

MAD

PROJECT ID:

5996-01-72

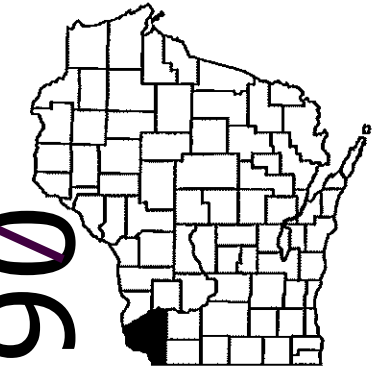
COUNTY:

GRANT

MAY 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 = 110



DESIGN DESIGNATION	5996-01-02
A.A.D.T. (2025)	= 700
A.A.D.T. (2045)	= 740
D.H.V.	= 50
D.D.	= 60/40
T.	= 15.4%
DESIGN SPEED	= 25 MPH
ESALS	= 153,300

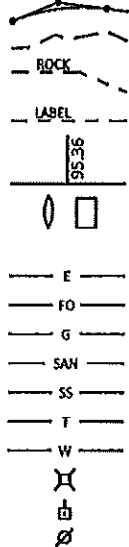
CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

CITY OF PLATTEVILLE, CAMP STREET

LANCASTER STREET TO ELM STREET

LOCAL STREET
GRANT COUNTY

STATE PROJECT NUMBER

5996-01-72

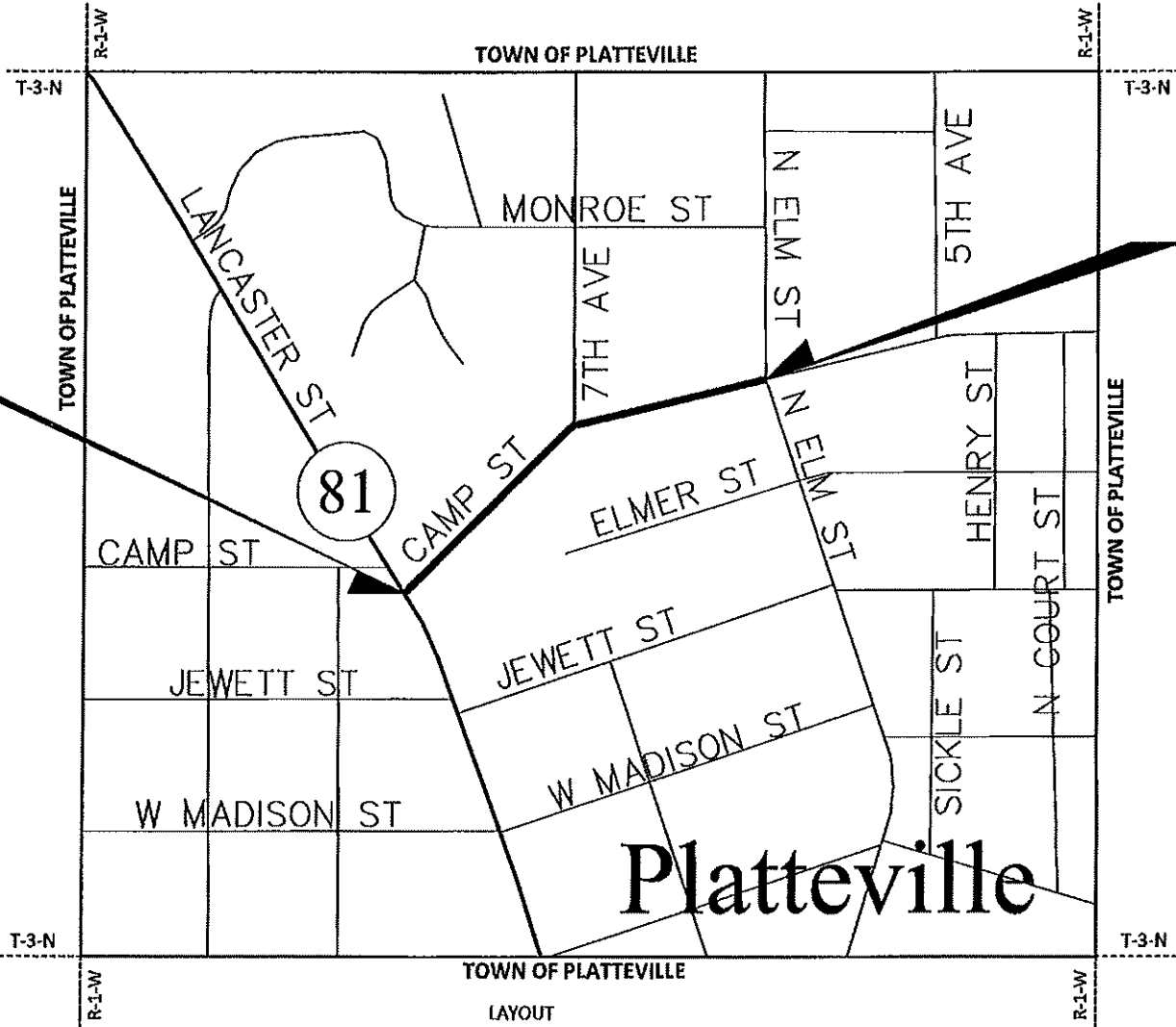
BEGIN PROJECT

STA. 10+18.71

Y = 485,230.18
X = 879,999.41

END PROJECT

STA. 21+73.11



LAYOUT
SCALE 0 0.5 MI
TOTAL NET LENGTH OF CENTERLINE = 0.219 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, GRANT COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES.

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988, NAVD88 (2012).

STATE PROJECT

5996-01-72

FEDERAL PROJECT

PROJECT

WISC 2025493

CONTRACT

1

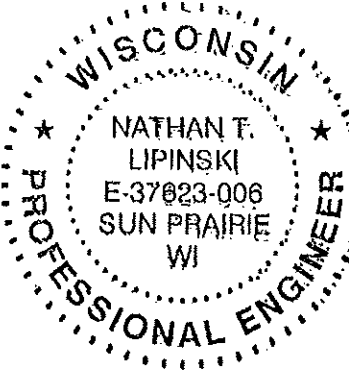
CITY of PLATTEVILLE

1/17/2025 *Howard B. Crisp*
(Date) (Public Works Director)

ORIGINAL PLANS PREPARED BY

JEWELL
associates engineers, inc.

Engineers - Architects - Surveyors



DATE 1/17/25 *Nathan Lipinski*
(Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	JEWELL ASSOCIATES ENGINEERS, INC.
Designer	JEWELL ASSOCIATES ENGINEERS, INC.
Project Manager	JOSH SCHOENMANN, P.E.
Regional Examiner	SW REGION
Regional Supervisor	KYLE HEMP, P.E.

APPROVED FOR THE DEPARTMENT

DATE 1/22/2025 *[Signature]*
(Signature)

GENERAL NOTES

THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE THEIR CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.

NO TREES OR SHRUBS ARE TO BE REMOVED UNLESS SUCH TREES OR SHRUBS HAVE FIRST BEEN INDICATED FOR REMOVAL BY THE ENGINEER IN THE FIELD.

EROSION CONTROL ITEMS IN THE MISCELLANEOUS QUANTITIES ARE SUGGESTED. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD. MAINTAIN EROSION CONTROL ITEMS UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY. DISTURBED AREAS SHOWN WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS ARE TO BE FERTILIZED (TYPE B), SEEDED (USE SEED MIX NO. 40), AND EROSION MATTED (EROSION MAT URBAN CLASS I TYPE A) AS DIRECTED BY THE ENGINEER.

WHEN THE QUANTITY OF THE ITEM OF SELECT CRUSHED MATERIAL, BASE AGGREGATE DENSE, OR HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS OF THE COURSE SHOWN ON THE PLANS IS APPROXIMATE, AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER IN THE FIELD.

REMOVAL OF ASPHALTIC SURFACES WHERE AN ABUTTING ASPHALTIC SURFACE IS TO REMAIN IN PLACE SHALL REQUIRE A VERTICAL EDGE MEETING THE APPROVAL OF THE ENGINEER IN THE FIELD.

HMA PAVEMENT QUANTITIES WERE CALCULATED USING 112 LB/SY/IN.

3.75-INCHES OF HMA 4 LT 58-28 S PAVEMENT SHALL BE CONSTRUCTED WITH A 2-INCH LOWER LAYER AND A 1.75-INCH UPPER LAYER.

PAVING LIMITS AT INTERSECTIONS ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

THE EXACT LOCATIONS AND LIMITS OF PRIVATE ENTRANCES, COMMERCIAL, AND FIELD ENTRANCES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

APPLY TACK COAT AT A RATE OF 0.05 GAL/SY BETWEEN LAYERS OF HMA PAVEMENT.

FILL EXPANSION IS VARIABLE AND IS ESTIMATED AT 25%.

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

CURVE DATA IS BASED ON THE ARC DEFINITION.

INLET AND OUTLET ELEVATIONS FOR CULVERT PIPES AS SHOWN ON THE PLANS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.

MISCELLANEOUS REMOVAL ITEMS REQUIRING RESTORATIONS OR CONCRETE OF ASPHALT DRIVEWAYS, CONCRETE DRIVEWAYS, OR SIDE ROADS/HIGHWAYS SHALL BE REMOVED TO AN EXISTING JOINT OR SAWED AS DETERMINED BY THE ENGINEER IN THE FIELD OR AS SHOWN ON THE PLANS.

ALL RADII DIMENSIONS ON THE PLAN FOR CURB AND GUTTER ARE TO THE FLANGE OF THE CURB AND GUTTER.

EXISTING SIDEWALK SHALL BE REMOVED TO AN EXISTING JOINT OR SAWED AS DETERMINED BY THE ENGINEER IN THE FIELD OR AS SHOWN ON THE PLANS.

STORM SEWER ELEVATIONS, LENGTHS, AND LOCATIONS AS SHOWN ON THE PLANS AND CROSS SECTIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS. ACCURACY OF INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

STORM SEWER OFFSET SHOWN IN PLANS ARE TO THE CENTER OF THE STORM SEWER STRUCTURE.

CONTACTS

WISCONSIN DEPARTMENT OF TRANSPORTATION:

WisDOT PROJECT MANAGER
2101 WRIGHT STREET
MADISON, WI 53704
ATTN: JOSH SCHOENMANN, P.E.
PH: (608) 246-5448
EMAIL: josh.shoenmann@dot.wi.gov

CITY OF PLATTEVILLE:

PLATTEVILLE PUBLIC WORKS DEPARTMENT
75 N. BONSON STREET, P.O. BOX 780
PLATTEVILLE, WI 53818
ATTN: HOWARD CROFOOT, P.E.
PH: (608) 348-9741
EMAIL: crofooth@platteville.org

DESIGN CONSULTANT:

JEWELL ASSOCIATES ENGINEERS, INC.
1001 FOURIER DRIVE
MADISON, WI 53717
ATTN: JEFF SMITH, P.E.
PH: (608) 459-6091
EMAIL: jeff.smith@jewellassoc.com

WDNR LIAISON:

STATE OF WISCONSIN
DNR FITCHBURG OFFICE
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
ATTN: ANDY BARTA
PH: (608) 235-2955
EMAIL: andrew.barta@wisconsin.gov

UTILITIES

ELECTRICITY

ALLIANT ENERGY
ATTN: CURTIS VACHA
490 SHAKERAG ST
MINERAL POINT, WI 53565
PH: (608) 341-9623
EMAIL: curtisvacha@alliantenergy.com

GAS

ALLIANT ENERGY
ATTN: CURTIS VACHA
490 SHAKERAG ST
MINERAL POINT, WI 53565
PH: (608) 341-9623
EMAIL: curtisvacha@alliantenergy.com

SEWER/WATER

CITY OF PLATTEVILLE
ATTN: RYAN KOWALSKI
75 N BONSON ST
PO BOX 780
PLATTEVILLE, WI 53818
PH: (608) 778-4701
EMAIL: kowalskir@platteville.org

COMMUNICATION LINE

BRIGHTSPEED
ATTN: DOUG MCGOWAN
135 NORTH BONSON STREET
PLATTEVILLE, WI 53818
PH: (608) 342-4316
EMAIL: dougmcgowan1@brightspeed.com

SPECTRUM (F/K/A CCI SYSTEMS)
ATTN: NEIL HUNTAMER
315 KING ST
DODGEVILLE, WI 53556
PH: (608) 709-1545
EMAIL: neil.huntamer@charter.com

PLATTEVILLE COMMUNITY AREA NETWORK
ATTN: DAN DARGEL
1 UNIVERSITY PLAZA
001 GARDNER HALL
PLATTEVILLE, WI 53818
PH: (608) 342-1734
EMAIL: dargel@uwplatt.edu

WIN, LLC
ATTN: TODD ELLICKSON
4955 BULLIS FARM RD
EAU CLAIRE, WI 54701
PH: (608) 852-4072
EMAIL: todd.ellickson@wintechology.com

LIST OF STANDARD ABBREVIATIONS

ABUT	Abutment	INV	Invert	RDWY	Roadway
AC	Acre	IP	Iron Pipe or Pin	SALV	Salvaged
AGG	Aggregate	IRS	Iron Rod Set	SAN S	Sanitary Sewer
AH	Ahead	JT	Joint	SEC	Section
<	Angle	JCT	Junction	SHLDR	Shoulder
ASPH	Asphaltic	LHF	Left-Hand Forward	SHR	Shrinkage
AVG	Average	L	Length of Curve	SDWLK	Sidewalk
ADT	Average Daily Traffic	LIN FT	Linear Foot	S	South
BAD	Base Aggregate Dense	or LF		SQ	Square
BK	Back	LC	Long Chord of Curve	SF or SQ FT	Square Feet
BF	Back Face	MH	Manhole	SV or SQ YD	Square Yard
BM	Bench Mark	MB	Mailbox	STD	Standard
BR	Bridge	ML or M/L	Match Line	SDD	Standard Detail Drawings
C or C/L	Center Line	N	North	STH	State Trunk Highways
CC	Center to Center	Y	North Grid Coordinate	STA	Station
C.E.	Commercial Entrance	OD	Outside Diameter	SS	Storm Sewer
CTH	County Trunk Highway	PLE	Permanent Limited Easement	SG	Subgrade
CR	Creek	PT	Point	SE	Superelevation
CR	Crushed	PC	Point of Curvature	SL or S/L	Survey Line
CY or CU YD	Cubic Yard	PI	Point of Intersection	SV	Septic Vent
CP	Culvert Pipe	PRC	Point of Reverse Curvature	T	Tangent
C & G	Curb and Gutter			TEL	Telephone
D	Degree of Curve	PT	Point of Tangency	TEMP	Temporary
DHV	Design Hour Volume	POC	Point On Curve	TI	Temporary Interest
DIA	Diameter	POT	Point on Tangent	TLE	Temporary Limited Easement
E	East	PVC	Polyvinyl Chloride		
X	East Grid Coordinate	PCC	Portland Cement Concrete	t	Ton
ELEC	Electric (al)			T or TN	Town
EL or ELEV	Elevation	LB	Pound	TRANS	Transition
ESALS	Equivalent Single Axle Loads	PSI	Pounds Per Square Inch	TL or T/L	Transit Line
		P.E.	Private Entrance	T	Trucks (percent of)
EBS	Excavation Below Subgrade	R	Radius	TYP	Typical
		RR	Railroad	UNCL	Unclassified
FF	Face to Face	R	Range	UG	Underground Cable
F.E.	Field Entrance	RL or R/L	Reference Line	USH	United States Highway
F	Fill	RP	Reference Point	VAR	Variable
FG	Finished Grade	RCCP	Reinforced Concrete Culvert Pipe	V	Velocity or Design Speed
FL or F/L	Flow Line			VERT	Vertical
FT	Foot	REQD	Required	VC	Vertical Curve
FTG	Footing	RES	Residence or Residential	VOL	Volume
GN	Grid North	RW	Retaining Wall	WM	Water Main
HT	Height	RT	Right	WV	Water Valve
CWT	Hundredweight	RHF	Right-Hand Forward	W	West
HYD	Hydrant	R/W	Right-of-Way	WB	Westbound
INL	Inlet	RD	Road	YD	Yard
ID	Inside Diameter	R	River		

ORDER OF SECTION 2 SHEETS:

- GENERAL NOTES
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- CURB RAMP DETAILS
- INTERSECTION DETAILS
- STORM SEWER DETAILS
- EROSION CONTROL
- PERMANENT SIGNING AND PAVEMENT MARKING PLAN
- TRAFFIC CONTROL
- ALIGNMENT DIAGRAM

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA= 1.40 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 1.36 ACRES



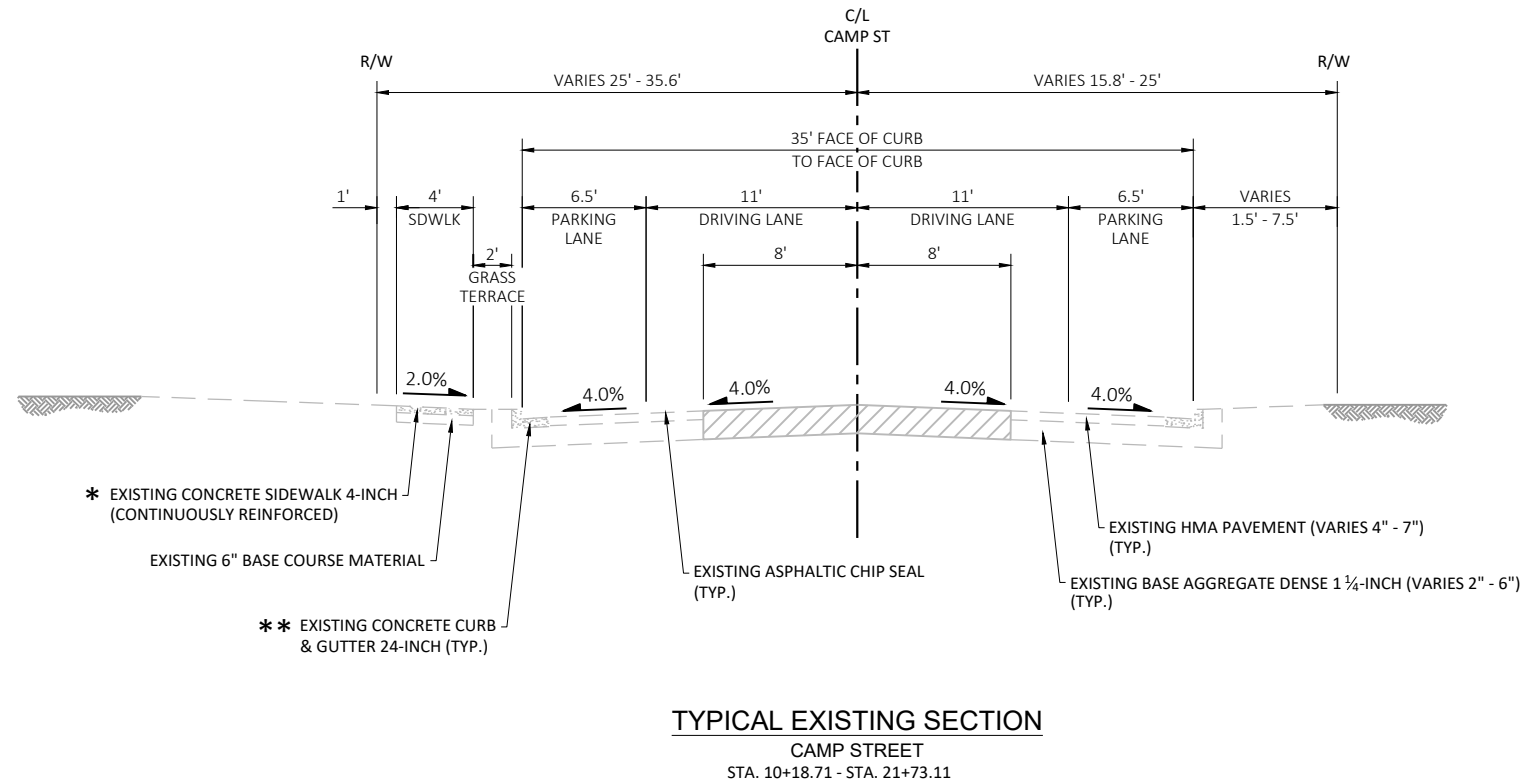
* DENOTES UTILITY IS NOT A MEMBER OF DIGGERS HOTLINE

* TEMPORARY ASPHALTIC SIDEWALK LOCATED AT:

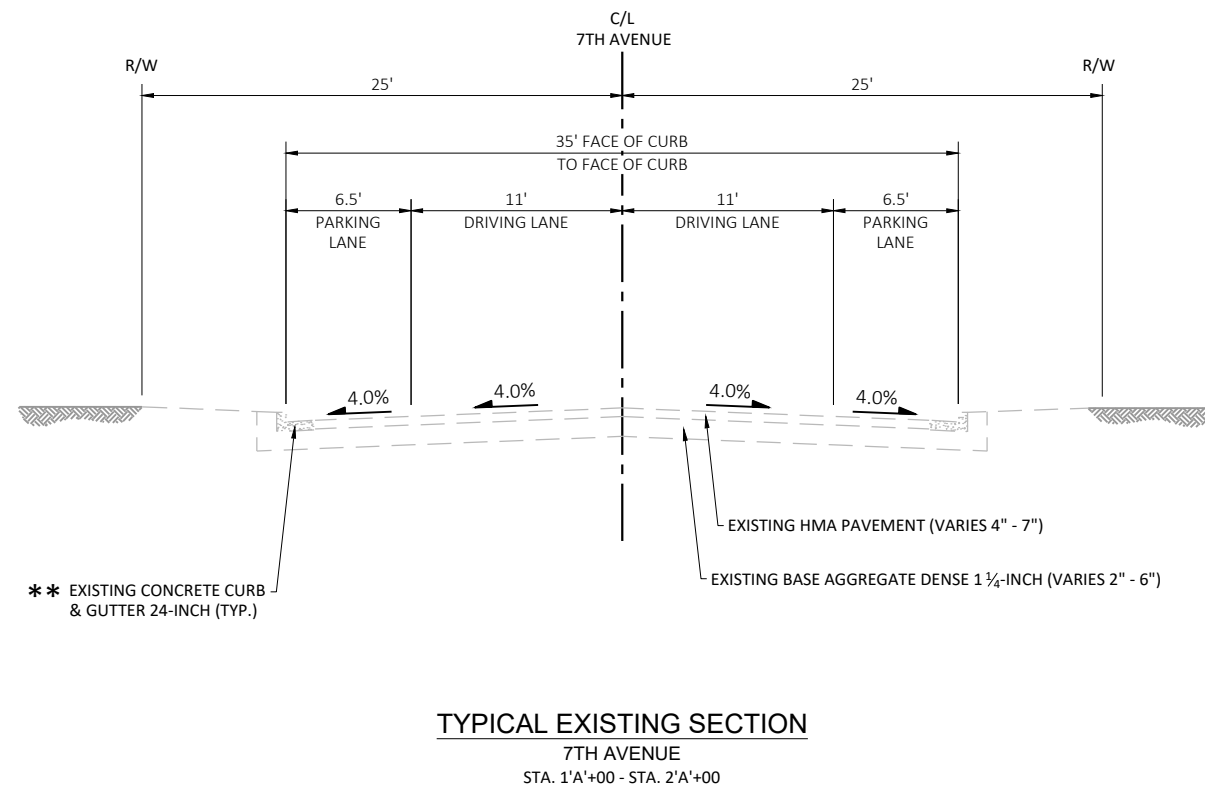
- STA. 10+98 - 11+08, LT
- STA. 11+94 - 12+04, LT
- STA. 13+37 - 13+47, LT
- STA. 14+39 - 14+48, LT
- STA. 15+10 - 15+18, LT
- STA. 15+82 - 15+97, LT
- STA. 17+36 - 17+45, LT
- STA. 18+13 - 18+23, LT
- STA. 19+13 - 19+22, LT
- STA. 19+67 - 19+76, LT
- STA. 19+91 - 20+03, LT
- STA. 21+17 - 21+26, LT

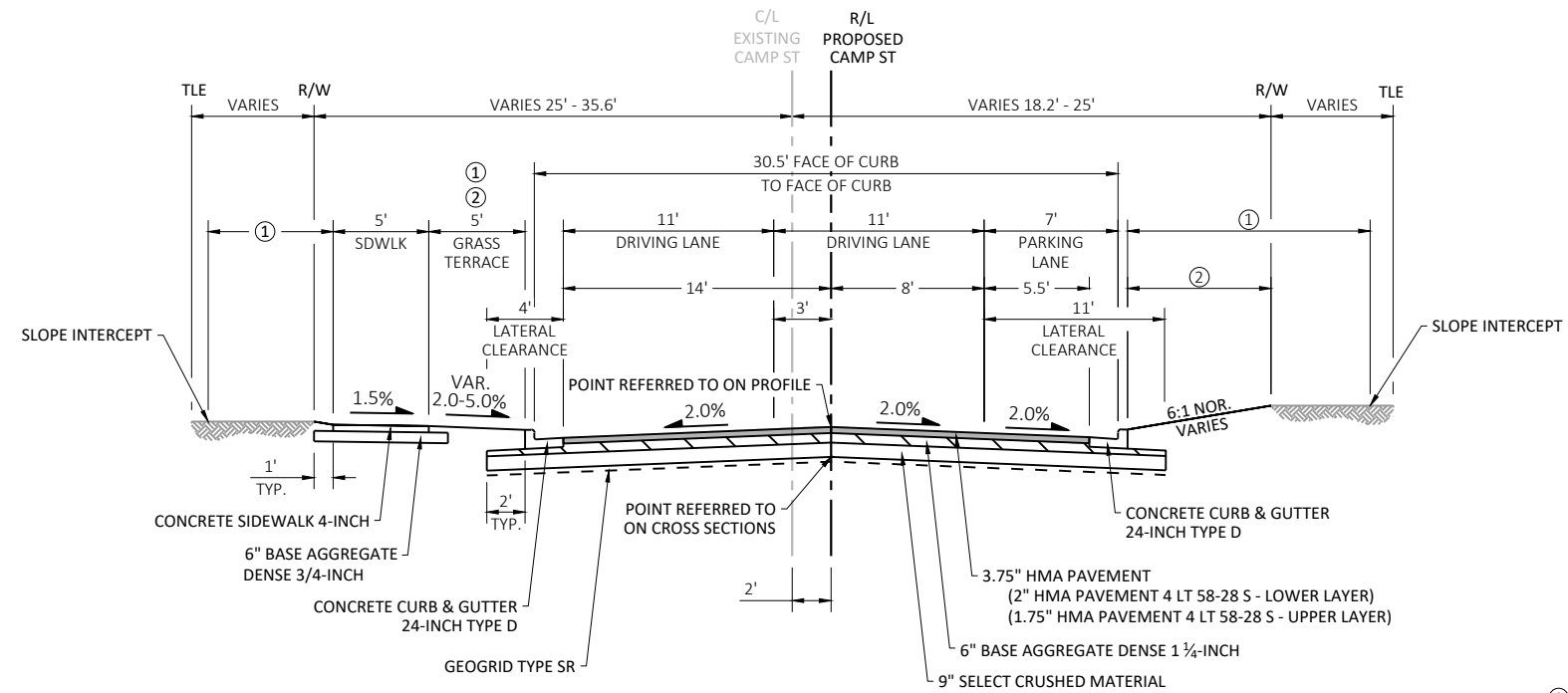
** TEMPORARY ASPHALTIC CURB & GUTTER LOCATED AT:

- STA. 10+38 - 10+50, RT
- STA. 10+87 - 11+07, RT
- STA. 10+96 - 11+08, LT
- STA. 11+37 - 11+58, RT
- STA. 11+93 - 12+04, LT
- STA. 12+20 - 12+32, RT
- STA. 12+39 - 12+56, LT
- STA. 12+77 - 12+93, RT
- STA. 12+98 - 13+13, LT
- STA. 13+35 - 13+48, LT
- STA. 13+48 - 13+64, RT
- STA. 14+11 - 14+25, RT
- STA. 14+38 - 14+51, LT
- STA. 14+60 - 14+74, RT
- STA. 15+09 - 15+19, LT
- STA. 15+81 - 15+98, LT
- STA. 15+79 - 15+98, RT
- STA. 16+80 - 16+96, RT
- STA. 16+83 - 17+02, LT
- STA. 17+23 - 17+35, RT
- STA. 17+37 - 17+45, LT
- STA. 18+06 - 18+21, LT
- STA. 18+25 - 18+37, RT
- STA. 19+08 - 19+18, RT
- STA. 19+12 - 19+22, LT
- STA. 19+56 - 19+80, RT
- STA. 19+67 - 19+76, LT
- STA. 19+92 - 20+02, LT
- STA. 21+12 - 21+32, LT



** TEMPORARY ASPHALTIC CURB & GUTTER LOCATED AT STA. 1'A'+66 - 1'A'+75, LT

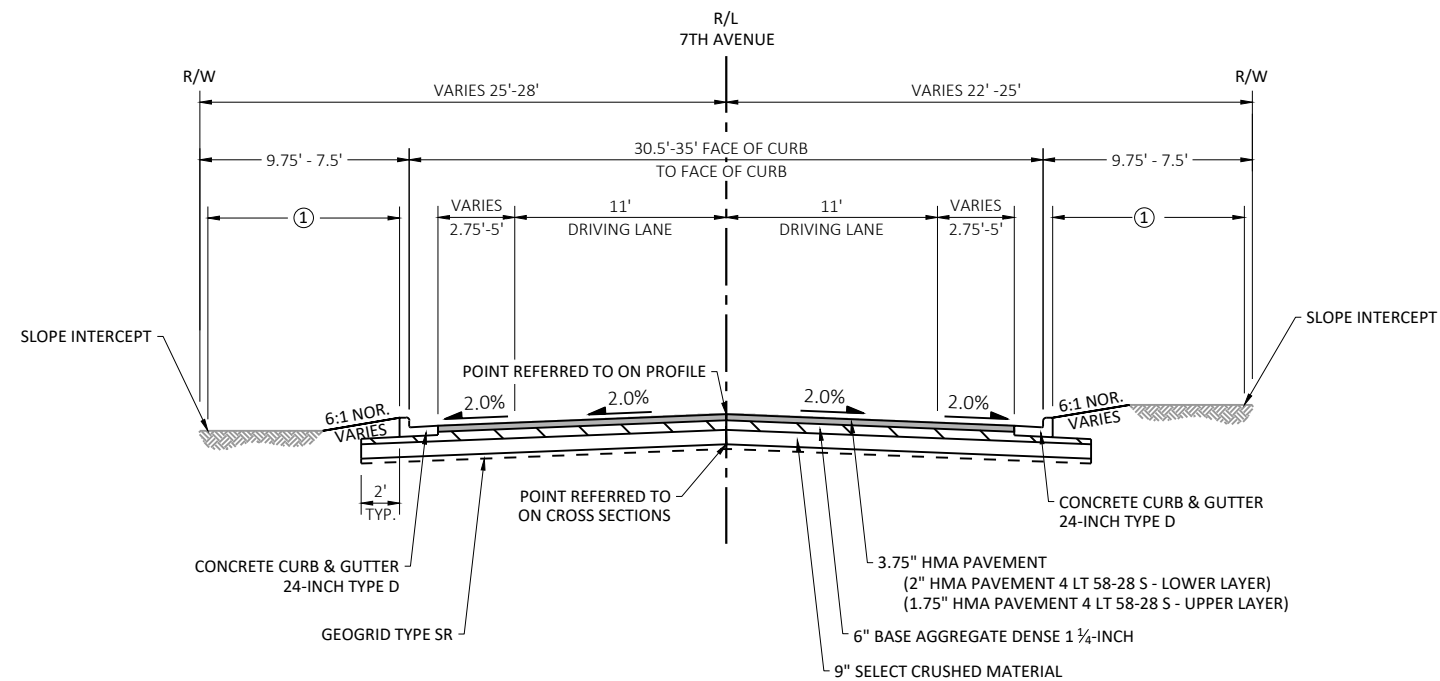




TYPICAL FINISHED SECTION

CAMP STREET
STA. 10+18.71 - STA. 21+73.11

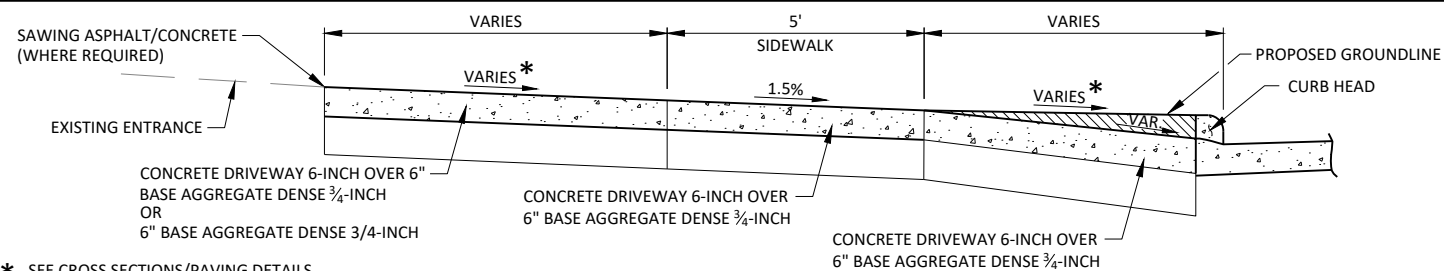
- ① LIMITS OF TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A (AS DIRECTED BY ENGINEER).
② SEE CROSS SECTIONS FOR TERRACE SLOPE



TYPICAL FINISHED SECTION

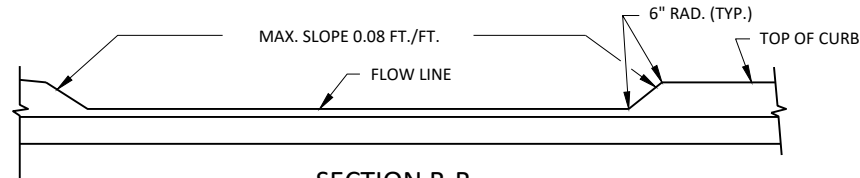
7TH AVENUE
STA. 1'A+00 - STA. 2'A+00

- ① LIMITS OF TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A (AS DIRECTED BY ENGINEER).



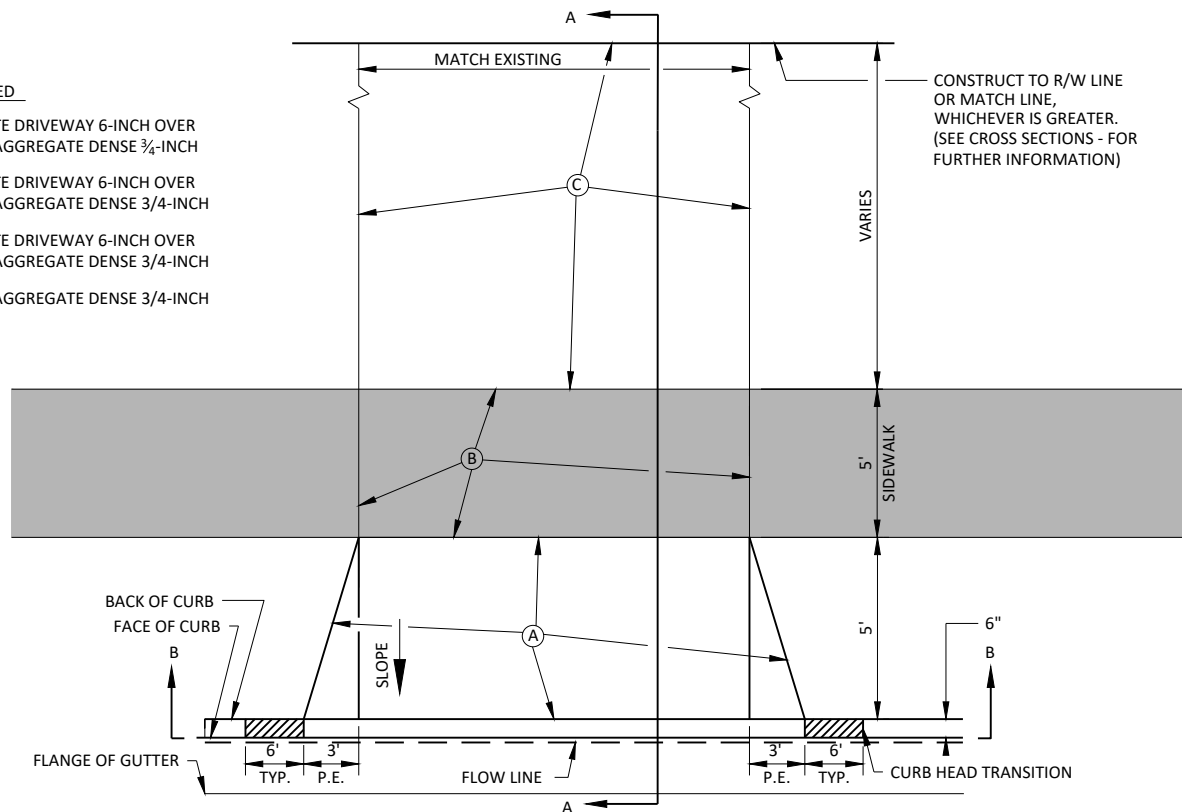
* SEE CROSS SECTIONS/PAVING DETAILS
FOR PROFILE INFORMATION

SECTION A-A



SECTION B-B

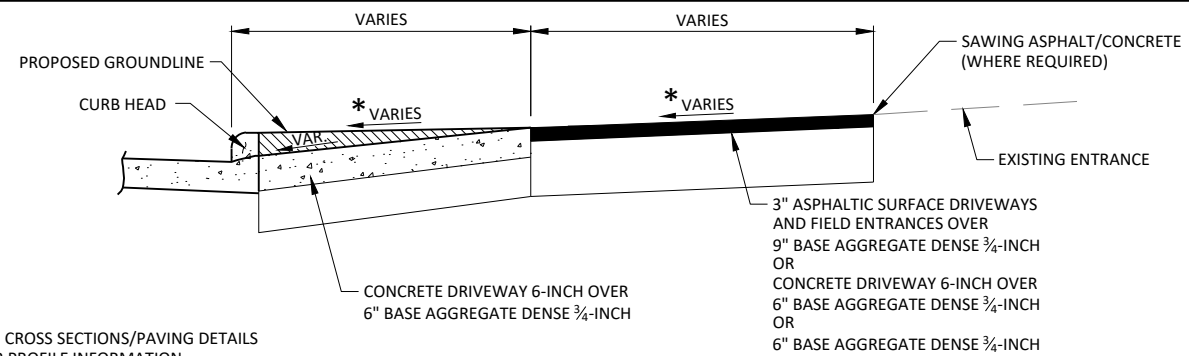
EXISTING	PROPOSED
(A) CONCRETE	CONCRETE DRIVEWAY 6-INCH OVER 6" BASE AGGREGATE DENSE 3/4-INCH
(B) CONCRETE	CONCRETE DRIVEWAY 6-INCH OVER 6" BASE AGGREGATE DENSE 3/4-INCH
(C) CONCRETE OR B.A.D	CONCRETE DRIVEWAY 6-INCH OVER 6" BASE AGGREGATE DENSE 3/4-INCH



URBAN DRIVEWAY DETAIL (NORTH SIDE)

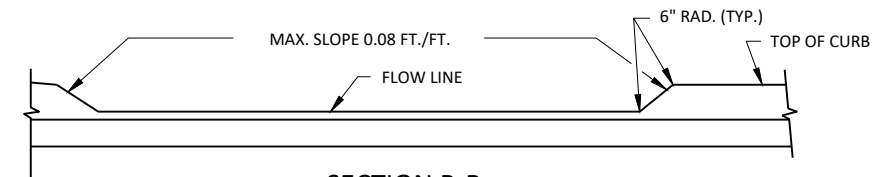
ENTRANCE DATA TABLE (NORTH SIDE)

"C"					
STATION	LOCATION	TYPE	PAVEMENT STRUCTURE	WIDTH	MATCH EXISTING AT
11+21	MAINLINE, LT.	P.E.	6" BASE AGGREGATE DENSE 3/4-INCH	18.0'	27.5'
12+13	MAINLINE, LT.	P.E.	CONCRETE DRIVEWAY 6-INCH OVER 6" BASE AGGREGATE DENSE 3/4-INCH	18.0'	27.7'
12+43	MAINLINE, LT.	P.E.	CONCRETE DRIVEWAY 6-INCH OVER 6" BASE AGGREGATE DENSE 3/4-INCH	20.0'	27.7'
13+83	MAINLINE, LT.	P.E.	CONCRETE DRIVEWAY 6-INCH OVER 6" BASE AGGREGATE DENSE 3/4-INCH	30.0'	27.9'
14+78	MAINLINE, LT.	P.E.	CONCRETE DRIVEWAY 6-INCH OVER 6" BASE AGGREGATE DENSE 3/4-INCH	12.0'	32.0'
15+48	MAINLINE, LT.	P.E.	CONCRETE DRIVEWAY 6-INCH OVER 6" BASE AGGREGATE DENSE 3/4-INCH	16.0'	28.2'
16+23	MAINLINE, LT.	P.E.	CONCRETE DRIVEWAY 6-INCH OVER 6" BASE AGGREGATE DENSE 3/4-INCH	20.0'	35.5'
18+03	MAINLINE, LT.	P.E.	CONCRETE DRIVEWAY 6-INCH OVER 6" BASE AGGREGATE DENSE 3/4-INCH	20.0'	31.6'
18+89	MAINLINE, LT.	P.E.	CONCRETE DRIVEWAY 6-INCH OVER 6" BASE AGGREGATE DENSE 3/4-INCH	16.0'	29.3'
19+45	MAINLINE, LT.	P.E.	CONCRETE DRIVEWAY 6-INCH OVER 6" BASE AGGREGATE DENSE 3/4-INCH	10.0'	27.3'
20+42	MAINLINE, LT.	P.E.	CONCRETE DRIVEWAY 6-INCH OVER 6" BASE AGGREGATE DENSE 3/4-INCH	11.0'	26.9'
20+85	MAINLINE, LT.	P.E.	CONCRETE DRIVEWAY 6-INCH OVER 6" BASE AGGREGATE DENSE 3/4-INCH	18.0'	26.6'

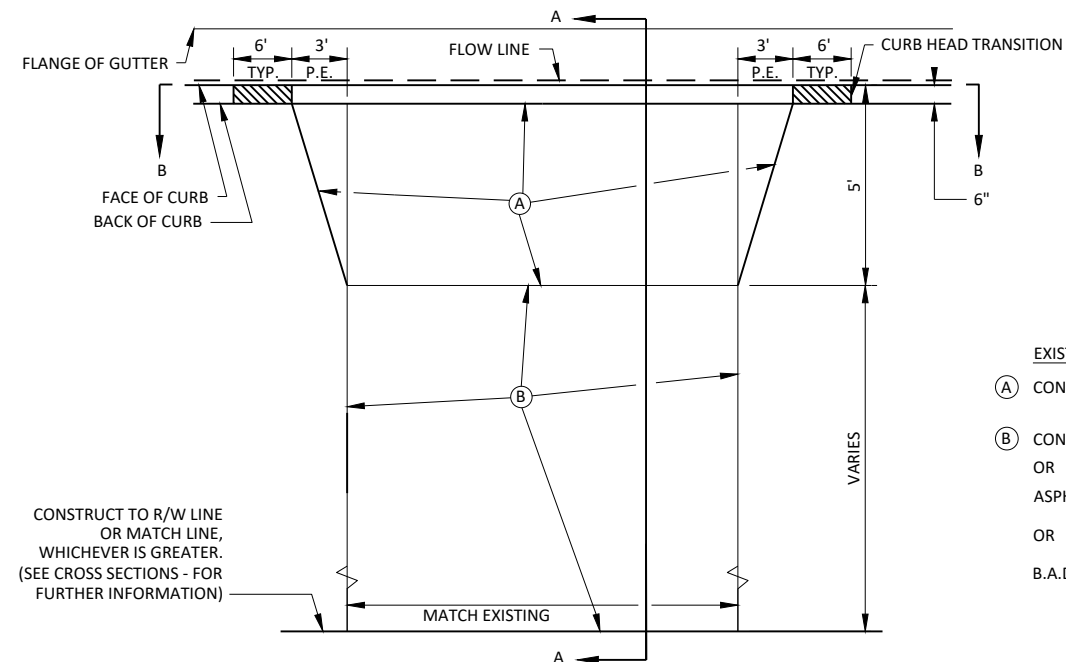


* SEE CROSS SECTIONS/PAVING DETAILS
FOR PROFILE INFORMATION

SECTION A-A



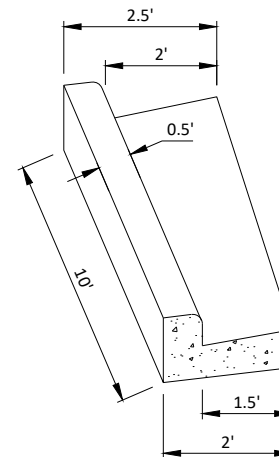
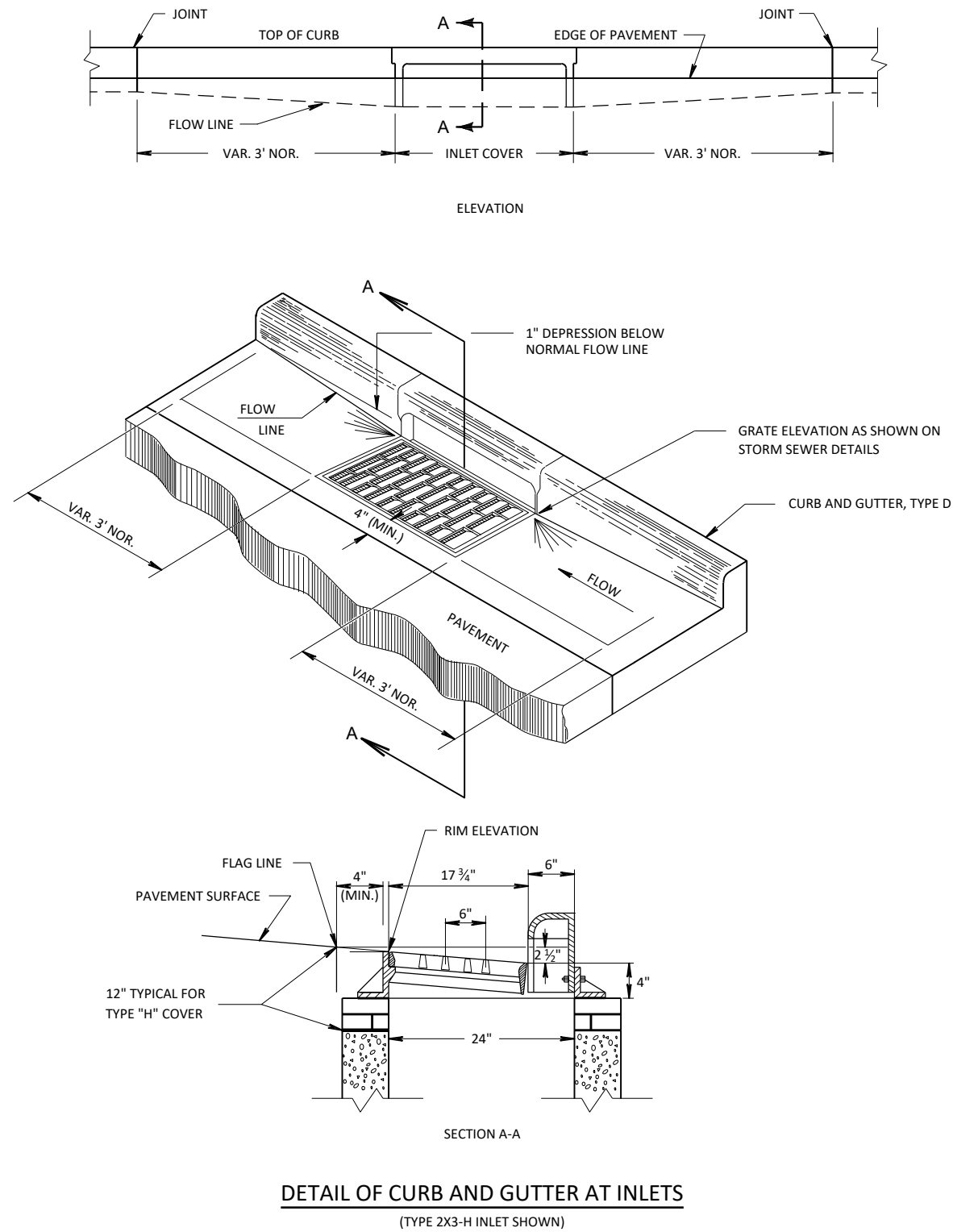
SECTION B-B



URBAN DRIVEWAY DETAIL (SOUTH SIDE)

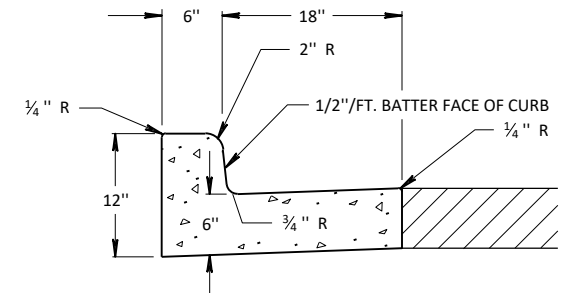
ENTRANCE DATA TABLE (SOUTH SIDE)

"B"					
STATION	LOCATION	TYPE	PAVEMENT STRUCTURE	WIDTH	MATCH EXISTING AT
10+58	MAINLINE, RT.	P.E.	CONCRETE DRIVEWAY 6-INCH OVER 6" BASE AGGREGATE DENSE 3/4-INCH	10.0'	27.1'
11+25	MAINLINE, RT.	P.E.	CONCRETE DRIVEWAY 6-INCH OVER 6" BASE AGGREGATE DENSE 3/4-INCH	12.0'	26.2'
11+93	MAINLINE, RT.	P.E.	CONCRETE DRIVEWAY 6-INCH OVER 6" BASE AGGREGATE DENSE 3/4-INCH	11.0'	29.7'
12+55	MAINLINE, RT.	P.E.	CONCRETE DRIVEWAY 6-INCH OVER 6" BASE AGGREGATE DENSE 3/4-INCH	12.0'	30.4'
13+20	MAINLINE, RT.	P.E.	CONCRETE DRIVEWAY 6-INCH OVER 6" BASE AGGREGATE DENSE 3/4-INCH	10.0'	32.8'
13+88	MAINLINE, RT.	P.E.	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 9" BASE AGGREGATE DENSE 3/4-INCH	10.0'	22.1'
14+87	MAINLINE, RT.	P.E.	CONCRETE DRIVEWAY 6-INCH OVER 6" BASE AGGREGATE DENSE 3/4-INCH	20.0'	21.9'
15+36	MAINLINE, RT.	P.E.	CONCRETE DRIVEWAY 6-INCH OVER 6" BASE AGGREGATE DENSE 3/4-INCH	10.0'	20.0'
16+47	MAINLINE, RT.	P.E.	CONCRETE DRIVEWAY 6-INCH OVER 6" BASE AGGREGATE DENSE 3/4-INCH	11.0'	25.1'
17+48	MAINLINE, RT.	P.E.	CONCRETE DRIVEWAY 6-INCH OVER 6" BASE AGGREGATE DENSE 3/4-INCH	18.0'	21.6'
18+17	MAINLINE, RT.	P.E.	6" BASE AGGREGATE DENSE 3/4-INCH	9.0'	21.9'
19+28	MAINLINE, RT.	P.E.	CONCRETE DRIVEWAY 6-INCH OVER 6" BASE AGGREGATE DENSE 3/4-INCH	11.0'	29.4'
19+65	MAINLINE, RT.	P.E.	CONCRETE DRIVEWAY 6-INCH OVER 6" BASE AGGREGATE DENSE 3/4-INCH	12.0'	26.1'
20+92	MAINLINE, RT.	P.E.	CONCRETE DRIVEWAY 6-INCH OVER 6" BASE AGGREGATE DENSE 3/4-INCH	14.0'	26.1'

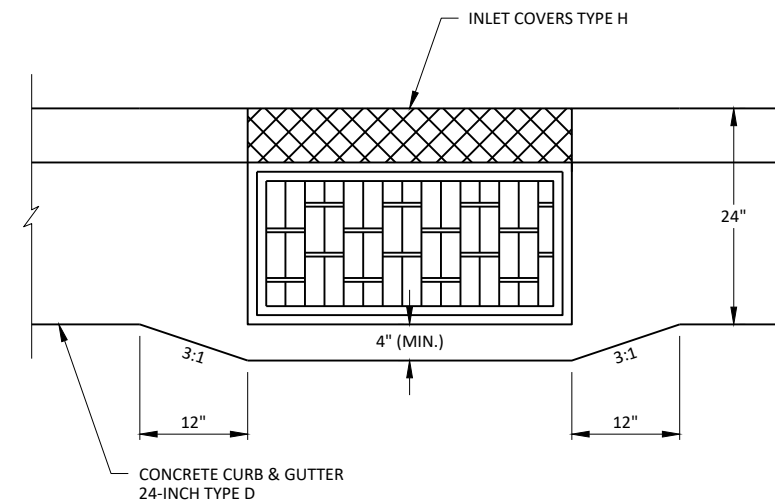


CURB & GUTTER TRANSITION DETAIL

30-INCH CURB & GUTTER TO 24-INCH CURB & GUTTER
PAID FOR AS CONCRETE CURB & GUTTER 24-INCH



CONCRETE CURB AND GUTTER 24-INCH TYPE D



GUTTER FLAG FLARE DETAIL

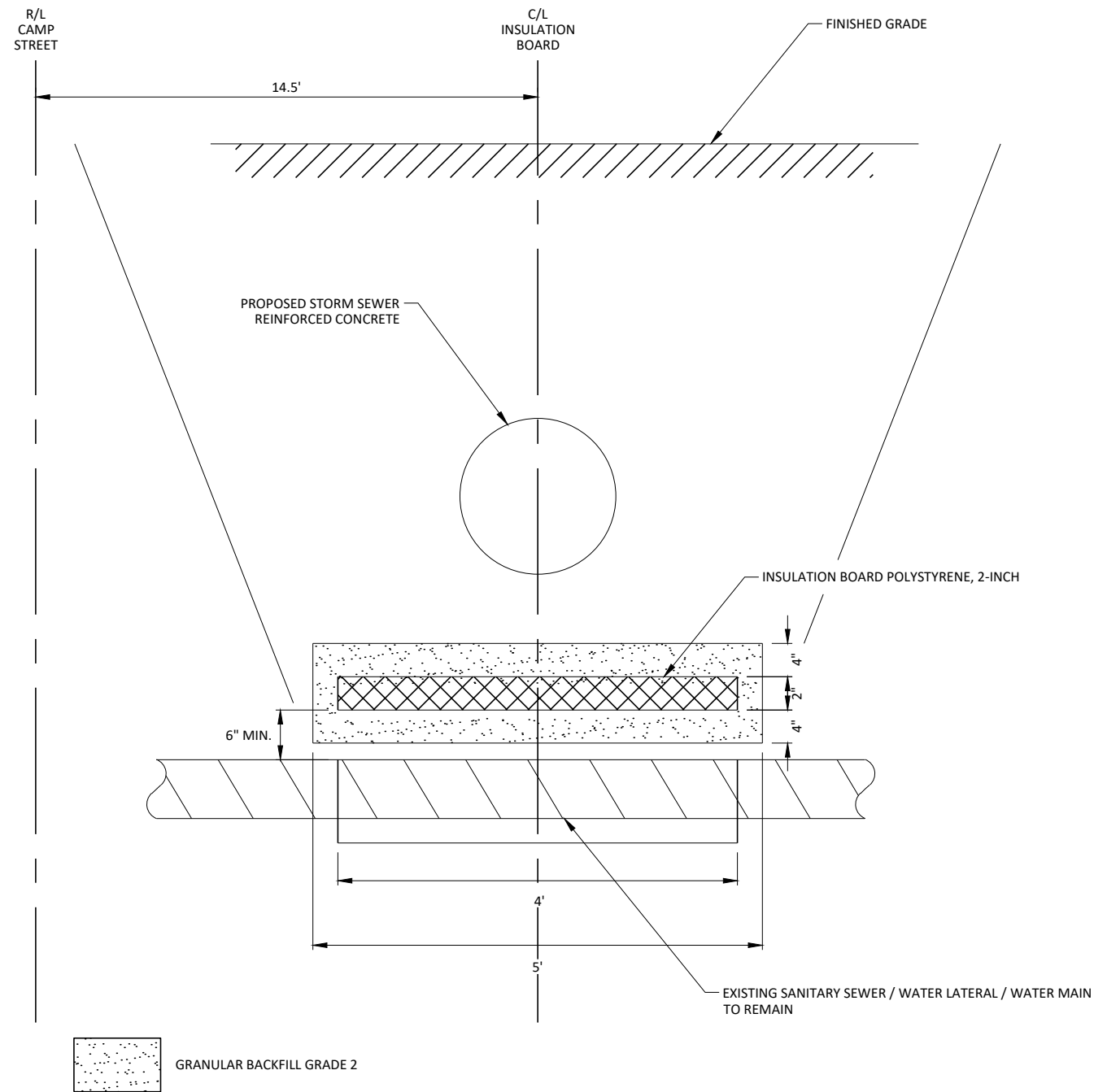
FLARING CURB AND GUTTER FLAG PAID FOR AS
CONCRETE CURB & GUTTER 24-INCH TYPE D

2



2

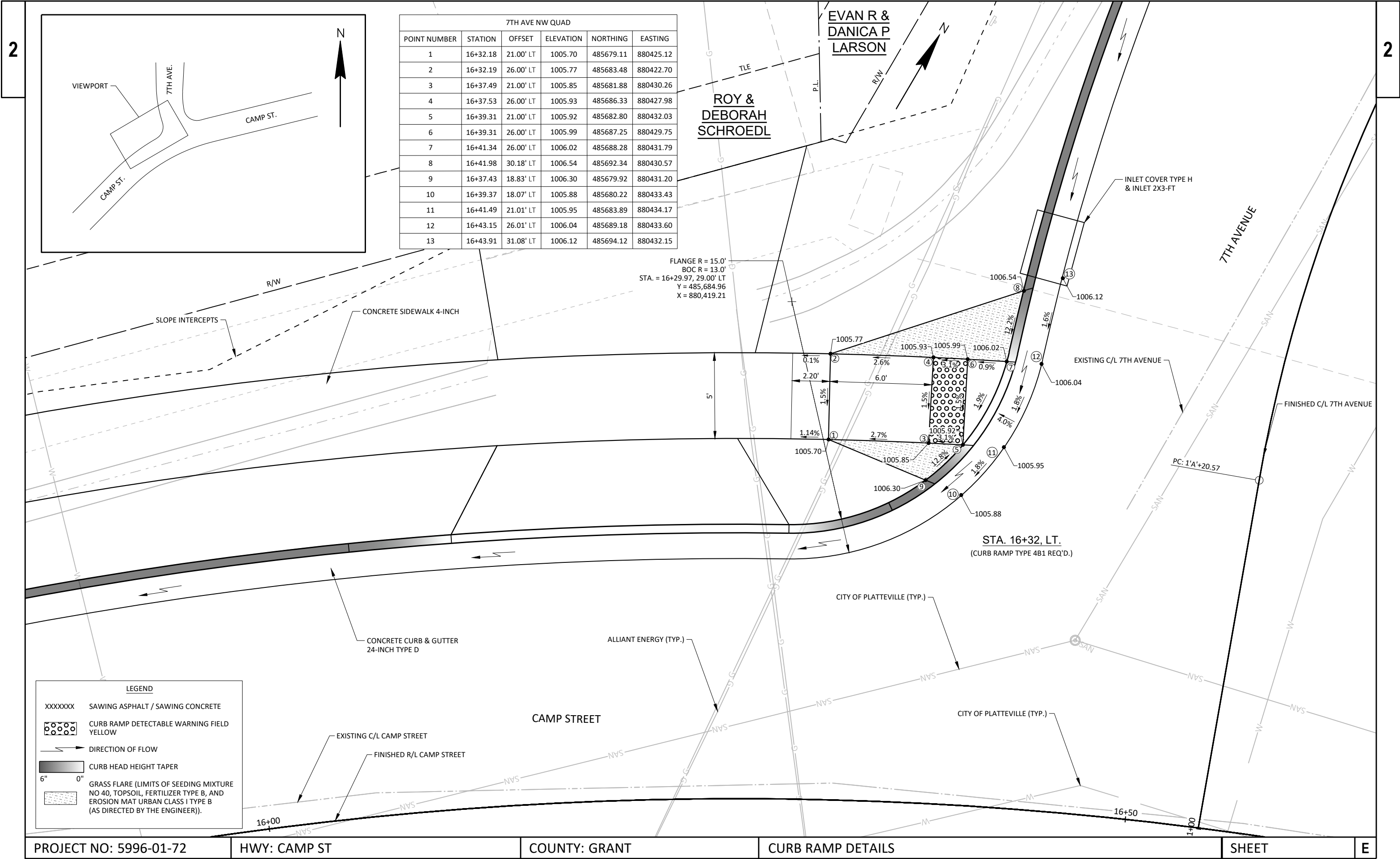




INSULATION BOARD POLYSTYRENE, 2-INCH DETAIL

LOCATION

STA. 10+36 - 10+43
STA. 10+40 - 10+48, RT.
STA. 10+98 - 11+06, LT.
STA. 11+95 - 12+11, LT.
STA. 12+35 - 12+51, LT.
STA. 13+08 - 13+16, LT.
STA. 13+39 - 13+47, LT.
STA. 13+48 - 13+52, LT. & RT.
STA. 16+76 - 16+82, LT. & RT.
STA. 16+87 - 16+95, RT.
STA. 17+17 - 17+33, RT.
STA. 18+20 - 18+36, RT.
STA. 19+02 - 19+06, LT. & RT.
STA. 19+06 - 19+18, RT.
STA. 19+46 - 19+66, RT.
STA. 21+53 - 21+59, LT. & RT.
STA. 21+59 - 21+63, LT.
STA. 1'A+77 - 1'A+81, LT. & RT.



7TH AVE NW QUAD					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	16+32.18	21.00' LT	1005.70	485679.11	880425.12
2	16+32.19	26.00' LT	1005.77	485683.48	880422.70
3	16+37.49	21.00' LT	1005.85	485681.88	880430.26
4	16+37.53	26.00' LT	1005.93	485686.33	880427.98
5	16+39.31	21.00' LT	1005.92	485682.80	880432.03
6	16+39.31	26.00' LT	1005.99	485687.25	880429.75
7	16+41.34	26.00' LT	1006.02	485688.28	880431.79
8	16+41.98	30.18' LT	1006.54	485692.34	880430.57
9	16+37.43	18.83' LT	1006.30	485679.92	880431.20
10	16+39.37	18.07' LT	1005.88	485680.22	880433.43
11	16+41.49	21.01' LT	1005.95	485683.89	880434.17
12	16+43.15	26.01' LT	1006.04	485689.18	880433.60
13	16+43.91	31.08' LT	1006.12	485694.12	880432.15

FLANGE R = 15.0'
BOC R = 13.0'
STA. = 16+29.97, 29.00' LT
Y = 485,684.96
X = 880,419.21

LEGEND

XXXXXX

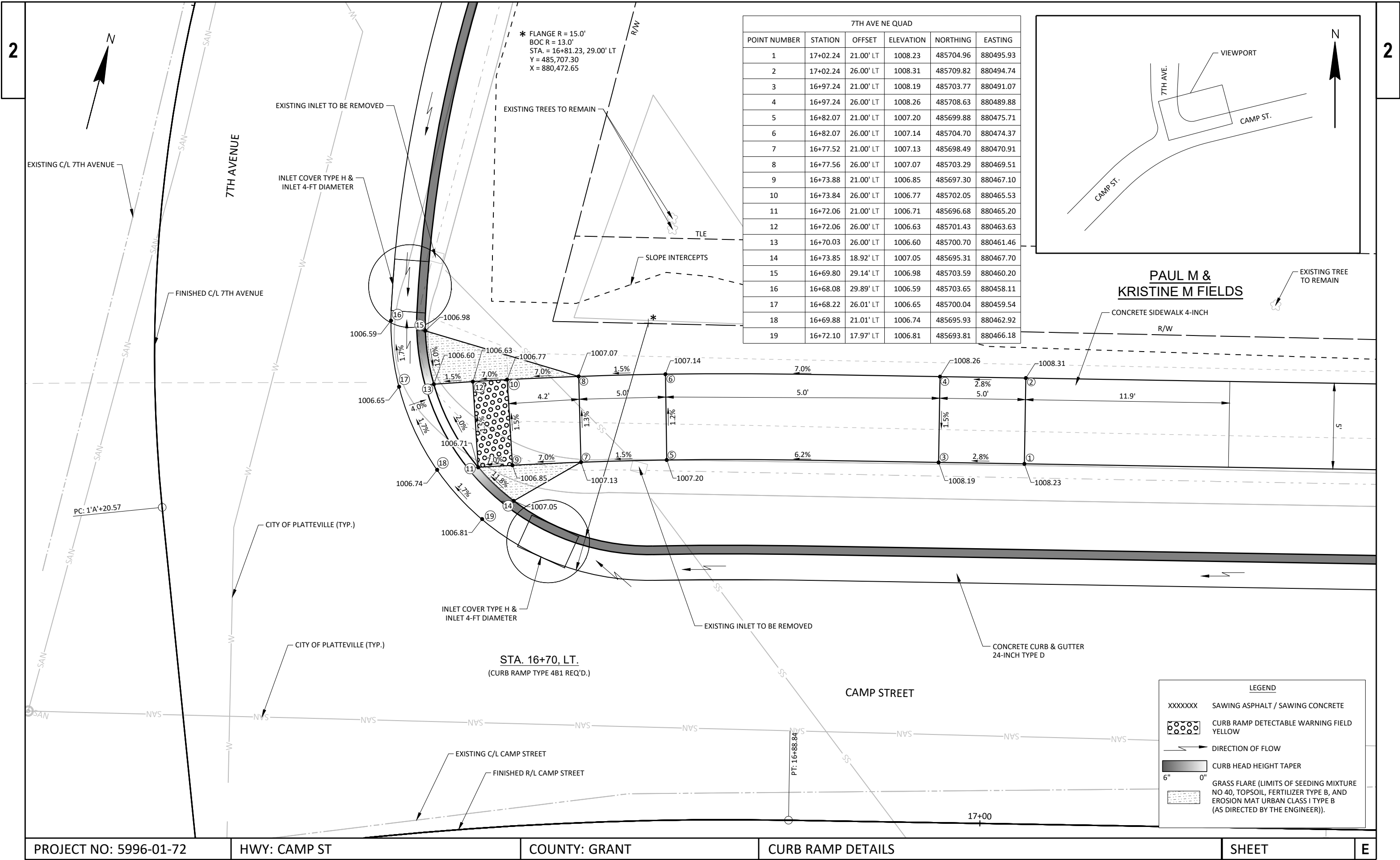
SAWING ASPHALT / SAWING CONCRETE

CURB RAMP DETECTABLE WARNING FIELD YELLOW

DIRECTION OF FLOW

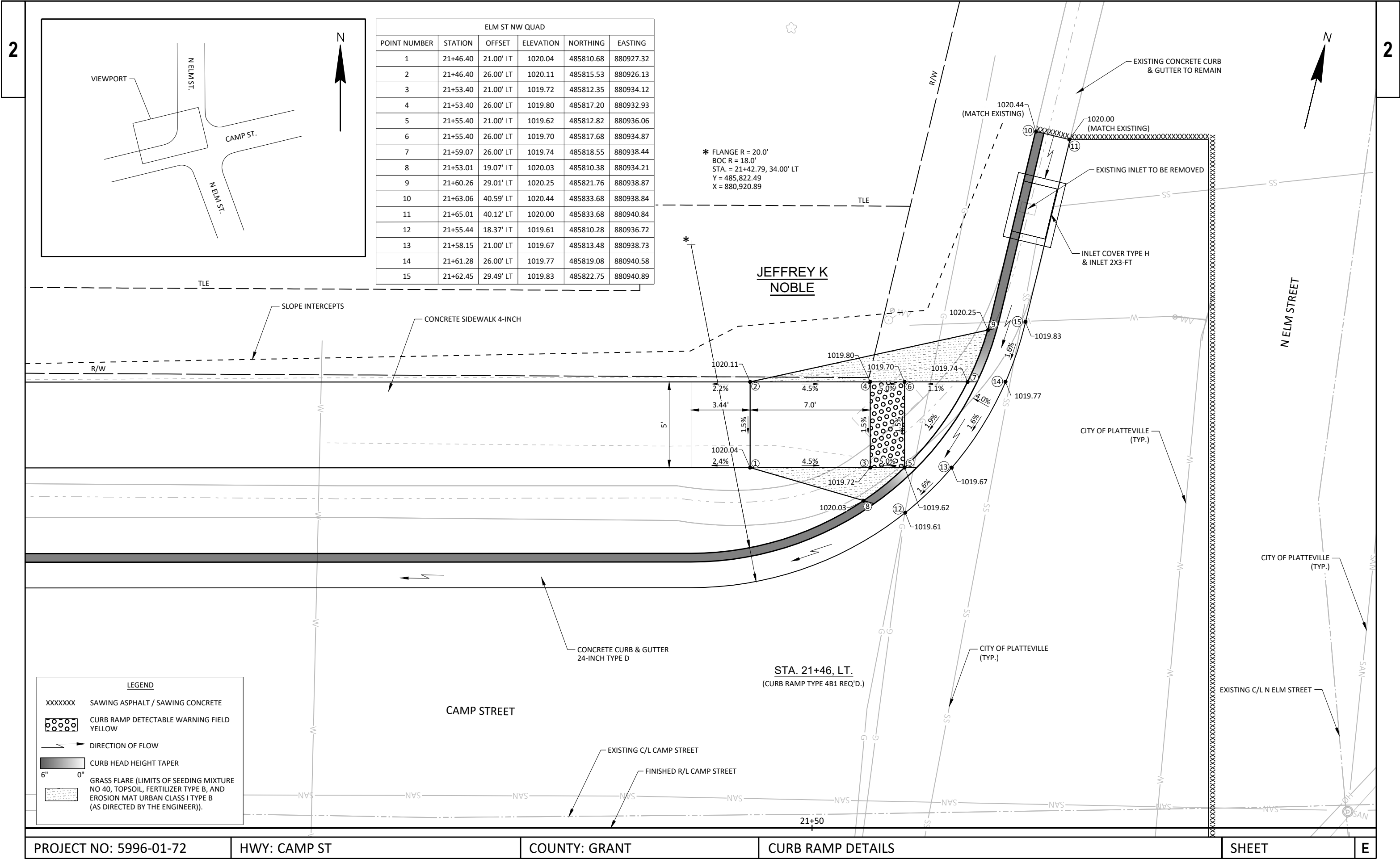
CURB HEAD HEIGHT TAPER

GRASS FLARE (LIMITS OF SEEDING MIXTURE NO 40, TOPSOIL, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B (AS DIRECTED BY THE ENGINEER)).



7TH AVE NE QUAD					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	17+02.24	21.00' LT	1008.23	485704.96	880495.93
2	17+02.24	26.00' LT	1008.31	485709.82	880494.74
3	16+97.24	21.00' LT	1008.19	485703.77	880491.07
4	16+97.24	26.00' LT	1008.26	485708.63	880489.88
5	16+82.07	21.00' LT	1007.20	485699.88	880475.71
6	16+82.07	26.00' LT	1007.14	485704.70	880474.37
7	16+77.52	21.00' LT	1007.13	485698.49	880470.91
8	16+77.56	26.00' LT	1007.07	485703.29	880469.51
9	16+73.88	21.00' LT	1006.85	485697.30	880467.10
10	16+73.84	26.00' LT	1006.77	485702.05	880465.53
11	16+72.06	21.00' LT	1006.71	485696.68	880465.20
12	16+72.06	26.00' LT	1006.63	485701.43	880463.63
13	16+70.03	26.00' LT	1006.60	485700.70	880461.46
14	16+73.85	18.92' LT	1007.05	485695.31	880467.70
15	16+69.80	29.14' LT	1006.98	485703.59	880460.20
16	16+68.08	29.89' LT	1006.59	485703.65	880458.11
17	16+68.22	26.01' LT	1006.65	485700.04	880459.54
18	16+69.88	21.01' LT	1006.74	485695.93	880462.92
19	16+72.10	17.97' LT	1006.81	485693.81	880466.18

* FLANGE R = 15.0'
BOC R = 13.0'
STA. = 16+81.23, 29.00' LT
Y = 485,707.30
X = 880,472.65



ELM ST NW QUAD					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	21+46.40	21.00' LT	1020.04	485810.68	880927.32
2	21+46.40	26.00' LT	1020.11	485815.53	880926.13
3	21+53.40	21.00' LT	1019.72	485812.35	880934.12
4	21+53.40	26.00' LT	1019.80	485817.20	880932.93
5	21+55.40	21.00' LT	1019.62	485812.82	880936.06
6	21+55.40	26.00' LT	1019.70	485817.68	880934.87
7	21+59.07	26.00' LT	1019.74	485818.55	880938.44
8	21+53.01	19.07' LT	1020.03	485810.38	880934.21
9	21+60.26	29.01' LT	1020.25	485821.76	880938.87
10	21+63.06	40.59' LT	1020.44	485833.68	880938.84
11	21+65.01	40.12' LT	1020.00	485833.68	880940.84
12	21+55.44	18.37' LT	1019.61	485810.28	880936.72
13	21+58.15	21.00' LT	1019.67	485813.48	880938.73
14	21+61.28	26.00' LT	1019.77	485819.08	880940.58
15	21+62.45	29.49' LT	1019.83	485822.75	880940.89

* FLANGE R = 20.0'
BOC R = 18.0'
STA. = 21+42.79, 34.00' LT
Y = 485,822.49
X = 880,920.89

JEFFREY K
NOBLE

STA. 21+46, LT.
(CURB RAMP TYPE 4B1 REQ'D.)

LEGEND

XXXXXX SAWING ASPHALT / SAWING CONCRETE

CURB RAMP DETECTABLE WARNING FIELD YELLOW

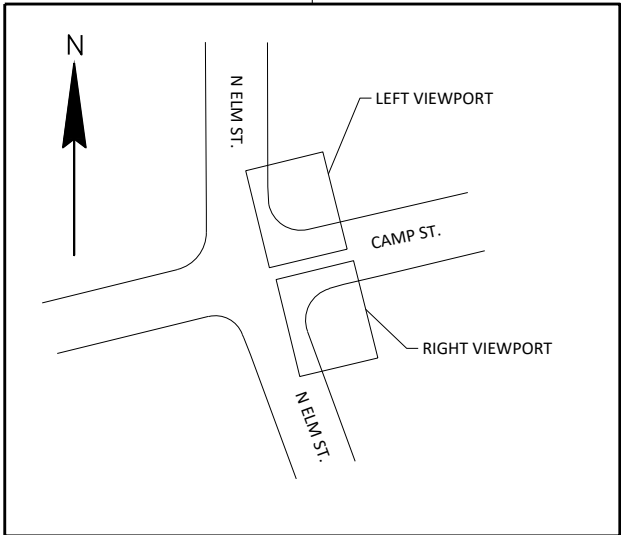
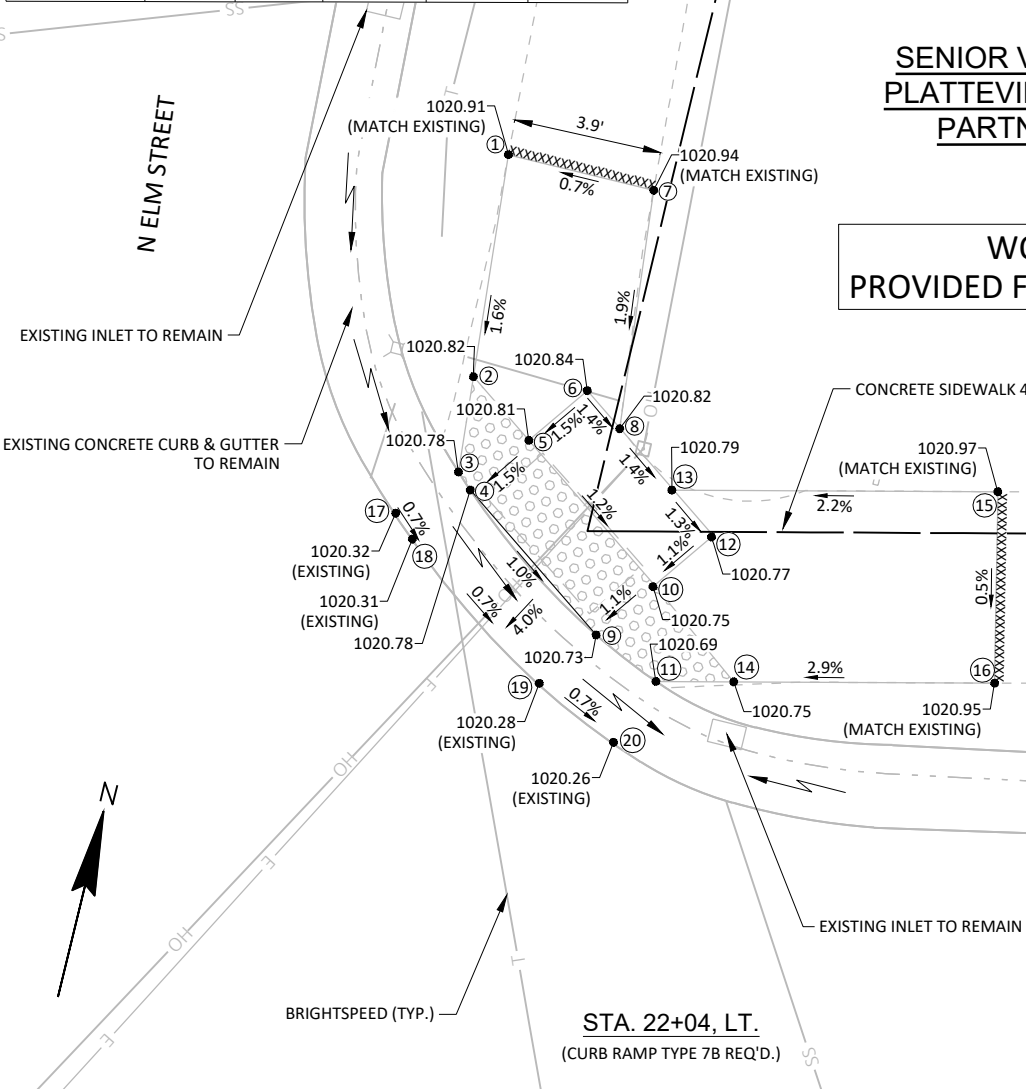
DIRECTION OF FLOW

CURB HEAD HEIGHT TAPER

6" 0"

GRASS FLARE (LIMITS OF SEEDING MIXTURE NO 40, TOPSOIL, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B (AS DIRECTED BY THE ENGINEER)).

ELM ST NE QUAD					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	22+02.64	35.78' LT	1020.91	485838.42	880978.43
2	22+01.73	30.00' LT	1020.79	485832.59	880978.92
3	22+01.34	27.51' LT	1020.78	485830.08	880979.13
4	22+01.64	27.04' LT	1020.78	485829.70	880979.54
5	22+03.17	28.34' LT	1020.81	485831.32	880980.71
6	22+04.69	29.63' LT	1020.84	485832.94	880981.89
7	22+06.42	34.85' LT	1020.94	485838.42	880982.32
8	22+05.54	28.64' LT	1020.82	485832.18	880982.94
9	22+04.92	23.27' LT	1020.73	485826.81	880983.62
10	22+06.40	24.53' LT	1020.75	485828.39	880984.76
11	22+06.48	22.06' LT	1020.69	485826.01	880985.42
12	22+07.93	25.82' LT	1020.77	485830.01	880985.93
13	22+06.89	27.04' LT	1020.79	485830.95	880984.64
14	22+08.51	22.05' LT	1020.76	485826.48	880987.39
15	22+15.39	26.99' LT	1020.98	485832.92	880992.90
16	22+15.30	22.01' LT	1020.95	485828.06	880994.00
17	21+99.70	26.44' LT	1020.32	485828.66	880977.80
18	22+00.14	25.77' LT	1020.31	485828.10	880978.38
19	22+03.44	22.01' LT	1020.28	485825.24	880982.48
20	22+05.37	20.47' LT	1020.26	485824.21	880984.73



LEGEND

XXXXXX

SAWING ASPHALT / SAWING CONCRETE

CURB RAMP DETECTABLE WARNING FIELD YELLOW

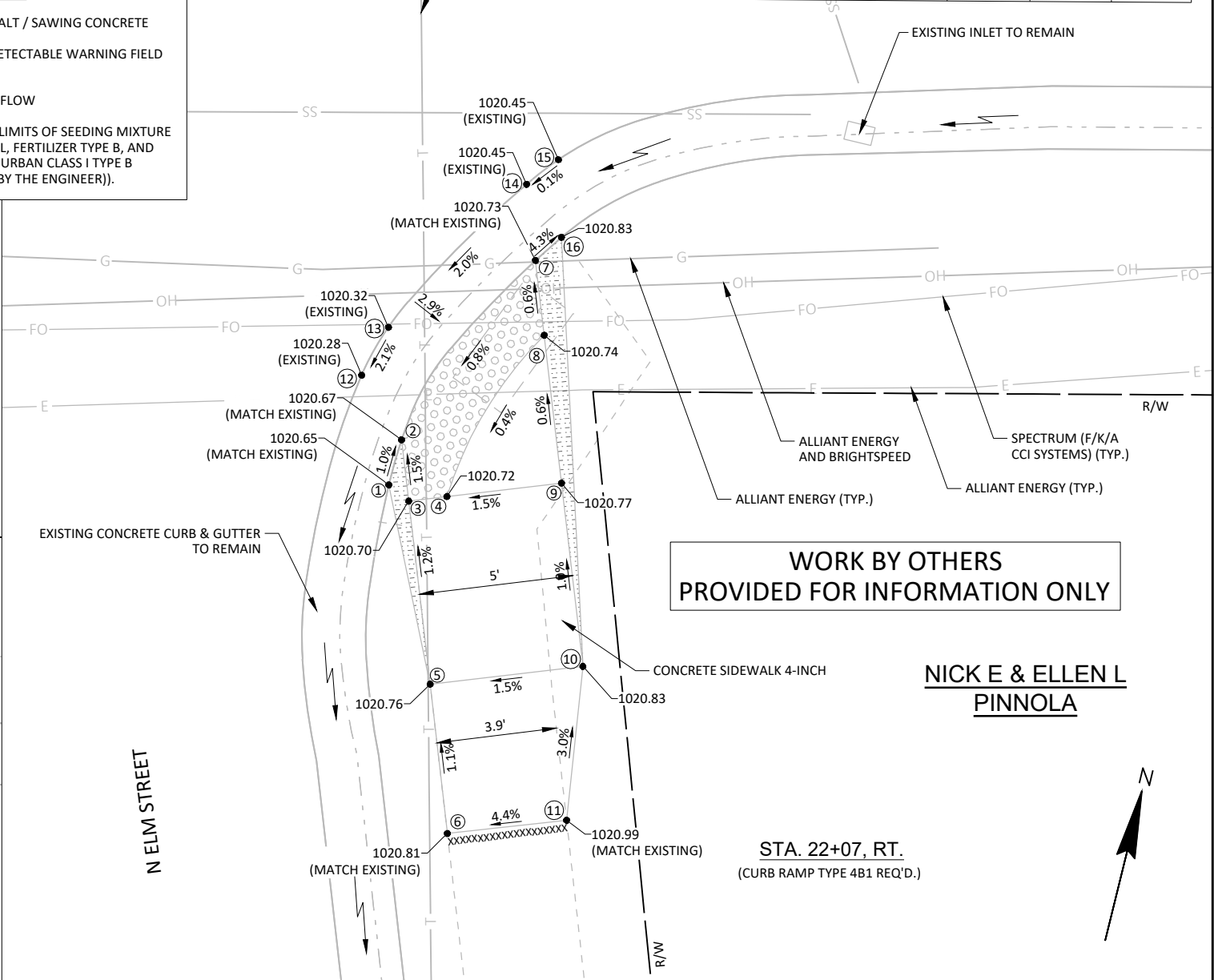
DIRECTION OF FLOW

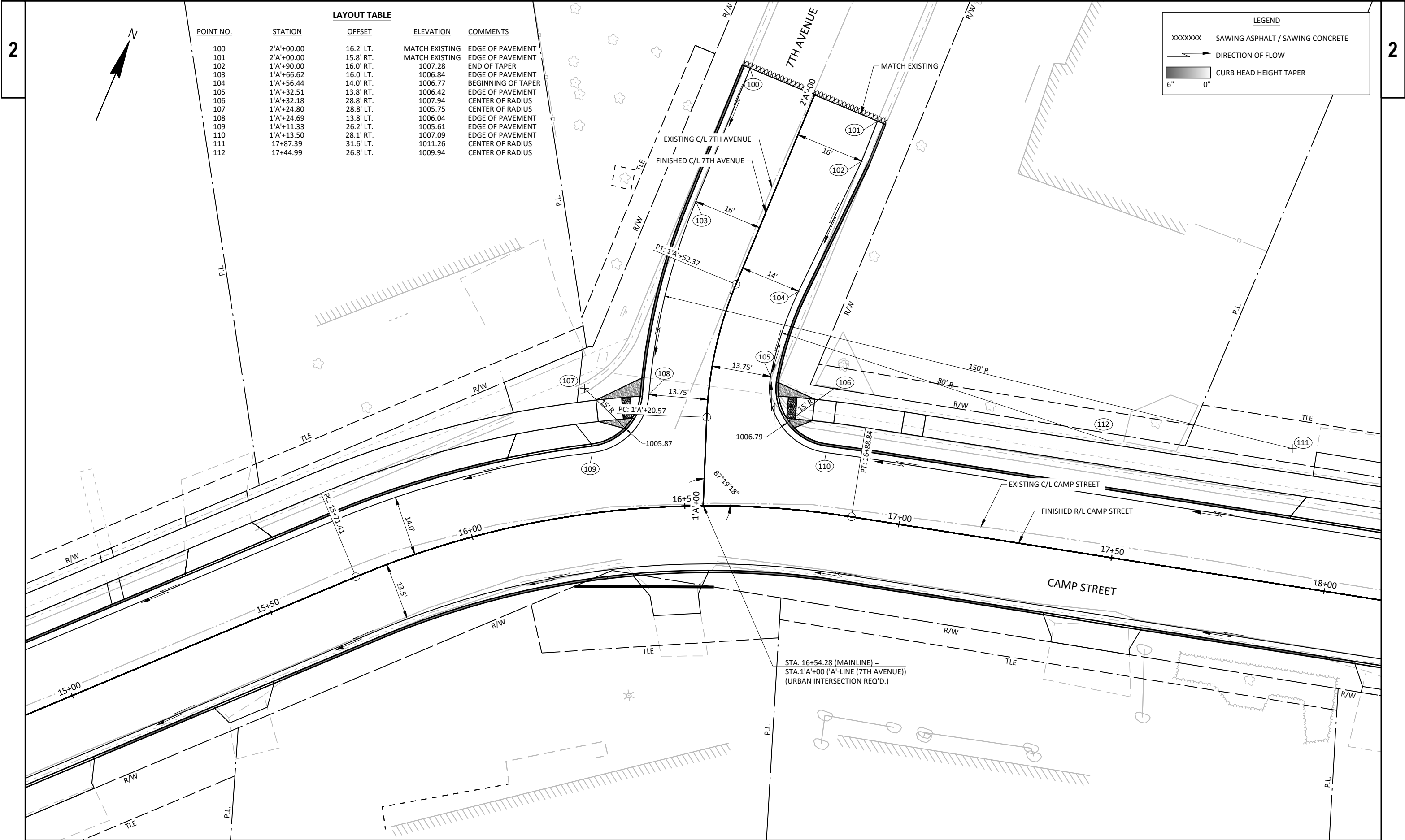
GRASS FLARE (LIMITS OF SEEDING MIXTURE NO 40, TOPSOIL, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE B (AS DIRECTED BY THE ENGINEER)).

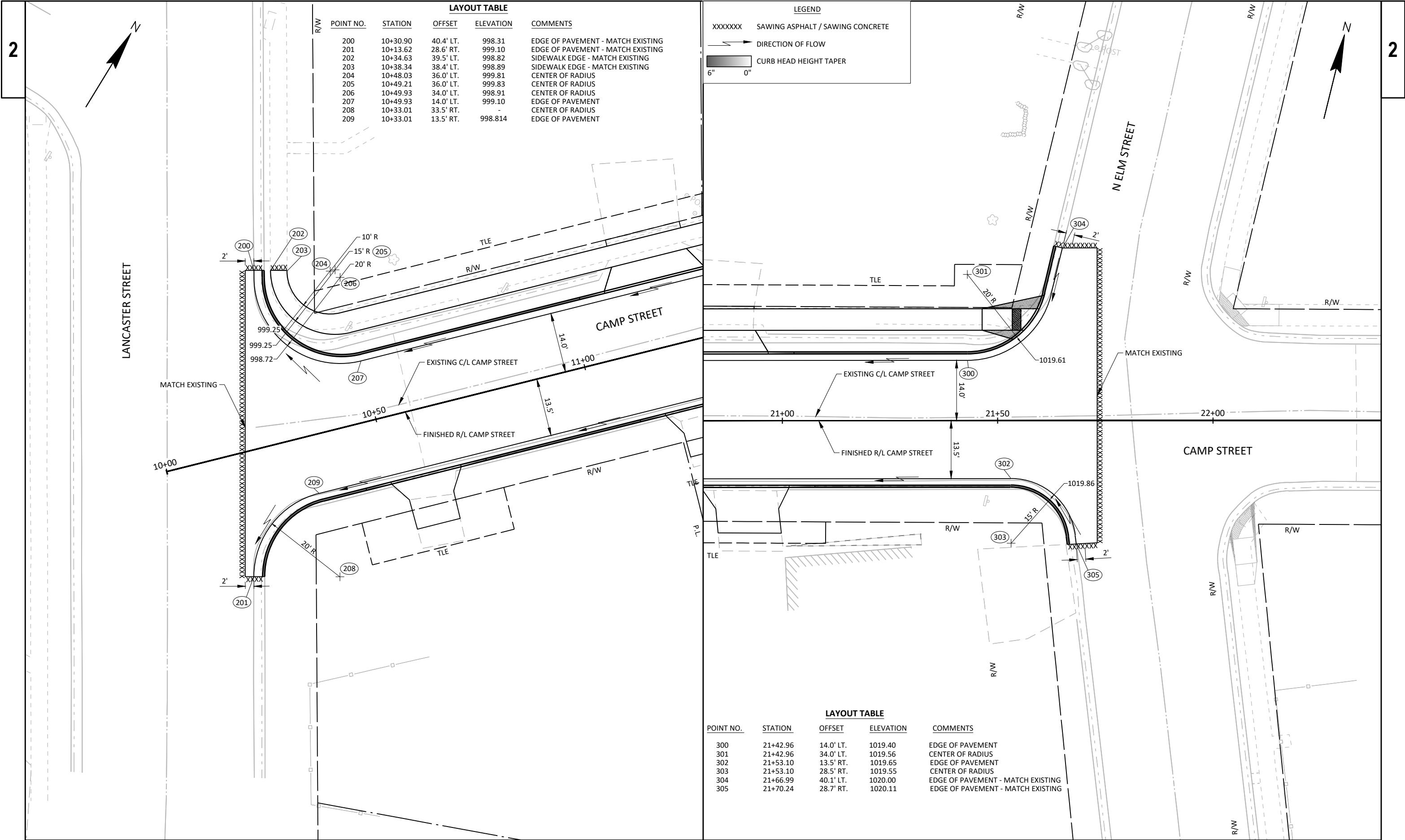
SENIOR VILLAGE OF
PLATTEVILLE LIMITED
PARTNERSHIP

WORK BY OTHERS
PROVIDED FOR INFORMATION ONLY

ELM ST SE QUAD					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	22+03.88	27.09' RT	1020.65	485777.66	880994.60
2	22+04.30	25.63' RT	1020.67	485779.18	880994.66
3	22+04.53	27.61' RT	1020.70	485777.30	880995.35
4	22+05.77	27.47' RT	1020.78	485777.74	880996.52
5	22+05.23	33.57' RT	1020.76	485771.68	880997.45
6	22+05.78	38.43' RT	1020.81	485767.10	880999.14
7	22+08.66	19.79' RT	1020.73	485785.88	880997.50
8	22+08.94	22.22' RT	1020.79	485783.59	880998.35
9	22+09.50	27.04' RT	1020.78	485779.05	881000.04
10	22+10.19	33.00' RT	1020.83	485773.42	881002.13
11	22+09.66	38.00' RT	1020.99	485768.43	881002.81
12	22+03.00	23.52' RT	1020.28	485780.91	880992.89
13	22+03.87	21.96' RT	1020.32	485782.63	880993.37
14	22+08.37	17.31' RT	1020.45	485788.22	880996.63
15	22+09.40	16.51' RT	1020.45	485789.24	880997.44
16	22+09.50	19.04' RT	1020.78	485786.81	880998.14



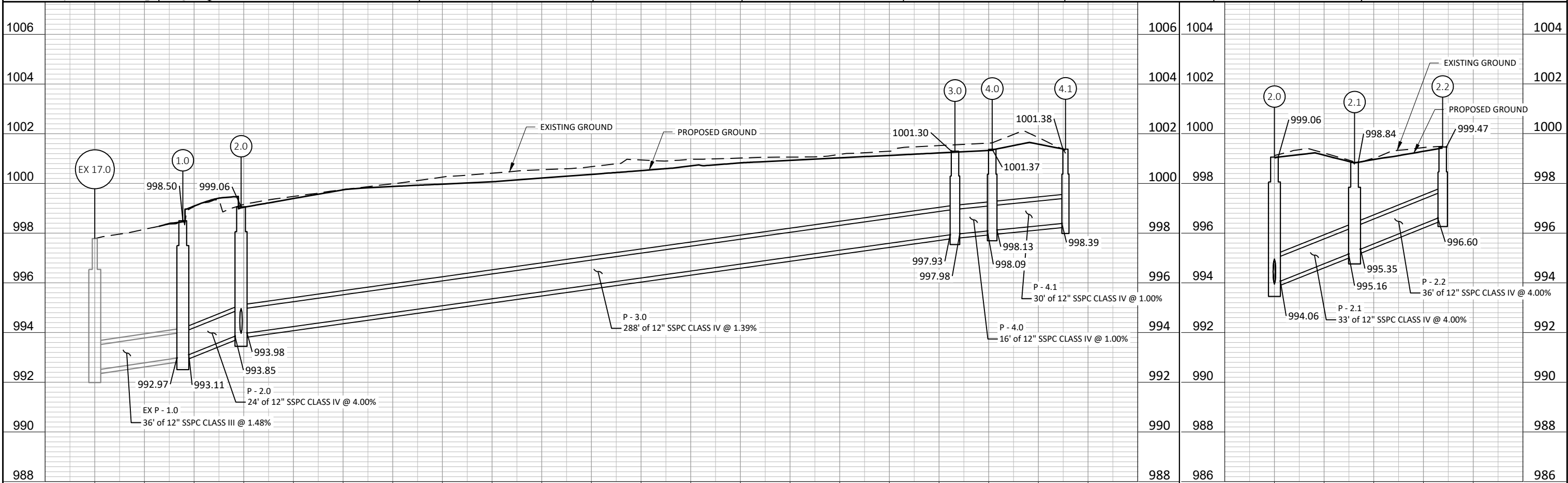
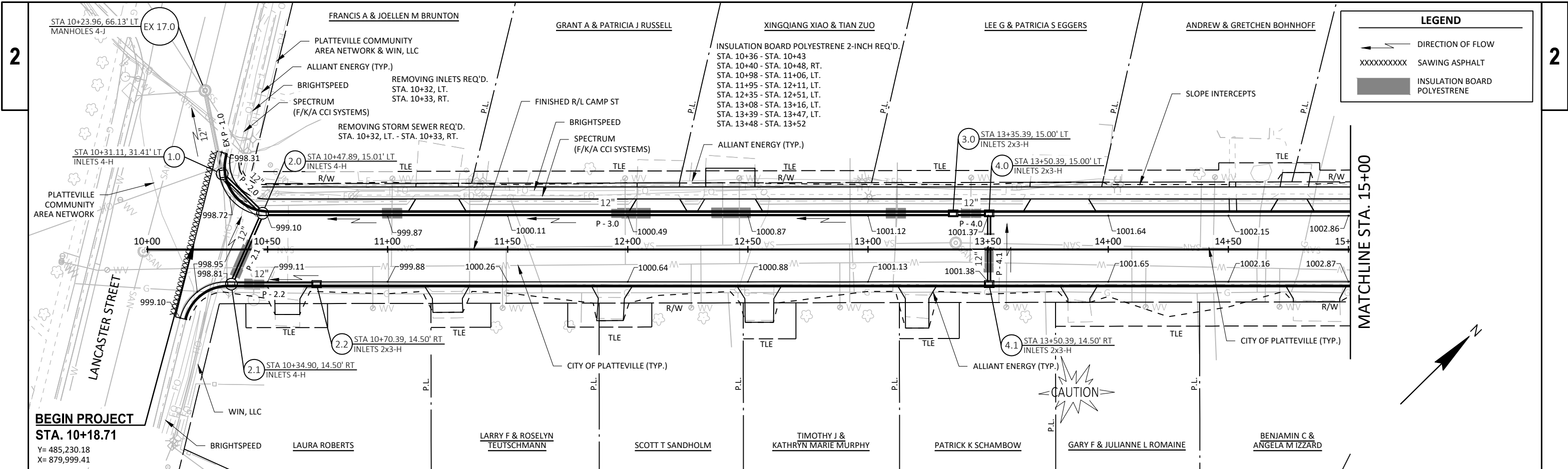


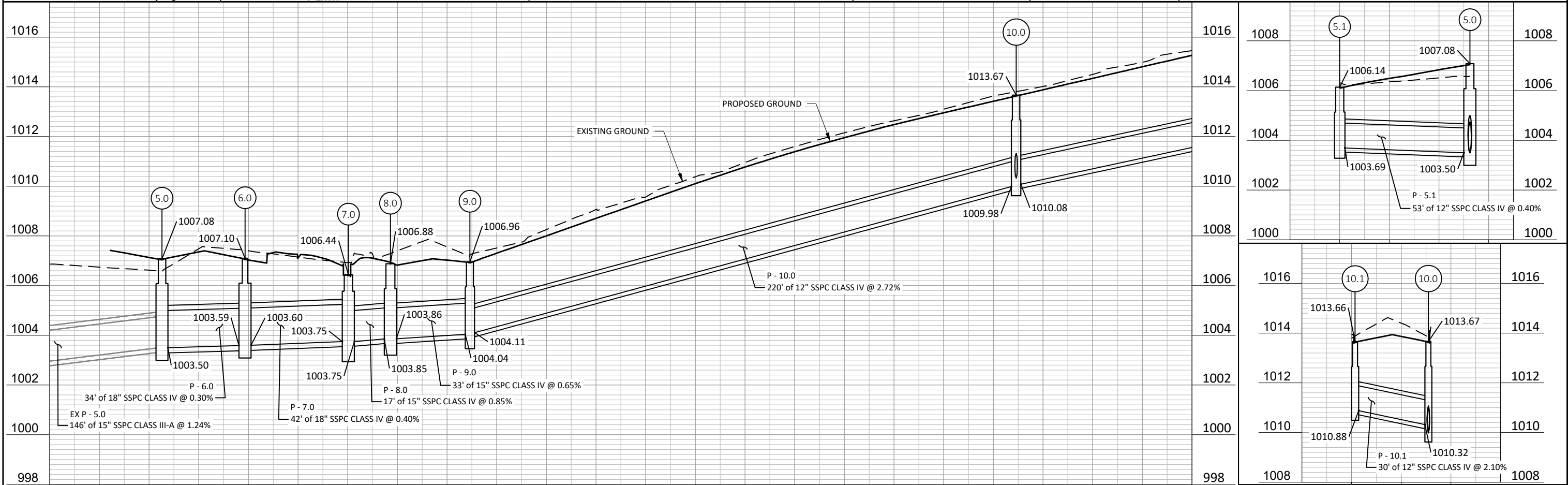
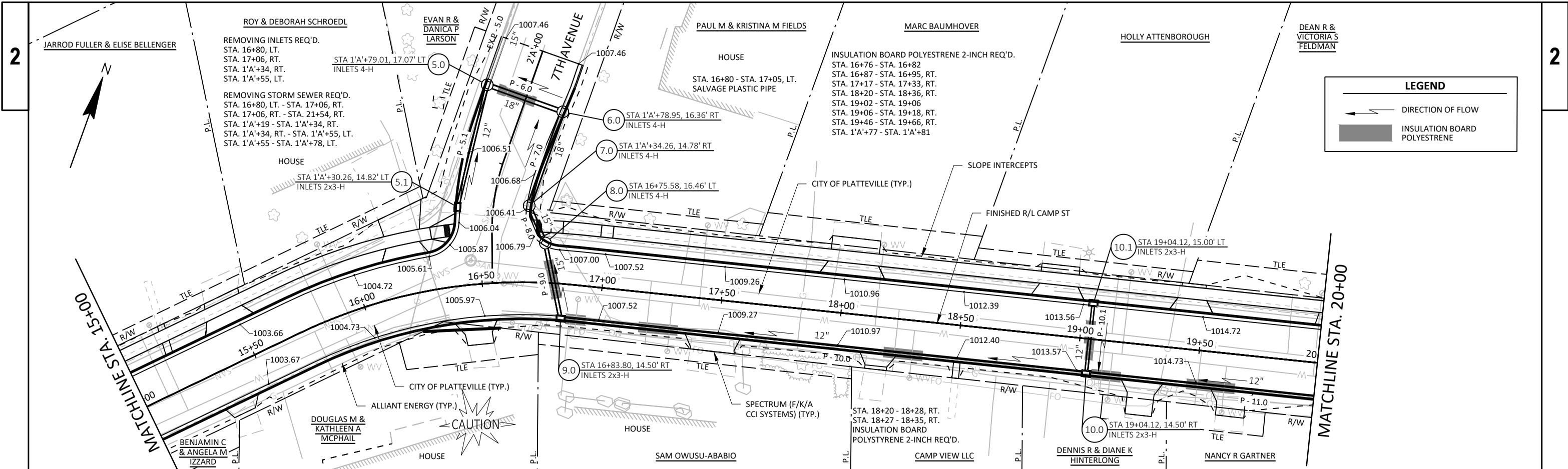


LAYOUT TABLE					
POINT NO.	STATION	OFFSET	ELEVATION	COMMENTS	
200	10+30.90	40.4' LT.	998.31	EDGE OF PAVEMENT - MATCH EXISTING	
201	10+13.62	28.6' RT.	999.10	EDGE OF PAVEMENT - MATCH EXISTING	
202	10+34.63	39.5' LT.	998.82	SIDEWALK EDGE - MATCH EXISTING	
203	10+38.34	38.4' LT.	998.89	SIDEWALK EDGE - MATCH EXISTING	
204	10+48.03	36.0' LT.	999.81	CENTER OF RADIUS	
205	10+49.21	36.0' LT.	999.83	CENTER OF RADIUS	
206	10+49.93	34.0' LT.	998.91	CENTER OF RADIUS	
207	10+49.93	14.0' LT.	999.10	EDGE OF PAVEMENT	
208	10+33.01	33.5' RT.	-	CENTER OF RADIUS	
209	10+33.01	13.5' RT.	998.814	EDGE OF PAVEMENT	

LEGEND	
XXXXXXX	SAWING ASPHALT / SAWING CONCRETE
	DIRECTION OF FLOW
	CURB HEAD HEIGHT TAPER
6"	0"

LAYOUT TABLE				
POINT NO.	STATION	OFFSET	ELEVATION	COMMENTS
300	21+42.96	14.0' LT.	1019.40	EDGE OF PAVEMENT
301	21+42.96	34.0' LT.	1019.56	CENTER OF RADIUS
302	21+53.10	13.5' RT.	1019.65	EDGE OF PAVEMENT
303	21+53.10	28.5' RT.	1019.55	CENTER OF RADIUS
304	21+66.99	40.1' LT.	1020.00	EDGE OF PAVEMENT - MATCH EXISTING
305	21+70.24	28.7' RT.	1020.11	EDGE OF PAVEMENT - MATCH EXISTING





LEGEND

DIRECTION OF FLOW

XXXXXXXXXX

SAWING ASPHALT

INSULATION BOARD
POLYSTRENE

2

PROJECT NO: 5996-01-72

HWY: CAMP ST

COUNTY: GRANT

STORM SEWER DETAILS & PAVING DETAILS

SHEET

E

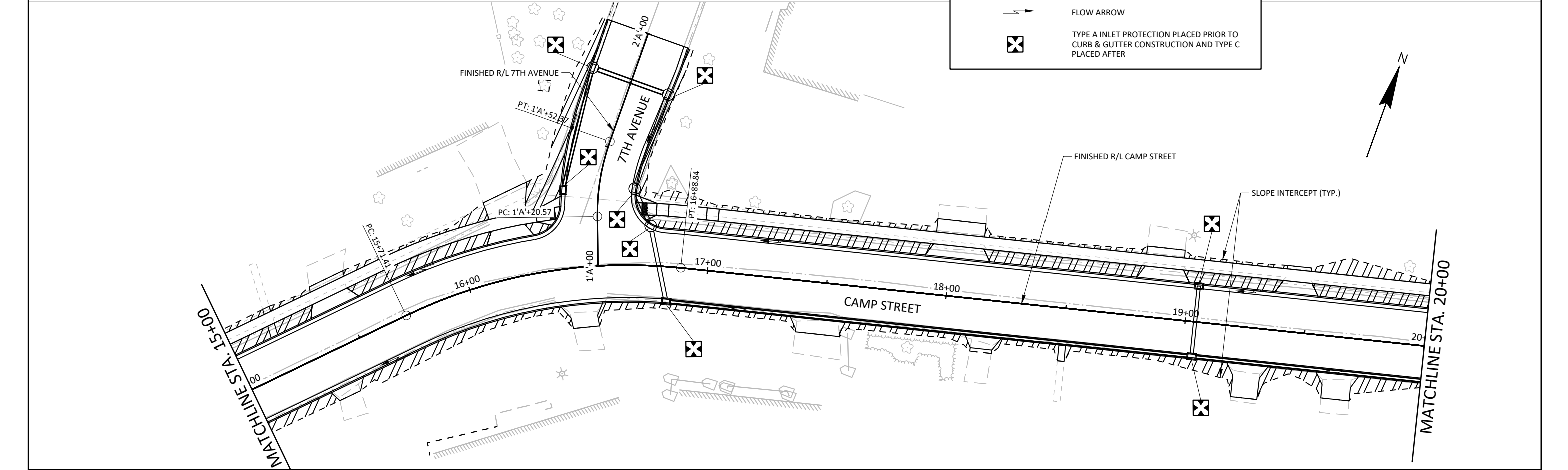
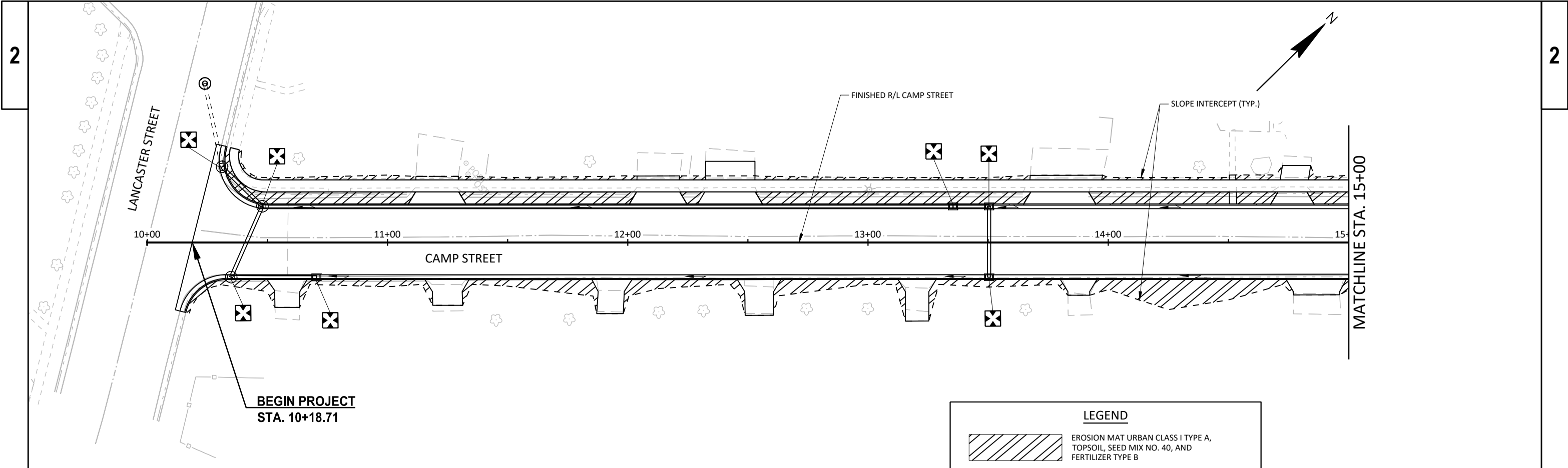
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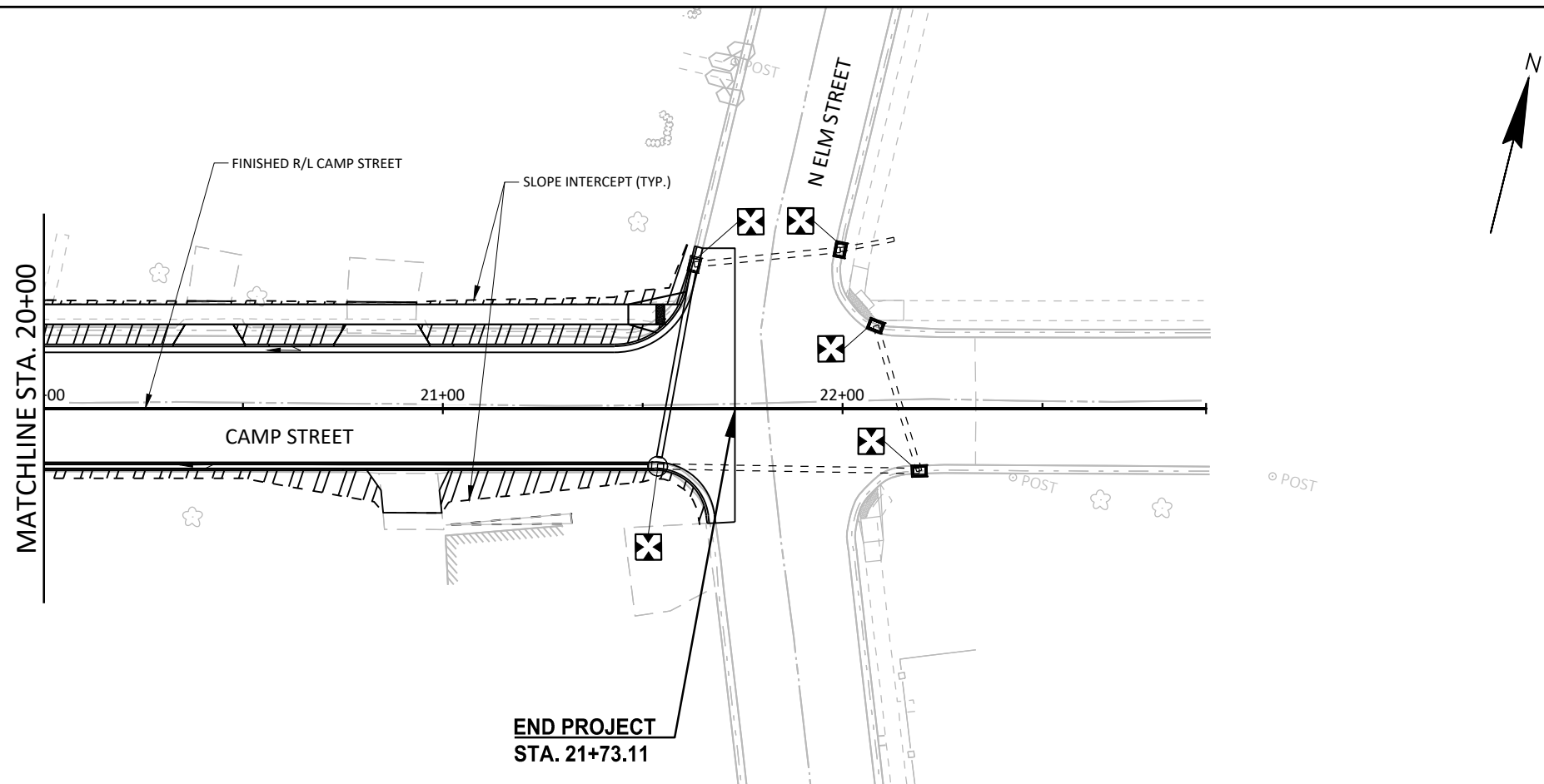
PLOT DATE : 3/25/2025 9:00:34 AM

PLOT BY : CHLOE DIEHL

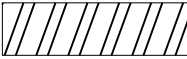
PLOT SCALE : 1" = 40'

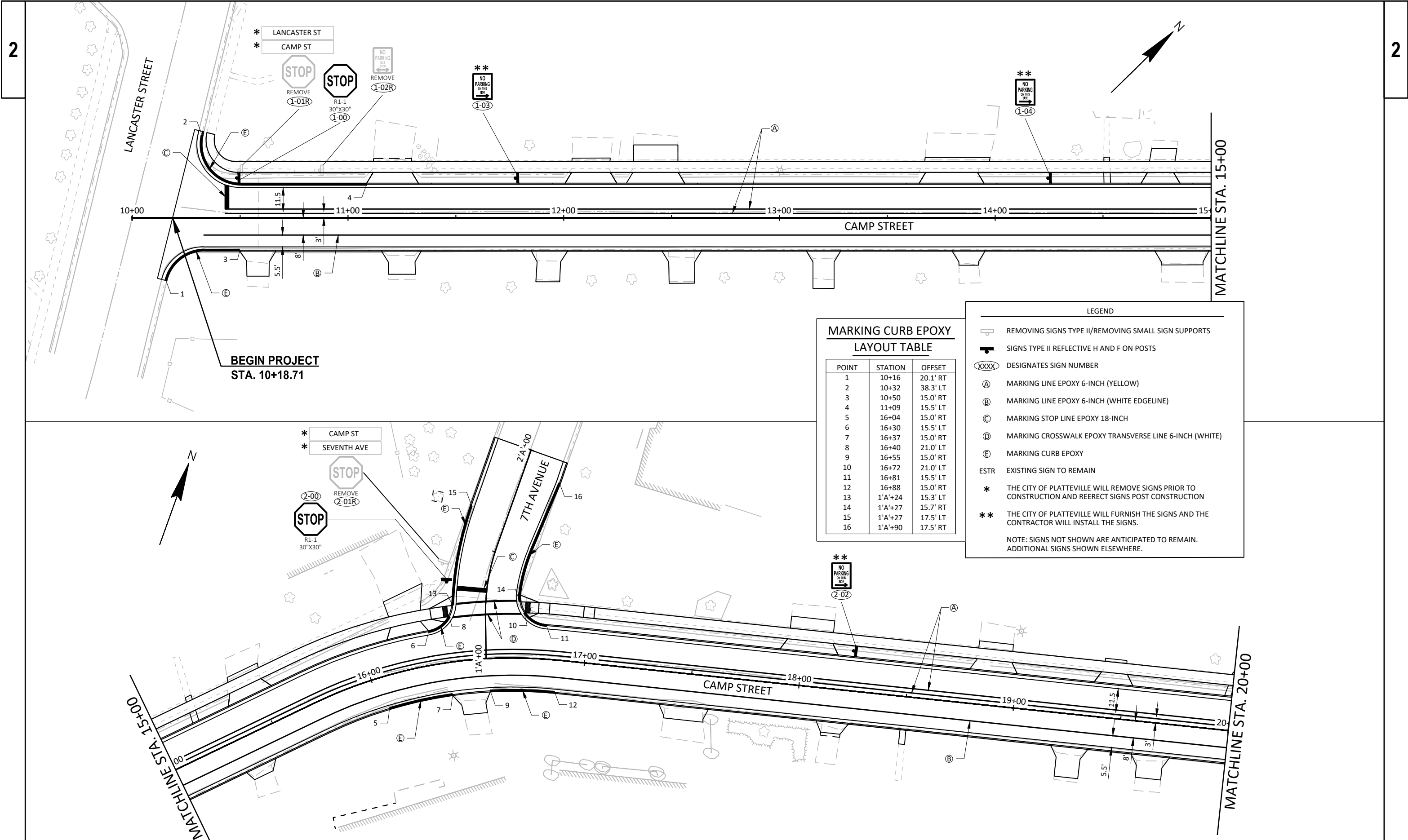
LAYOUT : LAYOUT3





LEGEND

	EROSION MAT URBAN CLASS I TYPE A, TOPSOIL, SEED MIX NO. 40, AND FERTILIZER TYPE B
	FLOW ARROW
	TYPE A INLET PROTECTION PLACED PRIOR TO CURB & GUTTER CONSTRUCTION AND TYPE C PLACED AFTER

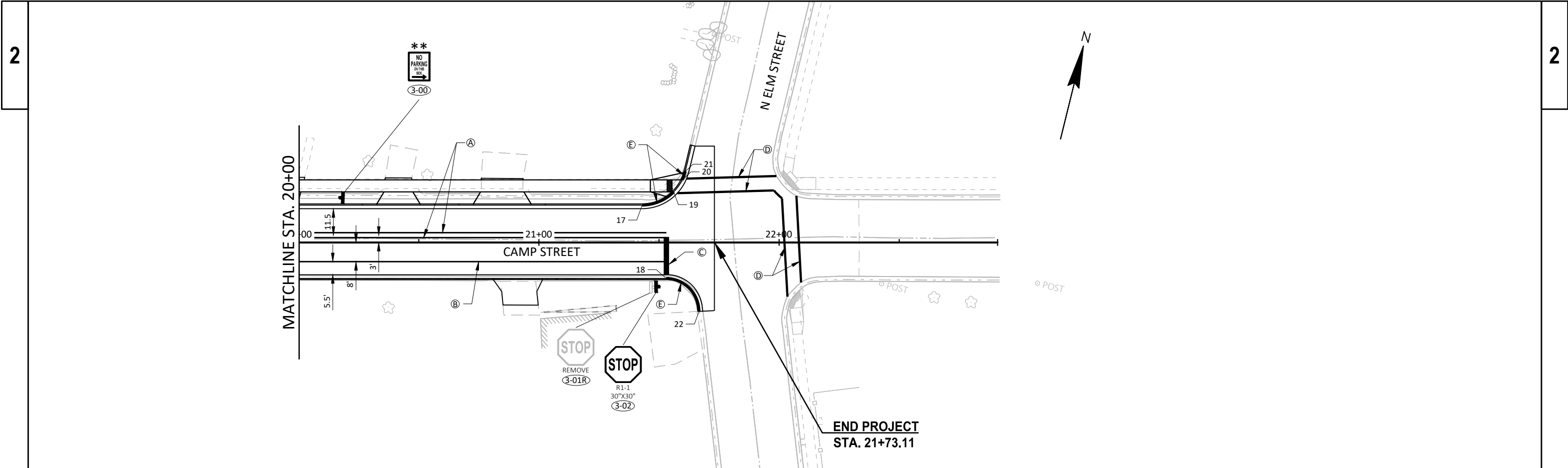


MARKING CURB EPOXY
LAYOUT TABLE

POINT	STATION	OFFSET
1	10+16	20.1' RT
2	10+32	38.3' LT
3	10+50	15.0' RT
4	11+09	15.5' LT
5	16+04	15.0' RT
6	16+30	15.5' LT
7	16+37	15.0' RT
8	16+40	21.0' LT
9	16+55	15.0' RT
10	16+72	21.0' LT
11	16+81	15.5' LT
12	16+88	15.0' RT
13	1'A'+24	15.3' LT
14	1'A'+27	15.7' RT
15	1'A'+27	17.5' LT
16	1'A'+90	17.5' RT

LEGEND

- REMOVING SIGNS TYPE II/REMOVING SMALL SIGN SUPPORTS
 - SIGNS TYPE II REFLECTIVE H AND F ON POSTS
 - DESIGNATES SIGN NUMBER
 - MARKING LINE EPOXY 6-INCH (YELLOW)
 - MARKING LINE EPOXY 6-INCH (WHITE EDGELINE)
 - MARKING STOP LINE EPOXY 18-INCH
 - MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
 - MARKING CURB EPOXY
 - EXISTING SIGN TO REMAIN
 - THE CITY OF PLATTEVILLE WILL REMOVE SIGNS PRIOR TO CONSTRUCTION AND REERECT SIGNS POST CONSTRUCTION
 - THE CITY OF PLATTEVILLE WILL FURNISH THE SIGNS AND THE CONTRACTOR WILL INSTALL THE SIGNS.
- NOTE: SIGNS NOT SHOWN ARE ANTICIPATED TO REMAIN. ADDITIONAL SIGNS SHOWN ELSEWHERE.



MARKING CURB EPOXY LAYOUT TABLE		
POINT	STATION	OFFSET
17	21+43	15.5' LT
18	21+53	15.0' RT
19	21+56	21.0' LT
20	21+60	26.0' LT
21	21+61	29.6' LT
22	21+67	28.7' RT

LEGEND

REMOVING SIGNS TYPE II/REMOVING SMALL SIGN SUPPORTS

SIGNS TYPE II REFLECTIVE H AND F ON POSTS

DESIGNATES SIGN NUMBER

MARKING LINE EPOXY 6-INCH (YELLOW)

MARKING LINE EPOXY 6-INCH (WHITE EDGELINE)

MARKING STOP LINE EPOXY 18-INCH

MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)

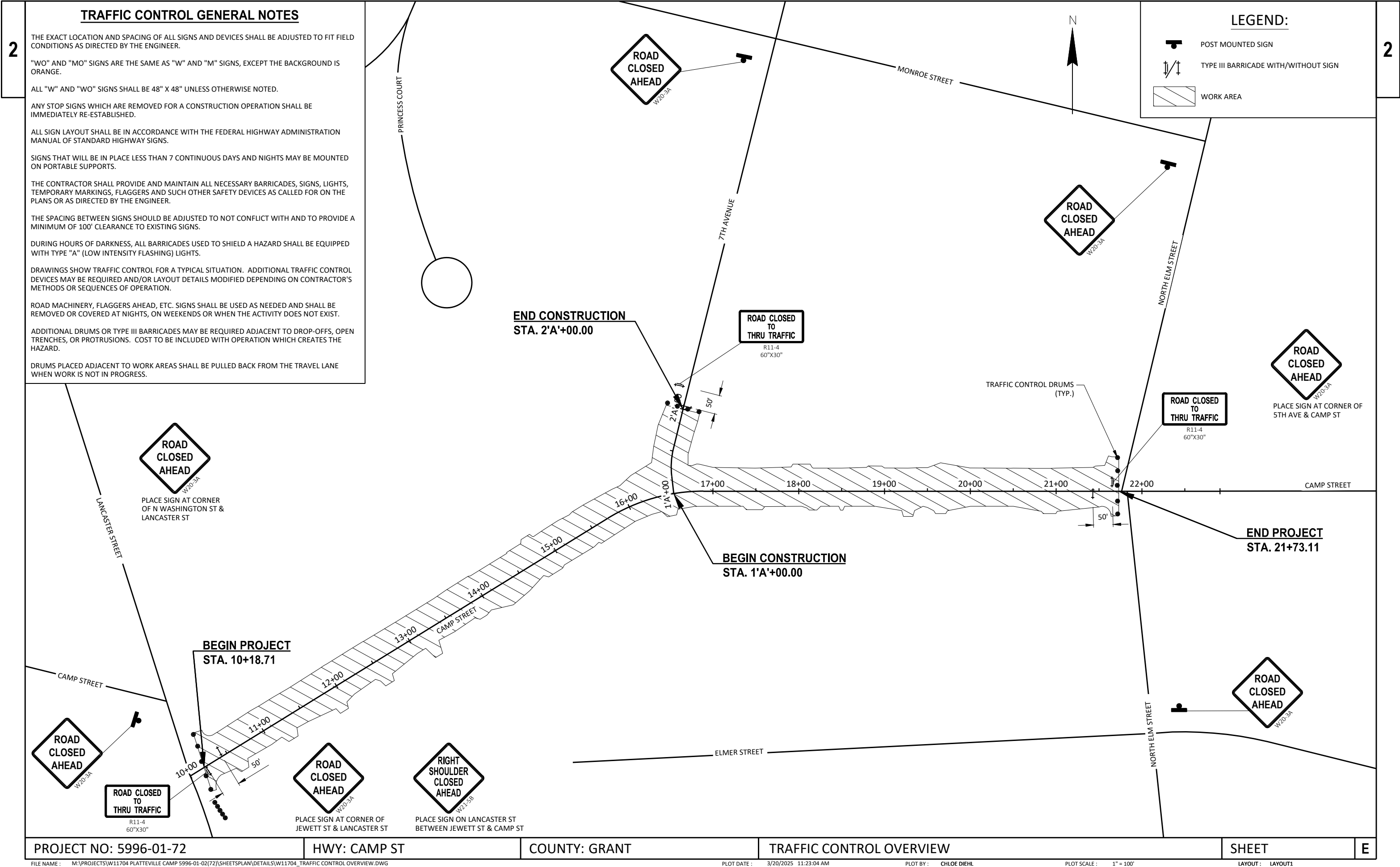
MARKING CURB EPOXY

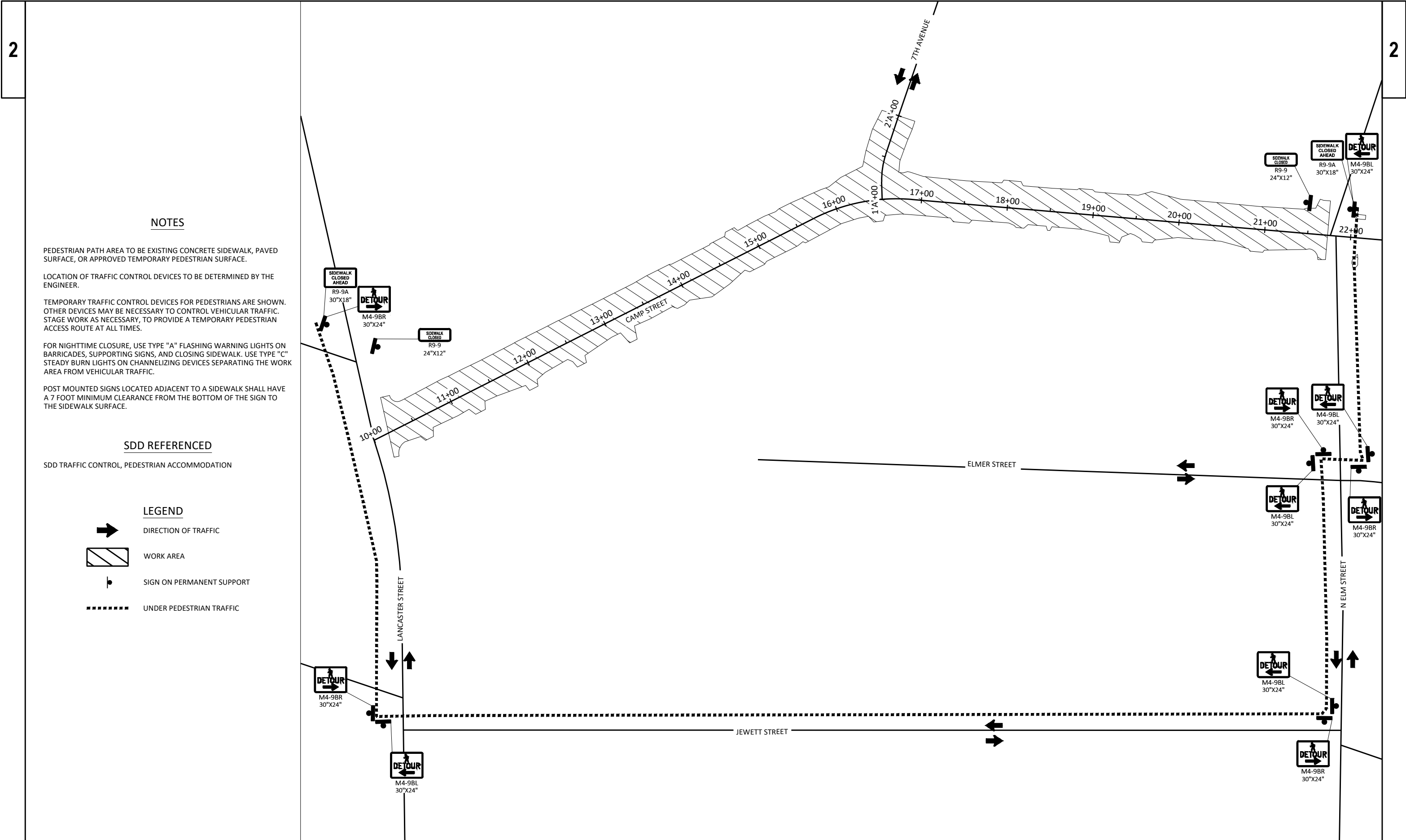
EXISTING SIGN TO REMAIN

THE CITY OF PLATTEVILLE WILL REMOVE SIGNS PRIOR TO CONSTRUCTION AND REERECT SIGNS POST CONSTRUCTION

THE CITY OF PLATTEVILLE WILL FURNISH THE SIGNS AND THE CONTRACTOR WILL INSTALL THE SIGNS

NOTE: SIGNS NOT SHOWN ARE ANTICIPATED TO REMAIN. ADDITIONAL SIGNS SHOWN ELSEWHERE.





NOTES

PEDESTRIAN PATH AREA TO BE EXISTING CONCRETE SIDEWALK, PAVED SURFACE, OR APPROVED TEMPORARY PEDESTRIAN SURFACE.

LOCATION OF TRAFFIC CONTROL DEVICES TO BE DETERMINED BY THE ENGINEER.

TEMPORARY TRAFFIC CONTROL DEVICES FOR PEDESTRIANS ARE SHOWN. OTHER DEVICES MAY BE NECESSARY TO CONTROL VEHICULAR TRAFFIC. STAGE WORK AS NECESSARY, TO PROVIDE A TEMPORARY PEDESTRIAN ACCESS ROUTE AT ALL TIMES.

FOR NIGHTTIME CLOSURE, USE TYPE "A" FLASHING WARNING LIGHTS ON BARRICADES, SUPPORTING SIGNS, AND CLOSING SIDEWALK. USE TYPE "C" STEADY BURN LIGHTS ON CHANNELIZING DEVICES SEPARATING THE WORK AREA FROM VEHICULAR TRAFFIC.

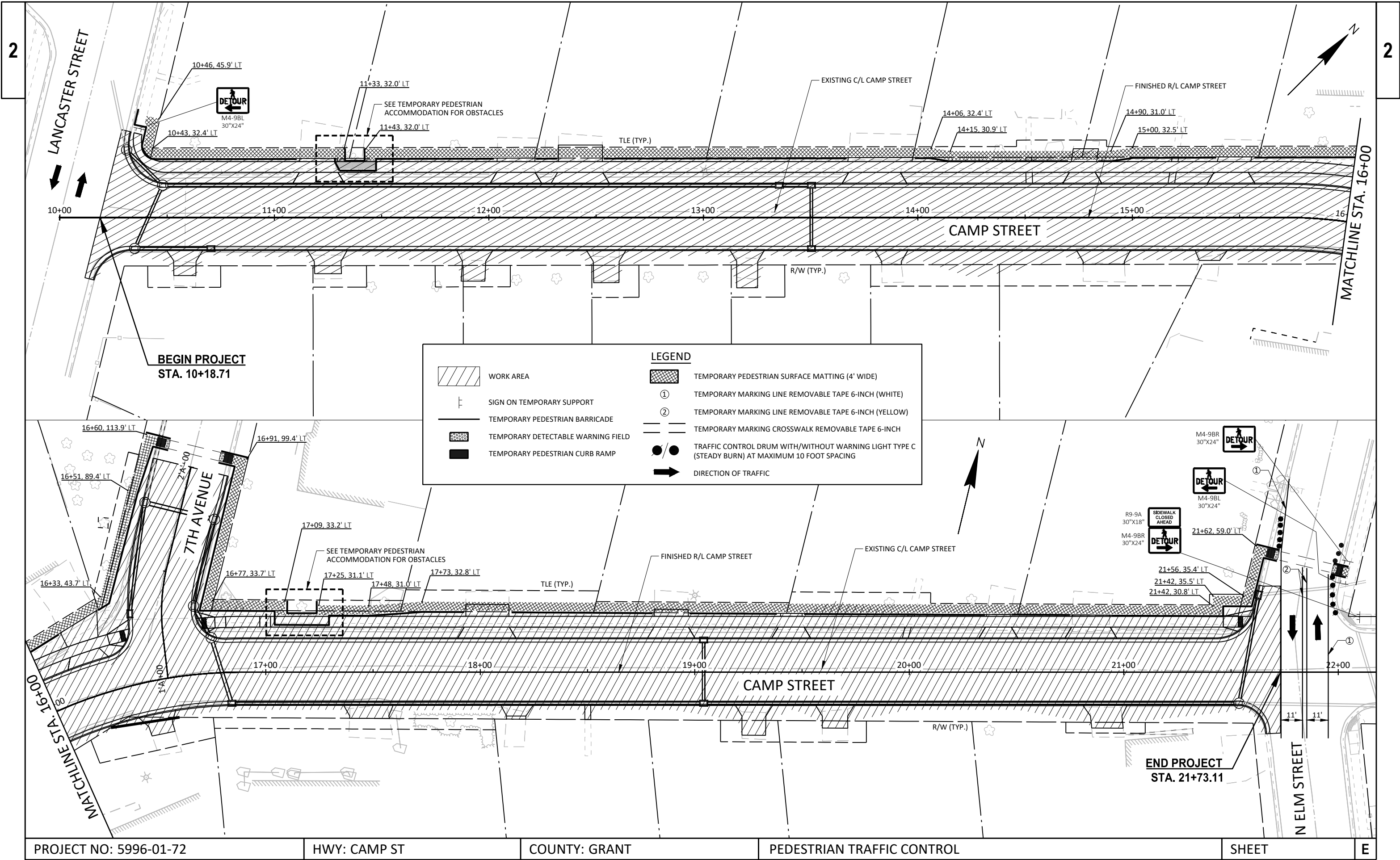
POST MOUNTED SIGNS LOCATED ADJACENT TO A SIDEWALK SHALL HAVE A 7 FOOT MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE SIDEWALK SURFACE.

SDD REFERENCED

SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

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



PROJECT NO: 5996-01-72

HWY: CAMP ST

COUNTY: GRANT

PEDESTRIAN TRAFFIC CONTROL

SHEET

E

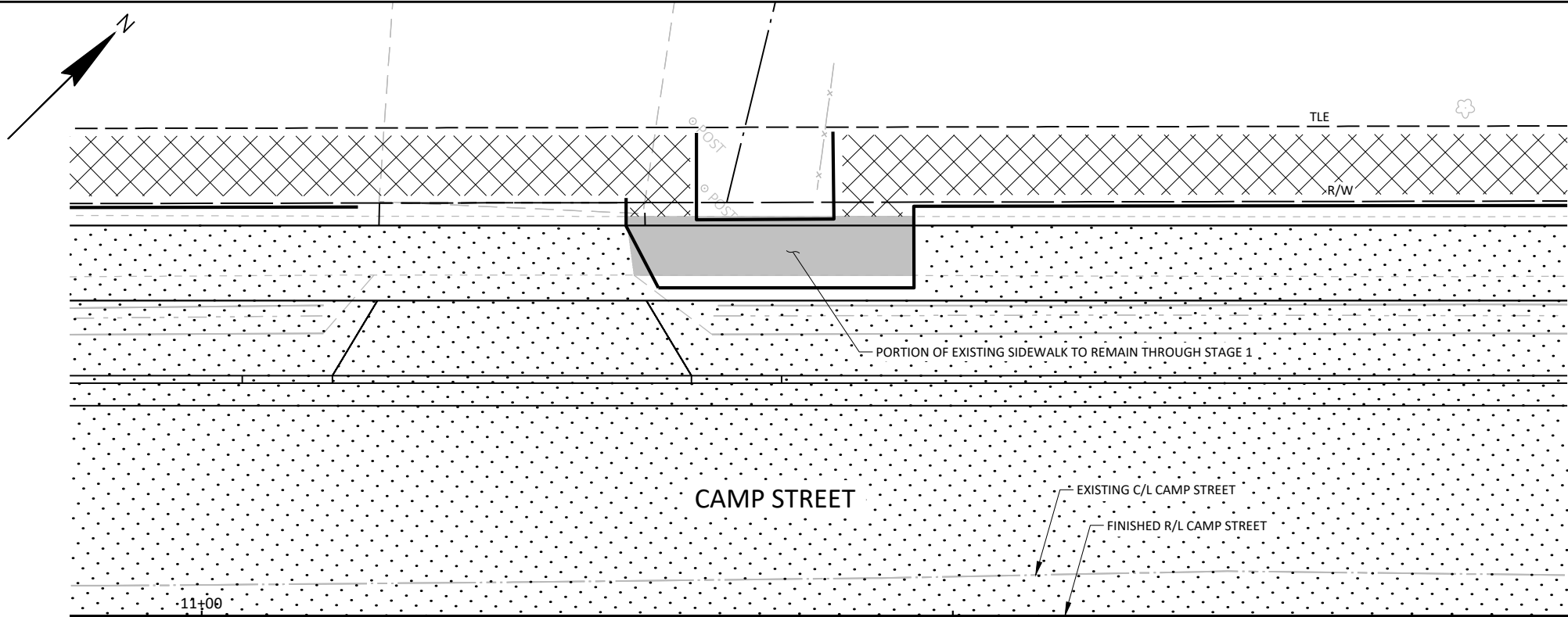
FILE NAME: M:\PROJECTS\W11704 PLATTEVILLE CAMP 5996-01-02(72)\SHEETS\PLAN\DETAILS\W11704_PEDESTRIAN TRAFFIC CONTROL.DWG

PLOT DATE: 3/20/2025 11:23:19 AM

PLOT BY: CHLOE DIEHL

PLOT SCALE: 1" = 40'

LAYOUT: PED TRAFFIC CONTROL

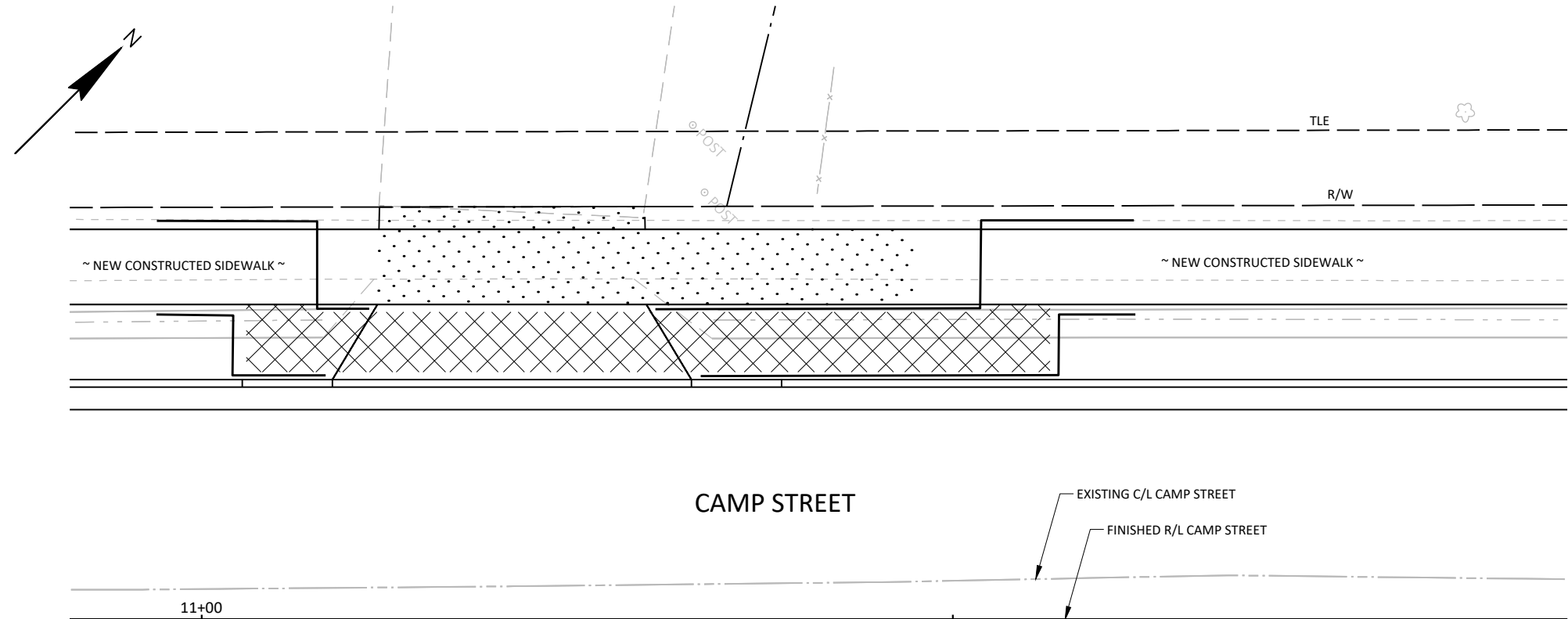


TEMPORARY PEDESTRIAN ACCOMMODATION FOR OBSTACLES - STAGE 1

STAGE 1 - DIRECT PEDESTRIANS ONTO EXISTING SIDEWALK TO AVOID OBSTACLE
STA. 11+35, LT. - SHOWN
STA. 17+17, LT. - SIMILAR

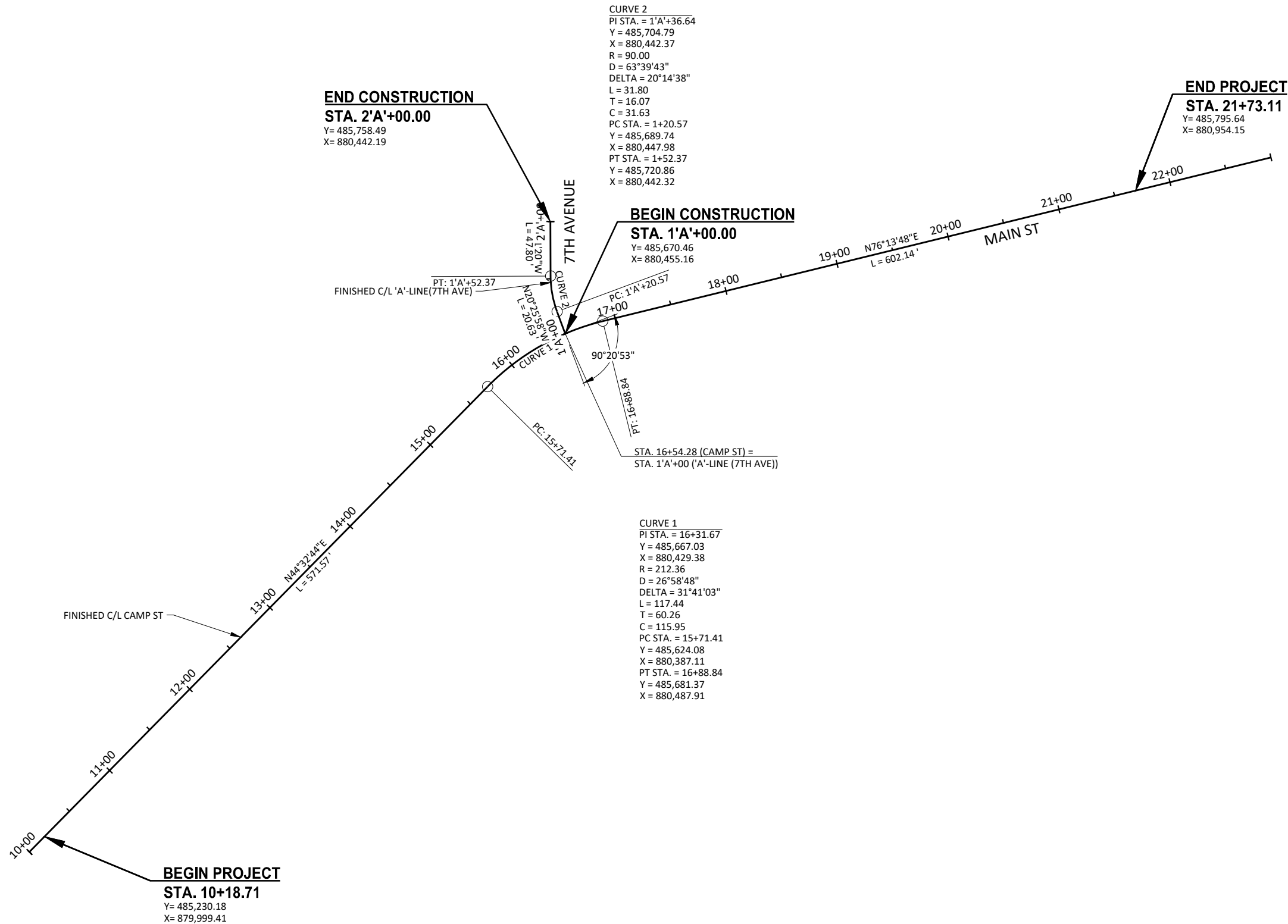
LEGEND

- TEMPORARY PEDESTRIAN SURFACE MATTING
- CONSTRUCTION AREA
- TEMPORARY PEDESTRIAN BARRICADE



TEMPORARY PEDESTRIAN ACCOMMODATION FOR OBSTACLES - STAGE 2

STAGE 2 - AFTER SIDEWALK IS CONSTRUCTED IN STAGE 1, DIRECT PEDESTRIANS ONTO TERRACE TO FINISH CONSTRUCTING GAP IN SIDEWALK
STA. 11+35, LT. - SHOWN
STA. 17+17, LT. - SIMILAR



Estimate Of Quantities

5996-01-72

Line	Item	Item Description	Unit	Total	Qty
0002	201.0220	Grubbing	ID	48.000	48.000
0004	204.0100	Removing Concrete Pavement	SY	355.000	355.000
0006	204.0110	Removing Asphaltic Surface	SY	190.000	190.000
0008	204.0150	Removing Curb & Gutter	LF	2,030.000	2,030.000
0010	204.0155	Removing Concrete Sidewalk	SY	345.000	345.000
0012	204.0220	Removing Inlets	EACH	7.000	7.000
0014	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	593.000	593.000
0016	204.0245	Removing Storm Sewer (size) 02. 15-Inch	LF	25.000	25.000
0018	204.0245	Removing Storm Sewer (size) 03. 18-Inch	LF	55.000	55.000
0020	205.0100	Excavation Common	CY	3,350.000	3,350.000
0022	209.2100	Backfill Granular Grade 2	CY	950.000	950.000
0024	213.0100	Finishing Roadway (project) 01. 5996-01-72	EACH	1.000	1.000
0026	305.0110	Base Aggregate Dense 3/4-Inch	TON	420.000	420.000
0028	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	1,620.000	1,620.000
0030	312.0110	Select Crushed Material	TON	2,500.000	2,500.000
0032	455.0605	Tack Coat	GAL	205.000	205.000
0034	460.2000	Incentive Density HMA Pavement	DOL	800.000	800.000
0036	460.5224	HMA Pavement 4 LT 58-28 S	TON	850.000	850.000
0038	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	1.000	1.000
0040	602.0405	Concrete Sidewalk 4-Inch	SF	4,620.000	4,620.000
0042	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	30.000	30.000
0044	602.0810	Concrete Driveway 6-Inch	SY	540.000	540.000
0046	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	1,032.000	1,032.000
0048	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	50.000	50.000
0050	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	76.000	76.000
0052	611.0624	Inlet Covers Type H	EACH	17.000	17.000
0054	611.3004	Inlets 4-FT Diameter	EACH	8.000	8.000
0056	611.3230	Inlets 2x3-FT	EACH	9.000	9.000
0058	612.0902.S	Insulation Board Polystyrene (inch) 01. 2-Inch	SY	120.000	120.000
0060	619.1000	Mobilization	EACH	1.000	1.000
0062	624.0100	Water	MGAL	30.000	30.000
0064	625.0100	Topsoil	SY	1,400.000	1,400.000
0066	628.1905	Mobilizations Erosion Control	EACH	9.000	9.000
0068	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	4.000
0070	628.2006	Erosion Mat Urban Class I Type A	SY	1,400.000	1,400.000
0072	628.7005	Inlet Protection Type A	EACH	20.000	20.000
0074	628.7015	Inlet Protection Type C	EACH	20.000	20.000
0076	629.0210	Fertilizer Type B	CWT	1.000	1.000
0078	630.0140	Seeding Mixture No. 40	LB	65.000	65.000
0080	630.0500	Seed Water	MGAL	40.000	40.000
0082	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	7.000	7.000
0084	637.2210	Signs Type II Reflective H	SF	15.540	15.540
0086	638.2602	Removing Signs Type II	EACH	4.000	4.000
0088	638.3000	Removing Small Sign Supports	EACH	4.000	4.000
0090	642.5001	Field Office Type B	EACH	1.000	1.000
0092	643.0300	Traffic Control Drums	DAY	3,737.000	3,737.000
0094	643.0420	Traffic Control Barricades Type III	DAY	594.000	594.000
0096	643.0705	Traffic Control Warning Lights Type A	DAY	1,188.000	1,188.000
0098	643.0715	Traffic Control Warning Lights Type C	DAY	990.000	990.000

Estimate Of Quantities

5996-01-72

Line	Item	Item Description	Unit	Total	Qty
0100	643.0900	Traffic Control Signs	DAY	2,970.000	2,970.000
0102	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	365.000	365.000
0104	643.3350	Temporary Marking Crosswalk Removable Tape 6-inch	LF	96.000	96.000
0106	643.5000	Traffic Control	EACH	1.000	1.000
0108	644.1440	Temporary Pedestrian Surface Matting	SF	5,350.000	5,350.000
0110	644.1601	Temporary Pedestrian Curb Ramp	DAY	396.000	396.000
0112	644.1605	Temporary Pedestrian Detectable Warning Field	SF	32.000	32.000
0114	644.1810	Temporary Pedestrian Barricade	LF	1,225.000	1,225.000
0116	645.0220	Geogrid Type SR	SY	5,000.000	5,000.000
0118	646.2020	Marking Line Epoxy 6-Inch	LF	3,350.000	3,350.000
0120	646.6120	Marking Stop Line Epoxy 18-Inch	LF	41.000	41.000
0122	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	226.000	226.000
0124	646.8120	Marking Curb Epoxy	LF	367.000	367.000
0126	650.4000	Construction Staking Storm Sewer	EACH	17.000	17.000
0128	650.4500	Construction Staking Subgrade	LF	1,237.000	1,237.000
0130	650.5000	Construction Staking Base	LF	1,237.000	1,237.000
0132	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	2,460.000	2,460.000
0134	650.9000	Construction Staking Curb Ramps	EACH	3.000	3.000
0136	650.9500	Construction Staking Sidewalk (project) 01. 5996-01-72	EACH	1.000	1.000
0138	650.9911	Construction Staking Supplemental Control (project) 01. 5996-01-72	EACH	1.000	1.000
0140	650.9920	Construction Staking Slope Stakes	LF	1,237.000	1,237.000
0142	690.0150	Sawing Asphalt	LF	197.000	197.000
0144	690.0250	Sawing Concrete	LF	368.000	368.000
0146	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	1,200.000	1,200.000
0148	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	600.000	600.000
0150	SPV.0060	Special 01. Core & Pour Sanitary Manhole Adjustment	EACH	3.000	3.000
0152	SPV.0060	Special 02. Core & Pour Water Main Valve Adjustment	EACH	9.000	9.000
0154	SPV.0060	Special 03. Water Service Valve Adjustment	EACH	6.000	6.000
0156	SPV.0060	Special 04. Salvage Plastic Pipe	EACH	1.000	1.000
0158	SPV.0060	Special 05. Erecting City Owned Signs Type II	EACH	4.000	4.000
0160	SPV.0060	Special 06. Adjusting Hydrant	EACH	3.000	3.000
0162	SPV.0090	Special 01. Concrete Curb and Gutter 24 Inch Type D	LF	2,460.000	2,460.000
0164	SPV.0090	Special 02. Void Reducing Asphalt Membrane	LF	1,154.000	1,154.000

3

GRUBBING		
STATION	LOCATION	201.0220 (ID)
14+38	CAMP STREET, LT	12
20+54	CAMP STREET, LT	36
TOTAL =		48

REMOVING CURB & GUTTER		
STATION - STATION	LOCATION	204.0150 (LF)
10+14 - 21+73	CAMP STREET, RT	948
10+31 - 16+28	CAMP STREET, LT	515
16+79 - 21+65	CAMP STREET, LT	408
1'A'+19 - 1'A'+90	7TH AVENUE, RT	80
1'A'+24 - 1'A'+90	7TH AVENUE, LT	79
TOTAL =		2,030

REMOVING INLETS		
STATION	LOCATION	204.0220 (EACH)
10+32	CAMP STREET, LT	1
10+33	CAMP STREET, RT	1
16+80	CAMP STREET, LT	1
17+06	CAMP STREET, RT	1
21+54	CAMP STREET, RT	1
21+62	CAMP STREET, LT	1
1'A'+34	7TH AVENUE, RT	1
1'A'+55	7TH AVENUE, LT	1
TOTAL =		7

REMOVING CONCRETE SIDEWALK		
STATION - STATION	LOCATION	204.0155 (SY)
10+18 - 16+30	CAMP STREET, LT	161
16+60 - 20+90	CAMP STREET, LT	182
18+49 - 18+52	CAMP STREET, RT	2
TOTAL =		345
NOTE: CONCRETE SIDEWALK TO BE REMOVED WITHIN CONCRETE DRIVEWAYS PAID FOR UNDER REMOVING CONCRETE PAVEMENT BID ITEM.		

REMOVING STORM SEWER		
STATION - STATION	LOCATION	204.0245 12-INCH (LF) 15-INCH (LF) 18-INCH (LF)
10+32 - 10+33	CAMP STREET, LT TO RT	47 - -
16+80 - 17+06	CAMP STREET, LT TO RT	44 - -
17+06 - 21+54	CAMP STREET, RT	450 - -
21+54 - 21+62	CAMP STREET, LT TO RT	52 - -
1'A'+19 - 1'A'+34	7TH AVENUE, RT	- - 17
1'A'+34 - 1'A'+55	7TH AVENUE, RT TO LT	- - 38
1'A'+55 - 1'A'+78	7TH AVENUE, LT	- 25 -
TOTAL =		593 25 55

REMOVING CONCRETE PAVEMENT		
STATION - STATION	LOCATION	204.0100 (SY)
10+58	CAMP STREET, RT	14
10+80	CAMP STREET, LT	2
11+20	CAMP STREET, LT	14
11+25	CAMP STREET, RT	15
11+92	CAMP STREET, RT	18
12+13	CAMP STREET, LT	14
12+42	CAMP STREET, LT	14
12+55	CAMP STREET, RT	20
13+20	CAMP STREET, RT	20
13+82	CAMP STREET, LT	21
14+78	CAMP STREET, LT	15
14+87	CAMP STREET, RT	16
15+35	CAMP STREET, RT	8
15+48	CAMP STREET, LT	13
16+22	CAMP STREET, LT	17
16+48	CAMP STREET, RT	18
17+48	CAMP STREET, RT	13
18+03	CAMP STREET, LT	20
18+89	CAMP STREET, LT	16
19+27	CAMP STREET, RT	18
19+45	CAMP STREET, LT	7
19+65	CAMP STREET, RT	2
20+41	CAMP STREET, LT	11
20+85	CAMP STREET, LT	13
20+92	CAMP STREET, RT	16
TOTAL =		355
NOTE: CONCRETE SIDEWALK TO BE REMOVED WITHIN CONCRETE DRIVEWAYS PAID FOR UNDER REMOVING CONCRETE PAVEMENT BID ITEM.		

REMOVING ASPHALTIC SURFACE			
STATION - STATION	LOCATION	DESCRIPTION	204.0110 (SY)
12+42	CAMP STREET, LT	DRIVEWAY	16
13+88	CAMP STREET, RT	DRIVEWAY	9
19+66	CAMP STREET, RT	DRIVEWAY	13
10+98 - 11+08	CAMP STREET, LT	SIDEWALK	5
11+94 - 12+04	CAMP STREET, LT	SIDEWALK	4
13+37 - 13+47	CAMP STREET, LT	SIDEWALK	5
14+39 - 14+48	CAMP STREET, LT	SIDEWALK	4
15+10 - 15+18	CAMP STREET, LT	SIDEWALK	4
15+82 - 15+97	CAMP STREET, LT	SIDEWALK	7
17+36 - 17+45	CAMP STREET, LT	SIDEWALK	4
18+13 - 18+23	CAMP STREET, LT	SIDEWALK	4
19+13 - 19+22	CAMP STREET, LT	SIDEWALK	4
19+67 - 19+76	CAMP STREET, LT	SIDEWALK	4
19+91 - 20+03	CAMP STREET, LT	SIDEWALK	7
21+17 - 21+26	CAMP STREET, LT	SIDEWALK	4
10+38 - 10+50	CAMP STREET, RT	CURB & GUTTER	3
10+87 - 11+07	CAMP STREET, RT	CURB & GUTTER	5
10+96 - 11+08	CAMP STREET, LT	CURB & GUTTER	3
11+37 - 11+58	CAMP STREET, RT	CURB & GUTTER	5
11+93 - 12+04	CAMP STREET, LT	CURB & GUTTER	2
12+20 - 12+32	CAMP STREET, RT	CURB & GUTTER	3
12+39 - 12+56	CAMP STREET, LT	CURB & GUTTER	4
12+77 - 12+93	CAMP STREET, RT	CURB & GUTTER	3
12+98 - 13+13	CAMP STREET, LT	CURB & GUTTER	3
13+35 - 13+48	CAMP STREET, RT	CURB & GUTTER	3
13+48 - 13+64	CAMP STREET, RT	CURB & GUTTER	3
14+11 - 14+25	CAMP STREET, RT	CURB & GUTTER	3
14+38 - 14+51	CAMP STREET, LT	CURB & GUTTER	3
14+60 - 14+74	CAMP STREET, RT	CURB & GUTTER	4
15+09 - 15+19	CAMP STREET, LT	CURB & GUTTER	2
15+81 - 15+98	CAMP STREET, LT	CURB & GUTTER	4
15+79 - 15+98	CAMP STREET, RT	CURB & GUTTER	4
16+80 - 16+96	CAMP STREET, RT	CURB & GUTTER	4
16+83 - 17+02	CAMP STREET, LT	CURB & GUTTER	4
17+23 - 17+35	CAMP STREET, RT	CURB & GUTTER	3
17+37 - 17+45	CAMP STREET, LT	CURB & GUTTER	2
18+06 - 18+21	CAMP STREET, LT	CURB & GUTTER	4
18+25 - 18+37	CAMP STREET, RT	CURB & GUTTER	3
19+08 - 19+18	CAMP STREET, RT	CURB & GUTTER	2
19+12 - 19+22	CAMP STREET, LT	CURB & GUTTER	2
19+56 - 19+80	CAMP STREET, RT	CURB & GUTTER	5
19+67 - 19+76	CAMP STREET, LT	CURB & GUTTER	2
19+92 - 20+02	CAMP STREET, LT	CURB & GUTTER	2
21+12 - 21+32	CAMP STREET, LT	CURB & GUTTER	4
1'A'+66 - 1'A'+75	CAMP STREET, LT	CURB & GUTTER	2
TOTAL =			190

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EARTHWORK SUMMARY						
STATION - STATION	LOCATION	205.0100 EXCAVATION COMMON CUT (CY) (1)	AVAILABLE MATERIAL (CY) (2)	UNEXPANDED FILL (CY)	EXPANDED FILL (CY) FACTOR 1.25 (3)	MASS ORDINATE +/- (CY) (4)
10+17.81 - 21+73.11	CAMP ST.	3,100	3,100	23	26	3,074
1'A'+14 - 2'A'+00	7TH AVENUE	250	250	1	1	249
TOTALS =		3,350	3,350	24	27	3,323
NOTES: 1.) MAINLINE EARTHWORK VOLUMES INCLUDE P.E./F.E./C.E. DRIVEWAY EARTHWORK 2.) AVAILABLE MATERIAL = CUT 3.) EXPANDED FILL FACTOR 1.25: EXPANDED FILL = (UNEXPANDED FILL - EXPANDED ROCK(1.1))*1.25 4.) CUT - EXPANDED FILL. MINUS INDICATES A SHORTAGE OF MATERIAL						

BASE AGGREGATE DENSE			
STATION - STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH (TON)	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH (TON)
10+18.71 - 21+73.11	CAMP STREET	-	1,500
10+33 - 16+42	CAMP STREET, LT.	180	-
16+70 - 21+60	CAMP STREET, LT.	140	-
1'A'+18 - 2'A'+00	7TH AVENUE	-	120
-	DRIVEWAYS	100	-
TOTALS =		420	1,620

HMA PAVEMENT			
STATION - STATION	LOCATION	455.0605 TACK COAT (GAL)	460.5224 HMA PAVEMENT 4 LT 58-28 S (TON)
10+18.57 - 21+73.11	CAMP STREET	190	785
1'A'+14 - 2'A'+00	7TH AVENUE	15	65
13+88	CAMP STREET, RT.	-	-
-	PROJECT	-	-
TOTALS =		205	850

SELECT CRUSHED MATERIAL		
STATION - STATION	LOCATION	312.0110 (TON)
10+18.57 - 21+73.11	CAMP STREET	2,320
1'A'+18 - 2'A'+00	7TH AVENUE	180
TOTAL =		2,500

3

WATER ADJUSTMENT				
		(CATEGORY 020) SPV.0060.02 CORE & POUR WATER MAIN VALVE ADJUSTMENT	(CATEGORY 020) SPV.0060.03 WATER SERVICE VALVE ADJUSTMENT	(CATEGORY 020) SPV.0060.06 ADJUSTING HYDRANT
STATION	LOCATION	EACH	EACH	EACH
10+44	CAMP STREET, RT	1	-	1
12+46	CAMP STREET, LT	-	1	-
14+15	CAMP STREET, RT	-	1	-
16+50	CAMP STREET, LT	1	-	-
16+56	CAMP STREET, LT	1	-	-
16+59	CAMP STREET, RT	1	-	-
16+91	CAMP STREET, RT	1	-	1
18+15	CAMP STREET, LT	-	1	-
19+62	CAMP STREET, RT	-	1	-
21+20	CAMP STREET, LT	-	1	-
21+61	CAMP STREET, LT	-	1	1
21+66	CAMP STREET, RT	1	-	-
21+69	CAMP STREET, RT	1	-	-
21+69	CAMP STREET, RT	1	-	-
21+71	CAMP STREET, LT	1	-	-
TOTAL =		9	6	3

SAWING ASPHALT		
		690.0150
STATION	LOCATION	(LF)
10+18.71	CAMP STREET	75
13+88	CAMP STREET, RT	10
21+73.11	CAMP STREET MAINLINE	80
2'A'+00	7TH AVENUE	32
TOTAL =		197

SAWING CONCRETE

		690.0250
STATION	LOCATION	(LF)
10+15	CAMP STREET, RT	3
10+32	CAMP STREET, LT	3
10+58	CAMP STREET, RT	10
11+25	CAMP STREET, RT	12
11+93	CAMP STREET, RT	11
12+13	CAMP STREET, LT	18
12+43	CAMP STREET, LT	20
12+55	CAMP STREET, RT	12
13+20	CAMP STREET, RT	10
13+83	CAMP STREET, LT	30
14+52	CAMP STREET, LT	3
14+78	CAMP STREET, LT	12

CORE & POUR SANITARY MANHOLE ADJUSTMENT		
(CATEGORY 020)		
SPV.0060.01		
STATION	LOCATION	EACH
13+37	ML, LT	1
16+46	ML, LT	1
20+11	ML, LT	1
TOTAL =		3

VOID REDUCING ASPHALT MEMBRANE		
		SPV.0090.02
STATION - STATION	LOCATION	LF
10+18.71 - 21+73.11	CAMP STREET	1,154
	TOTAL =	1,154

14+87	CAMP STREET, RT	20
15+20	CAMP STREET, LT	3
15+36	CAMP STREET, RT	10
15+48	CAMP STREET, LT	16
16+23	CAMP STREET, LT	20
16+47	CAMP STREET, RT	11
17+48	CAMP STREET, RT	18
18+03	CAMP STREET, LT	20
18+50	CAMP STREET, RT	3
18+89	CAMP STREET, LT	16
19+28	CAMP STREET, RT	11
19+45	CAMP STREET, LT	10
19+65	CAMP STREET, RT	12
19+98	CAMP STREET, LT	3
20+42	CAMP STREET, LT	11
20+85	CAMP STREET, LT	18
20+92	CAMP STREET, RT	14
21+64	CAMP STREET, LT	2
21+67	CAMP STREET, RT	2
2'A'+00	7TH AVENUE, LT	2
2'A'+00	7TH AVENUE, RT	2
TOTAL =		368

SALVAGE PLASTIC PIPE		
		(CATEGORY 020)
		SPV.0060.04
STATION	LOCATION	EACH
16+80 - 17+06	CAMP STREET	1
	TOTAL =	1

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

CONVENTIONAL ABBREVIATIONS			
ACCESS RIGHTS	AR	POINT OF COMPOUND CURVE	POC
ACRES	AC	POINT OF INTERSECTION	PI
AHEAD	AH	PROPERTY LINE	PL
ALUMINUM	ALUM	RECORDED AS (100')	
AND OTHERS	ET AL	REEL / IMAGE	R/I
BACK	BK	REFERENCE LINE	R/L
BLOCK	BLK	REMAINING	REM
CENTERLINE	C/L	RESTRICTIVE DEVELOPMENT	RDE
CERTIFIED SURVEY MAP	CSM	EASEMENT	
CONCRETE	CONC	RIGHT	RT
COUNTY	CO	RIGHT OF WAY	R/W
COUNTY TRUNK HIGHWAY	CTH	SECTION	SEC
DISTANCE	DIST	SEPTIC VENT	SEPV
CORNER	COR	SQUARE FEET	SF
DOCUMENT NUMBER	DOC	STATE TRUNK HIGHWAY	STH
EASEMENT	EASE	STATION	STA
EXISTING	EX	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	PAGE	P
MONUMENT	MON	POINT OF TANGENCY	PT
NATIONAL GEODETIC SURVEY	NGS	PERMANENT LIMITED EASEMENT	PLE
NUMBER	NO		
OUTLOT	OL	POINT OF BEGINNING	POB
NOTES		POINT OF CURVATURE	PC

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, GRANT COUNTY, NAD 83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

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

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."

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF PLATTEVILLE.

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.

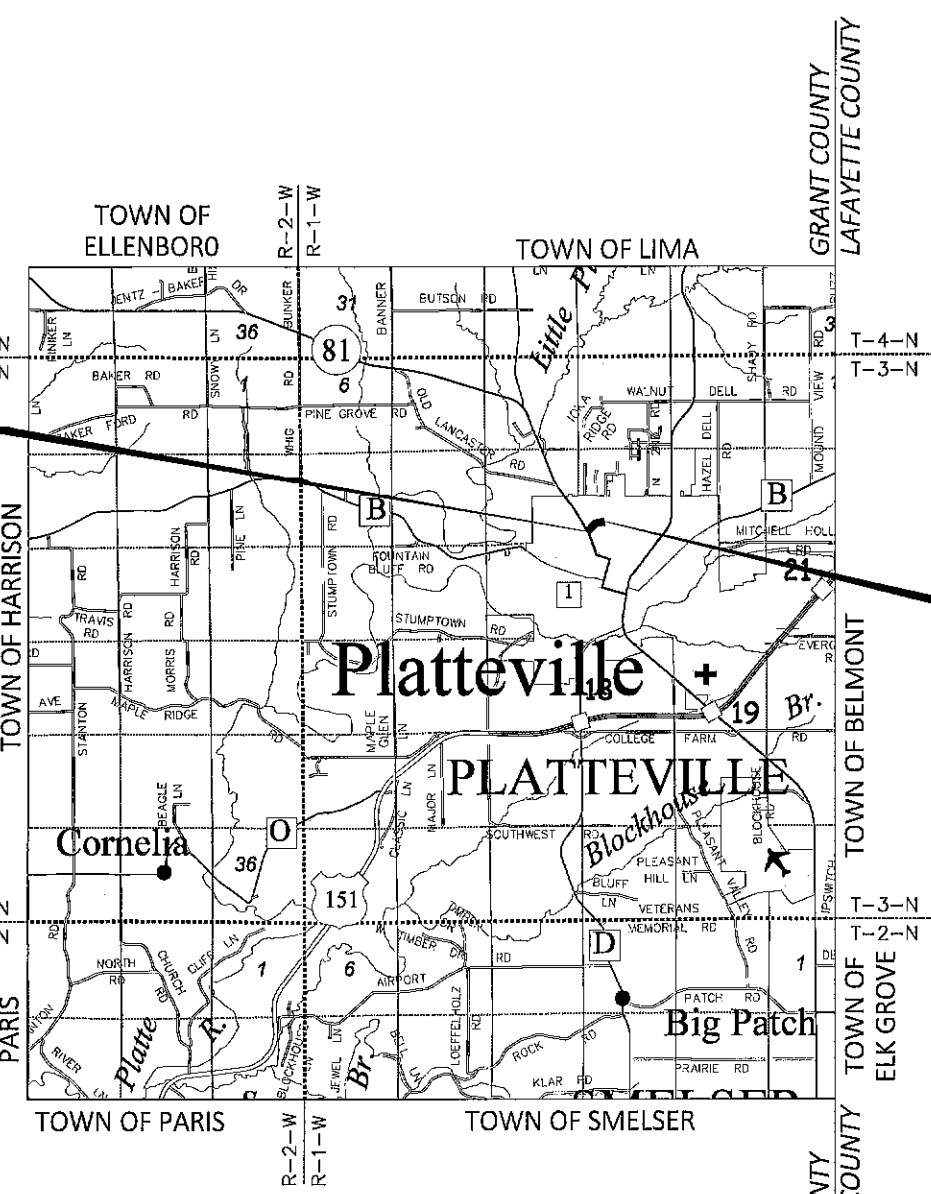
DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

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.

AN EASEMENT FOR HIGHWAY PURPOSES (HE), AS LONG AS SO USED, INCLUDING THE RIGHT-OF-WAY TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

THIS PLAT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSE ONLY. DEEDS MUST BE CHECKED TO DETERMINE PROPERTY BOUNDARIES AND ACCESS RIGHTS.

CURVE DATA ABBREVIATIONS	
LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ/DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB
CONVENTIONAL UTILITY SYMBOLS	
WATER	W
GAS	G
TELEPHONE	T
OVERHEAD TRANSMISSION LINES	OH
ELECTRIC	E
CABLE TELEVISION	TV
FIBER OPTIC	FO
SANITARY SEWER	SAN
STORM SEWER	SS
ELECTRIC TOWER	ET
BEGIN RELOCATION ORDER	
STA. 10+00.00	
659.57' NORTH AND 524.59' EAST OF THE SW CORNER OF SEC.10, TOWN 3 NORTH, RANGE 1 WEST, GRANT COUNTY, WI	
Y = 485216.845	
X = 879986.282	



END RELOCATION ORDER
STA. 21+60.00
1227.50' NORTH AND 1172.81' WEST OF THE
3/4 CORNER OF SEC.10, TOWN 3 NORTH,
RANGE 1 WEST GRANT COUNTY, WI
Y = 485793.522
X = 880945.528

R/W PROJECT NUMBER	5996-01-02	SHEET NUMBER	TOTAL SHEETS
FEDERAL PROJECT NUMBER		4.01	3
PLAT OF RIGHT-OF-WAY REQUIRED FOR CITY OF PLATTEVILLE, CAMP STREET (LANCASTER STREET TO ELM STREET)			
CAMP STREET		CITY OF PLATTEVILLE GRANT COUNTY	
CONSTRUCTION PROJECT NUMBER 5996-01-72			



JEWELL
associates engineers, inc.
Engineers - Architects - Surveyors
560 SUNRISE DRIVE
SPRING GREEN, WI 53588
PHONE : 608.588.7484
FAX : 608.588.9322

I HEREBY CERTIFY THAT THIS PLAT WAS
MADE FOR THE CITY OF PLATTEVILLE,
WISCONSIN AND IS CORRECT TO THE BEST OF
MY KNOWLEDGE AND BELIEF.

DATE: 9/11/24

APPROVED FOR THE CITY OF PLATTEVILLE

DATE: 10/1/2024 | 8:45

HOWARD B. GROFF
Director of Public Works

BEGIN RELOCATION ORDER

STA. 10+00.00
659.57' NORTH AND 524.59' EAST OF THE SW
CORNER OF SEC.10, TOWN 3 NORTH, RANGE 1
WEST, GRANT COUNTY, WI
Y = 485216.846
X = 879986.282

TLE POINTS TABLE				
POINT NUMBER	STATION	OFFSET	Y	X
500	10+42.15	27.38'LT	485266.088	879996.337
501	10+43.36	32.38'LT	485270.463	879993.625
502	14+46.00	33.05'LT	485557.889	880275.588
503	14+46.00	36.05'LT	485559.993	880273.450
504	14+88.00	36.12'LT	485589.977	880302.863
505	14+88.00	33.00'LT	485587.788	880305.084
506	16+31.31	43.49'LT	485698.253	880413.284
507	16+31.25	45.48'LT	485699.952	880412.242
508	16+53.50	106.97'LT	485768.390	880412.120
509	16+56.57	105.03'LT	485768.399	880417.120
510	16+32.71	38.32'LT	485694.541	880417.251
511	16+32.04	38.53'LT	485694.352	880416.461
512	16+74.14	20.70'RT	485657.666	880480.072
513	16+74.44	30.00'RT	485648.887	880483.146
514	16+10.00	30.00'RT	485624.421	880433.752
515	16+10.00	18.49'RT	485633.843	880427.145
516	15+32.62	21.81'RT	485581.145	880375.448
517	15+27.60	31.82'RT	485570.544	880379.057
518	13+78.04	32.06'RT	485463.782	880274.324
519	13+78.03	22.14'RT	485470.731	880267.241
520	13+37.97	22.13'RT	485442.192	880239.136
521	13+38.00	37.13'RT	485431.688	880249.844
522	13+13.05	37.17'RT	485413.879	880232.374
523	13+13.05	22.25'RT	485424.334	880221.719
524	12+69.97	22.24'RT	485393.650	880191.516
525	12+70.00	37.24'RT	485383.145	880202.224
526	12+48.05	37.28'RT	485367.479	880186.855
527	12+48.03	22.35'RT	485377.936	880176.197
528	12+09.99	22.29'RT	485350.870	880149.474
529	12+10.00	32.34'RT	485343.821	880156.643
530	11+75.00	32.40'RT	485318.836	880132.133
531	11+74.98	22.40'RT	485325.839	880124.995
532	11+42.98	22.46'RT	485302.996	880102.585
533	11+43.00	32.46'RT	485295.993	880109.724
534	11+18.04	32.50'RT	485278.179	880092.249
535	10+74.98	22.57'RT	485254.453	880054.966
536	10+75.00	32.57'RT	485247.450	880062.104
537	10+41.00	32.63'RT	485223.179	880038.294
538	10+40.98	22.63'RT	485230.182	880031.156

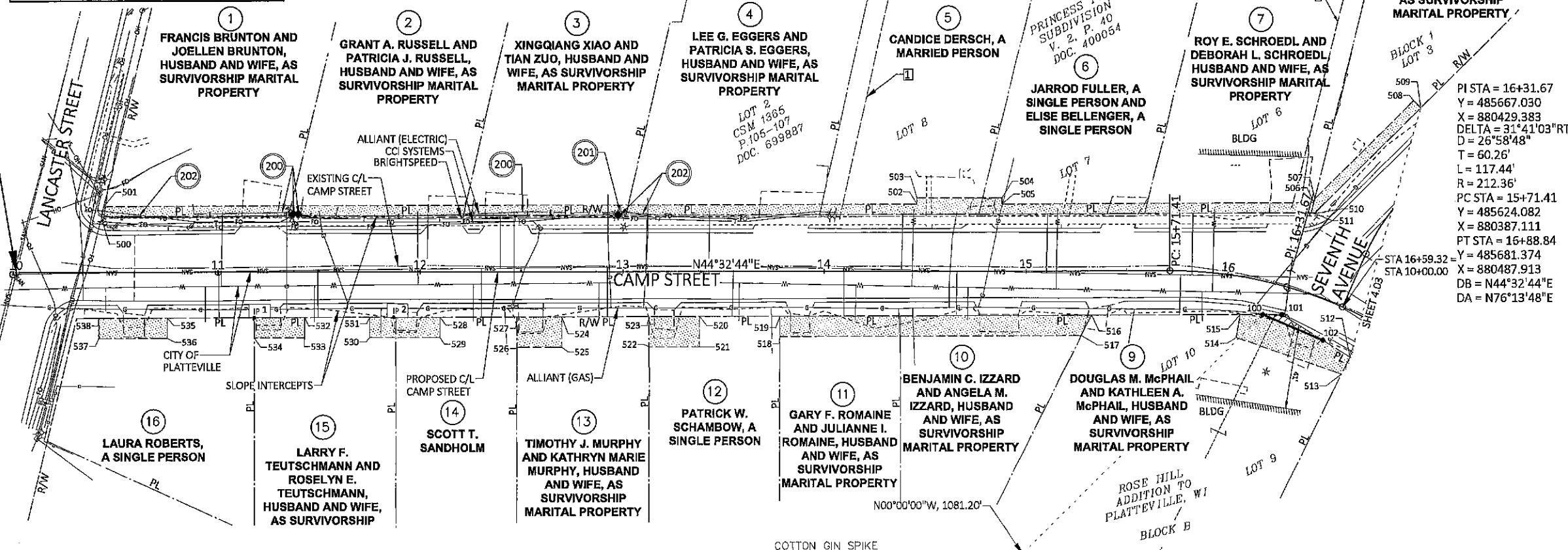
R/W MONUMENTS TABLE				
POINT NUMBER	STATION	OFFSET	Y	X
100	16+21.69	16.19'RT	485641.680	880434.830
101	16+31.51	13.75'RT	485648.420	880441.450
102	16+56.84	18.88'RT	485653.990	880464.720

FOUND POINTS TABLE				
POINT NUMBER	STATION	OFFSET	Y	X
1	11+18.03	22.52'RT	485285.163	880085.130
2	11+87.00	22.45'RT	485394.366	880133.458

R/W COURSE TABLE		
POINT TO POINT	COURSE BEARING	DISTANCE
100 TO 101	N44°27'01"E	9.45'
101 TO 102	N76°32'27"E	23.93'
102 TO 100	S67°36'31"W	32.33'

EASEMENT TABLE				
EASEMENT NUMBER	OWNER	RECORDING INFORMATION	LOCATED IN PARCEL (S)	REMARKS
1	UNKNOWN	PRINCESS PAT SUBDIVISION DOC. 400054, V.2, P.40	5,7	10' WIDE PUBLIC UTILITY EASEMENT

CITY OF
PLATTEVILLE



NORTHWEST
HEIGHTS
SUBDIVISION
V.3, P.4
DOC. 415338

EVAN R. LARSON AND
DANICA P. LARSON,
HUSBAND AND WIFE,
AS SURVIVORSHIP
MARITAL PROPERTY

PI STA = 16+31.67
Y = 485667.030
X = 880429.383
DELTA = 31°41'03"RT
D = 26°58'48"
T = 60.26'
L = 117.44'
R = 212.36'
PC STA = 15+71.41
Y = 485624.082
X = 880387.111
PT STA = 16+88.84
Y = 485681.374
X = 880487.913
DB = N44°32'44"E
DA = N76°13'48"E

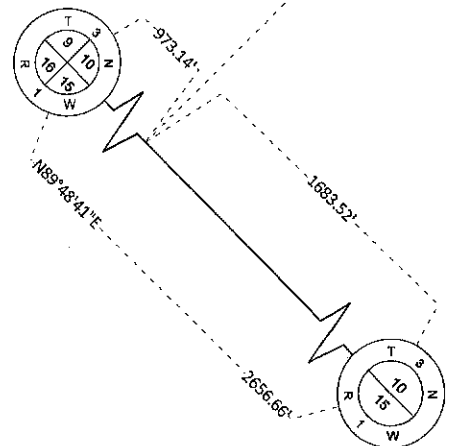
SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	FEE SQ. FT. REQUIRED			TLE SQ. FT.
			NEW	EXISTING	TOTAL	
1	FRANCIS BRUNTON AND JOELLEN BRUNTON, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	TLE	-	-	-	464
2	GRANT A. RUSSELL AND PATRICIA J. RUSSELL, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	TLE	-	-	-	432
3	XINGQIA XIAO AND TIAN ZUO, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	TLE	-	-	-	400
4	LEE G. EGGERS AND PATRICIA S. EGGERS, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	TLE	-	-	-	481
5	CANDICE DERSCH, A MARRIED PERSON	TLE	-	-	-	490
6	JARROD FULLER, A SINGLE PERSON AND ELISE BELLENGER, A SINGLE PERSON	TLE	-	-	-	436
7	ROY E. SCHROEDL AND DEBORAH L. SCHROEDL, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	TLE	-	-	-	410
8	EVAN R. LARSON AND DANICA P. LARSON, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	TLE	-	-	-	361

SCHEDULE OF LANDS & INTERESTS REQUIRED (CONT'D.)

PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	FEE SQ. FT. REQUIRED			TLE SQ. FT.
			NEW	EXISTING	TOTAL	
9	DOUGLAS M. McPHAIL AND KATHLEEN A. McPHAIL, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	FEE, TLE	60	-	60	738
10	BENJAMIN C. IZZARD AND ANGELA M. IZZARD, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	TLE	-	-	-	917
11	GARY F. ROMAINE AND JULIANNE I. ROMAINE, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	TLE	-	-	-	595
12	PATRICK W. SCHAMBOU, A SINGLE PERSON	TLE	-	-	-	373
13	TIMOTHY J. MURPHY AND KATHRYN MARIE MURPHY, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	TLE	-	-	-	328
14	SCOTT T. SANDHOLM	TLE	-	-	-	220
15	LARRY F. TEUTSCHMANN AND ROSELYN E. TEUTSCHMANN, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	TLE	-	-	-	380
16	LAURA ROBERTS, A SINGLE PERSON	TLE	-	-	-	340

COTTON GIN SPIKE
Y = 48557.272
X = 879461.690



UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER	INTEREST REQUIRED
200	ALLIANT ENERGY (ELECTRIC)	TEMPORARY CONSTRUCTION EASEMENT
201	BRIGHTSPEED	TEMPORARY CONSTRUCTION EASEMENT
202	CCI SYSTEMS	TEMPORARY CONSTRUCTION EASEMENT

NOTE: EXISTING C/L OF CAMP STREET BASED ON CENTERLINE OF EXISTING PAVEMENT.

EXISTING RIGHT-OF-WAY FOR CAMP STREET BASED ON THE CENTERLINE OF EXISTING PAVEMENT, PREVIOUS CSM AND PLAT SURVEYS AND FOUND MONUMENTATION SHOWN ON SHEETS AND WIS. STATUTE 82.31(2).

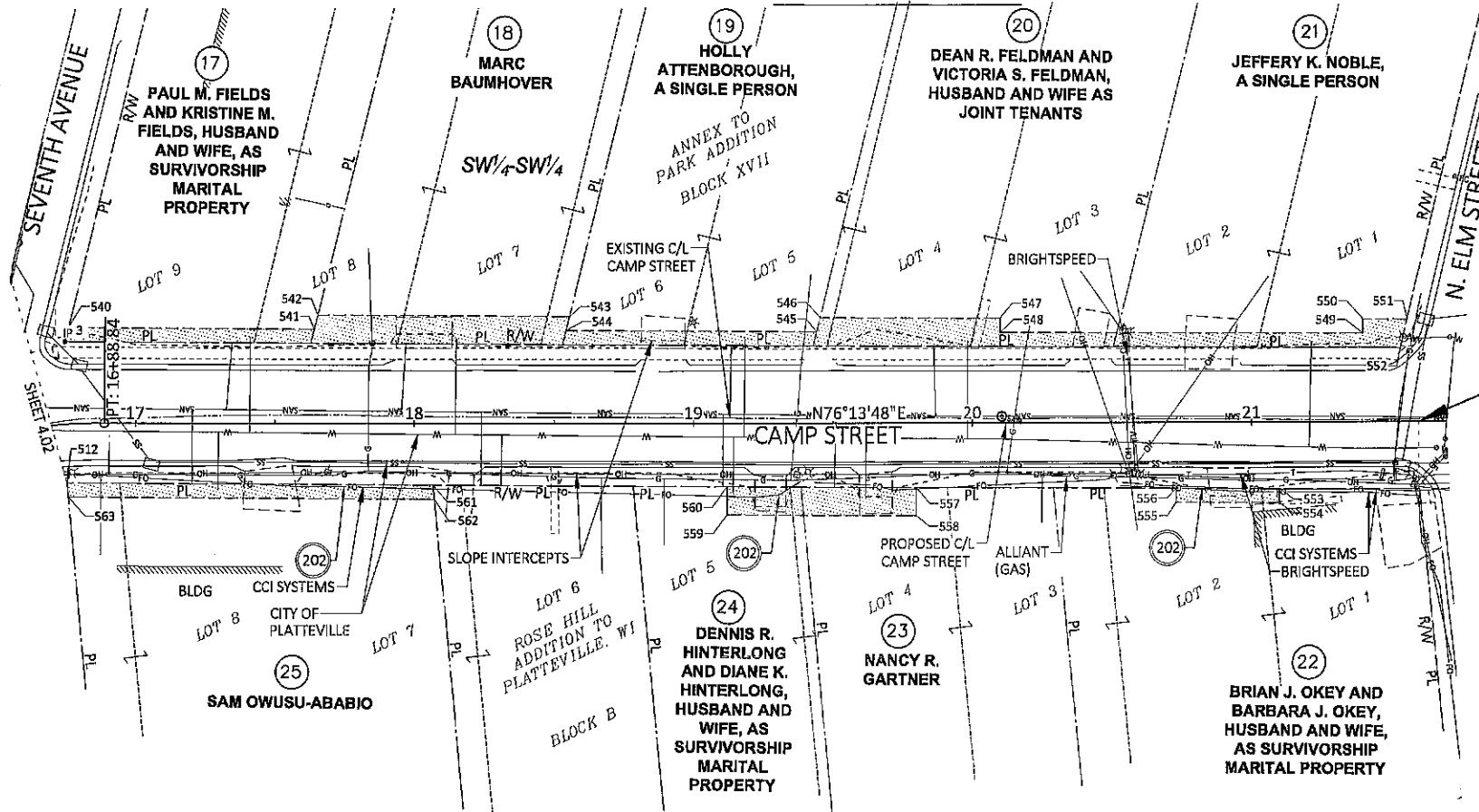
NOTE: OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

REVISION DATE 9/30/2024	DATE 9/30/2024	SCALE, FEET 0 30' 60'	HWY: CAMP STREET	STATE R/W PROJECT NUMBER 5996-01-02	PLAT SHEET 4.02
			COUNTY: GRANT	CONSTRUCTION PROJECT NUMBER 5996-01-72	PS&E SHEET E

TLE POINTS TABLE				
POINT NUMBER	STATION	OFFSET	Y	X
512	16+74.14	20.70'RT	485657.666	880480.072
540	16+77.63	34.18'LT	485711.144	880467.222
541	17+64.08	33.36'LT	485731.685	880553.050
542	17+65.32	38.35'LT	485736.829	880553.061
543	18+55.32	37.87'LT	485757.777	880640.589
544	18+54.11	32.87'LT	485752.640	880640.608
545	19+44.08	32.38'LT	485773.581	880728.106
546	19+45.32	37.38'LT	485778.724	880728.118
547	20+10.00	37.03'LT	485793.780	880791.024
548	20+10.00	32.03'LT	485788.923	880792.214
549	21+39.97	31.32'LT	485819.176	880918.622
550	21+40.00	36.32'LT	485824.039	880917.458
551	21+55.73	36.24'LT	485827.701	880932.761
552	21+53.32	26.25'LT	485817.427	880932.796
553	21+10.05	23.52'RT	485758.791	880902.613
554	21+10.02	28.52'RT	485753.929	880903.777
555	20+73.03	28.32'RT	485745.317	880867.794
556	20+73.05	23.32'RT	485750.180	880866.630
557	19+80.00	22.81'RT	485728.521	880776.132
558	19+80.00	32.81'RT	485718.808	880778.512
559	19+12.00	32.44'RT	485702.982	880712.382
560	19+12.00	22.44'RT	485712.694	880709.998
561	18+06.72	21.87'RT	485688.189	880607.608
562	18+07.21	26.87'RT	485683.447	880609.275
563	16+74.30	25.73'RT	485652.923	880481.733

FOUND POINTS TABLE				
POINT NUMBER	STATION	OFFSET	Y	X
3	16+76.29	29.19'LT	485705.920	880467.205

PI STA = 16+31.67
Y = 485667.030
X = 880429.383
DELTA = 31°41'03" RT
D = 26°58'48"
T = 60.26'
L = 117.44'
R = 212.36'
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Y = 485624.082
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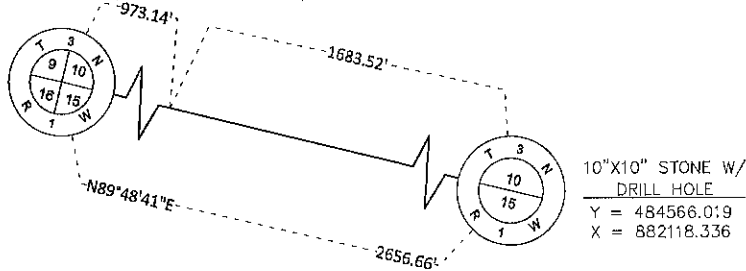
END RELOCATION ORDER
STA. 21+60.00
1227.50' NORTH AND 1172.81' WEST OF THE
S¼ CORNER OF SEC. 10, TOWN 3 NORTH,
RANGE 1 WEST GRANT COUNTY, WI
Y = 485793.522
X = 880945.528

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER	INTEREST REQUIRED
202	CCI SYSTEMS	TEMPORARY CONSTRUCTION EASEMENT

SCHEDULE OF LANDS & INTERESTS REQUIRED					
PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	FEE SQ. FT. REQUIRED		
			NEW	EXISTING	TOTAL
17	PAUL M. FIELDS AND KRISTINE M. FIELDS, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	TLE	-	-	-
18	MARC BAUMHOVER	TLE	-	-	-
19	HOLLY ATTENBOROUGH, A SINGLE PERSON	TLE	-	-	-
20	DEAN R. FELDMAN AND VICTORIA S. FELDMAN, HUSBAND AND WIFE AS JOINT TENANTS	TLE	-	-	-
21	JEFFERY K. NOBLE, A SINGLE PERSON	TLE	-	-	-
22	BRIAN J. OKEY AND BARBARA J. OKEY, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	TLE	-	-	-
23	NANCY R. GARTNER	TLE	-	-	-
24	DENNIS R. HINTERLONG AND DIANE K. HINTERLONG, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	TLE	-	-	-
25	SAM OWUSU-ABABIO	TLE	-	-	-

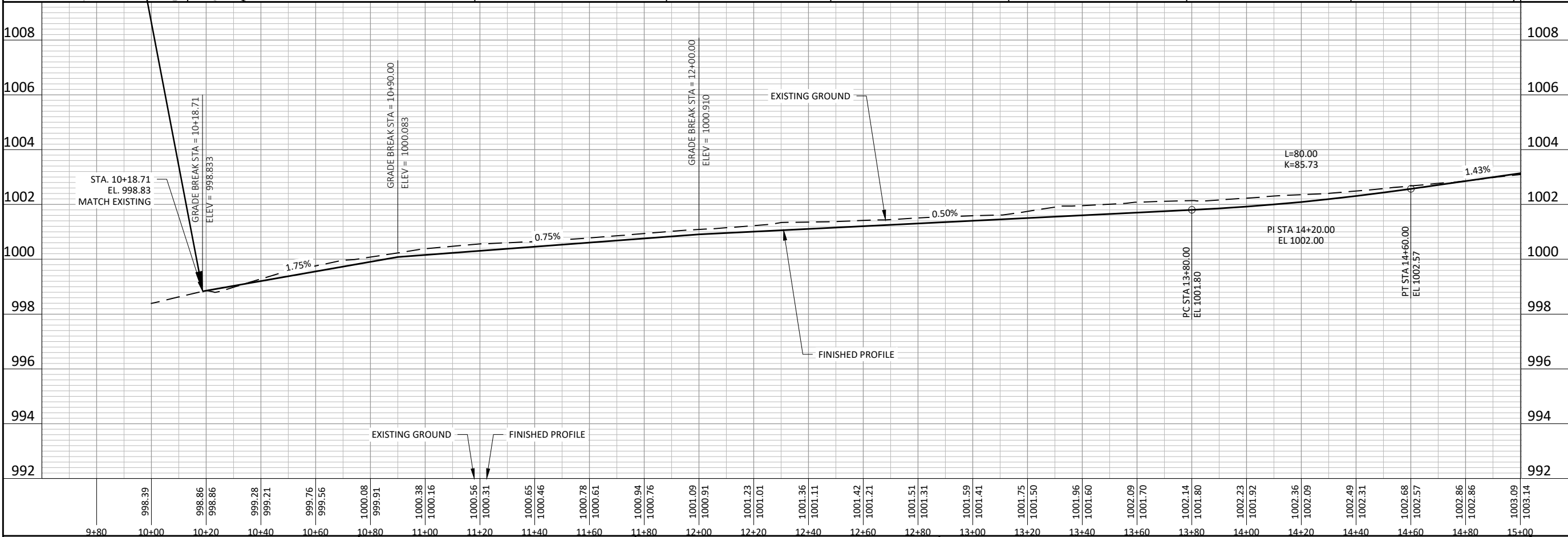
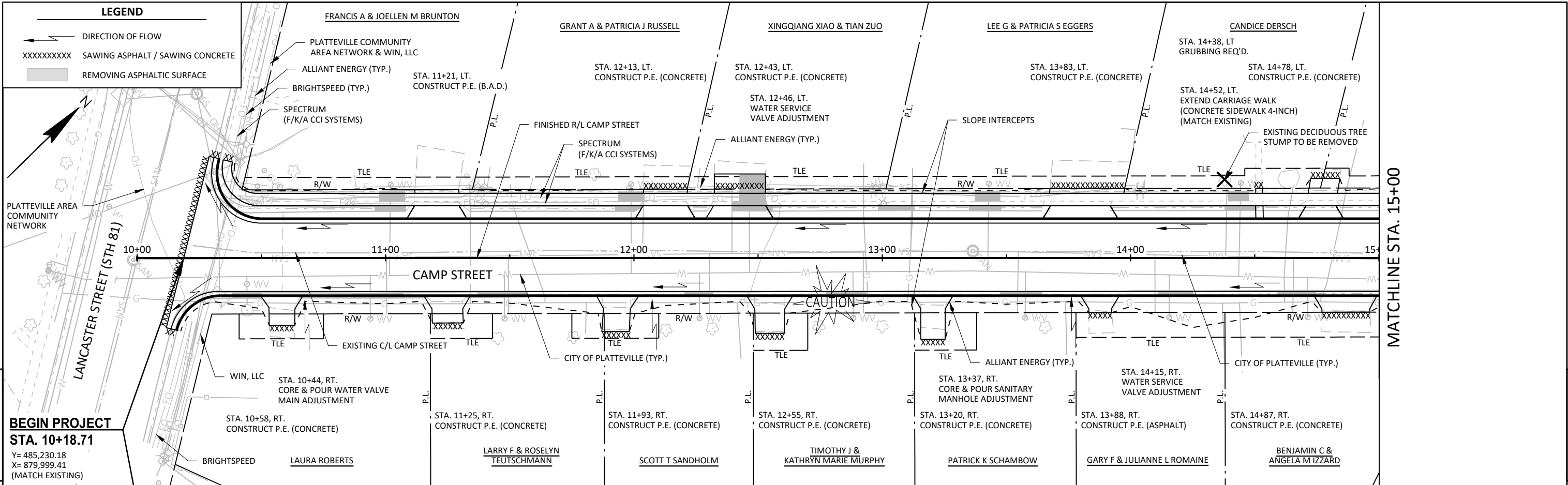
NOTE: OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

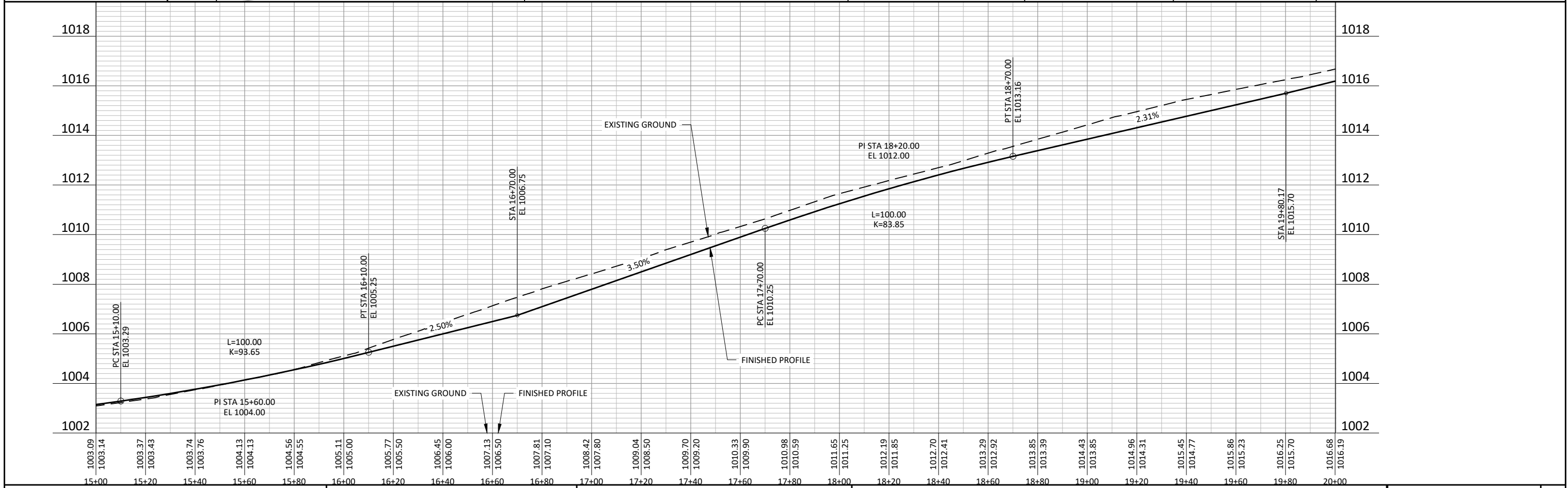
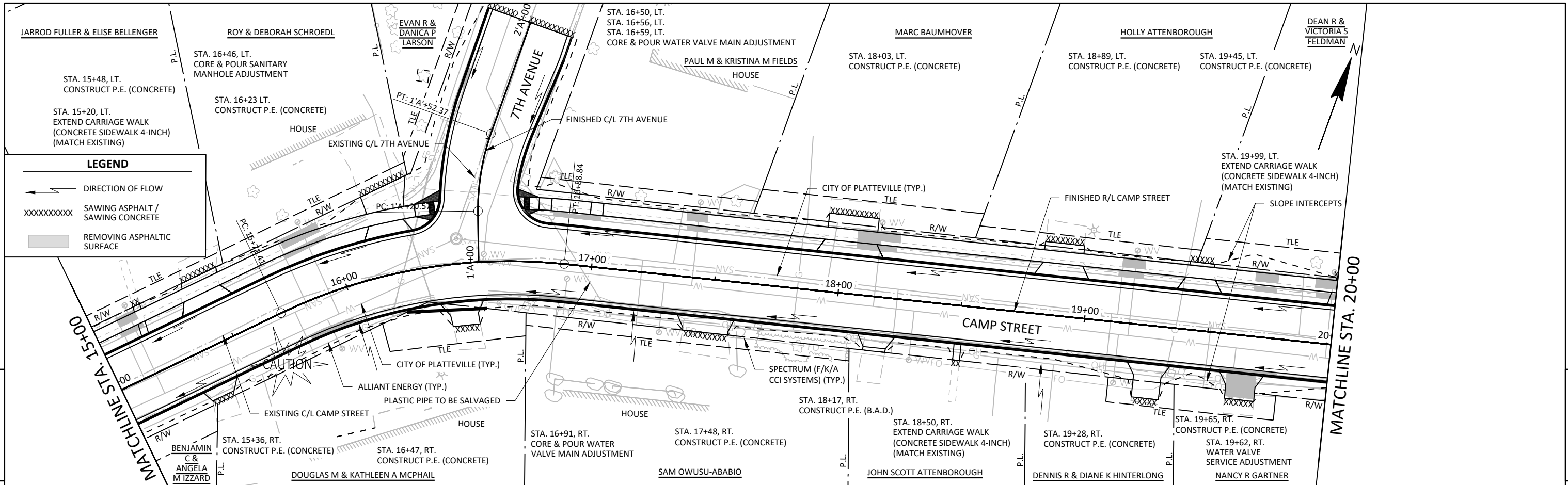
COTTON GIN SPIKE
Y = 48557.272
X = 879461.690



NOTE: EXISTING C/L OF CAMP STREET BASED ON CENTERLINE OF EXISTING PAVEMENT.
EXISTING RIGHT-OF-WAY FOR CAMP STREET BASED ON THE CENTERLINE OF EXISTING PAVEMENT, PREVIOUS CSM AND PLAT SURVEYS AND FOUND MONUMENTATION SHOWN ON SHEETS AND WIS. STATUTE 82.31(2).

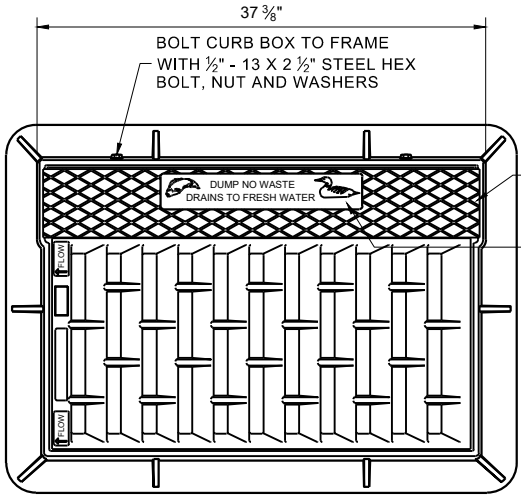
REVISION DATE 9/30/2024 N.C.	DATE 9/30/2024	SCALE, FEET 0 30' 60'	HWY: CAMP STREET	STATE R/W PROJECT NUMBER 5996-01-02	PLAT SHEET 4.03
			COUNTY: GRANT	CONSTRUCTION PROJECT NUMBER 5996-01-72	PS&E SHEET E





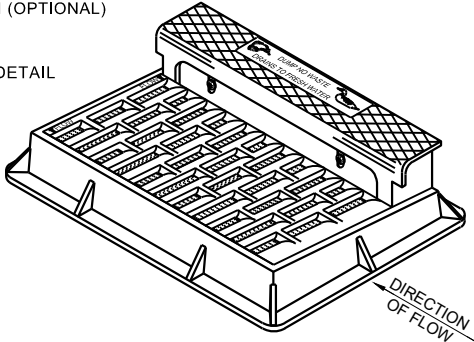
Standard Detail Drawing List

08A05-21A	INLET COVERS TYPE A, H, A-S, H-S & Z
08C06-03	INLETS 3-FT AND 4-FT DIAMETER
08C07-03	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT & 2X3.5-FT
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-21D	CURB RAMPS TYPE 4B AND 4B1
08D05-21F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D16-11	CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES
08D17-06	MANHOLES, MANHOLE & INLET COVERS
08D18-04	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08E10-02	INLET PROTECTION TYPE A, B, C AND D
13C19-03	HMA LONGITUDINAL JOINTS
15C11-10A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15D30-09E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

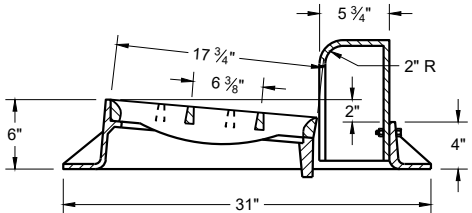
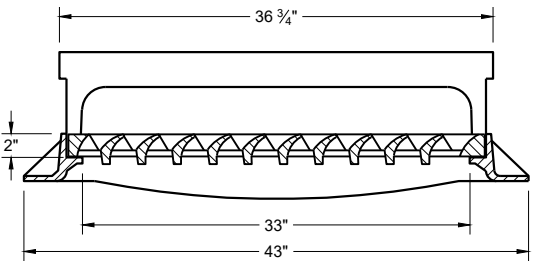
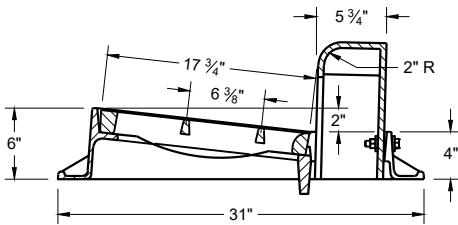
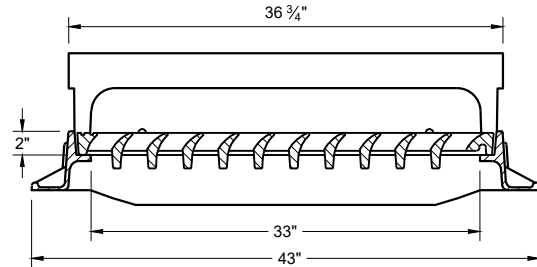
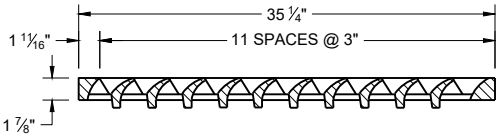


NOTE: EITHER CASTING IS ACCEPTABLE

TYPE "C" CHECKERED TOP DESIGN (OPTIONAL)
SEE LOGO DETAIL



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

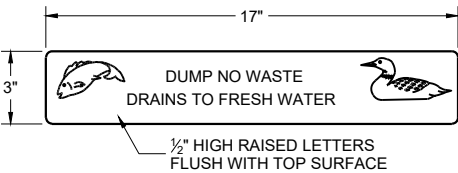


TYPE "H"

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)



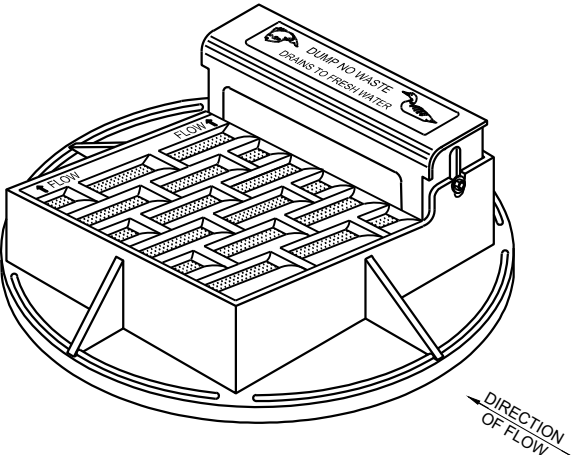
LOGO DETAIL

GENERAL NOTES

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

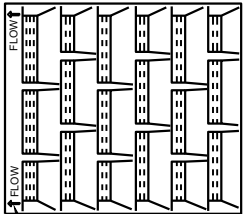
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

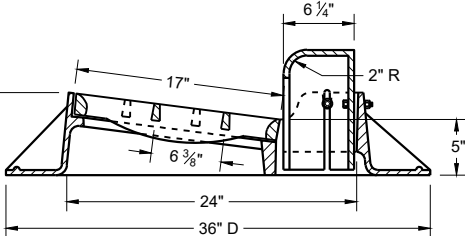
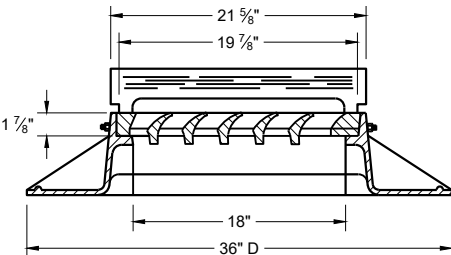
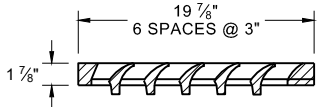


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

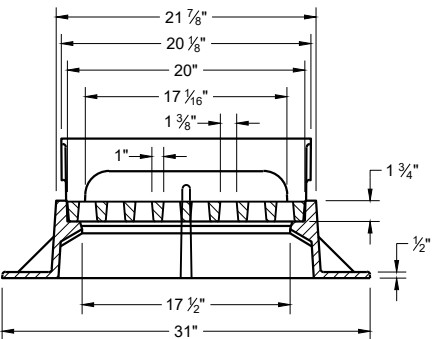
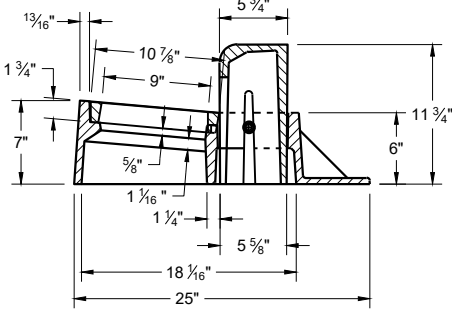
NOTE: EITHER CASTING IS ACCEPTABLE



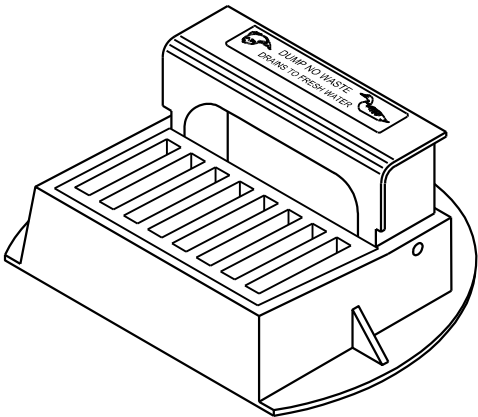
DIRECTION OF FLOW ARROWS



TYPE "A"



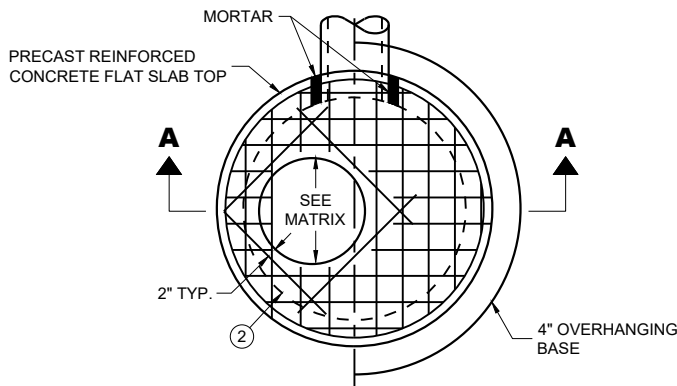
TYPE "Z"



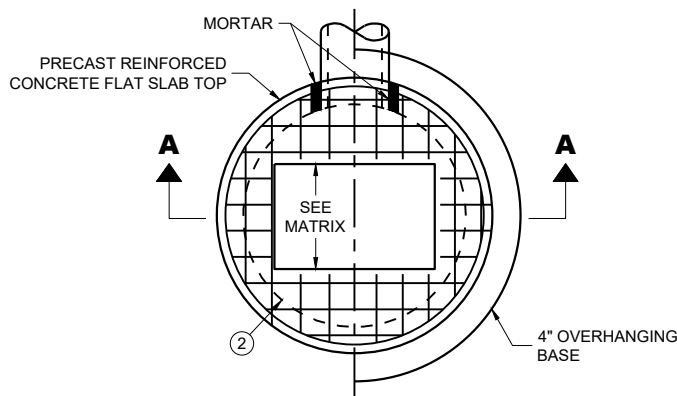
INLET COVERS
TYPES A, H, A-S, H-S AND Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

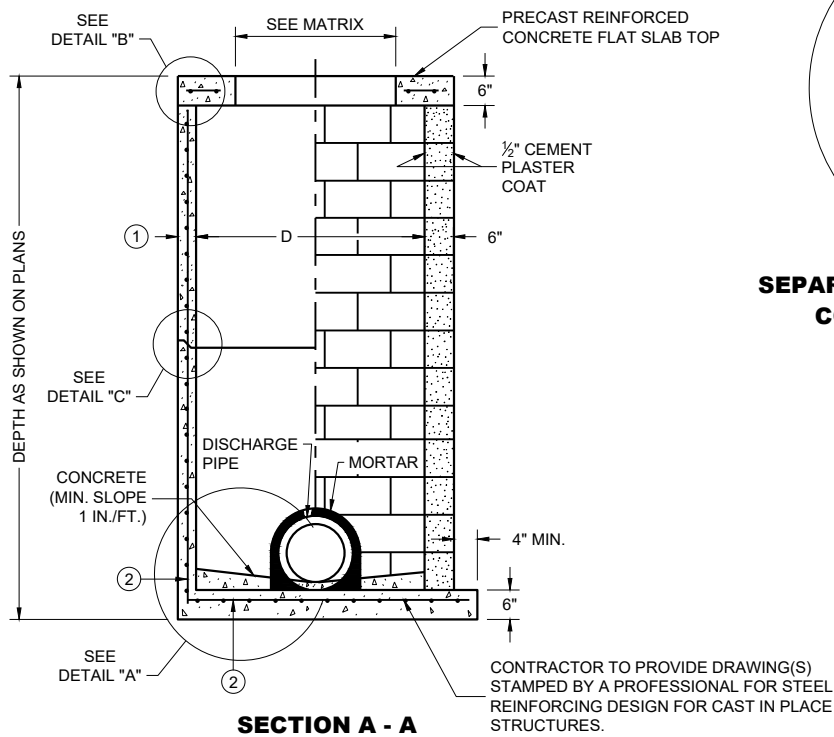
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FHWA UNIT SUPERVISOR



PLAN VIEW CIRCULAR OPENING



PLAN VIEW RECTANGULAR OPENING



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE

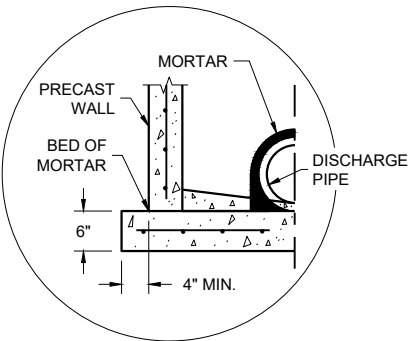
CIRCULAR INLETS WITH FLAT TOP

CATCH BASIN COVER OPENING MATRIX

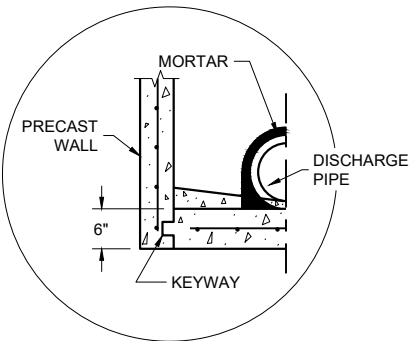
INLET SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
	OPENING SIZE (FT.)											
3-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
4-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
	2 X 2.5			X				X	X	X	X	
	2 X 3						X					
	2.5 X 3					X						

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

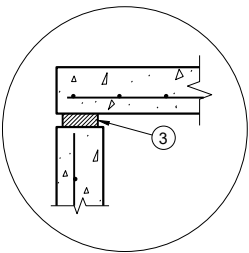


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

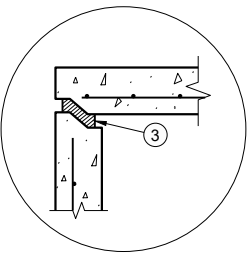


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

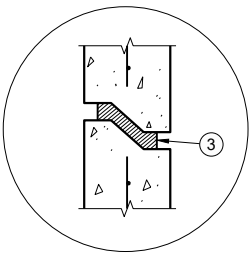
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

DETAIL "C"

INLETS 3-FT AND 4-FT DIAMETER

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

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

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

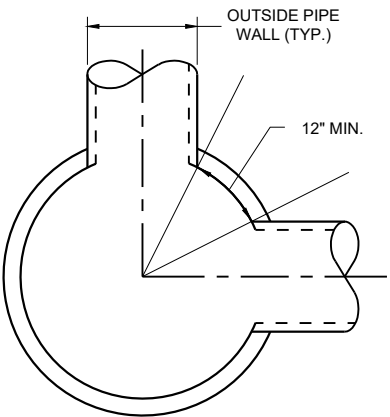
ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

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

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

- ① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT DIAMETER AND 5 INCHES FOR 4-FT DIAMETER PRECAST INLETS.
- ② FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.
- ③ JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.

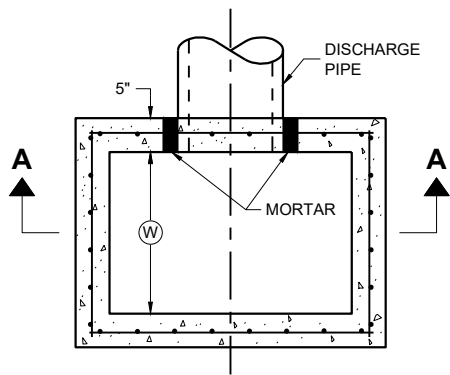


MINIMUM HORIZONTAL PIPE SEPARATION
DETAIL "D"

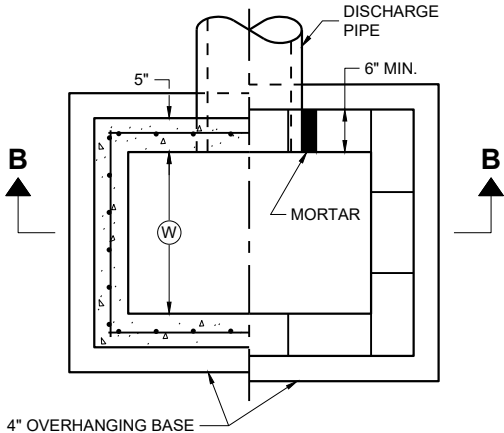
**INLETS 3-FT
AND 4-FT DIAMETER**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

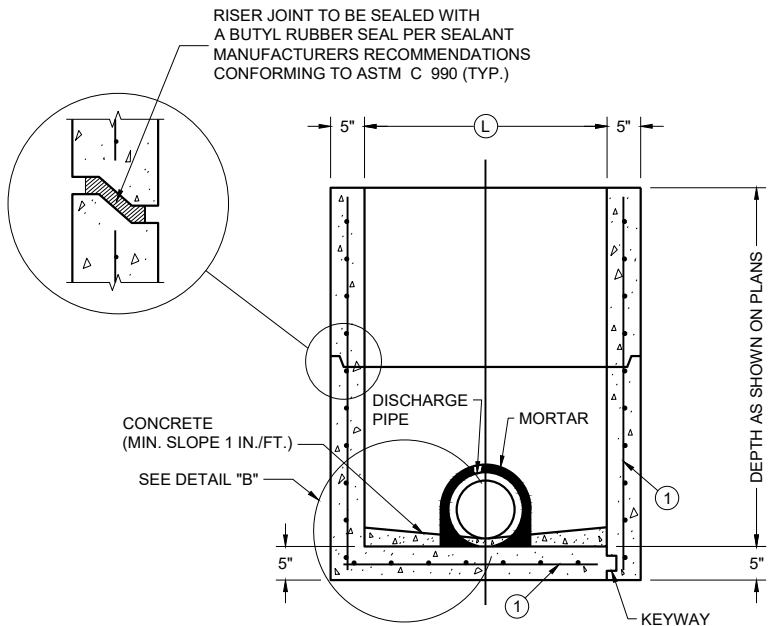
APPROVED
December 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



PLAN VIEW

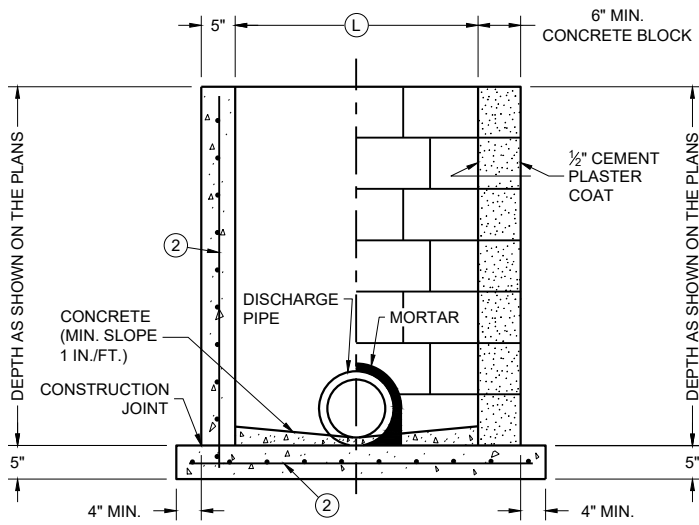


PLAN VIEW



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

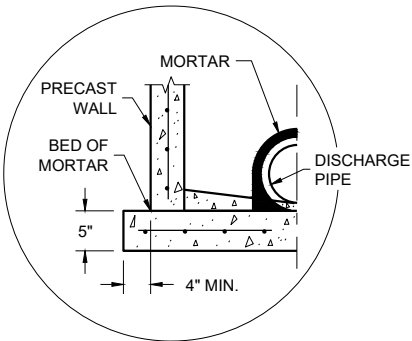
SECTION A - A



CAST IN PLACE REINFORCED CONCRETE

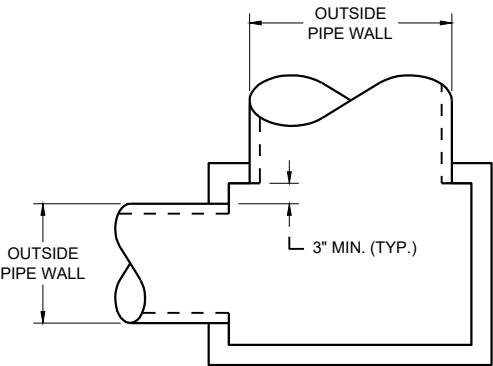
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE ①

SECTION B - B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "B"



DETAIL "A"

INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2X3.5-FT

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

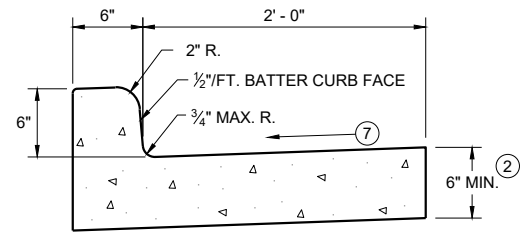
PIPE MATRIX

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

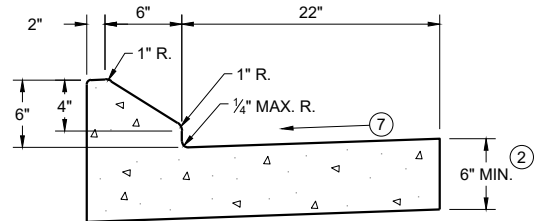
INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2 X 3.5-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

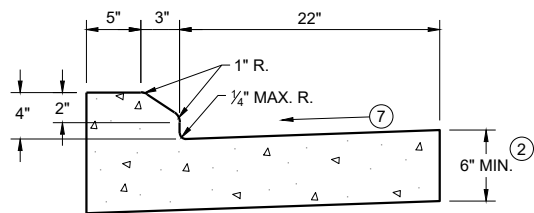
APPROVED
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FHWA UNIT SUPERVISOR



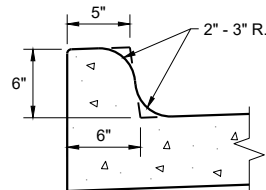
TYPES A^① & D



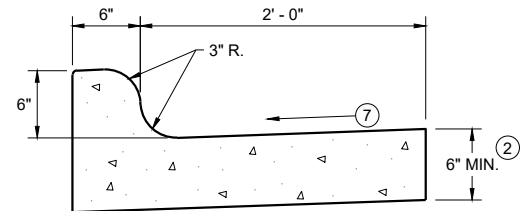
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

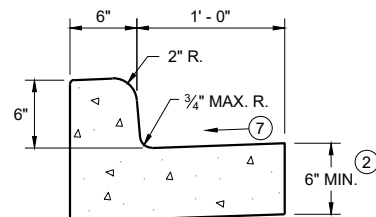


TYPES K^① & L
(OPTIONAL CURB SHAPE)



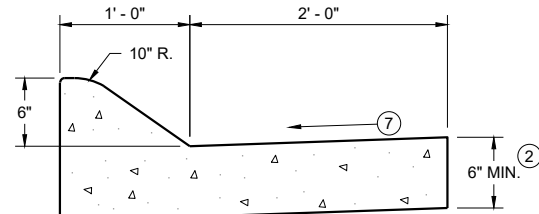
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

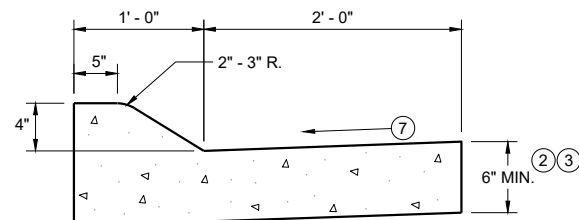


TYPES A^① & D

CONCRETE CURB AND GUTTER 18"

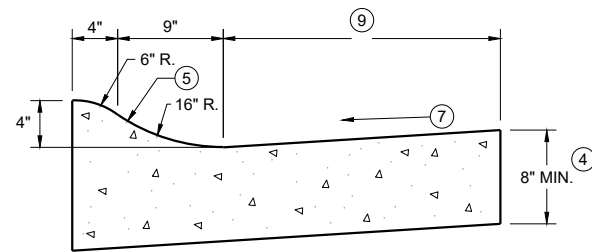


6" SLOPED CURB TYPES A^① & D



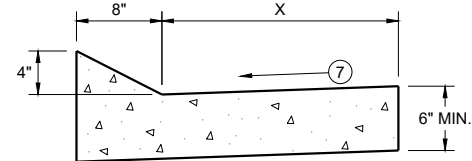
4" SLOPED CURB TYPES A^① & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R^① & T

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

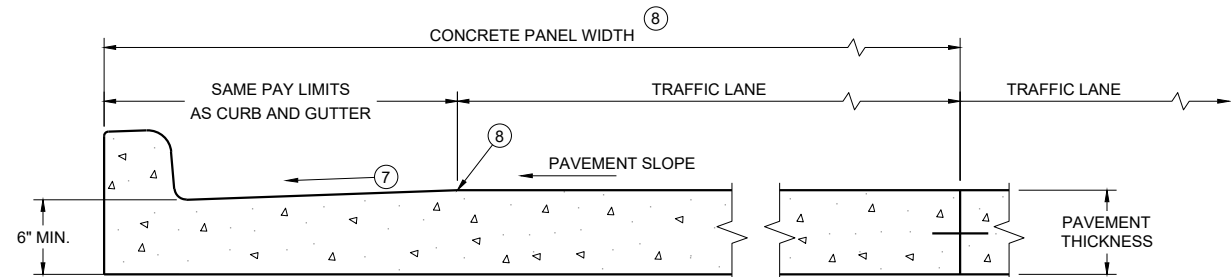


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

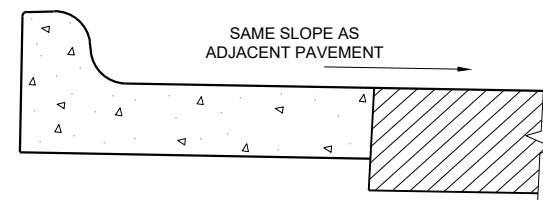
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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)

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

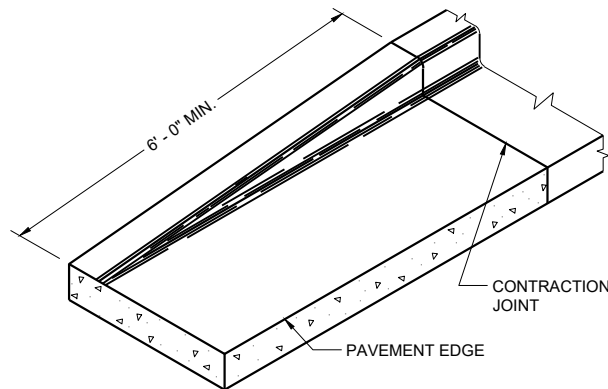
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

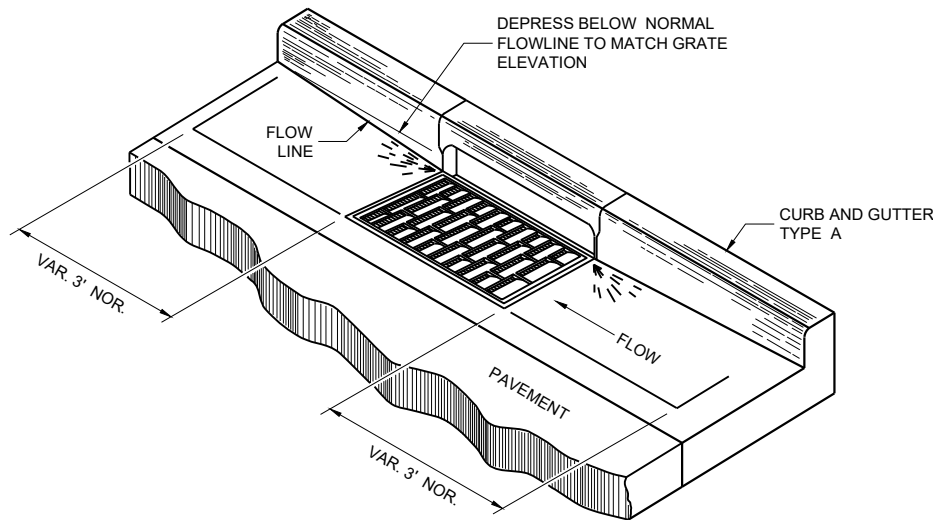
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

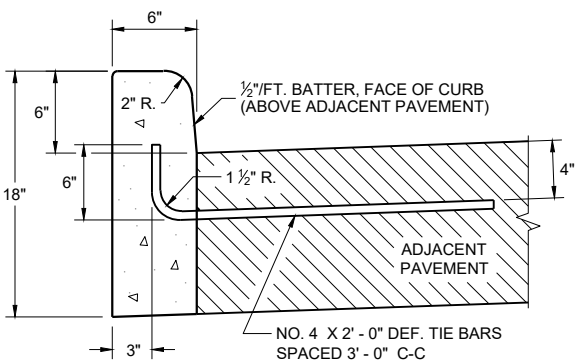


END SECTION CURB AND GUTTER

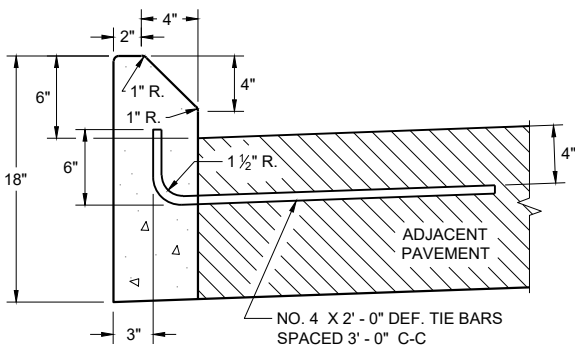


DETAIL OF CURB AND GUTTER AT INLETS

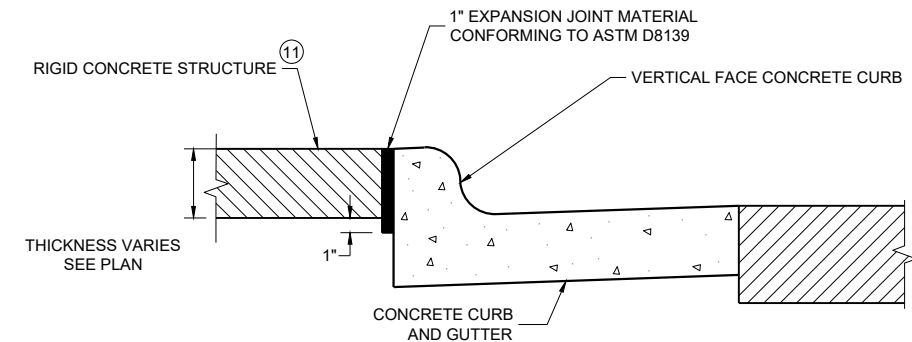
(TYPICAL H INLET COVER SHOWN)



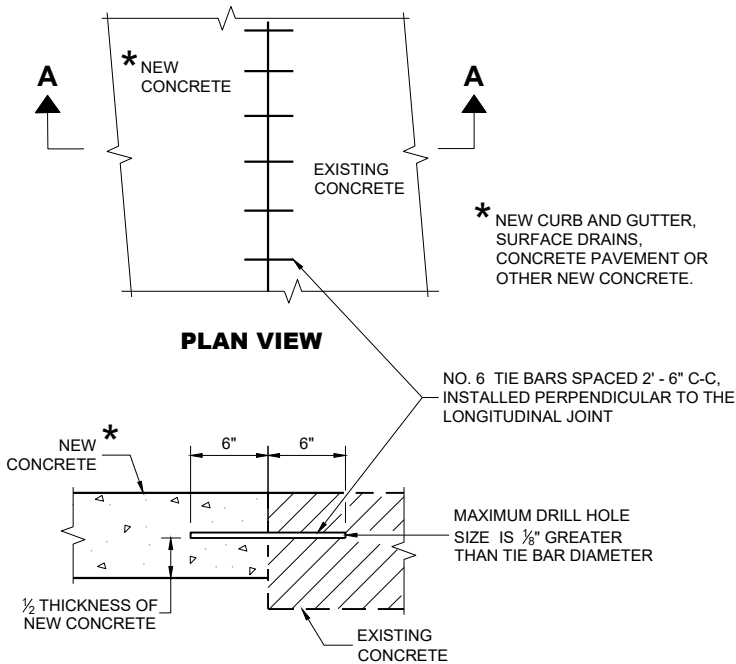
TYPES A^① & D



TYPES G^① & J
CONCRETE CURB



EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE^⑪



SECTION A - A
TIE BARS DRILLED INTO EXISTING PAVEMENT

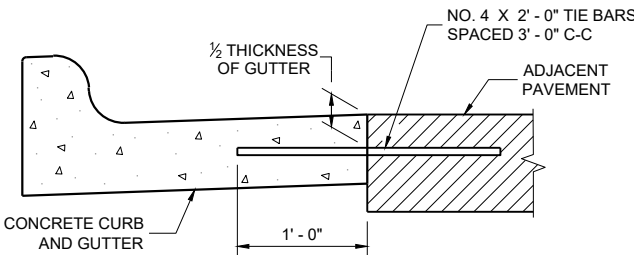
GENERAL NOTES

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

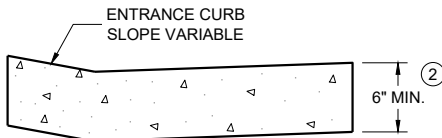
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ⑩ REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.
- ⑪ PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.



TYPICAL TIE BAR LOCATION^①

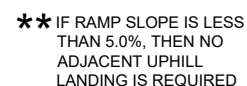


DRIVEWAY ENTRANCE CURB^⑩
(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES
AND CURB AND GUTTER
APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



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

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



++ CONSTRUCT 6" WEDGE TO
AVOID CONCRETE BREAKAGE

GENERAL NOTES

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

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

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

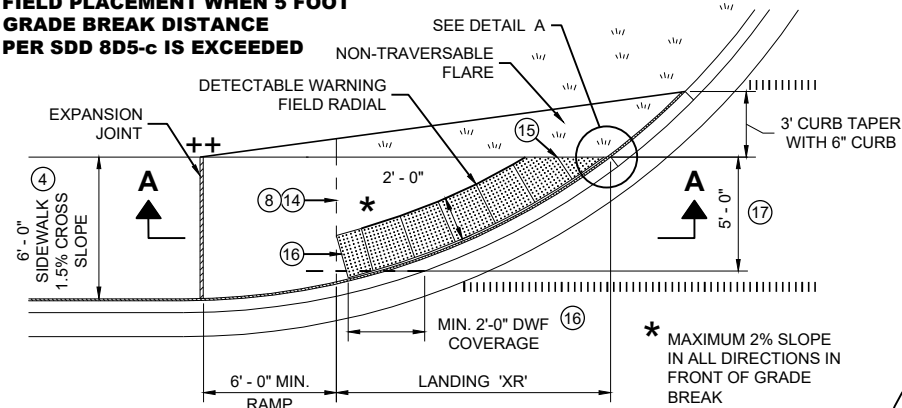
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4" INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- ⑦ WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑩ INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



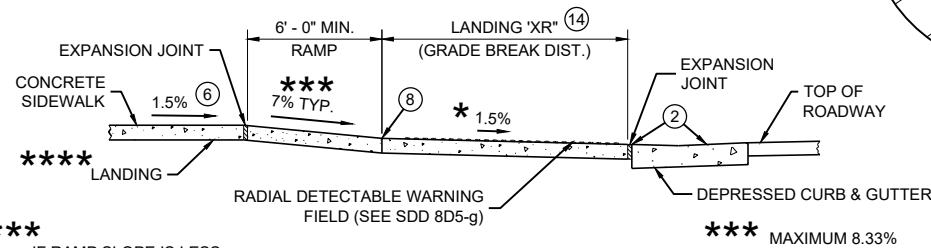
CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

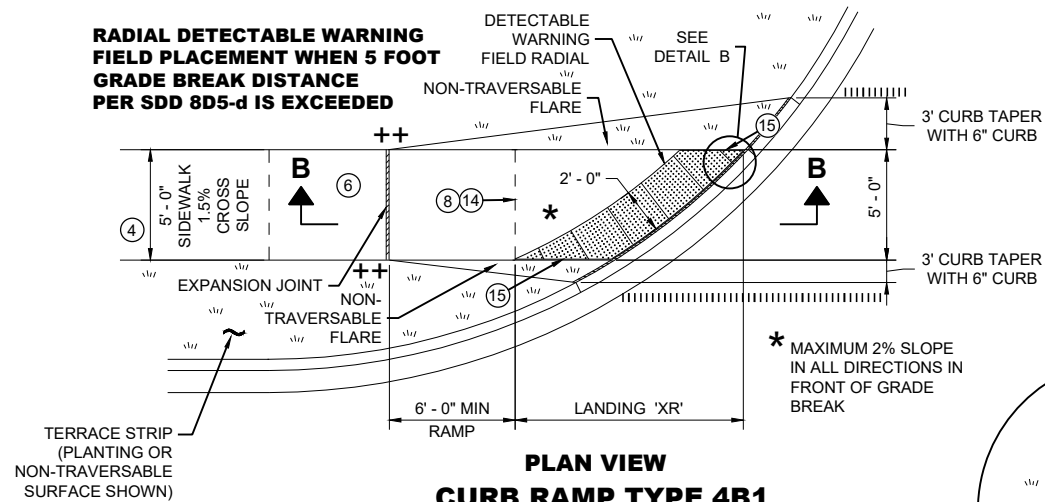


**PLAN VIEW
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**

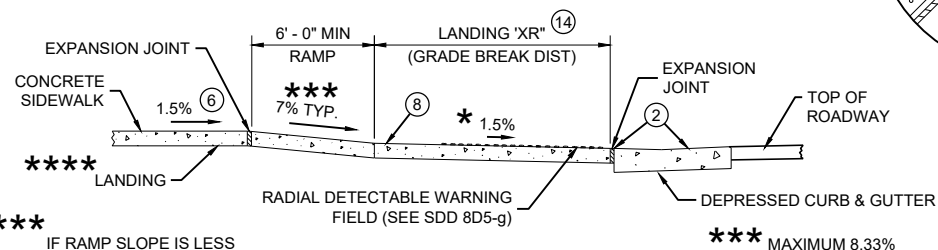


SECTION A - A FOR TYPE 4A1

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



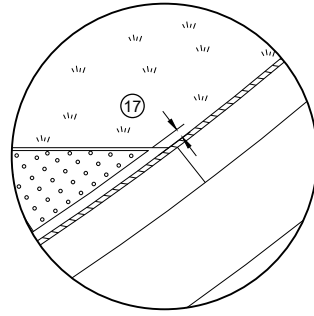
**PLAN VIEW
CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**



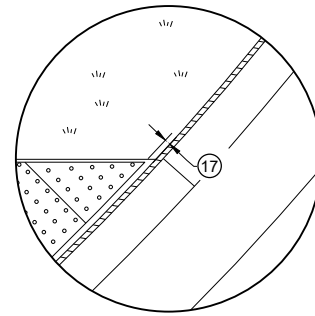
SECTION B - B FOR TYPE 4B1

LEGEND

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



DETAIL A



DETAIL B

GENERAL NOTES

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

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

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

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

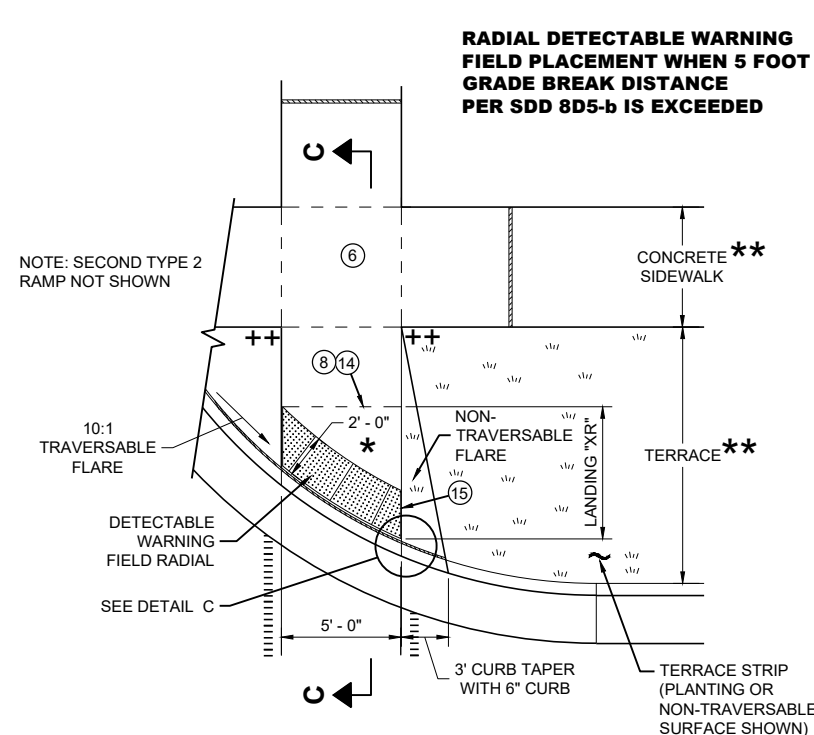
REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

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

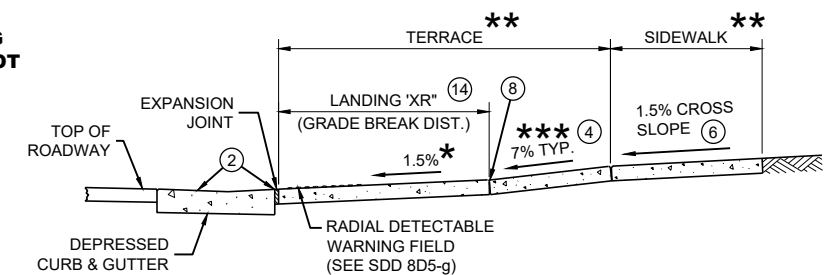
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

- 2 GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4" INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- 3 AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- 4 ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- 6 PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.
- 8 PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- 14 CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.
- 15 FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/2" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.
- 16 USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.
- 17 A MAXIMUM 3 INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

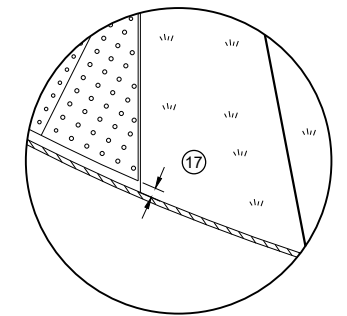
**RADIAL DETECTABLE WARNING
FIELD PLACEMENT WHEN 5 FOOT
GRADE BREAK DISTANCE
PER SDD 8D5-b IS EXCEEDED**



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



SECTION C - C FOR TYPE 2



DETAIL C

*** MAXIMUM 2% SLOPE
IN ALL DIRECTIONS IN
FRONT OF GRADE
BREAK

** WIDTH SHOWN ELSEWHERE
IN THE PLANS

*** MAXIMUM 8.33%

++ CONSTRUCT 6" WEDGE TO
AVOID CONCRETE BREAKAGE

**CURB RAMPS
RADIAL DETECTABLE WARNING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



- ① WHEN PLACED ADJACENT TO NEW CONCRETE, THE 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



PAVEMENT TIES

APPROVED
February 2020
DATE

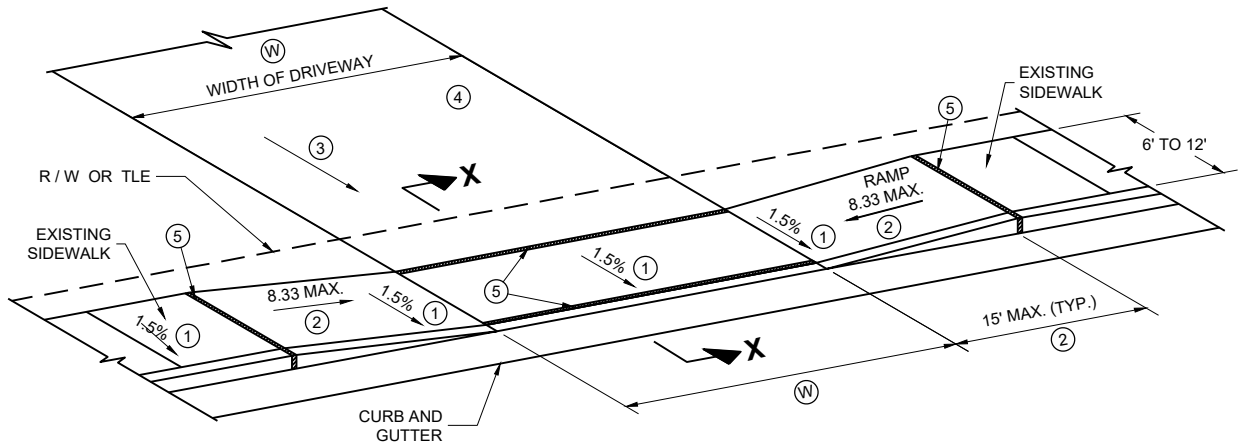
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
ENGINEER

S.D.D. 8 D 17-6

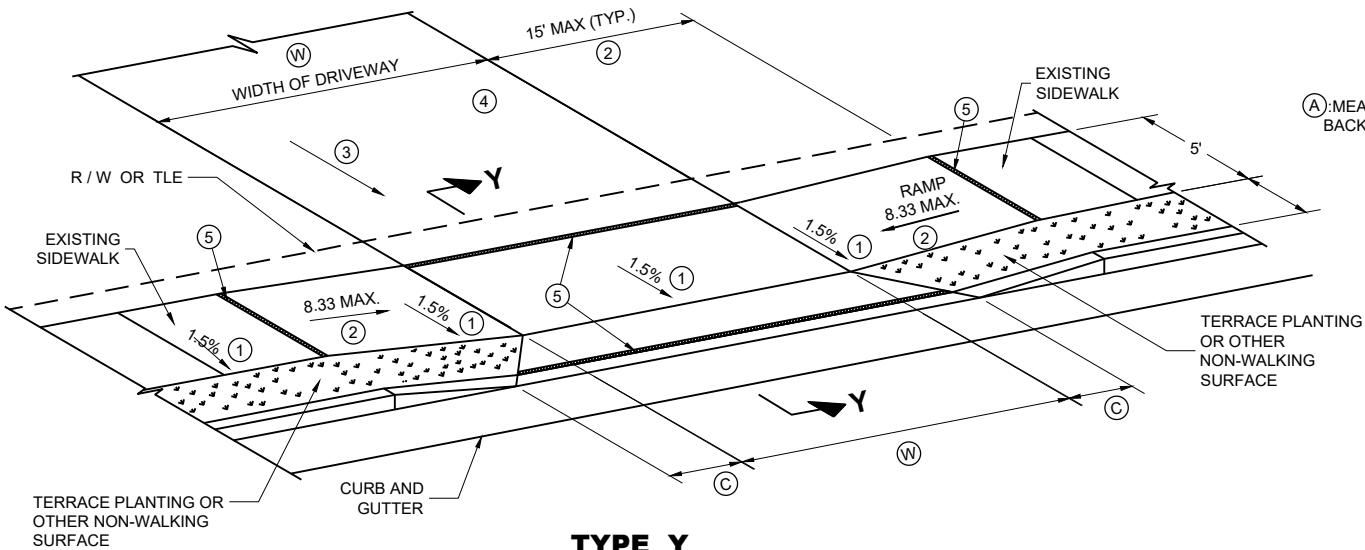


(APPROX. WEIGHT - 470 LBS.)

ROADSIDE STANDARDS DEVELOPMENT
ENGINEER



TYPE X
SIDEWALK ABUTS CURB AND GUTTER
TERRACE VARIES 0 TO 3 FEET



TYPE Y
SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET

GENERAL NOTES

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

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

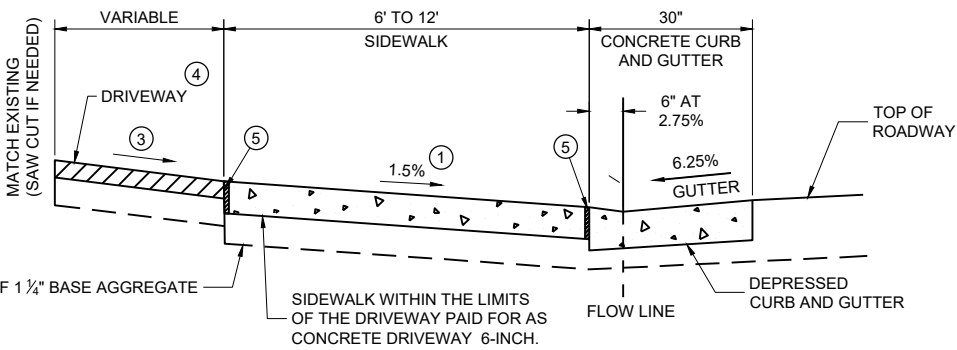
OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

- ① CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.
- ② THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

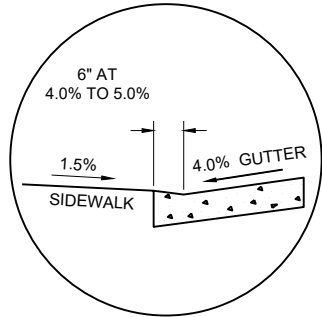
③ DRIVEWAY SLOPES: DESIRABLE MAXIMUM
10.5% UP AWAY FROM SIDEWALK (SAG)
8.5% DOWN AWAY FROM SIDEWALK (CREST)
ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

④ DRIVEWAY TYPES
· 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
· 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
· 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)

⑤ ½" EXPANSION JOINT FILLER



SECTION X - X



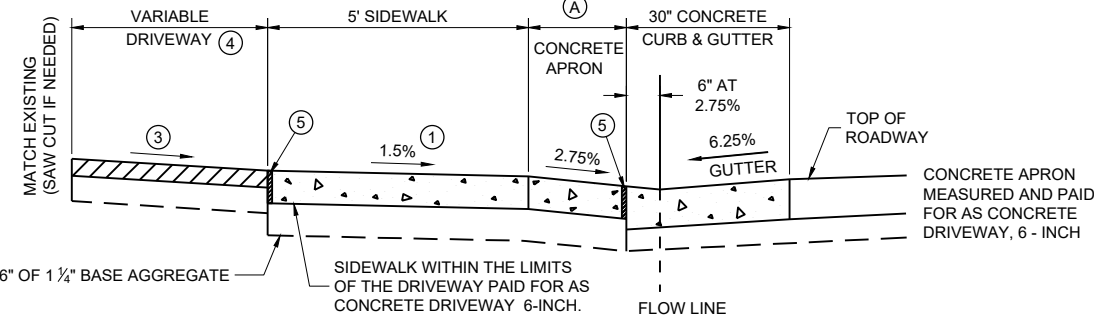
SECTION X - X
4% GUTTER SLOPE

TABLE Y

(A) FEET	(C) FEET
3.5'	2.0'
4.5'	3.0'
5.5'	3.5'

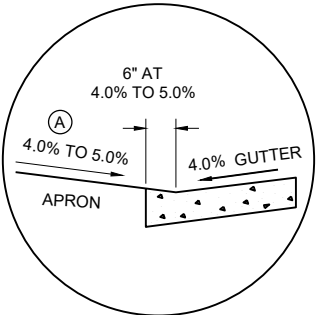
(W): 12' MIN. - 24' MAX. RESIDENTIAL AND
NON-COMMERCIAL (PE & FE)
16' MIN. - 35' MAX. COMMERCIAL (CE)

(A): MEASURE FROM
BACK OF CURB



NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS

SECTION Y - Y
DRIVEWAY DETAIL WITH CONCRETE
CURB AND GUTTER
(URBAN AND SUBURBAN)

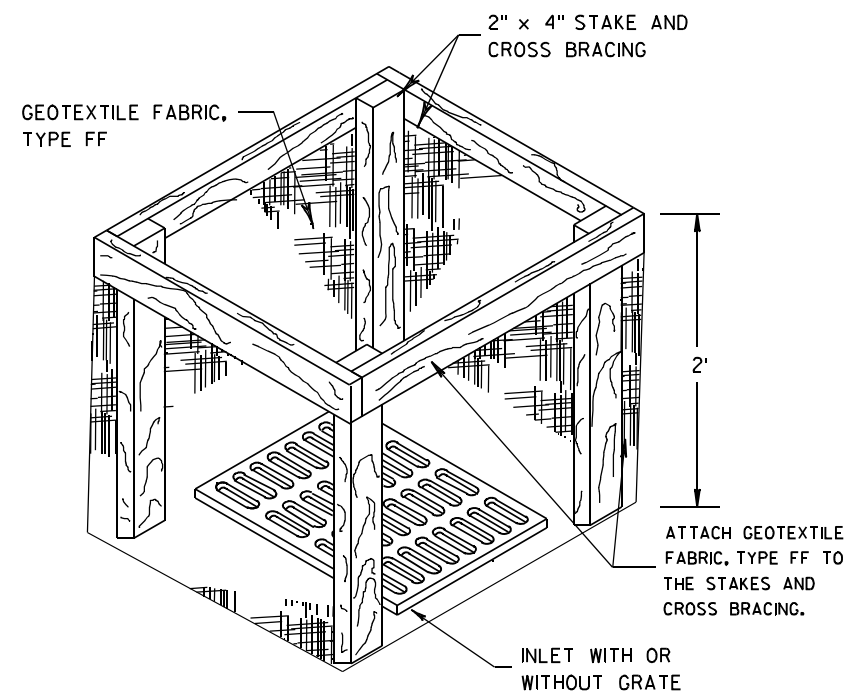
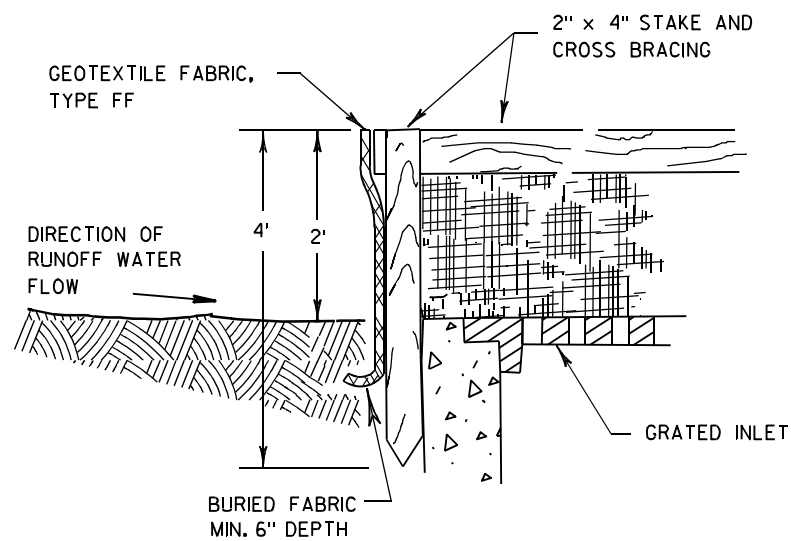


SECTION Y - Y
4% GUTTER SLOPE

DRIVEWAY AND
SIDEWALK RAMPS
TYPES X AND Y

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



INLET PROTECTION, TYPE A

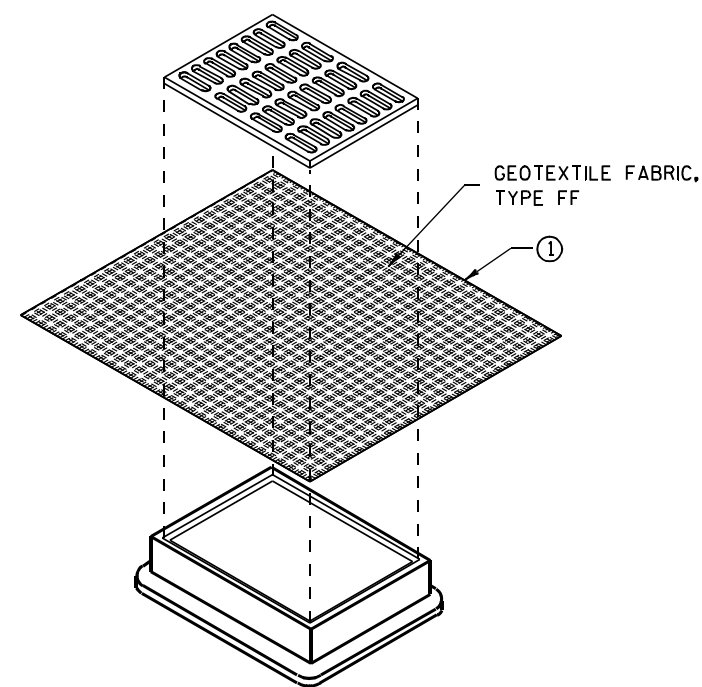
GENERAL NOTES

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

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

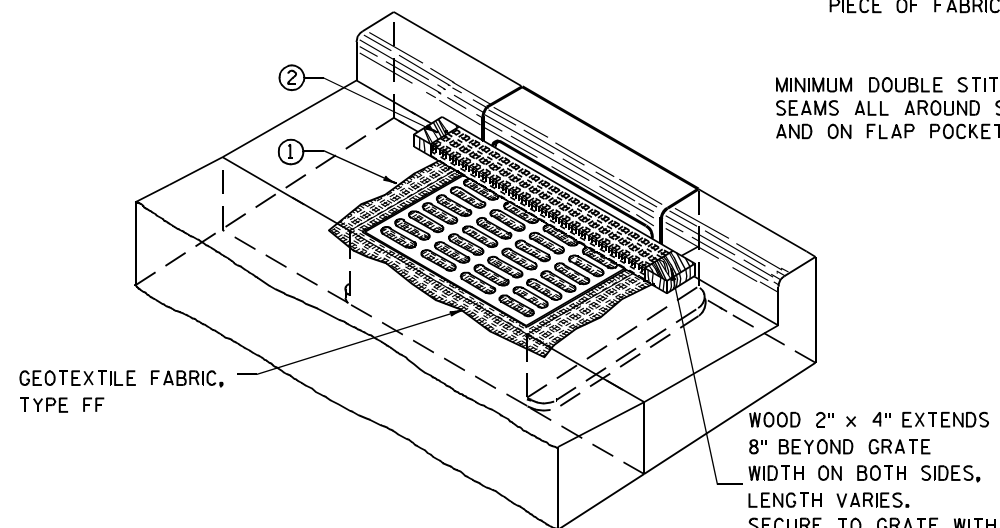
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

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



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

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

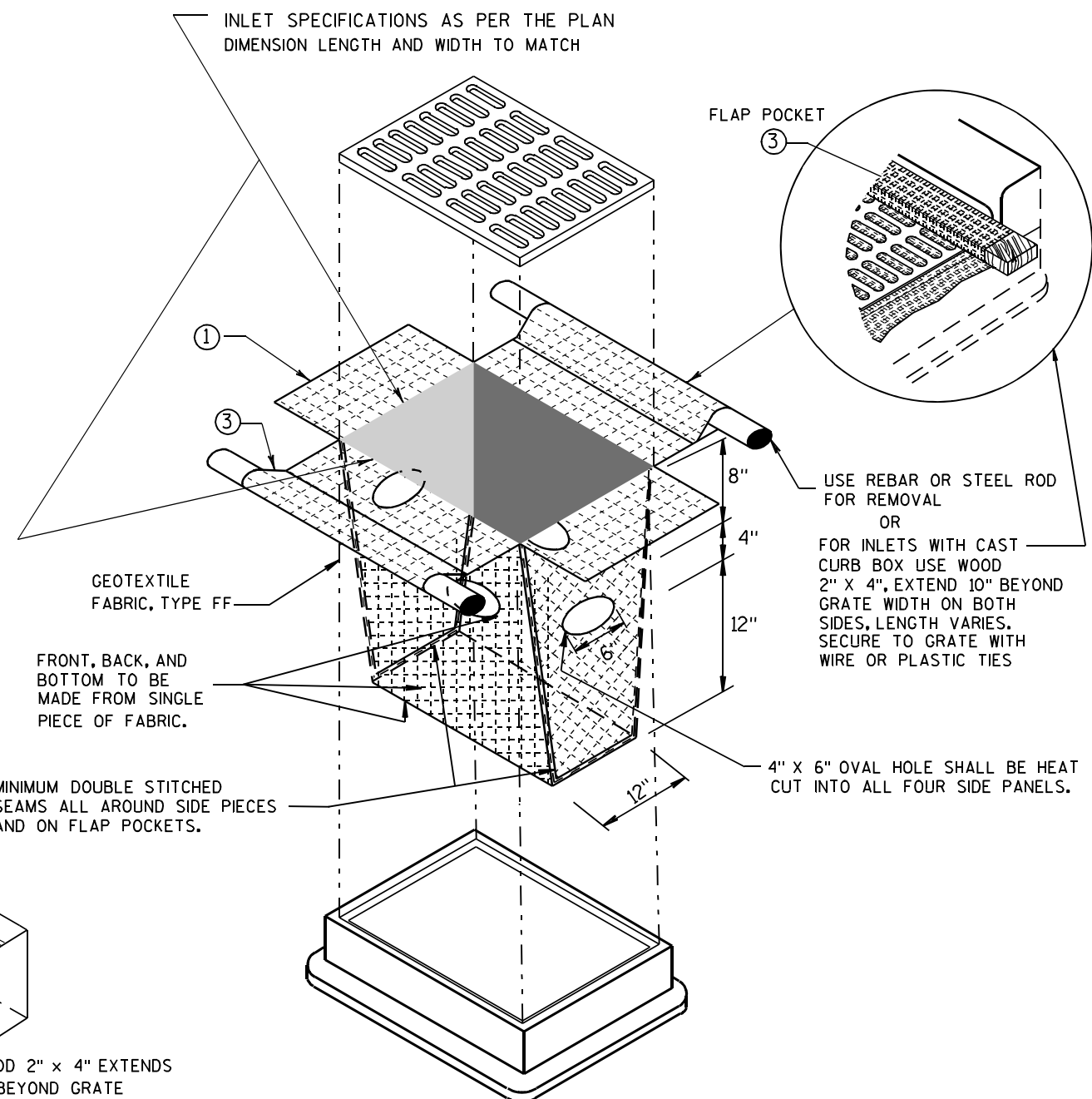
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

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

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

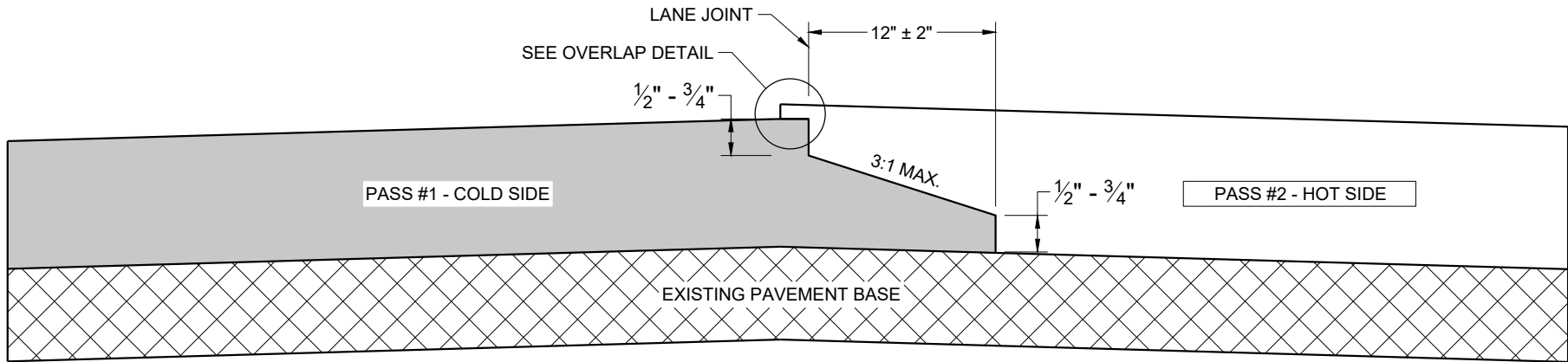
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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



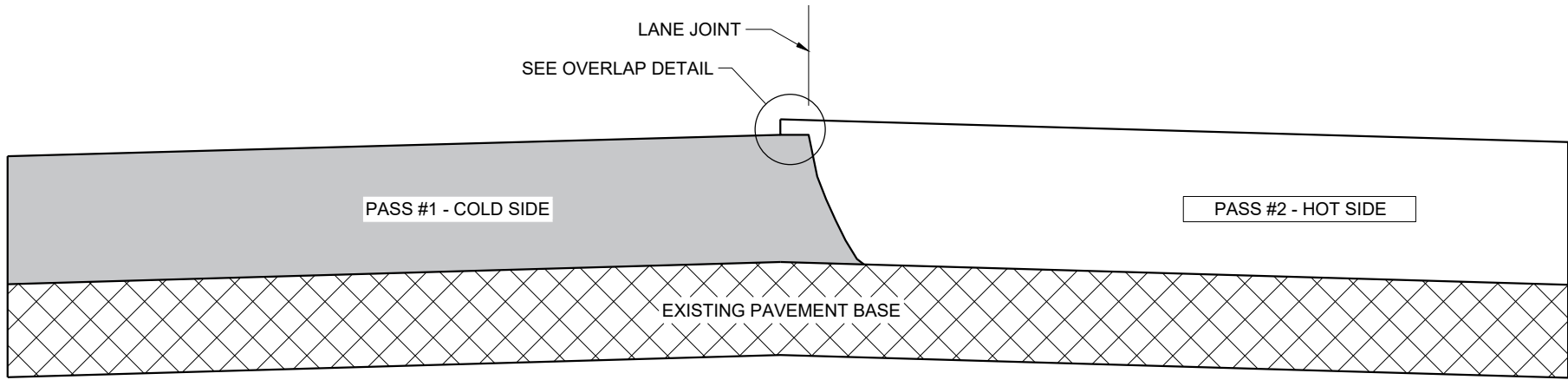
INLET PROTECTION, TYPE D

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

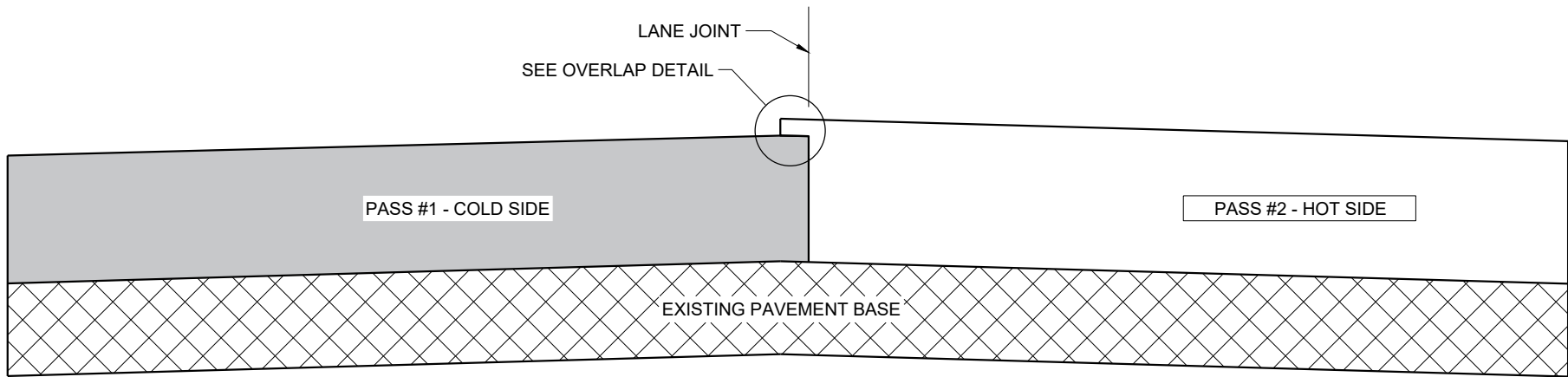
INLET PROTECTION TYPE A, B, C, AND D	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 10/16/02 DATE	/S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA	



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

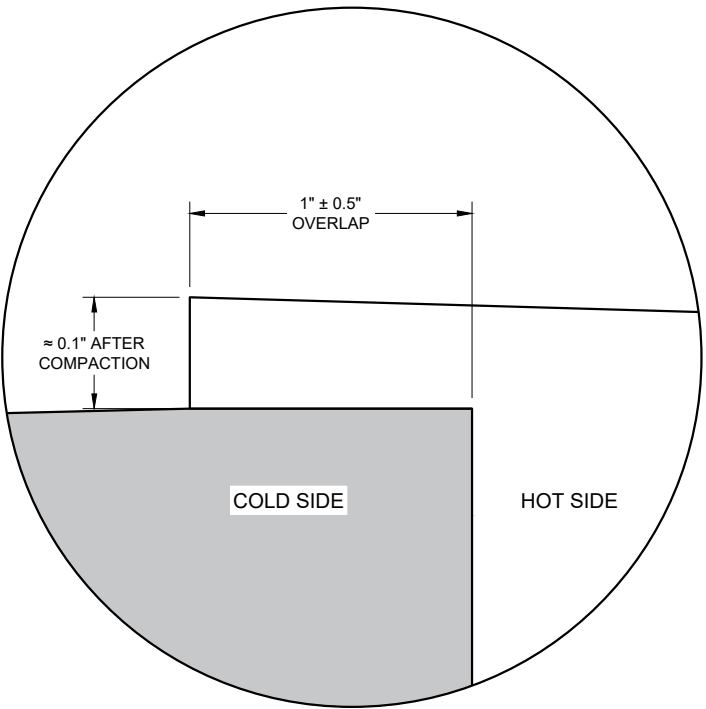
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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

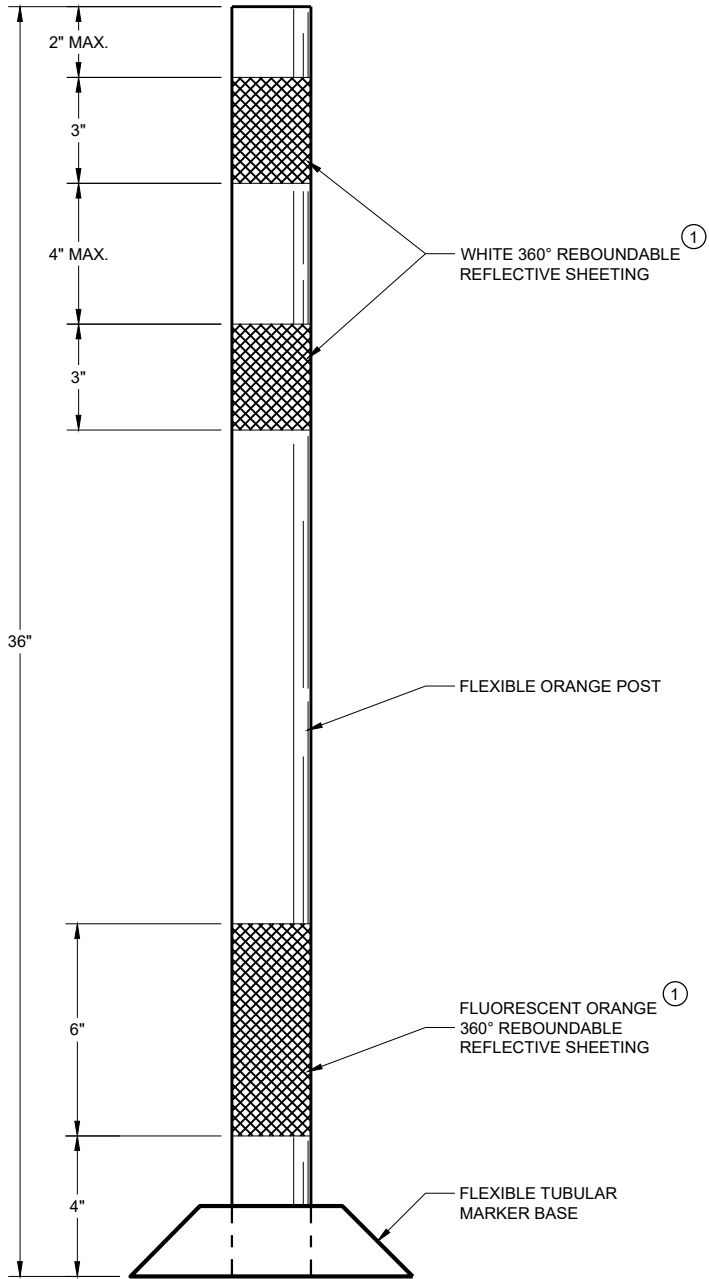


OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



FLEXIBLE TUBULAR
MARKER POST
WORK ZONE

GENERAL NOTES

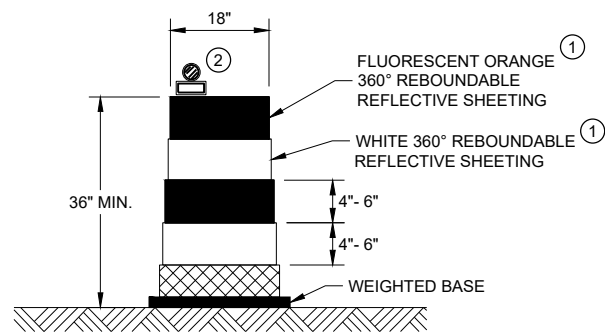
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

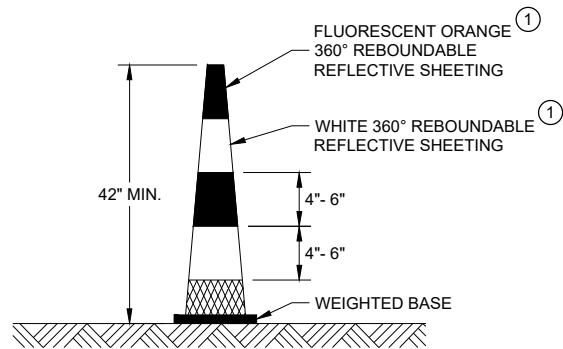
- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2022 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	



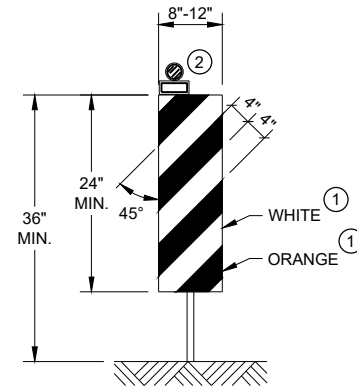
DRUM

BALLAST WIDTHS
RANGE FROM 24"-36"



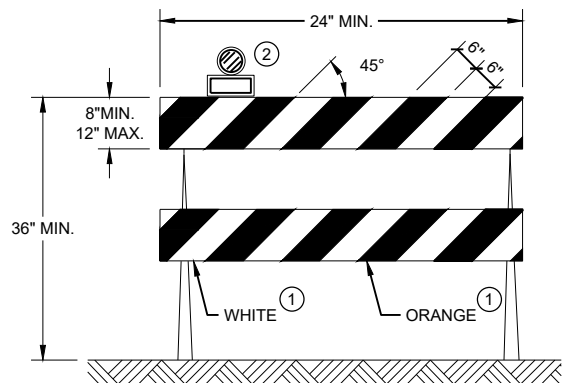
42" CONE

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



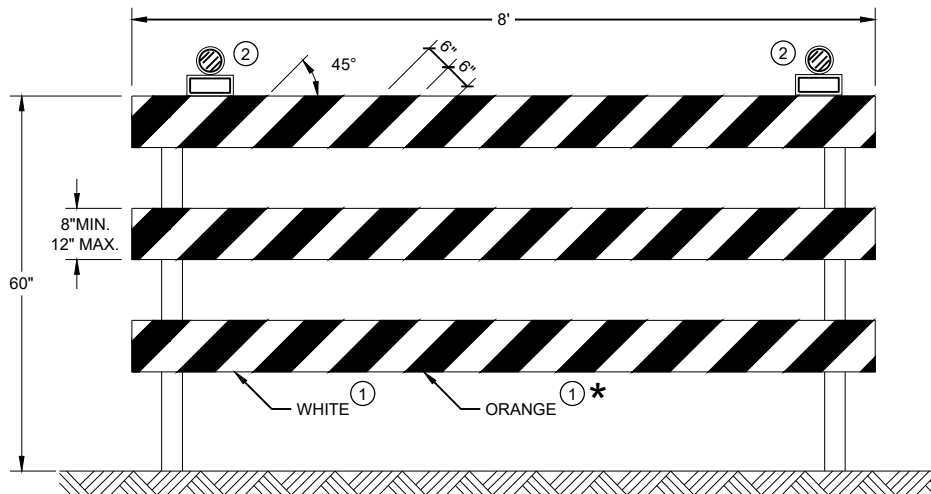
VERTICAL PANEL

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

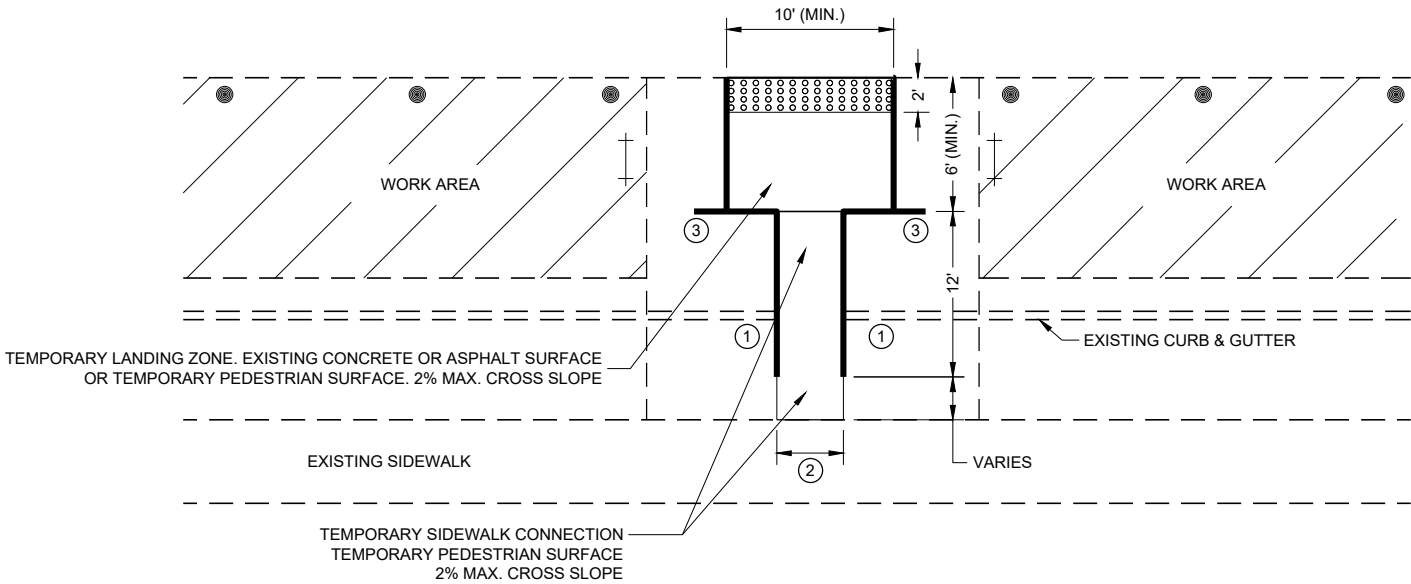
- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- ② LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.

**CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS**

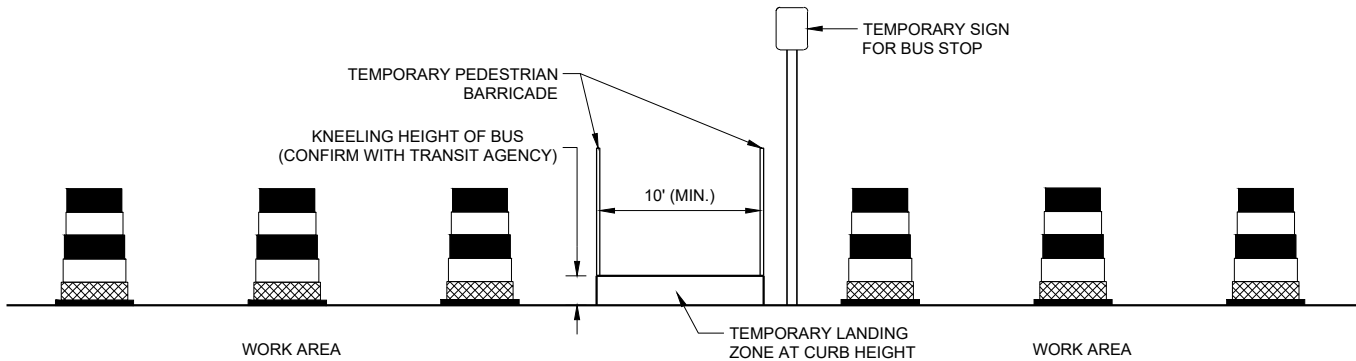
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA



PLAN VIEW



PROFILE VIEW
TEMPORARY BUS STOP PAD

GENERAL NOTES

- 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 RAMP 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 ½" WIDTH.
- CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".
- 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.

LEGEND

- TRAFFIC CONTROL DRUM
- ⊥ TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- ⊞ TEMPORARY DETECTABLE WARNING FIELD
- ▨ WORK AREA

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

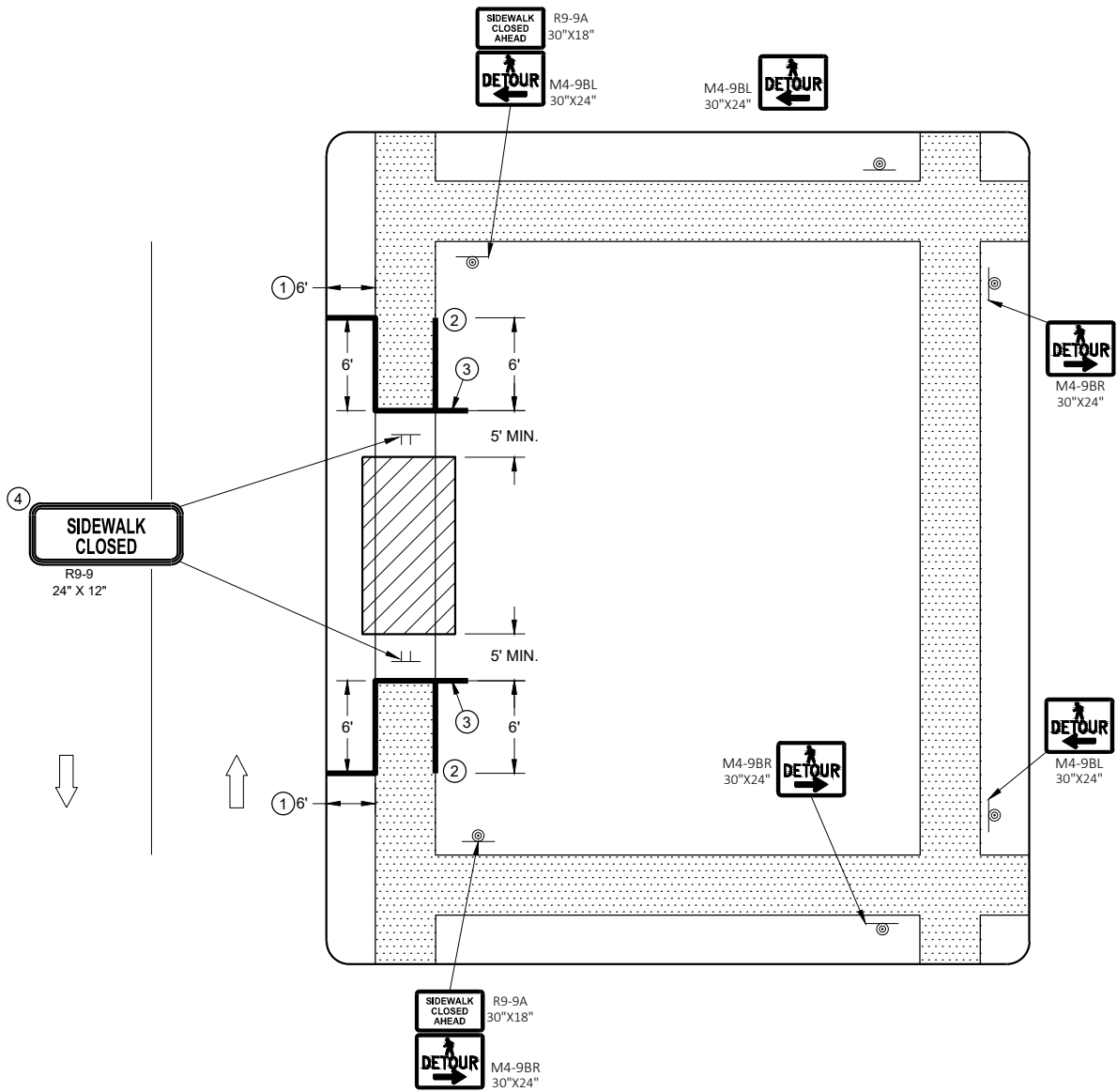
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

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

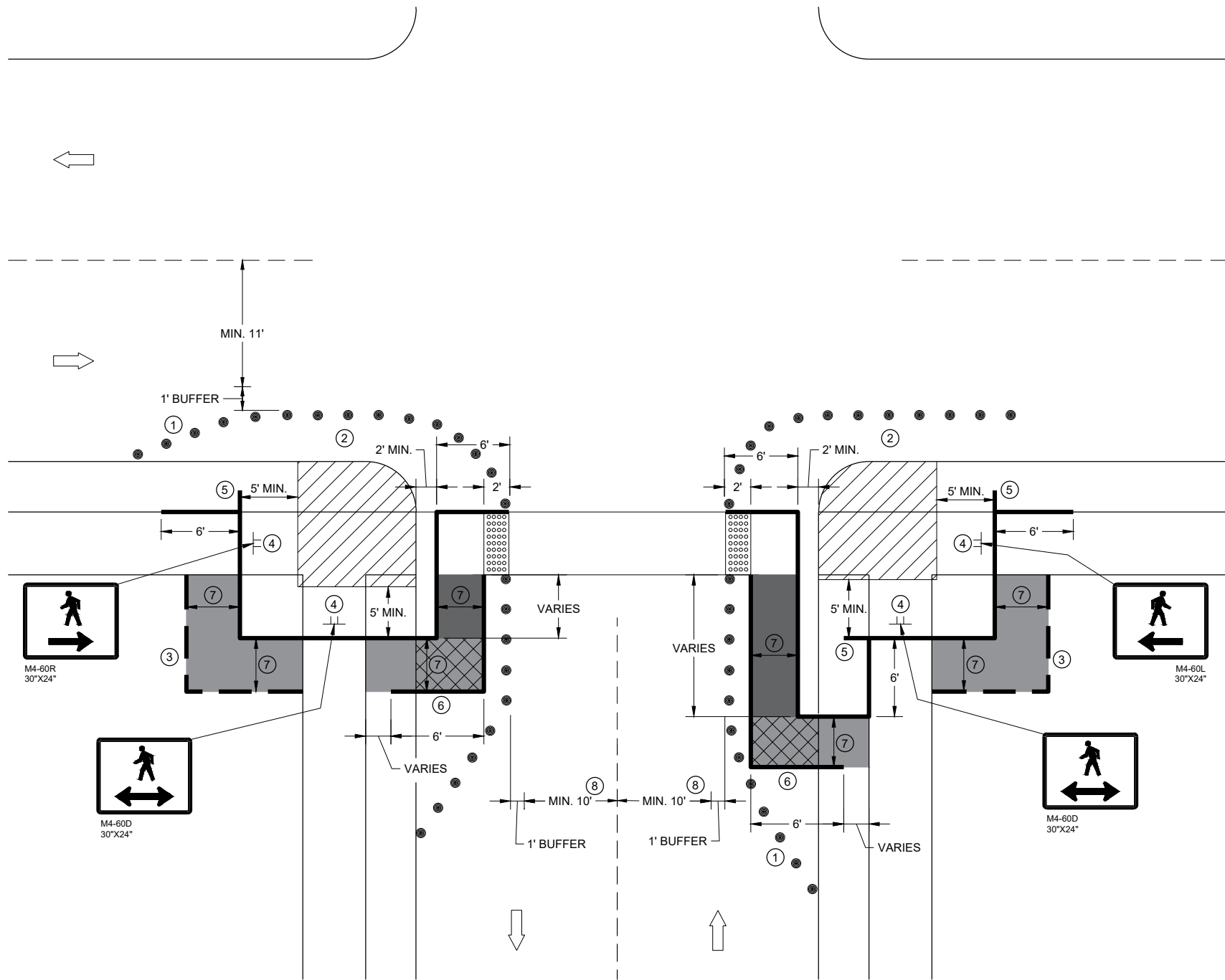
SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE



**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.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

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.

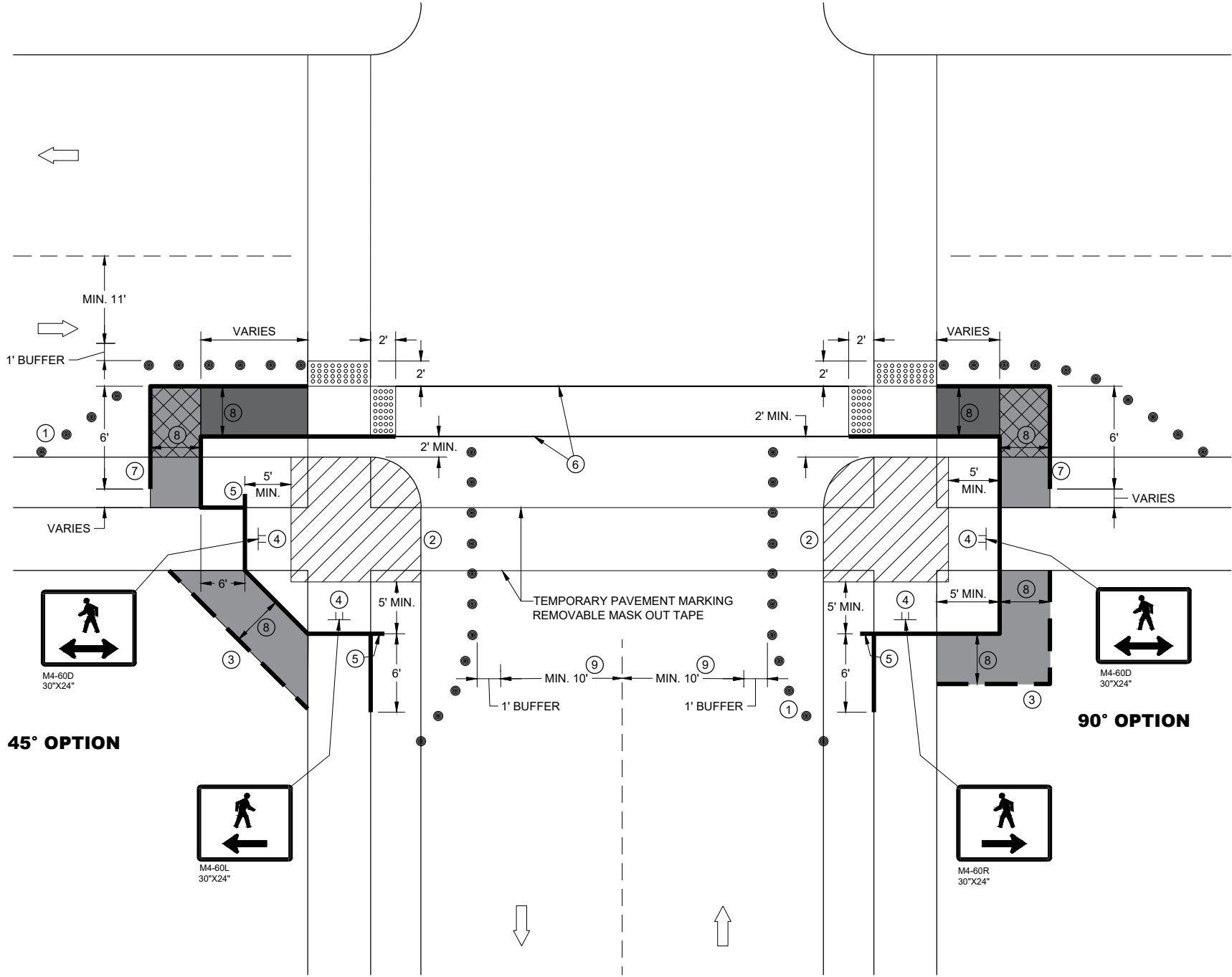
- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
- ② PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
- ③ USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ④ MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE 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

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

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.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

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.

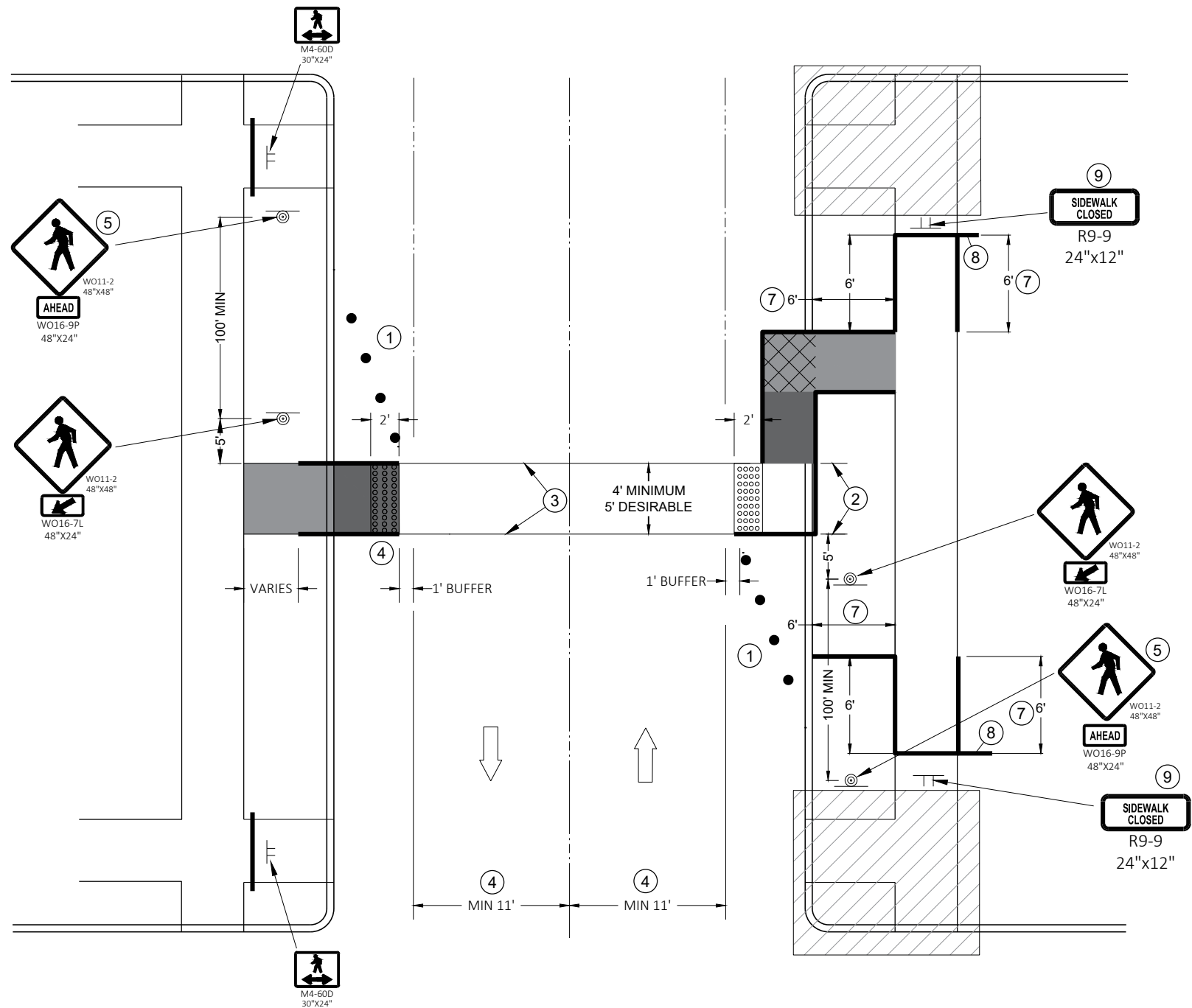
- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
- ② PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
- ③ USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ④ MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE 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

TRAFFIC CONTROL,
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TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

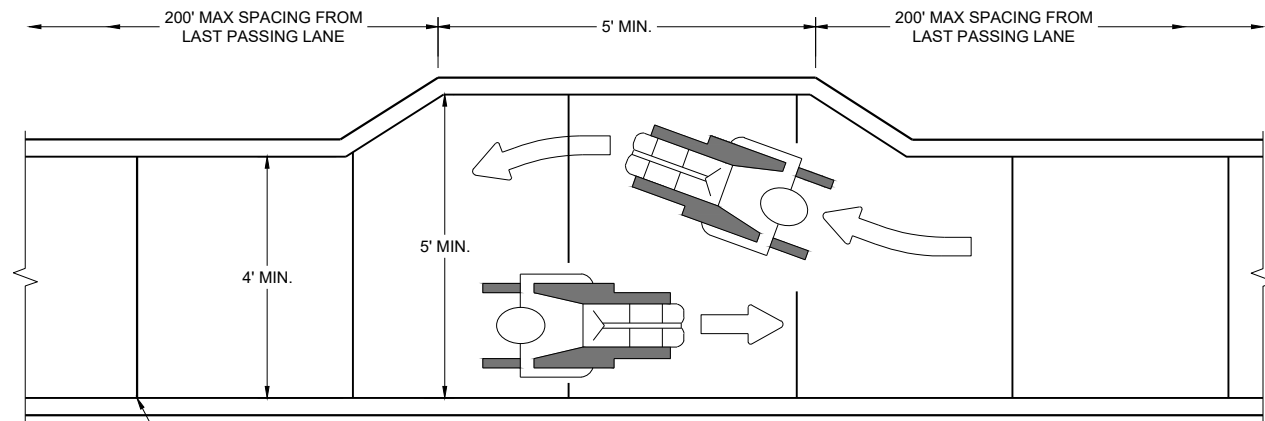
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

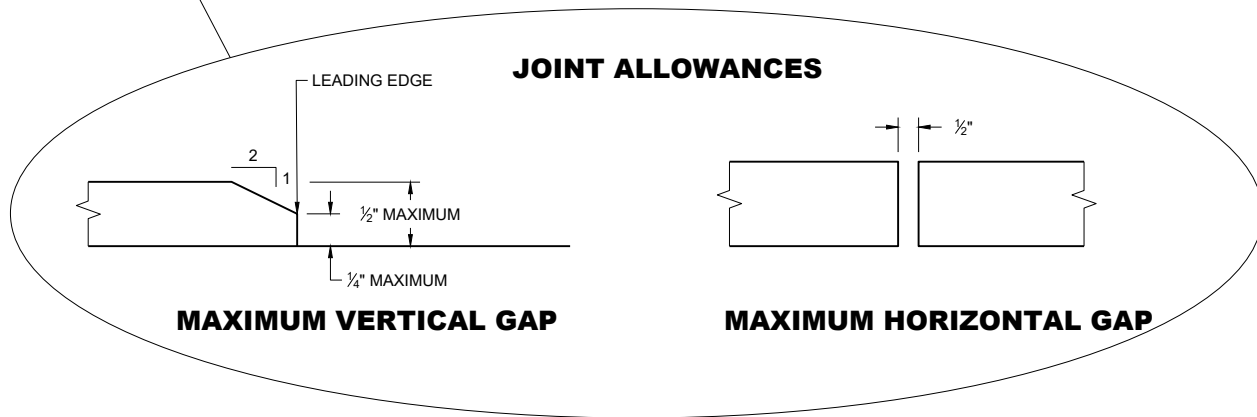
- 1 SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.
- 2 4 FEET MINIMUM, 5 FEET DESIRABLE.
- 3 WHITE 6" TEMPORARY PAVEMENT MARKING.
- 4 IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.
- 5 IF MINIMUM 100' SPACING FROM THE MID-BLOCK 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



NARROW SIDEWALK PASSING DETAIL



MAXIMUM VERTICAL GAP

MAXIMUM HORIZONTAL GAP

JOINT ALLOWANCES

LEADING EDGE

2

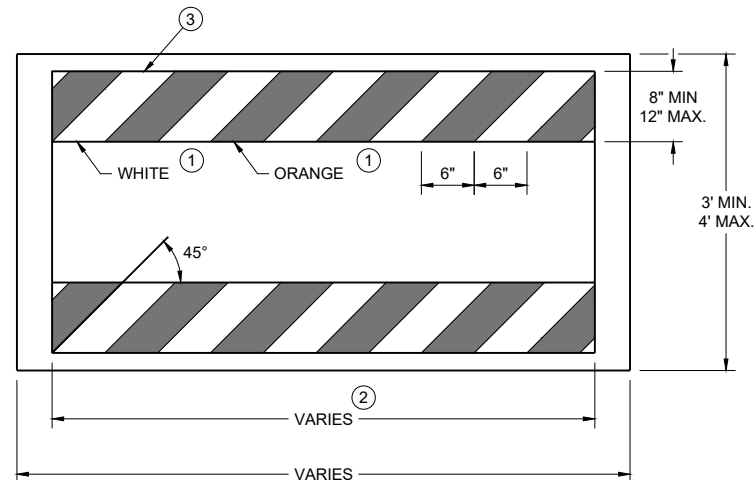
1

1/2" MAXIMUM

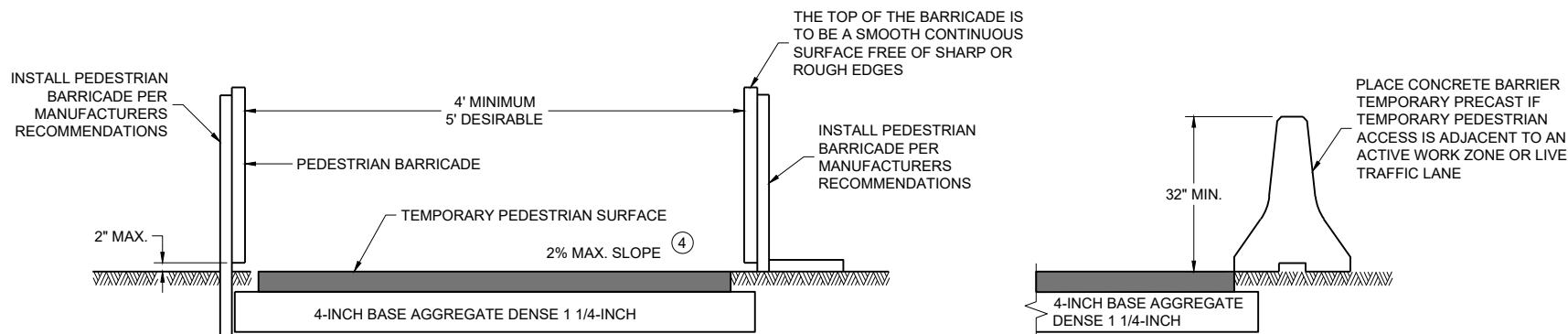
1/4" MAXIMUM

1/2"

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



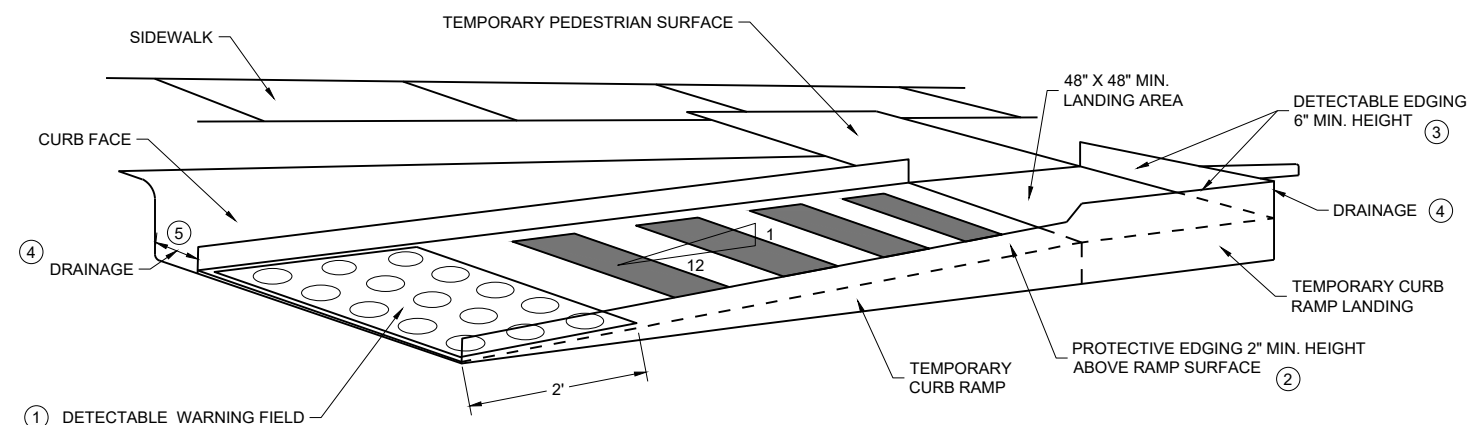
TEMPORARY PEDESTRIAN ACCESS

TRAFFIC CONTROL,
PEDESTRIAN
ACCOMMODATION

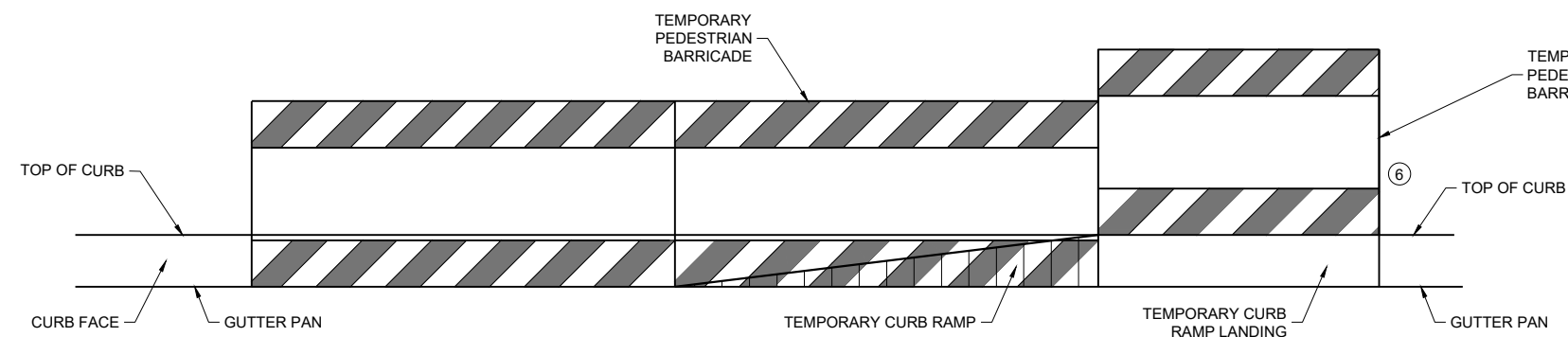
STATE OF WISCONSIN
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CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED $\frac{1}{2}$ ". LATERAL EDGES MAY BE VERTICAL UP TO $\frac{1}{4}$ " HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN $\frac{1}{4}$ " AND $\frac{1}{2}$ ".

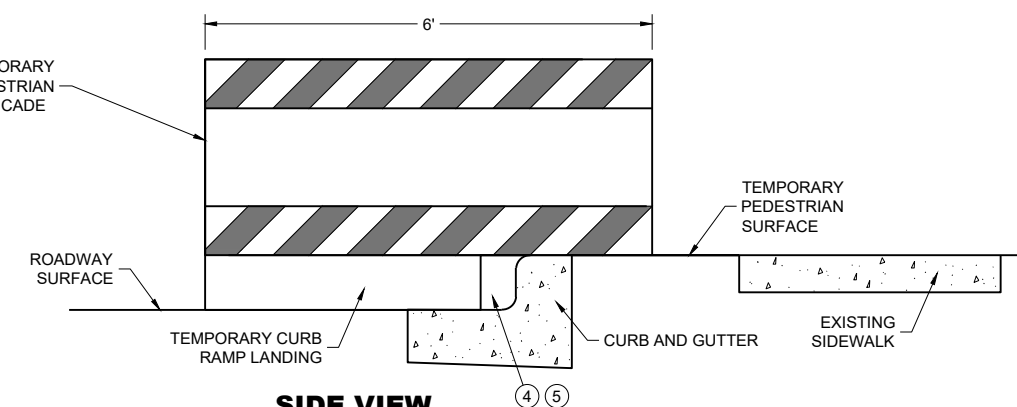
- ① INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.
- ② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). 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

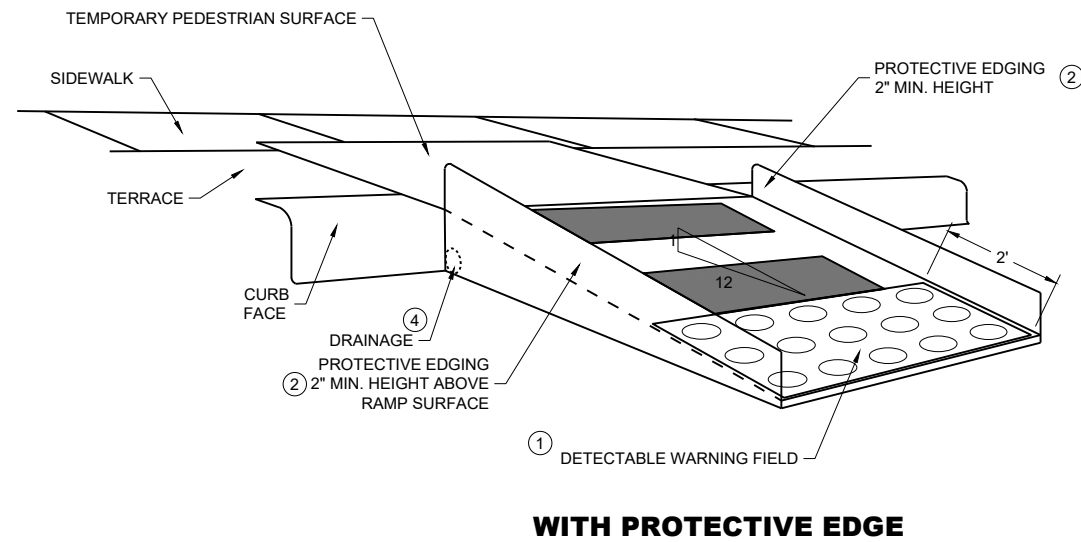
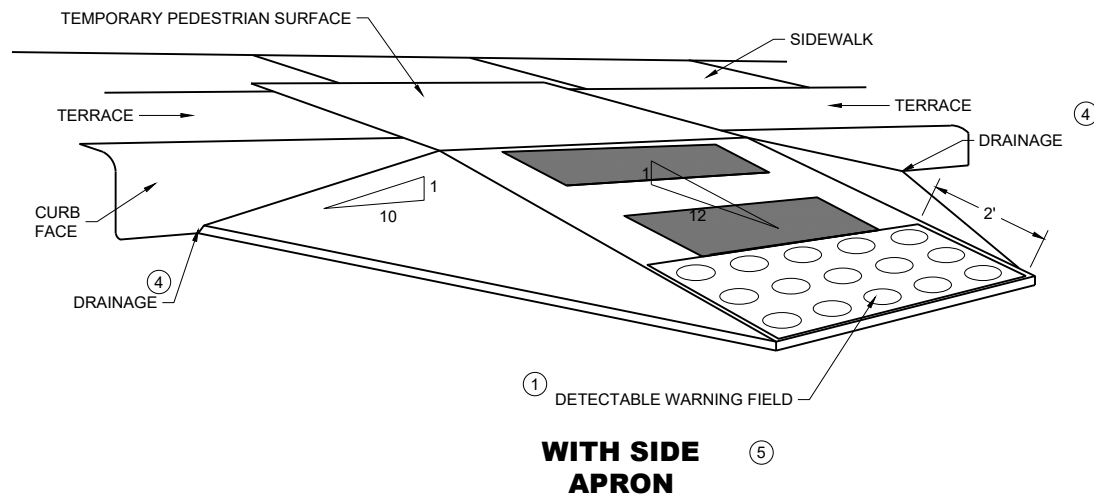


SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

**TRAFFIC CONTROL,
PEDESTRIAN
ACCOMMODATION**

STATE OF WISCONSIN
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TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

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

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

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

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

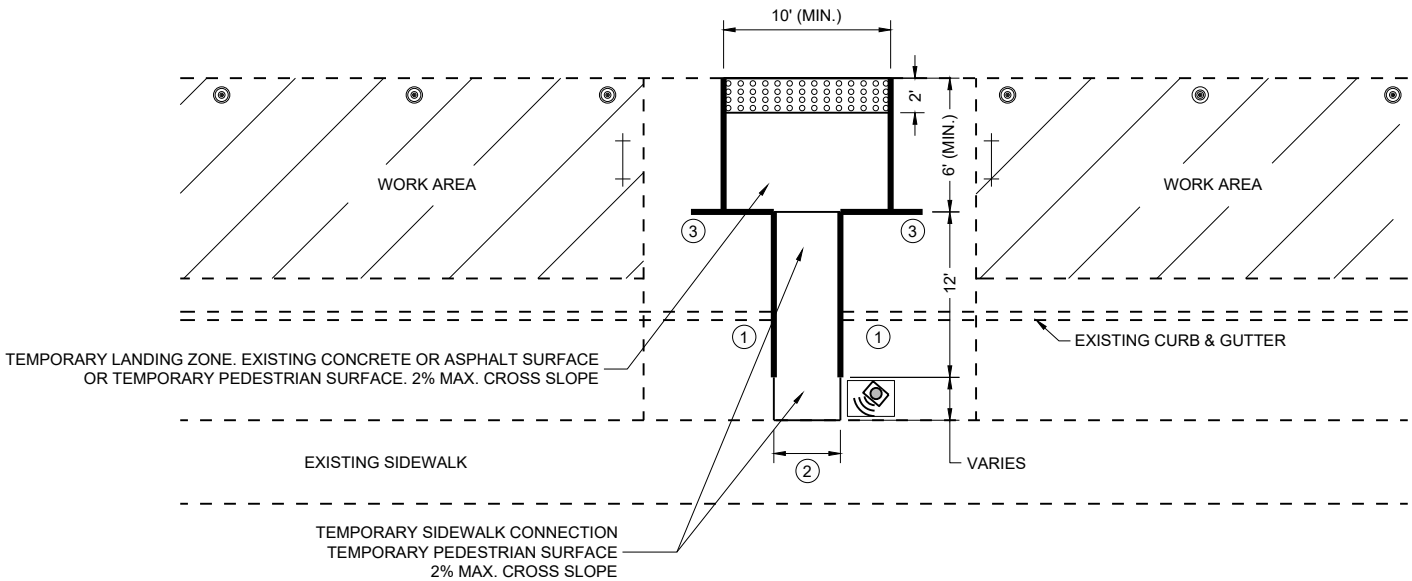
LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

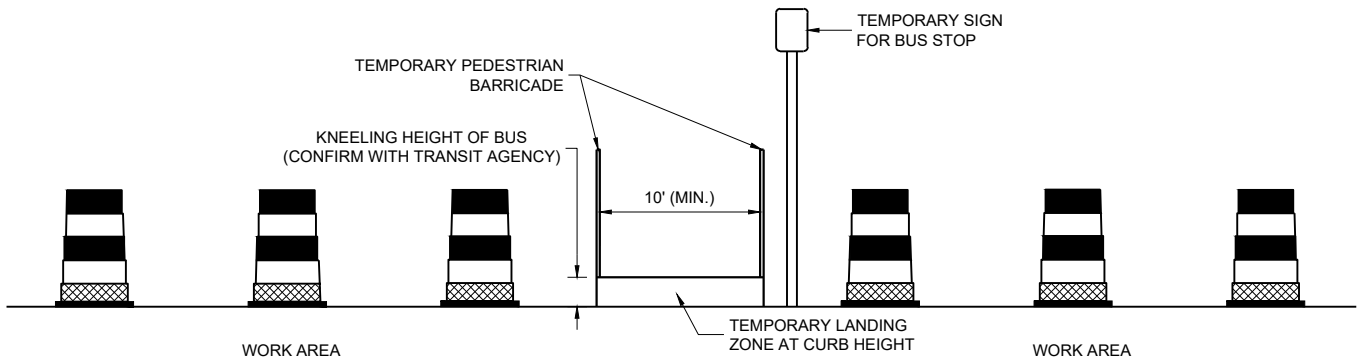
- ① INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS
- ② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE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

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

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PLAN VIEW



PROFILE VIEW
TEMPORARY BUS STOP PAD

GENERAL NOTES

- 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 ½" WIDTH.
- CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".
- CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

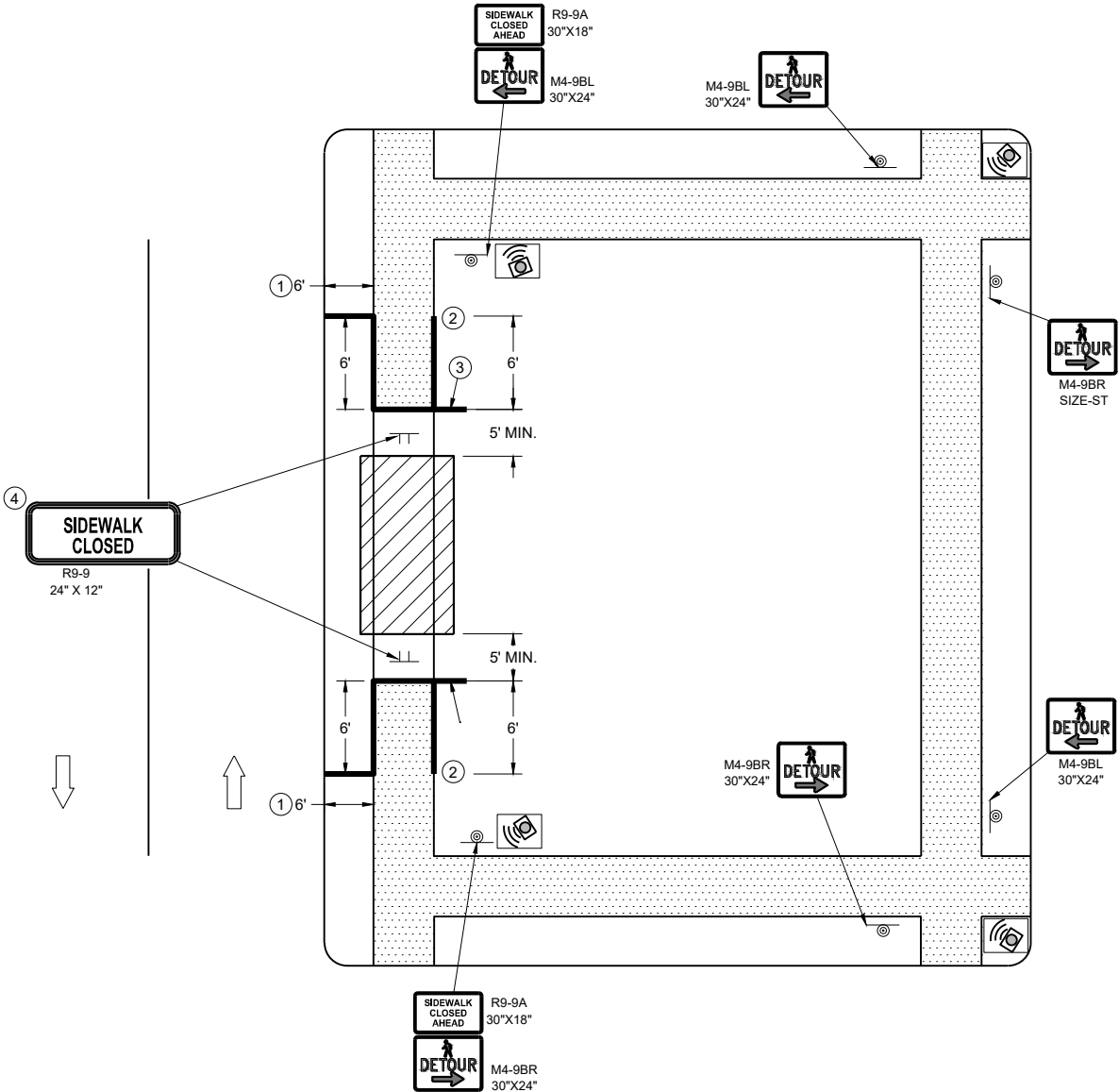
- ① DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
- ② 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.
- ③ PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

LEGEND

- ⊙ 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)



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

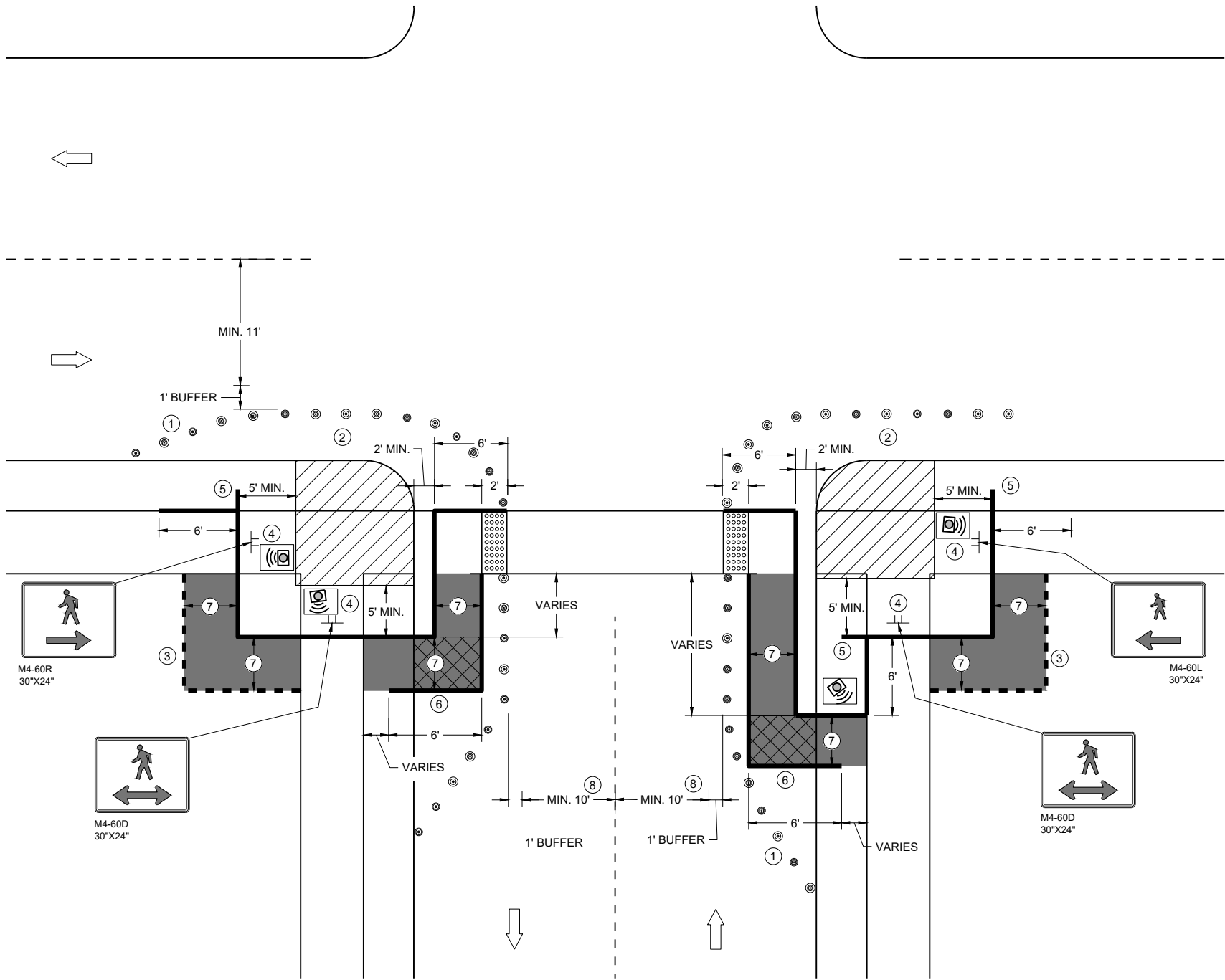
GENERAL NOTES

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.

- 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.



**CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE**

GENERAL NOTES

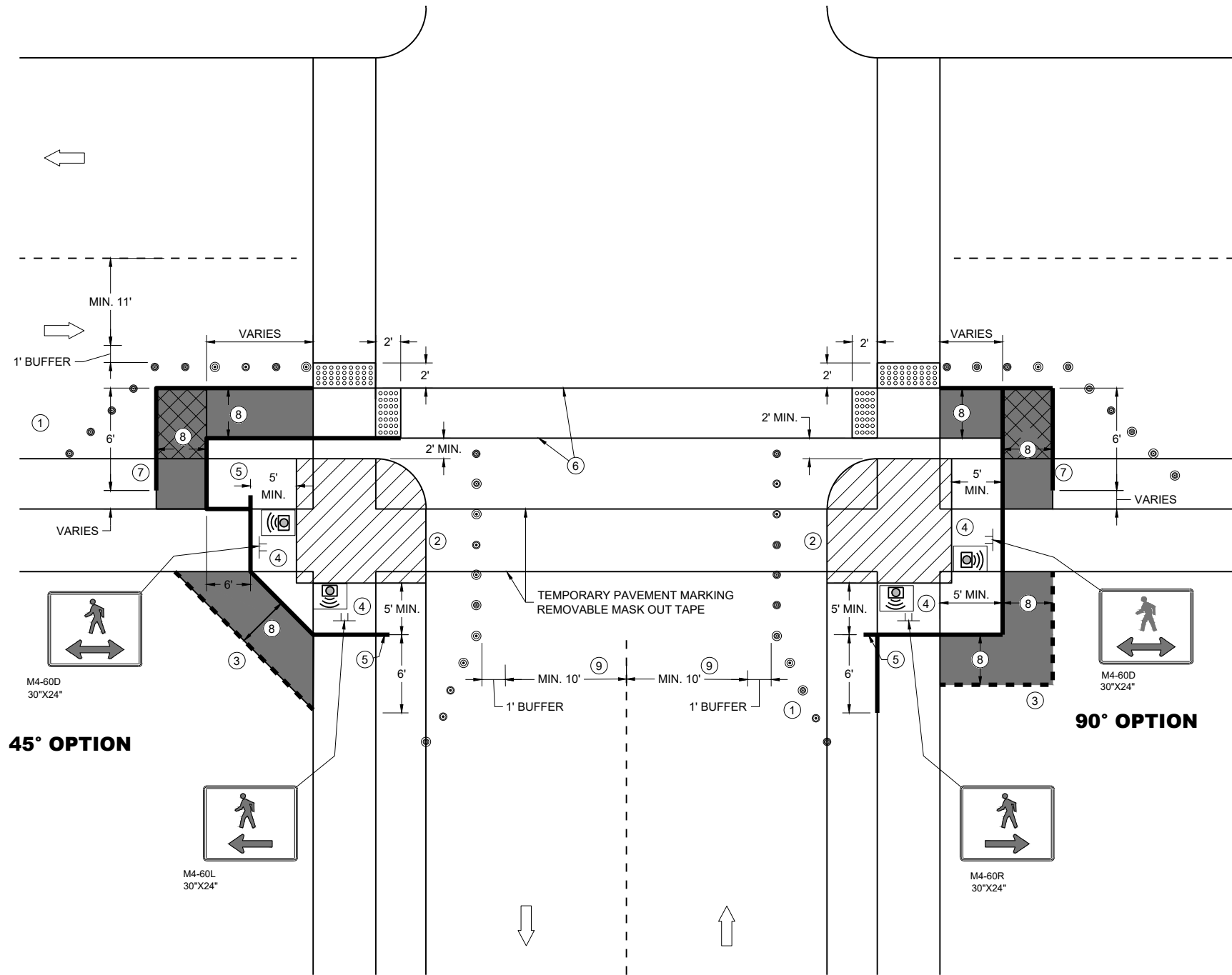
- IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.
- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG
- WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, 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)

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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.

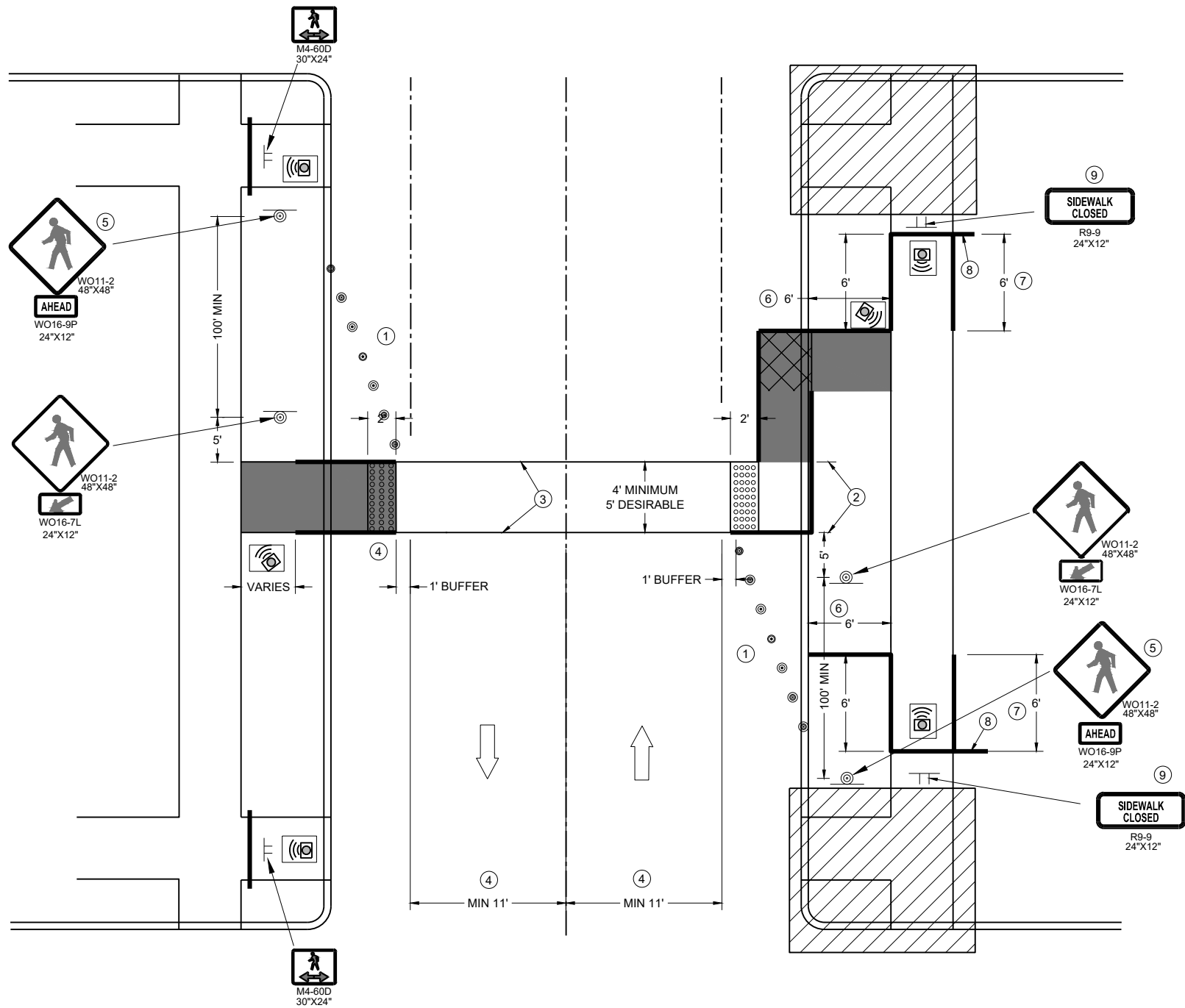
- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
- ② PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
- ③ USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ④ MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE 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



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.

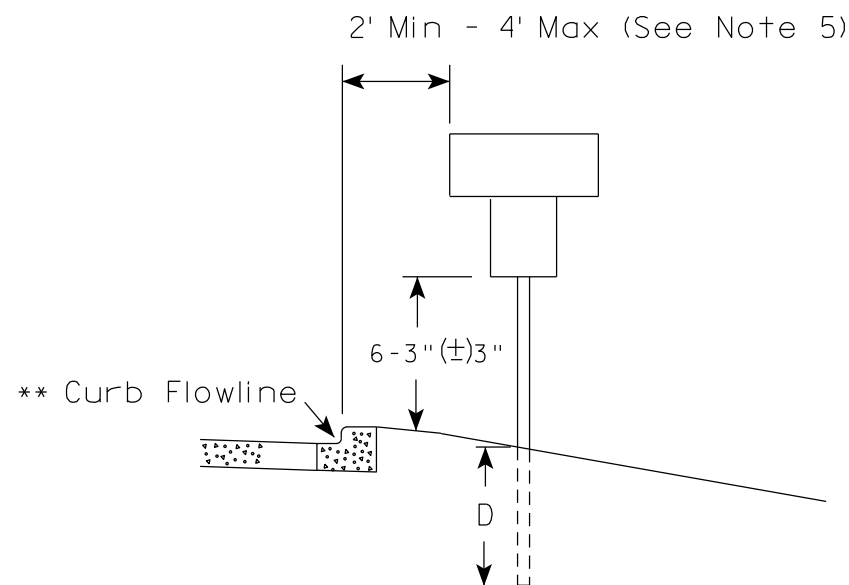
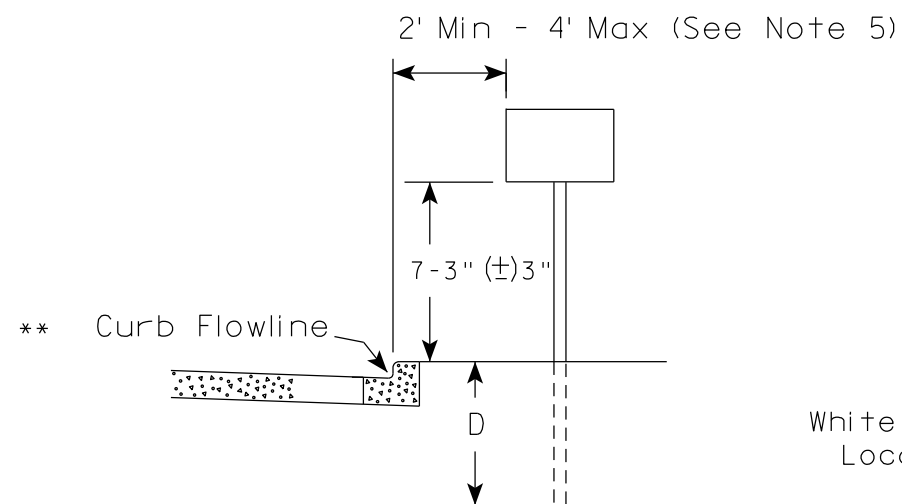
WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

- 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

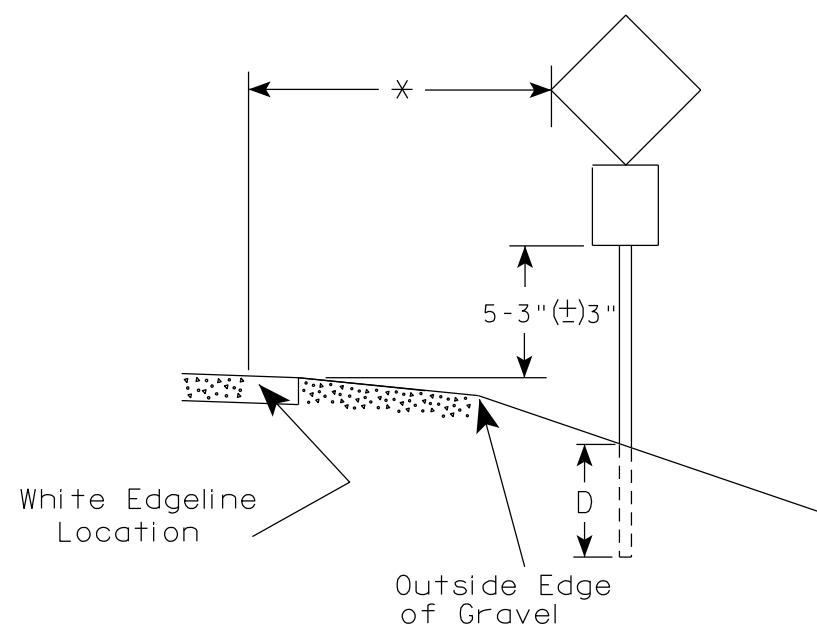
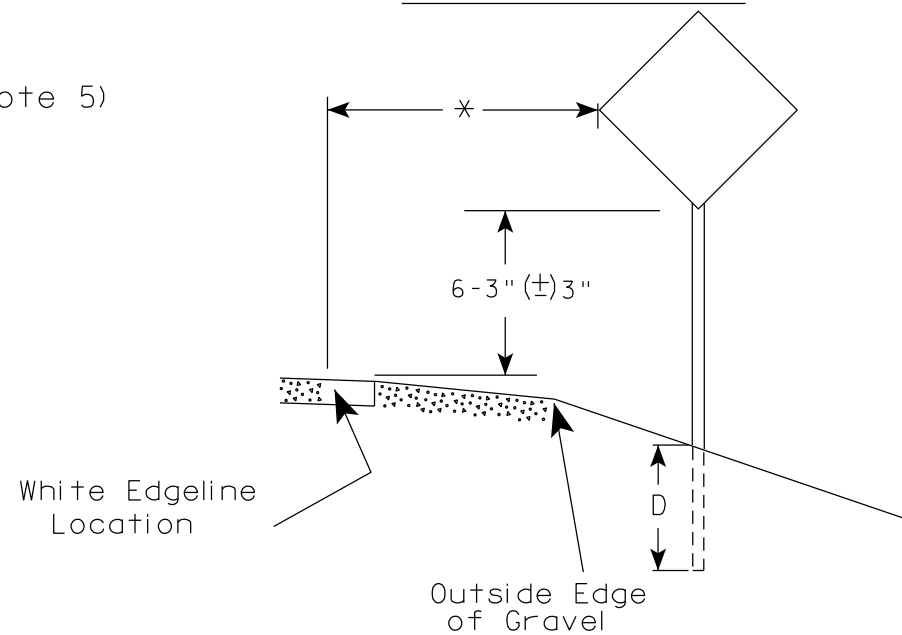
- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

URBAN AREA



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

RURAL AREA (See Note 2)



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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

- Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
- 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".
- For expressways and freeways, mounting height is 7'- 3" (±) 3" or 6'-3" (±) 3" depending upon existence of a sub-sign.
- Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±) 3".
- Offset distance shall be consistent with existing signs or consistent throughout length of project.
- Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directed by the Engineer.

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R. Rauch
for State Traffic Engineer

DATE 12/6/23

PLATE NO. A4-3.23

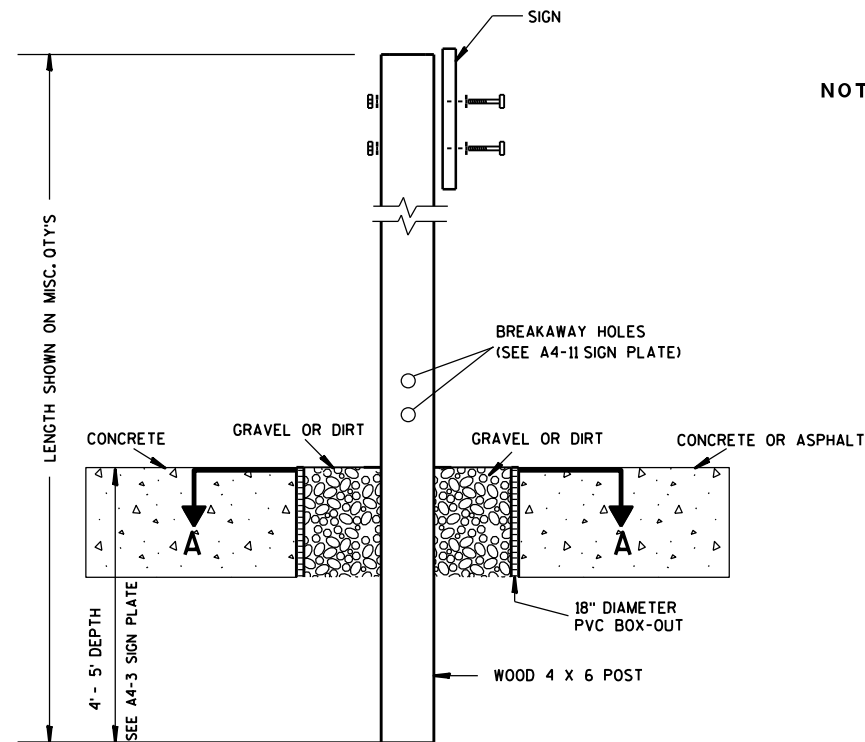
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

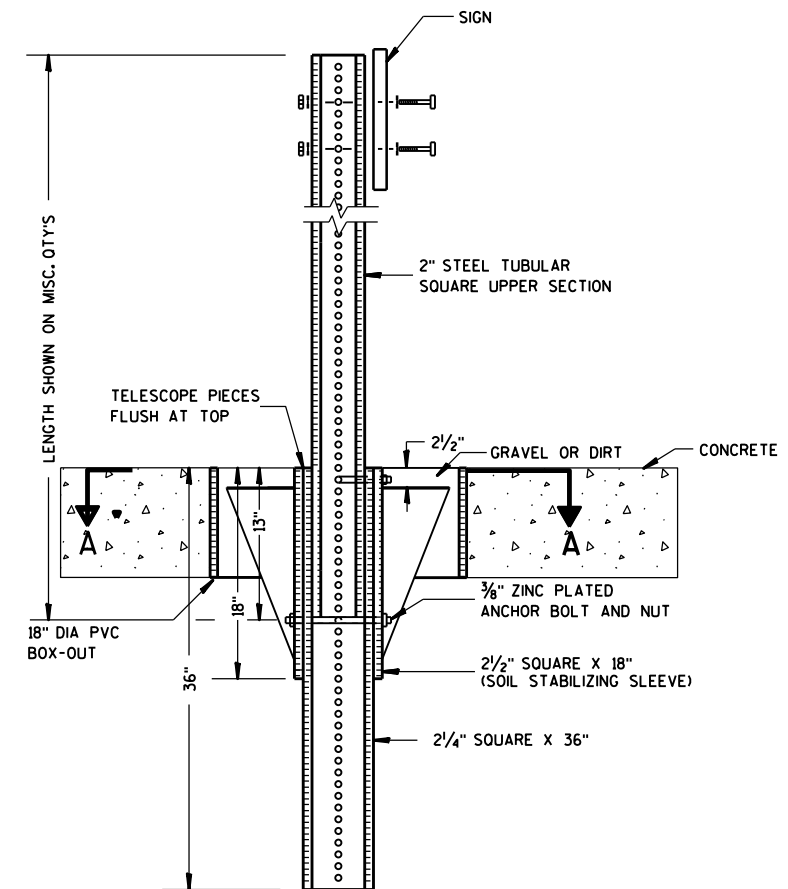
E



ELEVATION VIEW

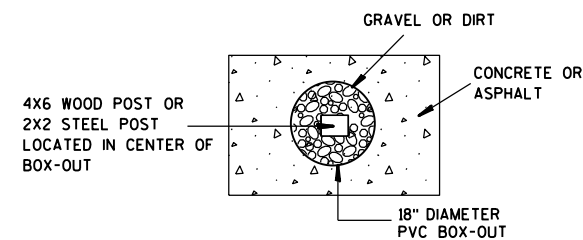
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST
BOX-OUTS
A4-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

PROJECT NO:

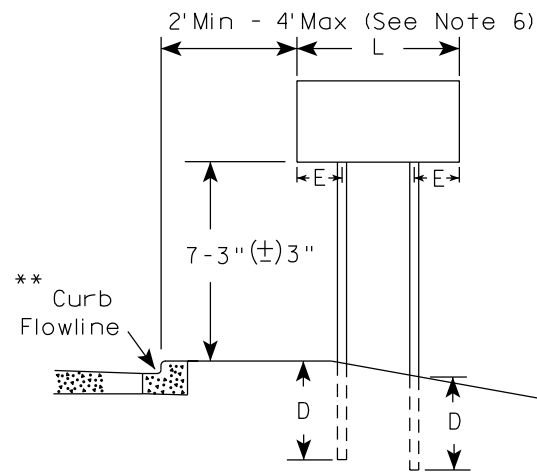
HWY:

COUNTY:

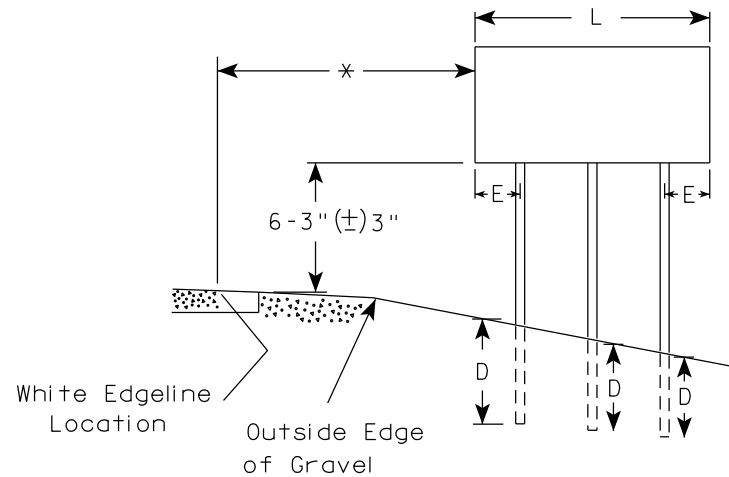
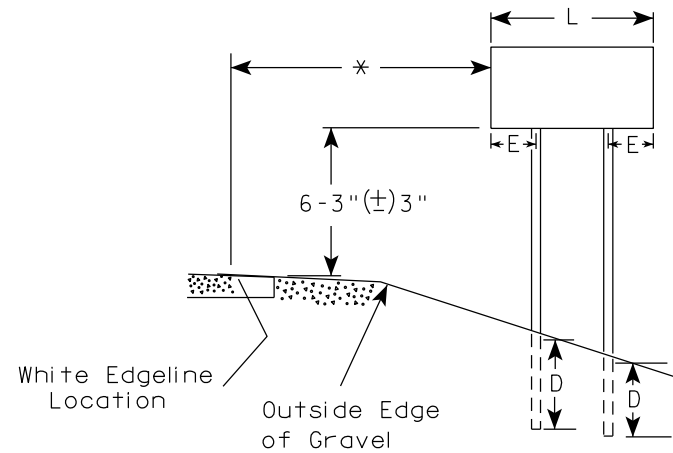
SHEET NO:

E

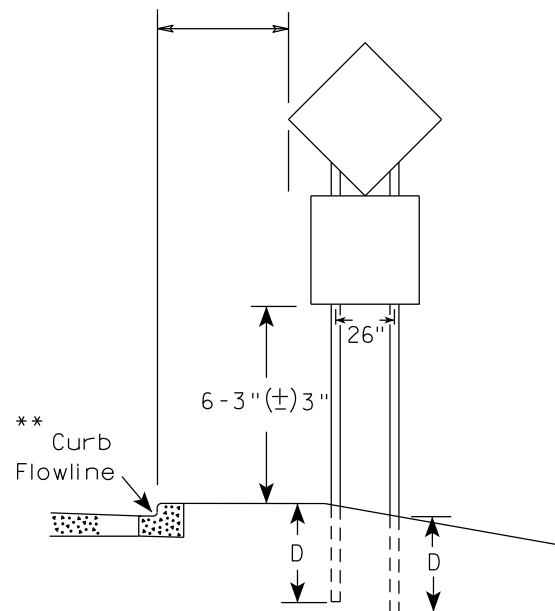
URBAN AREA



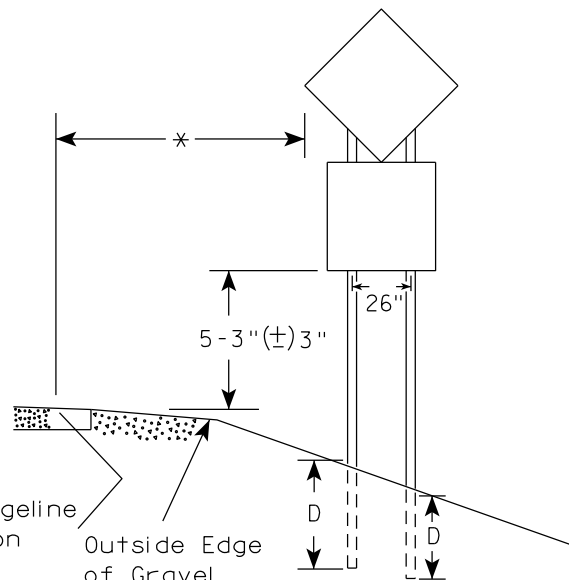
RURAL AREA (See Note 3)



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



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION
OF TYPE II SIGNS
ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 12/6/23	PLATE NO. A4-4.16

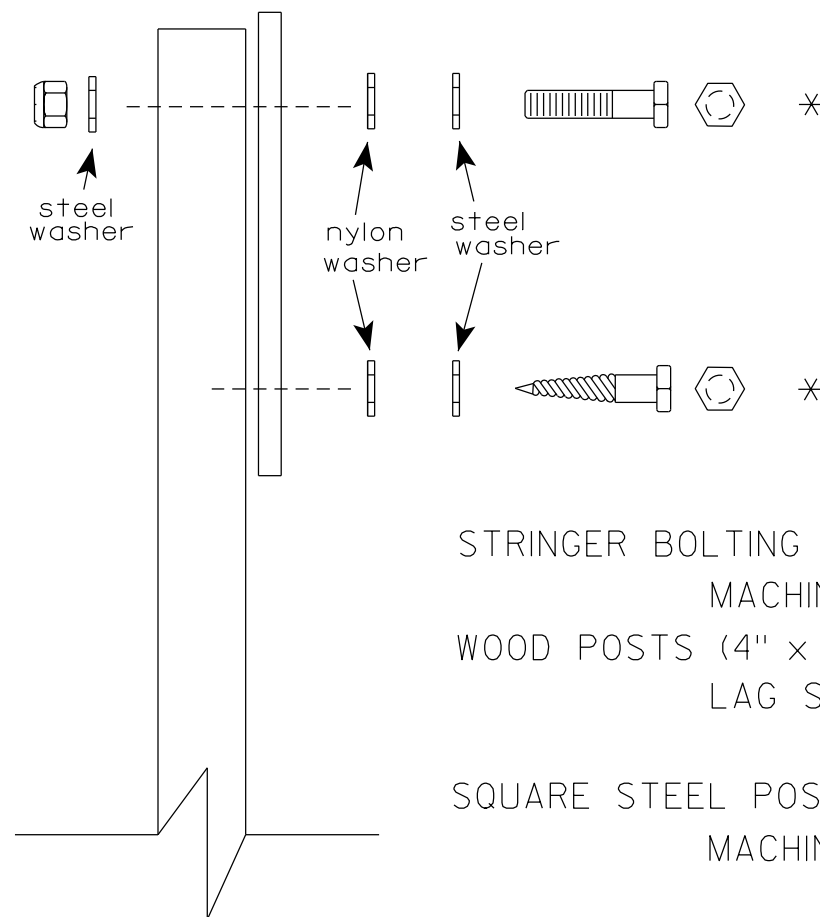
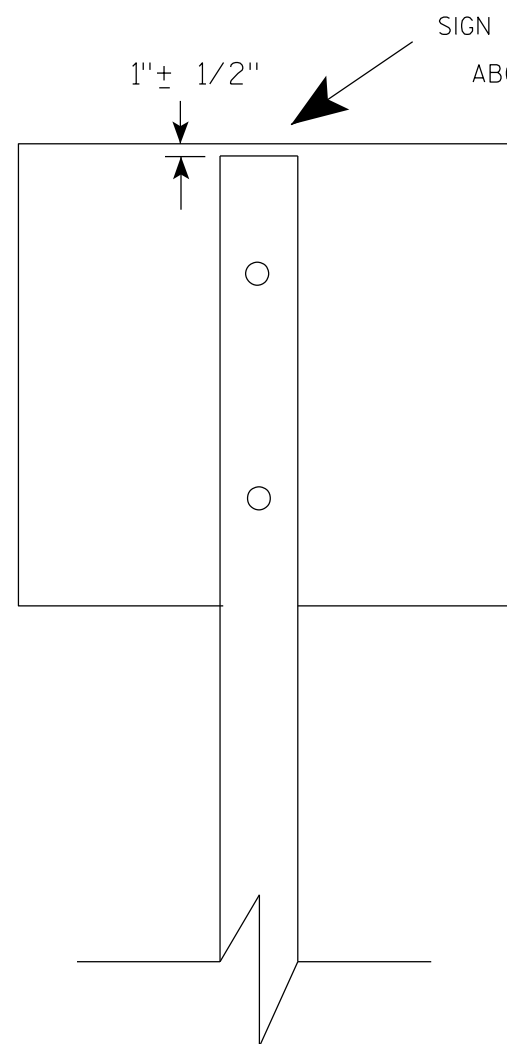
GENERAL NOTES

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

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

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

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



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

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

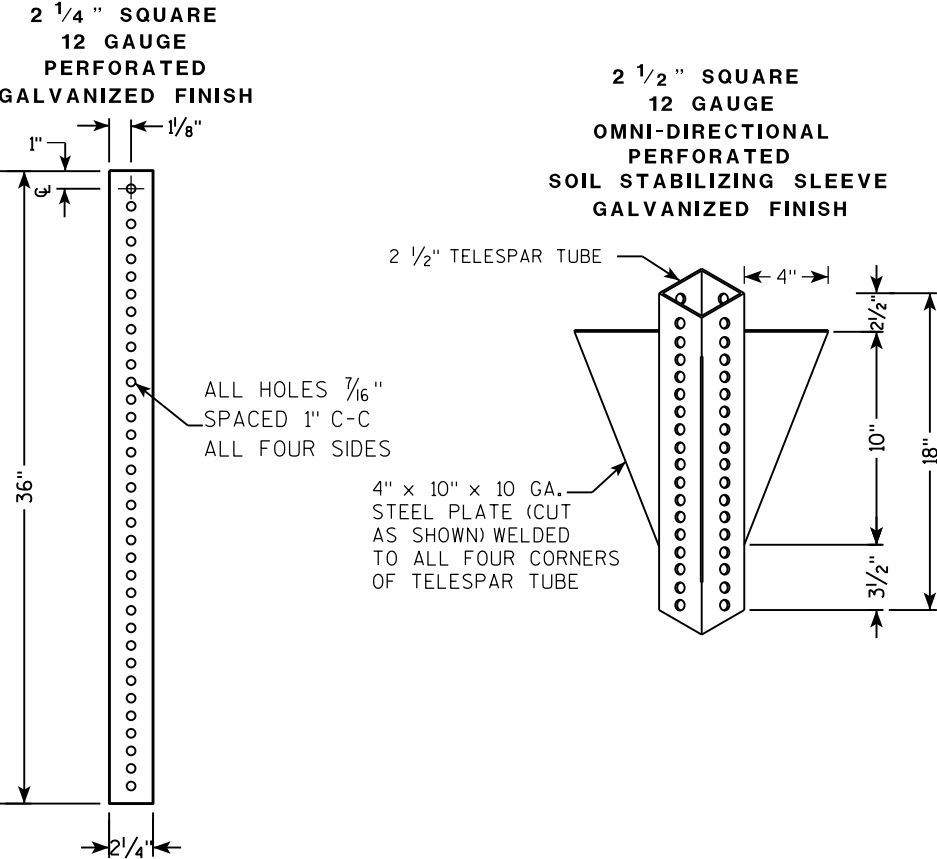
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

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

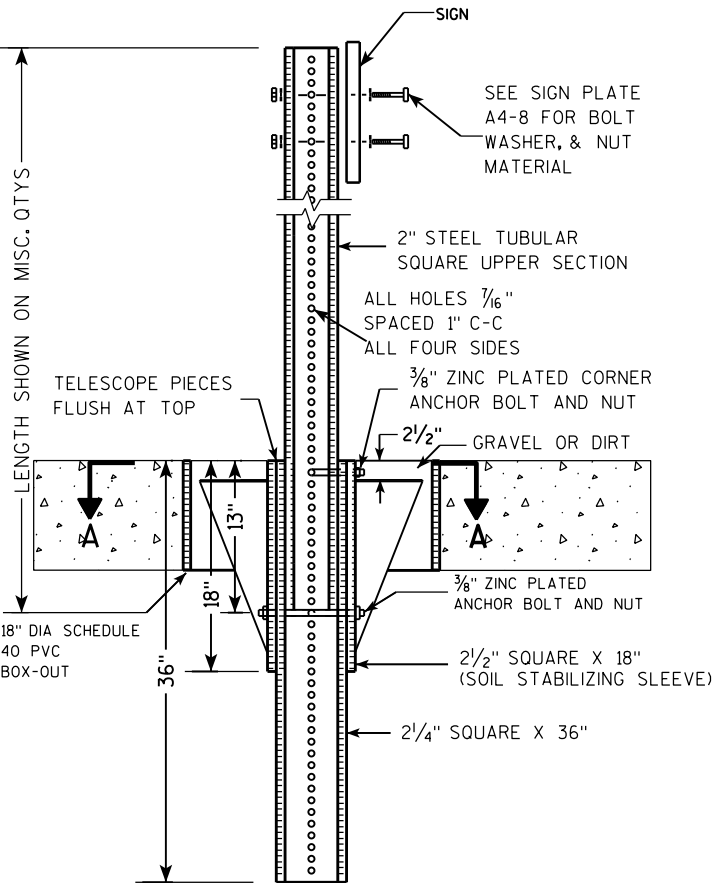
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

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

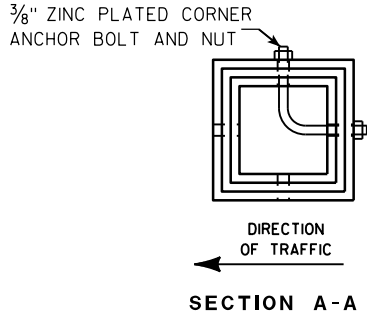
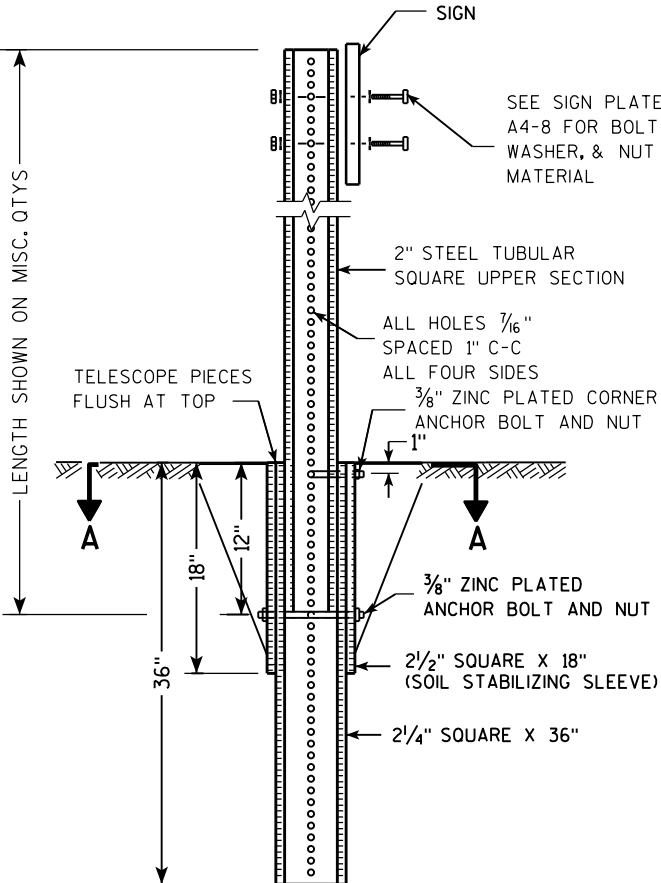
TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM



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



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



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

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

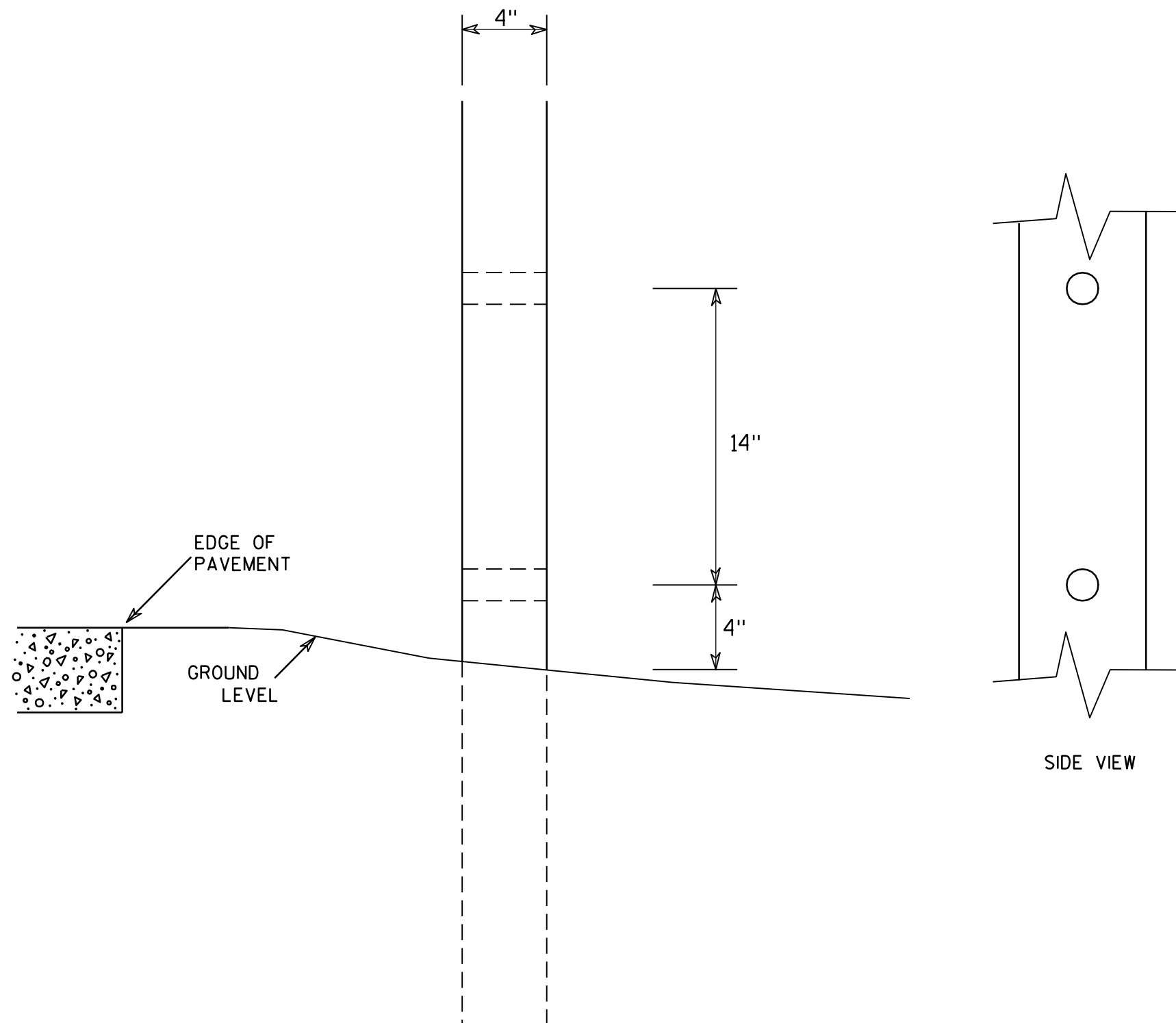
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

7



GENERAL NOTES

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

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Chester J. Spang
for State Traffic Engineer

DATE 3/27/97

PLATE NO. A4-11.2

PROJECT NO:

HWY:

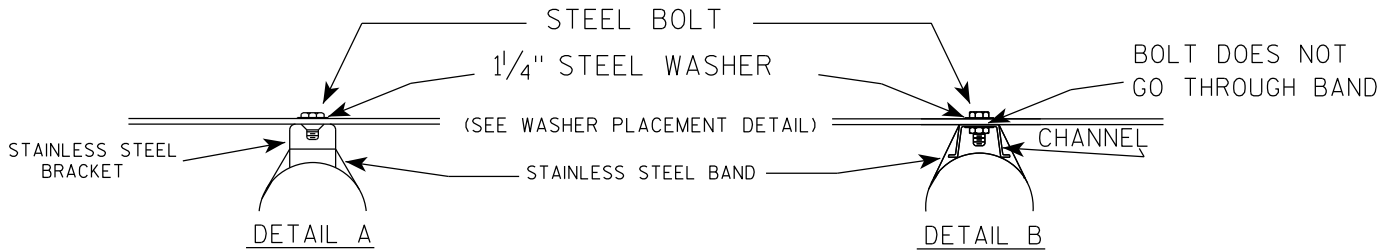
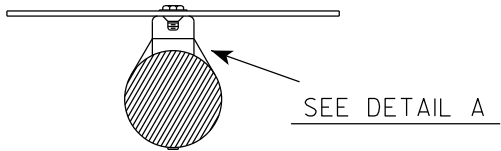
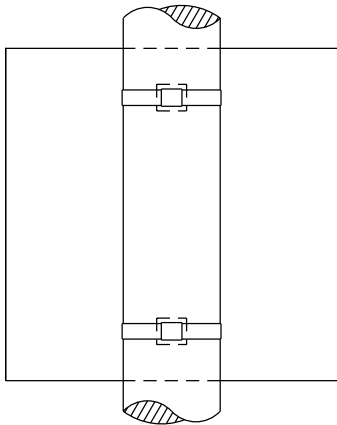
COUNTY:

SHEET NO:

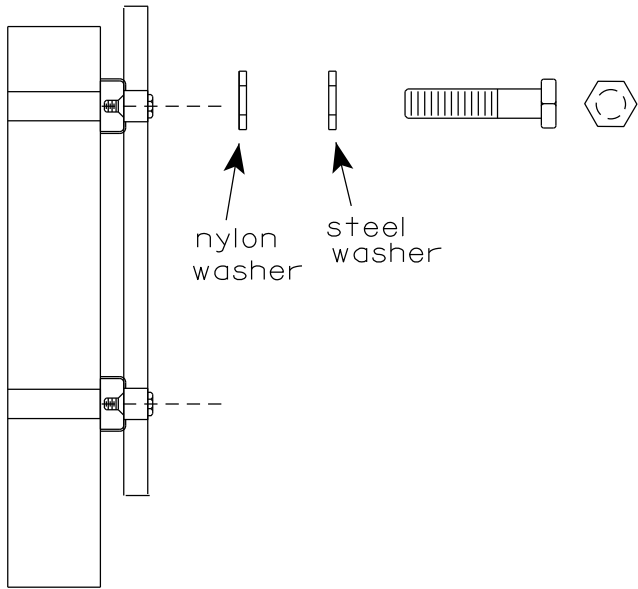
E

BANDING

SINGLE SIGN



WASHER PLACEMENT

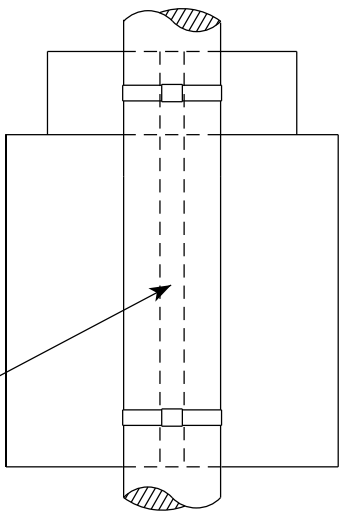


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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



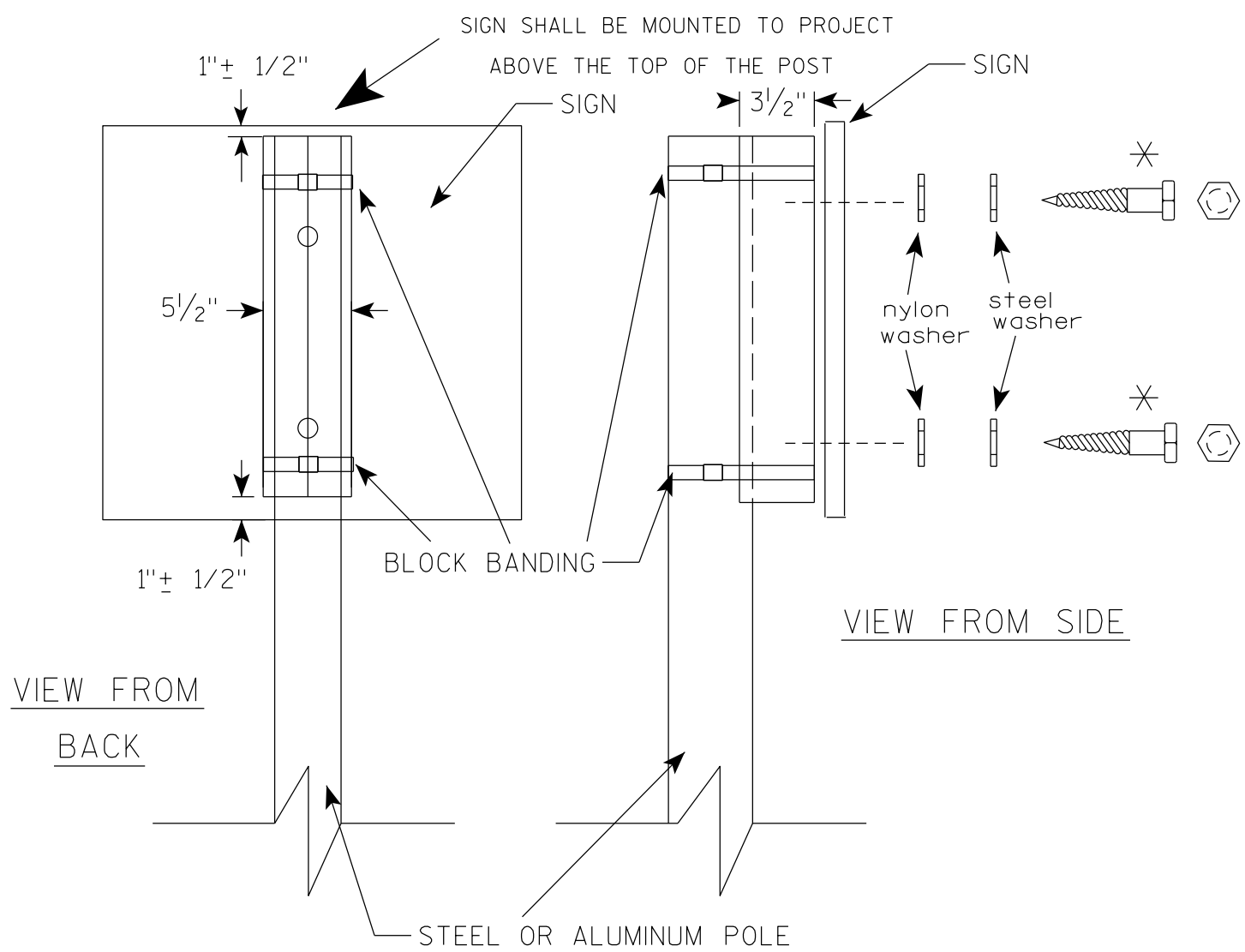
SEE DETAIL B

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

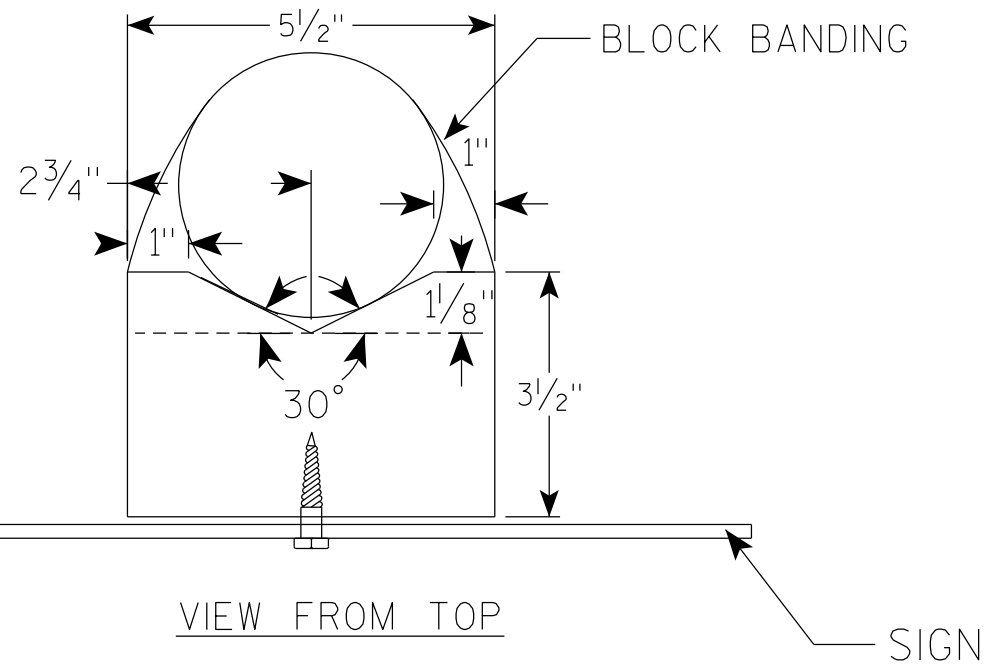
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

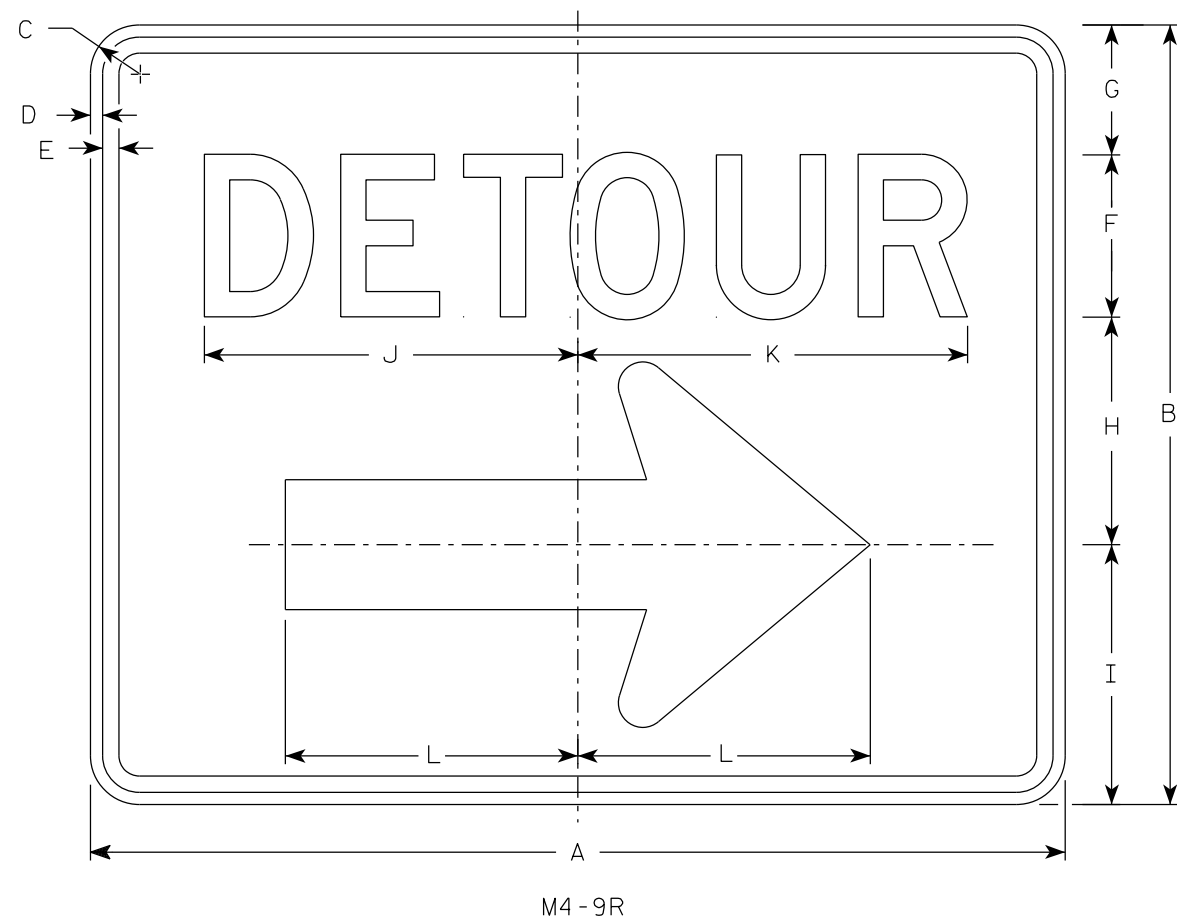
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

PROJECT NO:

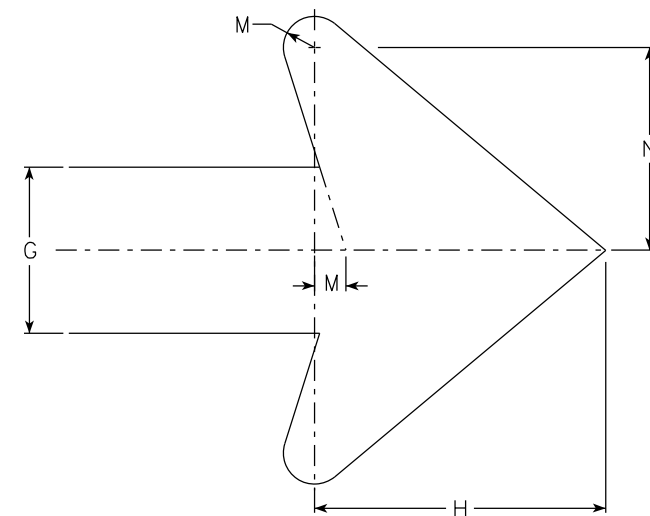
SHEET NO:

E



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.
4. M4-9L is the same as M4-9R except the arrow is reversed.



Arrow Detail

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

STANDARD SIGN
M4-9 R & L

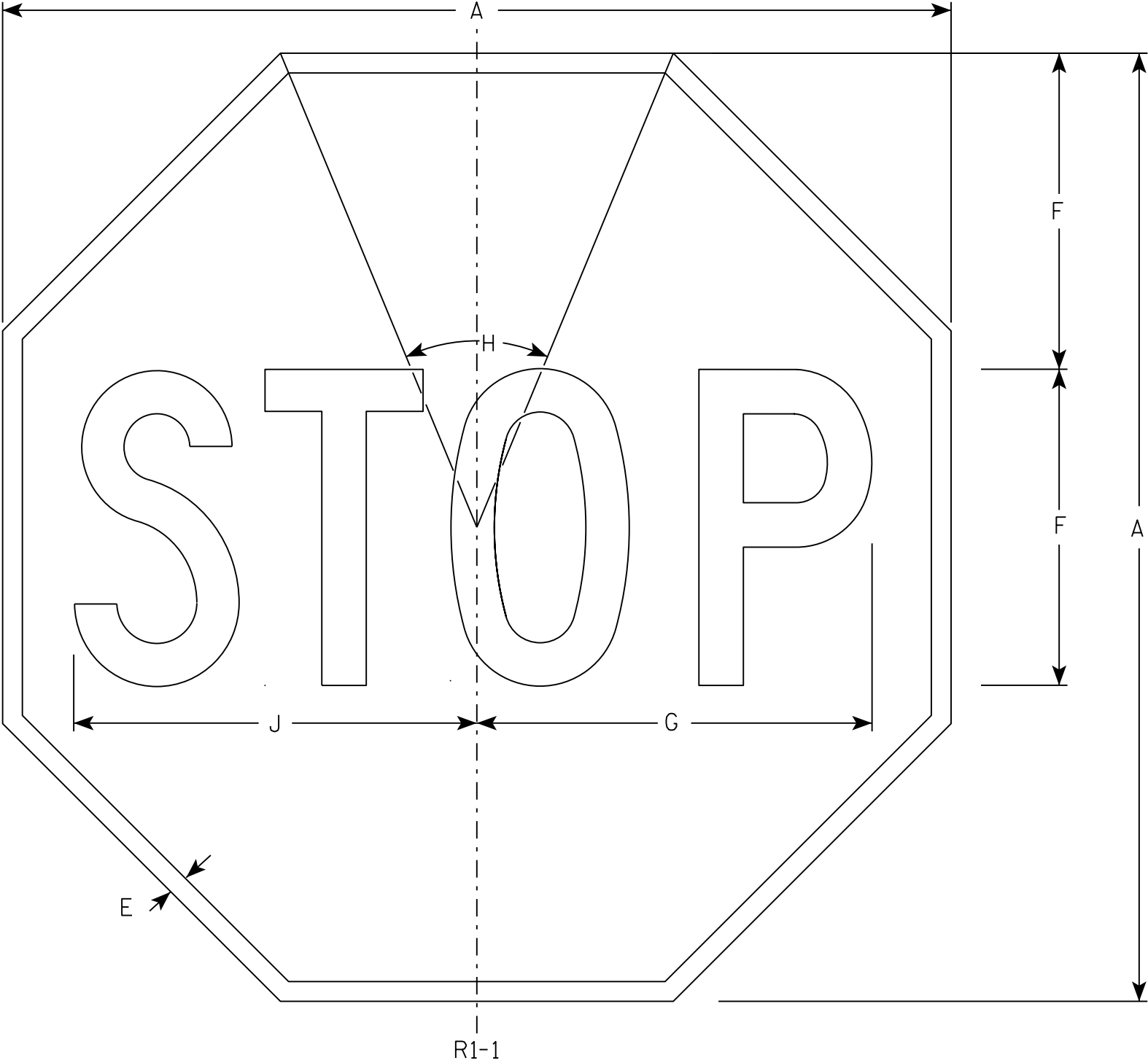
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9R.6

PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
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7



NOTES

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

7

R1-1

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

STANDARD SIGN
R1 - 1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

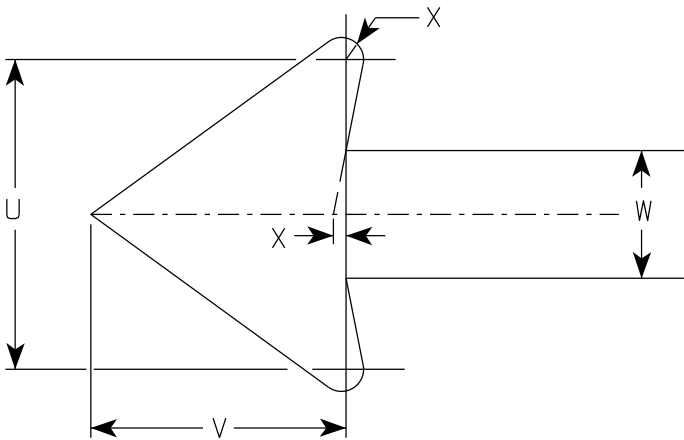
7



NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Red
- 3. Message Series - See Note 5
- 4. R7-7D (double arrow)
R7-7R (right arrow)
R7-7L (left arrow)
- 5. Lines 1, 3 and 4 are Series C.
Line 2 is Series B.

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	12	18	1 1/2	3/8	3/8	3	2	1 7/8	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	2	2 3/4	2 5/8	3 7/8	1 3/4	1 1/2	3/4	1/8			1.50
2S	18	24	1 1/2	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	2 1/2	3 3/8	3 3/8	5 7/8	2 5/8	2 1/4	1 1/8	1/4			3.00
2M	24	30	1 1/2	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3	4 1/8	4	7 3/4	3 1/2	3	1 1/2	1/4			5.00
3	24	30	1 1/2	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3	4 1/8	4	7 3/4	3 1/2	3	1 1/2	1/4			5.00
4																											
5																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

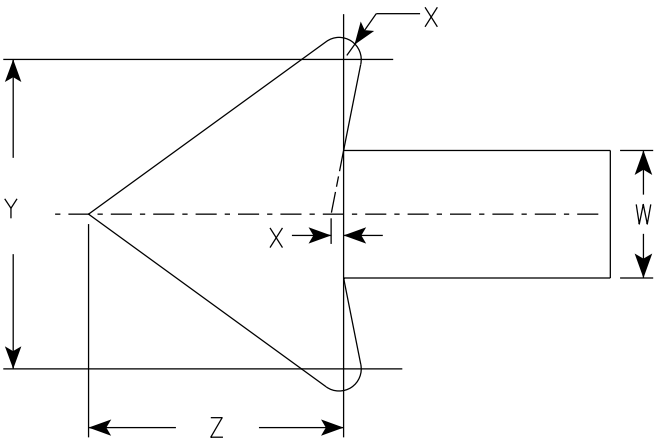
E



R7-53

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Red
- 3. Message Series - See Note 4
- 4. Lines 1, 3 and 4 are series C, line 2 is series B.
- 5. R7-53D (double arrow)
R7-53L (left arrow)
R7-53R (right arrow)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 1/2	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	2 5/8	1 3/4	1/4	4 1/2	2 3/8	3 7/8	3/4	1/8	1 3/4	1 1/2	1.5
2S	18	24	1 1/2	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	3 3/8	1 1/2	5/8	5 3/8	3	5 7/8	1 1/8	1/4	2 5/8	2 1/4	3.0
2M	24	30	1 1/2	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	4	2	5/8	6 5/8	3 5/8	7 3/4	1 1/2	1/4	3 1/2	3	5.0
3	24	30	1 1/2	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	4	2	5/8	6 5/8	3 5/8	7 3/4	1 1/2	1/4	3 1/2	3	5.0
4																											
5																											

PROJECT NO:

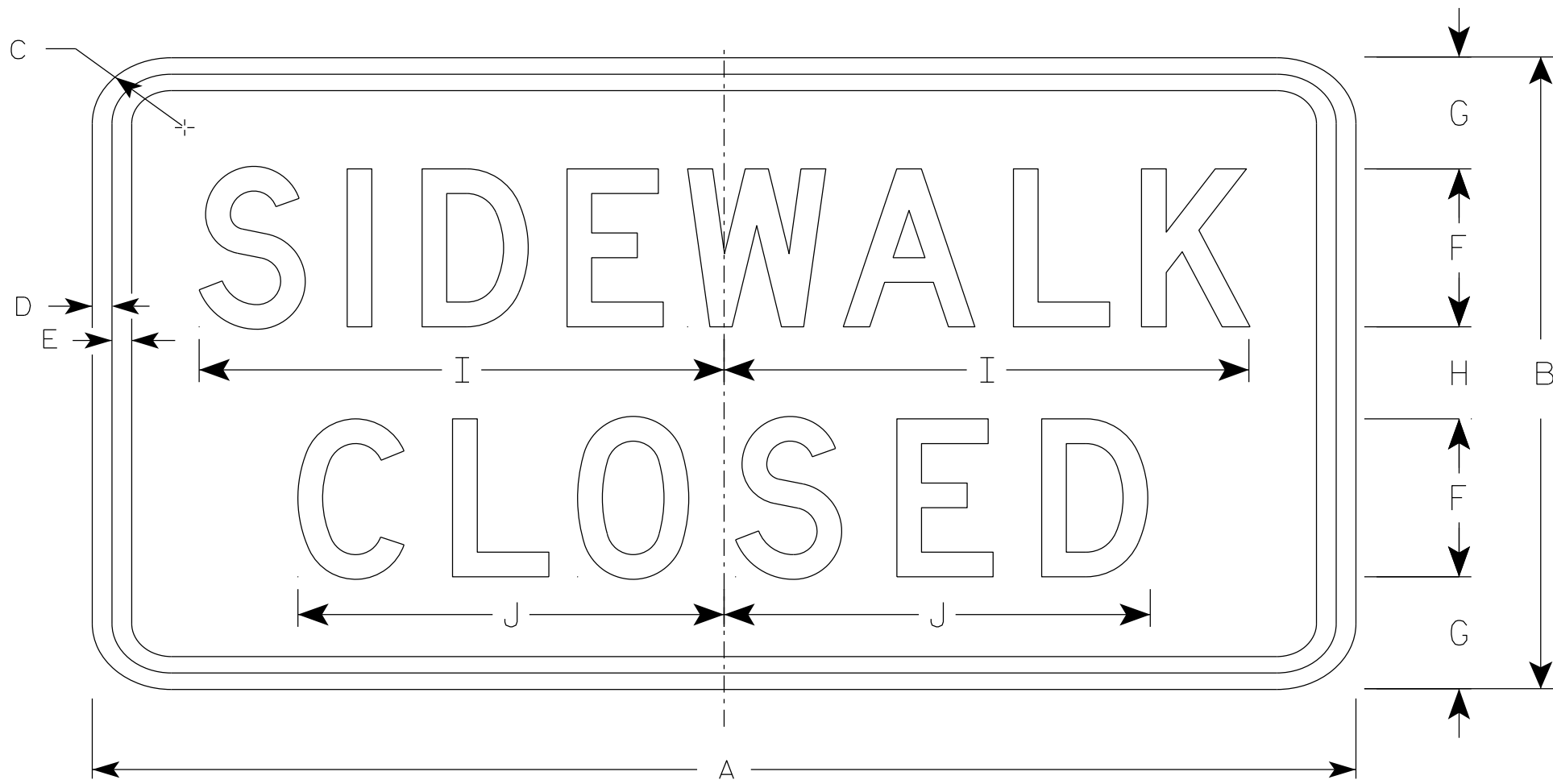
HWY:

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

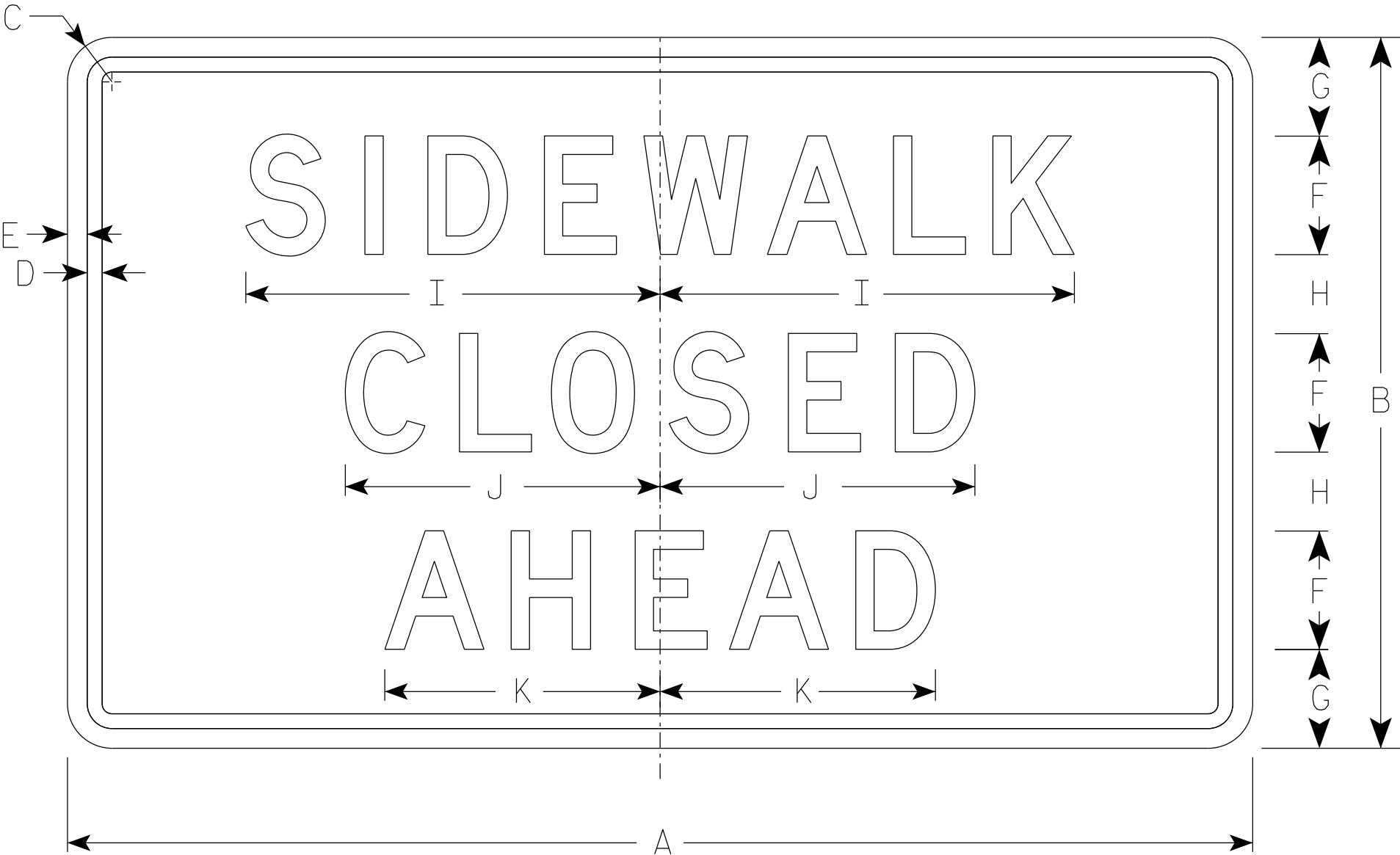
DATE 1/24/24 PLATE NO. R9-9.7

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:

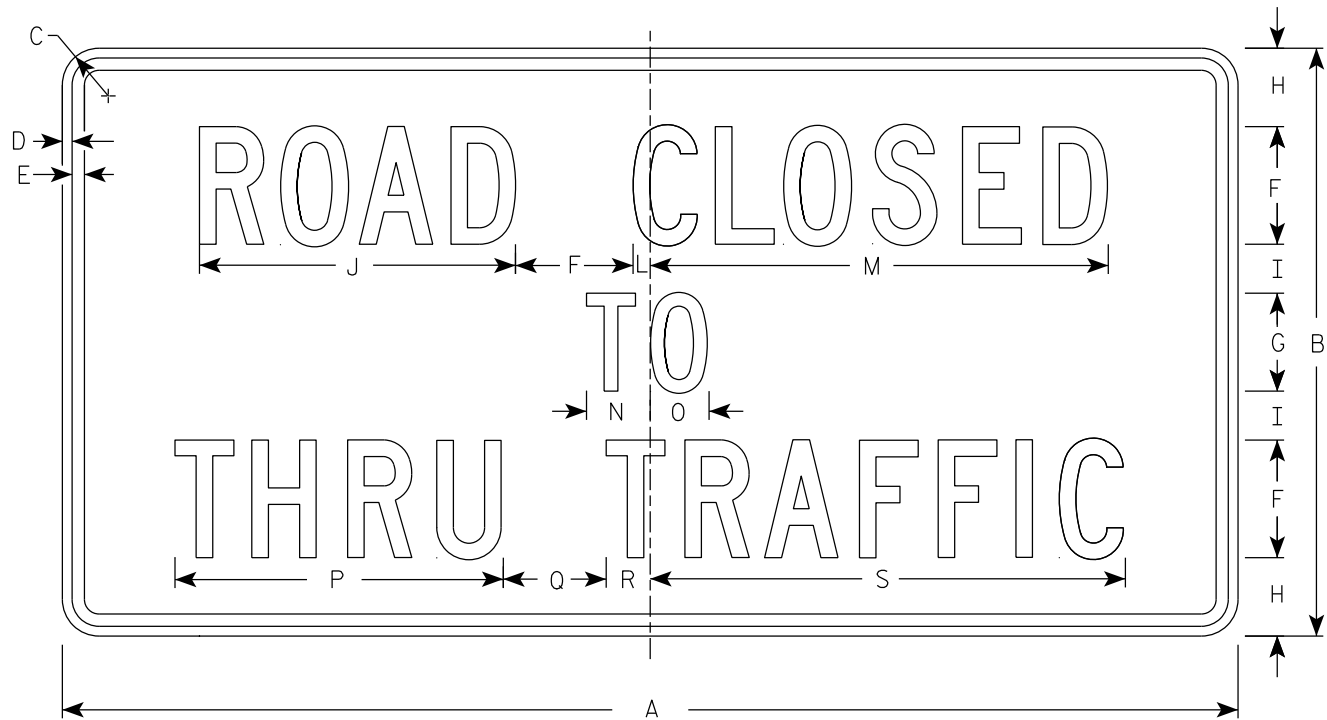
HWY:

COUNTY:

SHEET NO:

E

7



R11-4

NOTES

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

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	30	1 7/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 7/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

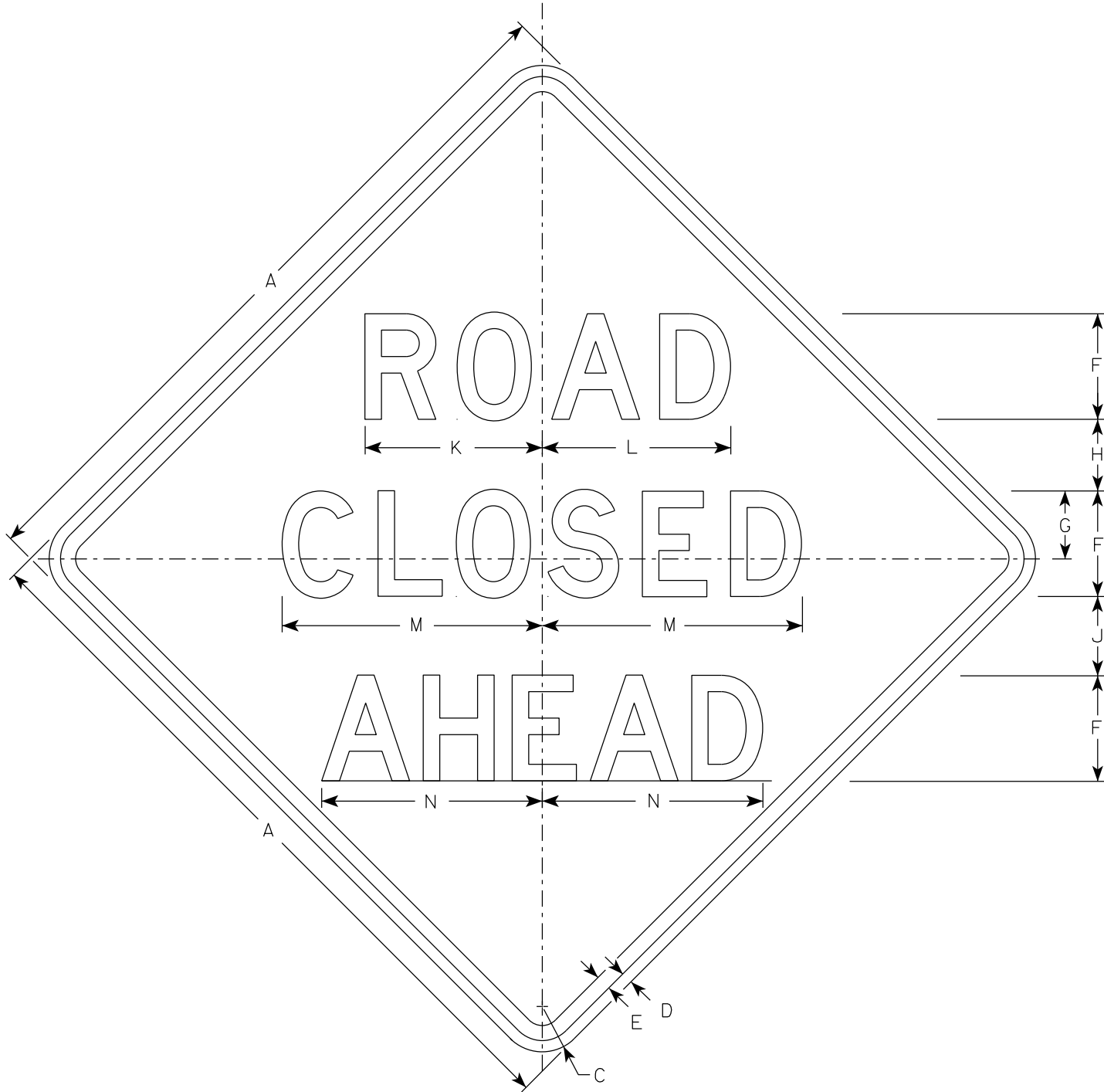
PROJECT NO:

HWY:

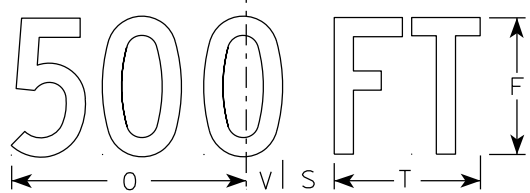
COUNTY:

SHEET NO:

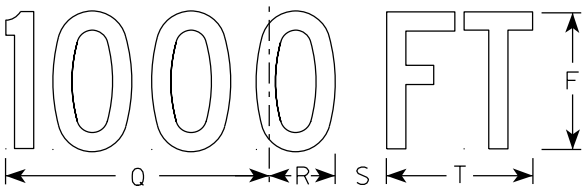
E



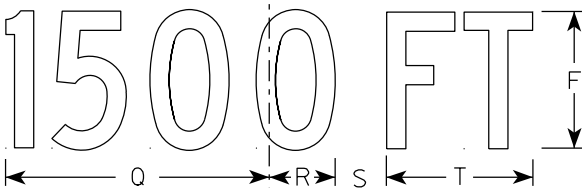
W20-3A



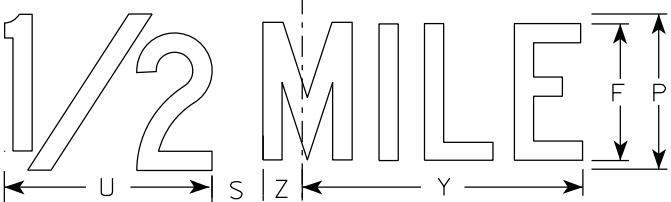
W20-3D



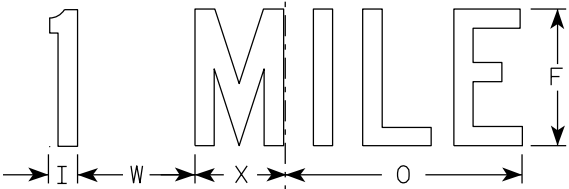
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Orange
Message - Black
- 3. Message Series - see note 5
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. Lines 1 and 2 are Series D.
Line 3 is Series D for AHEAD and Series C for all other distances.

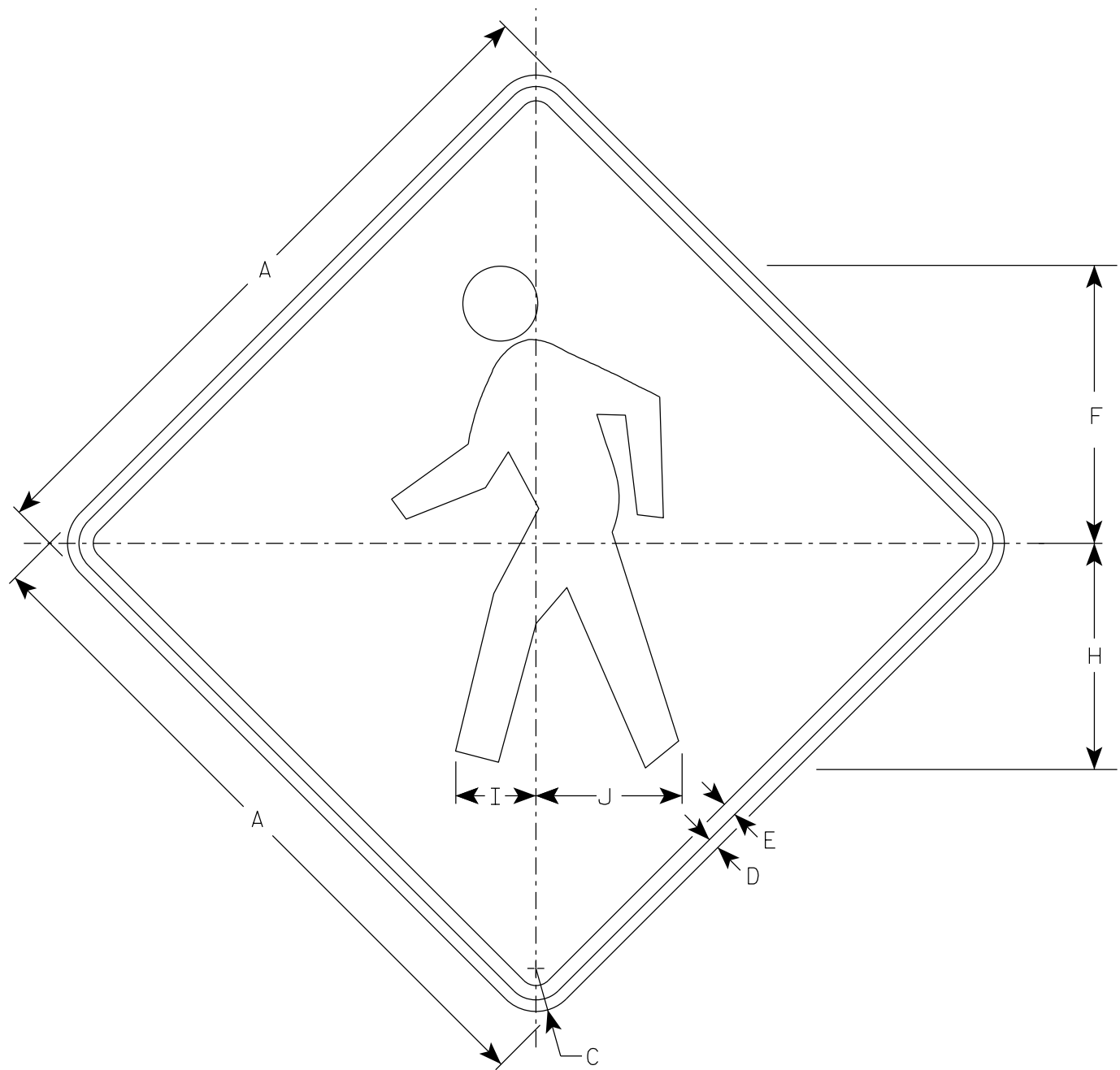
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	v	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-3.8



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.

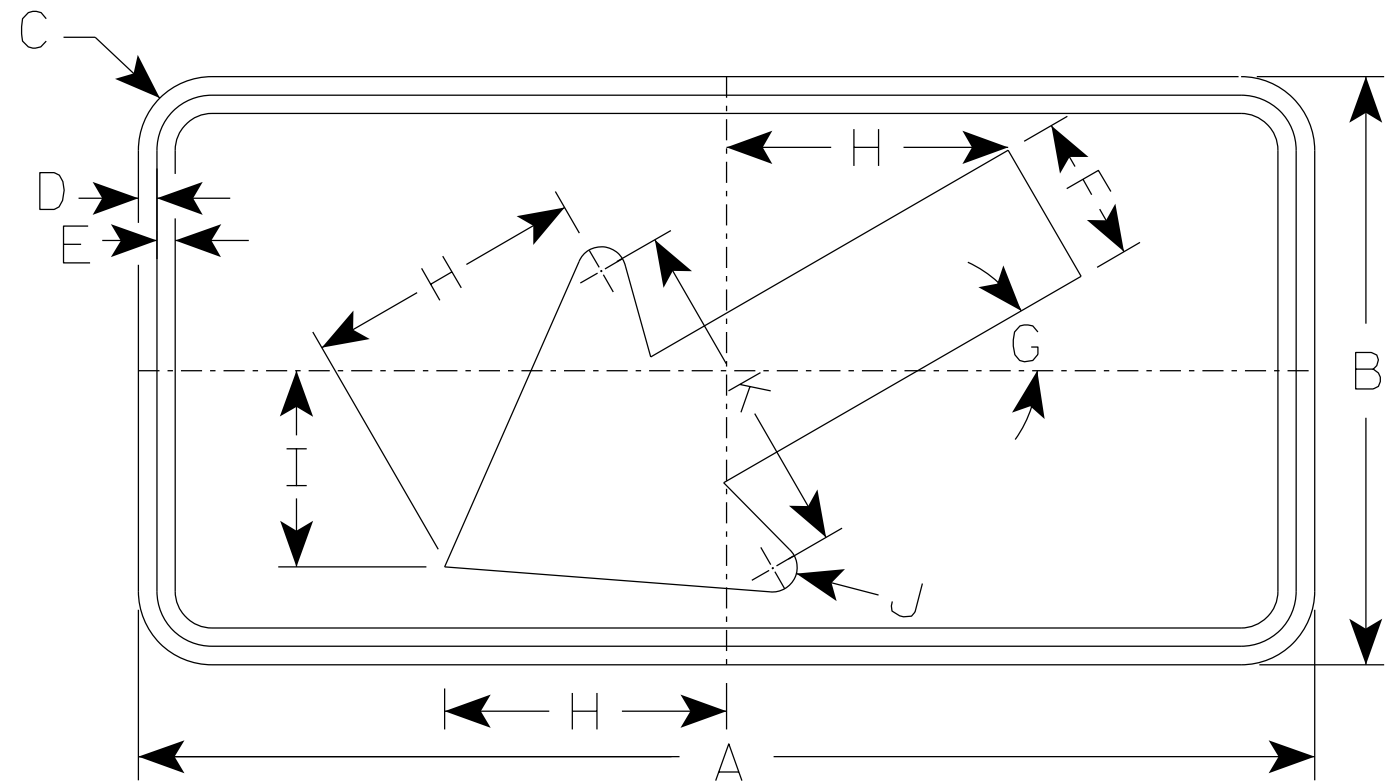
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
2S	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
2M	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
3	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10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

STANDARD SIGN
W011-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W011-2.2



W016-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
Background - Orange
Message - Black
3. Corners may be square or rounded but corners shall be rounded when base material is metal.
4. W016-7R is the same as W016-L except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
2S	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
2M	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
3	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
4	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
5	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0

PROJECT NO:			HWY:			COUNTY:													SHEET NO:			E
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STANDARD SIGN
W016-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R Rauch*
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W016-7.3

EARTHWORK - MAINLINE (CAMP STREET)

STATION	AREA (SF)		INCREMENTAL VOLUME (CY)			CUMULATIVE VOLUME (CY)			
	CUT	FILL	EXPANDED			CUT (1.0) NOTE 1	FILL NOTE 2	FILL (1.25) NOTE 3	MASS ORDINATE NOTE 4
			CUT NOTE 1	FILL NOTE 2	FILL (1.25) NOTE 3				
10+19	0	0	0	0	0	0	0	0	0
10+50	75	1	44	1	1	44	1	1	43
10+58	78	1	23	0	0	67	1	1	66
11+00	66	0	111	1	1	178	2	2	176
11+21	83	0	57	0	0	235	2	2	233
11+25	83	0	13	0	0	248	2	2	246
11+50	70	1	71	0	0	319	2	2	317
11+93	83	1	121	2	3	440	4	5	435
12+00	73	0	21	0	0	461	4	5	456
12+13	77	0	35	0	0	496	4	5	491
12+43	75	0	84	0	0	580	4	5	575
12+50	90	0	23	0	0	603	4	5	598
12+55	87	0	15	0	0	618	4	5	613
13+00	67	1	130	1	1	748	5	6	742
13+20	89	1	59	1	1	807	6	7	800
13+50	73	1	89	1	1	896	7	8	888
13+83	77	0	91	1	1	987	8	9	978
13+88	82	0	15	0	0	1002	8	9	993
14+00	73	1	35	0	0	1037	8	9	1028
14+50	68	1	131	2	3	1168	10	12	1156
14+78	69	0	72	1	1	1240	11	13	1227
14+87	61	1	20	0	0	1260	11	13	1247
15+00	56	2	29	1	1	1289	12	14	1275
15+36	60	1	77	2	3	1366	14	17	1349
15+48	64	0	28	0	0	1394	14	17	1377
15+50	69	0	5	0	0	1399	14	17	1382
16+00	61	1	120	1	1	1519	15	18	1501
16+23	84	0	61	0	0	1580	15	18	1562
16+47	73	0	71	0	0	1651	15	18	1633
16+50	74	0	9	0	0	1660	15	18	1642
17+00	84	0	146	0	0	1806	15	18	1788
17+48	79	1	145	1	1	1951	16	19	1932
17+50	80	1	5	0	0	1956	16	19	1937
18+00	84	0	152	1	1	2108	17	20	2088
18+03	81	0	10	0	0	2118	17	20	2098
18+17	78	0	39	0	0	2157	17	20	2137
18+50	70	1	91	1	1	2248	18	21	2227
18+89	80	0	108	1	1	2356	19	22	2334
19+00	79	0	32	0	0	2388	19	22	2366
19+28	90	1	86	1	1	2474	20	23	2451
19+45	83	0	56	0	0	2530	20	23	2507
19+50	84	0	16	0	0	2546	20	23	2523
19+65	85	1	48	0	0	2594	20	23	2571
20+00	73	1	101	1	1	2695	21	24	2671
20+42	75	0	114	1	1	2809	22	25	2784
20+50	74	0	23	0	0	2832	22	25	2807
20+85	72	0	94	0	0	2926	22	25	2901
20+92	78	0	21	0	0	2947	22	25	2922
21+00	66	1	20	0	0	2967	22	25	2942
21+50	53	0	110	1	1	3077	23	26	3051
21+73	0	0	23	0	0	3100	23	26	3074
MAINLINE COLUMN SUBTOTALS =			3100	23	26	3100	23	26	3074

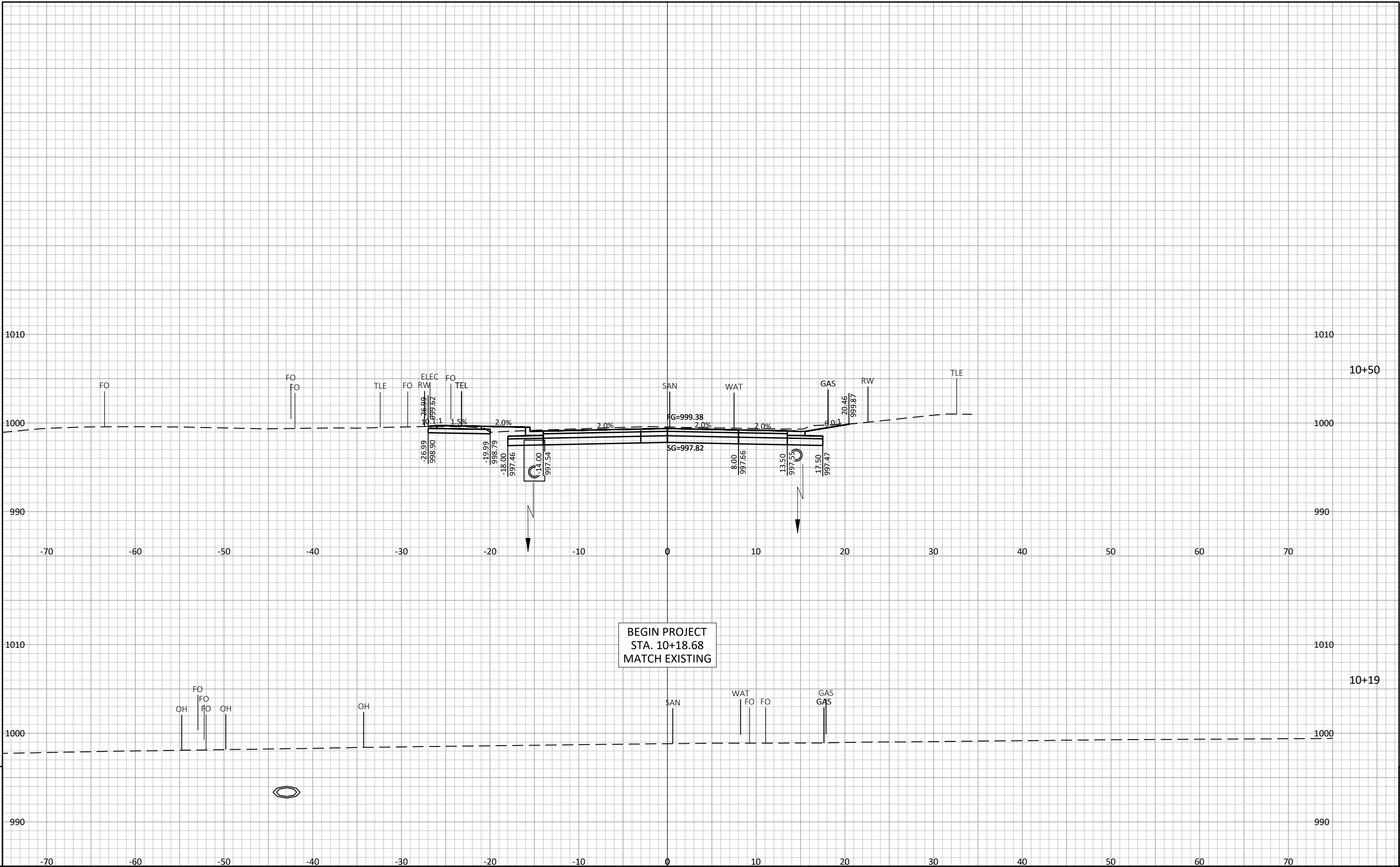
EARTHWORK - 'A'-LINE (7TH AVENUE)

STATION	AREA (SF)		INCREMENTAL VOLUME (CY)			CUMULATIVE VOLUME (CY)			
	CUT	FILL	CUT NOTE 1	FILL NOTE 2	EXPANDED FILL (1.25) NOTE 5	CUT (1.0) NOTE 1	FILL NOTE 2	FILL (1.25) NOTE 5	MASS ORDINATE NOTE 6
1'A'+14	194	5	0	0	0	0	0	0	0
1'A'+25	72	0	54	1	1	54	1	1	53
1'A'+50	74	0	68	0	0	122	1	1	121
1'A'+75	71	0	67	0	0	189	1	1	188
2'A'+00	61	0	61	0	0	250	1	1	249
'A'-LINE COLUMN SUBTOTALS =			250	1	1	250	1	1	249

EARTHWORK SUMMARY

STATION - STATION	LOCATION	205.0100 EXCAVATION COMMON	AVAILABLE MATERIAL (CY) (2)	UNEXPANDED FILL (CY)	EXPANDED FILL (CY) FACTOR 1.25 (3)	MASS ORDINATE +/- (CY) (4)
		CUT (CY) (1)				
10+17.81 - 21+73.11	CAMP ST.	3,100	3,100	23	26	3,074
1'A'+14 - 2'A'+00	7TH AVENUE	250	250	1	1	249
TOTALS =		3,350	3,350	24	27	3,323

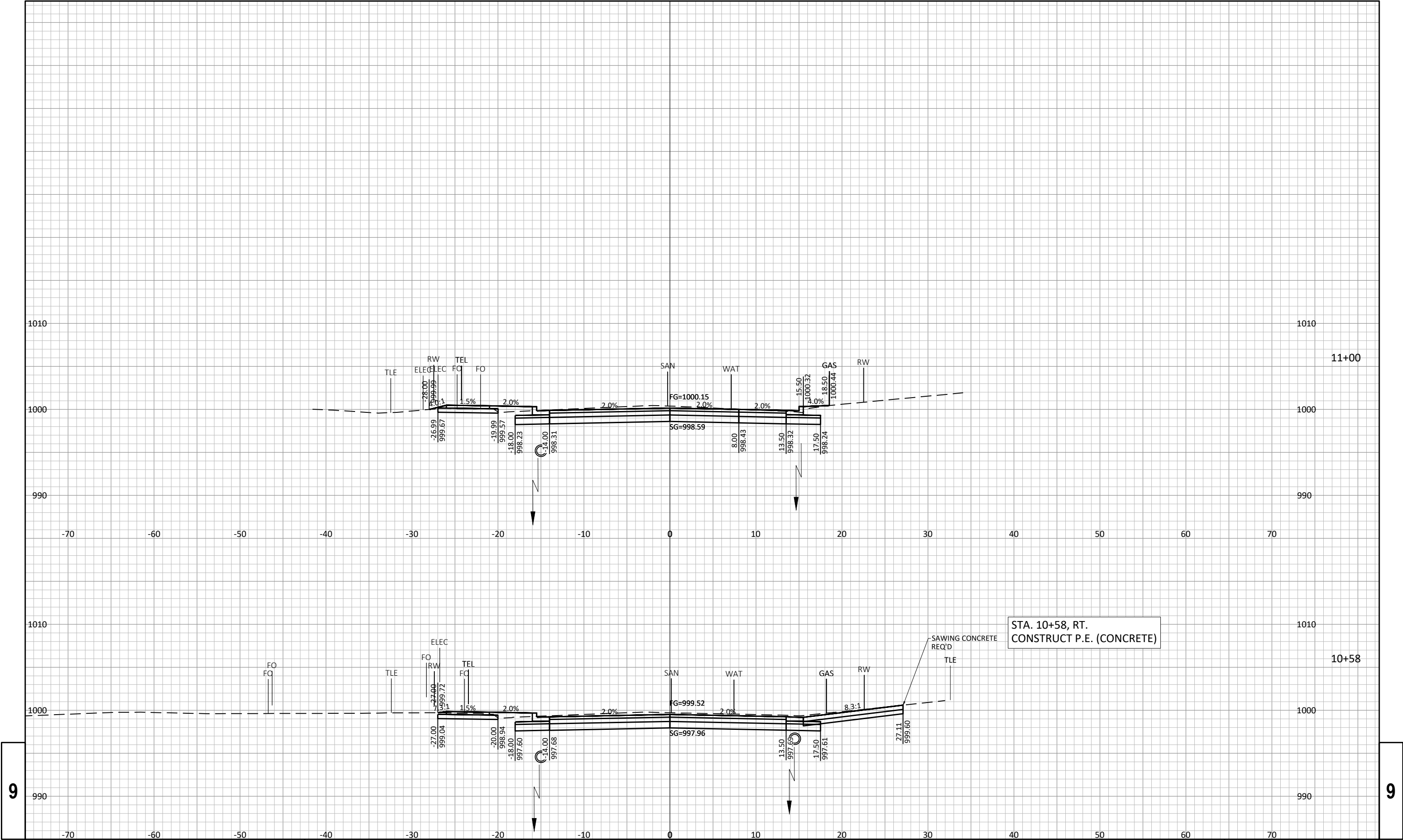
NOTES:
1.) MAINLINE EARTHWORK VOLUMES INCLUDE P.E./F.E./C.E. DRIVEWAY EARTHWORK
2.) DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
3.) EXPANDED FILL FACTOR 1.25: EXPANDED FILL = UNEXPANDED FILL*1.25
4.) CUT - EXPANDED FILL. MINUS INDICATES A SHORTAGE OF MATERIAL

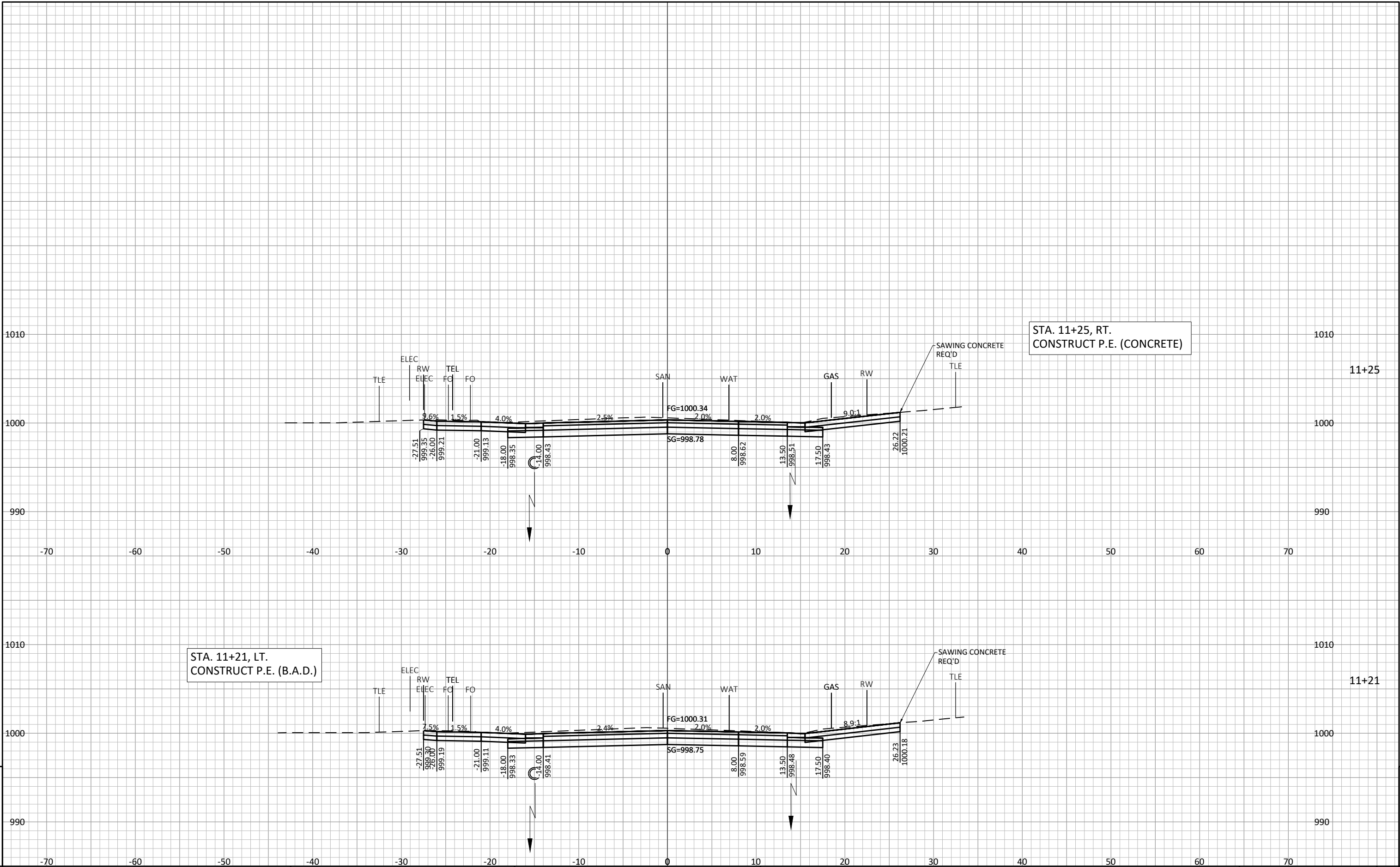


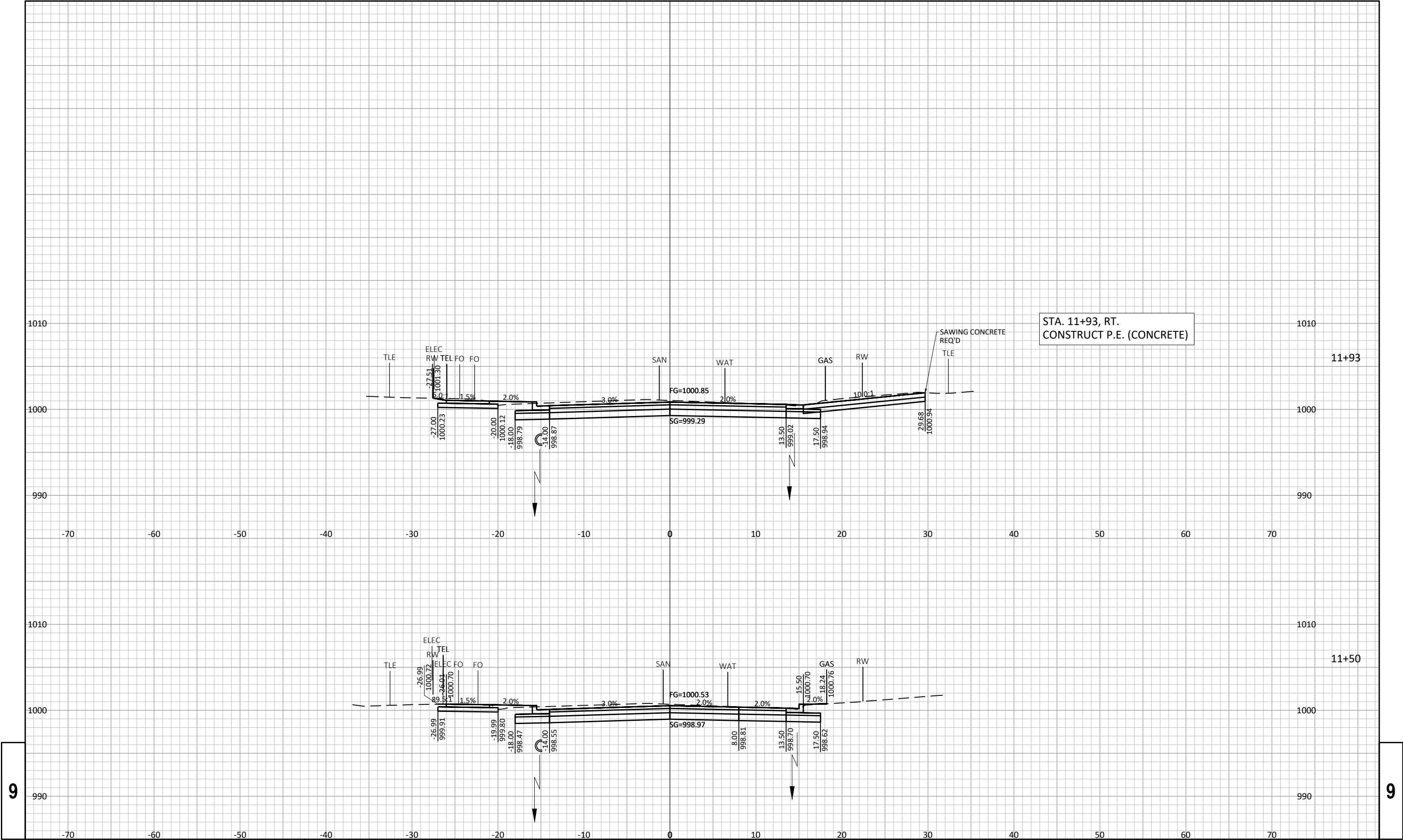
BEGIN PROJECT
STA. 10+18.68
MATCH EXISTING

9

9

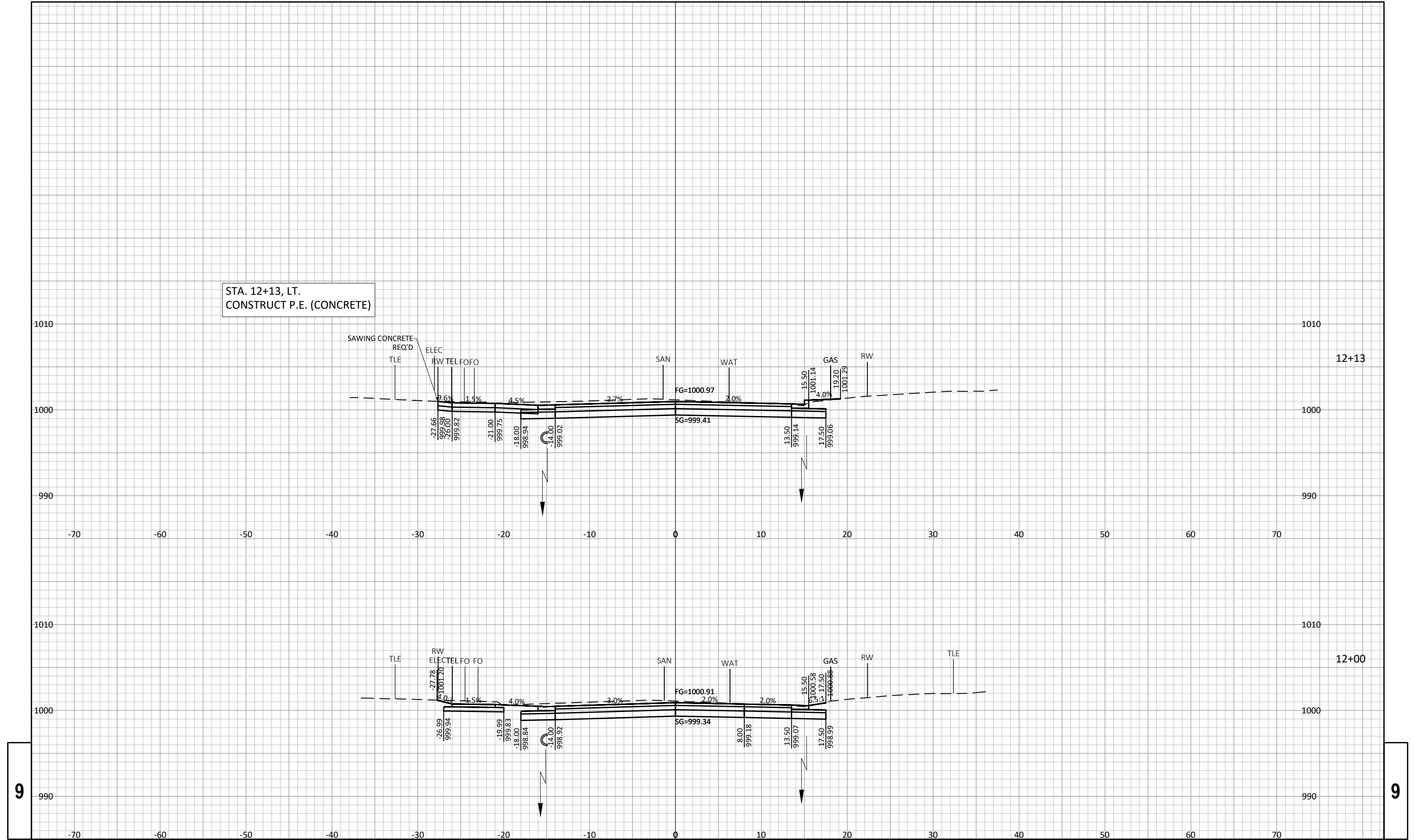






9

9



PROJECT NO: 5996-01-72

HWY: CAMP ST

COUNTY: GRANT

CROSS SECTIONS: MAINLINE

SHEET

E

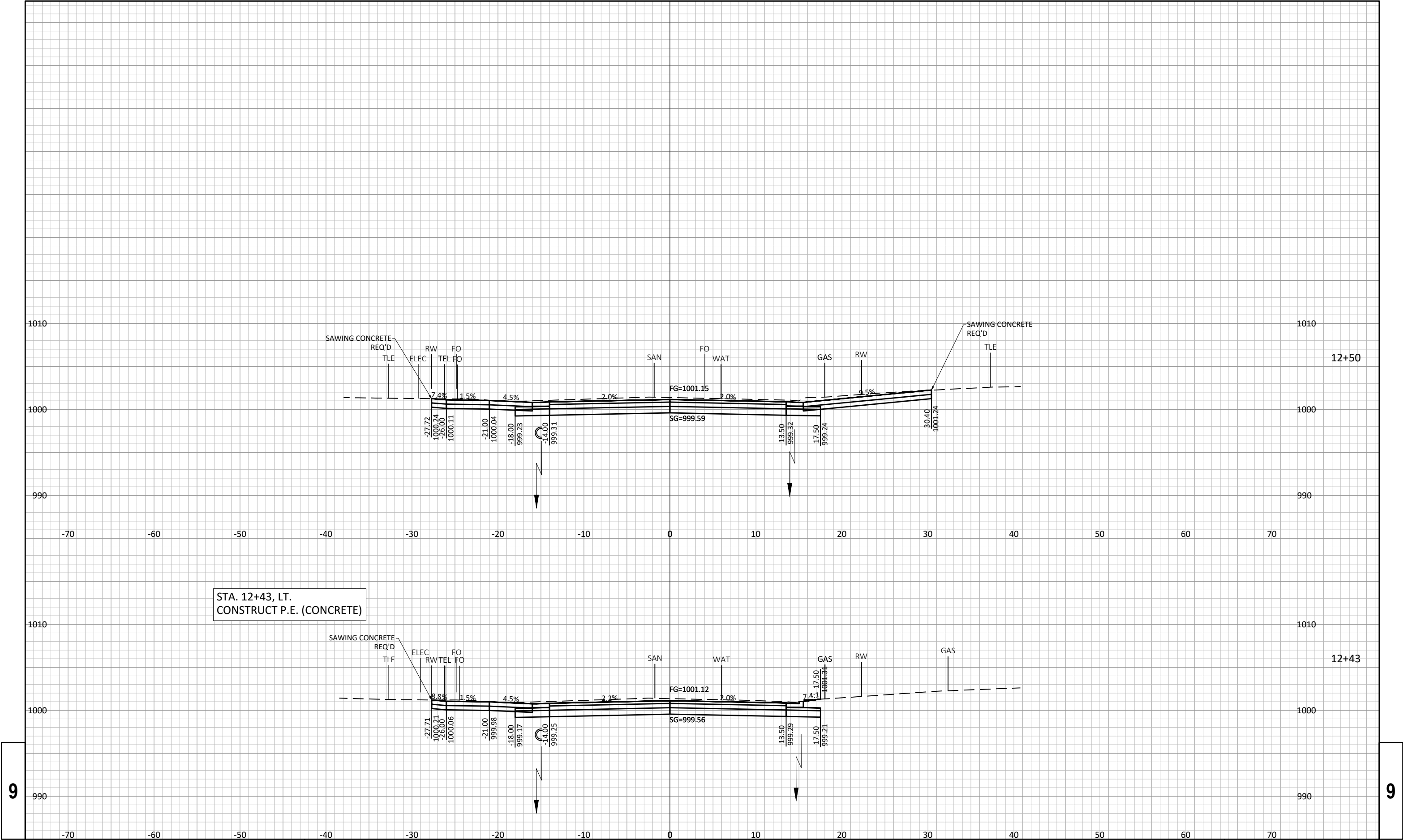
FILE NAME : M:\PROJECTS\W11704 PLATTEVILLE CAMP 5996-01-02(72)\DESIGN\CORRIDORS\W11704_CORRIDOR_7TH AVE REVISED.DWG

PLOT DATE : 3/20/2025 11:25:19 AM

PLOT BY : CHLOE DIEHL

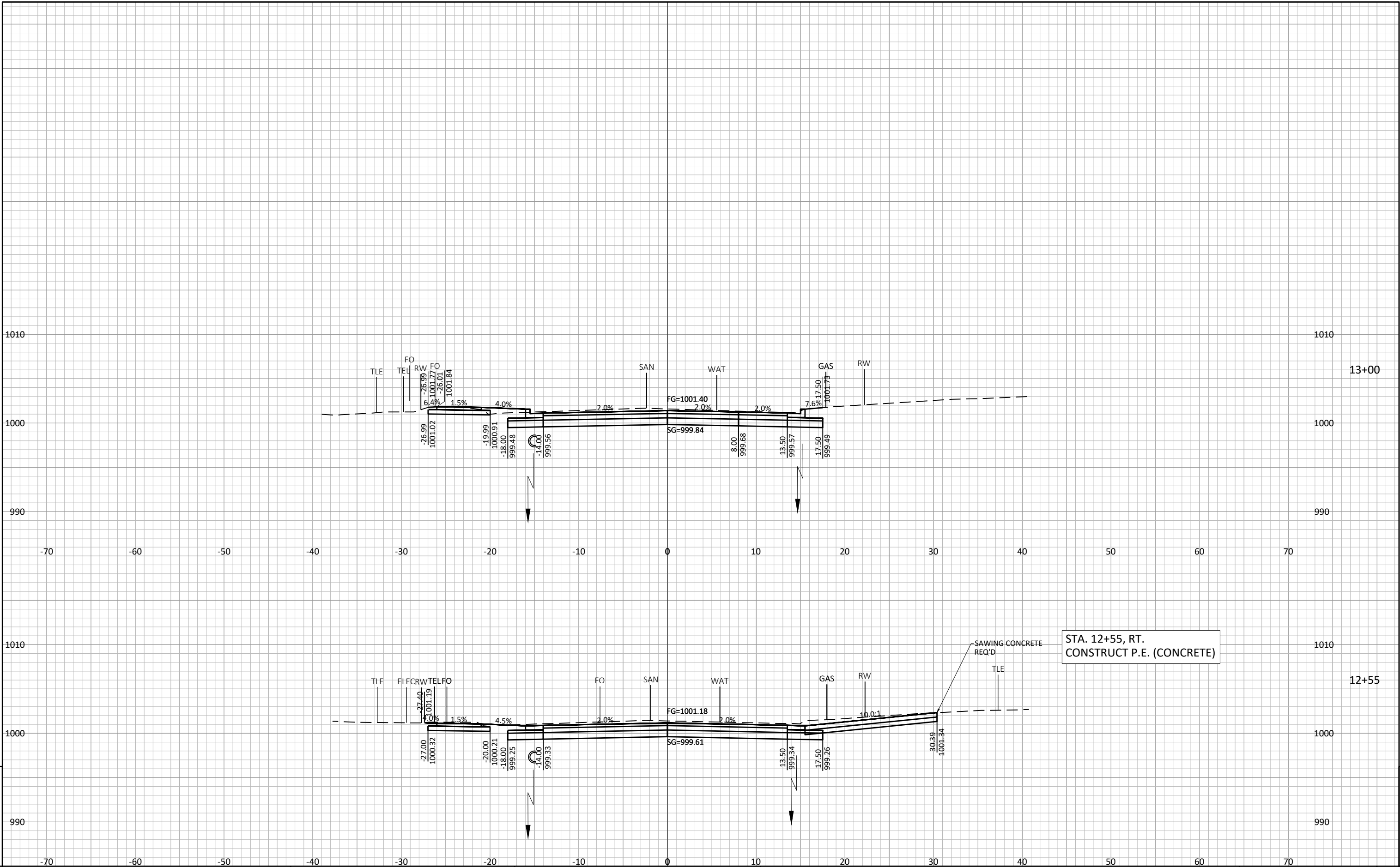
PLOT SCALE : 1" = 10'

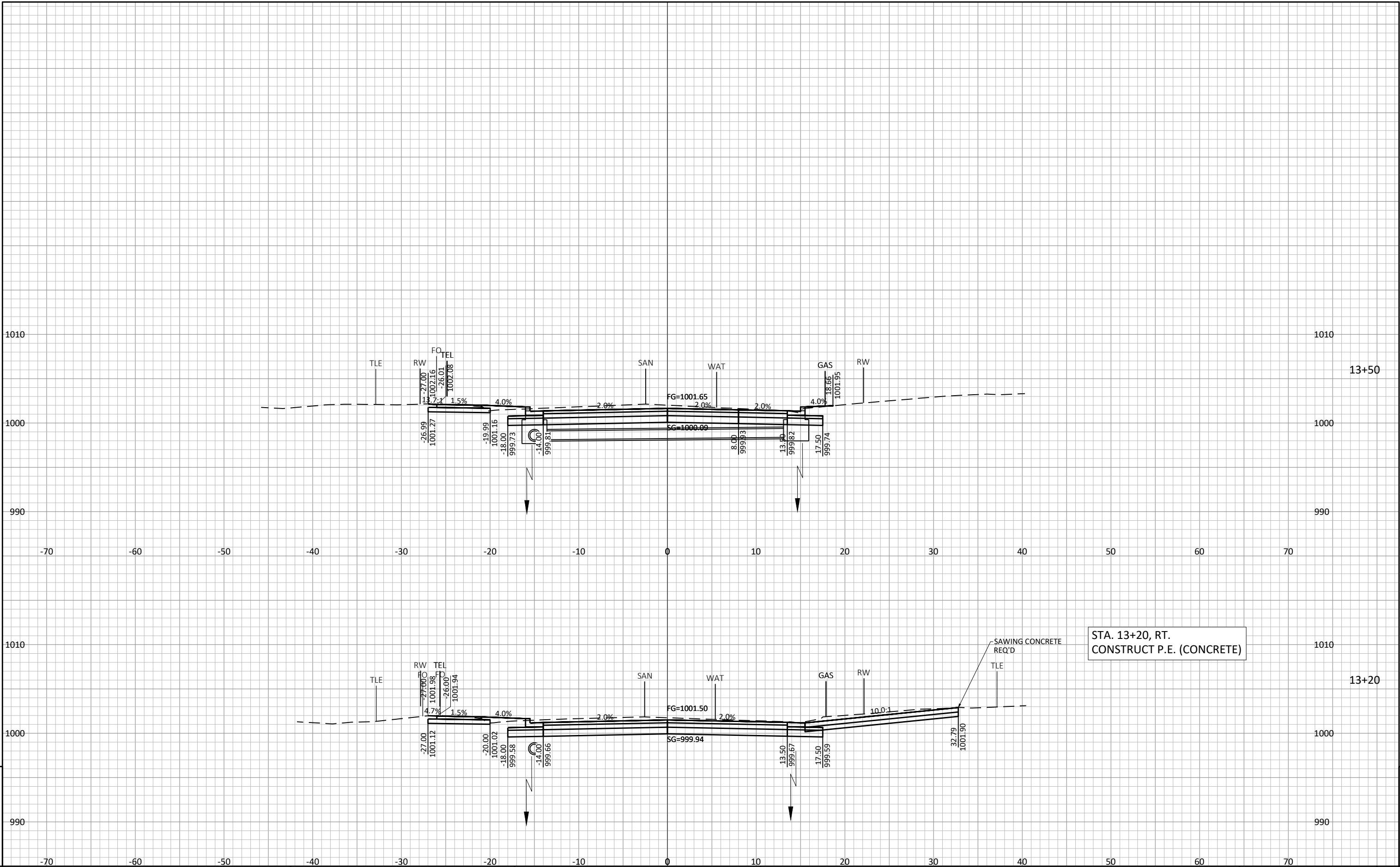
LAYOUT : 5

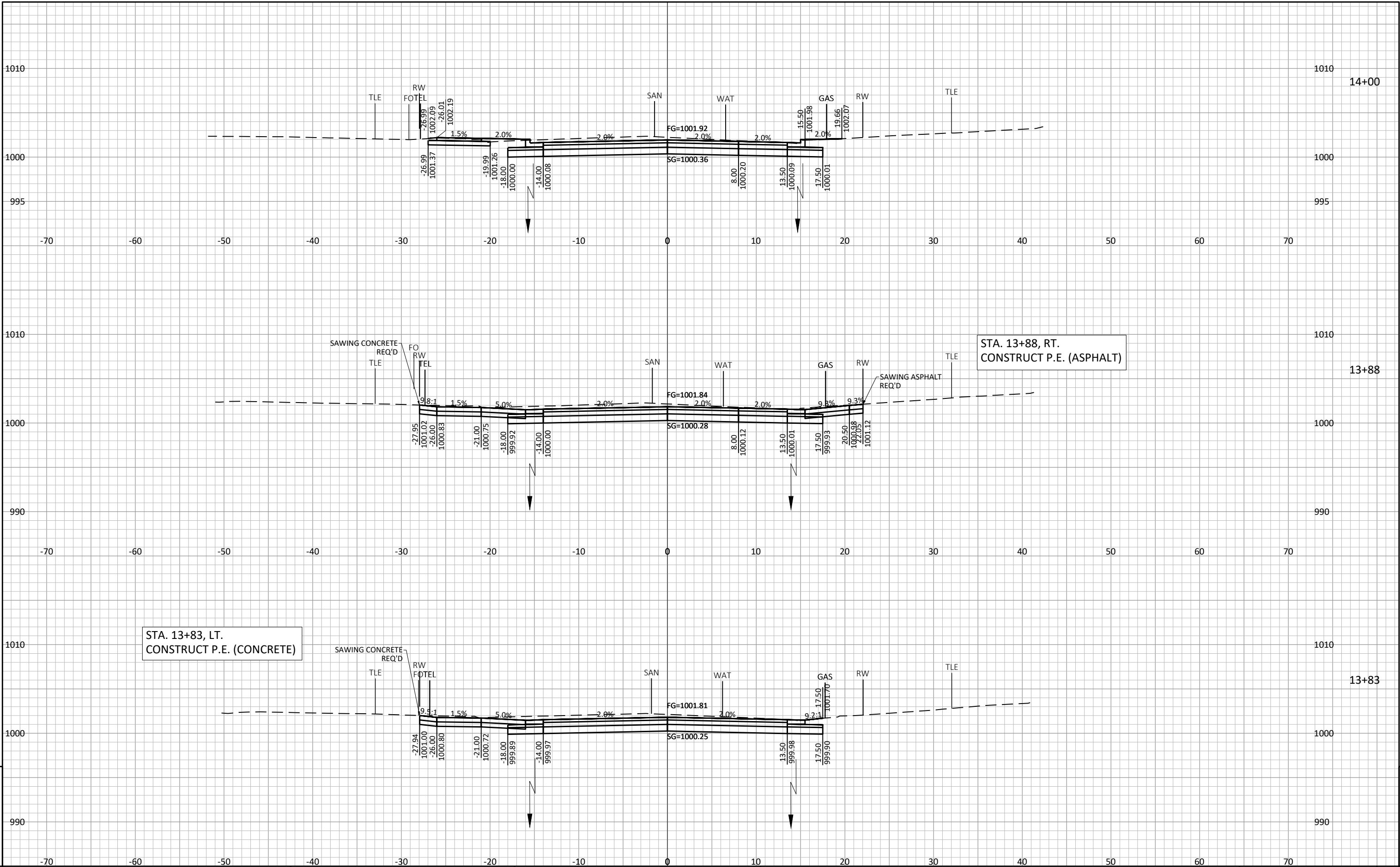


9

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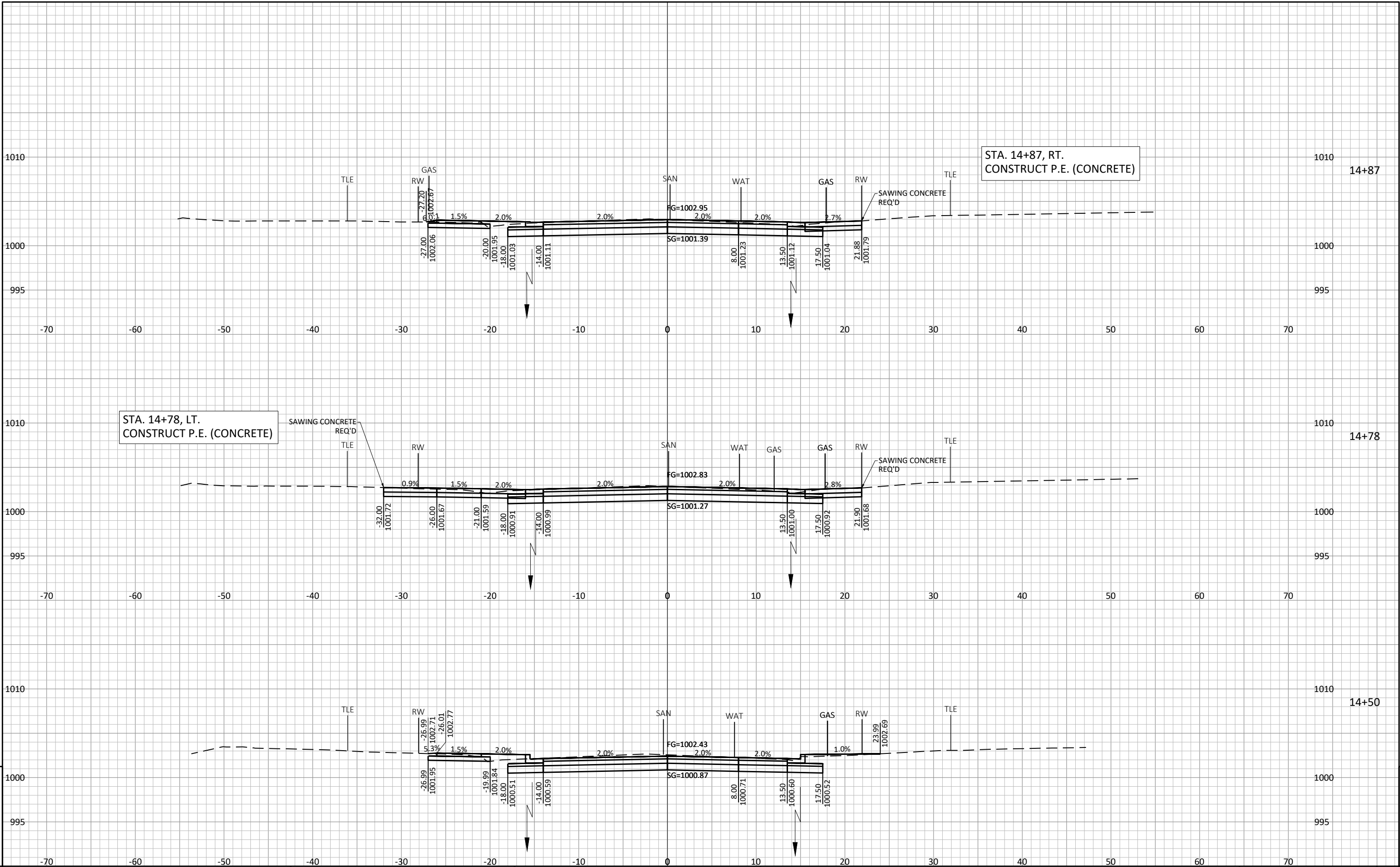


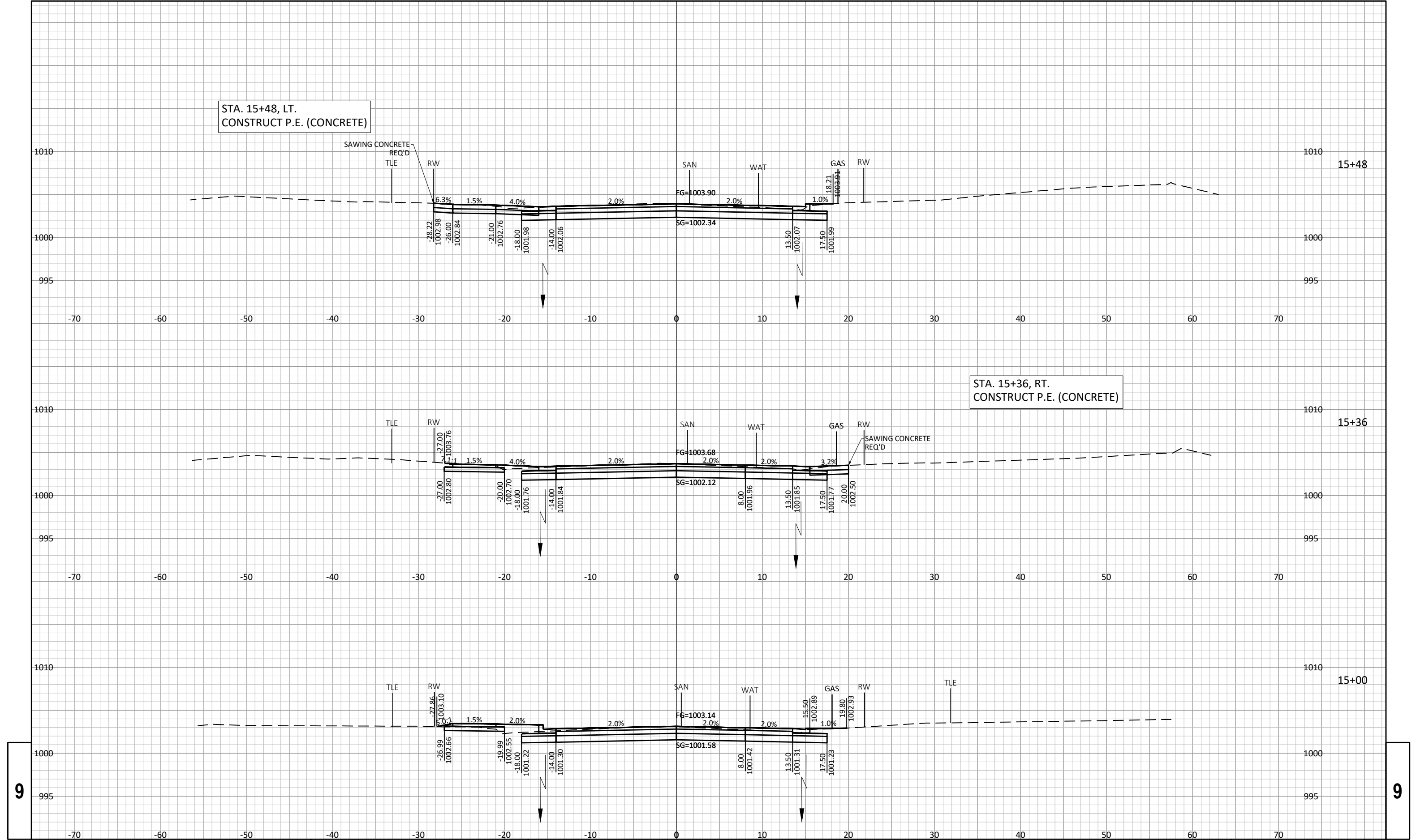




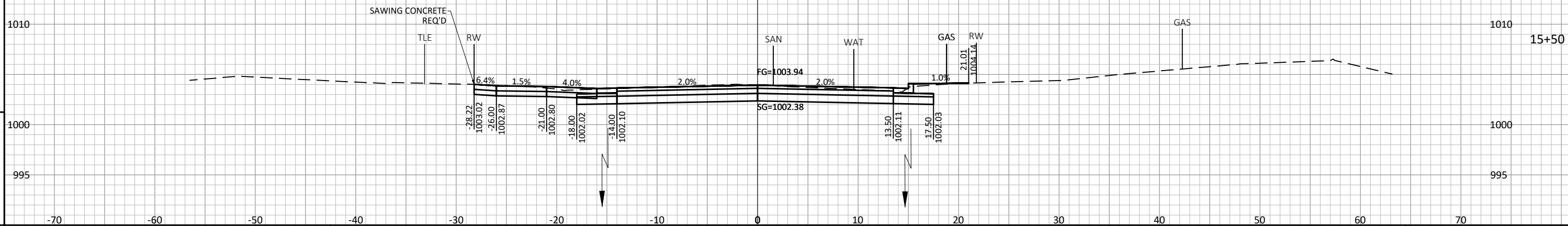
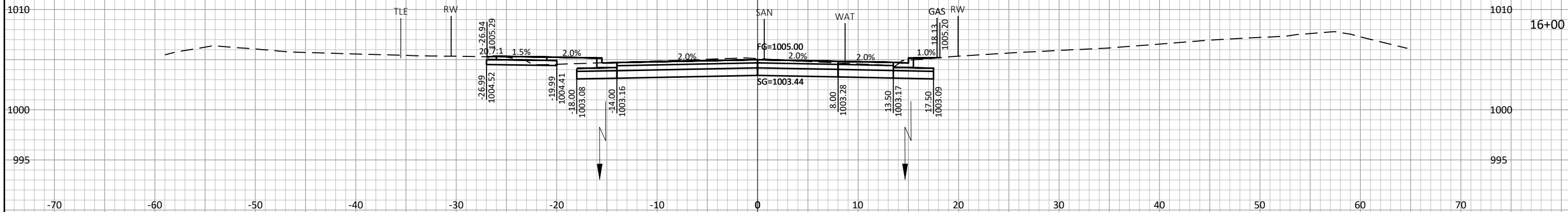
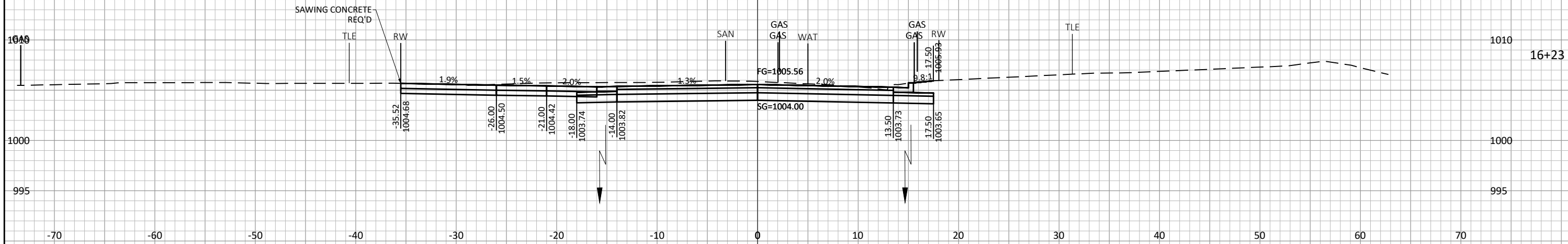
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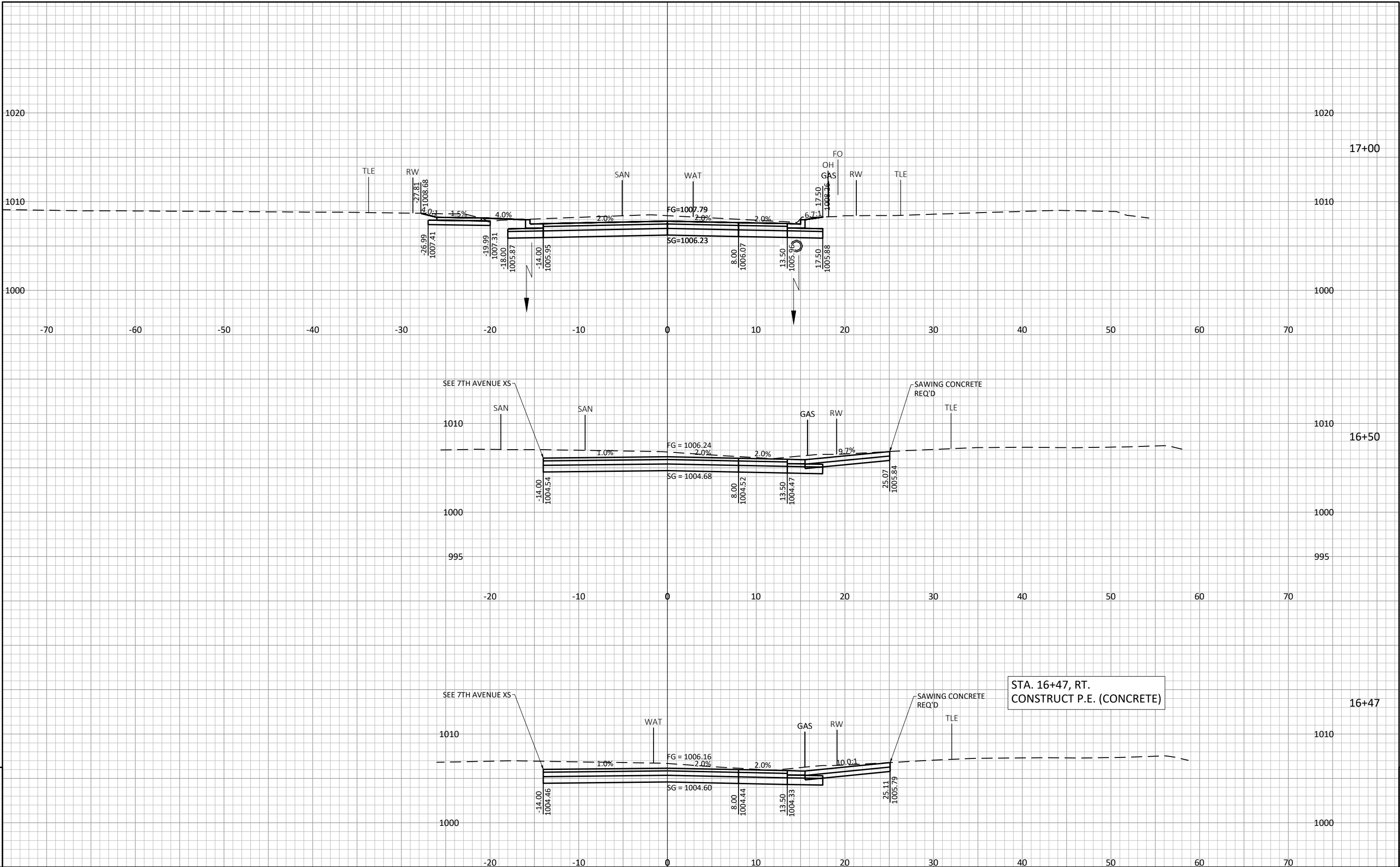
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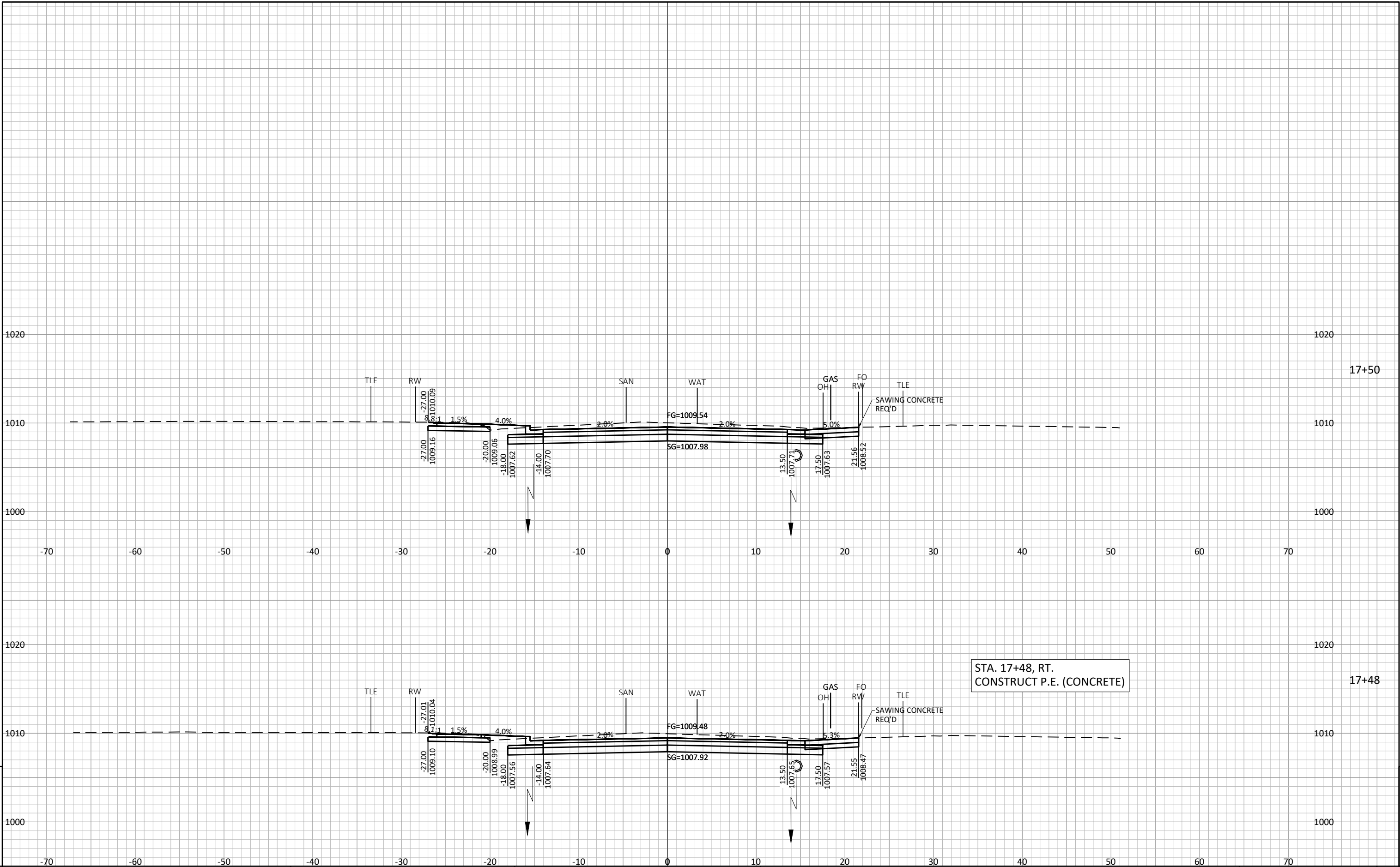




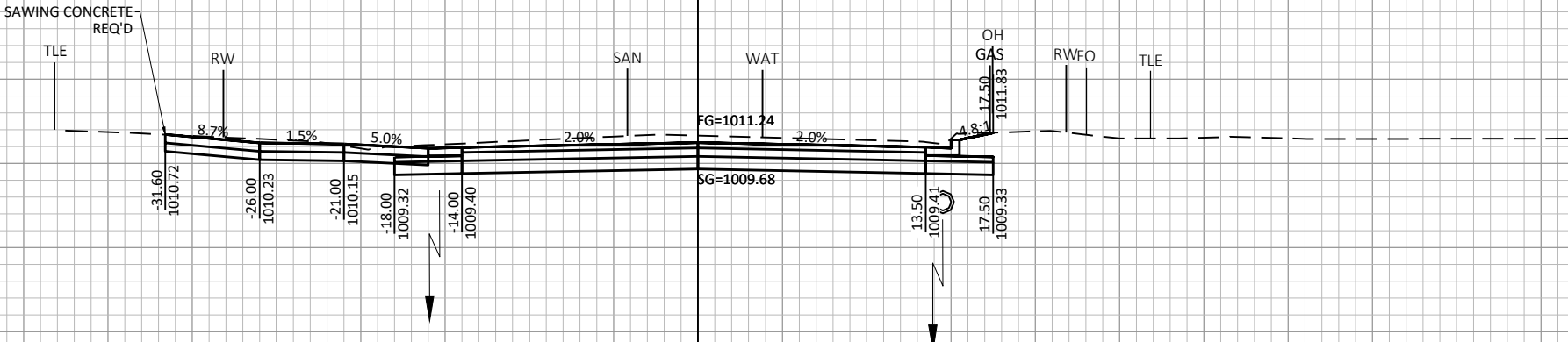
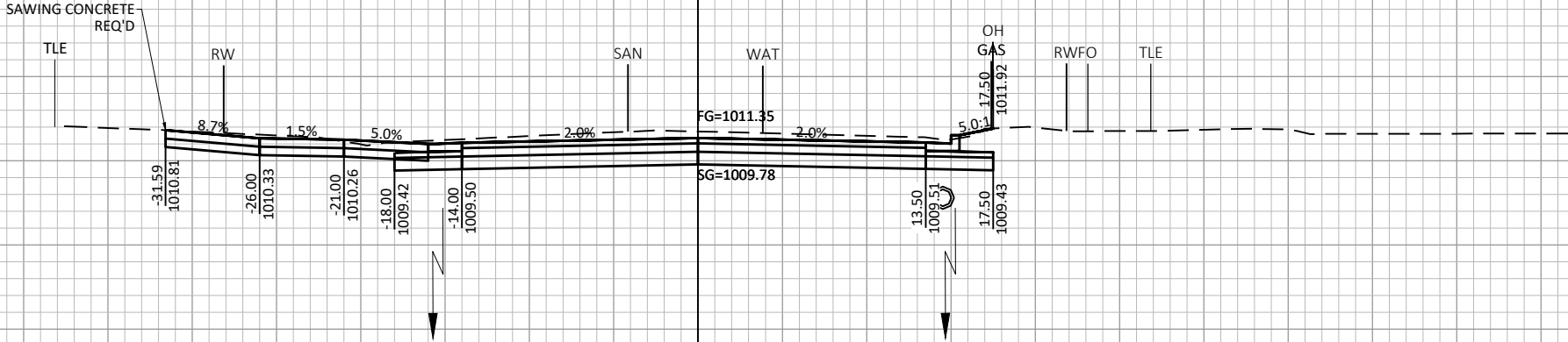
STA. 16+23, LT.
CONSTRUCT P.E. (CONCRETE)





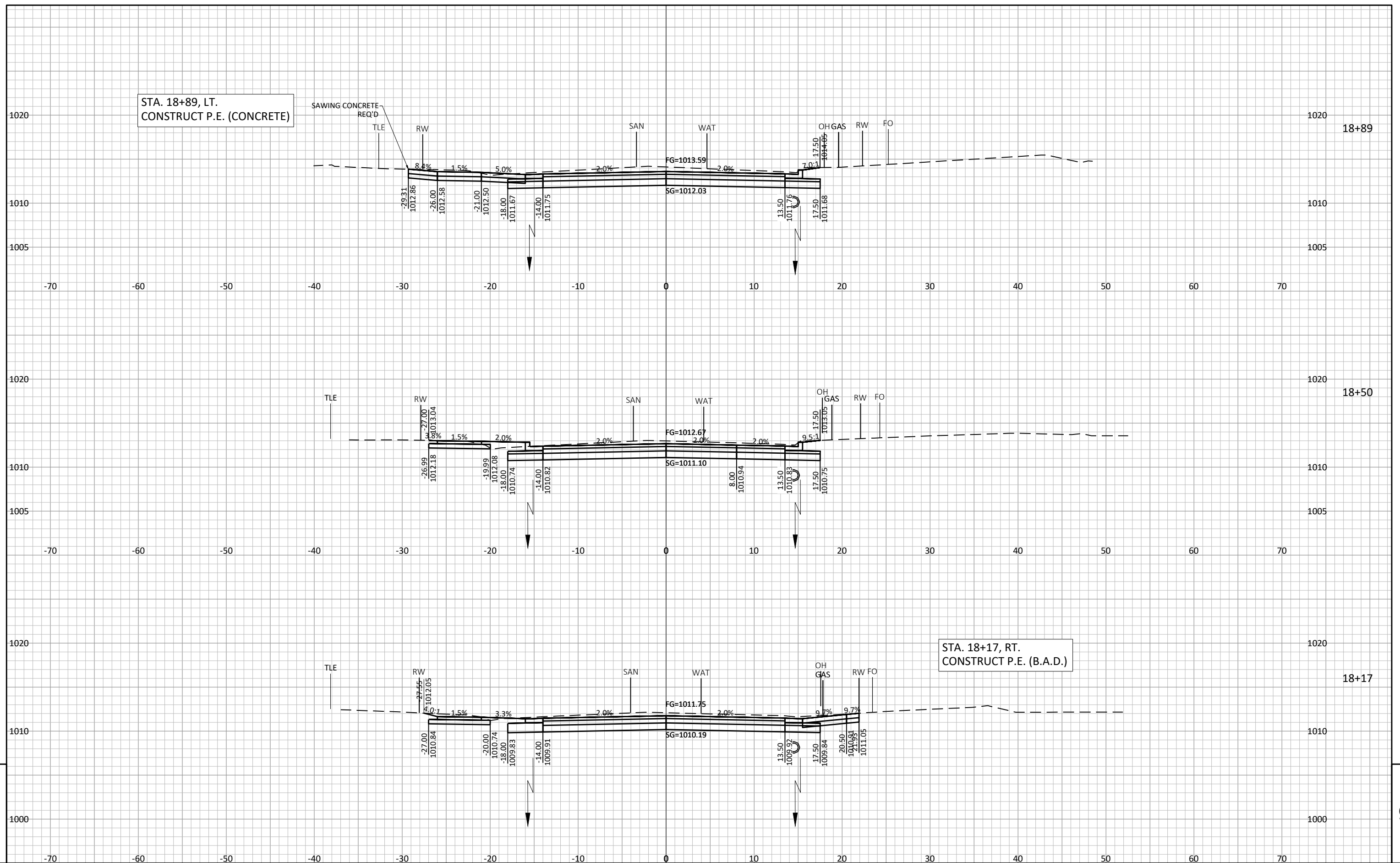


STA. 18+03, LT.
CONSTRUCT P.E. (CONCRETE)



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PROJECT NO: 5996-01-72

HWY: CAMP ST

COUNTY: GRANT

CROSS SECTIONS:	MAINLINE
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SHEET

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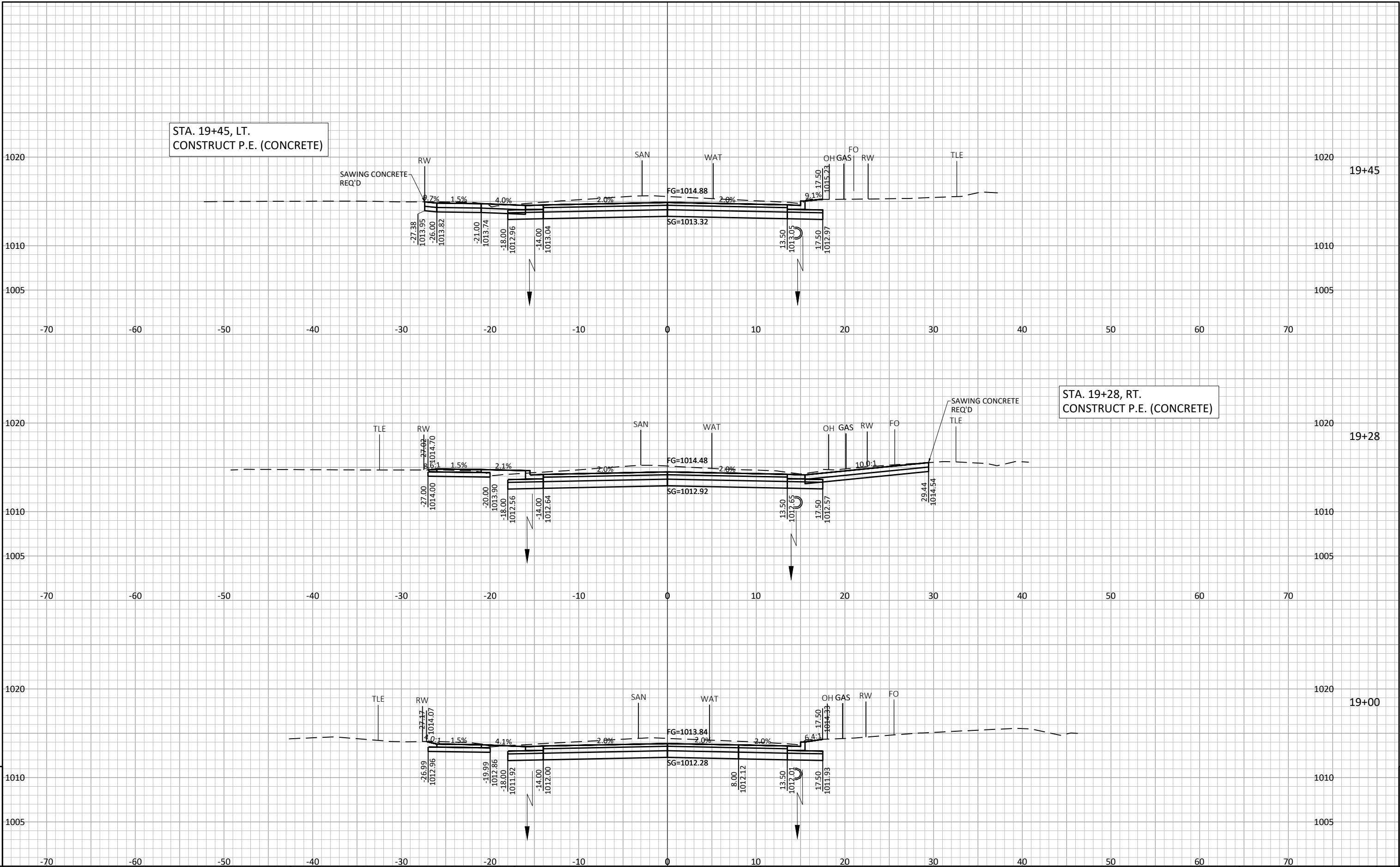
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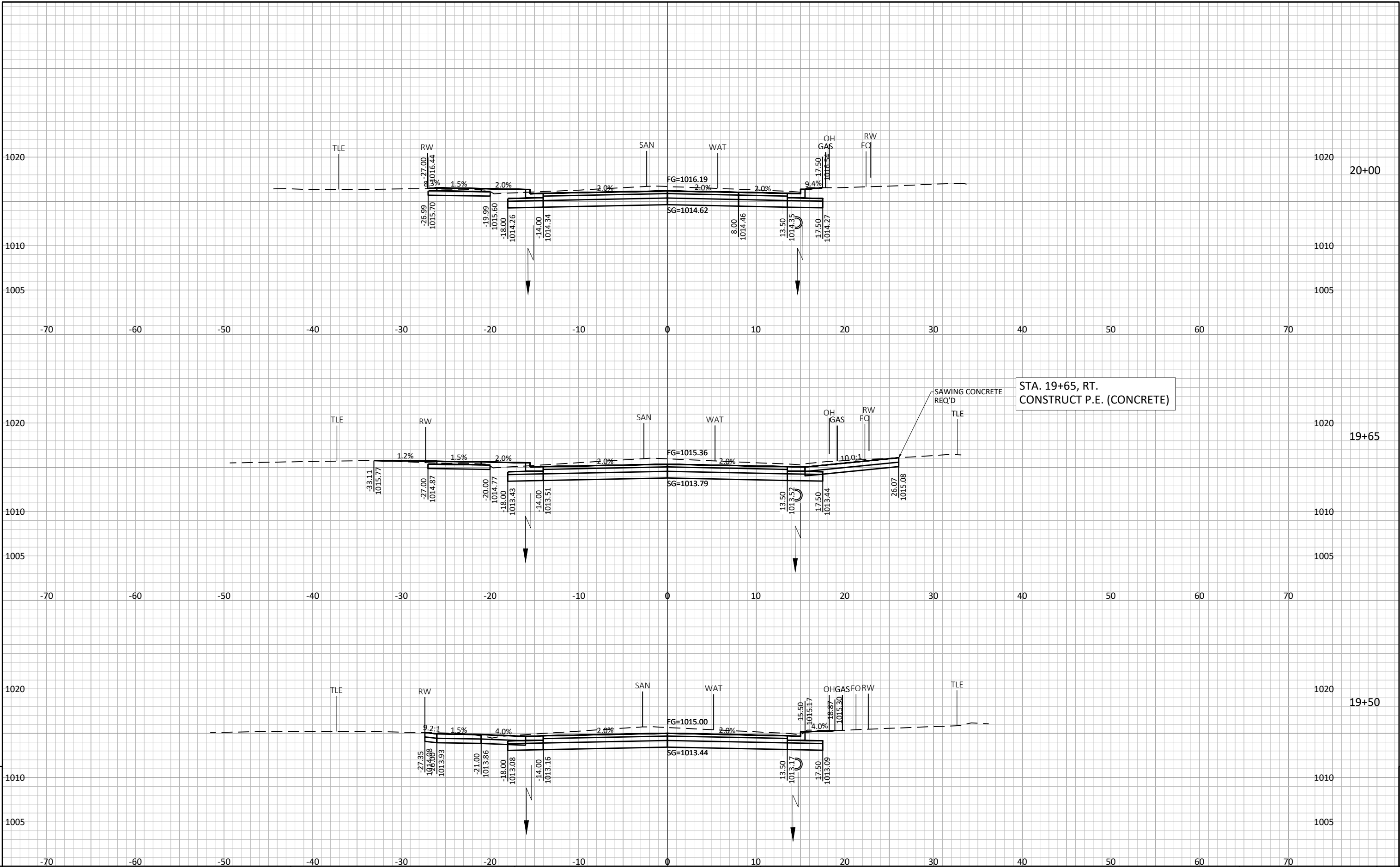
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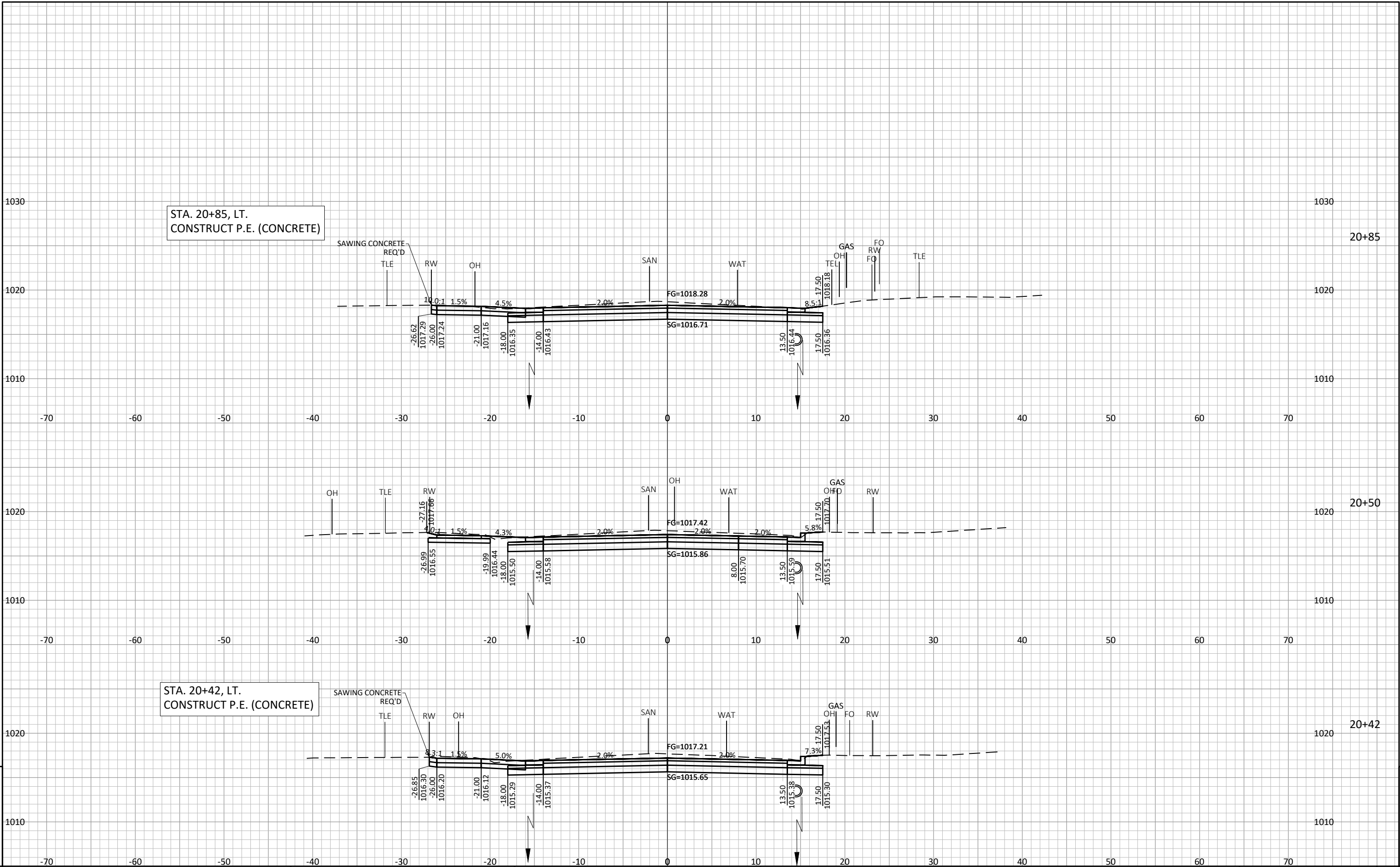
PLOT BY : CHLOE DIEHL

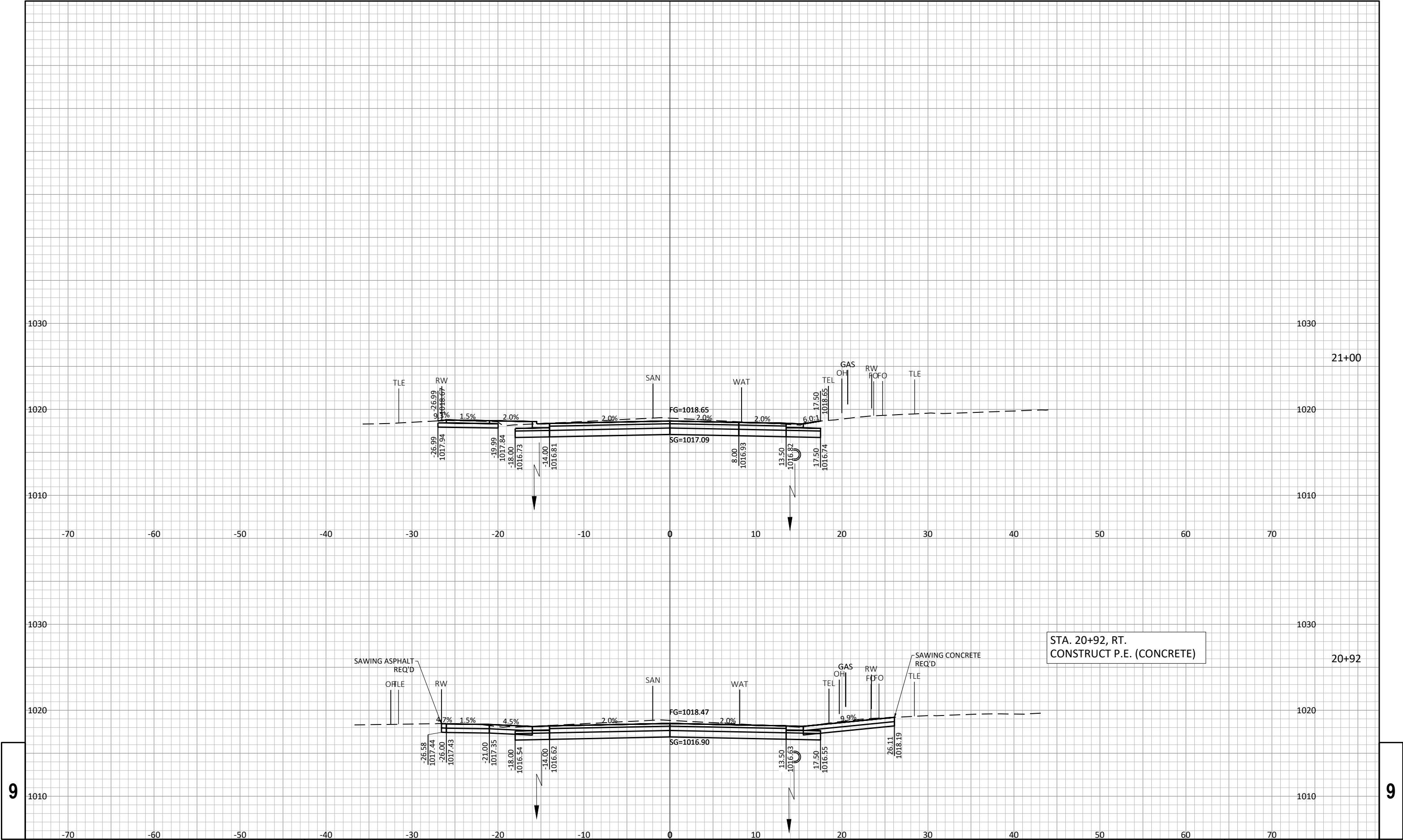
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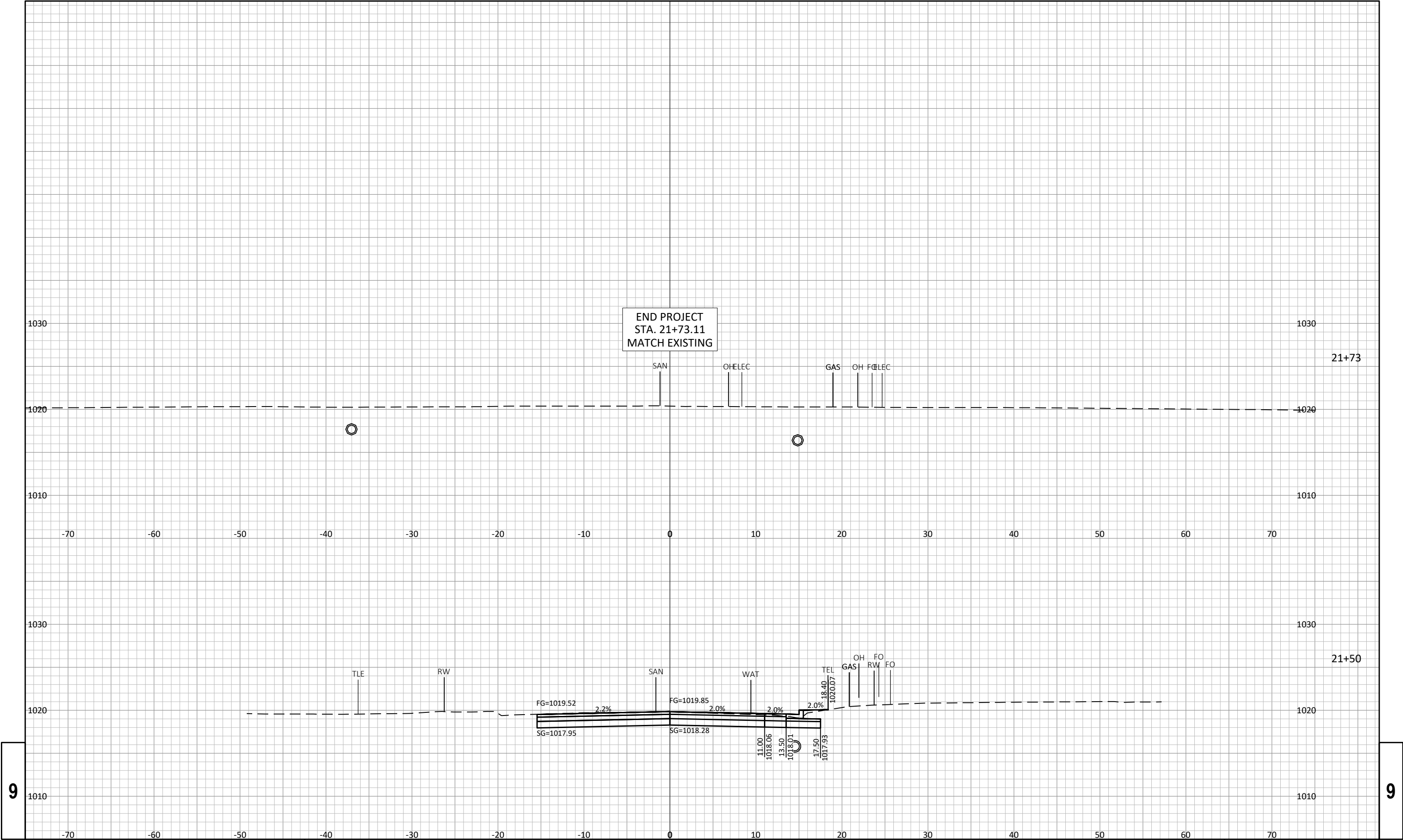
LAYOUT: 16











END PROJECT
STA. 21+73.11
MATCH EXISTING

21+73

21+50

PROJECT NO: 5996-01-72

HWY: CAMP ST

COUNTY: GRANT

CROSS SECTIONS: MAINLINE

SHEET

E

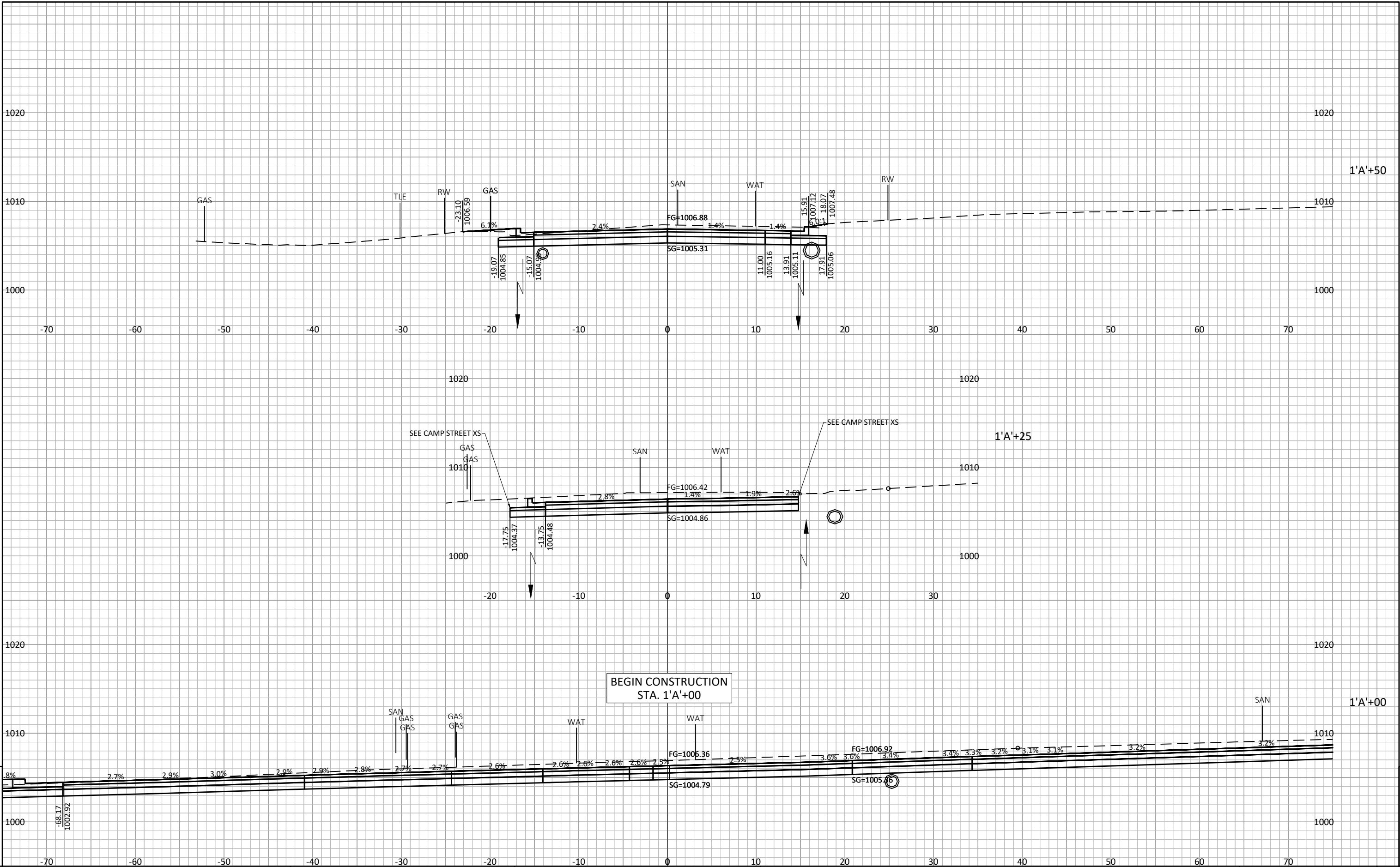
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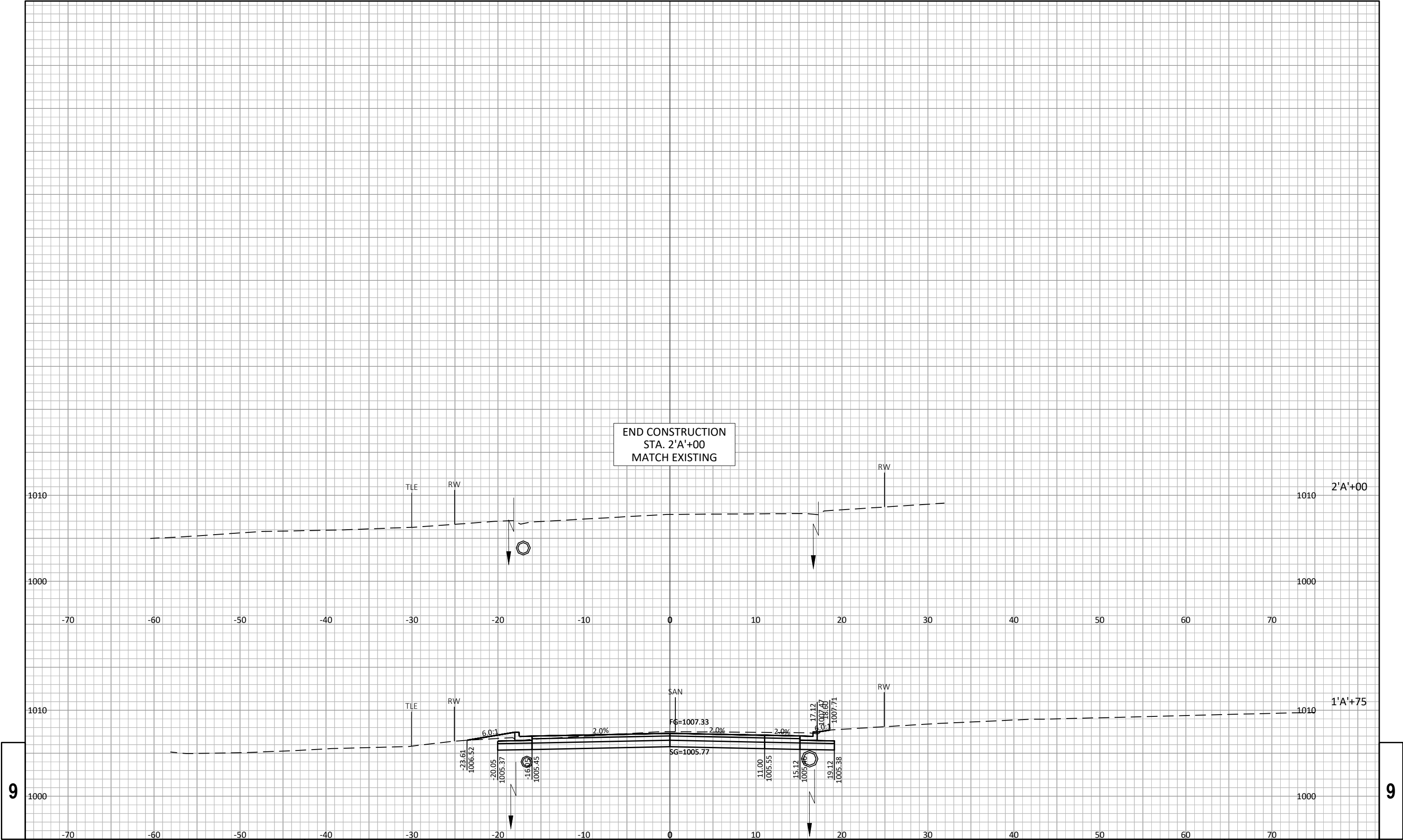
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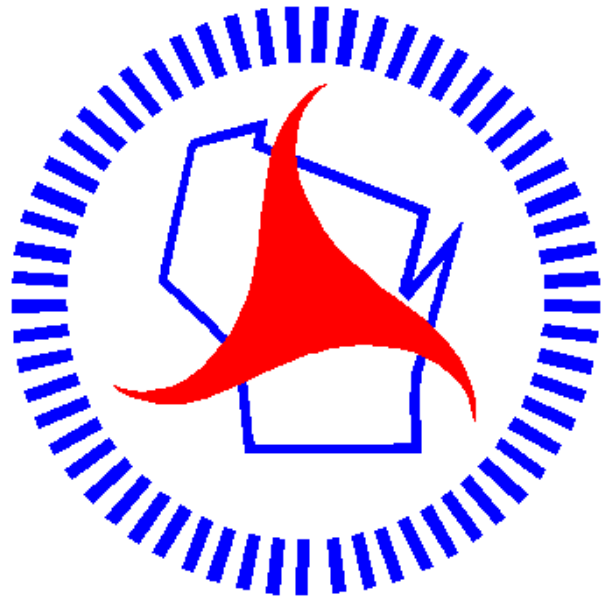
LAYOUT : 21





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