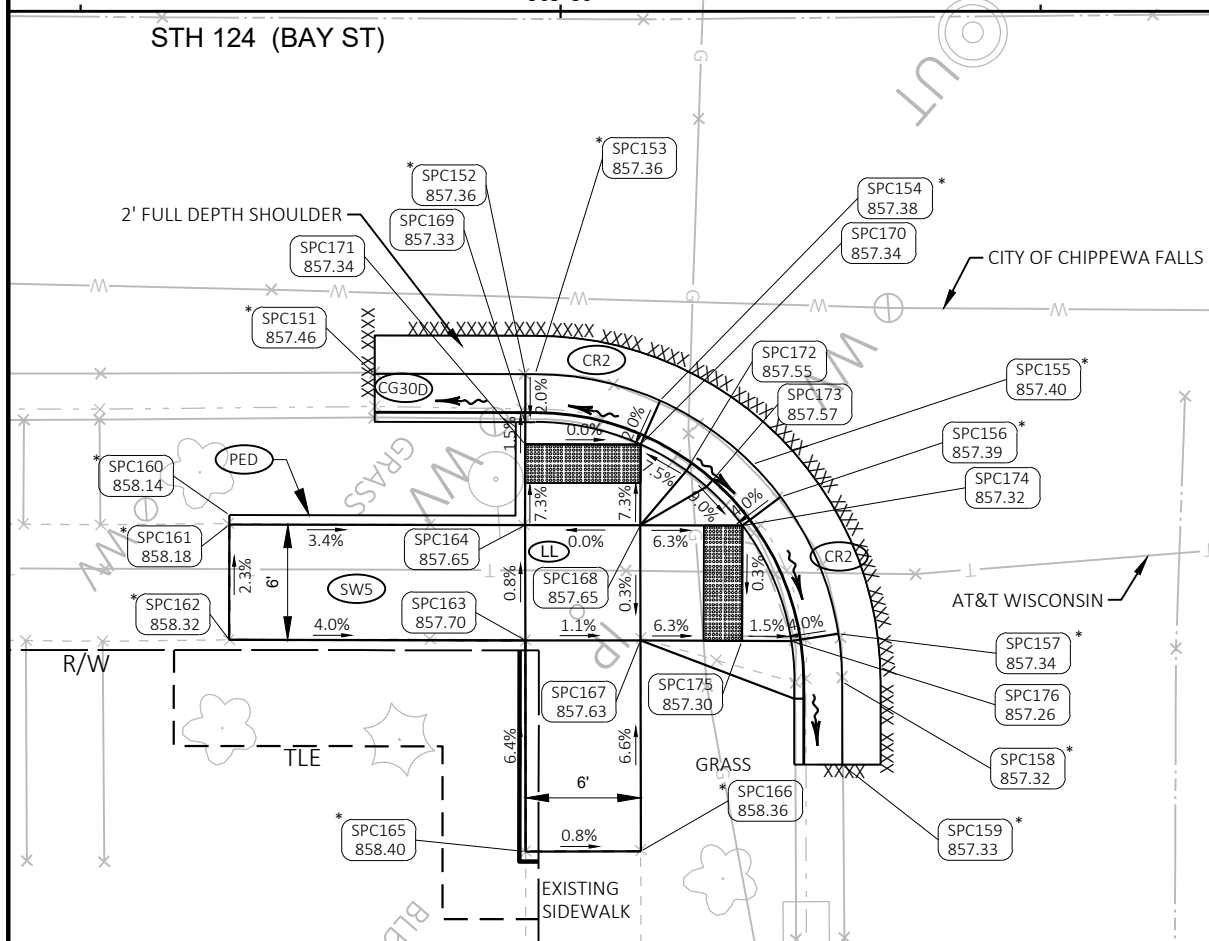
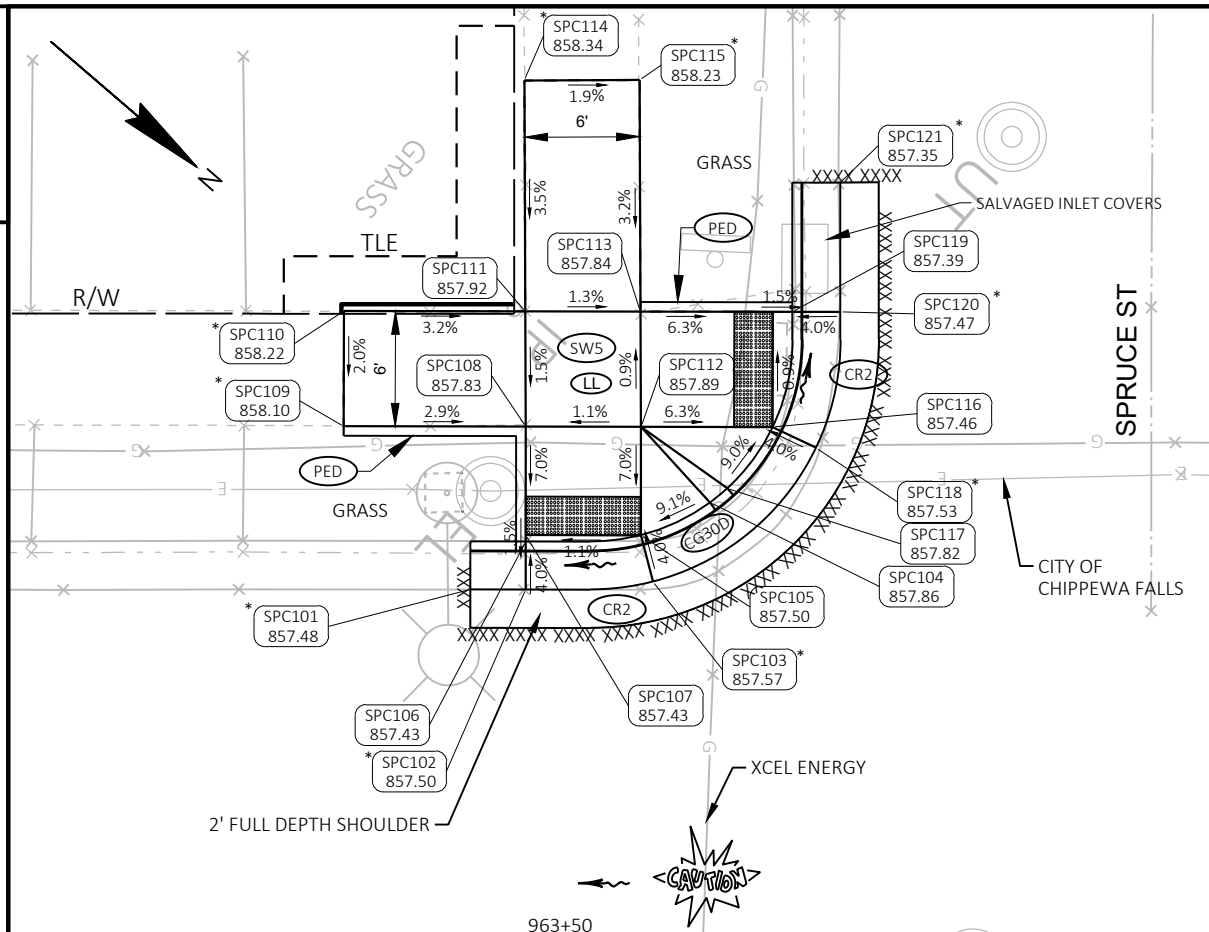
HWY: STH 124

COUNTY: CHIPPEWA

CURB RAMP DETAILS

SHEET

E



SPRUCE STREET - SOUTH					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
SPC101	963+45.30	18.37' LT	857.48	130455.69	170222.55
SPC102	963+48.19	18.37' LT	857.50	130457.88	170220.67
SPC103	963+54.81	18.78' LT	857.57	130462.64	170216.04
SPC104	963+57.78	22.90' LT	857.86	130462.20	170210.98
SPC105	963+54.19	21.20' LT	857.50	130460.59	170214.61
SPC106	963+48.19	20.87' LT	857.43	130456.25	170218.77
SPC107	963+48.19	21.21' LT	857.43	130456.03	170218.52
SPC108	963+48.19	26.85' LT	857.83	130452.36	170214.23
SPC109	963+38.71	26.87' LT	858.10	130445.15	170220.40
SPC110	963+38.72	32.87' LT	858.22	130441.25	170215.84
SPC111	963+48.16	32.85' LT	857.92	130448.43	170209.70
SPC112	963+54.19	26.84' LT	857.89	130456.92	170210.33
SPC113	963+54.16	32.84' LT	857.84	130452.99	170205.80
SPC114	963+48.11	44.88' LT	858.34	130440.55	170200.62
SPC115	963+54.11	44.90' LT	858.23	130445.09	170196.69
SPC116	963+61.04	26.83' LT	857.46	130462.12	170205.87
SPC117	963+58.68	23.64' LT	857.82	130462.40	170209.84
SPC118	963+63.30	25.75' LT	857.53	130464.53	170205.22
SPC119	963+62.07	32.83' LT	857.39	130458.99	170200.65
SPC120	963+64.57	32.84' LT	857.47	130460.88	170199.02
SPC121	963+64.56	39.56' LT	857.35	130456.50	170193.93
SPC151	963+40.32	18.88' RT	857.46	130476.18	170254.05
SPC152	963+48.16	18.90' RT	857.36	130482.15	170248.95
SPC153	963+48.69	18.89' RT	857.36	130482.54	170248.61

* MATCH EXISTING

LEGEND

CRxx	CURB RAMP TYPE
SOD	SOD LAWN
SW5	CONCRETE SIDEWALK 5-INCH/ REMOVING CONCRETE SIDEWALK
PED	CONCRETE CURB PEDESTRIAN
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A/ REMOVING CURB & GUTTER
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D/ REMOVING CURB & GUTTER
XXX XXX.XX	POINT NUMBER & ELEVATION
XXXX	SAWING ASPHALT/SAWING CONCRETE

NOTES:

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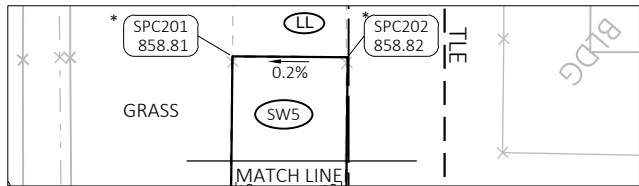
SPRUCE STREET - SOUTH					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
SPC154	963+55.18	20.27' RT	857.38	130488.37	170245.43
SPC155	963+60.00	23.59' RT	857.40	130494.19	170244.80
SPC156	963+61.47	25.29' RT	857.39	130496.40	170245.13
SPC157	963+64.47	32.41' RT	857.34	130503.32	170248.57
SPC158	963+64.67	34.92' RT	857.32	130505.11	170250.35
SPC159	963+64.66	39.23' RT	857.33	130507.91	170253.63
SPC160	963+32.76	26.23' RT	858.14	130475.24	170264.56
SPC161	963+32.76	26.73' RT	858.18	130475.57	170264.94
SPC162	963+32.75	32.73' RT	858.32	130479.47	170269.49
SPC163	963+48.17	32.76' RT	857.70	130491.18	170259.47
SPC164	963+48.16	26.76' RT	857.65	130487.27	170254.92
SPC165	963+48.19	43.75' RT	858.40	130498.36	170267.79
SPC166	963+54.18	43.74' RT	858.36	130502.90	170263.88
SPC167	963+54.17	32.77' RT	857.63	130495.74	170255.56
SPC168	963+54.16	26.77' RT	857.65	130491.83	170251.02
SPC169	963+48.16	21.39' RT	857.33	130483.77	170250.84
SPC170	963+54.16	22.56' RT	857.34	130489.08	170247.82
SPC171	963+48.16	22.55' RT	857.34	130484.53	170251.73
SPC172	963+56.54	23.92' RT	857.55	130491.78	170247.31
SPC173	963+57.60	24.77' RT	857.57	130493.14	170247.26
SPC174	963+59.47	26.79' RT	857.32	130495.86	170247.57
SPC175	963+59.44	32.79' RT	857.30	130499.76	170252.14
SPC176	963+62.00	32.80' RT	857.26	130501.70	170250.48

LEGEND

- CRxx CURB RAMP TYPE
- SOD SOD LAWN
- SW5 CONCRETE SIDEWALK 5-INCH/
REMOVING CONCRETE SIDEWALK
- PED CONCRETE CURB PEDESTRIAN
- CG30A CONCRETE CURB & GUTTER 30-INCH TYPE A/
REMOVING CURB & GUTTER
- CG30D CONCRETE CURB & GUTTER 30-INCH TYPE D/
REMOVING CURB & GUTTER
- XXX
XXX.XX POINT NUMBER & ELEVATION
- XXXX SAWING ASPHALT/SAWING CONCRETE

NOTES:

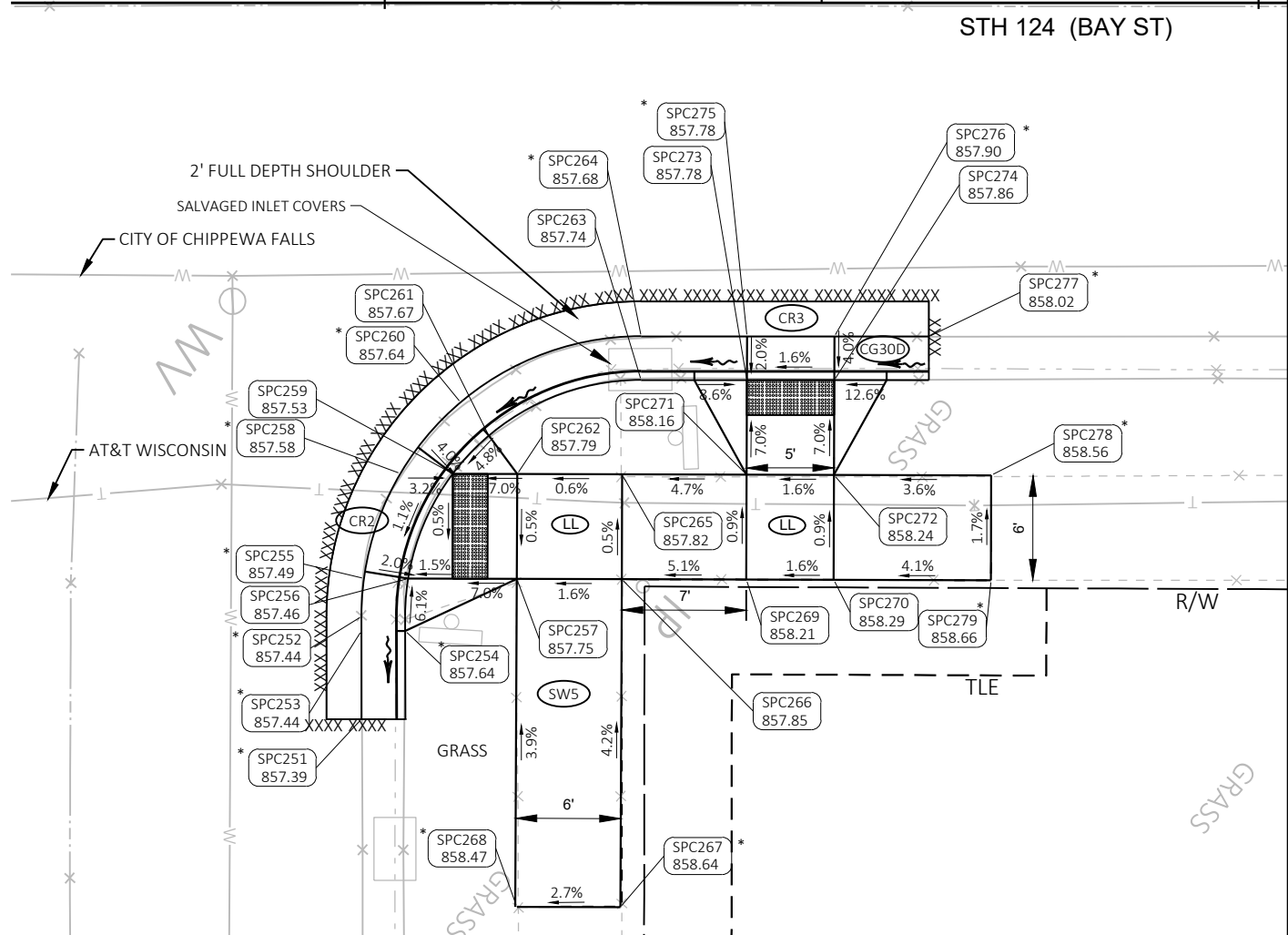
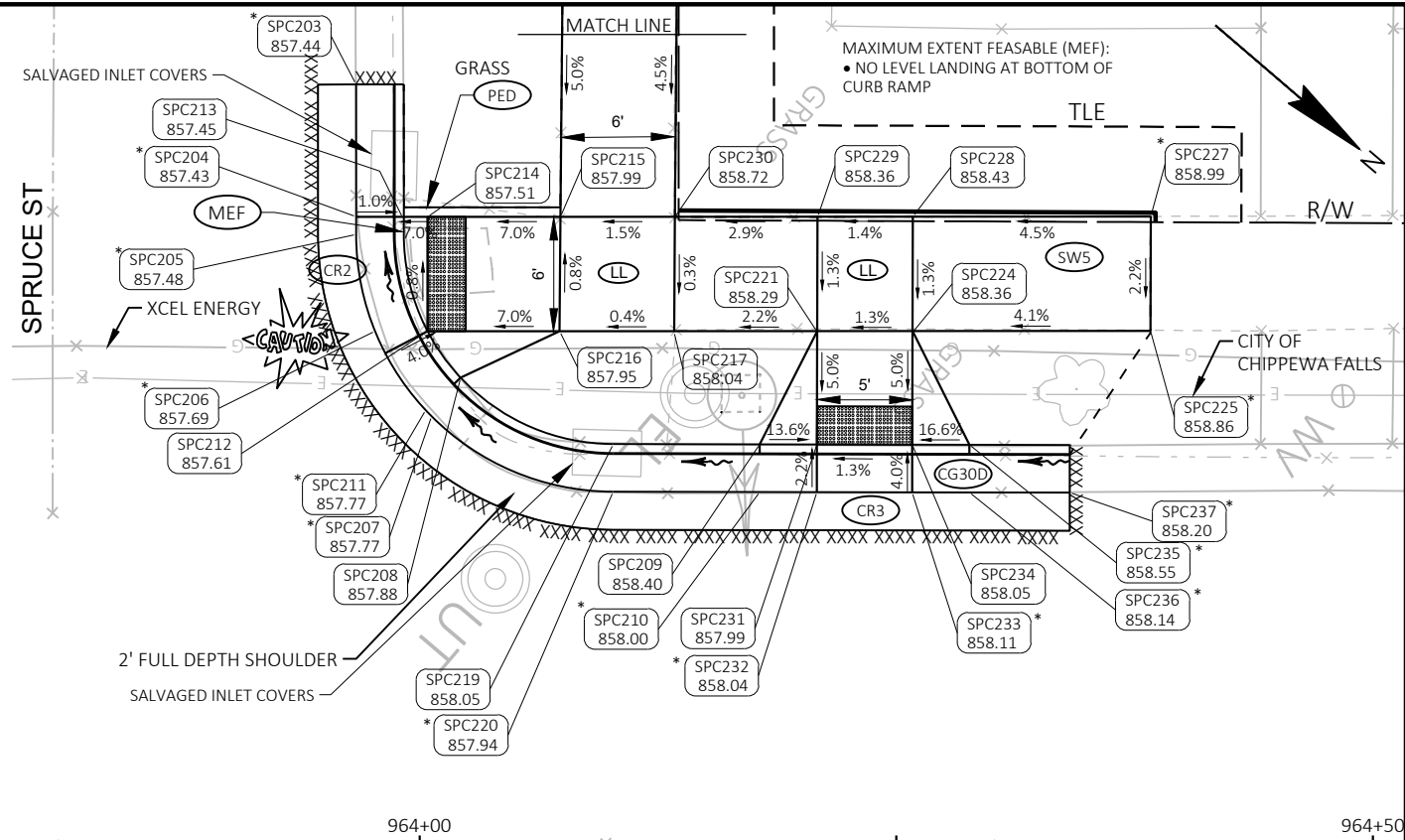
- CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
- THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
- DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
- SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
- ALL STATION AND OFFSET INFORMATION REFERENCE STH 124 R/L.



* MATCH EXISTING

SPRUCE STREET - NORTH					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
SPC201	964+07.53	47.81' LT	858.81	130483.71	170159.67
SPC202	964+13.53	47.77' LT	858.82	130488.29	170155.79
SPC203	963+96.66	39.74' LT	857.44	130480.73	170172.87
SPC204	963+96.67	32.80' LT	857.43	130485.26	170178.13
SPC205	963+96.67	31.86' LT	857.48	130485.86	170178.84
SPC206	963+97.66	26.80' LT	857.69	130489.92	170182.04
SPC207	964+00.62	22.33' LT	857.77	130495.07	170183.50
SPC208	964+02.14	24.35' LT	857.88	130494.91	170180.97
SPC209	964+17.84	20.86' LT	858.40	130509.09	170173.39
SPC210	964+17.83	18.36' LT	858.00	130510.71	170175.29
SPC211	964+00.32	22.64' LT	857.77	130494.64	170183.46
SPC212	964+00.41	26.79' LT	857.61	130492.01	170180.25
SPC213	963+99.17	32.80' LT	857.45	130487.15	170176.51
SPC214	964+00.42	32.79' LT	857.51	130488.11	170175.69
SPC215	964+07.38	32.79' LT	857.99	130493.39	170171.16
SPC216	964+07.34	26.79' LT	857.95	130497.27	170175.74
SPC217	964+13.34	26.77' LT	858.04	130501.83	170171.84
SPC219	964+10.15	20.88' LT	858.05	130503.25	170178.39
SPC220	964+10.15	18.38' LT	857.94	130504.88	170180.29
SPC221	964+20.85	26.75' LT	858.29	130507.54	170166.96
SPC224	964+25.85	26.74' LT	858.36	130511.34	170163.71
SPC225	964+38.32	26.82' LT	858.86	130520.75	170155.53
SPC227	964+38.34	32.82' LT	858.99	130516.85	170150.97
SPC228	964+25.87	32.81' LT	858.43	130507.40	170159.10
SPC229	964+20.87	32.80' LT	858.36	130503.61	170162.36
SPC230	964+13.38	32.77' LT	858.72	130497.95	170167.26
SPC231	964+20.84	20.86' LT	857.99	130511.37	170171.44
SPC232	964+20.83	18.36' LT	858.04	130512.99	170173.34
SPC233	964+25.83	18.35' LT	858.11	130516.79	170170.09
SPC234	964+25.84	20.85' LT	858.05	130515.17	170168.19
SPC235	964+28.84	20.84' LT	858.55	130517.45	170166.24
SPC236	964+28.83	18.34' LT	858.14	130519.07	170168.14
SPC237	964+34.10	18.33' LT	858.20	130523.07	170164.72

SPRUCE STREET - NORTH					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
SPC251	963+98.68	40.97' RT	857.39	130534.85	170232.78
SPC252	963+98.67	35.10' RT	857.44	130531.02	170228.33
SPC253	963+98.67	35.92' RT	857.44	130531.56	170228.96
SPC254	964+01.17	35.92' RT	857.64	130533.45	170227.33
SPC255	963+98.82	32.92' RT	857.49	130529.71	170226.58
SPC256	964+01.34	32.93' RT	857.46	130531.63	170224.94
SPC257	964+07.56	32.95' RT	857.75	130536.36	170220.91
SPC258	964+00.90	26.93' RT	857.58	130527.39	170220.68
SPC259	964+03.90	26.94' RT	857.53	130529.67	170218.73
SPC260	964+04.35	22.86' RT	857.64	130527.35	170215.34
SPC261	964+05.96	24.77' RT	857.67	130529.82	170215.74
SPC262	964+07.59	26.95' RT	857.79	130532.47	170216.34
SPC263	964+14.67	21.58' RT	857.74	130534.34	170207.66
SPC264	964+14.67	19.08' RT	857.68	130532.72	170205.76
SPC265	964+13.58	26.97' RT	857.82	130537.03	170212.45
SPC266	964+13.56	32.97' RT	857.85	130540.92	170217.01
SPC267	964+13.48	51.73' RT	858.64	130553.09	170231.30
SPC268	964+07.57	51.70' RT	858.47	130548.59	170235.13
SPC269	964+20.68	32.99' RT	858.21	130546.34	170212.39
SPC270	964+25.68	33.00' RT	858.29	130550.14	170209.14
SPC271	964+20.70	26.99' RT	858.16	130542.44	170207.82
SPC272	964+25.70	27.00' RT	858.24	130546.25	170204.58
SPC273	964+20.72	21.58' RT	857.78	130538.93	170203.71
SPC274	964+25.72	21.58' RT	857.86	130542.72	170200.45
SPC275	964+20.72	19.08' RT	857.78	130537.31	170201.81
SPC276	964+25.72	19.08' RT	857.90	130541.10	170198.55
SPC277	964+31.13	19.08' RT	858.02	130545.20	170195.03
SPC278	964+34.70	27.03' RT	858.56	130553.09	170198.73
SPC279	964+34.68	33.03' RT	858.66	130556.99	170203.29



* MATCH EXISTING

NOTES:

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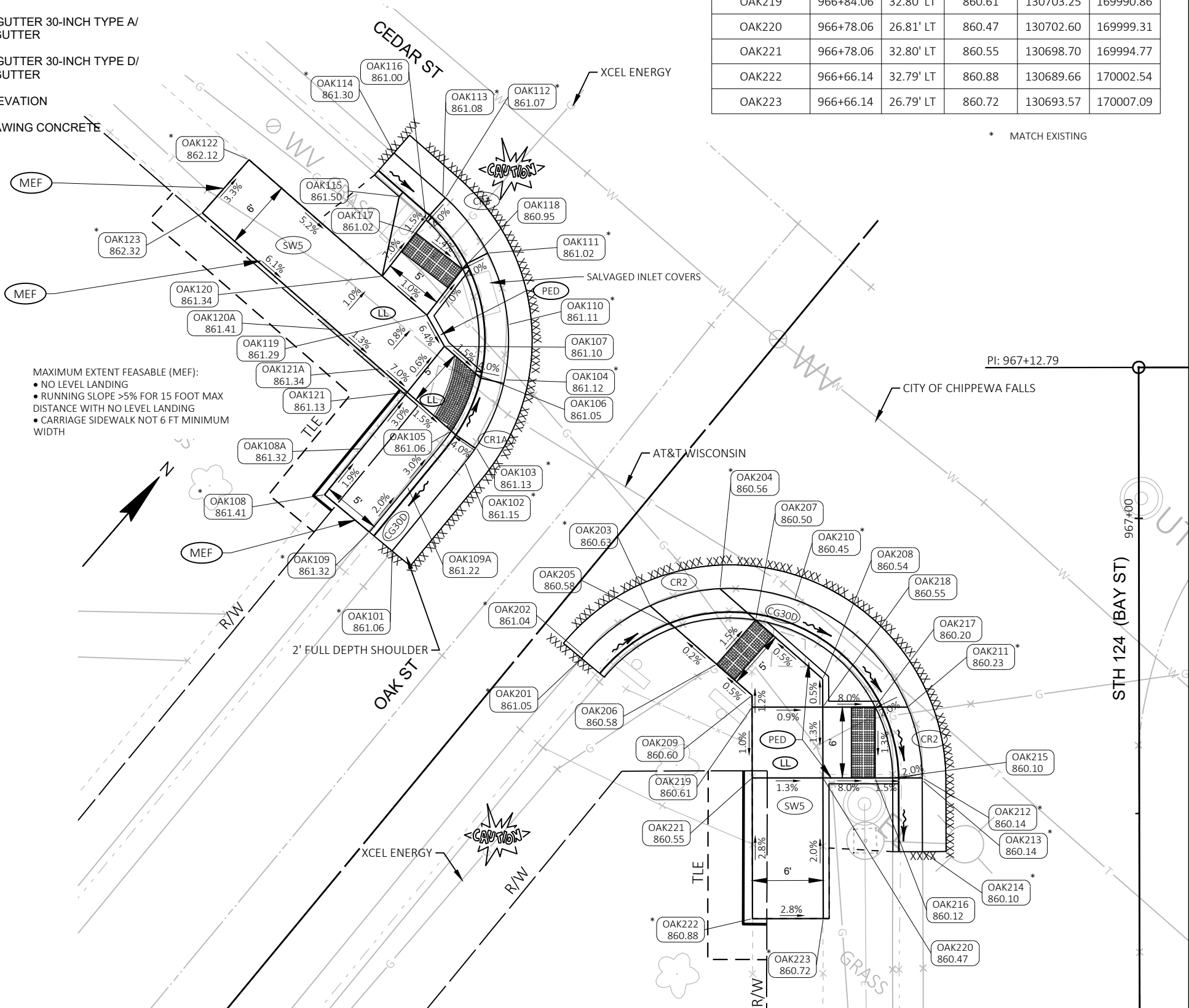
Oak Street					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
OAK101	966+97.34	63.27' LT	861.06	130693.47	169959.09
OAK102	967+04.82	57.10' LT	861.15	130703.16	169958.90
OAK103	967+06.10	56.15' LT	861.13	130704.75	169958.79
OAK104	967+11.83	53.73' LT	861.12	130710.68	169956.89
OAK105	967+07.49	58.23' LT	861.06	130704.45	169956.30
OAK106	967+12.35	56.17' LT	861.05	130709.48	169954.69
OAK107	967+12.79	58.85' LT	861.10	130709.52	169951.17
OAK108	967+02.12	68.99' LT	861.41	130693.36	169951.64
OAK108A	967+06.00	65.85' LT	861.32	130698.36	169951.49
OAK109	966+98.94	65.19' LT	861.32	130693.43	169956.59
OAK109A	967+02.82	61.99' LT	861.22	130698.46	169956.49
OAK110	967+12.79	53.56' LT	861.11	130714.40	169954.08
OAK111	967+12.79	56.00' LT	861.02	130717.89	169948.82
OAK112	967+12.79	60.47' LT	861.07	130719.12	169943.06
OAK113	967+12.79	60.70' LT	861.08	130719.13	169942.79
OAK114	967+12.79	65.65' LT	861.30	130719.19	169937.27
OAK115	967+12.79	64.29' LT	861.50	130716.66	169940.03
OAK116	967+12.79	61.67' LT	861.00	130716.62	169943.03
OAK117	967+12.79	62.28' LT	861.02	130715.25	169943.09
OAK118	967+12.79	57.89' LT	860.95	130715.49	169948.08
OAK119	967+12.79	60.47' LT	861.29	130710.55	169948.33
OAK120	967+12.79	64.54' LT	861.34	130710.61	169943.32
OAK120A	967+12.79	68.10' LT	861.41	130704.61	169943.26
OAK121	967+10.79	61.97' LT	861.13	130704.52	169951.31
OAK121A	967+12.77	64.23' LT	861.34	130704.54	169948.31
OAK122	967+12.79	77.39' LT	862.12	130710.77	169928.32
OAK123	967+12.79	80.39' LT	862.32	130704.77	169928.26
OAK201	966+88.21	47.24' LT	861.05	130696.99	169977.20
OAK202	966+88.44	47.05' LT	861.04	130697.28	169977.19
OAK203	966+92.66	41.42' LT	860.63	130704.16	169978.71
OAK204	966+94.10	35.49' LT	860.56	130709.11	169982.28
OAK205	966+90.81	39.33' LT	860.58	130704.12	169981.51
OAK206	966+87.69	35.79' LT	860.58	130704.06	169986.23
OAK207	966+91.44	32.48' LT	860.50	130709.06	169986.29
OAK208	966+86.43	26.80' LT	860.54	130708.96	169993.86
OAK209	966+85.06	32.80' LT	860.60	130704.00	169990.21
OAK210	966+93.16	29.17' LT	860.45	130712.51	169987.68
OAK211	966+84.04	19.62' LT	860.23	130711.82	170000.87
OAK212	966+78.04	18.39' LT	860.14	130708.07	170005.72
OAK213	966+77.83	18.39' LT	860.14	130707.92	170005.85
OAK214	966+71.80	18.37' LT	860.10	130703.35	170009.80
OAK215	966+78.04	20.89' LT	860.10	130706.45	170003.81

LEGEND

- | | |
|---------------|--|
| CRxx | CURB RAMP TYPE |
| SOD | SOD LAWN |
| SW5 | CONCRETE SIDEWALK 5-INCH/
REMOVING CONCRETE SIDEWALK |
| PED | CONCRETE CURB PEDESTRIAN |
| CG30A | CONCRETE CURB & GUTTER 30-INCH TYPE A/
REMOVING CURB & GUTTER |
| CG30D | CONCRETE CURB & GUTTER 30-INCH TYPE D/
REMOVING CURB & GUTTER |
| XXX
XXX.XX | POINT NUMBER & ELEVATION |
| XXXX | SAWING ASPHALT/SAWING CONCRETE |

NOTES:

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Oak Street					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
OAK216	966+78.05	22.39' LT	860.12	130705.47	170002.67
OAK217	966+84.05	22.37' LT	860.20	130710.03	169998.78
OAK218	966+84.06	26.80' LT	860.55	130707.16	169995.41
OAK219	966+84.06	32.80' LT	860.61	130703.25	169990.86
OAK220	966+78.06	26.81' LT	860.47	130702.60	169999.31
OAK221	966+78.06	32.80' LT	860.55	130698.70	169994.77
OAK222	966+66.14	32.79' LT	860.88	130689.66	170002.54
OAK223	966+66.14	26.79' LT	860.72	130693.57	170007.09

* MATCH EXISTING

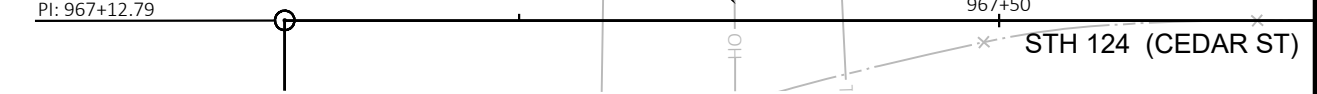
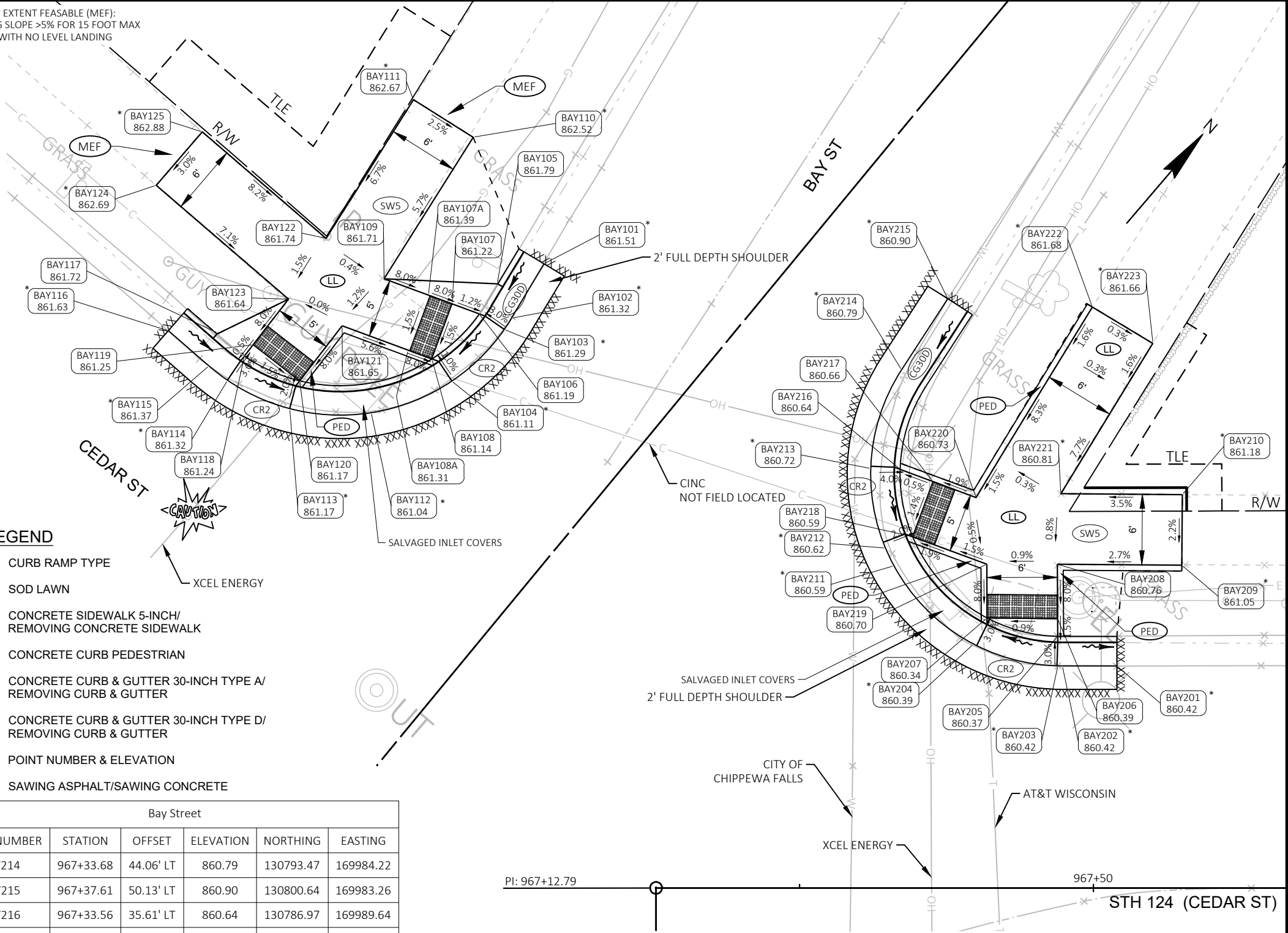
Bay Street					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
BAY101	967+12.79	53.94' LT	861.51	130780.55	169955.25
BAY102	967+12.79	50.00' LT	861.32	130775.23	169956.15
BAY103	967+12.79	49.24' LT	861.29	130774.11	169956.30
BAY104	967+12.79	46.49' LT	861.11	130767.87	169955.77
BAY105	967+12.79	53.15' LT	861.79	130776.69	169953.33
BAY106	967+12.79	51.10' LT	861.19	130773.73	169953.83
BAY107	967+12.79	52.63' LT	861.22	130772.88	169951.53
BAY107A	967+12.79	54.03' LT	861.39	130772.13	169949.50
BAY108	967+12.79	48.87' LT	861.14	130768.19	169953.26
BAY108A	967+12.79	50.39' LT	861.31	130767.44	169951.22
BAY109	967+12.79	56.76' LT	861.71	130770.74	169945.73
BAY110	967+12.79	65.73' LT	862.52	130784.80	169943.66
BAY111	967+12.79	70.16' LT	862.67	130783.93	169937.73
BAY112	967+12.79	47.13' LT	861.04	130761.38	169952.32
BAY113	967+12.79	51.31' LT	861.17	130757.12	169946.83
BAY114	967+12.79	56.51' LT	861.32	130755.51	169941.24
BAY115	967+12.79	58.46' LT	861.37	130755.41	169939.25
BAY116	967+12.79	63.00' LT	861.63	130755.44	169934.67
BAY117	967+12.79	60.15' LT	861.72	130758.02	169938.00
BAY118	967+12.79	57.21' LT	861.24	130757.99	169940.99
BAY119	967+12.79	57.52' LT	861.25	130759.22	169940.93
BAY120	967+12.79	52.73' LT	861.17	130759.46	169945.93
BAY121	967+12.79	54.76' LT	861.65	130765.37	169945.64
BAY122	967+12.79	61.98' LT	861.74	130770.14	169939.76
BAY123	967+12.79	59.04' LT	861.64	130764.14	169940.69
BAY124	967+12.79	73.35' LT	862.69	130764.16	169925.85
BAY125	967+12.79	75.01' LT	862.88	130770.16	169925.86
BAY201	967+52.01	18.88' LT	860.42	130786.26	170014.52
BAY202	967+47.35	18.90' LT	860.42	130783.25	170010.98
BAY203	967+46.97	18.90' LT	860.42	130783.00	170010.69
BAY204	967+39.80	20.76' LT	860.39	130779.75	170004.03
BAY205	967+46.96	21.40' LT	860.37	130784.90	170009.05
BAY206	967+46.95	22.91' LT	860.39	130786.04	170008.07
BAY207	967+40.95	22.97' LT	860.34	130782.18	170003.47
BAY208	967+46.94	27.54' LT	860.76	130789.54	170005.04
BAY209	967+57.52	27.46' LT	861.05	130796.37	170013.14
BAY210	967+57.57	33.46' LT	861.18	130800.95	170009.27
BAY211	967+33.03	27.41' LT	860.59	130780.41	169994.56
BAY212	967+32.31	28.92' LT	860.62	130781.08	169993.03
BAY213	967+31.06	35.68' LT	860.72	130785.40	169987.69

MAXIMUM EXTENT FEASIBLE (MEF):
• RUNNING SLOPE >5% FOR 15 FOOT MAX
DISTANCE WITH NO LEVEL LANDING

LEGEND

- CRxxCURB RAMP TYPE
- SODSOD LAWN
- SW5CONCRETE SIDEWALK 5-INCH/
REMOVING CONCRETE SIDEWALK
- PEDCONCRETE CURB PEDESTRIAN
- CG30A CONCRETE CURB & GUTTER 30-INCH TYPE A/
REMOVING CURB & GUTTER
- CG30D CONCRETE CURB & GUTTER 30-INCH TYPE D/
REMOVING CURB & GUTTER
- XXX
XXX.XXPOINT NUMBER & ELEVATION
- XXXXSAWING ASPHALT/SAWING CONCRETE

Bay Street					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
BAY214	967+33.68	44.06' LT	860.79	130793.47	169984.22
BAY215	967+37.61	50.13' LT	860.90	130800.64	169983.26
BAY216	967+33.56	35.61' LT	860.64	130786.97	169989.64
BAY217	967+36.35	34.57' LT	860.66	130788.00	169992.43
BAY218	967+34.62	29.88' LT	860.59	130783.31	169994.16
BAY219	967+40.94	27.55' LT	860.70	130785.65	170000.48
BAY220	967+40.03	33.22' LT	860.73	130789.36	169996.10
BAY221	967+47.23	33.54' LT	860.81	130794.29	170001.36
BAY222	967+49.91	49.42' LT	861.68	130808.10	169993.07
BAY223	967+55.06	46.33' LT	861.66	130809.10	169998.99



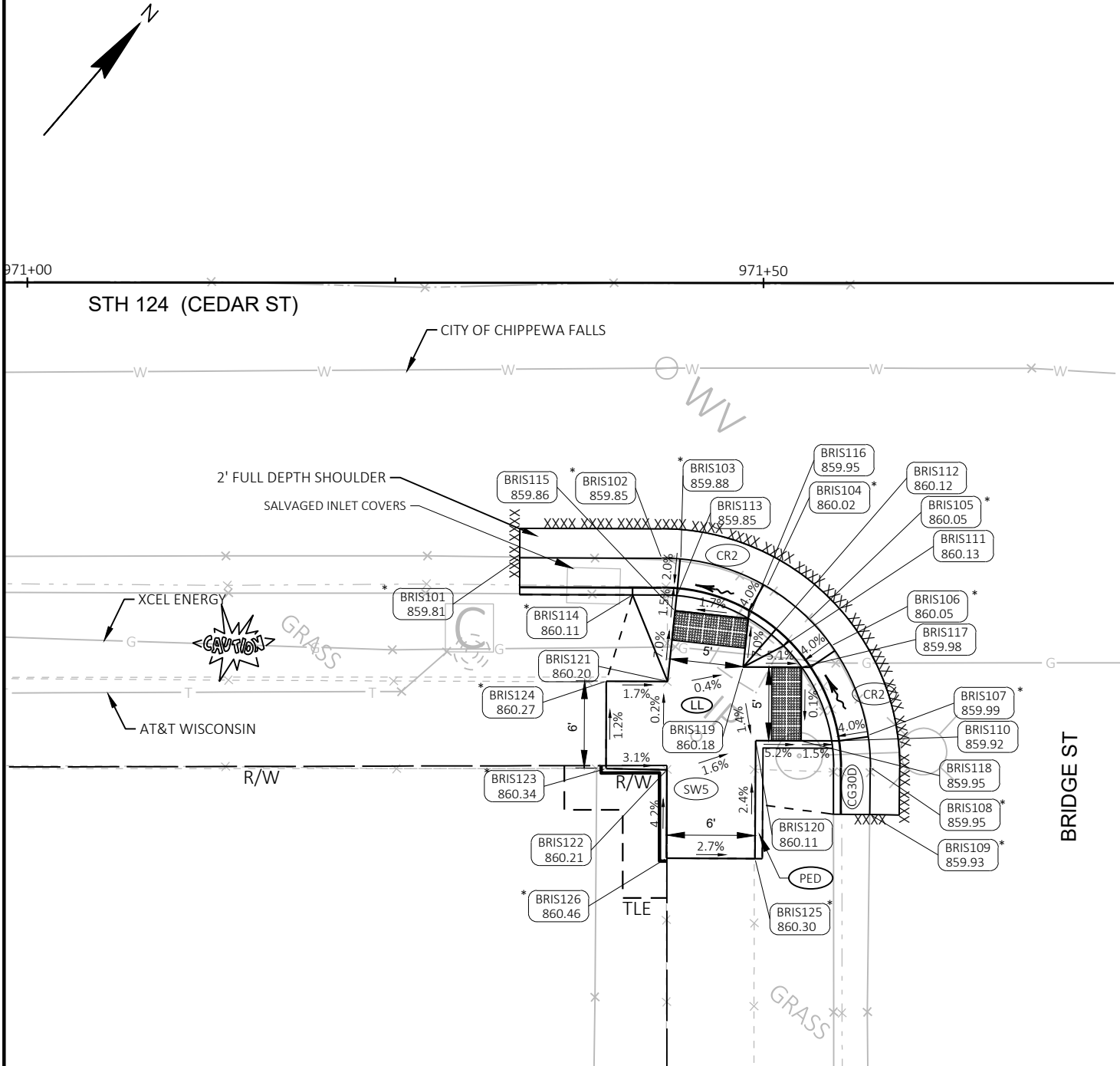
* MATCH EXISTING

- NOTES:
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LEGEND

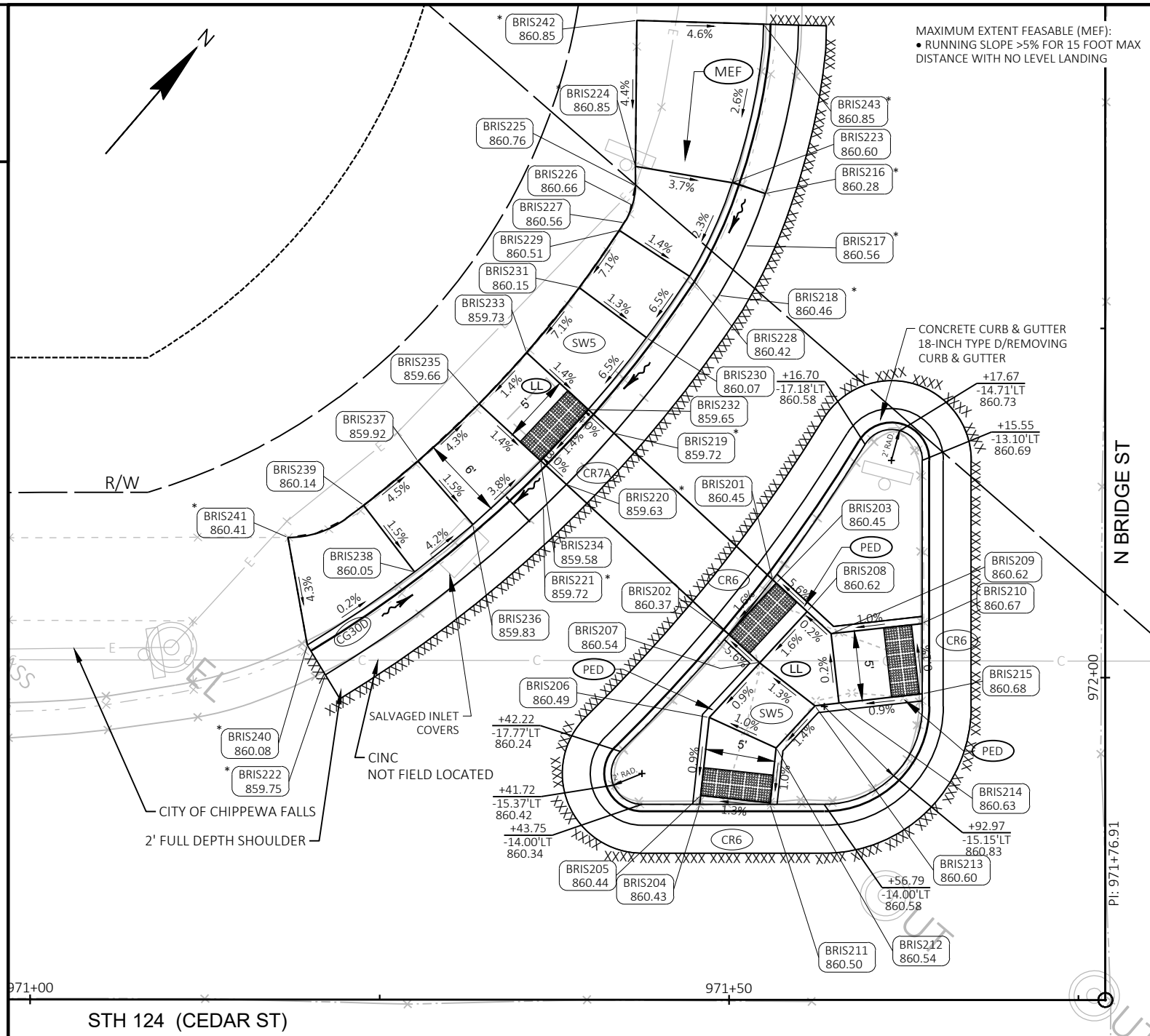
- CRxx
- CURB RAMP TYPE
- SOD
- SOD LAWN
- SW5
- CONCRETE SIDEWALK 5-INCH/
REMOVING CONCRETE SIDEWALK
- PED
- CONCRETE CURB PEDESTRIAN
- CG30A
- CONCRETE CURB & GUTTER 30-INCH TYPE A/
REMOVING CURB & GUTTER
- CG30D
- CONCRETE CURB & GUTTER 30-INCH TYPE D/
REMOVING CURB & GUTTER
- XXX
XXX.XX
- POINT NUMBER & ELEVATION
- XXXX
- SAWING ASPHALT/SAWING CONCRETE

- NOTES:
1.
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Bridge Street South					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
BRIS101	971+33.46	18.67' RT	859.81	131005.84	170328.70
BRIS102	971+43.10	18.69' RT	859.85	131012.09	170336.03
BRIS103	971+44.39	18.75' RT	859.88	131012.89	170337.05
BRIS104	971+50.25	20.64' RT	860.02	131015.27	170342.73
BRIS105	971+53.12	22.86' RT	860.05	131015.45	170346.35
BRIS106	971+54.63	24.63' RT	860.05	131015.08	170348.65
BRIS107	971+57.11	30.70' RT	859.99	131012.08	170354.49
BRIS108	971+57.28	32.88' RT	859.95	131010.53	170356.03
BRIS109	971+57.28	36.09' RT	859.93	131008.10	170358.12
BRIS110	971+54.64	31.09' RT	859.92	131010.18	170352.86
BRIS111	971+51.37	24.63' RT	860.13	131012.95	170346.18
BRIS112	971+50.54	23.88' RT	860.12	131012.99	170345.06
BRIS113	971+44.13	21.24' RT	859.85	131010.83	170338.47
BRIS114	971+41.13	21.19' RT	860.11	131008.91	170336.16
BRIS115	971+44.02	22.26' RT	859.86	131009.98	170339.05
BRIS116	971+48.99	22.79' RT	859.95	131012.81	170343.17
BRIS117	971+52.59	26.08' RT	859.98	131012.65	170348.05
BRIS118	971+52.58	31.08' RT	859.95	131008.84	170351.29
BRIS119	971+48.64	26.07' RT	860.18	131010.09	170345.04
BRIS120	971+49.50	31.07' RT	860.11	131006.85	170348.94
BRIS121	971+43.51	27.05' RT	860.20	131006.00	170341.78
BRIS122	971+43.47	33.05' RT	860.21	131001.42	170345.65
BRIS123	971+39.33	32.98' RT	860.34	130998.79	170342.46
BRIS124	971+39.35	27.04' RT	860.27	131003.31	170338.61
BRIS125	971+49.45	39.09' RT	860.30	131000.73	170354.12
BRIS126	971+43.44	39.05' RT	860.46	130996.85	170349.54

* MATCH EXISTING



- 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 CONSTRUCTION.
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
 5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 124 R/L.

Cedar Street East					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
BRIS201	972+07.01	23.80' LT	860.45	131055.64	170311.90
BRIS202	971+49.97	26.16' LT	860.37	131050.63	170312.07
BRIS203	972+06.77	23.53' LT	860.45	131055.63	170312.26
BRIS204	971+47.90	14.00' LT	860.43	131040.05	170318.41
BRIS205	971+47.97	14.63' LT	860.44	131040.57	170318.05
BRIS206	971+48.56	20.22' LT	860.49	131045.20	170314.88
BRIS207	971+52.17	24.13' LT	860.54	131050.52	170315.07
BRIS208	972+04.73	21.33' LT	860.62	131055.52	170315.25
BRIS209	972+03.14	19.60' LT	860.62	131055.43	170317.60
BRIS210	972+03.87	13.10' LT	860.67	131060.22	170322.06
BRIS211	971+52.93	14.00' LT	860.50	131043.32	170322.23
BRIS212	971+53.36	18.04' LT	860.54	131046.67	170319.93
BRIS213	971+97.98	20.76' LT	860.60	131050.76	170320.08
BRIS214	971+98.17	19.04' LT	860.63	131052.02	170321.26
BRIS215	971+98.84	13.10' LT	860.68	131056.40	170325.34
BRIS216	972+34.65	24.31' LT	860.28	131076.29	170293.52
BRIS217	972+30.91	25.76' LT	860.56	131072.50	170294.85
BRIS218	972+27.37	27.64' LT	860.46	131068.59	170295.73
BRIS219	972+17.49	35.14' LT	859.72	131056.21	170296.47
BRIS220	971+38.34	36.88' LT	859.63	131051.21	170296.27
BRIS221	971+36.70	35.26' LT	859.72	131048.91	170296.08
BRIS222	971+21.10	23.25' LT	859.75	131029.64	170292.05
BRIS223	972+35.42	26.69' LT	860.60	131075.33	170291.21
BRIS224	972+36.60	33.60' LT	860.85	131071.72	170285.20
BRIS225	972+35.20	33.61' LT	860.76	131070.65	170286.09
BRIS226	972+33.82	33.82' LT	860.66	131069.46	170286.83
BRIS227	972+32.55	34.41' LT	860.56	131068.12	170287.22
BRIS228	972+28.73	29.73' LT	860.42	131068.26	170293.25
BRIS229	972+32.02	34.76' LT	860.51	131067.49	170287.30
BRIS230	972+24.33	32.82' LT	860.07	131062.91	170293.78
BRIS231	972+27.92	37.62' LT	860.15	131062.51	170287.79
BRIS232	972+19.18	36.98' LT	859.65	131056.30	170293.97
BRIS233	972+23.25	41.39' LT	859.73	131056.52	170287.97
BRIS234	971+36.48	38.57' LT	859.58	131051.28	170293.77
BRIS235	971+32.08	42.65' LT	859.66	131051.52	170287.77
BRIS236	971+31.65	34.02' LT	859.83	131044.68	170293.05
BRIS237	971+27.71	38.54' LT	859.92	131045.56	170287.11
BRIS238	971+27.48	30.62' LT	860.05	131039.39	170292.10
BRIS239	971+23.84	35.38' LT	860.14	131040.64	170286.23
BRIS240	971+19.81	25.39' LT	860.08	131030.42	170289.67
BRIS241	971+18.41	33.08' LT	860.41	131035.36	170283.61
BRIS242	972+47.04	33.50' LT	860.85	131079.70	170278.47
BRIS243	972+46.77	24.45' LT	860.85	131085.40	170285.52

- LEGEND**
- CRxx CURB RAMP TYPE
 - SOD SOD LAWN
 - SW5 CONCRETE SIDEWALK 5-INCH/
REMOVING CONCRETE SIDEWALK
 - PED CONCRETE CURB PEDESTRIAN
 - CG30A CONCRETE CURB & GUTTER 30-INCH TYPE A/
REMOVING CURB & GUTTER
 - CG30D CONCRETE CURB & GUTTER 30-INCH TYPE D/
REMOVING CURB & GUTTER
 - XXX
XXX.XX POINT NUMBER & ELEVATION
 - XXXX SAWING ASPHALT/SAWING CONCRETE
- * MATCH EXISTING

Bridge Street North					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
BRIN101	971+76.91	41.41' RT	860.24	131049.16	170390.96
BRIN102	971+76.91	39.58' RT	860.03	131056.25	170388.32
BRIN103	971+76.91	38.15' RT	860.03	131055.16	170387.08
BRIN104	971+76.91	37.21' RT	860.04	131054.39	170386.26
BRIN105	971+76.91	33.46' RT	860.09	131049.29	170383.01
BRIN106	971+76.91	32.69' RT	860.13	131045.14	170382.09
BRIN107	971+76.91	32.93' RT	860.15	131043.18	170382.09
BRIN108	971+76.91	36.07' RT	860.24	131037.08	170383.84
BRIN109	971+76.91	38.60' RT	860.27	131034.51	170385.61
BRIN110	971+76.91	44.56' RT	860.24	131029.47	170389.95
BRIN111	971+76.91	42.69' RT	860.55	131033.64	170389.66
BRIN112	971+76.91	37.76' RT	860.17	131038.36	170385.99
BRIN113	971+76.91	39.15' RT	860.19	131039.91	170387.80
BRIN114	971+76.91	35.30' RT	860.12	131043.72	170384.56
BRIN115	971+76.91	35.19' RT	860.21	131045.42	170384.63
BRIN116	971+76.91	35.29' RT	860.21	131046.51	170384.80
BRIN117	971+76.91	35.69' RT	860.06	131048.15	170385.25
BRIN118	971+76.91	39.62' RT	860.03	131051.39	170389.05
BRIN119	971+76.91	37.68' RT	860.26	131045.93	170387.16
BRIN120	971+76.91	41.30' RT	860.33	131042.12	170390.40
BRIN121	971+76.91	46.15' RT	860.40	131043.85	170395.49
BRIN122	971+76.91	49.85' RT	860.47	131027.55	170394.89
BRIN123	971+76.91	52.68' RT	860.69	131031.48	170399.49
BRIN124	971+76.91	55.41' RT	860.87	131034.73	170403.29
BRIN125	971+76.91	44.74' RT	860.37	131045.35	170394.20
BRIN126	971+76.91	42.04' RT	860.30	131048.42	170391.60
BRIN127	971+76.91	50.34' RT	860.65	131047.67	170399.89
BRIN128	971+76.91	46.57' RT	860.54	131052.20	170395.96
BRIN129	971+76.91	50.69' RT	860.74	131055.48	170399.73
BRIN130	971+76.91	54.18' RT	860.87	131050.95	170403.67
BRIN201	972+09.73	18.48' RT	860.14	131085.22	170342.22
BRIN202	972+09.55	18.48' RT	860.14	131085.09	170342.33

LEGEND

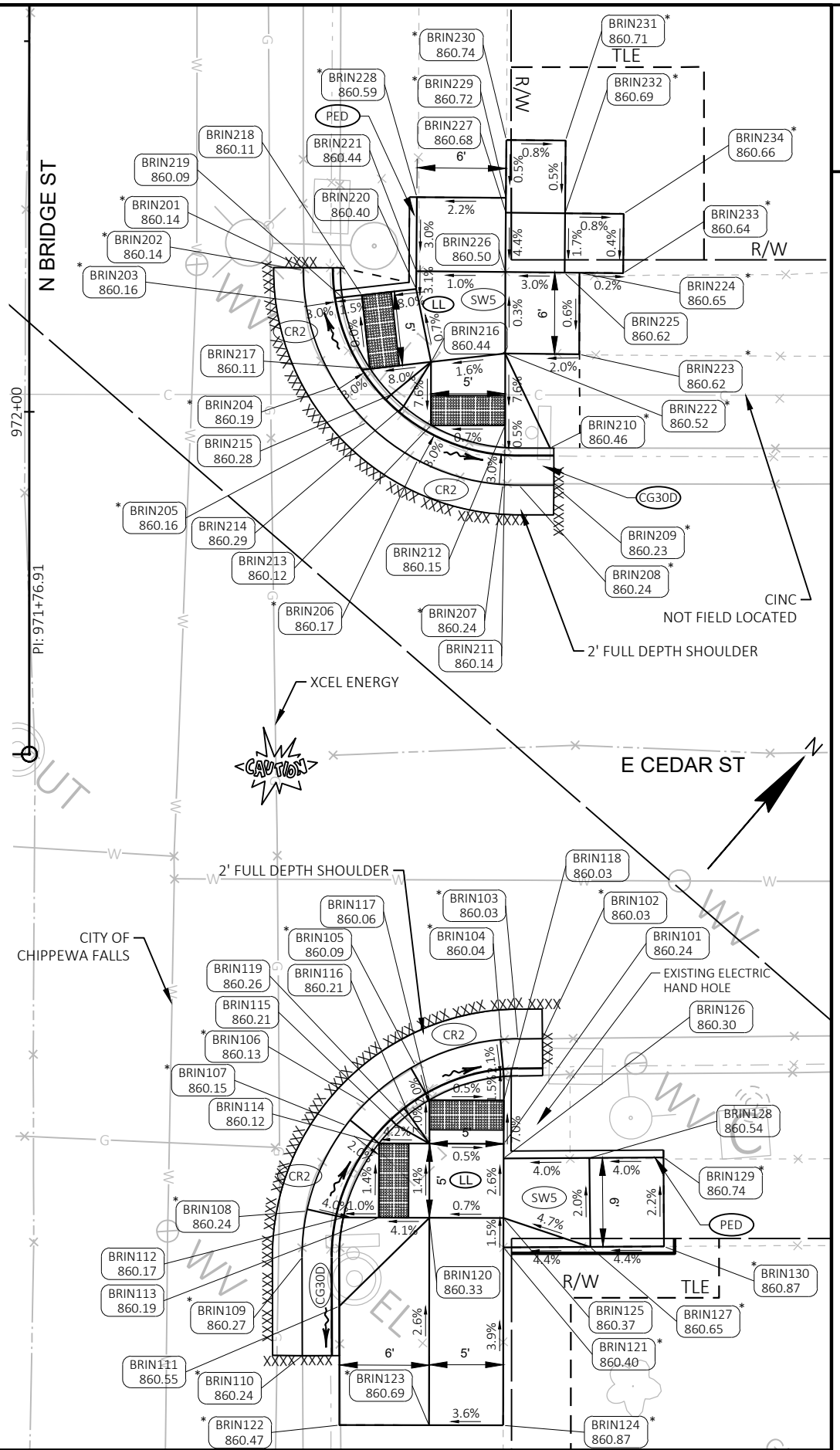
CRxx	CURB RAMP TYPE
SOD	SOD LAWN
SW5	CONCRETE SIDEWALK 5-INCH/ REMOVING CONCRETE SIDEWALK
PED	CONCRETE CURB PEDESTRIAN
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A/ REMOVING CURB & GUTTER
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D/ REMOVING CURB & GUTTER
XXX XXX.XX	POINT NUMBER & ELEVATION
XXXX	SAWING ASPHALT/SAWING CONCRETE

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 CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 124 R/L.

* MATCH EXISTING

Bridge Street North					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
BRIN203	972+07.37	18.64' RT	860.16	131083.54	170343.88
BRIN204	972+01.77	20.74' RT	860.19	131080.65	170349.12
BRIN205	971+99.28	22.74' RT	860.16	131080.07	170352.26
BRIN206	971+96.75	26.21' RT	860.17	131080.40	170356.53
BRIN207	971+95.09	31.95' RT	860.24	131082.88	170361.97
BRIN208	971+95.05	33.03' RT	860.24	131083.55	170362.82
BRIN209	971+95.06	35.39' RT	860.23	131085.10	170364.61
BRIN210	971+97.56	35.13' RT	860.46	131086.83	170362.78
BRIN211	971+97.59	32.09' RT	860.14	131084.87	170360.46
BRIN212	971+99.09	32.09' RT	860.15	131086.01	170359.49
BRIN213	971+99.09	27.09' RT	860.12	131082.76	170355.68
BRIN214	972+00.37	25.25' RT	860.29	131082.53	170353.45
BRIN215	972+01.16	24.40' RT	860.28	131082.57	170352.29
BRIN216	972+03.37	27.10' RT	860.44	131086.01	170352.91
BRIN217	972+02.91	22.98' RT	860.11	131082.98	170350.08
BRIN218	972+07.87	22.43' RT	860.11	131086.38	170346.43
BRIN219	972+07.73	21.12' RT	860.09	131085.42	170345.53
BRIN220	972+08.29	26.11' RT	860.40	131089.09	170348.95
BRIN221	972+09.48	26.11' RT	860.44	131090.00	170348.18
BRIN222	972+03.93	32.10' RT	860.52	131089.69	170356.34
BRIN223	972+03.89	37.10' RT	860.62	131092.91	170360.16
BRIN224	972+09.39	37.11' RT	860.65	131097.09	170356.59
BRIN225	972+09.40	36.09' RT	860.62	131096.43	170355.80
BRIN226	972+09.43	32.12' RT	860.50	131093.88	170352.77
BRIN227	972+13.43	32.15' RT	860.68	131096.93	170350.19
BRIN228	972+14.48	26.15' RT	860.59	131093.82	170344.95
BRIN229	972+14.43	32.15' RT	860.72	131097.69	170349.54
BRIN230	972+18.34	32.18' RT	860.74	131100.68	170347.02
BRIN231	972+18.31	36.18' RT	860.71	131103.26	170350.07
BRIN232	972+13.40	36.15' RT	860.69	131099.51	170353.24
BRIN233	972+09.36	40.06' RT	860.64	131098.99	170358.85
BRIN234	972+13.36	40.10' RT	860.66	131102.05	170356.27



PROJECT NO: 8610-02-74

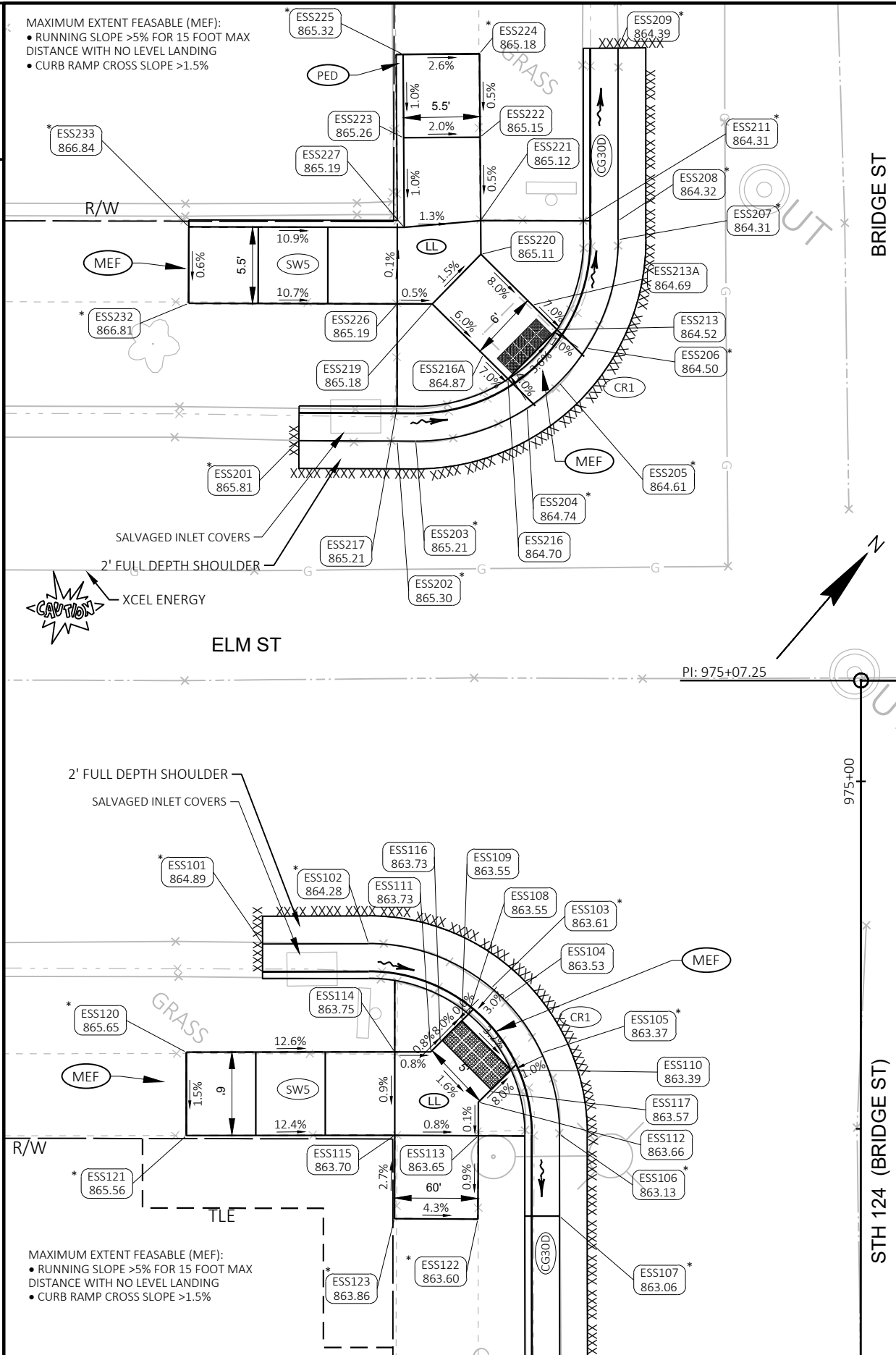
HWY: STH 124

COUNTY: CHIPPEWA

CURB RAMP DETAILS

SHEET

E



Elm Street South					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
ESS101	974+88.30	43.05' LT	864.89	131256.63	170114.17
ESS102	974+88.32	35.41' LT	864.28	131261.62	170119.96
ESS103	974+85.13	26.60' LT	863.61	131264.94	170128.72
ESS104	974+84.31	25.70' LT	863.53	131264.90	170129.95
ESS105	974+80.46	22.99' LT	863.37	131263.74	170134.50
ESS106	974+74.60	21.68' LT	863.13	131260.15	170139.31
ESS107	974+68.71	21.69' LT	863.06	131255.67	170143.14
ESS108	974+83.24	28.24' LT	863.55	131262.44	170128.71
ESS109	974+82.78	28.70' LT	863.55	131261.78	170128.66
ESS110	974+79.23	25.18' LT	863.39	131261.39	170133.64
ESS111	974+80.54	30.94' LT	863.73	131258.62	170128.42
ESS112	974+76.92	27.51' LT	863.66	131258.11	170133.38
ESS113	974+74.50	27.53' LT	863.65	131256.27	170134.94
ESS114	974+80.53	33.53' LT	863.75	131256.93	170126.45
ESS115	974+74.53	33.53' LT	863.70	131252.38	170130.37
ESS116	974+81.21	30.27' LT	863.73	131259.58	170128.49
ESS117	974+77.68	26.74' LT	863.57	131259.19	170133.47
ESS120	974+80.51	48.53' LT	865.65	131247.15	170115.08
ESS121	974+74.51	48.53' LT	865.56	131242.60	170118.99
ESS122	974+68.50	27.56' LT	863.60	131251.69	170138.82
ESS123	974+68.53	33.56' LT	863.86	131247.81	170134.25
ESS201	975+07.25	43.96' LT	865.81	131285.83	170092.59
ESS202	975+07.25	37.55' LT	865.30	131290.41	170097.98
ESS203	975+07.25	36.37' LT	865.21	131291.27	170098.99
ESS204	975+07.25	31.01' LT	864.74	131298.29	170103.52
ESS205	975+07.25	30.55' LT	864.61	131301.17	170104.05
ESS206	975+07.25	31.02' LT	864.50	131304.32	170103.95
ESS207	975+07.25	36.22' LT	864.31	131311.75	170100.60
ESS208	975+07.25	37.40' LT	864.32	131312.77	170099.73
ESS209	975+07.25	48.72' LT	864.39	131322.21	170091.66

* MATCH EXISTING

Elm Street South					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
ESS211	975+07.25	38.64' LT	864.31	131311.14	170097.83
ESS213	975+07.25	33.41' LT	864.52	131303.97	170101.48
ESS213A	975+07.25	35.90' LT	864.69	131304.15	170098.98
ESS216	975+07.25	33.40' LT	864.70	131298.99	170101.12
ESS216A	975+07.25	35.89' LT	864.87	131299.16	170098.63
ESS217	975+07.25	38.76' LT	865.21	131292.30	170096.35
ESS219	975+07.25	41.06' LT	865.18	131299.53	170093.47
ESS220	975+07.25	41.09' LT	865.11	131304.52	170093.80
ESS221	975+07.25	42.94' LT	865.12	131306.35	170092.21
ESS222	975+07.25	47.74' LT	865.15	131310.87	170088.27
ESS223	975+07.25	51.07' LT	865.26	131307.26	170084.12
ESS224	975+07.25	52.79' LT	865.18	131315.40	170084.33
ESS225	975+07.25	55.81' LT	865.32	131311.79	170080.18
ESS226	975+07.25	42.98' LT	865.19	131297.90	170091.55
ESS227	975+07.25	46.29' LT	865.19	131302.40	170088.35
ESS232	975+07.25	55.45' LT	866.81	131288.16	170080.15
ESS233	975+07.25	58.33' LT	866.84	131292.34	170076.57

LEGEND

- CRxx CURB RAMP TYPE
- SOD SOD LAWN
- SW5 CONCRETE SIDEWALK 5-INCH/ REMOVING CONCRETE SIDEWALK
- PED CONCRETE CURB PEDESTRIAN
- CG30A CONCRETE CURB & GUTTER 30-INCH TYPE A/ REMOVING CURB & GUTTER
- CG30D CONCRETE CURB & GUTTER 30-INCH TYPE D/ REMOVING CURB & GUTTER
- XXX XXX.XX POINT NUMBER & ELEVATION
- XXXX SAWING ASPHALT/SAWING CONCRETE

- 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 CONSTRUCTION.
 3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
 4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
 5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 124 R/L.

PROJECT NO: 8610-02-74

HWY: STH 124

COUNTY: CHIPPEWA

CURB RAMP DETAILS

SHEET

E

Elm Street North					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
ESN101	974+71.84	18.61' RT	862.60	131284.28	170171.69
ESN102	974+73.71	18.61' RT	862.62	131285.70	170170.48
ESN103	974+74.91	18.67' RT	862.63	131286.65	170169.74
ESN104	974+79.91	20.00' RT	862.73	131291.31	170167.50
ESN105	974+84.07	22.92' RT	862.75	131296.37	170167.01
ESN106	975+33.53	20.67' RT	862.75	131300.47	170167.93
ESN107	975+39.53	18.88' RT	862.73	131305.73	170171.32
ESN108	975+40.53	18.88' RT	862.72	131306.38	170172.08
ESN109	975+43.08	18.88' RT	862.70	131308.04	170174.01
ESN110	975+39.53	21.42' RT	862.66	131303.80	170172.97
ESN112	975+33.53	23.60' RT	862.71	131298.24	170169.84
ESN113	974+82.36	24.76' RT	862.85	131296.27	170169.51
ESN114	974+81.54	23.99' RT	862.85	131295.14	170169.47
ESN115	974+74.91	21.18' RT	862.61	131288.28	170171.64
ESN116	974+74.91	22.83' RT	862.63	131289.36	170172.90
ESN117	974+79.91	22.83' RT	862.66	131293.15	170169.65
ESN118	974+79.91	26.29' RT	862.90	131295.41	170172.27
ESN119	974+74.91	26.29' RT	862.87	131291.61	170175.53
ESN120	975+39.53	26.69' RT	862.85	131299.81	170176.40
ESN121	974+74.56	32.29' RT	862.92	131295.25	170180.31
ESN122	975+44.53	26.69' RT	862.88	131303.05	170180.20
ESN123	975+44.50	32.68' RT	863.06	131298.49	170184.08
ESN124	975+49.50	32.67' RT	863.20	131301.75	170187.87
ESN125	975+49.53	26.70' RT	862.92	131306.30	170184.00
ESN126	974+69.58	32.30' RT	863.01	131291.47	170183.55
ESN127	974+69.58	26.30' RT	862.93	131287.57	170179.00
ESN128	974+64.58	26.30' RT	862.99	131283.77	170182.26
ESN129	974+64.58	32.30' RT	863.11	131287.68	170186.81
ESN201	975+23.65	41.83' LT	862.72	131341.47	170119.74

LEGEND

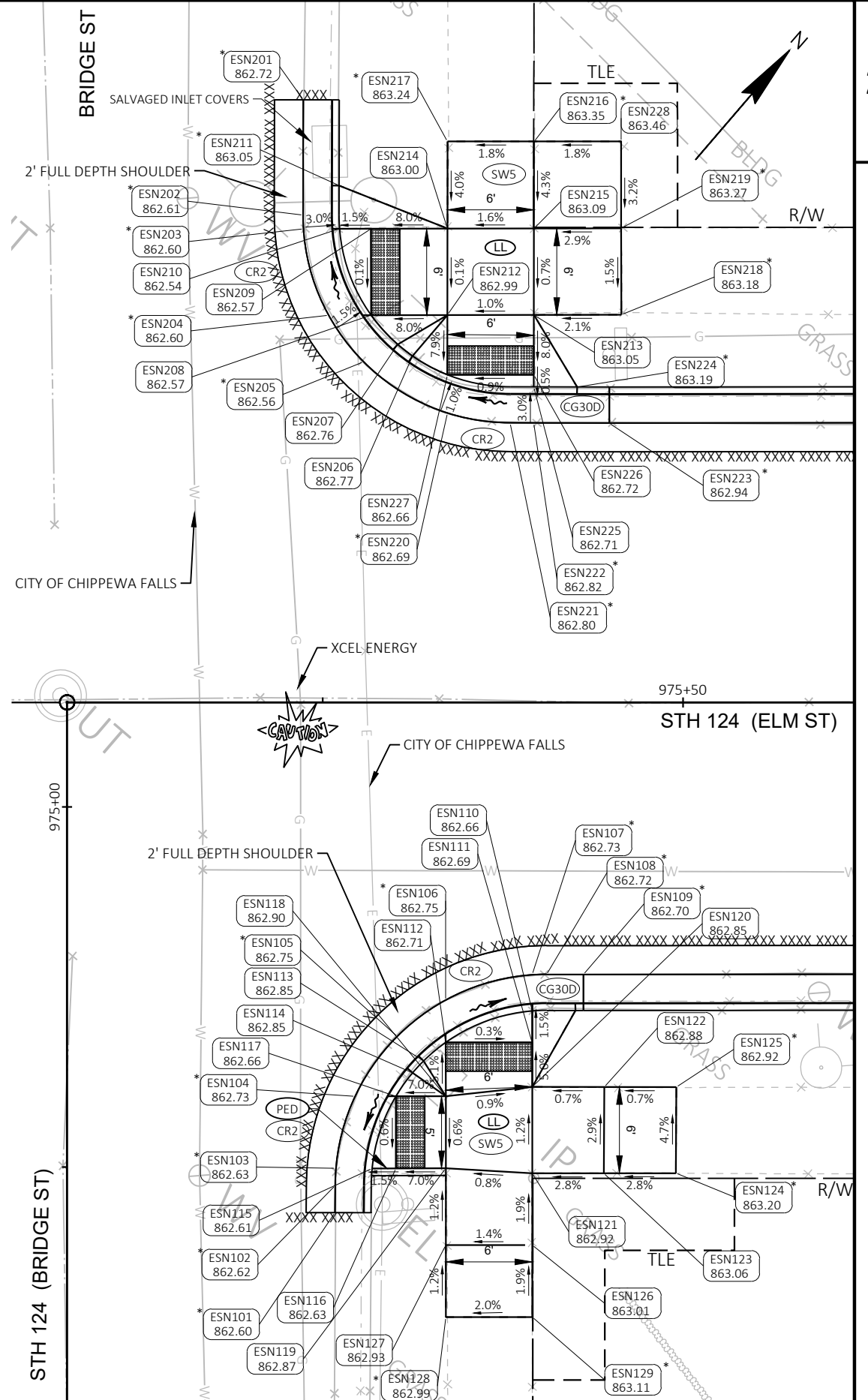
CRxx	CURB RAMP TYPE
SOD	SOD LAWN
SW5	CONCRETE SIDEWALK 5-INCH/ REMOVING CONCRETE SIDEWALK
PED	CONCRETE CURB PEDESTRIAN
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A/ REMOVING CURB & GUTTER
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D/ REMOVING CURB & GUTTER
XXX XXX.XX	POINT NUMBER & ELEVATION
XXXX	SAWING ASPHALT/SAWING CONCRETE

NOTES:

- CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
- THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
- DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
- SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
- ALL STATION AND OFFSET INFORMATION REFERENCE STH 124 R/L.

Elm Street North					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
ESN202	975+23.63	33.83' LT	862.61	131335.39	170124.93
ESN203	975+23.66	32.87' LT	862.60	131334.68	170125.58
ESN204	975+25.41	26.88' LT	862.60	131331.27	170130.81
ESN205	975+27.83	23.65' LT	862.56	131330.39	170134.75
ESN206	975+31.23	24.04' LT	862.77	131332.90	170137.08
ESN207	975+30.20	24.85' LT	862.76	131332.84	170135.76
ESN208	975+28.35	26.88' LT	862.57	131333.19	170133.04
ESN209	975+28.34	32.88' LT	862.57	131337.74	170129.13
ESN210	975+26.14	32.88' LT	862.54	131336.30	170127.46
ESN211	975+26.13	35.88' LT	863.05	131338.57	170125.50
ESN212	975+33.65	26.91' LT	862.99	131336.65	170137.05
ESN213	975+39.65	26.90' LT	863.05	131340.56	170141.60
ESN214	975+33.65	32.91' LT	863.00	131341.21	170133.14
ESN215	975+39.67	32.90' LT	863.09	131345.12	170137.71
ESN216	975+39.66	38.94' LT	863.35	131349.70	170133.77
ESN217	975+33.66	38.94' LT	863.24	131345.79	170129.22
ESN218	975+45.72	26.91' LT	863.18	131344.52	170146.20
ESN219	975+45.71	32.91' LT	863.27	131349.07	170142.29
ESN220	975+33.65	20.09' LT	862.69	131331.48	170141.48
ESN221	975+37.99	19.41' LT	862.80	131333.79	170145.23
ESN222	975+39.65	19.40' LT	862.82	131334.86	170146.48
ESN223	975+44.89	19.39' LT	862.94	131338.26	170150.47
ESN224	975+42.65	21.90' LT	863.19	131338.71	170147.14
ESN225	975+39.65	21.90' LT	862.71	131336.76	170144.86
ESN226	975+39.65	22.74' LT	862.72	131337.40	170144.31
ESN227	975+33.65	22.74' LT	862.66	131333.49	170139.76
ESN228	975+45.70	38.94' LT	863.46	131353.63	170138.36

* MATCH EXISTING



PROJECT NO: 8610-02-74

HWY: STH 124

COUNTY: CHIPPEWA

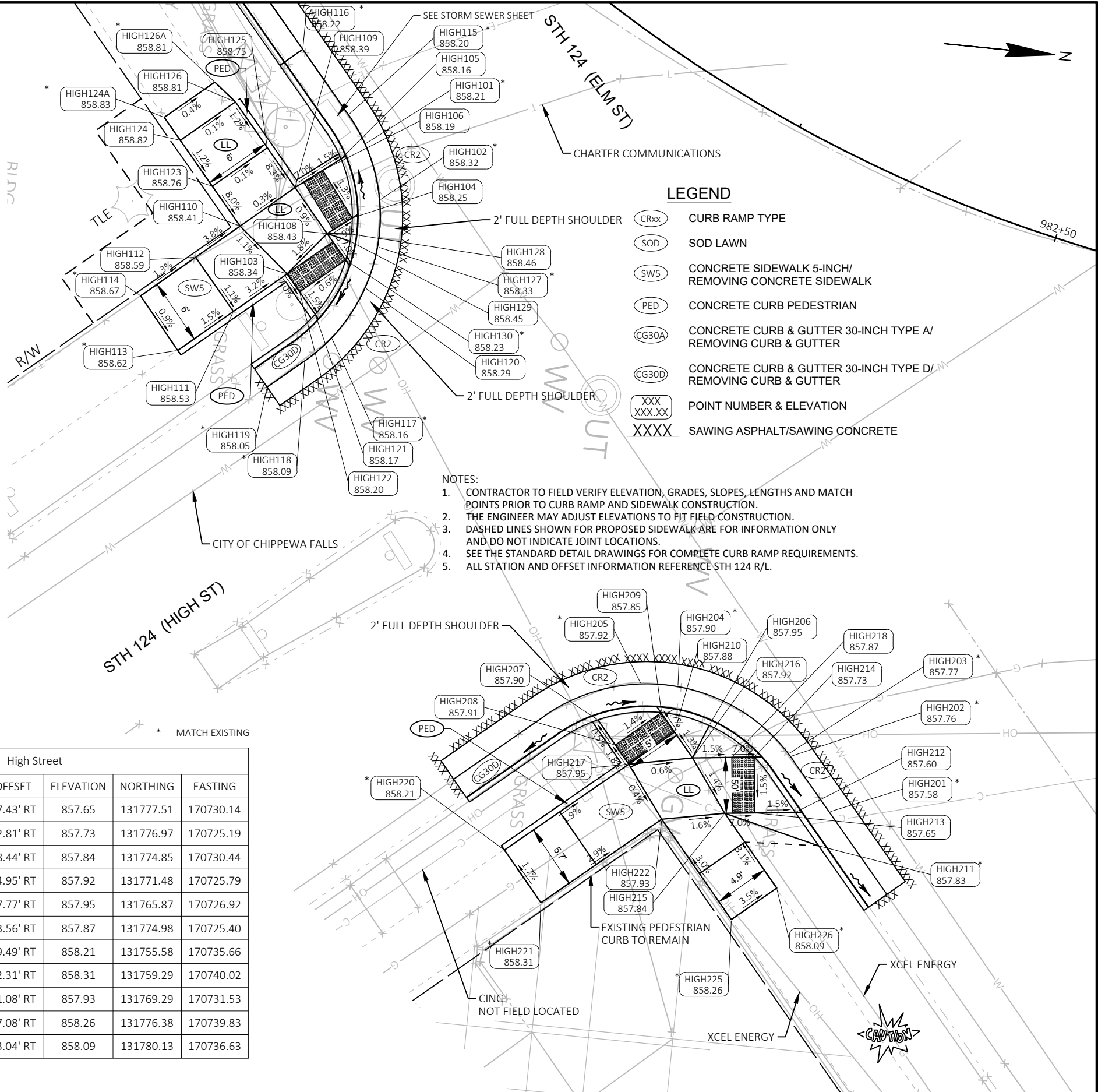
CURB RAMP DETAILS

SHEET

E

High Street					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
HIGH101	981+96.48	23.62' RT	858.21	131736.90	170674.12
HIGH102	982+00.05	26.61' RT	858.32	131738.69	170678.98
HIGH103	981+98.34	36.96' RT	858.34	131731.12	170686.36
HIGH104	981+99.33	29.39' RT	858.25	131736.42	170680.80
HIGH105	981+95.87	26.05' RT	858.16	131734.90	170675.67
HIGH106	981+95.41	27.89' RT	858.19	131733.37	170676.84
HIGH108	981+98.66	31.91' RT	858.43	131734.31	170682.42
HIGH109	981+94.73	30.67' RT	858.39	131731.07	170678.61
HIGH110	981+93.65	36.52' RT	858.41	131726.52	170682.52
HIGH111	981+97.21	42.63' RT	858.53	131726.68	170690.17
HIGH112	981+92.83	41.26' RT	858.59	131722.83	170685.69
HIGH113	981+96.11	48.52' RT	858.62	131722.08	170694.13
HIGH114	981+91.88	47.13' RT	858.67	131718.28	170689.60
HIGH115	981+94.07	22.65' RT	858.20	131735.17	170671.67
HIGH116	981+88.07	21.20' RT	858.22	131730.53	170666.25
HIGH117	982+03.55	38.88' RT	858.16	131735.65	170691.64
HIGH118	982+03.07	41.99' RT	858.09	131733.46	170693.93
HIGH119	982+02.19	45.91' RT	858.05	131730.36	170696.60
HIGH120	982+03.23	33.53' RT	858.29	131738.17	170686.90
HIGH121	982+01.64	38.14' RT	858.17	131733.98	170689.69
HIGH122	981+99.83	37.48' RT	858.20	131732.41	170687.85
HIGH123	981+90.31	35.60' RT	858.76	131723.69	170679.22
HIGH124	981+86.42	34.69' RT	858.82	131720.44	170675.42
HIGH124A	981+84.46	34.28' RT	858.83	131718.81	170673.52
HIGH125	981+91.28	29.73' RT	858.75	131728.25	170675.32
HIGH126	981+87.26	28.78' RT	858.81	131725.00	170671.52
HIGH126A	981+85.16	28.85' RT	858.81	131722.99	170669.95
HIGH127	982+02.10	29.96' RT	858.33	131738.92	170683.15
HIGH128	982+00.03	30.57' RT	858.46	131736.47	170682.26
HIGH129	982+00.30	31.12' RT	858.45	131736.44	170682.91
HIGH130	982+00.90	32.67' RT	858.23	131736.20	170684.60
HIGH201	982+47.62	55.07' RT	857.58	131784.13	170729.39
HIGH202	982+44.09	51.59' RT	857.76	131780.17	170724.81
HIGH203	982+43.91	51.43' RT	857.77	131779.98	170724.59
HIGH204	982+35.63	49.66' RT	857.90	131769.56	170719.61
HIGH205	982+33.39	50.82' RT	857.92	131766.26	170719.70
HIGH206	982+38.48	51.72' RT	857.95	131772.67	170722.78
HIGH207	982+31.89	55.37' RT	857.90	131762.74	170723.27
HIGH208	982+33.55	56.72' RT	857.91	131764.51	170725.33
HIGH209	982+35.35	52.38' RT	857.85	131768.33	170722.06
HIGH210	982+36.63	53.49' RT	857.88	131769.68	170723.68
HIGH211	982+47.67	58.24' RT	857.83	131783.46	170732.49
HIGH212	982+45.62	56.12' RT	857.60	131781.12	170729.73

High Street					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
HIGH213	982+43.25	57.43' RT	857.65	131777.51	170730.14
HIGH214	982+41.94	52.81' RT	857.73	131776.97	170725.19
HIGH215	982+41.52	58.44' RT	857.84	131774.85	170730.44
HIGH216	982+38.32	54.95' RT	857.92	131771.48	170725.79
HIGH217	982+34.81	57.77' RT	857.95	131765.87	170726.92
HIGH218	982+40.61	53.56' RT	857.87	131774.98	170725.40
HIGH220	982+30.27	69.49' RT	858.21	131755.58	170735.66
HIGH221	982+33.52	72.31' RT	858.31	131759.29	170740.02
HIGH222	982+38.06	61.08' RT	857.93	131769.29	170731.53
HIGH225	982+44.21	67.08' RT	858.26	131776.38	170739.83
HIGH226	982+46.12	63.04' RT	858.09	131780.13	170736.63



Pond Street South					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
PSS101	982+38.35	38.05' LT	857.88	131799.28	170637.04
PSS102	982+32.82	31.38' LT	857.87	131793.28	170642.07
PSS103	982+23.69	23.93' LT	858.11	131783.81	170646.31
PSS104	982+22.65	23.42' LT	858.13	131782.81	170646.42
PSS105	982+16.41	21.30' LT	858.22	131777.22	170646.11
PSS106	982+11.87	20.62' LT	858.26	131773.52	170644.93
PSS107	981+97.93	19.79' LT	858.41	131763.02	170639.42
PSS108	982+30.72	33.63' LT	858.27	131792.57	170639.40
PSS109	982+28.65	31.01' LT	858.27	131790.16	170641.28
PSS110	982+21.17	25.62' LT	858.13	131782.63	170643.93
PSS111	982+19.54	28.46' LT	858.39	131782.66	170640.80
PSS112	982+15.50	23.69' LT	858.19	131777.63	170643.64
PSS113	982+05.80	22.70' LT	858.68	131770.15	170640.58
PSS114	982+02.01	22.48' LT	858.72	131767.37	170639.09
PSS115	982+01.63	27.28' LT	858.87	131769.73	170634.90
PSS116	982+18.22	38.10' LT	858.66	131785.95	170631.68
PSS117	982+15.95	34.15' LT	858.52	131782.70	170634.48
PSS118	982+14.26	31.03' LT	858.48	131780.14	170636.66
PSS119	982+09.69	32.33' LT	858.72	131777.70	170633.86
PSS120	982+04.14	33.71' LT	859.15	131774.82	170630.53
PSS121	982+22.19	44.18' LT	858.88	131791.02	170627.35
PSS122	982+35.37	39.38' LT	858.27	131797.68	170635.12
PSS123	982+11.27	30.11' LT	858.52	131777.67	170636.38
PSS124	982+13.86	26.30' LT	858.44	131777.65	170640.70
PSS125	982+17.10	32.39' LT	858.46	131782.68	170636.45

* MATCH EXISTING

LEGEND

- CRxx

CURB RAMP TYPE
- SOD

SOD LAWN
- SW5

CONCRETE SIDEWALK 5-INCH/
REMOVING CONCRETE SIDEWALK
- PED

CONCRETE CURB PEDESTRIAN
- CG30A

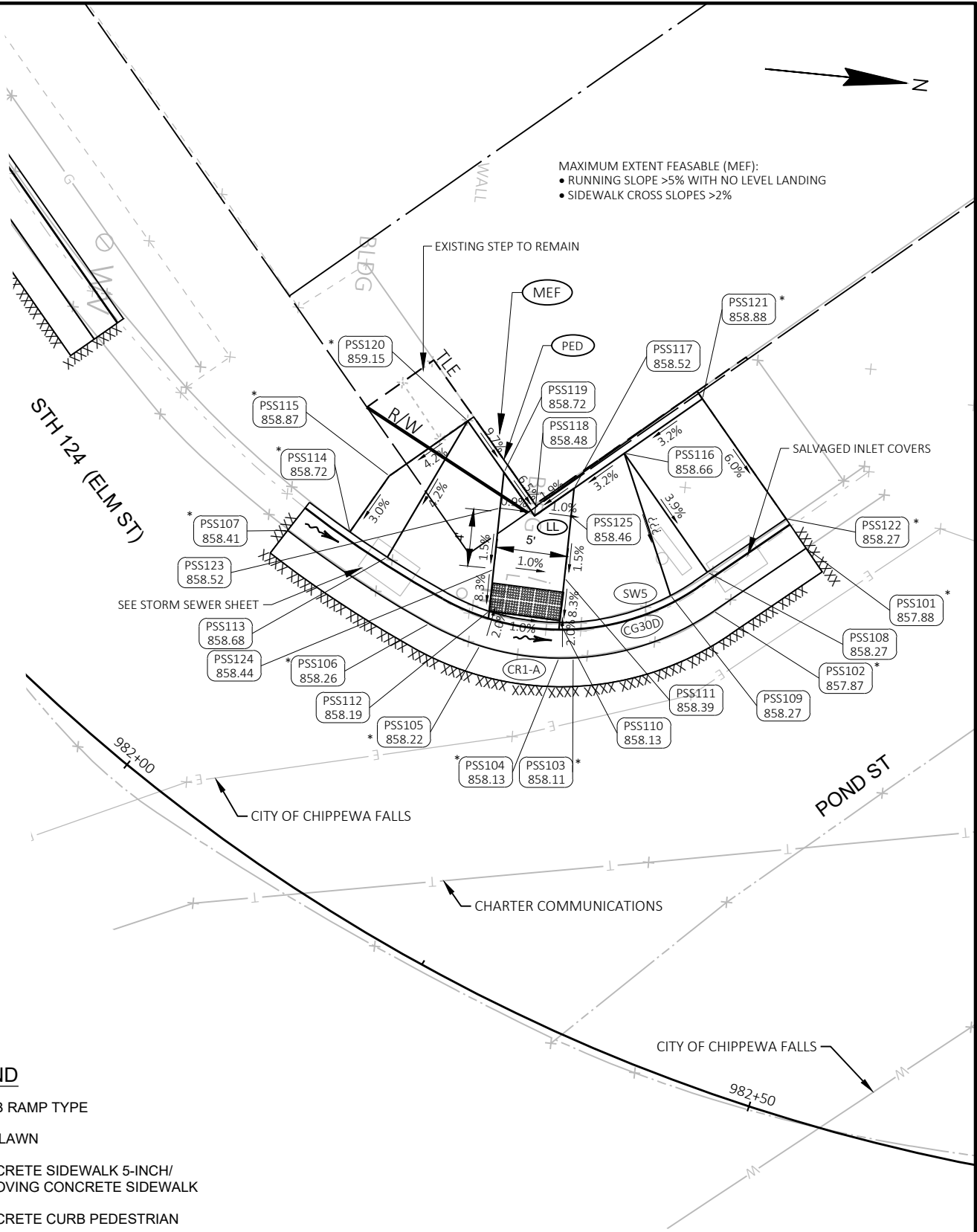
CONCRETE CURB & GUTTER 30-INCH TYPE A/
REMOVING CURB & GUTTER
- CG30D

CONCRETE CURB & GUTTER 30-INCH TYPE D/
REMOVING CURB & GUTTER
- xxx
xxx.xx

POINT NUMBER & ELEVATION
- XXXX

SAWING ASPHALT/SAWING CONCRETE

- NOTES:
- CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
 - THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
 - DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
 - SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
 - ALL STATION AND OFFSET INFORMATION REFERENCE STH 124 R/L.



Jefferson Avenue North					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
JAN101	983+25.38	18.91' LT	858.03	131872.28	170656.65
JAN102	983+14.93	18.89' LT	857.95	131861.88	170657.70
JAN103	983+09.51	18.88' LT	857.94	131856.49	170658.25
JAN104	983+04.79	18.87' LT	857.94	131851.79	170658.73
JAN105	982+98.29	23.64' LT	857.92	131844.85	170654.63
JAN106	982+98.07	24.57' LT	857.89	131844.54	170653.72
JAN107	982+98.59	28.48' LT	857.84	131844.66	170649.79
JAN108	983+00.92	31.27' LT	857.92	131846.71	170646.78
JAN109	983+04.19	33.52' LT	857.96	131849.74	170644.21
JAN110	983+09.76	37.35' LT	858.08	131854.90	170639.85
JAN111	983+19.23	21.40' LT	858.23	131865.91	170654.78
JAN112	983+07.30	21.37' LT	858.11	131854.04	170655.99
JAN113	983+15.98	21.39' LT	857.90	131862.67	170655.11
JAN114	983+10.56	21.38' LT	857.87	131857.28	170655.66
JAN115	983+11.34	23.26' LT	857.90	131857.87	170653.71
JAN116	983+00.63	24.54' LT	858.07	131847.09	170653.50
JAN117	983+09.60	34.21' LT	858.42	131855.06	170642.99
JAN118	983+00.90	27.53' LT	857.82	131847.06	170650.50
JAN119	983+05.23	26.82' LT	857.89	131851.44	170650.78
JAN120	983+06.04	31.75' LT	857.89	131851.75	170645.79
JAN121	983+12.33	25.65' LT	858.08	131858.62	170651.23
JAN122	983+13.76	30.48' LT	858.16	131859.57	170646.28
JAN123	983+17.40	24.82' LT	858.16	131863.75	170651.56
JAN124	983+19.14	24.53' LT	858.22	131865.50	170651.67
JAN125	983+27.79	40.35' LT	858.87	131872.55	170635.07
JAN125A	983+30.09	37.08' LT	858.88	131875.16	170638.10
JAN126	983+17.06	32.80' LT	858.23	131862.62	170643.65
JAN127	983+27.32	24.51' LT	858.48	131873.65	170650.89
JAN128	983+27.33	29.51' LT	858.53	131873.16	170645.91
JAN129	983+19.36	29.53' LT	858.24	131865.23	170646.68
JAN130	983+08.02	31.43' LT	857.96	131853.76	170645.91
JAN131	983+07.21	26.49' LT	857.95	131853.45	170650.91
JAN132	983+26.01	34.20' LT	858.81	131871.38	170641.37
JAN133	983+23.70	37.47' LT	858.79	131868.76	170638.34
JAN201	983+07.08	19.41' RT	858.25	131857.87	170696.59

NOTES:

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PROJECT NO: 8610-02-74

HWY: STH 124

COUNTY: CHIPPEWA

CURB RAMP DETAILS

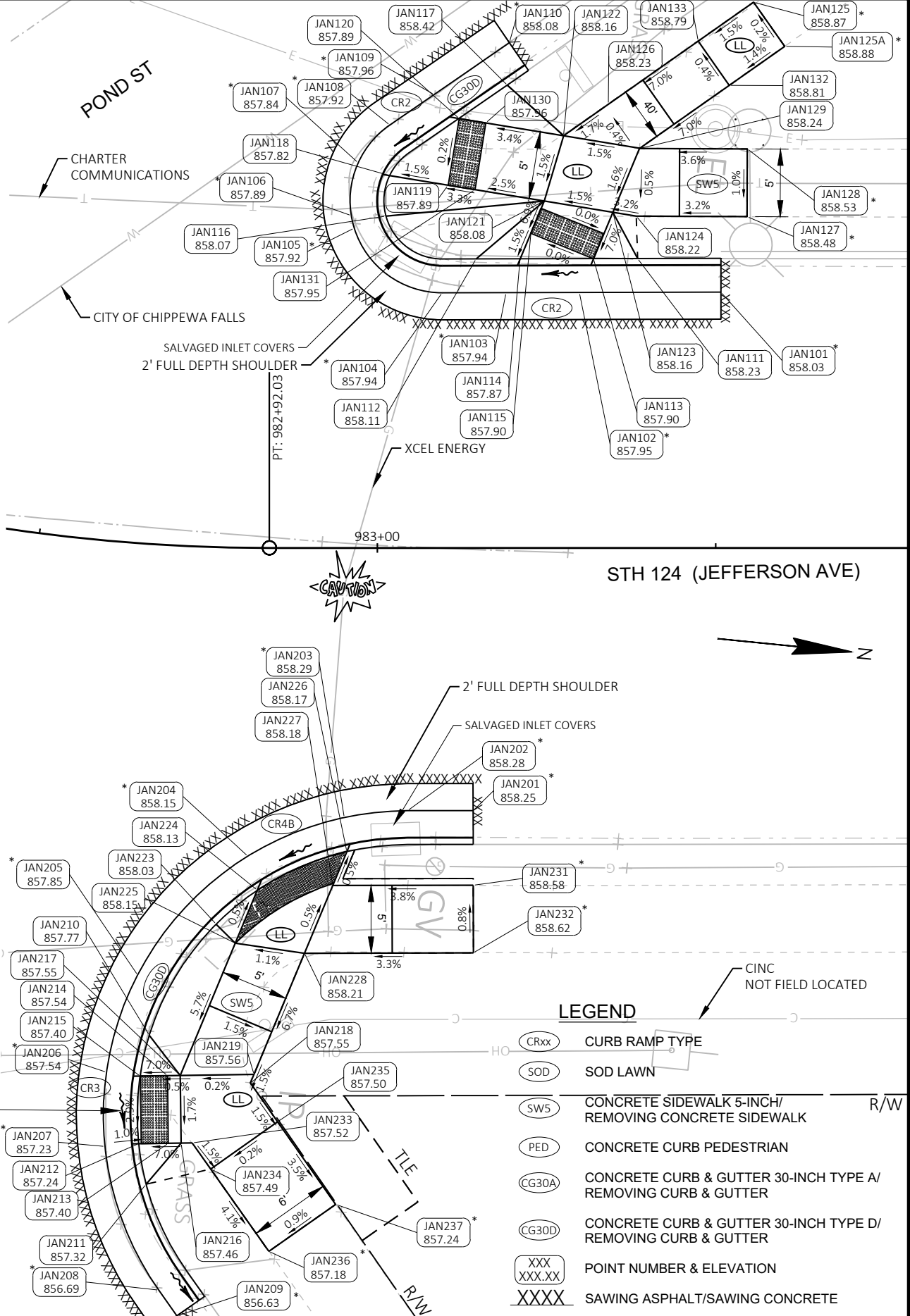
SHEET

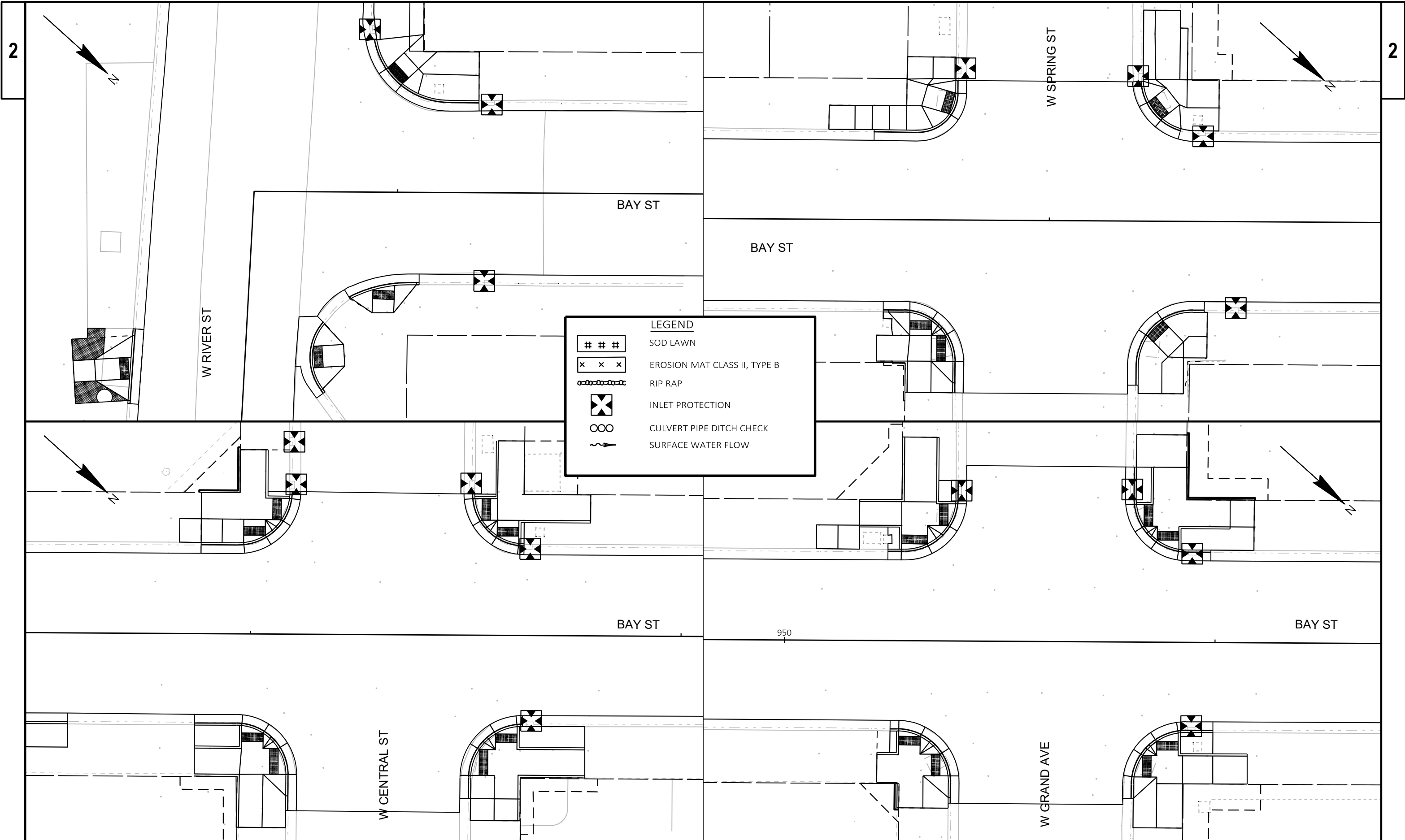
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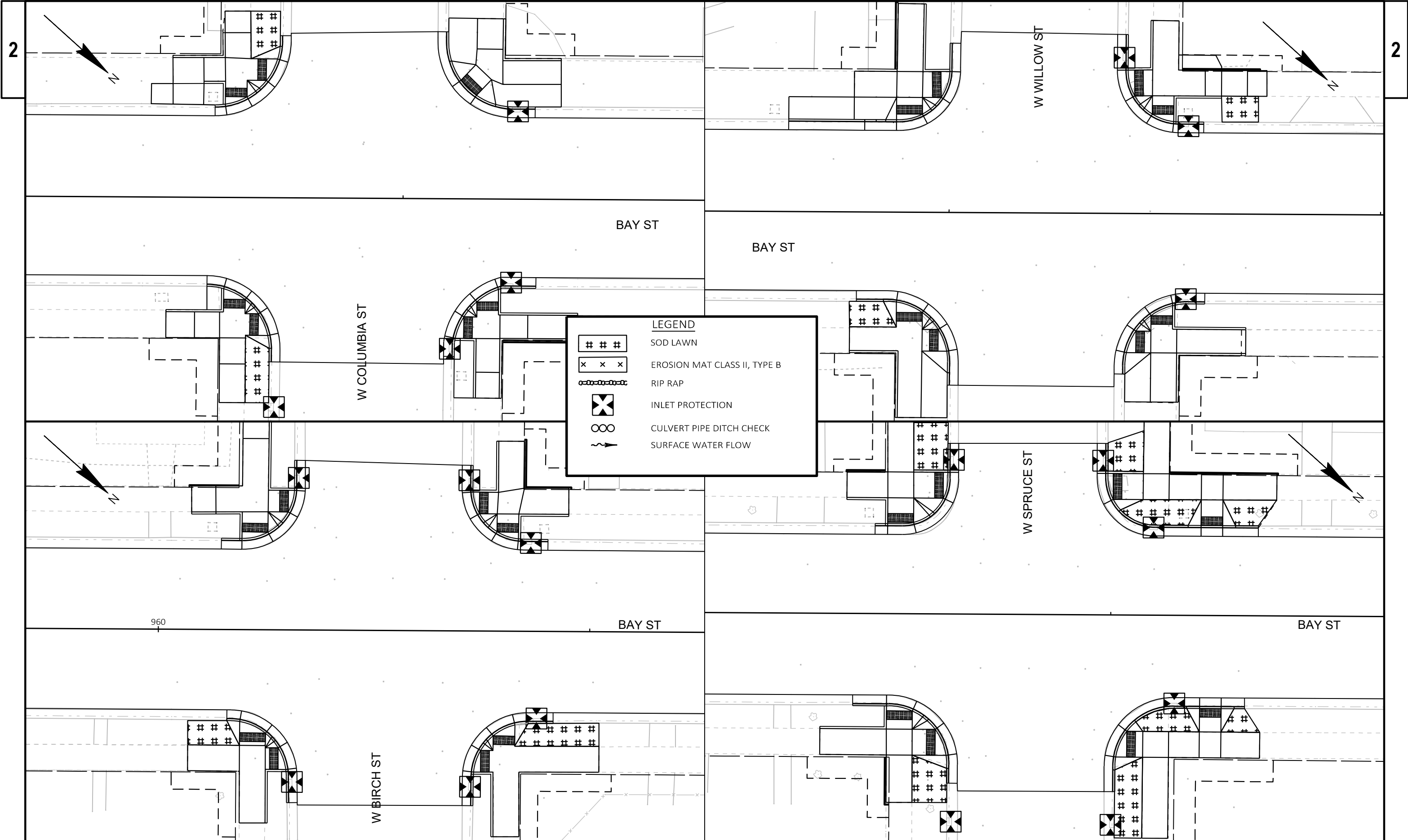
Jefferson Avenue North					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
JAN202	983+02.23	19.42' RT	858.28	131853.05	170697.08
JAN203	982+97.56	19.91' RT	858.29	131848.45	170698.04
JAN204	982+90.67	22.79' RT	858.15	131841.64	170701.60
JAN205	982+84.16	31.85' RT	857.85	131834.41	170711.15
JAN206	982+82.71	39.17' RT	857.54	131832.83	170718.53
JAN207	982+82.92	44.65' RT	857.23	131833.27	170724.00
JAN208	982+86.24	55.03' RT	856.69	131838.28	170734.17
JAN209	982+87.24	56.88' RT	856.63	131839.80	170735.93
JAN210	982+85.05	36.25' RT	857.77	131835.71	170715.50
JAN211	982+85.30	47.25' RT	857.32	131836.58	170726.47
JAN212	982+84.78	44.29' RT	857.24	131835.73	170723.54
JAN213	982+86.41	44.16' RT	857.40	131837.90	170723.30
JAN214	982+86.21	39.16' RT	857.54	131837.36	170718.33
JAN215	982+84.64	39.29' RT	857.40	131835.33	170718.56
JAN216	982+87.13	44.11' RT	857.46	131838.85	170723.19
JAN217	982+86.94	39.11' RT	857.55	131838.29	170718.22
JAN218	982+90.95	39.55' RT	857.55	131843.50	170718.26
JAN219	982+91.15	38.92' RT	857.56	131843.70	170717.61
JAN223	982+88.77	27.85' RT	858.03	131839.81	170706.83
JAN224	982+91.28	25.30' RT	858.13	131842.60	170704.03
JAN225	982+89.96	29.23' RT	858.15	131841.36	170708.09
JAN226	982+97.75	22.43' RT	858.17	131848.88	170700.53
JAN227	982+96.70	24.95' RT	858.18	131848.09	170703.14
JAN228	982+94.62	29.95' RT	858.21	131846.52	170708.32
JAN231	983+07.09	24.93' RT	858.58	131858.43	170702.08
JAN232	983+07.10	29.93' RT	858.62	131858.93	170707.06
JAN233	982+87.74	44.07' RT	857.52	131839.66	170723.10
JAN234	982+88.80	45.96' RT	857.49	131841.20	170724.88
JAN235	982+92.64	42.41' RT	857.50	131845.78	170720.91
JAN236	982+91.99	51.99' RT	857.18	131846.08	170730.51
JAN237	982+96.92	48.52' RT	857.24	131850.65	170726.56

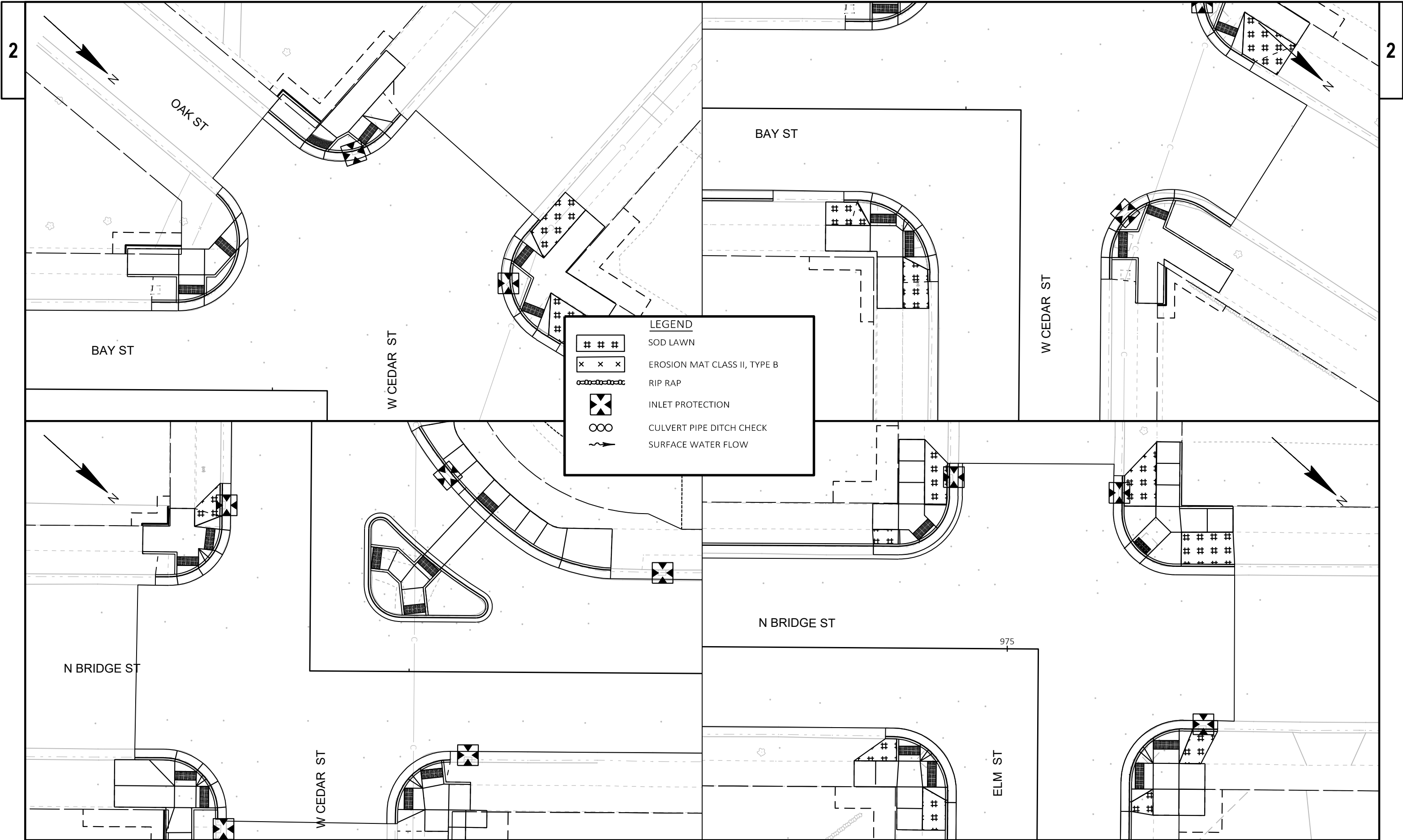
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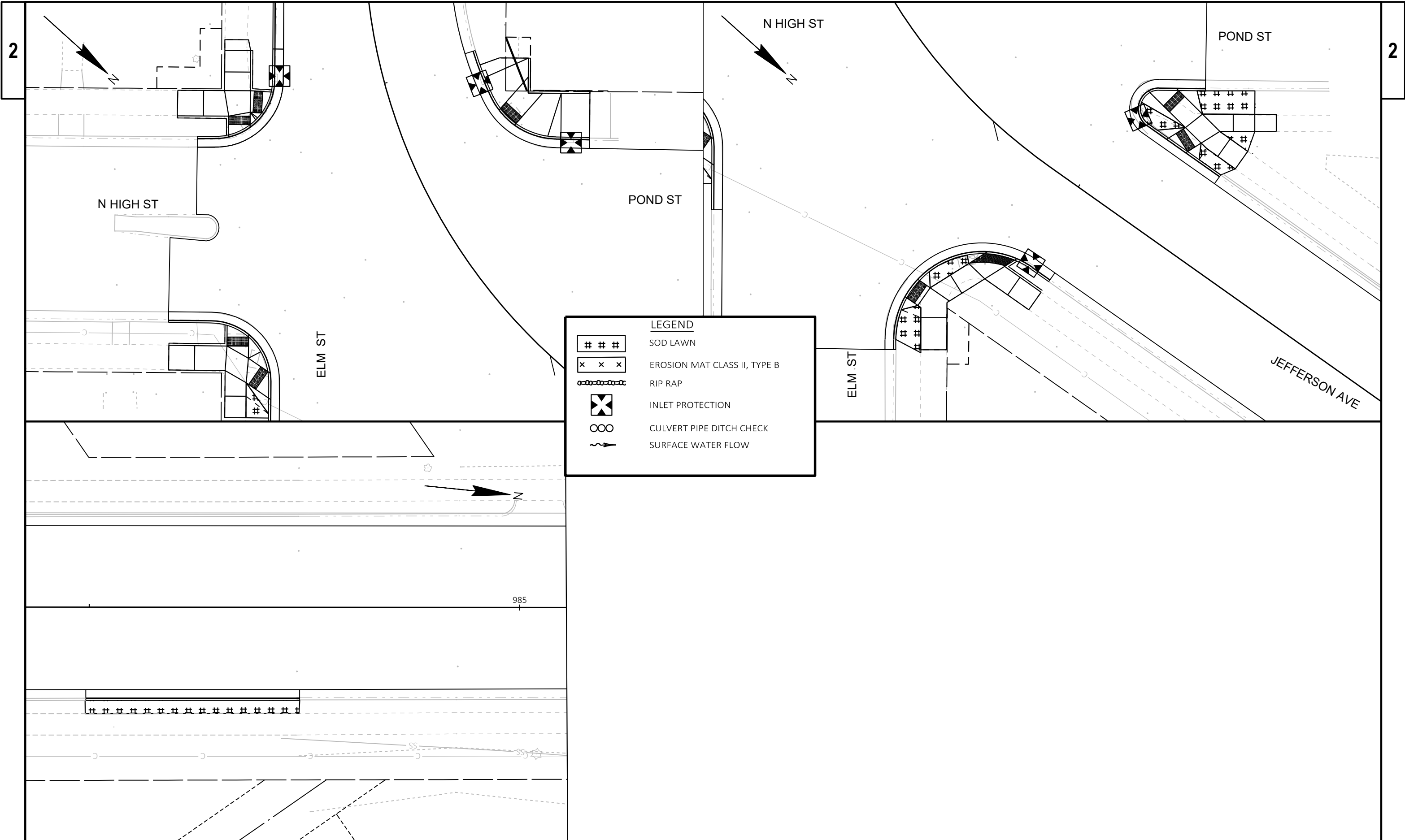
MEF
MAXIMUM EXTENT FEASIBLE (MEF):
• CURB RAMP CROSS SLOPE >1.5%

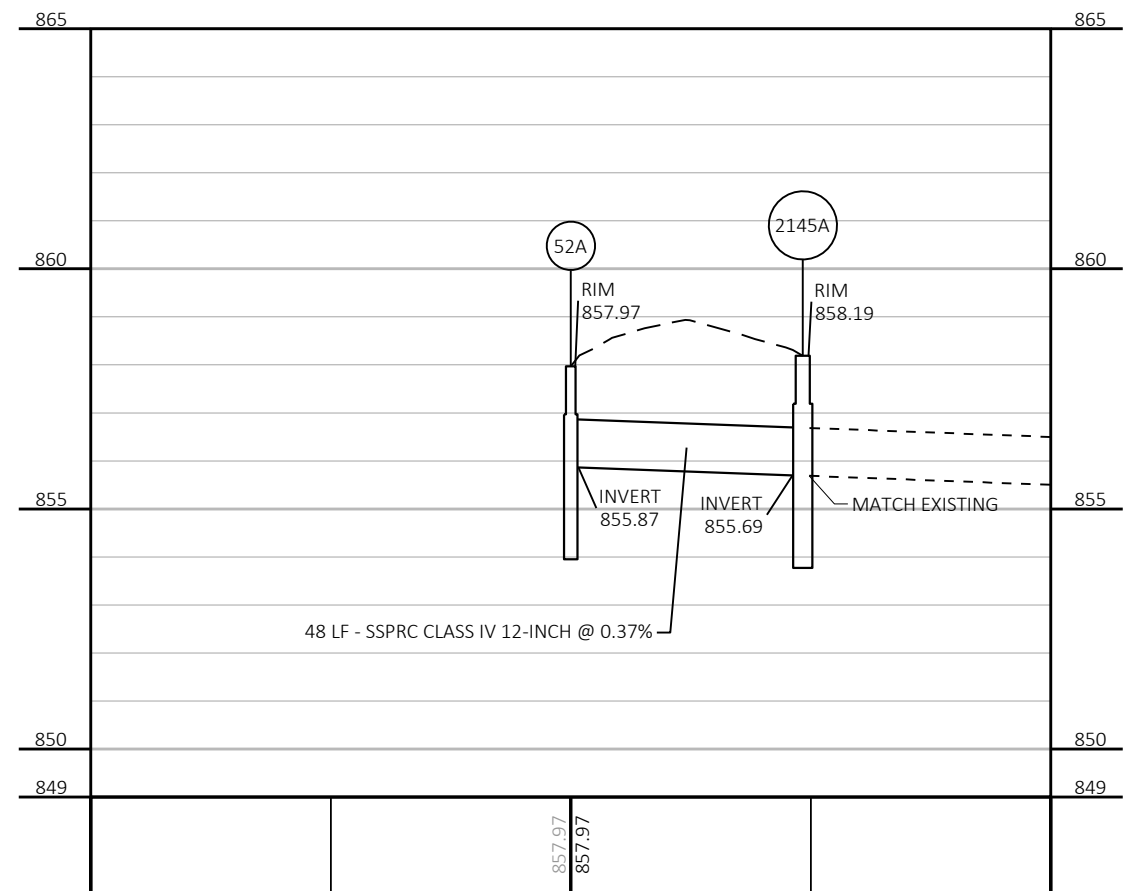
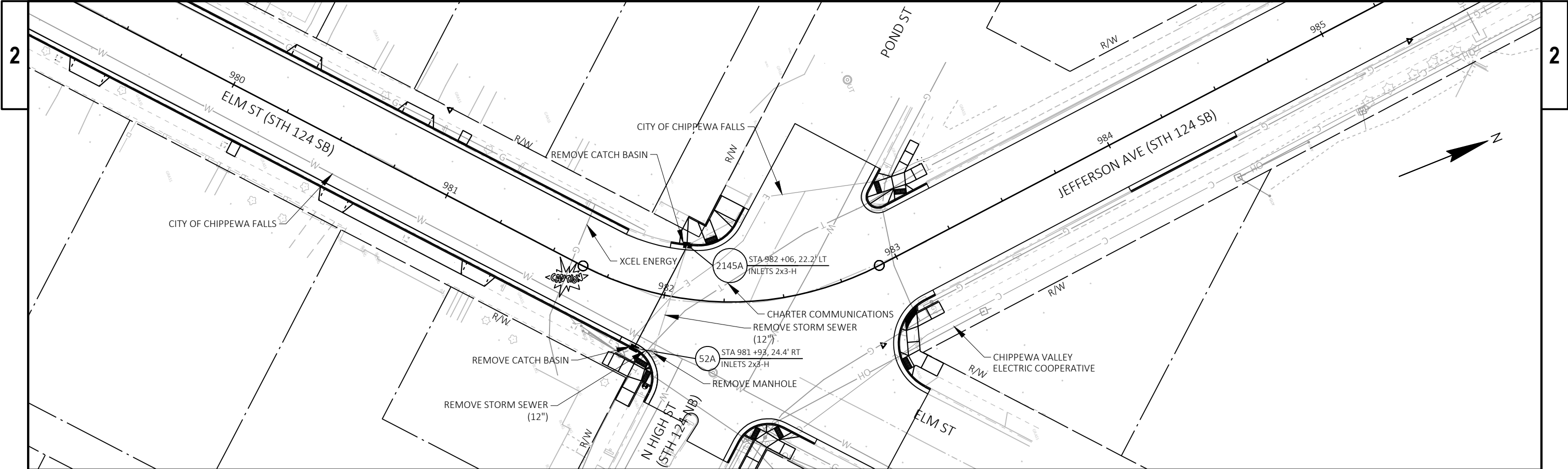












LEGEND

- NONMETALLIC CONDUIT 3"
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (xx) ● SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- ⌋ ● PEDESTRIAN HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- ⊗ PULL BOX, 24" X 42"
- ⬡ EVP DESIGNATOR
- ⌋ EVP DETECTOR HEAD
- ⬡ SIGNAL HEAD NUMBER
- ⊙ RED CIRCULAR INDICATOR
- ⊙ YELLOW CIRCULAR INDICATOR
- ⊙ GREEN CIRCULAR INDICATOR
- ⊙ DON'T WALK INDICATOR
- ⊙ WALK INDICATOR

NOTE: GRAYSHADE REPRESENTS EXISTING, BOLD REPRESENTS ITEMS TO BE REMOVED OR SALVAGED

R/W IS OUTSIDE SHEET LIMITS IN THIS QUADRANT

SALVAGE TRAFFIC SIGNAL EQUIPMENT

REMOVE TRAFFIC SIGNAL CABLE EXISTING CONDUIT TO BE ABANDONED

CONSTRUCTION NOTES:

- EXISTING UTILITIES SHOWN ARE INDICATED IN ACCORDANCE WITH AVAILABLE RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING EXACT LOCATIONS AND THE ELEVATIONS OF ALL UTILITIES, INCLUDING SEWER AND WATER, FROM THE OWNERS OF THE RESPECTIVE UTILITIES. ALL UTILITY OWNERS SHALL BE NOTIFIED BY THE CONTRACTOR 3 WORKING DAYS PRIOR TO EXCAVATION.
- REMOVE ALL TRAFFIC SIGNAL CABLE AND GROUNDING WIRES FROM EXISTING CONDUIT TO BE ABANDONED.
- TRAFFIC SIGNAL EQUIPMENT TO BE SALVAGED AND STORED ON SITE FOR THE CITY TO PICK UP. CONTACT RICK RUF AT 715-720-6975 THREE DAYS PRIOR TO EQUIPMENT REMOVAL.
- A MAXIMUM OF ONE SIGNAL FACE FOR EACH APPROACH MAY BE OUT OF SERVICE AT ONE TIME. EACH SIGNAL FACE SHALL BE IN OPERATION AT ALL TIMES WORK IS NOT BEING ACTIVELY PERFORMED ON THAT FACE.

PROJECT NO: 8610-02-74

HWY: STH 124

COUNTY: CHIPPEWA

TRAFFIC SIGNAL REMOVAL PLAN

SHEET

E

TRAFFIC CONTROL SIGNAL
STH 124/BAY ST & STH 124/RIVER ST
CITY OF CHIPPEWA FALLS
CHIPPEWA COUNTY

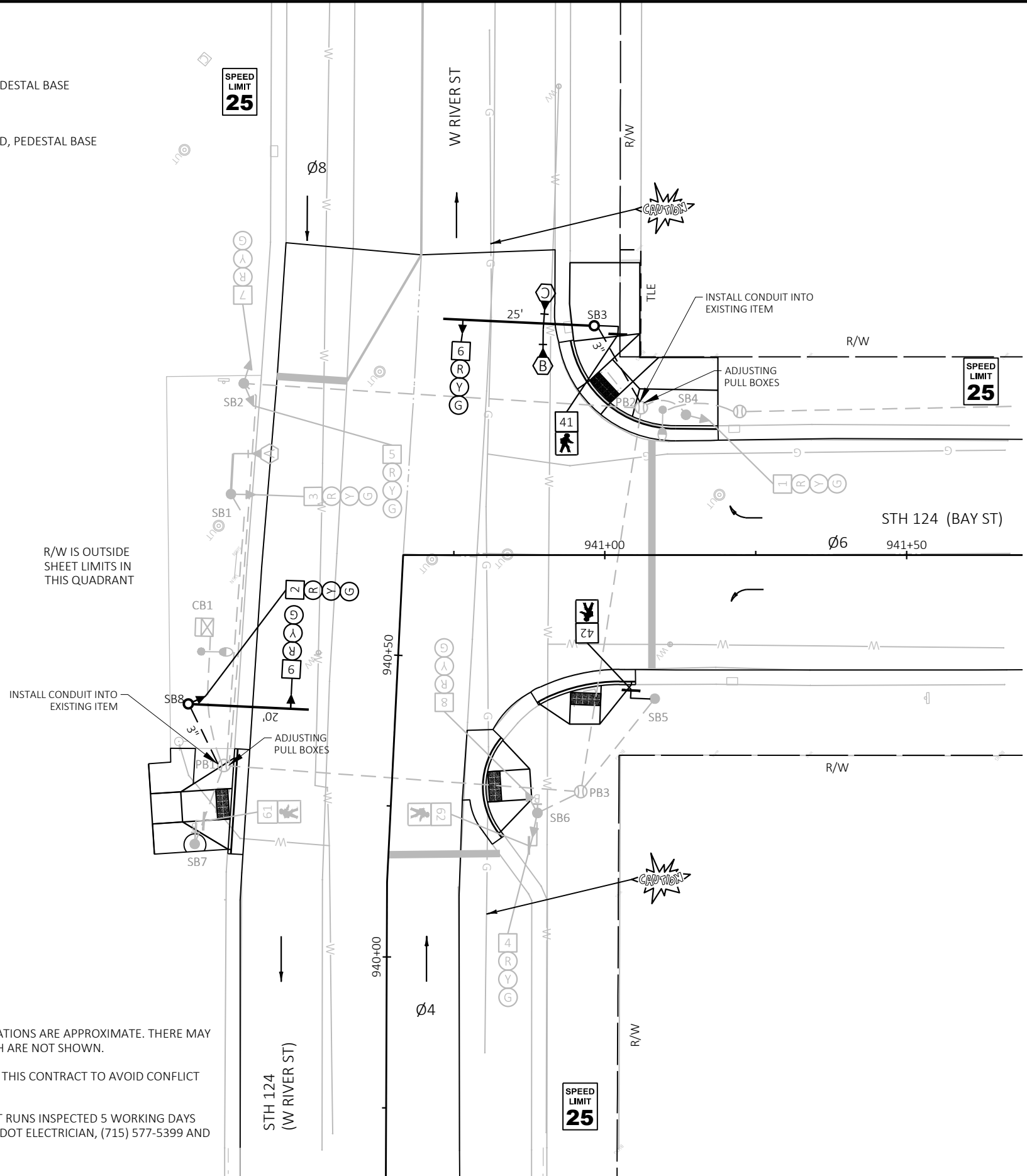
REGION CONTACT:
DESIGNED BY: AECOM
REVISED BY:

PAGE 1 OF 1

LEGEND

- | | |
|---|---|
|  | NONMETALLIC CONDUIT 3" |
|  | SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE |
|  | MONOTUBE BASE, POLE, 15'-30' ARM |
|  | PEDESTRIAN HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE |
|  | PULL BOX, 24" X 42" |
|  | EVP DESIGNATOR |
|  | EVP DETECTOR HEAD |
|  | SIGNAL HEAD NUMBER |
|  | RED CIRCULAR INDICATOR |
|  | YELLOW CIRCULAR INDICATOR |
|  | GREEN CIRCULAR INDICATOR |
|  | DON'T WALK INDICATOR |
|  | WALK INDICATOR |
|  | LANE DESIGNATION FOR INFO ONLY |

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING



SIGNAL BASE	MONOTUBE NO.
SB3	S-09-037
SB8	S-09-036

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FEATURES.
3. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT WISDOT ELECTRICIAN, (715) 577-5399 AND RICK RUF OF THE CITY OF CHIPPEWA FALLS AT 715-720-6975.

TRAFFIC CONTROL SIGNAL
 STH 124/BAY ST & STH 124/RIVER ST
 CITY OF CHIPPEWA FALLS
 CHIPPEWA COUNTY

REGION CONTACT:
DESIGNED BY: AECOM
REVISED BY:

PAGE 1 OF 1

3

3

INTERSECTION:	8610-02-74	SIGNAL WIRE COLOR CODING	BLK-BLACK	RED-RED	GRN-GREEN	DATE:	Mar-24
	STH 124/BAY ST & RIVER ST		WHT-WHITE	BLU-BLUE	ORG-ORANGE		

CB1 TO	AWG 14 # OF COND.	HEAD NO.	SIGNAL INDICATION WIRE COLOR												PED BUTTON	OTHER
			RED	YELLOW	GREEN	<RED>	<YELLOW>	<FLASH YEL>	<GREEN>	" - "	"Δ"	" "	D/WALK	WALK		
SB1	EXISTING	3	EXISTING													
SB2	EXISTING	5	EXISTING													
		7	EXISTING													
SB3	7	6	RED	ORG	GRN											
		41											BLK	BLU		
SB4	EXISTING	1	EXISTING													
SB5	EXISTING	42	EXISTING													
SB6	EXISTING	4	EXISTING													
		8	EXISTING													
		62	EXISTING													
		PB	EXISTING													
SB7	EXISTING	61	EXISTING													
		PB	EXISTING													
SB8	12	2				RED/BLK	ORG/BLK		GRN/BLK							
		9	RED	ORG	GRN											
		10	RED	ORG	GRN											

- NOTES:
- USE WHITE CONDUCTOR IN THE SIGNAL CABLE AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS.
 - ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 18" LONGER THAN THE UNGROUNDED CONDUCTORS.
 - AT THE SIGNAL BASES, CONNECT ONE TERMINAL FROM THE PEDESTRIAN PUSH BUTTONS TO THE COLOR INDICATED IN THE CHART.
CONNECT THE OTHER TERMINAL TO THE GROUNDED CONDUCTOR.
 - REESTABLISH THE EXISTING EQUIPMENT GROUNDING CONDUCTOR FROM BASE TO BASE FOR ALL SIGNAL BASES, IN ACCORDANCE WITH THE WISCONSIN ELECTRICAL CODE.

EQUIPMENT GROUNDING CONDUCTORS 10 AWG GRN XLP	
FROM	TO
SB2	SB3
SB3	SB4
SB7	SB8
SB8	CB1

EMERGENCY VEHICLE PREEMPTION		
HEAD	FROM	TO
A	CB1	SB1
B	CB1	SB3
C	CB1	SB3

PULL BOX	
BONDING JUMPER 10 AWG GRN XLP	
FROM	TO
PB1	SB8
PB2	SB4
PB3	SB6

LEGEND

- 3" NONMETALLIC CONDUIT
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- PEDESTRIAN HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- ⊙ PULL BOX, 24" X 42"
- ⊗ EVP DESIGNATOR
- ⊢ EVP DETECTOR HEAD
- XX SIGNAL HEAD NUMBER
- Ⓡ RED CIRCULAR INDICATOR
- Ⓢ YELLOW CIRCULAR INDICATOR
- Ⓢ GREEN CIRCULAR INDICATOR
- Ⓢ DON'T WALK INDICATOR
- Ⓢ WALK INDICATOR

NOTE: GRAYSHADE REPRESENTS EXISTING, BOLD REPRESENTS ITEMS TO BE REMOVED OR SALVAGED

STH 124 (BAY ST)

943+50

944+00

944+50

945+00

STH 124 (BAY ST)

CONSTRUCTION NOTES:

- EXISTING UTILITIES SHOWN ARE INDICATED IN ACCORDANCE WITH AVAILABLE RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING EXACT LOCATIONS AND THE ELEVATIONS OF ALL UTILITIES, INCLUDING SEWER AND WATER, FROM THE OWNERS OF THE RESPECTIVE UTILITIES. ALL UTILITY OWNERS SHALL BE NOTIFIED BY THE CONTRACTOR 3 WORKING DAYS PRIOR TO EXCAVATION.
- TRAFFIC SIGNAL EQUIPMENT TO BE SALVAGED AND STORED ON SITE FOR THE CITY TO PICK UP. CONTACT RICK RUF AT 715-720-6975 THREE DAYS PRIOR TO EQUIPMENT REMOVAL.
- A MAXIMUM OF ONE SIGNAL FACE FOR EACH APPROACH MAY BE OUT OF SERVICE AT ONE TIME. EACH SIGNAL FACE SHALL BE IN OPERATION AT ALL TIMES WORK IS NOT BEING ACTIVELY PERFORMED ON THAT FACE.

PROJECT NO: 8610-02-74

HWY: STH 124

COUNTY: CHIPPEWA

TRAFFIC SIGNAL REMOVAL PLAN

SHEET

E

TRAFFIC CONTROL SIGNAL
STH 124/BAY ST & SPRING ST
CITY OF CHIPPEWA FALLS
CHIPPEWA COUNTY

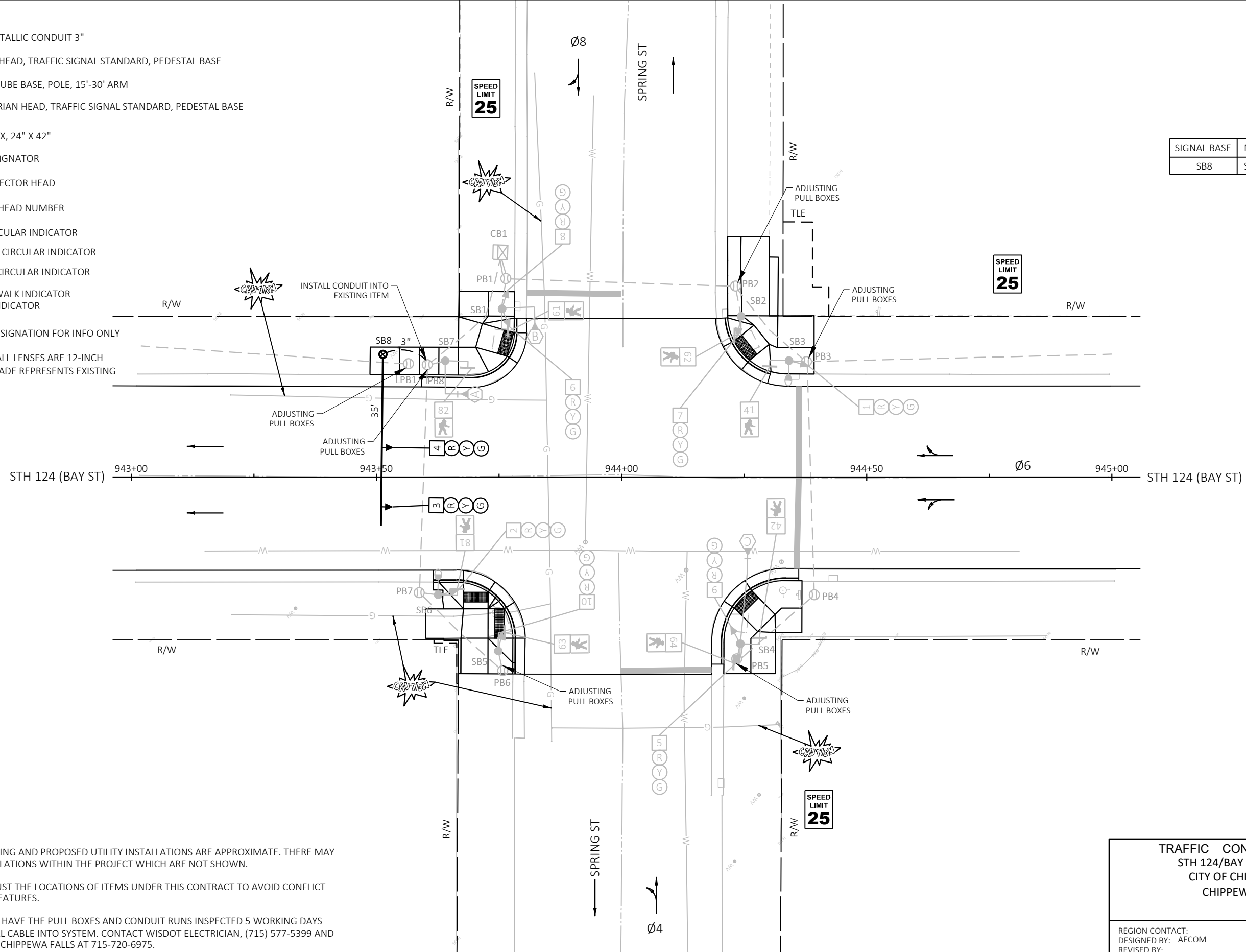
REGION CONTACT:
DESIGNED BY: AECOM
REVISED BY:

PAGE 1 OF 1

LEGEND

- NONMETALLIC CONDUIT 3"
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) ○ MONOTUBE BASE, POLE, 15'-30' ARM
- PEDESTRIAN HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- PULL BOX, 24" X 42"
- ⬡ EVP DESIGNATOR
- ⊥ EVP DETECTOR HEAD
- XX SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- ⬢ DON'T WALK INDICATOR
- ⬢ WALK INDICATOR
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING



SIGNAL BASE	MONOTUBE NO.
SB8	S-09-038

CONSTRUCTION NOTES:

- THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
- THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FEATURES.
- THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT WISDOT ELECTRICIAN, (715) 577-5399 AND RICK RUF OF THE CITY OF CHIPPEWA FALLS AT 715-720-6975.

TRAFFIC CONTROL SIGNAL
STH 124/BAY ST & SPRING ST
CITY OF CHIPPEWA FALLS
CHIPPEWA COUNTY

REGION CONTACT:
DESIGNED BY: AECOM
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 8610-02-74

HWY: STH 124

COUNTY: CHIPPEWA

TRAFFIC SIGNAL PLAN

SHEET

E

3

3

INTERSECTION:	8610-02-74	SIGNAL WIRE COLOR CODING	BLK-BLACK	RED-RED	GRN-GREEN	DATE: Mar-24
	STH 124/BAY ST & SPRING ST		WHT-WHITE	BLU-BLUE	ORG-ORANGE	

CB1 TO	AWG 14 # OF COND.	HEAD NO.	SIGNAL INDICATION WIRE COLOR											PED BUTTON	OTHER
			RED	YELLOW	GREEN	<RED>	<YELLOW>	<FLASH YEL>	<GREEN>	" - "	" Δ "	" " "	D/WALK		
SB1	EXISTING	6	EXISTING												
		8	EXISTING												
		61	EXISTING												
SB2	EXISTING	7	EXISTING												
		62	EXISTING												
SB3	EXISTING	1	EXISTING												
		41	EXISTING												
SB4	EXISTING	5	EXISTING												
		9	EXISTING												
		42	EXISTING												
		64	EXISTING												
SB5	EXISTING	10	EXISTING												
		63	EXISTING												
SB6	EXISTING	2	EXISTING												
		81	EXISTING												
SB7	EXISTING	82	EXISTING												
SB8	7	3	RED	ORG	GRN										
		4	RED	ORG	GRN										

- NOTES:
- 1. USE WHITE CONDUCTOR IN THE SIGNAL CABLE AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS.
 - 2. ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 18" LONGER THAN THE UNGROUNDED CONDUCTORS.
 - 3. AT THE SIGNAL BASES, CONNECT ONE TERMINAL FROM THE PEDESTRIAN PUSH BUTTONS TO THE COLOR INDICATED IN THE CHART.
CONNECT THE OTHER TERMINAL TO THE GROUNDED CONDUCTOR.
 - 4. REESTABLISH THE EXISTING EQUIPMENT GROUNDING CONDUCTOR FROM BASE TO BASE FOR ALL SIGNAL BASES, IN ACCORDANCE WITH THE WISCONSIN ELECTRICAL CODE.

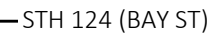
EQUIPMENT GROUNDING CONDUCTORS 10 AWG GRN XLP	
FROM	TO
SB7	SB8
SB8	CB1

EMERGENCY VEHICLE PREEMPTION		
HEAD	FROM	TO
A	CB1	SB7
B	CB1	SB1
C	CB1	SB4

LEGEND

- | NONMETALLIC CONDUIT 3" | |
|---|---|
|  | SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE |
|  | SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE |
|  | PEDESTRIAN HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE |
|  | PULL BOX, 24" X 42" |
|  | EVP DESIGNATOR |
|  | EVP DETECTOR HEAD |
|  | SIGNAL HEAD NUMBER |
|  | RED CIRCULAR INDICATOR |
|  | YELLOW CIRCULAR INDICATOR |
|  | GREEN CIRCULAR INDICATOR |
|  | DON'T WALK INDICATOR
WALK INDICATOR |

NOTE: GRAYSHADE REPRESENTS EXISTING, BOLD REPRESENTS ITEMS TO BE REMOVED OR SALVAGED



CONSTRUCTION NOTES:

1. EXISTING UTILITIES SHOWN ARE INDICATED IN ACCORDANCE WITH AVAILABLE RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING EXACT LOCATIONS AND THE ELEVATIONS OF ALL UTILITIES, INCLUDING SEWER AND WATER, FROM THE OWNERS OF THE RESPECTIVE UTILITIES. ALL UTILITY OWNERS SHALL BE NOTIFIED BY THE CONTRACTOR 3 WORKING DAYS PRIOR TO EXCAVATION.
2. TRAFFIC SIGNAL EQUIPMENT TO BE SALVAGED AND STORED ON SITE FOR THE CITY TO PICK UP. CONTACT RICK RUF AT 715-720-6975 THREE DAYS PRIOR TO EQUIPMENT REMOVAL.
3. A MAXIMUM OF ONE SIGNAL FACE FOR EACH APPROACH MAY BE OUT OF SERVICE AT ONE TIME. EACH SIGNAL FACE SHALL BE IN OPERATION AT ALL TIMES WORK IS NOT BEING ACTIVELY PERFORMED ON THAT FACE.

TRAFFIC CONTROL SIGNAL
STH 124/BAY ST & CENTRAL ST
CITY OF CHIPPEWA FALLS
CHIPPEWA COUNTY

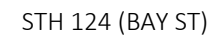
PAGE 1 OF 1

1

LEGEND

- | | |
|---|---|
| --- | NONMETALLIC CONDUIT 3" |
|  | SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE |
|  | MONOTUBE BASE, POLE, 15'-30' ARM |
|  | PEDESTRIAN HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE |
|  | PULL BOX, 24" X 42" |
|  | EVP DESIGNATOR |
|  | EVP DETECTOR HEAD |
|  | SIGNAL HEAD NUMBER |
|  | RED CIRCULAR INDICATOR |
|  | YELLOW CIRCULAR INDICATOR |
|  | GREEN CIRCULAR INDICATOR |
|  | DON'T WALK INDICATOR
WALK INDICATOR |
|  | LANE DESIGNATION FOR INFO ONLY |

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING



—STH 124 (BAY ST)

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FEATURES.
3. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT WISDOT ELECTRICIAN, (715) 577-5399 AND RICK RUF OF THE CITY OF CHIPPEWA FALLS AT 715-720-6975.

TRAFFIC CONTROL SIGNAL
STH 124/BAY ST & CENTRAL ST
CITY OF CHIPPEWA FALLS
CHIPPEWA COUNTY

REGION CONTACT:
DESIGNED BY: AECOM
REVISED BY:

PAGE 1 OF 1

PROJECT NO:	8610-02-74
-------------	------------

HWY: STH 124

COUNTY: CHIPPEWA

TRAFFIC SIGNAL PLAN

SHEET

11

INTERSECTION:

8610-02-74
STH 124/BAY ST & CENTRAL ST

SIGNAL WIRE
COLOR CODING

BLK-BLACK
WHT-WHITE

RED-RED
BLU-BLUE

GRN-GREEN
ORG-ORANGE

DATE: Mar-24

CB1 TO	AWG 14 # OF COND.	HEAD NO.	SIGNAL INDICATION WIRE COLOR											PED BUTTON	OTHER
			RED	YELLOW	GREEN	<RED>	<YELLOW>	<FLASH YEL>	<GREEN>	" - "	"Δ"	"I"	D/WALK		
SB1	EXISTING	7	EXISTING												
		41	EXISTING												
		62	EXISTING												
SB2	EXISTING	1	EXISTING												
SB3	EXISTING	5	EXISTING												
		9	EXISTING												
		42	EXISTING												
		64	EXISTING												
SB4	EXISTING	10	EXISTING												
		63	EXISTING												
SB5	EXISTING	2	EXISTING												
		81	EXISTING												
SB6	EXISTING	82	EXISTING												
SB7	7	3	RED	ORG	GRN										
		4	RED	ORG	GRN										
SB8	EXISTING	6	EXISTING												
		8	EXISTING												
		61	EXISTING												

NOTES:

1. USE WHITE CONDUCTOR IN THE SIGNAL CABLE AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS.

2. ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 18" LONGER THAN THE UNGROUNDED CONDUCTORS.

3. AT THE SIGNAL BASES, CONNECT ONE TERMINAL FROM THE PEDESTRIAN PUSH BUTTONS TO THE COLOR INDICATED IN THE CHART.
CONNECT THE OTHER TERMINAL TO THE GROUNDED CONDUCTOR.

4. REESTABLISH THE EXISTING EQUIPMENT GROUNDING CONDUCTOR FROM BASE TO BASE FOR ALL SIGNAL BASES, IN ACCORDANCE WITH THE WISCONSIN ELECTRICAL CODE.

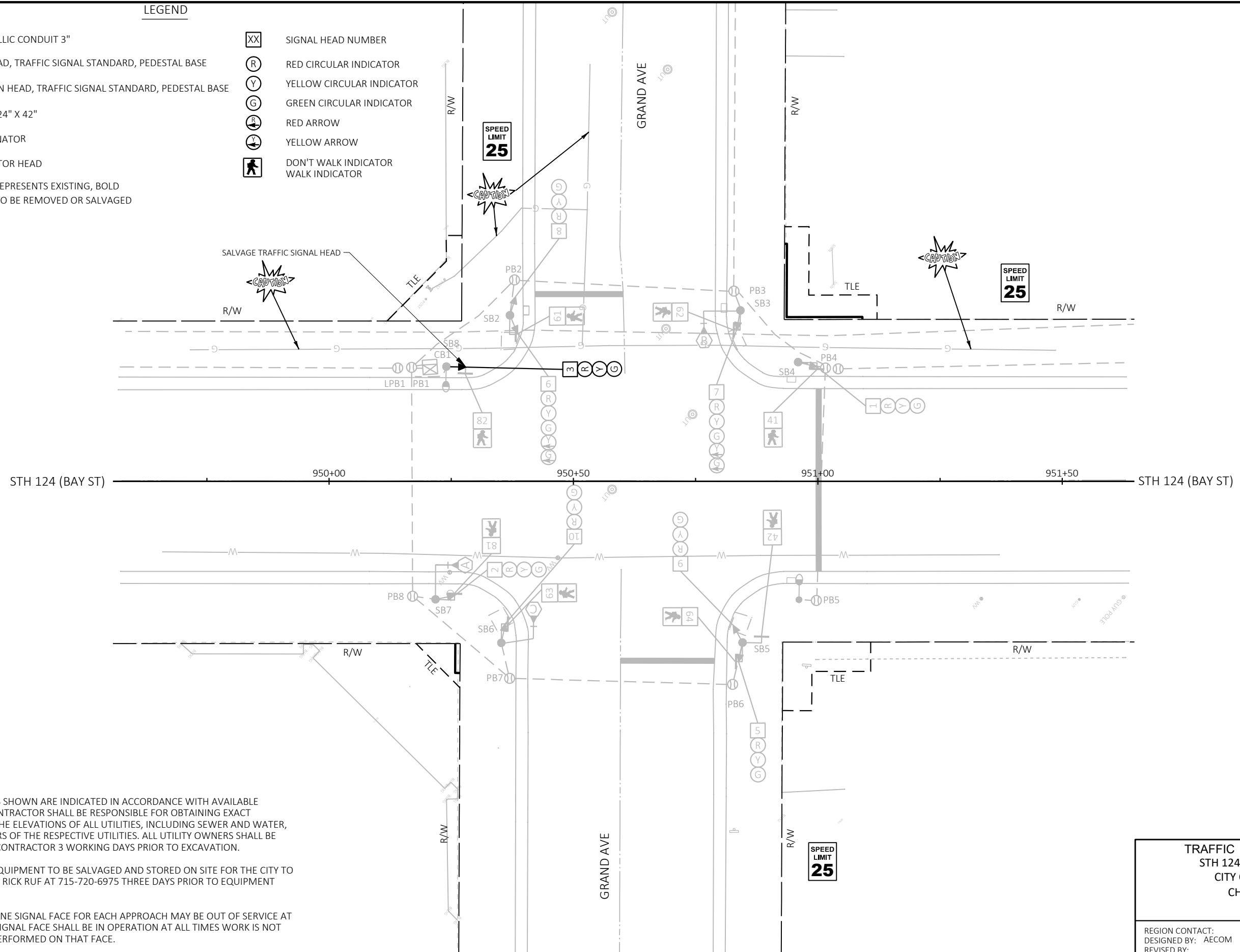
EQUIPMENT GROUNDING CONDUCTORS 10 AWG GRN XLP	
FROM	TO
SB6	SB7
SB7	SB8

EMERGENCY VEHICLE PREEMPTION		
HEAD	FROM	TO
A	CB1	SB6
B	CB1	SB8
C	CB1	SB3

2

	NONMETALLIC CONDUIT 3"
	SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
	PEDESTRIAN HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
	PULL BOX, 24" X 42"
	EVP DESIGNATOR
	EVP DETECTOR HEAD

	SIGNAL HEAD NUMBER
	RED CIRCULAR INDICATOR
	YELLOW CIRCULAR INDICATOR
	GREEN CIRCULAR INDICATOR
	RED ARROW
	YELLOW ARROW
	DON'T WALK INDICATOR
	WALK INDICATOR



1. EXISTING UTILITIES SHOWN ARE INDICATED IN ACCORDANCE WITH AVAILABLE RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING EXACT LOCATIONS AND THE ELEVATIONS OF ALL UTILITIES, INCLUDING SEWER AND WATER, FROM THE OWNERS OF THE RESPECTIVE UTILITIES. ALL UTILITY OWNERS SHALL BE NOTIFIED BY THE CONTRACTOR 3 WORKING DAYS PRIOR TO EXCAVATION.
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3. A MAXIMUM OF ONE SIGNAL FACE FOR EACH APPROACH MAY BE OUT OF SERVICE AT ONE TIME. EACH SIGNAL FACE SHALL BE IN OPERATION AT ALL TIMES WORK IS NOT BEING ACTIVELY PERFORMED ON THAT FACE.

REGION CONTACT:
DESIGNED BY: AECOM
REVISED BY:

PAGE 1 OF 1

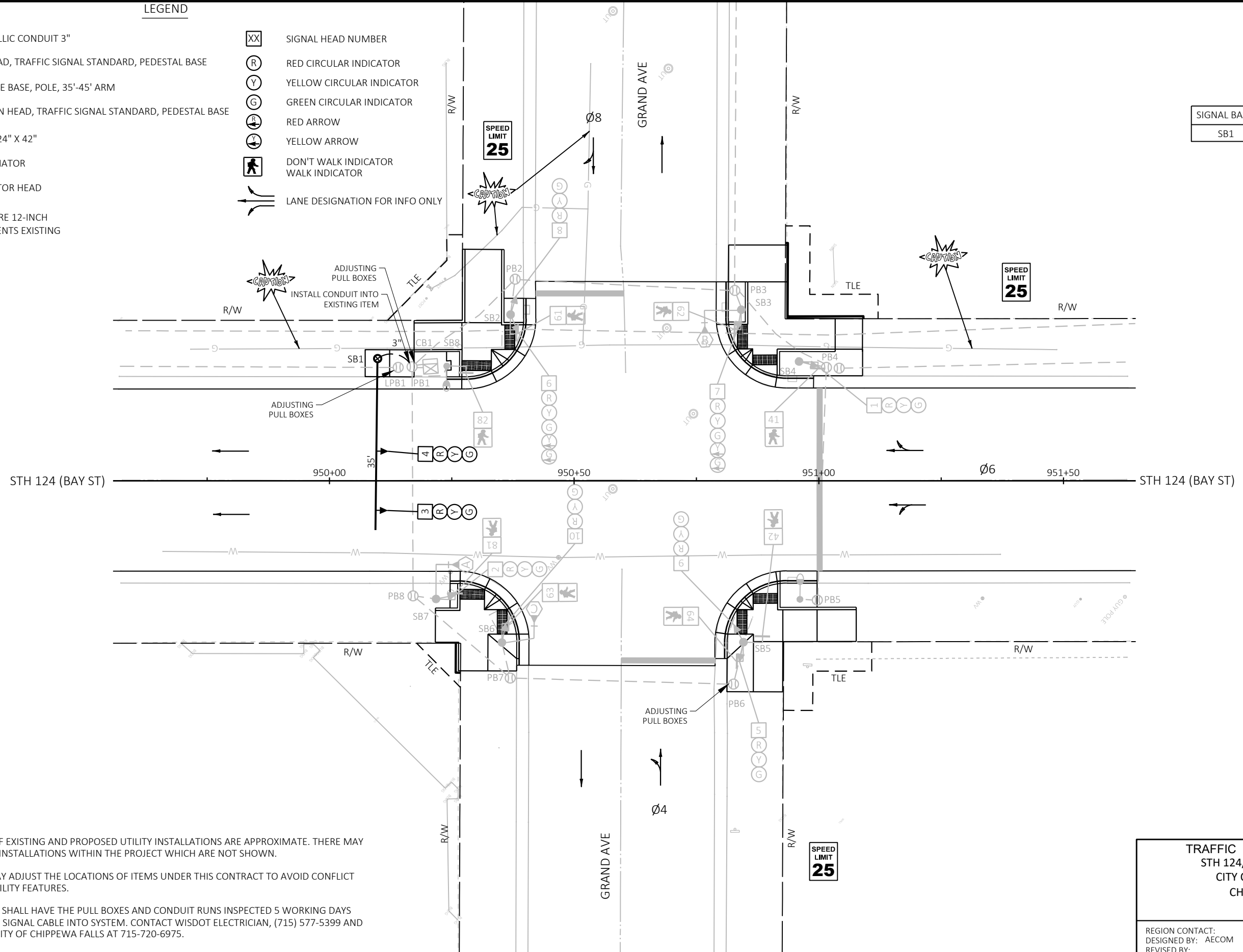
1

WISDOT/CADDS SHEET 42

2

	SIGNAL HEAD NUMBER
	RED CIRCULAR INDICATOR
	YELLOW CIRCULAR INDICATOR
	GREEN CIRCULAR INDICATOR
	RED ARROW
	YELLOW ARROW
	DON'T WALK INDICATOR
	WALK INDICATOR
	LANE DESIGNATION FOR INFO ONLY

SIGNAL BASE	MONOTUBE NO.
SB1	S-09-040



1. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FEATURES.
3. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT WISDOT ELECTRICIAN, (715) 577-5399 AND RICK RUF OF THE CITY OF CHIPPEWA FALLS AT 715-720-6975.

TRAFFIC CONTROL SIGNAL
STH 124/BAY ST & GRAND AVE
CITY OF CHIPPEWA FALLS
CHIPPEWA COUNTY

REGION CONTACT:
DESIGNED BY: AECOM
REVISED BY:

PAGE 1 OF 1

PROJECT NO:	8610-02-74
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HWY: STH 124

COUNTY: CHIPPEWA

TRAFFIC SIGNAL PLAN

SHEET

1

FILE NAME : C:\ONEDRIVE\AECOM\LARSON, ZACH - STH 124\910_CAD\60609476\SHEETSPLAN - 73_74\024201-SP.DWG
LAYOUT NAME - 024204-sp

PLOT DATE : 11/18/2024 9:53 AM

PLOT BY : JENINGA, JAMES

PLOT NAME :

PLOT SCALE : 1 IN:20 FT

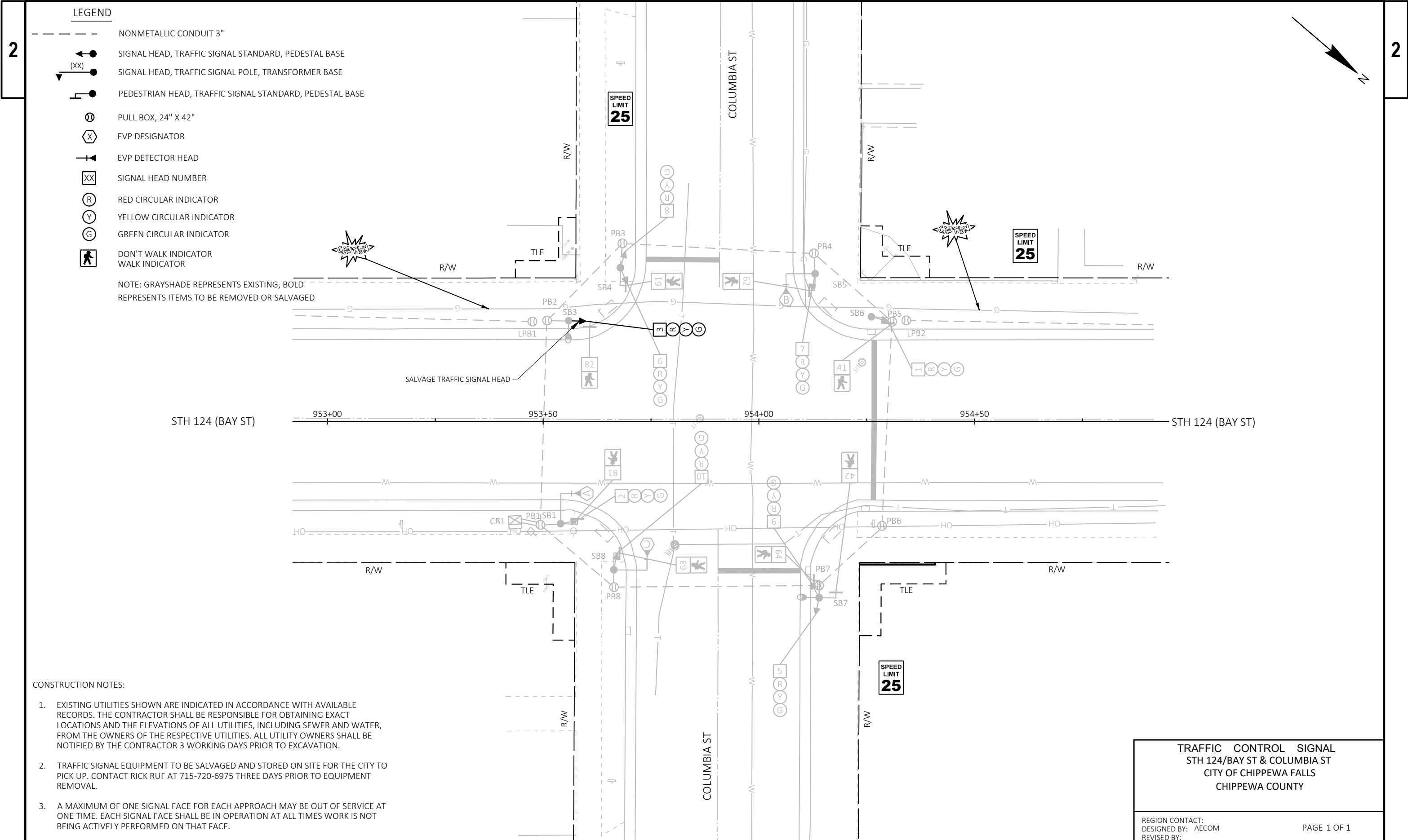
WISDOT/CADDS SHEET 42

CB1 TO	AWG 14 # OF COND.	HEAD NO.	SIGNAL INDICATION WIRE COLOR											PED BUTTON	OTHER
			RED	YELLOW	GREEN	<RED>	<YELLOW>	<FLASH YEL>	<GREEN>	" – "	"Δ"	" "	D/WALK		
SB1	7	3	RED	ORG	GRN										
		4	RED	ORG	GRN										
SB2	EXISTING	6	EXISTING												
		8	EXISTING												
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SB3	EXISTING	7	EXISTING												
		62	EXISTING												
SB4	EXISTING	1	EXISTING												
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SB6	EXISTING	10	EXISTING												
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SB7	EXISTING	2	EXISTING												
		81	EXISTING												
SB8	EXISTING	82	EXISTING												

- NOTES:
1. USE WHITE CONDUCTOR IN THE SIGNAL CABLE AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS.
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EQUIPMENT GROUNDING CONDUCTORS 10 AWG GRN XLP	
FROM	TO
CB1	SB1
SB1	SB2

EMERGENCY VEHICLE PREEMPTION		
HEAD	FROM	TO
A	CB1	SB7
B	CB1	SB3
C	CB1	SB6



- CONSTRUCTION NOTES:
1. EXISTING UTILITIES SHOWN ARE INDICATED IN ACCORDANCE WITH AVAILABLE RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING EXACT LOCATIONS AND THE ELEVATIONS OF ALL UTILITIES, INCLUDING SEWER AND WATER, FROM THE OWNERS OF THE RESPECTIVE UTILITIES. ALL UTILITY OWNERS SHALL BE NOTIFIED BY THE CONTRACTOR 3 WORKING DAYS PRIOR TO EXCAVATION.
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2

LEGEND

- NONMETALLIC CONDUIT 3"
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) ○ MONOTUBE BASE, POLE, 15'-30' ARM
- PEDESTRIAN HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- PULL BOX, 24" X 42"
- ⊗ EVP DESIGNATOR
- ⊢ EVP DETECTOR HEAD
- XX SIGNAL HEAD NUMBER
- Ⓡ RED CIRCULAR INDICATOR
- Ⓢ YELLOW CIRCULAR INDICATOR
- Ⓢ GREEN CIRCULAR INDICATOR
- Ⓢ DON'T WALK INDICATOR
- Ⓢ WALK INDICATOR
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

STH 124 (BAY ST)

STH 124 (BAY ST)

COLUMBIA ST

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FEATURES.
3. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT WISDOT ELECTRICIAN, (715) 577-5399 AND RICK RUF OF THE CITY OF CHIPPEWA FALLS AT 715-720-6975.

PROJECT NO: 8610-02-74

HWY: STH 124

COUNTY: CHIPPEWA

TRAFFIC SIGNAL PLAN

SHEET

E

FILE NAME : C:\ONEDRIVE\AECOM\LARSON, ZACH - STH 124\910_CAD\60609476\SHEETS\PLAN - 73_74\024201-SP.DWG
LAYOUT NAME - 024205-sp

PLOT DATE : 11/18/2024 9:54 AM

PLOT BY : JENINGA, JAMES

PLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDs SHEET 42

SIGNAL BASE	MONOTUBE NO.
SB2	S-09-041

STH 124 (BAY ST)

STH 124 (BAY ST)

COLUMBIA ST

3

3

INTERSECTION:	8610-02-74	SIGNAL WIRE COLOR CODING	BLK-BLACK	RED-RED	GRN-GREEN	DATE:	Mar-24
	STH 124/BAY ST & COLUMBIA ST		WHT-WHITE	BLU-BLUE	ORG-ORANGE		

CB1 TO	AWG 14 # OF COND.	HEAD NO.	SIGNAL INDICATION WIRE COLOR												PED BUTTON	OTHER
			RED	YELLOW	GREEN	<RED>	<YELLOW>	<FLASH YEL>	<GREEN>	" - "	"Δ"	" "	D/WALK	WALK		
SB1	EXISTING	2	EXISTING													
		81	EXISTING													
SB2	7	3	RED	ORG	GRN											
		4	RED	ORG	GRN											
SB3	EXISTING	82	EXISTING													
SB4	EXISTING	6	EXISTING													
		8	EXISTING													
		61	EXISTING													
SB5	EXISTING	7	EXISTING													
		62	EXISTING													
SB6	EXISTING	1	EXISTING													
		41	EXISTING													
SB7	EXISTING	5	EXISTING													
		9	EXISTING													
		42	EXISTING													
		64	EXISTING													
SB8	EXISTING	10	EXISTING													
		63	EXISTING													

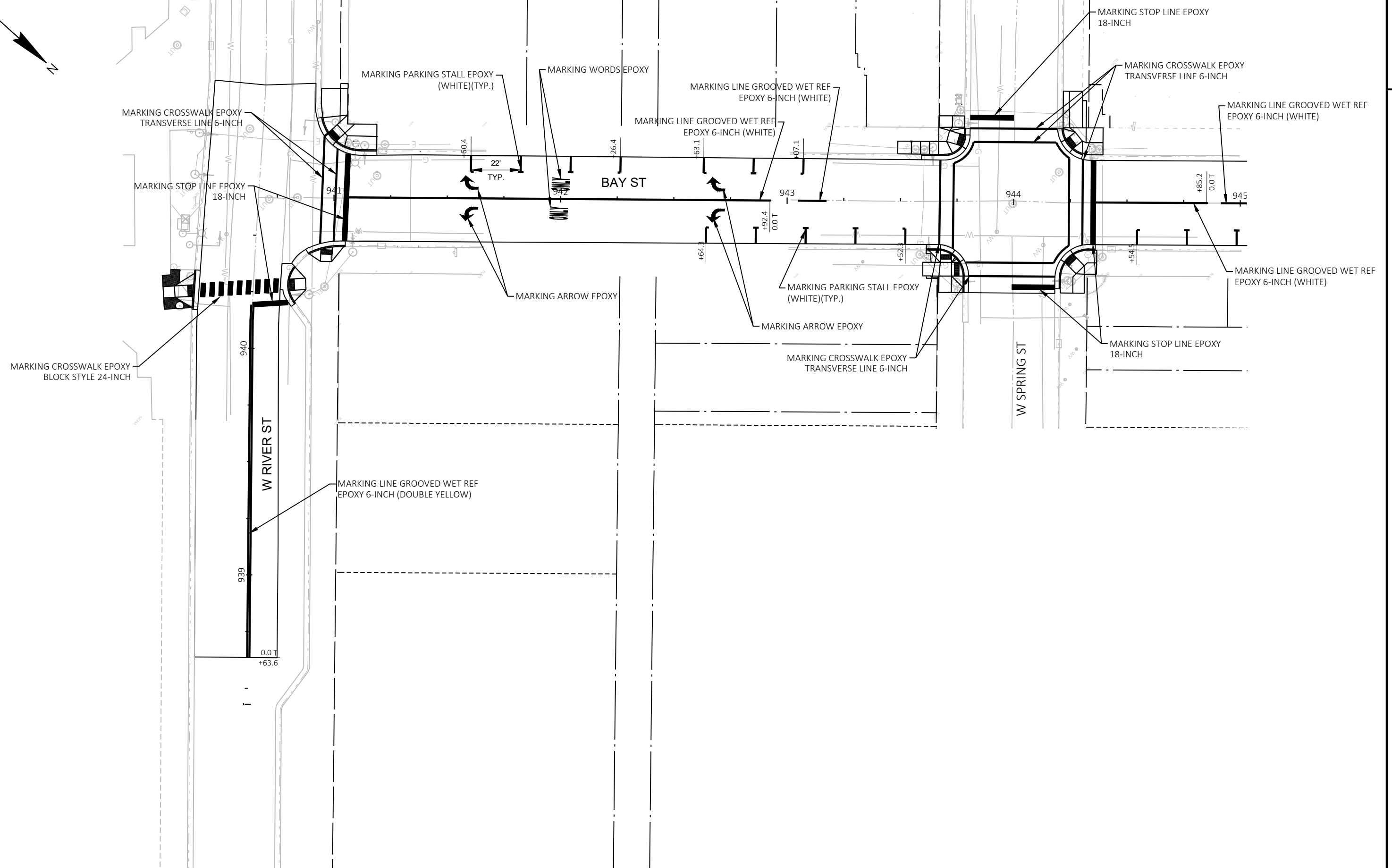
- NOTES:
1. USE WHITE CONDUCTOR IN THE SIGNAL CABLE AS THE GROUNDED CONDUCTOR FOR ALL TRAFFIC SIGNAL INDICATIONS.
 2. ENSURE THE GROUNDED CONDUCTOR IN THE FEEDER CABLE AND THE POLE CABLES ARE BOTH 18" LONGER THAN THE UNGROUNDED CONDUCTORS.
 3. AT THE SIGNAL BASES, CONNECT ONE TERMINAL FROM THE PEDESTRIAN PUSH BUTTONS TO THE COLOR INDICATED IN THE CHART.
CONNECT THE OTHER TERMINAL TO THE GROUNDED CONDUCTOR.
 4. REESTABLISH THE EXISTING EQUIPMENT GROUNDING CONDUCTOR FROM BASE TO BASE FOR ALL SIGNAL BASES, IN ACCORDANCE WITH THE WISCONSIN ELECTRICAL CODE.

EQUIPMENT GROUNDING CONDUCTORS 10 AWG GRN XLP	
FROM	TO
SB3	SB2
SB2	SB4

EMERGENCY VEHICLE PREEMPTION		
HEAD	FROM	TO
A	CB1	SB1
B	CB1	SB5
C	CB1	SB8

2

2 |



PROJECT NO:	8610-02-74
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HWY: STH 124

COUNTY: CHIPPEWA

PAVEMENT MARKING

SHEET

■

FILE NAME : C:\USERS\ARBUCKLEA\ONEDRIVE - AECOM\STH 124\910_CAD\60609476\SHEETS\PLAN - 74\024501-PM.DWG
LAYOUT NAME - 01

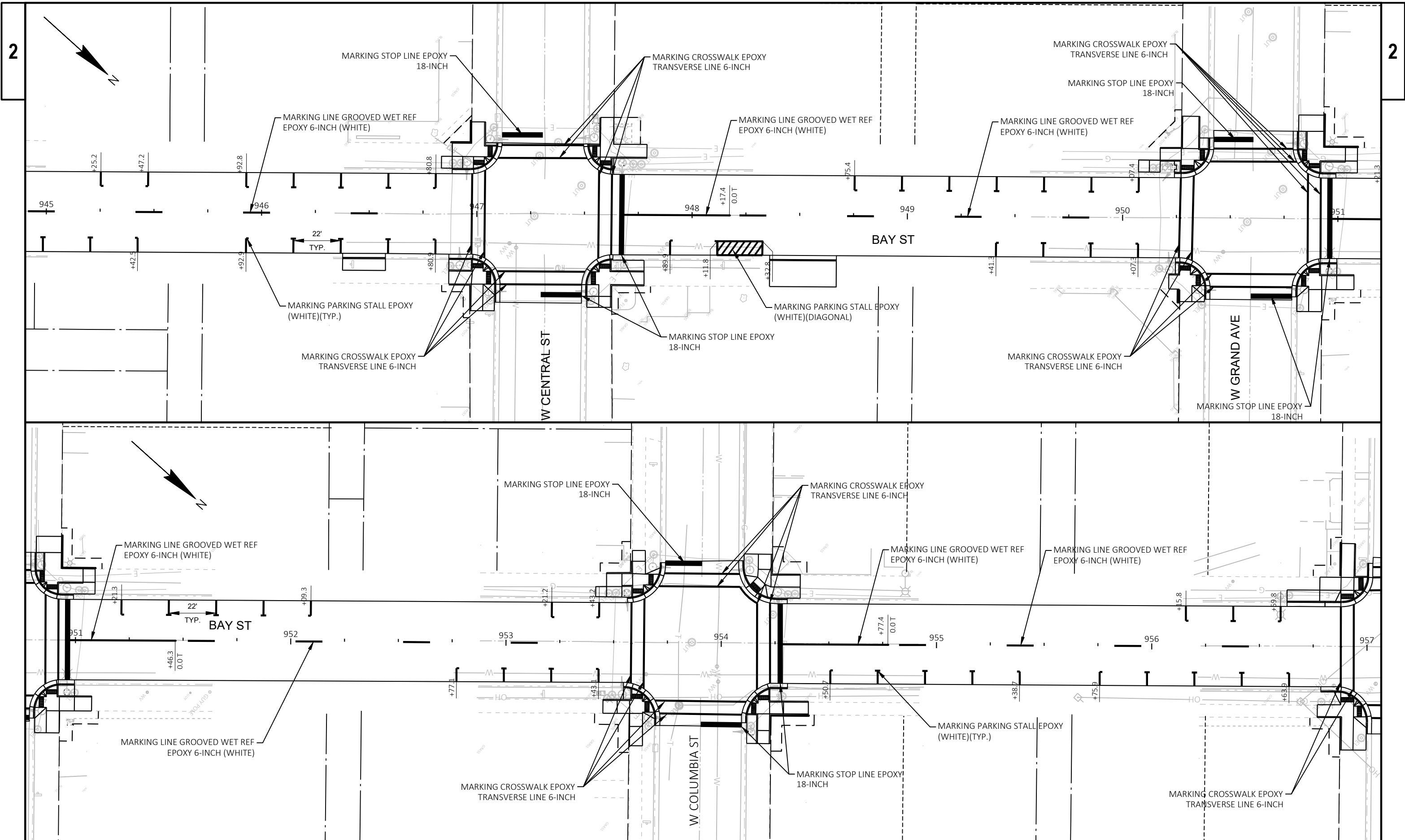
PLOT DATE : 1/30/2025 11:34 AM

PLOT BY : ARBUCKLE, ADRIAN

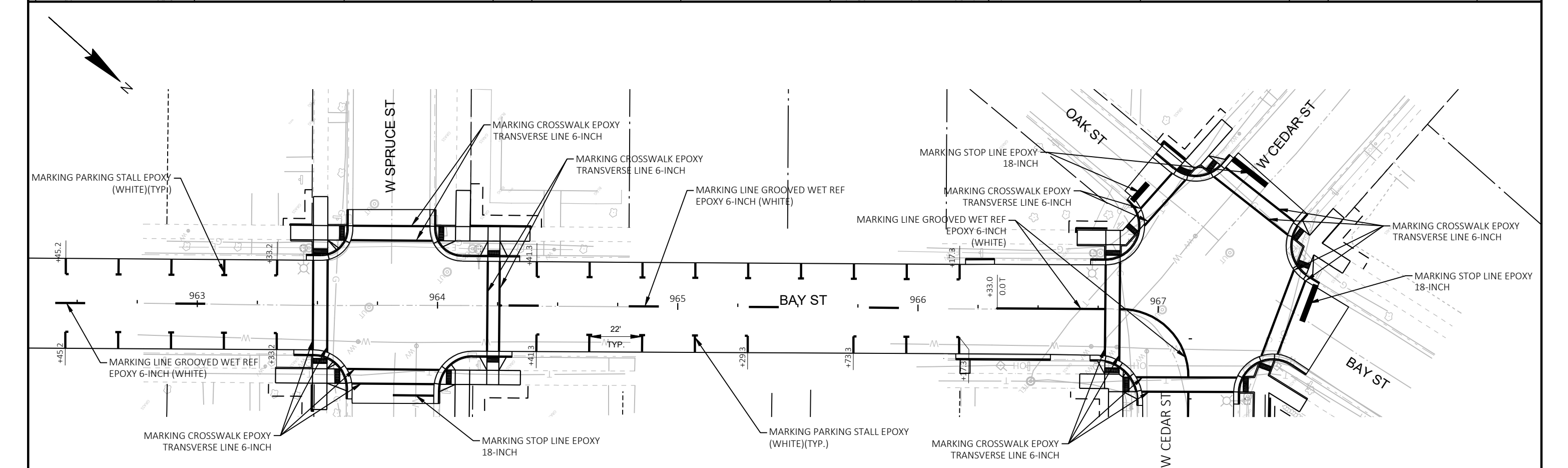
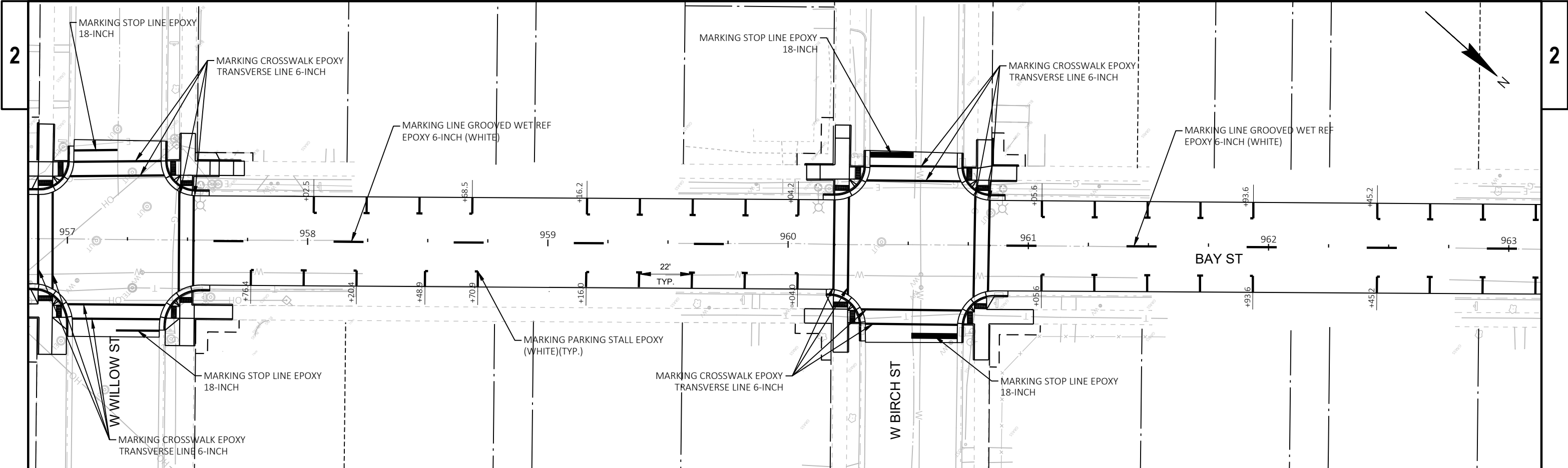
PLOT NAME :

PLOT SCALE : 1 IN:40 FT

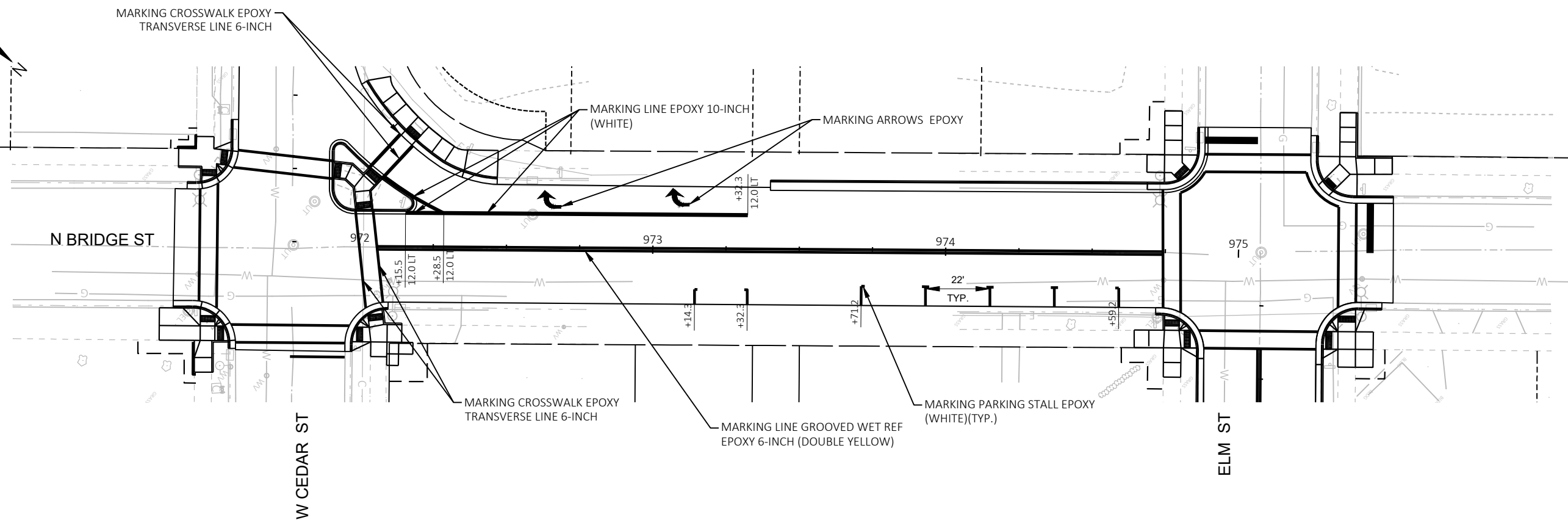
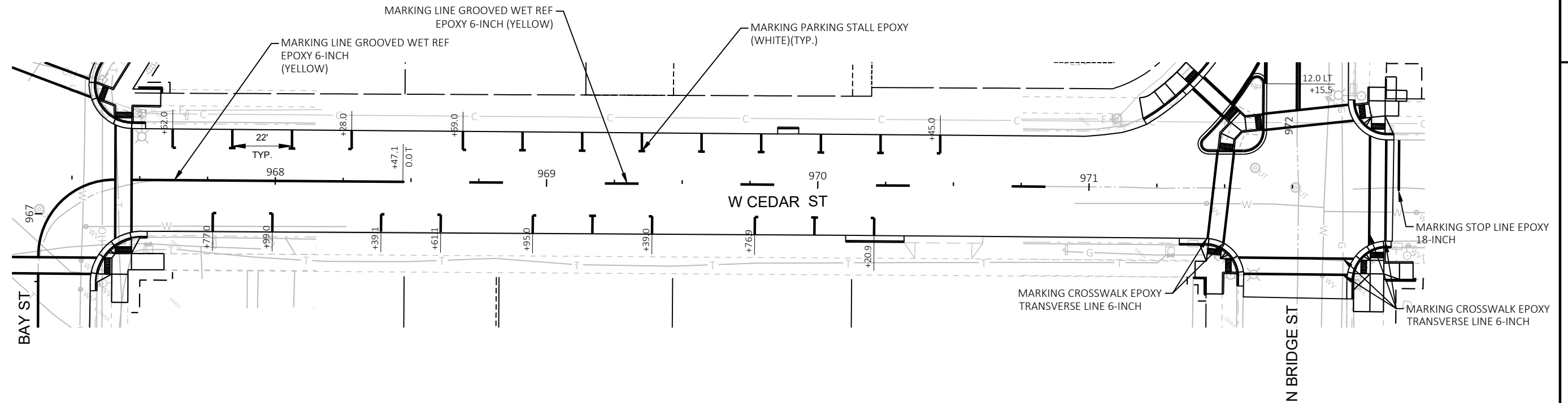
WISDOT/CADDS SHEET 44



PROJECT NO: 8610-02-74	HWY: STH 124	COUNTY: CHIPPEWA	PAVEMENT MARKING	SHEET	E
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PROJECT NO: 8610-02-74	HWY: STH 124	COUNTY: CHIPPEWA	PAVEMENT MARKING	SHEET	E
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PROJECT NO: 8610-02-74

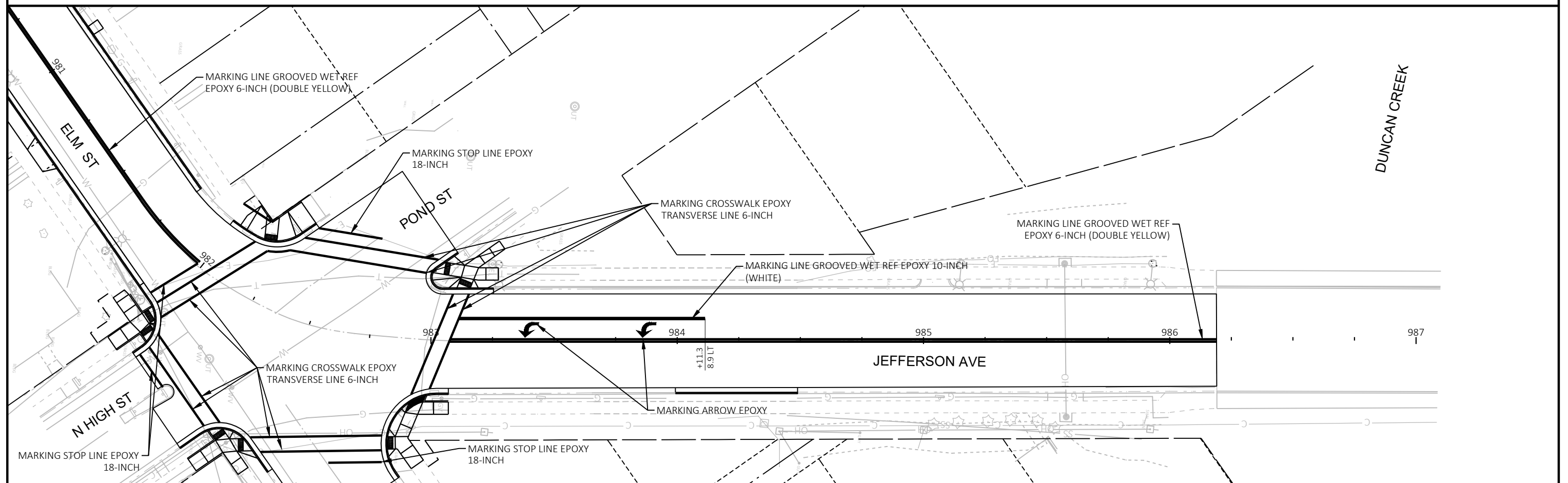
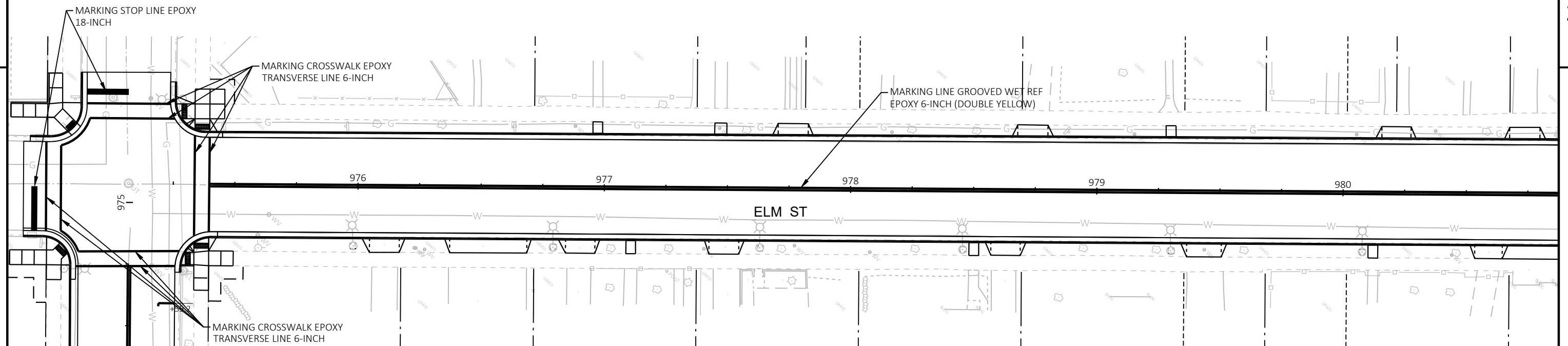
HWY: STH 124

COUNTY: CHIPPEWA

PAVEMENT MARKING

SHEET

E



PROJECT NO: 8610-02-74

HWY: STH 124

COUNTY: CHIPPEWA

PAVEMENT MARKING

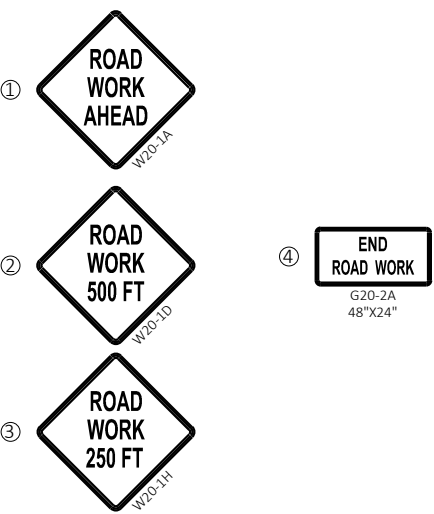
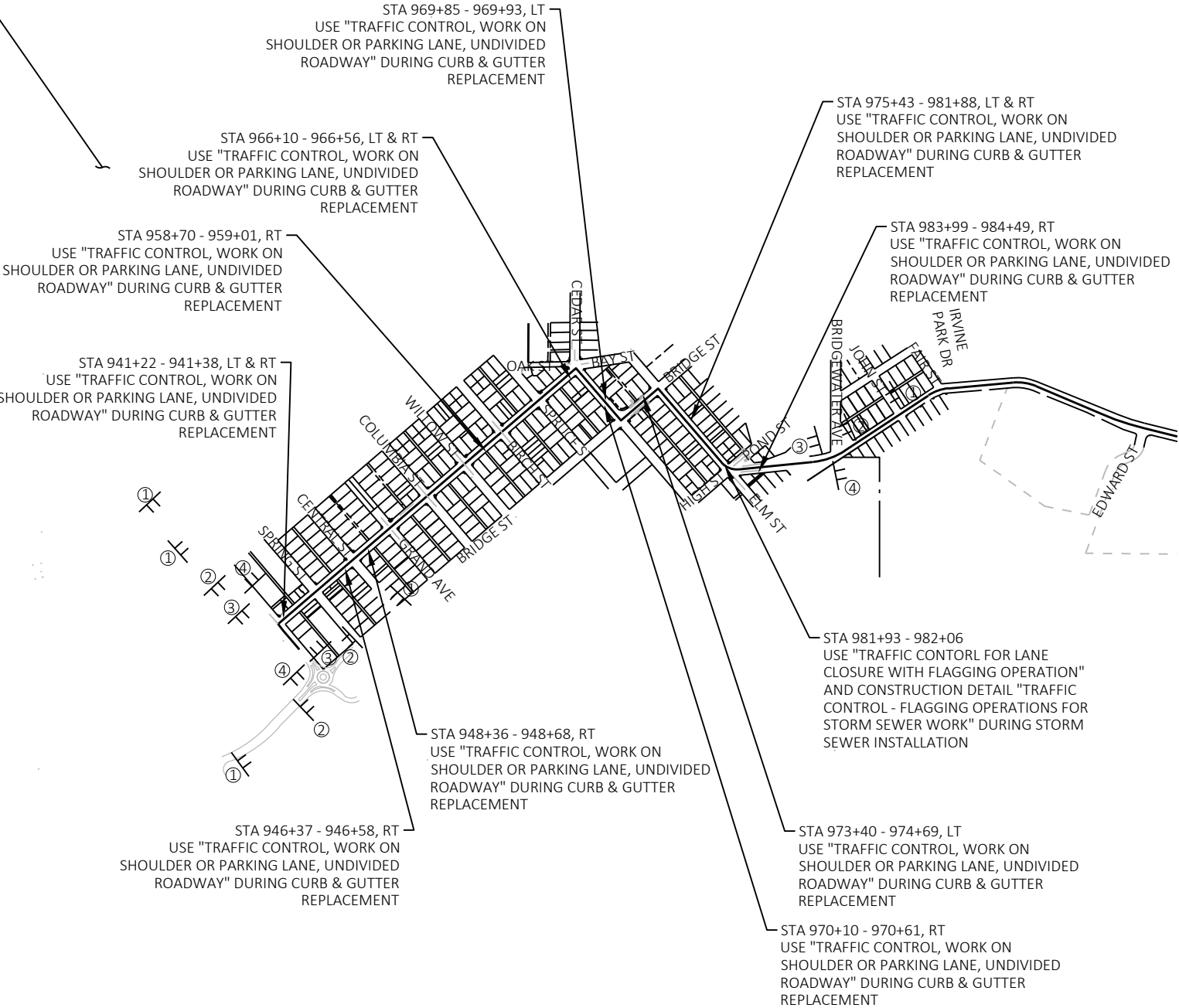
SHEET

E

SDDs IN USE FOR TRAFFIC CONTROL:
TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
TRAFFIC CONTROL, DROP-OFF SIGNING
TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
TRAFFIC CONTROL, LANE SHIFT IN FLAGGING OPERATION
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
TRAFFIC CONTROL, BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STA 941+22 - 971+00
USE "TRAFFIC CONTROL, BARRICADES AND SIGNS FOR SIDEROAD CLOSURES"

UP TO 4 CONSECUTIVE SIDE STREETS MAY BE CLOSED AT THE SAME TIME DURING MILLING AND PAVING OPERATIONS.

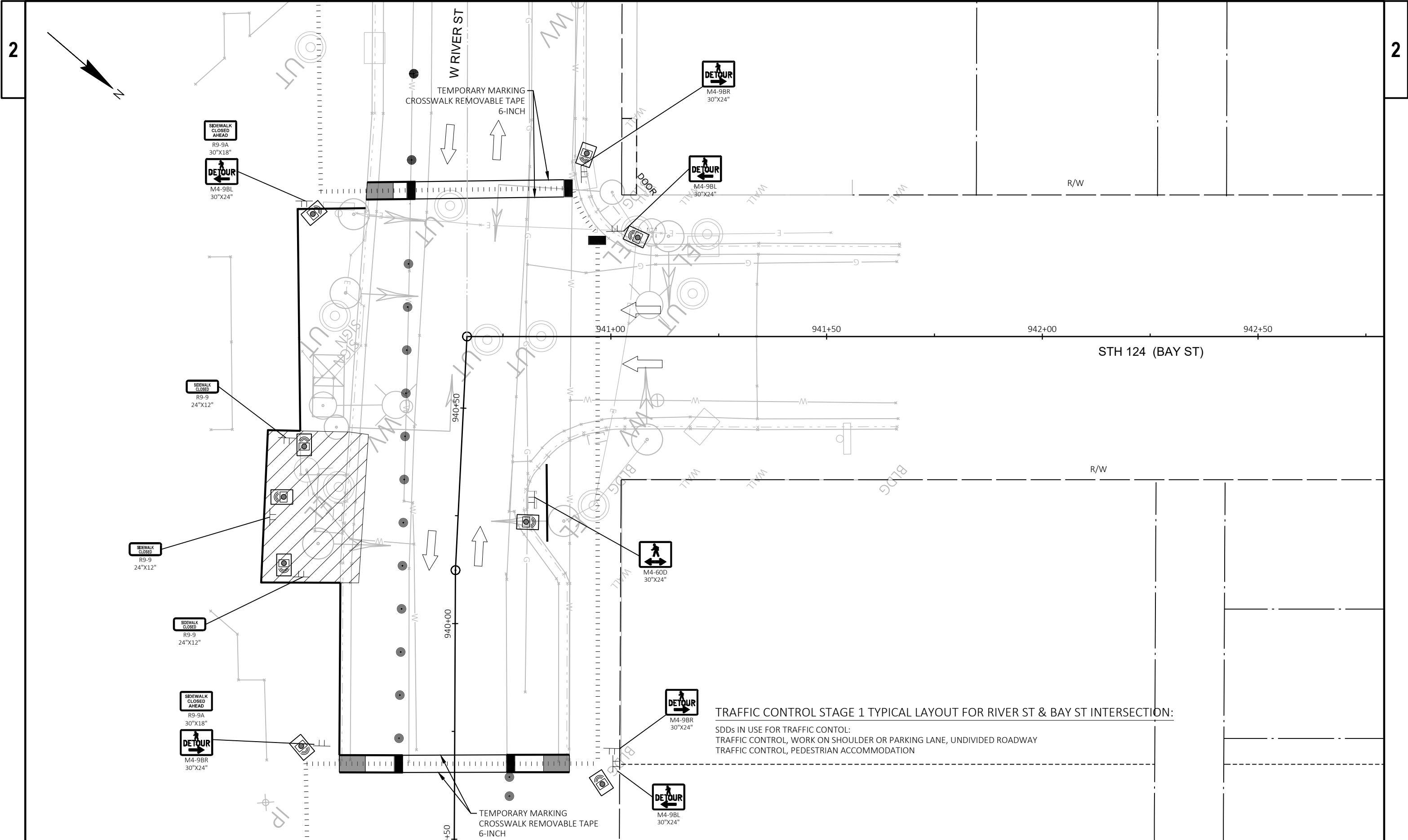


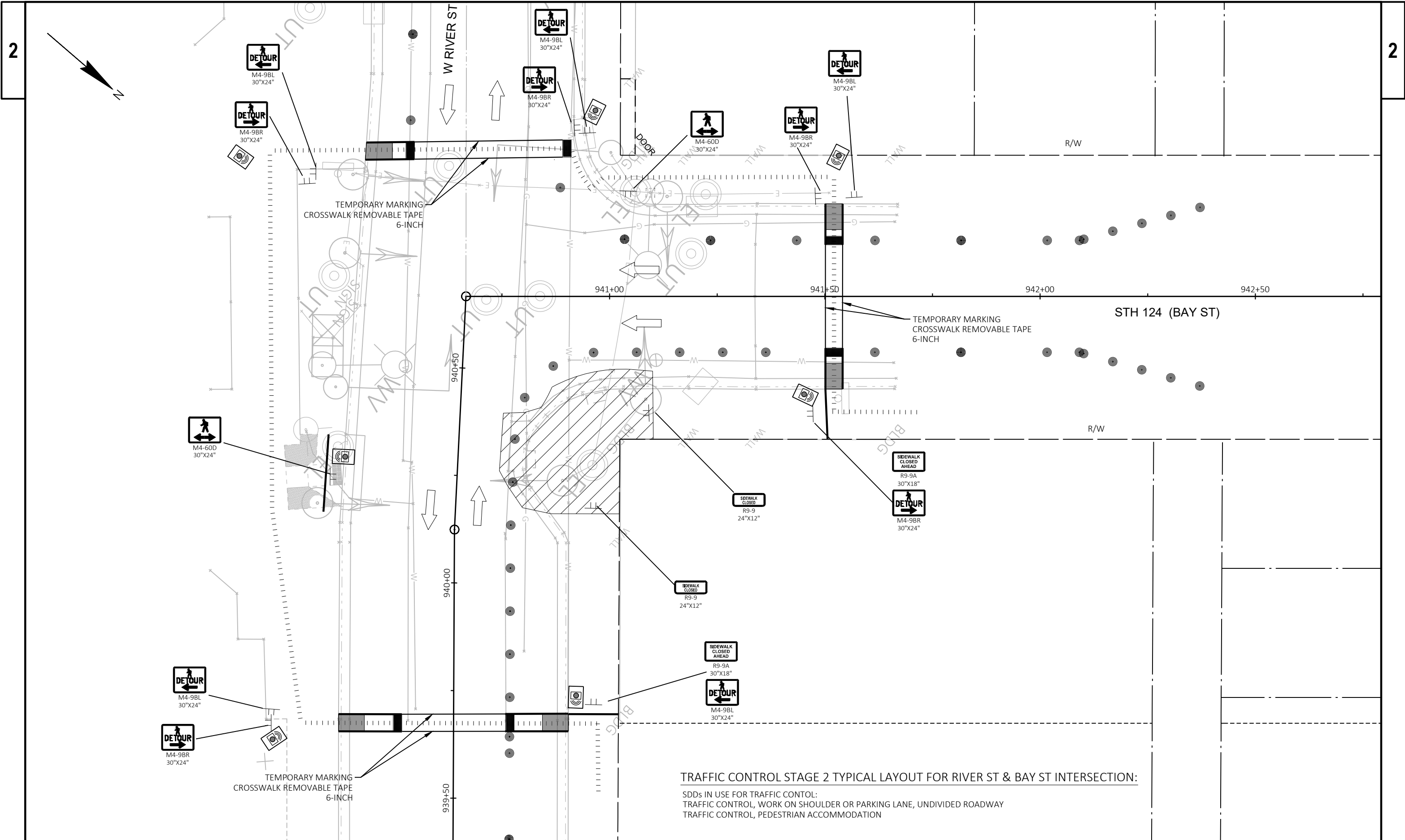
LEGEND

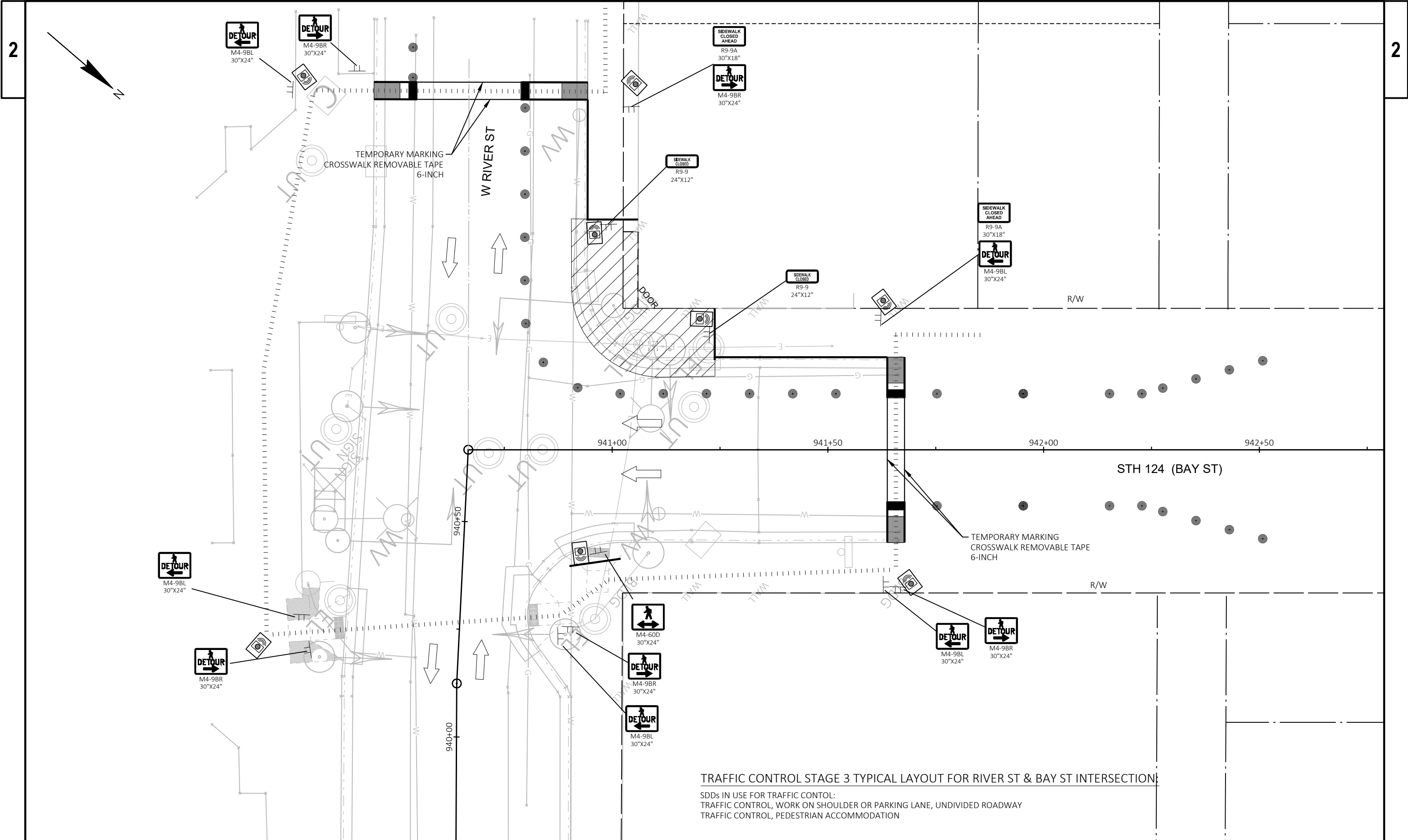
- PEDESTRIAN ROUTE
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK ZONE
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN SURFACE PLATE
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

SIDEROADS

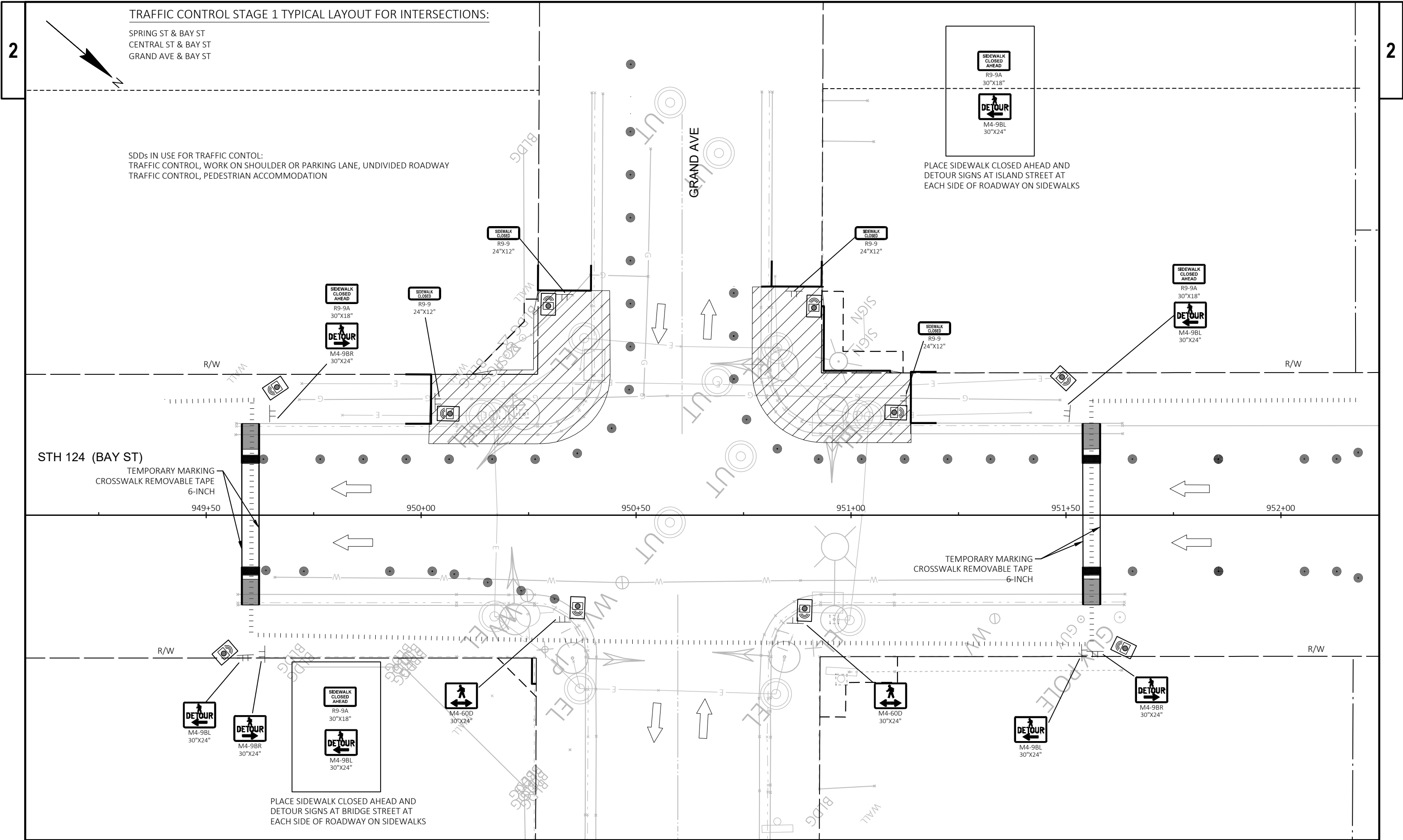
SPRING ST SW
SPRING ST NE
CENTRAL ST SW
CENTRAL ST NE
GRAND AVE NE
COLUMBIA ST SW
COLUMBIA ST NE
WILLOW ST SW
WILLOW ST NE
BIRCH ST SW
BIRCH ST NE
SPRUCE ST SW
SPRUCE ST NE
OAK ST S
CEDAR ST E
BAY ST N
BRIDGE ST SE
ELM ST SW
BRIDGE ST NW
POND ST NW
HIGH ST SE
ELM ST NE





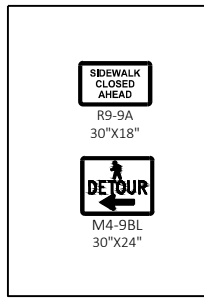


TRAFFIC CONTROL STAGE 3 TYPICAL LAYOUT FOR RIVER ST & BAY ST INTERSECTION
SDDs IN USE FOR TRAFFIC CONTROL:
TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



COLUMBIA ST & BAY ST

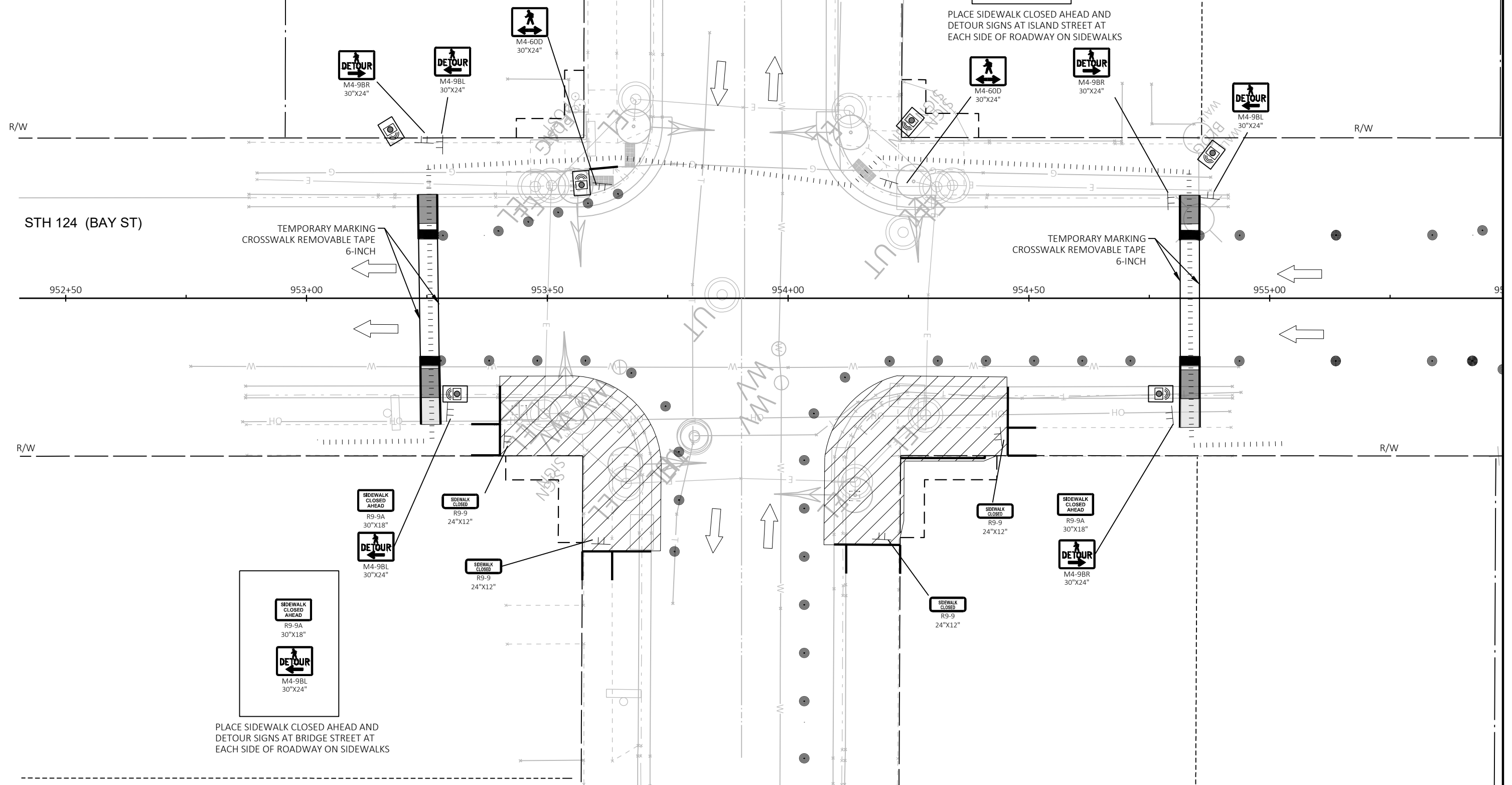
PLACE SIDEWALK CLOSED AHEAD AND
DETOUR SIGNS AT ISLAND STREET AT
EACH SIDE OF ROADWAY ON SIDEWALKS



TRAFFIC CONTROL STAGE 2 TYPICAL LAYOUT FOR INTERSECTIONS:

COLUMBIA ST & BAY ST

SDDs IN USE FOR TRAFFIC CONTROL:
TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



PROJECT NO: 8610-02-74

HWY: STH 124

COUNTY: CHIPPEWA

TRAFFIC CONTROL STAGE 2

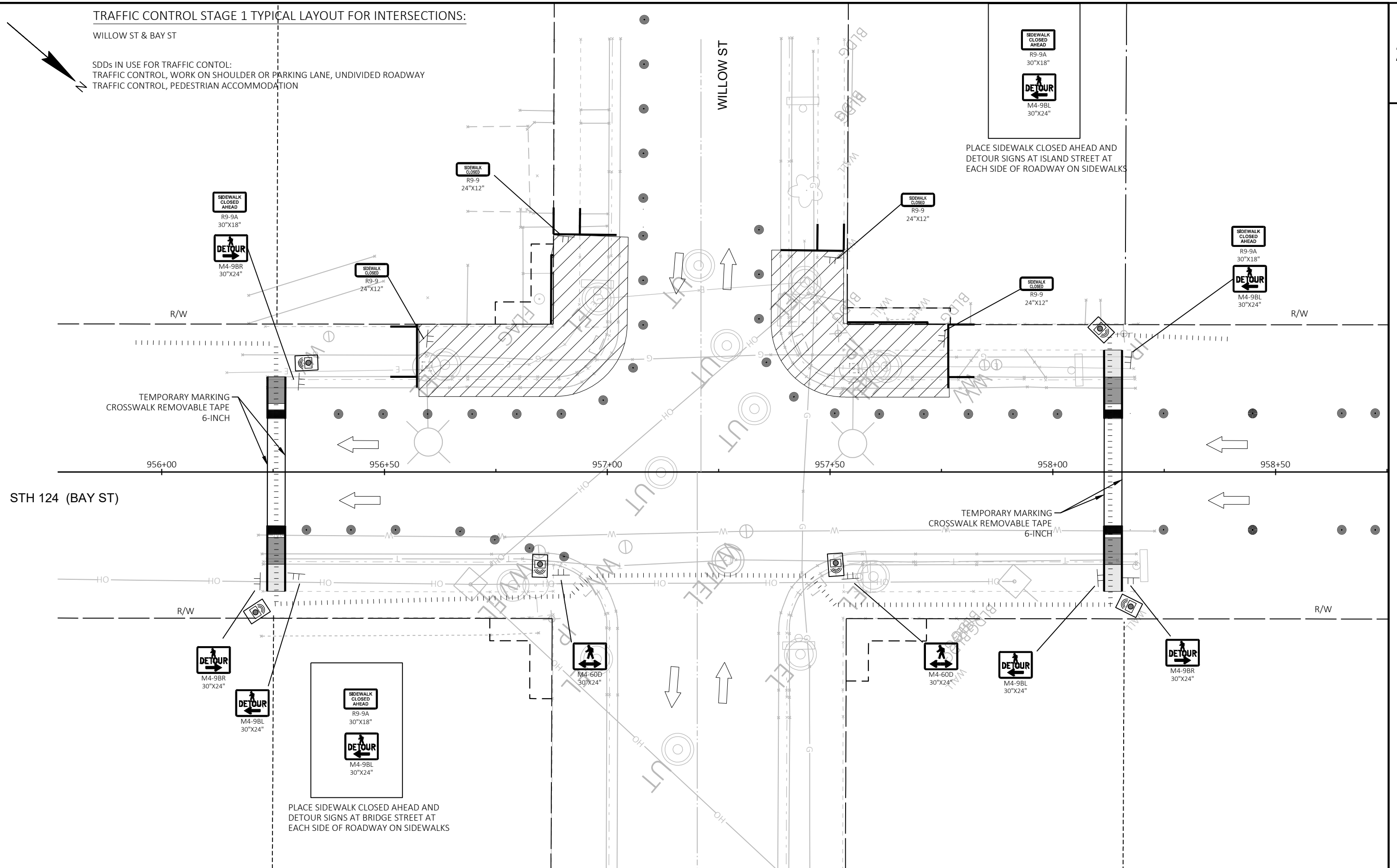
SHEET

E

TRAFFIC CONTROL STAGE 1 TYPICAL LAYOUT FOR INTERSECTIONS:

WILLOW ST & BAY ST

SDDs IN USE FOR TRAFFIC CONTROL:
TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



PROJECT NO: 8610-02-74

HWY: STH 124

COUNTY: CHIPPEWA

TRAFFIC CONTROL STAGE 1

SHEET

E

WILLOW ST & BAY ST



M4-9BR
30"X24"



M4-9B1



M4-60D
30"X24"



M4-601
30"Y34

**SIDEWALK
CLOSED
AHEAD**
R9-9A
30"X18"

M4-9B
30"X24"



M4-9E
30"X24"

M4-9E
30"X24"

956+00



**SIDEWALK
CLOSED
AHEAD**
R9-9A
30"X18"



M4-9BL
30"X34"

**SIDEWALK
CLOSED**
R9-9
24"X12"

**SIDEWALK
CLOSED
AHEAD**
R9-9A
30"X18"



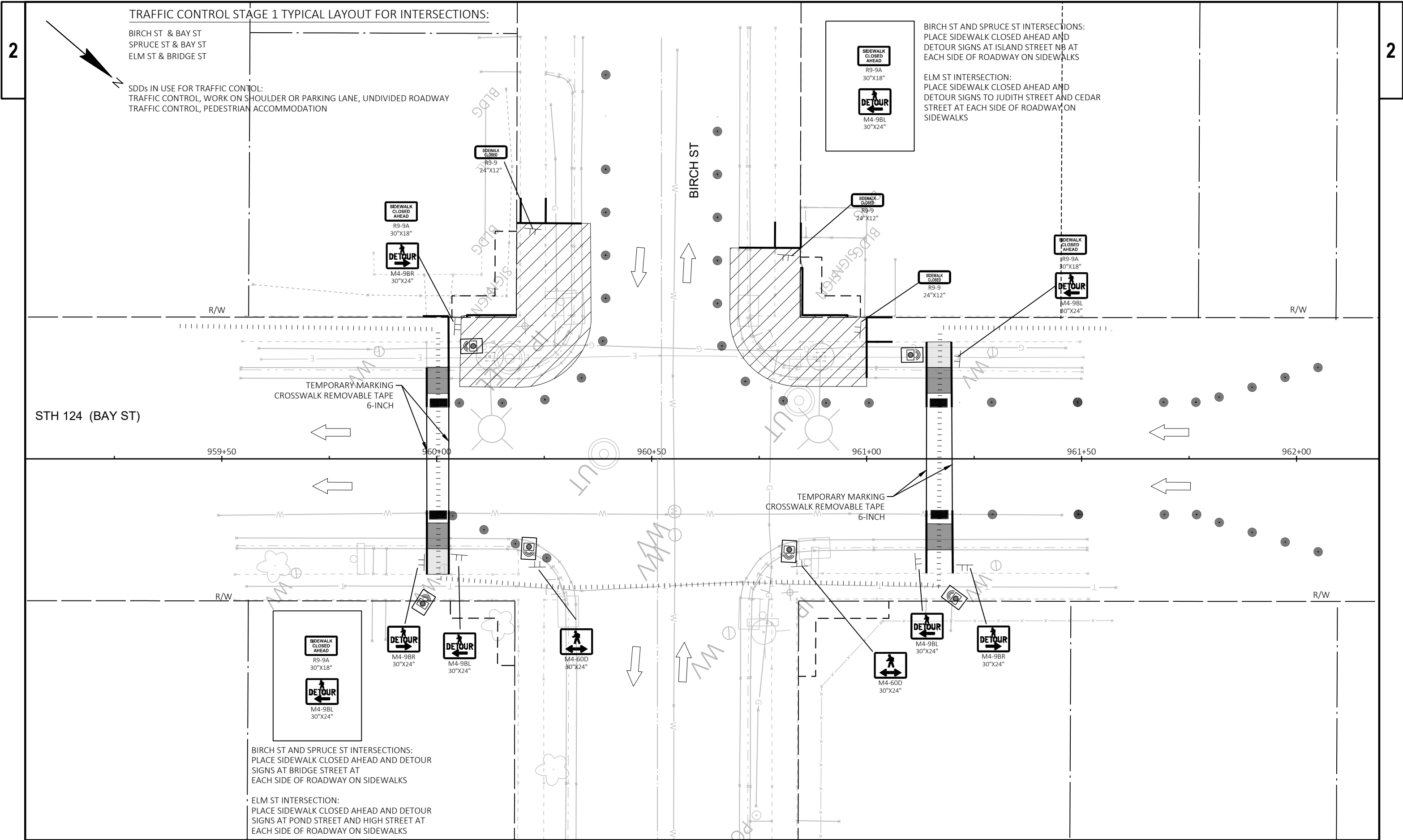
M4-9BL

SIDEWALK
CLOSED
R9-9
24"X12"

**SIDEWALK
CLOSED**
R9-9
24"X12"

**SIDEWALK
CLOSED
AHEAD**

R9-9A
30"X18"



TRAFFIC CONTROL STAGE 2 TYPICAL LAYOUT FOR INTERSECTIONS:

BIRCH ST & BAY ST
SPRUCE ST & BAY ST
ELM ST & BRIDGE ST

SDDs IN USE FOR TRAFFIC CONTROL:
TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

BIRCH ST AND SPRUCE ST INTERSECTIONS:
PLACE SIDEWALK CLOSED AHEAD AND
DETOUR SIGNS AT ISLAND STREET NB AT
EACH SIDE OF ROADWAY ON SIDEWALKS

ELM ST INTERSECTION:
PLACE SIDEWALK CLOSED AHEAD AND
DETOUR SIGNS TO JUDITH STREET AND CEDAR
STREET AT EACH SIDE OF ROADWAY ON
SIDEWALKS

STH 124 (BAY ST)

PROJECT NO: 8610-02-74

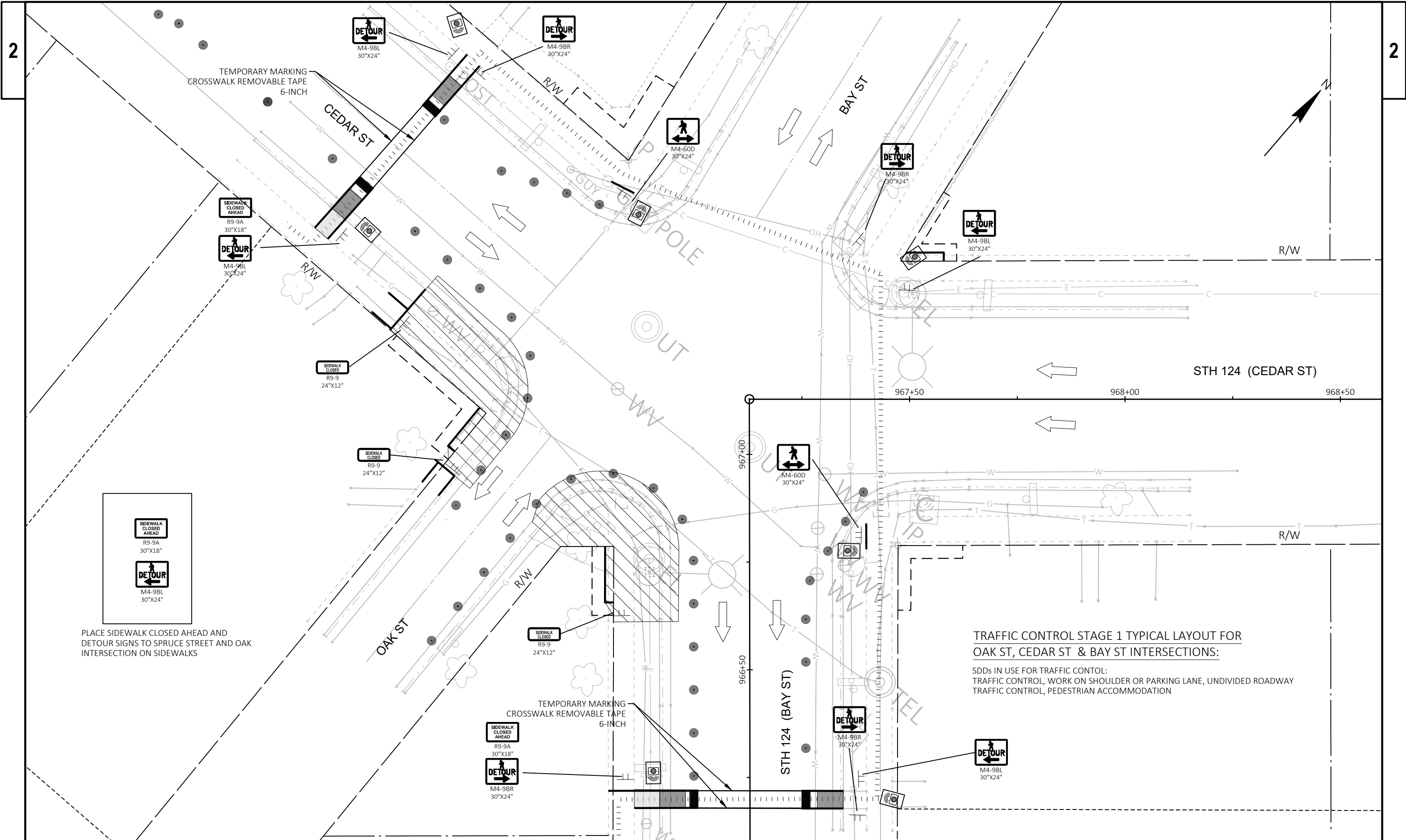
HWY: STH 124

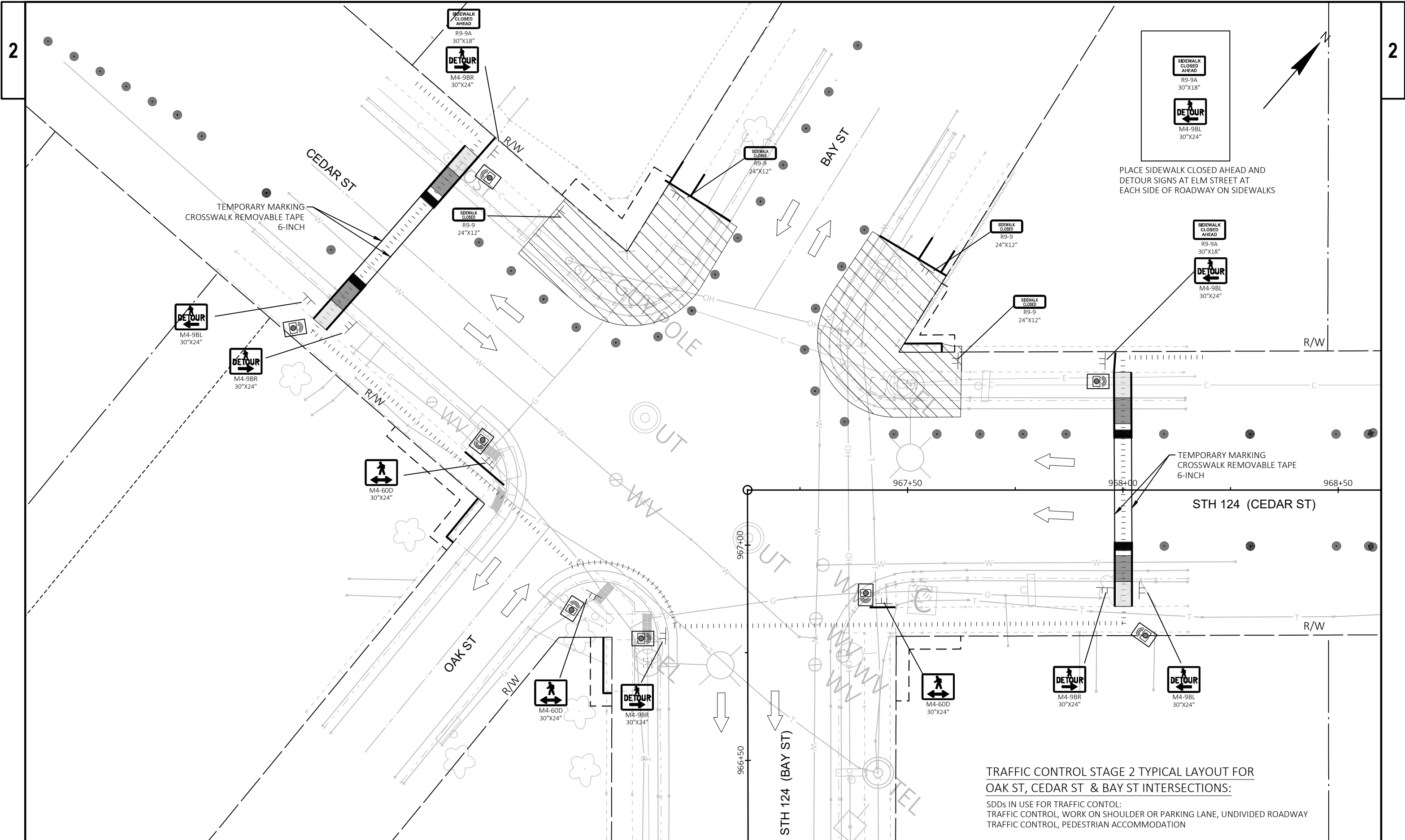
COUNTY: CHIPPEWA

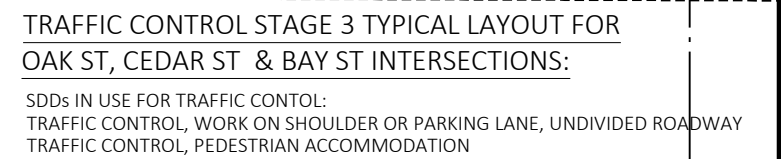
TRAFFIC CONTROL STAGE 2

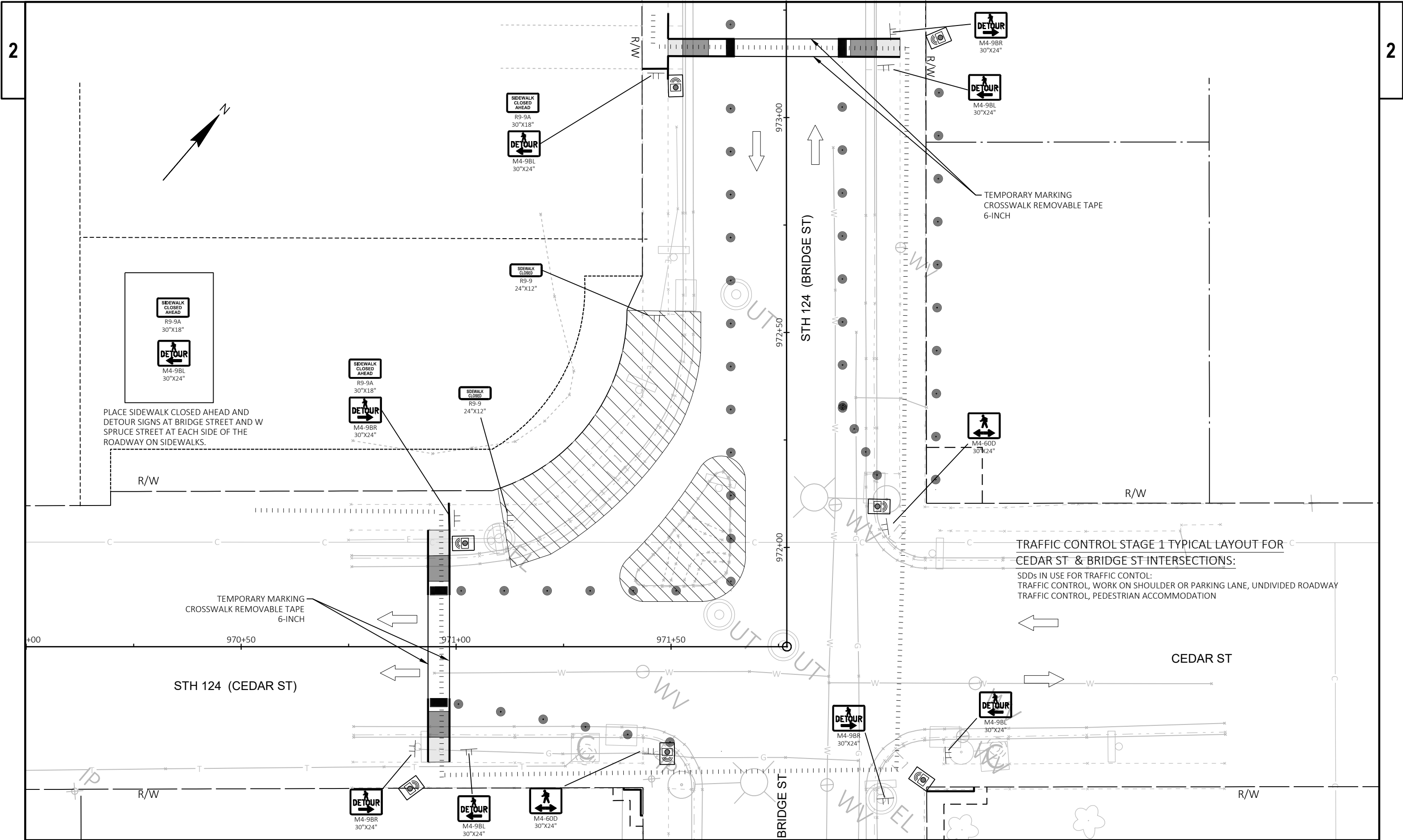
SHEET

E

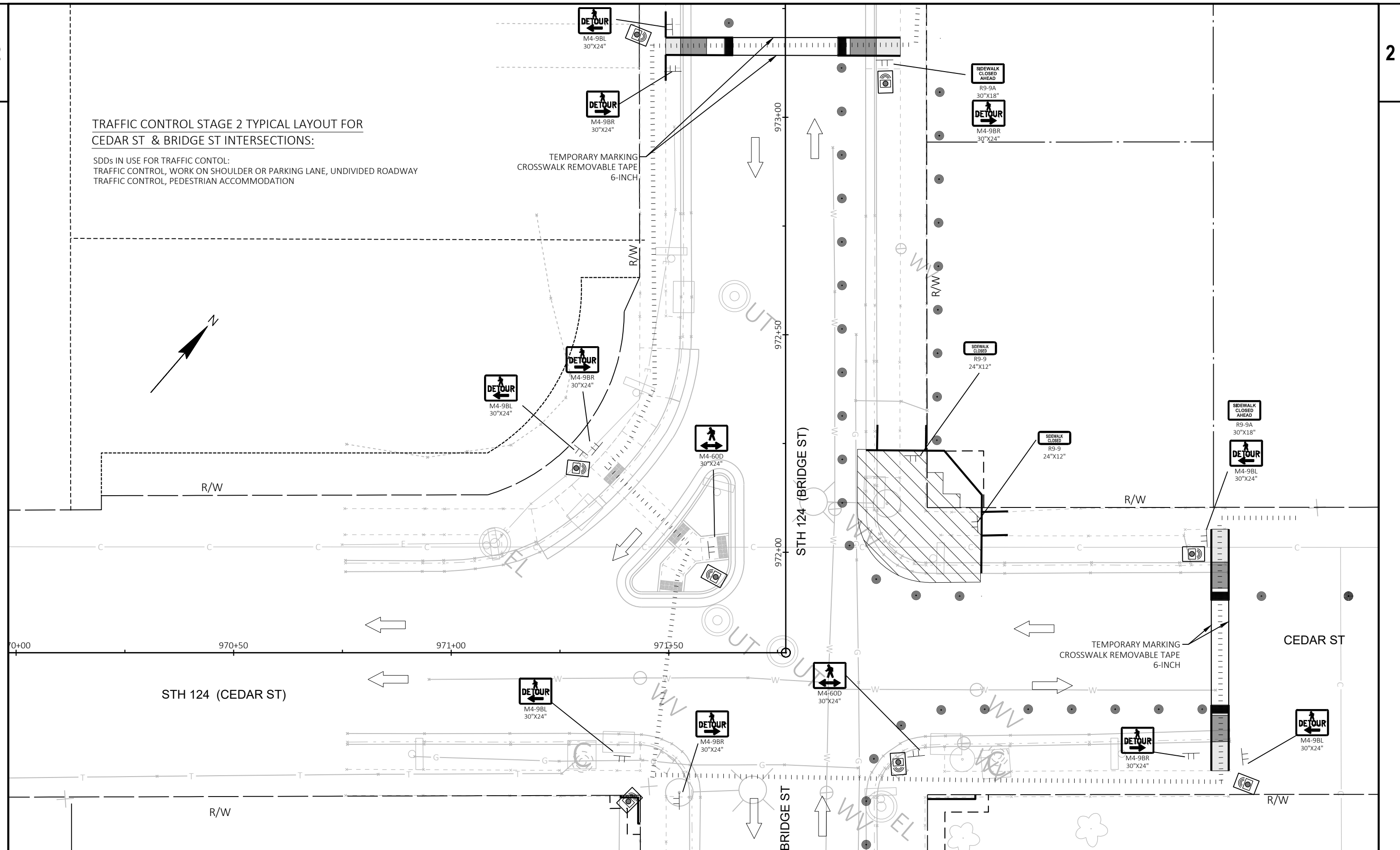


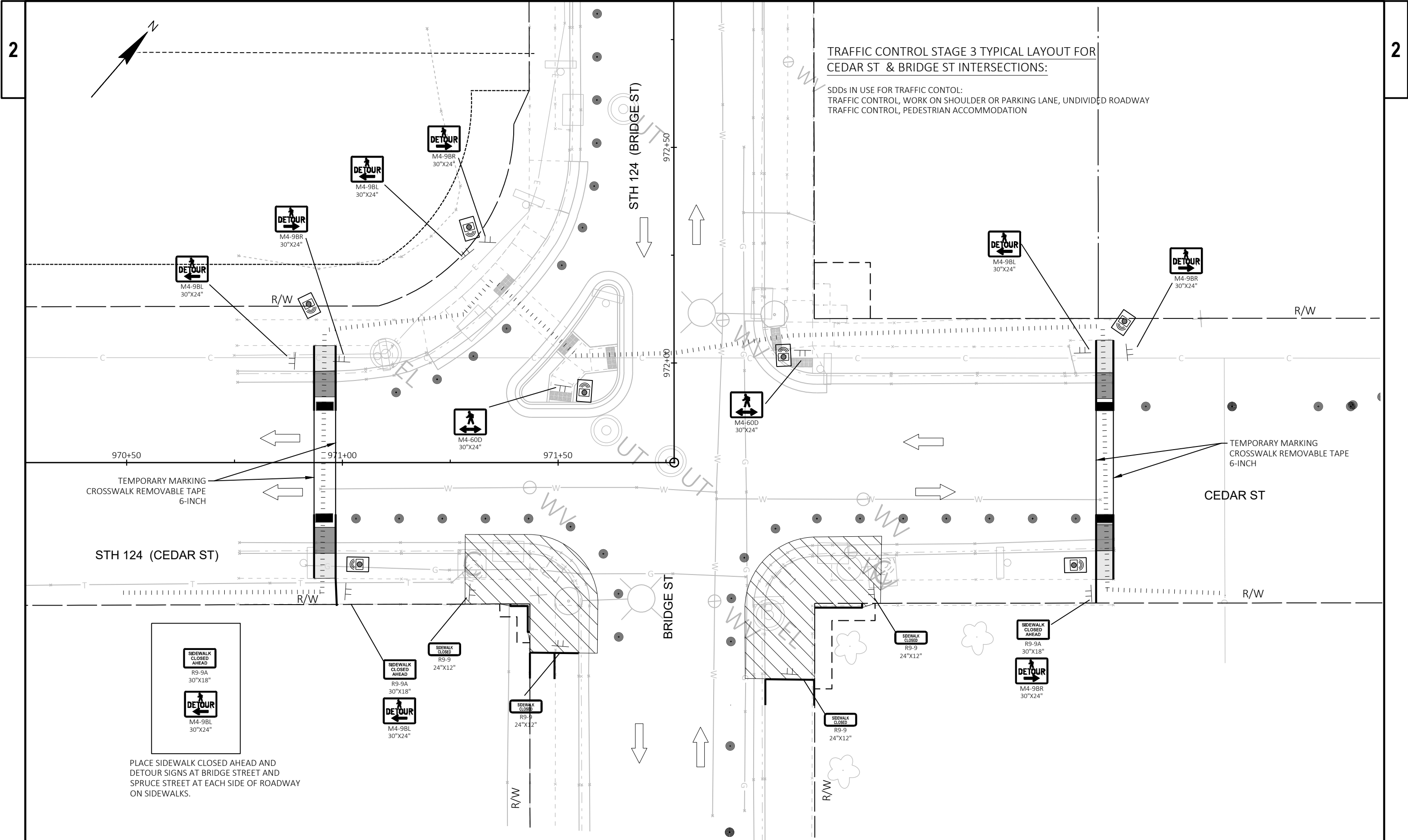


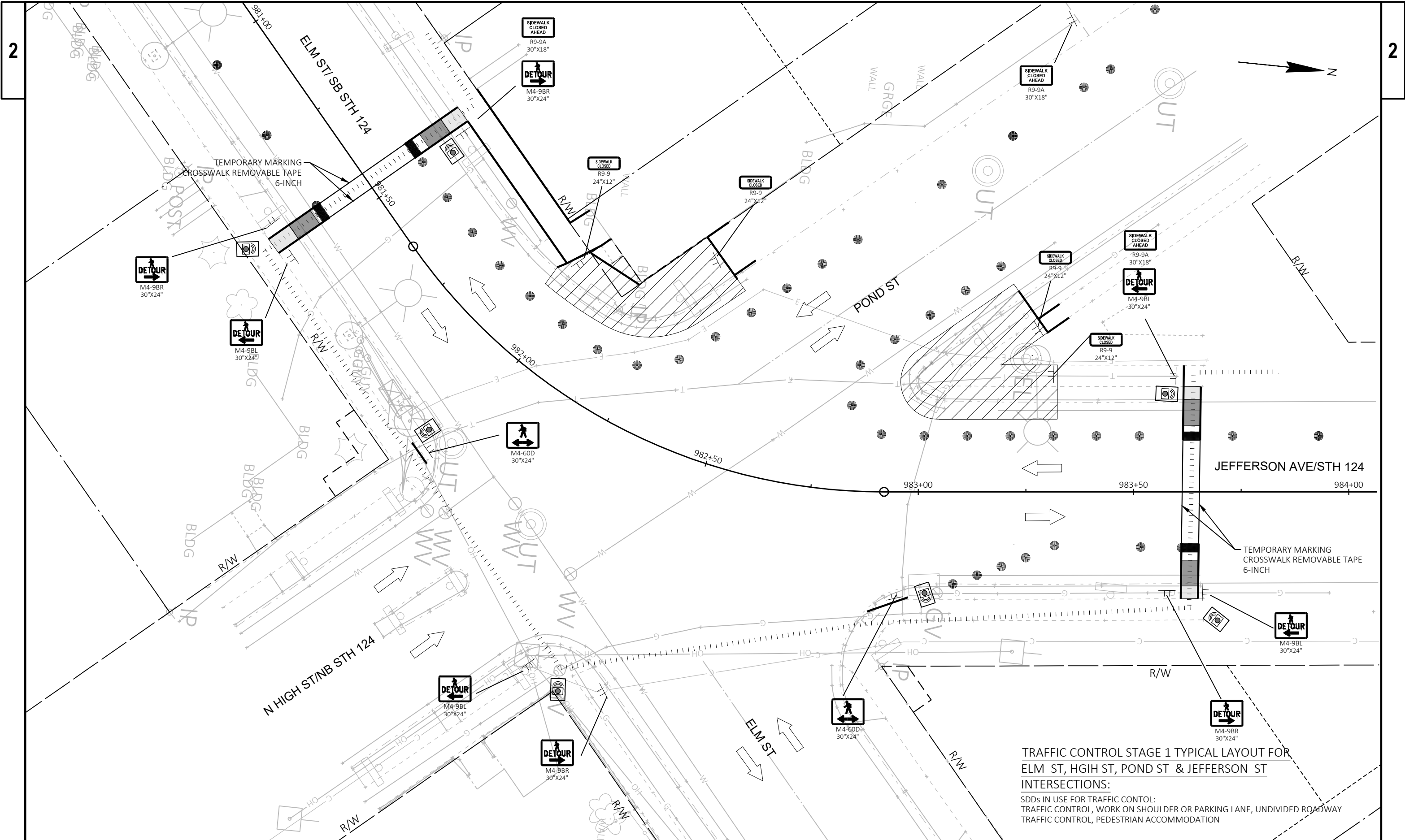




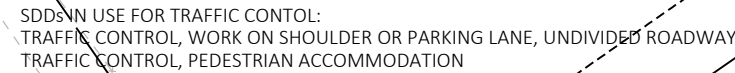
SDDs IN USE FOR TRAFFIC CONTROL:
TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

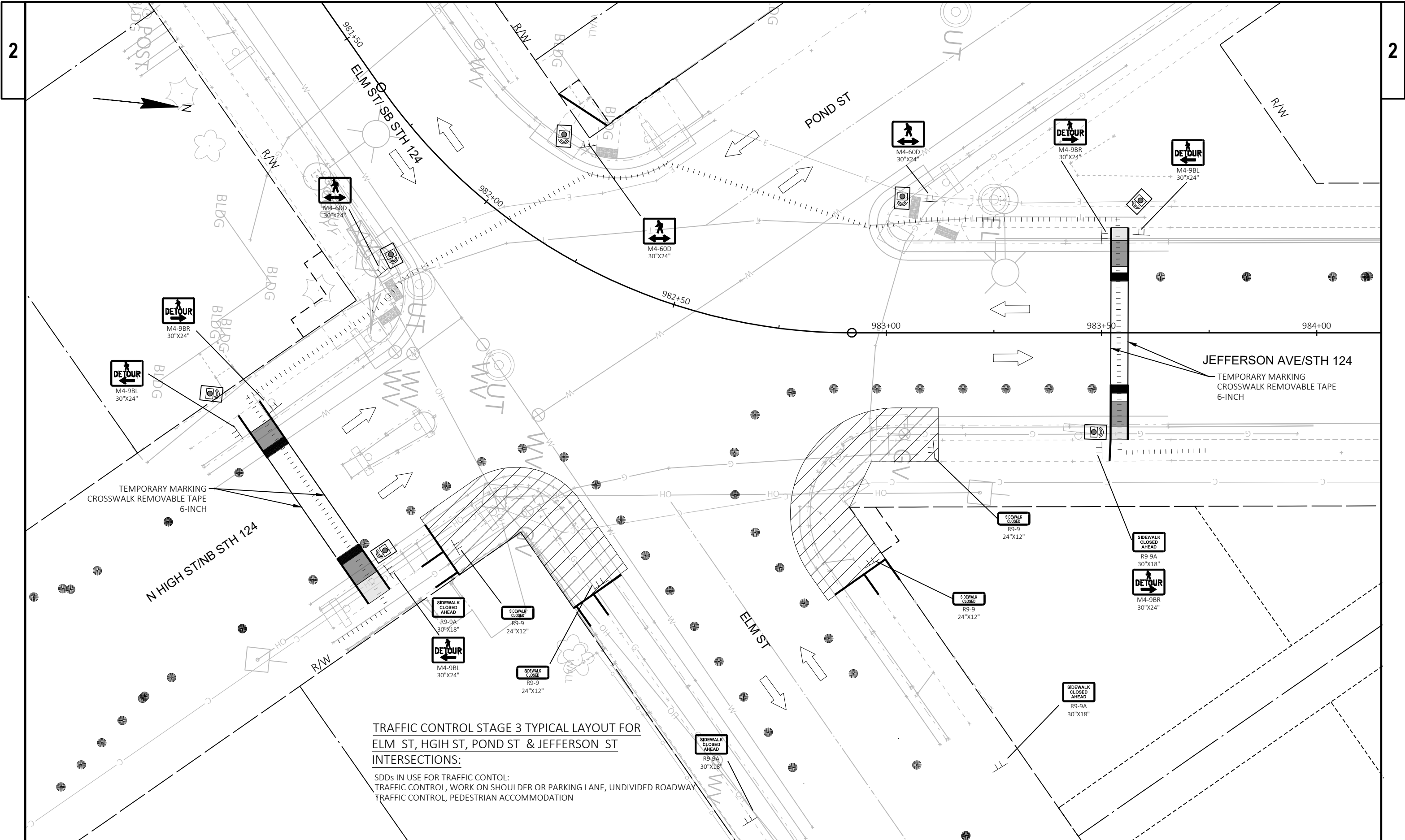






PROJECT NO: 8610-02-74	HWY: STH 124	COUNTY: CHIPPEWA	TRAFFIC CONTROL STAGE 1	SHEET E
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TRAFFIC CONTROL STAGE 3 TYPICAL LAYOUT FOR
ELM ST, HGIH ST, POND ST & JEFFERSON ST
INTERSECTIONS:

SDDs IN USE FOR TRAFFIC CONTOL:
TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

PROJECT NO: 8610-02-74

HWY: STH 124

COUNTY: CHIPPEWA

TRAFFIC CONTROL STAGE 3

SHEET

E

FILE NAME : C:\USERS\ARBuckle\ONE\DRIVE - AECOM\STH 124\910_CAD\60609476\SHEETSPLAN - 74\025100-TC.DWG
LAYOUT NAME - 20

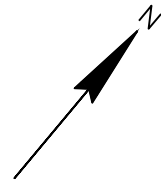
PLOT DATE : 2/10/2025 9:58 AM

PLOT BY : ARBUCKLE, ADRIAN

PLOT NAME :

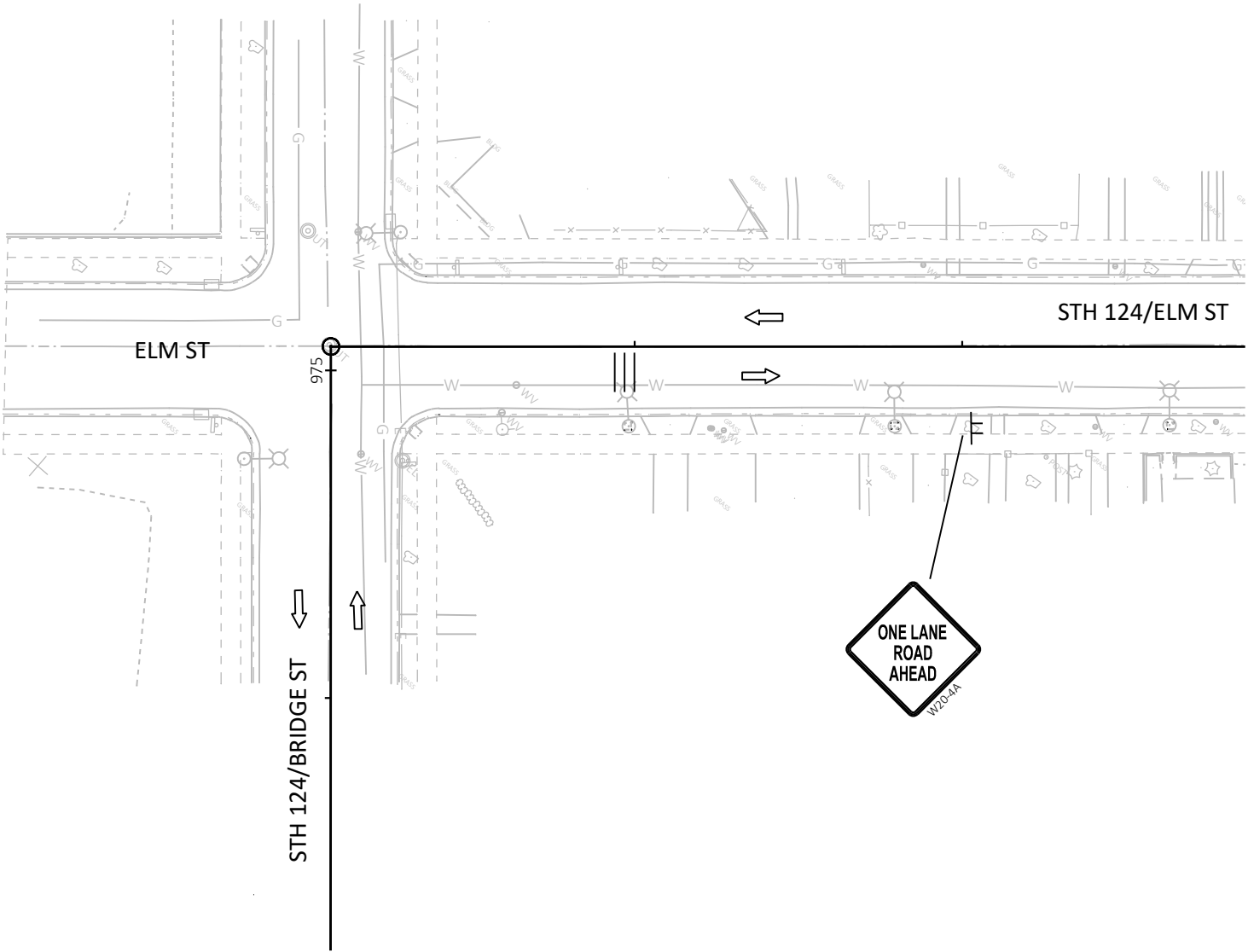
PLOT SCALE : 1/4" = 20 FT

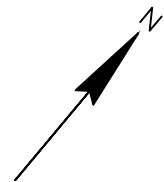
WISDOT/CADDs SHEET 42



LEGEND	
	SIGN ON TEMPORARY SUPPORT
	WORK AREA
	FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
	DIRECTION OF TRAFFIC
	TEMPORARY PORTABLE RUMBLE STRIP ARRAY

FOR ADDITIONAL DETAILS AND NOTES REFER TO STANDARD DETAIL TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

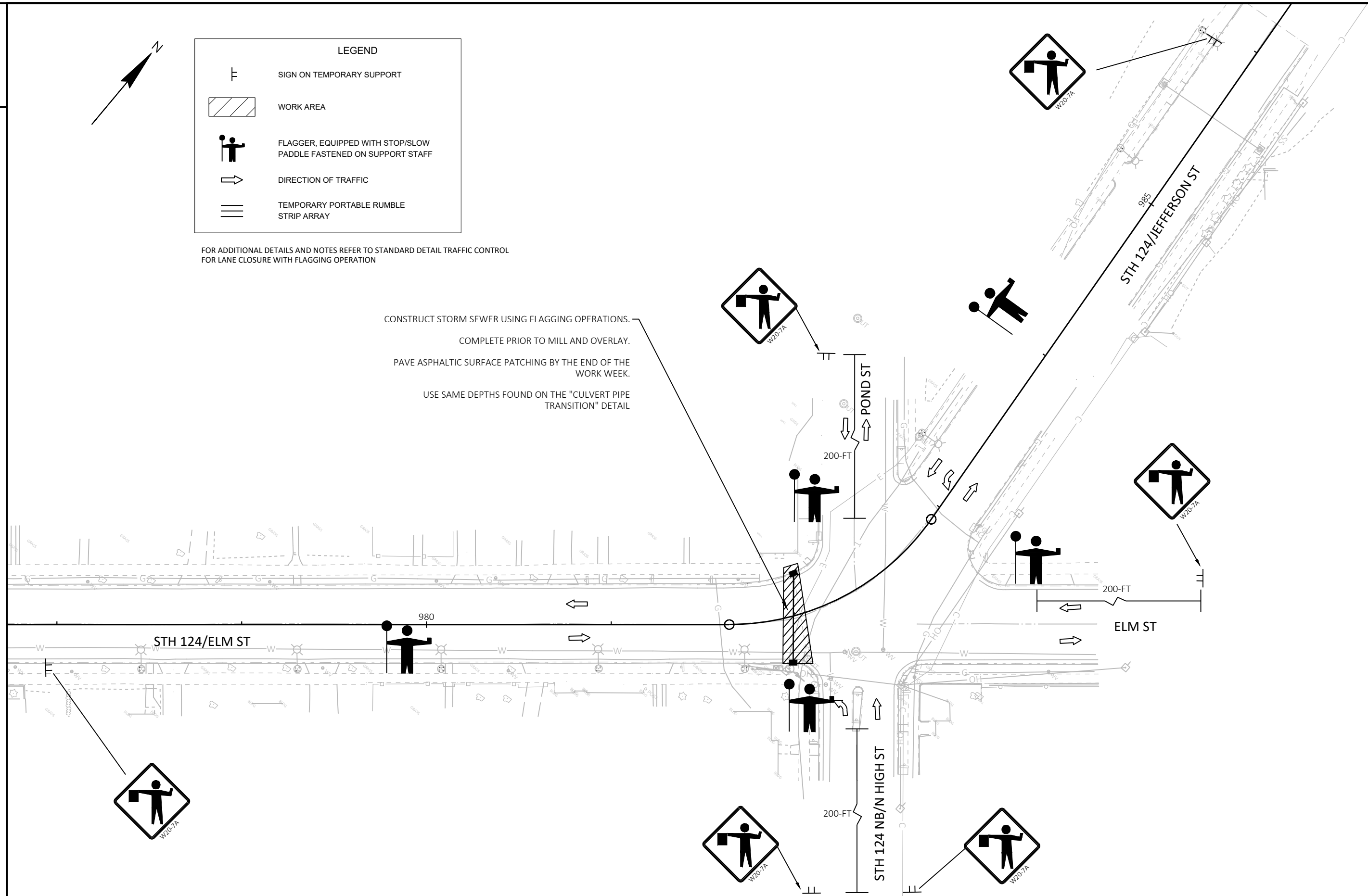




LEGEND	
	SIGN ON TEMPORARY SUPPORT
	WORK AREA
	FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
	DIRECTION OF TRAFFIC
	TEMPORARY PORTABLE RUMBLE STRIP ARRAY

FOR ADDITIONAL DETAILS AND NOTES REFER TO STANDARD DETAIL TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

CONSTRUCT STORM SEWER USING FLAGGING OPERATIONS.
COMPLETE PRIOR TO MILL AND OVERLAY.
PAVE ASPHALTIC SURFACE PATCHING BY THE END OF THE
WORK WEEK.
USE SAME DEPTHS FOUND ON THE "CULVERT PIPE
TRANSITION" DETAIL



PROJECT NO: 8610-02-74

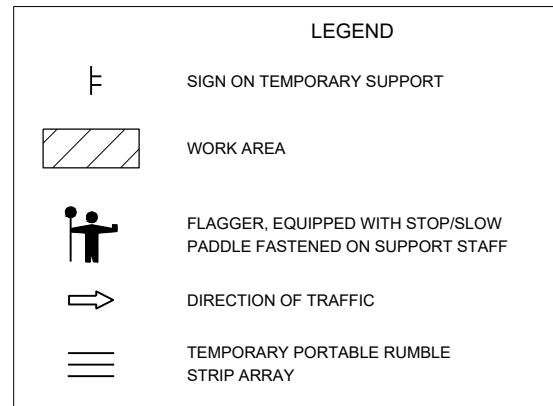
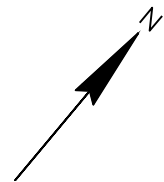
HWY: STH 124

COUNTY: CHIPPEWA

TRAFFIC CONTROL - FLAGGING OPERATIONS FOR STORM SEWER WORK

SHEET

E



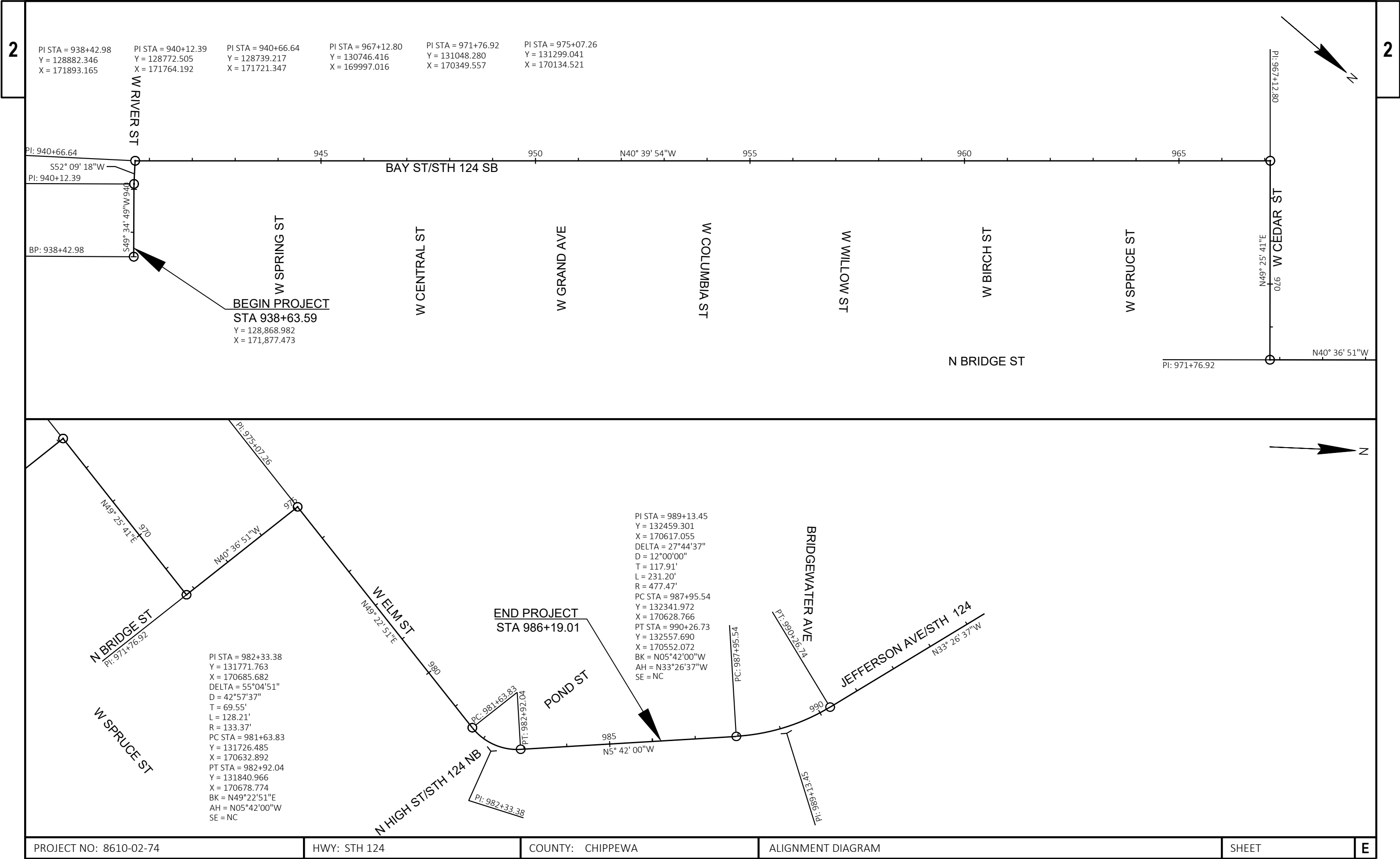
FOR ADDITIONAL DETAILS AND NOTES REFER TO STANDARD DETAIL TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

BRIDGEWATER AVE

STH 124/JEFFERSON ST

JOHN ST





Estimate Of Quantities

8610-02-74

Line	Item	Item Description	Unit	Total	Qty
0002	204.0105	Removing Concrete Pavement Butt Joints	SY	303.000	303.000
0004	204.0109.S	Removing Concrete Surface Partial Depth	SF	13,560.000	13,560.000
0006	204.0110	Removing Asphaltic Surface	SY	989.000	989.000
0008	204.0115	Removing Asphaltic Surface Butt Joints	SY	617.000	617.000
0010	204.0120	Removing Asphaltic Surface Milling	SY	21,760.000	21,760.000
0012	204.0150	Removing Curb & Gutter	LF	3,438.000	3,438.000
0014	204.0155	Removing Concrete Sidewalk	SY	1,720.000	1,720.000
0016	204.0195	Removing Concrete Bases	EACH	2.000	2.000
0018	204.0210	Removing Manholes	EACH	1.000	1.000
0020	204.0215	Removing Catch Basins	EACH	2.000	2.000
0022	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	55.000	55.000
0024	205.0100	Excavation Common	CY	1,022.000	1,022.000
0026	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 8610-02-74	EACH	1.000	1.000
0028	213.0100	Finishing Roadway (project) 01. 8610-02-74	EACH	1.000	1.000
0030	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	312.000	312.000
0032	390.0100	Removing Pavement for Base Patching	CY	45.000	45.000
0034	390.0405	Base Patching Concrete SHES	CY	45.000	45.000
0036	416.0610	Drilled Tie Bars	EACH	68.000	68.000
0038	416.0620	Drilled Dowel Bars	EACH	272.000	272.000
0040	450.4000	HMA Cold Weather Paving	TON	650.000	650.000
0042	455.0605	Tack Coat	GAL	3,804.000	3,804.000
0044	460.2000	Incentive Density HMA Pavement	DOL	3,180.000	3,180.000
0046	460.6645	HMA Pavement 5 MT 58-34 V	TON	4,656.000	4,656.000
0048	460.9000.S	Material Transfer Vehicle	EACH	1.000	1.000
0050	465.0105	Asphaltic Surface	TON	234.000	234.000
0052	465.0110	Asphaltic Surface Patching	TON	66.000	66.000
0054	601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	88.000	88.000
0056	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	90.000	90.000
0058	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	3,546.000	3,546.000
0060	601.0600	Concrete Curb Pedestrian	LF	1,077.000	1,077.000
0062	602.0410	Concrete Sidewalk 5-Inch	SF	14,508.000	14,508.000
0064	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	972.000	972.000
0066	602.0815	Concrete Driveway 7-Inch	SY	108.000	108.000
0068	602.0870	Concrete Driveway HES 8-Inch	SY	44.000	44.000
0070	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	49.000	49.000
0072	611.0624	Inlet Covers Type H	EACH	2.000	2.000
0074	611.3230	Inlets 2x3-FT	EACH	2.000	2.000
0076	611.8110	Adjusting Manhole Covers	EACH	44.000	44.000
0078	611.8115	Adjusting Inlet Covers	EACH	39.000	39.000
0080	611.8120.S	Cover Plates Temporary	EACH	44.000	44.000
0082	619.1000	Mobilization	EACH	1.000	1.000
0084	624.0100	Water	MGAL	5.200	5.200
0086	625.0100	Topsoil	SY	288.000	288.000
0088	628.1905	Mobilizations Erosion Control	EACH	21.000	21.000
0090	628.1910	Mobilizations Emergency Erosion Control	EACH	6.000	6.000
0092	628.7005	Inlet Protection Type A	EACH	2.000	2.000
0094	628.7015	Inlet Protection Type C	EACH	62.000	62.000
0096	629.0205	Fertilizer Type A	CWT	1.700	1.700
0098	630.0160	Seeding Mixture No. 60	LB	3.500	3.500

Estimate Of Quantities

8610-02-74

Line	Item	Item Description	Unit	Total	Qty
0100	630.0200	Seeding Temporary	LB	8.000	8.000
0102	630.0500	Seed Water	MGAL	5.900	5.900
0104	631.0300	Sod Water	MGAL	4.800	4.800
0106	631.1000	Sod Lawn	SY	288.000	288.000
0108	642.5001	Field Office Type B	EACH	1.000	1.000
0110	643.0300	Traffic Control Drums	DAY	59,677.000	59,677.000
0112	643.0420	Traffic Control Barricades Type III	DAY	1,600.000	1,600.000
0114	643.0705	Traffic Control Warning Lights Type A	DAY	640.000	640.000
0116	643.0900	Traffic Control Signs	DAY	19,897.000	19,897.000
0118	643.1050	Traffic Control Signs PCMS	DAY	32.000	32.000
0120	643.3170	Temporary Marking Line Epoxy 6-Inch	LF	5,979.000	5,979.000
0122	643.3350	Temporary Marking Crosswalk Removable Tape 6-inch	LF	3,350.000	3,350.000
0124	643.5000	Traffic Control	EACH	1.000	1.000
0126	644.1440	Temporary Pedestrian Surface Matting	SF	1,675.000	1,675.000
0128	644.1601	Temporary Pedestrian Curb Ramp	DAY	2,382.000	2,382.000
0130	644.1605	Temporary Pedestrian Detectable Warning Field	SF	1,220.000	1,220.000
0132	644.1810	Temporary Pedestrian Barricade	LF	6,510.000	6,510.000
0134	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	3,861.000	3,861.000
0136	646.4040	Marking Line Grooved Wet Ref Epoxy 10-Inch	LF	241.000	241.000
0138	646.4720	Marking Line Same Day Epoxy 6-Inch	LF	2,794.000	2,794.000
0140	646.5020	Marking Arrow Epoxy	EACH	10.000	10.000
0142	646.5120	Marking Word Epoxy	EACH	2.000	2.000
0144	646.6120	Marking Stop Line Epoxy 18-Inch	LF	689.000	689.000
0146	646.6466	Cold Weather Marking Epoxy 6-Inch	LF	3,861.000	3,861.000
0148	646.6470	Cold Weather Marking Epoxy 10-Inch	LF	241.000	241.000
0150	646.7120	Marking Diagonal Epoxy 12-Inch	LF	689.000	689.000
0152	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	4,012.000	4,012.000
0154	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	36.000	36.000
0156	646.8320	Marking Parking Stall Epoxy	LF	2,528.000	2,528.000
0158	650.4000	Construction Staking Storm Sewer	EACH	2.000	2.000
0160	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	3,724.000	3,724.000
0162	650.8000	Construction Staking Resurfacing Reference	LF	4,760.000	4,760.000
0164	650.9000	Construction Staking Curb Ramps	EACH	91.000	91.000
0166	650.9500	Construction Staking Sidewalk (project) 01. 8610-02-74	EACH	1.000	1.000
0168	650.9911	Construction Staking Supplemental Control (project) 01. 8610-02-74	EACH	1.000	1.000
0170	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	65.000	65.000
0172	652.0700.S	Install Conduit into Existing Item	EACH	6.000	6.000
0174	653.0900	Adjusting Pull Boxes	EACH	20.000	20.000
0176	654.0110	Concrete Bases Type 10	EACH	2.000	2.000
0178	654.0120	Concrete Bases Type 10-Special	EACH	4.000	4.000
0180	655.0230	Cable Traffic Signal 5-14 AWG	LF	545.000	545.000
0182	655.0240	Cable Traffic Signal 7-14 AWG	LF	573.000	573.000
0184	655.0260	Cable Traffic Signal 12-14 AWG	LF	63.000	63.000
0186	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	762.000	762.000
0188	655.0900	Traffic Signal EVP Detector Cable	LF	546.000	546.000
0190	657.0345	Poles Type 9	EACH	2.000	2.000
0192	657.0347	Poles Type 9-Special	EACH	4.000	4.000
0194	657.0520	Monotube Arms 20-FT	EACH	1.000	1.000
0196	657.0525	Monotube Arms 25-FT	EACH	1.000	1.000

Estimate Of Quantities

8610-02-74

Line	Item	Item Description	Unit	Total	Qty
0198	657.0536	Monotube Arms 35-FT-Special	EACH	4.000	4.000
0200	658.0173	Traffic Signal Face 3S 12-Inch	EACH	11.000	11.000
0202	658.0416	Pedestrian Signal Face 16-Inch	EACH	2.000	2.000
0204	658.5070	Signal Mounting Hardware (location) 01. STH 124/Bay Street & River Street	EACH	1.000	1.000
0206	658.5070	Signal Mounting Hardware (location) 02. STH 124/Bay Street & Spring Street	EACH	1.000	1.000
0208	658.5070	Signal Mounting Hardware (location) 03. STH 124/Bay Street & Central Street	EACH	1.000	1.000
0210	658.5070	Signal Mounting Hardware (location) 04. STH 124/Bay Street & Grand Avenue	EACH	1.000	1.000
0212	658.5070	Signal Mounting Hardware (location) 05. STH 124/Bay Street & Columbia Street	EACH	1.000	1.000
0214	690.0150	Sawing Asphalt	LF	3,827.000	3,827.000
0216	690.0250	Sawing Concrete	LF	2,954.000	2,954.000
0218	740.0440	Incentive IRI Ride	DOL	3,606.000	3,606.000
0220	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	200.000	200.000
0222	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	300.000	300.000
0224	SPV.0045	Special 01. Temporary Audible Message Devices	DAY	3,561.000	3,561.000
0226	SPV.0060	Special 01. Salvaging Traffic Signals Equipment STH 124/Bay Street & River Street	EACH	1.000	1.000
0228	SPV.0060	Special 02. Salvaging Traffic Signal Head	EACH	4.000	4.000
0230	SPV.0060	Special 03. Salvaging and Reinstalling EVP Detectors STH 124/Bay Street & River Street	EACH	1.000	1.000
0232	SPV.0060	Special 04. Temporary Skid Type Traffic Signal Pole	EACH	1.000	1.000
0234	SPV.0165	Special 01. Salvage and Reinstall Brick Pavers	SF	87.000	87.000
0236	SPV.0180	Special 01. Removing Distressed Pavement Milling	SY	100.000	100.000
0238	SPV.0180	Special 02. Prepare Topsoil For Lawn Type Turf	SY	288.000	288.000

REMOVING CONCRETE SURFACE: REMOVING ASPHALTIC SURFACE											
CATEGORY	CROSSROAD	STATION	- STATION	LOCATION	204.0105 REMOVING CONCRETE PAVEMENT BUTT JOINTS (SY)	204.0110 REMOVING ASPHALTIC SURFACE (SY)	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS (SY)	204.0120 REMOVING ASPHALTIC SURFACE MILLING (SY)	204.0109.S REMOVING CONCRETE SURFACE PARTIAL DEPTH (SF)	SPV.0180.01 REMOVING DISTRESSED PAVEMENT MILLING (SY)	NOTES
0010		938+59	- 941+34	LT/RT	170	--	--	--	6,493	--	1.5" DEPTH
0010		941+34	- 975+07	LT/RT	--	18	213	12,310	--	--	3.25" DEPTH
0010		975+07	- 982+75	LT/RT	--	153	--	2,500	--	--	4" DEPTH
0010		982+75	- 986+19	LT/RT	--	--	209	1,450	--	--	3.25" DEPTH
0010	River/Bay				--	20	--	--	--	--	5" DEPTH
0010	Bay/Spring				--	27	17	--	--	--	5" DEPTH
0010	Bay/Central				--	29	17	--	--	--	5" DEPTH
0010	Bay/Grand				--	30	17	--	--	--	5" DEPTH
0010	Bay/Columbia				--	30	16	--	--	--	5" DEPTH
0010	Bay/Willow				--	38	16	--	--	--	5" DEPTH
0010	Bay/Birch				--	32	17	--	--	--	5" DEPTH
0010	Bay/Spruce				--	41	15	--	--	--	5" DEPTH
0010	Bay/Oak/Cedar				--	49	20	--	--	--	5" DEPTH
0010	Cedar/Bridge				--	40	17	--	--	--	5" DEPTH
0010	Bridge/Elm				--	34	16	--	--	--	5" DEPTH
0010	Elm/High/Pond/Jefferson				--	55	24	--	--	--	5" DEPTH
0020		938+59	- 941+34	LT/RT	133	--	3	--	7,067	--	1.5" DEPTH
0020		941+34	- 975+07	LT/RT	--	82	--	4,500	--	--	3.25" DEPTH, 5" DEPTH AT C&G
0020		975+07	- 986+19	LT/RT	--	310	--	1,000	--	--	3.25" DEPTH, 5" DEPTH AT C&G
0010				UNDISTRIBUTED	--	--	--	--	--	100	
PROJECT 8610-02-74 TOTALS					170	597	614	16,260	6,493	100	
					CATEGORY 0010						
					CATEGORY 0020	133	3	5,500	7,067	0	
PROJECT 8610-02-74 TOTALS					TOTALS	303	989	21,760	13,560	100	

REMOVING CURB & GUTTER; REMOVING SIDEWALK

CATEGORY	CROSSROAD	STATION	-	STATION	LOCATION	204.0150 REMOVING CURB & GUTTER (LF)	204.0155 REMOVING CONCRETE SIDEWALK (SY)
0010	River/Bay					88	87
0010	Bay/Spring					108	122
0010	Bay/Central					114	155
0010	Bay/Grand					120	173
0010	Bay/Columbia					119	156
0010	Bay/Willow					155	159
0010	Bay/Birch					128	123
0010	Bay/Spruce					169	171
0010	Bay/Oak/Cedar					198	149
0010	Cedar/Bridge					235	134
0010	Bridge/Elm					78	108
0010	Elm/High/Pond/Jefferson					194	139
0020		938+59	-	941+34	LT/RT	--	--
0020		941+34	-	975+07	LT/RT	236	44
0020		975+07	-	986+19	LT/RT	1,493	--
PROJECT 8610-02-74 TOTALS					CATEGORY 0010	1,708	1,676
					CATEGORY 0020	1,730	44
PROJECT 8610-02-74 TOTALS					TOTALS	3,438	1,720

REMOVING STORM SEWER ITEMS

CATEGORY	STATION	-	STATION	LOCATION	204.0210 REMOVING MANHOLES (EACH)	204.0215 REMOVING CATCH BASINS (EACH)	204.0245.01 REMOVING STORM SEWER (12-INCH) (LF)
0010	938+59	-	941+34	LT/RT	--	--	--
0010	941+34	-	975+07	LT/RT	--	--	--
0010	975+07	-	986+19	LT/RT	1	2	55
PROJECT 8610-02-74 TOTALS				CATEGORY 0010	1	2	55
				CATEGORY 0020	0	0	0
PROJECT 8610-02-74 TOTALS				TOTALS	1	2	55

EARTHWORK SUMMARY (PROJECT 8610-02-74)

Division	From/To Station	Location	205.0100 Excavation Common (1) CY		Salvaged/ Unusable Pavement Material (3)	Available Material (4)	Unexpanded Fill	Expanded Fill (5)	Mass Ordinate +/- (6)
			Cut (2)	Transition Cut				Factor 1.3	
1	938+59 - 941+34 941+34 - 975+07 975+07 - 986+19	STH 124							
		STH 124							
		STH 124	22		2	20		0	20
		River/Bay	80		18	62		0	62
		Bay/Spring	80		14	66		0	66
		Bay/Central	80		14	66		0	66
		Bay/Grand	80		14	66		0	66
		Bay/Columbia	80		14	66		0	66
		Bay/Willow	80		14	66		0	66
		Bay/Birch	80		14	66		0	66
		Bay/Spruce	80		14	66		0	66
		Bay/Oak/Cedar	80		14	66		0	66
		Cedar/Bridge	100		14	86		0	86
		Bridge/Elm	100		6	94		0	94
		Elm/High/Pond/Jefferson	80		15	99		0	80
Division 1 Subtotal			1,022	0	171	886	0	0	867
Grand Total			1,022	0	171	886	0	0	867
Project 8610-02-74 Total Common Exc					1,022				

- 1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100.
- 2) Salvaged/Unsuable Pavement Material is included in Cut.
- 3) Salvaged/Unusable Pavement Material.
- 4) Available Material = Cut - Salvaged/Unusuable Pavement Material.
- 5) Expanded Fill = Unexpanded Fill * Fill Factor
- 6) Mass Ordinate + or - Quantity Calculated for the Division. Plus Quantity indicates an excess of material. Minus indicates a shortage of material.

PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

				211.0101.01 PREPARE FOUNDATION FOR ASPHALTIC PAVING 8610-02-74 (EACH)
CATEGORY	STATION	-	STATION	
	938+64	-	986+19	1
0010	PROJECT 8610-02-74 TOTALS		TOTALS	1

BASE PATCHING CONCRETE

										*
				390.0100 REMOVING PAVEMENT FOR BASE PATCHING	390.0405 BASE PATCHING CONCRETE SHES	416.0610 DRILLED TIE BARS	416.0620 DRILLED DOWEL BARS	690.0250 SAWING CONCRETE		
CATEGORY	STATION	-	STATION	LOCATION	(CY)	(CY)	(EA)	(EA)	(LF)	NOTES
0010	938+59	-	941+34	LT/RT	40	40	60	240	600	9" DEPTH
0020	938+59	-	941+34	RT	5	5	8	32	80	9" DEPTH
PROJECT 8610-02-74 TOTALS				CATEGORY 0010	40	40	60	240	600	
				CATEGORY 0020	5	5	8	32	80	
PROJECT 8610-02-74 TOTALS				TOTALS	45	45	68	272	680	
* BID ITEMS ELSEWHERE										

BASE AGGREGATE & HMA PAVEMENT

		305.0120				450.4000		460.6645		465.0105		465.0110		455.0605		624.0100			
		BASE				HMA		HMA		ASPHALTIC		ASPHALTIC		SURFACE		TACK			
		AGGREGATE				COLD WEATHER		PAVEMENT		SURFACE		SURFACE		PATCHING		COAT			
		DENSE				PAVING		5 MT 58-34 V		SURFACE		SURFACE		SURFACE		SURFACE			
CATEGORY	CROSSROAD	STATION	-	STATION	LOCATION	1-1/4-INCH	(TON)	(TON)	(TON)	(TON)	(TON)	(TON)	(TON)	(TON)	(TON)	(GAL)	(MGAL)	NOTES	
0010		938+59	-	941+34	LT/RT	--		100	237	--		53	231	--					
0010		941+34	-	975+07	LT/RT	--		400	2,415	13	--	--	1,575	--					
0010		975+07	-	986+19	LT/RT	--		150	924	--		13	504	--					
0010	River/Bay					16		--	--	--		--	--	--					
0010	Bay/Spring					22		--	--	8	--	--	--	--			0.4		
0010	Bay/Central					25		--	--	8	--	--	--	--			0.4		
0010	Bay/Grand					27		--	--	9	--	--	--	--			0.5		
0010	Bay/Columbia					24		--	--	9	--	--	--	--			0.4		
0010	Bay/Willow					28		--	--	11	--	--	--	--			0.5		
0010	Bay/Birch					22		--	--	9	--	--	--	--			0.4		
0010	Bay/Spruce					28		--	--	12	--	--	--	--			0.5		
0010	Bay/Oak/Cedar					26		--	--	14	--	--	--	--			0.4		
0010	Cedar/Bridge					24		--	--	12	--	--	--	--			0.4		
0010	Bridge/Elm					20		--	--	10	--	--	--	--			0.4		
0010	Elm/High/Pond/Jefferson					25		--	--	9	--	--	--	--			0.4		
0020		938+59	-	941+34	LT/RT	--		--	59	--		--	53	--					
0020		941+34	-	975+07	LT/RT	6		--	880	23	--	--	567	--			0.1		
0020		975+07	-	986+19	LT/RT	19		--	141	87	--	--	127	--			0.4		
		PROJECT 8610-02-74 TOTALS		CATEGORY 0010		287		650	3,576	124		66	2,310				4.7		
				CATEGORY 0020		25		0	1,080	110		0	747				0.5		
		PROJECT 8610-02-74 TOTALS		TOTALS		312		650	4,656	234		66	3,057				5.2		

HMA PAVEMENT SPECIALS

					460.9000.S	
					MATERIAL	
					TRANSFER	
					MATERIAL	
CATEGORY	STATION	-	STATION	LOCATION	(EACH)	NOTES
0010	PROJECT LIMITS					1
PROJECT 8610-02-74 TOTALS				CATEGORY 0010		1

8610-02-74 MIXTURE USE TABLE

LOCATION	STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS
12 FOOT DRIVING LANE	938+63 - 941+34	UPPER LAYER	5 MT 58-34V	5 MT 58-34V	61	1.5"
12 FOOT DRIVING LANE	938+63 - 941+34	LOWER LAYER	EXISTING MILLED CONCRETE SURFACE	5 MT 58-34V	40	1.0"
SHOULDERS	938+63 - 941+34	UPPER LAYER	5 MT 58-34V	5 MT 58-34V	108	1.5"
SHOULDERS	938+63 - 941+34	LOWER LAYER	EXISTING MILLED CONCRETE SURFACE	5 MT 58-34V	72	1.0"
12 FOOT DRIVING LANE	941+34 - 975+07	UPPER LAYER	5 MT 58-34V	5 MT 58-34V	756	1.5"
12 FOOT DRIVING LANE	941+34 - 975+07	LOWER LAYER	EXISTING MILLED SURFACE	5 MT 58-34V	881	1.75"
SHOULDERS	941+34 - 975+07	UPPER LAYER	5 MT 58-34V	5 MT 58-34V	743	1.5"
SHOULDERS	941+34 - 975+07	LOWER LAYER	EXISTING MILLED SURFACE / BASE AGGREGATE	5 MT 58-34V	872	1.75"
CURB FILL	973+40 - 975+07	MIDDLE LAYER	ASPHALTIC SURFACE	ASPHALTIC SURFACE	4	2.0"
CURB FILL	973+40 - 975+07	LOWER LAYER	BASE AGGREGATE	ASPHALTIC SURFACE	6	3.0"
12 FOOT DRIVING LANE	975+07 - 986+19	UPPER LAYER	5 MT 58-34V	5 MT 58-34V	249	1.5"
12 FOOT DRIVING LANE	975+07 - 986+19	LOWER LAYER	EXISTING BASE AGGREGATE	5 MT 58-34V	415	2.5"
SHOULDERS	975+07 - 986+19	UPPER LAYER	5 MT 58-34V	5 MT 58-34V	241	1.5"
SHOULDERS	975+07 - 986+19	LOWER LAYER	EXISTING BASE AGGREGATE	5 MT 58-34V	255	2.5"
UNDISTRIBUTED	938+59 - 986+19	UPPER LAYER	ASPHALTIC SURFACE	5 MT 58-34V	107	1.5"
UNDISTRIBUTED	938+59 - 986+19	LOWER LAYER	EXISTING MILLED SURFACE / EXISTING SURFACE	5 MT 58-34V	111	2.5"
WEDGING / LOWER LAYER PAVEMENT REPAIR, POT HOLES	938+59 - 986+19	LOWER LAYER	EXISTING MILLED SURFACE / EXISTING SURFACE	ASPHALTIC SURFACE / ASPHALTIC SURFACE PATCHING	66	VARIES

3

3

CONCRETE ITEMS

CATEGORY	CROSSROAD	STATION	-	STATION	LOCATION	601.0407	601.0409	601.0411	601.0600	602.0410	602.0505	602.0815	602.0870	650.9000	650.9500.01
						CONCRETE	CONCRETE	CONCRETE	CONCRETE	CONCRETE	CURB RAMP	CONCRETE	CONCRETE	CONSTRUCTION	CONSTRUCTION
						18-INCH	30-INCH	30-INCH	CURB	5-INCH	DETECTABLE	7-INCH	HES 8-INCH	STAKING	STAKING SIDEWALK
						TYPED	TYPE A	TYPE D	PEDESTRIAN	(SF)	YELLOW	(SY)	(SY)	CURB RAMPS	8610-02-74
						(LF)	(LF)	(LF)	(LF)		(SF)			(EACH)	(EACH)
0010	River/Bay					--	90	--	--	809	40	--	--	4	--
0010	Bay/Spring					--	--	120	12	1,117	50	--	--	5	--
0010	Bay/Central					--	--	128	139	1,285	80	--	--	8	--
0010	Bay/Grand					--	--	135	116	1,340	80	--	--	8	--
0010	Bay/Columbia					--	--	132	154	1,209	70	--	--	7	--
0010	Bay/Willow					--	--	170	133	1,435	80	--	--	8	--
0010	Bay/Birch					--	--	142	114	1,093	80	--	--	8	--
0010	Bay/Spruce					--	--	182	54	1,427	80	--	--	8	--
0010	Bay/Oak/Cedar					--	--	219	113	1,327	104	--	--	10	--
0010	Cedar/Bridge					88	--	159	132	1,194	140	--	--	10	--
0010	Bridge/Elm					--	--	152	34	1,015	66	--	--	6	--
0010	Elm/High/Pond/Jefferson					--	--	245	76	1,257	102	--	--	9	--
0020		938+59	-	941+34	LT/RT	--	--	--	--	--	--	--	--	--	--
0020		941+34	-	975+07	LT/RT	--	--	366	--	--	--	--	44	--	--
0020		975+07	-	986+19	LT/RT	--	--	1,396	--	--	--	108	--	--	--
PROJECT 8610-02-74 TOTALS						88	90	1,784	1,077	14,508	972	0	0	91	--
						0	0	1,762	0	0	0	108	44	0	--
PROJECT 8610-02-74 TOTALS						88	90	3,546	1,077	14,508	972	108	44	91	1

STORM SEWER ITEMS

CATEGORY	CROSSROAD	STATION	-	STATION	LOCATION	608.0412	611.0624	611.3230	611.8110	611.8115	611.8120.S	650.4000
						STORM SEWER PIPE	INLET COVER	INLETS	ADJUSTING	ADJUSTING	COVER PLATES	CONSTRUCTION
						REINFORCED CONCRETE	TYPE H	2X3-FT	MANHOLE COVERS	INLET COVERS	TEMPORARY	STAKING
						CLASS IV 12- INCH	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)	STORM SEWER
						(LF)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)
0010		938+59	-	941+34	LT/RT	--	--	--	--	--	--	--
0010		941+34	-	975+07	LT/RT	--	--	--	11	--	11	--
0010		975+07	-	982+75	LT/RT	49	2	2	--	--	--	2
0010	River/Bay					--	--	--	4	--	4	--
0010	Bay/Spring					--	--	--	2	3	2	--
0010	Bay/Central					--	--	--	4	5	4	--
0010	Bay/Grand					--	--	--	3	4	3	--
0010	Bay/Columbia					--	--	--	3	3	3	--
0010	Bay/Willow					--	--	--	4	4	4	--
0010	Bay/Birch					--	--	--	2	6	2	--
0010	Bay/Spruce					--	--	--	3	4	3	--
0010	Bay/Oak/Cedar					--	--	--	2	3	2	--
0010	Cedar/Bridge					--	--	--	3	4	3	--
0010	Bridge/Elm					--	--	--	2	3	2	--
0010	Elm/High/Pond/Jefferson					--	--	--	1	--	1	--
PROJECT 8610-02-74 TOTALS						49	2	2	44	39	44	2
						0	0	0	0	0	0	0
PROJECT 8610-02-74 TOTALS						49	2	2	44	39	44	2

3

3

SALVAGED TOPSOIL, FERTILIZER, SEEDING, & TEMPORARY SEEDING												
CATEGORY	CROSSROAD	STATION	- STATION	LOCATION	625.0100	629.0205	630.0160	630.0200	630.0500	631.0300	631.1000	SPV.0180.02
					TOPSOIL	FERTILIZER	SEEDING	SEEDING	SEED	SOD	SOD	PREPARE TOPSOIL
					(SY)	TYPE A	MIXTURE	TEMPORARY	WATER	WATER	LAWN	FOR LAWN TYPE TURF
						(CWT)	NO. 60	(LB)	(MGAL)	(MGAL)	(SY)	CONTROL
							(LB)					(SY)
0010		938+59	- 941+34	LT/RT	--	--	--	--	--	--	--	--
0010		941+34	- 975+07	LT/RT	--	--	--	--	--	--	--	--
0010		975+07	- 986+19	LT/RT	20	0.1	0.2	0.4	0.3	0.4	20	20
0010	River/Bay				--	--	--	--	--	--	--	--
0010	Bay/Spring				--	--	--	--	--	--	--	--
0010	Bay/Central				--	--	--	--	--	--	--	--
0010	Bay/Grand				--	--	--	--	--	--	--	--
0010	Bay/Columbia				20	0.1	0.2	0.4	0.4	0.4	20	20
0010	Bay/Willow				10	0.1	0.2	0.3	0.3	0.3	10	10
0010	Bay/Birch				20	0.1	0.2	0.5	0.4	0.4	20	20
0010	Bay/Spruce				70	0.4	0.9	1.8	1.5	1.5	70	70
0010	Bay/Oak/Cedar				30	0.2	0.5	0.9	0.7	0.7	30	30
0010	Cedar/Bridge				--	--	--	--	--	--	--	--
0010	Bridge/Elm				50	0.3	0.6	1.2	1.0	0.1	50	50
0010	Elm/High/Pond/Jefferson				30	0.2	0.3	0.7	0.6	0.4	30	30
0010				UNDISTRIBUTED	38	0.2	0.5	1.1	0.8	0.6	38	38
PROJECT 8610-02-74 TOTALS					CATEGORY 0010	288	1.7	3.5	8.0	5.9	4.8	288
					CATEGORY 0020	0	0.0	0.0	0.0	0.0	0	0
PROJECT 8610-02-74 TOTALS					TOTALS	288	1.7	3.5	8.0	5.9	4.8	288

EROSION CONTROL ITEMS

CATEGORY	CROSSROAD	STATION	- STATION	LOCATION	628.7005	628.7015	628.1905	628.1910
					INLET	INLET	MOBILIZATIONS	MOBILIZATIONS
					PROTECTION	PROTECTION	EROSION	EROSION
					TYPE A	TYPE C	CONTROL	CONTROL
					(EACH)	(EACH)	(EACH)	(EACH)
0010		938+59	- 941+34	LT/RT	--	--	--	--
0010		941+34	- 975+07	LT/RT	--	--	--	--
0010		975+07	- 986+19	LT/RT	2	2	3	--
0010	River/Bay				--	3	1	--
0010	Bay/Spring				--	5	1	--
0010	Bay/Central				--	5	1	--
0010	Bay/Grand				--	4	1	--
0010	Bay/Columbia				--	4	1	--
0010	Bay/Willow				--	3	1	--
0010	Bay/Birch				--	6	1	--
0010	Bay/Spruce				--	6	1	--
0010	Bay/Oak/Cedar				--	3	1	--
0010	Cedar/Bridge				--	5	1	--
0010	Bridge/Elm				--	3	1	--
0010	Elm/High/Pond/Jefferson				--	5	1	--
				UNDISTRIBUTED	0	8	6	6
PROJECT 8610-02-74 TOTALS					CATEGORY 0010	2	62	21
					CATEGORY 0020	0	0	0
PROJECT 8610-02-74 TOTALS					TOTALS	2	62	21

TRAFFIC CONTROL - DRUMS, BARRICADES, WARNING LIGHTS, AND SIGNS

ROADWAY	DAYS IN SERVICE	* 643.0300 TRAFFIC CONTROL DRUMS		643.0420 TRAFFIC CONTROL BARRICADES TYPE III		643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A		* 643.0900 TRAFFIC CONTROL SIGNS		643.1050 TRAFFIC CONTROL SIGNS PCMS		COMMENTS
		NO.	(DAYS)	NO.	(DAYS)	NO.	(DAYS)	NO.	(DAYS)	NO.	(DAYS)	
CATEGORY 0010												
STH 124	171	205	35,055	0	0	0	0	50	8,550	2	14	ADVANCE WARNING MAINLINE & SIDE ROADS PCMS MESSAGE: ROAD WORK BEGINS XXDAY X/X/XX
SIDEROADS	10	--	--	160	1,600	64	640	64	640	6	18	ADVANCE WARNING SIDEROAD CLOSURES (UNDISTIBUTED) PCMS MESSAGE: ROAD WORK BEGINS XXDAY X/X/XX
PROJECT 8610-02-74 TOTALS			35,055	1,600		640		9,190		32		

* BID ITEMS ELSEWHERE

TEMPORARY PEDESTRIAN ACCOMODATIONS

CATEGORY	CROSSROAD	STAGE DAYS	* 643.0300 TRAFFIC CONTROL DRUMS		* 643.0900 TRAFFIC CONTROL SIGNS		643.3350 TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH		644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING		644.1601 TEMPORARY PEDESTRIAN CURB RAMP		644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD		644.1810 TEMPORARY PEDESTRIAN BARRICADE		SPV.0045.01 TEMPORARY AUDIBLE MESSAGE DEVICES		NOTES
			(NO.)	(DAYS)	(NO.)	(DAYS)	(LF)	(SF)	(NO.)	(DAYS)	(SF)	(LF)	(NO.)	(DAY)					
0010	River/Bay	28	96	896	43	401	378	--	12	112	120	640	24	224	3 STAGES				
0010	Bay/Spring	35	104	1,820	44	770	192	--	8	140	64	366	16	280	2 STAGES				
0010	Bay/Central	35	104	1,820	44	770	192	--	8	140	64	366	16	280	2 STAGES				
0010	Bay/Grand	34	104	1,768	44	748	192	--	8	136	64	366	16	272	2 STAGES				
0010	Bay/Columbia	34	103	1,751	43	731	192	92	8	136	64	404	12	204	2 STAGES				
0010	Bay/Willow	34	108	1,836	44	748	192	146	8	136	64	442	12	204	2 STAGES				
0010	Bay/Birch	35	96	1,680	42	735	192	130	8	140	88	402	12	210	2 STAGES				
0010	Bay/Spruce	35	96	1,680	42	735	192	130	8	140	88	402	12	210	2 STAGES				
0010	Bay/Oak/Cedar	41	112	1,531	59	806	284	238	12	164	96	489	24	328	3 STAGES				
0010	Cedar/Bridge	35	166	1,937	58	677	288	306	12	140	104	534	22	257	3 STAGES				
0010	Bridge/Elm	35	96	1,680	42	735	192	130	8	280	88	402	12	210	2 STAGES				
0010	Elm/High/Pond/Jefferson	40	159	2,120	56	747	304	222	12	160	112	612	20	267	3 STAGES				
UNDISTRIBUTED				4,104		2,104	560	281		558	204	1,085		616					
8610-02-74			CATEGORY 0010	24,622		10,707	3,350	1,675		2,382	1,220	6,510		3,561					
			CATEGORY 0020	0		0	0	0		0	0	0		0					
8610-02-74			TOTALS	24,622		10,707	3,350	1,675		2,382	1,220	6,510		3,561					

* BID ITEMS ELSEWHERE

PAVEMENT MARKING															
				646.2040		646.4040		646.4720		646.5020		646.5120		646.6120	
				MARKING LINE		MARKING LINE		MARKING LINE		MARKING		MARKING		MARKING STOP	
				GROOVED WET REF		GROOVED WET REF		SAME DAY		ARROW		WORD		LINE EPOXY	
				EPOXY 6-INCH		EPOXY 10-INCH		EPOXY 6-INCH		EPOXY		EPOXY		18-INCH	
				YELLOW	WHITE	WHITE	YELLOW							WHITE	
CATEGORY	CROSSROAD	STATION	- STATION	(LF)	(LF)	(LF)	(LF)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)	(LF)	
0010		938+59	- 941+34	312	--	--	312	--	--	--	--	--	16		
0010		941+34	- 975+07	540	1,067	141	540	6	2			190			
0010		975+07	- 986+19	1,942	--	100	1,942	4	--			92			
0010	River/Bay			--	--	--	--	--	--	--	--	--			
0010	Bay/Spring			--	--	--	--	--	--	--	--	38			
0010	Bay/Central			--	--	--	--	--	--	--	--	38			
0010	Bay/Grand			--	--	--	--	--	--	--	--	38			
0010	Bay/Columbia			--	--	--	--	--	--	--	--	36			
0010	Bay/Willow			--	--	--	--	--	--	--	--	36			
0010	Bay/Birch			--	--	--	--	--	--	--	--	37			
0010	Bay/Spruce			--	--	--	--	--	--	--	--	17			
0010	Bay/Oak/Cedar			--	--	--	--	--	--	--	--	44			
0010	Cedar/Bridge			--	--	--	--	--	--	--	--	19			
0010	Bridge/Elm			--	--	--	--	--	--	--	--	35			
0010	Elm/High/Pond/Jefferson			--	--	--	--	--	--	--	--	53			
0020		938+59	- 941+34	--	--	--	--	--	--	--	--	--			
0020		941+34	- 975+07	--	--	--	--	--	--	--	--	--			
0020		975+07	- 986+19	--	--	--	--	--	--	--	--	--			
SUBTOTAL				2,794	1,067										
PROJECT 8610-02-74 TOTALS				CATEGORY 0010	3,861	241	2,794	10	2			689			
				CATEGORY 0020	0	0	0	0	0			0			
PROJECT 8610-02-74 TOTALS				TOTALS	3,861	241	2,794	10	2			689			

PAVEMENT MARKING

				464.6466 COLD WEATHER MARKING EPOXY 6-INCH	646.6470 COLD WEATHER MARKING EPOXY 10-INCH	646.7120 MARKING DIAGONAL EPOXY 12-INCH	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH	646.8320 MARKING PARKING STALL EPOXY	643.3170 TEMPORARY MARKING LINE EPOXY 6-INCH	
				YELLOW (LF)	WHITE (LF)	WHITE (LF)	WHITE (LF)	(LF)	(LF)	(LF)	YELLOW (LF)
CATEGORY	CROSSROAD	STATION	- STATION								
0010		938+59	- 941+34	312	--	--	16	--	36	--	624
0010		941+34	- 975+07	540	1,067	141	190	1,564	--	--	1,471
0010		975+07	- 986+19	1,942	--	100	92	551	--	--	3,884
0010	River/Bay			--	--	--	--	--	--	--	--
0010	Bay/Spring			--	--	--	38	161	--	--	--
0010	Bay/Central			--	--	--	38	158	--	--	--
0010	Bay/Grand			--	--	--	38	157	--	--	--
0010	Bay/Columbia			--	--	--	36	164	--	--	--
0010	Bay/Willow			--	--	--	36	153	--	--	--
0010	Bay/Birch			--	--	--	37	156	--	--	--
0010	Bay/Spruce			--	--	--	17	139	--	--	--
0010	Bay/Oak/Cedar			--	--	--	44	191	--	--	--
0010	Cedar/Bridge			--	--	--	19	159	--	--	--
0010	Bridge/Elm			--	--	--	35	167	--	--	--
0010	Elm/High/Pond/Jefferson			--	--	--	53	292	--	--	--
0020		938+59	- 941+34	--	--	--	--	--	--	--	--
0020		941+34	- 975+07	--	--	--	--	--	2,528	--	--
0020		975+07	- 986+19	--	--	--	--	--	--	--	--
SUBTOTAL				2,794	1,067						
PROJECT 8610-02-74 TOTALS				CATEGORY 0010	3,861	241	689	4,012	36	0	5,979
				CATEGORY 0020	0	0	0	0	0	2,528	0
PROJECT 8610-02-74 TOTALS				TOTALS	3,861	241	689	4,012	36	2,528	5,979

CONSTRUCTION STAKING								
CATEGORY	CROSSROAD	STATION	-	STATION	LOCATION	650.5500	650.8000	650.9910.01
						CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER (LF)	CONSTRUCTION STAKING RESURFACING REFERENCE (LF)	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (8610-02-74) (LS)
0010		938+59	-	941+34	LT/RT	--	275	--
0010		941+34	-	975+07	LT/RT	--	3,373	--
0010		975+07	-	986+19	LT/RT	--	1,112	--
0010	River/Bay					90	--	--
0010	Bay/Spring					120	--	--
0010	Bay/Central					128	--	--
0010	Bay/Grand					135	--	--
0010	Bay/Columbia					132	--	--
0010	Bay/Willow					170	--	--
0010	Bay/Birch					142	--	--
0010	Bay/Spruce					182	--	--
0010	Bay/Oak/Cedar					219	--	--
0010	Cedar/Bridge					247	--	--
0010	Bridge/Elm					152	--	--
0010	Elm/High/Pond/Jefferson					245	--	--
0020		938+59	-	941+34	LT/RT	--	--	--
0020		941+34	-	975+07	LT/RT	366	--	--
0020		975+07	-	986+19	LT/RT	1,396	--	--
0010					UNDISTRIBUTED	--	--	1
PROJECT 8610-02-74 TOTALS					CATEGORY 0010	1,962	4,760	1
					CATEGORY 0020	1,762	0	0
PROJECT 8610-02-74 TOTALS					TOTALS	3,724	4,760	1

SAWING ITEMS								
CATEGORY	CROSSROAD	STATION	-	STATION	LOCATION	*		
						690.0150 SAWING ASPHALT (LF)	690.0250 SAWING CONCRETE (LF)	NOTES
0010		938+63	-	941+34	LT/RT	--	481	
0010	River/Bay					--	235	
0010	Bay/Spring					126	170	
0010	Bay/Central					147	162	
0010	Bay/Grand					143	184	
0010	Bay/Columbia					136	99	
0010	Bay/Willow					177	99	
0010	Bay/Birch					151	71	
0010	Bay/Spruce					189	70	
0010	Bay/Oak/Cedar					228	78	
0010	Cedar/Bridge					261	123	
0010	Bridge/Elm					151	62	
0010	Elm/High/Pond/Jefferson					252	89	
0020		938+63	-	941+34	LT/RT	--	45	
0020		941+34	-	975+07	LT/RT	353	48	
0020		975+07	-	986+19	LT/RT	1,330	173	
0010					UNDISTRIBUTED	183	86	
PROJECT 8610-02-74 TOTALS					CATEGORY 0010	2,144	2,009	
					CATEGORY 0020	1,683	265	
PROJECT 8610-02-74 TOTALS					TOTALS	3,827	2,274	
* BID ITEM LISTED ELSEWHERE								

<u>SALVAGE AND REINSTALL BRICK PAVERS</u>					
CATEGORY	STATION	-	STATION	LOCATION	SPV.0165.01
					SALVAGE AND REINSTALL BRICK PAVERS (SF)
CATEGORY 0010	940+15	-	940+33	LT	87
PROJECT 8610-02-74 TOTALS					87
PROJECT 8610-02-74 TOTALS					87

3

REMOVING CONCRETE BASES		CONDUIT				INSTALL CONDUIT INTO EXISTING ITEM			ADJUSTING PULL BOXES		CONCRETE BASES		
SIGNAL BASE NO.	204.0195 REMOVING CONCRETE BASES EACH	LOC.	TO	LOC.	L.F.	PULL BOX NO.	LOCATION	ITEM EACH	PULL BOX NO.	ADJUSTING PULL BOXES EACH	SIGNAL BASE NO.	** LOCATION	654.0110 CONCRETE BASES TYPE 10 EACH
SB3	1	PB1	SB8		12	PB1	EXISTING	1	PB1	1	SB3	940+40, 35' LT	1
SB8	1	PB2	SB3		16	PB2	EXISTING	1	PB2	1	SB8	940+98, 38' LT	1
TOTAL		TOTAL				TOTAL			TOTAL		TOTAL		

3

CONDUIT			
* 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH			
LOC.	TO	LOC.	L.F.
PB8		SB8	11
TOTAL			11

INSTALL CONDUIT INTO EXISTING ITEM		
* 652.0700.S INSTALL CONDUIT INTO EXISTING ITEM		
PULL BOX NO.	LOCATION	ITEM EACH
PB8	EXISTING	1
TOTAL		1

ADJUSTING PULL BOXES	
	* 653.0900 ADJUSTING PULL BOXES
PULL BOX NO.	EACH
PB2	1
PB3	1
PB5	1
PB6	1
PB8	1
LPB1	1
TOTAL	
	6

CONCRETE BASES		
* 654.0120 CONCRETE BASES TYPE 10-SPECIAL		
SIGNAL BASE NO.	LOCATION	EACH
SB8	943+51, 25' LT	1
TOTAL		1

3

TRAFFIC SIGNAL CABLE AND ELECTRICAL WIRE					
		* 655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG	* 655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG	* 655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG	
LOC.	TO	LOC.	L.F.	L.F.	L.F.
CB1		SB8		68	68
SB7		SB8			39
SB8		HEAD 3	55		
SB8		HEAD 4	43		
TOTAL			98	68	107

TRAFFIC SIGNAL EQUIPMENT		
* 657.0347 POLES TYPE 9-SPECIAL EACH		
SIG. BASE NO.		* 657.0536 MONOTUBE ARMS 35-FT-SPECIAL EACH
SB8	1	1
TOTAL		1

TRAFFIC SIGNAL FACES		
* 658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH		
SIG. HEAD NO.	SIG. BASE NO.	
3	SB8	1
4	SB8	1
TOTAL		2

SIGNAL MOUNTING HARDWARE	
	658.5070.02
	SIGNAL
	MOUNTING
	HARDWARE
**	EACH
LOCATION	
STH 124/BAY STREET & SPRING STREET	1
TOTAL	1

<u>SALVAGING TRAFFIC SIGNAL HEAD</u>	
	* SPV.0060.02
SIG. HEAD NO.	SALVAGING TRAFFIC SIGNAL HEAD EACH
3	1
TOTAL	1

LEGEND
* ADDITIONAL ITEMS FOR QUANTITITES LISTED ELSEWHERE
** FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

STH 124/BAY STREET & SPRING STREET TRAFFIC SIGNAL
PAGE 1 OF 1

3

CONDUIT		
* 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH		
LOC.	TO	LOC.
PB7	SB7	L.F. 8
TOTAL		
8		

INSTALL CONDUIT INTO EXISTING ITEM		
* 652.0700.S INSTALL CONDUIT INTO EXISTING ITEM		
PULL BOX		
NO.	LOCATION	EACH
PB7	EXISTING	1
TOTAL		
1		

ADJUSTING PULL BOXES	
* 653.0900 ADJUSTING PULL BOXES	
PULL BOX NO.	EACH
PB4	1
PB5	1
PB7	1
LPB1	1
TOTAL	
4	

CONCRETE BASES		
* 654.0120 CONCRETE BASES TYPE 10-SPECIAL		
SIGNAL BASE	*** LOCATION	EACH
NO.		
SB7	946+85, 25' LT	1
TOTAL		
1		

3

TRAFFIC SIGNAL CABLE AND ELECTRICAL WIRE					
* 655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG					
* 655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG					
* 655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG					
LOC.	TO	LOC.	L.F.	L.F.	L.F.
CB1		SB8		142	
SB6		SB7			36
SB7		SB8			76
SB7		HEAD 3	55		
SB7		HEAD 4	43		
TOTAL					
98 142 112					

TRAFFIC SIGNAL EQUIPMENT		
* 657.0347 POLES TYPE 9-SPECIAL		
* 657.0536 MONOTUBE ARMS 35-FT- SPECIAL		
SIG. BASE NO.	EACH	EACH
SB8	1	1
TOTAL		
1 1		

TRAFFIC SIGNAL FACES		
* 658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH		
SIG. HEAD NO.	SIG. BASE NO.	EACH
3	SB7	1
4	SB7	1
TOTAL		
2		

SIGNAL MOUNTING HARDWARE	
658.5070.03 SIGNAL MOUNTING HARDWARE EACH	
** LOCATION	
STH 124/BAY STREET & CENTRAL STREET	1
TOTAL	
1	

SALVAGING TRAFFIC SIGNAL HEAD	
* SPV.0060.02 SALVAGING TRAFFIC SIGNAL HEAD EACH	
SIG. HEAD NO.	EACH
3	1
TOTAL	
1	

LEGEND
* ADDITIONAL ITEMS FOR QUANTITITES LISTED ELSEWHERE
** FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

STH 124/BAY STREET & CENTRAL STREET TRAFFIC SIGNAL
PAGE 1 OF 1

3

CONDUIT

* 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH			
LOC.	TO	LOC.	L.F.
PB1		SB1	9
TOTAL			
			9

INSTALL CONDUIT INTO EXISTING ITEM

* 652.0700.S INSTALL CONDUIT INTO EXISTING ITEM		
PULL BOX NO.	LOCATION	EACH
PB1	EXISTING	1
TOTAL		
		1

ADJUSTING PULL BOXES

* 653.0900 ADJUSTING PULL BOXES EACH	
PULL BOX NO.	
PB1	1
PB6	1
LPB1	1
TOTAL	
3	

CONCRETE BASES

* 654.0120 CONCRETE BASES TYPE 10-SPECIAL		
SIGNAL BASE NO.	** LOCATION	EACH
SB1	950+10, 25' LT	1
TOTAL		
		1

3

TRAFFIC SIGNAL CABLE AND ELECTRICAL WIRE

* 655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG					
* 655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG					
* 655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG					
LOC.	TO	LOC.	L.F.	L.F.	L.F.
CB1		SB1		40	40
SB1		SB8			43
SB1		HEAD 3	55		
SB1		HEAD 4	43		
TOTAL					
			98	40	83

TRAFFIC SIGNAL EQUIPMENT

* 657.0347 POLES TYPE 9- SPECIAL EACH		
* 657.0536 MONOTUBE ARMS 35-FT SPECIAL EACH		
SIG. BASE NO.		
SB1	1	1
TOTAL		
		1

TRAFFIC SIGNAL FACES

* 658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH		
SIG. HEAD NO.	SIG. BASE NO.	
3	SB1	1
4	SB1	1
TOTAL		
		2

SIGNAL MOUNTING HARDWARE

** LOCATION	
658.5070.04 SIGNAL MOUNTING HARDWARE EACH	
STH 124/BAY STREET & GRAND AVENUE	
1	
TOTAL	
1	

SALVAGING TRAFFIC SIGNAL HEAD

* SPV.0060.02 SALVAGING TRAFFIC SIGNAL HEAD EACH	
SIG. HEAD NO.	
3	1
TOTAL	
1	

LEGEND

* ADDITIONAL ITEMS FOR QUANTITITES LISTED ELSEWHERE
** FINAL LOCATION TO BE DETERMINED BY THE
ENGINEER IN THE FIELD

ALL ITEMS ON THIS SHEET ARE CATEGORY 0010
UNLESS OTHERWISE NOTED.

STH 124/BAY STREET & GRAND AVENUE TRAFFIC SIGNAL
PAGE 1 OF 1

3

CONDUIT 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH <table><tr><th>LOC.</th><th>TO</th><th>LOC.</th><th>L.F.</th></tr><tr><td>PB2</td><td></td><td>SB2</td><td>9</td></tr></table> TOTAL9				LOC.	TO	LOC.	L.F.	PB2		SB2	9	INSTALL CONDUIT INTO EXISTING ITEM 652.0700.S INSTALL CONDUIT INTO EXISTING ITEM <table><tr><th>PULL BOX NO.</th><th>LOCATION</th><th>EACH</th></tr><tr><td>PB2</td><td>EXISTING</td><td>1</td></tr></table> TOTAL1				PULL BOX NO.	LOCATION	EACH	PB2	EXISTING	1	ADJUSTING PULL BOXES 653.0900 ADJUSTING PULL BOXES <table><tr><th>PULL BOX NO.</th><th>EACH</th></tr><tr><td>PB2</td><td>1</td></tr><tr><td>PB4</td><td>1</td></tr><tr><td>PB5</td><td>1</td></tr><tr><td>LPB1</td><td>1</td></tr><tr><td>LPB2</td><td>1</td></tr></table> TOTAL5				PULL BOX NO.	EACH	PB2	1	PB4	1	PB5	1	LPB1	1	LPB2	1	CONCRETE BASES 654.0120 CONCRETE BASES TYPE 10-SPECIAL <table><tr><th>SIGNAL BASE NO.</th><th>LOCATION</th><th>EACH</th></tr><tr><td>SB2</td><td>953+44, 24' LT</td><td>1</td></tr></table> TOTAL1				SIGNAL BASE NO.	LOCATION	EACH	SB2	953+44, 24' LT	1
LOC.	TO	LOC.	L.F.																																												
PB2		SB2	9																																												
PULL BOX NO.	LOCATION	EACH																																													
PB2	EXISTING	1																																													
PULL BOX NO.	EACH																																														
PB2	1																																														
PB4	1																																														
PB5	1																																														
LPB1	1																																														
LPB2	1																																														
SIGNAL BASE NO.	LOCATION	EACH																																													
SB2	953+44, 24' LT	1																																													

3

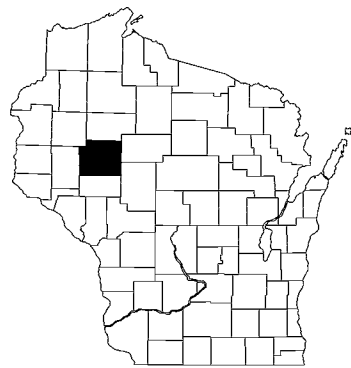
TRAFFIC SIGNAL CABLE AND ELECTRICAL WIRE					
LOC.	TO	LOC.	* 655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG L.F.	* 655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG L.F.	* 655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG L.F.
CB1		SB2		105	
SB3		SB2			39
SB2		SB4			80
SB2		HEAD 3	55		
SB2		HEAD 4	43		
TOTAL			98	105	119

TRAFFIC SIGNAL EQUIPMENT				
SIG. BASE NO.	* 657.0347 POLES TYPE 9-SPECIAL EACH	* 657.0536 MONOTUBE ARMS 35-FT SPECIAL EACH		
SB2	1	1		
TOTAL			1	1

TRAFFIC SIGNAL FACES		
SIG. HEAD NO.	SIG. BASE NO.	* 658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH
3	SB2	1
4	SB2	1
TOTAL		2

SIGNAL MOUNTING HARDWARE 658.5070.05 SIGNAL MOUNTING HARDWARE EACH ** LOCATION STH 124/BAY STREET & COLUMBIA STREET1 TOTAL1		SALVAGING TRAFFIC SIGNAL HEAD * SPV.0060.02 SALVAGING TRAFFIC SIGNAL HEAD EACH SIG. HEAD NO. 3 1 TOTAL1		LEGEND * ADDITIONAL ITEMS FOR QUANTITITES LISTED ELSEWHERE ** FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED. STH 124/BAY STREET & COLUMBIA STREET TRAFFIC SIGNAL PAGE 1 OF 1	
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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
8610-02-24
C. CHIPPEWA FALLS, BRIDGE STREET
HIGH STREET - BAY STREET



CONVENTIONAL SYMBOLS

SECTION LINE	---	SECTION CORNER SYMBOL		R/W MONUMENT (TO BE SET)	•
QUARTER LINE	---	SECTION CORNER MONUMENT		NON-MONUMENTED R/W POINT	○
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			
EXISTING R/W OR HE LINE	---				
PROPERTY LINE	---				
LOT, TIE & OTHER MINOR LINES	---				
SLOPE INTERCEPT	---				
CORPORATE LIMITS	---				
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC.)	---				
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)	---				
TEMPORARY LIMITED EASEMENT AREA	---				
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)	---				
TRANSMISSION STRUCTURES	---				
BUILDING	---				
TO BE REMOVED	---				
BRIDGE	---				
CULVERT	---				
PARALLEL OFFSETS	---				

CONVENTIONAL ABBREVIATIONS

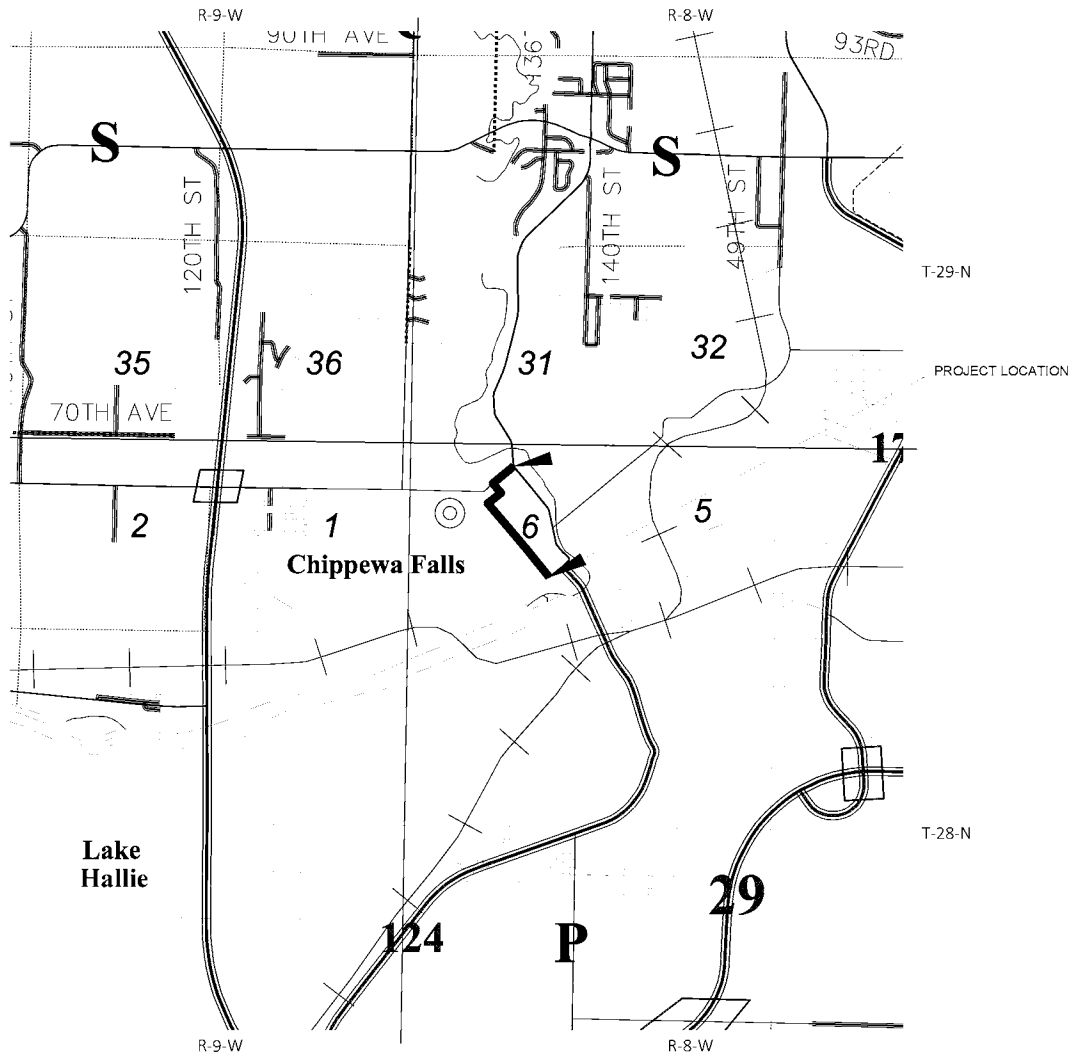
ACCESS RIGHTS	AR	POINT OF CURVATURE	PC
ACRES	AC	POINT OF COMPOUND CURVE	PCC
AHEAD	AH	POINT OF INTERSECTION	PI
ALUMINUM	ALUM	PROPERTY LINE	PL/P.L.
AND OTHERS	ET AL	RECORDED AS	(100')
BACK	BK	REEL / IMAGE	R/I
BLOCK	BLK	REFERENCE LINE	R/L
CENTERLINE	C/L	REMAINING	REM
CERTIFIED SURVEY MAP	CSM	RESTRICTIVE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

CURVE DATA ABBREVIATIONS

RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ/DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	AH
DIRECTION BACK	BK

CONVENTIONAL UTILITY SYMBOLS

WATER	---
GAS	---
TELEPHONE	---
OVERHEAD TRANSMISSION LINES	---
ELECTRIC	---
CABLE TELEVISION	---
FIBER OPTIC	---
SANITARY SEWER	---
STORM SEWER	---
ELECTRIC TOWER	---



LAYOUT
SCALE 0 0.5 MI

THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 8610-02-24

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), CHIPPEWA 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 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 CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE CITY OF CHIPPEWA FALLS.

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TPP DETAIL PAGES.

INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON THE TPP DETAIL PAGES.

PROJECT NUMBER 8610-02-24 -4. 01
SHEET 2 OF 2
AMENDMENT NO:

TRANSPORTATION PROJECT PLAT NO: 8610-02-24 - 4.01

PART OF LOT 12, BLOCK 15 AND PART OF LOT 12, BLOCK 20 OF THE ORIGINAL PLAT OF CHIPPEWA FALLS, IN THE NE 1/4 OF THE SE 1/4 OF SECTION 6, T28N, R8W, CITY OF CHIPPEWA FALLS, CHIPPEWA COUNTY, WISCONSIN

RELOCATION ORDER STH 124 C. CHIPPEWA FALLS, BAY STREET (HIGH STREET TO BRIDGE STREET) CHIPPEWA COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF CHIPPEWA FALLS HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF CHIPPEWA FALLS, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES AS SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY OF CHIPPEWA FALLS.

PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREAS SF REQUIRED			TLE SF	PLE SF
			NEW	EXISTING	TOTAL		
1	KEITH STREET LLC	TLE	----	----	----	61	----
2	FRANCIS H & BETTY L MARTELL TRUST	FEE/TLE	3	----	3	133	----

RIGHT OF WAY COURSE TABLE

FROM - TO	BEARING	DISTANCE
1445 - 801	N 49°26'57" E	22.74'
801 - 213	N 40°39'47" W	264.42'
213 - 678	S 49°23'05" W	25.00'
678 - 679	N 40°39'47" W	66.00'
679 - 677	N 49°23'05" E	24.50'
677 - 681	N 31°17'49" W	6.14'
681 - 680	S 49°20'06" W	0.50'
680 - 682	N 40°39'47" W	6.00'
682 - 1443	N 49°20'06" E	32.81'
1443 - 683	N 49°20'06" E	33.19'
683 - 196	S 40°39'47" E	12.25'
196 - 195	S 40°39'47" E	66.00'
195 - 194	S 40°39'47" E	264.36'
194 - 1442	S 49°26'57" W	33.18'
1442 - 801	S 49°26'57" W	32.82'
801 - 1445	S 49°26'57" W	22.74'
1101 - 1100	S 1°20'51" E	2618.60'
1100 - 1446	N 1°20'51" W	1603.96'
1446 - 1445	S 90°00'00" W	1004.64'
1101 - 1446	S 1°20'51" E	1014.65'

PI STA. 940+12.39
Y = 128,772.505
X = 171,764.192

PI STA. 940+66.64
Y = 128,739.217
X = 171,721.347

RIGHT OF WAY STATION AND OFFSET TABLE

POINT	STATION	OFFSET
194	941+02.39	33.18'
195	943+66.75	33.19'
196	944+32.75	33.19'
213	943+66.94	32.01'
676	944+39.00	33.31'
677	944+32.94	33.31'
678	943+66.96	57.81'
679	944+32.96	57.81'
680	944+39.00	32.81'
681	944+39.00	32.31'
682	944+45.00	32.81'
683	944+45.00	33.19'
801	941+02.52	32.82'
1442	941+02.45	0.00'
1443	944+45.00	0.00'
1445	941+02.56	55.56'

TLE STATION AND OFFSET TABLE

POINT	STATION	OFFSET
300	941+02.55	50.56'
301	941+06.00	50.55'
302	941+05.95	32.82'
662	944+42.00	32.81'
663	944+42.01	38.81'
664	944+39.01	38.81'
665	944+39.02	51.81'
666	944+32.95	51.81'

EXISTING MONUMENTS

POINT	Y	X	DESCRIPTION
1125	128948.453	171500.983	BRASS PLUG SHAFT
1126	128995.376	171460.516	BRASS PLUG SHAFT

NOTES:

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

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3"x24" IRON BARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: CSM 986 AND THE ORIGINAL PLAT OF CHIPPEWA FALLS.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE CITY OF CHIPPEWA FALLS.

TRANSPORTATION PROJECT PLAT NO: 8610-02-24 - 4.02 AMENDMENT NO. 1 -
AMENDS UTILITY PARCEL 101 OF TRANSPORTATION PROJECT PLAT NO: 8610-02-24 - 4.02
RECORDED AS DOCUMENT NO. 930374

PART OF LOT 11, BLOCK 20, PART OF LOTS 1 AND 2, BLOCK 40, PART OF LOTS 11 AND 12, BLOCK 41, PART OF LOT 12, BLOCK 46 AND PART OF LOT 1, BLOCK 47 OF THE ORIGINAL PLAT OF CHIPPEWA FALLS, IN THE NW 1/4 OF THE SE 1/4 OF SECTION 6, T28N, R8W, CITY OF CHIPPEWA FALLS, CHIPPEWA COUNTY, WISCONSIN

RELOCATION ORDER STH 124 C. CHIPPEWA FALLS, BAY STREET (HIGH STREET TO BRIDGE STREET) CHIPPEWA COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF CHIPPEWA FALLS 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 CHIPPEWA FALLS HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF CHIPPEWA FALLS, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

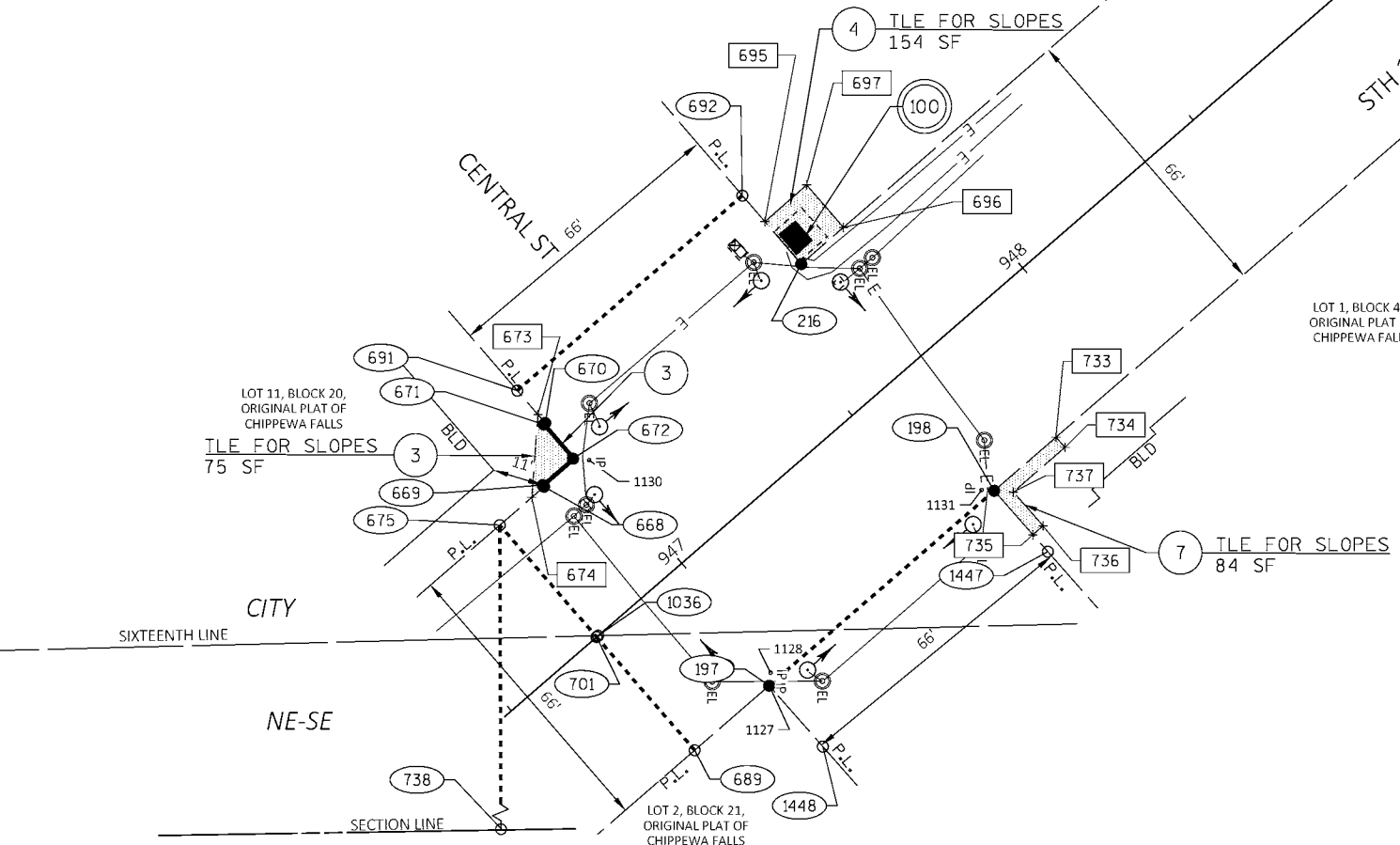
SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES AS SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY OF CHIPPEWA FALLS.

PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREAS SF REQUIRED			TLE SF	PLE SF
			NEW	EXISTING	TOTAL		
3	CHIPPEWA FALLS PUBLIC LIBRARY	FEE/TLE	10	----	10	75	----
4	SCHAFER PROPERTIES OF CHIPPEWA COUNTY	TLE	----	----	----	283	----
6	MARINE CREDIT UNION	FEE/TLE	15	----	15	149	----
7	CITY OF CHIPPEWA FALLS CITY HALL & FIRE STATION	TLE	----	----	----	84	----
8	ROYAL CREDIT UNION	FEE/TLE	6	----	6	34	----
9	B&G BUILDING LLC	TLE	----	----	----	156	----

UTILITY INTERESTS REQUIRED

PARCEL NUMBER	OWNER	INTEREST REQUIRED	EASEMENT
100	XCEL ENERGY - ELECTRIC	RELEASE OF RIGHTS	



FILE NAME : 86100224-4.02-A1.DWG
APPRAISAL PLAT DATE : 11/08/2021

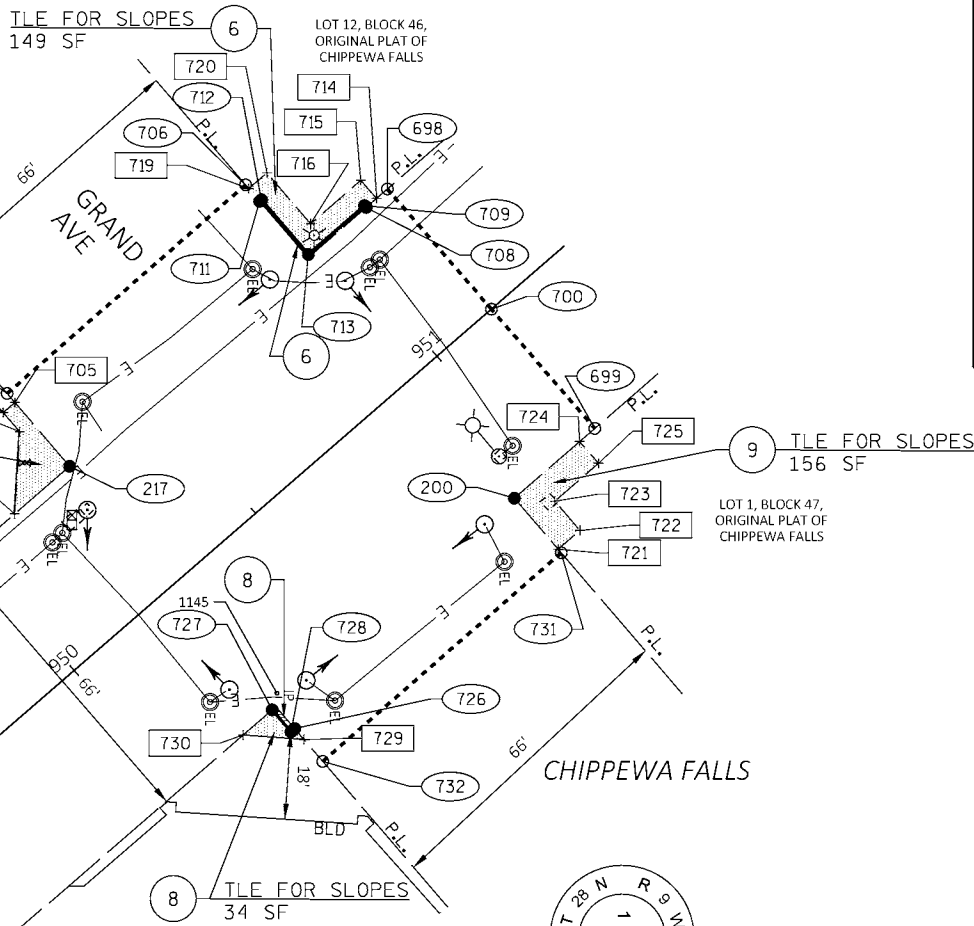
PLOT DATE : 11/30/2022 11:45 AM

PLOT BY : BUZA, DONALD

PLOT NAME :

PLOT SCALE : 1 IN=40 FT

8610-02-24-4.02 A1



NOTES:

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CHIPPEWA COUNTY AS SHEET 2 OF 2 OF DOCUMENT 929908.

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON BARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: THE ORIGINAL PLAT OF CHIPPEWA FALLS.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE CITY OF CHIPPEWA FALLS.

FOR R/W & TLE POINT INFORMATION REFER TO TPP NUMBER 8610-02-24-4.02 AMENDMENT NO. 1 SHEET 2 OF 2.

AECOM

I, DONALD J. BUZA, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF CHIPPEWA FALLS, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT, AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: *Donald J. Buza* DATE: 11/30/2022
PRINT NAME: DONALD J. BUZA
REGISTRATION NUMBER: S-2338
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF CHIPPEWA FALLS
SIGNATURE: *Richard J. Rubenzer* DATE: 12/05/2022
PRINT NAME: RICHARD J. RUBENZER

TRANSPORTATION PROJECT PLAT NO: 8610-02-24 - 4.02 AMENDMENT NO. 1

RELOCATION ORDER C. CHIPPEWA FALLS, BAY STREET (HIGH STREET TO BRIDGE STREET) CHIPPEWA COUNTY

EXISTING MONUMENTS

POINT	Y	X	DESCRIPTION
1127	129239.188	171332.998	BRASS PLUG SHAFT
1128	129238.973	171435.169	MAG NAIL
1130	129199.202	171285.736	BRASS PLUG SHAFT
1131	129286.135	171292.695	BRASS PLUG
1145	129489.409	171118.028	BRASS PLUG

RIGHT OF WAY STATION AND OFFSET TABLE

POINT	STATION	OFFSET
197	946+96.86	33.20'
198	947+62.86	33.21'
200	950+92.83	32.90'
216	947+63.42	32.79'
217	950+27.13	32.79'
668	946+88.00	32.80'
669	946+88.00	33.30'
670	946+97.44	43.30'
671	946+96.94	43.30'
672	946+96.92	33.30'
675	946+75.00	32.80'
689	946+75.00	33.20'
691	946+97.46	52.80'
692	947+63.46	52.79'
698	951+15.00	33.11'
699	951+15.00	32.89'
700	951+15.00	0.00'
701	946+75.00	0.00'
706	950+93.23	53.10'
707	950+27.23	52.79'
708	951+09.14	33.11'
709	951+09.13	33.61'
711	950+93.21	48.60'
712	950+93.71	48.60'
713	950+93.64	33.60'
726	950+26.80	39.21'
727	950+25.82	33.21'
728	950+25.80	39.21'
731	950+92.76	47.90'
732	950+26.75	48.21'
1036	946+75.44	0.00'
1047	947+63.02	51.20'
1048	946+97.02	51.20'

TLE STATION AND OFFSET TABLE

POINT	STATION	OFFSET
673	946+97.45	45.80'
674	946+84.42	32.80'
695	947+63.45	45.16'
696	947+75.80	32.79'
697	947+75.81	45.25'
702	950+12.00	32.79'
703	950+24.00	45.00'
704	950+24.00	50.30'
705	950+27.21	50.29'
714	951+12.00	33.11'
715	951+12.00	38.11'
716	950+98.16	38.10'
719	950+93.22	52.10'
720	950+98.22	52.07'
721	950+92.76	46.90'
722	950+98.76	46.93'
723	950+98.80	38.90'
724	951+10.83	32.89'
725	951+10.83	38.89'
729	950+26.78	42.21'
730	950+17.82	33.21'
733	947+81.00	33.21'
734	947+81.00	36.21'
735	947+62.98	46.20'
736	947+65.98	46.18'
737	947+65.89	36.21'

RIGHT OF WAY COURSE TABLE

FROM - TO	BEARING	DISTANCE
675 - 668	N 40°39'47" W	13.00'
668 - 669	S 49°20'13" W	0.50'
669 - 672	N 40°40'11" W	8.92'
672 - 671	S 49°27'16" W	10.00'
671 - 670	N 40°32'44" W	0.50'
670 - 691	S 49°27'16" W	9.50'
691 - 692	N 40°39'47" W	66.00'
692 - 216	N 49°27'16" E	20.00'
216 - 217	N 40°39'47" W	263.71'
217 - 707	S 49°36'11" W	20.00'
707 - 706	N 40°56'11" W	66.00'
706 - 711	N 49°36'11" E	4.50'
711 - 712	N 40°23'49" W	0.50'
712 - 713	N 49°36'11" E	15.00'
713 - 709	N 40°42'25" W	15.50'
709 - 708	N 49°16'58" E	0.50'
708 - 698	N 40°42'25" W	5.86'
698 - 700	N 49°20'06" E	33.11'
700 - 699	N 49°20'06" E	32.89'
699 - 200	S 40°42'25" E	22.17'
200 - 731	N 49°36'11" E	15.00'
731 - 732	S 40°56'10" E	66.00'
732 - 726	S 49°36'11" W	9.00'
726 - 728	S 40°39'47" E	1.00'
728 - 727	S 49°36'11" W	6.00'
727 - 198	S 40°39'47" E	262.96'
198 - 1447	N 48°48'51" E	18.00'
1447 - 1448	S 40°39'47" E	66.00'
1448 - 197	S 48°48'51" W	18.00'
197 - 689	S 40°39'47" E	21.86'
689 - 701	S 49°20'06" W	33.20'
701 - 675	S 49°20'06" W	32.80'
1100 - 738	S 1°20'51" E	2053.13'
1101 - 738	S 1°20'51" E	565.48'
738 - 675	S 90°00'00" W	1349.84'

TRANSPORTATION PROJECT PLAT NO: 8610-02-24 - 4.02

PART OF LOT 11, BLOCK 20, PART OF LOTS 1 AND 2, BLOCK 40, PART OF LOTS 11 AND 12, BLOCK 41, PART OF LOT 12, BLOCK 46 AND PART OF LOT 1, BLOCK 47 OF THE ORIGINAL PLAT OF CHIPPEWA FALLS, IN THE NW 1/4 OF THE SE 1/4 OF SECTION 6, T28N, R8W, CITY OF CHIPPEWA FALLS, CHIPPEWA COUNTY, WISCONSIN
RELOCATION ORDER STH 124 C. CHIPPEWA FALLS, BAY STREET (HIGH STREET TO BRIDGE STREET) CHIPPEWA COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF CHIPPEWA FALLS 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 CHIPPEWA FALLS HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF CHIPPEWA FALLS, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

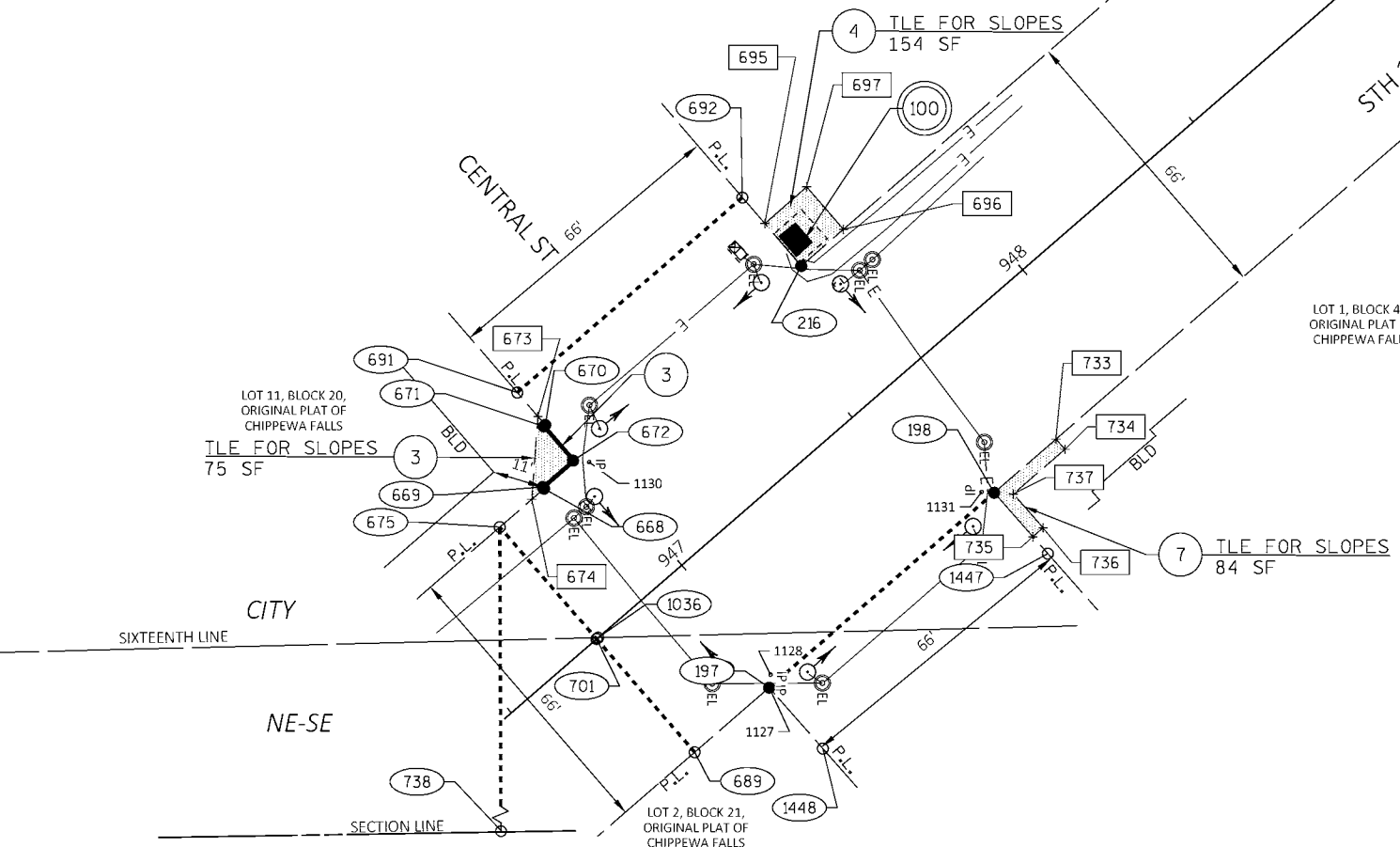
SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES AS SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY OF CHIPPEWA FALLS.

PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREAS SF REQUIRED			TLE SF	PLE SF
			NEW	EXISTING	TOTAL		
3	CHIPPEWA FALLS PUBLIC LIBRARY	FEE/TLE	10	----	10	75	----
4	SCHAFER PROPERTIES OF CHIPPEWA COUNTY	TLE	----	----	----	283	----
6	MARINE CREDIT UNION	FEE/TLE	15	----	15	149	----
7	CITY OF CHIPPEWA FALLS CITY HALL & FIRE STATION	TLE	----	----	----	84	----
8	ROYAL CREDIT UNION	FEE/TLE	6	----	6	34	----
9	B&G BUILDING LLC	TLE	----	----	----	156	----

UTILITY INTERESTS REQUIRED

PARCEL NUMBER	OWNER	INTEREST REQUIRED	EASEMENT
100	XCEL ENERGY - ELECTRIC	RELEASE OF RIGHTS	
101	CITY OF CHIPPEWA FALLS - LIGHTING	RELEASE OF RIGHTS	



FILE NAME : 86100224-4.01.DWG
APPRAISAL PLAT DATE : 11/08/2021

PLOT DATE : 1/4/2022 10:00 AM

PLOT BY : ARBUCKLE, ADRIAN

PLOT NAME :

PLOT SCALE : 1 IN=40 FT

8610-02-24-4.02

930374
RECORDED ON
03/31/2022 10:34 AM
MELANIE K. MC MANUS
REGISTER OF DEEDS
REC FEE:
TRANSFER FEE:
FEE EXEMPT:
CHIPPEWA COUNTY, WI
PAGES: 2
**The above recording information
verifies that this document has
been electronically recorded and
returned to the submitter.**

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 8610-02-24-4.02
SHEET 1 OF 2

NOTES:

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CHIPPEWA COUNTY AS SHEET 2 OF 2 OF DOCUMENT 929908.

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON BARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: THE ORIGINAL PLAT OF CHIPPEWA FALLS.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE CITY OF CHIPPEWA FALLS.

FOR R/W & TLE POINT INFORMATION REFER TO TPP NUMBER 8610-02-24-4.02 SHEET 2 OF 2.

AECOM

I, DONALD J. BUZA, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF CHIPPEWA FALLS, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT, AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN
DONALD J. BUZA
S-2338
CUSTER, WI
LAND SURVEYOR

SIGNATURE: *Donald J. Buza* DATE: 01/03/2022
PRINT NAME: DONALD J. BUZA
REGISTRATION NUMBER: S-2338
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF CHIPPEWA FALLS
SIGNATURE: *Richard J. Rubenzer* DATE: 03/30/2022
PRINT NAME: RICHARD J. RUBENZER

TRANSPORTATION PROJECT PLAT NO: 8610-02-24 - 4.02

RELOCATION ORDER STH 124 C. CHIPPEWA FALLS, BAY STREET (HIGH STREET TO BRIDGE STREET) CHIPPEWA COUNTY

EXISTING MONUMENTS

POINT	Y	X	DESCRIPTION
1127	129239.188	171332.998	BRASS PLUG SHAFT
1128	129238.973	171435.169	MAG NAIL
1130	129199.202	171285.736	BRASS PLUG SHAFT
1131	129286.135	171292.695	BRASS PLUG
1145	129489.409	171118.028	BRASS PLUG

RIGHT OF WAY STATION AND OFFSET TABLE

POINT	STATION	OFFSET
197	946+96.86	33.20'
198	947+62.86	33.21'
200	950+92.83	32.90'
216	947+63.42	32.79'
217	950+27.13	32.79'
668	946+88.00	32.80'
669	946+88.00	33.30'
670	946+97.44	43.30'
671	946+96.94	43.30'
672	946+96.92	33.30'
675	946+75.00	32.80'
689	946+75.00	33.20'
691	946+97.46	52.80'
692	947+63.46	52.79'
698	951+15.00	33.11'
699	951+15.00	32.89'
700	951+15.00	0.00'
701	946+75.00	0.00'
706	950+93.23	53.10'
707	950+27.23	52.79'
708	951+09.14	33.11'
709	951+09.13	33.61'
711	950+93.21	48.60'
712	950+93.71	48.60'
713	950+93.64	33.60'
726	950+26.80	39.21'
727	950+25.82	33.21'
728	950+25.80	39.21'
731	950+92.76	47.90'
732	950+26.75	48.21'
1036	946+75.44	0.00'
1047	947+63.02	51.20'
1048	946+97.02	51.20'

TLE STATION AND OFFSET TABLE

POINT	STATION	OFFSET
673	946+97.45	45.80'
674	946+84.42	32.80'
695	947+63.45	45.16'
696	947+75.80	32.79'
697	947+75.81	45.25'
702	950+12.00	32.79'
703	950+24.00	45.00'
704	950+24.00	50.30'
705	950+27.21	50.29'
714	951+12.00	33.11'
715	951+12.00	38.11'
716	950+98.16	38.10'
719	950+93.22	52.10'
720	950+98.22	52.07'
721	950+92.76	46.90'
722	950+98.76	46.93'
723	950+98.80	38.90'
724	951+10.83	32.89'
725	951+10.83	38.89'
729	950+26.78	42.21'
730	950+17.82	33.21'
733	947+81.00	33.21'
734	947+81.00	36.21'
735	947+62.98	46.20'
736	947+65.98	46.18'
737	947+65.89	36.21'

RIGHT OF WAY COURSE TABLE

FROM - TO	BEARING	DISTANCE
675 - 668	N 40°39'47" W	13.00'
668 - 669	S 49°20'13" W	0.50'
669 - 672	N 40°40'11" W	8.92'
672 - 671	S 49°27'16" W	10.00'
671 - 670	N 40°32'44" W	0.50'
670 - 691	S 49°27'16" W	9.50'
691 - 692	N 40°39'47" W	66.00'
692 - 216	N 49°27'16" E	20.00'
216 - 217	N 40°39'47" W	263.71'
217 - 707	S 49°36'11" W	20.00'
707 - 706	N 40°56'11" W	66.00'
706 - 711	N 49°36'11" E	4.50'
711 - 712	N 40°23'49" W	0.50'
712 - 713	N 49°36'11" E	15.00'
713 - 709	N 40°42'25" W	15.50'
709 - 708	N 49°16'58" E	0.50'
708 - 698	N 40°42'25" W	5.86'
698 - 700	N 49°20'06" E	33.11'
700 - 699	N 49°20'06" E	32.89'
699 - 200	S 40°42'25" E	22.17'
200 - 731	N 49°36'11" E	15.00'
731 - 732	S 40°56'10" E	66.00'
732 - 726	S 49°36'11" W	9.00'
726 - 728	S 40°39'47" E	1.00'
728 - 727	S 49°36'11" W	6.00'
727 - 198	S 40°39'47" E	262.96'
198 - 1447	N 48°48'51" E	18.00'
1447 - 1448	S 40°39'47" E	66.00'
1448 - 197	S 48°48'51" W	18.00'
197 - 689	S 40°39'47" E	21.86'
689 - 701	S 49°20'06" W	33.20'
701 - 675	S 49°20'06" W	32.80'
1100 - 738	S 1°20'51" E	2053.13'
1101 - 738	S 1°20'51" E	565.48'
738 - 675	S 90°00'00" W	1349.84'

TRANSPORTATION PROJECT PLAT NO: 8610-02-24 - 4.03

PART OF LOT 11, BLOCK 46, PART OF LOT 12, BLOCK 47 OF THE ORIGINAL PLAT OF CHIPPEWA FALLS, PART OF LOT 1, BLOCK 6 OF THE PLAT ALLEN'S ADDITION TO CHIPPEWA FALLS, IN THE NW 1/4 OF THE SE 1/4 OF SECTION 6, PART OF LOTS 5 AND 8, BLOCK 5, PART OF LOTS 1 AND 2 OF BLOCK 6, PART OF LOT 1, BLOCK 8 AND PART OF LOT 5, BLOCK 9 OF THE PLAT OF ALLEN'S ADDITION TO CHIPPEWA FALLS, IN THE SW 1/4 OF THE NE 1/4 OF SECTION 6, ALL IN T28N, R8W, CITY OF CHIPPEWA FALLS, CHIPPEWA COUNTY, WISCONSIN

RELOCATION ORDER STH 124 C. CHIPPEWA FALLS, BAY STREET (HIGH STREET TO BRIDGE STREET) CHIPPEWA COUNTY

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

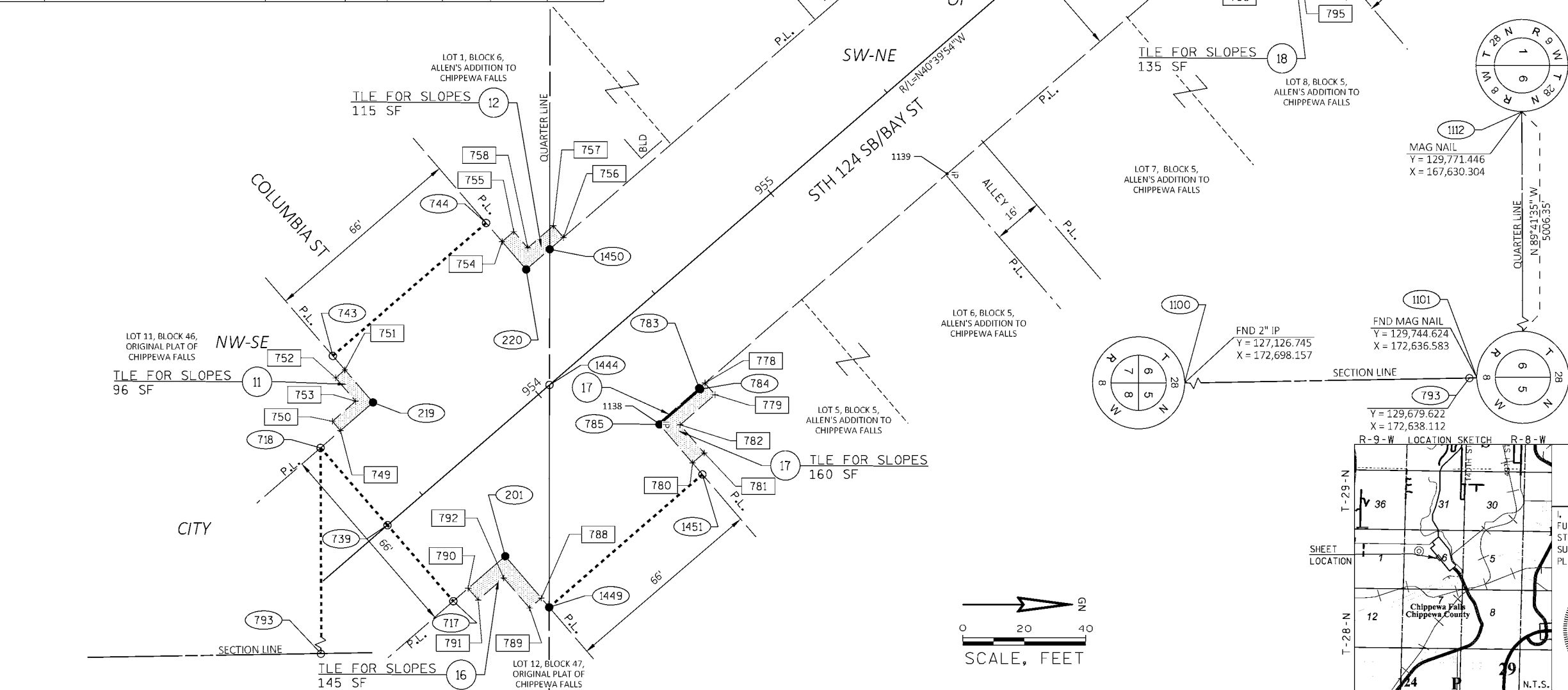
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF CHIPPEWA FALLS HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAY OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.

2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF CHIPPEWA FALLS, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREAS SF REQUIRED			TLE SF	PLE SF
			NEW	EXISTING	TOTAL		
11	SCHAFER PROPERTIES OF CHIPPEWA COUNTY	TLE	-----	-----	-----	96	-----
12	FILL-INN STATION OF CHIPPEWA FALLS INC	TLE	-----	-----	-----	115	-----
13	MICHAEL E HORAN PROPERTIES LLC	FEE/TLE	8	-----	8	122	-----
14	ERIC STEPHENSON	FEE/TLE	9	-----	9	77	-----
16	MUTUAL SAVINGS BANK	TLE	-----	-----	-----	145	-----
17	COLE WATTON	FEE/TLE	9	-----	9	160	-----
18	PTM PROPERTIES LLC	TLE	-----	-----	-----	135	-----
19	MICHAEL J WEIGAND	TLE	-----	-----	-----	135	-----



NOTES:

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CHIPPEWA COUNTY AS SHEET 2 OF 2 OF DOCUMENT 929908.

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON BARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: THE ORIGINAL PLAT OF CHIPPEWA FALLS AND PLAT OF ALLEN'S ADDITION TO CHIPPEWA FALLS.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE CITY OF CHIPPEWA FALLS.

FOR R/W & TLE POINT INFORMATION REFER TO TPP NUMBER 8610-02-24 4.03 SHEET 2 OF 2.

AECOM

I, DONALD J. BUZA, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF CHIPPEWA FALLS, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT, AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: *Donald J. Buza* DATE: 01/03/2022
PRINT NAME: DONALD J. BUZA
REGISTRATION NUMBER: S-2338

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF CHIPPEWA FALLS

SIGNATURE: *Richard J. Rubenzer* DATE: 03/30/2022
PRINT NAME: RICHARD J. RUBENZER

TRANSPORTATION PROJECT PLAT NO: 8610-02-24 - 4.03

RELOCATION ORDER STH 124 C. CHIPPEWA FALLS, BAY STREET (HIGH STREET TO BRIDGE STREET) CHIPPEWA COUNTY

EXISTING MONUMENTS

POINT	Y	X	DESCRIPTION
1138	129789.615	170862.030	CHISELED "X"
1139	129883.856	170781.178	0.75" REBAR
1149	129990.216	170690.136	0.63" REBAR
1154	129997.220	170599.617	BRASS PLUG

TLE STATION AND OFFSET TABLE

POINT	STATION	OFFSET
749	953+43.59	33.28'
750	953+43.58	37.28'
751	953+57.62	47.29'
752	953+53.62	47.30'
753	953+53.60	37.29'
754	954+23.61	45.34'
755	954+28.61	45.33'
756	954+39.59	33.33'
757	954+39.59	38.33'
758	954+28.60	38.34'
762	956+74.88	33.17'
763	956+74.88	38.17'
764	956+82.89	38.16'
765	956+82.94	51.17'
766	956+87.94	51.16'
770	957+76.88	33.09'
771	957+76.88	36.79'
772	957+53.89	36.88'
773	957+71.66	32.90'
774	957+71.65	37.90'
775	957+53.61	46.89'
776	957+58.61	46.90'
777	957+58.64	37.89'
778	954+43.37	32.67'
779	954+43.36	37.67'
780	954+23.29	49.66'
781	954+28.29	49.68'
782	954+28.34	37.66'
788	953+57.29	50.71'
789	953+52.29	50.69'
790	953+41.37	32.72'
791	953+41.37	37.72'
792	953+52.34	37.71'
794	956+87.60	50.84'
795	956+82.60	50.83'
796	956+73.66	32.83'
797	956+73.65	37.83'
798	956+82.64	37.84'

RIGHT OF WAY STATION AND OFFSET TABLE

POINT	STATION	OFFSET
201	953+57.37	32.71'
204	957+53.66	32.89'
219	953+57.59	33.29'
220	954+23.59	33.34'
717	953+35.00	32.72'
718	953+35.00	33.28'
739	953+35.00	0.00'
740	957+80.00	33.09'
741	957+80.00	32.91'
742	957+80.00	0.00'
743	953+57.63	53.29'
744	954+23.63	53.34'
745	956+87.94	53.16'
746	957+53.94	53.11'
747	957+53.59	52.89'
748	956+87.59	52.84'
759	956+87.93	48.66'
760	956+87.43	48.66'
761	956+87.38	33.16'
767	957+53.88	33.61'
768	957+71.88	33.10'
769	957+71.88	33.60'
783	954+40.87	32.67'
784	954+40.87	33.17'
785	954+23.36	33.16'
1149	956+87.66	32.84'
1444	954+04.73	0.00'
1449	953+57.27	54.65'
1450	954+33.68	33.34'
1451	954+23.27	54.60'

RIGHT OF WAY COURSE TABLE

FROM - TO	BEARING	DISTANCE
718 - 219	N 40°42'25" W	22.59'
219 - 743	S 49°27'44" W	20.00'
743 - 744	N 40°42'34" W	66.00'
744 - 220	N 49°27'44" E	20.00'
220 - 1450	N 40°37'28" W	10.09'
1450 - 761	N 40°37'28" W	253.70'
761 - 760	S 49°31'34" W	15.50'
760 - 759	N 40°28'26" W	0.50'
759 - 745	S 49°31'34" W	4.50'
745 - 746	N 40°37'28" W	66.00'
746 - 767	N 49°31'34" E	19.50'
767 - 769	N 40°37'28" W	18.00'
769 - 768	N 49°22'32" E	0.50'
768 - 740	N 40°37'28" W	8.12'
740 - 742	N 49°20'06" E	33.09'
742 - 741	N 49°20'06" E	32.91'
741 - 204	S 40°37'28" E	26.34'
204 - 747	N 49°31'34" E	20.00'
747 - 748	S 40°37'28" E	66.00'
748 - 1149	S 49°31'34" W	20.00'
1149 - 783	S 40°37'28" E	246.79'
783 - 784	N 49°22'32" E	0.50'
784 - 785	S 40°37'28" E	17.50'
785 - 1451	N 49°35'35" E	21.45'
1451 - 1449	S 40°42'35" E	66.00'
1449 - 201	S 49°35'35" W	21.95'
201 - 717	S 40°42'25" E	22.37'
717 - 739	S 49°20'06" W	32.72'
739 - 718	S 49°20'06" W	33.28'
1100 - 793	N 1°20'51" W	2553.58'
1101 - 793	N 1°20'51" W	65.02'
1101 - 1100	S 1°20'51" E	2618.60'
793 - 718	S 90°00'00" W	1768.51'
1101 - 1449	N 89°41'35" W	1714.82'
1449 - 1444	N 89°41'35" W	72.39'
1444 - 1450	N 89°41'35" W	44.15'
1450 - 1112	N 89°41'35" W	3174.99'
1112 - 1101	S 89°41'35" E	5006.35'

TRANSPORTATION PROJECT PLAT NO: 8610-02-24 - 4.04

PART OF LOT 12, BLOCK 8, PART OF LOT 8, BLOCK 9, PART OF LOTS 5 AND 8 OF BLOCK 17, PART OF LOTS 1 AND 12, BLOCK 18, PART OF LOT 5 OF BLOCK 20 ALL IN THE PLAT OF ALLEN'S ADDITION TO CHIPPEWA FALLS, PART OF CSM 4603, V 21, P 123-124, DOC 858862, SW 1/4 OF THE NE 1/4 OF SECTION 6, ALL IN T28N, R8W, CITY OF CHIPPEWA FALLS, CHIPPEWA COUNTY, WISCONSIN

RELOCATION ORDER STH 124 C. CHIPPEWA FALLS, BAY STREET (HIGH STREET TO BRIDGE STREET) CHIPPEWA COUNTY

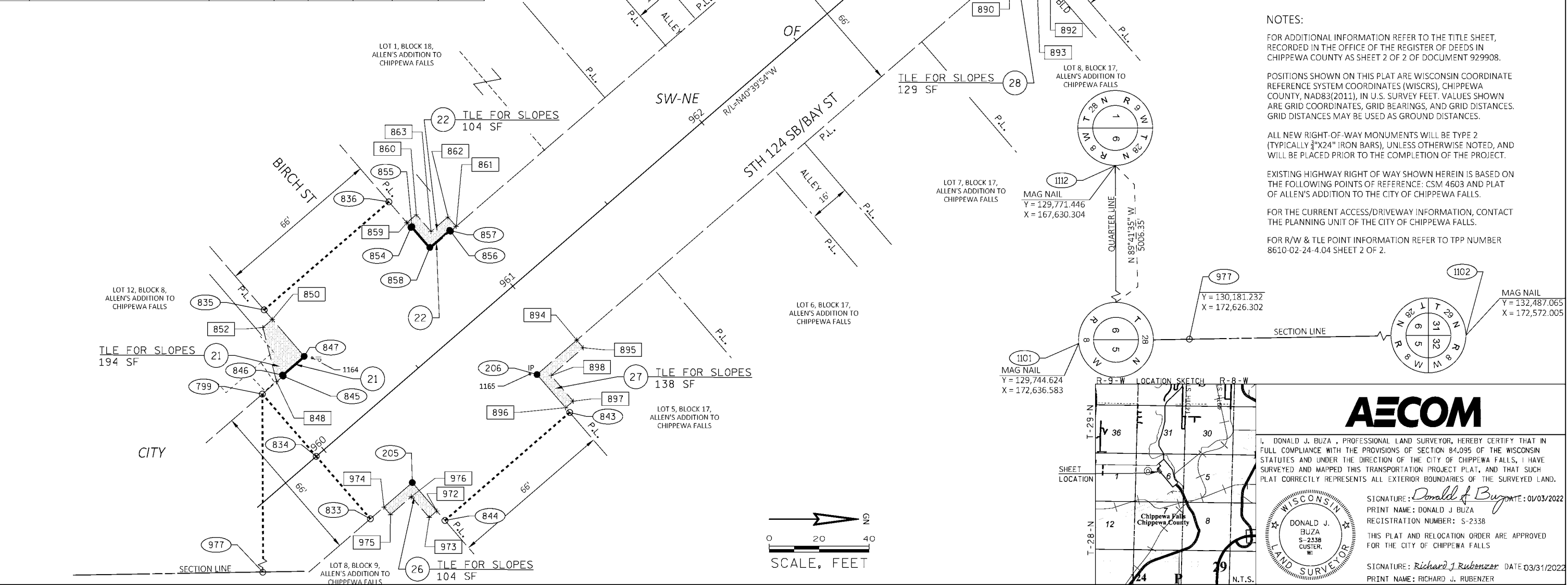
TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF CHIPPEWA FALLS DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF CHIPPEWA FALLS HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF CHIPPEWA FALLS, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES AS SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY OF CHIPPEWA FALLS.

PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREAS SF REQUIRED			TLE SF	PLE SF
			NEW	EXISTING	TOTAL		
21	PAUL L MICHELLE D SCHLOSSER	FEE/TLE	9	-----	9	194	-----
22	BRENIZER REALTORS INC	FEE/TLE	11	-----	11	104	-----
23	CHRIST EPISCOPAL CHURCH & PARSONAGE	FEE/TLE	65	-----	65	67	-----
24	HALEY REAL ESTATE HOLDINGS LLC	FEE/TLE	14	-----	14	200	-----
26	SHERRI FORMAN TRUST	TLE	-----	-----	-----	104	-----
27	LINDEN REAL ESTATE LLC	TLE	-----	-----	-----	138	-----
28	RICHARD D ENDRES	FEE/TLE	11	-----	11	129	-----
29	HOWARD J & PATRICIA M MEYER	TLE	-----	-----	-----	197	-----



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CHIPPEWA COUNTY, WI
PAGES: 2

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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 8610-02-24-4.04
SHEET 1 OF 2

NOTES:

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CHIPPEWA COUNTY AS SHEET 2 OF 2 OF DOCUMENT 929908.

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON BARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: CSM 4603 AND PLAT OF ALLEN'S ADDITION TO THE CITY OF CHIPPEWA FALLS.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE CITY OF CHIPPEWA FALLS.

FOR R/W & TLE POINT INFORMATION REFER TO TPP NUMBER 8610-02-24-4.04 SHEET 2 OF 2.

AECOM

I, DONALD J. BUZA, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF CHIPPEWA FALLS, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT, AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: *Donald J. Buza* DATE: 01/03/2022
PRINT NAME: DONALD J. BUZA
REGISTRATION NUMBER: S-2338
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF CHIPPEWA FALLS
SIGNATURE: *Richard J. Rubenzer* DATE: 03/31/2022
PRINT NAME: RICHARD J. RUBENZER

LOCATION SKETCH

SHEET LOCATION

12 19

CHIPPewa Falls
Chippewa County

N.T.S.

WISCONSIN
LAND SURVEYOR
DONALD J. BUZA
S-2338
CUSTER,
WI

TRANSPORTATION PROJECT PLAT NO: 8610-02-24 - 4.04

RELOCATION ORDER STH 124 C, CHIPPEWA FALLS, BAY STREET (HIGH STREET TO BRIDGE STREET) CHIPPEWA COUNTY

EXISTING MONUMENTS

POINT	Y	X	DESCRIPTION
1164	130201.177	170424.705	BRASS PLUG SHAFT
1165	130288.324	170431.528	BRASS PLUG
1170	130542.113	170216.542	1" PIPE
1171	130492.267	170256.582	BRASS PLUG
1172	130447.922	170209.994	1" PIPE

RIGHT OF WAY STATION AND OFFSET TABLE

POINT	STATION	OFFSET
205	960+18.18	33.08'
206	960+84.18	33.08'
799	959+96.00	32.94'
833	959+96.00	33.07'
834	959+96.00	0.00'
835	960+18.61	57.92'
836	960+84.61	57.92'
837	963+47.59	52.73'
838	964+13.59	52.62'
839	964+53.00	32.46'
840	964+53.00	33.54'
841	964+14.85	58.39'
842	963+48.85	58.28'
843	960+84.14	53.08'
844	960+18.14	53.08'
845	960+07.03	32.93'
846	960+07.03	33.43'
847	960+18.53	33.42'
854	960+84.57	44.42'
855	960+85.07	44.41'
856	960+95.53	32.91'
857	960+95.53	33.41'
858	960+85.03	33.42'
864	963+38.60	32.73'
865	963+47.60	33.23'
866	963+38.60	33.23'
872	964+38.60	32.52'
873	964+38.61	33.02'
874	964+13.60	33.12'
880	964+53.00	0.00'
886	963+48.87	44.28'
887	963+47.87	44.27'
888	963+47.88	33.27'
1170	964+14.88	33.39'

TLE STATION AND OFFSET TABLE

POINT	STATION	OFFSET
848	960+03.53	32.93'
850	960+18.59	52.92'
852	960+13.59	52.94'
859	960+84.58	46.92'
860	960+89.58	46.90'
861	960+98.53	32.91'
862	960+98.54	37.91'
863	960+89.55	37.91'
867	963+35.60	32.73'
868	963+35.61	35.73'
869	963+47.59	47.73'
870	963+44.59	47.72'
871	963+44.60	35.73'
875	964+13.59	50.62'
876	964+18.59	50.62'
877	964+43.10	32.50'
878	964+43.12	37.50'
879	964+18.60	37.60'
881	964+37.88	33.48'
882	964+37.86	38.48'
883	964+14.85	54.89'
884	964+19.85	54.89'
885	964+19.87	38.41'
889	963+29.88	33.26'
890	963+29.88	38.26'
891	963+48.86	47.28'
892	963+43.86	47.27'
893	963+43.87	38.27'
894	961+05.18	33.10'
895	961+05.18	37.10'
896	960+84.15	50.58'
897	960+88.15	50.59'
898	960+88.17	37.09'
972	960+18.15	48.08'
973	960+14.15	48.07'
974	960+03.18	33.07'
975	960+03.18	37.07'
976	960+14.17	37.07'

RIGHT OF WAY COURSE TABLE

FROM - TO	BEARING	DISTANCE
799 - 845	N 40°37'28" W	11.03'
845 - 846	S 49°22'32" W	0.50'
846 - 847	N 40°37'28" W	11.50'
847 - 835	S 49°30'39" W	24.50'
835 - 836	N 40°39'33" W	66.00'
836 - 854	N 49°30'39" E	13.50'
854 - 855	N 40°29'21" W	0.50'
855 - 858	N 49°30'39" E	11.00'
858 - 857	N 40°37'25" W	10.50'
857 - 856	N 49°22'35" E	0.50'
856 - 864	N 40°37'25" W	243.07'
864 - 866	S 49°22'35" W	0.50'
866 - 865	N 40°37'25" W	9.00'
865 - 837	S 49°18'03" W	19.50'
837 - 838	N 40°34'21" W	66.00'
838 - 874	N 49°18'03" E	19.50'
874 - 873	N 40°25'40" W	25.00'
873 - 872	N 49°34'20" E	0.50'
872 - 839	N 40°25'40" W	14.40'
839 - 880	N 49°20'06" E	32.46'
880 - 840	N 49°20'06" E	33.54'
840 - 1170	S 40°25'40" E	38.12'
1170 - 841	N 49°24'30" E	25.00'
841 - 842	S 40°34'05" E	66.00'
842 - 886	S 49°24'30" W	14.00'
886 - 887	S 40°35'30" E	1.00'
887 - 888	S 49°24'30" W	11.00'
888 - 206	S 40°37'25" E	263.70'
206 - 843	N 49°26'51" E	20.00'
843 - 844	S 40°39'33" E	66.00'
844 - 205	S 49°26'51" W	20.00'
205 - 833	S 40°37'28" E	22.18'
833 - 834	S 49°20'06" W	33.06'
834 - 799	S 49°20'06" W	32.94'
1101 - 977	N 1°20'56" W	436.73'
977 - 799	S 90°00'00" W	2187.18'
1102 - 977	S 1°20'56" E	2306.47'
1102 - 1101	S 1°20'56" E	2743.20'

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES AS SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY OF CHIPPEWA FALLS.

PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREAS SF REQUIRED			TLE SF	PLE SF
			NEW	EXISTING	TOTAL		
31	KARL G KOLB	FEE/TLE	26	-----	26	54	-----
32	RICHARD J & PATRICIA KAUPHUSMAN	FEE/TLE	23	-----	23	115	-----
33	MATTHEW F & GRETCHEN A JOHNSON	TLE	-----	-----	-----	171	-----
34	DEBORAH A ASHER	TLE	-----	-----	-----	81	-----
36	THOMAS J PAMPERIN	FEE/TLE	19	-----	19	56	-----

EXISTING MONUMENTS

POINT	Y	X	DESCRIPTION
1178	130743.073	170066.728	0.75" REBAR
1182	130770.324	169939.666	1" PIPE

TRANSPORTATION PROJECT PLAT NO: 8610-02-24 - 4.05

PART OF LOT 12, BLOCK 19, PART OF LOT 8, BLOCK 20, AND PART OF LOT 5, BLOCK 26 OF THE PLAT OF ALLEN'S ADDITION TO CHIPPEWA FALLS IN THE SW 1/4 OF THE NE 1/4 OF SECTION 6, PART OF LOT 1, BLOCK 4 OF THE MANSFIELD ADDITION TO CHIPPEWA FALLS, PART OF LOT 7, BLOCK 5 OF THE SUBDIVISION OF MANSFIELD ADDITION IN THE SE 1/4 OF THE NW 1/4 OF SECTION 6, ALL IN T28N, R8W, CITY OF CHIPPEWA FALLS, CHIPPEWA COUNTY, WISCONSIN

RELOCATION ORDER STH 124 C. CHIPPEWA FALLS, BAY STREET (HIGH STREET TO BRIDGE STREET) CHIPPEWA COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF CHIPPEWA FALLS 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 CHIPPEWA FALLS HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF CHIPPEWA FALLS, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

930321
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03/30/2022 11:22 AM
MELANIE K. MCMANUS
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 8610-02-24-4.05
SHEET 1 OF 1

TLE STATION AND OFFSET TABLE

POINT	STATION	OFFSET
1325	966+78.68	36.52'
1326	966+62.68	36.59'
1327	966+62.68	31.59'
1331	971+92.12	545.95'
1333	966+98.85	69.97'
1334	967+02.03	73.83'
1335	967+10.63	66.76'
1336	971+89.85	547.92'
1337	972+45.87	507.19'
1338	972+49.64	503.90'
1339	972+49.72	481.51'
1340	972+52.37	485.75'
1341	972+40.37	493.23'
1345	967+60.95	32.07'
1346	967+60.94	36.07'
1347	967+57.99	48.16'
1348	967+59.69	47.11'
1349	967+52.80	36.05'
1350	967+62.34	33.93'
1351	967+62.35	36.93'
1352	966+63.78	34.42'
1353	966+63.77	37.42'
1354	967+50.35	36.96'

RIGHT OF WAY STATION AND OFFSET TABLE

POINT	STATION	OFFSET
238	966+78.67	43.84'
1178	967+47.34	33.97'
1182	972+32.75	492.09'
1322	966+65.68	31.56'
1323	966+65.69	33.58'
1324	966+78.68	33.52'
1328	967+00.78	68.38'
1329	967+02.05	69.93'
1330	967+10.98	62.59'
1342	967+57.95	32.06'
1343	967+57.94	34.06'
1344	967+49.20	34.03'
1355	966+60.03	31.60'
1356	966+60.03	34.40'
1357	966+60.03	0.00'
1360	966+97.31	71.24'
1361	971+93.76	547.84'
1362	972+49.15	510.96'
1363	972+53.97	478.87'
1364	967+61.16	53.26'
1365	967+67.95	32.09'
1366	967+67.34	33.91'
1367	967+67.65	0.00'

RIGHT OF WAY COURSE TABLE

FROM - TO	BEARING	DISTANCE
1355 - 1322	N 40°25'40" W	5.65'
1322 - 1323	S 49°34'20" W	2.00'
1323 - 1324	N 40°25'40" W	12.99'
1324 - 238	S 49°15'12" W	10.32'
238 - 1360	S 83°34'10" W	33.14'
1360 - 1328	N 1°14'29" W	4.50'
1328 - 1329	S 88°45'31" W	2.00'
1329 - 1330	N 1°14'15" W	11.56'
1330 - 1361	N 89°36'49" W	28.00'
1361 - 1362	N 6°57'39" W	66.55'
1362 - 1182	S 89°36'49" E	25.00'
1182 - 1363	N 8°40'38" W	25.00'
1363 - 1364	N 69°46'56" E	67.36'
1364 - 1344	S 8°40'38" E	22.64'
1344 - 1343	N 49°15'11" E	8.75'
1343 - 1342	S 40°44'49" E	2.00'
1342 - 1365	N 49°15'11" E	10.00'
1365 - 1367	S 40°02'37" E	32.09'
1367 - 1366	S 40°02'37" E	33.91'
1366 - 1178	S 49°15'11" W	20.00'
1178 - 1356	S 40°25'40" E	18.75'
1356 - 1357	S 49°20'06" W	34.40'
1357 - 1355	S 49°20'06" W	31.60'
1102 - 1101	S 1°20'56" E	2743.20'
1101 - 1358	N 1°20'56" W	941.43'
1358 - 1355	S 90°00'00" W	2606.99'

NOTES:

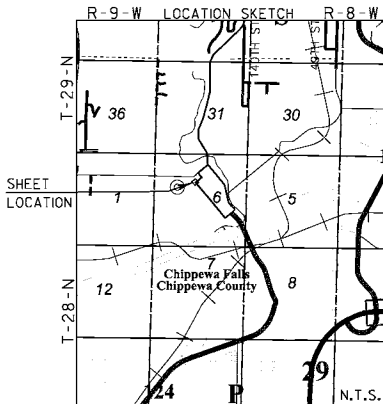
FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CHIPPEWA COUNTY AS SHEET 2 OF 2 OF DOCUMENT 929908.

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"x24" IRON BARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: PLAT OF ALLEN'S ADDITION TO THE CITY OF CHIPPEWA FALLS, PLAT OF MANSFIELD'S ADDITION TO CHIPPEWA FALLS AND SUBDIVISION OF MANSFIELD'S ADDITION TO CHIPPEWA FALLS.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE CITY OF CHIPPEWA FALLS.



AECOM

I, DONALD J. BUZA, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF CHIPPEWA FALLS, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT, AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

PRINT NAME: DONALD J. BUZA
REGISTRATION NUMBER: S-2338
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF CHIPPEWA FALLS

SIGNATURE: *Donald J. Buza* DATE: 01/03/2022
PRINT NAME: DONALD J. BUZA
REGISTRATION NUMBER: S-2338
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF CHIPPEWA FALLS
SIGNATURE: *Richard J. Rubenzer* DATE: 03/30/2022
PRINT NAME: RICHARD J. RUBENZER

TRANSPORTATION PROJECT PLAT NO: 8610-02-24 - 4.06

PART OF LOT 12, BLOCK 20 AND PART OF BLOCK 21 IN THE PLAT OF ALLEN'S ADDITION TO THE CITY OF CHIPPEWA FALLS, IN THE SW 1/4 OF THE NE 1/4 SECTION 6 AND PART OF LOT 9, BLOCK 25 IN THE PLAT OF ALLEN'S ADDITION TO THE CITY OF CHIPPEWA FALLS, IN THE NW 1/4 OF THE NE 1/4 OF SECTION 6, ALL IN T28N, R8W, CITY OF CHIPPEWA FALLS, CHIPPEWA COUNTY, WISCONSIN

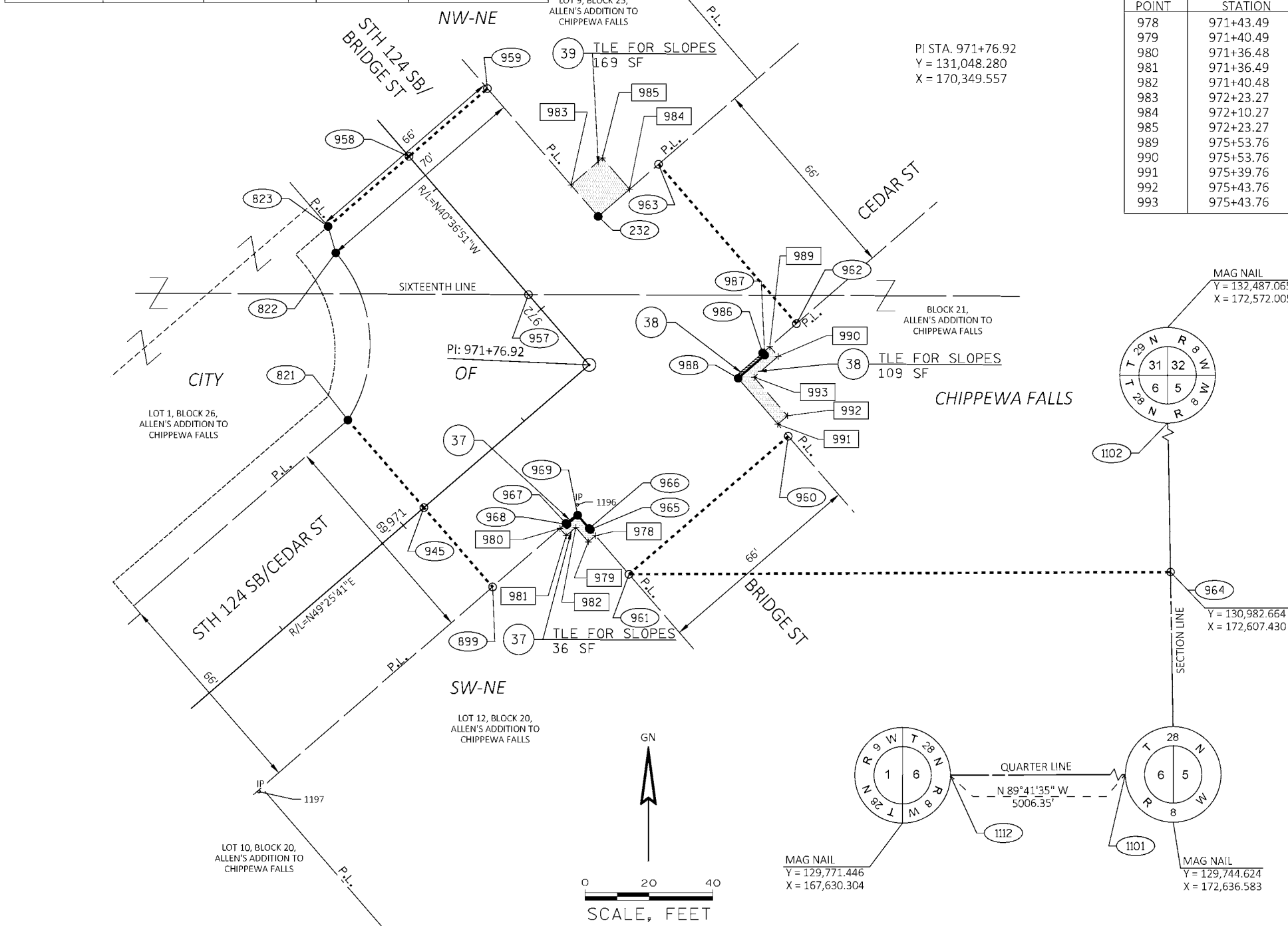
RELOCATION ORDER STH 124, C. CHIPPEWA FALLS, BAY STREET (HIGH STREET TO BRIDGE STREET) CHIPPEWA COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF CHIPPEWA FALLS 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 CHIPPEWA FALLS HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF CHIPPEWA FALLS, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

RIGHT OF WAY CURVE TABLE

FROM - TO	RADIUS	LENGTH	CHORD	CHORD BEARING
821 - 822	43.80'	56.32'	52.52'	N 03°54'06" W



NOTES:

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CHIPPEWA COUNTY AS SHEET 2 OF 2 OF DOCUMENT 929908.

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON BARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RW PLAT 8610-27-71 AND PLAT OF ALLEN'S ADDITION TO THE CITY OF CHIPPEWA FALLS.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE CITY OF CHIPPEWA FALLS.

EXISTING MONUMENTS

POINT	Y	X	DESCRIPTION
1196	131004.467	170345.675	BRASS PLUG SHAFT
1197	130915.032	170245.614	1" PIPE

930371
RECORDED ON
03/31/2022 09:31 AM
MELANIE K. MCMAHUS
REGISTER OF DEEDS
REC FEE:
TRANSFER FEE:
FEE EXEMPT:
CHIPPEWA COUNTY, WI
PAGES: 1
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PROJECT NUMBER 8610-02-24-4.06
SHEET 1 OF 1

RIGHT OF WAY STATION AND OFFSET TABLE

POINT	STATION	OFFSET
232	972+10.27	32.51'
821	971+08.41	36.31'
822	972+55.38	37.09'
823	972+63.20	33.53'
899	971+08.58	32.87'
945	971+08.50	0.00'
957	972+06.04	0.00'
958	972+63.22	0.00'
959	972+63.25	32.47'
960	975+39.76	388.00'
961	971+43.50	57.76'
962	975+64.76	363.00'
963	972+10.27	57.51'
965	971+43.49	39.26'
966	971+43.44	38.76'
967	971+38.98	32.78'
968	971+38.98	33.28'
969	971+43.43	33.26'
986	975+50.76	363.00'
987	975+50.76	364.00'
988	975+39.76	364.00'

RIGHT OF WAY COURSE TABLE

FROM - TO	BEARING	DISTANCE
961 - 965	N 40°36'34" W	18.50'
965 - 966	N 46°18'22" W	0.50'
966 - 969	N 40°36'34" W	5.50'
969 - 968	S 49°15'11" W	4.45'
968 - 967	N 40°44'49" W	0.50'
967 - 899	S 49°15'11" W	30.41'
899 - 945	N 40°42'19" W	32.87'
945 - 821	N 40°42'19" W	36.31'
821 - 822	SEE CURVE TABLE	
822 - 823	N 16°06'27" W	8.59'
823 - 958	N 49°20'42" E	33.53'
958 - 959	N 49°20'42" E	32.47'
959 - 232	S 40°39'18" E	52.98'
232 - 963	N 49°22'58" E	25.00'
963 - 962	S 40°37'56" E	66.00'
962 - 986	S 49°22'58" W	14.00'
986 - 987	S 40°37'02" E	1.00'
987 - 988	S 49°22'58" W	11.00'
988 - 960	S 40°36'34" E	24.00'
960 - 961	S 49°19'04" W	66.00'
1102 - 964	S 1°20'56" E	1504.82'
964 - 961	S 90°00'00" W	2245.70'
1102 - 1101	S 1°20'56" E	2743.20'

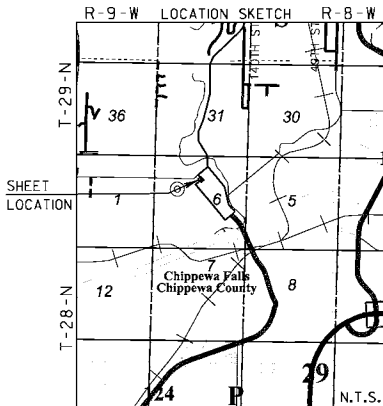
TLE STATION AND OFFSET TABLE

POINT	STATION	OFFSET
978	971+43.49	41.76'
979	971+40.49	41.76'
980	971+36.48	32.78'
981	971+36.49	35.78'
982	971+40.48	35.77'
983	972+23.27	32.50'
984	972+10.27	45.51'
985	972+23.27	45.50'
989	975+53.76	363.00'
990	975+53.76	367.00'
991	975+39.76	383.00'
992	975+43.76	383.00'
993	975+43.76	367.00'

SCHEDULE OF LANDS & INTERESTS REQUIRED

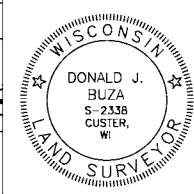
OWNER'S NAMES AS SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE CITY OF CHIPPEWA FALLS.

PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREAS SF REQUIRED			TLE SF	PLE SF
			NEW	EXISTING	TOTAL		
37	CHIPPEWA COUNTY PARKING LOT - BRIDGE ST	FEE/TLE	3	-----	3	36	-----
38	CHIPPEWA COUNTY COURTHOUSE & JAIL	FEE/TLE	11	-----	11	109	-----
39	FERNE E THALER TRUST	TLE	-----	-----	-----	169	-----



AECOM

I, DONALD J. BUZA, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF CHIPPEWA FALLS, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT, AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.



SIGNATURE: *Donald J. Buza* DATE: 01/03/2022
PRINT NAME: DONALD J. BUZA
REGISTRATION NUMBER: S-2338
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF CHIPPEWA FALLS
SIGNATURE: *Richard J. Rubenzer* DATE: 03/30/2022
PRINT NAME: RICHARD J. RUBENZER

OWNER'S NAMES AS SHOWN FOR REFERENCE PURPOSES
ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER
OF LAND INTERESTS TO THE CITY OF CHIPPEWA FALLS.

PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREAS SF REQUIRED			TLE SF	PLE SF
			NEW	EXISTING	TOTAL		
41	THOMAS J WOODRUFF	TLE	-----	-----	-----	140	-----
42	DANIEL G & TRICIA L WILKINSON	TLE	-----	-----	-----	115	-----
43	EDWARD SMITH	TLE	-----	-----	-----	100	-----

LOT 9, BLOCK 27,
ALLEN'S ADDITION
TO CHIPPEWA FALLS

PART OF LOT 12, BLOCK 25, PART OF LOT 12, BLOCK 26 AND PART OF LOT 9, BLOCK 27 OF THE PLAT OF ALLEN'S ADDITION TO THE CITY OF CHIPPEWA FALLS, ALL IN THE NW 1/4 OF THE NE 1/4 OF SECTION 6, T28N, R8W, CITY OF CHIPPEWA FALLS, CHIPPEWA COUNTY, WISCONSIN

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

930372
RECORDED ON
3/31/2022 09:41 AM
MELANIE K. MCMANUS
REGISTER OF DEEDS
REC FEE:
TRANSFER FEE:
FEE EXEMPT:
SHIPPEWA COUNTY, WI
PAGES: 1

****The above recording information
verifies that this document has
been electronically recorded and
returned to the submitter.****

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 8610-02-24-4.07
SHEET 1 OF 1

RIGHT OF WAY COURSE TABLE

POINT	STATION	OFFSET
994	974+59.29	33.67'
995	974+59.28	38.67'
996	974+74.32	51.68'
997	974+69.32	51.68'
998	974+69.29	38.67'
999	975+39.67	42.98'
1400	975+49.64	32.98'
1401	975+49.67	42.98'
1402	975+53.58	33.02'
1403	975+53.58	38.02'
1404	974+60.24	32.33'
1405	974+60.24	37.33'
1406	974+69.24	37.33'

POINT	STATION	OFFSET
245	971+43.03	363.34'
246	975+39.64	32.98'
251	974+74.29	33.68'
1198	974+74.24	32.32'
1407	974+50.00	0.00'
1408	974+50.00	33.66'
1409	974+50.00	32.34'
1410	974+74.32	53.68'
1411	971+23.03	363.35'
1412	971+43.07	383.34'
1413	975+39.69	52.98'
1414	975+60.00	32.98'
1415	975+60.00	33.02'
1416	975+60.00	0.00'

FROM - TO	BEARING	DISTANCE
1408 - 251	N 40°39'18" W	24.29'
251 - 1410	S 49°28'33" N	20.00'
1410 - 1411	N 40°34'01" W	66.00'
1411 - 245	N 49°28'33" E	20.00'
245 - 1412	N 40°28'45" W	20.00'
1412 - 1413	N 49°25'41" E	66.00'
1413 - 246	S 40°28'45" E	20.00'
246 - 1414	N 49°22'49" E	20.36'
1414 - 1416	S 40°37'09" E	32.98'
1416 - 1415	S 40°37'09" E	33.02'
1415 - 1198	S 49°22'49" W	20.42'
1198 - 1409	S 40°39'18" E	24.24'
1409 - 1407	S 49°23'09" W	32.34'
1407 - 1408	S 49°23'09" W	33.66'
1101 - 1417	N 1°20'56" W	1489.45'
1417 - 1408	S 90°00'00" W	2455.28'
1102 - 1417	S 1°20'56" E	1253.75'
1102 - 1101	S 1°20'56" E	2743.20'

POINT	Y	X	DESCRIPTION
1198	131295.077	170180.607	0.75" REBAR
1205	131345.795	170239.673	1" PIPE

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CHIPPEWA COUNTY AS SHEET 2 OF 2 OF DOCUMENT 929908.

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY $\frac{3}{4}$ "X24" IRON BARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: PLAT OF POUND'S ADDITION TO THE CITY OF CHIPPEWA FALLS AND PLAT OF ALLEN'S ADDITION TO THE CITY OF CHIPPEWA FALLS.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE CITY OF CHIPPEWA FALLS.

MAG NAIL

Y = 129,771.446
X = 167,630.304

MAG NAIL
 $Y = 132,487.065$
 $X = 172,572.005$

1417
Y = 131,233.664
X = 172,601.520

MAG NAIL
 Y = 129,744.62
 X = 172,636.58

GN
↑

0 20 40
SCALE, FEET

AECOM

I, DONALD J. BUZA, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY OF CHIPPEWA FALLS, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT, AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

A circular seal for Donald J. Buza, a Wisconsin Land Surveyor. The outer ring contains the text "WISCONSIN" at the top and "LAND SURVEYOR" at the bottom, separated by two five-pointed stars. The center of the seal contains the text "DONALD J. BUZA", "S-2338", and "CUSTER, WI" in three lines.

SIGNATURE: Donald J Bugza DATE: 01/03/2022
PRINT NAME: DONALD J BUZA
REGISTRATION NUMBER: S-2338
THIS PLAT AND RELOCATION ORDER ARE APPROVED
FOR THE CITY OF CHIPPewa FALLS
SIGNATURE: Richard J Rubenzer DATE: 03/30/2022
PRINT NAME: RICHARD J. RUBENZER

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES AS SHOWN FOR REFERENCE PURPOSES
ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER
OF LAND INTERESTS TO THE CITY OF CHIPPEWA FALLS.

PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREAS SF REQUIRED			TLE SF	PLE SF
			NEW	EXISTING	TOTAL		
44	IRREVOCABLE TRUST FOR WILLIAM SMITH LAWSON	TLE	-----	-----	-----	120	-----
46	JUDITH L PAUL	FEE/TLE	30	-----	30	42	-----
47	MILLERCOORS USA LLC	TLE	-----	-----	-----	56	-----

TRANSPORTATION PROJECT PLAT NO: 8610-02-24 - 4.08

PART OF LOT 20, BLOCK 25, PART OF LOT 1, BLOCK 27 AND PART OF LOT 2, BLOCK 28 OF THE PLAT OF
ALLEN'S ADDITION TO THE CITY OF CHIPPEWA FALLS IN THE NW 1/4 OF THE NE 1/4 OF SECTION 6, T28N, R8W,
CITY OF CHIPPEWA FALLS, CHIPPEWA COUNTY, WISCONSIN

RELOCATION ORDER STH 124 C. CHIPPEWA FALLS, BAY STREET (HIGH STREET TO BRIDGE STREET) CHIPPEWA COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE,
THE CITY OF CHIPPEWA FALLS 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 CHIPPEWA FALLS HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED
IN THE NAME OF THE CITY OF CHIPPEWA FALLS, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.930373
RECORDED ON
03/31/2022 09:56 AM
MELANIE K. MCMANUS
REGISTER OF DEEDS
REC FEE:
TRANSFER FEE:
FEE EXEMPT:
CHIPPEWA COUNTY, WI
PAGES: 1**The above recording information
verifies that this document has
been electronically recorded and
returned to the submitter.**RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 8610-02-24-4.08
SHEET 1 OF 1

NOTES:

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF
THE REGISTER OF DEEDS IN CHIPPEWA COUNTY AS SHEET 2 OF 2 OF DOCUMENT 929908.POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM
COORDINATES (WISCRS), CHIPPEWA COUNTY, NAD83(2011), IN U.S. SURVEY FEET. VALUES
SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES
MAY BE USED AS GROUND DISTANCES.ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4"X24" IRON BARS),
UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE
PROJECT.EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF
REFERENCE: PLAT OF ALLEN'S ADDITION TO THE CITY OF CHIPPEWA FALLS.FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE
CITY OF CHIPPEWA FALLS.

TLE STATION AND OFFSET TABLE

POINT	STATION	OFFSET
1423	981+98.70	35.37'
1424	982+13.75	31.72'
1425	982+24.33	48.14'
1426	982+24.09	48.22'
1433	981+90.87	51.81'
1434	981+87.32	50.87'
1435	981+82.38	34.64'
1436	981+81.85	39.59'
1437	981+88.67	41.03'
1438	982+98.90	51.19'
1439	982+97.56	40.50'
1440	983+03.00	48.33'

RIGHT OF WAY STATION AND OFFSET TABLE

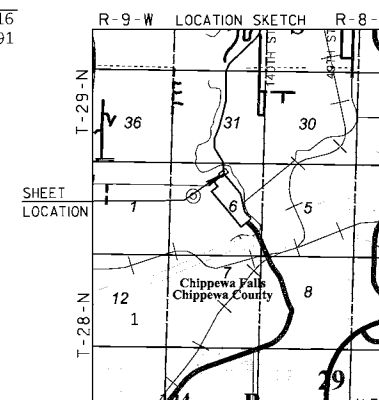
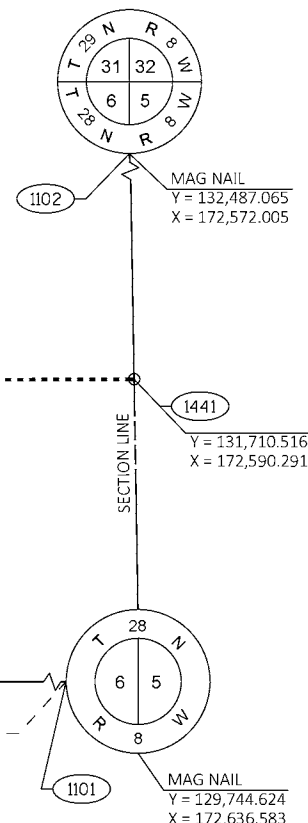
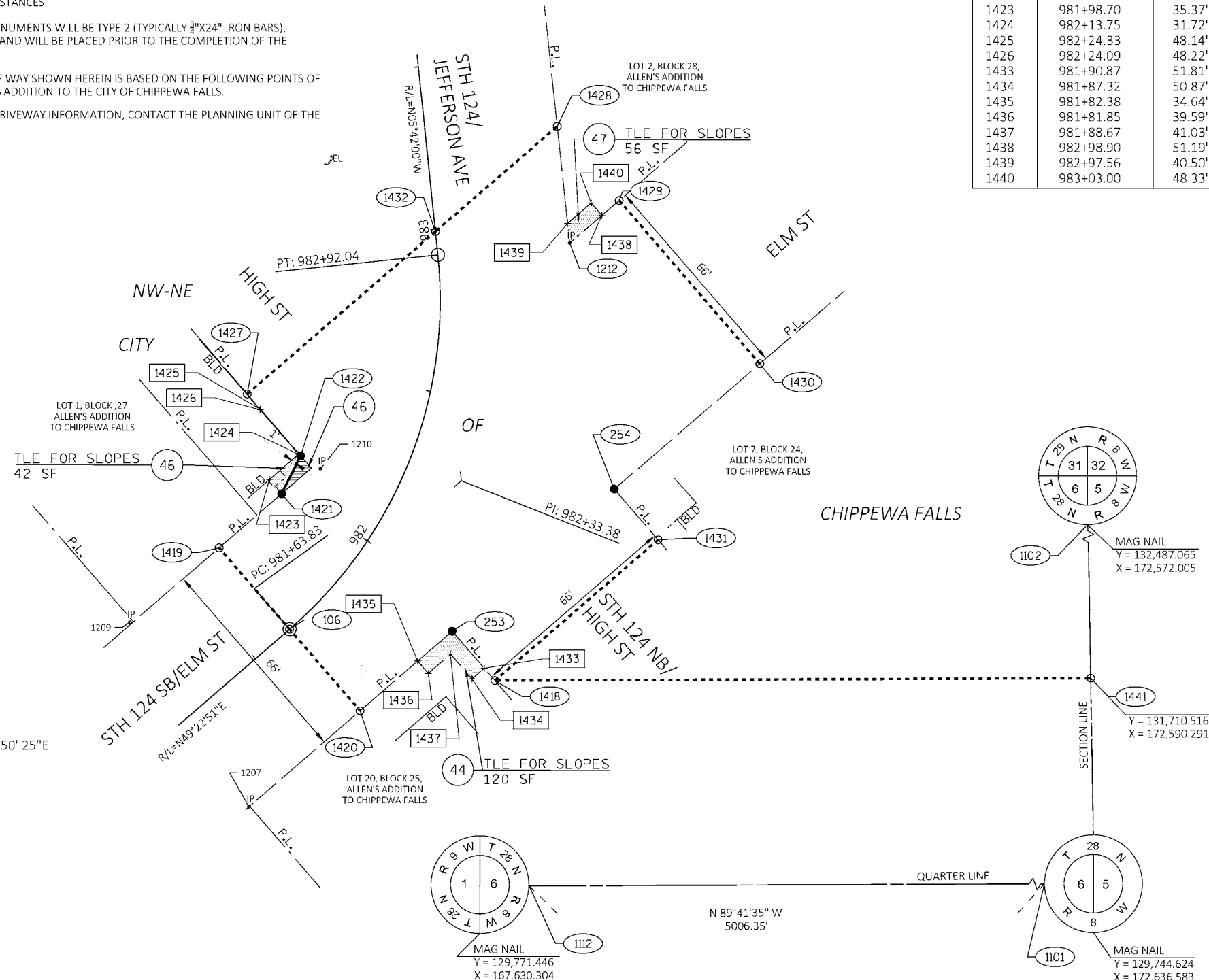
POINT	STATION	OFFSET
106	981+63.83	0.00'
253	981+93.24	37.15'
254	982+38.10	62.08'
1212	982+91.61	40.51'
1418	981+90.16	56.71'
1419	981+63.83	32.98'
1420	981+63.83	33.02'
1421	981+96.80	29.83'
1422	982+13.59	30.93'
1427	982+28.90	53.69'
1428	983+27.44	40.42'
1429	983+02.89	56.93'
1430	982+66.99	98.69'
1431	982+31.31	79.76'
1432	982+99.25	0.00'

RIGHT OF WAY COURSE TABLE

FROM - TO	BEARING	DISTANCE
1418 - 253	N 40°35'15" W	20.00'
253 - 1420	S 49°22'49" W	37.30'
1420 - 106	N 40°37'09" W	33.02'
106 - 1419	N 40°37'09" W	32.98'
1419 - 1421	N 49°22'49" E	25.33'
1421 - 1422	N 26°45'55" E	13.00'
1422 - 1427	N 40°35'15" W	25.00'
1427 - 1432	N 49°24'45" E	76.13'
1432 - 1428	N 49°24'45" E	49.27'
1428 - 1212	S 5°51'14" E	35.96'
1212 - 1429	N 49°29'26" E	20.00'
1429 - 1430	S 40°30'34" E	66.00'
1430 - 254	S 49°29'26" W	58.83'
254 - 1431	S 40°35'15" E	20.50'
1431 - 1418	S 49°24'45" W	66.00'
1101 - 1441	N 1°20'56" W	1966.44'
1441 - 1418	S 90°00'00" W	1894.58'
1441 - 1102	N 1°20'56" W	776.76'
1102 - 1101	S 1°20'56" E	2743.20'

EXISTING MONUMENTS

POINT	Y	X	DESCRIPTION
1207	131672.131	170620.262	1" PIPE
1209	131728.846	170853.968	1" PIPE
1210	131775.609	170642.578	BRASS PLUG
1212	131844.435	170630.296	1" PIPE

PI STA = 982+33.38
Y = 131771.763
X = 170685.682
DELTA = 55°04'51" LT
D = 42°57'37"
CHORD BEARING = N21° 50' 25"E
CHORD = 123.33
T = 69.55'
L = 128.21'
R = 133.37'
PC STA = 981+63.83
Y = 131726.485
X = 170632.892
PT STA = 982+92.04
Y = 131840.966
X = 170678.774
BK = N49°22'51"E
AH = N05°42'00"W

AECOM

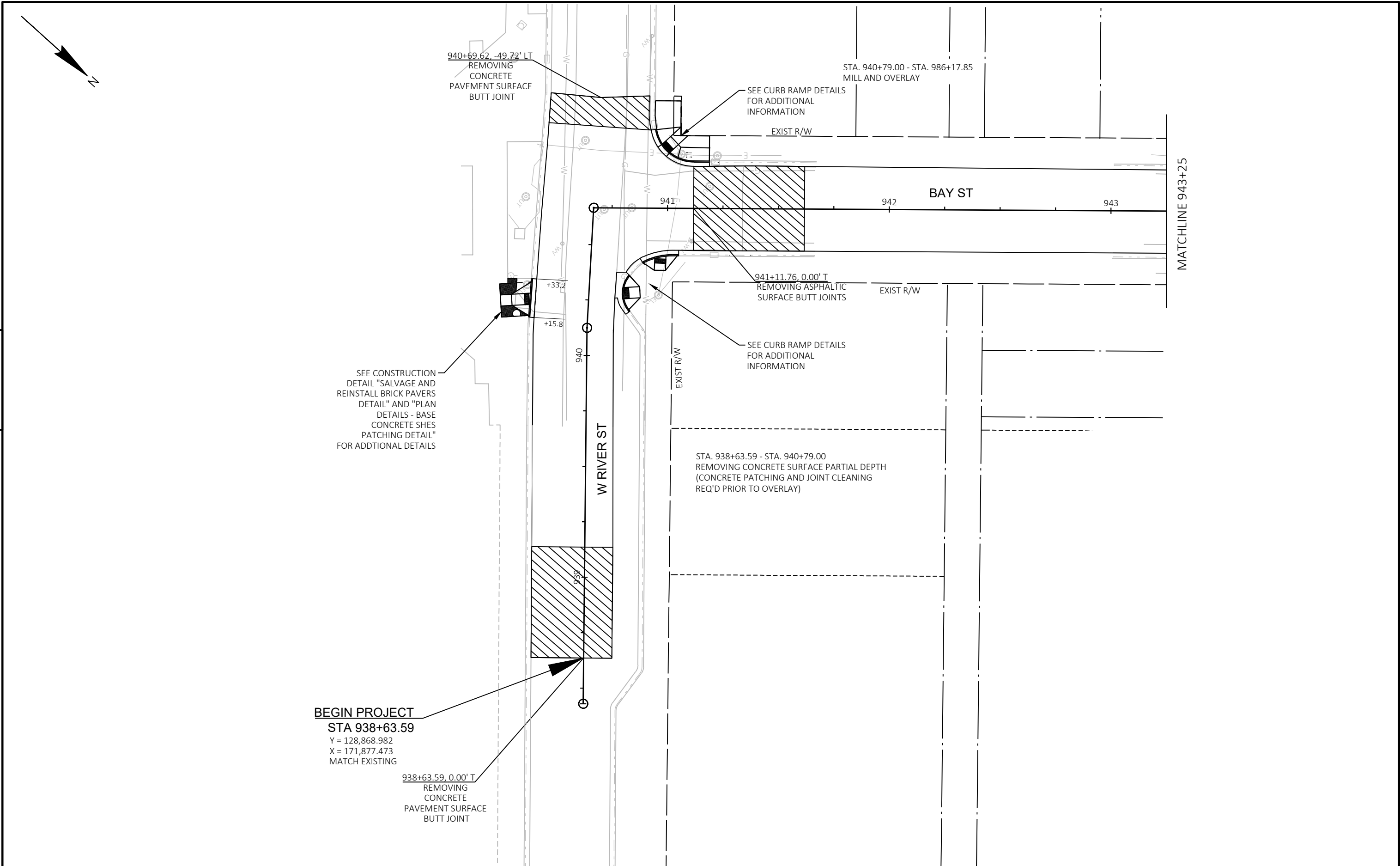
I, DONALD J. BUZA, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN
FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN
STATUTES AND UNDER THE DIRECTION OF THE CITY OF CHIPPEWA FALLS, I HAVE
SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT, AND THAT SUCH
PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.SIGNATURE: *Donald J. Buza* DATE: 01/03/2022

PRINT NAME: DONALD J. BUZA

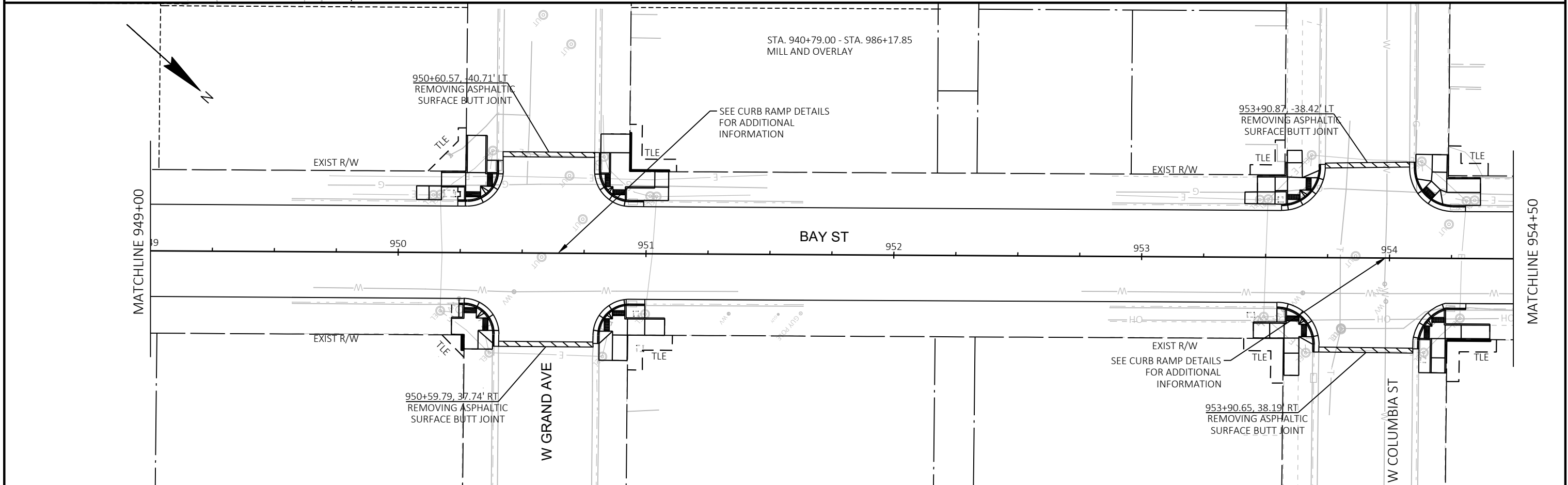
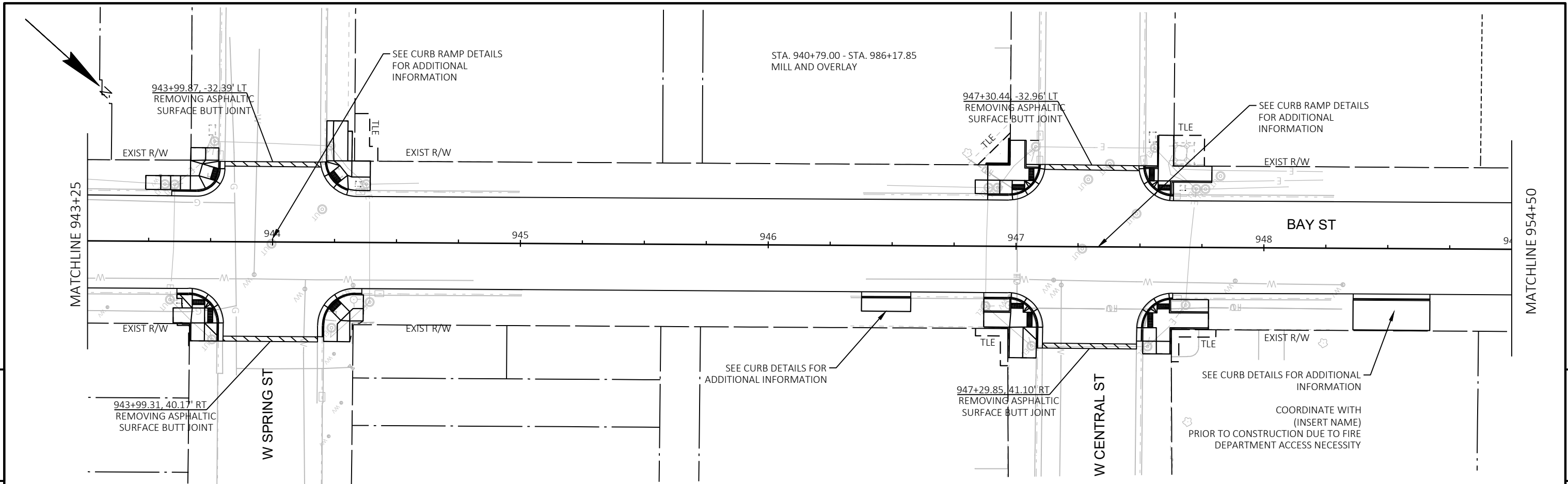
REGISTRATION NUMBER: S-2338

THIS PLAT AND RELOCATION ORDER ARE APPROVED
FOR THE CITY OF CHIPPEWA FALLSSIGNATURE: *Richard J. Rubenzer* DATE: 03/30/2022

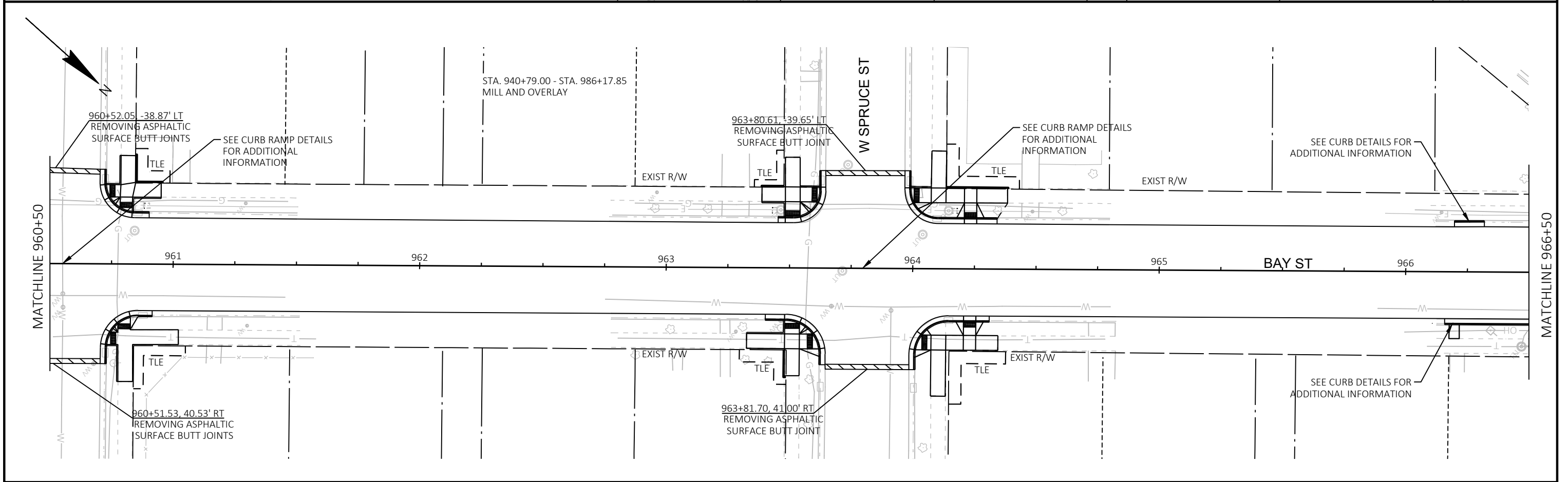
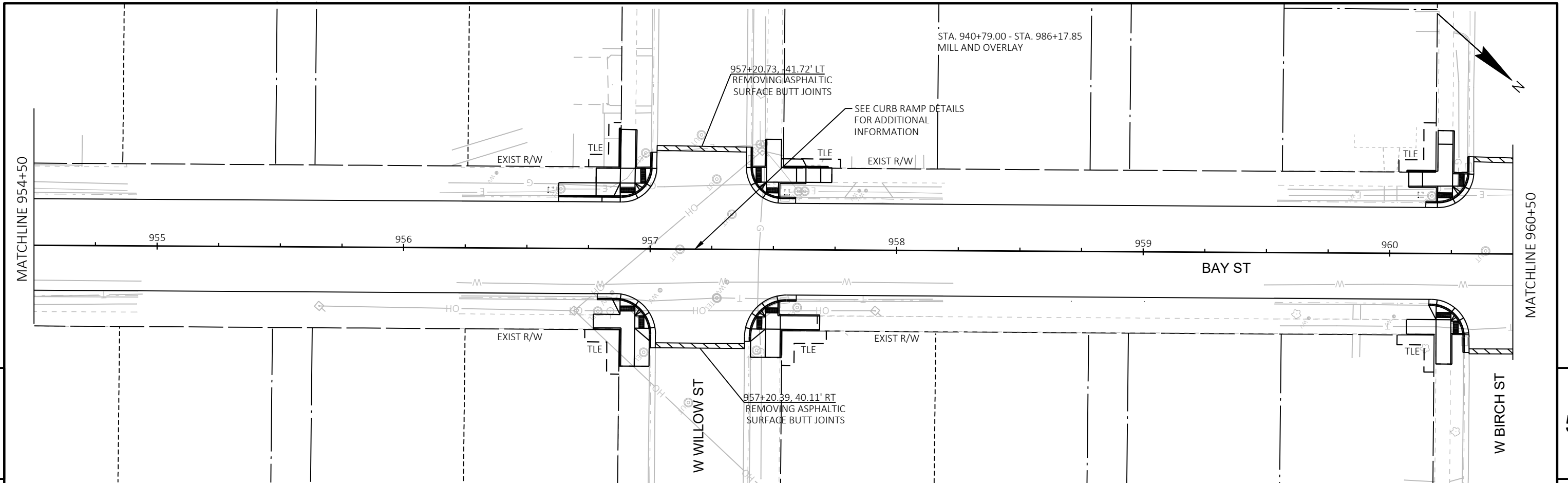
PRINT NAME: RICHARD J. RUBENZER



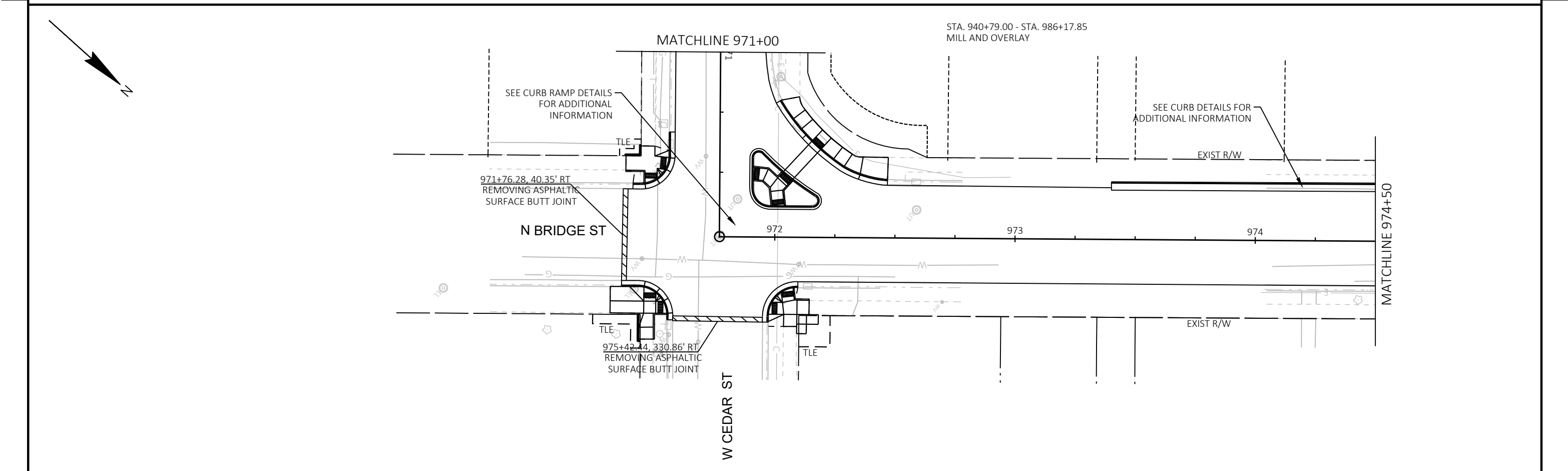
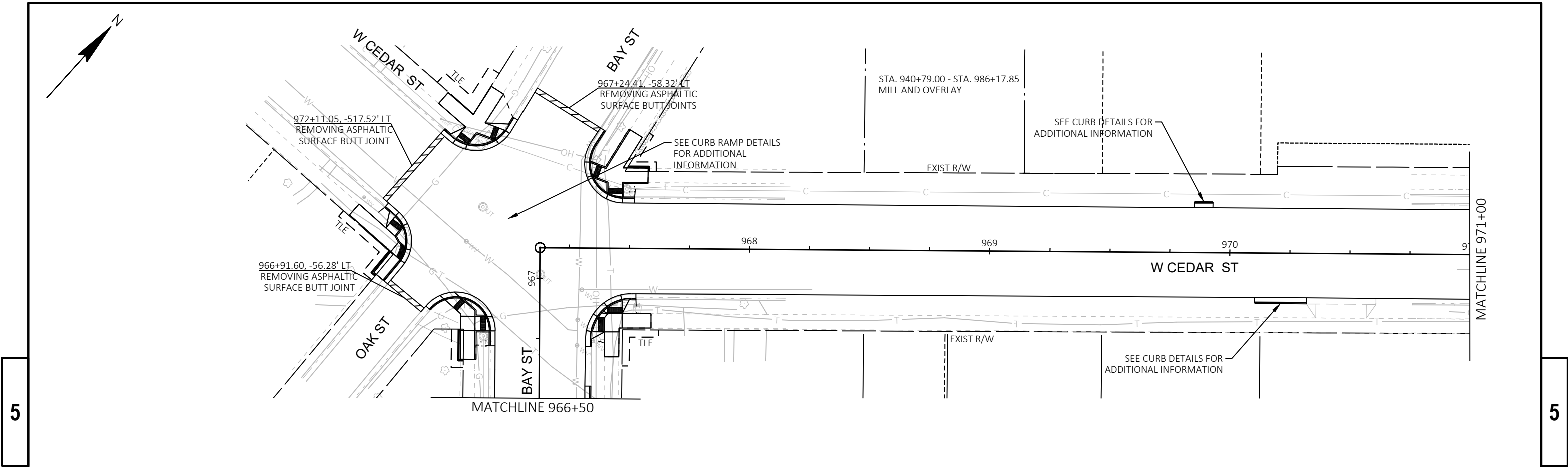
PROJECT NO: 8610-02-74	HWY: STH 124	COUNTY: CHIPPEWA	PLAN DETAILS	SHEET	E
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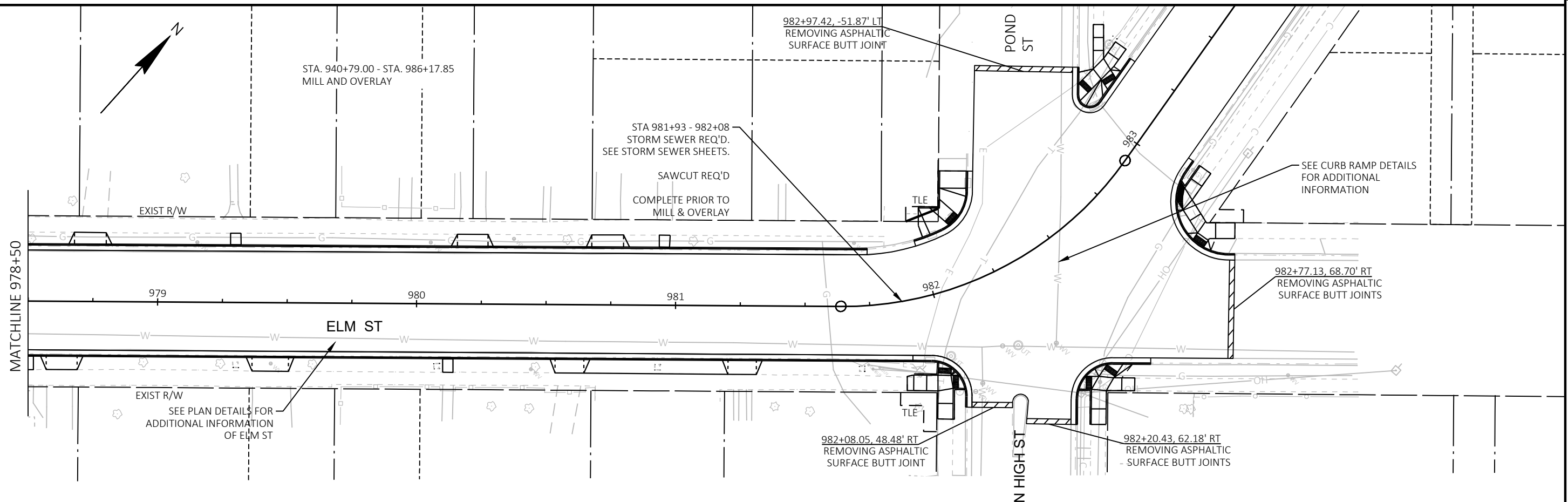
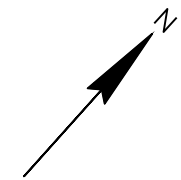
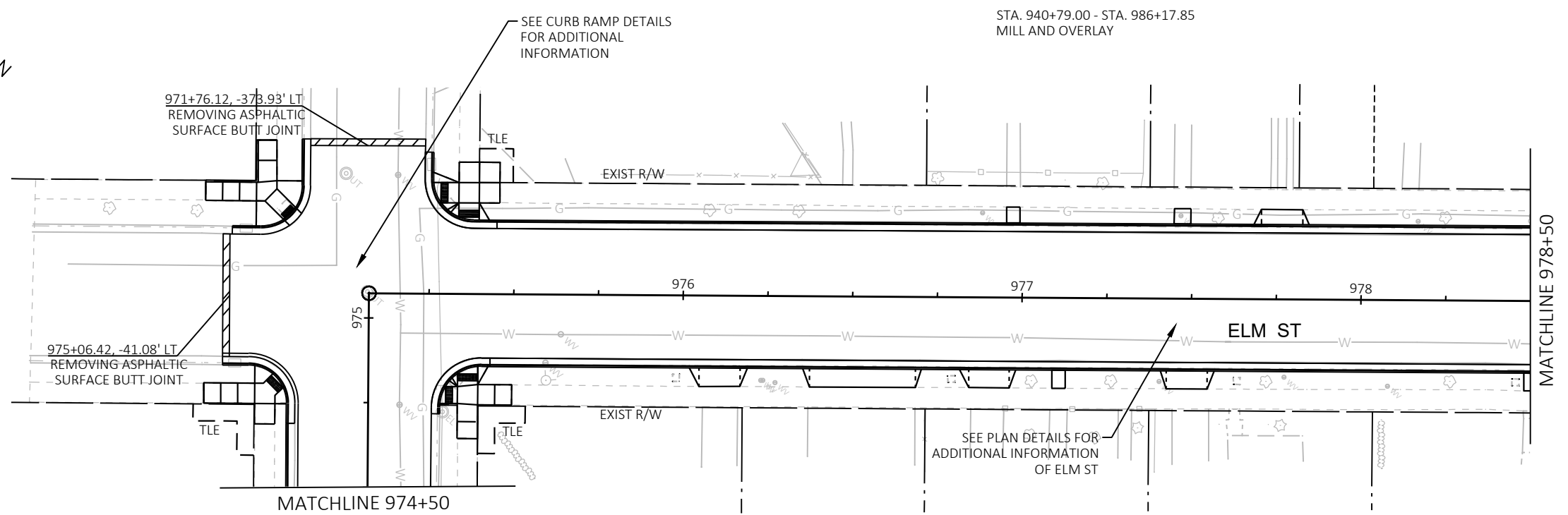
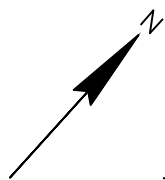
PROJECT NO: 8610-02-74	HWY: STH 124	COUNTY: CHIPPEWA	PLAN DETAILS	SHEET	E
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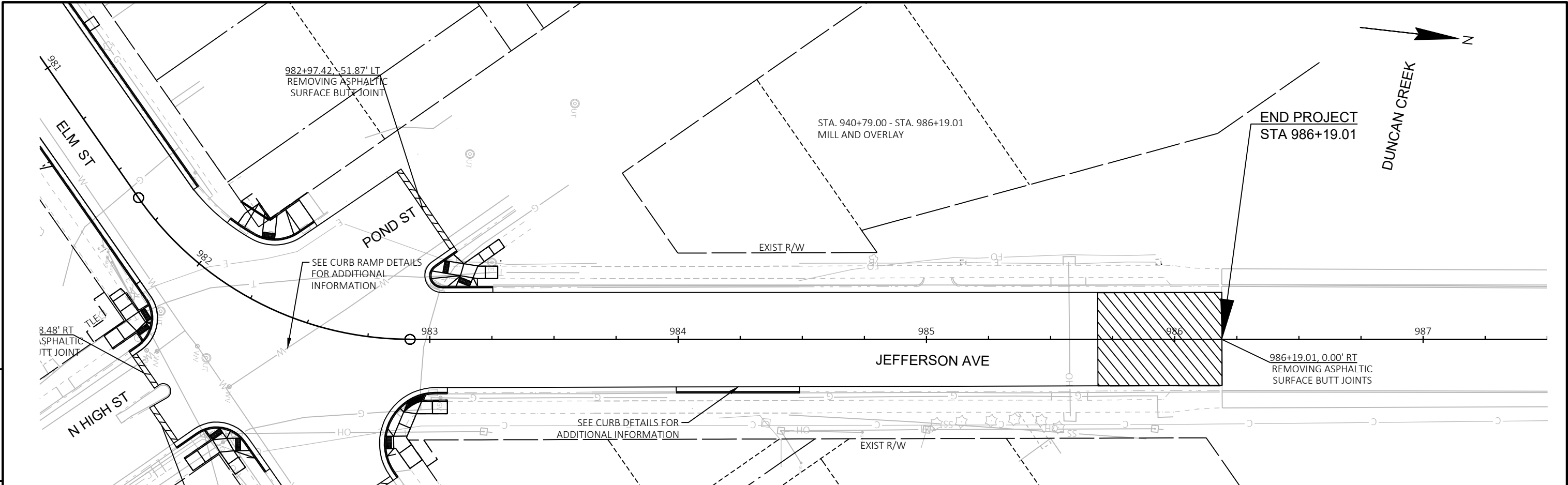
PROJECT NO: 8610-02-74	HWY: STH 124	COUNTY: CHIPPEWA	PLAN DETAILS	SHEET	E
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PROJECT NO: 8610-02-74	HWY: STH 124	COUNTY: CHIPPEWA	PLAN DETAILS	SHEET	E
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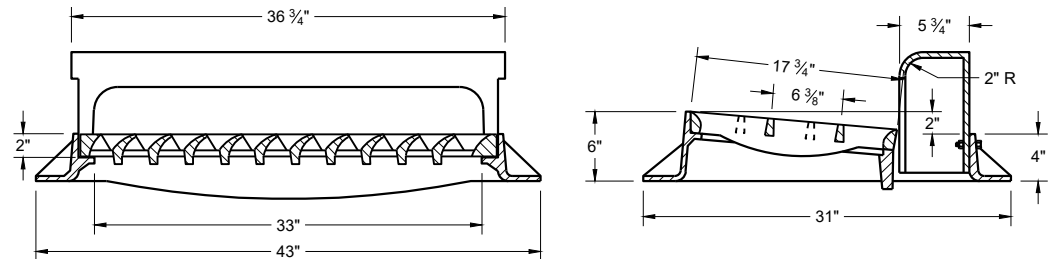
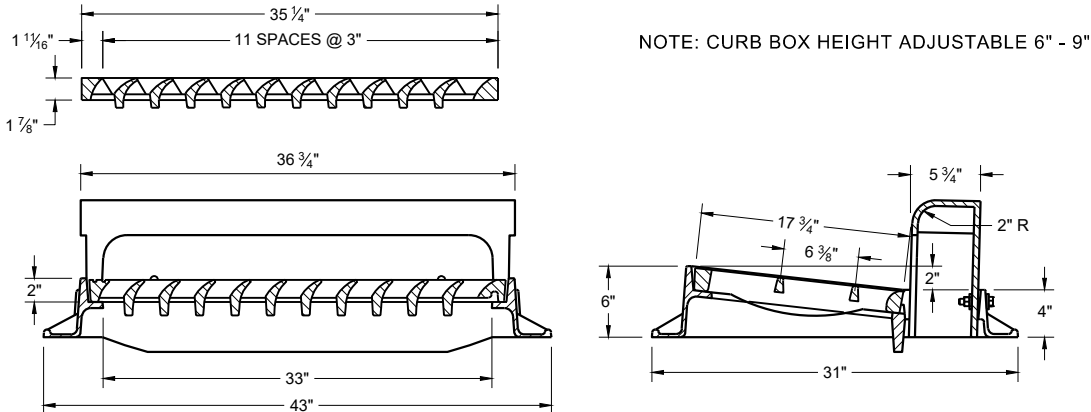
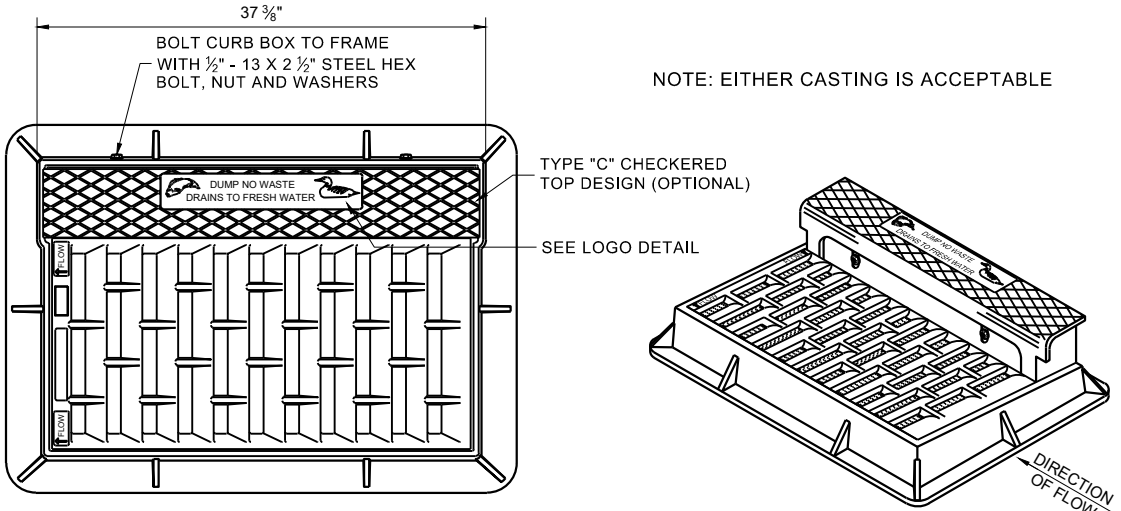
PROJECT NO: 8610-02-74	HWY: STH 124	COUNTY: CHIPPEWA	PLAN DETAILS	SHEET	E
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PROJECT NO: 8610-02-74	HWY: STH 124	COUNTY: CHIPPEWA	PLAN DETAILS	SHEET	E
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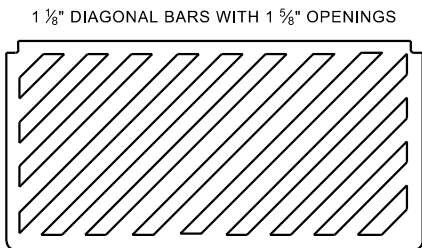
Standard Detail Drawing List

08A05-21A	INLET COVERS TYPE A, H, A-S, H-S & Z
08C07-03	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT & 2X3.5-FT
08D01-23A	CONCRETE CURB & GUTTER
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
08D16-11	CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES
08E10-02	INLET PROTECTION TYPE A, B, C AND D
09B02-10	CONDUIT
09B04-13	PULL BOX
09C11-10	CONCRETE BASE TYPE 10
09C15-01	CONCRETE BASE TYPE 10 SPECIAL
09E07-06	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09E08-09A	TYPE 9 POLE 15'-30' MONOTUBE ARM
09E08-09B	TYPE 9 SPECIAL POLE 35' MONOTUBE ARM
13C14-07A	BASE PATCHING CONCRETE
13C14-07B	BASE PATCHING CONCRETE
13C14-07C	BASE PATCHING CONCRETE
13C18-08A	CONCRETE PAVEMENT JOINTING
13C18-08B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C19-03	HMA LONGITUDINAL JOINTS
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-23C	PAVEMENT MARKING (TURN LANES)
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
15C18-09A	MEDIAN ISLAND MARKINGS
15C19-09A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15C36-01	PARKING STALL MARKING
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-10A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D45-03	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH LOOSE GRAVEL



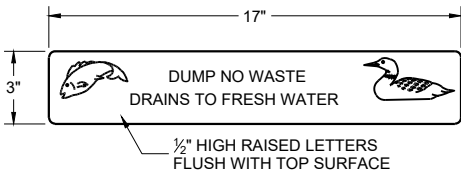
TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

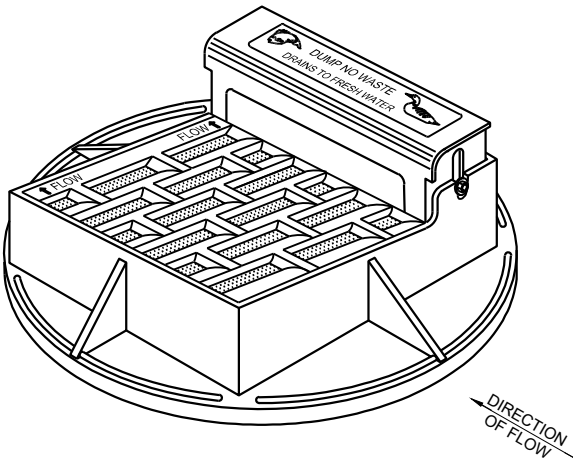


**SPECIAL GRATE FOR
TYPE "H" COVER**

(MEASURES 35" X 17 3/4" X 2")
(NOTED AS TYPE H-S ON DRAINAGE TABLE)

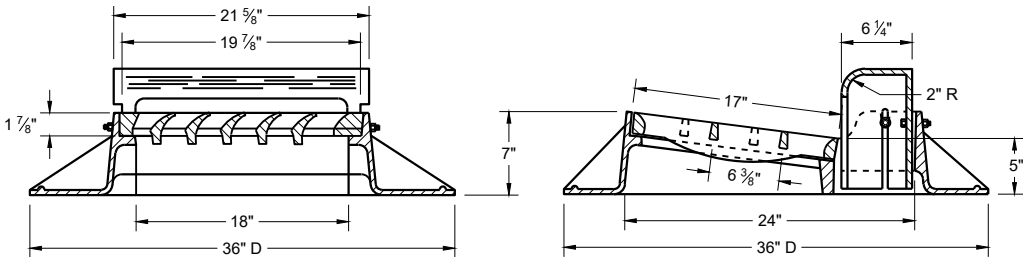


LOGO DETAIL

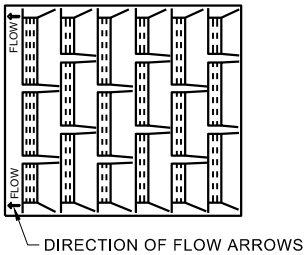


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

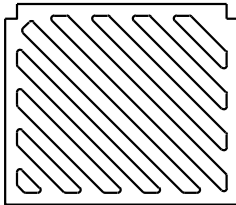
NOTE: EITHER CASTING IS ACCEPTABLE



TYPE "A"

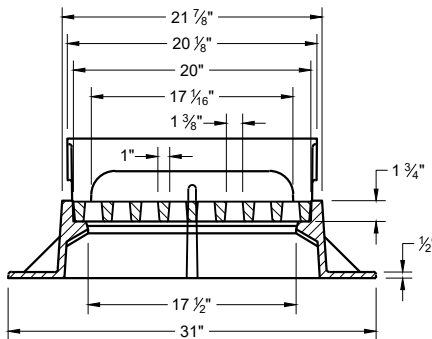


1" DIAGONAL BARS
WITH 1 1/2" OPENINGS

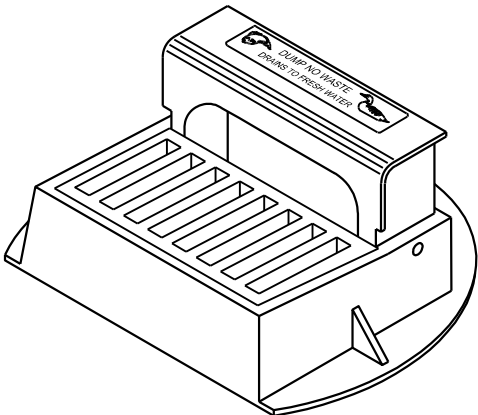


**SPECIAL GRATE FOR
TYPE "A" COVER**

(MEASURES 19 3/4" X 17" X 1 7/8")
(NOTED AS TYPE A-S ON DRAINAGE
TABLE)



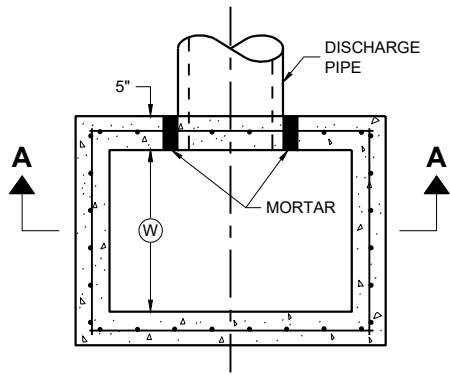
TYPE "Z"



**INLET COVERS
TYPES A, H, A-S, H-S AND Z**

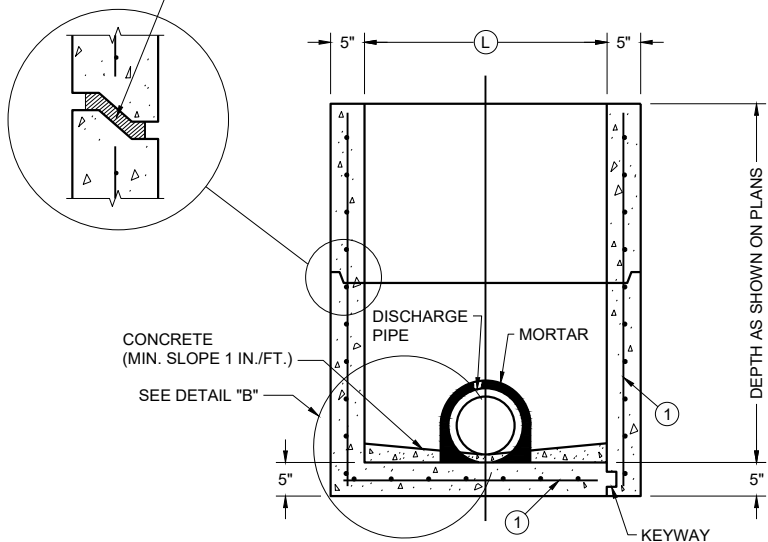
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



PLAN VIEW

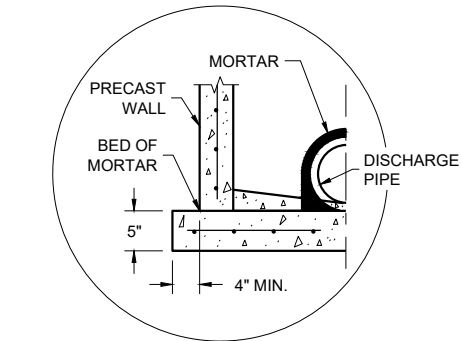
RISER JOINT TO BE SEALED WITH
A BUTYL RUBBER SEAL PER SEALANT
MANUFACTURERS RECOMMENDATIONS
CONFORMING TO ASTM C 990 (TYP.)



PRECAST REINFORCED
CONCRETE WITH
MONOLITHIC BASE

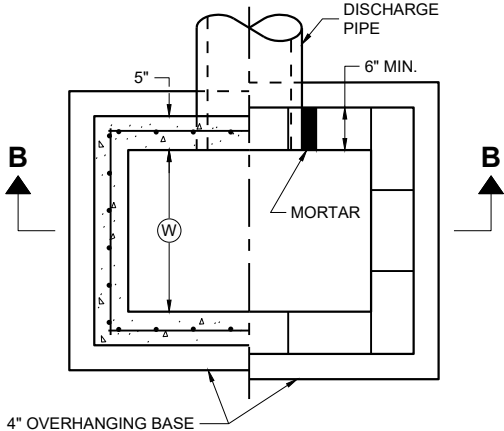
PRECAST REINFORCED
CONCRETE WITH
INTEGRAL BASE

SECTION A - A

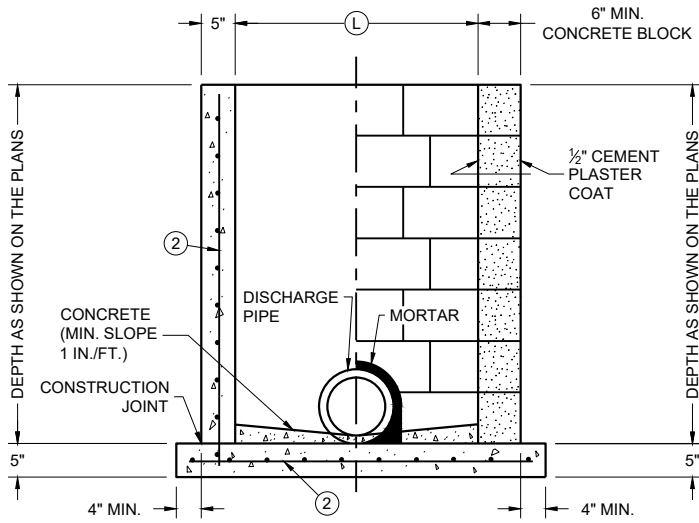


SEPARATE PRECAST REINFORCED
CONCRETE BASE OPTION

DETAIL "B"



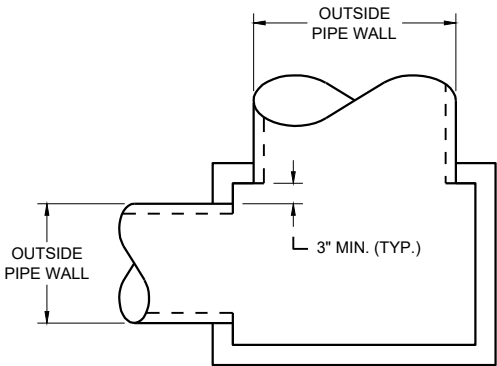
PLAN VIEW



CAST IN PLACE
REINFORCED
CONCRETE

CONCRETE BLOCK WITH
CAST IN PLACE OR
PRECAST REINFORCED
CONCRETE BASE ①

SECTION B - B



DETAIL "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.

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

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

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

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

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

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

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

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

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

- ① FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913
- ② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

CATCH BASIN COVER MATRIX

INLET SIZE	WIDTH (W) (FT.)	LENGTH (L) (FT.)	INLET COVER TYPE									
			ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM	V V-B
2 X 2-FT	2	2	X	X				X				
2 X 2.5-FT	2	2.5			X			X	X	X	X	
2 X 3-FT	2	3					X					
2.5 X 3-FT	2.5	3				X						
2 X 3.5-FT	2	3.5										X

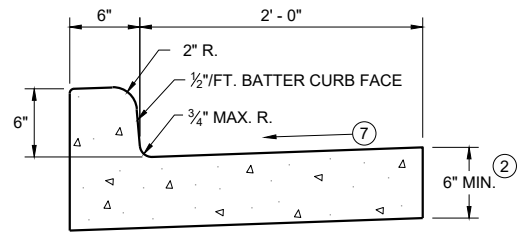
PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	WIDTH (IN)	LENGTH (IN)
2 X 2-FT	12	12
2 X 2.5-FT	12	18
2 X 3-FT	12	24
2.5 X 3-FT	18	24
2 X 3.5-FT	12	30

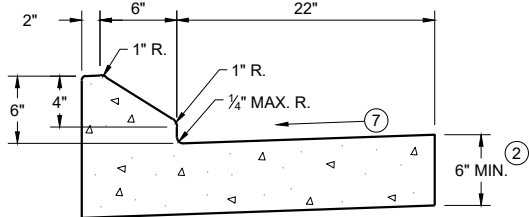
INLETS 2 X 2-FT, 2 X 2.5-FT,
2 X 3-FT, 2.5 X 3-FT
AND 2 X 3.5-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

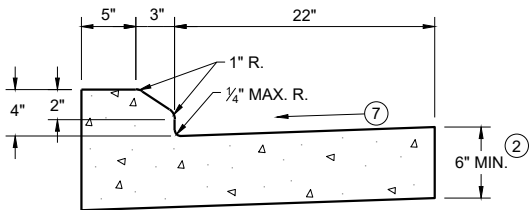
APPROVED
December 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



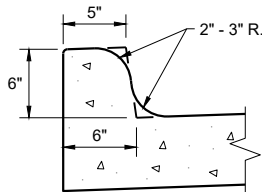
TYPES A^① & D



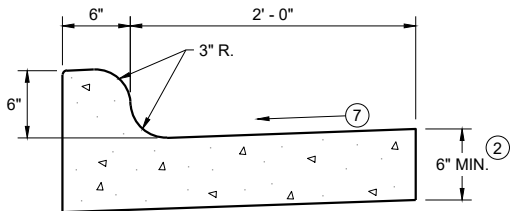
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

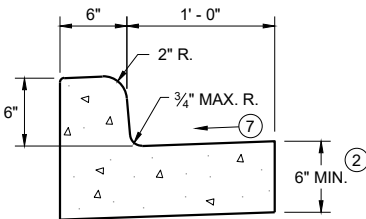


TYPES K^① & L
(OPTIONAL CURB SHAPE)



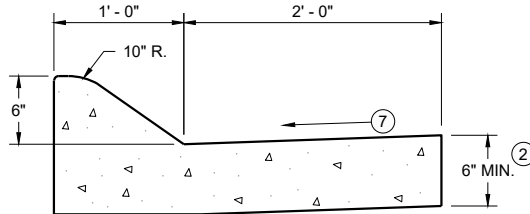
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

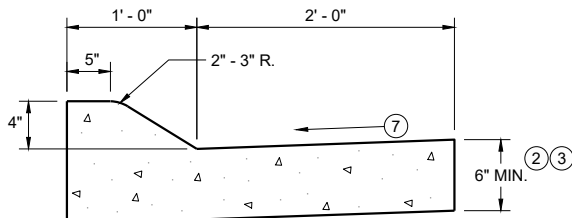


TYPES A^① & D

CONCRETE CURB AND GUTTER 18"

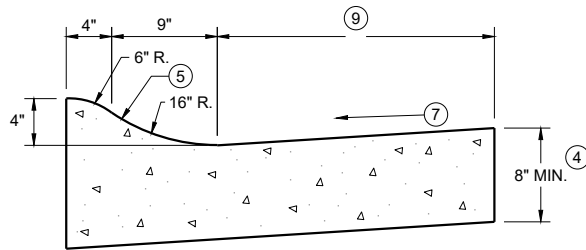


6" SLOPED CURB TYPES A^① & D



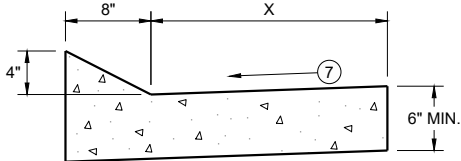
4" SLOPED CURB TYPES A^① & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R^① & T

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

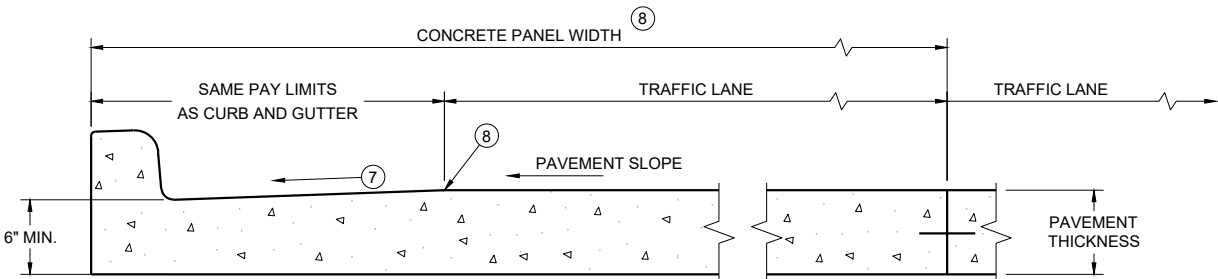


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

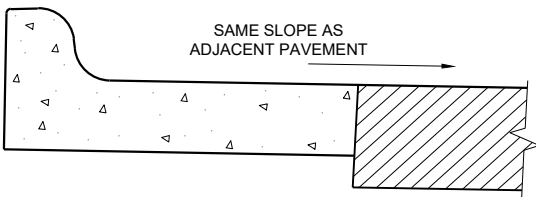
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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.

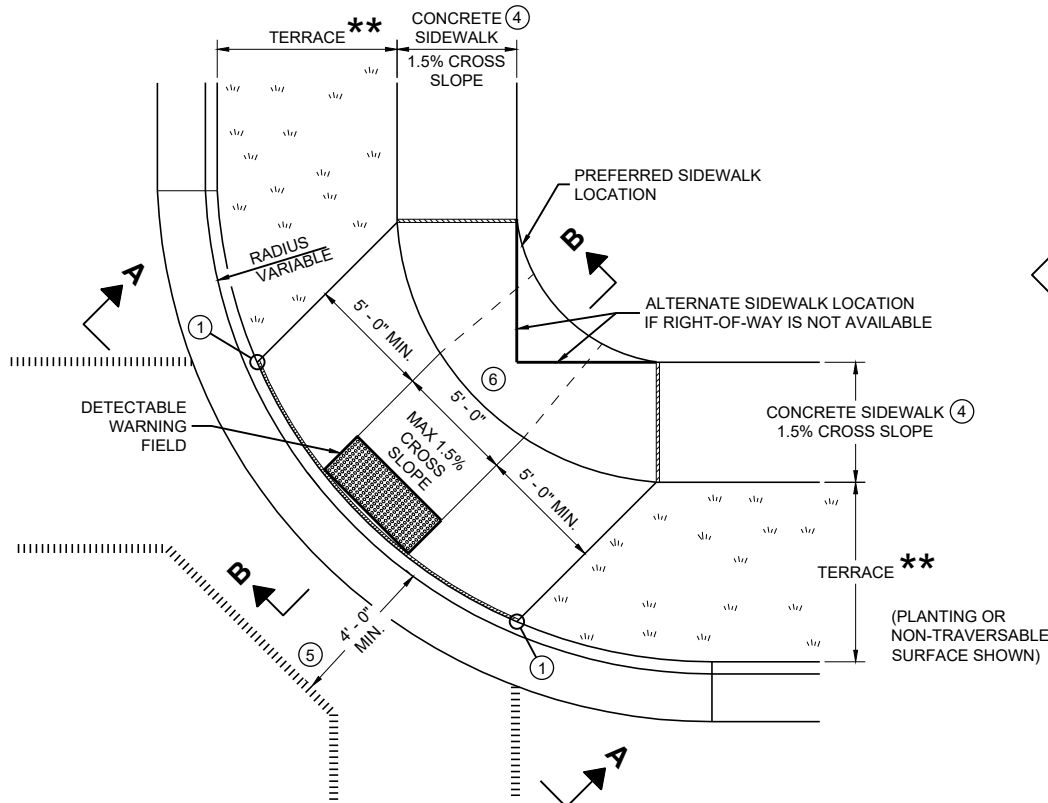
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

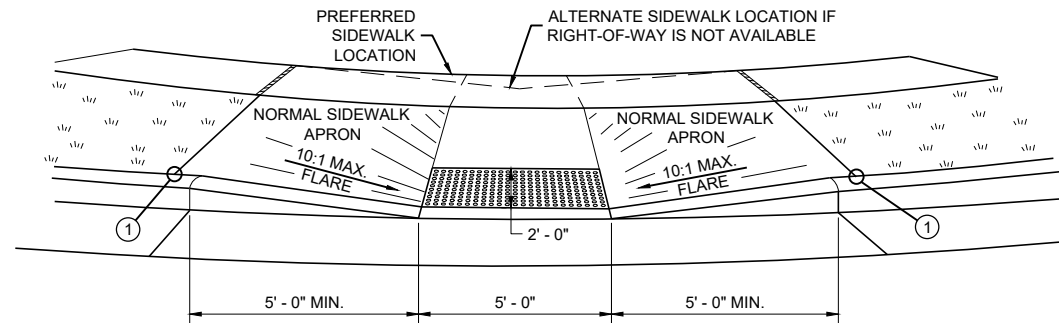
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH 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

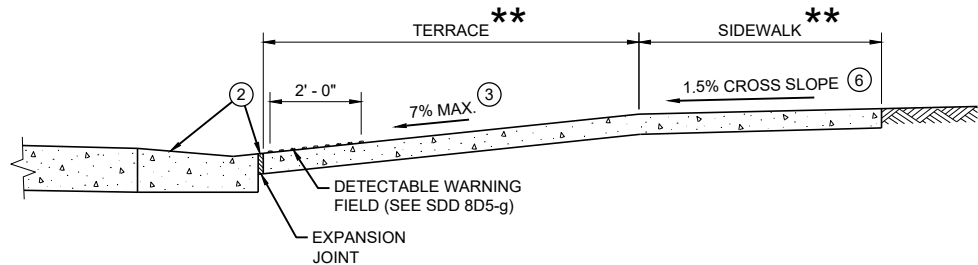


PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)

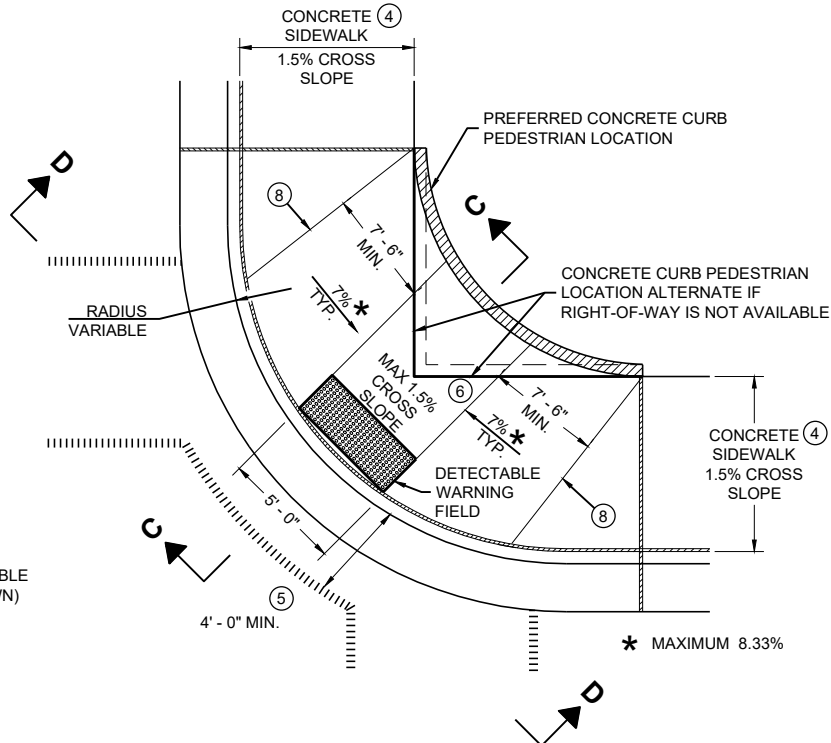


VIEW A - A FOR TYPE 1

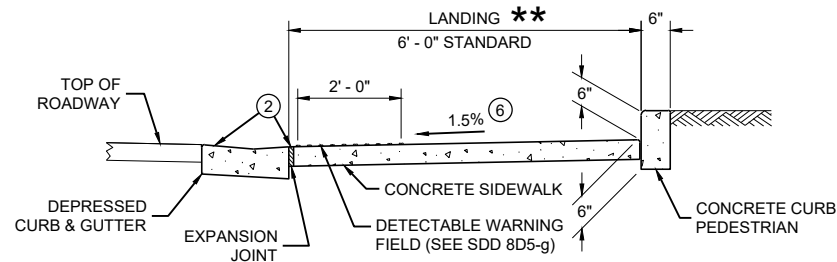
** WIDTH SHOWN ELSEWHERE
IN THE PLANS



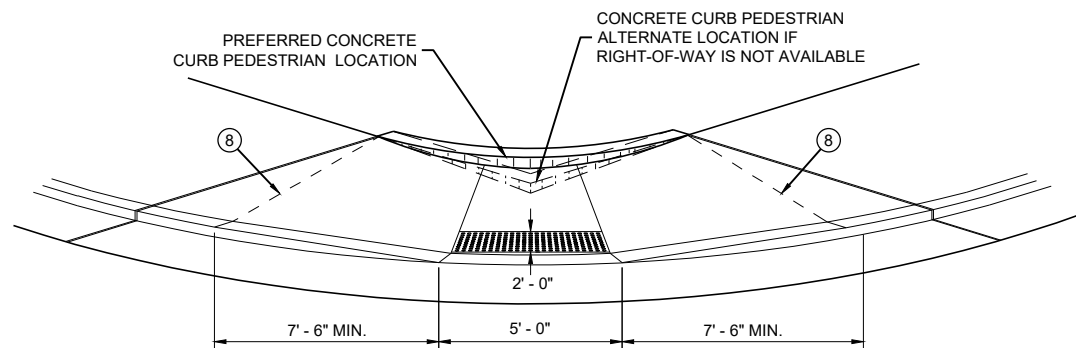
SECTION B - B FOR TYPE 1



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

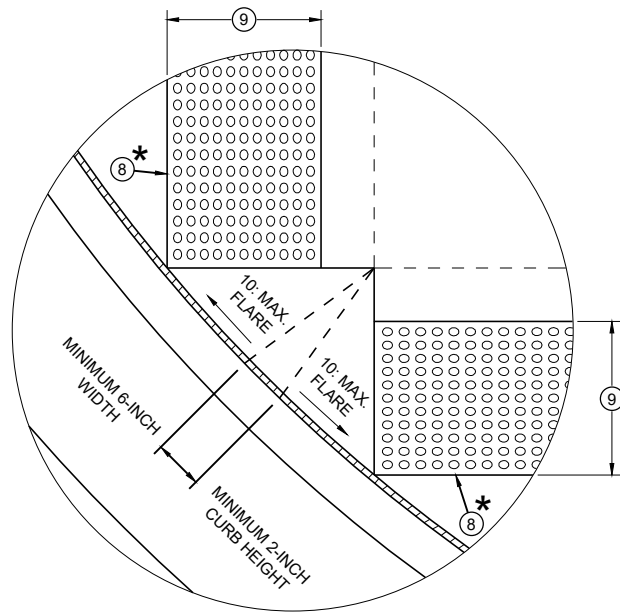
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- WHEN 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.
- 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.
 - 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.
 - MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
 - ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
 - PROVIDE A LEVEL LANDING 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
 - PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
 - PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

LEGEND

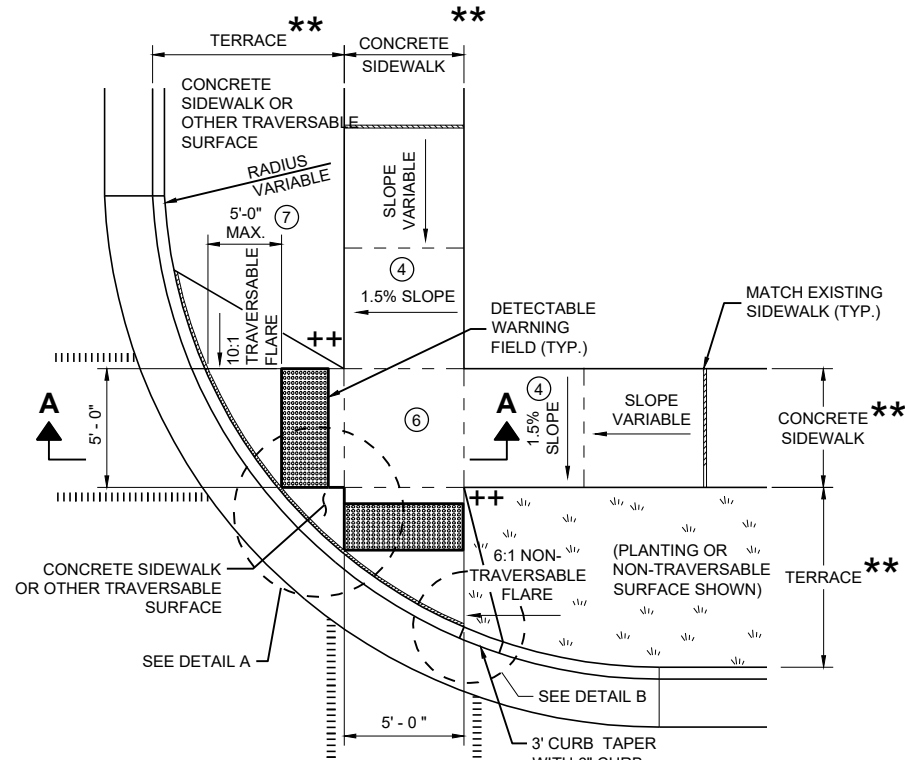
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 1 AND 1-A

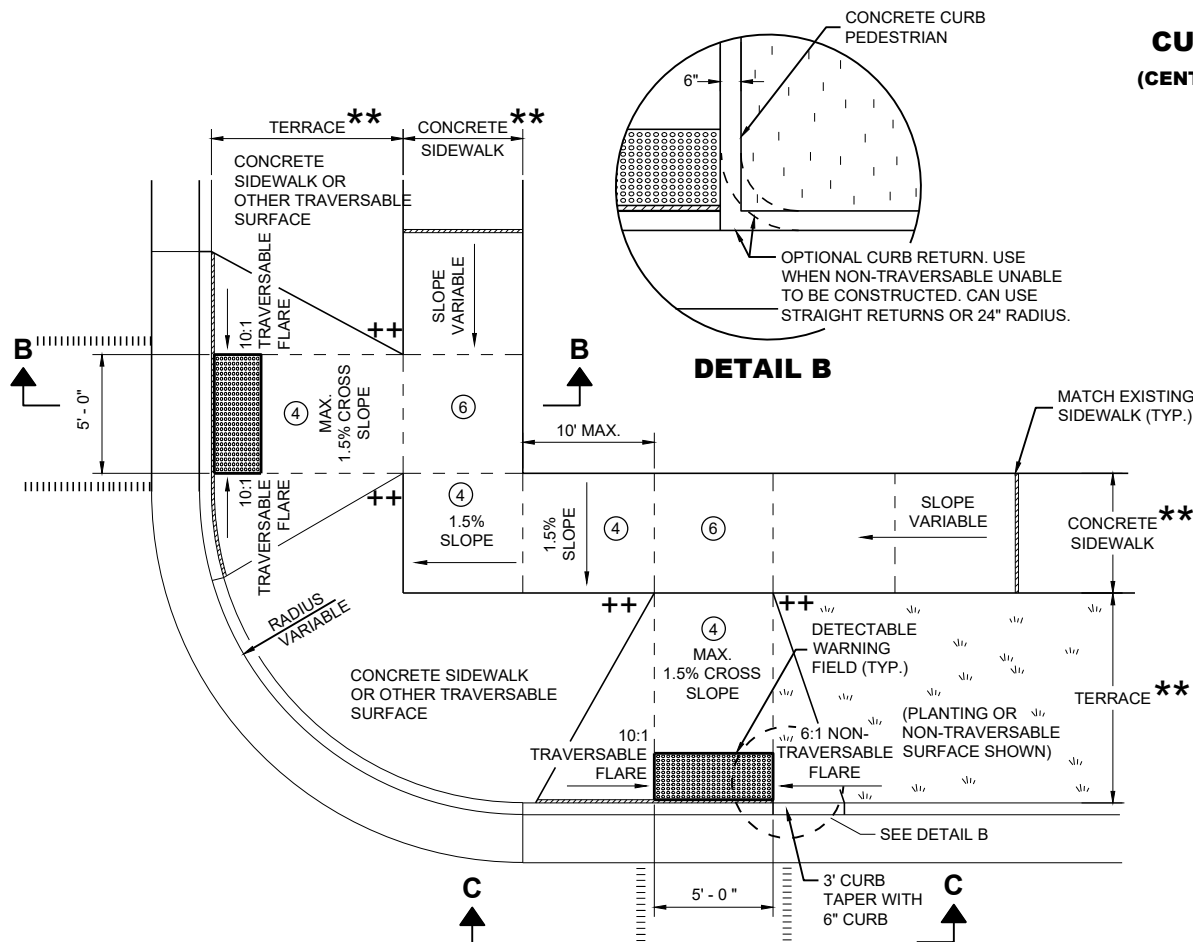
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



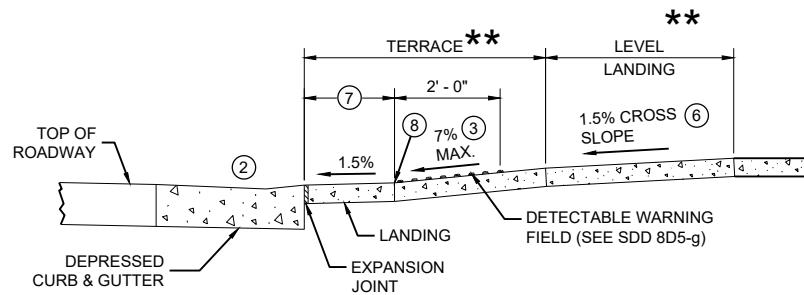
DETAIL A



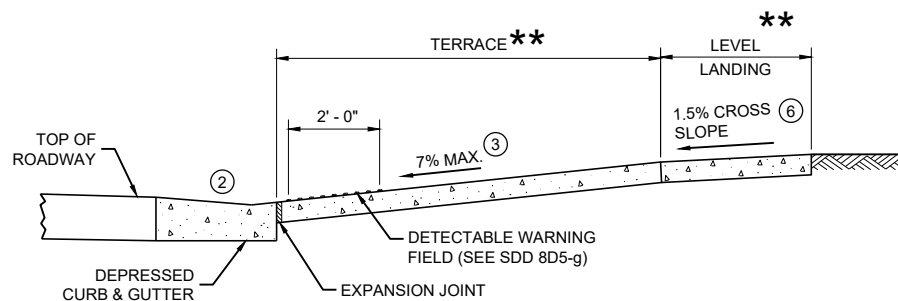
PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)



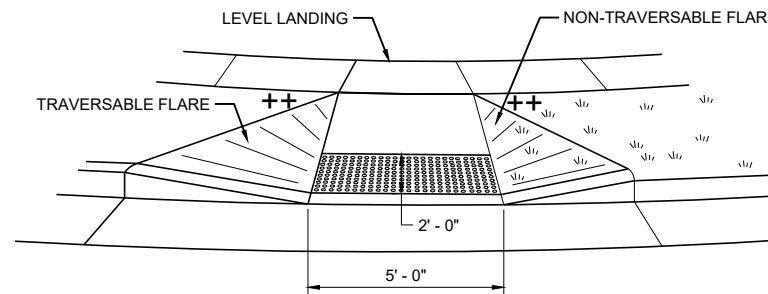
PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



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

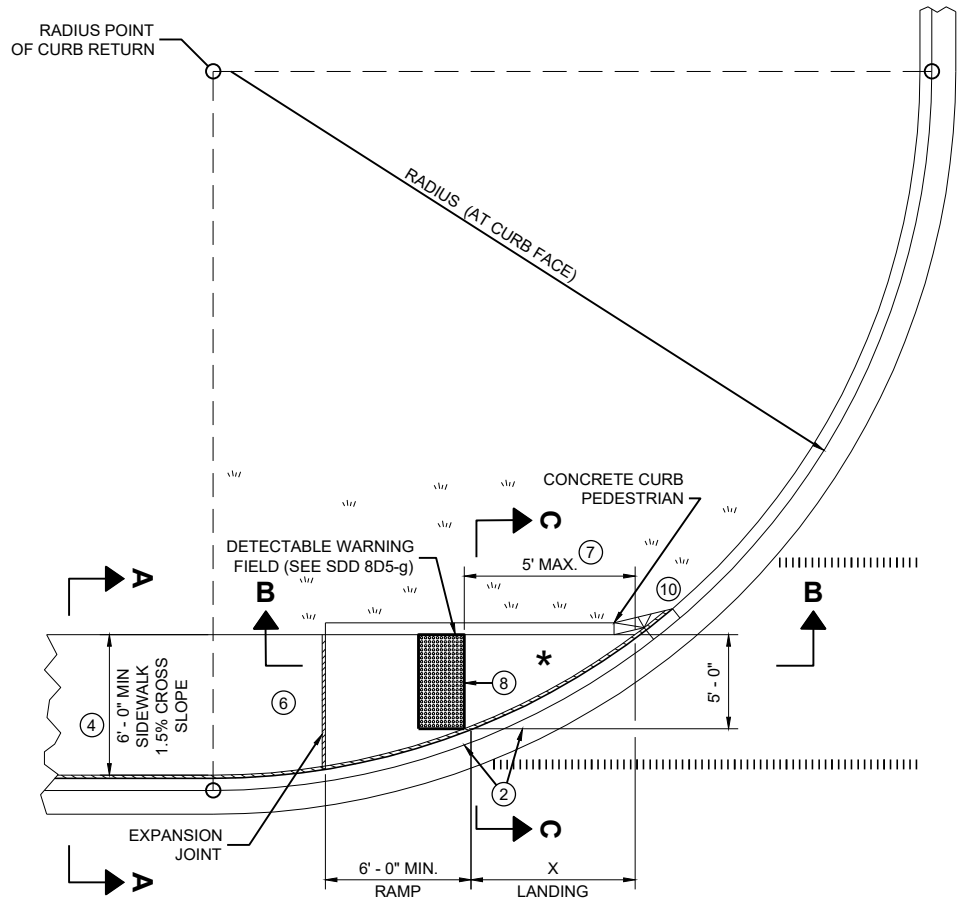
++ CONSTRUCT 6" WEDGE TO
AVOID CONCRETE BREAKAGE

LEGEND

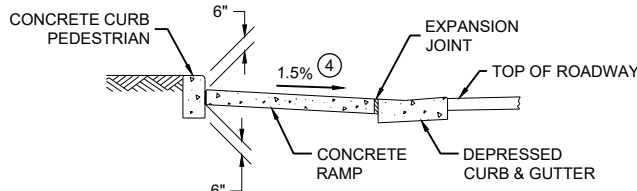
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 2 AND 3

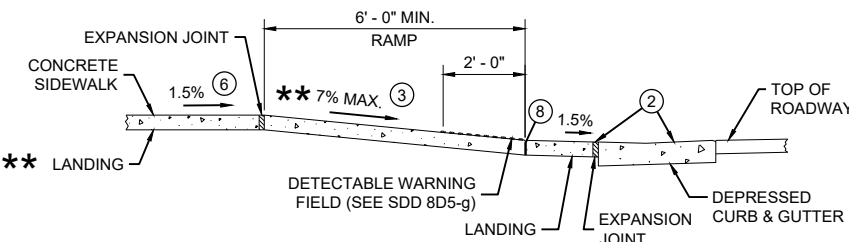
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW
CURB RAMP TYPE 4A



SECTION C - C FOR TYPE 4A

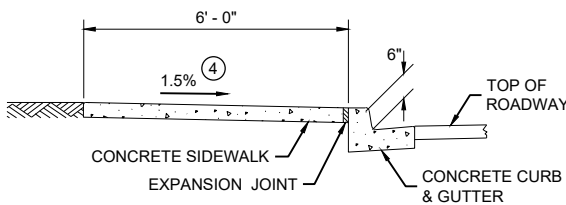


** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

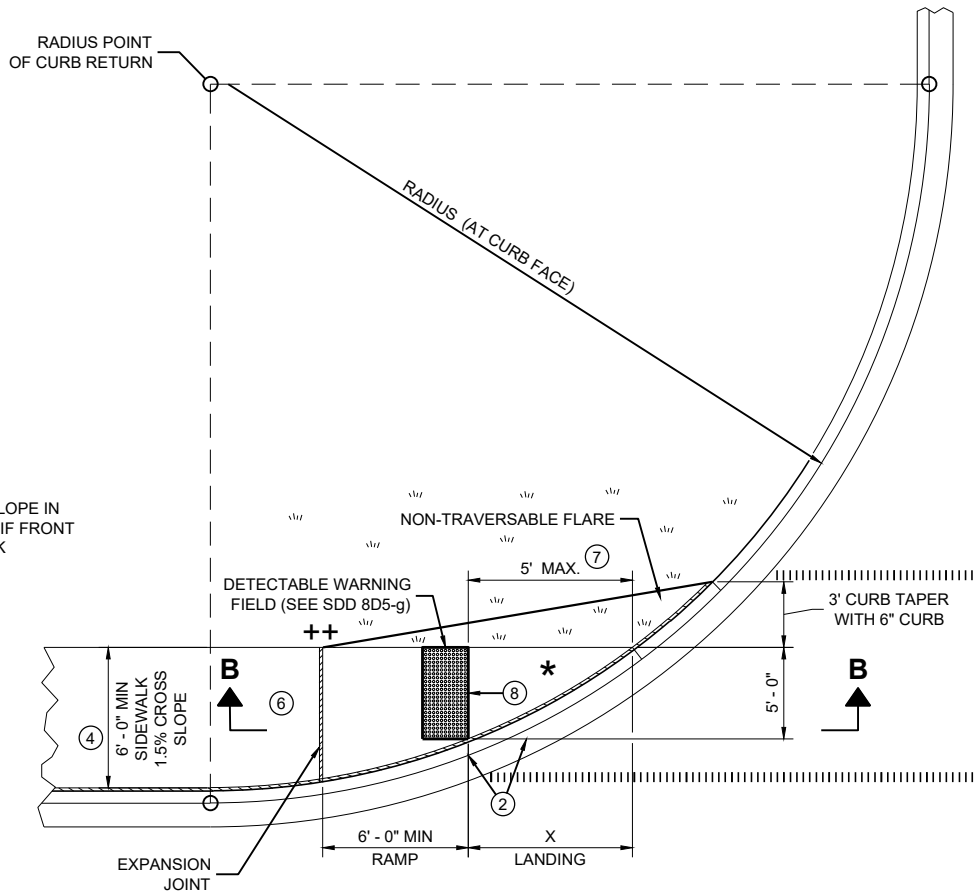
SECTION B - B FOR
TYPE 4A AND TYPE 4A1

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A



PLAN VIEW
CURB RAMP TYPE 4A1

GENERAL NOTES

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

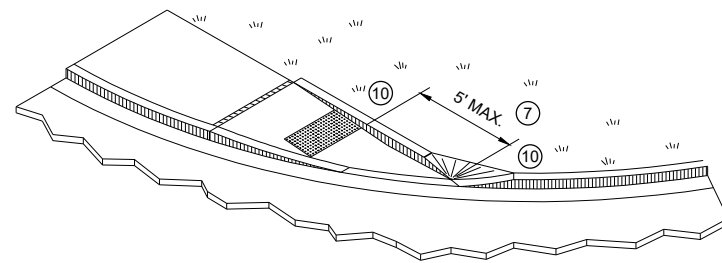
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

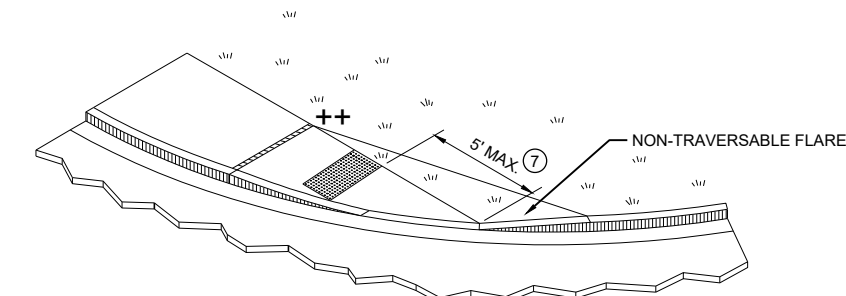
- GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE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

LEGEND

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



ISOMETRIC VIEW FOR TYPE 4A

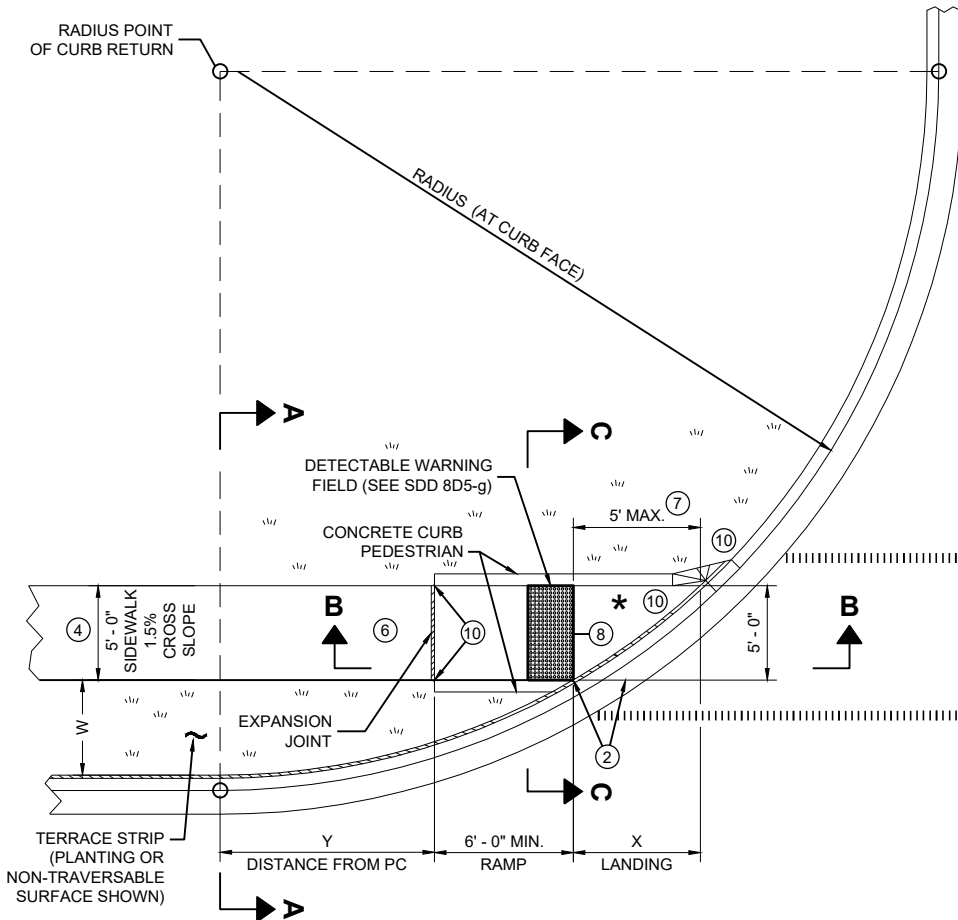


ISOMETRIC VIEW FOR TYPE 4A1

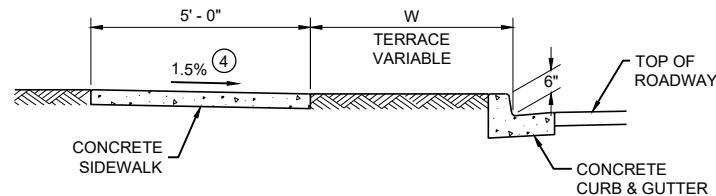
++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

CURB RAMPS TYPE 4A AND 4A1

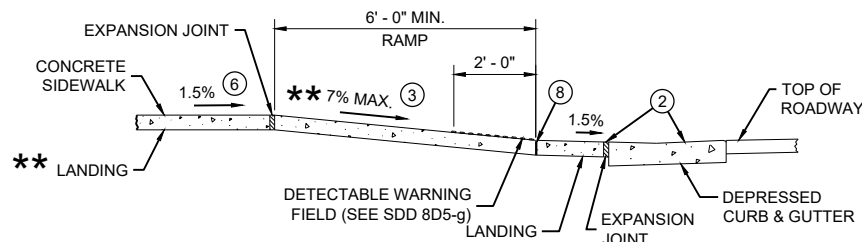
STATE OF WISCONSIN
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**PLAN VIEW
CURB RAMP TYPE 4B**



SECTION A - A FOR TYPE 4B

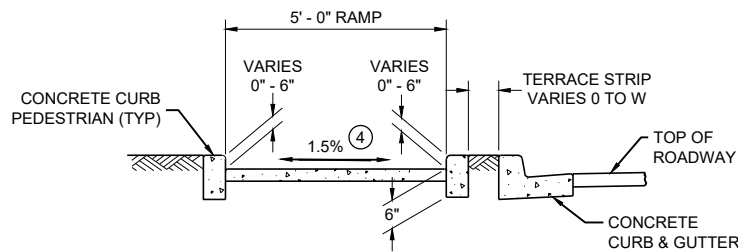


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED**

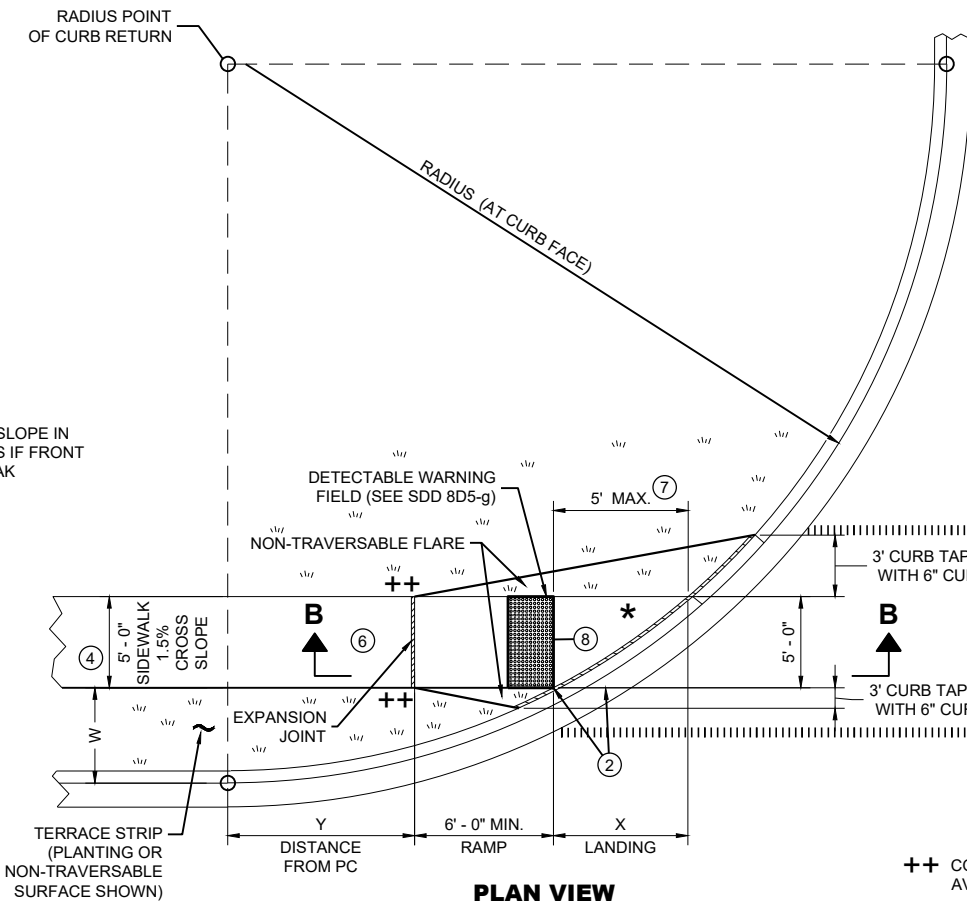
**SECTION B - B FOR
TYPE 4B AND TYPE 4B1**

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 1/4"	0' - 5"	2' - 1"	1' - 4 1/2"	1' - 5"	2' - 1"	0' - 10"	2' - 7 1/2"	0' - 3 1/4"	3' - 0 1/4"						
15 FEET	4' - 6 3/4"	2' - 1 3/4"	3' - 9"	3' - 5 3/4"	3' - 1 1/4"	4' - 6"	2' - 6 3/4"	5' - 4 1/2"	2' - 1"	6' - 1"	1' - 8"	6' - 8 1/2"	1' - 3 1/4"	7' - 2 1/2"	0' - 10 3/4"	7' - 7 1/4"
20 FEET			4' - 11 1/2"	5' - 1 3/4"	4' - 3 1/4"	6' - 5 1/2"	3' - 8 3/4"	7' - 7"	3' - 3"	8' - 6 1/2"	2' - 10"	9' - 4 1/2"	2' - 5 1/2"	10' - 1 1/4"	2' - 1 1/4"	10' - 9"
30 FEET									4' - 10 3/4"	12' - 5 3/4"	4' - 5 1/2"	13' - 7 3/4"	4' - 0 3/4"	14' - 8 1/2"	3' - 8 1/2"	15' - 8 1/4"
40 FEET															4' - 10 3/4"	19' - 8 1/4"

INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH



SECTION C - C FOR TYPE 4B



**PLAN VIEW
CURB RAMP TYPE 4B1**

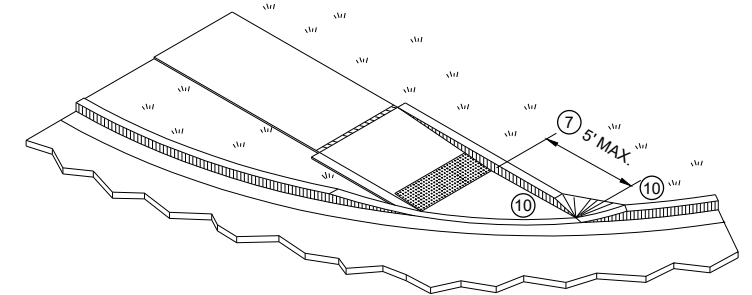
++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

LEGEND

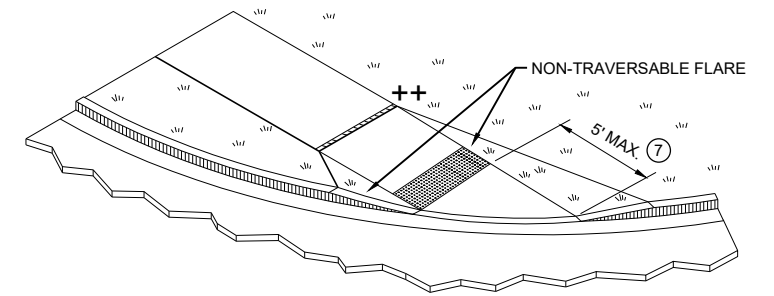
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4" INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



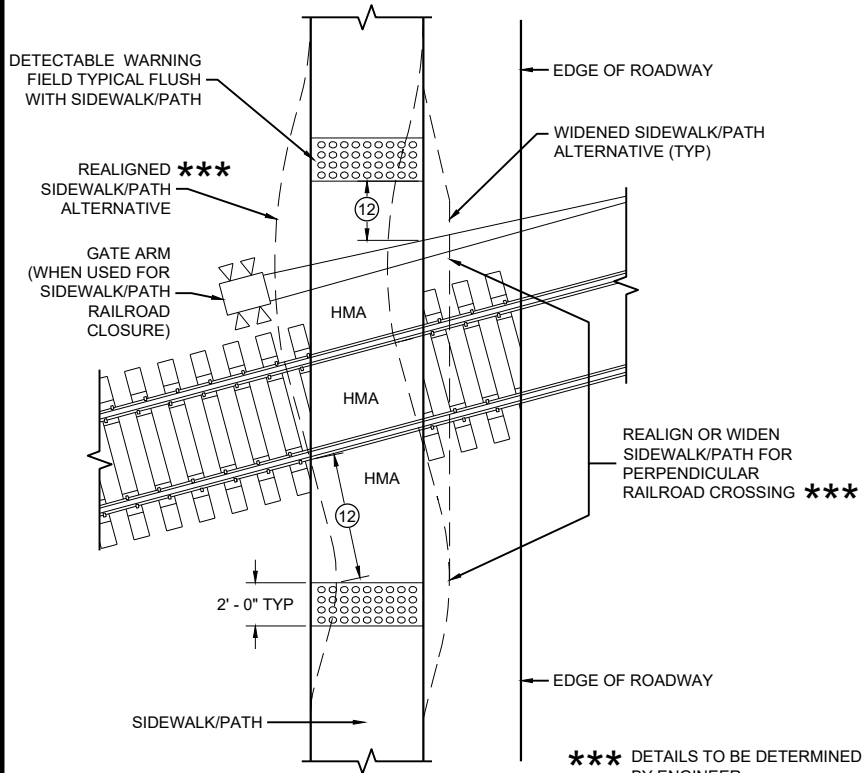
ISOMETRIC VIEW FOR TYPE 4B



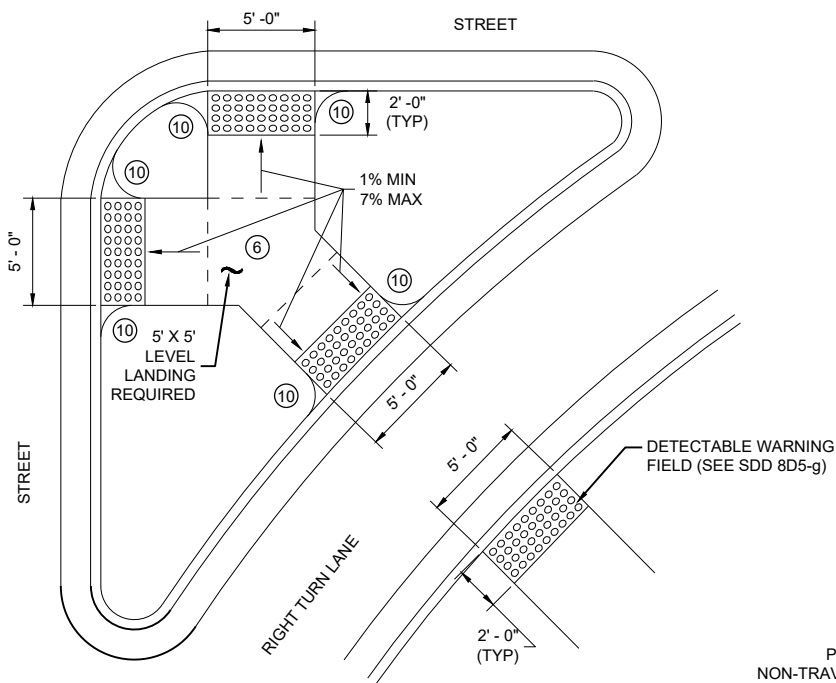
ISOMETRIC VIEW FOR TYPE 4B1

**CURB RAMPS
TYPE 4B AND 4B1**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

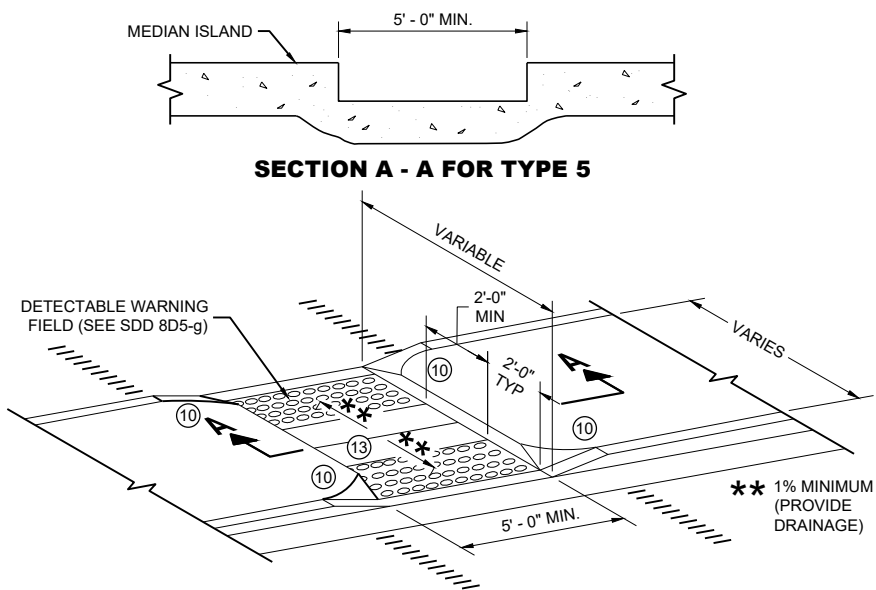


CURB RAMP TYPE 8
DETECTABLE WARNINGS
FOR SIDEWALKS OR SHARED USE PATHS
AT RAILROAD CROSSINGS

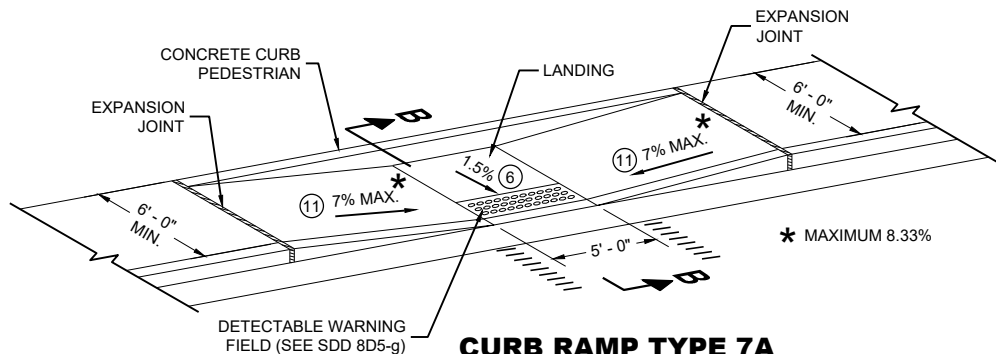


CURB RAMP TYPE 6
DETECTABLE WARNING AT ISLANDS

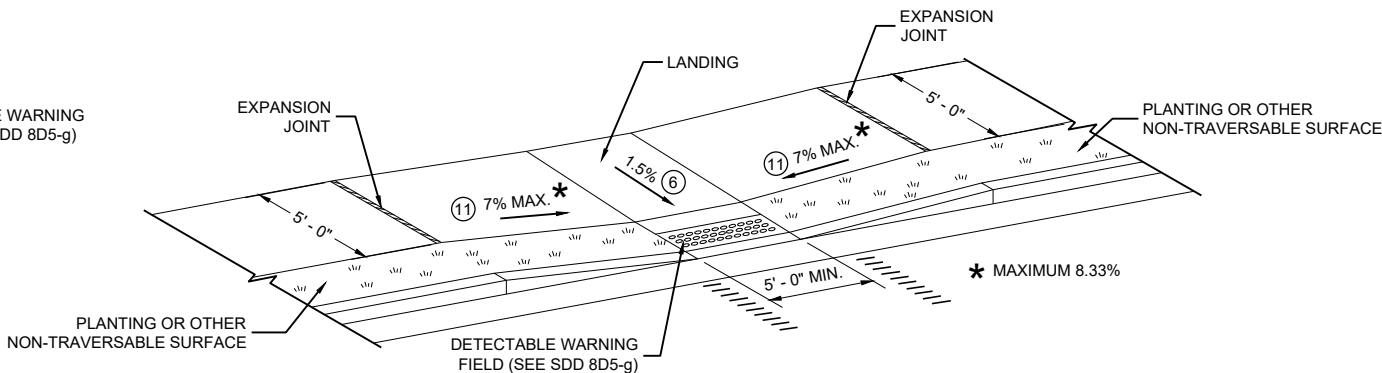
REFER TO GENERAL NOTES ② AND ③
FOR ALL ISLAND CURB RAMPS



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.

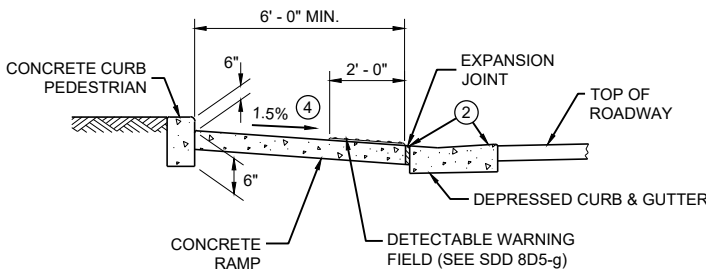
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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 ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- ⑩ INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.
- ⑪ SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.
- ⑫ THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK/PATH. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM AND 12 FEET MINIMUM, 15 FEET TYPICAL FROM THE NEAREST RAIL.
- ⑬ DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

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

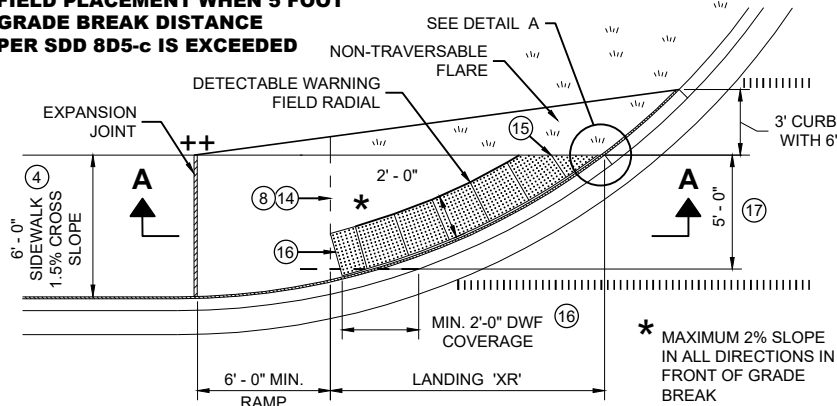


SECTION B - B FOR TYPE 7A

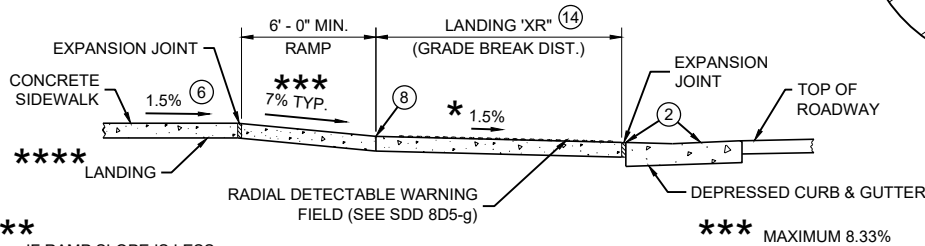
CURB RAMPS
TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

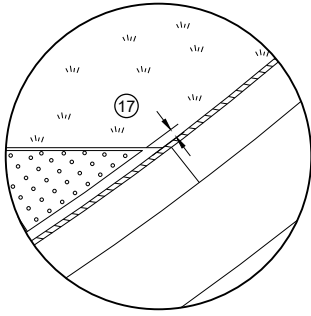


**PLAN VIEW
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**



SECTION A - A FOR TYPE 4A1

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



DETAIL A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER 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.

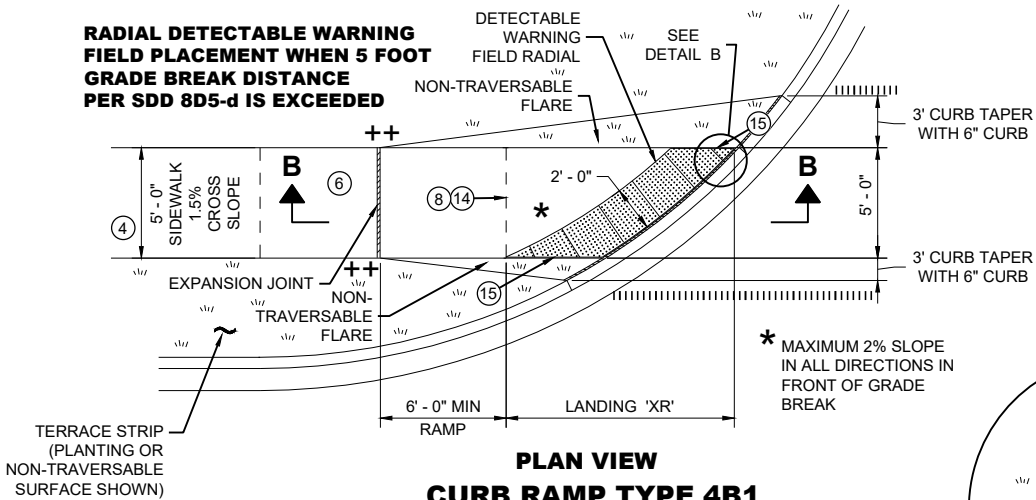
REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

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

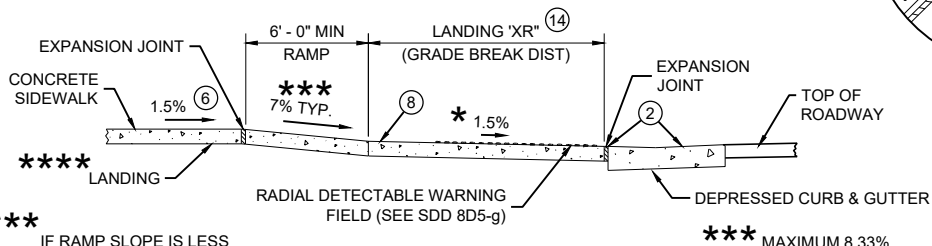
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

- 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.

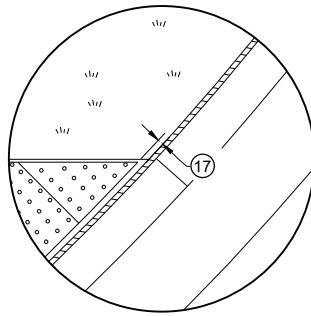
**RADIAL DETECTABLE WARNING
FIELD PLACEMENT WHEN 5 FOOT
GRADE BREAK DISTANCE
PER SDD 8D5-d IS EXCEEDED**



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

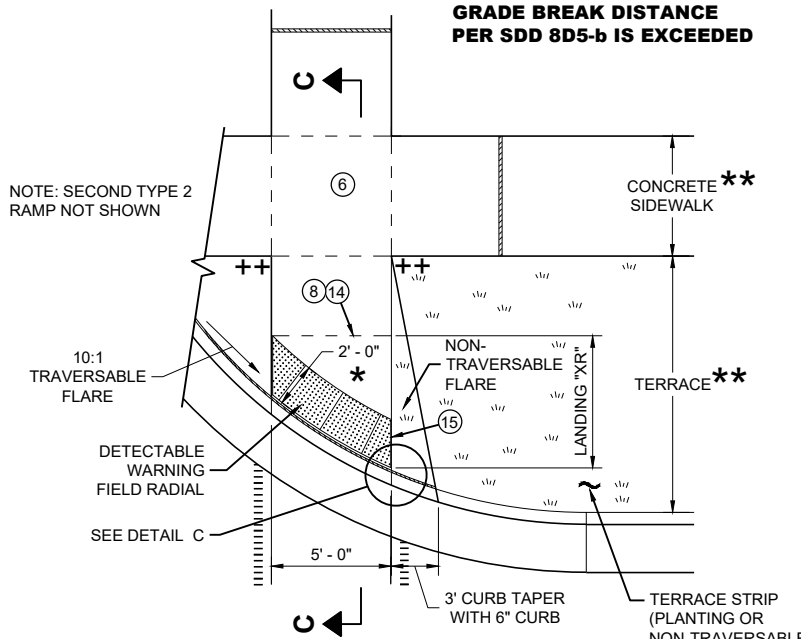


SECTION B - B FOR TYPE 4B1

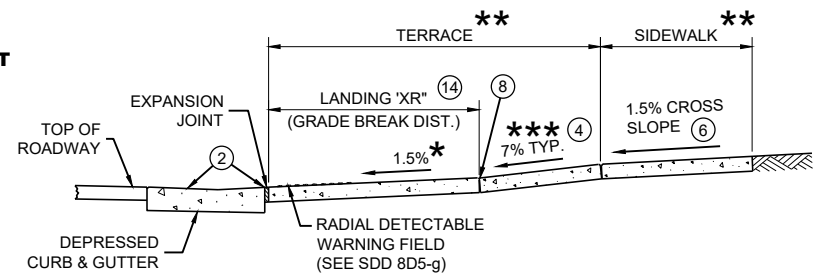


DETAIL B

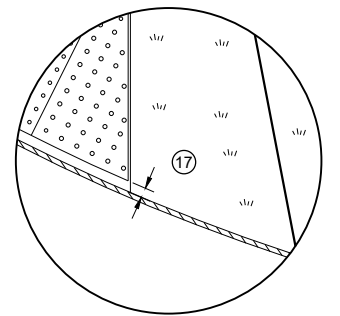
**RADIAL DETECTABLE WARNING
FIELD PLACEMENT WHEN 5 FOOT
GRADE BREAK DISTANCE
PER SDD 8D5-b IS EXCEEDED**



**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

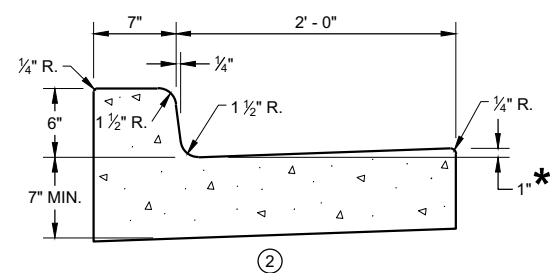
** WIDTH SHOWN ELSEWHERE
IN THE PLANS

*** MAXIMUM 8.33%

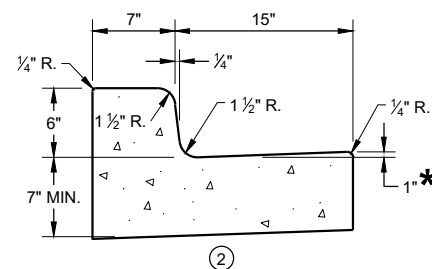
++ CONSTRUCT 6" WEDGE TO
AVOID CONCRETE BREAKAGE

**CURB RAMPS
RADIAL DETECTABLE WARNING**

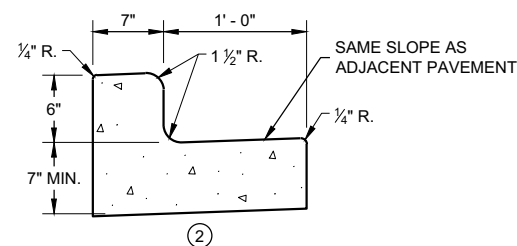
STATE OF WISCONSIN
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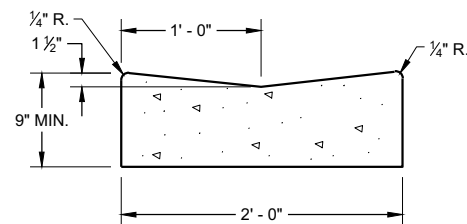
CONCRETE CURB AND GUTTER 31"



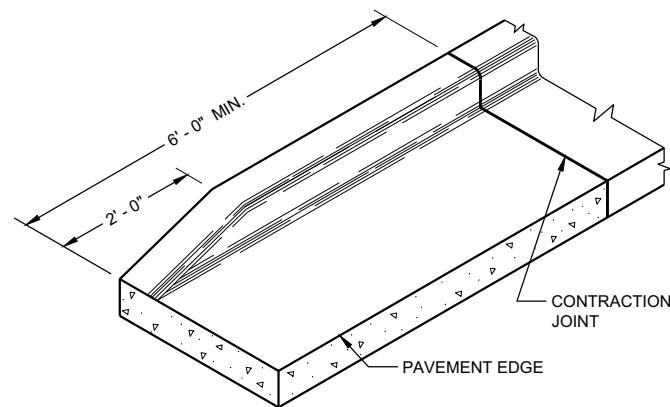
CONCRETE CURB AND GUTTER 22" ^①



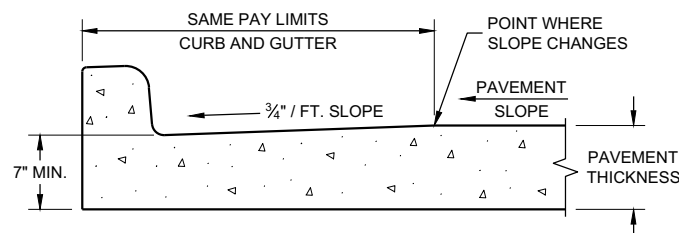
CONCRETE CURB AND GUTTER 19" ^①



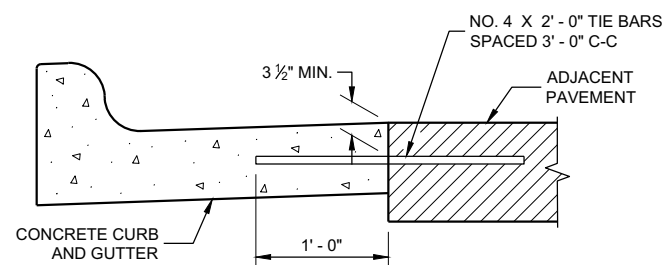
CONCRETE GUTTER 24" ^①



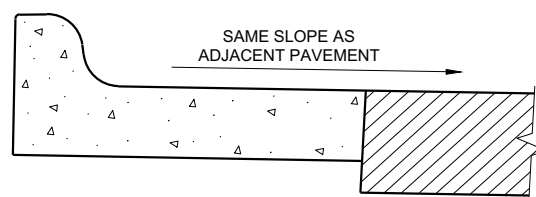
END SECTION CURB AND GUTTER



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER



TYPICAL TIE BAR LOCATION ^①



HIGH SIDE SECTION ^③ (TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

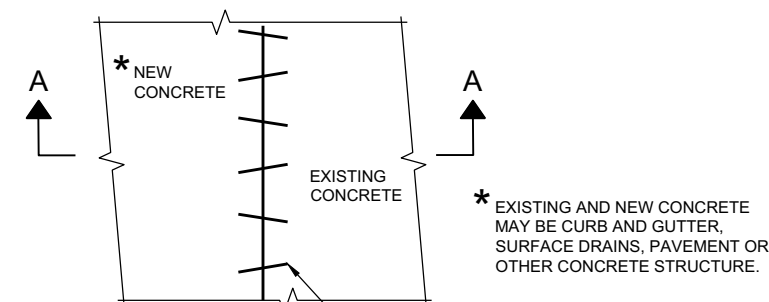
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

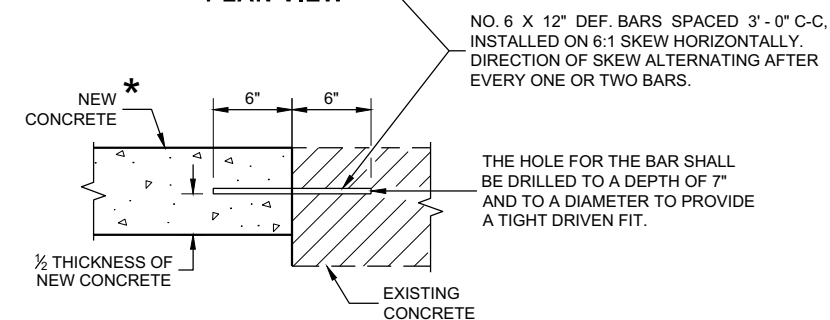
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

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

- ① WHEN PLACED ADJACENT TO NEW CONCRETE, TIE BARS ARE REQUIRED FOR CURB AND GUTTER 31", 22", 19" AND CONCRETE GUTTER 24".
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED A 7" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ WHEN HIGH SIDE CURB SECTION IS REQUIRED, THE LOCATION(S) WILL BE NOTED ON THE PLANS



PLAN VIEW



SECTION A - A

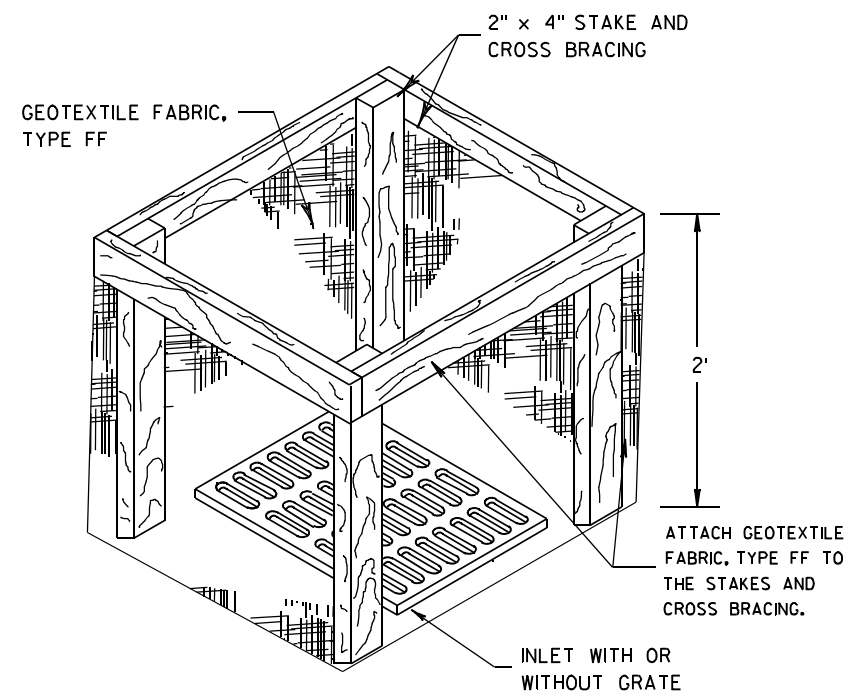
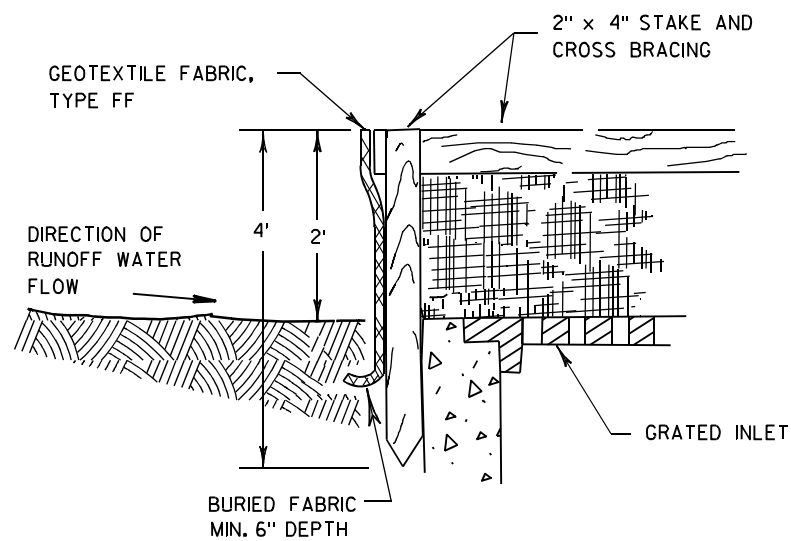
PAVEMENT TIES

**CONCRETE GUTTER,
CURB AND GUTTER AND
PAVEMENT TIES**
For Optional use in Milwaukee Co. Only)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
ENGINEER



INLET PROTECTION, TYPE A

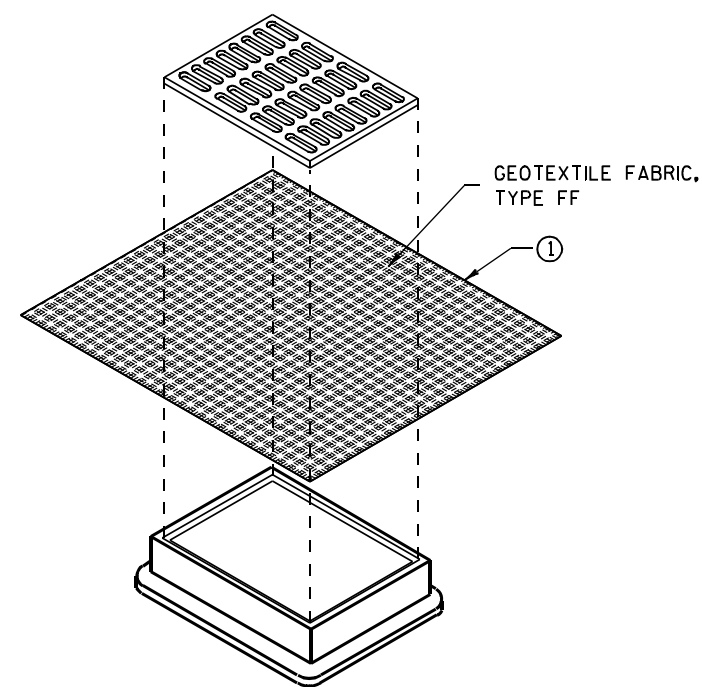
GENERAL NOTES

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

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

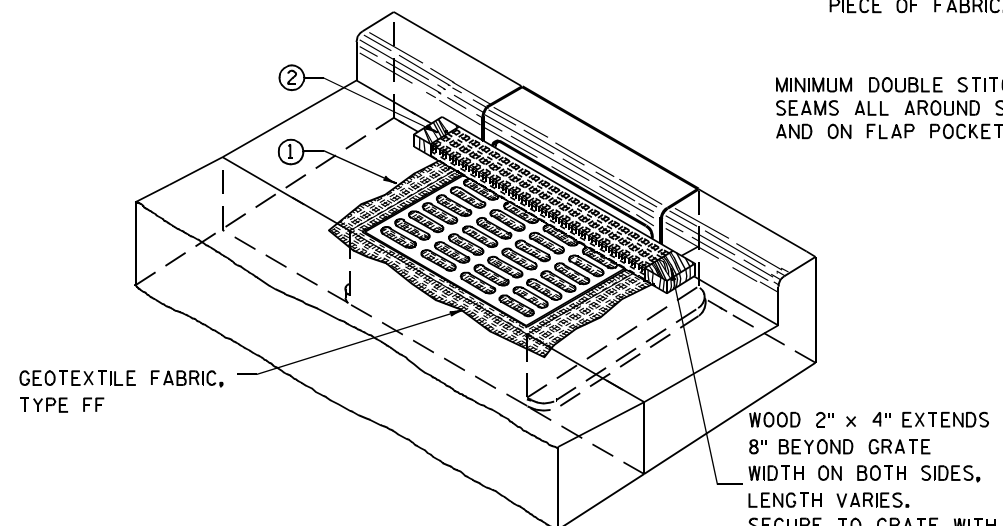
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

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



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

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

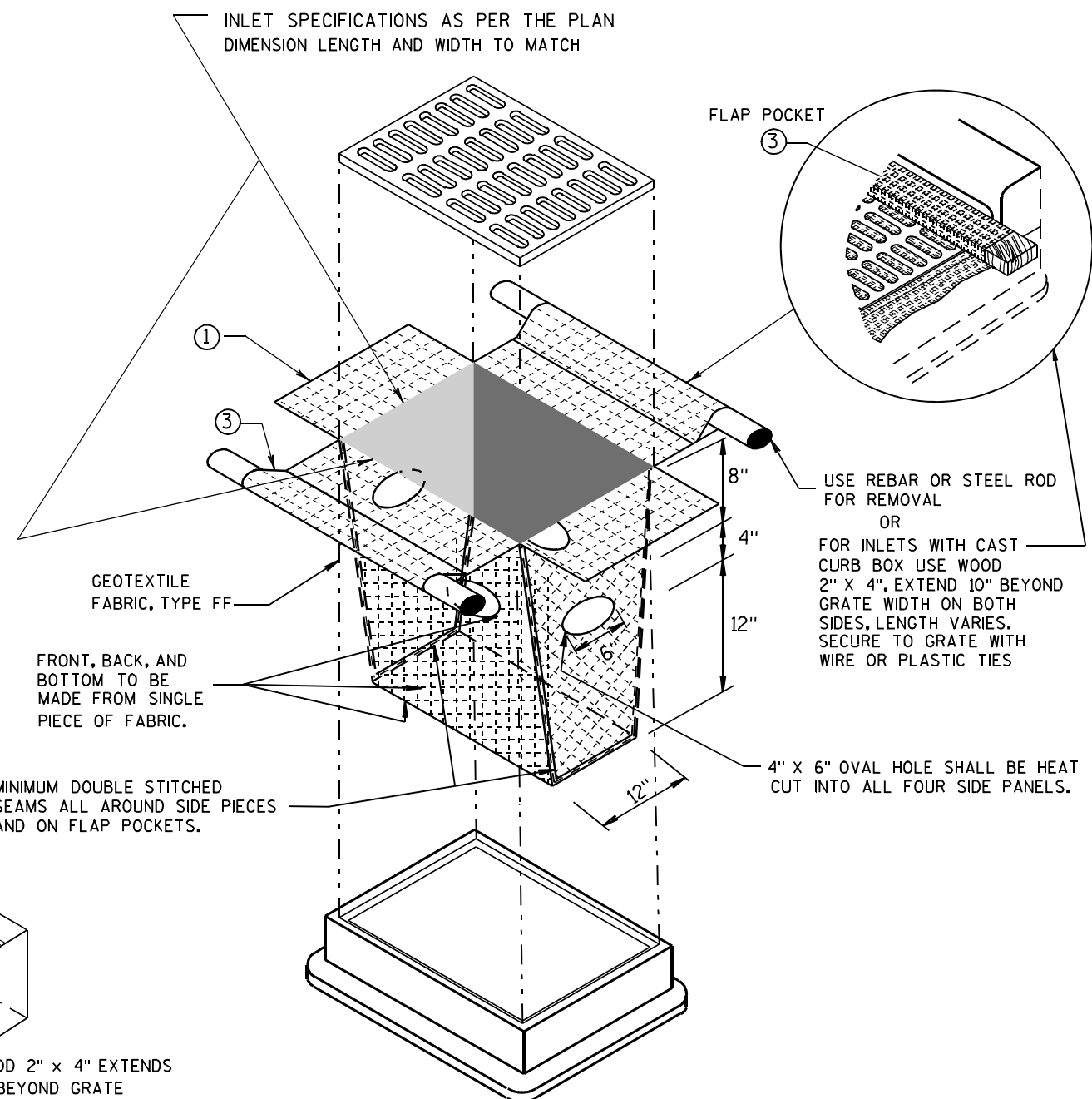
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

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

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

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



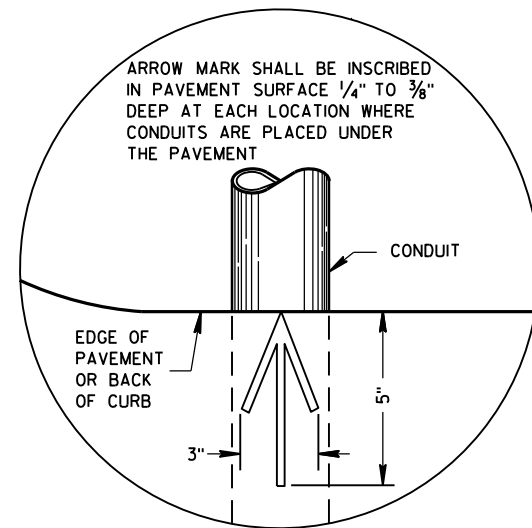
INLET PROTECTION, TYPE D

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

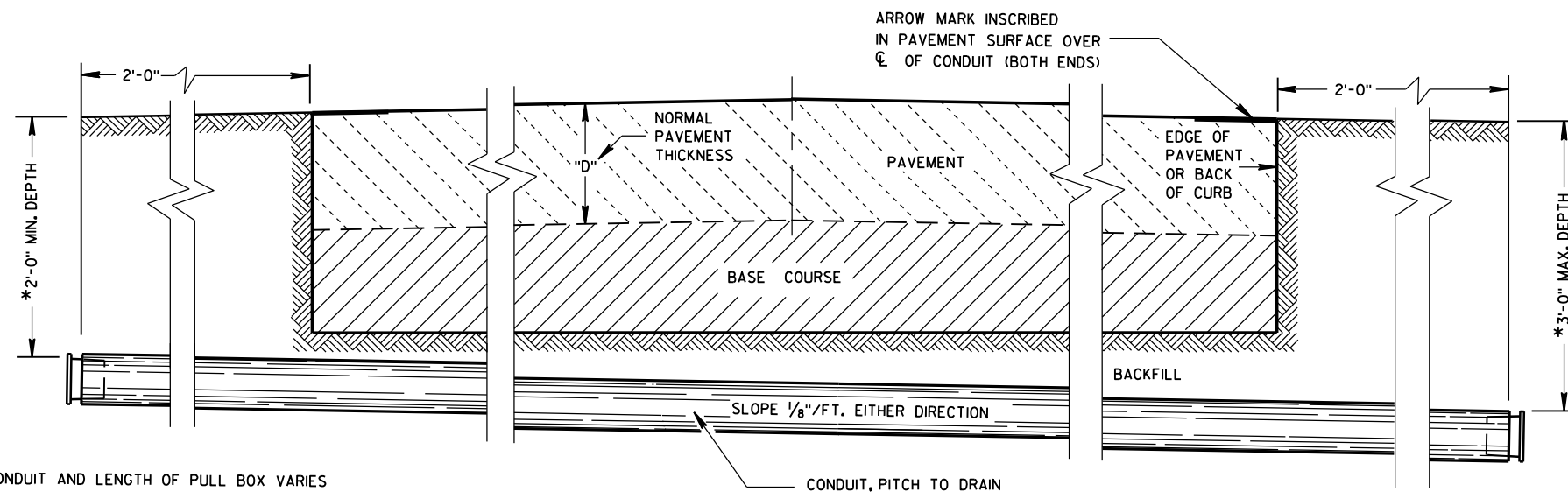
**INLET PROTECTION
TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



PLAN VIEW
ARROW MARK



SIDE ELEVATION
DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

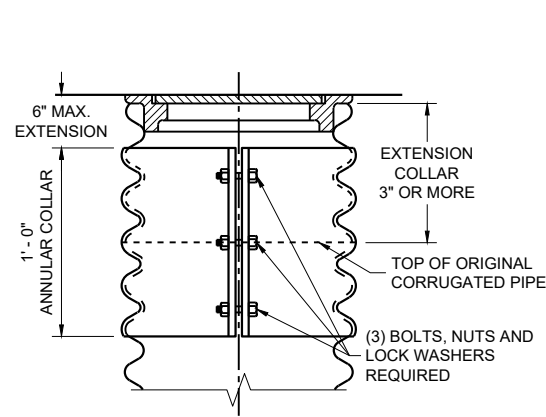
ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

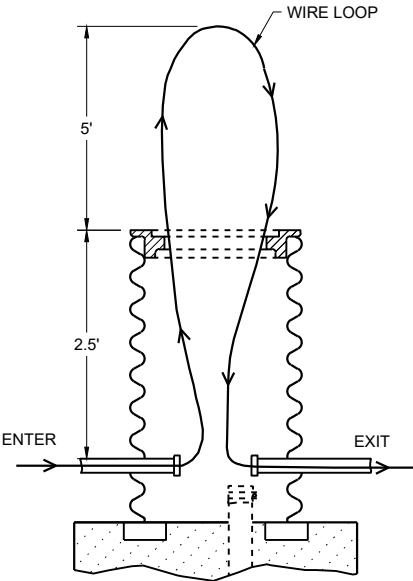
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL ENGINEER
FHWA

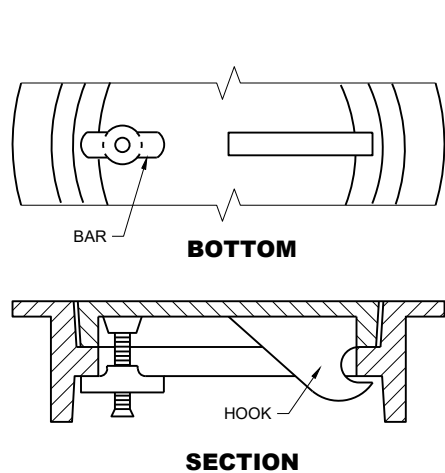
CORRUGATED PIPE EXTENDER



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



ALTERNATE COVER (LOCKING)
TIGHTENING BAR TYPE



GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

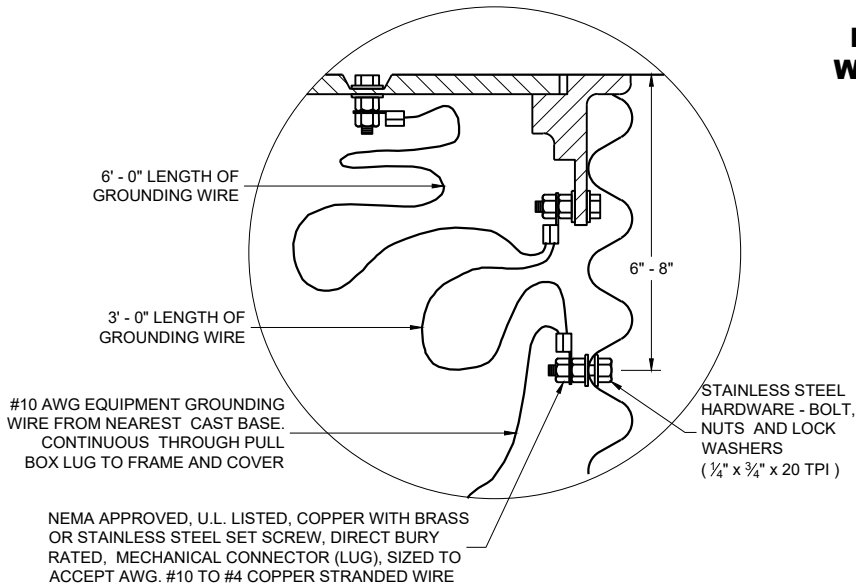
TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
		12	12	12	18	18	18	24	24	24
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS*										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

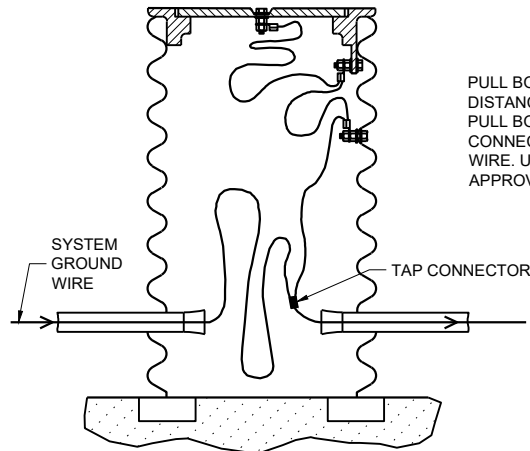
*THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

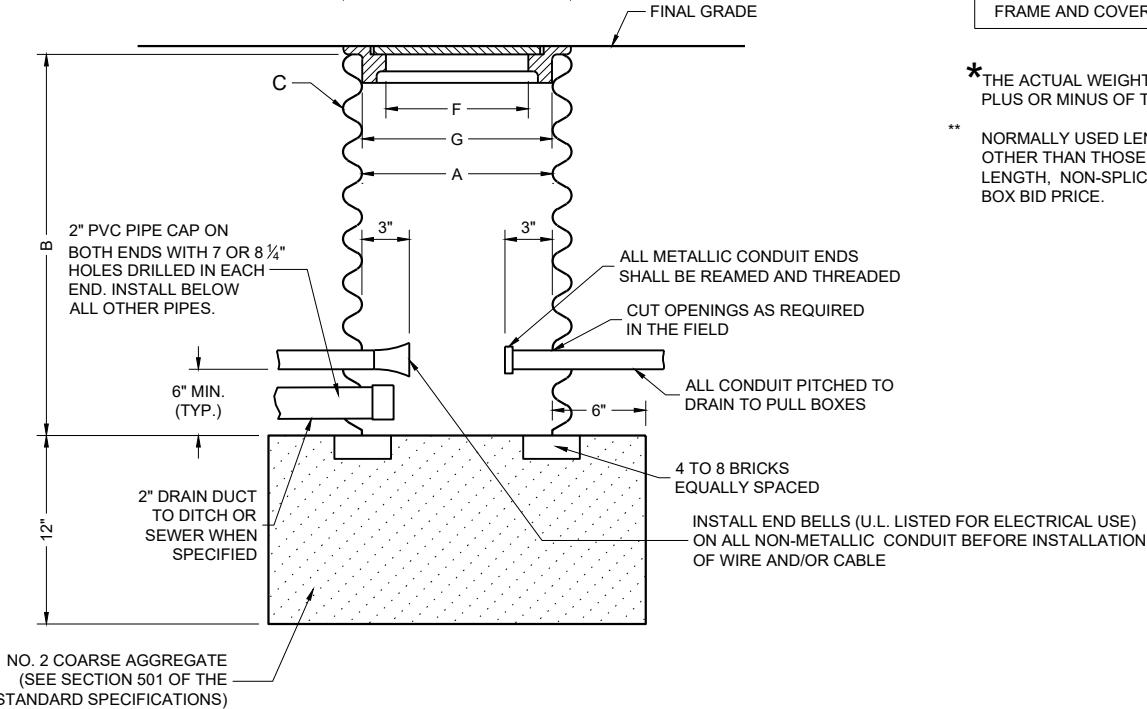


EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE



PULL BOX

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL ENGINEER
FHWA

GENERAL NOTES

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

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING. A STEEL CASING OR CORRUGATED METAL PIPE IS ALLOWED TO REMAIN. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BASE IN LAYERS OF ONE FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

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

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

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

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 TIMES THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NON-METALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

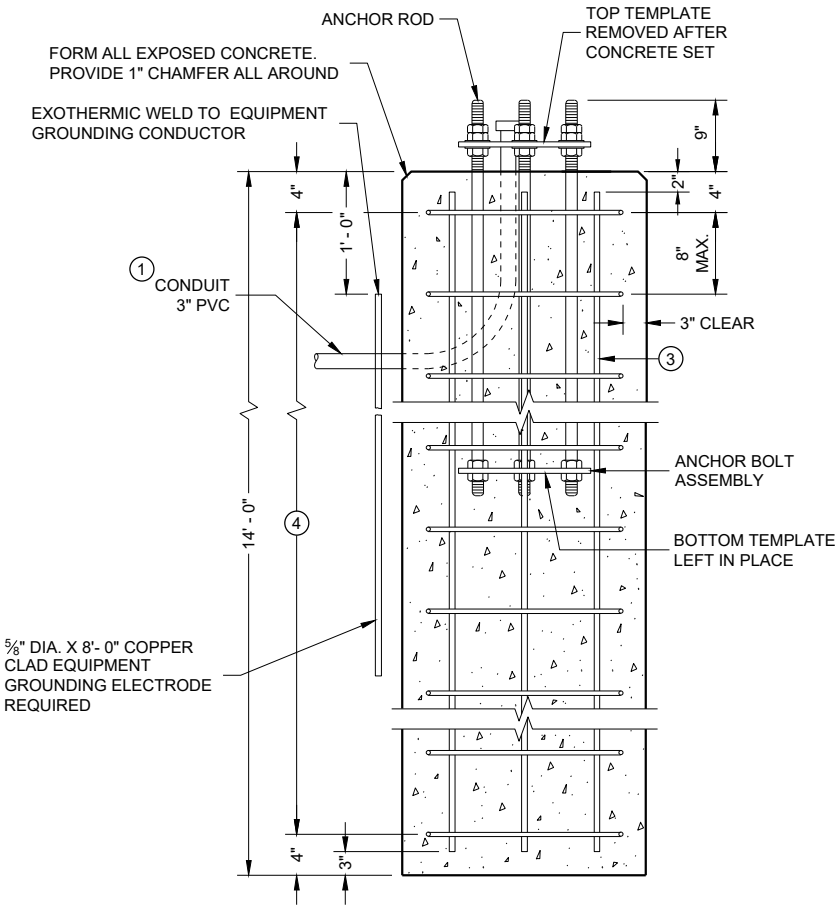
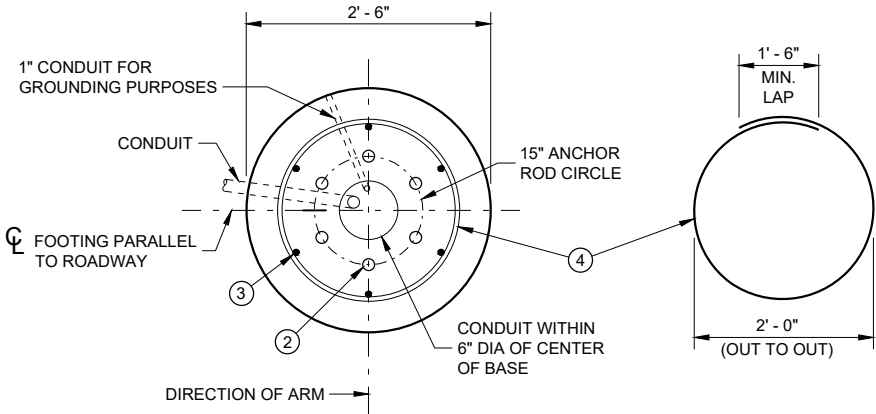
THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

- 1
- THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER RUN) EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.
- 2
- (6) 1 1/2 DIA. X 4' - 4" ANCHOR RODS
- 3
- (6) NO. 6 X 13' - 7" BAR STEEL REINFORCEMENT.
- 4
- (21) NO. 5 X 7'-10" BAR STEEL REINFORCEMENT @ 8" MAX. C-C.

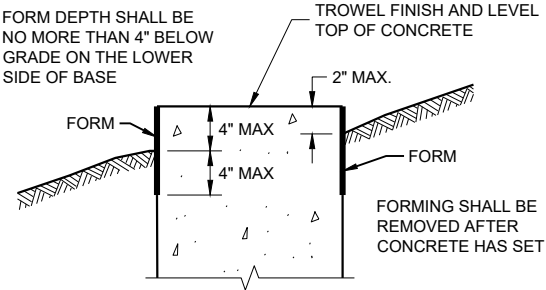
CONCRETE MASONRY.....	fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....	fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION)	fy = 55,000 p.s.i.
TEMPLATES, ASTM A709, GRADE 36.....	fy = 36,000 p.s.i.

QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	2.5
LBS. OF HOOP BAR STEEL	172
LBS. OF VERTICAL BAR STEEL	122

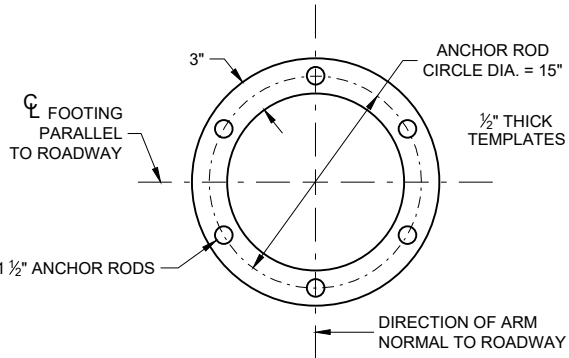


CONCRETE BASE, TYPE 10
(FOR TYPE 9, TYPE 10 AND OVER HEIGHT (OH) POLES)

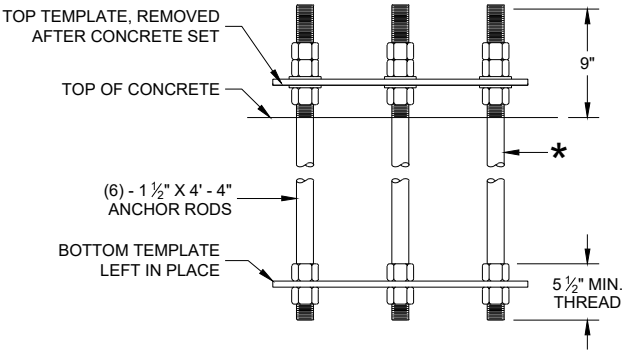
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE SDD 9C13 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.



FORMING DETAIL



TOP AND BOTTOM TEMPLATE



ANCHOR ROD
ASSEMBLY DETAILS

* THREAD TOP 10" OF ANCHOR ROD FOR 3 NUTS AND 2 WASHERS AND BOTTOM 5 1/2" FOR 2 NUTS PER ANCHOR ROD. HOT DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR ROD (ASTM A123) AND HOT DIP NUTS AND WASHERS (ASTM A153. USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

CONCRETE BASE
TYPE 10

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2017
DATE
/S/ Ahmet Demerbilek
WIND LOADED STRUCTURES
PROGRAM LEADER
FHWA

GENERAL NOTES

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

THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING. A STEEL CASING OR CORRUGATED METAL PIPE IS ALLOWED TO REMAIN. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BASE IN LAYERS OF ONE FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR RODS STICK OUT ABOVE TOP OF CONCRETE FOOTING BASE PER THIS SHEET.

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

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

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

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

FORM ALL EXPOSED CONCRETE CORNERS WITH 1" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 TIMES THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4 1/2" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NON-METALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

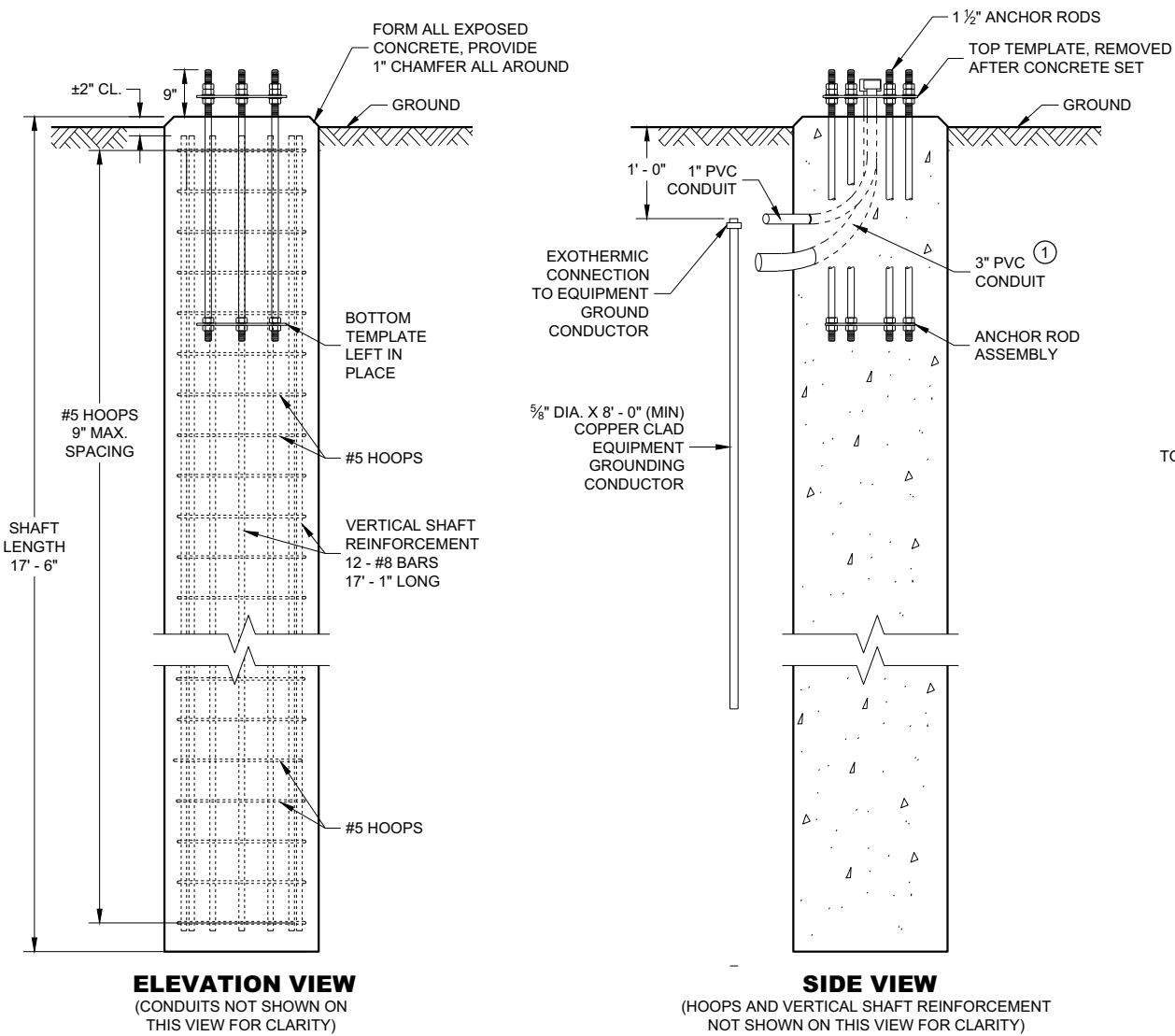
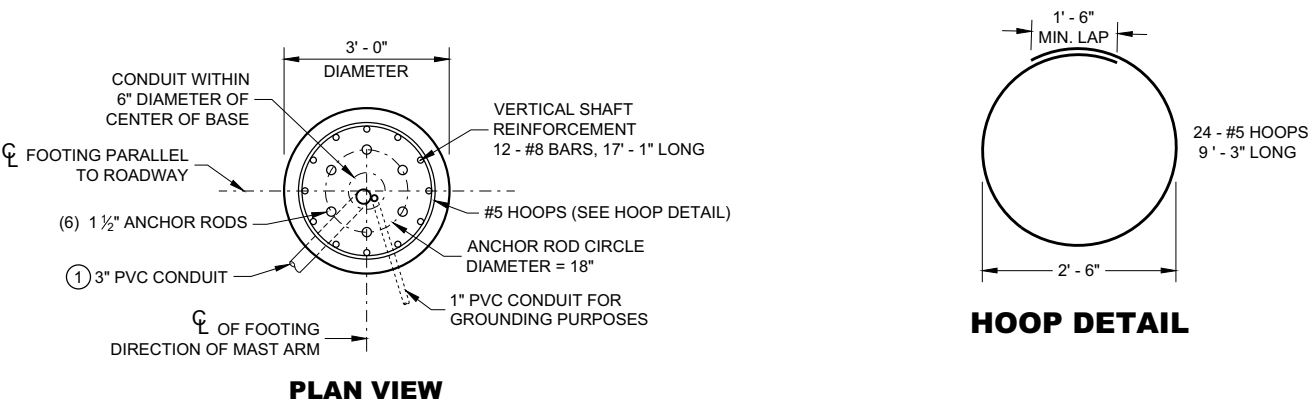
A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

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

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER RUN) EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

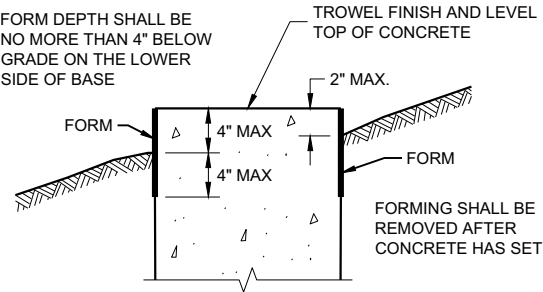
CONCRETE MASONRY.....fc = 3,500 p.s.i
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATION).....fy = 55,000 p.s.i.
TEMPLATES, ASTM A709, GRADE 36.....fy = 36,000 p.s.i.



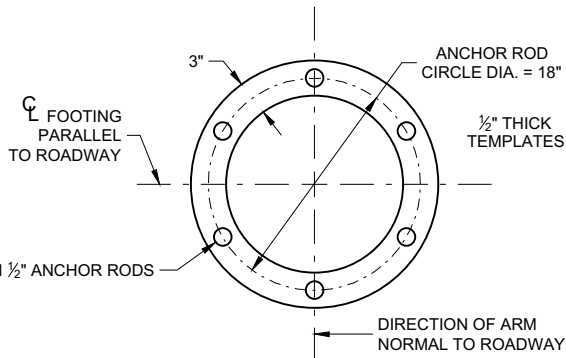
CONCRETE BASE, TYPE 10 SPECIAL
(FOR TYPE 9 SPECIAL AND TYPE 10 SPECIAL POLES)

CONCRETE = 4.6 CUBIC YARD
H.S. REINFORCEMENT = 779 LBS.

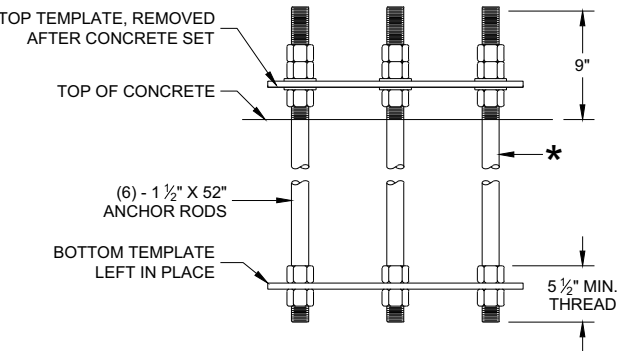
FOR USE WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION.



FORMING DETAIL



TOP AND BOTTOM TEMPLATE



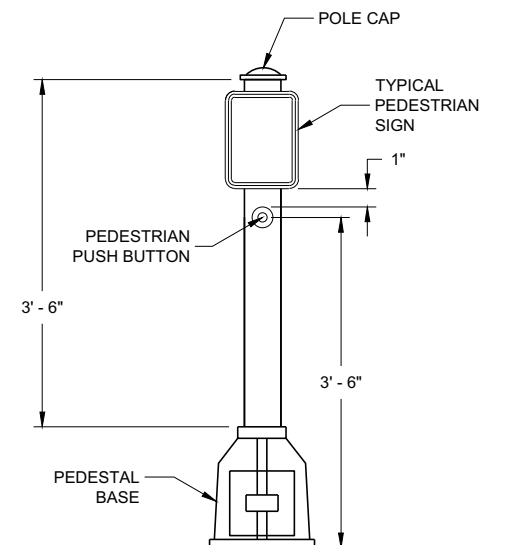
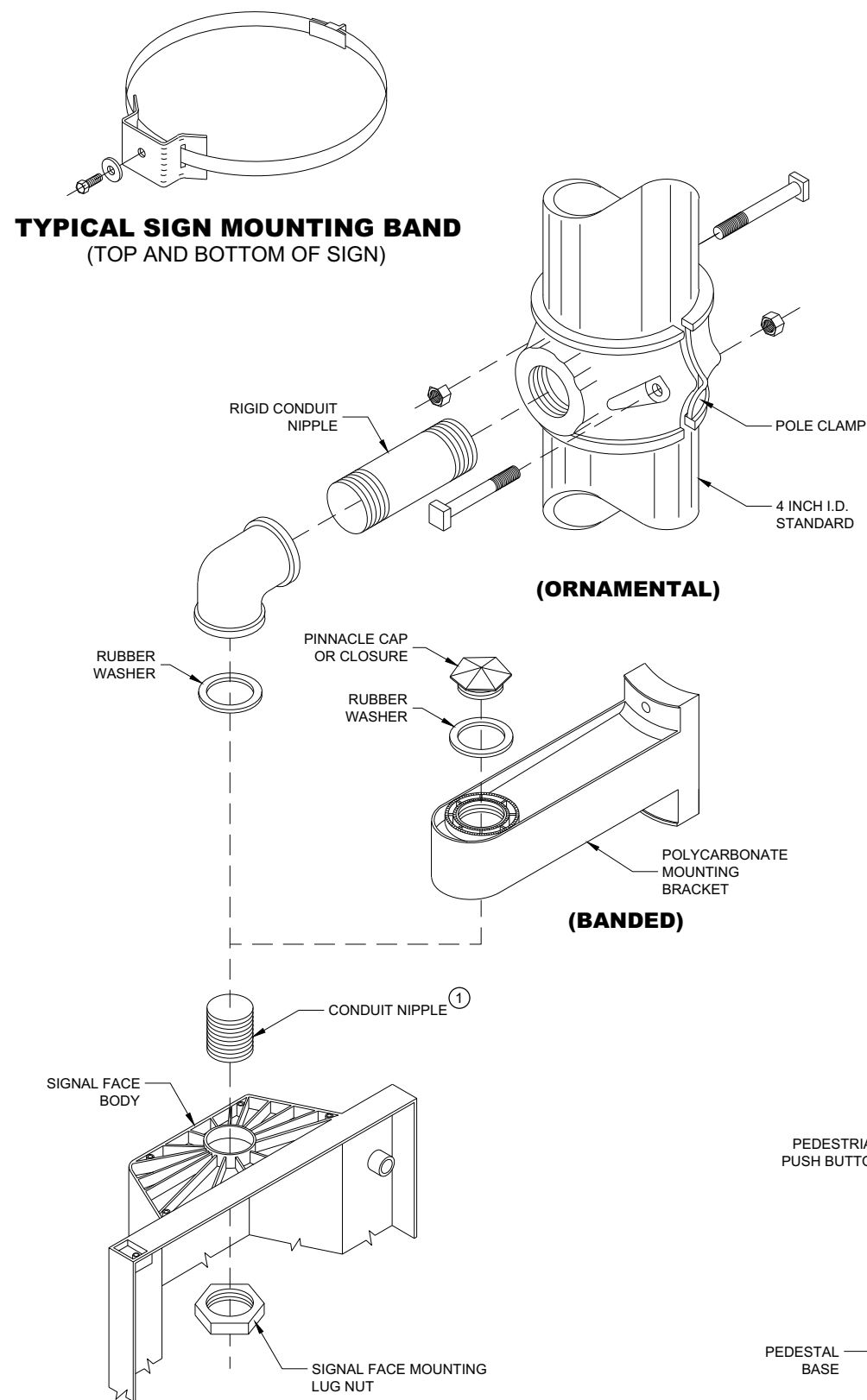
ANCHOR ROD ASSEMBLY DETAILS

* THREAD TOP 10" OF ANCHOR ROD FOR 3 NUTS AND 2 WASHERS AND BOTTOM 5 1/2" FOR 2 NUTS PER ANCHOR ROD. HOT DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR ROD (ASTM A123) AND HOT DIP NUTS AND WASHERS (ASTM A153. USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

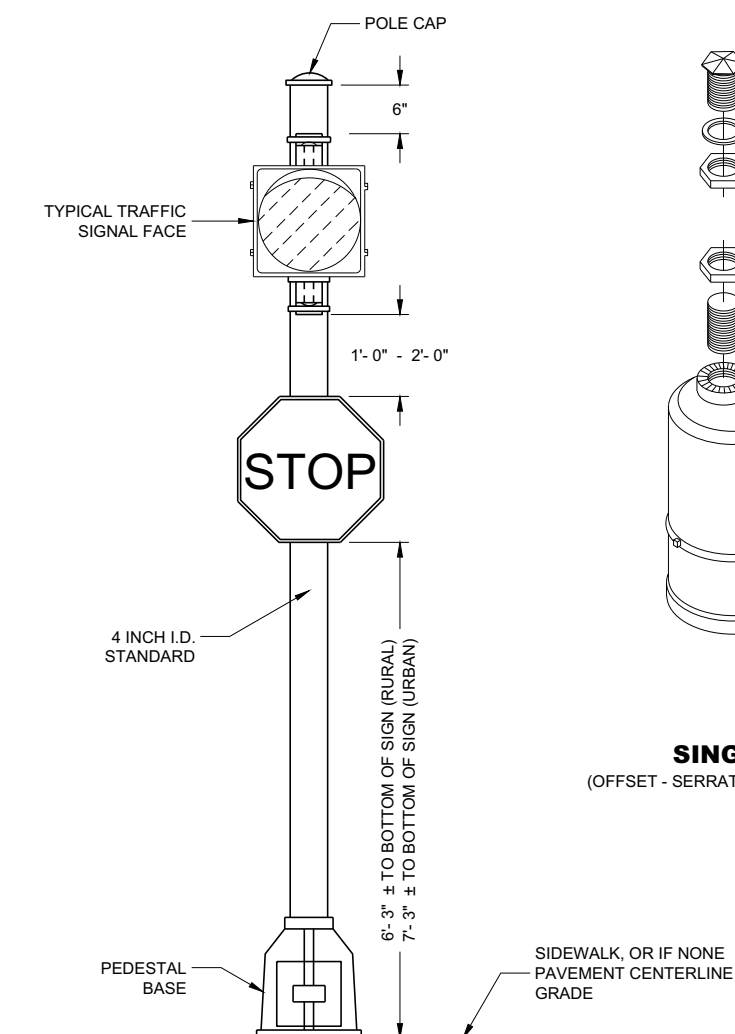
CONCRETE BASE
TYPE 10 SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE
/S/ Alex Crabtree
WIND LOADED STRUCTURES
PROGRAM LEADER
FHWA



**PEDESTRIAN PUSH BUTTON
TYPICAL MOUNTING**



STANDARD FLASHER
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS, UNLESS APPROVED BY THE ENGINEER IN THE FIELD.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

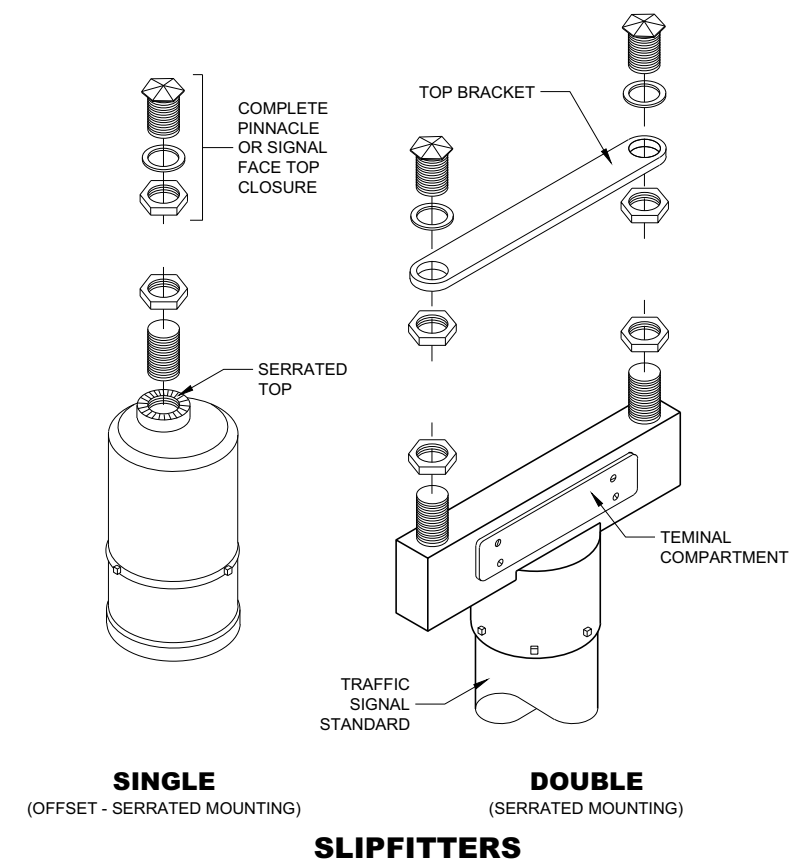
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE REGION TRAFFIC ENGINEER).

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) 1/2" X 3/4" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

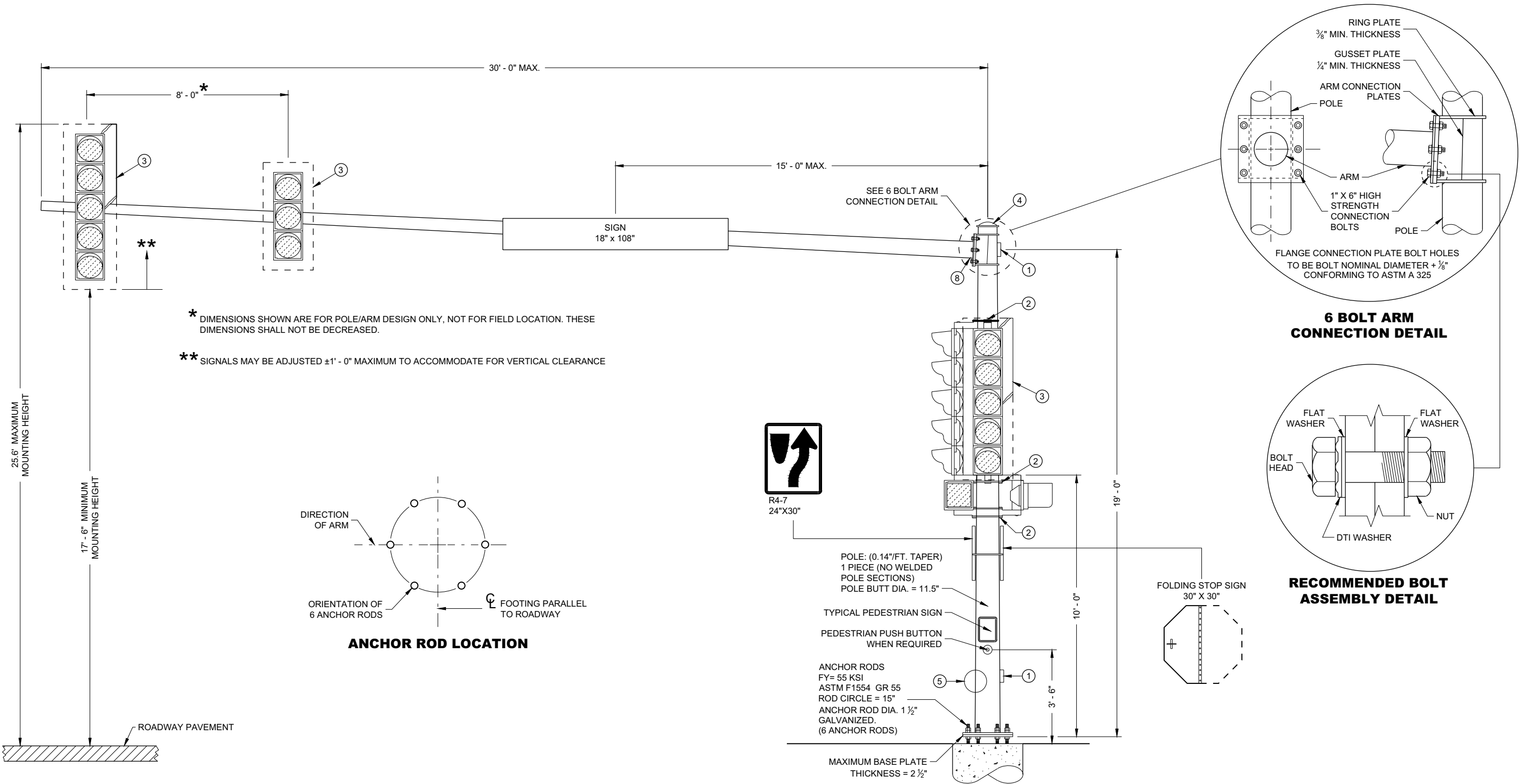
- ① USE 1 1/2" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 1/2" OPENING IN SIGNAL FACES AND BRACKET ENDS.

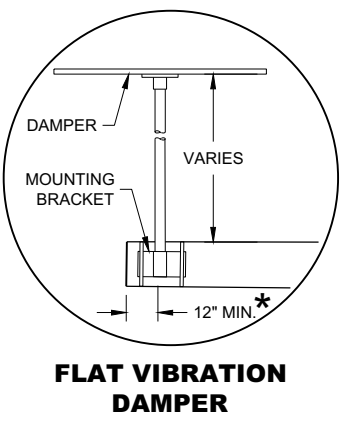
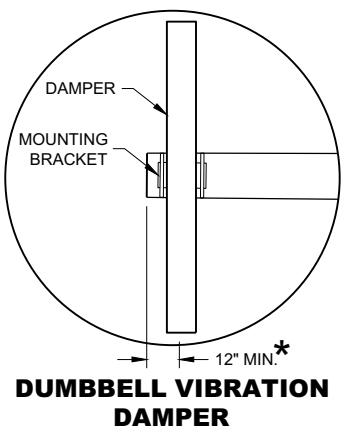
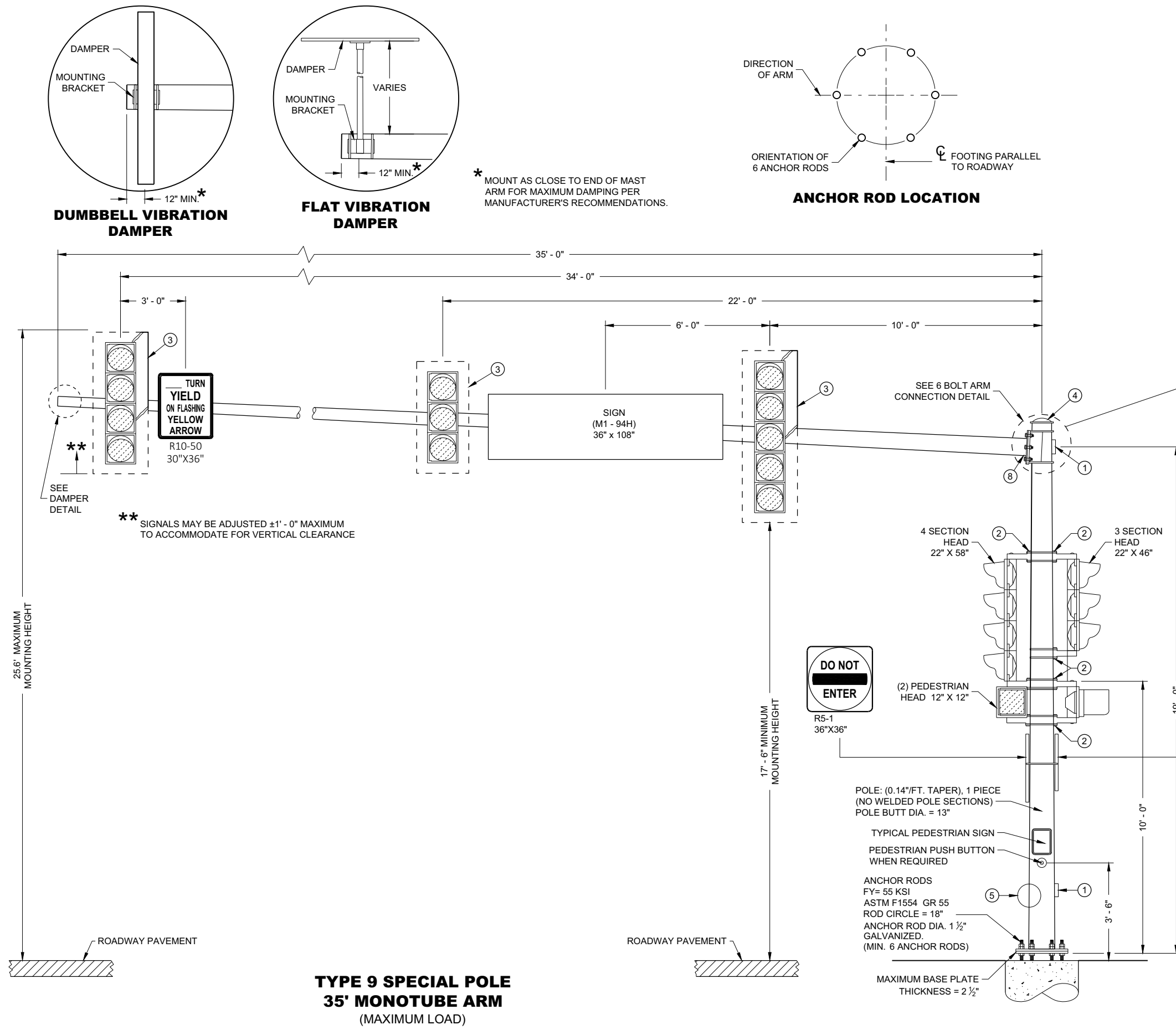


TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS

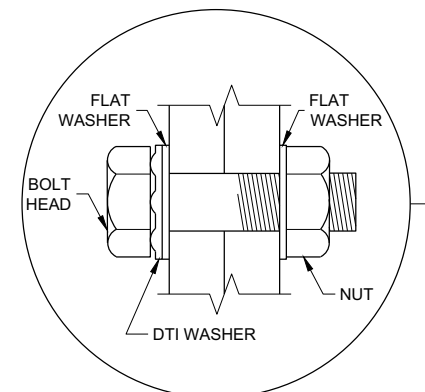
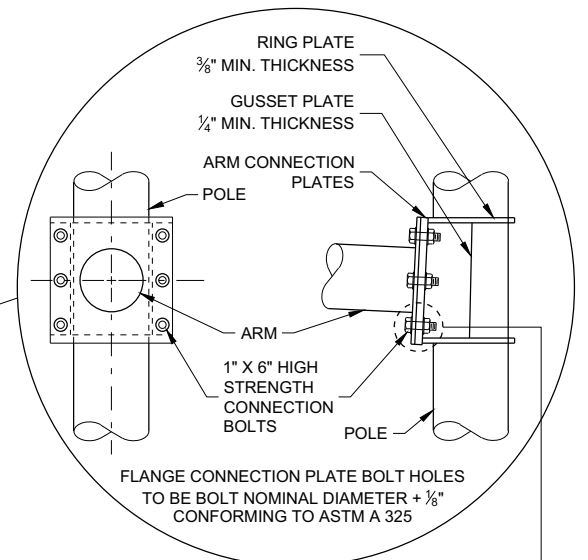
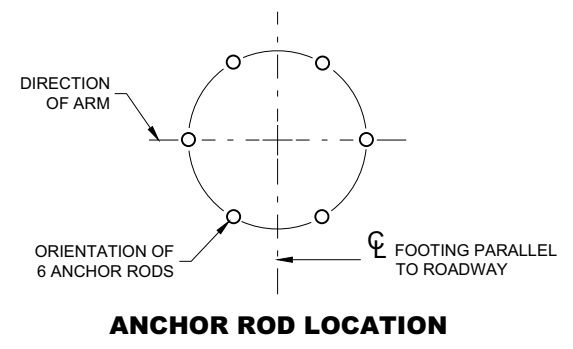
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL ENGINEER
FHWA



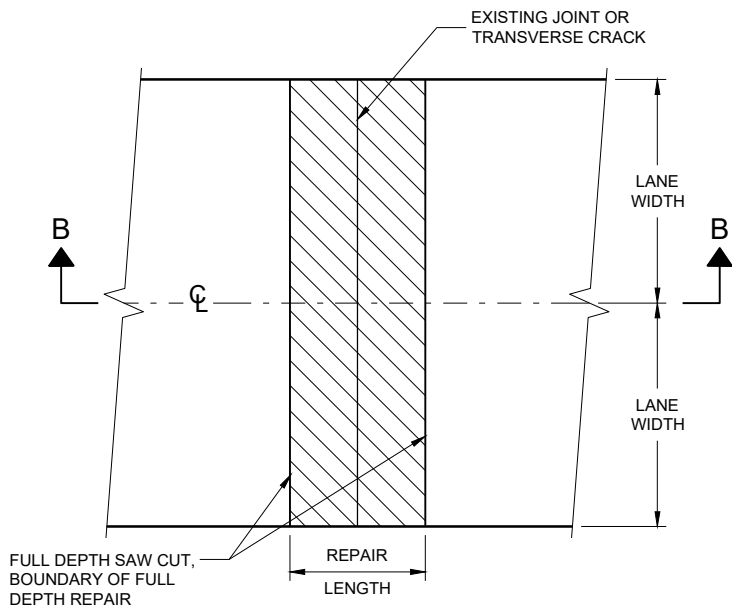


* MOUNT AS CLOSE TO END OF MAST ARM FOR MAXIMUM DAMPING PER MANUFACTURER'S RECOMMENDATIONS.

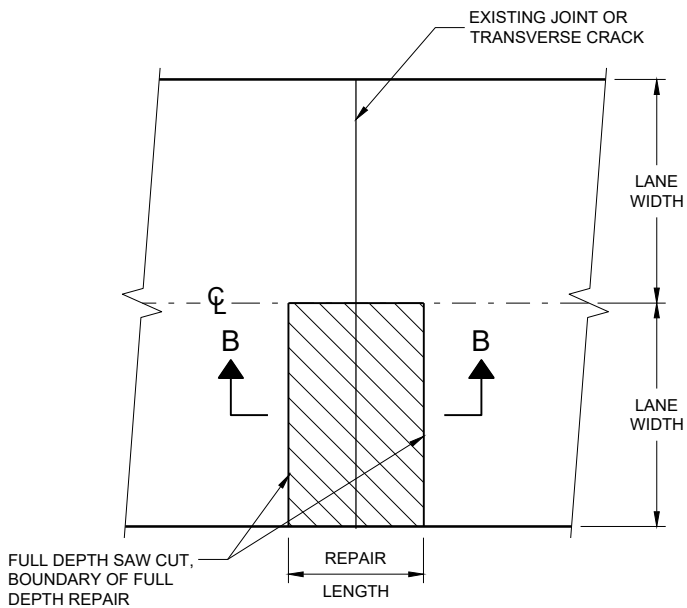


**TYPE 9 SPECIAL POLE
35' MONOTUBE ARM
(MAXIMUM LOAD)**

TYPE 9 SPECIAL POLE 35' MONOTUBE ARM	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED August 2020 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL ENGINEER
FHWA	

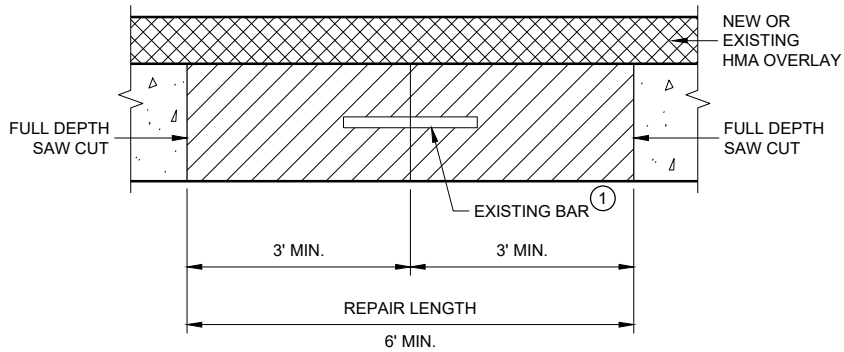


**PLAN VIEW
DOUBLE LANE REPAIR**



**PLAN VIEW
SINGLE LANE REPAIR**

FULL DEPTH CONCRETE PAVEMENT REMOVAL



**SECTION B - B
CONCRETE REMOVAL**

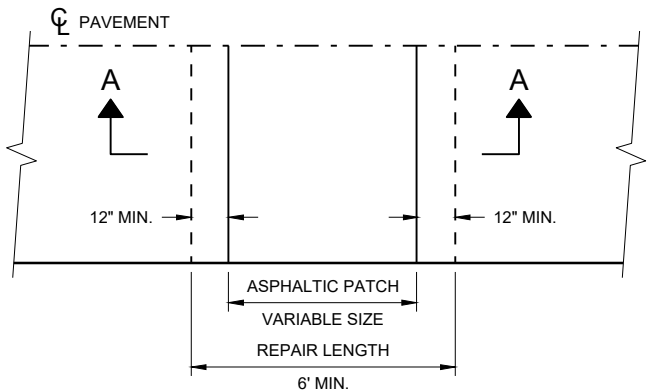
GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES.

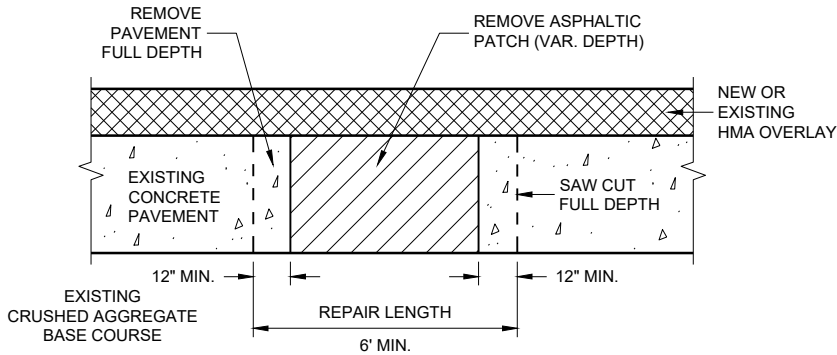
PROVIDE A 6 FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREA TO ADJACENT TRANSVERSE JOINT OR CRACK.

THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NON-DOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

① DOWEL BARS MAY NOT BE PRESENT.



PLAN VIEW



SECTION A - A

HMA PATCH REMOVAL

BASE PATCHING CONCRETE

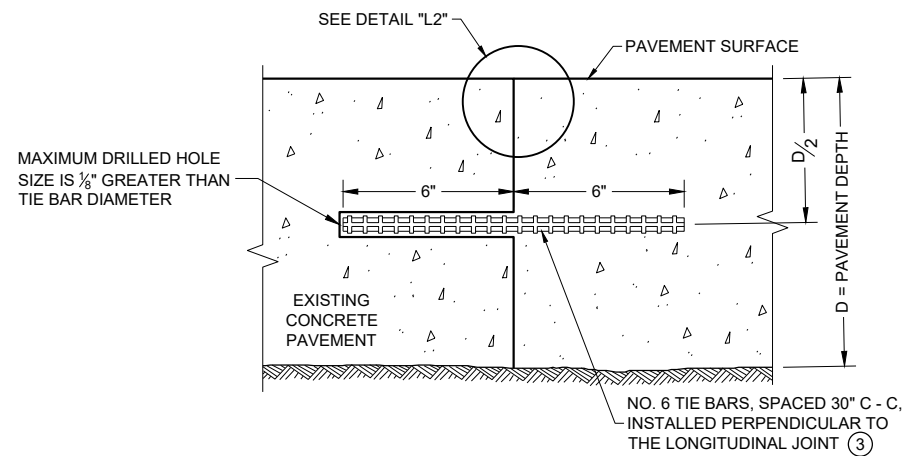
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



- ① APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.



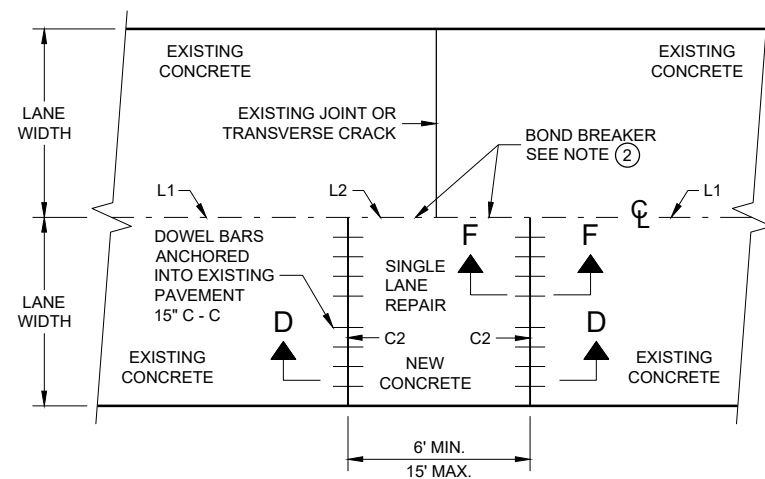
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



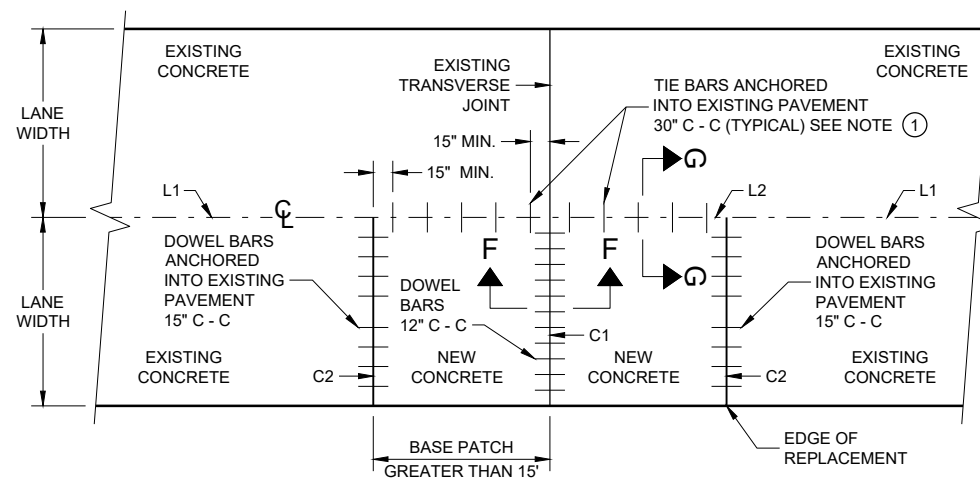
SECTION G - G
TIE BARS ANCHORED INTO EXISTING PAVEMENT

GENERAL NOTES

- ① WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.
- ② USE AN ENGINEER APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.
- ③ ANCHOR TIE BARS INTO DRILLED HOES WITH AN EPOXY.



PLAN VIEW
SINGLE LANE CONCRETE BASE PATCH
15' MAXIMUM LENGTH



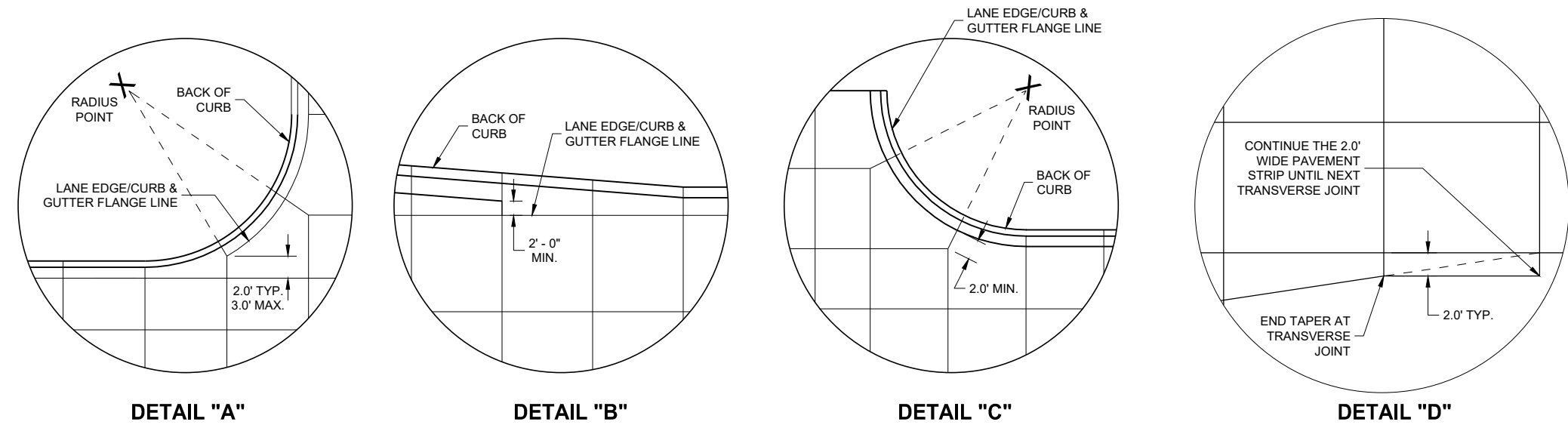
PLAN VIEW
SINGLE LANE CONCRETE BASE PATCH
GREATER THAN 15' LENGTH

BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 /S/ Peter Kemp, P.E.
DATE PAVEMENT SUPERVISOR

FHWA



GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

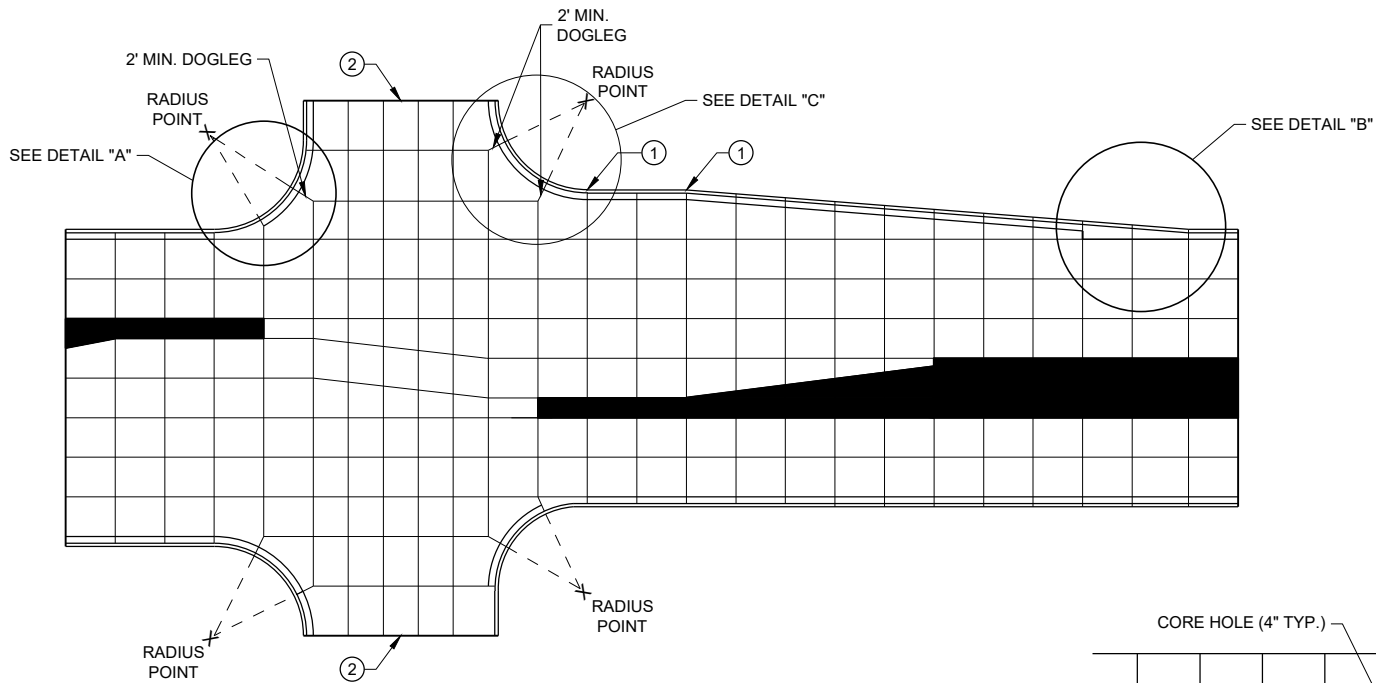
AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

① PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.

② CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.

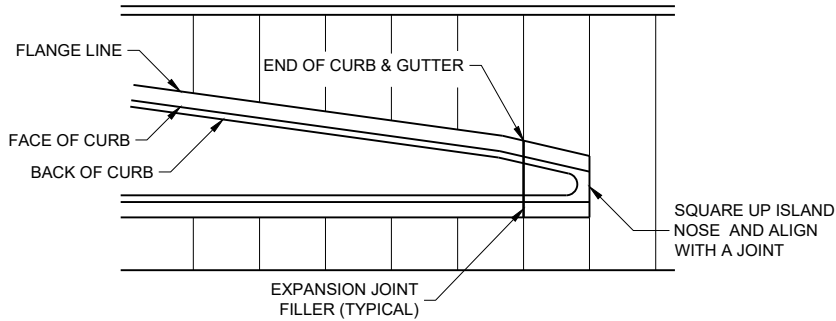
③ THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



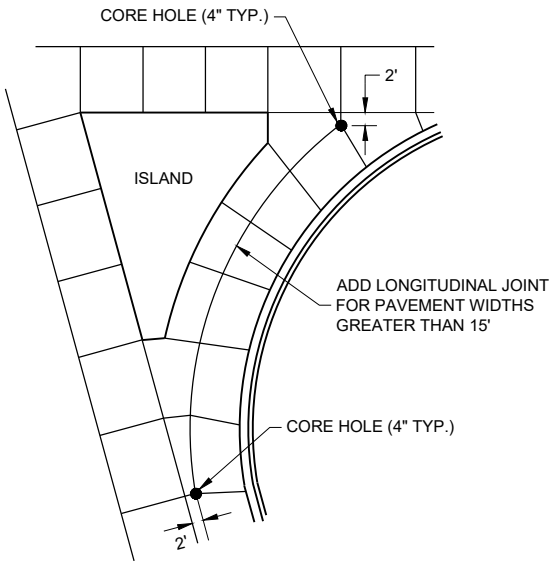
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

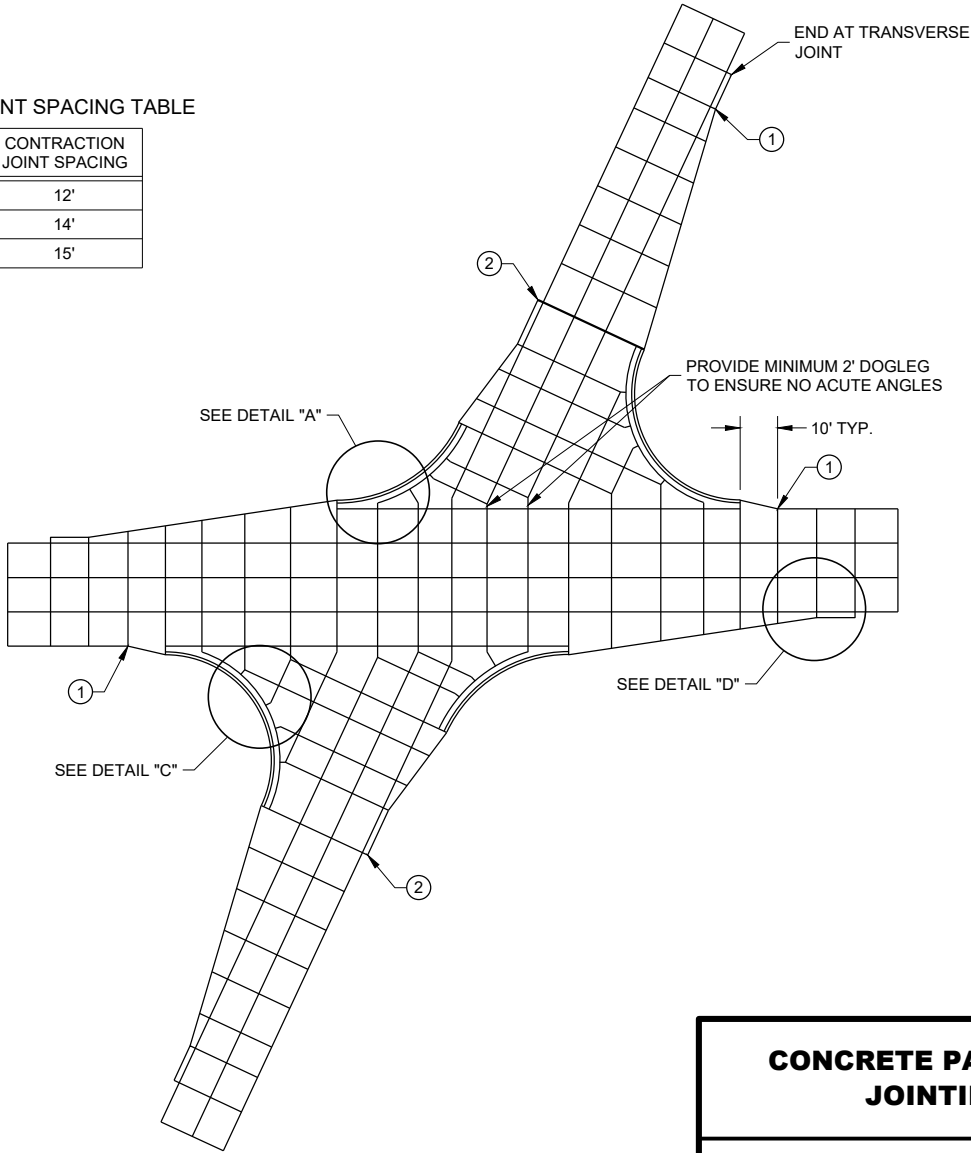
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



APPROACH TO MEDIAN



LARGE RIGHT TURN



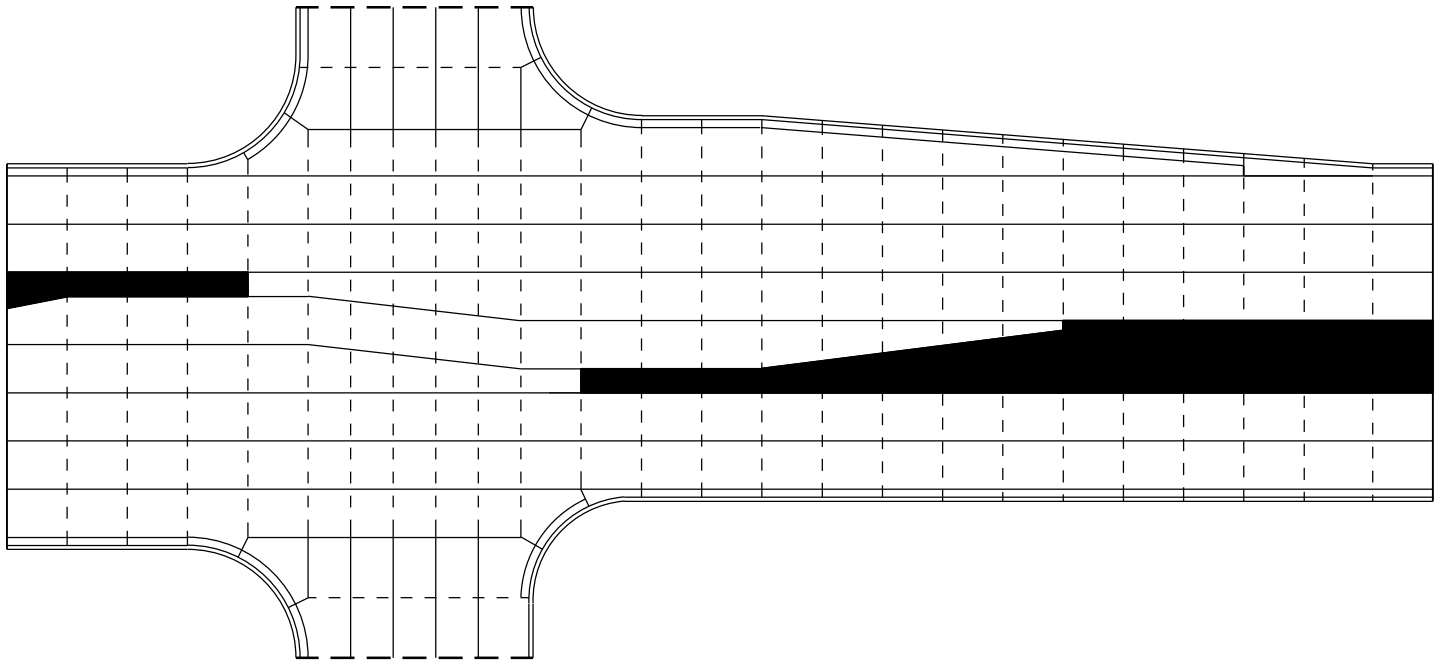
SKEWED INTERSECTION

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

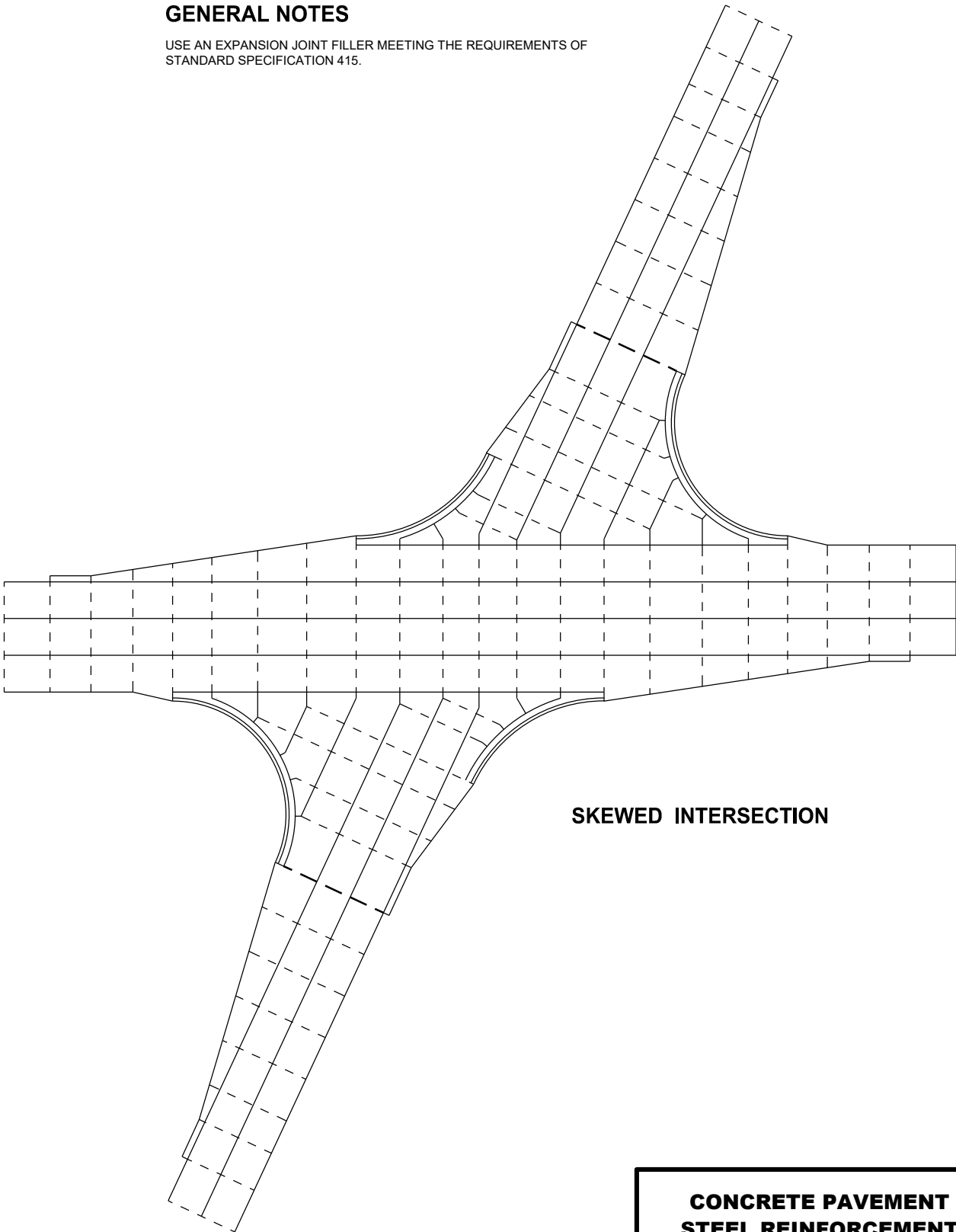
- POTENTIAL DOWELED EXPANSION JOINT
- DOWELED JOINT
- TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

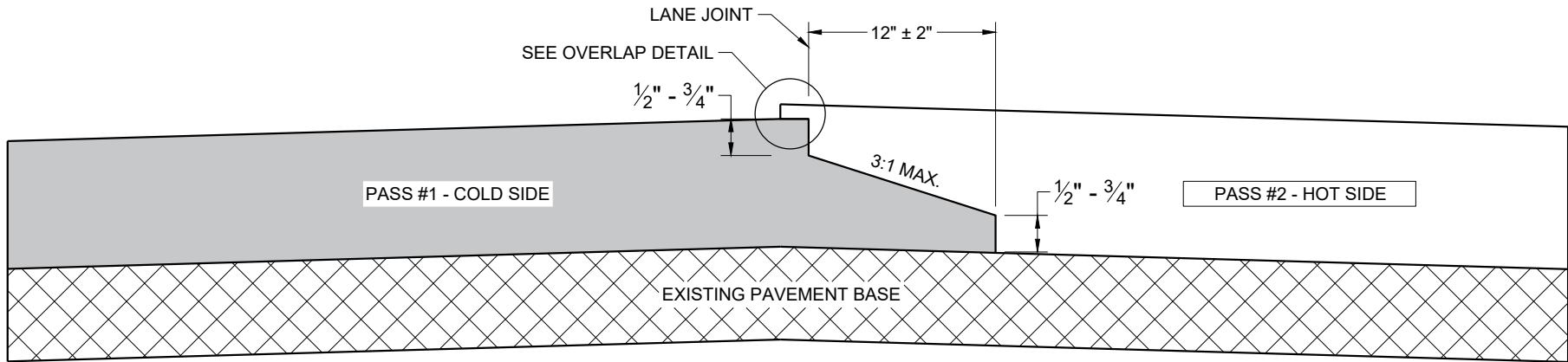
USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



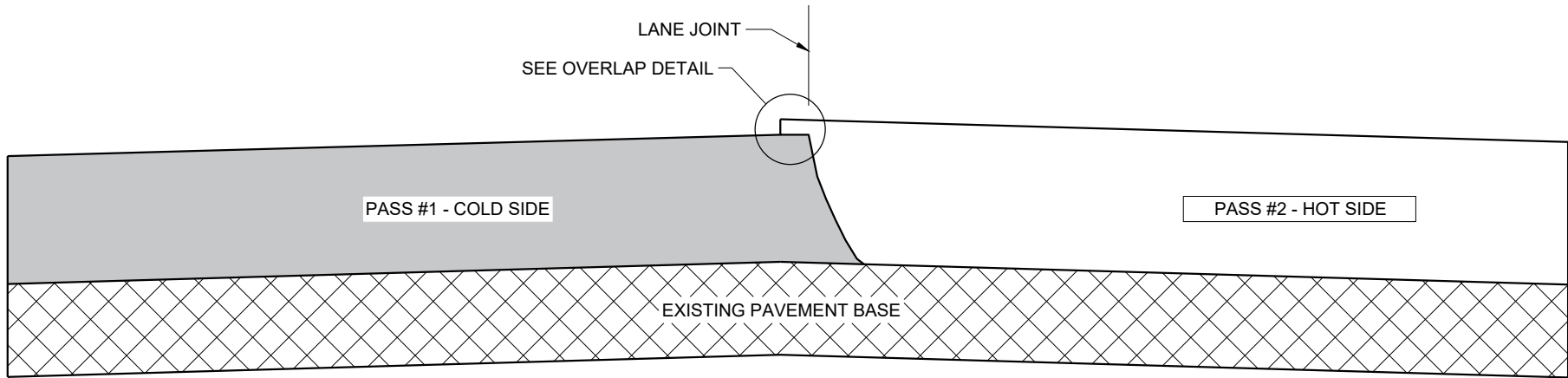
SKEWED INTERSECTION

CONCRETE PAVEMENT
STEEL REINFORCEMENT

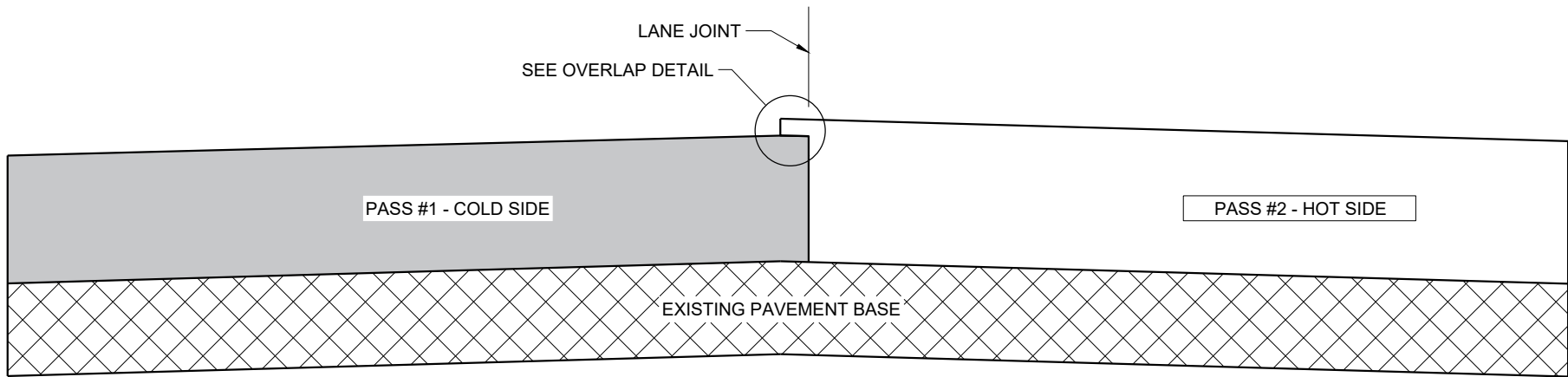
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

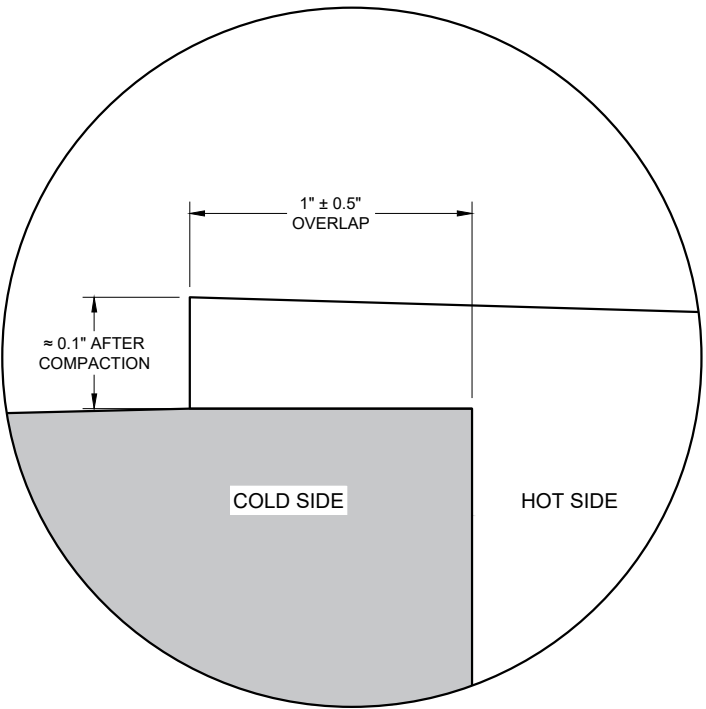
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.



OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGINEER
FHWA

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.

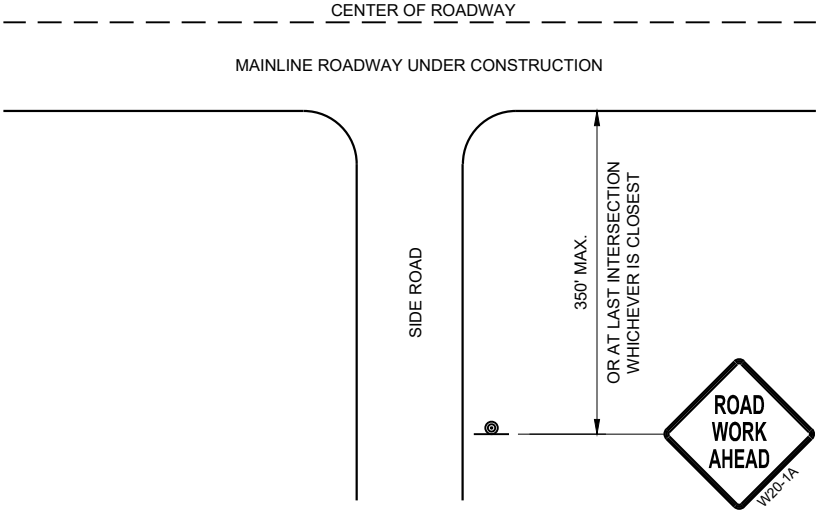
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

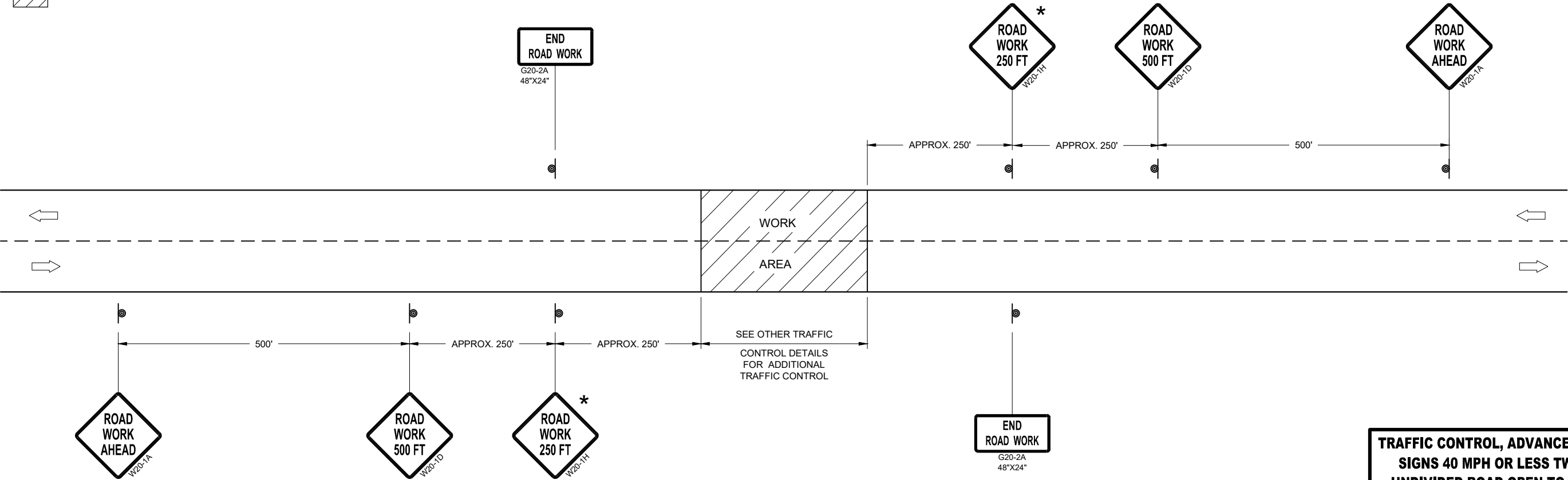
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

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



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL

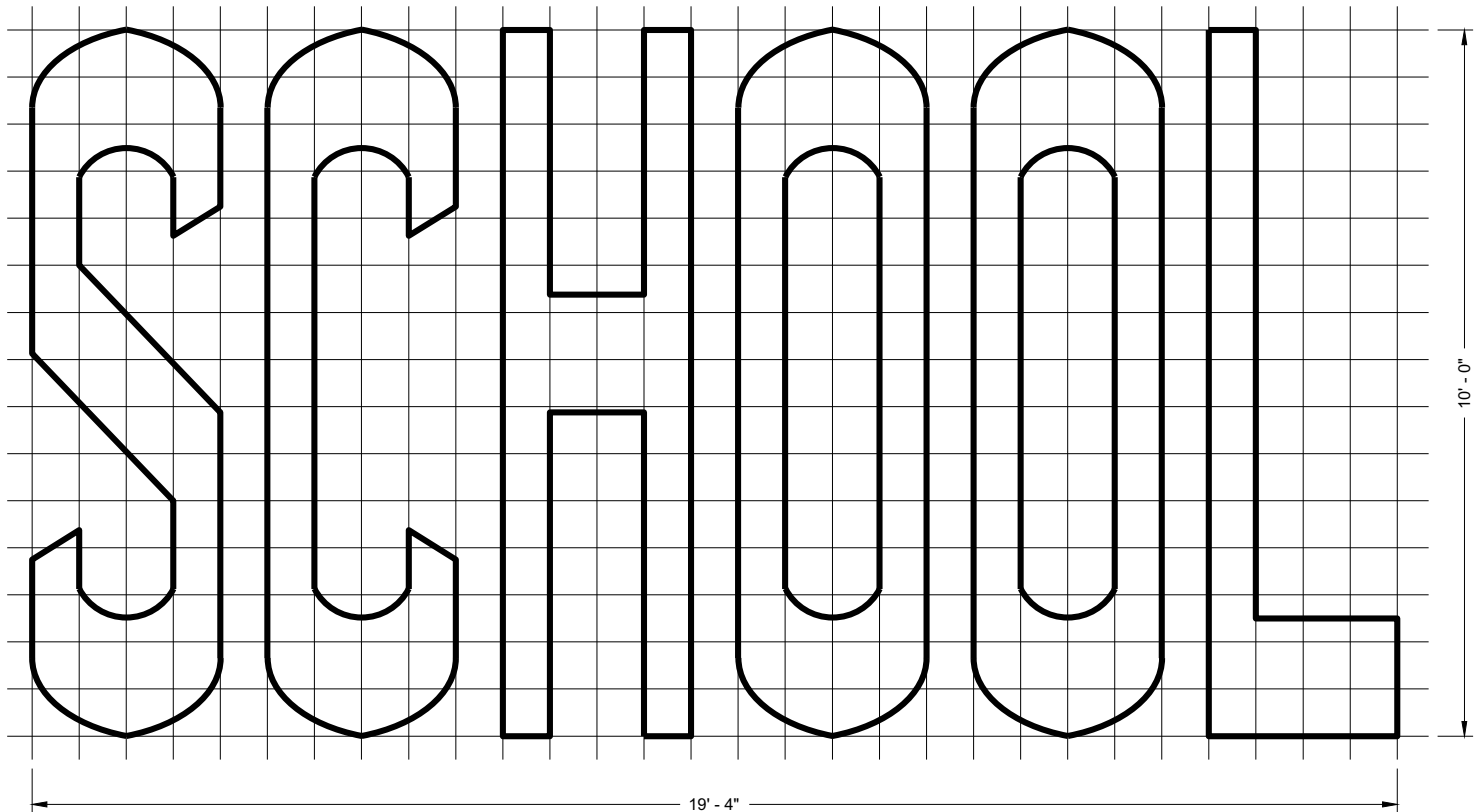
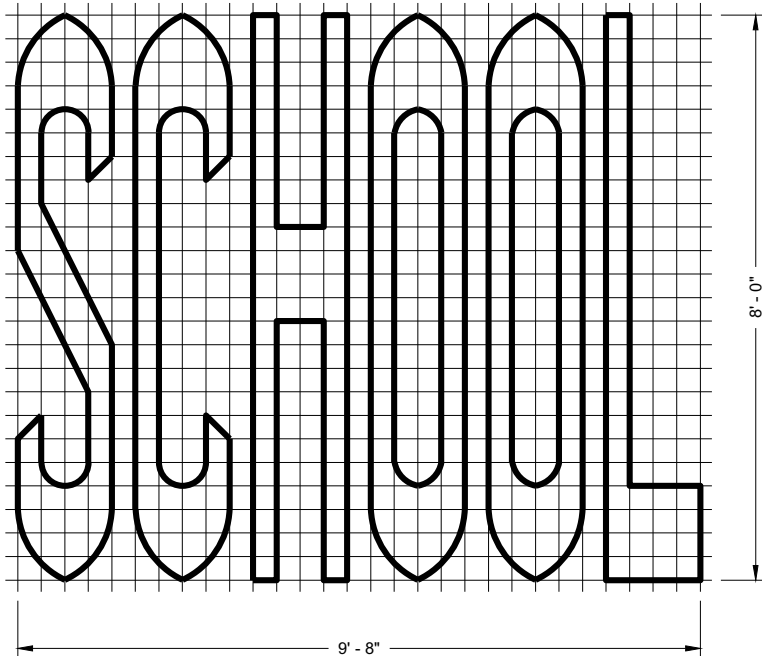
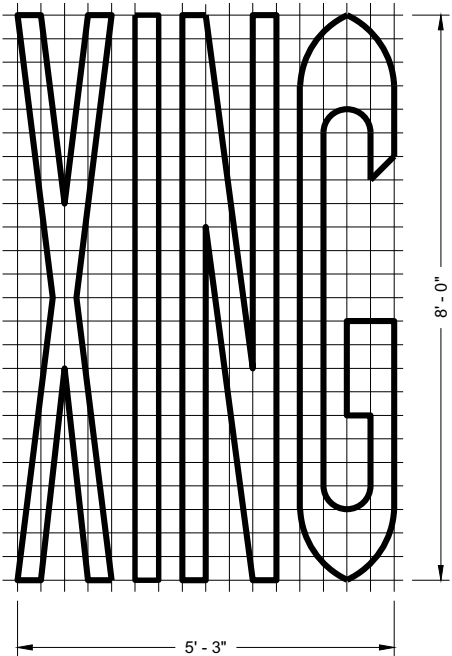
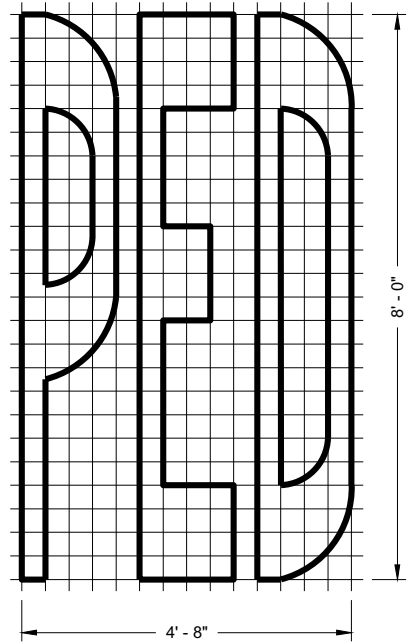
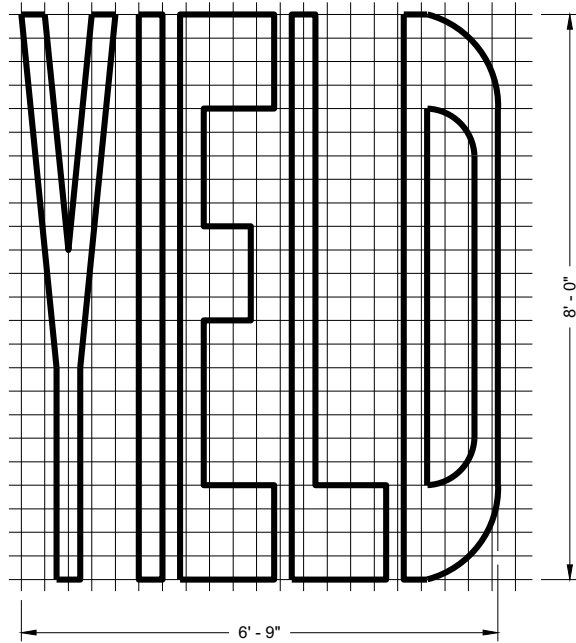
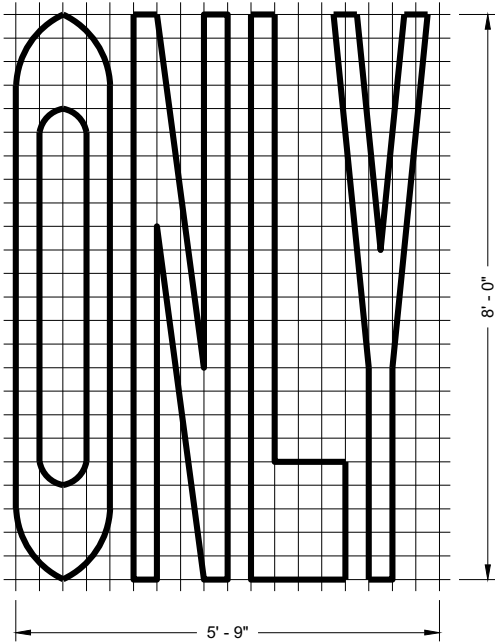
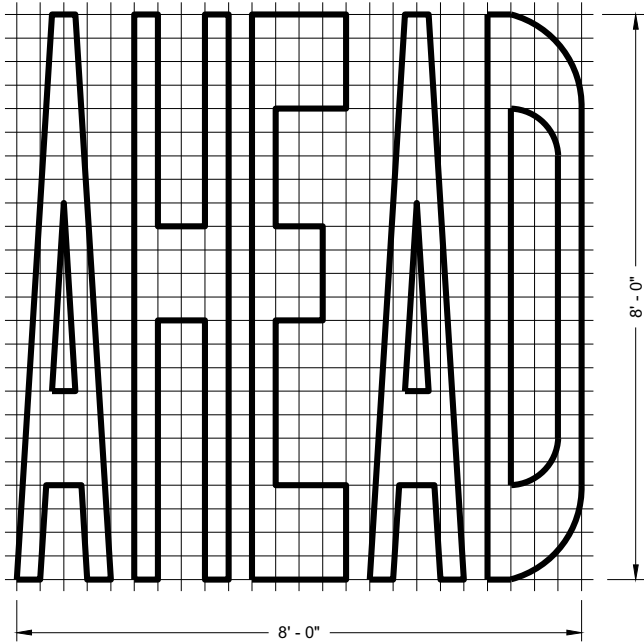
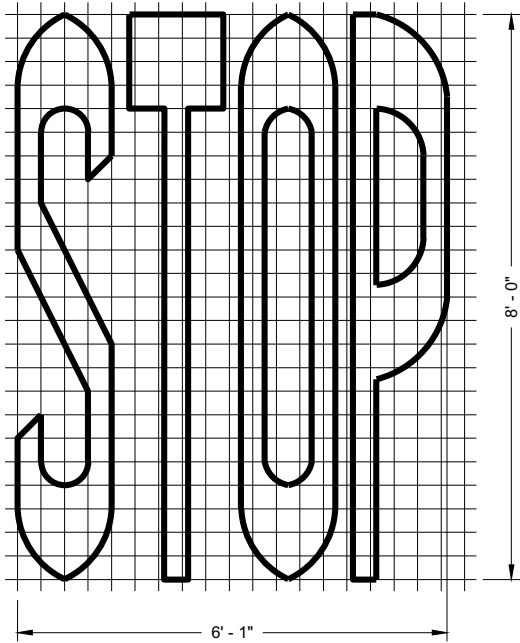


TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



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.

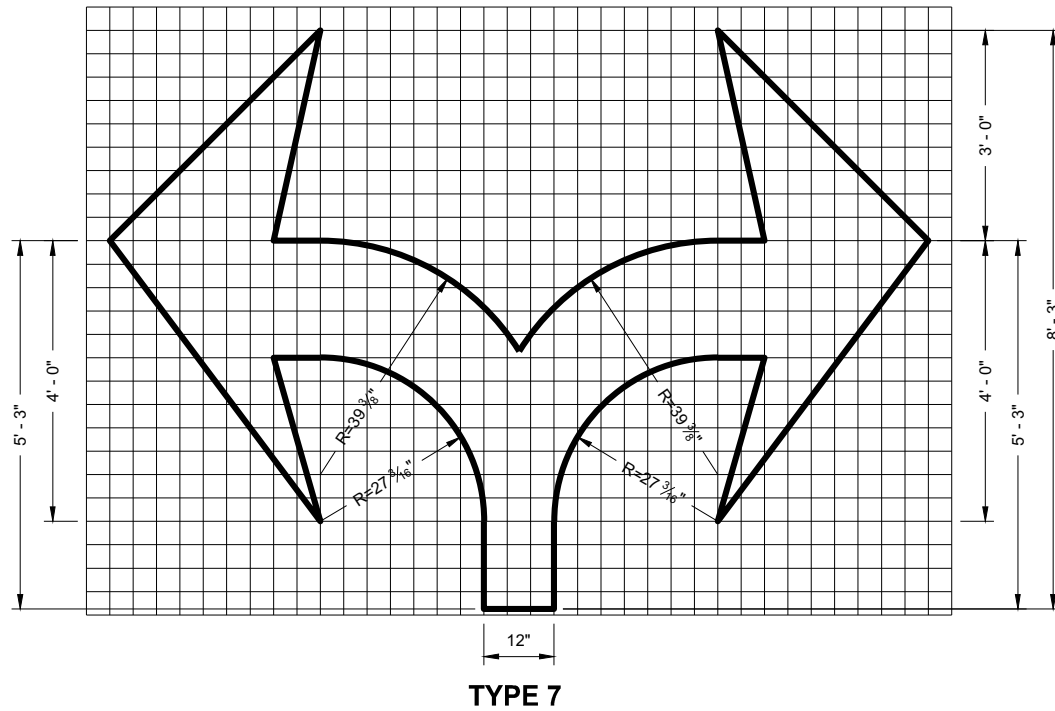
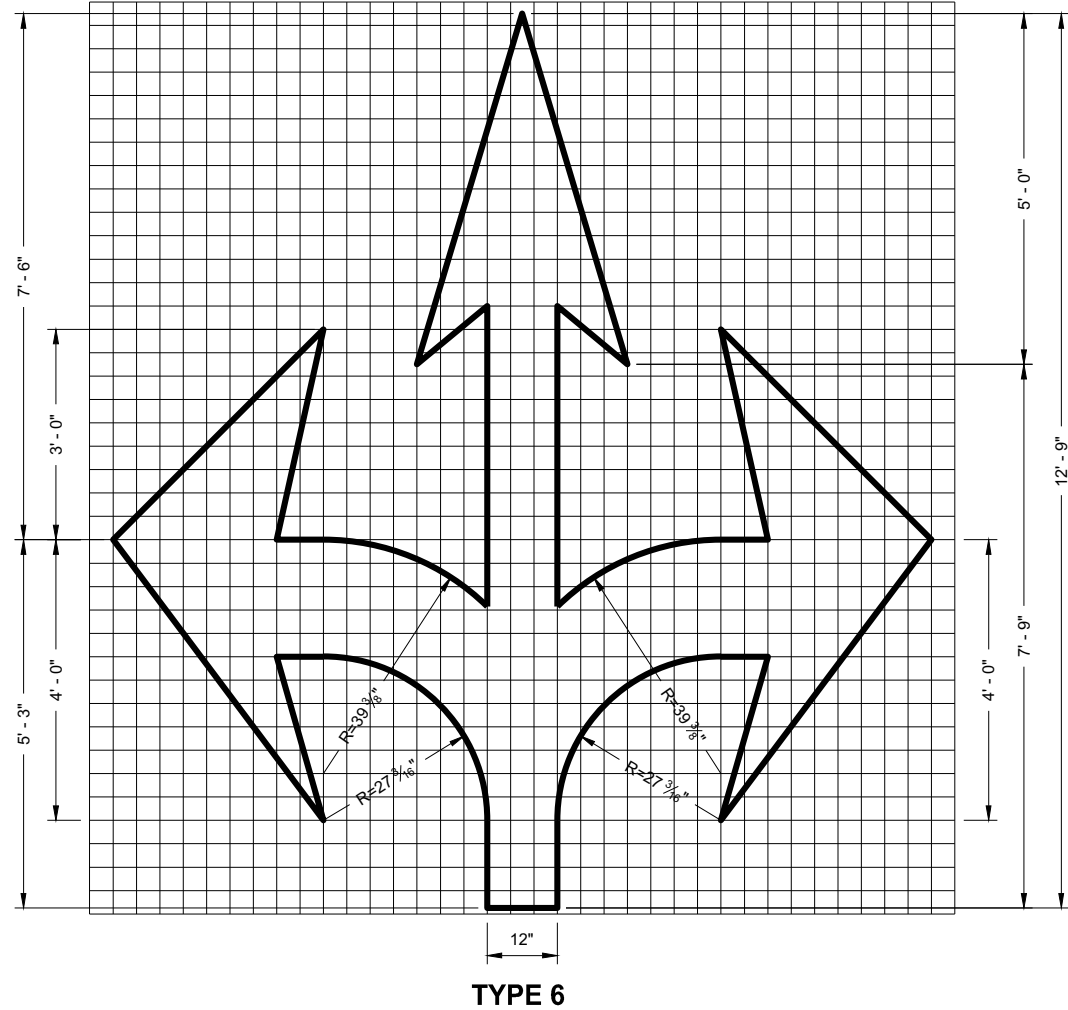
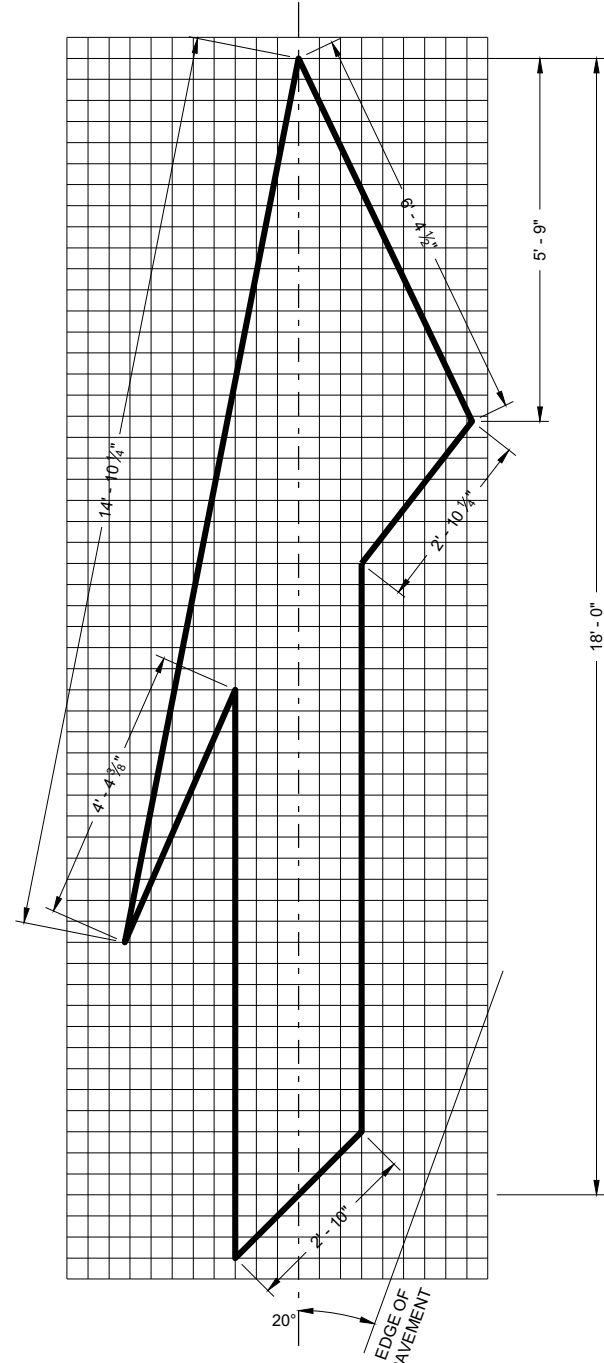
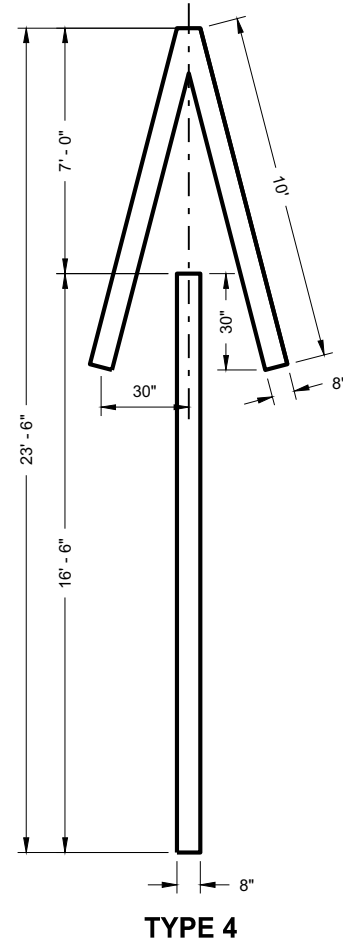
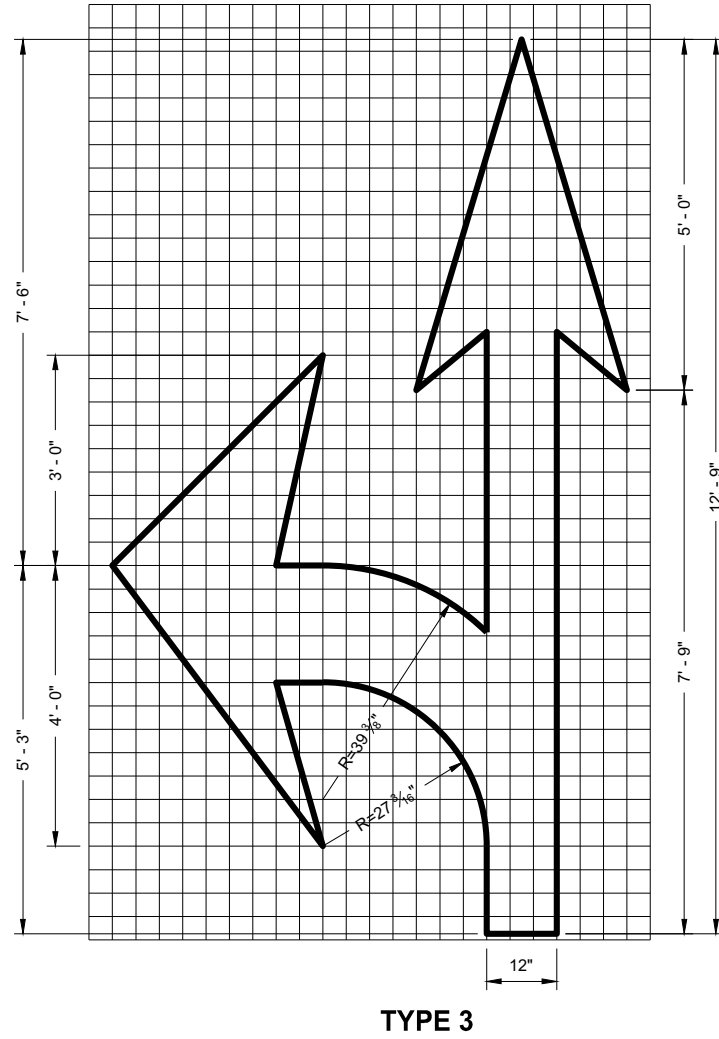
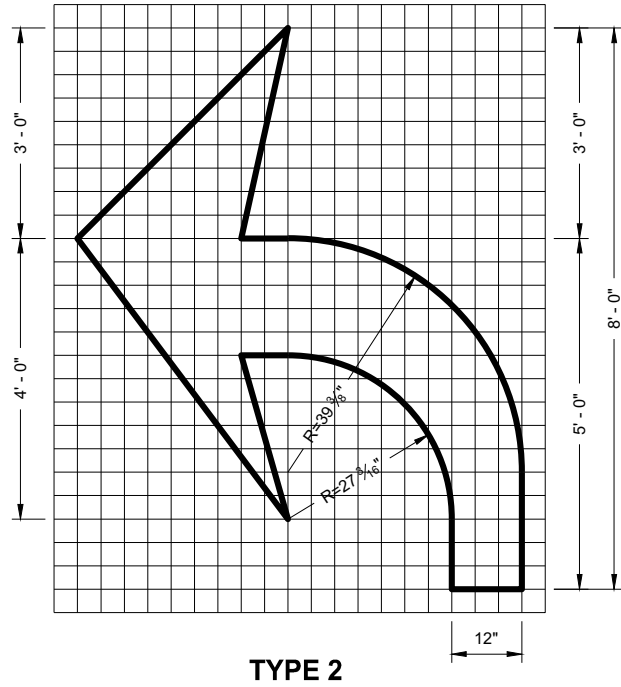
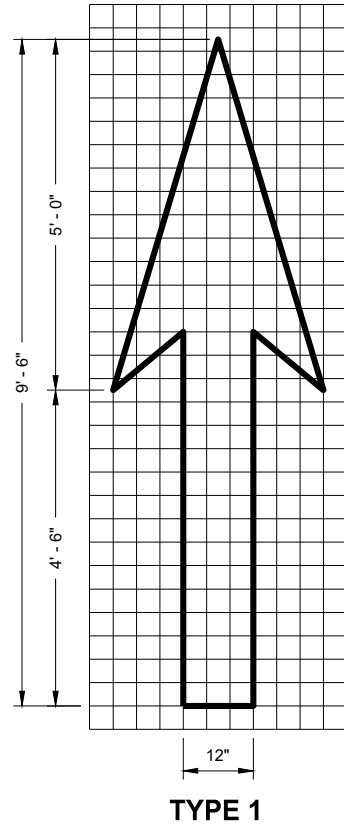
PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MARKING
ENGINEER

FHWA



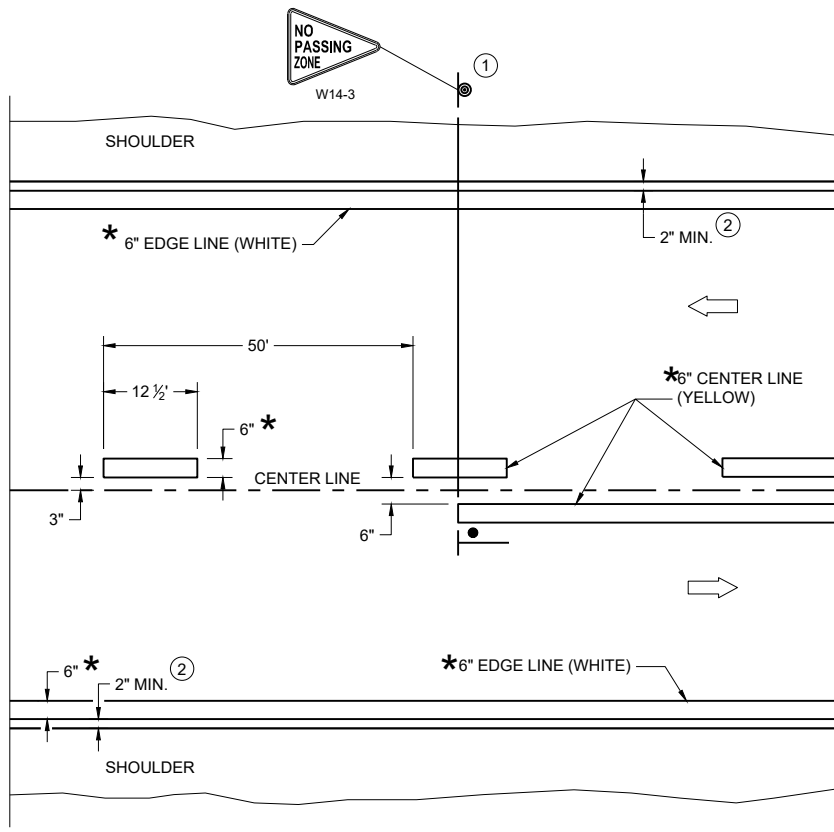
GENERAL NOTES

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.

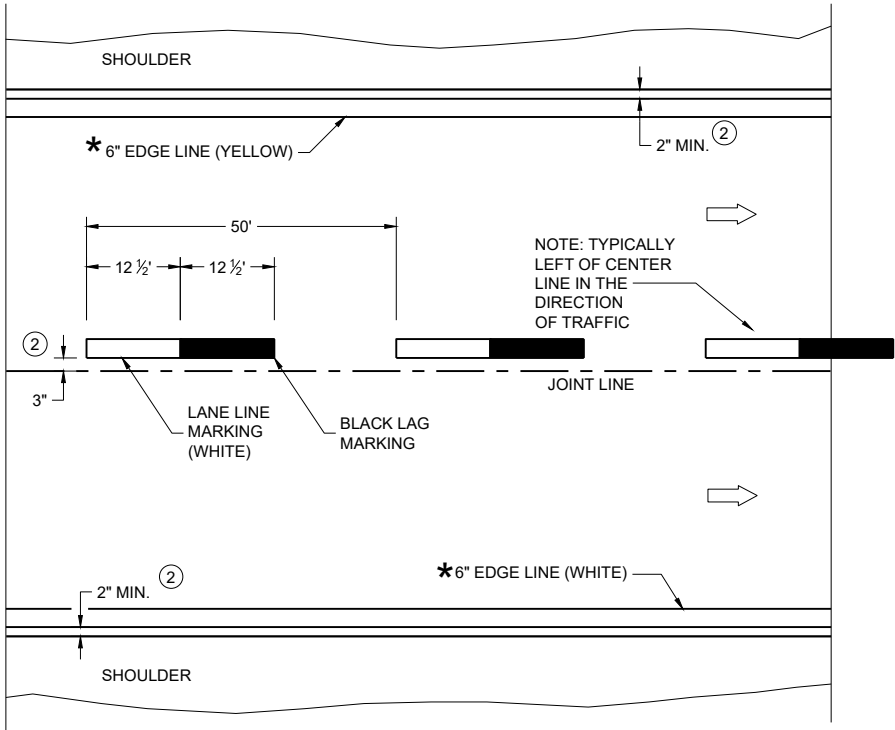
PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE
/S/ Matthew Rauch
STATE SIGNING AND MARKING
ENGINEER
FHWA



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

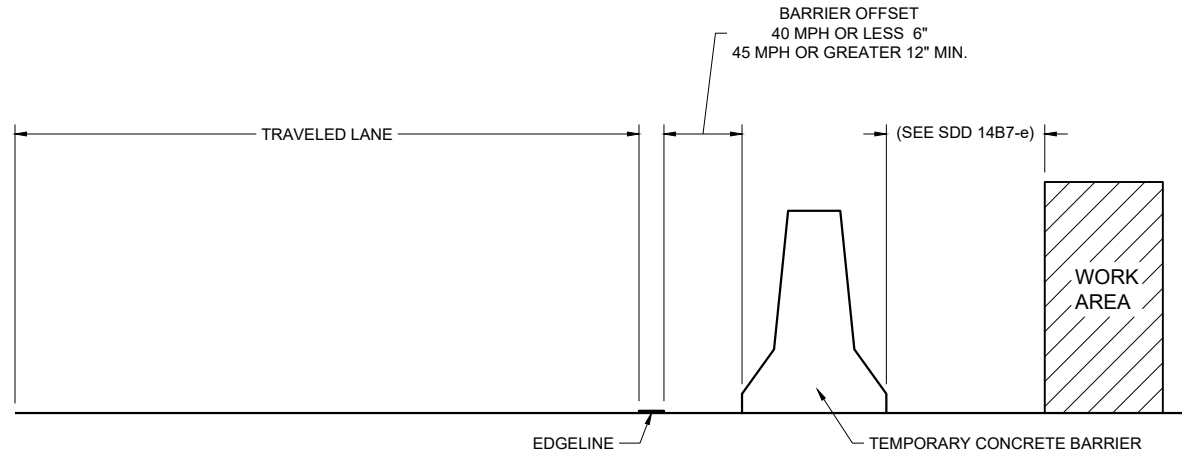
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

- 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	



TEMPORARY BARRIER OFFSET FROM EDGE LINE

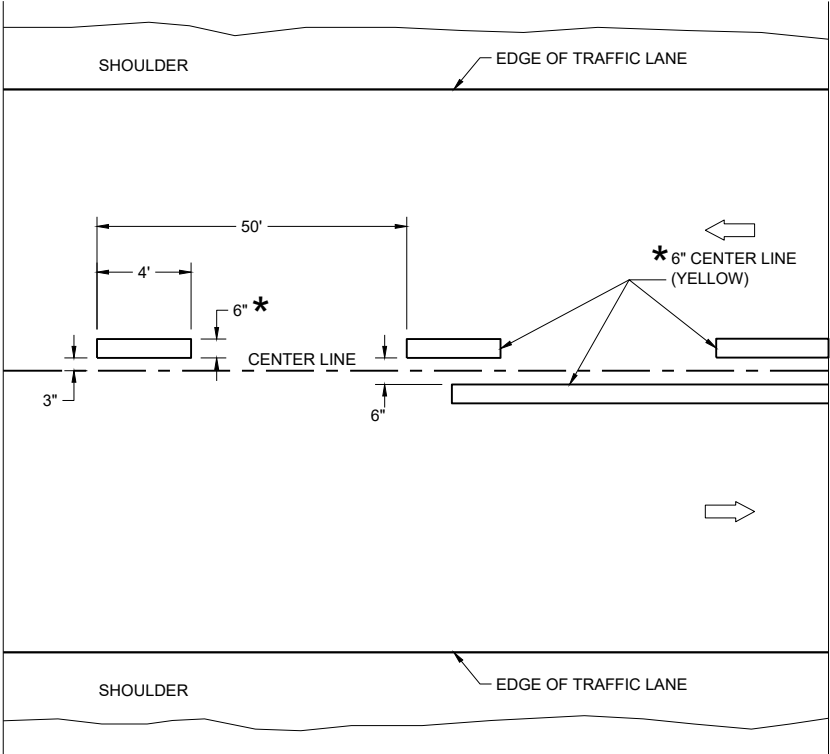
GENERAL NOTES

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

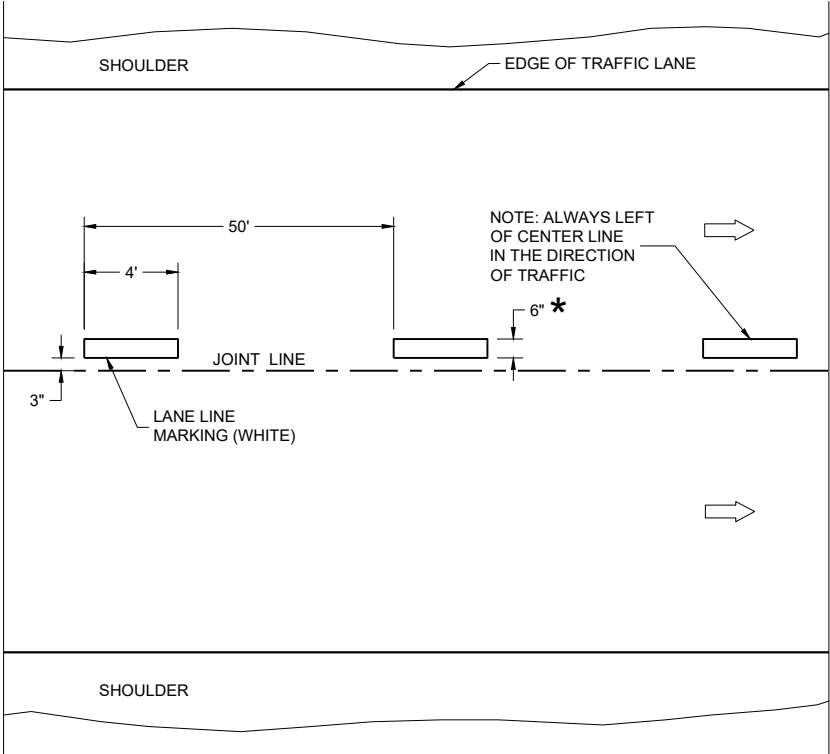
LEGEND

DIRECTION OF TRAFFIC

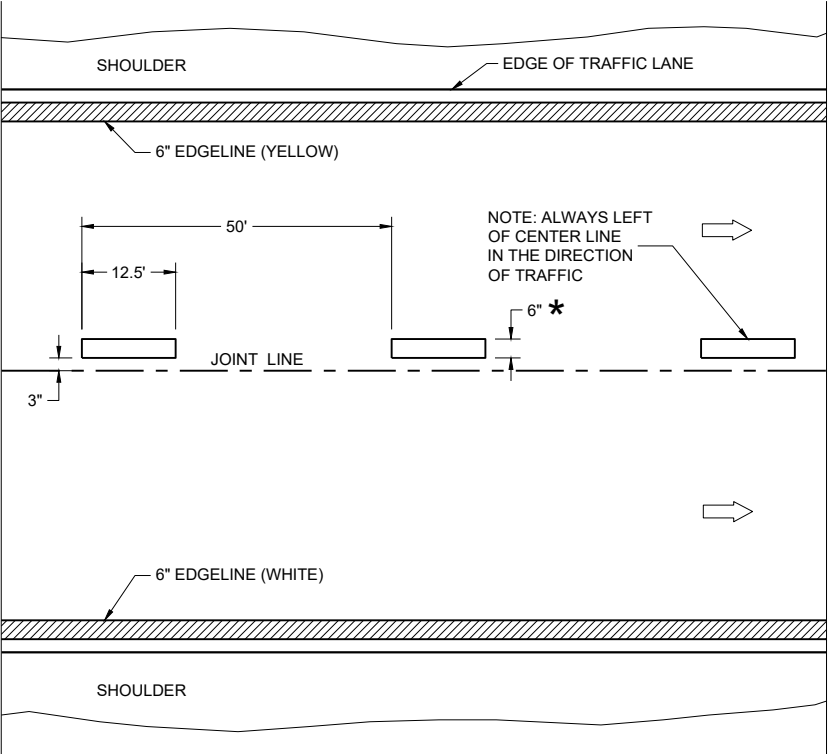
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



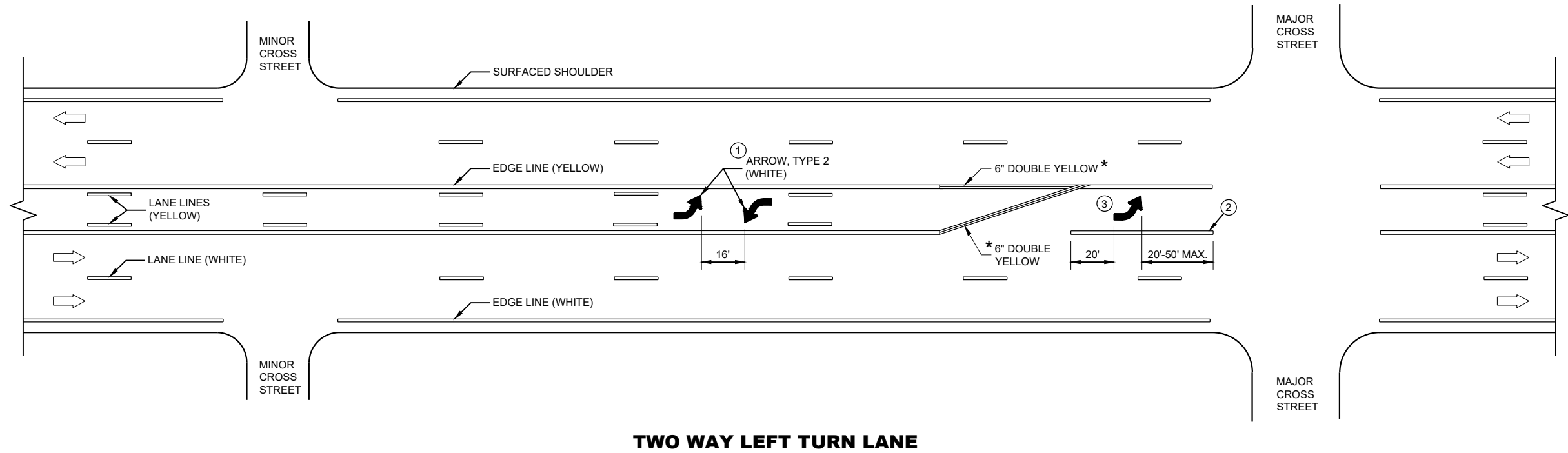
ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer



GENERAL NOTES

- ① A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
- ② 10" WHITE
- ③ TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

➡ DIRECTION OF TRAFFIC

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

**PAVEMENT MARKING
(TURN LANES)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT
REQUIRE PAVEMENT MARKING ARROWS OR WORDS

L = 48 - 87'

20' 8' DISTANCE VARIES

Diagram illustrating the plan view of a bridge section. The total length is indicated as **L = 88 - 166'**. The section is divided into segments with the following dimensions:

- 20'
- 8'
- 32' - 80'
- 8'
- 20' TYP. 50' MAX.

Arrows indicate the direction of traffic flow, showing two lanes in each direction.

L = >166'

20' 8' DISTANCE VARIES 8' 32' 8' 20' TYP. 50' MAX.

ONLY

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.

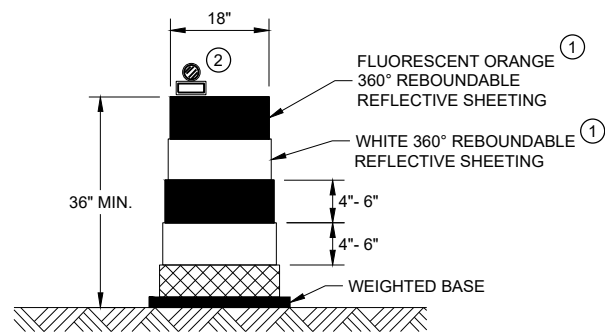
 DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

* CONFIRM MARKING LINE WIDTH WITH
THE MISCELLANEOUS QUANTITIES

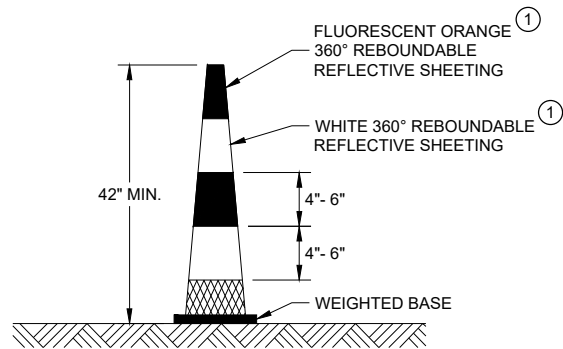
PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



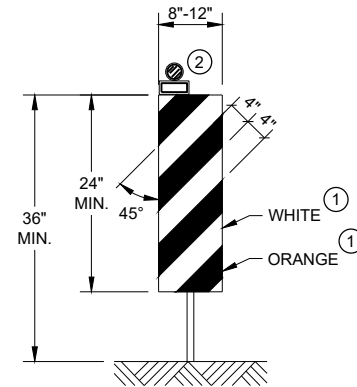
DRUM

BALLAST WIDTHS
RANGE FROM 24"-36"



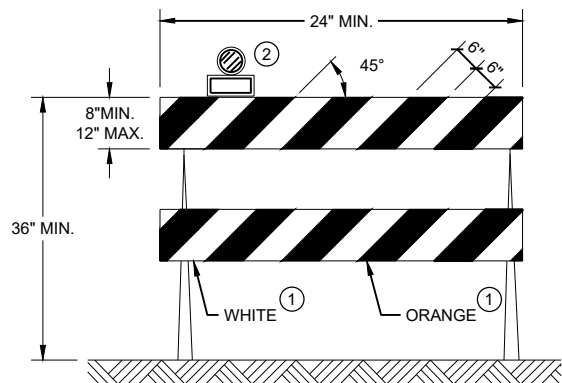
42" CONE

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



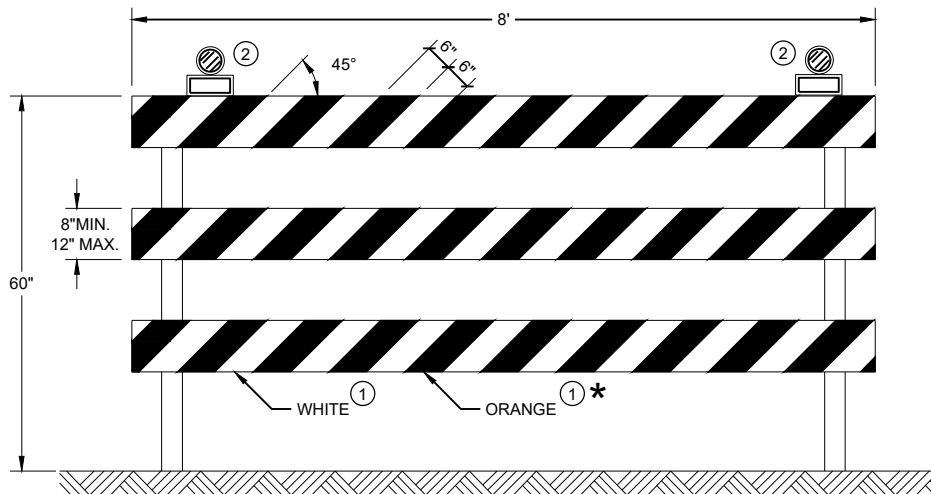
VERTICAL PANEL

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

APPROVED
November 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

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.

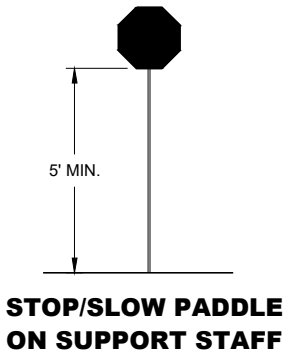
- ③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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.

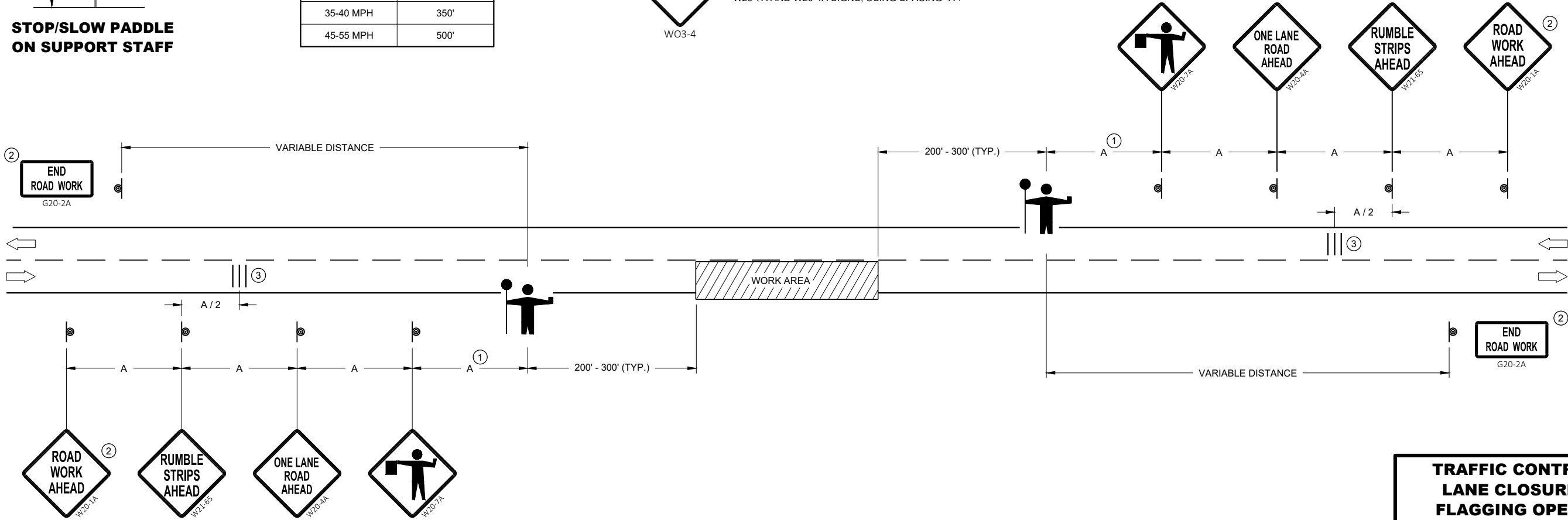


SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

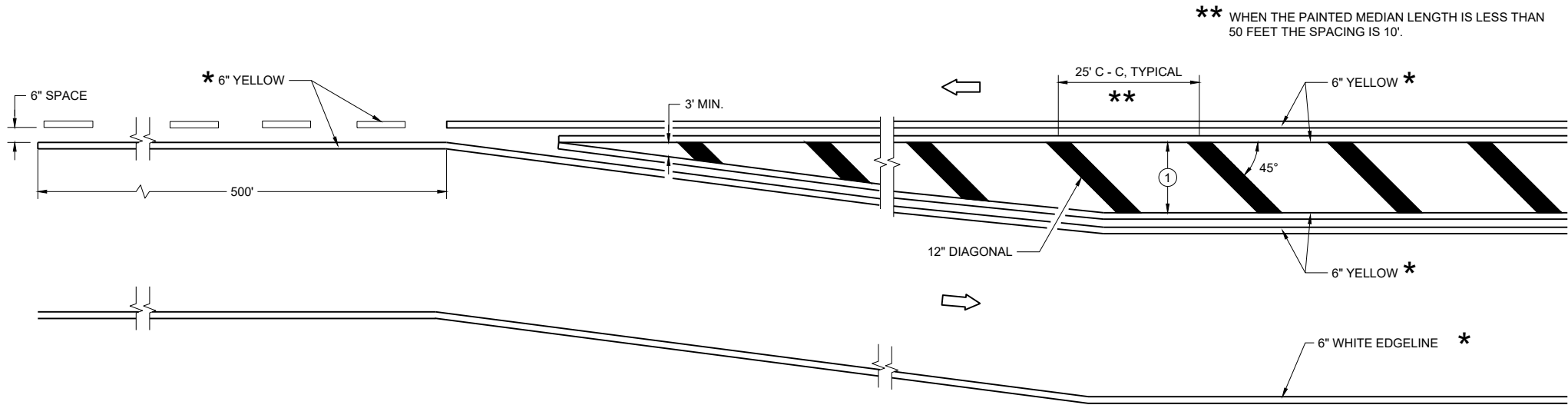
SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



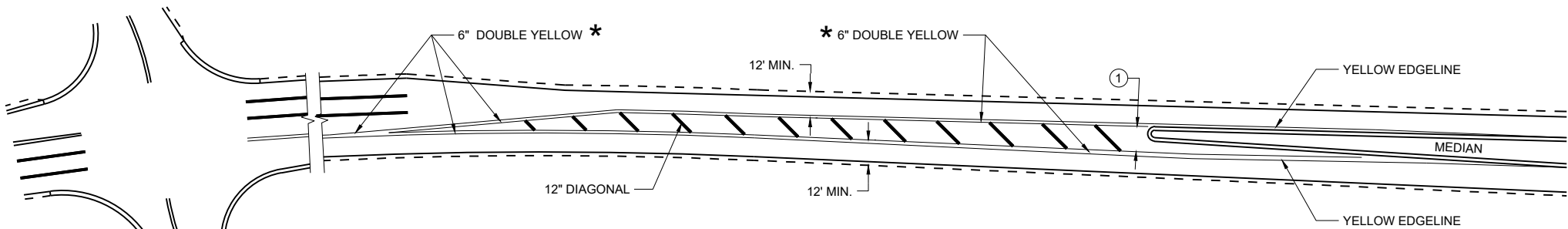
USE OF W03-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



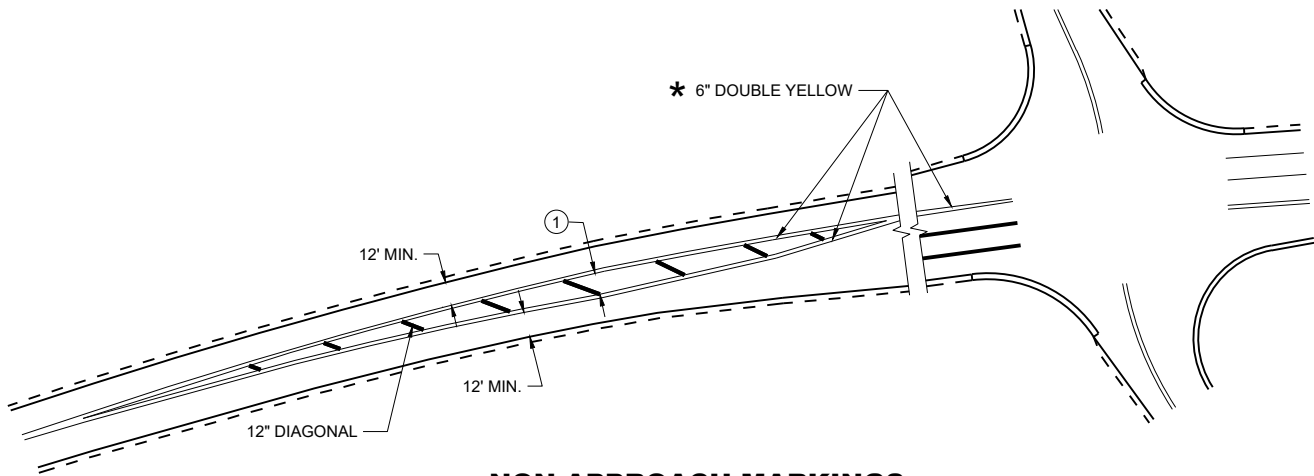
TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2022 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	



MEDIAN ISLAND DETAIL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

GENERAL NOTES

- ① DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

➡ DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

MEDIAN ISLAND
PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024 /S/ Jeannie Silver
DATE Statewide Pavement Marking Engineer

FHWA

LEGEND

- V1

LEAD VEHICLE
- V2

MARKING VEHICLE
- V3

SHADOW VEHICLE
- TRUCK MOUNTED ATTENUATOR (TMA)
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

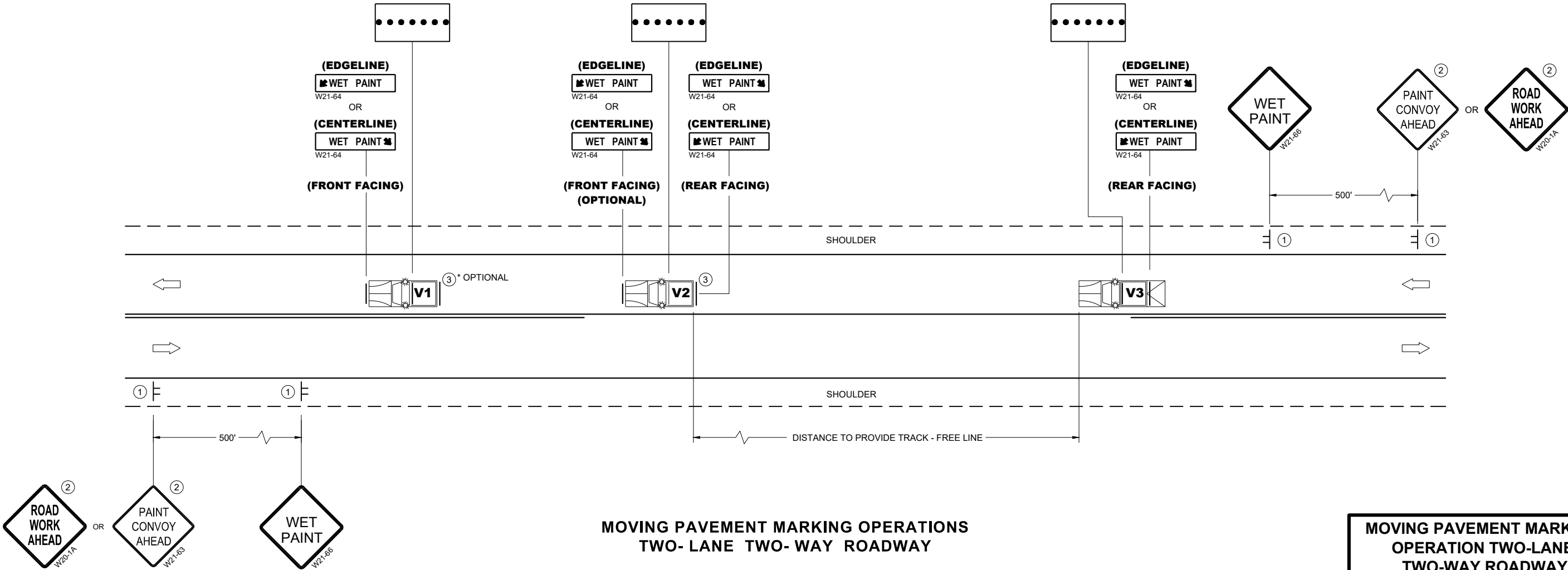
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH

UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

- ① SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY MAJOR INTERSECTION.
- ② IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.
- ③ V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.



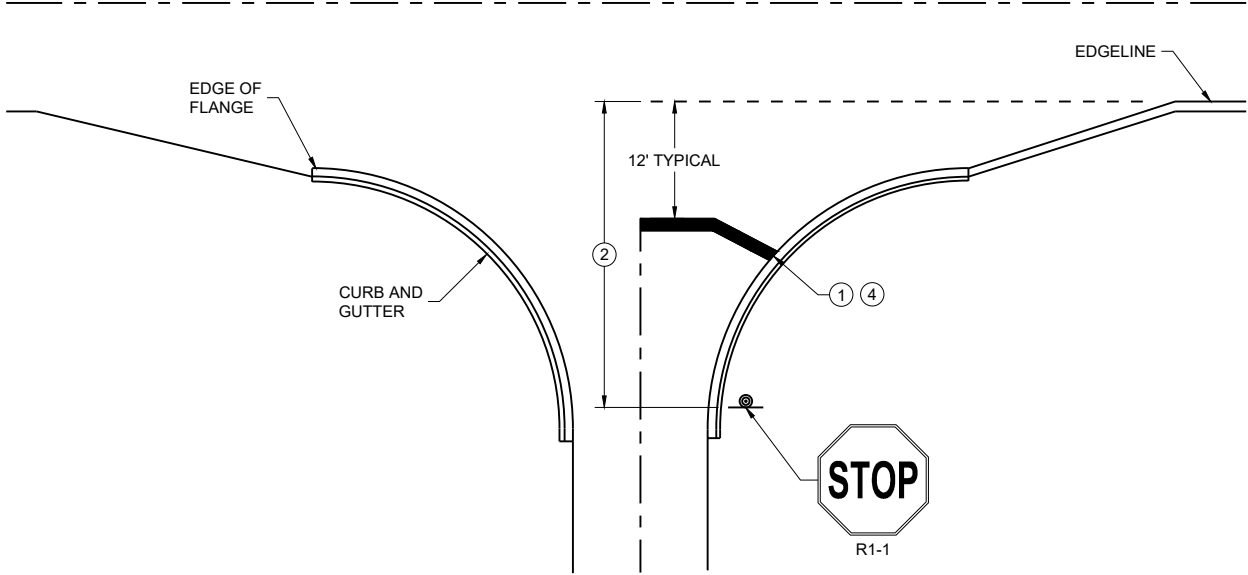
MOVING PAVEMENT MARKING OPERATIONS
TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING
OPERATION TWO-LANE
TWO-WAY ROADWAY

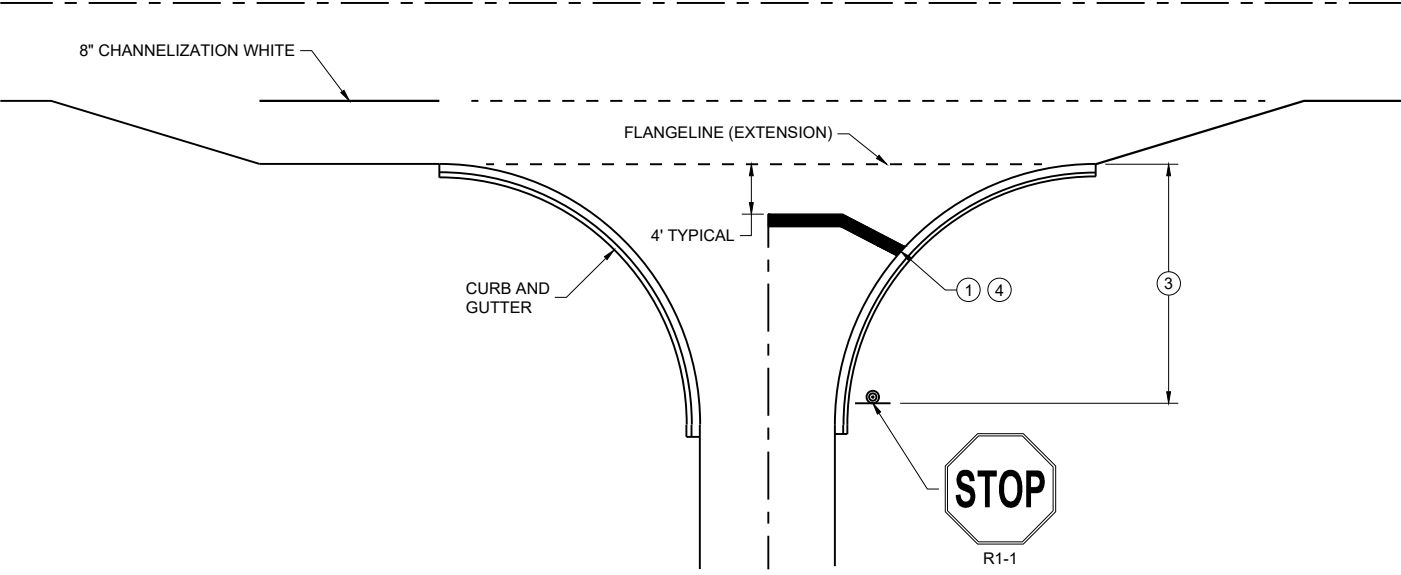
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

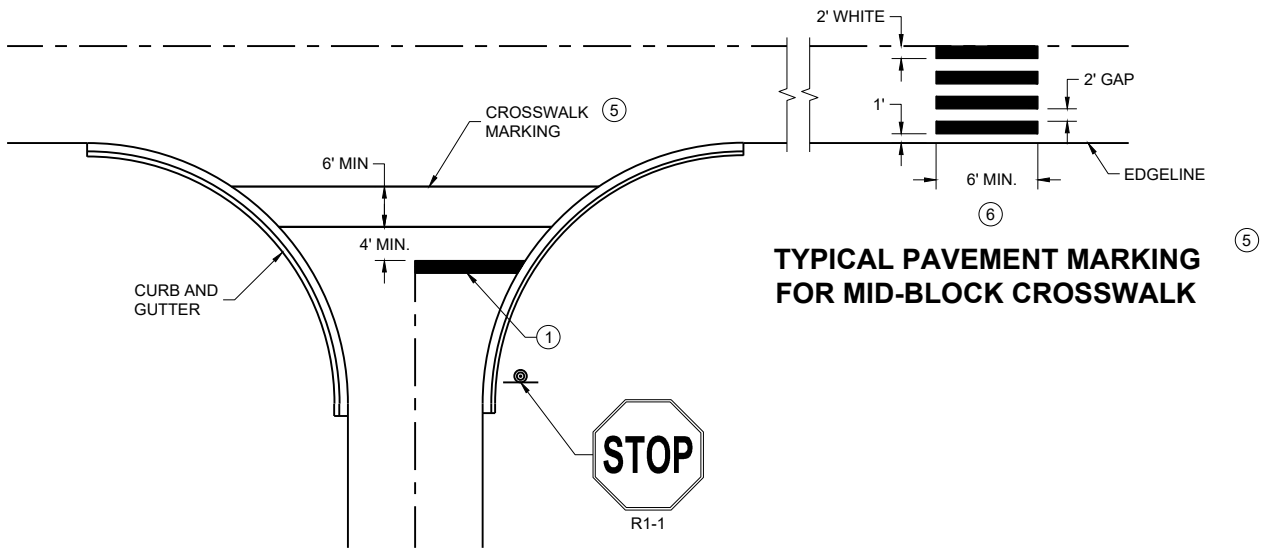
FHWA



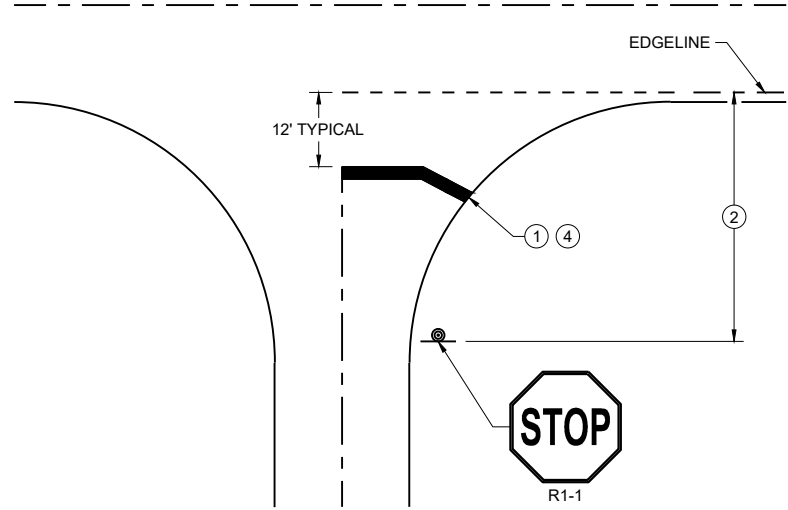
TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER



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

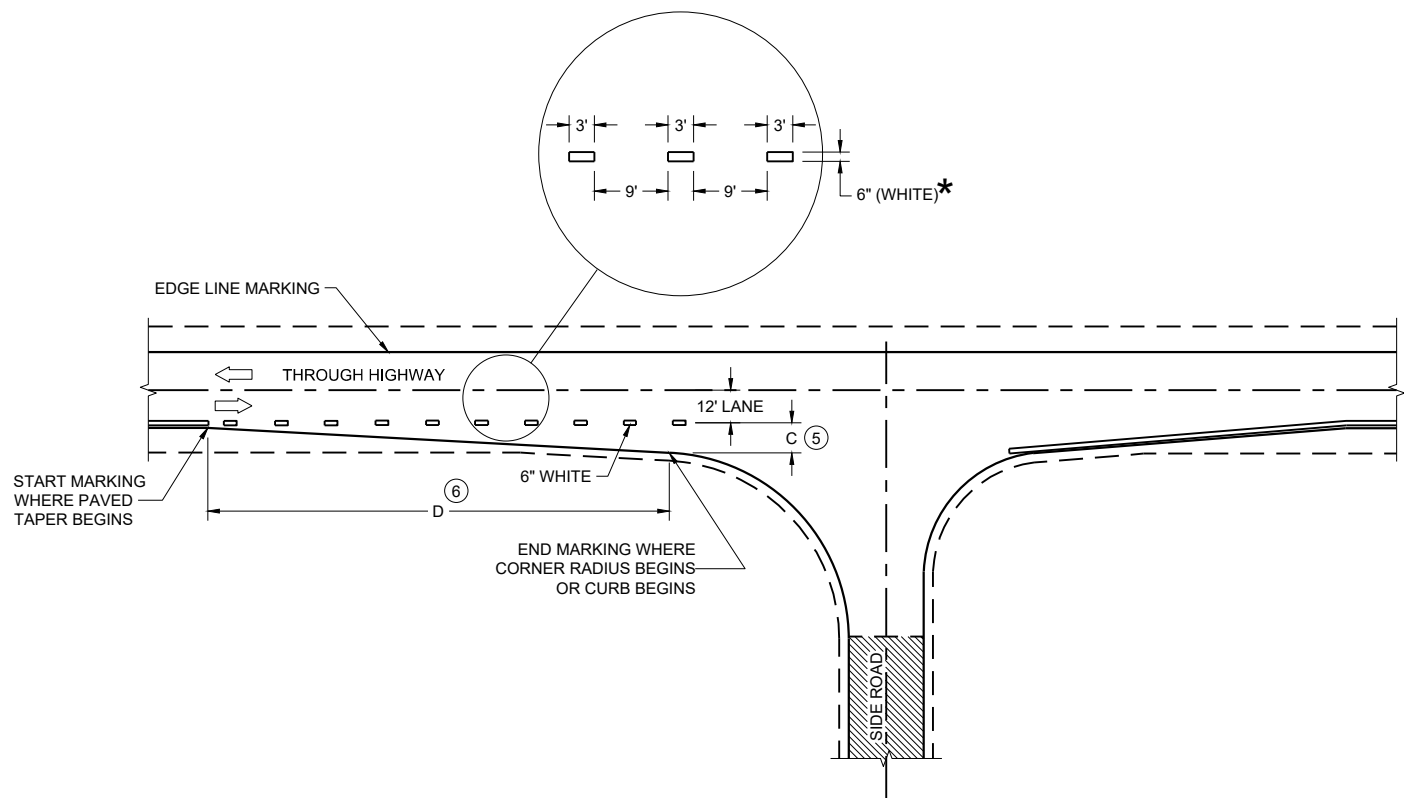
STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

- 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

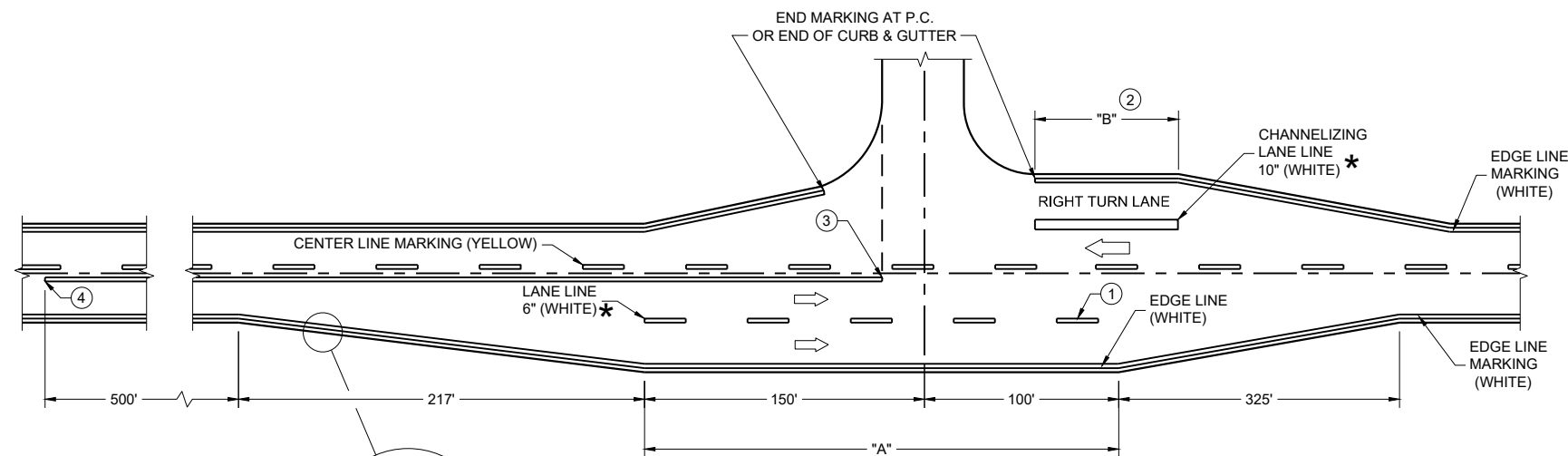
STOP LINE AND CROSSWALK
PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024 /S/ Matthew Rauch
DATE STATE SIGNING AND MARKING
ENGINEER
FHWA



MINOR INTERSECTION



MAJOR INTERSECTIONS
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

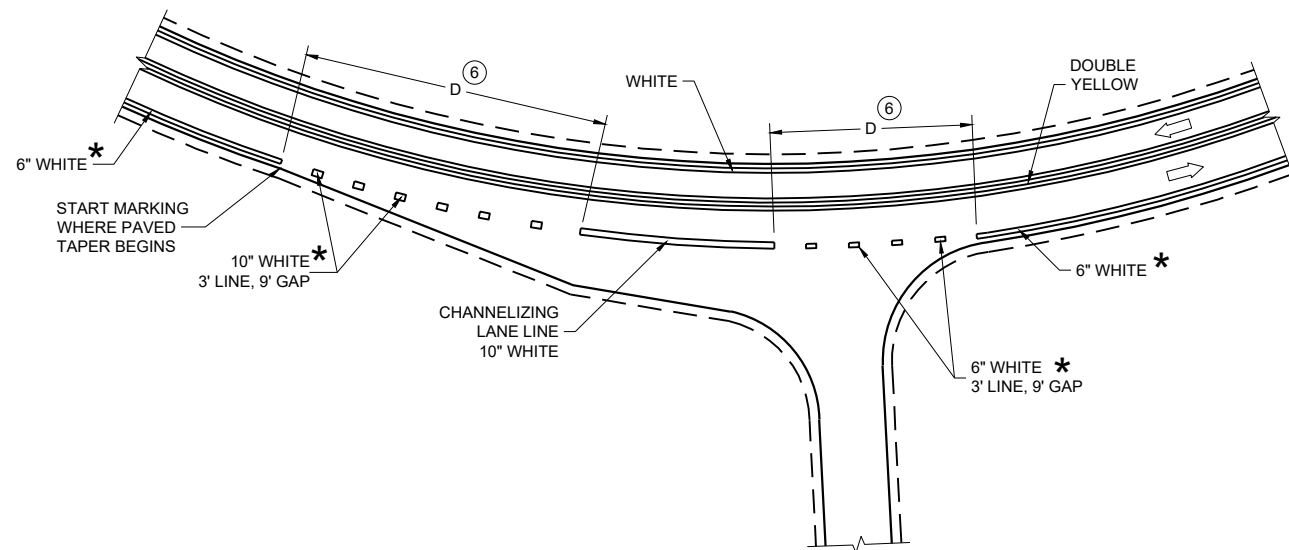
GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

- ① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
- ② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
- ③ BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
- ④ BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
- ⑤ WHEN DISTANCE "C" IS LESS THAN 4 FEET, OMIT DOTTED EXTENSION.
- ⑥ WHEN DISTANCE "D" IS LESS THAN 50 FEET, OMIT DOTTED EXTENSION.

LEGEND

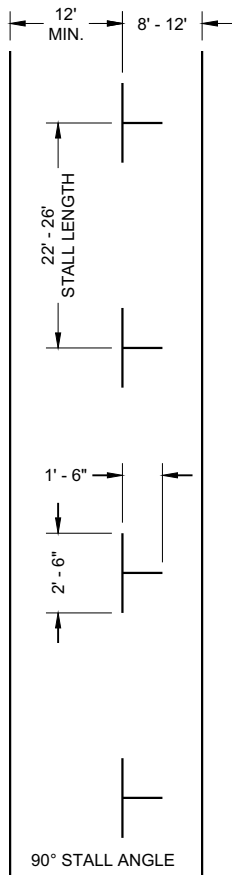
➡ DIRECTION OF TRAVEL



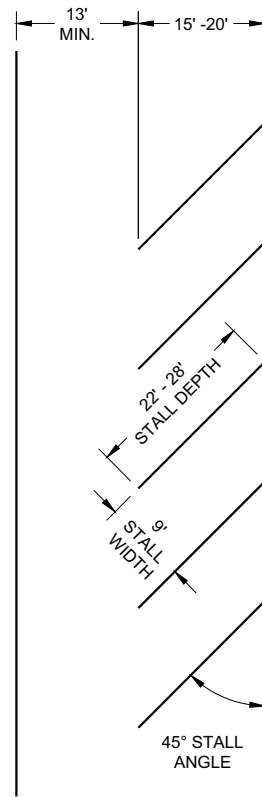
INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

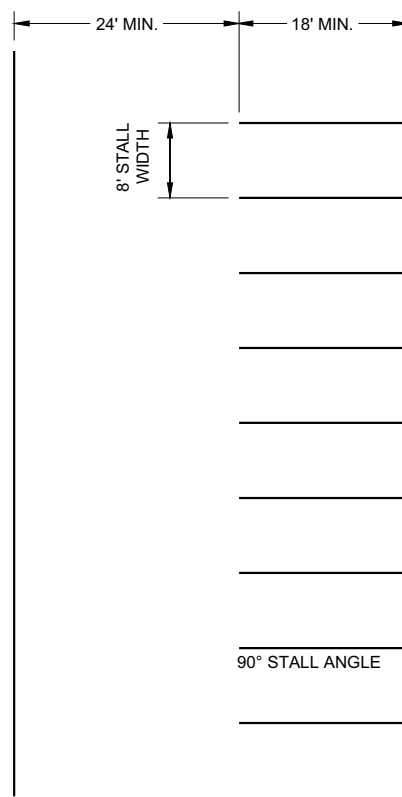
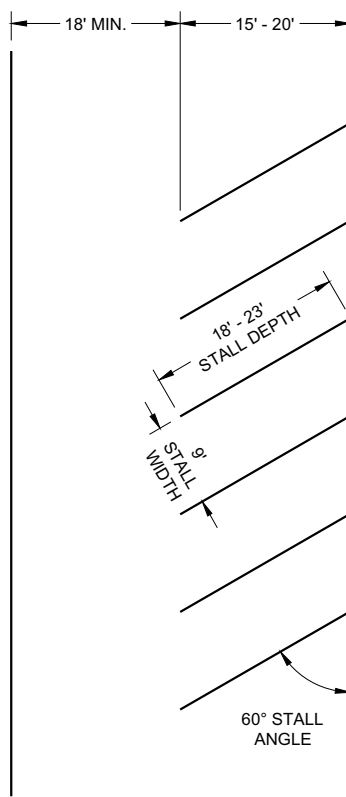


PARALLEL PARKING



ANGLED PARKING

(ANGLED PARKING IS NOT ALLOWED ON STATE HIGHWAYS UNLESS A DESIGN JUSTIFICATION HAS BEEN COMPLETED.)



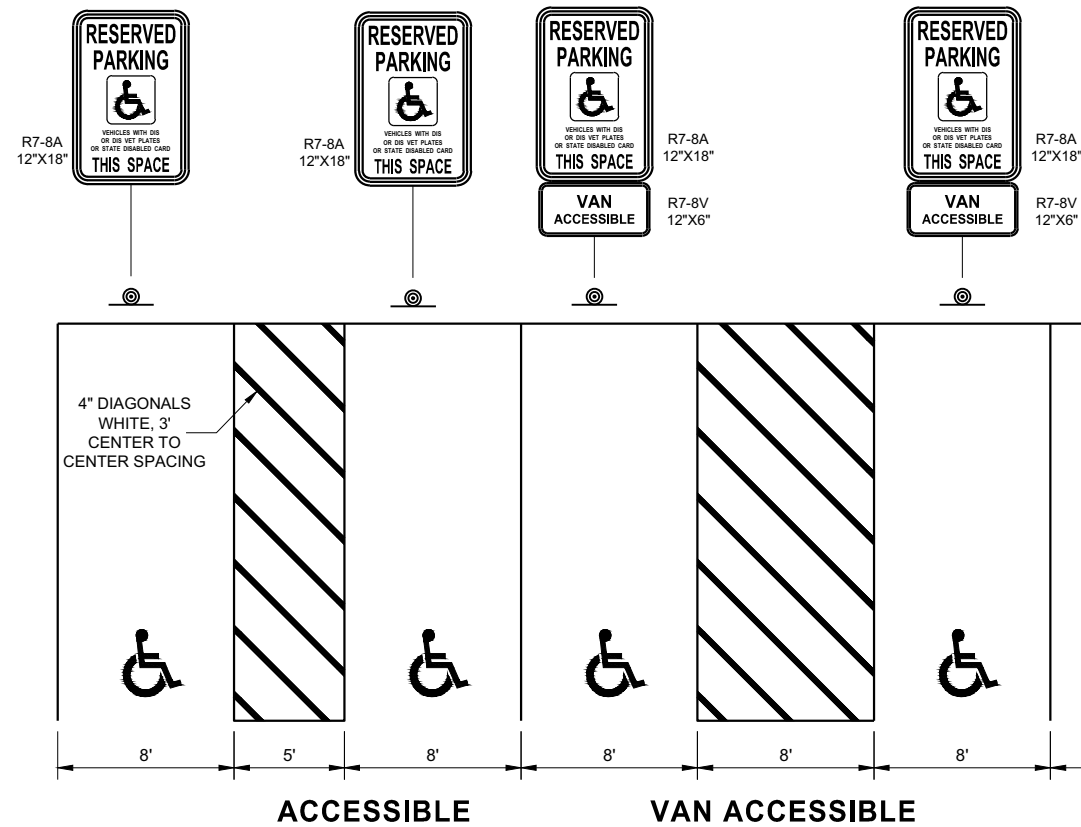
PARKING LOTS

GENERAL NOTES

ALL LINES 4" WHITE (UNLESS OTHERWISE NOTED)
LAST PARKING STALL IS A MINIMUM OF 15' FROM THE CROSSWALK.

LEGEND

⊙ SIGN ON PERMANENT SUPPORT



PARKING STALL MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2019
DATE
/S/ Matthew Rauch
STATE SIGNING AND MARKING
ENGINEER
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.

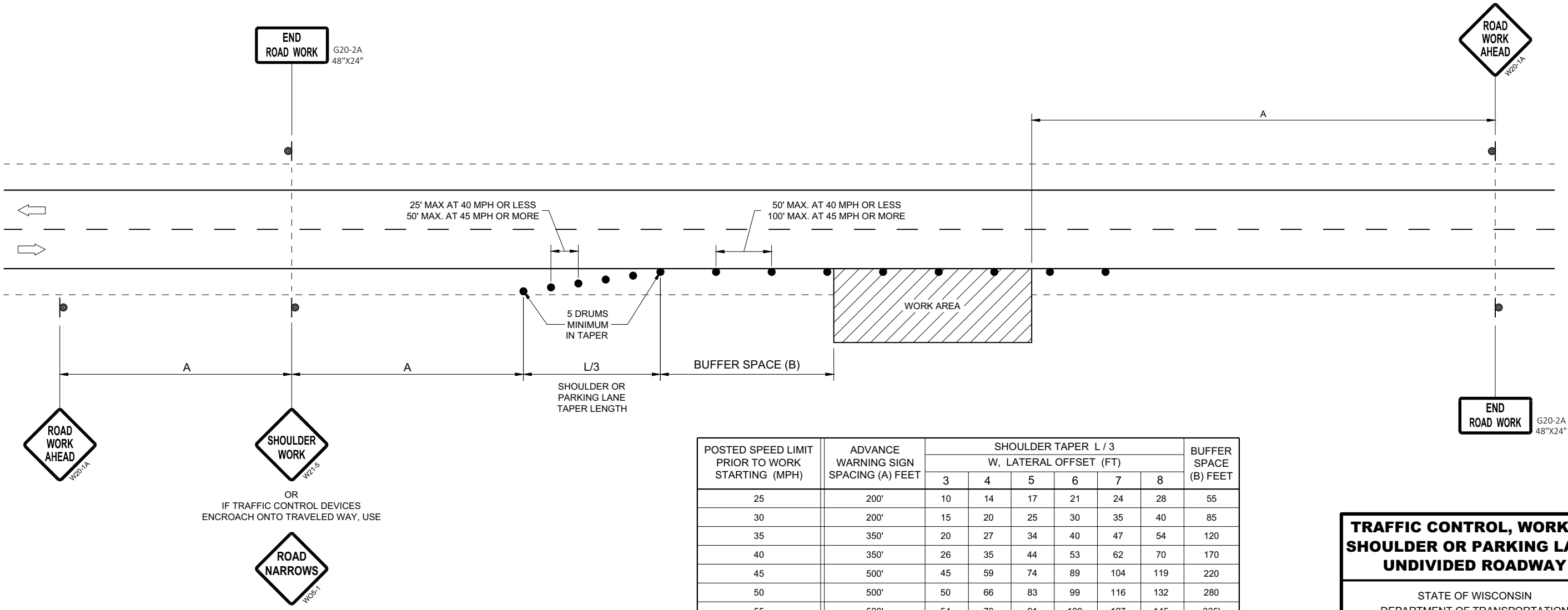
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

SDD 15D28 - 04



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'

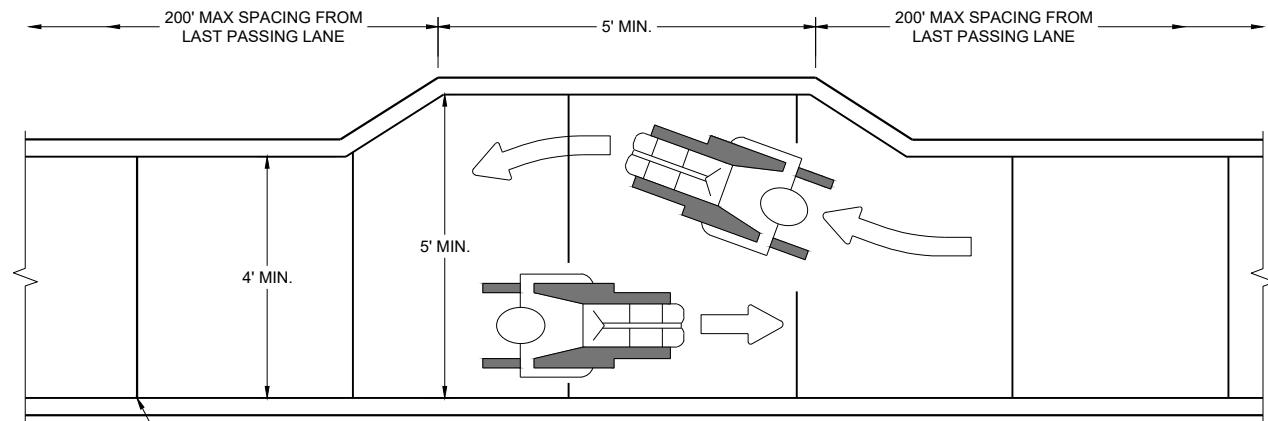
TRAFFIC CONTROL, WORK ON
SHOULDER OR PARKING LANE,
UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

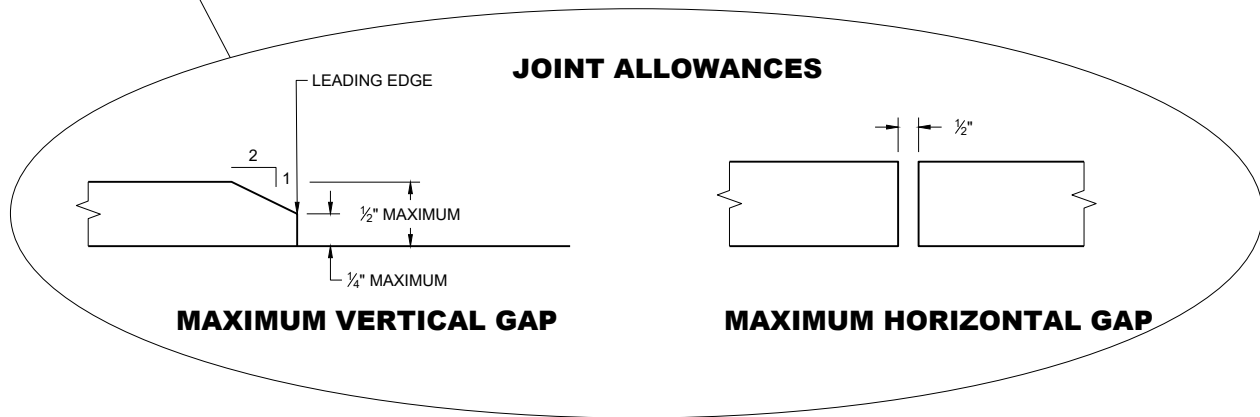
APPROVED
May 2020 /S/ Andrew Heidtke
DATE STATEWIDE WORK ZONE TRAFFIC
SAFETY ENGINEER
FHWA

6

SDD 15D28 - 04

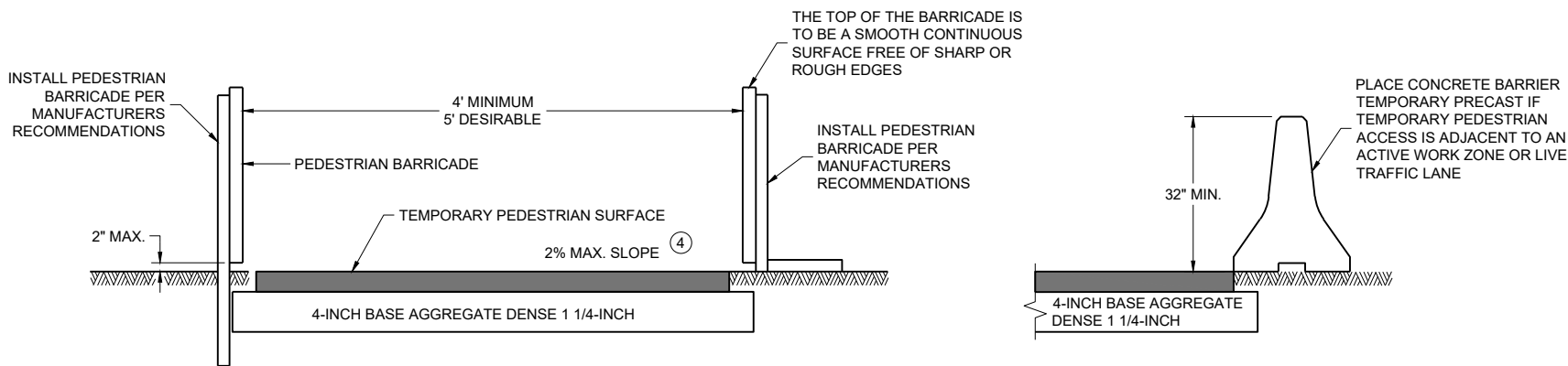


NARROW SIDEWALK PASSING DETAIL



MAXIMUM VERTICAL GAP

MAXIMUM HORIZONTAL GAP



TEMPORARY PEDESTRIAN ACCESS

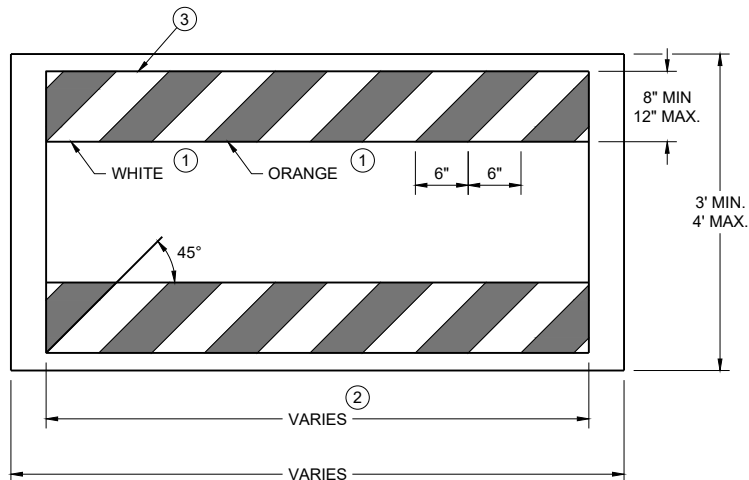
GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- ② SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
- ③ PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

★ USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

- ④ WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.



TEMPORARY PEDESTRIAN BARRICADE *

TRAFFIC CONTROL,
PEDESTRIAN
ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

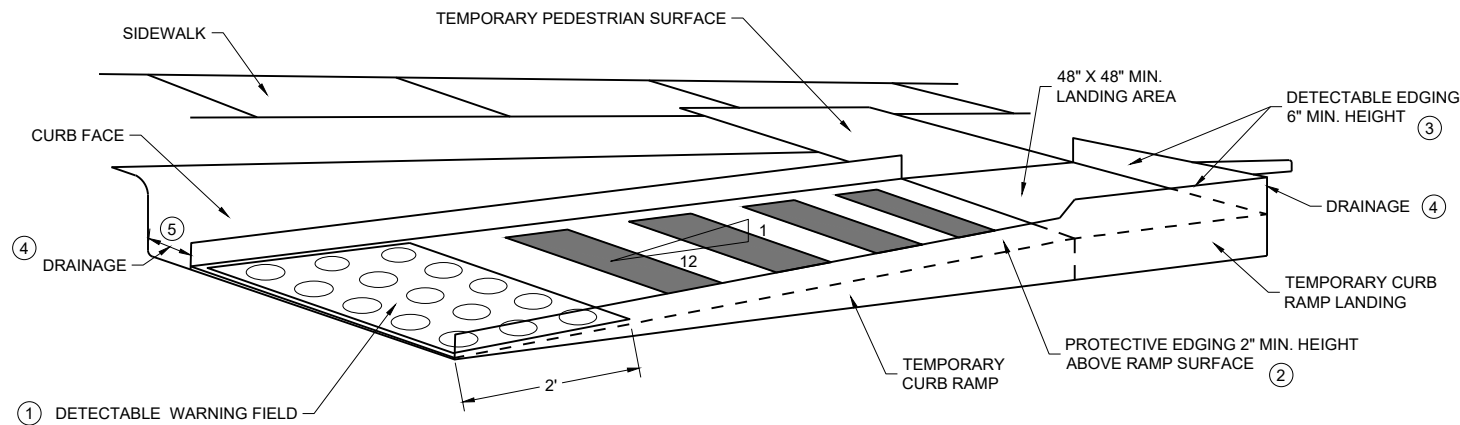
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

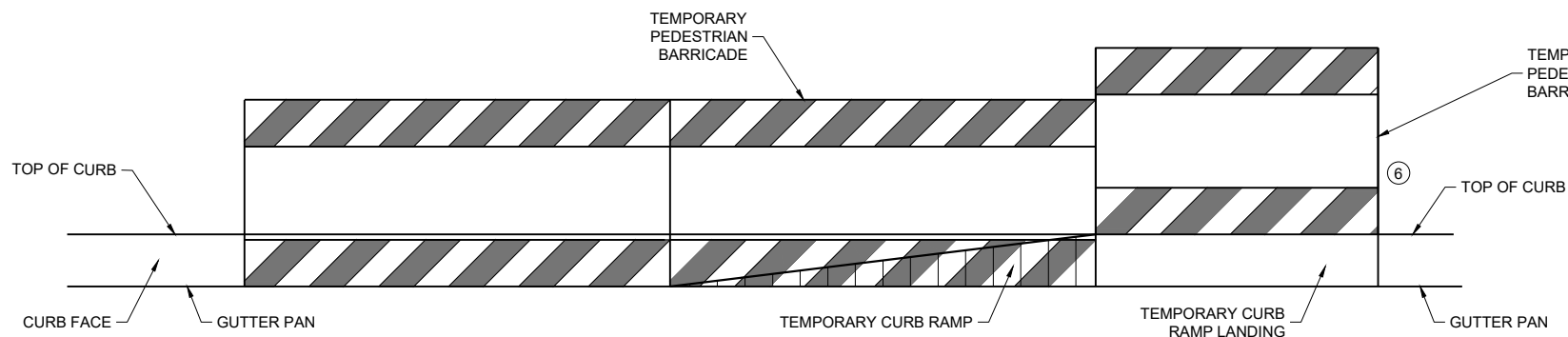
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED $\frac{1}{2}$ ". LATERAL EDGES MAY BE VERTICAL UP TO $\frac{1}{4}$ " HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN $\frac{1}{4}$ " AND $\frac{1}{2}$ ".

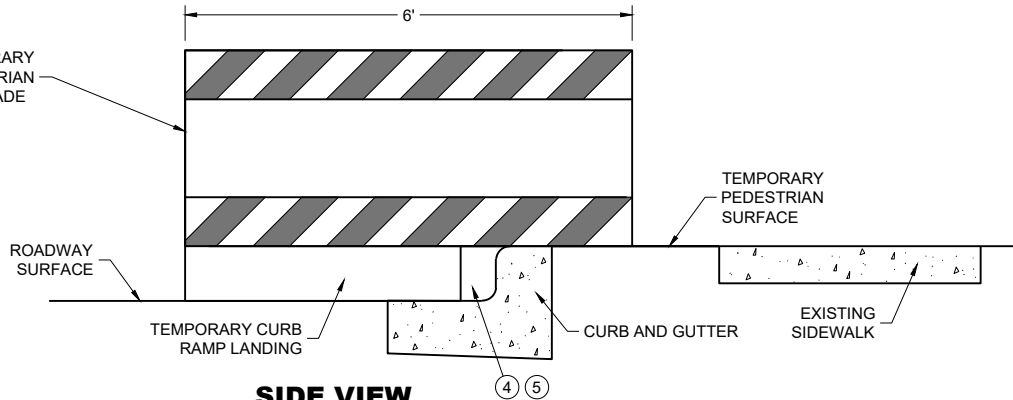
- ① INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.
- ② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
- ③ DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
- ④ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
- ⑤ ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.
- ⑥ IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.



PERSPECTIVE VIEW



FRONT VIEW

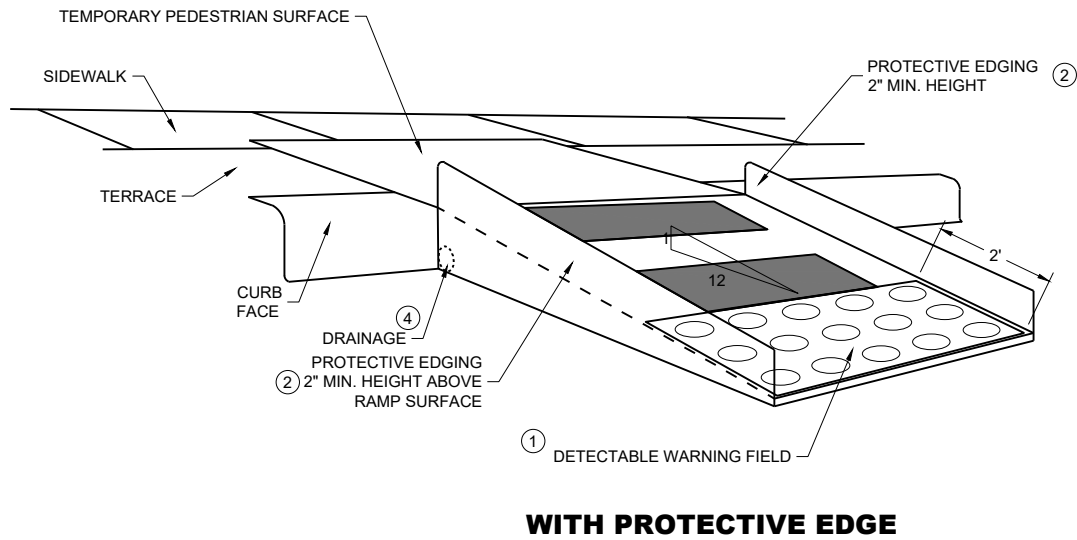
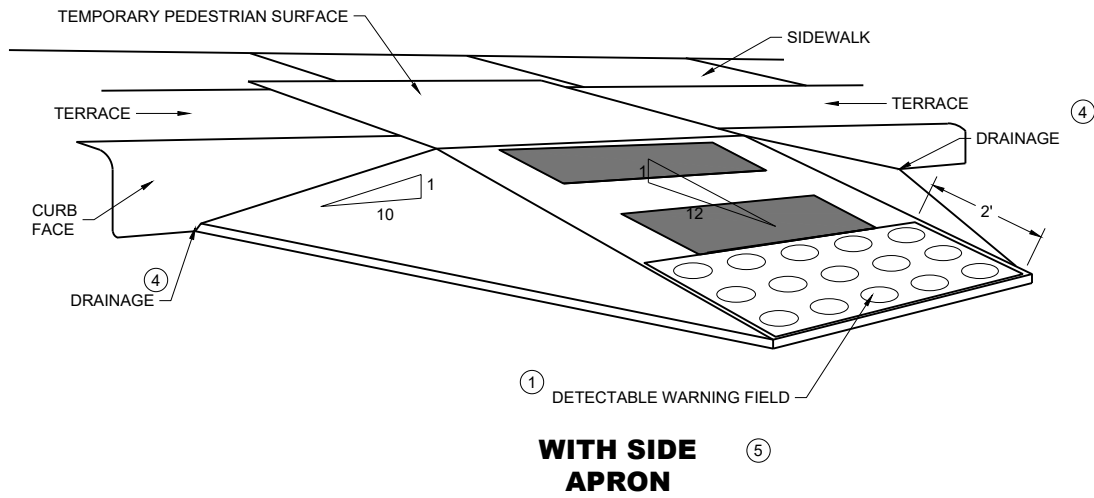


SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

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

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

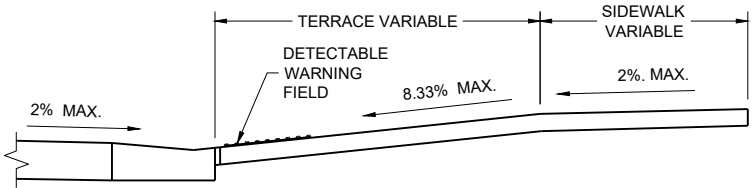
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

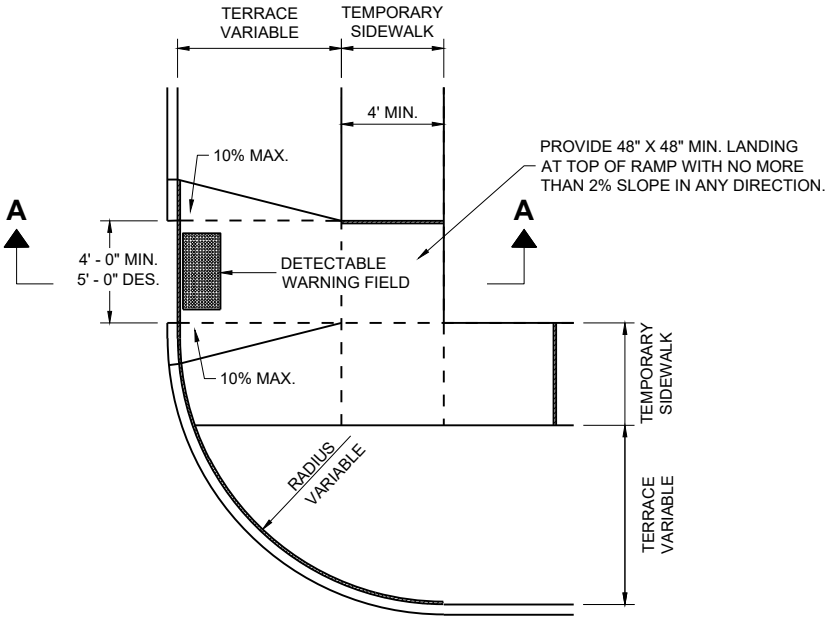
CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES MAY BE VERTICAL UP TO 1/4" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".

- ① INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS
- ② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
- ③ DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
- ④ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
- ⑤ CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

GENERAL NOTES



SECTION A - A



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

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Andrew Heidtke <position>
FHWA	



TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED $\frac{1}{2}$ ". LATERAL EDGES MAY BE VERTICAL UP TO $\frac{1}{4}$ " HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN $\frac{1}{4}$ " AND $\frac{1}{8}$ ".

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE

- ① DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
- ② 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.
- ③ PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

	TRAFFIC CONTROL DRUM
	TYPE III BARRICADE
	TEMPORARY PEDESTRIAN BARRICADE
	TEMPORARY DETECTABLE WARNING FIELD
	WORK AREA
	TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

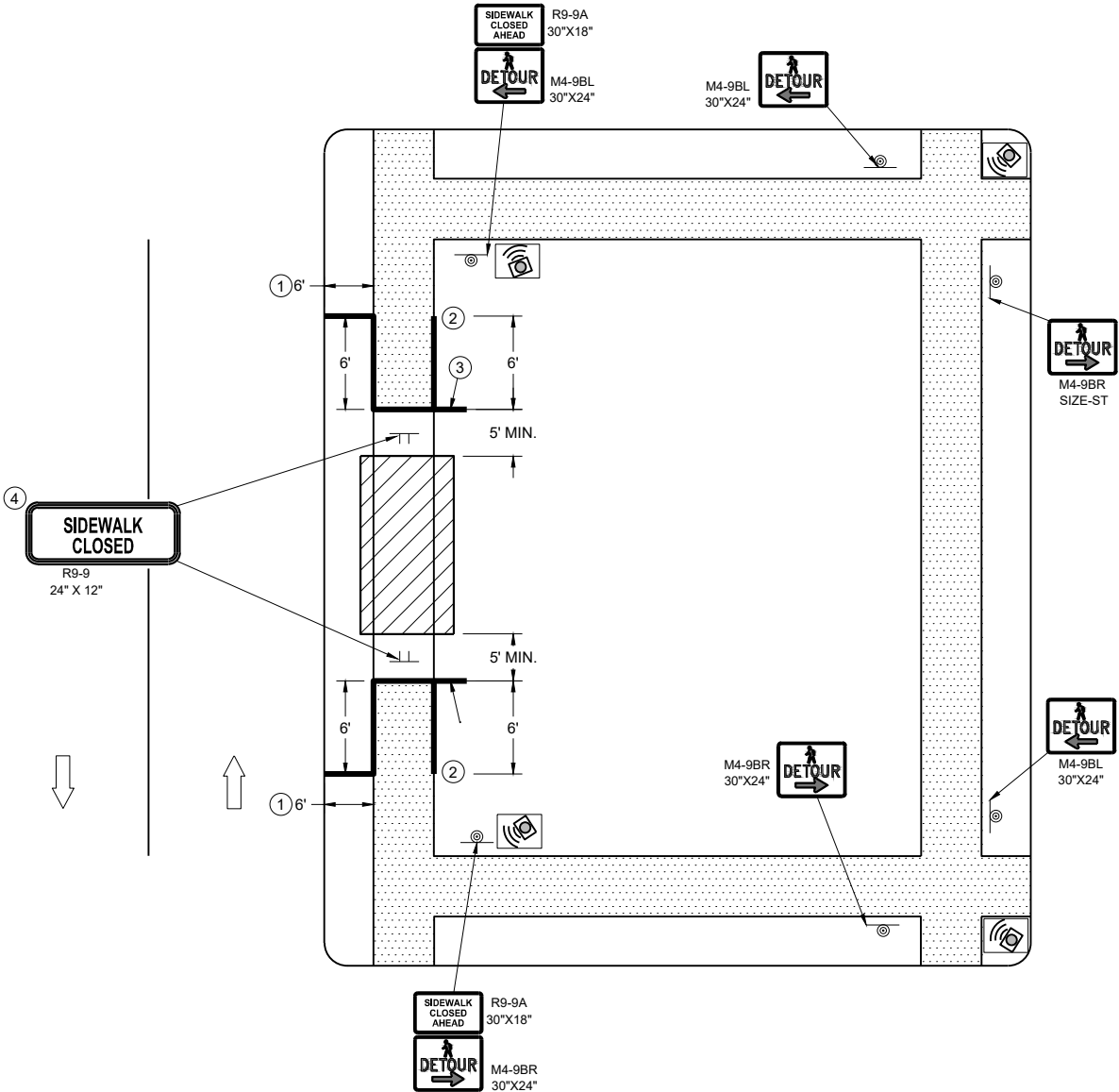
GENERAL NOTES

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

- IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
- PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
- IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
- MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

LEGEND

- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

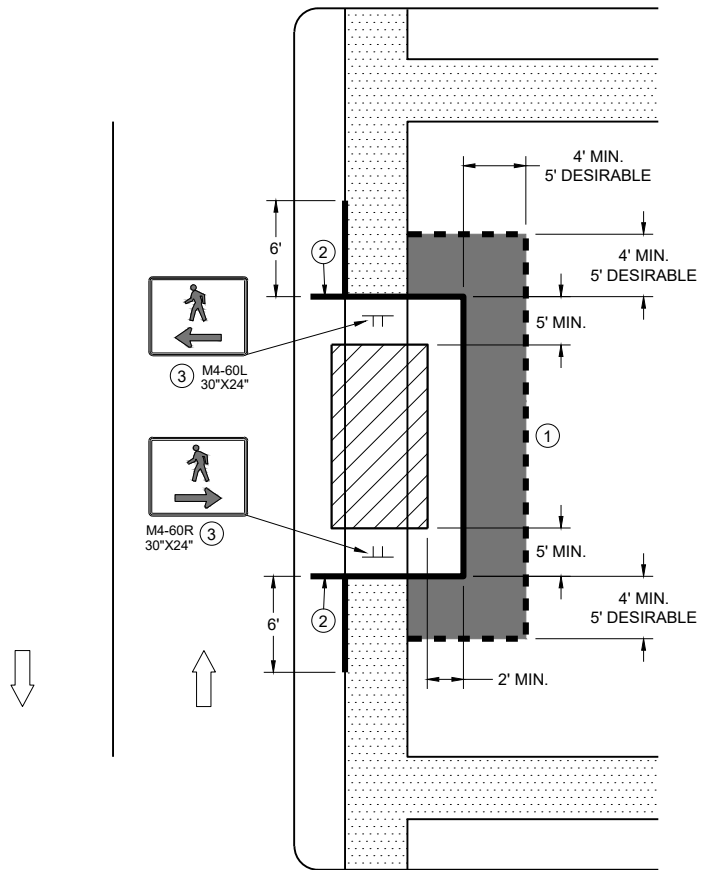
GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

- ① USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ② IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
- ③ MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK BYPASS
SINGLE SIDE

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

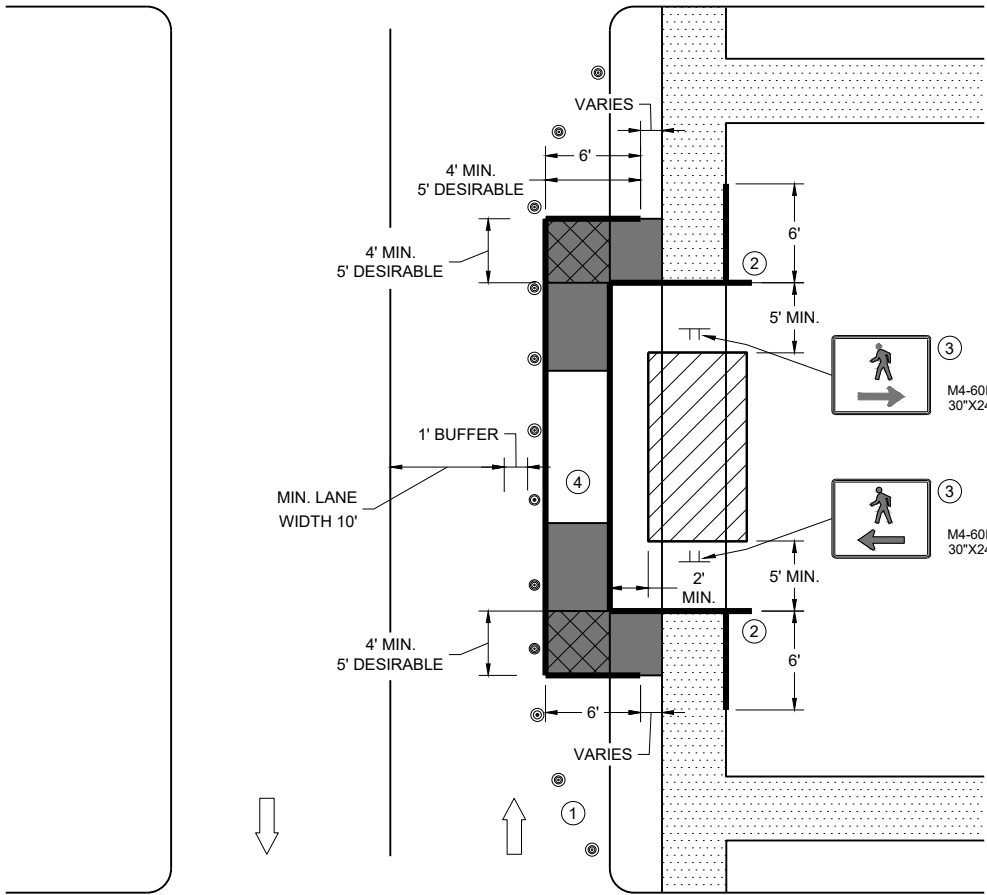
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

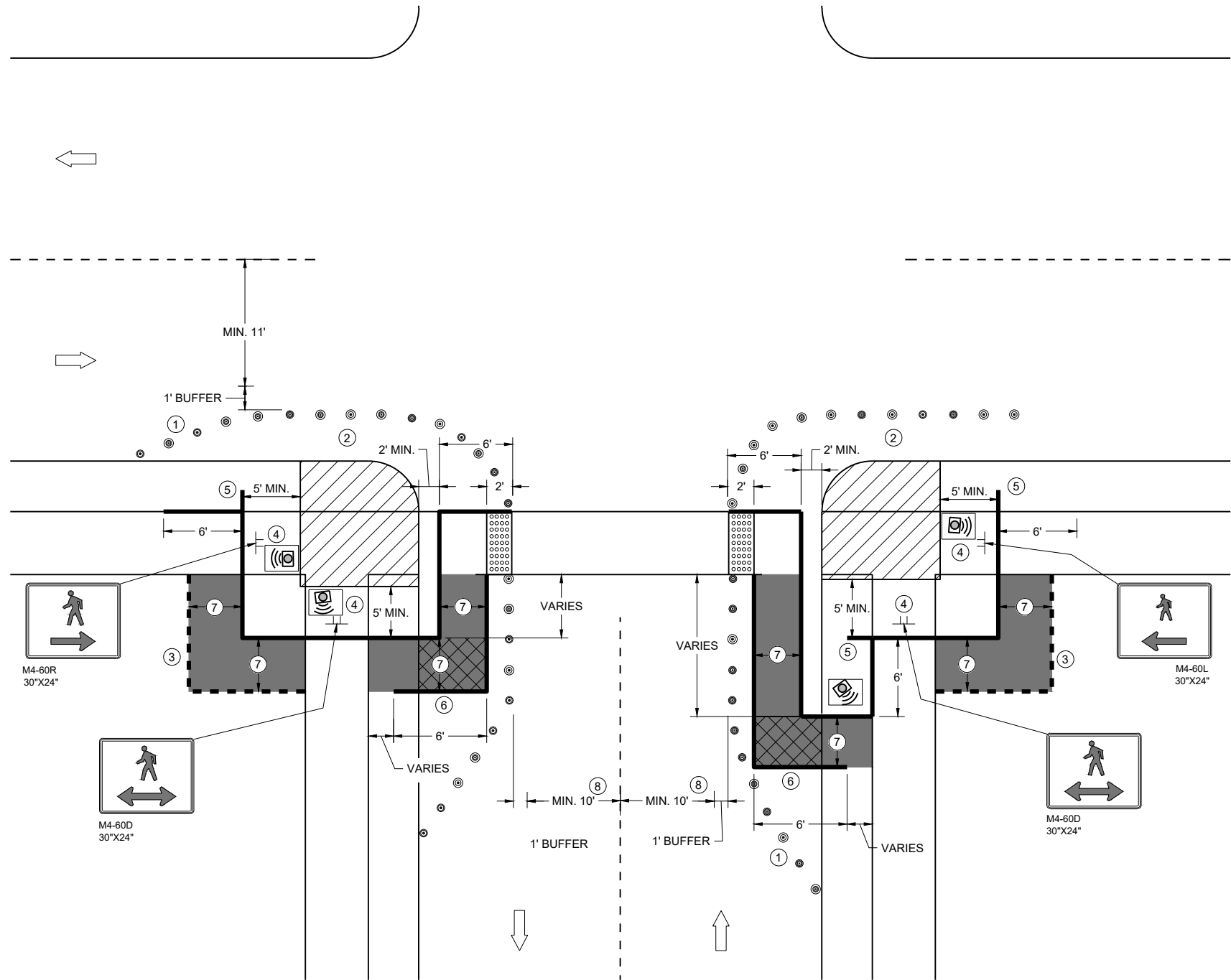
- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
- ② PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
- ③ MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
- ④ USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURFACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.



SIDEWALK BYPASS, SINGLE SIDE

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



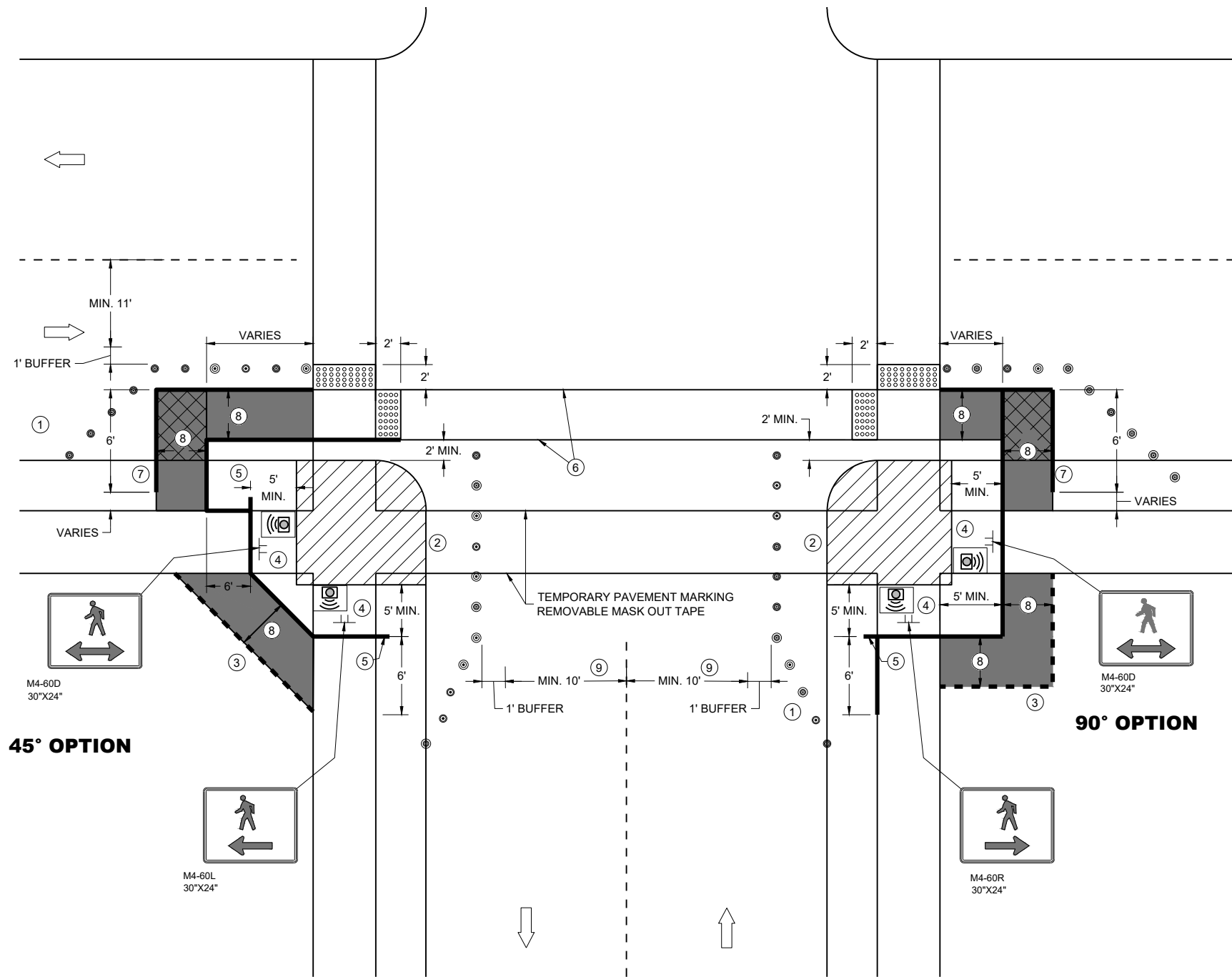
**CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE**

GENERAL NOTES

- IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.
- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG
- WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.
- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
 - ② PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
 - ③ USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
 - ④ MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
 - ⑤ PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
 - ⑥ IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
 - ⑦ 4 FEET MINIMUM, 5 FEET DESIRABLE
 - ⑧ IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
- ② PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
- ③ USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ④ MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
- ⑤ PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
- ⑥ WHITE 6" TEMPORARY PAVEMENT MARKING
- ⑦ IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
- ⑧ 4 FEET MINIMUM, 5 FEET DESIRABLE
- ⑨ IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

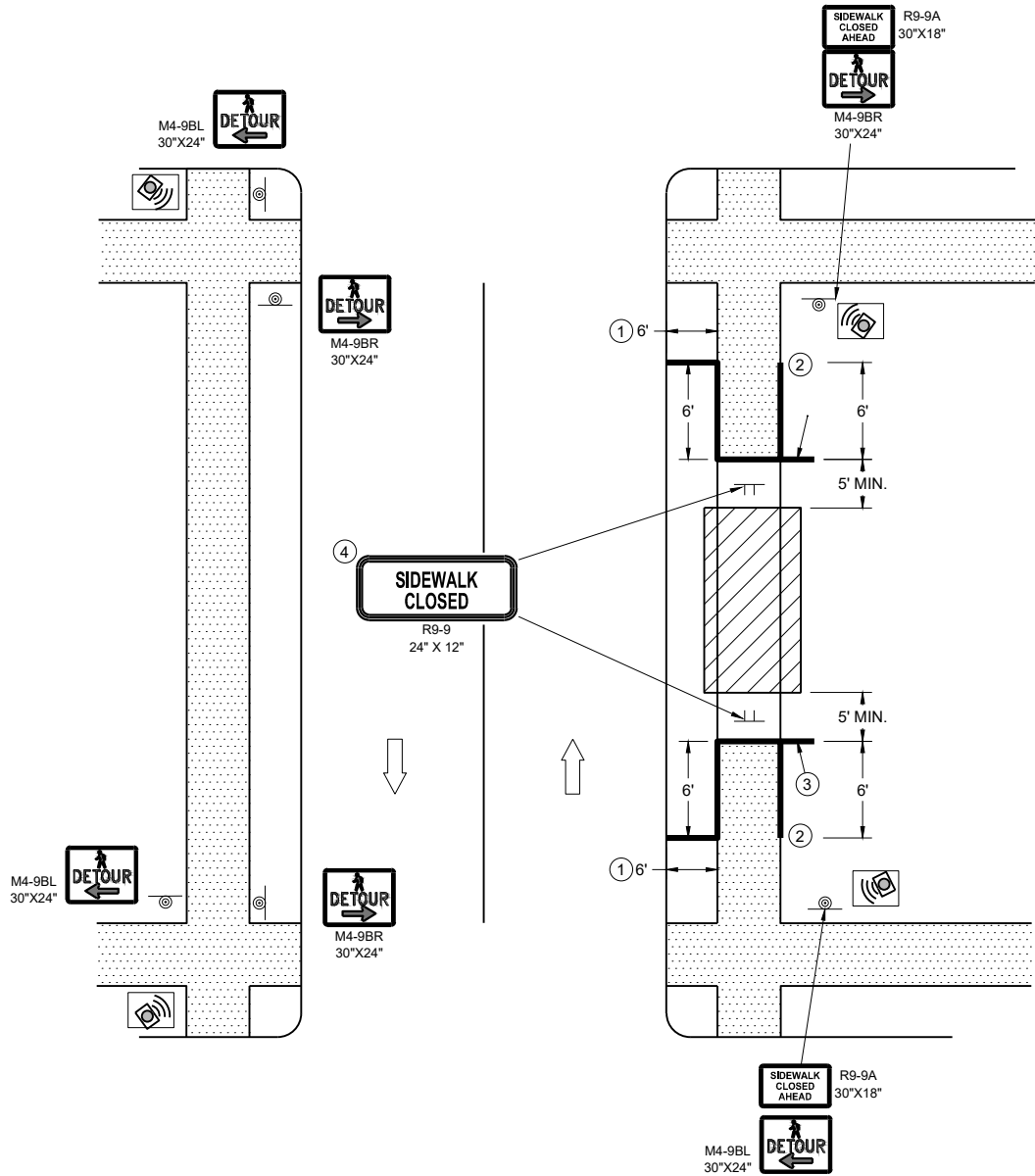
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

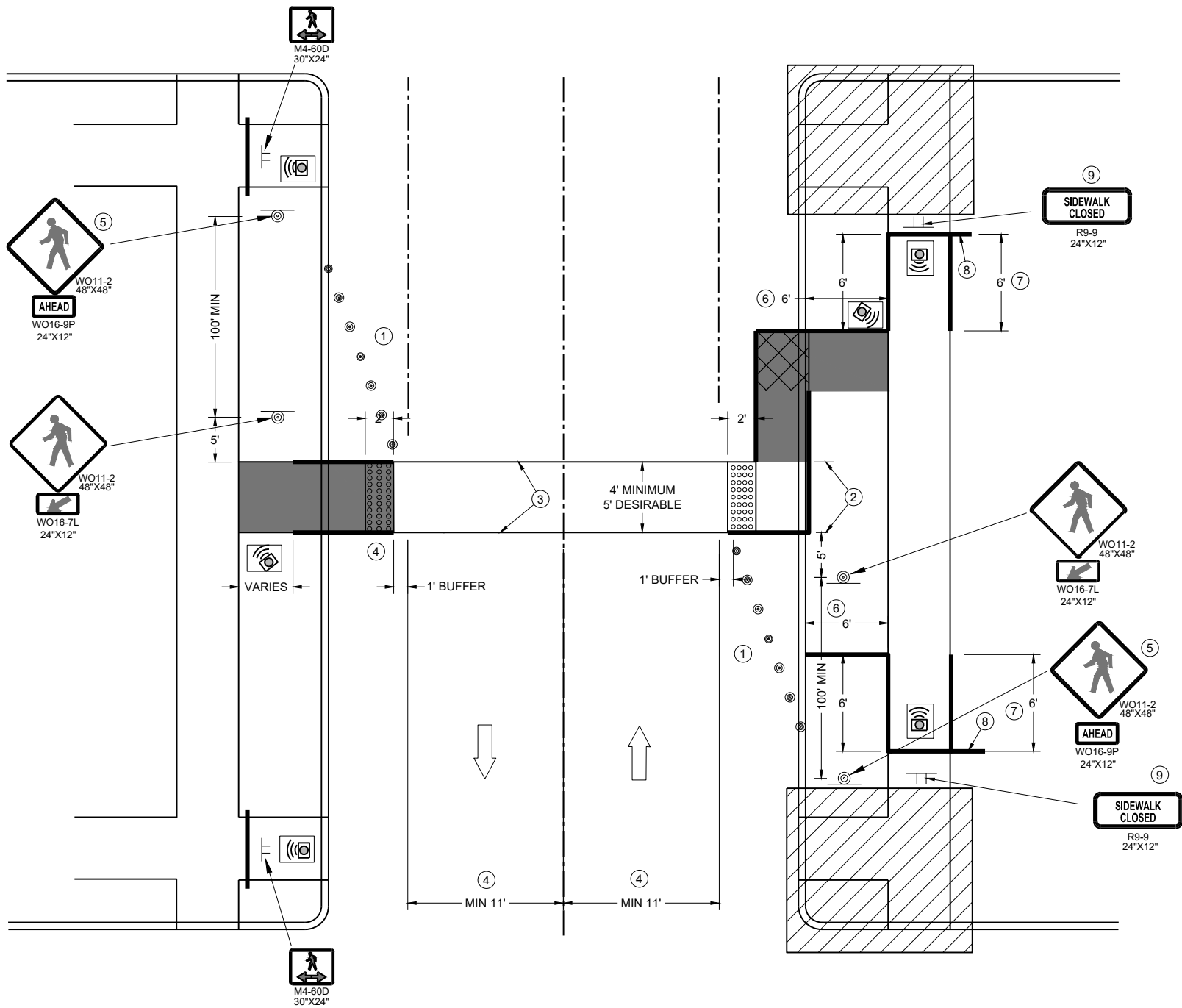
GENERAL NOTES

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

- ① IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
- ② PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
- ③ IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
- ④ MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

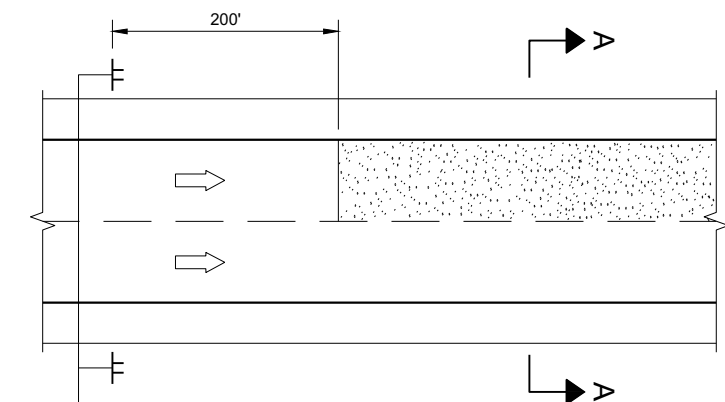
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

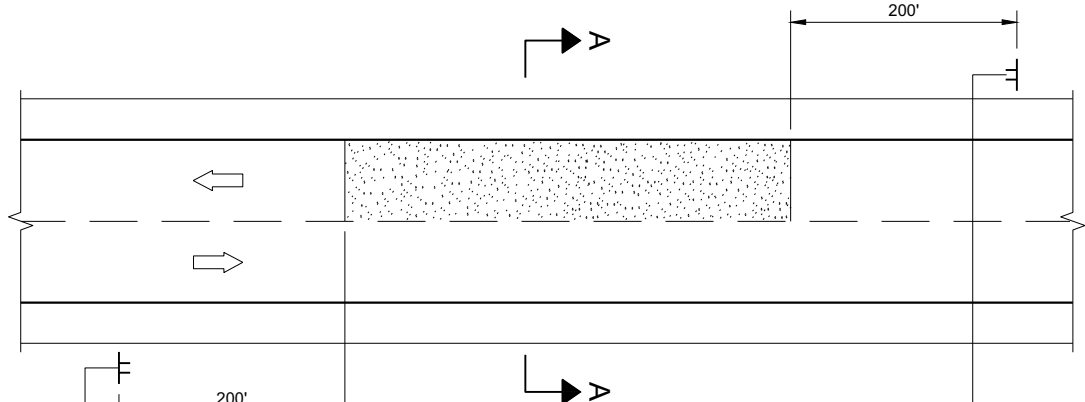
- 1 SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.
- 2 4 FEET MINIMUM, 5 FEET DESIRABLE.
- 3 WHITE 6" TEMPORARY PAVEMENT MARKING.
- 4 IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMP MAY NEED TO BE UTILIZED.
- 5 IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.
- 6 IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
- 7 PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
- 8 IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF THE EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
- 9 MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF THE SIGN.

LEGEND

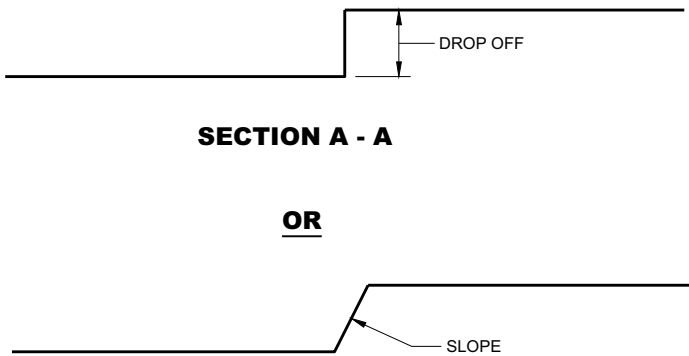
- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



MULTI-LANE



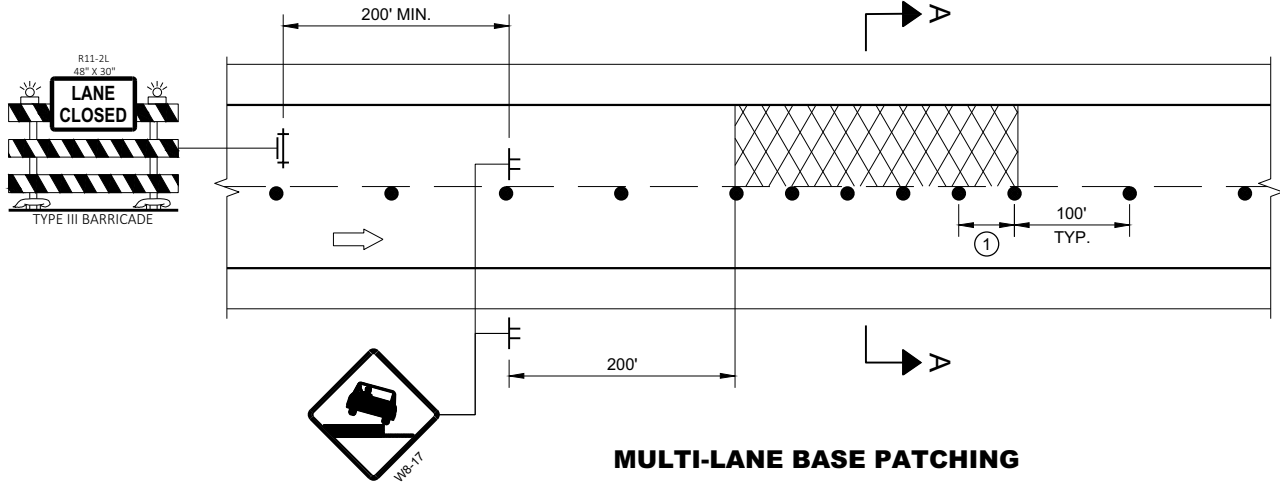
TWO-WAY TWO LANE



SECTION A - A

OR

SECTION A - A



MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

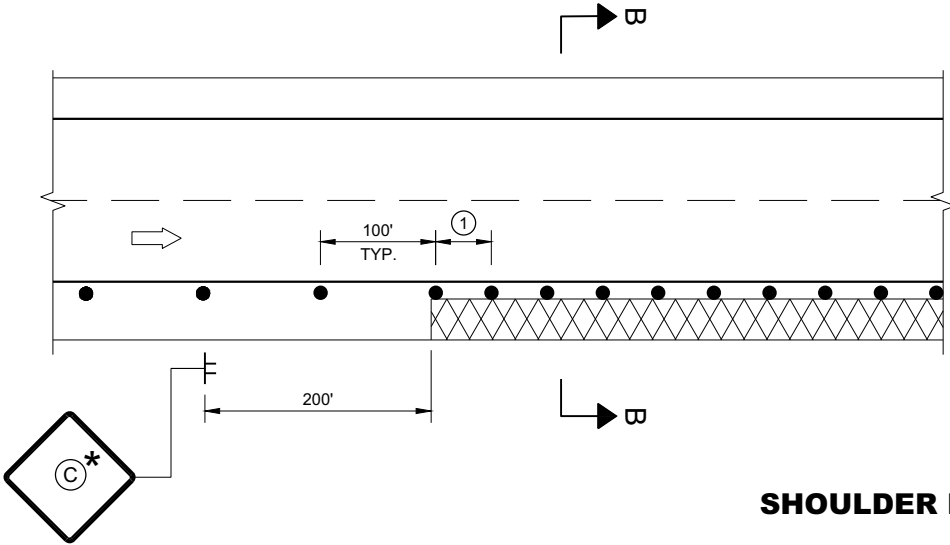
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

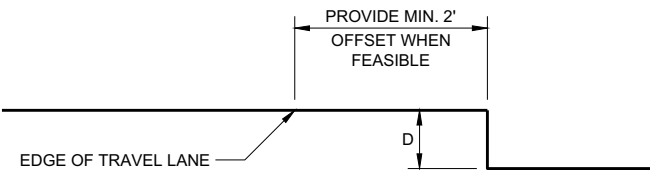
① USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL,
DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

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.

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

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

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

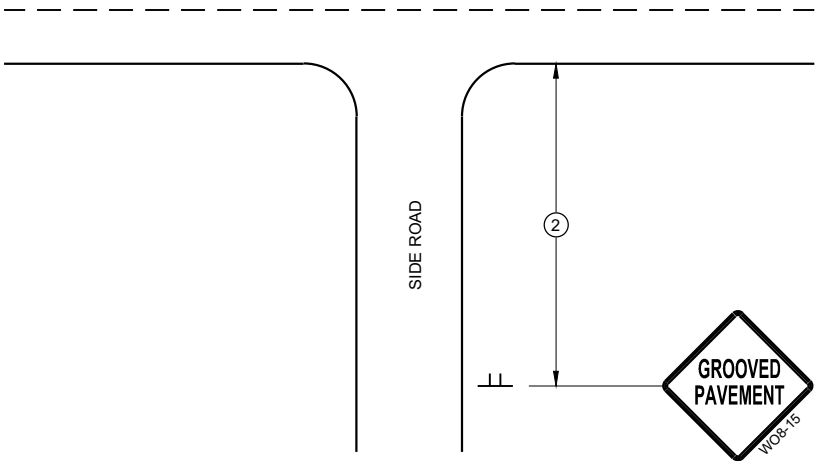
ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

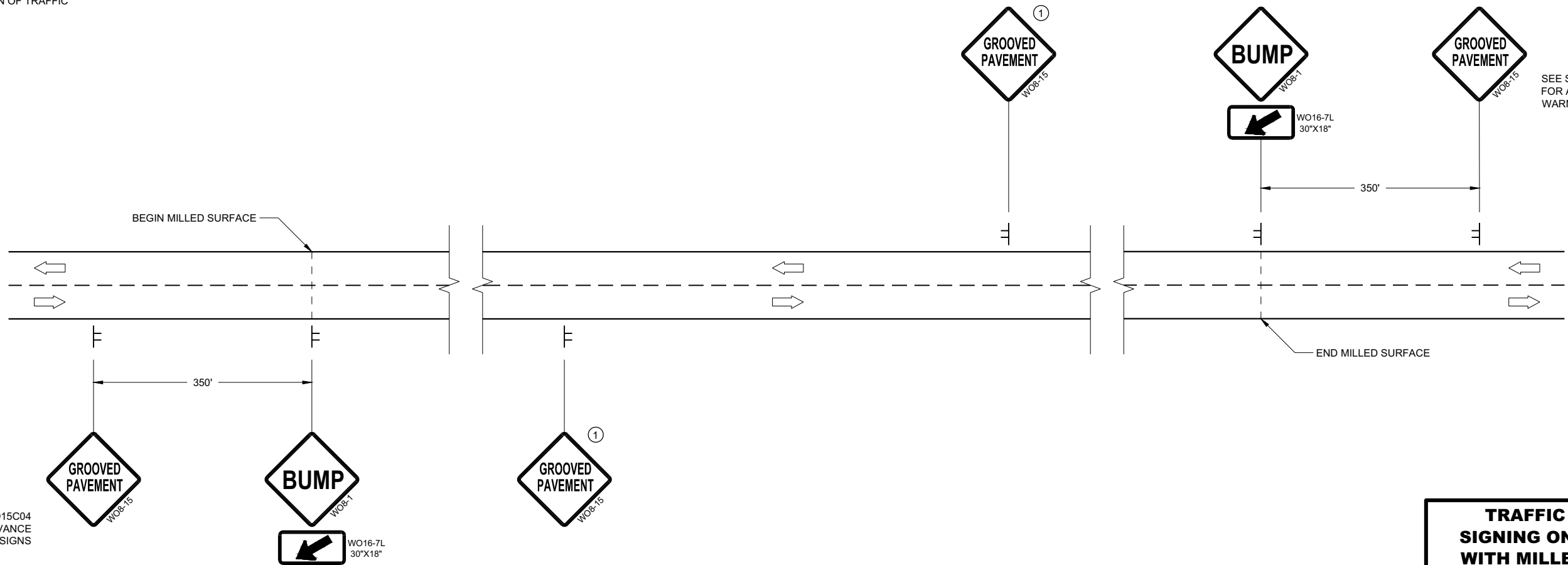
- ① PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
- ② PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

LEGEND

-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH
SIGN DETAIL



SEE SDD15C04
FOR ADVANCE
WARNING SIGNS

SEE SDD15C04
FOR ADVANCE
WARNING SIGNS

DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL,
SIGNING ON ROADWAYS
WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

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.

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

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

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

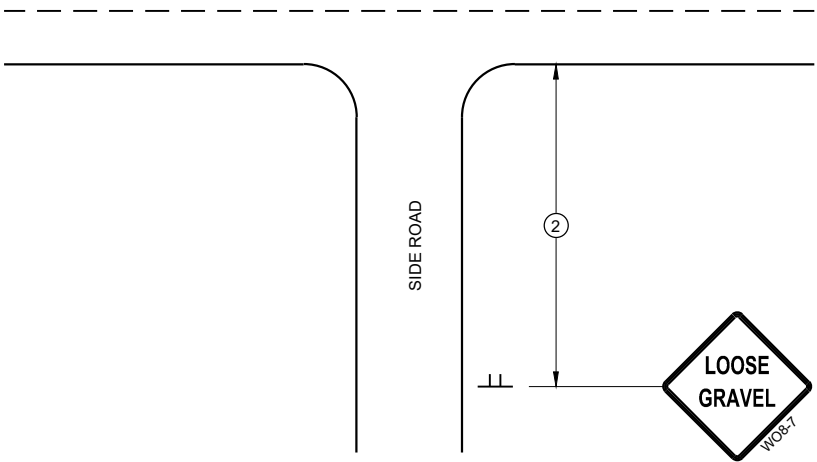
ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

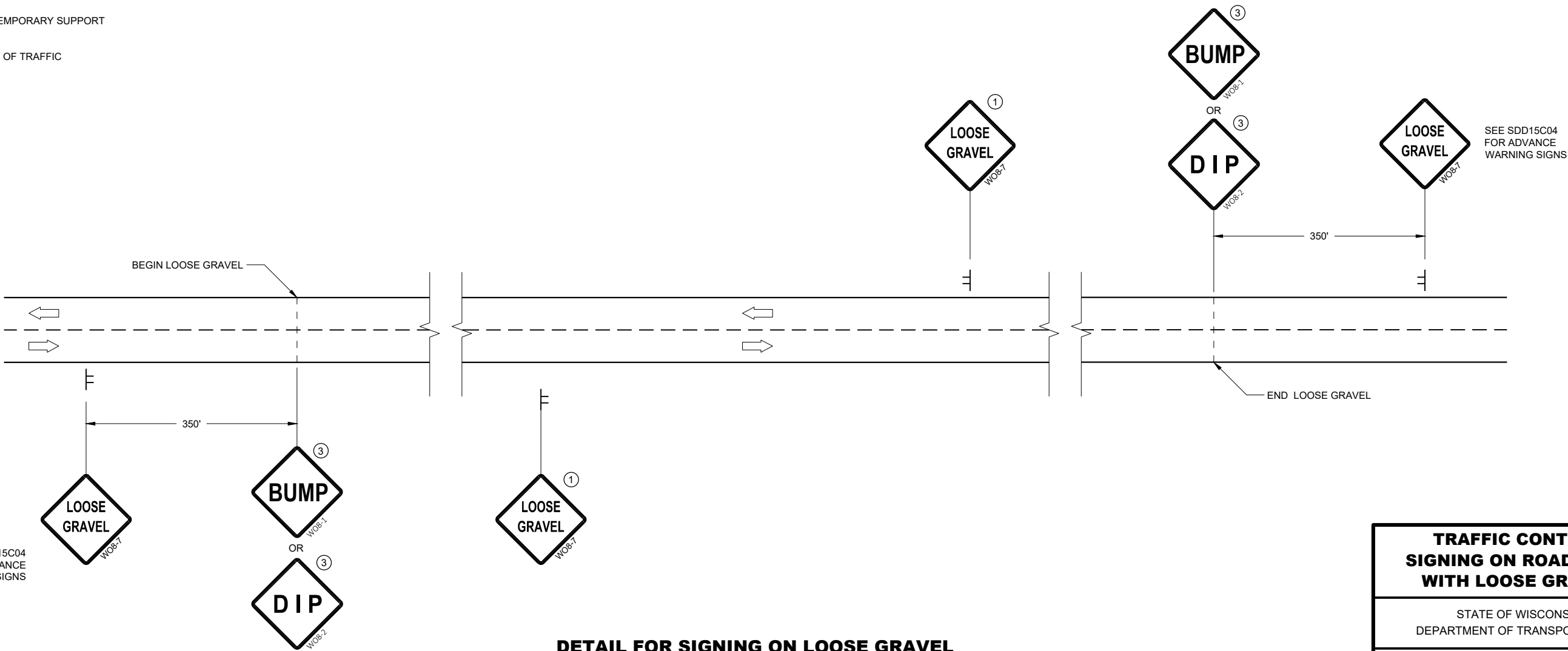
- 1 PLACE SIGNS 350' IN ADVANCE OF CHIP SEALED OR LOOSE GRAVEL SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
- 2 PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.
- 3 ADD WO8-1 OR WO8-2 SIGN WHEN THE CONDITION IS PRESENT.

LEGEND

-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH
SIGN DETAIL



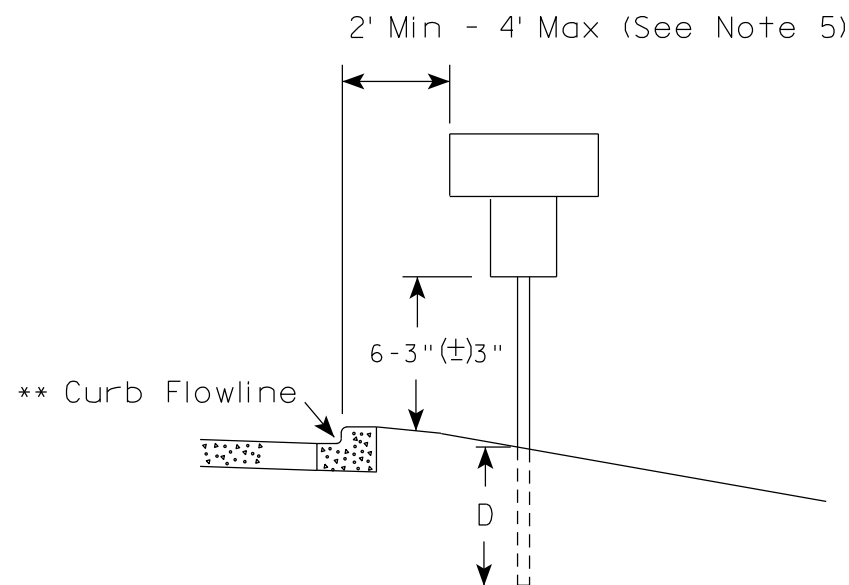
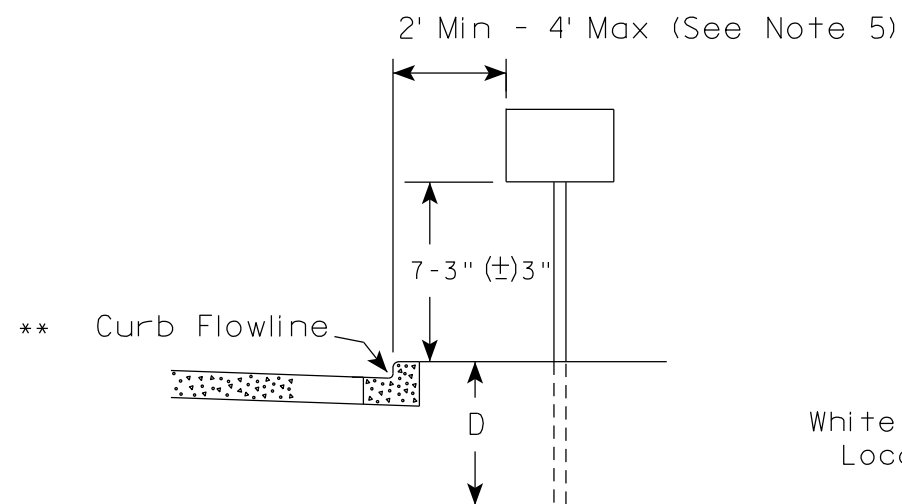
DETAIL FOR SIGNING ON LOOSE GRAVEL
OR CHIP SEALED SURFACES

TRAFFIC CONTROL
SIGNING ON ROADWAYS
WITH LOOSE GRAVEL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

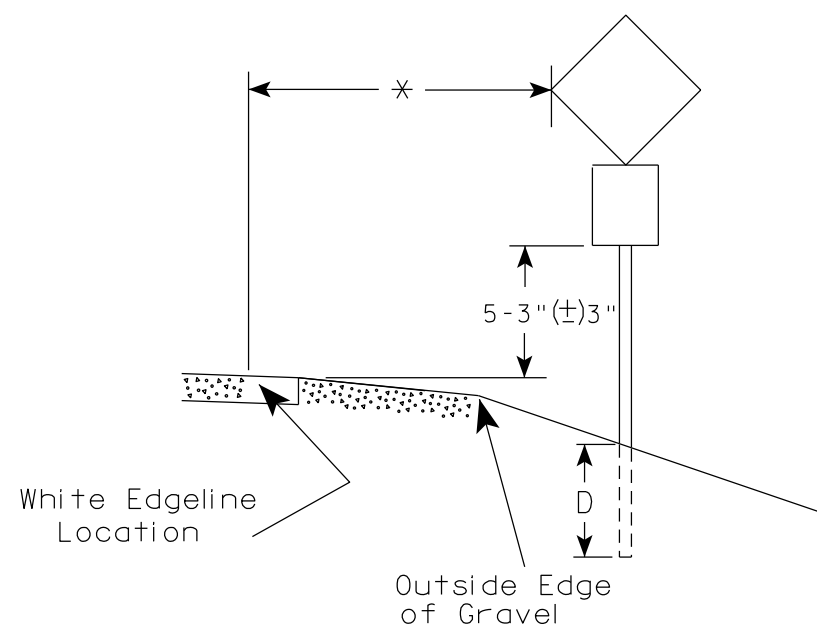
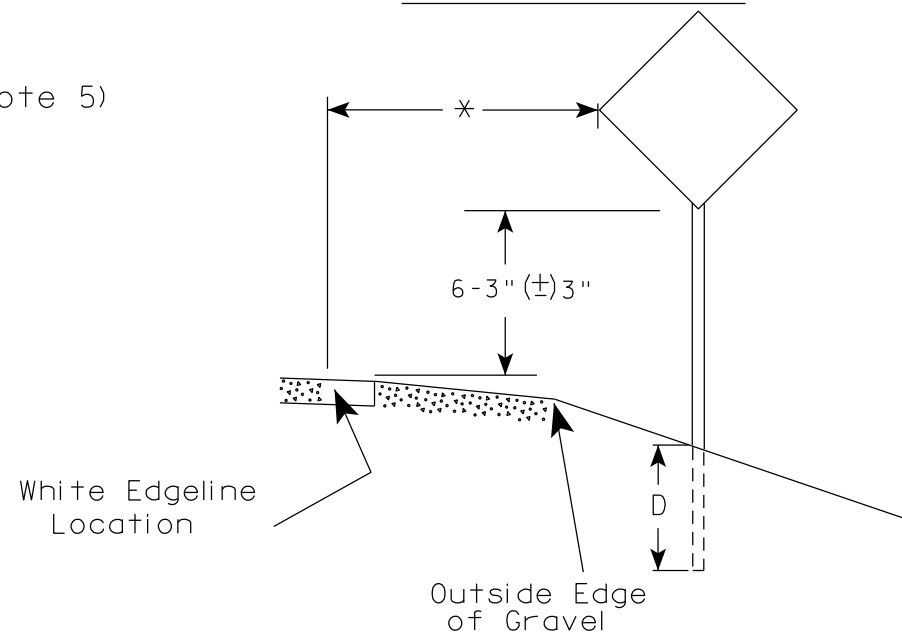
APPROVED
February 2021 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER
FHWA

URBAN AREA



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

RURAL AREA (See Note 2)



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

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

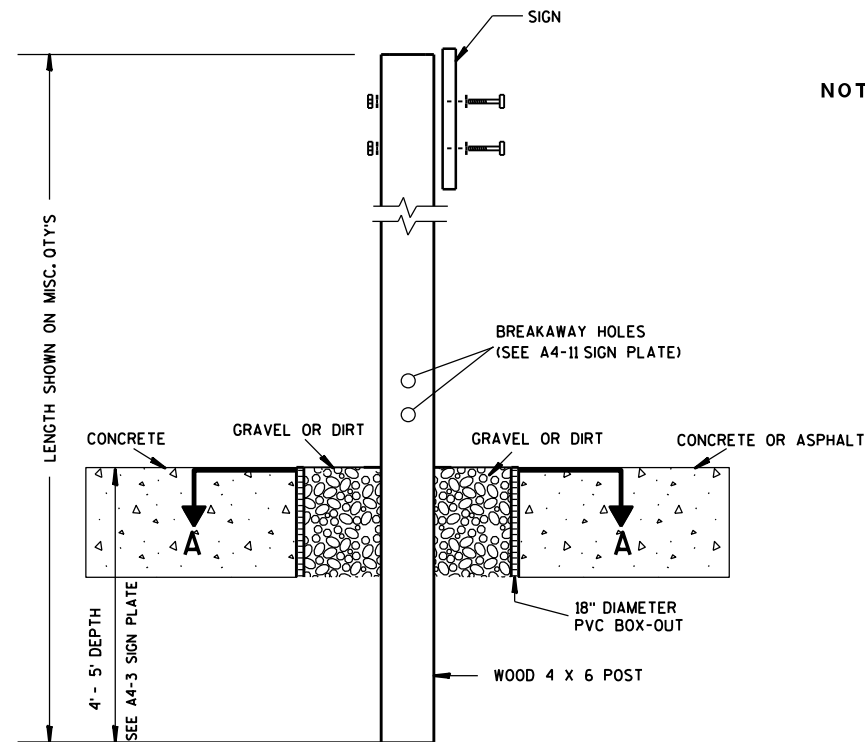
Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

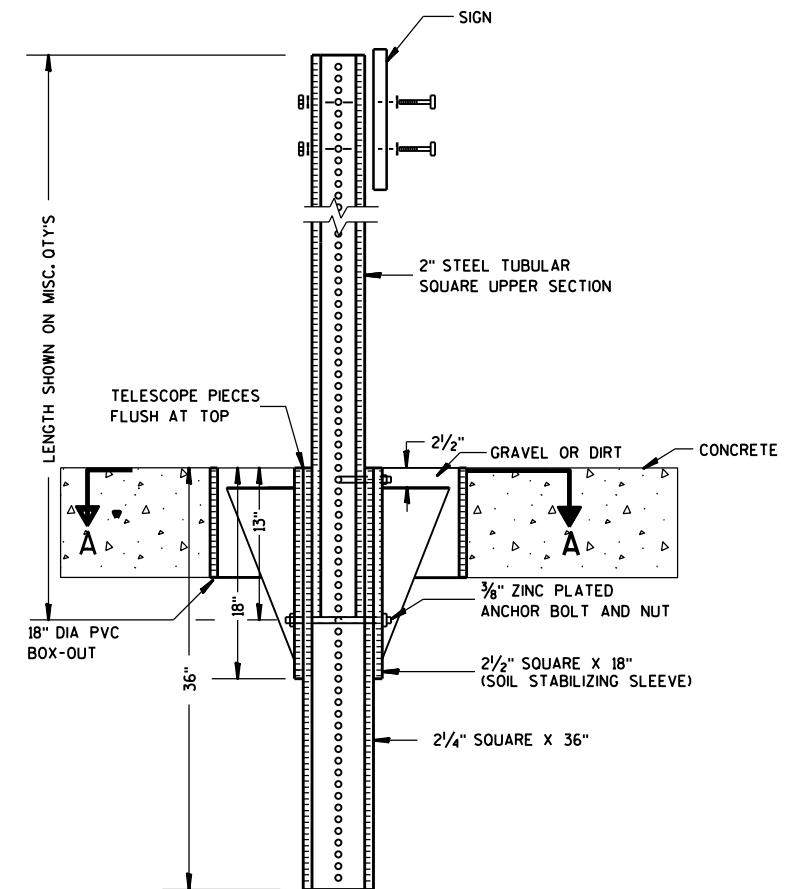
DATE 12/6/23 PLATE NO. A4-3.23



ELEVATION VIEW

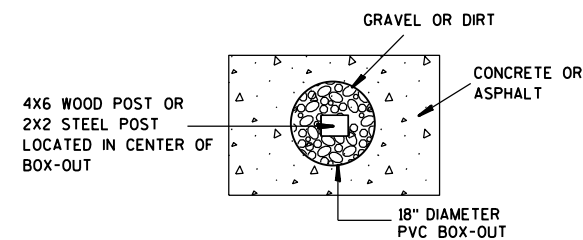
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

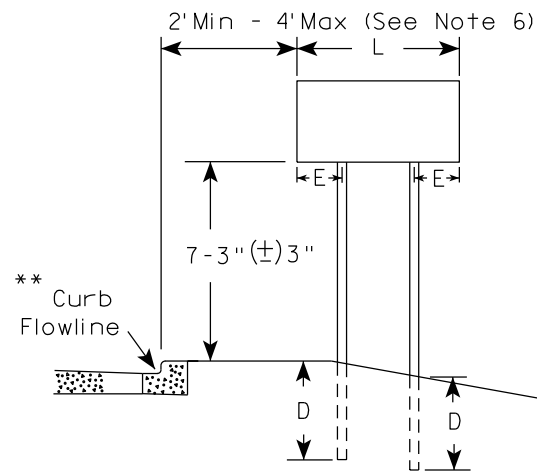
SIGN POST
BOX-OUTS
A4-3B

WISCONSIN DEPT OF TRANSPORTATION

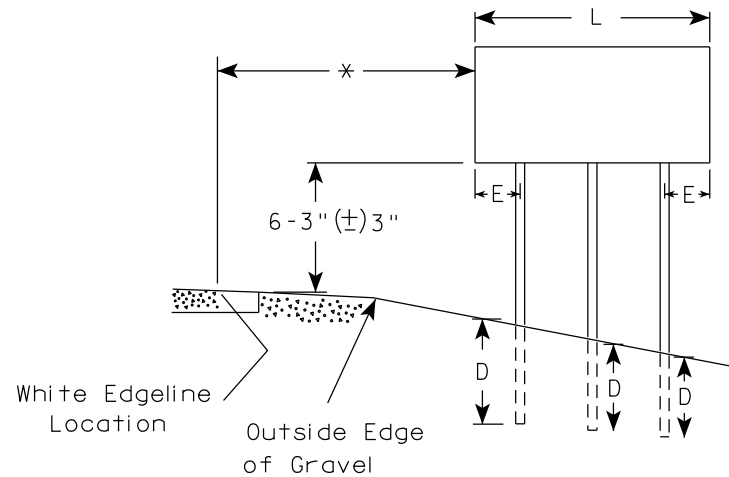
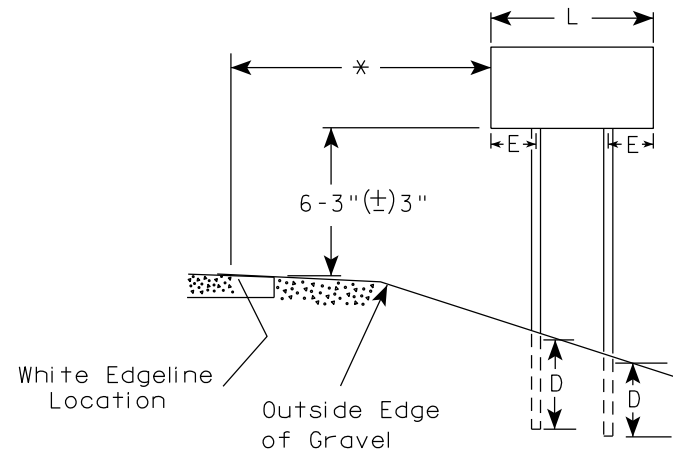
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

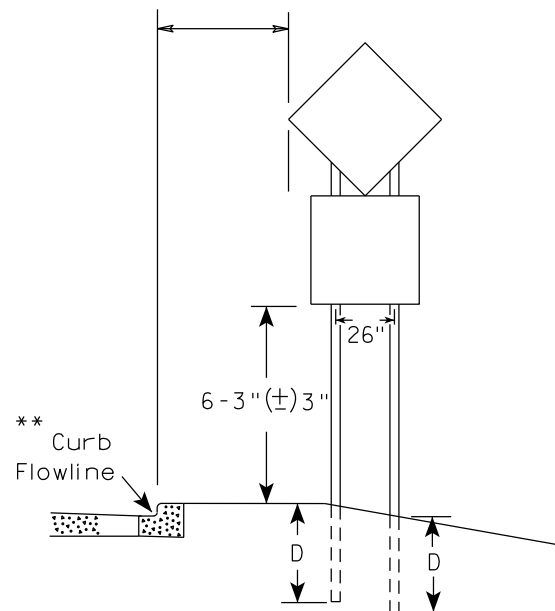
URBAN AREA



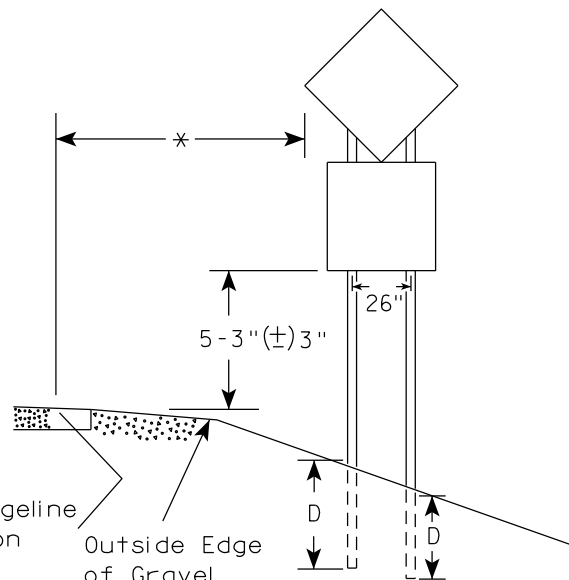
RURAL AREA (See Note 3)



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



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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.

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

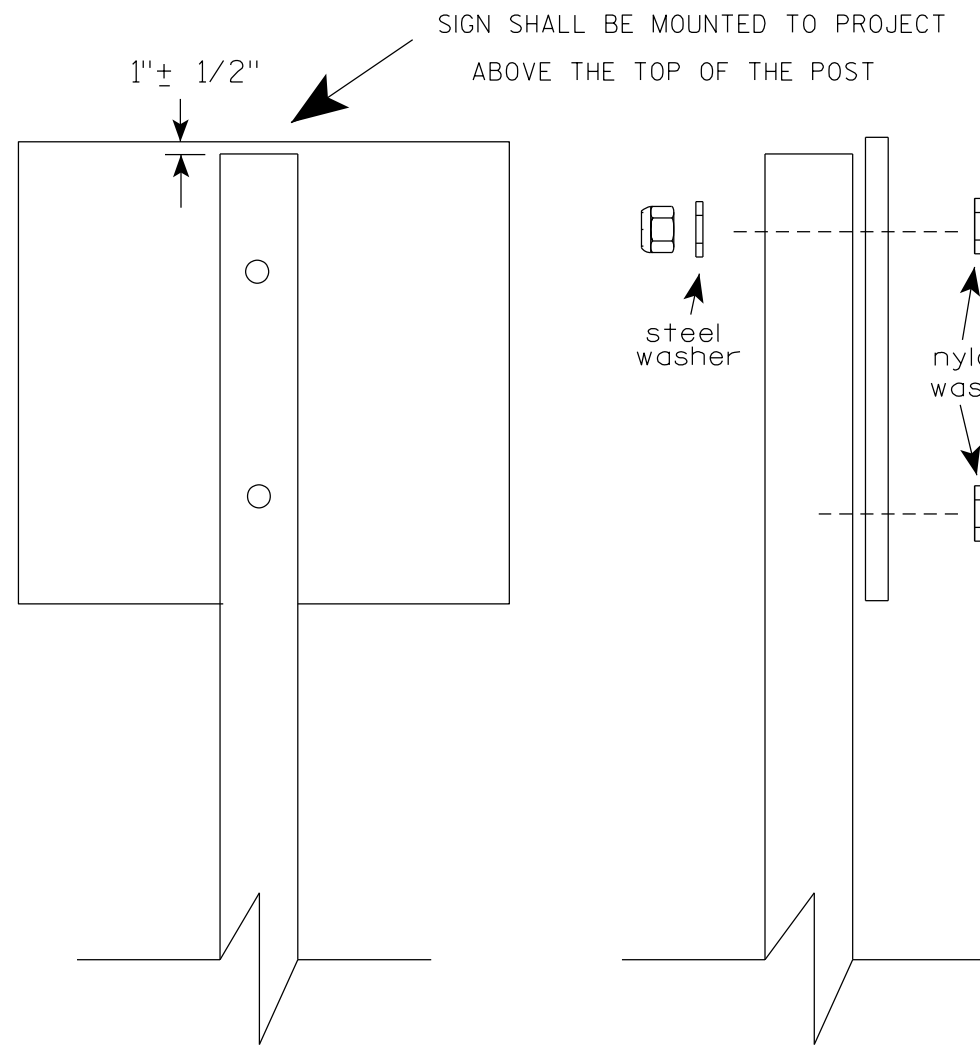
Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

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



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

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

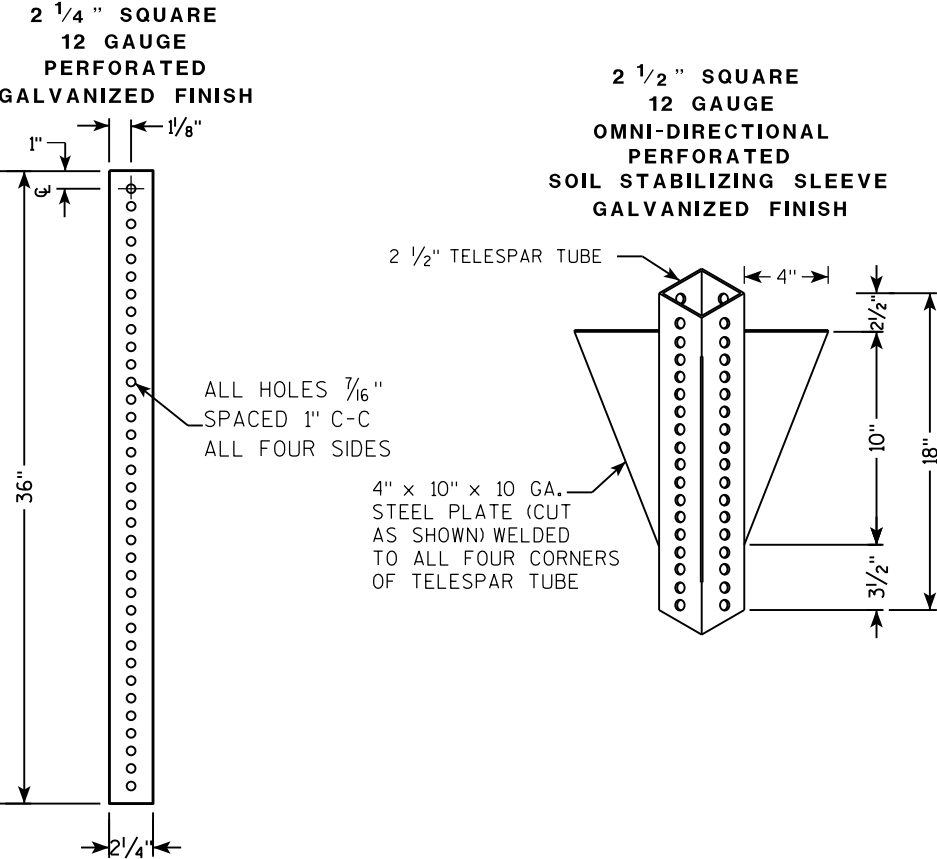
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

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

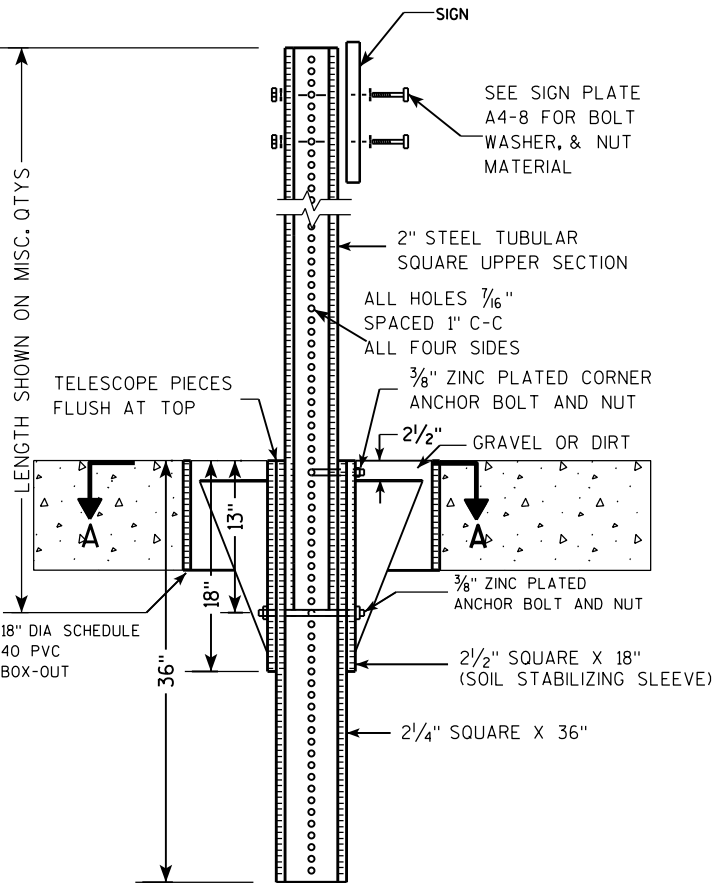
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

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

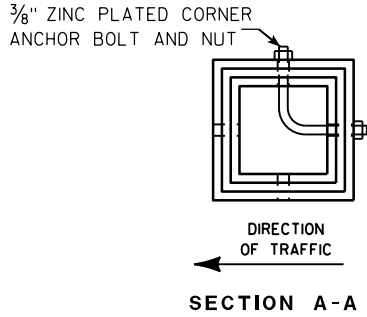
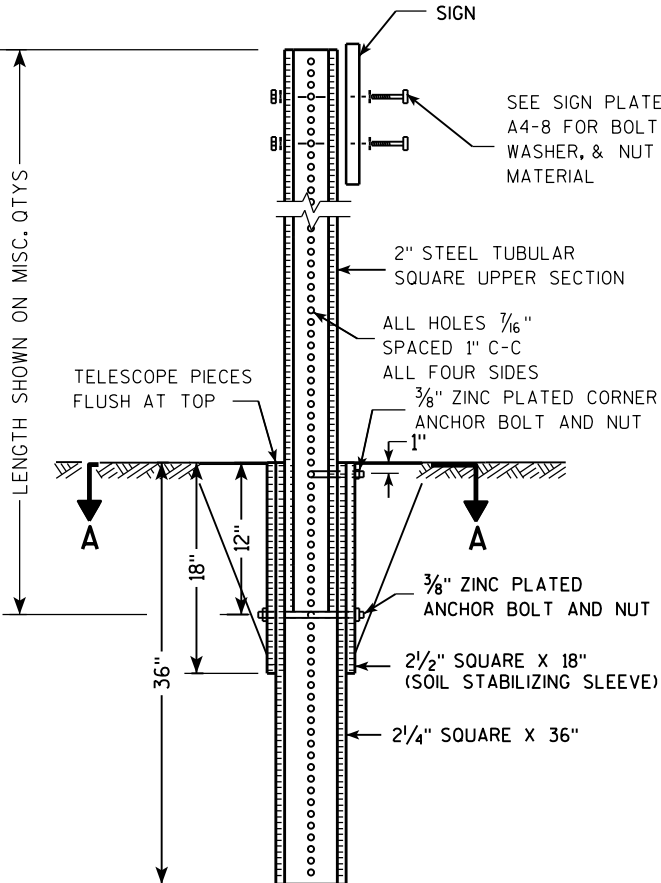
TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM



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



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



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

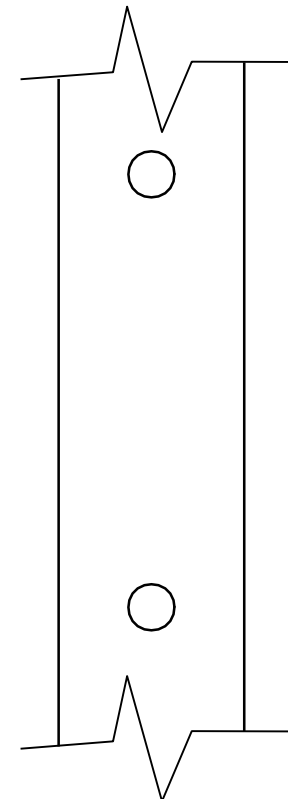
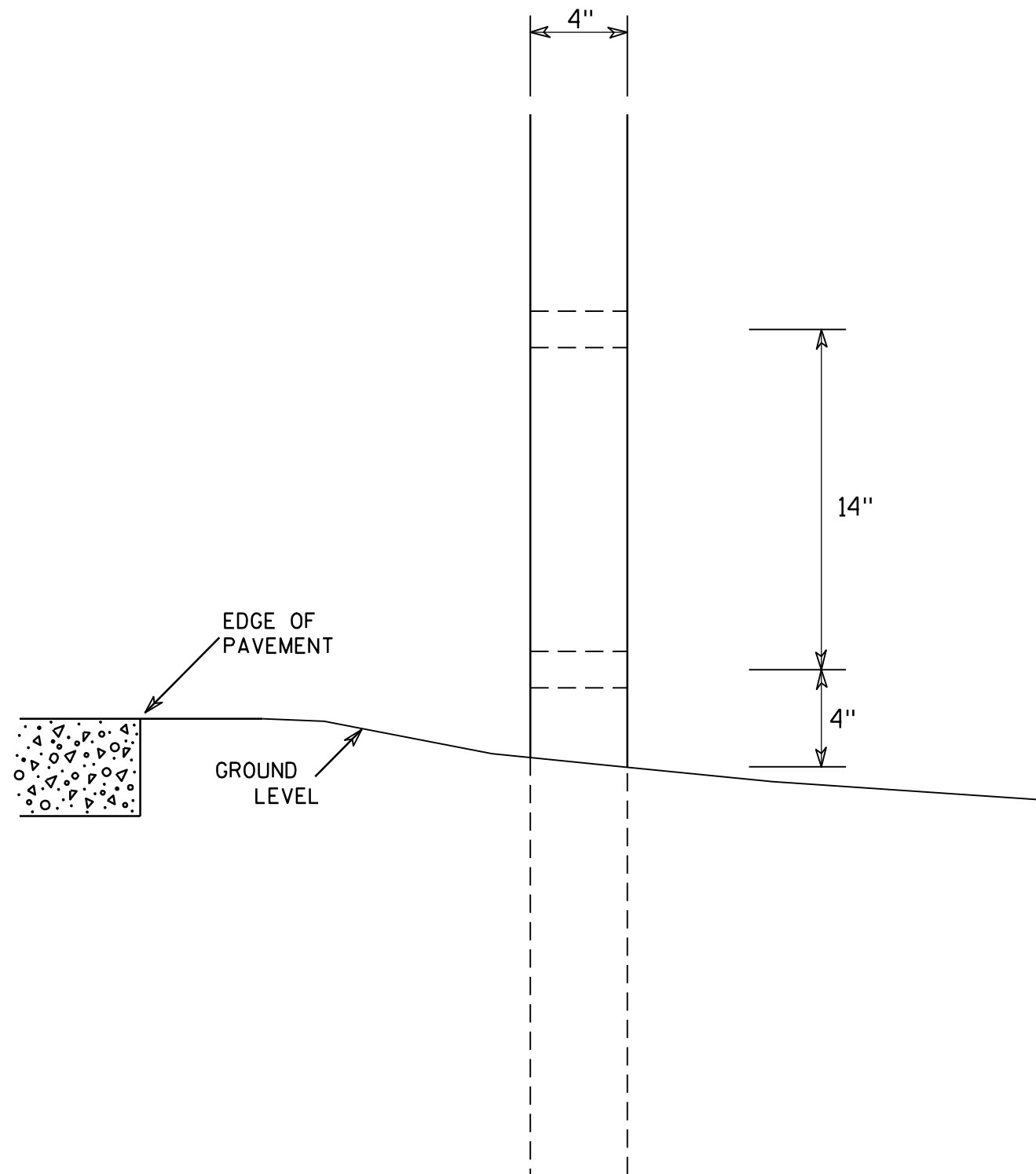
Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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



SIDE VIEW

GENERAL NOTES

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

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Chester J. Spang
for State Traffic Engineer

DATE 3/27/97

PLATE NO. A4-11.2

PROJECT NO:

HWY:

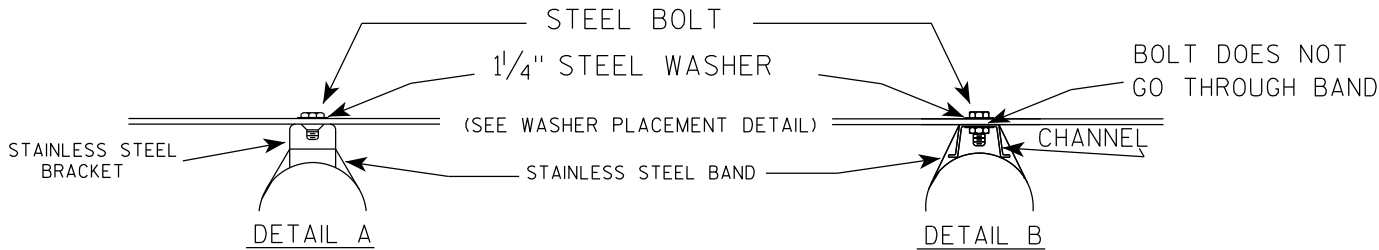
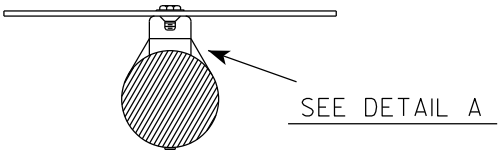
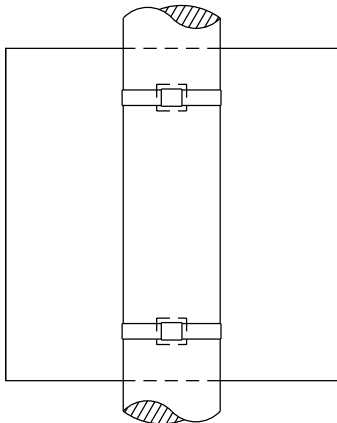
COUNTY:

SHEET NO:

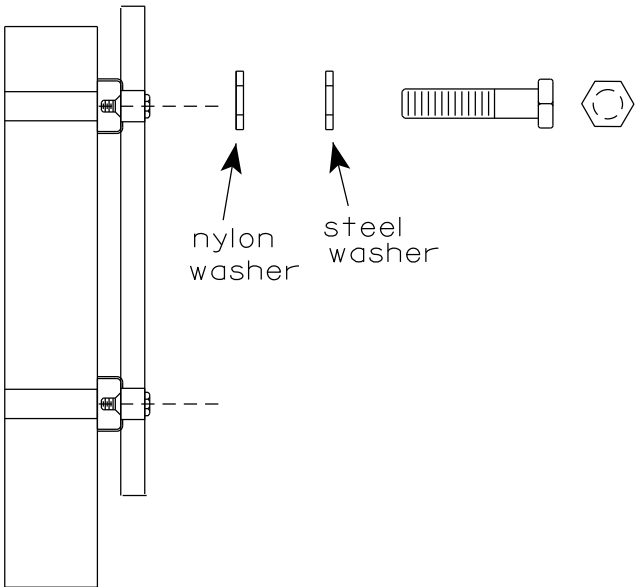
E

BANDING

SINGLE SIGN



WASHER PLACEMENT

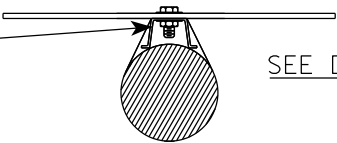
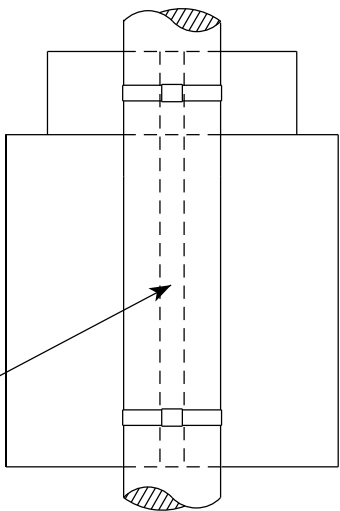


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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

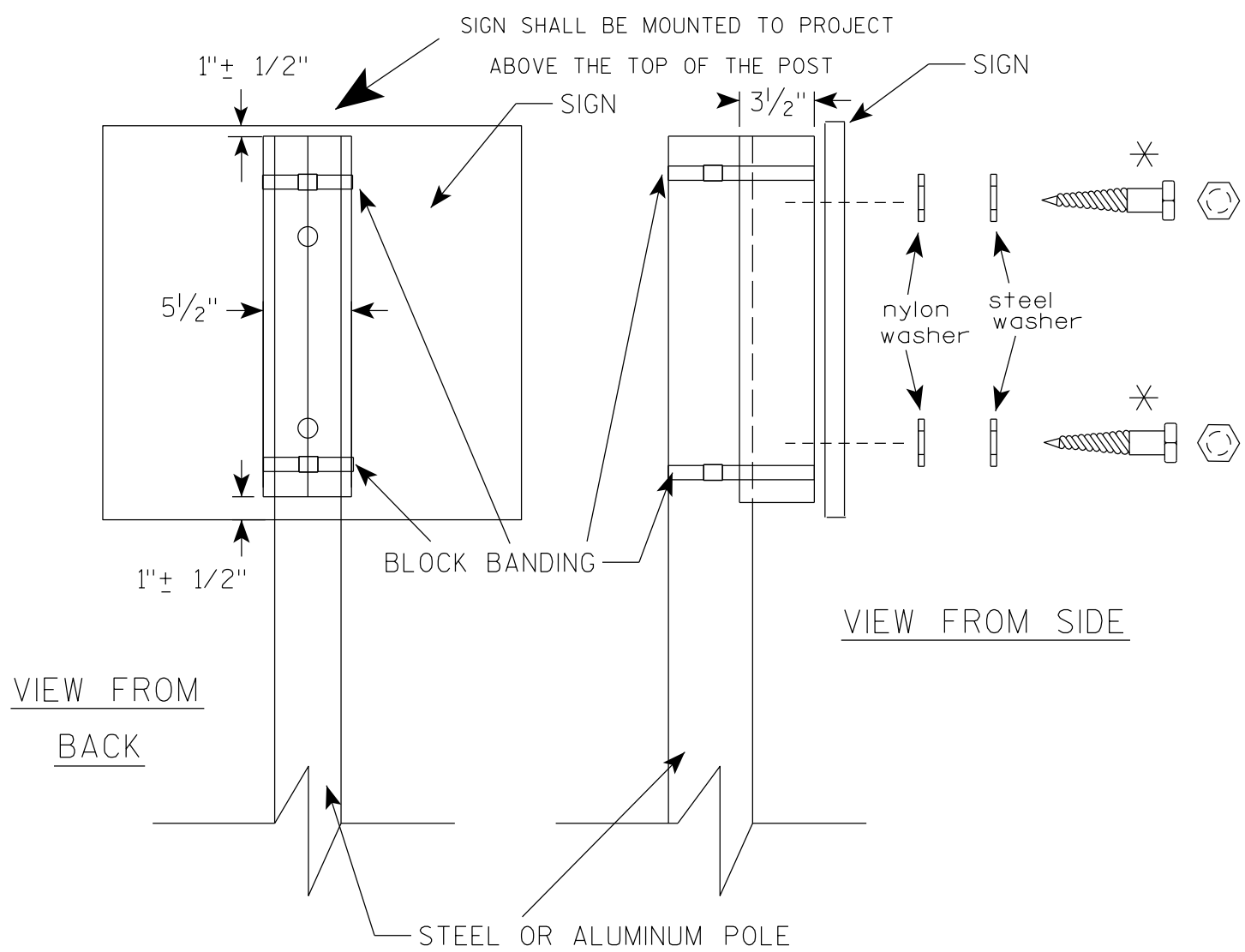


STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

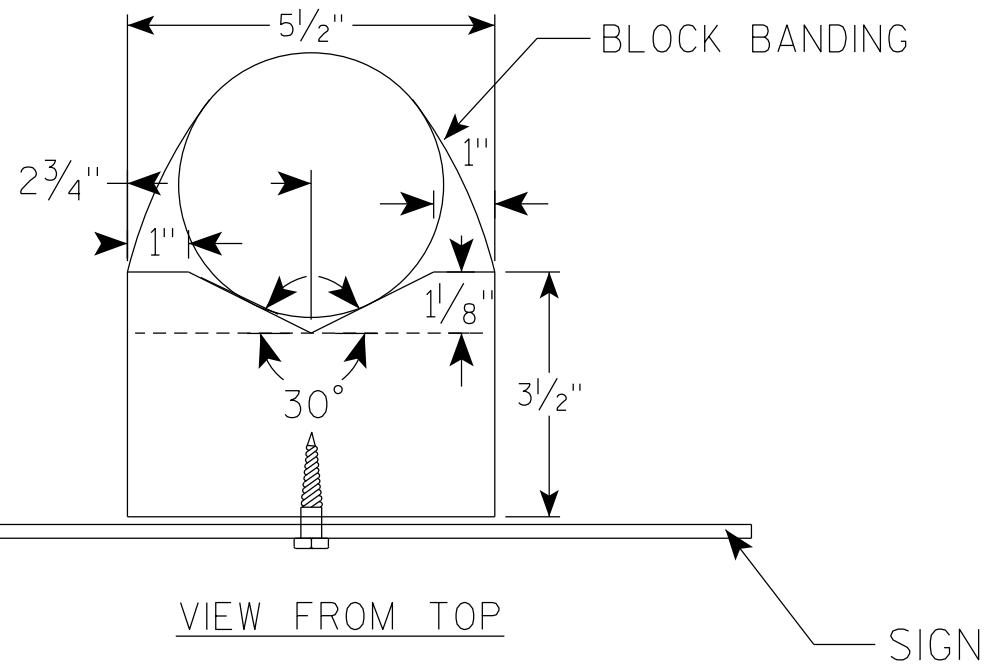
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

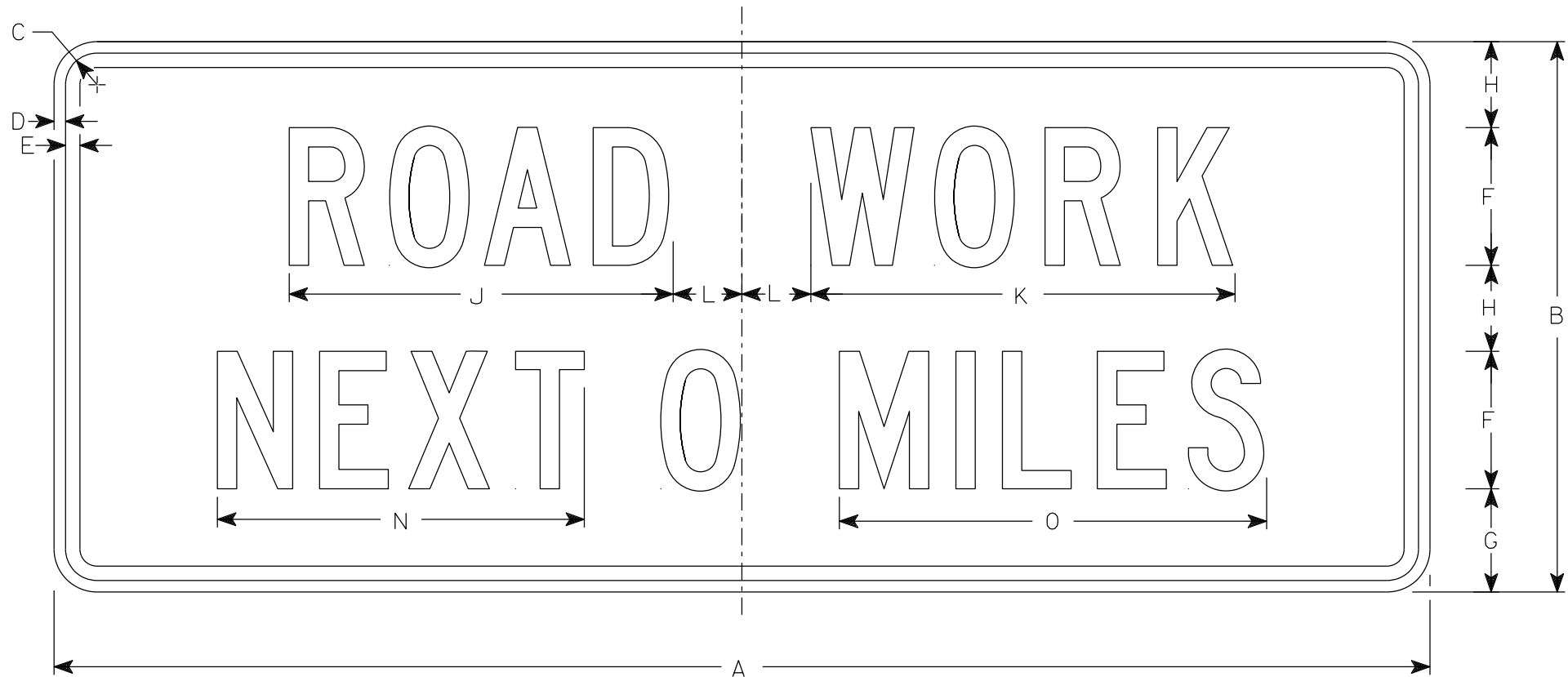
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO:

E

7



G20-1

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
 - Background - Orange
 - Message - Black
- 3. Message Series - C
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. Round distance to nearest whole Mile and substitute appropriate numerals and optically adjust spacing to achieve proper balance

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	24	1 7⁄8	1⁄2	5⁄8	6	4 1⁄2	3 3⁄4		16 3⁄4	18 1⁄2	3		16	18 5⁄8												10.0
2M	60	24	1 7⁄8	1⁄2	5⁄8	6	4 1⁄2	3 3⁄4		16 3⁄4	18 1⁄2	3		16	18 5⁄8												10.0
3	60	24	1 7⁄8	1⁄2	5⁄8	6	4 1⁄2	3 3⁄4		16 3⁄4	18 1⁄2	3		16	18 5⁄8												10.0
4	60	24	1 7⁄8	1⁄2	5⁄8	6	4 1⁄2	3 3⁄4		16 3⁄4	18 1⁄2	3		16	18 5⁄8												10.0
5	60	24	1 7⁄8	1⁄2	5⁄8	6	4 1⁄2	3 3⁄4		16 3⁄4	18 1⁄2	3		16	18 5⁄8												10.0

STANDARD SIGN

G20-1

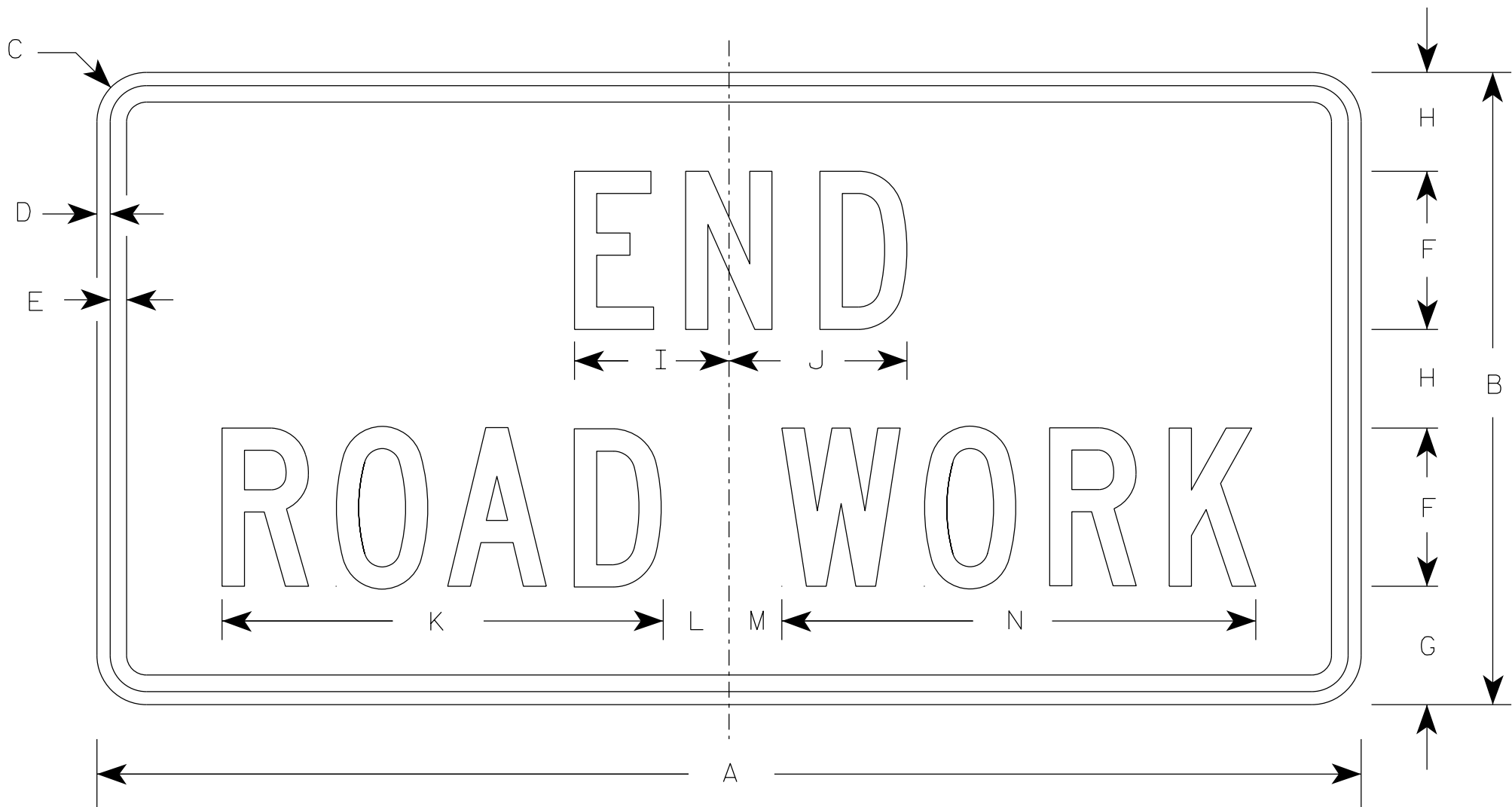
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-1.9

NOTES

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



G20-2A

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5
2	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
2M	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
3	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
4	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
5	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0

STANDARD SIGN

G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-2A.10

PROJECT NO:

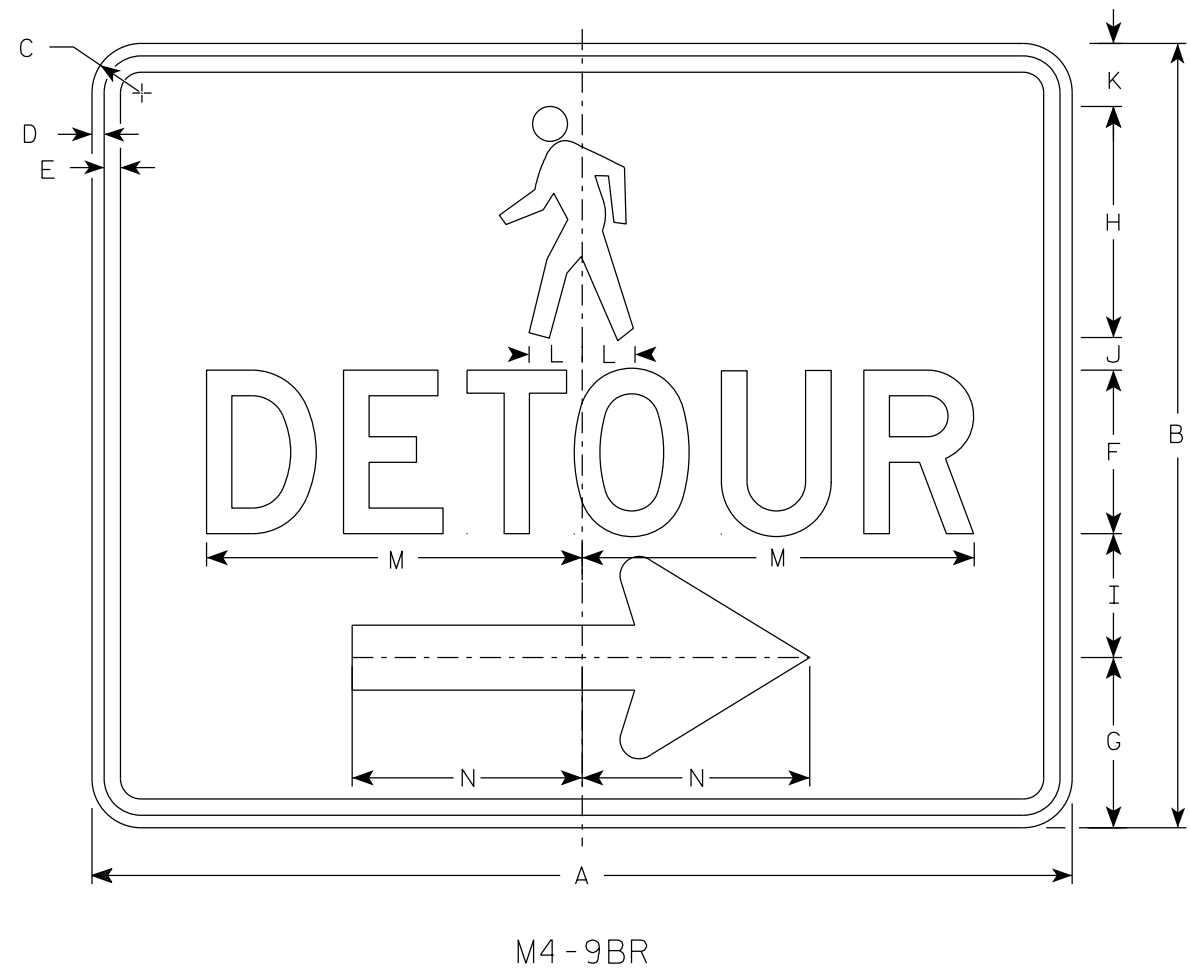
HWY:

COUNTY:

SHEET NO:

E

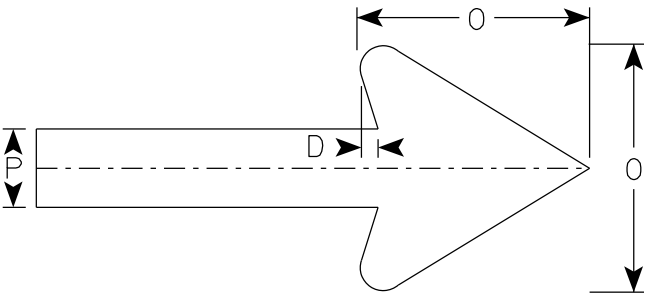
7



M4-9BR

NOTES

- 1. Sign is Type II-Type F Reflective
- 2. Color:
 - Background - Orange
 - Message - Black
- 3. Message Series - D
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. M4-9BL is the same as M4-9BR except the arrow is reversed.



Arrow Detail

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.0
2M	30	24	1 1/2	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.0
3																											
4																											
5																											

STANDARD SIGN

M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

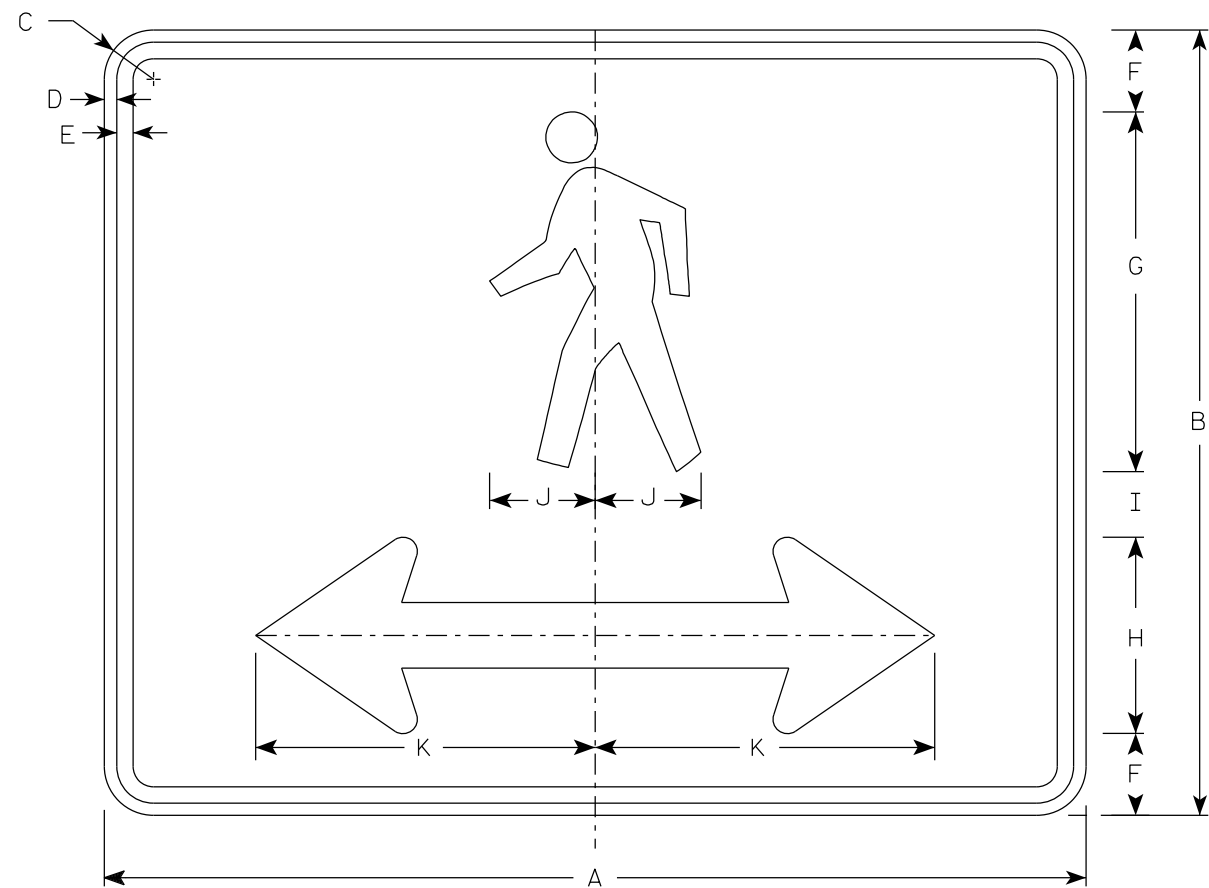
APPROVED *Matthew R. Rauch*

For State Traffic Engineer

DATE 2/9/2023

PLATE NO. M4-9B.4

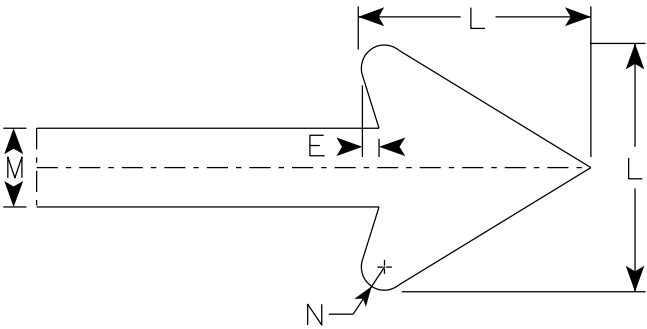
7



M4-60D

NOTES

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



Arrow Detail

7

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

PROJECT NO:

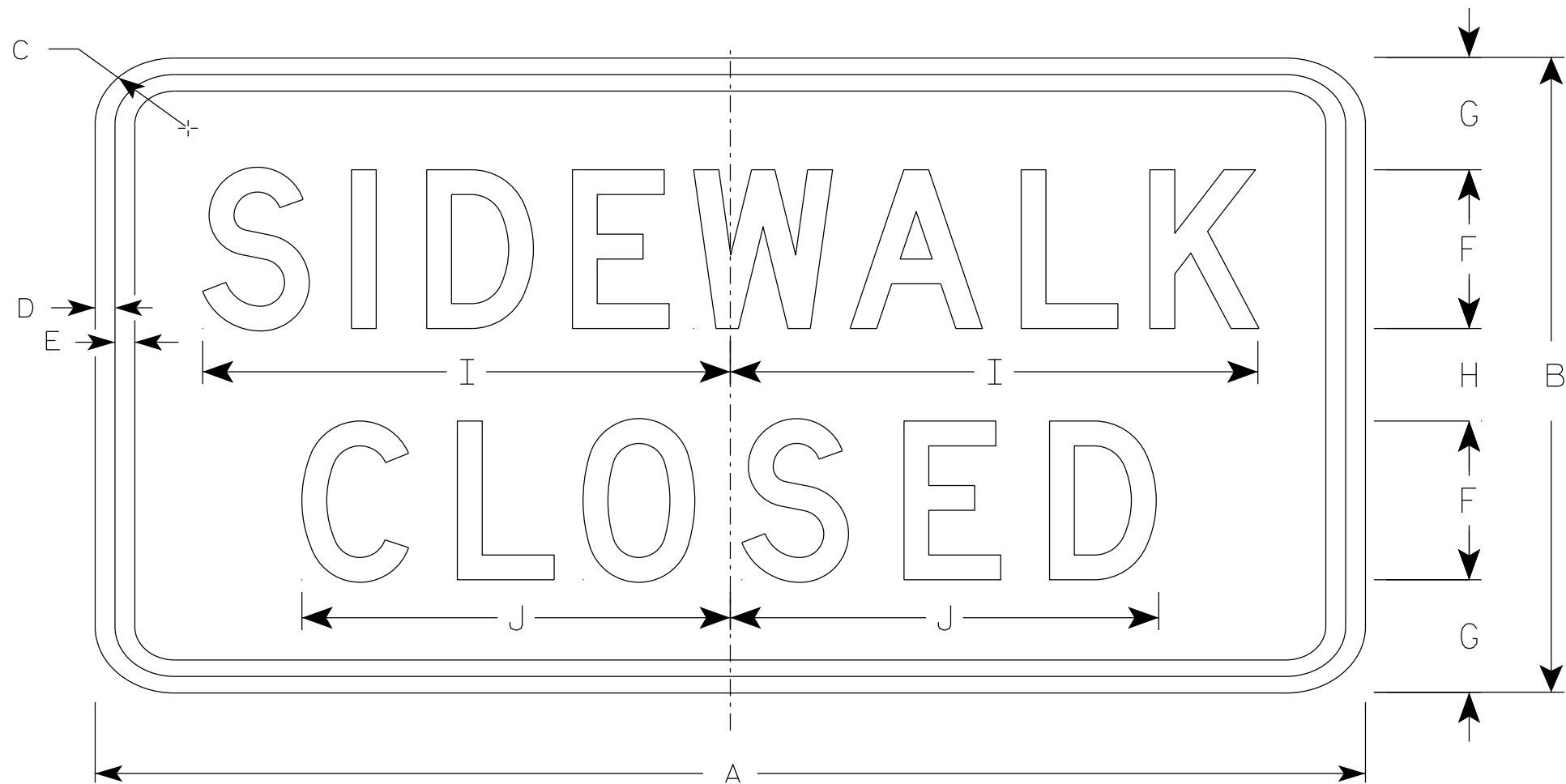
HWY:

COUNTY:

SHEET NO:

E

7



R9-9

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
 - Background - White
 - Message - Black
- 3. Message Series - C
- 4. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

7

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

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E

STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

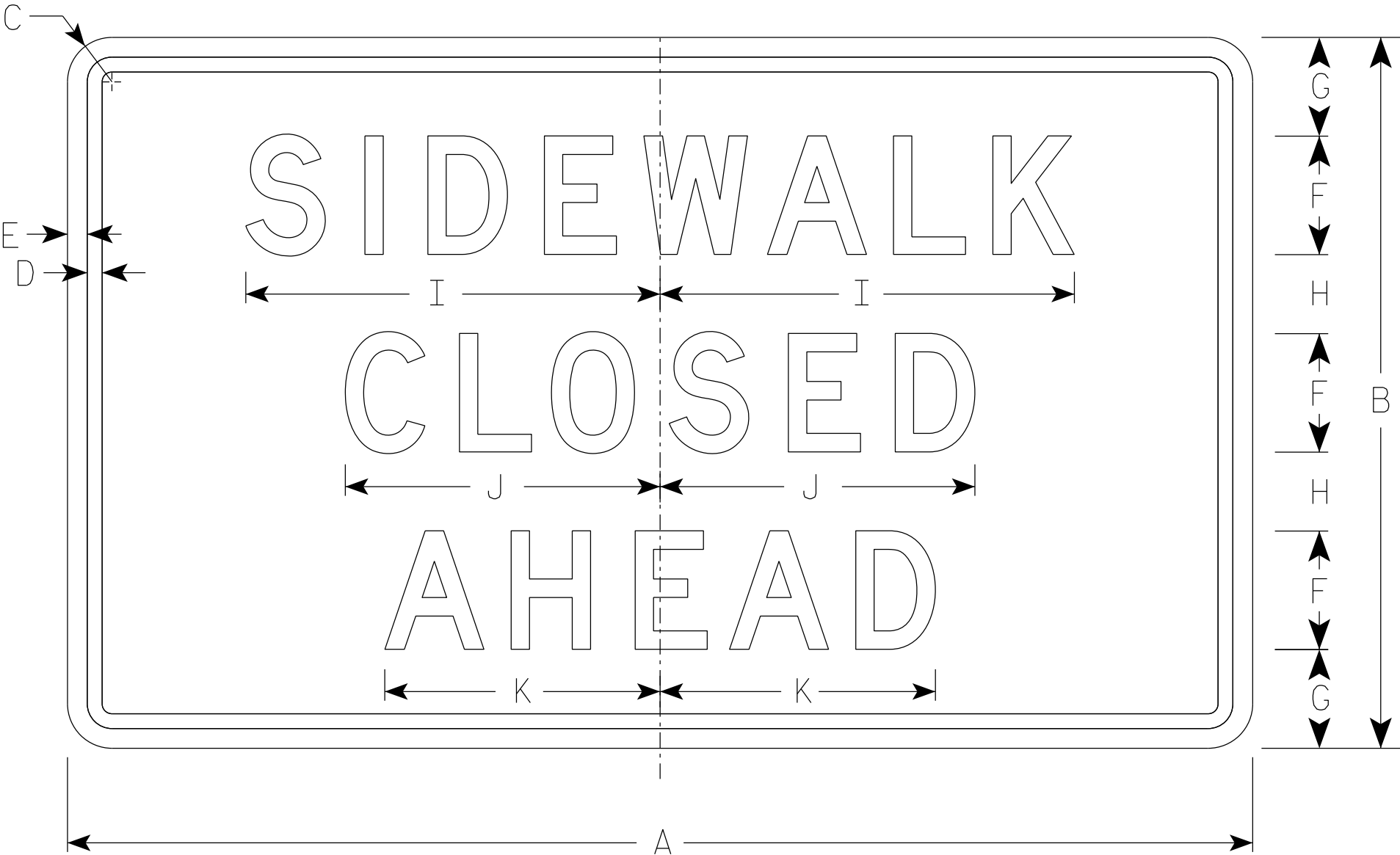
DATE 1/24/24 PLATE NO. R9-9.7

NOTES

1. Sign is Type II - Type H Reflective
2. Color:

Background - White

Message - Black
3. Message Series - D



R9-9A

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

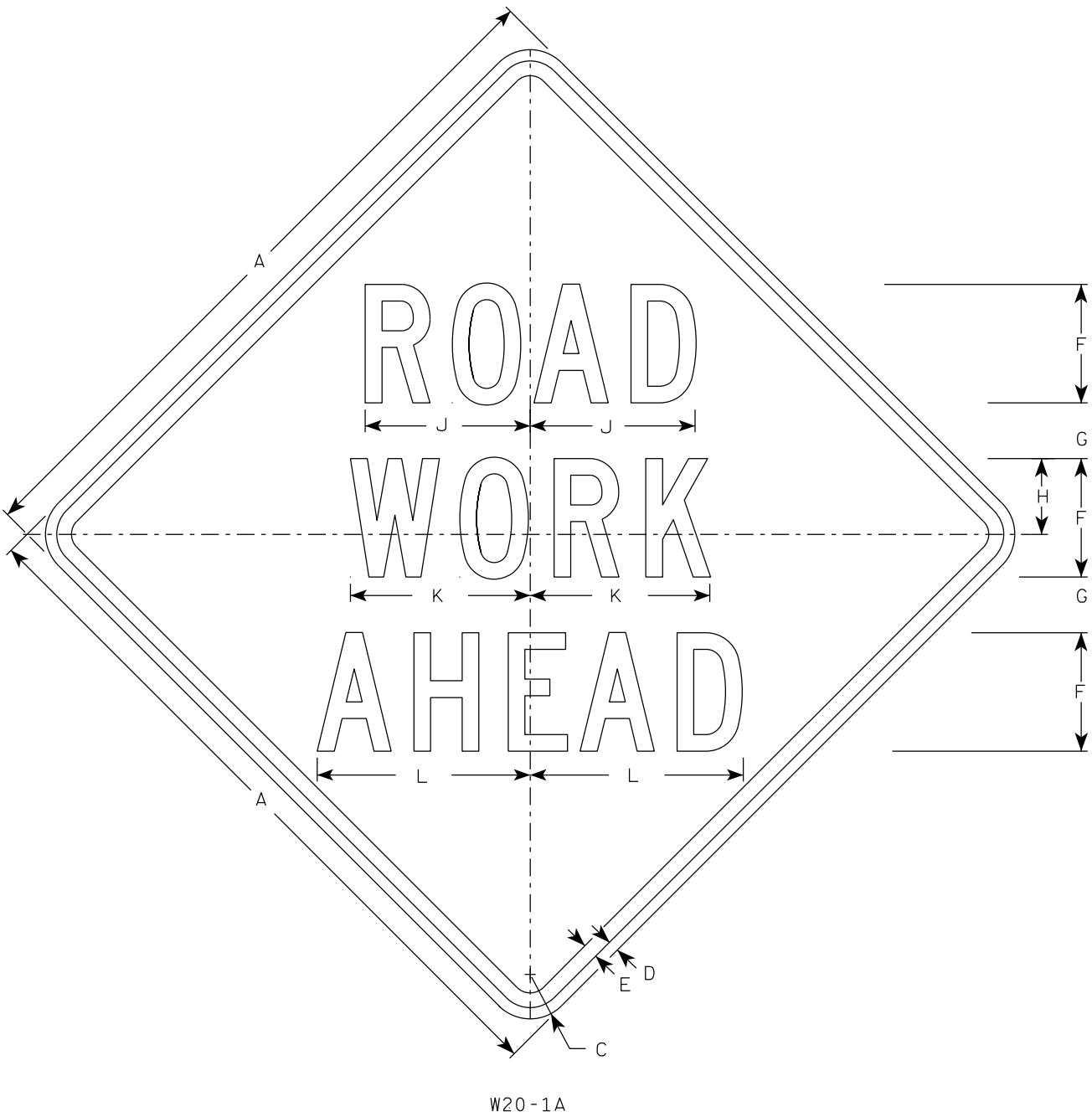
PROJECT NO:

HWY:

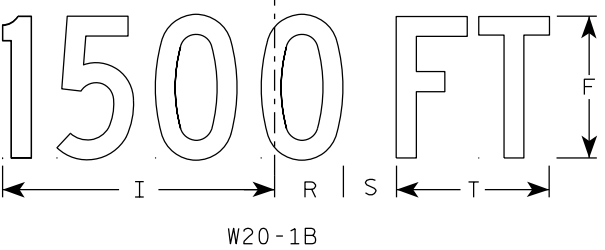
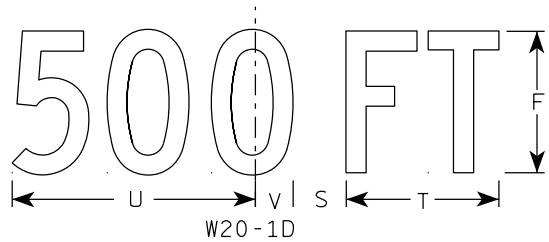
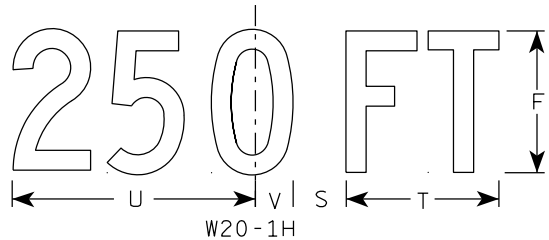
COUNTY:

SHEET NO:

E

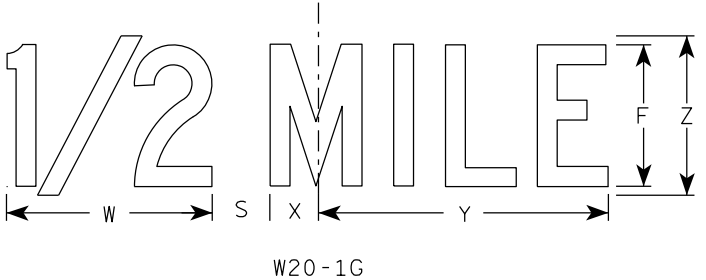


W20-1A

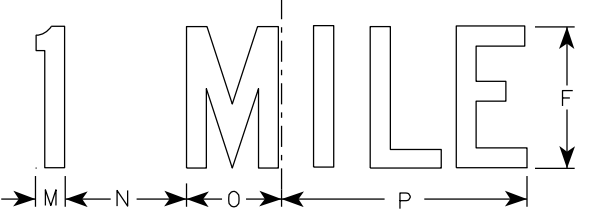


W20-1B

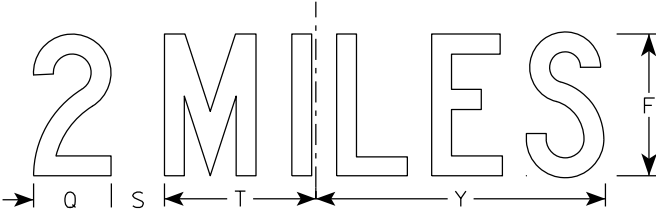
- NOTES
1. Sign is Type II - Type F Reflective
 2. Color:
Background - Orange
Message - Black
 3. Message Series - C
 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



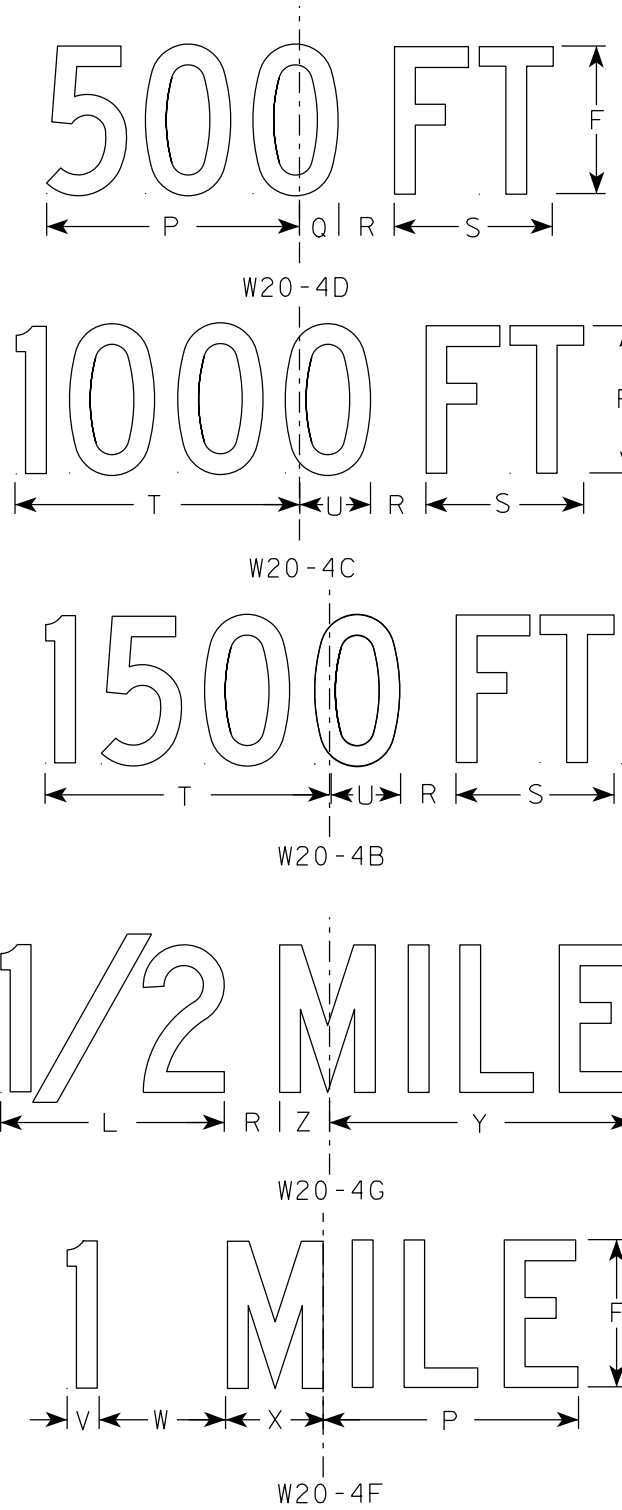
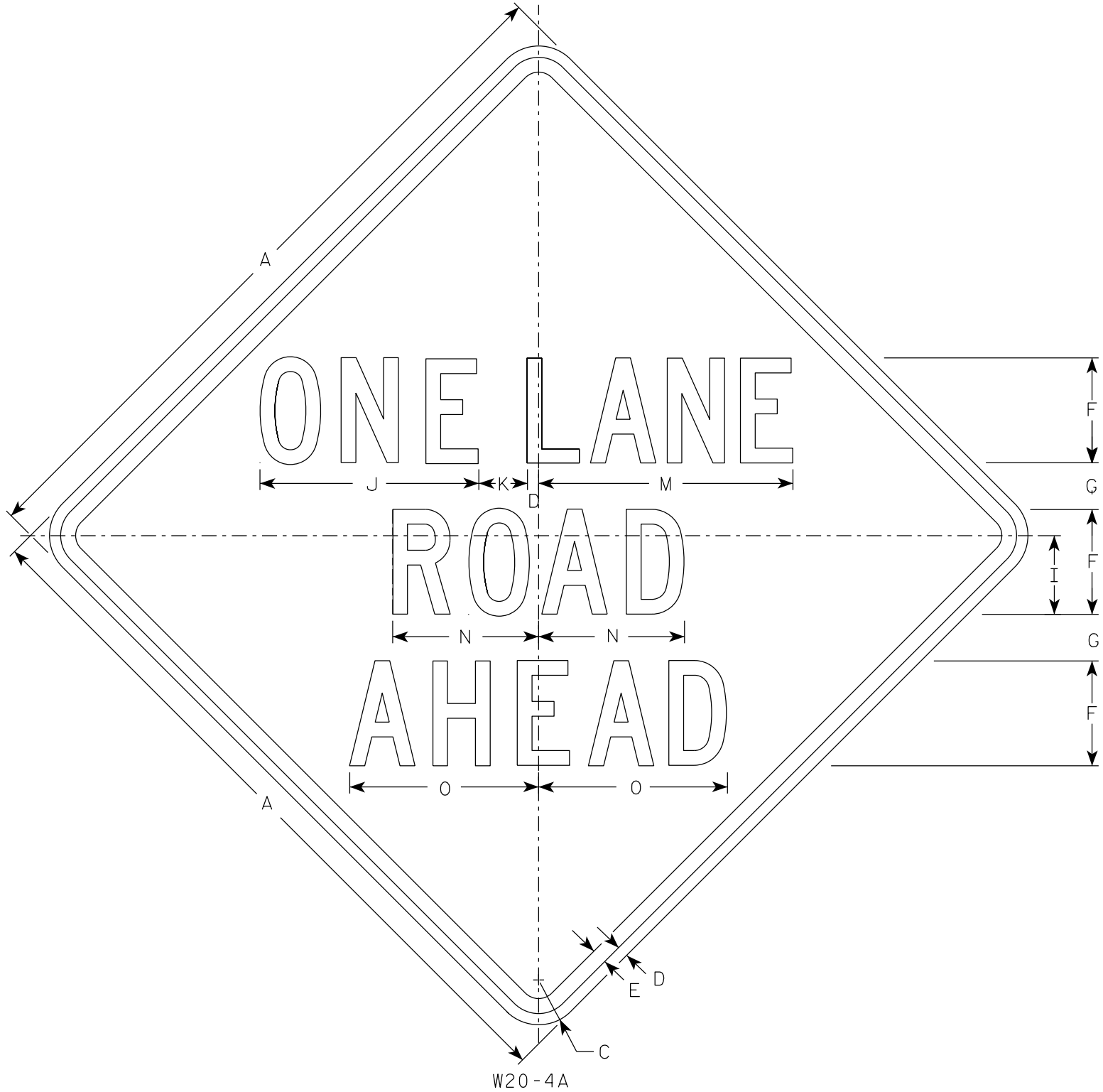
W20-1F



W20-1E

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

7



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

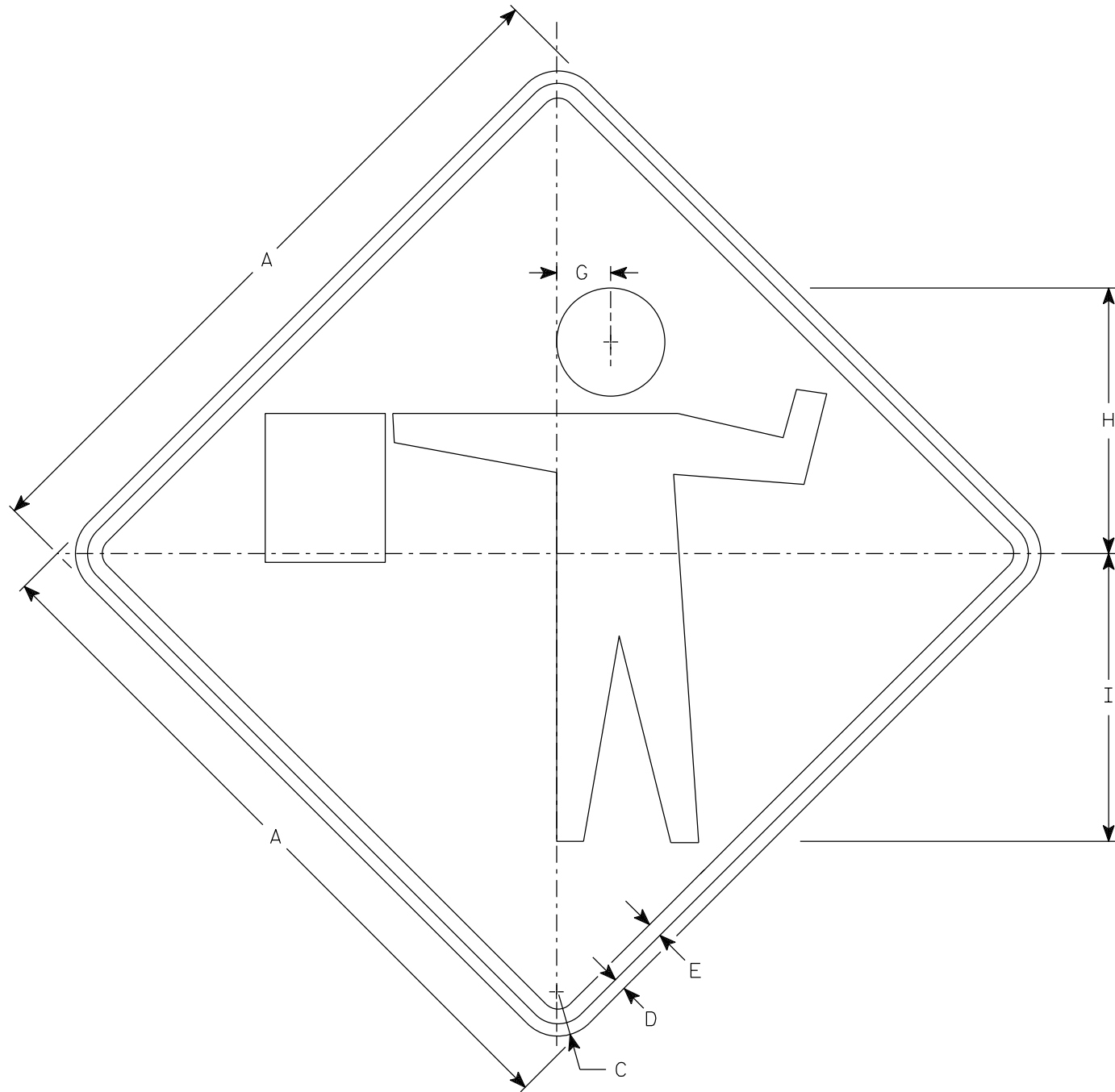
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	2 3/8	6	3 3/4	10 3/8	2 3/8	8	13 1/2	7	8 7/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
3	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
4	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
5	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-4A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-4.10



W20-7A

NOTES

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

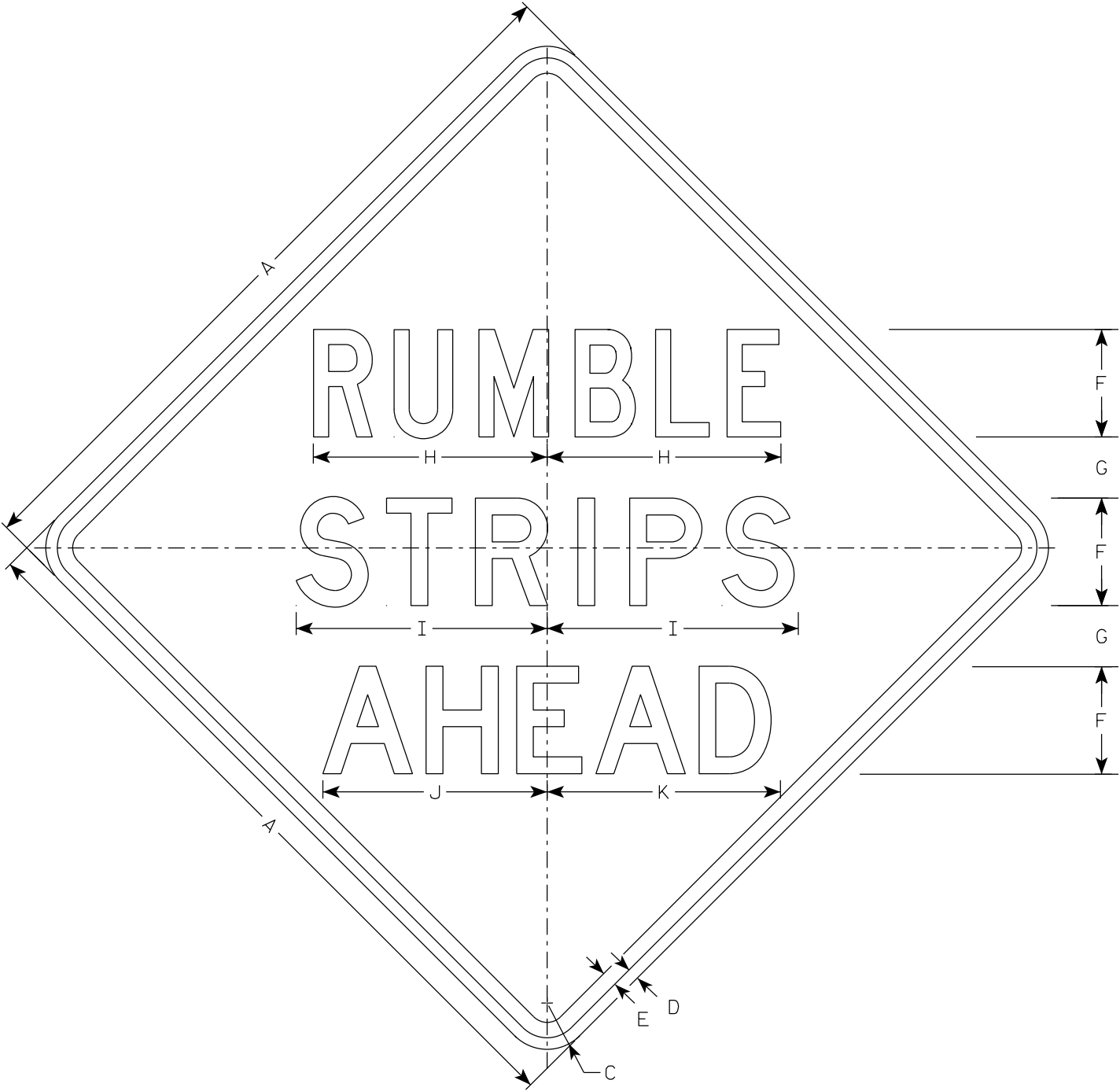
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4		2 3/4	13 1/2	14 5/8																		9.0
2S	48		3	3/4	1		3 3/4	18	19 1/2																		16.0
2M	48		3	3/4	1		3 3/4	18	19 1/2																		16.0
3	48		3	3/4	1		3 3/4	18	19 1/2																		16.0
4	48		3	3/4	1		3 3/4	18	19 1/2																		16.0
5	48		3	3/4	1		3 3/4	18	19 1/2																		16.0

STANDARD SIGN
W20-7A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-7A.6



W21-65

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
Background - Orange
Message - Black
3. Message Series - see note 4
4. Line 1 is Series C
Lines 2 and 3 are Series D

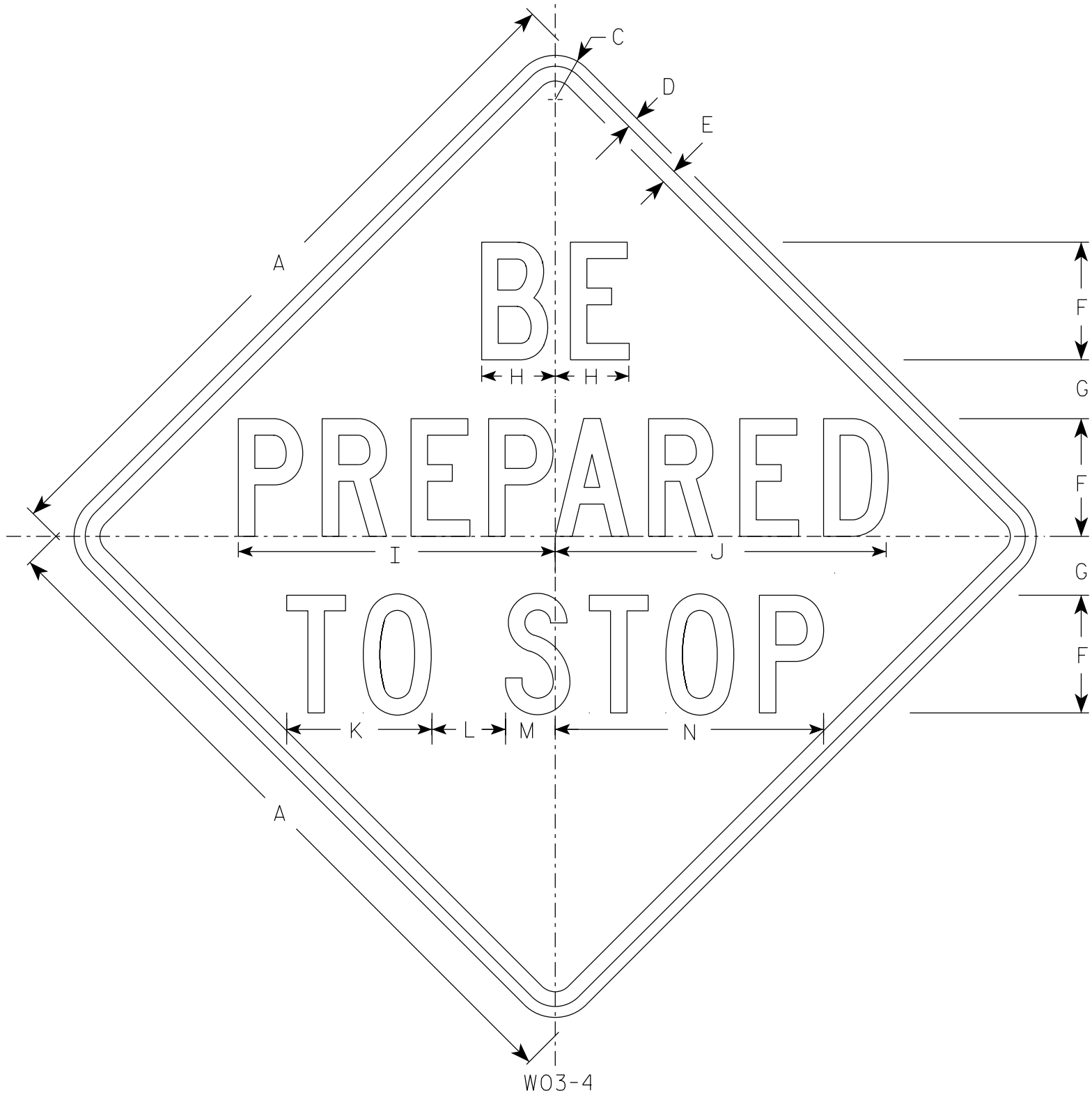
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	3 1/4	10 7/8	11 5/8	11	11 5/8																9.0
2S	48		3	3/4	1	7	4	15 1/4	16 3/8	14 5/8	15 1/4																16.0
2M	48		3	3/4	1	7	4	15 1/4	16 3/8	14 5/8	15 1/4																16.0
3	48		3	3/4	1	7	4	15 1/4	16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

STANDARD SIGN
W21-65

WISCONSIN DEPT OF TRANSPORTATION
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/17/2024 PLATE NO. W21-65.2

7



NOTES

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

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	1/2	5/8	6	2 1/2	3 3/4	15 7/8	16 7/8	7 3/8	4	2 3/8	13 3/4													9.0
2S	48		3	3/4	1	8	4	5	21 1/2	22 1/2	9 7/8	5	3 3/8	18 1/4													16.0
2M	48		3	3/4	1	8	4	5	21 1/2	22 1/2	9 7/8	5	3 3/8	18 1/4													16.0
3	48		3	3/4	1	8	4	5	21 1/2	22 1/2	9 7/8	5	3 3/8	18 1/4													16.0
4	48		3	3/4	1	8	4	5	21 1/2	22 1/2	9 7/8	5	3 3/8	18 1/4													16.0
5	48		3	3/4	1	8	4	5	21 1/2	22 1/2	9 7/8	5	3 3/8	18 1/4													16.0

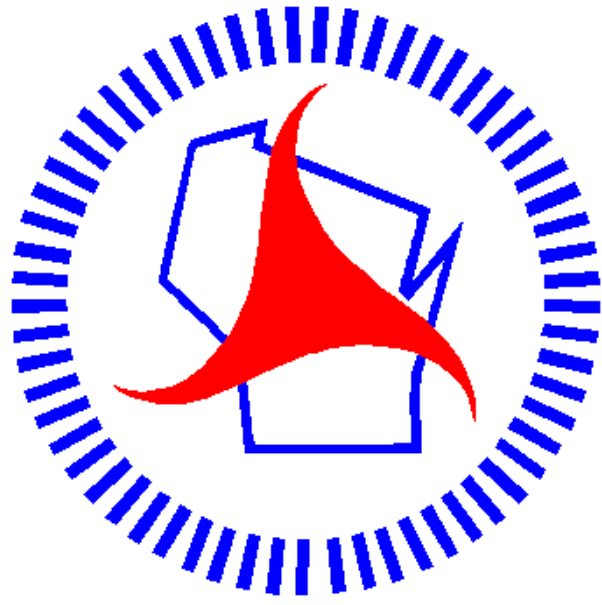
STANDARD SIGN
W03-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. W03-4.2

Notes



Wisconsin Department of Transportation

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