WKE

PROJECT ID: WITH: N/A

2707-08-70

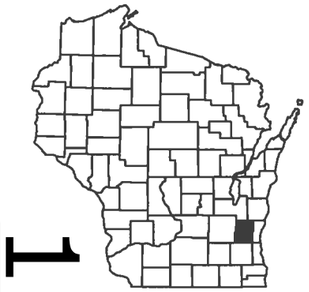
COUNTY: **WASHINGTON**

FEBRUARY 2026

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 = 486



N

17

DESIGN DESIGNATION

A.A.D.T.	=	N/A
A.A.D.T.	=	N/A
D.H.V.	=	N/A
D.D.	=	N/A
T.	=	N/A
DESIGN SPEED	=	N/A
ESALS	=	N/A

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

SOUTHEAST REGION, ADA CURB RAMPS

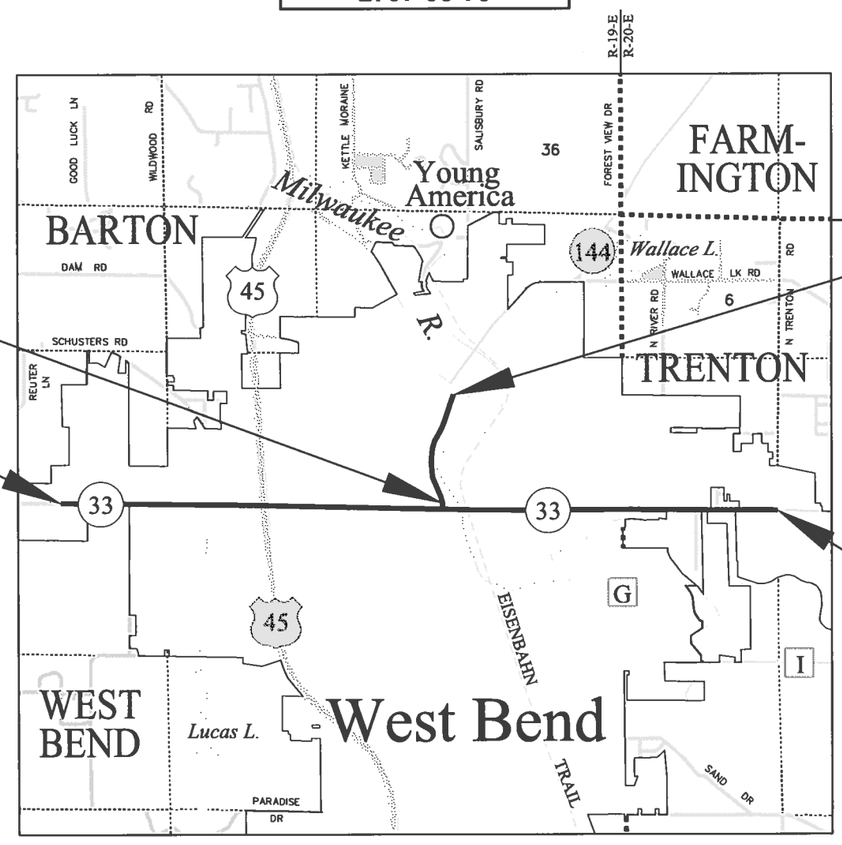
WEST BEND AREA VAR LOC PER PLAN

VAR HWY

WASHINGTON COUNTY

STATE PROJECT NUMBER
2707-08-70

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
2707-08-70	WISC 2026206	1



BEGIN CONSTRUCTION
STA 12+02.89
Y=185,625.30
X=361,787.98

BEGIN PROJECT
STA 115+92.69
Y=185,686.21
X=348,502.64

END CONSTRUCTION
STA 49+52.46
Y=189,176.25
X=362,083.89

END PROJECT
STA 336+24.33
Y=185,419.80
X=373,531.54

LAYOUT

SCALE 0 0.5 MI

TOTAL NET LENGTH OF CENTERLINE = 4.172 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), WASHINGTON COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, ANO GRID DISTANCES. GRID OISTANCES ARE THE SAME AS GROUNO OISTANCES.

ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

emcs

1300 W. Canal Street, Suite 200
Milwaukee, WI 53233
414.347.1607 Fax 414.347.1347

WISCONSIN
AARON K. SCHRAMM
E-44021
WAUKESHA
WI
PROFESSIONAL ENGINEER

11/1/2025 Aaron Schramm
(Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPAREO BY

Surveyor	EMCS, INC.
Oesigner	EMCS, INC./ WISOOT
Project Manager	MARTIN VILLACA
Regional Examiner	STEVE CHOJNACKI
Regional Supervisor	JOSH LEVEQUE

APPROVED FOR THE DEPARTMENT

DATE: 10/21/2025 Martin A. Villaca
(Signature)

E

FILE NAME : Y:\S4XX\S40S_AOACURBRAMP.WSH.VARLOC\CADOS\27070B00\SHEETSPLAN\010101-TI.DWG PLOT DATE : 10/21/2025 12:37 PM PLOT BY : JAREO BROWN PLOT NAME :

GENERAL NOTES

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

CONTRACTOR WILL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY OPERATIONS, OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS.

HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LBS/SY/IN.

BASE AGGREGATE DENSE 1 1/4-INCH WEIGHT CALCULATIONS ARE BASED ON 2 TONS/CY.

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

THE CONTRACTOR IS TO WORK WITH THE UTMOST CARE AND PROTECT ALL SURVEY MARKERS. REMOVAL OF ANY SURVEY MARKERS IS TO BE WITH THE APPROVAL OF THE ENGINEER.

TOPSOIL SHALL BE PLACED 1-INCH BELOW THE TOP OF ADJACENT CONCRETE CURBS AND SIDEWALKS.

EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT APPROXIMATE LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S EROSION CONTROL IMPLEMENTATION PLAN (ECIP) AND APPROVED BY THE ENGINEER. MAINTAIN EROSION CONTROL MEASURES UNTIL SUCHA A TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

ALL RADIUS POINT CALLOUTS ARE TO FACE OF CURB.

PAVEMENT REMOVAL WILL BE TO THE NEAREST JOINT SAWED EDGE WILL BE REQUIRED AS DIRECTED BY THE ENGINEER.

SAWCUTS, AS SHOWN ON THE PLANS, ARE SUGGESTED LOCATIONS AND MAY BE ADJUSTED AT THE DISCRETION OF THE ENGINEER TO BETTER SUIT FIELD CONDITIONS.

CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES UNLESS CURB RAMP CONSTRUCTION REQUIRES CLOSURE OF THE DRIVEWAY.

TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

CONTACT THE PROJECT ENGINEER AND SCOTT SCHMIDT, WASHINGTON COUNTY SURVEYOR, AT LEAST TWO WEEKS PRIOR TO WORK NEAR ANY PUBLIC SURVEY MONUMENT.

DO NOT DRIVE OR STORE EQUIPMENT, OR STORE CONSTRUCTION MATERIALS IN ENVIRONMENTALLY SENSITIVE AREAS, WETLANDS, OR WATERWAYS.

ORDER OF SECTION 2 SHEETS

PROJECT OVERVIEW

CONSTRUCTION DETAILS

PER INTERSECTION:

- REMOVAL PLANS
- PLAN DETAILS
- CURB RAMP DETAILS

PERMANENT SIGNING*

CONSTRUCTION STAGING

ALIGNMENT DETAILS

*PERMANENT SIGNING SHEETS ARE ONLY INCLUDED AT INTERSECTION WHERE SIGNS ARE BEING IMPACTED.

AS-BUILTS USED FOR PLAN DEVELOPMENT

PROJECT NO: 1413-01-71, CONSTRUCTION YEAR: 1974
PROJECT NO: 4010-03-71, CONSTRUCTION YEAR: 1978
PROJECT NO: 2221-07-72, CONSTRUCTION YEAR: 1985
PROJECT NO: 1412-01-72/73, CONSTRUCTION YEAR: 1994
PROJECT NO: 1410-01-70, CONSTRUCTION YEAR: 1997
PROJECT NO: 1410-03-70, CONSTRUCTION YEAR: 1997
PROJECT NO: 4010-04-70, CONSTRUCTION YEAR: 1997
PROJECT NO: 1410-08-60, CONSTRUCTION YEAR: 2001
PROJECT NO: 1411-00-90, CONSTRUCTION YEAR: 2004
PROJECT NO: 1410-07-70, CONSTRUCTION YEAR: 2012
PROJECT NO: 4010-05-70, CONSTRUCTION YEAR: 2012
PROJECT NO: 2220-03-70, CONSTRUCTION YEAR: 2015

DESIGN CONTACT

EMCS

AARON SCHRAMM
EMCS, INC.
1300 W CANAL ST, STE 200
MILWAUKEE, WI 53233
(414) 347-1607
ASCHRAMM@EMCSINC.COM

STATE AGENCIES

DNR LIAISON

RYAN PAPPAS
WISCONSIN DEPARTMENT OF NATURAL RESOURCES
1027 W. ST. PAUL AVE, MILWAUKEE, WI 53233
(414) 750-7495
RYAN.PAPPAS@WISCONSIN.GOV

OTHER AGENCIES

WASHINGTON COUNTY SURVEYOR

SCOTT M. SCHMIDT, PE, RLS
WASHINGTON COUNTY ENGINEER/ SURVEYOR
WASHINGTON COUNTY HIGHWAY COMMISSIONER
900 LANG STREET
WEST BEND, WI 53090
(262) 335-6881
SCOTT.SCHMIDT@CO.WASHINGTON.WI.US

UTILITY CONTACTS

COMMUNICATIONS

AT&T WISCONSIN - COMMUNICATION LINE
STEVE BURTCH
STEVE - 220 WISCONSIN AVE
STEVE - WAUKESHA, WI 53186
STEVE - (262) 506-2849, M. (414) 412-3527
SB7561@ATT.COM

SANITARY SEWER

CITY OF WEST BEND - SEWER
STEVE RANDALL
512 MUNICIPAL DRIVE
WEST BEND, WI 53095
(262) 334-3925
RANDALLS@CI.WEST-BEND.WI.US

WATER

CITY OF WEST BEND - WATER
TRAVIS THULL
251 S MUNICIPAL DRIVE
WEST BEND, WI 53095
(262) 335-5040 / M. (262) 483-4186
THULLT@CI.WEST-BEND.WI.US

COMMUNICATIONS

PAETEC COMMUNICATIONS, LLC - COMMUNICATION LINE
LORI KETTER
969 WAUBE LANE
GREEN BAY, WI 54304
(920) 410-6902
LORI.KETTER@WINDSTREAM.COM

COMMUNICATIONS

SPECTRUM - COMMUNICATION LINE
NICK FRASE
1515 WASHINGTON DR
WEST BEND, WI 53095
(920) 831-9227 EXT.103/M. (920) 304-6797
CHTR_WI_CONST@CHARTER.COM

COMMUNICATIONS

SPRINT COMMUNICATIONS CO LP - COMMUNICATION LINE
KEVIN PERSON
849 EARL ST
ST PAUL, MN 55106
(612) 275-4131
KPERSON@COGENTCO.COM

COMMUNICATIONS

TDS METROCOM LLC - COMMUNICATION LINE
TIM BRUNS
120 S. WRIGHT ST
DELEVAN, WI 53115
(920) 460-4866
TDSTELECOMOSP@TDSTELECOM.COM

ELECTRICITY

WE ENERGIES - ELECTRICITY
JOE FELLENZ
W140 N9100 LILLY ROAD
MENOMONEE FALLS, WI. 53051
(262) 502-6831/M. (414) 322-8928
WE-UTILITY-RELOCATIONS@WE-ENERGIES.COM

GAS UTILITIES

WE ENERGIES - GAS/PETROLEUM
JACOB HULBERT
500S 116TH STREET
WEST ALLIS, WI 53214
(414) 651-1577
JACOB.HULBERT@WE-ENERGIES.COM

COMMUNICATIONS

WINDSTREAM KDL, LLC - COMMUNICATION LINE
LORI KETTER
969 WAUBE LANE
GREEN BAY, WI 54304
(920) 410-6902
LORI.KETTER@WINDSTREAM.COM

OTHER CONTACTS

ELECTRICITY

CITY OF WEST BEND - STREET LIGHTING
DOUG NEUMANN
251 S MUNICIPAL DRIVE
WEST BEND, WI 53095
NEUMANND@CI.WEST-BEND.WI.US

ELECTRICITY

WISCONSIN DEPARTMENT OF TRANSPORTATION - STREET LIGHTING
ERIC PEREA
141 NW BARSTOW STREET
WAUKESHA, WI 53188
(262)574-5422
ERIC.PEREA@DOT.WI.GOV

COMMUNICATIONS

WISCONSIN DEPARTMENT OF TRANSPORTATION - WISCONSIN SIGNAL
WISDOT SIGNALS
141 NW BARSTOW STREET
WAUKESHA, WI 53187-0798
(414) 750-2605/M. (414) 266-1170
DAVID.BRANTNER@DOT.WI.GOV

COMMUNICATIONS

WASHINGTON COUNTY - ROAD FACILITY
SCOTT SCHMIDT
900 LANG ST
WEST BEND, WI 53090
(262) 335-6881
SCOTT.SCHMIDT@CO.WASHINGTON WI.US

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

2

INTERSECTIONS ALONG STH 33

1	SHEPHERDS DR	13	N SILVERBROOK DR	26	ROLFS AVE
2	VILLA PARK DR/SCENIC DR	14	Y DR	28	LENORA DR
3	MALL DR	15	N 10TH AVE	29	SCENIC DR E
4	VALLEY AVE	16	N 9TH AVE	30	CLEARVIEW DR
5	HEISER/PICK & SAVE DWY	17	N 8TH AVE	32	STOCKHAUSEN LN
6	WILDWOOD RD	19	SERVICE DR	33	N TRENTON RD
7	SIGNALIZED COMMERCIAL DWY	20	VETERANS AVE/EISENBAHN STATE TRAIL		
8	N UNIVERSITY DR	21	NORTH ST/WISCONSIN ST		
9	USH 45 SB ON/OFF RAMPS	22	CENTER ST		
10	USH 45 NB ON/OFF RAMPS	23	N FOREST AVE/FAIR ST		
11	JOHNSON ST	24	N INDIANA AVE		
12	MEADOWBROOK DR/N 15TH AVE	25	MID-BLOCK CROSSING WEST OF SCHMIDT RD		

NOTE:
INTERSECTIONS 18, 27, AND 31 ARE OMITTED FROM THIS PROJECT.

INTERSECTIONS ALONG STH 144

34	BEECH ST/FRANKLIN ST
35	N 8TH AVE/MARTIN CT
36	N SILVERBROOK DR/RIVERSHORES DR
37	REGNER PARK ENTRANCE
38	KUESTER LN S
39	KUESTER LN N/PARK AVE
40	HIGH ST
41	MITTER CIR

2

N

Smith L.

Wallace L.

CTH D/N MAIN ST

STH 144

USH 45

SHEPHERDS DR

WILDWOOD RD

STH 33

N RIVER RD

TRENTON RD

MILWAUKEE RIVER

EISENBAHN STATE TRAIL

CTH G

CTH I

STH 144

CTH Z

Gilbert L.

Big Cedar L.

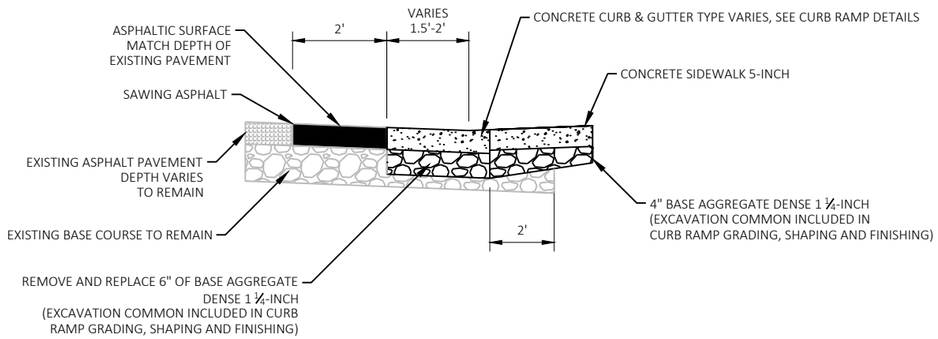
Lucas L.

PROJECT NO: 2707-08-70	HWY: STH 33/STH 144	COUNTY: WASHINGTON	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\020201-PO.DWG
LAYOUT NAME - 01

PLOT DATE : 10/31/2025 1:57 PM PLOT BY : AARON SCHRAMM PLOT NAME : PLOT SCALE : 1 IN:0.5 MI

WISDOT/CADDS SHEET 42

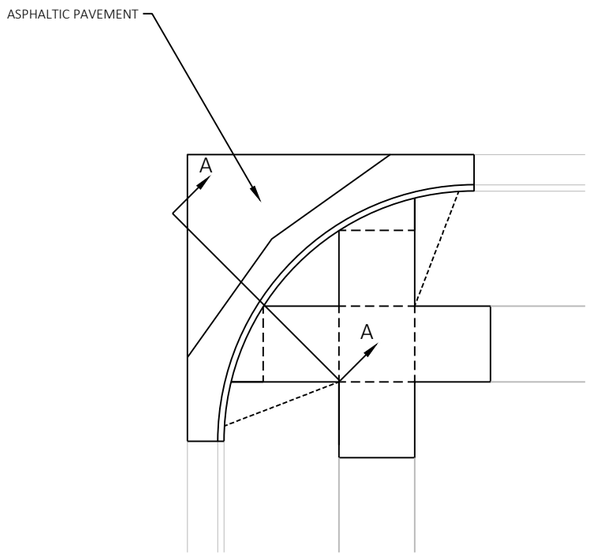


SECTION A-A

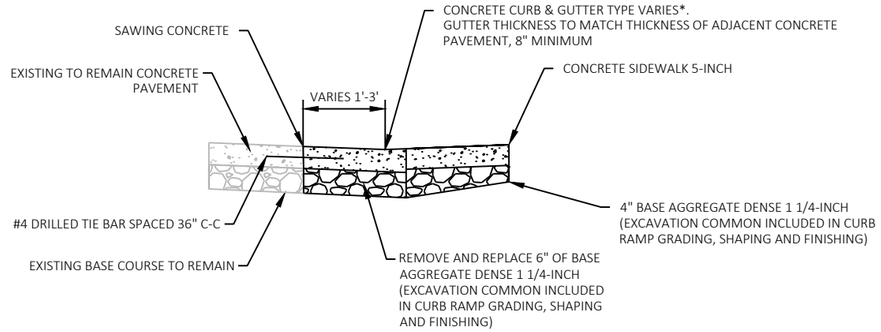
ASPHALT PAVEMENT

NOTES

SEE CURB RAMP DETAILS AND PLAN DETAILS FOR ADDITIONAL LAYOUT AND LOCATION INFORMATION



CONCRETE CURB & GUTTER REPLACEMENT ADJACENT TO ASPHALT PAVEMENT



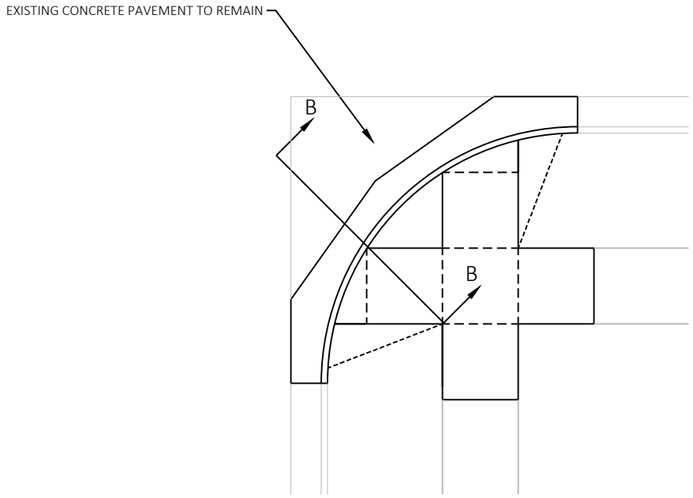
SECTION B-B

SEE CURB RAMP DETAILS AND PLAN DETAILS FOR LOCATIONS

NOTES

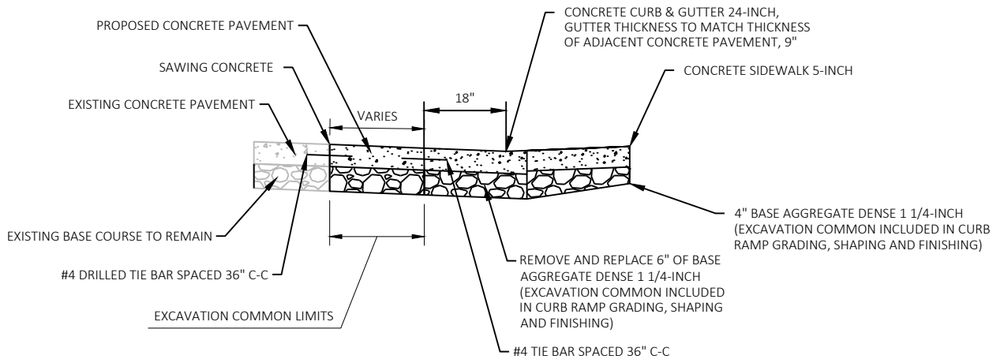
SEE CURB RAMP DETAILS AND PLAN DETAILS FOR ADDITIONAL LAYOUT AND LOCATION INFORMATION

* 10" CONCRETE PAVEMENT: STH 33 STA 115+92.69 - 161+00
* 8" CONCRETE PAVEMENT: STH 33 STA 161+00 - 200+00
* 10" CONCRETE PAVEMENT: STH 33 STA 200+00 - 262+00
* 8" CONCRETE PAVEMENT: STH 33 STA 262+00 - 294+00
* 9" CONCRETE PAVEMENT: STH 33 STA 294+00 - 367+00
* 9" CONCRETE PAVEMENT: STH 144 STA 12+02.89 - 49+52.46



CONCRETE CURB & GUTTER REPLACEMENT ADJACENT TO CONCRETE PAVEMENT

PROJECT NO: 2707-08-70	HWY: STH 33/STH 144	COUNTY: WASHINGTON	CONSTRUCTION DETAILS	SHEET 4	E

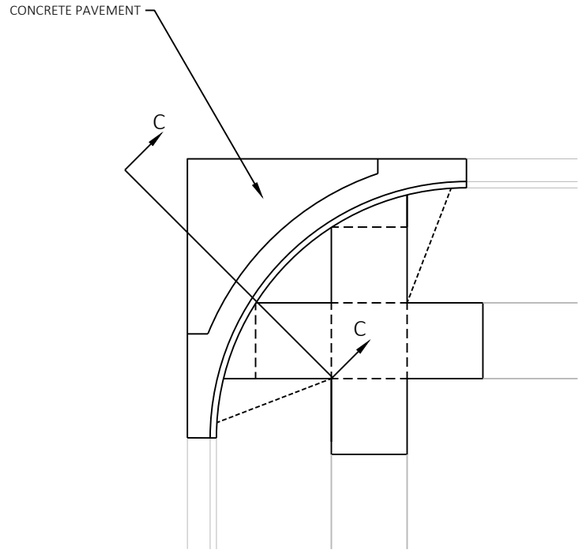


SECTION C-C

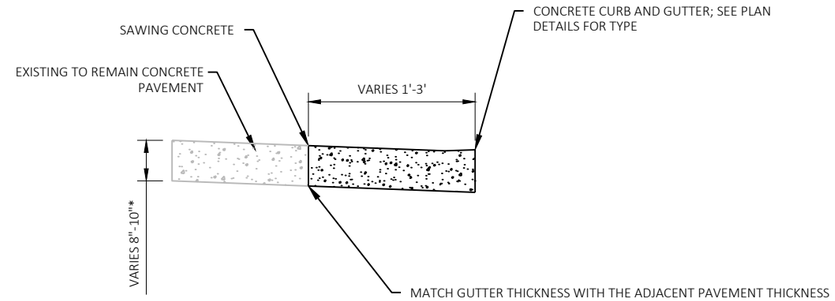
SEE CURB RAMP DETAILS AND PLAN DETAILS FOR LOCATIONS

NOTES

SEE CURB RAMP DETAILS AND PLAN DETAILS FOR ADDITIONAL LAYOUT AND LOCATION INFORMATION



CONCRETE CURB & GUTTER REPLACEMENT ADJACENT TO CONCRETE PAVEMENT



GUTTER THICKNESS

SEE CURB RAMP DETAILS AND PLAN DETAILS FOR LOCATIONS

NOTES

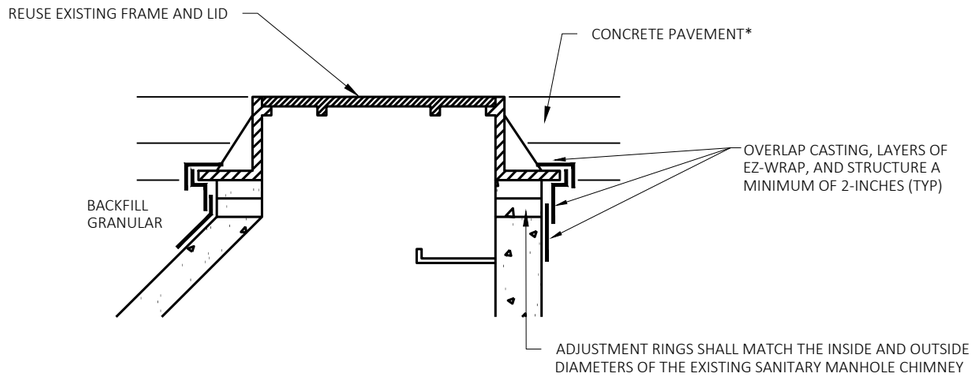
SEE CURB RAMP DETAILS AND PLAN DETAILS FOR ADDITIONAL LAYOUT AND LOCATION INFORMATION

* 10" CONCRETE PAVEMENT: STH 33 STA 115+92.69 - 161+00
* 8" CONCRETE PAVEMENT: STH 33 STA 161+00 - 200+00
* 10" CONCRETE PAVEMENT: STH 33 STA 200+00 - 262+00
* 8" CONCRETE PAVEMENT: STH 33 STA 262+00 - 294+00
* 9" CONCRETE PAVEMENT: STH 33 STA 294+00 - 367+00
* 9" CONCRETE PAVEMENT: STH 144 STA 12+02.89 - 49+52.46

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 = 73.00 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 1.90 ACRES



NOTES
* 8" CONCRETE PAVEMENT STH 33 STA 161+00 - 200+00, STH 33 262+00 - 294+00
* 9" CONCRETE PAVEMENT STH 33 STA 250+00 - 262+00, STH 33 STA 294+00 - 367+00, STH 144 STA 12+02.89 - 49+52.46
* 10" CONCRETE PAVEMENT STH 33 STA 115+92.69 - 161+00, STH 33 STA 200+00 - 247+00

ADJUSTING SANITARY MANHOLES DETAIL
PAID AS ADJUSTING MANHOLE

2

REMOVING CURB AND GUTTER AND PAVEMENT TO THE LIMITS SHOWN, EXCAVATING, PREPARING THE FOUNDATION AND SHIMMING ARE INCIDENTAL TO THE ADJUSTING OR RECONSTRUCTING BID ITEMS.

THE DEPARTMENT WILL PAY SEPARATELY FOR SAWING CONCRETE, CONCRETE CURB & GUTTER AND DRILLED TIE BARS.

MONOLITHIC SHIM CONCRETE, CONCRETE PLACEMENT AND FINISHING IS INCIDENTAL TO THE CONCRETE CURB & GUTTER BID ITEM.

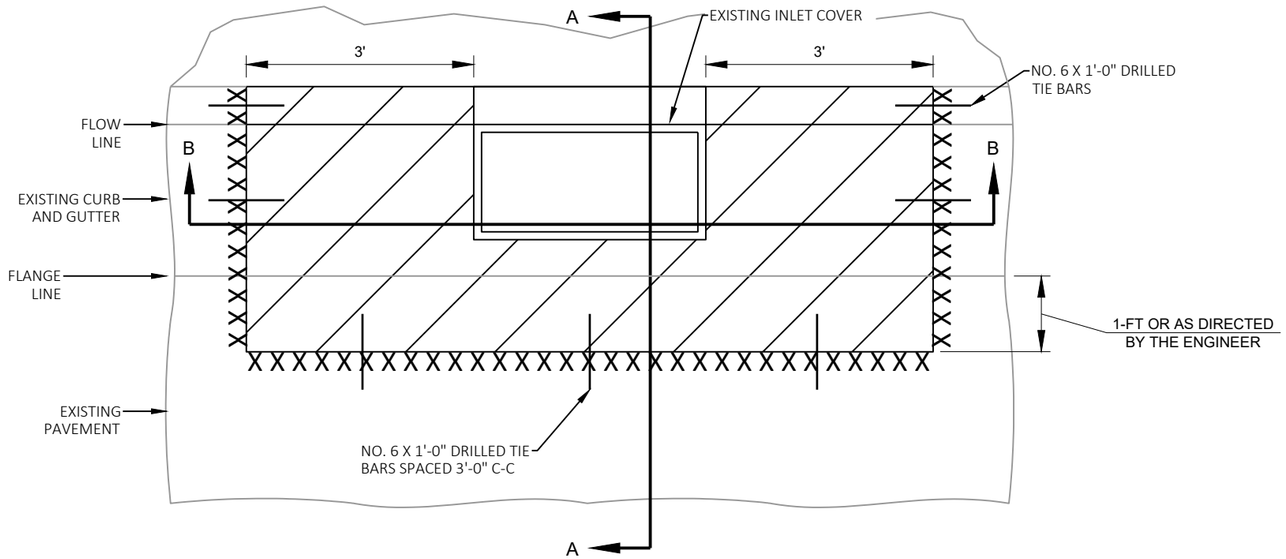
PREVENT CONCRETE AND OTHER DEBRIS FROM FALLING INTO STRUCTURE.

REFER TO PLAN DETAILS AND MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

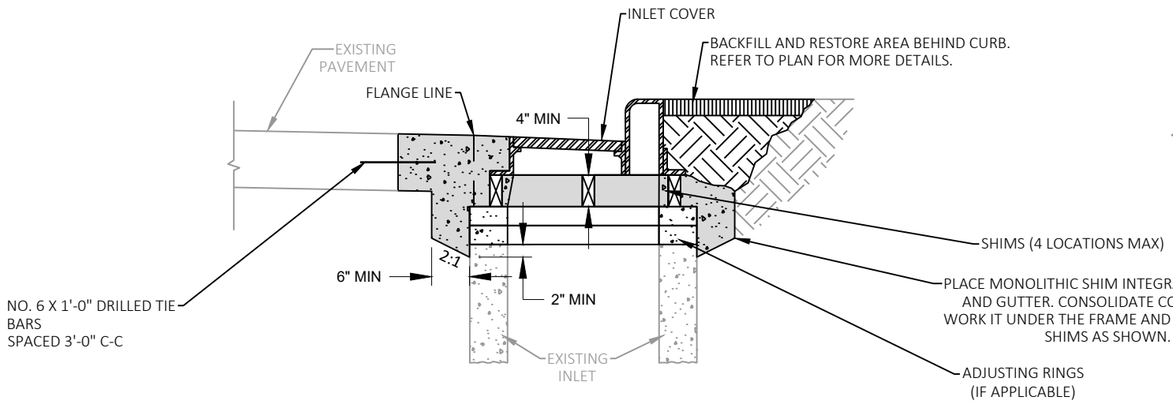
X X X SAWING CONCRETE

REMOVING CURB & GUTTER AND PAVEMENT

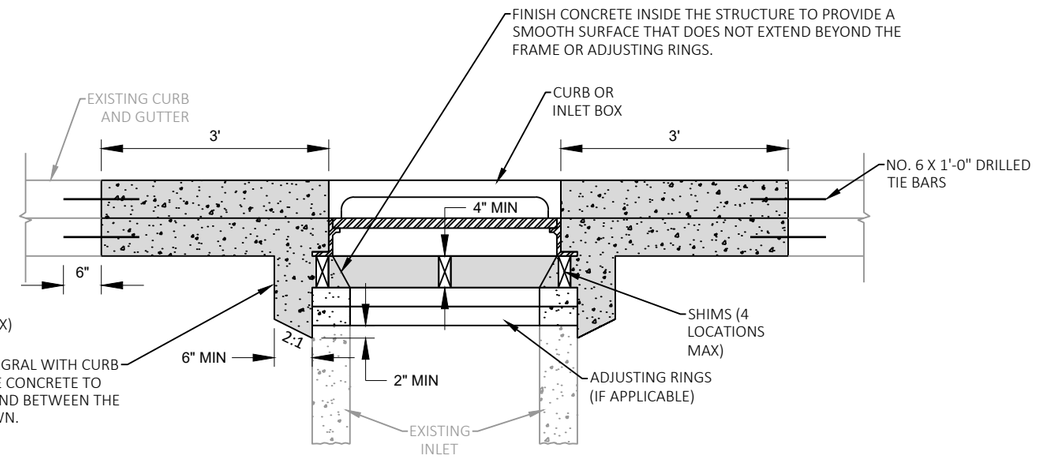
MONOLITHIC CONCRETE



PLAN VIEW



SECTION A-A

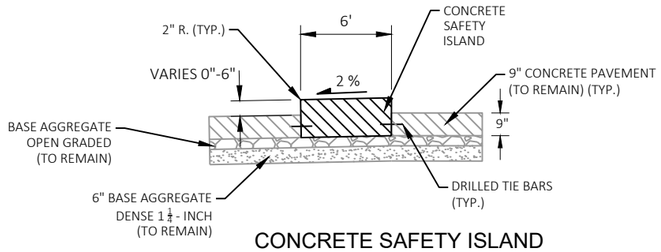


SECTION B-B

ADJUSTING / RECONSTRUCTING CATCH BASINS & INLETS - MONOLITHIC SHIM

SER (20221101)

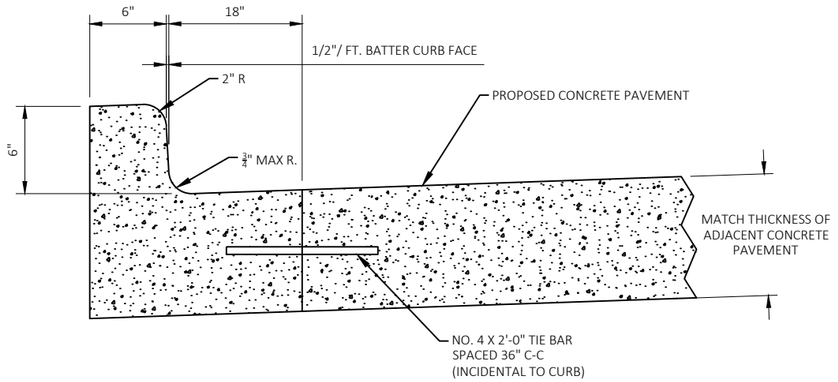
PROJECT NO: 2707-08-70	HWY: STH 33/STH 144	COUNTY: WASHINGTON	CONSTRUCTION DETAILS	SHEET 7	E



CONCRETE SAFETY ISLAND

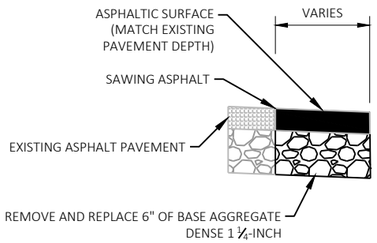
STA 257+46.60 - 257+68.03
STA 258+75.51 - 258+85.92
STA 259+30.14 - 259+49.05
STA 260+08.20 - 260+25.83

NOTE
0" ISLAND HEIGHT AT CURB RAMP OPENING. SEE CURB RAMP DETAILS FOR LOCATIONS OF THE OPENINGS



CONCRETE CURB & GUTTER 24-INCH ADJACENT TO PROPOSED PAVEMENT

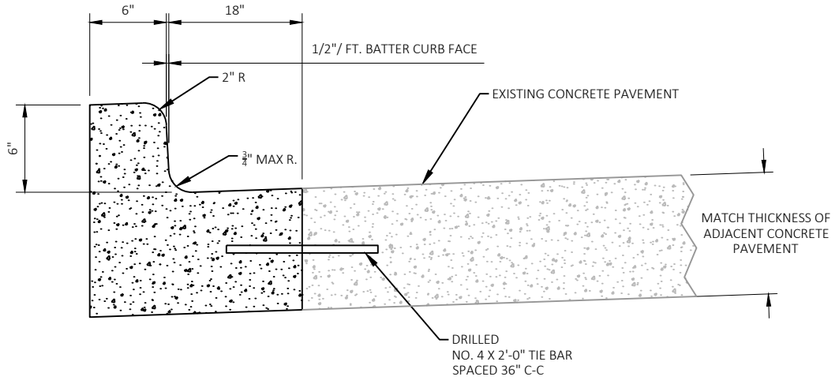
STH 144



NOTE
SEE PLAN DETAILS FOR PROPOSED ASPHALTIC SURFACE LOCATIONS

REMOVAL OF EXISTING BASE IS INCIDENTAL TO BASE AGGREGATE DENSE 1 1/4-INCH

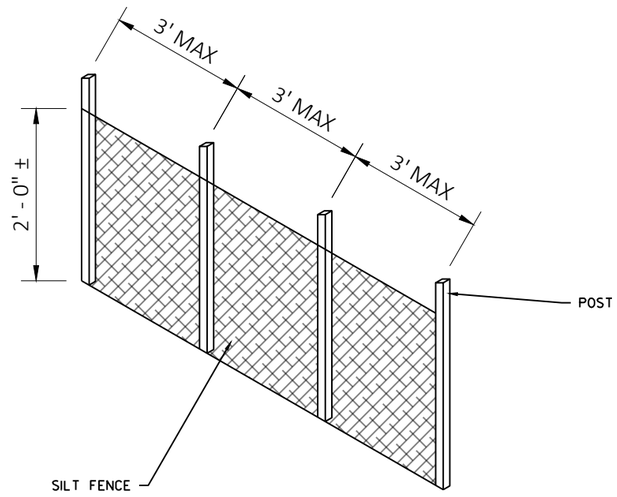
ASPHALT SURFACE REPLACEMENT



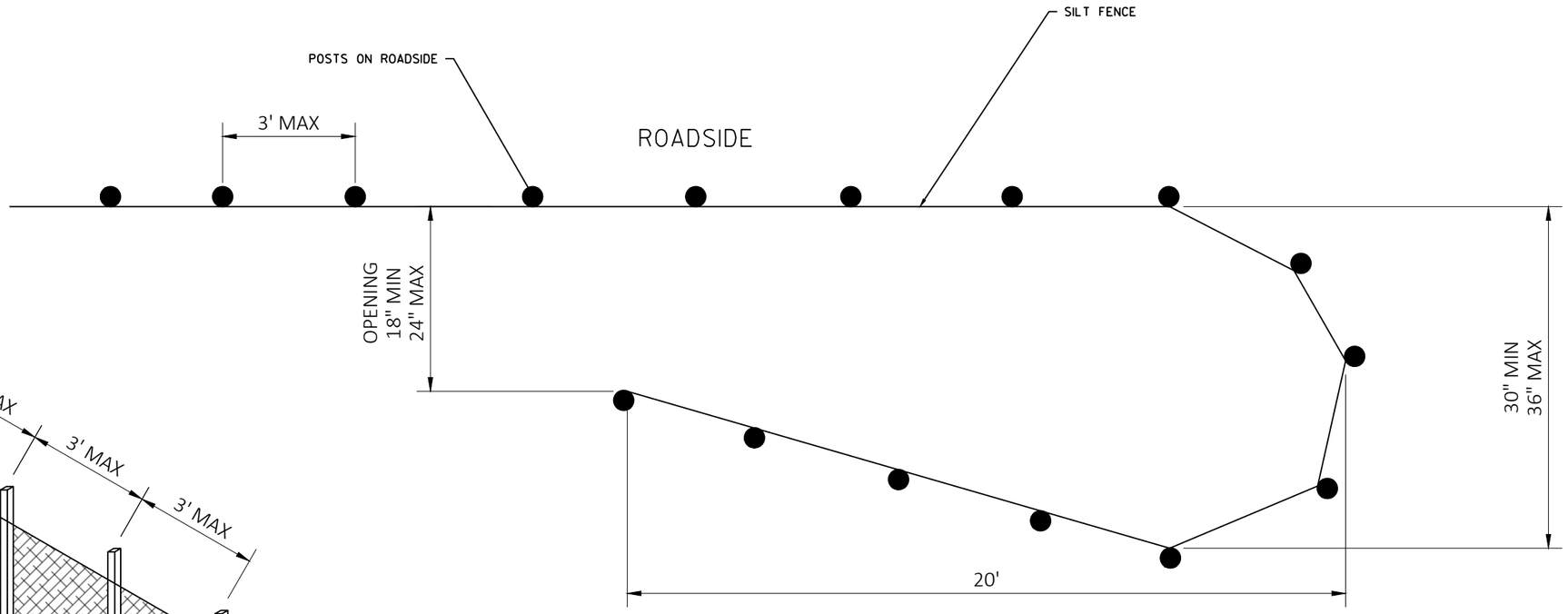
CONCRETE CURB & GUTTER 24-INCH ADJACENT TO EXISTING PAVEMENT

STH 144

2



LAYOUT INFORMATION

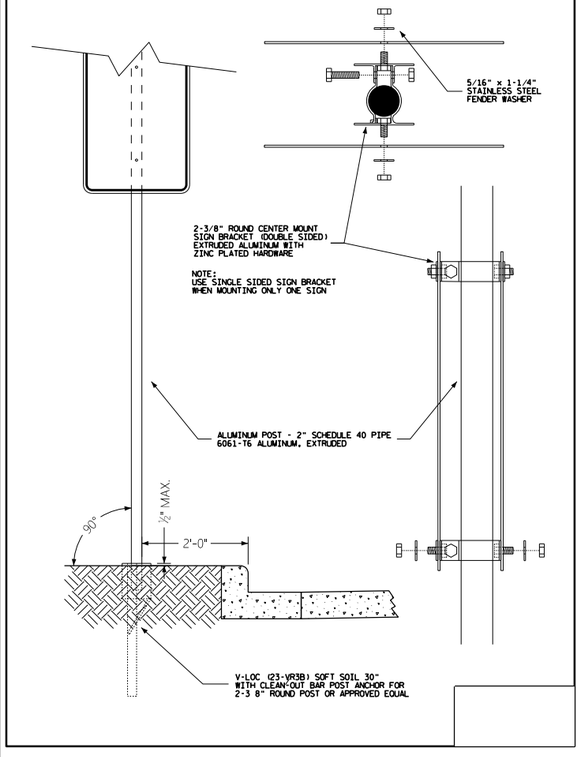


NOTES
THE PURPOSE OF THE TURTLE TURN-AROUNDS ARE TO REDIRECT THE TURTLES AWAY FROM THE CONSTRUCTION ZONE. DESIGN SHOULD ALSO INCLUDE TRENCHED SEDIMENT FENCING AND FENCING SUPPORTS ON UPSLOPE SIDE OF FENCE. SILT FENCE POSTS FOR THE TURN-AROUND SHOULD BE ON THE OUTSIDE OF THE TURN AROUND.

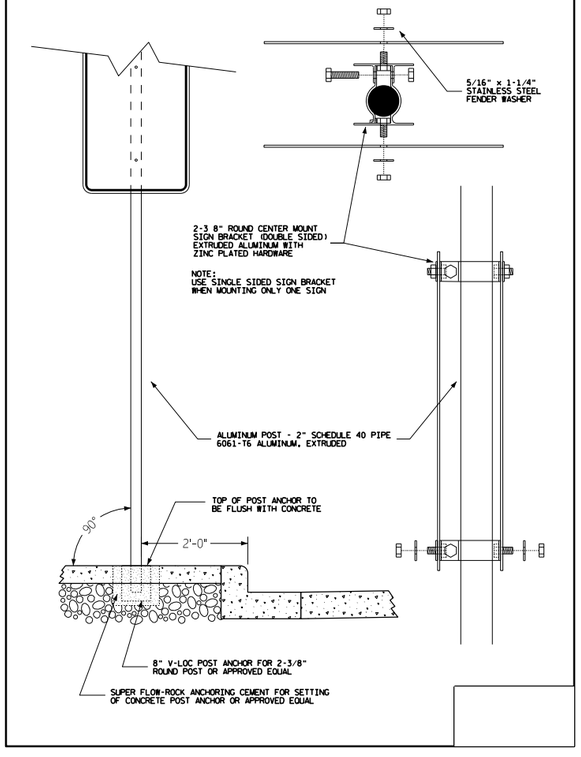
SILT FENCE TURTLE EXCLUSION BARRIER

2

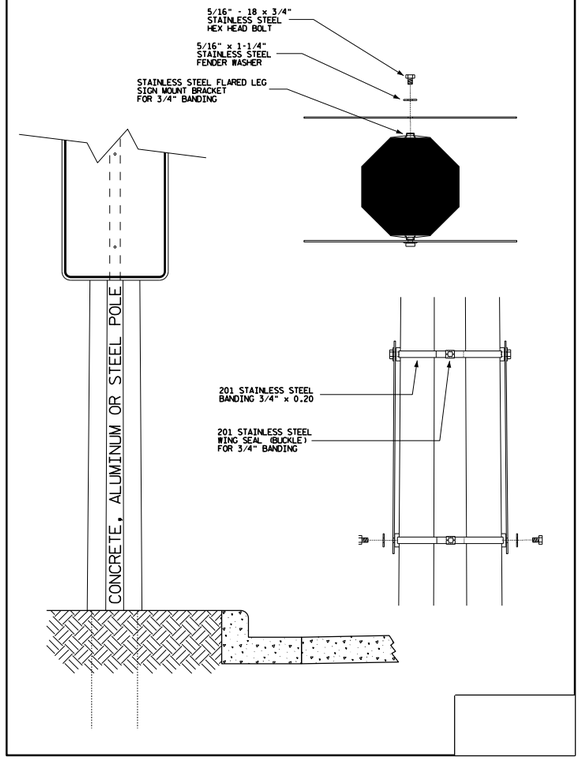
ROUND ALUMINUM SIGN POST SYSTEM FOR SOFT SURFACE INSTALLATION



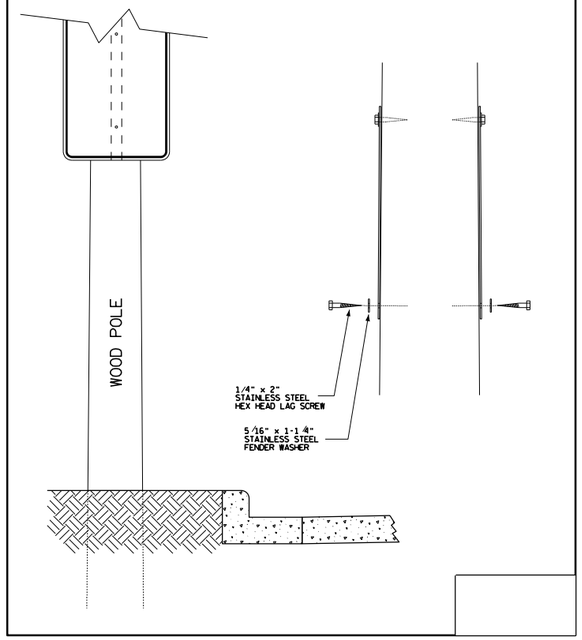
ROUND ALUMINUM SIGN POST SYSTEM FOR CONCRETE INSTALLATION



EXISTING CONCRETE, ALUMINUM OR STEEL POLE SIGN SYSTEM INSTALLATION

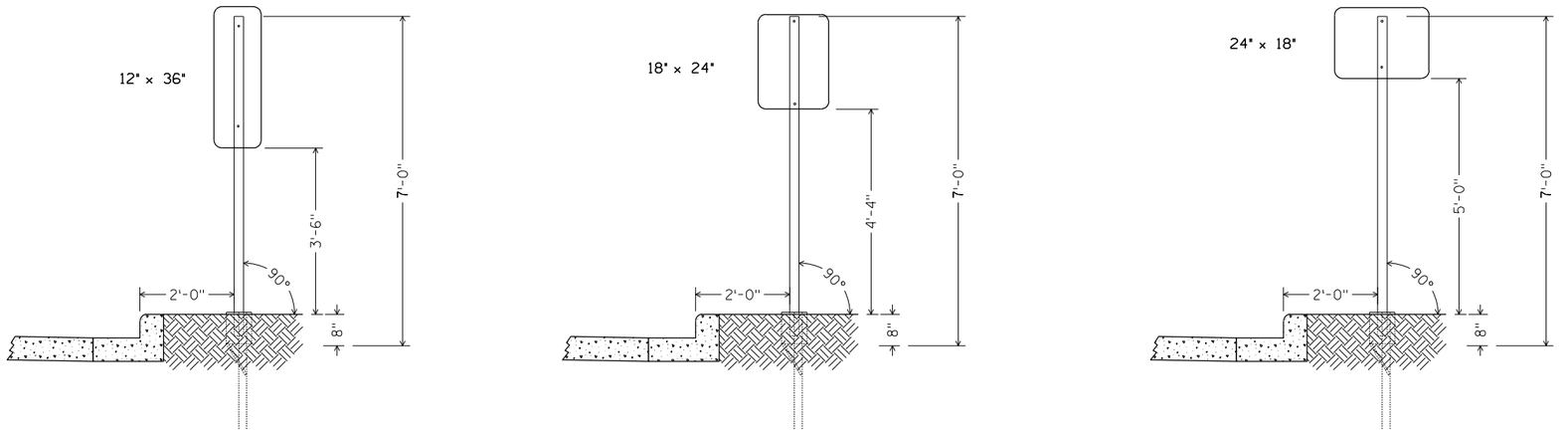


EXISTING WOOD POLE SIGN SYSTEM INSTALLATION



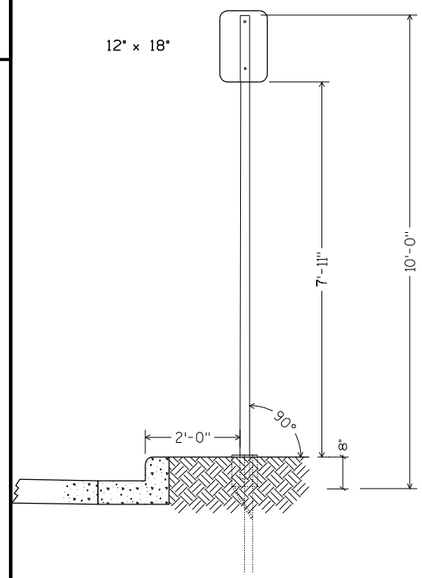
GENERAL NOTES:
1) 3' MINIMUM CLEARANCE BETWEEN ROUND ALUMINUM SIGN POST INSTALLATION AND FIRE HYDRANT.
2) 6' MINIMUM CLEARANCE BETWEEN ROUND ALUMINUM SIGN POST INSTALLATION AND TREE.

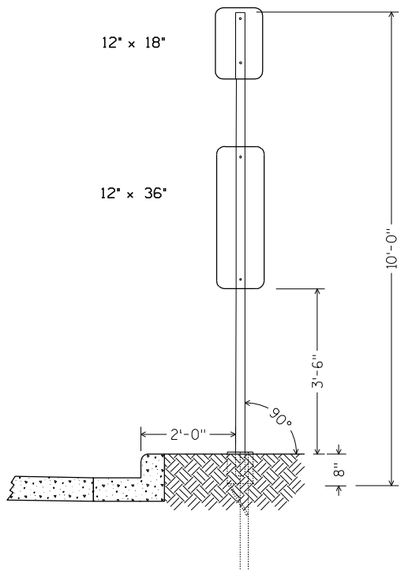
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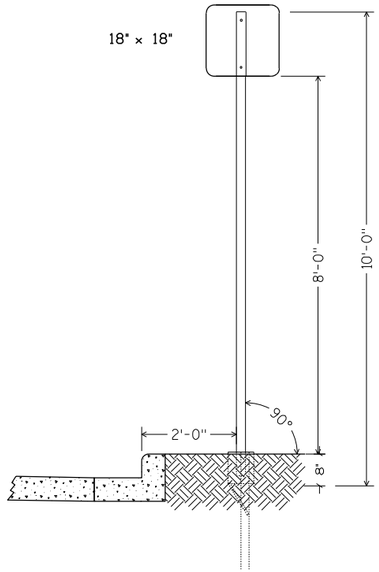


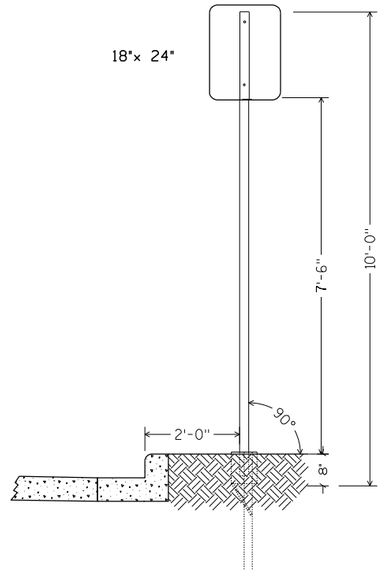
ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 7'-0"

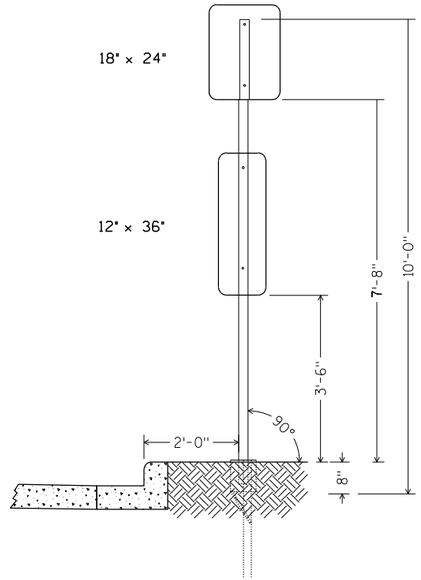
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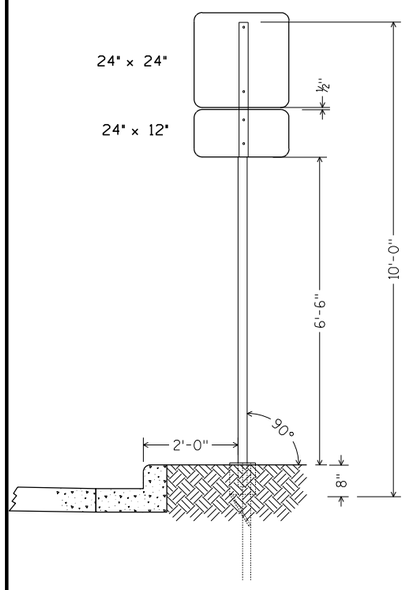


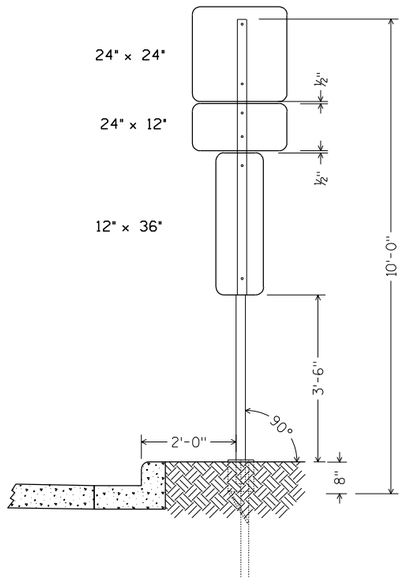


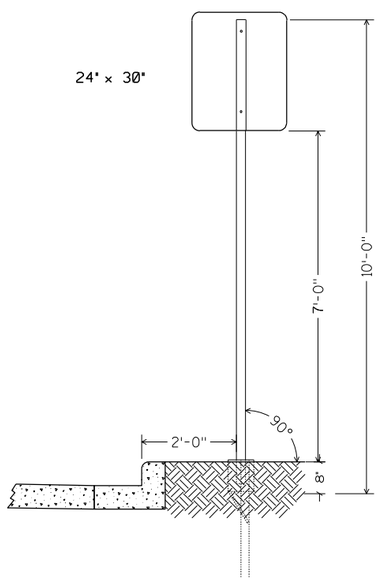


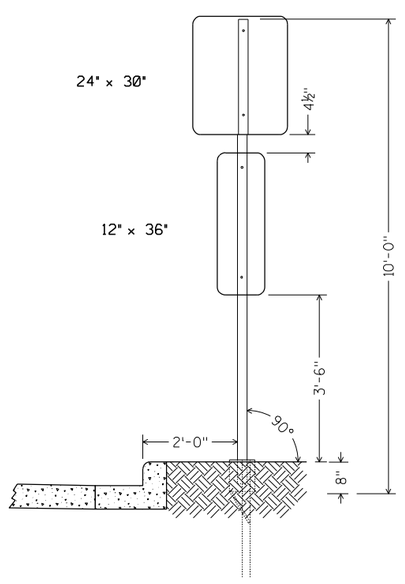


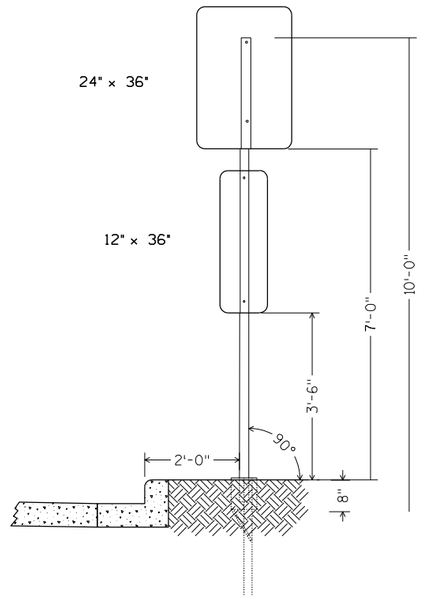








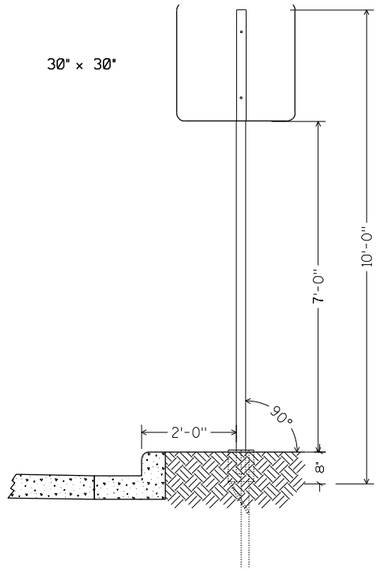


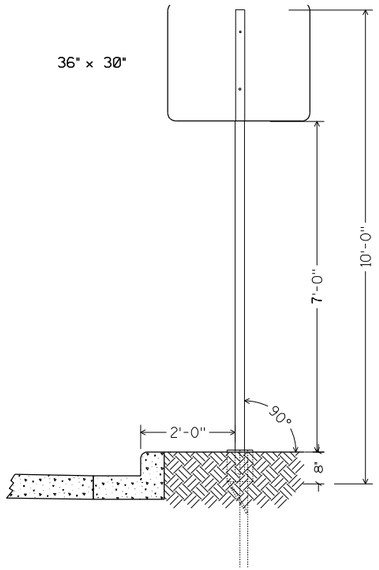


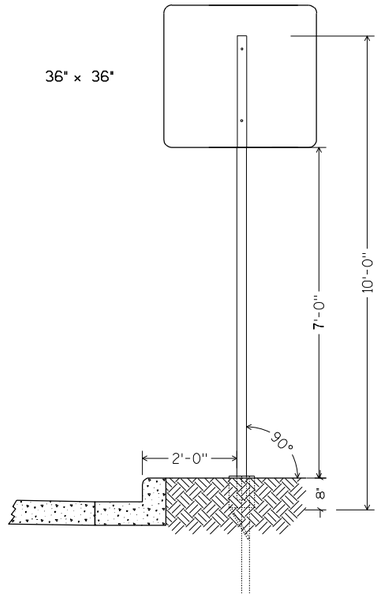
ROUND ALUMINUM SIGN POST SYSTEM IN SOFT OR HARD SURFACE 10'-0"

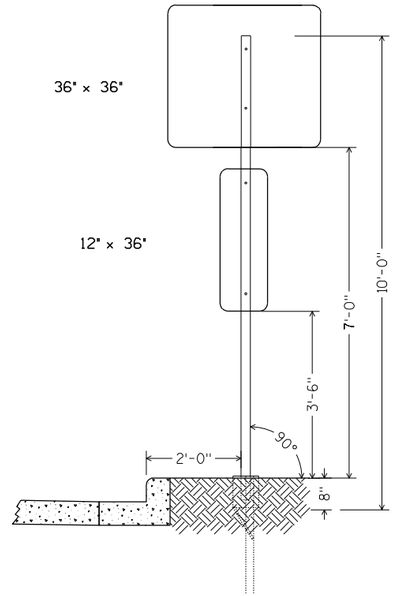
PROJECT NO: 2707-08-70	HWY: STH 33/STH 144	COUNTY: WASHINGTON	CONSTRUCTION DETAILS	SHEET 12	E

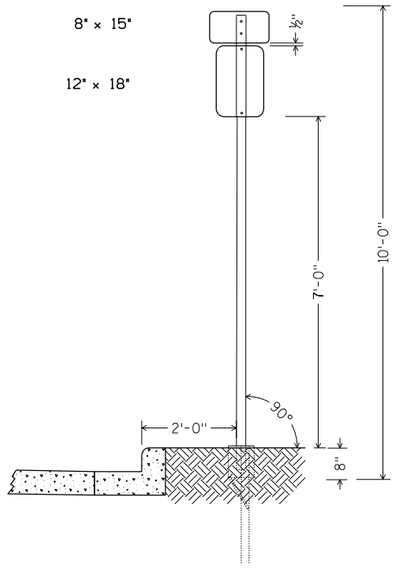
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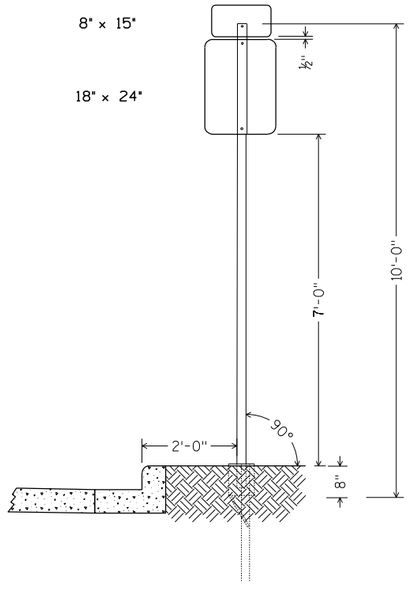


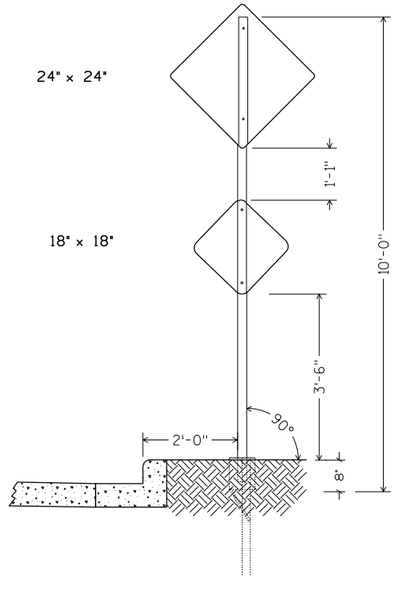


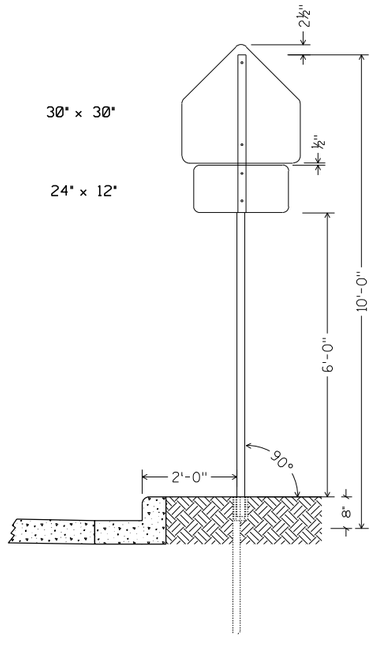








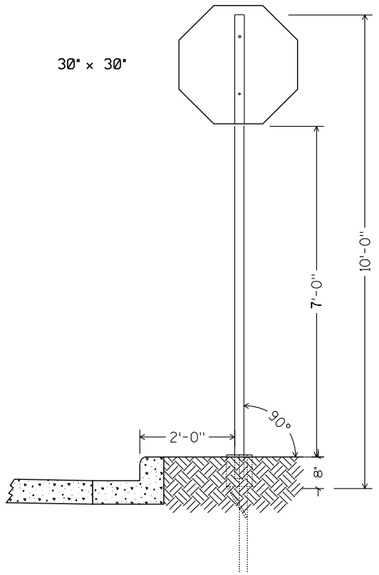


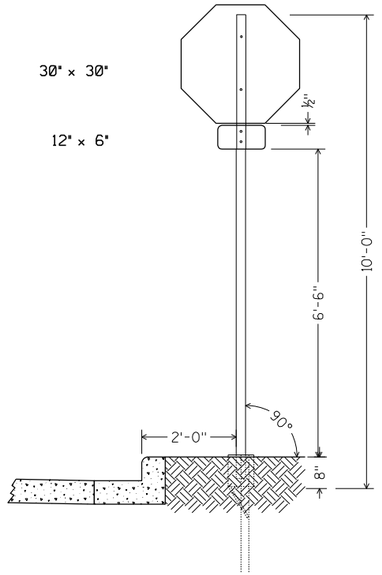


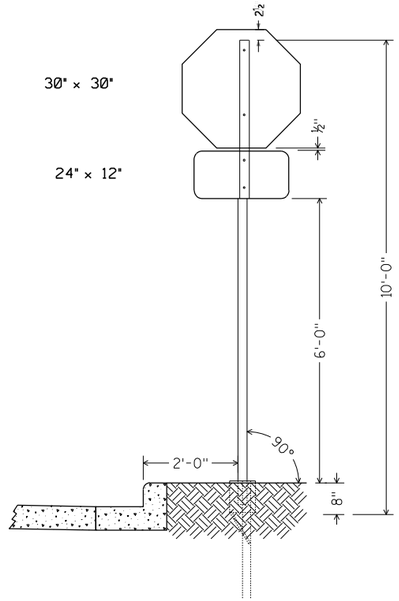
ROUND ALUMINUM SIGN POST SYSTEM IN SOFT OR HARD SURFACE10'- 0"

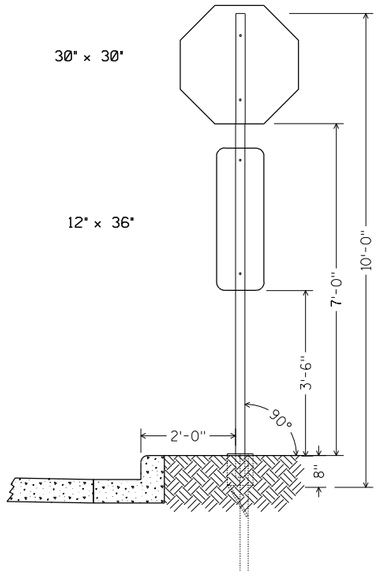
PROJECT NO: 2707-08-70	HWY: STH 33/STH 144	COUNTY: WASHINGTON	CONSTRUCTION DETAILS	SHEET 13	E

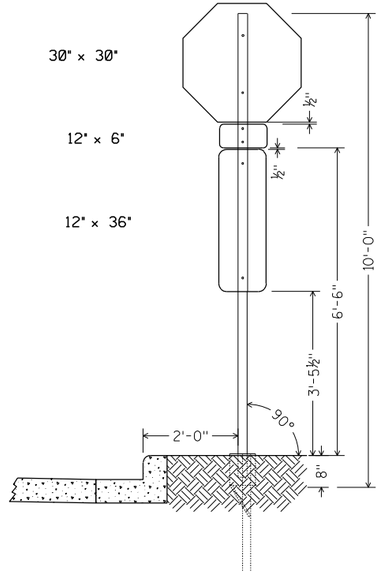
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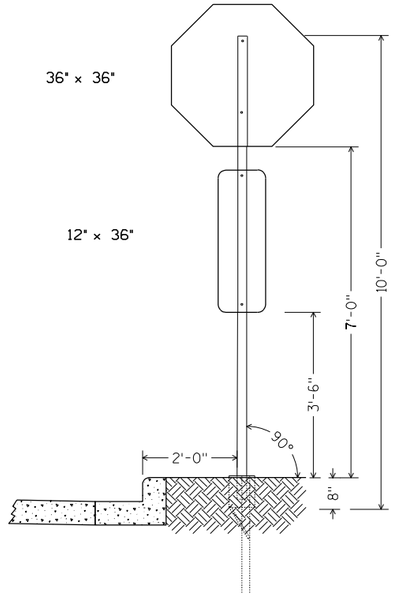








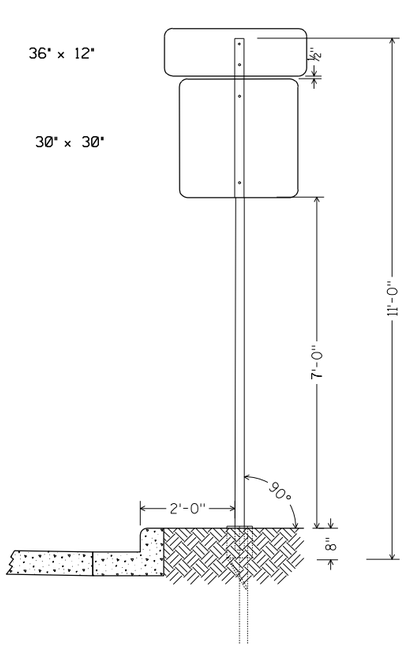


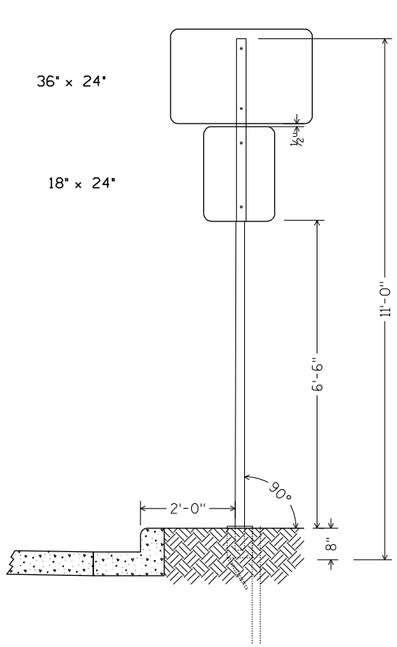


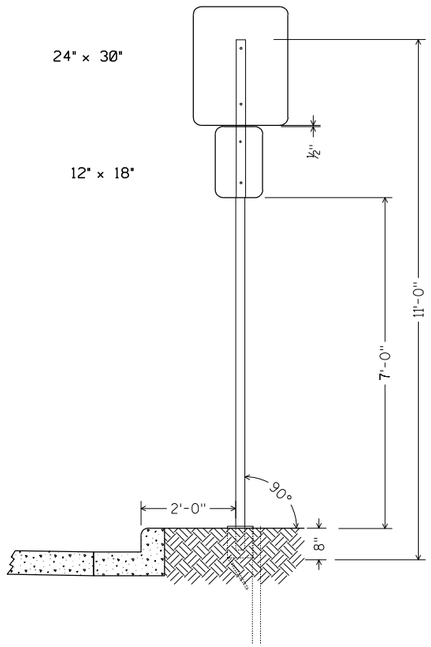
ROUND ALUMINUM POST SYSTEM IN SOFT OR HARD SURFACE 10'- 0"

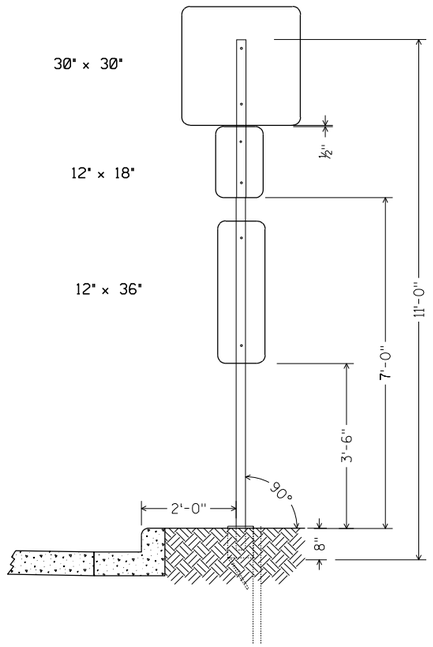
PROJECT NO: 2707-08-70	HWY: STH 33/STH 144	COUNTY: WASHINGTON	CONSTRUCTION DETAILS	SHEET 14	E

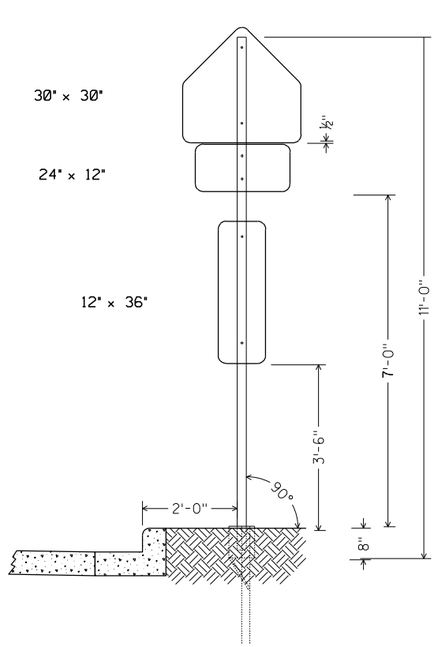
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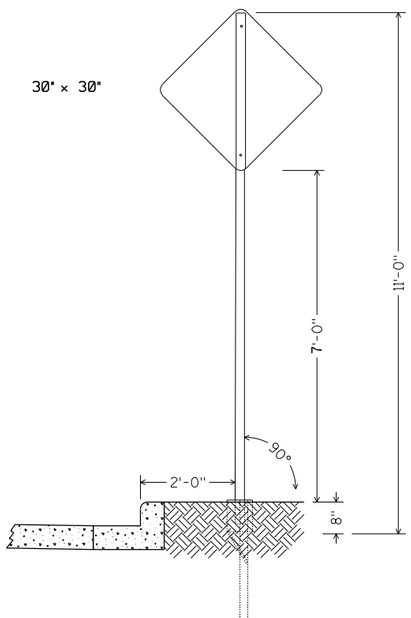


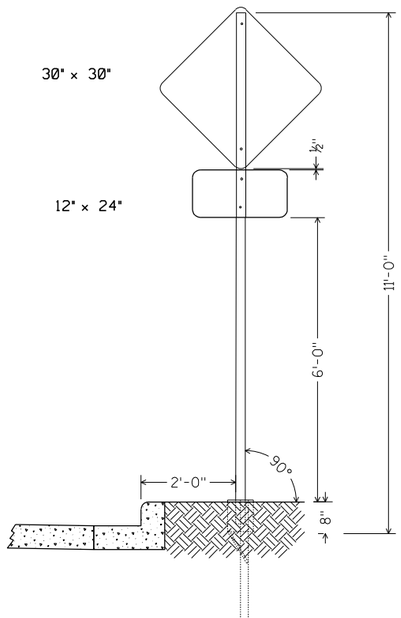


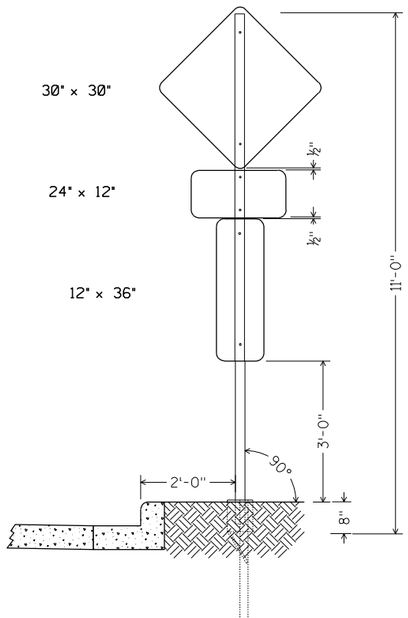


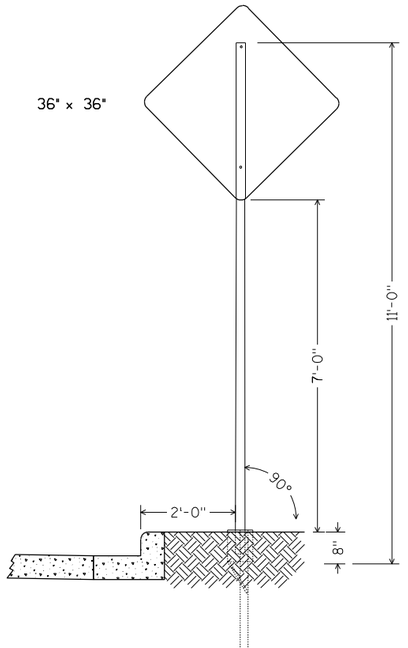






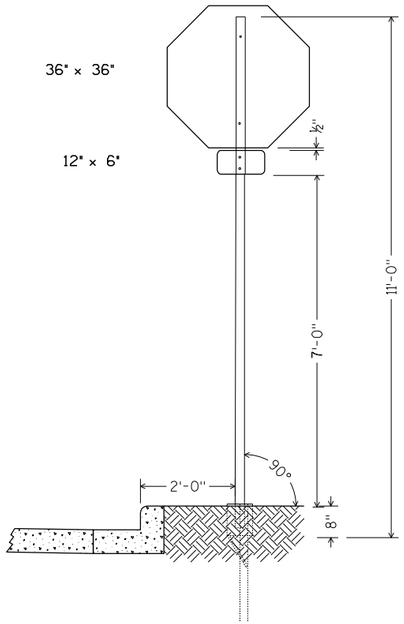


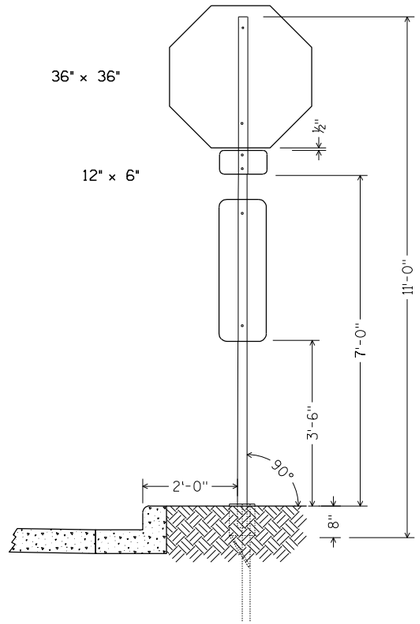


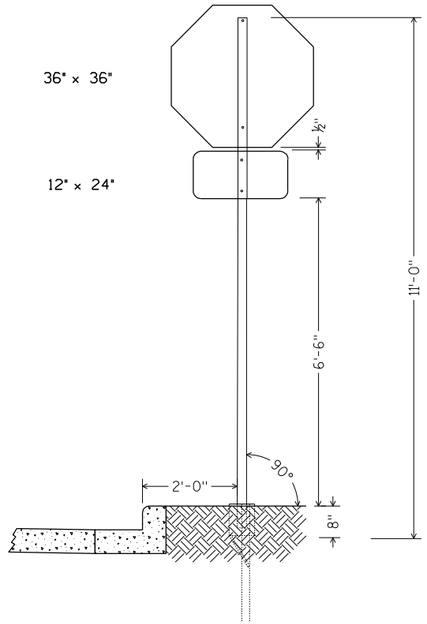


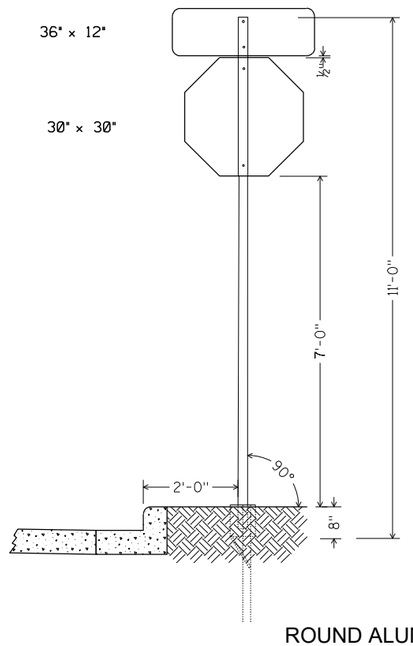
ROUND ALUMINUM SIGN POST SYSTEM IN HARD SURFACE 11'- 0"

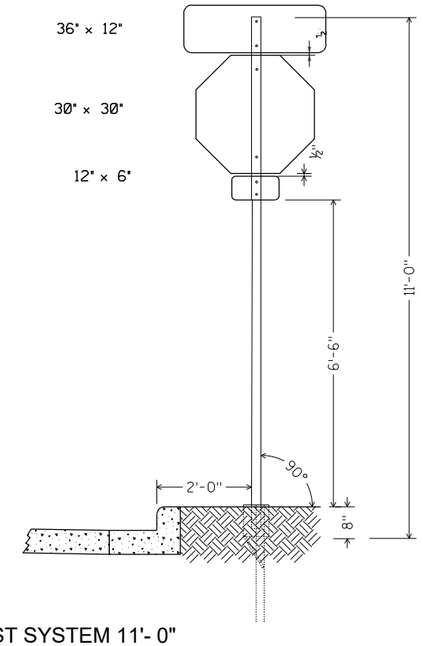
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ROUND ALUMINUM SIGN POST SYSTEM 11'- 0"

PROJECT NO: 2707-08-70	HWY: STH 33/STH 144	COUNTY: WASHINGTON	CONSTRUCTION DETAILS	SHEET 16	E

INTERSECTION 1 (SHEPHERDS DR)

LEGEND

- REMOVING CURB AND GUTTER (SEE MISC. QUANTITIES)
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE PAVEMENT
- SLOPE INTERCEPT
- SAWING ASPHALT
- SAWING CONCRETE

NOTE

EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED TO BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS.

MARKING REMOVAL LINE WATER BLASTING WIDE (STOP LINE)

SHEPHERDS DR

MARKING REMOVAL LINE WATER BLASTING 6-INCH (CROSSWALK)

MARKING REMOVAL LINE WATER BLASTING WIDE (STOP LINE)

+96.12, -12.90' LT

+04.36, -10.44' LT

+04.01, 0.74' RT

+94.60, 3.26' RT

MARKING REMOVAL LINE WATER BLASTING 6-INCH (CROSSWALK)

STH 33/WASHINGTON ST

115+00

116+00

117+00

118+00

MARKING REMOVAL LINE WATER BLASTING WIDE (STOP LINE)

+94.08, 60.86' RT

MARKING REMOVAL LINE WATER BLASTING 6-INCH (CROSSWALK)

+01.34, 52.57' RT

+90.11, 57.09' RT

+74.77, 73.48' RT

+14.50, 83.92' RT

+71.37, 84.76' RT

+95.98, 89.69' RT

+01.11, 87.85' RT

MARKING REMOVAL LINE WATER BLASTING WIDE (STOP LINE)

FLEET FARM DRIVEWAY

N

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	REMOVAL PLANS - INTERSECTION 1 (SHEPHERDS DR)	SHEET 17	E

INTERSECTION 1 (SHEPHERDS DR)

LEGEND

- CCP — CONCRETE CURB PEDESTRIAN
- CG18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG24A — CONCRETE CURB & GUTTER 24-INCH TYPE A
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36A — CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CP9 — CONCRETE PAVEMENT 9-INCH
- CP10 — CONCRETE PAVEMENT 10-INCH
- CSI — CONCRETE SAFETY ISLAND
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SN02 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- SW5 — CONCRETE SIDEWALK 5-INCH
- SW6 — CONCRETE SIDEWALK 6-INCH
- G6 — GRADED FLARE (6:1 MAX SLOPE)
- P10 — PAVED FLARE (10% MAX SLOPE)
- P6 — PAVED FLARE (6% MAX SLOPE)
- ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- SILT FENCE
- INLET PROTECTION TYPE C (UNLESS OTHERWISE NOTED)
- TFE — TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, & SEEDING MIXTURE NO. 40
- ROCK BAGS

NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS OTHERWISE NOTED.

SEE SDD "PAVEMENT MARKINGS, MEDIAN ISLAND NOSE" FOR MEDIAN MARKING LAYOUT.

MARKING STOP LINE EPOXY 18-INCH (WHITE)
+21.17
-76.29' LT
+48.44
-76.70' LT
EXISTING CURB RAMPS TO REMAIN
SHEPHERDS DR
MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
WE ENERGIES GAS
CITY OF WEST BEND SIGNALS
CAUTION
+09.81
-50.08' LT
MARKING STOP LINE EPOXY 18-INCH (WHITE)
+03.22
-15.85' LT
STH 33/WASHINGTON ST
117+00
118
116+00
+90.16
4.24' RT
MARKING STOP LINE EPOXY 18-INCH (WHITE)
+90.12
39.64' RT
MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
+80.89
54.09' RT
SPECTRUM OVERHEAD
ERW
STORE SPE MILLS FLEET II 2017-7 LLC
CITY OF WEST BEND WATER
CITY OF WEST BEND SIGNALS
FLEET FARM DRIVEWAY
+47.61
88.32' RT
+70.79
87.30' RT
MARKING STOP LINE EPOXY 18-INCH (WHITE)
CITY OF WEST BEND STORM SEWER

RADIUS TABLE			
POINT	Y COORDS	X COORDS	RADIUS
1-WM	185795.932	348478.230	114'
1-SW1	185577.926	348471.683	68'
1-SW2	185567.845	348463.101	55'
1-SE1	185596.206	348618.346	35'
1-SE2	185591.755	348630.243	48.5'

N

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAILS - INTERSECTION 1 (SHEPHERDS DR)	SHEET 18	E

FILE NAME : N:\PDS\C3D\27070800\TEMP\JMS\021201-PD.DWG
LAYOUT NAME - 01
PLOT DATE : 12/20/2025 1:22 PM
PLOT BY : VILLACA, MARTIN B
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

INTERSECTION 1 (SHEPHERDS DR)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- FLOW ARROWS

SHEPHERDS DR

N

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE NOTED.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3% UNLESS NOTED IN THE TECHNICALLY INFEASIBLE MEMO.

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS OTHERWISE SHOWN.

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS OTHERWISE SHOWN.

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

SHEPHERDS DR MEDIAN

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1-100	115+95.53	10.93' LT	1014.64	185697.11	348505.61
1-101	115+97.44	10.36' LT	1014.28	185696.52	348507.51
1-102	116+02.33	8.87' LT	1014.21	185694.97	348512.38
1-103	116+03.81	8.41' LT	1014.33	185694.49	348513.86
1-104	116+02.22	8.38' LT	1014.22	185694.48	348512.27
1-105	115+97.32	9.88' LT	1014.29	185696.04	348507.39
1-106	115+94.27	1.29' RT	1014.06	185684.91	348504.21
1-107	115+95.22	1.03' RT	1014.05	185685.16	348505.17
1-108	116+00.28	0.39' LT	1013.99	185686.52	348510.24
1-109	116+03.28	1.33' LT	1013.95	185687.42	348513.24
1-110	116+00.17	0.93' LT	1014.00	185687.06	348510.13
1-111	115+95.17	0.50' RT	1014.06	185685.69	348505.12
1-112	115+95.17	0.93' LT	1014.08	185687.12	348505.13
1-113	115+95.17	2.92' LT	1014.13	185689.10	348505.16
1-114	115+95.17	4.78' LT	1014.15	185690.96	348505.18
1-115	115+97.08	6.76' LT	1014.17	185692.92	348507.11
1-116	115+97.23	8.75' LT	1014.27	185694.91	348507.29
1-117	116+02.07	6.39' LT	1014.12	185692.49	348512.10
1-118	116+00.17	2.93' LT	1014.05	185689.06	348510.16

6.4% GUTTER SLOPE

TYPE 5 CURB RAMP DETECTABLE WARNING FIELD REQ'D

4.0% GUTTER SLOPE

1.5% GUTTER SLOPE

4.2% GUTTER SLOPE

TYPE 5 CURB RAMP DETECTABLE WARNING FIELD REQ'D

STH 33/WASHINGTON ST

116+50

117+00

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 1 (SHEPHERDS DR)	SHEET 19	E

2

INTERSECTION 1 (SHEPHERDS DR)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- FLOW ARROWS

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE NOTED.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3% UNLESS NOTED IN THE TECHNICALLY INFEASIBLE MEMO.

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS OTHERWISE SHOWN.

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS OTHERWISE SHOWN.

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

STH 33/WASHINGTON ST

1.1%

SHEPHERDS DR SW

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1-119	115+92.97	62.74' RT	1014.43	185623.48	348502.20
1-120	116+00.43	68.66' RT	1014.27	185617.47	348509.59
1-121	115+95.39	64.48' RT	1014.14	185621.71	348504.60
1-122	116+02.64	70.77' RT	1014.83	185615.33	348511.77
1-123	116+06.26	74.70' RT	1014.94	185611.37	348515.35
1-124	116+08.04	77.10' RT	1014.48	185608.94	348517.11
1-125	116+11.18	82.14' RT	1014.56	185603.86	348520.18
1-126	116+12.56	84.83' RT	1014.98	185601.16	348521.53
1-127	116+10.74	82.38' RT	1014.56	185603.63	348519.74
1-128	116+07.63	77.39' RT	1014.48	185608.66	348516.69
1-129	116+00.09	69.03' RT	1014.28	185617.10	348509.25
1-130	115+95.09	64.88' RT	1014.15	185621.31	348504.30
1-131	115+95.09	69.03' RT	1014.21	185617.16	348504.25
1-132	115+95.09	71.03' RT	1014.31	185615.16	348504.23
1-133	115+95.74	77.41' RT	1014.63	185608.77	348504.80
1-134	115+95.75	82.41' RT	1014.68	185603.77	348504.75
1-135	115+95.98	89.69' RT	1015.01	185596.49	348504.90
1-136	116+01.11	87.85' RT	1015.02	185598.27	348510.05
1-137	116+00.75	82.40' RT	1014.75	185603.72	348509.75
1-138	116+05.63	82.40' RT	1014.64	185603.67	348514.64
1-139	116+07.63	82.39' RT	1014.58	185603.65	348516.64
1-140	116+05.62	77.40' RT	1014.54	185608.67	348514.69
1-141	116+00.74	77.41' RT	1014.70	185608.72	348509.80
1-142	116+00.09	71.03' RT	1014.38	185615.10	348509.23

SHEPHERDS DR SE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1-143	116+73.51	85.14' RT	1013.21	185600.15	348582.48
1-144	116+74.09	82.18' RT	1013.10	185603.10	348583.09
1-145	116+75.53	77.12' RT	1013.05	185608.14	348584.59
1-146	116+76.61	74.30' RT	1013.34	185610.95	348585.70
1-147	116+76.01	77.29' RT	1013.06	185607.97	348585.07
1-148	116+74.57	82.29' RT	1013.11	185602.99	348583.58
1-149	116+76.02	82.29' RT	1013.12	185602.97	348585.02
1-150	116+78.02	82.28' RT	1013.18	185602.95	348587.02
1-151	116+81.52	82.28' RT	1013.29	185602.92	348590.52
1-152	116+87.53	82.27' RT	1013.44	185602.86	348596.53
1-153	116+91.81	77.35' RT	1013.38	185607.73	348600.87
1-154	116+95.13	73.54' RT	1013.33	185611.50	348604.23
1-155	116+99.13	68.95' RT	1013.26	185616.05	348608.29
1-156	116+99.09	63.25' RT	1012.98	185621.74	348608.31
1-157	116+99.06	59.75' RT	1012.81	185625.24	348608.32

1.5%

SHEPHERDS DR SE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1-158	116+99.05	57.75' RT	1012.71	185627.24	348608.33
1-159	116+99.03	55.78' RT	1012.68	185629.21	348608.34
1-160	117+01.81	54.51' RT	1012.74	185630.45	348611.13
1-161	116+98.88	55.30' RT	1012.67	185629.70	348608.19
1-162	116+93.83	57.34' RT	1012.73	185627.72	348603.12
1-163	116+91.17	58.81' RT	1012.90	185626.28	348600.44
1-164	116+94.05	57.79' RT	1012.74	185627.26	348603.33
1-165	116+94.06	59.79' RT	1012.84	185625.26	348603.32
1-166	116+94.09	63.29' RT	1013.02	185621.76	348603.31
1-167	116+94.12	67.09' RT	1013.21	185617.96	348603.29
1-168	116+91.36	70.26' RT	1013.25	185614.82	348600.50
1-169	116+88.04	74.07' RT	1013.30	185611.05	348597.14
1-170	116+85.25	77.27' RT	1013.34	185607.88	348594.31
1-171	116+81.51	77.28' RT	1013.23	185607.92	348590.56
1-172	116+78.00	77.28' RT	1013.12	185607.95	348587.06

0.0%

TYPE 2 CURB RAMP
DETECTABLE WARNING FIELD REQ'D

0.2% GUTTER SLOPE(REVERSE)

1.3% GUTTER SLOPE(REVERSE)

0.8% GUTTER SLOPE

2.3% GUTTER SLOPE

NEW SIDEWALK

EXISTING SIDEWALK

TYPE 2 CURB RAMP
DETECTABLE WARNING FIELD REQ'D

TYPE 2 CURB RAMP
DETECTABLE WARNING FIELD REQ'D

2.8% GUTTER SLOPE

2.7% GUTTER SLOPE

2.8% GUTTER SLOPE

NEW SIDEWALK

FLEET FARM DRIVEWAY

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 1 (SHEPHERDS DR)	SHEET 20	E

2

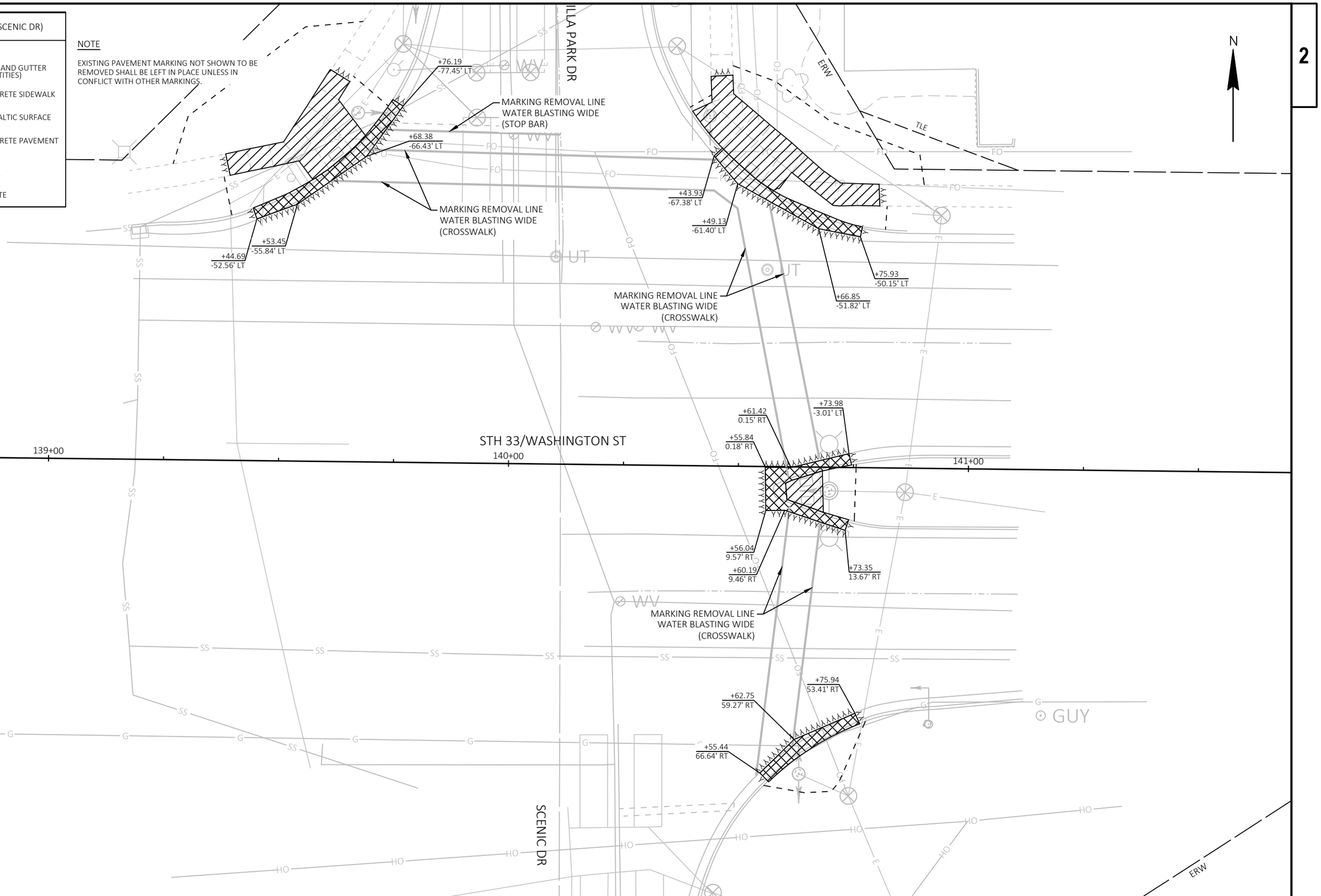
INTERSECTION 2 (VILLA PARK/SCENIC DR)

LEGEND

- REMOVING CURB AND GUTTER (SEE MISC. QUANTITIES)
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE PAVEMENT
- SLOPE INTERCEPT
- SAWING ASPHALT
- SAWING CONCRETE

NOTE

EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED SHALL BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS.



PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	REMOVAL PLANS - INTERSECTION 2 (VILLA PARK/SCENIC DR)	SHEET 21	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021002-RM.DWG
LAYOUT NAME - 02
PLOT DATE : 10/30/2025 5:56 PM
PLOT BY : NICHOLAS BECKER
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

INTERSECTION 2 (VILLA PARK/SCENIC DR)

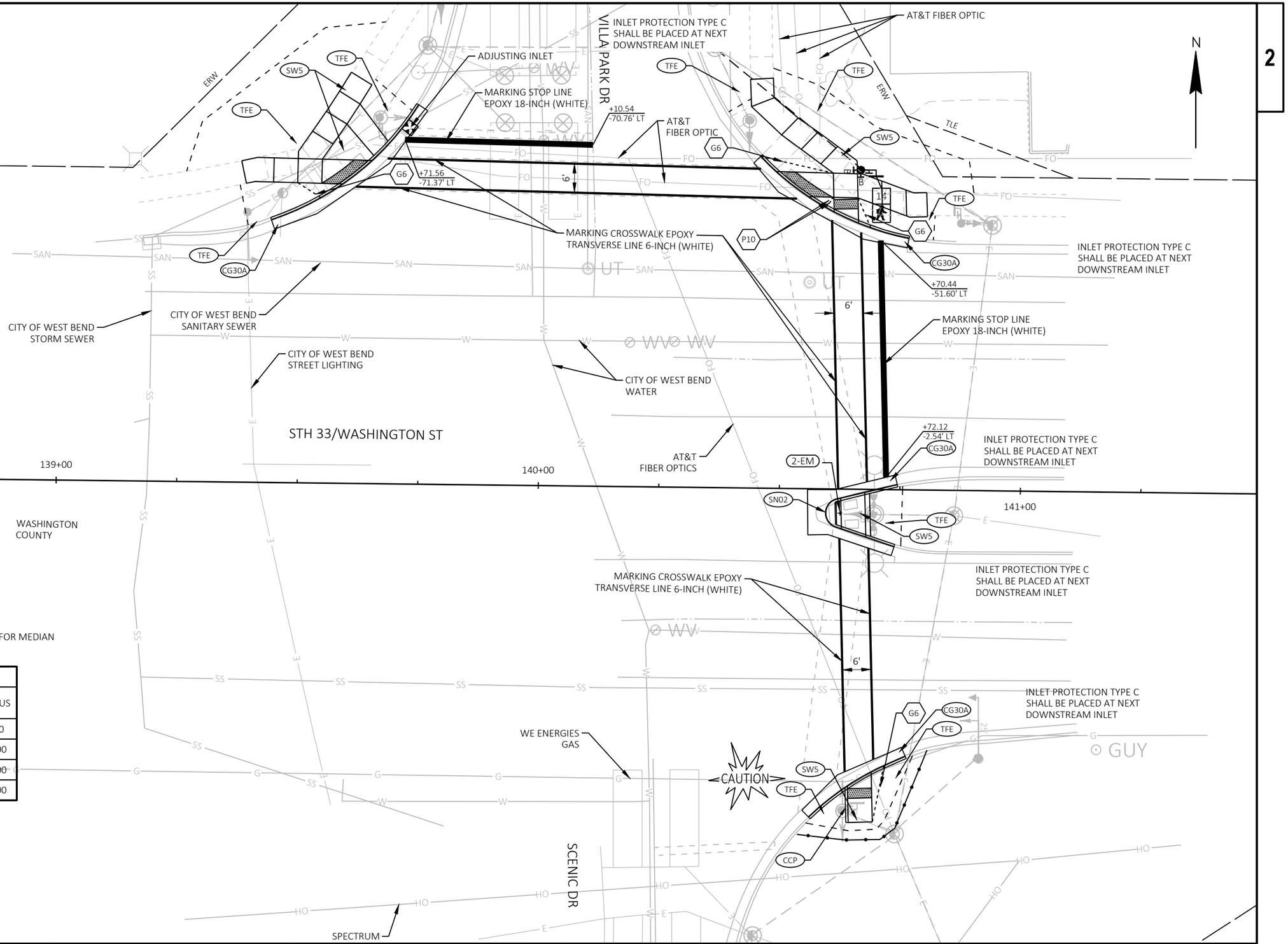
LEGEND

CCP	CONCRETE CURB PEDESTRIAN
CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG24A	CONCRETE CURB & GUTTER 24-INCH TYPE A
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG36A	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
CP9	CONCRETE PAVEMENT 9-INCH
CP10	CONCRETE PAVEMENT 10-INCH
CSI	CONCRETE SAFETY ISLAND
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW5	CONCRETE SIDEWALK 5-INCH
SW6	CONCRETE SIDEWALK 6-INCH
G6	GRADED FLARE (6:1 MAX SLOPE)
P10	PAVED FLARE (10% MAX SLOPE)
P6	PAVED FLARE (6:1 MAX SLOPE)
	ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	SLOPE INTERCEPT
	SILT FENCE
	INLET PROTECTION TYPE C (UNLESS OTHERWISE NOTED)
TFE	TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, & SEEDING MIXTURE NO. 40
	ROCK BAGS

NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS OTHERWISE NOTED.

SEE SDD "PAVEMENT MARKINGS, MEDIAN ISLAND NOSE" FOR MEDIAN MARKING LAYOUT.

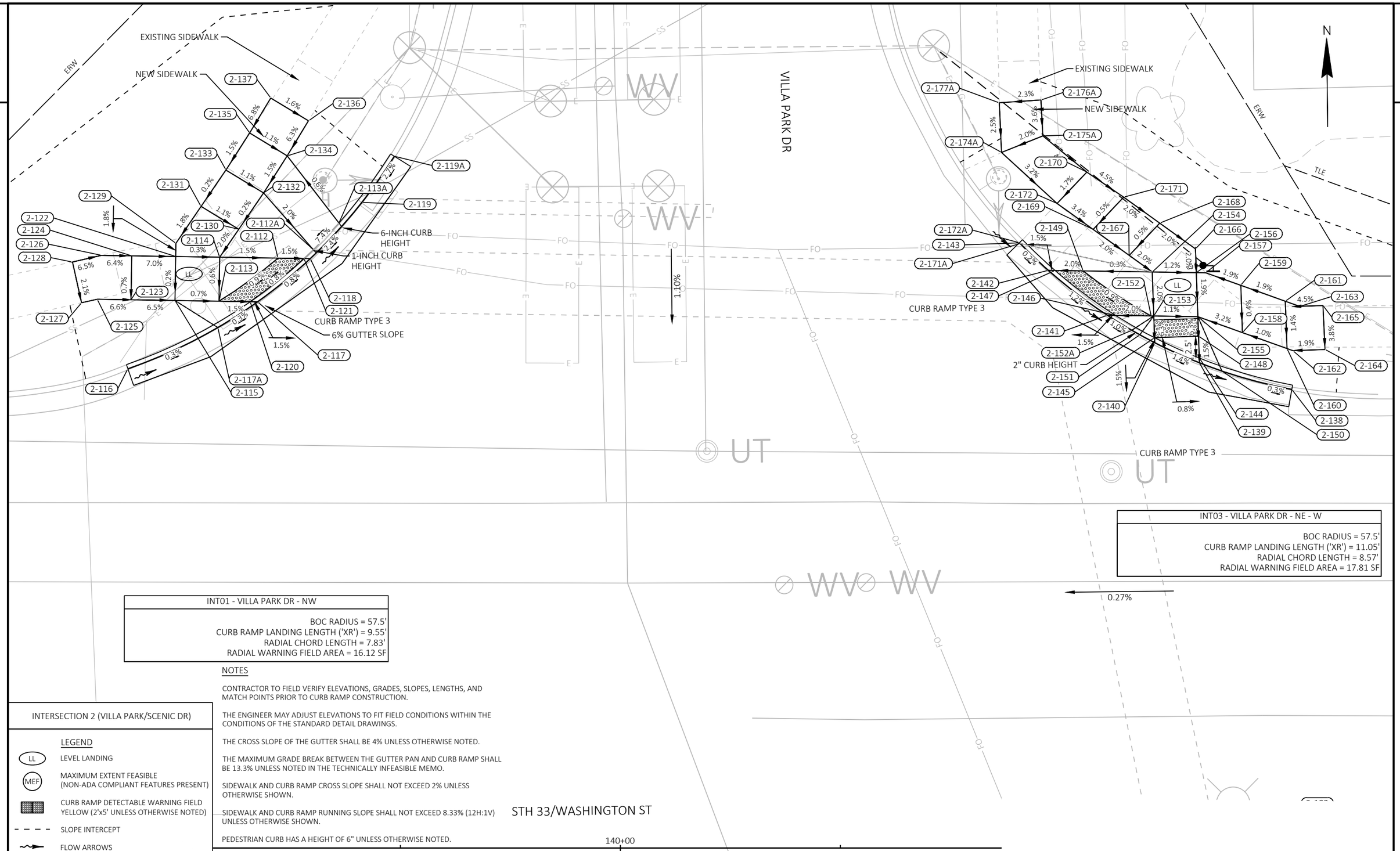
RADIUS TABLE			
POINT	Y COORDS	X COORDS	RADIUS
2-EM	185652.768	350972.367	3.00
2-NE	185766.589	350998.088	58.00
2-NW	185768.611	350836.130	58.00
2-SE	185549.528	351004.793	56.00



PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAILS - INTERSECTION 2 (VILLA PARK/SCENIC DR)	SHEET 22 E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021202-PD.DWG
LAYOUT NAME - 02

PLOT DATE : 12/19/2025 11:37 AM PLOT BY : JARED BROWN PLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 2 (VILLA PARK/SCENIC DR)	SHEET 23	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021302-CR.DWG
LAYOUT NAME - Int 2 (1)
PLOT DATE : 10/31/2025 11:22 AM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

VILLA PARK DR NW						VILLA PARK DR NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2-112	139+61.08	67.04' LT	993.82	185725.97	350871.65	2-123	139+44.39	62.30' LT	994.25	185721.43	350854.91
2-112A	139+65.11	68.00' LT	993.83	185726.88	350875.69	2-124	139+44.47	67.30' LT	994.28	185726.42	350855.04
2-113	139+54.39	62.14' LT	993.89	185721.15	350864.90	2-125	139+40.55	62.36' LT	994.50	185721.53	350851.07
2-113A	139+68.01	71.03' LT	994.14	185729.88	350878.63	2-126	139+41.02	67.36' LT	994.50	185726.52	350851.60
2-114	139+54.47	67.14' LT	993.92	185726.15	350865.04	2-127	139+38.77	61.96' LT	994.62	185721.15	350849.28
2-115	139+49.39	62.22' LT	993.92	185721.29	350859.90	2-128	139+37.73	66.60' LT	994.72	185725.80	350848.30
2-116	139+44.03	54.46' LT	993.87	185713.58	350854.46	2-129	139+49.49	68.72' LT	993.96	185727.79	350860.08
2-117	139+58.79	62.07' LT	993.82	185721.03	350869.30	2-130	139+56.63	70.31' LT	993.99	185729.30	350867.24
2-117A	139+54.26	59.15' LT	994.34	185718.16	350864.73	2-131	139+52.35	72.91' LT	994.05	185731.94	350862.99
2-118	139+64.77	66.98' LT	993.76	185725.87	350875.34	2-132	139+59.46	74.45' LT	994.00	185733.40	350870.11
2-119	139+70.63	73.37' LT	993.55	185732.19	350881.27	2-133	139+55.17	77.05' LT	994.06	185736.05	350865.86
2-119A	139+74.31	78.62' LT	993.61	185737.40	350885.02	2-134	139+62.15	78.67' LT	994.08	185737.59	350872.85
2-120	139+57.94	62.09' LT	993.83	185721.06	350868.45	2-135	139+57.87	81.26' LT	994.13	185740.23	350868.60
2-121	139+64.05	66.99' LT	993.77	185725.89	350874.61	2-136	139+64.56	82.65' LT	994.37	185741.54	350875.31
2-122	139+49.47	67.22' LT	993.93	185726.29	350860.04	2-137	139+60.27	85.22' LT	994.45	185744.16	350871.05

VILLA PARK DR NE						VILLA PARK DR NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2-138	140+76.31	52.11' LT	993.49	185709.72	350986.70	2-159	140+70.51	63.95' LT	993.90	185721.62	350981.04
2-139	140+65.81	55.14' LT	993.52	185712.86	350976.24	2-160	140+75.76	56.77' LT	993.93	185714.38	350986.21
2-140	140+60.73	57.42' LT	993.60	185715.21	350971.18	2-161	140+75.58	62.14' LT	994.00	185719.75	350986.08
2-141	140+55.34	60.55' LT	993.66	185718.39	350965.82	2-162	140+76.44	56.52' LT	993.94	185714.13	350986.88
2-142	140+48.63	65.65' LT	993.76	185723.58	350959.18	2-163	140+77.22	61.55' LT	994.08	185719.15	350987.72
2-143	140+45.37	68.78' LT	993.77	185726.74	350955.95	2-164	140+80.09	56.65' LT	994.01	185714.21	350990.53
2-144	140+65.80	55.68' LT	993.53	185713.41	350976.23	2-165	140+79.86	61.65' LT	994.20	185719.21	350990.36
2-145	140+60.71	57.99' LT	993.60	185715.78	350971.17	2-166	140+65.37	68.09' LT	993.85	185725.82	350975.94
2-146	140+56.28	60.53' LT	993.67	185718.37	350966.77	2-167	140+57.83	67.36' LT	993.92	185725.17	350968.40
2-147	140+49.41	65.64' LT	993.77	185723.55	350959.95	2-168	140+61.30	71.02' LT	993.95	185728.80	350971.91
2-148	140+65.71	58.17' LT	993.57	185715.89	350976.17	2-169	140+53.74	70.31' LT	994.03	185728.17	350964.34
2-149	140+52.60	65.59' LT	993.84	185723.47	350963.15	2-170	140+53.02	76.82' LT	994.28	185734.69	350963.69
2-150	140+68.37	54.20' LT	994.01	185711.90	350978.78	2-171	140+57.20	73.97' LT	994.05	185731.79	350967.85
2-151	140+59.03	58.32' LT	994.12	185716.13	350969.50	2-171A	140+45.44	68.70' LT	994.27	185726.66	350956.02
2-152	140+60.32	60.47' LT	993.75	185718.26	350970.81	2-172	140+49.64	73.25' LT	994.20	185731.17	350960.28
2-152A	140+58.13	58.84' LT	994.13	185716.65	350968.59	2-172A	140+45.37	68.78' LT	993.77	185726.74	350955.95
2-153	140+60.63	60.47' LT	993.76	185718.26	350971.12	2-174A	140+43.33	79.05' LT	994.47	185737.03	350954.03
2-154	140+60.46	65.47' LT	993.86	185723.25	350971.00	2-175A	140+48.01	80.93' LT	994.57	185738.86	350958.74
2-155	140+65.63	60.38' LT	993.71	185718.11	350976.12	2-176A	140+47.80	85.01' LT	994.72	185742.94	350958.57
2-156	140+65.46	65.39' LT	993.80	185723.12	350976.00	2-177A	140+43.08	84.69' LT	994.61	185742.68	350953.84
2-157	140+66.54	65.37' LT	993.82	185723.09	350977.08						
2-158	140+70.70	58.57' LT	993.88	185716.24	350981.16						

139+50

140+00

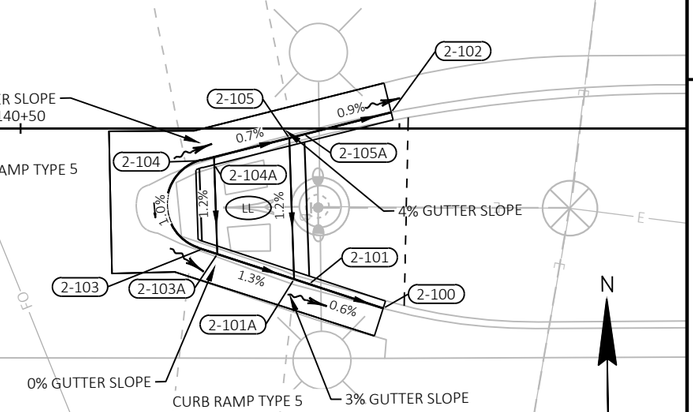
140+50

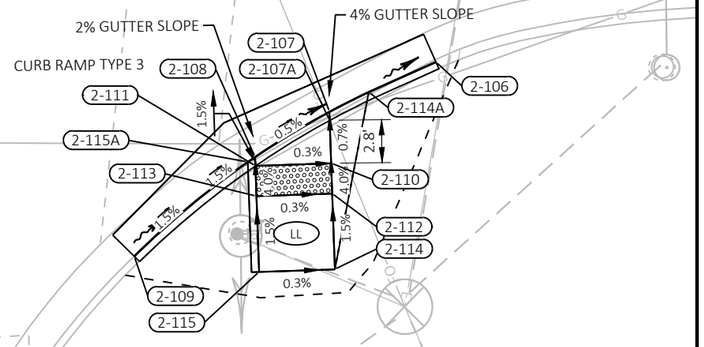
STH 33/WASHINGTON ST

SCENIC DR

VILLA PARK DR MEDIAN					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2-100	140+73.94	11.85' RT	995.12	185645.78	350983.59
2-101	140+69.06	10.26' RT	994.33	185647.43	350978.73
2-101A	140+68.05	9.93' RT	994.16	185647.78	350977.73
2-102	140+74.47	1.07' LT	995.21	185658.70	350984.27
2-103	140+61.98	7.94' RT	994.65	185649.83	350971.68
2-103A	140+62.99	8.27' RT	994.23	185649.49	350972.69
2-104	140+61.78	2.12' RT	994.81	185655.65	350971.54
2-104A	140+62.79	2.38' RT	994.30	185655.38	350972.55
2-105	140+67.73	0.63' RT	994.27	185657.08	350977.51
2-105A	140+68.72	0.38' RT	994.41	185657.32	350978.51

VILLA PARK DR SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2-106	140+76.75	55.24' RT	993.46	185602.36	350985.91
2-107	140+69.72	58.54' RT	993.49	185599.15	350978.84
2-107A	140+69.74	59.10' RT	993.49	185598.59	350978.85
2-108	140+64.82	61.51' RT	993.52	185596.24	350973.90
2-109	140+56.85	68.07' RT	993.68	185589.77	350965.85
2-110	140+69.84	61.93' RT	993.51	185595.76	350978.91
2-111	140+64.84	62.10' RT	993.53	185595.65	350973.92
2-112	140+69.91	63.93' RT	993.59	185593.76	350978.96
2-113	140+64.91	64.10' RT	993.61	185593.65	350973.96
2-114	140+70.08	68.92' RT	993.67	185588.76	350979.07
2-114A	140+72.33	57.23' RT	993.98	185600.43	350981.46
2-115	140+65.08	69.09' RT	993.68	185588.65	350974.08
2-115A	140+64.33	61.84' RT	994.03	185595.91	350973.41





INTERSECTION 2 (VILLA PARK/SCENIC DR)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE NOTED.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3% UNLESS NOTED IN THE TECHNICALLY INFEASIBLE MEMO.

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS OTHERWISE SHOWN.

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS OTHERWISE SHOWN.

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 2 (VILLA PARK/SCENIC DR)	SHEET 25	E

2

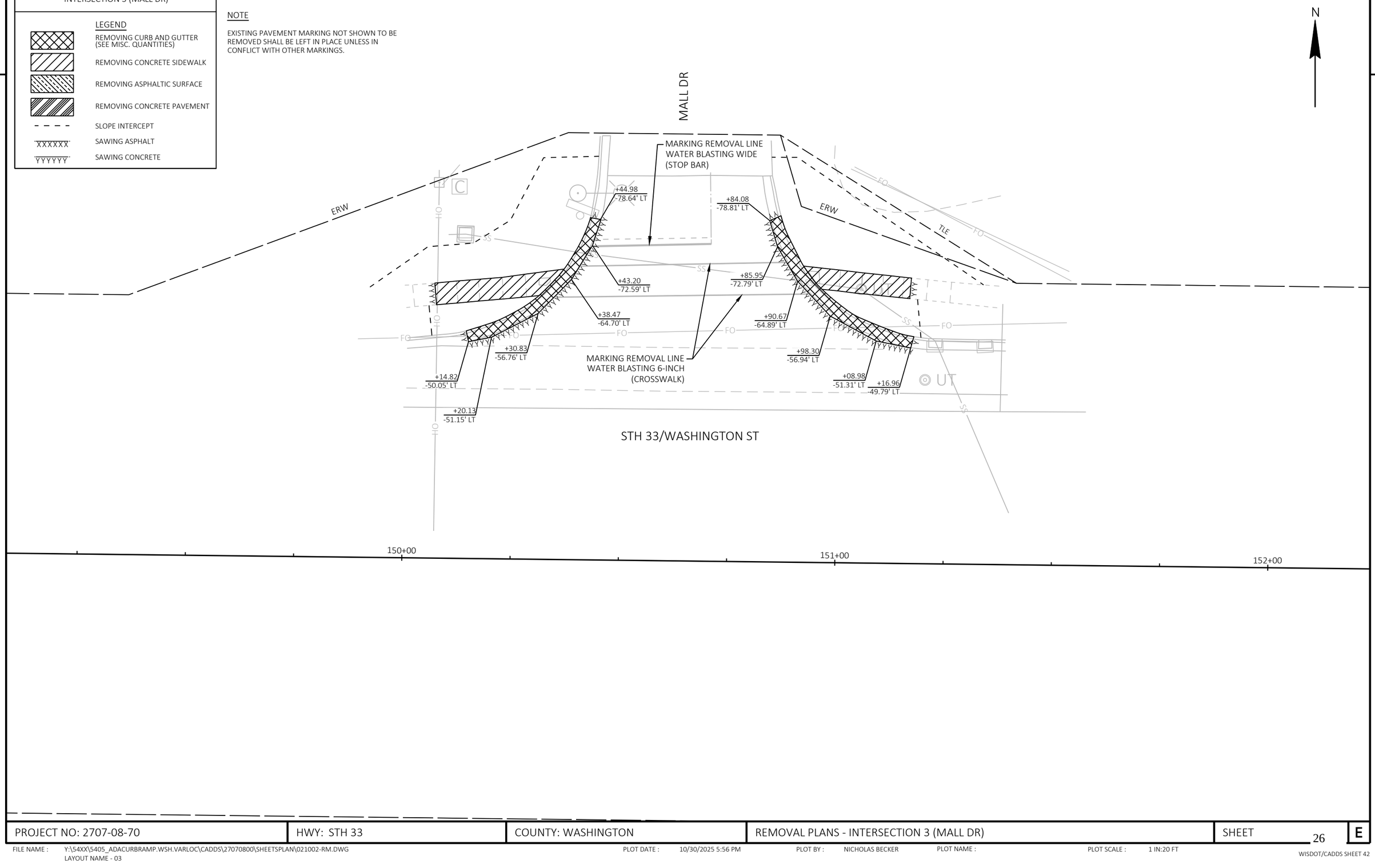
INTERSECTION 3 (MALL DR)

LEGEND

- REMOVING CURB AND GUTTER (SEE MISC. QUANTITIES)
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE PAVEMENT
- SLOPE INTERCEPT
- SAWING ASPHALT
- SAWING CONCRETE

NOTE

EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED SHALL BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS.



2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	REMOVAL PLANS - INTERSECTION 3 (MALL DR)	SHEET 26	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021002-RM.DWG
LAYOUT NAME - 03

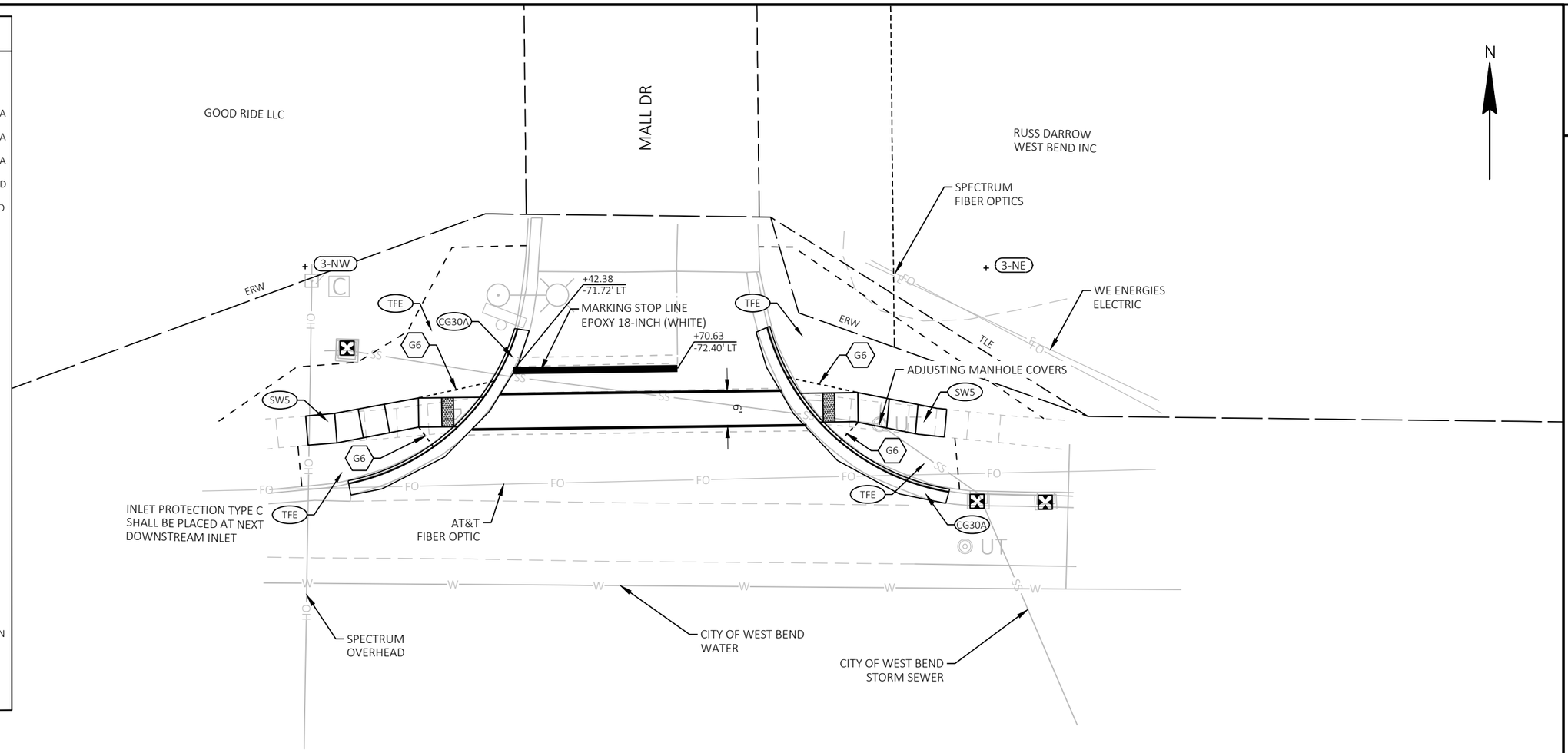
PLOT DATE : 10/30/2025 5:56 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

INTERSECTION 3 (MALL DR)

LEGEND

CCP	CONCRETE CURB PEDESTRIAN
CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG24A	CONCRETE CURB & GUTTER 24-INCH TYPE A
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG36A	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
CP9	CONCRETE PAVEMENT 9-INCH
CP10	CONCRETE PAVEMENT 10-INCH
CSI	CONCRETE SAFETY ISLAND
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW5	CONCRETE SIDEWALK 5-INCH
SW6	CONCRETE SIDEWALK 6-INCH
G6	GRADED FLARE (6:1 MAX SLOPE)
P10	PAVED FLARE (10% MAX SLOPE)
P6	PAVED FLARE (6:1 MAX SLOPE)
	ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	SLOPE INTERCEPT
	SILT FENCE
	INLET PROTECTION TYPE C (UNLESS OTHERWISE NOTED)
TFE	TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, & SEEDING MIXTURE NO. 40
	ROCK BAGS



RADIUS TABLE			
POINT	Y COORDS	X COORDS	RADIUS
3-NE	185735.813	352034.207	39.00
3-NW	185736.064	351917.261	38.00

NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS OTHERWISE NOTED.

SEE SDD "PAVEMENT MARKINGS, MEDIAN ISLAND NOSE" FOR MEDIAN MARKING LAYOUT.

2

INTERSECTION 3 (MALL DR)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

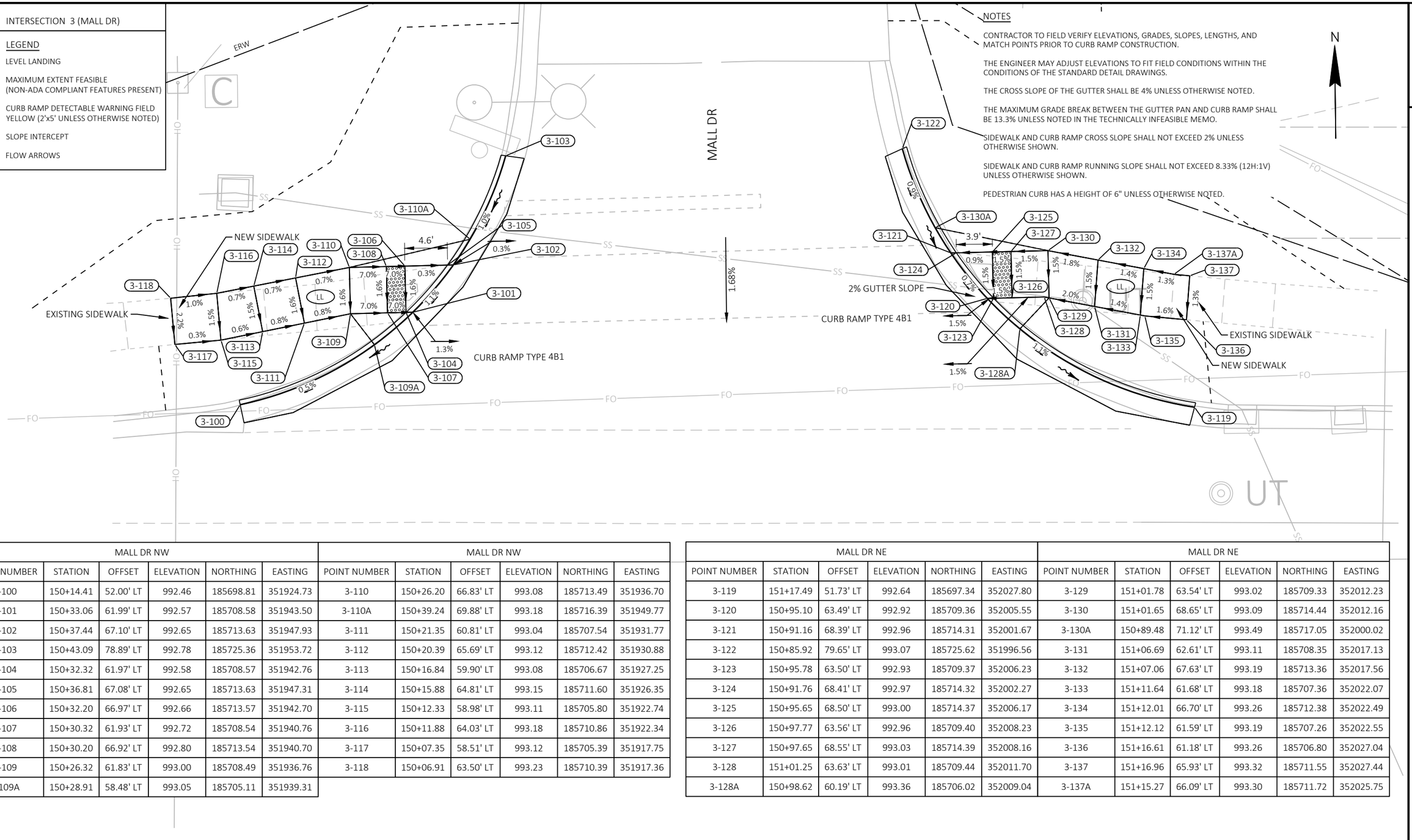
THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE NOTED.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3% UNLESS NOTED IN THE TECHNICALLY INFEASIBLE MEMO.

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS OTHERWISE SHOWN.

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS OTHERWISE SHOWN.

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.



MALL DR NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3-100	150+14.41	52.00' LT	992.46	185698.81	351924.73
3-101	150+33.06	61.99' LT	992.57	185708.58	351943.50
3-102	150+37.44	67.10' LT	992.65	185713.63	351947.93
3-103	150+43.09	78.89' LT	992.78	185725.36	351953.72
3-104	150+32.32	61.97' LT	992.58	185708.57	351942.76
3-105	150+36.81	67.08' LT	992.65	185713.63	351947.31
3-106	150+32.20	66.97' LT	992.66	185713.57	351942.70
3-107	150+30.32	61.93' LT	992.72	185708.54	351940.76
3-108	150+30.20	66.92' LT	992.80	185713.54	351940.70
3-109	150+26.32	61.83' LT	993.00	185708.49	351936.76
3-109A	150+28.91	58.48' LT	993.05	185705.11	351939.31

MALL DR NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3-110	150+26.20	66.83' LT	993.08	185713.49	351936.70
3-110A	150+39.24	69.88' LT	993.18	185716.39	351949.77
3-111	150+21.35	60.81' LT	993.04	185707.54	351931.77
3-112	150+20.39	65.69' LT	993.12	185712.42	351930.88
3-113	150+16.84	59.90' LT	993.08	185706.67	351927.25
3-114	150+15.88	64.81' LT	993.15	185711.60	351926.35
3-115	150+12.33	58.98' LT	993.11	185705.80	351922.74
3-116	150+11.88	64.03' LT	993.18	185710.86	351922.34
3-117	150+07.35	58.51' LT	993.12	185705.39	351917.75
3-118	150+06.91	63.50' LT	993.23	185710.39	351917.36

MALL DR NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3-119	151+17.49	51.73' LT	992.64	185697.34	352027.80
3-120	150+95.10	63.49' LT	992.92	185709.36	352005.55
3-121	150+91.16	68.39' LT	992.96	185714.31	352001.67
3-122	150+85.92	79.65' LT	993.07	185725.62	351996.56
3-123	150+95.78	63.50' LT	992.93	185709.37	352006.23
3-124	150+91.76	68.41' LT	992.97	185714.32	352002.27
3-125	150+95.65	68.50' LT	993.00	185714.37	352006.17
3-126	150+97.77	63.56' LT	992.96	185709.40	352008.23
3-127	150+97.65	68.55' LT	993.03	185714.39	352008.16
3-128	151+01.25	63.63' LT	993.01	185709.44	352011.70
3-128A	150+98.62	60.19' LT	993.36	185706.02	352009.04

MALL DR NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3-129	151+01.78	63.54' LT	993.02	185709.33	352012.23
3-130	151+01.65	68.65' LT	993.09	185714.44	352012.16
3-130A	150+89.48	71.12' LT	993.49	185717.05	352000.02
3-131	151+06.69	62.61' LT	993.11	185708.35	352017.13
3-132	151+07.06	67.63' LT	993.19	185713.36	352017.56
3-133	151+11.64	61.68' LT	993.18	185707.36	352022.07
3-134	151+12.01	66.70' LT	993.26	185712.38	352022.49
3-135	151+12.12	61.59' LT	993.19	185707.26	352022.55
3-136	151+16.61	61.18' LT	993.26	185706.80	352027.04
3-137	151+16.96	65.93' LT	993.32	185711.55	352027.44
3-137A	151+15.27	66.09' LT	993.30	185711.72	352025.75

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 3 (MALL DR)	SHEET 28	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021302-CR.DWG
LAYOUT NAME - Int 3 (1)
PLOT DATE : 10/30/2025 6:22 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

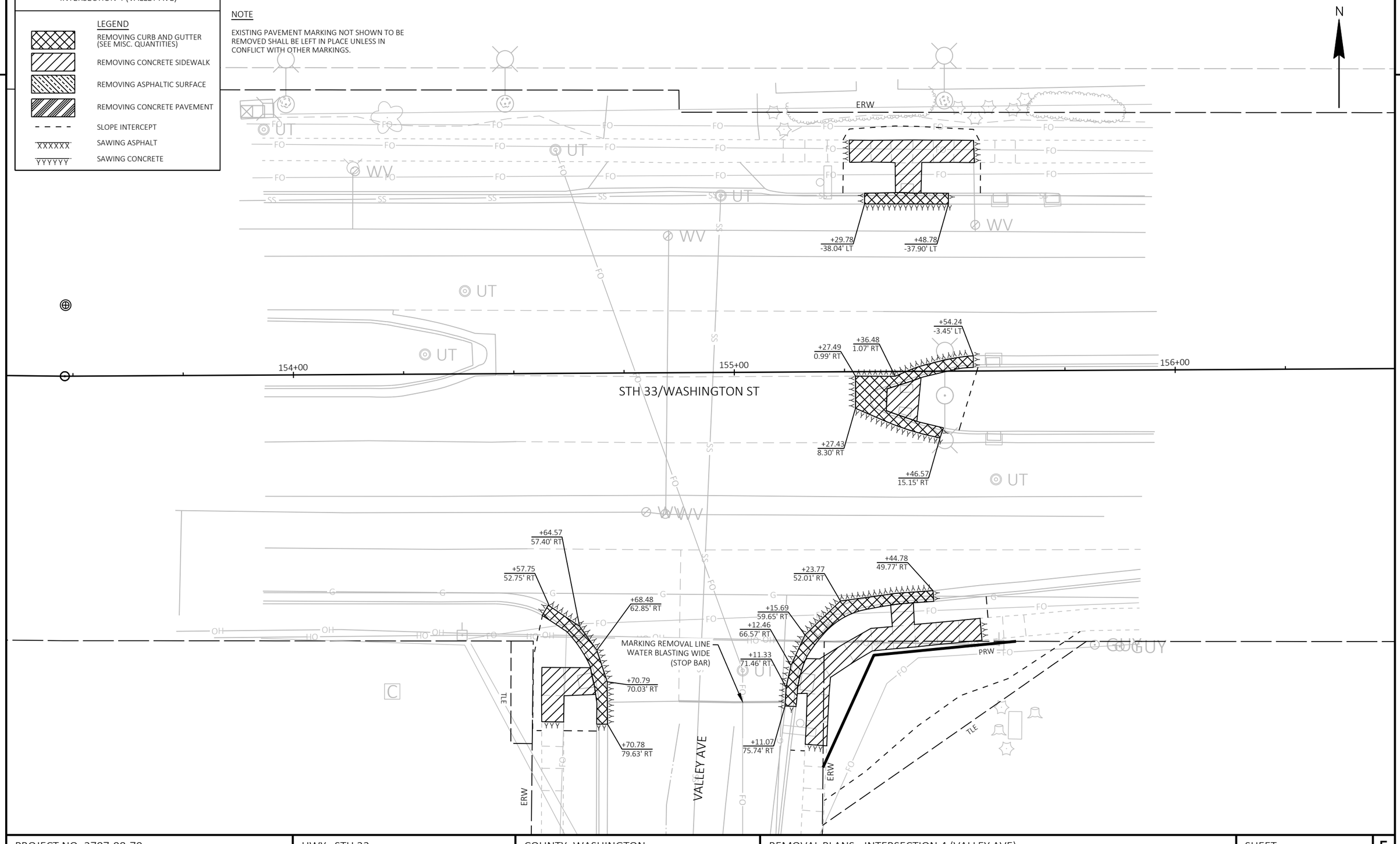
INTERSECTION 4 (VALLEY AVE)

LEGEND

- REMOVING CURB AND GUTTER (SEE MISC. QUANTITIES)
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE PAVEMENT
- SLOPE INTERCEPT
- SAWING ASPHALT
- SAWING CONCRETE

NOTE

EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED SHALL BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS.



PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	REMOVAL PLANS - INTERSECTION 4 (VALLEY AVE)	SHEET 29	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021002-RM.DWG
LAYOUT NAME - 04

PLOT DATE : 10/30/2025 5:56 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

INTERSECTION 4 (VALLEY AVE)

LEGEND

- CCP — CONCRETE CURB PEDESTRIAN
- CG18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG24A — CONCRETE CURB & GUTTER 24-INCH TYPE A
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36A — CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CP9 — CONCRETE PAVEMENT 9-INCH
- CP10 — CONCRETE PAVEMENT 10-INCH
- CSI — CONCRETE SAFETY ISLAND
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SN02 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- SW5 — CONCRETE SIDEWALK 5-INCH
- SW6 — CONCRETE SIDEWALK 6-INCH
- G6 — GRADED FLARE (6:1 MAX SLOPE)
- P10 — PAVED FLARE (10% MAX SLOPE)
- P6 — PAVED FLARE (6:1 MAX SLOPE)
- ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- SILT FENCE
- INLET PROTECTION TYPE C (UNLESS OTHERWISE NOTED)
- TFE — TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, & SEEDING MIXTURE NO. 40
- ROCK BAGS

NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS OTHERWISE NOTED.

SEE SDD "PAVEMENT MARKINGS, MEDIAN ISLAND NOSE" FOR MEDIAN MARKING LAYOUT.

N

WE ENERGIES ELECTRIC
AT&T FIBER OPTICS
INLET PROTECTION TYPE C SHALL BE PLACED AT NEXT DOWNSTREAM INLET
CITY OF WEST BEND WATER
AT&T FIBER OPTICS
INLET PROTECTION TYPE C SHALL BE PLACED AT NEXT DOWNSTREAM INLET
CITY OF WEST BEND STORM SEWER
CCP
ERW
SW5
TFE
G6
G6
TFE
TFE
CG30A
154+00
STH 33/WASHINGTON ST
155+00
156+00
4-EMN
SN01
TFE
SW5
4-EMS
CG30A
INLET PROTECTION TYPE C SHALL BE PLACED AT NEXT DOWNSTREAM INLET
CITY OF WEST BEND WATER
ADJUSTING INLET
CG30A
ADJUSTING INLET
SPECTRUM FIBER OPTICS
WE ENERGIES GAS
INLET PROTECTION TYPE C SHALL BE PLACED AT NEXT DOWNSTREAM INLET
CAUTION
G6
CG30A
TFE
G6
TFE
TFE
G6
MARKING STOP LINE EPOXY 18-INCH (WHITE)
CG30A
SPECTRUM OVERHEAD
SBS PARTNERSHIP LLP
ERW
TLE
4-SW
CG30D
WE ENERGIES ELECTRIC
SW5
G6
TFE
+87.62
76.51' RT
+11.03
76.77' RT
G6
SW5
TFE
4-SE
PRW
FORWARD WISCONSIN REAL ESTATE LLC
SPECTRUM FIBER OPTICS
TLE
TFE
VALLEY AVE

RADIUS TABLE

POINT	Y COORDS	X COORDS	RADIUS
4-EMN	185637.720	352442.092	2.00
4-EMS	185625.543	352464.139	20.00
4-SE	185569.601	352445.405	22.00
4-SW	185569.745	352356.916	22.00

INTERSECTION 4 (VALLEY AVE)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE NOTED.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3% UNLESS NOTED IN THE TECHNICALLY INFEASIBLE MEMO.

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS OTHERWISE SHOWN.

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS OTHERWISE SHOWN.

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

154+50

155+00

STH 33/WASHINGTON ST

N

0.32%

CURB RAMP TYPE 3

4-126 6% GUTTER SLOPE 4-116 4-115-B 4-119 4-127 4-120 4-140 4-120-B 4-115 4-136 4-135 4-133 4-138 4-134 4-147 4-121 4-139 4-121-B 4-128 4-141 4-122 4-130 4-142 4-154 4-152 4-153 4-123 4-143 4-155 4-156 4-125 4-145 4-144 4-129 4-159 4-146 4-150 4-149 4-148

NEW SIDEWALK

EXISTING SIDEWALK

ERW

TLE

0.37%

CURB RAMP TYPE 3 MOD

4-100B 4-100A 4-100 4-109A 4-104 4-101 4-107 4-109 4-111 4-110 4-112 4-102 4-106 4-108 4-113 4-110A 4-114 4-103

0% GUTTER SLOPE

NEW SIDEWALK

EXISTING SIDEWALK

VALLEY AVE

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - 4 INTERSECTION (VALLEY AVE)	SHEET 31	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021302-CR.DWG
LAYOUT NAME - Int 4 (1)

PLOT DATE : 10/29/2025 11:39 AM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

N

VALLEY AVE SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
4-115	155+44.91	51.70' RT	994.23	185592.39	352454.91
4-115-B	155+44.59	51.73' RT	994.73	185592.36	352454.59
4-116	155+41.60	51.88' RT	994.22	185592.19	352451.59
4-119	155+36.59	52.27' RT	994.16	185591.78	352446.60
4-120	155+33.60	52.72' RT	994.61	185591.31	352443.60
4-120-B	155+30.35	53.22' RT	994.01	185590.79	352440.35
4-121	155+16.07	63.71' RT	993.60	185580.21	352426.13
4-121-B	155+16.07	63.71' RT	993.60	185580.21	352426.14
4-122	155+14.46	67.30' RT	993.63	185576.61	352424.55
4-123	155+13.38	72.29' RT	993.71	185571.62	352423.50
4-125	155+13.07	75.28' RT	994.32	185568.63	352423.20
4-126	155+41.59	52.81' RT	994.24	185591.27	352451.60
4-127	155+36.59	52.80' RT	994.17	185591.25	352446.60
4-128	155+14.99	67.31' RT	993.64	185576.61	352425.08
4-129	155+13.00	75.86' RT	993.89	185568.05	352423.13
4-130	155+14.94	72.31' RT	993.72	185571.61	352425.05

VALLEY AVE SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
4-133	155+55.43	56.11' RT	994.86	185588.04	352465.45
4-134	155+46.59	56.92' RT	994.65	185587.18	352456.61
4-135	155+41.58	57.37' RT	994.56	185586.70	352451.62
4-136	155+36.58	57.83' RT	994.52	185586.22	352446.62
4-138	155+29.31	58.49' RT	994.26	185585.51	352439.35
4-139	155+24.59	61.44' RT	994.09	185582.54	352434.65
4-140	155+20.35	64.08' RT	993.76	185579.87	352430.42
4-141	155+17.01	66.17' RT	993.77	185577.76	352427.10
4-142	155+16.98	67.33' RT	993.78	185576.60	352427.07
4-143	155+16.94	72.33' RT	993.85	185571.60	352427.05
4-144	155+21.21	78.61' RT	994.33	185565.34	352431.36
4-145	155+16.33	77.86' RT	994.26	185566.07	352426.48
4-146	155+15.60	84.45' RT	994.62	185559.47	352425.79
4-147	155+55.82	61.08' RT	994.93	185583.07	352465.87
4-148	155+46.58	61.93' RT	994.73	185582.17	352456.63
4-149	155+41.57	62.39' RT	994.64	185581.69	352451.63

VALLEY AVE SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
4-150	155+36.57	62.85' RT	994.61	185581.20	352446.64
4-152	155+30.95	63.36' RT	994.35	185580.65	352441.02
4-153	155+27.24	65.68' RT	994.17	185578.31	352437.32
4-154	155+23.00	68.33' RT	993.86	185575.64	352433.09
4-155	155+21.97	68.97' RT	993.87	185575.00	352432.07
4-156	155+21.94	72.39' RT	993.92	185571.58	352432.05
4-159	155+20.48	84.84' RT	994.74	185559.11	352430.67

VALLEY AVE SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
4-100	154+64.75	61.08' RT	993.43	185582.55	352374.81
4-100A	154+62.31	58.19' RT	993.45	185585.43	352372.35
4-100B	154+56.47	54.30' RT	993.65	185589.29	352366.49
4-101	154+67.65	66.80' RT	993.75	185576.85	352377.74
4-102	154+68.70	71.81' RT	993.83	185571.85	352378.82
4-103	154+68.78	79.61' RT	993.99	185564.04	352378.94
4-104	154+67.12	66.79' RT	993.76	185576.85	352377.21
4-106	154+67.07	71.79' RT	993.84	185571.85	352377.18
4-107	154+65.12	66.77' RT	993.90	185576.86	352375.21
4-108	154+65.07	71.77' RT	993.98	185571.86	352375.18
4-109	154+60.97	66.72' RT	994.19	185576.89	352371.05
4-109A	154+66.26	63.54' RT	994.07	185580.10	352376.33
4-110	154+60.92	71.72' RT	994.27	185571.89	352371.03
4-110A	154+68.79	74.80' RT	994.39	185568.85	352378.92
4-111	154+55.97	66.67' RT	994.25	185576.91	352366.06
4-112	154+55.93	71.67' RT	994.32	185571.91	352366.04
4-113	154+60.84	79.09' RT	994.70	185564.52	352371.00
4-114	154+55.87	79.00' RT	994.76	185564.58	352366.03

2

INTERSECTION 4 (VALLEY AVE)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

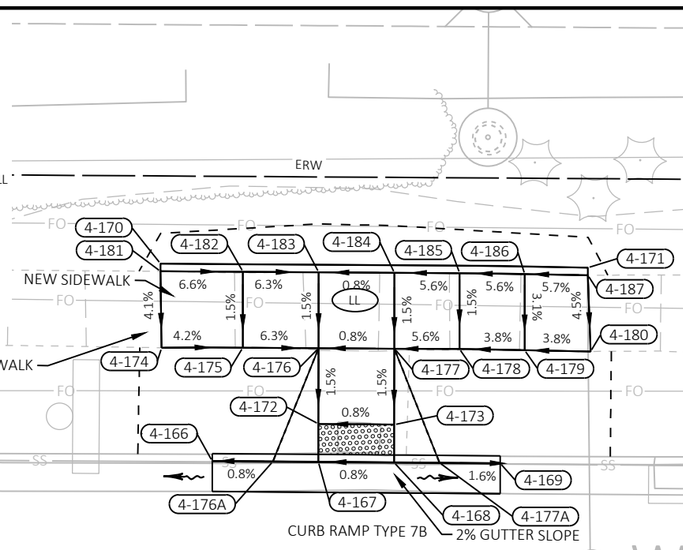
THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE NOTED.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3% UNLESS NOTED IN THE TECHNICALLY INFEASIBLE MEMO.

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS OTHERWISE SHOWN.

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS OTHERWISE SHOWN.

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.



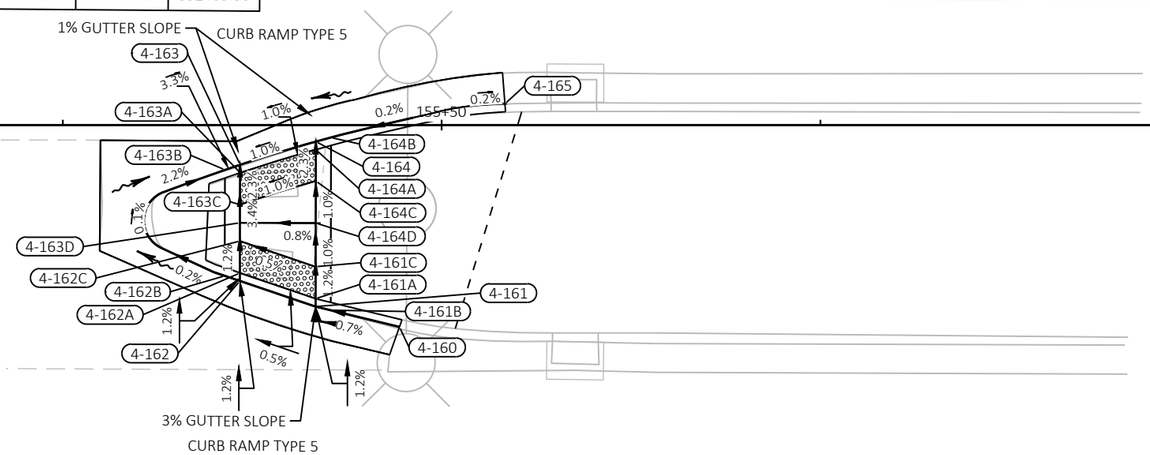
VALLEY AVE MEDIAN					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
4-160	155+47.22	13.32' RT	994.40	185630.78	352456.99
4-161	155+41.68	11.98' RT	994.36	185632.09	352451.45
4-161A	155+41.68	11.45' RT	994.35	185632.62	352451.44
4-161B	155+42.67	12.22' RT	994.36	185631.86	352452.45
4-161C	155+41.68	9.34' RT	994.32	185634.73	352451.44
4-162	155+36.68	10.29' RT	994.33	185633.76	352446.44
4-162A	155+36.68	9.76' RT	994.32	185634.28	352446.44
4-162B	155+35.68	9.95' RT	994.32	185634.09	352445.44
4-162C	155+36.68	7.65' RT	994.30	185636.39	352446.43
4-163	155+36.69	2.62' RT	994.16	185641.43	352446.41

VALLEY AVE MEDIAN					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
4-163A	155+36.69	3.14' RT	994.17	185640.90	352446.41
4-163B	155+35.69	2.96' RT	994.62	185641.08	352445.41
4-163C	155+36.69	5.26' RT	994.22	185638.79	352446.42
4-163D	155+36.69	6.45' RT	994.26	185637.59	352446.43
4-164	155+41.70	1.09' RT	994.21	185642.98	352451.40
4-164A	155+41.70	1.61' RT	994.22	185642.46	352451.41
4-164B	155+42.70	0.82' RT	994.69	185643.26	352452.40
4-164C	155+41.69	3.69' RT	994.27	185640.38	352451.41
4-164D	155+41.69	6.46' RT	994.29	185637.61	352451.42
4-165	155+54.17	1.40' LT	994.23	185645.54	352463.86

VALLEY AVE NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
4-166	155+29.78	40.05' LT	994.30	185684.05	352439.25
4-167	155+36.78	39.99' LT	994.36	185684.04	352446.25
4-168	155+41.78	39.95' LT	994.40	185684.02	352451.25
4-169	155+48.78	39.90' LT	994.29	185684.01	352458.25
4-170	155+26.36	53.07' LT	995.72	185697.05	352435.76
4-171	155+54.57	52.81' LT	995.81	185696.95	352463.97
4-172	155+36.78	42.49' LT	994.40	185686.54	352446.24
4-173	155+41.79	42.45' LT	994.44	185686.52	352451.25
4-174	155+26.43	47.52' LT	995.02	185691.50	352435.86
4-175	155+31.79	47.53' LT	994.79	185691.55	352441.22
4-176	155+36.79	47.50' LT	994.47	185691.54	352446.22
4-176A	155+33.78	40.02' LT	994.83	185684.04	352443.25
4-177	155+41.79	47.47' LT	994.51	185691.54	352451.22
4-177A	155+44.78	39.93' LT	994.85	185684.02	352454.25
4-178	155+46.09	47.44' LT	994.75	185691.53	352455.52
4-179	155+50.39	47.36' LT	994.92	185691.49	352459.82
4-180	155+54.75	47.28' LT	995.08	185691.43	352464.18
4-181	155+26.36	52.57' LT	995.22	185696.55	352435.76
4-182	155+31.80	52.53' LT	994.86	185696.55	352441.20
4-183	155+36.80	52.50' LT	994.55	185696.54	352446.20
4-184	155+41.80	52.47' LT	994.59	185696.54	352451.20
4-185	155+46.10	52.44' LT	994.83	185696.53	352455.50
4-186	155+50.40	52.37' LT	995.07	185696.50	352459.80
4-187	155+54.56	52.31' LT	995.31	185696.45	352463.96

0.23%

STH 33/WASHINGTON ST



N

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 4 (VALLEY AVE)	SHEET 33	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021302-CR.DWG
LAYOUT NAME - Int 4 (2)
PLOT DATE : 10/29/2025 11:39 AM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

INTERSECTION 5 (HEISER/PICK & SAVE DWY)

LEGEND

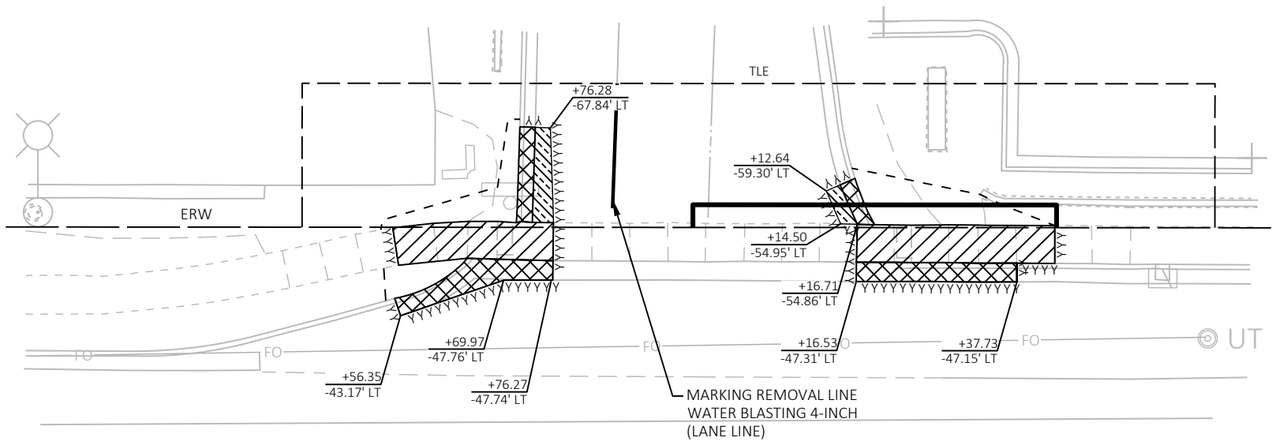
- REMOVING CURB AND GUTTER (SEE MISC. QUANTITIES)
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE PAVEMENT
- SLOPE INTERCEPT
- SAWING ASPHALT
- SAWING CONCRETE

NOTE

EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED SHALL BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS.

N

2



STH 33/WASHINGTON ST

161+00 162+00 163+00

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	REMOVAL PLANS - INTERSECTION 5 (HEISER/PICK & SAVE DWY)	SHEET 34	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021002-RM.DWG
LAYOUT NAME - 05
PLOT DATE : 10/30/2025 5:56 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

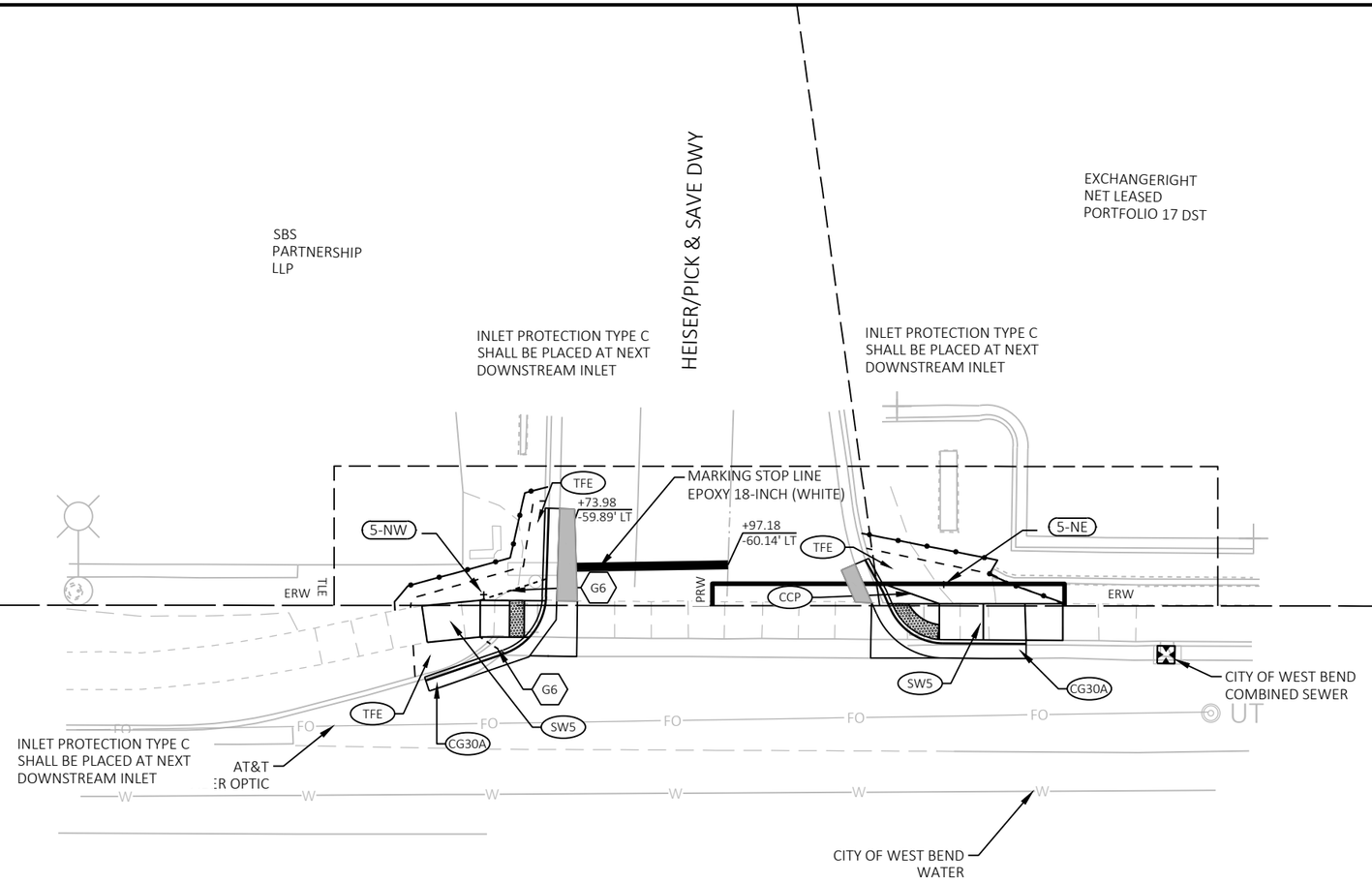
INTERSECTION 5 (HEISER/PICK & SAVE DWY)

LEGEND

CCP	CONCRETE CURB PEDESTRIAN
CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG24A	CONCRETE CURB & GUTTER 24-INCH TYPE A
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG36A	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
CP9	CONCRETE PAVEMENT 9-INCH
CP10	CONCRETE PAVEMENT 10-INCH
CSI	CONCRETE SAFETY ISLAND
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW5	CONCRETE SIDEWALK 5-INCH
SW6	CONCRETE SIDEWALK 6-INCH
G6	GRADED FLARE (6:1 MAX SLOPE)
P10	PAVED FLARE (10% MAX SLOPE)
P6	PAVED FLARE (6:1 MAX SLOPE)
	ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	SLOPE INTERCEPT
	SILT FENCE
	INLET PROTECTION TYPE C (UNLESS OTHERWISE NOTED)
TFE	TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, & SEEDING MIXTURE NO. 40
	ROCK BAGS

NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS OTHERWISE NOTED.

SEE SDD "PAVEMENT MARKINGS, MEDIAN ISLAND NOSE" FOR MEDIAN MARKING LAYOUT.



RADIUS TABLE			
POINT	Y COORDS	X COORDS	RADIUS
5-NE	185705.279	353135.916	8.00
5-NW	185703.886	353073.198	8.50

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAILS - INTERSECTION 5 (HEISER/PICK & SAVE DWY)	SHEET 35	E

2

INTERSECTION 5 (HEISER/PICK & SAVE DWY)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

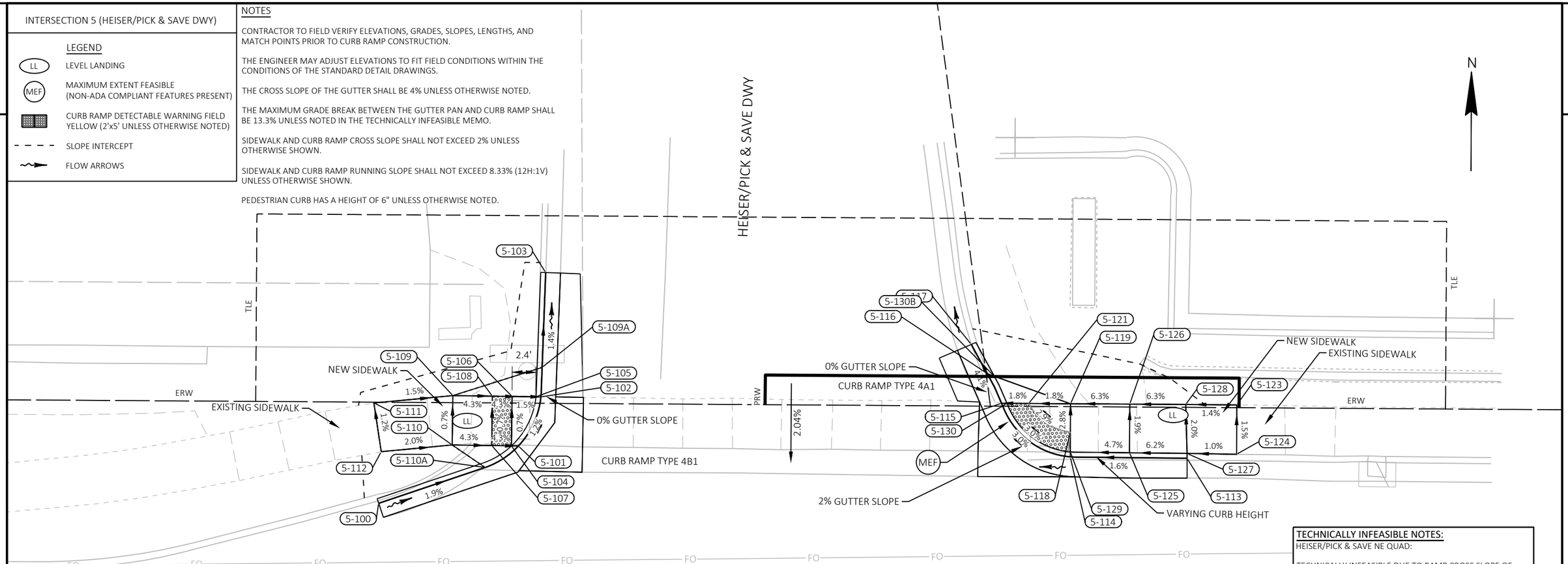
THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE NOTED.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3% UNLESS NOTED IN THE TECHNICALLY INFEASIBLE MEMO.

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS OTHERWISE SHOWN.

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS OTHERWISE SHOWN.

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.



TECHNICALLY INFEASIBLE NOTES:

HEISER/PICK & SAVE NE QUAD:

TECHNICALLY INFEASIBLE DUE TO RAMP CROSS SLOPE OF 2.8% AND C&G FLOW LINE SLOPE OF 3.1%. EXISTING ROADWAY AND C&G SLOPES WILL NOT ALLOW CONFORMING RAMP.

HEISER_PICK N SAVE NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
5-100	161+55.87	44.59' LT	1000.23	185692.19	353065.31
5-101	161+70.01	50.40' LT	999.93	185698.09	353079.41
5-102	161+72.29	55.37' LT	999.86	185703.07	353081.66
5-103	161+72.78	67.97' LT	999.69	185715.67	353082.08
5-104	161+69.31	50.41' LT	999.94	185698.09	353078.71
5-105	161+71.78	55.38' LT	999.87	185703.07	353081.16
5-106	161+69.38	55.41' LT	999.91	185703.09	353078.76
5-107	161+67.31	50.44' LT	1000.03	185698.11	353076.71
5-108	161+67.38	55.44' LT	999.99	185703.11	353076.76
5-109	161+63.38	55.50' LT	1000.16	185703.14	353072.76

HEISER_PICK N SAVE NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
5-109A	161+72.42	58.36' LT	1000.32	185706.06	353081.77
5-110	161+63.31	50.50' LT	1000.20	185698.14	353072.71
5-110A	161+66.65	48.22' LT	1000.51	185695.89	353076.07
5-111	161+55.39	54.76' LT	1000.28	185702.36	353064.77
5-112	161+56.12	49.81' LT	1000.34	185697.42	353065.53

HEISER_PICK N SAVE NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
5-113	162+37.73	49.15' LT	1000.62	185697.22	353147.14
5-114	162+25.90	49.30' LT	1000.42	185697.30	353135.31
5-115	162+18.95	54.72' LT	1000.15	185702.68	353128.32
5-116	162+17.50	57.73' LT	1000.01	185705.68	353126.86
5-117	162+15.88	60.69' LT	1000.64	185708.64	353125.22
5-118	162+25.91	51.81' LT	1000.35	185699.81	353135.31
5-119	162+25.93	54.68' LT	1000.28	185702.68	353135.31
5-121	162+21.69	54.70' LT	1000.20	185702.68	353131.07
5-123	162+42.77	54.56' LT	1001.08	185702.66	353152.14
5-124	162+42.74	49.56' LT	1001.16	185697.66	353152.14

HEISER_PICK N SAVE NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
5-125	162+31.90	49.71' LT	1000.75	185697.75	353141.31
5-126	162+31.93	54.64' LT	1000.65	185702.68	353141.31
5-127	162+37.73	49.65' LT	1001.11	185697.72	353147.13
5-128	162+37.60	54.61' LT	1001.01	185702.68	353146.98
5-129	162+25.90	49.80' LT	1000.41	185697.80	353135.31
5-130	162+19.49	54.72' LT	1000.16	185702.68	353128.87
5-130B	162+18.21	57.47' LT	1000.61	185705.43	353127.57

STH 33/WASHINGTON ST

161+50 162+00 162+50

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 5 (HEISER/PICK & SAVE DWY)	SHEET 36	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021302-CR.DWG
LAYOUT NAME - Int 5 (1)

PLOT DATE : 10/29/2025 11:42 AM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

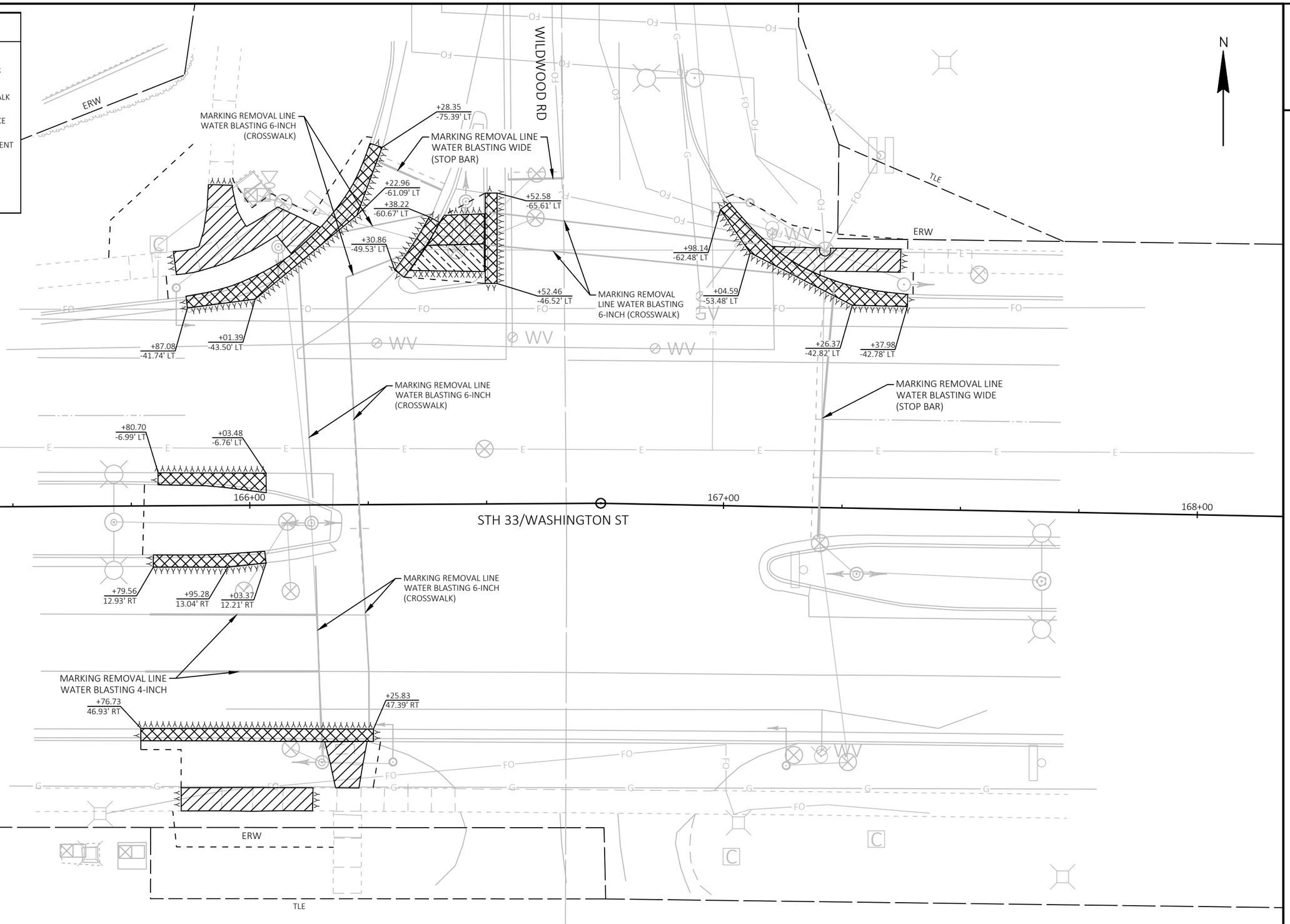
INTERSECTION 6 (WILDWOOD RD)

LEGEND

- REMOVING CURB AND GUTTER (SEE MISC. QUANTITIES)
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE PAVEMENT
- SLOPE INTERCEPT
- SAWING ASPHALT
- SAWING CONCRETE

NOTE

EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED SHALL BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS.



2

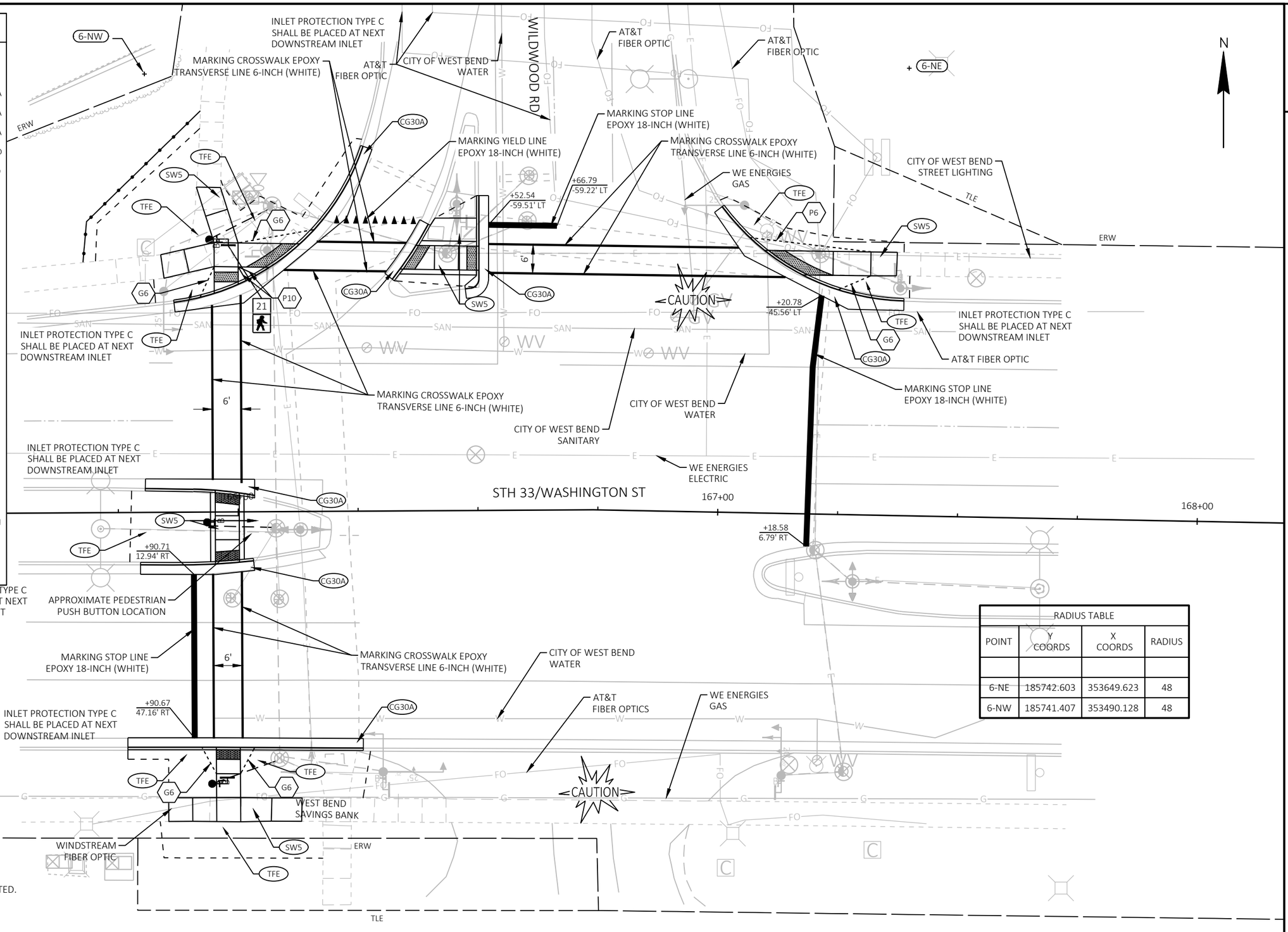
PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	REMOVAL PLANS - INTERSECTION 6 (WILDWOOD RD)	SHEET 37	E

2

INTERSECTION 6 (WILDWOOD RD)

LEGEND

- CCP — CONCRETE CURB PEDESTRIAN
- CG18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG24A — CONCRETE CURB & GUTTER 24-INCH TYPE A
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36A — CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CP9 — CONCRETE PAVEMENT 9-INCH
- CP10 — CONCRETE PAVEMENT 10-INCH
- CSI — CONCRETE SAFETY ISLAND
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SN02 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- SW5 — CONCRETE SIDEWALK 5-INCH
- SW6 — CONCRETE SIDEWALK 6-INCH
- G6 — GRADED FLARE (6:1 MAX SLOPE)
- P10 — PAVED FLARE (10% MAX SLOPE)
- P6 — PAVED FLARE (6:1 MAX SLOPE)
- ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- SILT FENCE
- INLET PROTECTION TYPE C (UNLESS OTHERWISE NOTED)
- TFE — TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, & SEEDING MIXTURE NO. 40
- ROCK BAGS



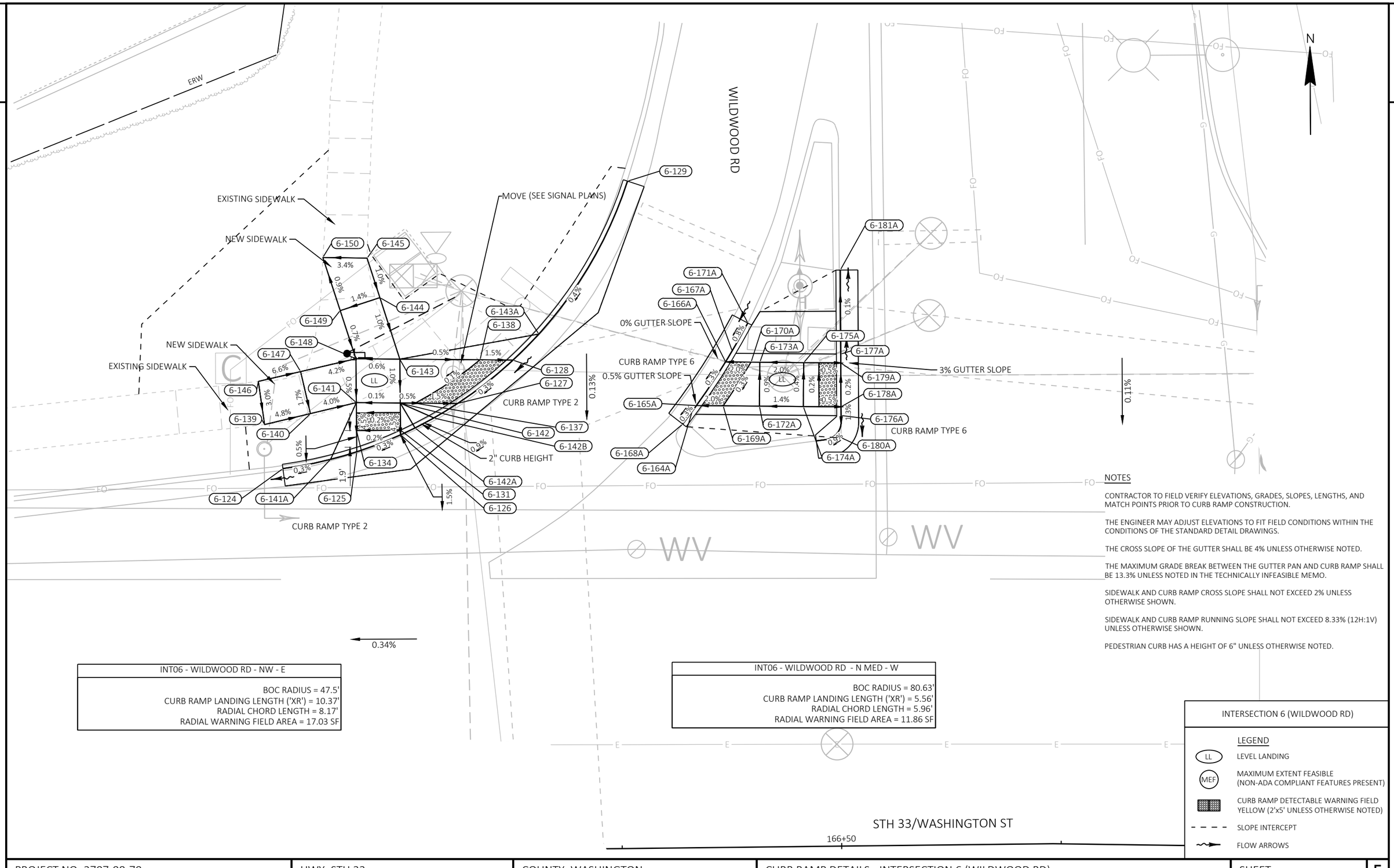
RADIUS TABLE			
POINT	Y COORDS	X COORDS	RADIUS
6-NE	185742.603	353649.623	48
6-NW	185741.407	353490.128	48

NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS OTHERWISE NOTED.

SEE SDD "PAVEMENT MARKINGS, MEDIAN ISLAND NOSE" FOR MEDIAN MARKING LAYOUT.

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAILS - INTERSECTION 6 (WILDWOOD RD)	SHEET 38	E

2



NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE NOTED.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3% UNLESS NOTED IN THE TECHNICALLY INFEASIBLE MEMO.

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS OTHERWISE SHOWN.

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS OTHERWISE SHOWN.

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

INT06 - WILDWOOD RD - NW - E
BOC RADIUS = 47.5'
CURB RAMP LANDING LENGTH ('XR') = 10.37'
RADIAL CHORD LENGTH = 8.17'
RADIAL WARNING FIELD AREA = 17.03 SF

INT06 - WILDWOOD RD - N MED - W
BOC RADIUS = 80.63'
CURB RAMP LANDING LENGTH ('XR') = 5.56'
RADIAL CHORD LENGTH = 5.96'
RADIAL WARNING FIELD AREA = 11.86 SF

INTERSECTION 6 (WILDWOOD RD)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

STH 33/WASHINGTON ST

166+50

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 6 (WILDWOOD RD)	SHEET 39	E

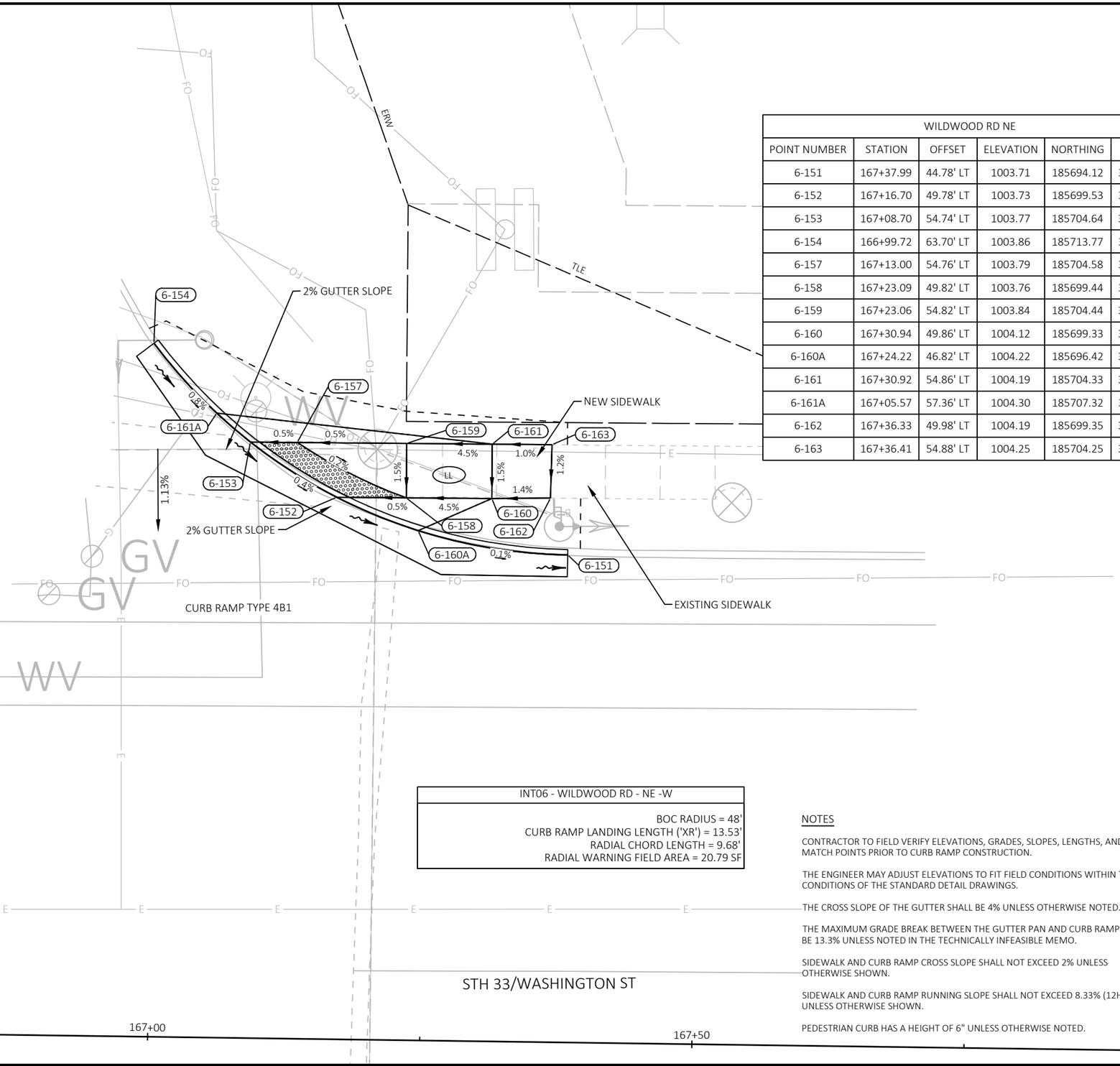
WILDWOOD RD NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
6-124	165+86.83	43.72' LT	1003.82	185693.80	353496.27
6-125	165+95.28	45.55' LT	1003.85	185695.67	353504.70
6-126	166+00.28	47.42' LT	1003.86	185697.57	353509.69
6-127	166+06.82	50.92' LT	1003.93	185701.11	353516.21
6-128	166+13.20	55.79' LT	1003.96	185706.02	353522.56
6-129	166+26.46	76.03' LT	1004.04	185726.34	353535.70
6-131	166+00.28	47.97' LT	1003.87	185698.12	353509.69
6-134	165+95.28	47.97' LT	1003.86	185698.10	353504.69
6-137	166+02.00	51.01' LT	1004.00	185701.18	353511.39
6-138	166+09.43	55.87' LT	1004.01	185706.07	353518.80
6-139	165+84.80	48.76' LT	1004.48	185698.82	353494.21

WILDWOOD RD NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
6-140	165+90.04	49.95' LT	1004.22	185700.05	353499.44
6-141	165+95.28	51.15' LT	1004.00	185701.27	353504.67
6-141A	165+92.28	44.72' LT	1004.34	185694.82	353501.70
6-142	166+00.28	51.05' LT	1004.01	185701.20	353509.67
6-142A	166+01.95	48.19' LT	1004.38	185698.35	353511.35
6-142B	166+04.10	49.30' LT	1004.40	185699.48	353513.50
6-143	166+00.29	56.05' LT	1004.06	185706.20	353509.65
6-143A	166+16.17	58.73' LT	1004.47	185708.98	353525.52
6-144	165+98.11	63.08' LT	1004.13	185713.22	353507.43
6-145	165+96.70	67.60' LT	1004.18	185717.73	353506.00
6-146	165+84.16	53.69' LT	1004.63	185703.75	353493.53

WILDWOOD RD NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
6-147	165+88.98	54.76' LT	1004.30	185704.84	353498.35
6-148	165+95.29	56.15' LT	1004.03	185706.27	353504.65
6-149	165+93.57	61.66' LT	1004.07	185711.77	353502.90
6-150	165+91.67	67.73' LT	1004.01	185717.83	353500.96

WILDWOOD RD MEDIAN NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
6-164A	166+33.50	49.68' LT	1004.70	185700.02	353542.90
6-165A	166+34.02	50.38' LT	1004.20	185700.72	353543.42
6-166A	166+37.39	55.31' LT	1004.22	185705.68	353546.76
6-167A	166+38.16	56.54' LT	1004.73	185706.91	353547.52
6-168A	166+32.42	48.29' LT	1004.19	185698.62	353541.83
6-169A	166+37.06	50.31' LT	1004.26	185700.68	353546.46
6-170A	166+40.30	55.25' LT	1004.28	185705.63	353549.66
6-171A	166+39.98	59.71' LT	1004.27	185710.09	353549.32
6-172A	166+41.20	50.23' LT	1004.34	185700.62	353550.59
6-173A	166+41.30	55.23' LT	1004.30	185705.62	353550.66
6-174A	166+46.19	50.13' LT	1004.41	185700.55	353555.59
6-175A	166+46.29	55.13' LT	1004.40	185705.55	353555.66
6-176A	166+50.48	49.05' LT	1004.47	185699.50	353559.88
6-177A	166+50.52	56.05' LT	1004.50	185706.50	353559.88
6-178A	166+50.48	50.05' LT	1004.43	185700.49	353559.88
6-179A	166+50.51	55.05' LT	1004.42	185705.49	353559.88
6-180A	166+50.46	46.54' LT	1004.37	185696.98	353559.88
6-181A	166+50.58	65.63' LT	1004.91	185716.07	353559.88

2



WILDWOOD RD NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
6-151	167+37.99	44.78' LT	1003.71	185694.12	353648.52
6-152	167+16.70	49.78' LT	1003.73	185699.53	353627.33
6-153	167+08.70	54.74' LT	1003.77	185704.64	353619.44
6-154	166+99.72	63.70' LT	1003.86	185713.77	353610.63
6-157	167+13.00	54.76' LT	1003.79	185704.58	353623.73
6-158	167+23.09	49.82' LT	1003.76	185699.44	353633.72
6-159	167+23.06	54.82' LT	1003.84	185704.44	353633.79
6-160	167+30.94	49.86' LT	1004.12	185699.33	353641.57
6-160A	167+24.22	46.82' LT	1004.22	185696.42	353634.80
6-161	167+30.92	54.86' LT	1004.19	185704.33	353641.64
6-161A	167+05.57	57.36' LT	1004.30	185707.32	353616.35
6-162	167+36.33	49.98' LT	1004.19	185699.35	353646.96
6-163	167+36.41	54.88' LT	1004.25	185704.25	353647.14

INT06 - WILDWOOD RD - NE -W
BOC RADIUS = 48'
CURB RAMP LANDING LENGTH ('XR') = 13.53'
RADIAL CHORD LENGTH = 9.68'
RADIAL WARNING FIELD AREA = 20.79 SF

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE NOTED.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3% UNLESS NOTED IN THE TECHNICALLY INFEASIBLE MEMO.

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS OTHERWISE SHOWN.

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS OTHERWISE SHOWN.

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

INTERSECTION 6 (WILDWOOD RD)

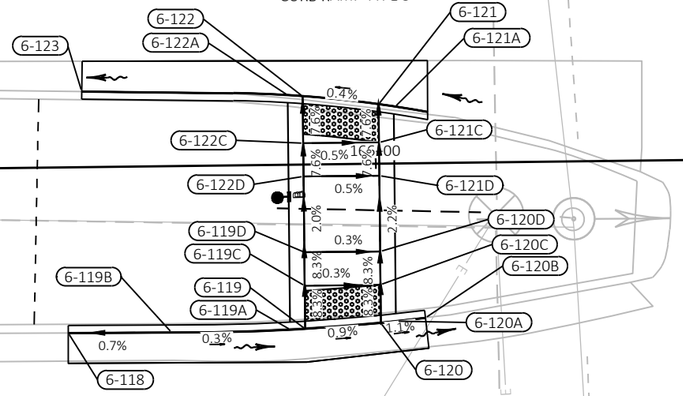
LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 6 (WILDWOOD RD)	SHEET 41	E

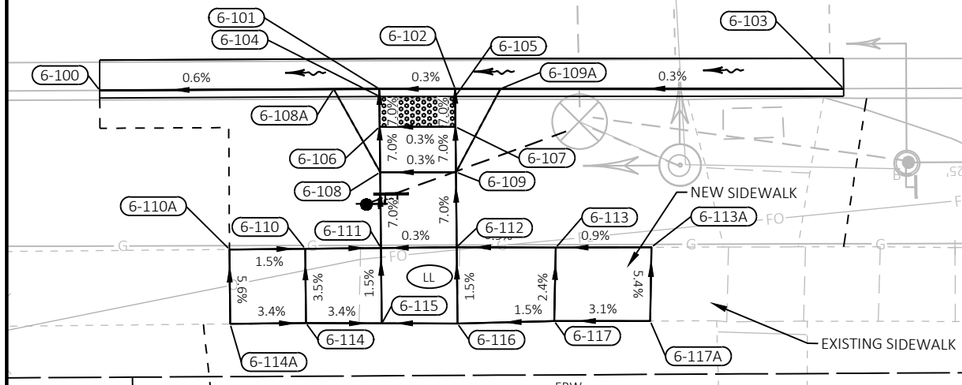
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CURB RAMP TYPE 5



CURB RAMP TYPE 5

CURB RAMP TYPE 3



NEW SIDEWALK

EXISTING SIDEWALK

ERW

TLE

166+50

167+00

STH 33/WASHINGTON ST

0.37%

N

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE NOTED.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3% UNLESS NOTED IN THE TECHNICALLY INFEASIBLE MEMO.

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS OTHERWISE SHOWN.

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS OTHERWISE SHOWN.

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

INTERSECTION 6 (WILDWOOD RD)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 6 (WILDWOOD RD)	SHEET 42	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021302-CR.DWG
LAYOUT NAME - Int 6 (3)
PLOT DATE : 10/31/2025 11:29 AM
PLOT BY : NICHOLAS BECKER
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

2

WILDWOOD RD MEDIAN W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
6-118	165+79.58	10.93' RT	1005.00	185639.10	353489.32
6-119	165+95.21	10.84' RT	1005.02	185639.28	353504.96
6-119A	165+94.23	10.88' RT	1005.52	185639.24	353503.98
6-119B	165+86.40	10.98' RT	1005.05	185639.09	353496.15
6-119C	165+95.22	8.00' RT	1004.83	185642.13	353504.95
6-119D	165+95.22	5.79' RT	1004.64	185644.33	353504.94
6-120	166+00.21	10.50' RT	1004.98	185639.65	353509.96
6-120A	166+01.26	10.41' RT	1005.46	185639.75	353511.00
6-120B	166+03.16	10.22' RT	1004.95	185639.95	353512.90
6-120C	166+00.22	7.99' RT	1004.81	185642.16	353509.95
6-120D	166+00.22	5.80' RT	1004.63	185644.35	353509.94

WILDWOOD RD MEDIAN W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
6-121	166+00.23	3.91' LT	1004.20	185654.06	353509.89
6-121A	166+01.31	3.74' LT	1004.71	185653.90	353510.97
6-121C	166+00.23	1.38' LT	1004.35	185651.53	353509.90
6-121D	166+00.22	0.80' RT	1004.52	185649.35	353509.91
6-122	165+95.23	4.50' LT	1004.18	185654.62	353504.89
6-122A	165+94.27	4.57' LT	1004.67	185654.69	353503.92
6-122C	165+95.23	1.41' LT	1004.37	185651.53	353504.90
6-122D	165+95.22	0.79' RT	1004.54	185649.33	353504.91
6-123	165+80.65	4.99' LT	1004.12	185655.03	353490.31

WILDWOOD RD SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
6-100	165+76.72	48.93' RT	1005.10	185601.09	353486.68
6-101	165+95.17	49.05' RT	1005.21	185601.08	353505.13
6-102	166+00.17	49.10' RT	1005.22	185601.05	353510.13
6-103	166+25.81	49.39' RT	1005.30	185600.92	353535.77
6-104	165+95.16	49.55' RT	1005.24	185600.58	353505.13
6-105	166+00.17	49.60' RT	1005.26	185600.55	353510.14
6-106	165+95.17	51.55' RT	1005.38	185598.58	353505.15
6-107	166+00.17	51.60' RT	1005.40	185598.55	353510.15
6-108	165+95.16	54.55' RT	1005.59	185595.58	353505.16
6-108A	165+92.17	49.02' RT	1005.69	185601.09	353502.13

WILDWOOD RD SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
6-109	166+00.16	54.60' RT	1005.61	185595.55	353510.16
6-109A	166+03.17	49.14' RT	1005.29	185601.04	353513.13
6-110	165+90.16	59.53' RT	1006.01	185590.56	353500.18
6-110A	165+85.16	59.53' RT	1006.09	185590.54	353495.18
6-111	165+95.16	59.54' RT	1005.94	185590.58	353505.18
6-112	166+00.16	59.55' RT	1005.95	185590.60	353510.18
6-113	166+06.69	59.66' RT	1006.01	185590.54	353516.72
6-113A	166+13.01	59.71' RT	1006.06	185590.52	353523.03
6-114	165+90.15	64.44' RT	1006.19	185585.65	353500.20
6-114A	165+85.15	64.44' RT	1006.36	185585.63	353495.20

WILDWOOD RD SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
6-115	165+95.15	64.51' RT	1006.02	185585.61	353505.20
6-116	166+00.15	64.58' RT	1006.03	185585.57	353510.20
6-117	166+06.54	64.50' RT	1006.13	185585.69	353516.59
6-117A	166+12.87	64.57' RT	1006.33	185585.66	353522.93

2

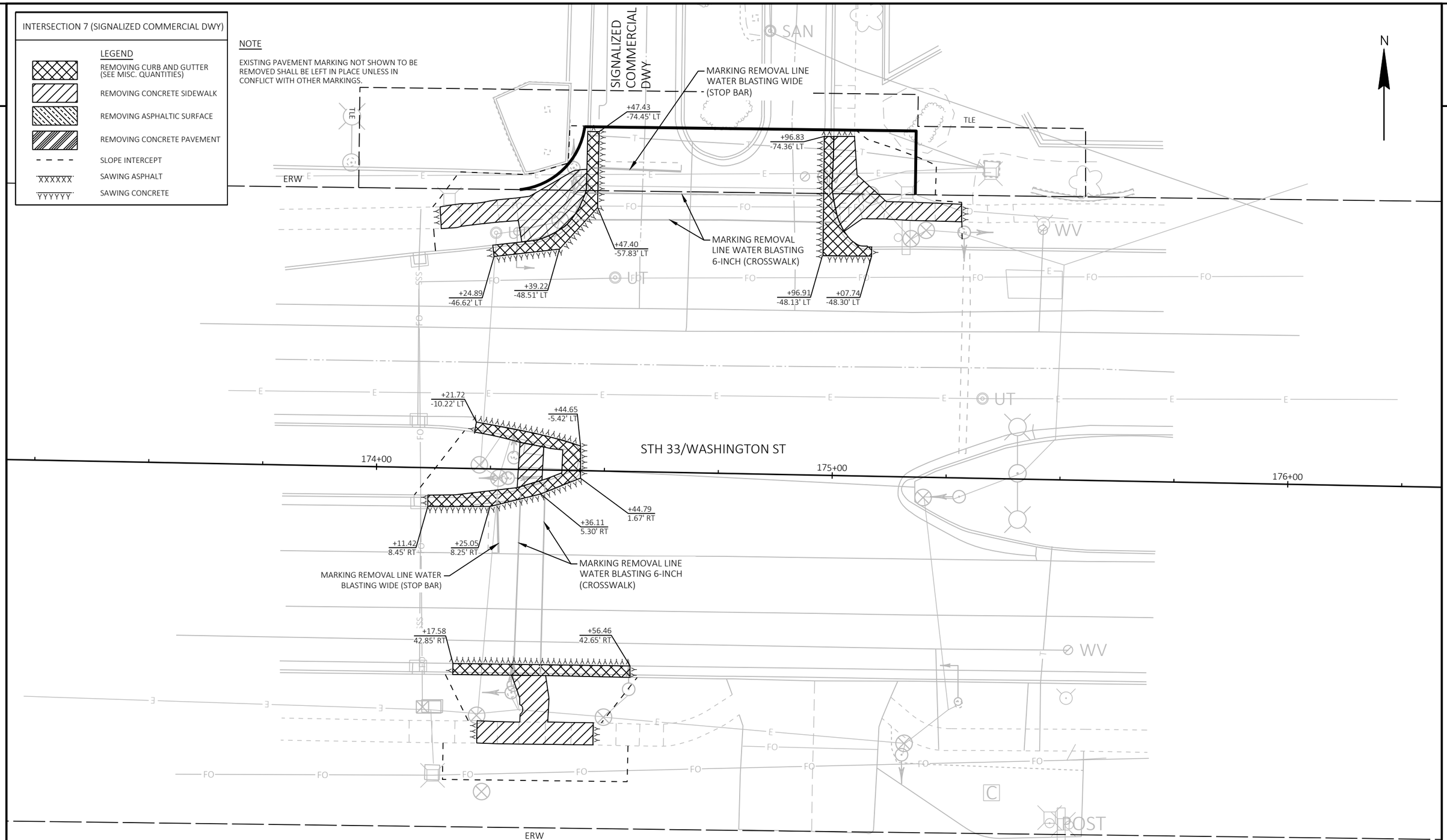
INTERSECTION 7 (SIGNALIZED COMMERCIAL DWY)

LEGEND

- REMOVING CURB AND GUTTER (SEE MISC. QUANTITIES)
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE PAVEMENT
- SLOPE INTERCEPT
- SAWING ASPHALT
- SAWING CONCRETE

NOTE

EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED SHALL BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS.



2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	REMOVAL PLANS - INTERSECTION 7 (SIGNALIZED COMMERCIAL DWY)	SHEET 44	E

INTERSECTION 7 (SIGNALIZED COMMERCIAL DWY)

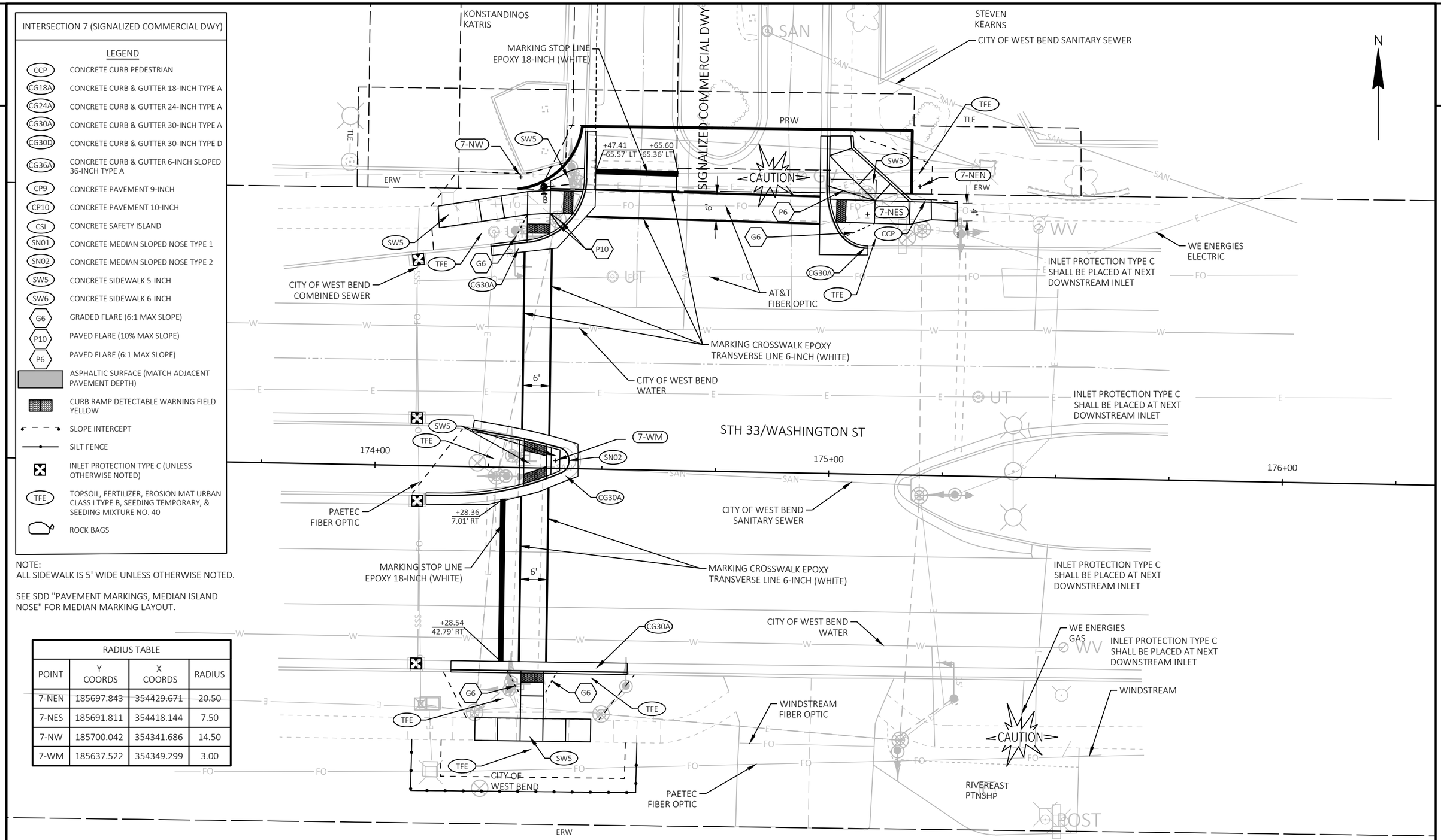
LEGEND

- CCP — CONCRETE CURB PEDESTRIAN
- CG18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG24A — CONCRETE CURB & GUTTER 24-INCH TYPE A
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36A — CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CP9 — CONCRETE PAVEMENT 9-INCH
- CP10 — CONCRETE PAVEMENT 10-INCH
- CSI — CONCRETE SAFETY ISLAND
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SN02 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- SW5 — CONCRETE SIDEWALK 5-INCH
- SW6 — CONCRETE SIDEWALK 6-INCH
- G6 — GRADED FLARE (6:1 MAX SLOPE)
- P10 — PAVED FLARE (10% MAX SLOPE)
- P6 — PAVED FLARE (6:1 MAX SLOPE)
- ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- SILT FENCE
- INLET PROTECTION TYPE C (UNLESS OTHERWISE NOTED)
- TFE — TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, & SEEDING MIXTURE NO. 40
- ROCK BAGS

NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS OTHERWISE NOTED.

SEE SDD "PAVEMENT MARKINGS, MEDIAN ISLAND NOSE" FOR MEDIAN MARKING LAYOUT.

RADIUS TABLE			
POINT	Y COORDS	X COORDS	RADIUS
7-NEN	185697.843	354429.671	20.50
7-NES	185691.811	354418.144	7.50
7-NW	185700.042	354341.686	14.50
7-WM	185637.522	354349.299	3.00



2

INTERSECTION 7 (SIGNALIZED COMMERCIAL DWY)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE NOTED.

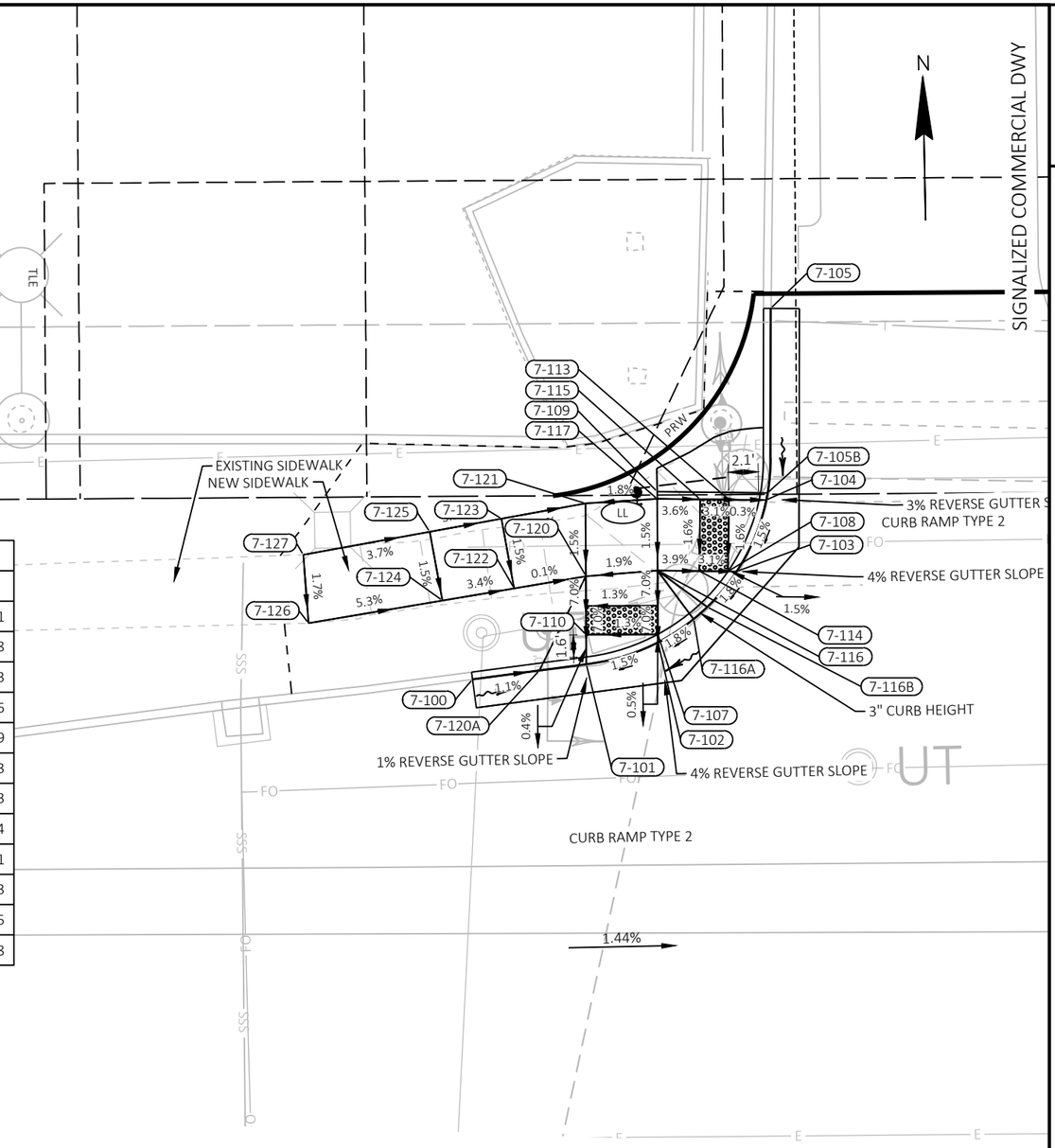
THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3% UNLESS NOTED IN THE TECHNICALLY INFEASIBLE MEMO.

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS OTHERWISE SHOWN.

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS OTHERWISE SHOWN.

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

SIGNALIZED COMMERCIAL DWY NW						SIGNALIZED COMMERCIAL DWY NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
7-100	174+24.63	48.60' LT	995.17	185684.71	354335.11	7-116A	174+40.05	52.81' LT	995.71	185688.61	354350.61
7-101	174+32.57	49.65' LT	995.08	185685.61	354343.07	7-116B	174+41.00	53.65' LT	995.71	185689.44	354351.58
7-102	174+37.56	51.17' LT	995.15	185687.03	354348.09	7-117	174+37.51	61.19' LT	995.54	185697.05	354348.23
7-103	174+43.05	56.12' LT	995.29	185691.87	354353.67	7-120	174+32.54	55.81' LT	995.38	185691.76	354343.16
7-104	174+45.10	61.10' LT	995.37	185696.81	354355.82	7-120A	174+29.30	49.22' LT	995.62	185685.24	354339.79
7-104B	174+45.20	61.60' LT	995.48	185697.31	354355.93	7-121	174+32.51	60.86' LT	995.45	185696.81	354343.23
7-105	174+45.43	74.46' LT	995.98	185710.16	354356.40	7-122	174+27.53	54.96' LT	995.55	185691.01	354338.13
7-105B	174+45.20	61.60' LT	995.48	185697.31	354355.93	7-123	174+26.65	59.79' LT	995.63	185695.86	354337.34
7-107	174+37.56	51.74' LT	995.16	185687.60	354348.10	7-124	174+22.52	54.10' LT	995.73	185690.25	354333.11
7-108	174+42.45	56.13' LT	995.29	185691.89	354353.07	7-125	174+21.65	58.89' LT	995.80	185695.05	354332.33
7-109	174+37.51	61.69' LT	995.53	185697.55	354348.24	7-126	174+13.19	52.51' LT	996.06	185688.84	354323.75
7-110	174+32.56	51.71' LT	995.09	185687.67	354343.10	7-127	174+12.83	57.28' LT	996.14	185693.61	354323.48
7-113	174+42.51	61.13' LT	995.37	185696.89	354353.23						
7-114	174+40.45	56.15' LT	995.36	185691.96	354351.07						
7-115	174+40.51	61.15' LT	995.44	185696.95	354351.23						
7-116	174+37.54	56.19' LT	995.47	185692.05	354348.16						



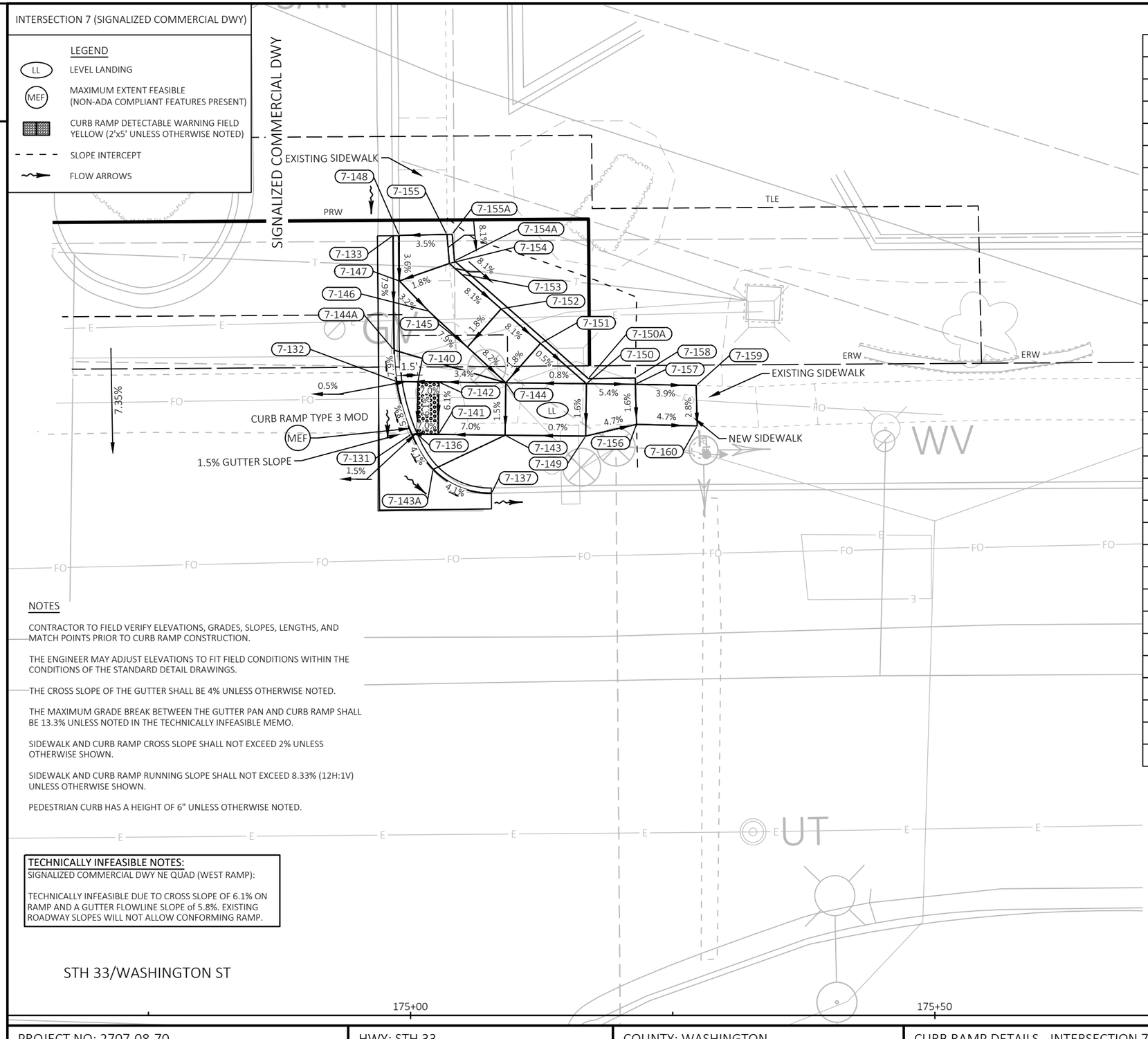
173+50

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 7 (SIGNALIZED COMMERCIAL DWY)	SHEET 46	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021302-CR.DWG
LAYOUT NAME - Int 7 (1)

PLOT DATE : 10/29/2025 11:48 AM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42



SIGNALIZED COMMERCIAL DWY NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
7-131	175+00.09	55.45' LT	994.47	185690.10	354410.69
7-132	174+98.65	60.46' LT	994.77	185695.14	354409.35
7-133	174+98.33	74.39' LT	996.16	185709.07	354409.29
7-136	175+00.64	55.44' LT	994.48	185690.08	354411.24
7-137	175+07.71	49.80' LT	994.04	185684.31	354418.20
7-140	175+00.70	60.44' LT	994.78	185695.08	354411.39
7-141	175+02.64	55.42' LT	994.62	185690.02	354413.24
7-142	175+02.70	60.42' LT	994.92	185695.02	354413.39
7-143	175+09.03	55.34' LT	995.06	185689.82	354419.62
7-143A	175+02.14	52.07' LT	994.79	185686.68	354412.67
7-144	175+09.09	60.34' LT	995.14	185694.82	354419.78
7-144A	174+98.42	63.46' LT	995.70	185698.14	354409.17
7-145	175+05.43	63.74' LT	995.55	185698.29	354416.18
7-146	175+01.76	67.15' LT	995.94	185701.77	354412.58
7-147	174+98.93	70.06' LT	996.07	185704.73	354409.81
7-148	174+98.91	74.40' LT	996.23	185709.07	354409.88
7-149	175+16.71	55.25' LT	995.12	185689.58	354427.30
7-150	175+16.76	60.25' LT	995.20	185694.58	354427.45
7-150A	175+16.95	60.75' LT	995.70	185695.07	354427.65
7-151	175+12.39	64.10' LT	995.23	185698.51	354423.15
7-152	175+08.63	67.40' LT	995.63	185701.88	354419.46
7-153	175+04.87	70.70' LT	996.04	185705.25	354415.77
7-154	175+03.71	71.73' LT	996.16	185706.30	354414.62
7-154A	175+04.19	71.97' LT	996.54	185706.54	354415.10
7-155	175+03.46	74.49' LT	996.39	185709.07	354414.43
7-155A	175+03.96	74.50' LT	996.39	185709.07	354414.93
7-156	175+21.55	56.38' LT	994.89	185690.62	354432.16
7-157	175+21.44	60.19' LT	994.95	185694.43	354432.13
7-158	175+21.44	60.80' LT	994.88	185695.04	354432.13
7-159	175+27.24	60.08' LT	994.72	185694.21	354437.92
7-160	175+27.34	56.22' LT	994.62	185690.34	354437.95

N

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE NOTED.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3% UNLESS NOTED IN THE TECHNICALLY INFEASIBLE MEMO.

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS OTHERWISE SHOWN.

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS OTHERWISE SHOWN.

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

TECHNICALLY INFEASIBLE NOTES:
SIGNALIZED COMMERCIAL DWY NE QUAD (WEST RAMP):

TECHNICALLY INFEASIBLE DUE TO CROSS SLOPE OF 6.1% ON RAMP AND A GUTTER FLOWLINE SLOPE of 5.8%. EXISTING ROADWAY SLOPES WILL NOT ALLOW CONFORMING RAMP.

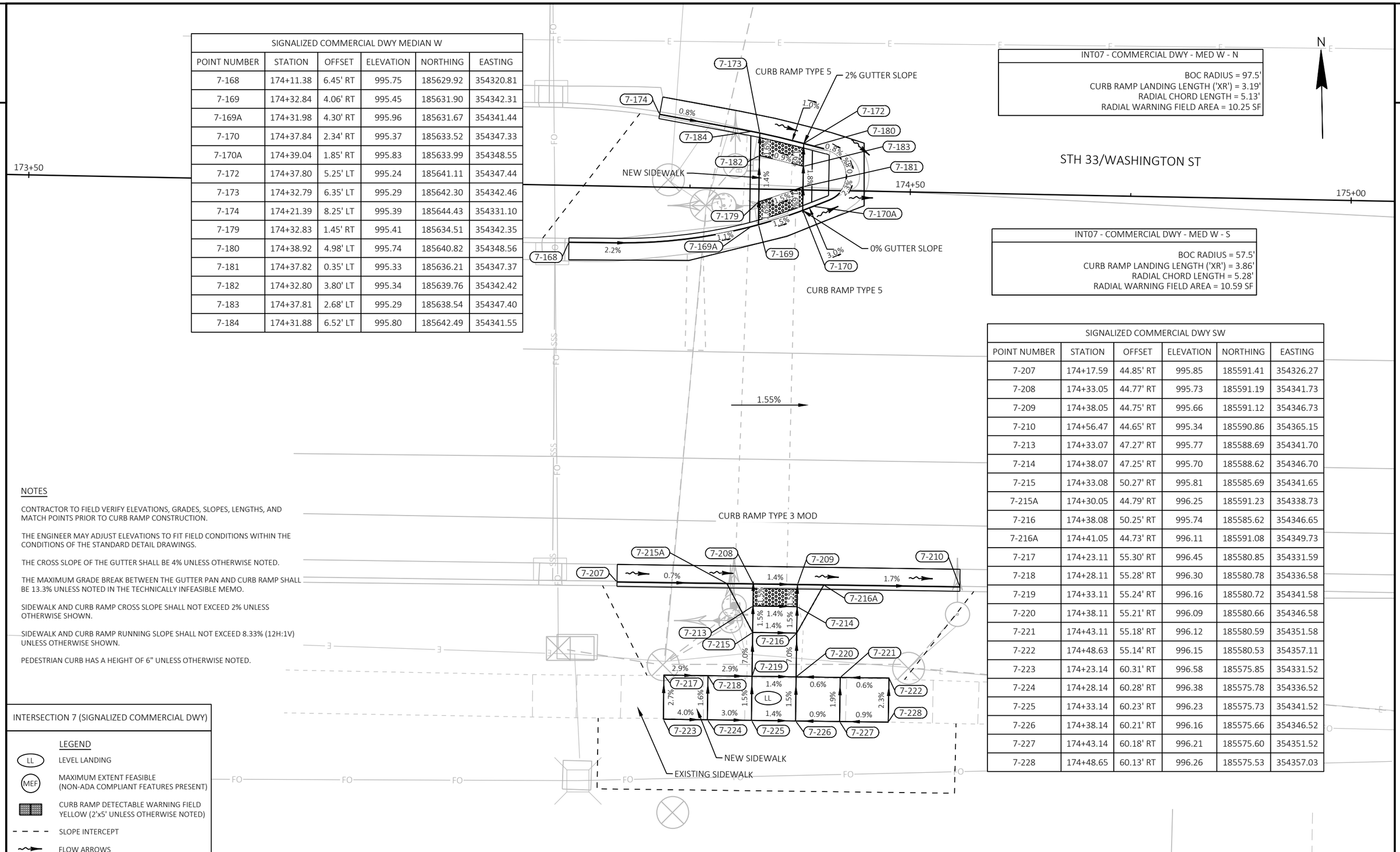
STH 33/WASHINGTON ST

175+00 175+50 176+00

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 7 (SIGNALIZED COMMERCIAL DWY)	SHEET 47	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021302-CR.DWG
LAYOUT NAME - Int 7 (2)
PLOT DATE : 10/29/2025 11:48 AM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

SIGNALIZED COMMERCIAL DWY MEDIAN W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
7-168	174+11.38	6.45' RT	995.75	185629.92	354320.81
7-169	174+32.84	4.06' RT	995.45	185631.90	354342.31
7-169A	174+31.98	4.30' RT	995.96	185631.67	354341.44
7-170	174+37.84	2.34' RT	995.37	185633.52	354347.33
7-170A	174+39.04	1.85' RT	995.83	185633.99	354348.55
7-172	174+37.80	5.25' LT	995.24	185641.11	354347.44
7-173	174+32.79	6.35' LT	995.29	185642.30	354342.46
7-174	174+21.39	8.25' LT	995.39	185644.43	354331.10
7-179	174+32.83	1.45' RT	995.41	185634.51	354342.35
7-180	174+38.92	4.98' LT	995.74	185640.82	354348.56
7-181	174+37.82	0.35' LT	995.33	185636.21	354347.37
7-182	174+32.80	3.80' LT	995.34	185639.76	354342.42
7-183	174+37.81	2.68' LT	995.29	185638.54	354347.40
7-184	174+31.88	6.52' LT	995.80	185642.49	354341.55



INT07 - COMMERCIAL DWY - MED W - N
BOC RADIUS = 97.5'
CURB RAMP LANDING LENGTH ('XR') = 3.19'
RADIAL CHORD LENGTH = 5.13'
RADIAL WARNING FIELD AREA = 10.25 SF

INT07 - COMMERCIAL DWY - MED W - S
BOC RADIUS = 57.5'
CURB RAMP LANDING LENGTH ('XR') = 3.86'
RADIAL CHORD LENGTH = 5.28'
RADIAL WARNING FIELD AREA = 10.59 SF

SIGNALIZED COMMERCIAL DWY SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
7-207	174+17.59	44.85' RT	995.85	185591.41	354326.27
7-208	174+33.05	44.77' RT	995.73	185591.19	354341.73
7-209	174+38.05	44.75' RT	995.66	185591.12	354346.73
7-210	174+56.47	44.65' RT	995.34	185590.86	354365.15
7-213	174+33.07	47.27' RT	995.77	185588.69	354341.70
7-214	174+38.07	47.25' RT	995.70	185588.62	354346.70
7-215	174+33.08	50.27' RT	995.81	185585.69	354341.65
7-215A	174+30.05	44.79' RT	996.25	185591.23	354338.73
7-216	174+38.08	50.25' RT	995.74	185585.62	354346.65
7-216A	174+41.05	44.73' RT	996.11	185591.08	354349.73
7-217	174+23.11	55.30' RT	996.45	185580.85	354331.59
7-218	174+28.11	55.28' RT	996.30	185580.78	354336.58
7-219	174+33.11	55.24' RT	996.16	185580.72	354341.58
7-220	174+38.11	55.21' RT	996.09	185580.66	354346.58
7-221	174+43.11	55.18' RT	996.12	185580.59	354351.58
7-222	174+48.63	55.14' RT	996.15	185580.53	354357.11
7-223	174+23.14	60.31' RT	996.58	185575.85	354331.52
7-224	174+28.14	60.28' RT	996.38	185575.78	354336.52
7-225	174+33.14	60.23' RT	996.23	185575.73	354341.52
7-226	174+38.14	60.21' RT	996.16	185575.66	354346.52
7-227	174+43.14	60.18' RT	996.21	185575.60	354351.52
7-228	174+48.65	60.13' RT	996.26	185575.53	354357.03

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE NOTED.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3% UNLESS NOTED IN THE TECHNICALLY INFEASIBLE MEMO.

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS OTHERWISE SHOWN.

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS OTHERWISE SHOWN.

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

INTERSECTION 7 (SIGNALIZED COMMERCIAL DWY)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 7 (SIGNALIZED COMMERCIAL DWY)	SHEET 48	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021302-CR.DWG
LAYOUT NAME - Int 7 (3)

PLOT DATE : 10/29/2025 11:48 AM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

INTERSECTION 8 (N UNIVERSITY DR)

LEGEND

- REMOVING CURB AND GUTTER (SEE MISC. QUANTITIES)
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE PAVEMENT
- SLOPE INTERCEPT
- SAWING ASPHALT
- SAWING CONCRETE

NOTE

EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED SHALL BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS.

N

2

ERW

TLE

ERW

+39.28
39.00' LT

+58.28
-39.24' LT

+21.91
-39.28' LT

+40.92
-39.24' LT

+34.96
-13.62' LT

+48.49
-10.46' LT

+64.95
-3.62' LT

+36.13
-4.60' LT

+29.97
-3.64' LT

+15.49
0.63' RT

179+00

180+00

181+00

STH 33/WASHINGTON ST

+65.10
3.55' RT

+50.41
10.40' RT

+34.63
14.31' RT

+15.26
9.29' RT

+31.61
13.85' RT

+36.35
14.43' RT

+34.73
39.59' RT

+49.33
39.32' RT

MARKING REMOVAL LINE WATER BLASTING 6-INCH (CROSSWALK)

+38.08
39.79' RT

+29.30
41.32' RT

+64.92
52.55' RT

+67.41
61.30' RT

+14.70
51.55' RT

+10.26
59.27' RT

MARKING REMOVAL LINE WATER BLASTING WIDE (STOP BAR)

ERW

PRW

TLE

+67.77
65.38' RT

N UNIVERSITY DR

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	REMOVAL PLANS - INTERSECTION 8 (N UNIVERSITY DR)	SHEET 49	E

2

INTERSECTION 8 (N UNIVERSITY DR)

LEGEND

CCP	CONCRETE CURB PEDESTRIAN
CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG24A	CONCRETE CURB & GUTTER 24-INCH TYPE A
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG36A	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
CP9	CONCRETE PAVEMENT 9-INCH
CP10	CONCRETE PAVEMENT 10-INCH
CSI	CONCRETE SAFETY ISLAND
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW5	CONCRETE SIDEWALK 5-INCH
SW6	CONCRETE SIDEWALK 6-INCH
G6	GRADED FLARE (6:1 MAX SLOPE)
P10	PAVED FLARE (10% MAX SLOPE)
P6	PAVED FLARE (6:1 MAX SLOPE)
	ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	SLOPE INTERCEPT
	SILT FENCE
	INLET PROTECTION TYPE C (UNLESS OTHERWISE NOTED)
TFE	TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, & SEEDING MIXTURE NO. 40
	ROCK BAGS

NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS OTHERWISE NOTED.

SEE SDD "PAVEMENT MARKINGS, MEDIAN ISLAND NOSE" FOR MEDIAN MARKING LAYOUT.

RADIUS TABLE			
POINT	Y COORDS	X COORDS	RADIUS
8-EM	185619.529	354930.261	3.55
8-SE	185544.978	354952.847	38.00
8-SW	185556.701	354846.671	28.00
8-WME	185625.728	354868.968	3.50
8-WMN	185686.373	354834.268	73.00
8-WMS	185565.935	354832.265	73.00

2334 WASHINGTON
WEST BEND LLC

N

ERW
8-WMN
TFE
CCP
CG30A
G6
SW5
AT&T
FIBER OPTIC
WE ENERGIES
ELECTRIC
TLE
CAUTION
INLET PROTECTION TYPE C
SHALL BE PLACED AT NEXT
DOWNSTREAM INLET
CITY OF WEST BEND
WATER
WE ENERGIES
GAS
8-WME
SN01
STH 33/WASHINGTON ST
179+00
180+00
181+00
CITY OF WEST BEND
STORM SEWER
8-EM
MARKING CROSSWALK EPOXY
TRANSVERSE LINE 6-INCH (WHITE)
P10
8-WMS
8-SW
SPECTRUM
FIBER OPTIC
+85.95
61.69' RT
+09.56
61.67' RT
MARKING STOP LINE
EPOXY 18-INCH (WHITE)
8-SE
POST
BUDDHA
ENTERPRISES
LLC
N UNIVERSITY DR

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAILS - INTERSECTION 8 (N UNIVERSITY DR)	SHEET 50 E

UNIVERSITY DR NW						UNIVERSITY DR NW						UNIVERSITY DR NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
8-100	179+39.25	40.82' LT	988.23	185667.01	354849.49	8-111	179+46.18	45.65' LT	988.47	185671.71	354856.51	8-117	179+34.13	52.10' LT	989.51	185678.39	354844.59
8-101	179+46.25	40.86' LT	988.17	185666.92	354856.49	8-111A	179+43.25	40.84' LT	988.70	185666.96	354853.49	8-118	179+39.10	51.52' LT	989.11	185677.71	354849.54
8-102	179+51.25	40.90' LT	988.09	185666.86	354861.49	8-112	179+51.19	45.06' LT	988.38	185671.02	354861.51	8-119	179+46.11	50.69' LT	988.54	185676.75	354856.53
8-103	179+58.25	40.94' LT	987.96	185666.77	354868.49	8-112A	179+54.25	40.92' LT	988.54	185666.82	354864.49	8-120	179+51.12	50.10' LT	988.46	185676.06	354861.53
8-106	179+46.22	43.36' LT	988.34	185669.42	354856.50	8-113	179+58.21	44.23' LT	988.88	185670.06	354868.50	8-121	179+58.13	49.27' LT	988.95	185675.10	354868.53
8-107	179+51.22	43.40' LT	988.27	185669.36	354861.50	8-114	179+63.77	44.04' LT	989.10	185669.76	354874.06	8-121A	179+58.13	49.78' LT	989.45	185675.61	354868.53
8-108	179+27.25	48.06' LT	989.75	185674.48	354837.63	8-115	179+68.77	43.87' LT	989.31	185669.50	354879.06	8-122	179+63.75	48.95' LT	989.24	185674.67	354874.13
8-109	179+34.20	47.14' LT	989.28	185673.43	354844.56	8-116	179+27.18	52.92' LT	990.06	185679.35	354837.65	8-123	179+68.75	48.66' LT	989.50	185674.28	354879.13
8-110	179+39.17	46.48' LT	988.94	185672.67	354849.51	8-116A	179+27.24	53.42' LT	990.56	185679.84	354837.72	8-123A	179+68.78	49.16' LT	989.99	185674.78	354879.17

UNIVERSITY DR MEDIAN W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
8-144	179+34.34	12.33' RT	988.40	185613.97	354843.55
8-145	179+46.97	9.30' RT	988.26	185616.76	354856.24
8-145A	179+46.12	9.58' RT	988.77	185616.49	354855.38
8-146	179+51.94	7.42' RT	988.16	185618.54	354861.25
8-146A	179+53.13	6.90' RT	988.63	185619.03	354862.44
8-147	179+61.00	3.25' RT	988.07	185622.53	354870.38
8-148	179+60.87	3.15' LT	988.09	185628.93	354870.37
8-149	179+51.74	6.94' LT	988.12	185632.90	354861.32
8-149A	179+52.94	6.44' LT	988.61	185632.38	354862.51
8-150	179+46.71	8.80' LT	988.20	185634.85	354856.33
8-150A	179+45.86	9.07' LT	988.71	185635.14	354855.49
8-151	179+34.74	11.63' LT	988.32	185637.92	354844.41
8-152	179+46.96	8.77' RT	988.27	185617.28	354856.24
8-153	179+51.94	6.88' RT	988.17	185619.08	354861.25
8-154	179+51.75	6.40' LT	988.12	185632.36	354861.32
8-155	179+46.72	8.27' LT	988.21	185634.33	354856.33
8-156	179+46.93	6.64' RT	988.30	185619.41	354856.25
8-157	179+51.91	4.75' RT	988.20	185621.21	354861.26
8-158	179+51.73	4.27' LT	988.15	185630.23	354861.26
8-159	179+46.75	6.13' LT	988.24	185632.18	354856.31
8-160	179+46.88	2.75' RT	988.33	185623.30	354856.27
8-161	179+51.88	2.68' RT	988.26	185623.28	354861.27
8-162	179+51.81	2.32' LT	988.18	185628.28	354861.30
8-163	179+46.81	2.25' LT	988.26	185628.31	354856.30

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE NOTED.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3% UNLESS NOTED IN THE TECHNICALLY INFEASIBLE MEMO.

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS OTHERWISE SHOWN.

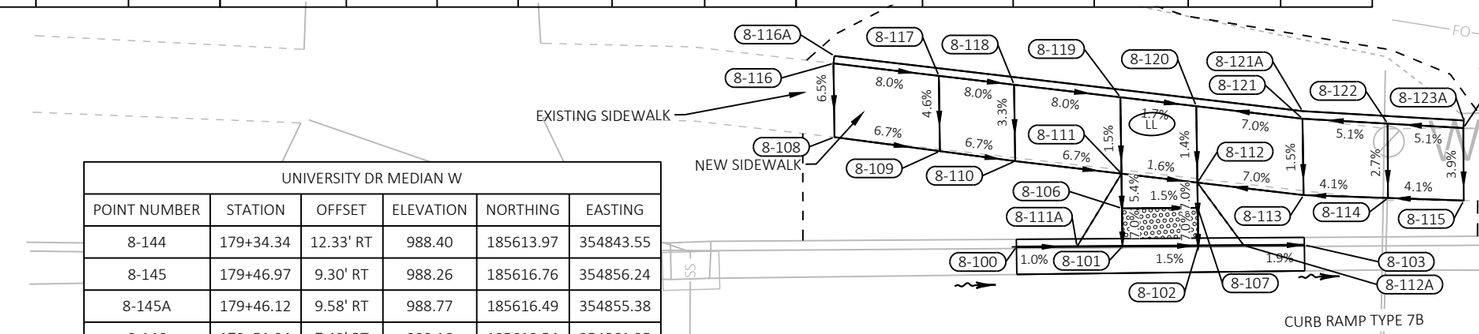
SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS OTHERWISE SHOWN.

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

INTERSECTION 8 (N UNIVERSITY DR)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS



INT08 - UNIVERSITY DR - MED W - N

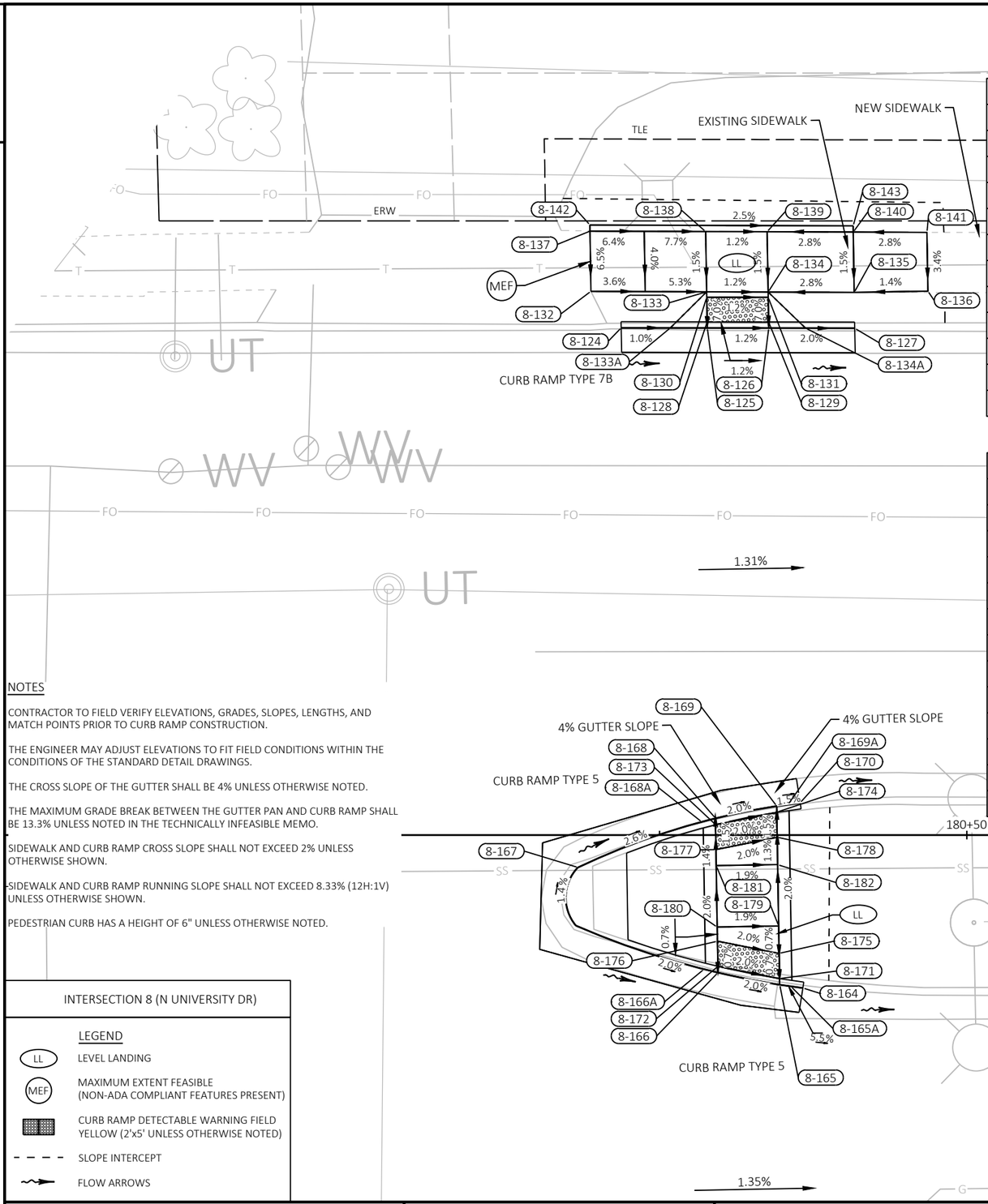
BOC RADIUS = 72.5'
CURB RAMP LANDING LENGTH ('XR') = 4'
RADIAL CHORD LENGTH = 5.36'
RADIAL WARNING FIELD AREA = 10.73 SF

INT07 - COMMERCIAL DWY - MED W - S

BOC RADIUS = 72.5'
CURB RAMP LANDING LENGTH ('XR') = 3.95'
RADIAL CHORD LENGTH = 5.32'
RADIAL WARNING FIELD AREA = 10.64 SF

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 8 (N UNIVERSITY DR)	SHEET 51	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021302-CR.DWG
LAYOUT NAME - Int 8 (1)
PLOT DATE : 10/30/2025 6:23 PM
PLOT BY : NICHOLAS BECKER
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



UNIVERSITY DR NE						UNIVERSITY DR NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
8-124	180+21.88	41.28' LT	987.07	185665.88	354932.11	8-134	180+33.83	44.19' LT	987.15	185668.56	354944.12
8-125	180+28.88	41.26' LT	987.00	185665.73	354939.11	8-134A	180+36.88	41.25' LT	987.38	185665.56	354947.11
8-126	180+33.88	41.25' LT	986.94	185665.62	354944.11	8-135	180+40.84	44.17' LT	987.34	185668.40	354951.12
8-127	180+40.88	41.24' LT	986.80	185665.47	354951.11	8-136	180+46.84	44.27' LT	987.43	185668.38	354957.12
8-128	180+28.87	41.76' LT	987.04	185666.23	354939.11	8-137	180+19.34	49.15' LT	987.95	185673.79	354929.72
8-129	180+33.88	41.75' LT	986.98	185666.12	354944.11	8-138	180+28.75	49.11' LT	987.28	185673.58	354939.13
8-130	180+28.84	43.76' LT	987.18	185668.23	354939.12	8-139	180+33.75	49.10' LT	987.22	185673.47	354944.13
8-131	180+33.84	43.75' LT	987.12	185668.12	354944.12	8-140	180+40.75	49.07' LT	987.42	185673.31	354951.13
8-132	180+19.43	44.24' LT	987.63	185668.89	354929.71	8-141	180+46.75	49.05' LT	987.59	185673.17	354957.12
8-133	180+28.83	44.21' LT	987.21	185668.68	354939.12	8-142	180+19.33	49.65' LT	988.45	185674.29	354929.73
8-133A	180+25.88	41.27' LT	987.53	185665.79	354936.11	8-143	180+40.75	49.57' LT	987.92	185673.81	354951.13

UNIVERSITY DR MEDIAN E						UNIVERSITY DR MEDIAN E					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
8-164	180+36.67	12.45' RT	987.10	185611.88	354945.86	8-172	180+29.75	10.68' RT	987.10	185613.77	354938.97
8-165	180+34.77	12.18' RT	987.00	185612.18	354943.97	8-173	180+29.55	0.85' LT	986.98	185625.31	354939.00
8-165A	180+35.70	12.32' RT	987.55	185612.03	354944.89	8-174	180+34.54	1.86' LT	986.87	185626.22	354944.00
8-166	180+29.75	11.20' RT	987.10	185613.26	354938.97	8-175	180+34.73	9.63' RT	987.02	185614.73	354943.97
8-166A	180+28.62	10.92' RT	987.60	185613.56	354937.84	8-176	180+29.71	8.64' RT	987.12	185615.82	354938.98
8-167	180+18.37	2.63' RT	987.28	185622.04	354927.75	8-177	180+29.59	1.18' RT	987.01	185623.28	354939.00
8-168	180+29.55	1.36' LT	986.97	185625.82	354939.00	8-178	180+34.57	0.18' RT	986.90	185624.19	354944.00
8-168A	180+28.43	1.08' LT	987.48	185625.56	354937.88	8-179	180+34.69	7.40' RT	987.03	185616.96	354943.98
8-169	180+34.53	2.36' LT	986.87	185626.72	354944.01	8-180	180+29.69	7.49' RT	987.13	185616.97	354938.98
8-169A	180+35.47	2.50' LT	987.35	185626.84	354944.95	8-181	180+29.61	2.49' RT	987.03	185621.97	354938.99
8-170	180+36.44	2.62' LT	986.84	185626.95	354945.92	8-182	180+34.61	2.40' RT	986.93	185621.96	354943.99
8-171	180+34.76	11.67' RT	987.00	185612.69	354943.97						

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE NOTED.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3% UNLESS NOTED IN THE TECHNICALLY INFEASIBLE MEMO.

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS OTHERWISE SHOWN.

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS OTHERWISE SHOWN.

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

INTERSECTION 8 (N UNIVERSITY DR)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

INT08 - UNIVERSITY DR - MED E - N
BOC RADIUS = 57.5'
CURB RAMP LANDING LENGTH ('XR') = 2.95'
RADIAL CHORD LENGTH = 5.08'
RADIAL WARNING FIELD AREA = 10.17 SF

INT08 - UNIVERSITY DR - MED E - S
BOC RADIUS = 67.5'
CURB RAMP LANDING LENGTH ('XR') = 3.12'
RADIAL CHORD LENGTH = 5.11'
RADIAL WARNING FIELD AREA = 10.23 SF

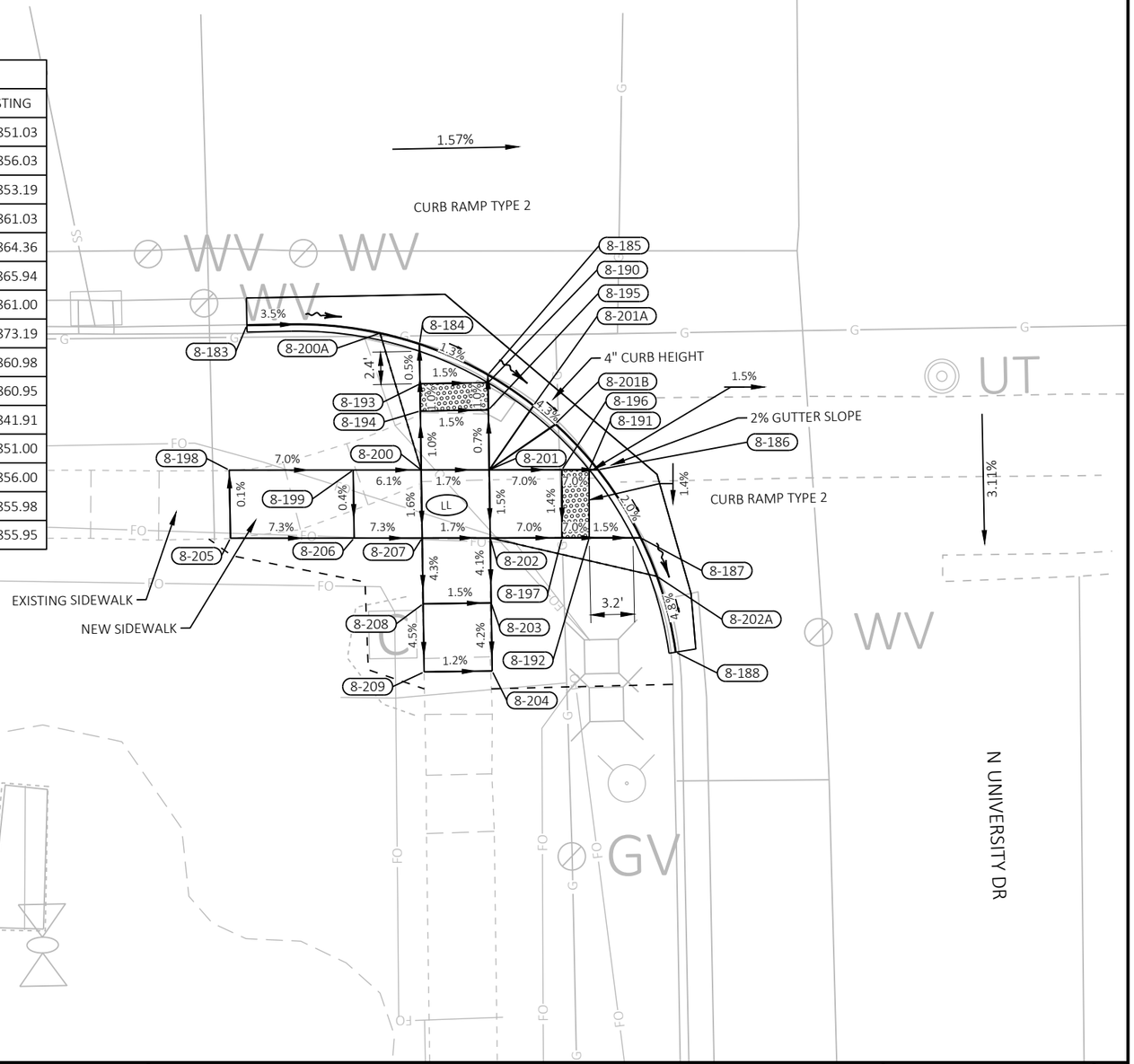
N

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 8 (N UNIVERSITY DR)	SHEET 52	E

178+50

18

UNIVERSITY DR SW						UNIVERSITY DR SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
8-183	179+34.77	41.59' RT	988.31	185584.70	354843.42	8-199	179+42.59	52.23' RT	988.45	185573.92	354851.03
8-184	179+47.45	42.98' RT	988.07	185583.08	354856.07	8-200	179+47.59	52.23' RT	988.15	185573.82	354856.03
8-185	179+52.49	45.23' RT	988.00	185580.72	354861.06	8-200A	179+44.56	42.18' RT	988.61	185583.93	354853.19
8-186	179+60.57	52.21' RT	987.54	185573.59	354869.01	8-201	179+52.59	52.22' RT	988.06	185573.73	354861.03
8-187	179+63.71	57.21' RT	987.42	185568.53	354872.05	8-201A	179+55.83	47.49' RT	988.33	185578.40	354864.36
8-188	179+66.29	65.61' RT	987.00	185560.08	354874.47	8-201B	179+57.44	48.85' RT	988.24	185577.01	354865.94
8-190	179+52.50	45.82' RT	988.01	185580.14	354861.06	8-202	179+52.66	57.22' RT	987.99	185568.73	354861.00
8-191	179+59.93	52.21' RT	987.55	185573.60	354868.37	8-202A	179+64.91	60.04' RT	987.77	185565.68	354873.19
8-192	179+59.93	57.21' RT	987.48	185568.60	354868.28	8-203	179+52.73	62.00' RT	987.79	185563.96	354860.98
8-193	179+47.50	45.89' RT	988.09	185580.16	354856.06	8-204	179+52.80	67.00' RT	987.58	185558.96	354860.95
8-194	179+47.52	47.89' RT	988.11	185578.16	354856.05	8-205	179+33.57	57.24' RT	989.10	185569.08	354841.91
8-195	179+52.52	47.82' RT	988.03	185578.14	354861.05	8-206	179+42.66	57.23' RT	988.43	185568.92	354851.00
8-196	179+57.93	52.22' RT	987.69	185573.64	354866.37	8-207	179+47.66	57.23' RT	988.07	185568.82	354856.00
8-197	179+57.93	57.22' RT	987.62	185568.64	354866.28	8-208	179+47.73	62.07' RT	987.86	185563.98	354855.98
8-198	179+33.48	52.24' RT	989.09	185574.08	354841.92	8-209	179+47.80	67.06' RT	987.64	185558.98	354855.95



NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE NOTED.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3% UNLESS NOTED IN THE TECHNICALLY INFEASIBLE MEMO.

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS OTHERWISE SHOWN.

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS OTHERWISE SHOWN.

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

INTERSECTION 8 (N UNIVERSITY DR)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 8 (N UNIVERSITY DR)	SHEET 53	E

2

INTERSECTION 8 (N UNIVERSITY DR)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

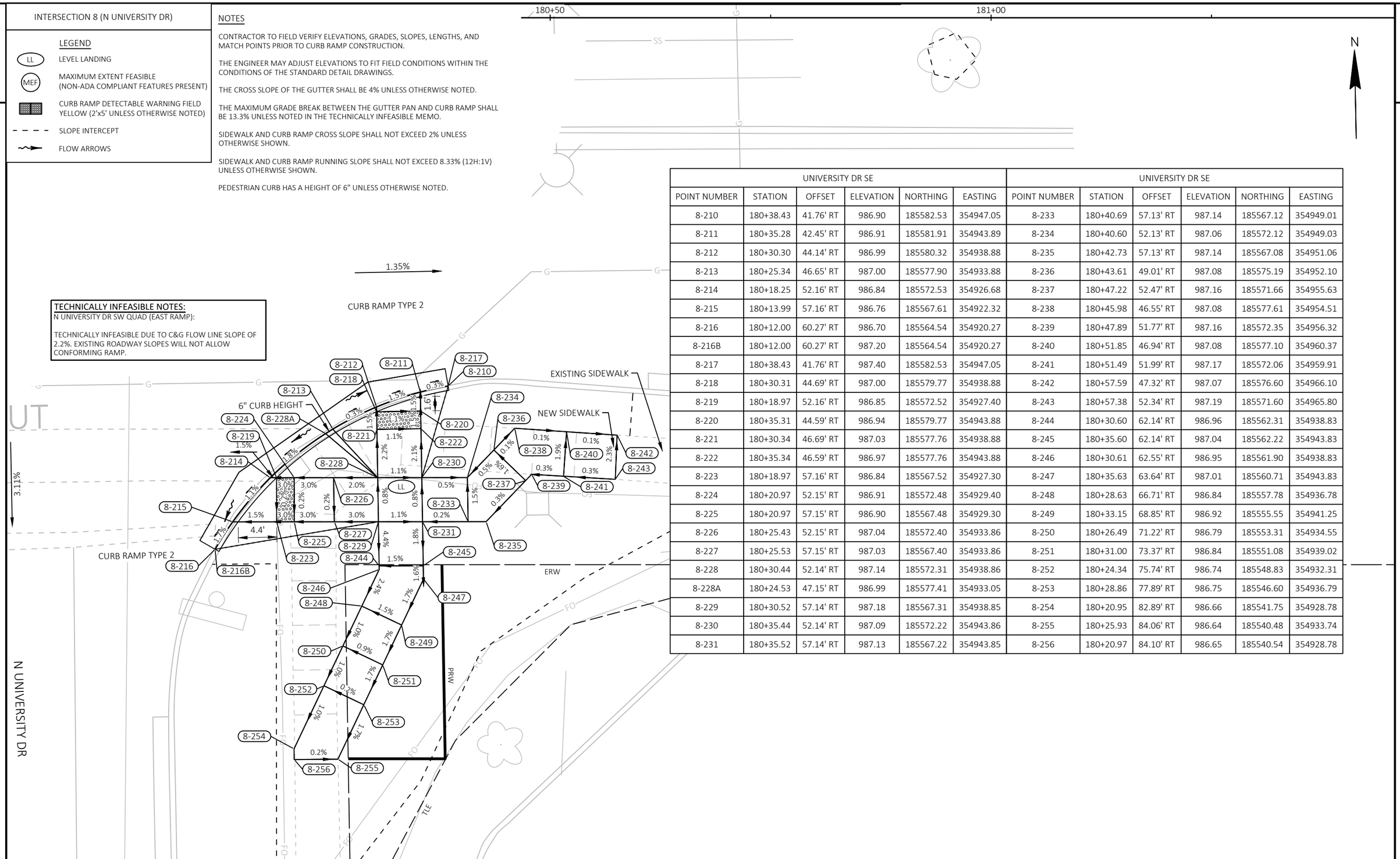
THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE NOTED.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3% UNLESS NOTED IN THE TECHNICALLY INFEASIBLE MEMO.

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS OTHERWISE SHOWN.

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS OTHERWISE SHOWN.

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.



UNIVERSITY DR SE						UNIVERSITY DR SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
8-210	180+38.43	41.76' RT	986.90	185582.53	354947.05	8-233	180+40.69	57.13' RT	987.14	185567.12	354949.01
8-211	180+35.28	42.45' RT	986.91	185581.91	354943.89	8-234	180+40.60	52.13' RT	987.06	185572.12	354949.03
8-212	180+30.30	44.14' RT	986.99	185580.32	354938.88	8-235	180+42.73	57.13' RT	987.14	185567.08	354951.06
8-213	180+25.34	46.65' RT	987.00	185577.90	354933.88	8-236	180+43.61	49.01' RT	987.08	185575.19	354952.10
8-214	180+18.25	52.16' RT	986.84	185572.53	354926.68	8-237	180+47.22	52.47' RT	987.16	185571.66	354955.63
8-215	180+13.99	57.16' RT	986.76	185567.61	354922.32	8-238	180+45.98	46.55' RT	987.08	185577.61	354954.51
8-216	180+12.00	60.27' RT	986.70	185564.54	354920.27	8-239	180+47.89	51.77' RT	987.16	185572.35	354956.32
8-216B	180+12.00	60.27' RT	987.20	185564.54	354920.27	8-240	180+51.85	46.94' RT	987.08	185577.10	354960.37
8-217	180+38.43	41.76' RT	987.40	185582.53	354947.05	8-241	180+51.49	51.99' RT	987.17	185572.06	354959.91
8-218	180+30.31	44.69' RT	987.00	185579.77	354938.88	8-242	180+57.59	47.32' RT	987.07	185576.60	354966.10
8-219	180+18.97	52.16' RT	986.85	185572.52	354927.40	8-243	180+57.38	52.34' RT	987.19	185571.60	354965.80
8-220	180+35.31	44.59' RT	986.94	185579.77	354943.88	8-244	180+30.60	62.14' RT	986.96	185562.31	354938.83
8-221	180+30.34	46.69' RT	987.03	185577.76	354938.88	8-245	180+35.60	62.14' RT	987.04	185562.22	354943.83
8-222	180+35.34	46.59' RT	986.97	185577.76	354943.88	8-246	180+30.61	62.55' RT	986.95	185561.90	354938.83
8-223	180+18.97	57.16' RT	986.84	185567.52	354927.30	8-247	180+35.63	63.64' RT	987.01	185560.71	354943.83
8-224	180+20.97	52.15' RT	986.91	185572.48	354929.40	8-248	180+28.63	66.71' RT	986.84	185557.78	354936.78
8-225	180+20.97	57.15' RT	986.90	185567.48	354929.30	8-249	180+33.15	68.85' RT	986.92	185555.55	354941.25
8-226	180+25.43	52.15' RT	987.04	185572.40	354933.86	8-250	180+26.49	71.22' RT	986.79	185553.31	354934.55
8-227	180+25.53	57.15' RT	987.03	185567.40	354933.86	8-251	180+31.00	73.37' RT	986.84	185551.08	354939.02
8-228	180+30.44	52.14' RT	987.14	185572.31	354938.86	8-252	180+24.34	75.74' RT	986.74	185548.83	354932.31
8-228A	180+24.53	47.15' RT	986.99	185577.41	354933.05	8-253	180+28.86	77.89' RT	986.75	185546.60	354936.79
8-229	180+30.52	57.14' RT	987.18	185567.31	354938.85	8-254	180+20.95	82.89' RT	986.66	185541.75	354928.78
8-230	180+35.44	52.14' RT	987.09	185572.22	354943.86	8-255	180+25.93	84.06' RT	986.64	185540.48	354933.74
8-231	180+35.52	57.14' RT	987.13	185567.22	354943.85	8-256	180+20.97	84.10' RT	986.65	185540.54	354928.78

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 8 (N UNIVERSITY DR)	SHEET 54	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021302-CR.DWG
LAYOUT NAME - Int 8 (4)
PLOT DATE : 10/30/2025 6:24 PM
PLOT BY : NICHOLAS BECKER
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

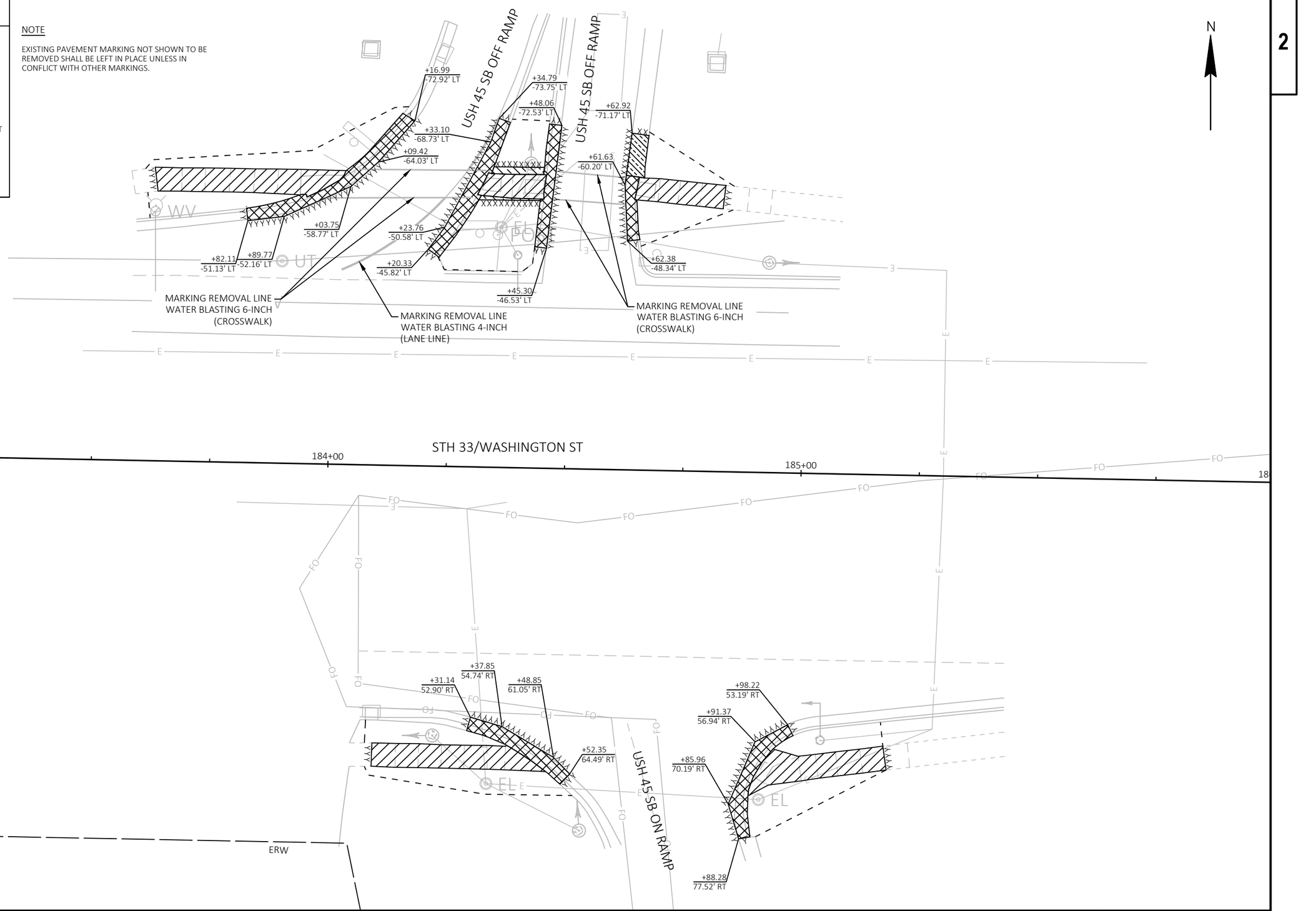
INTERSECTION 9 (USH 45 SB ON/OFF RAMPS)

LEGEND

- REMOVING CURB AND GUTTER (SEE MISC. QUANTITIES)
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE PAVEMENT
- SLOPE INTERCEPT
- SAWING ASPHALT
- SAWING CONCRETE

NOTE

EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED SHALL BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS.



2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	REMOVAL PLANS - INTERSECTION 9 (USH 45 SB ON/OFF RAMPS)	SHEET 55	E

INTERSECTION 9 (USH 45 SB ON/OFF RAMPS)

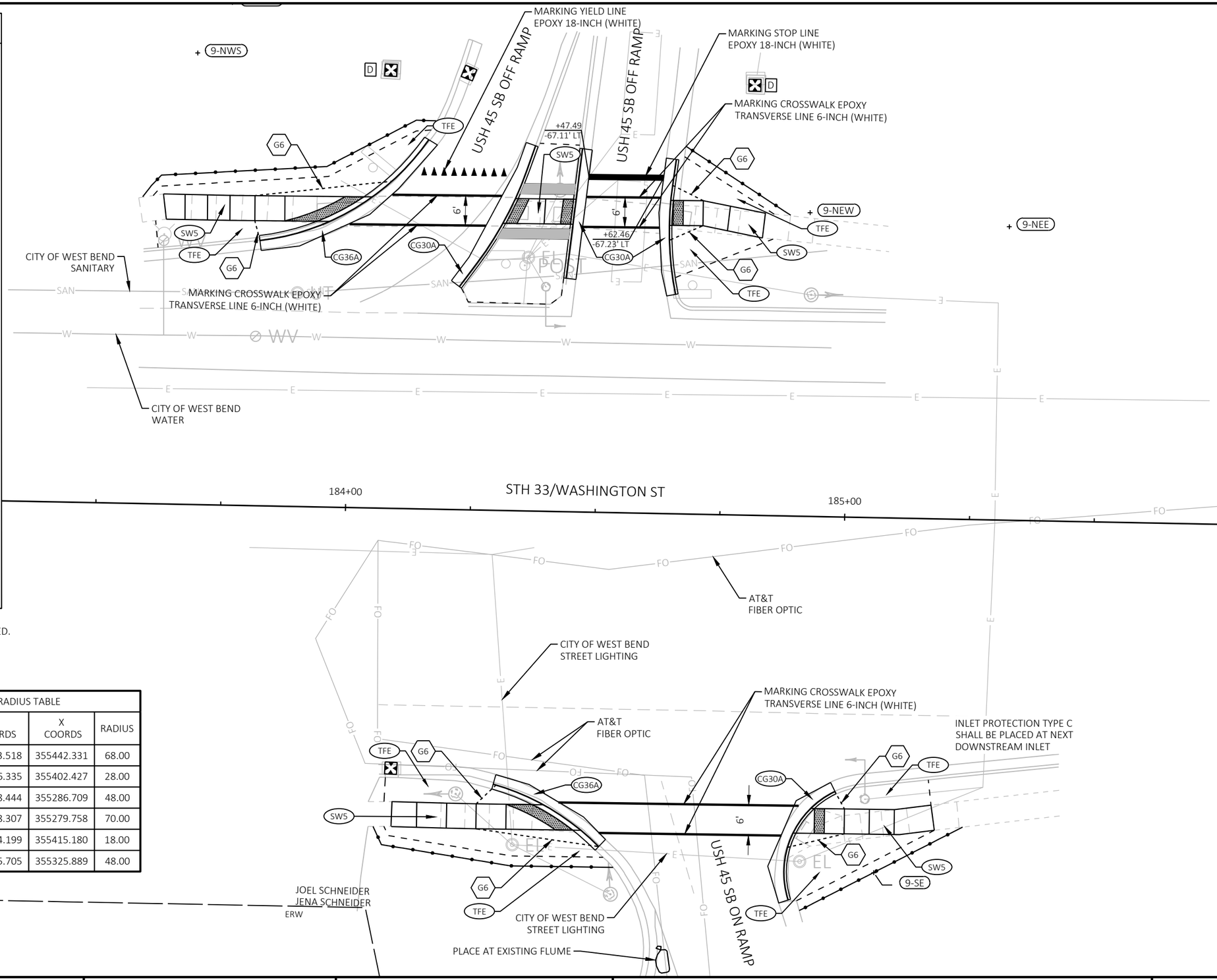
LEGEND

CCP	CONCRETE CURB PEDESTRIAN
CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG24A	CONCRETE CURB & GUTTER 24-INCH TYPE A
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG36A	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
CP9	CONCRETE PAVEMENT 9-INCH
CP10	CONCRETE PAVEMENT 10-INCH
CSI	CONCRETE SAFETY ISLAND
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW5	CONCRETE SIDEWALK 5-INCH
SW6	CONCRETE SIDEWALK 6-INCH
G6	GRADED FLARE (6:1 MAX SLOPE)
P10	PAVED FLARE (10% MAX SLOPE)
P6	PAVED FLARE (6:1 MAX SLOPE)
	ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	SLOPE INTERCEPT
	SILT FENCE
	INLET PROTECTION TYPE C (UNLESS OTHERWISE NOTED)
TFE	TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, & SEEDING MIXTURE NO. 40
	ROCK BAGS

NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS OTHERWISE NOTED.

SEE SDD "PAVEMENT MARKINGS, MEDIAN ISLAND NOSE" FOR MEDIAN MARKING LAYOUT.

RADIUS TABLE			
POINT	Y COORDS	X COORDS	RADIUS
9-NEE	185673.518	355442.331	68.00
9-NEW	185676.335	355402.427	28.00
9-NWN	185718.444	355286.709	48.00
9-NWS	185708.307	355279.758	70.00
9-SE	185544.199	355415.180	18.00
9-SW	185515.705	355325.889	48.00



PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAILS - INTERSECTION 9 (USH 45 SB ON/OFF RAMPS)	SHEET 56	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021202-PD.DWG
LAYOUT NAME - 09
PLOT DATE : 12/19/2025 11:38 AM
PLOT BY : JARED BROWN
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

INTERSECTION 9 (USH 45 SB ON/OFF RAMPS)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

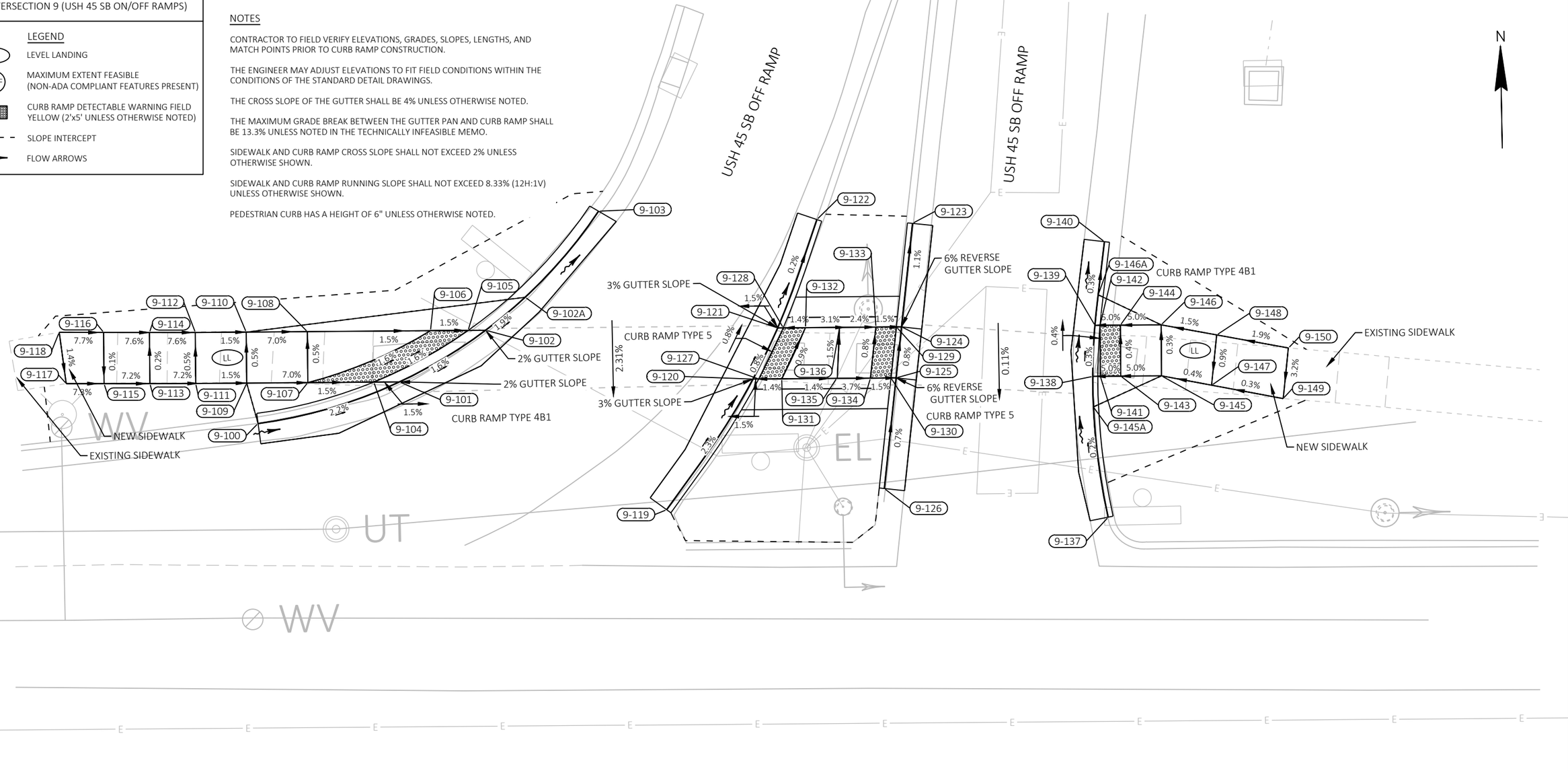
THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE NOTED.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3% UNLESS NOTED IN THE TECHNICALLY INFEASIBLE MEMO.

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS OTHERWISE SHOWN.

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS OTHERWISE SHOWN.

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.



INT08 - USH 45 SB OFF RAMP - NW - E
BOC RADIUS = 47'
CURB RAMP LANDING LENGTH ('XR') = 15.78'
RADIAL CHORD LENGTH = 10.57'
RADIAL WARNING FIELD AREA = 23.35 SF

INT08 - USH 45 SB OFF RAMP - MED N - W
BOC RADIUS = 70.5'
CURB RAMP LANDING LENGTH ('XR') = 4.62'
RADIAL CHORD LENGTH = 5.56'
RADIAL WARNING FIELD AREA = 11.1 SF

STH 33/WASHINGTON ST

184+00 184+50 185+00

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 9 (USH 45 ON/OFF RAMPS)	SHEET 57	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021302-CR.DWG
LAYOUT NAME - Int 9 (1)
PLOT DATE : 10/29/2025 11:54 AM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

USH 45 SB OFF RAMP W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
9-100	183+81.84	53.11' LT	982.24	185670.76	355292.23
9-101	183+95.73	57.19' LT	981.92	185674.58	355306.20
9-102	184+04.18	62.26' LT	981.77	185679.48	355314.75
9-102A	184+08.05	65.49' LT	982.17	185682.64	355318.68
9-103	184+15.26	73.93' LT	981.46	185690.94	355326.05
9-104	183+93.20	57.17' LT	981.96	185674.61	355303.66
9-105	184+02.46	62.25' LT	981.79	185679.50	355313.03
9-106	183+98.77	62.22' LT	981.85	185679.54	355309.33
9-107	183+86.72	57.12' LT	982.06	185674.68	355297.19
9-108	183+86.68	62.12' LT	982.03	185679.68	355297.24
9-109	183+80.72	57.07' LT	982.48	185674.75	355291.19
9-110	183+80.68	62.07' LT	982.45	185679.75	355291.24
9-111	183+75.72	57.03' LT	982.55	185674.81	355286.19
9-112	183+75.68	62.03' LT	982.52	185679.81	355286.24
9-113	183+71.22	57.03' LT	982.88	185674.89	355281.69
9-114	183+71.18	62.04' LT	982.87	185679.90	355281.75
9-115	183+66.72	57.03' LT	983.20	185674.97	355277.19
9-116	183+66.68	62.04' LT	983.21	185679.99	355277.25
9-117	183+63.01	57.02' LT	983.47	185675.04	355273.48
9-118	183+62.32	62.05' LT	983.54	185680.08	355272.89

USH 45 SB OFF RAMP MEDIAN					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
9-119	184+21.95	44.65' LT	982.29	185661.54	355332.17
9-120	184+30.42	57.47' LT	981.95	185674.19	355340.88
9-121	184+32.84	62.49' LT	981.90	185679.16	355343.40
9-122	184+36.68	73.12' LT	981.91	185689.71	355347.45
9-123	184+46.08	72.74' LT	981.59	185689.15	355356.83
9-124	184+45.00	62.59' LT	981.71	185679.02	355355.56
9-125	184+44.46	57.58' LT	981.75	185674.03	355354.93
9-126	184+43.31	46.74' LT	981.83	185663.21	355353.57
9-127	184+30.98	57.47' LT	981.95	185674.18	355341.45
9-128	184+33.39	62.49' LT	981.91	185679.15	355343.95
9-129	184+44.49	62.58' LT	981.72	185679.03	355355.05
9-130	184+43.96	57.58' LT	981.76	185674.03	355354.43
9-131	184+33.25	57.49' LT	981.99	185674.16	355343.71
9-132	184+35.57	62.51' LT	981.94	185679.13	355346.13
9-133	184+42.48	62.57' LT	981.75	185679.05	355353.04
9-134	184+41.95	57.56' LT	981.79	185674.06	355352.41
9-135	184+38.63	57.54' LT	981.91	185674.09	355349.10
9-136	184+38.92	62.54' LT	981.83	185679.09	355349.48

USH 45 SB OFF RAMP E					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
9-137	184+65.27	43.92' LT	981.49	185659.97	355375.47
9-138	184+63.76	57.74' LT	981.47	185673.81	355374.22
9-139	184+63.97	62.74' LT	981.45	185678.81	355374.53
9-140	184+64.91	70.94' LT	981.43	185686.99	355375.63
9-141	184+64.51	57.74' LT	981.48	185673.80	355374.98
9-142	184+64.47	62.74' LT	981.46	185678.80	355375.03
9-143	184+66.51	57.76' LT	981.58	185673.78	355376.98
9-144	184+66.47	62.76' LT	981.56	185678.78	355377.03
9-145	184+70.52	57.79' LT	981.78	185673.73	355380.98
9-145A	184+63.83	54.74' LT	981.97	185670.81	355374.23
9-146	184+70.48	62.79' LT	981.76	185678.73	355381.04
9-146A	184+64.29	65.74' LT	981.94	185681.80	355374.91
9-147	184+75.43	56.87' LT	981.80	185672.72	355385.88
9-148	184+75.93	61.80' LT	981.84	185677.64	355386.47
9-149	184+82.46	55.56' LT	981.82	185671.27	355392.88
9-150	184+82.97	60.52' LT	981.98	185676.22	355393.48

INTERSECTION 9 (USH 45 SB ON/OFF RAMPS)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE NOTED.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3% UNLESS NOTED IN THE TECHNICALLY INFEASIBLE MEMO.

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS OTHERWISE SHOWN.

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS OTHERWISE SHOWN.

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

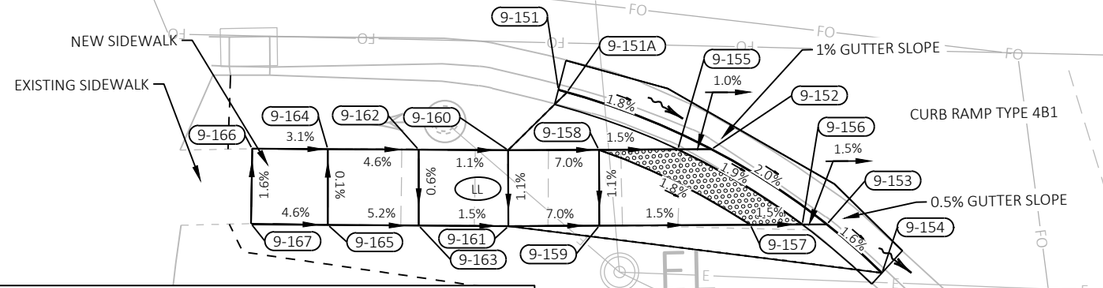
184+50 185+00

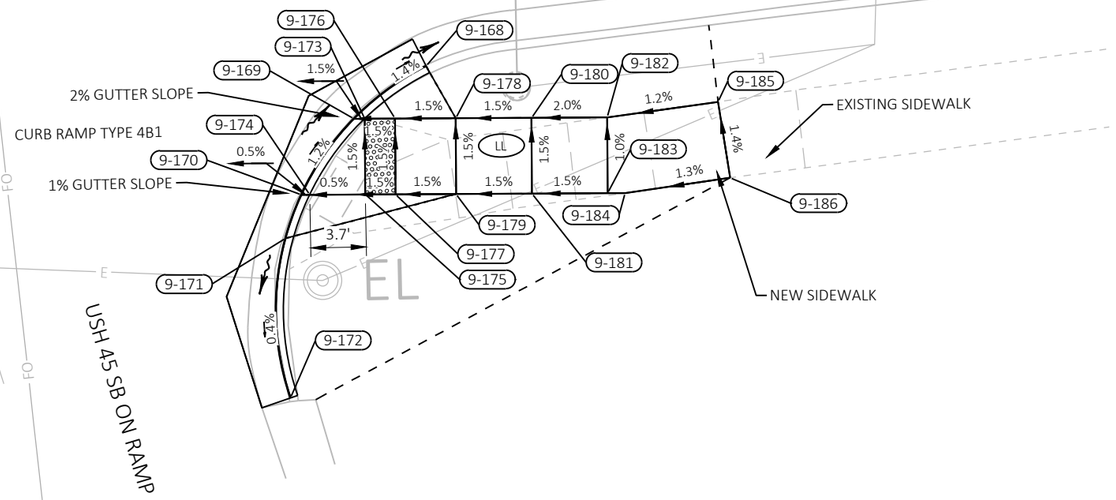
STH 33/WASHINGTON ST

N

USH 45 SB ON RAMP E						USH 45 SB ON RAMP E					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
9-168	184+99.12	54.98' RT	980.25	185560.43	355407.40	9-178	185+01.07	58.42' RT	980.44	185556.96	355409.29
9-169	184+94.36	58.46' RT	980.34	185557.05	355402.58	9-179	185+01.10	63.42' RT	980.52	185551.96	355409.22
9-170	184+90.89	63.47' RT	980.41	185552.10	355399.01	9-180	185+06.07	58.39' RT	980.51	185556.89	355414.29
9-171	184+89.84	66.35' RT	980.90	185549.25	355397.90	9-181	185+06.10	63.39' RT	980.59	185551.89	355414.22
9-172	184+90.17	76.87' RT	980.36	185538.72	355398.03	9-182	185+11.07	58.36' RT	980.61	185556.82	355419.29
9-173	184+95.07	58.45' RT	980.35	185557.04	355403.29	9-183	185+11.10	63.36' RT	980.67	185551.82	355419.22
9-174	184+91.44	63.47' RT	980.41	185552.09	355399.56	9-184	185+12.26	63.36' RT	980.68	185551.80	355420.38
9-175	184+95.10	63.45' RT	980.43	185552.04	355403.22	9-185	185+18.39	57.34' RT	980.70	185557.70	355426.63
9-176	184+97.07	58.44' RT	980.38	185557.01	355405.29	9-186	185+19.18	62.35' RT	980.77	185552.68	355427.32
9-177	184+97.10	63.44' RT	980.46	185552.01	355405.22						

INT09 - USH 45 SB ON RAMP - SW - E
BOC RADIUS = 47'
CURB RAMP LANDING LENGTH ('XR') = 13.4'
RADIAL CHORD LENGTH = 9.59'
RADIAL WARNING FIELD AREA = 20.62 SF





USH 45 SB ON RAMP W						USH 45 SB ON RAMP W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
9-151	184+30.63	54.84' RT	981.00	185561.90	355338.93	9-160	184+27.32	58.82' RT	981.32	185557.98	355335.54
9-151A	184+31.20	54.99' RT	981.48	185561.73	355339.50	9-161	184+27.34	63.82' RT	981.26	185552.98	355335.47
9-152	184+40.74	58.75' RT	980.80	185557.79	355348.97	9-162	184+21.42	58.78' RT	981.38	185558.13	355329.64
9-153	184+48.36	63.71' RT	980.62	185552.69	355356.49	9-163	184+21.42	63.78' RT	981.35	185553.13	355329.55
9-154	184+51.99	66.90' RT	980.54	185549.42	355360.05	9-164	184+15.42	58.75' RT	981.65	185558.28	355323.65
9-155	184+38.52	58.76' RT	980.82	185557.82	355346.74	9-165	184+15.42	63.75' RT	981.66	185553.28	355323.55
9-156	184+46.74	63.71' RT	980.64	185552.71	355354.86	9-166	184+10.43	58.71' RT	981.81	185558.41	355318.66
9-157	184+43.30	63.73' RT	980.69	185552.76	355351.42	9-167	184+10.35	63.65' RT	981.89	185553.47	355318.48
9-158	184+33.32	58.79' RT	980.90	185557.90	355341.54						
9-159	184+33.34	63.79' RT	980.84	185552.90	355341.47						

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 9 (USH 45 SB ON/OFF RAMPS)	SHEET 59	E

2

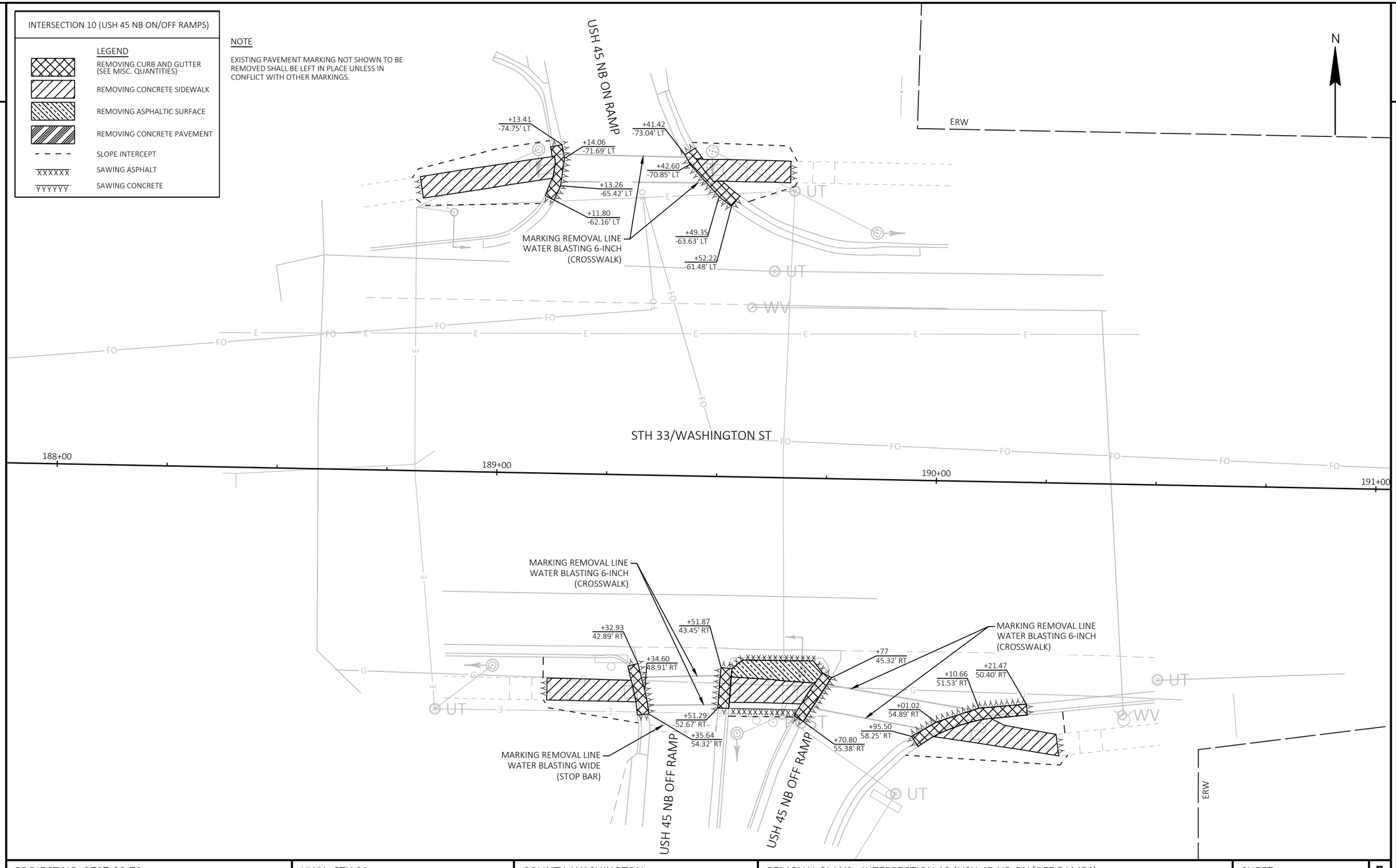
INTERSECTION 10 (USH 45 NB ON/OFF RAMPS)

LEGEND

- REMOVING CURB AND GUTTER (SEE MISC. QUANTITIES)
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE PAVEMENT
- SLOPE INTERCEPT
- SAWING ASPHALT
- SAWING CONCRETE

NOTE

EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED SHALL BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS.



PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	REMOVAL PLANS - INTERSECTION 10 (USH 45 NB ON/OFF RAMPS)	SHEET 60	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021002-RM.DWG
LAYOUT NAME - 10

PLOT DATE : 10/30/2025 5:57 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:20 FT

INTERSECTION 10 (USH 45 NB ON/OFF RAMPS)

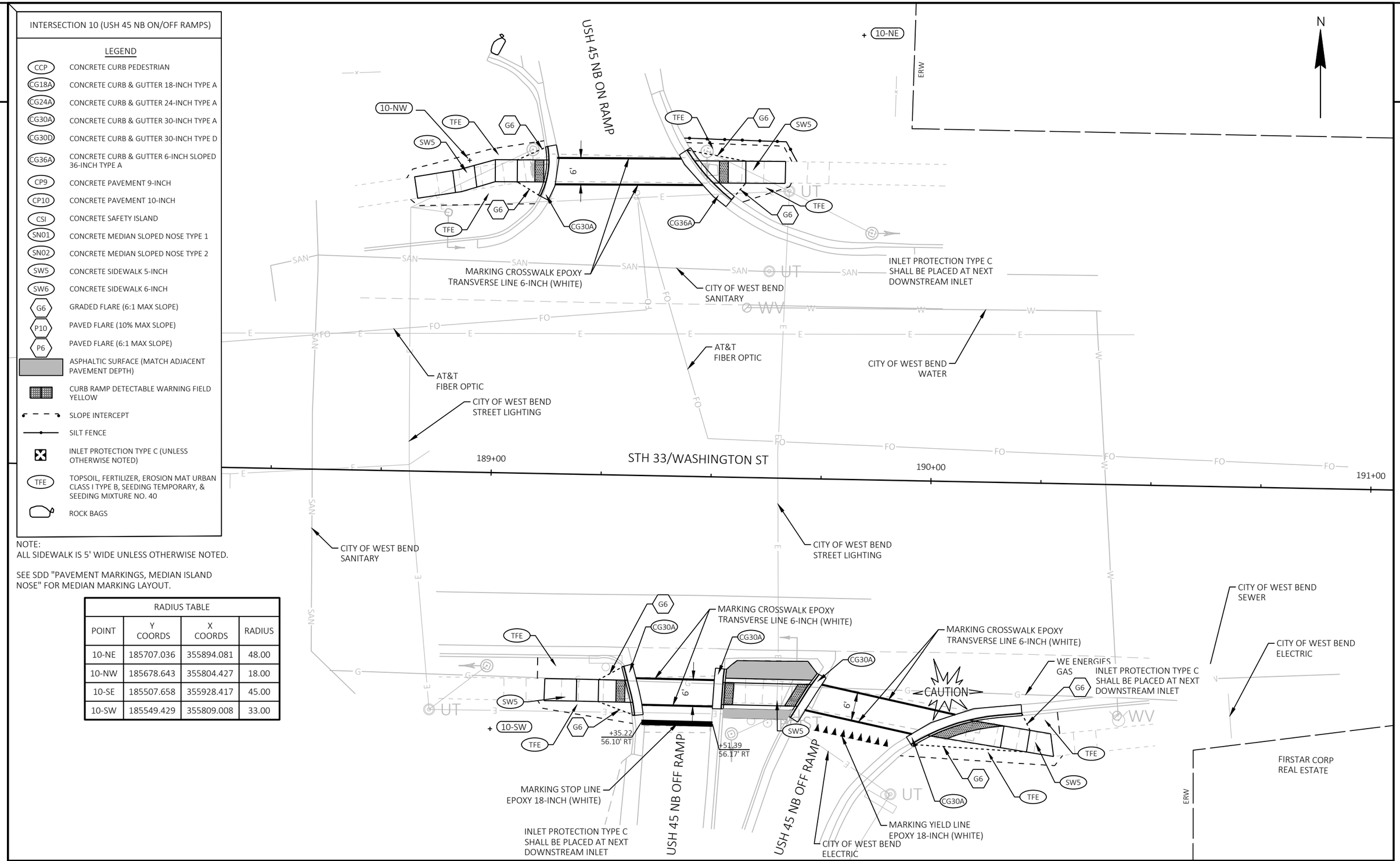
LEGEND

- CCP — CONCRETE CURB PEDESTRIAN
- CG18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG24A — CONCRETE CURB & GUTTER 24-INCH TYPE A
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36A — CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CP9 — CONCRETE PAVEMENT 9-INCH
- CP10 — CONCRETE PAVEMENT 10-INCH
- CSI — CONCRETE SAFETY ISLAND
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SN02 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- SW5 — CONCRETE SIDEWALK 5-INCH
- SW6 — CONCRETE SIDEWALK 6-INCH
- G6 — GRADED FLARE (6:1 MAX SLOPE)
- P10 — PAVED FLARE (10% MAX SLOPE)
- P6 — PAVED FLARE (6:1 MAX SLOPE)
- ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- SILT FENCE
- INLET PROTECTION TYPE C (UNLESS OTHERWISE NOTED)
- TFE — TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, & SEEDING MIXTURE NO. 40
- ROCK BAGS

NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS OTHERWISE NOTED.

SEE SDD "PAVEMENT MARKINGS, MEDIAN ISLAND NOSE" FOR MEDIAN MARKING LAYOUT.

RADIUS TABLE			
POINT	Y COORDS	X COORDS	RADIUS
10-NE	185707.036	355894.081	48.00
10-NW	185678.643	355804.427	18.00
10-SE	185507.658	355928.417	45.00
10-SW	185549.429	355809.008	33.00



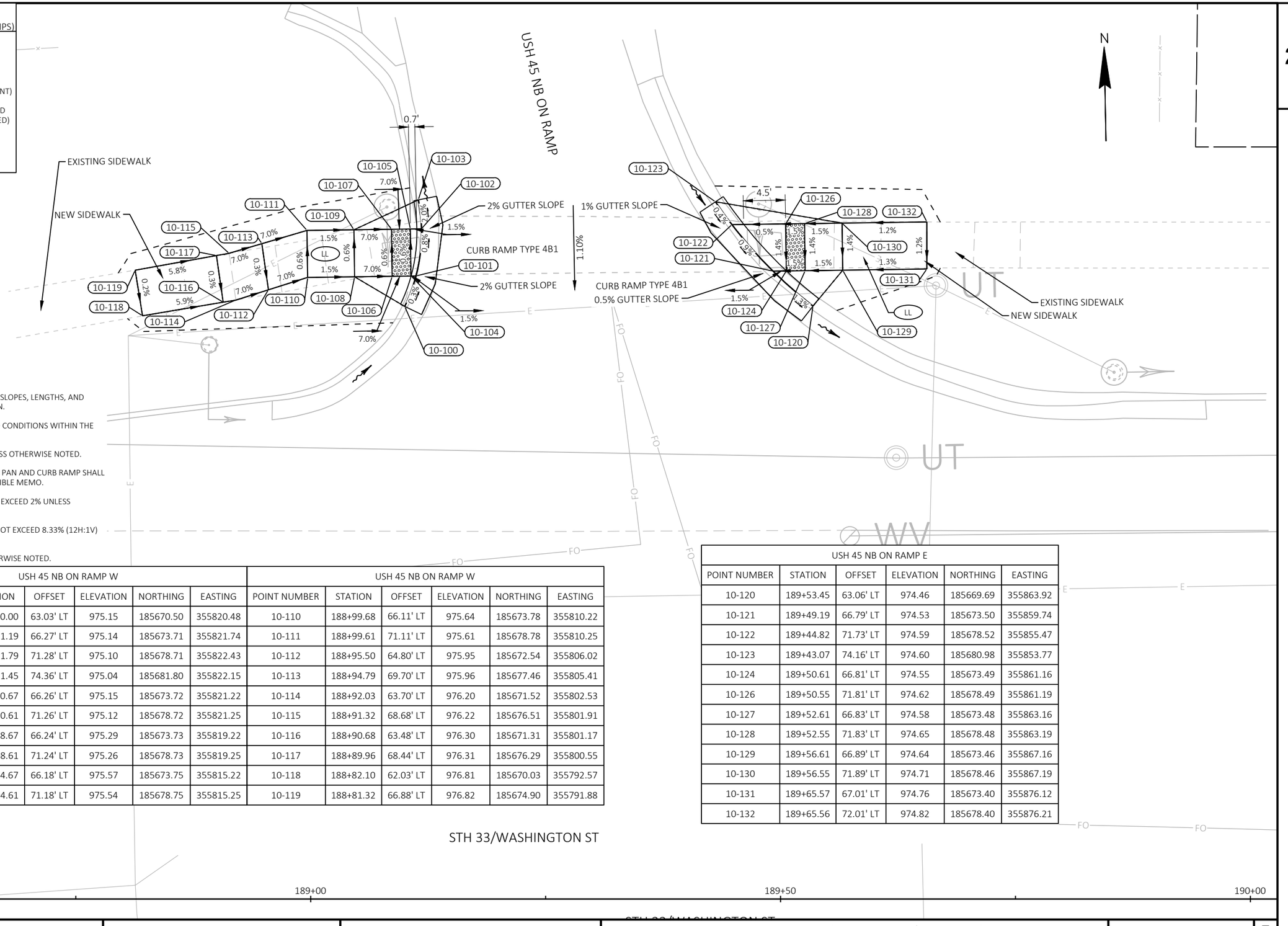
PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAILS - INTERSECTION 10 (USH 45 NB ON/OFF RAMPS)	SHEET 61	E

2

INTERSECTION 10 (USH 45 NB ON/OFF RAMPS)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS



NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE NOTED.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3% UNLESS NOTED IN THE TECHNICALLY INFEASIBLE MEMO.

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS OTHERWISE SHOWN.

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS OTHERWISE SHOWN.

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

USH 45 NB ON RAMP W						USH 45 NB ON RAMP W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
10-100	189+10.00	63.03' LT	975.15	185670.50	355820.48	10-110	188+99.68	66.11' LT	975.64	185673.78	355810.22
10-101	189+11.19	66.27' LT	975.14	185673.71	355821.74	10-111	188+99.61	71.11' LT	975.61	185678.78	355810.25
10-102	189+11.79	71.28' LT	975.10	185678.71	355822.43	10-112	188+95.50	64.80' LT	975.95	185672.54	355806.02
10-103	189+11.45	74.36' LT	975.04	185681.80	355822.15	10-113	188+94.79	69.70' LT	975.96	185677.46	355805.41
10-104	189+10.67	66.26' LT	975.15	185673.72	355821.22	10-114	188+92.03	63.70' LT	976.20	185671.52	355802.53
10-105	189+10.61	71.26' LT	975.12	185678.72	355821.25	10-115	188+91.32	68.68' LT	976.22	185676.51	355801.91
10-106	189+08.67	66.24' LT	975.29	185673.73	355819.22	10-116	188+90.68	63.48' LT	976.30	185671.31	355801.17
10-107	189+08.61	71.24' LT	975.26	185678.73	355819.25	10-117	188+89.96	68.44' LT	976.31	185676.29	355800.55
10-108	189+04.67	66.18' LT	975.57	185673.75	355815.22	10-118	188+82.10	62.03' LT	976.81	185670.03	355792.57
10-109	189+04.61	71.18' LT	975.54	185678.75	355815.25	10-119	188+81.32	66.88' LT	976.82	185674.90	355791.88

USH 45 NB ON RAMP E					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
10-120	189+53.45	63.06' LT	974.46	185669.69	355863.92
10-121	189+49.19	66.79' LT	974.53	185673.50	355859.74
10-122	189+44.82	71.73' LT	974.59	185678.52	355855.47
10-123	189+43.07	74.16' LT	974.60	185680.98	355853.77
10-124	189+50.61	66.81' LT	974.55	185673.49	355861.16
10-126	189+50.55	71.81' LT	974.62	185678.49	355861.19
10-127	189+52.61	66.83' LT	974.58	185673.48	355863.16
10-128	189+52.55	71.83' LT	974.65	185678.48	355863.19
10-129	189+56.61	66.89' LT	974.64	185673.46	355867.16
10-130	189+56.55	71.89' LT	974.71	185678.46	355867.19
10-131	189+65.57	67.01' LT	974.76	185673.40	355876.12
10-132	189+65.56	72.01' LT	974.82	185678.40	355876.21

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 10 (USH 45 NB ON/OFF RAMPS)	SHEET 62	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021302-CR.DWG
LAYOUT NAME - Int 10 (1)
PLOT DATE : 10/29/2025 11:57 AM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

INTERSECTION 10 (USH 45 NB ON/OFF RAMPS)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

189+50 190+00 190+50

STH 33/WASHINGTON ST

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE NOTED.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3% UNLESS NOTED IN THE TECHNICALLY INFEASIBLE MEMO.

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS OTHERWISE SHOWN.

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS OTHERWISE SHOWN.

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

N

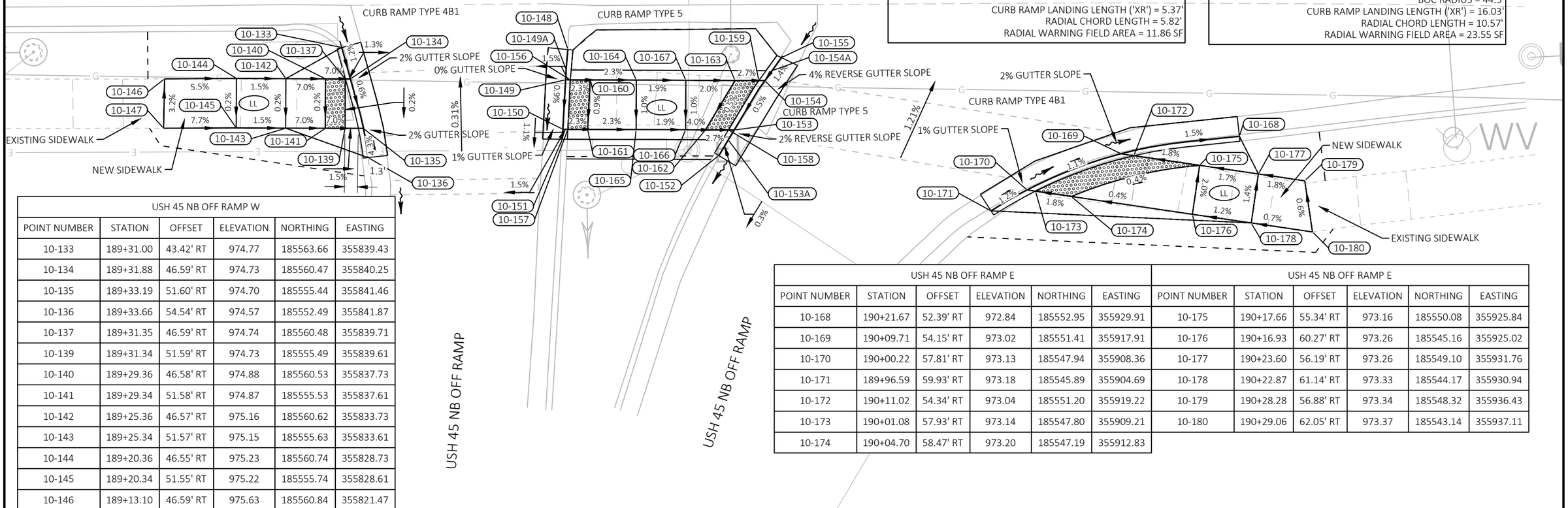
USH 45 NB OFF RAMP MEDIAN						USH 45 NB OFF RAMP MEDIAN					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
10-148	189+53.85	43.62' RT	974.36	185563.02	355862.27	10-157	189+53.84	51.68' RT	974.36	185554.96	355862.10
10-149	189+53.62	46.68' RT	974.40	185559.96	355861.98	10-158	189+70.06	51.75' RT	973.96	185554.58	355878.32
10-149A	189+53.67	45.66' RT	974.91	185560.99	355862.05	10-159	189+73.13	46.76' RT	973.99	185559.51	355881.48
10-150	189+53.34	51.68' RT	974.35	185554.97	355861.61	10-160	189+56.09	46.69' RT	974.36	185559.91	355864.45
10-151	189+53.29	52.68' RT	974.34	185553.97	355861.53	10-161	189+55.84	51.69' RT	974.31	185554.91	355864.10
10-152	189+69.10	54.33' RT	973.94	185552.01	355877.30	10-162	189+67.74	51.74' RT	974.03	185554.64	355876.00
10-153	189+70.65	51.75' RT	973.95	185554.57	355878.90	10-163	189+70.73	46.75' RT	974.06	185559.56	355879.09
10-153A	189+70.05	52.75' RT	973.94	185553.58	355878.29	10-164	189+60.76	46.71' RT	974.25	185559.80	355869.12
10-154	189+73.75	46.76' RT	973.97	185559.49	355882.10	10-165	189+60.74	51.71' RT	974.20	185554.80	355869.00
10-154A	189+74.46	45.77' RT	973.99	185560.48	355882.84	10-166	189+65.74	51.73' RT	974.11	185554.68	355874.00
10-155	189+75.42	44.44' RT	974.01	185561.79	355883.82	10-167	189+65.76	46.73' RT	974.16	185559.68	355874.11
10-156	189+54.09	46.68' RT	974.41	185559.95	355862.45						

INT10 - USH 45 NB OFF RAMP - MED S - E

CURB RAMP LANDING LENGTH ('XR') = 5.37'
RADIAL CHORD LENGTH = 5.82'
RADIAL WARNING FIELD AREA = 11.86 SF

INT10 - USH 45 NB OFF RAMP - SE - W

BOC RADIUS = 44.5'
CURB RAMP LANDING LENGTH ('XR') = 16.03'
RADIAL CHORD LENGTH = 10.57'
RADIAL WARNING FIELD AREA = 23.55 SF



USH 45 NB OFF RAMP W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
10-133	189+31.00	43.42' RT	974.77	185563.66	355839.43
10-134	189+31.88	46.59' RT	974.73	185560.47	355840.25
10-135	189+33.19	51.60' RT	974.70	185555.44	355841.46
10-136	189+33.66	54.54' RT	974.57	185552.49	355841.87
10-137	189+31.35	46.59' RT	974.74	185560.48	355839.71
10-139	189+31.34	51.59' RT	974.73	185555.49	355839.61
10-140	189+29.36	46.58' RT	974.88	185560.53	355837.73
10-141	189+29.34	51.58' RT	974.87	185555.53	355837.61
10-142	189+25.36	46.57' RT	975.16	185560.62	355833.73
10-143	189+25.34	51.57' RT	975.15	185555.63	355833.61
10-144	189+20.36	46.55' RT	975.23	185560.74	355828.73
10-145	189+20.34	51.55' RT	975.22	185555.74	355828.61
10-146	189+13.10	46.59' RT	975.63	185560.84	355821.47
10-147	189+13.01	51.58' RT	975.79	185555.85	355821.28

USH 45 NB OFF RAMP E						USH 45 NB OFF RAMP E					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
10-168	190+21.67	52.39' RT	972.84	185552.95	355929.91	10-175	190+17.66	55.34' RT	973.16	185550.08	355925.84
10-169	190+09.71	54.15' RT	973.02	185551.41	355917.91	10-176	190+16.93	60.27' RT	973.26	185545.16	355925.02
10-170	190+00.22	57.81' RT	973.13	185547.94	355908.36	10-177	190+23.60	56.19' RT	973.26	185549.10	355931.76
10-171	189+96.59	59.93' RT	973.18	185545.89	355904.69	10-178	190+22.87	61.14' RT	973.33	185544.17	355930.94
10-172	190+11.02	54.34' RT	973.04	185551.20	355919.22	10-179	190+28.28	56.88' RT	973.34	185548.32	355936.43
10-173	190+01.08	57.93' RT	973.14	185547.80	355909.21	10-180	190+29.06	62.05' RT	973.37	185543.14	355937.11
10-174	190+04.70	58.47' RT	973.20	185547.19	355912.83						

2

INTERSECTION 11
(JOHNSON ST MID-BLOCK CROSSING)

LEGEND

- REMOVING CURB AND GUTTER (SEE MISC. QUANTITIES)
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE PAVEMENT
- SLOPE INTERCEPT
- SAWING ASPHALT
- SAWING CONCRETE

NOTE

EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED SHALL BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS.

N

2

192+00

193+00

194+00

STH 33/WASHINGTON ST

+84.48
39.01' RT

+80.77
39.08' RT

+91.79
41.92' RT

+97.33
47.36' RT

+00.35
54.39' RT

+00.46
60.21' RT

+51.47
39.15' RT

+63.89
39.05' RT

+44.48
42.13' RT

+39.19
47.55' RT

+36.36
54.64' RT

+36.43
58.38' RT

ERW

TLE

PRW

JOHNSON ST

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	REMOVAL PLANS - INTERSECTION 11 (JOHNSON ST MID-BLOCK CROSSING)	SHEET 64	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021002-RM.DWG
LAYOUT NAME - 11

PLOT DATE : 10/30/2025 5:57 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:20 FT

INTERSECTION 11
(JOHNSON ST MID-BLOCK CROSSING)

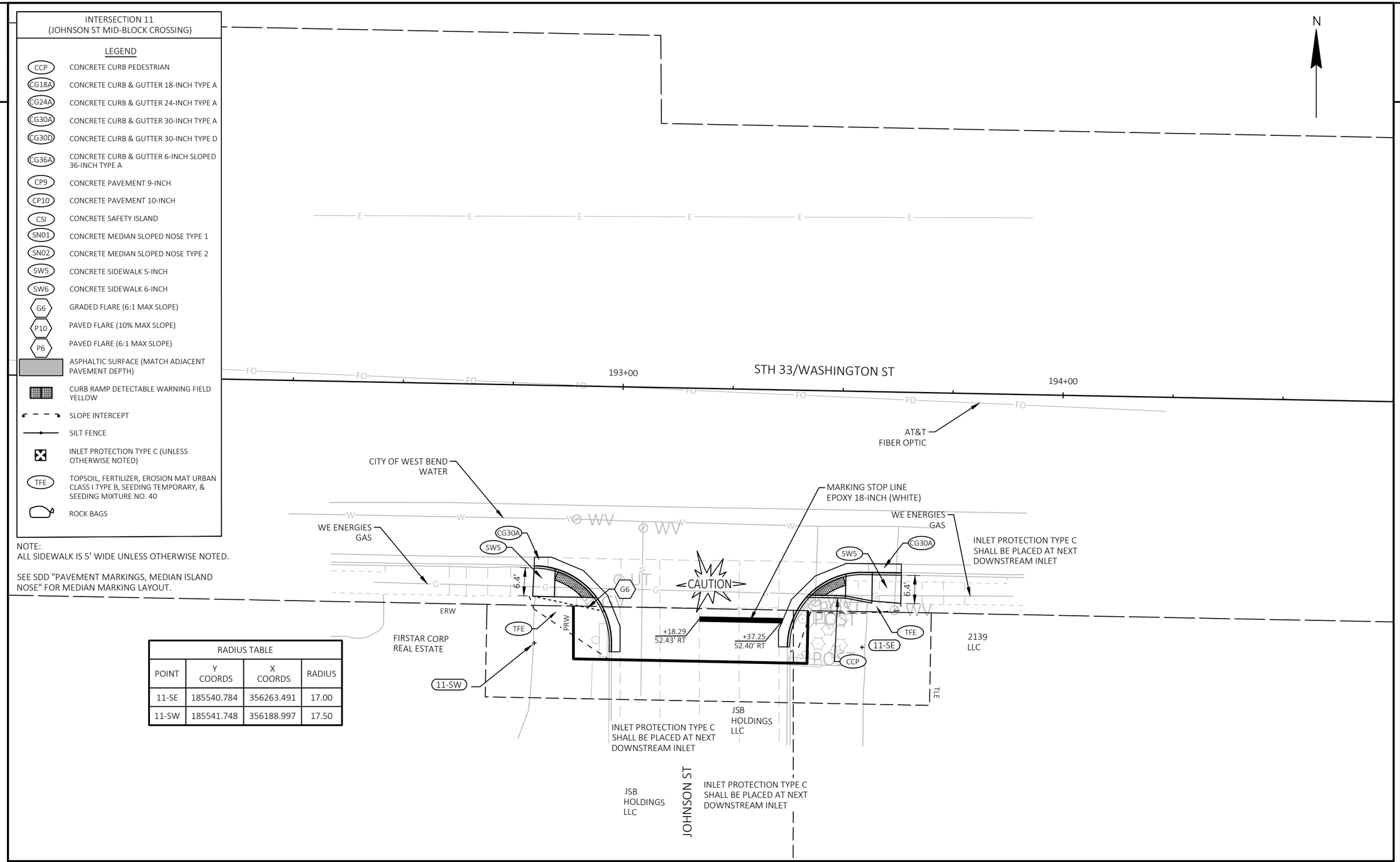
LEGEND

CCP	CONCRETE CURB PEDESTRIAN
CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG24A	CONCRETE CURB & GUTTER 24-INCH TYPE A
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG36A	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
CP9	CONCRETE PAVEMENT 9-INCH
CP10	CONCRETE PAVEMENT 10-INCH
CSI	CONCRETE SAFETY ISLAND
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW5	CONCRETE SIDEWALK 5-INCH
SW6	CONCRETE SIDEWALK 6-INCH
G6	GRADED FLARE (6:1 MAX SLOPE)
P10	PAVED FLARE (10% MAX SLOPE)
P6	PAVED FLARE (6:1 MAX SLOPE)
	ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	SLOPE INTERCEPT
	SILT FENCE
	INLET PROTECTION TYPE C (UNLESS OTHERWISE NOTED)
TFE	TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, & SEEDING MIXTURE NO. 40
	ROCK BAGS

NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS OTHERWISE NOTED.

SEE SDD "PAVEMENT MARKINGS, MEDIAN ISLAND NOSE" FOR MEDIAN MARKING LAYOUT.

RADIUS TABLE			
POINT	Y COORDS	X COORDS	RADIUS
11-SE	185540.784	356263.491	17.00
11-SW	185541.748	356188.997	17.50



PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAILS - INTERSECTION 11 (JOHNSON ST MID-BLOCK CROSSING)	SHEET 65	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021202-PD.DWG
LAYOUT NAME - 11

PLOT DATE : 12/19/2025 11:38 AM PLOT BY : JARED BROWN PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

INTERSECTION 11
(JOHNSON ST MID-BLOCK CROSSING)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE NOTED.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3% UNLESS NOTED IN THE TECHNICALLY INFEASIBLE MEMO.

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS OTHERWISE SHOWN.

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS OTHERWISE SHOWN.

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

193+00 193+50

STH 33/WASHINGTON ST

N

INT11 - JOHNSON ST - SW - E
BOC RADIUS = 17'
CURB RAMP LANDING LENGTH ('XR') = 8.92'
RADIAL CHORD LENGTH = 10.61'
RADIAL WARNING FIELD AREA = 17.56 SF

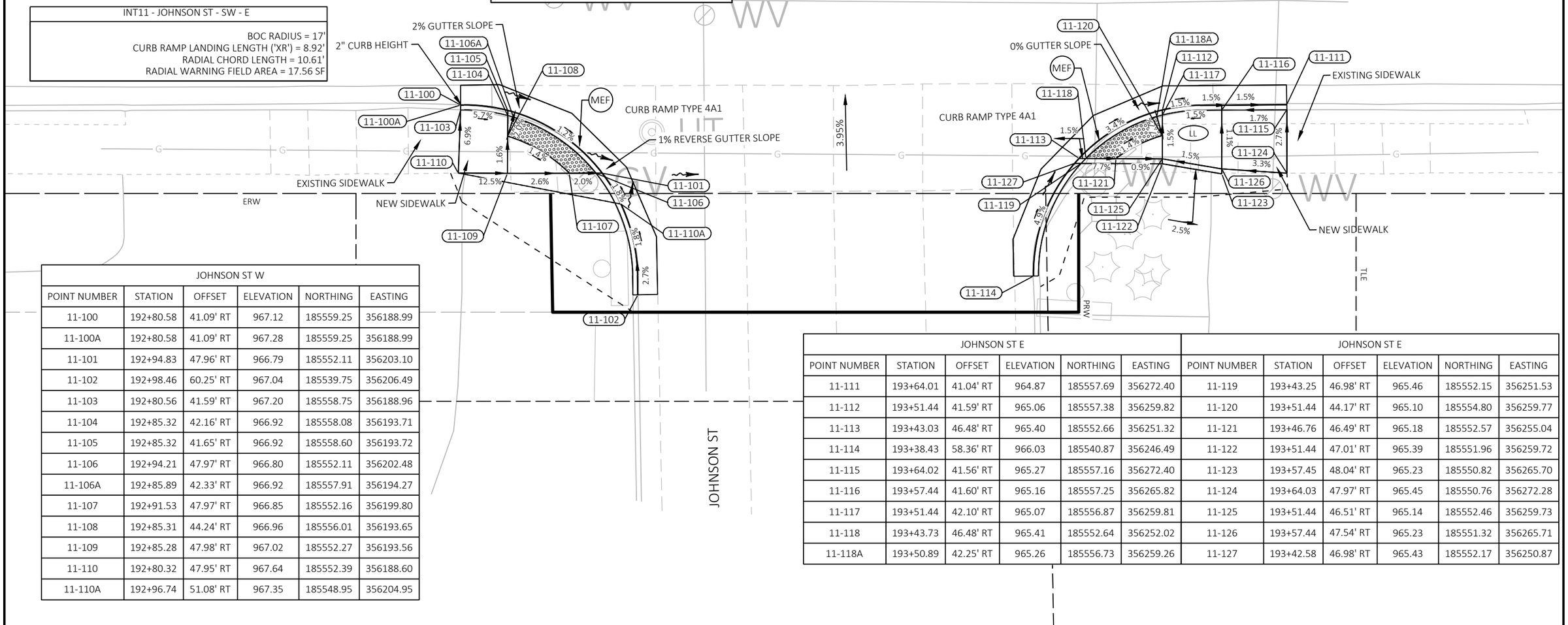
TECHNICALLY INFEASIBLE NOTES:
JOHNSON ST SW QUAD:

TECHNICALLY INFEASIBLE DUE TO RAMP SLOPE OF 13.3% AND RAMP CROSS SLOPE OF 6.9%. EXISTING SIDEWALK SLOPES WILL NOT ALLOW CONFORMING RAMP. ALSO A LEVEL LANDING CANNOT BE PROVIDED

INT11 - JOHNSON ST - SE - W
BOC RADIUS = 16.5'
CURB RAMP LANDING LENGTH ('XR') = 7.72'
RADIAL CHORD LENGTH = 8.87'
RADIAL WARNING FIELD AREA = 13.73 SF

TECHNICALLY INFEASIBLE NOTES:
JOHNSON ST SE QUAD:

TECHNICALLY INFEASIBLE DUE TO RAMP CROSS SLOPE OF 3.4%. EXISTING SIDEWALK SLOPES WILL NOT ALLOW CONFORMING RAMP.



JOHNSON ST W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
11-100	192+80.58	41.09' RT	967.12	185559.25	356188.99
11-100A	192+80.58	41.09' RT	967.28	185559.25	356188.99
11-101	192+94.83	47.96' RT	966.79	185552.11	356203.10
11-102	192+98.46	60.25' RT	967.04	185539.75	356206.49
11-103	192+80.56	41.59' RT	967.20	185558.75	356188.96
11-104	192+85.32	42.16' RT	966.92	185558.08	356193.71
11-105	192+85.32	41.65' RT	966.92	185558.60	356193.72
11-106	192+94.21	47.97' RT	966.80	185552.11	356202.48
11-106A	192+85.89	42.33' RT	966.92	185557.91	356194.27
11-107	192+91.53	47.97' RT	966.85	185552.16	356199.80
11-108	192+85.31	44.24' RT	966.96	185556.01	356193.65
11-109	192+85.28	47.98' RT	967.02	185552.27	356193.56
11-110	192+80.32	47.95' RT	967.64	185552.39	356188.60
11-110A	192+96.74	51.08' RT	967.35	185548.95	356204.95

JOHNSON ST E					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
11-111	193+64.01	41.04' RT	964.87	185557.69	356272.40
11-112	193+51.44	41.59' RT	965.06	185557.38	356259.82
11-113	193+43.03	46.48' RT	965.40	185552.66	356251.32
11-114	193+38.43	58.36' RT	966.03	185540.87	356246.49
11-115	193+64.02	41.56' RT	965.27	185557.16	356272.40
11-116	193+57.44	41.60' RT	965.16	185557.25	356265.82
11-117	193+51.44	42.10' RT	965.07	185556.87	356259.81
11-118	193+43.73	46.48' RT	965.41	185552.64	356252.02
11-118A	193+50.89	42.25' RT	965.26	185556.73	356259.26

JOHNSON ST E					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
11-119	193+43.25	46.98' RT	965.46	185552.15	356251.53
11-120	193+51.44	44.17' RT	965.10	185554.80	356259.77
11-121	193+46.76	46.49' RT	965.18	185552.57	356255.04
11-122	193+51.44	47.01' RT	965.39	185551.96	356259.72
11-123	193+57.45	48.04' RT	965.23	185550.82	356265.70
11-124	193+64.03	47.97' RT	965.45	185550.76	356272.28
11-125	193+51.44	46.51' RT	965.14	185552.46	356259.73
11-126	193+57.44	47.54' RT	965.23	185551.32	356265.71
11-127	193+42.58	46.98' RT	965.43	185552.17	356250.87

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 11 (JOHNSON ST MID-BLOCK CROSSING)	SHEET 66	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021302-CR.DWG
LAYOUT NAME - Int 11 (1)
PLOT DATE : 10/29/2025 12:00 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

INTERSECTION 12
(MEADOWBROOK DR/N 15TH AVE)

LEGEND

- REMOVING CURB AND GUTTER (SEE MISC. QUANTITIES)
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE PAVEMENT
- REMOVING BRICK PAVERS
- SLOPE INTERCEPT
- XXXXXX SAWING ASPHALT
- YYYYYY SAWING CONCRETE

NOTE

EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED SHALL BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS.

MEADOWBROOK DR/N 15TH AVE

MARKING REMOVAL LINE WATER BLASTING WIDE (STOP BAR)

+42.64 -75.96' LT
+43.68 -66.14' LT
+44.68 -66.25' LT
+45.44 -59.08' LT
+44.79 -57.06' LT
+43.79 -57.23' LT
+40.34 -46.50' LT
+36.57 -40.64' LT
+36.57 -32.65' LT
+16.16 -30.92' LT
+22.11 -32.29' LT
ERW
TLE

MARKING REMOVAL LINE WATER BLASTING WIDE (CROSSWALK)

+87.88 -60.57' LT
+89.03 -49.81' LT
+98.19 -37.93' LT
+10.20 -31.59' LT
+27.99 -30.95' LT
ERW
TLE

217+00
218+00
219+00
STH 33/WASHINGTON ST

MARKING REMOVAL LINE WATER BLASTING WIDE (STOP BAR)

+25.66 30.47' RT
+16.73 30.80' RT
+39.41 32.10' RT
+52.47 51.41' RT
+52.89 66.51' RT
ERW
TLE

MARKING REMOVAL LINE WATER BLASTING WIDE (CROSSWALK)

+43.10 35.99' RT
+11.42 32.68' RT
+01.84 43.82' RT
+26.98 30.90' RT
+43.01 30.95' RT
+97.20 54.49' RT
+96.89 65.69' RT
ERW
TLE

MARKING REMOVAL LINE WATER BLASTING WIDE (STOP BAR)

N 15TH AVE

N

2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	REMOVAL PLANS - INTERSECTION 12 (MEADOWBROOK DR/N 15TH AVE)	SHEET 67	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021003-RM.DWG
LAYOUT NAME - 12

PLOT DATE : 10/30/2025 5:54 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

INTERSECTION 12
(MEADOWBROOK DR/N 15TH AVE)

LEGEND

- CCP — CONCRETE CURB PEDESTRIAN
- CG18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG24A — CONCRETE CURB & GUTTER 24-INCH TYPE A
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36A — CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CP9 — CONCRETE PAVEMENT 9-INCH
- CP10 — CONCRETE PAVEMENT 10-INCH
- CSI — CONCRETE SAFETY ISLAND
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SN02 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- SW5 — CONCRETE SIDEWALK 5-INCH
- SW6 — CONCRETE SIDEWALK 6-INCH
- G6 — GRADED FLARE (6:1 MAX SLOPE)
- P10 — PAVED FLARE (10% MAX SLOPE)
- P6 — PAVED FLARE (6:1 MAX SLOPE)
- ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- SILT FENCE
- INLET PROTECTION TYPE C (UNLESS OTHERWISE NOTED)
- TFE — TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, & SEEDING MIXTURE NO. 40
- ROCK BAGS

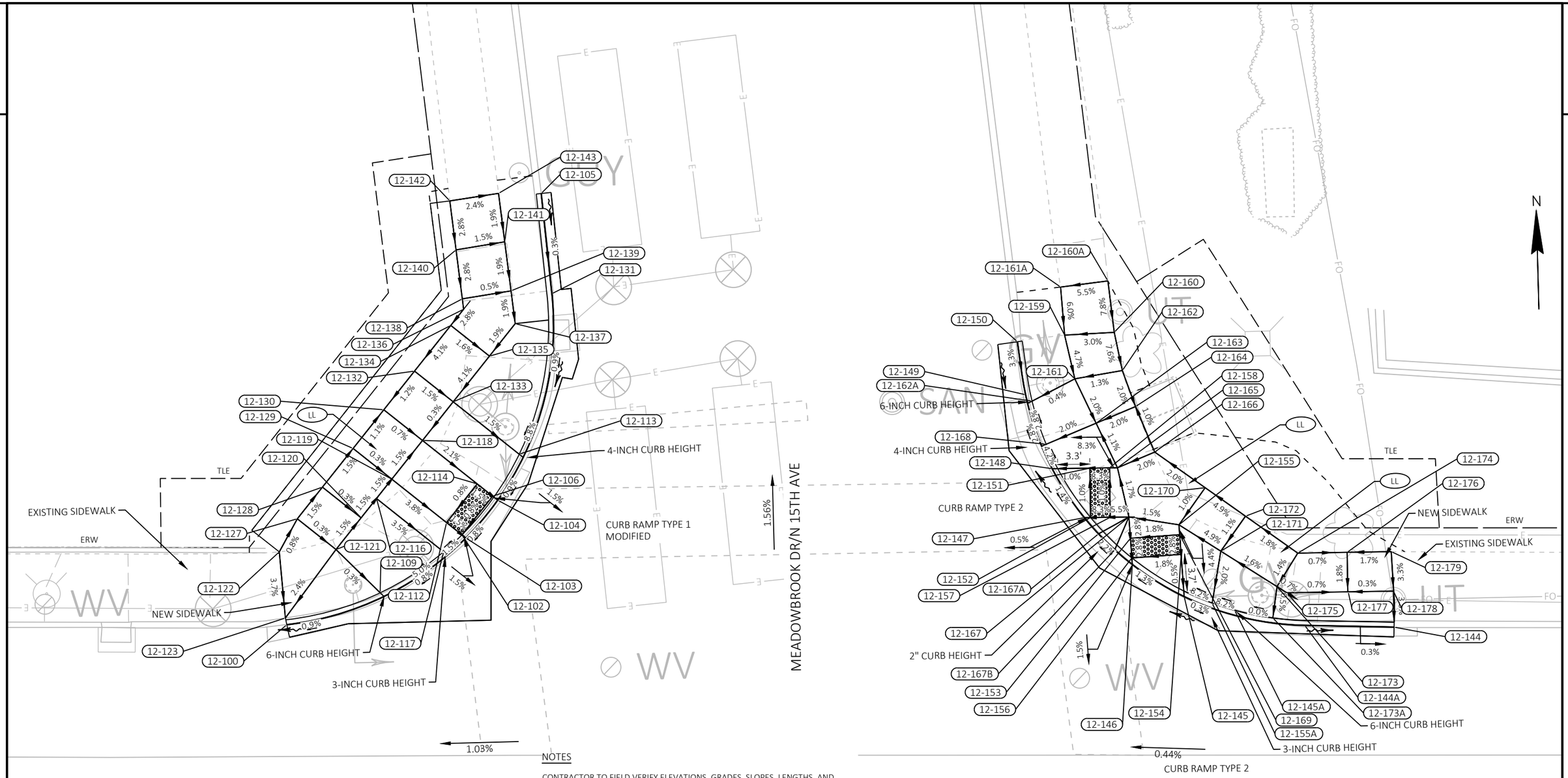
RADIUS TABLE			
POINT	Y COORDS	X COORDS	RADIUS
12-NE	185604.838	358729.697	29.50
12-NW	185608.506	358622.603	30.50
12-SE	185481.944	358733.972	29.00
12-SW	185484.664	358629.602	29.00

NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS OTHERWISE NOTED.

SEE SDD "PAVEMENT MARKINGS, MEDIAN ISLAND NOSE" FOR MEDIAN MARKING LAYOUT.

MARKING STOP LINE EPOXY 18-INCH (WHITE)
ADJUSTING INLET
MEADOWBROOK DR/N 15TH AVE
CITY OF WEST BEND STREET LIGHTING
AT&T
MARKING LINE EPOXY 4-INCH (YELLOW)
4-Inch Curb Height
WE ENERGIES ELECTRIC
3-Inch Curb Height
2.5-Inch Curb Height
MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CITY OF WEST BEND WATER
CITY OF WEST BEND STORM SEWER
INLET PROTECTION TYPE C SHALL BE PLACED AT NEXT DOWNSTREAM INLET
STH 33/WASHINGTON ST
217+00
218+00
219+00
CITY OF WEST BEND SANITARY
3:1 PAVED FLARE
3:1 FLARE
WE ENERGIES GAS
ADDI ADDING 24" EXTENDER ARM ARM TO EXISTING PEDE PEDESTRIAN PUSH BUTTON
CAUTION
N 15TH AVE
ADDING 18" EXTENDER ARM TO EXISTING PEDESTRIAN PUSH BUTTON

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAILS - INTERSECTION 12 (MEADOWBROOK DR/N 15TH AVE)	SHEET 68	E



INTERSECTION 12
(MEADOWBROOK DR/N 15TH AVE)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 12 (MEADOWBROOK DR/15TH AVE)	SHEET 69	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021303-CR.DWG
LAYOUT NAME - Int 12 (1)
PLOT DATE : 10/30/2025 6:27 PM
PLOT BY : NICHOLAS BECKER
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

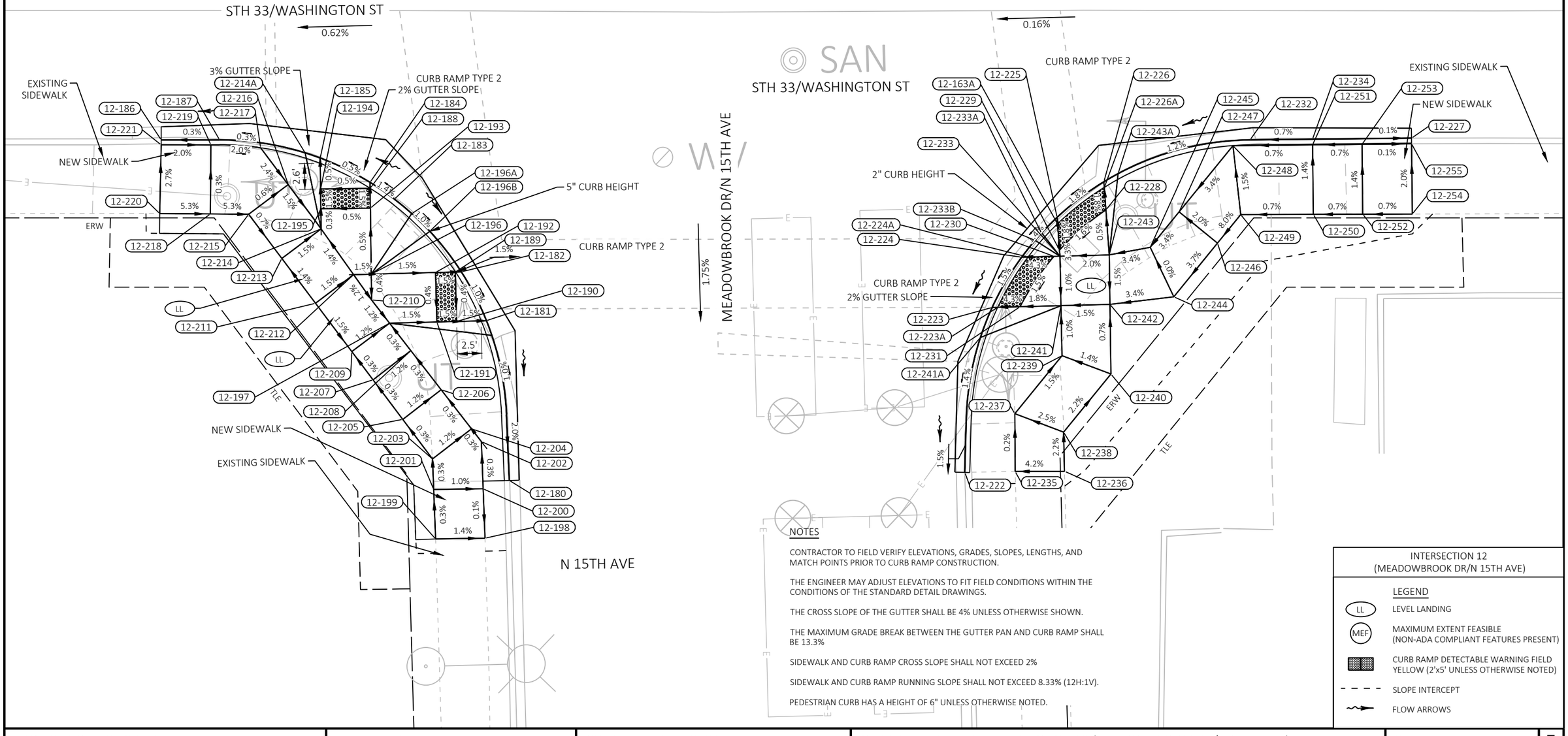
MEADOWBROOK DR NW						MEADOWBROOK DR NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
12-100	217+15.89	32.19' LT	0.00	185578.13	358625.31	12-127	217+16.95	42.92' LT	935.79	185588.82	358626.64
12-102	217+33.62	41.29' LT	935.58	185586.76	358643.27	12-128	217+19.49	46.12' LT	935.74	185591.96	358629.27
12-103	217+34.02	40.98' LT	935.57	185586.44	358643.66	12-129	217+22.60	50.04' LT	935.79	185595.80	358632.48
12-104	217+37.24	44.80' LT	935.61	185590.18	358646.98	12-130	217+25.71	53.96' LT	935.83	185599.63	358635.69
12-105	217+41.64	75.85' LT	935.84	185621.10	358652.19	12-131	217+42.72	65.71' LT	935.81	185610.93	358653.01
12-106	217+36.73	45.21' LT	935.62	185590.60	358646.48	12-132	217+28.82	57.87' LT	935.97	185603.46	358638.90
12-109	217+25.34	35.43' LT	935.66	185581.12	358634.84	12-133	217+32.73	54.76' LT	935.94	185600.26	358642.74
12-112	217+32.06	42.54' LT	935.61	185588.05	358641.74	12-134	217+32.49	62.50' LT	936.14	185607.99	358642.69
12-113	217+39.42	49.46' LT	935.92	185594.78	358649.28	12-135	217+36.41	59.39' LT	936.05	185604.78	358646.53
12-114	217+35.16	46.45' LT	935.65	185591.88	358644.95	12-136	217+33.79	64.14' LT	936.19	185609.60	358644.04
12-116	217+24.96	44.97' LT	935.75	185590.67	358634.71	12-137	217+39.02	62.68' LT	936.13	185608.00	358649.22
12-117	217+31.76	39.58' LT	936.06	185585.10	358641.37	12-138	217+33.66	65.19' LT	936.22	185610.65	358643.93
12-118	217+29.63	50.85' LT	935.85	185596.42	358639.53	12-139	217+38.59	66.00' LT	936.19	185611.33	358648.88
12-119	217+26.52	46.93' LT	935.77	185592.59	358636.32	12-140	217+33.03	70.15' LT	936.36	185615.63	358643.43
12-120	217+23.41	43.02' LT	935.95	185588.75	358633.11	12-141	217+37.95	70.96' LT	936.29	185616.31	358648.38
12-121	217+20.86	39.81' LT	935.70	185585.61	358630.48	12-142	217+32.39	75.11' LT	936.50	185620.60	358642.93
12-122	217+15.12	39.57' LT	936.05	185585.52	358624.73	12-143	217+37.32	75.87' LT	936.38	185621.23	358647.87
12-123	217+15.74	32.87' LT	935.80	185578.82	358625.18						

MEADOWBROOK DR NE						MEADOWBROOK DR NE						MEADOWBROOK DR NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
12-144	218+28.01	31.95' LT	935.86	185574.95	358737.38	12-156	218+01.45	38.95' LT	935.86	185582.65	358711.02	12-167A	217+98.07	41.39' LT	935.91	185585.18	358707.70
12-144A	218+18.97	32.12' LT	935.89	185575.37	358728.35	12-157	217+99.27	43.07' LT	935.87	185586.83	358708.95	12-167B	217+99.72	39.77' LT	935.96	185583.52	358709.31
12-145	218+06.75	35.04' LT	935.93	185578.60	358716.21	12-158	217+99.19	48.07' LT	935.83	185591.83	358708.99	12-168	217+92.78	50.46' LT	935.73	185594.39	358702.65
12-145A	218+11.86	33.65' LT	936.39	185577.08	358721.29	12-159	217+94.65	61.52' LT	936.15	185605.39	358704.80	12-169	218+06.29	41.31' LT	936.01	185584.88	358715.92
12-146	218+01.50	38.28' LT	935.85	185581.98	358711.05	12-160	217+99.67	61.80' LT	936.30	185605.54	358709.83	12-170	218+08.88	46.07' LT	936.10	185589.57	358718.63
12-147	217+96.63	43.03' LT	935.70	185586.86	358706.31	12-160A	217+99.03	67.01' LT	936.71	185610.76	358709.32	12-171	218+10.46	39.64' LT	936.30	185583.10	358720.04
12-148	217+93.38	47.99' LT	935.62	185591.90	358703.19	12-161	217+95.68	57.09' LT	935.94	185600.94	358705.72	12-172	218+12.96	43.18' LT	936.34	185586.58	358722.63
12-149	217+90.69	55.48' LT	935.41	185599.45	358700.69	12-161A	217+94.24	66.38' LT	936.45	185610.26	358704.52	12-173	218+16.15	36.04' LT	936.40	185579.36	358725.63
12-150	217+89.86	60.84' LT	935.58	185604.84	358700.01	12-162	218+00.49	57.93' LT	936.00	185601.65	358710.55	12-173A	218+15.73	32.87' LT	936.39	185576.20	358725.13
12-151	217+97.20	48.04' LT	935.66	185591.85	358707.01	12-162A	217+91.35	54.83' LT	935.92	185598.79	358701.33	12-174	218+18.25	39.44' LT	936.46	185582.70	358727.83
12-152	217+97.27	43.04' LT	935.71	185586.85	358706.95	12-163	217+97.83	52.60' LT	935.84	185596.39	358707.76	12-175	218+17.14	35.43' LT	936.40	185578.72	358726.61
12-153	218+01.31	40.94' LT	935.92	185584.64	358710.93	12-164	218+01.82	54.28' LT	935.92	185597.97	358711.79	12-176	218+23.25	39.52' LT	936.43	185582.65	358732.83
12-154	218+06.44	39.31' LT	935.95	185582.88	358716.01	12-165	218+00.00	48.08' LT	935.89	185591.82	358709.80	12-177	218+23.36	35.52' LT	936.35	185578.65	358732.83
12-155	218+06.22	42.31' LT	936.05	185585.88	358715.87	12-166	218+03.77	49.68' LT	935.97	185593.31	358713.61	12-178	218+27.94	35.59' LT	936.37	185578.60	358737.41
12-155A	218+09.59	34.38' LT	936.19	185577.87	358719.03	12-167	218+01.15	43.10' LT	935.98	185586.81	358710.82	12-179	218+27.71	39.59' LT	936.50	185582.60	358737.29

2 | 217+50 | 218+00 | 218+50 | N | 2

INT12 - MEADOWBROOK DR - SE - W
BOC RADIUS = 26.5'
CURB RAMP LANDING LENGTH ('XR') = 5.8'
RADIAL CHORD LENGTH = 5.9'
RADIAL WARNING FIELD AREA = 12.08 SF

INT12 - MEADOWBROOK DR - SE - N
BOC RADIUS = 26.5'
CURB RAMP LANDING LENGTH ('XR') = 5.9'
RADIAL CHORD LENGTH = 5.9'
RADIAL WARNING FIELD AREA = 12.20 SF



NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

INTERSECTION 12
(MEADOWBROOK DR/N 15TH AVE)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 12 (MEADOWBROOK DR/N 15TH AVE)	SHEET 71	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021303-CR.DWG
LAYOUT NAME - Int 12 (2)

PLOT DATE : 10/30/2025 6:28 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

15TH ST SW						15TH ST SW						15TH ST SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
12-180	217+51.89	66.53' RT	934.97	185478.50	358658.71	12-195	217+32.85	39.09' RT	935.33	185506.43	358640.40	12-208	217+41.94	53.42' RT	935.36	185491.87	358649.12
12-181	217+49.56	50.39' RT	935.20	185494.70	358656.81	12-196	217+37.94	45.69' RT	935.39	185499.70	358645.32	12-209	217+35.98	53.51' RT	935.40	185491.93	358643.15
12-182	217+47.02	45.46' RT	935.26	185499.70	358654.40	12-196A	217+42.03	39.58' RT	935.75	185505.70	358649.56	12-210	217+37.98	48.30' RT	935.38	185497.09	358645.29
12-183	217+40.27	38.12' RT	935.36	185507.21	358647.85	12-196B	217+43.85	41.37' RT	935.73	185503.86	358651.34	12-211	217+32.31	48.63' RT	935.49	185496.91	358639.61
12-184	217+37.82	36.43' RT	935.32	185508.96	358645.43	12-197	217+39.80	50.65' RT	935.35	185494.70	358647.04	12-212	217+36.16	45.74' RT	935.42	185499.70	358643.54
12-185	217+32.78	33.97' RT	935.29	185511.55	358640.46	12-198	217+49.43	72.37' RT	935.40	185472.73	358656.11	12-213	217+28.91	44.10' RT	935.42	185501.52	358636.33
12-186	217+16.73	32.13' RT	935.24	185513.81	358624.47	12-199	217+44.44	72.44' RT	935.47	185472.79	358651.12	12-214	217+32.88	41.12' RT	935.34	185504.40	358640.38
12-187	217+22.62	32.13' RT	935.26	185513.65	358630.36	12-200	217+49.22	67.37' RT	935.41	185477.73	358656.02	12-214A	217+31.27	33.45' RT	935.78	185512.11	358638.97
12-188	217+37.82	37.02' RT	935.33	185508.37	358645.43	12-201	217+44.25	67.44' RT	935.45	185477.79	358651.06	12-215	217+25.56	39.64' RT	935.45	185506.07	358633.10
12-189	217+46.44	45.47' RT	935.27	185499.70	358653.82	12-202	217+49.07	62.61' RT	935.39	185482.50	358656.00	12-216	217+29.56	36.64' RT	935.44	185508.97	358637.17
12-190	217+46.57	50.47' RT	935.25	185494.70	358653.82	12-203	217+44.13	64.36' RT	935.45	185480.87	358651.02	12-217	217+26.78	32.93' RT	935.53	185512.74	358634.49
12-191	217+44.57	50.52' RT	935.28	185494.70	358651.82	12-204	217+48.07	61.32' RT	935.39	185483.81	358655.03	12-218	217+21.69	39.61' RT	935.66	185506.20	358629.23
12-192	217+44.44	45.52' RT	935.30	185499.70	358651.82	12-205	217+41.13	60.36' RT	935.43	185484.95	358648.12	12-219	217+21.75	32.63' RT	935.64	185513.18	358629.47
12-193	217+37.85	39.02' RT	935.36	185506.37	358645.40	12-206	217+45.01	57.37' RT	935.37	185487.84	358652.07	12-220	217+16.58	39.56' RT	935.93	185506.38	358624.12
12-194	217+32.83	37.09' RT	935.30	185508.43	358640.43	12-207	217+38.12	56.37' RT	935.41	185489.02	358645.22	12-221	217+16.73	32.63' RT	935.74	185513.31	358624.45

15TH ST SE						15TH ST SE						15TH ST SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
12-163A	218+07.26	40.60' RT	935.27	185502.97	358714.75	12-232	218+26.71	32.12' RT	935.56	185510.94	358734.41	12-243	218+12.48	43.74' RT	935.44	185499.70	358719.88
12-222	217+97.89	65.72' RT	934.85	185478.11	358704.73	12-233	218+07.50	43.87' RT	935.34	185499.70	358714.90	12-243A	218+13.38	35.54' RT	935.89	185507.88	358721.00
12-223	218+00.66	49.05' RT	935.09	185494.70	358707.93	12-233A	218+05.64	41.54' RT	935.23	185502.07	358713.10	12-244	218+19.01	47.97' RT	935.58	185495.30	358726.30
12-223A	218+01.22	49.04' RT	935.12	185494.70	358708.48	12-233B	218+04.99	42.27' RT	935.38	185501.36	358712.43	12-245	218+16.62	42.98' RT	935.58	185500.35	358724.04
12-224	218+03.64	43.98' RT	935.18	185499.70	358711.04	12-234	218+33.02	32.06' RT	935.60	185510.84	358740.71	12-246	218+23.42	42.55' RT	935.84	185500.60	358730.85
12-224A	218+04.28	43.96' RT	935.19	185499.70	358711.68	12-235	218+02.98	65.62' RT	935.46	185478.08	358709.82	12-247	218+19.54	39.40' RT	935.74	185503.86	358727.05
12-225	218+07.22	39.95' RT	935.26	185503.63	358714.72	12-236	218+07.98	65.60' RT	935.67	185477.96	358714.82	12-248	218+24.98	32.71' RT	936.03	185510.40	358732.67
12-226	218+11.94	36.36' RT	935.37	185507.10	358719.54	12-237	218+02.95	59.79' RT	935.45	185483.91	358709.93	12-249	218+25.76	39.67' RT	936.14	185503.42	358733.27
12-226A	218+11.98	36.92' RT	935.38	185506.53	358719.56	12-238	218+07.88	61.65' RT	935.58	185481.91	358714.81	12-250	218+33.10	39.65' RT	936.19	185503.25	358740.60
12-227	218+43.02	31.95' RT	935.59	185510.69	358750.72	12-239	218+07.71	53.93' RT	935.34	185489.64	358714.85	12-251	218+33.02	32.62' RT	936.09	185510.28	358740.71
12-228	218+12.15	39.19' RT	935.42	185504.25	358719.67	12-240	218+12.66	55.78' RT	935.41	185487.66	358719.74	12-252	218+38.10	39.63' RT	936.23	185503.14	358745.60
12-229	218+07.46	43.26' RT	935.32	185500.32	358714.87	12-241	218+07.61	48.87' RT	935.29	185494.70	358714.88	12-253	218+38.02	32.57' RT	936.13	185510.20	358745.71
12-230	218+06.90	43.89' RT	935.30	185499.70	358714.30	12-241A	217+99.47	52.09' RT	935.55	185491.70	358706.66	12-254	218+43.10	39.62' RT	936.26	185503.02	358750.60
12-231	218+03.47	48.98' RT	935.21	185494.70	358710.74	12-242	218+12.55	48.74' RT	935.36	185494.70	358719.82	12-255	218+43.02	32.52' RT	936.12	185510.12	358750.70

2

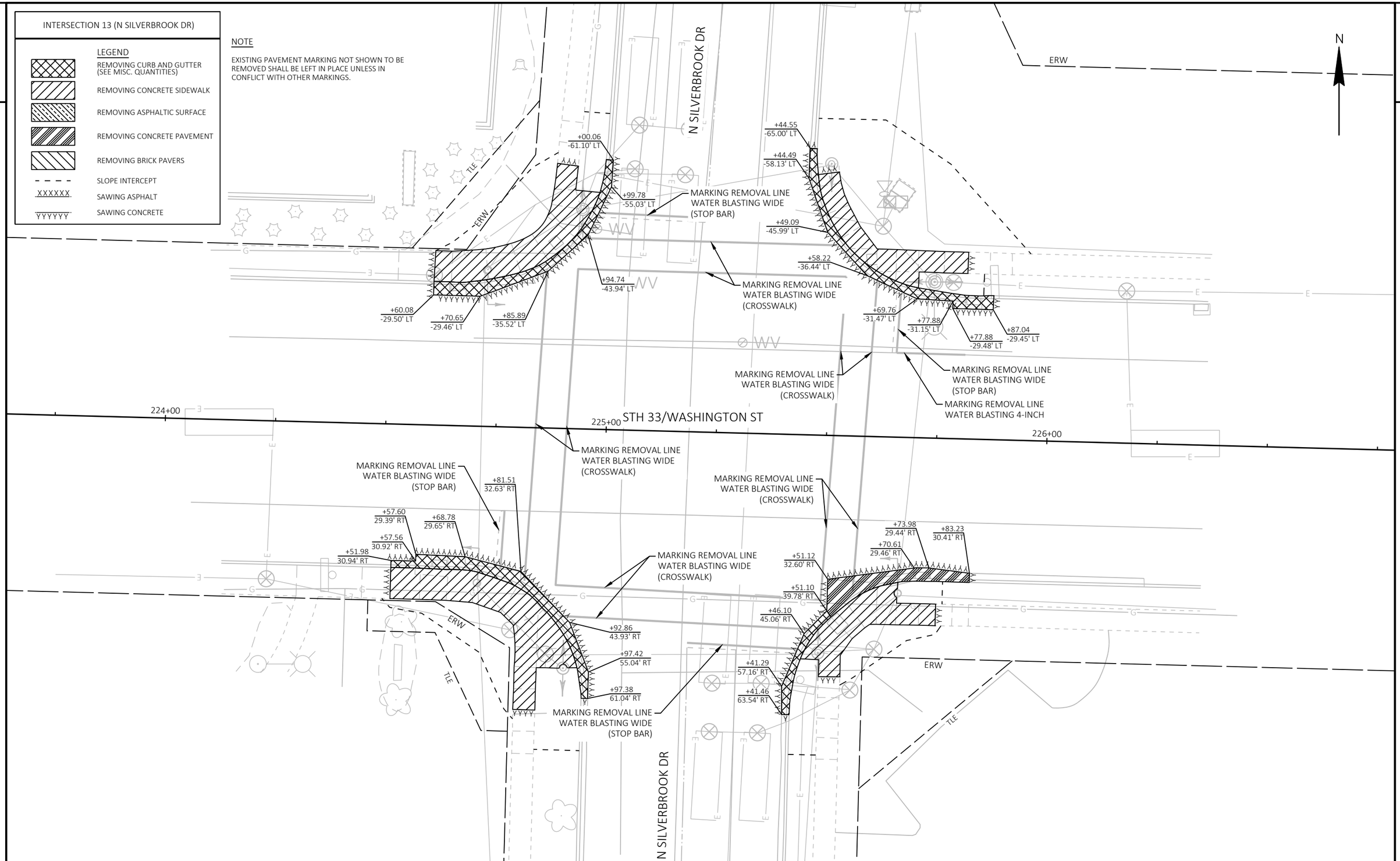
INTERSECTION 13 (N SILVERBROOK DR)

LEGEND

- REMOVING CURB AND GUTTER (SEE MISC. QUANTITIES)
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE PAVEMENT
- REMOVING BRICK PAVERS
- SLOPE INTERCEPT
- XXXXXX SAWING ASPHALT
- YYYYYY SAWING CONCRETE

NOTE

EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED SHALL BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS.



PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	REMOVAL PLANS - INTERSECTION 13 (N SILVERBROOK DR)	SHEET 73	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021003-RM.DWG
LAYOUT NAME - 13

PLOT DATE : 10/30/2025 5:54 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

INTERSECTION 13 (N SILVERBROOK DR)

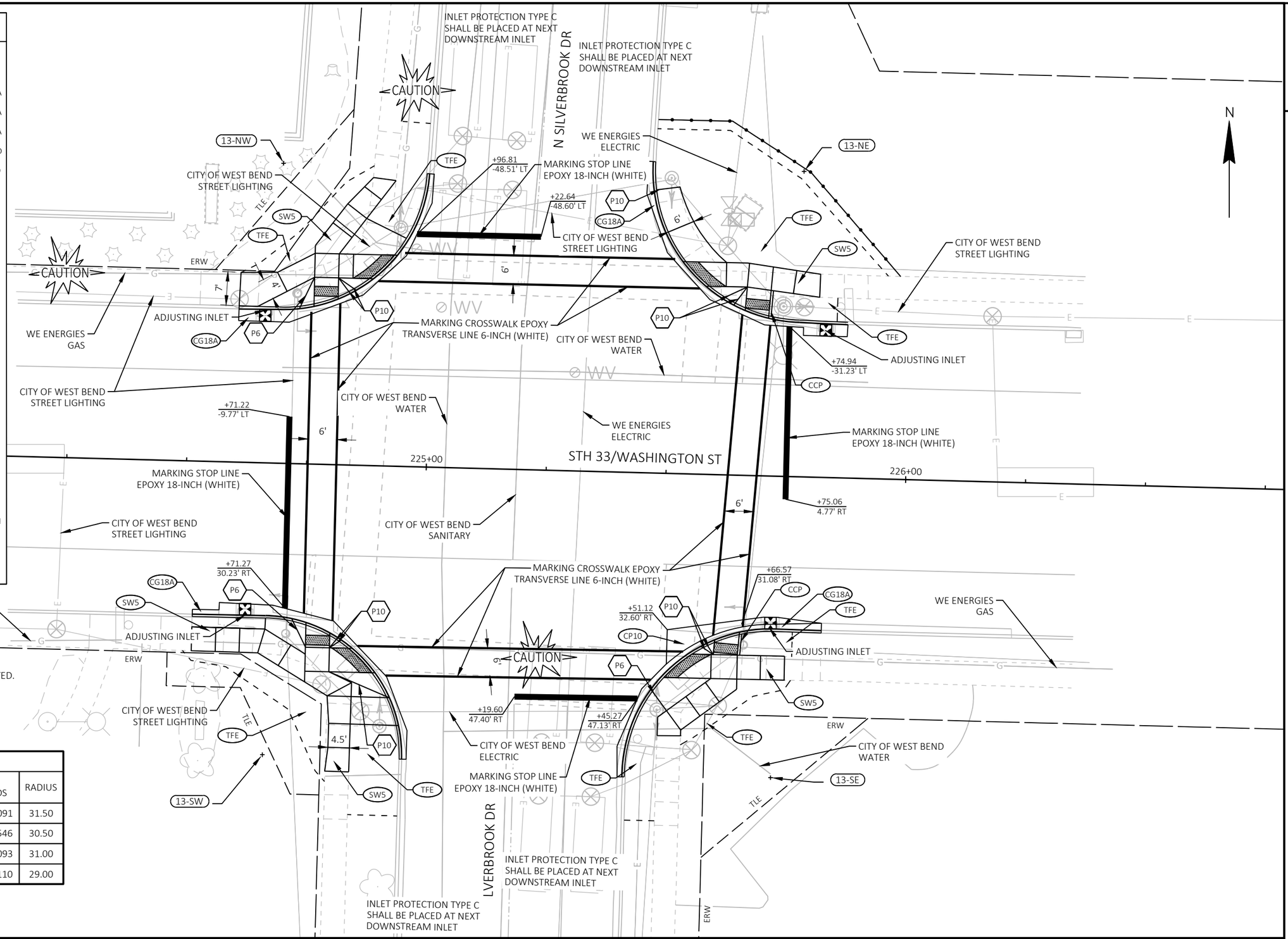
LEGEND

- CCP — CONCRETE CURB PEDESTRIAN
- CG18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG24A — CONCRETE CURB & GUTTER 24-INCH TYPE A
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36A — CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CP9 — CONCRETE PAVEMENT 9-INCH
- CP10 — CONCRETE PAVEMENT 10-INCH
- CSI — CONCRETE SAFETY ISLAND
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SN02 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- SW5 — CONCRETE SIDEWALK 5-INCH
- SW6 — CONCRETE SIDEWALK 6-INCH
- G6 — GRADED FLARE (6:1 MAX SLOPE)
- P10 — PAVED FLARE (10% MAX SLOPE)
- P6 — PAVED FLARE (6:1 MAX SLOPE)
- ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- SILT FENCE
- INLET PROTECTION TYPE C (UNLESS OTHERWISE NOTED)
- TFE — TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, & SEEDING MIXTURE NO. 40
- ROCK BAGS

NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS OTHERWISE NOTED.

SEE SDD "PAVEMENT MARKINGS, MEDIAN ISLAND NOSE" FOR MEDIAN MARKING LAYOUT.

RADIUS TABLE			
POINT	Y COORDS	X COORDS	RADIUS
13-NE	185587.097	359487.091	31.50
13-NW	185588.803	359378.546	30.50
13-SE	185460.683	359480.093	31.00
13-SW	185465.474	359374.110	29.00



PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAILS - INTERSECTION 13 (N SILVERBROOK DR)	SHEET 74	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021203-PD.DWG
LAYOUT NAME - 13
PLOT DATE : 12/19/2025 11:59 AM PLOT BY : JARED BROWN PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

INTERSECTION 13 (N SILVERBROOK DR)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

INT13 - SILVERBROOK DR - NW - E

BOC RADIUS = 30'
CURB RAMP LANDING LENGTH ('XR') = 8.49'
RADIAL CHORD LENGTH = 7.09'
RADIAL WARNING FIELD AREA = 14.8 SF

INT13 - SILVERBROOK DR - NE - W

BOC RADIUS = 31'
CURB RAMP LANDING LENGTH ('XR') = 8.49'
RADIAL CHORD LENGTH = 7.1'
RADIAL WARNING FIELD AREA = 14.81 SF

N

N SILVERBROOK DR

CURB RAMP TYPE 2

0% GUTTER SLOPE

6% GUTTER SLOPE

3" CURB HEIGHT

NEW SIDEWALK

EXISTING SIDEWALK

ERW

TLE

2.70%

0.91%

0.37%

STH 33/WASHINGTON ST

225+00

225+50

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 13 (N SILVERBROOK DR)	SHEET 75	E

SILVERBROOK DR NW						SILVERBROOK DR NW						SILVERBROOK DR NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
13-100	224+60.09	31.90' LT	924.81	185558.39	359369.25	13-112	224+80.68	37.09' LT	925.05	185563.04	359389.97	13-122	224+60.09	32.57' LT	925.25	185559.07	359369.27
13-100A	224+67.38	32.02' LT	924.79	185558.33	359376.54	13-113	224+83.69	38.96' LT	924.97	185564.84	359393.03	13-123	224+75.68	43.94' LT	925.00	185570.02	359385.14
13-101	224+75.69	32.88' LT	924.99	185558.97	359384.87	13-114	224+89.56	43.98' LT	924.91	185569.70	359399.02	13-124	224+80.68	43.95' LT	925.04	185569.91	359390.14
13-102	224+80.69	34.54' LT	925.01	185560.50	359389.91	13-115	224+83.68	43.96' LT	925.00	185569.84	359393.14	13-125	224+75.67	45.59' LT	925.03	185571.67	359385.18
13-103	224+87.96	38.98' LT	924.91	185564.74	359397.29	13-116	224+80.68	38.95' LT	925.02	185564.91	359390.02	13-126	224+79.23	50.42' LT	925.12	185576.41	359388.86
13-104	224+92.81	44.00' LT	924.86	185569.63	359402.27	13-116A	224+83.19	35.76' LT	925.23	185561.65	359392.44	13-127	224+83.25	47.45' LT	925.11	185573.34	359392.81
13-105	224+99.06	61.15' LT	924.44	185586.61	359408.97	13-116B	224+84.41	36.47' LT	925.21	185562.32	359393.68	13-128	224+86.22	51.48' LT	925.18	185577.28	359395.88
13-106	224+92.17	43.99' LT	924.87	185569.65	359401.63	13-117	224+75.68	38.94' LT	925.03	185565.02	359385.02	13-128A	224+94.60	47.59' LT	925.27	185573.18	359404.16
13-107	224+87.16	38.98' LT	924.92	185564.76	359396.49	13-117A	224+72.69	32.32' LT	925.42	185558.48	359381.86	13-129	224+82.19	54.44' LT	925.19	185580.35	359391.93
13-108	224+80.69	35.09' LT	925.02	185561.04	359389.92	13-118	224+70.01	35.85' LT	925.22	185562.08	359379.27	13-130	224+89.18	55.51' LT	925.11	185581.23	359398.95
13-109	224+75.69	33.39' LT	924.99	185559.48	359384.88	13-119	224+64.02	32.56' LT	925.24	185558.95	359373.19	13-131	224+85.63	58.12' LT	925.12	185583.94	359395.46
13-110	224+75.69	35.08' LT	925.00	185561.17	359384.92	13-120	224+60.33	39.55' LT	925.52	185566.03	359369.69	13-132	224+87.42	60.04' LT	925.07	185585.81	359397.30
13-111	224+75.69	37.08' LT	925.03	185563.17	359384.97	13-121	224+67.91	39.76' LT	925.31	185566.05	359377.27	13-133	224+92.15	59.53' LT	925.00	185585.18	359402.02

SILVERBROOK DR NE						SILVERBROOK DR NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
13-134	225+87.12	31.96' LT	925.58	185555.14	359496.23	13-148	225+61.51	44.24' LT	925.25	185568.08	359470.95
13-134A	225+80.70	32.10' LT	925.48	185555.44	359489.82	13-149	225+54.41	52.62' LT	925.43	185576.64	359464.08
13-135	225+70.53	32.87' LT	925.53	185556.48	359479.68	13-149A	225+49.18	50.28' LT	925.40	185574.44	359458.79
13-135A	225+71.03	32.77' LT	926.03	185556.37	359480.17	13-150	225+65.95	39.25' LT	925.63	185562.98	359475.26
13-136	225+65.62	34.36' LT	925.51	185558.09	359474.80	13-150A	225+51.37	59.77' LT	925.20	185583.87	359461.23
13-137	225+57.28	39.22' LT	925.25	185563.18	359466.60	13-150B	225+63.19	35.43' LT	925.69	185559.23	359472.40
13-138	225+52.38	44.21' LT	925.11	185568.29	359461.83	13-150C	225+60.81	36.74' LT	925.61	185560.60	359470.06
13-139	225+45.67	64.91' LT	924.44	185589.16	359455.66	13-151	225+66.27	44.21' LT	925.64	185567.93	359475.72
13-140	225+53.02	44.21' LT	925.12	185568.27	359462.46	13-151A	225+46.49	59.03' LT	925.12	185583.25	359456.33
13-141	225+58.08	39.23' LT	925.26	185563.16	359467.40	13-152	225+70.92	38.69' LT	925.65	185562.28	359480.21
13-142	225+65.79	36.88' LT	925.56	185560.61	359475.04	13-152A	225+71.42	38.63' LT	925.68	185562.21	359480.71
13-143	225+70.64	34.55' LT	925.54	185558.15	359479.83	13-153	225+71.24	43.59' LT	925.67	185567.17	359480.67
13-144	225+70.78	36.54' LT	925.59	185560.14	359480.02	13-154	225+75.57	38.16' LT	925.89	185561.63	359484.85
13-145	225+65.65	34.88' LT	925.51	185558.61	359474.85	13-155	225+76.17	42.97' LT	925.94	185566.43	359485.58
13-146	225+61.52	39.24' LT	925.31	185563.08	359470.84	13-156	225+81.10	37.52' LT	926.18	185560.86	359490.36
13-147	225+55.64	44.22' LT	925.16	185568.21	359465.08	13-157	225+81.17	42.35' LT	926.29	185565.67	359490.56

STH 33/WASHINGTON ST

224+50 225+00 225+50

INT13 - SILVERBROOK DR - SW - E

BOC RADIUS = 28.5'
CURB RAMP LANDING LENGTH ('XR') = 8.6'
RADIAL CHORD LENGTH = 7.12'
RADIAL WARNING FIELD AREA = 14.91 SF

INT13 - SILVERBROOK DR - SE - W

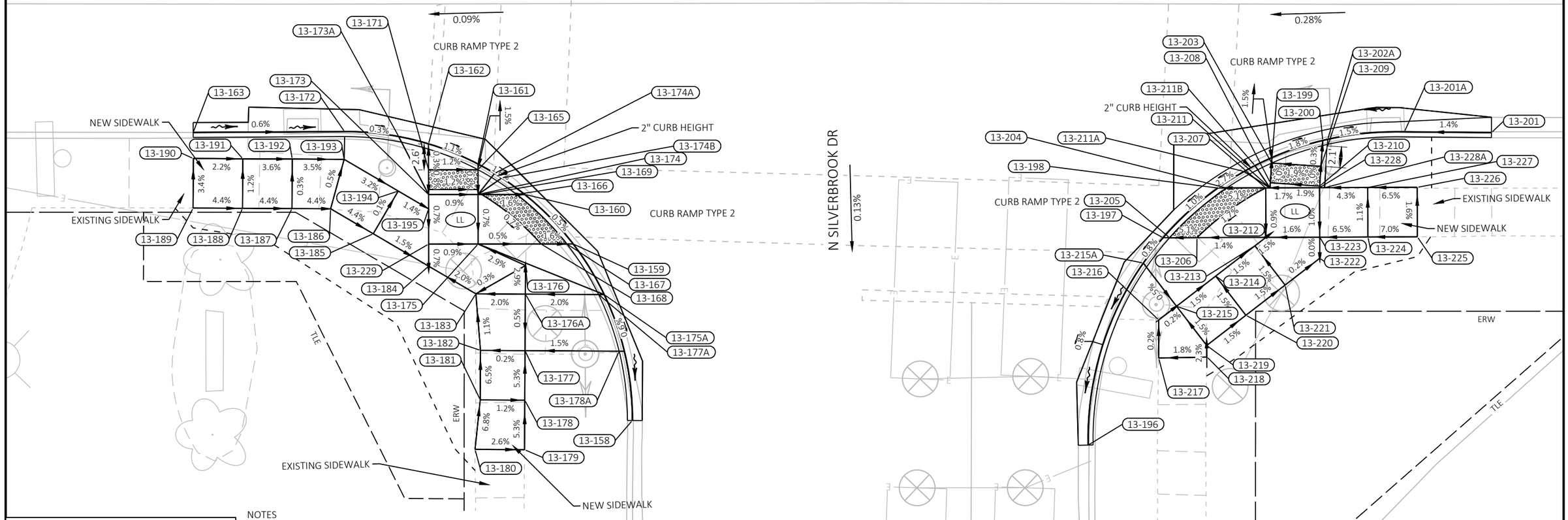
BOC RADIUS = 30.5'
CURB RAMP LANDING LENGTH ('XR') = 9.73'
RADIAL CHORD LENGTH = 7.64'
RADIAL WARNING FIELD AREA = 16.22 SF

N

STH 33/WASHINGTON ST

N SILVERBROOK DR

0.13%



INTERSECTION 13 (N SILVERBROOK DR)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 13 (N SILVERBROOK DR)	SHEET 77	E

SILVERBROOK DR SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
13-158	224+96.38	61.04' RT	924.93	185464.54	359403.10
13-159	224+90.38	43.20' RT	925.04	185482.53	359397.57
13-160	224+85.46	38.19' RT	925.08	185487.67	359392.78
13-161	224+80.78	35.14' RT	925.17	185490.83	359388.18
13-162	224+75.78	33.10' RT	925.23	185493.00	359383.23
13-163	224+51.99	31.94' RT	925.35	185494.78	359359.48
13-165	224+80.78	35.71' RT	925.18	185490.27	359388.16
13-166	224+84.68	38.21' RT	925.09	185487.67	359391.99
13-167	224+89.75	43.20' RT	925.05	185482.54	359396.93
13-168	224+87.14	43.21' RT	925.09	185482.61	359394.33
13-169	224+81.14	38.21' RT	925.15	185487.75	359388.46
13-171	224+75.78	35.71' RT	925.24	185490.39	359383.16
13-172	224+67.29	31.86' RT	925.26	185494.47	359374.78
13-173	224+75.78	38.22' RT	925.20	185487.89	359383.10
13-173A	224+72.76	32.37' RT	925.74	185493.82	359380.23

SILVERBROOK DR SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
13-174	224+80.78	38.21' RT	925.16	185487.76	359388.10
13-174A	224+82.45	36.08' RT	925.31	185489.85	359389.82
13-174B	224+83.18	36.54' RT	925.29	185489.37	359390.54
13-175	224+80.79	43.21' RT	925.12	185482.76	359387.98
13-175A	224+93.53	48.32' RT	925.51	185477.33	359400.58
13-176	224+85.58	45.39' RT	925.28	185480.47	359392.71
13-176A	224+85.57	48.27' RT	925.36	185477.58	359392.63
13-177	224+85.53	53.98' RT	925.33	185471.88	359392.44
13-177A	224+92.97	48.31' RT	925.51	185477.35	359400.02
13-178	224+85.51	58.98' RT	925.60	185466.88	359392.28
13-178A	224+95.05	54.04' RT	925.47	185471.57	359401.95
13-179	224+85.48	63.98' RT	925.86	185461.88	359392.12
13-180	224+80.48	63.96' RT	925.99	185462.04	359387.12
13-181	224+81.01	58.96' RT	925.65	185467.02	359387.78
13-182	224+81.03	53.96' RT	925.32	185472.02	359387.94

SILVERBROOK DR SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
13-183	224+80.57	48.25' RT	925.26	185477.74	359387.62
13-184	224+75.79	45.45' RT	925.15	185480.66	359382.92
13-185	224+70.19	42.18' RT	925.25	185484.08	359377.41
13-186	224+65.88	39.66' RT	925.47	185486.71	359373.16
13-187	224+61.98	39.63' RT	925.65	185486.83	359369.26
13-188	224+56.98	39.61' RT	925.87	185486.99	359364.27
13-189	224+51.98	39.58' RT	926.09	185487.15	359359.27
13-190	224+52.00	34.58' RT	925.92	185492.15	359359.43
13-191	224+57.00	34.61' RT	925.81	185491.99	359364.42
13-192	224+62.00	34.63' RT	925.63	185491.83	359369.42
13-193	224+67.24	34.66' RT	925.45	185491.67	359374.66
13-194	224+72.72	37.86' RT	925.24	185488.32	359380.05
13-195	224+75.78	39.66' RT	925.19	185486.45	359383.07
13-229	224+75.79	43.22' RT	925.17	185482.89	359382.98

SILVERBROOK DR SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
13-196	225+42.46	63.52' RT	924.80	185460.85	359449.09
13-197	225+50.02	42.58' RT	924.98	185481.59	359457.20
13-198	225+55.57	37.56' RT	925.06	185486.46	359462.88
13-199	225+61.05	34.47' RT	925.23	185489.41	359468.43
13-200	225+66.17	32.75' RT	925.32	185491.00	359473.60
13-201	225+83.23	31.96' RT	925.36	185491.34	359490.68
13-201A	225+74.42	31.89' RT	925.24	185491.64	359481.87
13-202A	225+66.68	32.63' RT	925.86	185491.10	359474.11
13-203	225+61.01	35.04' RT	925.24	185488.84	359468.38
13-204	225+56.45	37.56' RT	925.10	185486.44	359463.76
13-205	225+50.69	42.58' RT	925.02	185481.57	359457.87
13-206	225+53.46	42.57' RT	925.16	185481.51	359460.64
13-207	225+60.41	37.54' RT	925.30	185486.35	359467.71
13-208	225+60.88	37.02' RT	925.30	185486.86	359468.20
13-209	225+66.00	35.37' RT	925.33	185488.38	359473.36
13-210	225+65.87	37.36' RT	925.39	185486.39	359473.18
13-211	225+60.84	37.54' RT	925.31	185486.34	359468.15
13-211A	225+58.22	35.88' RT	925.31	185488.07	359465.57
13-211B	225+59.32	35.29' RT	925.34	185488.63	359466.69

SILVERBROOK DR SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
13-212	225+60.42	42.54' RT	925.26	185481.36	359467.60
13-213	225+59.32	43.40' RT	925.28	185480.53	359466.47
13-214	225+55.35	46.45' RT	925.35	185477.58	359462.43
13-215	225+51.39	49.50' RT	925.43	185474.64	359458.39
13-215A	225+48.03	45.14' RT	925.46	185479.08	359455.15
13-216	225+49.59	50.89' RT	925.43	185473.30	359456.55
13-217	225+49.58	54.73' RT	925.44	185469.46	359456.45
13-218	225+54.45	54.60' RT	925.53	185469.46	359461.32
13-219	225+54.44	53.46' RT	925.50	185470.60	359461.34
13-220	225+58.41	50.41' RT	925.43	185473.54	359465.38
13-221	225+62.37	47.36' RT	925.35	185476.49	359469.42
13-222	225+65.88	44.65' RT	925.34	185479.10	359473.00
13-223	225+65.87	42.52' RT	925.34	185481.23	359473.05
13-224	225+70.74	42.51' RT	925.66	185481.12	359477.91
13-225	225+75.74	42.49' RT	926.01	185481.01	359482.91
13-226	225+75.72	37.49' RT	925.93	185486.01	359483.02
13-227	225+70.72	37.51' RT	925.61	185486.12	359478.03
13-228	225+65.85	37.52' RT	925.39	185486.23	359473.16
13-228A	225+66.36	37.52' RT	925.42	185486.22	359473.66

INTERSECTION 14 (Y DR)

LEGEND

- REMOVING CURB AND GUTTER (SEE MISC. QUANTITIES)
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE PAVEMENT
- REMOVING BRICK PAVERS
- SLOPE INTERCEPT
- XXXXXX SAWING ASPHALT
- YYYYYY SAWING CONCRETE

NOTE

EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED SHALL BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS.

N

ERW

TLE

+15.22
-30.82' LT

+37.29
-30.85' LT

+99.29
-30.32' LT

+18.29
-30.42' LT

MARKING REMOVAL LINE
WATER BLASTING 4-INCH

232+00

233+00

234+00

STH 33/WASHINGTON ST

MARKING REMOVAL LINE
WATER BLASTING 4-INCH

MARKING REMOVAL LINE
WATER BLASTING 4-INCH

+25.54
30.91' RT

+19.79
31.06' RT

+37.28
35.67' RT

MARKING REMOVAL LINE
WATER BLASTING WIDE
(CROSSWALK)

+21.14
31.13' RT

+14.31
31.29' RT

+02.98
36.03' RT

+46.08
44.19' RT

+94.05
45.15' RT

+50.92
55.10' RT

MARKING REMOVAL LINE
WATER BLASTING WIDE
(STOP BAR)

+89.38
57.01' RT

+51.57
67.62' RT

+89.53
63.40' RT

Y DR

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	INTERSECTION 14 (Y DR)	SHEET 79	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021003-RM.DWG
LAYOUT NAME - 14

PLOT DATE : 10/30/2025 5:54 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

INTERSECTION 14 (Y DR)

LEGEND

- CCP — CONCRETE CURB PEDESTRIAN
- CG18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG24A — CONCRETE CURB & GUTTER 24-INCH TYPE A
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36A — CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CP9 — CONCRETE PAVEMENT 9-INCH
- CP10 — CONCRETE PAVEMENT 10-INCH
- CSI — CONCRETE SAFETY ISLAND
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SN02 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- SW5 — CONCRETE SIDEWALK 5-INCH
- SW6 — CONCRETE SIDEWALK 6-INCH
- G6 — GRADED FLARE (6:1 MAX SLOPE)
- P10 — PAVED FLARE (10% MAX SLOPE)
- P6 — PAVED FLARE (6:1 MAX SLOPE)
- ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- SILT FENCE
- INLET PROTECTION TYPE C (UNLESS OTHERWISE NOTED)
- TFE — TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, & SEEDING MIXTURE NO. 40
- ROCK BAGS

NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS OTHERWISE NOTED.

SEE SDD "PAVEMENT MARKINGS, MEDIAN ISLAND NOSE" FOR MEDIAN MARKING LAYOUT.

RADIUS TABLE			
POINT	Y COORDS	X COORDS	RADIUS
14-SE	185441.502	360227.556	30.50
14-SW	185444.118	360126.199	30.50

N

STH 33/WASHINGTON ST

232+00 233+00 234+00

Y DR

ERW TLE E G WV UT

CCP CG30A SW6 CG18A P10 P6 G6 TFE SW5 14-SW 14-SE

6.7' 4.1' 4.9' 5.7' 6' 6'

INLET PROTECTION TYPE B

INLET PROTECTION TYPE C SHALL BE PLACED AT NEXT DOWNSTREAM INLET

CAUTION

CITY OF WEST BEND WATER

CITY OF WEST BEND STREET LIGHTING

CITY OF WEST BEND SANITARY

WE ENERGIES ELECTRIC

WE ENERGIES GAS

MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)

MARKING STOP LINE EPOXY 18-INCH (WHITE)

+65.01 48.01' RT

+92.86 48.17' RT

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	INTERSECTION 14 (Y DR)	SHEET 80	E

232+00 232+50 233+00

2 2

INT14 - Y DR - SW - E
BOC RADIUS = 30'
CURB RAMP LANDING LENGTH ('XR') = 9.05'
RADIAL CHORD LENGTH = 7.32'
RADIAL WARNING FIELD AREA = 15.36 SF

INT14 - Y DR - SE - W
BOC RADIUS = 30'
CURB RAMP LANDING LENGTH ('XR') = 8.61'
RADIAL CHORD LENGTH = 7.14'
RADIAL WARNING FIELD AREA = 14.93 SF

N

STH 33/WASHINGTON ST

Y DR

CURB RAMP TYPE 2

CURB RAMP TYPE 2

CURB RAMP TYPE 2

CURB RAMP TYPE 2

EXISTING SIDEWALK

NEW SIDEWALK

EXISTING SIDEWALK

NEW SIDEWALK

2" CURB HEIGHT

4" CURB HEIGHT

3% GUTTER SLOPE

0.74%

0.71%

0.15%

TLE

ERW

14-100 14-101 14-102 14-103 14-104 14-105 14-106 14-107 14-108 14-109 14-110 14-111 14-112 14-113 14-114 14-115 14-115A 14-115B 14-116 14-116A 14-117 14-118 14-119 14-120 14-121 14-122 14-123 14-124 14-125 14-126 14-127 14-128 14-129 14-130 14-131 14-132 14-133 14-134 14-135 14-136 14-137 14-137A

14-138 14-139 14-140 14-141 14-142 14-143 14-145 14-146 14-146A 14-147 14-148 14-149 14-149A 14-150 14-151 14-151A 14-152 14-152A 14-153 14-154 14-155 14-155A 14-156 14-156A 14-157 14-157A 14-158 14-158A 14-159 14-160 14-161 14-162 14-163 14-164 14-165 14-166

INTERSECTION 14 (Y DR)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 14 (Y DR)	SHEET 81	E

Y DR SW						Y DR SW						Y DR SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
14-100	232+50.57	67.67' RT	931.60	185438.21	360156.85	14-114	232+23.89	35.98' RT	931.84	185470.58	360131.02	14-125	232+42.83	64.56' RT	932.21	185441.52	360149.20
14-101	232+43.52	43.42' RT	931.69	185462.63	360150.44	14-115	232+28.88	38.36' RT	932.00	185468.07	360135.93	14-126	232+41.82	63.04' RT	932.26	185443.07	360148.23
14-102	232+38.39	38.40' RT	931.71	185467.78	360145.44	14-115A	232+32.23	34.72' RT	932.06	185471.62	360139.38	14-127	232+39.07	58.86' RT	932.21	185447.31	360145.59
14-103	232+28.89	33.46' RT	931.73	185472.97	360136.08	14-115B	232+32.93	35.05' RT	932.06	185471.28	360140.08	14-128	232+36.32	54.68' RT	932.16	185451.56	360142.95
14-104	232+23.89	32.34' RT	931.69	185474.22	360131.11	14-116	232+33.82	43.38' RT	931.92	185462.92	360140.75	14-129	232+33.57	50.50' RT	932.11	185455.81	360140.31
14-105	232+19.79	32.06' RT	931.67	185474.61	360127.02	14-116A	232+45.66	46.43' RT	932.18	185459.56	360152.50	14-130	232+30.82	46.33' RT	932.03	185460.06	360137.67
14-106	232+23.89	32.84' RT	931.69	185473.72	360131.10	14-117	232+34.35	44.13' RT	931.97	185462.16	360141.26	14-131	232+28.87	43.36' RT	932.00	185463.07	360135.80
14-107	232+28.89	33.98' RT	931.74	185472.45	360136.07	14-118	232+37.25	48.21' RT	932.04	185458.00	360144.05	14-132	232+23.55	42.90' RT	932.06	185463.67	360130.49
14-108	232+37.55	38.40' RT	931.75	185467.80	360144.61	14-119	232+40.15	52.30' RT	932.10	185453.85	360146.84	14-133	232+20.65	42.64' RT	932.15	185464.00	360127.60
14-109	232+42.87	43.42' RT	931.72	185462.65	360149.79	14-120	232+43.05	56.38' RT	932.15	185449.69	360149.64	14-134	232+15.96	42.68' RT	932.39	185464.09	360122.91
14-110	232+40.20	43.41' RT	931.85	185462.73	360147.12	14-121	232+45.96	60.46' RT	932.20	185445.53	360152.43	14-135	232+15.80	37.69' RT	932.24	185469.08	360122.88
14-111	232+33.90	38.38' RT	931.93	185467.92	360140.95	14-122	232+47.67	62.88' RT	932.16	185443.06	360154.09	14-136	232+20.89	37.70' RT	932.08	185468.94	360127.97
14-112	232+28.89	35.98' RT	931.88	185470.45	360136.01	14-123	232+47.84	67.76' RT	932.10	185438.19	360154.12	14-137	232+23.90	37.95' RT	931.98	185468.61	360130.97
14-113	232+23.89	34.00' RT	931.71	185472.56	360131.06	14-124	232+42.96	67.76' RT	932.14	185438.32	360149.24	14-137A	232+20.89	32.08' RT	932.17	185474.56	360128.12

Y DR SE						Y DR SE						Y DR SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
14-138	232+90.53	63.38' RT	931.56	185441.48	360197.06	14-149A	233+04.73	36.85' RT	932.25	185467.67	360211.89	14-157	233+04.03	55.21' RT	932.27	185449.33	360210.74
14-139	232+97.11	43.70' RT	931.90	185461.00	360204.10	14-150	233+11.40	36.47' RT	932.25	185467.89	360218.56	14-157A	232+92.96	61.26' RT	932.09	185443.55	360199.53
14-140	233+02.07	38.73' RT	932.01	185465.85	360209.18	14-151	233+11.39	38.79' RT	932.17	185465.56	360218.49	14-158	233+07.11	51.26' RT	932.20	185453.20	360213.91
14-141	233+06.41	35.86' RT	932.13	185468.61	360213.58	14-151A	233+14.43	32.85' RT	932.76	185471.43	360221.67	14-158A	232+92.95	62.93' RT	932.07	185441.87	360199.48
14-142	233+11.42	33.68' RT	932.24	185470.67	360218.65	14-152	233+06.36	43.76' RT	932.04	185460.72	360213.34	14-159	233+10.46	46.96' RT	932.12	185457.42	360217.37
14-143	233+21.14	32.13' RT	932.30	185471.99	360228.40	14-152A	232+95.02	46.69' RT	932.34	185458.06	360201.95	14-160	233+11.34	45.84' RT	932.12	185458.52	360218.28
14-145	233+06.40	36.43' RT	932.15	185468.04	360213.57	14-153	233+03.01	48.13' RT	932.12	185456.43	360209.90	14-161	233+11.36	43.79' RT	932.11	185460.57	360218.34
14-146	233+02.88	38.74' RT	932.02	185465.82	360209.99	14-154	232+99.97	52.10' RT	932.20	185452.53	360206.76	14-162	233+12.87	43.80' RT	932.20	185460.52	360219.85
14-146A	233+04.37	37.08' RT	932.24	185467.44	360211.52	14-155	232+96.93	56.07' RT	932.15	185448.64	360203.63	14-163	233+17.74	41.30' RT	932.53	185462.91	360224.78
14-147	232+97.75	43.70' RT	931.91	185460.98	360204.74	14-155A	232+93.89	60.04' RT	932.10	185444.74	360200.50	14-164	233+20.61	39.82' RT	932.78	185464.31	360227.69
14-148	233+00.37	43.72' RT	931.94	185460.90	360207.36	14-156	233+00.95	59.15' RT	932.22	185445.46	360207.57	14-165	233+20.48	32.63' RT	932.65	185471.50	360227.73
14-149	233+06.39	38.76' RT	932.07	185465.72	360213.50	14-156A	232+97.88	63.09' RT	932.16	185441.60	360204.40	14-166	233+15.14	36.25' RT	932.44	185468.02	360222.31

2

INTERSECTION 14 (Y DR)

LEGEND

LL — LEVEL LANDING

MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)

CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)

SLOPE INTERCEPT

FLOW ARROWS

Y DR NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
14-167	232+15.22	30.82' LT	931.94	185537.59	360124.09
14-168	232+37.29	30.85' LT	932.26	185537.04	360146.15
14-169	232+37.28	31.85' LT	932.24	185538.04	360146.17
14-169A	232+37.28	32.35' LT	932.68	185538.54	360146.19
14-170	232+27.54	31.84' LT	932.09	185538.28	360136.43
14-171	232+22.54	31.83' LT	932.02	185538.40	360131.43
14-172	232+15.22	31.82' LT	931.91	185538.59	360124.12
14-172A	232+15.22	32.32' LT	932.36	185539.09	360124.13
14-173	232+27.49	34.34' LT	932.14	185540.78	360136.45
14-173A	232+27.53	32.34' LT	932.10	185538.78	360136.44
14-174	232+22.49	34.33' LT	932.07	185540.91	360131.45
14-174A	232+22.53	32.33' LT	932.03	185538.90	360131.44
14-175	232+37.28	39.00' LT	932.98	185545.18	360146.36
14-176	232+27.39	39.00' LT	932.23	185545.44	360136.47
14-177	232+22.39	39.00' LT	932.16	185545.57	360131.47
14-178	232+15.22	39.00' LT	932.65	185545.76	360124.30
14-179	232+37.28	39.50' LT	933.00	185545.68	360146.37
14-180	232+15.22	39.50' LT	932.67	185546.26	360124.32

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

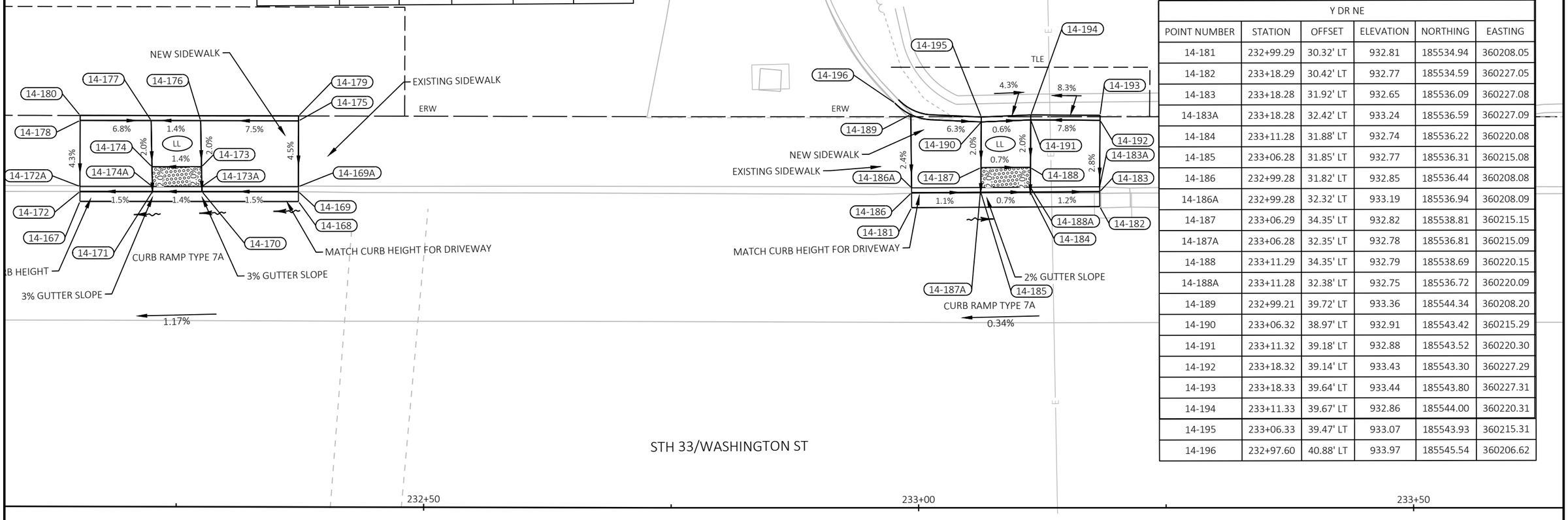
SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

N

Y DR NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
14-181	232+99.29	30.32' LT	932.81	185534.94	360208.05
14-182	233+18.29	30.42' LT	932.77	185534.59	360227.05
14-183	233+18.28	31.92' LT	932.65	185536.09	360227.08
14-183A	233+18.28	32.42' LT	933.24	185536.59	360227.09
14-184	233+11.28	31.88' LT	932.74	185536.22	360220.08
14-185	233+06.28	31.85' LT	932.77	185536.31	360215.08
14-186	232+99.28	31.82' LT	932.85	185536.44	360208.08
14-186A	232+99.28	32.32' LT	933.19	185536.94	360208.09
14-187	233+06.29	34.35' LT	932.82	185538.81	360215.15
14-187A	233+06.28	32.35' LT	932.78	185536.81	360215.09
14-188	233+11.29	34.35' LT	932.79	185538.69	360220.15
14-188A	233+11.28	32.38' LT	932.75	185536.72	360220.09
14-189	232+99.21	39.72' LT	933.36	185544.34	360208.20
14-190	233+06.32	38.97' LT	932.91	185543.42	360215.29
14-191	233+11.32	39.18' LT	932.88	185543.52	360220.30
14-192	233+18.32	39.14' LT	933.43	185543.30	360227.29
14-193	233+18.33	39.64' LT	933.44	185543.80	360227.31
14-194	233+11.33	39.67' LT	932.86	185544.00	360220.31
14-195	233+06.33	39.47' LT	933.07	185543.93	360215.31
14-196	232+97.60	40.88' LT	933.97	185545.54	360206.62



PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 14 (Y DR)	SHEET 83	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021303-CR.DWG
LAYOUT NAME - Int 14 (2)

PLOT DATE : 10/30/2025 6:29 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

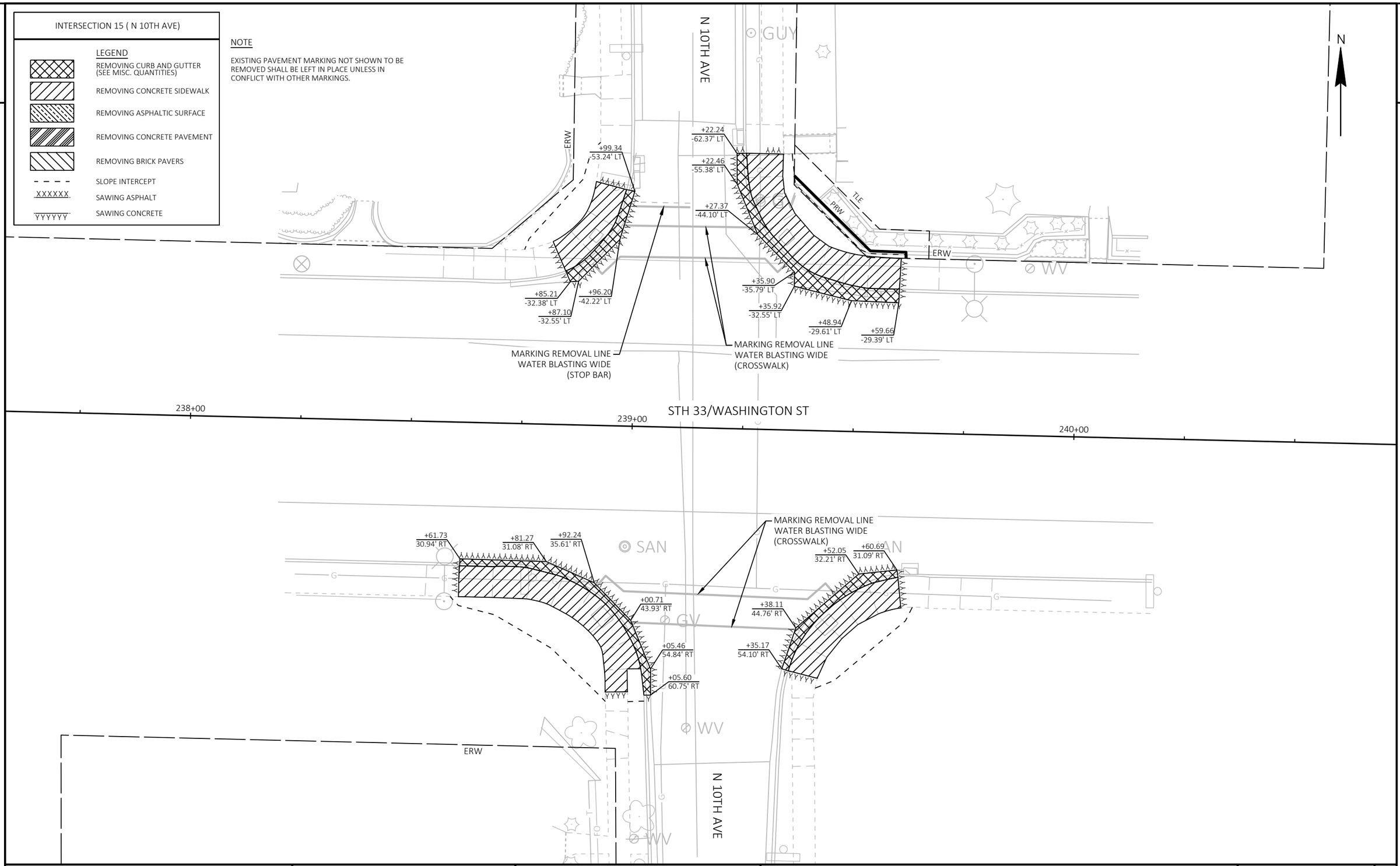
INTERSECTION 15 (N 10TH AVE)

LEGEND

- REMOVING CURB AND GUTTER (SEE MISC. QUANTITIES)
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE PAVEMENT
- REMOVING BRICK PAVERS
- SLOPE INTERCEPT
- XXXXXX SAWING ASPHALT
- YYYYYY SAWING CONCRETE

NOTE

EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED SHALL BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS.



PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	REMOVAL PLANS - INTERSECTION 15 (N 10TH AVE)	SHEET 84	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021003-RM.DWG
LAYOUT NAME - 15

PLOT DATE : 10/30/2025 5:54 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:20 FT

INTERSECTION 15 (N 10TH AVE)

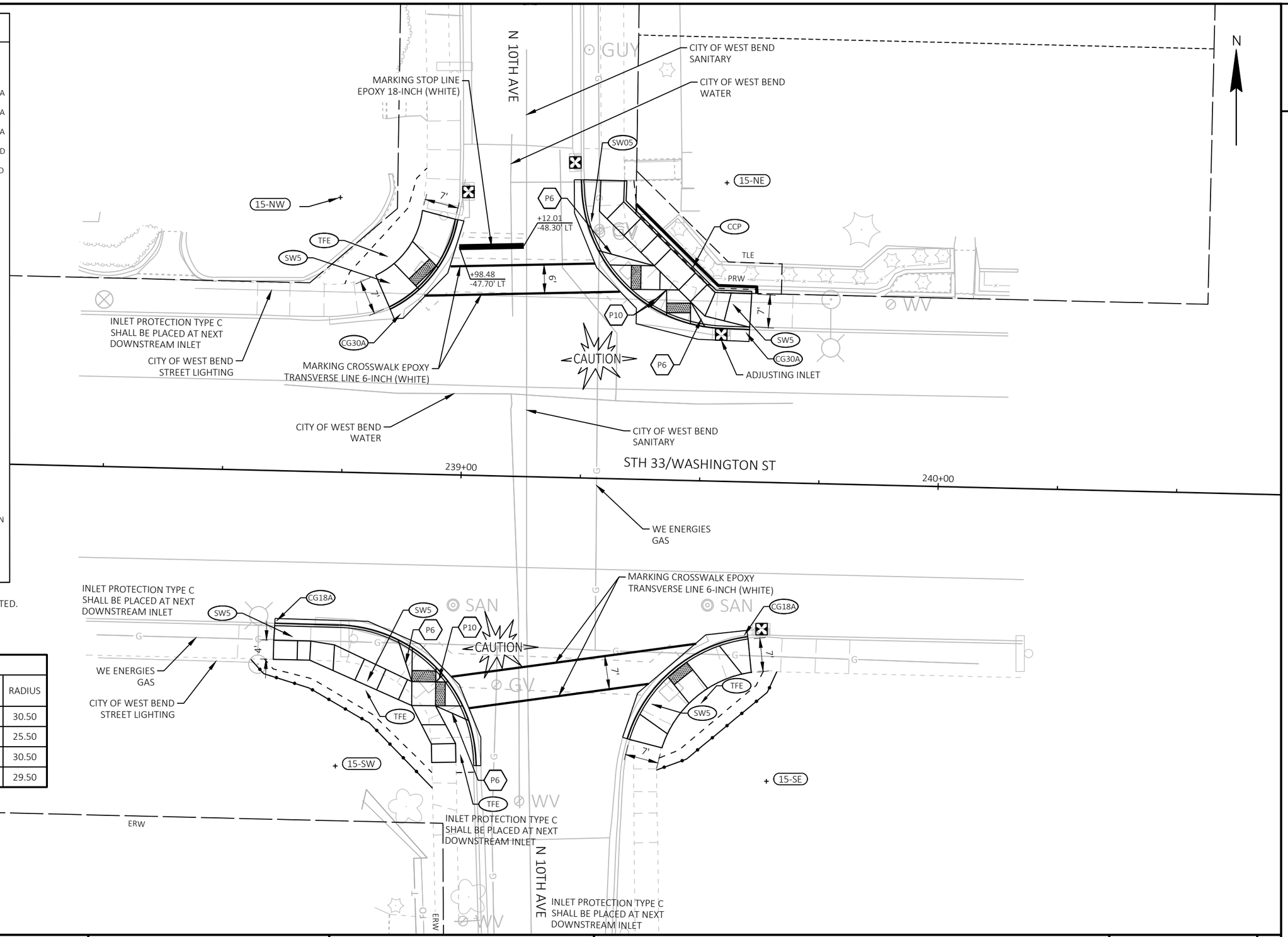
LEGEND

- CCP — CONCRETE CURB PEDESTRIAN
- CG18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG24A — CONCRETE CURB & GUTTER 24-INCH TYPE A
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36A — CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CP9 — CONCRETE PAVEMENT 9-INCH
- CP10 — CONCRETE PAVEMENT 10-INCH
- CSI — CONCRETE SAFETY ISLAND
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SN02 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- SW5 — CONCRETE SIDEWALK 5-INCH
- SW6 — CONCRETE SIDEWALK 6-INCH
- G6 — GRADED FLARE (6:1 MAX SLOPE)
- P10 — PAVED FLARE (10% MAX SLOPE)
- P6 — PAVED FLARE (6:1 MAX SLOPE)
- ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- SILT FENCE
- INLET PROTECTION TYPE C (UNLESS OTHERWISE NOTED)
- TFE — TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, & SEEDING MIXTURE NO. 40
- ROCK BAGS

NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS OTHERWISE NOTED.

SEE SDD "PAVEMENT MARKINGS, MEDIAN ISLAND NOSE" FOR MEDIAN MARKING LAYOUT.

RADIUS TABLE			
POINT	Y COORDS	X COORDS	RADIUS
15-NE	185551.441	360863.600	30.50
15-NW	185548.380	360782.570	25.50
15-SE	185426.115	360871.853	30.50
15-SW	185429.323	360781.509	29.50



PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAILS - INTERSECTION 15 (N 10TH AVE)	SHEET 85	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021203-PD.DWG
LAYOUT NAME - 15
PLOT DATE : 12/19/2025 11:59 AM PLOT BY : JARED BROWN PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

INTERSECTION 15 (N 10TH AVE)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

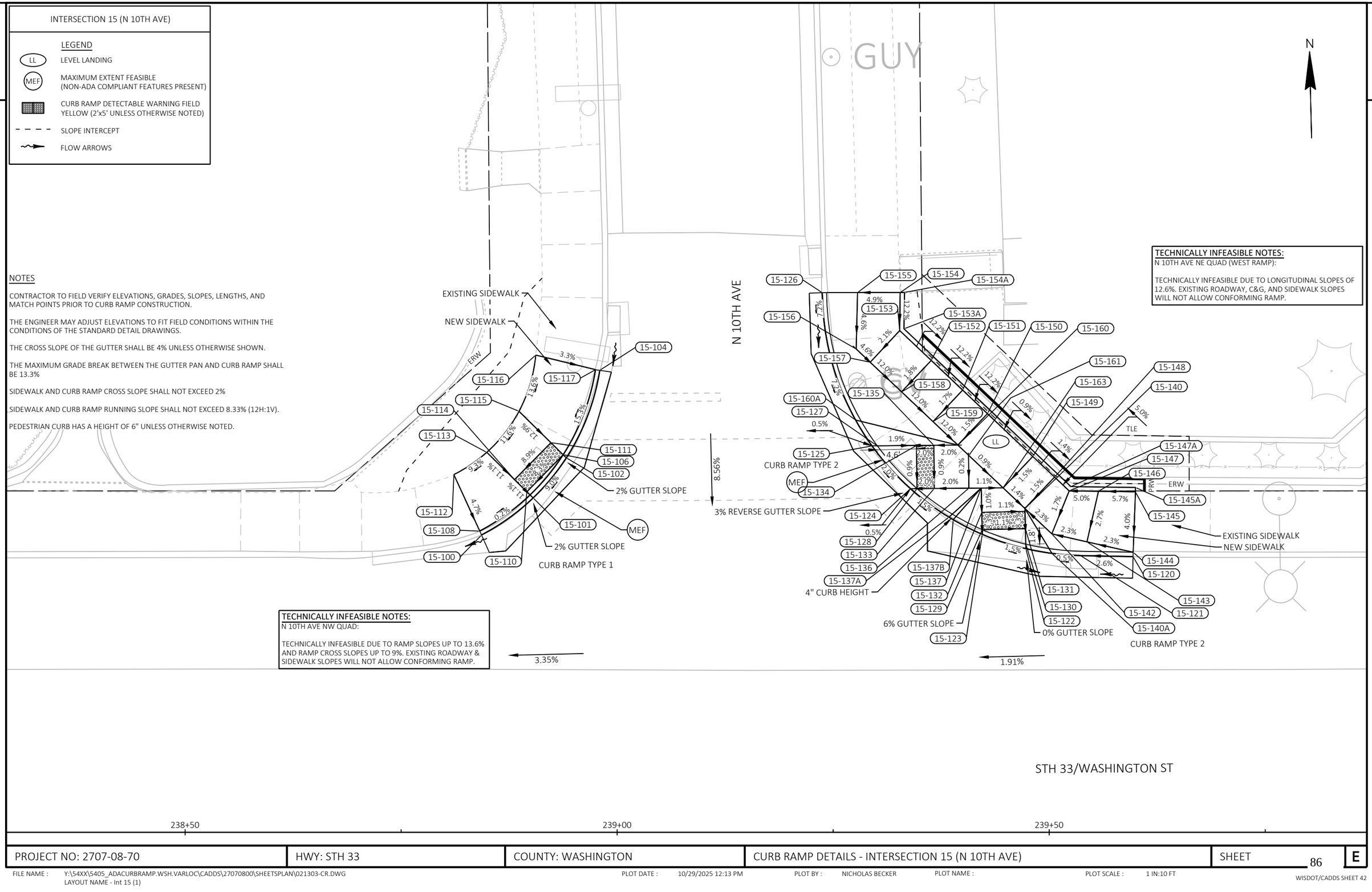
THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.



TECHNICALLY INFEASIBLE NOTES:
N 10TH AVE NW QUAD:

TECHNICALLY INFEASIBLE DUE TO RAMP SLOPES UP TO 13.6% AND RAMP CROSS SLOPES UP TO 9%. EXISTING ROADWAY & SIDEWALK SLOPES WILL NOT ALLOW CONFORMING RAMP.

TECHNICALLY INFEASIBLE NOTES:
N 10TH AVE NE QUAD (WEST RAMP):

TECHNICALLY INFEASIBLE DUE TO LONGITUDINAL SLOPES OF 12.6%. EXISTING ROADWAY, C&G, AND SIDEWALK SLOPES WILL NOT ALLOW CONFORMING RAMP.

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 15 (N 10TH AVE)	SHEET 86	E

10TH AVE NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
15-120	239+59.71	31.89' LT	948.26	185520.70	360868.32
15-121	239+53.63	32.02' LT	948.10	185520.97	360862.25
15-122	239+47.30	32.81' LT	948.13	185521.92	360855.94
15-123	239+42.26	34.47' LT	948.21	185523.69	360850.94
15-124	239+33.95	39.75' LT	948.30	185529.17	360842.76
15-125	239+29.49	44.71' LT	948.44	185534.24	360838.42
15-126	239+23.74	62.42' LT	949.80	185552.08	360833.09
15-127	239+30.10	44.71' LT	948.44	185534.23	360839.03
15-128	239+34.70	39.76' LT	948.31	185529.16	360843.51
15-129	239+42.25	35.02' LT	948.22	185524.24	360850.94
15-130	239+47.29	33.33' LT	948.14	185522.43	360855.94
15-131	239+47.25	35.14' LT	948.16	185524.24	360855.94
15-132	239+42.20	37.01' LT	948.38	185526.23	360850.94
15-133	239+36.70	39.77' LT	948.35	185529.13	360845.51
15-134	239+34.66	44.76' LT	948.35	185534.16	360843.59
15-135	239+36.66	44.77' LT	948.39	185534.13	360845.59
15-136	239+40.70	39.81' LT	948.43	185529.07	360849.51

10TH AVE NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
15-137	239+42.13	39.82' LT	948.41	185529.05	360850.94
15-137A	239+38.40	36.46' LT	948.56	185525.77	360847.13
15-137B	239+38.89	36.17' LT	948.55	185525.47	360847.61
15-140	239+47.19	37.46' LT	948.33	185526.56	360855.94
15-140A	239+50.32	32.27' LT	948.12	185521.30	360858.94
15-142	239+50.29	34.53' LT	948.43	185523.56	360858.97
15-143	239+54.37	33.60' LT	948.53	185522.54	360863.02
15-144	239+59.72	32.39' LT	948.66	185521.20	360868.34
15-145	239+59.97	39.40' LT	948.94	185528.20	360868.76
15-145A	239+59.99	39.90' LT	948.96	185528.69	360868.79
15-146	239+55.69	39.45' LT	948.69	185528.36	360864.49
15-147	239+52.31	39.50' LT	948.53	185528.48	360861.11
15-147A	239+52.51	40.00' LT	948.84	185528.97	360861.32
15-148	239+50.63	41.09' LT	948.41	185530.11	360859.46
15-149	239+48.10	43.48' LT	948.46	185532.56	360856.99
15-150	239+42.86	48.43' LT	948.52	185537.64	360851.87
15-151	239+39.98	51.15' LT	949.01	185540.43	360849.06

10TH AVE NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
15-152	239+36.35	54.59' LT	949.61	185543.95	360845.51
15-153	239+32.70	58.04' LT	950.23	185547.48	360841.94
15-153A	239+33.20	58.25' LT	950.70	185547.68	360842.45
15-154	239+32.75	62.44' LT	950.76	185551.88	360842.10
15-154A	239+33.25	62.45' LT	950.78	185551.88	360842.60
15-155	239+27.81	62.44' LT	950.52	185552.00	360837.17
15-156	239+27.67	55.91' LT	950.22	185545.48	360836.86
15-157	239+29.28	54.38' LT	950.12	185543.91	360838.44
15-158	239+32.91	50.95' LT	949.52	185540.40	360841.99
15-159	239+36.55	47.52' LT	948.92	185536.88	360845.54
15-160	239+39.42	44.80' LT	948.45	185534.09	360848.35
15-160A	239+27.60	47.69' LT	948.69	185537.26	360836.60
15-161	239+40.67	43.62' LT	948.43	185532.88	360849.57
15-163	239+44.67	39.85' LT	948.38	185529.01	360853.47

10TH AVE NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
15-100	238+84.30	34.39' LT	946.45	185525.00	360792.99
15-101	238+90.28	38.68' LT	946.88	185529.15	360799.08
15-102	238+94.12	43.32' LT	947.42	185533.70	360803.02
15-104	238+97.99	53.45' LT	948.61	185543.73	360807.13
15-106	238+93.75	43.68' LT	947.49	185534.06	360802.67
15-108	238+84.09	34.85' LT	946.95	185525.47	360792.80
15-110	238+89.55	39.40' LT	946.99	185529.89	360798.36
15-111	238+92.33	45.08' LT	947.75	185535.50	360801.28
15-112	238+81.11	41.39' LT	947.29	185532.07	360789.97
15-113	238+84.91	43.96' LT	947.71	185534.55	360793.84
15-114	238+88.12	40.80' LT	947.21	185531.32	360796.97
15-115	238+88.64	48.71' LT	948.42	185539.21	360797.68
15-116	238+90.57	55.20' LT	949.35	185545.66	360799.76
15-117	238+97.49	53.53' LT	949.11	185543.82	360806.64

238+50 | 239+00 | 239+50

2 | 2

INTERSECTION 15 (N 10TH AVE)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

STH 33/WASHINGTON ST

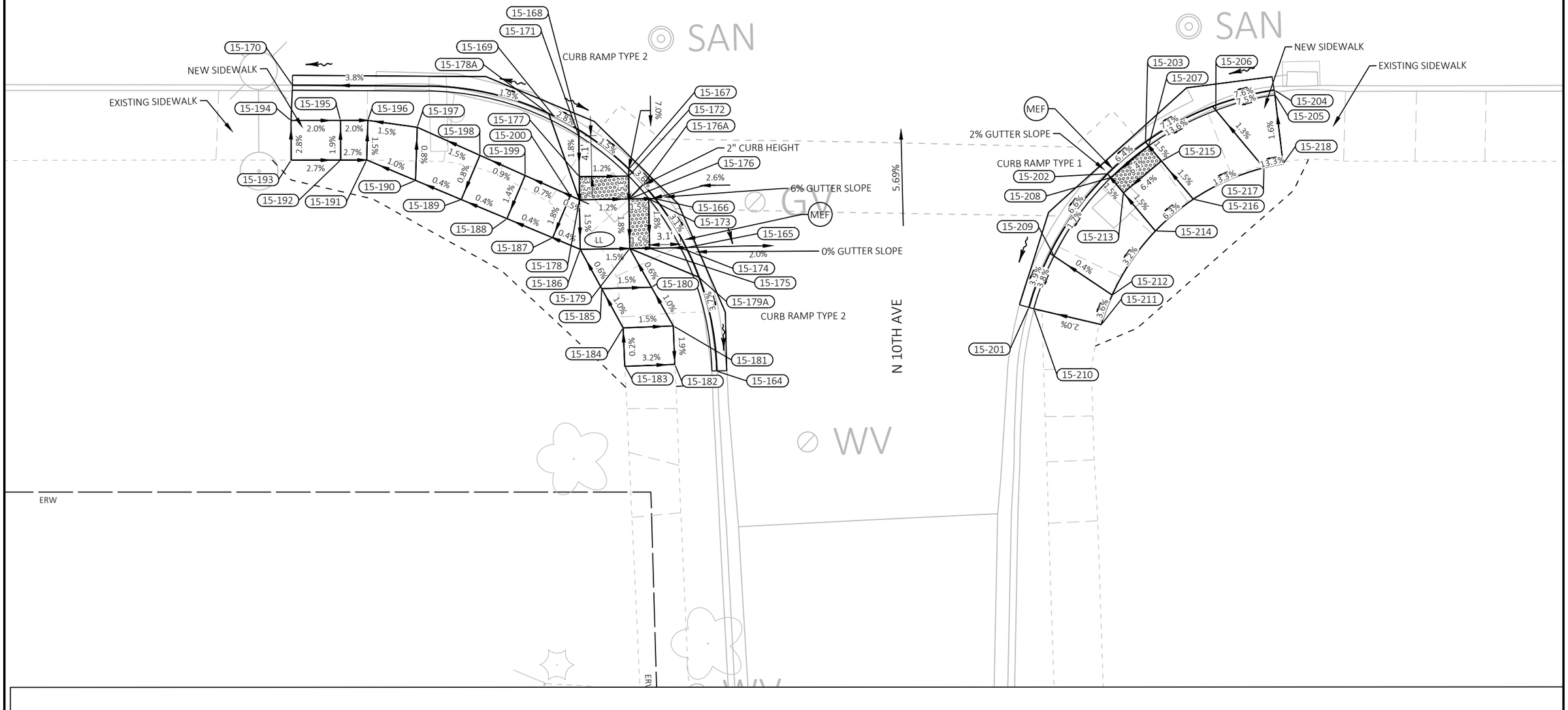
N

TECHNICALLY INFEASIBLE NOTES:
N 10TH AVE SW QUAD (EAST RAMP):

TECHNICALLY INFEASIBLE DUE TO C&G FLOW LINE SLOPE OF 3.1%. EXISTING ROADWAY AND C&G SLOPES WILL NOT ALLOW CONFORMING RAMP.

TECHNICALLY INFEASIBLE NOTES:
N 10TH AVE SE QUAD:

TECHNICALLY INFEASIBLE DUE TO LANDING CROSS SLOPES OF 6.3% AND C&G FLOW LINE SLOPE OF 6.4%. ALSO RAMP SLOPES EXCEEDING 8.33%. EXISTING ROADWAY, C&G, AND SIDEWALK SLOPES WILL NOT ALLOW CONFORMING RAMP.



PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 15 (N 10TH AVE)	SHEET 88	E

10TH AVE SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
15-164	239+04.60	60.79' RT	944.90	185429.36	360811.01
15-165	239+01.49	48.34' RT	945.38	185441.88	360808.20
15-166	238+98.37	43.39' RT	945.56	185446.91	360805.19
15-167	238+95.70	40.41' RT	945.70	185449.95	360802.60
15-168	238+90.66	36.47' RT	945.80	185454.01	360797.66
15-169	238+88.15	35.07' RT	945.72	185455.47	360795.17
15-170	238+61.73	31.94' RT	944.96	185459.23	360768.84
15-171	238+90.67	37.06' RT	945.79	185453.42	360797.65
15-172	238+95.71	41.12' RT	945.65	185449.24	360802.59
15-173	238+97.73	43.40' RT	945.54	185446.91	360804.55
15-174	239+00.94	48.35' RT	945.39	185441.89	360807.65
15-175	238+97.80	48.40' RT	945.45	185441.91	360804.51
15-176	238+95.73	43.43' RT	945.57	185446.93	360802.56
15-176A	238+97.17	41.95' RT	945.63	185448.38	360804.03

10TH AVE SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
15-177	238+90.71	41.17' RT	945.72	185449.31	360797.59
15-178	238+90.73	43.50' RT	945.63	185446.98	360797.55
15-178A	238+87.65	34.83' RT	945.71	185455.72	360794.68
15-179	238+95.80	48.43' RT	945.48	185441.93	360802.51
15-179A	239+02.79	51.32' RT	945.26	185438.87	360809.42
15-180	238+98.01	52.33' RT	945.51	185437.97	360804.62
15-181	239+00.21	56.24' RT	945.56	185434.02	360806.73
15-182	239+00.36	60.11' RT	945.48	185430.14	360806.78
15-183	238+95.30	60.32' RT	945.64	185430.06	360801.73
15-184	238+95.14	56.44' RT	945.63	185433.94	360801.66
15-185	238+92.97	52.47' RT	945.59	185437.96	360799.58
15-186	238+90.80	48.50' RT	945.56	185441.98	360797.51
15-187	238+88.01	47.34' RT	945.55	185443.21	360794.75
15-188	238+83.40	45.41' RT	945.53	185445.25	360790.18

10TH AVE SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
15-189	238+78.79	43.48' RT	945.51	185447.28	360785.62
15-190	238+74.17	41.56' RT	945.49	185449.32	360781.05
15-191	238+69.23	39.49' RT	945.43	185451.50	360776.16
15-192	238+66.60	39.50' RT	945.50	185451.56	360773.53
15-193	238+61.60	39.51' RT	945.64	185451.67	360768.53
15-194	238+61.59	35.51' RT	945.53	185455.67	360768.62
15-195	238+66.59	35.50' RT	945.43	185455.56	360773.62
15-196	238+69.35	35.50' RT	945.37	185455.49	360776.37
15-197	238+74.33	36.19' RT	945.45	185454.68	360781.34
15-198	238+80.67	39.02' RT	945.55	185451.70	360787.61
15-199	238+85.24	41.06' RT	945.59	185449.56	360792.13
15-200	238+89.81	43.09' RT	945.63	185447.41	360796.64

10TH AVE SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
15-201	239+36.13	54.37' RT	945.71	185435.03	360842.68
15-202	239+44.07	40.88' RT	946.60	185448.32	360850.94
15-203	239+47.90	37.67' RT	946.92	185451.44	360854.85
15-204	239+60.89	32.43' RT	947.95	185456.37	360867.96
15-205	239+60.97	32.93' RT	948.23	185455.87	360868.03
15-206	239+55.01	34.48' RT	947.98	185454.46	360862.03
15-207	239+48.22	38.06' RT	946.93	185451.04	360855.16
15-208	239+44.39	41.27' RT	946.61	185447.93	360851.25
15-209	239+38.66	49.18' RT	946.44	185440.15	360845.34
15-210	239+36.61	54.50' RT	946.21	185434.88	360843.16
15-211	239+43.44	56.10' RT	946.35	185433.12	360849.95
15-212	239+44.54	53.13' RT	946.47	185436.07	360851.12
15-213	239+45.67	42.79' RT	946.64	185446.37	360852.49
15-214	239+48.89	46.64' RT	946.71	185442.45	360855.63
15-215	239+49.51	39.59' RT	946.96	185449.48	360856.41
15-216	239+52.74	43.45' RT	947.03	185445.55	360859.55
15-217	239+59.87	40.28' RT	948.08	185448.54	360866.75
15-218	239+61.80	39.88' RT	948.34	185448.90	360868.69

2

INTERSECTION 16 (N 9TH AVE)

LEGEND

- REMOVING CURB AND GUTTER (SEE MISC. QUANTITIES)
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE PAVEMENT
- REMOVING BRICK PAVERS
- SLOPE INTERCEPT
- XXXXXX SAWING ASPHALT
- YYYYYY SAWING CONCRETE

NOTE

EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED SHALL BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS.

N

N 9TH AVE

MARKING REMOVAL LINE WATER BLASTING WIDE (STOP BAR)

+13.62 -56.70' LT

+40.26 -60.11' LT

+40.39 -54.33' LT

+13.02 -52.11' LT

+09.86 -45.55' LT

+45.17 -43.52' LT

MARKING REMOVAL LINE WATER BLASTING 6-INCH (CROSSWALK)

+72.31 -29.30' LT

+86.40 -29.63' LT

+97.45 -32.62' LT

+55.69 -32.66' LT

+64.49 -30.99' LT

+90.57 -31.08' LT

MARKING REMOVAL LINE WATER BLASTING 4-INCH

241+00

242+00

STH 33/WASHINGTON ST

243+00

MARKING REMOVAL LINE WATER BLASTING 6-INCH (CROSSWALK)

+74.97 25.05' RT

+92.35 25.06' RT

+92.34 31.06' RT

+02.32 33.06' RT

MARKING REMOVAL LINE WATER BLASTING 6-INCH (CROSSWALK)

+12.32 43.82' RT

+17.30 54.54' RT

+17.74 60.80' RT

+78.99 31.00' RT

+73.32 32.60' RT

+93.48 31.03' RT

+64.39 38.15' RT

+58.25 45.22' RT

+53.71 57.03' RT

+53.87 63.61' RT

MARKING REMOVAL LINE WATER BLASTING WIDE (STOP BAR)

N 9TH AVE

2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	REMOVAL PLANS - INTERSECTION 16 (N 9TH AVE)	SHEET 90	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021003-RM.DWG
LAYOUT NAME - 16

PLOT DATE : 10/30/2025 5:54 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:20 FT

INTERSECTION 16 (N 9TH AVE)

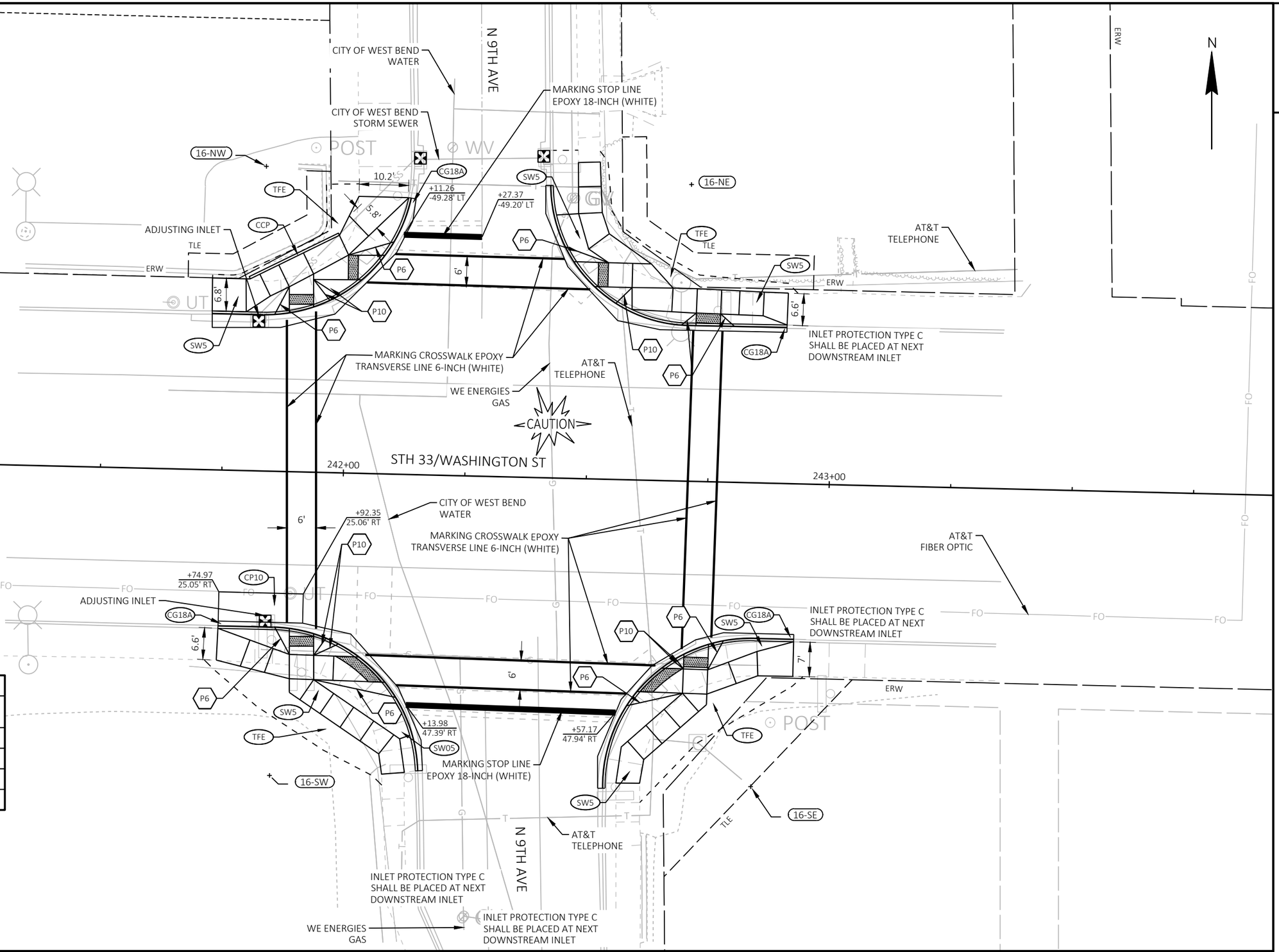
LEGEND

CCP	CONCRETE CURB PEDESTRIAN
CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG24A	CONCRETE CURB & GUTTER 24-INCH TYPE A
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG36A	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
CP9	CONCRETE PAVEMENT 9-INCH
CP10	CONCRETE PAVEMENT 10-INCH
CSI	CONCRETE SAFETY ISLAND
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW5	CONCRETE SIDEWALK 5-INCH
SW6	CONCRETE SIDEWALK 6-INCH
G6	GRADED FLARE (6:1 MAX SLOPE)
P10	PAVED FLARE (10% MAX SLOPE)
P6	PAVED FLARE (6:1 MAX SLOPE)
	ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	SLOPE INTERCEPT
	SILT FENCE
	INLET PROTECTION TYPE C (UNLESS OTHERWISE NOTED)
TFE	TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, & SEEDING MIXTURE NO. 40
	ROCK BAGS

NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS OTHERWISE NOTED.

SEE SDD "PAVEMENT MARKINGS, MEDIAN ISLAND NOSE" FOR MEDIAN MARKING LAYOUT.

RADIUS TABLE			
POINT	Y COORDS	X COORDS	RADIUS
16-NE	185542.398	361179.439	29.00
16-NW	185546.140	361091.941	30.50
16-SE	185418.550	361191.586	30.50
16-SW	185420.849	361092.576	30.50



PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAILS - INTERSECTION 16 (N 9TH AVE)	SHEET 91	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021203-PD.DWG
LAYOUT NAME - 16
PLOT DATE : 12/19/2025 11:59 AM
PLOT BY : JARED BROWN
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

INTERSECTION 16 (N 9TH AVE)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

TECHNICALLY INFEASIBLE NOTES:
N 9TH AVE NW QUAD (WEST RAMP):

TECHNICALLY INFEASIBLE DUE TO MATCH IN SLOPES EXCEEDING 8.33%. EXISTING SIDEROAD SLOPE WILL NOT ALLOW CONFORMING RAMP.

TECHNICALLY INFEASIBLE NOTES:
N 9TH AVE NE QUAD (WEST RAMP):

TECHNICALLY INFEASIBLE DUE TO INITIAL LANDING AND RAMP CROSS SLOPES EXCEEDING 2%. ALSO C&G FLOW LINE SLOPE OF 5.3%. EXISTING ROADWAY, C&G, AND SIDEWALK SLOPES WILL NOT ALLOW CONFORMING RAMP.

N 9TH AVE NE QUAD (SOUTH RAMP):

TECHNICALLY INFEASIBLE DUE TO RAMP, LANDING, AND C&G FLOW LINE SLOPES OF 4.1%. ALSO LONGITUDINAL SLOPES UP TO 11.4%. EXISTING ROADWAY AND C&G SLOPES WILL NOT ALLOW CONFORMING RAMP.

N

N 9TH AVE

STH 33/WASHINGTON ST

CURB RAMP TYPE 3
2.55%

CURB RAMP TYPE 2

CURB RAMP TYPE 3
5.10%

4.04%

242+00 242+50 243+00

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 16 (N 9TH AVE)	SHEET 92	E

9TH AVE NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
16-100	241+72.24	32.14' LT	947.46	185515.85	361080.80
16-100A	241+83.84	32.21' LT	946.97	185515.64	361092.40
16-101	241+88.10	32.67' LT	946.98	185516.01	361096.66
16-101A	241+85.11	32.28' LT	947.48	185515.69	361093.67
16-102	241+93.07	34.01' LT	947.00	185517.23	361101.66
16-103	242+02.84	39.82' LT	947.03	185522.80	361111.58
16-104	242+07.47	44.95' LT	947.06	185527.82	361116.33
16-105	242+12.60	56.87' LT	947.46	185539.61	361121.73
16-106	242+06.85	44.94' LT	947.06	185527.83	361115.70
16-107	242+02.06	39.81' LT	947.05	185522.81	361110.80
16-108	241+93.06	34.54' LT	947.01	185517.76	361101.66
16-109	241+88.09	33.18' LT	946.99	185516.51	361096.66
16-110	241+88.06	34.42' LT	947.02	185517.76	361096.66
16-111	241+88.01	36.42' LT	947.13	185519.76	361096.66

9TH AVE NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
16-112	241+93.01	36.54' LT	947.12	185519.76	361101.66
16-113	242+00.07	39.77' LT	947.21	185522.82	361108.80
16-114	242+01.99	44.86' LT	947.14	185527.86	361110.85
16-115	241+92.93	39.66' LT	947.30	185522.88	361101.66
16-115A	241+96.37	35.44' LT	947.34	185518.58	361105.00
16-115B	241+98.15	36.41' LT	947.35	185519.50	361106.80
16-116	241+87.97	38.03' LT	947.23	185521.37	361096.66
16-117	241+84.12	36.03' LT	947.45	185519.46	361092.76
16-118	241+79.22	32.67' LT	947.58	185516.22	361087.78
16-119	241+72.23	32.67' LT	947.82	185516.39	361080.80
16-120	241+72.11	39.46' LT	948.06	185523.18	361080.85
16-121	241+79.01	39.46' LT	947.69	185523.01	361087.74
16-122	241+79.90	39.48' LT	947.64	185523.01	361088.63
16-122A	241+79.67	39.92' LT	947.86	185523.45	361088.41

9TH AVE NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
16-123	241+81.82	40.47' LT	947.53	185523.96	361090.57
16-124	241+85.67	42.47' LT	947.30	185525.86	361094.47
16-125	241+90.70	45.07' LT	947.38	185528.34	361099.56
16-126	241+98.03	48.86' LT	947.37	185531.95	361106.98
16-126A	241+97.80	49.30' LT	947.84	185532.40	361106.76
16-127	241+99.93	52.91' LT	947.78	185535.96	361108.98
16-128	242+01.84	56.96' LT	948.18	185539.96	361110.98
16-129	242+12.10	56.95' LT	947.92	185539.70	361121.24
16-130	242+06.11	50.89' LT	947.75	185533.79	361115.10
16-131	241+99.99	44.84' LT	947.30	185527.88	361108.85
16-131A	242+09.27	47.79' LT	947.16	185530.61	361118.19
16-132	241+92.91	40.79' LT	947.31	185524.01	361101.67

9TH AVE NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
16-133	242+90.55	32.11' LT	943.23	185512.99	361199.07
16-134	242+76.81	32.06' LT	943.81	185513.27	361185.34
16-135	242+71.81	32.04' LT	944.01	185513.37	361180.34
16-136	242+50.71	39.58' LT	945.32	185521.41	361159.42
16-137	242+46.33	44.60' LT	945.68	185526.54	361155.16
16-138	242+41.23	60.17' LT	946.77	185542.22	361150.44
16-139	242+46.94	44.60' LT	945.67	185526.52	361155.77
16-140	242+51.47	39.58' LT	945.27	185521.39	361160.18
16-141	242+58.57	35.04' LT	945.10	185516.69	361167.18
16-142	242+71.82	32.62' LT	944.05	185513.96	361180.36
16-143	242+76.82	32.56' LT	943.84	185513.77	361185.35

9TH AVE NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
16-144	242+76.84	34.54' LT	943.98	185515.75	361185.43
16-144A	242+79.75	32.07' LT	943.68	185513.21	361188.28
16-145	242+71.84	34.62' LT	944.19	185515.95	361180.43
16-145A	242+68.81	32.07' LT	944.10	185513.47	361177.34
16-146	242+66.75	34.78' LT	944.77	185516.24	361175.35
16-147	242+53.47	39.57' LT	945.13	185521.34	361162.18
16-148	242+51.49	44.58' LT	945.58	185526.39	361160.32
16-149	242+53.49	44.57' LT	945.44	185526.33	361162.32
16-149A	242+44.51	47.61' LT	945.91	185529.59	361153.42
16-150	242+49.37	47.28' LT	945.83	185529.14	361158.26
16-151	242+47.13	54.47' LT	946.47	185536.38	361156.20

9TH AVE NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
16-152	242+46.97	60.03' LT	947.15	185541.94	361156.18
16-153	242+46.83	65.02' LT	947.75	185546.94	361156.15
16-154	242+51.34	65.22' LT	947.98	185547.03	361160.67
16-155	242+51.65	60.23' LT	947.29	185542.03	361160.86
16-156	242+51.99	54.82' LT	946.54	185536.62	361161.07
16-157	242+53.53	50.49' LT	945.91	185532.26	361162.50
16-158	242+62.32	44.52' LT	945.27	185526.08	361171.15
16-159	242+58.49	44.54' LT	945.34	185526.19	361167.32
16-160	242+58.47	39.54' LT	945.03	185521.19	361167.18
16-160A	242+55.22	36.23' LT	945.21	185517.96	361163.85
16-161	242+66.91	39.65' LT	944.86	185521.10	361175.62

9TH AVE NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
16-162	242+71.91	39.62' LT	944.29	185520.95	361180.61
16-163	242+76.91	39.51' LT	944.08	185520.71	361185.61
16-164	242+80.68	39.42' LT	943.86	185520.53	361189.38
16-165	242+85.68	39.26' LT	943.75	185520.26	361194.37
16-166	242+90.68	39.18' LT	943.72	185520.06	361199.37
16-167	242+90.54	32.61' LT	943.55	185513.49	361199.08
16-168	242+85.58	34.38' LT	943.67	185515.38	361194.16
16-169	242+80.58	34.48' LT	943.79	185515.60	361189.16

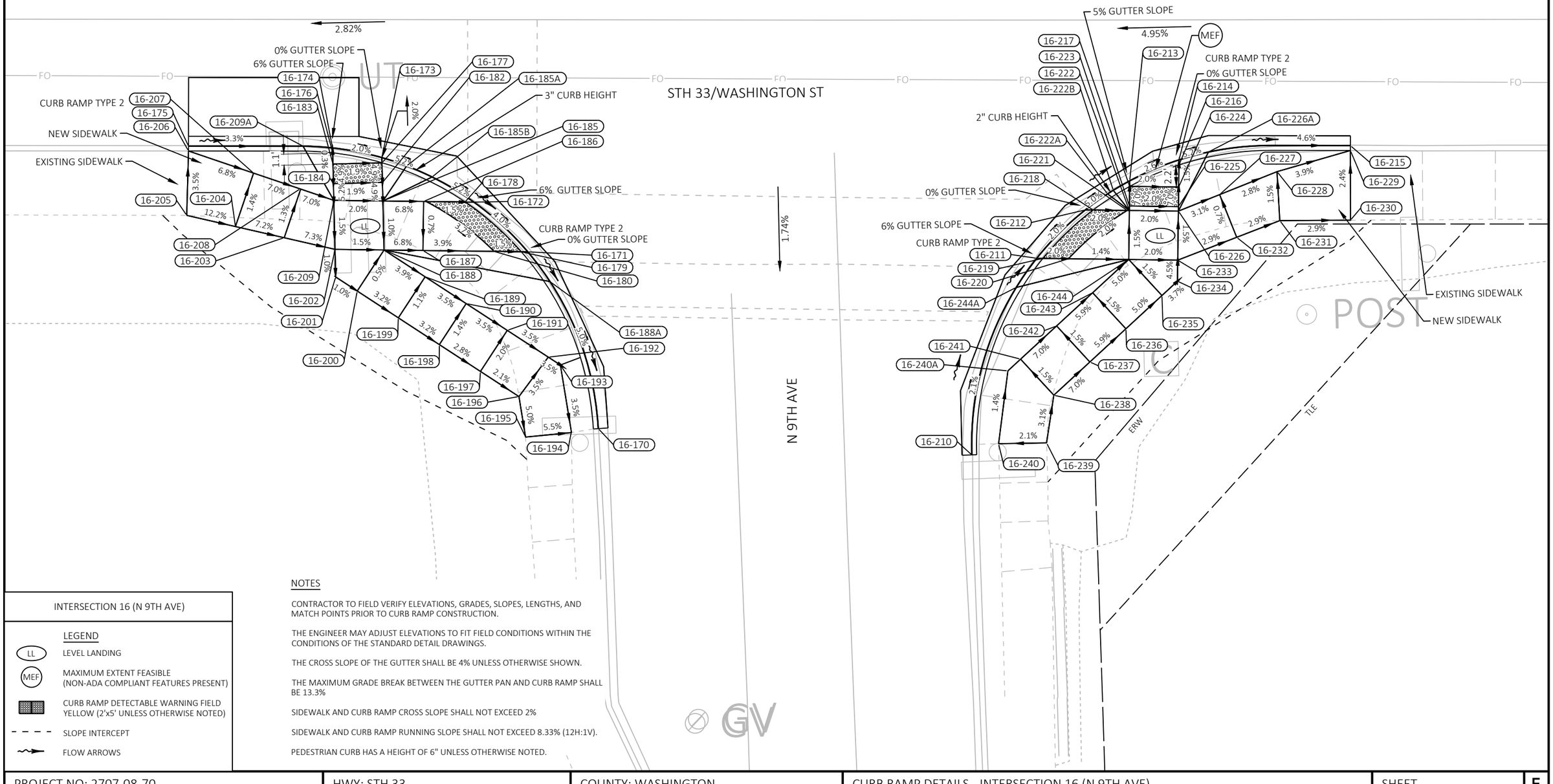
242+00 242+50 243+00

INT16 - 9TH AVE - SW - E
BOC RADIUS = 30'
CURB RAMP LANDING LENGTH ('XR') = 9.77'
RADIAL CHORD LENGTH = 7.65'
RADIAL WARNING FIELD AREA = 16.21 SF

TECHNICALLY INFEASIBLE NOTES:
N 9 AVE SE QUAD (NORTH RAMP):

TECHNICALLY INFEASIBLE DUE TO C&G FLOW LINE SLOPE OF 2.6%. EXISTING ROADWAY AND C&G SLOPES WILL NOT ALLOW CONFORMING RAMP.

INT16 - 9TH AVE - SE - W
BOC RADIUS = 30'
CURB RAMP LANDING LENGTH ('XR') = 8.54'
RADIAL CHORD LENGTH = 7.11'
RADIAL WARNING FIELD AREA = 14.85 SF



INTERSECTION 16 (N 9TH AVE)
LEGEND
LL — LEVEL LANDING
MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
SLOPE INTERCEPT
FLOW ARROWS

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

UTIL
POST
GV

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 16 (N 9TH AVE)	SHEET 94	E

9TH AVE SE						9TH AVE SE						9TH AVE SE						9TH AVE SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
16-210	242+54.85	63.55' RT	944.52	185418.22	361161.09	16-220	242+64.71	43.54' RT	943.99	185437.99	361171.43	16-227	242+80.11	37.00' RT	943.59	185444.16	361186.98	16-237	242+66.88	54.07' RT	944.53	185427.41	361173.35
16-211	242+61.46	43.49' RT	944.07	185438.11	361168.18	16-221	242+70.70	38.61' RT	943.84	185442.77	361177.53	16-228	242+85.97	34.65' RT	943.41	185446.36	361192.89	16-238	242+63.21	57.46' RT	944.88	185424.10	361169.59
16-212	242+66.41	38.56' RT	943.93	185442.92	361173.25	16-222	242+70.91	38.61' RT	943.83	185442.76	361177.74	16-229	242+93.45	32.50' RT	943.11	185448.33	361200.42	16-239	242+62.47	62.32' RT	945.03	185419.26	361168.74
16-213	242+70.95	35.59' RT	943.66	185445.78	361177.86	16-222A	242+68.69	36.92' RT	943.79	185444.51	361175.57	16-230	242+93.46	39.60' RT	943.28	185441.23	361200.26	16-240	242+57.57	62.40' RT	944.93	185419.30	361163.84
16-214	242+75.98	33.45' RT	943.52	185447.80	361182.93	16-222B	242+69.27	36.55' RT	943.76	185444.86	361176.15	16-231	242+86.26	39.64' RT	943.49	185441.36	361193.06	16-240A	242+58.53	54.97' RT	944.83	185426.70	361164.97
16-215	242+93.45	32.00' RT	942.65	185448.83	361200.44	16-223	242+70.92	38.16' RT	943.80	185443.21	361177.76	16-232	242+81.86	41.35' RT	943.62	185439.76	361188.62	16-241	242+59.82	53.78' RT	944.80	185427.86	361166.29
16-216	242+75.97	33.98' RT	943.53	185447.27	361182.91	16-224	242+75.94	36.22' RT	943.56	185445.03	361182.83	16-233	242+75.85	43.69' RT	943.81	185437.57	361182.56	16-242	242+63.49	50.39' RT	944.45	185431.16	361170.05
16-217	242+70.94	36.16' RT	943.66	185445.21	361177.83	16-225	242+75.92	38.22' RT	943.70	185443.03	361182.76	16-234	242+75.82	45.83' RT	943.91	185435.43	361182.48	16-243	242+67.17	47.00' RT	944.16	185434.46	361173.80
16-218	242+67.22	38.57' RT	943.91	185442.89	361174.05	16-226	242+75.91	38.68' RT	943.73	185442.58	361182.74	16-235	242+74.24	47.29' RT	943.98	185434.01	361180.86	16-244	242+70.85	43.61' RT	943.91	185437.76	361177.56
16-219	242+62.10	43.50' RT	944.05	185438.08	361168.82	16-226A	242+78.99	32.65' RT	943.36	185448.53	361185.96	16-236	242+70.56	50.68' RT	944.23	185430.71	361177.10	16-244A	242+59.37	46.47' RT	944.15	185435.18	361166.02

9TH AVE SW						9TH AVE SW						9TH AVE SW						9TH AVE SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
16-170	242+16.74	60.85' RT	944.75	185421.82	361123.06	16-184	241+89.74	35.88' RT	946.59	185447.44	361096.66	16-194	242+14.00	61.19' RT	945.34	185421.55	361120.31	16-207	241+81.60	34.80' RT	947.11	185448.71	361088.55
16-171	242+09.55	42.83' RT	945.74	185440.01	361116.30	16-185	241+94.79	37.65' RT	946.40	185445.55	361101.66	16-195	242+09.34	61.73' RT	945.60	185421.13	361115.64	16-208	241+86.34	36.41' RT	946.75	185446.99	361093.25
16-172	242+04.05	37.76' RT	946.04	185445.21	361110.93	16-185A	241+97.20	34.08' RT	946.69	185449.06	361104.16	16-196	242+08.66	57.59' RT	945.81	185425.28	361115.06	16-209	241+89.78	37.58' RT	946.50	185445.73	361096.67
16-173	241+94.68	33.23' RT	946.58	185449.96	361101.66	16-185B	241+99.79	35.21' RT	946.55	185447.87	361106.73	16-197	242+04.74	55.03' RT	945.91	185427.93	361111.20	16-209A	241+86.65	32.06' RT	946.75	185451.33	361093.66
16-174	241+89.65	32.24' RT	946.68	185451.07	361096.66	16-186	241+98.94	37.70' RT	946.12	185445.40	361105.81	16-198	242+00.55	52.30' RT	946.05	185430.76	361107.08						
16-175	241+74.96	32.05' RT	947.14	185451.62	361081.98	16-187	241+98.87	42.70' RT	946.08	185440.40	361105.63	16-199	241+96.36	49.57' RT	946.21	185433.60	361102.95						
16-176	241+89.67	32.75' RT	946.68	185450.57	361096.66	16-188	241+94.90	42.62' RT	946.35	185440.57	361101.66	16-200	241+92.17	46.83' RT	946.37	185436.43	361098.83						
16-177	241+94.69	33.76' RT	946.59	185449.44	361101.66	16-188A	242+11.82	45.86' RT	945.55	185436.93	361118.49	16-201	241+89.97	45.40' RT	946.40	185437.92	361096.66						
16-178	242+03.16	37.75' RT	946.05	185445.24	361110.04	16-189	241+99.09	45.38' RT	946.15	185437.72	361105.79	16-202	241+89.90	42.58' RT	946.43	185440.73	361096.66						
16-179	242+08.89	42.83' RT	945.75	185440.03	361115.64	16-190	242+03.28	48.11' RT	945.98	185434.88	361109.91	16-203	241+84.72	41.39' RT	946.82	185442.04	361091.51						
16-180	242+06.12	42.79' RT	945.79	185440.14	361112.87	16-191	242+07.47	50.84' RT	945.81	185432.05	361114.03	16-204	241+79.75	40.25' RT	947.19	185443.30	361086.57						
16-182	241+94.74	35.76' RT	946.49	185447.44	361101.66	16-192	242+11.66	53.58' RT	945.63	185429.22	361118.15	16-205	241+74.78	39.11' RT	947.81	185444.56	361081.63						
16-183	241+89.69	33.88' RT	946.69	185449.44	361096.66	16-193	242+12.89	54.38' RT	945.58	185428.39	361119.36	16-206	241+74.96	32.55' RT	947.58	185451.12	361081.97						

2

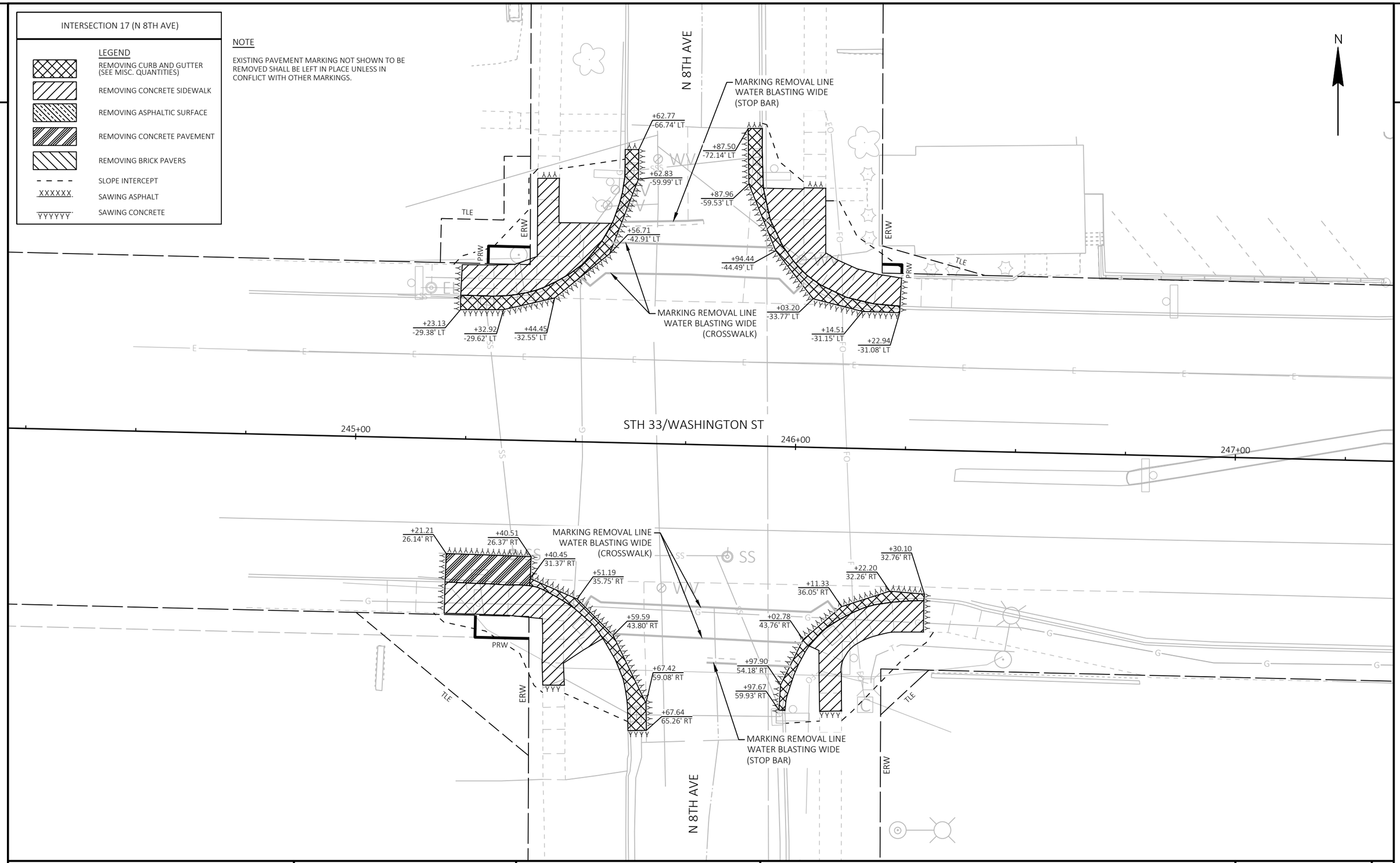
INTERSECTION 17 (N 8TH AVE)

LEGEND

- REMOVING CURB AND GUTTER (SEE MISC. QUANTITIES)
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE PAVEMENT
- REMOVING BRICK PAVERS
- SLOPE INTERCEPT
- XXXXXX SAWING ASPHALT
- YYYYYY SAWING CONCRETE

NOTE

EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED SHALL BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS.



PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	REMOVAL PLANS - INTERSECTION 17 (N 8TH AVE)	SHEET 96 E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021003-RM.DWG
LAYOUT NAME - 17

PLOT DATE : 10/30/2025 5:54 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:20 FT

INTERSECTION 17 (N 8TH AVE)

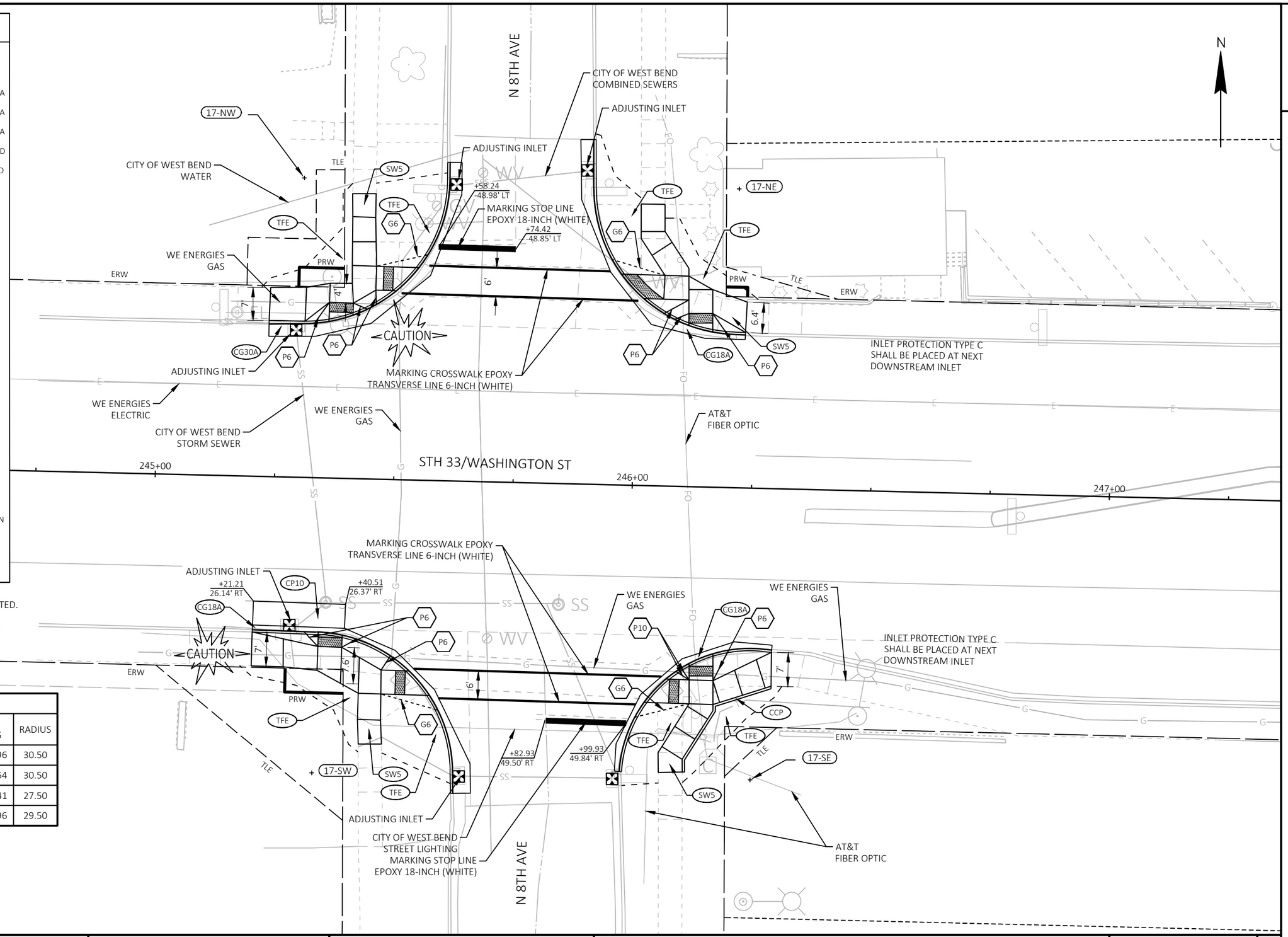
LEGEND

- CCP — CONCRETE CURB PEDESTRIAN
- CG18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG24A — CONCRETE CURB & GUTTER 24-INCH TYPE A
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36A — CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CP9 — CONCRETE PAVEMENT 9-INCH
- CP10 — CONCRETE PAVEMENT 10-INCH
- CSI — CONCRETE SAFETY ISLAND
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SN02 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- SW5 — CONCRETE SIDEWALK 5-INCH
- SW6 — CONCRETE SIDEWALK 6-INCH
- G6 — GRADED FLARE (6:1 MAX SLOPE)
- P10 — PAVED FLARE (10% MAX SLOPE)
- P6 — PAVED FLARE (6:1 MAX SLOPE)
- ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- SILT FENCE
- INLET PROTECTION TYPE C (UNLESS OTHERWISE NOTED)
- TFE — TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, & SEEDING MIXTURE NO. 40
- ROCK BAGS

NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS OTHERWISE NOTED.

SEE SDD "PAVEMENT MARKINGS, MEDIAN ISLAND NOSE" FOR MEDIAN MARKING LAYOUT.

RADIUS TABLE			
POINT	Y COORDS	X COORDS	RADIUS
17-NE	185535.557	361530.096	30.50
17-NW	185537.858	361438.964	30.50
17-SE	185411.804	361532.341	27.50
17-SW	185413.271	361440.496	29.50



PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAILS - INTERSECTION 17 (N 8TH AVE)	SHEET 97	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021203-PD.DWG
LAYOUT NAME - 17

PLOT DATE : 12/19/2025 11:59 AM PLOT BY : JARED BROWN PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

INTERSECTION 17 (N 8TH AVE)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

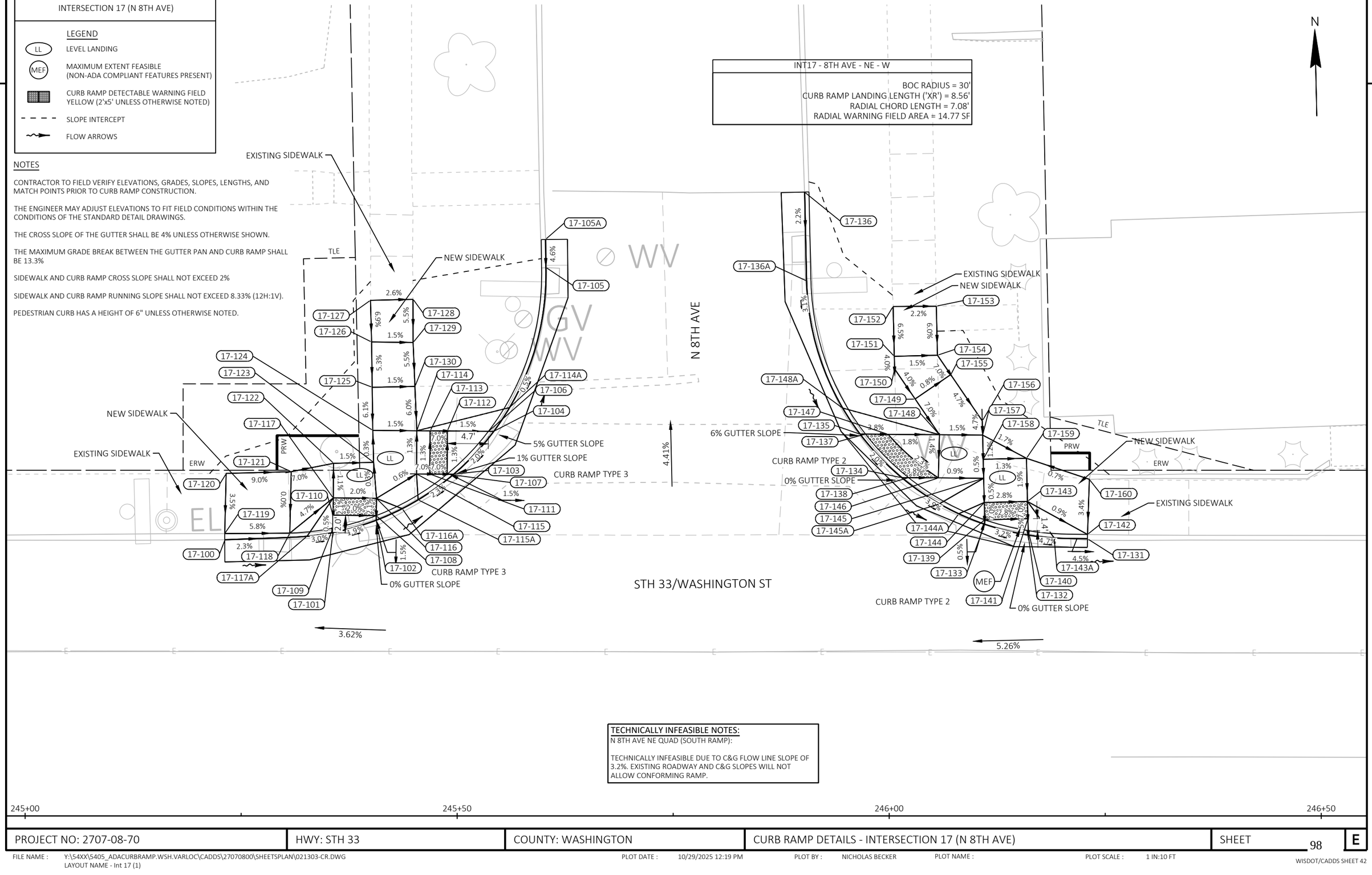
THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.



TECHNICALLY INFEASIBLE NOTES:

N 8TH AVE NE QUAD (SOUTH RAMP):

TECHNICALLY INFEASIBLE DUE TO C&G FLOW LINE SLOPE OF 3.2%. EXISTING ROADWAY AND C&G SLOPES WILL NOT ALLOW CONFORMING RAMP.

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 17 (N 8TH AVE)	SHEET 98	E

8TH AVE NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
17-131	246+22.95	32.08' LT	925.91	185505.00	361531.38
17-132	246+16.10	32.48' LT	926.22	185505.57	361524.54
17-133	246+11.07	33.74' LT	926.39	185506.94	361519.54
17-134	246+01.43	39.15' LT	926.75	185512.58	361510.03
17-135	245+96.62	44.19' LT	926.89	185517.73	361505.35
17-136	245+90.22	72.20' LT	927.70	185545.89	361499.61
17-136A	245+90.45	61.92' LT	927.47	185535.61	361499.60
17-137	245+97.26	44.18' LT	926.87	185517.71	361505.98
17-138	246+02.23	39.14' LT	926.72	185512.56	361510.83
17-139	246+11.06	34.27' LT	926.39	185507.48	361519.54
17-140	246+16.09	32.99' LT	926.23	185506.08	361524.54
17-141	246+16.06	34.39' LT	926.25	185507.48	361524.54

8TH AVE NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
17-142	246+22.95	32.58' LT	926.32	185505.50	361531.39
17-143	246+16.00	36.39' LT	926.39	185509.48	361524.53
17-143A	246+19.10	32.16' LT	926.49	185505.18	361527.53
17-144	246+11.00	36.26' LT	926.53	185509.46	361519.53
17-144A	246+08.04	34.96' LT	926.50	185508.24	361516.54
17-145	246+10.94	39.08' LT	926.54	185512.28	361519.54
17-145A	246+05.81	36.11' LT	926.55	185509.44	361514.34
17-146	246+05.68	39.12' LT	926.59	185512.45	361514.28
17-147	245+99.86	44.16' LT	926.77	185517.63	361508.59
17-148	246+05.82	44.12' LT	926.66	185517.44	361514.54
17-148A	245+94.61	47.20' LT	926.99	185520.80	361503.41
17-149	246+03.00	48.25' LT	927.01	185521.64	361511.82

8TH AVE NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
17-150	246+00.64	51.71' LT	927.18	185525.16	361509.55
17-151	246+00.60	53.19' LT	927.24	185526.64	361509.53
17-152	246+00.46	58.95' LT	927.61	185532.41	361509.53
17-153	246+05.46	58.99' LT	927.50	185532.32	361514.53
17-154	246+05.59	53.31' LT	927.16	185526.64	361514.53
17-155	246+07.13	51.06' LT	926.97	185524.36	361516.01
17-156	246+10.78	45.71' LT	926.66	185518.92	361519.54
17-157	246+10.82	44.08' LT	926.59	185517.29	361519.54
17-158	246+10.89	41.27' LT	926.55	185514.48	361519.54
17-159	246+15.89	41.39' LT	926.49	185514.48	361524.54
17-160	246+23.17	38.96' LT	926.54	185511.87	361531.76

8th AVE NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
17-100	245+23.13	31.96' LT	929.40	185507.27	361431.58
17-101	245+35.62	32.78' LT	929.08	185507.79	361444.09
17-102	245+40.64	34.21' LT	928.98	185509.11	361449.14
17-103	245+49.61	39.54' LT	928.74	185514.22	361458.24
17-104	245+54.25	44.51' LT	928.60	185519.07	361462.99
17-105	245+60.27	63.48' LT	928.49	185537.90	361469.46
17-105A	245+60.24	66.71' LT	928.64	185541.13	361469.51
17-106	245+53.62	44.51' LT	928.61	185519.09	361462.37
17-107	245+48.84	39.55' LT	928.75	185514.24	361457.47

8th AVE NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
17-108	245+40.64	34.74' LT	928.99	185509.63	361449.16
17-109	245+35.64	33.29' LT	929.08	185508.30	361444.12
17-110	245+35.65	34.80' LT	929.09	185509.81	361444.16
17-111	245+46.85	39.56' LT	928.89	185514.31	361455.48
17-112	245+48.88	44.55' LT	928.68	185519.24	361457.62
17-113	245+46.88	44.56' LT	928.82	185519.30	361455.62
17-114	245+45.34	44.58' LT	928.93	185519.35	361454.09
17-114A	245+56.05	47.25' LT	929.08	185521.77	361464.86
17-115	245+45.30	39.58' LT	929.00	185514.35	361453.93

8th AVE NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
17-115A	245+45.49	36.57' LT	928.80	185511.35	361454.05
17-116	245+40.67	36.75' LT	929.03	185511.64	361449.23
17-116A	245+43.65	35.55' LT	928.81	185510.37	361452.19
17-117	245+35.67	36.79' LT	929.13	185511.80	361444.23
17-117A	245+32.62	32.35' LT	929.08	185507.43	361441.08
17-118	245+30.64	32.73' LT	929.44	185507.86	361439.11
17-119	245+23.10	32.68' LT	929.84	185507.99	361431.57
17-120	245+23.28	39.63' LT	930.11	185514.94	361431.92
17-121	245+30.81	39.84' LT	929.44	185514.96	361439.45

8th AVE NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
17-122	245+35.71	40.80' LT	929.09	185515.81	361444.37
17-123	245+40.34	40.91' LT	929.02	185515.81	361449.00
17-124	245+40.24	44.61' LT	929.00	185519.51	361448.99
17-125	245+40.18	49.61' LT	929.31	185524.51	361449.05
17-126	245+40.11	54.85' LT	929.59	185529.75	361449.10
17-127	245+39.97	59.67' LT	929.92	185534.57	361449.08
17-128	245+44.90	59.80' LT	929.79	185534.58	361454.01
17-129	245+44.91	54.79' LT	929.52	185529.57	361453.91
17-130	245+45.13	49.71' LT	929.24	185524.49	361454.00

245+00 245+50 246+00 246+50

2 2

N

STH 33/WASHINGTON ST

N 8TH AVE

EXISTING SIDEWALK
NEW SIDEWALK
ERW
PRW
TLE
LL
0.86%

3.08%
5% GUTTER SLOPE
CURB RAMP TYPE 3
0% GUTTER SLOPE
2% GUTTER SLOPE
CURB RAMP TYPE 3
0% GUTTER SLOPE
4.6'
17-165 17-167 17-164 17-168 17-178B 17-166 17-177A 17-174 17-176 17-174A 17-172 17-180 17-179 17-182 17-181 17-178 17-183 17-177 17-169 17-163 17-162 17-170 17-171 17-175A 17-184 17-185 17-186 17-175 17-187 17-189 17-173 17-188

6% GUTTER SLOPE
4.08%
CURB RAMP TYPE 2
0% GUTTER SLOPE
2" CURB HEIGHT
CURB RAMP TYPE 2
0% GUTTER SLOPE
6% GUTTER SLOPE
4.6'
17-193 17-197 17-202B 17-196 17-203 17-194 17-204 17-205 17-206A 17-202 17-195 17-209 17-202A 17-208 17-201 17-198 17-207 17-192 17-206 17-210 17-210A 17-191 17-211 17-200 17-212 17-199 17-213 17-226 17-214 17-226A 17-214C 17-225 17-214B 17-224 17-214A 17-215 17-216 17-223 17-217 17-190 17-217A 17-222 17-218 17-218A 17-221 17-219 17-220

17-161 17-161A

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

INTERSECTION 17 (N 8TH AVE)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 17 (N 8TH AVE)	SHEET 100	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021303-CR.DWG
LAYOUT NAME - Int 17 (2)

PLOT DATE : 10/29/2025 12:19 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:10 FT

8TH AVE SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
17-161	245+63.74	60.23' RT	928.48	185414.13	361469.97
17-161A	245+63.92	65.38' RT	928.10	185408.98	361470.03
17-162	245+58.55	45.01' RT	928.47	185429.47	361465.15
17-163	245+54.14	39.98' RT	928.56	185434.61	361460.86
17-164	245+39.96	32.85' RT	929.02	185442.08	361446.85
17-165	245+34.96	32.31' RT	929.12	185442.74	361441.87
17-166	245+21.14	32.14' RT	929.61	185443.24	361428.05
17-167	245+34.96	32.81' RT	929.13	185442.24	361441.86
17-168	245+39.95	33.36' RT	929.03	185441.57	361446.83

8TH AVE SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
17-169	245+53.38	39.97' RT	928.57	185434.64	361460.11
17-170	245+57.94	45.01' RT	928.48	185429.49	361464.53
17-171	245+53.35	44.97' RT	928.55	185429.64	361459.95
17-172	245+51.38	39.96' RT	928.70	185434.70	361458.11
17-173	245+51.35	44.96' RT	928.68	185429.70	361457.95
17-174	245+48.31	39.93' RT	928.90	185434.80	361455.03
17-174A	245+50.18	36.95' RT	928.70	185437.74	361456.98
17-175	245+48.37	44.93' RT	928.87	185429.80	361454.97
17-175A	245+60.38	48.03' RT	928.38	185426.42	361466.91

8TH AVE SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
17-176	245+43.68	37.41' RT	928.98	185437.43	361450.47
17-177	245+39.93	35.36' RT	929.06	185439.57	361446.77
17-177A	245+42.95	33.60' RT	928.93	185441.26	361449.83
17-178	245+34.93	35.31' RT	929.16	185439.74	361441.77
17-178A	245+31.96	32.27' RT	929.26	185442.85	361438.87
17-178B	245+31.96	32.27' RT	929.26	185442.85	361438.87
17-179	245+27.67	33.88' RT	929.66	185441.34	361434.55
17-180	245+21.11	32.59' RT	930.11	185442.79	361428.01
17-181	245+21.06	39.72' RT	930.22	185435.66	361427.80

8TH AVE SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
17-182	245+27.76	39.75' RT	929.74	185435.47	361434.50
17-183	245+34.88	40.31' RT	929.24	185434.74	361441.60
17-184	245+39.86	42.92' RT	929.17	185432.02	361446.51
17-185	245+43.63	44.97' RT	928.95	185429.87	361450.23
17-186	245+43.58	50.35' RT	929.30	185424.49	361450.06
17-187	245+43.88	55.52' RT	929.68	185419.32	361450.23
17-188	245+48.77	55.42' RT	929.54	185419.30	361455.12
17-189	245+48.44	50.42' RT	929.23	185424.31	361454.91

8TH AVE SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
17-190	245+98.67	59.97' RT	927.28	185413.56	361504.90
17-191	246+03.57	45.37' RT	926.60	185428.04	361510.15
17-192	246+08.00	40.40' RT	926.47	185432.90	361514.70
17-193	246+12.78	37.03' RT	926.18	185436.15	361519.56
17-194	246+17.73	34.89' RT	926.08	185438.18	361524.56
17-195	246+30.04	33.73' RT	925.43	185439.04	361536.89
17-196	246+17.75	35.41' RT	926.09	185437.66	361524.56
17-197	246+12.80	37.60' RT	926.18	185435.59	361519.56
17-198	246+08.76	40.41' RT	926.46	185432.88	361515.46
17-199	246+10.73	45.42' RT	926.46	185427.81	361517.30
17-200	246+08.74	45.41' RT	926.51	185427.88	361515.31
17-201	246+10.76	40.42' RT	926.41	185432.81	361517.46
17-202	246+12.87	40.44' RT	926.35	185432.74	361519.56
17-202A	246+10.08	38.75' RT	926.34	185434.50	361516.81
17-202B	246+11.14	38.02' RT	926.28	185435.20	361517.89
17-203	246+12.85	39.60' RT	926.31	185433.59	361519.56

8TH AVE SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
17-204	246+17.80	37.48' RT	926.12	185435.59	361524.56
17-205	246+17.84	39.48' RT	926.24	185433.59	361524.56
17-206	246+17.87	40.48' RT	926.31	185432.59	361524.56
17-206A	246+21.00	34.05' RT	926.42	185438.93	361527.85
17-207	246+22.37	38.17' RT	926.02	185434.78	361529.11
17-208	246+26.86	35.87' RT	925.83	185436.98	361533.66
17-209	246+30.01	34.26' RT	925.84	185438.51	361536.84
17-210	246+30.07	41.38' RT	925.85	185431.40	361536.74
17-210A	246+30.08	41.90' RT	925.85	185430.87	361536.73
17-211	246+28.87	41.78' RT	925.89	185431.02	361535.53
17-212	246+24.14	43.39' RT	926.08	185429.52	361530.76
17-213	246+19.40	45.00' RT	926.34	185428.03	361525.99
17-214	246+17.99	45.48' RT	926.38	185427.58	361524.56
17-214A	246+18.02	46.77' RT	926.44	185426.29	361524.56
17-214B	246+18.52	46.90' RT	926.94	185426.15	361525.06
17-214C	246+18.50	45.83' RT	926.88	185427.22	361525.06

8TH AVE SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
17-215	246+16.96	48.54' RT	926.55	185424.54	361523.45
17-216	246+14.38	52.83' RT	926.93	185420.32	361520.78
17-217	246+11.80	57.11' RT	927.32	185416.10	361518.10
17-217A	246+12.31	57.24' RT	927.82	185415.96	361518.60
17-218	246+11.91	59.78' RT	927.55	185413.43	361518.14
17-218A	246+12.41	59.76' RT	927.54	185413.44	361518.64
17-219	246+12.03	64.67' RT	927.97	185408.54	361518.14
17-220	246+07.03	64.77' RT	927.84	185408.56	361513.14
17-221	246+06.87	59.99' RT	927.47	185413.35	361513.10
17-222	246+06.75	55.82' RT	927.30	185417.51	361513.07
17-223	246+07.52	54.54' RT	927.24	185418.78	361513.88
17-224	246+10.09	50.25' RT	926.86	185423.00	361516.55
17-225	246+12.67	45.97' RT	926.47	185427.22	361519.23
17-226	246+12.99	45.44' RT	926.43	185427.74	361519.56
17-226A	246+01.67	48.54' RT	926.77	185424.92	361508.17

INTERSECTION 19 (SERVICE DR)

LEGEND

- REMOVING CURB AND GUTTER (SEE MISC. QUANTITIES)
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE PAVEMENT
- REMOVING BRICK PAVERS
- SLOPE INTERCEPT
- XXXXXX SAWING ASPHALT
- YYYYYY SAWING CONCRETE

NOTE

EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED SHALL BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS.

N

253+00

254+00

255+00

STH 33/WASHINGTON ST

+85.50 34.27' RT

+91.51 36.49' RT

+81.25 34.21' RT

+96.46 40.57' RT

+99.62 45.75' RT

+00.67 50.06' RT

MARKING REMOVAL LINE WATER BLASTING 6-INCH (CROSSWALK)

+59.86 35.72' RT

+52.96 39.15' RT

+49.88 41.88' RT

+47.26 45.00' RT

+46.47 46.39' RT

+44.57 51.58' RT

+44.16 53.43' RT

MARKING REMOVAL LINE WATER BLASTING WIDE (STOP BAR)

ERW

TLE

SERVICE DR

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	REMOVAL PLANS - INTERSECTION 19 (SERVICE DR)	SHEET 102	E

2

INTERSECTION 19 (SERVICE DR)

LEGEND

- CCP — CONCRETE CURB PEDESTRIAN
- CG18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG24A — CONCRETE CURB & GUTTER 24-INCH TYPE A
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36A — CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CP9 — CONCRETE PAVEMENT 9-INCH
- CP10 — CONCRETE PAVEMENT 10-INCH
- CSI — CONCRETE SAFETY ISLAND
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SN02 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- SW5 — CONCRETE SIDEWALK 5-INCH
- SW6 — CONCRETE SIDEWALK 6-INCH
- G6 — GRADED FLARE (6:1 MAX SLOPE)
- P10 — PAVED FLARE (10% MAX SLOPE)
- P6 — PAVED FLARE (6:1 MAX SLOPE)
- ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- SILT FENCE
- INLET PROTECTION TYPE C (UNLESS OTHERWISE NOTED)
- TFE — TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, & SEEDING MIXTURE NO. 40
- ROCK BAGS

NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS OTHERWISE NOTED.

SEE SDD "PAVEMENT MARKINGS, MEDIAN ISLAND NOSE" FOR MEDIAN MARKING LAYOUT.

RADIUS TABLE			
POINT	Y COORDS	X COORDS	RADIUS
19-SE	185396.154	362371.009	20.04
19-SW	185401.569	362288.073	18.00

N

CITY OF WEST BEND STREET LIGHTING

AT&T FIBER OPTIC

AT&T FIBER OPTIC

AT&T TELEPHONE

CITY OF WEST BEND STORM SEWER

AT&T TELEPHONE

AT&T TELEPHONE

AT&T FIBER OPTIC

254+00

STH 33/WASHINGTON ST

255+00

MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)

WE ENERGIES GAS

CG18A

SW5

CG18A

7.4'

6.7'

CAUTION

P6

ERW

SW5

CCP

19-SW

ERW

TLE

TLE

19-SE

SILT FENCE TURTLE EXCLUSION BARRIER

+22.82
48.40' RT

+45.16
48.70' RT

MARKING STOP LINE EPOXY 18-INCH (WHITE)

SERVICE DR

INLET PROTECTION TYPE C SHALL BE PLACED AT NEXT DOWNSTREAM INLET

CP #511
Y = 185,405.50
X = 362,454.72
ELEV = 903.39'
CP ALUM DISC 511 IN PARAPET WALL FND

NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS OTHER

SEE SDD "PAVEMENT MARKINGS, MEDIA NOSE" FOR MEDIAN MARKING LAYOUT.

2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAILS - INTERSECTION 19 (SERVICE DR)	SHEET 103	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021203-PD.DWG
LAYOUT NAME - 19
PLOT DATE : 12/19/2025 11:59 AM PLOT BY : JARED BROWN PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

253+50 254+00 254+50 255+00

2 2

INTERSECTION 19 (SERVICE DR)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

STH 33/WASHINGTON ST

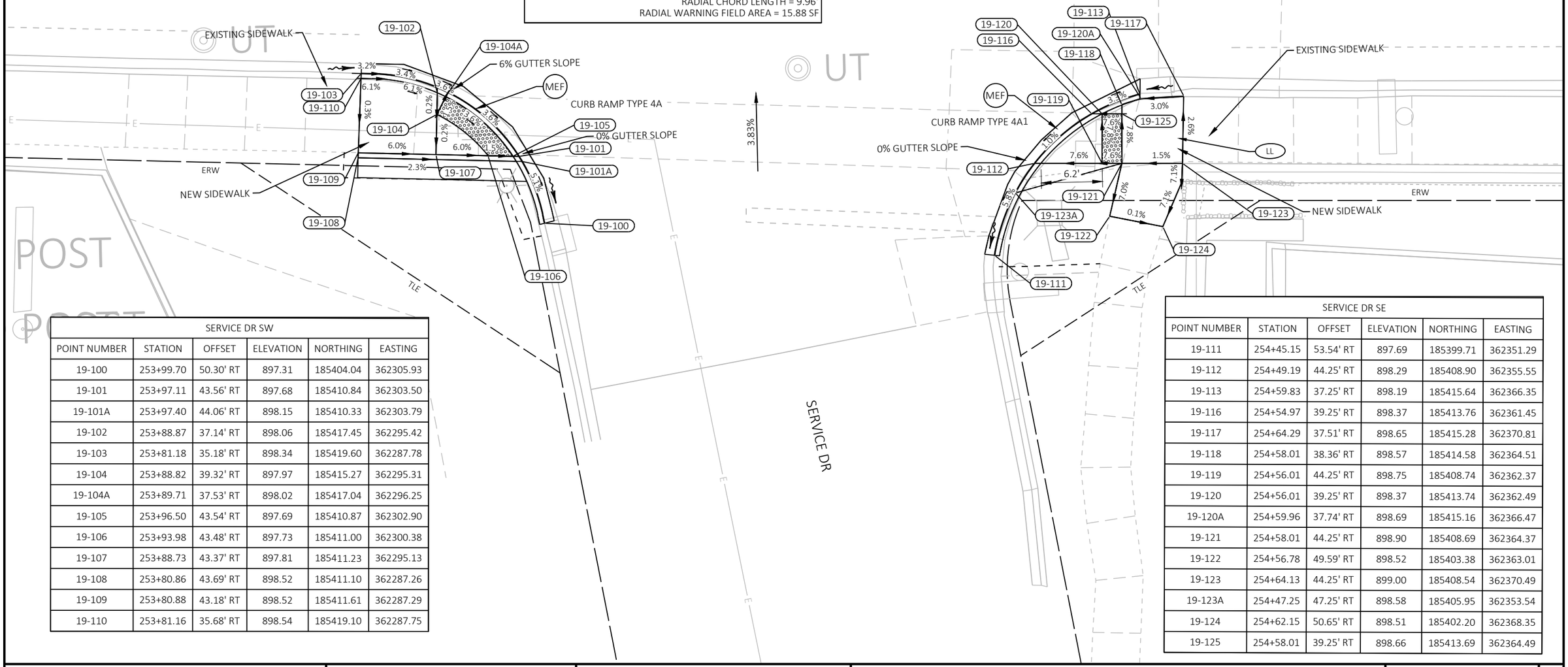
TECHNICALLY INFEASIBLE NOTES:
SERVICE DR SW QUAD:

TECHNICALLY INFEASIBLE DUE TO C&G FLOW LINE SLOPE OF 3.7% & DUE TO THE BOTTOM LANDING RUNNING SLOPE EXCEEDING 2.1%. EXISTING ROADWAY AND C&G SLOPES WILL NOT ALLOW CONFORMING RAMP.

TECHNICALLY INFEASIBLE NOTES:
SERVICE DR SW QUAD:

TECHNICALLY INFEASIBLE DUE TO THE TRIANGLE BEFORE THE DWF RUNNING SLOPE OF 7.6%, THE DWF NOT EXTENDING ALL THE WAY ACROSS THE RAMP AND BEING UNABLE TO PROVIDE A LEVEL LANDING AT THE TOP OF THE RAMP. THE EXISTING INLET AND BRIDGE RAILING WILL NOT ALLOW CONFORMING THE RAMP.

INT19 - SERVICE DR - SW - W
BOC RADIUS = 17.5'
CURB RAMP LANDING LENGTH ('XR') = 7.78'
RADIAL CHORD LENGTH = 9.96'
RADIAL WARNING FIELD AREA = 15.88 SF



SERVICE DR SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
19-100	253+99.70	50.30' RT	897.31	185404.04	362305.93
19-101	253+97.11	43.56' RT	897.68	185410.84	362303.50
19-101A	253+97.40	44.06' RT	898.15	185410.33	362303.79
19-102	253+88.87	37.14' RT	898.06	185417.45	362295.42
19-103	253+81.18	35.18' RT	898.34	185419.60	362287.78
19-104	253+88.82	39.32' RT	897.97	185415.27	362295.31
19-104A	253+89.71	37.53' RT	898.02	185417.04	362296.25
19-105	253+96.50	43.54' RT	897.69	185410.87	362302.90
19-106	253+93.98	43.48' RT	897.73	185411.00	362300.38
19-107	253+88.73	43.37' RT	897.81	185411.23	362295.13
19-108	253+80.86	43.69' RT	898.52	185411.10	362287.26
19-109	253+80.88	43.18' RT	898.52	185411.61	362287.29
19-110	253+81.16	35.68' RT	898.54	185419.10	362287.75

SERVICE DR SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
19-111	254+45.15	53.54' RT	897.69	185399.71	362351.29
19-112	254+49.19	44.25' RT	898.29	185408.90	362355.55
19-113	254+59.83	37.25' RT	898.19	185415.64	362366.35
19-116	254+54.97	39.25' RT	898.37	185413.76	362361.45
19-117	254+64.29	37.51' RT	898.65	185415.28	362370.81
19-118	254+58.01	38.36' RT	898.57	185414.58	362364.51
19-119	254+56.01	44.25' RT	898.75	185408.74	362362.37
19-120	254+56.01	39.25' RT	898.37	185413.74	362362.49
19-120A	254+59.96	37.74' RT	898.69	185415.16	362366.47
19-121	254+58.01	44.25' RT	898.90	185408.69	362364.37
19-122	254+56.78	49.59' RT	898.52	185403.38	362363.01
19-123	254+64.13	44.25' RT	899.00	185408.54	362370.49
19-123A	254+47.25	47.25' RT	898.58	185405.95	362353.54
19-124	254+62.15	50.65' RT	898.51	185402.20	362368.35
19-125	254+58.01	39.25' RT	898.66	185413.69	362364.49

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 19 (SERVICE DR)	SHEET 104	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021303-CR.DWG
LAYOUT NAME - Int 19 (1)
PLOT DATE : 10/30/2025 6:30 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

INTERSECTION 20
(VETERANS AVE/EISENBAHN STATE TRAIL)

LEGEND

- REMOVING CURB AND GUTTER (SEE MISC. QUANTITIES)
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE PAVEMENT
- REMOVING BRICK PAVERS
- SLOPE INTERCEPT
- XXXXXX SAWING ASPHALT
- YYYYYY SAWING CONCRETE

NOTE

EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED SHALL BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS.

N

2

VETERANS AVE

EISENBAHN STATE TRAIL

STH 33/WASHINGTON ST

256+00

257+00

258+00

+46.28
-62.94' LT

+43.98
-54.87' LT

+26.55
-37.22' LT

+33.75
-41.55' LT

MARKING REMOVAL LINE
WATER BLASTING WIDE
(STOP BAR)

+63.29
-45.08' LT

+60.77
-38.51' LT

+71.43
-45.20' LT

+73.65
-38.53' LT

MARKING REMOVAL LINE
WATER BLASTING 6-INCH
(CROSSWALK)

+99.25
-59.65' LT

+02.76
-54.55' LT

+11.67
-46.00' LT

+16.68
-42.37' LT

MARKING REMOVAL LINE
WATER BLASTING 6-INCH
(CROSSWALK)

+35.69
-33.75' LT

+45.27
-30.92' LT

+64.88
-30.90' LT

MARKING REMOVAL LINE
WATER BLASTING WIDE
(STOP BAR)

+46.51
4.97' RT

+66.93
4.90' RT

+46.60
10.83' RT

+68.03
10.97' RT

MARKING REMOVAL LINE
WATER BLASTING WIDE
(STOP BAR)

MARKING REMOVAL LINE
WATER BLASTING 6-INCH
(CROSSWALK)

+57.57
35.81' RT

+50.98
35.97' RT

+67.85
38.06' RT

+72.37
40.66' RT

+90.52
58.06' RT

+94.95
68.36' RT

MARKING REMOVAL LINE
WATER BLASTING 6-INCH
(CROSSWALK)

+26.63
38.03' RT

+24.83
38.03' RT

+22.50
40.25' RT

+26.84
49.43' RT

+44.70
41.61' RT

+38.26
51.96' RT

+56.67
61.27' RT

+80.92
39.87' RT

+70.73
44.52' RT

+53.44
71.45' RT

MARKING REMOVAL LINE
WATER BLASTING WIDE
(STOP BAR)

VETERANS AVE

EISENBAHN STATE TRAIL

ERW

TLE

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	REMOVAL PLANS - INTERSECTION 20 (VETERANS AVE/EISENBAHN STATE TRAIL)	SHEET 105	E

INTERSECTION 20
(VETERANS AVE/EISENBAHN STATE TRAIL)

LEGEND

- CCP — CONCRETE CURB PEDESTRIAN
- CG18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG24A — CONCRETE CURB & GUTTER 24-INCH TYPE A
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36A — CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CP9 — CONCRETE PAVEMENT 9-INCH
- CP10 — CONCRETE PAVEMENT 10-INCH
- CSI — CONCRETE SAFETY ISLAND
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SN02 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- SW5 — CONCRETE SIDEWALK 5-INCH
- SW6 — CONCRETE SIDEWALK 6-INCH
- G6 — GRADED FLARE (6:1 MAX SLOPE)
- P10 — PAVED FLARE (10% MAX SLOPE)
- P6 — PAVED FLARE (6:1 MAX SLOPE)
- ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- SILT FENCE
- INLET PROTECTION TYPE C (UNLESS OTHERWISE NOTED)
- TFE — TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, & SEEDING MIXTURE NO. 40
- ROCK BAGS

NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS OTHERWISE NOTED.

SEE SDD "PAVEMENT MARKINGS, MEDIAN ISLAND NOSE" FOR MEDIAN MARKING LAYOUT.

RADIUS TABLE			
POINT	Y COORDS	X COORDS	RADIUS
20-NEE	185546.187	362665.084	68.50
20-NEW	185548.827	362669.554	73.54
20-NW	185524.123	362512.332	43.25
20-SE	185360.188	362705.338	47.34
20-SM	185405.558	362632.204	1.98
20-SWN	185373.371	362559.238	37.51
20-SWS	185367.835	362557.509	43.50

INLET PROTECTION TYPE C SHALL BE PLACED AT NEXT DOWNSTREAM INLET

VETERANS AVE

EISENBAHN STATE TRAIL

MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)

MARKING STOP LINE EPOXY 18-INCH (WHITE)

SILT FENCE TURTLE EXCLUSION BARRIER

CITY OF WEST BEND STORM SEWER

SPECTRUM

STH 33/WASHINGTON ST

AT&T

WINDSTREAM

WE ENERGIES GAS

CAUTION

CITY OF WEST BEND STREET LIGHTING

SPECTRUM TELEPHONE

20-NW, 20-NEE, 20-SE, 20-SM, 20-SWN, 20-SWS

256+00, 257+00, 258+00

+43.55 -0.15' LT

+69.90 -48.36' LT

+62.48 -31.75' LT

+69.90 2.55' RT

+56.10 35.85' RT

+83.19 -54.18' LT

+14.16 59.60' RT

+28.31 52.01' RT

2

INTERSECTION 20
(VETERANS AVE/EISENBAHN STATE TRAIL)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

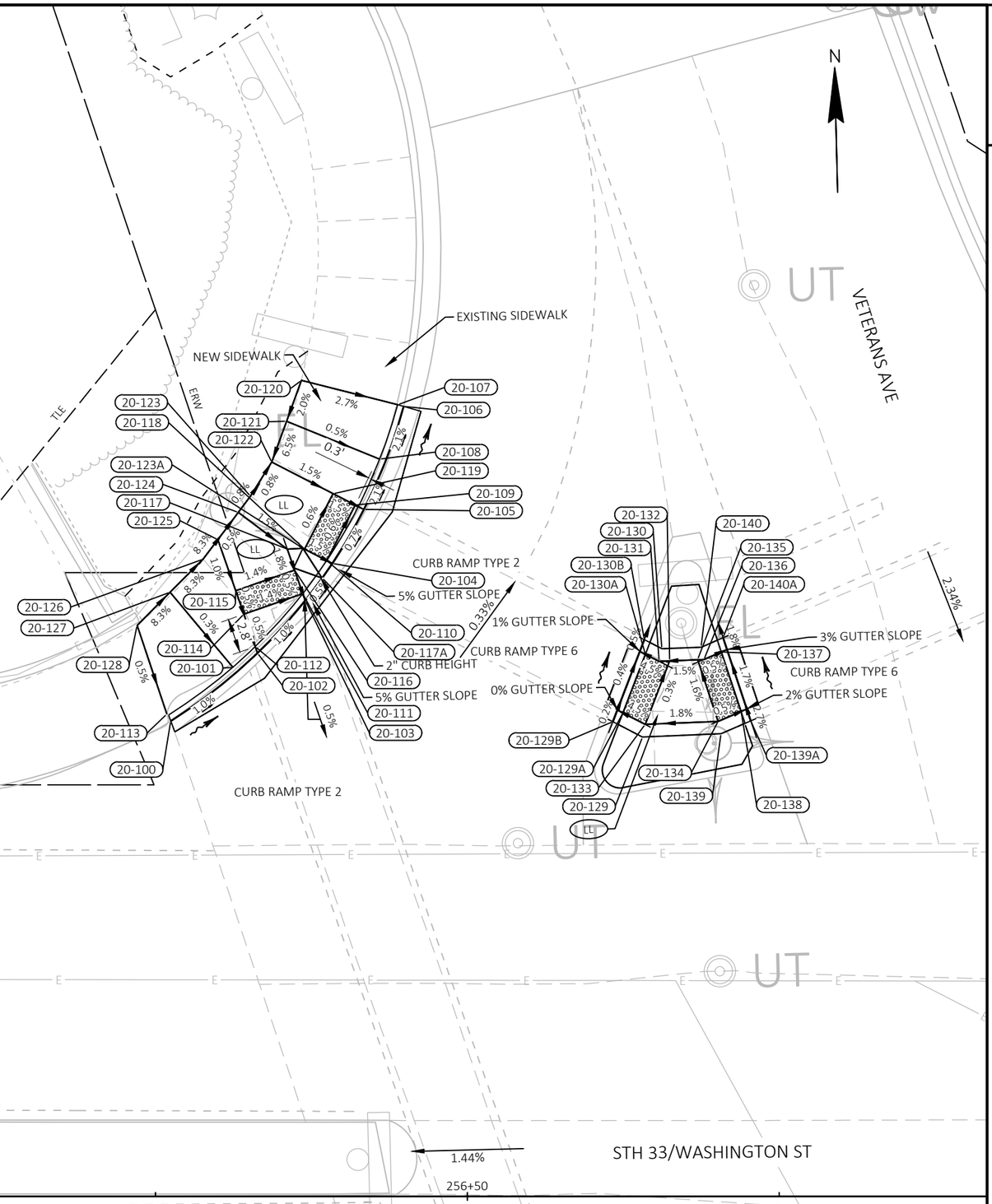
SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

VETERANS AVE NW						VETERANS AVE NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
20-100	256+26.23	38.10' LT	901.28	185486.99	362534.51	20-116	256+36.15	50.21' LT	901.15	185498.86	362544.72
20-101	256+31.22	42.39' LT	901.69	185491.16	362539.60	20-117	256+35.57	51.89' LT	901.18	185500.55	362544.18
20-102	256+33.18	43.55' LT	901.19	185492.27	362541.59	20-117A	256+38.36	49.57' LT	901.36	185498.17	362546.91
20-103	256+37.01	47.76' LT	901.13	185496.39	362545.52	20-118	256+36.95	51.89' LT	901.16	185500.52	362545.56
20-104	256+39.18	50.75' LT	901.12	185499.32	362547.76	20-119	256+39.24	56.34' LT	901.13	185504.91	362547.96
20-105	256+41.71	55.07' LT	901.08	185503.58	362550.39	20-120	256+36.70	65.42' LT	901.50	185514.05	362545.64
20-106	256+44.90	63.33' LT	900.90	185511.77	362553.78	20-121	256+35.51	62.14' LT	901.44	185510.80	362544.37
20-107	256+44.42	63.47' LT	901.29	185511.91	362553.30	20-122	256+34.32	58.87' LT	901.21	185507.55	362543.10
20-108	256+42.97	59.10' LT	901.39	185507.58	362551.75	20-123	256+32.62	56.13' LT	901.24	185504.87	362541.33
20-109	256+41.02	55.42' LT	901.10	185503.95	362549.71	20-123A	256+36.82	51.96' LT	901.16	185500.59	362545.43
20-110	256+38.73	50.98' LT	901.13	185499.56	362547.32	20-124	256+31.64	54.83' LT	901.25	185503.59	362540.33
20-111	256+36.81	48.32' LT	901.14	185496.95	362545.34	20-125	256+30.00	52.66' LT	901.26	185501.45	362538.63
20-112	256+33.00	44.07' LT	901.19	185492.80	362541.42	20-126	256+28.81	51.09' LT	901.43	185499.91	362537.41
20-113	256+25.92	38.66' LT	902.01	185487.56	362534.21	20-127	256+26.17	48.43' LT	901.74	185497.32	362534.70
20-114	256+32.09	46.68' LT	901.21	185495.42	362540.58	20-128	256+23.53	45.78' LT	902.05	185494.73	362532.00
20-115	256+31.43	48.56' LT	901.22	185497.33	362539.96						

VETERANS AVE NW MEDIAN						VETERANS AVE NW MEDIAN					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
20-129	256+64.04	36.83' LT	902.01	185484.82	362572.28	20-139	256+70.33	37.09' LT	902.12	185484.93	362578.58
20-129A	256+62.48	38.76' LT	901.92	185486.78	362570.76	20-139A	256+72.73	38.13' LT	902.13	185485.90	362581.00
20-129B	256+61.67	38.05' LT	901.92	185486.09	362569.94	20-140	256+68.74	44.03' LT	902.00	185491.90	362577.16
20-130	256+65.60	43.90' LT	901.95	185491.85	362574.01	20-140A	256+70.51	44.80' LT	902.00	185492.62	362578.94
20-130A	256+64.28	43.46' LT	901.90	185491.44	362572.68						
20-130B	256+64.19	44.63' LT	901.89	185492.61	362572.62						
20-131	256+65.38	42.89' LT	901.96	185490.84	362573.76						
20-132	256+66.21	42.93' LT	902.00	185490.86	362574.60						
20-133	256+64.26	37.84' LT	902.01	185485.82	362572.53						
20-134	256+70.11	38.08' LT	902.12	185485.92	362578.38						
20-135	256+68.46	43.02' LT	902.03	185490.90	362576.85						
20-136	256+68.97	43.04' LT	902.03	185490.91	362577.36						
20-137	256+70.36	43.64' LT	902.02	185491.48	362578.77						
20-138	256+71.95	38.88' LT	902.11	185486.68	362580.24						



EISENBAHN STATE TRAIL

N

INT20 - VETERANS AVE - NE - S
BOC RADIUS = 68'
CURB RAMP LANDING LENGTH ('XR') = 2.77'
RADIAL CHORD LENGTH = 10.34'
RADIAL WARNING FIELD AREA = 20.73 SF

VETERANS AVE

TLE

ERW

20-152 20-153A 20-153 LL 20-144 20-143A 20-143 20-145 20-151 20-150 20-155A 20-155 20-156 20-154 20-156A 20-157A 20-157 20-142 20-146 20-147 20-148 20-141 20-149

1% GUTTER SLOPE

6% GUTTER SLOPE

CURB RAMP TYPE 2 MODIFIED

PE 2.34%

20-181 20-180 20-177 20-169 20-179 20-171 20-176 20-175 20-174 20-173 20-168 20-178 20-170 LL 20-172 20-166 20-167 20-162 20-161 20-163 20-160 20-165 20-164 20-158 20-159

3% GUTTER SLOPE

2% GUTTER SLOPE

CURB RAMP TYPE 2 MODIFIED

EXISTING SIDEWALK

NEW SIDEWALK

1.07%

STH 33/WASHINGTON ST

N ST

257+00 257+50 258+00

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

INTERSECTION 20
(VETERANS AVE/EISENBAHN STATE TRAIL)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 20 (VETERANS AVE/EISENBAHN STATE TRAIL)	SHEET 108	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021303-CR.DWG
LAYOUT NAME - Int 20 (2)
PLOT DATE : 10/29/2025 12:25 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

N

VETERANS AVE NE						EISENBAHN STATE TRAIL N					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
20-141	257+17.21	43.17' LT	902.72	185489.87	362625.59	20-158	257+64.88	31.85' LT	903.51	185477.42	362672.97
20-142	257+05.44	53.57' LT	902.18	185500.56	362614.07	20-159	257+57.84	31.91' LT	903.50	185477.64	362665.94
20-143	257+02.07	57.53' LT	902.08	185504.60	362610.80	20-160	257+47.51	32.36' LT	903.39	185478.34	362655.62
20-143A	257+01.75	57.94' LT	902.55	185505.01	362610.49	20-161	257+35.95	34.71' LT	903.27	185480.97	362644.12
20-144	257+00.04	60.22' LT	901.92	185507.33	362608.83	20-162	257+36.14	35.18' LT	903.63	185481.43	362644.33
20-145	257+02.54	57.74' LT	902.09	185504.80	362611.27	20-163	257+47.40	32.87' LT	903.40	185478.86	362655.53
20-146	257+05.92	53.79' LT	902.19	185500.76	362614.55	20-164	257+57.73	32.41' LT	903.51	185478.15	362665.84
20-147	257+09.53	50.11' LT	902.46	185497.00	362618.08	20-165	257+64.88	32.40' LT	903.89	185477.97	362672.99
20-148	257+13.22	46.85' LT	902.85	185493.65	362621.69	20-166	257+57.30	34.41' LT	903.53	185480.16	362665.46
20-149	257+17.49	43.58' LT	903.15	185490.28	362625.87	20-167	257+46.95	34.94' LT	903.42	185480.94	362655.13
20-150	257+07.74	54.61' LT	902.22	185501.55	362616.39	20-168	257+38.06	40.98' LT	903.74	185487.19	362646.38
20-151	257+03.85	58.34' LT	902.11	185505.36	362612.60	20-169	257+42.49	39.75' LT	903.58	185485.85	362650.78
20-152	257+05.68	59.17' LT	902.14	185506.15	362614.44	20-170	257+46.06	39.09' LT	903.46	185485.10	362654.33
20-153	257+08.36	60.38' LT	902.18	185507.30	362617.15	20-171	257+49.04	38.53' LT	903.49	185484.48	362657.30
20-153A	257+08.49	60.99' LT	902.68	185507.90	362617.29	20-172	257+52.99	38.52' LT	903.53	185484.37	362661.25
20-154	257+11.85	56.47' LT	902.26	185503.31	362620.55	20-173	257+56.42	38.49' LT	903.57	185484.27	362664.67
20-155	257+13.57	54.56' LT	902.48	185501.35	362622.22	20-174	257+64.78	38.48' LT	904.05	185484.05	362673.03
20-155A	257+13.92	54.91' LT	902.98	185501.70	362622.58	20-175	257+60.78	40.72' LT	904.02	185486.39	362669.09
20-156	257+17.12	51.44' LT	902.87	185498.15	362625.70	20-176	257+56.94	43.96' LT	903.99	185489.71	362665.33
20-156A	257+17.43	51.83' LT	903.37	185498.53	362626.02	20-177	257+53.98	47.97' LT	903.96	185493.79	362662.46
20-157	257+21.07	48.52' LT	903.28	185495.14	362629.58	20-178	257+43.61	39.54' LT	903.54	185485.62	362651.90
20-157A	257+21.36	48.93' LT	903.28	185495.54	362629.87	20-179	257+44.61	42.20' LT	903.72	185488.25	362652.96
						20-180	257+44.55	44.31' LT	903.86	185490.36	362652.95
						20-181	257+44.29	45.25' LT	903.92	185491.31	362652.71

256+00 256+50 257+00

2 2

INTERSECTION 20
(VETERANS AVE/EISENBAHN STATE TRAIL)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

STH 33/WASHINGTON ST

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

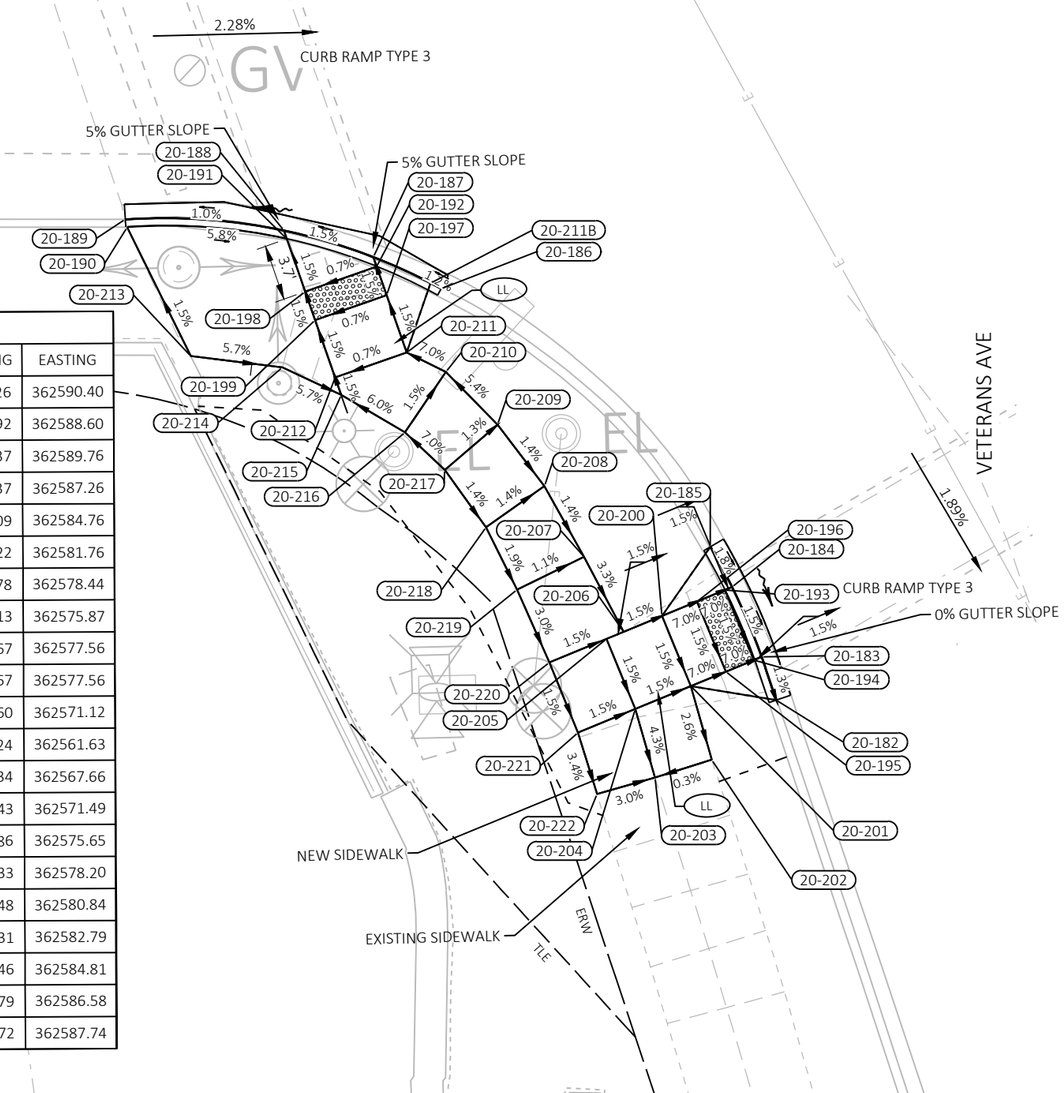
THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

N



VETERANS AVE SW						VETERANS AVE SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
20-182	256+94.00	68.68' RT	901.67	185378.62	362599.71	20-204	256+84.70	69.26' RT	902.09	185378.26	362590.40
20-183	256+93.04	65.83' RT	901.71	185381.49	362598.81	20-205	256+82.80	64.64' RT	902.17	185382.92	362588.60
20-184	256+91.09	61.22' RT	901.79	185386.14	362596.97	20-206	256+83.94	64.17' RT	902.15	185383.37	362589.76
20-185	256+89.66	58.57' RT	901.84	185388.83	362595.61	20-207	256+81.32	59.22' RT	902.33	185388.37	362587.26
20-186	256+71.89	41.53' RT	901.97	185406.28	362578.26	20-208	256+78.71	54.56' RT	902.41	185393.09	362584.76
20-187	256+67.42	39.46' RT	901.91	185408.47	362573.83	20-209	256+75.62	50.51' RT	902.48	185397.22	362581.76
20-188	256+61.51	37.70' RT	901.82	185410.37	362567.97	20-210	256+72.21	47.03' RT	902.21	185400.78	362578.44
20-189	256+51.05	36.97' RT	901.71	185411.35	362557.53	20-211	256+69.61	45.75' RT	902.01	185402.13	362575.87
20-190	256+51.18	37.48' RT	902.44	185410.83	362557.64	20-211A	256+71.19	41.16' RT	901.96	185406.67	362577.56
20-191	256+61.70	38.25' RT	901.83	185409.81	362568.15	20-211B	256+71.19	41.16' RT	901.96	185406.67	362577.56
20-192	256+67.63	40.08' RT	901.92	185407.84	362574.03	20-212	256+64.89	47.39' RT	901.97	185400.60	362571.12
20-193	256+90.61	61.42' RT	901.79	185385.96	362596.49	20-213	256+55.37	45.98' RT	902.58	185402.24	362561.63
20-194	256+92.53	66.04' RT	901.72	185381.29	362598.30	20-214	256+61.42	46.73' RT	902.23	185401.34	362567.66
20-195	256+90.68	66.80' RT	901.86	185380.58	362596.43	20-215	256+65.30	48.55' RT	901.99	185399.43	362571.49
20-196	256+88.77	62.18' RT	901.93	185385.24	362594.64	20-216	256+69.51	51.01' RT	902.28	185396.86	362575.65
20-197	256+68.30	41.97' RT	901.95	185405.94	362574.65	20-217	256+72.13	53.49' RT	902.54	185394.33	362578.20
20-198	256+62.92	41.74' RT	901.88	185406.30	362569.28	20-218	256+74.85	57.27' RT	902.47	185390.48	362580.84
20-199	256+63.57	43.61' RT	901.91	185404.40	362569.89	20-219	256+76.90	61.40' RT	902.39	185386.31	362582.79
20-200	256+86.46	63.13' RT	902.11	185384.34	362592.30	20-220	256+79.04	66.19' RT	902.23	185381.46	362584.81
20-201	256+88.37	67.75' RT	902.03	185379.68	362594.09	20-221	256+80.93	70.82' RT	902.15	185376.79	362586.58
20-202	256+89.75	72.61' RT	901.90	185374.79	362595.36	20-222	256+82.18	74.86' RT	902.01	185372.72	362587.74
20-203	256+86.01	73.78' RT	901.89	185373.70	362591.59						

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 20 (VETERANS AVE/EISENBAHN STATE TRAIL)	SHEET 110	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021303-CR.DWG
LAYOUT NAME - Int 20 (3)

PLOT DATE : 10/29/2025 12:25 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

INTERSECTION 20
(VETERANS AVE/EISENBAHN STATE TRAIL)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

257+50 258+00

N

CURB RAMP TYPE 5

20-245A 20-247A 20-247 20-248 20-246 20-245 20-249 20-248A 20-243 20-244 20-246A 20-241A 20-241 20-242A 20-242

CURB RAMP TYPE 5

0.72%

STH 33/WASHINGTON ST

CURB RAMP TYPE 1A MODIFIED

VETERANS AVE

20-232 20-232A 20-233 20-235 20-239-B 20-237 20-239 20-237A 20-230 20-228 20-224-B 20-224A 20-224 20-226 20-229 20-223 20-225 20-223A 20-225-B 20-227 20-236 20-238 20-236A 20-238-B 20-234 20-231 20-231A 20-237-B

CURB RAMP TYPE 6

0% GUTTER SLOPE

6% GUTTER SLOPE

0% GUTTER SLOPE

6% GUTTER SLOPE

CURB RAMP TYPE 6

0% GUTTER SLOPE

CURB RAMP TYPE 1A MODIFIED

20-254 20-260 20-255 20-261 20-264 20-263 20-262 20-278 20-277 20-276 20-275 20-265 20-253 20-259 20-267 20-252 20-266 20-279 20-274 20-258 20-251 20-257 20-280 20-273 20-272 20-268 20-271 20-270 20-250 20-256 20-269

NEW SIDEWALK

EXISTING SIDEWALK

EISENBAHN STATE TRAIL

TLE

ERW

TECHNICALLY INFEASIBLE NOTES:
VETERANS AVE SE QUAD (WEST RAMP)

TECHNICALLY INFEASIBLE DUE TO LANDING CROSS SLOPES UP TO 4.9% AND C&G FLOW LINE SLOPE OF 2.7%. EXISTING ROADWAY, C&G, AND SIDEWALK SLOPES WILL NOT ALLOW CONFORMING RAMP.

INT20 - VETERANS AVE - SE - N
BOC RADIUS = 46.84'
CURB RAMP LANDING LENGTH ('XR') = 8.07'
RADIAL CHORD LENGTH = 11.52'
RADIAL WARNING FIELD AREA = 23.44 SF

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 20 (VETERANS AVE/EISENBAHN STATE TRAIL)	SHEET 111	E

VETERANS AVE S MEDIAN					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
20-223	257+38.19	50.17' RT	902.57	185396.06	362644.33
20-223A	257+37.66	51.02' RT	902.53	185395.22	362643.78
20-224	257+41.37	45.08' RT	902.65	185401.08	362647.62
20-224-B	257+43.85	41.08' RT	902.94	185405.01	362650.21
20-224A	257+41.89	44.23' RT	902.71	185401.91	362648.17
20-225	257+37.78	49.89' RT	902.59	185396.35	362643.92
20-225-B	257+37.40	51.44' RT	902.52	185394.81	362643.51
20-226	257+40.95	44.80' RT	902.67	185401.37	362647.21
20-227	257+36.11	48.79' RT	902.67	185397.50	362642.28
20-228	257+39.29	43.69' RT	902.75	185402.51	362645.58
20-229	257+31.95	46.01' RT	902.72	185400.37	362638.19
20-230	257+35.13	40.92' RT	902.81	185405.38	362641.48
20-231	257+30.92	45.33' RT	902.70	185401.08	362637.17
20-232	257+32.01	38.85' RT	902.79	185407.53	362638.42
20-233	257+29.56	39.16' RT	902.79	185407.27	362635.97
20-234	257+29.10	46.39' RT	902.61	185400.06	362635.33
20-235	257+28.50	39.79' RT	902.78	185406.67	362634.89
20-236	257+27.37	47.41' RT	902.53	185399.08	362633.57
20-236A	257+27.33	48.59' RT	902.51	185397.90	362633.51
20-237	257+26.44	41.00' RT	902.69	185405.51	362632.80
20-237-B	257+24.28	42.26' RT	902.59	185404.30	362630.61
20-237A	257+24.71	42.01' RT	902.61	185404.54	362631.05
20-238	257+26.90	47.69' RT	902.51	185398.82	362633.10
20-238-B	257+27.54	49.03' RT	902.51	185397.46	362633.71
20-239	257+23.97	41.61' RT	902.62	185404.96	362630.31
20-239-B	257+26.36	39.05' RT	902.80	185407.46	362632.76

EISENBAHN STATE TRAIL MEDAIN					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
20-231A	257+30.88	46.51' RT	902.67	185399.90	362637.11
20-232A	257+33.47	38.61' RT	902.82	185407.73	362639.88
20-241	257+57.03	10.92' RT	903.73	185434.85	362664.10
20-241A	257+55.91	10.89' RT	903.73	185434.91	362662.98
20-242	257+67.13	10.97' RT	903.83	185434.56	362674.20
20-242A	257+68.03	10.97' RT	903.84	185434.54	362675.09
20-243	257+66.23	6.90' RT	903.78	185438.65	362673.40
20-244	257+66.68	8.97' RT	903.88	185436.57	362673.80
20-245	257+56.26	6.88' RT	903.83	185438.90	362663.43
20-245A	257+48.12	4.95' RT	903.89	185441.03	362655.34
20-246	257+46.56	7.90' RT	904.30	185438.12	362653.71
20-246A	257+47.80	10.85' RT	903.70	185435.14	362654.88
20-247	257+55.88	4.88' RT	903.88	185440.91	362663.10
20-247A	257+54.96	4.88' RT	903.89	185440.93	362662.17
20-248	257+65.80	4.90' RT	903.96	185440.66	362673.01
20-248A	257+66.93	4.90' RT	903.97	185440.63	362674.15
20-249	257+56.64	8.90' RT	903.78	185436.88	362663.76

VETERNS AVE-EISENBAHN STATE TRAIL					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
20-250	257+54.47	71.76' RT	901.67	185374.09	362660.09
20-251	257+58.11	62.61' RT	902.22	185383.15	362663.94
20-252	257+60.66	58.31' RT	902.32	185387.39	362666.60
20-253	257+65.72	51.97' RT	902.74	185393.61	362671.81
20-254	257+74.59	44.66' RT	902.97	185400.70	362680.84
20-255	257+81.44	41.04' RT	903.13	185404.15	362687.79
20-256	257+54.96	71.88' RT	901.96	185373.96	362660.57
20-257	257+58.53	62.89' RT	902.23	185382.86	362664.35
20-258	257+61.28	58.71' RT	902.33	185386.97	362667.20
20-259	257+65.84	52.57' RT	902.74	185393.00	362671.91
20-260	257+74.69	45.19' RT	902.97	185400.17	362680.93
20-261	257+81.65	41.50' RT	903.43	185403.69	362687.98
20-262	257+96.56	44.34' RT	903.98	185400.49	362702.82
20-263	257+87.59	44.36' RT	903.60	185400.69	362693.86
20-264	257+81.60	44.30' RT	903.37	185400.89	362687.86
20-265	257+75.10	47.31' RT	902.93	185398.03	362681.29
20-266	257+66.31	55.03' RT	902.69	185390.53	362672.33
20-267	257+62.94	59.81' RT	902.40	185385.84	362668.84
20-268	257+60.20	63.99' RT	902.30	185381.72	362666.00
20-269	257+61.73	73.64' RT	902.15	185372.03	362667.29
20-270	257+63.44	69.01' RT	902.36	185376.62	362669.12
20-271	257+64.62	66.89' RT	902.46	185378.72	362670.35
20-272	257+67.05	62.51' RT	902.55	185383.04	362672.89
20-273	257+67.58	61.57' RT	902.57	185383.97	362673.43
20-274	257+76.10	52.51' RT	902.82	185392.81	362682.17
20-275	257+76.90	51.90' RT	902.89	185393.40	362682.99
20-276	257+81.70	49.72' RT	903.26	185395.47	362687.83
20-277	257+87.58	49.26' RT	903.67	185395.79	362693.73
20-278	257+96.55	49.31' RT	904.06	185395.52	362702.70
20-279	257+80.79	58.72' RT	903.34	185386.49	362686.71
20-280	257+70.49	63.45' RT	902.80	185382.01	362676.30

INTERSECTION 21 (NORTH ST/WISCONSIN ST)

LEGEND

- REMOVING CURB AND GUTTER (SEE MISC. QUANTITIES)
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE PAVEMENT
- REMOVING BRICK PAVERS
- SLOPE INTERCEPT
- XXXXXX SAWING ASPHALT
- YYYYYY SAWING CONCRETE

NOTE

EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED SHALL BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS.

2

2

N

NORTH ST

STH 33/WASHINGTON ST

WISCONSIN ST

+93.21
-45.12' LT

MARKING REMOVAL LINE WATER BLASTING WIDE (STOP BAR)

+24.39
-46.67' LT

+24.39
-40.06' LT

+33.95
-30.37' LT

MARKING REMOVAL LINE WATER BLASTING 6-INCH (CROSSWALK)

+72.40
-30.97' LT

+80.46
-31.01' LT

+89.50
-37.04' LT

+49.03
-28.22' LT

+55.11
-28.25' LT

+07.19
-28.03' LT

MARKING REMOVAL LINE WATER BLASTING 6-INCH (CROSSWALK)

+25.54
-27.43' LT

+79.79
-25.54' LT

+97
-24.92' LT

259+00

260+00

261+00

MARKING REMOVAL LINE WATER BLASTING 6-INCH (CROSSWALK)

+77.03
36.37' RT

+87.09
36.86' RT

+29.40
39.35' RT

+43.46
40.38' RT

+09.30
39.71' RT

+29.51
38.95' RT

MARKING REMOVAL LINE WATER BLASTING 6-INCH (CROSSWALK)

+40.02
46.37' RT

+68.42
42.45' RT

+82.02
26.79' RT

+01.88
25.42' RT

+42.94
55.70' RT

+69.16
52.79' RT

MARKING REMOVAL LINE WATER BLASTING WIDE (STOP BAR)

ERW

TLE

PRW

UT

SS

G

GV

WV

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	REMOVAL PLANS - INTERSECTION 21 (NORTH ST/WISCONSIN ST)	SHEET 113	E

2

N

NORTH ST

SPECTRUM

MARKING STOP LINE
EPOXY 18-INCH (WHITE)

21-NW

21-NE

+92.34
-43.46' LT

+09.10
-43.62' LT

TFE

G6

TLE

ERW

SW5

CG18A

CCP

7.2'

6'

INLET PROTECTION TYPE C
SHALL BE PLACED AT NEXT
DOWNSTREAM INLET

MARKING CROSSWALK EPOXY
TRANSVERSE LINE 6-INCH (WHITE)

CAUTION

ADJUSTING INLET

3'

6'

STH 33/WASHINGTON ST

AT&T

CITY OF WEST BEND
STORM SEWER

259+00

260+00

261+00

SN01

CSI

WE ENERGIES
GAS

CITY OF WEST BEND
STORM SEWER

P6

21-SW

21-SE

+54.73
51.77' RT

+68.92
49.43' RT

7'

MARKING STOP LINE
EPOXY 18-INCH (WHITE)

WISCONSIN ST

INLET PROTECTION TYPE C
SHALL BE PLACED AT NEXT
DOWNSTREAM INLET

INTERSECTION 21 (NORTH ST/WISCONSIN ST)

LEGEND

CCP	CONCRETE CURB PEDESTRIAN
CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG24A	CONCRETE CURB & GUTTER 24-INCH TYPE A
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG36A	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
CP9	CONCRETE PAVEMENT 9-INCH
CP10	CONCRETE PAVEMENT 10-INCH
CSI	CONCRETE SAFETY ISLAND
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW5	CONCRETE SIDEWALK 5-INCH
SW6	CONCRETE SIDEWALK 6-INCH
G6	GRADED FLARE (6:1 MAX SLOPE)
P10	PAVED FLARE (10% MAX SLOPE)
P6	PAVED FLARE (6:1 MAX SLOPE)
	ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	SLOPE INTERCEPT
	SILT FENCE
	INLET PROTECTION TYPE C (UNLESS OTHERWISE NOTED)
TFE	TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, & SEEDING MIXTURE NO. 40
	ROCK BAGS

RADIUS TABLE			
POINT	Y COORDS	X COORDS	RADIUS
21-NE	185489.045	362848.676	16.00
21-NW	185492.412	362783.291	17.50
21-SE	185390.988	363001.378	24.00
21-SW	185383.831	362931.094	18.00

NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS OTHERWISE NOTED.

SEE SDD "PAVEMENT MARKINGS, MEDIAN ISLAND NOSE" FOR MEDIAN MARKING LAYOUT.

2

INTERSECTION 21 (NORTH ST/WISCONSIN ST)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

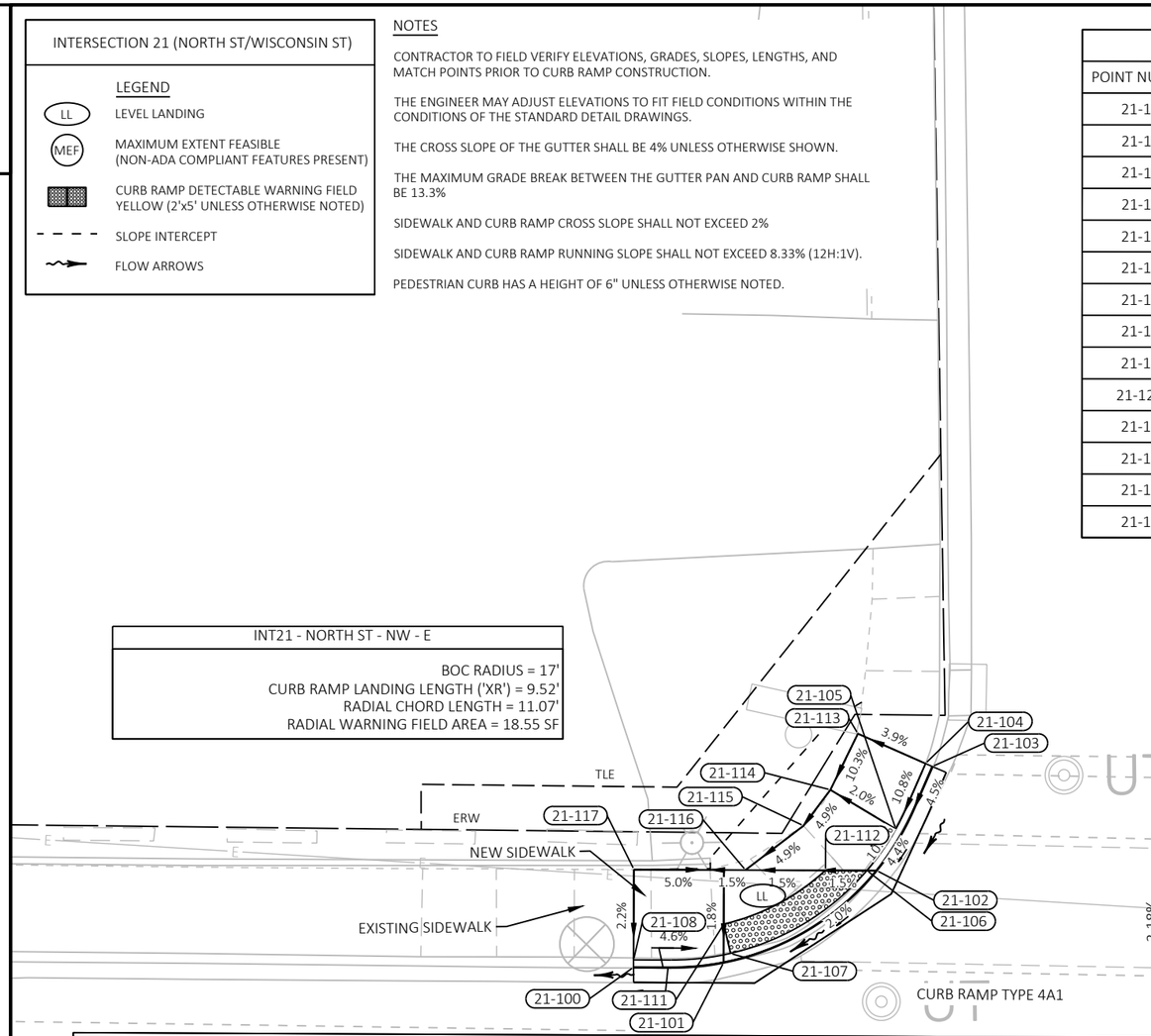
NORTH ST NE						NORTH ST NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
21-120	259+49.06	30.87' LT	904.77	185472.88	362856.35	21-133	259+36.14	49.03' LT	905.84	185491.05	362843.43
21-121	259+31.92	34.14' LT	905.08	185476.15	362839.21	21-134	259+36.01	44.04' LT	905.54	185486.05	362843.29
21-122	259+27.41	39.25' LT	905.15	185481.27	362834.69	21-135	259+38.05	38.98' LT	905.22	185480.99	362845.34
21-123	259+25.39	46.70' LT	905.21	185488.71	362832.68	21-136	259+43.05	38.85' LT	905.31	185480.87	362850.34
21-124	259+27.99	39.24' LT	905.16	185481.25	362835.28	21-137	259+48.05	38.73' LT	905.36	185480.74	362855.34
21-125	259+32.82	34.11' LT	905.09	185476.13	362840.11	21-138	259+52.33	38.62' LT	905.49	185480.64	362859.62
21-126	259+37.93	33.98' LT	905.14	185476.00	362845.22	21-139	259+52.16	33.60' LT	905.39	185475.61	362859.45
21-127	259+30.41	39.18' LT	905.18	185481.19	362837.70	21-140	259+47.92	33.73' LT	905.29	185475.74	362855.21
21-128	259+30.87	39.16' LT	905.18	185481.18	362838.16	21-141	259+42.92	33.86' LT	905.24	185475.87	362850.21
21-128A	259+26.17	42.12' LT	905.67	185484.14	362833.46	21-142	259+57.03	38.50' LT	905.49	185480.51	362864.32
21-129	259+31.01	44.16' LT	905.48	185486.18	362838.30	21-143	259+56.68	33.47' LT	905.35	185475.48	362863.97
21-130	259+31.15	49.16' LT	905.78	185491.17	362838.44	21-150	259+40.62	31.05' LT	904.98	185473.06	362847.91
21-131	259+31.41	54.66' LT	906.05	185496.67	362838.70	21-151	259+55.07	30.74' LT	904.91	185472.75	362862.36
21-132	259+36.38	54.54' LT	906.08	185496.55	362843.67	21-152	259+32.69	33.62' LT	905.57	185475.63	362839.98

N

2

INT21 - NORTH ST - NW - E

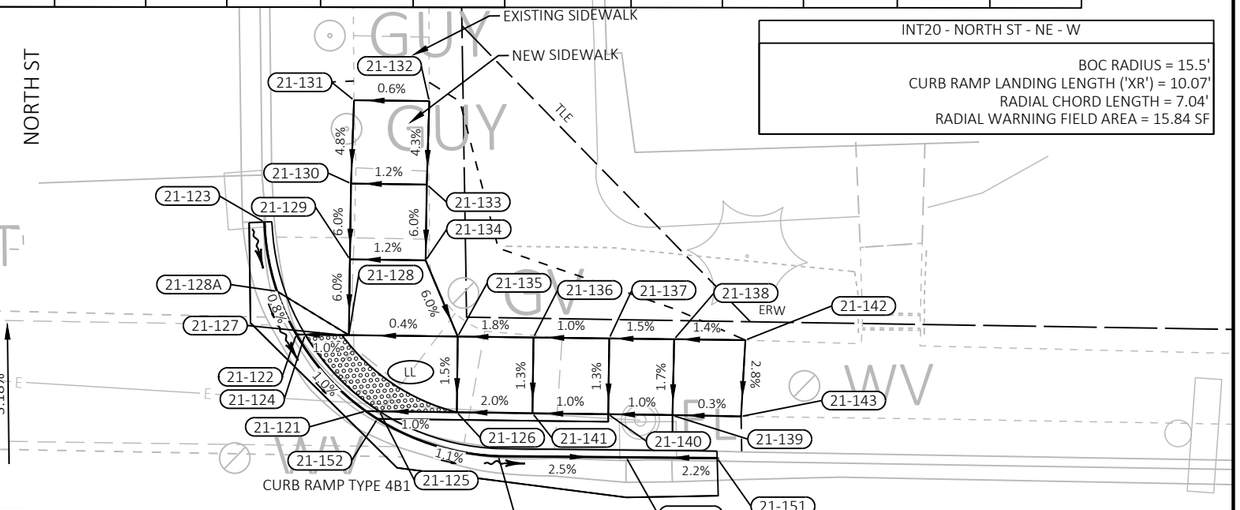
BOC RADIUS = 17'
CURB RAMP LANDING LENGTH ('XR') = 9.52'
RADIAL CHORD LENGTH = 11.07'
RADIAL WARNING FIELD AREA = 18.55 SF



NORTH ST NW						NORTH ST NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
21-100	258+72.39	31.97' LT	904.19	185474.96	362780.45	21-112	258+85.10	38.56' LT	904.51	185481.25	362793.32
21-101	258+78.38	32.35' LT	904.29	185475.20	362786.45	21-113	258+87.16	47.69' LT	905.24	185490.33	362795.60
21-102	258+88.50	38.59' LT	904.54	185481.20	362796.72	21-114	258+85.37	43.93' LT	904.81	185486.61	362793.71
21-103	258+92.15	45.56' LT	904.89	185488.08	362800.53	21-115	258+83.60	41.52' LT	904.66	185484.25	362791.89
21-104	258+91.68	45.76' LT	905.43	185488.28	362800.08	21-116	258+79.77	38.53' LT	904.43	185481.34	362787.99
21-105	258+89.75	41.37' LT	904.91	185483.95	362798.03	21-117	258+72.34	38.48' LT	904.70	185481.47	362780.56
21-106	258+87.86	38.58' LT	904.55	185481.21	362796.08						
21-107	258+78.84	32.96' LT	904.31	185475.80	362786.92						
21-108	258+72.38	32.47' LT	904.57	185475.46	362780.46						
21-111	258+78.36	34.91' LT	904.34	185477.76	362786.50						

INT20 - NORTH ST - NE - W

BOC RADIUS = 15.5'
CURB RAMP LANDING LENGTH ('XR') = 10.07'
RADIAL CHORD LENGTH = 7.04'
RADIAL WARNING FIELD AREA = 15.84 SF



STH 33/WASHINGTON ST

258+50 259+00 259+50

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 21 (NORTH ST/WISCONSIN ST)	SHEET 115	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021303-CR.DWG
LAYOUT NAME - Int 21 (1)
PLOT DATE : 10/30/2025 6:31 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

INTERSECTION 21 (NORTH ST/WISCONSIN ST)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

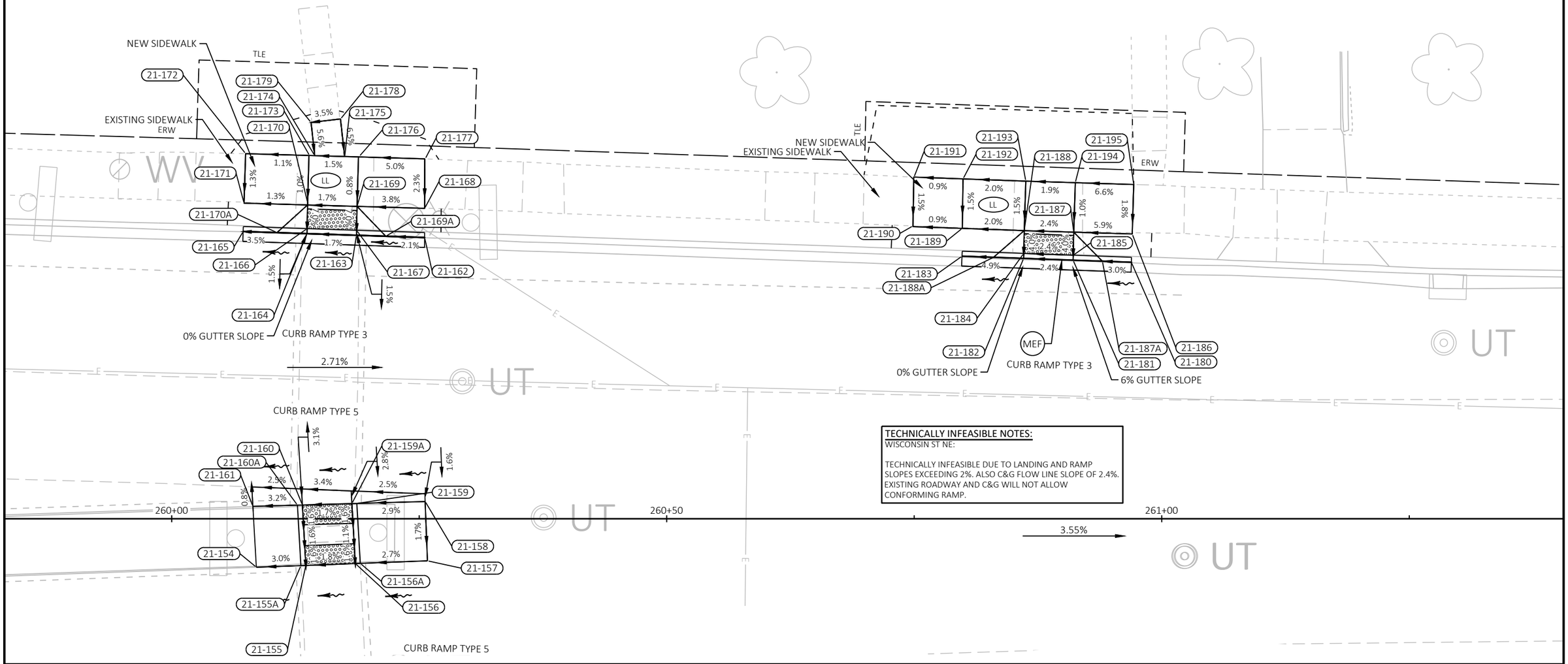
SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

N

2



TECHNICALLY INFEASIBLE NOTES:
WISCONSIN ST NE:

TECHNICALLY INFEASIBLE DUE TO LANDING AND RAMP SLOPES EXCEEDING 2%. ALSO C&G FLOW LINE SLOPE OF 2.4%. EXISTING ROADWAY AND C&G WILL NOT ALLOW CONFORMING RAMP.

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 21 (NORTH ST/WISCONSIN ST)	SHEET 116	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021303-CR.DWG
LAYOUT NAME - Int 21 (2)
PLOT DATE : 10/30/2025 6:31 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:10 FT

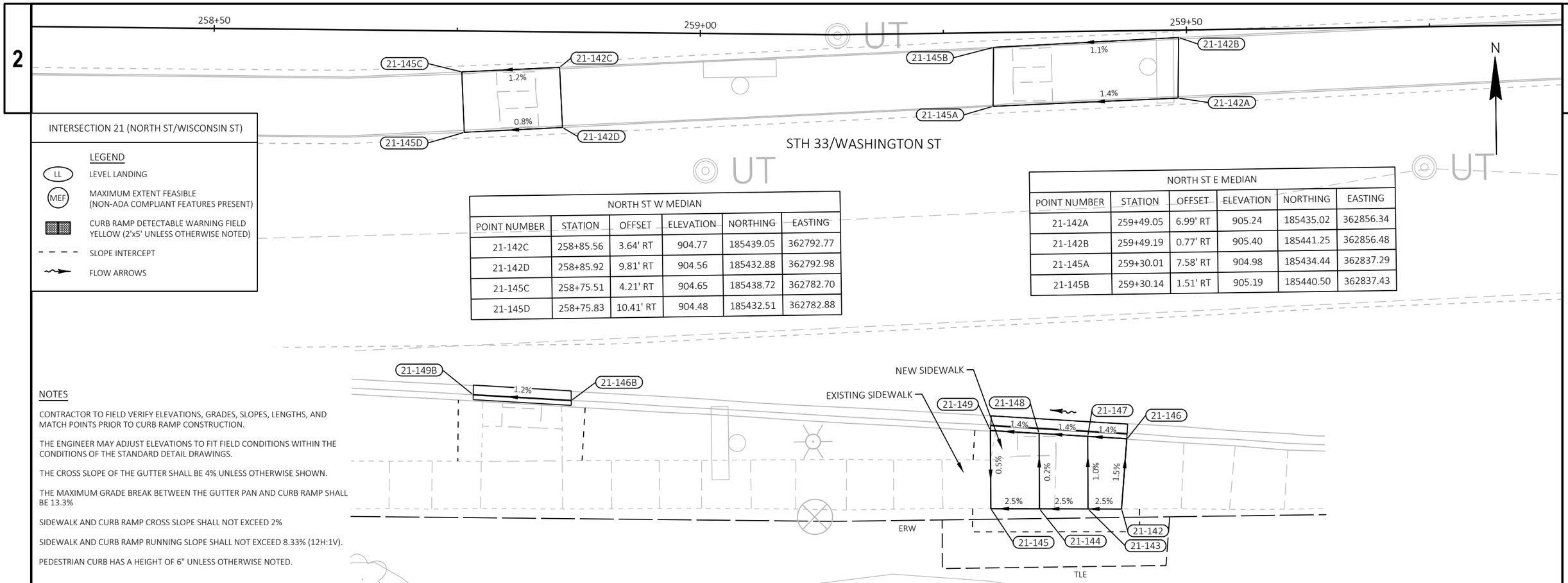
2

N

WISCONSIN ST NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
21-162	260+25.54	28.43' LT	906.41	185470.43	362932.83
21-163	260+18.66	28.65' LT	906.26	185470.66	362925.95
21-164	260+13.67	28.82' LT	906.18	185470.83	362920.96
21-165	260+07.22	29.03' LT	905.95	185471.04	362914.51
21-166	260+13.68	29.32' LT	906.19	185471.33	362920.97
21-167	260+18.67	29.15' LT	906.27	185471.16	362925.96
21-168	260+25.55	31.38' LT	906.70	185473.39	362932.84
21-169	260+18.73	31.57' LT	906.44	185473.58	362926.02
21-169A	260+21.62	28.56' LT	906.33	185470.56	362928.91
21-170	260+13.79	31.72' LT	906.36	185473.73	362921.07
21-170A	260+10.63	28.92' LT	906.07	185470.93	362917.92
21-171	260+07.31	31.90' LT	906.27	185473.91	362914.60
21-172	260+07.47	36.90' LT	906.34	185478.91	362914.76
21-173	260+13.92	36.72' LT	906.41	185478.73	362921.21
21-174	260+14.44	36.70' LT	906.41	185478.71	362921.73
21-175	260+17.48	36.62' LT	906.46	185478.63	362924.77
21-176	260+18.95	36.64' LT	906.49	185478.64	362926.24
21-177	260+25.60	36.38' LT	906.82	185478.39	362932.89
21-178	260+17.05	40.41' LT	906.71	185482.42	362924.34
21-179	260+14.07	40.06' LT	906.60	185482.07	362921.36

WISCONSIN ST MEDIAN					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
21-154	260+08.55	4.89' RT	906.47	185437.12	362915.84
21-155	260+13.55	4.71' RT	906.62	185437.30	362920.84
21-155A	260+13.05	4.73' RT	906.61	185437.28	362920.34
21-156	260+18.55	4.52' RT	906.71	185437.49	362925.83
21-156A	260+19.05	4.50' RT	906.73	185437.51	362926.33
21-157	260+25.83	4.25' RT	906.91	185437.76	362933.12
21-158	260+25.60	1.75' LT	907.01	185443.76	362932.89
21-159	260+18.70	1.55' LT	906.81	185443.56	362925.99
21-159A	260+18.20	1.54' LT	906.80	185443.55	362925.49
21-160	260+13.20	1.40' LT	906.72	185443.41	362920.49
21-160A	260+12.70	1.38' LT	906.70	185443.39	362919.99
21-161	260+08.20	1.26' LT	906.55	185443.27	362915.49

WISCONSIN ST NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
21-180	260+96.93	25.92' LT	908.77	185467.93	363004.22
21-181	260+91.05	26.14' LT	908.59	185468.14	362998.34
21-182	260+86.05	26.32' LT	908.47	185468.32	362993.34
21-183	260+79.83	26.54' LT	908.17	185468.55	362987.12
21-184	260+86.06	26.82' LT	908.49	185468.82	362993.35
21-185	260+91.06	26.64' LT	908.61	185468.64	362998.35
21-186	260+97.02	28.78' LT	909.06	185470.79	363004.31
21-187	260+91.11	28.97' LT	908.71	185470.98	362998.40
21-187A	260+94.01	26.03' LT	908.68	185468.04	363001.29
21-188	260+86.11	29.13' LT	908.58	185471.13	362993.40
21-188A	260+83.01	26.43' LT	908.32	185468.43	362990.30
21-189	260+79.85	29.35' LT	908.46	185471.36	362987.14
21-190	260+74.88	29.60' LT	908.42	185471.60	362982.17
21-191	260+74.97	34.53' LT	908.49	185476.54	362982.26
21-192	260+79.93	34.35' LT	908.53	185476.36	362987.22
21-193	260+86.27	34.12' LT	908.66	185476.13	362993.56
21-194	260+91.27	33.96' LT	908.76	185475.97	362998.56
21-195	260+97.17	33.78' LT	909.14	185475.79	363004.46



INTERSECTION 21 (NORTH ST/WISCONSIN ST)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

NORTH ST W MEDIAN					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
21-142C	258+85.56	3.64' RT	904.77	185439.05	362792.77
21-142D	258+85.92	9.81' RT	904.56	185432.88	362792.98
21-145C	258+75.51	4.21' RT	904.65	185438.72	362782.70
21-145D	258+75.83	10.41' RT	904.48	185432.51	362782.88

NORTH ST E MEDIAN					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
21-142A	259+49.05	6.99' RT	905.24	185435.02	362856.34
21-142B	259+49.19	0.77' RT	905.40	185441.25	362856.48
21-145A	259+30.01	7.58' RT	904.98	185434.44	362837.29
21-145B	259+30.14	1.51' RT	905.19	185440.50	362837.43

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

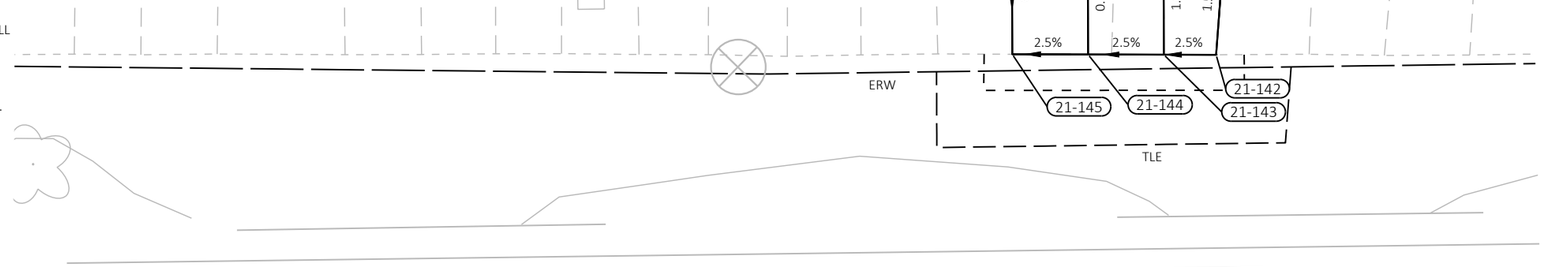
THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.



NORTH ST SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
21-146B	258+87.11	37.86' RT	903.94	185404.80	362793.50
21-149B	258+77.02	37.37' RT	903.81	185405.53	362783.42

NORTH ST SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
21-142	259+42.65	49.13' RT	904.91	185392.88	362849.94
21-143	259+39.20	49.08' RT	904.82	185392.93	362846.49
21-144	259+34.21	49.00' RT	904.70	185393.02	362841.49
21-145	259+29.21	48.92' RT	904.57	185393.10	362836.49
21-146	259+43.29	41.97' RT	904.80	185400.05	362850.58
21-147	259+39.28	41.62' RT	904.75	185400.39	362846.57
21-148	259+34.29	41.25' RT	904.68	185400.77	362841.57
21-149	259+29.29	40.88' RT	904.61	185401.14	362836.58

INTERSECTION 21 (NORTH ST/WISCONSIN ST)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

260+50 261+00

3.55%

TECHNICALLY INFEASIBLE NOTES:
WISCONSIN ST SE QUAD (NORTH RAMP):

TECHNICALLY INFEASIBLE DUE TO LANDING AND RAMP CROSS SLOPES OF 3.2%. ALSO C&G FLOW LINE SLOPE OF 3.2%. EXISTING ROADWAY AND C&G SLOPES WILL NOT ALLOW CONFORMING RAMP.

STH 33/WASHINGTON ST

TECHNICALLY INFEASIBLE NOTES:
WISCONSIN ST SW QUAD (NORTH RAMP):

TECHNICALLY INFEASIBLE DUE TO C&G FLOW LINE SLOPE OF 2.2%. EXISTING ROADWAY AND C&G SLOPES WILL NOT ALLOW CONFORMING RAMP.

2.40%

N

CURB RAMP TYPE 3
2% GUTTER SLOPE
MEF
21-200
21-202
21-199
21-203
21-209A
21-209
21-204
21-211A
21-212A
21-201
21-213
21-212
21-211
21-198
21-210
21-214
21-215
21-216
21-217
21-208
21-197
21-205
21-208A
21-196
21-206
21-218
21-207
NEW SIDEWALK
PRW
TLE
ERW
EXISTING SIDEWALK
0% GUTTER SLOPE
CURB RAMP TYPE 3
2% GUTTER SLOPE
LL

CURB RAMP TYPE 3
3% GUTTER SLOPE
MEF
3% GUTTER SLOPE
21-222
21-226
21-223
21-225
21-224
21-234A
21-235A
21-234
21-235
21-236
21-237
21-232A
21-232
21-227
21-233
21-238
21-239
6% GUTTER SLOPE
CURB RAMP TYPE 3
0% GUTTER SLOPE
21-221
21-220
21-240
21-231
21-228
21-230
21-231A
21-219
21-229
21-241
LL
NEW SIDEWALK
EXISTING SIDEWALK
ERW
TLE
PRW
WISCONSIN ST

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 21 (NORTH ST/WISCONSIN ST)	SHEET 119	E

2

WISCONSIN ST SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
21-196	260+41.97	55.94' RT	906.96	185386.07	362949.25
21-197	260+39.69	49.70' RT	906.90	185392.31	362946.97
21-198	260+36.27	45.19' RT	906.80	185396.82	362943.56
21-199	260+20.58	40.29' RT	906.22	185401.72	362927.86
21-200	260+15.58	40.48' RT	906.11	185401.53	362922.87
21-201	260+09.35	40.71' RT	905.84	185401.30	362916.64
21-202	260+15.61	40.98' RT	906.12	185401.03	362922.89
21-203	260+20.61	40.79' RT	906.23	185401.22	362927.89
21-204	260+35.65	45.30' RT	906.81	185396.71	362942.94
21-205	260+39.16	49.78' RT	906.90	185392.23	362946.45
21-206	260+41.48	56.08' RT	907.33	185385.92	362948.76
21-207	260+36.47	50.22' RT	906.91	185391.78	362943.75
21-208	260+34.49	50.55' RT	906.94	185391.45	362941.78
21-208A	260+40.90	52.54' RT	906.93	185389.47	362948.19

WISCONSIN ST SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
21-209	260+33.68	45.62' RT	906.84	185396.39	362940.97
21-209A	260+32.99	42.70' RT	906.64	185399.31	362940.28
21-210	260+28.75	46.43' RT	906.91	185395.58	362936.03
21-211	260+20.72	42.78' RT	906.37	185399.23	362928.00
21-211A	260+23.58	40.18' RT	906.28	185401.83	362930.86
21-212	260+15.73	43.07' RT	906.26	185398.94	362923.01
21-212A	260+12.58	40.59' RT	905.98	185401.42	362919.87
21-213	260+09.38	41.21' RT	906.20	185400.80	362916.67
21-214	260+09.72	47.23' RT	906.27	185394.78	362917.01
21-215	260+15.98	47.53' RT	906.28	185394.48	362923.27
21-216	260+21.00	47.78' RT	906.35	185394.23	362928.29
21-217	260+29.56	51.37' RT	906.98	185390.64	362936.85
21-218	260+34.84	58.06' RT	907.29	185383.95	362942.13

WISCONSIN ST SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
21-219	260+70.15	52.73' RT	907.62	185389.28	362977.44
21-220	260+70.99	44.53' RT	907.72	185397.48	362978.27
21-221	260+73.27	39.08' RT	907.78	185402.92	362980.56
21-222	260+91.96	27.11' RT	908.53	185414.89	362999.25
21-223	260+96.95	26.76' RT	908.69	185415.24	363004.23
21-224	261+01.94	26.42' RT	908.73	185415.59	363009.22
21-225	260+96.98	27.35' RT	908.70	185414.66	363004.26
21-226	260+91.98	27.61' RT	908.54	185414.39	362999.27
21-227	260+73.91	38.98' RT	907.79	185403.03	362981.20
21-228	260+71.53	44.44' RT	907.73	185397.57	362978.82
21-229	260+71.01	52.68' RT	908.03	185389.33	362978.30
21-230	260+74.74	43.91' RT	907.77	185398.09	362982.02
21-231	260+76.70	43.58' RT	907.90	185398.42	362983.99
21-231A	260+70.33	47.68' RT	907.68	185394.33	362977.61

WISCONSIN ST SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
21-232	260+75.88	38.65' RT	907.93	185403.36	362983.17
21-232A	260+75.66	35.65' RT	907.92	185406.36	362982.95
21-233	260+80.82	37.84' RT	908.00	185404.17	362988.10
21-234	260+92.09	29.61' RT	908.68	185412.40	362999.38
21-234A	260+88.98	27.57' RT	908.43	185414.44	362996.27
21-235	260+97.15	29.34' RT	908.84	185412.66	363004.43
21-235A	260+99.94	26.56' RT	908.72	185415.45	363007.23
21-236	261+07.56	29.23' RT	909.51	185412.77	363014.85
21-237	261+07.75	34.06' RT	909.67	185407.94	363015.04
21-238	260+97.35	34.34' RT	908.89	185407.67	363004.64
21-239	260+92.36	34.60' RT	908.77	185407.40	362999.64
21-240	260+81.63	42.77' RT	907.98	185399.24	362988.92
21-241	260+77.91	52.24' RT	908.06	185389.76	362985.20



2

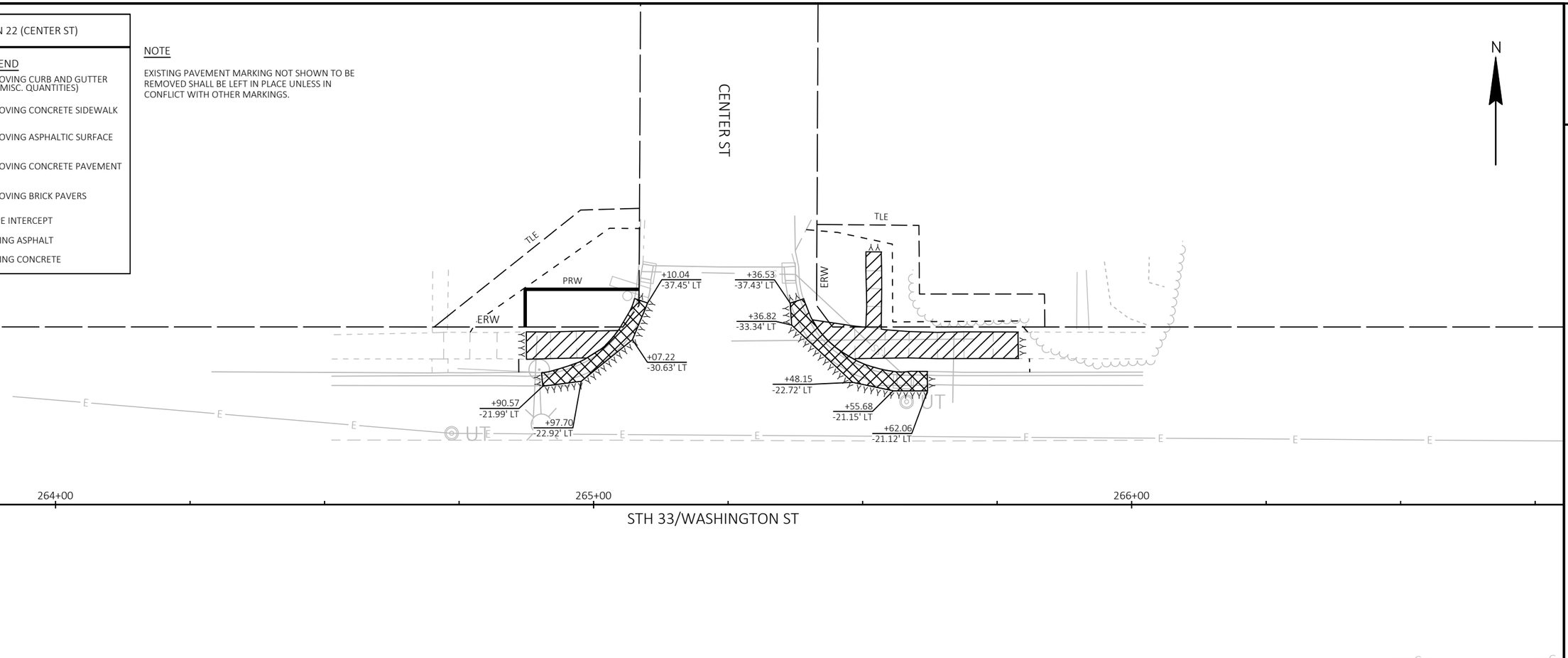
INTERSECTION 22 (CENTER ST)

LEGEND

- REMOVING CURB AND GUTTER (SEE MISC. QUANTITIES)
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE PAVEMENT
- REMOVING BRICK PAVERS
- SLOPE INTERCEPT
- XXXXXX SAWING ASPHALT
- YYYYYY SAWING CONCRETE

NOTE

EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED SHALL BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS.



2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	REMOVAL PLANS - INTERSECTION 22 (CENTER ST)	SHEET 121	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021003-RM.DWG
LAYOUT NAME - 22

PLOT DATE : 10/30/2025 5:54 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:20 FT

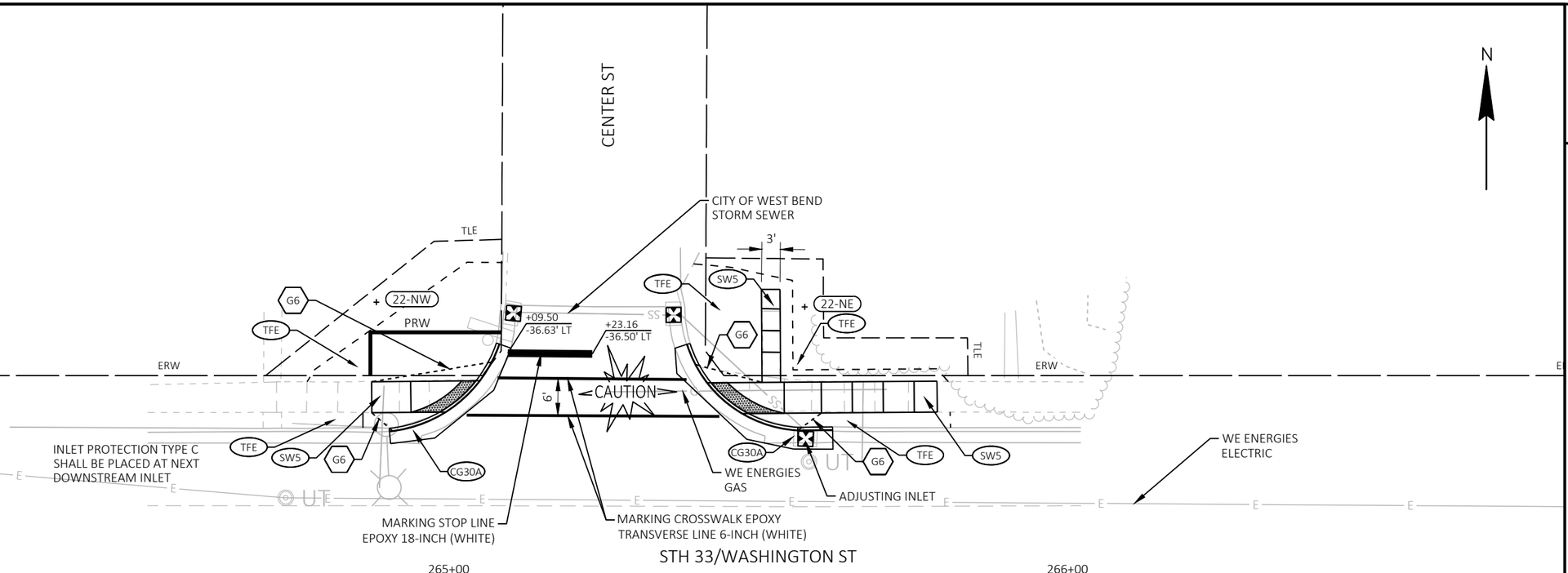
WISDOT/CADDS SHEET 42

2

INTERSECTION 22 (CENTER ST)

LEGEND

- CCP — CONCRETE CURB PEDESTRIAN
- CG18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG24A — CONCRETE CURB & GUTTER 24-INCH TYPE A
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36A — CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CP9 — CONCRETE PAVEMENT 9-INCH
- CP10 — CONCRETE PAVEMENT 10-INCH
- CSI — CONCRETE SAFETY ISLAND
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SN02 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- SW5 — CONCRETE SIDEWALK 5-INCH
- SW6 — CONCRETE SIDEWALK 6-INCH
- G6 — GRADED FLARE (6:1 MAX SLOPE)
- P10 — PAVED FLARE (10% MAX SLOPE)
- P6 — PAVED FLARE (6:1 MAX SLOPE)
- ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- SILT FENCE
- INLET PROTECTION TYPE C (UNLESS OTHERWISE NOTED)
- TFE — TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, & SEEDING MIXTURE NO. 40
- ROCK BAGS



NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS OTHERWISE NOTED.

SEE SDD "PAVEMENT MARKINGS, MEDIAN ISLAND NOSE" FOR MEDIAN MARKING LAYOUT.

RADIUS TABLE			
POINT	Y COORDS	X COORDS	RADIUS
22-NE	185486.107	363464.784	20.00
22-NW	185486.873	363395.559	21.00

NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS O

SEE SDD "PAVEMENT MARKINGS, M
NOSE" FOR MEDIAN MARKING LAY

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAILS - INTERSECTION 22 (CENTER ST)	SHEET 122	E

2

INTERSECTION 22 (CENTER ST)
LEGEND
LL — LEVEL LANDING
MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
SLOPE INTERCEPT
FLOW ARROWS

CENTER ST NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
22-100	264+90.37	23.98' LT	922.59	185465.98	363397.66
22-101	264+99.48	27.12' LT	922.62	185469.11	363406.77
22-102	265+04.99	32.17' LT	922.60	185474.16	363412.28
22-103	265+08.14	38.10' LT	922.32	185480.09	363415.43
22-104	265+04.35	32.16' LT	922.61	185474.16	363411.64
22-105	264+98.50	27.11' LT	922.63	185469.11	363405.79
22-106	264+93.85	27.07' LT	922.70	185469.07	363401.14
22-107	265+02.06	32.14' LT	922.64	185474.14	363409.35
22-108	264+93.81	32.07' LT	922.77	185474.06	363401.10
22-108A	264+90.89	24.05' LT	923.06	185466.05	363398.18
22-109	264+87.48	32.01' LT	922.72	185474.01	363394.77
22-109A	265+06.89	35.18' LT	922.95	185477.18	363414.18
22-110	264+87.53	27.01' LT	922.70	185469.01	363394.82

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

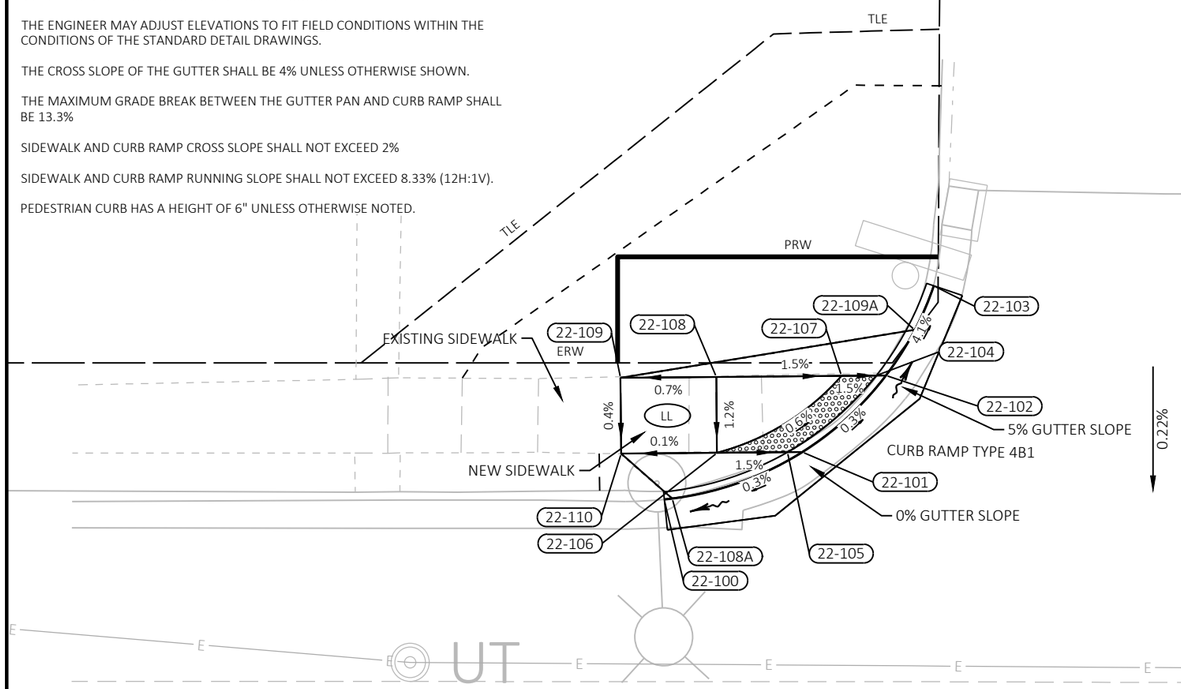
THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

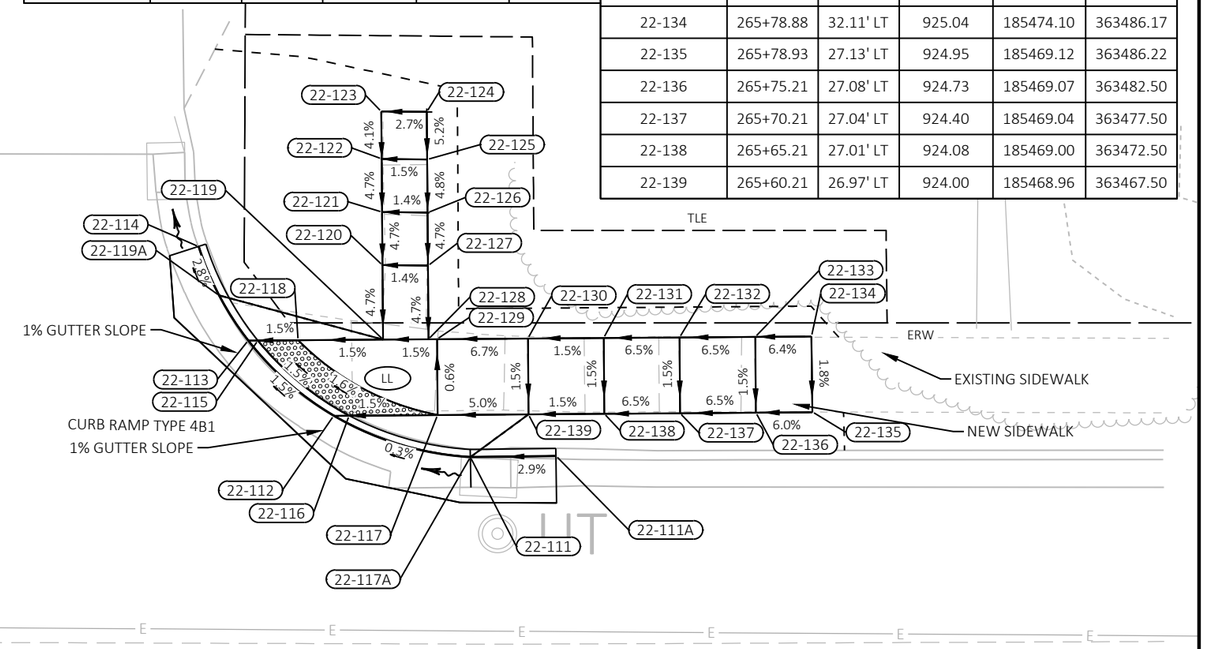


INT22 - CENTER ST - NW - E
BOC RADIUS = 20.5'
CURB RAMP LANDING LENGTH ('XR') = 10.54'
RADIAL CHORD LENGTH = 7.73'
RADIAL WARNING FIELD AREA = 14.58 SF

CENTER ST

CENTER ST NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
22-111	265+56.38	24.16' LT	924.13	185466.15	363463.67
22-111A	265+62.02	24.22' LT	923.79	185466.21	363469.31
22-112	265+47.36	26.88' LT	923.60	185468.87	363454.64
22-113	265+41.71	31.83' LT	923.49	185473.83	363449.00
22-114	265+38.44	38.04' LT	923.29	185480.03	363445.73
22-115	265+42.34	31.84' LT	923.50	185473.83	363449.63
22-116	265+48.37	26.88' LT	923.62	185468.88	363455.66
22-117	265+54.21	26.93' LT	923.70	185468.92	363461.50
22-117A	265+56.38	24.15' LT	923.63	185466.14	363463.67
22-118	265+45.00	31.86' LT	923.54	185473.85	363452.29
22-119	265+50.61	31.90' LT	923.62	185473.89	363457.90
22-119A	265+39.80	34.82' LT	923.87	185476.81	363447.09
22-120	265+50.57	36.82' LT	923.85	185478.81	363457.86
22-121	265+50.55	40.32' LT	924.02	185482.31	363457.84
22-122	265+50.52	43.82' LT	924.18	185485.82	363457.81
22-123	265+50.50	46.95' LT	924.31	185488.94	363457.79

CENTER ST NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
22-124	265+53.50	46.93' LT	924.39	185488.92	363460.79
22-125	265+53.52	43.78' LT	924.23	185485.77	363460.81
22-126	265+53.55	40.28' LT	924.06	185482.27	363460.84
22-127	265+53.58	36.78' LT	923.89	185478.77	363460.86
22-128	265+53.61	31.92' LT	923.67	185473.91	363460.90
22-129	265+54.17	31.93' LT	923.67	185473.92	363461.46
22-130	265+60.17	31.97' LT	924.08	185473.96	363467.46
22-131	265+65.17	32.01' LT	924.15	185474.00	363472.46
22-132	265+70.17	32.04' LT	924.48	185474.03	363477.46
22-133	265+75.17	32.07' LT	924.80	185474.06	363482.46
22-134	265+78.88	32.11' LT	925.04	185474.10	363486.17
22-135	265+78.93	27.13' LT	924.95	185469.12	363486.22
22-136	265+75.21	27.08' LT	924.73	185469.07	363482.50
22-137	265+70.21	27.04' LT	924.40	185469.04	363477.50
22-138	265+65.21	27.01' LT	924.08	185469.00	363472.50
22-139	265+60.21	26.97' LT	924.00	185468.96	363467.50



INT22 - CENTER ST - NE - W
BOC RADIUS = 19.5'
CURB RAMP LANDING LENGTH ('XR') = 11.83'
RADIAL CHORD LENGTH = 7.8'
RADIAL WARNING FIELD AREA = 17.75 SF

STH 33/WASHINGTON ST

264+50 265+00 265+50 266+00

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 22 (CENTER ST)	SHEET 123	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021303-CR.DWG
LAYOUT NAME - Int 22 (1)
PLOT DATE : 10/29/2025 12:31 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

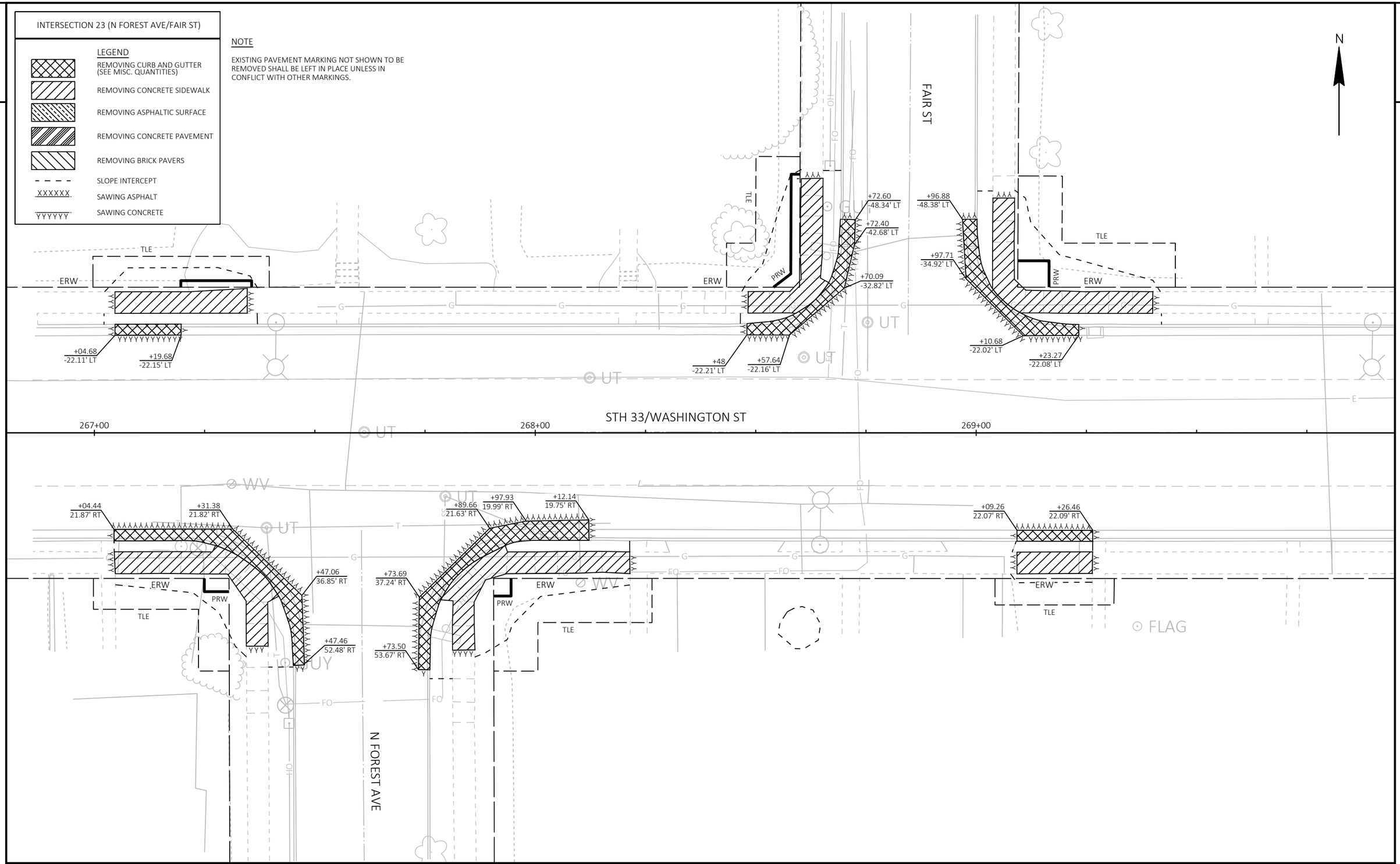
INTERSECTION 23 (N FOREST AVE/FAIR ST)

LEGEND

- REMOVING CURB AND GUTTER (SEE MISC. QUANTITIES)
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE PAVEMENT
- REMOVING BRICK PAVERS
- SLOPE INTERCEPT
- XXXXXX SAWING ASPHALT
- YYYYYY SAWING CONCRETE

NOTE

EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED SHALL BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS.



2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	REMOVAL PLANS - INTERSECTION 23 (N FOREST AVE/FAIR ST)	SHEET 124	E

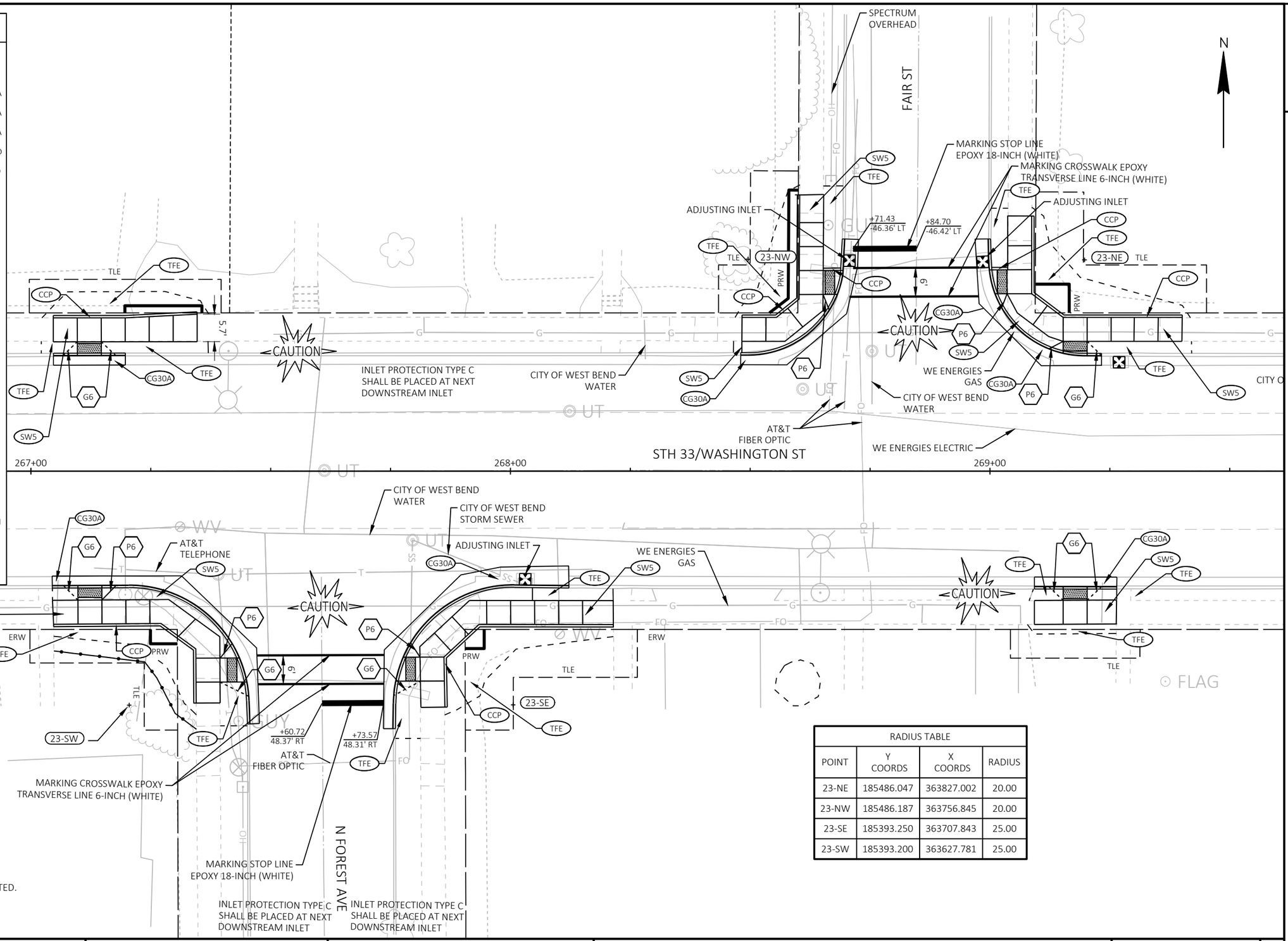
FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021003-RM.DWG
LAYOUT NAME - 23

PLOT DATE : 10/30/2025 5:54 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:20 FT

INTERSECTION 23 (N FOREST AVE/FAIR ST)

LEGEND

- CCP — CONCRETE CURB PEDESTRIAN
- CG18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG24A — CONCRETE CURB & GUTTER 24-INCH TYPE A
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36A — CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CP9 — CONCRETE PAVEMENT 9-INCH
- CP10 — CONCRETE PAVEMENT 10-INCH
- CSI — CONCRETE SAFETY ISLAND
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SN02 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- SW5 — CONCRETE SIDEWALK 5-INCH
- SW6 — CONCRETE SIDEWALK 6-INCH
- G6 — GRADED FLARE (6:1 MAX SLOPE)
- P10 — PAVED FLARE (10% MAX SLOPE)
- P6 — PAVED FLARE (6:1 MAX SLOPE)
- ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- SILT FENCE
- INLET PROTECTION TYPE C (UNLESS OTHERWISE NOTED)
- TFE — TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, & SEEDING MIXTURE NO. 40
- ROCK BAGS



RADIUS TABLE			
POINT	Y COORDS	X COORDS	RADIUS
23-NE	185486.047	363827.002	20.00
23-NW	185486.187	363756.845	20.00
23-SE	185393.250	363707.843	25.00
23-SW	185393.200	363627.781	25.00

NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS OTHERWISE NOTED.

SEE SDD "PAVEMENT MARKINGS, MEDIAN ISLAND NOSE" FOR MEDIAN MARKING LAYOUT.

2

INTERSECTION 23 (N FOREST AVE/FAIR ST)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

TECHNICALLY INFEASIBLE NOTES:

N FOREST AVE NW QUAD (SOUTH RAMP):

TECHNICALLY INFEASIBLE DUE TO C&G FLOW LINE SLOPE OF 3.3% AND BEING UNABLE TO PROVIDE A LEVEL LANDING. EXISTING ROADWAY AND C&G SLOPES WILL NOT ALLOW CONFORMING RAMP.

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

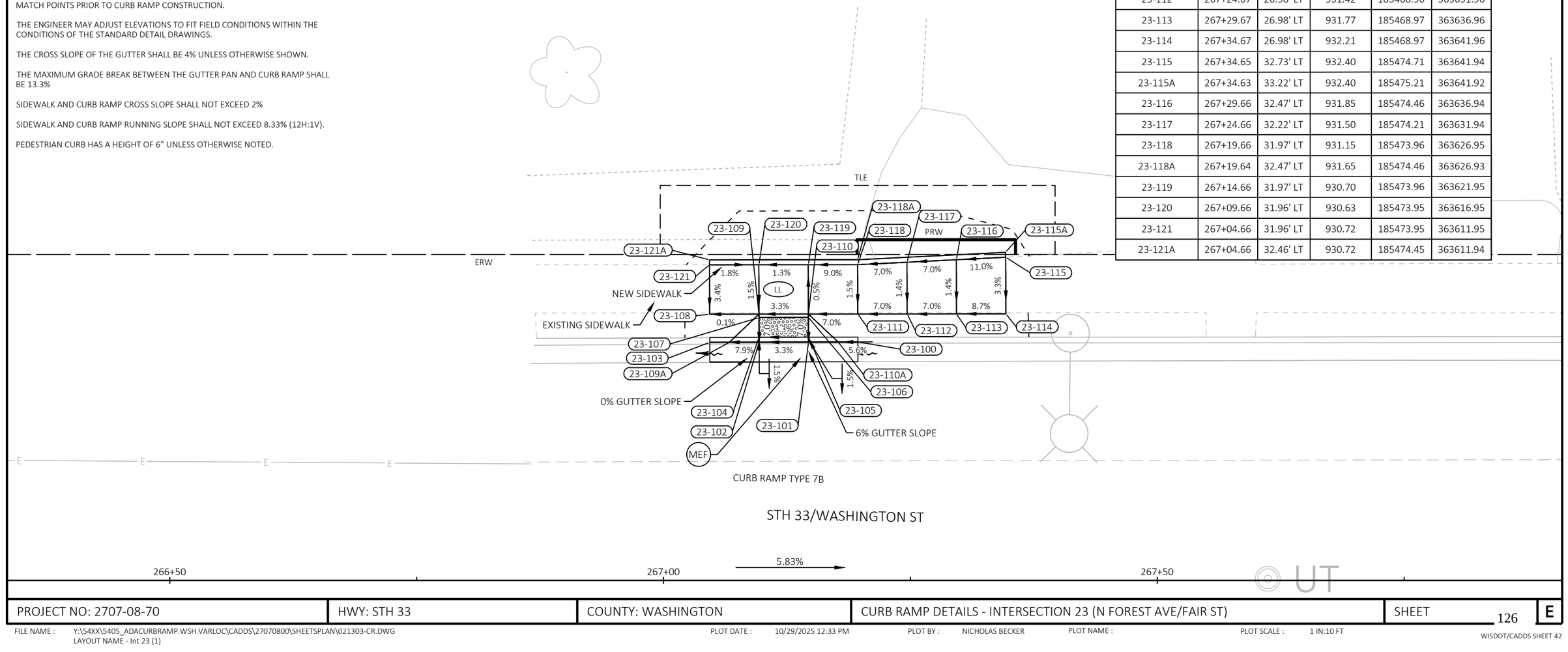
THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

N FOREST AVE N MIDBLOCK					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
23-100	267+19.68	24.15' LT	930.83	185466.13	363626.96
23-101	267+14.68	24.13' LT	930.55	185466.12	363621.96
23-102	267+09.68	24.12' LT	930.38	185466.11	363616.96
23-103	267+04.68	24.11' LT	929.99	185466.10	363611.96
23-104	267+09.67	24.62' LT	930.39	185466.61	363616.96
23-105	267+14.67	24.63' LT	930.56	185466.62	363621.96
23-106	267+14.67	26.63' LT	930.70	185468.62	363621.96
23-107	267+09.67	26.61' LT	930.53	185468.60	363616.95
23-108	267+04.67	26.96' LT	930.55	185468.95	363611.96
23-109	267+09.67	26.96' LT	930.56	185468.95	363616.96
23-109A	267+06.69	24.12' LT	930.15	185466.11	363613.98
23-110	267+14.67	26.97' LT	930.72	185468.96	363621.96
23-110A	267+17.67	24.15' LT	930.72	185466.14	363624.95
23-111	267+19.67	26.97' LT	931.07	185468.96	363626.96
23-112	267+24.67	26.98' LT	931.42	185468.96	363631.96
23-113	267+29.67	26.98' LT	931.77	185468.97	363636.96
23-114	267+34.67	26.98' LT	932.21	185468.97	363641.96
23-115	267+34.65	32.73' LT	932.40	185474.71	363641.94
23-115A	267+34.63	33.22' LT	932.40	185475.21	363641.92
23-116	267+29.66	32.47' LT	931.85	185474.46	363636.94
23-117	267+24.66	32.22' LT	931.50	185474.21	363631.94
23-118	267+19.66	31.97' LT	931.15	185473.96	363626.95
23-118A	267+19.64	32.47' LT	931.65	185474.46	363626.93
23-119	267+14.66	31.97' LT	930.70	185473.96	363621.95
23-120	267+09.66	31.96' LT	930.63	185473.95	363616.95
23-121	267+04.66	31.96' LT	930.72	185473.95	363611.95
23-121A	267+04.66	32.46' LT	930.72	185474.45	363611.94



CURB RAMP TYPE 7B

STH 33/WASHINGTON ST

266+50 267+00 5.83% 267+50

© UT

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 23 (N FOREST AVE/FAIR ST)	SHEET 126	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021303-CR.DWG
LAYOUT NAME - Int 23 (1)
PLOT DATE : 10/29/2025 12:33 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

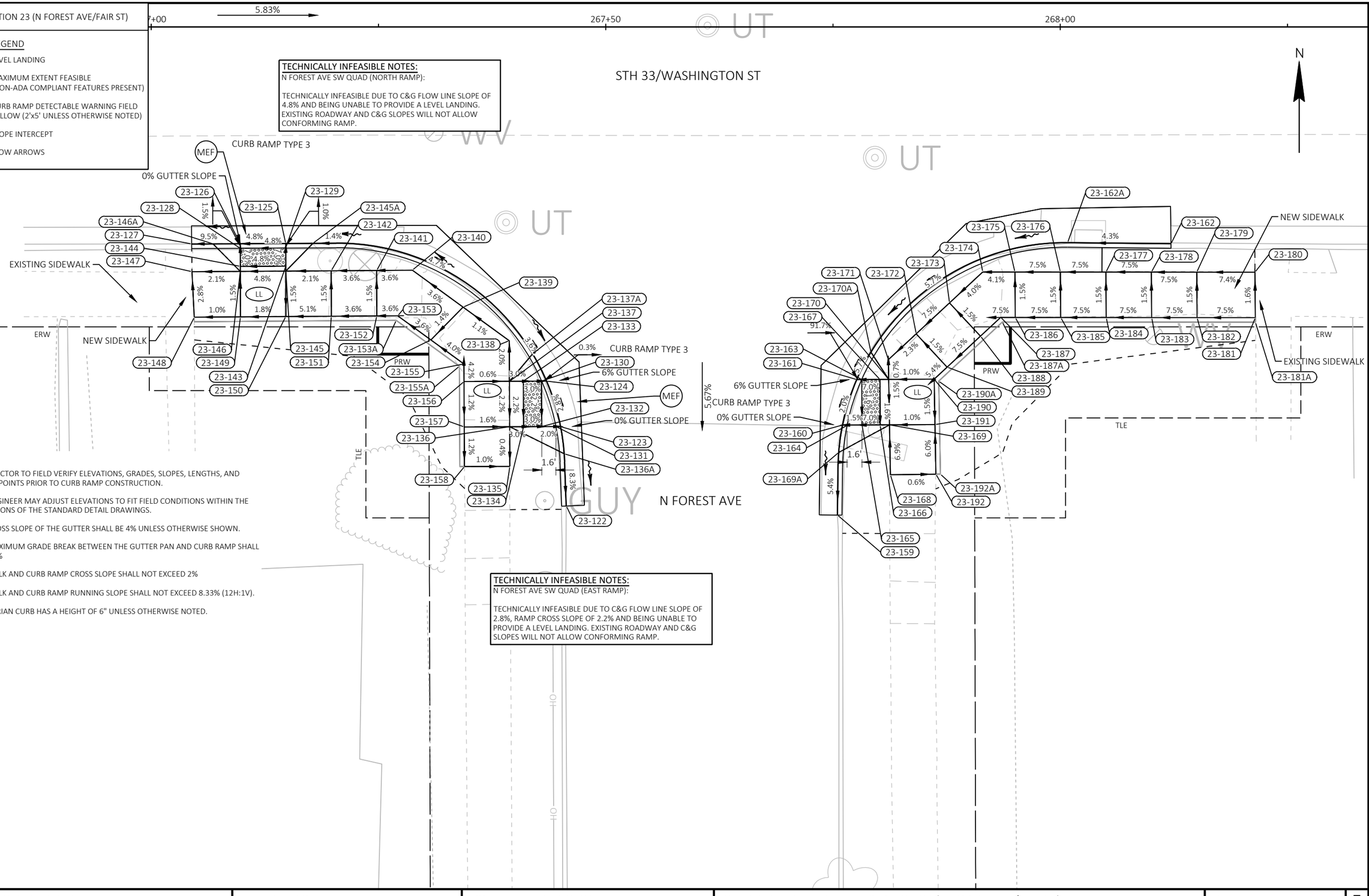
INTERSECTION 23 (N FOREST AVE/FAIR ST)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

TECHNICALLY INFEASIBLE NOTES:
N FOREST AVE SW QUAD (NORTH RAMP):

TECHNICALLY INFEASIBLE DUE TO C&G FLOW LINE SLOPE OF 4.8% AND BEING UNABLE TO PROVIDE A LEVEL LANDING. EXISTING ROADWAY AND C&G SLOPES WILL NOT ALLOW CONFORMING RAMP.



NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

TECHNICALLY INFEASIBLE NOTES:
N FOREST AVE SW QUAD (EAST RAMP):

TECHNICALLY INFEASIBLE DUE TO C&G FLOW LINE SLOPE OF 2.8%, RAMP CROSS SLOPE OF 2.2% AND BEING UNABLE TO PROVIDE A LEVEL LANDING. EXISTING ROADWAY AND C&G SLOPES WILL NOT ALLOW CONFORMING RAMP.

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 23 (N FOREST AVE/FAIR ST)	SHEET 127	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021303-CR.DWG
LAYOUT NAME - Int 23 (2)
PLOT DATE : 10/29/2025 12:33 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:10 FT

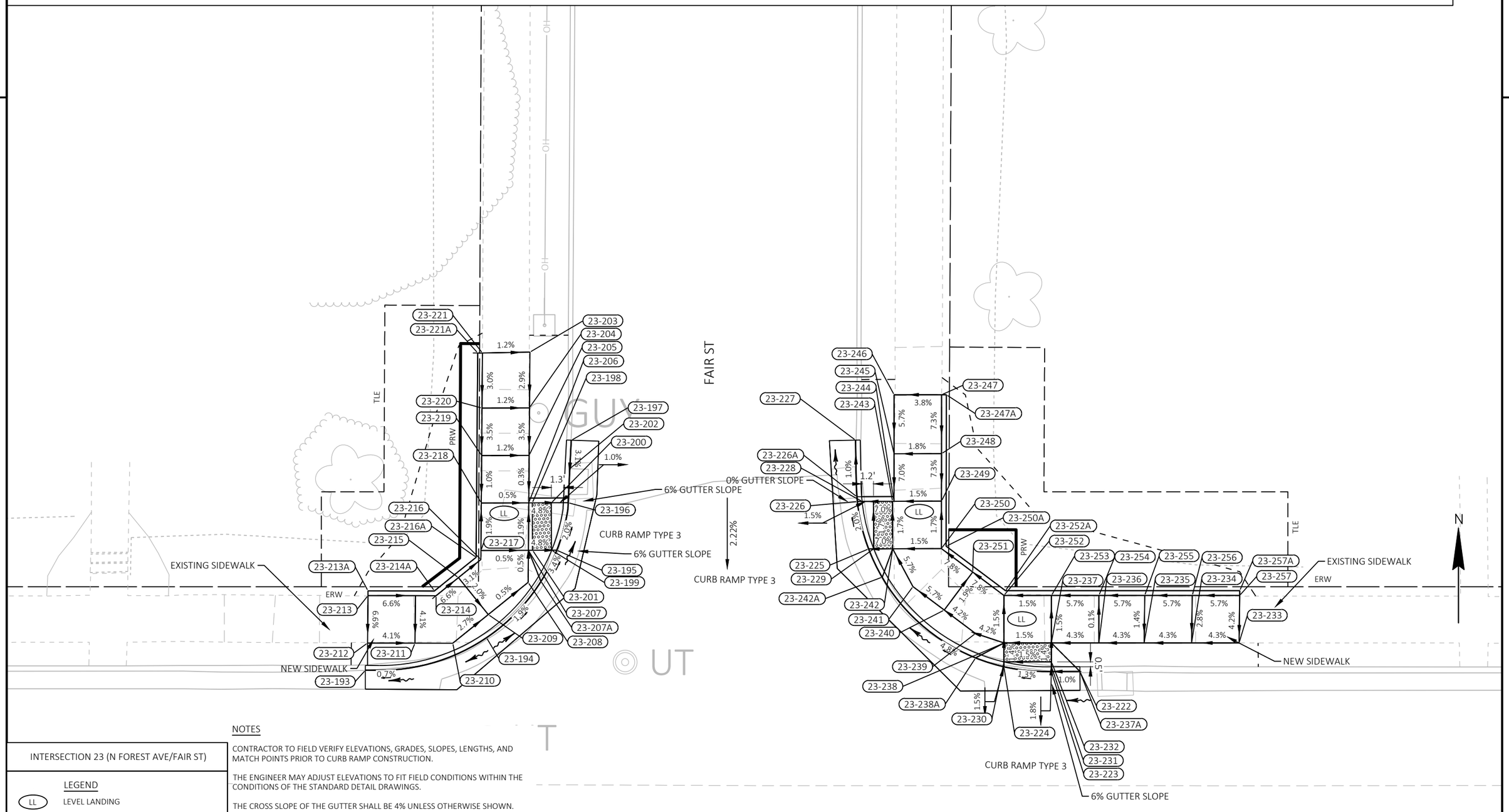
2

FOREST AVE SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
23-122	267+45.66	52.70' RT	929.61	185389.29	363652.95
23-123	267+45.02	43.95' RT	930.34	185398.04	363652.31
23-124	267+43.48	38.96' RT	930.49	185403.03	363650.77
23-125	267+14.80	23.82' RT	929.58	185418.17	363622.08
23-126	267+09.80	23.84' RT	929.34	185418.15	363617.08
23-127	267+04.45	23.87' RT	928.83	185418.12	363611.74
23-128	267+09.80	24.34' RT	929.35	185417.65	363617.09
23-129	267+14.80	24.32' RT	929.59	185417.67	363622.09
23-130	267+42.94	38.96' RT	930.49	185403.03	363650.22
23-131	267+44.51	43.95' RT	930.35	185398.03	363651.80
23-132	267+42.96	43.96' RT	930.38	185398.03	363650.25
23-133	267+40.94	38.97' RT	930.55	185403.02	363648.22
23-134	267+40.96	43.97' RT	930.44	185398.02	363648.25
23-135	267+39.46	48.34' RT	930.47	185393.65	363646.74
23-136	267+39.44	43.98' RT	930.49	185398.01	363646.72
23-136A	267+45.43	46.95' RT	930.09	185395.04	363652.71
23-137	267+39.42	38.98' RT	930.60	185403.01	363646.70
23-137A	267+41.96	35.97' RT	930.61	185406.02	363649.24
23-138	267+39.39	34.52' RT	930.51	185407.47	363646.68
23-139	267+34.31	30.82' RT	930.44	185411.17	363641.60
23-140	267+28.73	26.76' RT	930.19	185415.23	363636.02
23-141	267+24.80	26.79' RT	930.05	185415.20	363632.09
23-142	267+19.80	26.82' RT	929.87	185415.17	363627.09

FOREST AVE SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
23-143	267+14.80	26.32' RT	929.73	185415.67	363622.09
23-144	267+09.80	26.34' RT	929.49	185415.65	363617.09
23-145	267+14.80	26.86' RT	929.76	185415.13	363622.09
23-145A	267+17.79	23.81' RT	929.89	185418.18	363625.07
23-146	267+09.80	26.89' RT	929.52	185415.10	363617.09
23-146A	267+06.81	23.87' RT	929.55	185418.12	363614.09
23-147	267+04.49	26.93' RT	929.41	185415.06	363611.78
23-148	267+04.74	31.93' RT	929.55	185410.06	363612.02
23-149	267+09.82	31.89' RT	929.60	185410.10	363617.10
23-150	267+14.82	31.86' RT	929.69	185410.13	363622.10
23-151	267+19.82	31.82' RT	929.94	185410.17	363627.10
23-152	267+24.82	31.79' RT	930.12	185410.20	363632.10
23-153	267+27.12	31.77' RT	930.20	185410.22	363634.41
23-153A	267+26.96	32.27' RT	930.70	185409.72	363634.25
23-154	267+30.76	34.42' RT	930.37	185407.56	363638.05
23-155	267+34.41	37.07' RT	930.55	185404.91	363641.69
23-155A	267+33.91	37.33' RT	931.05	185404.66	363641.19
23-156	267+34.41	39.00' RT	930.63	185402.98	363641.70
23-157	267+34.44	44.00' RT	930.57	185397.98	363641.72
23-158	267+34.46	48.36' RT	930.52	185393.62	363641.74

FOREST AVE SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
23-159	267+75.49	53.70' RT	930.89	185388.29	363682.78
23-160	267+76.05	43.80' RT	931.43	185398.19	363683.34
23-161	267+77.62	38.79' RT	931.54	185403.20	363684.91
23-162	268+12.18	23.85' RT	933.70	185418.14	363719.47
23-162A	268+00.80	23.74' RT	933.20	185418.25	363708.09
23-163	267+78.17	38.79' RT	931.54	185403.20	363685.45
23-164	267+76.55	43.82' RT	931.44	185398.16	363683.84
23-165	267+78.19	43.79' RT	931.46	185398.20	363685.48
23-166	267+80.19	43.78' RT	931.60	185398.21	363687.48
23-167	267+80.17	38.78' RT	931.68	185403.21	363687.45
23-168	267+81.32	49.25' RT	932.05	185392.73	363688.61
23-169	267+81.22	43.77' RT	931.67	185398.21	363688.51
23-169A	267+75.64	46.80' RT	931.77	185395.19	363682.93
23-170	267+81.13	38.77' RT	931.75	185403.21	363688.42
23-170A	267+79.19	35.78' RT	932.17	185406.20	363686.47
23-171	267+81.09	36.60' RT	931.73	185405.38	363688.38
23-172	267+84.15	33.76' RT	931.83	185408.23	363691.44
23-173	267+87.81	30.35' RT	932.21	185411.63	363695.10
23-174	267+91.47	26.96' RT	932.41	185415.03	363698.76
23-175	267+95.02	26.96' RT	932.55	185415.03	363702.31
23-176	268+00.02	26.96' RT	932.93	185415.02	363707.31

FOREST AVE SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
23-177	268+05.02	26.97' RT	933.30	185415.02	363712.31
23-178	268+10.02	26.97' RT	933.67	185415.02	363717.31
23-179	268+15.02	26.97' RT	934.05	185415.01	363722.31
23-180	268+21.42	26.98' RT	934.52	185415.01	363728.71
23-181	268+21.46	31.98' RT	934.60	185410.01	363728.75
23-181A	268+21.47	32.48' RT	934.60	185409.51	363728.75
23-182	268+15.06	31.97' RT	934.12	185410.01	363722.35
23-183	268+10.06	31.97' RT	933.75	185410.02	363717.35
23-184	268+05.06	31.97' RT	933.37	185410.02	363712.35
23-185	268+00.06	31.96' RT	933.00	185410.02	363707.35
23-186	267+95.06	31.96' RT	932.63	185410.03	363702.35
23-187	267+93.45	31.94' RT	932.51	185410.04	363700.74
23-187A	267+93.63	32.46' RT	933.00	185409.53	363700.92
23-188	267+91.22	34.02' RT	932.28	185407.97	363698.51
23-189	267+87.56	37.42' RT	931.91	185404.56	363694.85
23-190	267+86.13	38.75' RT	931.80	185403.23	363693.41
23-190A	267+86.64	38.96' RT	932.30	185403.02	363693.92
23-191	267+86.22	43.75' RT	931.72	185398.24	363693.51
23-192	267+86.32	49.20' RT	932.02	185392.78	363693.60
23-192A	267+86.82	49.19' RT	932.02	185392.79	363694.10



INTERSECTION 23 (N FOREST AVE/FAIR ST)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 23 (N FOREST AVE/FAIR ST)	SHEET 129	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021303-CR.DWG
LAYOUT NAME - Int 23 (3)
PLOT DATE : 10/29/2025 12:33 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

FAIR ST NW						FAIR ST NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
23-193	268+48.01	24.19' LT	935.69	185466.18	363755.30	23-209	268+60.95	30.07' LT	935.68	185472.05	363768.24
23-194	268+60.76	27.64' LT	935.79	185469.62	363768.05	23-210	268+57.21	27.06' LT	935.81	185469.04	363764.50
23-195	268+68.15	36.85' LT	935.51	185478.83	363775.44	23-211	268+53.24	27.06' LT	935.92	185469.05	363760.53
23-196	268+69.36	41.86' LT	935.41	185483.84	363776.65	23-212	268+48.24	27.07' LT	936.12	185469.05	363755.53
23-197	268+69.70	48.42' LT	935.27	185490.40	363776.99	23-213	268+48.29	32.07' LT	936.45	185474.05	363755.57
23-198	268+65.59	41.84' LT	935.52	185483.82	363772.88	23-213A	268+48.29	32.57' LT	936.45	185474.55	363755.58
23-199	268+67.62	36.85' LT	935.51	185478.84	363774.90	23-214	268+55.45	32.06' LT	935.98	185474.04	363762.74
23-200	268+67.59	41.85' LT	935.42	185483.83	363774.88	23-214A	268+55.27	32.56' LT	936.48	185474.54	363762.56
23-201	268+65.62	36.84' LT	935.61	185478.82	363772.90	23-215	268+57.81	33.96' LT	935.78	185475.95	363765.10
23-202	268+69.55	45.43' LT	935.18	185487.41	363776.83	23-216	268+60.17	35.87' LT	935.69	185477.85	363767.46
23-203	268+65.34	57.71' LT	935.90	185499.69	363772.63	23-216A	268+59.68	36.11' LT	936.16	185478.09	363766.96
23-204	268+65.29	51.84' LT	935.73	185493.82	363772.58	23-217	268+60.18	36.82' LT	935.66	185478.80	363767.47
23-205	268+65.26	46.84' LT	935.55	185488.82	363772.55	23-218	268+60.22	41.82' LT	935.56	185483.80	363767.51
23-206	268+65.22	41.84' LT	935.54	185483.82	363772.51	23-219	268+60.26	46.82' LT	935.61	185488.80	363767.55
23-207	268+65.18	36.84' LT	935.63	185478.82	363772.47	23-220	268+60.29	51.82' LT	935.79	185493.80	363767.58
23-207A	268+66.49	33.58' LT	935.79	185475.56	363773.78	23-221	268+60.34	57.61' LT	935.96	185499.59	363767.63
23-208	268+65.16	33.46' LT	935.65	185475.44	363772.44	23-221A	268+59.84	57.61' LT	935.96	185499.60	363767.13

FAIR ST NE						FAIR ST NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
23-222	269+23.26	24.08' LT	936.98	185466.06	363830.55	23-241	269+05.68	33.02' LT	936.32	185475.00	363812.96
23-223	269+20.26	24.07' LT	936.95	185466.05	363827.55	23-242	269+03.54	37.00' LT	936.07	185478.98	363810.83
23-224	269+15.26	24.57' LT	936.88	185466.55	363822.55	23-242A	269+02.44	34.00' LT	936.19	185475.99	363809.73
23-225	269+01.01	36.99' LT	935.92	185478.97	363808.30	23-243	269+03.52	42.00' LT	935.98	185483.98	363810.81
23-226	268+99.83	41.98' LT	935.82	185483.96	363807.12	23-244	269+03.68	42.00' LT	935.98	185483.98	363810.97
23-226A	268+99.78	42.48' LT	936.39	185484.46	363807.06	23-245	269+03.69	47.00' LT	936.33	185488.98	363810.98
23-227	268+99.63	48.44' LT	935.70	185490.42	363806.92	23-246	269+03.70	53.21' LT	936.69	185495.19	363810.98
23-228	269+00.32	41.98' LT	935.88	185483.96	363807.61	23-247	269+08.70	53.21' LT	936.88	185495.20	363815.98
23-229	269+01.54	36.99' LT	935.93	185478.97	363808.83	23-247A	269+09.20	53.21' LT	936.88	185495.19	363816.48
23-230	269+15.26	25.08' LT	936.89	185467.06	363822.55	23-248	269+08.69	47.02' LT	936.43	185489.00	363815.98
23-231	269+20.26	24.57' LT	936.96	185466.55	363827.55	23-249	269+08.68	42.02' LT	936.06	185484.00	363815.97
23-232	269+20.26	25.08' LT	936.96	185467.06	363827.55	23-250	269+08.66	37.02' LT	936.14	185479.00	363815.95
23-233	269+40.02	27.09' LT	937.79	185469.07	363847.31	23-250A	269+09.18	37.27' LT	937.50	185479.25	363816.46
23-234	269+35.02	27.09' LT	937.57	185469.07	363842.31	23-251	269+11.97	34.55' LT	936.46	185476.53	363819.26
23-235	269+30.02	27.08' LT	937.36	185469.06	363837.31	23-252	269+15.26	32.08' LT	936.79	185474.06	363822.55
23-236	269+25.26	27.08' LT	937.15	185469.06	363832.55	23-252A	269+15.43	32.58' LT	937.84	185474.56	363822.71
23-237	269+20.25	27.08' LT	936.94	185469.06	363827.54	23-253	269+20.26	32.08' LT	936.86	185474.06	363827.55
23-237A	269+23.25	24.09' LT	937.48	185466.07	363830.54	23-254	269+25.26	32.08' LT	937.15	185474.06	363832.55
23-238	269+15.25	27.07' LT	936.86	185469.05	363822.54	23-255	269+30.09	32.08' LT	937.43	185474.06	363837.38
23-238A	269+12.27	25.51' LT	937.16	185467.49	363819.56	23-256	269+35.09	32.08' LT	937.71	185474.06	363842.38
23-239	269+12.26	28.08' LT	936.73	185470.06	363819.55	23-257	269+40.07	32.08' LT	938.00	185474.06	363847.36
23-240	269+08.97	30.55' LT	936.56	185472.53	363816.26	23-257A	269+40.09	32.58' LT	938.00	185474.56	363847.38

268+50 269+00 1.70% 269+50

2 2

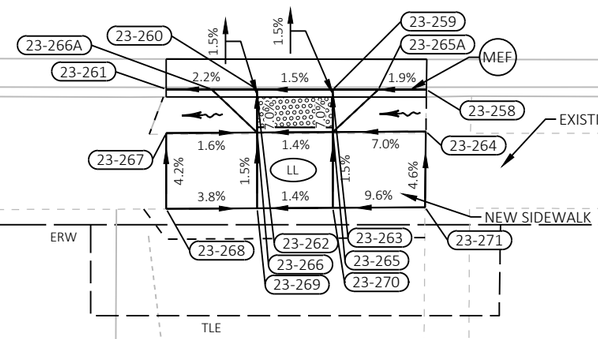
STH 33/WASHINGTON ST

N

TECHNICALLY INFEASIBLE NOTES:
FAIR ST SE QUAD (NORTH RAMP):

TECHNICALLY INFEASIBLE DUE TO RUNNING SLOPE OF RAMP BEING 9.6%. EXISTING ROADWAY AND C&G SLOPES WILL NOT ALLOW CONFORMING RAMP.

CURB RAMP TYPE 7B



FLAG

FAIR ST SW

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
23-258	269+26.44	24.09' RT	936.00	185417.89	363833.73
23-259	269+20.26	24.08' RT	935.88	185417.90	363827.55
23-260	269+15.26	24.07' RT	935.80	185417.91	363822.55
23-261	269+09.26	24.07' RT	935.67	185417.92	363816.55
23-262	269+15.26	24.57' RT	935.81	185417.41	363822.55
23-263	269+20.26	24.58' RT	935.89	185417.40	363827.55
23-264	269+26.40	26.85' RT	936.48	185415.13	363833.69
23-265	269+20.26	26.89' RT	936.05	185415.09	363827.55
23-265A	269+23.25	24.09' RT	936.44	185417.89	363830.54
23-266	269+15.26	26.92' RT	935.98	185415.06	363822.55
23-266A	269+12.27	24.08' RT	936.24	185417.90	363819.56
23-267	269+09.26	26.96' RT	936.07	185415.03	363816.55
23-268	269+09.26	31.96' RT	936.28	185410.03	363816.55
23-269	269+15.26	31.92' RT	936.05	185410.06	363822.55
23-270	269+20.26	31.89' RT	936.12	185410.09	363827.55
23-271	269+26.34	31.85' RT	936.71	185410.13	363833.63

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

INTERSECTION 23 (N FOREST AVE/FAIR ST)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 23 (N FOREST AVE/FAIR ST)	SHEET 131	E

2

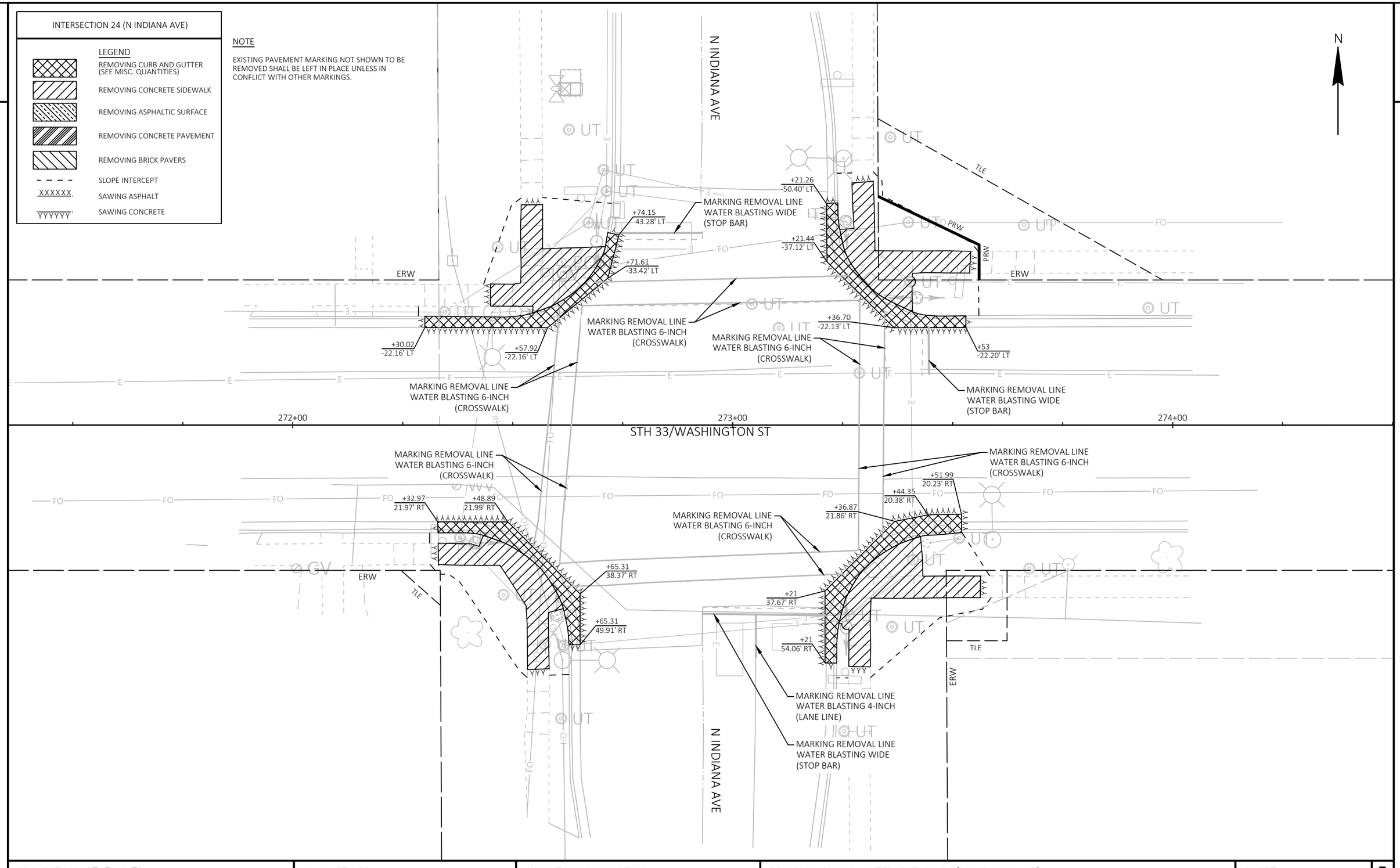
INTERSECTION 24 (N INDIANA AVE)

LEGEND

- REMOVING CURB AND GUTTER (SEE MISC. QUANTITIES)
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE PAVEMENT
- REMOVING BRICK PAVERS
- SLOPE INTERCEPT
- XXXXXX SAWING ASPHALT
- YYYYYY SAWING CONCRETE

NOTE

EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED SHALL BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS.



PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	REMOVAL PLANS - INTERSECTION 24 (N INDIANA AVE)	SHEET 132	E

2

INTERSECTION 24 (N INDIANA AVE)

LEGEND

- CCP — CONCRETE CURB PEDESTRIAN
- CG18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG24A — CONCRETE CURB & GUTTER 24-INCH TYPE A
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36A — CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CP9 — CONCRETE PAVEMENT 9-INCH
- CP10 — CONCRETE PAVEMENT 10-INCH
- CSI — CONCRETE SAFETY ISLAND
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SN02 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- SW5 — CONCRETE SIDEWALK 5-INCH
- SW6 — CONCRETE SIDEWALK 6-INCH
- G6 — GRADED FLARE (6:1 MAX SLOPE)
- P10 — PAVED FLARE (10% MAX SLOPE)
- P6 — PAVED FLARE (6:1 MAX SLOPE)
- ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- SILT FENCE
- INLET PROTECTION TYPE C (UNLESS OTHERWISE NOTED)
- TFE — TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, & SEEDING MIXTURE NO. 40
- ROCK BAGS

N

N INDIANA AVE

MARKING STOP LINE EPOXY 18-INCH (WHITE)

24-NW

ADJUSTING INLET

+75.12 -45.13' LT

+93.06 -45.19' LT

PAETEC FIBER OPTIC

24-NE

ERW

INLET PROTECTION TYPE C SHALL BE PLACED AT NEXT DOWNSTREAM INLET

4.5-Inch Curb Height

MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)

ADDING 24" EXTENDER ARM TO EXISTING PEDESTRIAN PUSH BUTTON

WE ENERGIES ELECTRIC

SPECTRUM OVERHEAD

6'

272+00

273+00

274+00

STH 33/WASHINGTON ST

INLET PROTECTION TYPE C SHALL BE PLACED AT NEXT DOWNSTREAM INLET

3-Inch Curb Height

CITY OF WEST BEND WATER

AT&T FIBER OPTIC

CAUTION

WE ENERGIES GAS

MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)

3-Inch Curb Height

ADJUSTING INLET

24-SW

+93.11 46.01' RT

+21.18 45.87' RT

24-SE

CITY OF WEST BEND WATER

CITY OF WEST BEND STREET LIGHTING

MARKING STOP LINE EPOXY 18-INCH (WHITE)

ADDING 18" EXTENDER ARM TO EXISTING PEDESTRIAN PUSH BUTTON

INLET PROTECTION TYPE C SHALL BE PLACED AT NEXT DOWNSTREAM INLET

N INDIANA AVE

INLET PROTECTION TYPE C SHALL BE PLACED AT NEXT DOWNSTREAM INLET

NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS OTHERWISE NOTED.

SEE SDD "PAVEMENT MARKINGS, MEDIAN ISLAND NOSE" FOR MEDIAN MARKING LAYOUT.

RADIUS TABLE

POINT	Y COORDS	X COORDS	RADIUS
24-NE	185490.142	364254.580	24.00
24-NW	185490.140	364155.906	24.00
24-SE	185393.102	364255.300	25.00
24-SW	185391.994	364144.592	26.00

2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAILS - INTERSECTION 24 (N INDIANA AVE)	SHEET 133	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021203-PD.DWG
LAYOUT NAME - 24

PLOT DATE : 12/19/2025 12:00 PM PLOT BY : JARED BROWN PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

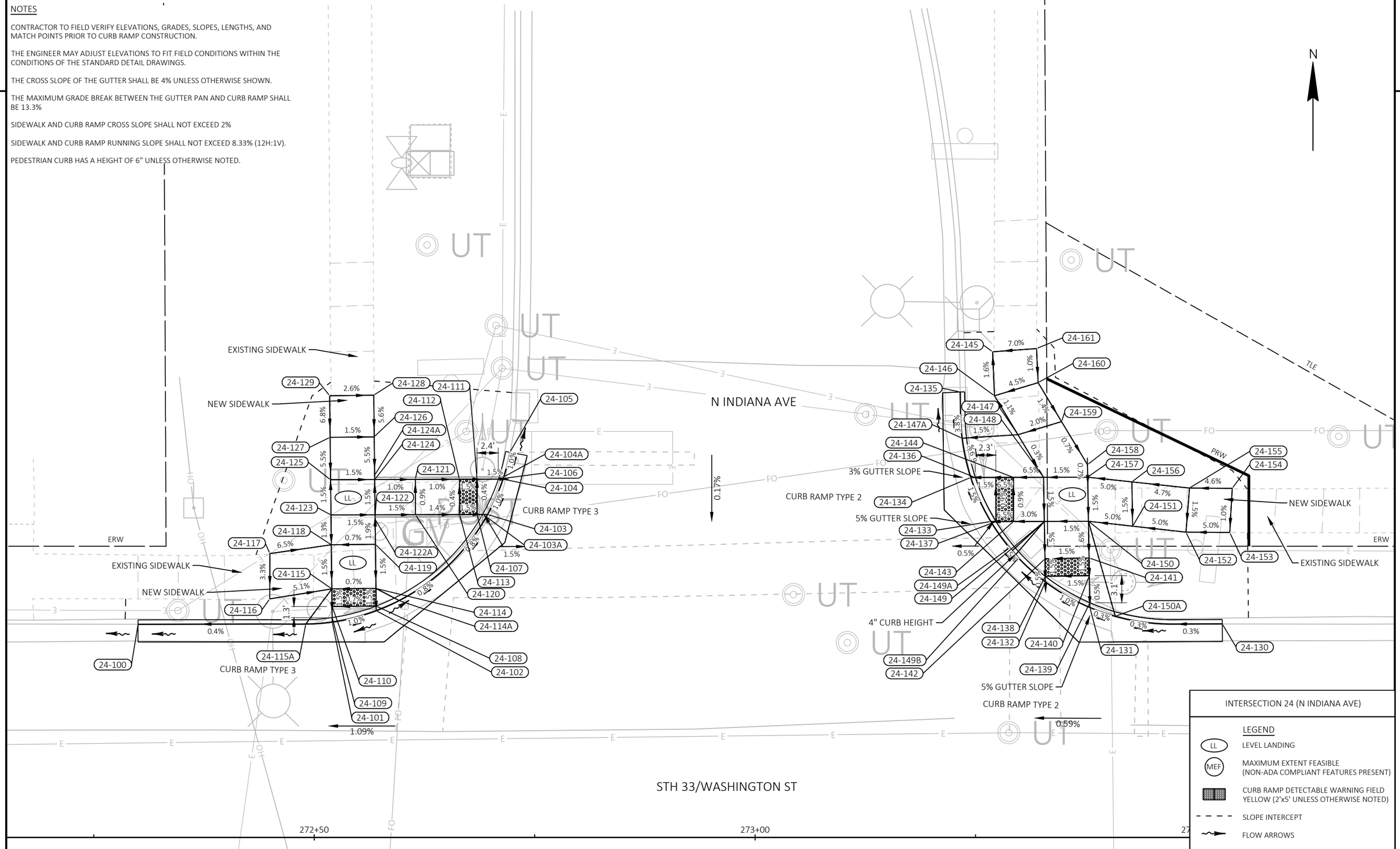
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THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

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INTERSECTION 24 (N INDIANA AVE)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 24 (N INDIANA AVE)	SHEET 134 E

INDIANA AVE NW						INDIANA AVE NW						INDIANA AVE NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
24-100	272+30.01	24.16' LT	939.83	185466.13	364137.30	24-110	272+52.02	26.16' LT	939.94	185468.13	364159.31	24-120	272+61.47	36.58' LT	939.95	185478.55	364168.76
24-101	272+52.04	24.41' LT	939.92	185466.39	364159.33	24-111	272+68.46	40.60' LT	939.83	185482.57	364175.75	24-121	272+61.46	40.58' LT	939.91	185482.55	364168.75
24-102	272+57.02	25.69' LT	939.97	185467.66	364164.31	24-112	272+66.46	40.59' LT	939.86	185482.56	364173.75	24-122	272+56.90	36.56' LT	940.02	185478.54	364164.19
24-103	272+69.65	36.61' LT	939.83	185478.58	364176.94	24-113	272+66.48	36.59' LT	939.88	185478.56	364173.77	24-122A	272+56.90	36.06' LT	940.03	185478.04	364164.19
24-103A	272+69.50	36.36' LT	940.31	185478.33	364176.79	24-114	272+56.99	28.22' LT	940.01	185470.19	364164.28	24-123	272+51.91	36.55' LT	940.09	185478.52	364159.19
24-104	272+71.40	40.61' LT	939.79	185482.58	364178.69	24-114A	272+59.62	26.85' LT	940.45	185468.82	364166.91	24-124	272+56.85	40.56' LT	939.96	185482.53	364164.14
24-104A	272+71.47	40.86' LT	940.29	185482.83	364178.76	24-115	272+51.99	28.16' LT	939.97	185470.13	364159.28	24-124A	272+56.85	41.06' LT	939.99	185483.03	364164.13
24-105	272+72.19	43.66' LT	939.76	185485.63	364179.48	24-115A	272+49.04	24.18' LT	940.41	185466.15	364156.33	24-125	272+51.85	40.55' LT	940.04	185482.52	364159.14
24-106	272+70.87	40.61' LT	939.80	185482.58	364178.16	24-116	272+44.95	27.03' LT	940.34	185469.00	364152.24	24-126	272+56.80	45.41' LT	940.23	185487.38	364164.08
24-107	272+68.47	36.60' LT	939.85	185478.57	364175.76	24-117	272+44.97	32.18' LT	940.51	185474.15	364152.26	24-127	272+51.80	45.35' LT	940.30	185487.32	364159.08
24-108	272+57.02	26.22' LT	939.98	185468.19	364164.31	24-118	272+51.94	33.16' LT	940.05	185475.13	364159.23	24-128	272+56.74	50.13' LT	940.49	185492.10	364164.03
24-109	272+52.03	24.92' LT	939.93	185466.89	364159.32	24-119	272+56.94	33.22' LT	940.08	185475.19	364164.22	24-129	272+51.74	50.07' LT	940.62	185492.04	364159.03

INDIANA AVE NE						INDIANA AVE NE						INDIANA AVE NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
24-130	273+52.99	24.20' LT	940.25	185466.16	364260.28	24-142	273+32.87	31.58' LT	940.18	185473.55	364240.16	24-150A	273+40.85	25.07' LT	940.71	185467.03	364248.14
24-131	273+37.97	26.06' LT	940.20	185468.03	364245.26	24-143	273+29.31	35.81' LT	940.14	185477.78	364236.60	24-151	273+42.81	35.28' LT	940.57	185477.25	364250.10
24-132	273+32.92	28.95' LT	940.15	185470.92	364240.21	24-144	273+29.29	40.81' LT	940.10	185482.78	364236.58	24-152	273+48.86	34.60' LT	940.88	185476.57	364256.15
24-133	273+26.73	35.80' LT	940.01	185477.77	364234.01	24-145	273+26.93	55.05' LT	940.20	185497.02	364234.22	24-153	273+53.83	34.57' LT	941.13	185476.54	364261.12
24-134	273+24.45	40.80' LT	939.92	185482.76	364231.74	24-146	273+27.15	50.07' LT	940.28	185492.04	364234.44	24-154	273+54.11	39.57' LT	941.18	185481.54	364261.40
24-135	273+23.26	50.49' LT	939.52	185492.46	364230.55	24-147	273+29.81	45.65' LT	940.34	185487.62	364237.10	24-155	273+49.26	39.60' LT	940.96	185481.57	364256.55
24-136	273+24.98	40.80' LT	939.93	185482.77	364232.27	24-147A	273+23.47	45.25' LT	939.75	185487.21	364230.76	24-156	273+42.73	40.30' LT	940.65	185482.27	364250.02
24-137	273+27.31	35.81' LT	940.01	185477.77	364234.60	24-148	273+32.72	40.82' LT	940.32	185482.79	364240.01	24-157	273+37.72	40.84' LT	940.39	185482.81	364245.01
24-138	273+32.91	29.59' LT	940.15	185471.56	364240.20	24-149	273+32.80	35.82' LT	940.24	185477.79	364240.09	24-158	273+37.69	42.25' LT	940.40	185484.22	364244.98
24-139	273+37.96	26.61' LT	940.21	185468.57	364245.25	24-149A	273+28.85	32.81' LT	940.06	185474.78	364236.14	24-159	273+34.75	47.14' LT	940.44	185489.11	364242.04
24-140	273+37.91	29.68' LT	940.22	185471.64	364245.20	24-149B	273+29.87	31.66' LT	940.09	185473.63	364237.16	24-160	273+32.09	51.56' LT	940.51	185493.53	364239.38
24-141	273+37.87	31.67' LT	940.25	185473.64	364245.16	24-150	273+37.80	35.84' LT	940.32	185477.81	364245.09	24-161	273+31.92	55.42' LT	940.55	185497.39	364239.21

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

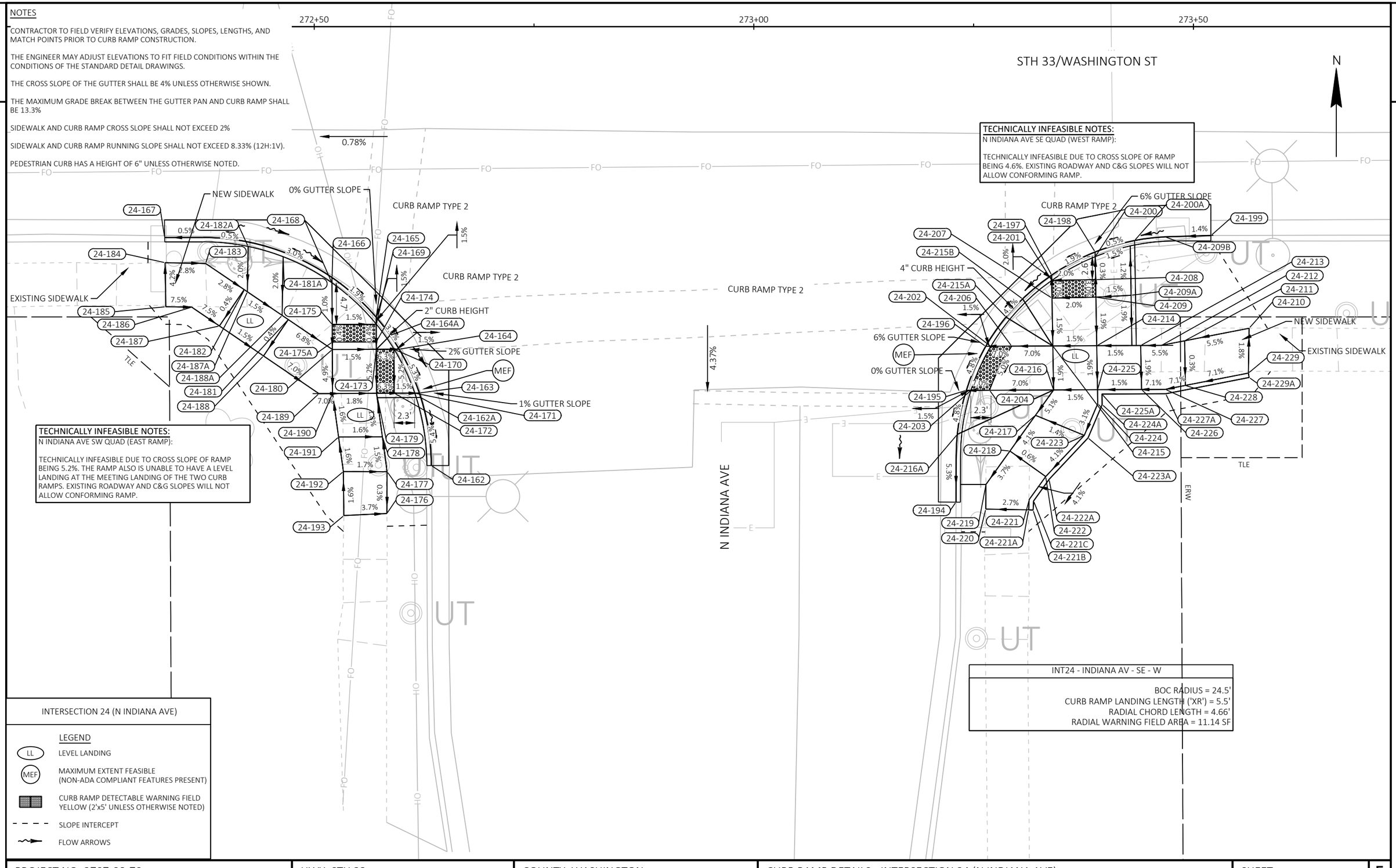
PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

TECHNICALLY INFEASIBLE NOTES:
N INDIANA AVE SW QUAD (EAST RAMP):

TECHNICALLY INFEASIBLE DUE TO CROSS SLOPE OF RAMP BEING 5.2%. THE RAMP ALSO IS UNABLE TO HAVE A LEVEL LANDING AT THE MEETING LANDING OF THE TWO CURB RAMPS. EXISTING ROADWAY AND C&G SLOPES WILL NOT ALLOW CONFORMING RAMP.

TECHNICALLY INFEASIBLE NOTES:
N INDIANA AVE SE QUAD (WEST RAMP):

TECHNICALLY INFEASIBLE DUE TO CROSS SLOPE OF RAMP BEING 4.6%. EXISTING ROADWAY AND C&G SLOPES WILL NOT ALLOW CONFORMING RAMP.



INTERSECTION 24 (N INDIANA AVE)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'x5' UNLESS OTHERWISE NOTED)
- SLOPE INTERCEPT
- FLOW ARROWS

INT24 - INDIANA AV - SE - W
BOC RADIUS = 24.5'
CURB RAMP LANDING LENGTH ('XR') = 5.5'
RADIAL CHORD LENGTH = 4.66'
RADIAL WARNING FIELD AREA = 11.14 SF

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 24 (N INDIANA AVE)	SHEET 136	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021303-CR.DWG
LAYOUT NAME - Int 24 (2)

PLOT DATE : 10/29/2025 12:36 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

INDIANA AVE SE						INDIANA AVE SE						INDIANA AVE SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
24-194	273+23.00	54.07' RT	938.01	185387.90	364230.28	24-209B	273+46.78	23.90' RT	939.57	185418.07	364254.07	24-221B	273+31.76	54.97' RT	938.78	185387.00	364239.05
24-195	273+24.17	41.36' RT	938.65	185400.61	364231.45	24-210	273+56.34	34.29' RT	940.25	185407.68	364263.63	24-221C	273+31.82	53.94' RT	938.95	185388.03	364239.10
24-196	273+26.37	36.35' RT	938.91	185405.62	364233.66	24-211	273+49.00	35.72' RT	939.84	185406.25	364256.29	24-222	273+33.19	51.16' RT	938.96	185390.81	364240.48
24-197	273+33.87	28.25' RT	939.42	185413.72	364241.16	24-212	273+46.36	36.25' RT	939.69	185405.72	364253.64	24-222A	273+33.58	51.48' RT	939.46	185390.49	364240.87
24-198	273+38.83	25.61' RT	939.53	185416.35	364246.11	24-213	273+44.01	36.26' RT	939.56	185405.71	364251.30	24-223	273+37.59	46.47' RT	939.22	185395.49	364244.87
24-199	273+52.01	23.74' RT	939.63	185418.23	364259.29	24-214	273+39.01	36.28' RT	939.49	185405.68	364246.30	24-223A	273+38.01	46.75' RT	939.72	185395.22	364245.30
24-200	273+38.83	26.15' RT	939.53	185415.82	364246.12	24-215	273+34.01	36.31' RT	939.41	185405.66	364241.30	24-224	273+39.12	42.87' RT	939.34	185399.09	364246.41
24-200A	273+43.30	24.32' RT	940.05	185417.64	364250.59	24-215A	273+28.69	33.02' RT	939.60	185408.95	364235.97	24-224A	273+39.62	42.97' RT	939.84	185399.00	364246.91
24-201	273+33.88	28.85' RT	939.43	185413.12	364241.17	24-215B	273+30.58	30.96' RT	939.73	185411.01	364237.87	24-225	273+39.10	41.28' RT	939.39	185400.69	364246.38
24-202	273+26.96	36.35' RT	938.92	185405.62	364234.24	24-216	273+34.09	41.31' RT	939.32	185400.66	364241.38	24-225A	273+39.60	41.78' RT	939.89	185400.19	364246.89
24-203	273+24.69	41.35' RT	938.66	185400.61	364231.98	24-216A	273+23.15	46.36' RT	938.90	185395.61	364230.44	24-226	273+44.10	41.26' RT	939.47	185400.71	364251.38
24-204	273+26.81	41.34' RT	938.81	185400.62	364234.09	24-217	273+32.04	44.18' RT	939.13	185397.78	364239.32	24-227	273+46.80	41.24' RT	939.66	185400.72	364254.09
24-206	273+29.33	36.33' RT	939.09	185405.64	364236.61	24-218	273+29.13	48.26' RT	938.93	185393.71	364236.41	24-227A	273+46.85	41.74' RT	940.16	185400.22	364254.14
24-207	273+33.91	30.85' RT	939.49	185411.12	364241.20	24-219	273+26.40	52.06' RT	938.75	185389.91	364233.69	24-228	273+49.09	40.80' RT	939.82	185401.17	364256.37
24-208	273+38.88	28.77' RT	939.53	185413.20	364246.17	24-220	273+26.39	54.86' RT	938.65	185387.11	364233.68	24-229	273+56.25	39.40' RT	940.34	185402.57	364263.53
24-209	273+38.91	30.77' RT	939.59	185411.20	364246.20	24-221	273+31.33	53.77' RT	938.83	185388.20	364238.61	24-229A	273+56.34	39.89' RT	940.34	185402.08	364263.63
24-209A	273+42.91	30.55' RT	939.66	185411.42	364250.20	24-221A	273+31.26	54.94' RT	938.78	185387.02	364238.55						

INDIANA AVE SW						INDIANA AVE SW						INDIANA AVE SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
24-162	272+63.31	49.91' RT	937.99	185392.06	364170.59	24-173	272+57.06	36.69' RT	938.87	185405.28	364164.35	24-183	272+37.65	26.92' RT	939.60	185415.05	364144.94
24-162A	272+62.09	42.16' RT	938.92	185399.81	364169.38	24-174	272+57.06	35.84' RT	938.87	185406.13	364164.35	24-184	272+33.04	26.84' RT	939.73	185415.13	364140.32
24-163	272+61.94	41.67' RT	938.44	185400.30	364169.23	24-175	272+52.05	33.86' RT	938.96	185408.11	364159.34	24-185	272+33.11	31.84' RT	939.94	185410.13	364140.40
24-164	272+59.65	36.68' RT	938.73	185405.29	364166.93	24-175A	272+52.06	35.86' RT	938.95	185406.11	364159.35	24-186	272+36.07	31.89' RT	939.72	185410.08	364143.36
24-164A	272+58.63	35.11' RT	938.96	185406.86	364165.91	24-176	272+58.27	55.36' RT	938.75	185386.61	364165.56	24-187	272+39.22	34.03' RT	939.43	185407.94	364146.51
24-165	272+57.05	33.06' RT	938.87	185408.91	364164.33	24-177	272+58.29	50.61' RT	938.76	185391.36	364165.58	24-187A	272+42.40	30.15' RT	939.44	185411.83	364149.68
24-166	272+52.02	28.54' RT	939.00	185413.43	364159.31	24-178	272+57.76	46.64' RT	938.70	185395.33	364165.04	24-188	272+44.24	37.44' RT	939.34	185404.53	364151.52
24-167	272+33.00	23.97' RT	939.25	185418.00	364140.28	24-179	272+57.09	41.69' RT	938.61	185400.28	364164.38	24-188A	272+46.35	32.83' RT	939.37	185409.14	364153.64
24-168	272+52.03	29.16' RT	939.00	185412.82	364159.31	24-180	272+52.06	36.71' RT	938.94	185405.26	364159.35	24-189	272+50.54	41.72' RT	938.81	185400.25	364157.82
24-169	272+57.05	33.84' RT	938.88	185408.13	364164.34	24-181	272+47.05	33.31' RT	939.36	185408.67	364154.33	24-190	272+52.09	41.71' RT	938.70	185400.26	364159.38
24-170	272+59.06	36.68' RT	938.74	185405.29	364166.35	24-181A	272+46.47	26.18' RT	939.50	185415.79	364153.75	24-191	272+52.77	46.66' RT	938.78	185395.31	364160.06
24-171	272+61.41	41.67' RT	938.45	185400.30	364168.70	24-182	272+42.06	29.92' RT	939.45	185412.05	364149.35	24-192	272+53.32	50.59' RT	938.85	185391.38	364160.60
24-172	272+59.09	41.67' RT	938.48	185400.30	364166.38	24-182A	272+42.49	25.01' RT	939.55	185416.96	364149.77	24-193	272+53.38	55.59' RT	938.93	185386.38	364160.66

2

INTERSECTION 25 (MID-BLOCK CROSSING WEST OF SCHMIDT RD)

LEGEND

- REMOVING CURB AND GUTTER (SEE MISC. QUANTITIES)
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE PAVEMENT
- SLOPE INTERCEPT
- SAWING ASPHALT
- SAWING CONCRETE

NOTE

EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED TO BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS.

N

2

TLE

+77.03, -49.23' LT

+88.90, -49.36' LT

ERW

+65.09, -33.37' LT

+01.17, -34.23' LT

+77.09, -23.19' LT

+89.08, -23.70' LT

MARKING REMOVAL LINE WATER BLASTING WIDE (DIAGONAL)

280+00

STH 33/WASHINGTON ST

281+00

282+00

MARKING REMOVAL LINE WATER BLASTING WIDE(CROSSWALK)

+77.07, 23.30' RT

+89.06, 23.72' RT

+67.07, 34.47' RT

+96.75, 34.42' RT

ERW

ERW

SIGN

SIGN

TLE

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	REMOVAL PLANS - INTERSECTION 25 (MID-BLOCK CROSSING WEST OF SCHMIDT RD)	SHEET 138	E

FILE NAME : N:\PDS\C3D\27070800\TEMP\NVY\021004-RM.DWG
LAYOUT NAME - 25-1

PLOT DATE : 10/27/2025 10:24 AM PLOT BY : SCHMIDT, JUDENE M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

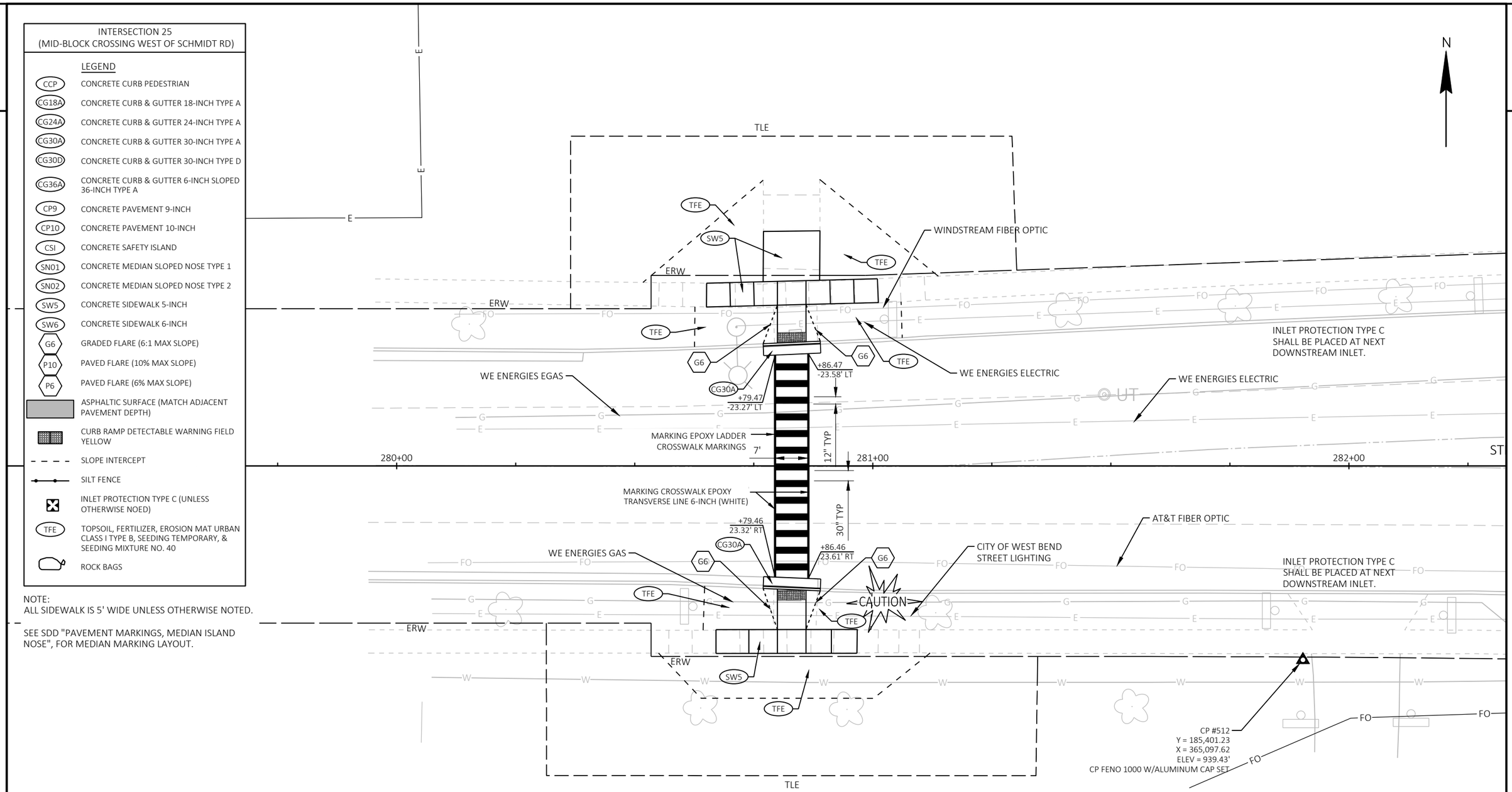
INTERSECTION 25
(MID-BLOCK CROSSING WEST OF SCHMIDT RD)

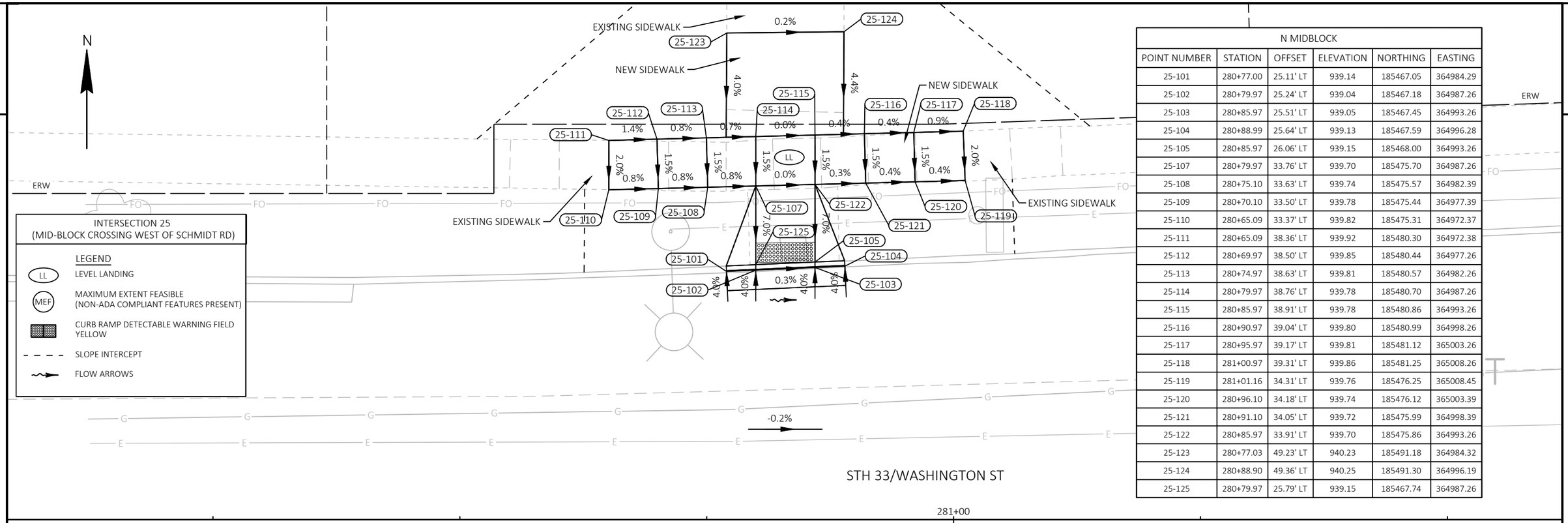
LEGEND

- CCP — CONCRETE CURB PEDESTRIAN
- CG18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG24A — CONCRETE CURB & GUTTER 24-INCH TYPE A
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36A — CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CP9 — CONCRETE PAVEMENT 9-INCH
- CP10 — CONCRETE PAVEMENT 10-INCH
- CSI — CONCRETE SAFETY ISLAND
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SN02 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- SW5 — CONCRETE SIDEWALK 5-INCH
- SW6 — CONCRETE SIDEWALK 6-INCH
- G6 — GRADED FLARE (6:1 MAX SLOPE)
- P10 — PAVED FLARE (10% MAX SLOPE)
- P6 — PAVED FLARE (6% MAX SLOPE)
- ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- SILT FENCE
- INLET PROTECTION TYPE C (UNLESS OTHERWISE NOED)
- TFE — TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, & SEEDING MIXTURE NO. 40
- ROCK BAGS

NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS OTHERWISE NOTED.

SEE SDD "PAVEMENT MARKINGS, MEDIAN ISLAND NOSE", FOR MEDIAN MARKING LAYOUT.





N MIDBLOCK					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
25-101	280+77.00	25.11' LT	939.14	185467.05	364984.29
25-102	280+79.97	25.24' LT	939.04	185467.18	364987.26
25-103	280+85.97	25.51' LT	939.05	185467.45	364993.26
25-104	280+88.99	25.64' LT	939.13	185467.59	364996.28
25-105	280+85.97	26.06' LT	939.15	185468.00	364993.26
25-107	280+79.97	33.76' LT	939.70	185475.70	364987.26
25-108	280+75.10	33.63' LT	939.74	185475.57	364982.39
25-109	280+70.10	33.50' LT	939.78	185475.44	364977.39
25-110	280+65.09	33.37' LT	939.82	185475.31	364972.37
25-111	280+65.09	38.36' LT	939.92	185480.30	364972.38
25-112	280+69.97	38.50' LT	939.85	185480.44	364977.26
25-113	280+74.97	38.63' LT	939.81	185480.57	364982.26
25-114	280+79.97	38.76' LT	939.78	185480.70	364987.26
25-115	280+85.97	38.91' LT	939.78	185480.86	364993.26
25-116	280+90.97	39.04' LT	939.80	185480.99	364998.26
25-117	280+95.97	39.17' LT	939.81	185481.12	365003.26
25-118	281+00.97	39.31' LT	939.86	185481.25	365008.26
25-119	281+01.16	34.31' LT	939.76	185476.25	365008.45
25-120	280+96.10	34.18' LT	939.74	185476.12	365003.39
25-121	280+91.10	34.05' LT	939.72	185475.99	364998.39
25-122	280+85.97	33.91' LT	939.70	185475.86	364993.26
25-123	280+77.03	49.23' LT	940.23	185491.18	364984.32
25-124	280+88.90	49.36' LT	940.25	185491.30	364996.19
25-125	280+79.97	25.79' LT	939.15	185467.74	364987.26

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

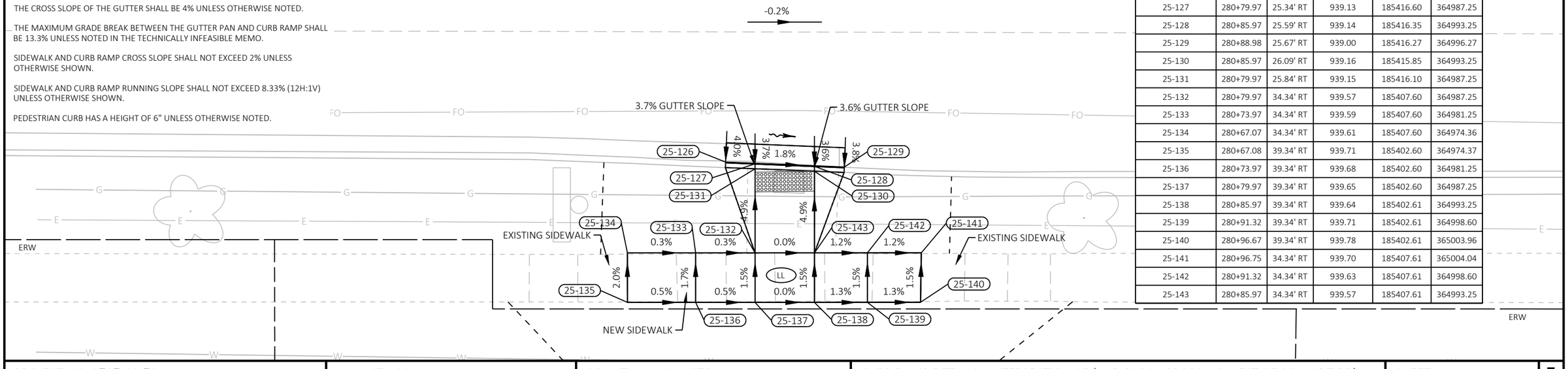
THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE NOTED.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3% UNLESS NOTED IN THE TECHNICALLY INFEASIBLE MEMO.

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS OTHERWISE SHOWN.

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS OTHERWISE SHOWN.

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.



S MIDBLOCK					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
25-126	280+76.99	25.17' RT	939.06	185416.77	364984.28
25-127	280+79.97	25.34' RT	939.13	185416.60	364987.25
25-128	280+85.97	25.59' RT	939.14	185416.35	364993.25
25-129	280+88.98	25.67' RT	939.00	185416.27	364996.27
25-130	280+85.97	26.09' RT	939.16	185415.85	364993.25
25-131	280+79.97	25.84' RT	939.15	185416.10	364987.25
25-132	280+79.97	34.34' RT	939.57	185407.60	364987.25
25-133	280+73.97	34.34' RT	939.59	185407.60	364981.25
25-134	280+67.07	34.34' RT	939.61	185407.60	364974.36
25-135	280+67.08	39.34' RT	939.71	185402.60	364974.37
25-136	280+73.97	39.34' RT	939.68	185402.60	364981.25
25-137	280+79.97	39.34' RT	939.65	185402.60	364987.25
25-138	280+85.97	39.34' RT	939.64	185402.61	364993.25
25-139	280+91.32	39.34' RT	939.71	185402.61	364998.60
25-140	280+96.67	39.34' RT	939.78	185402.61	365003.96
25-141	280+96.75	34.34' RT	939.70	185407.61	365004.04
25-142	280+91.32	34.34' RT	939.63	185407.61	364998.60
25-143	280+85.97	34.34' RT	939.57	185407.61	364993.25

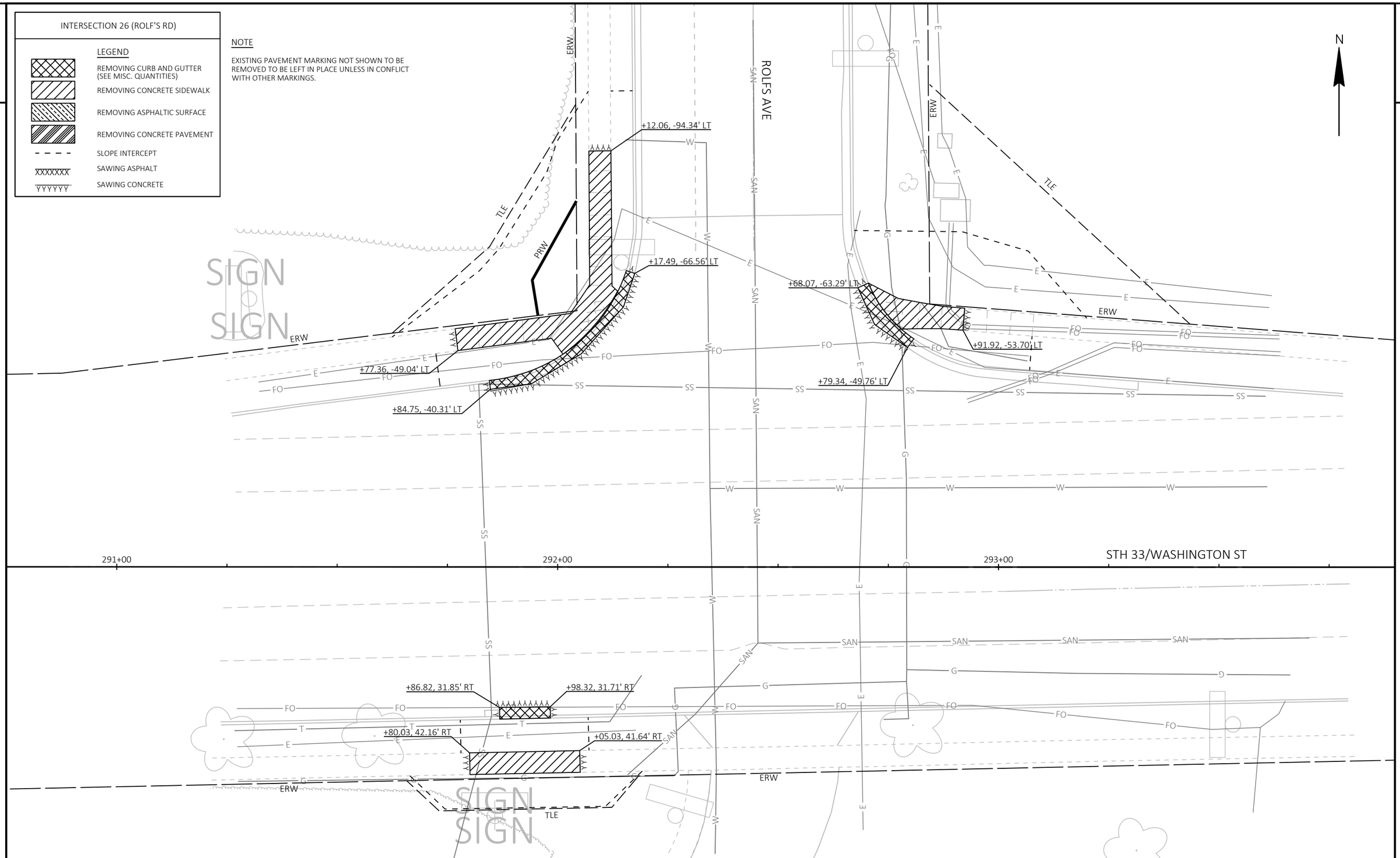
INTERSECTION 26 (ROLF'S RD)

LEGEND

- REMOVING CURB AND GUTTER (SEE MISC. QUANTITIES)
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE PAVEMENT
- SLOPE INTERCEPT
- SAWING ASPHALT
- SAWING CONCRETE

NOTE

EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED TO BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS.



INTERSECTION 26 (ROLFS AVE)

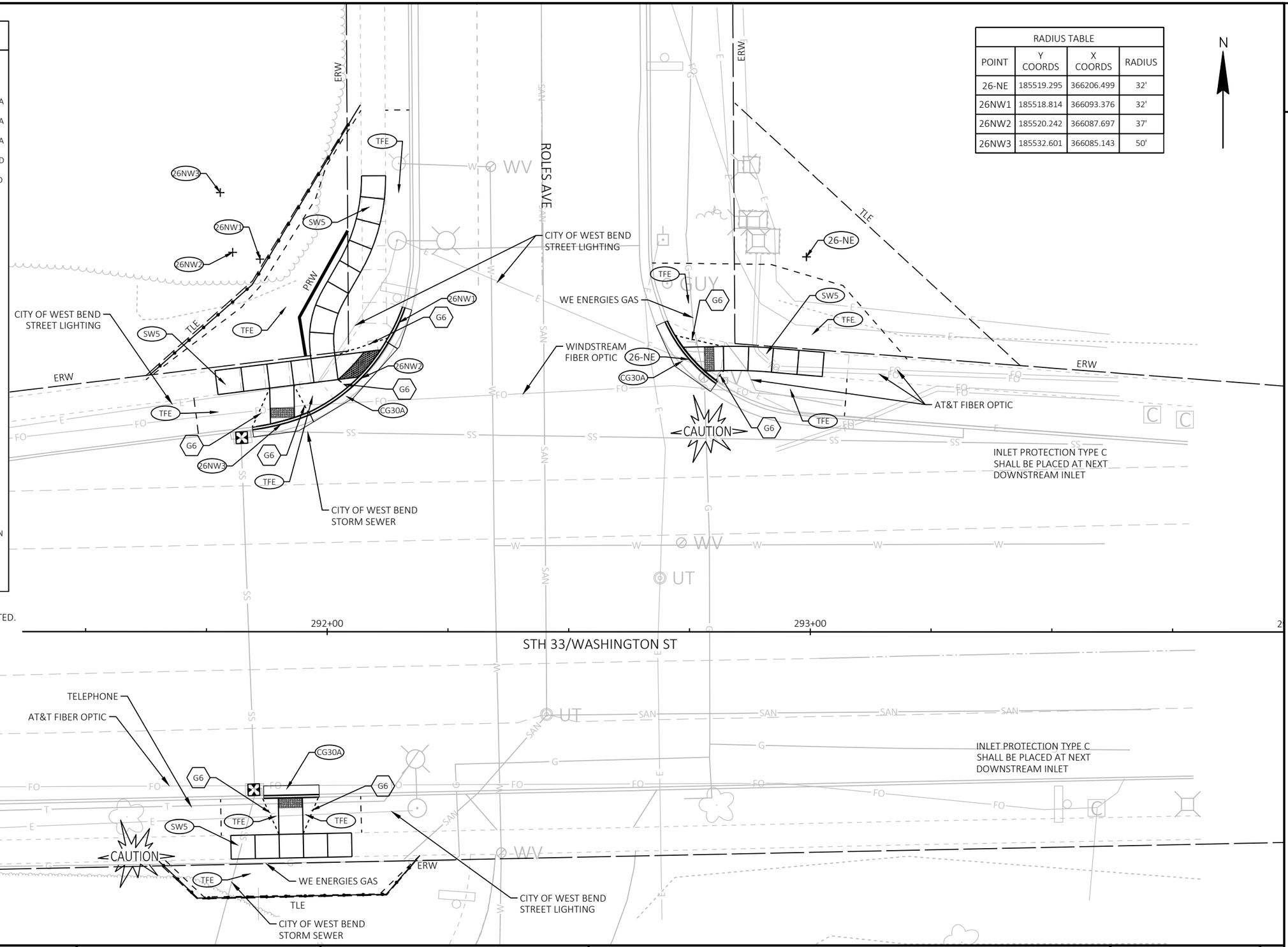
LEGEND

CCP	CONCRETE CURB PEDESTRIAN
CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG24A	CONCRETE CURB & GUTTER 24-INCH TYPE A
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG36A	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
CP9	CONCRETE PAVEMENT 9-INCH TLE
CP10	CONCRETE PAVEMENT 10-INCH
CSI	CONCRETE SAFETY ISLAND
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW5	CONCRETE SIDEWALK 5-INCH
SW6	CONCRETE SIDEWALK 6-INCH
G6	GRADED FLARE (6:1 MAX SLOPE)
P10	PAVED FLARE (10% MAX SLOPE)
P6	PAVED FLARE (6% MAX SLOPE)
	ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	SLOPE INTERCEPT
	SILT FENCE
	INLET PROTECTION TYPE C (UNLESS OTHERWISE NOED)
TFE	TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, & SEEDING MIXTURE NO. 40
	ROCK BAGS

NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS OTHERWISE NOTED.

SEE SDD "PAVEMENT MARKINGS, MEDIAN ISLAND NOSE", FOR MEDIAN MARKING LAYOUT.

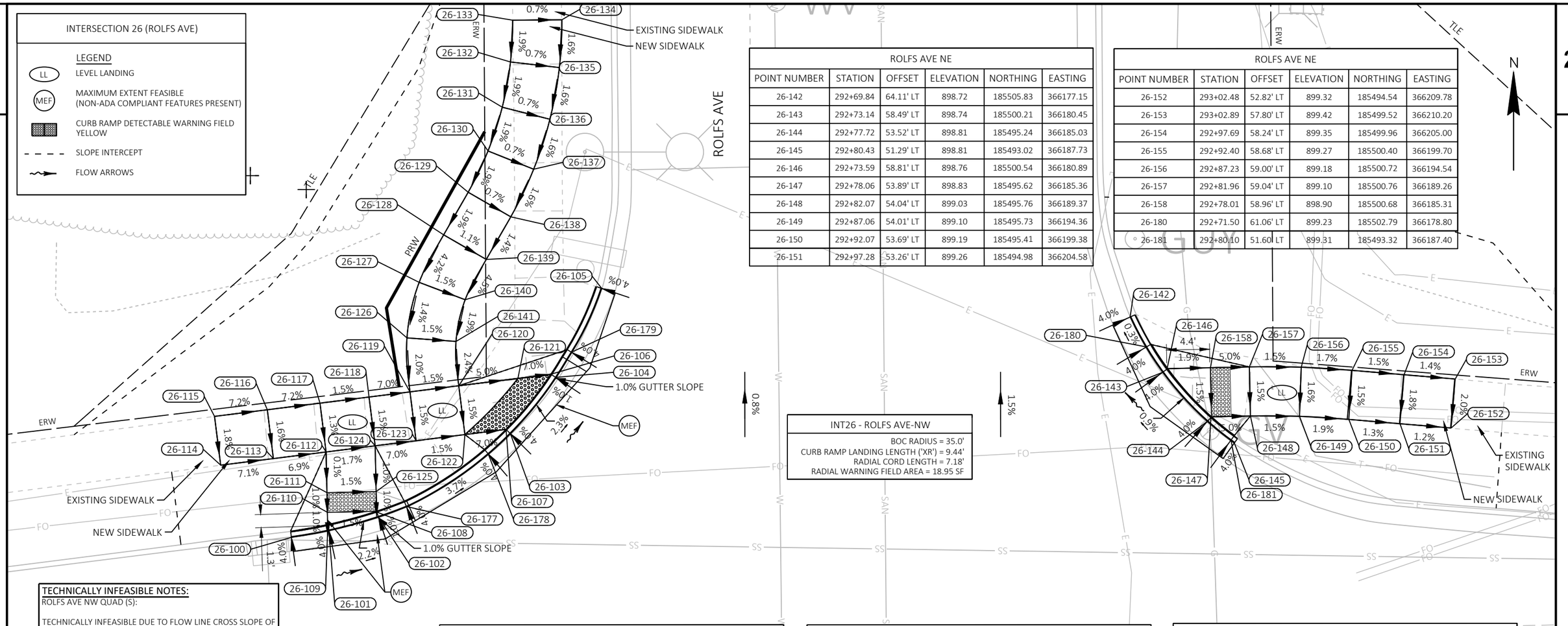
RADIUS TABLE			
POINT	Y COORDS	X COORDS	RADIUS
26-NE	185519.295	366206.499	32'
26NW1	185518.814	366093.376	32'
26NW2	185520.242	366087.697	37'
26NW3	185532.601	366085.143	50'



PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAILS - INTERSECTION 26 (ROLFS AVE)	SHEET 142	E

FILE NAME : N:\PDS\C3D\27070800\TEMP\NVY\021204-PD.DWG
LAYOUT NAME - 26

PLOT DATE : 12/22/2025 7:53 AM PLOT BY : VILLACA, MARTIN B PLOT NAME : PLOT SCALE : 1 IN:20 FT



ROLFS AVE NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
26-142	292+69.84	64.11' LT	898.72	185505.83	366177.15
26-143	292+73.14	58.49' LT	898.74	185500.21	366180.45
26-144	292+77.72	53.52' LT	898.81	185495.24	366185.03
26-145	292+80.43	51.29' LT	898.81	185493.02	366187.73
26-146	292+73.59	58.81' LT	898.76	185500.54	366180.89
26-147	292+78.06	53.89' LT	898.83	185495.62	366185.36
26-148	292+82.07	54.04' LT	899.03	185495.76	366189.37
26-149	292+87.06	54.01' LT	899.10	185495.73	366194.36
26-150	292+92.07	53.69' LT	899.19	185495.41	366199.38
26-151	292+97.28	53.26' LT	899.26	185494.98	366204.58

ROLFS AVE NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
26-152	293+02.48	52.82' LT	899.32	185494.54	366209.78
26-153	293+02.89	57.80' LT	899.42	185499.52	366210.20
26-154	292+97.69	58.24' LT	899.35	185499.96	366205.00
26-155	292+92.40	58.68' LT	899.27	185500.40	366199.70
26-156	292+87.23	59.00' LT	899.18	185500.72	366194.54
26-157	292+81.96	59.04' LT	899.10	185500.76	366189.26
26-158	292+78.01	58.96' LT	898.90	185500.68	366185.31
26-180	292+71.50	61.06' LT	899.23	185502.79	366178.80
26-181	292+80.10	51.60' LT	899.31	185493.32	366187.40

TECHNICALLY INFEASIBLE NOTES:
ROLFS AVE NW QUAD (S):

TECHNICALLY INFEASIBLE DUE TO FLOW LINE CROSS SLOPE OF 2.3%. EXISTING ROADWAY SLOPES WILL NOT ALLOW CONFORMING RAMP. SLOPE BEFORE DWF EXCEEDS 2.1%.

TECHNICALLY INFEASIBLE NOTES:
ROLFS AVE NW QUAD (E)

TECHNICALLY INFEASIBLE DUE TO FLOW LINE CROSS SLOPE OF 2.3%. EXISTING ROADWAY SLOPES WILL NOT ALLOW CONFORMING RAMP.

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE NOTED.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3% UNLESS NOTED IN THE TECHNICALLY INFEASIBLE MEMO.

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS OTHERWISE SHOWN.

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS OTHERWISE SHOWN.

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

ROLFS AVE NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
26-100	291+84.56	41.70' LT	900.98	185483.45	366091.86
26-101	291+88.38	42.37' LT	900.85	185484.12	366095.67
26-102	291+93.41	43.75' LT	900.74	185485.50	366100.71
26-103	292+06.83	52.23' LT	900.14	185493.97	366114.14
26-104	292+11.44	57.97' LT	899.98	185499.71	366118.74
26-105	292+16.12	67.02' LT	899.61	185508.76	366123.42
26-106	292+10.95	58.29' LT	900.00	185500.03	366118.25
26-107	292+06.38	52.68' LT	900.17	185494.42	366113.68
26-108	291+93.24	44.27' LT	900.76	185486.02	366100.54
26-109	291+88.26	42.91' LT	900.88	185484.66	366095.56
26-110	291+88.21	44.25' LT	900.84	185486.00	366095.51
26-111	291+88.17	46.25' LT	900.86	185488.00	366095.47
26-112	291+88.08	50.38' LT	900.90	185492.13	366095.39
26-113	291+82.73	49.71' LT	901.29	185491.47	366090.03
26-114	291+77.37	49.04' LT	901.67	185490.80	366084.67

ROLFS AVE NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
26-115	291+76.74	54.00' LT	901.76	185495.75	366084.04
26-116	291+82.10	54.67' LT	901.37	185496.43	366089.41
26-117	291+87.46	55.34' LT	900.98	185497.09	366094.77
26-118	291+92.45	55.97' LT	900.90	185497.72	366099.75
26-119	291+96.61	56.50' LT	900.61	185498.25	366103.92
26-120	292+01.57	57.11' LT	900.54	185498.86	366108.88
26-121	292+07.59	57.87' LT	900.24	185499.61	366114.89
26-122	292+02.20	52.15' LT	900.46	185493.90	366109.50
26-123	291+97.23	51.53' LT	900.54	185493.28	366104.54
26-124	291+93.07	51.01' LT	900.83	185492.76	366100.37
26-125	291+93.17	46.35' LT	900.78	185488.10	366100.47
26-126	291+96.31	61.99' LT	900.50	185503.73	366103.61
26-127	291+97.55	67.63' LT	900.59	185509.38	366104.86
26-128	292+00.04	72.47' LT	900.36	185514.21	366107.35
26-129	292+02.53	76.80' LT	900.27	185518.54	366109.84

ROLFS AVE NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
26-130	292+04.55	81.00' LT	900.18	185522.74	366111.86
26-131	292+06.00	85.45' LT	900.09	185527.19	366113.31
26-132	292+06.84	90.05' LT	900.01	185531.79	366114.15
26-133	292+07.06	94.30' LT	899.93	185536.04	366114.37
26-134	292+12.06	94.34' LT	899.89	185536.08	366119.37
26-135	292+11.80	89.48' LT	899.97	185531.23	366119.12
26-136	292+10.84	84.22' LT	900.06	185525.97	366118.16
26-137	292+09.19	79.14' LT	900.15	185520.88	366116.50
26-138	292+06.87	74.30' LT	900.23	185516.05	366114.17
26-139	292+04.37	69.97' LT	900.30	185511.71	366111.68
26-140	292+02.23	65.86' LT	900.51	185507.61	366109.53
26-141	292+01.30	61.63' LT	900.43	185503.38	366108.60
26-177	291+96.25	44.84' LT	901.09	185486.58	366103.55
26-178	292+04.56	50.19' LT	900.73	185491.94	366111.86
26-179	292+13.03	60.53' LT	900.35	185502.27	366120.34

292+00

293+00

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 26 (ROLFS AVE)	SHEET 143 E

INTERSECTION 26 (ROLFS AVE)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- FLOW ARROWS

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

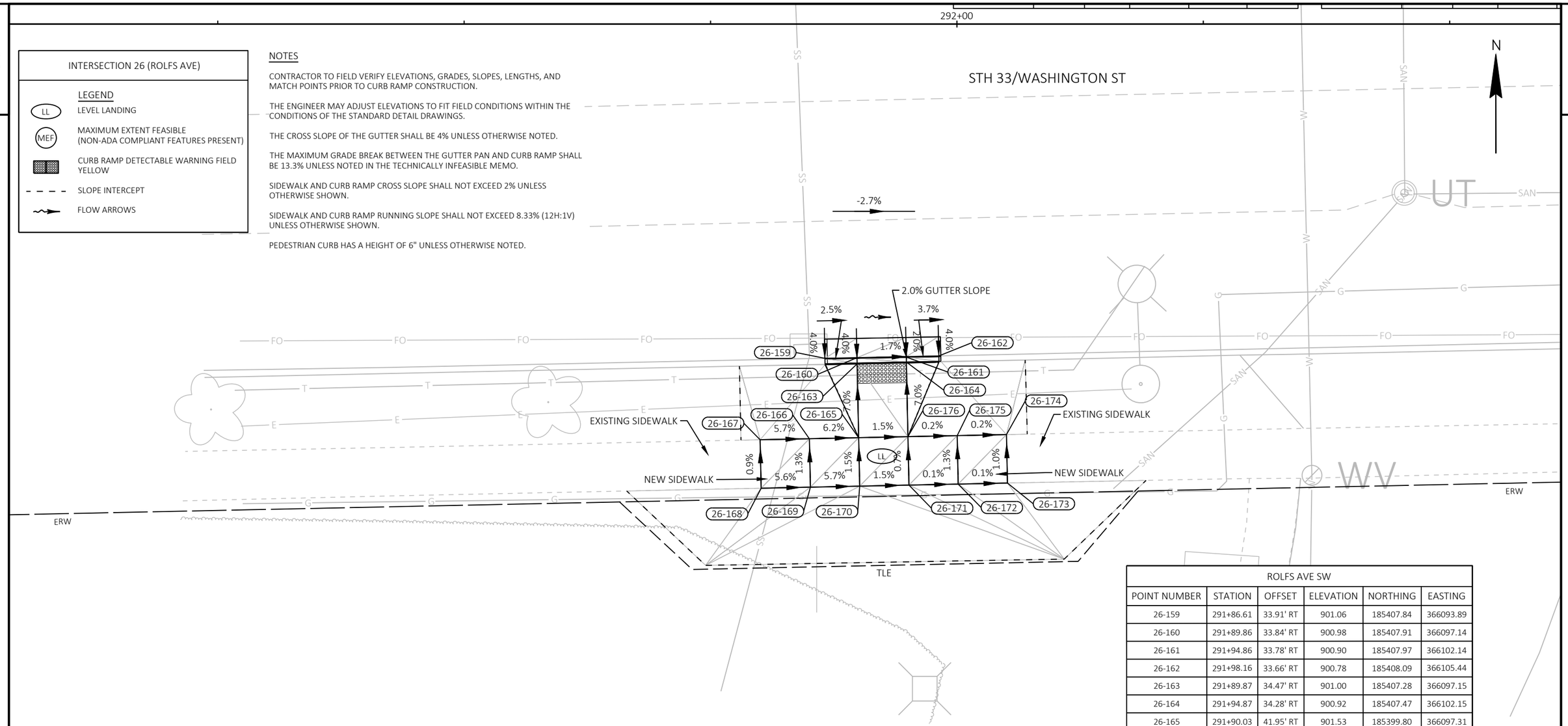
THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE NOTED.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3% UNLESS NOTED IN THE TECHNICALLY INFEASIBLE MEMO.

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS OTHERWISE SHOWN.

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS OTHERWISE SHOWN.

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.



ROLFS AVE SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
26-159	291+86.61	33.91' RT	901.06	185407.84	366093.89
26-160	291+89.86	33.84' RT	900.98	185407.91	366097.14
26-161	291+94.86	33.78' RT	900.90	185407.97	366102.14
26-162	291+98.16	33.66' RT	900.78	185408.09	366105.44
26-163	291+89.87	34.47' RT	901.00	185407.28	366097.15
26-164	291+94.87	34.28' RT	900.92	185407.47	366102.15
26-165	291+90.03	41.95' RT	901.53	185399.80	366097.31
26-166	291+85.03	42.06' RT	901.84	185399.69	366092.31
26-167	291+80.03	42.16' RT	902.12	185399.59	366087.31
26-168	291+80.14	47.07' RT	902.16	185394.68	366087.41
26-169	291+85.13	46.97' RT	901.89	185394.78	366092.41
26-170	291+90.13	46.86' RT	901.60	185394.88	366097.41
26-171	291+95.13	46.76' RT	901.53	185394.99	366102.41
26-172	292+00.13	46.66' RT	901.52	185395.09	366107.41
26-173	292+05.13	46.55' RT	901.52	185395.19	366112.40
26-174	292+05.03	41.64' RT	901.47	185400.11	366112.30
26-175	292+00.03	41.74' RT	901.46	185400.00	366107.30
26-176	291+95.03	41.85' RT	901.45	185399.90	366102.30

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 26 (ROLFS AVE)	SHEET 144	E

FILE NAME : N:\PDS\C3D\27070800\TEMP\NVY\021304-CR.DWG
LAYOUT NAME - 26b

PLOT DATE : 10/28/2025 2:57 PM PLOT BY : SCHMIDT, JUDENE M PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

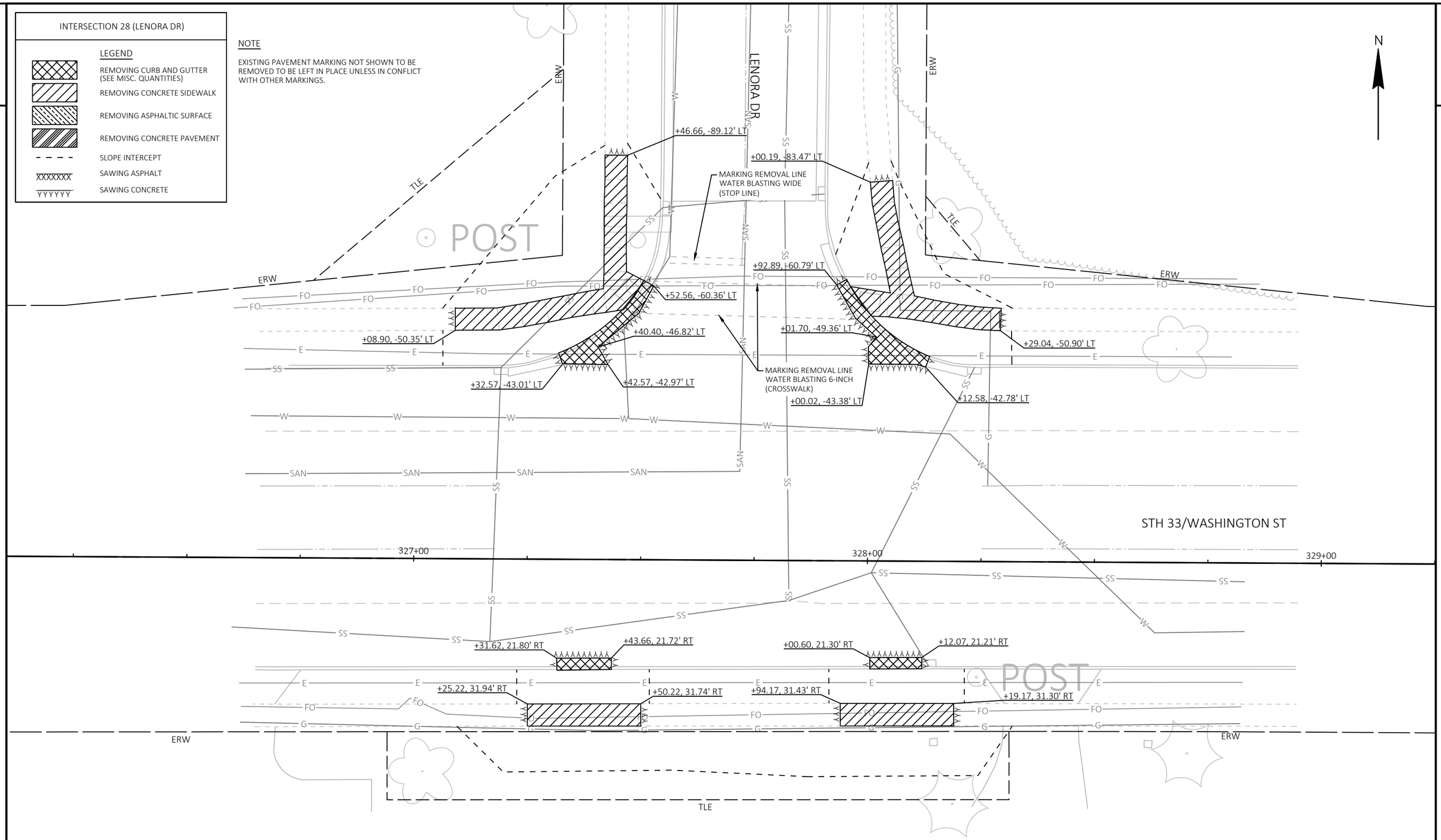
INTERSECTION 28 (LENORA DR)

LEGEND

- REMOVING CURB AND GUTTER (SEE MISC. QUANTITIES)
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE PAVEMENT
- SLOPE INTERCEPT
- SAWING ASPHALT
- SAWING CONCRETE

NOTE

EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED TO BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS.



2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	REMOVAL PLANS - INTERSECTION 28 (LENORA DR)	SHEET 145	E

FILE NAME : N:\PDS\C3D\27070800\TEMP\NVY\021004-RM.DWG
LAYOUT NAME - 28

PLOT DATE : 10/27/2025 10:25 AM PLOT BY : SCHMIDT, JUDENE M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

INTERSECTION 28
(LENORA DR)

LEGEND

CCP	CONCRETE CURB PEDESTRIAN
CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG24A	CONCRETE CURB & GUTTER 24-INCH TYPE A
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG36A	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
CP9	CONCRETE PAVEMENT 9-INCH
CP10	CONCRETE PAVEMENT 10-INCH
CSI	CONCRETE SAFETY ISLAND
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW5	CONCRETE SIDEWALK 5-INCH
SW6	CONCRETE SIDEWALK 6-INCH
G6	GRADED FLARE (6:1 MAX SLOPE)
P10	PAVED FLARE (10% MAX SLOPE)
P6	PAVED FLARE (6% MAX SLOPE)
	ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	SLOPE INTERCEPT
	SILT FENCE
	INLET PROTECTION TYPE C (UNLESS OTHERWISE NOED)
TFE	TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, & SEEDING MIXTURE NO. 40
	ROCK BAGS

RADIUS TABLE			
POINT	Y COORDS	X COORDS	RADIUS
28NE1	185521.057	369749.887	55'
28NE2	185507.743	369732.576	33'
28NW1	185509.931	369628.622	34'
28NW2	1855317.015	369623.896	42'

N

MARKING STOP LINE
EPOXY 18-INCH (WHITE)

LENORA DR

CITY OF WEST BEND
STORM SEWER

+71.92
-64.57' LT

+54.37
-64.47' LT

AT&T
FIBER OPTIC

WE ENERGIES GAS

CITY OF WEST BEND
STREET LIGHTING

CITY OF
WEST BEND
WATER

MARKING CROSSWALK EPOXY
TRANSVERSE LINE 6-INCH (WHITE)

CAUTION

7'

327+00 STH 33/WASHINGTON ST 328+00 329+00

NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS OTHERWISE NOTED.

SEE SDD "PAVEMENT MARKINGS, MEDIAN ISLAND NOSE", FOR MEDIAN MARKING LAYOUT.

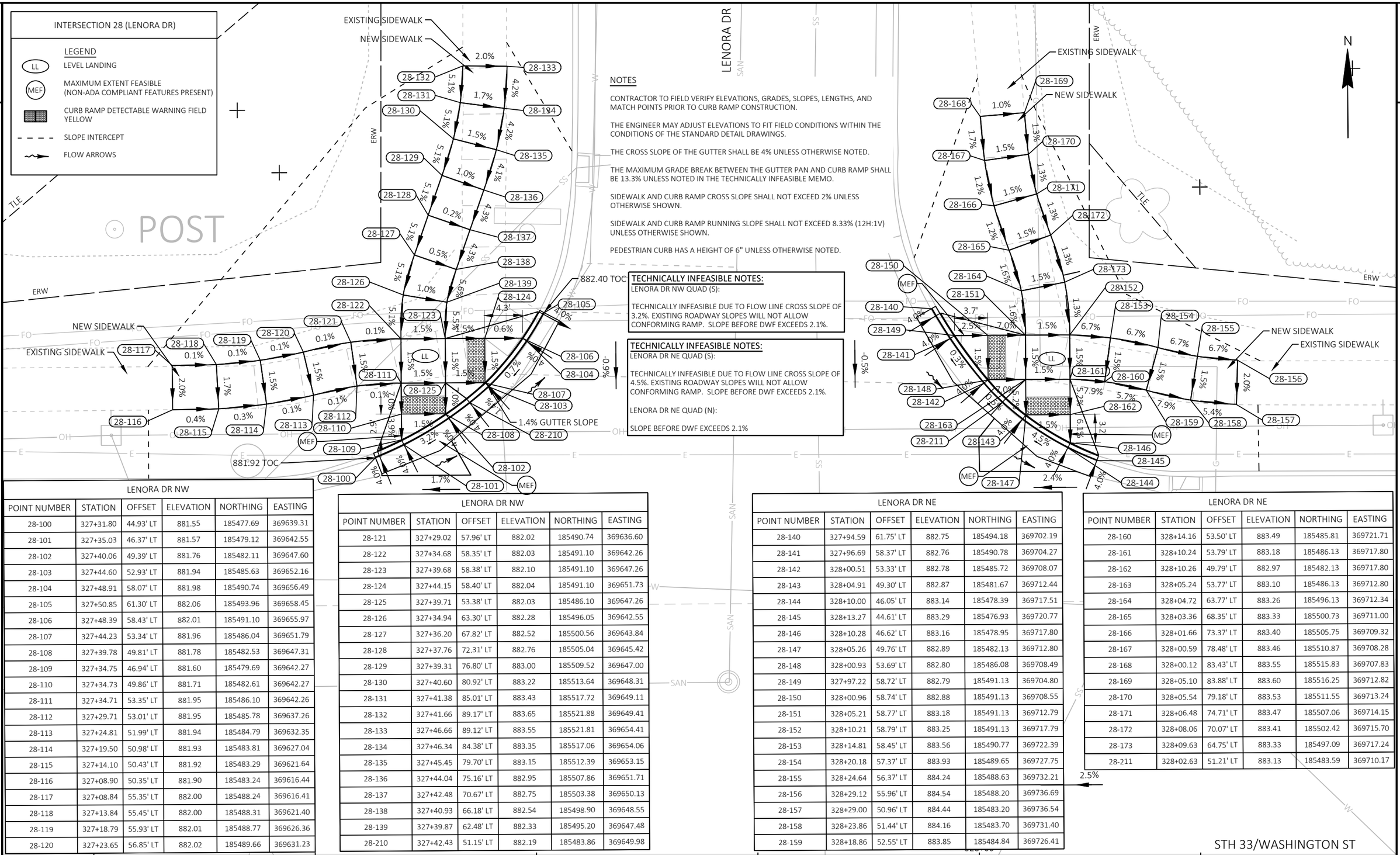
INLET PROTECTION TYPE C
SHALL BE PLACED AT NEXT
DOWNSTREAM INLET

AT&T
FIBER OPTIC

CITY OF WEST BEND
STREET LIGHTING

CAUTION

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAILS - INTERSECTION 28 (LENORA DR)	SHEET 146	E



LENORA DR NW

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
28-100	327+31.80	44.93' LT	881.55	185477.69	369639.31
28-101	327+35.03	46.37' LT	881.57	185479.12	369642.55
28-102	327+40.06	49.39' LT	881.76	185482.11	369647.60
28-103	327+44.60	52.93' LT	881.94	185485.63	369652.16
28-104	327+48.91	58.07' LT	881.98	185490.74	369656.49
28-105	327+50.85	61.30' LT	882.06	185493.96	369658.45
28-106	327+48.39	58.43' LT	882.01	185491.10	369655.97
28-107	327+44.23	53.34' LT	881.96	185486.04	369651.79
28-108	327+39.78	49.81' LT	881.78	185482.53	369647.31
28-109	327+34.75	46.94' LT	881.60	185479.69	369642.27
28-110	327+34.73	49.86' LT	881.71	185482.61	369642.27
28-111	327+34.71	53.35' LT	881.95	185486.10	369642.26
28-112	327+29.71	53.01' LT	881.95	185485.78	369637.26
28-113	327+24.81	51.99' LT	881.94	185484.79	369632.35
28-114	327+19.50	50.98' LT	881.93	185483.81	369627.04
28-115	327+14.10	50.43' LT	881.92	185483.29	369621.64
28-116	327+08.90	50.35' LT	881.90	185483.24	369616.44
28-117	327+08.84	55.35' LT	882.00	185488.24	369616.41
28-118	327+13.84	55.45' LT	882.00	185488.31	369621.40
28-119	327+18.79	55.93' LT	882.01	185488.77	369626.36
28-120	327+23.65	56.85' LT	882.02	185489.66	369631.23

LENORA DR NW

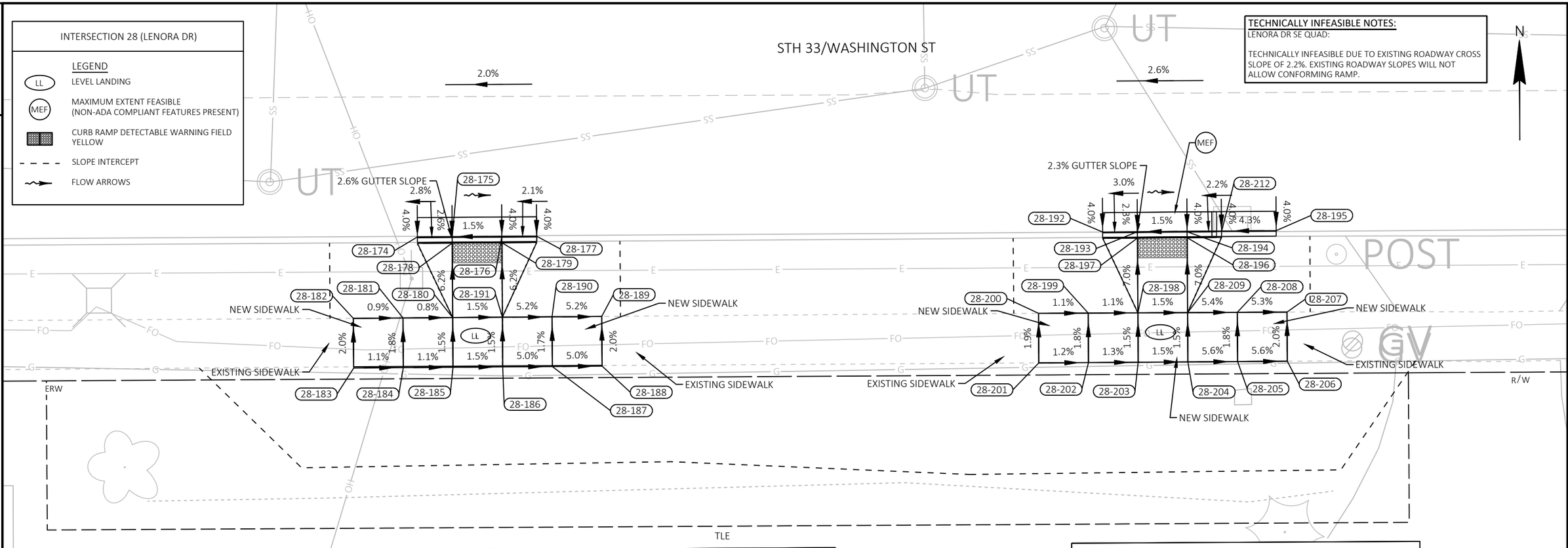
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
28-121	327+29.02	57.96' LT	882.02	185490.74	369636.60
28-122	327+34.68	58.35' LT	882.03	185491.10	369642.26
28-123	327+39.68	58.38' LT	882.10	185491.10	369647.26
28-124	327+44.15	58.40' LT	882.04	185491.10	369651.73
28-125	327+39.71	53.38' LT	882.03	185486.10	369647.26
28-126	327+34.94	63.30' LT	882.28	185496.05	369642.55
28-127	327+36.20	67.82' LT	882.52	185500.56	369643.84
28-128	327+37.76	72.31' LT	882.76	185505.04	369645.42
28-129	327+39.31	76.80' LT	883.00	185509.52	369647.00
28-130	327+40.60	80.92' LT	883.22	185513.64	369648.31
28-131	327+41.38	85.01' LT	883.43	185517.72	369649.11
28-132	327+41.66	89.17' LT	883.65	185521.88	369649.41
28-133	327+46.66	89.12' LT	883.55	185521.81	369654.41
28-134	327+46.34	84.38' LT	883.35	185517.06	369654.06
28-135	327+45.45	79.70' LT	883.15	185512.39	369653.15
28-136	327+44.04	75.16' LT	882.95	185507.86	369651.71
28-137	327+42.48	70.67' LT	882.75	185503.38	369650.13
28-138	327+40.93	66.18' LT	882.54	185498.90	369648.55
28-139	327+39.87	62.48' LT	882.33	185495.20	369647.48
28-210	327+42.43	51.15' LT	882.19	185483.86	369649.98

LENORA DR NE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
28-140	327+94.59	61.75' LT	882.75	185494.18	369702.19
28-141	327+96.69	58.37' LT	882.76	185490.78	369704.27
28-142	328+00.51	53.33' LT	882.78	185485.72	369708.07
28-143	328+04.91	49.30' LT	882.87	185481.67	369712.44
28-144	328+10.00	46.05' LT	883.14	185478.39	369717.51
28-145	328+13.27	44.61' LT	883.29	185476.93	369720.77
28-146	328+10.28	46.62' LT	883.16	185478.95	369717.80
28-147	328+05.26	49.76' LT	882.89	185482.13	369712.80
28-148	328+00.93	53.69' LT	882.80	185486.08	369708.49
28-149	327+97.22	58.72' LT	882.79	185491.13	369704.80
28-150	328+00.96	58.74' LT	882.88	185491.13	369708.55
28-151	328+05.21	58.77' LT	883.18	185491.13	369712.79
28-152	328+10.21	58.79' LT	883.25	185491.13	369717.79
28-153	328+14.81	58.45' LT	883.56	185490.77	369722.39
28-154	328+20.18	57.37' LT	883.93	185489.65	369727.75
28-155	328+24.64	56.37' LT	884.24	185488.63	369732.21
28-156	328+29.12	55.96' LT	884.54	185488.20	369736.69
28-157	328+29.00	50.96' LT	884.44	185483.20	369736.54
28-158	328+23.86	51.44' LT	884.16	185483.70	369731.40
28-159	328+18.86	52.55' LT	883.85	185484.84	369726.41

LENORA DR NE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
28-160	328+14.16	53.50' LT	883.49	185485.81	369721.71
28-161	328+10.24	53.79' LT	883.18	185486.13	369717.80
28-162	328+10.26	49.79' LT	882.97	185482.13	369717.80
28-163	328+05.24	53.77' LT	883.10	185486.13	369712.80
28-164	328+04.72	63.77' LT	883.26	185496.13	369712.34
28-165	328+03.36	68.35' LT	883.33	185500.73	369711.00
28-166	328+01.66	73.37' LT	883.40	185505.75	369709.32
28-167	328+00.59	78.48' LT	883.46	185510.87	369708.28
28-168	328+00.12	83.43' LT	883.55	185515.83	369707.83
28-169	328+05.10	83.88' LT	883.60	185516.25	369712.82
28-170	328+05.54	79.18' LT	883.53	185511.55	369713.24
28-171	328+06.48	74.71' LT	883.47	185507.06	369714.15
28-172	328+08.06	70.07' LT	883.41	185502.42	369715.70
28-173	328+09.63	64.75' LT	883.33	185497.09	369717.24
28-211	328+02.63	51.21' LT	883.13	185483.59	369710.17



NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE NOTED.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3% UNLESS NOTED IN THE TECHNICALLY INFEASIBLE MEMO.

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS OTHERWISE SHOWN.

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS OTHERWISE SHOWN.

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

LENORA DR SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
28-174	327+31.67	23.75' RT	881.47	185409.01	369638.81
28-175	327+35.17	23.73' RT	881.57	185409.02	369642.31
28-176	327+40.17	23.69' RT	881.65	185409.03	369647.31
28-177	327+43.67	23.67' RT	881.72	185409.03	369650.81
28-178	327+35.17	24.36' RT	881.59	185408.38	369642.31
28-179	327+40.17	24.33' RT	881.67	185408.39	369647.31
28-180	327+35.22	31.85' RT	882.06	185400.89	369642.31
28-181	327+30.22	31.89' RT	882.10	185400.88	369637.31
28-182	327+25.22	31.93' RT	882.14	185400.87	369632.31
28-183	327+25.26	36.93' RT	882.24	185395.87	369632.32
28-184	327+30.25	36.89' RT	882.19	185395.88	369637.31
28-185	327+35.25	36.85' RT	882.13	185395.89	369642.31
28-186	327+40.25	36.82' RT	882.21	185395.90	369647.31
28-187	327+45.25	36.78' RT	881.96	185395.92	369652.31
28-188	327+50.26	36.74' RT	881.71	185395.93	369657.32
28-189	327+50.22	31.74' RT	881.61	185400.93	369657.31
28-190	327+45.22	31.78' RT	881.87	185400.92	369652.31
28-191	327+40.22	31.82' RT	882.13	185400.90	369647.31

LENORA DR SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
28-192	328+00.62	23.25' RT	882.89	185409.14	369707.76
28-193	328+04.12	23.23' RT	882.99	185409.15	369711.26
28-194	328+09.12	23.23' RT	883.07	185409.11	369716.26
28-195	328+18.09	23.11' RT	883.40	185409.18	369725.22
28-196	328+09.13	23.82' RT	883.09	185408.52	369716.26
28-197	328+04.13	23.86' RT	883.02	185408.51	369711.26
28-198	328+04.17	31.38' RT	883.54	185400.99	369711.26
28-199	327+99.17	31.41' RT	883.59	185400.99	369706.26
28-200	327+94.17	31.43' RT	883.65	185400.99	369701.26
28-201	327+94.20	36.41' RT	883.74	185396.01	369701.27
28-202	327+99.20	36.38' RT	883.68	185396.02	369706.27
28-203	328+04.20	36.35' RT	883.62	185396.03	369711.27
28-204	328+09.20	36.31' RT	883.69	185396.03	369716.27
28-205	328+14.20	36.28' RT	883.97	185396.04	369721.27
28-206	328+19.20	36.25' RT	884.25	185396.04	369726.27
28-207	328+19.17	31.30' RT	884.15	185400.99	369726.26
28-208	328+14.17	31.33' RT	883.89	185400.99	369721.26
28-209	328+09.17	31.36' RT	883.62	185400.99	369716.26
28-212	328+12.59	23.21' RT	883.66	185409.12	369719.72

2

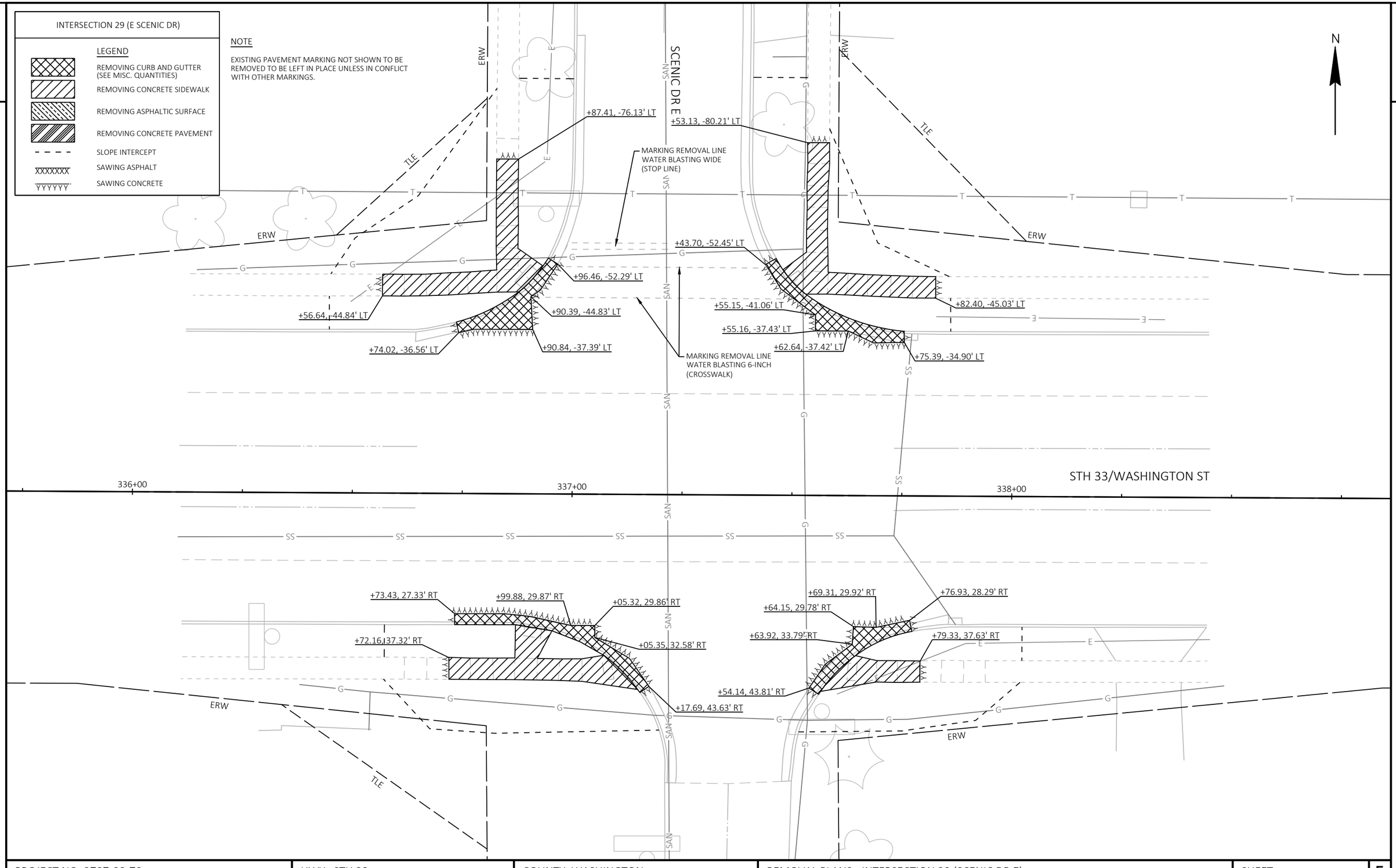
INTERSECTION 29 (E SCENIC DR)

LEGEND

- REMOVING CURB AND GUTTER (SEE MISC. QUANTITIES)
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE PAVEMENT
- SLOPE INTERCEPT
- SAWING ASPHALT
- SAWING CONCRETE

NOTE

EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED TO BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS.



2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	REMOVAL PLANS - INTERSECTION 29 (SCENIC DR E)	SHEET 149	E

INTERSECTION 29
(SCENIC DR E)

LEGEND

- CCP — CONCRETE CURB PEDESTRIAN
- CG18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG24A — CONCRETE CURB & GUTTER 24-INCH TYPE A
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36A — CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CP9 — CONCRETE PAVEMENT 9-INCH
- CP10 — CONCRETE PAVEMENT 10-INCH
- CSI — CONCRETE SAFETY ISLAND
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SN02 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- SW5 — CONCRETE SIDEWALK 5-INCH
- SW6 — CONCRETE SIDEWALK 6-INCH
- G6 — GRADED FLARE (6:1 MAX SLOPE)
- P10 — PAVED FLARE (10% MAX SLOPE)
- P6 — PAVED FLARE (6% MAX SLOPE)
- ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- SILT FENCE
- INLET PROTECTION TYPE C (UNLESS OTHERWISE NOED)
- TFE — TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, & SEEDING MIXTURE NO. 40
- ROCK BAGS

NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS OTHERWISE NOTED.

SEE SDD "PAVEMENT MARKINGS, MEDIAN ISLAND NOSE", FOR MEDIAN MARKING LAYOUT.

RADIUS TABLE			
POINT	Y COORDS	X COORDS	RADIUS
29-NE	185497.601	370682.356	33.5'
29-NW	185500.033	370573.225	35'
29-SW	185362.235	370593.861	35.5'
29-SE	185382.228	370690.824	33'

N

INLET PROTECTION TYPE C SHALL BE PLACED AT NEXT DOWNSTREAM INLET

MARKING STOP LINE EPOXY 18-INCH (WHITE)

SCENIC DR E

CITY OF WEST BEND STREET LIGHTING

AT&T TELEPHONE

WE ENERGIES GAS

+98.70 -56.84' LT

+20.87 -56.83' LT

MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)

CITY OF WEST BEND STORM SEWER

337+00 STH 33/WASHINGTON ST 338+00

INLET PROTECTION TYPE C SHALL BE PLACED AT NEXT DOWNSTREAM INLET

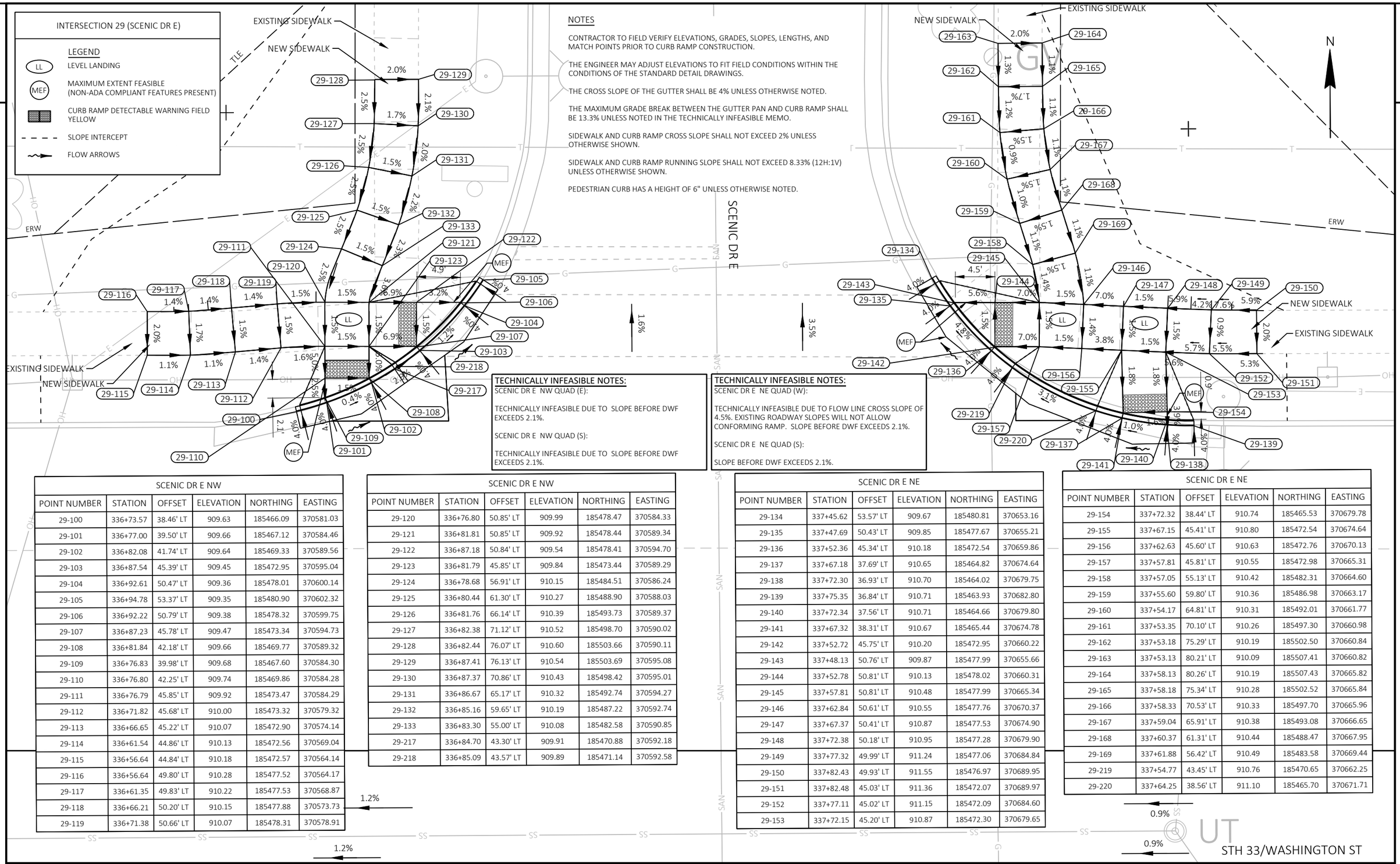
INLET PROTECTION TYPE C SHALL BE PLACED AT NEXT DOWNSTREAM INLET

CAUTION

ERW

TLE

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAILS - INTERSECTION 29 (SCENIC DR E)	SHEET 150	E



TECHNICALLY INFEASIBLE NOTES:

SCENIC DR E NW QUAD (E):

TECHNICALLY INFEASIBLE DUE TO SLOPE BEFORE DWF EXCEEDS 2.1%.

SCENIC DR E NW QUAD (S):

TECHNICALLY INFEASIBLE DUE TO SLOPE BEFORE DWF EXCEEDS 2.1%.

TECHNICALLY INFEASIBLE NOTES:

SCENIC DR E NE QUAD (W):

TECHNICALLY INFEASIBLE DUE TO FLOW LINE CROSS SLOPE OF 4.5%. EXISTING ROADWAY SLOPES WILL NOT ALLOW CONFORMING RAMP. SLOPE BEFORE DWF EXCEEDS 2.1%.

SCENIC DR E NE QUAD (S):

SLOPE BEFORE DWF EXCEEDS 2.1%.

SCENIC DR E NW

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
29-100	336+73.57	38.46' LT	909.63	185466.09	370581.03
29-101	336+77.00	39.50' LT	909.66	185467.12	370584.46
29-102	336+82.08	41.74' LT	909.64	185469.33	370589.56
29-103	336+87.54	45.39' LT	909.45	185472.95	370595.04
29-104	336+92.61	50.47' LT	909.36	185478.01	370600.14
29-105	336+94.78	53.37' LT	909.35	185480.90	370602.32
29-106	336+92.22	50.79' LT	909.38	185478.32	370599.75
29-107	336+87.23	45.78' LT	909.47	185473.34	370594.73
29-108	336+81.84	42.18' LT	909.66	185469.77	370589.32
29-109	336+76.83	39.98' LT	909.68	185467.60	370584.30
29-110	336+76.80	42.25' LT	909.74	185469.86	370584.28
29-111	336+76.79	45.85' LT	909.92	185473.47	370584.29
29-112	336+71.82	45.68' LT	910.00	185473.32	370579.32
29-113	336+66.65	45.22' LT	910.07	185472.90	370574.14
29-114	336+61.54	44.86' LT	910.13	185472.56	370569.04
29-115	336+56.64	44.84' LT	910.18	185472.57	370564.14
29-116	336+56.64	49.80' LT	910.28	185477.52	370564.17
29-117	336+61.35	49.83' LT	910.22	185477.53	370568.87
29-118	336+66.21	50.20' LT	910.15	185477.88	370573.73
29-119	336+71.38	50.66' LT	910.07	185478.31	370578.91

SCENIC DR E NW

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
29-120	336+76.80	50.85' LT	909.99	185478.47	370584.33
29-121	336+81.81	50.85' LT	909.92	185478.44	370589.34
29-122	336+87.18	50.84' LT	909.54	185478.41	370594.70
29-123	336+81.79	45.85' LT	909.84	185473.44	370589.29
29-124	336+78.68	56.91' LT	910.15	185484.51	370586.24
29-125	336+80.44	61.30' LT	910.27	185488.90	370588.03
29-126	336+81.76	66.14' LT	910.39	185493.73	370589.37
29-127	336+82.38	71.12' LT	910.52	185498.70	370590.02
29-128	336+82.44	76.07' LT	910.60	185503.66	370590.11
29-129	336+87.41	76.13' LT	910.54	185503.69	370595.08
29-130	336+87.37	70.86' LT	910.43	185498.42	370595.01
29-131	336+86.67	65.17' LT	910.32	185492.74	370594.27
29-132	336+85.16	59.65' LT	910.19	185487.22	370592.74
29-133	336+83.30	55.00' LT	910.08	185482.58	370590.85
29-217	336+84.70	43.30' LT	909.91	185470.88	370592.18
29-218	336+85.09	43.57' LT	909.89	185471.14	370592.58

SCENIC DR E NE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
29-134	337+45.62	53.57' LT	909.67	185480.81	370653.16
29-135	337+47.69	50.43' LT	909.85	185477.67	370655.21
29-136	337+52.36	45.34' LT	910.18	185472.54	370659.86
29-137	337+67.18	37.69' LT	910.65	185464.82	370674.64
29-138	337+72.30	36.93' LT	910.70	185464.02	370679.75
29-139	337+75.35	36.84' LT	910.71	185463.93	370682.80
29-140	337+72.34	37.56' LT	910.71	185464.66	370679.80
29-141	337+67.32	38.31' LT	910.67	185465.44	370674.78
29-142	337+52.72	45.75' LT	910.20	185472.95	370660.22
29-143	337+48.13	50.76' LT	909.87	185477.99	370655.66
29-144	337+52.78	50.81' LT	910.13	185478.02	370660.31
29-145	337+57.81	50.81' LT	910.48	185477.99	370665.34
29-146	337+62.84	50.61' LT	910.55	185477.76	370670.37
29-147	337+67.37	50.41' LT	910.87	185477.53	370674.90
29-148	337+72.38	50.18' LT	910.95	185477.28	370679.90
29-149	337+77.32	49.99' LT	911.24	185477.06	370684.84
29-150	337+82.43	49.93' LT	911.55	185476.97	370689.95
29-151	337+82.48	45.03' LT	911.36	185472.07	370689.97
29-152	337+77.11	45.02' LT	911.15	185472.09	370684.60
29-153	337+72.15	45.20' LT	910.87	185472.30	370679.65

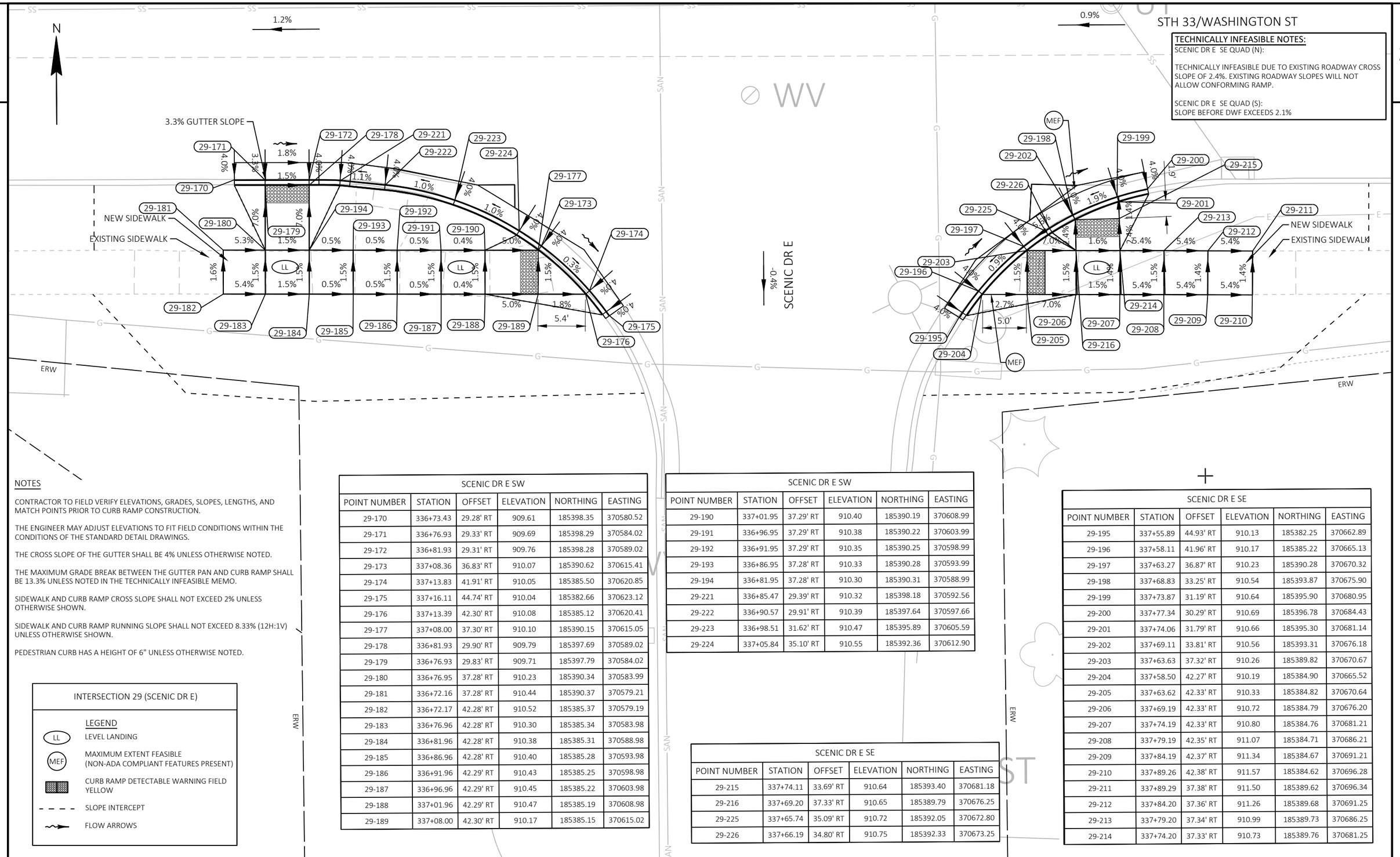
SCENIC DR E NE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
29-154	337+72.32	38.44' LT	910.74	185465.53	370679.78
29-155	337+67.15	45.41' LT	910.80	185472.54	370674.64
29-156	337+62.63	45.60' LT	910.63	185472.76	370670.13
29-157	337+57.81	45.81' LT	910.55	185472.98	370665.31
29-158	337+57.05	55.13' LT	910.42	185482.31	370664.60
29-159	337+55.60	59.80' LT	910.36	185486.98	370663.17
29-160	337+54.17	64.81' LT	910.31	185492.01	370661.77
29-161	337+53.35	70.10' LT	910.26	185497.30	370660.98
29-162	337+53.18	75.29' LT	910.19	185502.50	370660.84
29-163	337+53.13	80.21' LT	910.09	185507.41	370660.82
29-164	337+58.13	80.26' LT	910.19	185507.43	370665.82
29-165	337+58.18	75.34' LT	910.28	185502.52	370665.84
29-166	337+58.33	70.53' LT	910.33	185497.70	370665.96
29-167	337+59.04	65.91' LT	910.38	185493.08	370666.65
29-168	337+60.37	61.31' LT	910.44	185488.47	370667.95
29-169	337+61.88	56.42' LT	910.49	185483.58	370669.44
29-219	337+54.77	43.45' LT	910.76	185470.65	370662.25
29-220	337+64.25	38.56' LT	911.10	185465.70	370671.71

STH 33/WASHINGTON ST

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 29 (SCENIC DR E)	SHEET 151	E

FILE NAME : N:\PDS\C3D\27070800\TEMP\NVY\021304-CR.DWG
LAYOUT NAME - 29a
PLOT DATE : 10/28/2025 2:57 PM
PLOT BY : SCHMIDT, JUDENE M
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE NOTED.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3% UNLESS NOTED IN THE TECHNICALLY INFEASIBLE MEMO.

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS OTHERWISE SHOWN.

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS OTHERWISE SHOWN.

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

INTERSECTION 29 (SCENIC DR E)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- FLOW ARROWS

SCENIC DR E SW

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
29-170	336+73.43	29.28' RT	909.61	185398.35	370580.52
29-171	336+76.93	29.33' RT	909.69	185398.29	370584.02
29-172	336+81.93	29.31' RT	909.76	185398.28	370589.02
29-173	337+08.36	36.83' RT	910.07	185390.62	370615.41
29-174	337+13.83	41.91' RT	910.05	185385.50	370620.85
29-175	337+16.11	44.74' RT	910.04	185382.66	370623.12
29-176	337+13.39	42.30' RT	910.08	185385.12	370620.41
29-177	337+08.00	37.30' RT	910.10	185390.15	370615.05
29-178	336+81.93	29.90' RT	909.79	185397.69	370589.02
29-179	336+76.93	29.83' RT	909.71	185397.79	370584.02
29-180	336+76.95	37.28' RT	910.23	185390.34	370583.99
29-181	336+72.16	37.28' RT	910.44	185390.37	370579.21
29-182	336+72.17	42.28' RT	910.52	185385.37	370579.19
29-183	336+76.96	42.28' RT	910.30	185385.34	370583.98
29-184	336+81.96	42.28' RT	910.38	185385.31	370588.98
29-185	336+86.96	42.28' RT	910.40	185385.28	370593.98
29-186	336+91.96	42.29' RT	910.43	185385.25	370598.98
29-187	336+96.96	42.29' RT	910.45	185385.22	370603.98
29-188	337+01.96	42.29' RT	910.47	185385.19	370608.98
29-189	337+08.00	42.30' RT	910.17	185385.15	370615.02

SCENIC DR E SW

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
29-190	337+01.95	37.29' RT	910.40	185390.19	370608.99
29-191	336+96.95	37.29' RT	910.38	185390.22	370603.99
29-192	336+91.95	37.29' RT	910.35	185390.25	370598.99
29-193	336+86.95	37.28' RT	910.33	185390.28	370593.99
29-194	336+81.95	37.28' RT	910.30	185390.31	370588.99
29-221	336+85.47	29.39' RT	910.32	185398.18	370592.56
29-222	336+90.57	29.91' RT	910.39	185397.64	370597.66
29-223	336+98.51	31.62' RT	910.47	185395.89	370605.59
29-224	337+05.84	35.10' RT	910.55	185392.36	370612.90

SCENIC DR E SE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
29-215	337+74.11	33.69' RT	910.64	185393.40	370681.18
29-216	337+69.20	37.33' RT	910.65	185389.79	370676.25
29-225	337+65.74	35.09' RT	910.72	185392.05	370672.80
29-226	337+66.19	34.80' RT	910.75	185392.33	370673.25

SCENIC DR E SE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
29-195	337+55.89	44.93' RT	910.13	185382.25	370662.89
29-196	337+58.11	41.96' RT	910.17	185385.22	370665.13
29-197	337+63.27	36.87' RT	910.23	185390.28	370670.32
29-198	337+68.83	33.25' RT	910.54	185393.87	370675.90
29-199	337+73.87	31.19' RT	910.64	185395.90	370680.95
29-200	337+77.34	30.29' RT	910.69	185396.78	370684.43
29-201	337+74.06	31.79' RT	910.66	185395.30	370681.14
29-202	337+69.11	33.81' RT	910.56	185393.31	370676.18
29-203	337+63.63	37.32' RT	910.26	185389.82	370670.67
29-204	337+58.50	42.27' RT	910.19	185384.90	370665.52
29-205	337+63.62	42.33' RT	910.33	185384.82	370670.64
29-206	337+69.19	42.33' RT	910.72	185384.79	370676.20
29-207	337+74.19	42.33' RT	910.80	185384.76	370681.21
29-208	337+79.19	42.35' RT	911.07	185384.71	370686.21
29-209	337+84.19	42.37' RT	911.34	185384.67	370691.21
29-210	337+89.26	42.38' RT	911.57	185384.62	370696.28
29-211	337+89.29	37.38' RT	911.50	185389.62	370696.34
29-212	337+84.20	37.36' RT	911.26	185389.68	370691.25
29-213	337+79.20	37.34' RT	910.99	185389.73	370686.25
29-214	337+74.20	37.33' RT	910.73	185389.76	370681.25

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 29 (SCENIC DR E)	SHEET 152	E

FILE NAME : N:\PDS\C3D\27070800\TEMP\NVY\021304-CR.DWG
LAYOUT NAME - 29b
PLOT DATE : 10/28/2025 2:57 PM
PLOT BY : SCHMIDT, JUDENE M
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

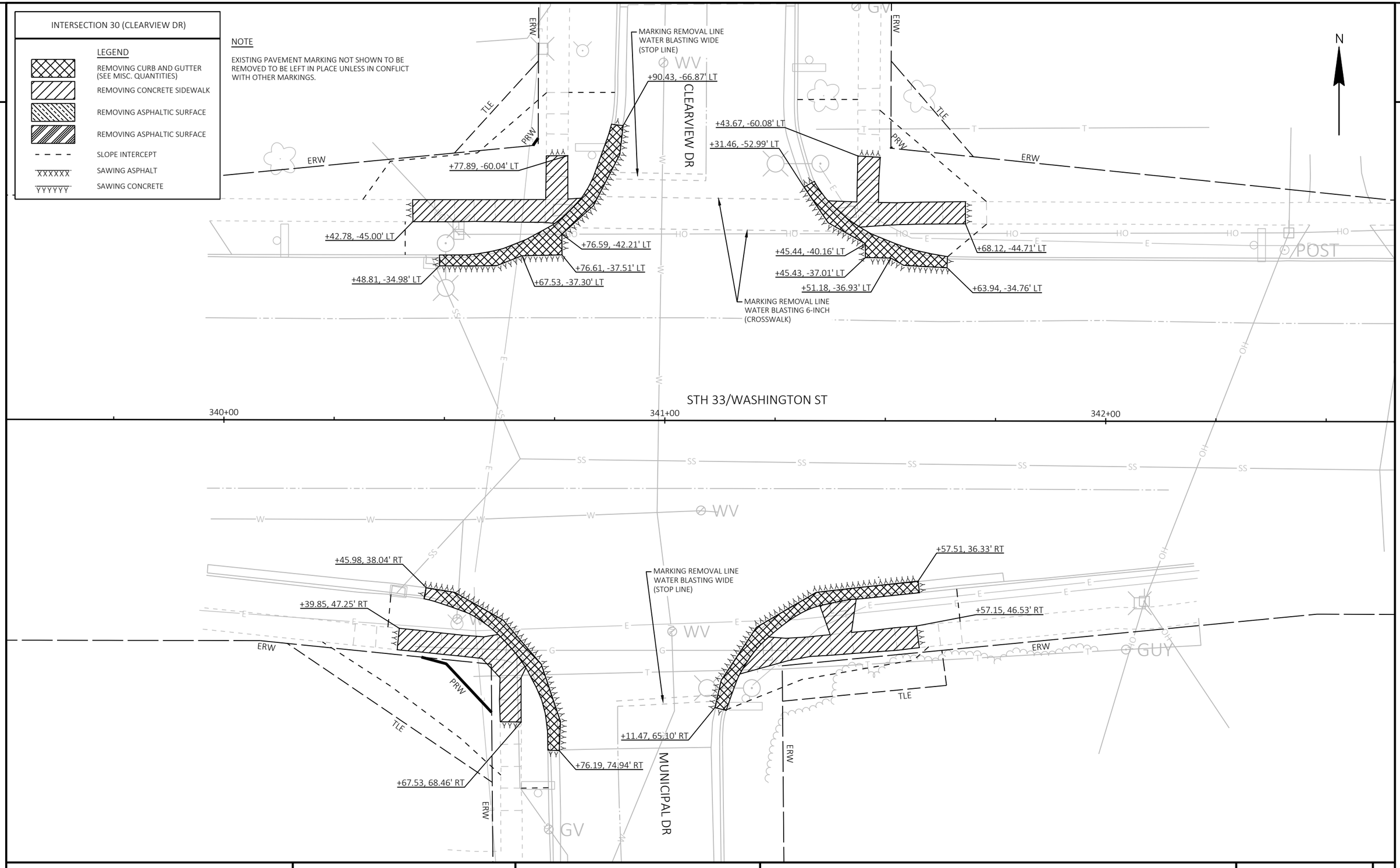
INTERSECTION 30 (CLEARVIEW DR)

LEGEND

- REMOVING CURB AND GUTTER (SEE MISC. QUANTITIES)
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING ASPHALTIC SURFACE
- SLOPE INTERCEPT
- SAWING ASPHALT
- SAWING CONCRETE

NOTE

EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED TO BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS.



PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	REMOVAL PLANS - INTERSECTION 30 (CLEARVIEW DR)	SHEET 153	E

FILE NAME : N:\PDS\C3D\27070800\TEMP\KMO\021005-RM.DWG
LAYOUT NAME - 30

PLOT DATE : 10/27/2025 10:48 AM PLOT BY : SCHMIDT, JUDENE M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

INTERSECTION 30
(CLEARVIEW DR)

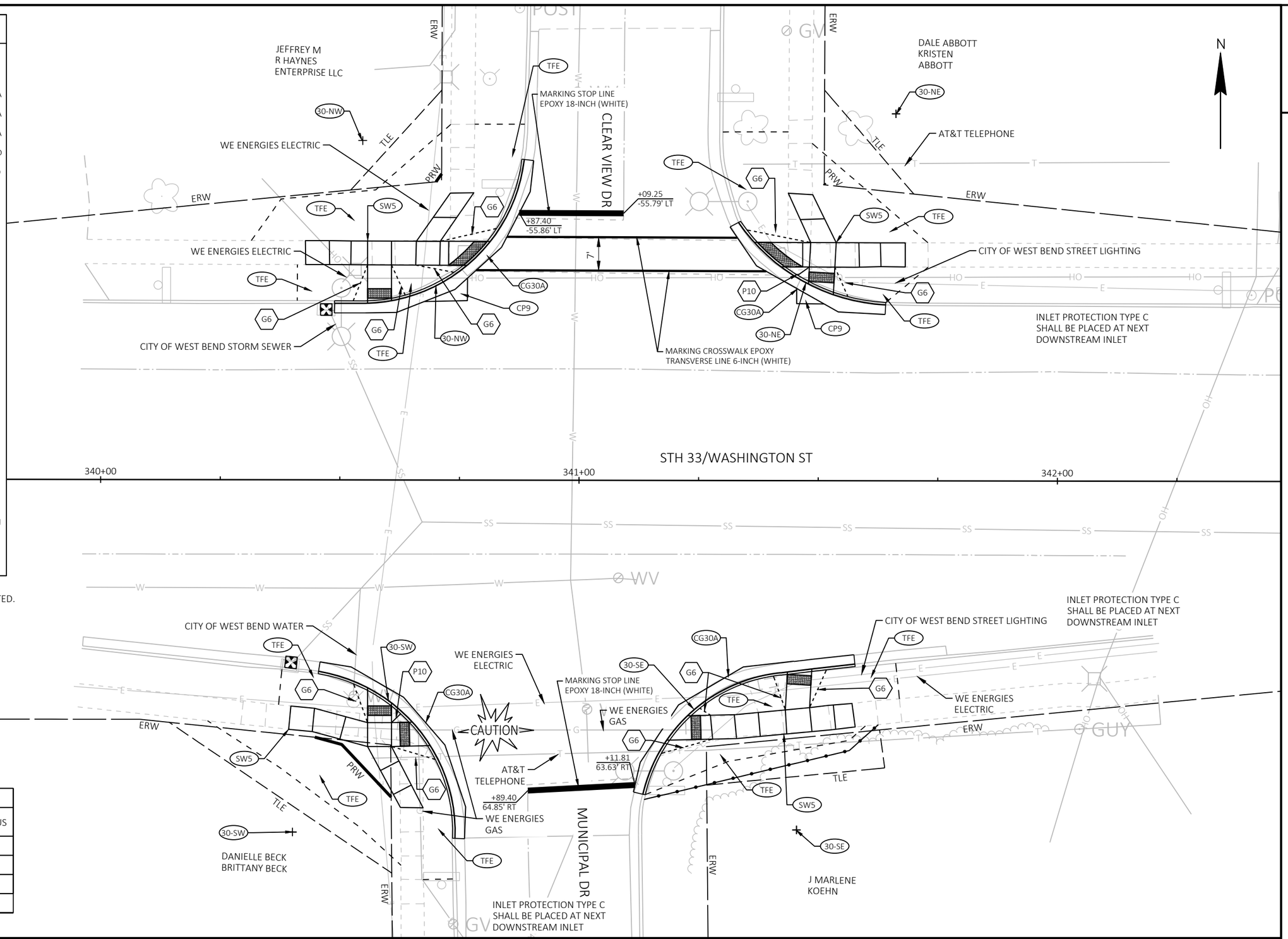
LEGEND

CCP	CONCRETE CURB PEDESTRIAN
CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG24A	CONCRETE CURB & GUTTER 24-INCH TYPE A
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG36A	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
CP9	CONCRETE PAVEMENT 9-INCH
CP10	CONCRETE PAVEMENT 10-INCH
CSI	CONCRETE SAFETY ISLAND
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW5	CONCRETE SIDEWALK 5-INCH
SW6	CONCRETE SIDEWALK 6-INCH
G6	GRADED FLARE (6:1 MAX SLOPE)
P10	PAVED FLARE (10% MAX SLOPE)
P6	PAVED FLARE (6% MAX SLOPE)
	ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	SLOPE INTERCEPT
	SILT FENCE
	INLET PROTECTION TYPE C (UUNLESS OTHERWISE NOTED)
TFE	TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, & SEEDING MIXTURE NO. 40
	ROCK BAGS

NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS OTHERWISE NOTED.

SEE SDD "PAVEMENT MARKINGS, MEDIAN ISLAND NOSE", FOR MEDIAN MARKING LAYOUT.

RADIUS TABLE			
POINT	Y COORDS	X COORDS	RADIUS
30-NE	185502.616	371073.508	40'
30-NW	185497.030	370962.031	34'
30-SW	185352.552	370947.346	34'
30-SE	185352.979	371052.697	33'



PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAILS - INTERSECTION 30 (CLEAR VIEW DR)	SHEET 154 E

FILE NAME : N:\PDS\C3D\27070800\TEMP\KMO\021205-PD.DWG
LAYOUT NAME - 30

PLOT DATE : 12/20/2025 2:21 PM PLOT BY : VILLACA, MARTIN B PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

INTERSECTION 30 (CLEARVIEW DR)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- FLOW ARROWS

N

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE NOTED.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3% UNLESS NOTED IN THE TECHNICALLY INFEASIBLE MEMO.

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS OTHERWISE SHOWN.

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS OTHERWISE SHOWN.

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

CLEARVIEW DR

ERW TLE PRW HO SS

EXISTING SIDEWALK
NEW SIDEWALK

30-141 30-146 30-147 30-148 30-145 30-144 30-143 30-142 30-238 30-140 30-139 30-149 30-150 30-151 30-152 30-153 30-154 30-155 30-156 30-157 30-158 30-159 30-160 30-130 30-237 30-132 30-131 30-135 30-162 30-163 30-136 30-164 30-165 30-138 30-137 30-161 30-134 30-133

1.5% 2.0% 2.0% 2.0% 2.0% 2.1% 5.4' 0.5% 1.0% GUTTER SLOPE 1.8% 1.7% 1.1% 1.1% 1.1% 1.4% 6.8% 1.4% 6.8% 1.5% 6.2% 6.3% 6.3% 3.2% 2.4% 5.4% 5.4% 1.6% 6.0% 1.5% 1.5% LL 1.3% LL 1.5% 0.7% 1.2% 2.2% 6.8% 1.5% 1.5% 0.2% 2.5% 2.0% 2.2% 0.6% 2.2% 2.2% 8.6% 2.0% 3% 2.5% 911.18 TOC 0.3% GUTTER SLOPE 1.7% GUTTER SLOPE 2.2% GUTTER SLOPE MEF

TYPE 3 CURB RAMP DETECTABLE WARNING FIELD REQ'D

TYPE 3 CURB RAMP DETECTABLE WARNING FIELD REQ'D

1.4%

0.0%

TECHNICALLY INFEASIBLE NOTES:
CLEARVIEW DR NW QUAD (S):

TECHNICALLY INFEASIBLE DUE TO RAMP CROSS SLOPE OF 2.5% AND FLOW LINE SLOPE OF 2.7%. EXISTING ROADWAY SLOPES WILL NOT ALLOW CONFORMING RAMP.

INT30 - CLEARVIEW DR-NE
BOC RADIUS = 40.20' CURB RAMP LANDING LENGTH ('XR') = 9.45' RADIAL CORD LENGTH = 7.70' RADIAL WARNING FIELD AREA = 16.00 SF
INT30 - CLEARVIEW DR-NW
BOC RADIUS = 33.50' CURB RAMP LANDING LENGTH ('XR') = 8.00' RADIAL CORD LENGTH = 7.00' RADIAL WARNING FIELD AREA = 14.5 SF

340+50

STH 33/WASHINGTON ST

CLEARVIEW DR NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
30-100	341+33.23	53.95' LT	909.76	185479.92	371040.57
30-101	341+36.54	49.78' LT	909.82	185475.75	371043.88
30-102	341+37.22	49.78' LT	909.83	185475.74	371044.56
30-103	341+42.16	44.68' LT	909.98	185470.63	371049.48
30-104	341+43.01	44.68' LT	909.99	185470.63	371050.33
30-105	341+47.90	41.10' LT	910.07	185467.04	371055.22
30-106	341+47.93	41.65' LT	910.08	185467.59	371055.24
30-107	341+53.08	38.89' LT	910.12	185464.83	371060.40
30-108	341+53.11	39.41' LT	910.15	185465.35	371060.43
30-109	341+64.04	36.76' LT	910.21	185462.67	371071.35
30-110	341+53.22	41.35' LT	910.16	185467.29	371060.54
30-111	341+53.33	43.35' LT	910.26	185469.28	371060.65
30-112	341+53.40	44.64' LT	910.21	185470.58	371060.73
30-113	341+48.09	44.66' LT	910.13	185470.60	371055.41
30-114	341+46.67	44.66' LT	910.04	185470.61	371054.00
30-115	341+40.01	49.78' LT	909.87	185475.74	371047.35

CLEARVIEW DR NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
30-116	341+46.68	49.77' LT	909.97	185475.71	371054.01
30-117	341+48.35	49.76' LT	910.08	185475.71	371055.68
30-118	341+46.16	54.58' LT	910.25	185480.53	371053.50
30-119	341+43.67	60.08' LT	910.45	185486.03	371051.02
30-120	341+48.77	59.76' LT	910.60	185485.70	371056.11
30-121	341+51.23	54.76' LT	910.38	185480.70	371058.57
30-122	341+53.69	49.75' LT	910.16	185475.69	371061.02
30-123	341+58.41	49.75' LT	910.44	185475.67	371065.75
30-124	341+62.90	49.74' LT	910.71	185475.66	371070.23
30-125	341+68.10	49.73' LT	911.01	185475.64	371075.43
30-126	341+68.12	44.71' LT	910.91	185470.62	371075.44
30-127	341+63.04	44.67' LT	910.71	185470.59	371070.36
30-128	341+58.55	44.64' LT	910.53	185470.56	371065.88
30-239	341+45.24	42.59' LT	910.27	185468.54	371052.56
30-240	341+56.02	38.00' LT	910.66	185463.93	371063.33
30-246	341+34.60	52.08' LT	910.29	185478.05	371041.94

PRW TLE ERW HO SS

EXISTING SIDEWALK
NEW SIDEWALK

30-119 30-118 30-117 30-116 30-115 30-100 30-246 30-102 30-101 30-103 30-104 30-114 30-113 30-239 30-106 30-120 30-121 30-122 30-112 30-123 30-124 30-125 30-126 30-127 30-111 30-110 30-108 30-109 30-105 30-107 30-240

2.8% 3.9% 3.3% 2.4% 3.9% 6.6' 0.4% 1.5% 1.5% 6.9% 1.5% 6.0% 5.9% 5.9% 2.0% GUTTER SLOPE 2.0% 2.0% 0.3% 1.5% 6.1% 1.5% 4.0% 4.0% 0.3% GUTTER SLOPE 1.4% 2.0% 3.3% GUTTER SLOPE -0.4% 3.2% GUTTER SLOPE 1.0% 3.2% 1.9'

TYPE 2 CURB RAMP DETECTABLE WARNING FIELD REQ'D

TYPE 2 CURB RAMP DETECTABLE WARNING FIELD REQ'D

CLEARVIEW DR NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
30-130	340+48.83	36.89' LT	910.66	185463.01	370956.14
30-131	340+55.74	36.94' LT	910.75	185463.05	370963.05
30-132	340+55.74	37.44' LT	910.75	185463.55	370963.05
30-133	340+60.74	37.48' LT	910.61	185463.57	370968.05
30-134	340+60.74	37.98' LT	910.64	185464.08	370968.05
30-135	340+63.74	38.16' LT	911.04	185464.25	370971.05
30-136	340+74.08	43.02' LT	910.75	185469.09	370981.40
30-137	340+76.53	44.89' LT	910.17	185470.95	370983.85
30-138	340+75.74	44.89' LT	910.20	185470.96	370983.07
30-139	340+81.36	49.88' LT	910.10	185475.94	370988.70
30-140	340+80.73	49.88' LT	910.10	185475.94	370988.06
30-141	340+88.44	67.04' LT	909.70	185493.09	370995.80
30-142	340+78.01	49.89' LT	910.13	185475.95	370985.34
30-143	340+72.67	49.89' LT	910.19	185475.97	370980.00
30-144	340+70.91	49.90' LT	910.31	185475.97	370978.24
30-145	340+74.34	54.89' LT	910.43	185480.96	370981.69
30-146	340+77.89	60.04' LT	910.56	185486.11	370985.24
30-147	340+73.01	59.97' LT	910.63	185486.04	370980.36
30-148	340+69.43	54.90' LT	910.51	185480.98	370976.77
30-149	340+65.91	49.91' LT	910.38	185475.99	370973.25
30-150	340+60.72	49.92' LT	910.74	185476.01	370968.05
30-151	340+55.72	49.92' LT	910.81	185476.03	370963.05

CLEARVIEW DR NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
30-152	340+52.27	49.93' LT	911.03	185476.04	370959.60
30-153	340+47.71	49.93' LT	911.31	185476.04	370955.04
30-154	340+42.71	49.92' LT	911.63	185476.05	370950.05
30-155	340+42.78	44.93' LT	911.46	185471.05	370950.11
30-156	340+47.78	44.95' LT	911.19	185471.06	370955.11
30-157	340+52.23	44.97' LT	910.95	185471.07	370959.55
30-158	340+55.72	44.96' LT	910.74	185471.06	370963.05
30-159	340+55.73	39.97' LT	910.80	185466.08	370963.05
30-160	340+55.74	37.97' LT	910.76	185464.08	370963.05
30-161	340+60.74	39.98' LT	910.68	185466.08	370968.05
30-162	340+60.73	44.94' LT	910.67	185471.03	370968.05
30-163	340+65.78	44.92' LT	910.32	185471.01	370973.10
30-164	340+70.78	44.91' LT	910.24	185470.98	370978.10
30-165	340+72.66	44.90' LT	910.23	185470.97	370979.98
30-237	340+52.75	36.92' LT	911.22	185463.03	370960.06
30-238	340+83.13	52.34' LT	910.54	185478.39	370990.47

2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 30 (CLEARVIEW DR)	SHEET 155	E

2

INTERSECTION 30 (CLEARVIEW DR)

LEGEND

LL — LEVEL LANDING

MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)

CURB RAMP DETECTABLE WARNING FIELD YELLOW

SLOPE INTERCEPT

FLOW ARROWS

N

STH 33/WASHINGTON ST

MUNICIPAL DR

CLEARVIEW DR SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
30-170	340+45.60	40.00' RT	910.45	185386.12	370952.78
30-171	340+55.87	43.39' RT	910.29	185382.71	370963.05
30-172	340+55.88	43.96' RT	910.29	185382.14	370963.05
30-173	340+60.88	46.57' RT	910.16	185379.52	370968.05
30-174	340+60.89	47.21' RT	910.17	185378.89	370968.05
30-175	340+65.26	50.57' RT	909.99	185375.52	370972.42
30-176	340+64.59	50.59' RT	910.00	185375.50	370971.75
30-177	340+69.01	55.48' RT	909.80	185370.60	370976.16
30-178	340+68.42	55.49' RT	909.83	185370.59	370975.58
30-179	340+74.20	74.85' RT	909.39	185351.22	370981.32
30-180	340+55.90	55.69' RT	910.21	185370.41	370963.05
30-181	340+58.60	60.68' RT	910.22	185365.41	370965.74

CLEARVIEW DR SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
30-182	340+61.30	65.68' RT	910.23	185360.41	370968.44
30-183	340+62.78	68.41' RT	910.23	185357.68	370969.91
30-184	340+67.53	68.46' RT	910.15	185357.62	370974.66
30-185	340+65.07	63.73' RT	910.14	185362.36	370972.21
30-186	340+62.46	58.68' RT	910.14	185367.41	370969.60
30-187	340+60.90	55.68' RT	910.13	185370.41	370968.05
30-188	340+62.72	55.63' RT	910.01	185370.45	370969.87
30-189	340+64.72	55.58' RT	909.88	185370.50	370971.87
30-190	340+62.59	50.64' RT	910.13	185375.45	370969.75
30-191	340+60.89	50.68' RT	910.17	185375.41	370968.05
30-192	340+60.89	49.21' RT	910.21	185376.89	370968.05
30-193	340+55.88	47.21' RT	910.30	185378.89	370963.05

CLEARVIEW DR SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
30-194	340+55.88	49.21' RT	910.34	185376.89	370963.05
30-195	340+55.87	50.65' RT	910.25	185375.45	370963.03
30-196	340+51.34	49.48' RT	910.57	185376.63	370958.51
30-197	340+44.79	47.74' RT	911.02	185378.38	370951.95
30-198	340+39.85	47.25' RT	911.31	185378.88	370947.02
30-199	340+39.39	52.12' RT	911.40	185374.01	370946.55
30-200	340+44.33	52.59' RT	911.04	185373.53	370951.48
30-201	340+50.11	54.13' RT	910.63	185371.98	370957.26
30-241	340+53.12	42.12' RT	910.84	185383.99	370960.29
30-242	340+63.14	48.46' RT	910.37	185377.63	370970.30
30-243	340+70.53	58.16' RT	910.24	185367.92	370977.68

TECHNICALLY INFEASIBLE NOTES:
CLEARVIEW DR SW QUAD (N):

TECHNICALLY INFEASIBLE DUE TO RAMP CROSS SLOPE OF 2.6% AND FLOW LINE SLOPE OF 2.2%. EXISTING ROADWAY SLOPES WILL NOT ALLOW CONFORMING RAMP.

TECHNICALLY INFEASIBLE NOTES:
CLEARVIEW DR SW QUAD (E):

TECHNICALLY INFEASIBLE DUE TO RAMP CROSS SLOPE OF 2.3% AND FLOW LINE SLOPE OF 3.1%. EXISTING ROADWAY SLOPES WILL NOT ALLOW CONFORMING RAMP.

TYPE 2 CURB RAMP
DETECTABLE WARNING FIELD REQ'D

TYPE 2 CURB RAMP
DETECTABLE WARNING FIELD REQ'D

TYPE 3 CURB RAMP
DETECTABLE WARNING FIELD REQ'D

TYPE 3 CURB RAMP
DETECTABLE WARNING FIELD REQ'D

5.0% GUTTER SLOPE

4.6% GUTTER SLOPE

1.9% GUTTER SLOPE

2.2% GUTTER SLOPE

4.5% GUTTER SLOPE

1.8% GUTTER SLOPE

4.3% GUTTER SLOPE

2.2% GUTTER SLOPE

NEW SIDEWALK

EXISTING SIDEWALK

ERW

PRW

TLE

CLEARVIEW DR SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
30-205	341+13.42	65.54' RT	909.53	185360.46	371020.56
30-206	341+18.40	54.25' RT	909.72	185371.74	371025.55
30-207	341+19.02	54.23' RT	909.72	185371.76	371026.17
30-208	341+22.75	49.14' RT	909.82	185376.85	371029.91
30-209	341+23.49	49.12' RT	909.82	185376.86	371030.66
30-210	341+25.01	47.17' RT	910.35	185378.82	371032.17
30-211	341+40.63	40.34' RT	910.57	185385.61	371047.81
30-212	341+43.64	39.96' RT	910.14	185385.99	371050.82
30-213	341+43.62	40.47' RT	910.15	185385.48	371050.80
30-214	341+48.73	39.32' RT	910.10	185386.62	371055.91
30-215	341+48.70	39.83' RT	910.11	185386.12	371055.88
30-216	341+57.74	38.31' RT	910.05	185387.61	371064.92
30-217	341+48.65	40.75' RT	910.12	185385.20	371055.83
30-218	341+48.54	42.74' RT	910.20	185383.20	371055.71
30-219	341+43.51	42.48' RT	910.22	185383.47	371050.69

CLEARVIEW DR SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
30-220	341+43.23	47.90' RT	910.30	185378.05	371050.39
30-221	341+48.28	47.42' RT	910.38	185378.53	371055.45
30-222	341+53.25	46.86' RT	910.66	185379.08	371060.42
30-223	341+57.15	46.53' RT	910.90	185379.40	371064.32
30-224	341+57.81	51.43' RT	910.98	185374.50	371064.97
30-225	341+53.75	51.92' RT	910.74	185374.01	371060.91
30-226	341+48.77	52.42' RT	910.45	185373.53	371055.93
30-227	341+43.53	52.91' RT	910.37	185373.05	371050.69
30-228	341+38.00	53.42' RT	910.19	185372.54	371045.16
30-229	341+33.02	53.89' RT	910.03	185372.08	371040.18
30-230	341+28.01	54.01' RT	909.96	185371.97	371035.17
30-231	341+25.62	54.07' RT	909.85	185371.91	371032.77
30-232	341+23.62	54.12' RT	909.79	185371.87	371030.77
30-233	341+25.49	49.07' RT	909.88	185376.91	371032.66
30-234	341+27.54	49.02' RT	909.96	185376.96	371034.70

CLEARVIEW DR SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
30-235	341+32.55	48.90' RT	910.04	185377.07	371039.71
30-236	341+37.53	48.44' RT	910.16	185377.52	371044.69
30-244	341+16.81	56.80' RT	910.33	185369.19	371023.96
30-245	341+51.73	38.98' RT	910.58	185386.96	371058.91

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE NOTED.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3% UNLESS NOTED IN THE TECHNICALLY INFEASIBLE MEMO.

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS OTHERWISE SHOWN.

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS OTHERWISE SHOWN.

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 30 (CLEARVIEW DR)	SHEET 156	E

INTERSECTION 32 (STOCKHAUSEN LN)

LEGEND

- REMOVING CURB AND GUTTER (SEE MISC. QUANTITIES)
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING ASPHALTIC SURFACE
- SLOPE INTERCEPT
- SAWING ASPHALT
- SAWING CONCRETE

NOTE

EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED TO BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS.

N

STH 33/WASHINGTON ST

351+00 352+00 353+00

+05.26, 33.38' RT
+05.25, 34.78' RT
+16.43, 33.36' RT
+86.15, 40.70' RT
+16.01, 42.42' RT
+82.21, 33.32' RT
+95.51, 31.21' RT
MARKING REMOVAL LINE WATER BLASTING WIDE (STOP LINE)
+74.34, 33.39' RT
+74.51, 36.39' RT
+57.76, 68.84' RT
+25.41, 63.89' RT
+67.70, 67.45' RT

STOCKHAUSEN LN

ERW TLE

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	REMOVAL PLANS - INTERSECTION 32 (STOCKHUASEN LN)	SHEET 157	E

FILE NAME : N:\PDS\C3D\27070800\TEMP\KMO\021005-RM.DWG
LAYOUT NAME - 32

PLOT DATE : 10/27/2025 10:48 AM PLOT BY : SCHMIDT, JUDENE M PLOT NAME : PLOT SCALE : 1 IN:20 FT

INTERSECTION 32
(STOCKHAUSEN LN)

LEGEND

- CCP — CONCRETE CURB PEDESTRIAN
- CG18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG24A — CONCRETE CURB & GUTTER 24-INCH TYPE A
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36A — CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CP9 — CONCRETE PAVEMENT 9-INCH
- CP10 — CONCRETE PAVEMENT 10-INCH
- CSI — CONCRETE SAFETY ISLAND
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SN02 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- SW5 — CONCRETE SIDEWALK 5-INCH
- SW6 — CONCRETE SIDEWALK 6-INCH
- G6 — GRADED FLARE (6:1 MAX SLOPE)
- P10 — PAVED FLARE (10% MAX SLOPE)
- P6 — PAVED FLARE (6% MAX SLOPE)
- ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- SILT FENCE
- INLET PROTECTION TYPE C (UUNLESS OTHERWISE NOTED)
- TFE — TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, & SEEDING MIXTURE NO. 40
- ROCK BAGS

NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS OTHERWISE NOTED.

SEE SDD "PAVEMENT MARKINGS, MEDIAN ISLAND NOSE", FOR MEDIAN MARKING LAYOUT.

RADIUS TABLE			
POINT	Y COORDS	X COORDS	RADIUS
32-SW	185357.164	371996.692	34'
32-SE	185355.966	372101.783	35'

N

STH 33/WASHINGTON ST

351+00 352+00 353+00

WE ENERGIES GAS
AT&T FIBER OPTIC
WE ENERGIES ELECTRIC
MARKING STOP LINE EPOXY 18-INCH (WHITE)
INLET PROTECTION TYPE C SHALL BE PLACED AT NEXT DOWNSTREAM INLET
CAUTION
+59.25 56.75' RT
+41.46 57.15' RT
AT&T TELEPHONE
CITY OF WEST BEND STREET LIGHTING
V&J STOCKHAUSEN LLC
STOCKHAUSEN LN
ROB TIN KAY LLC
INLET PROTECTION TYPE C SHALL BE PLACED AT NEXT DOWNSTREAM INLET

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAILS - INTERSECTION 32 (STOCKHAUSEN LN)	SHEET 158	E

FILE NAME : N:\PDS\C3D\27070800\TEMP\KMO\021205-PD.DWG
LAYOUT NAME - 32

PLOT DATE : 12/20/2025 2:21 PM PLOT BY : VILLACA, MARTIN B PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

STH 33/WASHINGTON ST

351+00 351+50 352+00

INTERSECTION 32 (STOCKHAUSEN LN)
LEGEND
LL — LEVEL LANDING
MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
CURB RAMP DETECTABLE WARNING FIELD YELLOW
SLOPE INTERCEPT
FLOW ARROWS

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE NOTED.

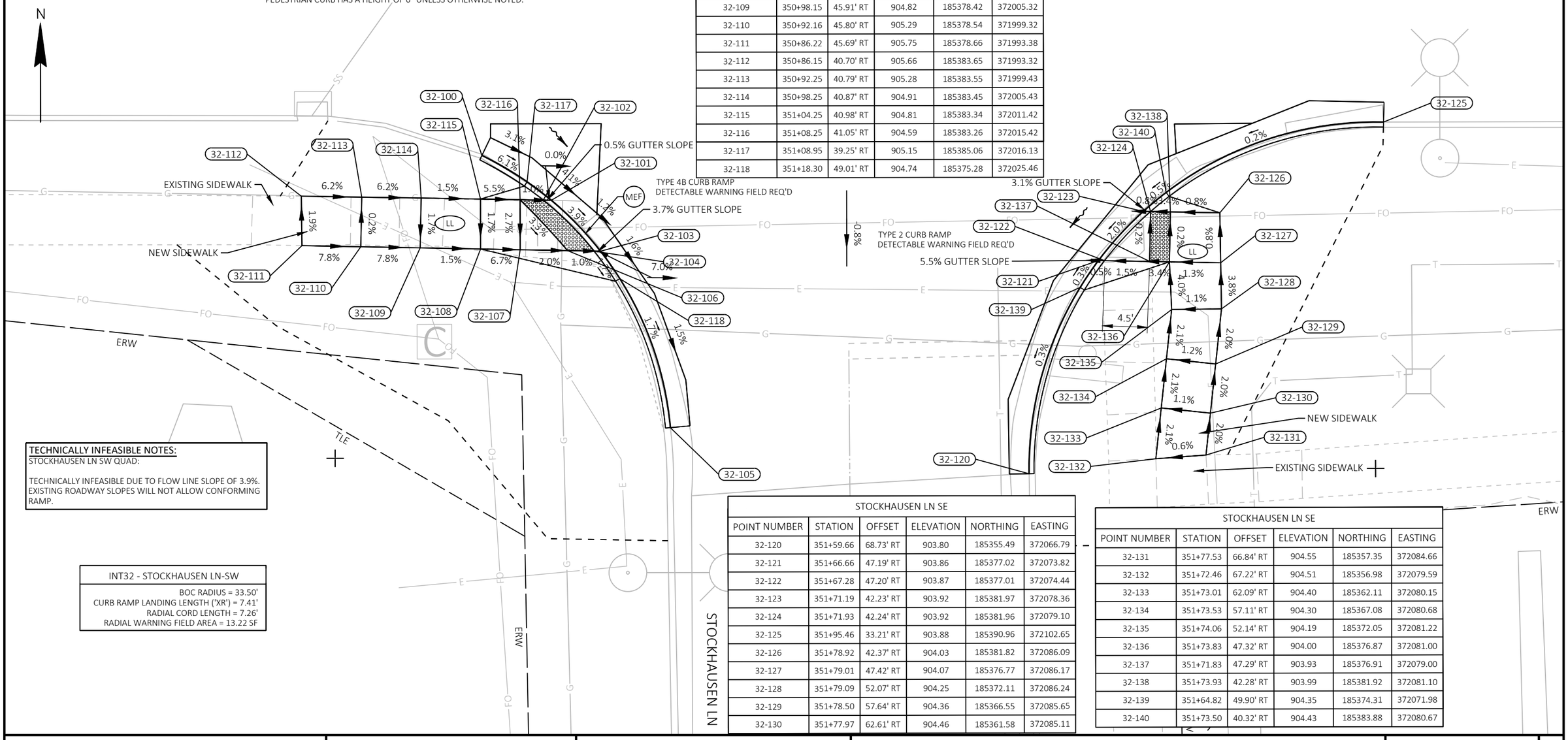
THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3% UNLESS NOTED IN THE TECHNICALLY INFEASIBLE MEMO.

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS OTHERWISE SHOWN.

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS OTHERWISE SHOWN.

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

STOCKHAUSEN LN SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
32-100	351+04.38	36.58' RT	904.97	185387.74	372011.57
32-101	351+11.39	41.11' RT	904.57	185383.19	372018.56
32-102	351+10.58	41.09' RT	904.57	185383.21	372017.76
32-103	351+16.36	46.25' RT	904.29	185378.04	372023.52
32-104	351+15.71	46.24' RT	904.34	185378.06	372022.88
32-105	351+23.42	64.07' RT	903.97	185360.21	372030.56
32-106	351+13.05	46.19' RT	904.36	185378.11	372020.22
32-107	351+08.25	46.10' RT	904.46	185378.21	372015.42
32-108	351+04.25	46.03' RT	904.73	185378.29	372011.42
32-109	350+98.15	45.91' RT	904.82	185378.42	372005.32
32-110	350+92.16	45.80' RT	905.29	185378.54	371999.32
32-111	350+86.22	45.69' RT	905.75	185378.66	371993.38
32-112	350+86.15	40.70' RT	905.66	185383.65	371993.32
32-113	350+92.25	40.79' RT	905.28	185383.55	371999.43
32-114	350+98.25	40.87' RT	904.91	185383.45	372005.43
32-115	351+04.25	40.98' RT	904.81	185383.34	372011.42
32-116	351+08.25	41.05' RT	904.59	185383.26	372015.42
32-117	351+08.95	39.25' RT	905.15	185385.06	372016.13
32-118	351+18.30	49.01' RT	904.74	185375.28	372025.46



TECHNICALLY INFEASIBLE NOTES:
STOCKHAUSEN LN SW QUAD:

TECHNICALLY INFEASIBLE DUE TO FLOW LINE SLOPE OF 3.9%. EXISTING ROADWAY SLOPES WILL NOT ALLOW CONFORMING RAMP.

INT32 - STOCKHAUSEN LN-SW
BOC RADIUS = 33.50'
CURB RAMP LANDING LENGTH ('XR') = 7.41'
RADIAL CORD LENGTH = 7.26'
RADIAL WARNING FIELD AREA = 13.22 SF

STOCKHAUSEN LN SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
32-120	351+59.66	68.73' RT	903.80	185355.49	372066.79
32-121	351+66.66	47.19' RT	903.86	185377.02	372073.82
32-122	351+67.28	47.20' RT	903.87	185377.01	372074.44
32-123	351+71.19	42.23' RT	903.92	185381.97	372078.36
32-124	351+71.93	42.24' RT	903.92	185381.96	372079.10
32-125	351+95.46	33.21' RT	903.88	185390.96	372102.65
32-126	351+78.92	42.37' RT	904.03	185381.82	372086.09
32-127	351+79.01	47.42' RT	904.07	185376.77	372086.17
32-128	351+79.09	52.07' RT	904.25	185372.11	372086.24
32-129	351+78.50	57.64' RT	904.36	185366.55	372085.65
32-130	351+77.97	62.61' RT	904.46	185361.58	372085.11

STOCKHAUSEN LN SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
32-131	351+77.53	66.84' RT	904.55	185357.35	372084.66
32-132	351+72.46	67.22' RT	904.51	185356.98	372079.59
32-133	351+73.01	62.09' RT	904.40	185362.11	372080.15
32-134	351+73.53	57.11' RT	904.30	185367.08	372080.68
32-135	351+74.06	52.14' RT	904.19	185372.05	372081.22
32-136	351+73.83	47.32' RT	904.00	185376.87	372081.00
32-137	351+71.83	47.29' RT	903.93	185376.91	372079.00
32-138	351+73.93	42.28' RT	903.99	185381.92	372081.10
32-139	351+64.82	49.90' RT	904.35	185374.31	372071.98
32-140	351+73.50	40.32' RT	904.43	185383.88	372080.67

2

INTERSECTION 33 (TRENTON RD)

LEGEND

- REMOVING CURB AND GUTTER (SEE MISC. QUANTITIES)
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING ASPHALTIC SURFACE
- SLOPE INTERCEPT
- SAWING ASPHALT
- SAWING CONCRETE

NOTE

EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED TO BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS.

N

2

PI: 365+67.26

365+00

366+00

367+00

STH 33/WASHINGTON ST

+98.44, 38.75' RT

MARKING REMOVAL LINE WATER BLASTING WIDE (STOP LINE)

+18.42, 45.35' RT

+09.63, 51.69' RT

+40.93, 69.02' RT

+96.18, 77.18' RT

+13.99, 69.75' RT

+25.14, 77.00' RT

N TRENTON RD

ERW

TLE

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	REMOVAL PLANS - INTERSECTION 33 (TRENTON RD)	SHEET 160	E

INTERSECTION 33
(N TRENTON RD)

LEGEND

- CCP — CONCRETE CURB PEDESTRIAN
- CG18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG24A — CONCRETE CURB & GUTTER 24-INCH TYPE A
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36A — CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CP9 — CONCRETE PAVEMENT 9-INCH
- CP10 — CONCRETE PAVEMENT 10-INCH
- CSI — CONCRETE SAFETY ISLAND
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SN02 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- SW5 — CONCRETE SIDEWALK 5-INCH
- SW6 — CONCRETE SIDEWALK 6-INCH
- G6 — GRADED FLARE (6:1 MAX SLOPE)
- P10 — PAVED FLARE (10% MAX SLOPE)
- P6 — PAVED FLARE (6% MAX SLOPE)
- ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- SILT FENCE
- INLET PROTECTION TYPE C (UUNLESS OTHERWISE NOTED)
- TFE — TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, & SEEDING MIXTURE NO. 40
- ROCK BAGS

NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS OTHERWISE NOTED.

SEE SDD "PAVEMENT MARKINGS, MEDIAN ISLAND NOSE", FOR MEDIAN MARKING LAYOUT.

RADIUS TABLE			
POINT	Y COORDS	X COORDS	RADIUS
33-SW	185336.704	373404.446	45'
33-SE	185330.489	373550.453	50'

N

SEC SE 7-11-20
WisDOT PID
1120055

365+00 366+00 367+00

STH 33/WASHINGTON ST

WE ENERGIES GAS
WE ENERGIES ELECTRIC
AT&T FIBER OPTIC
CITY OF WEST BEND STREET LIGHTING
MARKING STOP LINE EPOXY 18-INCH (WHITE)
FIBER OPTIC
CAUTION
+70.37 63.54' RT
+01.89 62.71' RT
SULOK LUBE COMPANY
ZIEGLER BENCE WEST BEND LLC
N TRENTON RD
AMERICRAFT PROPERTIES LLC
ERW
TLE
33-SW
33-SE

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAILS - INTERSECTION 33 (N TRENTON RD)	SHEET 161	E

2

365+00

STH 33/WASHINGTON ST

INTERSECTION 33 (N TRENTON RD)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- FLOW ARROWS

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE NOTED.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3% UNLESS NOTED IN THE TECHNICALLY INFEASIBLE MEMO.

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2% UNLESS OTHERWISE SHOWN.

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V) UNLESS OTHERWISE SHOWN.

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

N TRENTON RD SW

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
33-100	364+98.44	40.25' RT	885.15	185381.69	373405.62
33-101	365+30.30	54.59' RT	885.26	185367.30	373437.45
33-102	365+29.61	54.59' RT	885.31	185367.30	373436.76
33-103	365+34.32	59.58' RT	885.47	185362.30	373441.46
33-104	365+33.71	59.59' RT	885.47	185362.30	373440.85
33-105	365+39.52	69.54' RT	885.77	185352.33	373446.65
33-106	365+29.62	59.59' RT	885.47	185362.30	373436.76
33-107	365+27.62	59.60' RT	885.49	185362.30	373434.76
33-108	365+24.76	59.60' RT	885.51	185362.30	373431.90
33-109	365+24.77	64.60' RT	885.87	185357.30	373431.90
33-110	365+24.94	69.59' RT	886.22	185352.30	373432.07
33-111	365+25.07	74.59' RT	886.58	185347.30	373432.19
33-112	365+25.14	77.00' RT	886.75	185344.89	373432.25
33-113	365+20.14	77.11' RT	886.88	185344.80	373427.26
33-114	365+20.10	74.61' RT	886.70	185347.30	373427.21
33-115	365+19.98	69.61' RT	886.33	185352.30	373427.10
33-116	365+19.86	64.61' RT	885.96	185357.30	373426.99
33-117	365+19.69	59.59' RT	885.60	185362.32	373426.83
33-118	365+13.85	58.02' RT	885.85	185363.90	373420.99
33-119	365+08.40	56.47' RT	886.17	185365.45	373415.54
33-120	365+09.63	51.69' RT	886.01	185370.24	373416.79
33-121	365+15.12	52.98' RT	885.71	185368.93	373422.28
33-122	365+19.75	54.17' RT	885.51	185367.74	373426.90
33-123	365+24.75	54.60' RT	885.44	185367.30	373431.90
33-124	365+27.61	54.60' RT	885.33	185367.30	373434.76
33-125	365+36.08	62.33' RT	886.04	185359.55	373443.21
33-126	365+28.15	52.44' RT	885.64	185369.45	373435.31

N TRENTON RD SE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
33-130	365+97.65	77.51' RT	884.89	185343.28	373502.12
33-131	366+06.72	58.16' RT	883.75	185362.30	373511.87
33-132	366+07.37	58.14' RT	883.75	185362.30	373512.52
33-133	366+11.28	53.00' RT	883.43	185367.30	373516.61
33-134	366+12.02	52.97' RT	883.48	185367.30	373517.35
33-135	366+19.24	46.61' RT	883.26	185373.40	373524.79
33-136	366+14.16	52.90' RT	883.62	185367.30	373519.50
33-137	366+19.16	52.72' RT	883.99	185367.30	373524.50
33-138	366+24.16	52.54' RT	884.06	185367.30	373529.50
33-139	366+24.33	57.54' RT	884.14	185362.30	373529.50
33-140	366+22.49	61.63' RT	884.51	185358.28	373527.51
33-141	366+20.65	65.72' RT	884.87	185354.25	373525.53
33-142	366+18.93	69.53' RT	885.21	185350.51	373523.67
33-143	366+13.99	69.75' RT	885.10	185350.46	373518.73
33-144	366+15.70	65.90' RT	884.77	185354.24	373520.57
33-145	366+17.52	61.80' RT	884.42	185358.28	373522.54
33-146	366+19.34	57.72' RT	884.06	185362.30	373524.50
33-147	366+14.34	57.89' RT	883.92	185362.30	373519.50
33-148	366+12.20	57.97' RT	883.78	185362.30	373517.35
33-149	366+04.74	60.95' RT	884.45	185359.59	373509.79
33-150	366+13.48	50.95' RT	883.90	185369.26	373518.88

TECHNICALLY INFEASIBLE NOTES:
TRENTON RD SW QUAD:

TECHNICALLY INFEASIBLE DUE TO RAMP CROSS SLOPE OF 3.8% AND FLOW LINE SLOPE OF 3.3%. EXISTING ROADWAY SLOPES WILL NOT ALLOW CONFORMING RAMP.

TECHNICALLY INFEASIBLE NOTES:
TRENTON RD SE QUAD:

TECHNICALLY INFEASIBLE DUE TO RAMP CROSS SLOPE OF 6.0% AND FLOW LINE SLOPE OF 4.6%. EXISTING ROADWAY SLOPES WILL NOT ALLOW CONFORMING RAMP.

N TRENTON RD

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 33 (N TRENTON RD)	SHEET 162	E

INTERSECTION 34 (BEECH ST/FRANKLIN ST)

LEGEND

- REMOVING CURB AND GUTTER (SEE MISC. QUANTITIES)
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE PAVEMENT
- REMOVING BRICK PAVERS
- SLOPE INTERCEPT
- SAWING ASPHALT
- SAWING CONCRETE

NOTE

EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED SHALL BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS.

N

BEECH ST

STH 144/N MAIN ST

FRANKLIN ST

MARKING REMOVAL LINE WATER BLASTING WIDE (STOP BAR)

MARKING REMOVAL LINE WATER BLASTING 6-INCH (CROSSWALK)

+30.96
-56.03' LT

+62.72
-62.74' LT

+09.02
-38.89' LT

+30.94
-39.18' LT

+82.87
-38.23' LT

+86.30
-37.68' LT

+60.55
-39.30' LT

ERW

TLE

11+00

12+00

13+00

14+00

PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	REMOVAL PLANS - INTERSECTION 34 (BEECH ST/FRANKLIN ST)	SHEET 163	E

2

INTERSECTION 34 (BEECH ST/FRANKLIN ST)

LEGEND

CCP	CONCRETE CURB PEDESTRIAN
CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG24A	CONCRETE CURB & GUTTER 24-INCH TYPE A
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG36A	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
CP9	CONCRETE PAVEMENT 9-INCH
CP10	CONCRETE PAVEMENT 10-INCH
CSI	CONCRETE SAFETY ISLAND
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW5	CONCRETE SIDEWALK 5-INCH
SW6	CONCRETE SIDEWALK 6-INCH
G6	GRADED FLARE (6:1 MAX SLOPE)
P10	PAVED FLARE (10% MAX SLOPE)
P6	PAVED FLARE (6:1 MAX SLOPE)
	ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	SLOPE INTERCEPT
	SILT FENCE
	INLET PROTECTION TYPE C (UNLESS OTHERWISE NOTED)
TFE	TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, & SEEDING MIXTURE NO. 40
	ROCK BAGS

NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS OTHERWISE NOTED.

SEE SDD "PAVEMENT MARKINGS, MEDIAN ISLAND NOSE" FOR MEDIAN MARKING LAYOUT.

RADIUS TABLE			
POINT	Y COORDS	X COORDS	RADIUS
34-N	185703.93	361773.82	22.00
34-S	185634.43	361780.65	17.50

BEECH ST

STH 144/N MAIN ST

34-S

34-N

J + K BUTZ LLC

WE ENERGIES GAS

DUPLI QUIK REAL ESTATE LLC

MARKING STOP LINE EPOXY 18-INCH (WHITE)

ADJUSTING INLET

+31.02 -55.16' LT

+46.12 -54.73' LT

+46.35 -39.30' LT

+30.94 -39.18' LT

+60.55 -39.30' LT

CAUTION

CITY OF WEST BEND WATER

CITY OF WEST BEND STORM SEWER

MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)

AT&T TELEPHONE

CITY OF WEST BEND SANITARY

12+00

13+00

14+00

AT&T FIBER OPTIC

CITY OF WEST BEND WATER

CITY OF WEST BEND STORM SEWER

SPECTRUM FIBER OPTIC

CITY OF WEST BEND SANITARY

WE ENERGIES GAS

CAUTION

FRANKLIN ST

N

2

PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	PLAN DETAILS - INTERSECTION 34 (BEECH ST/FRANKLIN ST)	SHEET 164	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021206-PD.DWG
LAYOUT NAME - 34

PLOT DATE : 12/19/2025 12:16 PM PLOT BY : JARED BROWN PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

INTERSECTION 34 (BEECH ST/FRANKLIN ST)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- FLOW ARROWS

TECHNICALLY INFEASIBLE NOTES:
BEECH ST S QUAD:

TECHNICALLY INFEASIBLE DUE TO C&G FLOW LINE SLOPE OF 3.2% AND RAMP CROSS SLOPE OF 3.8%. EXISTING ROADWAY AND C&G SLOPES WILL NOT ALLOW CONFORMING RAMP.

N

BEECH ST

EXISTING SIDEWALK
NEW SIDEWALK
34-121
34-122
34-119
34-117
34-120
34-103
34-110A
34-110
34-114
34-118
34-112
34-108
34-116
34-102
3% GUTTER SLOPE
34-106
34-101
MEF
CURB RAMP TYPE 4B1
34-115
34-113
34-111
34-105
34-104
34-107
1% REVERSE GUTTER SLOPE
34-113A
34-100
34-109A
34-109
6.39%

34-126A
34-128A
34-126
34-129A
34-138
34-133A
34-139
34-125A
34-129
34-124A
34-135
34-125
34-131A
34-133
34-137
MEF
34-132
34-130A
34-136
3% REVERSE GUTTER SLOPE
CURB RAMP TYPE 4A1
34-128
34-131
34-134
34-124
34-123
34-132A
34-127
34-130
34-134A
34-127A

EXISTING SIDEWALK
NEW SIDEWALK

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

TECHNICALLY INFEASIBLE NOTES:
BEECH ST N QUAD:

TECHNICALLY INFEASIBLE DUE TO LANDING AND RAMP CROSS SLOPES EXCEEDING 2% AND C&G FLOW LINE SLOPE OF 8%. EXISTING ROADWAY, C&G, AND SIDEWALK SLOPES WILL NOT ALLOW CONFORMING RAMP. A LEVEL LANDING ALSO CANNOT BE PROVIDED FOR THIS RAMP

INT34 - BEECH ST - NW - S
BOC RADIUS = 19.5'
CURB RAMP LANDING LENGTH ('XR') = 7.87'
RADIAL CHORD LENGTH = 8.66'
RADIAL WARNING FIELD AREA = 14.7 SF

STH 144/N MAIN ST
12+00
12+50
13+00

PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 34 (BEECH ST/FRANKLIN ST)	SHEET 165	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021306-CR.DWG
LAYOUT NAME - Int 34 (1)
PLOT DATE : 10/29/2025 12:39 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:10 FT

N

BEECH ST S					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
34-100	12+08.99	40.39' LT	909.58	185631.47	361798.25
34-101	12+24.81	45.98' LT	909.76	185647.26	361792.55
34-102	12+28.45	51.83' LT	909.98	185650.86	361786.67
34-103	12+29.45	56.08' LT	910.22	185651.84	361782.42
34-104	12+24.14	46.01' LT	909.77	185646.59	361792.53
34-105	12+17.94	45.77' LT	910.73	185640.39	361792.81
34-106	12+24.39	52.00' LT	910.00	185646.80	361786.53
34-107	12+22.14	46.09' LT	909.92	185644.59	361792.46
34-108	12+22.39	52.09' LT	910.15	185644.80	361786.46
34-109	12+17.92	46.27' LT	910.23	185640.37	361792.31
34-109A	12+21.32	43.13' LT	910.20	185643.78	361795.42

BEECH ST S					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
34-110	12+17.80	52.28' LT	910.36	185640.21	361786.30
34-110A	12+29.26	54.80' LT	910.65	185651.65	361783.70
34-111	12+13.02	46.09' LT	910.32	185635.47	361792.52
34-112	12+12.80	52.18' LT	910.42	185635.21	361786.43
34-113	12+08.79	45.93' LT	910.39	185631.24	361792.70
34-113A	12+08.80	45.43' LT	910.59	185631.26	361793.20
34-113A (3)	12+30.96	56.03' LT	910.27	185653.34	361782.46
34-114	12+08.67	51.56' LT	910.50	185631.09	361787.08
34-115	12+03.48	45.74' LT	910.41	185625.93	361792.93
34-116	12+02.89	50.69' LT	910.61	185625.30	361787.98
34-117	12+17.74	55.27' LT	910.57	185640.13	361783.30

BEECH ST S					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
34-118	12+12.74	55.30' LT	910.63	185635.13	361783.31
34-119	12+17.65	59.77' LT	910.88	185640.01	361778.80
34-120	12+12.65	59.80' LT	910.95	185635.01	361778.81
34-121	12+17.56	64.40' LT	911.20	185639.88	361774.18
34-122	12+12.55	64.44' LT	911.32	185634.88	361774.18

BEECH ST N					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
34-123	12+80.62	40.61' LT	908.25	185698.25	361795.07
34-124	12+77.61	41.92' LT	908.36	185695.41	361794.10
34-124A	12+78.61	47.72' LT	908.87	185695.61	361788.24
34-125	12+69.01	48.93' LT	909.20	185687.06	361787.94
34-125A	12+69.77	48.84' LT	909.20	185687.74	361787.96
34-126	12+68.63	49.43' LT	909.24	185686.68	361787.47
34-126A	12+69.33	49.39' LT	909.74	185687.30	361787.45
34-127	12+77.99	41.73' LT	908.35	185695.76	361794.25
34-127A	12+79.67	40.99' LT	908.78	185697.35	361794.80
34-128	12+76.58	42.47' LT	908.45	185694.42	361793.66
34-128A	12+67.92	51.47' LT	909.95	185685.88	361785.49
34-129	12+73.00	48.45' LT	909.40	185690.61	361788.06
34-129A	12+73.15	53.14' LT	910.07	185690.25	361783.39

BEECH ST N					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
34-130	12+79.79	41.48' LT	908.37	185697.40	361794.30
34-130A	12+76.87	42.90' LT	908.48	185694.64	361793.21
34-131	12+77.70	42.45' LT	908.45	185695.43	361793.57
34-131A	12+85.28	47.27' LT	909.32	185701.52	361787.94
34-132	12+78.07	44.59' LT	908.62	185695.50	361791.40
34-132A	12+84.18	40.84' LT	908.61	185701.40	361794.44
34-133	12+85.31	46.75' LT	909.18	185701.61	361788.45
34-133A	12+85.01	52.23' LT	909.81	185700.62	361783.06
34-134	12+89.62	39.47' LT	908.64	185706.45	361795.12
34-134A	12+86.54	39.16' LT	908.15	185703.74	361795.82
34-135	12+91.13	51.43' LT	909.75	185706.02	361783.10
34-136	12+89.68	39.97' LT	908.68	185706.43	361794.62
34-137	12+90.40	45.95' LT	909.25	185706.19	361788.61

BEECH ST N					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
34-138	12+85.53	56.78' LT	910.26	185700.45	361778.49
34-138A	12+78.86	52.74' LT	909.93	185695.24	361783.23
34-139	12+91.77	56.10' LT	910.19	185705.88	361778.39

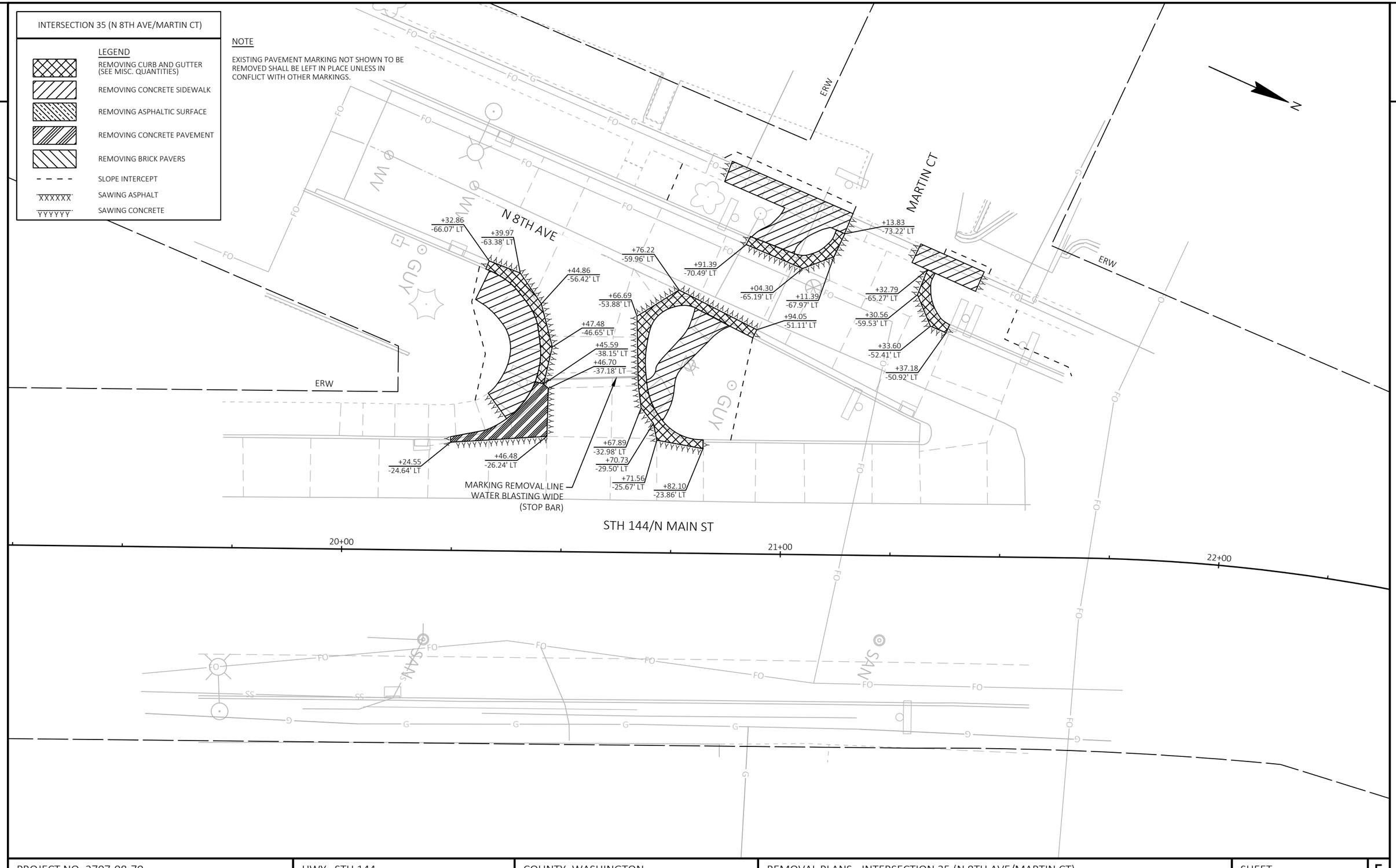
INTERSECTION 35 (N 8TH AVE/MARTIN CT)

LEGEND

- REMOVING CURB AND GUTTER (SEE MISC. QUANTITIES)
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE PAVEMENT
- REMOVING BRICK PAVERS
- SLOPE INTERCEPT
- SAWING ASPHALT
- SAWING CONCRETE

NOTE

EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED SHALL BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS.



PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	REMOVAL PLANS - INTERSECTION 35 (N 8TH AVE/MARTIN CT)	SHEET 167	E

INTERSECTION 35 (N 8TH AVE/MARTIN CT)

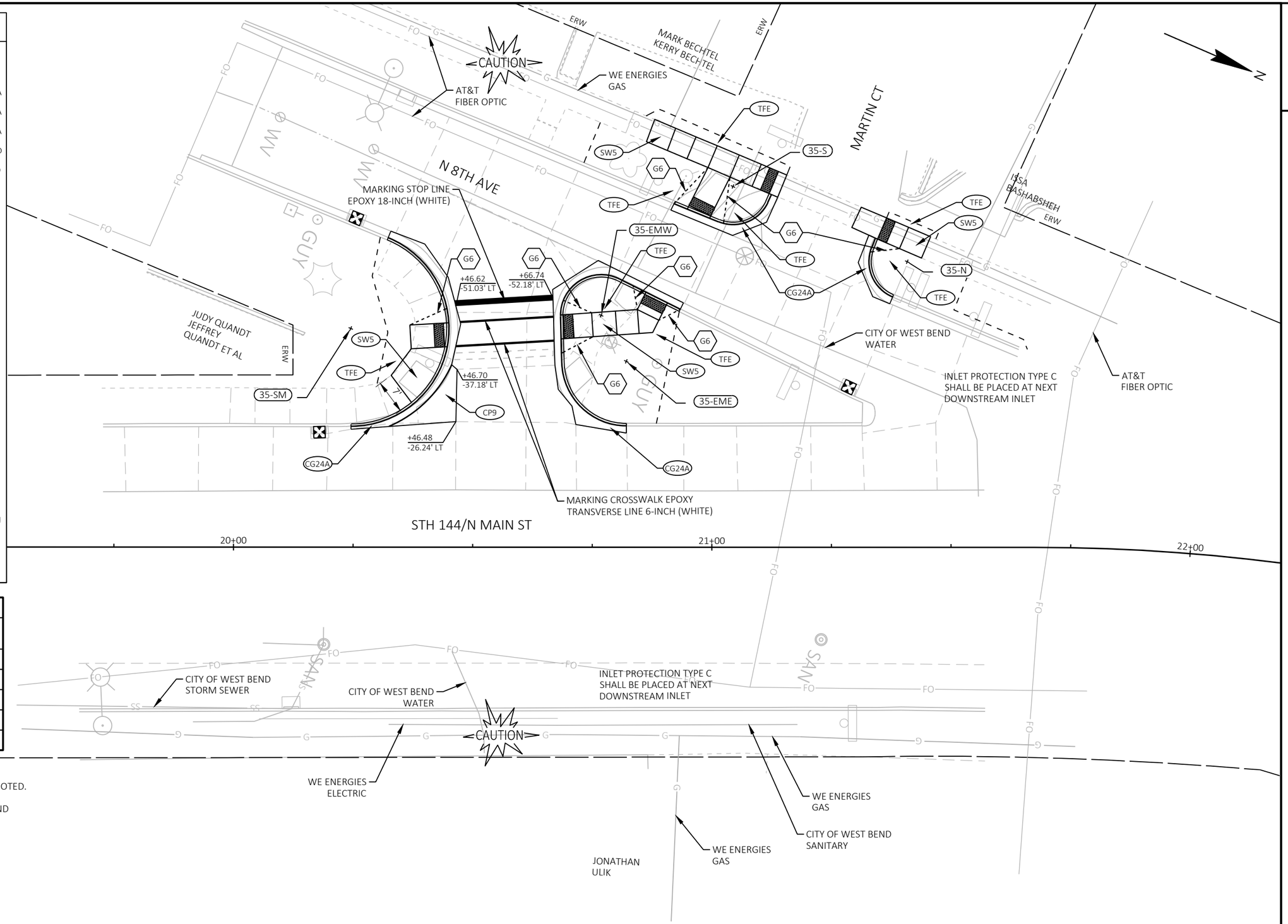
LEGEND

- CCP — CONCRETE CURB PEDESTRIAN
- CG18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG24A — CONCRETE CURB & GUTTER 24-INCH TYPE A
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36A — CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CP9 — CONCRETE PAVEMENT 9-INCH
- CP10 — CONCRETE PAVEMENT 10-INCH
- CSI — CONCRETE SAFETY ISLAND
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SN02 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- SW5 — CONCRETE SIDEWALK 5-INCH
- SW6 — CONCRETE SIDEWALK 6-INCH
- G6 — GRADED FLARE (6:1 MAX SLOPE)
- P10 — PAVED FLARE (10% MAX SLOPE)
- P6 — PAVED FLARE (6:1 MAX SLOPE)
- ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- SILT FENCE
- INLET PROTECTION TYPE C (UNLESS OTHERWISE NOTED)
- TFE — TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, & SEEDING MIXTURE NO. 40
- ROCK BAGS

RADIUS TABLE			
POINT	Y COORDS	X COORDS	RADIUS
35-EME	186427.99	361496.24	13.50
35-EMW	186419.33	361489.49	8.50
35-N	186473.54	361453.71	8.00
35-S	186433.86	361453.81	8.00
35-SM	186372.43	361512.90	20.50

NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS OTHERWISE NOTED.

SEE SDD "PAVEMENT MARKINGS, MEDIAN ISLAND NOSE" FOR MEDIAN MARKING LAYOUT.



N 8TH AVE NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
35-125	20+82.10	25.36' LT	904.77	186433.38	361508.62
35-126	20+81.15	25.39' LT	904.84	186432.50	361508.96
35-128	20+68.46	43.56' LT	906.74	186413.62	361497.35
35-129	20+68.34	48.57' LT	906.98	186411.51	361492.81
35-130	20+80.62	56.10' LT	907.57	186419.77	361481.00
35-131	20+86.22	53.32' LT	907.09	186426.01	361481.32
35-132	20+90.69	51.10' LT	906.81	186431.00	361481.58
35-133	20+93.38	49.76' LT	906.51	186434.00	361481.73
35-136	20+69.19	43.61' LT	906.75	186414.26	361497.02
35-137	20+68.84	48.60' LT	906.98	186411.95	361492.58
35-138	20+85.99	52.88' LT	907.10	186425.98	361481.82
35-139	20+90.47	50.65' LT	906.82	186430.98	361482.08

N 8TH AVE NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
35-143	20+71.18	43.75' LT	906.78	186416.04	361496.09
35-144	20+70.83	48.74' LT	907.01	186413.73	361491.66
35-145	20+85.10	51.08' LT	907.12	186425.88	361483.82
35-146	20+89.58	48.86' LT	906.84	186430.87	361484.07
35-151	20+84.41	49.69' LT	907.13	186425.80	361485.37
35-151A	20+83.53	54.66' LT	907.32	186423.01	361481.17
35-152	20+88.89	47.47' LT	906.85	186430.80	361485.63
35-152A	20+84.76	44.70' LT	907.04	186428.11	361489.81
35-153	20+87.62	44.90' LT	906.94	186430.65	361488.49
35-154	20+80.16	44.38' LT	906.98	186424.02	361491.94
35-155	20+75.17	44.03' LT	906.89	186419.58	361494.25
35-155A	20+68.55	40.56' LT	907.02	186414.90	361500.07

N 8TH AVE NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
35-156	20+74.82	49.02' LT	907.05	186417.28	361489.81
35-156A	20+68.94	51.62' LT	907.60	186410.85	361489.77
35-157	20+79.81	49.37' LT	907.07	186421.71	361487.50

TECHNICALLY INFEASIBLE NOTES:
N 8TH AVE NW QUAD (WEST RAMP):

TECHNICALLY INFEASIBLE DUE TO RAMP CROSS SLOPES UP TO 5.6%. EXISTING ROADWAY AND C&G WILL NOT ALLOW CONFORMING RAMP.

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

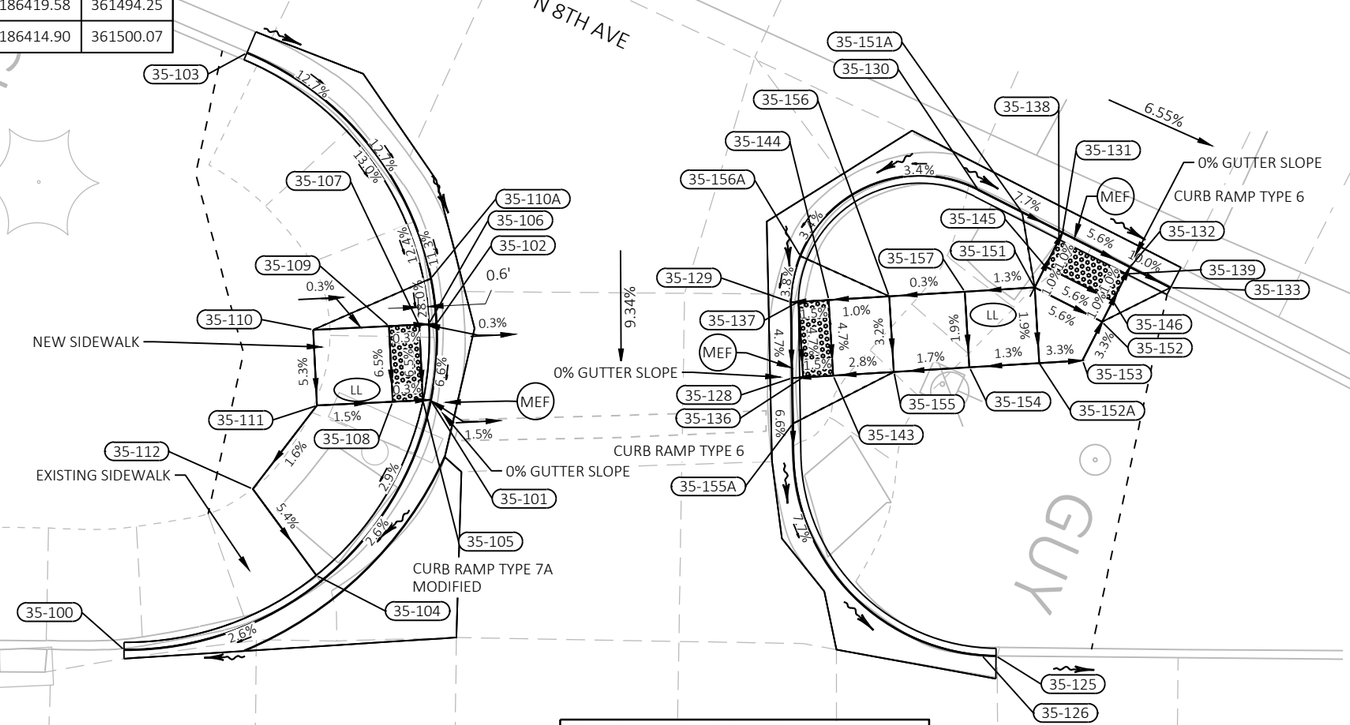
SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

TECHNICALLY INFEASIBLE NOTES:
N 8TH AVE SE QUAD:

TECHNICALLY INFEASIBLE DUE TO RAMP CROSS SLOPES UP TO 6.6% AND DUE TO THE INABILITY TO PROVIDE A LEVEL LANDING. EXISTING ROADWAY AND SIDEWALK SLOPES WILL NOT ALLOW CONFORMING RAMP.

N 8TH AVE SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
35-100	20+24.55	25.22' LT	906.02	186380.65	361531.68
35-101	20+44.63	41.90' LT	906.75	186392.42	361508.38
35-102	20+44.95	46.93' LT	907.08	186390.72	361503.64
35-103	20+32.29	64.68' LT	909.90	186372.02	361492.40
35-104	20+37.18	30.26' LT	906.35	186390.23	361522.02
35-105	20+44.11	41.87' LT	906.76	186391.96	361508.61
35-106	20+44.45	46.90' LT	907.08	186390.27	361503.86
35-107	20+43.81	46.86' LT	907.08	186389.70	361504.15
35-108	20+42.12	41.75' LT	906.76	186390.18	361509.51
35-109	20+41.83	46.74' LT	907.09	186387.92	361505.05
35-110	20+36.84	46.45' LT	907.10	186383.46	361507.31
35-110A	20+44.56	49.91' LT	907.42	186389.16	361501.06
35-111	20+37.13	41.46' LT	906.84	186385.72	361511.77
35-112	20+32.95	35.91' LT	906.73	186384.10	361518.52



TECHNICALLY INFEASIBLE NOTES:
N 8TH AVE NE QUAD (SOUTH RAMP):

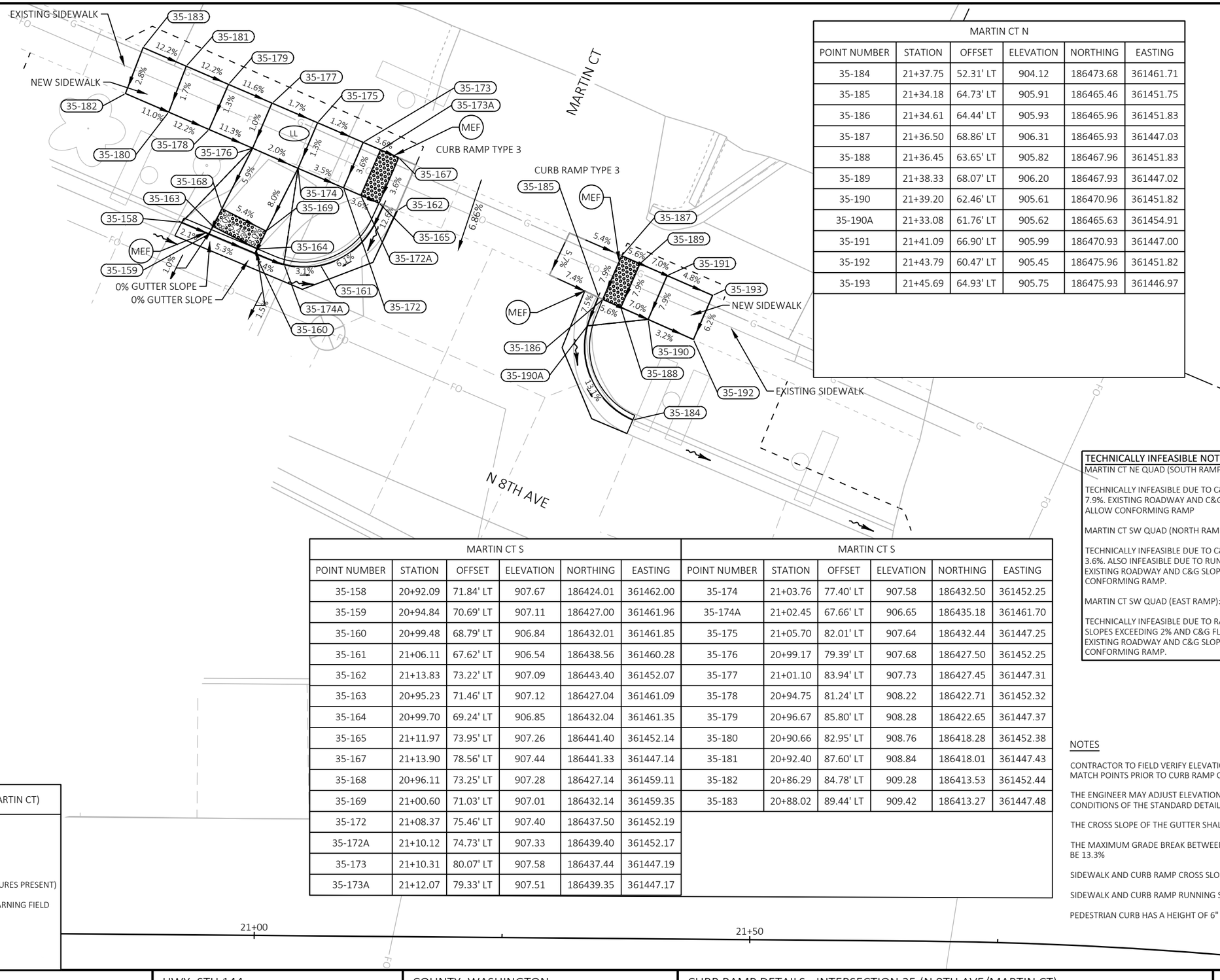
TECHNICALLY INFEASIBLE DUE TO RAMP CROSS SLOPES UP TO 4.7%. EXISTING ROADWAY AND C&G WILL NOT ALLOW CONFORMING RAMP.

INTERSECTION 35 (N 8TH AVE/MARTIN CT)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- FLOW ARROWS

PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 35 (N 8TH AVE/MARTIN CT)	SHEET 169	E



MARTIN CT N					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
35-184	21+37.75	52.31' LT	904.12	186473.68	361461.71
35-185	21+34.18	64.73' LT	905.91	186465.46	361451.75
35-186	21+34.61	64.44' LT	905.93	186465.96	361451.83
35-187	21+36.50	68.86' LT	906.31	186465.93	361447.03
35-188	21+36.45	63.65' LT	905.82	186467.96	361451.83
35-189	21+38.33	68.07' LT	906.20	186467.93	361447.02
35-190	21+39.20	62.46' LT	905.61	186470.96	361451.82
35-190A	21+33.08	61.76' LT	905.62	186465.63	361454.91
35-191	21+41.09	66.90' LT	905.99	186470.93	361447.00
35-192	21+43.79	60.47' LT	905.45	186475.96	361451.82
35-193	21+45.69	64.93' LT	905.75	186475.93	361446.97

MARTIN CT S					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
35-158	20+92.09	71.84' LT	907.67	186424.01	361462.00
35-159	20+94.84	70.69' LT	907.11	186427.00	361461.96
35-160	20+99.48	68.79' LT	906.84	186432.01	361461.85
35-161	21+06.11	67.62' LT	906.54	186438.56	361460.28
35-162	21+13.83	73.22' LT	907.09	186443.40	361452.07
35-163	20+95.23	71.46' LT	907.12	186427.04	361461.09
35-164	20+99.70	69.24' LT	906.85	186432.04	361461.35
35-165	21+11.97	73.95' LT	907.26	186441.40	361452.14
35-167	21+13.90	78.56' LT	907.44	186441.33	361447.14
35-168	20+96.11	73.25' LT	907.28	186427.14	361459.11
35-169	21+00.60	71.03' LT	907.01	186432.14	361459.35
35-172	21+08.37	75.46' LT	907.40	186437.50	361452.19
35-172A	21+10.12	74.73' LT	907.33	186439.40	361452.17
35-173	21+10.31	80.07' LT	907.58	186437.44	361447.19
35-173A	21+12.07	79.33' LT	907.51	186439.35	361447.17

MARTIN CT S					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
35-174	21+03.76	77.40' LT	907.58	186432.50	361452.25
35-174A	21+02.45	67.66' LT	906.65	186435.18	361461.70
35-175	21+05.70	82.01' LT	907.64	186432.44	361447.25
35-176	20+99.17	79.39' LT	907.68	186427.50	361452.25
35-177	21+01.10	83.94' LT	907.73	186427.45	361447.31
35-178	20+94.75	81.24' LT	908.22	186422.71	361452.32
35-179	20+96.67	85.80' LT	908.28	186422.65	361447.37
35-180	20+90.66	82.95' LT	908.76	186418.28	361452.38
35-181	20+92.40	87.60' LT	908.84	186418.01	361447.43
35-182	20+86.29	84.78' LT	909.28	186413.53	361452.44
35-183	20+88.02	89.44' LT	909.42	186413.27	361447.48

TECHNICALLY INFEASIBLE NOTES:

MARTIN CT NE QUAD (SOUTH RAMP):

TECHNICALLY INFEASIBLE DUE TO C&G FLOW LINE SLOPE OF 7.9%. EXISTING ROADWAY AND C&G SLOPES WILL NOT ALLOW CONFORMING RAMP

MARTIN CT SW QUAD (NORTH RAMP):

TECHNICALLY INFEASIBLE DUE TO C&G FLOW LINE SLOPE OF 3.6%. ALSO INFEASIBLE DUE TO RUNNING SLOPE OF 12.2%. EXISTING ROADWAY AND C&G SLOPES WILL NOT ALLOW CONFORMING RAMP.

MARTIN CT SW QUAD (EAST RAMP):

TECHNICALLY INFEASIBLE DUE TO RAMP AND LANDING CROSS SLOPES EXCEEDING 2% AND C&G FLOW LINE SLOPE OF 5.4%. EXISTING ROADWAY AND C&G SLOPES WILL NOT ALLOW CONFORMING RAMP.

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

INTERSECTION 35 (N 8TH AVE/MARTIN CT)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- FLOW ARROWS

PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 35 (N 8TH AVE/MARTIN CT)	SHEET 170	E

2

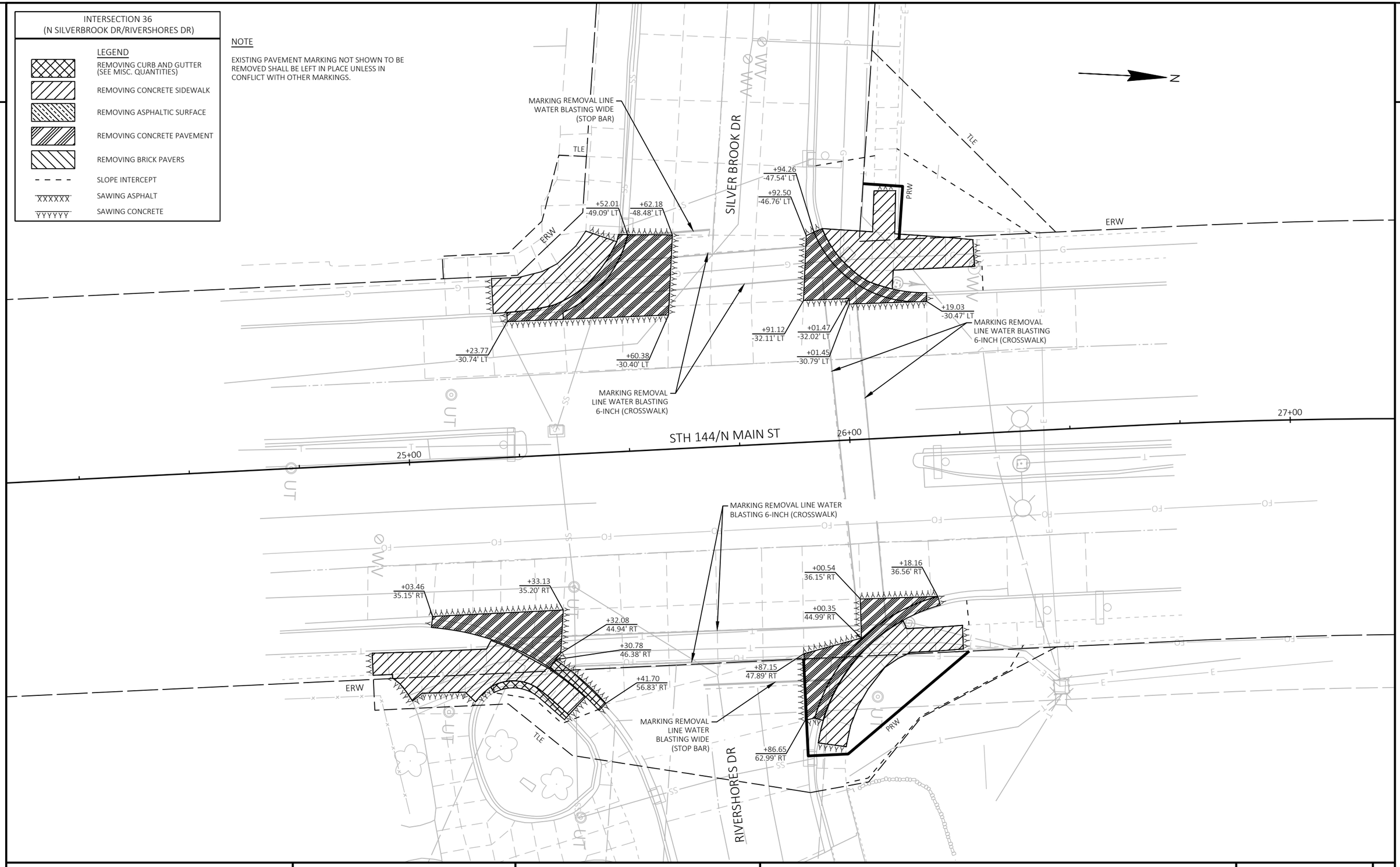
INTERSECTION 36
(N SILVERBROOK DR/RIVERSHORES DR)

LEGEND

- REMOVING CURB AND GUTTER (SEE MISC. QUANTITIES)
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE PAVEMENT
- REMOVING BRICK PAVERS
- SLOPE INTERCEPT
- SAWING ASPHALT
- SAWING CONCRETE

NOTE

EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED SHALL BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS.



2

PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	REMOVAL PLANS - INTERSECTION 36 (N SILVERBROOK DR/RIVERSHORES DR)	SHEET 171	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021006-RM.DWG
LAYOUT NAME - 36

PLOT DATE : 10/30/2025 5:59 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

INTERSECTION 36
(N SILVERBROOK DR/RIVERSHORES DR)

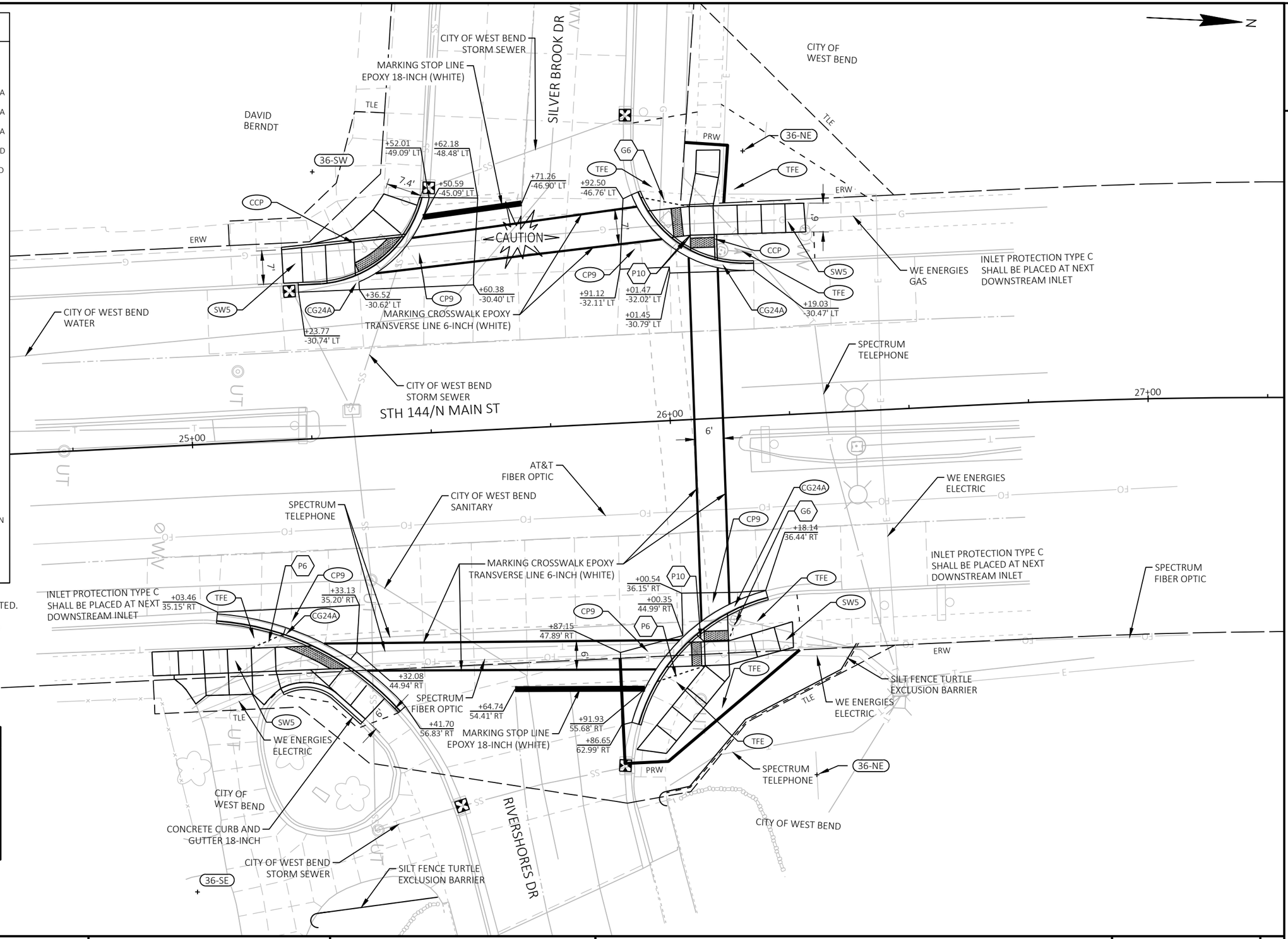
LEGEND

- CCP — CONCRETE CURB PEDESTRIAN
- CG18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG24A — CONCRETE CURB & GUTTER 24-INCH TYPE A
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36A — CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CP9 — CONCRETE PAVEMENT 9-INCH
- CP10 — CONCRETE PAVEMENT 10-INCH
- CSI — CONCRETE SAFETY ISLAND
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SN02 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- SW5 — CONCRETE SIDEWALK 5-INCH
- SW6 — CONCRETE SIDEWALK 6-INCH
- G6 — GRADED FLARE (6:1 MAX SLOPE)
- P10 — PAVED FLARE (10% MAX SLOPE)
- P6 — PAVED FLARE (6:1 MAX SLOPE)
- ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- SILT FENCE
- INLET PROTECTION TYPE C (UNLESS OTHERWISE NOTED)
- TFE — TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, & SEEDING MIXTURE NO. 40
- ROCK BAGS

NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS OTHERWISE NOTED.

SEE SDD "PAVEMENT MARKINGS, MEDIAN ISLAND NOSE" FOR MEDIAN MARKING LAYOUT.

RADIUS TABLE			
POINT	Y COORDS	X COORDS	RADIUS
36-NE	186982.47	361507.82	38.50
36-NE	186960.55	361378.39	23.50
36-SE	186854.32	361538.64	56.76
36-SW	186870.88	361387.19	23.50



2

INTERSECTION 36
(N SILVERBROOK DR/RIVERSHORES DR)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- FLOW ARROWS

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

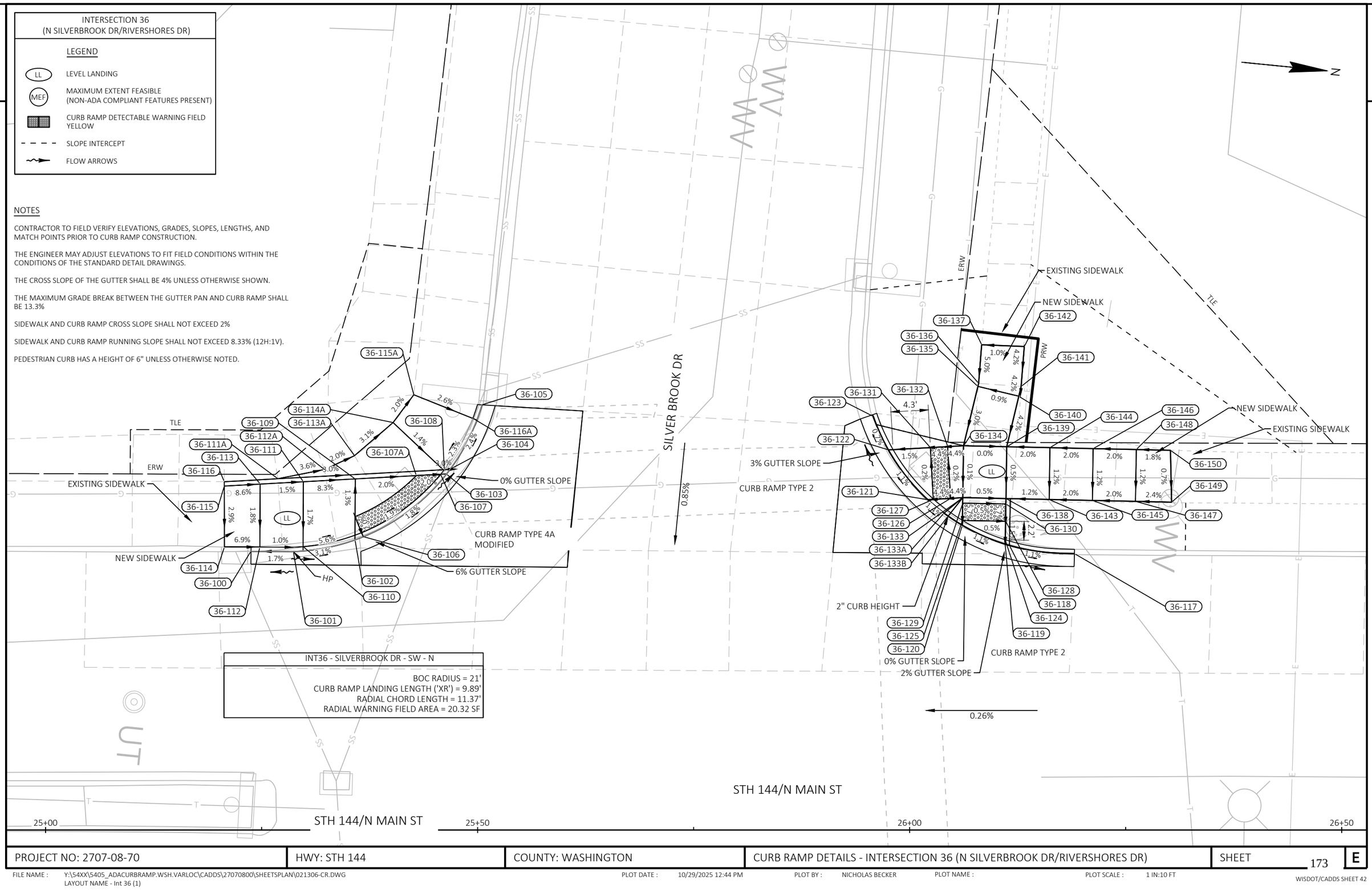
THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.



PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 36 (N SILVERBROOK DR/RIVERSHORES DR)	SHEET 173	E

2

SILVERBROOK DR N					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
36-117	26+19.08	31.97' LT	896.37	186963.97	361401.69
36-118	26+11.56	32.90' LT	896.46	186956.40	361401.52
36-119	26+11.06	33.04' LT	896.46	186955.89	361401.42
36-120	26+06.09	35.23' LT	896.52	186950.73	361399.74
36-121	26+02.07	38.22' LT	896.52	186946.43	361397.18
36-122	25+97.52	43.98' LT	896.44	186941.32	361391.90
36-123	25+95.79	47.84' LT	896.91	186939.22	361388.22
36-124	26+11.07	33.56' LT	896.47	186955.84	361400.91
36-125	26+06.10	35.81' LT	896.53	186950.68	361399.17
36-126	26+04.73	38.36' LT	896.61	186949.06	361396.77
36-127	26+02.73	38.25' LT	896.53	186947.08	361397.07
36-128	26+11.10	35.73' LT	896.50	186955.66	361398.75
36-129	26+06.13	37.80' LT	896.64	186950.51	361397.18
36-130	26+11.13	37.73' LT	896.61	186955.49	361396.75

SILVERBROOK DR N					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
36-131	26+02.40	44.24' LT	896.51	186946.16	361391.15
36-132	26+04.40	44.35' LT	896.60	186948.13	361390.84
36-133	26+06.14	38.45' LT	896.68	186950.46	361396.53
36-133A	26+03.97	36.66' LT	896.65	186948.47	361398.54
36-133B	26+04.44	36.30' LT	896.50	186948.98	361398.85
36-134	26+06.24	44.45' LT	896.68	186949.95	361390.55
36-135	26+07.90	51.32' LT	896.89	186950.92	361383.55
36-136	26+07.98	51.67' LT	896.91	186950.96	361383.19
36-137	26+08.35	56.11' LT	897.13	186950.89	361378.75
36-138	26+11.14	38.34' LT	896.65	186955.44	361396.14
36-139	26+11.24	44.34' LT	896.68	186954.94	361390.16
36-140	26+12.65	50.18' LT	896.93	186955.76	361384.22
36-141	26+12.90	51.32' LT	896.98	186955.89	361383.06
36-142	26+13.27	55.94' LT	897.18	186955.80	361378.42

SILVERBROOK DR N					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
36-143	26+16.14	38.23' LT	896.71	186960.43	361395.75
36-144	26+16.24	44.23' LT	896.78	186959.92	361389.77
36-145	26+21.14	38.13' LT	896.81	186965.41	361395.36
36-146	26+21.24	44.12' LT	896.88	186964.91	361389.38
36-147	26+26.14	38.02' LT	896.91	186970.40	361394.97
36-148	26+26.24	44.02' LT	896.98	186969.89	361388.99
36-149	26+30.32	37.93' LT	897.01	186974.56	361394.64
36-150	26+30.18	43.93' LT	897.05	186973.83	361388.68

SILVERBROOK DR S					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
36-100	25+23.77	32.24' LT	896.94	186869.12	361410.94
36-101	25+28.69	32.21' LT	897.03	186874.01	361410.48
36-102	25+35.81	33.57' LT	896.81	186880.96	361408.42
36-103	25+46.39	41.19' LT	896.57	186890.73	361399.78
36-104	25+46.77	41.71' LT	896.97	186891.06	361399.22
36-105	25+50.48	49.19' LT	896.37	186894.00	361391.42
36-106	25+36.76	33.94' LT	896.79	186881.87	361407.96
36-107	25+45.72	41.16' LT	896.58	186890.06	361399.88
36-107A	25+42.90	41.00' LT	896.64	186887.27	361400.31
36-108	25+46.13	41.68' LT	896.99	186890.42	361399.32
36-109	25+35.84	40.62' LT	896.78	186880.29	361401.40
36-110	25+29.80	32.78' LT	897.15	186875.06	361409.80
36-111	25+29.84	40.29' LT	897.28	186874.35	361402.33
36-111A	25+26.89	40.63' LT	897.56	186871.38	361402.28
36-112	25+24.80	32.74' LT	897.23	186870.09	361410.35
36-112A	25+32.27	41.70' LT	897.36	186876.63	361400.68

SILVERBROOK DR S					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
36-113	25+24.84	40.02' LT	897.36	186869.40	361403.10
36-113A	25+35.75	43.30' LT	897.29	186879.94	361398.74
36-114	25+20.71	32.76' LT	897.51	186866.02	361410.74
36-114A	25+40.22	47.14' LT	897.10	186883.99	361394.48
36-115	25+20.68	39.79' LT	897.72	186865.29	361403.74
36-115A	25+42.62	50.35' LT	897.02	186886.06	361391.04
36-116	25+20.68	40.29' LT	897.72	186865.24	361403.24
36-116A	25+49.49	47.60' LT	896.73	186893.18	361393.09
49-162A	87+44.57	21.82' RT	994.52	192246.03	363959.46
49-165A	87+55.56	21.83' RT	994.87	192253.91	363967.12

2

INTERSECTION 36
(N SILVERBROOK DR/RIVERSHORES DR)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- FLOW ARROWS

STH 144/N MAIN ST

25+50 26+00

N

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

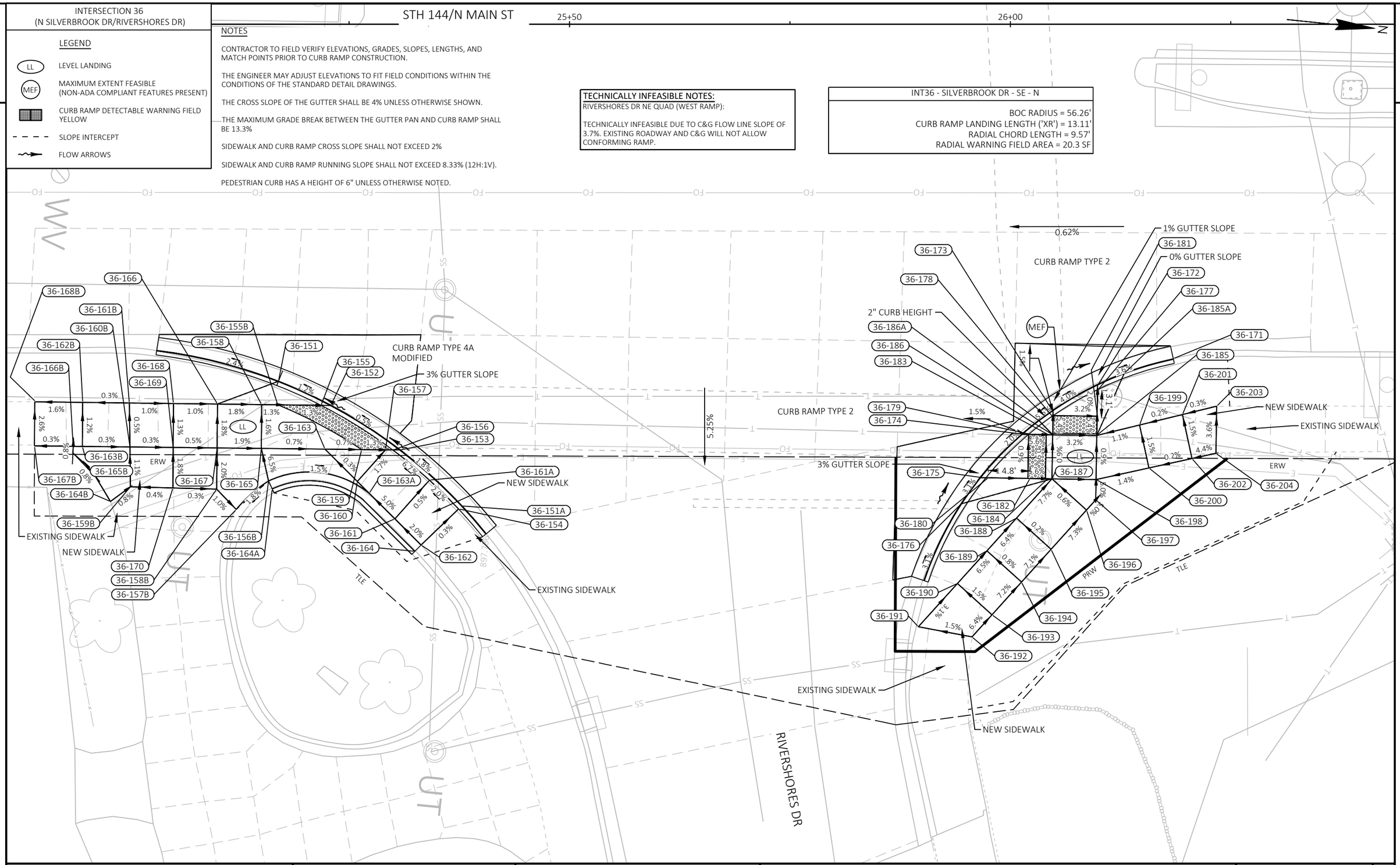
SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

TECHNICALLY INFEASIBLE NOTES:
RIVERSHORES DR NE QUAD (WEST RAMP):

TECHNICALLY INFEASIBLE DUE TO C&G FLOW LINE SLOPE OF 3.7%. EXISTING ROADWAY AND C&G WILL NOT ALLOW CONFORMING RAMP.

INT36 - SILVERBROOK DR - SE - N
BOC RADIUS = 56.26'
CURB RAMP LANDING LENGTH ('XR') = 13.11'
RADIAL CHORD LENGTH = 9.57'
RADIAL WARNING FIELD AREA = 20.3 SF



PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 36 (N SILVERBROOK DR/RIVERSHORES DR)	SHEET 175	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021306-CR.DWG
LAYOUT NAME - Int 36 (2)

PLOT DATE : 10/31/2025 12:38 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

N

RIVERSHORE DR S						RIVERSHORE DR S						RIVERSHORE DR S					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
36-151	25+16.98	40.48' RT	897.37	186869.62	361483.98	36-160B	25+00.13	47.92' RT	897.76	186853.61	361493.06	36-167	25+10.02	48.05' RT	897.72	186863.46	361492.21
36-151A	25+37.78	54.59' RT	897.66	186891.73	361495.94	36-161	25+30.18	56.07' RT	897.89	186884.32	361498.17	36-167B	24+89.32	47.80' RT	897.76	186842.83	361494.02
36-152	25+22.93	43.21' RT	897.45	186875.82	361486.10	36-161A	25+34.10	51.67' RT	897.86	186887.78	361493.40	36-168	25+05.07	42.99' RT	897.69	186858.03	361487.67
36-153	25+30.78	48.25' RT	897.49	186884.13	361490.33	36-161B	25+00.07	42.93' RT	897.74	186853.05	361488.10	36-168B	24+89.34	42.80' RT	897.63	186842.36	361489.04
36-154	25+37.42	54.94' RT	897.96	186891.40	361496.32	36-162	25+33.16	59.03' RT	897.98	186887.58	361500.82	36-169	25+05.04	47.99' RT	897.75	186858.50	361492.64
36-155	25+21.82	43.20' RT	897.46	186874.71	361486.20	36-162B	24+94.78	42.86' RT	897.72	186847.77	361488.57	36-170	25+05.01	52.56' RT	897.83	186858.93	361497.20
36-155B	25+16.90	43.14' RT	897.52	186869.81	361486.63	36-163	25+22.25	48.16' RT	897.58	186875.64	361491.10						
36-156	25+29.98	48.27' RT	897.50	186883.34	361490.43	36-163A	25+27.27	53.17' RT	897.69	186881.13	361495.57						
36-156B	25+15.85	51.77' RT	897.87	186869.63	361495.33	36-163B	24+94.75	47.86' RT	897.78	186848.24	361493.54						
36-157	25+29.12	48.24' RT	897.51	186882.48	361490.49	36-164	25+32.45	59.75' RT	898.54	186886.94	361501.60						
36-157B	25+12.19	55.00' RT	897.78	186866.31	361498.90	36-164A	25+16.27	52.68' RT	897.91	186870.14	361496.19						
36-158	25+15.07	43.11' RT	897.55	186867.99	361486.79	36-164B	24+97.93	54.09' RT	897.83	186852.03	361499.42						
36-158B	25+09.97	52.69' RT	897.82	186863.88	361496.83	36-165	25+15.04	48.08' RT	897.63	186868.46	361491.74						
36-159	25+26.43	48.21' RT	897.55	186879.80	361490.73	36-165B	24+93.67	48.61' RT	897.78	186847.25	361494.40						
36-159B	25+00.19	52.43' RT	897.81	186854.12	361497.55	36-166	25+10.07	43.05' RT	897.64	186863.01	361487.23						
36-160	25+25.93	51.82' RT	897.59	186879.66	361494.37	36-166B	24+93.71	47.85' RT	897.78	186847.20	361493.64						

RIVERSHORE DR N						RIVERSHORE DR N						RIVERSHORE DR N					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
36-171	26+18.47	37.91' RT	896.42	186970.35	361471.28	36-185	26+09.80	46.60' RT	896.99	186962.59	361480.79	36-197	26+09.68	53.91' RT	897.10	186963.20	361488.08
36-172	26+09.89	40.93' RT	896.75	186962.11	361475.14	36-185A	26+12.90	39.57' RT	896.63	186964.97	361473.49	36-198	26+09.72	51.61' RT	896.99	186963.01	361485.79
36-173	26+04.84	43.91' RT	896.98	186957.39	361478.61	36-186	26+04.80	46.53' RT	897.10	186957.61	361481.22	36-199	26+14.65	45.42' RT	897.00	186967.30	361479.14
36-174	26+01.55	46.48' RT	897.25	186954.38	361481.50	36-186A	26+03.34	45.02' RT	897.16	186956.01	361479.87	36-200	26+15.71	50.30' RT	897.07	186968.84	361483.88
36-175	25+96.83	51.40' RT	897.38	186950.17	361486.87	36-187	26+04.72	51.53' RT	897.15	186958.03	361486.21	36-201	26+19.51	44.24' RT	897.01	186972.01	361477.48
36-176	25+94.43	54.36' RT	897.95	186948.08	361490.05	36-188	26+00.69	55.98' RT	897.61	186954.47	361491.04	36-202	26+20.60	49.23' RT	897.09	186973.60	361482.33
36-177	26+09.88	41.50' RT	896.77	186962.16	361475.71	36-189	25+97.34	59.69' RT	897.93	186951.50	361495.06	36-203	26+23.39	43.29' RT	897.02	186975.78	361476.15
36-178	26+04.83	44.53' RT	897.00	186957.44	361479.23	36-190	25+93.99	63.40' RT	898.25	186948.54	361499.09	36-204	26+23.31	48.63' RT	897.21	186976.24	361481.47
36-179	26+02.31	46.49' RT	897.24	186955.13	361481.43	36-191	25+89.56	68.29' RT	898.46	186944.62	361504.40						
36-180	25+97.47	51.41' RT	897.37	186950.80	361486.82	36-192	25+95.63	69.44' RT	898.55	186950.78	361504.94						
36-181	26+09.83	44.61' RT	896.84	186962.42	361478.81	36-193	25+97.90	66.94' RT	898.33	186952.78	361502.22						
36-182	26+02.23	51.49' RT	897.29	186955.55	361486.42	36-194	26+01.25	63.23' RT	897.97	186955.75	361498.19						
36-183	26+04.31	46.52' RT	897.13	186957.12	361481.26	36-195	26+04.61	59.52' RT	897.62	186958.72	361494.17						
36-184	26+04.23	51.52' RT	897.18	186957.54	361486.25	36-196	26+08.63	55.07' RT	897.18	186962.27	361489.34						

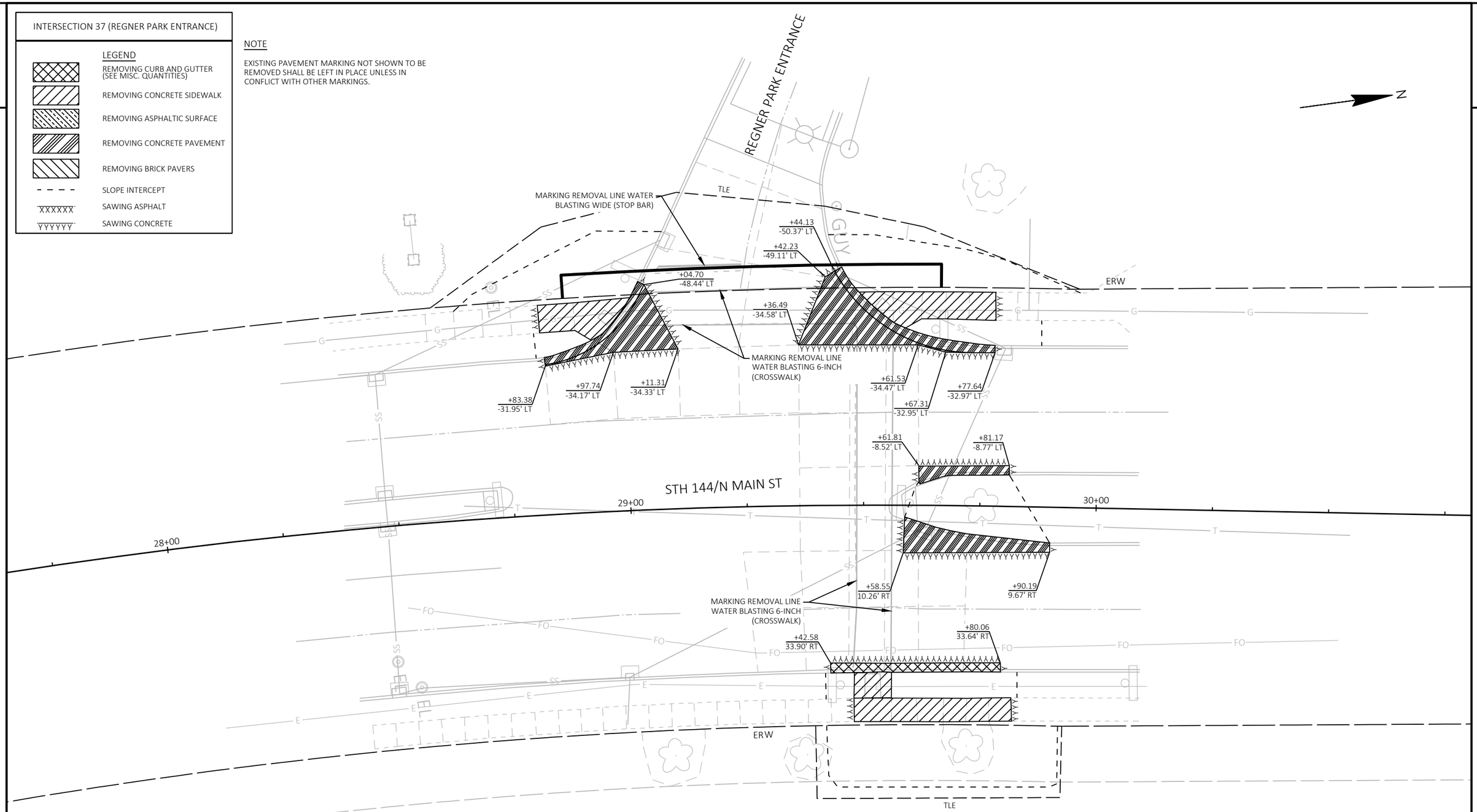
INTERSECTION 37 (REGNER PARK ENTRANCE)

LEGEND

- REMOVING CURB AND GUTTER (SEE MISC. QUANTITIES)
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE PAVEMENT
- REMOVING BRICK PAVERS
- SLOPE INTERCEPT
- SAWING ASPHALT
- SAWING CONCRETE

NOTE

EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED SHALL BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS.



PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	REMOVAL PLANS - INTERSECTION 37 (REGNER PARK ENTRANCE)	SHEET 177	E

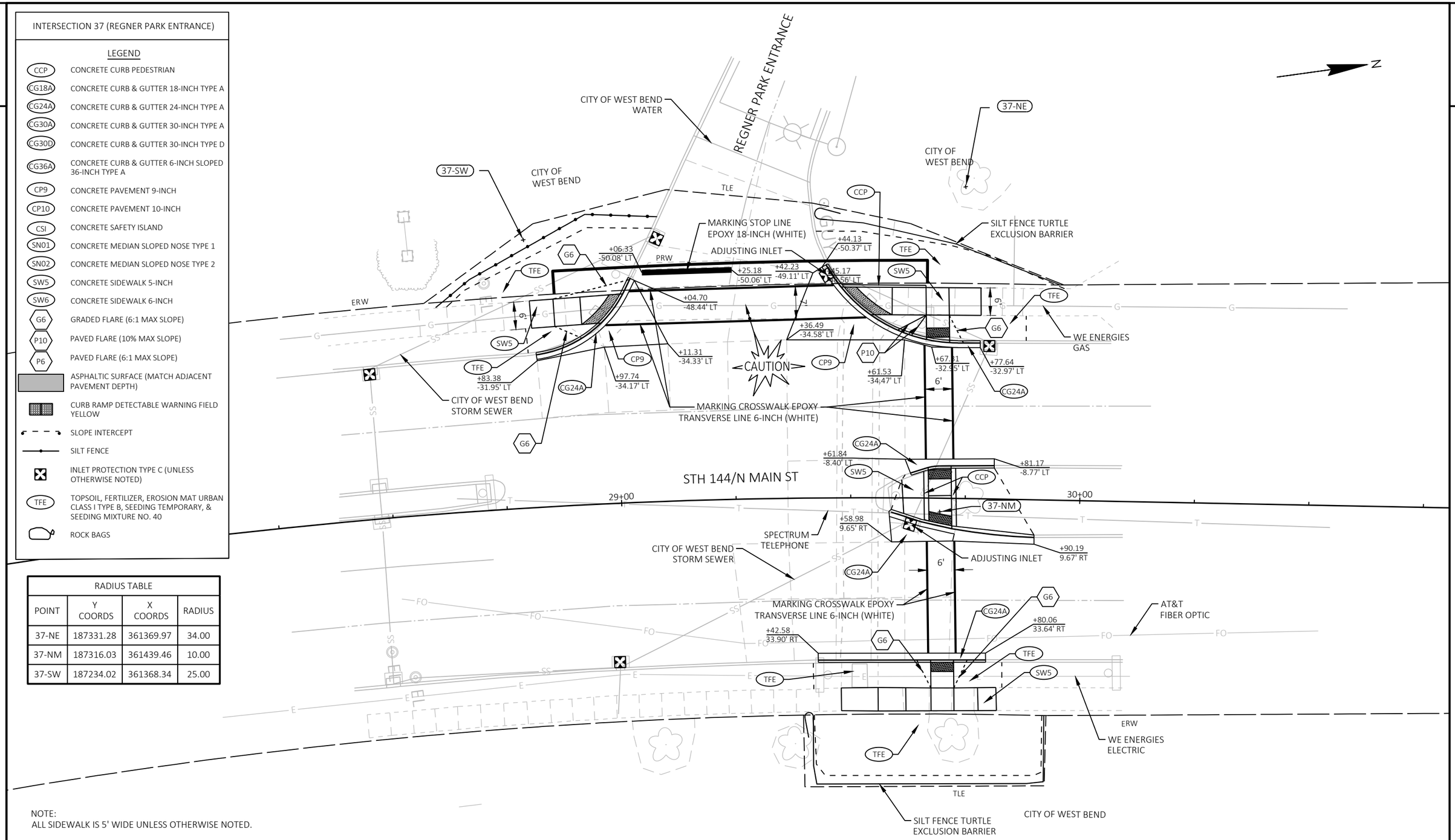
FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021006-RM.DWG
LAYOUT NAME - 37
PLOT DATE : 10/31/2025 2:07 PM
PLOT BY : NICHOLAS BECKER
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

INTERSECTION 37 (REGNER PARK ENTRANCE)

LEGEND

- CCP — CONCRETE CURB PEDESTRIAN
- CG18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG24A — CONCRETE CURB & GUTTER 24-INCH TYPE A
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36A — CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CP9 — CONCRETE PAVEMENT 9-INCH
- CP10 — CONCRETE PAVEMENT 10-INCH
- CSI — CONCRETE SAFETY ISLAND
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SN02 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- SW5 — CONCRETE SIDEWALK 5-INCH
- SW6 — CONCRETE SIDEWALK 6-INCH
- G6 — GRADED FLARE (6:1 MAX SLOPE)
- P10 — PAVED FLARE (10% MAX SLOPE)
- P6 — PAVED FLARE (6:1 MAX SLOPE)
- ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- SILT FENCE
- INLET PROTECTION TYPE C (UNLESS OTHERWISE NOTED)
- TFE — TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, & SEEDING MIXTURE NO. 40
- ROCK BAGS

RADIUS TABLE			
POINT	Y COORDS	X COORDS	RADIUS
37-NE	187331.28	361369.97	34.00
37-NM	187316.03	361439.46	10.00
37-SW	187234.02	361368.34	25.00



NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS OTHERWISE NOTED.

SEE SDD "PAVEMENT MARKINGS, MEDIAN ISLAND NOSE" FOR MEDIAN MARKING LAYOUT.

2

INTERSECTION 37 (REGNER PARK ENTRANCE)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- FLOW ARROWS

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

REGNER PARK ENT NW

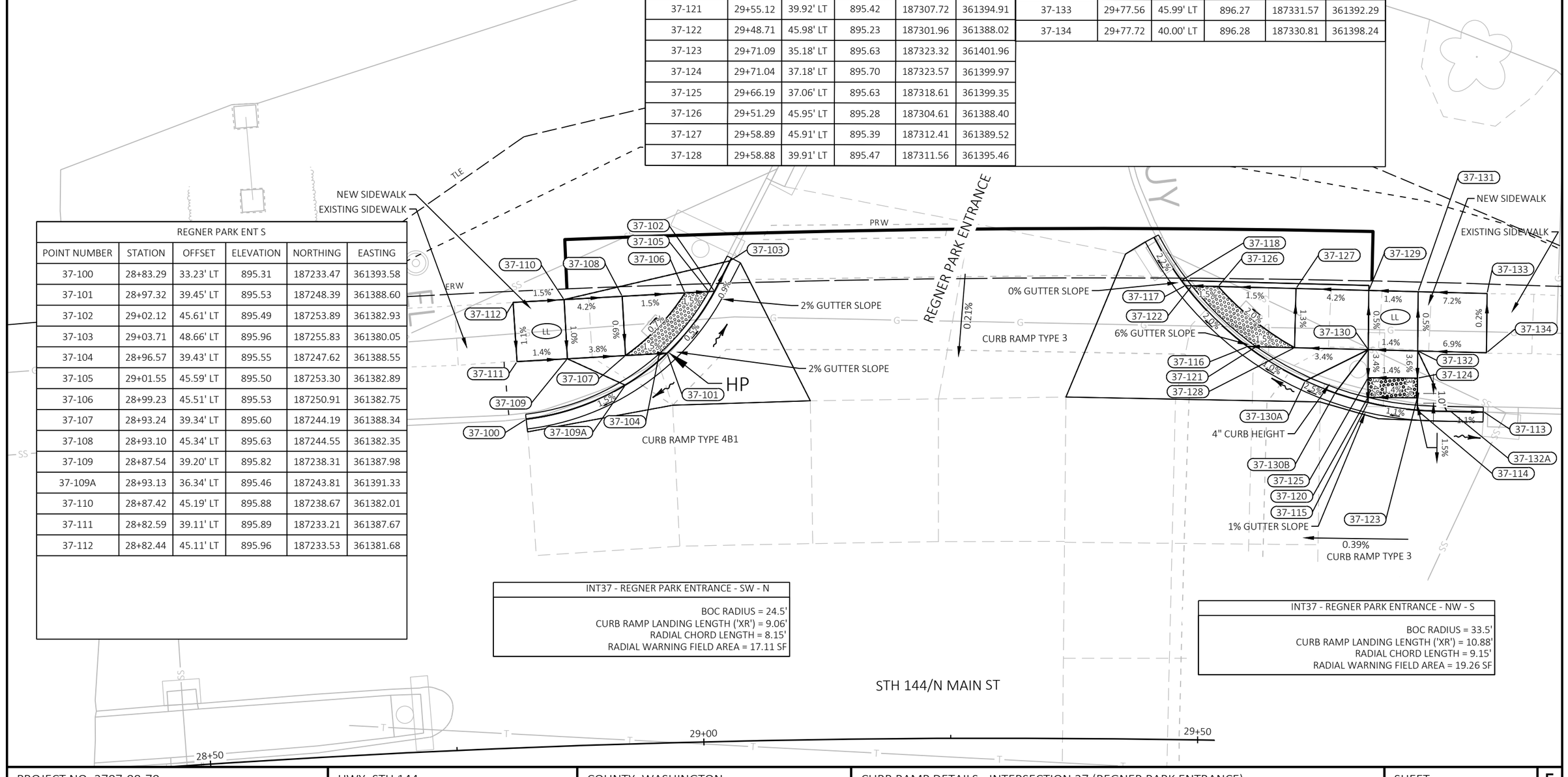
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
37-113	29+77.62	34.05' LT	896.09	187329.78	361404.10
37-114	29+71.12	33.93' LT	895.61	187323.17	361403.20
37-115	29+66.24	34.56' LT	895.56	187318.30	361401.84
37-116	29+54.28	39.93' LT	895.40	187306.86	361394.79
37-117	29+48.09	45.99' LT	895.23	187301.32	361387.93
37-118	29+47.71	46.49' LT	895.71	187301.00	361387.37
37-120	29+66.23	35.06' LT	895.56	187318.36	361401.34
37-121	29+55.12	39.92' LT	895.42	187307.72	361394.91
37-122	29+48.71	45.98' LT	895.23	187301.96	361388.02
37-123	29+71.09	35.18' LT	895.63	187323.32	361401.96
37-124	29+71.04	37.18' LT	895.70	187323.57	361399.97
37-125	29+66.19	37.06' LT	895.63	187318.61	361399.35
37-126	29+51.29	45.95' LT	895.28	187304.61	361388.40
37-127	29+58.89	45.91' LT	895.39	187312.41	361389.52
37-128	29+58.88	39.91' LT	895.47	187311.56	361395.46

REGNER PARK ENT NW

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
37-129	29+66.00	45.91' LT	895.70	187319.71	361390.57
37-130	29+66.12	39.91' LT	895.73	187318.96	361396.53
37-130A	29+60.02	36.58' LT	895.81	187312.26	361398.93
37-130B	29+62.99	35.43' LT	895.85	187315.12	361400.49
37-131	29+70.82	45.93' LT	895.77	187324.66	361391.29
37-132	29+70.97	39.93' LT	895.80	187323.91	361397.24
37-132A	29+74.31	34.01' LT	896.13	187326.42	361403.62
37-133	29+77.56	45.99' LT	896.27	187331.57	361392.29
37-134	29+77.72	40.00' LT	896.28	187330.81	361398.24

REGNER PARK ENT S

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
37-100	28+83.29	33.23' LT	895.31	187233.47	361393.58
37-101	28+97.32	39.45' LT	895.53	187248.39	361388.60
37-102	29+02.12	45.61' LT	895.49	187253.89	361382.93
37-103	29+03.71	48.66' LT	895.96	187255.83	361380.05
37-104	28+96.57	39.43' LT	895.55	187247.62	361388.55
37-105	29+01.55	45.59' LT	895.50	187253.30	361382.89
37-106	28+99.23	45.51' LT	895.53	187250.91	361382.75
37-107	28+93.24	39.34' LT	895.60	187244.19	361388.34
37-108	28+93.10	45.34' LT	895.63	187244.55	361382.35
37-109	28+87.54	39.20' LT	895.82	187238.31	361387.98
37-109A	28+93.13	36.34' LT	895.46	187243.81	361391.33
37-110	28+87.42	45.19' LT	895.88	187238.67	361382.01
37-111	28+82.59	39.11' LT	895.89	187233.21	361387.67
37-112	28+82.44	45.11' LT	895.96	187233.53	361381.68



INT37 - REGNER PARK ENTRANCE - SW - N

BOC RADIUS = 24.5'
CURB RAMP LANDING LENGTH ('XR') = 9.06'
RADIAL CHORD LENGTH = 8.15'
RADIAL WARNING FIELD AREA = 17.11 SF

INT37 - REGNER PARK ENTRANCE - NW - S

BOC RADIUS = 33.5'
CURB RAMP LANDING LENGTH ('XR') = 10.88'
RADIAL CHORD LENGTH = 9.15'
RADIAL WARNING FIELD AREA = 19.26 SF

PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 37 (REGNER PARK ENTRANCE)	SHEET 179	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021306-CR.DWG
LAYOUT NAME - Int 37 (1)
PLOT DATE : 10/29/2025 12:47 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:10 FT

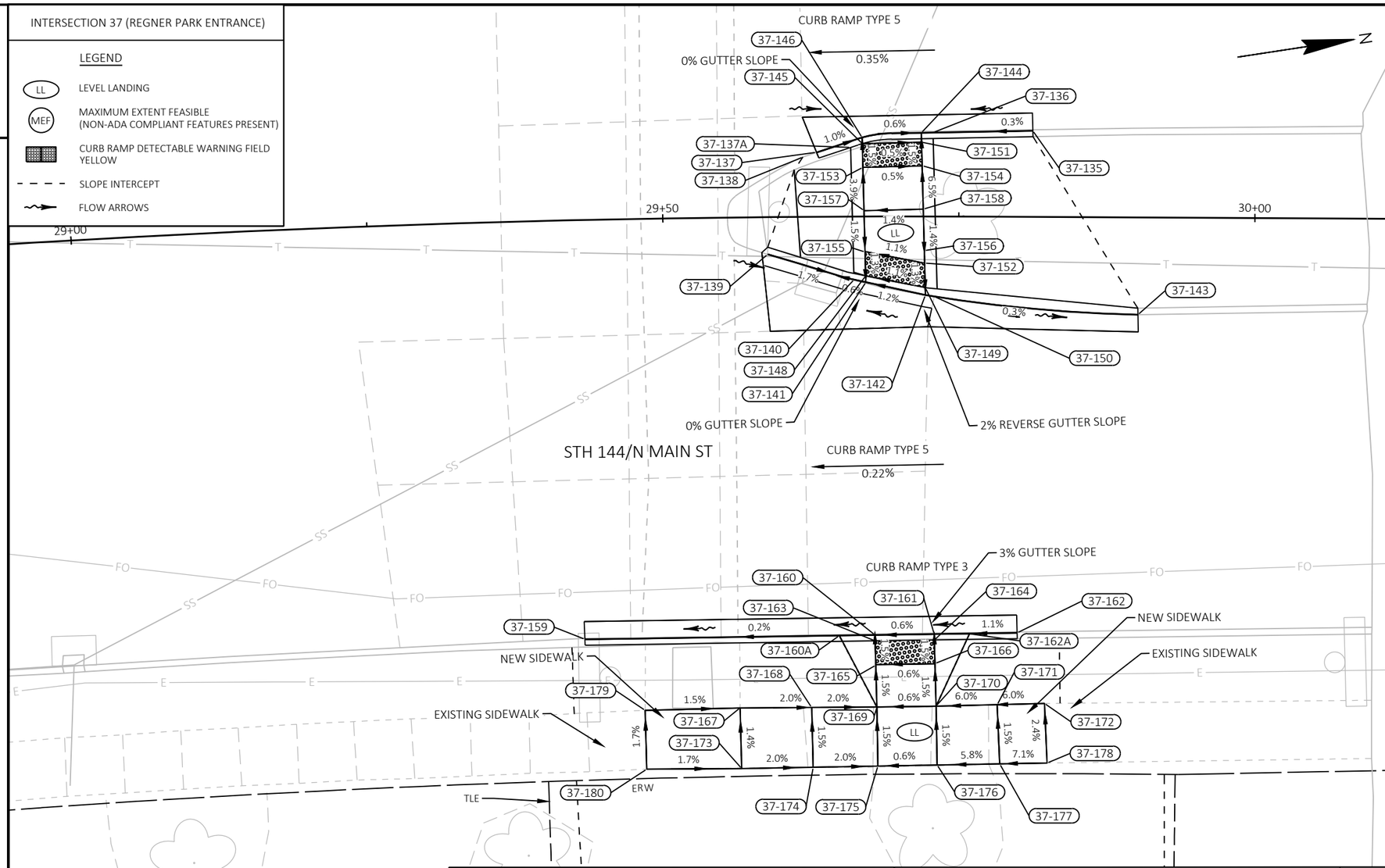
WISDOT/CADDS SHEET 42

2

INTERSECTION 37 (REGNER PARK ENTRANCE)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- FLOW ARROWS



REGNER PARK ENT MEDIAN					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
37-135	29+81.21	7.27' LT	896.17	187329.18	361431.11
37-136	29+72.81	7.08' LT	896.14	187320.83	361430.01
37-137	29+63.01	5.43' LT	896.21	187310.84	361430.19
37-137A	29+65.88	5.82' LT	896.19	187313.75	361430.21
37-138	29+61.87	5.04' LT	896.22	187309.66	361430.41
37-139	29+58.82	3.14' RT	896.42	187305.48	361438.08
37-140	29+66.12	5.34' RT	896.25	187312.37	361441.29
37-141	29+67.13	5.56' RT	896.26	187313.33	361441.65
37-142	29+72.19	6.65' RT	896.32	187318.14	361443.48
37-143	29+90.16	8.22' RT	896.26	187335.63	361447.80
37-144	29+71.82	7.06' LT	896.14	187319.84	361429.88
37-145	29+66.87	6.14' LT	896.18	187314.78	361430.04
37-146	29+66.85	6.66' LT	896.17	187314.84	361429.53
37-148	29+67.12	5.01' RT	896.27	187313.40	361441.11
37-149	29+72.17	6.00' RT	896.33	187318.22	361442.84
37-150	29+72.94	6.77' RT	896.74	187318.86	361443.71
37-151	29+71.84	6.27' LT	896.15	187319.74	361430.66
37-152	29+72.11	3.95' RT	896.35	187318.47	361440.81
37-153	29+66.91	4.14' LT	896.21	187314.53	361432.03
37-154	29+71.90	4.28' LT	896.18	187319.50	361432.64
37-155	29+67.07	3.01' RT	896.30	187313.64	361439.13
37-156	29+72.08	2.89' RT	896.37	187318.61	361439.75
37-157	29+66.99	0.49' LT	896.35	187314.08	361435.66
37-158	29+71.99	0.61' LT	896.42	187319.04	361436.27

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

REGNER PARK ENT NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
37-159	29+42.62	35.41' RT	895.54	187285.37	361467.93
37-160	29+67.83	35.35' RT	895.60	187309.64	361471.22
37-160A	29+64.73	35.39' RT	896.09	187306.65	361470.83
37-161	29+72.98	35.28' RT	895.63	187314.59	361471.90
37-162	29+80.11	35.14' RT	895.71	187321.53	361472.84
37-162A	29+76.05	35.23' RT	896.16	187317.54	361472.31
37-163	29+67.85	35.85' RT	895.61	187309.58	361471.72
37-164	29+73.00	35.77' RT	895.64	187314.53	361472.39
37-165	29+67.90	37.90' RT	895.64	187309.33	361473.76

REGNER PARK ENT NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
37-166	29+73.05	37.76' RT	895.67	187314.28	361474.37
37-167	29+56.04	41.42' RT	895.92	187297.46	361475.61
37-168	29+62.29	41.44' RT	895.80	187303.44	361476.48
37-169	29+67.98	41.44' RT	895.69	187308.88	361477.27
37-170	29+73.16	41.35' RT	895.72	187313.84	361477.92
37-171	29+78.46	41.21' RT	896.03	187318.96	361478.58
37-172	29+82.45	41.09' RT	896.27	187322.93	361479.08
37-173	29+56.11	46.54' RT	896.00	187296.83	361480.69
37-174	29+62.39	46.49' RT	895.88	187302.81	361481.48

REGNER PARK ENT NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
37-175	29+68.06	46.41' RT	895.77	187308.23	361482.20
37-176	29+73.26	46.32' RT	895.80	187313.19	361482.86
37-177	29+78.71	46.21' RT	896.11	187318.43	361483.56
37-178	29+82.71	46.11' RT	896.39	187322.40	361484.08
37-179	29+47.74	41.50' RT	896.05	187289.50	361474.61
37-180	29+47.78	46.48' RT	896.13	187288.90	361479.55

PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 37 (REGNER PARK ENTRANCE)	SHEET 180	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021306-CR.DWG
LAYOUT NAME - Int 37 (2)
PLOT DATE : 10/31/2025 12:43 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

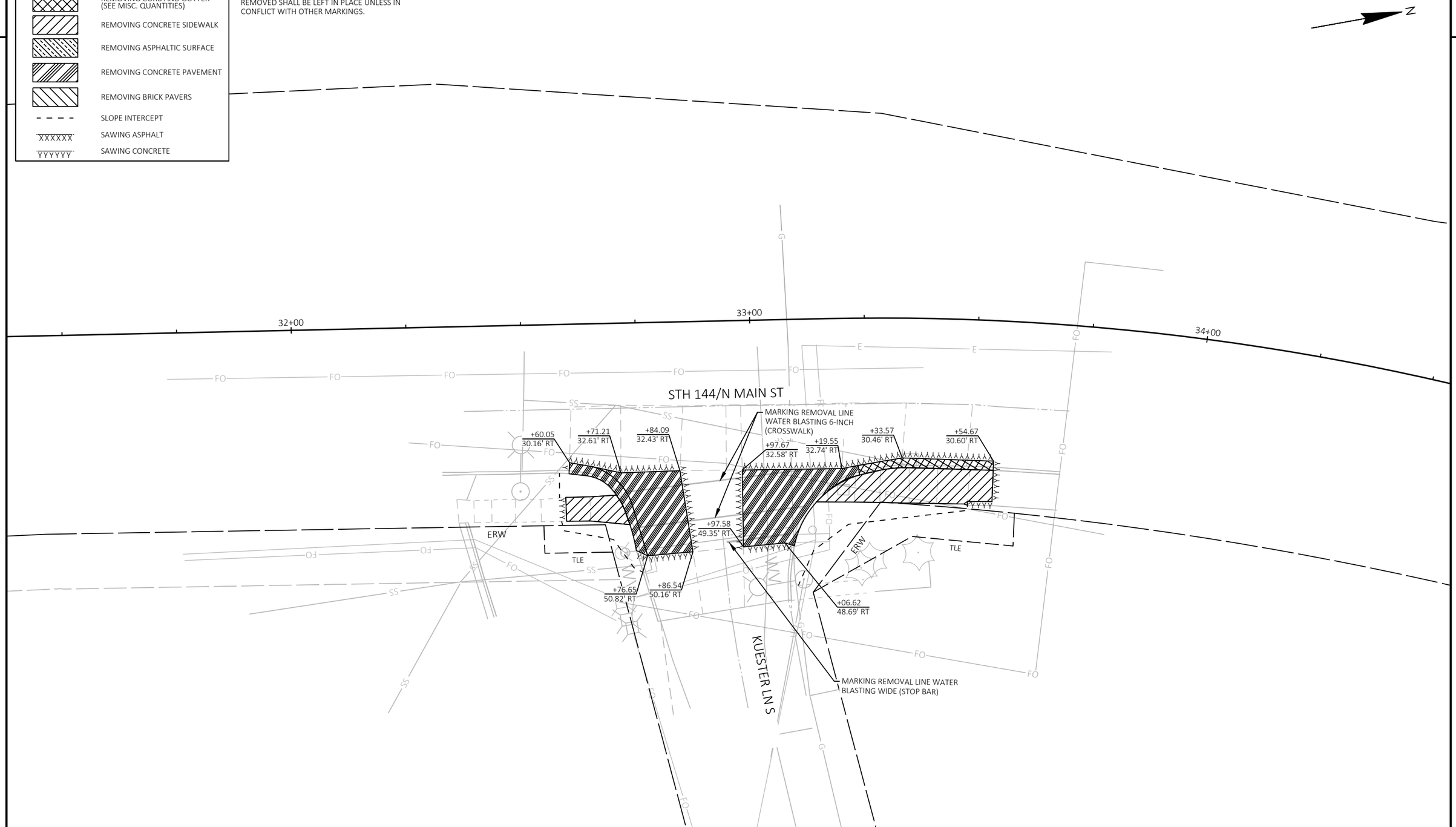
INTERSECTION 38 (KUESTER LN S)

LEGEND

- REMOVING CURB AND GUTTER (SEE MISC. QUANTITIES)
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE PAVEMENT
- REMOVING BRICK PAVERS
- SLOPE INTERCEPT
- SAWING ASPHALT
- SAWING CONCRETE

NOTE

EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED SHALL BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS.



PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	REMOVAL PLANS - INTERSECTION 38 (KUESTER LN S)	SHEET 181	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021006-RM.DWG
LAYOUT NAME - 38

PLOT DATE : 10/30/2025 5:59 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

INTERSECTION 38 (KUESTER LN S)

LEGEND

CCP	CONCRETE CURB PEDESTRIAN
CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG24A	CONCRETE CURB & GUTTER 24-INCH TYPE A
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG36A	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
CP9	CONCRETE PAVEMENT 9-INCH
CP10	CONCRETE PAVEMENT 10-INCH
CSI	CONCRETE SAFETY ISLAND
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW5	CONCRETE SIDEWALK 5-INCH
SW6	CONCRETE SIDEWALK 6-INCH
G6	GRADED FLARE (6:1 MAX SLOPE)
P10	PAVED FLARE (10% MAX SLOPE)
P6	PAVED FLARE (6:1 MAX SLOPE)
	ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	SLOPE INTERCEPT
	SILT FENCE
	INLET PROTECTION TYPE C (UNLESS OTHERWISE NOTED)
TFE	TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, & SEEDING MIXTURE NO. 40
	ROCK BAGS

NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS OTHERWISE NOTED.

SEE SDD "PAVEMENT MARKINGS, MEDIAN ISLAND NOSE" FOR MEDIAN MARKING LAYOUT.

RADIUS TABLE			
POINT	Y COORDS	X COORDS	RADIUS
38-NE	187665.18	361548.56	24.50
38-SE	187597.84	361524.66	11.50

N

STH 144/N MAIN ST

32+00 33+00 34+00

WE ENERGIES GAS

AT&T FIBER OPTIC

CITY OF WEST BEND WATER

WE ENERGIES ELECTRIC

AT&T FIBER OPTIC

SPECTRUM FIBER OPTIC

MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)

+97.67 32.58' RT

CAUTION

ADJUSTING INLET

CG24A SW5 CCP +54.67 30.60' RT SW5

+19.55 32.74' RT CP9

CG24A G6 TFE SW5 +71.21 32.61' RT CP9 +84.09 32.43' RT

P6 6.8

TFE +93.04 45.90' RT

+86.54 50.16' RT +97.58 49.35' RT +06.62 48.69' RT

38-NE

38-SE

SILT FENCE TURTLE EXCLUSION BARRIER

SILT FENCE TURTLE EXCLUSION BARRIER

SPECTRUM FIBER OPTIC

AT&T FIBER OPTIC

CITY OF WEST BEND STORM SEWER

MARKING STOP LINE EPOXY 18-INCH (WHITE)

MOVE BY CITY
INLET PROTECTION TYPE C SHALL BE PLACED AT NEXT DOWNSTREAM INLET

FREDRIC GEIDEL
MEREDITH GEIDEL

CITY OF WEST BEND

KUESTER LN S

ERW

PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	PLAN DETAILS - INTERSECTION 38 (KUESTER LN S)	SHEET 182	E

INTERSECTION 38 (KUESTER LN S)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- FLOW ARROWS

32+50 33+00 33+50

STH 144/N MAIN ST

N

INT38 - KEUSTER LN - NE - S

BOC RADIUS = 24'
CURB RAMP LANDING LENGTH ('XR') = 13.2'
RADIAL CHORD LENGTH = 8.51'
RADIAL WARNING FIELD AREA = 19.39 SF

TECHNICALLY INFEASIBLE NOTES:
KUESTER LN S QUAD:

TECHNICALLY INFEASIBLE DUE TO C&G FLOW LINE SLOPE OF 3.9%. EXISTING ROADWAY AND C&G WILL NOT ALLOW CONFORMING RAMP.

TECHNICALLY INFEASIBLE NOTES:
KUESTER LN N QUAD:

TECHNICALLY INFEASIBLE DUE TO NO LEVEL LANDING BEING PROVIDED BEYOND THE RAMP. DUE TO THE EXISTING RETAINING WALL AND SLOPES OF THE SIDEWALK NO LEVEL LANDING CAN BE PROVIDED WHILE STILL MATCHING INTO THE EXISTING SIDEWALK

38-104 38-100 38-105 38-101 38-110 38-108 38-112 38-106 38-102 38-113 38-111 38-109 38-111A 38-107 38-103

NEW SIDEWALK
CURB RAMP TYPE 4B1
0% GUTTER SLOPE
EXISTING SIDEWALK
3.65%
1.7'
6.8%
TLE
ERW
KUESTER LN S

38-116A 38-119 38-116 38-118 38-115 38-121 38-120 38-122A 38-123 38-126A 38-127A 38-123A 38-117 38-130 38-124A 38-122 38-124 38-126 38-127 38-128 38-128A 38-129 38-125

MEF
CURB RAMP TYPE 4A1
2% REVERSE GUTTER SLOPE
EXISTING SIDEWALK
NEW SIDEWALK
LL
TLE
ERW

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

KUESTER LN S - S

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
38-100	32+68.31	34.58' RT	897.95	187606.34	361516.92
38-101	32+70.88	37.49' RT	897.49	187608.43	361520.18
38-102	32+72.73	42.42' RT	897.29	187609.49	361525.34
38-103	32+75.21	51.22' RT	896.62	187610.58	361534.42
38-104	32+67.93	34.92' RT	897.70	187605.92	361517.19
38-105	32+70.31	37.51' RT	897.50	187607.86	361520.12
38-106	32+72.22	42.44' RT	897.30	187608.99	361525.28
38-107	32+70.51	42.51' RT	897.33	187607.28	361525.08
38-108	32+68.31	37.59' RT	897.53	187605.87	361519.89
38-109	32+68.51	42.58' RT	897.37	187605.30	361524.85
38-110	32+64.31	37.75' RT	897.62	187601.90	361519.43

KUESTER LN S - S

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
38-111	32+64.49	42.74' RT	897.62	187601.30	361524.39
38-111A	32+73.56	45.38' RT	897.55	187609.85	361528.40
38-112	32+59.06	37.70' RT	897.70	187596.72	361518.57
38-113	32+59.15	42.91' RT	897.72	187596.00	361523.73

KUESTER LN S - N

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
38-115	33+12.71	40.82' RT	898.04	187649.24	361529.96
38-116	33+19.21	35.54' RT	898.26	187656.32	361525.72
38-116A	33+20.28	34.99' RT	899.80	187657.39	361525.34
38-117	33+54.69	32.10' RT	899.16	187689.64	361528.72
38-118	33+13.40	40.79' RT	898.05	187649.93	361530.03
38-119	33+20.40	35.49' RT	898.28	187657.42	361525.85
38-120	33+16.30	40.68' RT	898.11	187652.81	361530.37
38-121	33+27.27	35.16' RT	898.41	187663.82	361526.61
38-122	33+27.17	40.18' RT	898.31	187662.85	361531.54
38-122A	33+10.47	43.90' RT	897.92	187646.55	361532.65
38-123	33+33.66	32.03' RT	898.59	187670.28	361524.60
38-123A	33+45.72	32.66' RT	899.42	187681.28	361527.45
38-124	33+33.44	39.81' RT	898.64	187668.63	361532.21
38-124A	33+32.95	34.83' RT	898.72	187669.11	361527.23
38-125	33+44.32	40.15' RT	899.10	187678.46	361534.51

KUESTER LN S - N

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
38-126	33+38.88	40.00' RT	898.72	187673.54	361533.36
38-126A	33+38.25	34.17' RT	898.80	187674.10	361527.53
38-127	33+49.28	32.66' RT	899.44	187684.55	361528.15
38-127A	33+43.53	33.47' RT	899.05	187679.10	361527.82
38-128	33+48.97	39.63' RT	899.44	187682.78	361534.90
38-128A	33+48.13	40.22' RT	899.37	187681.90	361535.32
38-129	33+54.75	39.45' RT	899.85	187688.05	361535.89
38-130	33+54.70	32.60' RT	899.66	187689.53	361529.21

PROJECT NO: 2707-08-70 | HWY: STH 144 | COUNTY: WASHINGTON | CURB RAMP DETAILS - INTERSECTION 38 (KUESTER LN S) | SHEET 183 | E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021306-CR.DWG
LAYOUT NAME - Int 38 (1)
PLOT DATE : 10/31/2025 12:44 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

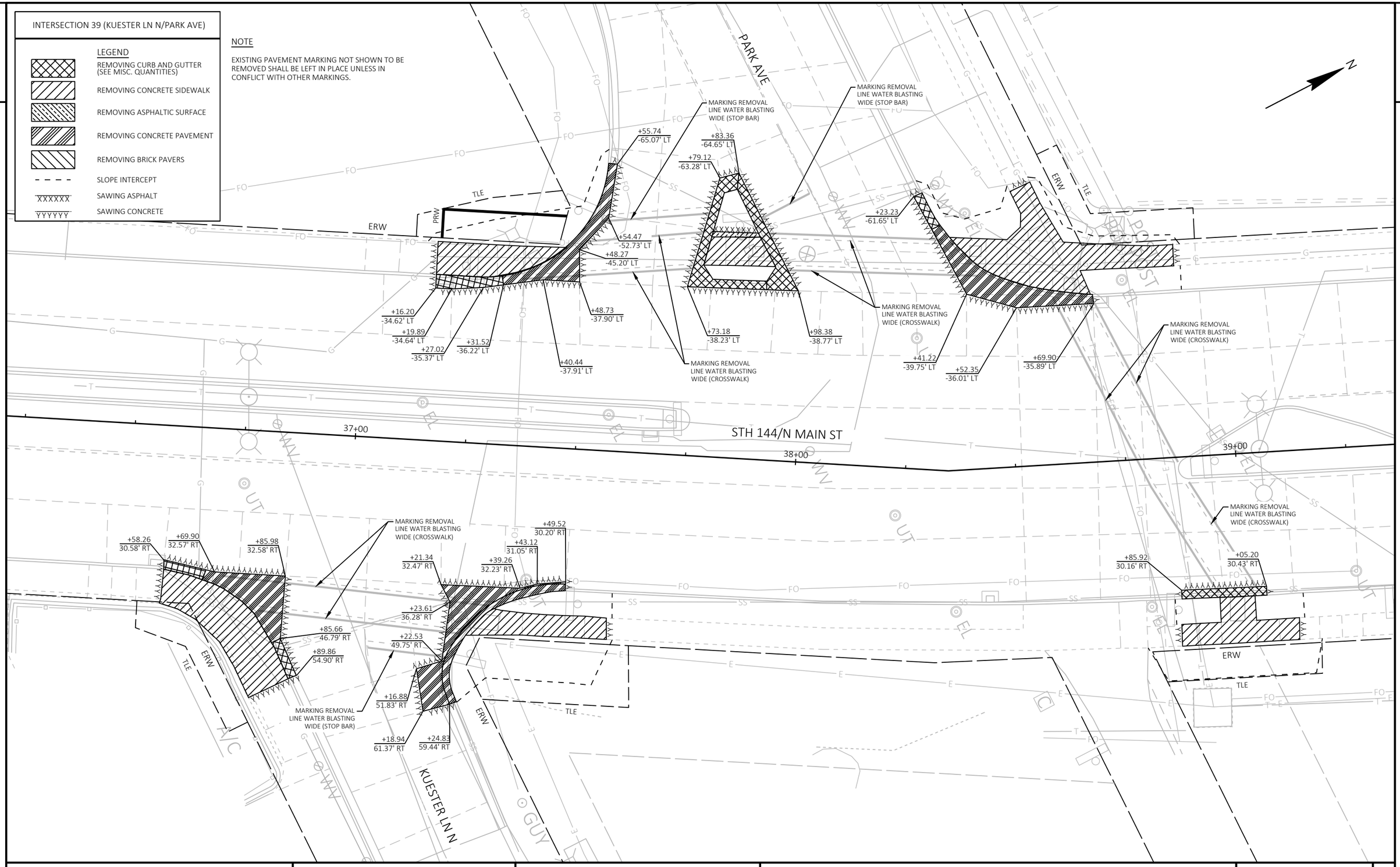
INTERSECTION 39 (KUESTER LN N/PARK AVE)

LEGEND

- REMOVING CURB AND GUTTER (SEE MISC. QUANTITIES)
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE PAVEMENT
- REMOVING BRICK PAVERS
- SLOPE INTERCEPT
- SAWING ASPHALT
- SAWING CONCRETE

NOTE

EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED SHALL BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS.



PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	REMOVAL PLANS - INTERSECTION 39 (KUESTER LN N/PARK AVE)	SHEET 184	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021006-RM.DWG
LAYOUT NAME - 39

PLOT DATE : 10/30/2025 5:59 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

INTERSECTION 39 (KUESTER LN N/PARK AVE)

NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS OTHERWISE NOTED.

SEE SDD "PAVEMENT MARKINGS, MEDIAN ISLAND NOSE" FOR MEDIAN MARKING LAYOUT.

LEGEND

- CCP — CONCRETE CURB PEDESTRIAN
- CG18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG24A — CONCRETE CURB & GUTTER 24-INCH TYPE A
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36A — CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CP9 — CONCRETE PAVEMENT 9-INCH
- CP10 — CONCRETE PAVEMENT 10-INCH
- CSI — CONCRETE SAFETY ISLAND
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SN02 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- SW5 — CONCRETE SIDEWALK 5-INCH
- SW6 — CONCRETE SIDEWALK 6-INCH
- G6 — GRADED FLARE (6:1 MAX SLOPE)
- P10 — PAVED FLARE (10% MAX SLOPE)
- P6 — PAVED FLARE (6:1 MAX SLOPE)
- ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- SILT FENCE
- INLET PROTECTION TYPE C (UNLESS OTHERWISE NOTED)
- TFE — TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, & SEEDING MIXTURE NO. 40
- ROCK BAGS

AT&T FIBER OPTIC
SPECTRUM FIBER OPTIC
SILT FENCE TURTLE EXCLUSION BARRIER
CITY OF WEST BEND
CITY OF WEST BEND
MARKING STOP LINE EPOXY 18-INCH (WHITE)
CITY OF WEST BEND STORM SEWER
PARK AVE
WE ENERGIES GAS
39-SW
39-WMW
39-NW
MKAB PROPERTIES LLC
ADJUSTING INLET
ADJUSTING INLET
39-WMS
39-WME
MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
SPECTRUM TELEPHONE
CITY OF WEST BEND WATER
MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CITY OF WEST BEND STORM SEWER
STH 144/N MAIN ST
37+00
38+00
39+00
ADJUSTING INLET
CITY OF WEST BEND WATER
MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
SPECTRUM TELEPHONE
AT&T FIBER OPTIC
SILT FENCE TURTLE EXCLUSION BARRIER
WE ENERGIES GAS
HOWARD SILVER
MICHELLE SILVER
39-SE
MARKING STOP LINE EPOXY 18-INCH (WHITE)
ADJUSTING INLET
KUESTER LN N
39-NES
TURTLE EXCLUSION BARRIER
CITY OF WEST BEND
WE ENERGIES ELECTRIC
CITY OF WEST BEND STORM SEWER
AT&T TELEPHONE
CITY OF WEST BEND
SPECTRUM FIBER OPTIC
SILT FENCE TURTLE EXCLUSION BARRIER

RADIUS TABLE			
POINT	Y COORDS	X COORDS	RADIUS
39-NES	188006.85	361712.21	10.00
39-NW	188180.12	361664.70	36.50
39-SE	187935.82	361682.39	31.00
39-SW	188060.38	361606.73	28.50
39-WME	188105.48	361661.32	2.00
39-WMS	188092.67	361653.98	2.00
39-WMW	188105.85	361640.05	2.00

PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	PLAN DETAILS - INTERSECTION 39 (KUESTER LN N/PARK AVE)	SHEET 185	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021206-PD.DWG
LAYOUT NAME - 39
PLOT DATE : 12/19/2025 12:16 PM PLOT BY : JARED BROWN PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

INTERSECTION 39 (KUESTER LN N/PARK AVE)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- FLOW ARROWS

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

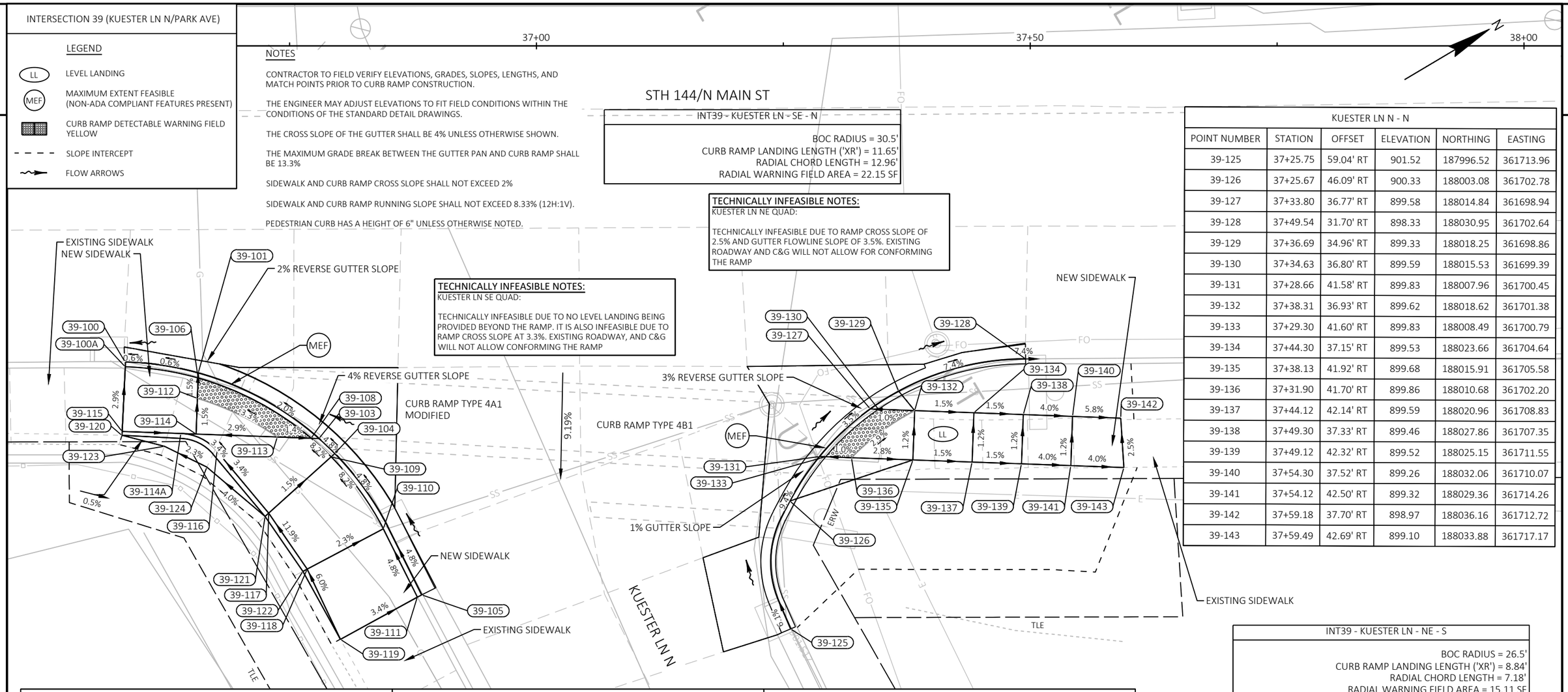
THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.



INT39 - KUESTER LN - SE - N

BOC RADIUS = 30.5'
CURB RAMP LANDING LENGTH ('XR') = 11.65'
RADIAL CHORD LENGTH = 12.96'
RADIAL WARNING FIELD AREA = 22.15 SF

TECHNICALLY INFEASIBLE NOTES:
KUESTER LN SE QUAD:

TECHNICALLY INFEASIBLE DUE TO NO LEVEL LANDING BEING PROVIDED BEYOND THE RAMP. IT IS ALSO INFEASIBLE DUE TO RAMP CROSS SLOPE AT 3.3%. EXISTING ROADWAY, AND C&G WILL NOT ALLOW CONFORMING THE RAMP

TECHNICALLY INFEASIBLE NOTES:
KUESTER LN NE QUAD:

TECHNICALLY INFEASIBLE DUE TO RAMP CROSS SLOPE OF 2.5% AND GUTTER FLOWLINE SLOPE OF 3.5%. EXISTING ROADWAY AND C&G WILL NOT ALLOW FOR CONFORMING THE RAMP

KUESTER LN N - N					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
39-125	37+25.75	59.04' RT	901.52	187996.52	361713.96
39-126	37+25.67	46.09' RT	900.33	188003.08	361702.78
39-127	37+33.80	36.77' RT	899.58	188014.84	361698.94
39-128	37+49.54	31.70' RT	898.33	188030.95	361702.64
39-129	37+36.69	34.96' RT	899.33	188018.25	361698.86
39-130	37+34.63	36.80' RT	899.59	188015.53	361699.39
39-131	37+28.66	41.58' RT	899.83	188007.96	361700.45
39-132	37+38.31	36.93' RT	899.62	188018.62	361701.38
39-133	37+29.30	41.60' RT	899.83	188008.49	361700.79
39-134	37+44.30	37.15' RT	899.53	188023.66	361704.64
39-135	37+38.13	41.92' RT	899.68	188015.91	361705.58
39-136	37+31.90	41.70' RT	899.86	188010.68	361702.20
39-137	37+44.12	42.14' RT	899.59	188020.96	361708.83
39-138	37+49.30	37.33' RT	899.46	188027.86	361707.35
39-139	37+49.12	42.32' RT	899.52	188025.15	361711.55
39-140	37+54.30	37.52' RT	899.26	188032.06	361710.07
39-141	37+54.12	42.50' RT	899.32	188029.36	361714.26
39-142	37+59.18	37.70' RT	898.97	188036.16	361712.72
39-143	37+59.49	42.69' RT	899.10	188033.88	361717.17

INT39 - KUESTER LN - NE - S

BOC RADIUS = 26.5'
CURB RAMP LANDING LENGTH ('XR') = 8.84'
RADIAL CHORD LENGTH = 7.18'
RADIAL WARNING FIELD AREA = 15.11 SF

KUESTER LN N - S					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
39-100	36+58.34	31.99' RT	900.64	187952.44	361656.22
39-100A	36+58.37	32.49' RT	900.75	187952.21	361656.66
39-101	36+65.77	33.12' RT	900.22	187958.25	361660.99
39-103	36+77.98	39.76' RT	900.50	187965.35	361672.94
39-104	36+79.59	41.28' RT	900.60	187965.96	361675.07
39-105	36+88.39	55.59' RT	901.41	187966.19	361691.87
39-106	36+65.75	33.63' RT	900.23	187957.97	361661.42
39-108	36+77.19	39.73' RT	900.51	187964.68	361672.51
39-109	36+79.22	41.62' RT	900.74	187965.46	361675.17
39-110	36+84.50	48.90' RT	901.48	187966.27	361684.13
39-111	36+87.94	55.81' RT	901.85	187965.69	361691.84

KUESTER LN N - S					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
39-112	36+65.67	35.69' RT	900.26	187956.85	361663.15
39-113	36+73.75	39.61' RT	900.56	187961.79	361670.65
39-114	36+65.54	39.31' RT	900.32	187954.89	361666.19
39-114A	36+64.00	39.25' RT	900.44	187953.59	361665.36
39-115	36+58.05	39.04' RT	900.94	187948.59	361662.13
39-116	36+67.65	41.05' RT	900.59	187955.82	361668.76
39-117	36+72.89	47.32' RT	900.87	187957.11	361676.83
39-118	36+76.80	52.98' RT	901.68	187957.56	361683.69
39-119	36+80.15	60.09' RT	902.16	187956.81	361691.52
39-120	36+58.03	39.44' RT	900.95	187948.37	361662.46
39-121	36+72.52	47.65' RT	901.35	187956.61	361676.93

KUESTER LN N - S					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
39-122	36+76.35	53.21' RT	901.69	187957.06	361683.67
39-123	36+62.34	40.54' RT	900.93	187951.51	361665.61
39-124	36+66.63	42.65' RT	901.04	187954.11	361669.62

PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 39 (KUESTER LN N/PARK AVE)	SHEET 186	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021306-CR.DWG
LAYOUT NAME - Int 39 (1)
PLOT DATE : 10/31/2025 12:58 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

INTERSECTION 39 (KUESTER LN N/PARK AVE)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- FLOW ARROWS

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

TECHNICALLY INFEASIBLE NOTES:
PARK AVE SW QUAD:

TECHNICALLY INFEASIBLE RAMP DUE TO GUTTER FLOWLINE SLOPE OF 3.6% AND RUNNING SLOPE OF 9.9%. A LEVEL LANDING ALSO CANNOT BE PROVIDED. EXISTING CURB AND GUTTER AND ROADWAY CONDITIONS WILL NOT ALLOW THE RAMP TO CONFORM

INT39 - KUESTER LN - SW - E

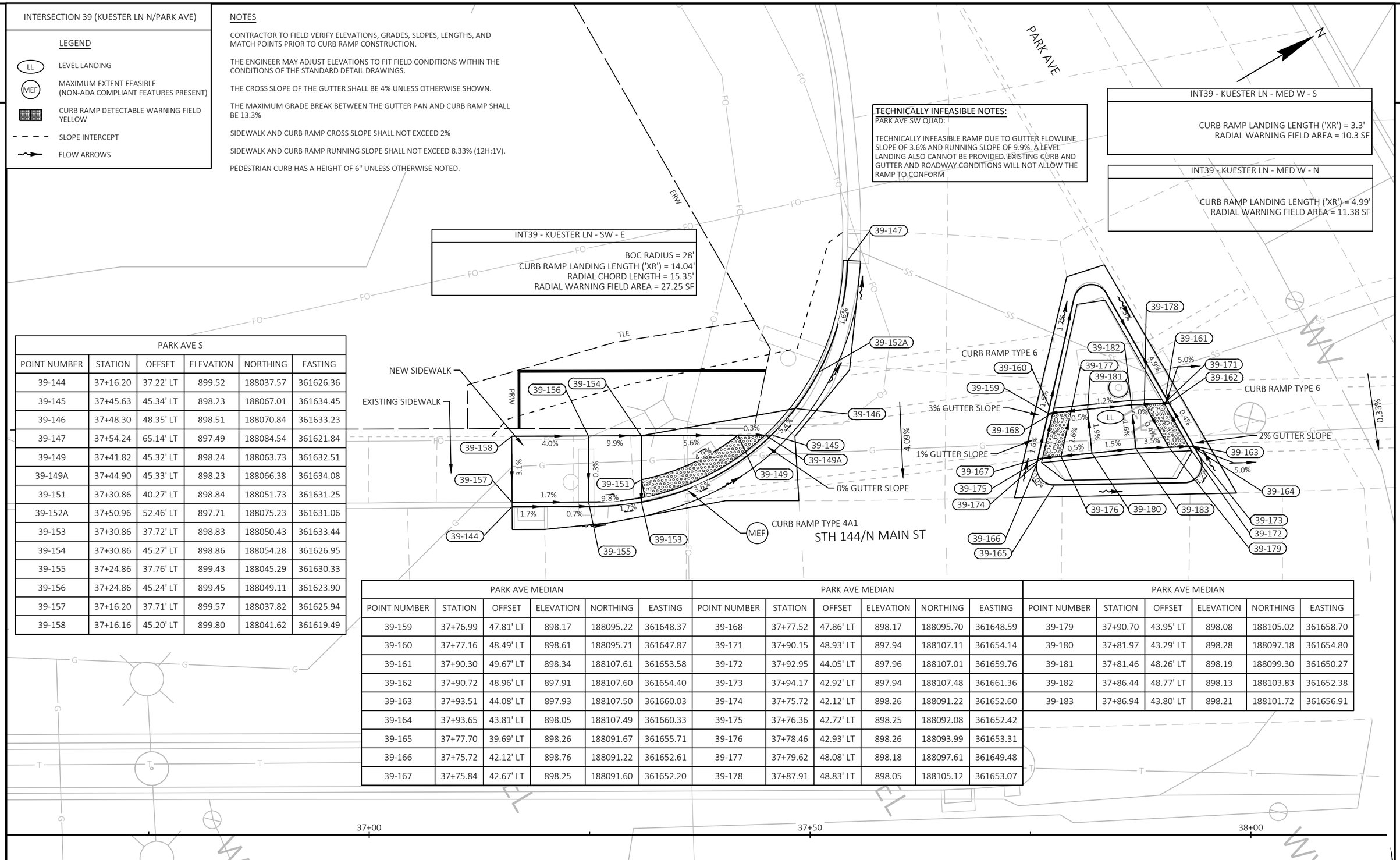
BOC RADIUS = 28'
CURB RAMP LANDING LENGTH ('XR') = 14.04'
RADIAL CHORD LENGTH = 15.35'
RADIAL WARNING FIELD AREA = 27.25 SF

INT39 - KUESTER LN - MED W - S

CURB RAMP LANDING LENGTH ('XR') = 3.3'
RADIAL WARNING FIELD AREA = 10.3 SF

INT39 - KUESTER LN - MED W - N

CURB RAMP LANDING LENGTH ('XR') = 4.99'
RADIAL WARNING FIELD AREA = 11.38 SF



PARK AVE S					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
39-144	37+16.20	37.22' LT	899.52	188037.57	361626.36
39-145	37+45.63	45.34' LT	898.23	188067.01	361634.45
39-146	37+48.30	48.35' LT	898.51	188070.84	361633.23
39-147	37+54.24	65.14' LT	897.49	188084.54	361621.84
39-149	37+41.82	45.32' LT	898.24	188063.73	361632.51
39-149A	37+44.90	45.33' LT	898.23	188066.38	361634.08
39-151	37+30.86	40.27' LT	898.84	188051.73	361631.25
39-152A	37+50.96	52.46' LT	897.71	188075.23	361631.06
39-153	37+30.86	37.72' LT	898.83	188050.43	361633.44
39-154	37+30.86	45.27' LT	898.86	188054.28	361626.95
39-155	37+24.86	37.76' LT	899.43	188045.29	361630.33
39-156	37+24.86	45.24' LT	899.45	188049.11	361623.90
39-157	37+16.20	37.71' LT	899.57	188037.82	361625.94
39-158	37+16.16	45.20' LT	899.80	188041.62	361619.49

PARK AVE MEDIAN					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
39-159	37+76.99	47.81' LT	898.17	188095.22	361648.37
39-160	37+77.16	48.49' LT	898.61	188095.71	361647.87
39-161	37+90.30	49.67' LT	898.34	188107.61	361653.58
39-162	37+90.72	48.96' LT	897.91	188107.60	361654.40
39-163	37+93.51	44.08' LT	897.93	188107.50	361660.03
39-164	37+93.65	43.81' LT	898.05	188107.49	361660.33
39-165	37+77.70	39.69' LT	898.26	188091.67	361655.71
39-166	37+75.72	42.12' LT	898.76	188091.22	361652.61
39-167	37+75.84	42.67' LT	898.25	188091.60	361652.20

PARK AVE MEDIAN					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
39-168	37+77.52	47.86' LT	898.17	188095.70	361648.59
39-171	37+90.15	48.93' LT	897.94	188107.11	361654.14
39-172	37+92.95	44.05' LT	897.96	188107.01	361659.76
39-173	37+94.17	42.92' LT	897.94	188107.48	361661.36
39-174	37+75.72	42.12' LT	898.26	188091.22	361652.60
39-175	37+76.36	42.72' LT	898.25	188092.08	361652.42
39-176	37+78.46	42.93' LT	898.26	188093.99	361653.31
39-177	37+79.62	48.08' LT	898.18	188097.61	361649.48
39-178	37+87.91	48.83' LT	898.05	188105.12	361653.07

PARK AVE MEDIAN					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
39-179	37+90.70	43.95' LT	898.08	188105.02	361658.70
39-180	37+81.97	43.29' LT	898.28	188097.18	361654.80
39-181	37+81.46	48.26' LT	898.19	188099.30	361650.27
39-182	37+86.44	48.77' LT	898.13	188103.83	361652.38
39-183	37+86.94	43.80' LT	898.21	188101.72	361656.91

PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 39 (KUESTER LN N/PARK AVE)	SHEET 187	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021306-CR.DWG
LAYOUT NAME - Int 39 (2)
PLOT DATE : 10/31/2025 1:00 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

INTERSECTION 39 (KUESTER LN N/PARK AVE)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- FLOW ARROWS

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

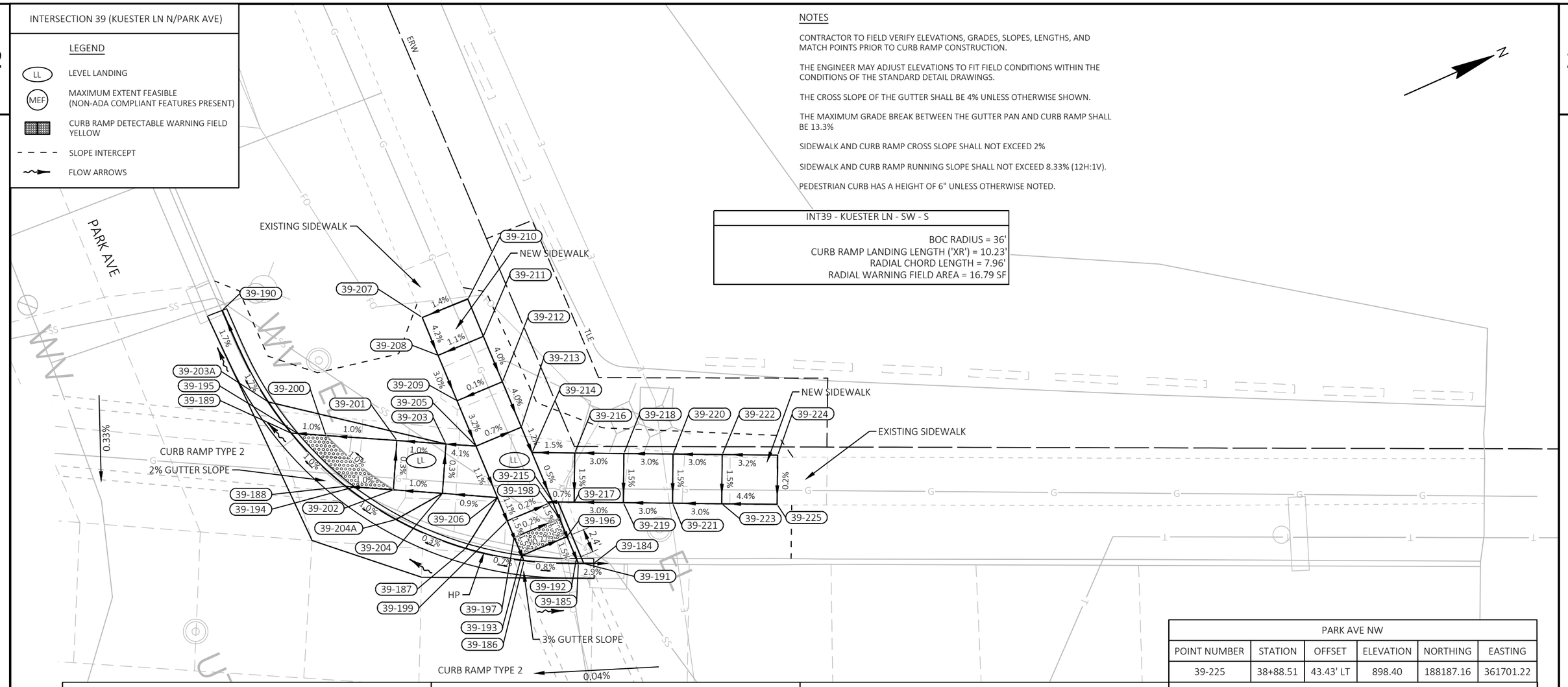
THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

INT39 - KUESTER LN - SW - S
BOC RADIUS = 36'
CURB RAMP LANDING LENGTH ('XR') = 10.23'
RADIAL CHORD LENGTH = 7.96'
RADIAL WARNING FIELD AREA = 16.79 SF



PARK AVE NW						PARK AVE NW						PARK AVE NW						PARK AVE NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
39-184	38+69.86	37.42' LT	897.54	188167.68	361699.11	39-194	38+45.51	45.19' LT	897.58	188148.61	361682.10	39-204	38+54.48	44.55' LT	897.67	188156.53	361686.34	39-214	38+63.58	48.70' LT	897.71	188166.54	361686.25
39-184A	38+69.90	35.92' LT	897.64	188167.10	361700.50	39-195	38+39.75	50.63' LT	897.51	188145.56	361674.79	39-204A	38+49.74	41.88' LT	898.13	188151.12	361686.85	39-215	38+65.69	43.67' LT	897.69	188166.42	361691.70
39-185	38+68.29	37.42' LT	897.59	188166.25	361698.48	39-196	38+67.15	40.16' LT	897.63	188166.32	361695.50	39-205	38+57.88	49.35' LT	897.78	188161.60	361683.34	39-216	38+67.92	48.65' LT	897.78	188170.49	361688.07
39-186	38+62.76	37.69' LT	897.63	188161.31	361695.98	39-197	38+61.77	40.07' LT	897.67	188161.37	361693.40	39-206	38+60.07	44.12' LT	897.72	188161.47	361689.01	39-217	38+67.87	43.65' LT	897.70	188168.40	361692.61
39-187	38+56.82	38.93' LT	897.65	188156.39	361692.43	39-198	38+66.38	41.99' LT	897.66	188166.37	361693.52	39-207	38+52.42	62.42' LT	898.27	188161.93	361669.18	39-218	38+72.92	48.59' LT	897.93	188175.03	361690.15
39-188	38+44.60	45.26' LT	897.57	188147.81	361681.67	39-199	38+61.06	41.75' LT	897.70	188161.41	361691.58	39-208	38+54.04	58.58' LT	898.10	188161.85	361673.34	39-219	38+72.87	43.60' LT	897.85	188172.95	361694.70
39-189	38+39.06	50.68' LT	897.50	188144.95	361674.46	39-200	38+42.63	50.43' LT	897.54	188148.10	361676.14	39-209	38+55.96	53.97' LT	897.94	188161.72	361678.34	39-220	38+77.92	48.54' LT	898.08	188179.58	361692.24
39-190	38+24.66	62.40' LT	897.26	188143.64	361660.23	39-201	38+49.84	49.92' LT	897.61	188154.49	361679.55	39-210	38+57.06	64.29' LT	898.34	188166.93	361669.36	39-221	38+77.87	43.54' LT	898.00	188177.49	361696.78
39-191	38+68.83	37.42' LT	897.57	188166.74	361698.70	39-202	38+49.49	44.90' LT	897.62	188152.12	361683.99	39-211	38+58.63	60.50' LT	898.15	188166.82	361673.46	39-222	38+82.92	48.49' LT	898.23	188184.12	361694.32
39-192	38+68.08	37.92' LT	897.59	188166.26	361697.93	39-203	38+54.83	49.57' LT	897.66	188158.90	361681.90	39-212	38+60.57	55.89' LT	897.95	188166.72	361678.46	39-223	38+82.87	43.49' LT	898.15	188182.04	361698.87
39-193	38+62.54	38.22' LT	897.64	188161.32	361695.40	39-203A	38+30.38	53.71' LT	897.93	188144.11	361670.62	39-213	38+62.50	51.28' LT	897.75	188166.60	361683.45	39-224	38+88.56	48.43' LT	898.41	188189.24	361696.67

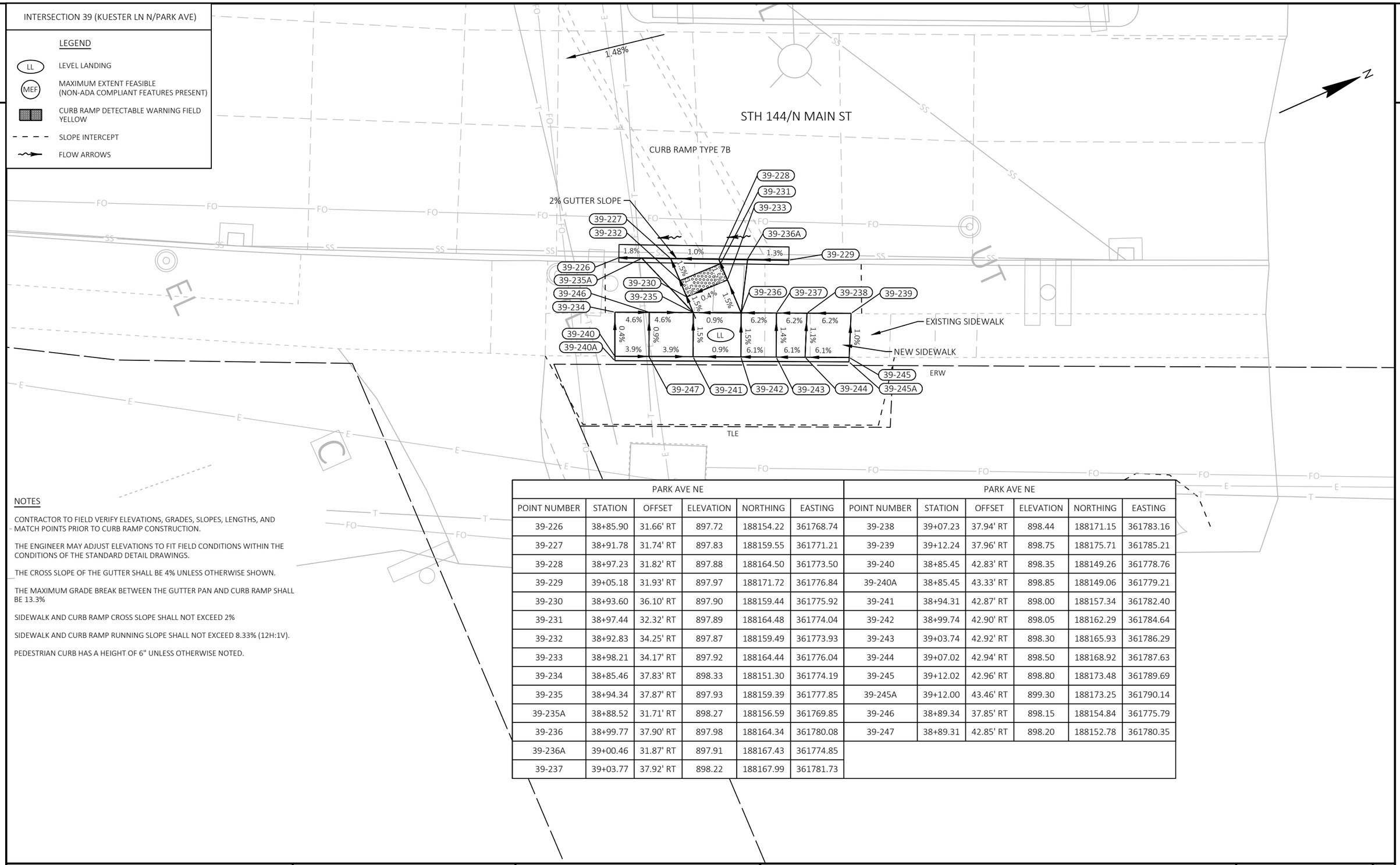
PARK AVE NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
39-225	38+88.51	43.43' LT	898.40	188187.16	361701.22

PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 39 (KUESTER LN N/PARK AVE)	SHEET 188	E

INTERSECTION 39 (KUESTER LN N/PARK AVE)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- FLOW ARROWS



NOTES

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

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THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

PARK AVE NE						PARK AVE NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
39-226	38+85.90	31.66' RT	897.72	188154.22	361768.74	39-238	39+07.23	37.94' RT	898.44	188171.15	361783.16
39-227	38+91.78	31.74' RT	897.83	188159.55	361771.21	39-239	39+12.24	37.96' RT	898.75	188175.71	361785.21
39-228	38+97.23	31.82' RT	897.88	188164.50	361773.50	39-240	38+85.45	42.83' RT	898.35	188149.26	361778.76
39-229	39+05.18	31.93' RT	897.97	188171.72	361776.84	39-240A	38+85.45	43.33' RT	898.85	188149.06	361779.21
39-230	38+93.60	36.10' RT	897.90	188159.44	361775.92	39-241	38+94.31	42.87' RT	898.00	188157.34	361782.40
39-231	38+97.44	32.32' RT	897.89	188164.48	361774.04	39-242	38+99.74	42.90' RT	898.05	188162.29	361784.64
39-232	38+92.83	34.25' RT	897.87	188159.49	361773.93	39-243	39+03.74	42.92' RT	898.30	188165.93	361786.29
39-233	38+98.21	34.17' RT	897.92	188164.44	361776.04	39-244	39+07.02	42.94' RT	898.50	188168.92	361787.63
39-234	38+85.46	37.83' RT	898.33	188151.30	361774.19	39-245	39+12.02	42.96' RT	898.80	188173.48	361789.69
39-235	38+94.34	37.87' RT	897.93	188159.39	361777.85	39-245A	39+12.00	43.46' RT	899.30	188173.25	361790.14
39-235A	38+88.52	31.71' RT	898.27	188156.59	361769.85	39-246	38+89.34	37.85' RT	898.15	188154.84	361775.79
39-236	38+99.77	37.90' RT	897.98	188164.34	361780.08	39-247	38+89.31	42.85' RT	898.20	188152.78	361780.35
39-236A	39+00.46	31.87' RT	897.91	188167.43	361774.85						
39-237	39+03.77	37.92' RT	898.22	188167.99	361781.73						

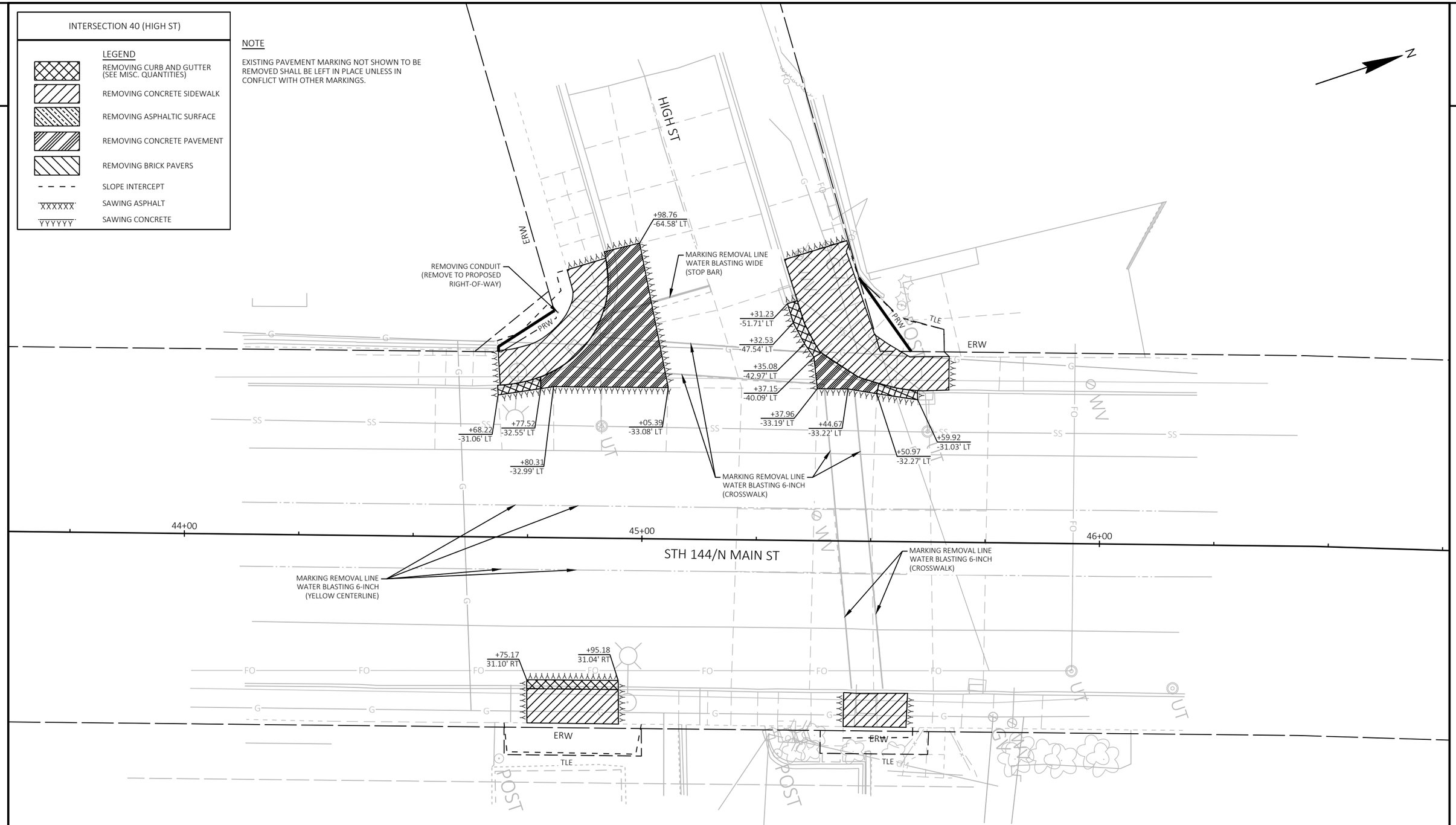
INTERSECTION 40 (HIGH ST)

LEGEND

- REMOVING CURB AND GUTTER (SEE MISC. QUANTITIES)
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE PAVEMENT
- REMOVING BRICK PAVERS
- SLOPE INTERCEPT
- SAWING ASPHALT
- SAWING CONCRETE

NOTE

EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED SHALL BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS.



2

PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	REMOVAL PLANS - INTERSECTION 40 (HIGH ST)	SHEET 190	E

INTERSECTION 40 (HIGH ST)

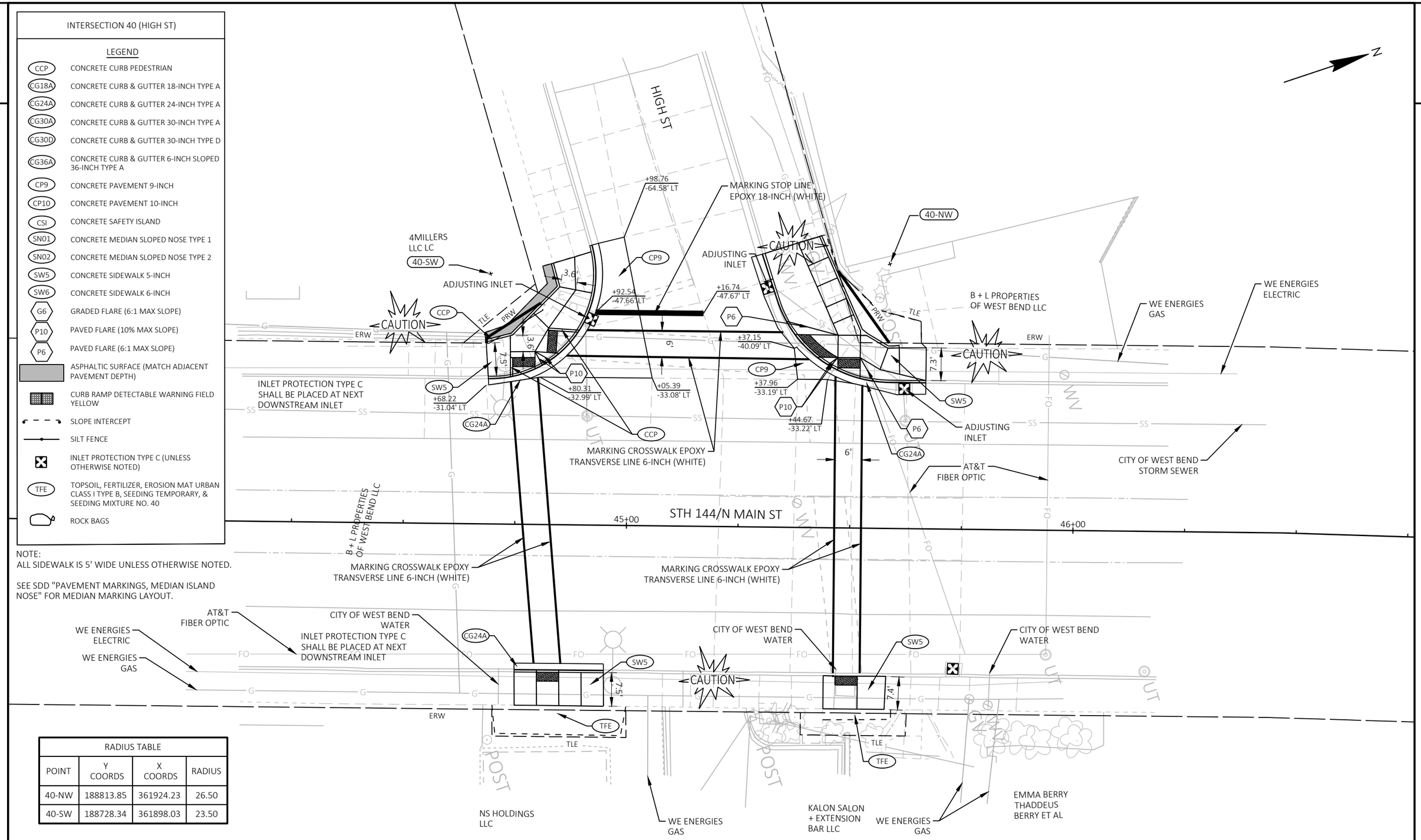
LEGEND

- CCP — CONCRETE CURB PEDESTRIAN
- CG18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG24A — CONCRETE CURB & GUTTER 24-INCH TYPE A
- CG30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG36A — CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
- CP9 — CONCRETE PAVEMENT 9-INCH
- CP10 — CONCRETE PAVEMENT 10-INCH
- CSI — CONCRETE SAFETY ISLAND
- SN01 — CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SN02 — CONCRETE MEDIAN SLOPED NOSE TYPE 2
- SW5 — CONCRETE SIDEWALK 5-INCH
- SW6 — CONCRETE SIDEWALK 6-INCH
- G6 — GRADED FLARE (6:1 MAX SLOPE)
- P10 — PAVED FLARE (10% MAX SLOPE)
- P6 — PAVED FLARE (6:1 MAX SLOPE)
- ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- SILT FENCE
- INLET PROTECTION TYPE C (UNLESS OTHERWISE NOTED)
- TFE — TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, & SEEDING MIXTURE NO. 40
- ROCK BAGS

NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS OTHERWISE NOTED.

SEE SDD "PAVEMENT MARKINGS, MEDIAN ISLAND NOSE" FOR MEDIAN MARKING LAYOUT.

RADIUS TABLE			
POINT	Y COORDS	X COORDS	RADIUS
40-NW	188813.85	361924.23	26.50
40-SW	188728.34	361898.03	23.50



PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	PLAN DETAILS - INTERSECTION 40 (HIGH ST)	SHEET 191	E

2

INTERSECTION 40 (HIGH ST)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- FLOW ARROWS

NOTES

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

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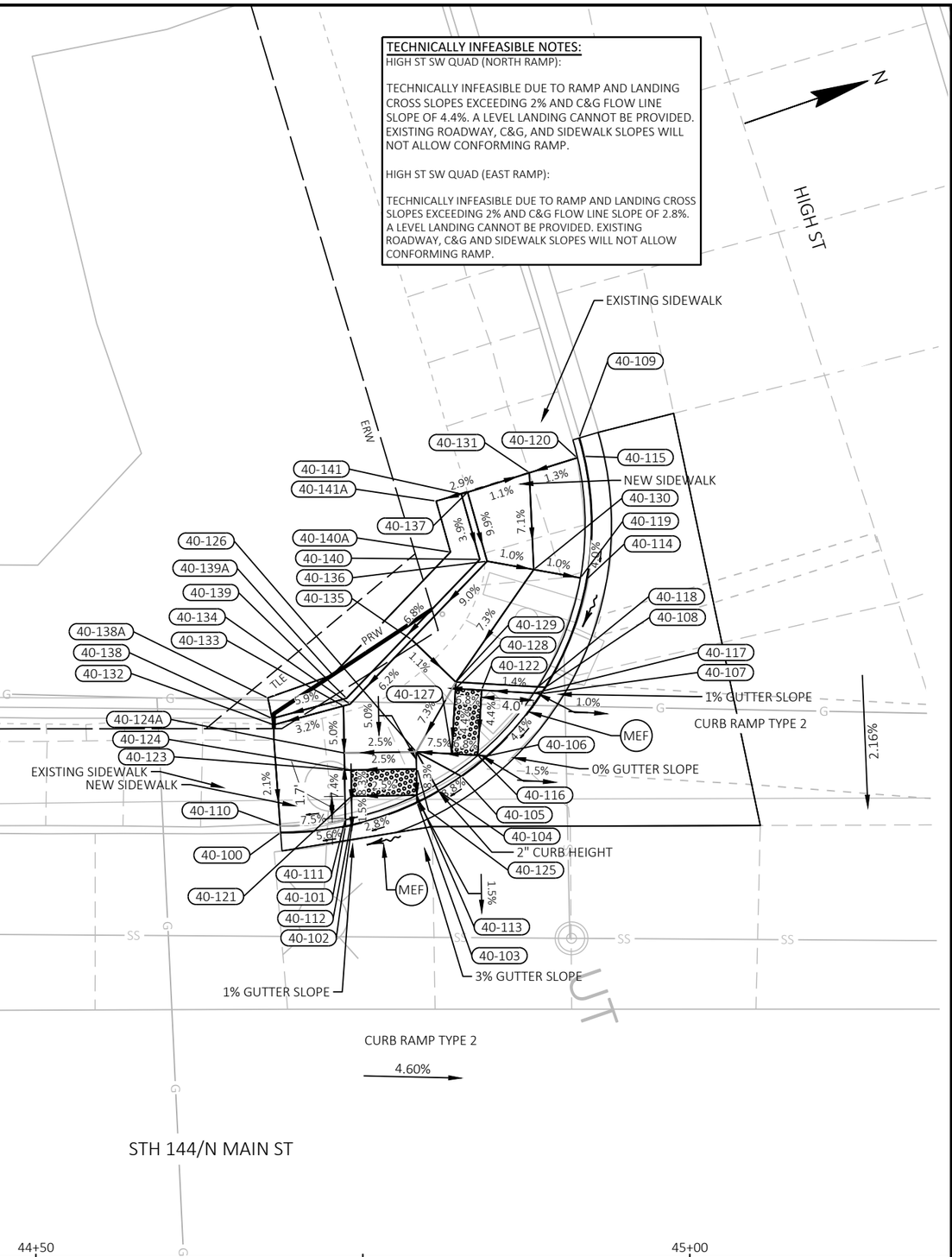
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PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

HIGH ST SW						HIGH ST SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
40-100	44+68.71	32.54' LT	924.60	188720.40	361920.15	40-129	44+82.11	44.04' LT	925.78	188736.82	361913.66
40-101	44+73.66	33.01' LT	924.91	188725.23	361921.33	40-130	44+88.06	52.64' LT	926.54	188745.26	361907.48
40-102	44+74.16	33.12' LT	924.94	188725.74	361921.39	40-131	44+87.72	60.05' LT	927.06	188747.35	361900.36
40-103	44+79.14	34.85' LT	925.09	188731.00	361921.38	40-132	44+68.19	40.78' LT	925.20	188722.60	361912.20
40-104	44+80.78	35.73' LT	925.42	188732.85	361921.09	40-133	44+73.52	42.22' LT	925.37	188728.11	361912.58
40-105	44+82.52	36.84' LT	925.60	188734.86	361920.60	40-134	44+74.02	42.36' LT	925.40	188728.62	361912.61
40-106	44+84.50	38.39' LT	925.66	188737.24	361919.78	40-135	44+78.74	47.28' LT	925.83	188734.69	361909.50
40-107	44+88.64	43.16' LT	925.94	188742.70	361916.63	40-136	44+84.49	53.28' LT	926.58	188742.09	361905.71
40-108	44+88.95	43.64' LT	925.96	188743.15	361916.28	40-137	44+83.01	58.56' LT	927.12	188742.41	361900.24
40-109	44+91.53	62.69' LT	926.75	188751.82	361899.11	40-138	44+68.06	41.26' LT	925.55	188722.63	361911.70
40-110	44+68.67	33.04' LT	925.03	188720.53	361919.67	40-138A	44+67.73	42.83' LT	925.64	188722.84	361910.11
40-111	44+73.66	33.52' LT	925.41	188725.39	361920.84	40-139	44+73.75	42.80' LT	925.90	188728.52	361912.10
40-112	44+74.15	33.63' LT	924.95	188725.90	361920.90	40-139A	44+72.69	44.59' LT	926.08	188728.10	361910.07
40-113	44+79.13	35.40' LT	925.10	188731.18	361920.86	40-140	44+83.94	53.42' LT	926.90	188741.61	361905.40
40-114	44+92.12	51.92' LT	926.32	188748.86	361909.49	40-140A	44+81.70	53.98' LT	926.88	188739.68	361904.14
40-115	44+91.89	61.30' LT	926.70	188751.71	361900.55	40-141	44+82.52	58.42' LT	927.10	188741.91	361900.21
40-116	44+83.79	38.44' LT	925.67	188736.57	361919.50	40-141A	44+80.60	57.88' LT	927.04	188739.91	361900.09
40-117	44+88.06	43.19' LT	925.95	188742.17	361916.41						
40-118	44+88.38	43.67' LT	926.41	188742.63	361916.06						
40-119	44+91.63	52.01' LT	926.50	188748.42	361909.24						
40-120	44+91.37	61.18' LT	927.11	188751.18	361900.49						
40-121	44+74.13	35.32' LT	924.97	188726.43	361919.30						
40-122	44+84.08	43.43' LT	925.89	188738.48	361914.89						
40-123	44+73.60	37.31' LT	925.13	188726.57	361917.24						
40-124	44+74.10	37.32' LT	925.14	188727.05	361917.40						
40-124A	44+73.58	38.62' LT	925.19	188726.98	361915.99						
40-125	44+79.10	37.40' LT	925.26	188731.80	361918.96						
40-126	44+79.08	38.71' LT	925.33	188732.21	361917.71						
40-127	44+81.79	38.55' LT	925.53	188734.72	361918.75						
40-128	44+82.08	43.54' LT	925.75	188736.63	361914.12						



PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 40 (HIGH ST)	SHEET 192	E

2

INTERSECTION 40 (HIGH ST)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- FLOW ARROWS

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

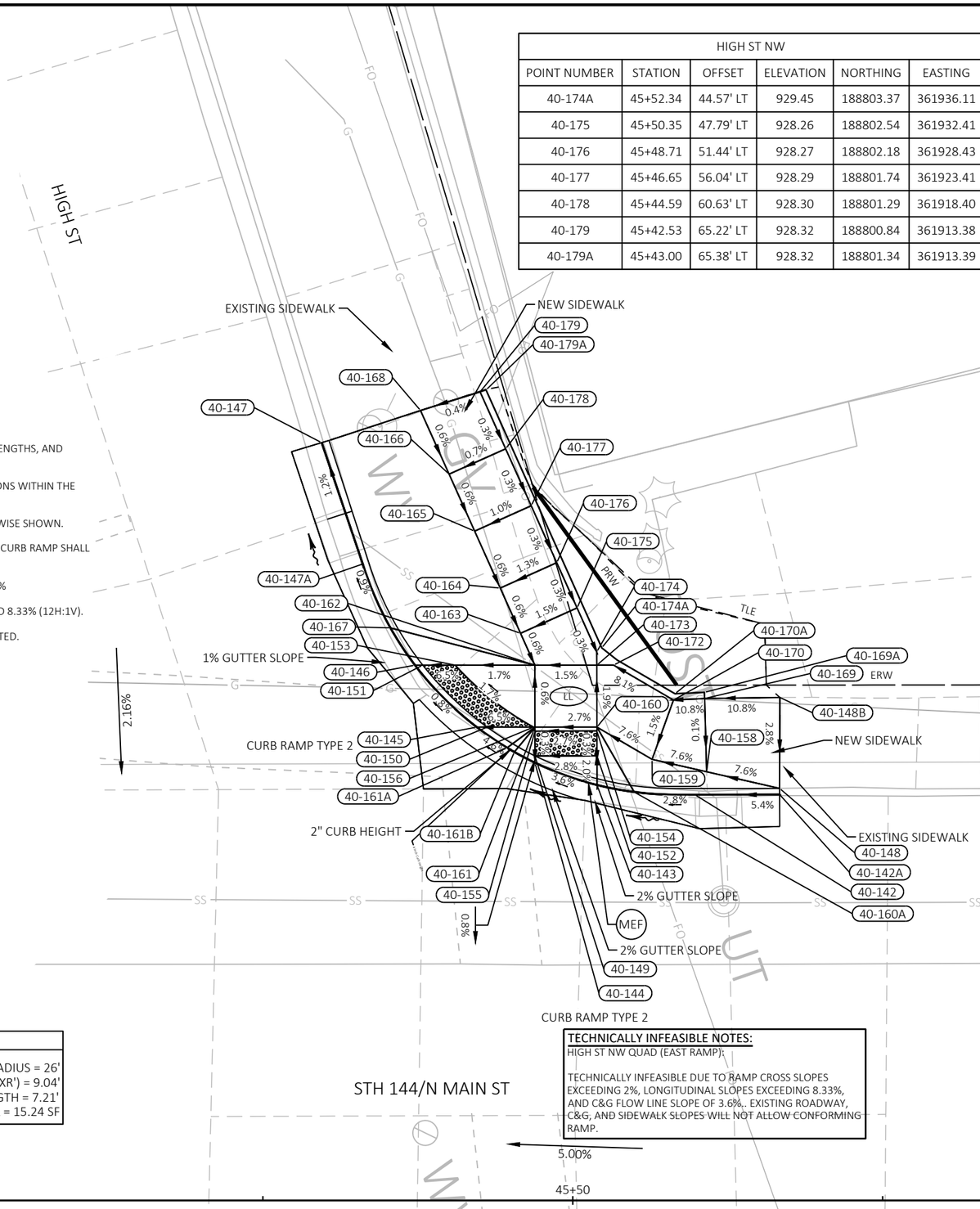
THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.



HIGH ST NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
40-174A	45+52.34	44.57' LT	929.45	188803.37	361936.11
40-175	45+50.35	47.79' LT	928.26	188802.54	361932.41
40-176	45+48.71	51.44' LT	928.27	188802.18	361928.43
40-177	45+46.65	56.04' LT	928.29	188801.74	361923.41
40-178	45+44.59	60.63' LT	928.30	188801.29	361918.40
40-179	45+42.53	65.22' LT	928.32	188800.84	361913.38
40-179A	45+43.00	65.38' LT	928.32	188801.34	361913.39

HIGH ST NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
40-142	45+59.85	32.73' LT	928.64	188806.60	361949.76
40-142A	45+66.69	32.74' LT	929.01	188813.06	361951.98
40-143	45+51.96	33.51' LT	928.38	188799.39	361946.44
40-144	45+46.96	35.30' LT	928.19	188795.25	361943.11
40-145	45+42.25	38.18' LT	927.94	188791.75	361938.85
40-146	45+37.27	43.18' LT	927.88	188788.67	361932.50
40-147	45+29.74	61.13' LT	927.67	188787.42	361913.08
40-147A	45+33.06	51.34' LT	927.80	188787.36	361923.41
40-148	45+66.69	33.24' LT	929.53	188813.23	361951.51
40-148B	45+66.71	40.57' LT	929.74	188815.64	361944.59
40-149	45+46.95	35.82' LT	928.19	188795.42	361942.61
40-150	45+43.09	38.18' LT	927.95	188792.54	361939.13
40-151	45+37.90	43.18' LT	927.89	188789.27	361932.70
40-152	45+51.95	35.87' LT	928.33	188800.16	361944.21
40-153	45+40.51	43.18' LT	928.06	188791.73	361933.56
40-154	45+51.95	37.87' LT	928.34	188800.81	361942.31
40-155	45+46.95	37.85' LT	928.20	188796.08	361940.70
40-156	45+46.83	38.18' LT	928.19	188796.07	361940.35
40-158	45+60.80	34.58' LT	929.07	188808.10	361948.32
40-159	45+56.40	35.58' LT	928.73	188804.27	361945.93
40-160	45+51.95	38.18' LT	928.34	188800.91	361942.02
40-160A	45+54.96	32.94' LT	928.46	188802.05	361947.95
40-161	45+46.95	38.18' LT	928.20	188796.18	361940.39
40-161A	45+44.71	36.52' LT	928.41	188793.53	361941.23
40-161B	45+45.29	36.18' LT	928.44	188793.97	361941.73
40-162	45+46.94	43.17' LT	928.17	188797.81	361935.67
40-163	45+45.79	45.75' LT	928.19	188797.56	361932.86
40-164	45+44.15	49.40' LT	928.21	188797.20	361928.87
40-165	45+42.09	53.99' LT	928.24	188796.76	361923.86
40-166	45+40.03	58.58' LT	928.27	188796.31	361918.84
40-167	45+35.29	46.18' LT	927.85	188787.78	361929.02
40-168	45+37.72	63.72' LT	928.30	188795.81	361913.24
40-169	45+60.64	40.48' LT	929.08	188809.88	361942.68
40-169A	45+60.62	40.98' LT	929.54	188810.02	361942.20
40-170	45+58.12	40.36' LT	928.81	188807.46	361941.97
40-170A	45+58.25	40.87' LT	929.39	188807.74	361941.53
40-172	45+53.30	43.18' LT	928.36	188803.82	361937.74
40-173	45+51.94	43.18' LT	928.25	188802.53	361937.29
40-174	45+51.94	44.25' LT	928.25	188802.88	361936.27

INT40 - HIGH ST - NW - S
BOC RADIUS = 26'
CURB RAMP LANDING LENGTH ('XR') = 9.04'
RADIAL CHORD LENGTH = 7.21'
RADIAL WARNING FIELD AREA = 15.24 SF

TECHNICALLY INFEASIBLE NOTES:

HIGH ST NW QUAD (EAST RAMP):

TECHNICALLY INFEASIBLE DUE TO RAMP CROSS SLOPES EXCEEDING 2%, LONGITUDINAL SLOPES EXCEEDING 8.33%, AND C&G FLOW LINE SLOPE OF 3.6%,. EXISTING ROADWAY, C&G, AND SIDEWALK SLOPES WILL NOT ALLOW CONFORMING RAMP.

PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 40 (HIGH ST)	SHEET 193	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021306-CR.DWG
LAYOUT NAME - Int 40 (2)

PLOT DATE : 10/31/2025 10:32 AM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

INTERSECTION 40 (HIGH ST)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- FLOW ARROWS

45+00

45+50

STH 144/N MAIN ST

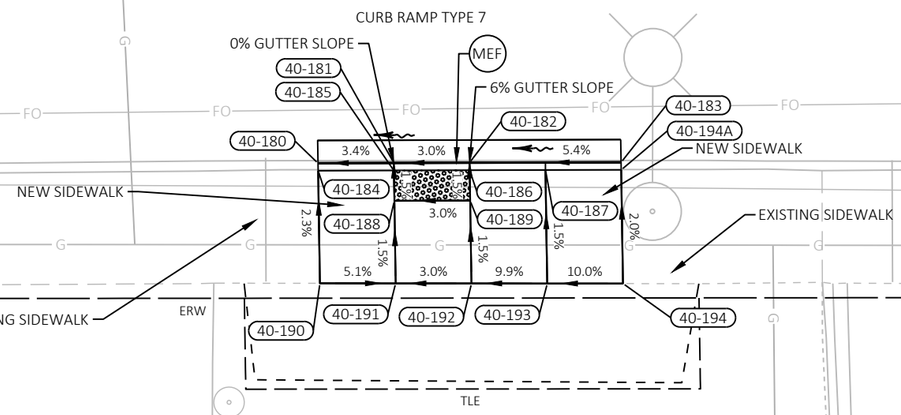
4.58%

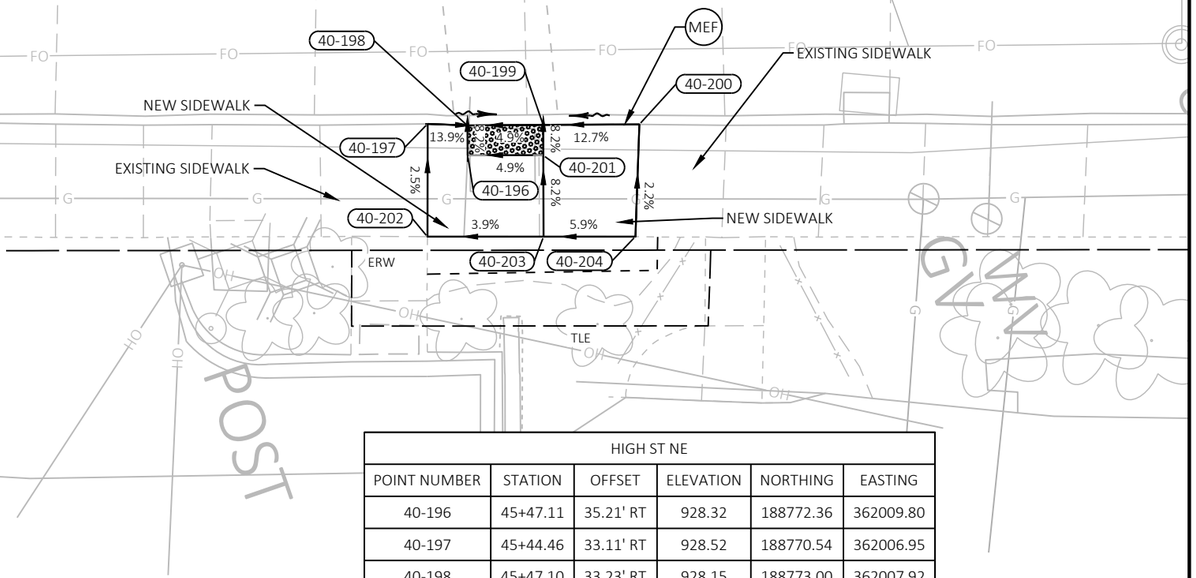
TECHNICALLY INFEASIBLE NOTES:
HIGH ST EAST MID-BLOCK (SOUTH RAMP):

TECHNICALLY INFEASIBLE DUE TO LANDING CROSS SLOPES EXCEEDING 2% AND C&G FLOW LINE SLOPE OF 3.0%. ALSO RAMP SLOPES EXCEED 8.33%. EXISTING ROADWAY, C&G, AND SIDEWALK SLOPES WILL NOT ALLOW CONFORMING RAMP.

TECHNICALLY INFEASIBLE NOTES:
HIGH ST EAST MID-BLOCK (NORTH RAMP):

TECHNICALLY INFEASIBLE DUE TO RAMP AND LANDING CROSS SLOPES EXCEEDING 2%. EXISTING ROADWAY, C&G, AND SIDEWALK SLOPES WILL NOT ALLOW CONFORMING RAMP





HIGH ST SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
40-180	44+75.20	32.60' RT	924.97	188705.25	361983.84
40-181	44+80.20	32.58' RT	925.14	188709.98	361985.46
40-182	44+85.20	32.57' RT	925.29	188714.71	361987.08
40-183	44+95.20	32.54' RT	925.83	188724.17	361990.32
40-184	44+75.21	33.10' RT	925.34	188705.09	361984.32
40-185	44+80.21	33.08' RT	925.15	188709.82	361985.93
40-186	44+85.21	33.08' RT	925.30	188714.55	361987.56
40-187	44+90.21	33.05' RT	925.79	188719.28	361989.17
40-188	44+80.24	35.08' RT	925.18	188709.20	361987.84
40-189	44+85.24	35.07' RT	925.33	188713.93	361989.45
40-190	44+75.32	40.53' RT	925.52	188702.78	361991.37
40-191	44+80.32	40.53' RT	925.26	188707.50	361993.01
40-192	44+85.32	40.54' RT	925.41	188712.23	361994.65
40-193	44+90.33	40.54' RT	925.90	188716.95	361996.29
40-194	44+95.33	40.55' RT	926.40	188721.68	361997.93
40-194A	44+95.21	33.04' RT	926.25	188724.02	361990.79

HIGH ST NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
40-196	45+47.11	35.21' RT	928.32	188772.36	362009.80
40-197	45+44.46	33.11' RT	928.52	188770.54	362006.95
40-198	45+47.10	33.23' RT	928.15	188773.00	362007.92
40-199	45+52.10	33.20' RT	928.40	188777.73	362009.53
40-200	45+58.43	33.14' RT	929.20	188783.74	362011.54
40-201	45+52.10	35.20' RT	928.56	188777.08	362011.42
40-202	45+44.45	40.55' RT	928.70	188768.10	362013.98
40-203	45+52.11	40.54' RT	929.00	188775.35	362016.47
40-204	45+58.18	40.55' RT	929.36	188781.08	362018.46

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

2

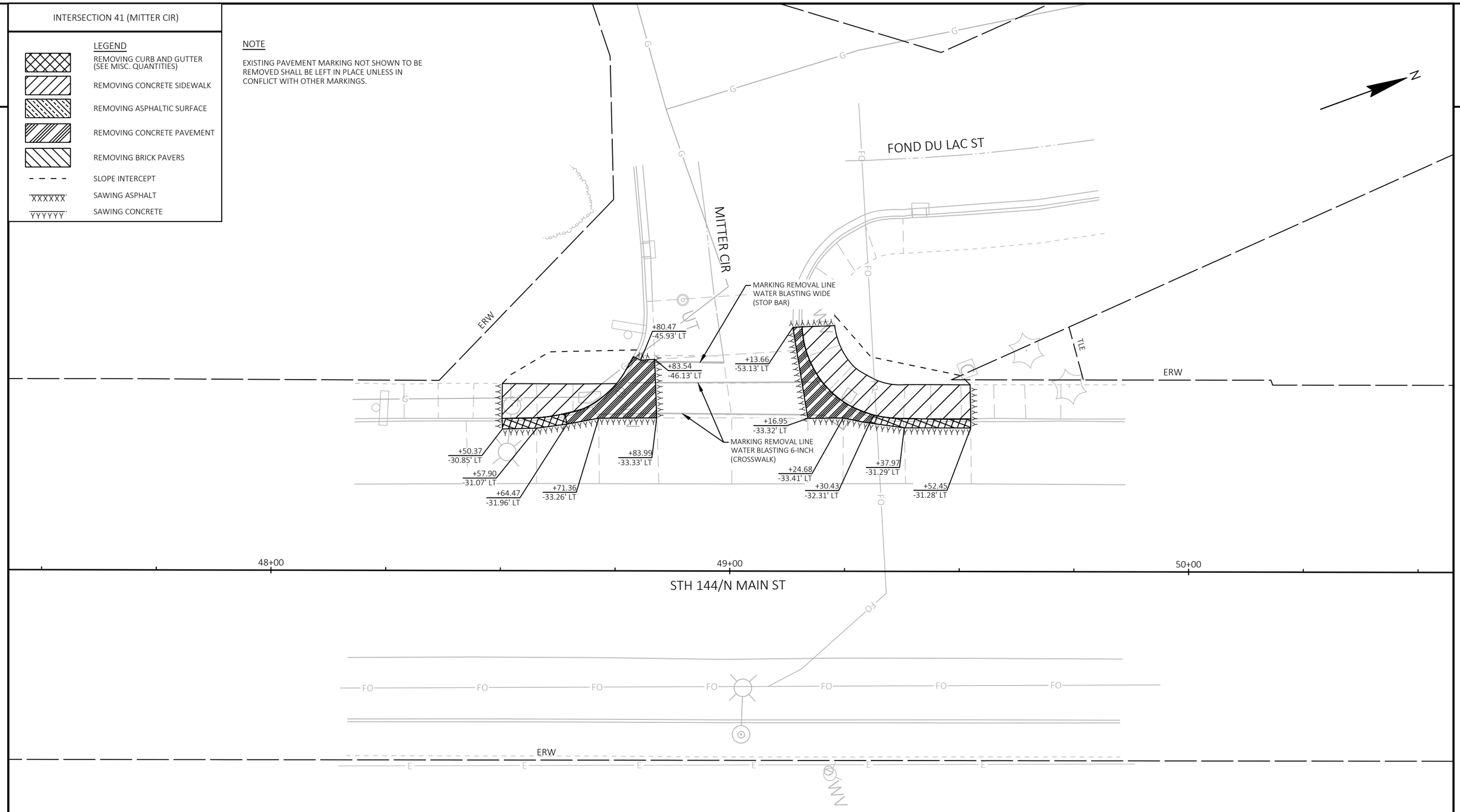
INTERSECTION 41 (MITTER CIR)

LEGEND

- REMOVING CURB AND GUTTER (SEE MISC. QUANTITIES)
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE
- REMOVING CONCRETE PAVEMENT
- REMOVING BRICK PAVERS
- SLOPE INTERCEPT
- SAWING ASPHALT
- SAWING CONCRETE

NOTE

EXISTING PAVEMENT MARKING NOT SHOWN TO BE REMOVED SHALL BE LEFT IN PLACE UNLESS IN CONFLICT WITH OTHER MARKINGS.



PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	REMOVAL PLANS - INTERSECTION 41 (MITTER CIR)	SHEET 195	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\021006-RM.DWG
LAYOUT NAME - 41

PLOT DATE : 10/30/2025 5:59 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:20 FT

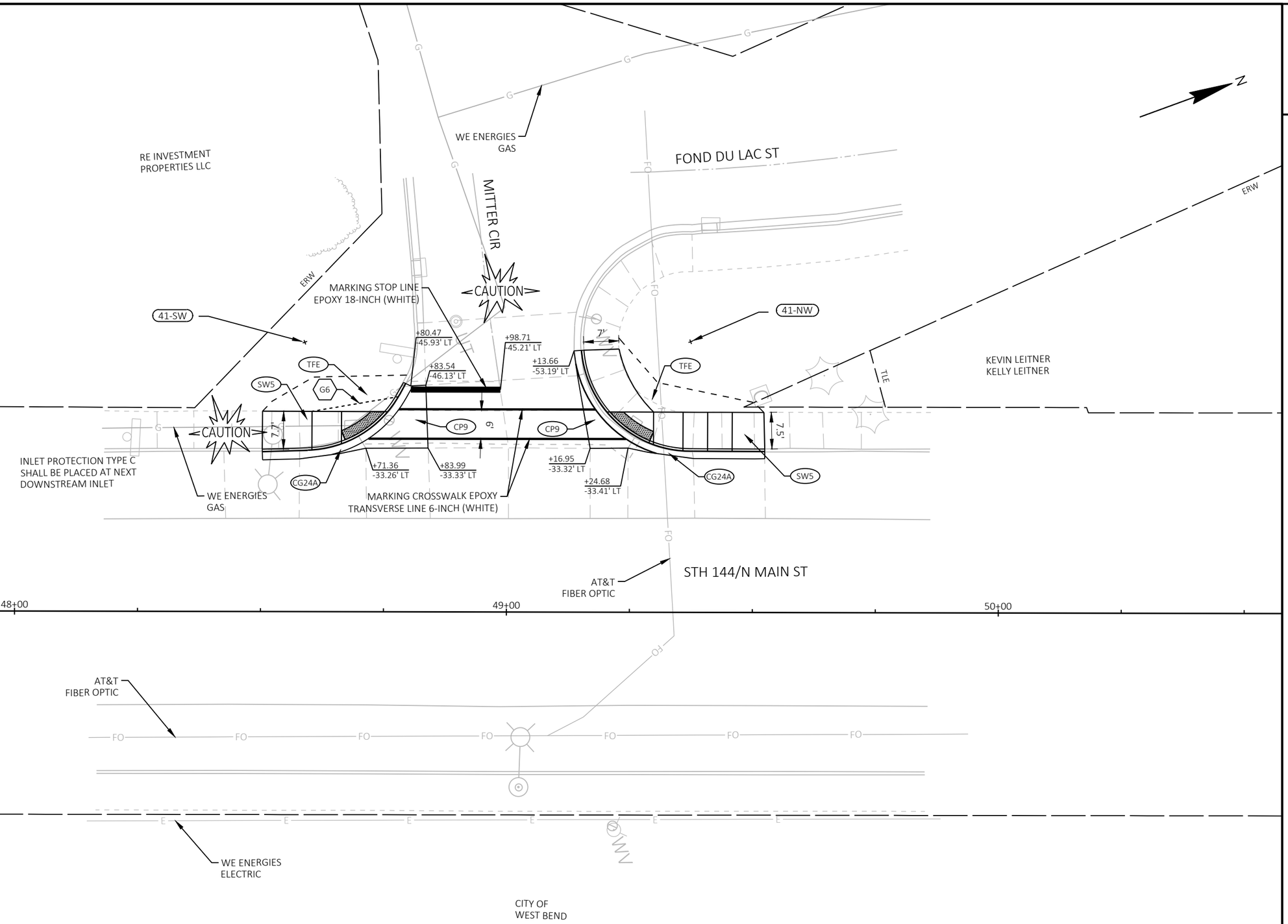
WISDOT/CADDS SHEET 42

2

INTERSECTION 41 (MITTER CIR)

LEGEND

CCP	CONCRETE CURB PEDESTRIAN
CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG24A	CONCRETE CURB & GUTTER 24-INCH TYPE A
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG36A	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A
CP9	CONCRETE PAVEMENT 9-INCH
CP10	CONCRETE PAVEMENT 10-INCH
CSI	CONCRETE SAFETY ISLAND
SN01	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SN02	CONCRETE MEDIAN SLOPED NOSE TYPE 2
SW5	CONCRETE SIDEWALK 5-INCH
SW6	CONCRETE SIDEWALK 6-INCH
G6	GRADED FLARE (6:1 MAX SLOPE)
P10	PAVED FLARE (10% MAX SLOPE)
P6	PAVED FLARE (6:1 MAX SLOPE)
	ASPHALTIC SURFACE (MATCH ADJACENT PAVEMENT DEPTH)
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
	SLOPE INTERCEPT
	SILT FENCE
	INLET PROTECTION TYPE C (UNLESS OTHERWISE NOTED)
TFE	TOPSOIL, FERTILIZER, EROSION MAT URBAN CLASS I TYPE B, SEEDING TEMPORARY, & SEEDING MIXTURE NO. 40
	ROCK BAGS



NOTE:
ALL SIDEWALK IS 5' WIDE UNLESS OTHERWISE NOTED.

SEE SDD "PAVEMENT MARKINGS, MEDIAN ISLAND NOSE" FOR MEDIAN MARKING LAYOUT.

RADIUS TABLE			
POINT	Y COORDS	X COORDS	RADIUS
41-NW	189169.78	362057.74	22.27
41-SW	189096.08	362030.90	22.00

MITTER CIR SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
41-100	48+53.66	32.63' LT	944.33	189083.49	362049.89
41-101	48+66.39	34.10' LT	944.76	189095.95	362052.90
41-102	48+75.82	40.70' LT	945.16	189107.07	362049.96
41-103	48+79.44	46.43' LT	945.75	189112.45	362045.84
41-104	48+53.63	33.13' LT	944.85	189083.64	362049.41
41-105	48+60.39	33.34' LT	944.98	189090.05	362051.54
41-106	48+66.39	34.63' LT	944.77	189096.13	362052.40
41-107	48+75.16	40.70' LT	945.17	189106.46	362049.74
41-107A	48+67.16	34.94' LT	944.80	189096.96	362052.39
41-108	48+72.41	40.71' LT	945.18	189103.87	362048.78
41-108A	48+66.40	36.78' LT	944.81	189096.88	362050.39
41-109	48+66.41	40.72' LT	944.89	189098.25	362046.69
41-110	48+60.41	40.74' LT	945.01	189092.62	362044.61
41-110A	48+77.95	43.75' LT	945.49	189110.12	362047.84
41-112	48+50.31	33.18' LT	944.76	189080.53	362048.21
41-113	48+50.34	40.77' LT	945.00	189083.19	362041.11

MITTER CIR NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
41-114	49+52.46	32.76' LT	945.87	189176.26	362083.88
41-115	49+29.84	34.65' LT	945.46	189155.69	362074.29
41-116	49+20.31	40.72' LT	945.55	189148.83	362065.31
41-117	49+15.16	53.25' LT	946.20	189148.33	362051.77
41-118	49+52.46	33.25' LT	945.92	189176.43	362083.42
41-119	49+45.84	33.25' LT	945.90	189170.22	362081.13
41-120	49+40.84	33.29' LT	945.92	189165.54	362079.37
41-120A	49+35.84	33.37' LT	945.93	189160.88	362077.56
41-120B	49+29.85	36.76' LT	945.50	189156.42	362072.31
41-121	49+29.10	34.94' LT	945.46	189155.09	362073.76
41-122	49+20.97	40.75' LT	945.55	189149.46	362065.51
41-123	49+15.66	53.29' LT	946.64	189148.81	362051.90
41-124	49+22.76	53.53' LT	947.01	189155.56	362054.13
41-125	49+23.74	40.72' LT	945.60	189152.05	362066.49
41-126	49+29.85	40.72' LT	945.57	189157.78	362068.60

MITTER CIR NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
41-127	49+35.85	40.71' LT	945.99	189163.41	362070.68
41-128	49+40.85	40.71' LT	946.01	189168.11	362072.41
41-129	49+45.85	40.71' LT	946.04	189172.80	362074.14
41-130	49+52.30	40.70' LT	946.11	189178.85	362076.37

FOND DU LAC ST

MITTER CIR

ERW

NEW SIDEWALK

EXISTING SIDEWALK

CURB RAMP TYPE 4A1

0% GUTTER SLOPE

2% GUTTER SLOPE

CURB RAMP TYPE 4A1 MODIFIED

6.35%

INT41 - MITTER CIR - SW - N

BOC RADIUS = 21.75'
CURB RAMP LANDING LENGTH ('XR') = 8.86'
RADIAL CHORD LENGTH = 10.73'
RADIAL WARNING FIELD AREA = 17.39 SF

INT41 - MITTER CIR - SW - N

BOC RADIUS = 21.5'
CURB RAMP LANDING LENGTH ('XR') = 8.75'
RADIAL CHORD LENGTH = 10.66'
RADIAL WARNING FIELD AREA = 17.19 SF

TECHNICALLY INFEASIBLE NOTES:
MITTER CIR SW QUAD:

TECHNICALLY INFEASIBLE DUE TO INITIAL LANDING SLOPE EXCEEDING 2% AND C&G FLOW LINE SLOPE OF 3.5%. THE RAMP ALSO DOES NOT PROVIDE A LEVEL LANDING. EXISTING ROADWAY AND C&G WILL NOT ALLOW CONFORMING RAMP.

INTERSECTION 41 (MITTER CIR)

LEGEND

- LL — LEVEL LANDING
- MEF — MAXIMUM EXTENT FEASIBLE (NON-ADA COMPLIANT FEATURES PRESENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- SLOPE INTERCEPT
- FLOW ARROWS

NOTES

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

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 13.3%

SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%

SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

PEDESTRIAN CURB HAS A HEIGHT OF 6" UNLESS OTHERWISE NOTED.

STH 144/N MAIN ST

48+50 49+00 49+50

PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	CURB RAMP DETAILS - INTERSECTION 41 (MITTER CIR)	SHEET 197	E

2

INTERSECTION 2 (VILLA PARK/SCENIC DR)

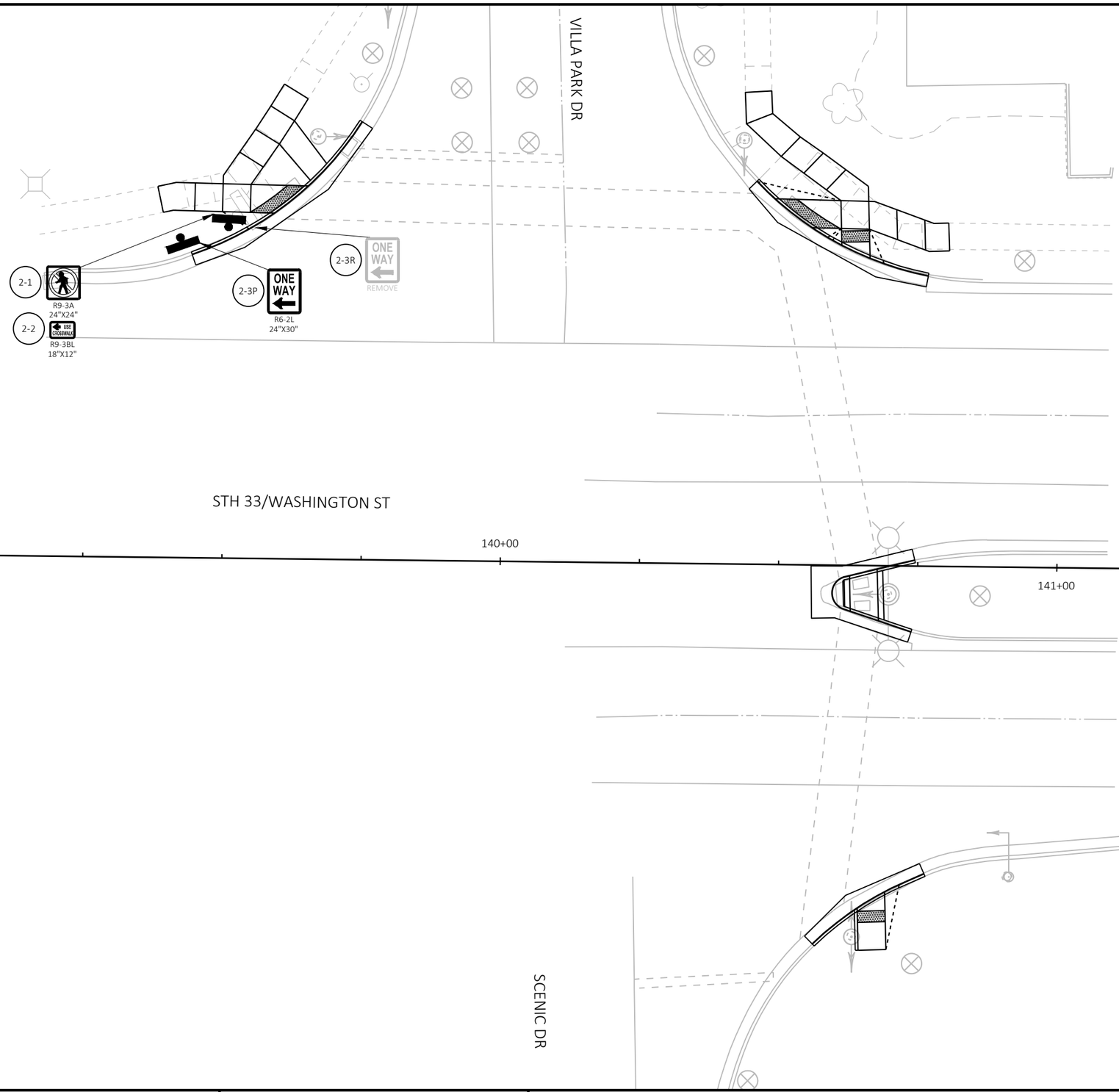
LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

XXX DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE



2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PERMANENT SIGNING- INTERSECTION 2 (VILLA PARK/SCENIC DR)	SHEET 198	E

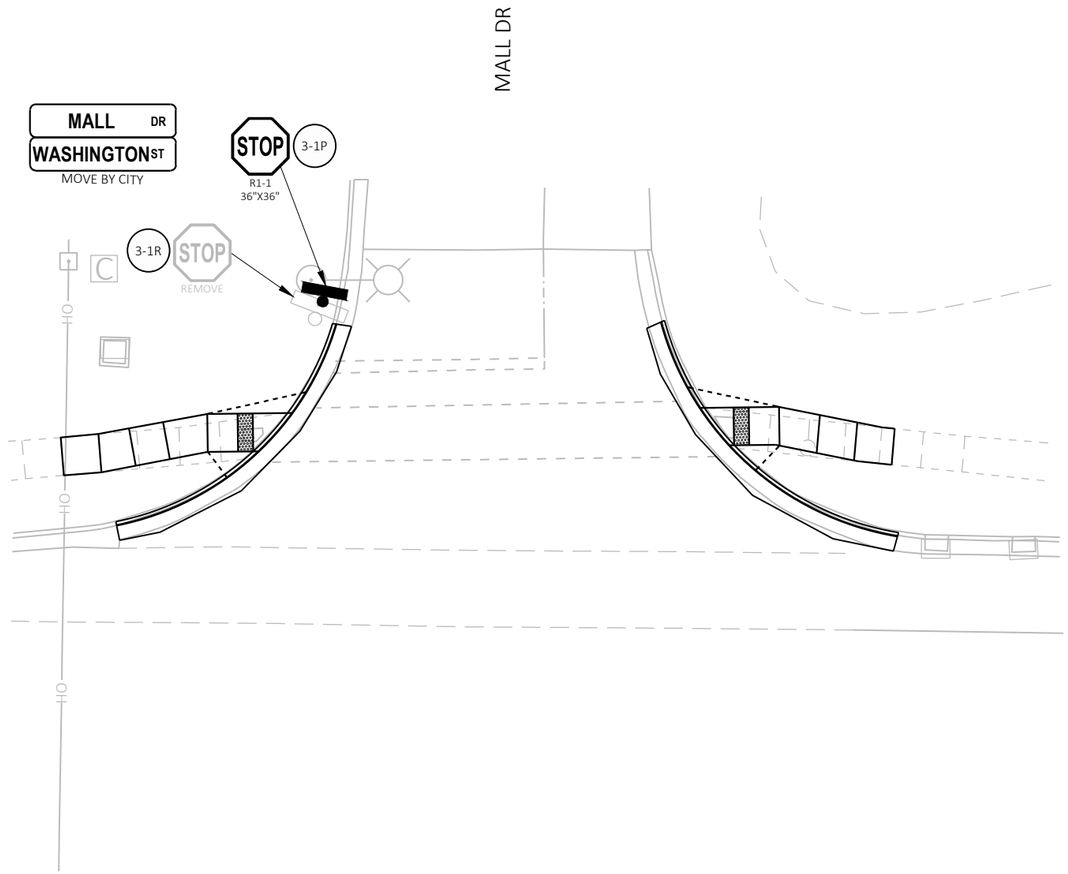
FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 02
PLOT DATE : 12/22/2025 1:51 PM PLOT BY : JARED BROWN PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

INTERSECTION 3 (MALL DR)

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE



N

2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PERMANENT SIGNING - INTERSECTION 3 (MALL DR)	SHEET 199	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 03

PLOT DATE : 12/22/2025 1:51 PM PLOT BY : JARED BROWN PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

INTERSECTION 4 (VALLEY AVE)

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

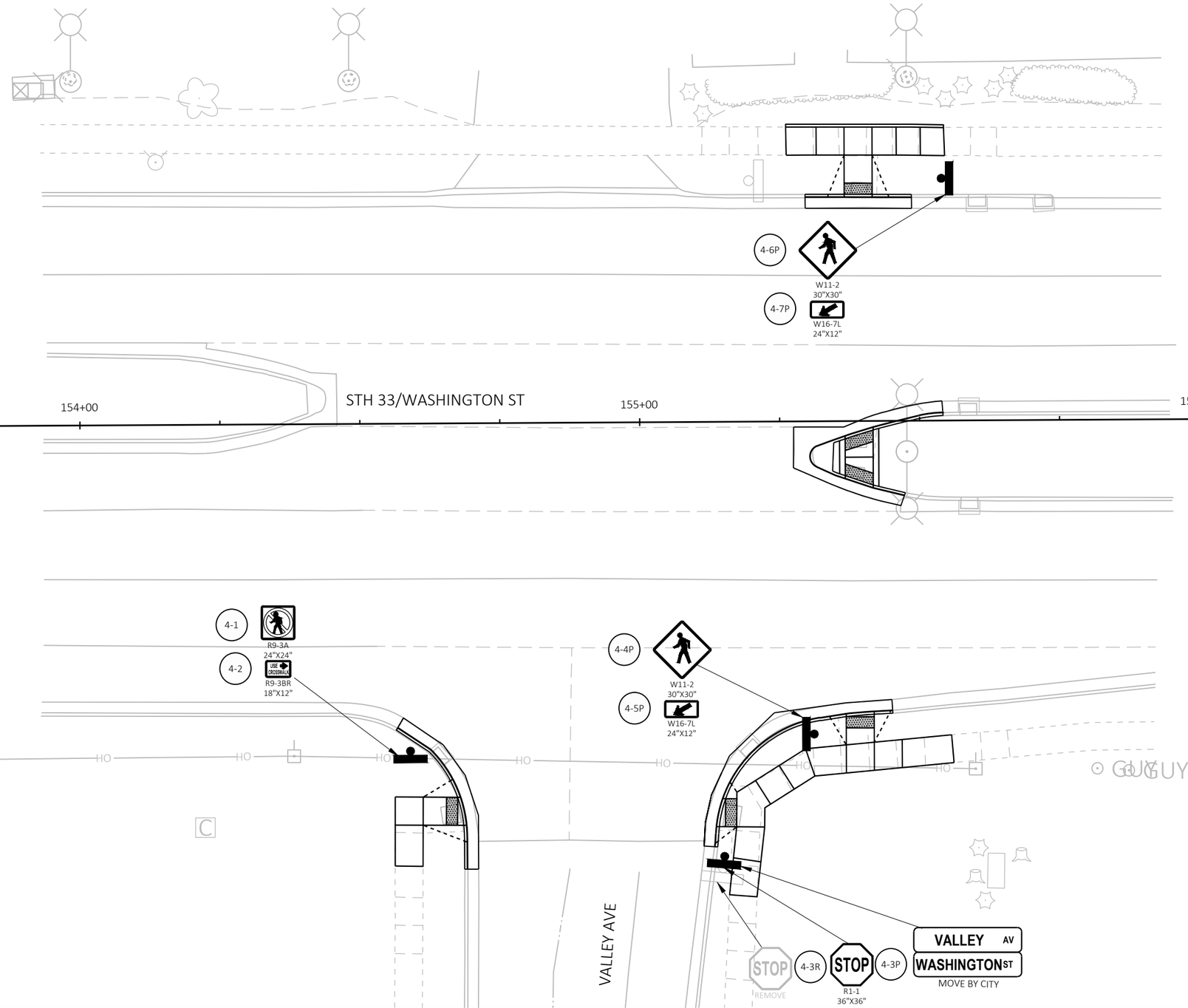
PROPOSED SIGN MOUNTED ON POST(S)

XXX DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

N

2



PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PERMANENT SIGNING - INTERSECTION 4 (VALLEY AVE)	SHEET 200	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 04

PLOT DATE : 12/22/2025 1:51 PM PLOT BY : JARED BROWN PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

INTERSECTION 5 (HEISER/PICK & SAVE DWY)

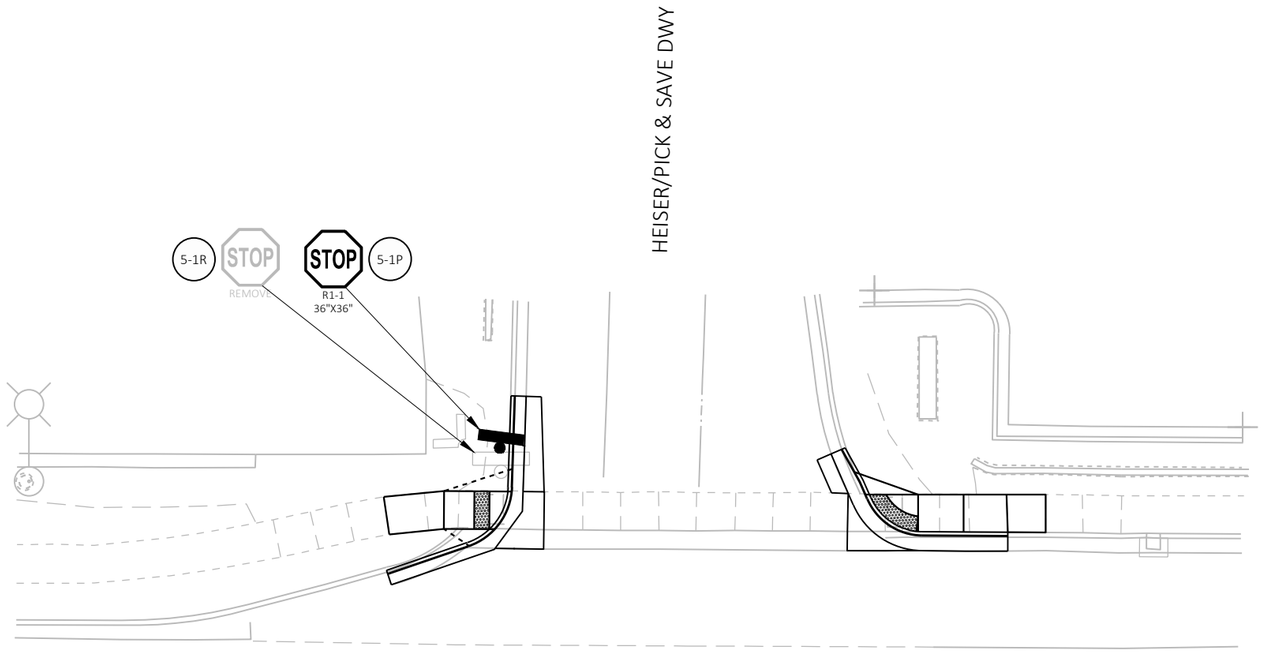
LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

XXX DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE



2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PERMANENT SIGNING - INTERSECTION 5 (HEISER/PICK & SAVE DWY)	SHEET 201	E

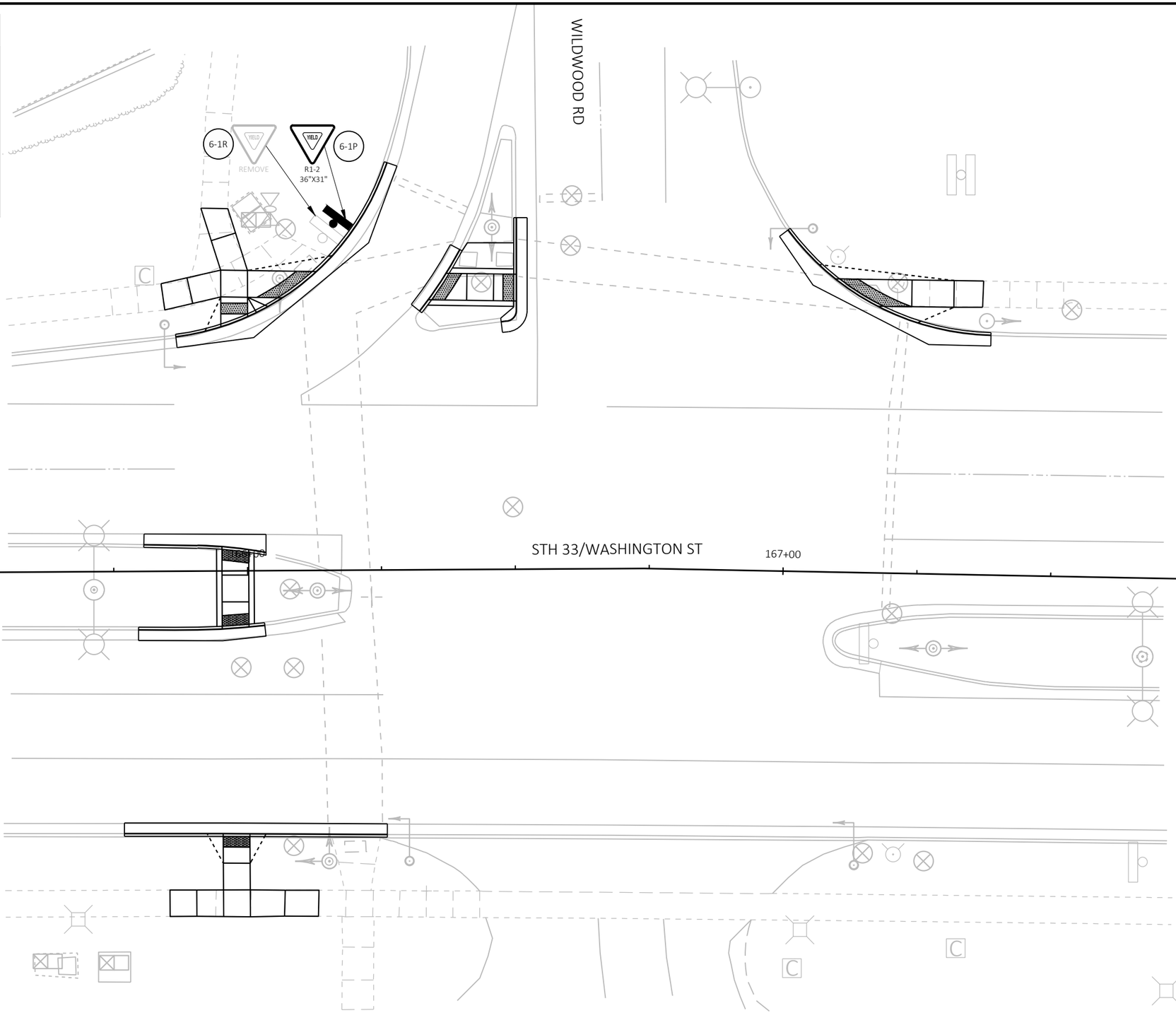
FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 05

PLOT DATE : 12/22/2025 1:51 PM PLOT BY : JARED BROWN PLOT NAME : PLOT SCALE : 1 IN:20 FT

INTERSECTION 6 (WILDWOOD RD)

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE



2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PERMANENT SIGNING - INTERSECTION 6 (WILDWOOD RD)	SHEET 202	E

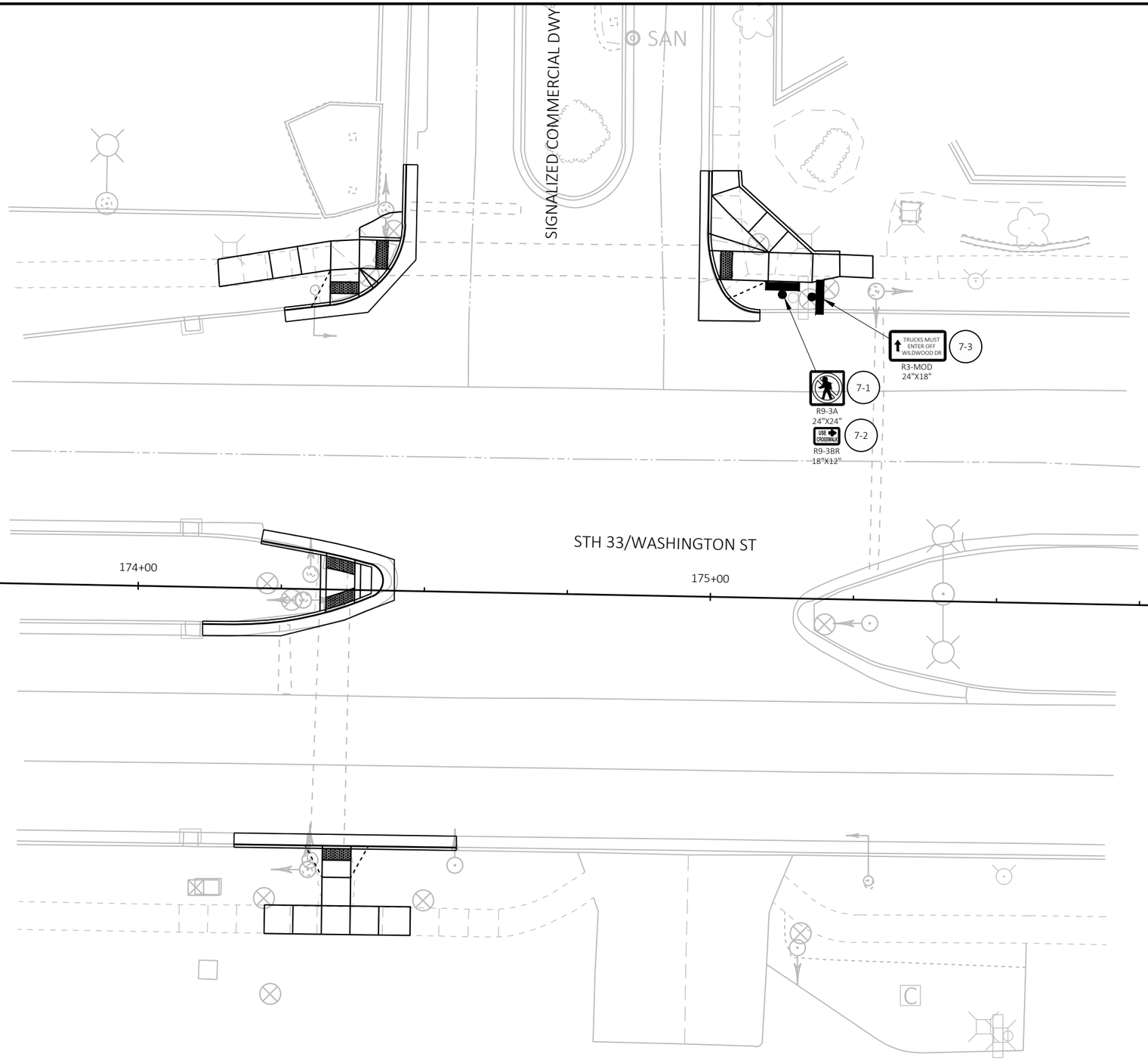
FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 06
PLOT DATE : 12/22/2025 1:51 PM
PLOT BY : JARED BROWN
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

INTERSECTION 7 (SIGNALIZED COMMERCIAL DWY)

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE



N

2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PERMANENT SIGNING - INTERSECTION 7 (SIGNALIZED COMMERCIAL DWY)	SHEET 203	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 07

PLOT DATE : 12/22/2025 1:51 PM PLOT BY : JARED BROWN PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

INTERSECTION 8 (N UNIVERSITY DR)

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

XXX DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

N

2

8-9P W11-2 30"X30"

8-10P W16-7L 24"X12"

8-1R REMOVE

8-1P R4-7 24"X30"

8-5P W11-2 30"X30"

8-6P W16-7L 24"X12"

STH 33/WASHINGTON ST

179+00

180+00

181+00

8-7P W11-2 30"X30"

8-8P W16-7L 24"X12"

8-2P R4-7 24"X30"

8-3P W11-2 30"X30"

8-4P W16-7L 24"X12"

N UNIVERSITY DR

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PERMANENT SIGNING - INTERSECTION 8 (N UNIVERSITY DR)	SHEET 204	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 08

PLOT DATE : 12/22/2025 1:51 PM PLOT BY : JARED BROWN PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

INTERSECTION 9 (USH 45 SB ON/OFF RAMPS)

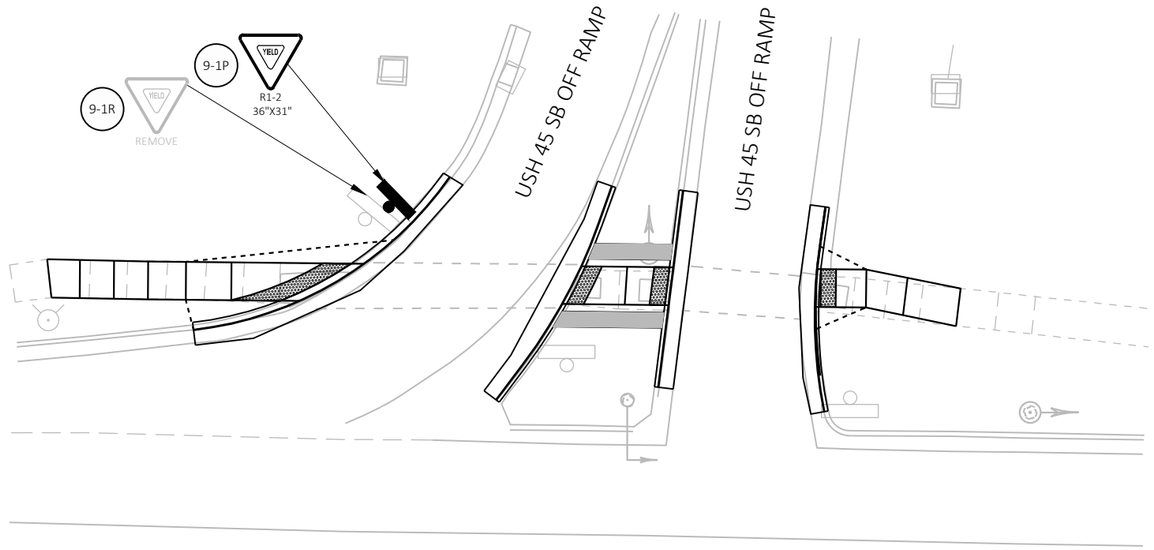
LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

XXX DENOTES SIGN NUMBER

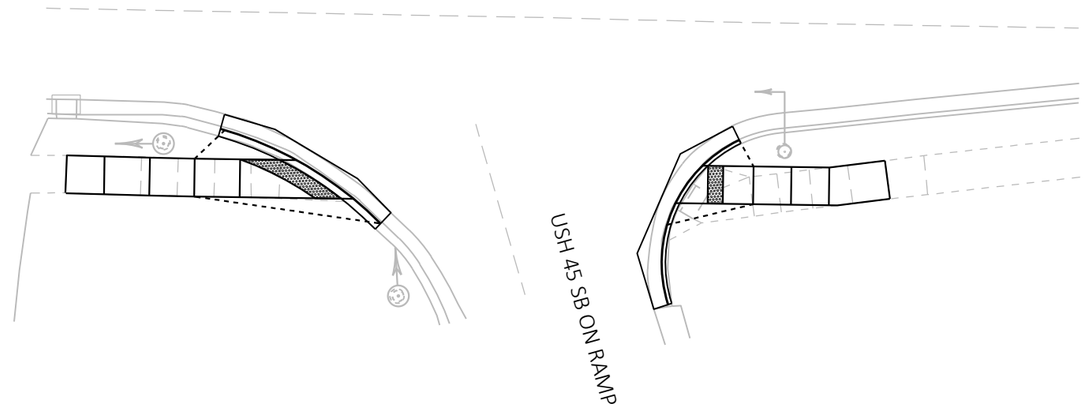
(X) INDICATES SIGN SIZE



N

2

183+00 184+00 STH 33/WASHINGTON ST 185+00



PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PERMANENT SIGNING - INTERSECTION 9 (USH 45 SB ON/OFF RAMPS)	SHEET 205	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 09

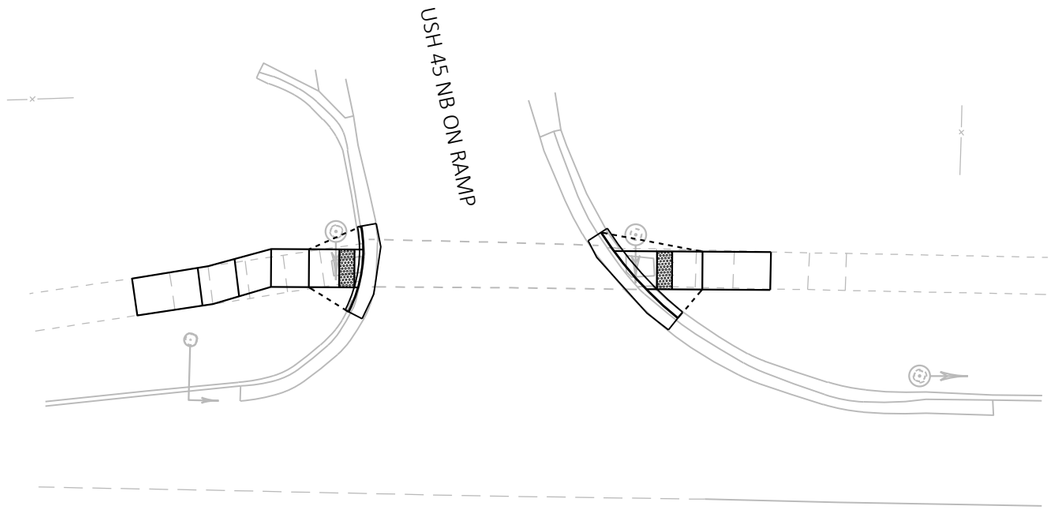
PLOT DATE : 12/22/2025 1:51 PM PLOT BY : JARED BROWN PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

INTERSECTION 10 (USH 45 NB ON/OFF RAMPS)

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE



N

2

188+00 189+00 STH 33/WASHINGTON ST 190+00 191+00

10-1P R5-1 36"X36" DO NOT ENTER
10-1R REMOVE DO NOT ENTER
10-2P R5-1A 36"X24" WRONG WAY
10-2R REMOVE WRONG WAY
10-3P R3-1 36"X36"
10-3R REMOVE
10-4P R1-2 36"X31" YIELD
10-4R REMOVE YIELD
10-5R REMOVE WEST SOUTH EAST NORTH 33 144 33 144
10-5P J3-4 96"X57" WEST SOUTH EAST NORTH 33 144 33 144
10-6R REMOVE ONE WAY
10-6P R6-2L 24"X30" ONE WAY
10-7R REMOVE DO NOT ENTER
10-7P R5-1 36"X36" DO NOT ENTER
10-8R REMOVE WRONG WAY
10-8P R5-1A 36"X24" WRONG WAY

USH 45 NB OFF RAMP

USH 45 NB OFF RAMP

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PERMANENT SIGNING - INTERSECTION 10 (USH 45 NB ON/OFF RAMPS)	SHEET 206	E

2

2

INTERSECTION 11
(JOHNSON ST MID-BLOCK CROSSING)

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

XXX DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

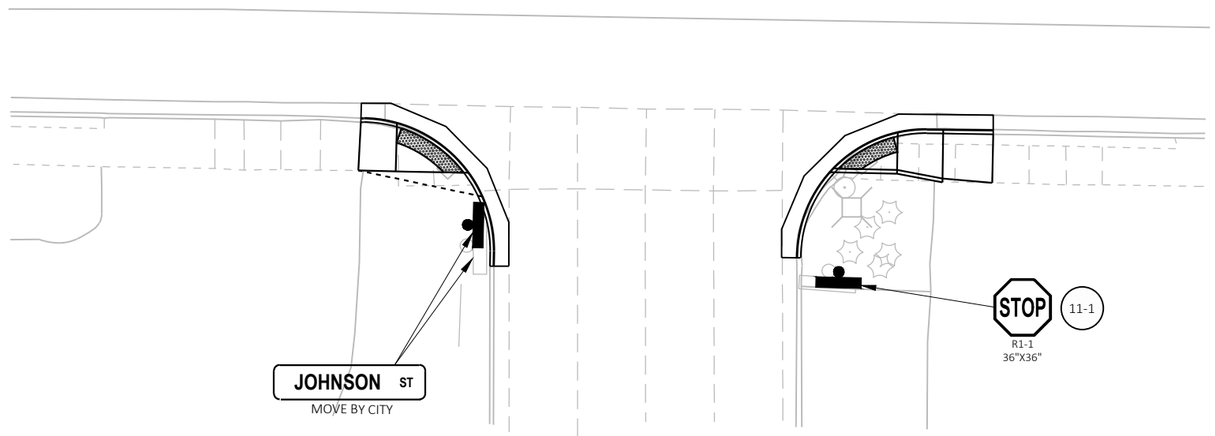
N

192+00

193+00

STH 33/WASHINGTON ST

194+00



JOHNSON ST

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PERMANENT SIGNING - INTERSECTION 11 (JOHNSON ST MID-BLOCK CROSSING)	SHEET 207	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 11

PLOT DATE : 12/22/2025 1:51 PM PLOT BY : JARED BROWN PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

INTERSECTION 13 (N SILVERBROOK DR)

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

XXX DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE



2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PERMANENT SIGNING - INTERSECTION 13 (N SILVERBROOK DR)	SHEET 208	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 13

PLOT DATE : 12/22/2025 1:51 PM PLOT BY : JARED BROWN PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

INTERSECTION 14 (Y DR)

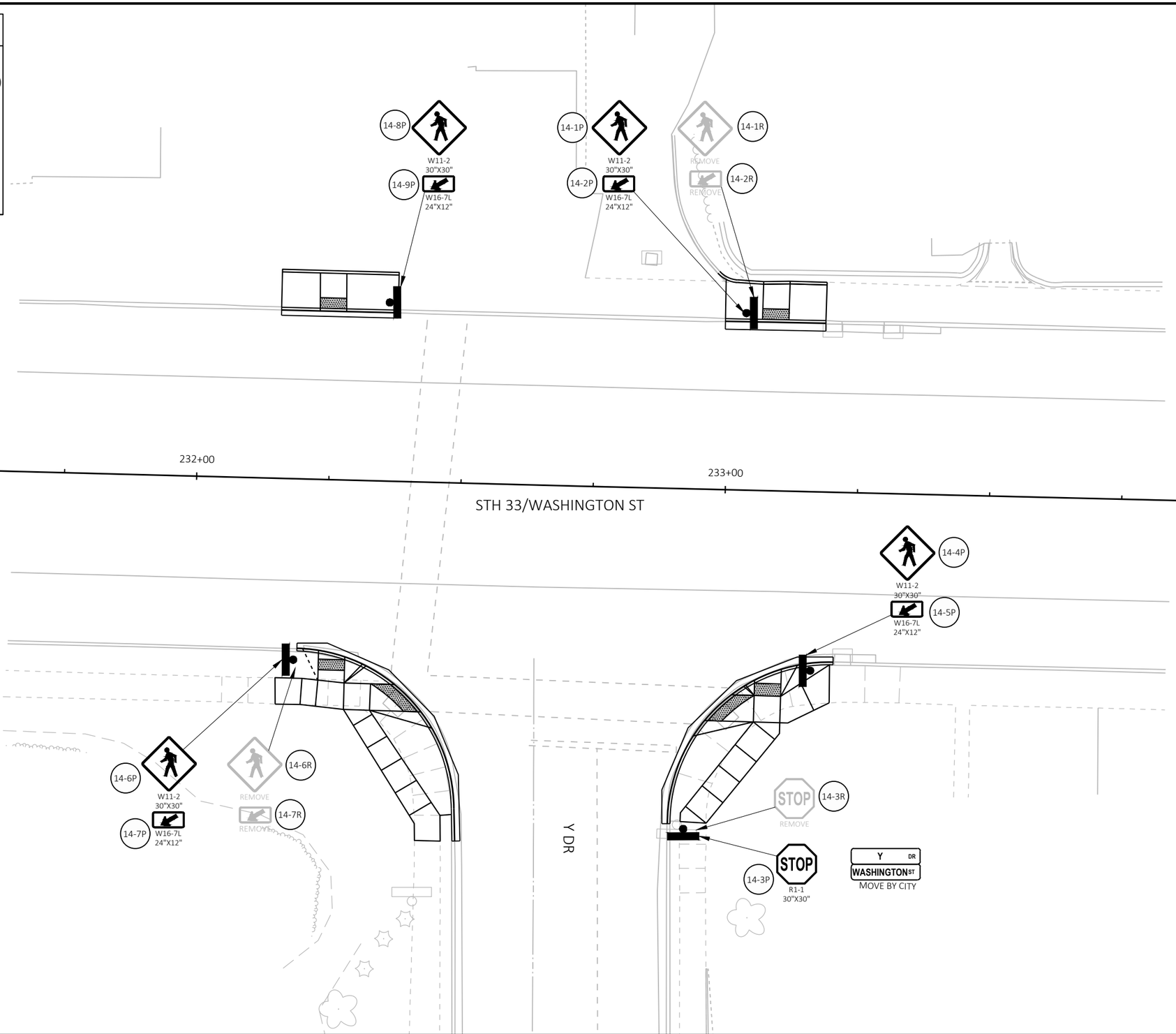
LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

XXX DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE



2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PERMANENT SIGNING - INTERSECTION 14 (Y DR)	SHEET 209	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 14

PLOT DATE : 12/22/2025 1:52 PM PLOT BY : JARED BROWN PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

INTERSECTION 15 (N 10TH AVE)

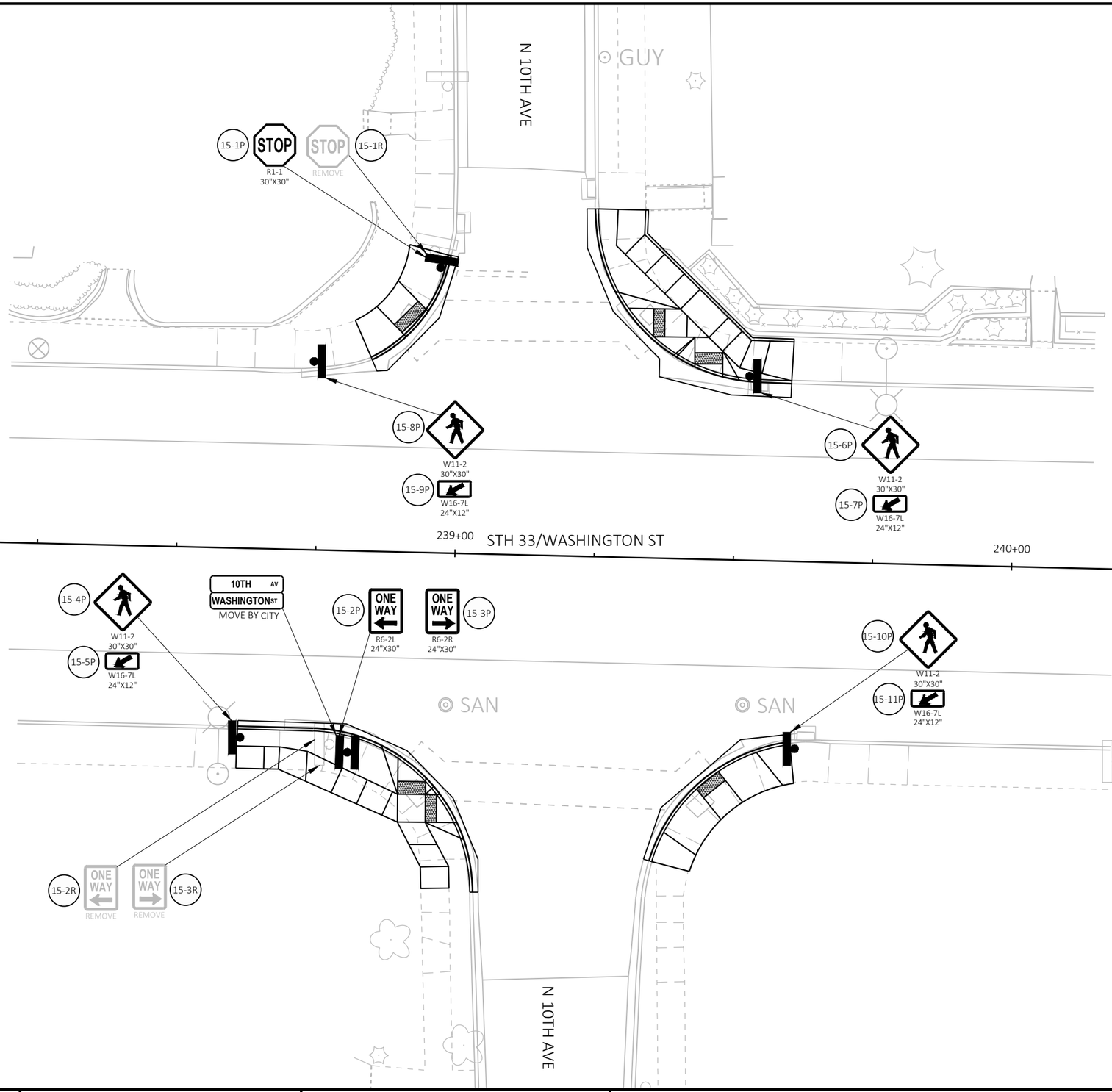
LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

XXX DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE



2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PERMANENT SIGNING - INTERSECTION 15 (N 10TH AVE)	SHEET 210	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 15

PLOT DATE : 12/22/2025 1:52 PM PLOT BY : JARED BROWN PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

INTERSECTION 16 (N 9TH AVE)

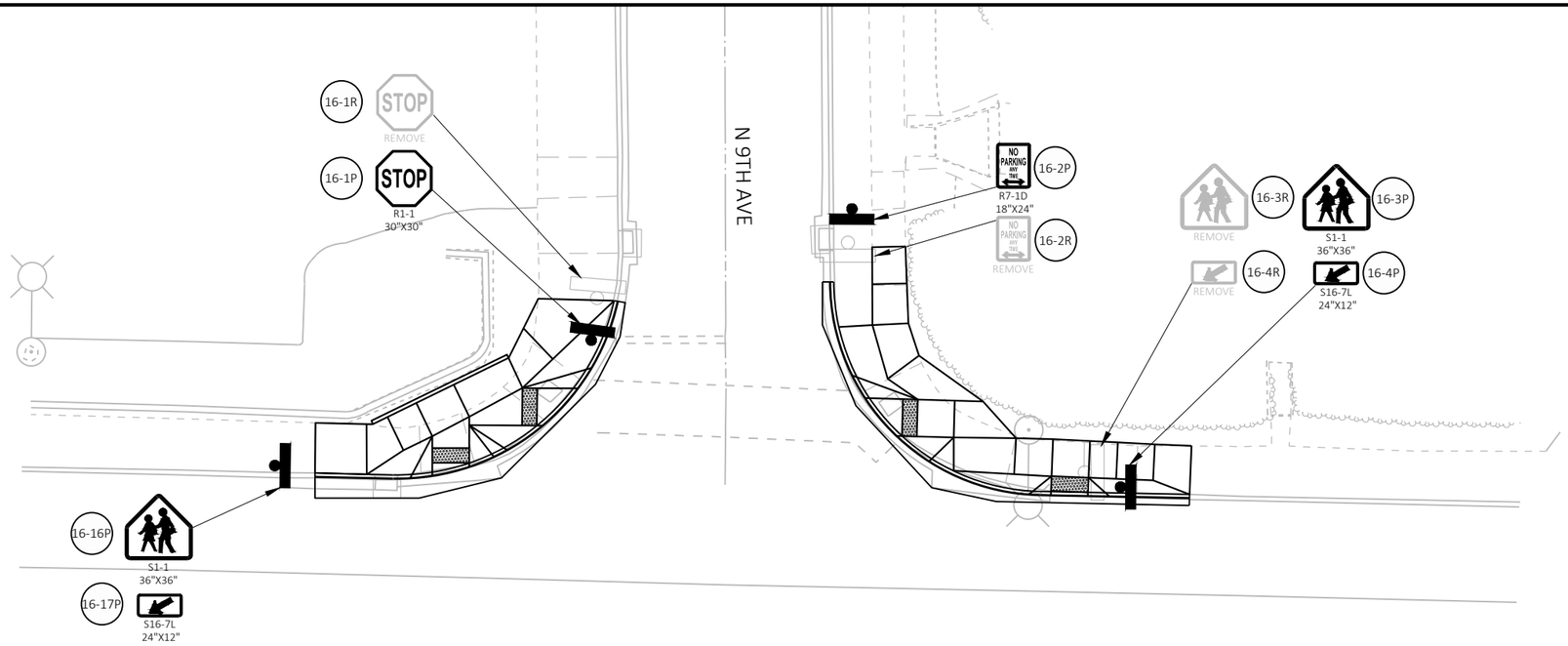
LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

XXX DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE



PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PERMANENT SIGNING - INTERSECTION 16 (N 9TH AVE)	SHEET 211	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 16

PLOT DATE : 12/22/2025 1:52 PM PLOT BY : JARED BROWN PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

INTERSECTION 17 (N 8TH AVE)

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE

N

N 8TH AVE

17-1R STOP REMOVE
17-1P STOP R1-1 30"X30"

17-6R CENTER LANE ONLY REMOVE
17-6P CENTER LANE ONLY R3-9B 24"X36"

17-7P W11-2 30"X30"
17-8P W16-7L 24"X12"

17-2P SPEED LIMIT 25 R2-1 24"X30"
17-2R SPEED LIMIT 25 REMOVE

17-3P NO PARKING ANY TIME R7-1D 18"X24"
17-3R NO PARKING ANY TIME REMOVE

17-9P W11-2 30"X30"
17-10P W16-7L 24"X12"

245+00 STH 33/WASHINGTON ST 246+00 247+00

17-13P W11-2 30"X30"
17-14P W16-7L 24"X12"

17-11P W11-2 30"X30"
17-12P W16-7L 24"X12"

8TH AV
WASHINGTON ST
MOVE BY CITY

17-5R REMOVE
17-5P W11-8 30"X30"

N 8TH AVE

17-4R STOP REMOVE
17-4P STOP R1-1 30"X30"

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PERMANENT SIGNING - INTERSECTION 17 (N 8TH AVE)	SHEET 212	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 17
PLOT DATE : 12/22/2025 1:52 PM PLOT BY : JARED BROWN PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

INTERSECTION 20
(VETERANS AVE/EISENBAHN STATE TRAIL)

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE

N

20-5P — R1-2 36"X31"

20-5R — REMOVE

20-3P — W12-1D 24"X24"

20-3R — REMOVE

VETERANS AVE

EISENBAHN STATE TRAIL

20-1R — STOP — REMOVE

20-1P — STOP — R1-1 18"X18"

256+00

STH 33/WA 257+00 ON ST

258+00

20-4R — REMOVE

20-4P — W12-1D 24"X24"

VETERANS AVE

20-2R — REMOVE

20-2P — R1-2 36"X31"

EISENBAHN STATE TRAIL

2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PERMANENT SIGNING - INTERSECTION 20 (VETERANS AVE/EISENBAHN STATE TRAIL)	SHEET 213	E

2

N

NORTH ST

STH 33/WASHINGTON ST

WISCONSIN ST

GUY

GUY

21-3R STOP REMOVE

21-3P STOP R1-1 30"X30"

21-4R REMOVE

21-4P R3-2 24"X24"

NORTH ST WASHINGTON ST MOVE BY CITY

21-1 R9-3A 24"X24"

21-2 R9-3BL 18"X12"

21-16P W11-2 30"X30"

21-17P W16-7L 24"X12"

21-16R REMOVE

21-17R REMOVE

21-5R REMOVE

21-5P R4-7 24"X30"

21-6R REMOVE

21-6P W5-54 18"X18"

21-20R BEGIN LEFT TURN LANE REMOVE

21-20P BEGIN LEFT TURN LANE R3-20L 24"X36"

259+00

260+00

261+00

21-14P EAST M3-2 24"X12"

21-14R EAST REMOVE

21-15P 33 M1-6 24"X24"

21-15R 33 REMOVE

21-18P W11-2 30"X30"

21-19P W16-7L 24"X12"

21-18R REMOVE

21-19R REMOVE

21-7P STOP R1-1 30"X30"

21-7R STOP REMOVE

21-12P W11-2 30"X30"

21-13P W16-7L 24"X12"

21-12R REMOVE

21-13R REMOVE

WISCONSIN ST WASHINGTON ST MOVE BY CITY

INTERSECTION 21 (NORTH ST/WISCONSIN ST)

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PERMANENT SIGNING - INTERSECTION 21 (NORTH ST/WISCONSIN ST)	SHEET 214	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 21

PLOT DATE : 12/22/2025 1:52 PM PLOT BY : JARED BROWN PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

INTERSECTION 22 (CENTER ST)

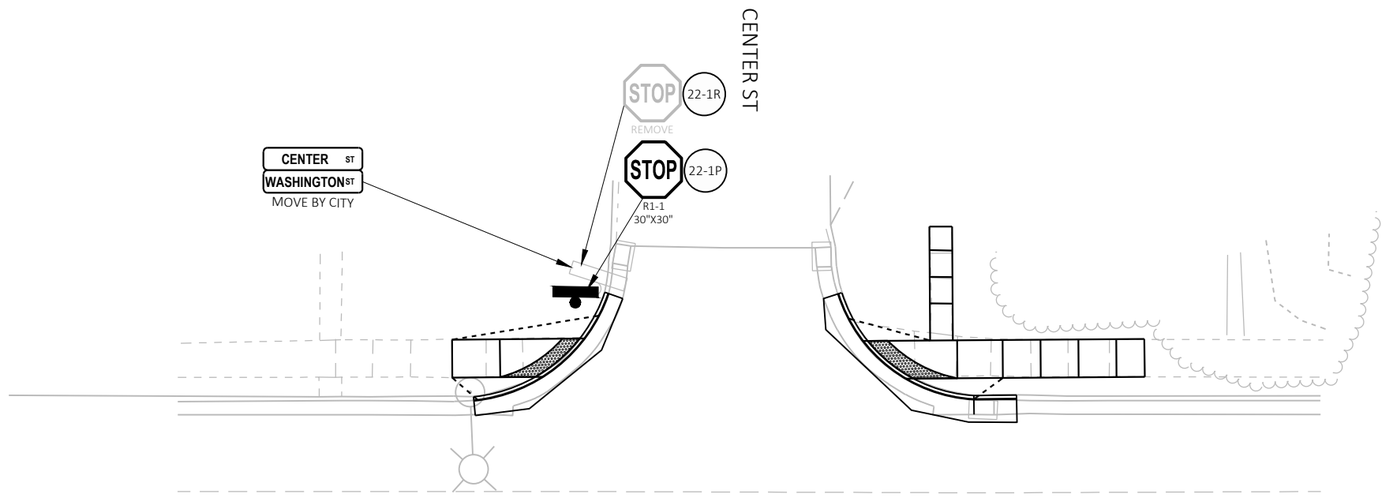
LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

XXX DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE



N

2

264+00

265+00

266+00

STH 33/WASHINGTON ST

23-7P

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PERMANENT SIGNING - INTERSECTION 22 (CENTER ST)	SHEET 215	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 22

PLOT DATE : 12/22/2025 1:52 PM PLOT BY : JARED BROWN PLOT NAME : PLOT SCALE : 1 IN:20 FT

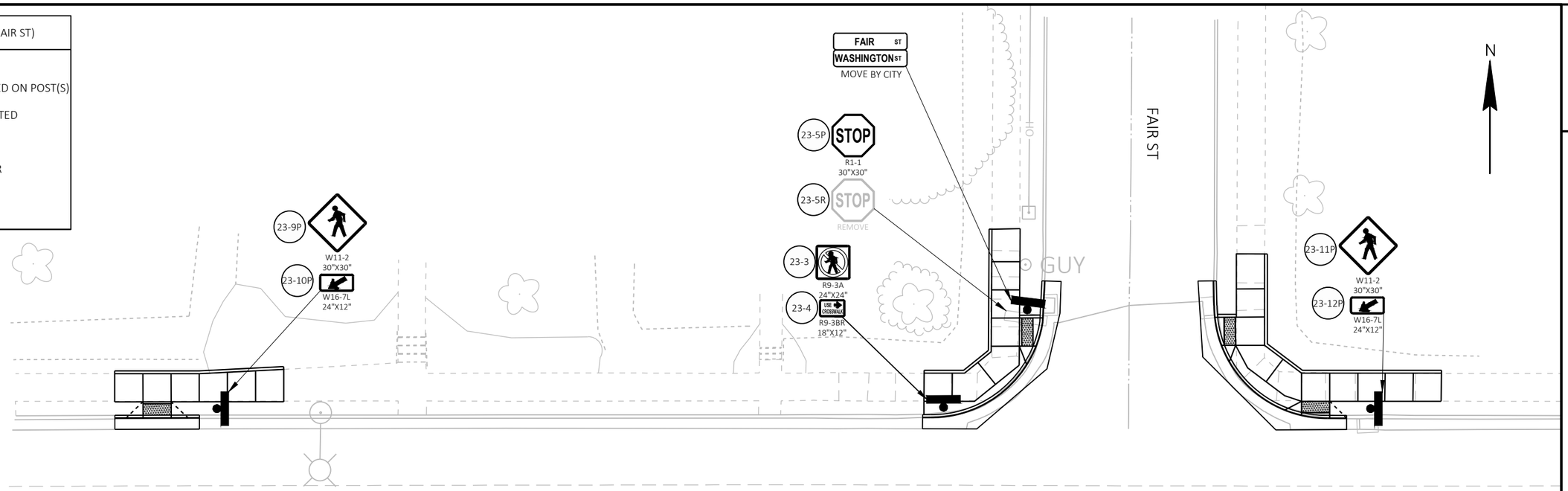
WISDOT/CADDS SHEET 42

2

INTERSECTION 23 (N FOREST AVE/FAIR ST)

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE



PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PERMANENT SIGNING - INTERSECTION 23 (N FOREST AVE/FAIR ST)	SHEET 216	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 23

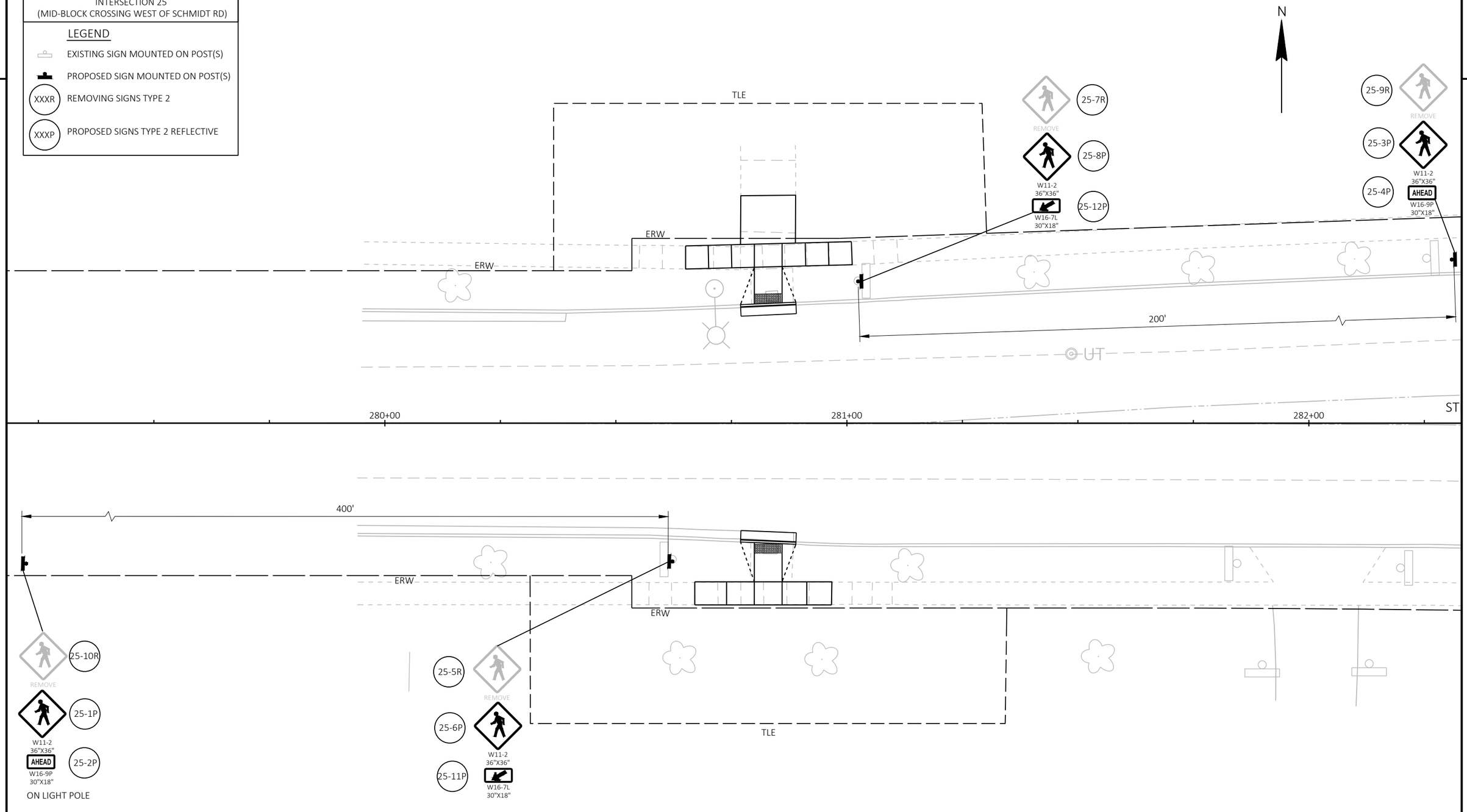
PLOT DATE : 12/22/2025 1:52 PM PLOT BY : JARED BROWN PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

INTERSECTION 25
(MID-BLOCK CROSSING WEST OF SCHMIDT RD)

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- XXXR — REMOVING SIGNS TYPE 2
- XXXP — PROPOSED SIGNS TYPE 2 REFLECTIVE



PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PERMANENT SIGNING - INTERSECTION 25 (MID-BLOCK CROSSING WEST OF SCHMIDT RD)	SHEET 217	E

FILE NAME : N:\PDS\C3D\27070800\TEMP\NVY\023204-PS.DWG
LAYOUT NAME - 25-1

PLOT DATE : 10/27/2025 3:18 PM PLOT BY : SCHMIDT, JUDENE M PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

INTERSECTION 26
(ROLFS AVE)

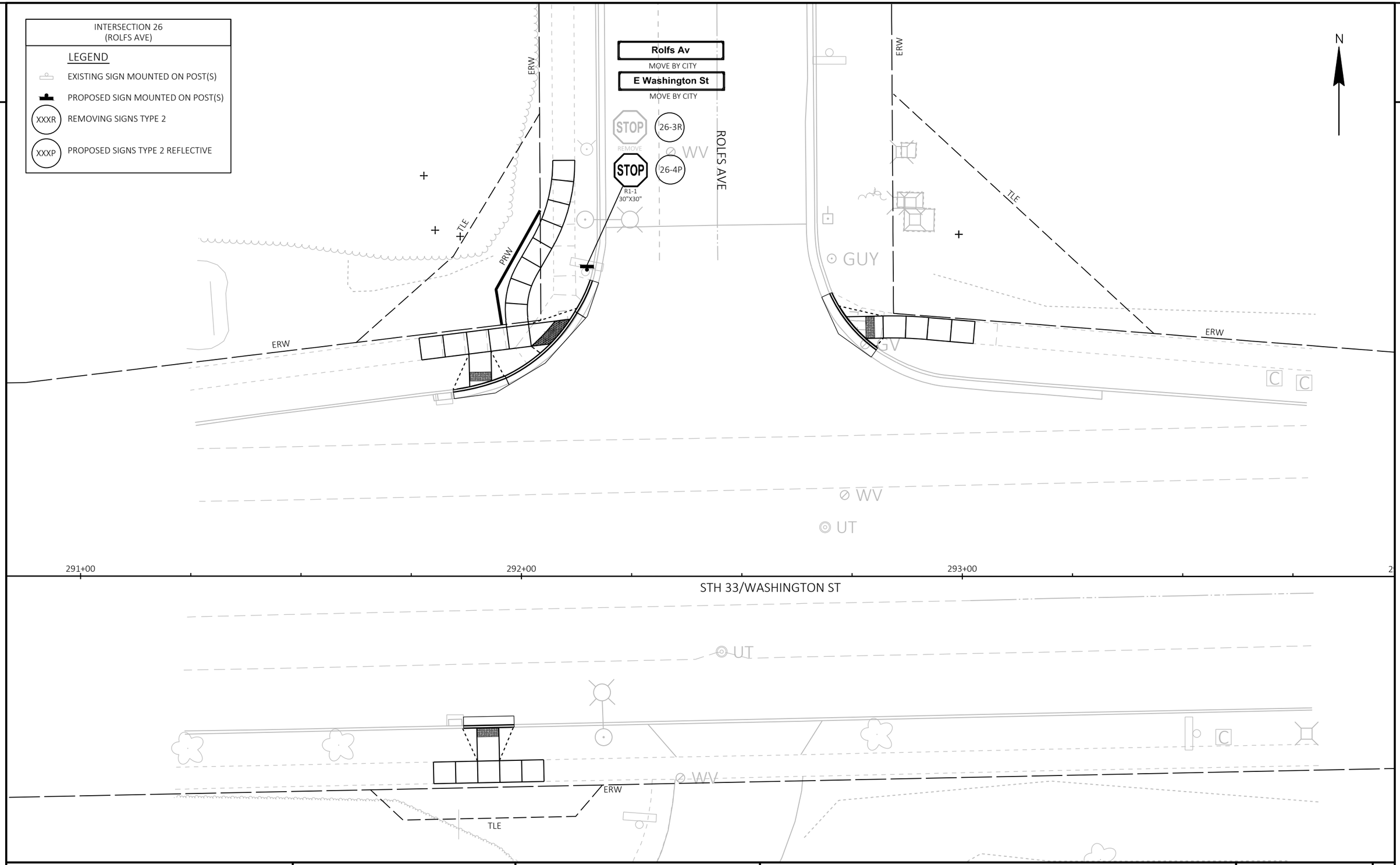
LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

XXXR REMOVING SIGNS TYPE 2

XXXP PROPOSED SIGNS TYPE 2 REFLECTIVE



PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PERMANENT SIGNING - INTERSECTION 26 (ROLFS AVE)	SHEET 218	E

FILE NAME : N:\PDS\C3D\27070800\TEMP\NVY\023204-PS.DWG
LAYOUT NAME - 26

PLOT DATE : 12/17/2025 5:42 PM PLOT BY : VILLACA, MARTIN B PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

INTERSECTION 28
(LENORA DR)

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- XXXR — REMOVING SIGNS TYPE 2
- XXXP — PROPOSED SIGNS TYPE 2 REFLECTIVE

Lenora Dr
MOVE BY CITY
E Washington St
MOVE BY CITY
STOP
REMOVE
STOP
R1-1
30"X30"

N

2

ERW
TLE
POST
LENORA DR
UT
OH
WV
HO
STH 33/WASHINGTON ST
327+00
328+00
329+00
GV
TLE

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PERMANENT SIGNING - INTERSECTION 28 (LENORA DR)	SHEET 219	E

FILE NAME : N:\PDS\C3D\27070800\TEMP\NVY\023204-PS.DWG
LAYOUT NAME - 28

PLOT DATE : 12/17/2025 5:42 PM PLOT BY : VILLACA, MARTIN B PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

INTERSECTION 29
(SCENIC DR E)

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- XXXR — REMOVING SIGNS TYPE 2
- XXXP — PROPOSED SIGNS TYPE 2 REFLECTIVE

Scenic Dr E
MOVE BY CITY
E Washington St
MOVE BY CITY

STOP 29-3R
REMOVE
STOP 29-4P
R1-1
30"X30"

SCENIC DR E

ERW
TLE
OH
GV
GUY
UT
WV

N

336+00
337+00 STH 33/WASHINGTON ST
338+00

STOP 29-5R
REMOVE
STOP 29-6P
R1-1
30"X30"

2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PERMANENT SIGNING - INTERSECTION 29 (SCENIC DR E)	SHEET 220	E

FILE NAME : N:\PDS\C3D\27070800\TEMP\NVY\023204-PS.DWG
LAYOUT NAME - 29

PLOT DATE : 12/17/2025 5:42 PM PLOT BY : VILLACA, MARTIN B PLOT NAME : PLOT SCALE : 1 IN:20 FT

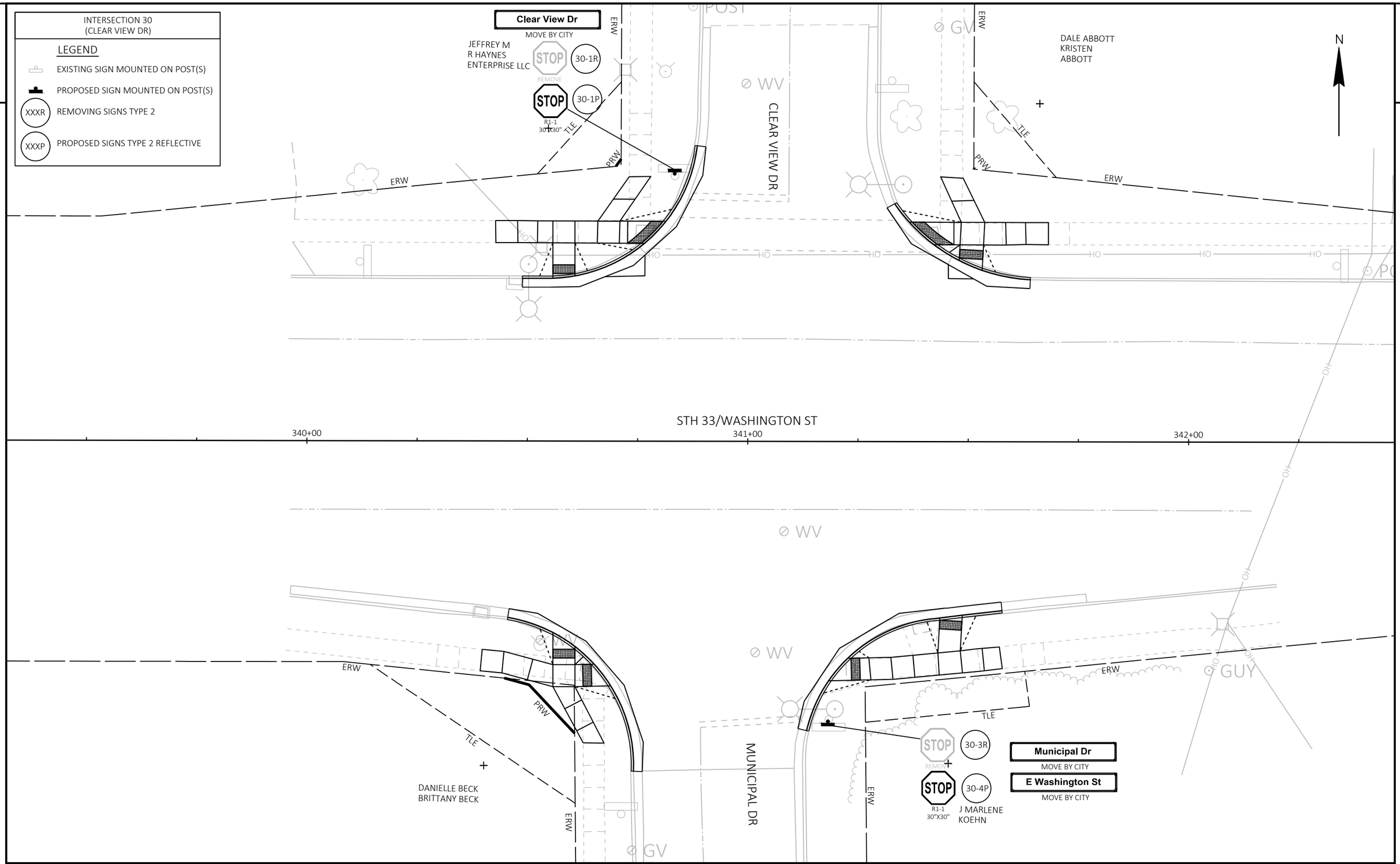
WISDOT/CADDS SHEET 42

2

INTERSECTION 30
(CLEAR VIEW DR)

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- XXXR — REMOVING SIGNS TYPE 2
- XXXP — PROPOSED SIGNS TYPE 2 REFLECTIVE



2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PERMANENT SIGNING - INTERSECTION 30 (CLEAR VIEW DR)	SHEET 221	E

FILE NAME : N:\PDS\C3D\27070800\TEMP\KMO\023205-PS.DWG
LAYOUT NAME - 30

PLOT DATE : 12/17/2025 6:10 PM PLOT BY : VILLACA, MARTIN B PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

INTERSECTION 32
(STOCKHAUSEN LN)

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

XXXR REMOVING SIGNS TYPE 2

XXXP PROPOSED SIGNS TYPE 2 REFLECTIVE

N

2

STH 33/WASHINGTON ST

350+00 351+00 352+00 353+00

32-4P

R9-3A
24"X24"

32-5P

R9-3BL
18"X12"

ERW

TLE

V&J
STOCKHAUSEN
LLC

ERW

STOCKHAUSEN LN

ERW

STOP
REMOVE

32-1R

STOP
R1-1
30"X30"

32-1P

ROB TIN
KAY LLC

TLE

ERW

Stockhausen Ln
MOVE BY CITY

E Washington St
MOVE BY CITY

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PERMANENT SIGNING - INTERSECTION 32 (STOCKHAUSEN LN)	SHEET 222	E

FILE NAME : N:\PDS\C3D\27070800\TEMP\KMO\023205-PS.DWG
LAYOUT NAME - 32

PLOT DATE : 12/17/2025 6:10 PM PLOT BY : VILLACA, MARTIN B PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

2

INTERSECTION 33
(N TRENTON RD)

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

XXXR REMOVING SIGNS TYPE 2

XXXP PROPOSED SIGNS TYPE 2 REFLECTIVE

N

365+00

366+00

367+00

33-3P

R9-3A
24"X24"

33-5P

R9-3BR
18"X12"

STH 33/WASHINGTON ST

R9-3A
24"X24"

33-4P

33-6P

R9-3BL
18"X12"

WV

WV

WV

WV

WV

GV

ERW

SULOK LUBE
COMPANY

ZIEGLER BENCE
WEST BEND LLC

TILE

ERW

33-1R

STOP

REMOVE

33-1P

STOP

R1-1
30"X30"

N TRENTON RD

N Trenton Rd

MOVE BY CITY

AMERICRAFT
PROPERTIES LLC

ERW

WV

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	PERMANENT SIGNING - INTERSECTION 33 (N TRENTON RD)	SHEET 223	E

FILE NAME : N:\PDS\C3D\27070800\TEMP\KMO\023205-PS.DWG
LAYOUT NAME - 33

PLOT DATE : 12/17/2025 6:10 PM PLOT BY : VILLACA, MARTIN B PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

INTERSECTION 34 (BEECH ST/FRANKLIN ST)

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE

34-1P
STOP
R1-1
30"X30"

BEECH ST
MAIN ST
MOVE BY CITY

34-1R
STOP
REMOVE

34-4P
ONLY ONLY
R3-8LAF
60"X30"

34-4R
ONLY ONLY
REMOVE

34-5P
NO PARKING ANY TIME
R7-1D
18"X24"

34-5R
NO PARKING ANY TIME
REMOVE

BEECH ST

STH 144/N MAIN ST

FRANKLIN ST

11+00 12+00 13+00 14+00

N

PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	PERMANENT SIGNING - INTERSECTION 34 (BEECH ST/FRANKLIN ST)	SHEET 224	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\023206-PS.DWG
LAYOUT NAME - 34

PLOT DATE : 12/22/2025 2:08 PM PLOT BY : JARED BROWN PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

INTERSECTION 35 (N 8TH AVE/MARTIN CT)

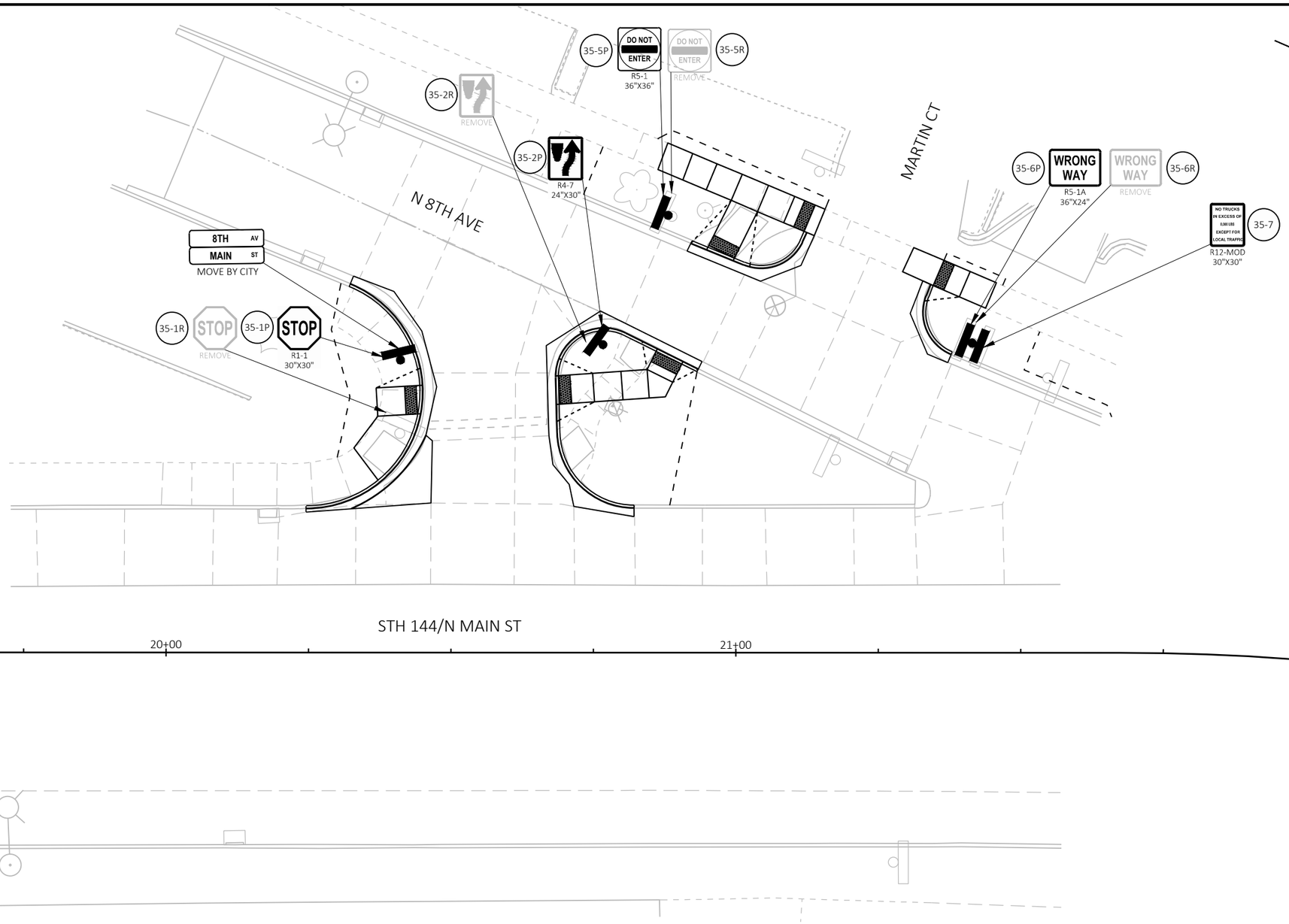
LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

XXX DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE



PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	PERMANENT SIGNING - INTERSECTION 35 (N 8TH AVE/MARTIN CT)	SHEET 225	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\023206-PS.DWG
LAYOUT NAME - 35

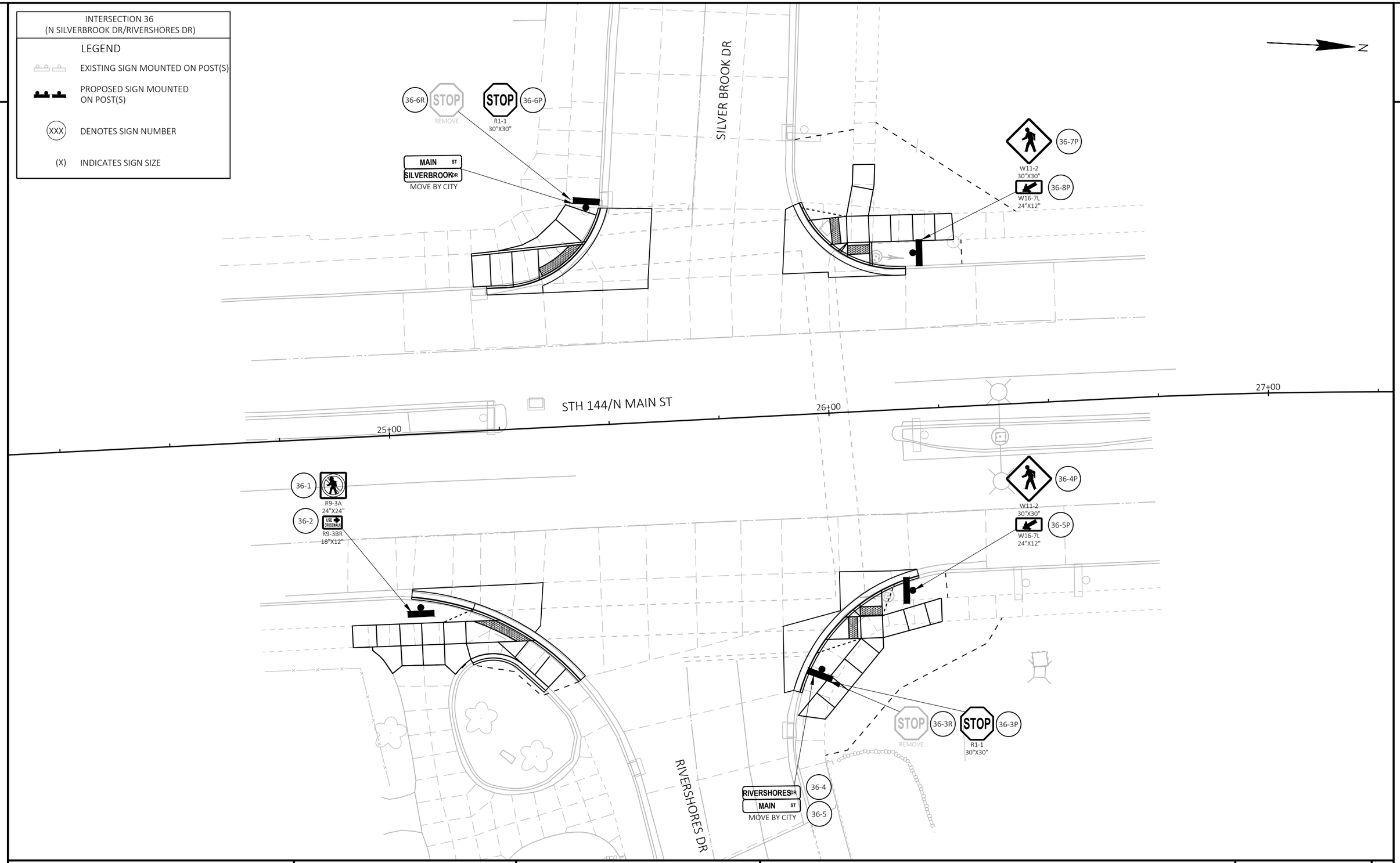
PLOT DATE : 12/22/2025 2:08 PM PLOT BY : JARED BROWN PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

INTERSECTION 36
(N SILVERBROOK DR/RIVERSHORES DR)

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE

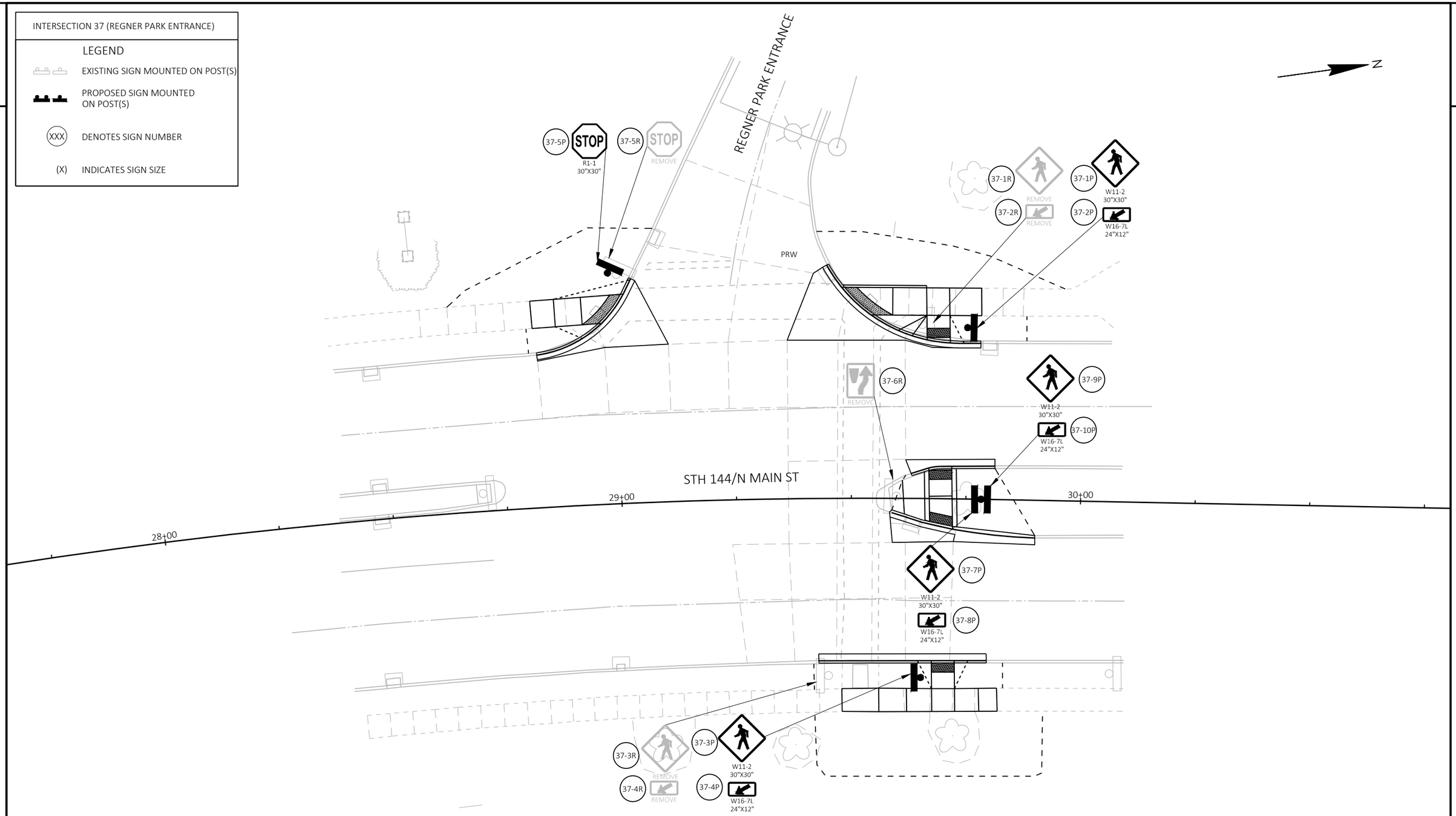


PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	PERMANENT SIGNING - INTERSECTION 36 (N SILVERBROOK DR/RIVERSHORES DR)	SHEET 226	E

INTERSECTION 37 (REGNER PARK ENTRANCE)

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE



2

PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	PERMANENT SIGNING - INTERSECTION 37 (REGNER PARK ENTRANCE)	SHEET 227	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\023206-PS.DWG
LAYOUT NAME - 37
PLOT DATE : 12/22/2025 2:08 PM
PLOT BY : JARED BROWN
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

INTERSECTION 38 (KUESTER LN S)

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

XXX DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

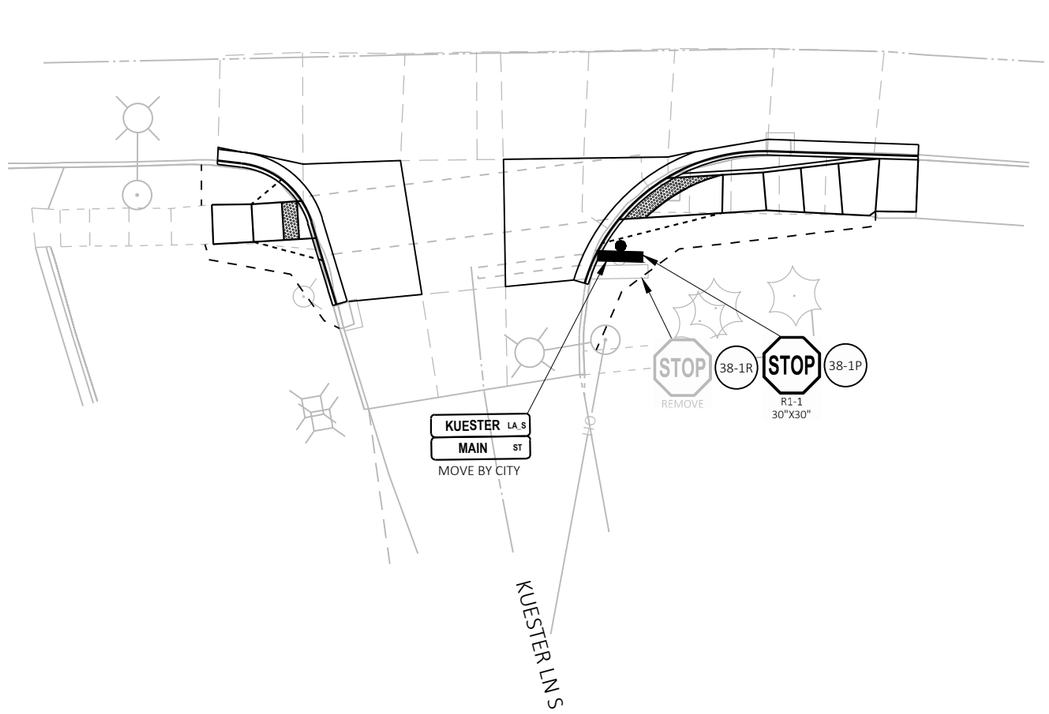
N

STH 144/N MAIN ST

32+00

33+00

34+00



PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	PERMANENT SIGNING - INTERSECTION 38 (KUESTER LN S)	SHEET 228	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\023206-PS.DWG
LAYOUT NAME - 38

PLOT DATE : 12/22/2025 2:08 PM PLOT BY : JARED BROWN PLOT NAME : PLOT SCALE : 1 IN:20 FT

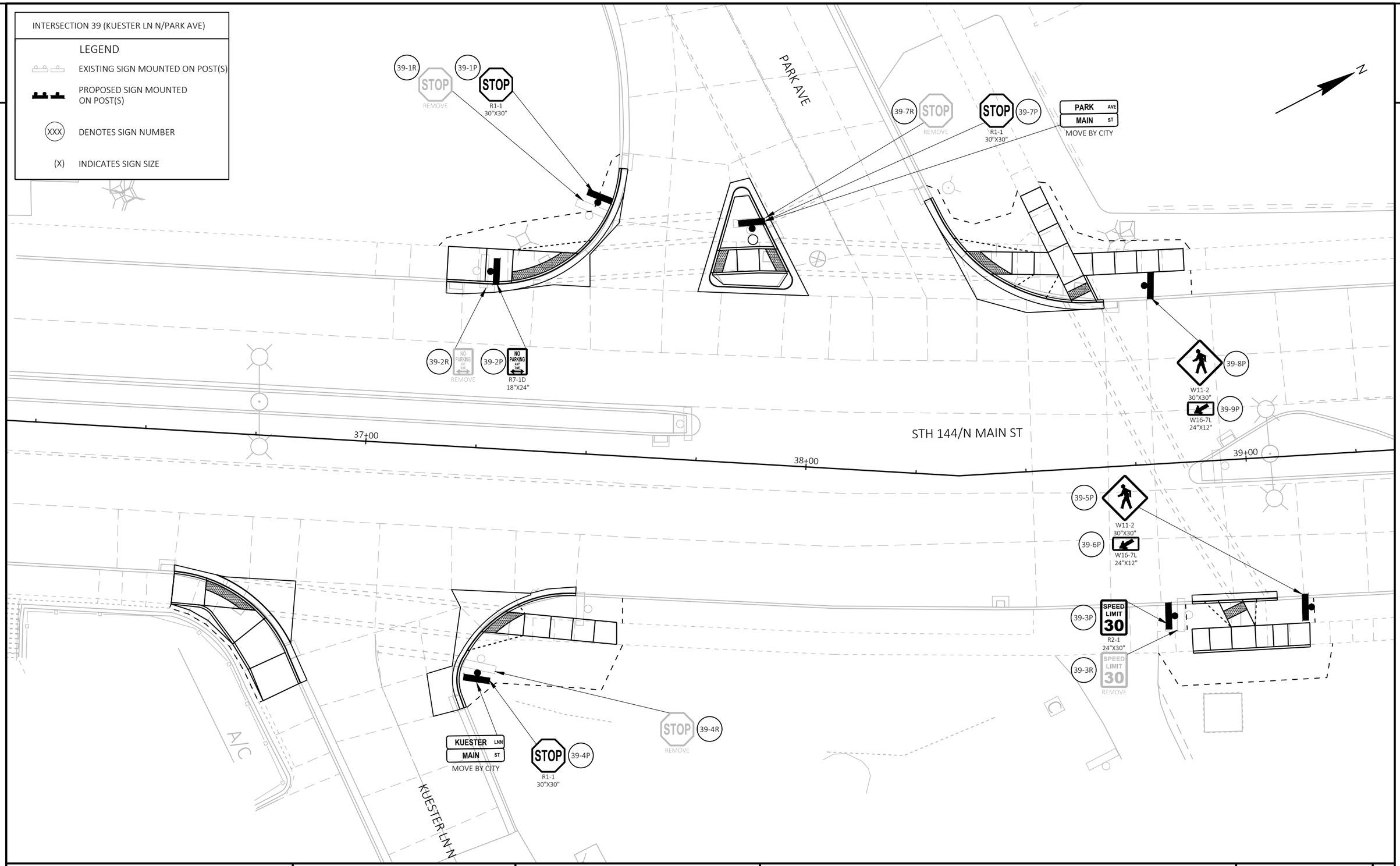
WISDOT/CADDS SHEET 42

2

INTERSECTION 39 (KUESTER LN N/PARK AVE)

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE



PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	PERMANENT SIGNING - INTERSECTION 39 (KUESTER LN N/PARK AVE)	SHEET 229	E

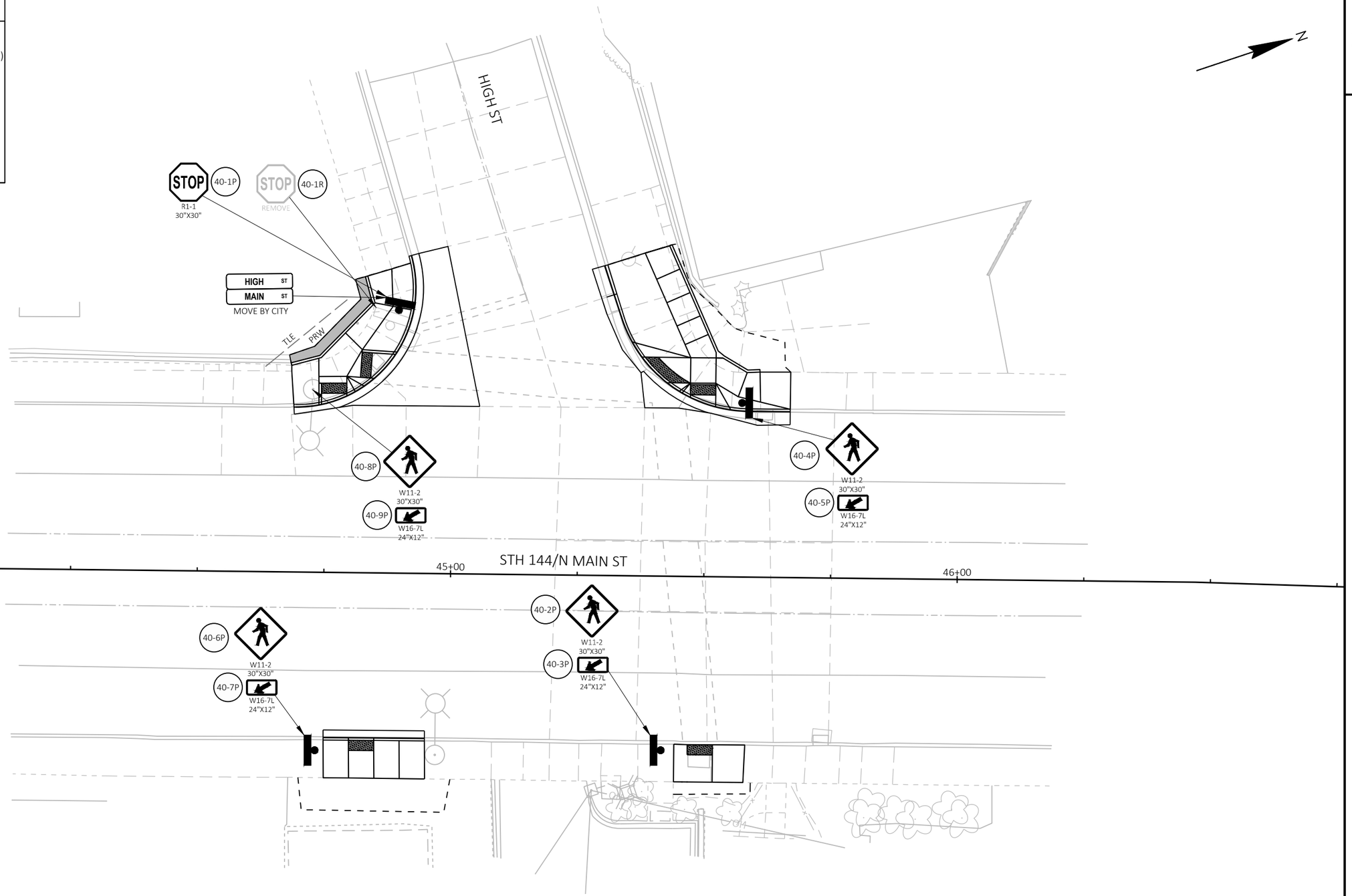
FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\023206-PS.DWG
LAYOUT NAME - 39

PLOT DATE : 12/22/2025 2:08 PM PLOT BY : JARED BROWN PLOT NAME : PLOT SCALE : 1 IN:20 FT

INTERSECTION 40 (HIGH ST)

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE



PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	PERMANENT SIGNING - INTERSECTION 40 (HIGH ST)	SHEET 230	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\023206-PS.DWG
LAYOUT NAME - 40

PLOT DATE : 12/22/2025 2:08 PM PLOT BY : JARED BROWN PLOT NAME : PLOT SCALE : 1 IN:20 FT

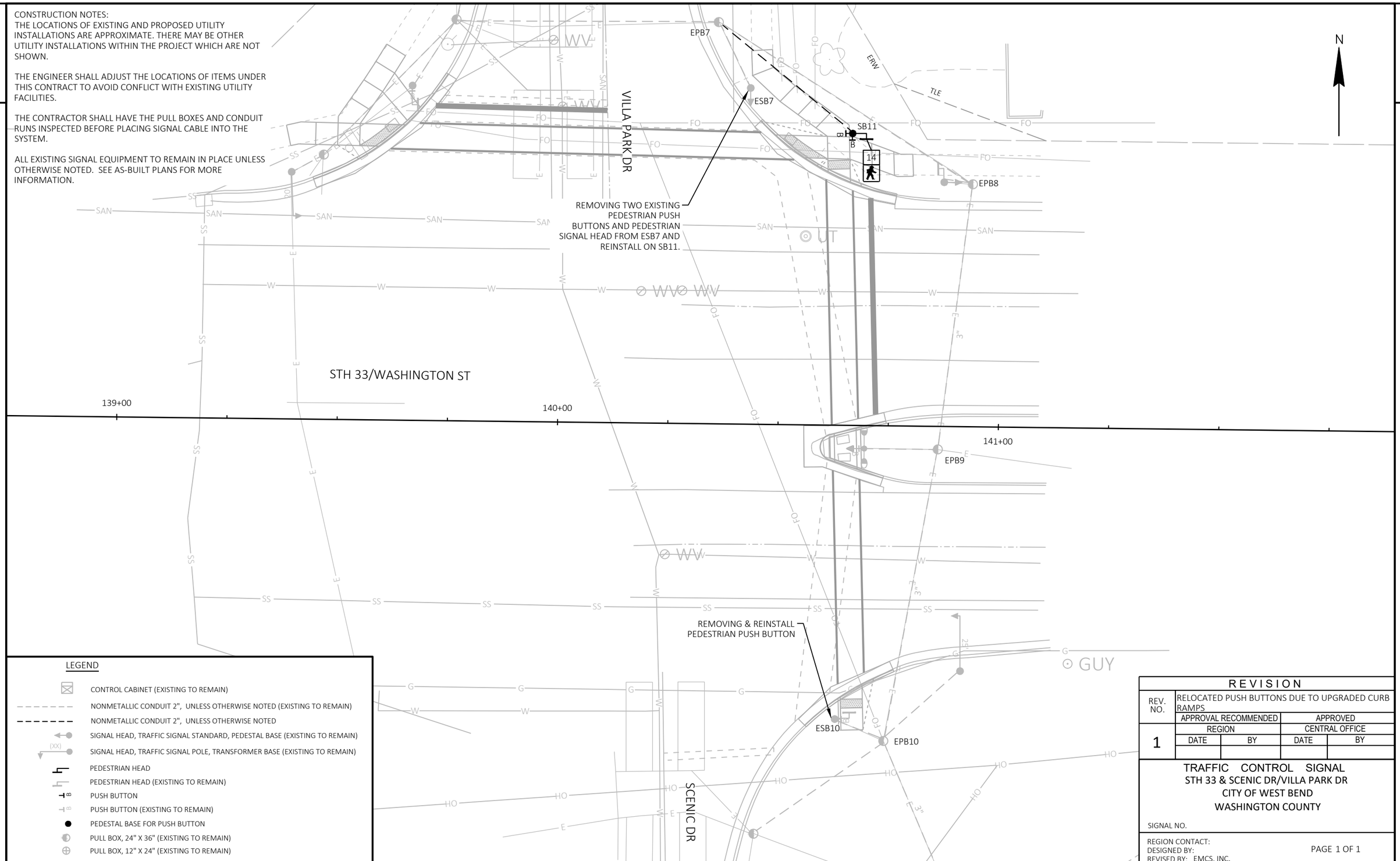
2

CONSTRUCTION NOTES:
THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.

THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED BEFORE PLACING SIGNAL CABLE INTO THE SYSTEM.

ALL EXISTING SIGNAL EQUIPMENT TO REMAIN IN PLACE UNLESS OTHERWISE NOTED. SEE AS-BUILT PLANS FOR MORE INFORMATION.



LEGEND

- CONTROL CABINET (EXISTING TO REMAIN)
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED (EXISTING TO REMAIN)
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE (EXISTING TO REMAIN)
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE (EXISTING TO REMAIN)
- PEDESTRIAN HEAD
- PEDESTRIAN HEAD (EXISTING TO REMAIN)
- PB PUSH BUTTON
- PB PUSH BUTTON (EXISTING TO REMAIN)
- PEDESTAL BASE FOR PUSH BUTTON
- PULL BOX, 24" X 36" (EXISTING TO REMAIN)
- PULL BOX, 12" X 24" (EXISTING TO REMAIN)

REVISION				
REV. NO.	RELOCATED PUSH BUTTONS DUE TO UPGRADED CURB RAMPS			
	APPROVAL RECOMMENDED		APPROVED	
	REGION		CENTRAL OFFICE	
1	DATE	BY	DATE	BY

TRAFFIC CONTROL SIGNAL
STH 33 & SCENIC DR/VILLA PARK DR
CITY OF WEST BEND
WASHINGTON COUNTY

SIGNAL NO.

REGION CONTACT:
DESIGNED BY:
REVISED BY: EMCS, INC.

PAGE 1 OF 1

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC SIGNAL PLAN - INTERSECTION 2 (VILLA PARK/SCENIC DR)	SHEET 231	E

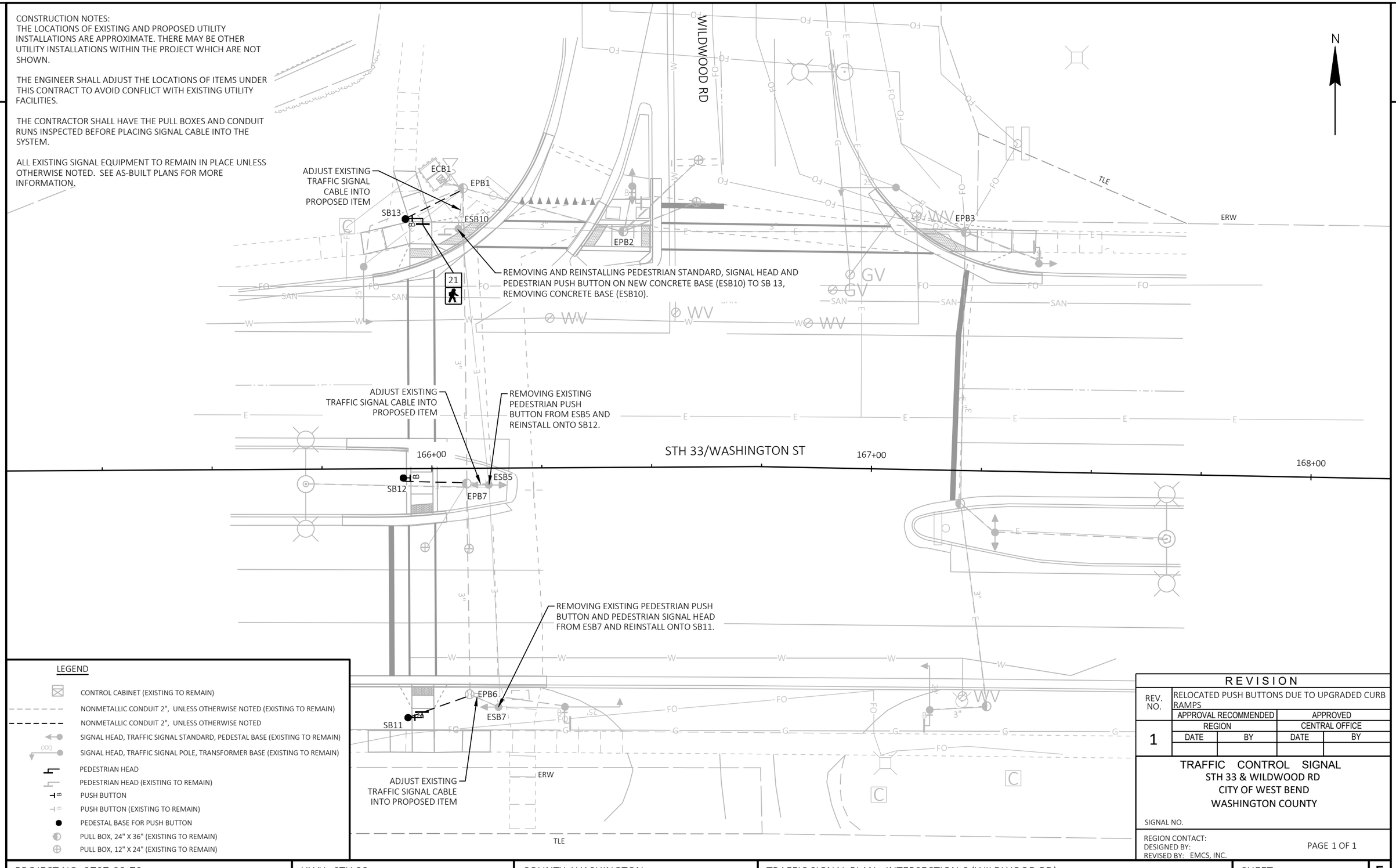
FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\024201-SP.DWG
LAYOUT NAME - 02
PLOT DATE : 10/24/2025 3:23 PM PLOT BY : LAUREN MAENHOUT PLOT NAME : PLOT SCALE : 1 IN:20 FT

CONSTRUCTION NOTES:
THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.

THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED BEFORE PLACING SIGNAL CABLE INTO THE SYSTEM.

ALL EXISTING SIGNAL EQUIPMENT TO REMAIN IN PLACE UNLESS OTHERWISE NOTED. SEE AS-BUILT PLANS FOR MORE INFORMATION.



LEGEND

- CONTROL CABINET (EXISTING TO REMAIN)
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED (EXISTING TO REMAIN)
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE (EXISTING TO REMAIN)
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE (EXISTING TO REMAIN)
- PEDESTRIAN HEAD
- PEDESTRIAN HEAD (EXISTING TO REMAIN)
- PB PUSH BUTTON
- PB PUSH BUTTON (EXISTING TO REMAIN)
- PEDESTAL BASE FOR PUSH BUTTON
- PULL BOX, 24" X 36" (EXISTING TO REMAIN)
- PULL BOX, 12" X 24" (EXISTING TO REMAIN)

REVISION

REV. NO.	RELOCATED PUSH BUTTONS DUE TO UPGRADED CURB RAMPS			
	APPROVAL RECOMMENDED		APPROVED	
1	REGION		CENTRAL OFFICE	
	DATE	BY	DATE	BY

TRAFFIC CONTROL SIGNAL
STH 33 & WILDWOOD RD
CITY OF WEST BEND
WASHINGTON COUNTY

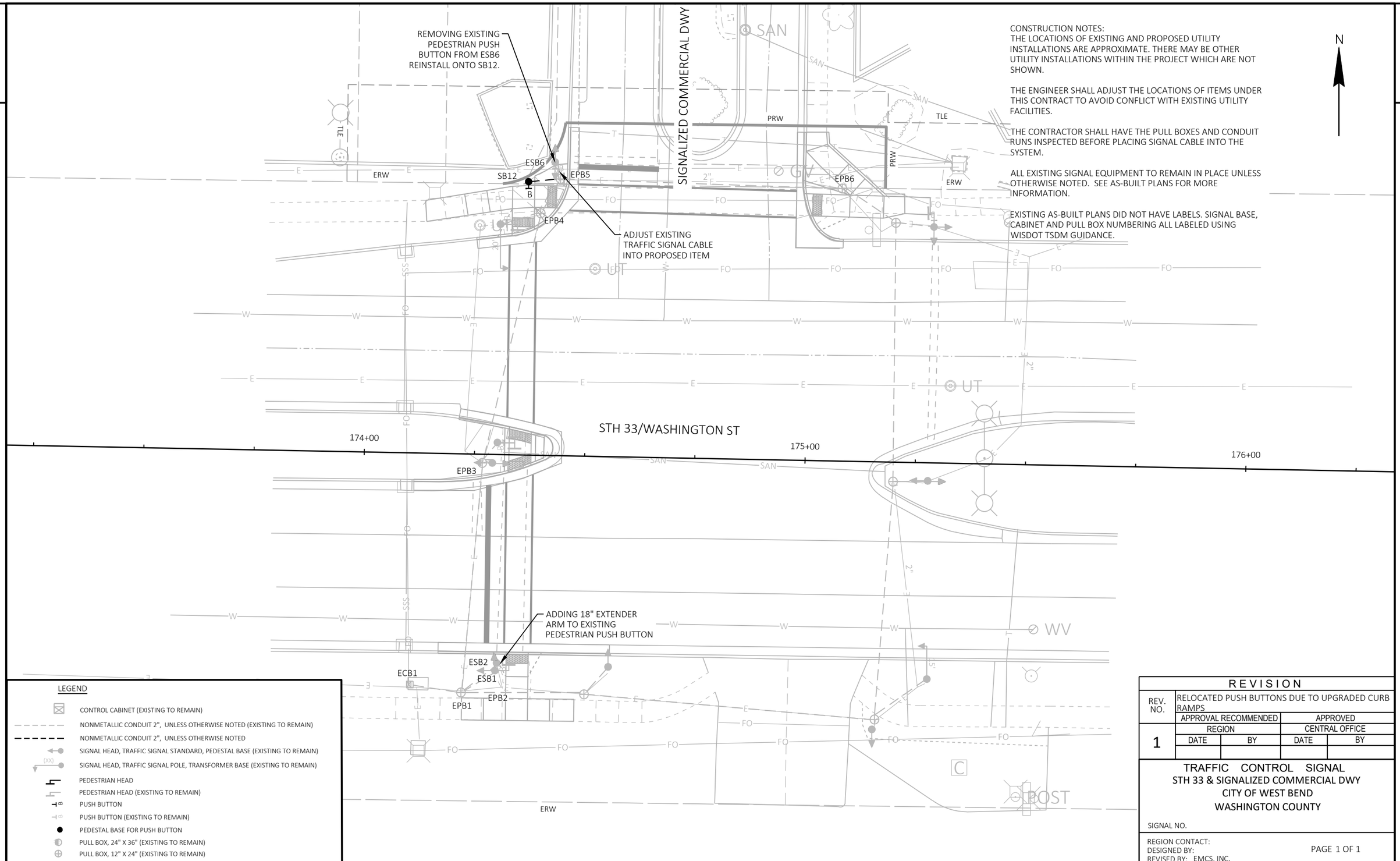
SIGNAL NO.

REGION CONTACT:
DESIGNED BY:
REVISED BY: EMCS, INC.

PAGE 1 OF 1

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC SIGNAL PLAN - INTERSECTION 6 (WILDWOOD RD)	SHEET 232	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\024201-SP.DWG
LAYOUT NAME - 06
PLOT DATE : 10/24/2025 3:23 PM PLOT BY : LAUREN MAENHOUT PLOT NAME : PLOT SCALE : 1 IN:20 FT



CONSTRUCTION NOTES:
THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.

THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED BEFORE PLACING SIGNAL CABLE INTO THE SYSTEM.

ALL EXISTING SIGNAL EQUIPMENT TO REMAIN IN PLACE UNLESS OTHERWISE NOTED. SEE AS-BUILT PLANS FOR MORE INFORMATION.

EXISTING AS-BUILT PLANS DID NOT HAVE LABELS. SIGNAL BASE, CABINET AND PULL BOX NUMBERING ALL LABELED USING WISDOT TSDM GUIDANCE.

LEGEND

- CONTROL CABINET (EXISTING TO REMAIN)
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED (EXISTING TO REMAIN)
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE (EXISTING TO REMAIN)
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE (EXISTING TO REMAIN)
- PEDESTRIAN HEAD
- PEDESTRIAN HEAD (EXISTING TO REMAIN)
- PB PUSH BUTTON
- PB PUSH BUTTON (EXISTING TO REMAIN)
- PEDESTAL BASE FOR PUSH BUTTON
- PULL BOX, 24" X 36" (EXISTING TO REMAIN)
- PULL BOX, 12" X 24" (EXISTING TO REMAIN)

REVISION

REV. NO.	RELOCATED PUSH BUTTONS DUE TO UPGRADED CURB RAMPS			
	APPROVAL RECOMMENDED		APPROVED	
1	REGION		CENTRAL OFFICE	
	DATE	BY	DATE	BY

TRAFFIC CONTROL SIGNAL
STH 33 & SIGNALIZED COMMERCIAL DWY
CITY OF WEST BEND
WASHINGTON COUNTY

SIGNAL NO.

REGION CONTACT:
DESIGNED BY:
REVISED BY: EMCS, INC.

PAGE 1 OF 1

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC SIGNAL PLAN - INTERSECTION 7 (SIGNALIZED COMMERCIAL DWY)	SHEET 233	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\024201-SP.DWG
LAYOUT NAME - 07

PLOT DATE : 10/24/2025 3:23 PM PLOT BY : LAUREN MAENHOUT PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- CONTROL CABINET (EXISTING TO REMAIN)
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED (EXISTING TO REMAIN)
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE (EXISTING TO REMAIN)
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE (EXISTING TO REMAIN)
- PEDESTRIAN HEAD
- PEDESTRIAN HEAD (EXISTING TO REMAIN)
- PUSH BUTTON
- PUSH BUTTON (EXISTING TO REMAIN)
- PEDESTAL BASE FOR PUSH BUTTON
- PULL BOX, 24" X 36" (EXISTING TO REMAIN)
- PULL BOX, 12" X 24" (EXISTING TO REMAIN)

CONSTRUCTION NOTES:
THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.

THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED BEFORE PLACING SIGNAL CABLE INTO THE SYSTEM.

ALL EXISTING SIGNAL EQUIPMENT TO REMAIN IN PLACE UNLESS OTHERWISE NOTED. SEE AS-BUILT PLANS FOR MORE INFORMATION.

N

2

MEADOWBROOK DR/N 15TH AVE

N 15TH AVE

STH 33/WASHINGTON ST

217+00

218+00

219+00

EPB10

EPB9

EPB8

EPB3

ECB2

EPB7

EPB6

EPB5

EPB4

ESB11

ESB12

ADDING 24" EXTENDER ARM TO EXISTING PEDESTRIAN PUSH BUTTON

ADDING 18" EXTENDER ARM TO EXISTING PEDESTRIAN PUSH BUTTON

REVISION				
REV. NO.	RELOCATED PUSH BUTTONS DUE TO UPGRADED CURB RAMPS			
	APPROVAL RECOMMENDED		APPROVED	
1	REGION		CENTRAL OFFICE	
	DATE	BY	DATE	BY

TRAFFIC CONTROL SIGNAL
STH 33 & MEADOWBROOK DR/N 15TH AVE
CITY OF WEST BEND
WASHINGTON COUNTY

SIGNAL NO.

REGION CONTACT:
DESIGNED BY:
REVISED BY: EMCS, INC.

PAGE 1 OF 1

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC SIGNAL PLAN - INTERSECTION 12 (MEADOWBROOK DR/N 15TH AVE)	SHEET 234	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\024201-SP.DWG
LAYOUT NAME - 12

PLOT DATE : 10/24/2025 3:23 PM PLOT BY : LAUREN MAENHOUT PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

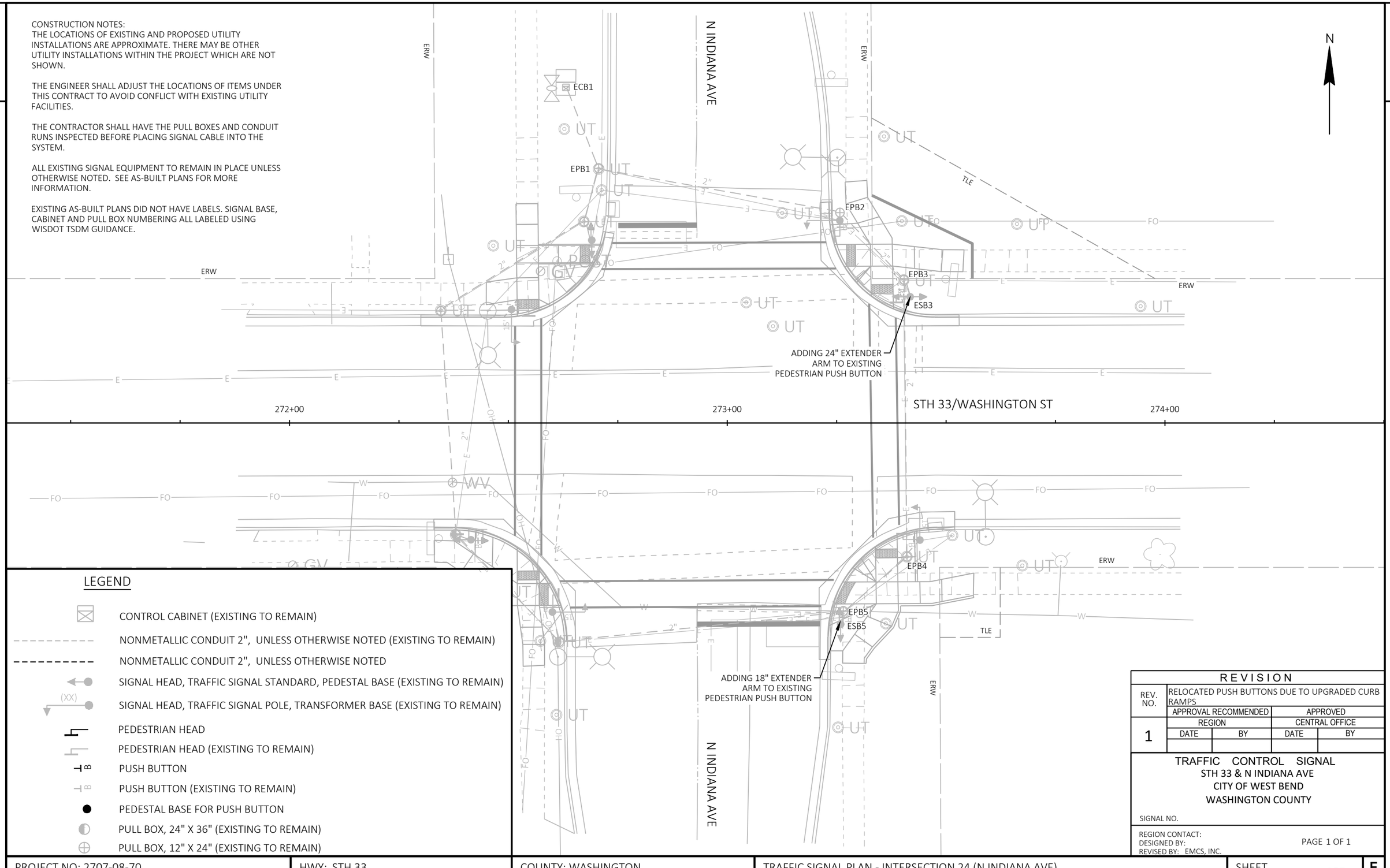
CONSTRUCTION NOTES:
THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.

THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED BEFORE PLACING SIGNAL CABLE INTO THE SYSTEM.

ALL EXISTING SIGNAL EQUIPMENT TO REMAIN IN PLACE UNLESS OTHERWISE NOTED. SEE AS-BUILT PLANS FOR MORE INFORMATION.

EXISTING AS-BUILT PLANS DID NOT HAVE LABELS. SIGNAL BASE, CABINET AND PULL BOX NUMBERING ALL LABELED USING WISDOT TSDM GUIDANCE.



LEGEND

- CONTROL CABINET (EXISTING TO REMAIN)
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED (EXISTING TO REMAIN)
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE (EXISTING TO REMAIN)
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE (EXISTING TO REMAIN)
- PEDESTRIAN HEAD
- PEDESTRIAN HEAD (EXISTING TO REMAIN)
- PB PUSH BUTTON
- PB PUSH BUTTON (EXISTING TO REMAIN)
- PEDESTAL BASE FOR PUSH BUTTON
- PULL BOX, 24" X 36" (EXISTING TO REMAIN)
- PULL BOX, 12" X 24" (EXISTING TO REMAIN)

REVISION				
REV. NO.	RELOCATED PUSH BUTTONS DUE TO UPGRADED CURB RAMPS			
	APPROVAL RECOMMENDED		APPROVED	
1	REGION		CENTRAL OFFICE	
	DATE	BY	DATE	BY

TRAFFIC CONTROL SIGNAL
STH 33 & N INDIANA AVE
CITY OF WEST BEND
WASHINGTON COUNTY

SIGNAL NO.

REGION CONTACT:
DESIGNED BY:
REVISED BY: EMCS, INC.

PAGE 1 OF 1

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC SIGNAL PLAN - INTERSECTION 24 (N INDIANA AVE)	SHEET 235	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\024201-SP.DWG
LAYOUT NAME - 24
PLOT DATE : 10/24/2025 3:23 PM PLOT BY : LAUREN MAENHOUT PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

ORDER OF TRAFFIC CONTROL PLAN SHEETS

1. TRAFFIC CONTROL - OVERVIEW
2. TRAFFIC CONTROL - ADVANCED WIDTH RESTRICTION SIGNING
3. TRAFFIC CONTROL - TYPICAL SECTIONS
4. TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW
   - STAGE 1A & 1B (STH 33 EB - SHEPHERDS DR TO N 18TH AVE)
   - STAGE 2A & 2B (STH 33 WB - N 18TH AVE TO SHEPHERDS DR)
   - STAGE 3A & 3B (STH 33 EB - N 18TH AVE TO TRENTON RD)
   - STAGE 4A & 4B (STH 33 WB - TRENTON RD TO N 18TH AVE)
   - STAGE 5A & 5B (STH 144 NB - STH 33 TO MITTER CIR)
   - STAGE 6A & 6B (STH 144 SB - MITTER CIR TO STH 33)
5. TRAFFIC CONTROL - PEDESTRIAN STAGING DETAILS (1-16)

LEGEND

MB — TRAFFIC CONTROL SIGN PCMS

(1) SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

(2) SEE TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL IN SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

TRAFFIC CONTROL GENERAL NOTES

1. ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
2. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
3. ALL TYPE III BARRICADES SHALL BE EQUIPPED WITH TYPE "A" (LOW INTENSITY FLASHING) LIGHTS PER SDD'S.
4. DELINEATE PRIVATE/PUBLIC ACCESS WITH TRAFFIC CONTROL DRUMS.
5. COMPLETE CURB RAMP REPLACEMENTS UTILIZING LANE CLOSURES PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" EXCEPT LIMIT TO 1-MILE IN LENGTH.
6. DURING SINGLE LANE CLOSURES MAINTAIN TURNING MOVEMENTS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" OR "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE" DEPENDING ON LOCATION.
7. UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.
8. PROVIDE ADVANCED NOTIFICATION WITH ALTERNATE EXIT IF RIGHT TURN LANE CLOSURES ARE REQUIRED AT US 45 OFF-RAMPS. UTILIZE PCMS BOARDS AS SHOWN IN TABLE.

PCMS GENERAL NOTES

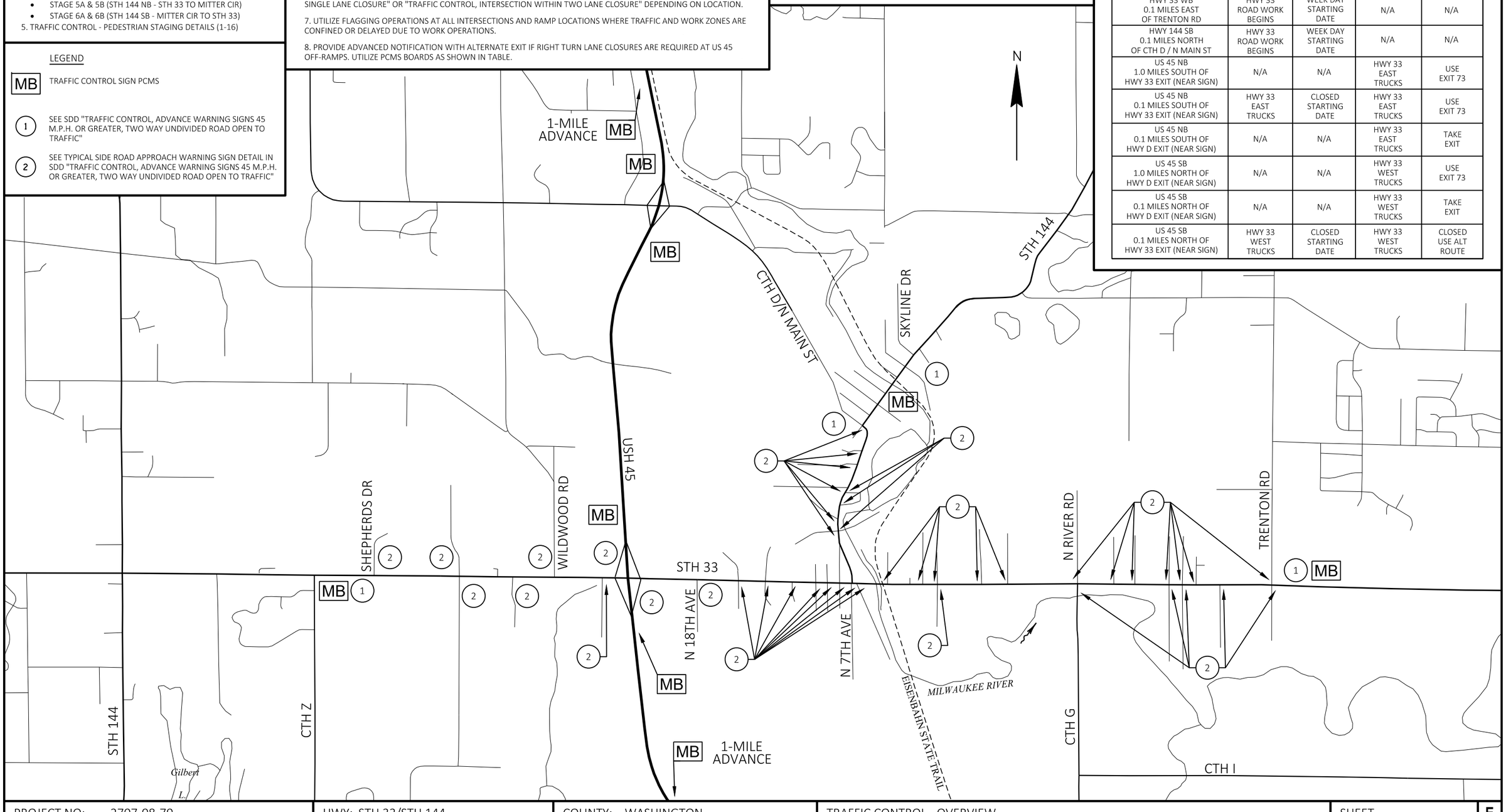
ADJUST TRAFFIC CONTROL PCMS MESSAGES AS NEEDED BASED ON CONSTRUCTION SCHEDULE AS APPROVED BY THE ENGINEER.

CONSIDER GEOMETRICS WHEN LOCATING MESSAGE BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE BOARD FOR A MINIMUM OF 1,000 FEET IN FRONT OF THE MESSAGE BOARD. PLACE MESSAGE BOARDS AS FAR AWAY FROM LIVE TRAFFIC LANES AS POSSIBLE WITHOUT HAMPERING VISIBILITY.

PLACE TRAFFIC CONTROL SIGNS PCMS AND DISPLAY THE MESSAGE 7 DAYS PRIOR TO THE EXPECTED START OF THE PROPOSED WORK FOR EACH CONSTRUCTION SEASON. ADJUST THE MESSAGE DATE ACCORDINGLY.

TRAFFIC CONTROL SIGNS PCMS MESSAGES

	PRIOR TO CONSTRUCTION		DURING US 45 RAMP WORK	
PCMS SIGN LOCATION	PHASE 1 (2 SEC)	PHASE 2 (2 SEC)	PHASE 1 (2 SEC)	PHASE 2 (2 SEC)
HWY 33 EB 0.1 MILES WEST OF SHEPHERDS DR	HWY 33 ROAD WORK BEGINS	WEEK DAY STARTING DATE	N/A	N/A
HWY 33 WB 0.1 MILES EAST OF TRENTON RD	HWY 33 ROAD WORK BEGINS	WEEK DAY STARTING DATE	N/A	N/A
HWY 144 SB 0.1 MILES NORTH OF CTH D / N MAIN ST	HWY 33 ROAD WORK BEGINS	WEEK DAY STARTING DATE	N/A	N/A
US 45 NB 1.0 MILES SOUTH OF HWY 33 EXIT (NEAR SIGN)	N/A	N/A	HWY 33 EAST TRUCKS	USE EXIT 73
US 45 NB 0.1 MILES SOUTH OF HWY 33 EXIT (NEAR SIGN)	HWY 33 EAST TRUCKS	CLOSED STARTING DATE	HWY 33 EAST TRUCKS	USE EXIT 73
US 45 NB 0.1 MILES SOUTH OF HWY D EXIT (NEAR SIGN)	N/A	N/A	HWY 33 EAST TRUCKS	TAKE EXIT
US 45 SB 1.0 MILES NORTH OF HWY D EXIT (NEAR SIGN)	N/A	N/A	HWY 33 WEST TRUCKS	USE EXIT 73
US 45 SB 0.1 MILES NORTH OF HWY D EXIT (NEAR SIGN)	N/A	N/A	HWY 33 WEST TRUCKS	TAKE EXIT
US 45 SB 0.1 MILES NORTH OF HWY 33 EXIT (NEAR SIGN)	HWY 33 WEST TRUCKS	CLOSED STARTING DATE	HWY 33 WEST TRUCKS	CLOSED USE ALT ROUTE



PROJECT NO: 2707-08-70	HWY: STH 33/STH 144	COUNTY: WASHINGTON	TRAFFIC CONTROL - OVERVIEW	SHEET 236	E

LEGEND

WIDTH RESTRICTION AREA

(1) SEE SDD "ADVANCED WIDTH RESTRICTION SIGNING" - MAX 11' WIDTH

(2) SEE SDD "ADVANCED WIDTH RESTRICTION SIGNING" - MAX 11' WIDTH

N

Smith L.

HWY 33 SB PRIOR TO HWY 28

HWY 28 EB PRIOR TO HWY 33

CTH A

2 2 6 MILES

2 2.3 MILES

STH 144

1.7 MILES 2

CTH D

1.7 MILES 2

2 1.7 MILES

CTH D/N MAIN ST

SKYLINE DR 2

Wallace L.

I-41 NB PRIOR TO HWY 33 EXIT 1 5 MILES

I-41 SB PRIOR TO HWY 33 EXIT 1 5 MILES

HWY 33 EB PRIOR TO US 41 1 5 MILES

SHEPHERDS DR

WILDWOOD RD

USH 45

STH 33

N RIVER RD

TRENTON RD

1 1.3 MILES

1 0.3 MILES

N 18TH AVE

N 7TH AVE

12 MILES 1 I-43 NB PRIOR TO HWY 33 EXIT

12 MILES 1 I-43 SB PRIOR TO HWY 33 EXIT

12 MILES 1 HWY 33 WB PRIOR TO I-43

MILWAUKEE RIVER

EISENBAHN STATE TRAIL

STH 144

CTH Z

CTH G

CTH I

Gilbert L.

PROJECT NO: 2707-08-70	HWY: STH 33/STH 144	COUNTY: WASHINGTON	TRAFFIC CONTROL - ADVANCED WIDTH RESTRICTION SIGNING	SHEET 237	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\025002-TC-WIDTH RESTRICTIONS.DWG
LAYOUT NAME - 01

PLOT DATE : 12/19/2025 4:55 PM PLOT BY : JARED BROWN PLOT NAME : PLOT SCALE : 1 IN:0.5 MI

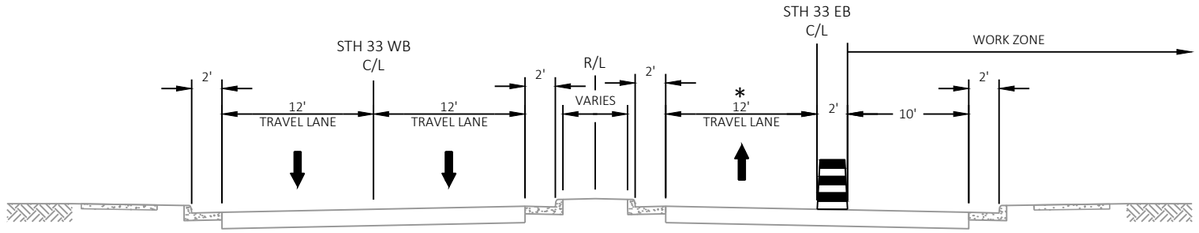
WISDOT/CADDS SHEET 42

2

LEGEND

TRAFFIC CONTROL DRUM

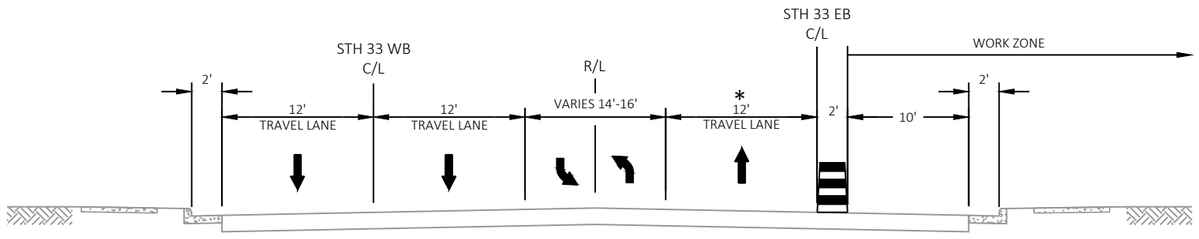
TRAFFIC TRAVEL DIRECTION



STAGE 1A & 1B TYPICAL SECTION (MIRROR FOR WB LANE CLOSURE IN STAGE 2A & 2B)

STH 33

SHEPHERDS DR - N 18TH AVE



STAGE 3A & 3B TYPICAL SECTION (MIRROR FOR WB LANE CLOSURE IN STAGE 4A & 4B)

STH 33

N 18TH AVE - TRENTON RD

NOTE

THE WORK ZONE AS SHOWN INCLUDES WORKING ROOM AND BUFFER TO LIVE TRAFFIC.

* FOR INSIDE LANE CLOSURES (MEDIAN WORK) MIRROR OUTSIDE LANE CLOSURE (AS SHOWN) AND PROVIDE 12' TRAVEL LANE.

FOR TRAFFIC CONTROL DEVICES AT INTERSECTIONS WITH RIGHT OR LEFT TURN LANES SEE SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" OR "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE" DEPENDING ON LOCATION.

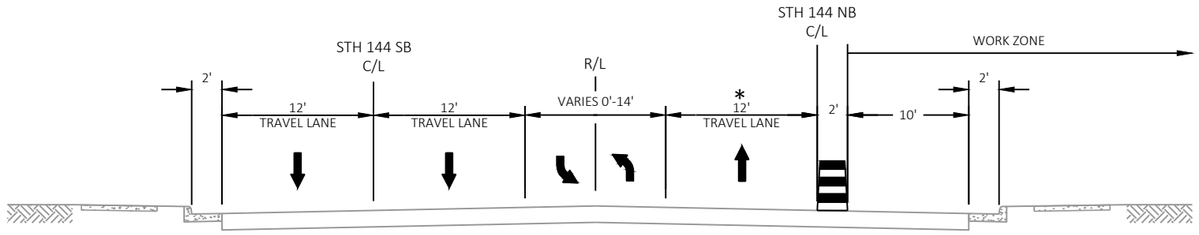
INSTALL TYPE III BARRICADE WITH LANE CLOSED SIGN AFTER EVERY DRIVEWAY WITHIN CLOSED LANES.

2

LEGEND

TRAFFIC CONTROL DRUM

TRAFFIC TRAVEL DIRECTION



STAGE 5A & 5B TYPICAL SECTION (MIRROR FOR SB LANE CLOSURE IN STAGE 6A & 6B)

STH 144

STH 33 - MITTER CIR

NOTE

THE WORK ZONE AS SHOWN INCLUDES WORKING ROOM AND BUFFER TO LIVE TRAFFIC.

* FOR INSIDE LANE CLOSURES (MEDIAN WORK) MIRROR OUTSIDE LANE CLOSURE (AS SHOWN) AND PROVIDE 12' TRAVEL LANE.

FOR TRAFFIC CONTROL DEVICES AT INTERSECTIONS WITH RIGHT OR LEFT TURN LANES SEE SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" OR "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE" DEPENDING ON LOCATION.

INSTALL TYPE III BARRICADE WITH LANE CLOSED SIGN AFTER EVERY DRIVEWAY WITHIN CLOSED LANES.

PROJECT NO: 2707-08-70	HWY: STH 33/STH 144	COUNTY: WASHINGTON	TRAFFIC CONTROL - TYPICAL SECTIONS	SHEET 239	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\025003-TC-TYPICAL SECTIONS.DWG
LAYOUT NAME - 02
PLOT DATE : 10/29/2025 9:32 AM PLOT BY : AUSTIN ROSA PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

2

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE EXAMPLE CONSTRUCTION DETAILS AND SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

N

SHEPHERDS DR

102 104 106 108 110 112 114 116 118 120 122 124 126 128 130 132

STH 33

FLEET FARM DWY

SEE EXAMPLE CONSTRUCTION DETAIL 1
FOR PEDESTRIAN STAGING AND DETOUR.

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 1A	SHEET 240	E

2

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE EXAMPLE CONSTRUCTION DETAILS AND SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

N

VILLA PARK DR

MALL DR

HEISER/PICK & SAVE DWY

134 136 138 140 142 144 146 148 150 152 154 156 158 160 162

STH 33

SCENIC DR

NO PEDESTRIAN STAGING REQUIRED

VALLEY AVE

2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 1A	SHEET 241	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\025101-TC_OVERVIEW_S1A.DWG
LAYOUT NAME - 02

PLOT DATE : 10/29/2025 9:33 AM PLOT BY : AUSTIN ROSA PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

2

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE EXAMPLE CONSTRUCTION DETAILS AND SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

N

WILDWOOD RD

SIGNALIZED COMMERCIAL DWY

USH 45 SB OFF RAMP

USH 45 NB ON RAMP

SEE EXAMPLE CONSTRUCTION DETAIL 2 FOR PEDESTRIAN STAGING.

SEE EXAMPLE CONSTRUCTION DETAIL 2 FOR PEDESTRIAN STAGING.

SEE EXAMPLE CONSTRUCTION DETAIL 2 FOR PEDESTRIAN STAGING.

164 166 168 170 172 174 176 178 180 182 184 186 188 190 192 194

STH 33

COMPLETE RAMPS AT SIGNALIZED COMMERCIAL DWY FIRST.
SEE EXAMPLE CONSTRUCTION DETAIL 3 FOR PEDESTRIAN STAGING.
UTILIZE EXISTING CROSSWALKS AT VALLEY AVE (WEST) AND SIGNALIZED COMMERCIAL DRIVEWAY (EAST) FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 3 FOR PEDESTRIAN STAGING.
UTILIZE EXISTING CROSSWALK AT WILDWOOD RD FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 4 FOR PEDESTRIAN STAGING. NO PEDESTRIAN DETOUR REQUIRED.

N UNIVERSITY DR

USH 45 SB ON RAMP

USH 45 NB OFF RAMP

JOHNSON ST

COMPLETE IN STAGE 1A OR 1B.
SEE EXAMPLE CONSTRUCTION DETAIL 5 FOR PEDESTRIAN STAGING.
UTILIZE CROSSWALK AT SIGNALIZED COMMERCIAL DWY (WEST) AND N 18TH AVE (EAST) AND INSTALL FMS TO DETOUR PEDESTRIANS TO NORTH SIDEWALK.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR PEDESTRIAN STAGING. NO PEDESTRIAN DETOUR REQUIRED.

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 1A	SHEET 242	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\025101-TC_OVERVIEW_S1A.DWG
LAYOUT NAME - 03

PLOT DATE : 10/29/2025 9:33 AM PLOT BY : AUSTIN ROSA PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

2

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE EXAMPLE CONSTRUCTION DETAILS AND SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

N

SHEPHERDS DR

102 104 106 108 110 112 114 116 118 120 122 124 126 128 130 132

STH 33

FLEET FARM DWY

CLOSE AND UTILIZE WEST CROSSWALK FOR PEDESTRIAN DETOUR.

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 1B	SHEET 243	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\025102-TC_OVERVIEW_S1B.DWG
LAYOUT NAME - 01

PLOT DATE : 10/29/2025 9:45 AM PLOT BY : AUSTIN ROSA PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE EXAMPLE CONSTRUCTION DETAILS AND SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

N

2

VILLA PARK DR

MALL DR

HEISER/PICK & SAVE DWY

SEE EXAMPLE CONSTRUCTION DETAIL 2 FOR PEDESTRIAN STAGING.
UTILIZE CROSSWALK AT WILDWOOD RD FOR PEDESTRIAN DETOUR.

134 136 138 140 142 144 146 148 150 152 154 156 158 160 162

STH 33

SCENIC DR

NO PEDESTRIAN STAGING
OR DETOUR REQUIRED.

VALLEY AVE

SEE EXAMPLE CONSTRUCTION DETAIL 6 FOR PEDESTRIAN STAGING.
UTILIZE CROSSWALK AT WILDWOOD RD FOR PEDESTRIAN DETOUR.

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 1B	SHEET 244	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\025102-TC_OVERVIEW_S1B.DWG
LAYOUT NAME - 02

PLOT DATE : 10/29/2025 9:45 AM PLOT BY : AUSTIN ROSA PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

2

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE EXAMPLE CONSTRUCTION DETAILS AND SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

N

WILDWOOD RD

SIGNALIZED COMMERCIAL DWY

NO PEDESTRIAN STAGING OR DETOUR REQUIRED.

USH 45 SB OFF RAMP

USH 45 NB ON RAMP

SEE SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR PEDESTRIAN STAGING. NO PEDESTRIAN DETOUR REQUIRED.

164 166 168 170 172 174 176 178 180 182 184 186 188 190 192 194

STH 33

NO PEDESTRIAN STAGING OR DETOUR REQUIRED.

SEE EXAMPLE CONSTRUCTION DETAIL 3 FOR PEDESTRIAN STAGING. UTILIZE WEST CROSSWALK FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 11 FOR PEDESTRIAN STAGING. NO PEDESTRIAN DETOUR REQUIRED.

N UNIVERSITY DR

USH 45 SB ON RAMP

USH 45 NB OFF RAMP

JOHNSON ST

COMPLETE IN STAGE 1A OR 1B.
SEE EXAMPLE CONSTRUCTION DETAIL 5 FOR PEDESTRIAN STAGING.
UTILIZE CROSSWALK AT N 18TH AVE (EAST) AND SIGNALIZED COMMERCIAL DWY (WEST) AND INSTALL FMS TO DETOUR PEDESTRIANS TO NORTH SIDEWALK.

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 1B	SHEET 245	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\025102-TC_OVERVIEW_S1B.DWG
LAYOUT NAME - 03

PLOT DATE : 10/29/2025 9:45 AM PLOT BY : AUSTIN ROSA PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

N

SEE EXAMPLE CONSTRUCTION DETAIL 7 FOR PEDESTRIAN STAGING. UTILIZE EXISTING CROSSWALK NORTH OF INTERSECTION FOR PEDESTRIAN DETOUR.

VILLA PARK DR

SEE EXAMPLE CONSTRUCTION DETAIL 8 FOR PEDESTRIAN STAGING OR USE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION". NO PEDESTRIAN DETOUR REQUIRED.

MALL DR

COMPLETE PRIOR TO CLOSING WILDWOOD RD RAMPS. SEE EXAMPLE CONSTRUCTION DETAIL 10 FOR PEDESTRIAN STAGING OR USE SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION. UTILIZE CROSSWALK AT VALLEY AVE (WEST) AND WILDWOOD RD (EAST) FOR PEDESTRIAN DETOUR.

HEISER/PICK & SAVE DWY

134 136 138 140 142 144 146 148 150 152 154 156 158 160 162

STH 33

VALLEY AVE

2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 2A	SHEET 246	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\025103-TC_OVERVIEW_S2A.DWG
LAYOUT NAME - 01

PLOT DATE : 10/29/2025 9:46 AM PLOT BY : AUSTIN ROSA PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

N

WILDWOOD RD

SIGNALIZED COMMERCIAL DWY

USH 45 SB OFF RAMP

USH 45 NB ON RAMP

COMPLETE RAMPS AT WILDWOOD RD FIRST. SEE EXAMPLE CONSTRUCTION DETAIL 10 FOR PEDESTRIAN STAGING. UTILIZE CROSSWALK AT WILDWOOD RD (WEST) AND TEMPORARY CROSSWALK (EAST) FOR PEDESTRIAN DETOUR.

COMPLETE RAMPS AT HEISER/PICK & SAVE DWY FIRST. SEE EXAMPLE CONSTRUCTION DETAIL 10 FOR PEDESTRIAN STAGING. UTILIZE CROSSWALK AT VALLEY AVE (WEST) AND SIGNALIZED COMMERCIAL DWY (EAST) FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 5 FOR PEDESTRIAN STAGING. UTILIZE TEMPORARY CROSSWALK AT SIGNALIZED COMMERCIAL DWY (WEST) AND EXISTING CROSSWALK AT N 18TH AVE (EAST). INSTALL FMS TO DETOUR PEDESTRIANS TO SOUTH SIDEWALK.

SEE EXAMPLE CONSTRUCTION DETAIL 5 FOR PEDESTRIAN STAGING. UTILIZE TEMPORARY CROSSWALK AT SIGNALIZED COMMERCIAL DWY (WEST) AND INSTALL FMS TO DETOUR PEDESTRIANS TO SOUTH SIDEWALK.

INSTALL TEMPORARY RAMP, TEMPORARY SURFACE, AND TEMPORARY MARKING TO PROVIDE A TEMPORARY CROSSWALK UTILIZING SIDEWALK TO THE SOUTH.

164 166 168 170 172 174 176 178 180 182 184 186 188 190 192 194

STH 33

CLOSE RAMPS TO PEDESTRIANS TRAVELING NORTH UTILIZING SIDEWALK CLOSED SIGNING AND PEDESTRIAN BARRICADES.

N UNIVERSITY DR

USH 45 SB ON RAMP

USH 45 NB OFF RAMP

JOHNSON ST

2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 2A	SHEET 247	E

2

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

N

2

VILLA PARK DR

SEE EXAMPLE CONSTRUCTION DETAIL 7 FOR PEDESTRIAN STAGING. UTILIZE EXISTING CROSSWALK NORTH OF INTERSECTION FOR PEDESTRIAN DETOUR.

MALL DR

SEE SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR PEDESTRIAN STAGING AND ADD TEMPORARY WARNING FIELD FOR CROSSING TO SOUTH.

HEISER/PICK & SAVE DWY

134 136 138 140 142 144 146 148 150 152 154 156 158 160 162

STH 33

VALLEY AVE

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 2B	SHEET 248	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\025104-TC_OVERVIEW_S2B.DWG
LAYOUT NAME - 01

PLOT DATE : 10/29/2025 9:48 AM PLOT BY : AUSTIN ROSA PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

SEE EXAMPLE CONSTRUCTION DETAIL 10 FOR PEDESTRIAN STAGING.
UTILIZE WEST CROSSWALK AT SIGNALIZED COMMERCIAL DWY (WEST) AND EAST CROSSWALK AT N UNIVERSITY DR (EAST) FOR PEDESTRIAN DETOUR.

WILDWOOD RD

SIGNALIZED COMMERCIAL DWY

USH 45 SB OFF RAMP

USH 45 NB ON RAMP

164 166 168 170 172 174 176 178 180 182 184 186 188 190 192 194

STH 33

N UNIVERSITY DR

USH 45 SB ON RAMP

USH 45 NB OFF RAMP

JOHNSON ST

N

2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 2B	SHEET 249	E

2

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

N

N 18TH AVE

MEADOWBROOK DR

N SILVERBROOK DR

196 198 200 202 204 206 208 210 212 214 216 218 220 222 224 226

STH 33

N 15TH AVE

SEE EXAMPLE CONSTRUCTION DETAIL 9 FOR PEDESTRIAN STAGING. UTILIZE EAST CROSSWALK, N 18TH AVE (WEST) CROSSWALK, AND CONCORD LN CROSSING FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 9 FOR PEDESTRIAN STAGING. UTILIZE EAST CROSSWALK AND N 15TH AVE/MEADOWBROOK DR (WEST) FOR PEDESTRIAN DETOUR.

CONCORD LN

2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 3A	SHEET 250	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\025105-TC_OVERVIEW_S3A.DWG
LAYOUT NAME - 03
PLOT DATE : 10/29/2025 10:23 AM PLOT BY : AUSTIN ROSA PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

N

20 18 16 14 12

STH 144 / N MAIN ST

N 10TH AVE

N 9TH AVE

N 8TH AVE

BEECH ST

VETERANS AVE

226 228 230 232 234 236 238 240 242 244 246 248 250 252 254 256

STH 33

Y DR

CEDAR ST

N 7TH AVE

N MAIN ST

SERVICE DR

SEE EXAMPLE CONSTRUCTION DETAIL 16 FOR PEDESTRIAN STAGING. UTILIZE N SILVERBROOK DR, N 7TH AVE, AND CEDAR ST FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 16 FOR PEDESTRIAN STAGING. USE CEDAR ST FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 16 FOR PEDESTRIAN STAGING. UTILIZE N SILVERBROOK DR, N 7TH AVE, AND CEDAR ST FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 16 FOR PEDESTRIAN STAGING. USE CEDAR ST FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 10 FOR PEDESTRIAN STAGING AND DETOUR.

2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 3A	SHEET 251	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\025105-TC_OVERVIEW_S3A.DWG
LAYOUT NAME - 04

PLOT DATE : 10/29/2025 10:23 AM PLOT BY : AUSTIN ROSA PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

2

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

N

VETERANS AVE

NORTH ST

CENTER ST

FAIR ST

N INDIANA AVE

256 258 260 262 264 266 268 270 272 274 276 278 280 282 284 286

STH 33

VETERANS AVE

WISCONSIN ST

N FOREST AVE

N INDIANA AVE

EDGEWOOD LN

SEE EXAMPLE CONSTRUCTION DETAIL 16 FOR PEDESTRIAN STAGING. UTILIZE WISCONSIN ST AND EDGEWOOD LN FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 3 FOR PEDESTRIAN STAGING. UTILIZE CROSSWALK AT INDIANA AVE (WEST) AND TEMPORARY CROSSWALK FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 9 FOR PEDESTRIAN STAGING . UTILIZE VETERANS AVE (WEST) CROSSWALK, N INDIANA AVE (EAST) CROSSWALK, AND EDGEWOOD LN FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 9 FOR PEDESTRIAN STAGING UTILIZE EAST CROSSWALK, N 7TH AVE (WEST) CROSSWALK, AND SOUTH CROSSING FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 9 FOR PEDESTRIAN STAGING. UTILIZE EAST CROSSWALK AND EDGEWOOD LN CROSSING FOR PEDESTRIAN DETOUR.

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 3A	SHEET 252	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\025105-TC_OVERVIEW_S3A.DWG
LAYOUT NAME - 05

PLOT DATE : 10/29/2025 10:23 AM PLOT BY : AUSTIN ROSA PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

N

ROLFS RD

N RIVER RD

286 288 290 292 294 296 298 300 302 304 306 308 310 312 314 316

STH 33

SEE EXAMPLE CONSTRUCTION DETAIL 3 FOR PEDESTRIAN STAGING AND DETOUR.

N RIVER RD

2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 3A	SHEET 253	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\025105-TC_OVERVIEW_S3A.DWG
LAYOUT NAME - 06

PLOT DATE : 10/29/2025 10:24 AM PLOT BY : AUSTIN ROSA PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

N

SCHOENHAAR DR

LENORA DR

SCENIC DR

CLEARVIEW DR

N SANDY ACRES RD

318 320 322 324 326 328 330 332 334 336 338 340 342 344 346 348

STH 33

MUNICIPAL DR

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR PEDESTRIAN STAGING. NO PEDESTRIAN DETOUR REQUIRED.

SEE EXAMPLE CONSTRUCTION DETAIL 8 FOR PEDESTRIAN STAGING. UTILIZE SCHOENHARR DR CROSSWALK (WEST) AND MUNICIPAL DR CROSSWALK (EAST) FOR PEDESTRIAN DETOUR..

SEE EXAMPLE CONSTRUCTION DETAIL 11 FOR PEDESTRIAN STAGING. UTILIZE EAST CROSSWALK FOR PEDESTRIAN DETOUR.

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 3A	SHEET 254	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\025105-TC_OVERVIEW_S3A.DWG
LAYOUT NAME - 07

PLOT DATE : 10/29/2025 10:24 AM PLOT BY : AUSTIN ROSA PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

N

348 350 352 354 356 358 360 362 364 366 368 370 372 374 376 378

STH 33

STOCKHAUSEN LN

TRENTON RD

SEE EXAMPLE CONSTRUCTION DETAIL 11 FOR PEDESTRIAN STAGING. NO PEDESTRIAN DETOUR REQUIRED.

SEE EXAMPLE CONSTRUCTION DETAIL 6 FOR PEDESTRIAN STAGING. UTILIZE EXISTING SOUTH CROSSING FOR PEDESTRIAN DETOUR.

2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 3A	SHEET 255	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\025105-TC_OVERVIEW_S3A.DWG
LAYOUT NAME - 08

PLOT DATE : 10/29/2025 10:24 AM PLOT BY : AUSTIN ROSA PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

N

N 18TH AVE

MEADOWBROOK DR

N SILVERBROOK DR

196 198 200 202 204 206 208 210 212 214 216 218 220 222 224 226

STH 33

N 18TH AVE

N 15TH AVE

N SILVERBROOK DR

SEE EXAMPLE CONSTRUCTION DETAIL 9 FOR PEDESTRIAN STAGING.
UTILIZE WEST CROSSWALK, N SILVERBROOK DR (EAST) CROSSWALK AND CONCORD LN CROSSING FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 9 FOR PEDESTRIAN STAGING.
UTILIZE WEST CROSSWALK AND Y DR (EAST) CROSSWALK FOR PEDESTRIAN DETOUR.

CONCORD LN

2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 3B	SHEET 256	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\025106-TC_OVERVIEW_S3B.DWG
LAYOUT NAME - 03
PLOT DATE : 10/29/2025 10:27 AM PLOT BY : AUSTIN ROSA PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

N

STH 144 / N MAIN ST

VETERANS AVE

N 10TH AVE

N 9TH AVE

N 8TH AVE

BEECH ST

226 228 230 232 234 236 238 240 242 244 246 248 250 252 254 256

STH 33

Y DR

CEDAR ST

N 7TH AVE

N MAIN ST

SERVICE DR

SEE EXAMPLE CONSTRUCTION DETAIL 16 FOR PEDESTRIAN STAGING. UTILIZE N SILVERBROOK DR, N 7TH AVE, AND CEDAR ST FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 16 FOR PEDESTRIAN STAGING. USE CEDAR ST FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 10 FOR PEDESTRIAN STAGING AND DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 16 FOR PEDESTRIAN STAGING. USE CEDAR ST FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 16 FOR PEDESTRIAN STAGING. UTILIZE N SILVERBROOK DR, N 7TH AVE, AND CEDAR ST FOR PEDESTRIAN DETOUR.

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 3B	SHEET 257	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\025106-TC_OVERVIEW_S3B.DWG
LAYOUT NAME - 04

PLOT DATE : 10/29/2025 10:27 AM PLOT BY : AUSTIN ROSA PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

2

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

N

VETERANS AVE

NORTH ST

CENTER ST

FAIR ST

N INDIANA AVE

256 258 260 262 264 266 268 270 272 274 276 278 280 282 284 286

STH 33

VETERANS AVE

WISCONSIN ST

N FOREST AVE

N INDIANA AVE

EDGEWOOD LN

SEE EXAMPLE CONSTRUCTION DETAIL 12 FOR PEDESTRIAN STAGING . UTILIZE VETERANS AVE (WEST) CROSSWALK, N INDIANA AVE (EAST) CROSSWALK, AND EDGEWOOD LN FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 16 FOR PEDESTRIAN STAGING. UTILIZE WISCONSIN ST AND EDGEWOOD LN FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 9 FOR PEDESTRIAN STAGING. UTILIZE WEST CROSSWALK AND EDGEWOOD LN CROSSING FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 12 FOR PEDESTRIAN STAGING UTILIZE WEST CROSSWALK, WISCONSIN ST CROSSWALK, AND SOUTH CROSSING FOR PEDESTRIAN DETOUR.

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 3B	SHEET 258	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\025106-TC_OVERVIEW_S3B.DWG
LAYOUT NAME - 05

PLOT DATE : 10/29/2025 10:27 AM PLOT BY : AUSTIN ROSA PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

N

ROLFS RD

N RIVER RD

286 288 290 292 294 296 298 300 302 304 306 308 310 312 314 316

STH 33

N RIVER RD

2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 3B	SHEET 259	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\025106-TC_OVERVIEW_S3B.DWG
LAYOUT NAME - 06

PLOT DATE : 10/29/2025 10:28 AM PLOT BY : AUSTIN ROSA PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

N

SCHOENHAAR DR

LENORA DR

SCENIC DR

CLEARVIEW DR

N SANDY ACRES RD

318 320 322 324 326 328 330 332 334 336 338 340 342 344 346 348

STH 33

MUNICIPAL DR

SEE SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR PEDESTRIAN STAGING. NO PEDESTRIAN DETOUR REQUIRED.

SEE EXAMPLE CONSTRUCTION DETAIL 13 FOR PEDESTRIAN STAGING AND DETOUR.

2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 3B	SHEET 260	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\025106-TC_OVERVIEW_S3B.DWG
LAYOUT NAME - 07

PLOT DATE : 10/29/2025 10:28 AM PLOT BY : AUSTIN ROSA PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

N

348 350 352 354 356 358 360 362 364 366 368 370 372 374 376 378

STH 33

STOCKHAUSEN LN

TRENTON RD

SEE EXAMPLE CONSTRUCTION DETAIL 11
FOR PEDESTRIAN STAGING.
NO PEDESTRIAN DETOUR REQUIRED.

2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 3B	SHEET 261	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\025106-TC_OVERVIEW_S3B.DWG
LAYOUT NAME - 08

PLOT DATE : 10/29/2025 10:28 AM PLOT BY : AUSTIN ROSA PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

N

N 18TH AVE

SEE EXAMPLE CONSTRUCTION DETAIL 9 FOR PEDESTRIAN STAGING. UTILIZE EAST CROSSWALK, N 18TH AVE (WEST) CROSSWALK, AND EXISTING CROSSING NORTH OF INTERSECTION FOR PEDESTRIAN DETOUR.

MEADOWBROOK DR

SEE EXAMPLE CONSTRUCTION DETAIL 9 FOR PEDESTRIAN STAGING. UTILIZE EAST CROSSWALK AND MEADOWBROOK DR (WEST) CROSSWALK FOR PEDESTRIAN DETOUR.

N SILVERBROOK DR

196 198 200 202 204 206 208 210 212 214 216 218 220 222 224 226

STH 33

N 18TH AVE

N 15TH AVE

N SILVERBROOK DR

2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 4A	SHEET 262	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\025107-TC_OVERVIEW_S4A.DWG
LAYOUT NAME - 03

PLOT DATE : 10/29/2025 11:00 AM PLOT BY : AUSTIN ROSA PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

SEE EXAMPLE CONSTRUCTION DETAIL 16 FOR PEDESTRIAN STAGING. UTILIZE BEECH ST AND N 7TH AVE/N MAIN ST CROSSWALK FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 16 FOR PEDESTRIAN STAGING. UTILIZE N 7TH AVE/N MAIN ST CROSSWALK AND LINDEN ST FOR PEDESTRIAN DETOUR.

SEE SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR PEDESTRIAN STAGING. UTILIZE N SILVERBROOK DR CROSSWALK FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 16 FOR PEDESTRIAN STAGING. UTILIZE LINDEN ST AND SUMMER ST CROSSING FOR PEDESTRIAN DETOUR.

LINDEN ST

SUMMER ST

BEECH ST

STH 144 / N MAIN ST

VETERANS AVE

N 10TH AVE

N 9TH AVE

N 8TH AVE

N 7TH AVE

N MAIN ST

SERVICE DR

Y DR

STH 33

20 18 16 14 12

226 228 230 232 234 236 238 240 242 244 246 248 250 252 254 256

N

2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 4A	SHEET 263	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\025107-TC_OVERVIEW_S4A.DWG
LAYOUT NAME - 04

PLOT DATE : 10/29/2025 11:00 AM PLOT BY : AUSTIN ROSA PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

N

2

SEE EXAMPLE CONSTRUCTION DETAIL 9 FOR PEDESTRIAN STAGING. UTILIZE EAST CROSSWALK, N MAIN ST (WEST) CROSSWALK, AND EXISTING CROSSING NORTH OF SIDEWALK FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 9 FOR PEDESTRIAN STAGING. UTILIZE EAST CROSSWALK AND WILSON AVE CROSSING FOR PEDESTRIAN DETOUR.

WILSON AVE

VETERANS AVE

NORTH ST

SEE EXAMPLE CONSTRUCTION DETAIL 9 FOR PEDESTRIAN STAGING. UTILIZE VETERANS AVE (WEST) CROSSWALK AND WISCONSIN ST (EAST) CROSSWALK FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 8 FOR PEDESTRIAN STAGING. NO PEDESTRIAN DETOUR REQUIRED.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR PEDESTRIAN STAGING. NO PEDESTRIAN DETOUR REQUIRED

CENTER ST

FAIR ST

N INDIANA AVE

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR PEDESTRIAN STAGING. NO PEDESTRIAN DETOUR REQUIRED.

256 258 260 262 264 266 268 270 272 274 276 278 280 282 284 286

STH 33

VETERANS AVE

WISCONSIN ST

N FOREST AVE

SEE EXAMPLE CONSTRUCTION DETAIL 9 FOR PEDESTRIAN STAGING. UTILIZE CROSSWALK AT WISCONSIN ST (WEST) CROSSWALK, INDIANA AVE (EAST) CROSSWALK, AND WILSON AVE CROSSING FOR PEDESTRIAN DETOUR.

N INDIANA AVE

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 4A	SHEET 264	E

2

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

SEE EXAMPLE CONSTRUCTION DETAIL 14 FOR PEDESTRIAN STAGING. NO PEDESTRIAN DETOUR REQUIRED.

ROLFS RD

N RIVER RD

N

286 288 290 292 294 296 298 300 302 304 306 308 310 312 314 316

STH 33

N RIVER RD

2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 4A	SHEET 265	E

2

2

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

N

RAVEN ST

SEE EXAMPLE CONSTRUCTION DETAIL 9 FOR PEDESTRIAN STAGING. UTILIZE SCHOENHAAR DR (WEST) CROSSWALK, SCENIC DR TEMPORARY CROSSING (EAST), AND RAVEN ST CROSSING FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 11 FOR PEDESTRIAN STAGING. NO PEDESTRIAN DETOUR REQUIRED.

SEE EXAMPLE CONSTRUCTION DETAIL 13 FOR PEDESTRIAN STAGING. UTILIZE TEMPORARY CROSSING FOR PEDESTRIAN DETOUR.

SCHOENHAAR DR

LENORA DR

ROBIN ST

SCENIC DR

CLEARVIEW DR

N SANDY ACRES RD

318 320 322 324 326 328 330 332 334 336 338 340 342 344 346 348

STH 33

INSTALL TEMPORARY CROSSING.

MUNICIPAL DR

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 4A	SHEET 266	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\025107-TC_OVERVIEW_S4A.DWG
LAYOUT NAME - 07

PLOT DATE : 10/29/2025 11:00 AM PLOT BY : AUSTIN ROSA PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

N

N 18TH AVE

MEADOWBROOK DR

N SILVERBROOK DR

SEE EXAMPLE CONSTRUCTION DETAIL 9 FOR PEDESTRIAN STAGING. UTILIZE WEST CROSSWALK, N SILVERBROOK DR(EAST) CROSSWALK, AND EXISTING CROSSING NORTH OF INTERSECTION FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 9 FOR PEDESTRIAN STAGING. UTILIZE WEST CROSSWALK AND Y DR (EAST) CROSSWALK FOR PEDESTRIAN DETOUR.

196 198 200 202 204 206 208 210 212 214 216 218 220 222 224 226

STH 33

N 18TH AVE

N 15TH AVE

N SILVERBROOK DR

2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 4B	SHEET 267	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\025108-TC_OVERVIEW_S4B.DWG
LAYOUT NAME - 03

PLOT DATE : 10/29/2025 10:38 AM PLOT BY : AUSTIN ROSA PLOT NAME : PLOT SCALE : 1 IN:200 FT

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

LINDEN ST

SEE EXAMPLE CONSTRUCTION DETAIL 9 FOR PEDESTRIAN STAGING. UTILIZE WEST CROSSWALK AND N 8TH AVE (EAST) FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 9 FOR PEDESTRIAN STAGING. UTILIZE WEST CROSSWALK AND N MAIN ST/N 7TH AVE (EAST) FOR PEDESTRIAN DETOUR.

SUMMER ST

SEE EXAMPLE CONSTRUCTION DETAIL 9 FOR PEDESTRIAN STAGING. UTILIZE WEST CROSSWALK AND N 9TH AVE (EAST) FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 10 FOR PEDESTRIAN STAGING. UTILIZE WEST CROSSWALK AND N 10TH AVE CROSSWALK FOR PEDESTRIAN DETOUR.

N 10TH AVE

N 9TH AVE

N 8TH AVE

STH 144 / N MAIN ST

BEECH ST

VETERANS AVE

20

18

16

14

12

N

226 228 230 232 234 236 238 240 242 244 246 248 250 252 254 256

STH 33

Y DR

N 10TH AVE

N 9TH AVE

N 8TH AVE

N 7TH AVE

N MAIN ST

SERVICE DR

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 4B	SHEET 268	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\025108-TC_OVERVIEW_S4B.DWG
LAYOUT NAME - 04

PLOT DATE : 10/29/2025 10:38 AM PLOT BY : AUSTIN ROSA PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

2

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

N

COMPLETE NORTH ST AND WISCONSIN ST RAMPS FIRST. SEE EXAMPLE CONSTRUCTION DETAIL 12 FOR PEDESTRIAN STAGING. UTILIZE WEST CROSSWALK, WISCONSIN ST (EAST) CROSSWALK AND EXISTING CROSSING NORTH OF INTERSECTION FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 8 FOR PEDESTRIAN STAGING. UTILIZE WISCONSIN ST (WEST) CROSSWALK FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 16 FOR PEDESTRIAN STAGING. UTILIZE N INDIANA AVE (EAST) AND WILSON AVE FOR PEDESTRIAN DETOUR.

WILSON AVE

COMPLETE THESE RAMPS PRIOR TO VETERANS AVE RAMP. SEE EXAMPLE CONSTRUCTION DETAIL 9 FOR PEDESTRIAN STAGING. UTILIZE VETERANS AVE (WEST) CROSSWALK AND WISCONSIN ST (EAST) FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 9 FOR PEDESTRIAN STAGING. UTILIZE WEST CROSSWALK, MID-BLOCK CROSSWALK TO THE EAST, AND WILSON AVE CROSSING FOR PEDESTRIAN DETOUR.

VETERANS AVE

NORTH ST

CENTER ST

FAIR ST

N INDIANA AVE

256 258 260 262 264 266 268 270 272 274 276 278 280 282 284 286

STH 33

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR PEDESTRIAN STAGING. NO PEDESTRIAN DETOUR REQUIRED.

VETERANS AVE

WISCONSIN ST

N FOREST AVE

N INDIANA AVE

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 4B	SHEET 269	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\025108-TC_OVERVIEW_S4B.DWG
LAYOUT NAME - 05

PLOT DATE : 10/29/2025 10:38 AM PLOT BY : AUSTIN ROSA PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

N

ROLFS RD

SEE EXAMPLE CONSTRUCTION DETAIL 11 FOR PEDESTRIAN STAGING.
NO PEDESTRIAN DETOUR REQUIRED.

N RIVER RD

286 288 290 292 294 296 298 300 302 304 306 308 310 312 314 316

STH 33

N RIVER RD

2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 4B	SHEET 270	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\025108-TC_OVERVIEW_S4B.DWG
LAYOUT NAME - 06

PLOT DATE : 10/29/2025 10:38 AM PLOT BY : AUSTIN ROSA PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

N

SCHOENHAAR DR

LENORA DR

SCENIC DR

CLEARVIEW DR

N SANDY ACRES RD

MUNICIPAL DR

SEE EXAMPLE CONSTRUCTION DETAIL 9 FOR PEDESTRIAN STAGING. UTILIZE WEST CROSSWALK AND CLEARVIEW DR (EAST) FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 9 FOR PEDESTRIAN STAGING. UTILIZE WEST CROSSWALK FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 9 FOR PEDESTRIAN STAGING. UTILIZE WEST CROSSWALK, SCENIC DR (EAST) CROSSWALK, AND RAVEN ST CROSSING FOR PEDESTRIAN DETOUR.

318 320 322 324 326 328 330 332 334 336 338 340 342 344 346 348

STH 33

2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 4B	SHEET 271	E

2

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

N

N 10TH AVE

N 9TH AVE

N 8TH AVE

N 8TH AVE

STH 33

BEECH ST

STH 144 / N MAIN ST

MARTIN CT

N SILVERBROOK DR

REGNER PARK ENTRANCE

RIVERSHORES DR

KUESTER LN S

KUESTER LN N

PARK AVE

VETERANS AVE

SEE EXAMPLE CONSTRUCTION DETAIL 16 FOR PEDESTRIAN STAGING. UTILIZE BEECH ST AND N 8TH AVE FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 10 FOR PEDESTRIAN STAGING. UTILIZE RIVERSHORES DR (SOUTH) CROSSWALK AND PARK AVE (NORTH) CROSSWALK FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 9 FOR PEDESTRIAN STAGING. UTILIZE NORTH CROSSWALK FOR PEDESTRIAN DETOUR.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR PEDESTRIAN STAGING. UTILIZE RIVERSHORES DR (SOUTH) CROSSWALK AND PARK AVE (NORTH) CROSSWALK FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 10 FOR PEDESTRIAN STAGING. UTILIZE RIVERSHORES DR (SOUTH) CROSSWALK AND PARK AVE (NORTH) CROSSWALK FOR PEDESTRIAN DETOUR.

PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 5A	SHEET 272	E

2

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

N

N MAIN ST

JEFFERSON ST

ROOSEVELT DR

RIVER DR N

BARTON AVE

HIGH ST

MITTER CIR

40 42 44 46 48 50 52 54 56 58 60 62 64 66 68 70 72

STH 144 / N MAIN ST

STH 144/BARTON AVE

ROOSEVELT DR

EISENBAHN STATE TRAIL

SEE EXAMPLE CONSTRUCTION DETAIL 10 OR
SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"
FOR PEDESTRIAN STAGING.
UTILIZE PARK AVE (SOUTH) CROSSWALK AND
BARTON AVE (NORTH) CROSSWALK FOR PEDESTRIAN DETOUR.

2

PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 5A	SHEET 273	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\025109-TC_OVERVIEW_S5A.DWG
LAYOUT NAME - 10

PLOT DATE : 10/29/2025 10:51 AM PLOT BY : AUSTIN ROSA PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

N

N 10TH AVE

N 9TH AVE

N 8TH AVE

N 8TH AVE

STH 33

BEECH ST

STH 144 / N MAIN ST

MARTIN CT

N SILVERBROOK DR

REGNER PARK ENTRANCE

RIVERSHORES DR

KUESTER LN S

KUESTER LN N

PARK AVE

VETERANS AVE

238 240 242 244 246 248 250 252 254 256

12 14 16 18 20 22 24 26 28 30 32 34 36 38 40

SEE EXAMPLE CONSTRUCTION DETAIL 7 FOR PEDESTRIAN STAGING. UTILIZE REGNER PARK ENTRANCE CROSSWALK FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 16 FOR PEDESTRIAN STAGING. UTILIZE N 8TH AVE FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 10 OR SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR PEDESTRIAN STAGING. UTILIZE REGNER PARK ENT (SOUTH) CROSSWALK AND HIGH ST (NORTH) CROSSWALK FOR PEDESTRIAN DETOUR.

PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 5B	SHEET 274	E

2

2

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

N

N MAIN ST

JEFFERSON ST

ROOSEVELT DR

RIVER DR N

BARTON AVE

HIGH ST

MITTER CIR

STH 144 / N MAIN ST

STH 144/BARTON AVE

ROOSEVELT DR

EISENBAHN STATE TRAIL

40 42 44 46 48 50 52 54 56 58 60 62 64 66 68 70 72

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR PEDESTRIAN STAGING. NO PEDESTRIAN DETOUR REQUIRED.

PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 5B	SHEET 275	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\025110-TC_OVERVIEW_S5B.DWG
LAYOUT NAME - 10

PLOT DATE : 10/29/2025 10:54 AM PLOT BY : AUSTIN ROSA PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

N

N 10TH AVE

N 9TH AVE

N 8TH AVE

N 8TH AVE

STH 33

BEECH ST

STH 144 / N MAIN ST

MARTIN CT

N SILVERBROOK DR

RIVERSHORES DR

REGNER PARK ENTRANCE

KUESTER LN S

KUESTER LN N

PARK AVE

VETERANS AVE

SEE EXAMPLE CONSTRUCTION DETAIL 11 FOR PEDESTRIAN STAGING. NO PEDESTRIAN DETOUR REQUIRED.

SEE EXAMPLE CONSTRUCTION DETAIL 10 FOR PEDESTRIAN STAGING. UTILIZE NORTH CROSSWALK AND REGNER PARK ENT (SOUTH) CROSSWALK FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 15 FOR PEDESTRIAN STAGING.

SEE EXAMPLE CONSTRUCTION DETAIL 8 FOR PEDESTRIAN STAGING. NO PEDESTRIAN DETOUR REQUIRED.

PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 6A	SHEET 276	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\025111-TC_OVERVIEW_S6A.DWG
LAYOUT NAME - 09

PLOT DATE : 10/29/2025 9:56 AM PLOT BY : AUSTIN ROSA PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

N

N 8TH AVE

MONROE ST

N MAIN ST

JEFFERSON ST

BARTON AVE

ROOSEVELT DR

RIVER DR N

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR PEDESTRIAN STAGING.

SEE EXAMPLE CONSTRUCTION DETAIL 9 FOR PEDESTRIAN STAGING. UTILIZE NORTH CROSSWALK, PARK AVE (SOUTH) CROSSWALK, AND N 8TH AVE CROSSING FOR PEDESTRIAN DETOUR.

HIGH ST

MITTER CIR

40 42 44 46 48 50 52 54 56 58 60 62 64 66 68 70 72

STH 144 / N MAIN ST

STH 144/BARTON AVE

ROOSEVELT DR

EISENBAHN STATE TRAIL

2

PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 6A	SHEET 277	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\025111-TC_OVERVIEW_S6A.DWG
LAYOUT NAME - 10

PLOT DATE : 10/29/2025 9:57 AM PLOT BY : AUSTIN ROSA PLOT NAME : PLOT SCALE : 1 IN:200 FT

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

SEE EXAMPLE CONSTRUCTION DETAIL 11 FOR PEDESTRIAN STAGING. UTILIZE TEMPORARY CROSSWALK AT REGNER PARK ENT FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 16 FOR PEDESTRIAN STAGING. UTILIZE REGNER PARK ENT (SOUTH) TEMPORARY CROSSWALK, HIGH ST (NORTH) CROSSWALK, N 8TH AVE, AND HIGH ST FOR PEDESTRIAN DETOUR.

SEE EXAMPLE CONSTRUCTION DETAIL 8 FOR PEDESTRIAN STAGING. NO PEDESTRIAN DETOUR REQUIRED.

INSTALL TEMPORARY RAMP, TEMPORARY SURFACE, AND TEMPORARY MARKING TO PROVIDE A TEMPORARY CROSSWALK TO THE EAST.

N 10TH AVE

N 9TH AVE

N 8TH AVE

N 8TH AVE

STH 33

BEECH ST

STH 144 / N MAIN ST

MARTIN CT

N SILVERBROOK DR

REGNER PARK ENTRANCE

RIVERSHORES DR

KUESTER LN S

KUESTER LN N

PARK AVE

N 8TH AVE

VETERANS AVE

PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 6B	SHEET 278	E

2

LEGEND

WORK AREA

TRAFFIC FLOW DIRECTION

NOTES

OVERVIEW SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

N

N 8TH AVE

HIGH ST

MITTER CIR

N MAIN ST

JEFFERSON ST

MONROE ST

BARTON AVE

ROOSEVELT DR

RIVER DR N

SEE EXAMPLE CONSTRUCTION DETAIL 9 FOR PEDESTRIAN STAGING. UTILIZE SOUTH CROSSWALK, N MAIN ST (WEST), AND N 8TH AVE CROSSING FOR PEDESTRIAN DETOUR.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR PEDESTRIAN STAGING.

40 42 44 46 48 50 52 54 56 58 60 62 64 66 68 70 72

STH 144 / N MAIN ST

STH 144/BARTON AVE

ROOSEVELT DR

EISENBAHN STATE TRAIL

2

PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING OVERVIEW - STAGE 6B	SHEET 279	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\025112-TC_OVERVIEW_S6B.DWG
LAYOUT NAME - 10

PLOT DATE : 10/29/2025 10:58 AM PLOT BY : AUSTIN ROSA PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- WORK AREA
- TRAFFIC CONTROL DRUMS
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY SIGN SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- (1) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH
- TRAFFIC FLOW DIRECTION

NOTES

DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

EXAMPLE CONSTRUCTION DETAIL FOR:

SW QUAD - SHEPHERDS DR
WEST MEDIAN - SHEPHERDS DR

N

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

SHEPHERDS DR

R/W

STH 33

114+00 115+00 116+00 117+00 118+00 119+00

12'
25'
15'
16'
15'
12'
50'

BEGIN RIGHT TURN LANE
R3-20R
24"X36"

M4-60R
30"X24"

LANE CLOSED
R11-2L
48"X30"

STOP
R1-1
36"X36"

FLEET FARM DWY

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING - DETAIL 1	SHEET 280	E

2

LEGEND

- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- WORK AREA
- TRAFFIC CONTROL DRUMS
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY SIGN SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- (1) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH
- TRAFFIC FLOW DIRECTION

NOTES

DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

EXAMPLE CONSTRUCTION DETAIL FOR:

EAST MEDIAN - VILLA PARK DR
EAST MEDIAN - VALLEY AVE
WEST MEDIAN - WILDWOOD RD
WEST/EAST MEDIAN - SIGNALIZED COMMERCIAL DWY
WEST/EAST MEDIAN - N UNIVERSITY DR
EAST MEDIAN - VETERANS AVE
NORTH MEDIAN - REGNER PARK ENT

N

2

R/W
WILDWOOD RD
TLE
STH 33
FOR PEDESTRIANS FROM SOUTH
FOR PEDESTRIANS FROM EAST
NEAREST CROSSWALK
DETOUR M4-9BR 30"X24"
DETOUR M4-9BL 30"X24"
WO1-6 48"X24"
BEGIN LEFT TURN LANE R3-20L 24"X36"
ROAD CLOSED R11-2 48"X30"
164+00
165+00
166+00
167+00
168+00
169+00
50'
25'
12'
15'
⌀ GV
⌀ WV
STOP STOP STOP STOP STOP

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING - DETAIL 2	SHEET 281	E

2

LEGEND

- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- WORK AREA
- TRAFFIC CONTROL DRUMS
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY SIGN SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH
- TRAFFIC FLOW DIRECTION

NOTES

DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

EXAMPLE CONSTRUCTION DETAIL FOR:

SE/SW QUAD - SIGNALIZED COMMERCIAL DWY
SW QUAD - WILDWOOD RD
NW QUAD - Y DR
NE QUAD - WISCONSIN ST
SOUTH/NORTH - STA 281+00 MID-BLOCK
SW QUAD - ROLFS AVE
SE/SW QUAD - LENORA DR
NE QUAD - REGNER PARK ENT

N

SIGNALIZED COMMERCIAL DWY

DETOUR
M4-9BR
30"X24"

TLE

PROPOSED R/W

R/W

NEAREST CROSSWALK

DETOUR
M4-9BL
30"X24"

STH 33

172+00 173+00 174+00 175+00 176+00 177+00

50' 25' 12' 15' 50'

NEAREST CROSSWALK

DETOUR
M4-9BL
30"X24"

R/W

M4-60R
30"X24"

M4-60L
30"X24"

LANE CLOSED
R11-2L
48"X30"

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING - DETAIL 3	SHEET 282	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\026201-TC_S1A_DETAILS.DWG
LAYOUT NAME - 07

PLOT DATE : 10/29/2025 9:10 AM PLOT BY : AUSTIN ROSA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- WORK AREA
- TRAFFIC CONTROL DRUMS
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY SIGN SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- (1) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH
- TRAFFIC FLOW DIRECTION

NOTES

DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

EXAMPLE CONSTRUCTION DETAIL FOR:
SW QUAD - N UNIVERSITY DR

N

R/W
TLE
LANE CLOSED
R11-2L
48"X30"
BEGIN RIGHT TURN LANE
R3-20R
24"X36"
STH 33
177+00
178+00
179+00
180+00
181+00
182+00
STOP
R1-1
36"X36"
50'
25'
12'
15'
M4-60L
30"X24"
M4-60R
30"X24"
SIDEWALK CLOSED
R9-9
24"X12"
PROPOSED R/W
N UNIVERSITY DR

2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING - DETAIL 4	SHEET 283	E

LEGEND

- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- WORK AREA
- TRAFFIC CONTROL DRUMS
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY SIGN SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH
- TRAFFIC FLOW DIRECTION

NOTES

DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

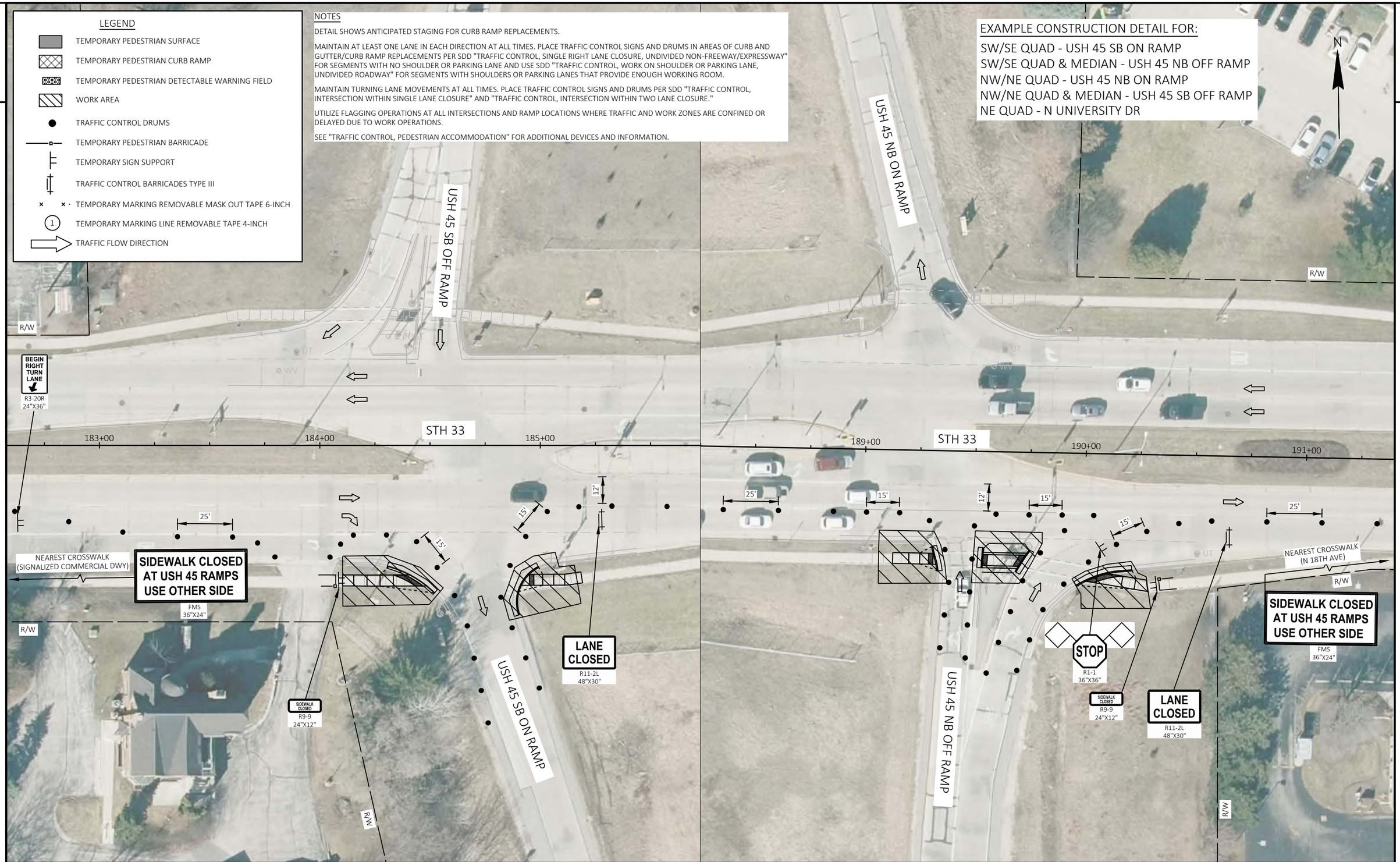
MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

EXAMPLE CONSTRUCTION DETAIL FOR:

SW/SE QUAD - USH 45 SB ON RAMP
SW/SE QUAD & MEDIAN - USH 45 NB OFF RAMP
NW/NE QUAD - USH 45 NB ON RAMP
NW/NE QUAD & MEDIAN - USH 45 SB OFF RAMP
NE QUAD - N UNIVERSITY DR



2

LEGEND

- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- WORK AREA
- TRAFFIC CONTROL DRUMS
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY SIGN SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH
- TRAFFIC FLOW DIRECTION

NOTES

DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

EXAMPLE CONSTRUCTION DETAIL FOR:
SE QUAD - VALLEY AVE
SW QUAD - TRENTON RD

N

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BL
30"X24"

FOR PEDESTRIANS FROM SOUTH
DETOUR
M4-9BL
30"X24"

FOR PEDESTRIANS FROM WEST
DETOUR
M4-9BR
30"X24"

R/W

NEAREST CROSSWALK

LANE CLOSED
R11-2L
48"X30"

152+00 153+00 154+00 155+00 156+00 157+00 158+00

STH 33

12'

25'

12'

STOP
R1-1
36"X36"

15'

15'

50'

12'

NEAREST CROSSWALK

R/W

BEGIN RIGHT TURN LANE
R3-20R
24"X36"

LANE CLOSED
R11-2L
48"X30"

SIDEWALK CLOSED
R9-9
24"X12"

TLE

PROPOSED R/W

DETOUR
M4-9BR
30"X24"

FOR PEDESTRIANS FROM WEST
DETOUR
M4-9BL
30"X24"

M4-60L
30"X24"

M4-60R
30"X24"

VALLEY AVE

R/W

R/W

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING - DETAIL 6	SHEET 285	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\026202-TC_S1B_DETAILS.DWG
LAYOUT NAME - 04

PLOT DATE : 10/29/2025 9:13 AM PLOT BY : AUSTIN ROSA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- WORK AREA
- TRAFFIC CONTROL DRUMS
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY SIGN SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- (1) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH
- TRAFFIC FLOW DIRECTION

EXAMPLE CONSTRUCTION DETAIL FOR:

NW/NE QUAD - VILLA PARK DR
NE QUAD - RIVERSHORES DR

NOTES

DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

N

FOR PEDESTRIANS FROM NORTH
SIDEWALK CLOSED AHEAD
R9-9A 30"X18"
DETOUR M4-9BL 30"X24"
FOR PEDESTRIANS FROM SOUTH
DETOUR M4-9BR 30"X24"
DETOUR M4-9BL 30"X24"
M4-60R 30"X24"
M4-60L 30"X24"
NEAREST CROSSWALK
R/W
VILLA PARK DR
12'
15'
FOR PEDESTRIANS FROM WEST
DETOUR M4-9BR 30"X24"
FOR PEDESTRIANS FROM SOUTH
DETOUR M4-9BL 30"X24"
DETOUR M4-9BR 30"X24"
TLE
BEGIN RIGHT TURN LANE
R3-20R 24"X36"
STOP
R1-1 36"X36"
50'
25'
STH 33
137+00
138+00
139+00
140+00
141+00
142+00
143+00
LANE CLOSED
R11-2L 48"X30"
N SCENIC DR

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING - DETAIL 7	SHEET 286	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\026203-TC_S2A_DETAILS.DWG
LAYOUT NAME - 02
PLOT DATE : 10/29/2025 9:18 AM
PLOT BY : AUSTIN ROSA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- WORK AREA
- TRAFFIC CONTROL DRUMS
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY SIGN SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- (1) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH
- TRAFFIC FLOW DIRECTION

NOTES

DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

EXAMPLE CONSTRUCTION DETAIL FOR:

NW/NE QUAD - MALL DR
NW/NE QUAD - CENTER ST
SW/SE QUAD - SCENIC DR
SW/NW QUAD - REGNER PARK ENT

N

PROVIDE TEMPORARY CROSSWALK BEHIND SIDEWALK AS SHOWN OR
UTILIZE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" AND PROVIDE CROSSWALK ON EXISTING ROADWAY.

MALL DR

STOP
R1-1
36"X36"

M4-60L
30"X24"

M4-60R
30"X24"

BEGIN RIGHT TURN LANE
R3-20R
24"X36"

12' 12'

TLE

R/W

15'

15'

25'

12'

12'

50'

12'

147+00 148+00 149+00 150+00 STH 33 151+00 152+00 153+00

LANE CLOSED
R11-2L
48"X30"

R/W

R/W

2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING - DETAIL 8	SHEET 287	E

2

LEGEND

- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- WORK AREA
- TRAFFIC CONTROL DRUMS
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY SIGN SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- (1) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH
- TRAFFIC FLOW DIRECTION

NOTES

DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" OR "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

EXAMPLE CONSTRUCTION DETAIL FOR:

SW/SE QUAD - N 15TH AVE
NW/SW QUAD - VETERANS AVE
NW/NE QUAD - NORTH ST
NW/SW QUAD - WISCONSIN ST
NW/NE/SW/SE QUAD - N SILVERBROOK DR
NW QUAD - FAIR ST
NW/NE QUAD - LENORA DR
NE QUAD - N 10TH AVE
NE QUAD - N 9TH AVE
NE QUAD - N 8TH AVE
NE QUAD - N INDIANA AVE

NE QUAD - SCENIC DR
NE QUAD - CLEARVIEW DR
SE QUAD - RIVERSHORES DR
NW/SW QUAD - HIGH ST

N

2

FOR PEDESTRIANS FROM EAST
DETOUR M4-9BL 30"X24"
NEAREST CROSSWALK
R/W
FOR PEDESTRIANS FROM SOUTH
DETOUR M4-9BR 30"X24"
M4-60D 30"X24"
TLE
N SILVERBROOK DR
DETOUR M4-9BL 30"X24"
DETOUR M4-9BR 30"X24"
222+00
223+00
224+00
225+00
STH 33
226+00
227+00
12'
15'
50'
25'
SIDEWALK CLOSED AHEAD R9-9A 30"X18"
DETOUR M4-9BL 30"X24"
SIDEWALK CLOSED R9-9 24"X12"
M4-60R 30"X24"
INSTALL TEMPORARY CROSSWALK AS SHOWN OR UTILIZE NEAREST CROSSWALK IF APPLICABLE
DETOUR M4-9BR 30"X24"
LANE CLOSED R11-2L 48"X30"
STOP R1-1 36"X36"

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING - DETAIL 9	SHEET 288	E

2

2

LEGEND

- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- WORK AREA
- TRAFFIC CONTROL DRUMS
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY SIGN SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- (1) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH
- TRAFFIC FLOW DIRECTION

NOTES

DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" OR "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

EXAMPLE CONSTRUCTION DETAIL FOR:

NW/NE QUAD - HEISER PICK & SAVE DWY
NW/NE QUAD - WILDWOOD RD
NW/NE QUAD - SIGNALIZED COMMERCIAL DWY
NW QUAD - N UNIVERSITY DR
SW/SE QUAD - N MAIN ST
SW/SE QUAD - SERVICE DR
NE QUAD - Y DR
NE/SE QUAD - S KUESTER LN
NE/SE QUAD - N KUESTER LN
NE QUAD - HIGH ST

N

FOR PEDESTRIANS FROM SOUTH
DETOUR
M4-9BR 30"X24"

FOR PEDESTRIANS FROM EAST
DETOUR
M4-9BL 30"X24"

FOR PEDESTRIANS FROM SOUTH
DETOUR
M4-9BL 30"X24"

FOR PEDESTRIANS FROM WEST
DETOUR
M4-9BR 30"X24"

NEAREST CROSSWALK

TLE

251+00 252+00 253+00 STH 33 254+00 255+00 256+00

12'

25'

NEAREST CROSSWALK

R/W

SIDEWALK CLOSED
R9-9 24"X12"

SIDEWALK CLOSED AHEAD
R9-9A 30"X18"

DETOUR
M4-9BL 30"X24"

LANE CLOSED
R11-2L 48"X30"

N MAIN ST

STOP
R1-1 36"X36"

15'

12'

50'

TLE

SIDEWALK CLOSED
R9-9 24"X12"

LANE CLOSED
R11-2L 48"X30"

SIDEWALK CLOSED AHEAD
R9-9A 30"X18"

DETOUR
M4-9BR 30"X24"

SERVICE DR

R/W

NEAREST CROSSWALK

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING - DETAIL 10	SHEET 289	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\026204-TC_S3A_DETAILS.DWG
LAYOUT NAME - 17

PLOT DATE : 10/29/2025 9:20 AM PLOT BY : AUSTIN ROSA PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- WORK AREA
- TRAFFIC CONTROL DRUMS
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY SIGN SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- (1) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH
- TRAFFIC FLOW DIRECTION

NOTES

DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" OR "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

EXAMPLE CONSTRUCTION DETAIL FOR:

SE QUAD - N UNIVERSITY DR
SW QUAD - MUNICIPAL DR
SW/SE QUAD - STOCKHAUSEN LN
NW QUAD - CLEARVIEW DR
NE QUAD - ROLFS AVE
NW/SW QUAD - N SILVERBROOK DR

N

CLEARVIEW DR

R/W

TLE

PROVIDE TEMPORARY CROSSWALK BEHIND SIDEWALK AS SHOWN OR USE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" AND PROVIDE CROSSWALK ON EXISTING ROADWAY.

STH 33

8+00 339+00 340+00 341+00 342+00 343+00 344+00

12' 15' 50' 25' 11' 11'

M4-60R 30"X24"

M4-60D 30"X24"

LANE CLOSED R11-2L 48"X30"

STOP R1-1 36"X36"

MUNICIPAL DR

2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING - DETAIL 11	SHEET 290	E

2

LEGEND

- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- WORK AREA
- TRAFFIC CONTROL DRUMS
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY SIGN SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- (1) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH
- TRAFFIC FLOW DIRECTION

NOTES

DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

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UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

EXAMPLE CONSTRUCTION DETAIL FOR:

NE/SE QUAD - VETERANS AVE
SE QUAD - WISCONSIN AVE

N

NORTH ST

R/W

TLE

DETOUR M4-9BL 30"X24"

DETOUR M4-9BR 30"X24"

DETOUR M4-9AL 30"X24"

DETOUR M4-9AR 30"X24"

LANE CLOSED R11-2L 48"X30"

STH 33

256+00 257+00 258+00 259+00 260+00 261+00 262+00

11' 25' 15'

STOP R1-1 36"X36"

NEAREST CROSSWALK

PROPOSED R/W

SIDEWALK CLOSED R9-9 24"X12"

SIDEWALK CLOSED AHEAD R9-9A 30"X18"

BEGIN RIGHT TURN LANE R3-20R 24"X36"

VETERANS AVE

WISCONSIN ST

2

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING - DETAIL 12	SHEET 291	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\026205-TC_S3B_DETAILS.DWG
LAYOUT NAME - 18

PLOT DATE : 10/29/2025 9:22 AM PLOT BY : AUSTIN ROSA PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- WORK AREA
- TRAFFIC CONTROL DRUMS
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY SIGN SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH
- TRAFFIC FLOW DIRECTION

NOTES

DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" AND "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

EXAMPLE CONSTRUCTION DETAIL FOR:
SE QUAD - MUNICIPAL DR
NW QUAD - SCENIC DR

N

CLEARVIEW DR

MUNICIPAL DR

STH 33

FOR PEDESTRIANS FROM EAST
DETOUR M4-9BL 30"X24"

FOR PEDESTRIANS FROM SOUTH
DETOUR M4-9BR 30"X24"

DETOUR M4-9BL 30"X24"

DETOUR M4-9BR 30"X24"

R/W

TLE

NEAREST CROSSWALK

SIDEWALK CLOSED AHEAD R9-9A 30"X18"

DETOUR M4-9BL 30"X24"

SIDEWALK CLOSED R9-9 24"X12"

PROPOSED R/W

STOP R1-1 36"X36"

LANE CLOSED R11-2L 48"X30"

DETOUR M4-9BR 30"X24"

12'

15'

11'

50'

338+00 339+00 340+00 341+00 342+00 343+00 344+00

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING - DETAIL 13	SHEET 292	E

2

LEGEND

- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- WORK AREA
- TRAFFIC CONTROL DRUMS
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY SIGN SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- (1) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH
- TRAFFIC FLOW DIRECTION

NOTES

DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" OR "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

EXAMPLE CONSTRUCTION DETAIL FOR:
NW QUAD - ROLFS AVE

N

2

R/W
ROLFS AVE
M4-60D 30"X24"
PROPOSED R/W
12'
TLE
STOP R1-1 36"X36"
LANE CLOSED R11-2L 48"X30"
M4-60L 30"X24"
R/W
50'
15'
15'
12'
12'
25'
290+00
291+00
292+00
STH 33
293+00
294+00
295+00
R/W
TLE
M4-60D 30"X24"
R/W

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING - DETAIL 14	SHEET 293	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\026206-TC_S4A_DETAILS.DWG
LAYOUT NAME - 22

PLOT DATE : 10/29/2025 9:23 AM PLOT BY : AUSTIN ROSA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- WORK AREA
- TRAFFIC CONTROL DRUMS
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY SIGN SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- (1) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH
- TRAFFIC FLOW DIRECTION

NOTES

DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" OR "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE SDD 15D30-08J "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

EXAMPLE CONSTRUCTION DETAIL FOR:

NORTH RAMP - MARTIN CT
SOUTH RAMP - MARTIN CT

N

ROAD CLOSED
R11-2
48"X30"

M4-60R
30"X24"

M4-60L
30"X24"

ROAD CLOSED AHEAD
W20-3A

ROAD CLOSED
R11-2
48"X30"

ROAD CLOSED
R11-2
48"X30"

N 8TH AVE

MARTIN CT

R/W

25'

500'

STH 144/N MAIN ST

18+00 19+00 20+00 21+00 22+00 23+00

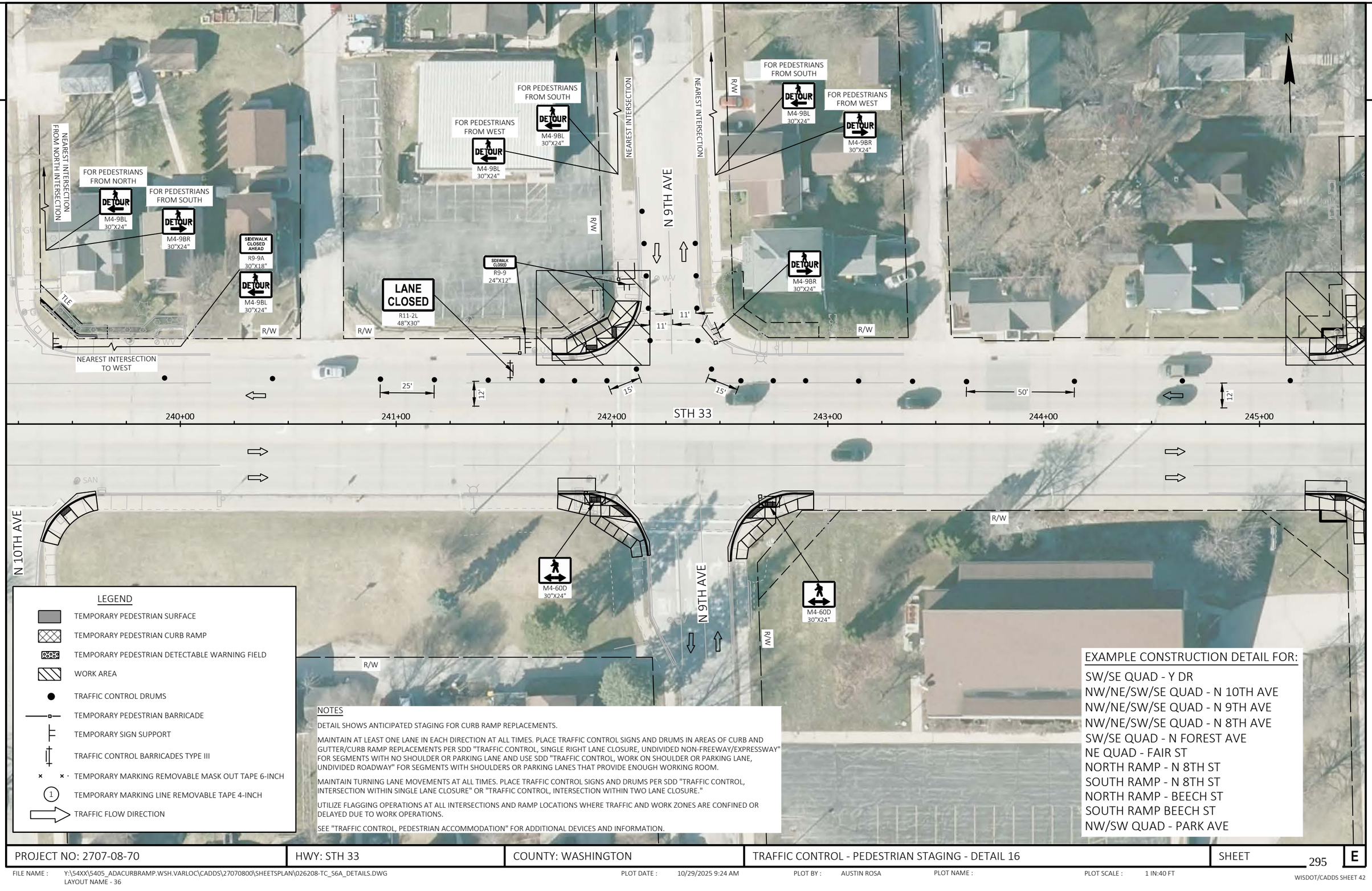
2

PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING - DETAIL 15	SHEET 294	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\026208-TC_S6A_DETAILS.DWG
LAYOUT NAME - 28

PLOT DATE : 10/29/2025 9:24 AM PLOT BY : AUSTIN ROSA PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



LEGEND

- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- WORK AREA
- TRAFFIC CONTROL DRUMS
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY SIGN SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- (1) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH
- TRAFFIC FLOW DIRECTION

NOTES

DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

MAINTAIN AT LEAST ONE LANE IN EACH DIRECTION AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" FOR SEGMENTS WITH NO SHOULDER OR PARKING LANE AND USE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR SEGMENTS WITH SHOULDERS OR PARKING LANES THAT PROVIDE ENOUGH WORKING ROOM.

MAINTAIN TURNING LANE MOVEMENTS AT ALL TIMES. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" OR "TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE."

UTILIZE FLAGGING OPERATIONS AT ALL INTERSECTIONS AND RAMP LOCATIONS WHERE TRAFFIC AND WORK ZONES ARE CONFINED OR DELAYED DUE TO WORK OPERATIONS.

SEE "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

EXAMPLE CONSTRUCTION DETAIL FOR:

SW/SE QUAD - Y DR
NW/NE/SW/SE QUAD - N 10TH AVE
NW/NE/SW/SE QUAD - N 9TH AVE
NW/NE/SW/SE QUAD - N 8TH AVE
SW/SE QUAD - N FOREST AVE
NE QUAD - FAIR ST
NORTH RAMP - N 8TH ST
SOUTH RAMP - N 8TH ST
NORTH RAMP - BEECH ST
SOUTH RAMP BEECH ST
NW/SW QUAD - PARK AVE

PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - PEDESTRIAN STAGING - DETAIL 16	SHEET 295	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\026208-TC_S6A_DETAILS.DWG
LAYOUT NAME - 36
PLOT DATE : 10/29/2025 9:24 AM
PLOT BY : AUSTIN ROSA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- WORK AREA
- TRAFFIC FLOW DIRECTION
- PEDESTRIAN TRAVEL ROUTE
- TEMPORARY AUDIBLE MESSAGING DEVICE - ROTATION AS SHOWN
- X-X — DENOTES TEMPORARY AUDIBLE MESSAGING DEVICE NUMBER
- TRAFFIC CONTROL DRUM

NOTES

ANTICIPATED ROUTE SHOWN. ADJUST AS NECESSARY TO USE THE NEAREST INTERSECTION/CROSSING OR AS ENGINEER DIRECTS.

SEE SDD'S "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

FOR TRAFFIC CONTROL DEVICES SEE TRAFFIC CONTROL STAGING DETAILS.

N

2

SIDEROAD A

SIDEROAD B

1-1

1-2

STH 33 OR STH 144

STH 33 OR STH 14

STH 33 OR STH 144

1-3

1-4

SIDEROAD A

SIDEROAD B

PROJECT NO: 2707-08-70	HWY: STH 33/STH 144	COUNTY: WASHINGTON	TEMPORARY AUDIBLE MESSAGE DETAILS - DETAIL 1	SHEET 296	E

2

LEGEND

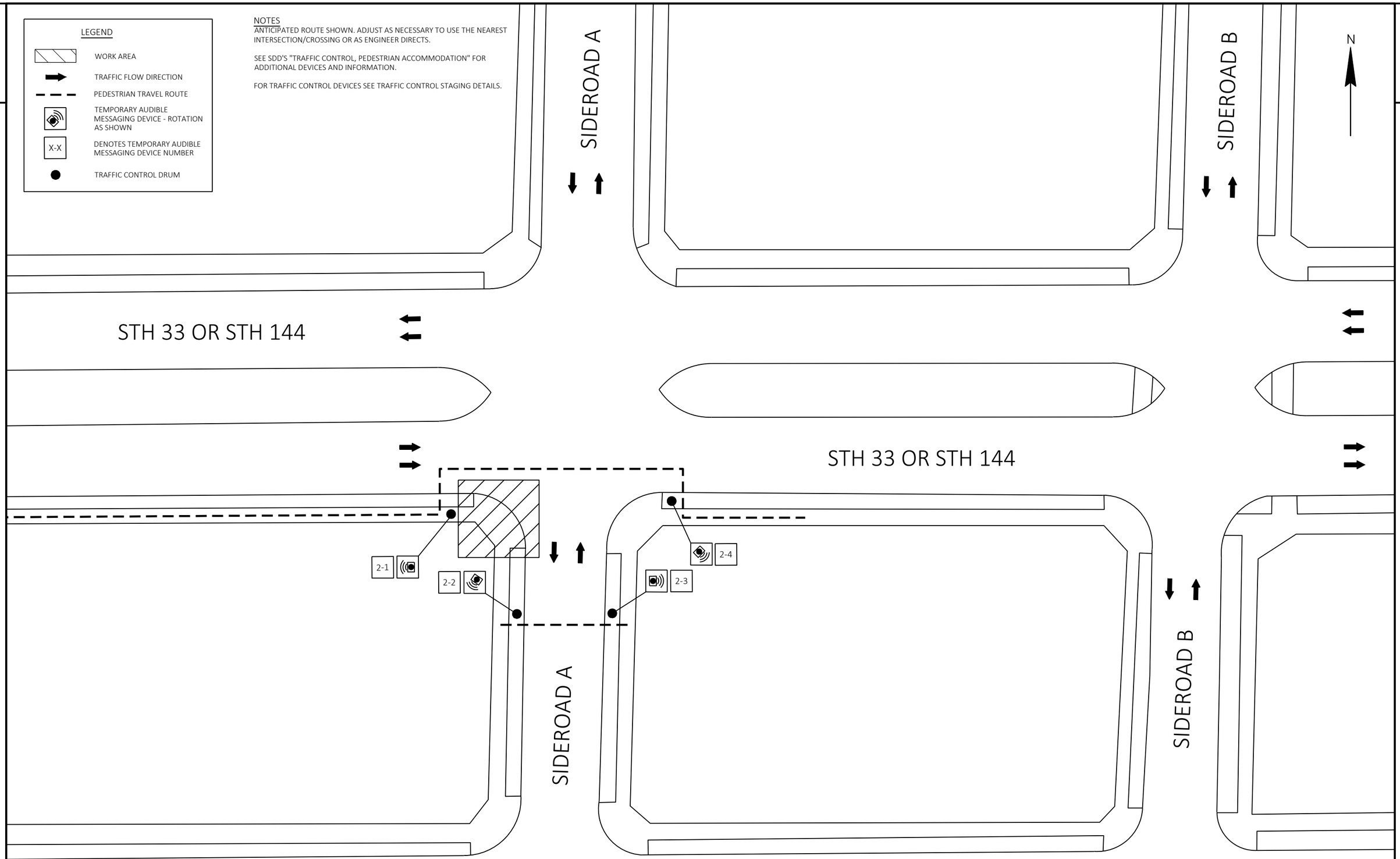
- WORK AREA
- TRAFFIC FLOW DIRECTION
- PEDESTRIAN TRAVEL ROUTE
- TEMPORARY AUDIBLE MESSAGING DEVICE - ROTATION AS SHOWN
- X-X — DENOTES TEMPORARY AUDIBLE MESSAGING DEVICE NUMBER
- TRAFFIC CONTROL DRUM

NOTES

ANTICIPATED ROUTE SHOWN. ADJUST AS NECESSARY TO USE THE NEAREST INTERSECTION/CROSSING OR AS ENGINEER DIRECTS.

SEE SDD'S "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

FOR TRAFFIC CONTROL DEVICES SEE TRAFFIC CONTROL STAGING DETAILS.



PROJECT NO: 2707-08-70	HWY: STH 33/STH 144	COUNTY: WASHINGTON	TEMPORARY AUDIBLE MESSAGE DETAILS - DETAIL 2	SHEET 297	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\026004-PED-DETAIL.DWG
LAYOUT NAME - 02

PLOT DATE : 10/30/2025 1:28 PM PLOT BY : SAM FLINT PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- WORK AREA
- TRAFFIC FLOW DIRECTION
- PEDESTRIAN TRAVEL ROUTE
- TEMPORARY AUDIBLE MESSAGING DEVICE - ROTATION AS SHOWN
- X-X — DENOTES TEMPORARY AUDIBLE MESSAGING DEVICE NUMBER
- TRAFFIC CONTROL DRUM

NOTES

ANTICIPATED ROUTE SHOWN. ADJUST AS NECESSARY TO USE THE NEAREST INTERSECTION/CROSSING OR AS ENGINEER DIRECTS.

SEE SDD'S "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

FOR TRAFFIC CONTROL DEVICES SEE TRAFFIC CONTROL STAGING DETAILS.

SIDEROAD A

SIDEROAD B

N

2

STH 33 OR STH 144

STH 33 OR STH 144

3-1

3-2

SIDEROAD A

SIDEROAD B

PROJECT NO: 2707-08-70	HWY: STH 33/STH 144	COUNTY: WASHINGTON	TEMPORARY AUDIBLE MESSAGE DETAILS - DETAIL 3	SHEET 298	E

2

LEGEND

- WORK AREA
- TRAFFIC FLOW DIRECTION
- PEDESTRIAN TRAVEL ROUTE
- TEMPORARY AUDIBLE MESSAGING DEVICE - ROTATION AS SHOWN
- X-X — DENOTES TEMPORARY AUDIBLE MESSAGING DEVICE NUMBER
- TRAFFIC CONTROL DRUM

NOTES

ANTICIPATED ROUTE SHOWN. ADJUST AS NECESSARY TO USE THE NEAREST INTERSECTION/CROSSING OR AS ENGINEER DIRECTS.

SEE SDD'S "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

FOR TRAFFIC CONTROL DEVICES SEE TRAFFIC CONTROL STAGING DETAILS.

N

2

SIDEROAD A

SIDEROAD B

4-2

4-3

R STH 144

STH 33/144

STH 33 OR STH 144

4-1

4-4

SIDEROAD A

SIDEROAD B

PROJECT NO: 2707-08-70	HWY: STH 33/STH 144	COUNTY: WASHINGTON	TEMPORARY AUDIBLE MESSAGE DETAILS - DETAIL 4	SHEET 299	E

TEMPORARY AUDIBLE MESSAGE DEVICE MESSAGING PLAN:

DETAIL 1: MEDIAN CLOSED

TAMD NUMBER	INTERSECTION	QUADRANT	MESSAGE
1-1	__(STH 33 OR STH 144)__& __(SIDEROAD A)__	NW	ATTENTION __(N/S/E/W)__BOUND AND __(OPPOSITE DIR.)__BOUND DETOUR PEDESTRIANS. YOU ARE APPROACHING THE __(N/S,E/W)__ CORNER OF __(WASHINGTON ST/MAIN ST/BARTON AVE)__AND __(SIDEROAD A)__. THE CROSSWALK ACROSS __(WASHINGTON ST/MAIN ST/BARTON AVE)__IS CLOSED TO PEDESTRIANS. __(N/S/E/W)__BOUND PEDESTRIANS, PLEASE TURN __(LEFT/RIGHT)__AND FOLLOW DETOUR ROUTE DIRECTIONS AT __(SIDEROAD B)__. __(OPPOSITE DIR.)__BOUND PEDESTRIANS, DETOUR CONCLUDES HERE.
1-2	__(STH 33 OR STH 144)__& __(SIDEROAD B)__	NW	ATTENTION DETOUR PEDESTRIANS. YOU ARE APPROACHING THE __(N/S,E/W)__ CORNER OF __(WASHINGTON ST/MAIN ST/BARTON AVE)__AND __(SIDEROAD B)__. __(N/S/E/W/)__BOUND DETOUR PEDESTRIANS, PLEASE TURN __(LEFT/RIGHT)__AND CROSS __(WASHINGTON ST/MAIN ST/BARTON AVE)__. __(OPPOSITE DIR.)__BOUND DETOUR PEDESTRIANS, PLEASE TURN __(LEFT/RIGHT)__AND FOLLOW DETOUR ROUTE DIRECTIONS AT __(SIDEROAD A)__.
1-3	__(STH 33 OR STH 144)__& __(SIDEROAD B)__	SW	ATTENTION DETOUR PEDESTRIANS. YOU ARE APPROACHING THE __(N/S,E/W)__ CORNER OF __(WASHINGTON ST/MAIN ST/BARTON AVE)__AND __(SIDEROAD B)__. __(N/S/E/W/)__BOUND DETOUR PEDESTRIANS, PLEASE TURN __(LEFT/RIGHT)__AND CROSS __(WASHINGTON ST/MAIN ST/BARTON AVE)__. __(OPPOSITE DIR.)__BOUND DETOUR PEDESTRIANS, PLEASE TURN __(LEFT/RIGHT)__AND FOLLOW DETOUR ROUTE DIRECTIONS AT __(SIDEROAD A)__.
1-4	__(STH 33 OR STH 144)__& __(SIDEROAD A)__	SW	ATTENTION __(N/S/E/W)__BOUND AND __(OPPOSITE DIR.)__BOUND DETOUR PEDESTRIANS. YOU ARE APPROACHING THE __(N/S,E/W)__ CORNER OF __(WASHINGTON ST/MAIN ST/BARTON AVE)__AND __(SIDEROAD A)__. THE CROSSWALK ACROSS __(WASHINGTON ST/MAIN ST/BARTON AVE)__IS CLOSED TO PEDESTRIANS. __(N/S/E/W)__BOUND PEDESTRIANS, PLEASE TURN __(LEFT/RIGHT)__AND FOLLOW DETOUR ROUTE DIRECTIONS AT __(SIDEROAD B)__. __(OPPOSITE DIR.)__BOUND PEDESTRIANS, DETOUR CONCLUDES HERE.

NOTE:

REPLACE VARIABLES INDICATED BY SURROUNDING UNDERSCORES WITH APPROPRIATE LOCALIZED NAMES AND DIRECTIONS.

TEMPORARY AUDIBLE MESSAGE DEVICE MESSAGING PLAN:

DETAIL 2: CORNER CLOSED, ALTERNATE CROSSWALK(S)

TAMD NUMBER	INTERSECTION	QUADRANT	MESSAGE
2-1	__(STH 33 OR STH 144)__& __(SIDEROAD A)__	SW	ATTENTION __(N/S/E/W)__BOUND PEDESTRIANS. YOU ARE APPROACHING THE __(N/S,E/W)__ CORNER OF __(WASHINGTON ST/MAIN ST/BARTON AVE)__AND __(SIDEROAD A)__. THE CORNER AHEAD IS CLOSED TO PEDESTRIANS. AN ALTERNATE CROSSWALK HAS BEEN PROVIDED, WHICH BEGINS DIRECTLY TO YOUR __(RIGHT/LEFT)__. PLEASE FOLLOW ALONG THE PROVIDED PEDESTRIAN SURFACE, RAMPS, AND BARRIERS AS YOU CROSS __(SIDEROAD A)__.
2-2*	__(STH 33 OR STH 144)__& __(SIDEROAD A)__	SW	ATTENTION __(N/S/E/W)__BOUND PEDESTRIANS. YOU ARE APPROACHING THE __(N/S,E/W)__ CORNER OF __(WASHINGTON ST/MAIN ST/BARTON AVE)__AND __(SIDEROAD A)__. THE CORNER AND CROSSWALK AHEAD IS CLOSED TO PEDESTRIANS. AN ALTERNATE CROSSWALK HAS BEEN PROVIDED WHICH BEGINS DIRECTLY TO YOUR __(RIGHT/LEFT)__. PLEASE FOLLOW ALONG THE PROVIDED PEDESTRIAN SURFACE, RAMPS, AND BARRIERS AS YOU CROSS __(SIDEROAD A)__.
2-3*	__(STH 33 OR STH 144)__& __(SIDEROAD A)__	SE	ATTENTION __(N/S/E/W)__BOUND PEDESTRIANS. YOU ARE APPROACHING THE __(N/S,E/W)__ CORNER OF __(WASHINGTON ST/MAIN ST/BARTON AVE)__AND __(SIDEROAD A)__. THE CORNER AND CROSSWALK AHEAD IS CLOSED TO PEDESTRIANS. AN ALTERNATE CROSSWALK HAS BEEN PROVIDED WHICH BEGINS DIRECTLY TO YOUR __(RIGHT/LEFT)__. PLEASE FOLLOW ALONG THE PROVIDED PEDESTRIAN SURFACE, RAMPS, AND BARRIERS AS YOU CROSS __(SIDEROAD A)__.
2-4	__(STH 33 OR STH 144)__& __(SIDEROAD A)__	SE	ATTENTION __(N/S/E/W)__BOUND PEDESTRIANS. YOU ARE APPROACHING THE __(N/S,E/W)__ CORNER OF __(WASHINGTON ST/MAIN ST/BARTON AVE)__AND __(SIDEROAD A)__. THE CROSSWALK AND FOLLOWING STREET CORNER AHEAD ARE CLOSED TO PEDESTRIANS. AN ALTERNATE CROSSWALK HAS BEEN PROVIDED, WHICH BEGINS DIRECTLY TO YOUR __(RIGHT/LEFT)__. PLEASE FOLLOW ALONG THE PROVIDED PEDESTRIAN SURFACE, RAMPS, AND BARRIERS AS YOU CROSS __(SIDEROAD A)__.

*TAMD OPTIONAL ON INTERSECTIONS WITHOUT '__(SIDEROAD A)__' MID-BLOCK TEMPORARY CROSSWALK

TEMPORARY AUDIBLE MESSAGE DEVICE MESSAGING PLAN:

DETAIL 3: CORNER CLOSED, ALTERNATE CROSSWALK TO INSIDE OF CONSTRUCTION

TAMD NUMBER	INTERSECTION	QUADRANT	MESSAGE
3-1	__(STH 33 OR STH 144)__& __(SIDEROAD A)__	SW	ATTENTION __(N/S/E/W)__BOUND PEDESTRIANS. YOU ARE APPROACHING THE __(N/S,E/W)__ CORNER OF __(WASHINGTON ST/MAIN ST/BARTON AVE)__AND __(SIDEROAD A)__. THE CORNER AHEAD IS CLOSED TO PEDESTRIANS. AN ALTERNATE CROSSWALK HAS BEEN PROVIDED, WHICH BEGINS TO YOUR __(RIGHT/LEFT)__. PLEASE FOLLOW ALONG THE PROVIDED PEDESTRIAN SURFACE, RAMPS, AND BARRIERS AS YOU CROSS __(SIDEROAD A)__.
3-2	__(STH 33 OR STH 144)__& __(SIDEROAD A)__	SE	ATTENTION __(N/S/E/W)__BOUND PEDESTRIANS. YOU ARE APPROACHING THE __(N/S,E/W)__ CORNER OF __(WASHINGTON ST/MAIN ST/BARTON AVE)__AND __(SIDEROAD A)__. THE CORNER AND CROSSWALK AHEAD IS CLOSED TO PEDESTRIANS. AN ALTERNATE CROSSWALK HAS BEEN PROVIDED WHICH BEGINS TO YOUR __(RIGHT/LEFT)__. PLEASE FOLLOW ALONG THE PROVIDED PEDESTRIAN SURFACE, RAMPS, AND BARRIERS AS YOU CROSS __(SIDEROAD A)__.

2

TEMPORARY AUDIBLE MESSAGE DEVICE MESSAGING PLAN:

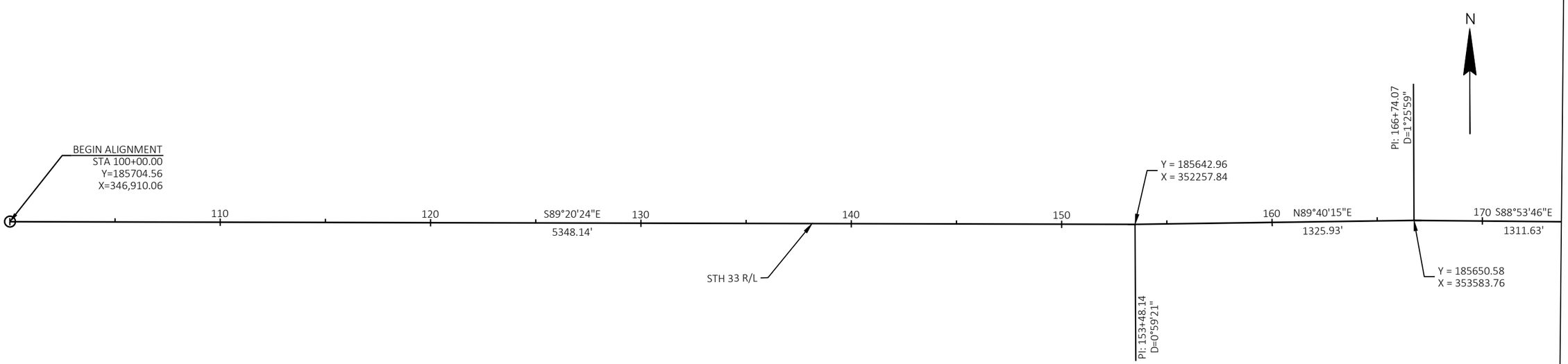
DETAIL 4: MULTIPLE CORNERS CLOSED

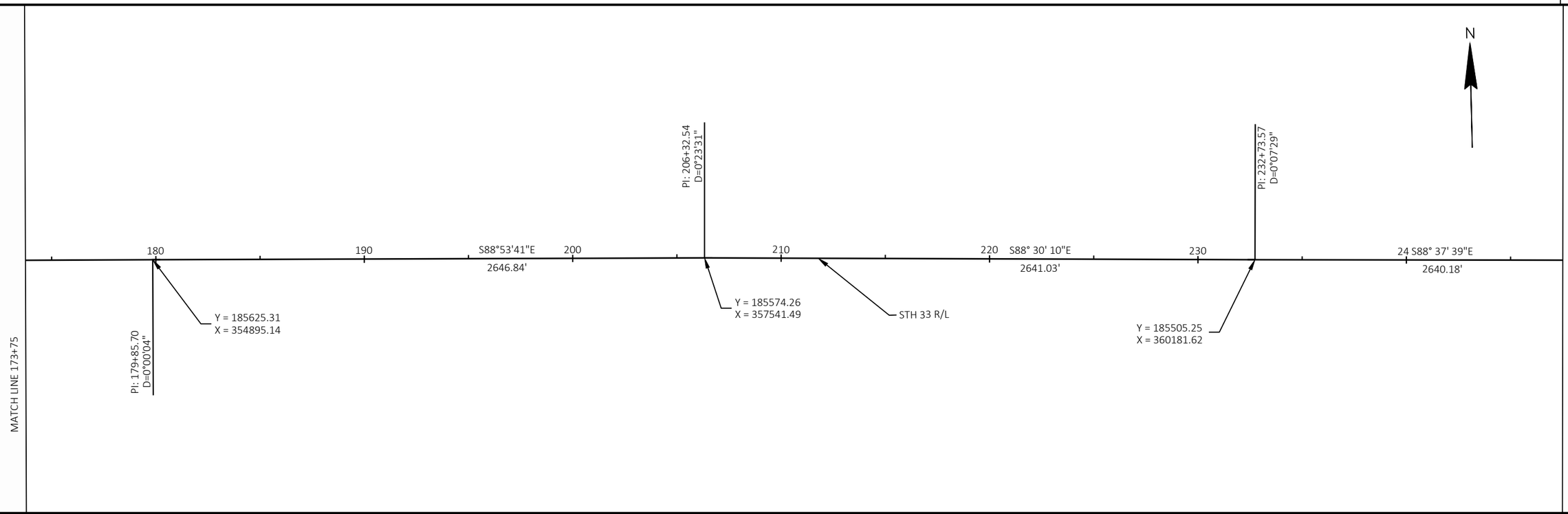
TAMD NUMBER	INTERSECTION	QUADRANT	MESSAGE
4-1	__(STH 33 OR STH 144)__& __(SIDEROAD A)__	NW	ATTENTION __(N/S/E/W)__BOUND AND __(OPPOSITE DIR.)__BOUND DETOUR PEDESTRIANS. YOU ARE APPROACHING THE __(N/S,E/W)__ CORNER OF __(WASHINGTON ST/MAIN ST/BARTON AVE)__AND __(SIDEROAD A)__. THE CROSSWALK ACROSS __(SIDEROAD A)__IS CLOSED TO PEDESTRIANS. __(N/S/E/W)__BOUND PEDESTRIANS, PLEASE TURN __(LEFT/RIGHT)__AND CROSS __(WASHINGTON ST/MAIN ST/BARTON AVE)__. __(OPPOSITE DIR.)__BOUND PEDESTRIANS, DETOUR CONCLUDES HERE.
4-2	__(STH 33 OR STH 144)__& __(SIDEROAD A)__	NW	ATTENTION DETOUR PEDESTRIANS. YOU ARE APPROACHING THE __(N/S,E/W)__ CORNER OF __(WASHINGTON ST/MAIN ST/BARTON AVE)__AND __(SIDEROAD A)__. __(N/S/E/W/)__BOUND DETOUR PEDESTRIANS, PLEASE TURN __(LEFT/RIGHT)__AND CONTINUE ON THE DETOUR ROUTE, CROSSING __(SIDEROAD B)__. __(OPPOSITE DIR.)__BOUND DETOUR PEDESTRIANS, PLEASE TURN __(LEFT/RIGHT)__AND CROSS __(WASHINGTON ST/MAIN ST/BARTON AVE)__.
4-3	__(STH 33 OR STH 144)__& __(SIDEROAD B)__	SW	ATTENTION DETOUR PEDESTRIANS. YOU ARE APPROACHING THE __(N/S,E/W)__ CORNER OF __(WASHINGTON ST/MAIN ST/BARTON AVE)__AND __(SIDEROAD A)__. __(N/S/E/W)__BOUND DETOUR PEDESTRIANS, PLEASE TURN __(LEFT/RIGHT)__AND CROSS __(WASHINGTON ST/MAIN ST/BARTON AVE)__. __(OPPOSITE DIR.)__BOUND DETOUR PEDESTRIANS, PLEASE TURN __(LEFT/RIGHT)__AND CONTINUE ON THE DETOUR ROUTE, CROSSING __(SIDEROAD A)__.
4-4	__(STH 33 OR STH 144)__& __(SIDEROAD B)__	SW	ATTENTION __(N/S/E/W)__BOUND AND __(OPPOSITE DIR.)__BOUND DETOUR PEDESTRIANS. YOU ARE APPROACHING THE __(N/S,E/W)__ CORNER OF __(WASHINGTON ST/MAIN ST/BARTON AVE)__AND __(SIDEROAD B)__. THE CROSSWALK ACROSS __(WASHINGTON ST/MAIN ST/BARTON AVE)__IS CLOSED TO PEDESTRIANS. __(N/S/E/W)__BOUND PEDESTRIANS, DETOUR CONCLUDES HERE. __(OPPOSITE DIR.)__BOUND PEDESTRIANS, PLEASE TURN __(LEFT/RIGHT)__ AND FOLLOW DETOUR ROUTE DIRECTIONS AT __(SIDEROAD B)__.

NOTE:

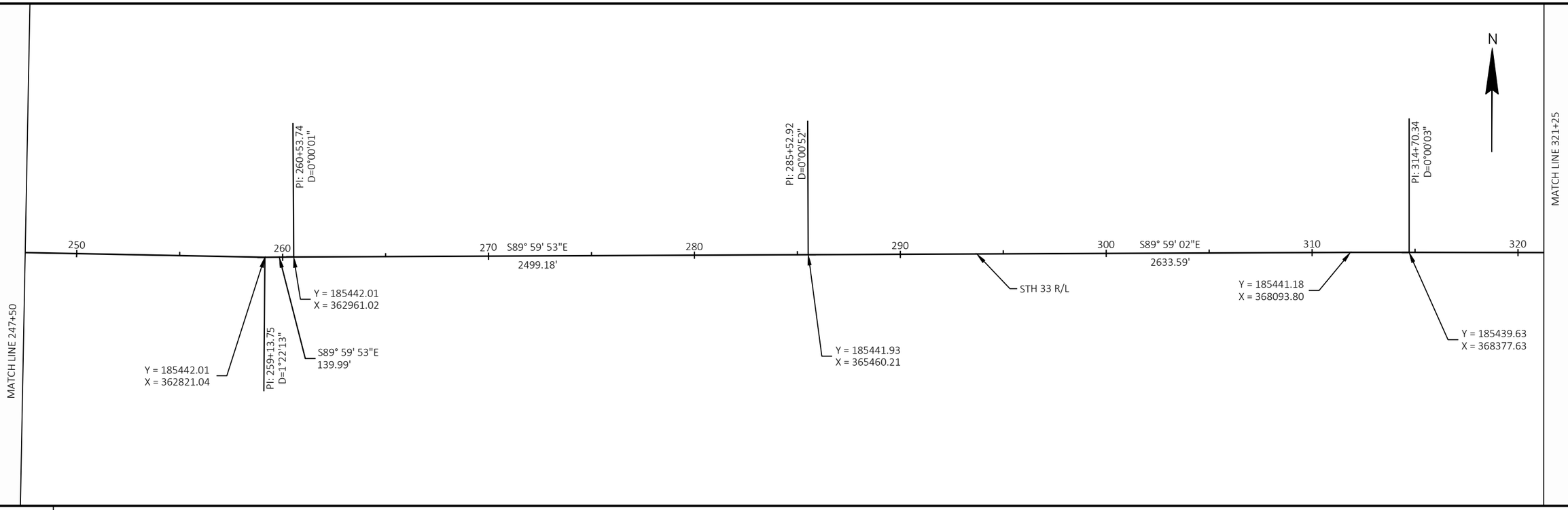
REPLACE VARIABLES INDICATED BY SURROUNDING UNDERSCORES WITH APPROPRIATE LOCALIZED NAMES AND DIRECTIONS.

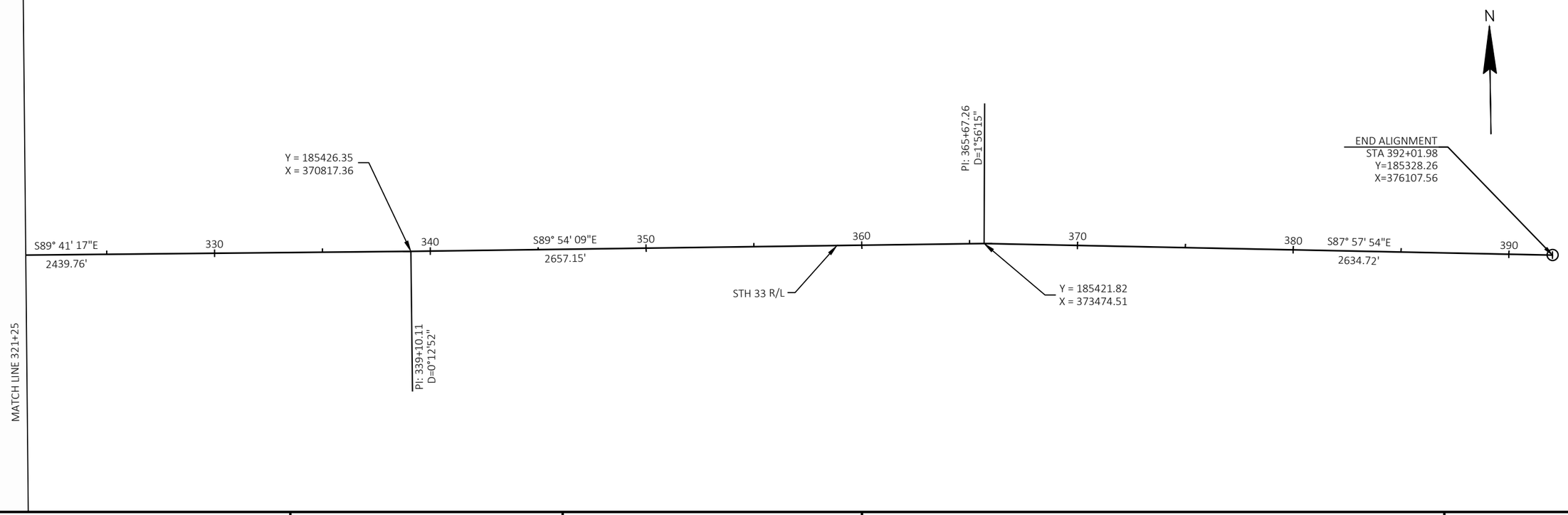
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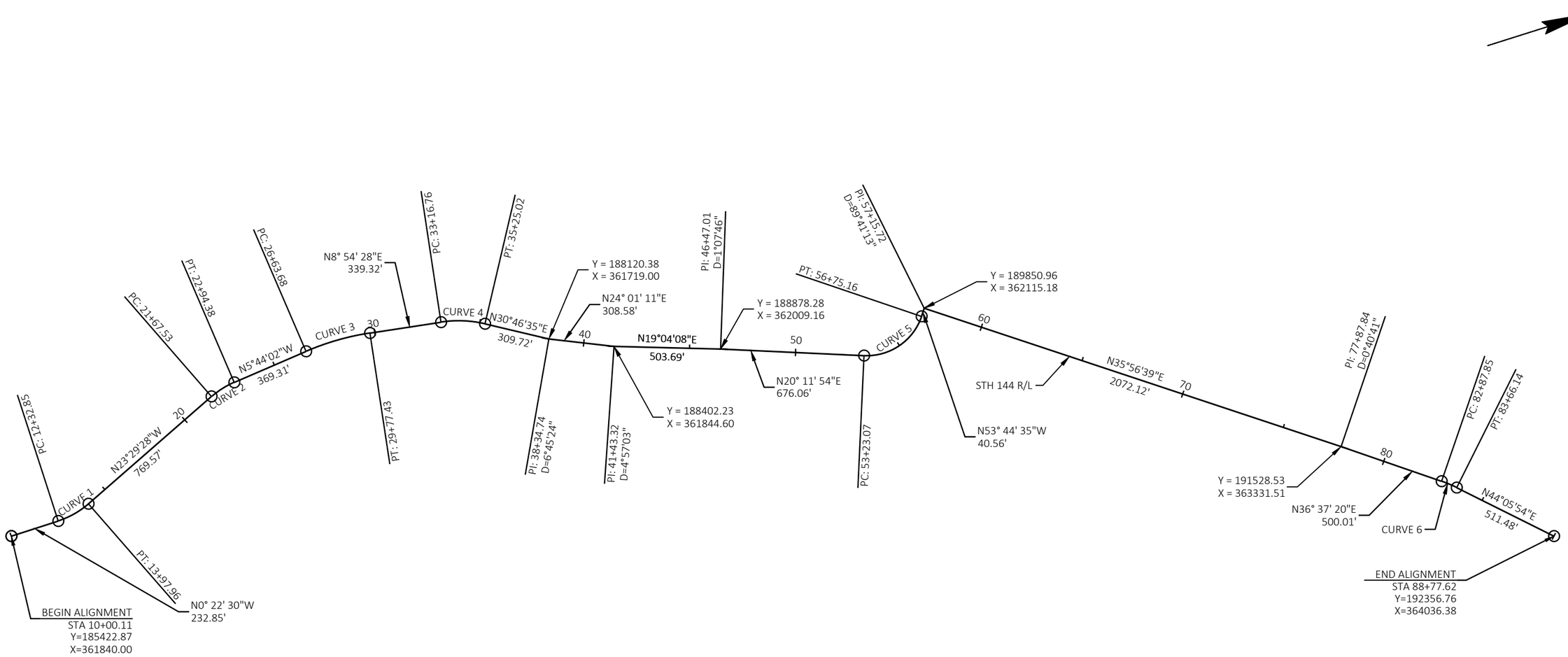
PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	ALIGNMENT DETAILS - STH 33	SHEET 302	E





PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	ALIGNMENT DETAILS - STH 33	SHEET 303	E

2



CURVE NO. 1
PI STA = 13+16.55
Y = 185739.29
X = 361837.93
PC STA = 12+32.85
Y=185655.60
X=361838.48
PT STA = 13+97.96
Y=185816.05
X=361804.57
DELTA = 23°06'58"
D = 13°59'59"
T = 83.70'
L = 165.12'
R = 409.26'

CURVE NO. 2
PI STA = 22+31.47
Y = 186580.48
X = 361472.33
PC STA = 21+67.53
Y=186521.84
X=361497.81
PT STA = 22+94.38
Y=186644.09
X=361465.94
DELTA = 17°45'25"
D = 13°59'57"
T = 63.93'
L = 126.84'
R = 409.28'

CURVE NO. 3
PI STA = 28+21.42
Y = 187168.50
X = 361413.29
PC STA = 26+63.68
Y=187011.55
X=361429.05
PT STA = 29+77.43
Y=187324.33
X=361437.71
DELTA = 14°38'30"
D = 4°40'00"
T = 157.74'
L = 313.75'
R = 1227.77'

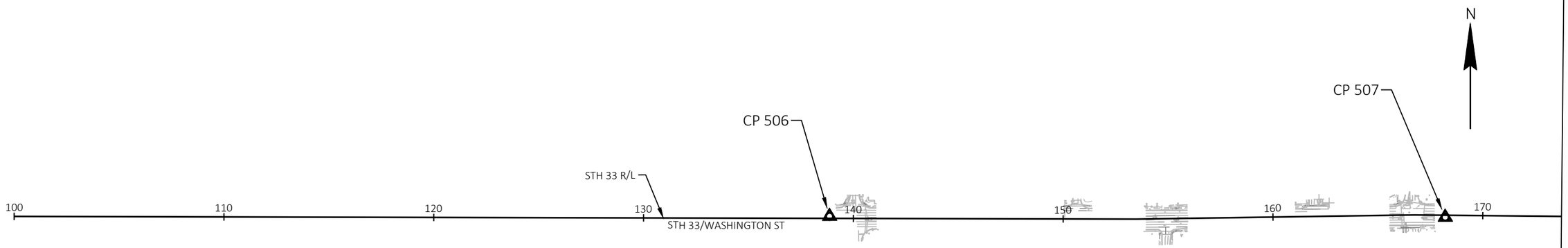
CURVE NO. 4
PI STA = 34+22.17
Y = 187763.70
X = 361506.58
PC STA = 33+16.76
Y=187659.56
X=361490.25
PT STA = 35+25.02
Y=187854.27
X=361560.52
DELTA = 21°52'06"
D = 10°30'01"
T = 105.42'
L = 208.27'
R = 545.66'

CURVE NO. 5
PI STA = 55+28.45
Y = 189705.51
X = 362313.50
PC STA = 53+23.07
Y=189512.77
X=362242.59
PT STA = 56+75.16
Y=189826.97
X=362147.89
DELTA = 73°56'29"
D = 21°00'02"
T = 205.37'
L = 352.09'
R = 272.83'

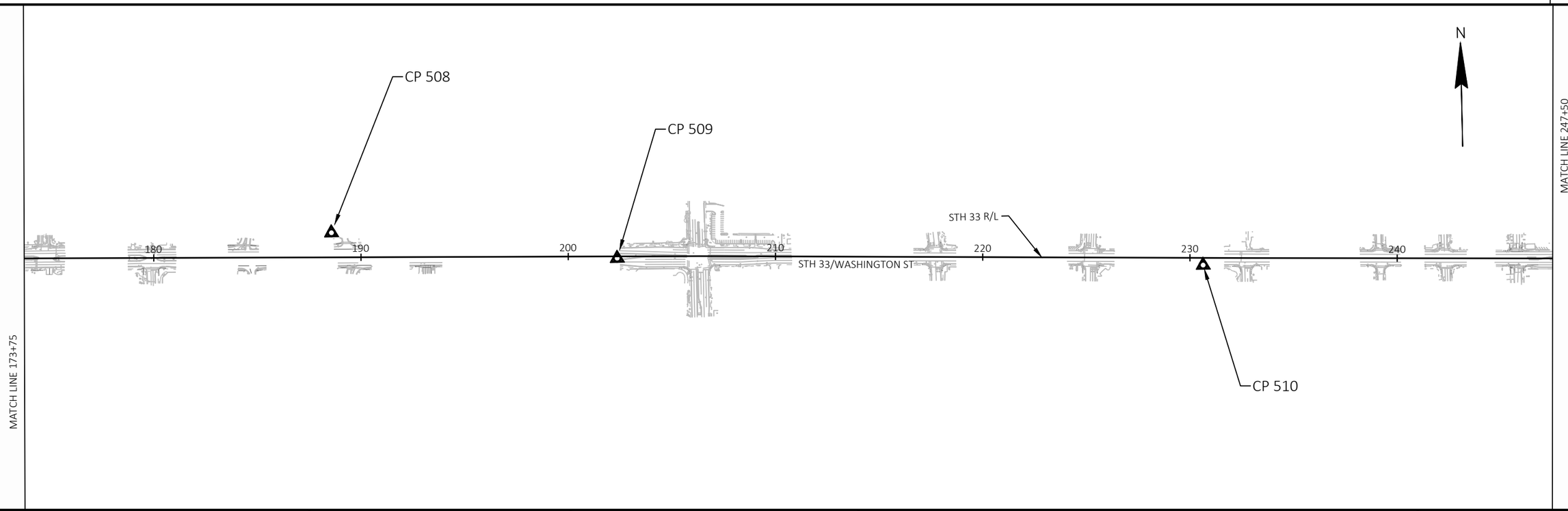
CURVE NO. 6
PI STA = 83+27.05
Y = 191961.29
X = 363653.17
PC STA = 82+87.85
Y=191929.83
X=363629.78
PT STA = 83+66.14
Y=191989.44
X=363680.45
DELTA = 7°28'35"
D = 9°32'57"
T = 39.20'
L = 78.29'
R = 600.00'

PROJECT NO: 2707-08-70	HWY: STH 144	COUNTY: WASHINGTON	ALIGNMENT DETAILS - STH 144	SHEET 304	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 027203
PLOT DATE : 10/31/2025 2:14 PM
PLOT BY : AARON SCHRAMM
PLOT NAME :
PLOT SCALE : 1 IN:500 FT
WISDOT/CADDS SHEET 42



2

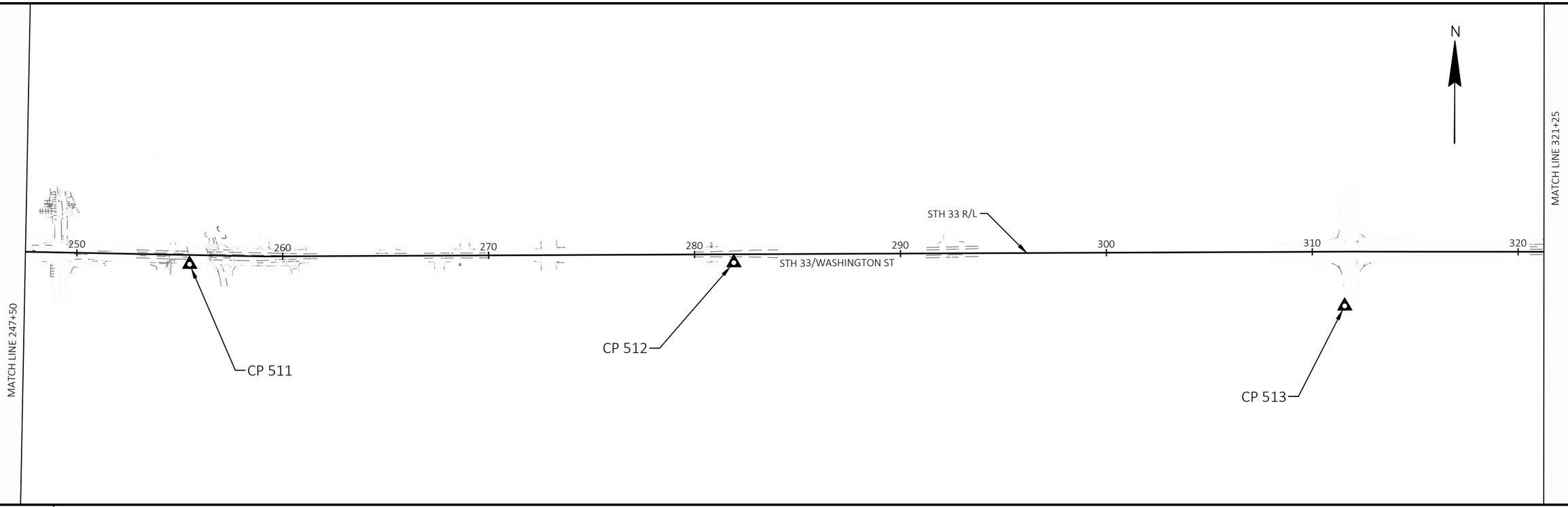


PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	ALIGNMENT LAYOUT - SURVEY CONTROL OVERVIEW - STH 33	SHEET 305	E

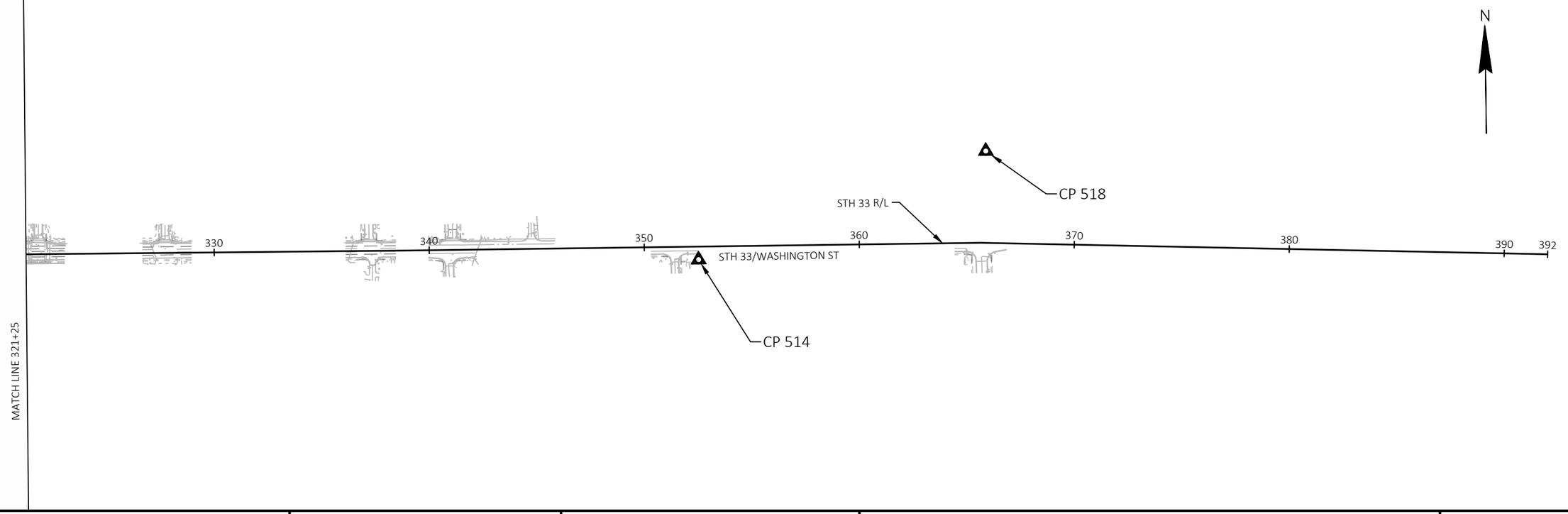
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LAYOUT NAME - 027204

PLOT DATE : 10/31/2025 2:13 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:500 FT

2



2

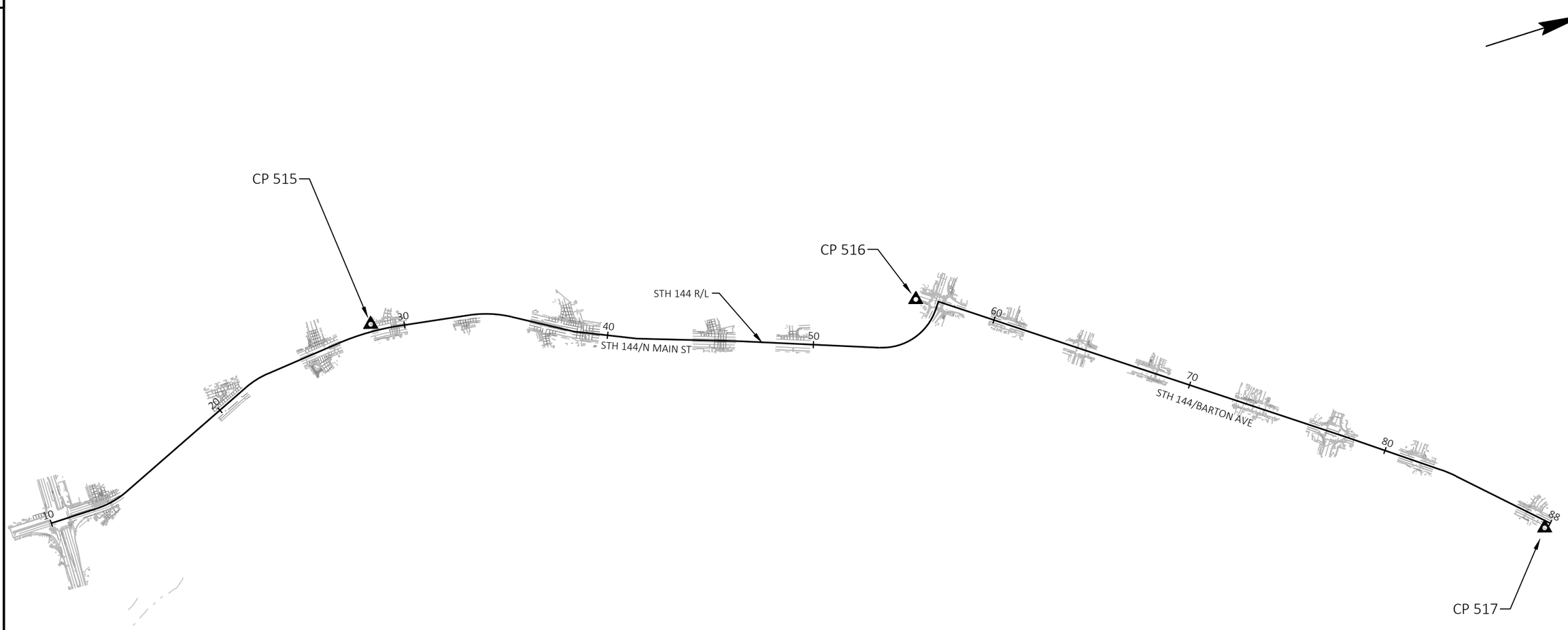


PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	ALIGNMENT LAYOUT - SURVEY CONTROL OVERVIEW - STH 33	SHEET 306	E

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\027202-AD.DWG
LAYOUT NAME - 027205

PLOT DATE : 10/31/2025 2:13 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:500 FT

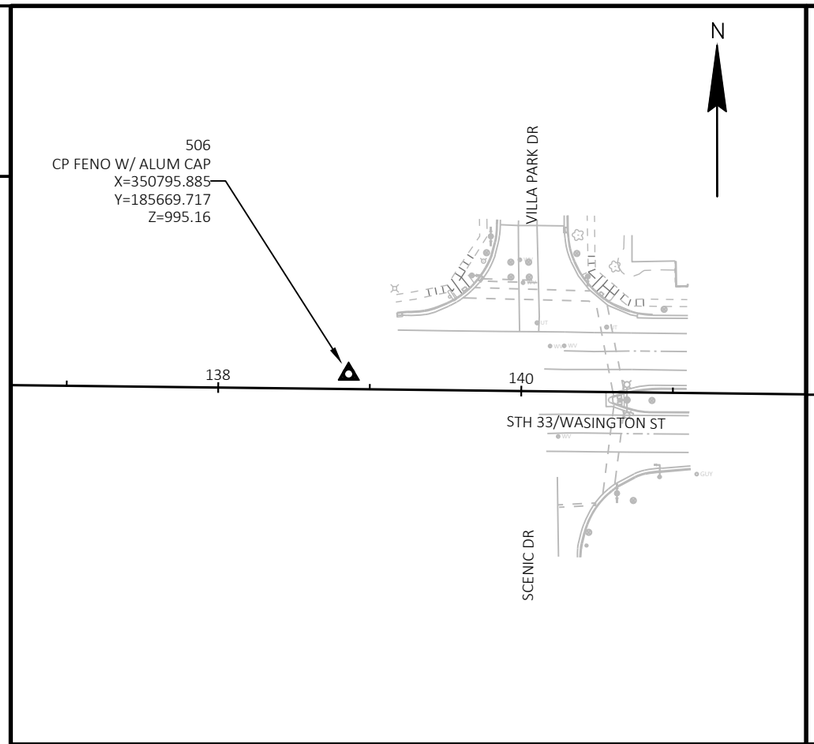
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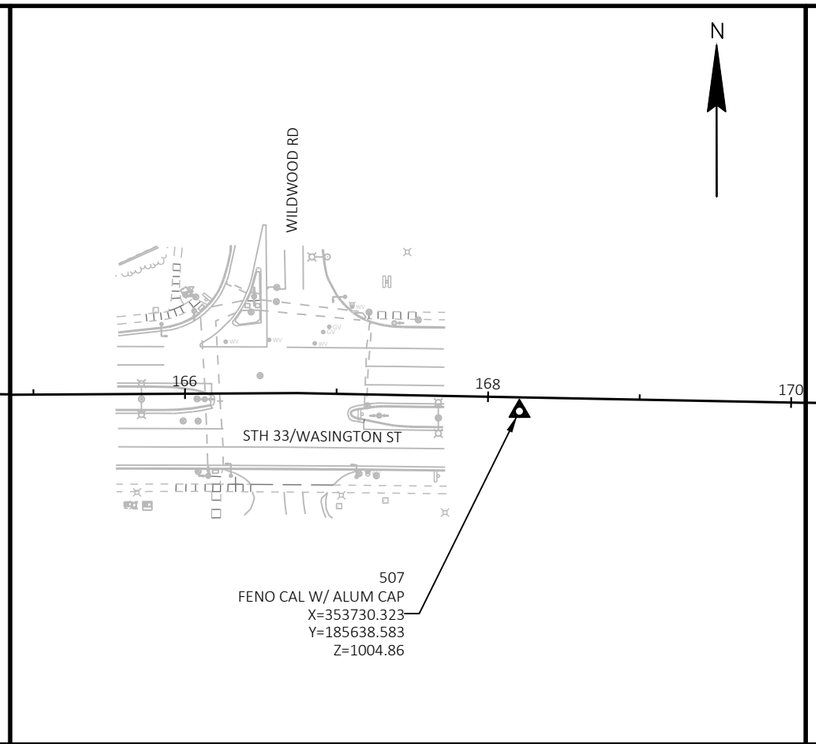


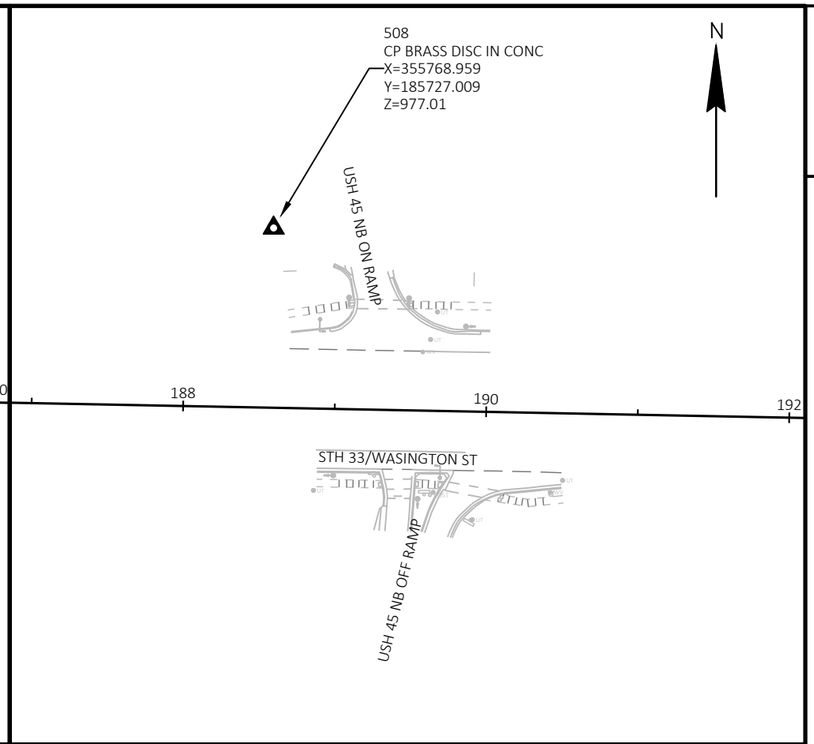
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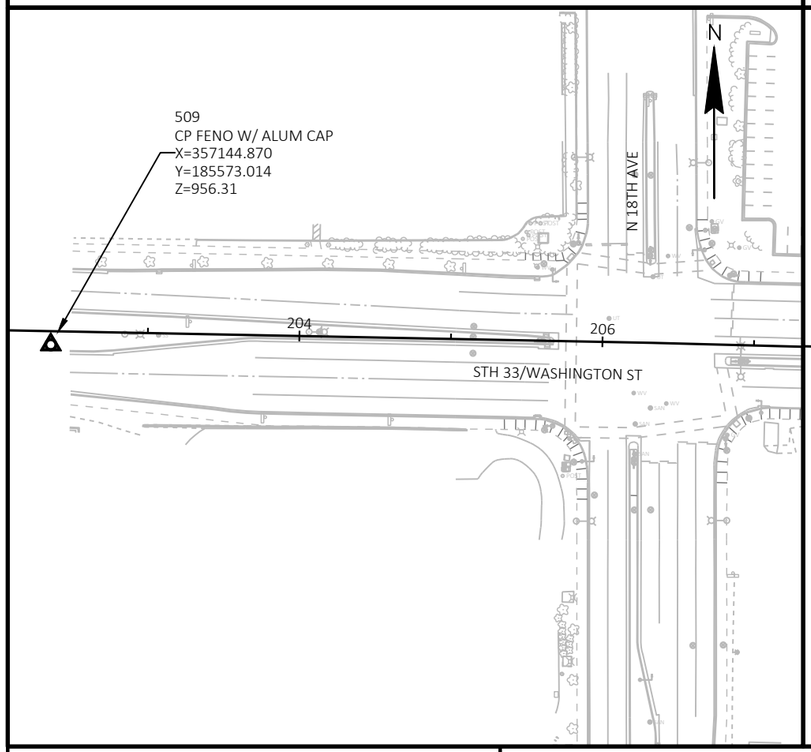
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LAYOUT NAME - 027206

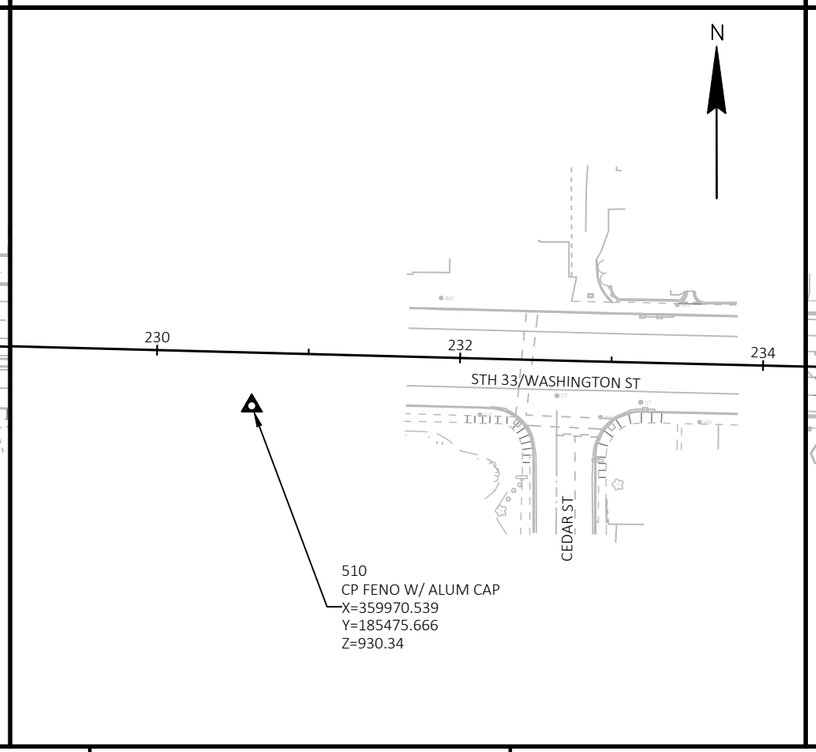
PLOT DATE : 10/31/2025 2:13 PM PLOT BY : NICHOLAS BECKER PLOT NAME : PLOT SCALE : 1 IN:500 FT

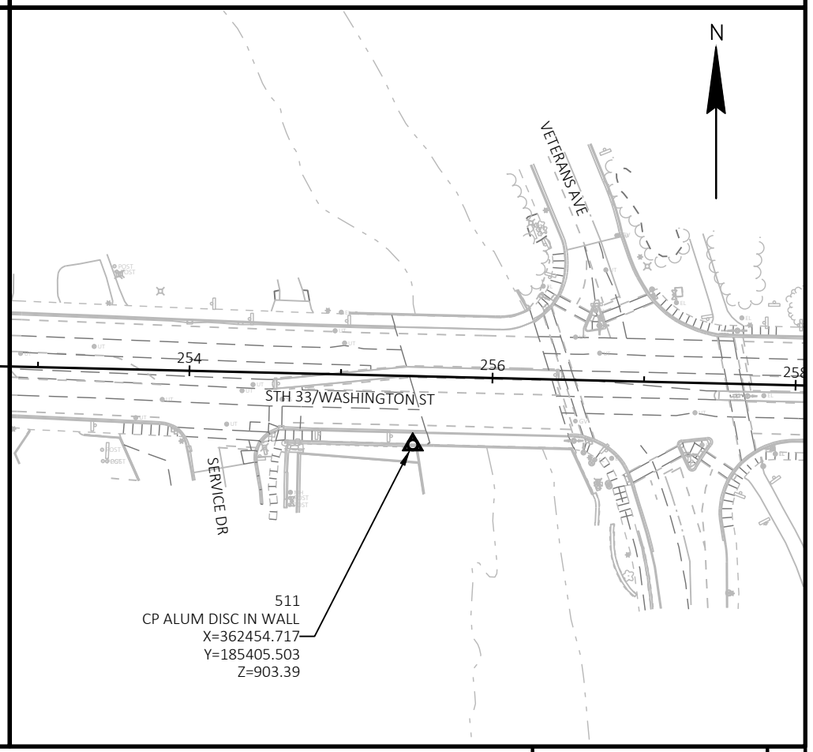








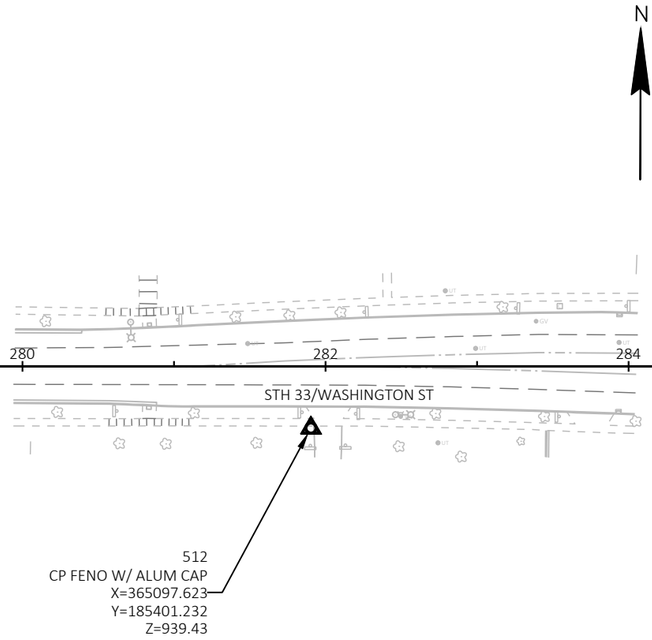


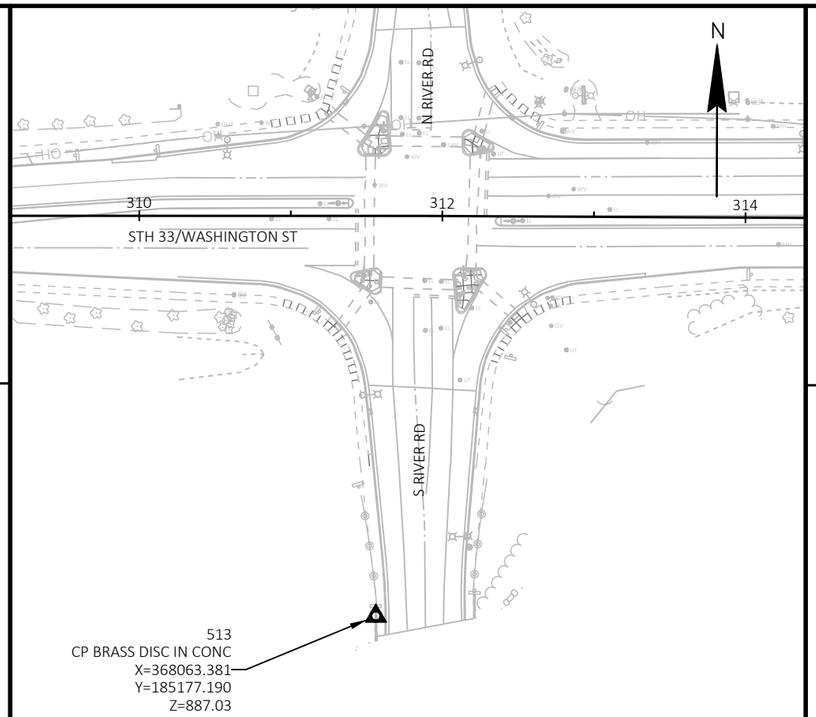


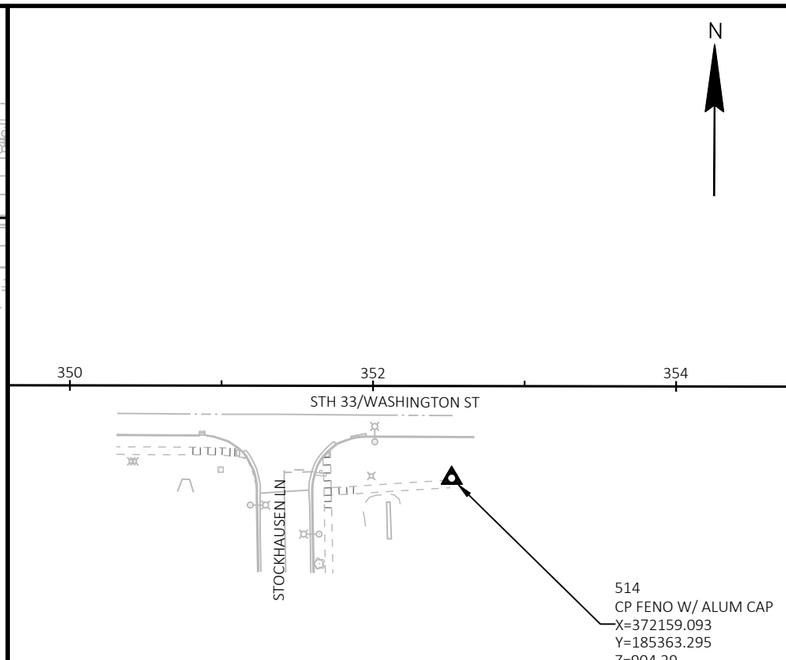
PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	ALIGNMENT LAYOUT - SURVEY CONTROL - STH 33	SHEET 308	E

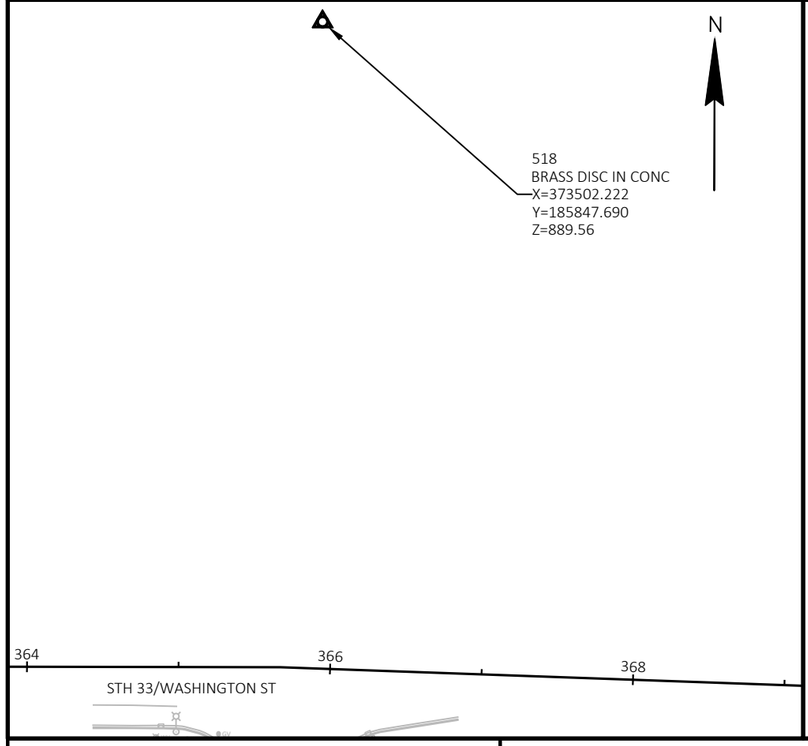
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LAYOUT NAME - 027207

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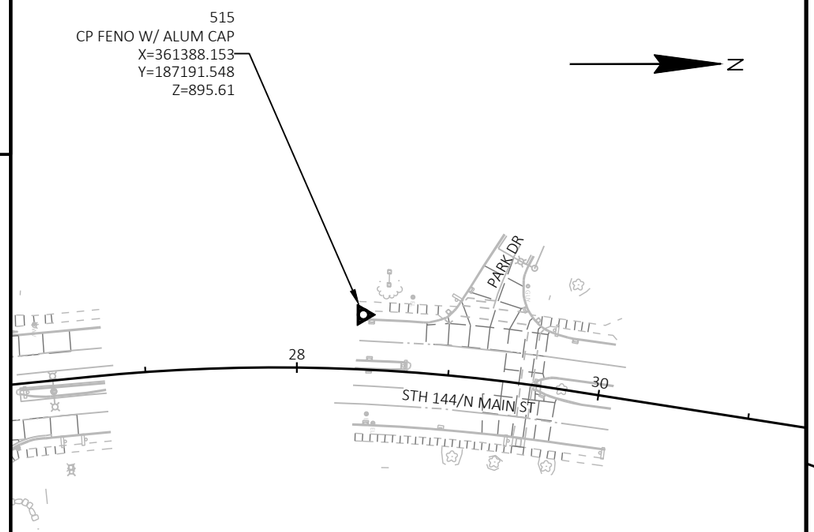


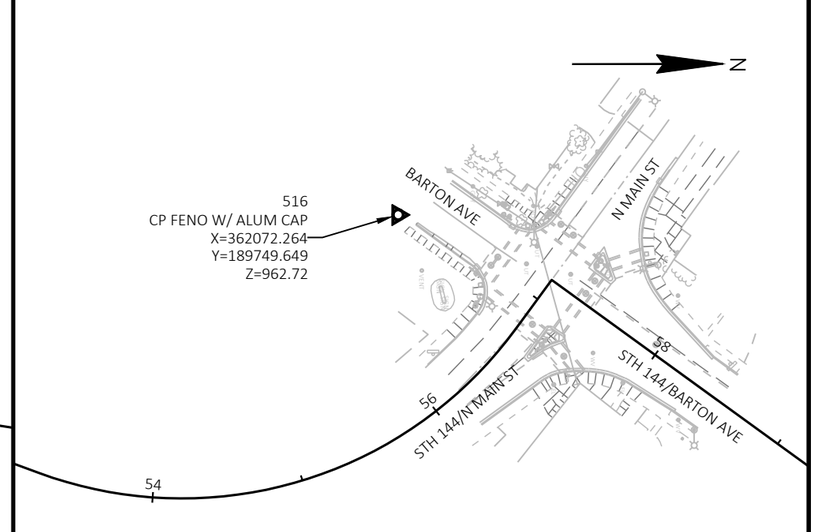


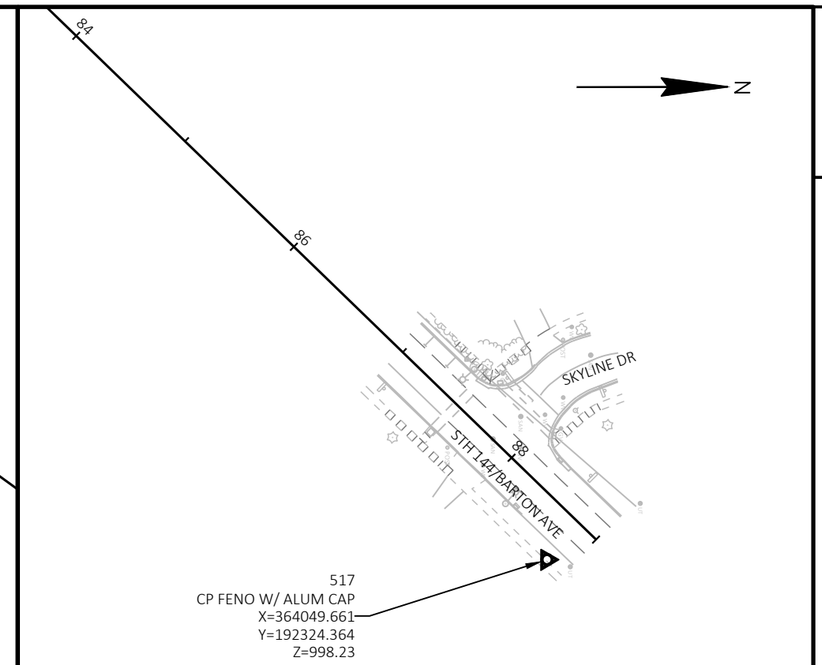


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Estimate Of Quantities

2707-08-70

Line	Item	Item Description	Unit	Total	Qty
0002	204.0100	Removing Concrete Pavement	SY	542.000	542.000
0004	204.0110	Removing Asphaltic Surface	SY	102.000	102.000
0006	204.0150	Removing Curb & Gutter	LF	4,818.000	4,818.000
0008	204.0155	Removing Concrete Sidewalk	SY	3,297.000	3,297.000
0010	204.0195	Removing Concrete Bases	EACH	1.000	1.000
0012	204.9090.S	Removing (item description) 001. Removing Conduit	LF	2.000	2.000
0014	205.0100	Excavation Common	CY	155.000	155.000
0016	213.0100	Finishing Roadway (project) 001. 2707-08-70	EACH	1.000	1.000
0018	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	1,660.000	1,660.000
0020	415.0090	Concrete Pavement 9-Inch	SY	333.000	333.000
0022	415.0100	Concrete Pavement 10-Inch	SY	37.000	37.000
0024	416.0610	Drilled Tie Bars	EACH	2,070.000	2,070.000
0026	465.0105	Asphaltic Surface	TON	12.000	12.000
0028	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	1,527.000	1,527.000
0030	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	2,542.000	2,542.000
0032	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	5.000	5.000
0034	601.0555	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A	LF	81.000	81.000
0036	601.0600	Concrete Curb Pedestrian	LF	770.000	770.000
0038	602.0410	Concrete Sidewalk 5-Inch	SF	32,133.000	32,133.000
0040	602.0415	Concrete Sidewalk 6-Inch	SF	273.000	273.000
0042	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	1,541.000	1,541.000
0044	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	844.000	844.000
0046	602.2400	Concrete Safety Islands	SF	245.000	245.000
0048	611.8110	Adjusting Manhole Covers	EACH	1.000	1.000
0050	611.8115	Adjusting Inlet Covers	EACH	35.000	35.000
0052	619.1000	Mobilization	EACH	1.000	1.000
0054	620.0300	Concrete Median Sloped Nose	SF	399.000	399.000
0056	624.0100	Water	MGAL	10.000	10.000
0058	628.1504	Silt Fence	LF	1,977.000	1,977.000
0060	628.1520	Silt Fence Maintenance	LF	1,977.000	1,977.000
0062	628.1905	Mobilizations Erosion Control	EACH	6.000	6.000
0064	628.1910	Mobilizations Emergency Erosion Control	EACH	6.000	6.000
0066	628.7005	Inlet Protection Type A	EACH	1.000	1.000
0068	628.7015	Inlet Protection Type C	EACH	222.000	222.000
0070	628.7020	Inlet Protection Type D	EACH	2.000	2.000
0072	628.7570	Rock Bags	EACH	10.000	10.000
0074	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	2.000	2.000
0076	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	2.000	2.000
0078	637.2210	Signs Type II Reflective H	SF	484.770	484.770
0080	637.2230	Signs Type II Reflective F	SF	427.250	427.250
0082	638.2602	Removing Signs Type II	EACH	77.000	77.000
0084	638.3000	Removing Small Sign Supports	EACH	71.000	71.000
0086	642.5201	Field Office Type C	EACH	1.000	1.000
0088	643.0300	Traffic Control Drums	DAY	23,360.000	23,360.000
0090	643.0420	Traffic Control Barricades Type III	DAY	975.000	975.000
0092	643.0705	Traffic Control Warning Lights Type A	DAY	1,950.000	1,950.000
0094	643.0715	Traffic Control Warning Lights Type C	DAY	1,850.000	1,850.000
0096	643.0810	Traffic Control Connected Arrow Boards	DAY	128.000	128.000
0098	643.0900	Traffic Control Signs	DAY	28,552.000	28,552.000

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Line	Item	Item Description	Unit	Total	Qty
0100	643.1000	Traffic Control Signs Fixed Message	SF	15.000	15.000
0102	643.1050	Traffic Control Signs PCMS	DAY	126.000	126.000
0104	643.1220	Traffic Control Connected Work Zone Start and End Location Markers	DAY	128.000	128.000
0106	643.3150	Temporary Marking Line Removable Tape 4-Inch	LF	1,099.000	1,099.000
0108	643.3960	Temporary Marking Removable Mask Out Tape 6-Inch	LF	385.000	385.000
0110	643.5000	Traffic Control	EACH	1.000	1.000
0112	644.1440	Temporary Pedestrian Surface Matting	SF	7,569.000	7,569.000
0114	644.1601	Temporary Pedestrian Curb Ramp	DAY	700.000	700.000
0116	644.1605	Temporary Pedestrian Detectable Warning Field	SF	528.000	528.000
0118	644.1810	Temporary Pedestrian Barricade	LF	6,540.000	6,540.000
0120	644.1900.S	Temporary Audible Message Devices	DAY	2,772.000	2,772.000
0122	646.1020	Marking Line Epoxy 4-Inch	LF	37.000	37.000
0124	646.6120	Marking Stop Line Epoxy 18-Inch	LF	1,639.000	1,639.000
0126	646.6220	Marking Yield Line Epoxy 18-Inch	EACH	27.000	27.000
0128	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	7,739.000	7,739.000
0130	646.8120	Marking Curb Epoxy	LF	595.000	595.000
0132	646.8220	Marking Island Nose Epoxy	EACH	9.000	9.000
0134	646.9010	Marking Removal Line Water Blasting 4-Inch	LF	204.000	204.000
0136	646.9012	Marking Removal Line Water Blasting 6-Inch	LF	4,715.000	4,715.000
0138	646.9110	Marking Removal Line Water Blasting 8-Inch	LF	842.000	842.000
0140	646.9210	Marking Removal Line Water Blasting Wide	LF	3,262.000	3,262.000
0142	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	8,055.000	8,055.000
0144	650.7000	Construction Staking Concrete Pavement	LF	1,280.000	1,280.000
0146	650.9000	Construction Staking Curb Ramps	EACH	217.000	217.000
0148	650.9500	Construction Staking Sidewalk (project) 001. 2707-08-70	EACH	1.000	1.000
0150	650.9911	Construction Staking Supplemental Control (project) 001. 2707-08-70	EACH	1.000	1.000
0152	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	93.000	93.000
0154	653.0900	Adjusting Pull Boxes	EACH	25.000	25.000
0156	654.0101	Concrete Bases Type 1	EACH	4.000	4.000
0158	655.0240	Cable Traffic Signal 7-14 AWG	LF	281.000	281.000
0160	657.0100	Pedestal Bases	EACH	4.000	4.000
0162	657.0405	Traffic Signal Standards Aluminum 3.5-FT	EACH	3.000	3.000
0164	657.0430	Traffic Signal Standards Aluminum 10-FT	EACH	1.000	1.000
0166	690.0150	Sawing Asphalt	LF	229.000	229.000
0168	690.0250	Sawing Concrete	LF	8,286.000	8,286.000
0170	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	500.000	500.000
0172	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,400.000	1,400.000
0174	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	1,800.000	1,800.000
0176	SPV.0060	Special 100. Curb Ramp Grading, Shaping and Finishing	EACH	183.000	183.000
0178	SPV.0060	Special 101. Round Aluminum Sign Post System in Soft Surface 7-Foot	EACH	1.000	1.000
0180	SPV.0060	Special 102. Round Aluminum Sign Post System in Soft Surface 10-Foot	EACH	70.000	70.000
0182	SPV.0060	Special 103. Round Aluminum Sign Post System in Concrete Surface 10-Foot	EACH	24.000	24.000
0184	SPV.0060	Special 104. Round Aluminum Sign post System in Concrete Surface 11-Foot	EACH	16.000	16.000
0186	SPV.0060	Special 105. Section Corner Monuments	EACH	4.000	4.000
0188	SPV.0060	Special 200. Removing and Reinstalling Pedestrian Standard with Pedestrian Push Button	EACH	2.000	2.000
0190	SPV.0060	Special 201. Removing and Reinstalling Pedestrian Push Button	EACH	3.000	3.000
0192	SPV.0060	Special 202. Extender Arm Various Lengths	EACH	5.000	5.000
0194	SPV.0090	Special 100. Concrete Curb & Gutter 24-Inch Type A	LF	1,168.000	1,168.000

Estimate Of Quantities

2707-08-70

Line	Item	Item Description	Unit	Total	Qty
0196	SPV.0090	Special 101. Marking Epoxy Ladder Crosswalk Markings	LF	91.000	91.000
0198	SPV.0090	Special 200. Adjust Existing Traffic Signal Cable	LF	53.000	53.000

REMOVAL ITEMS

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

STAGE	INTERSECTION	ROADWAY	SIDEROAD	QUADRANT	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY	646.9010 MARKING REMOVAL LINE WATER BLASTING 4-INCH LF	646.9012 MARKING REMOVAL LINE WATER BLASTING 6-INCH LF	646.9110 MARKING REMOVAL LINE WATER BLASTING 8-INCH LF	646.9210 MARKING REMOVAL LINE WATER BLASTING WIDE LF	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	COMMENTS
1A	1	STH 33	SHEPHERDS DR	MEDIAN W	--	--	19	9	--	339	--	53	--	29	
				SW	--	--	30	25	--	--	--	42	--	43	
	4	STH 33	VALLEY AVE	SW	--	--	30	11	--	--	--	23	--	43	
	6	STH 33	WILDWOOD RD	MEDIAN W	--	--	47	--	--	180	--	--	--	52	
				SW	--	--	49	23	48	--	--	--	--	64	
	7	STH 33	SIGNALIZED COMMERCIAL DWY	MEDIAN W	--	--	60	6	--	74	--	10	--	70	
				SW	--	--	39	21	--	--	--	--	--	54	
	8	STH 33	N UNIVERSITY DR	MEDIAN W	--	--	64	--	--	113	--	25	--	77	
				SW	--	--	44	24	--	--	--	--	--	63	
	9	STH 33	USH 45 SB ON RAMP	S	--	--	155	35	--	--	--	--	--	75	
	10	STH 33	USH 45 NB OFF RAMP	S	--	9	149	35	--	94	--	15	38	90	
	11	STH 33	JOHNSON ST	SW	--	--	30	9	--	--	--	--	--	44	
	SUBTOTAL				--	9	716	198	48	800	--	168	38	704	
1B	1	STH 33	SHEPHERDS DR	SE	--	--	23	19		340	--	60	--	35	
	2	STH 33	VILLA PARK DR	MEDIAN E	--	--	34	6	--	--	--	245	--	51	
				SE	--	--	24	--	--	--	--	--	--	30	
	4	STH 33	VALLEY AVE	MEDIAN E	--	--	30	6	--	--	--	--	--	60	
				SE	--	--	46	34	--	--	--	--	--	64	
	8	STH 33	N UNIVERSITY DR	MEDIAN E	--	--	43	--	--	113	--	25	--	57	
				SE	--	--	33	40	--	--	--	--	--	51	
	11	STH 33	JOHNSON ST	SE	--	--	33	10	--	--	--	--	--	51	
	SUBTOTAL				--	--	266	115	--	453	--	330	--	399	
2A	2	STH 33	VILLA PARK DR	NW	--	--	40	31	--	165	--	37	--	56	
	3	STH 33	MALL DR	N	--	--	86	28	--	107	--	27	--	111	
	5	STH 33	HEISER/PICK & SAVE DWY	N	--	4	47	26	3	--	--	--	--	104	
	6	STH 33	WILDWOOD RD	N	--	--	180	47	--	--	149	15	16	181	
	7	STH 33	SIGNALIZED COMMERCIAL DWY	NW	--	--	40	26	--	101	--	17	--	53	
	8	STH 33	N UNIVERSITY DR	NE	--	--	19	15	--	--	--	--	--	34	
	9	STH 33	USH 45 SB OFF RAMP	N	--	4	108	40	16	76	--	--	36	144	
	10	STH 33	USH 45 NB ON RAMP	N	--	--	27	27	--	61	--	--	--	50	
	SUBTOTAL				--	8	547	240	19	510	149	96	52	733	
2B	2	STH 33	VILLA PARK DR	NE	--	--	36	40	--	--	--	--	--	52	
	4	STH 33	VALLEY AVE	NE	--	--	19	20	--	--	--	--	--	34	
	7	STH 33	SIGNALIZED COMMERCIAL DWY	NE	--	--	29	23	--	--	--	--	--	49	
	8	STH 33	N UNIVERSITY DR	NW	--	--	19	22	--	--	--	--	--	33	
	SUBTOTAL				--	--	103	105	--	--	--	--	--	168	
3A	12	STH 33	MEADOWBROOK DR/N 15TH AVE	SW	--	28	57	43	--	--	--	140	43	76	
	13	STH 33	N SILVERBROOK DR	SW	--	--	60	47	--	--	--	141	--	81	
	14	STH 33	Y DR	SW	--	--	53	33	--	--	--	135	--	68	
	15	STH 33	N 10TH AVE	SW	--	--	59	40	--	--	--	96	--	76	
	16	STH 33	N 9TH AVE	SW	15	--	40	39	--	104	--	42	--	88	
	17	STH 33	N 8TH AVE	SW	14	--	44	36	--	--	--	123	--	94	
	19	STH 33	SERVICE DR	SW	--	5	26	9	--	109	--	25	--	38	
	20	STH 33	VETERANS AVE/EISENBAHN STATE TRAIL	SW	--	--	33	42	--	73	--	12	--	57	
	21	STH 33	NORTH ST/WISCONSIN ST	SW, WISC. ST	--	--	41	25	--	63	--	14	--	81	
				SE, NORTH ST*	13	--	14	14	--	--	--	--	--	80	INCLUDES E MEDIAN
				SW, NORTH ST*	7	--	10	8	--	--	--	--	--	54	INCLUDES W MEDIAN
	23	STH 33	N FOREST AVE/FAIR ST	SW, FOREST AVE	--	--	59	28	--	--	--	--	--	80	
	24	STH 33	N INDIANA AVE	SW	--	--	45	28	--	129	--	28	--	66	
	25	STH 33	MID-BLOCK W OF SCHMIDT RD	S	--	--	12	25	--	--	--	144	--	27	
	26	STH 33	ROLFS RD	SW	--	--	12	14	--	--	--	--	--	27	
	28	STH 33	LENORA DR	SW	--	--	12	14	--	--	--	--	--	27	
	29	STH 33	SCENIC DR	S	6	--	63	40	--	--	--	--	--	104	
	30	STH 33	CLEARVIEW DR	SW	--	--	50	23	--	--	--	23	--	68	
	32	STH 33	STOCKHAUSEN LN	SW	10	--	22	16	--	--	--	19	--	56	
	33	STH 33	TRENTON RD	S	--	--	93	34	--	--	--	31	--	121	
	SUBTOTAL				65	33	805	558	--	478	--	973	43	1,369	

CONTINUED ON NEXT SHEET

CONTINUED

REMOVAL ITEMS

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

STAGE	INTERSECTION	ROADWAY	SIDEROAD	QUADRANT	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY	646.9010 MARKING REMOVAL LINE WATER BLASTING 4-INCH LF	646.9012 MARKING REMOVAL LINE WATER BLASTING 6-INCH LF	646.9110 MARKING REMOVAL LINE WATER BLASTING 8-INCH LF	646.9210 MARKING REMOVAL LINE WATER BLASTING WIDE LF	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	COMMENTS
3B	12	STH 33	MEADOWBROOK DR/N 15TH AVE	SE	--	--	66	51	--	--	--	--	--	85	
	13	STH 33	N SILVERBROOK DR	SE	13	--	26	26	--	--	--	--	--	80	
	14	STH 33	Y DR	SE	--	--	49	32	31	--	--	--	--	69	
	15	STH 33	N 10TH AVE	SE	--	--	35	23	--	--	--	--	--	54	
	16	STH 33	N 9TH AVE	SE	--	--	57	37	--	--	--	--	--	77	
	17	STH 33	N 8TH AVE	SE	--	--	45	27	--	--	--	--	--	63	
	19	STH 33	SERVICE DR	SE	--	--	28	12	--	--	--	--	20	45	
	20	STH 33	VETERANS AVE/EISENBAHN STATE TRAIL	MEDIAN S	--	--	24	13	--	42	--	--	--	59	
				SE	--	9	42	37	--	--	--	--	11	59	
	21	STH 33	NORTH ST/WISCONSIN ST	SE, WISC. ST	--	--	47	35	--	--	--	--	--	66	
	23	STH 33	N FOREST AVE/FAIR ST	SE, FOREST AVE	--	--	56	31	--	--	--	--	--	79	
	24	STH 33	N INDIANA AVE	SE	--	--	46	35	--	--	--	--	--	67	
	28	STH 33	LENORA DR	SE	--	--	12	14	--	--	--	--	--	27	
	30	STH 33	CLEARVIEW DR	SE	--	--	56	27	--	--	--	--	--	71	
	32	STH 33	STOCKHAUSEN LN	SE	4	--	49	13	--	--	--	--	--	74	
	SUBTOTAL				17	9	638	413	31	42	--	--	31	975	
4A	12	STH 33	MEADOWBROOK DR/N 15TH AVE	NW	--	29	58	42	--	--	--	157	45	81	
	13	STH 33	N SILVERBROOK DR	NW	--	--	55	36	--	--	--	155	--	74	
	14	STH 33	Y DR	NW	--	--	22	17	92	--	--	137	--	39	
	15	STH 33	N 10TH AVE	NW	--	--	24	16	--	--	--	90	--	46	
	16	STH 33	N 9TH AVE	NW	--	--	52	37	14	226	--	15	--	77	
	17	STH 33	N 8TH AVE	NW	--	--	59	37	--	--	--	108	--	81	
	20	STH 33	VETERANS AVE/EISENBAHN STATE TRAIL	MEDIAN N	--	--	12	5	--	283	--	51	--	34	
				NW	--	--	32	24	--	--	--	--	--	53	
	21	STH 33	NORTH ST/WISCONSIN ST	NW, NORTH ST	--	--	35	19	--	81	--	16	--	51	
				NE, WISC. ST	--	--	17	14	--	--	--	--	--	30	
	22	STH 33	CENTER ST	NW	--	--	24	8	--	--	--	--	--	37	
	23	STH 33	N FOREST AVE/FAIR ST	NW, FAIR ST	--	--	37	22	--	--	--	--	--	58	
	24	STH 33	N INDIANA AVE	NW	--	--	52	31	--	228	--	19	--	71	
	25	STH 33	MID-BLOCK W OF SCHMIDT RD	N	--	--	12	42	--	--	--	--	--	39	
	26	STH 33	ROLFS RD	NW	--	--	43	42	--	--	--	--	--	60	
	28	STH 33	LENORA DR	NW	5	--	18	39	--	--	88	18	--	48	
	29	STH 33	SCENIC DR	NW	9	--	13	35	--	--	108	23	--	50	
	30	STH 33	CLEARVIEW DR	NW	6	--	46	26	--	--	111	23	--	78	
	SUBTOTAL				20	29	611	492	106	818	307	812	45	1,007	
4B	12	STH 33	MEADOWBROOK DR/N 15TH AVE	NE	--	--	54	45	--	--	--	283	--	73	
	13	STH 33	N SILVERBROOK DR	NE	--	--	61	26	--	--	--	299	--	79	
	14	STH 33	Y DR	NE	--	--	19	15	--	--	--	--	--	72	
	15	STH 33	N 10TH AVE	NE	--	--	53	38	--	--	--	--	--	76	
	16	STH 33	N 9TH AVE	NE	--	--	64	47	--	--	--	--	--	81	
	17	STH 33	N 8TH AVE	NE	--	--	60	38	--	--	--	--	--	79	
	20	STH 33	VETERANS AVE/EISENBAHN STATE TRAIL	NE	--	13	53	31	--	70	--	35	10	84	
				MEDIAN E	14	--	--	6	--	--	--	--	--	53	
	21	STH 33	NORTH ST/WISCONSIN ST	NE, NORTH ST	--	--	38	32	--	119	--	--	--	56	
				NW, WISC. ST*	8	--	18	25	--	--	--	--	--	81	INCLUDES W MEDIAN
	22	STH 33	CENTER ST	NE	--	--	34	25	--	--	--	--	--	48	
	23	STH 33	N FOREST AVE/FAIR ST	NW FOREST AVE	--	--	15	17	--	--	--	--	--	31	
				NE, FAIR ST*	--	--	59	40	--	--	--	--	--	92	INCLUDES SE QUAD
	24	STH 33	N INDIANA AVE	NE	--	--	46	32	--	106	--	11	--	66	
	26	STH 33	ROLFS RD	NE	--	--	13	13	--	--	--	--	--	29	
	28	STH 33	LENORA DR	NE	7	--	14	32	--	--	--	--	--	49	
	29	STH 33	SCENIC DR	NE	4	--	28	35	--	--	386	62	--	57	
	30	STH 33	CLEARVIEW DR	NE	3	--	30	22	--	--	--	--	--	57	
	SUBTOTAL				36	13	659	519	--	295	386	690	10	1,163	
5A	35	STH 144	N 8TH AVE/MARTIN CT	E, 8TH AVE-MAIN ST	--	--	62	17	--	--	--	20	--	75	
	36	STH 144	N SILVERBROOK DR/RIVERSHORES DR	SE	22	--	15	42	--	120	--	23	--	104	
	37	STH 144	REGNER PARK ENTRANCE	NE	--	--	36	24	--	137	--	--	--	51	
				MEDIAN N	--	--	51	--	--	--	--	--	--	67	
	38	STH 144	KUESTER LN S	SE	30	--	--	8	--	25	--	4	--	62	
				NE	31	--	29	28	--	--	--	--	--	98	
	39	STH 144	KUESTER LN N	SE	15	--	19	37	--	74	--	17	--	73	
				NE	25	--	--	17	--	--	--	--	--	77	
	40	STH 144	HIGH ST	NE	--	--	--	11	--	--	--	--	--	15	
	SUBTOTAL				123	--	212	184	--	356	--	64	--	622	

CONTINUED ON NEXT SHEET

CONTINUED

REMOVAL ITEMS

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

STAGE	INTERSECTION	ROADWAY	SIDEROAD	QUADRANT	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY	646.9010 MARKING REMOVAL LINE WATER BLASTING 4-INCH LF	646.9012 MARKING REMOVAL LINE WATER BLASTING 6-INCH LF	646.9110 MARKING REMOVAL LINE WATER BLASTING 8-INCH LF	646.9210 MARKING REMOVAL LINE WATER BLASTING WIDE LF	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	COMMENTS
5B	34	STH 144	BEECH ST	W	36	--	--	53	--	154	--	13	--	136	
	36	STH 144	N SILVERBROOK DR/RIVERSHORES DR	NE	27	--	--	30	--	141	--	--	--	73	
	39	STH 144	N KUESTER LN N/PARK AVE	NE, PARK AVE	--	--	19	20	--	148	--	--	--	33	
	40	STH 144	HIGH ST	SE	--	--	20	17	--	--	--	--	--	39	
	SUBTOTAL				63	--	39	120	--	443	--	13	--	281	
6A	35	STH 144	N 8TH AVE/MARTIN CT	W, MARTIN CT	--	--	39	35	--	--	--	--	--	69	
	36	STH 144	N SILVERBROOK DR/RIVERSHORES RD	SW	39	--	5	26	--	61	--	8	--	84	
	37	STH 144	REGNER PARK ENTRANCE	SW	19	--	--	13	--	68	--	18	--	54	
	39	STH 144	N KUESTER LN N/PARK AVE	SW, PARK AVE	15	--	15	19	--	53	--	22	--	75	
				MEDIAN W, PARK AVE	--	1	68	10	--	--	--	--	10	85	
	40	STH 144	HIGH ST	SW	47	--	9	29	--	66	--	20	--	96	
	41	STH 144	MITTER CIR	SW	16	--	14	17	--	65	--	18	--	61	
	SUBTOTAL				136	1	150	149	--	313	--	86	10	524	
6B	36	STH 144	N SILVERBROOK DR/RIVERSHORES RD	NW	21	--	2	36	--	--	--	--	--	61	
	37	STH 144	REGNER PARK ENTRANCE	NW	24	--	16	18	--	--	--	--	--	70	
	39	STH 144	N KUESTER LN N/PARK AVE	NW, PARK AVE	18	--	7	50	--	76	--	12	--	68	
	40	STH 144	HIGH ST	NW	7	--	25	66	--	131	--	--	--	68	
	41	STH 144	MITTER CIR	NW	12	--	22	35	--	--	--	18	--	74	
	SUBTOTAL				82	--	72	205	--	207	--	30	--	341	
		PROJECT TOTAL			542	102	4,818	3,297	204	4,715	842	3,262	229	8,286	

REMOVING CONDUIT

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

STAGE	INTERSECTION	ROADWAY	SIDEROAD	QUADRANT	204.9090.S REMOVING CONDUIT LF
6B	40	STH 144	HIGH ST	NW	2
		PROJECT TOTAL			2

CURB AND GUTTER ITEMS

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

STAGE	INTERSECTION	ROADWAY	SIDEROAD	QUADRANT	416.0610* DRILLED TIE BARS EACH	601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A LF	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0555 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A LF	601.0600 CONCRETE CURB PEDESTRIAN LF	602.2400 CONCRETE SAFETY ISLANDS SF	SPV.0090.100 CONCRETE CURB & GUTTER 24-INCH TYPE A LF	COMMENTS
1A	1	STH 33	SHEPHERDS DR	MEDIAN W	8	--	18	--	--	--	--	--	
				SW	12	--	30	--	--	--	--	--	
	4	STH 33	VALLEY AVE	SW	6	--	25	5	--	--	--	--	
	6	STH 33	WILDWOOD RD	MEDIAN W	16	--	47	--	--	--	--	--	
				SW	16	--	49	--	--	--	--	--	
	7	STH 33	SIGNALIZED COMMERCIAL DWY	MEDIAN W	22	--	50	--	--	--	--	--	
				SW	13	--	39	--	--	--	--	--	
	8	STH 33	N UNIVERSITY DR	MEDIAN W	24	--	55	--	--	--	--	--	
				SW	16	--	53	--	--	--	--	--	
	9	STH 33	USH 45 SB ON RAMP	S	19	--	26	--	25	--	--	--	STAGE 1A OR 1B
	10	STH 33	USH 45 NB OFF RAMP	S	20	--	59	--	--	--	--	--	STAGE 1A OR 1B
	11	STH 33	JOHNSON ST	SW	11	--	30	--	--	--	--	--	
	SUBTOTAL				182	--	480	5	25	--	--	--	
1B	1	STH 33	SHEPHERDS DR	SE	10	--	23	--	--	--	--	--	
	2	STH 33	VILLA PARK DR	MEDIAN E	15	--	26	--	--	--	--	--	
				SE	8	--	24	--	--	--	--	--	
	4	STH 33	VALLEY AVE	MEDIAN E	18	--	31	--	--	--	--	--	
				SE	13	--	46	--	--	--	--	--	
	8	STH 33	N UNIVERSITY DR	MEDIAN E	17	--	35	--	--	--	--	--	
				SE	12	--	33	--	--	--	--	--	
	11	STH 33	JOHNSON ST	SE	13	--	36	--	--	14	--	--	
	SUBTOTAL				107	--	254	--	--	14	--	--	
2A	2	STH 33	VILLA PARK DR	NW	9	--	39	--	--	--	--	--	
	3	STH 33	MALL DR	N	30	--	86	--	--	--	--	--	
	5	STH 33	HEISER/PICK & SAVE DWY	N	26	--	61	--	--	10	--	--	
	6	STH 33	WILDWOOD RD	NE	16	--	44	--	--	--	--	--	
				NW	19	--	54	--	--	--	--	--	
				MEDIAN N	12	--	35	--	--	--	--	--	
	7	STH 33	SIGNALIZED COMMERCIAL DWY	NW	14	--	40	--	--	--	--	--	
	8	STH 33	N UNIVERSITY DR	NE	6	--	19	--	--	21	--	--	
	9	STH 33	USH 45 SB OFF RAMP	N	43	--	86	--	41	--	--	--	
	10	STH 33	USH 45 NB ON RAMP	N	10	--	12	--	15	--	--	--	
	SUBTOTAL				186	--	476	--	56	31	--	--	
2B	2	STH 33	VILLA PARK DR	NE	12	--	36	--	--	--	--	--	
	4	STH 33	VALLEY AVE	NE	6	--	19	--	--	28	--	--	
	7	STH 33	SIGNALIZED COMMERCIAL DWY	NE	12	--	29	--	--	--	--	--	
	8	STH 33	N UNIVERSITY DR	NW	6	--	19	--	--	54	--	--	
	SUBTOTAL				37	--	103	--	--	82	--	--	
3A	12	STH 33	MEADOWBROOK DR/N 15TH AVE	SW	20	57	--	--	--	--	--	--	
	13	STH 33	N SILVERBROOK DR	SW	18	61	--	--	--	--	--	--	
	14	STH 33	Y DR	SW	18	53	--	--	--	--	--	--	
	15	STH 33	N 10TH AVE	SW	20	59	--	--	--	--	--	--	
	16	STH 33	N 9TH AVE	SW	14	58	--	--	--	--	--	--	
	17	STH 33	N 8TH AVE	SW	13	63	--	--	--	--	--	--	
	19	STH 33	SERVICE DR	SW	9	26	--	--	--	16	--	--	
	20	STH 33	VETERANS AVE/EISENBAHN STATE TRAIL	SW	11	33	--	--	--	--	--	--	
	21	STH 33	NORTH ST/WISCONSIN ST	SW, WISC. ST	14	41	--	--	--	--	--	--	
				S. NORTH ST	27	24	--	--	--	--	113	--	INCLUDES E & W MEDIAN
	23	STH 33	N FOREST AVE/FAIR ST	SW, FOREST AVE	21	--	59	--	--	43	--	--	
	24	STH 33	N INDIANA AVE	SW	17	--	45	--	--	--	--	--	
	25	STH 33	MID-BLOCK W OF SCHMIDT RD	S	5	--	12	--	--	--	--	--	
	26	STH 33	ROLFS AVE	SW	5	--	12	--	--	--	--	--	
	28	STH 33	LENORA DR	SW	5	--	12	--	--	--	--	--	
	29	STH 33	SCENIC DR E	S	22	--	75	--	--	--	--	--	
	30	STH 33	CLEARVIEW DR	SW	19	--	50	--	--	--	--	--	
	32	STH 33	STOCKHAUSEN LN	SW	17	--	35	--	--	--	--	--	
	33	STH 33	TRENTON RD	SW	17	--	--	--	--	--	--	54	
				SE	22	--	--	--	--	--	--	39	
	SUBTOTAL				317	475	300	--	--	58	113	93	

CONTINUED ON NEXT SHEET

CONTINUED

CURB AND GUTTER ITEMS

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

STAGE	INTERSECTION	ROADWAY	SIDEROAD	QUADRANT	416.0610* DRILLED TIE BARS EACH	601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A LF	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0555 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A LF	601.0600 CONCRETE CURB PEDESTRIAN LF	602.2400 CONCRETE SAFETY ISLANDS SF	SPV.0090.100 CONCRETE CURB & GUTTER 24-INCH TYPE A LF	COMMENTS
3B	12	STH 33	MEADOWBROOK DR/N 15TH AVE	SE	23	66	--	--	--	--	--	--	
	13	STH 33	N SILVERBROOK DR	SE	9	59	--	--	--	--	--	--	
	14	STH 33	Y DR	SE	17	49	--	--	--	--	--	--	
	15	STH 33	N 10TH AVE	SE	12	35	--	--	--	--	--	--	
	16	STH 33	N 9TH AVE	SE	20	57	--	--	--	--	--	--	
	17	STH 33	N 8TH AVE	SE	16	46	--	--	--	29	--	--	
	19	STH 33	SERVICE DR	SE	8	23	--	--	--	--	--	--	
	20	STH 33	VETERANS AVE/EISENBAHN STATE TRAIL	MEDIAN S	9	25	--	--	--	--	--	--	
				SE	15	42	--	--	--	--	--	--	
	21	STH 33	NORTH ST/WISCONSIN ST	SE, WISCONSIN ST	17	47	--	--	--	--	--	--	
	23	STH 33	N FOREST AVE/FAIR ST	SE, FOREST AVE	16	--	48	--	--	48	--	--	
	24	STH 33	N INDIANA AVE	SE	15	--	46	--	--	34	--	--	
	28	STH 33	LENORA DR	SE	5	--	12	--	--	--	--	--	
	30	STH 33	CLEARVIEW DR	SE	21	--	57	--	--	--	--	--	
	32	STH 33	STOCKHAUSEN LN	SE	22	--	57	--	--	--	--	--	
	SUBTOTAL				225	449	220	--	--	111	--	--	
4A	12	STH 33	MEADOWBROOK DR/N 15TH AVE	NW	19	58	--	--	--	--	--	--	
	13	STH 33	N SILVERBROOK DR	NW	16	55	--	--	--	--	--	--	
	14	STH 33	Y DR	NW	7	--	22	--	--	22	--	--	
	15	STH 33	N 10TH AVE	NW	9	--	24	--	--	--	--	--	
	16	STH 33	N 9TH AVE	NW	14	52	--	--	--	20	--	--	
	17	STH 33	N 8TH AVE	NW	15	--	59	--	--	--	--	--	
	20	STH 33	VETERANS AVE/EISENBAHN STATE TRAIL	MEDIAN N	5	14	--	--	--	--	--	--	
				NW	11	32	--	--	--	--	--	--	
	21	STH 33	NORTH ST/WISCONSIN ST	NW, NORTH ST	9	26	--	--	--	--	--	--	
				NE, WISC. ST	6	17	--	--	--	--	--	--	
	22	STH 33	CENTER ST	NW	9	--	24	--	--	--	--	--	
	23	STH 33	N FOREST AVE/FAIR ST	NW, FAIR ST	12	--	31	--	--	35	--	--	
	24	STH 33	N INDIANA AVE	NW	19	--	52	--	--	--	--	--	
	25	STH 33	MID-BLOCK W OF SCHMIDT RD	N	5	--	12	--	--	--	--	--	
	26	STH 33	ROLFS AVE	NW	16	--	43	--	--	--	--	--	
	28	STH 33	LENORA DR	NW	12	--	26	--	--	--	--	--	
	29	STH 33	SCENIC DR	NW	13	--	27	--	--	--	--	--	
	30	STH 33	CLEARVIEW DR	NW	22	--	56	--	--	--	--	--	
	SUBTOTAL				219	254	376	--	--	77	--	--	
4B	12	STH 33	MEADOWBROOK DR/N 15TH AVE	NE	19	54	--	--	--	--	--	--	
	13	STH 33	N SILVERBROOK DR	NE	18	61	--	--	--	--	--	--	
	14	STH 33	Y DR	NE	6	--	19	--	--	21	--	--	
	15	STH 33	N 10TH AVE	NE	16	--	53	--	--	39	--	--	
	16	STH 33	N 9TH AVE	NE	23	65	--	--	--	--	--	--	
	17	STH 33	N 8TH AVE	NE	17	60	--	--	--	--	--	--	
	20	STH 33	VETERANS AVE/EISENBAHN STATE TRAIL	NE	10	53	--	--	--	24	--	--	
				MEDIAN E	16	--	--	--	--	--	63	--	
	21	STH 33	NORTH ST/WISCONSIN ST	NE, NORTH ST	12	38	--	--	--	--	--	--	
				NW, WISC. ST	6	18	--	--	--	--	69	--	INCLUDES W MEDIAN
	22	STH 33	CENTER ST	NE	9	--	30	--	--	--	--	--	
	23	STH 33	N FOREST AVE/FAIR ST	NW FOREST AVE	5	--	15	--	--	30	--	--	
				NE, FAIR ST	10	--	37	--	--	49	--	--	
				SE, FAIR ST	6	--	17	--	--	--	--	--	
	24	STH 33	N INDIANA AVE	NE	15	--	46	--	--	--	--	--	
	26	STH 33	ROLFS AVE	NE	7	--	17	--	--	--	--	--	
	28	STH 33	LENORA DR	NE	12	--	26	--	--	--	--	--	
	29	STH 33	SCENIC DR	NE	15	--	36	--	--	--	--	--	
	30	STH 33	CLEARVIEW DR	NE	15	--	37	--	--	--	--	--	
	SUBTOTAL				237	349	333	--	--	163	132	--	
5A	35	STH 144	N 8TH AVE/MARTIN CT	E, 8TH AVE-MAIN ST	24	--	--	--	--	--	--	119	
	36	STH 144	N SILVERBROOK DR/RIVERSHORES DR	SE	19	--	--	--	--	--	--	44	
	37	STH 144	REGNER PARK ENTRANCE	NE	12	--	--	--	--	--	--	36	
				MEDIAN N	20	--	--	--	--	--	--	50	
	38	STH 144	KUESTER LN S	SE	17	--	--	--	--	--	--	27	
				NE	27	--	--	--	--	27	--	52	
	39	STH 144	KUESTER LN N	SE	17	--	--	--	--	33	--	41	
				NE	23	--	--	--	--	--	--	43	
	40	STH 144	HIGH ST	NE	--	--	--	--	--	--	--	--	
	SUBTOTAL				159	--	--	--	--	60	--	412	

CONTINUED ON NEXT SHEET

CONTINUED

CURB AND GUTTER ITEMS

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

STAGE	INTERSECTION	ROADWAY	SIDEROAD	QUADRANT	416.0610* DRILLED TIE BARS EACH	601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A LF	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0555 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A LF	601.0600 CONCRETE CURB PEDESTRIAN LF	602.2400 CONCRETE SAFETY ISLANDS SF	SPV.0090.100 CONCRETE CURB & GUTTER 24-INCH TYPE A LF	COMMENTS
5B	34	STH 144	BEECH ST	W	29	--	--	--	--	32	--	62	
	36	STH 144	N SILVERBROOK DR/RIVERSHORES DR	NE	19	--	--	--	--	--	--	40	
	39	STH 144	N KUESTER LN N/PARK AVE	NE, PARK AVE	6	--	--	--	--	27	--	19	
	40	STH 144	HIGH ST	SE	7	--	--	--	--	--	--	20	
	SUBTOTAL				61	--	--	--	--	59	--	141	
6A	35	STH 144	N 8TH AVE/MARTIN CT	W	15	--	--	--	--	--	--	39	
	36	STH 144	N SILVERBROOK DR/RIVERSHORES RD	SW	22	--	--	--	--	25	--	35	
	37	STH 144	REGNER PARK ENTRANCE	SW	15	--	--	--	--	--	--	28	
	39	STH 144	N KUESTER LN/PARK AVE	SW, PARK AVE	21	--	--	--	--	--	--	54	
				MEDIAN W, PARK AVE	28	--		--	--	--	--	68	
	40	STH 144	HIGH ST	SW	25	--	--	--	--	27	--	44	
	41	STH 144	MITTER CIR	SW	16	--	--	--	--	--	--	35	
	SUBTOTAL				142	--	--	--	--	52	--	302	
6B	36	STH 144	N SILVERBROOK DR/RIVERSHORES RD	NW	15	--	--	--	--	5	--	30	
	37	STH 144	REGNER PARK ENTRANCE	NW	20	--	--	--	--	18	--	40	
	39	STH 144	N KUESTER LN N/PARK AVE	NW, PARK AVE	18	--	--	--	--	6	--	49	
	40	STH 144	HIGH ST	NW	20	--	--	--	--	33	--	52	
	41	STH 144	MITTER CIR	NW	19	--	--	--	--	--	--	48	
	SUBTOTAL				92	--	--	--	--	62	--	219	
	PROJECT TOTAL				1,963	1,527	2,542	5	81	770	245	1,168	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\030201-MQ.DWG
LAYOUT NAME - 06
PLOT DATE : 12/23/2025 11:45 AM PLOT BY : SAM FLINT PLOT NAME : PLOT SCALE : 1" = 1'
WISDOT/CADDS SHEET 42

CONCRETE PAVEMENT ITEMS

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

STAGE	INTERSECTION	ROADWAY	SIDEROAD	QUADRANT	205.0100* EXCAVATION COMMON CY	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	415.0090 CONCRETE PAVEMENT 9-INCH SY	415.0100 CONCRETE PAVEMENT 10-INCH SY	465.0105 ASPHALTIC SURFACE TON	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0415 CONCRETE SIDEWALK 6-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF	620.0300 CONCRETE MEDIAN SLOPED NOSE SF
1A	1	STH 33	SHEPHERDS DR	MEDIAN W	--	4	--	--	--	91	--	20	--	--
				SW	--	8	--	--	--	152	--	20	--	--
	4	STH 33	VALLEY AVE	SW	--	7	--	--	--	95	--	10	--	--
	6	STH 33	WILDWOOD RD	MEDIAN W	--	10	--	--	--	258	--	--	20	50
				SW	--	13	--	--	--	188	--	10	--	--
	7	STH 33	SIGNALIZED COMMERCIAL DWY	MEDIAN W	--	10	--	--	--	65	--	--	21	34
				SW	--	11	--	--	--	177	--	10	--	--
	8	STH 33	N UNIVERSITY DR	MEDIAN W	--	13	--	--	--	179	--	21	--	40
				SW	--	13	--	--	--	255	--	20	--	--
	9	STH 33	USH 45 SB ON RAMP	S	--	16	--	--	--	293	--	10	21	--
	10	STH 33	USH 45 NB OFF RAMP	S	--	20	--	--	2	338	--	20	35	--
	11	STH 33	JOHNSON ST	SW	--	6	--	--	--	62	--	--	18	--
	SUBTOTAL				--	131	--	--	2	2,153	--	141	115	124
1B	1	STH 33	SHEPHERDS DR	SE	--	8	--	--	--	190	--	20	--	--
	2	STH 33	VILLA PARK DR	MEDIAN E	--	7	--	--	--	48	--	--	--	47
				SE	--	5	--	--	--	42	--	10	--	--
	4	STH 33	VALLEY AVE	MEDIAN E	--	9	--	--	--	57	--	--	21	61
				SE	--	15	--	--	--	313	--	20	--	--
	8	STH 33	N UNIVERSITY DR	MEDIAN E	--	9	--	--	--	162	--	--	--	41
				SE	--	16	--	--	--	453	--	--	--	--
	11	STH 33	JOHNSON ST	SE	--	7	--	--	--	93	--	--	14	--
	SUBTOTAL				--	76	--	--	--	1,358	--	50	35	149
2A	2	STH 33	VILLA PARK DR	NW	--	13	--	--	--	296	--	--	16	--
	3	STH 33	MALL DR	N	--	21	--	--	--	255	--	20	--	--
	5	STH 33	HEISER/PICK & SAVE DWY	N	2	16	--	6	1	194	--	20	--	--
	6	STH 33	WILDWOOD RD	N	--	33	--	--	--	470	--	20	50	--
	7	STH 33	SIGNALIZED COMMERCIAL DWY	NW	--	11	--	--	--	226	--	20	--	--
	8	STH 33	N UNIVERSITY DR	NE	--	7	--	--	--	146	--	10	--	--
	9	STH 33	USH 45 SB OFF RAMP	N	--	31	--	--	1	353	--	10	45	--
	10	STH 33	USH 45 NB ON RAMP	N	--	10	--	--	--	235	--	20	--	--
	SUBTOTAL				2	142	--	6	2	2,175	--	120	110	--
2B	2	STH 33	VILLA PARK DR	NE	--	15	--	--	--	299	--	10	18	--
	4	STH 33	VALLEY AVE	NE	--	8	--	--	--	176	--	10	--	--
	7	STH 33	SIGNALIZED COMMERCIAL DWY	NE	--	11	--	--	--	268	--	10	--	--
	8	STH 33	N UNIVERSITY DR	NW	--	9	--	--	--	226	--	10	--	--
	SUBTOTAL				--	43	--	--	--	969	--	40	18	--
3A	12	STH 33	MEADOWBROOK DR/N 15TH AVE	SW	--	24	--	--	2	515	--	20	--	--
	13	STH 33	N SILVERBROOK DR	SW	--	18	--	--	--	475	--	10	15	--
	14	STH 33	Y DR	SW	--	16	--	--	--	433	--	10	15	--
	15	STH 33	N 10TH AVE	SW	--	16	--	--	--	412	--	22	--	--
	16	STH 33	N 9TH AVE	SW	5	22	--	12	--	488	--	10	16	--
	17	STH 33	N 8TH AVE	SW	5	19	--	11	--	323	--	20	--	--
	19	STH 33	SERVICE DR	SW	--	6	--	--	--	85	--	--	16	--
	20	STH 33	VETERANS AVE/EISENBAHN STATE TRAIL	SW	--	12	--	--	--	343	--	20	--	--
	21	STH 33	NORTH ST/WISCONSIN ST	SW, WISC. ST	--	10	--	--	--	266	--	20	--	--
				SE, NORTH ST	--	4	--	--	--	104	--	--	--	--
				MEDIAN E	--	3	--	--	--	64	--	--	--	26
				SW, NORTH ST	--	1	--	--	--	--	--	--	--	27
	23	STH 33	N FOREST AVE/FAIR ST	SW, FOREST AVE	--	17	--	--	--	332	--	20	--	--
	24	STH 33	N INDIANA AVE	SW	--	15	--	--	--	315	--	20	--	--
	25	STH 33	MID-BLOCK W OF SCHMIDT RD	S	--	7	--	--	--	199	--	12	--	--
	26	STH 33	ROLFS AVE	SW	--	6	--	--	--	153	--	10	--	--
	28	STH 33	LENORA DR	SW	--	6	--	--	--	160	--	10	--	--
	29	STH 33	SCENIC DR E	S	1	21	2	--	--	405	--	20	--	--
	30	STH 33	CLEARVIEW DR	SW	--	13	--	--	--	230	--	20	--	--
	32	STH 33	STOCKHAUSEN LN	SW	3	9	6	--	--	137	--	--	13	--
	33	STH 33	TRENTON RD	SW	--	13	--	--	--	206	--	10	--	--
				SE	--	9	--	--	--	132	--	10	--	--
	SUBTOTAL				13	267	8	23	2	5,777	--	264	75	53

CONTINUED ON NEXT SHEET

CONTINUED

CONCRETE PAVEMENT ITEMS

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

STAGE	INTERSECTION	ROADWAY	SIDEROAD	QUADRANT	205.0100* EXCAVATION COMMON CY	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	415.0090 CONCRETE PAVEMENT 9-INCH SY	415.0100 CONCRETE PAVEMENT 10-INCH SY	465.0105 ASPHALTIC SURFACE TON	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0415 CONCRETE SIDEWALK 6-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF	620.0300 CONCRETE MEDIAN SLOPED NOSE SF
3B	12	STH 33	MEADOWBROOK DR/N 15TH AVE	SE	--	19	--	--	--	456	--	24	--	--
	13	STH 33	N SILVERBROOK DR	SE	3	16	--	8	--	269	--	10	16	--
	14	STH 33	Y DR	SE	--	14	--	--	--	294	--	10	15	--
	15	STH 33	N 10TH AVE	SE	--	9	--	--	--	211	--	10	--	--
	16	STH 33	N 9TH AVE	SE	--	15	--	--	--	355	--	10	15	--
	17	STH 33	N 8TH AVE	SE	--	12	--	--	--	276	--	20	--	--
	19	STH 33	SERVICE DR	SE	--	5	--	--	--	181	--	10	--	--
	20	STH 33	VETERANS AVE/EISENBAHN STATE TRAIL	MEDIAN S	--	5	--	--	--	120	--	24	--	--
				SE	--	15	--	--	1	333	--	10	23	--
	21	STH 33	NORTH ST/WISCONSIN ST	SE, WISCONSIN ST	--	13	--	--	--	343	--	20	--	--
	23	STH 33	N FOREST AVE/FAIR ST	SE, FOREST AVE	--	19	--	--	--	348	--	10	--	--
	24	STH 33	N INDIANA AVE	SE	--	19	--	--	--	437	--	10	11	--
	28	STH 33	LENORA DR	SE	--	6	--	--	--	162	--	10	--	--
	30	STH 33	CLEARVIEW DR	SE	--	14	--	--	--	176	--	20	--	--
	32	STH 33	STOCKHAUSEN LN	SE	1	13	1	--	--	147	--	10	--	--
	SUBTOTAL				3	194	1	8	1	4,108	--	208	81	--
4A	12	STH 33	MEADOWBROOK DR/N 15TH AVE	NW	--	25	--	--	2	500	--	20	--	--
	13	STH 33	N SILVERBROOK DR	NW	--	16	--	--	--	391	--	10	15	--
	14	STH 33	Y DR	NW	--	6	--	--	--	--	147	10	--	--
	15	STH 33	N 10TH AVE	NW	--	6	--	--	--	144	--	10	--	--
	16	STH 33	N 9TH AVE	NW	--	17	--	--	--	408	--	20	--	--
	17	STH 33	N 8TH AVE	NW	--	16	--	--	--	276	--	20	--	--
	20	STH 33	VETERANS AVE/EISENBAHN STATE TRAIL	MEDIAN N	--	3	--	--	--	57	--	20		--
				NW	--	9	--	--	--	210	--	20	--	--
	21	STH 33	NORTH ST/WISCONSIN ST	NW, NORTH ST	--	5	--	--	--	175	--	--	19	--
				NE, WISC. ST	--	10	--	--	--	123	--	10	--	--
	22	STH 33	CENTER ST	NW	--	6	--	--	--	71	--	--	15	--
	23	STH 33	N FOREST AVE/FAIR ST	NW, FAIR ST	--	12	--	--	--	246	--	10	--	--
	24	STH 33	N INDIANA AVE	NW	--	14	--	--	--	283	--	20	--	--
	25	STH 33	MID-BLOCK W OF SCHMIDT RD	N	--	10	--	--	--	351	--	12	--	--
	26	STH 33	ROLFS AVE	NW	--	16	--	--	--	190	--	10	19	--
	28	STH 33	LENORA DR	NW	2	13	3	--	--	381	--	20	--	--
	29	STH 33	SCENIC DR	NW	2	12	5	--	--	330	--	20	--	--
	30	STH 33	CLEARVIEW DR	NW	1	15	2	--	--	264	--	10	14	--
	SUBTOTAL				4	212	10	--	2	4,400	147	242	81	--
4B	12	STH 33	MEADOWBROOK DR/N 15TH AVE	NE	--	16	--	--	--	415	--	20	--	--
	13	STH 33	N SILVERBROOK DR	NE	--	14	--	--	--	272	--	10	15	--
	14	STH 33	Y DR	NE	--	5	--	--	--	--	126	10	--	--
	15	STH 33	N 10TH AVE	NE	--	18	--	--	--	429	--	20	--	--
	16	STH 33	N 9TH AVE	NE	--	18	--	--	--	470	--	20	--	--
	17	STH 33	N 8TH AVE	NE	--	15	--	--	--	262	--	10	15	--
	20	STH 33	VETERANS AVE/EISENBAHN STATE TRAIL	NE	--	16	--	--	2	283	--	10	21	--
				MEDIAN E	--	7	--	--	--	61	--	--	--	--
	21	STH 33	NORTH ST/WISCONSIN ST	NE, NORTH ST	--	11	--	--	--	257	--	--	16	--
				NW, WISC. ST	--	5	--	--	--	114	--	10	--	--
	22	STH 33	CENTER ST	NE	--	11	--	--	--	215	--	--	18	--
	23	STH 33	N FOREST AVE/FAIR ST	NW FOREST AVE	--	7	--	--	--	167	--	10	--	--
				SE, FAIR ST	--	5	--	--	--	97	--	10	--	--
				NE, FAIR ST	--	15	--	--	--	326	--	30	--	--
	24	STH 33	N INDIANA AVE	NE	--	15	--	--	--	311	--	20	--	--
	26	STH 33	ROLFS AVE	NE	--	6	--	--	--	394	--	10	--	--
	28	STH 33	LENORA DR	NE	1	11	2	--	--	381	--	20	--	--
	29	STH 33	SCENIC DR	NE	1	12	1	--	--	348	--	20	--	--
	30	STH 33	CLEARVIEW DR	NE	1	11	1	--	--	226	--	10	16	--
	SUBTOTAL				3	218	4	--	2	5,028	126	240	100	--
5A	35	STH 144	N 8TH AVE/MARTIN CT	E, 8TH AVE-MAIN ST	3	25	8	--	--	221	--	20	--	--
	36	STH 144	N SILVERBROOK DR/RIVERSHORES DR	SE	6	20	15	--	--	381	--	--	20	--
	37	STH 144	REGNER PARK ENTRANCE	NE	2	10	5	--	--	197	--	10	--	--
				MEDIAN N	3	15	7	--	--	297	--	20	--	--
	38	STH 144	KUESTER LN S	SE	10	13	24	--	--	62	--	10	--	--
				NE	11	20	26	--	--	246	--	--	19	--
	39	STH 144	KUESTER LN N	SE	4	15	10	--	--	295	--	--	22	--
				NE	7	14	18	--	--	139	--	--	15	--
	40	STH 144	HIGH ST	NE	--	3	--	--	--	103	--	10	--	--
	SUBTOTAL				47	135	113	--	--	1,941	--	70	77	--

CONTINUED ON NEXT SHEET

CONTINUED

CONCRETE PAVEMENT ITEMS

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

STAGE	INTERSECTION	ROADWAY	SIDEROAD	QUADRANT	205.0100* EXCAVATION COMMON CY	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	415.0090 CONCRETE PAVEMENT 9-INCH SY	415.0100 CONCRETE PAVEMENT 10-INCH SY	465.0105 ASPHALTIC SURFACE TON	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0415 CONCRETE SIDEWALK 6-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF	620.0300 CONCRETE MEDIAN SLOPED NOSE SF
5B	34	STH 144	BEECH ST	W	9	26	22	--	--	484	--	12	15	--
	36	STH 144	N SILVERBROOK DR/RIVERSHORES DR	NE	7	18	18	--	--	262	--	20	--	--
	39	STH 144	N KUESTER LN N/PARK AVE	NE, PARK AVE	--	7	--	--	--	164	--	10	--	--
	40	STH 144	HIGH ST	SE	--	6	--	--	--	149	--	10	--	--
	SUBTOTAL				17	57	40	--	--	1,059	--	52	15	--
6A	35	STH 144	N 8TH AVE/MARTIN CT	W	--	12	--	--	--	270	--	20	--	--
	36	STH 144	N SILVERBROOK DR/RIVERSHORES RD	SW	13	20	32	--	--	232	--	--	20	--
	37	STH 144	REGNER PARK ENTRANCE	SW	6	10	14	--	--	107	--	--	17	--
	39	STH 144	N KUESTER LN/PARK AVE	SW, PARK AVE	2	13	6	--	--	170	--	--	15	--
				MEDIAN W, PARK AVE	--	11	--	--	--	212	--	22	--	73
	40	STH 144	HIGH ST	SW	16	27	39	--	1	296	--	20	--	--
	41	STH 144	MITTER CIR	SW	5	11	11	--	--	145	--	--	17	--
	SUBTOTAL				43	104	102	--	1 --	1,432	--	61	69	73
6B	36	STH 144	N SILVERBROOK DR/RIVERSHORES DR	NW	6	15	15	--	--	263	--	22	--	--
	37	STH 144	REGNER PARK ENTRANCE	NW	9	17	21	--	--	202	--	10	19	--
	39	STH 144	N KUESTER LN N/PARK AVE	NW, PARK AVE	4	18	9	--	--	401	--	10	17	--
	40	STH 144	HIGH ST	NW	2	17	4	--	--	570	--	10	15	--
	41	STH 144	MITTER CIR	NW	3	14	6	--	--	297	--	--	17	--
	SUBTOTAL				23	81	55	--	--	1,733	--	52	69	--
	PROJECT TOTAL				155	1,660	333	37	12	32,133	273	1,541	844	399

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

ADJUSTING MANHOLE & INLET COVERS

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

STAGE	INTERSECTION	ROADWAY	SIDEROAD	QUADRANT	ALIGNMENT	STATION	OFFSET	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	416.0610* DRILLED TIE BARS EACH
1A	4	STH 33	VALLEY AVE	SW	STH 33	154+65	58.8' RT	--	1	5
	SUBTOTAL				--			--	1	5
1B	4	STH 33	VALLEY AVE	SE	STH 33	155+19	57.3' RT	--	1	4
	SUBTOTAL				--			--	1	4
2A	2	STH 33	VILLA PARK DR	NW	STH 33	139+72	73.5' LT	--	1	5
	3	STH 33	MALL DR	N	STH 33	151+05	63.3' LT	1	--	--
	SUBTOTAL							1	1	5
3A	13	STH 33	N SILVERBROOK DR	SW	STH 33	224+63	30.7 RT	--	1	4
	16	STH 33	N 9TH AVE	SW	STH 33	241+85	30.9 RT	--	1	10
	17	STH 33	N 8TH AVE	SW	STH 33	245+29	31.0' RT	--	1	10
	17	STH 33	N 8TH AVE	SW	STH 33	245+65	62.0' RT	--	1	3
	SUBTOTAL							--	4	27
3B	13	STH 33	N SILVERBROOK DR	SE	STH 33	225+73	30.5' RT	--	1	4
	23	STH 33	N FOREST AVE	SE	STH 33	268+03	22.7 RT	--	1	6
	24	STH 33	N INDIANA AVE	SE	STH 33	273+48	22.9 RT	--	1	4
	SUBTOTAL				--			--	3	14
					--					
4A	12	STH 33	MEADOWBROOK DR/N 15TH AVE	NW	STH 33	217+44	60.4 LT	--	1	4
	13	STH 33	N SILVERBOOK DR	NW	STH 33	224+66	30.7 LT	--	1	4
	16	STH 33	N 9TH AVE	NW	STH 33	241+82	30.9 LT	--	1	6
	17	STH 33	N 8TH AVE	NW	STH 33	245+29	30.8 LT	--	1	4
	17	STH 33	N 8TH ST	NW	STH 33	245+62	62.0 LT	--	1	3
	23	STH 33	FAIR ST	NW	STH 33	268+71	43.9' LT	--	1	3
	SUBTOTAL				--			--	6	24
4B	12	STH 33	MEADOWBROOK DR/N 15TH AVE	NE	STH 33	217+90	53.0' LT	--	1	
	13	STH 33	N SILVERBROOK DR	NE	STH 33	225+82	30.4 LT	--	1	4
	15	STH 33	N 10TH AVE	NE	STH 33	239+54	30.6 LT	--	1	4
	17	STH 33	N 8TH AVE	NE	STH 33	245+89	65.5 LT	--	1	5
	21	STH 33	NORTH ST	NE	STH 33	259+51	29.5' LT	--	1	3
	22	STH 33	CENTER ST	NE	STH 33	265+58	22.6' LT	--	1	3
	23	STH 33	FAIR ST	NE	STH 33	268+98	43.5 LT	--	1	5
	24	STH 33	N INDIANA AVE	NE	STH 33	273+22	48.8 LT	--	1	3
	SUBTOTAL				--			--	8	28
					--					
5A	37	STH 144	REGNER PARK ENTRANCE	MEDIAN N	STH 144	29+63	5.8 RT	--	1	--
	38	STH 144	KEUSTER LN S	NE	STH 144	33+35	31.0' RT	--	1	--
	39	STH 144	KUESTER LN N	SE	STH 144	36+86	30.8 RT	--	1	--
	39	STH 144	KEUSTER LN N	NE	STH 144	37+24	58.5' RT	--	1	--
	SUBTOTAL				--			--	4	--
					--					
5B	34	STH 144	BEECH ST	W	STH 144	12+66	50.2' LT	--	1	--
	SUBTOTAL				--			--	1	--
					--					
6A	39	STH 144	PARK AVE	SW	STH 144	37+19	36.6' LT	--	1	--
	39	STH 144	PARK AVE	MEDIAN W	STH 144	37+90	52.5' LT	--	1	--
	40	STH 144	HIGH ST	SW	STH 144	44+92	46.0 LT	--	1	--
	SUBTOTAL				--			--	3	--
					--					
6B	37	STH 144	REGNER PARK ENTRANCE	NW	STH 144	29+45	48.6' LT	--	1	--
	40	STH 144	HIGH ST	NW	STH 144	45+31	53.6' LT	--	1	--
	40	STH 144	HIGH ST	NW	STH 144	45+62	31.1' LT	--	1	--
	SUBTOTAL							--	3	--
	PROJECT TOTAL							1	35	107

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

EROSION CONTROL

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

STAGE	INTERSECTION	ROADWAY	SIDEROAD	QUADRANT	NOTES	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.7570 ROCK BAGS EACH
1A	1	STH 33	SHEPHERDS DR	MEDIAN W		--	--	--
				SW		--	--	--
	4	STH 33	VALLEY AVE	SW		--	--	--
	6	STH 33	WILDWOOD RD	MEDIAN W		--	--	--
				SW		--	--	--
	7	STH 33	SIGNALIZED COMMERCIAL DWY	MEDIAN W		--	--	--
				SW		72	72	--
	8	STH 33	N UNIVERSITY DR	MEDIAN W		--	--	--
				SW		--	--	--
	9	STH 33	USH 45 SB ON RAMP	S	STAGE 1A OR 1B	87	87	10
	10	STH 33	USH 45 NB OFF RAMP	S	STAGE 1A OR 1B	--	--	--
	11	STH 33	JOHNSON ST	SW		--	--	--
	SUBTOTAL					159	159	10
1B	1	STH 33	SHEPHERDS DR	SE		--	--	--
	2	STH 33	VILLA PARK DR	MEDIAN E		--	--	--
				SE		39	39	--
	4	STH 33	VALLEY AVE	MEDIAN E		--	--	--
				SE		--	--	--
	7	STH 33	SIGNALIZED COMMERCIAL DWY	MEDIAN E		--	--	--
				SE		--	--	--
	8	STH 33	N UNIVERSITY DR	MEDIAN E		--	--	--
				SE		--	--	--
	11	STH 33	JOHNSON ST	SE		--	--	--
	SUBTOTAL					39	39	--
2A	2	STH 33	VILLA PARK DR	NW		--	--	--
	3	STH 33	MALL DR	N		--	--	--
	5	STH 33	HEISER/PICK & SAVE DWY	N		63	63	--
	6	STH 33	WILDWOOD RD	N		92	92	--
	7	STH 33	SIGNALIZED COMMERCIAL DWY	NW		--	--	--
	8	STH 33	N UNIVERSITY DR	NE		--	--	--
	9	STH 33	USH 45 SB ON RAMP	N		116	116	--
	10	STH 33	USH 45 NB ON RAMP	N		28	28	--
	SUBTOTAL					299	299	--
2B	2	STH 33	VILLA PARK DR	NE		--	--	--
	4	STH 33	VALLEY AVE	NE		--	--	--
	7	STH 33	SIGNALIZED COMMERCIAL DWY	NE		--	--	--
	8	STH 33	N UNIVERSITY DR	NW		--	--	--
	12	STH 33	MEADOWBROOK DR/N 15TH AVE	SW		--	--	--
	13	STH 33	N SILVERBROOK DR	SW		--	--	--
	SUBTOTAL					--	--	--
3A	14	STH 33	Y DR	SW		62	62	--
	15	STH 33	N 10TH AVE	SW		46	46	--
	16	STH 33	N 9TH AVE	SW		--	--	--
	19	STH 33	SERVICE DR	SW		--	--	--
	20	STH 33	VETERANS AVE/EISENBAHN STATE TRAIL	SW		40	40	--
	21	STH 33	NORTH ST/WISCONSIN ST	SW, WISC. ST		--	--	--
				SE, NORTH ST		--	--	--
	23	STH 33	N FOREST AVE/FAIR ST	SW, FOREST AVE		37	37	--
	24	STH 33	N INDIANA AVE	SW		--	--	--
	25	STH 33	MID-BLOCK W OF SCHMIDT RD	S		--	--	--
	26	STH 33	ROLFS AVE	SW		61	61	--
	28	STH 33	LENORA DR	SW		69	69	--
	29	STH 33	SCENIC DR E	SW		--	--	--
				SE		58	58	--
	30	STH 33	CLEARVIEW DR	SW		--	--	--
						53	53	--
	32	STH 33	STOCKHAUSEN LN	SW		--	--	--
	33	STH 33	TRENTON RD	SW		--	--	--
	SUBTOTAL					426	426	--

CONTINUED ON NEXT SHEET

CONTINUED

EROSION CONTROL

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

						628.1504	628.1520	628.7570
STAGE	INTERSECTION	ROADWAY	SIDEROAD	QUADRANT	NOTES	SILT FENCE LF	SILT FENCE MAINTENANCE LF	ROCK BAGS EACH
3B	12	STH 33	MEADOWBROOK DR/N 15TH AVE	SE		--	--	--
	13	STH 33	N SILVERBROOK DR	SE		--	--	--
	14	STH 33	Y DR	SE		--	--	--
	15	STH 33	N 10TH AVE	SE		58	58	--
	16	STH 33	N 9TH AVE	SE		--	--	--
	17	STH 33	N 8TH AVE	SE		--	--	--
	19	STH 33	SERVICE DR	SE		66	66	--
	20	STH 33	VETERANS AVE/EISENBAHN STATE TRAIL	MEDIAN S		--	--	--
				SE		--	--	--
	21	STH 33	NORTH ST/WISCONSIN ST	SE		--	--	--
	22	STH 33	N FOREST AVE/FAIR ST	SE, FOREST AVE		--	--	--
	23	STH 33	N INDIANA AVE	SE		69	69	--
	28	STH 33	LENORA DR	SE		69	69	--
	32	STH 33	STOCKHAUSEN LN	SE		--	--	--
	SUBTOTAL					262	262	--
4A	12	STH 33	MEADOWBROOK DR/N 15TH AVE	NW		--	--	--
	13	STH 33	N SILVERBOOK DR	NW		--	--	--
	14	STH 33	Y DR	NW		--	--	--
	15	STH 33	N 10TH AVE	NW		--	--	--
	16	STH 33	N 9TH AVE	NW		--	--	--
	17	STH 33	N 8TH AVE	NW		--	--	--
	20	STH 33	VETERANS AVE/EISENBAHN STATE TRAIL	NW		52	52	--
				MEDIAN N		--	--	--
	21	STH 33	NORTH ST/WISCONSIN ST	NW, NORTH ST		--	--	--
				NE, WISC. ST		--	--	--
	22	STH 33	CENTER ST	NW		--	--	--
	23	STH 33	N FOREST AVE/FAIR ST	NW, FAIR ST		--	--	--
	24	STH 33	N INDIANA AVE	NW		--	--	--
	25	STH 33	MID-BLOCK W OF SCHMIDT RD	N		--	--	--
	26	STH 33	ROLFS AVE	NW		72	72	--
	28	STH 33	LENORA DR	NW		--	--	--
	29	STH 33	SCENIC DR	NW		--	--	--
	30	STH 33	CLEARVIEW DR	NW		--	--	--
	SUBTOTAL					124	124	--
4B	12	STH 33	MEADOWBROOK DR/N 15TH AVE	NE		--	--	--
	13	STH 33	N SILVERBROOK DR	NE		64	64	--
	14	STH 33	Y DR	NE		--	--	--
	15	STH 33	N 10TH AVE	NE		--	--	--
	16	STH 33	N 9TH AVE	NE		--	--	--
	17	STH 33	N 8TH AVE	NE		--	--	--
	20	STH 33	VETERANS AVE/EISENBAHN STATE TRAIL	NE		--	--	--
	21	STH 33	NORTH ST/WISCONSIN ST	NE, NORTH ST		--	--	--
				NW, WISC. ST		--	--	--
	22	STH 33	CENTER ST	NE		--	--	--
	23	STH 33	N FOREST AVE/FAIR ST	NW FOREST AVE		--	--	--
				NE, FAIR ST		--	--	--
	24	STH 33	N INDIANA AVE	NE		--	--	--
	26	STH 33	ROLFS AVE	NE		--	--	--
	28	STH 33	LENORA DR	NE		--	--	--
	29	STH 33	SCENIC DR	NE		--	--	--
	30	STH 33	CLEARVIEW DR	NE		--	--	--
	SUBTOTAL					64	64	--
5A	35	STH 144	N 8TH AVE/MARTIN CT	NE, 8TH AVE		--	--	--
				SE, MARTIN CT		--	--	--
	36	STH 144	N SILVERBROOK DR/RIVERSHORES DR	SE		25	25	--
	37	STH 144	REGNER PARK ENTRANCE	E		--	--	--
	38	STH 144	KUESTER LN S	SE		159	159	--
				NE		--	--	--
	39	STH 144	KUESTER LN N	SE		80	80	--
				NE		--	--	--
	40	STH 144	HIGH ST	E		--	--	--
	SUBTOTAL					264	264	--

CONTINUED

EROSION CONTROL

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

						628.1504	628.1520	628.7570
STAGE	INTERSECTION	ROADWAY	SIDEROAD	QUADRANT	NOTES	SILT FENCE LF	SILT FENCE MAINTENANCE LF	ROCK BAGS EACH
5B	34	STH 144	BEECH ST	NW		--	--	--
				SW		--	--	--
	36	STH 144	N SILVERBROOK DR/RIVERSHORES DR	NE		50	50	--
	39	STH 144	N KUESTER LN N/PARK AVE	NE, PARK AVE		50	50	--
	40	STH 144	HIGH ST	SE		--	--	--
	SUBTOTAL					100	100	--
6A	35	STH 144	N 8TH AVE/MARTIN CT	NW, MARTIN CT		--	--	--
				SW, MARTIN CT		--	--	--
	36	STH 144	N SILVERBROOK DR/RIVERSHORES RD	SW		--	--	--
	37	STH 144	REGNER PARK ENTRANCE	SW		56	56	--
	39	STH 144	N KUESTER LN/PARK AVE	SW, PARK AVE		50	50	--
				MEDIAN W, PARK AVE		--	--	--
	40	STH 144	HIGH ST	SW		--	--	--
	41	STH 144	MITTER CIR	SW		--	--	--
	SUBTOTAL					106	106	--
6B	36	STH 144	N SILVERBROOK DR	NW		--	--	--
	37	STH 144	REGNER PARK ENTRANCE	NW		134	134	--
	39	STH 144	N KUESTER LN/PARK AVE	NW, PARK AVE		--	--	--
	40	STH 144	HIGH ST	NW		--	--	--
	41	STH 144	MITTER CIR	NW		--	--	--
	SUBTOTAL					134	134	--
	PROJECT TOTAL					1,977	1,977	10

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CONTINUED

INLET PROTECTION

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

STAGE	INTERSECTION	ROADWAY	SIDEROAD	QUADRANT	NOTES	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH
1A	1	STH 33	SHEPHERDS DR	MEDIAN W		--	2	--
				SW		1	1	--
	4	STH 33	VALLEY AVE	SW		--	3	--
	6	STH 33	WILDWOOD RD	MEDIAN W		--	2	--
				SW		--	1	--
	7	STH 33	SIGNALIZED COMMERCIAL DWY	MEDIAN W		--	2	--
				SW		--	1	--
	8	STH 33	N UNIVERSITY DR	MEDIAN W		--	2	--
				SW		--	2	--
	9	STH 33	USH 45 SB ON RAMP	S	STAGE 1A OR 1B	--	1	--
	10	STH 33	USH 45 NB OFF RAMP	S	STAGE 1A OR 1B	--	2	--
	11	STH 33	JOHNSON ST	SW		--	1	--
	SUBTOTAL					1	20	--
1B	1	STH 33	SHEPHERDS DR	SE		--	3	--
	2	STH 33	VILLA PARK DR	MEDIAN E		--	2	--
				SE		--	1	--
	4	STH 33	VALLEY AVE	MEDIAN E		--	2	--
				SE		--	1	--
	7	STH 33	SIGNALIZED COMMERCIAL DWY	MEDIAN E		--	2	--
				SE		--	1	--
	8	STH 33	N UNIVERSITY DR	MEDIAN E		--	2	--
				SE		--	2	--
	11	STH 33	JOHNSON ST	SE		--	1	--
	SUBTOTAL					--	17	--
2A	2	STH 33	VILLA PARK DR	NW		--	1	--
	3	STH 33	MALL DR	N		--	4	--
	5	STH 33	HEISER/PICK & SAVE DWY	N		--	4	--
	6	STH 33	WILDWOOD RD	N		--	3	--
	7	STH 33	SIGNALIZED COMMERCIAL DWY	NW		--	1	--
	8	STH 33	N UNIVERSITY DR	NE		--	1	--
	9	STH 33	USH 45 SB ON RAMP	N		--	1	2
	10	STH 33	USH 45 NB OFF RAMP	N		--	1	--
	SUBTOTAL					--	16	2
2B	2	STH 33	VILLA PARK DR	NE		--	2	--
	4	STH 33	VALLEY AVE	NE		--	4	--
	7	STH 33	SIGNALIZED COMMERCIAL DWY	NE		--	1	--
	8	STH 33	N UNIVERSITY DR	NW		--	1	--
	SUBTOTAL					--	8	--
3A	12	STH 33	MEADOWBROOK DR/N 15TH AVE	SW		--	2	--
	13	STH 33	N SILVERBROOK DR	SW		--	2	--
	14	STH 33	Y DR	SW		--	2	--
	15	STH 33	N 10TH AVE	SW		--	2	--
	16	STH 33	N 9TH AVE	SW		--	2	--
	17	STH 33	N 8TH AVE	SW		--	2	
	19	STH 33	SERVICE DR	SW		--	1	--
	20	STH 33	VETERANS AVE/EISENBAHN STATE TRAIL	SW		--	2	--
	21	STH 33	NORTH ST/WISCONSIN ST	SW, WISC. ST		--	2	--
				SE, NORTH ST		--	1	--
	23	STH 33	N FOREST AVE/FAIR ST	SW, FOREST AVE		--	2	--
	24	STH 33	N INDIANA AVE	SW		--	2	--
	25	STH 33	MID-BLOCK W OF SCHMIDT RD	S		--	2	--
	26	STH 33	ROLFS AVE	SW		--	2	--
	28	STH 33	LENORA DR	SW		--	1	--
	29	STH 33	SCENIC DR E	SW		--	2	--
				SE		--	2	--
	30	STH 33	CLEARVIEW DR	SW		--	2	--
						--	2	
	32	STH 33	STOCKHAUSEN LN	SW		--	2	--
	33	STH 33	TRENTON RD	SW		--	1	--
	SUBTOTAL					--	38	--

INLET PROTECTION

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

STAGE	INTERSECTION	ROADWAY	SIDEROAD	QUADRANT	NOTES	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH
3B	12	STH 33	MEADOWBROOK DR/N 15TH AVE	SE		--	2	--
	13	STH 33	N SILVERBROOK DR	SE		--	2	--
	14	STH 33	Y DR	SE		--	2	--
	15	STH 33	N 10TH AVE	SE		--	2	--
	16	STH 33	N 9TH AVE	SE		--	2	--
	17	STH 33	N 8TH AVE	SE		--	2	--
	19	STH 33	SERVICE DR	SE		--	2	--
	20	STH 33	VETERANS AVE/EISENBAHN STATE TRAIL	MEDIAN S		--	--	--
				SE		--	1	--
	21	STH 33	NORTH ST/WISCONSIN ST	SE		--	2	--
	23	STH 33	N FOREST AVE/FAIR ST	SE, FOREST AVE		--	2	--
	24	STH 33	N INDIANA AVE	SE		--	2	--
	28	STH 33	LENORA DR	SE		--	1	--
	32	STH 33	STOCKHAUSEN LN	SE		--	2	--
	33	STH 33	TRENTON RD	SE		--	1	--
	SUBTOTAL					--	25	--
4A	12	STH 33	MEADOWBROOK DR/N 15TH AVE	NW		--	2	--
	13	STH 33	N SILVERBOOK DR	NW		--	2	--
	14	STH 33	Y DR	NW		--	1	--
	15	STH 33	N 10TH AVE	NW		--	2	--
	16	STH 33	N 9TH AVE	NW		--	2	--
	17	STH 33	N 8TH AVE	NW		--	2	--
	20	STH 33	VETERANS AVE/EISENBAHN STATE TRAIL	NW		--	2	--
				MEDIAN N		--	--	--
	21	STH 33	NORTH ST/WISCONSIN ST	NW, NORTH ST		--	2	--
				NE, WISC. ST		--	--	--
	22	STH 33	CENTER ST	NW		--	2	--
	23	STH 33	N FOREST AVE/FAIR ST	NW, FAIR ST		--	1	--
	24	STH 33	N INDIANA AVE	NW		--	2	--
	25	STH 33	MID-BLOCK W OF SCHMIDT RD	N		--	2	--
	26	STH 33	ROLFS AVE	NW		--	1	--
	28	STH 33	LENORA DR	NW		--	2	--
	29	STH 33	SCENIC DR	NW		--	2	--
	30	STH 33	CLEARVIEW DR	NW		--	1	--
	SUBTOTAL					--	28	--
4B	12	STH 33	MEADOWBROOK DR/N 15TH AVE	NE		--	2	--
	13	STH 33	N SILVERBROOK DR	NE		--	2	--
	14	STH 33	Y DR	NE		--	3	--
	15	STH 33	N 10TH AVE	NE		--	2	--
	16	STH 33	N 9TH AVE	NE		--	2	--
	17	STH 33	N 8TH AVE	NE		--	2	--
	20	STH 33	VETERANS AVE/EISENBAHN STATE TRAIL	NE		--	1	--
	21	STH 33	NORTH ST/WISCONSIN ST	NE, NORTH ST		--	--	--
				NW, WISC. ST		--	2	--
	22	STH 33	CENTER ST	NE		--	2	--
	23	STH 33	N FOREST AVE/FAIR ST	NW FOREST AVE		--	1	--
				NE, FAIR ST		--	2	--
	24	STH 33	N INDIANA AVE	NE		--	1	--
	26	STH 33	ROLFS AVE	NE		--	1	--
	28	STH 33	LENORA DR	NE		--	2	--
	29	STH 33	SCENIC DR	NE		--	2	--
	30	STH 33	CLEARVIEW DR	NE		--	1	--
	SUBTOTAL					--	28	--
5A	35	STH 144	N 8TH AVE/MARTIN CT	NE, 8TH AVE		--	2	--
				SE, 8TH AVE		--	--	--
	36	STH 144	N SILVERBROOK DR/RIVERSHORES DR	SE		--	2	--
	37	STH 144	RENGER PARK ENTRANCE	E		--	1	--
	38	STH 144	KUESTER LN S	SE		--	1	--
				NE		--	2	--
	39	STH 144	KUESTER LN N	SE		--	2	--
				NE		--	1	--
	40	STH 144	HIGH ST	NE		--	1	--
	SUBTOTAL					--	12	--

CONTINUED ON NEXT SHEET

INLET PROTECTION

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

STAGE	INTERSECTION	ROADWAY	SIDEROAD	QUADRANT	NOTES	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH
5B	34	STH 144	BEECH ST	NW		--	2	--
				SW		--	4	--
	36	STH 144	N SILVERBROOK DR/RIVERSHORES DR	NE		--	2	--
	39	STH 144	N KUESTER LN N/PARK AVE	NE, PARK AVE		--	1	--
	40	STH 144	HIGH ST	SE		--	--	--
	SUBTOTAL					--	9	--
6A	35	STH 144	N 8TH AVE/MARTIN CT	NW, MARTIN CT		--	1	--
				SW, MARTIN CT		--	2	--
	36	STH 144	N SILVERBROOK DR/RIVERSHORES RD	SW		--	2	--
	37	STH 144	REGNER PARK ENTRANCE	SW		--	2	--
	39	STH 144	N KUESTER LN/PARK AVE	SW, PARK AVE		--	2	--
				MEDIAN W, PARK AVE		--	1	--
	40	STH 144	HIGH ST	SW		--	2	--
	41	STH 144	MITTER CIR	SW		--	1	--
	SUBTOTAL					--	13	--
6B	36	STH 144	N SILVERBROOK DR	NW		--	2	--
	37	STH 144	REGNER PARK ENTRANCE	NW		--	2	--
	39	STH 144	N KUESTER LN/PARK AVE	NW, PARK AVE		--	2	--
	40	STH 144	HIGH ST	NW		--	2	--
	41	STH 144	MITTER CIR	NW		--	--	--
	SUBTOTAL					--	8	--
	PROJECT TOTAL					1	222	2

EROSION CONTROL MOBILIZATION

STAGE	LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
PROJECT	UNDISTRIBUTED	6	6
	PROJECT TOTAL	6	6

TYPE II SIGNS AND SUPPORTS

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

STAGE	SIGN NUMBER	SIGN CODE	SIGN SIZE	SIGN TYPE	SIGN DIMENSION W X H IN		IN	DESCRIPTION	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	SPV.0060.101 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 7-FOOT EACH	SPV.0060.102 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FOOT EACH	SPV.0060.103 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FOOT EACH	SPV.0060.104 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 11-FOOT EACH	634.0616 POSTS WOOD 4X6X16 EACH	634.0618 POSTS WOOD 4X6X18 EACH	SIGN MOUNTED ON SAME POST AS SIGN NO.	COMMENTS
1A	4-1	R9-3A	2S	II	24	X	24	NO PEDESTRIAN CROSSING (SYMBOL)	4.00	--	--	1	--	--	--	--		
	4-2	R9-3BR	2S	II	18	X	12	USE CROSSWALK W/ RIGHT ARROW	1.50	--	--	--	--	--	--	--	4-1	
	8-1P	R4-7	2S	II	24	X	30	KEEP RIGHT SYMBOL	5.00	--	--	--	1	--	--	--		
	8-7P	W11-2	2S	II	36	X	36	PEDESTRIAN CROSSING	--	6.25	--	1	--	--	--	--		
	8-8P	W16-7L	2S	II	30	X	18	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	8-7	
	10-1P	R5-1	2M	II	36	X	36	DO NOT ENTER	9.00	--	--	--	--	--	1	--		
	10-2P	R5-1A	2S	II	36	X	24	WRONG WAY	6.00	--	--	--	--	--	--	--	10-1	3' HEIGHT
	10-3P	R3-1	2S	II	36	X	36	NO RIGHT TURN SYMBOL	9.00	--	--	--	--	--	--	--	10-1	
	10-4P	R1-2	2S	II	36	X	31	YIELD	7.75	--	--	1	--	--	1	--		
	10-5P	J3-4		II	96	X	57	ROUTE TURN ASSEMBLY	38.00	--	--	--	--	--	--	2		
		M3-1	2S	II	24	X	12	NORTH	--	--	--	--	--	--	--	--	10-5	
		M3-2	2S	II	24	X	12	EAST	--	--	--	--	--	--	--	--	10-5	
		M3-3	2S	II	24	X	12	SOUTH	--	--	--	--	--	--	--	--	10-5	
		M3-4	2S	II	24	X	12	WEST	--	--	--	--	--	--	--	--	10-5	
		M6-1	2M	II	21	X	21	DIRECTION ARROW (LEFT)	--	--	--	--	--	--	--	--	10-5	
		M6-1	2M	II	21	X	21	DIRECTION ARROW (LEFT)	--	--	--	--	--	--	--	--	10-5	
		M6-1	2M	II	21	X	21	DIRECTION ARROW (RIGHT)	--	--	--	--	--	--	--	--	10-5	
		M6-1	2M	II	21	X	21	DIRECTION ARROW (RIGHT)	--	--	--	--	--	--	--	--	10-5	
		M50-4	2	II	96	X	24	STH 33 STH 144 STH 33 STH 33 SHIELDS	--	--	--	--	--	--	--	--	10-5	
	10-6P	R6-2L	2S	II	24	X	30	ONE WAY (LEFT)	5.00	--	--	--	--	--	--	--	10-5	
	10-7P	R5-1	2M	II	36	X	36	DO NOT ENTER	9.00	--	--	--	--	--	--	--	10-5	
	10-8P	R5-1A	2S	II	36	X	24	WRONG WAY	6.00	--	--	--	--	--	--	--	10-5	3' HEIGHT
	11-1	R1-1	2M	II	36	X	36	STOP	9.00	--	--	1	--	--	--	--		
	SUBTOTAL								109.25	8.25	--	4	1	--	2	2		
1B	4-3P	R1-1	2M	II	36	X	36	STOP	7.46	--	--	1	--	--	--	--		
	4-4P	W11-2	2S	II	36	X	36	PEDESTRIAN CROSSING	--	6.25	--	1	--	--	--	--		
	4-5P	W16-9P	2S	II	30	X	18	AHEAD	--	2.00	--	--	--	--	--	--	4-4	
	8-2P	R4-7	2S	II	24	X	30	KEEP RIGHT SYMBOL	5.00	--	--	--	1	--	--	--		
	8-3P	W11-2	2S	II	36	X	36	PEDESTRIAN CROSSING	--	6.25	--	--	--	1	--	--	--	
	8-4P	W16-7L	2S	II	30	X	18	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	8-3	
	SUBTOTAL								12.46	16.50	--	2	1	1	--	--		
2A	2-1	R9-3A	2S	II	24	X	24	NO PEDESTRIAN CROSSING (SYMBOL)	4.00	--	--	1	--	--	--	--		
	2-2	R9-3BL	2S	II	18	X	12	USE CROSSWALK W/ LEFT ARROW	1.50	--	--	--	--	--	--	--	2-1	
	2-3P	R6-2L	2S	II	24	X	30	ONE WAY (LEFT)	5.00	--	--	1	--	--	--	--		
	3-1P	R1-1	2M	II	36	X	36	STOP	7.46	--	--	1	--	--	--	--		
	5-1P	R1-1	2M	II	36	X	36	STOP	7.46	--	--	1	--	--	--	--		
	6-1P	R1-2	2S	II	36	X	31	YIELD	3.88	--	--	1	--	--	--	--		
	8-5P	W11-2	2S	II	36	X	36	PEDESTRIAN CROSSING	--	6.25	--	1	--	--	--	--		
	8-6P	W16-7L	2S	II	30	X	18	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	8-5	
	9-1P	R1-2	2S	II	36	X	31	YIELD	3.88	--	--	1	--	--	--	--		
	SUBTOTAL								33.18	8.25	--	7	--	--	--	--		
2B	4-6P	W11-2	2S	II	36	X	36	PEDESTRIAN CROSSING	--	6.25	--	1	--	--	--	--	--	--
	4-7P	W16-7L	2S	II	30	X	18	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	4-6	--
	7-1	R9-3A	2S	II	24	X	24	NO PEDESTRIAN CROSSING (SYMBOL)	4.00	--	--	1	--	--	--	--		
	7-2	R9-3BR	2S	II	18	X	12	USE CROSSWALK W/ RIGHT ARROW	1.50	--	--	--	--	--	--	--	7-1	
	7-3							TRUCKS MUST ENTER OFF WILDWOOD DR	--	--	--	--	--	--	--	--		MOVE BY CITY
	8-9P	W11-2	2S	II	30	X	30	PEDESTRIAN CROSSING	--	6.25	--	1	--	--	--	--		
	8-10P	W16-7L	2S	II	24	X	12	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	8-9	
	SUBTOTAL								5.50	16.50	--	3	--	--	--	--		
3A	14-6P	W11-2	2S	II	30	X	30	PEDESTRIAN CROSSING	--	6.25	--	1	--	--	--	--		
	14-7P	W16-7L	2S	II	24	X	12	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	14-6	
	15-2P	R6-2L	2S	II	24	X	30	ONE WAY (LEFT)	5.00	--	--	--	1	--	--	--		
	15-3P	R6-2R	2S	II	24	X	30	ONE WAY (RIGHT)	5.00	--	--	--	--	--	--	--	15-2	
	15-4P	W11-2	2S	II	30	X	30	PEDESTRIAN CROSSING	--	6.25	--	--	--	1	--	--		
	15-5P	W16-7L	2S	II	24	X	12	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	15-4	
	16-5P	R6-2R	2S	II	24	X	30	ONE WAY (RIGHT)	5.00	--	--	--	1	--	--	--		
	16-6P	S1-1	2S	II	36	X	36	SCHOOL ZONE	--	6.75	--	--	1	--	--	--		
	16-7P	S16-7L	2S	II	24	X	12	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	16-6	
	16-8P	R6-2L	2S	II	24	X	30	ONE WAY (LEFT)	5.00	--	--	--	--	--	--	--	16-5	

CONTINUED ON NEXT SHEET

CONTINUED

TYPE II SIGNS AND SUPPORTS

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

STAGE	SIGN NUMBER	SIGN CODE	SIGN SIZE	SIGN TYPE	SIGN DIMENSION W X H	DESCRIPTION	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	SPV.0060.101 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 7-FOOT EACH	SPV.0060.102 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FOOT EACH	SPV.0060.103 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FOOT EACH	SPV.0060.104 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 11-FOOT EACH	634.0616 POSTS WOOD 4X6X16 EACH	634.0618 POSTS WOOD 4X6X18 EACH	SIGN MOUNTED ON SAME POST AS SIGN NO.	COMMENTS
	16-10P	R5-1C	2S	II	30 X 30	DO NOT ENTER	5.18	--	--	1	--	--	--	--		
	16-11P	R1-1	2S	II	30 X 30	STOP	5.18	--	--	--	--	--	--	--	16-10	
	16-12P	R3-1	2S	II	24 X 24	NO RIGHT TURN SYMBOL	4.00	--	--	--	--	--	--	--	16-5	
	17-13P	W11-2	2S	II	30 X 30	PEDESTRIAN CROSSING	--	6.25	--	--	--	1	--	--		
	17-14P	W16-7L	2S	II	24 X 12	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	17-13	
	21-12P	W11-2	2S	II	30 X 30	PEDESTRIAN CROSSING	--	6.25	--	1	--	--	--	--		
	21-13P	W16-7L	2S	II	24 X 12	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	21-12	
	23-7P	W11-2	2S	II	36 X 36	PEDESTRIAN CROSSING	--	6.25	--	1	--	--	--	--		
	23-8P	W16-7L	2S	II	30 X 18	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	23-7	
	23-13P	W11-2	2S	II	36 X 36	PEDESTRIAN CROSSING	--	6.25	--	1	--	--	--	--		
	23-14P	W16-7L	2S	II	30 X 18	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	23-13	
	25-1P	W11-2	2S	II	36 X 36	PEDESTRIAN CROSSING	--	6.25	--	--	--	--	--	--		ON LIGHT POLE
	25-2P	W16-9P	2S	II	30 X 18	AHEAD	--	2.00	--	--	--	--	--	--	25-1	ON LIGHT POLE
	25-6P	W11-2	2S	II	36 X 36	PEDESTRIAN CROSSING	--	6.25	--	1	--	--	--	--		--
	25-11P	W16-7L	2S	II	30 X 18	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	25-6	--
	33-3P	R9-3A	2S	II	24 X 24	NO PEDESTRIAN CROSSING (SYMBOL)	4.00	--	--	1	--	--	--	--		--
	33-5P	R9-38R	2S	II	18 X 12	USE CROSSWALK W/ RIGHT ARROW	1.50	--	--	--	--	--	--	--	33-3P	--
	SUBTOTAL						39.86	74.75	--	7	3	2	--	--		
3B	13-1P	S1-1	2S	II	36 X 36	SCHOOL ZONE	--	6.75	--	1	--	--	--	--		
	13-2P	S16-7L	2S	II	24 X 12	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	13-1	
	13-9P	S1-1	2S	II	36 X 36	SCHOOL ZONE	--	6.75	--	1	--	--	--	--		
	13-10P	S16-7L	2S	II	24 X 12	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	13-9	
	14-3P	R1-1	2S	II	30 X 30	STOP	5.18	--	--	1	--	--	--	--		
	14-4P	W11-2	2S	II	30 X 30	PEDESTRIAN CROSSING	--	6.25	--	--	--	1	--	--		
	14-5P	W16-7L	2S	II	24 X 12	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	14-4	
	15-10P	W11-2	2S	II	30 X 30	PEDESTRIAN CROSSING	--	6.25	--	--	--	1	--	--		
	15-11P	W16-7L	2S	II	24 X 12	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	15-10	
	16-9P	R1-1	2S	II	30 X 30	STOP	5.18	--	--	1	--	--	--	--		
	16-13P	S1-1	2S	II	36 X 36	SCHOOL ZONE	--	6.75	--	--	1	--	--	--		
	16-14P	S16-7L	2S	II	24 X 12	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	16-13	
	16-15P	R5-1C	2S	II	30 X 30	DO NOT ENTER	5.18	--	--	--	--	--	--	--	16-9	
	17-4P	R1-1	2S	II	30 X 30	STOP	5.18	--	--	1	--	--	--	--		
	17-5P	W11-8	2S	II	30 X 30	FIRE TRUCK ENTRANCE	6.25	--	--	1	--	--	--	--		
	17-11P	W11-2	2S	II	30 X 30	PEDESTRIAN CROSSING	--	6.25	--	--	--	1	--	--		
	17-12P	W16-7L	2S	II	24 X 12	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	17-11	
	20-2P	R1-2	2S	II	36 X 31	YIELD	3.88	--	--	1	--	--	--	--		
	20-4P	W12-1D	2S	II	24 X 24	DOUBLE DIAGONAL ARROW	--	4.00	--	--	1	--	--	--		2' HEIGHT
	21-7P	R1-1	2S	II	30 X 30	STOP	5.18	--	--	1	--	--	--	--		
	21-14P	M3-2	2S	II	24 X 12	EAST	2.00	--	--	1	--	--	--	--		
	21-15P	M1-6	2M	II	24 X 24	STH 33	4.00	--	--	--	--	--	--	--	21-14	
	23-1	R9-3A	2S	II	24 X 24	NO PEDESTRIAN CROSSING (SYMBOL)	4.00	--	--	--	1	--	--	--		
	23-2	R9-3BL	2S	II	18 X 12	USE CROSSWALK W/ LEFT ARROW	1.50	--	--	--	--	--	--	--	23-1	
	23-6P	R1-1	2S	II	30 X 30	STOP	5.18	--	--	1	--	--	--	--		
	29-6P	R1-1	2S	II	30 X 30	STOP	5.18	--	--	1	--	--	--	--	--	--
	30-5	--	--	--	--	MUNICIPAL DR	--	--	--	--	--	--	--	--	--	MOVE BY CITY
	30-6	--	--	--	--	E WASHINGTON ST	--	--	--	--	--	--	--	--	--	MOVE BY CITY
	30-4P	R1-1	2S	II	30 X 30	STOP	5.18	--	--	--	--	--	--	--	30-6	--
	32-1P	R1-1	2S	II	30 X 30	STOP	5.18	--	--	--	--	--	--	--	32-3	--
	32-2	--	--	--	--	STOCKHAUSEN LN	--	--	--	--	--	--	--	--	--	MOVE BY CITY
	32-3	--	--	--	--	E WASHINGTON ST	--	--	--	--	--	--	--	--	--	MOVE BY CITY
	32-4P	R9-3A	2S	II	24 X 24	NO PEDESTRIAN CROSSING (SYMBOL)	4.00	--	--	1	--	--	--	--	--	--
	32-5P	R9-38R	2S	II	18 X 12	USE CROSSWALK W/ RIGHT ARROW	1.50	--	--	--	--	--	--	--	32-4P	--
	33-1P	R1-1	2S	II	30 X 30	STOP	5.18	--	--	1	--	--	--	--	--	--
	33-2	--	--	--	--	N TRENTON RD	--	--	--	--	--	--	--	--	--	MOVE BY CITY
	33-4P	R9-3A	2S	II	24 X 24	NO PEDESTRIAN CROSSING (SYMBOL)	4.00	--	--	1	--	--	--	--	--	--
	33-6P	R9-38R	2S	II	18 X 12	USE CROSSWALK W/ RIGHT ARROW	1.50	--	--	--	--	--	--	--	33-4P	--
	SUBTOTAL						84	55.00	--	14	3	3	--	--		

CONTINUED ON NEXT SHEET

TYPE II SIGNS AND SUPPORTS

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

STAGE	SIGN NUMBER	SIGN CODE	SIGN SIZE	SIGN TYPE	SIGN DIMENSION W X H IN		IN	DESCRIPTION	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	SPV.0060.101 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 7-FOOT EACH	SPV.0060.102 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FOOT EACH	SPV.0060.103 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FOOT EACH	SPV.0060.104 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 11-FOOT EACH	634.0616 POSTS WOOD 4X6X16 EACH	634.0618 POSTS WOOD 4X6X18 EACH	SIGN MOUNTED ON SAME POST AS SIGN NO.	COMMENTS
4A	13-3P	S1-1	2S	II	36	X	36	SCHOOL ZONE	--	6.75	--	1	--	--	--	--		
	13-4P	S16-7L	2S	II	24	X	12	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	13-3	
	13-7P	S1-1	2S	II	36	X	36	SCHOOL ZONE	--	6.75	--	--	1	--	--	--		
	13-8P	S16-7L	2S	II	24	X	12	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	13-7	
	14-8P	W11-2	2S	II	30	X	30	PEDESTRIAN CROSSING	--	6.25	--	--	--	1	--	--		
	14-9P	W16-7L	2S	II	24	X	12	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	14-8	
	15-1P	R1-1	2S	II	30	X	30	STOP	5.18	--	--	--	1	--	--	--		
	15-8P	W11-2	2S	II	30	X	30	PEDESTRIAN CROSSING	--	6.25	--	--	--	1	--	--		
	15-9P	W16-7L	2S	II	24	X	12	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	15-8	
	16-1P	R1-1	2S	II	30	X	30	STOP	5.18	--	--	--	1	--	--	--		
	16-16P	S1-1	2S	II	36	X	36	SCHOOL ZONE	--	6.75	--	--	1	--	--	--		
	16-17P	S16-7L	2S	II	24	X	12	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	16-16	
	17-1P	R1-1	2S	II	30	X	30	STOP	5.18	--	--	1	--	--	--	--		
	17-6P	R3-9B	2S	II	24	X	36	CENTER LANE LEFT TURN ONLY SYMBOL	6.00	--	--	--	1	--	--	--		
	17-7P	W11-2	2S	II	36	X	36	PEDESTRIAN CROSSING	--	6.25	--		--	1	--	--		
	17-8P	W16-9P	2S	II	30	X	18	AHEAD	--	2.00	--	--	--	--	--	--	17-7	
	20-3P	W12-1D	2S	II	24	X	24	DOUBLE DIAGONAL ARROW	--	4.00	--	--	1	--	--	--		2' HEIGHT
	20-5P	R1-2	2S	II	36	X	31	YIELD	3.88	--	--	1	--	--	--	--		
	21-3P	R1-1	2S	II	30	X	30	STOP	5.18	--	--	--	--	--	--	--		
	21-4P	R3-2	2S	II	24	X	24	NO LEFT TURN SYMBOL	4.00	--	--	1	--	--	--	--	21-3	
	22-1P	R1-1	2S	II	30	X	30	STOP	5.18	--	--	1	--	--	--	--		
	23-3	R9-3A	2S	II	24	X	24	NO PEDESTRIAN CROSSING (SYMBOL)	4.00	--	--	--	1	--	--	--		
	23-4	R9-3BR	2S	II	18	X	12	USE CROSSWALK W/ RIGHT ARROW	1.50	--	--	--	--	--	--	--	23-3	
	23-5P	R1-1	2S	II	30	X	30	STOP	5.18	--	--	1	--	--	--	--		
	25-3P	W11-2	2S	II	36	X	36	PEDESTRIAN CROSSING	--	6.25	--	1	--	--	--	--	--	
	25-4P	W16-9P	2S	II	30	X	18	AHEAD	--	2.00	--	--	--	--	--	--	25-3	
	25-8P	W11-2	2S	II	36	X	36	PEDESTRIAN CROSSING	--	6.25	--	1	--	--	--	--	--	
	25-12P	W16-7L	2S	II	30	X	18	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	25-8	
	26-1	--	--	--		--		ROLFS AV	--	--	--	--	--	--	--	--	--	MOVE BY CITY
	26-2	--	--	--		--		E WASHINGTON ST	--	--	--	--	--	--	--	--	--	MOVE BY CITY
	26-4P	R1-1	2S	II	30	X	30	STOP	5.18	--	--	--	--	--	--	--	26-2	
	28-1	--	--	--		--		LENORA DR	--	--	--	--	--	--	--	--	--	MOVE BY CITY
	28-2	--	--	--		--		E WASHINGTON ST	--	--	--	--	--	--	--	--	--	MOVE BY CITY
	28-4P	R1-1	2S	II	30	X	30	STOP	5.18	--	--	--	--	--	--	--	28-2	--
	29-1	--	--	--		--		SCENIC DR E	--	--	--	--	--	--	--	--	--	MOVE BY CITY
	29-2	--	--	--		--		E WASHINGTON ST	--	--	--	--	--	--	--	--	--	MOVE BY CITY
	29-4P	R1-1	2S	II	30	X	30	STOP	5.18	--	--	--	--	--	--	--	29-2	--
	30-1P	R1-1	2S	II	30	X	30	STOP	5.18	--	--	--	--	--	--	--	30-2	--
	30-2	--	--	--		--		CLEAR VIEW DR	--	--	--	--	--	--	--	--	--	MOVE BY CITY
	SUBTOTAL								71.18	71.50	--	8	7	3	--	--		
4B	13-5P	S1-1	2S	II	36	X	36	SCHOOL ZONE	--	6.75	--	1	--	--	--	--		
	13-6P	S16-7L	2S	II	24	X	12	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	13-5	
	14-1P	W11-2	2S	II	30	X	30	PEDESTRIAN CROSSING	--	6.25	--	--	--	1	--	--		
	14-2P	W16-7L	2S	II	24	X	12	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	14-1	
	15-6P	W11-2	2S	II	30	X	30	PEDESTRIAN CROSSING	--	6.25	--	--	--	1	--	--		
	15-7P	W16-7L	2S	II	24	X	12	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	15-6	
	16-2P	R7-1D	2S	II	18	X	24	NO PARKING ANY TIME (ARROWS)	3.00	--	1	--	--	--	--	--		
	16-3P	S1-1	2S	II	36	X	36	SCHOOL ZONE	--	6.75	--	--	1	--	--	--		
	16-4P	S16-7L	2S	II	24	X	12	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	16-3	
	17-2P	R2-1	2S	II	24	X	30	SPEED LIMIT	5.00	--	--	1	--	--	--	--		
	17-3P	R7-1D	2S	II	18	X	24	NO PARKING ANY TIME (ARROWS)	3.00	--	--	--	--	--	--	--	17-2	
	17-9P	W11-2	2S	II	30	X	30	PEDESTRIAN CROSSING	--	6.25	--	--	--	1	--	--		
	17-10P	W16-7L	2S	II	24	X	12	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	17-9	
	20-1P	R1-1	2S	II	18	X	18	STOP	1.86	--	--	1	--	--	--	--		
	21-1	R9-3A	2S	II	24	X	24	NO PEDESTRIAN CROSSING (SYMBOL)	4.00	--	--	--	1	--	--	--		
	21-2	R9-3BL	2S	II	18	X	12	USE CROSSWALK W/ LEFT ARROW	1.50	--	--	--	--	--	--	--	21-1	
	21-5P	R4-7	2S	II	24	X	30	KEEP RIGHT SYMBOL	5.00	--	--	--	1	--	--	--		
	21-6P	W5-54	2S	II	18	X	18	IN ROAD OBJECT MARKER	--	2.25	--	--	--	--	--	--	21-5	
	21-16P	W11-2	2S	II	30	X	30	PEDESTRIAN CROSSING	--	6.25	--	1	--	--	--	--		
	21-17P	W16-7L	2S	II	24	X	12	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	21-16	
	21-18P	W11-2	2S	II	30	X	30	PEDESTRIAN CROSSING	--	6.25	--	--	--	1	--	--		
	21-19P	W16-7L	2S	II	24	X	12	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	21-18	
	21-20P	R3-20L	2S	II	24	X	36	BEGIN LEFT TURN LANE WITH DOWN RIGHT ARROW	6.00	--	--	--	1	--	--	--		
	23-9P	W11-2	2S	II	30	X	30	PEDESTRIAN CROSSING	--	6.25	--	1	--	--	--	--		
	23-10P	W16-7L	2S	II	24	X	12	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	23-9	
	23-11P	W11-2	2S	II	30	X	30	PEDESTRIAN CROSSING	--	6.25	--	1	--	--	--	--		
	23-12P	W16-7L	2S	II	24	X	12	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	23-11	
	SUBTOTAL								29.36	77.50	1	6	4	4	--	--		

CONTINUED ON NEXT SHEET

TYPE II SIGNS AND SUPPORTS

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

STAGE	SIGN NUMBER	SIGN CODE	SIGN SIZE	SIGN TYPE	SIGN DIMENSION W X H IN		IN	DESCRIPTION	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	SPV.0060.101 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 7-FOOT EACH	SPV.0060.102 ROUND ALUMINUM SIGN POST SYSTEM IN SOFT SURFACE 10-FOOT EACH	SPV.0060.103 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 10-FOOT EACH	SPV.0060.104 ROUND ALUMINUM SIGN POST SYSTEM IN CONCRETE SURFACE 11-FOOT EACH	634.0616 POSTS WOOD 4X6X16 EACH	634.0618 POSTS WOOD 4X6X18 EACH	SIGN MOUNTED ON SAME POST AS SIGN NO.	COMMENTS
5A	35-1P	R1-1	2S	II	30 X		30	STOP	5.18	--	--	--	1	--	--	--		
	35-2P	R4-7	2S	II	24 X		30	KEEP RIGHT SYMBOL	5.00	--	--	1	--	--	--	--		
	36-1	R9-3A	2S	II	24 X		24	NO PEDESTRIAN CROSSING (SYMBOL)	4.00	--	--	1	--	--	--	--		
	36-2	R9-3BR	2S	II	18 X		12	USE CROSSWALK W/ LEFT ARROW	1.50	--	--	--	--	--	--	--	36-1	
	37-3P	W11-2	2S	II	30 X		30	PEDESTRIAN CROSSING	--	6.25	--	1	--	--	--	--		
	37-4P	W16-7L	2S	II	24 X		12	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	37-3	
	37-7P	W11-2	2S	II	30 X		30	PEDESTRIAN CROSSING	--	6.25	--	1	--	--	--	--		
	37-8P	W16-7L	2S	II	24 X		12	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	37-7	
	37-9P	W11-2	2S	II	30 X		30	PEDESTRIAN CROSSING	--	6.25	--	--	--	--	--	--	37-7	ON SIGNS 37-7 AND 37-8
	37-10P	W16-7L	2S	II	24 X		12	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	37-7	ON SIGNS 37-7 AND 37-8
	38-1P	R1-1	2S	II	30 X		30	STOP	5.18	--	--	1	--	--	--	--		
	39-4P	R1-1	2S	II	30 X		30	STOP	5.18	--	--	1	--	--	--	--		
	40-2P	W11-2	2S	II	30 X		30	PEDESTRIAN CROSSING	--	6.25	--	--	--	1	--	--		
	40-3P	W16-7L	2S	II	24 X		12	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	40-2	
	SUBTOTAL								26.04	33.00	--	6	1	1	--	--		
5B	34-1P	R1-1	2S	II	30 X		30	STOP	5.18	--	--	1	--	--	--	--		
	34-4P	R3-8LAF	2S	II	60 X		30	LEFT ONLY, ARROW UP/ONLY, AHEAD & RIGHT ARROWS	11.25	--	--	1	--	--	--	--		
	34-5R	R7-1D	2S	II	18 X		24	NO PARKING ANY TIME (ARROWS)	3	--	--	--	--	--	--	--	34-4	
	36-3P	R1-1	2S	II	30 X		30	STOP	5.18	--	--	1	--	--	--	--		
	36-4P	W11-2	2S	II	30 X		30	PEDESTRIAN CROSSING	--	6.25	--	1	--	--	--	--		
	36-5P	W16-7L	2S	II	24 X		12	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	36-4	
	39-3P	R2-1	2S	II	24 X		30	SPEED LIMIT	5.00	--	--	1	--	--	--	--		
	39-5P	W11-2	2S	II	30 X		30	PEDESTRIAN CROSSING	--	6.25	--	1	--	--	--	--		
	39-6P	W16-7L	2S	II	24 X		12	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	39-6	
	40-6P	W11-2	2S	II	30 X		30	PEDESTRIAN CROSSING	--	6.25	--	--	--	1	--	--		
	40-7P	W16-7L	2S	II	24 X		12	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	40-6	
	SUBTOTAL								29.61	24.75	--	6	--	1	--	--		
6A	35-5P	R5-1	2M	II	36 X		36	DO NOT ENTER	9.00	--	--	1	--	--	--	--		
	35-6R	R5-1A	2S	II	36 X		24	WRONG WAY	6.00	--	--	1	--	--	--	--		
	35-7							NO TRUCKS IN EXCESS OF 8,000 LBS EXCEPT FOR LOCAL TRAFFIC	--	--	--	--	--	--	--	--	35-6	MOVE BY CITY
	36-6P	R1-1	2S	II	30 X		30	STOP	5.18	--	--	--	1	--	--	--		
	37-5P	R1-1	2S	II	30 X		30	STOP	5.18	--	--	1	--	--	--	--		
	39-1P	R1-1	2S	II	30 X		30	STOP	5.18	--	--	1	--	--	--	--		
	39-2P	R7-1D	2S	II	18 X		24	NO PARKING ANY TIME (ARROWS)	3.00	--	--	--	1	--	--	--		
	39-7P	R1-1	2S	II	30 X		30	STOP	5.18	--	--	--	1	--	--	--		
	40-1P	R1-1	2S	II	30 X		30	STOP	5.18	--	--	--	1	--	--	--		
	40-8P	W11-2	2S	II	30 X		30	PEDESTRIAN CROSSING	--	6.25	--	--	--	--	--	--		ON LIGHT POLE
	40-9P	W16-7L	2S	II	24 X		12	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	40-8	ON LIGHT POLE
	SUBTOTAL								43.90	8.25	--	4	4	--	--	--		
6B	36-7P	W11-2	2S	II	30 X		30	PEDESTRIAN CROSSING	--	6.25	--	1	--	--	--	--		
	36-8P	W16-7L	2S	II	24 X		12	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	36-7	
	37-1P	W11-2	2S	II	30 X		30	PEDESTRIAN CROSSING	--	6.25	--	1	--	--	--	--		
	37-2P	W16-7L	2S	II	24 X		12	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	37-1	
	39-8P	W11-2	2S	II	30 X		30	PEDESTRIAN CROSSING	--	6.25	--	1	--	--	--	--		
	39-9P	W16-7L	2S	II	24 X		12	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	39-8	
	40-4P	W11-2	2S	II	30 X		30	PEDESTRIAN CROSSING	--	6.25	--	--	--	1	--	--		
	40-5P	W16-7L	2S	II	24 X		12	DOWN ARROW SYMBOL (LEFT)	--	2.00	--	--	--	--	--	--	40-4	
	SUBTOTAL								--	33.00	--	3	--	1	--	--		
PROJECT TOTAL									484.77	427.25	1	70	24	16	2	2		

REMOVING SIGNS

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

STAGE	SIGN NUMBER	SIGN CODE	SIGN TYPE	SIGN MESSAGE	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	SIGN MOUNTED ON SAME POST AS SIGN NO.	COMMENTS
1A	8-1R	R4-7	II	KEEP RIGHT OF MEDIAN	1	1		
	10-1R	R5-1	II	DO NOT ENTER	1	1		Includes Sign 10-2, 10-3 removal
	10-2R	R5-1A	II	WRONG WAY	--	--	10-1	
	10-3R	R3-1	II	NO RIGHT TURN SYMBOL	--	--	10-1	
	10-4R	R1-2	II	YIELD	1	1		
	10-5R	J3-4	II	ROUTE TURN ASSEMBLY	1	2		Includes Sign 10-6, 10-7, 10-8 removal
	10-6R	R6-2L	II	ONE WAY (LEFT)	--	--	10-5	
	10-7R	R5-1	II	DO NOT ENTER	--	--	10-5	
	10-8R	R5-1A	II	WRONG WAY	--	--	10-5	
	SUBTOTAL				4	5		
1B	4-3R	R1-1	II	STOP	1	1		
	SUBTOTAL				1	1		
2A	2-3R	R6-2L	II	ONE WAY (LEFT)	1	1		
	3-1R	R1-1	II	STOP	1	1		
	5-1R	R1-1	II	STOP	1	1		
	6-1R	R1-2	II	YIELD	1	1		
	9-1R	R1-2	II	YIELD	1	1		
	SUBTOTAL				5	5		
3A	14-6R	W11-2	II	PEDESTRIAN CROSSING	1	1		Includes Sign 14-7 removal
	14-7R	W16-7L	II	DOWN ARROW SYMBOL (LEFT)	--	--	14-6	
	15-2R	R6-2L	II	ONE WAY (LEFT)	1	1		Includes Sign 15-3 removal
	15-3R	R6-2R	II	ONE WAY (RIGHT)	--	--	15-2	
	16-5R	R6-2R	II	ONE WAY (RIGHT)	1	1		Includes Sign 16-8 and 16-12 removal
	16-6R	S1-1	II	SCHOOL ZONE	1	1		Includes Sign 16-7 removal
	16-7R	S16-7L	II	DOWN ARROW SYMBOL (LEFT)	--	--	16-6	
	16-8R	R6-2L	II	ONE WAY (LEFT)	--	--	16-5	
	16-10R	R5-1C	II	DO NOT ENTER	1	1		Includes Sign 16-11 removal
	16-11R	R1-1	II	STOP	--	--	16-10	
	16-12R	R3-1	II	NO RIGHT TURN SYMBOL	--	--	16-5	
	21-12R	W11-2	II	PEDESTRIAN CROSSING	1	1		Includes Sign 21-13 removal
	21-13R	W16-7L	II	DOWN ARROW SYMBOL (LEFT)	--	--	21-12	
	25-5R	W11-2	II	PEDESTRIAN CROSSING	1	1		
	25-10R	W11-2	II	PEDESTRIAN CROSSING	1	--	ON LIGHT POLE	
	SUBTOTAL				8	7		
3B	13-1R	S1-1	II	SCHOOL ZONE	1	1		Includes Sign 13-2 removal
	13-2R	S16-7L	II	DOWN ARROW SYMBOL (LEFT)	--	--	13-1	
	14-3R	R1-1	II	STOP	1	1		
	16-9R	R1-1	II	STOP	1	1		Includes Sign 16-15 removal
	16-15R	R5-1C	II	DO NOT ENTER	--	--	16-9	
	17-4R	R1-1	II	STOP	1	1		
	17-5R	W11-8	II	FIRE TRUCK ENTRANCE	1	1		
	20-2R	R1-2	II	YIELD	1	1		
	20-4R	W12-1D	II	DOUBLE DIAGONAL ARROW	1	1		
	21-7R	R1-1	II	STOP	1	1		
	21-14R	M3-2	II	EAST	1	1		Includes Sign 21-15 removal
	21-15R	M1-6	II	STH 33	--	--	21-14	
	23-6R	R1-1	II	STOP	1	1		
	29-5R	R1-1	II	STOP	1	1		
	30-3R	R1-1	II	STOP	1	--	30-6	
	32-1R	R1-1	II	STOP	1	--	32-3	
	33-1R	R1-1	II	STOP	1	1		
	SUBTOTAL				14	12		

CONTINUED

REMOVING SIGNS

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

STAGE	SIGN NUMBER	SIGN CODE	SIGN TYPE	SIGN MESSAGE	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	SIGN MOUNTED ON SAME POST AS SIGN NO.	COMMENTS
4A	13-3R	S1-1	II	SCHOOL ZONE	1	1		Includes Sign 13-4 removal
	13-4R	S16-7L	II	DOWN ARROW SYMBOL (LEFT)	--	--	13-3	
	15-1R	R1-1	II	STOP	1	1		
	16-1R	R1-1	II	STOP	1	1		
	17-1R	R1-1	II	STOP	1	1		
	17-6R	R3-9B	II	CENTER LANE LEFT TURN ONLY SYMBOL	1	1		
	20-3R	W12-1D	II	DOUBLE DIAGONAL ARROW	1	1		
	20-5R	R1-2	II	YIELD	1	1		
	21-3R	R1-1	II	STOP	1	1		Includes Sign 21-4 removal
	21-4R	R3-2	II	NO LEFT TURN SYMBOL	--	--	21-3	
	22-1R	R1-1	II	STOP	1	1		
	23-5R	R1-1	II	STOP	1	1		
	25-7R	W11-2	II	PEDESTRIAN CROSSING	1	1	--	
	25-9R	W11-2	II	PEDESTRIAN CROSSING	1	1	--	
	26-3R	R1-1	II	STOP	1	--	26-2	
	28-3R	R1-1	II	STOP	1	--	28-2	
	29-3R	R1-1	II	STOP	1	--	29-2	
	30-1R	R1-1	II	STOP	1	--	30-2	
	SUBTOTAL				16	12		
4B	13-5R	S1-1	II	SCHOOL ZONE	1	1		Includes Sign 13-6 removal
	13-6R	S16-7L	II	DOWN ARROW SYMBOL (LEFT)	--	--	13-5	
	14-1R	W11-2	II	PEDESTRIAN CROSSING	1	1		Includes Sign 14-2 removal
	14-2R	W16-7L	II	DOWN ARROW SYMBOL (LEFT)	--	--	14-1	
	16-2R	R7-1D	II	NO PARKING ANY TIME (ARROWS)	1	1		
	16-3R	S1-1	II	SCHOOL ZONE	1	1		Includes Sign 16-4 removal
	16-4R	S16-7L	II	DOWN ARROW SYMBOL (LEFT)	--	--	16-3	
	17-2R	R2-1	II	SPEED LIMIT	1	1		Includes Sign 17-3 removal
	17-3R	R7-1D	II	NO PARKING ANY TIME (ARROWS)	--	--	17-2	
	20-1R	R1-1	II	STOP	1	1		
	21-5R	R4-7	II	KEEP RIGHT SYMBOL	1	1		Includes Sign 21-6 removal
	21-6R	W5-54	II	IN ROAD OBJECT MARKER	--	--	21-5	
	21-16R	W11-2	II	PEDESTRIAN CROSSING	1	1		Includes Sign 21-17 removal
	21-17R	W16-7L	II	DOWN ARROW SYMBOL (LEFT)	--	--	21-16	
	21-18R	W11-2	II	PEDESTRIAN CROSSING	1	1		Includes Sign 21-19 removal
	21-19R	W16-7L	II	DOWN ARROW SYMBOL (LEFT)	--	--	21-18	
	21-20R	R3-20L	II	BEGIN LEFT TURN LANE WITH DOWN RIGHT ARROW	1	1		
	SUBTOTAL				10	10		
5A	35-1R	R1-1	II	STOP	1	1		
	35-2R	R4-7	II	KEEP RIGHT SYMBOL	1	1		
	37-3R	W11-2	II	PEDESTRIAN CROSSING	1	1		Includes Sign 37-4 removal
	37-4R	S16-7L	II	DOWN ARROW SYMBOL (LEFT)	--	--	37-3	
	37-6P	R4-7	II	KEEP RIGHT SYMBOL	1	1		
	38-1R	R1-1	II	STOP	1	1		
	39-4R	R1-1	II	STOP	1	1		
	SUBTOTAL				6	6		
5B	34-1R	R1-1	II	STOP	1	1		
	34-4R	R3-8LAF	II	LEFT ONLY, ARROW UP/ONLY, AHEAD & RIGHT ARROWS	1	1		Includes Sign 34-5 removal
	34-5R	R7-1D	II	NO PARKING ANY TIME (ARROWS)	--	--	34-4	
	36-3R	R1-1	II	STOP	1	1		
	39-3R	R2-1	II	SPEED LIMIT	1	1		
	SUBTOTAL				4	4		

CONTINUED ON NEXT SHEET

CONTINUED

REMOVING SIGNS

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

STAGE	SIGN NUMBER	SIGN CODE	SIGN TYPE	SIGN MESSAGE	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	SIGN MOUNTED ON SAME POST AS SIGN NO.	COMMENTS
6A	35-5R	R5-1	II	DO NOT ENTER	1	1		
	35-6R	R5-1A	II	WRONG WAY	1	1		
	36-6R	R1-1	II	STOP	1	1		
	37-5R	R1-1	II	STOP	1	1		
	39-1R	R1-1	II	STOP	1	1		
	39-2R	R7-1D	II	NO PARKING ANY TIME (ARROWS)	1	1		
	39-7R	R1-1	II	STOP	1	1		
	40-1R	R1-1	II	STOP	1	1		
	SUBTOTAL				8	8		
6B	37-1R	W11-2	II	PEDESTRIAN CROSSING	1	1		
	37-2R	W16-7L	II	DOWN ARROW SYMBOL (LEFT)	--	--	37-1	
	SUBTOTAL				1	1		
	PROJECT TOTAL				77	71		

TRAFFIC CONTROL ITEMS

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

STAGE	INTERSECTION	ROADWAY	SIDEROAD	QUADRANT	STAGE DURATION DAYS	643.0300 TRAFFIC CONTROL DRUMS NO.	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III NO.	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A NO.	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C NO.	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	643.0810 TRAFFIC CONTROL CONNECTED ARROW BOARDS NO.	643.0810 TRAFFIC CONTROL CONNECTED ARROW BOARDS DAY	643.0900* TRAFFIC CONTROL SIGNS NO.	643.0900* TRAFFIC CONTROL SIGNS DAY	643.1220 TRAFFIC CONTROL CONNECTED WORK ZONE START AND END LOCATION MARKERS NO.	643.1220 TRAFFIC CONTROL CONNECTED WORK ZONE START AND END LOCATION MARKERS DAY	COMMENTS
ALL		STH 33			103	--	--	--	--	--	--	--	--	--	--	85	8,755	--	--	ADVANCED WIDTH RESTRICTION
ALL		STH 33/STH 144			103	--	--	--	--	--	--	--	--	--	--	40	4,120	--	--	SDD TC, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
1-4	1-33	STH 33	SHEPHERDS DR - TRENTON RD		80	--	--	--	--	--	--	--	--	--	--	55	4,400	--	--	SIDE ROAD APPROACH WARNING SIGN
5-6	34-41	STH 144	BEECH ST - MITTER CIR		25	--	--	--	--	--	--	--	--	--	--	15	375	--	--	ADVANCED WARNING SIGNS
	SUBTOTAL						--		--		--		--		--		17,650		--	
1A	1	STH 33	SHEPHERDS DR	MEDIAN W	3	85	255	4	12	8	24	20	60	1	3	22	66	1	3	PEDESTRIAN DETAIL 1
	1		SHEPHERDS DR	SW	2	60	120	2	4	4	8	10	20	1	2	10	20	1	2	PEDESTRIAN DETAIL 1
	6		WILDWOOD RD	MEDIAN W	3	85	255	13	39	26	78	20	60	--	--	13	39	--	--	PEDESTRIAN DETAIL 2
	7		SIGNALIZED COMMERCIAL DWY	MEDIAN W	3	85	255	6	18	12	36	20	60	--	--	6	18	--	--	PEDESTRIAN DETAIL 2
	8		N UNIVERSITY DR	MEDIAN W	3	85	255	6	18	12	36	20	60	--	--	6	18	--	--	PEDESTRIAN DETAIL 2
1A/B			WEST OF VALLEY AVE TO EAST OF JOHNSON ST	S	18	270	4,860	10	180	20	360	10	180	1	18	22	396	1	18	DRIVING LANE CLOSURE
	SUBTOTAL						6,000		271		542		440		23		557		23	
1B	1	STH 33	SHEPHERDS DR	SE	2	60	120	2	4	4	8	10	20	--	--	10	20	--	--	CLOSED - UTILIZE WEST CROSSWALKS
	2		VILLA PARK DR	MEDIAN E	3	85	255	6	18	12	36	20	60	--	--	6	18	--	--	NO PEDESTIAN STAGING
	2		SCENIC DR	SE	2	70	140	2	4	4	8	10	20	1	2	2	4	1	2	NO PEDESTIAN STAGING
	4		VALLEY AVE	MEDIAN E	3	85	255	6	18	12	36	20	60	--	--	6	18	--	--	PEDESTRIAN DETAIL 2
	7		SIGNALIZED COMMERCIAL DWY	MEDIAN E	3	85	255	6	18	12	36	20	60	--	--	6	18	--	--	CLOSED - NO PEDESTIAN STAGING
	8		N UNIVERSITY DR	MEDIAN E	3	85	255	6	18	12	36	20	60	--	--	6	18	--	--	CLOSED - NO PEDESTIAN STAGING
	SUBTOTAL						1,280		80		160		280		2		96		2	
2A/B	2-10	STH 33	EAST OF USH 45 NB ON RAMP TO WEST OF VILLA PARK DR	N	15	330	4,950	10	150	20	300	10	150	1	15	28	420	1	15	DRIVING LANE CLOSURE
	SUBTOTAL						4,950		150		300		150		15		420		15	
3A/B	12-21	STH 33	WEST OF N 15TH AVE TO EAST OF WISCONSIN ST	S	8	345	2,760	11	88	22	176	10	80	1	8	28	224	1	8	DRIVING LANE CLOSURE
	23-26		WEST OF N FOREST AVE TO EAST OF ROLFS RD	S	7	140	980	5	35	10	70	10	70	1	7	13	91	1	7	DRIVING LANE CLOSURE
	28-33		WEST OF LENORA DR TO EAST OF TRENTON RD	S	8	230	1,840	8	64	16	128	10	80	1	8	19	152	1	8	DRIVING LANE CLOSURE
	SUBTOTAL						5,580		187		374		230		23		467		23	
4A/B	12-17	STH 33	WEST OF MEADOWBROOK DR TO EAST OF STH 144	N	6	240	1,440	10	60	20	120	10	60	1	6	21	126	1	6	DRIVING LANE CLOSURE
	20-21		WEST OF VETERANS AVE TO WEST OF CENTER ST	N	5	90	450	3	15	6	30	10	50	1	5	11	55	1	5	DRIVING LANE CLOSURE
	22-26		WEST OF CENTER ST TO EAST OF ROLFS RD	N	6	185	1,110	7	42	14	84	10	60	1	6	22	132	1	6	DRIVING LANE CLOSURE
	28-30		WEST OF LENORA DR TO EAST OF CLEARVIEW DR	N	6	135	810	5	30	10	60	10	60	1	6	14	84	1	6	DRIVING LANE CLOSURE
	SUBTOTAL						3,810		147		294		230		23		397		23	
5A	35	STH 144	N 8TH AVE/MARTIN CT	E, 8TH AVE-MAIN ST	2	35	70	4	8	8	16	8	16	1	2	14	28	1	2	PEDESTRIAN DETAIL 16 / SHARED WITH SE QUAD, MARTIN CT
	36		N SILVERBROOK DR/RIVERSHORES DR	SE	2	30	60	1	2	2	4	8	16	1	2	7	14	1	2	PEDESTRIAN DETAIL 9
	37		REGNER PARK ENTRANCE	E	2	25	50	1	2	2	4	8	16	1	2	7	14	1	2	SDD TC PED. ACCOM.
	37		REGNER PARK ENTRANCE	MEDIAN	2	85	170	6	12	12	24	20	40	--	--	7	14	--	--	PEDESTRIAN DETAIL 16 / SHARED WITH NE QUAD, KUESTER LN MEDIAN AND CLOSURE
	38		KUESTER LN S	SE	2	30	60	6	12	12	24	8	16	1	2	17	34	1	2	PEDESTRIAN DETAIL 10 / SHARED WITH NE QUAD, KUESTER LN
	39		KUESTER LN N	SE	2	30	60	6	12	12	24	8	16	1	2	18	36	1	2	N
	40		HIGH ST	E	2	30	60	1	2	2	4	8	16	1	2	7	14	1	2	PEDESTRIAN DETAIL 10
	SUBTOTAL						530		50		100		136		12		154		12	
5B	34	STH 144	BEECH ST	SW&NW	2	25	50	4	8	8	16	8	16	1	2	14	28	1	2	PEDESTRIAN DETAIL 16
	36		N SILVERBROOK DR/RIVERSHORES DR	NE	2	45	90	2	4	4	8	16	32	2	4	10	20	2	4	PEDESTRIAN DETAIL 7
	39		PARK AVE	NE	2	30	60	1	2	2	4	8	16	1	2	7	14	1	2	PEDESTRIAN DETAIL 10
	40		HIGH ST	SE	2	30	60	1	2	2	4	8	16	1	2	7	14	1	2	SDD TC PED. ACCOM.
	SUBTOTAL						260		16		32		80		10		76		10	
6A	35	STH 144	N 8TH AVE/MARTIN CT	W	2	15	30	7	14	14	28	8	16	--	--	11	22	--	--	PEDESTRIAN DETAIL 15
	36		N SILVERBROOK DR/RIVERSHORES RD	SW	2	45	90	3	6	6	12	16	32	1	2	9	18	1	2	PEDESTRIAN DETAIL 11
	37		REGNER PARK ENTRANCE	SW	2	45	90	3	6	6	12	8	16	1	2	9	18	1	2	PEDESTRIAN DETAIL 8
	39		PARK AVE	SW	2	55	110	3	6	6	12	16	32	1	2	9	18	1	2	SHARED WITH MEDIAN W, PARK AVE. / PEDESTRIAN DETAIL 10
	40		HIGH ST	SW	2	45	90	3	6	6	12	16	32	1	2	9	18	1	2	PEDESTRIAN DETAIL 9
	41		MITTER CIR	SW	2	45	90	3	6	6	12	8	16	1	2	9	18	1	2	SDD TC PED. ACCOM.
	SUBTOTAL						500		44		88		144		10		112		10	
6B	36	STH 144	N SILVERBROOK DR	NW	2	45	90	3	6	6	12	16	32	1	2	9	18	1	2	PEDESTRIAN DETAIL 11
	37		REGNER PARK ENTRANCE	NW	2	45	90	3	6	6	12	16	32	1	2	9	18	1	2	PEDESTRIAN DETAIL 8
	39		PARK AVE	NW	2	45	90	3	6	6	12	16	32	1	2	9	18	1	2	PEDESTRIAN DETAIL 16
	40		HIGH ST	NW	2	45	90	3	6	6	12	16	32	1	2	9	18	1	2	PEDESTRIAN DETAIL 9
	41		MITTER CIR	NW	2	45	90	3	6	6	12	16	32	1	2	9	18	1	2	SDD TC PED. ACCOM.
	SUBTOTAL						450		30		60		160		10		90		10	
	PROJECT TOTAL						23,360		975		1,950		1,850		128		20,019		128	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

TRAFFIC CONTROL SIGN PCMS

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

643.1050

STAGE	LOCATION	NUMBER OF DAYS	TRAFFIC CONTROL SIGNS PCMS NO.	TRAFFIC CONTROL SIGNS PCMS DAY
1	HWY 33 EB 0.1 MI W OF SHEPHERDS DR	7	1	7
	HWY 33 WB 0.1 MI E OF TRENTON RD	7	1	7
	HWY 144 SB 0.1 MI N OF CTH D / N MAIN ST	7	1	7
	US 45 NB 1 MI S OF HWY 33 EXIT	7	1	7
	US 45 NB 0.1 MI S OF HWY 33 EXIT	7	1	7
	US 45 NB 0.1 MI S OF HWY D EXIT	7	1	7
	US 45 SB 1 MI N OF HWY D EXIT	7	1	7
	US 45 SB 0.1 MI N OF HWY D EXIT	7	1	7
	US 45 SB 0.1 MI N OF HWY 33 EXIT	7	1	7
	SUBTOTAL			63
2	US 45 NB 1 MI S OF HWY 33 EXIT	7	1	7
	US 45 NB 0.1 MI S OF HWY 33 EXIT	7	1	7
	US 45 NB 0.1 MI S OF HWY D EXIT	7	1	7
	US 45 SB 1 MI N OF HWY D EXIT	7	1	7
	US 45 SB 0.1 MI N OF HWY D EXIT	7	1	7
	US 45 SB 0.1 MI N OF HWY 33 EXIT	7	1	7
	SUBTOTAL			42
5	CTH D SB 0.1 MI N OF CTH D / N MAIN ST & STH 144	7	1	7
	HWY 144 NB AT STH 33 & STH 144	7	1	7
	HWY 144 SB 0.1 MI N OF CTH D / N MAIN ST	7	1	7
	SUBTOTAL			21
	PROJECT TOTAL			126

TRAFFIC CONTROL SIGNS FIXED MESSAGE

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

STAGE	LOCATION	SIGN SIZE W [IN.] X H [IN.]	643.1000 SF	SIGN MESSAGE
1	SIGNALIZED COMMERCIAL DWY	30 X 18	3.75	SIDEWALK CLOSED AT USH 45 RAMP USE OTHER SIDE
	N 18TH AVE	30 X 18	3.75	SIDEWALK CLOSED AT USH 45 RAMP USE OTHER SIDE
	SUBTOTAL		7.50	
2	SIGNALIZED COMMERCIAL DWY	30 X 18	3.75	SIDEWALK CLOSED AT USH 45 RAMP USE OTHER SIDE
	N 18TH AVE	30 X 18	3.75	SIDEWALK CLOSED AT USH 45 RAMP USE OTHER SIDE
	SUBTOTAL		7.50	
	PROJECT TOTAL		15	

TRAFFIC CONTROL

643.5000

CATEGORY	STAGE	LOCATION	TRAFFIC CONTROL EACH
0010	ALL	PROJECT	1
		PROJECT TOTAL	1

TEMPORARY PAVEMENT MARKING ITEMS

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

STAGE	LOCATION	ROADWAY	SIDEROAD	STATION	643.3150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH LF	643.3960 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH LF
1A	1	STH 33	SHEPHERDS DR	MEDIAN W	--	--
				SW	--	--
	4		VALLEY AVE	SW	--	--
	6		WILDWOOD RD	MEDIAN W	--	--
				SW	--	--
	7		SIGNALIZED COMMERCIAL DWY	MEDIAN W	--	--
				SW	--	--
	8		N UNIVERSITY DR	MEDIAN W	--	--
				SW	218	--
	9		USH 45 SB ON RAMP	S	--	--
	10		USH 45 NB OFF RAMP	S	--	--
	11		JOHNSON ST	SW	--	--
	SUBTOTAL				218	--
1B	1	STH 33	SHEPHERDS DR	SE	--	--
	2		VILLA PARK DR	MEDIAN E	--	--
				SE	--	--
	4		VALLEY AVE	MEDIAN E	--	
				SE	--	--
	7		SIGNALIZED COMMERCIAL DWY	MEDIAN E	--	--
				SE	--	--
	8		N UNIVERSITY DR	MEDIAN E	--	--
				SE	--	--
	9		USH 45 SB ON RAMP	S	--	--
	10		USH 45 NB OFF RAMP	S	--	--
	11		JOHNSON ST	SE	--	
	SUBTOTAL				--	--
2A	2	STH 33	VILLA PARK DR	NW	--	164
	3		MALL DR	N	--	106
	5		HEISER/PICK & SAVE DWY	N	--	--
	6		WILDWOOD RD	N	--	--
	7		SIGNALIZED COMMERCIAL DWY	NW	73	--
	8		N UNIVERSITY DR	NE	--	--
	9		USH 45 SB ON RAMP	N	--	--
	10		USH 45 NB OFF RAMP	N	--	--
	SUBTOTAL				73	270
2B	2	STH 33	VILLA PARK DR	NE	--	--
	4		VALLEY AVE	NE	--	--
	7		SIGNALIZED COMMERCIAL DWY	NE	--	--
	8		N UNIVERSITY DR	NW	--	--
	SUBTOTAL				--	--
3A	12	STH 33	MEADOWBROOK DR/N 15TH AVE	SW	--	--
	13		N SILVERBROOK DR	SW	71	115
	14		Y DR	SW	138	--
	15		N 10TH AVE	SW	--	--
	16		N 9TH AVE	SW	--	--
	17		N 8TH AVE	SW	--	--
	18		N MAIN ST	SW	--	--
	19		SERVICE DR	SW	--	--
	20		VETERANS AVE/EISENBAHN STATE TRAIL	SW	--	--
	21		NORTH ST/WISCONSIN ST	SW, WISC. ST	--	--
				SE, NORTH ST	--	--
	23		N FOREST AVE/FAIR ST	SW, FOREST AVE	--	--
	24		N INDIANA AVE	SW	--	--
	25		MID-BLOCK W OF SCHMIDT RD	S	--	--
	26		ROLFS AVE	SW	--	--
	28		LENORA DR	SW	--	--
	29		SCENIC DR E	S	--	--
	30		CLEARVIEW DR	SW	--	--
	32		STOCKHAUSEN LN	SW	--	--
	33		TRENTON RD	SW		
	SUBTOTAL				209	115

CONTINUED

TEMPORARY PAVEMENT MARKING ITEMS

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

STAGE	LOCATION	ROADWAY	SIDEROAD	STATION	643.3150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH LF	643.3960 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH LF
3B	12	STH 33	MEADOWBROOK DR/N 15TH AVE	SE	--	--
	13		N SILVERBROOK DR	SE	--	--
	14		Y DR	SE	--	--
	15		N 10TH AVE	SE	--	--
	16		N 9TH AVE	SE	--	--
	17		N 8TH AVE	SE	--	--
	18		N MAIN ST	SE	--	--
	19		SERVICE DR	SE	--	--
	20		VETERANS AVE/EISENBAHN STATE TRAIL	S	--	--
	21		NORTH ST/WISCONSIN ST	SE	--	--
	22		N FOREST AVE/FAIR ST	SE, FOREST AVE	--	--
	23		N INDIANA AVE	SE	--	--
	28		LENORA DR	SE	--	--
	30		CLEARVIEW DR	SE	--	--
	32		STOCKHAUSEN LN	SE	--	--
	SUBTOTAL				--	--
4A	12	STH 33	MEADOWBROOK DR/N 15TH AVE	NW	--	--
	13		N SILVERBOOK DR	NW	71	--
	14		Y DR	NW	--	--
	15		N 10TH AVE	NW	--	--
	16		N 9TH AVE	NW	--	--
	17		N 8TH AVE	NW	--	--
	20		VETERANS AVE/EISENBAHN STATE TRAIL	N	--	--
	21		NORTH ST/WISCONSIN ST	NW, NORTH ST	--	--
				NE, WISC. ST	--	--
	22		CENTER ST	NW	--	--
	23		N FOREST AVE/FAIR ST	NW, FAIR ST	--	--
	24		N INDIANA AVE	NW	--	--
	25		MID-BLOCK W OF SCHMIDT RD	N	--	--
	26		ROLFS AVE	NW	--	--
	28		LENORA DR	NW	--	--
	29		SCENIC DR	NW	--	--
	30		CLEARVIEW DR	NW	--	--
	SUBTOTAL				71	--
4B	12	STH 33	MEADOWBROOK DR/N 15TH AVE	NE	--	--
	13		N SILVERBROOK DR	NE	71	--
	14		Y DR	NE	--	--
	15		N 10TH AVE	NE	--	--
	16		N 9TH AVE	NE	--	--
	17		N 8TH AVE	NE	--	--
	20		VETERANS AVE/EISENBAHN STATE TRAIL	NE	--	--
				MEDIAN E	--	--
	21		NORTH ST/WISCONSIN ST	NE, NORTH ST	40	--
				NW, WISC. ST	--	--
	22		CENTER ST	NE	--	--
	23		N FOREST AVE/FAIR ST	NW FOREST AVE	--	--
				NE, FAIR ST	--	--
	24		N INDIANA AVE	NE	--	--
	26		ROLFS AVE	NE	--	--
	28		LENORA DR	NE	--	--
	29		SCENIC DR	NE	--	--
	30		CLEARVIEW DR	NE	--	--
	SUBTOTAL				111	--
5A	35	STH 144	N 8TH AVE/MARTIN CT	E, 8TH AVE-MAIN ST	--	--
				E, MAIN ST	--	--
	36		N SILVERBROOK DR/RIVERSHORES DR	SE	111	--
	37		RENGER PARK ENTRANCE	E	--	--
	38		KUESTER LN S	SE	--	--
				NE	--	--
	39		KUESTER LN N	SE	--	--
				NE	--	--
	40		HIGH ST	E	--	--
	SUBTOTAL				111	--
5B	34	STH 144	BEECH ST	W	--	--
	36		N SILVERBROOK DR/RIVERSHORES DR	NE	--	--
	39		N KUESTER LN N/PARK AVE	NE, PARK AVE	--	--
	40		HIGH ST	SE	--	--
	SUBTOTAL				--	--

CONTINUED ON NEXT SHEET

CONTINUED

TEMPORARY PAVEMENT MARKING ITEMS

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

STAGE	LOCATION	ROADWAY	SIDEROAD	STATION	643.3150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH LF	643.3960 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH LF
6A	35	STH 144	N 8TH AVE/MARTIN CT	W	63	--
	36	STH 144	N SILVERBROOK DR/RIVERSHORES RD	SW	64	--
	37	STH 144	REGNER PARK ENTRANCE	SW	58	--
	39	STH 144	N KUESTER LN/PARK AVE	SW, PARK AVE	--	--
				MEDIAN W, PARK AVE	--	--
	40	STH 144	HIGH ST	SW	--	--
	41	STH 144	MITTER CIR	SW	--	--
	SUBTOTAL				185	--
6B	36	STH 144	N SILVERBROOK DR	NW	64	--
	37	STH 144	REGNER PARK ENTRANCE	NW	58	--
	39	STH 144	N KUESTER LN/PARK AVE	NW, PARK AVE	--	--
	40	STH 144	HIGH ST	NW	--	--
	41	STH 144	MITTER CIR	NW	--	--
	SUBTOTAL				122	--
	PROJECT TOTAL				1,099	385

TEMPORARY PEDESTRIAN ACCOMMODATIONS

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

STAGE	INTERSECTION	ROADWAY	SIDEROAD	QUADRANT	STAGE DURATION DAYS	643.0900* TRAFFIC CONTROL SIGNS NO.	643.0900* TRAFFIC CONTROL SIGNS DAY	644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING SF	644.1601 TEMPORARY PEDESTRIAN CURB RAMP NO.	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF	644.1900.S TEMPORARY AUDIBLE MESSAGE SYSTEM NO.	644.1900.S TEMPORARY AUDIBLE MESSAGE SYSTEM DAY	COMMENTS
1A	1	STH 33	SHEPHERDS DR	MEDIAN W	7	5	35	--	--	--	--	--	2	14	PEDESTRIAN DETAIL 1
	1		SHEPHERDS DR	SW	7	5	35	46	1	7	8	108	2	14	PEDESTRIAN DETAIL 1
	4		VALLEY AVE	SW	7	2	14	--	--	--	--	--	--	--	CLOSED - NO PEDESTIAN STAGING
	6		WILDWOOD RD	MEDIAN W	7	7	49	--	--	--	--	24	4	28	PEDESTRIAN DETAIL 2
	6		WILDWOOD RD	SW	7	8	56	170	--	--	--	78	4	28	PEDESTRIAN DETAIL 3
	7		SIGNALIZED COMMERCIAL DWY	MEDIAN W	7	7	49	--	--	--	--	24	4	28	PEDESTRIAN DETAIL 2
	7		SIGNALIZED COMMERCIAL DWY	SW	7	8	56	170	--	--	--	78	4	28	PEDESTRIAN DETAIL 3
	8		N UNIVERSITY DR	MEDIAN W	7	7	49	--	--	--	--	24	4	28	PEDESTRIAN DETAIL 2
	8		N UNIVERSITY DR	SW	7	5	35	190	4	28	32	222	4	28	PEDESTRIAN DETAIL 4
	9		USH 45 SB ON RAMP	S	7	2	14	--	--	--	--	18	4	28	PEDESTRIAN DETAIL 5
	10		USH 45 NB OFF RAMP	S	7	2	14	--	--	--	--	18	4	28	PEDESTRIAN DETAIL 5
	11		JOHNSON ST	SW	7	4	28	70	1	7	16	60	--	--	SDD TC PED. ACCOM.
	SUBTOTAL						434	646		42	56	654		252	
1B	1	STH 33	SHEPHERDS DR	SE	7	2	14	--	--	--	--	--	--	--	CLOSED - UTILIZE WEST CROSSWALKS
	2		VILLA PARK DR	MEDIAN E	7	2	14	--	--	--	--	--	--	--	NO PEDESTIAN STAGING
	2		SCENIC DR	SE	7	2	14	--	--	--	--	--	--	--	NO PEDESTIAN STAGING
	4		VALLEY AVE	MEDIAN E	7	7	49	--	--	--	--	24	4	28	PEDESTRIAN DETAIL 2
	4		VALLEY AVE	SE	7	11	77	240	--	--	--	132	2	14	PEDESTRIAN DETAIL 6
	7		SIGNALIZED COMMERCIAL DWY	MEDIAN E	7	2	14	--	--	--	--	24	--	--	CLOSED - NO PEDESTIAN STAGING
	7		SIGNALIZED COMMERCIAL DWY	SE	7	8	56	145	--	--	--	54	4	28	PEDESTRIAN DETAIL 3
	8		N UNIVERSITY DR	MEDIAN E	7	2	14	--	--	--	--	24	--	--	CLOSED - NO PEDESTIAN STAGING
	8		N UNIVERSITY DR	SE	7	4	28	235	2	14	--	102	2	14	PEDESTRIAN DETAIL 11
	11		JOHNSON ST	SE	7	4	28	--	1	7	16	156	--	--	SDD TC PED. ACCOM.
	SUBTOTAL						308	620		21	16	516		84	
2A	2	STH 33	VILLA PARK DR	NW	7	12	84	190	--	--	--	96	2	14	PEDESTRIAN DETAIL 7
	3		MALL DR	N	7	4	28	420	2	14	16	144	4	28	PEDESTRIAN DETAIL 8
	5		HEISER/PICK & SAVE DWY	N	7	12	84	--	--	--	--	36	4	28	PEDESTRIAN DETAIL 10
	6		WILDWOOD RD	N	7	12	84	120	--	--	--	54	4	28	PEDESTRIAN DETAIL 10
	7		SIGNALIZED COMMERCIAL DWY	NW	7	12	84	--	--	--	--	36	4	28	PEDESTRIAN DETAIL 10
	7&8		TEMPORARY RAMP	N	7	--	--	20	1	7	8	30	--	--	SDD TC PED. ACCOM.
	8		N UNIVERSITY DR	NE	7	2	14	--	--	--	--	36	4	28	PEDESTRIAN DETAIL 5
	9		USH 45 SB OFF RAMP	N	7	2	14	--	--	--	--	18	4	28	PEDESTRIAN DETAIL 5
	10		USH 45 NB ON RAMP	N	7	2	14	--	--	--	--	18	4	28	PEDESTRIAN DETAIL 5
	SUBTOTAL						406	750		21	24	468		210	
2B	2	STH 33	VILLA PARK DR	NE	7	12	84	180	--	--	--	96	2	14	PEDESTRIAN DETAIL 7
	4		VALLEY AVE	NE	7	2	14	--	--	--	--	36	--	--	SDD TC PED. ACCOM.
	7		SIGNALIZED COMMERCIAL DWY	NE	7	12	84	--	--	--	--	36	4	28	PEDESTRIAN DETAIL 10
	8		N UNIVERSITY DR	NW	7	12	84	--	--	--	--	54	4	28	PEDESTRIAN DETAIL 10
	SUBTOTAL						266	180		--	--	222		70	
3A	12	STH 33	N 15TH AVE	SW	7	13	91	70	2	14	16	66	4	28	PEDESTRIAN DETAIL 9
	13		N SILVERBROOK DR	SW	7	13	91	70	2	14	16	66	4	28	PEDESTRIAN DETAIL 9
	14		Y DR	SW	7	15	105	--	--	--	--	72	4	28	PEDESTRIAN DETAIL 16
	15		N 10TH AVE	SW	7	15	105	--	--	--	--	54	4	28	PEDESTRIAN DETAIL 16
	16		N 9TH AVE	SW	7	15	105	--	--	--	--	72	4	28	PEDESTRIAN DETAIL 16
	17		N 8TH AVE	SW	7	15	105	--	--	--	--	54	4	28	PEDESTRIAN DETAIL 16
	18		N MAIN ST	SW	7	12	84	--	--	--	--	36	4	28	PEDESTRIAN DETAIL 10
	19		SERVICE DR	SW	7	12	84	--	--	--	--	36	4	28	PEDESTRIAN DETAIL 10
	20		VETERANS AVE/EISENBAHN STATE TRAIL	SW	7	13	91	70	2	14	16	66	4	28	PEDESTRIAN DETAIL 9
	21		WISCONSIN ST	SW	7	13	91	--	2	14	16	66	4	28	PEDESTRIAN DETAIL 9
	21		NORTH ST	SE	7	13	91	70	2	14	16	66	4	28	PEDESTRIAN DETAIL 9
	23		N FOREST AVE	SW	7	15	105	--	--	--	--	54	4	28	PEDESTRIAN DETAIL 16
	24		N INDIANA AVE	SW	7	13	91	80	2	14	16	66	4	28	PEDESTRIAN DETAIL 9
	25		MID-BLOCK W OF SCHMIDT RD	S	7	8	56	185	--	--	--	72	4	28	PEDESTRIAN DETAIL 3
	26		ROLFS AVE	SW	7	8	56	165	--	--	--	72	4	28	PEDESTRIAN DETAIL 3
	28		LENORA DR	SW	7	2	14	--	--	--	--	--	--	--	SDD TC PED. ACCOM.
	29		SCENIC DR E	S	7	4	28	385	2	14	16	120	4	28	PEDESTRIAN DETAIL 8
	30		CLEARVIEW DR	SW	7	4	28	185	1	7	16	156	2	14	PEDESTRIAN DETAIL 11
	32		STOCKHAUSEN LN	SW	7	4	28	242	2	14	16	96	2	14	PEDESTRIAN DETAIL 11
	33		TRENTON RD	SW	7	11	77	140	--	--	--	84	2	14	PEDESTRIAN DETAIL 6
	SUBTOTAL						1,526	1,662		119	144	1,374		490	

CONTINUED ON NEXT SHEET

TEMPORARY PEDESTRIAN ACCOMMODATIONS

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

						643.0900*		644.1440	644.1601		644.1605	644.1810	644.1900.S		
STAGE	INTERSECTION	ROADWAY	SIDEROAD	QUADRANT	STAGE DURATION DAYS	TRAFFIC CONTROL SIGNS NO.	TRAFFIC CONTROL SIGNS DAY	TEMPORARY PEDESTRIAN SURFACE MATTING SF	TEMPORARY PEDESTRIAN CURB RAMP NO.	TEMPORARY PEDESTRIAN CURB RAMP DAY	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	TEMPORARY PEDESTRIAN BARRICADE LF	TEMPORARY AUDIBLE MESSAGE SYSTEM NO.	TEMPORARY AUDIBLE MESSAGE SYSTEM DAY	COMMENTS
3B	12	STH 33	N 15TH AVE	SE	7	13	91	--	2	14	--	--	4	28	PEDESTRIAN DETAIL 9 / ADDITIONAL QTIES W/ STG 3A
	13		N SILVERBROOK DR	SE	7	13	91	--	2	14	--	--	4	28	PEDESTRIAN DETAIL 9 / ADDITIONAL QTIES W/ STG 3A
	14		Y DR	SE	7	15	105	--	--	--	--	18	4	28	PEDESTRIAN DETAIL 16 / ADDITIONAL QTIES W/ STG 3A
	15		N 10TH AVE	SE	7	15	105	--	--	--	--	18	4	28	PEDESTRIAN DETAIL 16 / ADDITIONAL QTIES W/ STG 3A
	16		N 9TH AVE	SE	7	15	105	--	--	--	--	18	4	28	PEDESTRIAN DETAIL 16 / ADDITIONAL QTIES W/ STG 3A
	17		N 8TH AVE	SE	7	15	105	--	--	--	--	18	4	28	PEDESTRIAN DETAIL 16 / ADDITIONAL QTIES W/ STG 3A
	18		N MAIN ST	SE	7	12	84	--	--	--	--	--	4	28	PEDESTRIAN DETAIL 10 / ADDITIONAL QTIES W/ STG 3A
	19		SERVICE DR	SE	7	12	84	--	--	--	--	--	4	28	PEDESTRIAN DETAIL 10 / ADDITIONAL QTIES W/ STG 3A
	20		VETERANS AVE/EISENBAHN STATE TRAIL	S	7	24	168	93	--	--	--	78	4	28	PEDESTRIAN DETAIL 12
	21		WISCONSIN ST	SE	7	24	168	--	--	--	--	54	4	28	PEDESTRIAN DETAIL 12
	22		N FOREST AVE	SE	7	15	105	--	--	--	--	18	4	28	PEDESTRIAN DETAIL 16 / ADDITIONAL QTIES W/ STG 3A
	23		N INDIANA AVE	SE	7	13	91	--	2	14	--	--	4	28	PEDESTRIAN DETAIL 9 / ADDITIONAL QTIES W/ STG 3A
	28		LENORA DR	SE	7	2	14	--	--	--	--	--	--	--	SDD TC PED. ACCOM.
	30		CLEARVIEW DR	SE	7	10	70	65	1	7	8	120	4	28	PEDESTRIAN DETAIL 13
	32		STOCKHAUSEN LN	SE	7	4	28	--	2	14	--	36	2	14	PEDESTRIAN DETAIL 11 / ADDITIONAL QTIES W/ STG 3A
	SUBTOTAL						1,414	158		63	8	378		378	
4A	12	STH 33	MEADOWBROOK DR	NW	7	13	91	70	2	14	16	66	4	28	PEDESTRIAN DETAIL 9
	13		N SILVERBOOK DR	NW	7	13	91	65	2	14	16	60	4	28	PEDESTRIAN DETAIL 9
	14		Y DR	NW	7	2	14	--	--	--	--	84	--	--	SDD TC PED. ACCOM.
	15		N 10TH AVE	NW	7	15	105	--	--	--	--	18	4	28	PEDESTRIAN DETAIL 16 / ADDITIONAL QTIES W/ STG 3A
	16		N 9TH AVE	NW	7	15	105	--	--	--	--	18	4	28	PEDESTRIAN DETAIL 16 / ADDITIONAL QTIES W/ STG 3A
	17		N 8TH AVE	NW	7	15	105	--	--	--	--	18	4	28	PEDESTRIAN DETAIL 16 / ADDITIONAL QTIES W/ STG 3A
	20		VETERANS AVE/EISENBAHN STATE TRAIL	N	7	13	91	70	2	14	16	66	4	28	PEDESTRIAN DETAIL 9
	21		NORTH ST	NW	7	13	91	25	2	14	16	48	4	28	PEDESTRIAN DETAIL 9
	21		WISCONSIN ST	NE	7	2	14	143	--	--	--	72	--	--	SDD TC PED. ACCOM.
	22		CENTER ST	NW	7	4	28	205	2	14	16	78	4	28	PEDESTRIAN DETAIL 8
	23		FAIR ST	NW	7	13	91	70	2	14	16	66	4	28	PEDESTRIAN DETAIL 9
	24		N INDIANA AVE	NW	7	13	91	70	2	14	16	66	4	28	PEDESTRIAN DETAIL 9
	25		MID-BLOCK W OF SCHMIDT RD	N	7	3	21	--	--	--	--	--	--	--	SDD TC PED. ACCOM.
	26		ROLFS AVE	NW	7	6	42	228	1	7	8	228	2	14	PEDESTRIAN DETAIL 14
	28		LENORA DR	NW	7	13	91	70	2	14	16	66	4	28	PEDESTRIAN DETAIL 9
	29		SCENIC DR	NW	7	10	70	370	3	21	24	168	4	28	PEDESTRIAN DETAIL 13
	30		CLEARVIEW DR	NW	7	4	28	275	2	14	16	108	2	14	PEDESTRIAN DETAIL 11
	SUBTOTAL						1,169	1,661		154	176	1,230		364	
4B	12	STH 33	MEADOWBROOK DR	NE	7	13	91	--	2	14	--	--	4	28	PEDESTRIAN DETAIL 9 / ADDITIONAL QTIES W/ STG 4A
	13		N SILVERBROOK DR	NE	7	13	91	190	2	14	--	66	4	28	PEDESTRIAN DETAIL 9 / ADDITIONAL QTIES W/ STG 4A
	14		Y DR	NE	7	12	84	--	--	--	--	54	4	28	PEDESTRIAN DETAIL 10
	15		N 10TH AVE	NE	7	13	91	--	2	14	--	--	4	28	PEDESTRIAN DETAIL 9 / ADDITIONAL QTIES W/ STG 4A
	16		N 9TH AVE	NE	7	13	91	--	2	14	--	--	4	28	PEDESTRIAN DETAIL 9 / ADDITIONAL QTIES W/ STG 4A
	17		N 8TH AVE	NE	7	13	91	--	2	14	--	--	4	28	PEDESTRIAN DETAIL 9 / ADDITIONAL QTIES W/ STG 4A
	20		VETERANS AVE/EISENBAHN STATE TRAIL	NE	7	24	168	112	--	--	--	66	4	28	PEDESTRIAN DETAIL 12
	21		NORTH ST	NE	7	13	91	--	2	14	--	--	4	28	PEDESTRIAN DETAIL 9 / ADDITIONAL QTIES W/ STG 4A
	21		WISCONSIN ST	NW	7	2	14	--	--	--	--	18	0	--	SDD TC PED. ACCOM.
	22		CENTER ST	NE	7	4	28	--	2	14	--	--	4	28	PEDESTRIAN DETAIL 8 / ADDITIONAL QTIES W/ STG 4A
	23		N FOREST AVE	NW	7	2	14	--	--	--	--	18	0	--	SDD TC PED. ACCOM.
	23		FAIR ST	NE	7	15	105	--	--	--	--	18	4	28	PEDESTRIAN DETAIL 16
	24		N INDIANA AVE	NE	7	13	91	--	2	14	--	--	4	28	PEDESTRIAN DETAIL 9 / ADDITIONAL QTIES W/ STG 4A
	26		ROLFS AVE	NE	7	4	28	183	1	7	8	66	2	14	PEDESTRIAN DETAIL 11
	28		LENORA DR	NE	7	13	91	--	2	14	--	--	4	28	PEDESTRIAN DETAIL 9 / ADDITIONAL QTIES W/ STG 4A
	29		SCENIC DR	NE	7	13	91	--	2	14	--	48	4	28	PEDESTRIAN DETAIL 9 / ADDITIONAL QTIES W/ STG 4A
	30		CLEARVIEW DR	NE	7	13	91	--	2	14	--	--	4	28	PEDESTRIAN DETAIL 9 / ADDITIONAL QTIES W/ STG 4A
	SUBTOTAL						1,351	485		161	8	354		406	
5A	35	STH 144	N 8TH AVE/MARTIN CT	E, 8TH AVE-MAIN ST	7	15	105	--	--	--	--	18	4	28	PEDESTRIAN DETAIL 16
	35		N 8TH AVE/MARTIN CT	E, MAIN ST	7	15	105	--	--	--	--	18	--	--	--
	36		N SILVERBROOK DR/RIVERSHORES DR	SE	7	13	91	--	2	14	16	42	4	28	PEDESTRIAN DETAIL 9
	37		RENGER PARK ENTRANCE	E	7	4	28	245	--	--	--	78	--	--	SDD TC PED. ACCOM.
	38		KUESTER LN S	SE	7	12	84	--	--	--	--	18	4	28	PEDESTRIAN DETAIL 10
	38		KUESTER LN S	NE	7	12	84	--	--	--	--	18	4	28	PEDESTRIAN DETAIL 10
	39		KUESTER LN N	SE	7	12	84	--	--	--	--	18	4	28	PEDESTRIAN DETAIL 10
	39		KUESTER LN N	NE	7	12	84	--	--	--	--	18	4	28	PEDESTRIAN DETAIL 10
	40		HIGH ST	E	7	12	84	--	--	--	--	36	4	28	PEDESTRIAN DETAIL 10
	SUBTOTAL						749	245		14	16	264		196	

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TEMPORARY PEDESTRIAN ACCOMMODATIONS

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

						643.0900*		644.1440	644.1601		644.1605	644.1810	644.1900.S		
STAGE	INTERSECTION	ROADWAY	SIDEROAD	QUADRANT	STAGE DURATION DAYS	TRAFFIC CONTROL SIGNS NO.	TRAFFIC CONTROL SIGNS DAY	TEMPORARY PEDESTRIAN SURFACE MATTING SF	TEMPORARY PEDESTRIAN CURB RAMP NO.	TEMPORARY PEDESTRIAN CURB RAMP DAY	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	TEMPORARY PEDESTRIAN BARRICADE LF	TEMPORARY AUDIBLE MESSAGE SYSTEM NO.	TEMPORARY AUDIBLE MESSAGE SYSTEM DAY	COMMENTS
5B	34	STH 144	BEECH ST	SW&NW	7	15	105	--	--	--	--	54	4	28	PEDESTRIAN DETAIL 16
	36		N SILVERBROOK DR/RIVERSHORES DR	NE	7	12	84	180	--	--	--	96	2	14	PEDESTRIAN DETAIL 7
	39		PARK AVE	NE	7	12	84	154	--	--	--	54	4	28	PEDESTRIAN DETAIL 10
	40		HIGH ST	SE	7	2	14	134	--	--	--	66	--	--	SDD TC PED. ACCOM.
	SUBTOTAL						287	468		--	--	270		70	
6A	35	STH 144	N 8TH AVE/MARTIN CT	W	7	4	28	142	2	14	24	174	4	28	PEDESTRIAN DETAIL 15
	36		N SILVERBROOK DR/RIVERSHORES RD	SW	7	4	28	58	2	14	16	150	2	14	PEDESTRIAN DETAIL 11
	37		REGNER PARK ENTRANCE	SW	7	4	28	320	2	14	16	114	4	28	PEDESTRIAN DETAIL 8
	39		PARK AVE	SW	7	12	84	--	--	--	--	18	4	28	PEDESTRIAN DETAIL 10
	39		N KUESTER LN/PARK AVE	MEDIAN W	7	12	84	--	--	--	--	18	4	28	PEDESTRIAN DETAIL 10
	40		HIGH ST	SW	7	13	91	--	2	14	16	54	4	28	PEDESTRIAN DETAIL 9
	41		MITTER CIR	SW	7	2	14	--	--	--	--	36	--	--	SDD TC PED. ACCOM.
	SUBTOTAL						357	520		56	72	564		154	
6B	36	STH 144	N SILVERBROOK DR	NW	7	4	28	119	2	14	--	54	2	14	PEDESTRIAN DETAIL 11 / ADDITIONAL QTIES W/ STG 6A PEDESTRIAN DETAIL 8 / ADDITIONAL QTIES W/ STG 6A
	37		REGNER PARK ENTRANCE	NW	7	4	28	55	3	21	8	84	4	28	
	39		PARK AVE	NW	7	15	105	--	--	--	--	72	4	28	PEDESTRIAN DETAIL 16
	40		HIGH ST	NW	7	13	91	--	2	14	--	--	4	28	PEDESTRIAN DETAIL 9 / ADDITIONAL QTIES W/ STG 6A
	41		MITTER CIR	NW	7	2	14	--	--	--	--	36	--	--	SDD TC PED. ACCOM.
	SUBTOTAL						266	174		49	8	246		98	
	PROJECT TOTAL						8,533	7,569		700	528	6,540		2,772	

STAKING ITEMS

CATEGORY	STAGE	LOCATION	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9500 CONSTRUCTION STAKING SIDEWALK (2707-08-70) EACH	650.9911 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (2707-08-70) EACH
0010	ALL	PROJECT	8,055	1,280	217	1	1
TOTALS			8,055	1,280	217	1	1

MOBILIZATION

619.1000

CATEGORY	STAGE	LOCATION	MOBILIZATION EACH
0010	ALL	PROJECT	1
		PROJECT TOTAL	1

FINISHING ROADWAY (PROJECT)

CATEGORY	STAGE	LOCATION	213.0100 EACH
0010	ALL	PROJECT	1
		PROJECT TOTAL	1

WATER

CATEGORY	STAGE	LOCATION	624.0100 MGAL
0010	ALL	PROJECT-UNDISTRIBUTED	10
		PROJECT TOTAL	10

FIELD OFFICE

642.5201

CATEGORY	STAGE	LOCATION	FIELD OFFICE TYPE C EACH
0010	ALL	PROJECT	1
		PROJECT TOTAL	1

SECTION CORNER MONUMENTS

CATEGORY	STAGE	ROADWAY	STATION	SPV.0060.105 EACH
0010	ALL	STH 33	179+85.70	1
		STH 33	232+68.94	1
		STH 33	259+14.11	1
		STH 33	365+67.26	1
		PROJECT TOTAL		4

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PAVEMENT MARKING ITEMS

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

STAGE	INTERSECTION	ROADWAY	SIDEROAD	QUADRANT	646.1020 MARKING LINE EPOXY 4-INCH LF	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.6220 MARKING YIELD LINE EPOXY 18-INCH EACH	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.8120 MARKING CURB EPOXY LF	646.8220 MARKING ISLAND NOSE EPOXY EACH	SPV.0090.101 MARKING EPOXY LADDER CROSSWALK MARKINGS LF	COMMENTS
1	1	STH 33	SHEPHERDS DR/FLEET FARM DRIVEWAY		–	140	--	679	65	1	--	
	11	STH 33	JOHNSON ST		–	19	--	–	–	–	--	
	SUBTOTAL				–	159	--	679	65	1		
2	2	STH 33	VILLA PARK DR/SCENIC DR		–	88	--	369	71	1	--	
	3	STH 33	MALL DR		–	28	--	106	–	–	--	
	4	STH 33	VALLEY AVE		–	23	--	–	68	1	--	
	5	STH 33	HEISER/PICK & SAVE DWY		–	23	--	–	–	–	--	
	6	STH 33	WILDWOOD RD		–	101	9	299	78	1	--	
	7	STH 33	SIGNALIZED COMMERCIAL DWY		–	54	--	256	73	1	--	
	8	STH 33	N UNIVERSITY DR		–	24	--	96	170	2	--	
	9	STH 33	USH 45 SB OFF RAMP		–	15	9	80	–	–	--	
			USH 45 SB ON RAMP		–	–	--	85	–	–	--	
	10	STH 33	USH 45 NB ON RAMP		–	–	--	62	–	–	--	
			USH 45 NB OFF RAMP		–	90	9	16	–	–	--	
	SUBTOTAL				–	446	27	1,368	460	6	--	
3	18	STH 33	N MAIN ST		–	–	--	–	–	–	--	
	19	STH 33	SERVICE DR		–	22	--	108	–	–	--	
	32	STH 33	STOCKHAUSEN LN		–	20	--	–	–	–	--	
	33	STH 33	TRENTON RD		–	32	--	–	–	–	--	
	SUBTOTAL				–	74	--	108	–	–	--	
4	12	STH 33	MEADOWBROOK DR/N 15TH AVE		14	125	--	497	–	–	--	YELLOW 4" MARKING
	13	STH 33	N SILVERBROOK DR		–	128	--	506	–	–	--	
	14	STH 33	Y DR		–	28	--	365	–	–	--	
	15	STH 33	N 10TH AVE		–	14	--	161	–	–	--	
	16	STH 33	N 9TH AVE		–	59	--	446	–	–	--	
	17	STH 33	N 8TH AVE		–	33	--	181	–	–	--	
	20	STH 33	VETERANS AVE		–	69	--	399	23	1	--	
			EISENBAHN STATE TRAIL		–	35	--	141	–	–	--	
	21	STH 33	NORTH ST		–	17	--	80	–	–	--	
			WISCONSIN ST		–	14	--	183	20	1	--	
	22	STH 33	CENTER ST		–	14	--	71	–	–	--	
	23	STH 33	N FOREST AVE		–	13	--	53	–	–	--	
			FAIR ST		–	13	--	53	–	–	--	
	24	STH 33	N INDIANA AVE		–	46	--	425	–	–	--	
	25	STH 33	MID-BLOCK W OF SCHMIDT RD		–	–	--	95	–	–	91	
	26	STH 33	ROLFS AVE		–	–	--	–	–	–	--	
	28	STH 33	LENORA DR		–	18	--	88	–	–	--	
	29	STH 33	SCENIC DR E		–	23	--	108	–	–	--	
	30	STH 33	CLEARVIEW DR		–	46	--	111	–	–	--	
	32	STH 33	STOCKHAUSEN LN		–	19	--	–	–	–	--	
	33	STH 33	TRENTON RD		–	31	--	–	–	–	--	
	SUBTOTAL				14	744	--	3,963	43	2	91	
5	34	STH 144	BEECH ST		23	13	--	75	–	–	--	WHITE 4" MARKING
	38	STH 144	KUESTER LN S		–	15	--	83	–	–	--	
	SUBTOTAL				23	29	--	158	–	–	--	
6	35	STH 144	N 8TH AVE/MARTIN CT		–	20	--	40	–	–	--	
	36	STH 144	SILVER BROOK DR		–	21	--	254	–	–	--	
			RIVERSHORE DR		–	27	--	135	–	–	--	
	37	STH 144	REGNER PARK ENTRANCE		–	20	--	200	27	–	--	
	39	STH 144	KUESTER LN N		–	19	--	107	–	–	--	
			PARK AVE		–	38	--	278	–	–	--	
	40	STH 144	HIGH ST		–	24	--	357	–	–	--	
	41	STH 144	MITTER CIR		–	18	--	92	–	–	--	
	SUBTOTAL				–	187	--	1,463	27	–	--	
		PROJECT TOTAL			37	1,639	27	7,739	595	9	91	

CONTINUED

CURB RAMP GRADING, SHAPING AND FINISHING

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

STAGE	INTERSECTION	ROADWAY	SIDEROAD	QUADRANT	SPV.0060.100 CURB RAMP GRADING, SHAPING AND FINISHING EACH	COMMENTS
1A	1	STH 33	SHEPHERDS DR	MEDIAN W	2	
			SHEPHERDS DR	SW	2	
	4	STH 33	VALLEY AVE	SW	1	
	6	STH 33	WILDWOOD RD	MEDIAN W	2	
			WILDWOOD RD	SW	1	
	7	STH 33	SIGNALIZED COMMERCIAL DWY	MEDIAN W	2	
			SIGNALIZED COMMERCIAL DWY	SW	1	
	8	STH 33	N UNIVERSITY DR	MEDIAN W	2	
			N UNIVERSITY DR	SW	2	
	11	STH 33	JOHNSON ST	SW	1	
	SUBTOTAL				16	
1B	1	STH 33	SHEPHERDS DR	SE	2	
	2	STH 33	VILLA PARK DR	MEDIAN E	2	
			VILLA PARK DR	SE	1	
	4	STH 33	VALLEY AVE	MEDIAN E	2	
			VALLEY AVE	SE	2	
	7	STH 33	SIGNALIZED COMMERCIAL DWY	MEDIAN E	--	
			SIGNALIZED COMMERCIAL DWY	SE	--	
	8	STH 33	N UNIVERSITY DR	MEDIAN E	2	
			N UNIVERSITY DR	SE	2	
	9	STH 33	USH 45 SB ON RAMP	S	2	COMPLETED ON STAGE 1A OR 1B
	10	STH 33	USH 45 NB OFF RAMP	S	2	COMPLETED ON STAGE 1A OR 1B
	11	STH 33	JOHNSON ST	SE	1	
	SUBTOTAL				18	
2A	2	STH 33	VILLA PARK DR	NW	1	
	3	STH 33	MALL DR	N	2	
	5	STH 33	HEISER/PICK & SAVE DWY	N	2	
	6	STH 33	WILDWOOD RD	N	3	
	7	STH 33	SIGNALIZED COMMERCIAL DWY	NW	2	
	8	STH 33	N UNIVERSITY DR	NE	1	
	9	STH 33	USH 45 SB OFF RAMP	N	2	
	10	STH 33	USH 45 NB ON RAMP	N	2	
	SUBTOTAL				15	
2B	2	STH 33	VILLA PARK DR	NE	2	
	4	STH 33	VALLEY AVE	NE	1	
	7	STH 33	SIGNALIZED COMMERCIAL DWY	NE	1	
	8	STH 33	N UNIVERSITY DR	NW	1	
	SUBTOTAL				5	
3A	12	STH 33	MEADOWBROOK DR/N 15TH AVE	SW	--	
	13	STH 33	N SILVERBROOK DR	SW	2	
	14	STH 33	Y DR	SW	2	
	15	STH 33	N 10TH AVE	SW	2	
	16	STH 33	N 9TH AVE	SW	2	
	17	STH 33	N 8TH AVE	SW	2	
	19	STH 33	SERVICE DR	SW	--	
	20	STH 33	VETERANS AVE/EISENBAHN STATE TRAIL	SW	2	
	21	STH 33	NORTH ST/WISCONSIN ST	SW, WISC. ST	2	
			NORTH ST/WISCONSIN ST	SE, NORTH ST	--	
			NORTH ST/WISCONSIN ST	MEDIAN E	--	
			NORTH ST/WISCONSIN ST	SW, NORTH ST	--	
	23	STH 33	N FOREST AVE/FAIR ST	SW, FOREST AVE	2	
	24	STH 33	N INDIANA AVE	SW	2	
	25	STH 33	MID-BLOCK W OF SCHMIDT RD	S	1	
			MID-BLOCK W OF SCHMIDT RD	MEDIAN E	--	
	26	STH 33	ROLFS AVE	SW	1	
	28	STH 33	LENORA DR	SW	1	
	29	STH 33	SCENIC DR E	S	4	
	30	STH 33	CLEARVIEW DR	SW	2	
	32	STH 33	STOCKHAUSEN LN	SW	1	
	33	STH 33	TRENTON RD	S	2	
	SUBTOTAL				30	

CURB RAMP GRADING, SHAPING AND FINISHING

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

STAGE	INTERSECTION	ROADWAY	SIDEROAD	QUADRANT	SPV.0060.100 CURB RAMP GRADING, SHAPING AND FINISHING EACH	COMMENTS
3B	12	STH 33	MEADOWBROOK DR/N 15TH AVE	SE	2	
	13	STH 33	N SILVERBROOK DR	SE	2	
	14	STH 33	Y DR	SE	2	
	15	STH 33	N 10TH AVE	SE	1	
	16	STH 33	N 9TH AVE	SE	2	
	17	STH 33	N 8TH AVE	SE	2	
	19	STH 33	SERVICE DR	SE	--	
	20	STH 33	VETERANS AVE/EISENBAHN STATE TRAIL	MEDIAN S	--	
			VETERANS AVE/EISENBAHN STATE TRAIL	SE	2	
	21	STH 33	NORTH ST/WISCONSIN ST	SE, WISCONSIN ST	2	
	22	STH 33	N FOREST AVE/FAIR ST	SE, FOREST AVE	1	
	23	STH 33	N INDIANA AVE	SE	2	
	28	STH 33	LENORA DR	SE	1	
	30	STH 33	CLEARVIEW DR	SE	2	
	32	STH 33	STOCKHAUSEN LN	SE	1	
	SUBTOTAL				22	
4A	12	STH 33	MEADOWBROOK DR/N 15TH AVE	NW	--	
	13	STH 33	N SILVERBROOK DR	NW	2	
	14	STH 33	Y DR	NW	--	
	15	STH 33	N 10TH AVE	NW	1	
	16	STH 33	N 9TH AVE	NW	2	
	17	STH 33	N 8TH AVE	NW	2	
	20	STH 33	VETERANS AVE/EISENBAHN STATE TRAIL	MEDIAN N	--	
			VETERANS AVE/EISENBAHN STATE TRAIL	NW	2	
	21	STH 33	NORTH ST/WISCONSIN ST	NW, NORTH ST	1	
			NORTH ST/WISCONSIN ST	NE, WISC. ST	1	
	22	STH 33	CENTER ST	NW	1	
	23	STH 33	N FOREST AVE/FAIR ST	NW, FAIR ST	1	
	24	STH 33	N INDIANA AVE	NW	2	
	25	STH 33	MID-BLOCK W OF SCHMIDT RD	NW	1	
	26	STH 33	ROLFS AVE	NW	2	
	28	STH 33	LENORA DR	NW	2	
	29	STH 33	SCENIC DR	NW	2	
	30	STH 33	CLEARVIEW DR	NW	2	
	SUBTOTAL				24	
4B	12	STH 33	MEADOWBROOK DR/N 15TH AVE	NE	2	
	13	STH 33	N SILVERBROOK DR	NE	2	
	14	STH 33	Y DR	NE	--	
	15	STH 33	N 10TH AVE	NE	--	
	16	STH 33	N 9TH AVE	NE	2	
	17	STH 33	N 8TH AVE	NE	2	
	20	STH 33	VETERANS AVE/EISENBAHN STATE TRAIL	NE	2	
			VETERANS AVE/EISENBAHN STATE TRAIL	MEDIAN E	--	
	21	STH 33	NORTH ST/WISCONSIN ST	NE, NORTH ST	1	
			NORTH ST/WISCONSIN ST	NW, WISC. ST	1	
	22	STH 33	CENTER ST	NE	1	
	23	STH 33	N FOREST AVE/FAIR ST	NW FOREST AVE	1	
			N FOREST AVE/FAIR ST	NE, FAIR ST	2	
			N FOREST AVE/FAIR ST	SE, FAIR ST	1	
	24	STH 33	N INDIANA AVE	NE	2	
	26	STH 33	ROLFS AVE	NE	1	
	28	STH 33	LENORA DR	NE	2	
	29	STH 33	SCENIC DR	NE	2	
	30	STH 33	CLEARVIEW DR	NE	2	
	SUBTOTAL				26	
5A	35	STH 144	N 8TH AVE/MARTIN CT	E, 8TH AVE-MAIN ST	2	
			N 8TH AVE/MARTIN CT	E, MAIN ST	--	
	36	STH 144	N SILVERBROOK DR/RIVERSHORES DR	SE	1	
	37	STH 144	REGNER PARK ENTRANCE	NE	1	
			REGNER PARK ENTRANCE	MEDIAN N	--	
	38	STH 144	KUESTER LN S	SE	1	
			KUESTER LN S	NE	1	
	39	STH 144	KUESTER LN N	SE	--	
			KUESTER LN N	NE	1	
	40	STH 144	HIGH ST	NE	1	
	SUBTOTAL				8	

CONTINUED ON NEXT SHEET

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CURB RAMP GRADING, SHAPING AND FINISHING

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010

STAGE	INTERSECTION	ROADWAY	SIDEROAD	QUADRANT	SPV.0060.100 CURB RAMP GRADING, SHAPING AND FINISHING EACH	COMMENTS
5B	34	STH 144	BEECH ST	W	1	
	36	STH 144	N SILVERBROOK DR/RIVERSHORES DR	NE	2	
	39	STH 144	N KUESTER LN N/PARK AVE	NE, PARK AVE	1	
	40	STH 144	HIGH ST	SE	1	
	SUBTOTAL				5	
6A	35	STH 144	N 8TH AVE/MARTIN CT	W	4	
	36	STH 144	N SILVERBROOK DR/RIVERSHORES RD	SW	--	
	37	STH 144	REGNER PARK ENTRANCE	SW	1	
	39	STH 144	N KUESTER LN N/PARK AVE	SW, PARK AVE	1	
			N KUESTER LN N/PARK AVE	MEDIAN W, PARK AVE	--	
	40	STH 144	HIGH ST	SW	--	
	41	STH 144	MITTER CIR	SW	1	
	SUBTOTAL				7	
6B	36	STH 144	N SILVERBROOK DR/RIVERSHORES DR	NW	2	
	37	STH 144	REGNER PARK ENTRANCE	NW	2	
	39	STH 144	N KUESTER LN N/PARK AVE	NW, PARK AVE	2	
	40	STH 144	HIGH ST	NW	--	
	41	STH 144	MITTER CIR	NW	1	
	SUBTOTAL				7	
		PROJECT TOTAL			183	

CURB RAMP GRADING, SHAPING AND FINISHING INFORMATION ONLY

CATEGORY	STAGE	INTERSECTION #	ROADWAY	SIDEROAD	QUADRANT	NOTES	*EXCAVATION COMMON CY	** TOPSOIL SY	** FERTILIZER TYPE B CWT	** SEEDING MIXTURE NO. 40 LB	** SEEDING TEMPORARY LB	** SEED WATER MGAL	** EROSION MAT URBAN CLASS I TYPE B SY
0010	1A	1	STH 33	SHEPHERDS DR	MEDIAN W		4	1	--	--	--	--	1
					SW		4	37	0.02	2	1	30	37
		4	STH 33	VALLEY AVE	SW		5	22	0.01	1	1	18	22
		6	STH 33	WILDWOOD RD	MEDIAN W		7	27	0.02	1	1	22	27
					SW		11	70	0.04	3	2	56	70
		7	STH 33	SIGNALIZED COMMERCIAL DWY	MEDIAN W		11	26	0.02	1	1	21	26
					SW		13	70	0.04	3	2	56	70
		8	STH 33	N UNIVERSITY DR	MEDIAN W		9	33	0.02	1	1	26	33
					SW		15	59	0.04	3	2	48	59
		9	STH 33	USH 45 SB ON RAMP	S	STAGE 1A OR 1B	11	64	0.04	3	2	51	64
		10	STH 33	USH 45 NB OFF RAMP	S	STAGE 1A OR 1B	12	37	0.02	2	1	30	37
		11	STH 33	JOHNSON ST	SW		18	15	0.01	1	--	12	15
		SUBTOTAL					119	461	0.28	21	14	370	461
	1B	1	STH 33	SHEPHERDS DR	SE		7	34	0.02	2	1	27	34
		2	STH 33	VILLA PARK DR	MEDIAN E		9	8	--	--	--	6	8
					SE		6	12	0.01	1	--	10	12
		4	STH 33	VALLEY AVE	MEDIAN E		11	15	0.01	1	--	12	15
					SE		10	116	0.07	5	3	94	116
		8	STH 33	N UNIVERSITY DR	MEDIAN E		11	11	0.01	1	--	9	11
					SE		8	110	0.07	5	3	89	110
		11	STH 33	JOHNSON ST	SE		8	10	0.01	--	--	8	10
		SUBTOTAL					68	316	0.20	15	7	255	316
	2A	2	STH 33	VILLA PARK DR	NW		9	80	0.05	4	2	65	80
		3	STH 33	MALL DR	N		20	172	0.11	8	5	139	172
		5	STH 33	HEISER/PICK & SAVE DWY	N		6	23	0.01	1	1	18	23
		6	STH 33	WILDWOOD RD	N		32	92	0.06	4	2	74	92
		7	STH 33	SIGNALIZED COMMERCIAL DWY	NW		9	31	0.02	1	1	25	31
		8	STH 33	N UNIVERSITY DR	NE		4	14	0.01	1	--	11	14
		9	STH 33	USH 45 SB ON RAMP	N		31	58	0.04	3	2	47	58
		10	STH 33	USH 45 NB OFF RAMP	N		6	35	0.02	2	1	28	35
		SUBTOTAL					119	505	0.32	24	14	407	505
	2B	2	STH 33	VILLA PARK DR	NE		8	63	0.04	3	2	51	63
		4	STH 33	VALLEY AVE	NE		4	28	0.02	1	1	23	28
		7	STH 33	SIGNALIZED COMMERCIAL DWY	NE		7	24	0.02	1	1	19	24
		8	STH 33	N UNIVERSITY DR	NW		4	44	0.03	2	1	35	44
		SUBTOTAL					24	159	0.11	7	5	128	159
	3A	12	STH 33	MEADOWBROOK DR/N 15TH AVE	SW		19	2	--	--	--	1	2
		13	STH 33	N SILVERBROOK DR	SW		12	46	0.03	2	1	37	46
		14	STH 33	Y DR	SW		9	24	0.01	1	1	19	24
		15	STH 33	N 10TH AVE	SW		10	26	0.02	1	1	21	26
		16	STH 33	N 9TH AVE	SW		19	27	0.02	1	1	22	27
		17	STH 33	N 8TH AVE	SW		12	35	0.02	2	1	29	35
		19	STH 33	SERVICE DR	SW		6	--	--	--	--	--	--
		20	STH 33	VETERANS AVE/EISENBAHN STATE TRAIL	SW		6	36	0.02	2	1	29	36
		21	STH 33	NORTH ST/WISCONSIN ST	SW, WISC. ST		7	11	0.01	1	--	9	11
					SE, NORTH ST		2	5	--	--	--	4	5
					MEDIAN E		3	--	--	--	--	--	--
					SW, NORTH ST		2	--	--	--	--	--	--
		23	STH 33	N FOREST AVE/FAIR ST	SW, FOREST AVE		14	29	0.02	1	1	23	29
		24	STH 33	N INDIANA AVE	SW		12	27	0.02	1	1	22	27
		25	STH 33	MID-BLOCK W OF SCHMIDT RD	S		3	76	0.05	3	2	61	76
		26	STH 33	ROLFS AVE	SW		3	59	0.04	3	2	47	59
		28	STH 33	LENORA DR	SW		3	86	0.05	4	2	70	86
		29	STH 33	SCENIC DR E	SW		8	103	0.06	5	3	83	103
					SE		8	87	0.05	4	2	70	87
		30	STH 33	CLEARVIEW DR	SW		11	82	0.05	4	2	66	82
		32	STH 33	STOCKHAUSEN LN	SW		6	103	0.06	5	3	83	103
		33	STH 33	TRENTON RD	SW		11	85	0.05	4	2	69	85
					SE		8	45	0.03	2	1	36	45
		SUBTOTAL						994	0.61	46	27	801	994
	3B	12	STH 33	MEADOWBROOK DR/N 15TH AVE	SE		13	35	0.02	2	1	29	35
		13	STH 33	N SILVERBROOK DR	SE		11	31	0.02	1	1	25	31
		14	STH 33	Y DR	SE		9	15	0.01	1	--	12	15
		15	STH 33	N 10TH AVE	SE		7	14	0.01	1	--	11	14
		16	STH 33	N 9TH AVE	SE		11	19	0.01	1	1	16	19
		17	STH 33	N 8TH AVE	SE		8	27	0.02	1	1	22	27
		19	STH 33	SERVICE DR	SE		4	--	--	--	--	--	--
		20	STH 33	VETERANS AVE/EISENBAHN STATE TRAIL	MEDIAN S		4	--	--	--	--	--	--
					SE		11	43	0.03	2	1	35	43
		21	STH 33	NORTH ST/WISCONSIN ST	SE		9	31	0.02	1	1	25	31
		23	STH 33	N FOREST AVE/FAIR ST	SE, FOREST AVE		16	36	0.02	2	1	29	36
		24	STH 33	N INDIANA AVE	SE		13	26	0.02	1	1	21	26
		28	STH 33	LENORA DR	SE		3	87	0.05	4	2	70	87
		30	STH 33	CLEARVIEW DR	SE		13	50	0.03	2	1	41	50
		32	STH 33	STOCKHAUSEN LN	SE		13	66	0.04	3	2	53	66
		SUBTOTAL					143	480	0.30	22	13	389	480

CONTINUED ON NEXT SHEET

CURB RAMP GRADING, SHAPING AND FINISHING INFORMATION ONLY

CONTINUED

CATEGORY	STAGE	INTERSECTION #	ROADWAY	SIDEROAD	QUADRANT	NOTES	*EXCAVATION COMMON CY **	TOPSOIL SY **	FERTILIZER TYPE B CWT **	SEEDING MIXTURE NO. 40 LB **	SEEDING TEMPORARY LB **	SEED WATER MGAL **	EROSION MAT URBAN CLASS I TYPE B SY **
	4A	12	STH 33	MEADOWBROOK DR/N 15TH AVE	NW		19	6	--	--	--	5	6
		13	STH 33	N SILVERBOOK DR	NW		11	32	0.02	1	1	25	32
		14	STH 33	Y DR	NW		4	--	--	--	--	--	--
		15	STH 33	N 10TH AVE	NW		5	13	0.01	1	--	10	13
		16	STH 33	N 9TH AVE	NW		12	9	0.01	--	--	7	9
		17	STH 33	N 8TH AVE	NW		14	41	0.03	2	1	33	41
		20	STH 33	VETERANS AVE/EISENBAHN STATE TRAIL	NW		2	7	--	--	--	6	7
					MEDIAN N		6	--	--	--	--	--	--
		21	STH 33	NORTH ST/WISCONSIN ST	NW, NORTH ST		5	16	0.01	1	--	13	16
					NE, WISC. ST		9	26	0.02	1	1	21	26
		22	STH 33	CENTER ST	NW		6	42	0.03	2	1	34	42
		23	STH 33	N FOREST AVE/FAIR ST	NW, FAIR ST		9	26	0.02	1	1	21	26
		24	STH 33	N INDIANA AVE	NW		12	33	0.02	2	1	27	33
		25	STH 33	MID-BLOCK W OF SCHMIDT RD	N		3	92	0.06	4	2	75	92
		26	STH 33	ROLFS AVE	NW		9	137	0.09	6	4	110	137
		28	STH 33	LENORA DR	NW		17	117	0.07	5	3	94	117
		29	STH 33	SCENIC DR	NW		15	161	0.10	7	4	130	161
		30	STH 33	CLEARVIEW DR	NW		12	97	0.06	4	3	78	97
		SUBTOTAL					158	855	0.55	37	22	689	855
	4B	12	STH 33	MEADOWBROOK DR/N 15TH AVE	NE		11	23	0.01	1	1	18	23
		13	STH 33	N SILVERBROOK DR	NE		11	97	0.06	4	3	79	97
		14	STH 33	Y DR	NE		4	--	--	--	--	--	--
		15	STH 33	N 10TH AVE	NE		12	4	--	--	--	3	4
		16	STH 33	N 9TH AVE	NE		12	24	0.01	1	1	19	24
		17	STH 33	N 8TH AVE	NE		13	31	0.02	1	1	25	31
		20	STH 33	VETERANS AVE/EISENBAHN STATE TRAIL	NE		15	39	0.02	2	1	32	39
					MEDIAN E		9	--	--	--	--	--	--
		21	STH 33	NORTH ST/WISCONSIN ST	NE, NORTH ST		8	22	0.01	1	1	18	22
					NW, WISC. ST		3	10	0.01	--	--	8	10
		22	STH 33	CENTER ST	NE		8	41	0.03	2	1	33	41
		23	STH 33	N FOREST AVE/FAIR ST	NW, FOREST AVE		3	23	0.01	1	1	19	23
					SE, FAIR ST		4	7	--	--	--	6	7
					NE, FAIR ST		11	36	0.02	2	1	29	36
		24	STH 33	N INDIANA AVE	NE		11	40	0.03	2	1	32	40
		26	STH 33	ROLFS AVE	NE		4	99	0.06	4	3	80	99
		28	STH 33	LENORA DR	NE		14	59	0.04	3	2	47	59
		29	STH 33	SCENIC DR	NE		16	104	0.07	5	3	84	104
		30	STH 33	CLEARVIEW DR	NE		9	69	0.04	3	2	56	69
		SUBTOTAL					180	728	0.44	32	22	588	728
	5A	35	STH 144	N 8TH AVE/MARTIN CT	E, 8TH AVE-MAIN ST		8	65	0.04	3	2	53	65
		36	STH 144	N SILVERBROOK DR/RIVERSHORES DR	SE		16	15	0.01	1	--	12	15
		37	STH 144	RENGER PARK ENTRANCE	E		9	75	0.05	3	2	61	75
					MEDIAN N		10	--	--	--	--	--	--
		38	STH 144	KUESTER LN S	SE		2	13	0.01	1	--	11	13
					NE		8	21	0.01	1	1	17	21
		39	STH 144	KUESTER LN N	SE		11	--	--	--	--	--	--
					NE		6	55	0.03	2	1	44	55
		40	STH 144	HIGH ST	NE		5	4	--	--	--	3	4
		SUBTOTAL					73	248	0.15	11	6	201	248
	5B	34	STTH 144	BEECH ST	W		19	25	0.02	1	1	20	25
		36	STH 144	N SILVERBROOK DR/RIVERSHORES DR	NE		11	65	0.04	3	2	53	65
		39	STH 144	N KUESTER LN N/PARK AVE	NE, PARK AVE		8	45	0.03	2	1	36	45
		40	STH 144	HIGH ST	SE		5	23	0.01	1	1	19	23
		SUBTOTAL					43	158	0.10	7	5	128	158
	6A	35	STH 144	N 8TH AVE/MARTIN CT	W		12	61	0.04	3	2	50	61
		36	STH 144	N SILVERBROOK DR/RIVERSHORES RD	SW		8	--	--	--	--	--	--
		37	STH 144	REGNER PARK ENTRANCE	SW		4	52	0.03	2	1	42	52
		39	STH 144	N KUESTER LN/PARK AVE	SW, PARK AVE		5	27	0.02	1	1	22	27
					MEDIAN W, PARK AVE		3	--	--	--	--	--	--
		40	STH 144	HIGH ST	SW		11	--	--	--	--	--	--
		41	STH 144	MITTER CIR	SW		5	18	0.01	1	--	14	18
		SUBTOTAL					48	158	0.10	7	4	128	158
	6B	36	STH 144	N SILVERBROOK DR	NW		11	77	0.05	3	2	62	77
		37	STH 144	REGNER PARK ENTRANCE	NW		7	56	0.04	3	2	45	56
		39	STH 144	N KUESTER LN/PARK AVE	NW, PARK AVE		15	51	0.03	2	1	41	51
		40	STH 144	HIGH ST	NW		13	--	--	--	--	--	--
		41	STH 144	MITTER CIR	NW		10	14	0.01	1	--	12	14
		SUBTOTAL					55	198	0.13	9	5	160	198
		PROJECT TOTAL					1,029	5,260	3.29	238	144	4,244	5,260

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

STH 33 & SCENIC DR/VILLA PARK DR
STH 33 & WILDWOOD RD
STH 33 & SIGNALIZED COMMERCIAL DWY
STH 33 & MEADOWBROOK DR/N 15TH AVE
STH 33 & N INDIANA AVE

3

3

CONDUIT AND WIRING

CATEGORY	STAGE	INTERSECTION #	ROADWAY	SIDEROAD	QUADRANT	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG LF	SPV.0090.200 ADJUST EXISTING TRAFFIC SIGNAL CABLE LF	COMMENTS
0020	2B	2	STH 33	VILLA PARK DR	NE	40	281	-	
	2A	6	STH 33	WILDWOOD RD	NW	15	-	15	
	1A	6	STH 33	WILDWOOD RD	MEDIAN W	15	-	15	
	1A	6	STH 33	WILDWOOD RD	SW	15	-	15	
	2A	7	STH 33	SIGNALIZED COMMERCIAL DWY	NW	8	-	8	
	3B	12	STH 33	MEADOWBROOK DR/N 15TH AVE	SE	-	-	-	
	3B	24	STH 33	N INDIANA AVE	SE	-	-	-	
		SUBTOTAL				93	281	53	
		PROJECT TOTAL				93	281	53	

BASES

CATEGORY	STAGE	INTERSECTION #	ROADWAY	SIDEROAD	QUADRANT	204.0195 REMOVING CONCRETE BASES EACH	654.0101 CONCRETE BASES TYPE 1 EACH	657.0100 PEDESTAL BASES EACH	657.0405 TRAFFIC SIGNAL STANDARDS ALUMINUM 3.5-FT EACH	657.0430 TRAFFIC SIGNAL STANDARDS ALUMINUM 10-FT EACH
0020	2B	2	STH 33	VILLA PARK DR	NE	-	1	1	-	1
	2A	6	STH 33	WILDWOOD RD	NW	1	-	-	-	-
	1A	6	STH 33	WILDWOOD RD	MEDIAN W	-	1	1	1	-
	1A	6	STH 33	WILDWOOD RD	SW	-	1	1	1	-
	2A	7	STH 33	SIGNALIZED COMMERCIAL DWY	NW	-	1	1	1	-
	3B	12	STH 33	MEADOWBROOK DR/N 15TH AVE	SE	-	-	-	-	-
	3B	24	STH 33	N INDIANA AVE	SE	-	-	-	-	-
		SUBTOTAL				1	4	4	3	1
		PROJECT TOTAL				1	4	4	3	1

STH 33 & SCENIC DR/VILLA PARK DR
STH 33 & WILDWOOD RD
STH 33 & SIGNALIZED COMMERCIAL DWY
STH 33 & MEADOWBROOK DR/N 15TH AVE
STH 33 & N INDIANA AVE

3

3

BUTTONS

CATEGORY	STAGE	INTERSECTION #	ROADWAY	SIDEROAD	QUADRANT	SPV.0060.200 REMOVING AND REINSTALLING PEDESTRIAN STANDARD WITH PEDESTRIAN PUSH BUTTON EACH	SPV.0060.201 REMOVING AND REINSTALLING PEDESTRIAN PUSH BUTTON EACH	SPV.0060.202 EXTENDER ARM VARIOUS LENGTHS EACH
0020	2B	2	STH 33	VILLA PARK DR	NE	1	-	-
	2A	6	STH 33	WILDWOOD RD	NW	1	-	-
	1A	6	STH 33	WILDWOOD RD	MEDIAN W	-	1	-
	1A	6	STH 33	WILDWOOD RD	SW	-	1	-
	2A	7	STH 33	SIGNALIZED COMMERCIAL DWY	NW	-	1	-
	1A	7	STH 33	SIGNALIZED COMMERCIAL DWY	SW	-	-	1
	3B	12	STH 33	MEADOWBROOK DR/N 15TH AVE	SE	-	-	2
	4B	24	STH 33	N INDIANA AVE	NE	-	-	1
	3B	24	STH 33	N INDIANA AVE	SE	-	-	1
	SUBTOTAL					2	3	5
	PROJECT TOTAL					2	3	5

FILE NAME : Y:\54XX\5405_ADACURBRAMP.WSH.VARLOC\CADDS\27070800\SHEETSPLAN\030201-MQ-SIGNALS.DWG
LAYOUT NAME - 02
PLOT DATE : 10/24/2025 3:26 PM PLOT BY : LAUREN MAENHOUT PLOT NAME : PLOT SCALE : 1" = 1'
WISDOT/CADDS SHEET 42

STH 33 & WILDWOOD RD
STH 33 & SIGNALIZED COMMERCIAL DWY
STH 33 & MEADOWBROOK DR/N 15TH AVE
STH 33 & N SILVERBROOK DR
STH 33 & VETERANS AVE/ESIENBAHN STATE TRAIL
STH 33 & NORTH ST/WISCONSIN ST
STH 33 & N INDIANA AVE

3

3

PULL BOXES

653.0900

ADJUSTING PULL BOXES

CATEGORY	STAGE	INTERSECTION #	ROADWAY	SIDEROAD	QUADRANT	STATION	OFFSET	ALIGNMENT	NAME	EACH
0020	2A	6	STH 33	WILDWOOD RD	MEDIAN N	166+43.93	53.59' LT	ALI-33-EX	EPB2	1
	2A	6	STH 33	WILDWOOD RD	NE	167+20.30	54.14' LT	ALI-33-EX	EPB3	1
	2A	7	STH 33	SIGNALIZED COMMERCIAL DWY	SW	174+32.06	52.73' RT	ALI-33-EX	EPB2	1
	2A	7	STH 33	SIGNALIZED COMMERCIAL DWY	NW	174+38.98	54.84' LT	ALI-33-EX	EPB4	1
	2A	7	STH 33	SIGNALIZED COMMERCIAL DWY	NW	174+43.32	62.71' LT	ALI-33-EX	EPB5	1
	2A	7	STH 33	SIGNALIZED COMMERCIAL DWY	NE	175+07.26	61.75' LT	ALI-33-EX	EPB6	1
	3B	12	STH 33	MEADOWBROOK DR/N 15TH AVE	NE	218+00.30	64.00' LT	ALI-33-EX	EPB10	1
	3B	12	STH 33	MEADOWBROOK DR/N 15TH AVE	NE	218+17.57	34.70' LT	ALI-33-EX	EPB3	1
	3B	12	STH 33	MEADOWBROOK DR/N 15TH AVE	NW	218+13.85	39.74' RT	ALI-33-EX	EPB4	1
	3B	12	STH 33	MEADOWBROOK DR/N 15TH AVE	NW	218+01.44	55.82' RT	ALI-33-EX	EPB5	1
	3B	12	STH 33	MEADOWBROOK DR/N 15TH AVE	SE	217+39.64	56.33' RT	ALI-33-EX	EPB6	1
	3B	12	STH 33	MEADOWBROOK DR/N 15TH AVE	SE	217+23.31	38.18' RT	ALI-33-EX	EPB7	1
	3B	12	STH 33	MEADOWBROOK DR/N 15TH AVE	SW	217+28.89	40.08' LT	ALI-33-EX	EPB8	1
	3B	12	STH 33	MEADOWBROOK DR/N 15TH AVE	SW	217+35.43	54.18' LT	ALI-33-EX	EPB9	1
	3B	13	STH 33	N SILVERBROOK DR	SE	225+62.14	48.21' RT	ALI-33-EX	--	1
	3A	13	STH 33	N SILVERBROOK DR	SW	224+79.28	45.94' RT	ALI-33-EX	--	1
	3A	13	STH 33	N SILVERBROOK DR	SW	244+87.59	51.19' RT	ALI-33-EX	--	1
	3B	20	STH 33	VETERANS AVE/EISENBAHN STATE TRAIL	SE	257+87.65	45.68' RT	ALI-33-EX	--	1
	4A	21	STH 33	NORTH ST	NW	258+69.26	33.44' LT	ALI-33-EX	--	1
	4B	21	STH 33	NORTH ST	NE	259+50.03	33.29' LT	ALI-33-EX	--	1
	4B	21	STH 33	WISCONSIN ST	NW	260+23.70	30.03' LT	ALI-33-EX	--	2
	4B	24	STH 33	N INDIANA AVE	NE	273+40.42	32.73' LT	ALI-33-EX	EPB3	1
	3B	24	STH 33	N INDIANA AVE	SE	273+41.09	30.65' RT	ALI-33-EX	EPB4	1
	3B	24	STH 33	N INDIANA AVE	SE	273+26.51	42.97' RT	ALI-33-EX	EPB5	1
	SUBTOTAL									25
	CATEGORY TOTAL									25
	PROJECT TOTAL									25

4

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

ALL TLES ARE FOR TEMPORARY PEDESTRIAN ACCOMMODATIONS AND SLOPE GRADING PURPOSES.

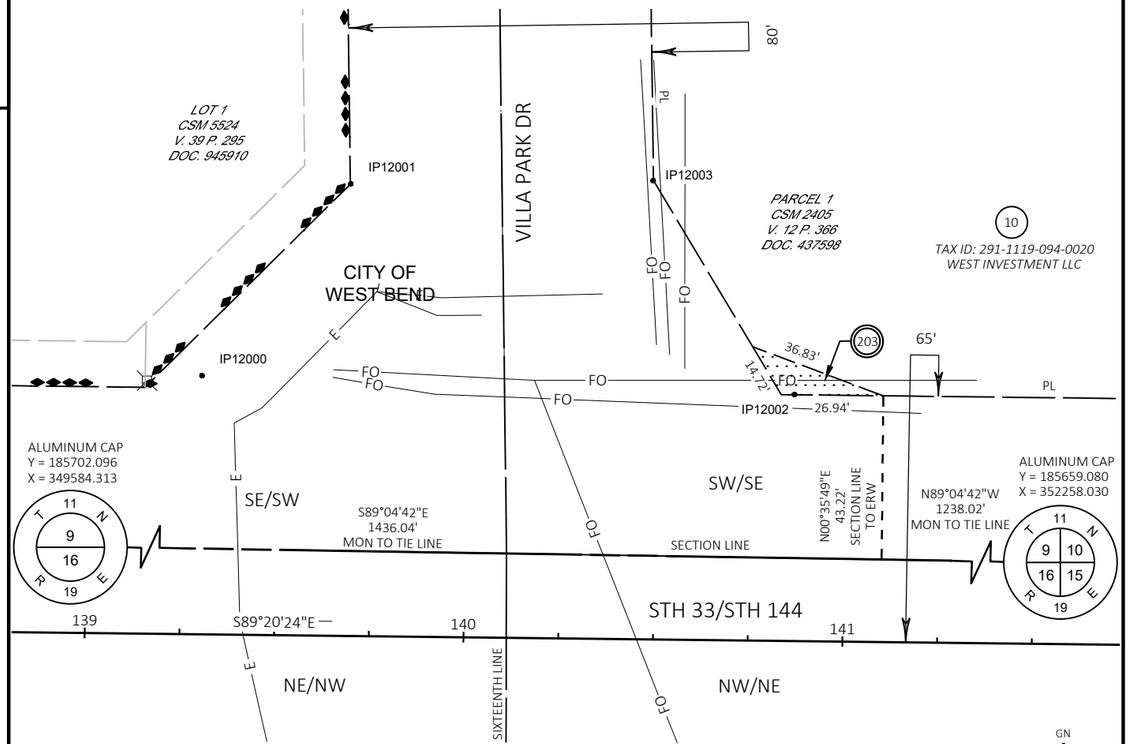
R/W PROJECT NUMBER: 2707-08-20	EXHIBIT NUMBER: 4.01

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART OF PARCEL 1 CSM 2405, LOCATED IN PART OF THE SW1/4 OF THE SE1/4 OF SECTION 9, TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP12000	185727.507	350840.759	IP 1.25" OD FND
IP12001	185778.114	350880.040	IP 1.5" OD FND
IP12002	185722.486	350997.124	IP 1.25" OD FND
IP12003	185778.950	350959.819	IP 1.25" OD FND

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 33/STH 144	PROJECT MA029(33)/1412-01-20	125'	1993
VILLA PARK DR	PROJECT MA029(33)/1412-01-20	80'	1993
STH 33/STH 144	CSM 2405	33' (N1/2)	1981
VILLA PARK DR	CSM 2405	80'	1981



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
10	WEST INVESTMENT LLC	TLE	---	169

(203) AT&T WISCONSIN (COMMUNICATION)
NO RECORD OF EASEMENT - PAR. 10

GN

SCALE, FEET
0 20 40

Revised date: 1/16/2025

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	
203	AT&T WISCONSIN (COMMUNICATION)	RELEASE OF RIGHTS

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SOUTHEAST REGION - WAUKESHA

SIGNATURE: Robert L Dufffeck DATE: 02/27/24

PRINT NAME: ROBERT L. DUFFECK

4

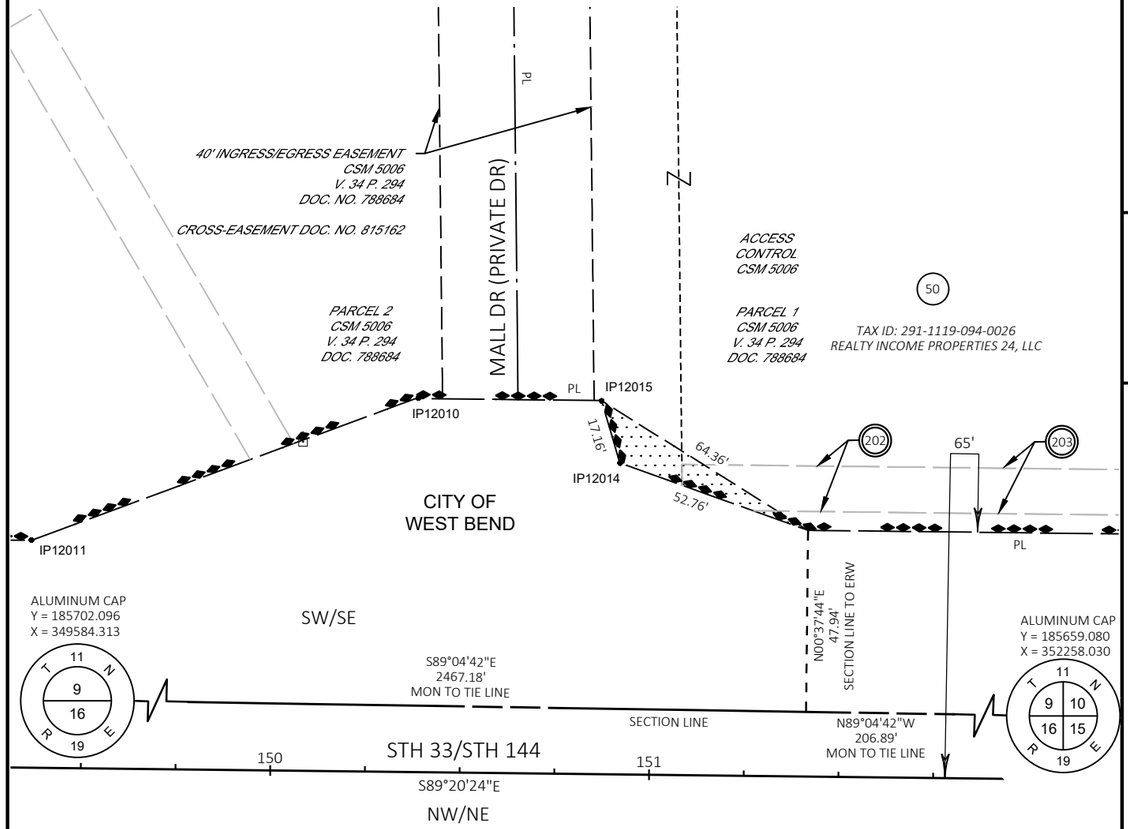
NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

ALL TLES ARE FOR TEMPORARY PEDESTRIAN ACCOMMODATIONS AND SLOPE GRADING PURPOSES.

R/W PROJECT NUMBER: 2707-08-20	EXHIBIT NUMBER: 4.02

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART OF PARCEL 1 OF CSM 5006, LOCATED IN PART OF THE SW1/4 OF THE SE1/4 OF SECTION 9, TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.



HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 33/STH 144	PROJECT MA029(33)/1412-01-20	125'	1993
STH 33/STH 144	CSM 5006	125'	1998

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
50	REALTY INCOME PROPERTIES 24, LLC	TLE	---	366

SCALE, FEET
0 20 40

GN

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	
202	WE ENERGIES (ELECTRIC)	RELEASE OF RIGHTS
203	AT&T WISCONSIN (COMMUNICATION)	RELEASE OF RIGHTS

(202) WE ENERGIES (ELECTRIC)
DOC. 624791 - PAR. 50

(203) AT&T WISCONSIN (COMMUNICATION)
DOC. 624791 - PAR. 50

Revised da[illegible]2024

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

ALL TLES ARE FOR SLOPE GRADING PURPOSES UNLESS OTHERWISE NOTED.

R/W PROJECT NUMBER: 2707-08-20 | **EXHIBIT NUMBER: 4.03**

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

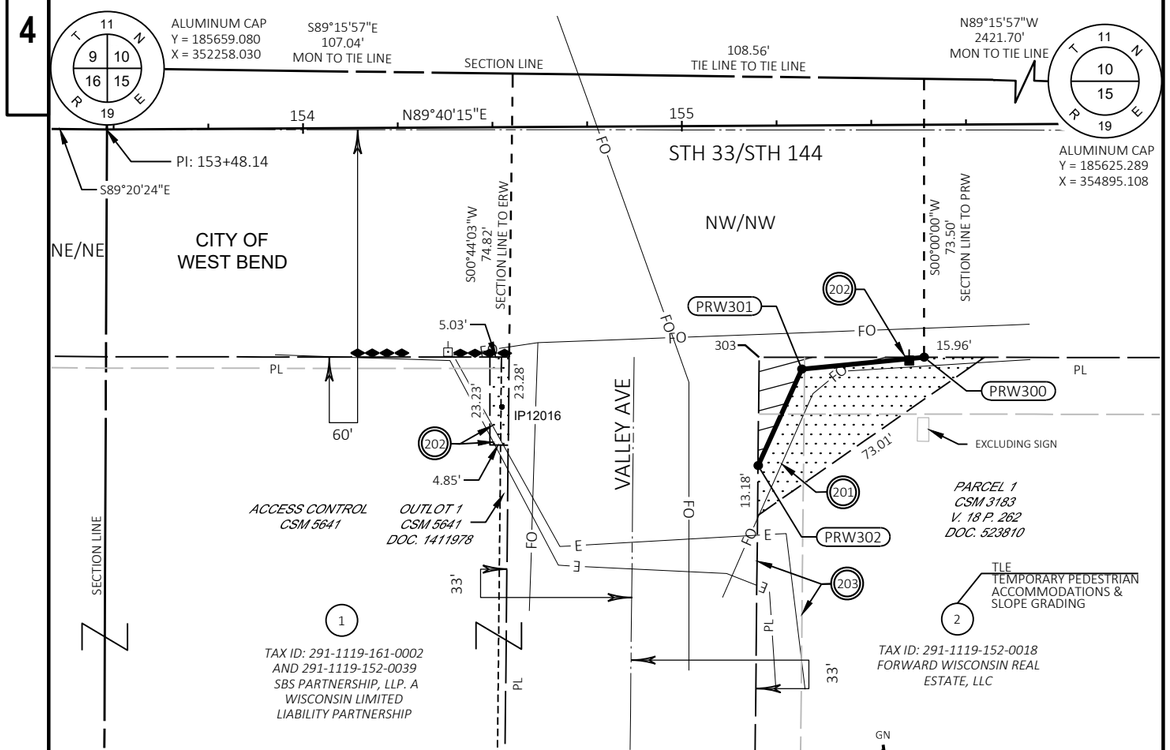
THAT PART OF OUTLOT 1 OF CSM 5641 AND PARCEL 1 OF CSM 3183, LOCATED IN PART OF THE NW1/4 OF THE NW1/4 OF SECTION 15, TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP12016	185569.694	352362.189	IP 1.25" IR FND

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 33/STH 144	PROJECT MA029(33)/1412-01-20	120'	1993
VALLEY AVE.	PROJECT MA029(33)/1412-01-20	66'	1993
VALLEY AVE.	CSM 5641	66'	2003
VALLEY AVE.	CSM 3183	66'	1987

STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
PRW300	155+63.55	61.38'
PRW301	155+31.28	64.33'
PRW302	155+19.60	89.72'
303	155+20.05	61.10'

COURSE TABLE		
COURSE	BEARING	DISTANCE
PRW300-PRW301	S84° 26' 26"W	32.41'
PRW301-PRW302	S24° 23' 10"W	27.94'
PRW302-303	N00° 34' 55"E	28.62'
303-PRW300	S89° 57' 46"E	43.50'



Revised date: 8-1-2024

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
1	SBS PARTNERSHIP, LLP, A WISCONSIN LIMITED LIABILITY PARTNERSHIP	TLE	---	115
2	FORWARD WISCONSIN REAL ESTATE, LLC	FEE/TLE	230	1013

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	
201	SPECTRUM (COMMUNICATION)	RELEASE OF RIGHTS
202	WE ENERGIES (ELECTRIC)	RELEASE OF RIGHTS
203	AT&T WISCONSIN (COMMUNICATION)	RELEASE OF RIGHTS

(201) SPECTRUM (COMMUNICATION)
NO RECORD OF EASEMENT - PAR. 2

(202) WE ENERGIES (ELECTRIC)
DOC. 647814 - PAR. 1
DOC. 473487 - PAR. 2
DOC. 480585 - PAR. 2

(203) AT&T WISCONSIN (COMMUNICATION)
DOC. 480585 - PAR. 2

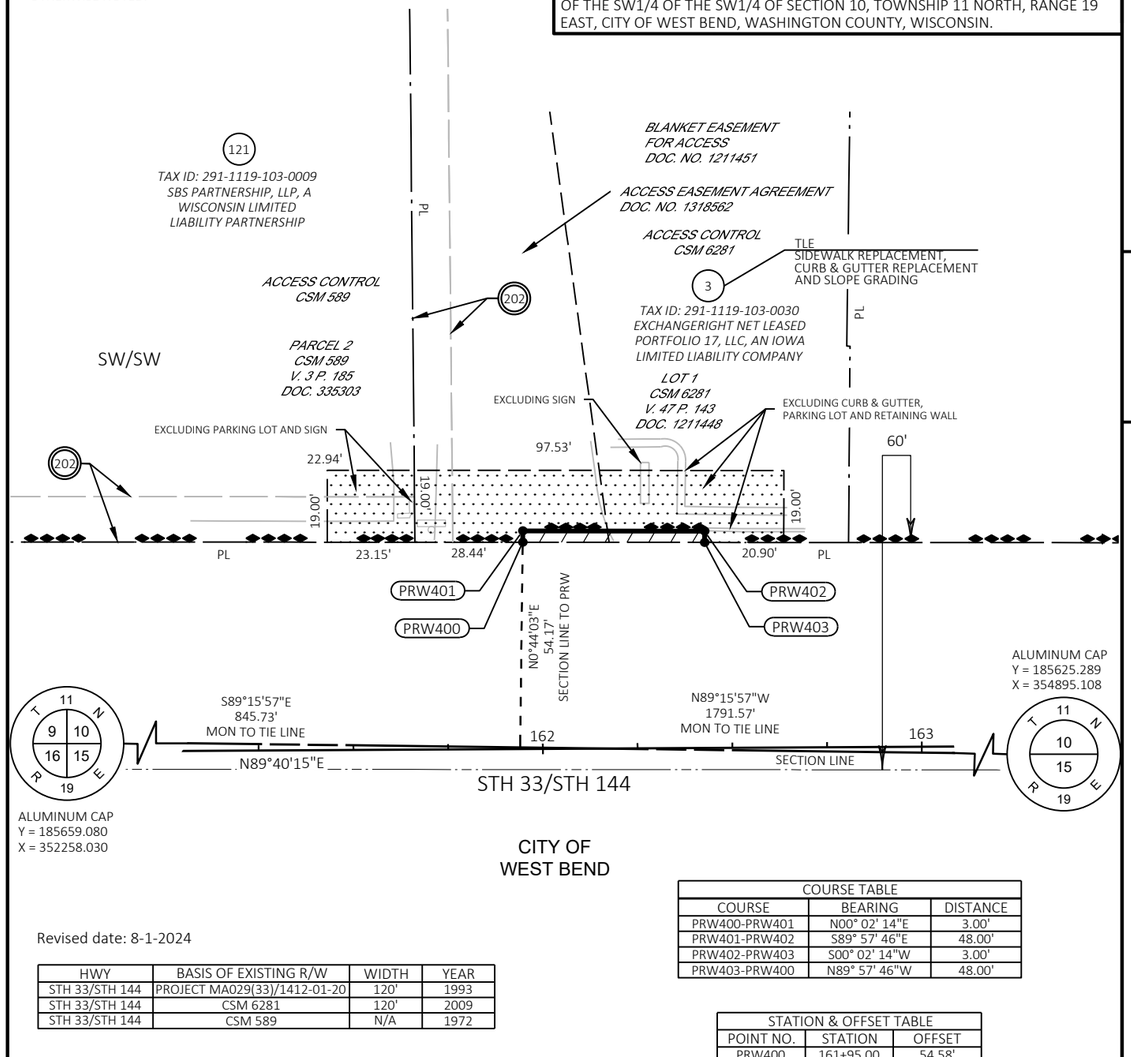
NOTES:
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ALL TLES ARE FOR SIDEWALK REPLACEMENT AND SLOPE GRADING PURPOSES UNLESS OTHERWISE NOTED.

R/W PROJECT NUMBER: 2707-08-20 | **EXHIBIT NUMBER: 4.04**

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART OF PARCEL 2 OF CSM 589 AND LOT 1 OF CSM 6281, LOCATED IN PART OF THE SW1/4 OF THE SW1/4 OF SECTION 10, TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.



Revised date: 8-1-2024

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 33/STH 144	PROJECT MA029(33)/1412-01-20	120'	1993
STH 33/STH 144	CSM 6281	120'	2009
STH 33/STH 144	CSM 589	N/A	1972

COURSE TABLE		
COURSE	BEARING	DISTANCE
PRW400-PRW401	N00° 02' 14"E	3.00'
PRW401-PRW402	S89° 57' 46"E	48.00'
PRW402-PRW403	S00° 02' 14"W	3.00'
PRW403-PRW400	N89° 57' 46"W	48.00'

STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
PRW400	161+95.00	54.58'
PRW401	161+95.02	57.58'
PRW402	162+43.02	57.28'
PRW403	162+43.00	54.28'

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
3	EXCHANGERIGHT NET LEASED PORTFOLIO 17, LLC, AN IOWA LIMITED LIABILITY COMPANY	FEE/TLE	144	1707
121	SBS PARTNERSHIP, LLP, A WISCONSIN LIMITED LIABILITY PARTNERSHIP	TLE	---	438

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	
202	WE ENERGIES (ELECTRIC)	RELEASE OF RIGHTS

(202) WE ENERGIES (ELECTRIC)
DOC. 471159 - PAR. 121
DOC. 326933 - PAR. 3

NOTES:
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ALL TLES ARE FOR SLOPE GRADING PURPOSES UNLESS OTHERWISE NOTED.

R/W PROJECT NUMBER: 2707-08-20	EXHIBIT NUMBER: 4.03

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

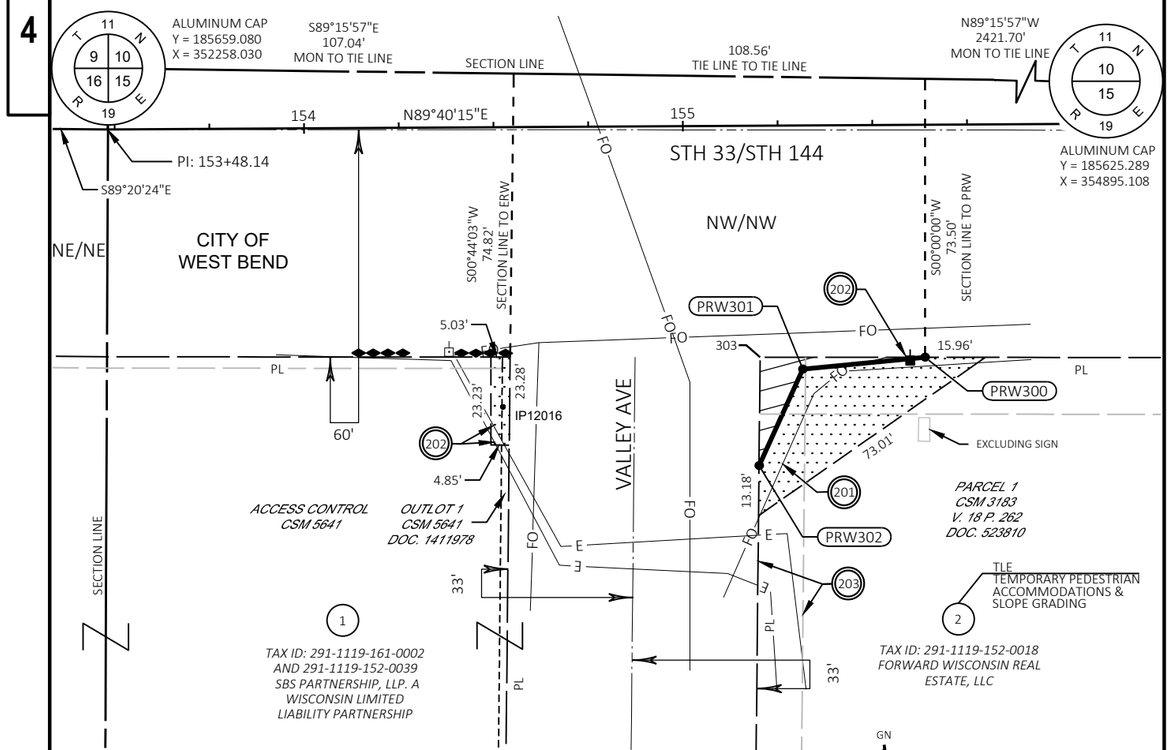
THAT PART OF OUTLOT 1 OF CSM 5641 AND PARCEL 1 OF CSM 3183, LOCATED IN PART OF THE NW1/4 OF THE NW1/4 OF SECTION 15, TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP12016	185569.694	352362.189	IP 1.25" IR FND

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 33/STH 144	PROJECT MA029(33)/1412-01-20	120'	1993
VALLEY AVE.	PROJECT MA029(33)/1412-01-20	66'	1993
VALLEY AVE.	CSM 5641	66'	2003
VALLEY AVE.	CSM 3183	66'	1987

STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
PRW300	155+63.55	61.38'
PRW301	155+31.28	64.33'
PRW302	155+19.60	89.72'
303	155+20.05	61.10'

COURSE TABLE		
COURSE	BEARING	DISTANCE
PRW300-PRW301	S84° 26' 26"W	32.41'
PRW301-PRW302	S24° 23' 10"W	27.94'
PRW302-303	N00° 34' 55"E	28.62'
303-PRW300	S89° 57' 46"E	43.50'



Revised date: 8-1-2024

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
1	SBS PARTNERSHIP, LLP, A WISCONSIN LIMITED LIABILITY PARTNERSHIP	TLE	---	115
2	FORWARD WISCONSIN REAL ESTATE, LLC	FEE/TLE	230	1013

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	
201	SPECTRUM (COMMUNICATION)	RELEASE OF RIGHTS
202	WE ENERGIES (ELECTRIC)	RELEASE OF RIGHTS
203	AT&T WISCONSIN (COMMUNICATION)	RELEASE OF RIGHTS

(201) SPECTRUM (COMMUNICATION)
NO RECORD OF EASEMENT - PAR. 2

(202) WE ENERGIES (ELECTRIC)
DOC. 647814 - PAR. 1
DOC. 473487 - PAR. 2
DOC. 480585 - PAR. 2

(203) AT&T WISCONSIN (COMMUNICATION)
DOC. 480585 - PAR. 2

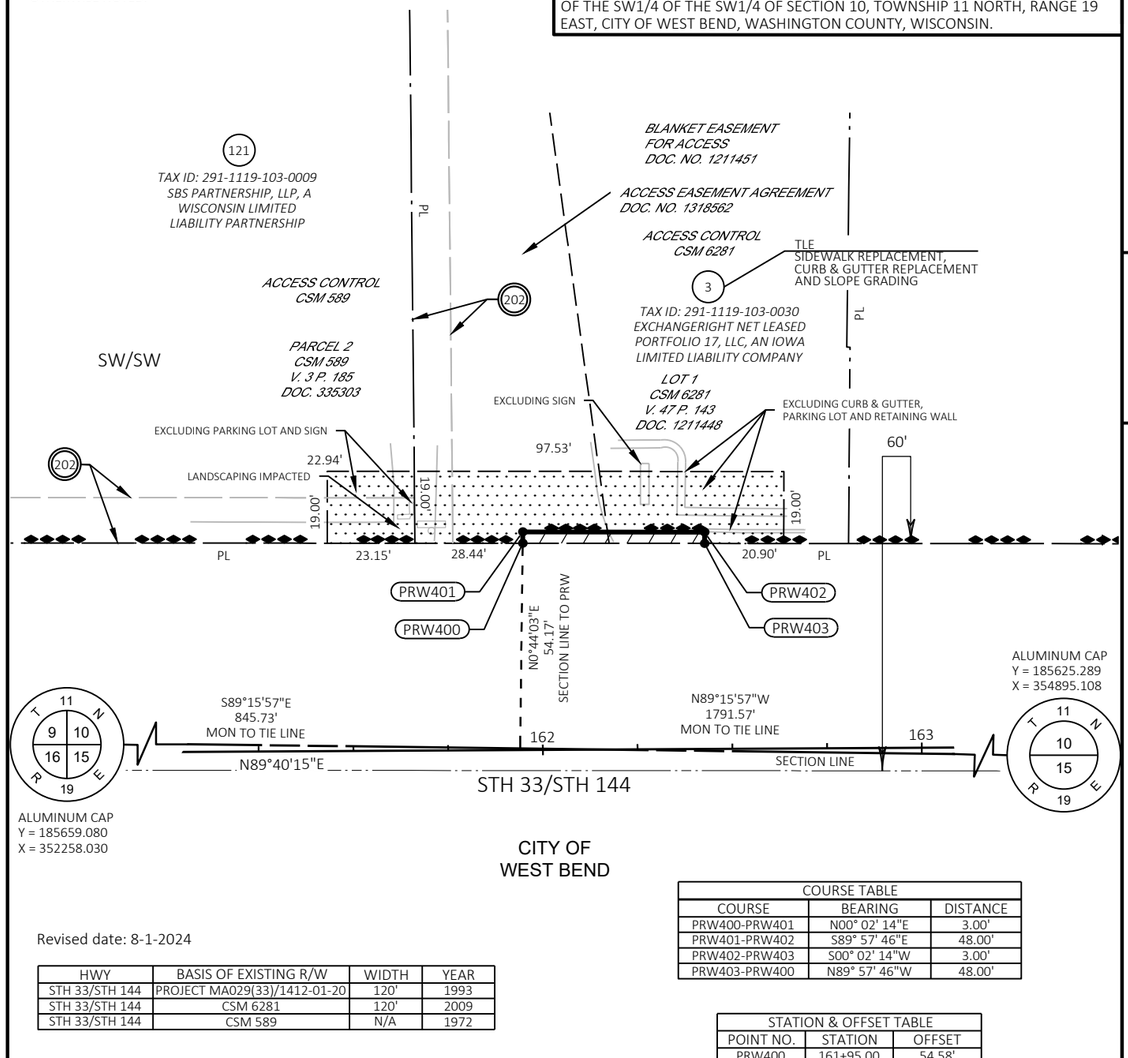
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R/W PROJECT NUMBER: 2707-08-20	EXHIBIT NUMBER: 4.04

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART OF PARCEL 2 OF CSM 589 AND LOT 1 OF CSM 6281, LOCATED IN PART OF THE SW1/4 OF THE SW1/4 OF SECTION 10, TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.



Revised date: 8-1-2024

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 33/STH 144	PROJECT MA029(33)/1412-01-20	120'	1993
STH 33/STH 144	CSM 6281	120'	2009
STH 33/STH 144	CSM 589	N/A	1972

COURSE TABLE		
COURSE	BEARING	DISTANCE
PRW400-PRW401	N00° 02' 14"E	3.00'
PRW401-PRW402	S89° 57' 46"E	48.00'
PRW402-PRW403	S00° 02' 14"W	3.00'
PRW403-PRW400	N89° 57' 46"W	48.00'

STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
PRW400	161+95.00	54.58'
PRW401	161+95.02	57.58'
PRW402	162+43.02	57.28'
PRW403	162+43.00	54.28'

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
3	EXCHANGERIGHT NET LEASED PORTFOLIO 17, LLC, AN IOWA LIMITED LIABILITY COMPANY	FEE/TLE	144	1707
121	SBS PARTNERSHIP, LLP, A WISCONSIN LIMITED LIABILITY PARTNERSHIP	TLE	---	438

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	
202	WE ENERGIES (ELECTRIC)	RELEASE OF RIGHTS

SCALE, FEET
0 20 40

GN

(202) WE ENERGIES (ELECTRIC)
DOC. 471159 - PAR. 121
DOC. 326933 - PAR. 3

NOTES:
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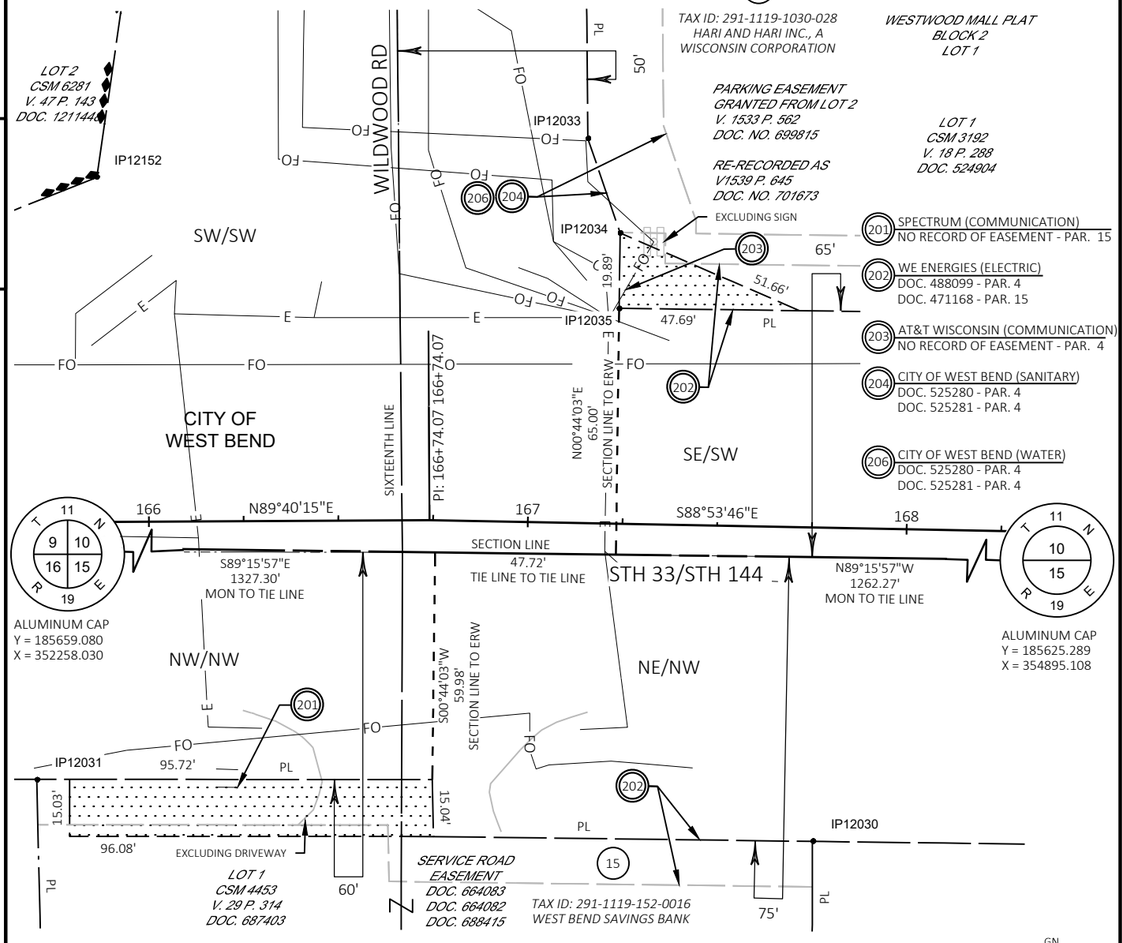
ALL TLES ARE FOR SLOPE GRADING PURPOSES.

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP12030	185565.835	353685.003	IP I.25" OD FND
IP12031	185582.026	353480.220	IP I.25" OD FND
IP12033	185751.307	353625.630	IP I.00" IR
IP12034	185726.378	353634.140	IP I.00" IR
IP12035	185706.382	353633.845	IP I.00" IR
IP12152	185741.115	353495.920	IP 1.25IN OD FND

R/W PROJECT NUMBER: 2707-08-20 | **EXHIBIT NUMBER: 4.05**

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART OF LOT 1 OF CSM 3192, LOCATED IN PART OF THE SE1/4 OF THE SW1/4 OF SECTION 10, AND PART OF LOT 1 OF CSM 4453, LOCATED IN PART OF THE NW1/4 OF THE NW1/4 OF SECTION 15 AND PART OF THE NE1/4 OF THE NW1/4 OF SECTION 15, ALL LOCATED IN TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
4	HARI AND HARI INC., A WISCONSIN CORPORTION	TLE	---	474
15	WEST BEND SAVINGS BANK	TLE	---	1441

SCALE, FEET
0 20 40

GN

Revised date: 8-1-2024

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	
201	SPECTRUM (COMMUNICATION)	RELEASE OF RIGHTS
202	WE ENERGIES (ELECTRIC)	RELEASE OF RIGHTS
203	AT&T WISCONSIN (COMMUNICATION)	RELEASE OF RIGHTS
204	CITY OF WEST BEND (SANITARY)	RELEASE OF RIGHTS
206	CITY OF WEST BEND (WATER)	RELEASE OF RIGHTS

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 33/STH 144	CSM 3192	65' (N1/2)	---
STH 33/STH 144	CSM 6281	120'	2009
STH 33/STH 144	CSM 4453	60'/75'	1995
STH 33/STH 144	WESTWOOD MALL PLAT	140'	1997
WILDWOOD RD	CSM 6281	100'	2009
WILDWOOD RD	CSM 3192	50' (E1/2)	---
WILDWOOD RD	WESTWOOD MALL PLAT	83'	1997

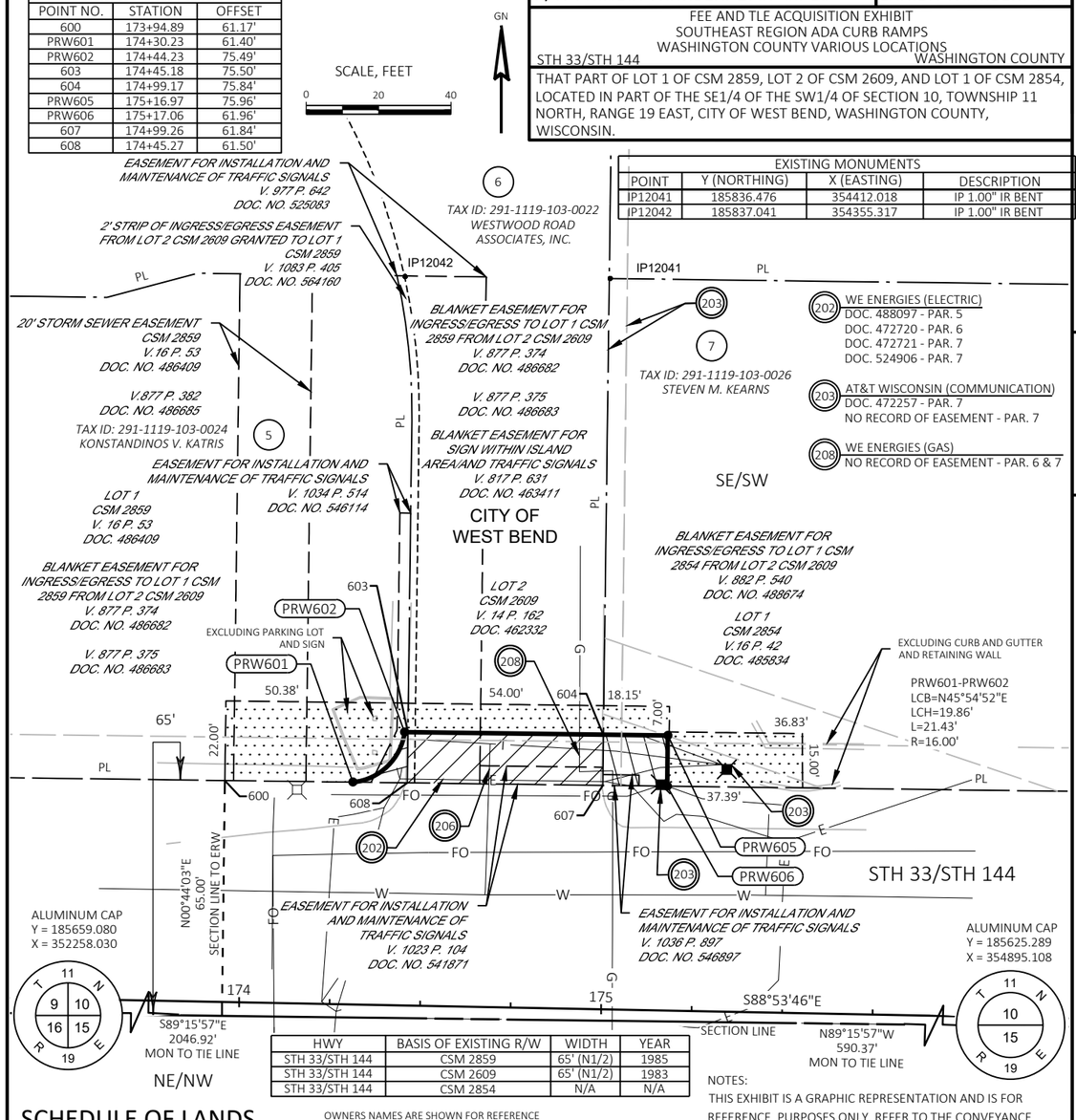
STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
600	173+94.89	61.17'
PRW601	174+30.23	61.40'
PRW602	174+44.23	75.49'
603	174+45.18	75.50'
604	174+99.17	75.84'
PRW605	175+16.97	75.96'
PRW606	175+17.06	61.96'
607	174+99.26	61.84'
608	174+45.27	61.50'

R/W PROJECT NUMBER: 2707-08-20 | **EXHIBIT NUMBER: 4.06**

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART OF LOT 1 OF CSM 2859, LOT 2 OF CSM 2609, AND LOT 1 OF CSM 2854, LOCATED IN PART OF THE SE1/4 OF THE SW1/4 OF SECTION 10, TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP12041	185836.476	354412.018	IP 1.00" IR BENT
IP12042	185837.041	354355.317	IP 1.00" IR BENT



HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 33/STH 144	CSM 2859	65' (N1/2)	1985
STH 33/STH 144	CSM 2609	65' (N1/2)	1983
STH 33/STH 144	CSM 2854	N/A	N/A

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
5	KONSTANDINOS V. KATRIS	FEE/TLE	65	1043
6	WESTWOOD ROAD ASSOCIATES, INC	FEE/TLE	756	432
7	STEVEN M. KEARNS	FEE/TLE	249	704

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	
202	WE ENERGIES (ELECTRIC)	RELEASE OF RIGHTS
203	AT&T WISCONSIN (COMMUNICATION)	RELEASE OF RIGHTS
208	WE ENERGIES (GAS)	RELEASE OF RIGHTS

Revised date: 8-1-2024

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

ALL TLES ARE FOR SIDEWALK REPLACEMENT, CURB & GUTTER REPLACEMENT AND SLOPE GRADING PURPOSES.

COURSE TABLE		
COURSE	BEARING	DISTANCE
600-PRW601	S89° 15' 57"E	35.34'
PRW601-PRW602	SEE CURVE DATA	
PRW602-603	S89° 15' 57"E	0.95'
603-604	S89° 15' 57"E	54.00'
604-PRW605	S89° 15' 57"E	17.80'
PRW605-PRW606	S00° 44' 03"W	14.00'
PRW606-607	N89° 15' 57"W	17.80'
607-608	N89° 15' 57"W	54.00'
608-PRW601	N89° 15' 57"W	15.03'
603-608	S00° 44' 03"W	14.00'
604-607	S00° 44' 03"W	14.00'

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

ALL TLES ARE FOR SLOPE GRADING PURPOSES UNLESS OTHERWISE NOTED.

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP12030	185565.835	353685.003	IP I.25" OD FND
IP12031	185582.026	353480.220	IP I.25" OD FND
IP12038	185675.244	354894.614	IP 1.25" OD FND
IP12039	185673.187	354994.649	IP 1.25" OD FND
IP12040	185562.540	354934.987	IP 1.00" IR

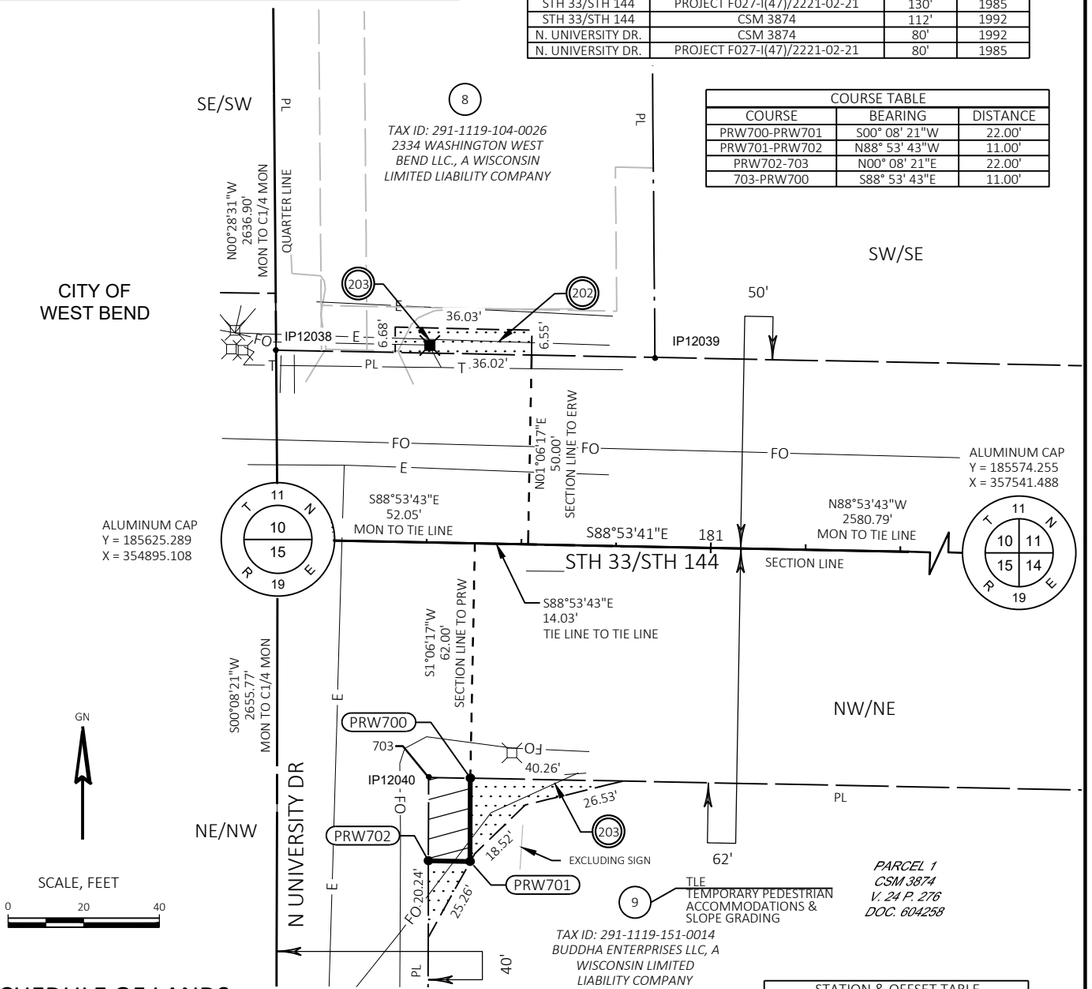
R/W PROJECT NUMBER: 2707-08-20 | **EXHIBIT NUMBER: 4.07**

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART OF PARCEL 1 OF CSM 3874, LOCATED IN PART OF THE NW1/4 OF THE NE1/4 OF SECTION 15, AND THAT PART OF THE SW1/4 OF THE SE1/4 OF SECTION 10, TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 33/STH 144	PROJECT F027-I(47)/2221-02-21	130'	1985
STH 33/STH 144	CSM 3874	112'	1992
N. UNIVERSITY DR.	CSM 3874	80'	1992
N. UNIVERSITY DR.	PROJECT F027-I(47)/2221-02-21	80'	1985

COURSE TABLE		
COURSE	BEARING	DISTANCE
PRW700-PRW701	S00° 08' 21"W	22.00'
PRW701-PRW702	N88° 53' 43"W	11.00'
PRW702-703	N00° 08' 21"E	22.00'
703-PRW700	S88° 53' 43"E	11.00'



STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
PRW700	180+37.72	62.02'
PRW701	180+38.09	84.02'
PRW702	180+27.09	84.02'
703	180+26.72	62.02'

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
8	2334 WASHINGTON WEST BEND LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	---	238
9	BUDDHA ENTERPRISES LLC, A WISCONSIN LIMITED LIABITLITY COMPANY	FEE/TLE	242	403

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	
202	WE ENERGIES (ELECTRIC)	RELEASE OF RIGHTS
203	AT&T WISCONSIN (COMMUNICATION)	RELEASE OF RIGHTS

(202) WE ENERGIES (ELECTRIC)
DOC. 473979 - PAR. 8
DOC. 132089 - PAR. 8
DOC. 132091 - PAR. 8

(203) AT&T WISCONSIN (COMMUNICATION)
NO RECORD OF EASEMENT - PAR. 8 & 9

Revised date: 8-1-2024

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

ALL TLES ARE FOR TEMPORARY PEDESTRIAN ACCOMMODATIONS AND SLOPE GRADING PURPOSES UNLESS OTHERWISE NOTED.

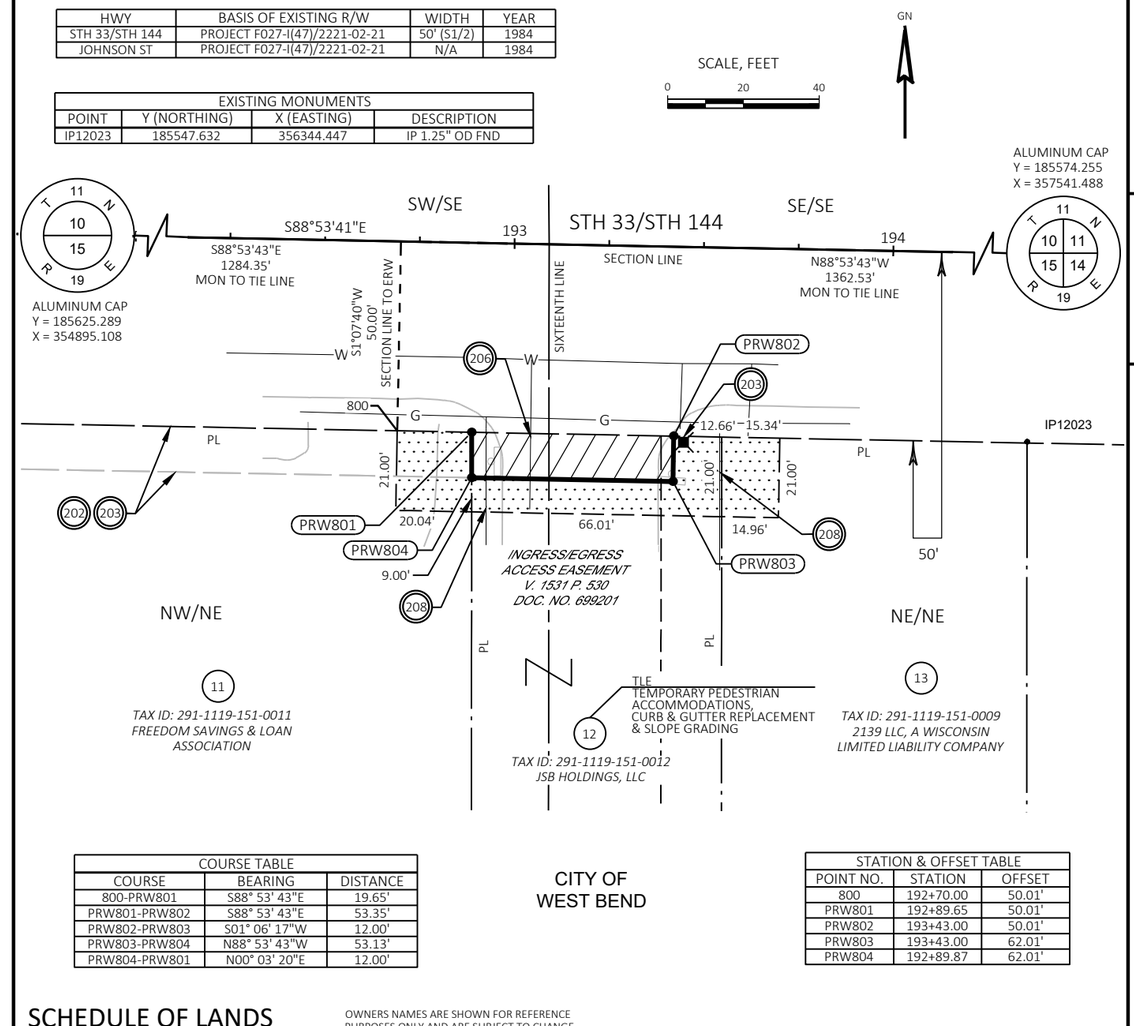
HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 33/STH 144	PROJECT F027-I(47)/2221-02-21	50' (S1/2)	1984
JOHNSON ST	PROJECT F027-I(47)/2221-02-21	N/A	1984

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP12023	185547.632	356344.447	IP 1.25" OD FND

R/W PROJECT NUMBER: 2707-08-20 | **EXHIBIT NUMBER: 4.08**

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART OF LANDS LOCATED IN PART OF THE NW1/4 OF THE NE1/4, AND THAT PART OF LANDS LOCATED IN THE NE1/4 OF THE NE1/4, OF SECTION 15, TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.



COURSE TABLE		
COURSE	BEARING	DISTANCE
800-PRW801	S88° 53' 43"E	19.65'
PRW801-PRW802	S88° 53' 43"E	53.35'
PRW802-PRW803	S01° 06' 17"W	12.00'
PRW803-PRW804	N88° 53' 43"W	53.13'
PRW804-PRW801	N00° 03' 20"E	12.00'

CITY OF WEST BEND

STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
800	192+70.00	50.01'
PRW801	192+89.65	50.01'
PRW802	193+43.00	50.01'
PRW803	193+43.00	62.01'
PRW804	192+89.87	62.01'

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
11	FREEDOM SAVINGS & LOAN ASSOCIATION	TLE	---	417
12	JSB HOLDINGS, LLC	FEE/TLE	639	747
13	2139 LLC, A WISICONSIN LIMITED LIABILITY COMPANY	TLE	---	318

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	
202	WE ENERGIES (ELECTRIC)	RELEASE OF RIGHTS
203	AT&T WISCONSIN (COMMUNICATION)	RELEASE OF RIGHTS
206	CITY OF WEST BEND (WATER)	RELEASE OF RIGHTS
208	WE ENERGIES (GAS)	RELEASE OF RIGHTS

(202) WE ENERGIES (ELECTRIC)
DOC. 471141 - PAR. 11

(203) AT&T WISCONSIN (COMMUNICATION)
DOC. 471141 - PAR. 11
NO RECORD OF EASEMENT - PAR. 12

(206) CITY OF WEST BEND (WATER)
NO RECORD OF EASEMENT - PAR. 12

(208) WE ENERGIES (GAS)
NO RECORD OF EASEMENT - PAR. 12

Revised date: 8-1-2024

4

NOTES:
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ALL TLES ARE FOR SLOPE GRADING PURPOSES.

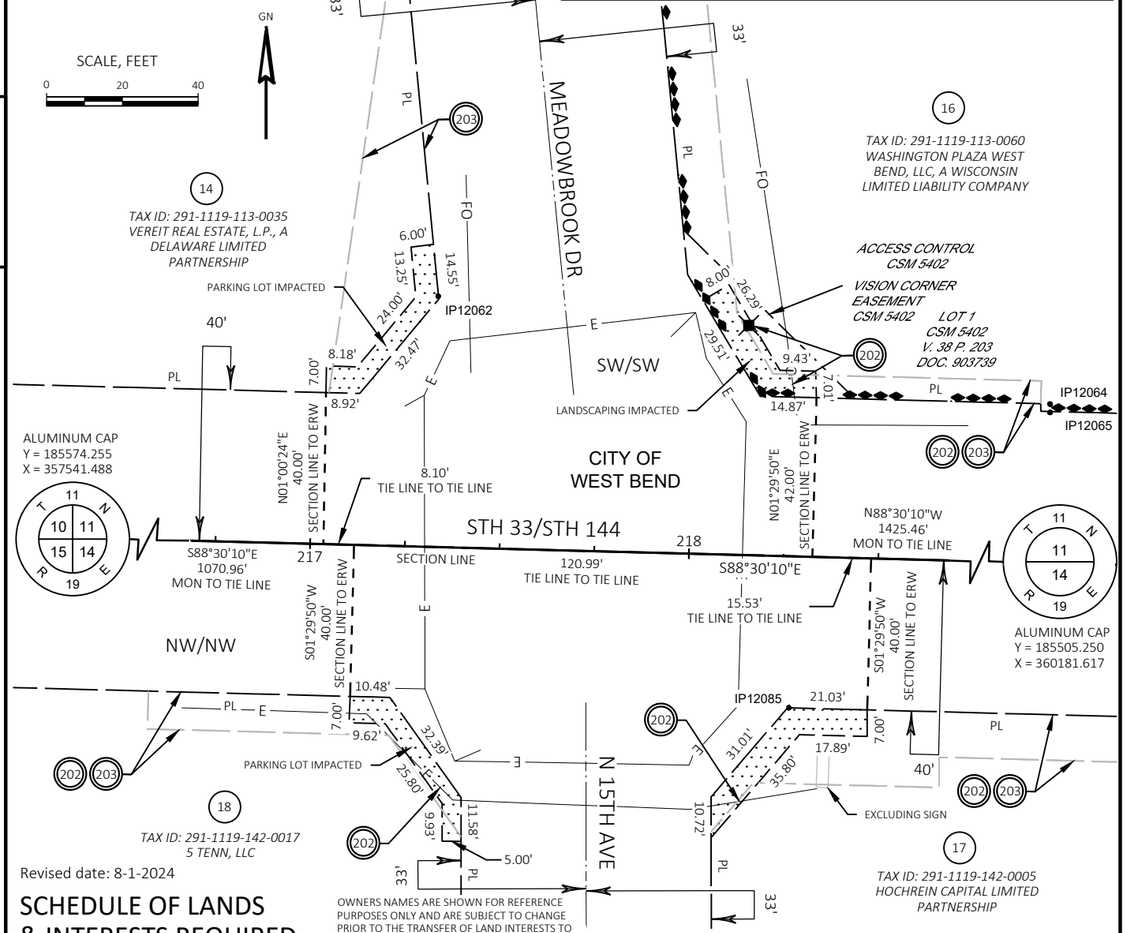
R/W PROJECT NUMBER: 2707-08-20	EXHIBIT NUMBER: 4.09

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART OF LOT 1 OF CSM 5402, LOCATED IN PART OF THE SW1/4 OF THE SW1/4 OF SECTION 11, AND THAT PART OF THE NW1/4 OF THE NW1/4 OF SECTION 14, TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP12062	185611.619	358642.354	IP PK NAIL
IP12064	185583.206	358803.822	IP 1.25" OD FND
IP12065	185581.015	358803.82	IP 1.25" OD FND BENT
IP12085	185503.048	358734.846	IP 1.00" IR

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 33/STH 144	PROJECT STP 029(44)/1410-01-20	80'	1995
STH 33/STH 144	CSM 5402	42' (N1/2)	2001
N. 15TH AVE	PROJECT STP 029(44)/1410-01-20	66'	1995
MEADOWBROOK DR	PROJECT STP 029(44)/1410-01-20	66'	1995
MEADOWBROOK DR	CSM 5402	33' (E1/2)	2001



Revised date: 8-1-2024

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
14	VEREIT REAL ESTATE, L.P., A DELAWARE LIMITED PARTNERSHIP	TLE	---	284
16	WASHINGTON PLAZA WEST BENT, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	---	308
17	HOCHREIN CAPITAL LIMITED PARTNERSHIP	TLE	---	370
18	5 TENN, LLC	TLE	---	270

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	
202	WE ENERGIES (ELECTRIC)	RELEASE OF RIGHTS
203	AT&T WISCONSIN (COMMUNICATION)	RELEASE OF RIGHTS

(202) WE ENERGIES (ELECTRIC)
DOC. 170488 - PAR. 17
DOC. 603382 - PAR. 17
DOC. 607168 - PAR. 18
DOC. 608314 - PAR. 16

(203) AT&T WISCONSIN (COMMUNICATION)
DOC. 245859 - PAR. 14
DOC. 603382 - PAR. 17
DOC. 607168 - PAR. 18
DOC. 608314 - PAR. 16

FILE NAME : ACQUISITION EXHIBITS.DWG PLOT DATE : 9/30/2024 5:49 AM R/W PROJECT: 2707-08-20

4

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

ALL TLES ARE FOR SLOPE GRADING PURPOSES.

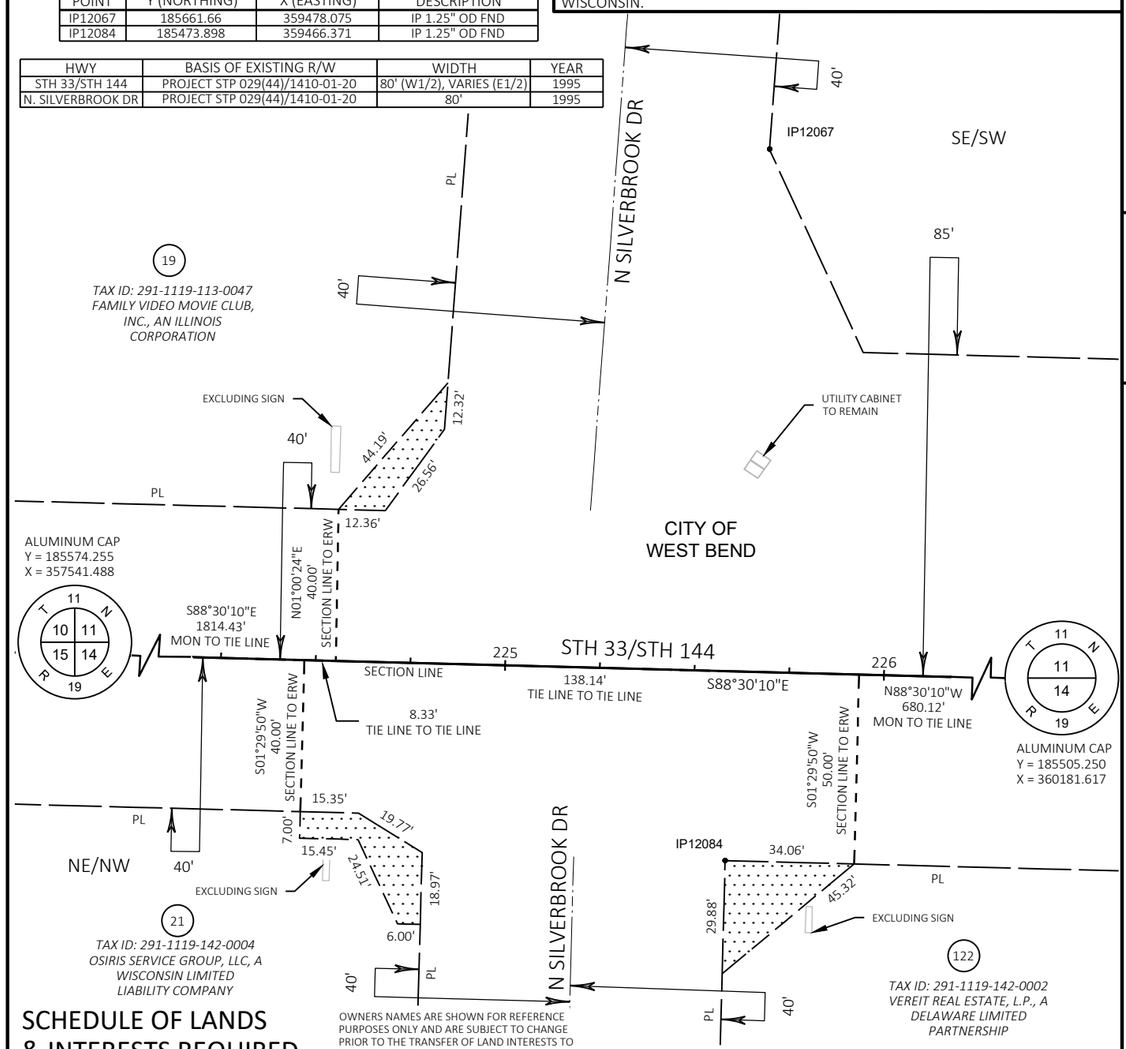
R/W PROJECT NUMBER: 2707-08-20	EXHIBIT NUMBER: 4.10

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART OF LANDS LOCATED IN PART OF THE SE1/4 OF THE SW1/4 OF SECTION 11, AND IN PART OF THE NE1/4 OF THE NW1/4 OF SECTION 14, ALL IN TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP12067	185661.66	359478.075	IP 1.25" OD FND
IP12084	185473.898	359466.371	IP 1.25" OD FND

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 33/STH 144	PROJECT STP 029(44)/1410-01-20	80' (W1/2), VARIES (E1/2)	1995
N. SILVERBROOK DR	PROJECT STP 029(44)/1410-01-20	80'	1995



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
19	FAMILY VIDEO MOVIE CLUB, INC., AN ILLINOIS CORPORATION	TLE	---	297
21	OSIRIS SERVICE GROUP, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	---	394
122	VEREIT REAL ESTATE, L.P., A DELAWARE LIMITED PARTNERSHIP	TLE	---	509

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	
202	WE ENERGIES (ELECTRIC)	RELEASE OF RIGHTS

GN
SCALE, FEET
0 20 40

(202) WE ENERGIES (ELECTRIC)
DOC. 170488 - PAR. 21, 122

Revised date: 8-1-2024

FILE NAME : ACQUISITION EXHIBITS.DWG PLOT DATE : 9/30/2024 5:49 AM R/W PROJECT: 2707-08-20

4

4

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

ALL TLES ARE FOR SLOPE GRADING PURPOSES.

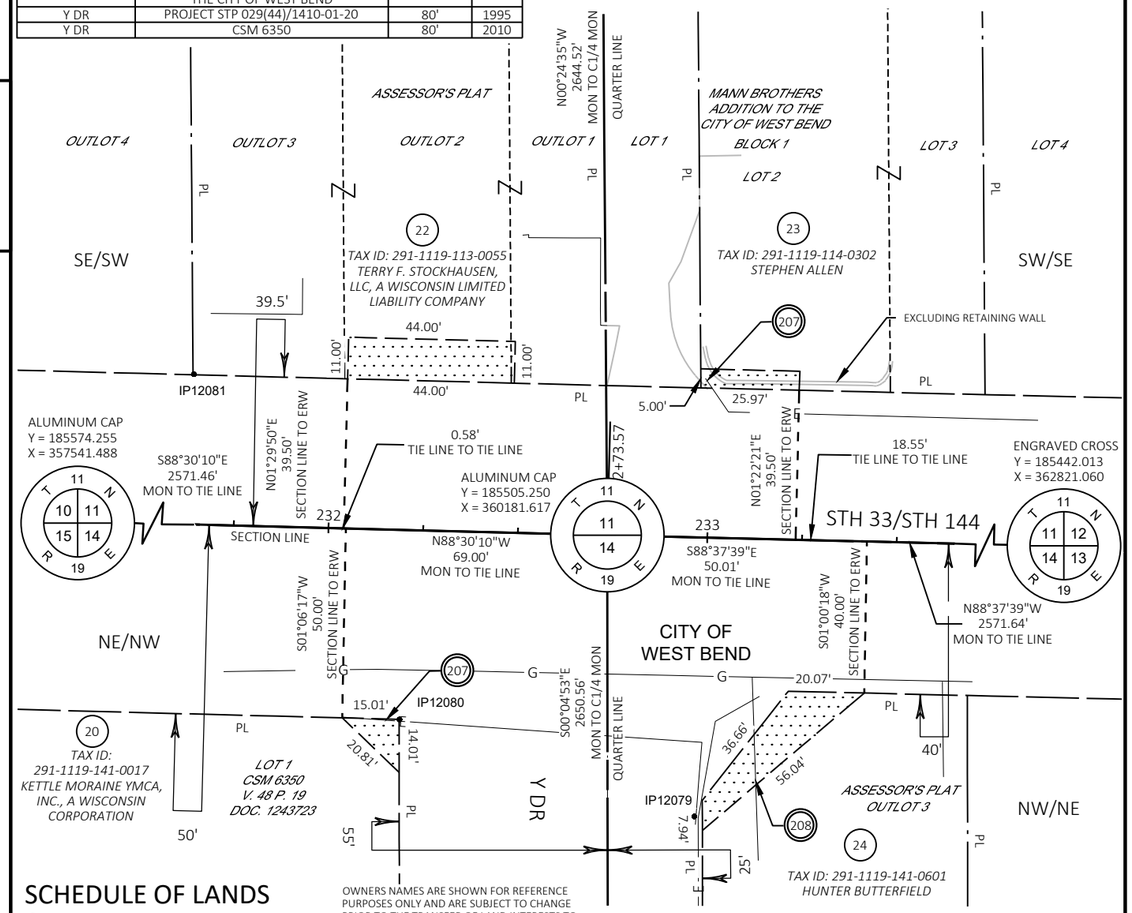
EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP12079	185430.971	360204.587	IP 1.00" IR
IP12080	185456.583	360126.76	IP 1.25" OD FND
IP12081	185547.74	360072.493	IP 1.25" OD FND

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 33/STH 144	PROJECT STP 029(44)/1410-01-20	98.5'	1995
STH 33/STH 144	MANN BROTHERS ADDITION TO THE CITY OF WEST BEND	66'	1884
Y DR	PROJECT STP 029(44)/1410-01-20	80'	1995
Y DR	CSM 6350	80'	2010

R/W PROJECT NUMBER: 2707-08-20 | **EXHIBIT NUMBER: 4.11**

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART OF OUTLOTS 2 AND 3 OF THE ASSESSOR'S PLAT, LOCATED IN PART OF THE SE1/4 OF THE SW1/4 OF SECTION 11, AND THAT PART OF LOT 2, BLOCK 1 OF MANN BROTHER ADDITION TO THE CITY OF WEST BEND, LOCATED IN PART OF THE SW1/4 OF THE SE1/4 OF SECTION 11, AND THAT PART OF OUTLOT 3 OF THE ASSESSOR'S PLAT, LOCATED IN PART OF THE NW1/4 OF THE NE1/4 OF SECTION 14, AND LOT 1 OF CSM 6350, LOCATED IN PART OF THE NE1/4 OF OF THE NW1/4, ALL IN TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.



OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
20	KETTLE MORAINE YMCA, INC., A WISCONSIN CORPORATION	TLE	---	105
22	TERRY F. STOCKHAUSEN, LLC, A WISCONSIN LIMITED LIABILITY COMPANY (3)	TLE	---	484
23	STEPHEN ALLEN	TLE	---	130
24	HUNTER BUTTERFIELD	TLE	---	464

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	
202	WE ENERGIES (ELECTRIC)	RELEASE OF RIGHTS
207	CITY OF WEST BEND (ELECTRIC)	RELEASE OF RIGHTS
208	WE ENERGIES (GAS)	RELEASE OF RIGHTS

Revised date: 8-1-2024
Revised date: 1-16-2025

SCALE, FEET
0 20 40

GN

(202) WE ENERGIES (ELECTRIC)
DOC. 170488 - PAR. 20

(207) CITY OF WEST BEND (ELECTRIC)
NO RECORD OF EASEMENT - PAR. 20, 23

(208) WE ENERGIES (GAS)
NO RECORD OF EASEMENT - PAR. 24

FILE NAME : ACQUISITION EXHIBITS.DWG PLOT DATE : 1/16/2025 3:09 PM R/W PROJECT: 2707-08-20

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

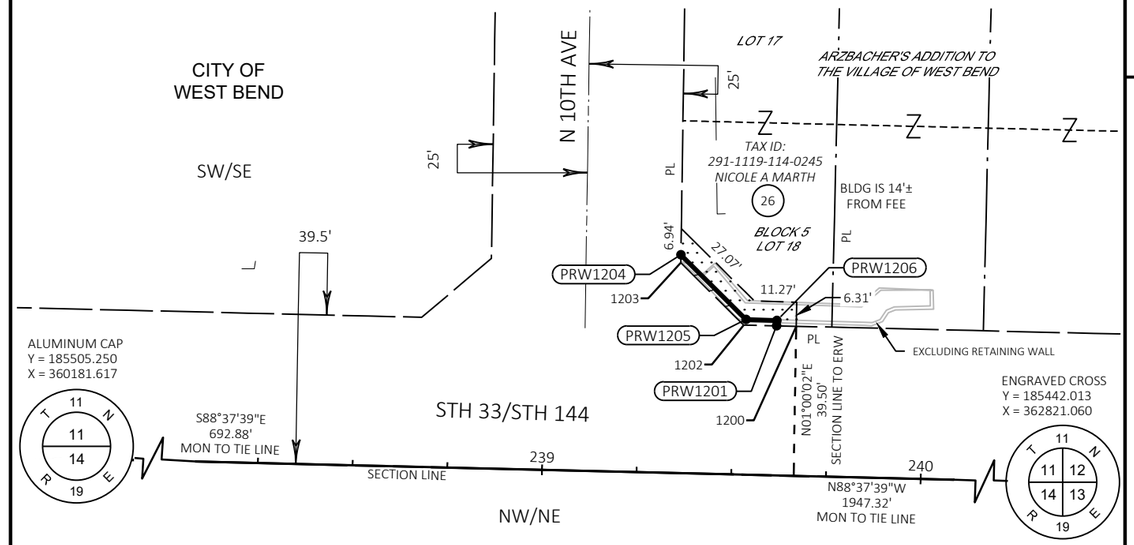
ALL TLES ARE FOR SLOPE GRADING PURPOSES.

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 33/STH 144	PROJECT STP 029(44)/1410-01-20	112.5' (W1/2) 147.5' (E1/2)	1995
STH 33/STH 144	ARZBACHER'S ADDITION TO THE VILLAGE OF WEST BEND	66'	1858
10TH AVE	PROJECT STP 029(44)/1410-01-20	50'	1995
10TH AVE	ARZBACHER'S ADDITION TO THE VILLAGE OF WEST BEND	60'	1858

R/W PROJECT NUMBER: 2707-08-20 | **EXHIBIT NUMBER: 4.12**

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART OF LOT 18 BLOCK 5 OF ARZBACHER'S ADDITION TO THE VILLAGE OF WEST BEND, LOCATED IN PART OF THE SW1/4 OF THE SE1/4 OF SECTION 11, TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.



STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
1200	239+66.20	39.50'
PRW1201	239+60.97	39.50'
1202	239+52.31	39.50'
1203	239+35.33	55.54'
PRW1204	239+35.32	57.62'
PRW1205	239+52.92	40.99'
PRW1206	239+61.02	40.88'

COURSE TABLE		
COURSE	BEARING	DISTANCE
1200-PRW1201	N88° 37' 39"W	5.18'
PRW1201-1202	N88° 37' 39"W	8.71'
1202-1203	N45° 14' 56"W	23.36'
1203-PRW1204	N00° 52' 41"E	2.08'
PRW1204-PRW1205	S45° 14' 56"E	24.22'
PRW1205-PRW1206	S87° 51' 24"E	8.11'
PRW1206-PRW1201	S01° 22' 21"W	1.38'

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
26	NICOLE A MARTH	FEE/TLE	48	197

SCALE, FEET
0 20 40

GN

Revised date: 8-1-2024

FILE NAME : ACQUISITION EXHIBITS.DWG PLOT DATE : 1/16/2025 3:09 PM R/W PROJECT: 2707-08-20

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

ALL TLES ARE FOR SLOPE GRADING PURPOSES.

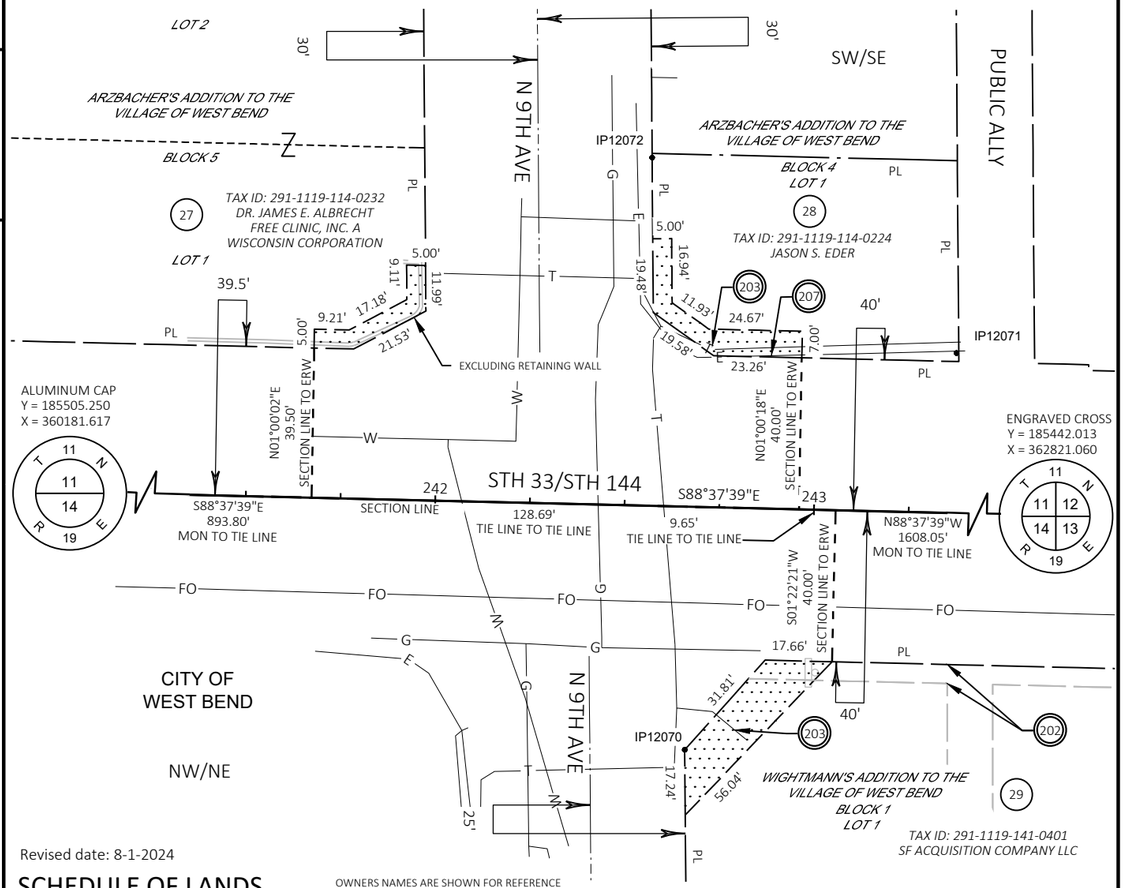
EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP12070	185417.284	361173.606	IP 1.25" OD FND
IP12071	185521.986	361245.329	IP 1.25" OD FND
IP12072	185573.58	361165.026	IP 1.25" OD FND

R/W PROJECT NUMBER: 2707-08-20 | **EXHIBIT NUMBER: 4.13**

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 — WASHINGTON COUNTY

THAT PART OF LOT 1, BLOCK 5 AND LOT 1, BLOCK 4 OF ARZBACHER'S ADDITION TO THE VILLAGE OF WEST BEND, LOCATED IN PART OF THE SW1/4 OF THE SE1/4 OF SECTION 11, AND THAT PART OF LOT 1, BLOCK 1 OF WIGHTMAN'S ADDITION TO THE VILLAGE OF WEST BEND, LOCATED IN PART OF THE NW1/4 OF THE NE1/4 OF SECTION 11, ALL IN TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 33/STH 144	PROJECT STP 029(44)/1410-01-20	147.5' (W1/2), 80' (E1/2)	1995
STH 33/STH 144	ARZBACHER'S ADDITION TO THE VILLAGE OF WEST BEND	66'	1858
9TH AVE	PROJECT STP 029(44)/1410-01-20	60' (N1/2), 50' (S1/2)	1995
9TH AVE	ARZBACHER'S ADDITION TO THE VILLAGE OF WEST BEND	60'	1858



Revised date: 8-1-2024

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
27	DR. JAMES E. ALBRECHT FREE CLINIC, IN A WISCONSIN CORPORATION	TLE	---	199
28	JASON S. EDER	TLE	---	338
29	SF ACQUISITION COMPANY LLC	TLE	---	550

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	
202	WE ENERGIES (ELECTRIC)	RELEASE OF RIGHTS
203	AT&T WISCONSIN (COMMUNICATION)	RELEASE OF RIGHTS
207	CITY OF WEST BEND (ELECTRIC)	RELEASE OF RIGHTS

SCALE, FEET
0 20 40

GN

202 WE ENERGIES (ELECTRIC)
DOC. 352988 - PAR. 29

203 AT&T WISCONSIN (COMMUNICATION)
NO RECORD OF EASEMENT - PAR. 28, 29

207 CITY OF WEST BEND (ELECTRIC)
NO RECORD OF EASEMENT - PAR. 28

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

ALL TLES ARE FOR SLOPE GRADING PURPOSES.

SCALE, FEET
0 20 40

GN

Revised date: 8-1-2024

STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
1400	245+18.29	40.00'
PRW1401	245+29.16	40.00'
PRW1402	245+29.16	44.00'
PRW1403	245+38.65	44.00'
1404	245+38.73	40.00'
1405	246+42.16	40.00'
PRW1406	246+23.21	40.00'
1407	246+18.74	40.00'
PRW1408	246+18.70	42.00'
PRW1409	246+23.21	42.00'
1410	245+01.06	40.00'
PRW1411	245+28.20	40.00'
1412	245+40.36	40.00'
PRW1413	245+40.46	45.00'
PRW1414	245+28.20	45.00'

R/W PROJECT NUMBER: 2707-08-20 | **EXHIBIT NUMBER: 4.14**

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 — WASHINGTON COUNTY

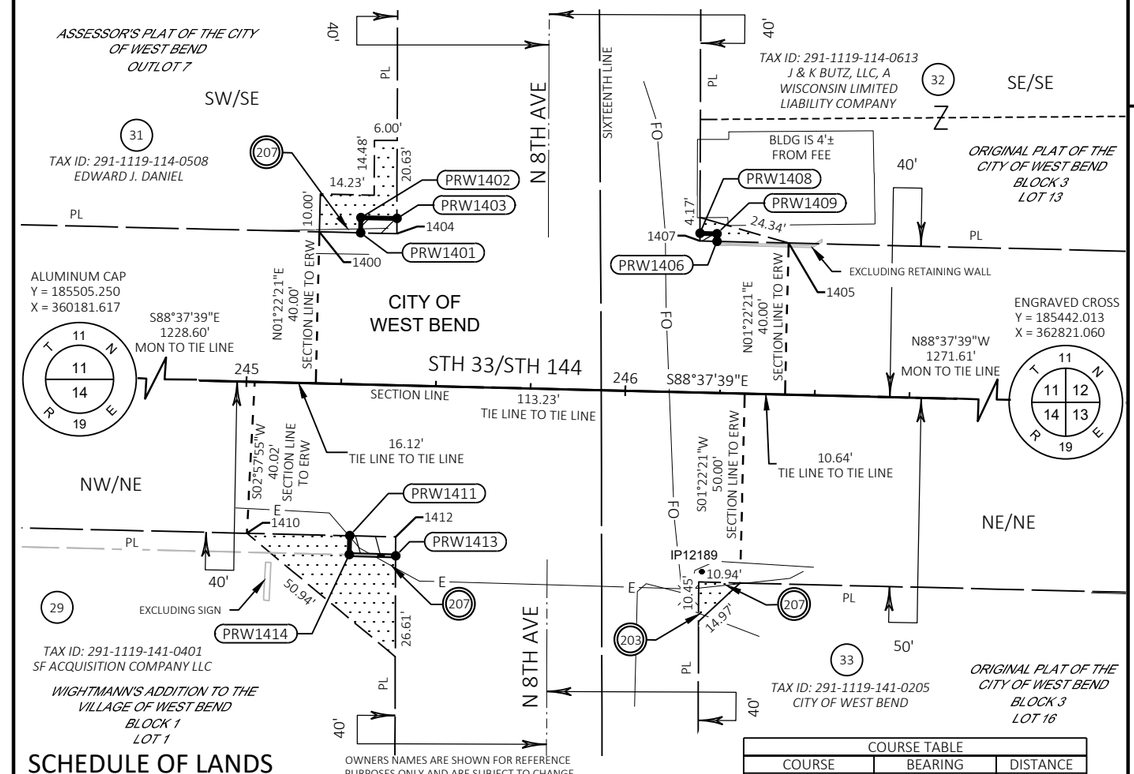
THAT PART OF OUTLOT 7 OF THE ASSESSOR'S PLAT OF THE CITY OF WEST BEND, LOCATED IN PART OF THE SW1/4 OF THE SE1/4 OF SECTION 11, AND THAT PART OF LOT 13, BLOCK 3 OF THE ORIGINAL PLAT OF THE CITY OF WEST BEND, LOCATED IN PART OF THE SE1/4 OF THE SE1/4 OF SECTION 11, AND THAT PART OF LOT 16, BLOCK 3 OF THE ORIGINAL PLAT OF THE CITY OF WEST BEND, LOCATED IN PART OF THE NE1/4 OF THE NE1/4 OF SECTION 14, AND THAT PART OF LOT 1, BLOCK 1 OF THE WIGHTMANN'S ADDITION TO THE VILLAGE OF WEST BEND, LOCATED IN PART OF THE NW1/4 OF THE NE1/4 OF SECTION 14, ALL IN TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 33/STH 144	PROJECT STP 029(44)/1410-01-20	VARIES (E1/2), 80' (W1/2)	1995
STH 33/STH 144	ASSESSOR'S PLAT OF THE CITY OF WEST BEND	35' (N1/2)	1959
STH 33/STH 144	ARZBACHER'S ADDITION TO THE VILLAGE OF WEST BEND	66'	1858
STH 33/STH 144	ORIGINAL PLAT OF THE CITY OF WEST BEND	---	1846
8TH AVE	ORIGINAL PLAT OF THE CITY OF WEST BEND	---	1846
8TH AVE	PROJECT STP 029(44)/1410-01-20	80'	1995
8TH AVE	ASSESSOR'S PLAT OF THE CITY OF WEST BEND	40' (W1/2)	1959
8TH AVE	ARZBACHER'S ADDITION TO THE VILLAGE OF WEST BEND	80'	1858

202 WE ENERGIES (ELECTRIC)
DOC. 352988 - PAR. 29

203 AT&T WISCONSIN (COMMUNICATION)
NO RECORD OF EASEMENT - PAR. 33

207 CITY OF WEST BEND (ELECTRIC)
NO RECORD OF EASEMENT - PAR. 29, 31, 33



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
29	SF ACQUISITION COMPANY LLC	FEE/TLE	61	560
31	EDWARD J. DANIEL	FEE/TLE	38	253
32	J & K BUTZ, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	FEE/TLE	9	63
33	CITY OF WEST BEND	TLE	---	57

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	
202	WE ENERGIES (ELECTRIC)	RELEASE OF RIGHTS
203	AT&T WISCONSIN (COMMUNICATION)	RELEASE OF RIGHTS
207	CITY OF WEST BEND (ELECTRIC)	RELEASE OF RIGHTS

COURSE TABLE		
COURSE	BEARING	DISTANCE
1400-PRW1401	S88° 37' 39"E	10.87'
PRW1401-PRW1402	N01° 22' 21"E	4.00'
PRW1402-PRW1403	S88° 37' 39"E	9.49'
PRW1403-1404	S00° 12' 23"W	4.00'
1404-PRW1401	N88° 37' 39"W	9.57'
1405-PRW1406	N88° 37' 39"W	18.95'
PRW1406-1407	N88° 37' 39"W	4.46'
1407-PRW1408	N00° 12' 23"E	2.00'
PRW1408-PRW1409	S88° 37' 39"E	4.51'
PRW1409-PRW1406	S01° 22' 21"W	2.00'
1410-PRW1411	S88° 37' 39"E	27.14'
PRW1411-1412	S88° 37' 39"E	12.15'
1412-PRW1413	S00° 12' 23"W	5.00'
PRW1413-PRW1414	N88° 37' 39"W	12.26'
PRW1414-PRW1411	N01° 22' 21"E	5.00'

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP12089	185393.837	362746.599	IP 1.25" OD

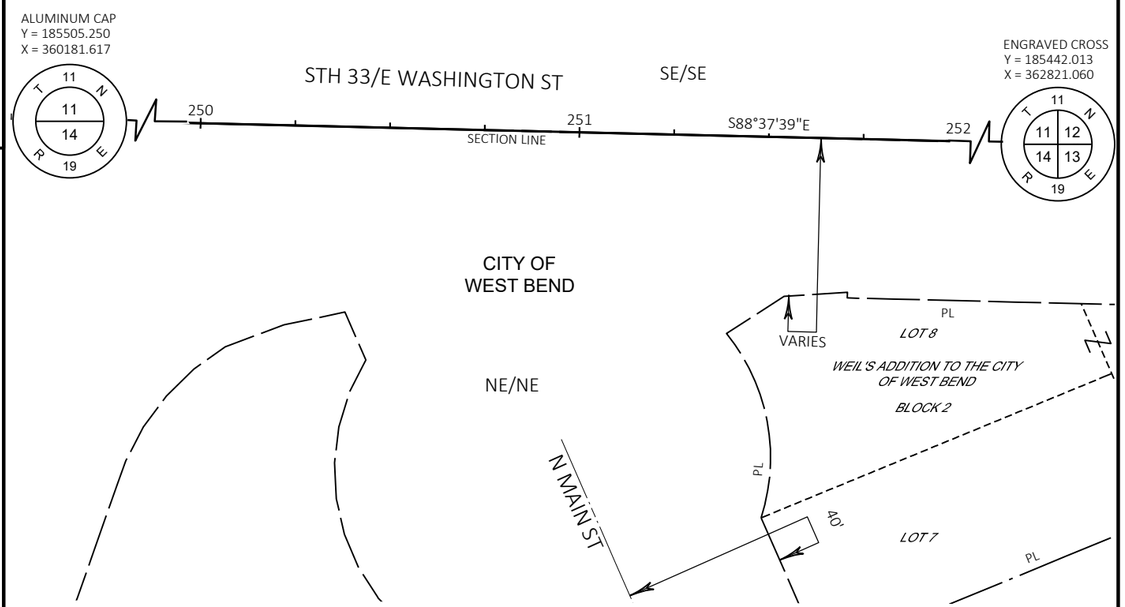
R/W PROJECT NUMBER: 2707-08-20	EXHIBIT NUMBER: 4.15

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART OF LOT 8 BLOCK 2 OF WEIL'S ADDITION TO THE CITY OF WEST BEND, LOCATED IN PART OF THE NE1/4 OF THE NE1/4 OF SECTION 14, TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 33	PROJECT STP 029(44)/1410-01-20	VARIES	1995
STH 33	WEIL'S ADDITION TO THE CITY OF WEST BEND	66'	1853
STH 33	PROJECT WISC 2012010/1410-07-20	VARIES	2011
N. MAIN ST.	PROJECT STP 029(44)/1410-01-20	80'	1995
N. MAIN ST.	PROJECT WISC 2012010/1410-07-20	VARIES	2011

4



Revised date: 8-1-2024

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
	ELIMINATED	TLE	---	---

SCALE, FEET
0 20 40

GN

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

ALL TLES ARE FOR SLOPE GRADING PURPOSES.

R/W PROJECT NUMBER: 2707-08-20	EXHIBIT NUMBER: 4.16

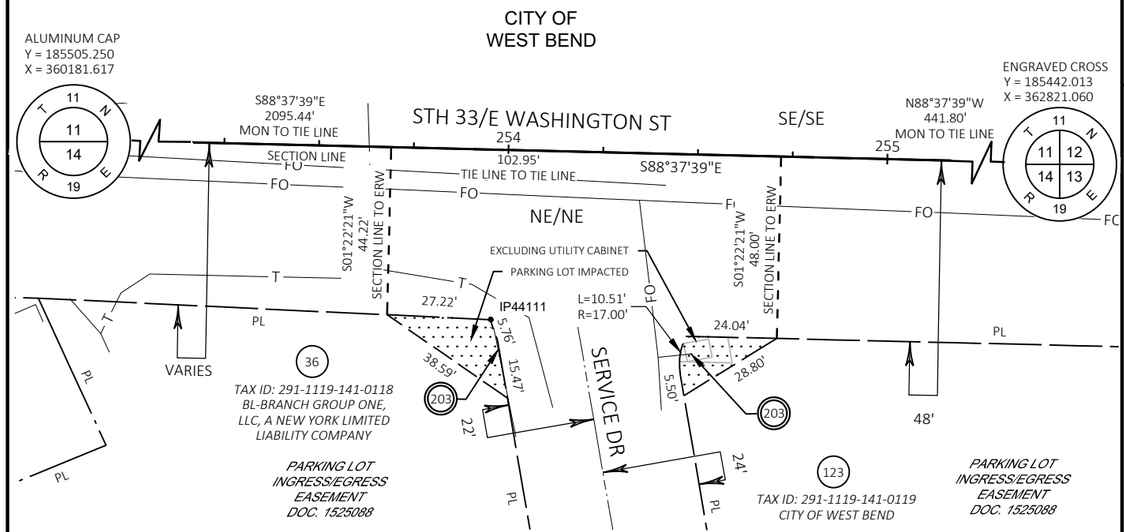
FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART LANDS LOCATED IN PART OF THE NE1/4 OF THE NE1/4 OF SECTION 14, TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 33	PROJECT STP 029(44)/1410-01-20	66'	1995
STH 33	PROJECT WISC 2012010/1410-07-20	VARIES	2011
SERVICE DR.	PROJECT STP 029(44)/1410-01-20	24'	1995
SERVICE DR.	PROJECT WISC 2012010/1410-07-20	VARIES	2011

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP44111	185409.536	362302.687	IP MAG NAIL

4



Revised date: 8-1-2024

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
36	BL-BRANCH GROUP ONE, LLC, A NEW YORK LIMITED LIABILITY COMPANY	TLE	---	286
123	CITY OF WEST BEND	TLE	---	203

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	
203	AT&T WISCONSIN (COMMUNICATION)	RELEASE OF RIGHTS

SCALE, FEET
0 20 40

GN

(203) AT&T WISCONSIN (COMMUNICATION)
DOC. 723983 - PAR. 123
NO RECORD OF EASEMENT - PAR. 36

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

ALL TLES ARE FOR SLOPE GRADING PURPOSES UNLESS OTHERWISE NOTED.

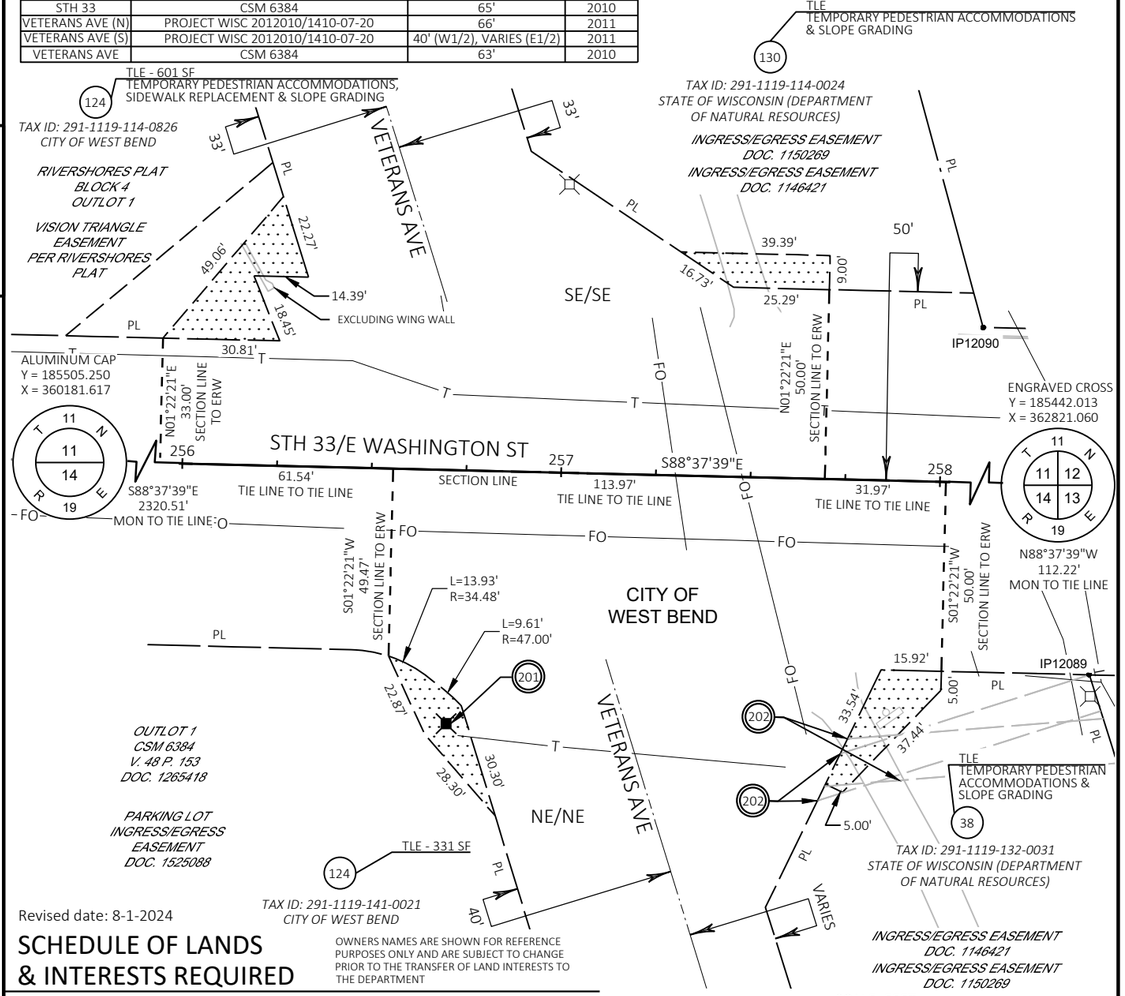
EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP12089	185393.837	362746.599	IP 1.25" OD FND
IP12090	185485.397	362718.669	IP 1.25" OD FND

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 33	PROJECT WISC 2012010/1410-07-20	VARIES	2011
STH 33	CSM 6384	65'	2010
VETERANS AVE (N)	PROJECT WISC 2012010/1410-07-20	66'	2011
VETERANS AVE (S)	PROJECT WISC 2012010/1410-07-20	40' (W1/2), VARIES (E1/2)	2011
VETERANS AVE	CSM 6384	63'	2010

R/W PROJECT NUMBER: 2707-08-20 | EXHIBIT NUMBER: 4.17

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART OF OUTLOT 1 OF CSM 6384, LOCATED IN PART OF THE NE1/4 OF THE NE1/4, THAT PART OF LANDS LOCATED IN PART OF THE NE1/4 OF THE NE1/4 OF SECTION 14, THAT PART OF OUTLOT 1, BLOCK 4 OF RIVERSHORES PLAT, LOCATED IN PART OF THE SE1/4 OF THE SE1/4, THAT PART OF OF LANDS LOCATED IN THE SE1/4 OF THE SE1/4 OF SECTION 11, ALL IN TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
38	STATE OF WISCONSIN (DEPARTMENT OF NATURAL RESOURCES)	TLE	---	406
124	CITY OF WEST BEND	TLE	---	932
130	STATE OF WISCONSIN (DEPARTMENT OF NATURAL RESOURCES)	TLE	---	291

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	
201	SPECTRUM (COMMUNICATION)	RELEASE OF RIGHTS
202	WE ENERGIES (ELECTRIC)	RELEASE OF RIGHTS
209	SPRINT COMMUNICATIONS CO LP (COMMUNICATION)	RELEASE OF RIGHTS
214	WINDSTREAM (COMMUNICATION)	RELEASE OF RIGHTS

201 SPECTRUM (COMMUNICATION)
NO RECORD OF EASEMENT - PAR. 124

202 WE ENERGIES (ELECTRIC)
DOC. 1446427 - PAR. 38
DOC. 1232873 - PAR. 38

209 SPRINT COMMUNICATIONS CO LP (COMMUNICATION)
DOC. 573891 - PAR. 38, 130

210 WINDSTREAM (COMMUNICATION)
DOC. 544889 - PAR. 38, 130

Revised date: 8-1-2024

4

NOTES:
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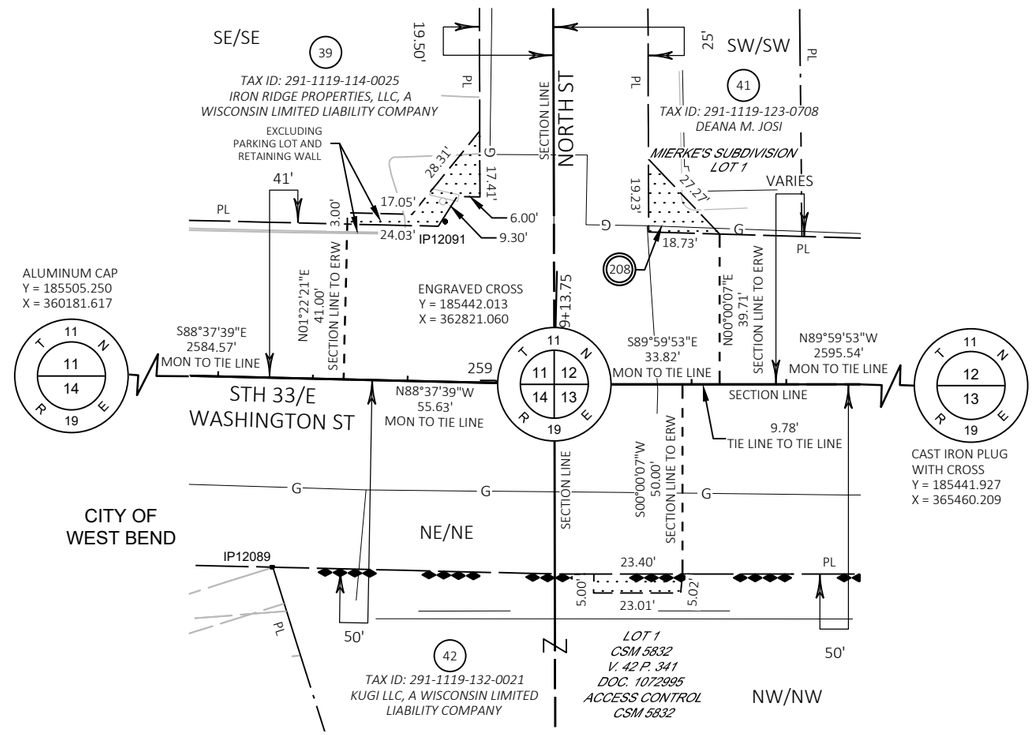
ALL TLES ARE FOR SLOPE GRADING PURPOSES.

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP12089	185393.837	362746.599	IP 1.25" OD FND
IP12091	185484.952	362792.251	IP 1.00" IR

R/W PROJECT NUMBER: 2707-08-20 | EXHIBIT NUMBER: 4.18

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART LANDS LOCATED IN PART OF THE SE1/4 OF THE SE1/4 OF SECTION 11, THAT PART OF LANDS LOCATED IN LOT 1 OF MIERKE'S SUBDIVISION, LOCATED IN PART OF THE SW1/4 OF THE SW1/4 OF SECTION 12, THAT PART OF LOT 1 OF CSM 5832, LOCATED IN PART OF THE NW1/4 OR THE NW1/4, SECTION 13, ALL LOCATED IN TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.



HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 33	PROJECT WISC 2012010/1410-07-20	50' (S1/2), 41' NW QUAD, VARIES NE QUAD	2011
STH 33	CSM 5832	83'	2004
STH 33	MIERKE'S SUBDIVISION	33' (N1/2)	1899
NORTH ST.	PROJECT WISC 2012010/1410-07-20	44.49'	2011
NORTH ST.	MIERKE'S SUBDIVISION	33'	1899

Revised date: 8-1-2024

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
39	IRON RIDGE PROPERTIES, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	---	238
41	DEANA M. JOSI	TLE	---	180
42	KUGI LLC, A WISCONSIN LIMITED LIABILITY	TLE	---	116

SCALE, FEET
0 20 40
GN

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	
208	WE ENERGIES (GAS)	RELEASE OF RIGHTS

208 WE ENERGIES (GAS)
NO RECORD OF EASEMENT - PAR. 41

4

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

ALL TLES ARE FOR SLOPE GRADING PURPOSES UNLESS OTHERWISE NOTED.

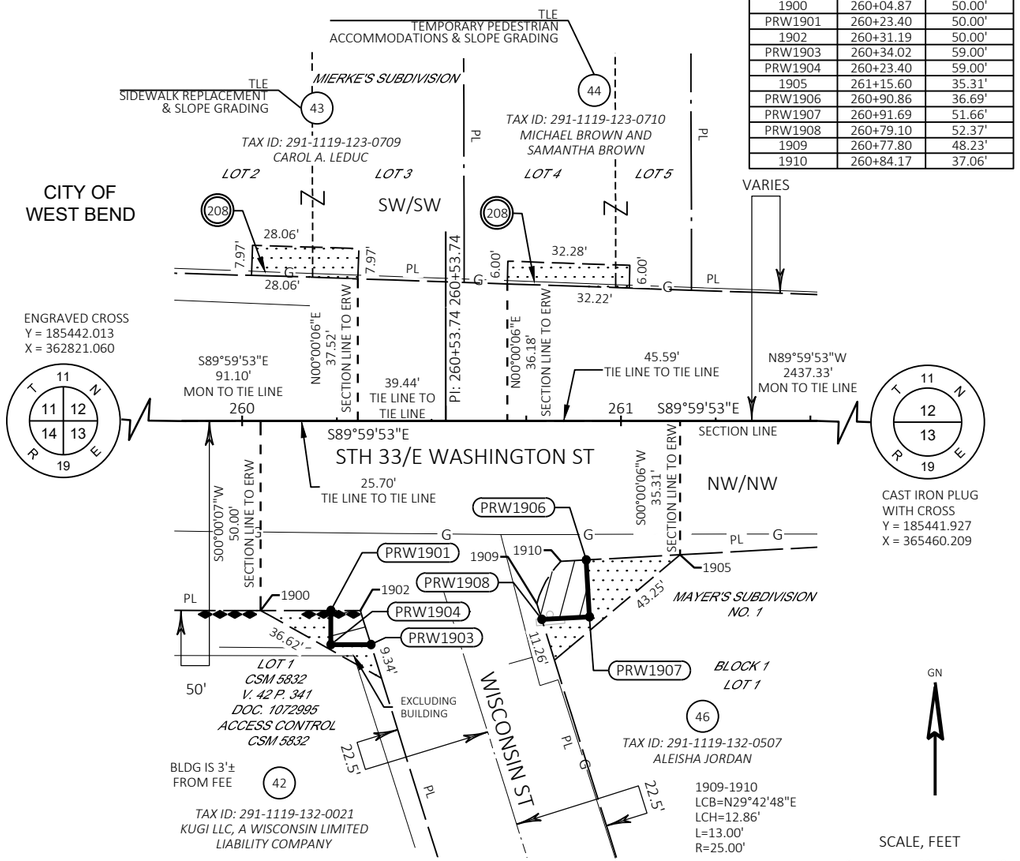
HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 33	PROJECT WISC 2012010/1410-07-20	VARIES	2011
STH 33	MAYER'S SUBDIVISION NO.1	33' (S1/2)	1903
STH 33	CSM 5832	83'/66'	2004
WISCONSIN ST	PROJECT WISC 2012010/1410-07-20	40'	2011
WISCONSIN ST	MAYER'S SUBDIVISION NO.1	40'	1903
WISCONSIN ST	CSM 5832	45'	2004

R/W PROJECT NUMBER: 2707-08-20 | **EXHIBIT NUMBER: 4.19**

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART OF LOT 2, LOT 3, LOT 4, AND LOT 5 OF MIERKE'S SUBDIVISION, LOCATED IN PART OF THE SW1/4 OF THE SW1/4 OF SECTION 12, AND THAT PART OF LOT 1, BLOCK 1 OF MAYER'S SUBDIVISION NO. 1, LOCATED IN PART OF THE NW1/4 OF THE NW1/4 OF SECTION 13, AND THAT PART OF LOT 1 OF CSM 5832, LOCATED IN PART OF THE NW1/4 OF THE NW1/4 OF SECTION 13, ALL IN TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.

STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
1900	260+04.87	50.00'
PRW1901	260+23.40	50.00'
1902	260+31.19	50.00'
PRW1903	260+34.02	59.00'
PRW1904	260+23.40	59.00'
1905	261+15.60	35.31'
PRW1906	260+90.86	36.69'
PRW1907	260+91.69	51.66'
PRW1908	260+79.10	52.37'
1909	260+77.80	48.23'
1910	260+84.17	37.06'



Revised date: 8-1-2024

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
42	KUGI LLC, A WISCONSIN LIMITED LIABILITY	FEE/TLE	83	153
43	CAROL A. LEDUC	TLE	---	224
44	MICHAEL BROWN AND SAMANTHA BROWN	TLE	---	194
46	ALEISHA JORDAN	FEE/TLE	172	316

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	
208	WE ENERGIES (GAS)	RELEASE OF RIGHTS

(208) WE ENERGIES (GAS)
DOC. 142137 - PAR. 46
NO RECORD OF EASEMENT - PAR. 43 & 44

COURSE TABLE		
COURSE	BEARING	DISTANCE
1900-PRW1901	S89° 59' 53"E	18.53'
PRW1901-1902	S89° 59' 53"E	7.79'
1902-PRW1903	S17° 25' 12"E	9.43'
PRW1903-PRW1904	N89° 59' 53"W	10.62'
PRW1904-PRW1901	N00° 00' 07"E	9.00'
1905-PRW1906	S86° 48' 45"W	24.78'
PRW1906-PRW1907	S03° 11' 15"E	15.00'
PRW1907-PRW1908	S86° 48' 45"W	12.61'
PRW1908-1909	N17° 25' 12"W	4.34'
1909-1910	SEE CURVE DATA	
1910-PRW1906	N86° 48' 45"E	6.69'

4

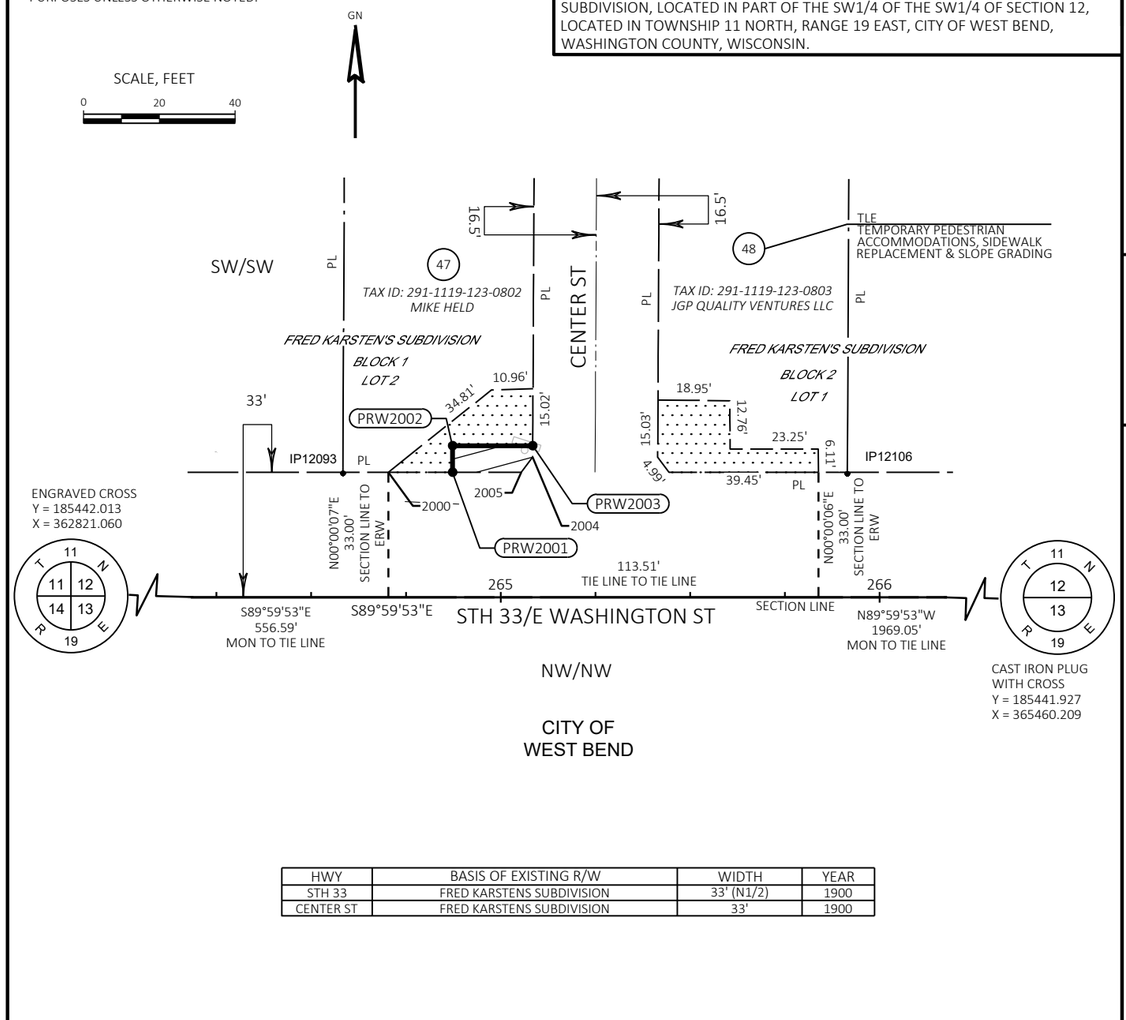
NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

ALL TLES ARE FOR TEMPORARY PEDESTRIAN ACCOMMODATIONS AND SLOPE GRADING PURPOSES UNLESS OTHERWISE NOTED.

R/W PROJECT NUMBER: 2707-08-20 | **EXHIBIT NUMBER: 4.20**

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART OF LOT 2, BLOCK 1 AND LOT 1, BLOCK 2 OF FRED KARSTEN'S SUBDIVISION, LOCATED IN PART OF THE SW1/4 OF THE SW1/4 OF SECTION 12, LOCATED IN TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.



HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 33	FRED KARSTENS SUBDIVISION	33' (N1/2)	1900
CENTER ST	FRED KARSTENS SUBDIVISION	33'	1900

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP12093	185474.61	363365.634	IP 1.25" OD FND
IP12106	185474.601	363498.801	IP 1.25" OD FND

STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
2000	264+70.36	33.00'
PRW2001	264+87.29	33.00'
PRW2002	264+87.29	40.00'
PRW2003	265+08.46	40.00'
2004	265+08.44	37.00'
2005	265+05.42	33.00'

Revised date: 8-1-2024

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
47	MIKE HELD	FEE/TLE	142	386
48	JGP QUALITY VENTURES LLC	TLE	---	497

COURSE TABLE		
COURSE	BEARING	DISTANCE
2000-PRW2001	S89° 59' 53"E	16.92'
PRW2001-PRW2002	N00° 00' 07"E	7.00'
PRW2002-PRW2003	S89° 59' 53"E	21.17'
PRW2003-2004	S00° 17' 01"W	3.00'
2004-2005	S37° 03' 07"W	5.01'
2005-PRW2001	N89° 59' 53"W	18.14'

NOTES:
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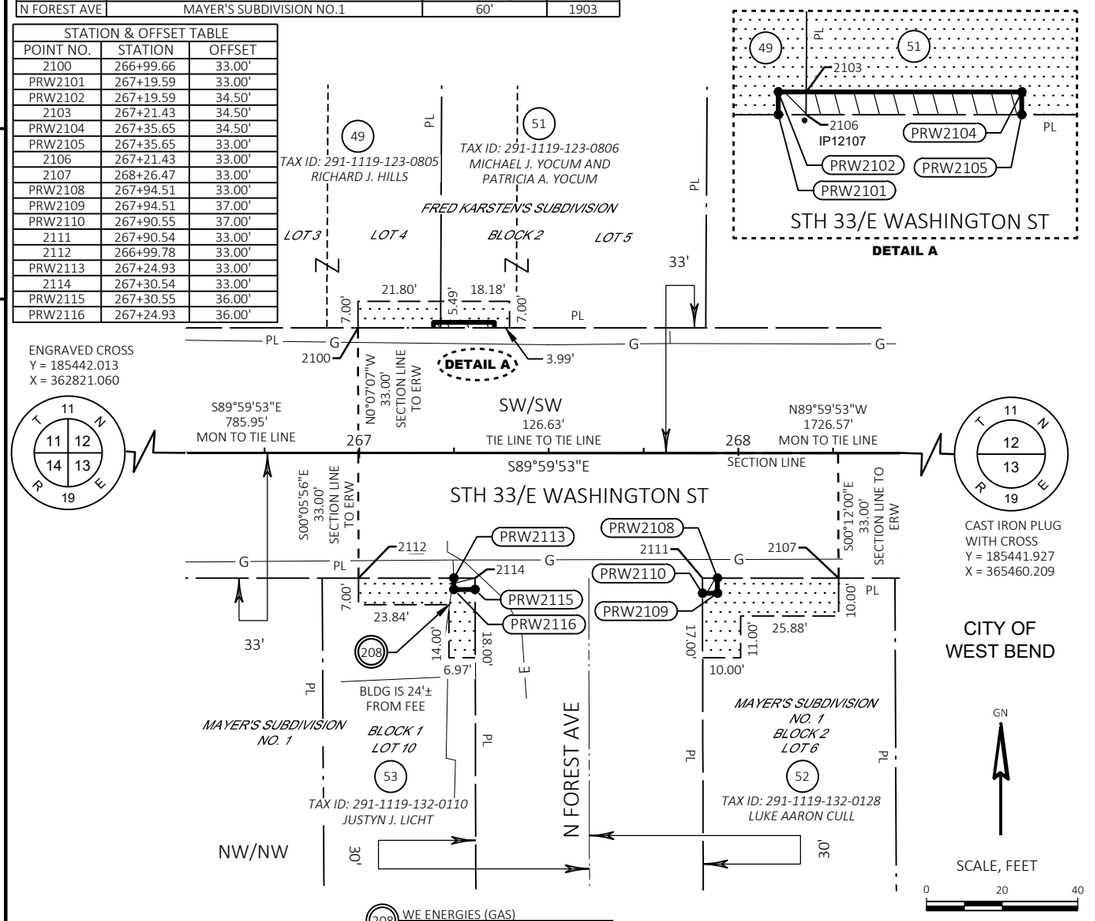
ALL TLES ARE FOR SLOPE GRADING PURPOSES.

DETAIL IS NOT TO SCALE.

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP12107	185474.61	363628.611	IP 1.25" OD FND

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 33	MAYER'S SUBDIVISION NO.1	33' (S1/2)	1903
STH 33	FRED KARSTEN'S SUBDIVISION	33' (N1/2)	1900
N FOREST AVE	MAYER'S SUBDIVISION NO.1	60'	1903

STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
2100	266+99.66	33.00'
PRW2101	267+19.59	33.00'
PRW2102	267+19.59	34.50'
2103	267+21.43	34.50'
PRW2104	267+35.65	34.50'
PRW2105	267+35.65	33.00'
2106	267+21.43	33.00'
2107	268+26.47	33.00'
PRW2108	267+94.51	33.00'
PRW2109	267+94.51	37.00'
PRW2110	267+90.55	37.00'
2111	267+90.54	33.00'
2112	266+99.78	33.00'
PRW2113	267+24.93	33.00'
2114	267+30.54	33.00'
PRW2115	267+30.55	36.00'
PRW2116	267+24.93	36.00'



Revised date: 8-1-2024

COURSE TABLE		
COURSE	BEARING	DISTANCE
2100-PRW2101	S89° 59' 53"E	19.94'
PRW2101-PRW2102	N00° 00' 07"E	1.50'
PRW2102-2103	S89° 59' 53"E	1.84'
2103-PRW2104	S89° 59' 53"E	14.22'
PRW2104-PRW2105	S00° 00' 07"W	1.50'
PRW2105-2106	N89° 59' 53"W	14.23'
2106-PRW2101	N89° 59' 53"W	1.83'
2103-2106	S00° 17' 01"W	1.50'
2107-PRW2108	N89° 59' 53"W	31.95'
PRW2108-PRW2109	S00° 00' 07"W	4.00'
PRW2109-PRW2110	N89° 59' 53"W	3.97'
PRW2110-2111	N00° 08' 56"W	4.00'
2111-PRW2108	S89° 59' 53"E	3.98'
2112-PRW2113	S89° 59' 53"E	25.14'
PRW2113-2114	S89° 59' 53"E	5.61'
2114-PRW2115	S00° 08' 56"E	3.00'
PRW2115-PRW2116	N89° 59' 53"W	5.62'
PRW2116-PRW2113	N00° 00' 07"E	3.00'

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
49	RICHARD J HILLS	FEE/TLE	3	150
51	MICHAEL J. YOCUM AND PATRICIA A. YOCUM	FEE/TLE	21	106
52	LUKE AARON CULL	FEE/TLE	16	453
53	JUSTYN J LICHT	FEE/TLE	17	296

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	
208	WE ENERGIES (GAS)	RELEASE OF RIGHTS

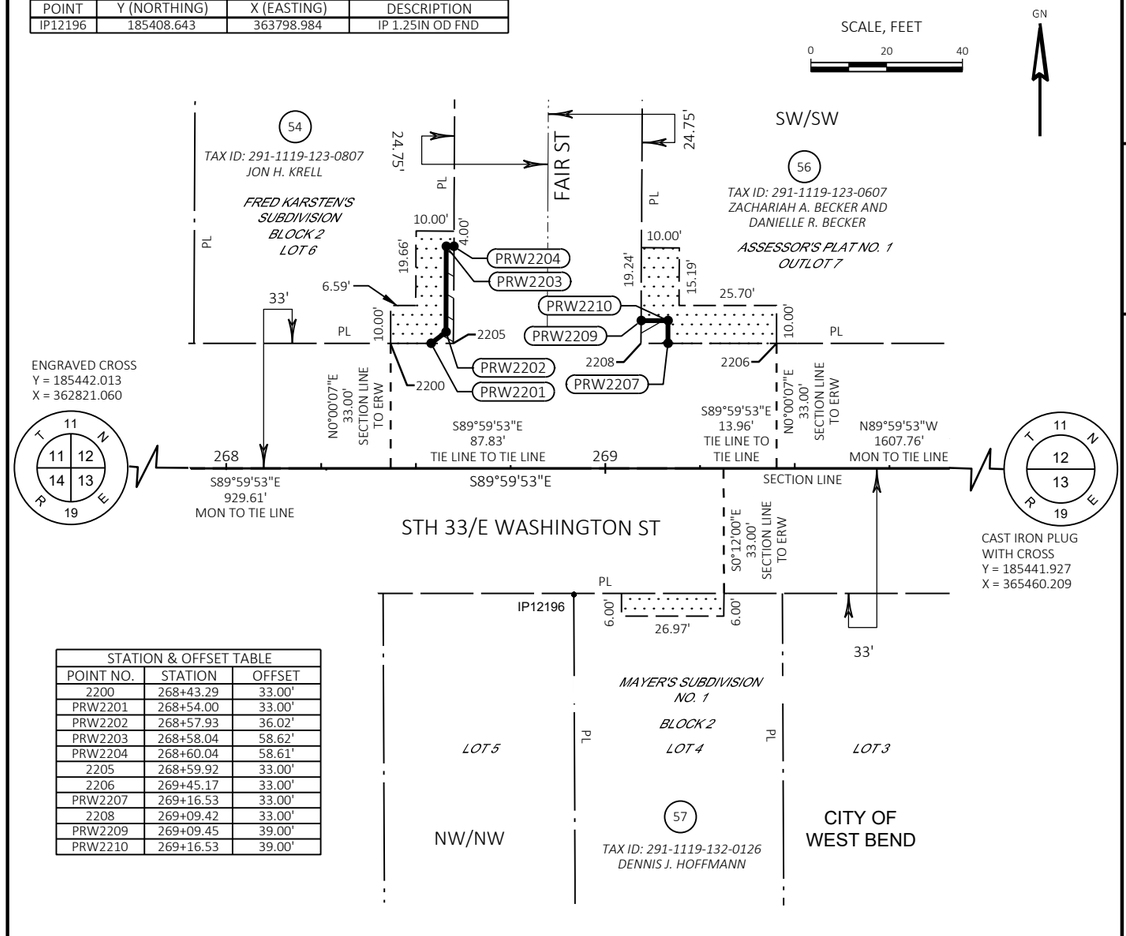
NOTES:
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ALL TLES ARE FOR SLOPE GRADING PURPOSES.

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP12196	185408.643	363798.984	IP 1.25IN OD FND

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 33	MAYER'S SUBDIVISION NO.1	33' (S1/2)	1903
STH 33	FRED KARSTEN'S SUBDIVISION	33' (N1/2)	1900
STH 33	ASSESSOR'S PLAT NO. 1	33' (N1/2)	1939
FAIR ST.	FRED KARSTEN'S SUBDIVISION	49.5'	1900
FAIR ST.	ASSESSOR'S PLAT NO. 1	49.5'	1939

STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
2200	268+43.29	33.00'
PRW2201	268+54.00	33.00'
PRW2202	268+57.93	36.02'
PRW2203	268+58.04	58.62'
PRW2204	268+60.04	58.61'
2205	268+59.92	33.00'
2206	269+45.17	33.00'
PRW2207	269+16.53	33.00'
2208	269+09.42	33.00'
PRW2209	269+09.45	39.00'
PRW2210	269+16.53	39.00'



COURSE TABLE		
COURSE	BEARING	DISTANCE
2200-PRW2201	S89° 59' 53"E	10.70'
PRW2201-PRW2202	N52° 31' 38"E	4.96'
PRW2202-PRW2203	N00° 17' 01"E	22.60'
PRW2203-PRW2204	S89° 42' 59"E	2.00'
PRW2204-2205	S00° 17' 01"W	25.61'
2205-PRW2201	N89° 59' 53"W	5.92'
2206-PRW2207	N89° 59' 53"W	28.63'
PRW2207-2208	N89° 59' 53"W	7.12'
2208-PRW2209	N00° 17' 01"E	6.00'
PRW2209-PRW2210	S89° 59' 53"E	7.09'
PRW2210-PRW2207	S00° 00' 07"W	6.00'

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
54	JON H. KRELL	FEE/TLE	57	305
56	ZACHARIAH A. BECKER AND DANIELLE R. BECKER	FEE/TLE	43	467
57	DENNIS J. HOFFMAN	TLE	---	162

Revised date: 8-1-2024

4

NOTES:
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ALL TLES ARE FOR SLOPE GRADING PURPOSES.

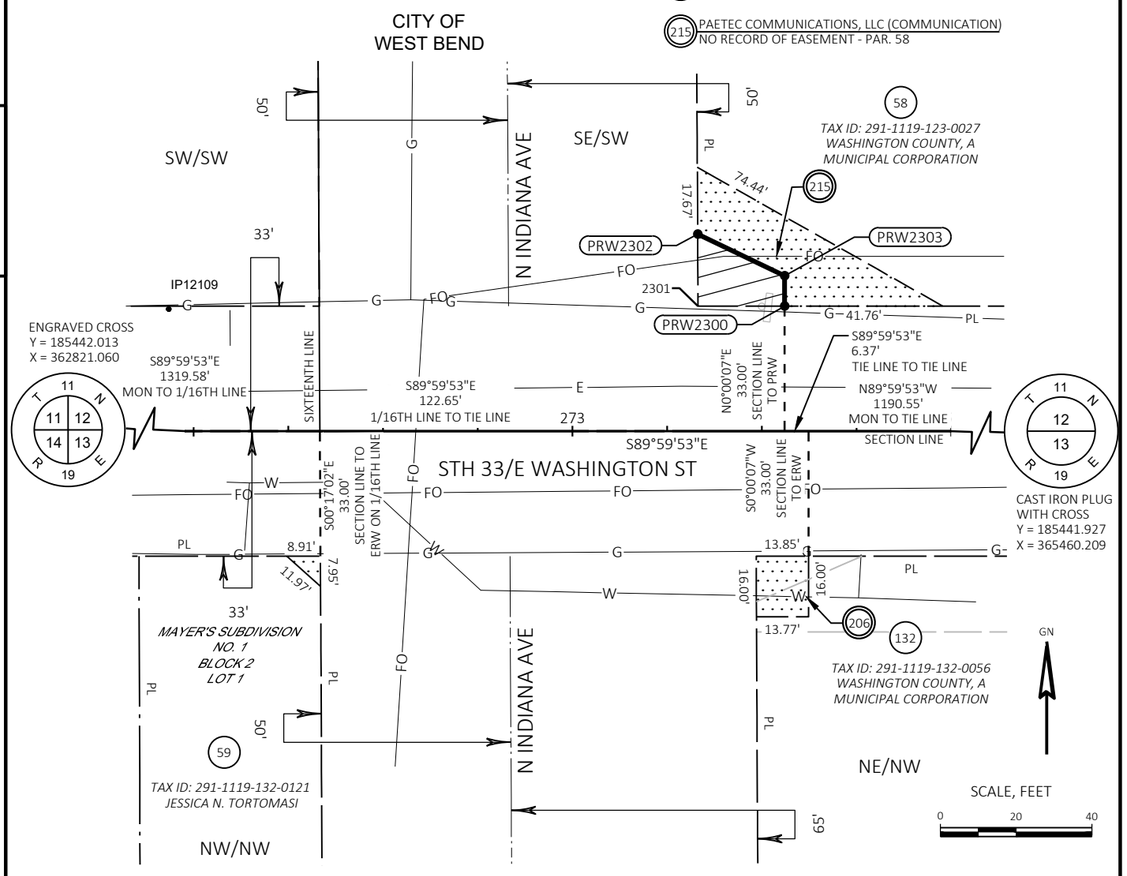
EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP12109	185474.178	364100.752	IP 1.25" OD FND

R/W PROJECT NUMBER: 2707-08-20	EXHIBIT NUMBER: 4.23

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART OF LOT 1, BLOCK 2 OF MAYER'S SUBDIVISION NO. 1, LOCATED IN PART OF THE NW1/4 OF THE NW1/4 OF SECTION 13, AND THAT PART OF LANDS LOCATED IN PART OF THE NE1/4 OF THE NW1/4 OF SECTION 13,AND THAT PART OF LAND LOCATED IN PART OF THE SE1/4 OF THE SW1/4 OF SECTION 12, ALL IN TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 33	MAYER'S SUBDIVISION NO.1	66'	1903



Revised date: 8-1-2024

STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
PRW2300	273+56.00	33.00'
2301	273+33.17	33.00'
PRW2302	273+33.07	52.00'
PRW2303	273+56.00	41.00'

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
58	WASHINGTON COUNTY, A MUNICIPAL CORPORATION	FEE/TLE	309	876
59	JESSICA TORTOMASI	TLE	---	35
132	WASHINGTON COUNTY, A MUNICIPAL CORPORATION	TLE	---	221

COURSE TABLE		
COURSE	BEARING	DISTANCE
PRW2300-2301	N89° 59' 53"W	22.83'
2301-PRW2302	N00° 18' 15"W	19.00'
PRW2302-PRW2303	S64° 21' 58"E	25.43'
PRW2303-PRW2300	S00° 00' 07"W	8.00'

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	
206	CITY OF WEST BEND (WATER)	RELEASE OF RIGHTS
215	PAETEC COMMUNICATIONS, LLC (COMMUNICATION)	RELEASE OF RIGHTS

NOTES:
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REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

ALL TLES ARE FOR SLOPE GRADING PURPOSES UNLESS OTHERWISE NOTED.

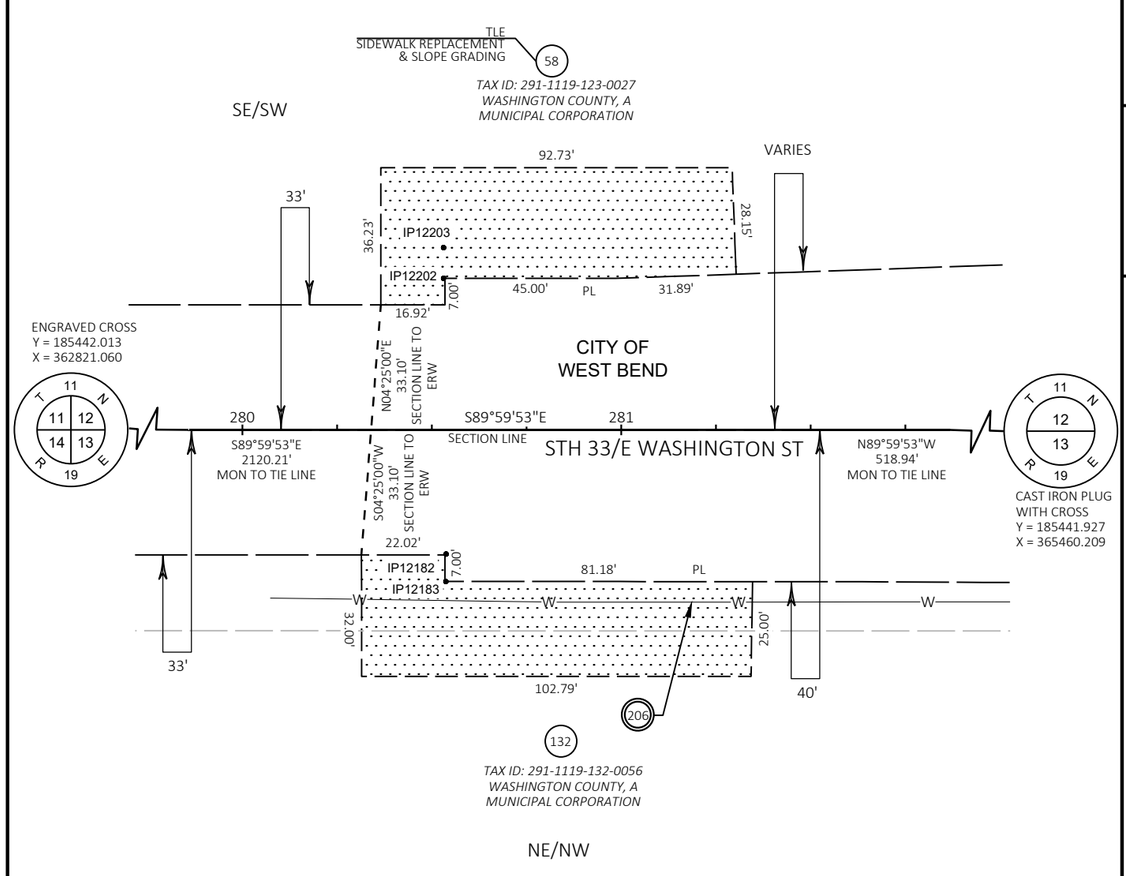
EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP12182	185409.151	364961.045	IP 1.00" W CAP BENT
IP12183	185401.892	364960.947	IP .75" IR FND
IP12202	185481.967	364960.334	IP .75IN IR
IP12203	185490.012	364960.371	IP .75IN IR

R/W PROJECT NUMBER: 2707-08-20	EXHIBIT NUMBER: 4.24

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART OF LANDS LOCATED IN THE SE1/4 OF THE SW1/4 OF SECTION 12, AND THAT PART OF LANDS LOCATED IN THE NE1/4 OF THE NW1/4 OF SECTION 13, LOCATED IN TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 33	PROJECT 1999(006)/1410-03-20	VARIES	1999



Revised date: 8-1-2024

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
58	WASHINGTON COUNTY, A MUNICIPAL CORPORATION	TLE	---	2828
132	WASHINGTON COUNTY, A MUNICIPAL CORPORATION	TLE	---	2729

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	
206	CITY OF WEST BEND (WATER)	RELEASE OF RIGHTS

206 CITY OF WEST BEND (WATER) DOC. 386733 - PAR. 132

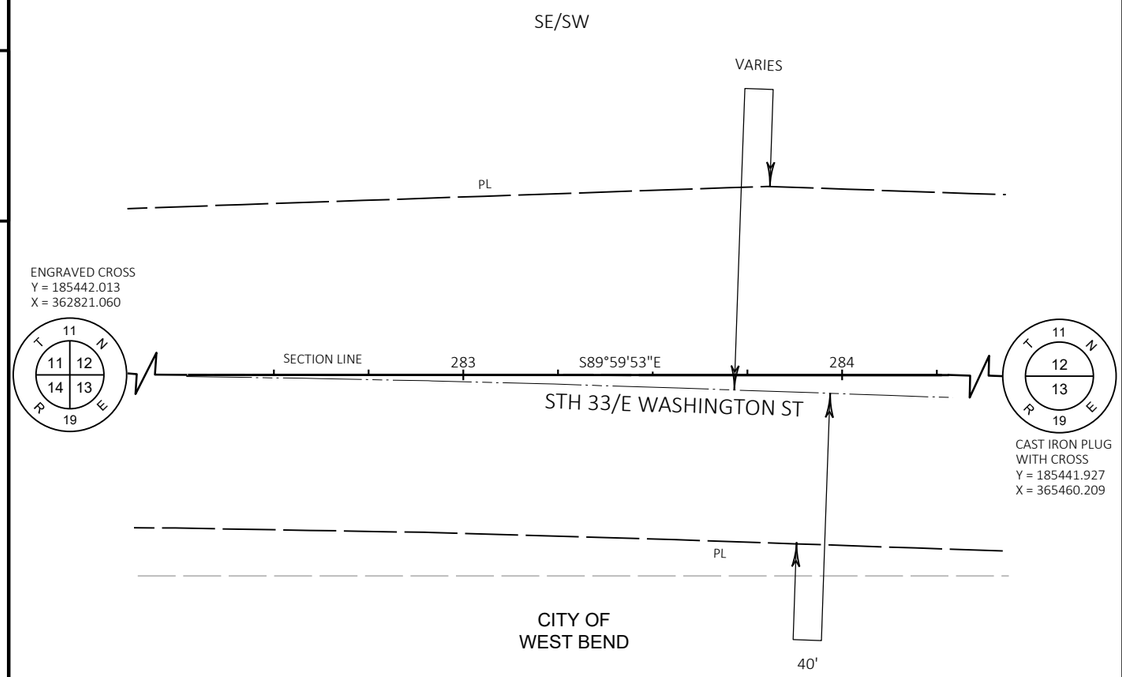
4

R/W PROJECT NUMBER: 2707-08-20	EXHIBIT NUMBER: 4.25

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART OF LANDS LOCATED IN THE SE1/4 OF THE SW1/4 OF SECTION 12, AND LANDS LOCATED IN THE NE1/4 OF THE NW1/4 OF SECTION 13, LOCATED IN TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 33	PROJECT 1999(006)/1410-03-20	VARIES	1999



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
	ELIMINATED	TLE	---	---

SCALE, FEET 0 20 40

GN

Revised date: 8-1-2024

NOTES:
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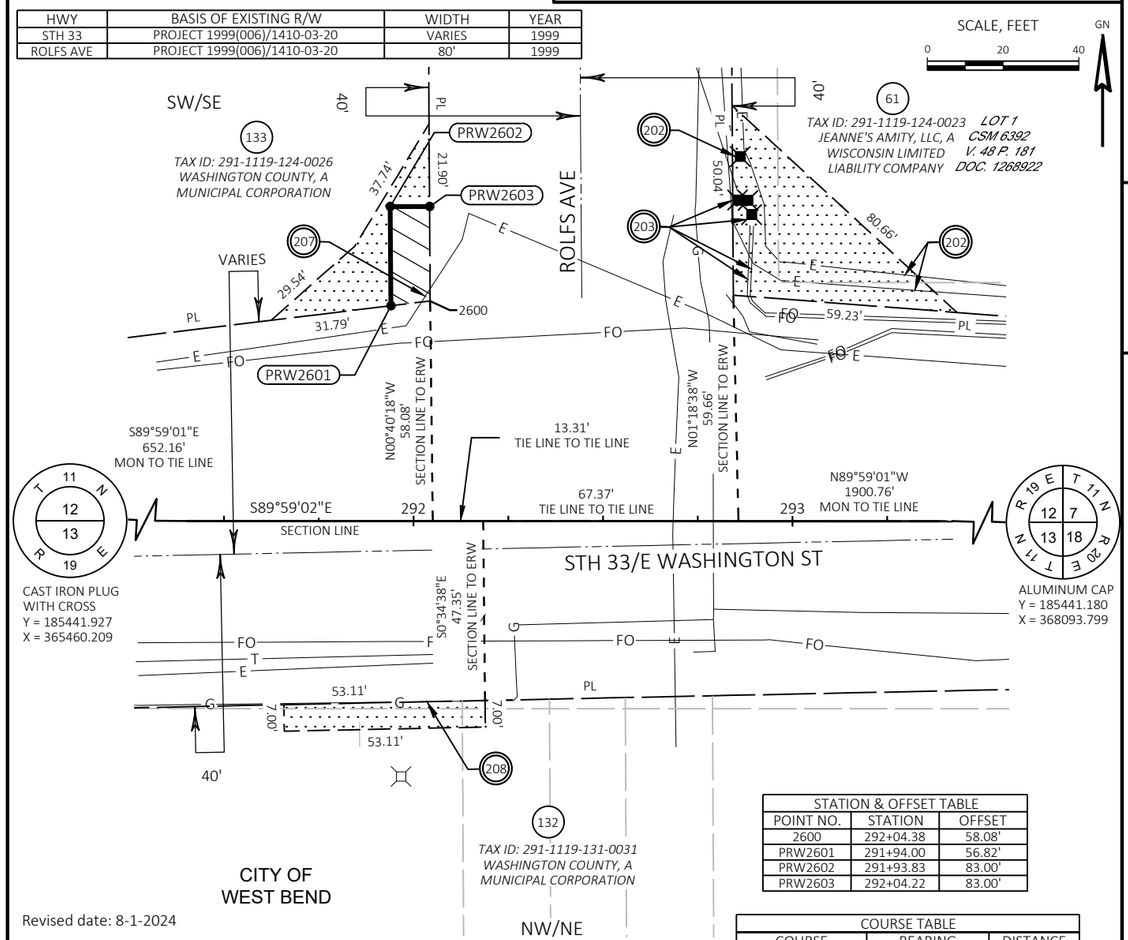
ALL TLES ARE FOR SLOPE GRADING PURPOSES.

R/W PROJECT NUMBER: 2707-08-20	EXHIBIT NUMBER: 4.26

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART OF LOT 1 OF CSM 6392, LOCATED IN THE SW1/4 OF THE SE1/4 OF SECTION 12, AND THAT PART OF LANDS LOCATED IN THE SW1/4 OF THE SE1/4 OF SECTION 12, AND THAT PART OF LANDS LOCATED IN THE NW1/4 OF THE NE1/4 OF SECTION 13, LOCATED IN TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 33	PROJECT 1999(006)/1410-03-20	VARIES	1999
ROLFS AVE	PROJECT 1999(006)/1410-03-20	80'	1999



STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
2600	292+04.38	58.08'
PRW2601	291+94.00	56.82'
PRW2602	291+93.83	83.00'
PRW2603	292+04.22	83.00'

COURSE TABLE		
COURSE	BEARING	DISTANCE
2600-PRW2601	S83° 05' 56"W	10.46'
PRW2601-PRW2602	N00° 21' 44"W	26.18'
PRW2602-PRW2603	S89° 59' 02"E	10.39'
PRW2603-2600	S00° 21' 44"E	24.92'

Revised date: 8-1-2024

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
61	JEANNE'S AMITY, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	---	1477
132	WASHINGTON COUNTY, A MUNICIPAL CORPORATION	TLE	---	372
133	WASHINGTON COUNTY, A MUNICIPAL CORPORATION	FEE/TLE	265	552

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	
202	WE ENERGIES (ELECTRIC)	RELEASE OF RIGHTS
203	AT&T WISCONSIN (COMMUNICATION)	RELEASE OF RIGHTS
204	CITY OF WEST BEND (SANITARY)	RELEASE OF RIGHTS
206	CITY OF WEST BEND (WATER)	RELEASE OF RIGHTS
207	CITY OF WEST BEND (ELECTRIC)	RELEASE OF RIGHTS
208	WE ENERGIES (GAS)	RELEASE OF RIGHTS

202 WE ENERGIES (ELECTRIC)
NO RECORD OF EASEMENT - PAR. 61

203 AT&T WISCONSIN (COMMUNICATION)
DOC. 325755 - PAR. 61
DOC. 326938 - PAR. 132

204 CITY OF WEST BEND (SANITARY)
DOC. 286864 - PAR. 132

206 CITY OF WEST BEND (WATER)
DOC. 286864 - PAR. 132

207 CITY OF WEST BEND (ELECTRIC)
NO RECORD OF EASEMENT - PAR. 133

208 WE ENERGIES (GAS)
NO RECORD OF EASEMENT - PAR

NOTES:
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ALL TLES ARE FOR SLOPE GRADING PURPOSES.

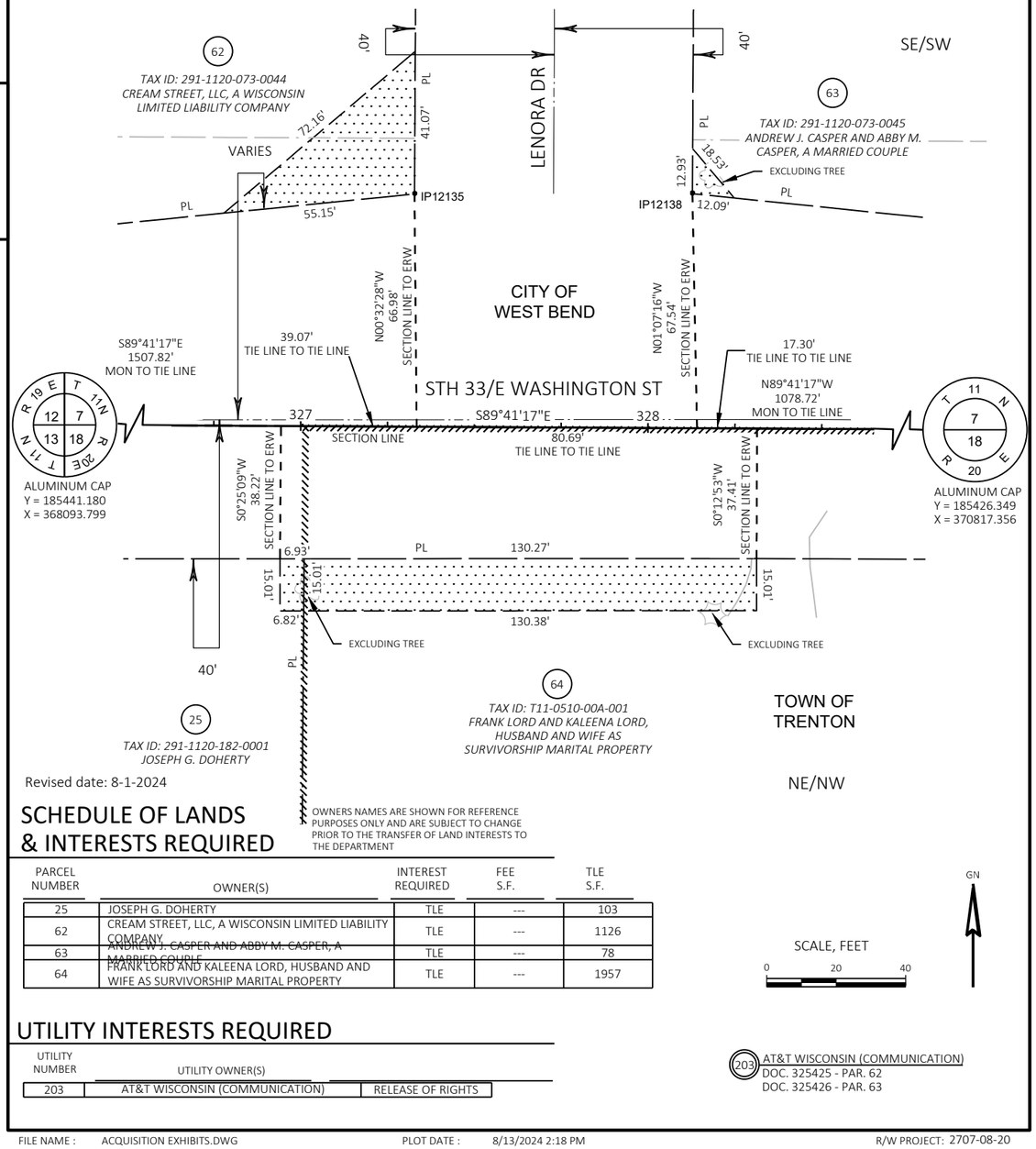
EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP12135	185499.886	369640.053	IP .75IN WITH CAP
IP12138	185500.001	369720.025	IP .75IN WITH CAP

R/W PROJECT NUMBER: 2707-08-20 | **EXHIBIT NUMBER: 4.27**

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART OF LANDS LOCATED IN THE SE1/4 OF THE SW1/4 OF SECTION 7, LOCATED IN TOWNSHIP 11 NORTH, RANGE 20 EAST, CITY OF WEST BEND, AND THAT PART OF LANDS LOCATED IN THE NE1/4 OF THE NW1/4 OF SECTION 18, LOCATED IN TOWNSHIP 11 NORTH, RANGE 20 EAST, TOWN OF TRENTON, WASHINGTON COUNTY, WISCONSIN.

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 33	PROJECT 1999(006)/1410-03-20	VARIES	1999
LENORA DR	PROJECT 1999(006)/1410-03-20	80'	1999



Revised date: 8-1-2024

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
25	JOSEPH G. DOHERTY	TLE	---	103
62	CREAM STREET, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	---	1126
63	ANDREW J. CASPER AND ABBY M. CASPER, A MARRIED COUPLE	TLE	---	78
64	FRANK LORD AND KALEENA LORD, HUSBAND AND WIFE AS SURVIVORSHIP MARITAL PROPERTY	TLE	---	1957

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	
203	AT&T WISCONSIN (COMMUNICATION)	RELEASE OF RIGHTS

(203) AT&T WISCONSIN (COMMUNICATION)
DOC. 325425 - PAR. 62
DOC. 325426 - PAR. 63

NOTES:
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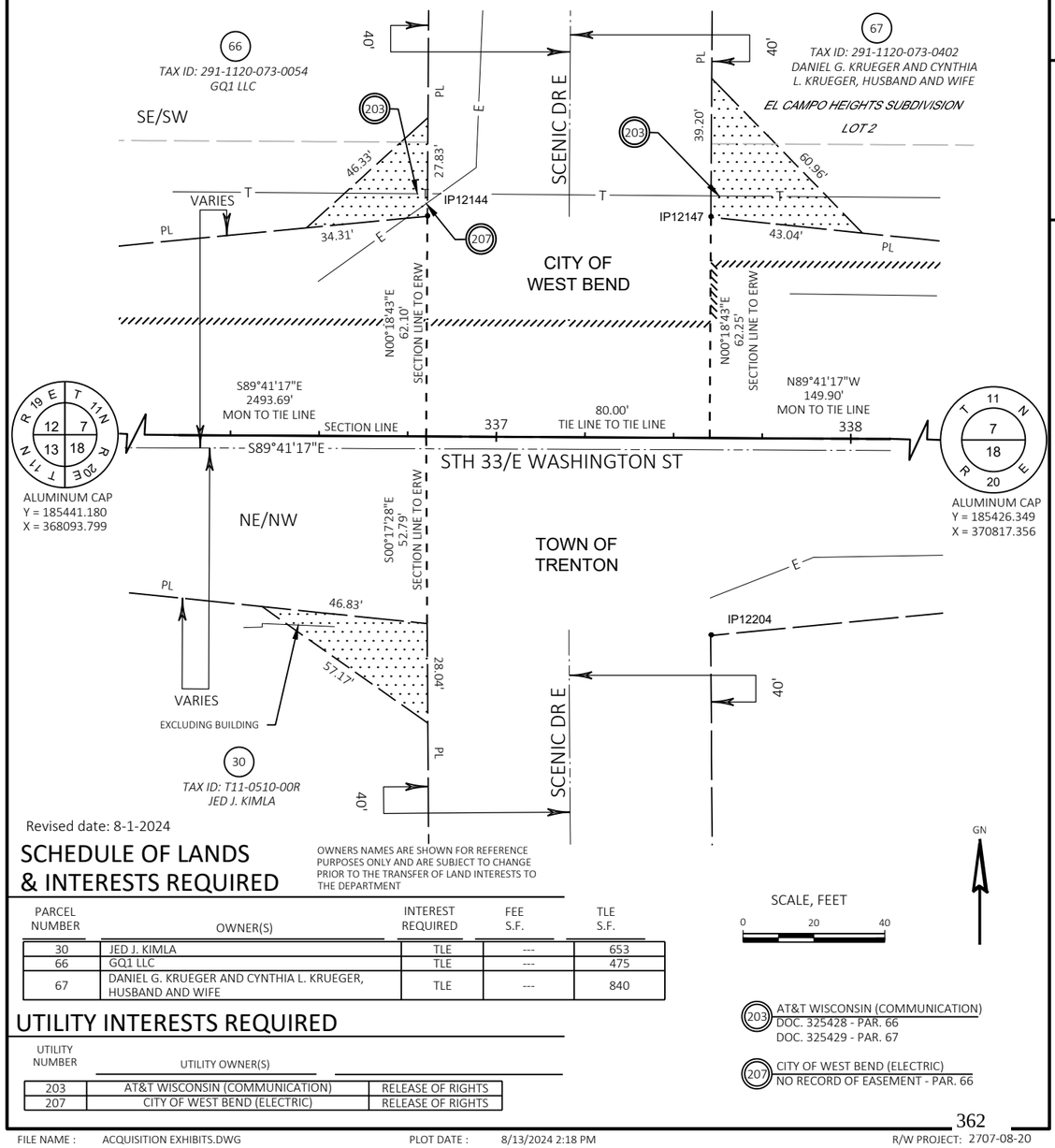
EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP12144	185489.819	370587.837	IP .75IN WITH CAP
IP12146	185627.318	370668.419	IP .75IN OD FND
IP12204	185371.655	370667.85	IP .75" IR FND

R/W PROJECT NUMBER: 2707-08-20 | **EXHIBIT NUMBER: 4.28**

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART OF LOT 2 OF EL CAMPO HEIGHTS SUBDIVISION, LOCATED IN THE SE1/4 OF THE SW1/4 OF SECTION 7,AND THAT PART OF LANDS LOCATED IN THE SE1/4 OF THE SW1/4 OF SECTION 7, LOCATED IN TOWNSHIP 11 NORTH, RANGE 20 EAST, CITY OF WEST BEND, AND THAT PART OF LANDS LOCATED IN THE NE1/4 OF THE NW1/4 OF SECTION 18, LOCATED IN TOWNSHIP 11 NORTH, RANGE 20 EAST, TOWN OF TRENTON, ALL IN WASHINGTON COUNTY, WISCONSIN.

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 33	PROJECT 1999(006)/1410-03-20	VARIES	1999
SCENIC DR E	PROJECT 1999(006)/1410-03-20	80'	1999



Revised date: 8-1-2024

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
30	JED J. KIMLA	TLE	---	653
66	GQ1 LLC	TLE	---	475
67	DANIEL G. KRUEGER AND CYNTHIA L. KRUEGER, HUSBAND AND WIFE	TLE	---	840

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	
203	AT&T WISCONSIN (COMMUNICATION)	RELEASE OF RIGHTS
207	CITY OF WEST BEND (ELECTRIC)	RELEASE OF RIGHTS

(203) AT&T WISCONSIN (COMMUNICATION)
DOC. 325428 - PAR. 66
DOC. 325429 - PAR. 67

(207) CITY OF WEST BEND (ELECTRIC)
NO RECORD OF EASEMENT - PAR. 66

NOTES:
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ALL TLES ARE FOR SLOPE GRADING PURPOSES.

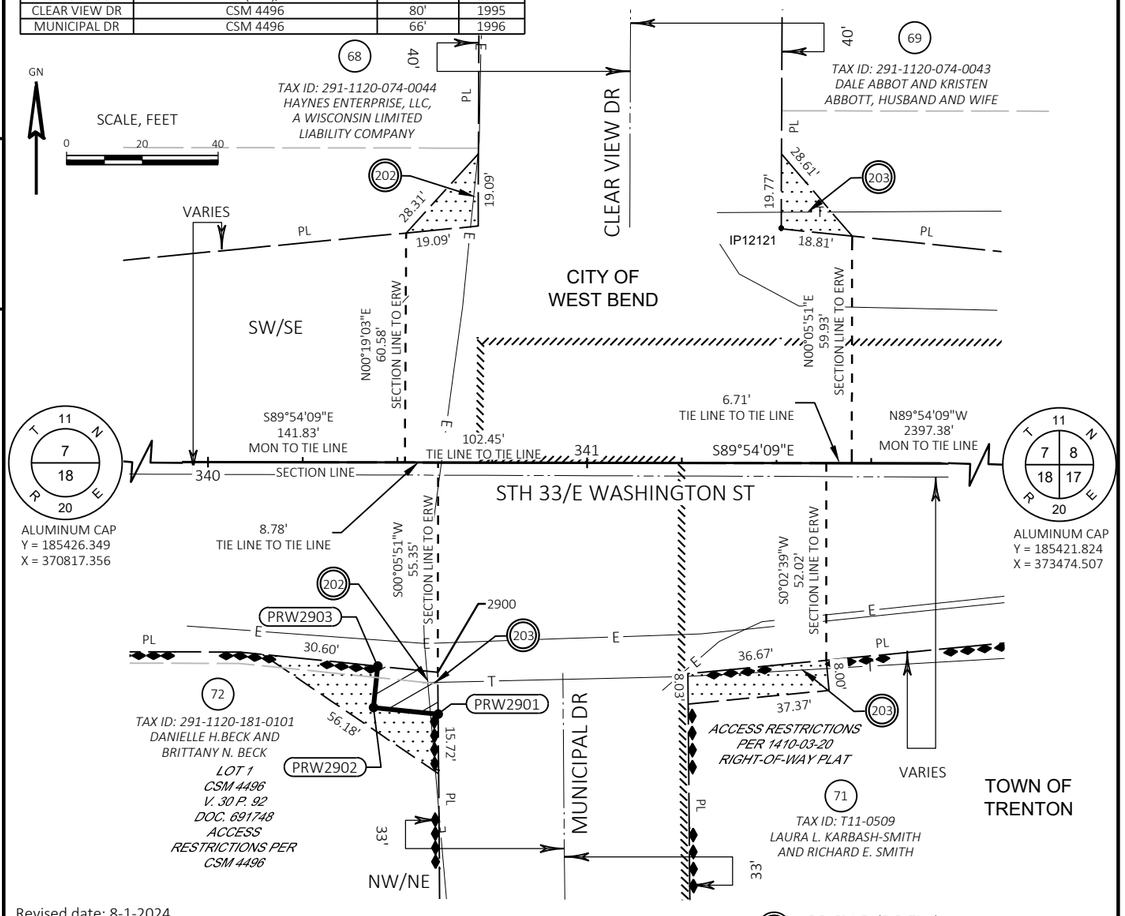
EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP12121	185487.939	371058.454	IP .75IN IR WITH CAP

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 33	PROJECT 1999(006)/1410-03-20	VARIES	1999
STH 33	CSM 4496	66'	1995
CLEAR VIEW DR	PROJECT 1999(006)/1410-03-20	80'	1999
MUNICIPAL DR	PROJECT 1999(006)/1410-03-20	66'	1999
CLEAR VIEW DR	CSM 4496	80'	1995
MUNICIPAL DR	CSM 4496	66'	1996

R/W PROJECT NUMBER: 2707-08-20 | EXHIBIT NUMBER: 4.29

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART OF LANDS LOCATED IN THE SW1/4 OF THE SE1/4 OF SECTION 7, AND THAT PART OF LANDS LOT 1 OF CSM 4496, LOCATED IN THE NW1/4 OF THE NE1/4 OF SECTION 18, AND THAT PART OF LANDS LOCATED IN THE NW1/4 OF THE NE1/4 OF SECTION 18, ALL IN TOWNSHIP 11 NORTH, RANGE 20 EAST, TOWN OF TRENTON, WASHINGTON COUNTY, WISCONSIN.



Revised date: 8-1-2024

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
68	HAYNES ENTERPRISE, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	---	181
69	DALE ABBOTT AND KRISTEN ABBOTT, HUSBAND AND WIFE	TLE	---	185
71	LAURA L. KARBASH-SMITH AND RICHARD E. SMITH	TLE	---	296
72	DANIELLE H. BECK AND BRITTANY N. BECK	FEE/TLE	182	438

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	
202	WE ENERGIES (ELECTRIC)	RELEASE OF RIGHTS
203	AT&T WISCONSIN (COMMUNICATION)	RELEASE OF RIGHTS

(202) WE ENERGIES (ELECTRIC)
NO RECORD OF EASEMENT - PAR. 68, 72

(203) AT&T WISCONSIN (COMMUNICATION)
DOC. 325432 - PAR. 68
DOC. 325419 - PAR. 69
DOC. 857710 - PAR. 72
NO RECORD OF EASEMENT - PAR. 71

STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
2900	340+60.72	55.35'
PRW2901	340+60.83	66.42'
PRW2902	340+43.77	64.71'
PRW2903	340+44.87	53.76'

COURSE TABLE		
COURSE	BEARING	DISTANCE
2900-PRW2901	S00° 28' 48"E	11.07'
PRW2901-PRW2902	N84° 10' 29"W	17.15'
PRW2902-PRW2903	N05° 49' 31"E	11.00'
PRW2903-2900	S84° 10' 29"E	15.93'

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

ALL TLES ARE FOR SLOPE GRADING PURPOSES.

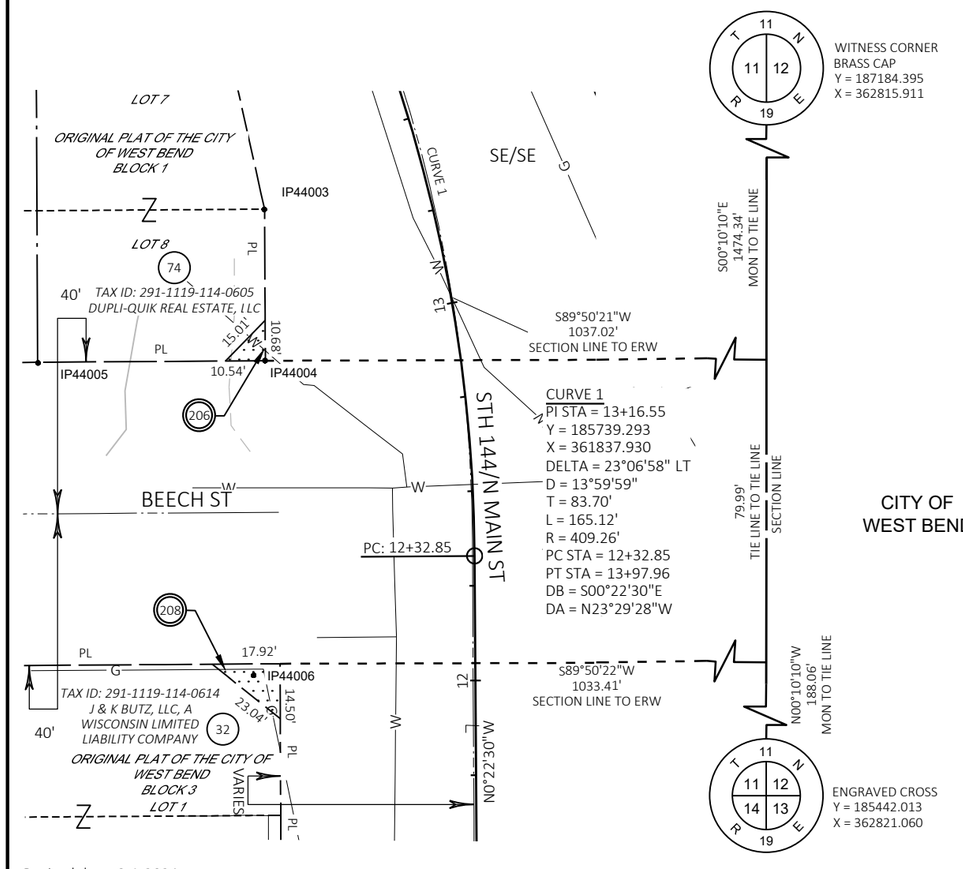
EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP44003	185747.107	361782.915	IP CHISELED X
IP44004	185707.118	361783.1	IP CHISELED X
IP44005	185706.512	361723.175	IP 1.25" OD PIPE
IP44006	185624.086	361780.104	IP 1" ROD

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 144	PROJECT 4010-04-20	VARIES	1997
STH 144	ORIGINAL PLAT OF THE CITY OF WEST BEND	---	1846
BEECH ST	PROJECT 4010-04-20	80'	1997
BEECH ST	ORIGINAL PLAT OF THE CITY OF WEST BEND	---	1846

R/W PROJECT NUMBER: 2707-08-20 | EXHIBIT NUMBER: 4.30

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART OF LOT 1, BLOCK 3, AND LOT 8, BLOCK 1 OF THE ORIGINAL PLAT OF THE CITY OF WEST BEND, LOCATED IN THE SE1/4 OF THE SE1/4 OF SECTION 11, LOCATED IN TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.



Revised date: 8-1-2024

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
32	J & K BUTZ, LLC, A WISCONSIN LIMITED LIABITLITY	TLE	---	130
74	DUPLI-QUIK REAL ESTATE, LLC	TLE	---	56

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	
206	CITY OF WEST BEND (WATER)	RELEASE OF RIGHTS
208	WE ENERGIES (GAS)	RELEASE OF RIGHTS

GN
SCALE, FEET
0 20 40

(206) CITY OF WEST BEND (WATER)
NO RECORD OF EASEMENT - PAR. 74

(208) WE ENERGIES (GAS)
NO RECORD OF EASEMENT - PAR. 32

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

ALL TLES ARE FOR SLOPE GRADING PURPOSES.

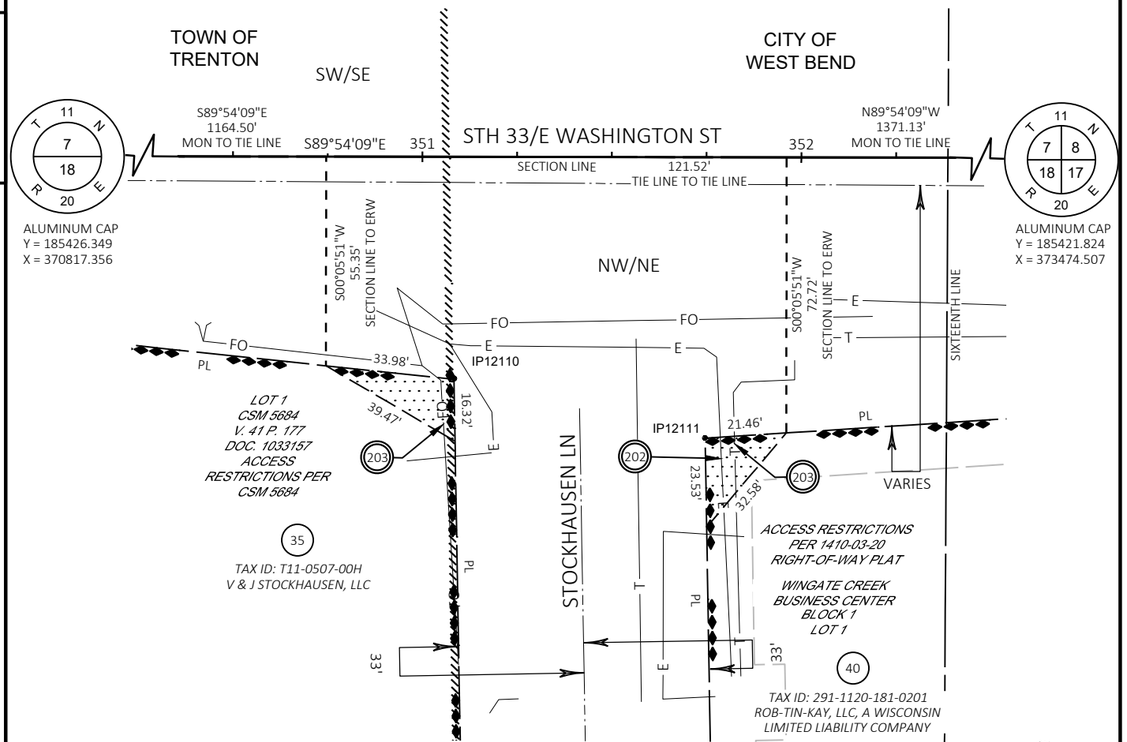
EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP12110	185365.769	372015.61	IP .75IN IR
IP12111	185350.119	372081.771	IP 1.50IN OD FND

R/W PROJECT NUMBER: 2707-08-20 | **EXHIBIT NUMBER: 4.31**

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART OF LOT 1, BLOCK 1 OF THE WINGATE CREEK BUSINESS CENTER, LOCATED IN THE NW1/4 OF THE NE1/4 OF SECTION 18, AND THAT PART OF LOT 1 OF CSM 5684, LOCATED IN THE NW1/4 OF THE NE1/4 OF SECTION 18, LOCATED IN TOWNSHIP 11 NORTH, RANGE 20 EAST, TOWN OF TRENTON, WASHINGTON COUNTY, WISCONSIN.

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 144	PROJECT 4010-04-20	VARIES	1997
STH 144	CSM 5684	VARIES	2003
STH 144	WINGATECREEK BUSINESS CENTER	VARIES	2002
STOCKHAUSEN LN	WINGATECREEK BUSINESS CENTER	66'	2002
STOCKHAUSEN LN	PROJECT 4010-04-20	66'	1997
STOCKHAUSEN LN	CSM 5684	66'	2003



Revised date: 8-1-2024

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
35	V & J STOCKHAUSEN, LLC	TLE	---	275
40	ROB-TIN-KAY, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	---	252

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	
201	SPECTRUM (COMMUNICATION)	RELEASE OF RIGHTS
202	WE ENERGIES (ELECTRIC)	RELEASE OF RIGHTS
203	AT&T WISCONSIN (COMMUNICATION)	RELEASE OF RIGHTS

(201) SPECTRUM (COMMUNICATION) DOC. 1167665 - PAR. 40

(202) WE ENERGIES (ELECTRIC) DOC. 1167665 - PAR. 40

(203) AT&T WISCONSIN (COMMUNICATION) NO RECORD OF EASEMENT - PAR. 35 DOC. 1167665 - PAR. 40

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

ALL TLES ARE FOR SLOPE GRADING PURPOSES.

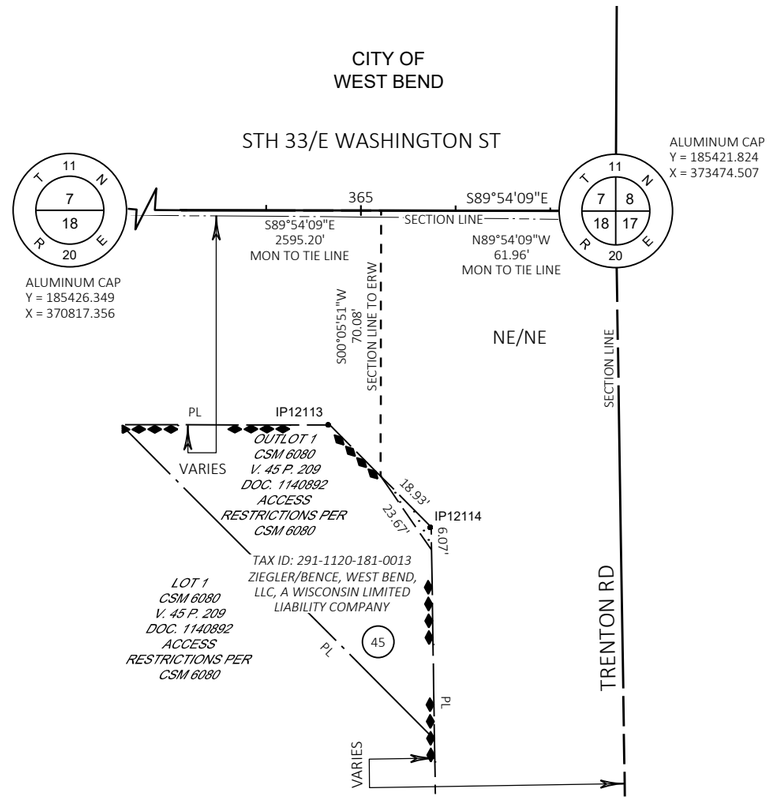
EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP12113	185365.368	373398.552	IP 1.50IN IR
IP12114	185338.271	373425.479	IP 1.50IN IR

R/W PROJECT NUMBER: 2707-08-20 | **EXHIBIT NUMBER: 4.32**

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART OF OUTLOT 1 OF CSM 6080, LOCATED IN THE NE1/4 OF THE NE1/4 OF SECTION 18, LOCATED IN TOWNSHIP 11 NORTH, RANGE 20 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 144	PROJECT 4010-04-20	VARIES	1997
STH 144	CSM 6080	111'	2006
STH 144	WINGATE CREEK BUSINESS CENTER	VARIES	2002
TRENTON RD	WINGATE CREEK BUSINESS CENTER	100'	2002
TRENTON RD	CSM 6080	100'	2006



Revised date: 8-1-2024

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
45	ZIEGLER/BENCE, WEST BEND, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	---	40

4

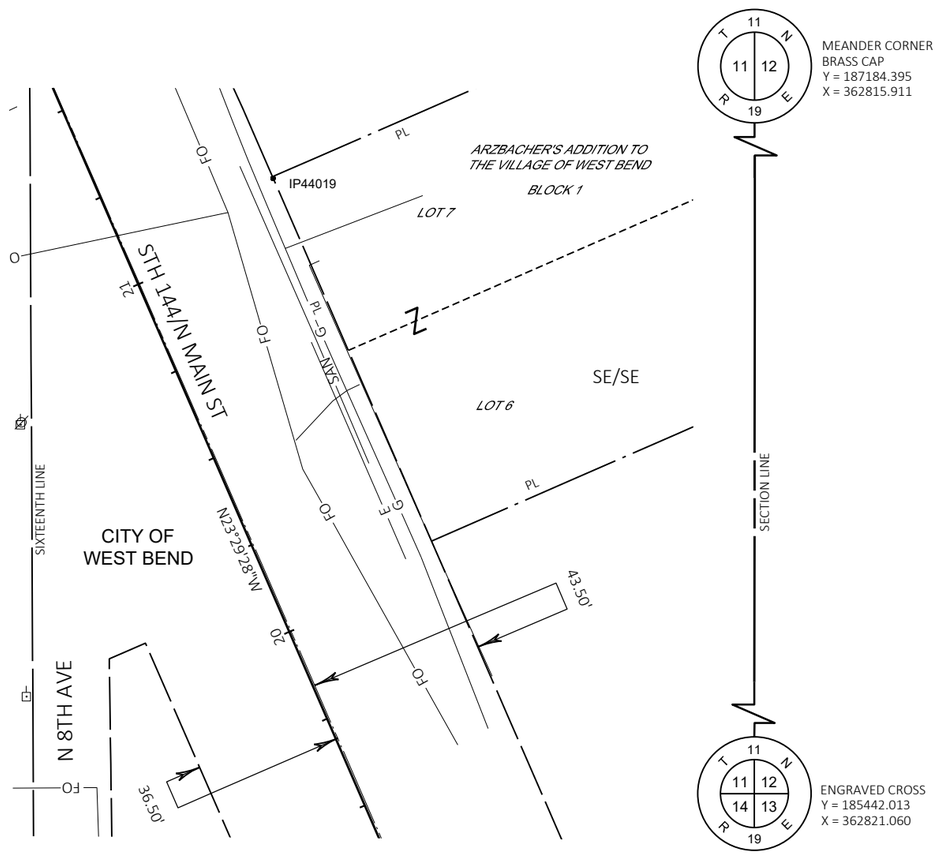
R/W PROJECT NUMBER: 2707-08-20	EXHIBIT NUMBER: 4.33

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART OF LOT6 AND LOT 7 OF BLOCK 1 OF ARZBACHER'S ADDITION TO THE VILLAGE OF WEST BEND, LOCATED IN THE SE1/4 OF THE SE1/4 OF SECTION 11, LOCATED IN TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP44019	186487.858	361560.292	IP CHISELED X

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 144	PROJECT 4010-04-20	VARIES (W1/2), 43.50' (E1/2)	1997



Revised date: 8-1-2024

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
	ELIMINATED	TLE	---	---

NOTES:
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ALL TLES ARE FOR SLOPE GRADING PURPOSES UNLESS OTHERWISE NOTED.

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP44014	186871.042	361401.877	IP CHISELED X
IP44015	186885.133	361386.952	IP CHISELED X
IP44018	186863.904	361512.307	IP MAG NAIL

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 144	PROJECT 4010-04-20	VARIES	1997
STH 144	ARZBACHER'S ADDITION TO THE VILLAGE OF WEST BEND	66'	1858
N SILVERBROOK DR	PROJECT 4010-04-20	30' (N1/2), VARIES (S1/2)	1997
N SILVERBROOK DR	ARZBACHER'S ADDITION TO THE VILLAGE OF WEST BEND	60'	1858

(201) SPECTRUM (COMMUNICATION)
DOC. 769399 - PAR. 125
DOC. 1112574 - PAR. 126
NO RECORD OF EASEMENT - PAR. 125

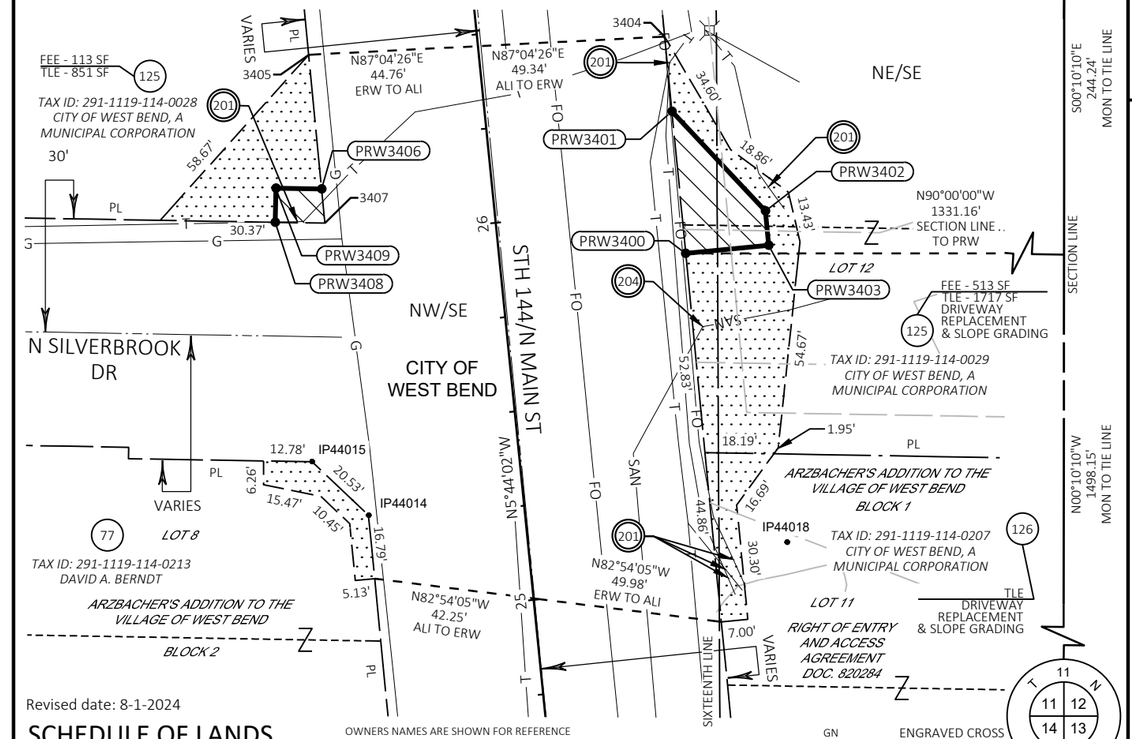
(202) WE ENERGIES (ELECTRIC)
DOC. 769399 - PAR. 125
DOC. 1112574 - PAR. 126

(203) AT&T WISCONSIN (COMMUNICATION)
DOC. 769399 - PAR. 125
DOC. 1112574 - PAR. 126

(204) CITY OF WEST BEND (SANITARY)
NO RECORD OF EASEMENT - PAR. 125

STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
PRW3400	25+87.00	49.08'
PRW3401	26+24.60	49.21'
PRW3402	25+96.00	71.11'
PRW3403	25+86.93	71.08'
3404	26+44.44	49.28'
3405	26+49.05	44.71'
PRW3406	26+13.48	44.83'
3407	26+04.42	44.86'
PRW3408	26+05.95	57.89'
PRW3409	26+14.89	56.84'

WITNESS CORNER
BRASS CAP
Y = 187184.395
X = 362815.911



Revised date: 8-1-2024

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
77	DAVID A. BERNDT	TLE	---	265
125	CITY OF WEST BEND, A MUNICIPAL CORPORATION	FEE/TLE	626	2568
126	CITY OF WEST BEND, A MUNICIPAL CORPORATION	TLE	---	387

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	
201	SPECTRUM (COMMUNICATION)	RELEASE OF RIGHTS
202	WE ENERGIES (ELECTRIC)	RELEASE OF RIGHTS
203	AT&T WISCONSIN (COMMUNICATION)	RELEASE OF RIGHTS
204	CITY OF WEST BEND (SANITARY)	RELEASE OF RIGHTS

COURSE TABLE		
COURSE	BEARING	DISTANCE
PRW3400-PRW3401	N05° 32' 04"W	37.60'
PRW3401-PRW3402	S43° 10' 19"E	36.03'
PRW3402-PRW3403	S05° 32' 04"E	9.07'
PRW3403-PRW3400	S84° 27' 56"W	22.00'
PRW3401-3404	N05° 32' 04"W	19.84'
3405-PRW3406	S05° 32' 04"E	35.57'
PRW3406-3407	S05° 32' 04"E	9.06'
3407-PRW3408	N89° 00' 36"W	13.12'
PRW3408-PRW3409	N00° 59' 24"E	9.00'
PRW3409-PRW3406	S89° 00' 36"E	

NOTES:
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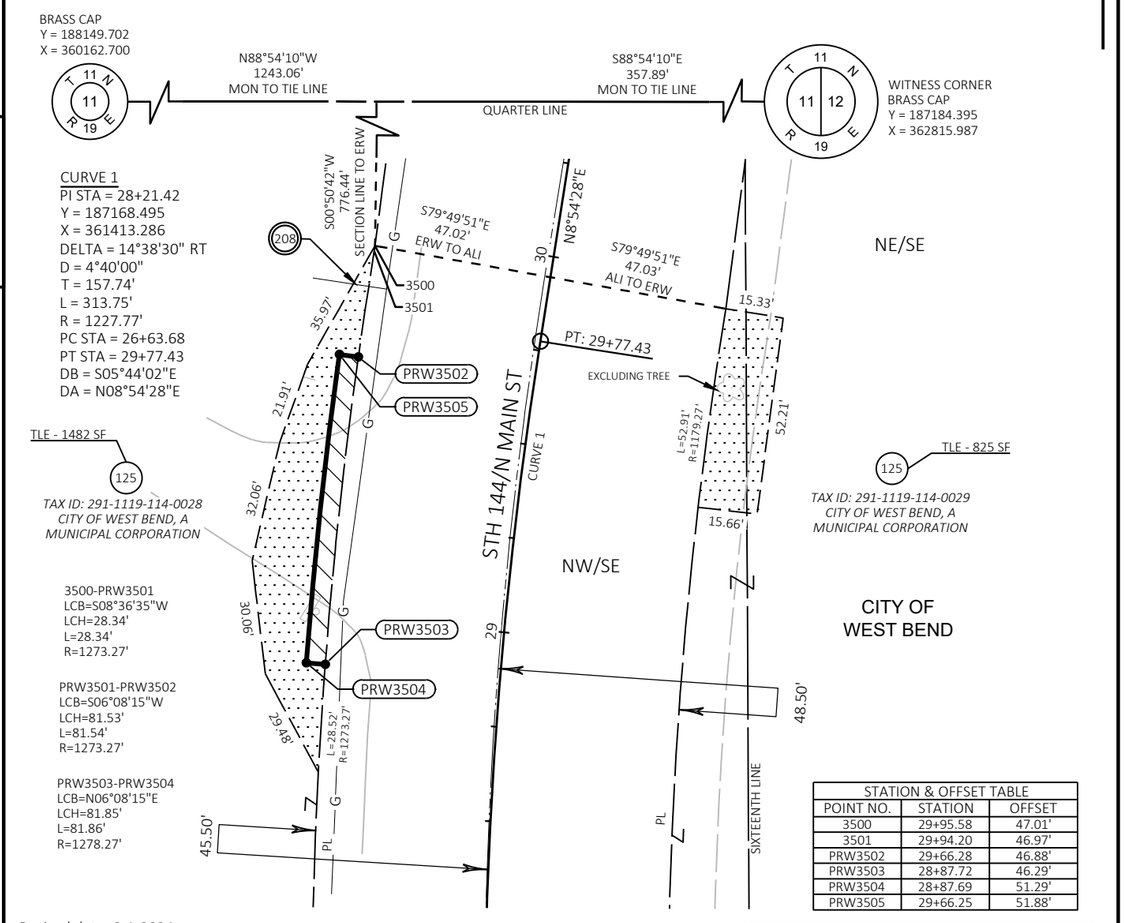
R/W PROJECT NUMBER: 2707-08-20	EXHIBIT NUMBER: 4.35

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART OF LANDS LOCATED IN THE NW1/4 OF THE SE1/4 OF SECTION 11, AND LANDS LOCATED IN THE NE1/4 OF THE SE1/4 OF SECTION 11, ALL LOCATED IN TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 144	PROJECT 4010-04-20	45.50' (W1/2), 48.50 (E1/2)	1997

SCALE, FEET
0 20 40
GN



STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
3500	29+95.58	47.01'
3501	29+94.20	46.97'
PRW3502	29+66.28	46.88'
PRW3503	28+87.72	46.29'
PRW3504	28+87.69	51.29'
PRW3505	29+66.25	51.88'

COURSE TABLE		
COURSE	BEARING	DISTANCE
3500-3501	S07°28'19"W	1.38'
3501-PRW3502	SEE CURVE DATA	
PRW3502-PRW3503	SEE CURVE DATA	
PRW3503-PRW3504	N85° 41' 50"W	5.00'
PRW3504-PRW3505	SEE CURVE DATA	
PRW3505-PRW3502	S82° 01' 41"E	5.00'

Revised date: 8-1-2024

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
125	CITY OF WEST BEND, A MUNICIPAL CORPORATION	FEE/TLE	409	2307

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	
201	SPECTRUM (COMMUNICATION)	RELEASE OF RIGHTS
202	WE ENERGIES (ELECTRIC)	RELEASE OF RIGHTS
203	AT&T WISCONSIN (COMMUNICATION)	RELEASE OF RIGHTS
208	WE ENERGIES (GAS)	RELEASE OF RIGHTS

(201) SPECTRUM (COMMUNICATION)
DOC. 769399 - PAR. 125

(202) WE ENERGIES (ELECTRIC)
DOC. 769399 - PAR. 125

(203) AT&T WISCONSIN (COMMUNICATION)
DOC. 769399 - PAR. 125

(208) WE ENERGIES (GAS)
NO RECORD OF EASEMENT - PAR. 125

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

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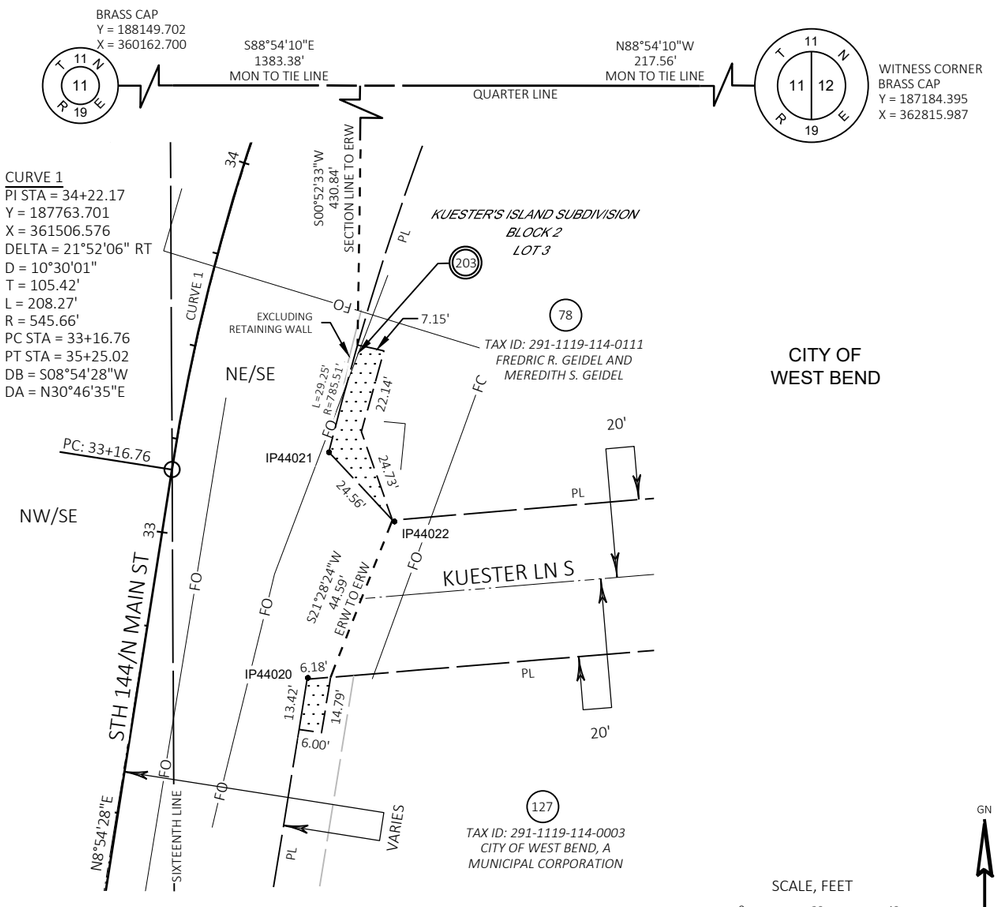
EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP44020	187604.562	361526.151	IP REBAR W/ CAP
IP44021	187664.052	361531.691	IP CHISELED X
IP44022	187645.801	361549.014	IP CHISELED X

R/W PROJECT NUMBER: 2707-08-20	EXHIBIT NUMBER: 4.36

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART OF LOT 3 BLOCK 2 OF KUESTER'S ISLAND SUBDIVISION, AND THAT PART OF LANDS LOCATED IN THE NE1/4 OF THE SE1/4 OF SECTION 11, LOCATED IN TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 144	PROJECT 4010-04-20	VARIES	1997
KUESTER LN S	PROJECT 4010-04-20	40'	1997
KUESTER LN S	KUESTER'S ISLAND SUBDIVISION	40'	1929



Revised date: 8-1-2024

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
78	FREDRIC R. GEIDEL AND MEREDTH S. GEIDEL	TLE	---	305
127	CITY OF WEST BEND, A MUNICIPAL CORPORATION	TLE	---	85

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	
201	SPECTRUM (COMMUNICATION)	RELEASE OF RIGHTS
202	WE ENERGIES (ELECTRIC)	RELEASE OF RIGHTS
203	AT&T WISCONSIN (COMMUNICATION)	RELEASE OF RIGHTS

(201) SPECTRUM (COMMUNICATION)
DOC. 767542 - PAR. 127

(202) WE ENERGIES (ELECTRIC)
DOC. 767542 - PAR. 127

(203) AT&T WISCONSIN (COMMUNICATION)
DOC. 767542 - PAR. 127
NO RECORD OF EASEMENT - PAR. 78

SCALE, FEET
0 20 40
GN

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

ALL TLES ARE FOR SLOPE GRADING PURPOSES.

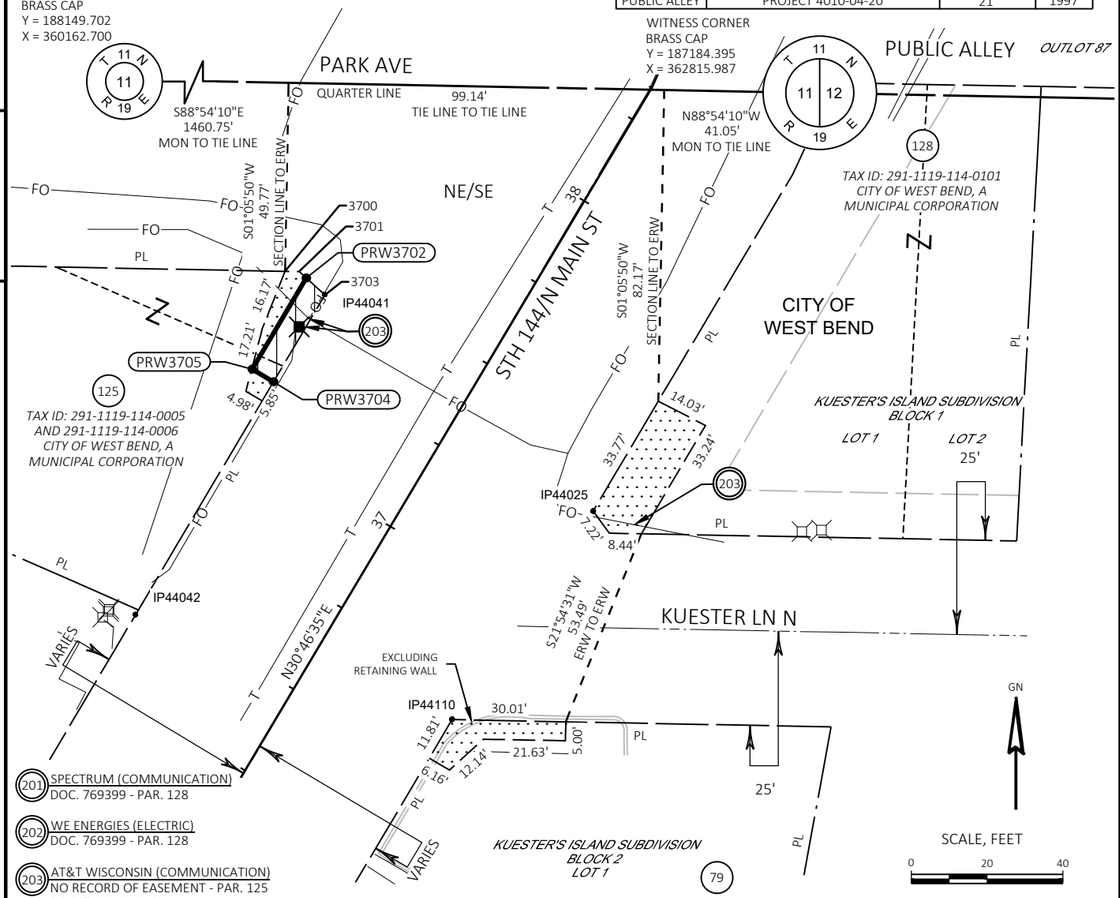
EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP44025	188008.624	361703.51	IP 1/2" REBAR
IP44041	188065.779	361632.646	IP 5/8" REBAR W/ CAP
IP44042	187981.294	361582.722	IP REBAR W/ CAP CITY OF WB
IP44110	187953.669	361666.264	IP CHISSELED X

R/W PROJECT NUMBER: 2707-08-20 | **EXHIBIT NUMBER: 4.37**

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART OF LOT 1, BLOCK 1 AND LOT 1, BLOCK 2 OF KUESTER'S ISLAND SUBDIVISION, AND THAT PART OF LANDS LOCATED IN THE NE1/4 OF THE SE1/4 OF SECTION 11, ALL LOCATED IN TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 144	PROJECT 4010-04-20	VARIES	1997
KUESTER LN N	PROJECT 4010-04-20	50'	1997
KUESTER LN N	KUESTER'S ISLAND SUBDIVISION	50'	1929
PARK AVENUE	PROJECT 4010-04-20	99.99'	1997
PUBLIC ALLEY	PROJECT 4010-04-20	21'	1997



201 SPECTRUM (COMMUNICATION)
DOC. 769399 - PAR. 128

202 WE ENERGIES (ELECTRIC)
DOC. 769399 - PAR. 128

203 AT&T WISCONSIN (COMMUNICATION)
NO RECORD OF EASEMENT - PAR. 125
DOC. 769399 - PAR. 128

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

Revised date: 8-1-2024

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
79	HOWARD H. SILVER AND MICHELLE M. SILVER	TLE	---	222
125	CITY OF WEST BEND, A WISCONSIN MUNICIPAL CORPORATION	FEE/TLE	178	130
128	CITY OF WEST BEND, A WISCONSIN MUNICIPAL CORPORATION	TLE	---	493

STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
3700	37+43.64	58.37'
3701	37+45.49	55.12'
PRW3702	37+44.99	52.64'
3703	37+43.66	46.14'
PRW3704	37+17.00	46.07'
PRW3705	37+16.98	52.57'

COURSE TABLE		
COURSE	BEARING	DISTANCE
3700-3701	S88° 54' 10"E	3.75'
3701-PRW3702	S47° 41' 50"E	2.53'
PRW3702-3703	S47° 41' 50"E	6.64'
3703-PRW3704	S30° 37' 33"W	26.66'
PRW3704-PRW3705	N59° 22' 27"W	6.50'
PRW3705-PRW3702	N30° 37' 33"E	28.00'

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	
201	SPECTRUM (COMMUNICATION)	RELEASE OF RIGHTS
202	WE ENERGIES (ELECTRIC)	RELEASE OF RIGHTS
203	AT&T WISCONSIN (COMMUNICATION)	RELEASE OF RIGHTS

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

ALL TLES ARE FOR SLOPE GRADING PURPOSES.

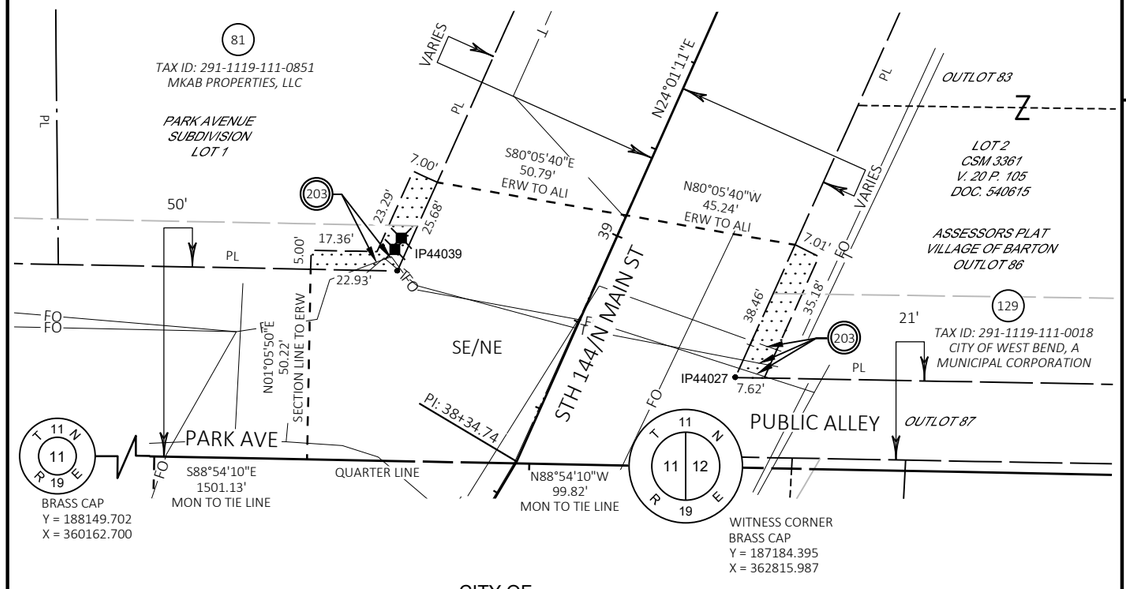
EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP44027	188142.601	361776.718	IP 5/8" REBAR
IP44039	188170.748	361687.368	IP CHISELED X

R/W PROJECT NUMBER: 2707-08-20 | **EXHIBIT NUMBER: 4.38**

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART OF LOT 1 OF PARK AVENUE SUBDIVISION AND THAT PART OF LOT 2 OF CSM 3361, LOCATED IN THE SE1/4 OF THE NE1/4 OF SECTION 11, LOCATED IN TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 144	PROJECT 4010-04-20	VARIES	1997
STH 144	CSM 3361	40' (E1/2)	1989
STH 144	ASSESSORS PLAT VILLAGE OF BARTON	66'	1938
PARK AVENUE	PROJECT 4010-04-20	99.99'	1997
PUBLIC ALLEY	CSM 3361	21'	1989
PUBLIC ALLEY	PROJECT 4010-04-20	21'	1997



202 WE ENERGIES (ELECTRIC)
DOC. 748265 - PAR. 81
DOC. 755755 - PAR. 81
DOC. 764303 - PAR. 81

203 AT&T WISCONSIN (COMMUNICATION)
DOC. 748265 - PAR. 81
DOC. 755755 - PAR. 81
DOC. 764303 - PAR. 81
NO RECORD OF EASEMENT - PAR. 129

204 CITY OF WEST BEND (SANITARY)
DOC. 474539 - PAR. 129

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

Revised date: 8-1-2024

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
81	MKAB PROPERTIES, LLC	TLE	---	272
129	CITY OF WEST BEND, A WISCONSIN MUNICIPAL CORPORATION	TLE	---	258

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	
202	WE ENERGIES (ELECTRIC)	RELEASE OF RIGHTS
203	AT&T WISCONSIN (COMMUNICATION)	RELEASE OF RIGHTS
204	CITY OF WEST BEND (SANITARY)	RELEASE OF RIGHTS

NOTES:
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ALL TLES ARE FOR SLOPE GRADING PURPOSES.

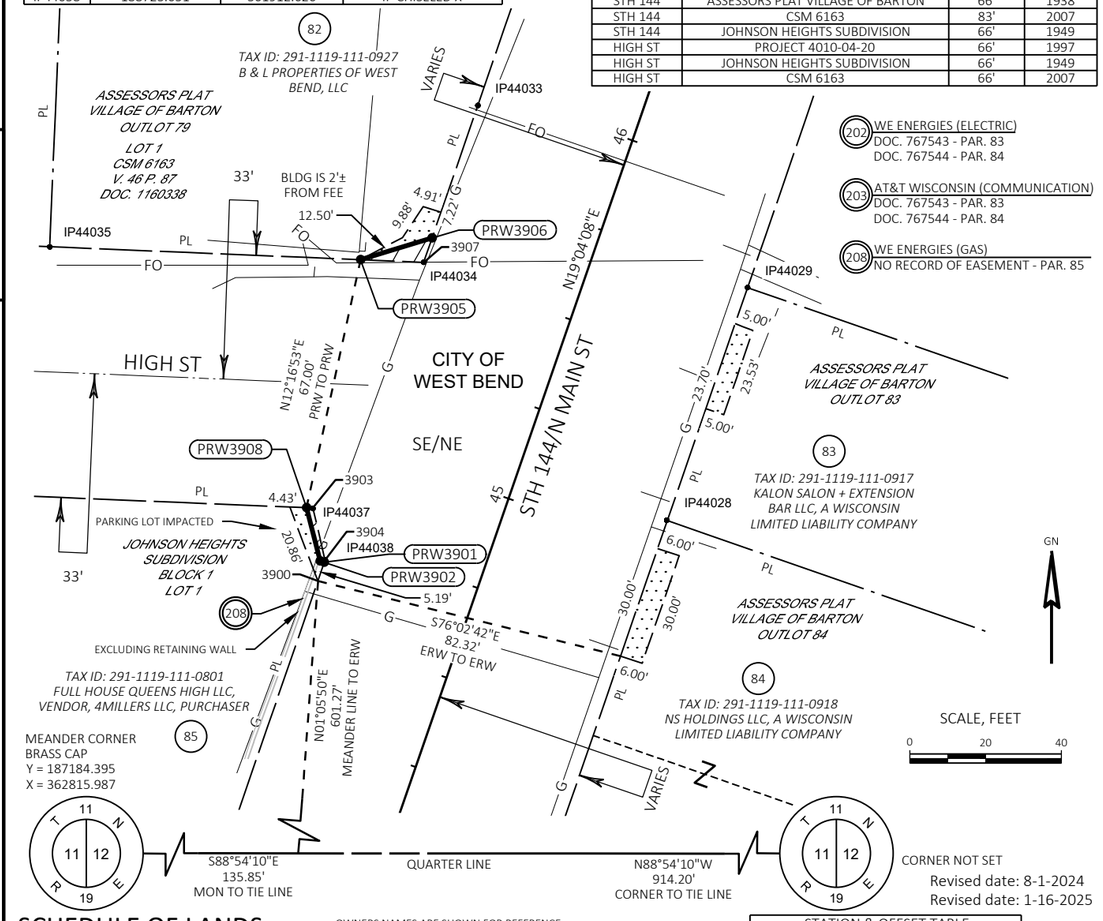
R/W PROJECT NUMBER: 2707-08-20	EXHIBIT NUMBER: 4.39

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART OF LOT 1 OF CSM 6163, LOT 1 BLOCK 1 OF JOHNSON HEIGHTS SUBDIVISION, OUTLOT 83 AND OUTLOT 84 OF THE ASSESSORS PLAT OF THE THE VILLAGE OF BARTON, ALL LOCATED IN THE SE1/4 OF THE NE1/4 OF SECTION 11, ALL LOCATED IN TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP44028	188733.619	362002.815	IP 1.5" OD PIPE
IP44029	188794.994	362024.141	IP 1.5" OD PIPE
IP44033	188843.065	361952.965	IP CHISELED X
IP44034	188801.643	361938.635	IP CHISELED X
IP44035	188805.745	361840.000	IP CHISELED X
IP44037	188736.683	361909.479	IP PK NAIL
IP44038	188723.031	361912.626	IP CHISELED X

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 144	PROJECT 4010-04-20	VARIES	1997
STH 144	ASSESSORS PLAT VILLAGE OF BARTON	66'	1938
STH 144	CSM 6163	83'	2007
STH 144	JOHNSON HEIGHTS SUBDIVISION	66'	1949
HIGH ST	PROJECT 4010-04-20	66'	1997
HIGH ST	JOHNSON HEIGHTS SUBDIVISION	66'	1949
HIGH ST	CSM 6163	66'	2007



Revised date: 8-1-2024
Revised date: 1-16-2025

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
82	B & L PROPERTIES OF WEST BEND, LLC	FEE/TLE	54	73
83	KALON SALON + EXTENSION BAR LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	---	118
84	NS HOLDING LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	---	180
85	FULL HOUSE QUEENS HIGH LLC, VENDOR, 4MILLERS LLC, PURCHASER (3)	FEE/TLE	21	59

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	
202	WE ENERGIES (ELECTRIC)	RELEASE OF RIGHTS
203	AT&T WISCONSIN (COMMUNICATION)	RELEASE OF RIGHTS
208	WE ENERGIES (GAS)	RELEASE OF RIGHTS

STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
3900	44+63.00	40.48'
PRW3901	44+68.19	40.48'
PRW3902	44+68.19	41.62'
PRW3908	44+80.28	49.61'
3903	44+80.76	48.00'
3904	44+68.81	40.49'
PRW3905	45+46.80	57.52'
PRW3906	45+58.40	41.56'
3907	45+51.59	41.56'

COURSE TABLE		
COURSE	BEARING	DISTANCE
3900-PRW3901	N19° 01' 11"E	5.19'
PRW3901-PRW3902	N71° 16' 59"W	1.14'
PRW3902-PRW3908	N14° 21' 45"W	14.49'
PRW3908-3903	S87° 36' 34"E	1.68'
3903-3904	S13° 04' 19"E	14.12'
3904-PRW3901	S19° 01' 11"W	0.61'
PRW3905-PRW3906	N73° 04' 43"E	19.73'
PRW3906-3907	S19° 01' 11"W	6.81'
3907-PRW3905	N87° 36' 34"W	16.67'

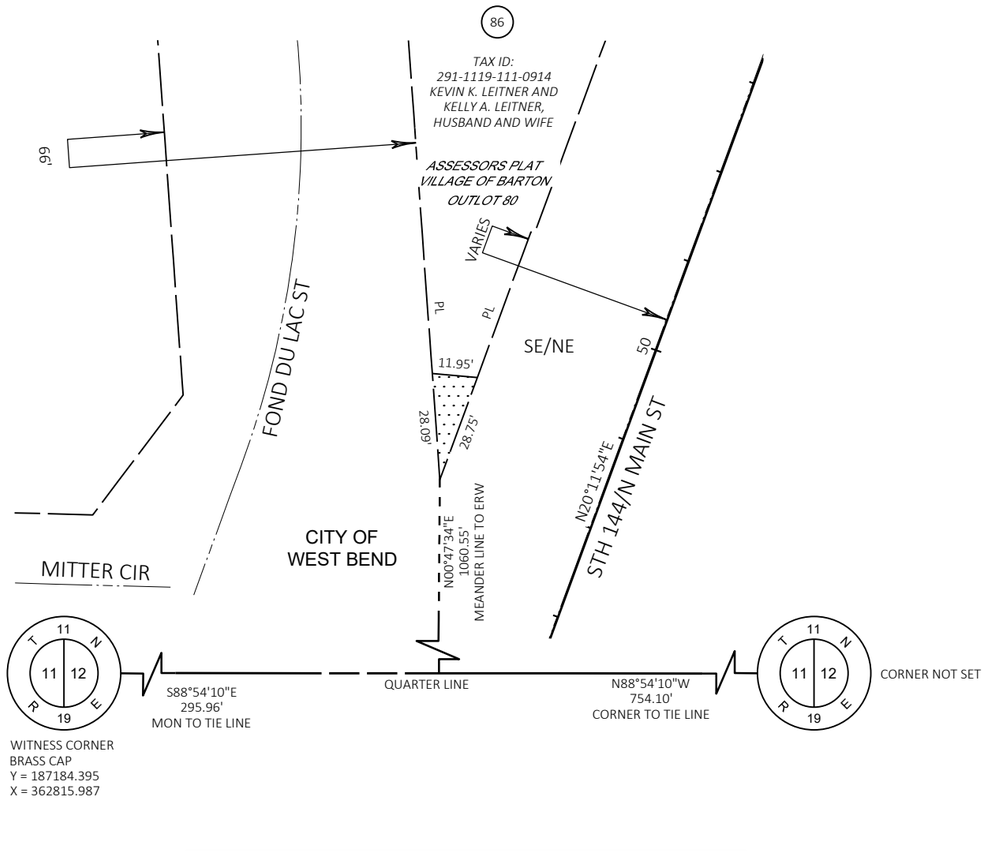
NOTES:
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ALL TLES ARE FOR SLOPE GRADING PURPOSES.

R/W PROJECT NUMBER: 2707-08-20	EXHIBIT NUMBER: 4.40

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART OF OUTLOT 80 OF THE ASSESSORS PLAT OF THE VILLAGE OF BARTON, LOCATED IN THE SE1/4 OF THE NE1/4 OF SECTION 11, LOCATED IN TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.



HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 144	PROJECT 4010-04-20	VARIES	1997
STH 144	ASSESSORS PLAT VILLAGE OF BARTON	66'	1938
FOND DU LAC ST	PROJECT 4010-04-20	66'	1997
FOND DU LAC ST	ASSESSORS PLAT VILLAGE OF BARTON	66'	1938
MITER CIRCLE	PROJECT 4010-04-20	VARIES	1997

Revised date: 8-1-2024

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

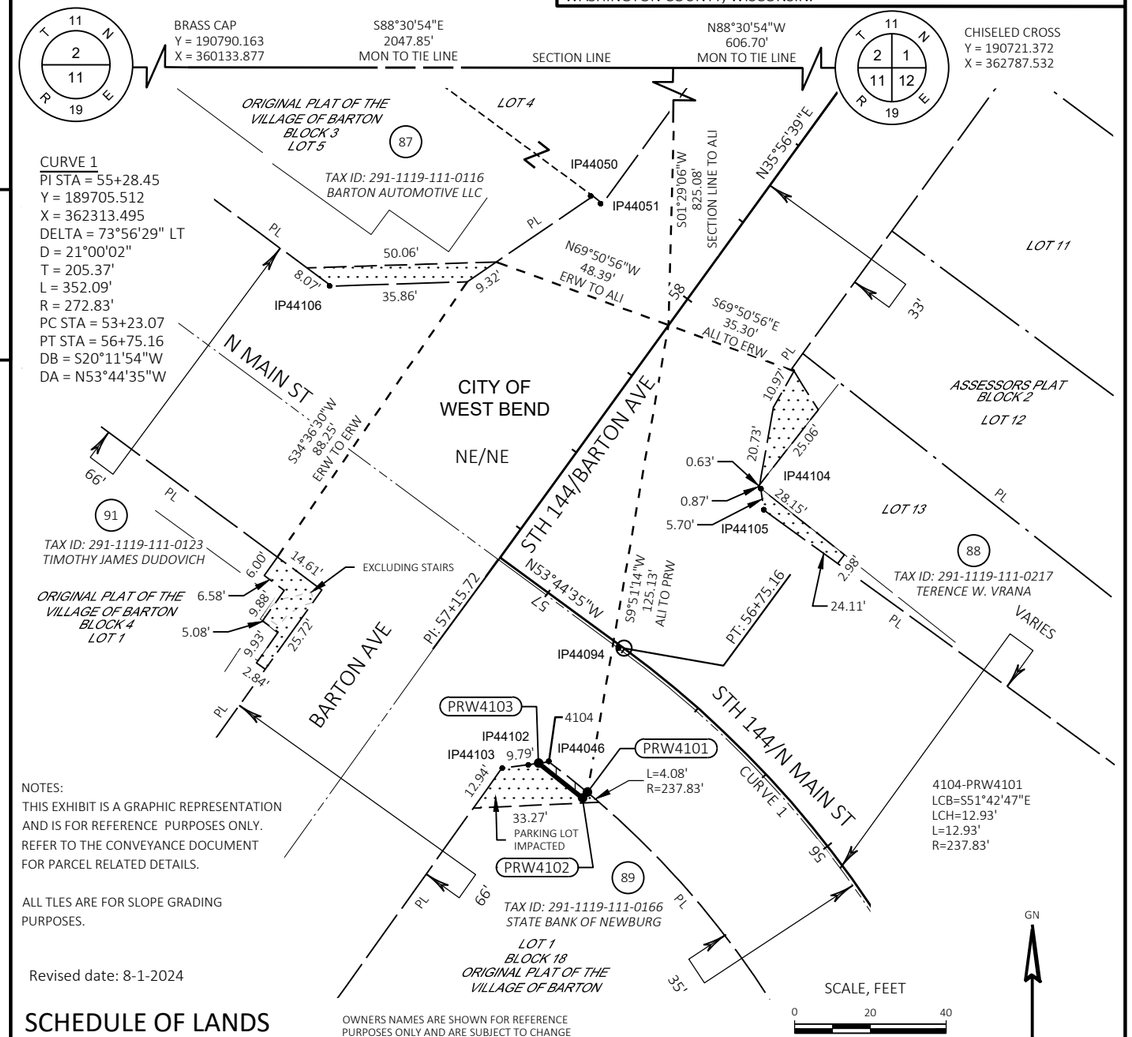
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
86	KEVIN K. LEITNER AND KELLY A. LEITNER, HUSBAND AND WIFE	TLE	---	166

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP44046	189797.168	362128.013	IP CHISELED X
IP44050	189946.303	362139.064	IP 3/4" REBAR
IP44051	189944.359	362141.661	IP 3/4" REBAR
IP44094	189826.984	362146.427	IP DISC PT
IP44102	189796.213	362122.612	IP NAIL W/ WASHER
IP44106	189922.604	362070.135	IP CHISSELED X
IP44104	189869.073	362184.03	IP CHISSELED X
IP44105	189863.555	362184.755	IP CHISSELED X
IP44103	189795.325	362115.726	IP CHISSELED X

R/W PROJECT NUMBER: 2707-08-20 | **EXHIBIT NUMBER: 4.41**

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART OF LOT 1, BLOCK 4, LOT 5 BLOCK 3, AND LOT 1 OF BLOCK 18 OF THE ORIGINAL PLAT OF THE VILLAGE OF BARTON, AND LOT 13 BLOCK 2 OF THE ASSESSORS PLAT, ALL LOCATED IN THE NE1/4 OF THE NE1/4 OF SECTION 11, ALL LOCATED IN TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.



NOTES:
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Revised date: 8-1-2024

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
87	KASTEN HOLDINGS, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	---	215
88	TERENCE W. VRANA	TLE	---	272
89	STATE BANK OF NEWBURG	FEE/TLE	28	220
91	TIMOTHY JAMES DUDOVICH	TLE	---	195

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 144	PROJECT 4010-04-20	VARIES	1997
STH 144	ASSESSORS PLAT	66'	1985
STH 144	ORIGINAL PLAT OF THE VILLAGE OF BARTON	66'	1848
N MAIN ST.	PROJECT 4010-04-20	66'	1997
N MAIN ST.	ORIGINAL PLAT OF THE VILLAGE OF BARTON	66'	1848
N MAIN ST.	ASSESSORS PLAT	86'	1985

STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
PRW4101	56+58.26	35.86'
PRW4102	56+58.26	37.86'
PRW4103	56+75.41	37.79'
4104	56+73.15	35.85'

COURSE TABLE		
COURSE	BEARING	DISTANCE
PRW4101-PRW4102	S39° 50' 40"W	2.00'
PRW4102-PRW4103	N51° 43' 11"W	14.80'
PRW4103-4104	N82° 15' 52"E	2.78'
4104-PRW4101	SEE CURVE DATA	

NOTES:
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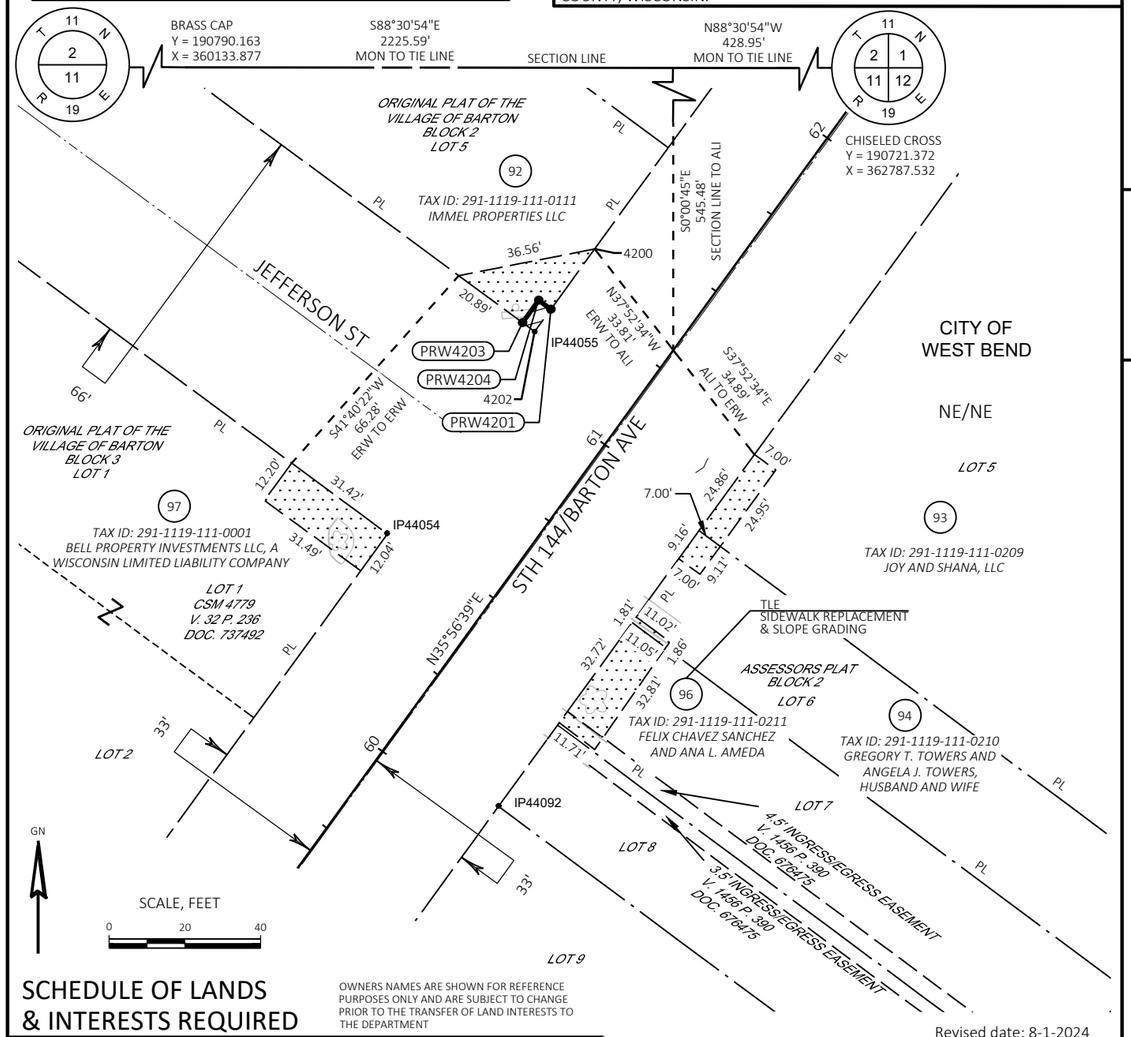
ALL TLES ARE FOR SLOPE GRADING PURPOSES UNLESS OTHERWISE NOTED.

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP44054	190138.655	362283.316	IP 1.25" OD PIPE
IP44055	190191.86	362322.246	IP 2" OD PIPE
IP44092	190066.685	362312.723	IP NAIL

R/W PROJECT NUMBER: 2707-08-20 | **EXHIBIT NUMBER: 4.42**

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART OF LOT 1 CSM 4779, LOT 5 BLOCK 2 OF THE ORIGINAL PLAT OF THE VILLAGE OF BARTON, AND LOT 5, LOT 6, AND LOT 7, BLOCK 2 OF THE ASSESSORS PLAT, ALL LOCATED IN THE NE1/4 OF THE NE1/4 OF SECTION 11, ALL LOCATED IN TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
92	IMMEL PROPERTIES LLC	FEE/TLE	29	306
93	JOY AND SHANA, LLC	TLE	---	174
94	GREGORY T. TOWERS AND ANGELA J. TOWERS, HUSBAND AND WIFE	TLE	---	84
96	FELIX CHAVEZ SANCHEZ AND ANA L. AMEDA	TLE	---	373
97	BELL PROPERTY INVESTMENTS LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	---	381

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 144	ASSESSOR'S PLAT	66'	1985
STH 144	ORIGINAL PLAT OF THE VILLAGE OF BARTON	66'	1848
STH 144	CSM 4779	66'	1996
JEFFERSON ST	ASSESSOR'S PLAT	66'	1985
JEFFERSON ST	ORIGINAL PLAT OF THE VILLAGE OF BARTON	66'	1848
JEFFERSON ST	CSM 4779	66'	1996

STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
4200	61+40.23	32.47'
PRW4201	61+20.59	32.49'
4202	61+13.28	32.50'
PRW4203	61+13.31	36.50'
PRW4204	61+20.60	36.49'

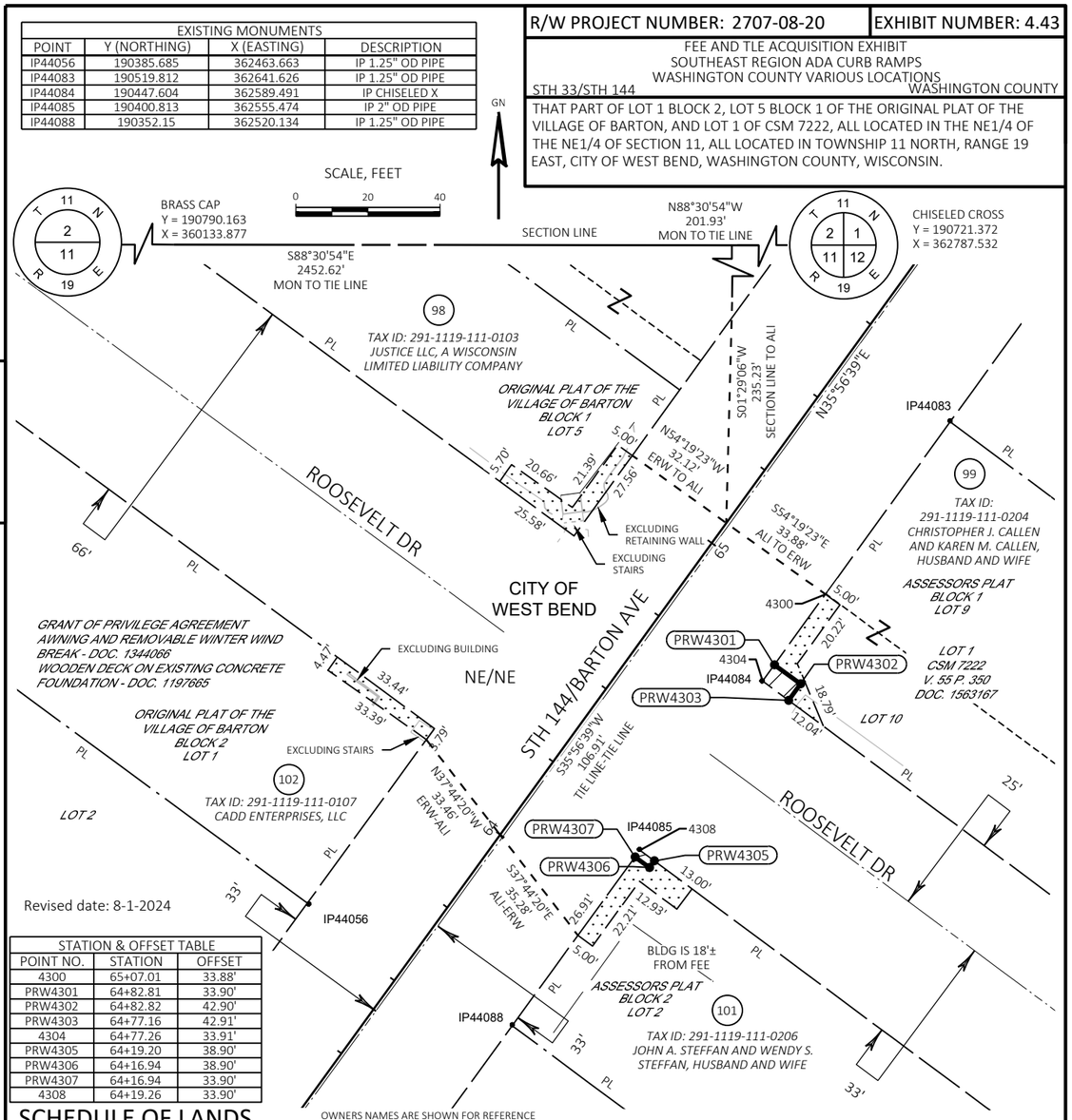
COURSE TABLE		
COURSE	BEARING	DISTANCE
4200-PRW4201	S36° 01' 10"W	19.64'
PRW4201-4202	S36° 01' 10"W	7.31'
4202-PRW4203	N53° 34' 16"W	4.00'
PRW4203-PRW4204	N36° 01' 10"E	7.28'
PRW4204-PRW4201	S53° 58' 50"E	4.00'

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP44056	190385.685	362463.663	IP 1.25" OD PIPE
IP44083	190519.812	362641.626	IP 1.25" OD PIPE
IP44084	190447.604	362589.491	IP CHISELED X
IP44085	190400.813	362555.474	IP 2" OD PIPE
IP44088	190352.15	362520.134	IP 1.25" OD PIPE

R/W PROJECT NUMBER: 2707-08-20 | **EXHIBIT NUMBER: 4.43**

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART OF LOT 1 BLOCK 2, LOT 5 BLOCK 1 OF THE ORIGINAL PLAT OF THE VILLAGE OF BARTON, AND LOT 1 OF CSM 7222, ALL LOCATED IN THE NE1/4 OF THE NE1/4 OF SECTION 11, ALL LOCATED IN TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.



Revised date: 8-1-2024

STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
4300	65+07.01	33.88'
PRW4301	64+82.81	33.90'
PRW4302	64+82.82	42.90'
PRW4303	64+77.16	42.91'
4304	64+77.26	33.91'
PRW4305	64+19.20	38.90'
PRW4306	64+16.94	38.90'
PRW4307	64+16.94	33.90'
4308	64+19.26	33.90'

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
98	JUSTICE LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	---	259
99	CHRISTOPHER J. CALLEN AND KAREN M. CALLEN, HUSBAND AND WIFE	FEE/TLE	50	175
101	JOHN A. STEFFAN AND WENDY S. STEFFAN, HUSBAND AND WIFE	FEE/TLE	11	225
102	CADD ENTERPRISES, LLC	TLE	---	138

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 144	ASSESSOR'S PLAT	66'	1985
STH 144	ORIGINAL PLAT OF THE VILLAGE OF BARTON	66'	1848
STH 144	CSM 7222	66'	2021
ROOSEVELT DR.	CSM 7222	58'	2021
ROOSEVELT DR.	ASSESSOR'S PLAT	66'	1985

NOTES:
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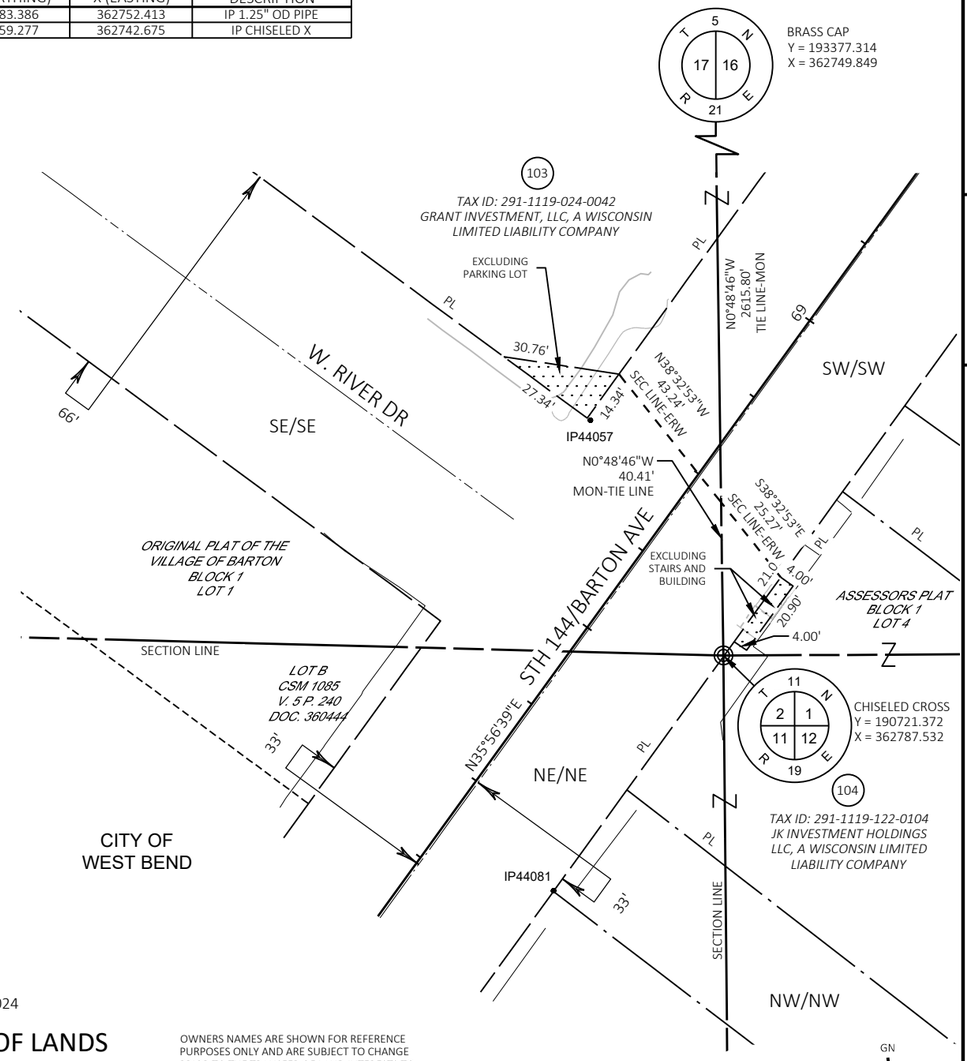
COURSE TABLE		
COURSE	BEARING	DISTANCE
4300-PRW4301	S35° 53' 24"W	24.20'
PRW4301-PRW4302	S54° 06' 36"E	9.00'
PRW4302-PRW4303	S35° 53' 24"W	5.66'
PRW4303-4304	N53° 23' 44"W	9.00'
4304-PRW4301	N35° 53' 24"E	5.55'
PRW4305-PRW4306	S36° 01' 10"W	2.26'
PRW4306-PRW4307	N53° 58' 50"W	5.00'
PRW4307-4308	N36° 01' 10"E	2.32'
4308-PRW4305	S53° 23' 44"E	5.00'

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP44057	190783.386	362752.413	IP 1.25" OD PIPE
IP44081	190659.277	362742.675	IP CHISELED X

R/W PROJECT NUMBER: 2707-08-20 | **EXHIBIT NUMBER: 4.44**

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART OF LANDS LOCATED IN THE SE1/4 OF THE SE1/4 OF SECTION 2, LOT 4 BLOCK 1 OF THE ASSESSORS PLAT, LOCATED IN THE SW1/4 OF THE SW1/4 OF SECTION 1, ALL LOCATED IN TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.



Revised date: 8-1-2024

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
103	GRANT INVESTMENTS, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	---	196
104	JK INVESTMENT HOLDINGS LLC, A WISCONSIN LIMITED LIABILITY COMNPANY	TLE	---	84

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 144	ASSESSOR'S PLAT	66'	1985
STH 144	ORIGINAL PLAT OF THE VILLAGE OF BARTON	66'	1848
STH 144	CSM 1085	N/A	1974
W. RIVER DR	ASSESSOR'S PLAT	66'	1985
W. RIVER DR	ORIGINAL PLAT OF THE VILLAGE OF BARTON	66'	1848
W. RIVER DR	CSM 1085	N/A	1974

NOTES:
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ALL TLES ARE FOR SLOPE GRADING PURPOSES UNLESS OTHERWISE NOTED.

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP44079	191113.182	363071.398	IP 3/4" REBAR

R/W PROJECT NUMBER: 2707-08-20 | **EXHIBIT NUMBER: 4.45**

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 — WASHINGTON COUNTY

THAT PART OF GRIST MILL LOT OF THE ORIGINAL PLAT OF THE VILLAGE OF BARTON, AND OUTLOT 24, OUTLOT 29 OF THE ASSESSORS PLAT, ALL LOCATED IN THE SW1/4 OF THE SW1/4 OF SECTION 1, ALL LOCATED IN TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 144	ASSESSOR'S PLAT	66'	1938
STH 144	ORIGINAL PLAT OF THE VILLAGE OF BARTON	66'	1848
COMMERCE ST	ASSESSOR'S PLAT	66'	1938
COMMERCE ST	ORIGINAL PLAT OF THE VILLAGE OF BARTON	66'	1848

(203) AT&T WISCONSIN (COMMUNICATION)
NO RECORD OF EASEMENT - PAR. 131

(204) CITY OF WEST BEND (SANITARY)
DOC. 403408 - PAR. 108

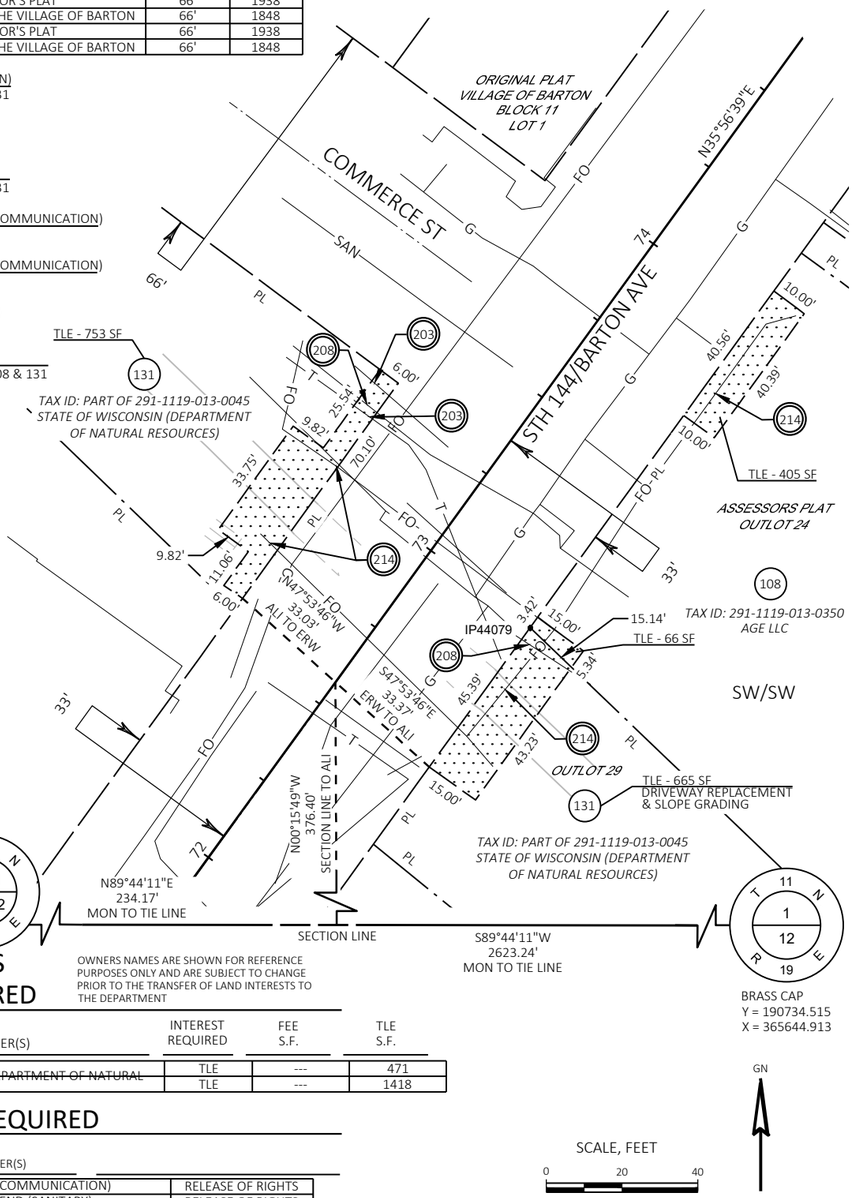
(208) WE ENERGIES (GAS)
NO RECORD OF EASEMENT - PAR. 131

(209) SPRINT COMMUNICATIONS CO LP (COMMUNICATION)
DOC. 573891 - PAR. 131

(210) MRC TELECOMMUNICATION, INC. (COMMUNICATION)
DOC. 544889 - PAR. 131

(213) ATC MANAGEMENT, INC. (ELECTRIC)
DOC. 352640 - PAR. 131

(214) WINDSTREAM (COMMUNICATION)
NO RECORD OF EASEMENT - PAR. 108 & 131



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
108	AGE LLC	TLE	---	471
131	STATE OF WISCONSIN (DEPARTMENT OF NATURAL RESOURCES)	TLE	---	1418

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	
203	AT&T WISCONSIN (COMMUNICATION)	RELEASE OF RIGHTS
204	CITY OF WEST BEND (SANITARY)	RELEASE OF RIGHTS
208	WE ENERGIES (GAS)	RELEASE OF RIGHTS
209	SPRINT COMMUNICATIONS CO LP (COMMUNICATION)	RELEASE OF RIGHTS
210	MRC TELECOMMUNICATION, INC (COMMUNICATION)	RELEASE OF RIGHTS
213	ATC MANAGEMENT, INC. (ELECTRIC)	RELEASE OF RIGHTS
214	WINDSTREAM (COMMUNICATION)	RELEASE OF RIGHTS

Revised date: 8-1-2024

FILE NAME : ACQUISITION EXHIBITS.DWG PLOT DATE : 8/13/2024 2:20 PM R/W PROJECT: 2707-08-20

4

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

ALL TLES ARE FOR SLOPE GRADING PURPOSES.

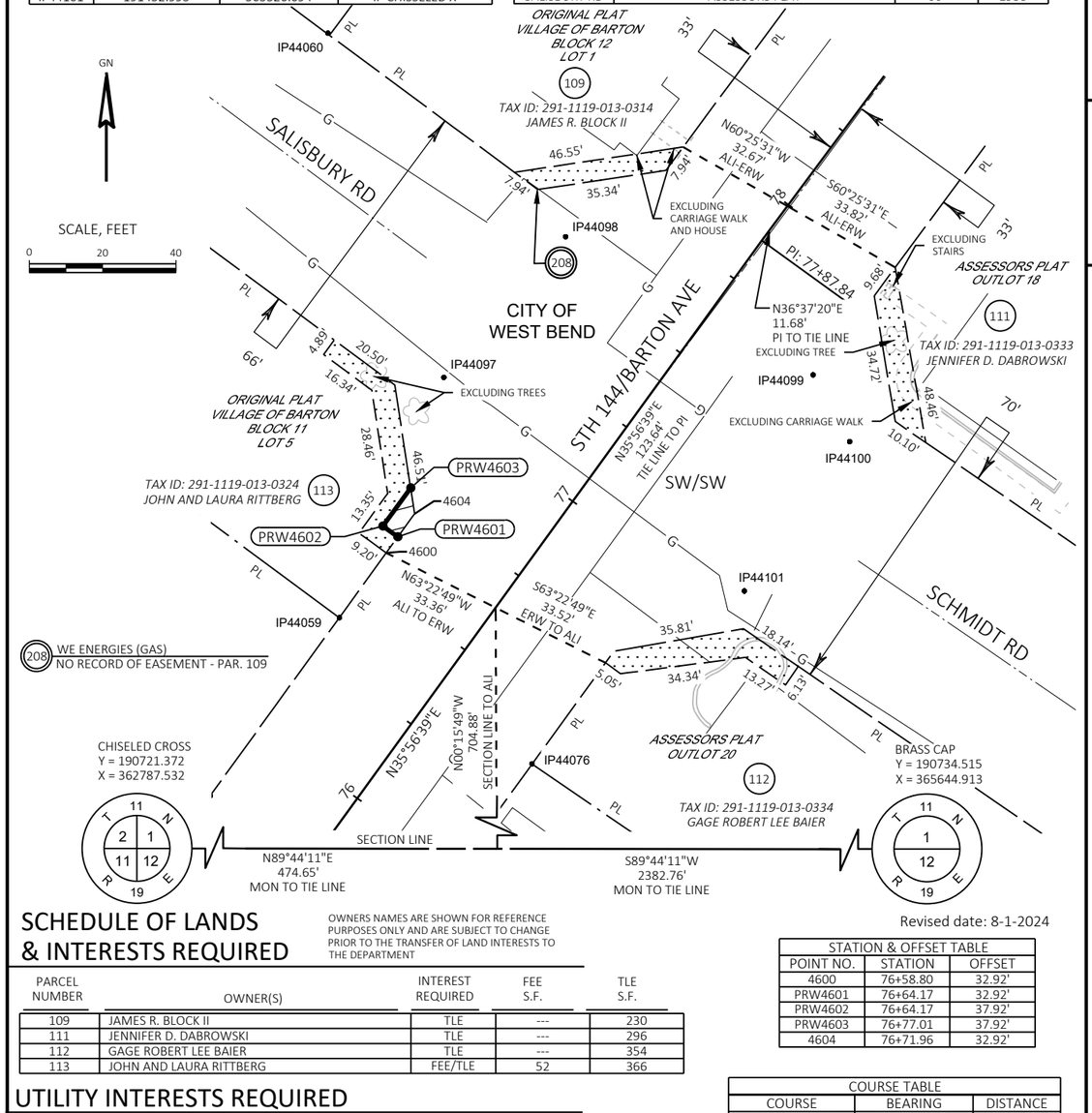
EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP44059	191425.688	363216.3	IP 1.25" OD PIPE
IP44060	191585.046	363213.211	IP 3/4" OD PIPE
IP44076	191385.838	363268.851	IP MAG NAIL
IP44097	191491.234	363244.753	IP CHISSELED X
IP44098	191529.539	363277.966	IP CHISSELED X
IP44099	191491.873	363345.431	IP CHISSELED X
IP44100	191473.691	363355.423	IP CHISSELED X
IP44101	191432.995	363326.694	IP CHISSELED X

R/W PROJECT NUMBER: 2707-08-20 | **EXHIBIT NUMBER: 4.46**

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 — WASHINGTON COUNTY

THAT PART OF LOT 5 BLOCK 11, LOT 1 BLOCK 12 OF THE ORIGINAL PLAT OF THE VILLAGE OF BARTON, AND OUTLOT 18, OUTLOT 20 OF THE ASSESSORS PLAT, ALL LOCATED IN THE SW1/4 OF THE SW1/4 OF SECTION 1, ALL LOCATED IN TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 144	ORIGINAL PLAT VILLAGE OF BARTON	66'	1848
STH 144	ASSESSORS PLAT	66'	1938
SALISBURY RD	ORIGINAL PLAT VILLAGE OF BARTON	66'	1848
SALISBURY RD	ASSESSORS PLAT	66'	1938



(208) WE ENERGIES (GAS)
NO RECORD OF EASEMENT - PAR. 109

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
109	JAMES R. BLOCK II	TLE	---	230
111	JENNIFER D. DABROWSKI	TLE	---	296
112	GAGE ROBERT LEE BAIER	TLE	---	354
113	JOHN AND LAURA RITTBERG	FEE/TLE	52	366

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	
208	WE ENERGIES (GAS)	RELEASE OF RIGHTS

Revised date: 8-1-2024

STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
4600	76+58.80	32.92'
PRW4601	76+64.17	32.92'
PRW4602	76+64.17	37.92'
PRW4603	76+77.01	37.92'
4604	76+71.96	32.92'

COURSE TABLE		
COURSE	BEARING	DISTANCE
4600-PRW4601	N35° 56' 42"E	5.37'
PRW4601-PRW4602	N54° 03' 18"W	5.00'
PRW4602-PRW4603	N35° 56' 42"E	12.85'
PRW4603-4604	S08° 45' 15"E	7.11'
4604-PRW4601	S35° 56' 42"W	7.79'

FILE NAME : ACQUISITION EXHIBITS.DWG PLOT DATE : 8/13/2024 2:20 PM R/W PROJECT: 2707-08-20

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NOTES:
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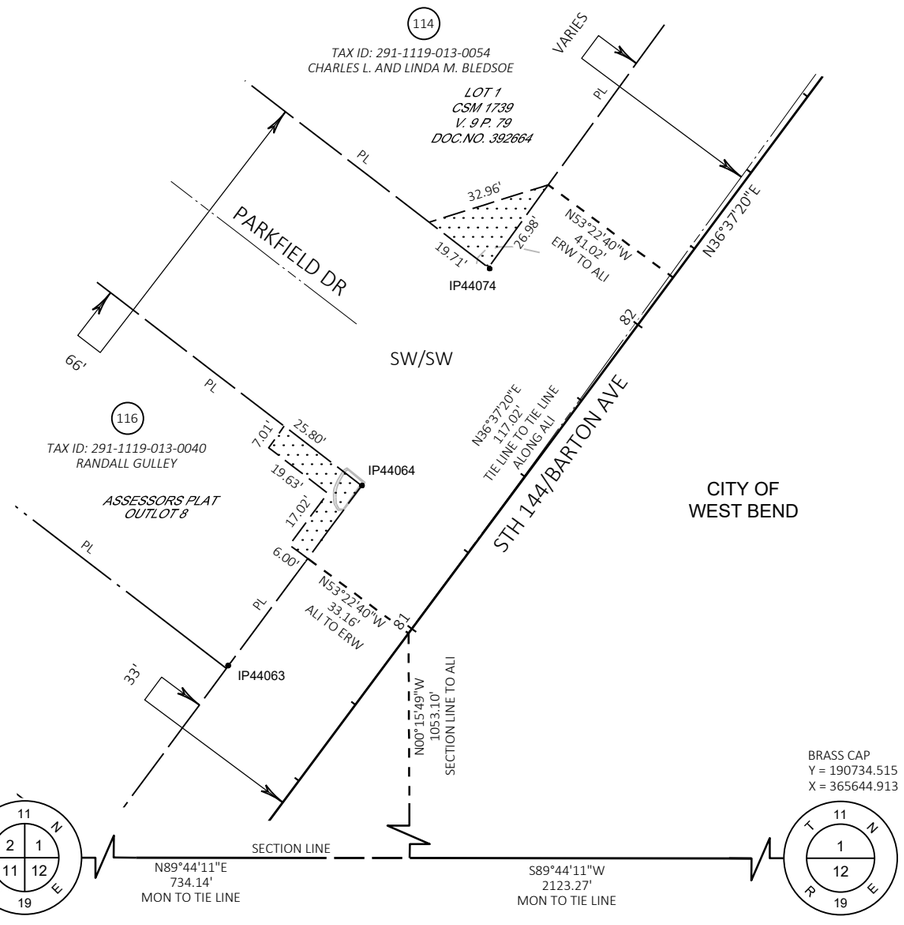
ALL TLES ARE FOR SLOPE GRADING PURPOSES.

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP44063	191769.329	363469.18	IP 1.5" ROD
IP44064	191816.861	363504.506	IP 3/4" REBAR
IP44074	191874.084	363538.161	IP NAIL

R/W PROJECT NUMBER: 2707-08-20 | EXHIBIT NUMBER: 4.47

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART OF LOT 1 OF CSM 1739, AND PART OF OUTLOT 8 OF THE ASSESSORS PLAT, ALL LOCATED IN THE SW1/4 OF THE SW1/4 OF SECTION 1, ALL LOCATED IN TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
114	CHARLES L. AND LINDA M. BLEDSOE	TLE	---	266
116	RANDALL GULLEY	TLE	---	282

HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 144	ASSESSORS PLAT	66'	1938
STH 144	CSM 1739	VARIES	1977
PARKFIELD DR	CSM 1739	66'	1977

SCALE, FEET
0 20 40

GN

Revised date: 8-1-2024

4

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

ALL TLES ARE FOR SLOPE GRADING PURPOSES.

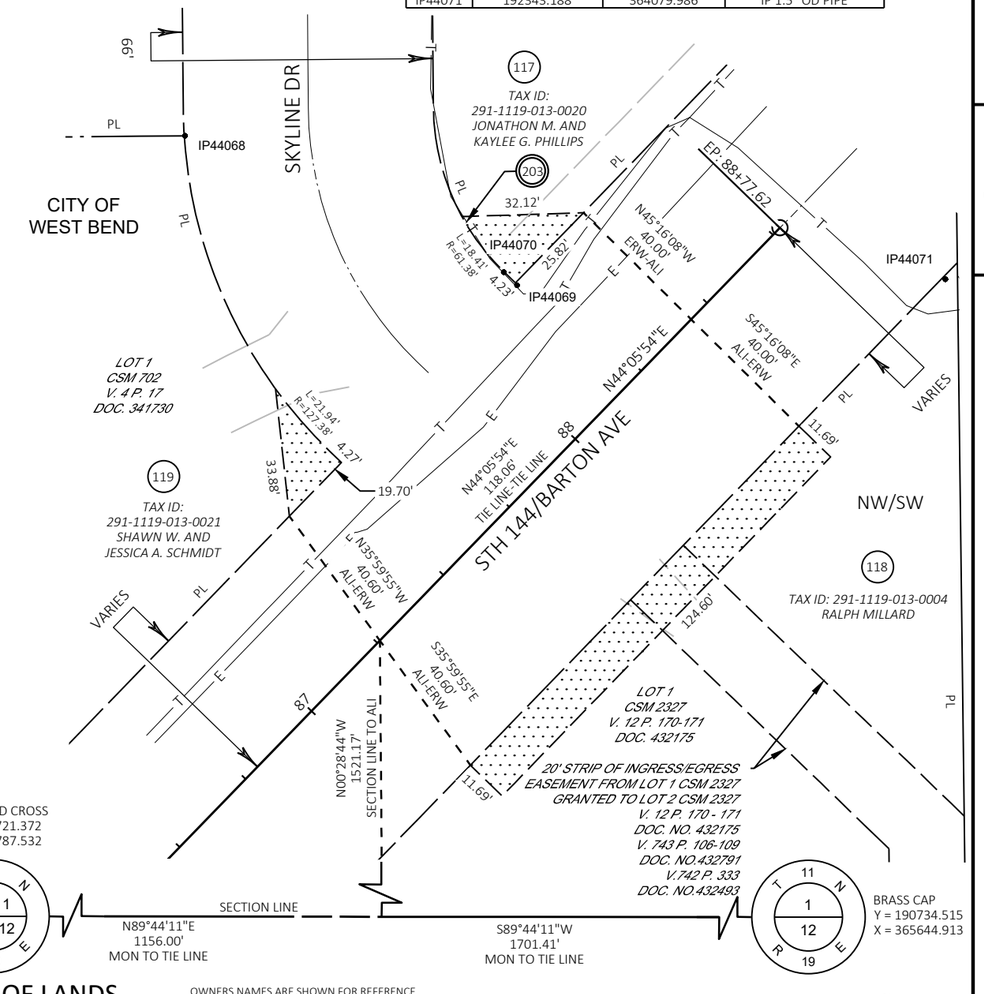
HWY	BASIS OF EXISTING R/W	WIDTH	YEAR
STH 144	CSM 702	VARIES	1973
STH 144	CSM 2327	VARIES	1980
SKYLINE DR	CSM 702	66'	1973
SKYLINE DR	CSM 2327	66'	1980

R/W PROJECT NUMBER: 2707-08-20 | EXHIBIT NUMBER: 4.48

FEE AND TLE ACQUISITION EXHIBIT
SOUTHEAST REGION ADA CURB RAMPS
WASHINGTON COUNTY VARIOUS LOCATIONS
STH 33/STH 144 WASHINGTON COUNTY

THAT PART OF LOT 1 OF CSM 702, LOT 1 OF CSM 2327, AND LANDS LOCATED IN THE NW1/4 OF THE SW1/4 OF SECTION 1, ALL LOCATED IN TOWNSHIP 11 NORTH, RANGE 19 EAST, CITY OF WEST BEND, WASHINGTON COUNTY, WISCONSIN.

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP44068	192381.049	363879.363	IP 1/2" ROD
IP44069	192341.605	363967.001	IP 1.25" OD PIPE
IP44070	192345.046	363963.445	IP 1.25" OD PIPE
IP44071	192343.188	364079.986	IP 1.5" OD PIPE



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	FEE S.F.	TLE S.F.
117	JONATHON M. AND KAYLEE G. PHILLIPS	TLE	---	303
118	RALPH MILLARD	TLE	---	1457
119	SHAWN W. AND JESSICA A. SCHMIDT	TLE	---	246

SCALE, FEET
0 20 40

GN

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	
203	AT&T WISCONSIN (COMMUNICATION)	RELEASE OF RIGHTS

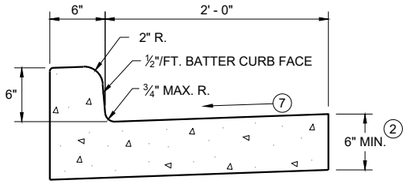
203 AT&T WISCONSIN (COMMUNICATION)
DOC. 520781 - PAR. 117

Revised date:

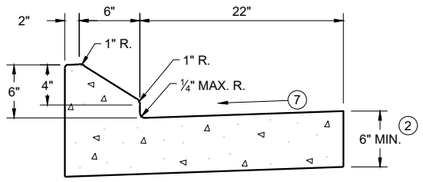
Standard Detail Drawing List

08D01-24A	CONCRETE CURB & GUTTER
08D01-24B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-22A	CURB RAMPS TYPES 1 AND 1-A
08D05-22B	CURB RAMPS TYPES 2 AND 3
08D05-22C	CURB RAMPS TYPES 4A AND 4A1
08D05-22D	CURB RAMPS TYPES 4B AND 4B1
08D05-22E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-22F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-22G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
09B02-10	CONDUIT
09B04-13	PULL BOX
09B16-03	PULL BOX NON-CONDUCTIVE
11B02-02	CONCRETE MEDIAN NOSE
13A03-07	CONCRETE PAVEMENT SHOULDERS
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C18-08A	CONCRETE PAVEMENT JOINTING
13C18-08B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-08C	CONCRETE PAVEMENT JOINT TYPES
13C18-08D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
13C18-08F	CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER
15C02-09C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C02-09D	ON RAMP LANE CLOSURE
15C02-09E	OFF RAMP LANE CLOSURE
15C02-09F	ADVANCED WIDTH RESTRICTION SIGNING
15C02-09G	TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE
15C02-09H	MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09B	TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE
15C18-09A	MEDIAN ISLAND PAVEMENT MARKINGS
15C18-09B	PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
15C20-02	YIELD MARKING
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D20-10A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY
15D20-10B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D20-10C	TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D23-07A	TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE
15D23-07B	TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-11A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

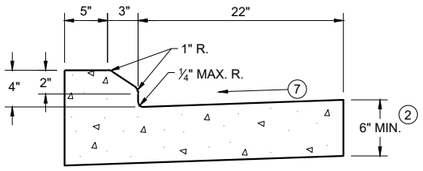
6



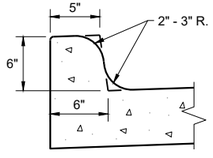
TYPES A (1) & D



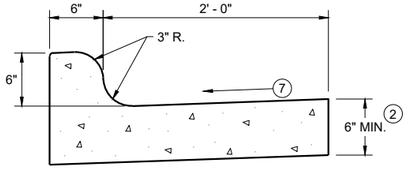
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

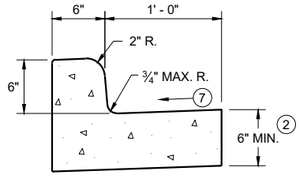


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



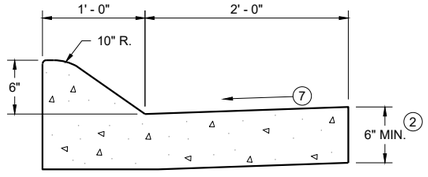
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

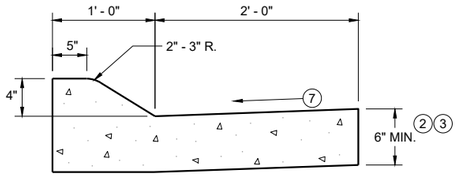


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

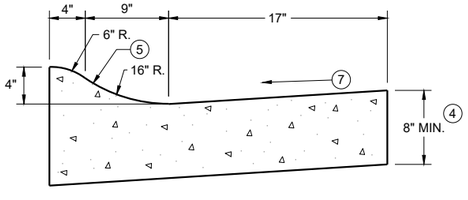


6" SLOPED CURB TYPES A (1) & D



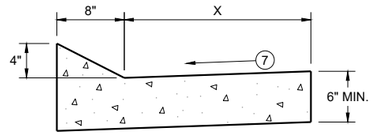
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T
CONCRETE CURB AND GUTTER 30"

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

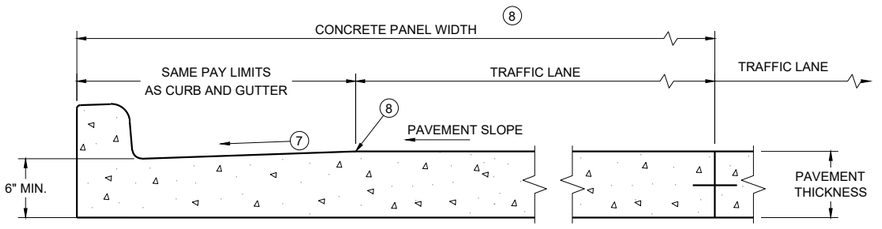


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

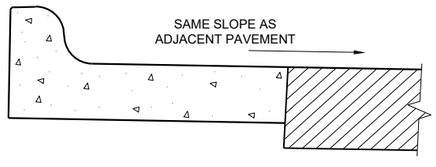
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER *

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(3) USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

(4) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

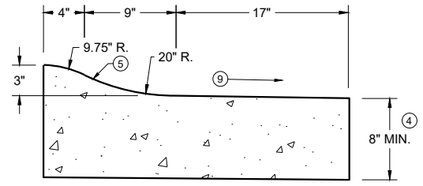
(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

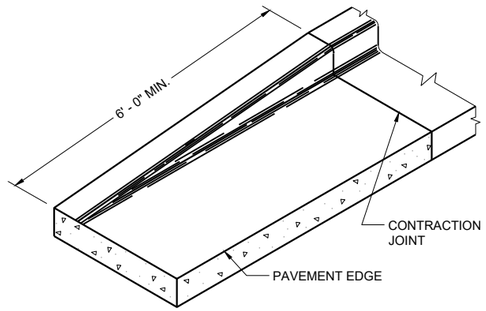
(9) SLOPE TO BE REVERSE SLOPE MATCHING THE SLOPE OF THE PAVEMENT AND THE CIRCULATORY ROADWAY



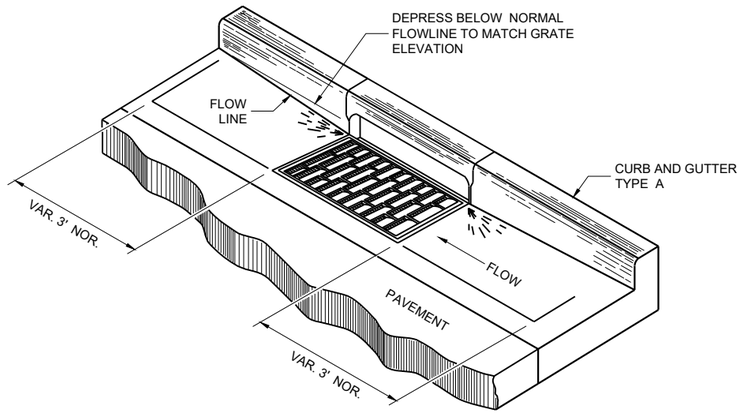
3" SLOPED CURB TYPES R (1) & T

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

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

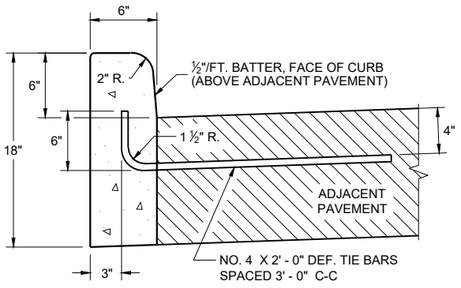
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

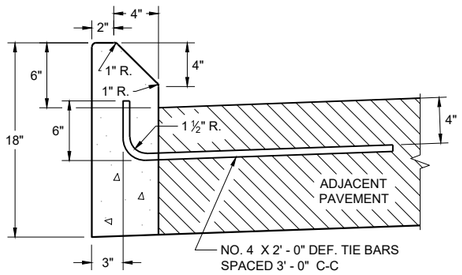
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(10) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

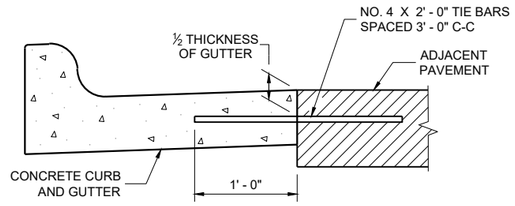


TYPES A (1) & D

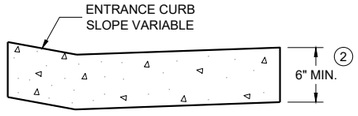


TYPES G (1) & J

CONCRETE CURB

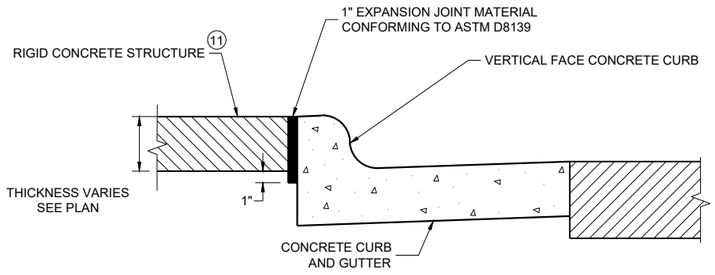


TYPICAL TIE BAR LOCATION (1)

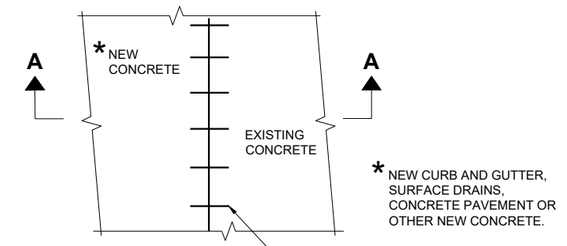


DRIVEWAY ENTRANCE CURB (10)

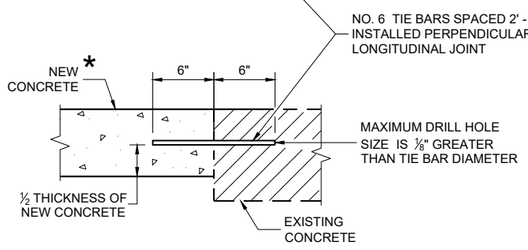
(WHEN DIRECTED BY THE ENGINEER)



EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



PLAN VIEW



SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT

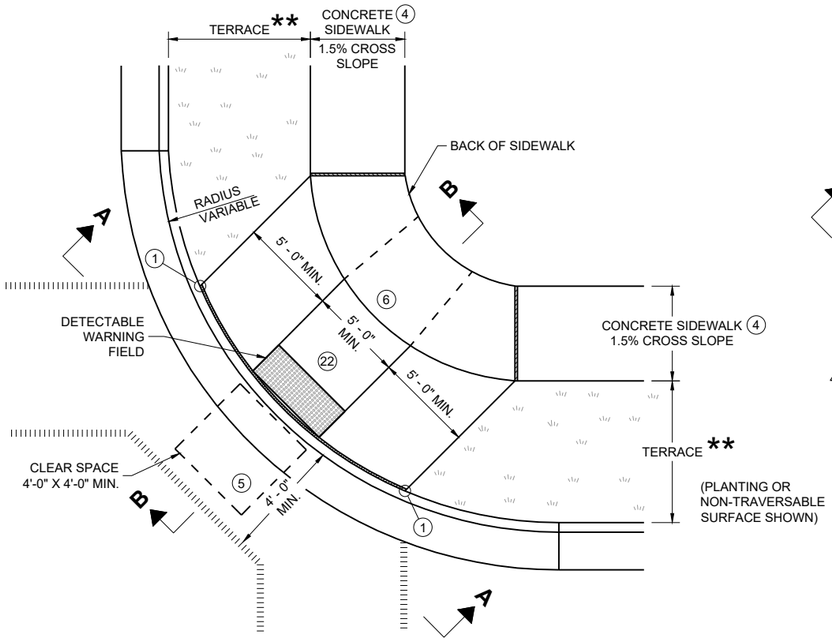
CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

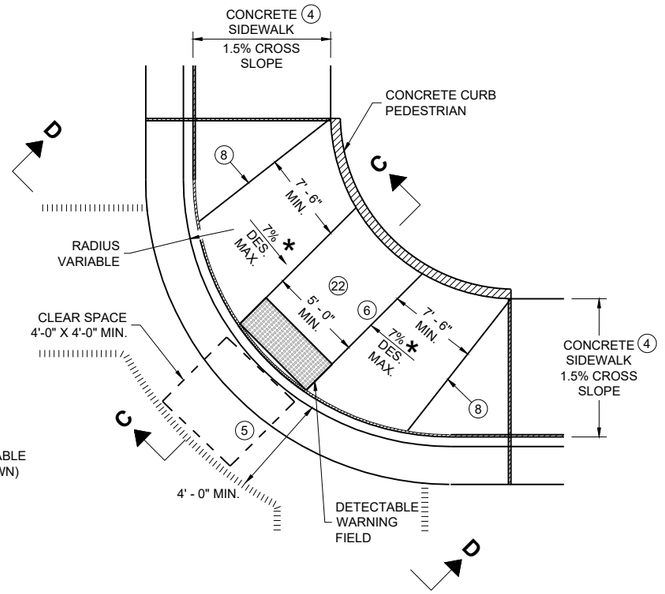
6
SDD 08D01-24b



PLAN VIEW

CURB RAMP TYPE 1

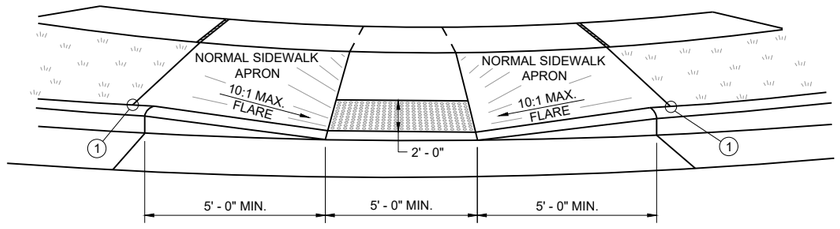
(CENTER OF CORNER RADIUS)



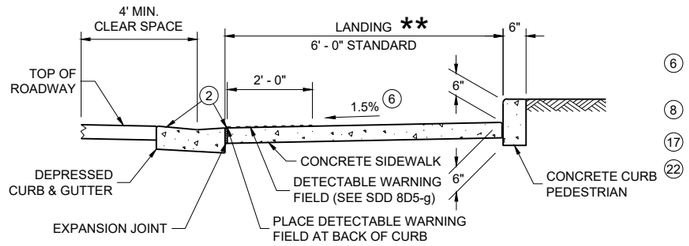
PLAN VIEW

CURB RAMP TYPE 1 - A

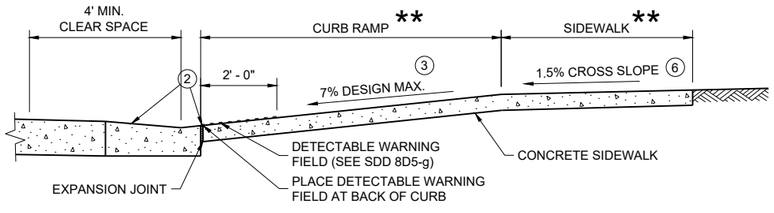
(NO TERRACE)



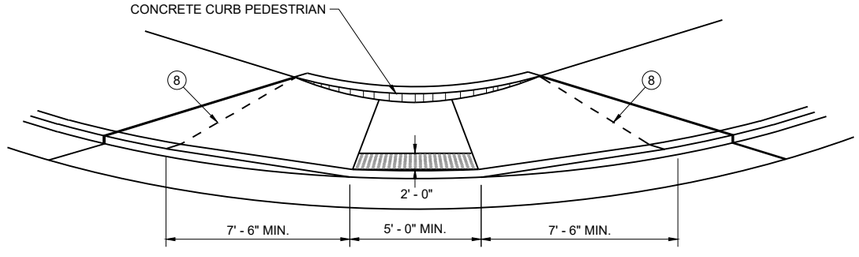
VIEW A - A FOR TYPE 1



SECTION C - C FOR TYPE 1 - A



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

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

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A CLEAR SPACE IN THE STREET AND GUTTER AREA. WHEN THE GUTTER CROSS SLOPE EXCEEDS 2.1%, CONSTRUCT THE CLEAR SPACE IN THE STREET AREA AND THE 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE. FOR RECONSTRUCTION AND MODERNIZATION PROJECTS THE CLEAR SPACE SLOPE PARALLEL TO THE CURBLINE SHOULD BE 2.1% MAX FOR CROSSINGS THAT ARE STOP AND YIELD CONTROLLED, AND 5% MAX FOR THOSE THAT ARE SIGNAL CONTROLLED. FOR PERPETUATION AND REHABILITATION PROJECTS THE SLOPE OF THE CLEAR SPACE PARALLEL TO THE CURBLINE WILL MATCH THE ROADWAY LONGITUDINAL SLOPE. THE SLOPE OF THE CLEAR SPACE PERPENDICULAR TO THE CURBLINE WILL MATCH THE ROADWAY CROSS SLOPE BUT SHOULD NOT EXCEED 5% UNLESS THE ROADWAY IS SUPERELEVATED (WHEN SUPERELEVATED THE ROADWAY CROSS SLOPE SHOULD MATCH THE SUPERELEVATION).

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

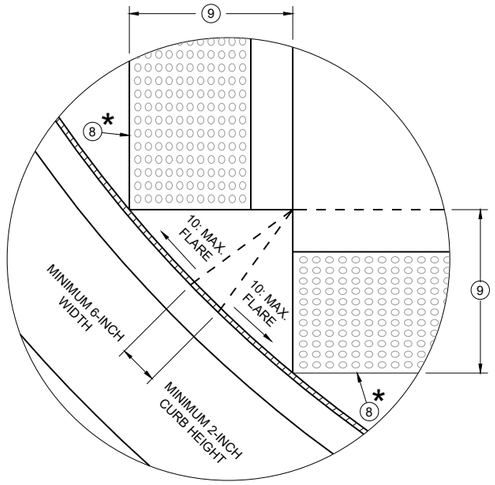
(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

LEGEND

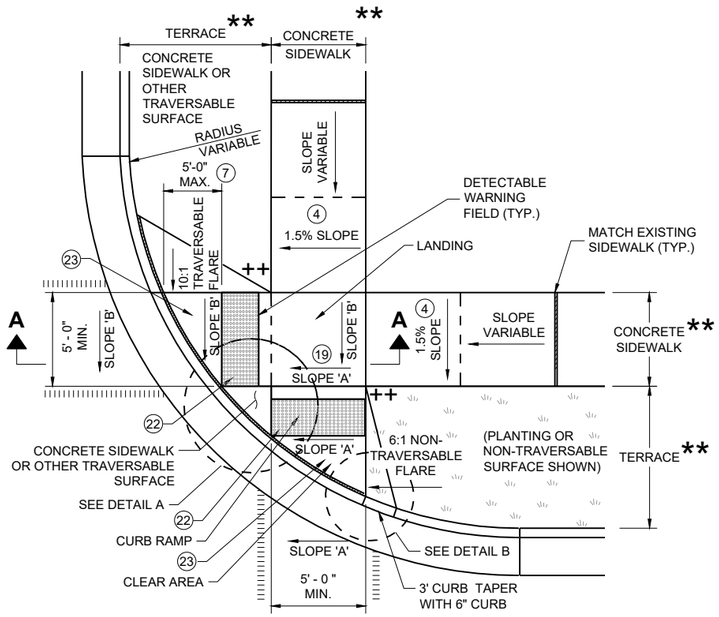
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS

CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



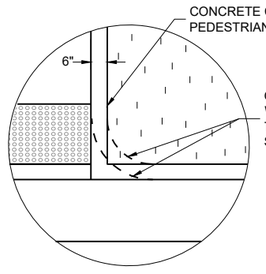
DETAIL A



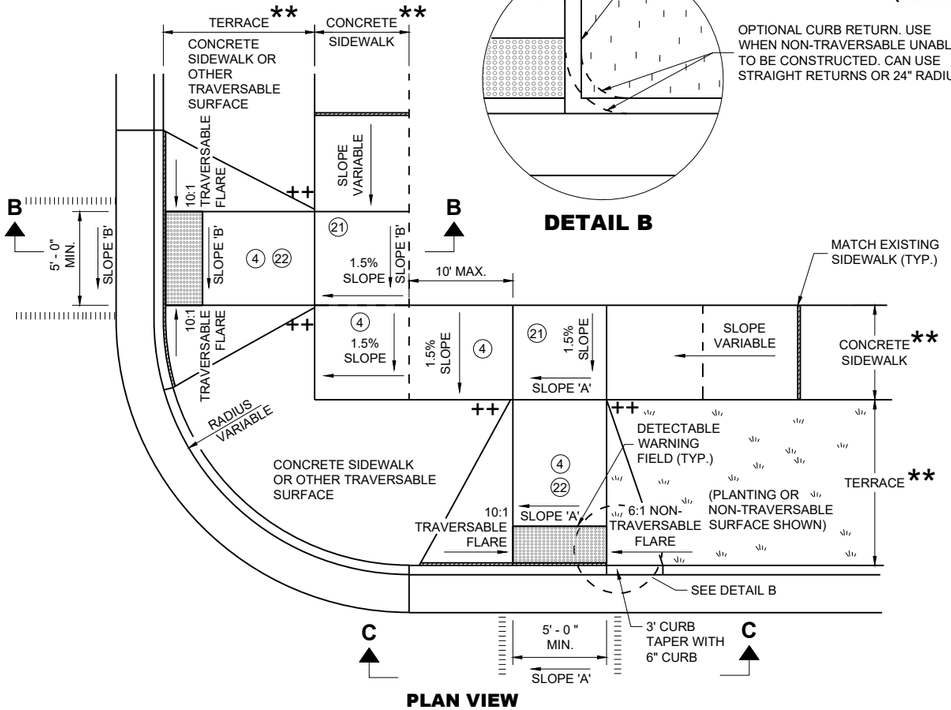
PLAN VIEW

CURB RAMP TYPE 2

(CENTER OF CORNER RADIUS)



DETAIL B



PLAN VIEW

CURB RAMP TYPE 3

(OUTSIDE OF CROSSWALK AREA)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB 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 COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(7) WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% DESIGN MAXIMUM SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% DESIGN MAXIMUM SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

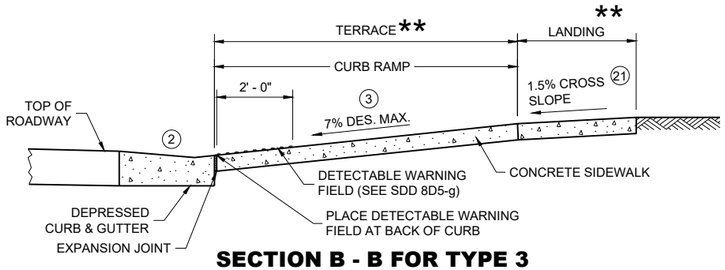
(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

(19) WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.

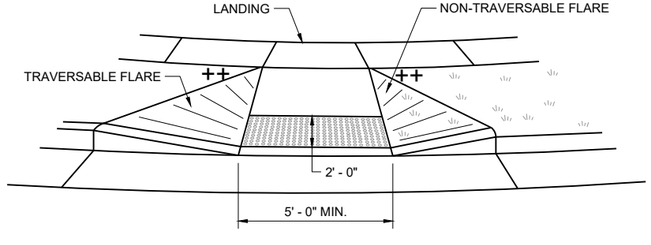
(21) PROVIDE A LANDING WITH A SLOPE PARALLEL TO ROADWAY THAT MATCHES SLOPE AT THE BOTTOM OF THE ADJACENT RAMP. SLOPE PERPENDICULAR TO ROADWAY SHALL BE 2.1% MAXIMUM. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

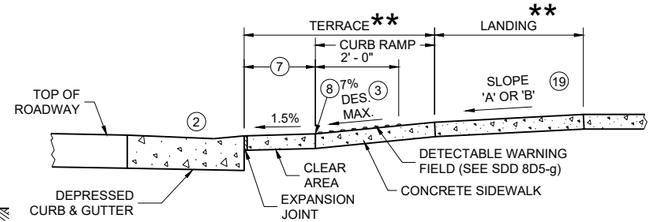
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3



SECTION A - A FOR TYPE 2

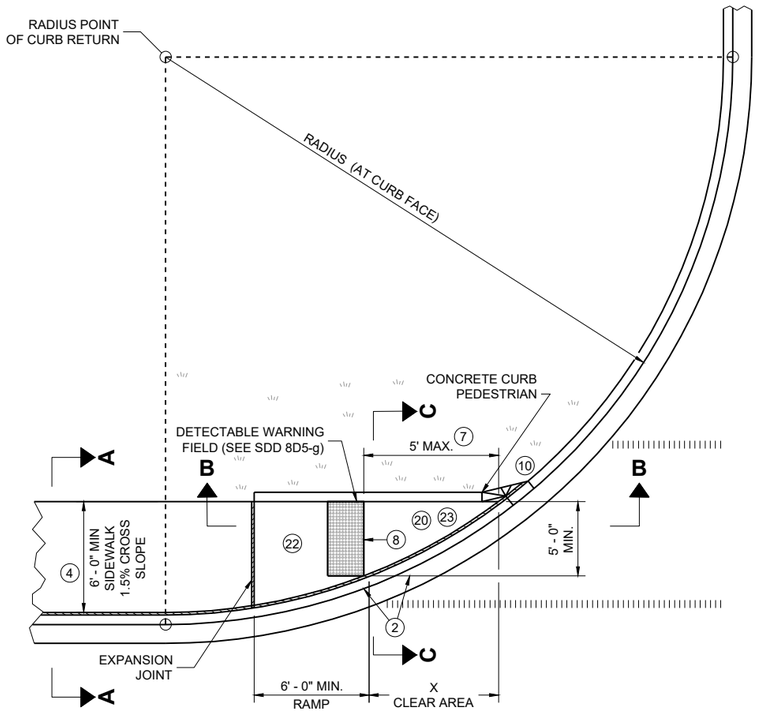
LEGEND

═══	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT SIDEWALK
ıllıllıllıllıl	PAVEMENT MARKING CROSSWALK (WHITE)
*	MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
**	WIDTH SHOWN ELSEWHERE IN THE PLANS
++	CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

CURB RAMPS TYPE 2 AND 3

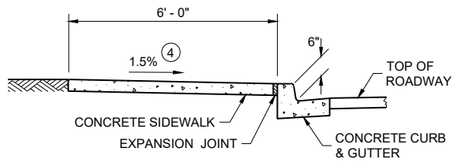
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 08D05-22b

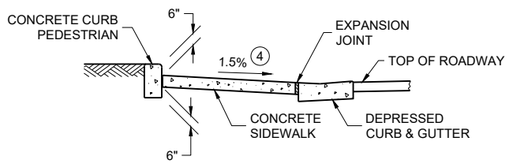


PLAN VIEW

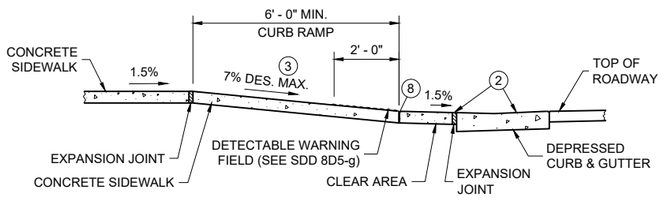
CURB RAMP TYPE 4A



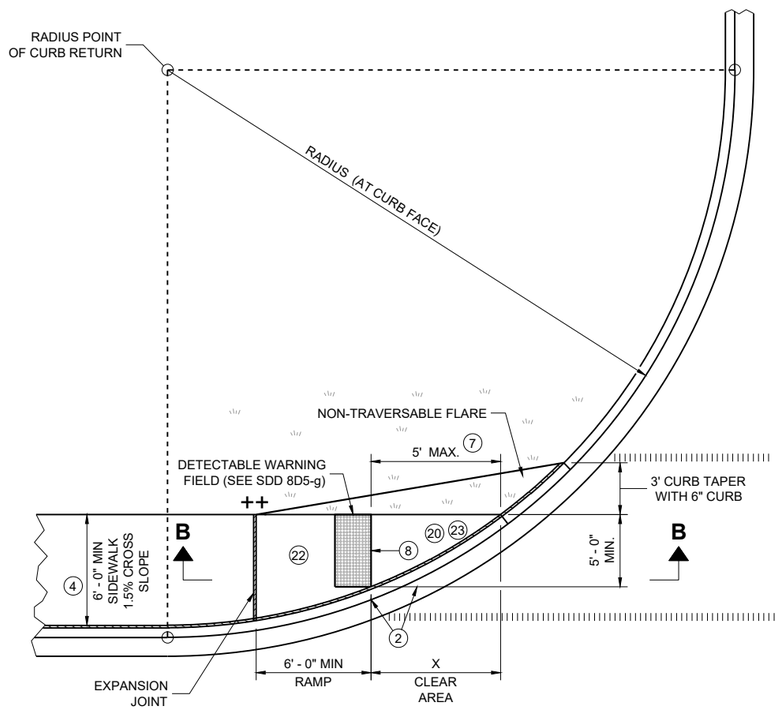
SECTION A - A FOR TYPE 4A



SECTION C - C FOR TYPE 4A



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



PLAN VIEW

CURB RAMP TYPE 4A1

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

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

INTERMEDIATE RADII CAN BE INTERPOLATED

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB 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 COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

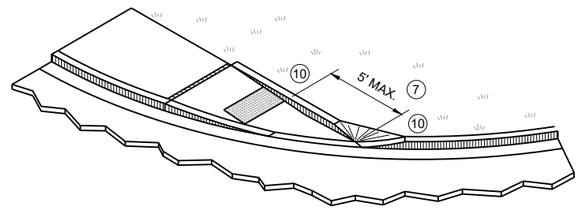
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

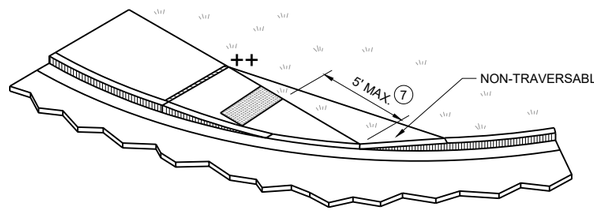
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



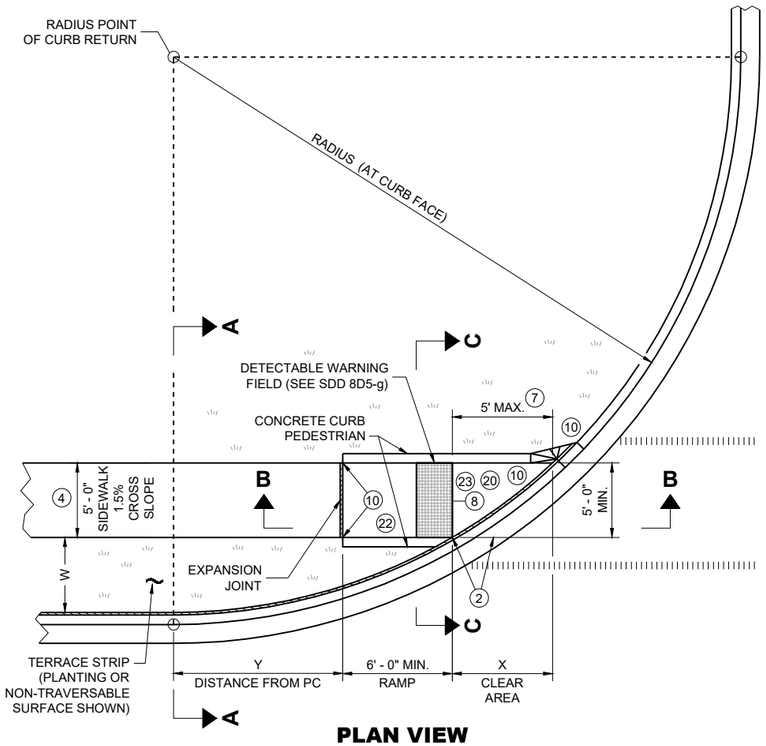
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

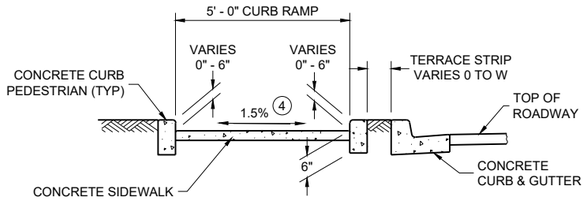
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW
CURB RAMP TYPE 4B

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

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



SECTION C - C FOR TYPE 4B

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB 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 COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

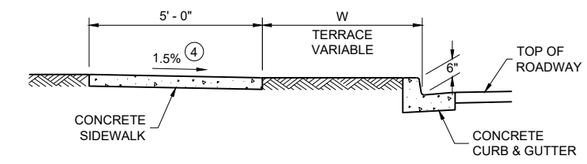
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

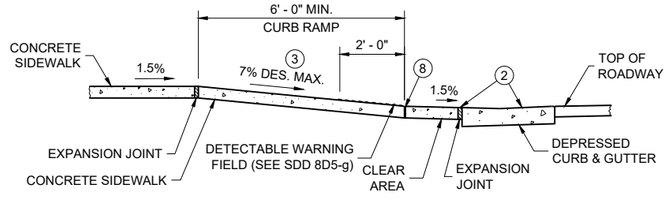
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

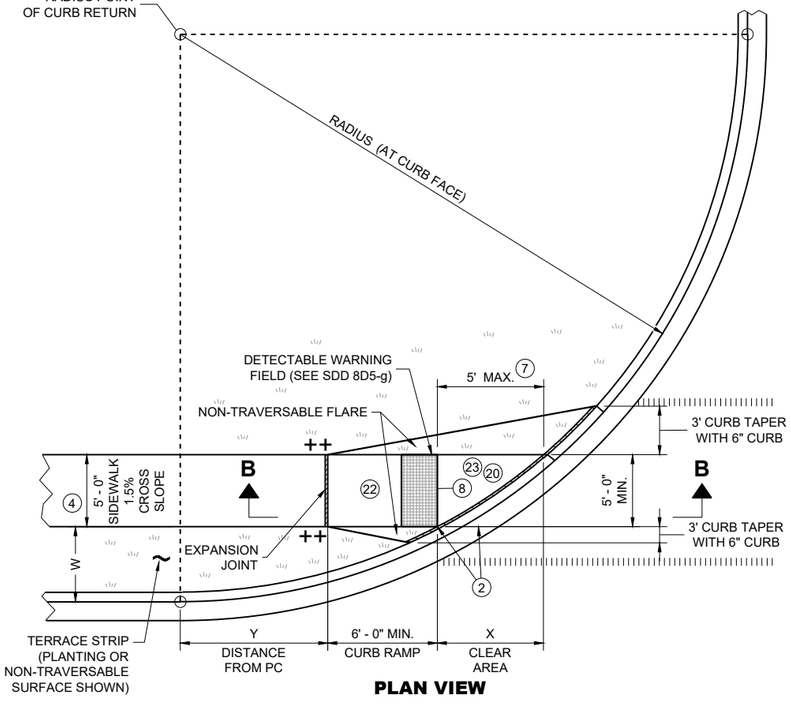
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



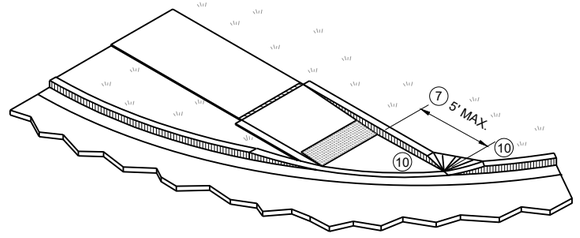
SECTION A - A FOR TYPE 4B



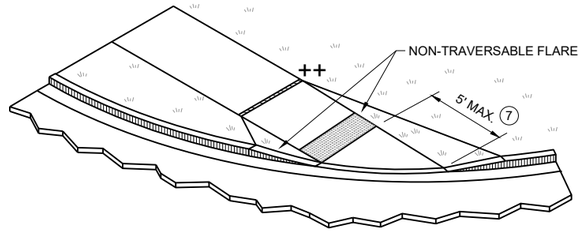
SECTION B - B FOR TYPE 4B AND TYPE 4B1



PLAN VIEW
CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



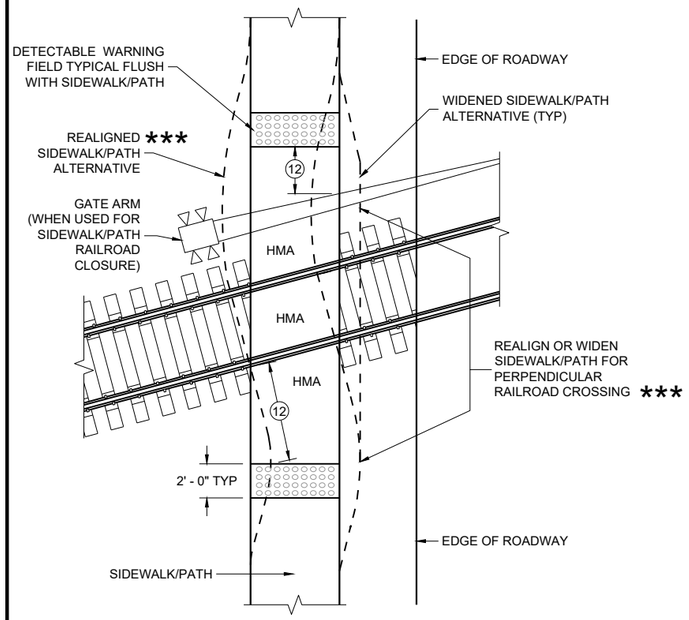
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

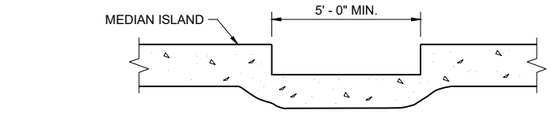
6

SDD 08D05-22d

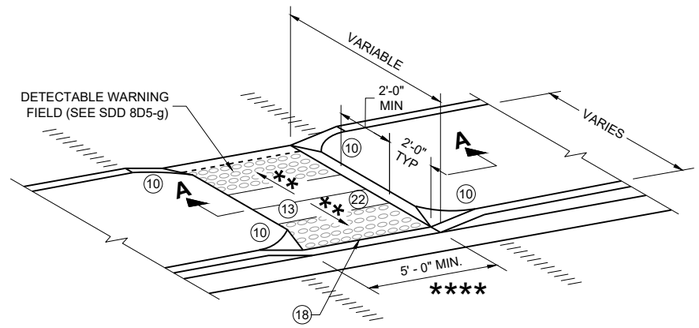


CURB RAMP TYPE 8

DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

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

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

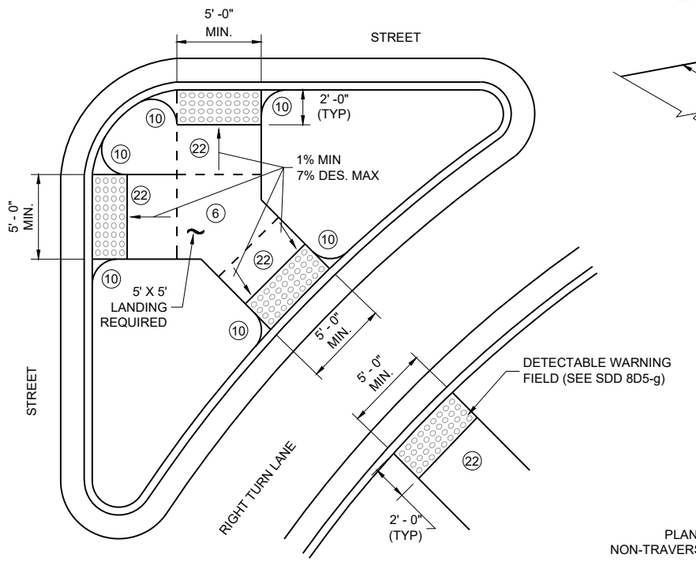
(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK/PATH, WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM AND 12 FEET MINIMUM, 15 FEET TYPICAL FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

(18) WHEN THE DISTANCE BETWEEN THE BACK OF CURBS IS LESS THAN 6 FEET BUT THE FACE OF CURB TO FACE OF CURB DISTANCE IS 6 FEET OR GREATER THEN THE DETECTABLE WARNING FIELDS MAY BE MOVED SO THAT THE EDGE OF THE WARNING FIELD IS PLACED AT THE GUTTER FLOWLINE. MAINTAIN A MINIMUM OF TWO FEET BETWEEN DETECTABLE WARNING FIELD PANELS.

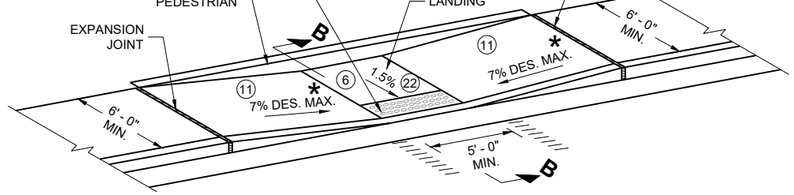
(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.



CURB RAMP TYPE 6

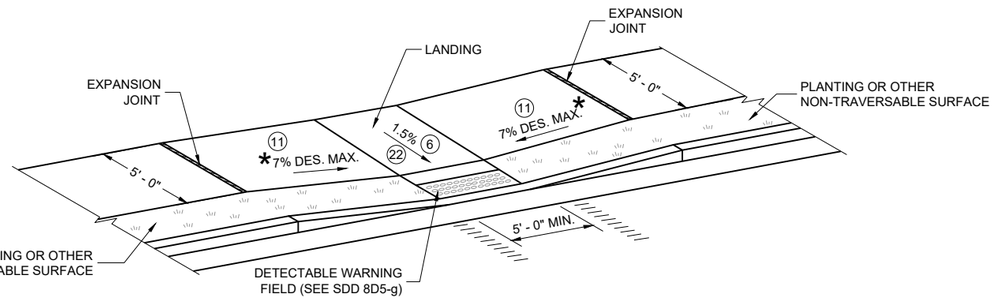
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

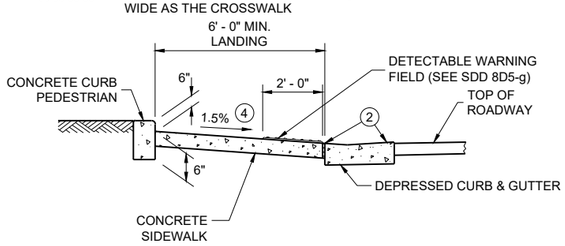


CURB RAMP TYPE 7B

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

LEGEND

═══	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT FIELD LOCATED
ıı ıı ıı ıı	PAVEMENT MARKING CROSSWALK (WHITE)
*	MAXIMUM 8.3%
**	1% MINIMUM (PROVIDE DRAINAGE)
***	DETAILS TO BE DETERMINED BY ENGINEER
****	FOR SHARED USE PATHS, WIDTH MUST BE AS WIDE AS THE CROSSWALK



SECTION B - B FOR TYPE 7A

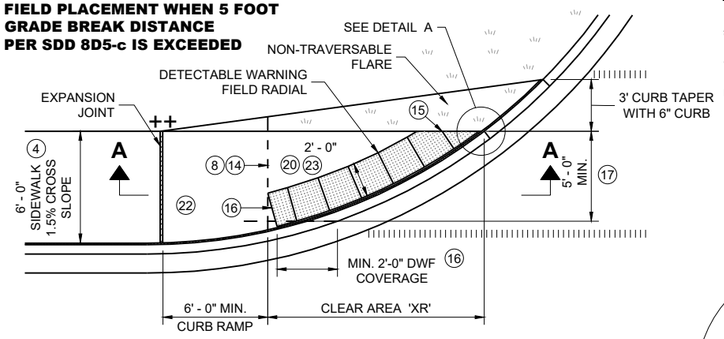
CURB RAMPS
TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

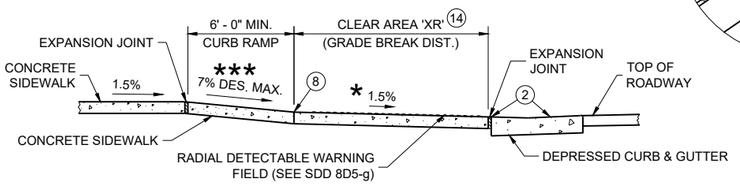
SDD 08D05-22e

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



PLAN VIEW

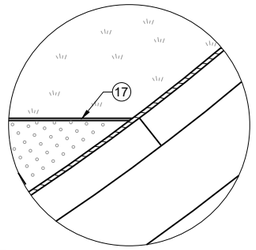
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION A - A FOR TYPE 4A1

LEGEND

═══	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT SIDEWALK
ıı ıı ıı ıı	PAVEMENT MARKING CROSSWALK (WHITE)
**	WIDTH SHOWN ELSEWHERE IN THE PLANS
***	MAXIMUM 8.3%
++	CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



DETAIL A

GENERAL NOTES

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

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

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

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

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

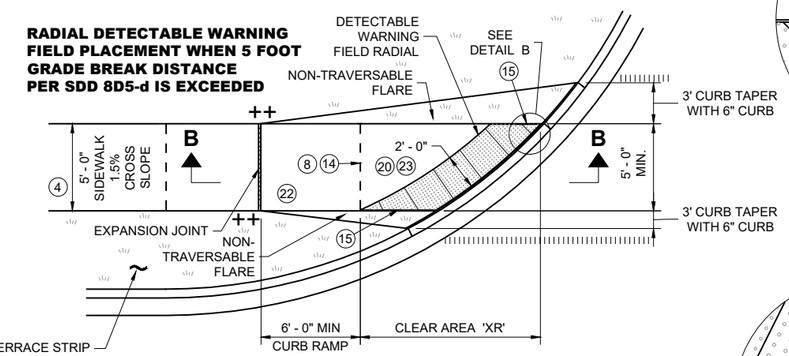
(19) WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.

(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

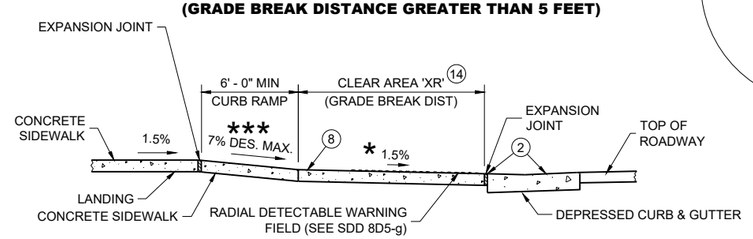
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.

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

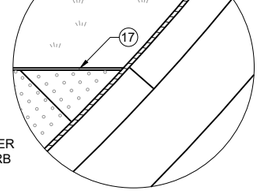


PLAN VIEW

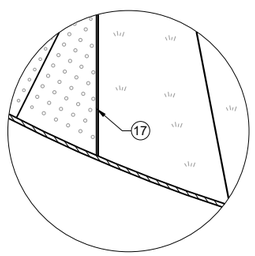
CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION B - B FOR TYPE 4B1

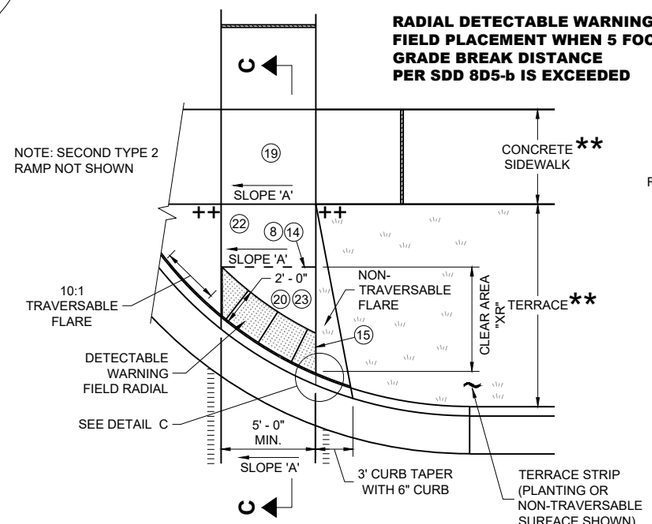


DETAIL B



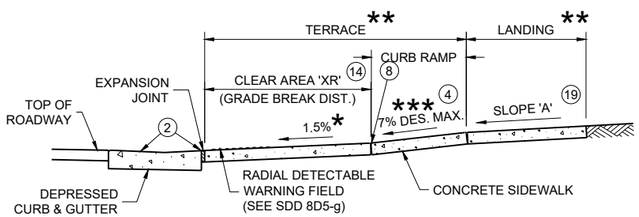
DETAIL C

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)



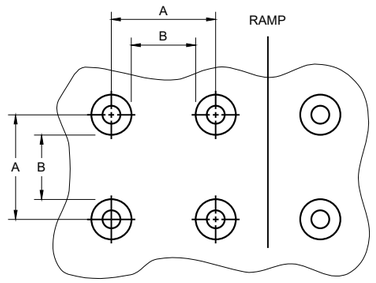
SECTION C - C FOR TYPE 2

CURB RAMPS
RADIAL DETECTABLE WARNING

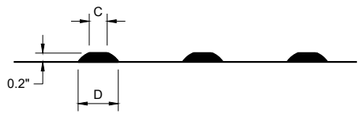
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

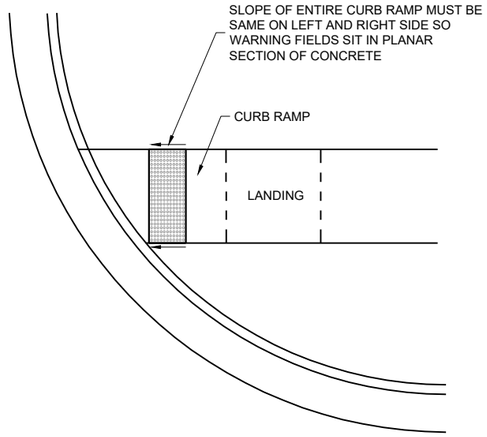
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW



DETECTABLE WARNING FIELD
PLANAR INSTALLATION

GENERAL NOTES

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

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

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

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

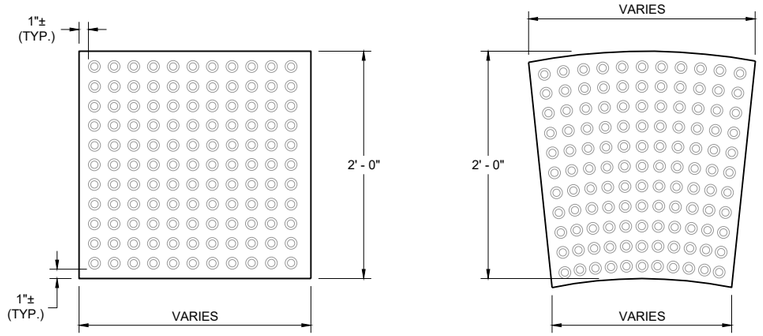
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

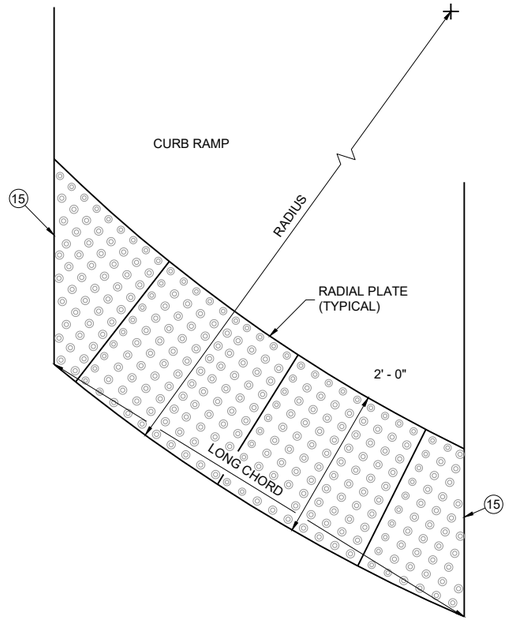
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



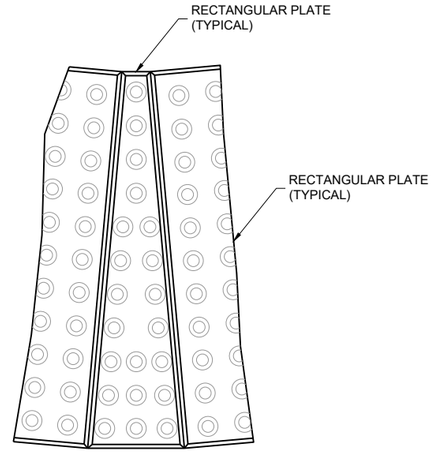
RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

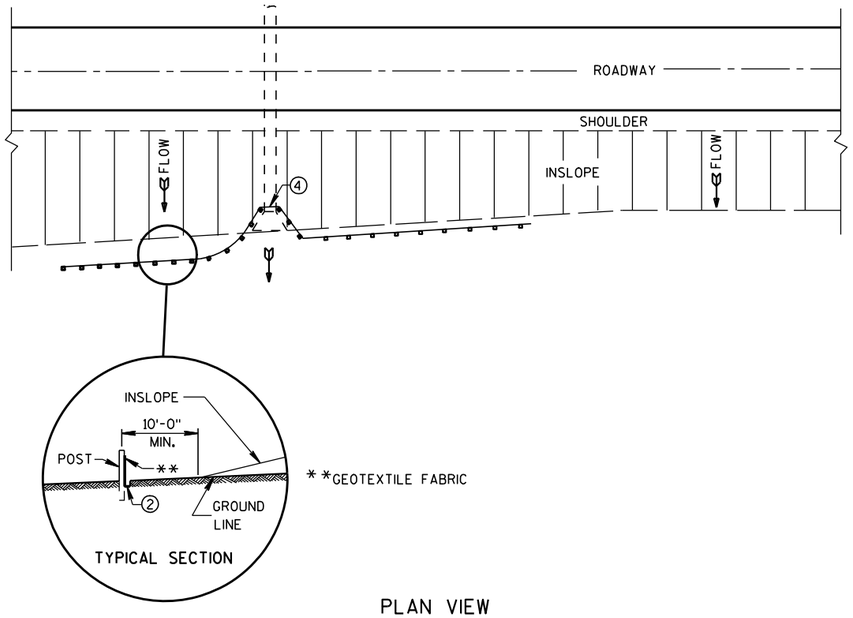
CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodney Taylor — <position>

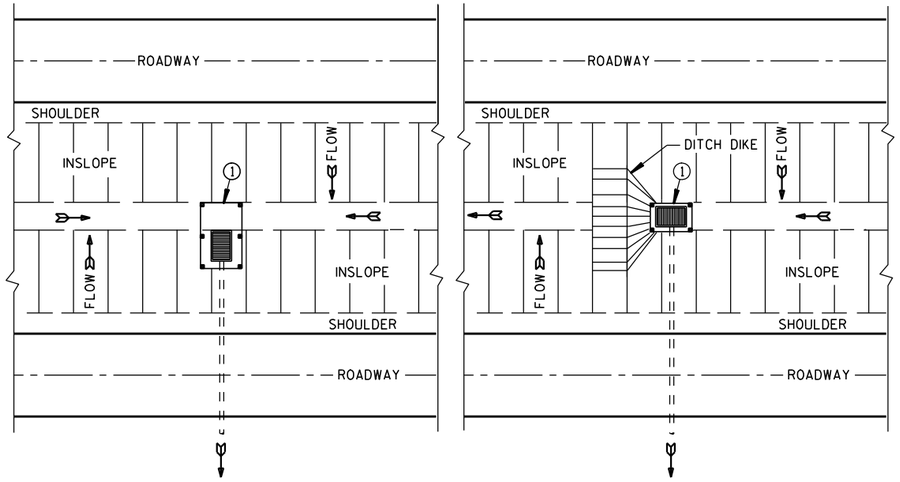
FHWA

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SDD 08D05-22g



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



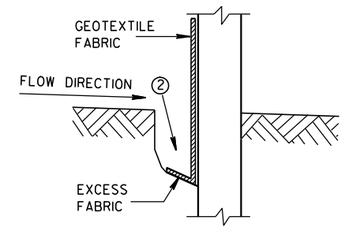
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

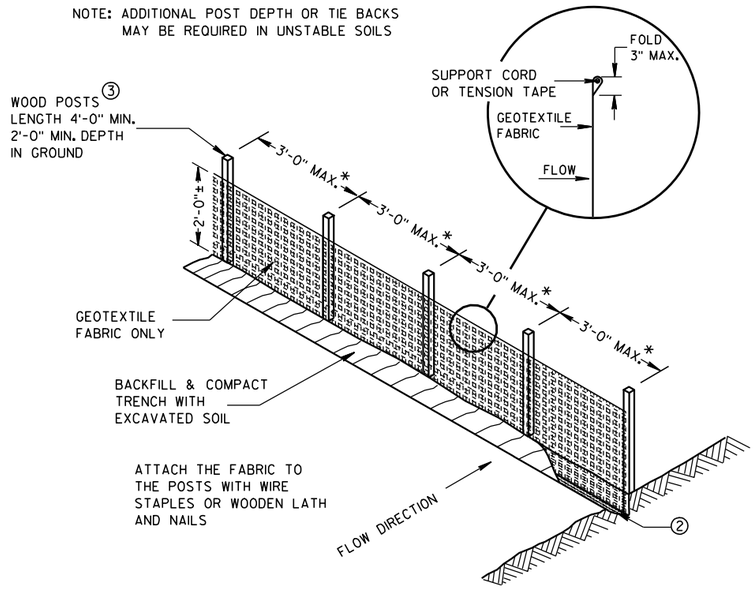
GENERAL NOTES

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

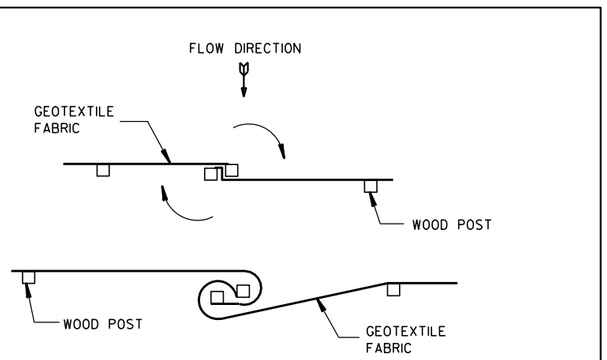
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



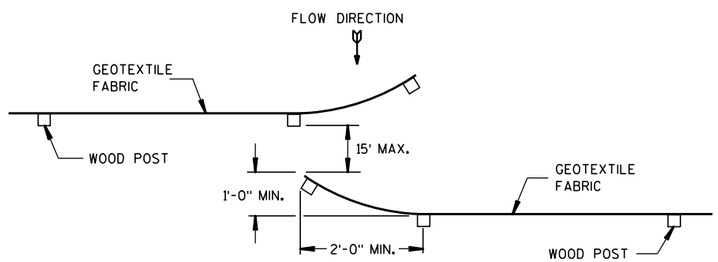
TRENCH DETAIL



SILT FENCE

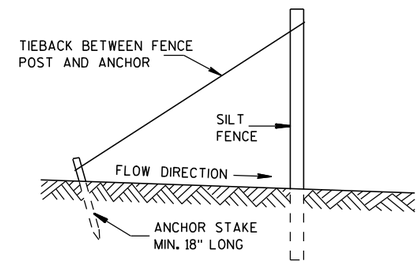


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

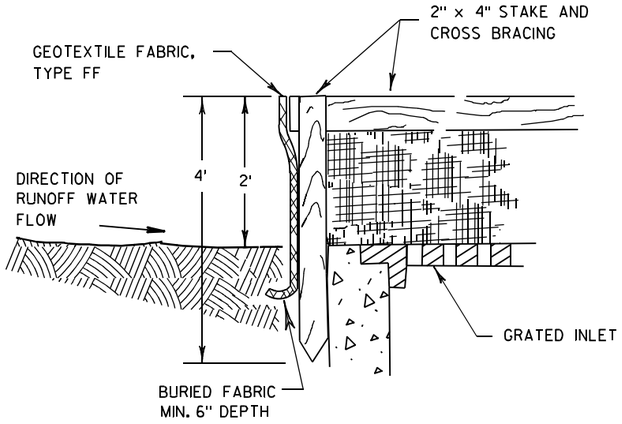
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

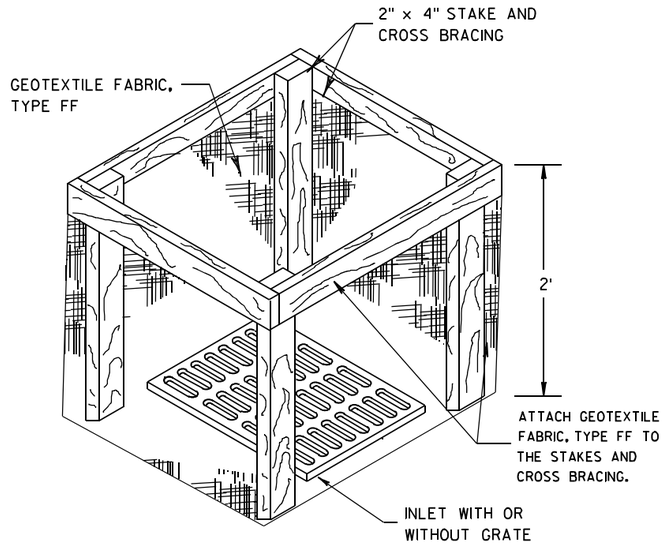
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S.D.D. 8 E 9-6

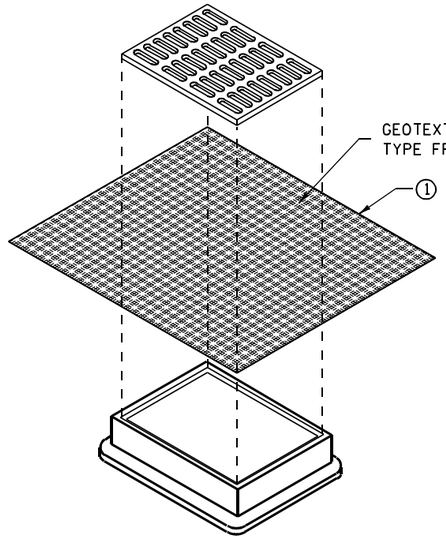
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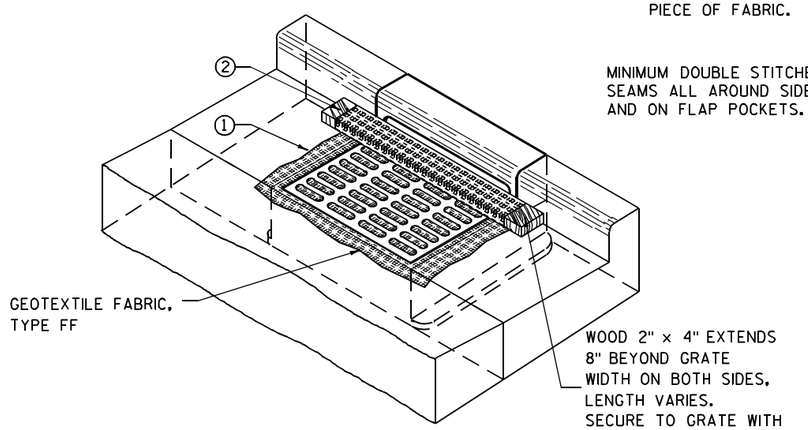


INLET PROTECTION, TYPE A

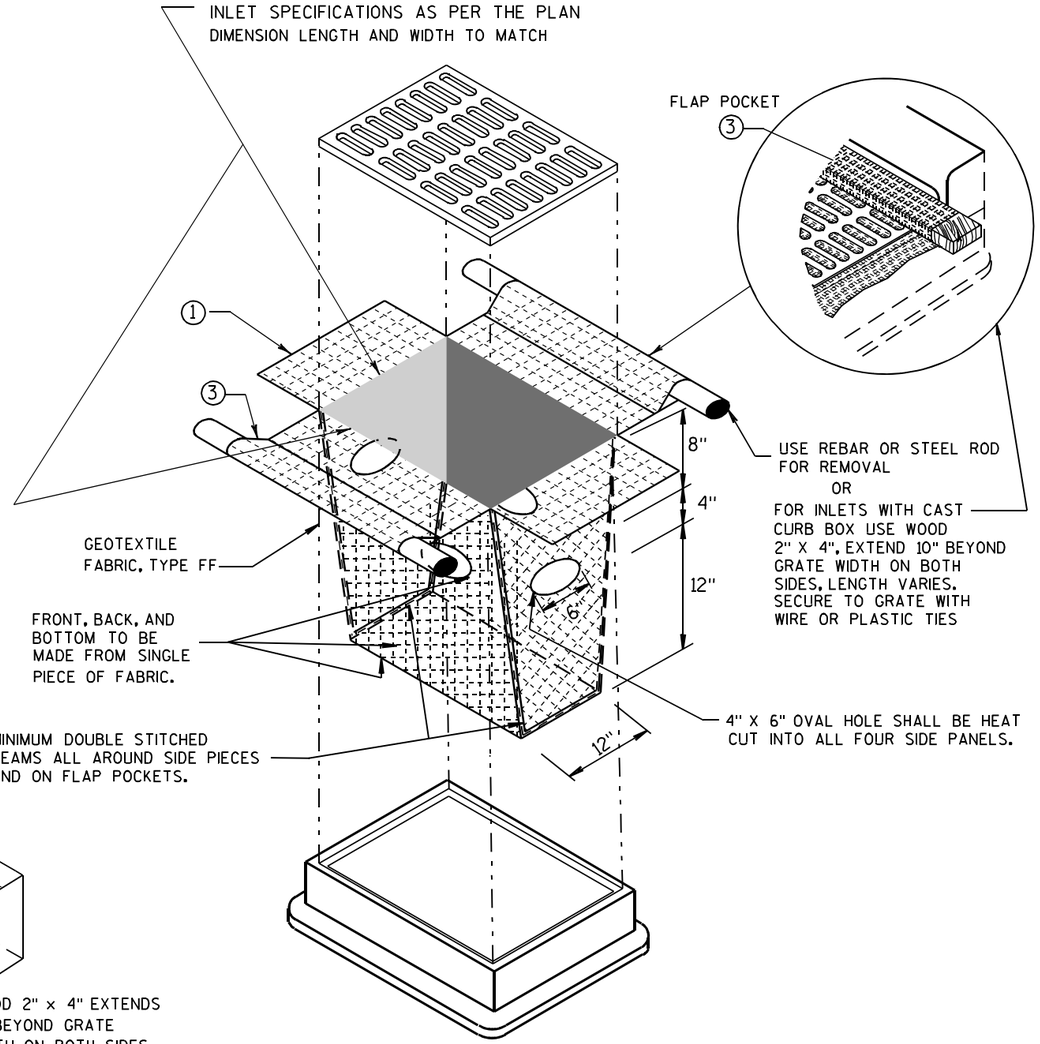


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

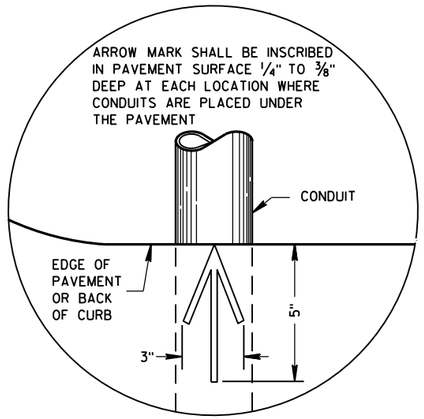
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S.D.D. 8 E 10-2

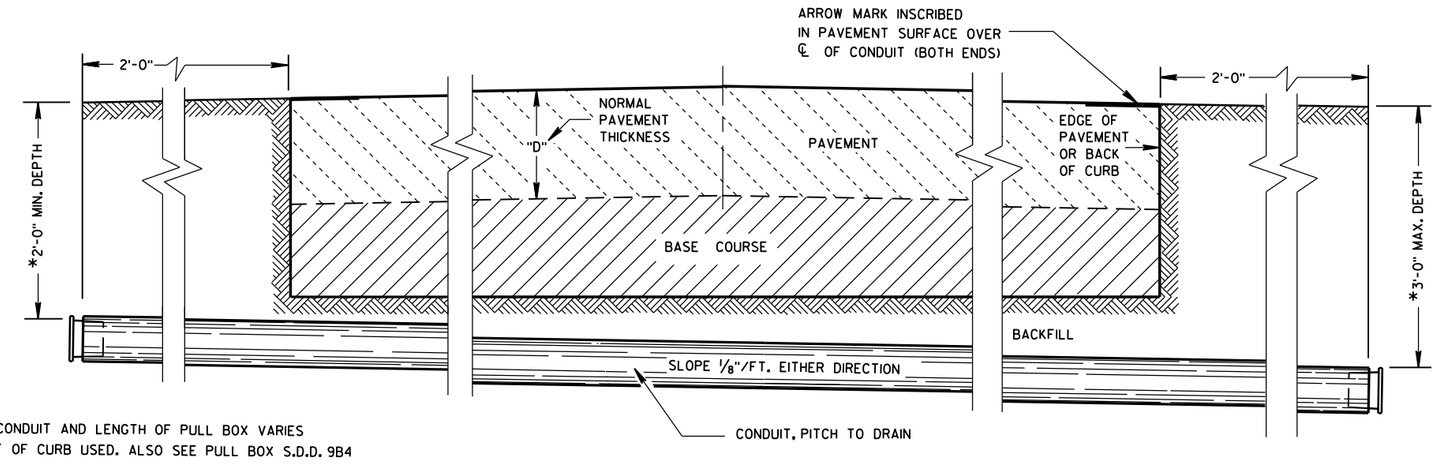
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S.D.D. 8 E 10-2



PLAN VIEW

ARROW MARK



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

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

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

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

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

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

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

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

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

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

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

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

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

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

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

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

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

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

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

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

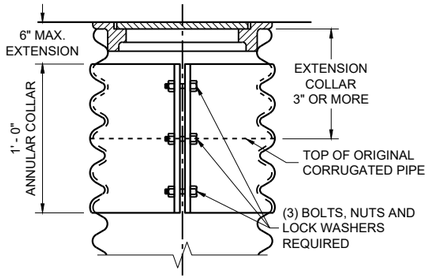
CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

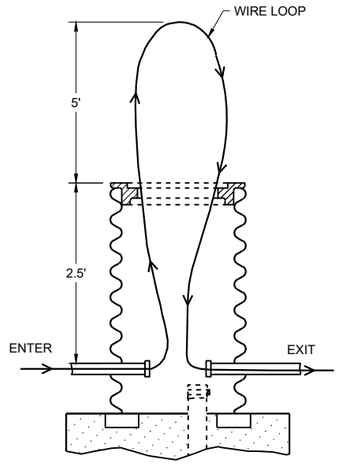
APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 385
FHWA

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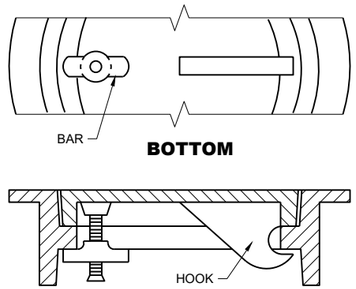
S.D.D. 9 B 2-10



CORRUGATED PIPE EXTENDER



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



BOTTOM

SECTION

ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE

GENERAL NOTES

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

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

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

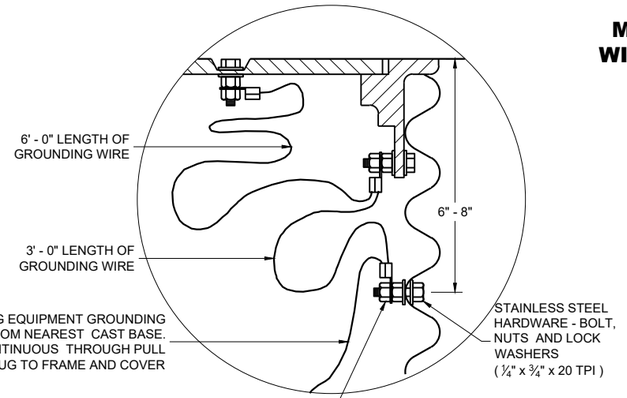
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

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

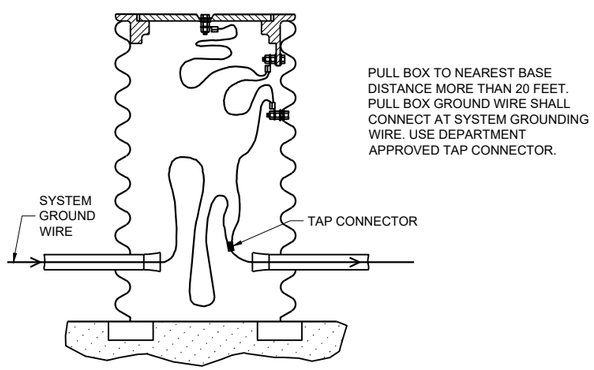
GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

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

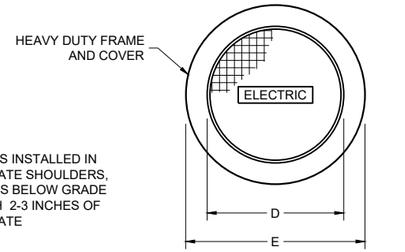
WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.



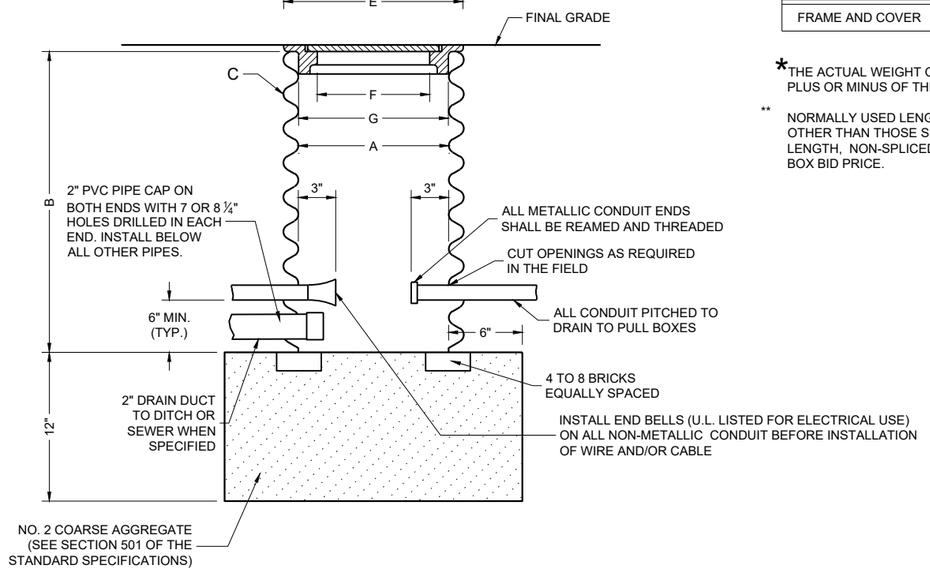
EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



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



PULL BOX

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 ¼	10 ¼	10 ¼	16 ¼	16 ¼	16 ¼	22 ¼	22 ¼	22 ¼
FRAME	E	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½	26 ½	26 ½	26 ½
FRAME	F	8 ½	8 ½	8 ½	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½
FRAME	G	11 ½	11 ½	11 ½	17 ½	17 ½	17 ½	23 ½	23 ½	23 ½
WEIGHT IN POUNDS*										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

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

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

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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SDD 09B04-13

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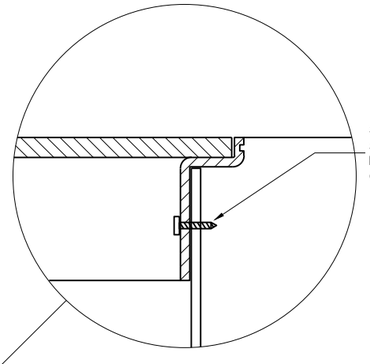
SDD 09B04-13

TABLE OF NOMINAL DIMENSIONS
AND WEIGHTS

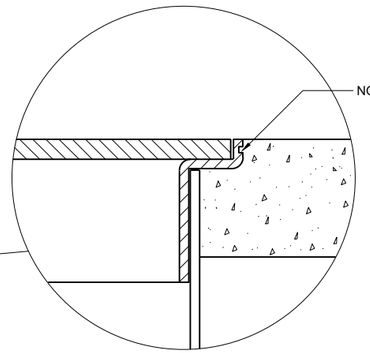
DIMENSION IN INCHES		NON- CONDUCTIVE PULL BOX	
BOX DIAMETER ** (INSIDE)	A	24	24
BOX OVERALL OUTSIDE DIAMETER	B	27	27
BOX LENGTH	C	36	42
FRAME OPENING	D	22 ½	22 ½
WEIGHT IN POUNDS *			
COVER		50	50
BOX ONLY		75	85

*THE ACTUAL WEIGHT OF THE COVER OR BOX ONLY MAY VARY NOT TO EXCEED 100 LBS INDIVIDUALLY.

** DIAMETER VARIES FROM TOP TO BOTTOM WITH THE DIAMETER LARGER AT THE BOTTOM TO PREVENT FROST HEAVE.



INSTALLED IN SOD OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK

GENERAL NOTES

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

ALL BOXES, FRAMES AND COVERS SHALL BE SUITABLE FOR TIER 15 LOADING AS SPECIFIED IN ANSI/SCTE 77.

PROVIDE AN OPENING FOR TOOL ASSISTED COVER REMOVAL NOT LARGE ENOUGH TO PERMIT PASSAGE OF A SPHERE MORE THAN ½" DIAMETER

ENSURE COVER SURFACE IS SKID RESISTANT WITH A COEFFICIENT OF FRICTION OF AT LEAST 0.5 AND VERTICAL SURFACE DICONTINUITIES LESS THAN ¼".

COVER SHALL BE MAGNETICALLY LOCATABLE.

BOXES AND EXTENSIONS ARE TRIMMABLE FOR CUSTOM LENGTHS. TRIMMED PIECES SHALL MAINTAIN A UNIFORM LENGTH.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

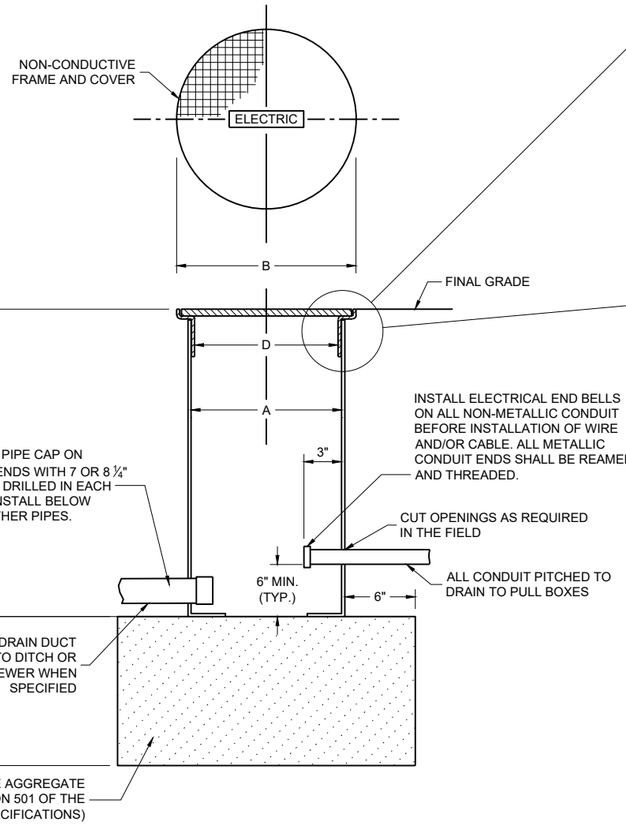
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

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

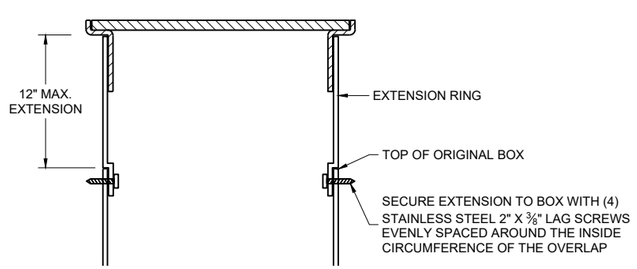
ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS AND MAGNETIC LOCATABLE DEVICE.

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

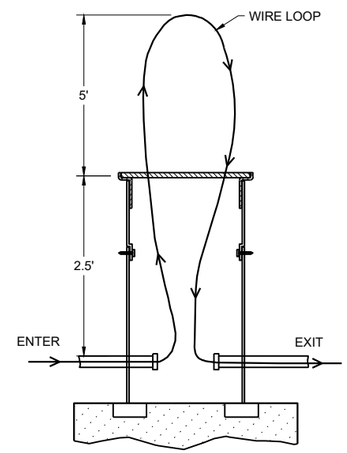
LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL AND LIGHTING SYSTEMS, "WISDOT ITS" FOR COMMUNICATIONS AND ITS EQUIPMENT SYSTEMS.



NON-CONDUCTIVE PULL BOX



BOX EXTENSION



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

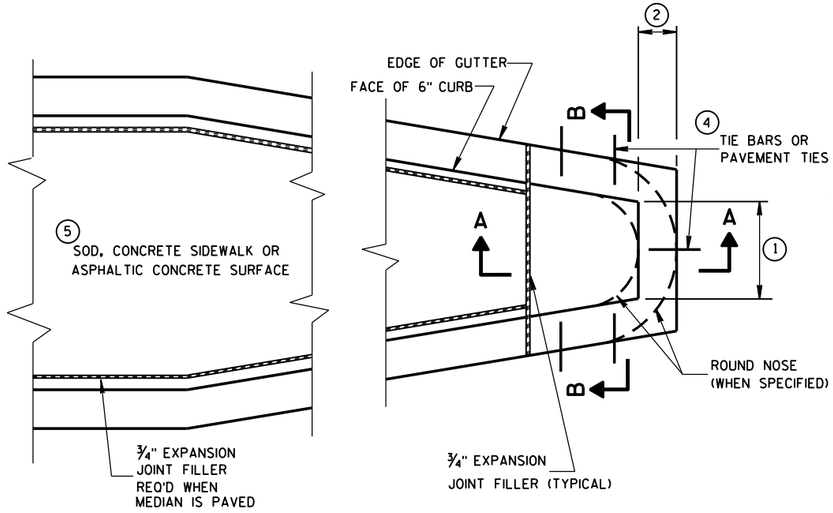
PULL BOXES NON-CONDUCTIVE

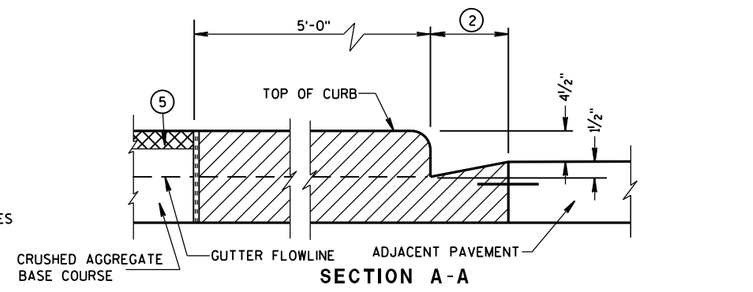
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6
SDD 09B16-03





CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

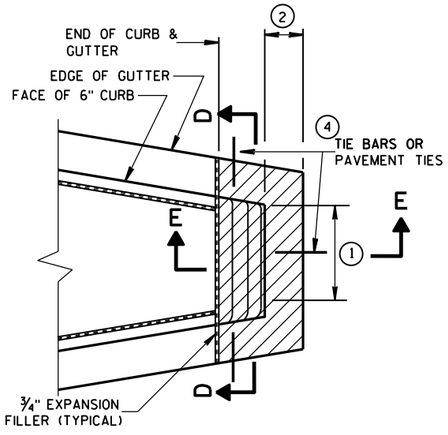
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

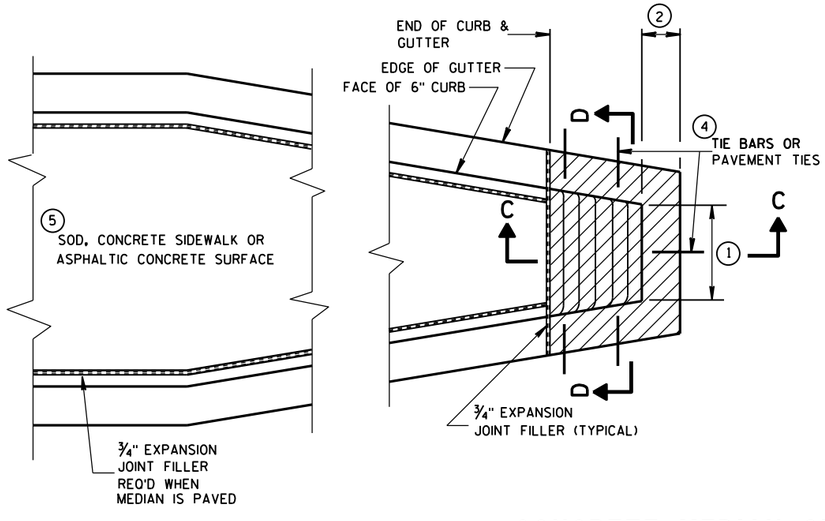
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

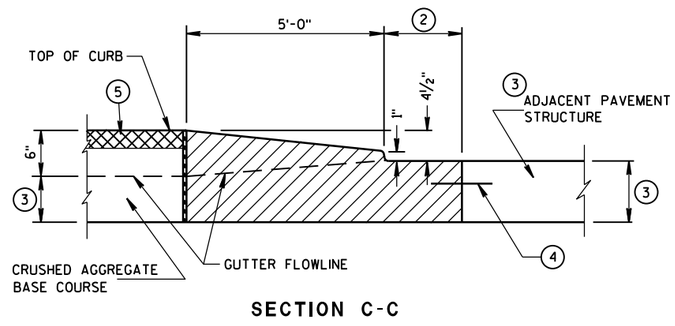
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

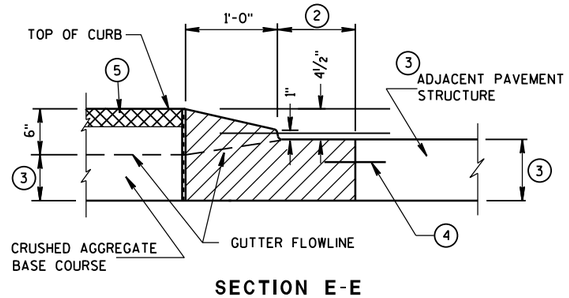
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



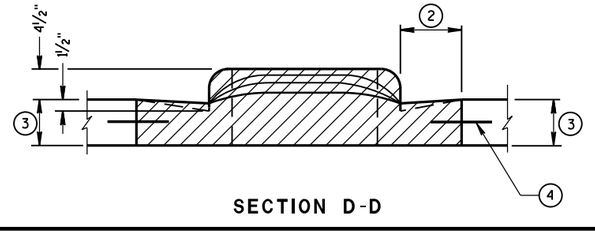






CONCRETE MEDIAN SLOPED NOSE TYPE 1

CONCRETE MEDIAN SLOPED NOSE TYPE 2



CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

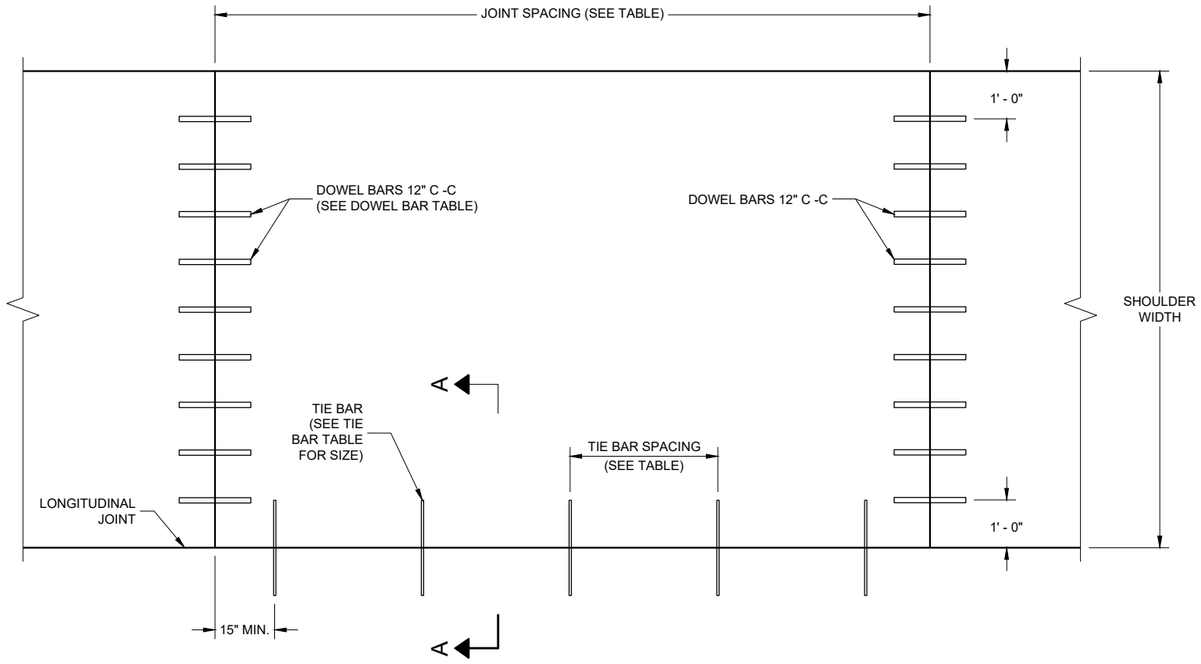
APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
388
FHWA

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S.D.D. 11 B 2-2

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S.D.D. 11 B 2-2



PLAN VIEW

CONCRETE PAVEMENT SHOULDER

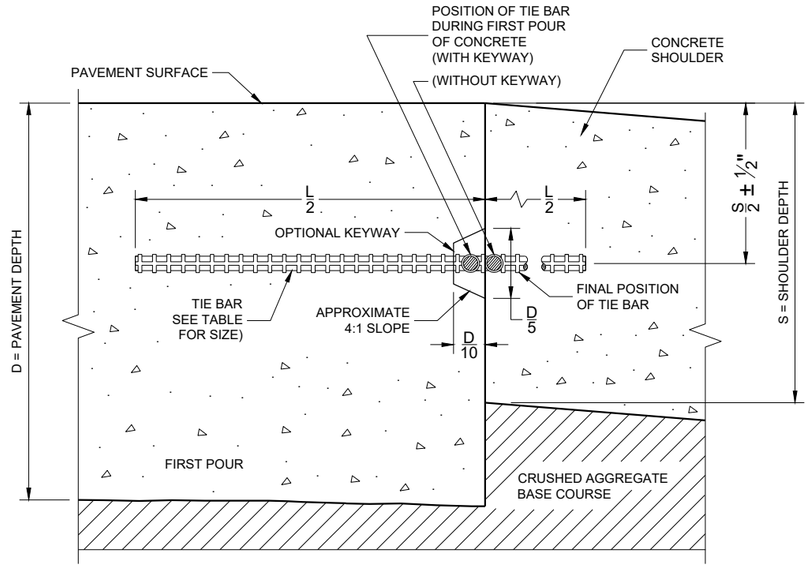
GENERAL NOTES

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

TRANSVERSE JOINT DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

FINISH THE SHOULDER PAVEMENT CONFORMING TO SUBSECTION 415.3.8 OF THE STANDARD SPECIFICATIONS.

TIE BARS SHALL CONFORM TO SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.



SECTION A - A

LONGITUDINAL CONSTRUCTION JOINT

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
<10 ½"	NO. 4	30"	36"
>10 ½"	NO. 5	36"	36"
	NO. 4*	30"	24"**

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

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

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER ***	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	12"
7", 7 ½"	1"	14"
8" & ABOVE	1 ¼"	15"

*** FOR DOWELED CONCRETE SHOULDERS WITH TRAPEZOIDAL CROSS SECTIONS, CHOSE THE APPROPRIATE DOWEL BAR DIAMETER BASED ON THE SMALLER PAVEMENT DEPTH (LIKELY THE OUTSIDE EDGE OF THE SHOULDER). IF USING BASKETS, USE BASKETS FRO THE AVERAGE THICKNESS OF THE CROSS SECTION.

CONCRETE PAVEMENT SHOULDERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

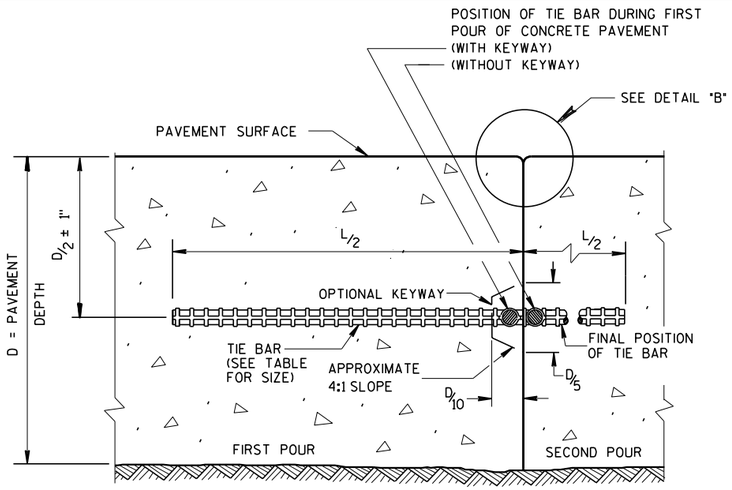
APPROVED
November 2022
DATE

/S/ Peter Kemp
PAVEMENT SUPERVIS

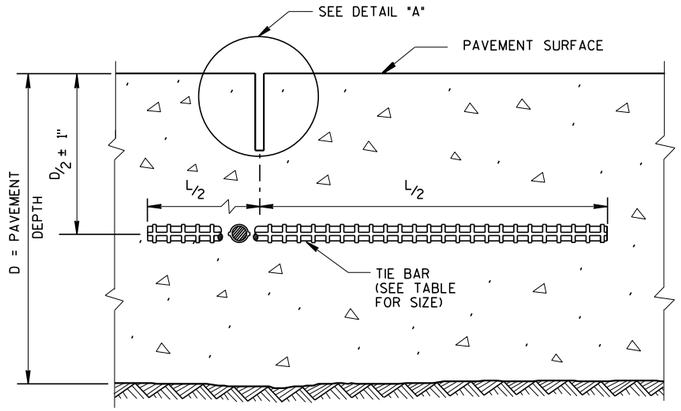
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SDD 13A03 - 07



CONSTRUCTION JOINT



SAWED JOINT

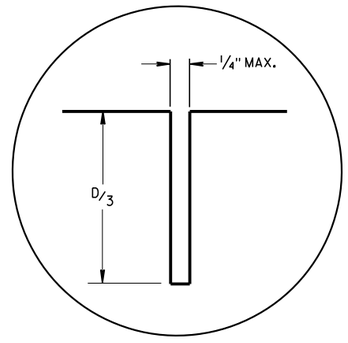
GENERAL NOTES

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

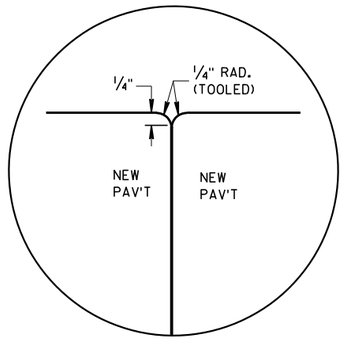
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

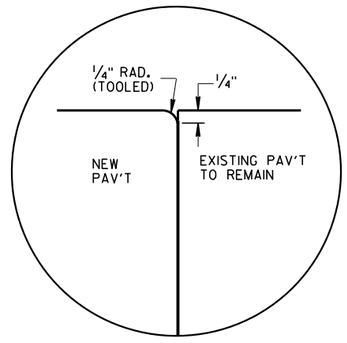
(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.



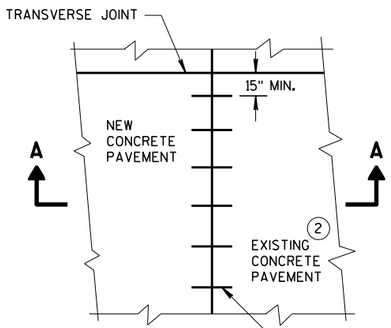
DETAIL "A"



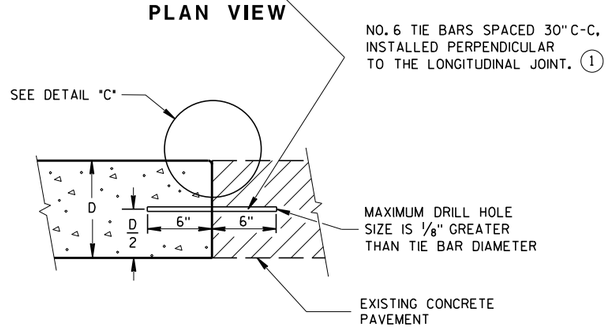
DETAIL "B"



DETAIL "C"



PLAN VIEW



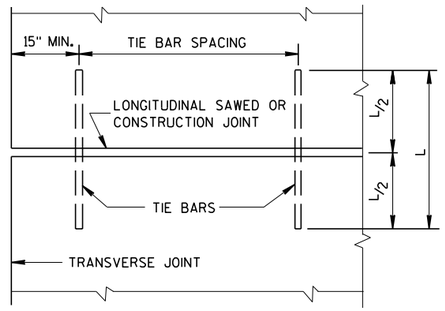
SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

TIE BAR TABLE

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

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

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



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

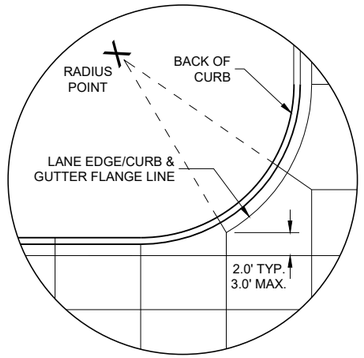
APPROVED
March 2018 — DATE
/S/ Peter Kemp PE — PAVEMENT SUPE
FHWA

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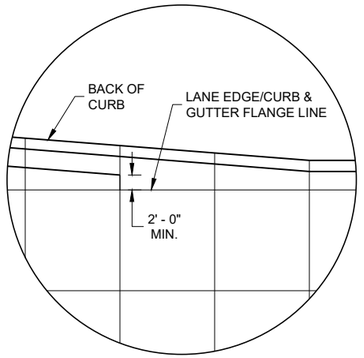
S.D.D. 13 C 1-19

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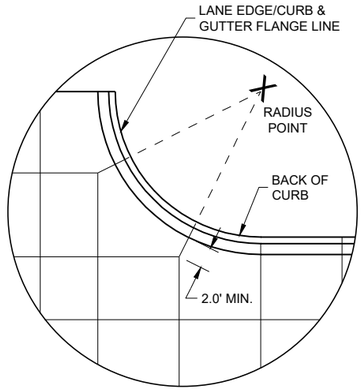
S.D.D. 13 C 1-19



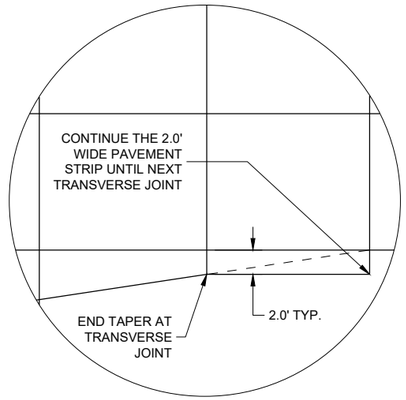
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

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

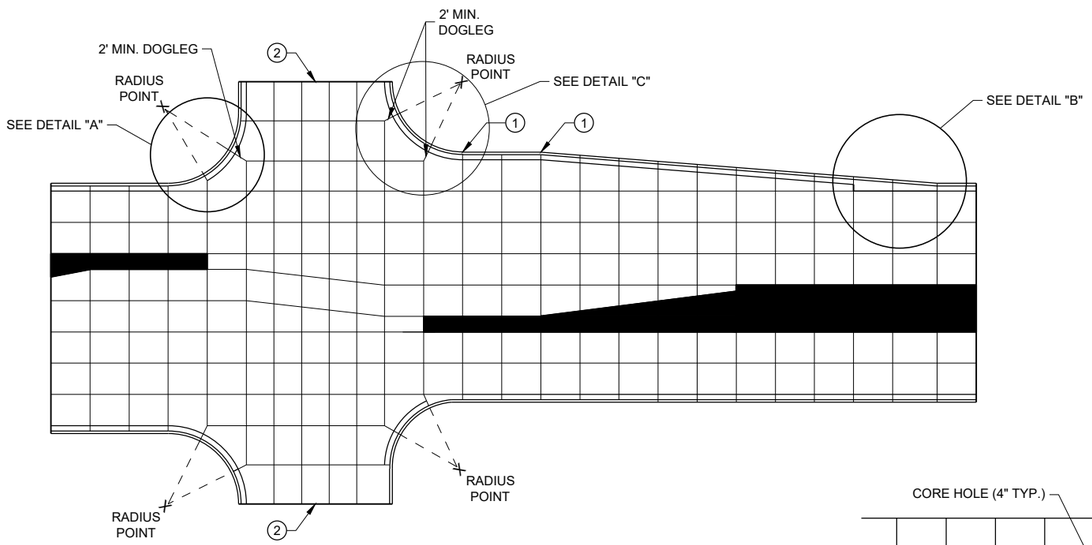
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

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

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

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

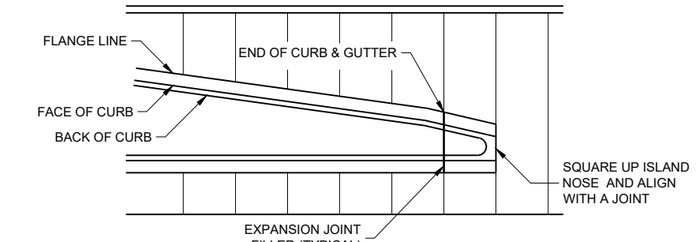
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



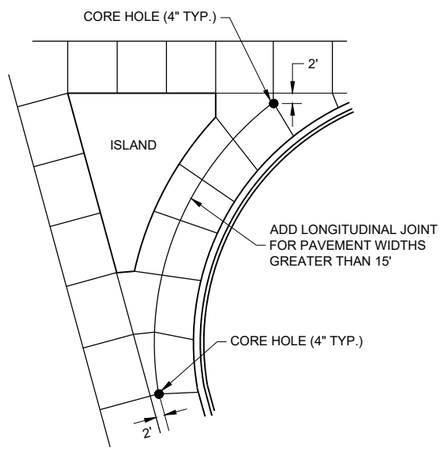
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

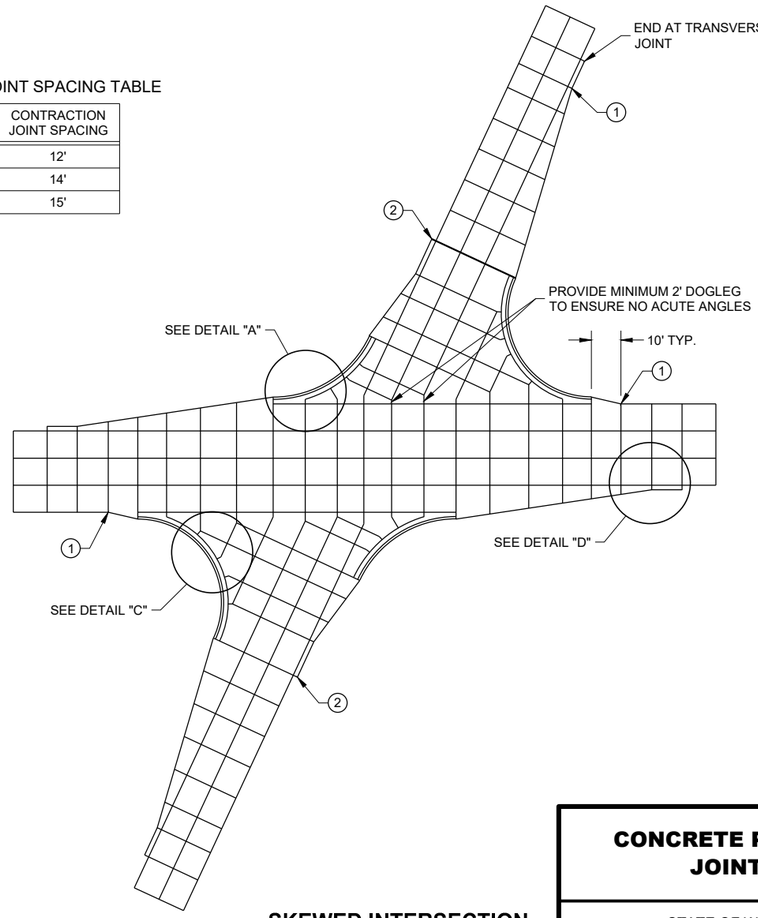
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



APPROACH TO MEDIAN



LARGE RIGHT TURN



SKEWED INTERSECTION

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 08a

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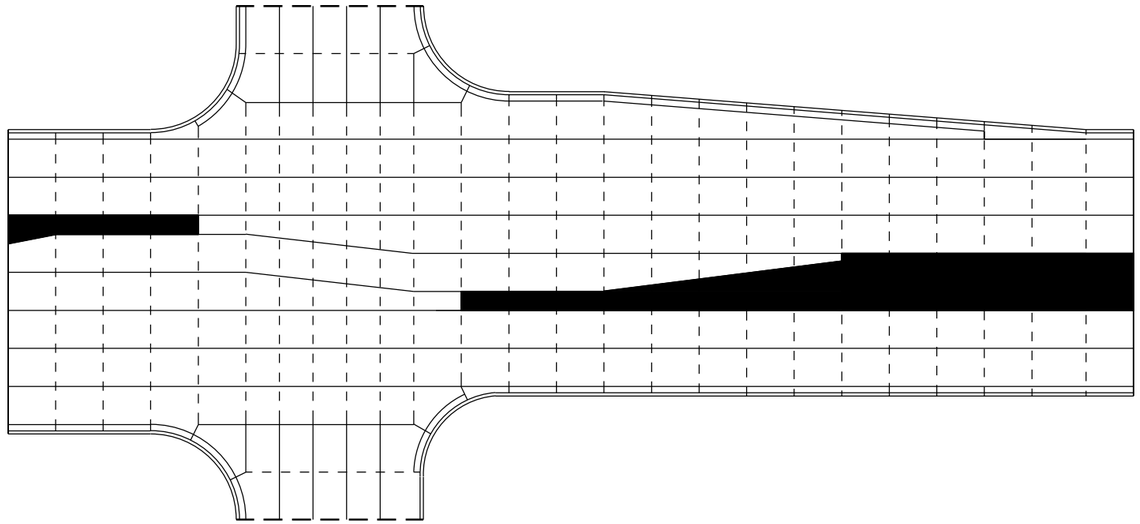
SDD 13C18 - 08a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

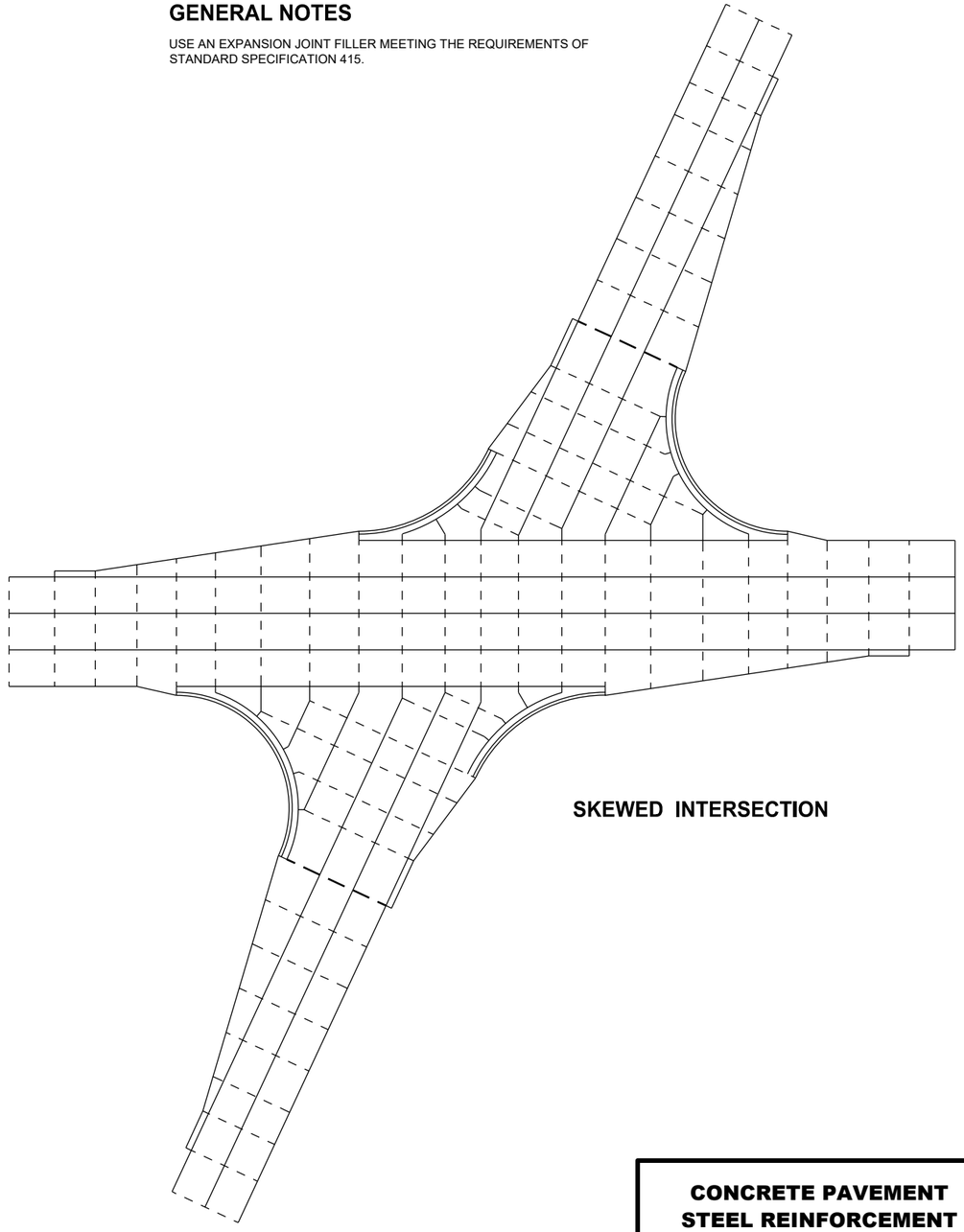
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

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



SKEWED INTERSECTION

6

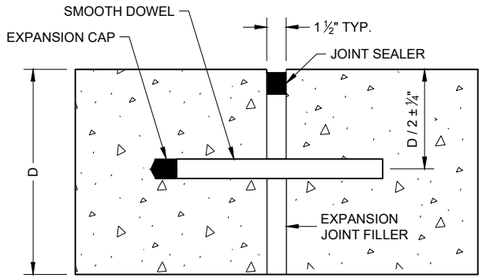
SDD 13C18 - 08b

CONCRETE PAVEMENT STEEL REINFORCEMENT

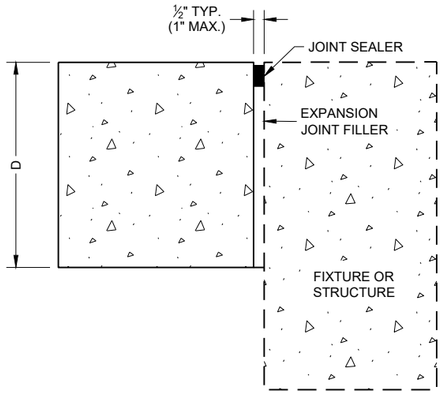
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 13C18 - 08b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

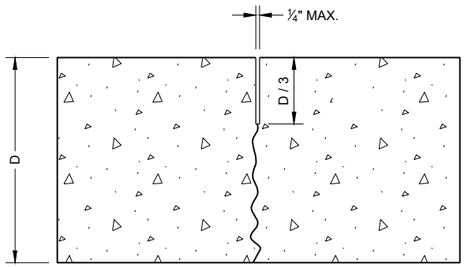
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

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

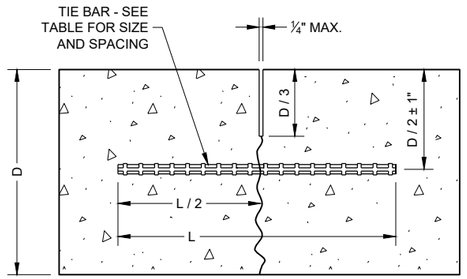
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

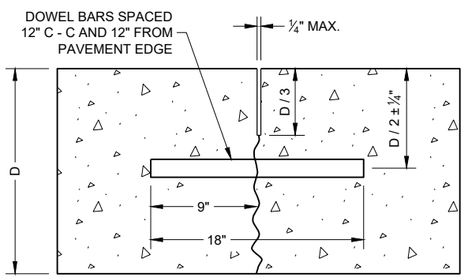
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



UNDOWELED TRANSVERSE

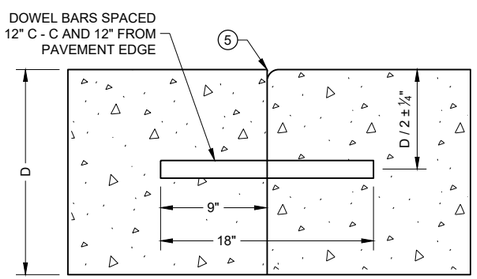


TIED LONGITUDINAL

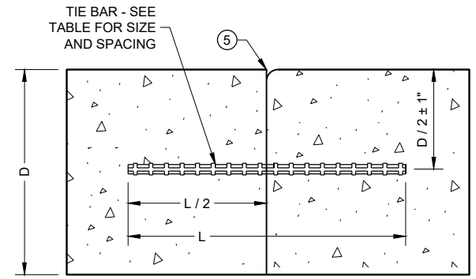


DOWELED TRANSVERSE

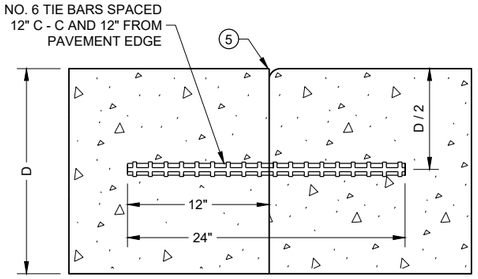
CONTRACTION JOINTS (2)



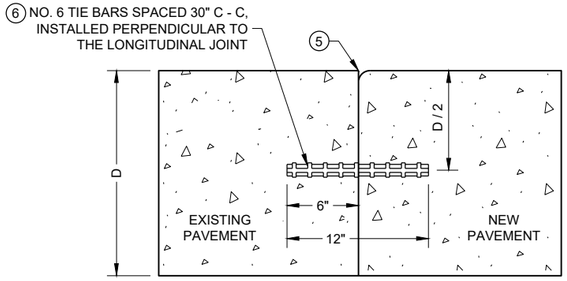
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



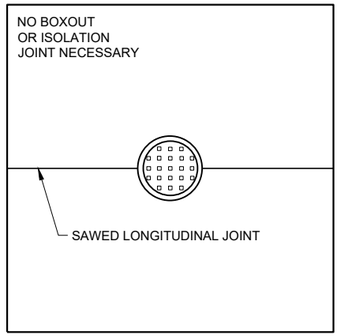
TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



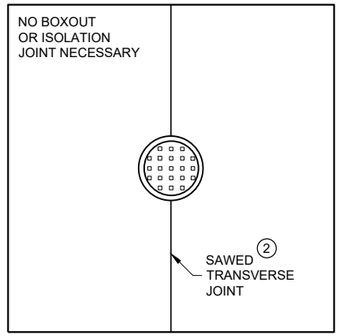
TIED LONGITUDINAL TO EXISTING

CONSTRUCTION JOINTS (4)

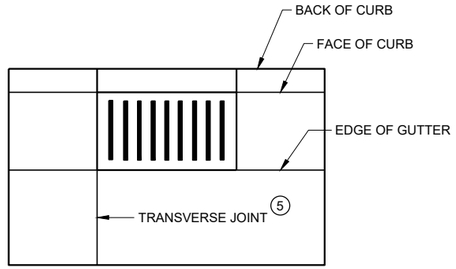
CONCRETE PAVEMENT JOINT TYPES



MANHOLE WITH LONGITUDINAL JOINT



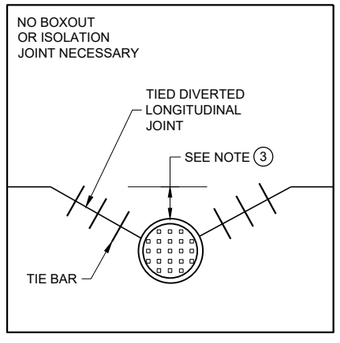
MANHOLE WITH TRANSVERSE JOINT



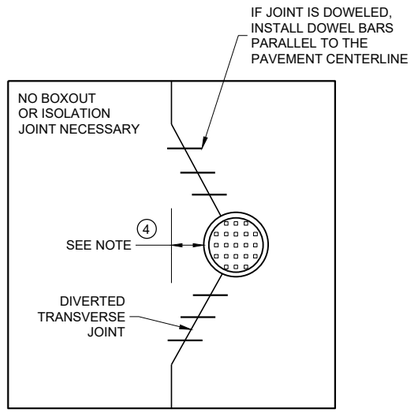
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

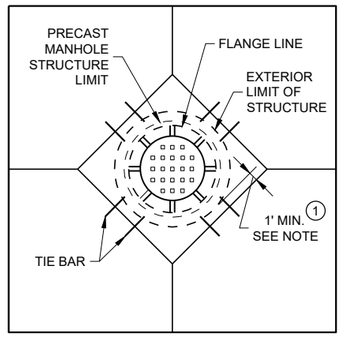
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
4. IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

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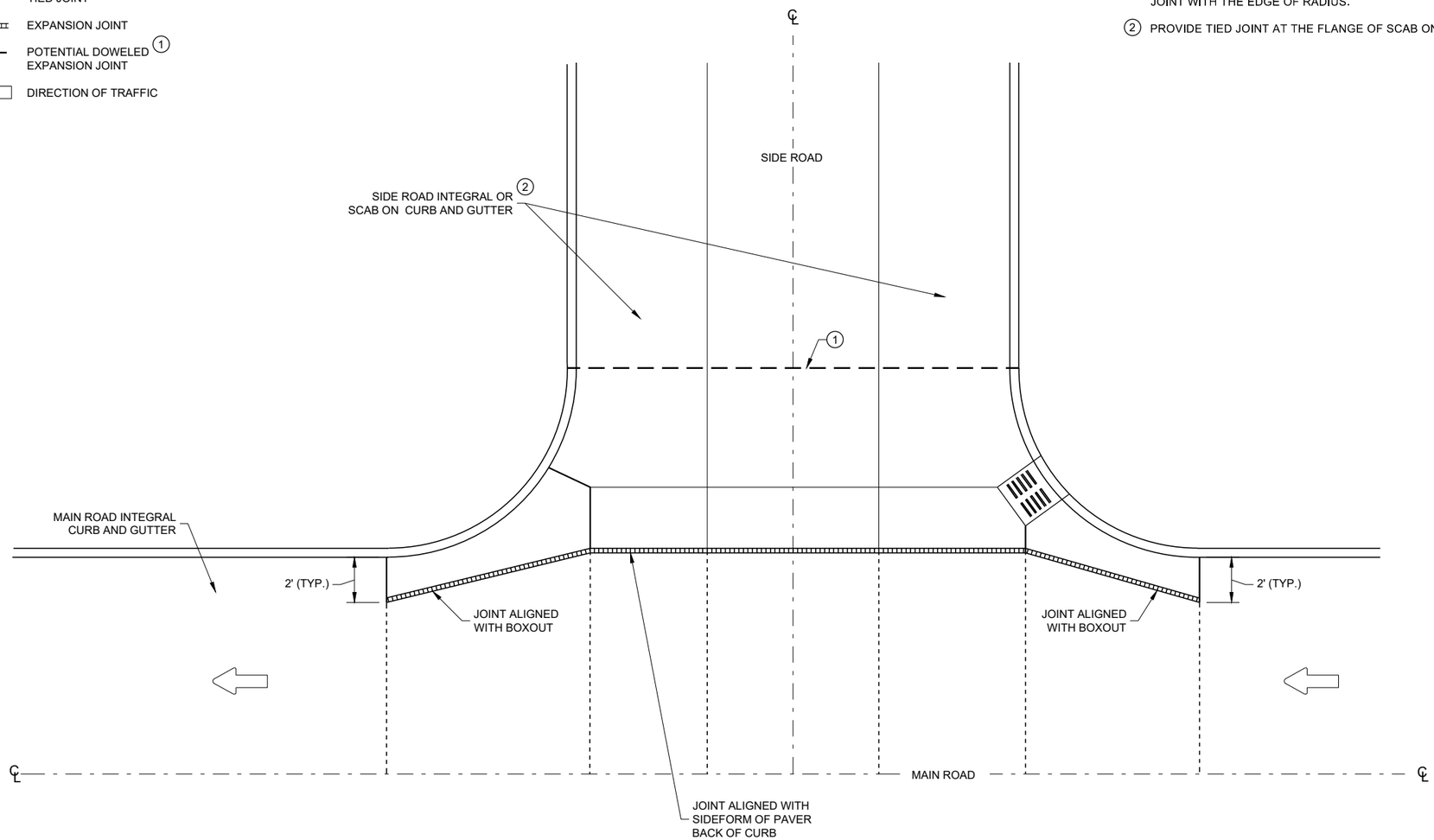
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SDD13C18 - 08d

SDD13C18 - 08d

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT (1)
- DIRECTION OF TRAFFIC



GENERAL NOTES

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

(2) PROVIDE TIED JOINT AT THE FLANGE OF SCAB ON CURB IF SCAB ON CURB AND GUTTER IS USE.

INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

STATE OF WISCONSIN
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SDD 13C18 - 08f

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THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR / EAST — M4 - 8, M3 - X
- XX — M1 - 4
- OR XX — M1 - 6
- OR COUNTY X — M1 - 5A
- M05 - 1
- OR M06 - 1
- OR M06 - 1

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

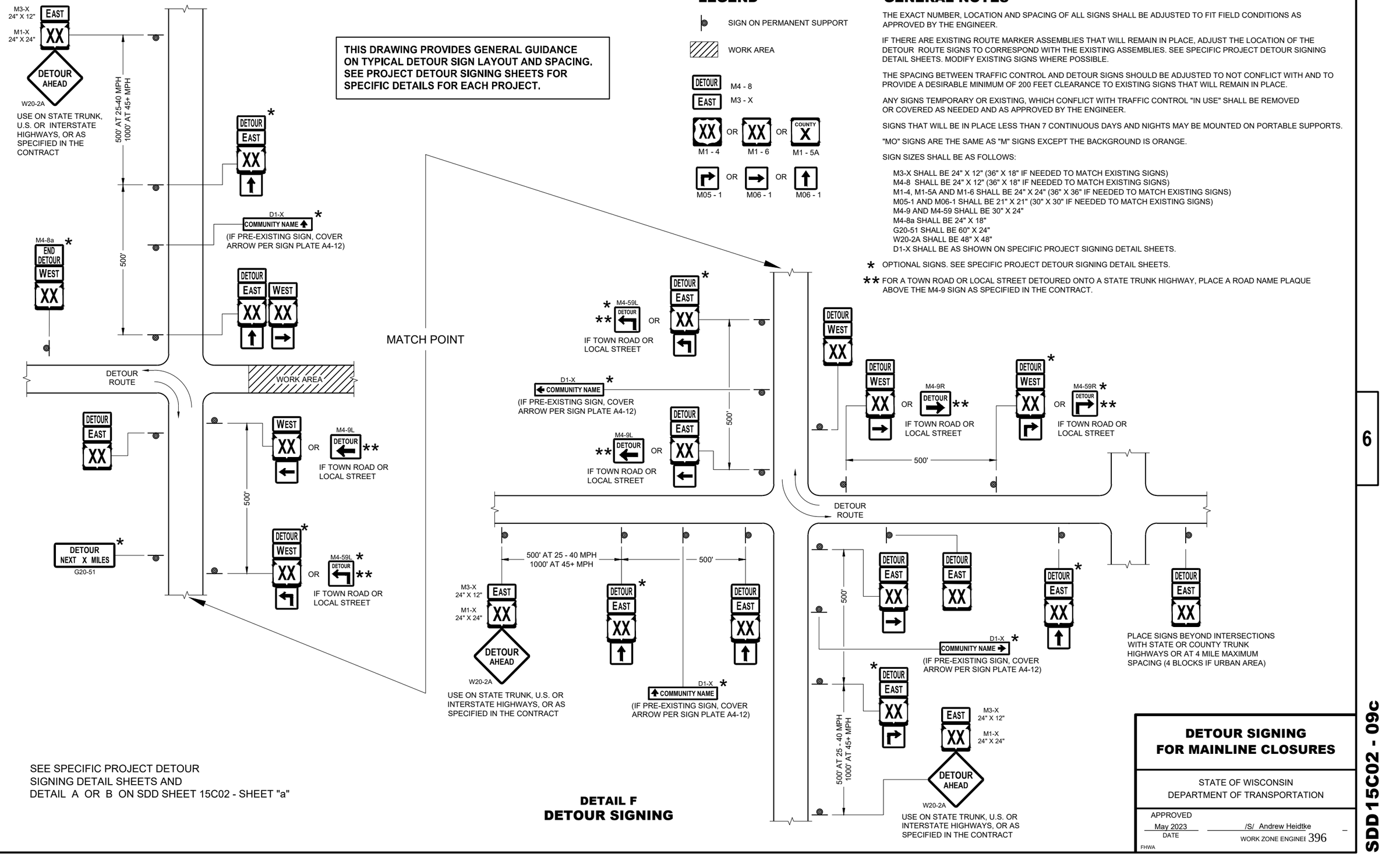
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

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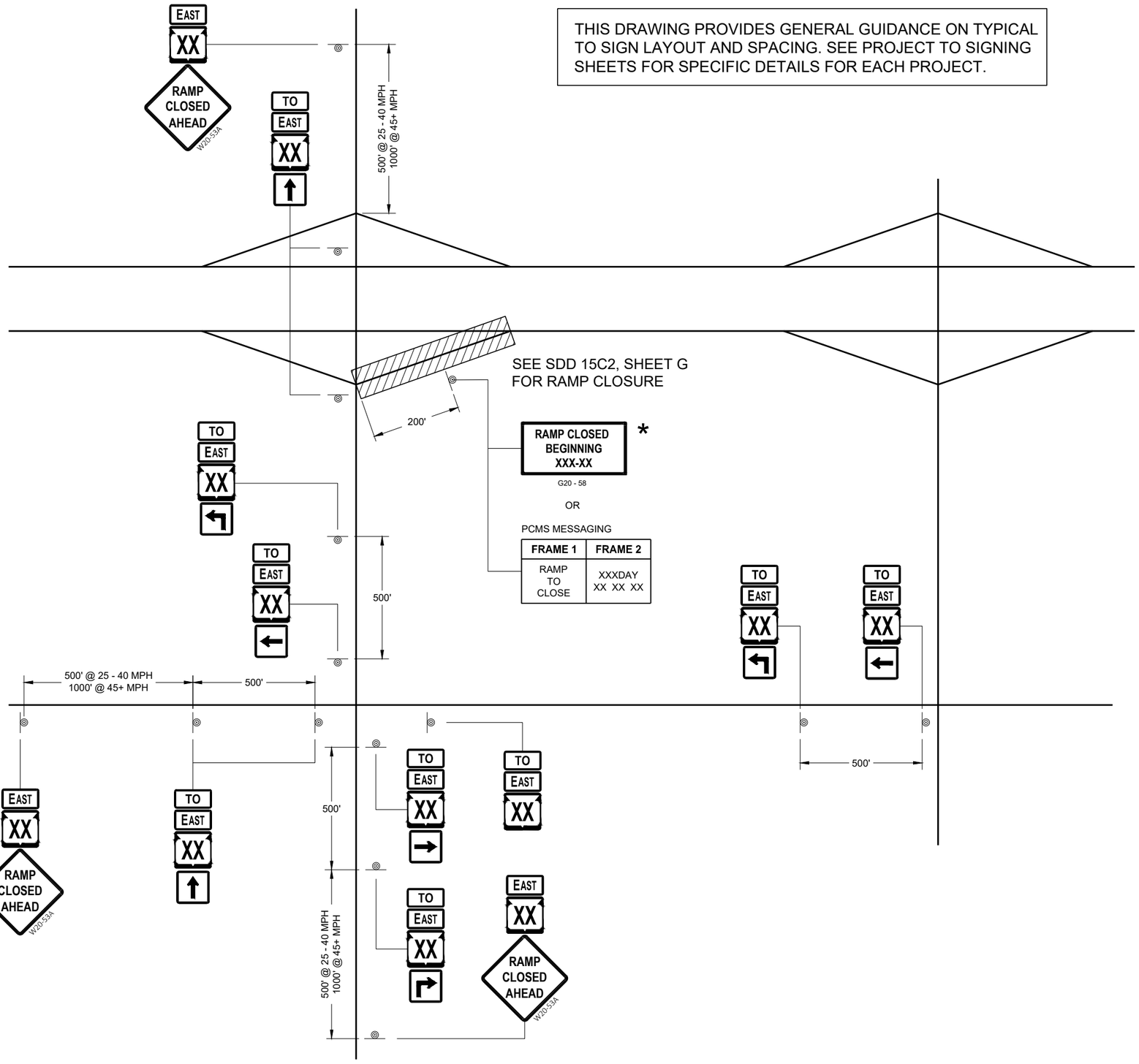
APPROVED
May 2023
DATE

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WORK ZONE ENGINEER

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THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL TO SIGN LAYOUT AND SPACING. SEE PROJECT TO SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

SIGN ON PERMANENT SUPPORT

TO EAST — MO4 - 5, M3 - X

XX M1 - 6 OR XX M1 - 4 OR INTERSTATE XX M1 - 1

M05 - 1 OR M06 - 1 OR M06 - 1

GENERAL NOTES

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

IF THERE ARE ANY ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE TO ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT TO SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOW:
- M3 - X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).
- MO4 - 5 SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).
- M1 - 1, M1 - 4, AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS).
- MO5 - 1, MO5 - 2, AND MO6 - 1, SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS).
- W20 - 53A SHALL BE 48" X 48"

* PLACE "RAMP CLOSED BEGINNING" SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR LAYOUT.

ON RAMP LANE CLOSURE

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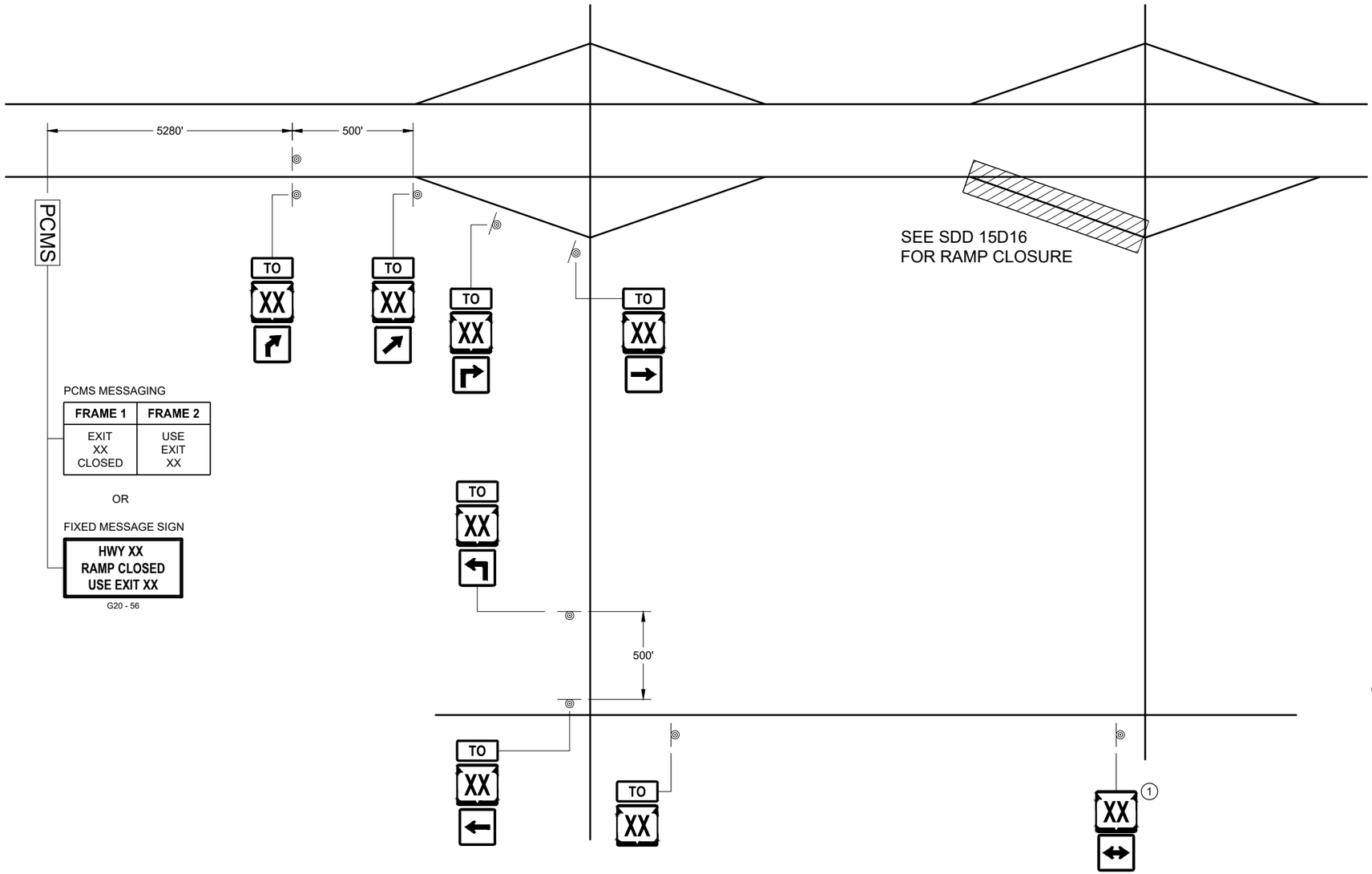
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SDD 15C02 - 09d

SDD 15C02 - 09d

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL "TO" MO-4 SIGN LAYOUT AND SPACING. SEE PROJECT TO SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.



PCMS MESSAGING

FRAME 1	FRAME 2
EXIT XX CLOSED	USE EXIT XX

OR

FIXED MESSAGE SIGN

HWY XX
RAMP CLOSED
USE EXIT XX

G20 - 56

LEGEND

SIGN ON PERMANENT SUPPORT

PCMS PORTABLE CHANGEABLE MESSAGE SIGN

TO MO4 - 5

XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A

M05 - 1 OR M05 - 2 OR M06 - 1 OR M06 - 2 OR M06 - 4

GENERAL NOTES

SEE SDD 15D16 "TRAFFIC CONTROL, EXIT RAMP CLOSURE" DETAIL FOR TRAFFIC CONTROL AT EXIT RAMP CLOSURE.

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

IF THERE ARE ANY ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE "TO" MO-4 ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT TO SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND "TO" MO-4 SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOW:
- MO4 - 5 SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).
- M1 - 4, M1 - 5A, AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS).
- MO5 - 1, MO5 - 2, AND MO6 - 1, SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS).

(1) ONLY ADD IF THERE ARE NO EXISTING ROUTE MARKERS FOR THE INTERSECTING ROADWAY.

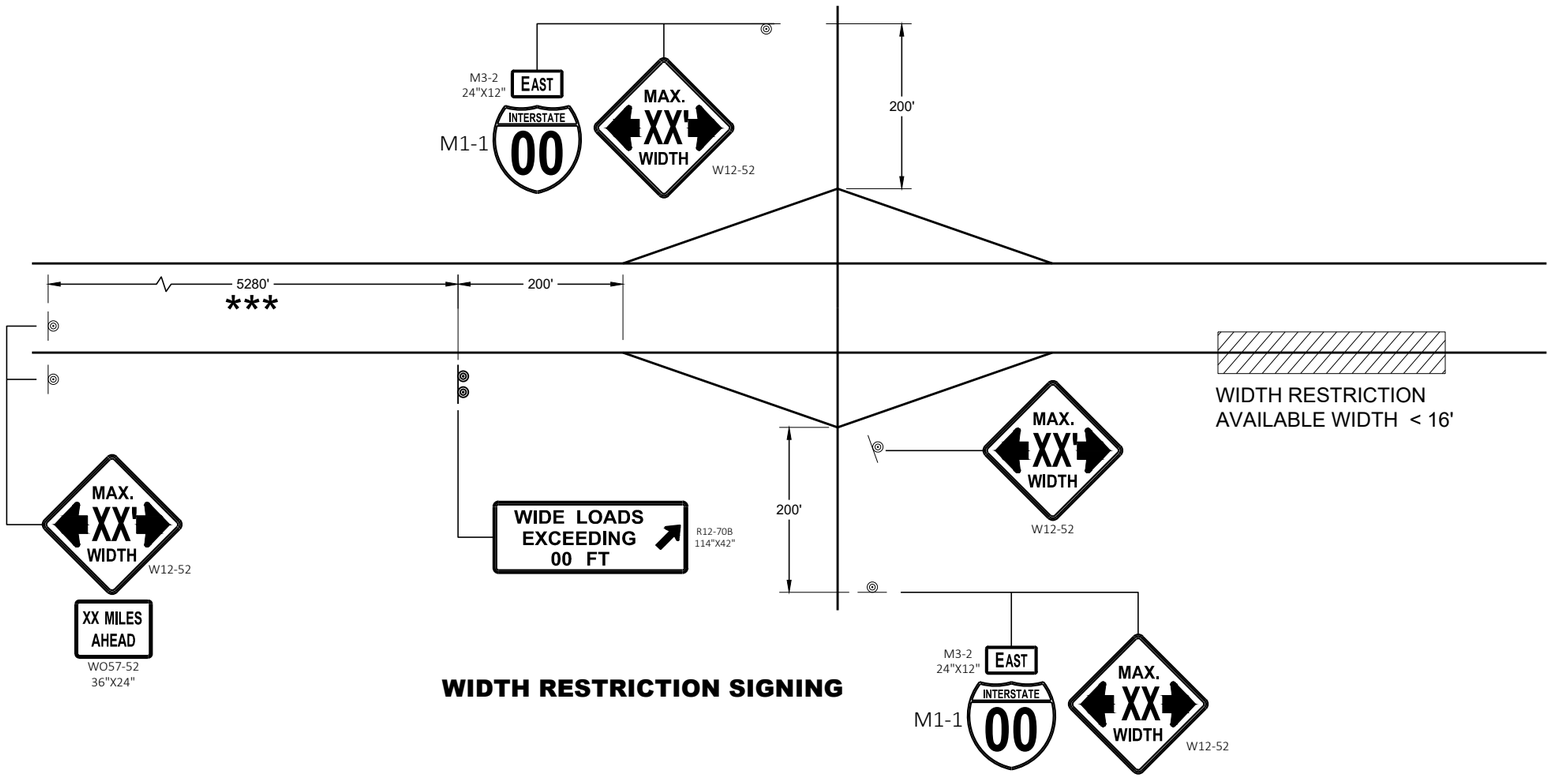
OFF RAMP LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

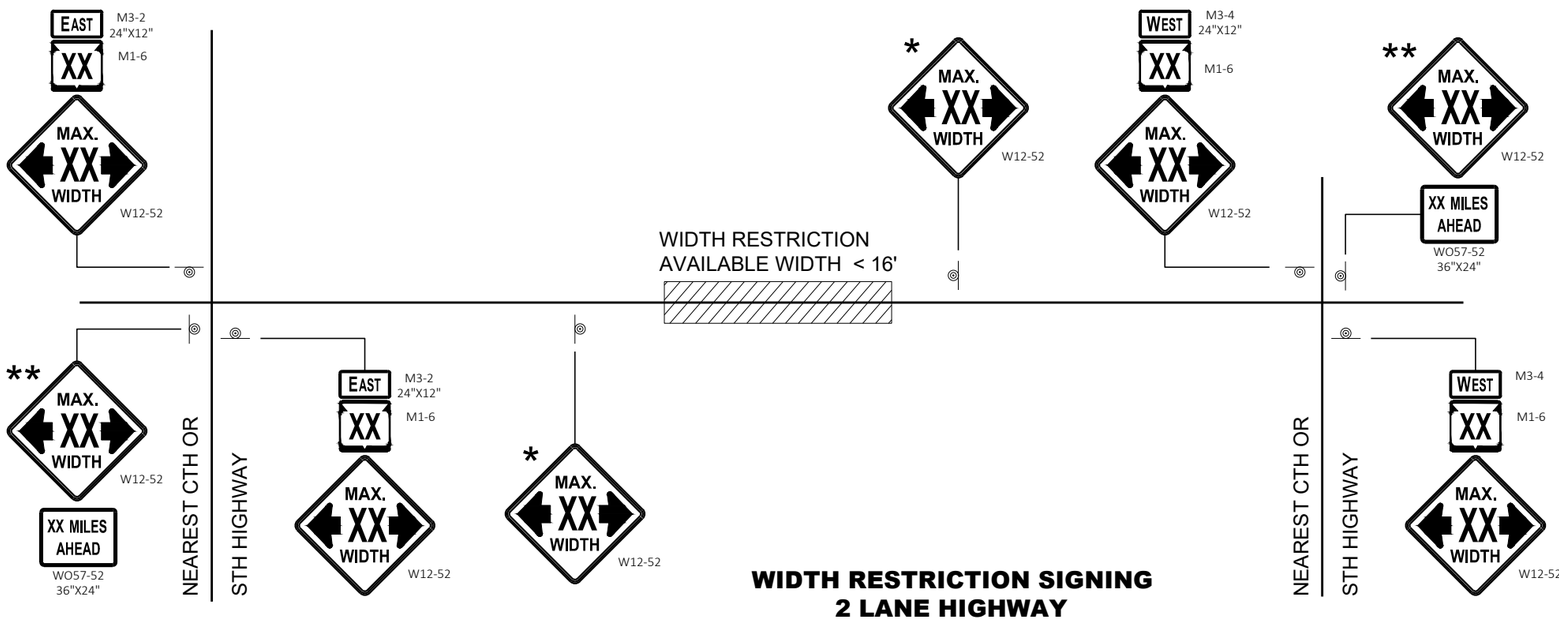
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WIDTH RESTRICTION SIGNING



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

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

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

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

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

WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

*** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.



WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH

ADVANCED WIDTH RESTRICTION SIGNING

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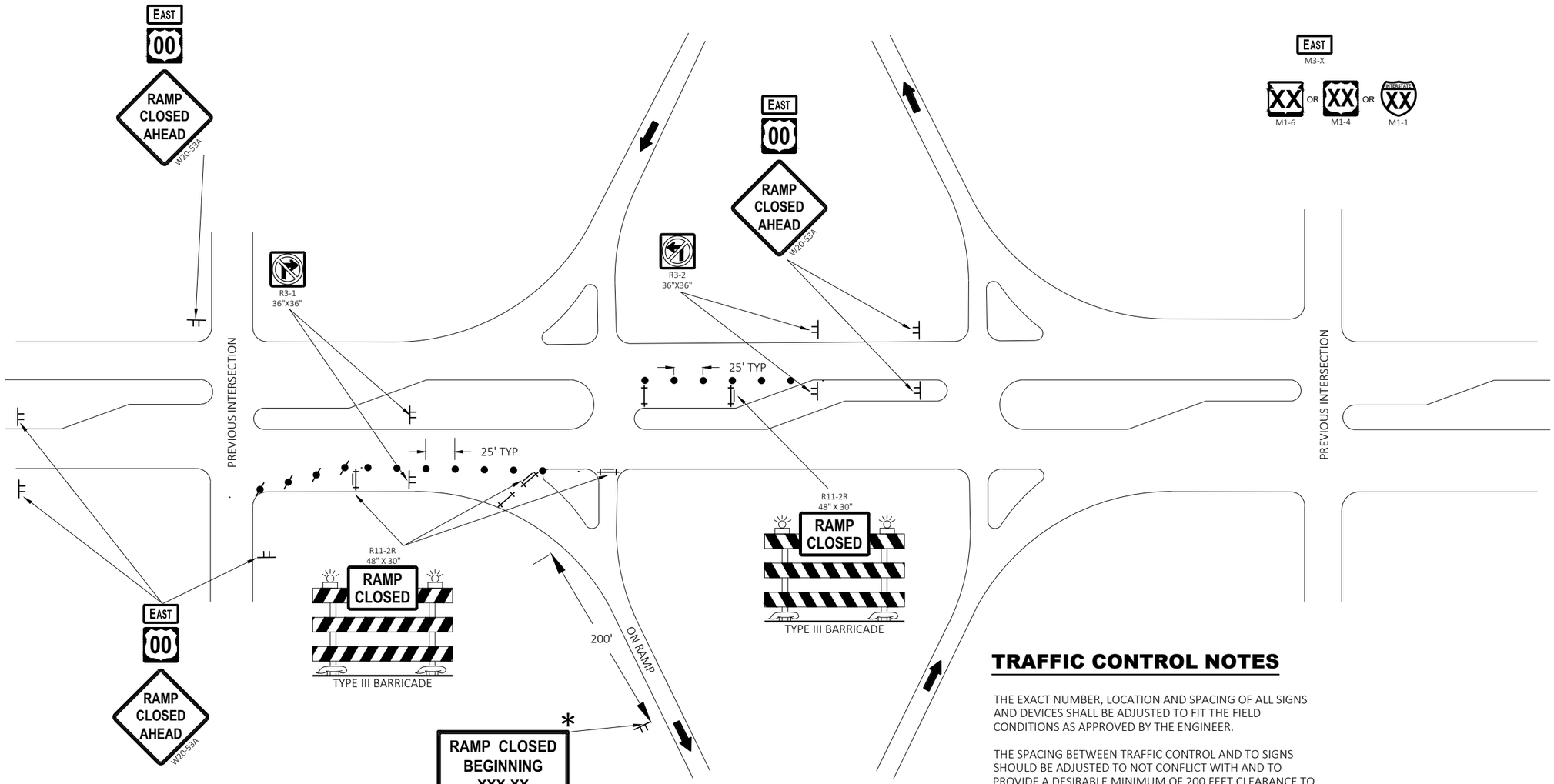
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LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL NOTES

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

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

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

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

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24"x24" (36" x18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-1, M1-4, AND M1-6 SHALL BE 24"x24" (36"x36" IF NEEDED TO MATCH EXISTING SIGNS)
- W20-53A SHALL BE 48"X48"

* PLACE "RAMP CLOSED BEGINNING" SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR LAYOUT.

TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE

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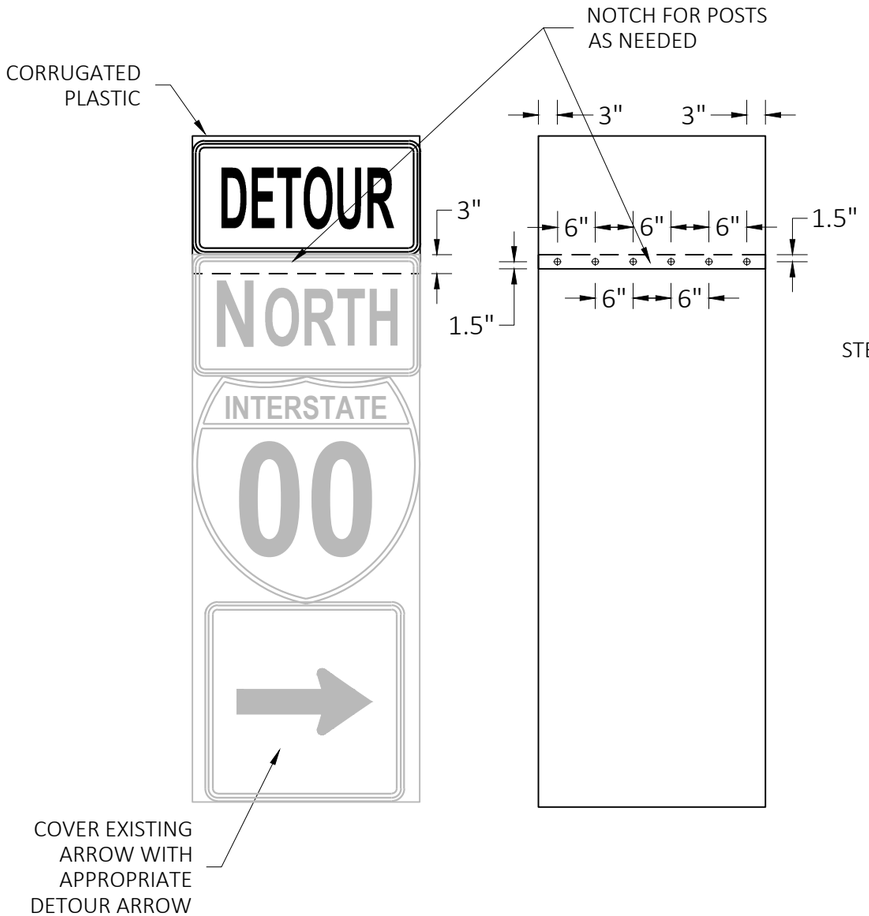
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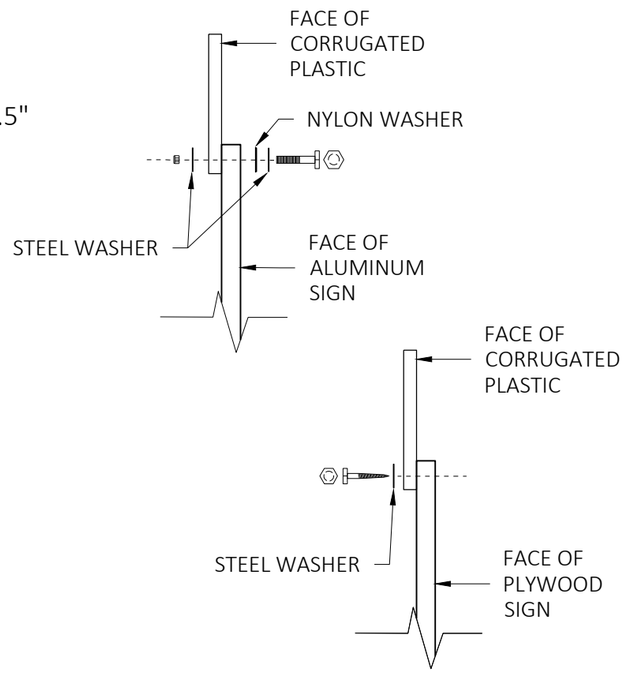
SDD 15C02-09g

FRONT SIDE

BACK SIDE

SIDE VIEW





GENERAL NOTES

CELLS OF CORRUGATED PLASTIC SHALL BE VERTICALLY ORIENTED.

PROVIDE A 0.4-INCH THICK BASE CORRUGATED PLASTIC WITH A 0.035-INCH WALL THICKNESS AND 0.4-INCH CELL SIZE.

FOR 36" WIDE SIGNS: USE 6 FASTENERS AS SHOWN.

FOR 24" WIDE SIGNS: USE 4 FASTENERS WITH EDGE SPACING AS SHOWN AND 6" SPACING BETWEEN FASTENERS.

METAL WASHERS, NUTS, BOLTS AND LAGS 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, SC3

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.

PLYWOOD SIGNS:
LAG SCREWS - 5/16" x 1"
ALUMINUM SIGNS:
MACHINE BOLTS - 5/16" x 1-1/4" LENGTH W/NUTS
WASHERS:
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

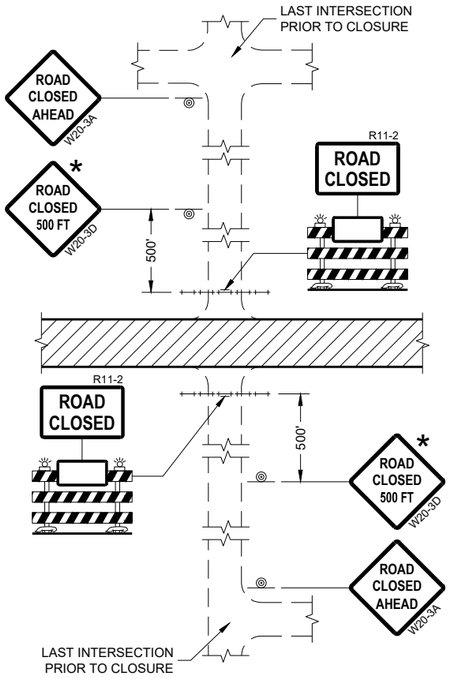
MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

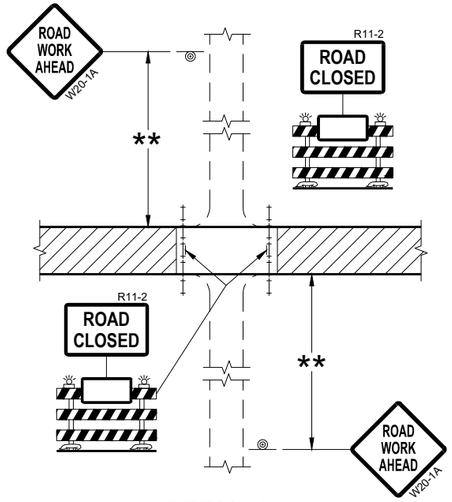
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APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — ROADWAY STANDARDS DEVEL ENGINEER
FHWA

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DETAIL 1
(NO ACCESS TO PROJECT)



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

GENERAL NOTES

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

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

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

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

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

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

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

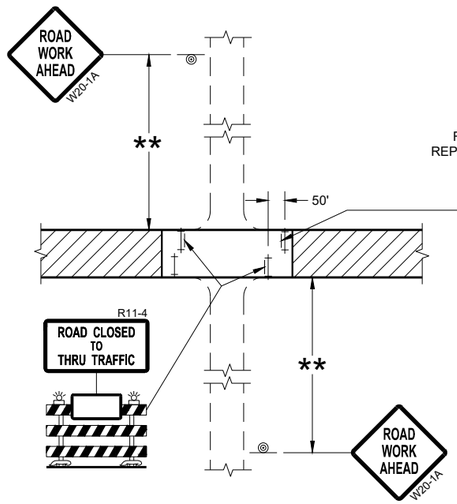
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

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

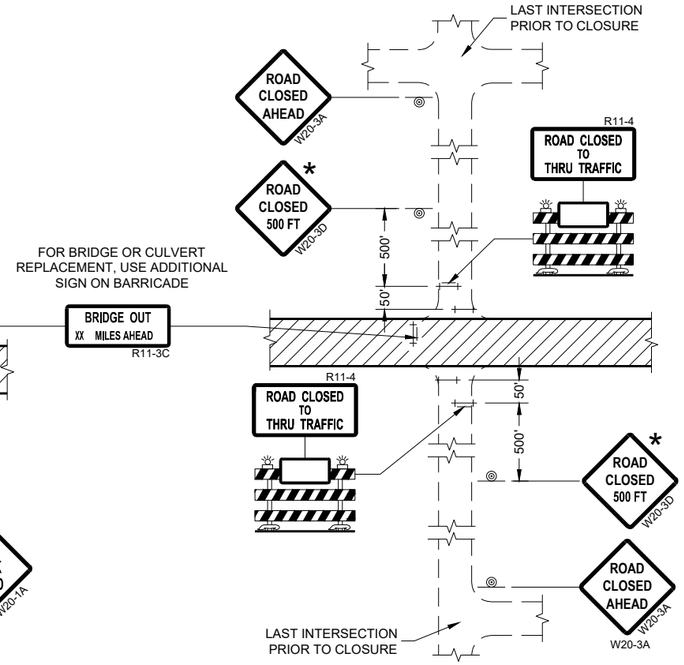
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.



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



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

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C03 - 05

SDD 15C03 - 05

GENERAL NOTES

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

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

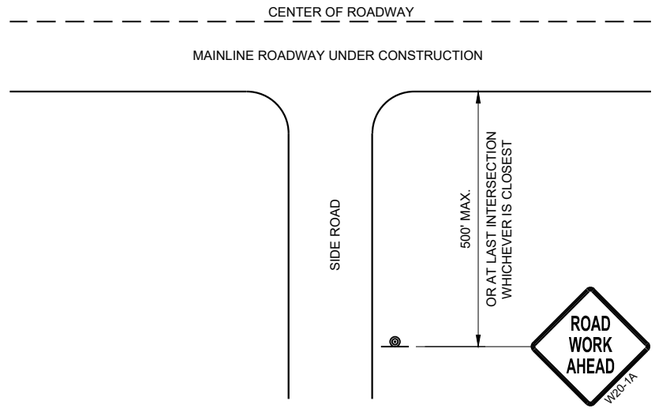
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS

** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



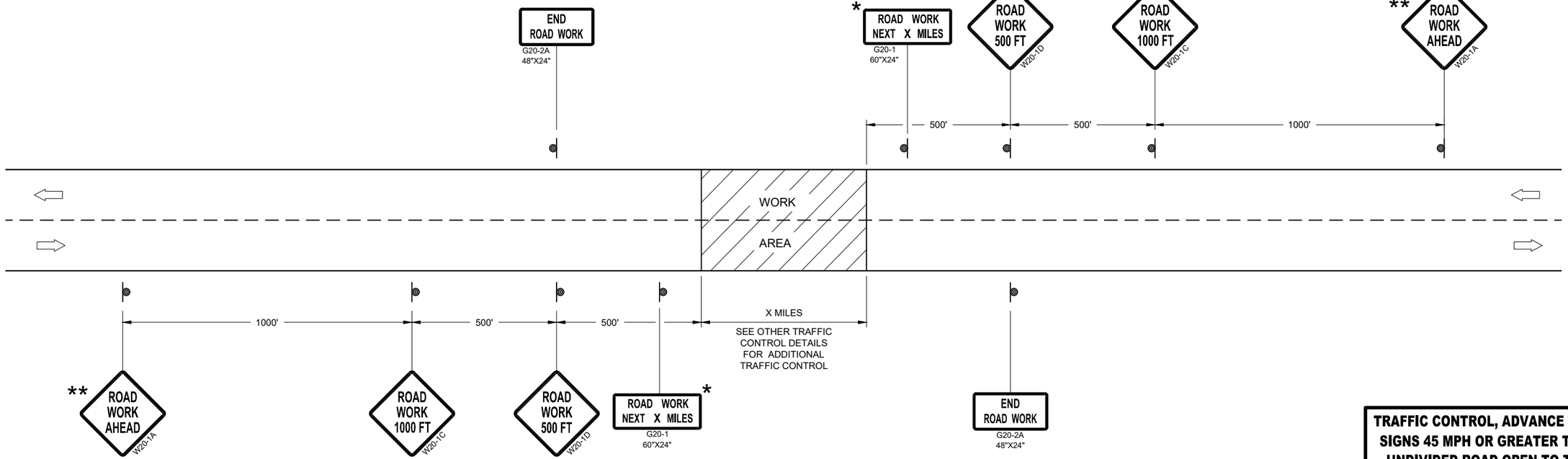
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

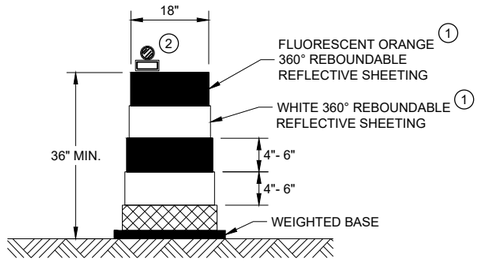
FHWA

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SDD 15C04 - 05

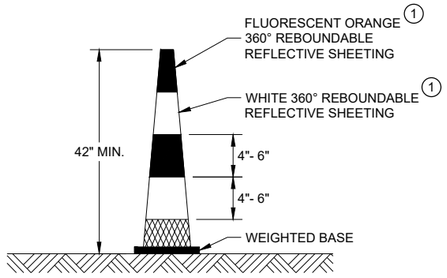
GENERAL NOTES

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



DRUM

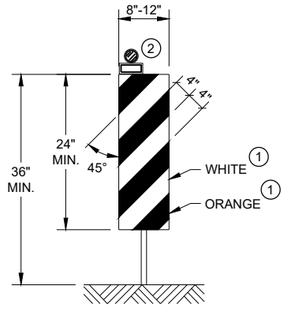
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

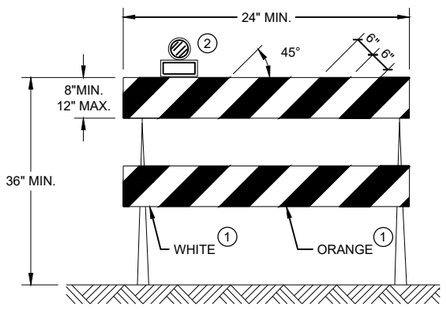
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



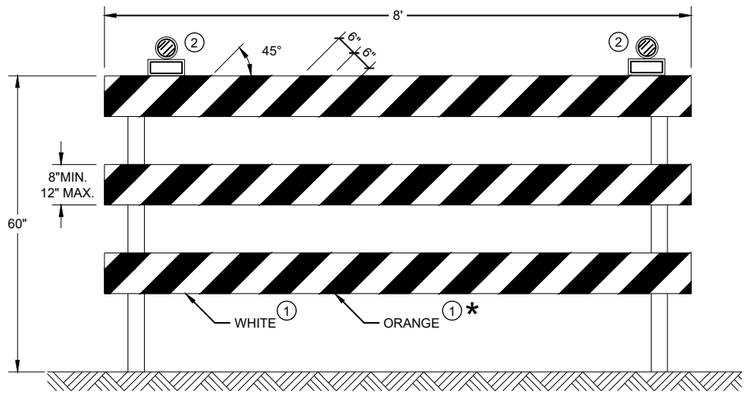
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C11 - 10b

GENERAL NOTES

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL CONE 42-INCH

TRAFFIC CONTROL DRUM

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

AFAD — AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

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

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

(1) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

(2) IF FLAGGERS ARE PHYSICALLY NEEDED TO FLAG, REPLACE WO3-4 SIGNS WITH W20-7A SIGNS.

TEMPORARY PORTABLE RUMBLE STRIPS

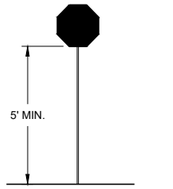
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

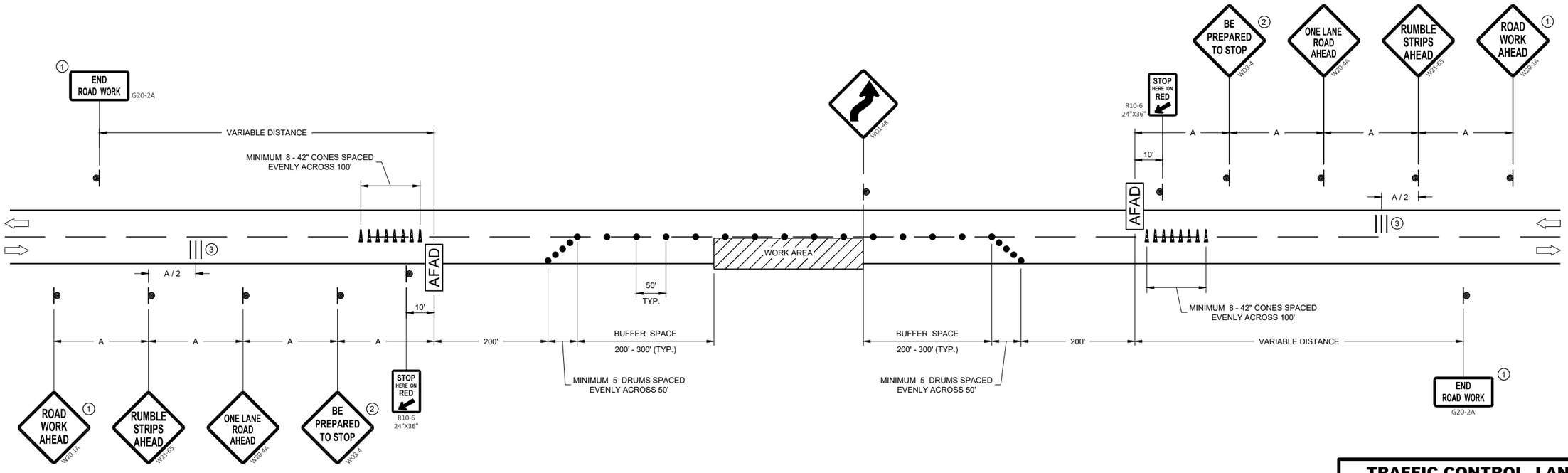
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSELY AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER.



STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

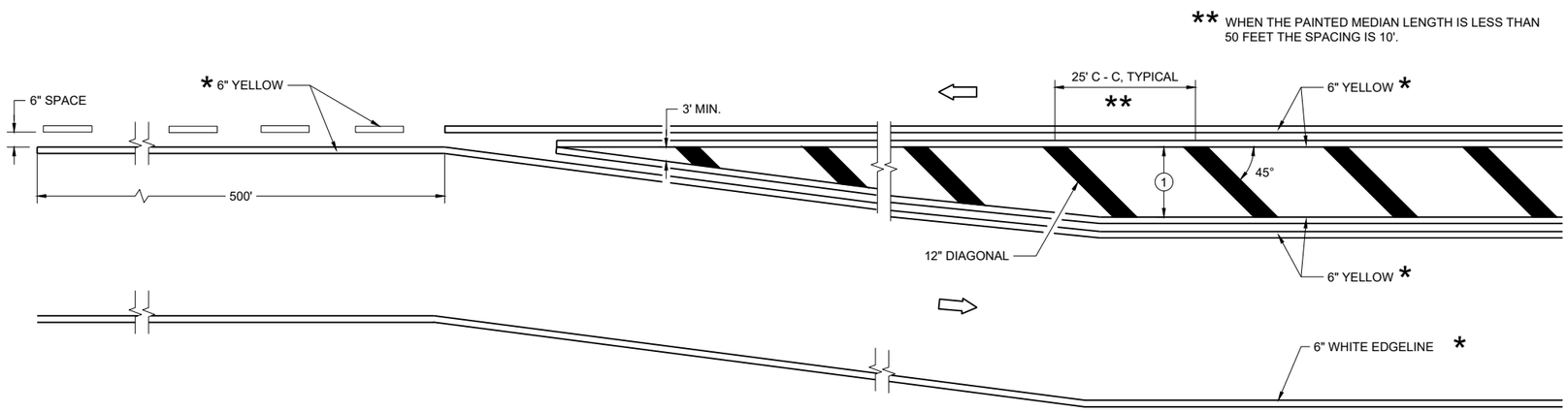
APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15C12 - 09b

SDD 15C12 - 09b



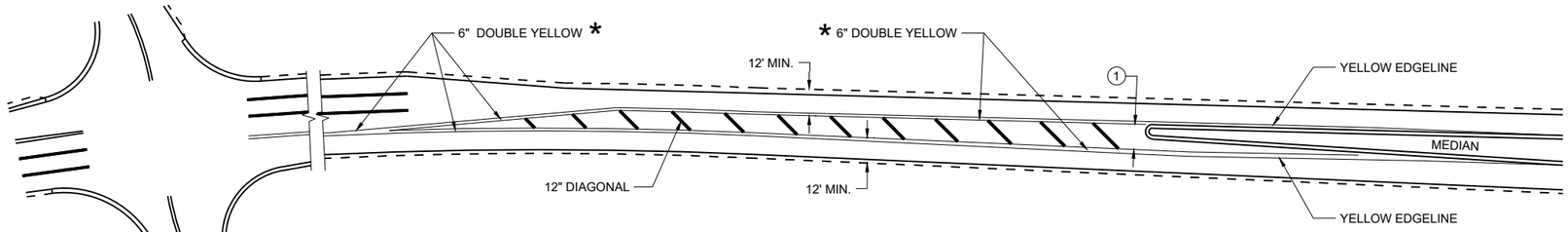
MEDIAN ISLAND DETAIL

GENERAL NOTES

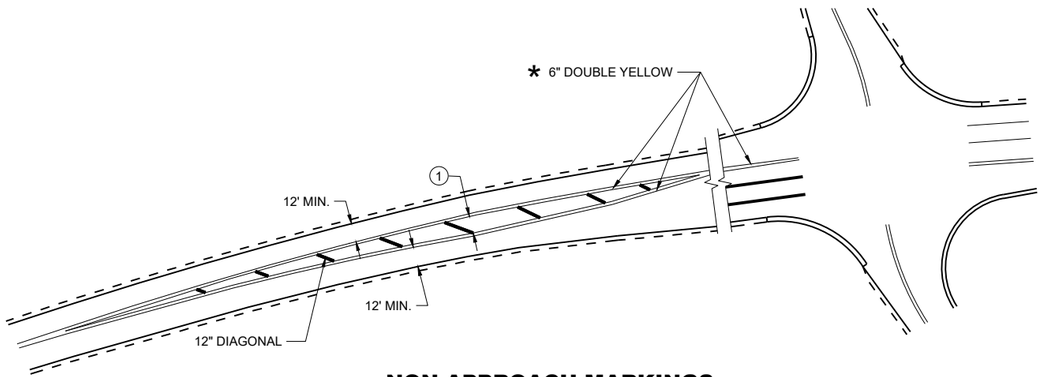
(1) DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

DIRECTION OF TRAVEL

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024
DATE

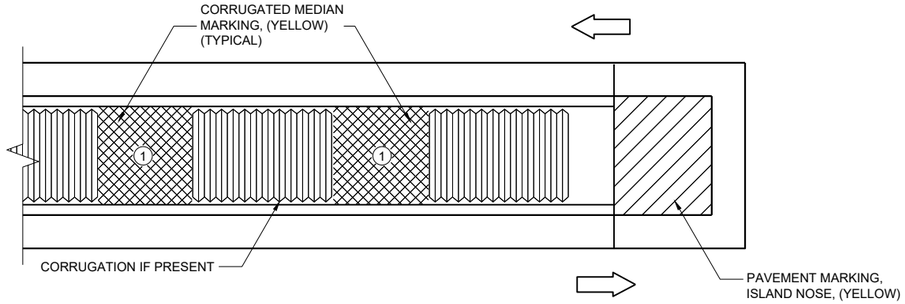
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

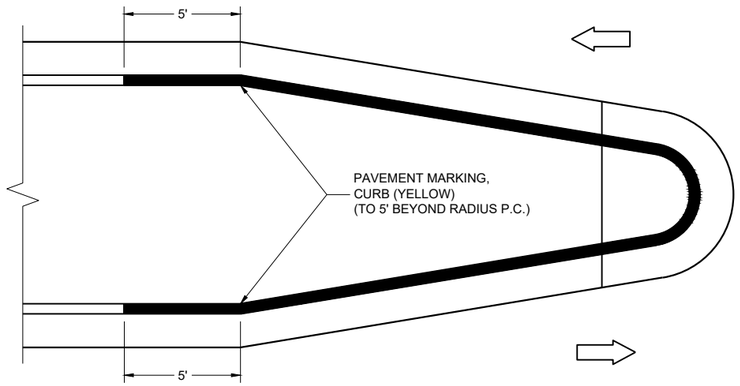
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SDD 15C18-09a

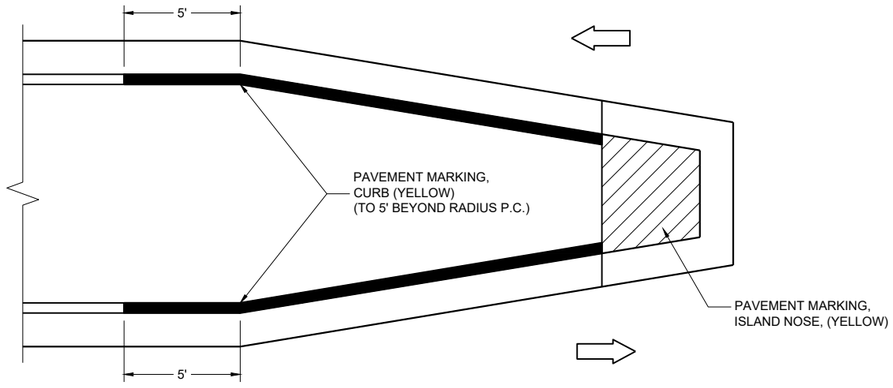
SDD 15C18-09a



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

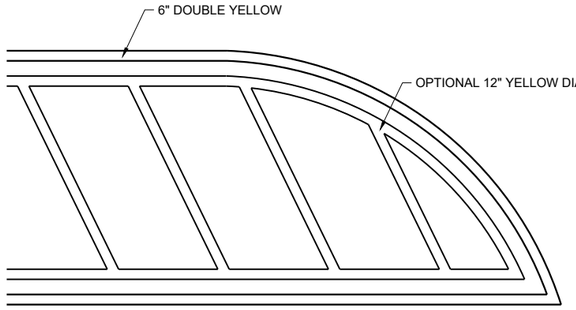
(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL



FLUSH MEDIAN ISLAND NOSE

PAVEMENT MARKINGS, MEDIAN ISLAND NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

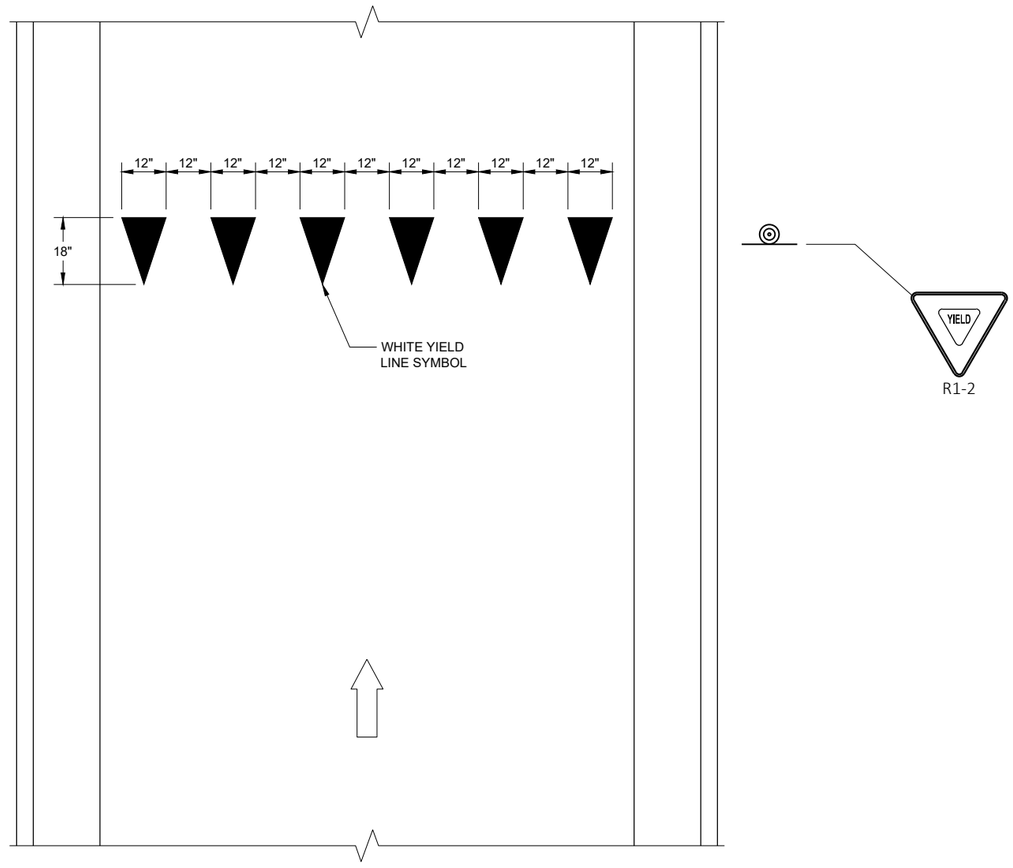
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SDD 15C18-09b

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAVEL



R1-2

YIELD LINE

YIELD MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-81-2016
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

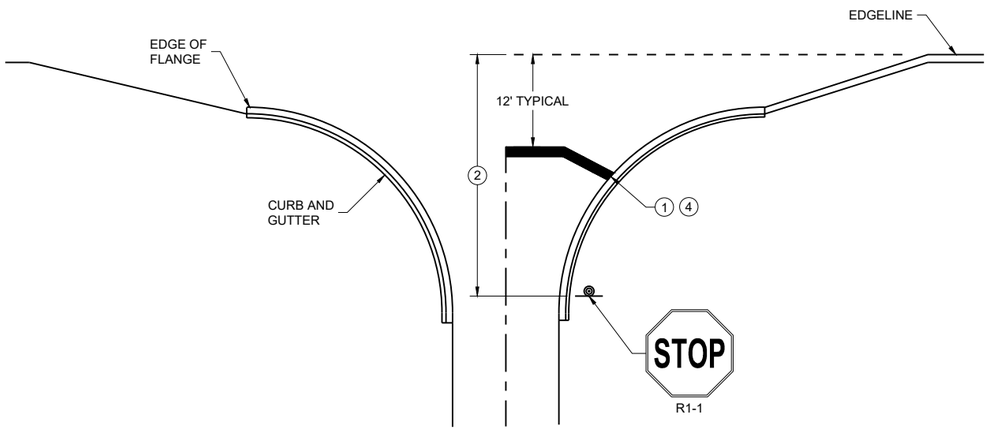
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SDD 15C20 - 02

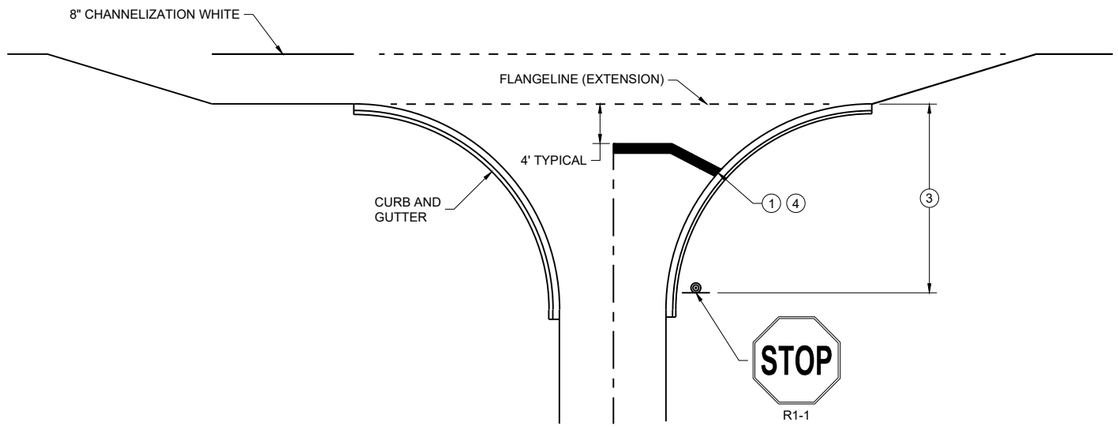
GENERAL NOTES

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

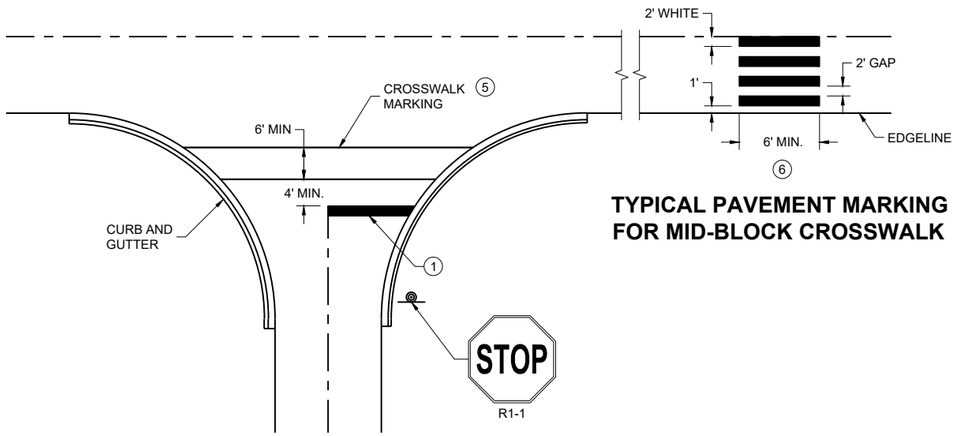
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE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



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

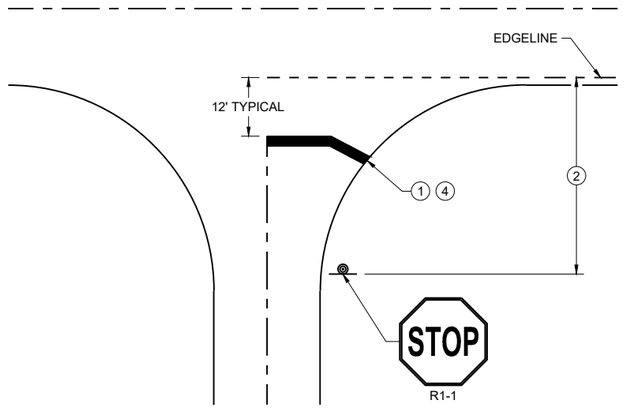


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

March 2024 — DATE

/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

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SDD 15C33-05

LEGEND

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

GENERAL NOTES

FOR WORK ON ROADWAYS WITH SPEEDS GREATER THAN 45MPH, USE SDD 15D12.

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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

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

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

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

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

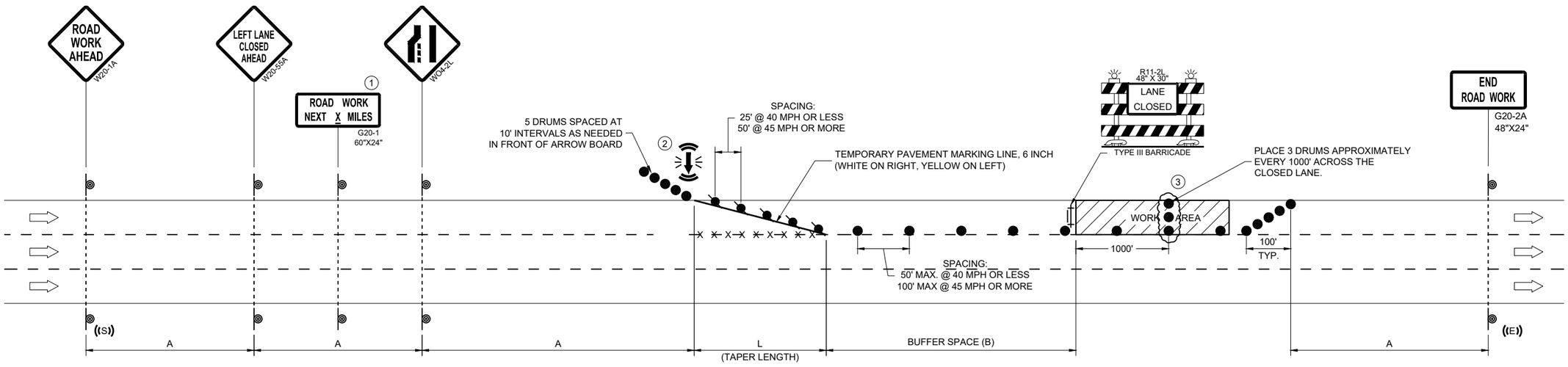
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO PLACE THE ARROW BOARD AS SHOWN, PLACE THE ARROW BOARD AT THE END OF THE TAPER.

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



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	155'
30	200'	180'	200'
35	350'	245'	250'
40	350'	320'	305'
45	500'	540'	360'

TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D20-11a
SDD 15D20-11a

LEGEND

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

GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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

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

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

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

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

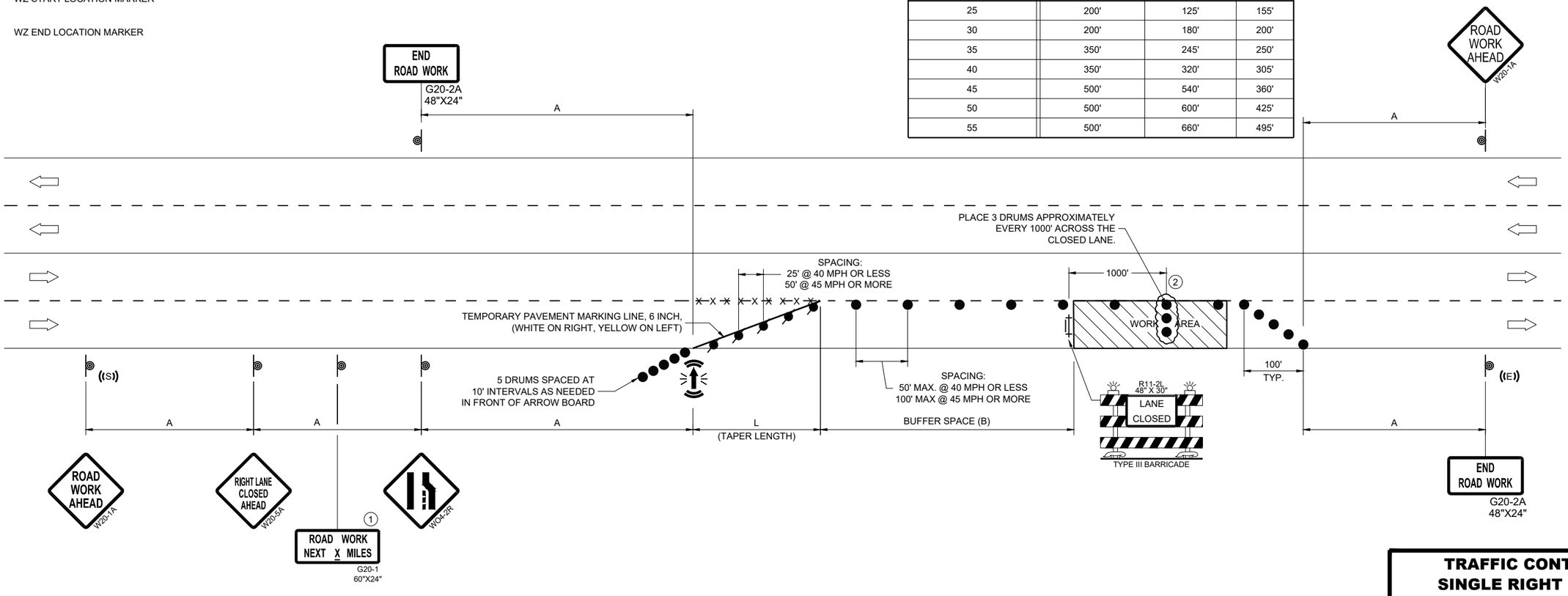
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

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

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	155'
30	200'	180'	200'
35	350'	245'	250'
40	350'	320'	305'
45	500'	540'	360'
50	500'	600'	425'
55	500'	660'	495'



TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER
FHWA

6

SDD 15D20-11b

6

SDD 15D20-11b

LEGEND

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

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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

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

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

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DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

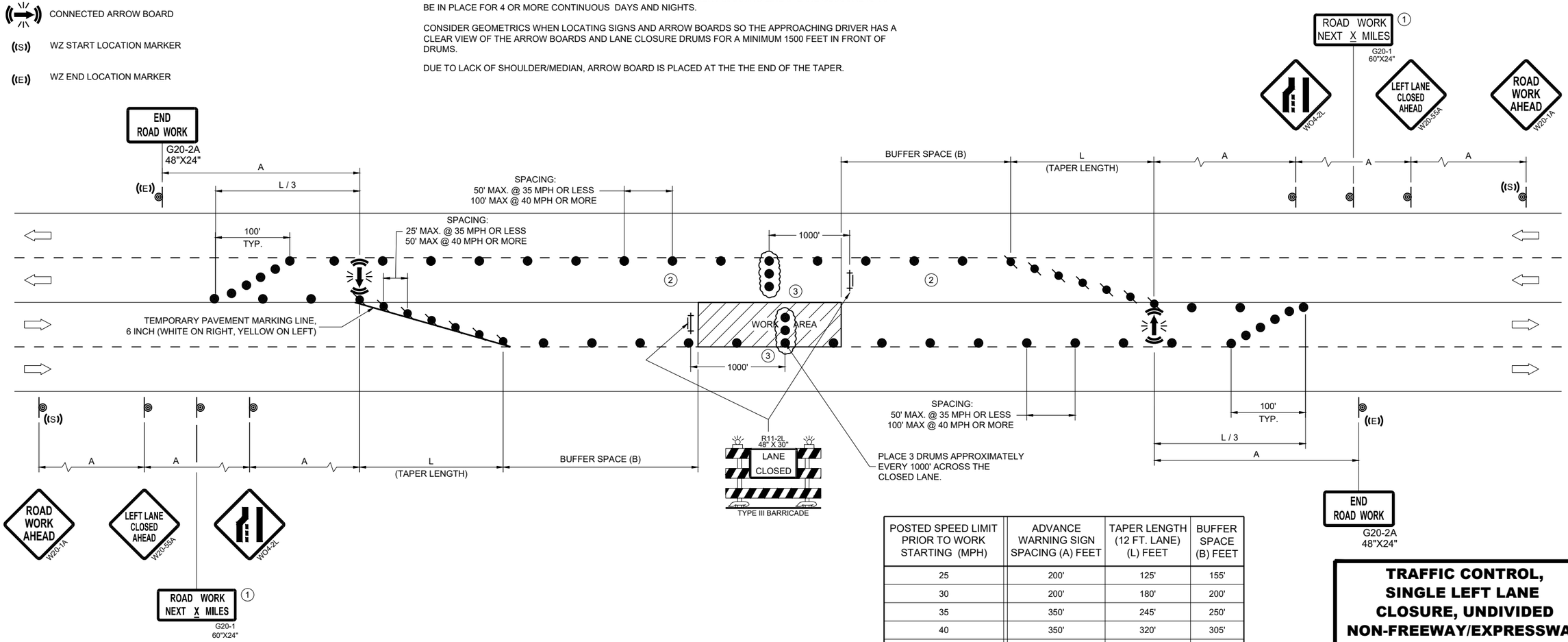
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WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) LANE MAY BE OPENED WHEN WORKERS ARE NOT PRESENT IN THE WORK AREA.

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



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TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

November 2025
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

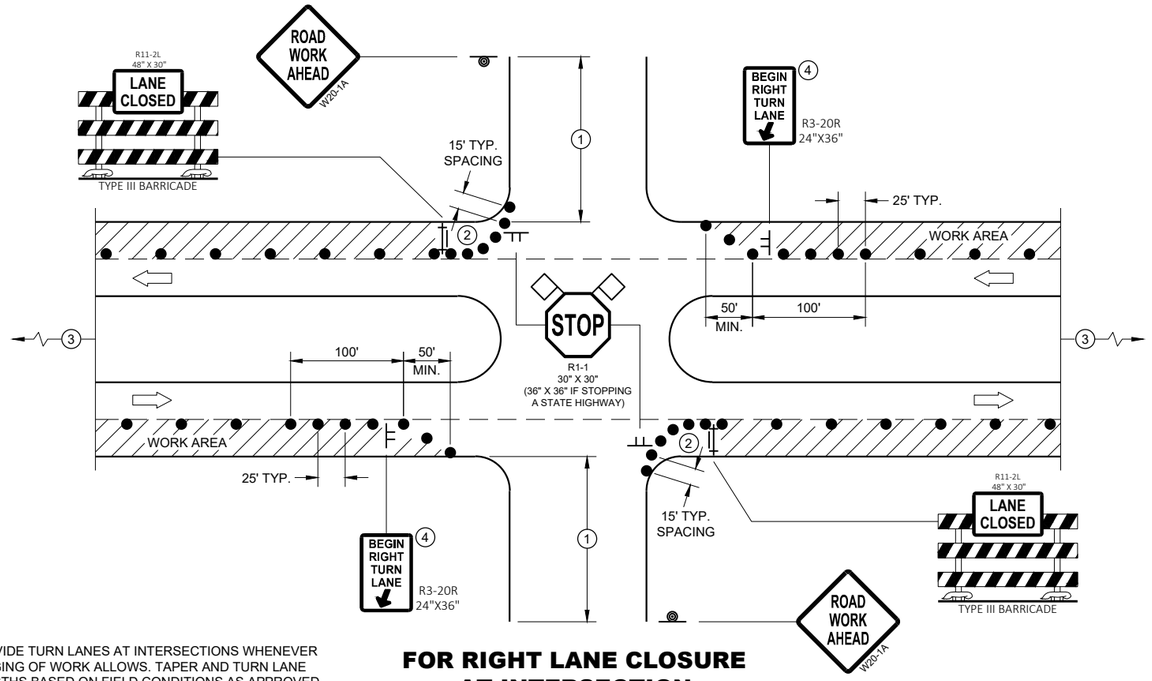
FHWA

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SDD 15D20-11c

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SDD 15D20-11c



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

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

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

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

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

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

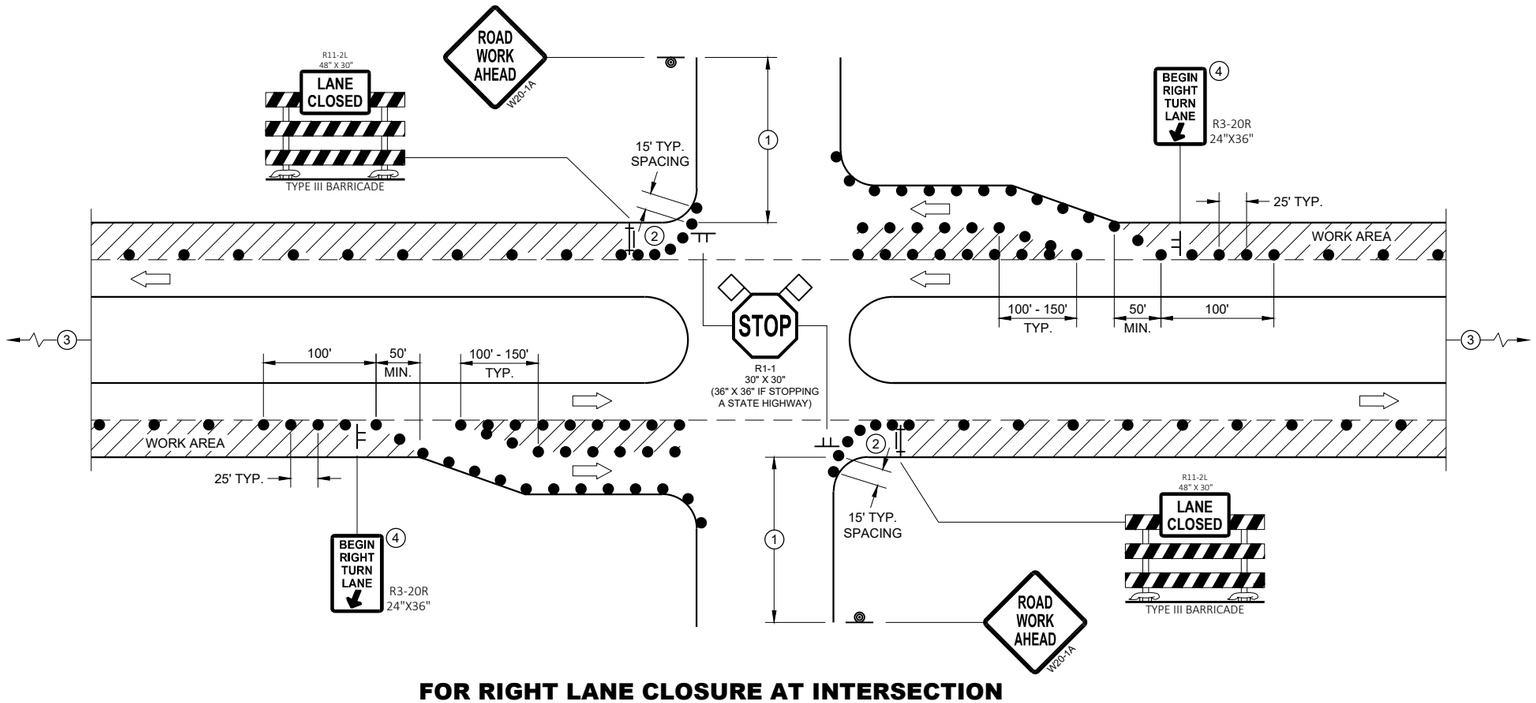
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(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

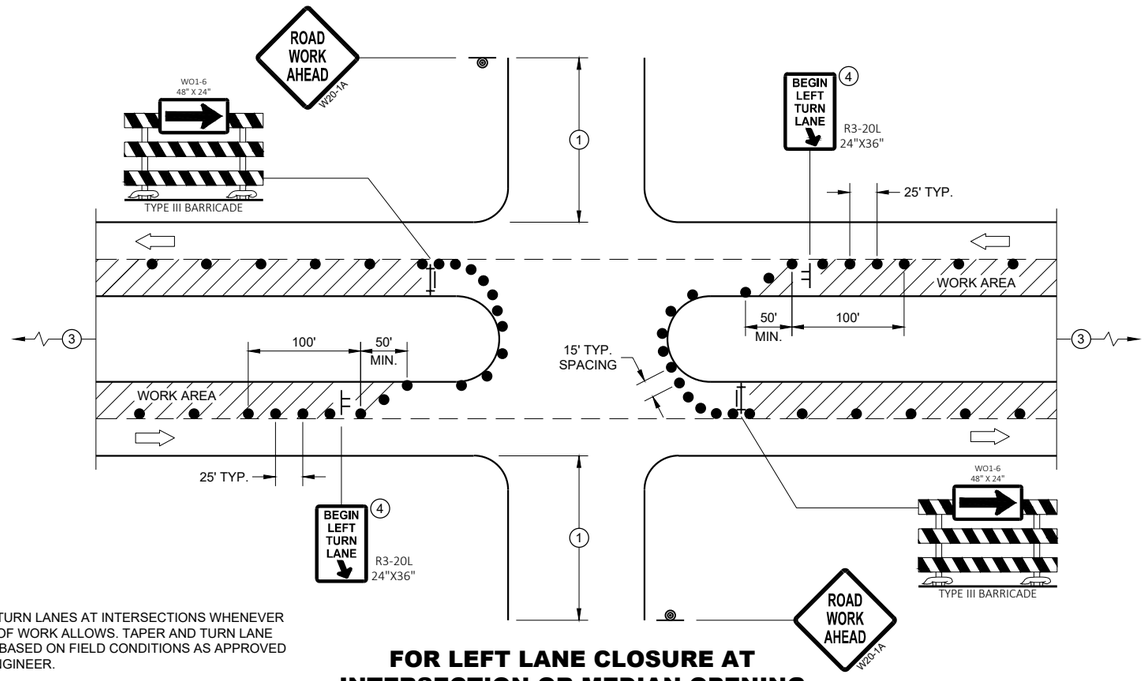
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D21 - 07a



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

GENERAL NOTES

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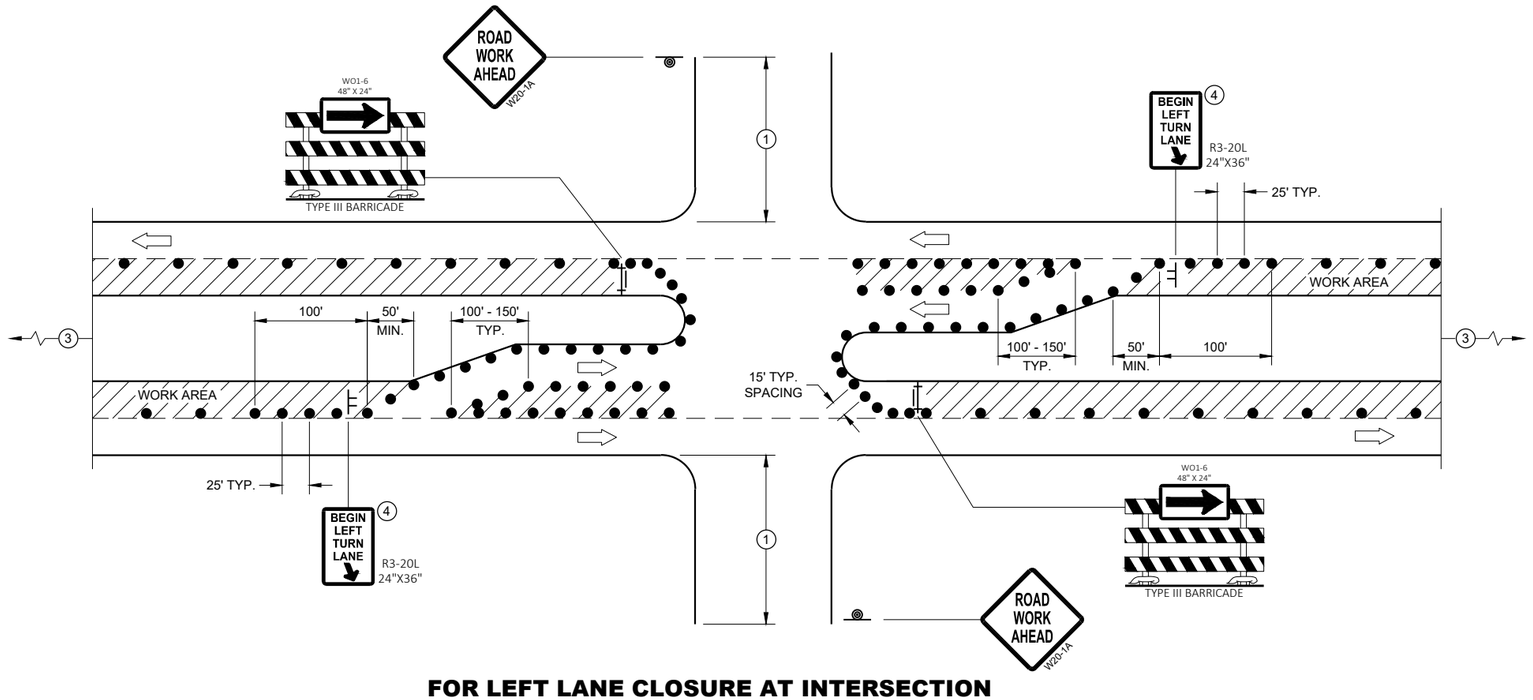
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(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



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

LEGEND

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

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

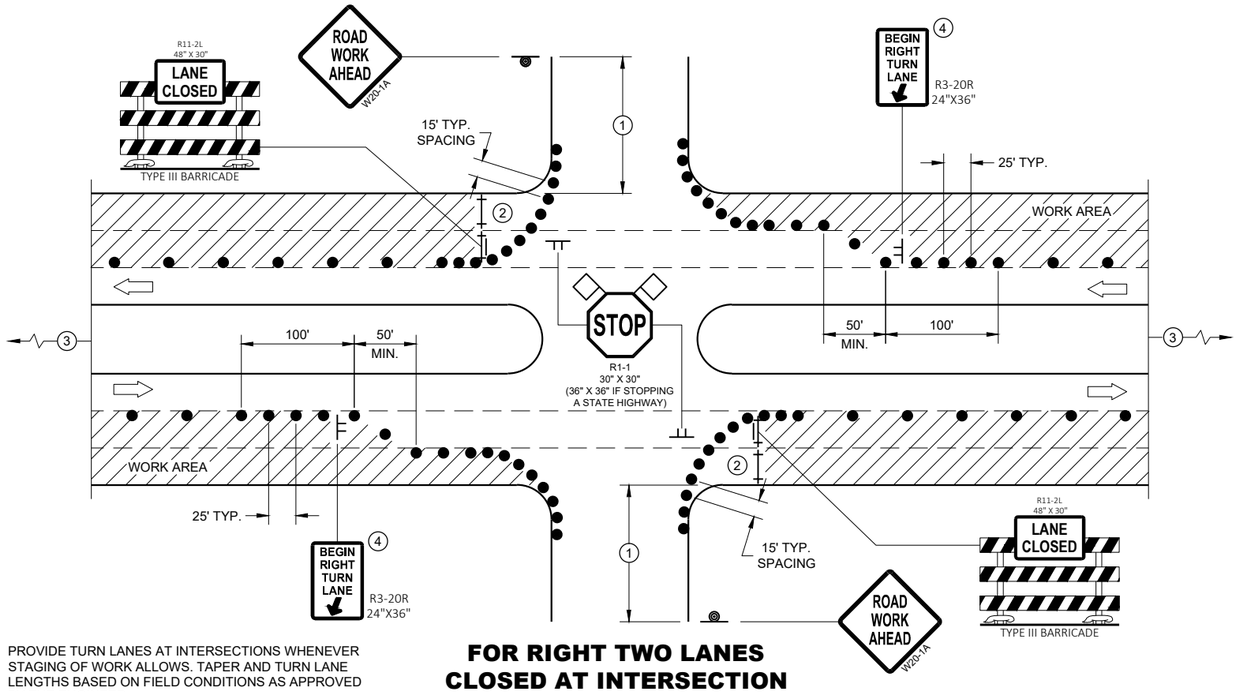
FHWA

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SDD 15D21 - 07b

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SDD 15D21 - 07b



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR RIGHT TWO LANES CLOSED AT INTERSECTION

GENERAL NOTES

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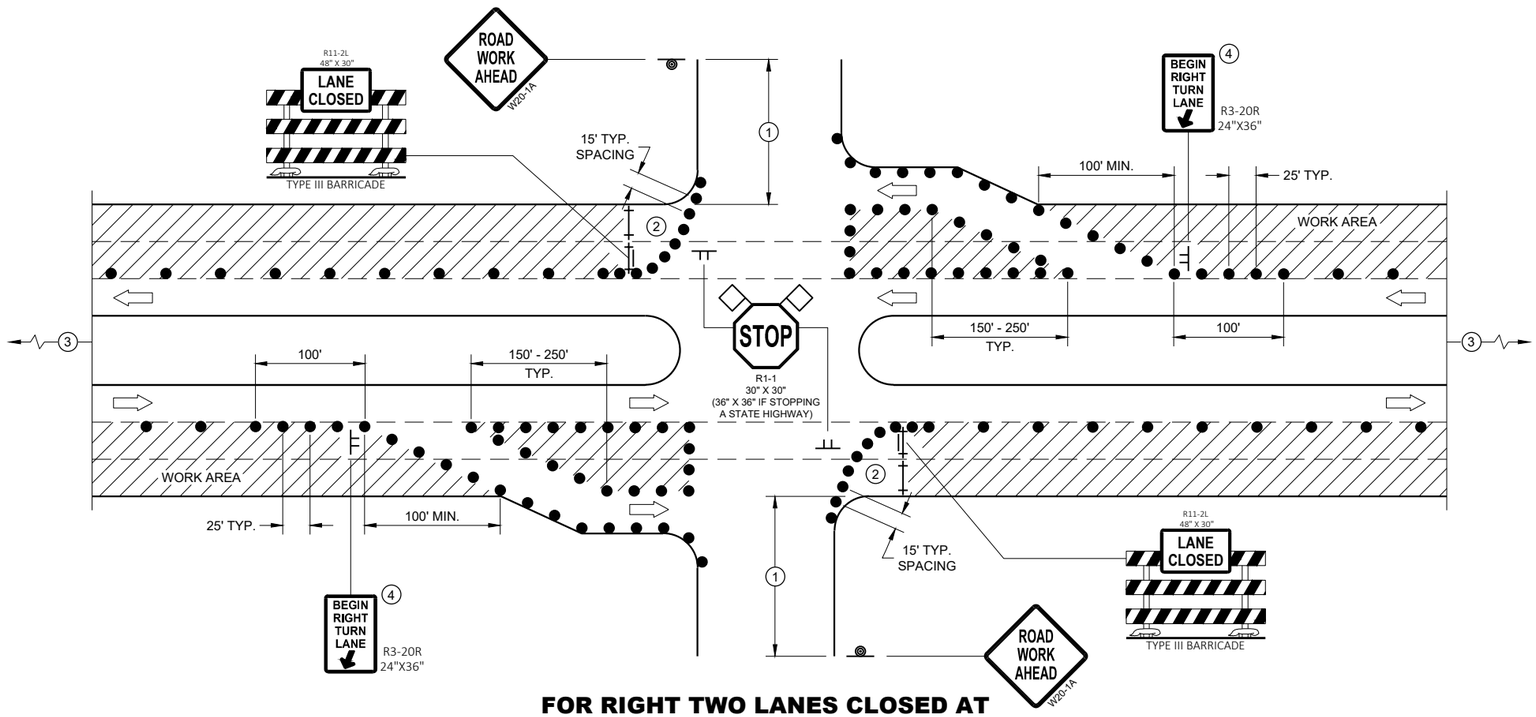
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(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR RIGHT TWO LANES CLOSED AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

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

TRAFFIC CONTROL, INTERSECTION WITHIN TWO RIGHT LANE CLOSURE

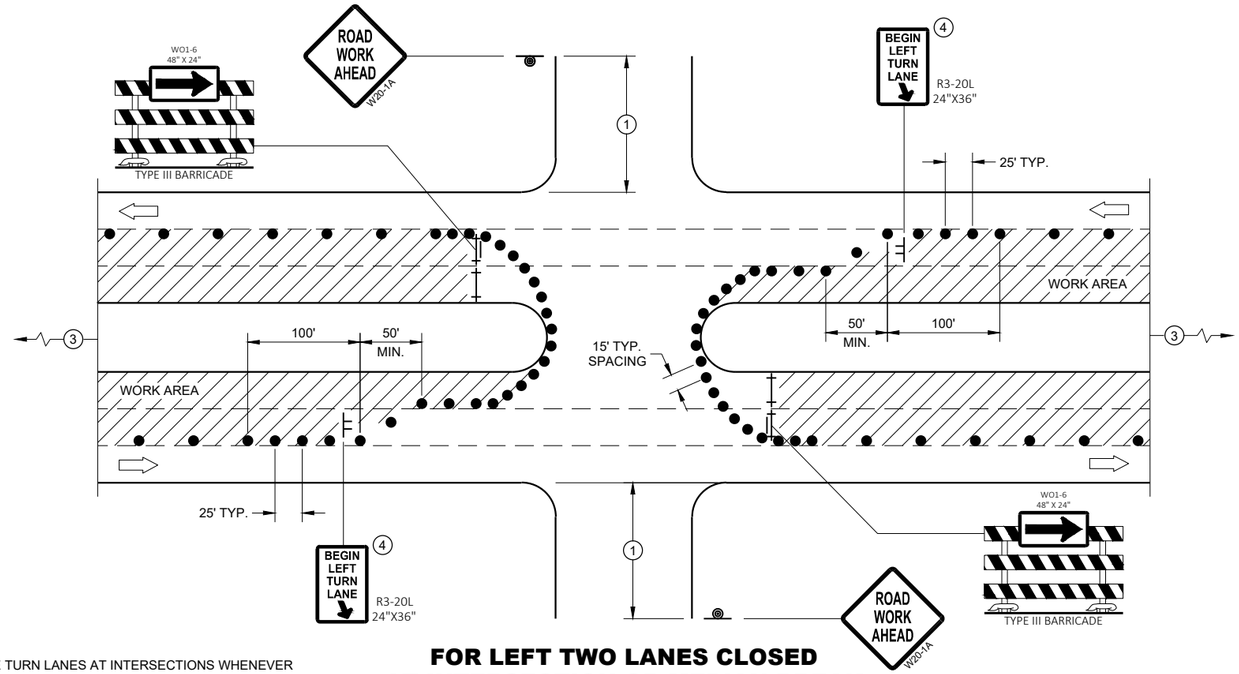
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D23 - 07a

6

SDD 15D23 - 07a



FOR LEFT TWO LANES CLOSED AT INTERSECTION OR MEDIAN BREAK

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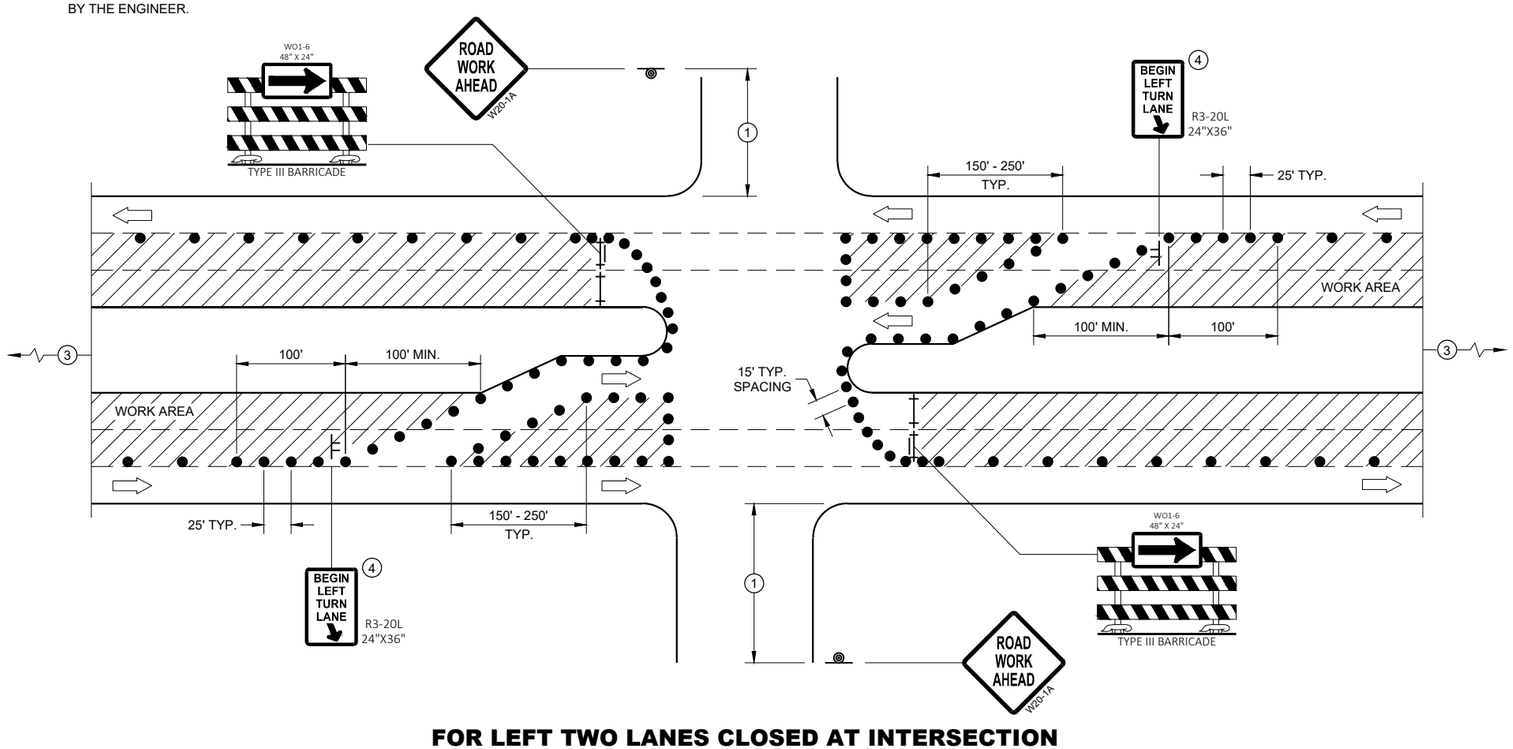
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(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR LEFT TWO LANES CLOSED AT INTERSECTION OR MEDIAN BREAK (WITH LEFT TURN BAY OPEN)

LEGEND

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

TRAFFIC CONTROL, INTERSECTION WITHIN TWO LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6
SDD15D23 - 07b

LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

WORK ZONE

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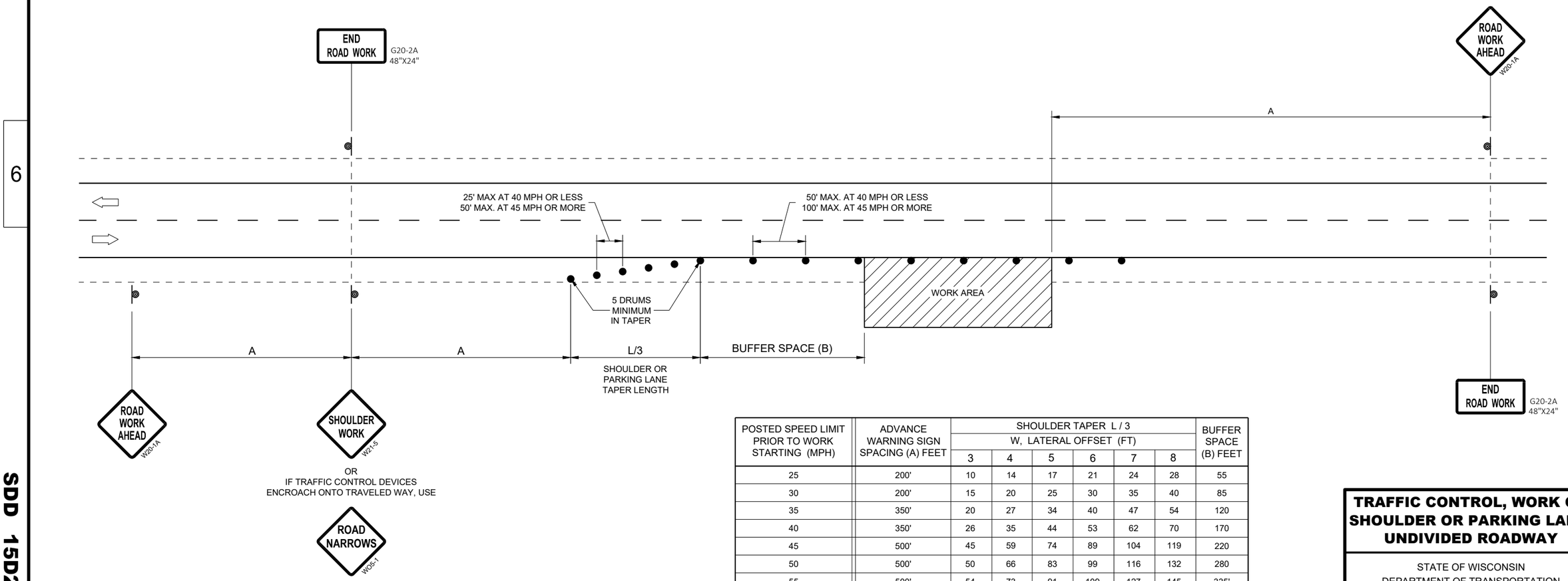
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SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

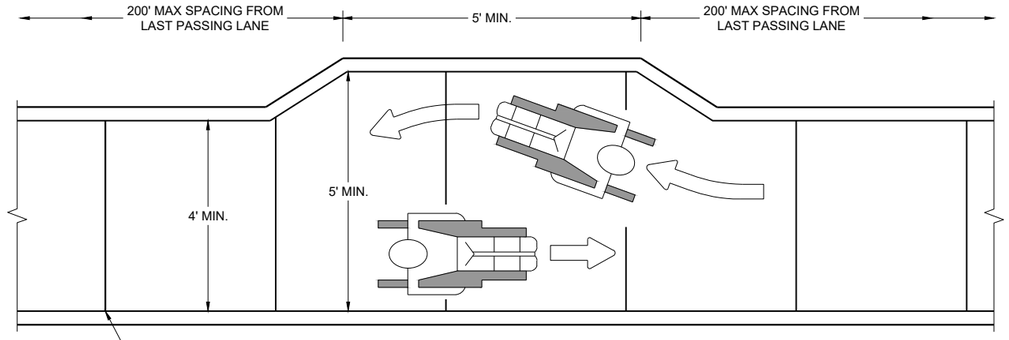
APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

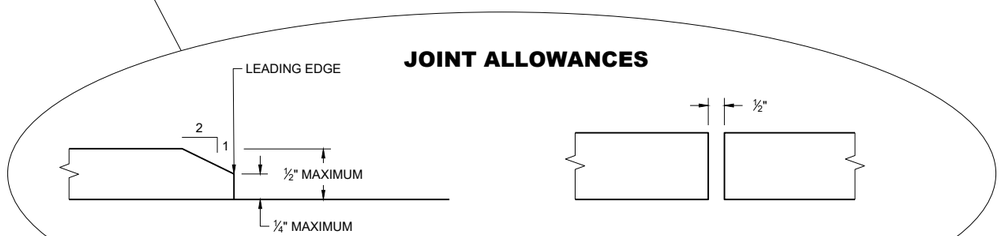
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NARROW SIDEWALK PASSING DETAIL



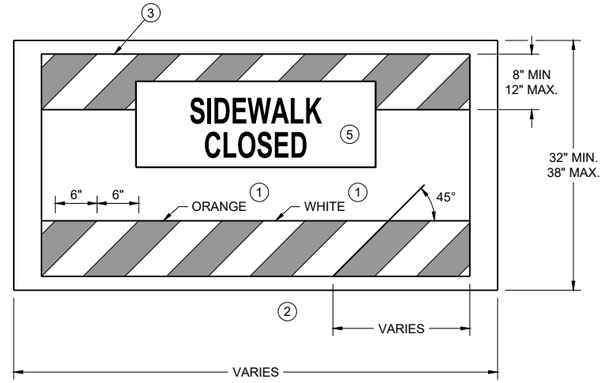
MAXIMUM VERTICAL GAP

MAXIMUM HORIZONTAL GAP

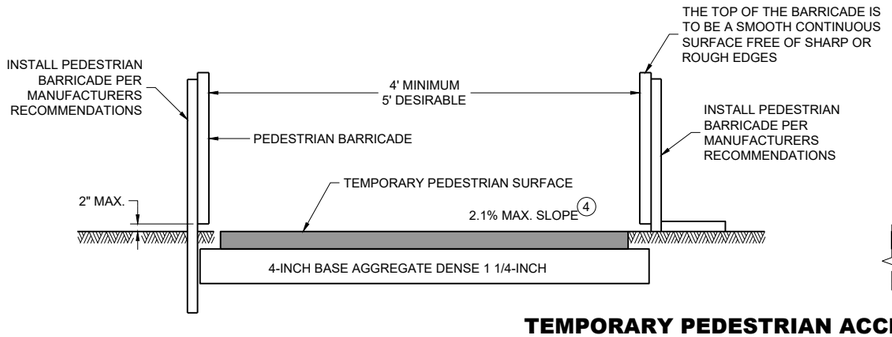
GENERAL NOTES

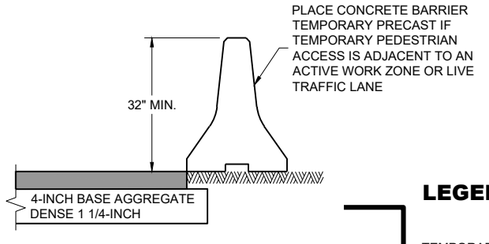
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
3. PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.
4. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.
5. WHERE SIGNS FOR TEMPORARY PEDESTRIAN ACCOMMODATIONS ARE SHOWN BEING PLACED BEHIND TEMPORARY PEDESTRIAN BARRICADE, THE SIGNS MAY BE MOUNTED ON THE TEMPORARY PEDESTRIAN BARRICADE INSTEAD. A CORRUGATED POLYPROPYLENE OR POLYETHYLENE PLASTIC SIGN BASE SHALL BE USED IF MOUNTED ON THE BARRICADE. THE TOP OF THE SIGN SHALL BE MOUNTED BELOW THE TOP OF THE BARRICADE TO ALLOW A CONTINUOUS HAND-TRAILING EDGE.

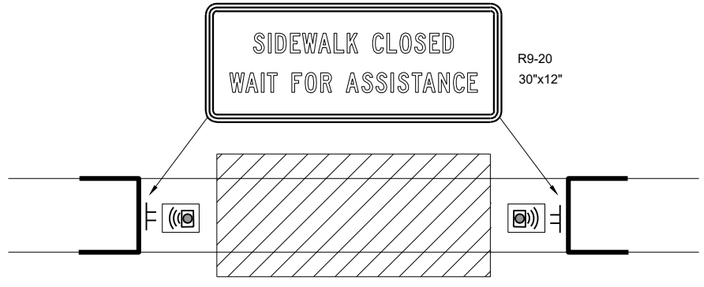


TEMPORARY PEDESTRIAN BARRICADE *





TEMPORARY PEDESTRIAN ACCESS



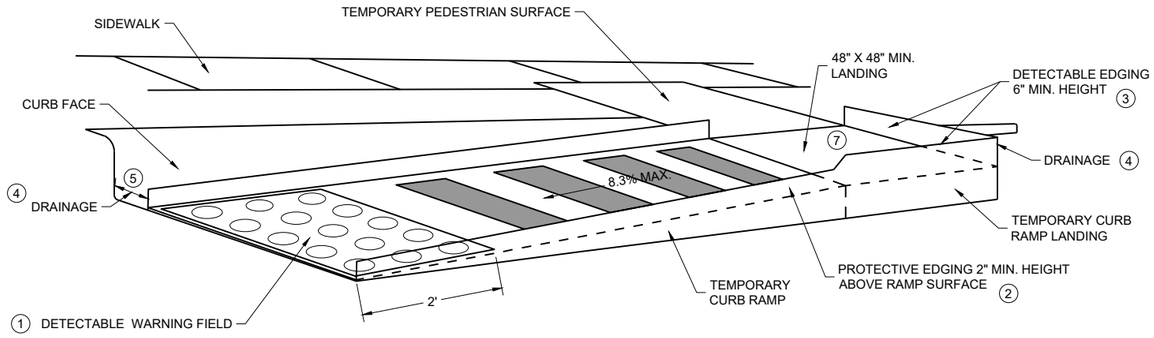
TEMPORARY PEDESTRIAN FLAGGING

LEGEND

- TEMPORARY PEDESTRIAN BARRICADE
- AUDIBLE MESSAGE DEVICE
- TEMPORARY SIGN SUPPORT
- WORK AREA

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PERSPECTIVE VIEW

GENERAL NOTES

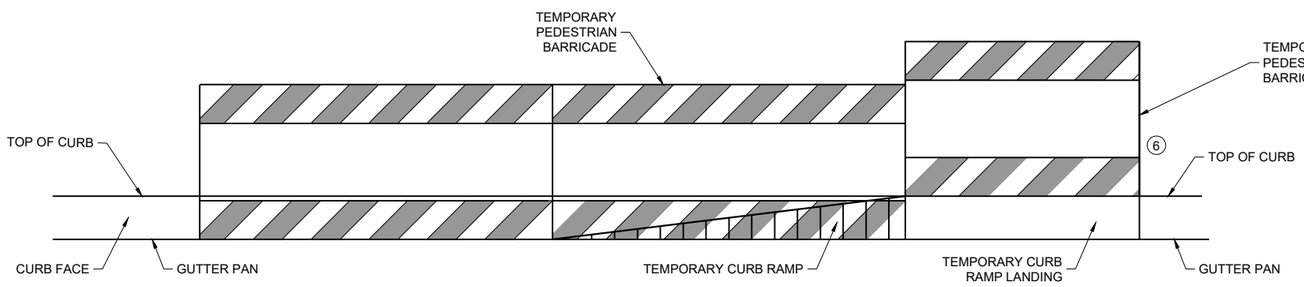
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

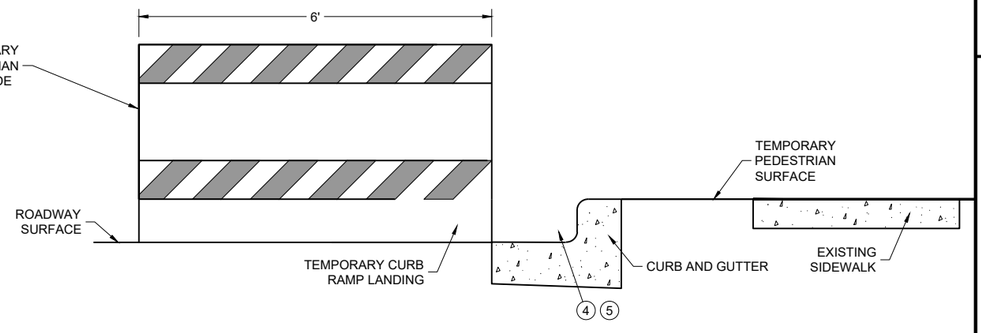
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

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

1. INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.
2. PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
3. DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
4. DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
5. ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.
6. IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.
7. LANDING TO BE SLOPED A MAXIMUM OF 2.1% IN ALL DIRECTIONS OF PEDESTRIAN TRAVEL.



FRONT VIEW



SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

6

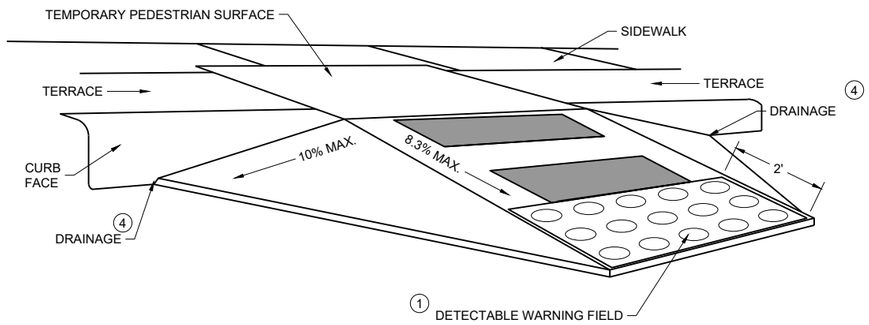
SDD 15D30-12b

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

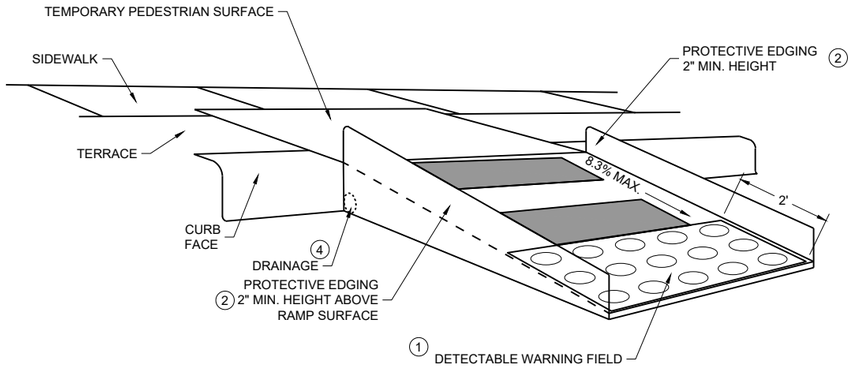
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-12b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

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

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

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) 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

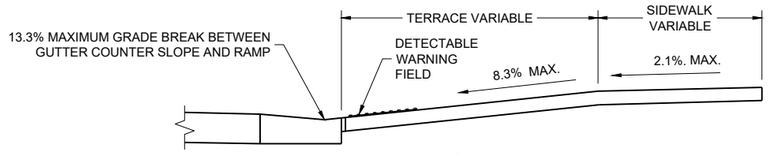
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

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

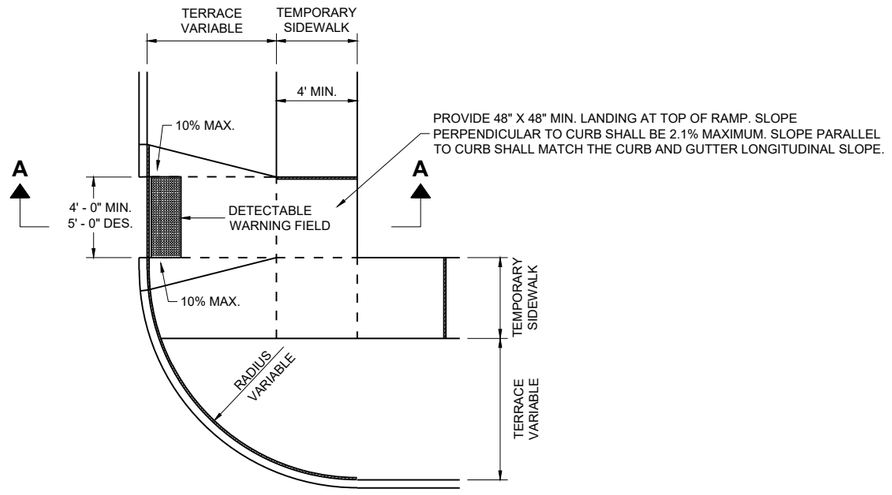
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

GENERAL NOTES



SECTION A - A



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

6

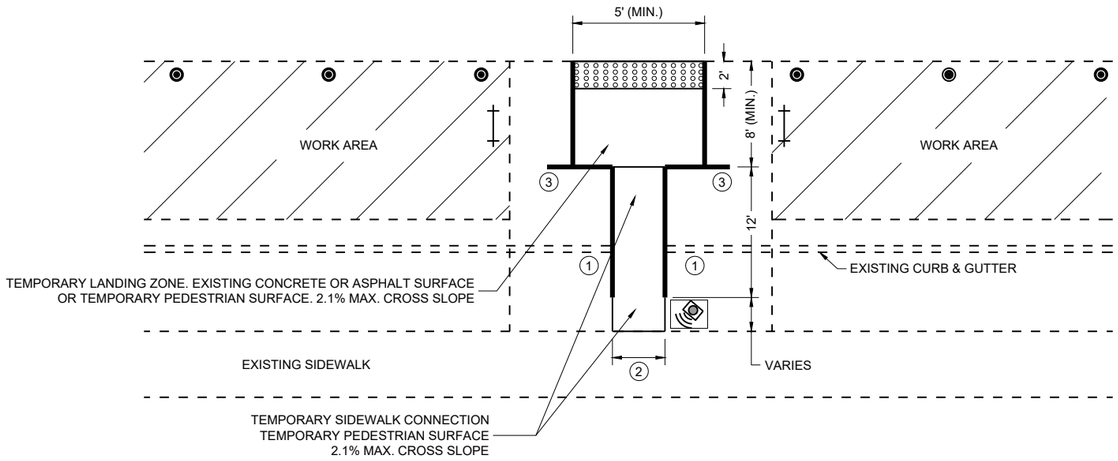
SDD 15D30-12d

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

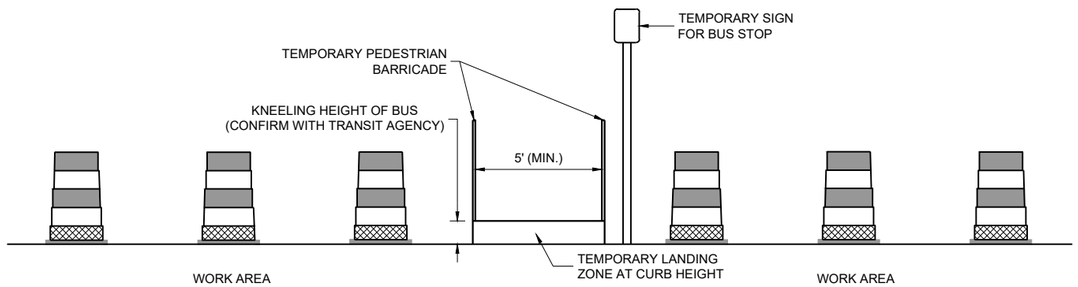
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-12d



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 1:48 (2.1%) 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)

6

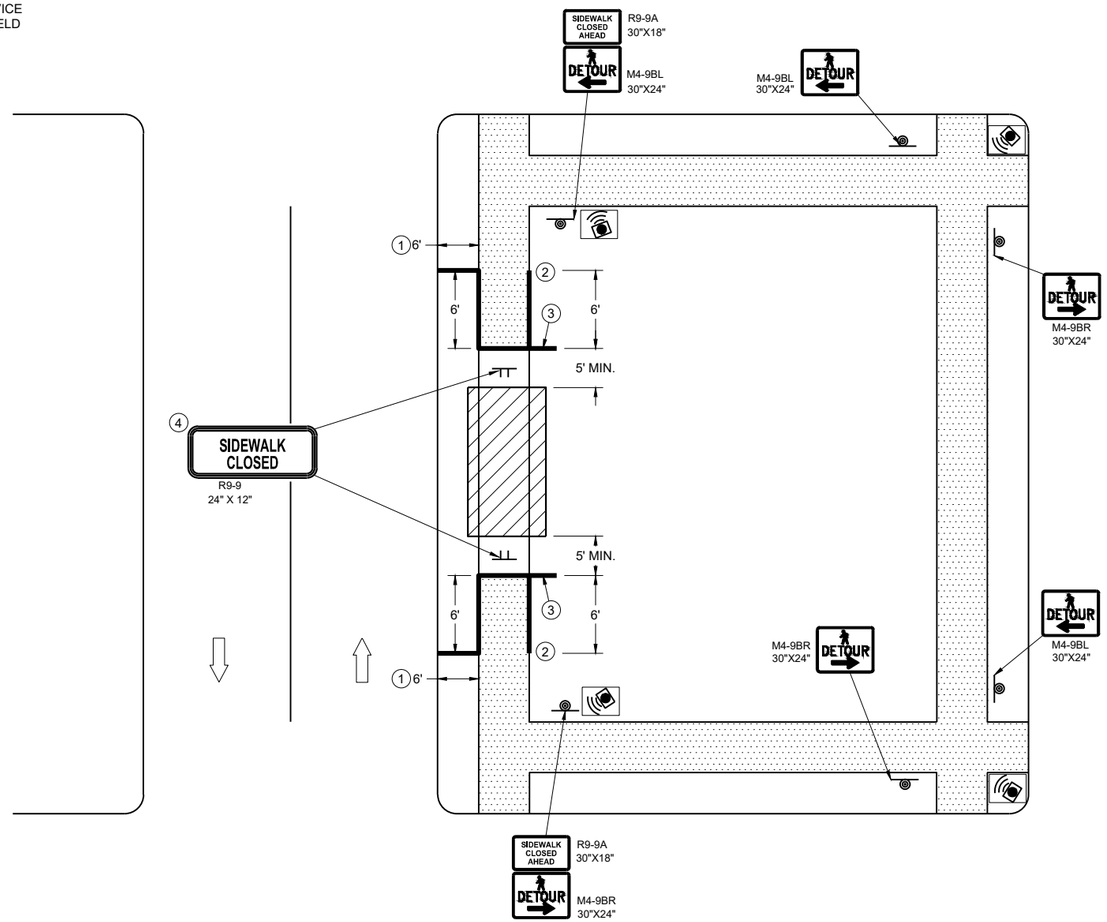
SDD 15D30-12e

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

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



SIDEWALK DETOUR, SIDEWALK 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.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-12f

LEGEND

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

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

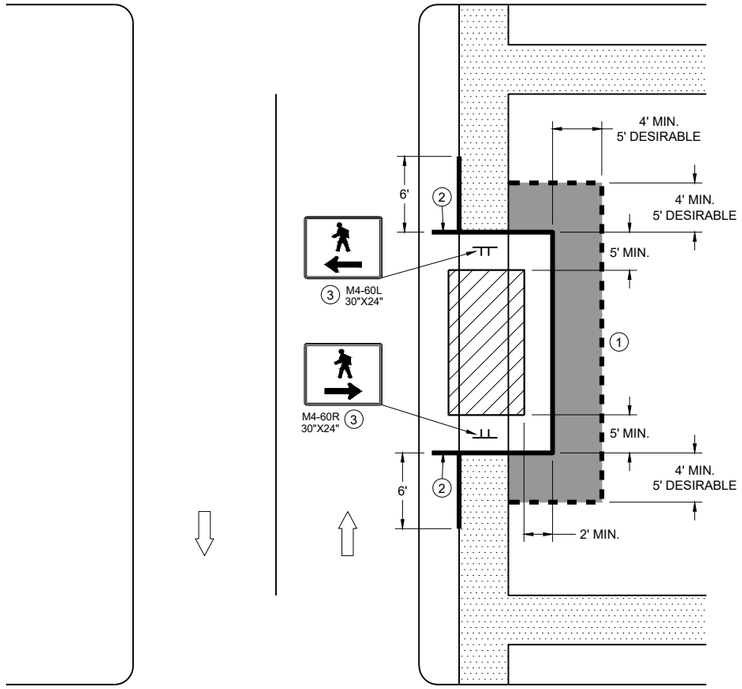
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

(1) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

(2) IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.

(3) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK BYPASS
SINGLE SIDE

6

SDD 15D30-12g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

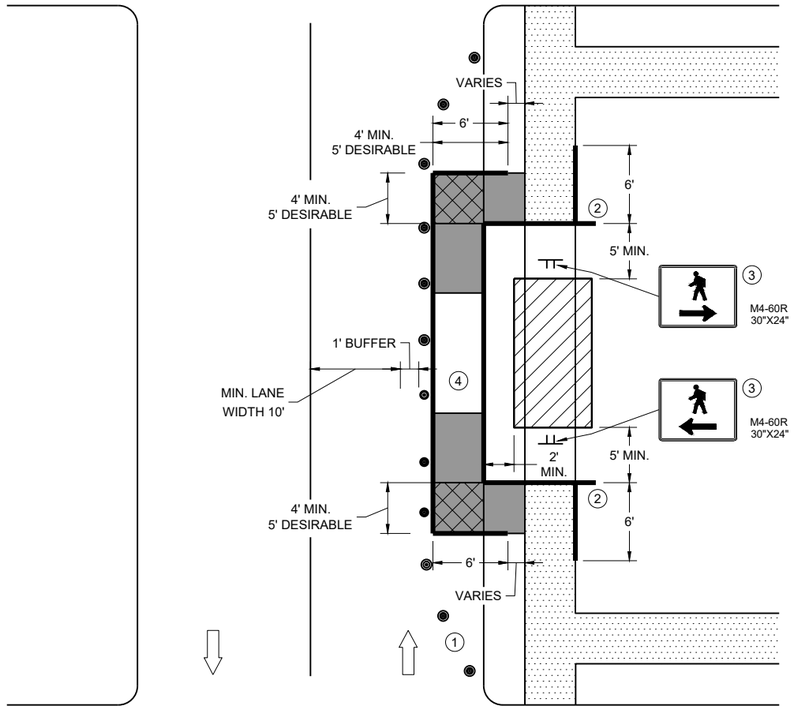
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

(1) SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.

(2) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.

(3) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

(4) USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURFACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.



SIDEWALK BYPASS, SINGLE SIDE

6

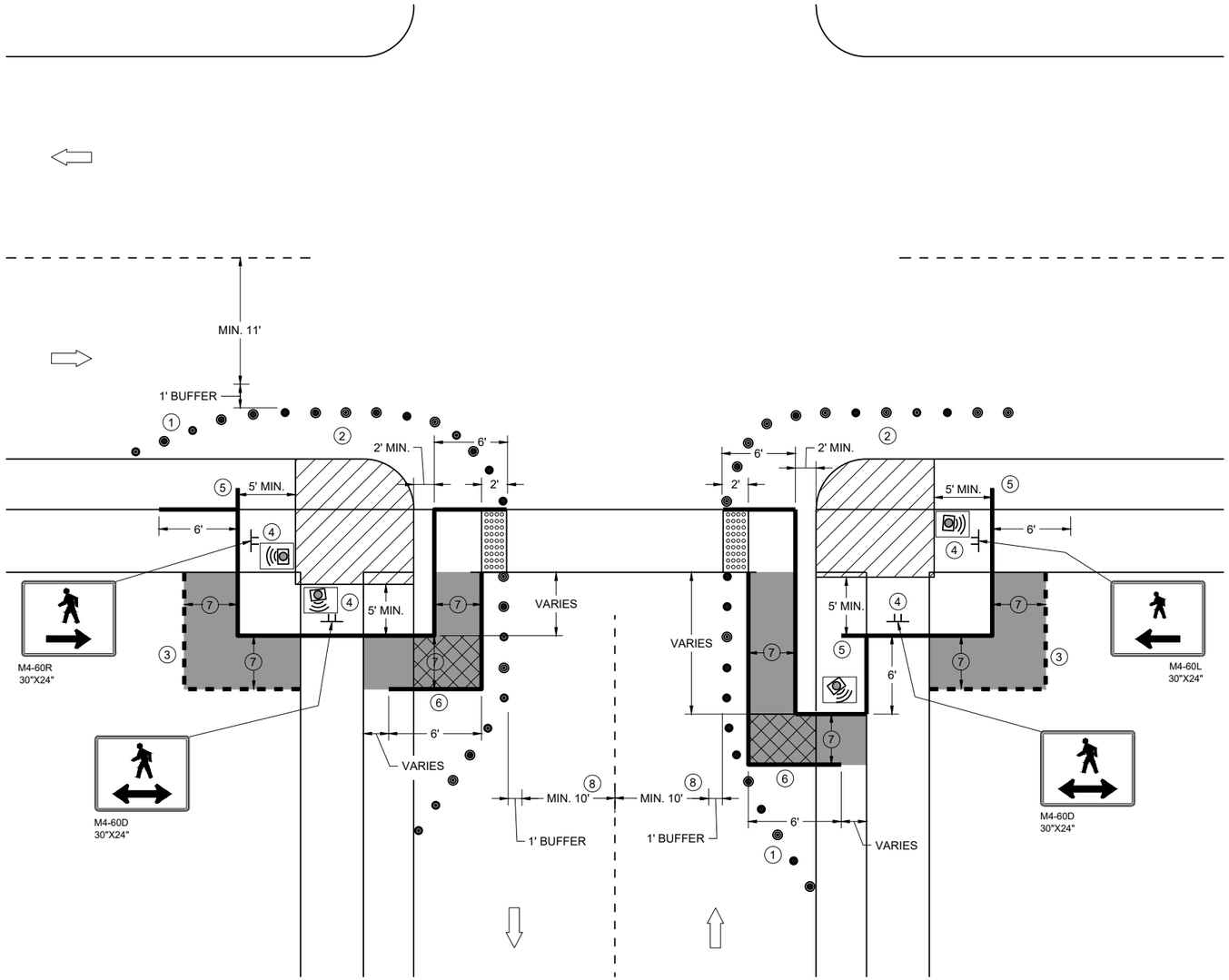
SDD 15D30-12h

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-12h



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.

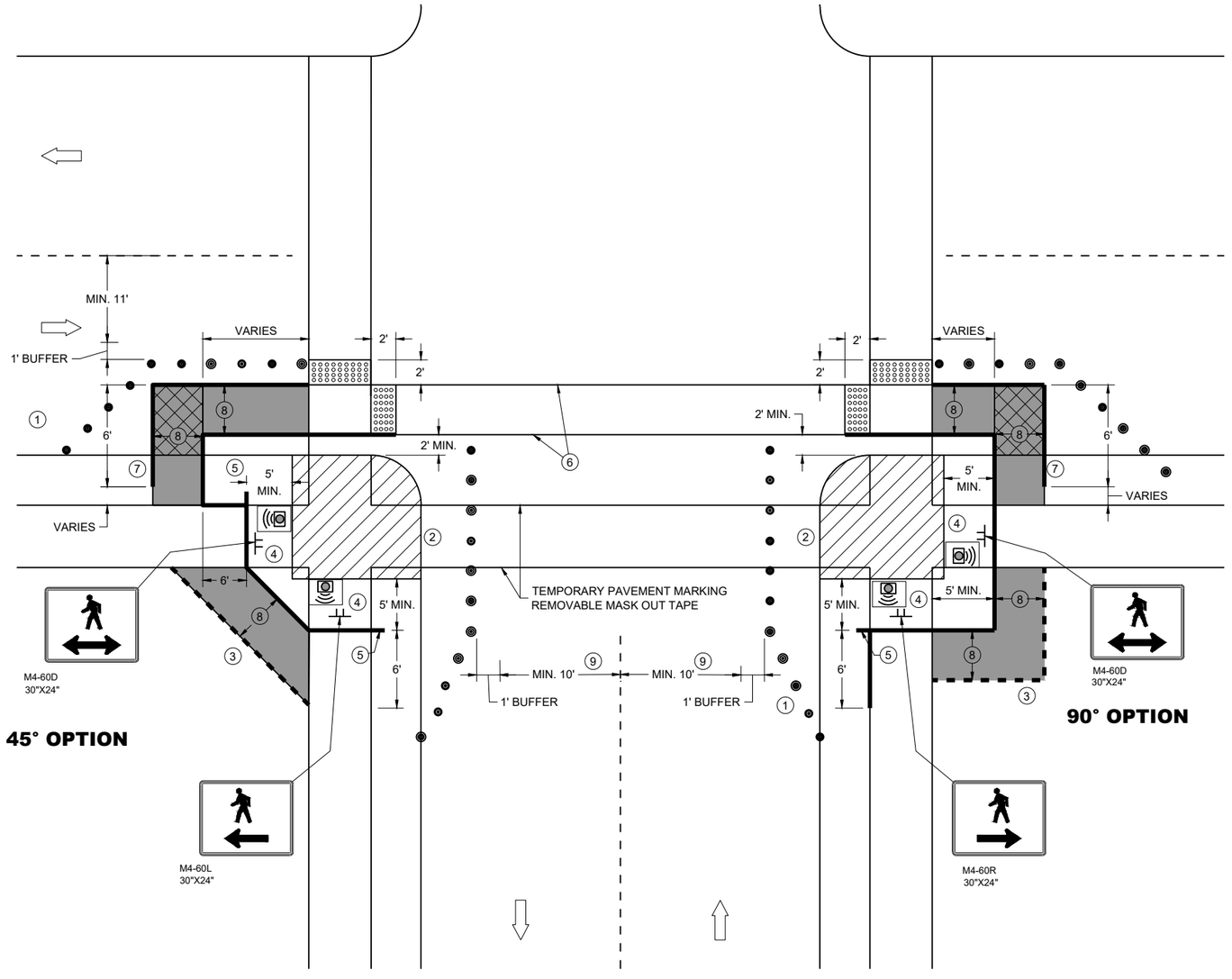
LEGEND

- 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

6
SDD 15D30-12i



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.

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

6
SDD 15D30-12j

LEGEND

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

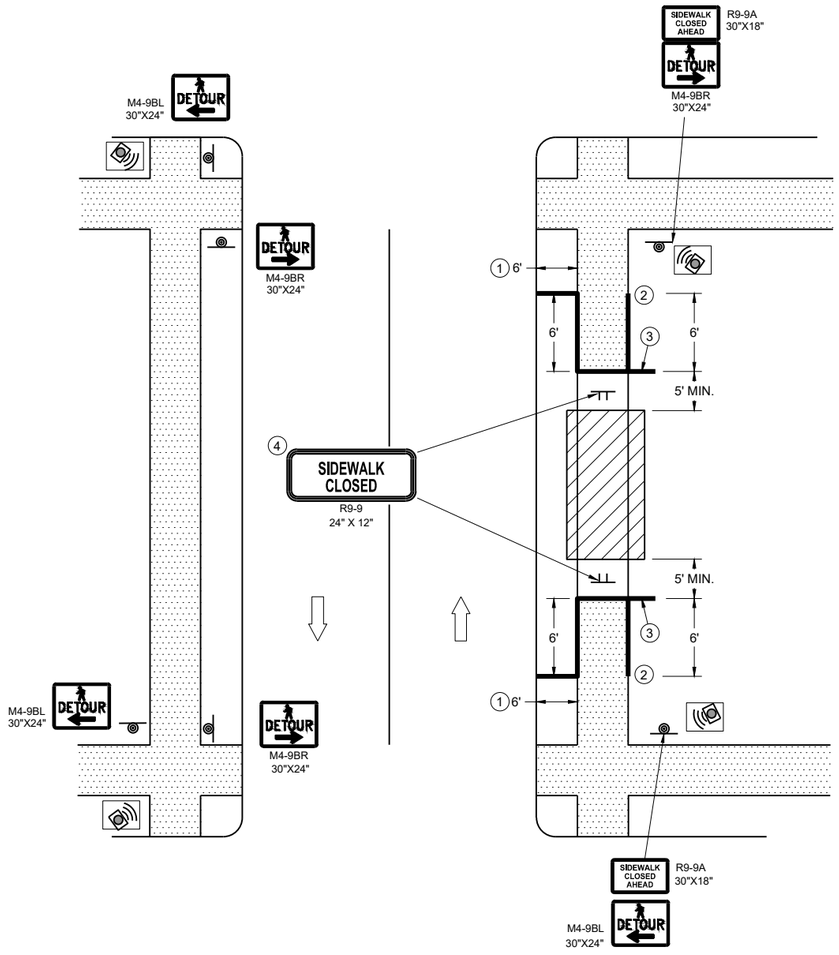
UNDER PEDESTRIAN TRAFFIC

WORK AREA

TEMPORARY PEDESTRIAN BARRICADE

DIRECTION OF TRAFFIC

TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

GENERAL NOTES

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

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

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

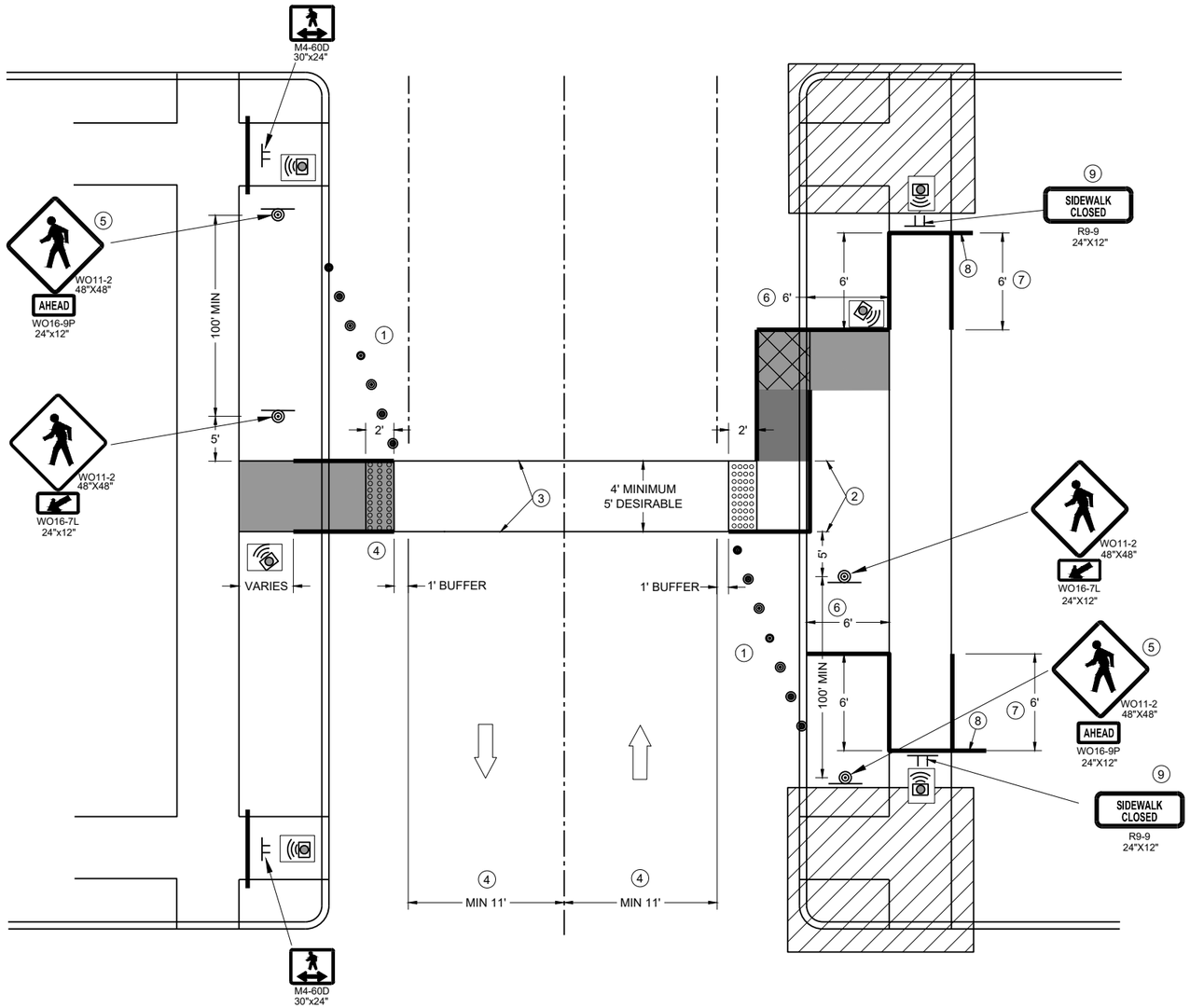
1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN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

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-12k



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 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
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

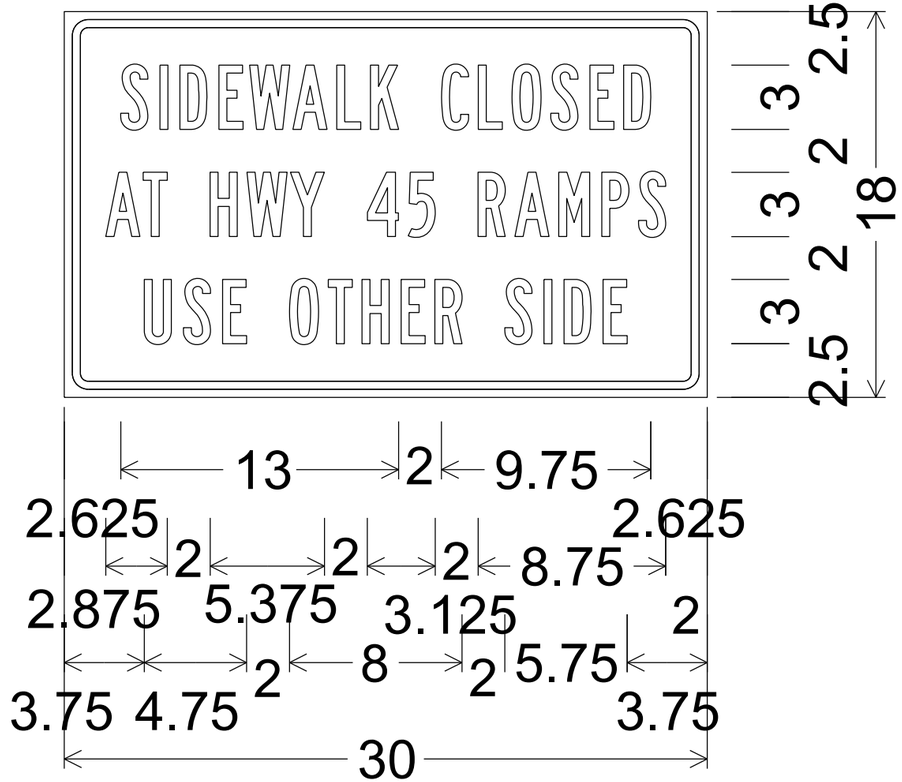
FHWA

6

SDD 15D30-12I

NOTES

1. Fixed Message Sign Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B



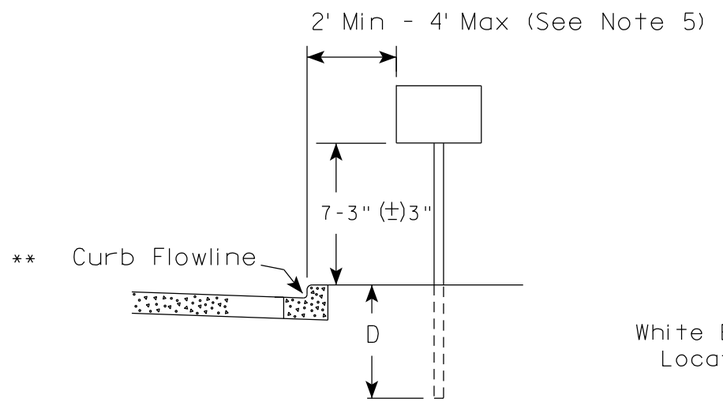
1.125" Radius, 0.375" Border, 0.375" Indent

7

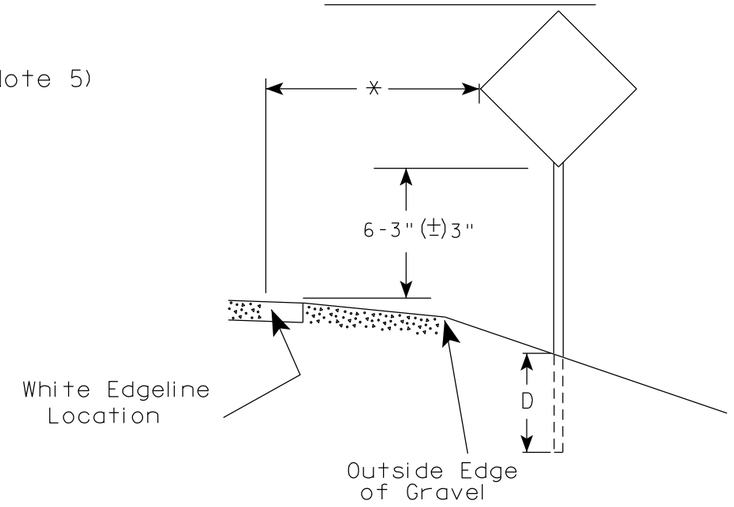
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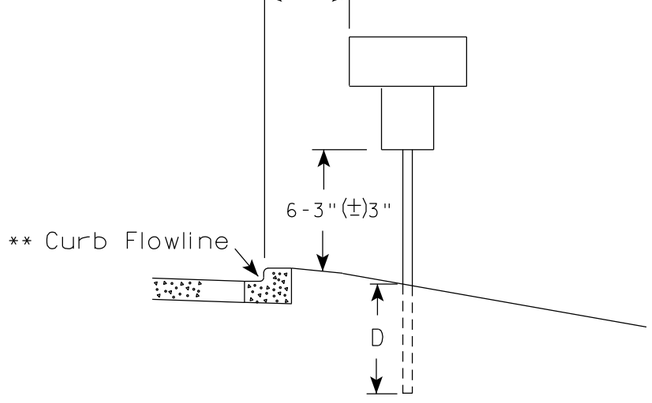
PROJECT NO: 2707-08-70	HWY: STH 33	COUNTY: WASHINGTON	TEMPORARY SIGNING	SHEET NO: 430	E

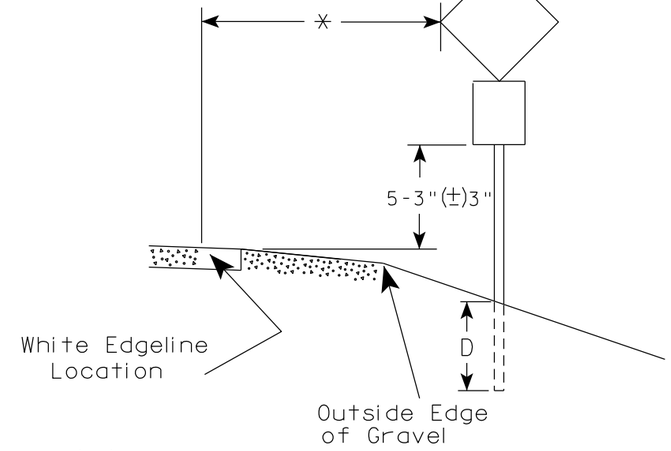
URBAN AREA



RURAL AREA (See Note 2)







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

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

GENERAL NOTES

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

POST EMBEDMENT DEPTH

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

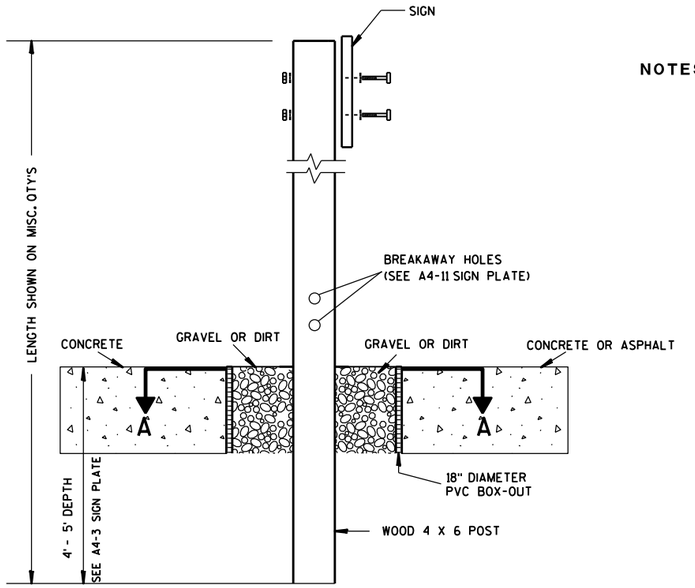
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

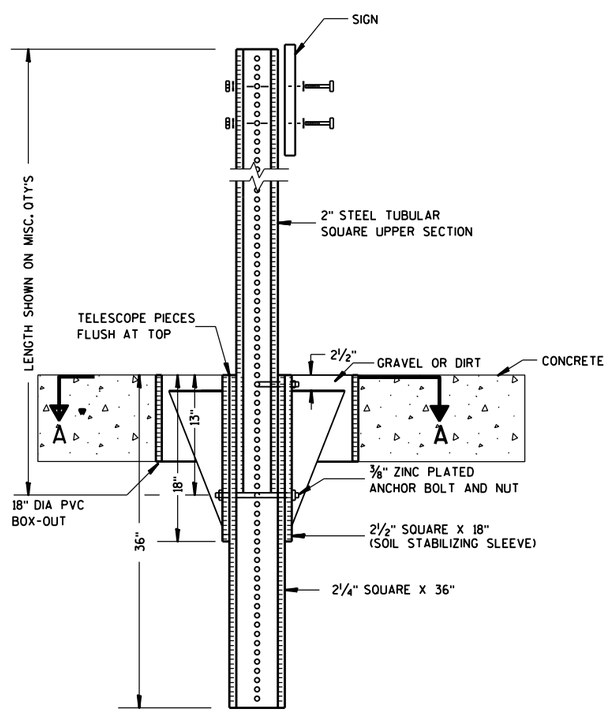
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 431	E



ELEVATION VIEW

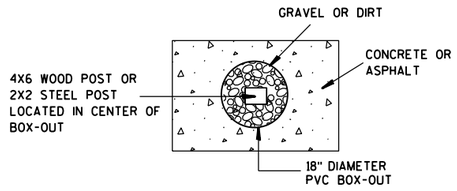
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

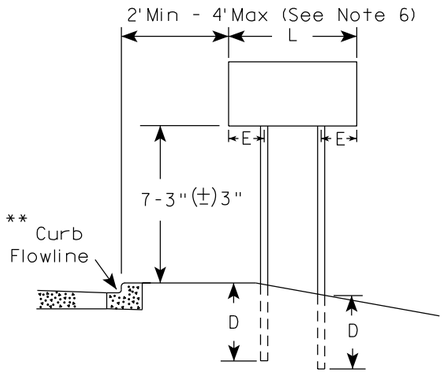
APPROVED Matthew R Rauch
for State Traffic Engineer

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

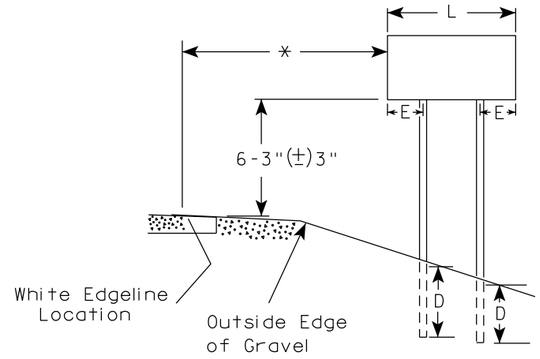
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

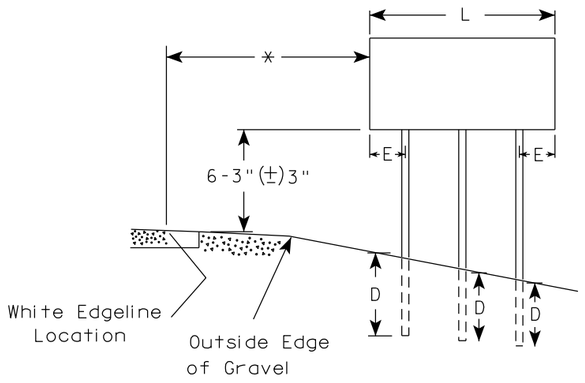
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

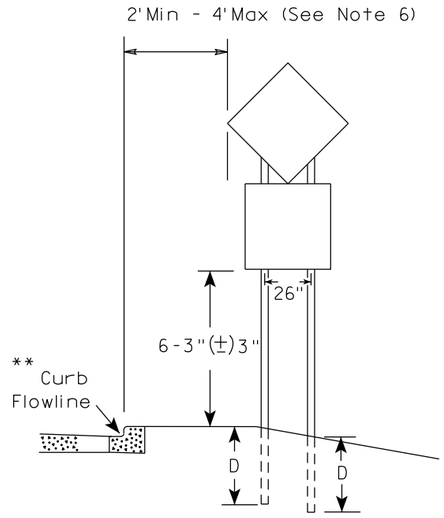
URBAN AREA



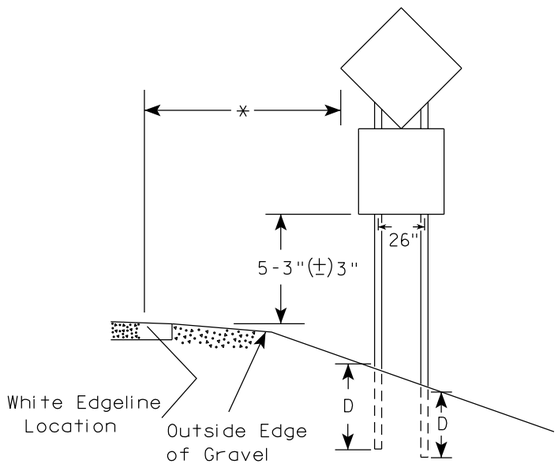
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

GENERAL NOTES

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

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

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

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

POST EMBEDMENT DEPTH

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

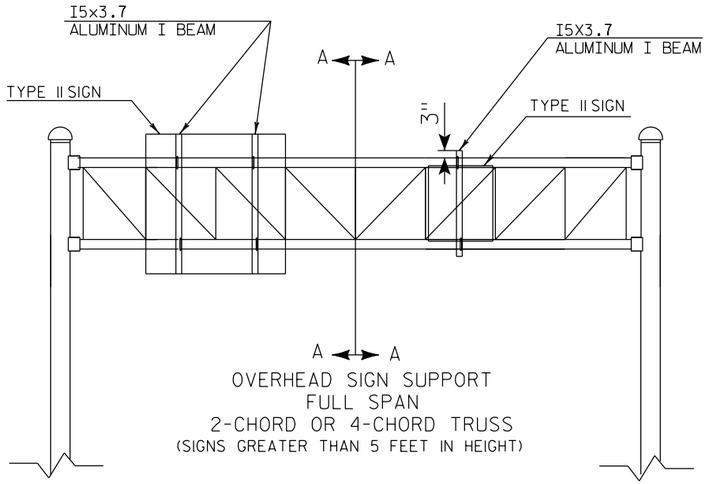
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

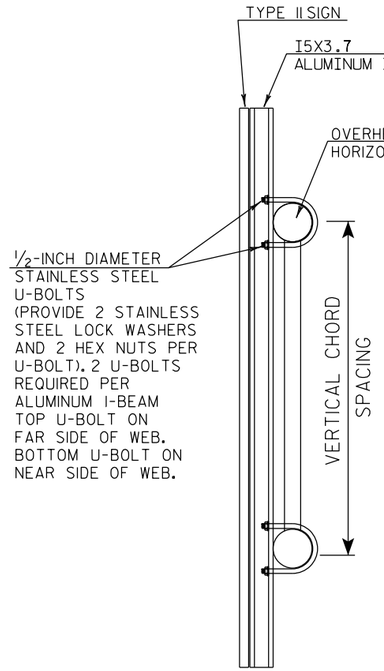
APPROVED Matthew R Rauch
for State Traffic Engineer

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

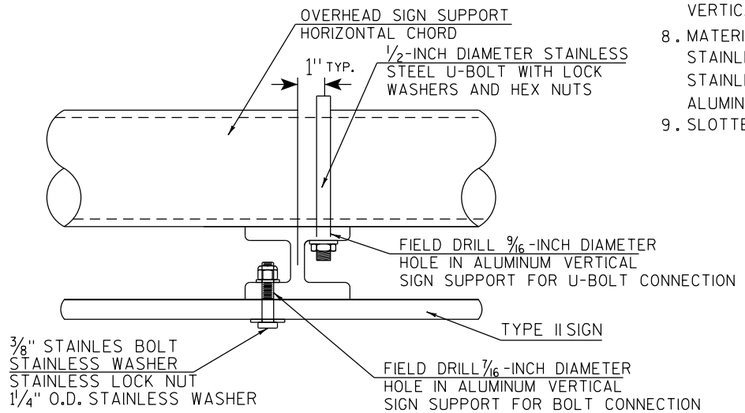
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 433	E



OVERHEAD SIGN SUPPORT
FULL SPAN
2-CHORD OR 4-CHORD TRUSS
(SIGNS GREATER THAN 5 FEET IN HEIGHT)



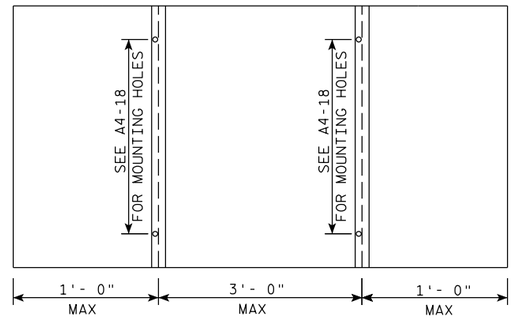
CUT SECTION A-A



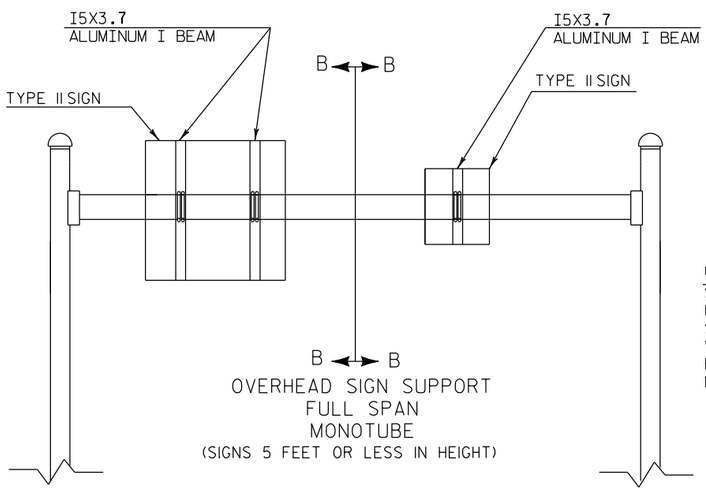
TYPICAL SIGN CONNECTION FOR
2-CHORD OR 4-CHORD TRUSS
PLAN VIEW

GENERAL NOTES

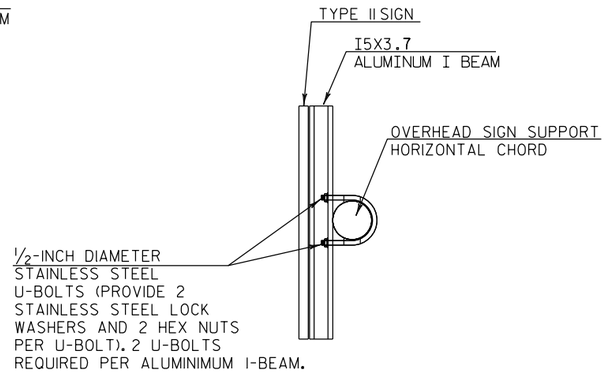
1. USE STAINLESS STEEL U-BOLTS, WASHERS, AND NUTS.
2. USE STAINLESS BOLTS AT BOLT HOLES IN SIGN PANEL PER SIGN PLATE A4-18.
3. USE ALUMINUM VERTICAL SIGN SUPPORT BEAMS HAVING A 5 INCH BEAM DEPTH AND WEIGHT OF 3.7 LBS PER FOOT.
4. U-BOLTS SHALL BE STAINLESS STEEL AND MANUFACTURED TO THE PROPER SIZE TO FIT THE CHORDS OF THE OVERHEAD SIGN STRUCTURE.
5. DIAMETER OF U-BOLTS SHALL BE AS SHOWN.
6. THE LENGTH OF THE ALUMINUM VERTICAL SIGN SUPPORT BEAMS SHALL BE THE SAME AS THE HEIGHT OF THE SIGN THEY ARE SUPPORTING. BEAM LENGTHS MAY BE LONGER FOR PROPER ATTACHMENT TO CHORDS.
7. SEE DETAIL BELOW FOR SPACING OF ALUMINUM VERTICAL SIGN SUPPORTS
8. MATERIAL NOTES:
   STAINLESS STEEL U-BOLTS, BOLTS, AND LOCKWASHERS ASTM 304.
   STAINLESS STEEL HEX NUTS ASTM A276.
   ALUMINUM I-BEAMS ARE 6061-T6.
9. SLOTTED HOLES IN I-BEAMS ARE NOT ALLOWED



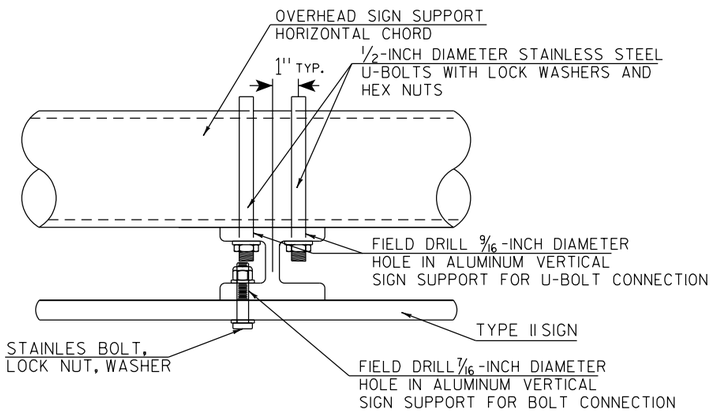
SPACING OF I5X3.7 ALUMINUM
MULTIPLE VERTICAL SIGN SUPPORTS



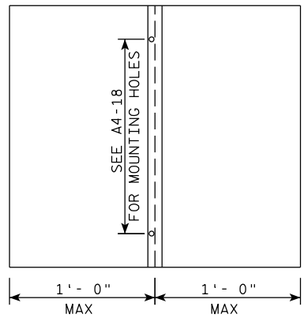
OVERHEAD SIGN SUPPORT
FULL SPAN
MONOTUBE
(SIGNS 5 FEET OR LESS IN HEIGHT)



CUT SECTION B-B



TYPICAL SIGN CONNECTION FOR
MONOTUBE
PLAN VIEW



SPACING OF I5X3.7 ALUMINUM
SINGLE VERTICAL SIGN SUPPORT

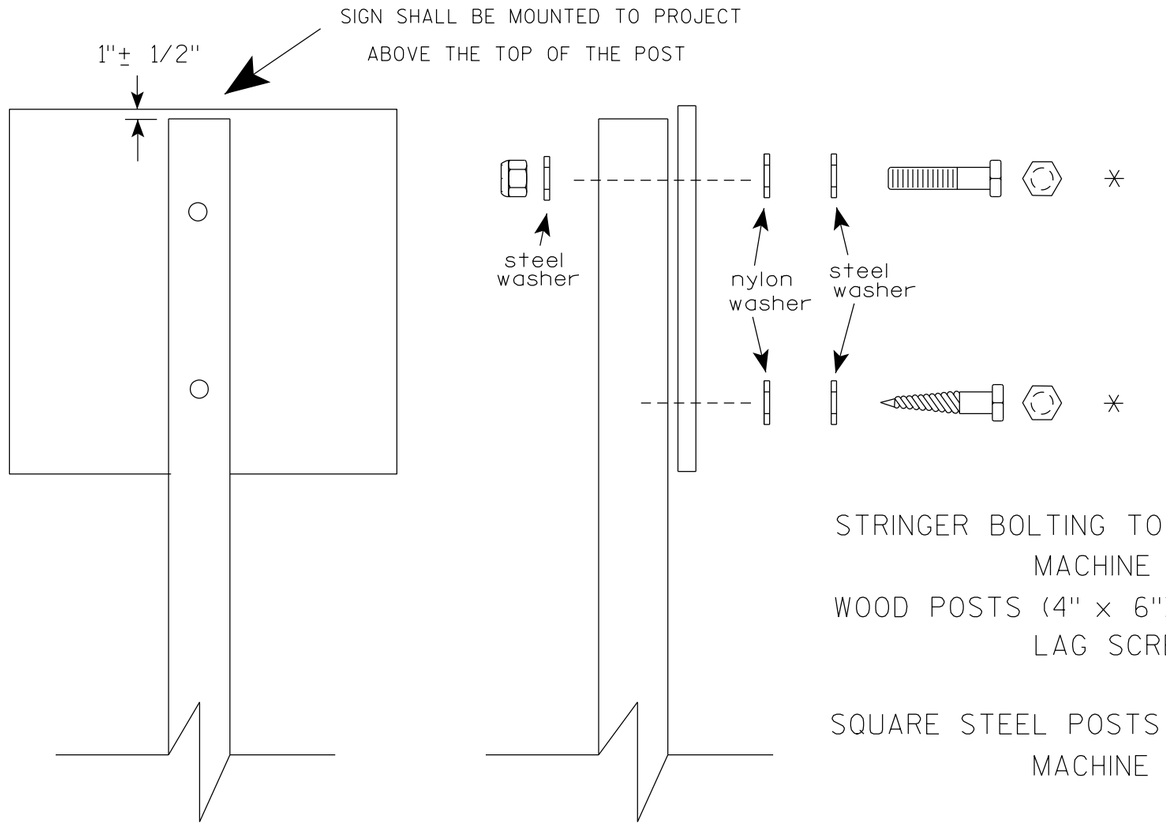
TYPE II SIGN CONNECTION
TO OVERHEAD SIGN SUPPORT

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/07/20 PLATE NO. A4-7B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 434	E



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

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

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

ATTACHMENT OF SIGNS TO POSTS

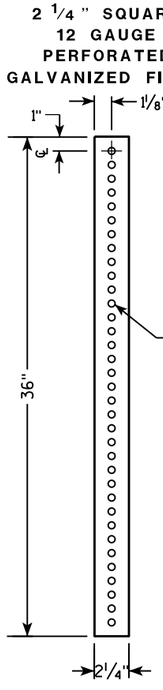
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

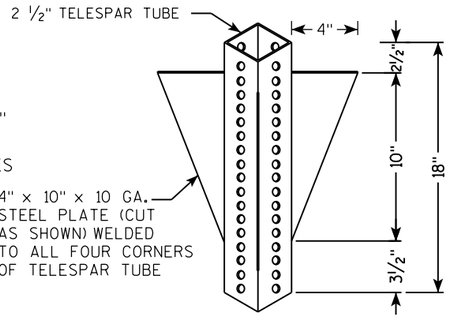
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

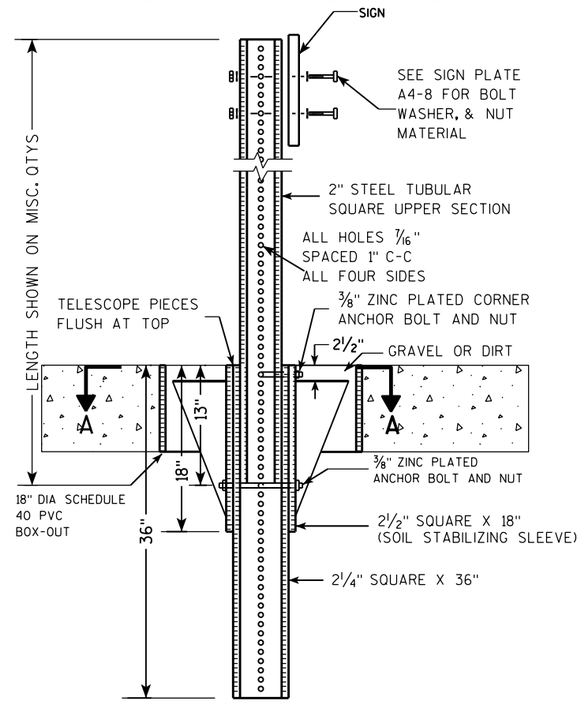
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



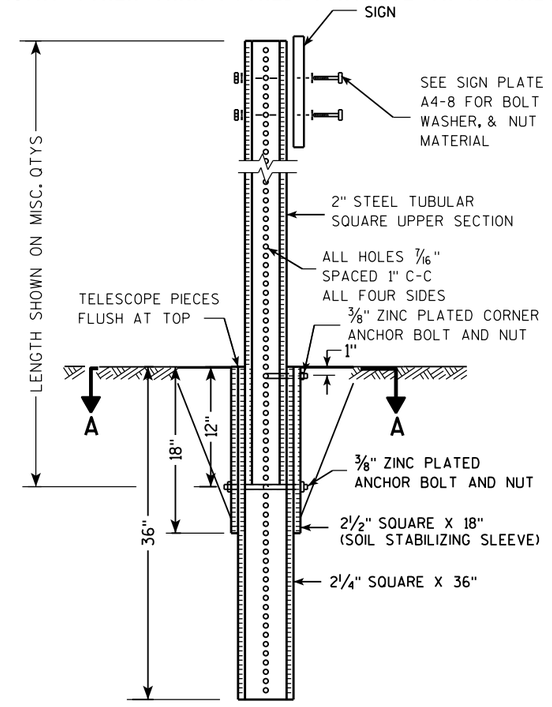
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

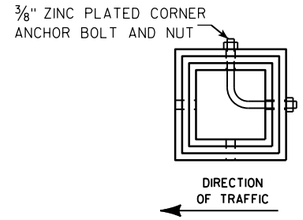


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

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

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

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

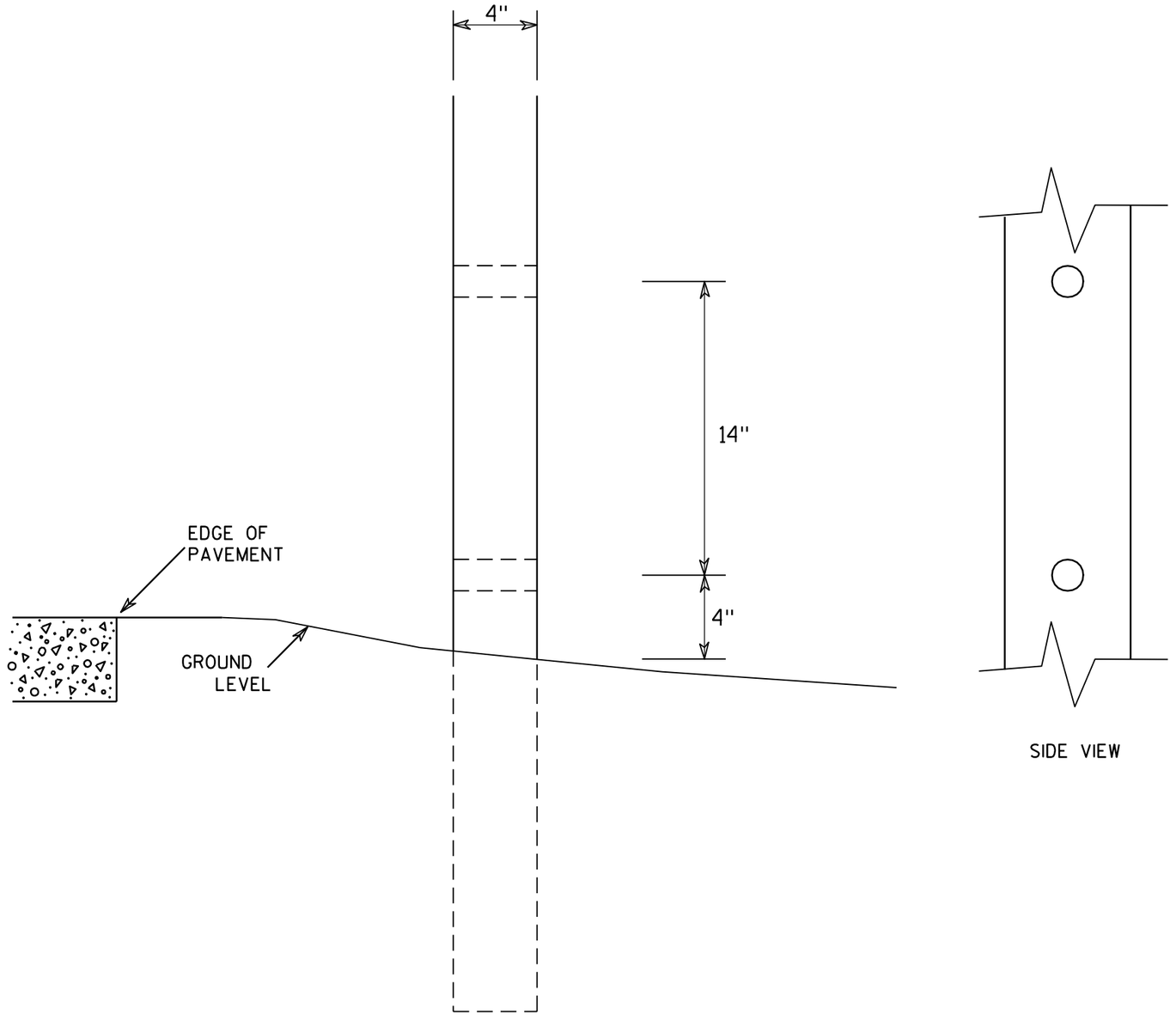
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 436 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000

WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

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

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

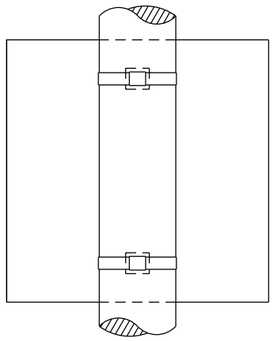
APPROVED Chester J Spang for State Traffic Engineer

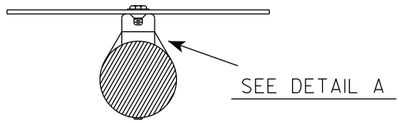
DATE 3/27/97 PLATE NO. A4-11.2

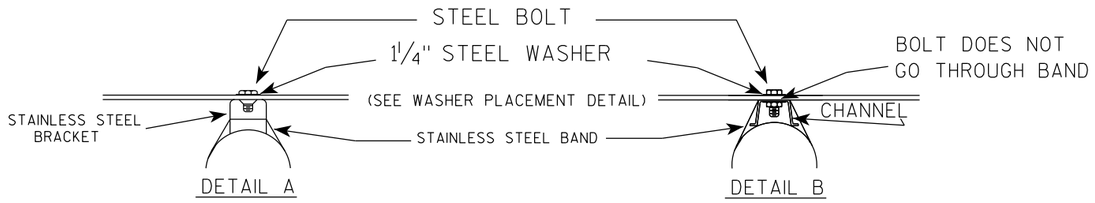
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 437	E

BANDING

SINGLE SIGN



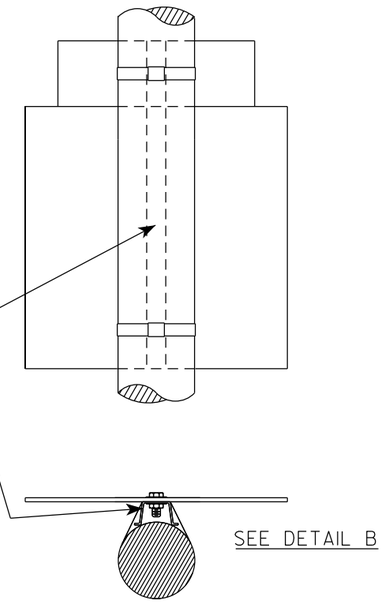




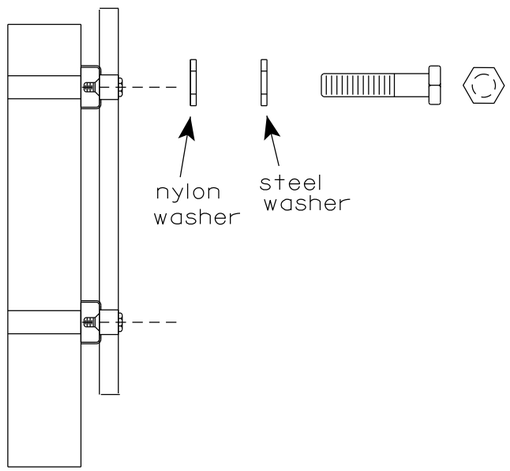
GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

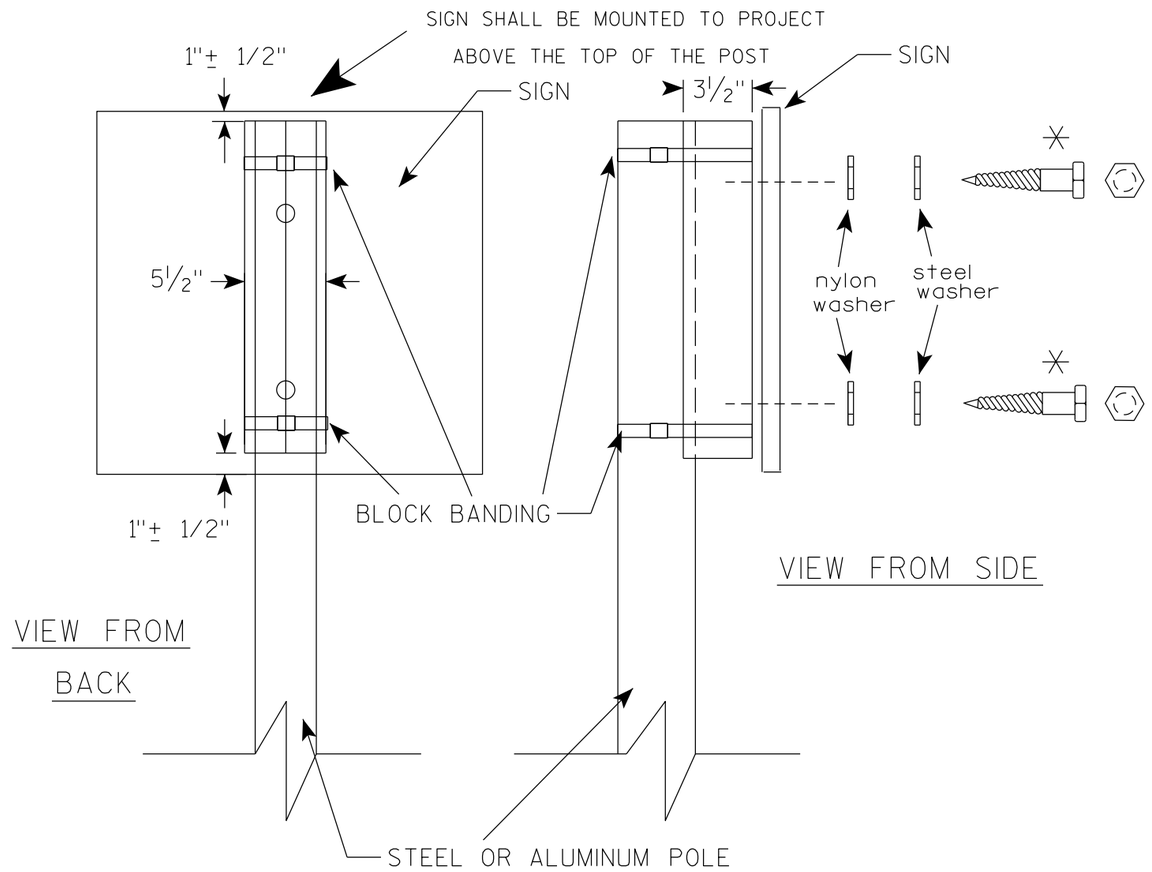
WISCONSIN DEPT OF TRANSPORTATION

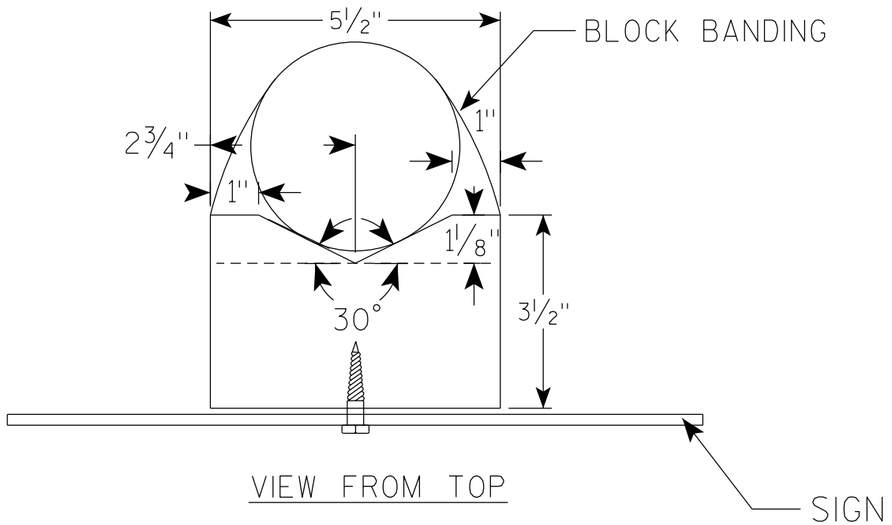
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-9.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 438	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

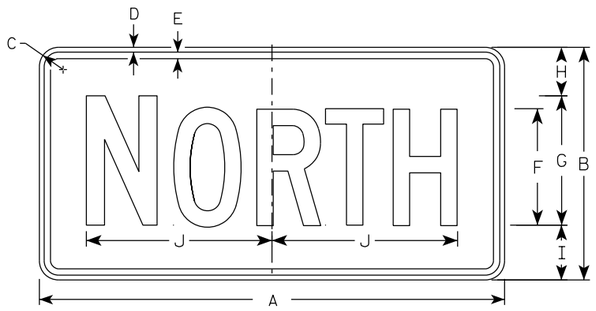
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

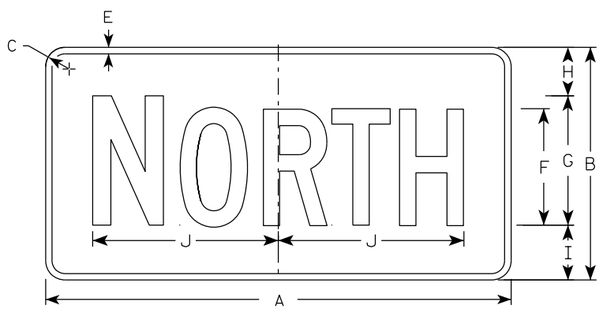
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

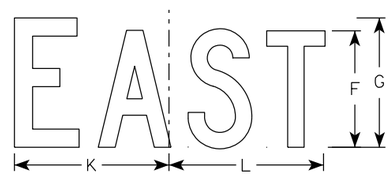
SHEET NO: 439 E



M3-1
MM3-1
MP3-1



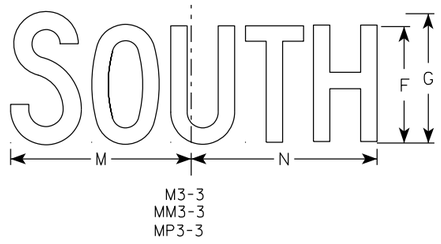
MB3-1
MK3-1
MN3-1



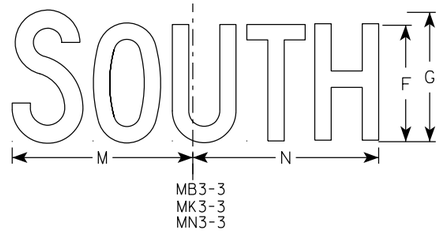
M3-2
MM3-2
MP3-2



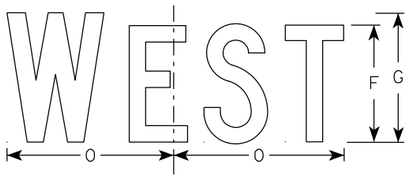
MB3-2
MK3-2
MN3-2



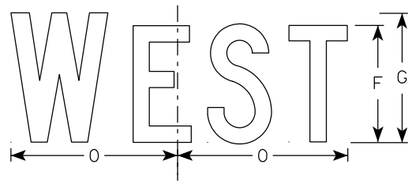
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
2M	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
3	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
4	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
5	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5

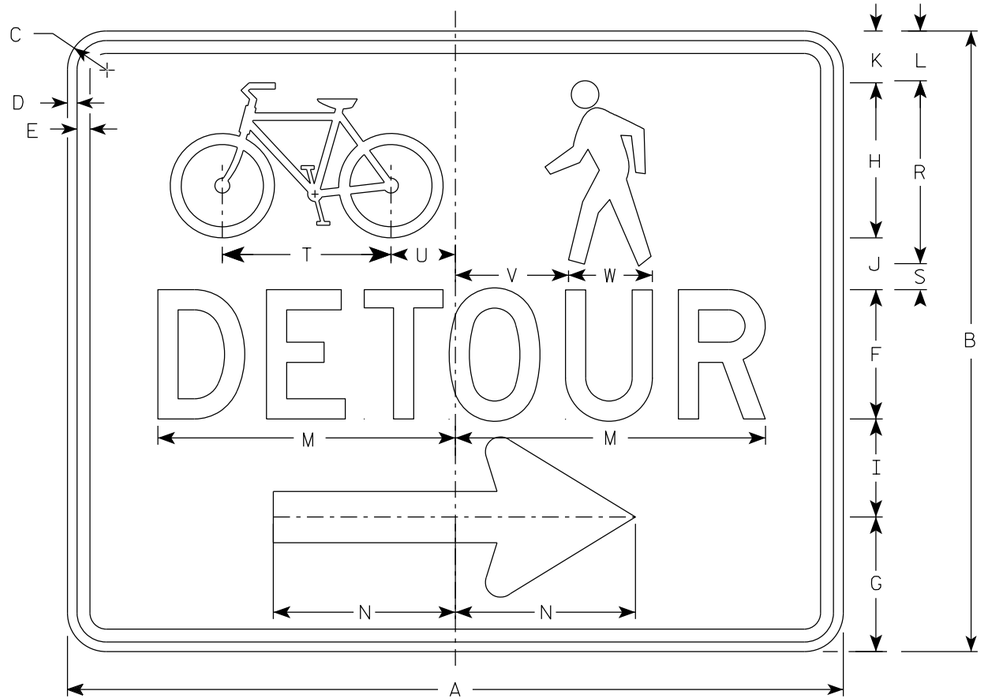
STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

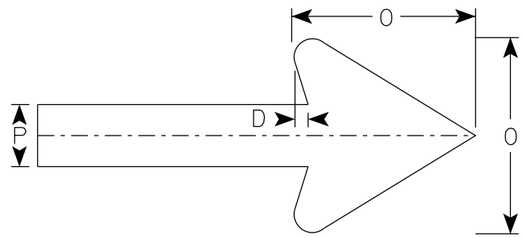
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 440	E



M4-9AR

NOTES

1. Sign is Type II-Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9AL is the same as M4-9AR 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																											
2S	30	24	1 1/2	3/8	1/2	5	5 1/4	6	3 3/4	2	2	1 7/8	11 3/4	7	6	2		7 1/8	1	6 1/2	2 1/2	4 3/8	3 1/4				5.00
2M	30	24	1 1/2	3/8	1/2	5	5 1/4	6	3 3/4	2	2	1 7/8	11 3/4	7	6	2		7 1/8	1	6 1/2	2 1/2	4 3/8	3 1/4				5.00
3																											
4																											
5																											

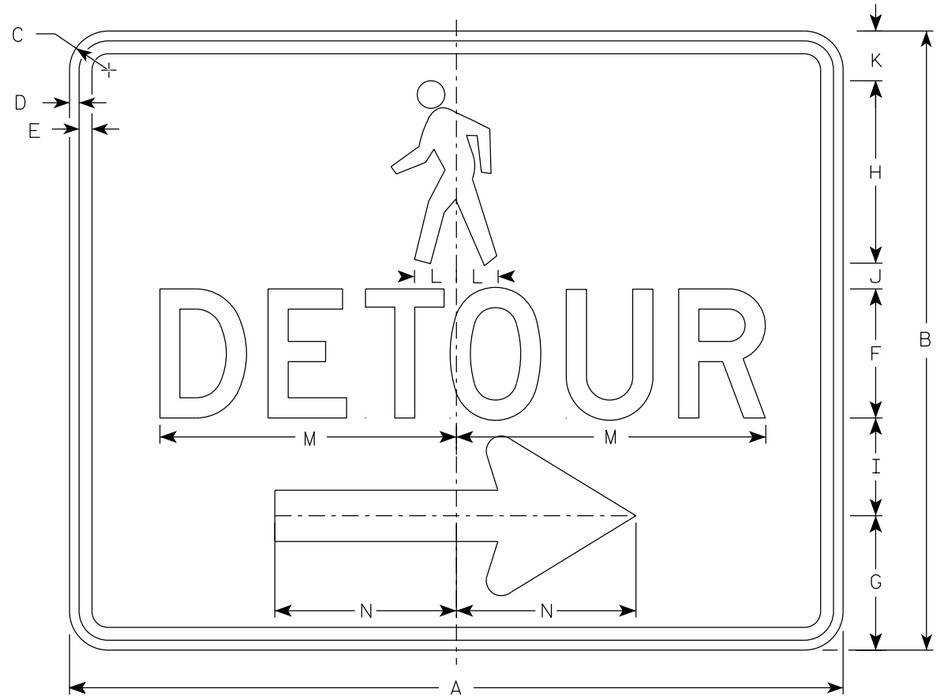
STANDARD SIGN
M4-9A L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9A.3

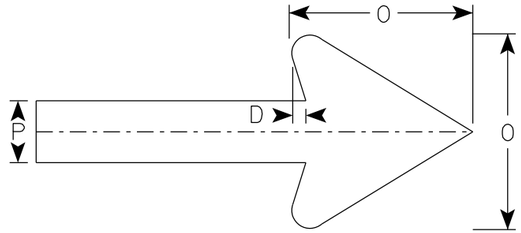
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 441	E



M4-9BR

NOTES

1. Sign is Type II-Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9BL is the same as M4-9BR except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.0
2M	30	24	1 1/2	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.0
3																											
4																											
5																											

STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

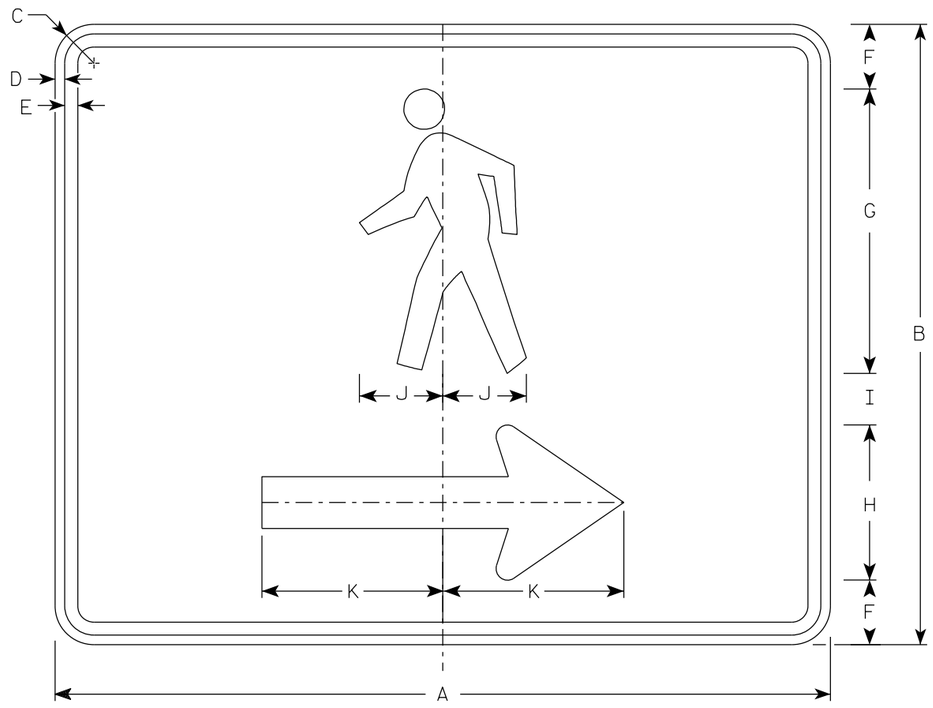
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9B.4

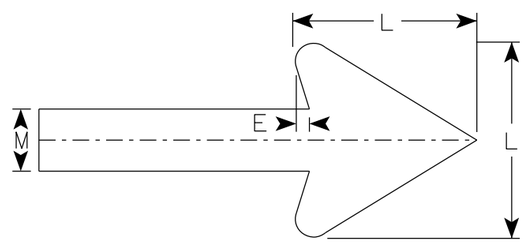
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 442 | E

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M4-60L is the same as M4-60R except the arrow is reversed.



M4-60R



Arrow Detail

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

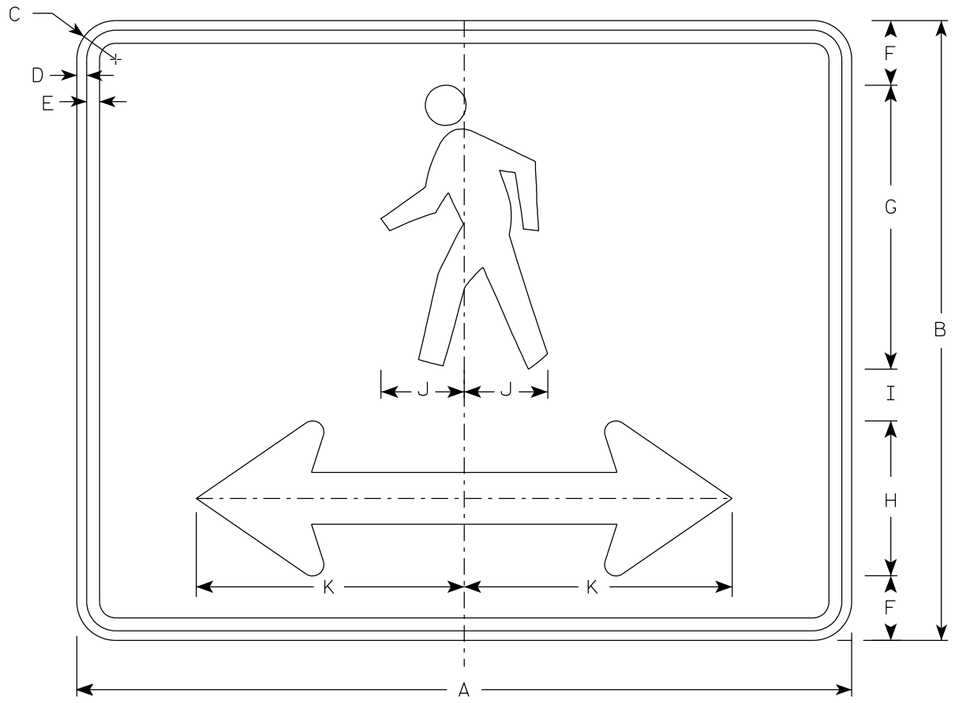
STANDARD SIGN
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60.2

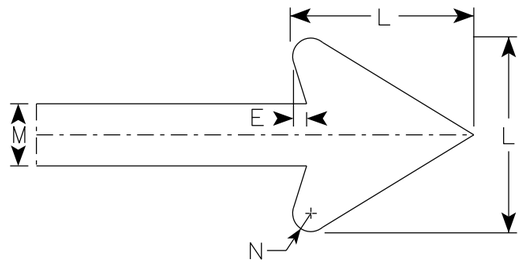
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 443 | E



M4-60D

NOTES

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



Arrow Detail

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

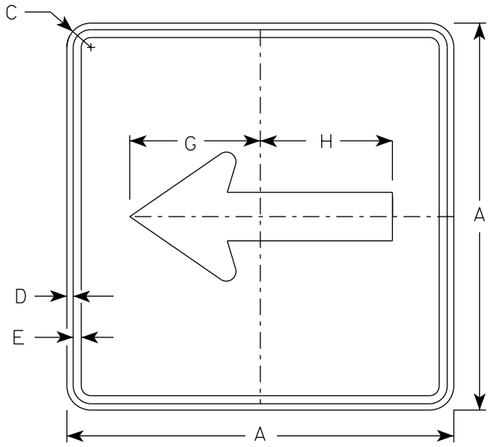
STANDARD SIGN
M4-60D

WISCONSIN DEPT OF TRANSPORTATION

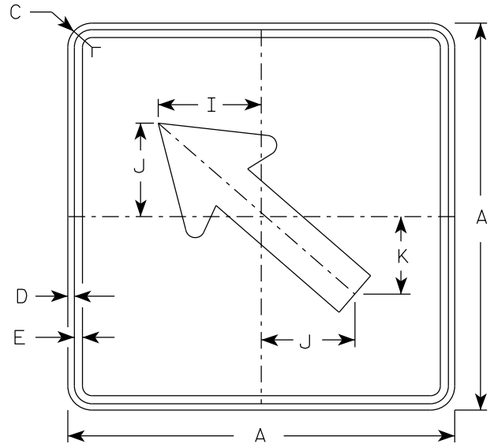
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60D.2

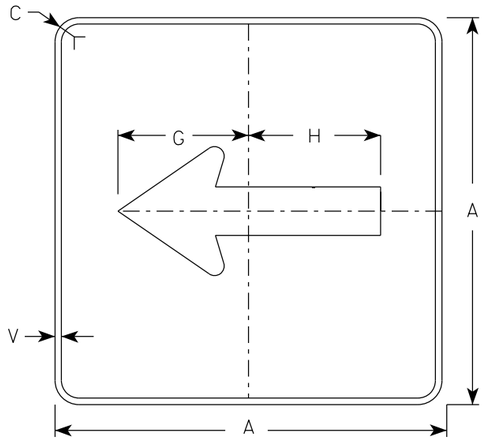
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 444 | E



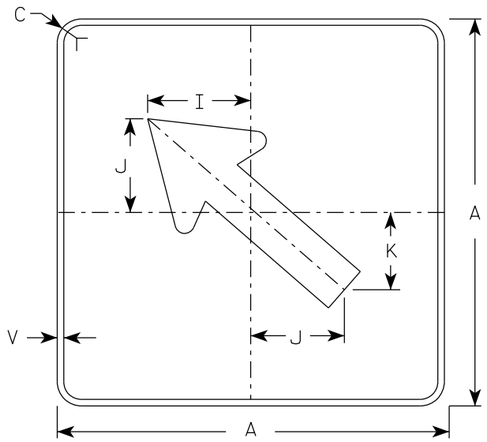
M6-1
MM6-1
MO6-1
MP6-1



M6-2
MM6-2
MO6-2
MP6-2



MB6-1
MK6-1
MN6-1
MR6-1

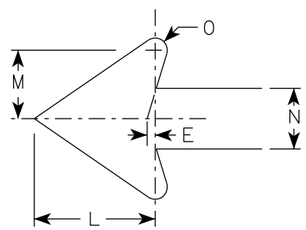


MB6-2
MK6-2
MN6-2
MR6-2

NOTES

1. Signs are Type II - Type H Reflective except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21		1 1/2	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2							1/2					3.06
2M	21		1 1/2	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2							1/2					3.06
3	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
4	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
5	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

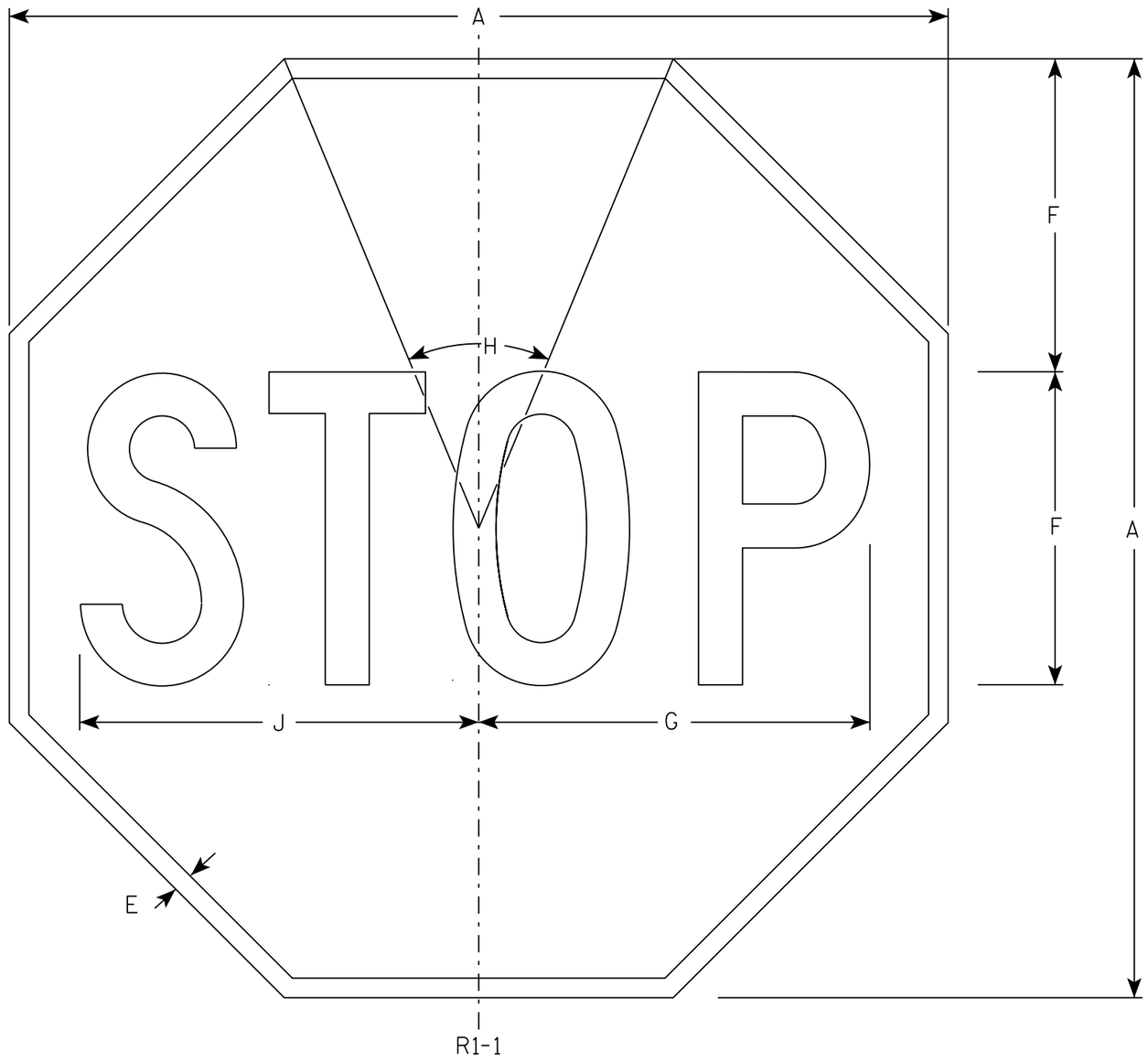
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 445 | E

7

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

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

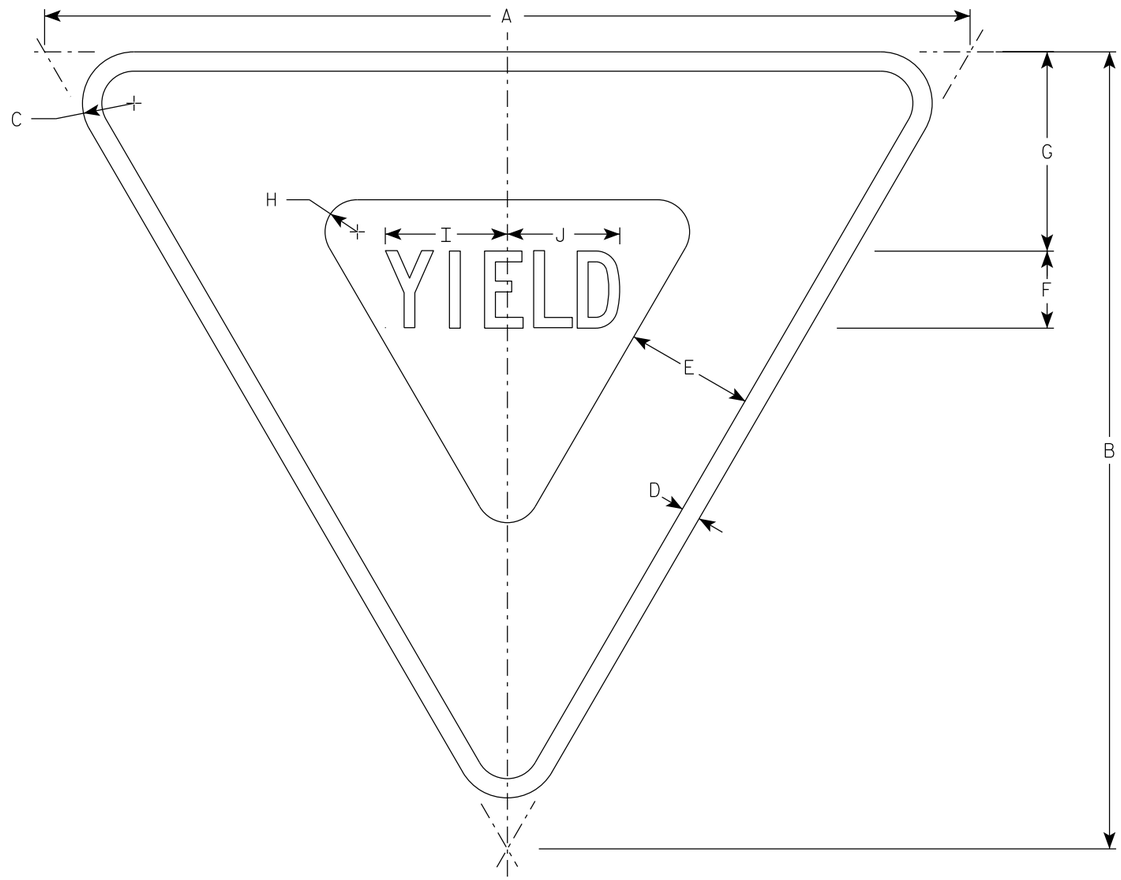
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 446	E



R1-2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 4
3. Message Series - C
4. The border strip and word message are reflectorized red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	26	2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

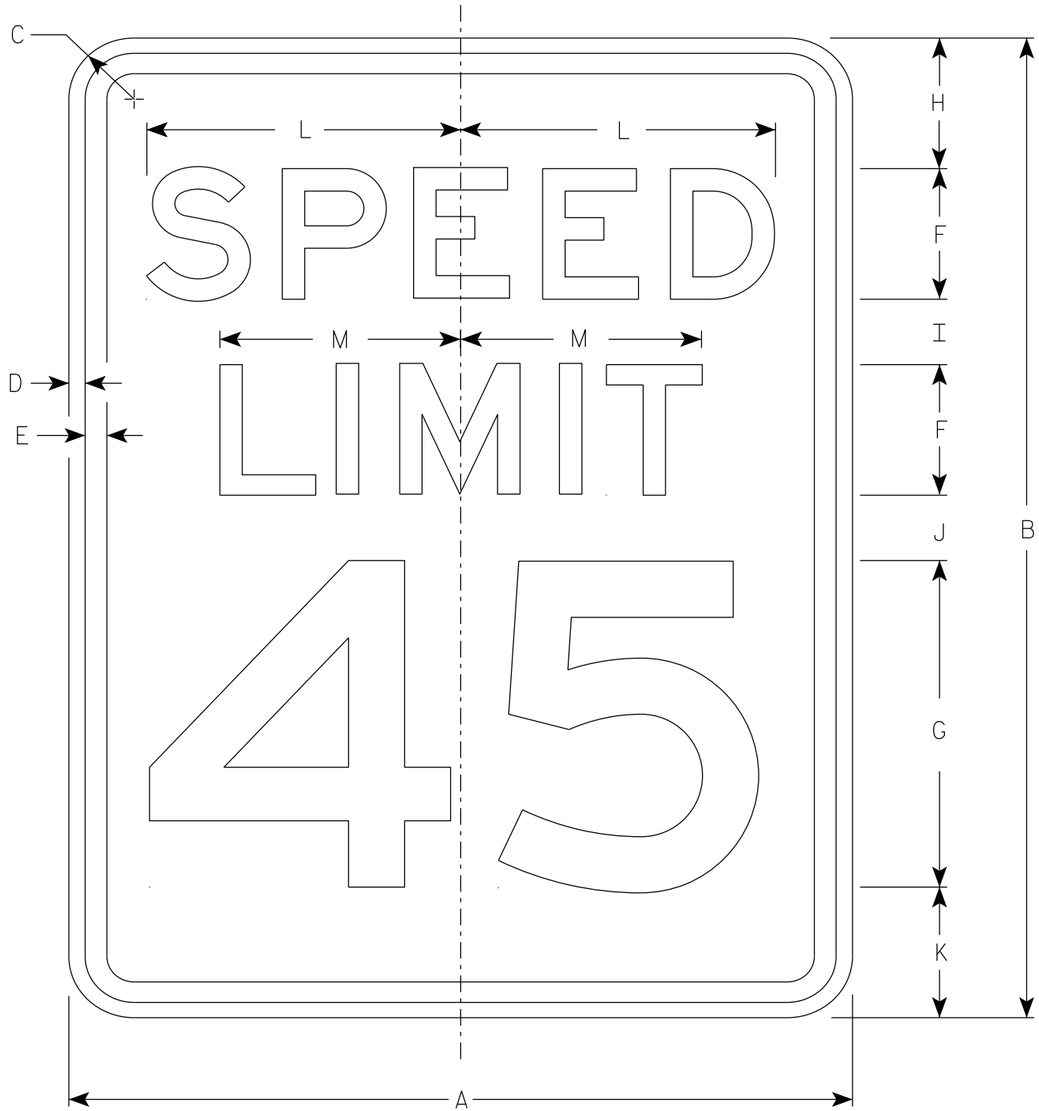
STANDARD SIGN
R1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/10/2024 PLATE NO. R1-2.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 447	E



R2-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/2	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/2	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 7/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	3	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

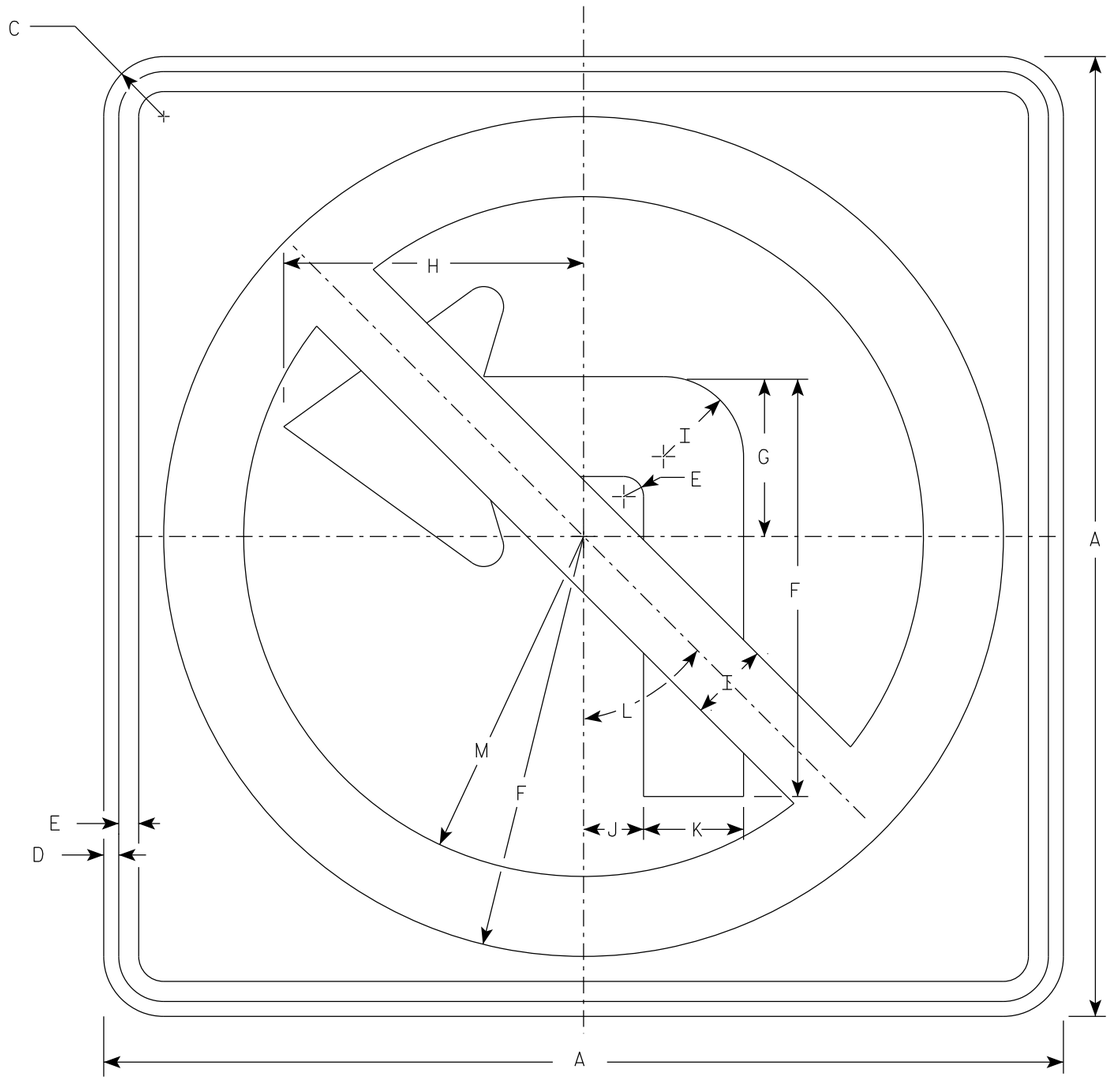
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-1.14

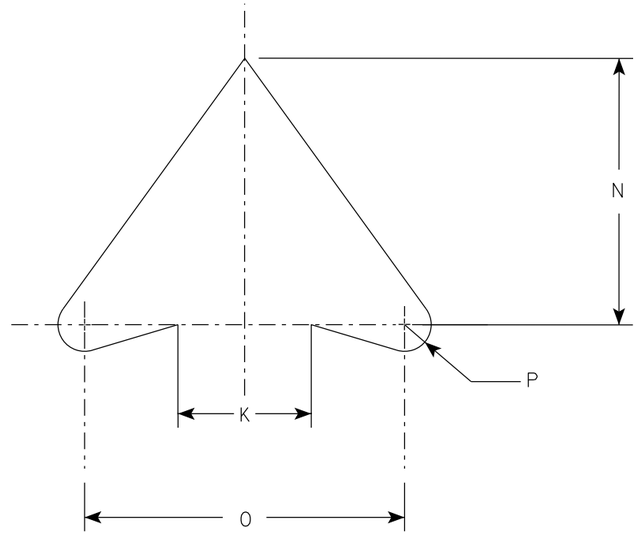
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 448 | E



R3-2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/2	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		2 1/4	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

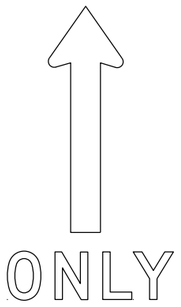
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-2.11

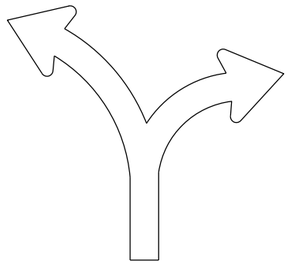
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 449 | E



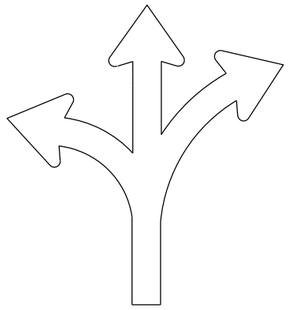
(A)



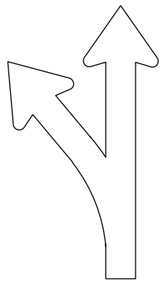
(B)



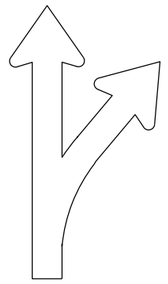
(C)



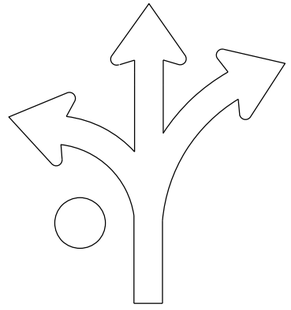
(D)



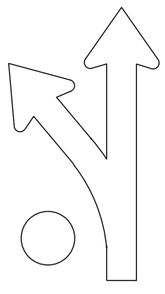
(E)



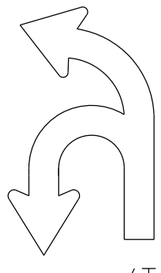
(F)



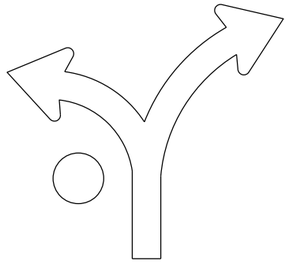
(G)



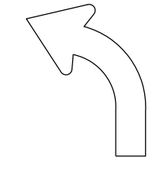
(H)



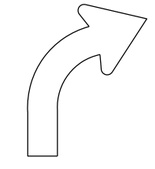
(I)



(J)



(L)



(R)

NOTES

1. Sigs are Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Use appropriate Letter for Sign Code
   Each letter added makes sign wider. Example R3-8EAR
5. Square footage of sign varies by letters

1 Letter =	3.75 sq ft	for Size 2
	6.0 sq ft	for Size 3
	10.0 sq ft	for Size 4 or 5
2 Letters =	7.5 sq ft	for Size 2
	12.0 sq ft	for Size 3
	20.0 sq ft	for Size 4 or 5
3 Letters =	11.25 sq ft	for Size 2
	18.0 sq ft	for Size 3
	30.0 sq ft	for Size 4 or 5
4 Letters =	15.0 sq ft	for Size 2
	24.0 sq ft	for Size 3
	40.0 sq ft	for Size 4 or 5
5 Letters =	18.75 sq ft	for Size 2
	30.0 sq ft	for Size 3
	50.0 sq ft	for Size 4 or 5
6 Letters =	22.5 sq ft	for Size 2
	36.0 sq ft	for Size 3
	60.0 sq ft	for Size 4 or 5

6. When letters C,D,G,J are used on the Left or Right end of the sign the Sq. Ft. changes.
   Add the amounts when these letters are used:
   1.25 sq ft for Size 2
   1.5 sq ft for Size 3
   2.0 sq ft for Size 4 or 5

STANDARD SIGN
R3-8 Series

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

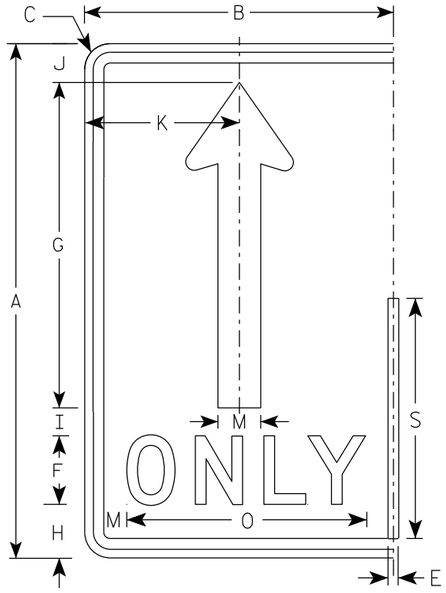
PROJECT NO:

SHEET NO: 450 E

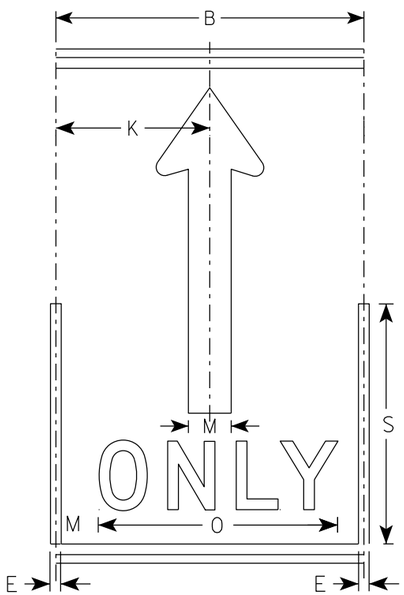
7

NOTES

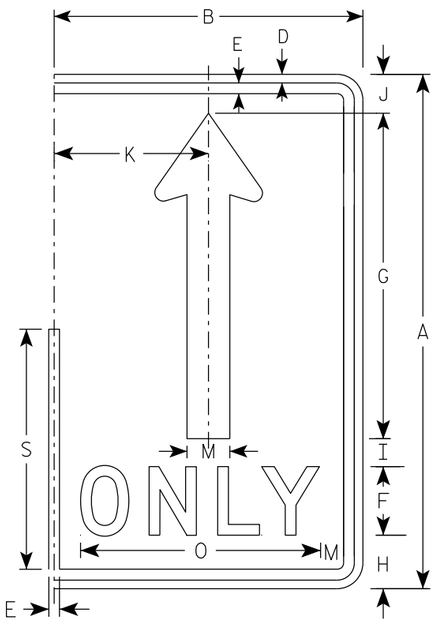
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



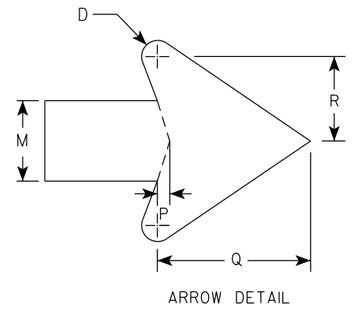
(A)



(A)



(A)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8	5	22 3/4	3 3/4	1 3/4	2 3/4	12		3		17 5/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (A) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

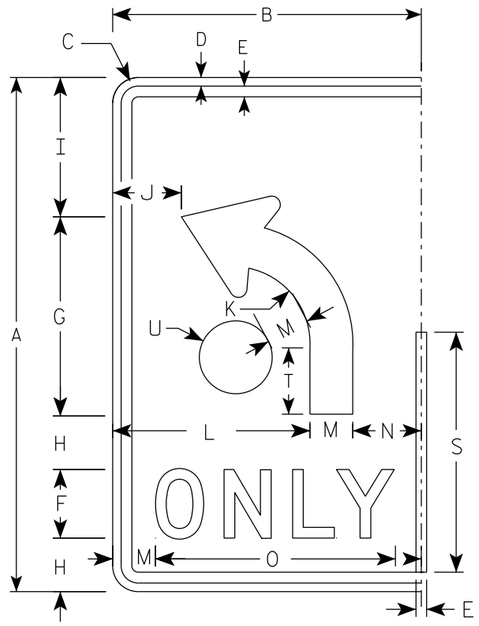
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 451 | E

7

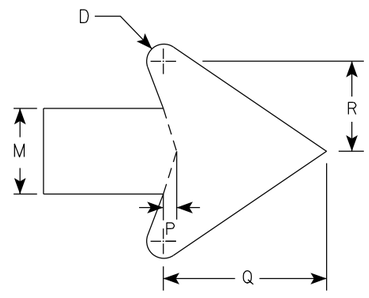
7

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
   Message Series - D



(B)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
2M	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
3	36	24	1 1/2	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8	2 1/2						6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0

STANDARD SIGN

R3-8 (B) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

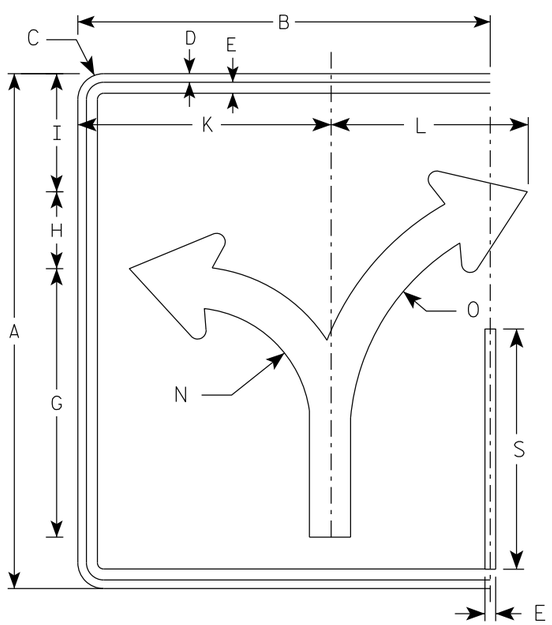
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

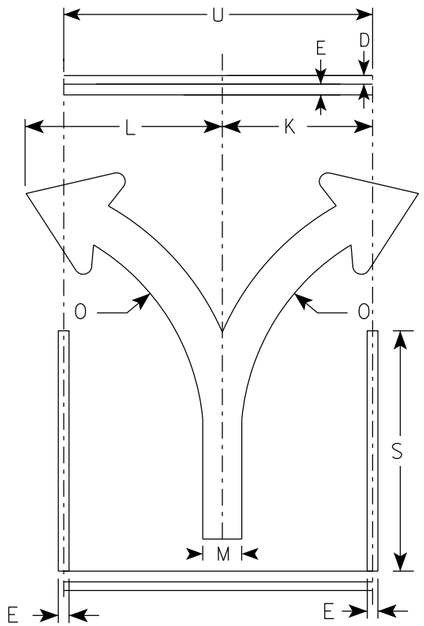
SHEET NO: 452 E

NOTES

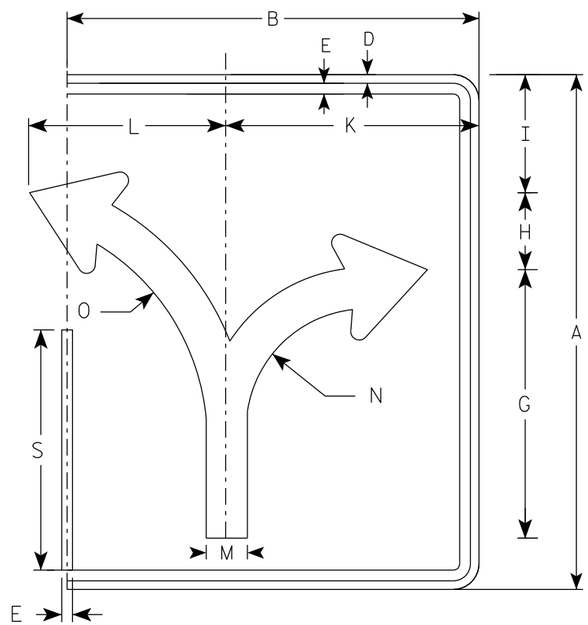
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



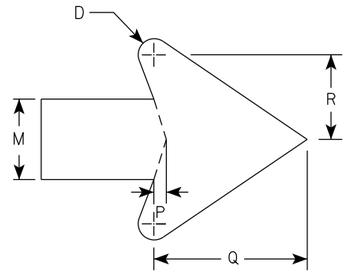
(C)



(C)



(C)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (C) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

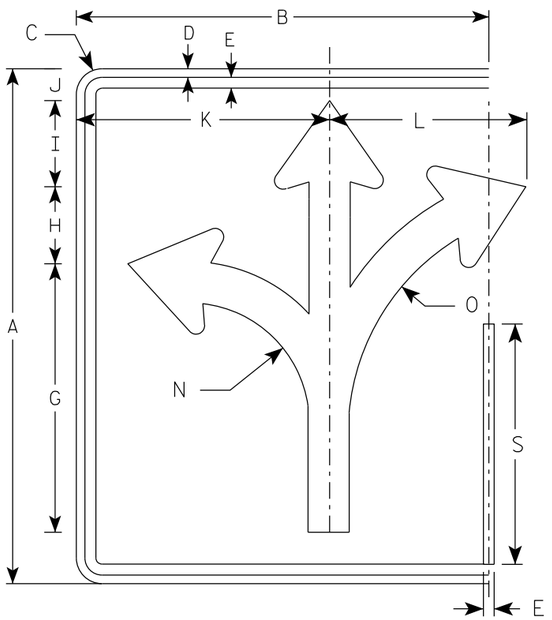
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 453 | E

7

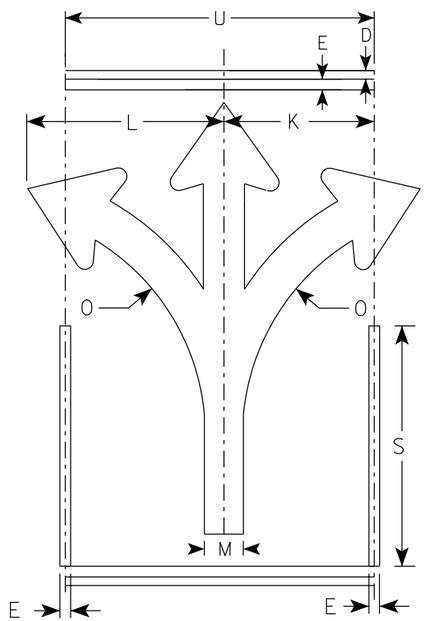
7

NOTES

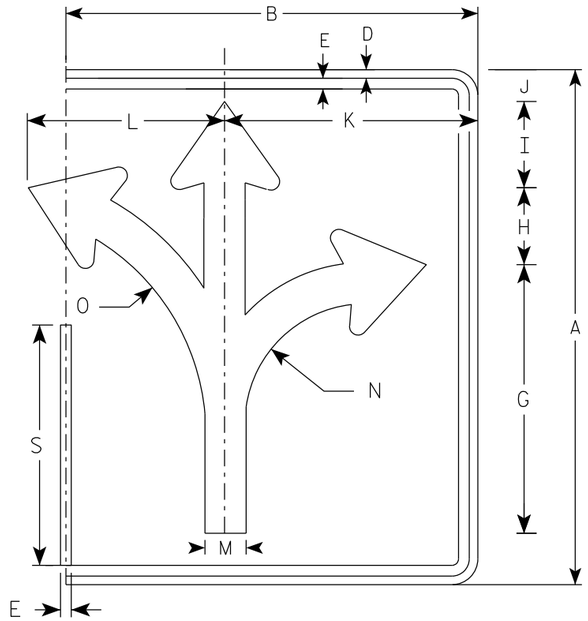
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



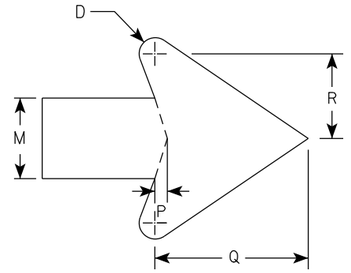
(D)



(D)



(D)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	6	2 1/4	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (D) Arrow

WISCONSIN DEPT OF TRANSPORTATION

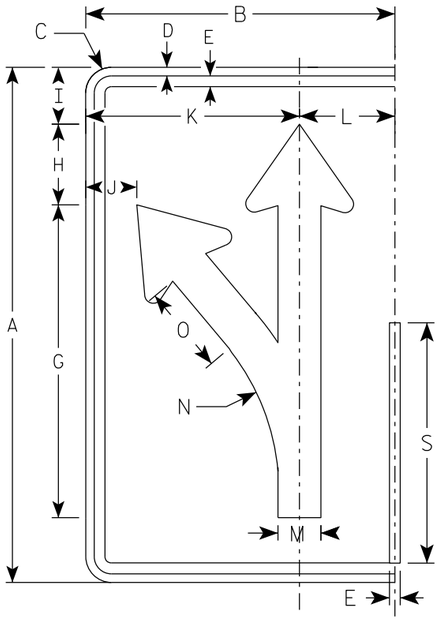
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

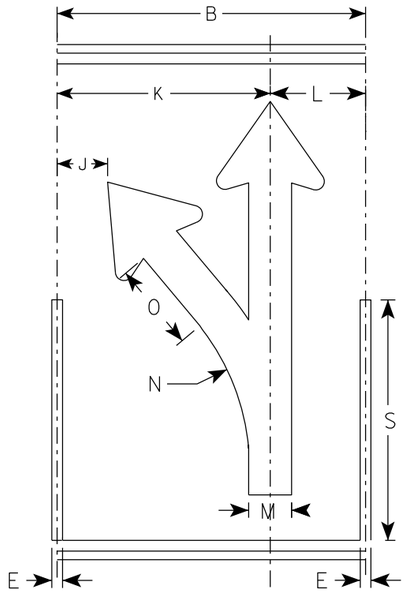
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 454 | E

NOTES

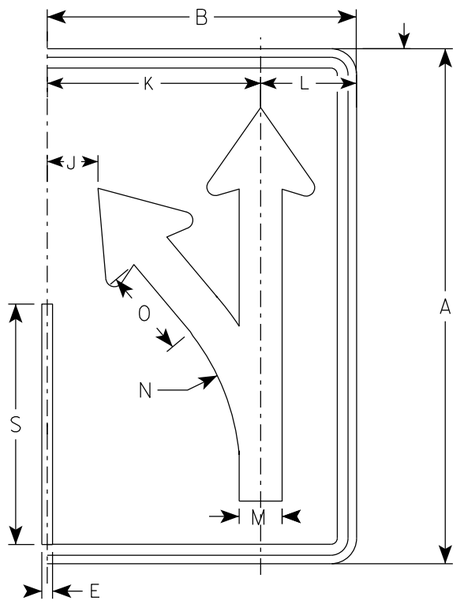
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



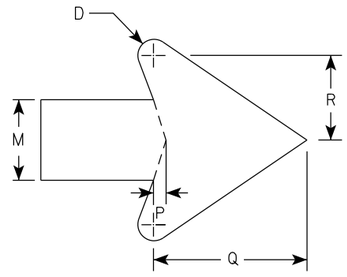
(E)



(E)



(E)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (E) Arrow

WISCONSIN DEPT OF TRANSPORTATION

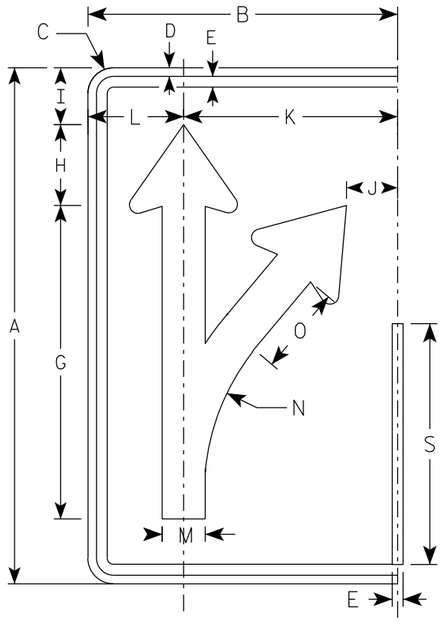
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

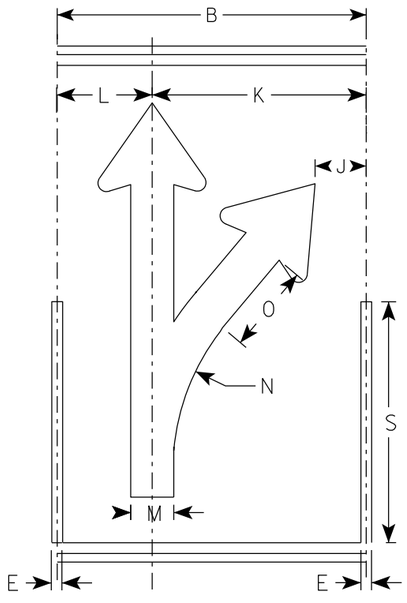
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 455 | E

NOTES

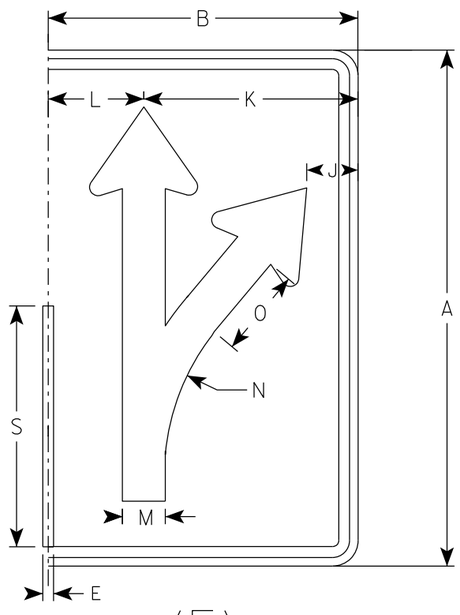
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



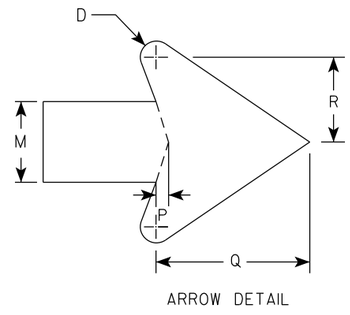
(F)



(F)



(F)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (F) Arrow

WISCONSIN DEPT OF TRANSPORTATION

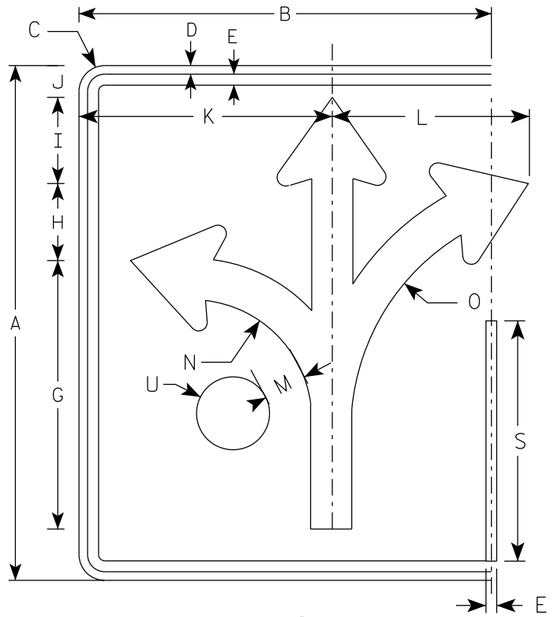
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

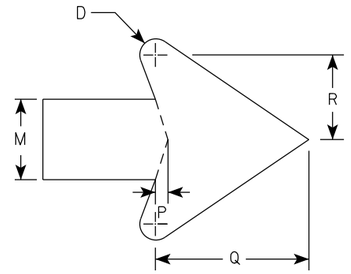
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 456 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(G)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	6	3 1/8	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (G) Arrow

WISCONSIN DEPT OF TRANSPORTATION

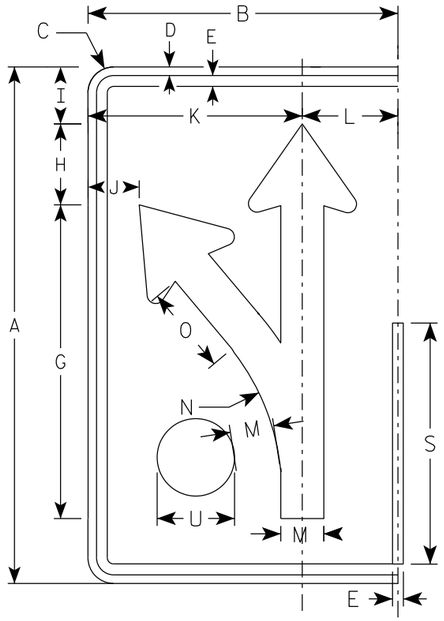
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

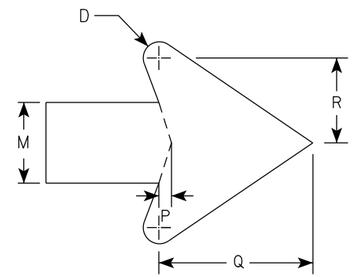
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 457	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(H)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4		2 1/2						6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0

STANDARD SIGN
R3-8 (H) Arrow

WISCONSIN DEPT OF TRANSPORTATION

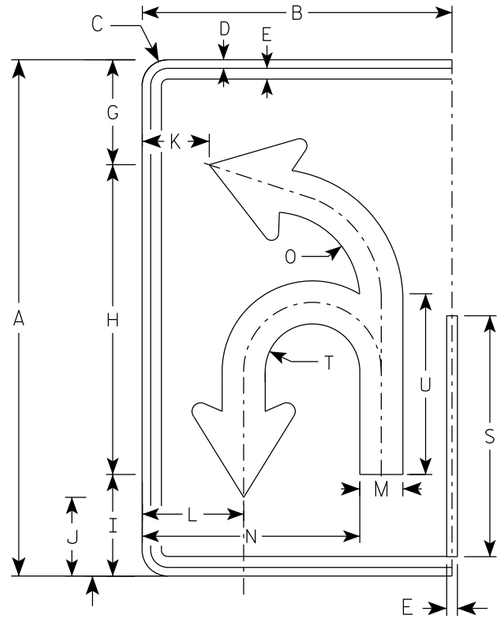
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

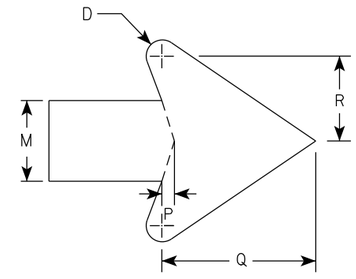
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 458 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(I)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
2M	30	18	1 1/2	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	21 5/8	7 1/8	5 1/2	5 7/8	8 1/4	3	16 3/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4	3 1/4	12 5/8						6.0
4	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0
5	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0

STANDARD SIGN
R3-8 (I) Arrow

WISCONSIN DEPT OF TRANSPORTATION

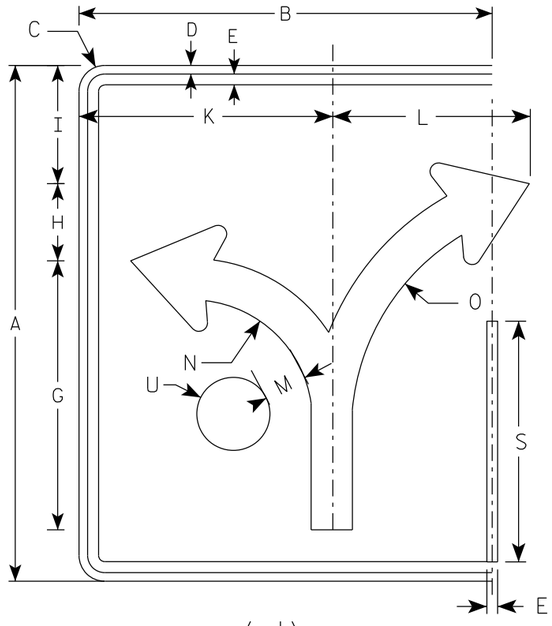
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

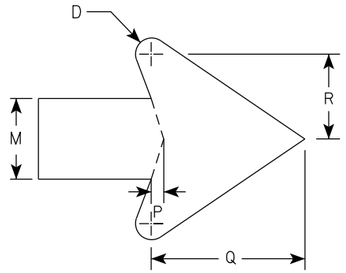
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 459 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(J)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (J) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

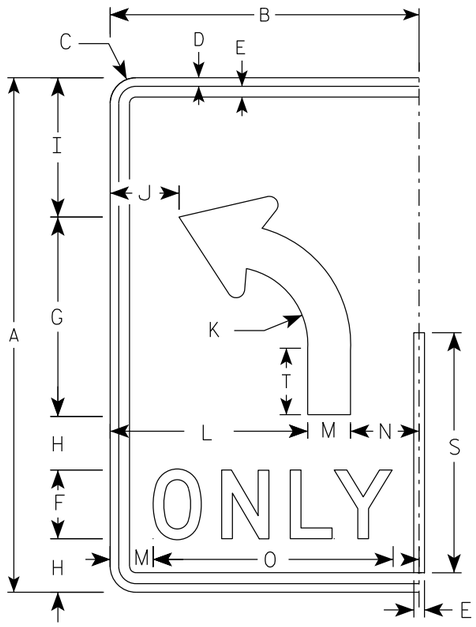
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 460 | E

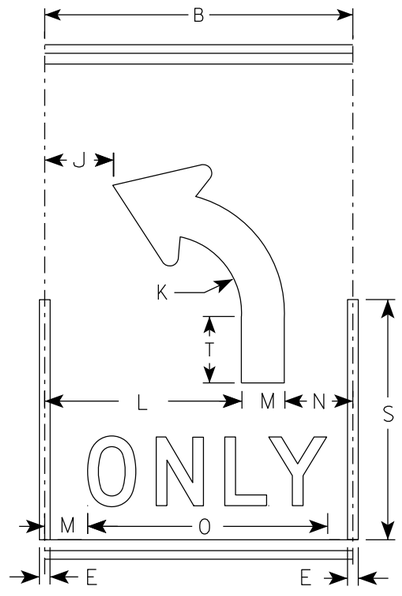
FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 14-FEB 2023 3:18 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTES

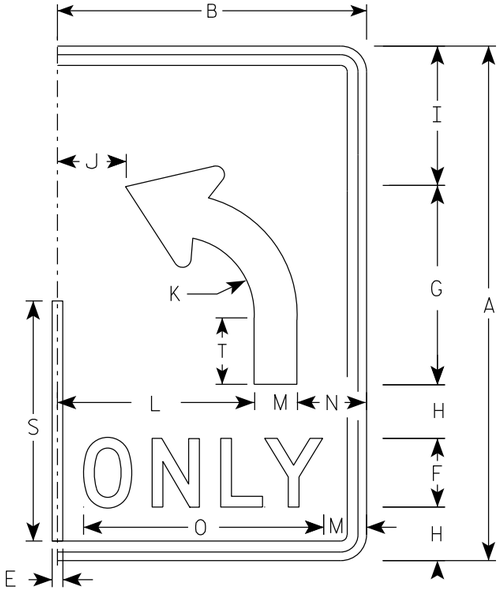
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



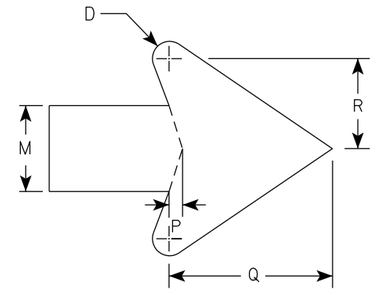
(L)



(L)



(L)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 1/2	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN

R3-8 (L) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

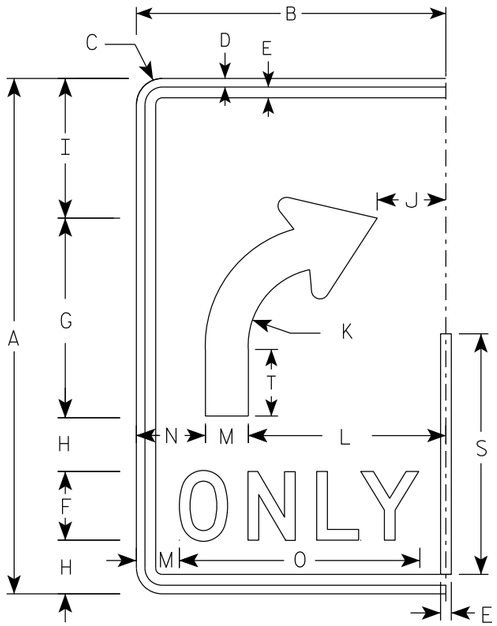
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

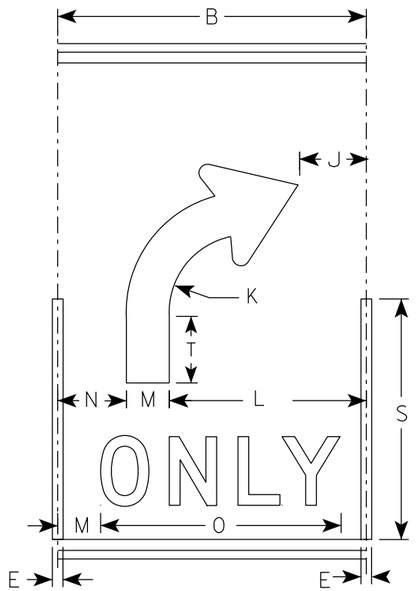
SHEET NO: 461 E

NOTES

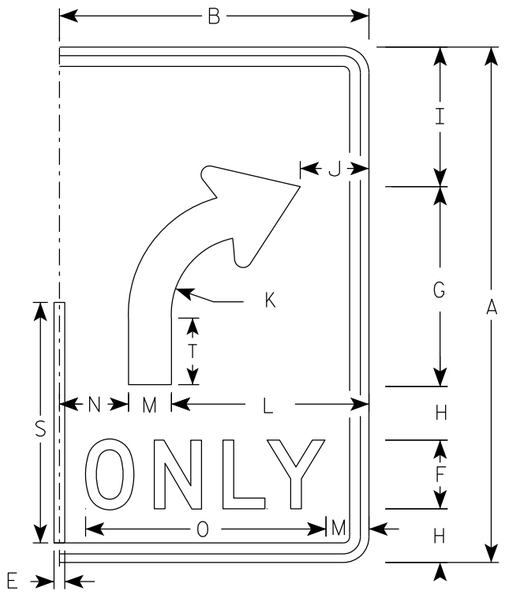
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



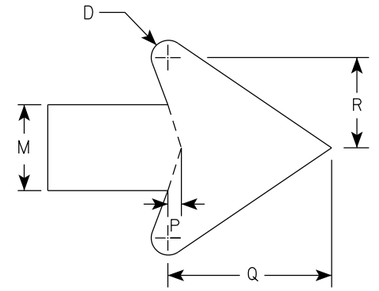
(R)



(R)



(R)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 1/2	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN

R3-8 (R) Arrow

WISCONSIN DEPT OF TRANSPORTATION

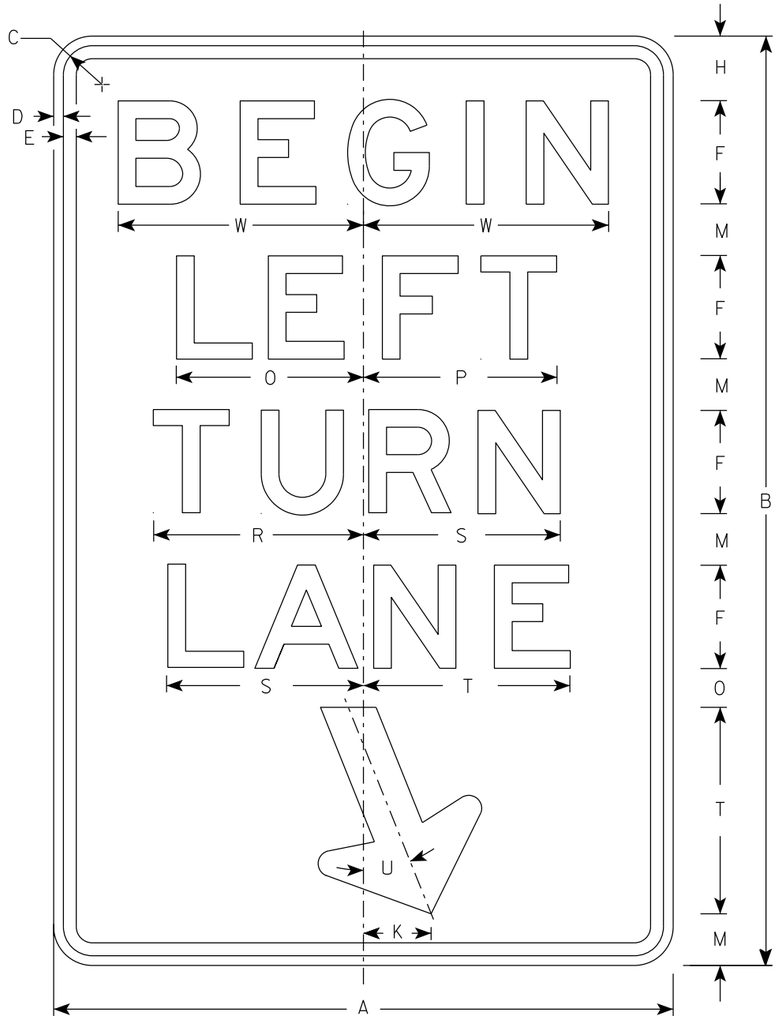
APPROVED Matthew R Rauch

for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

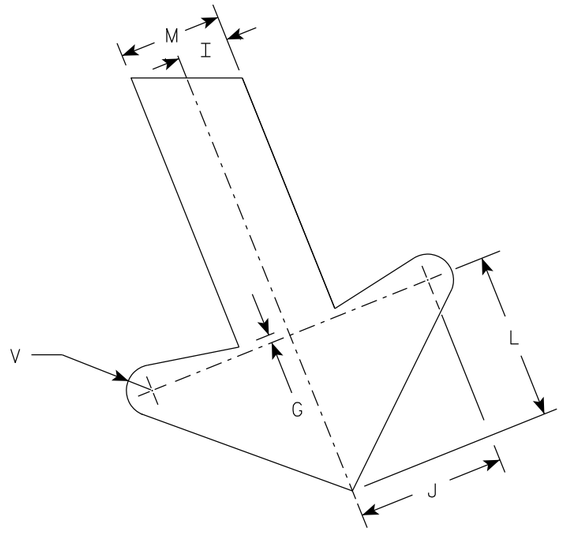
SHEET NO: 462 E



R3-20L

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 7/8	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

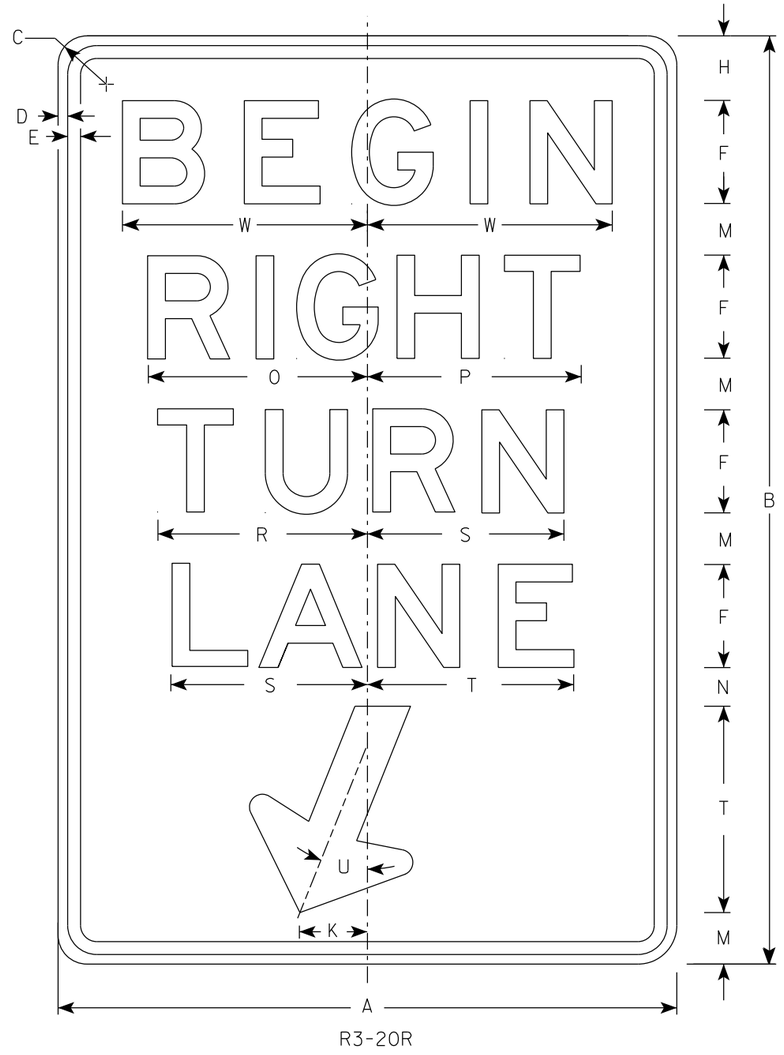
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-20L.8

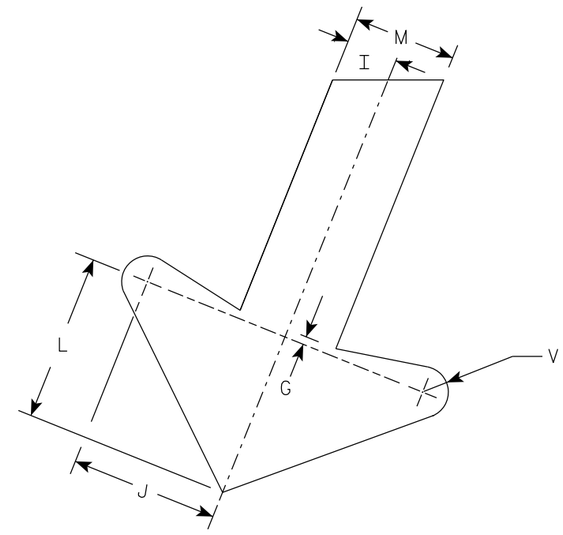
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 463 | E



R3-20R

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 7/8	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	12 3/4	12 1/2		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

STANDARD SIGN
R3-20R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

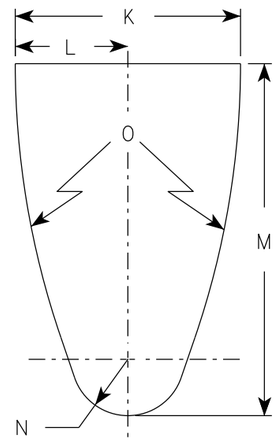
DATE 2/23/23 PLATE NO. R3-20R.7

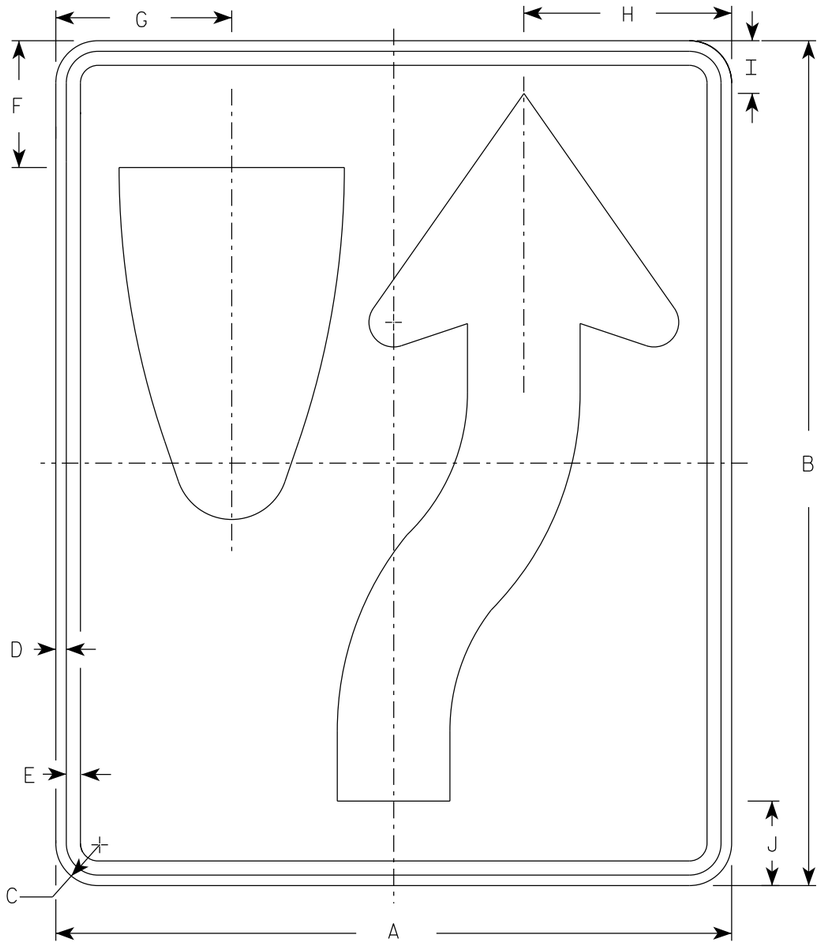
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 464 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. R4-8 is the same as R4-7 except Legend is reversed.

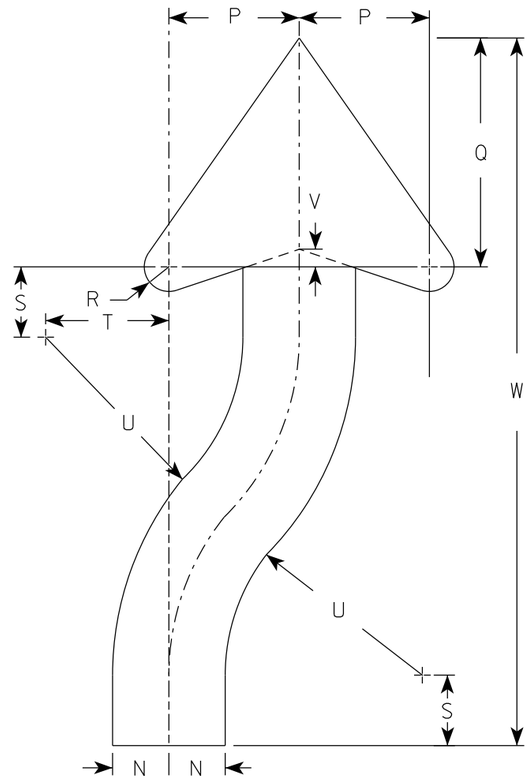
DIVIDER DETAIL





R4-7

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/2	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/2	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/2	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 7/8	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 7/8	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	3	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

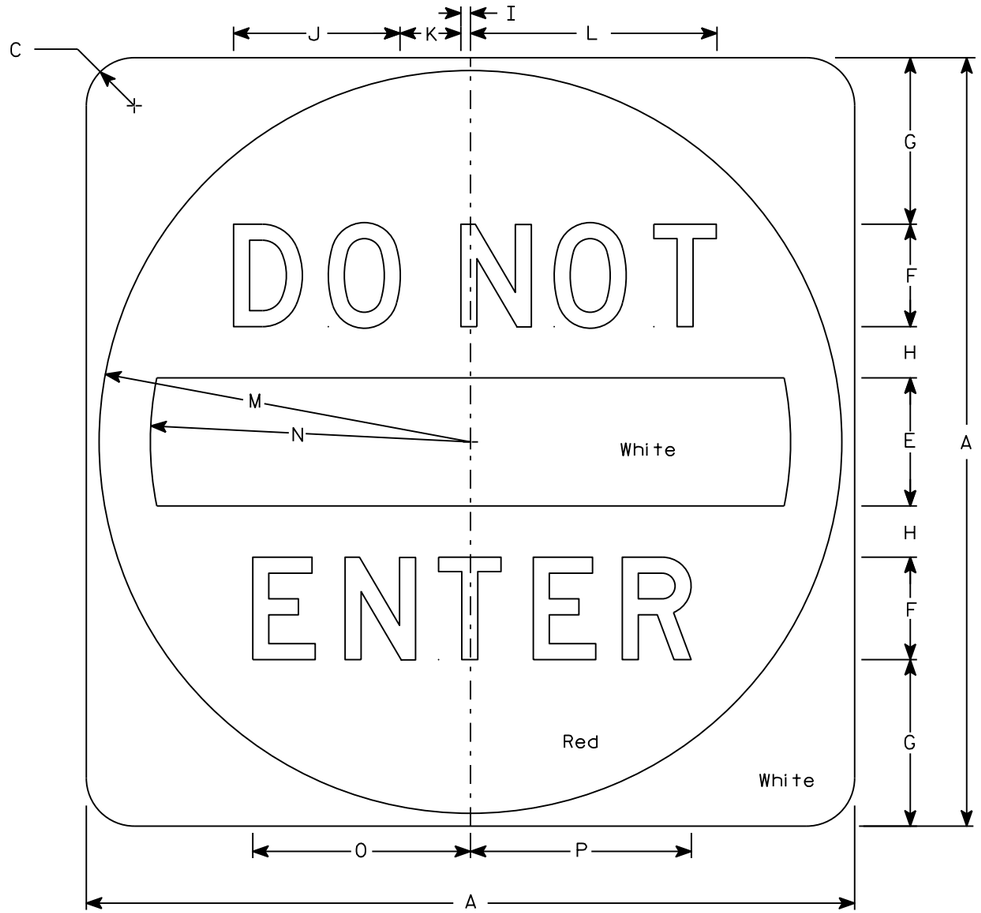
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 8/17/23 PLATE NO. R4-7.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 465	E



R5-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See detail
   Message - White
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.25
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

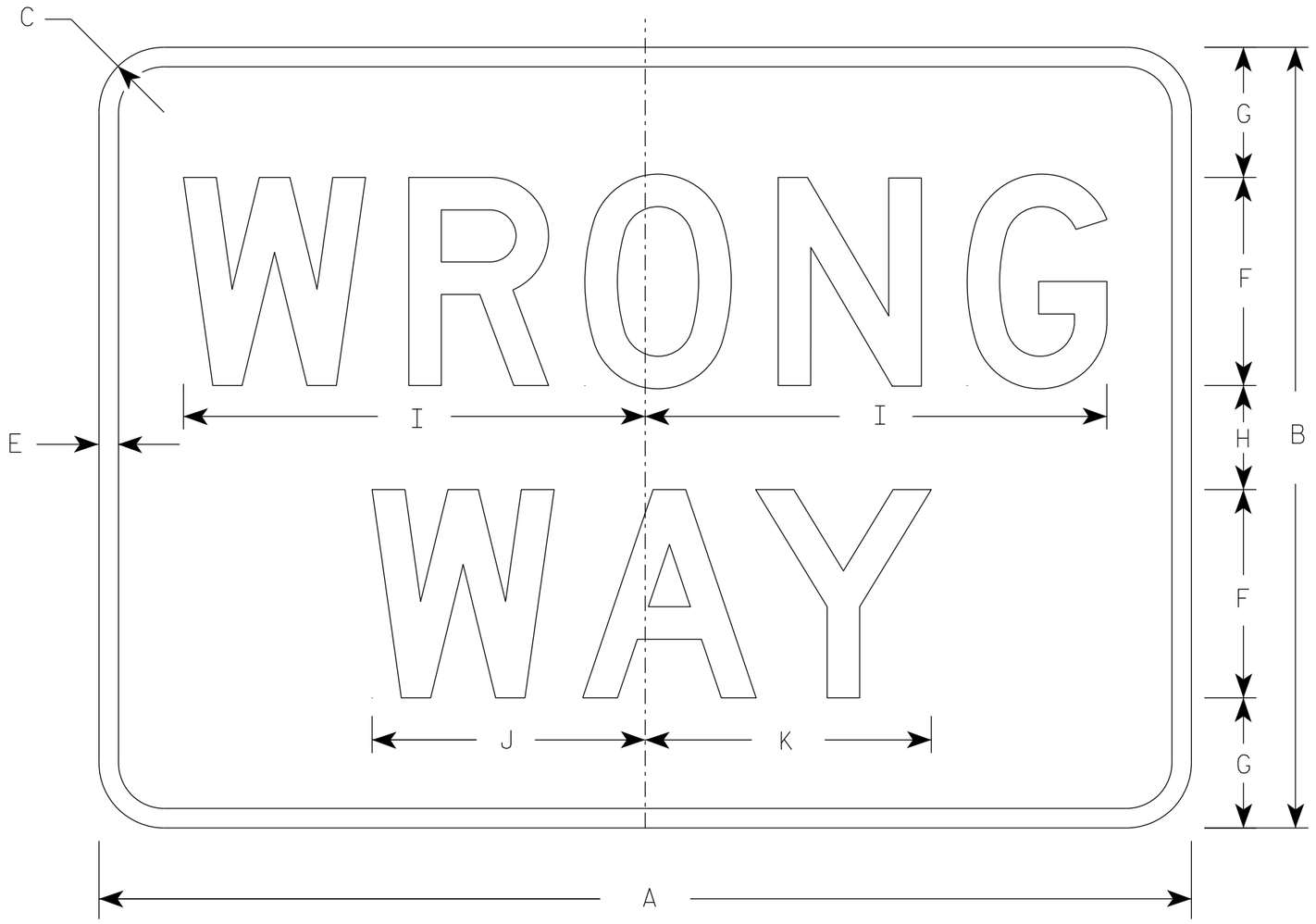
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/18 PLATE NO. R5-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 466 | E



R5-1A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Red
   Message - White
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75
2S	36	24	1 1/2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75
3	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75

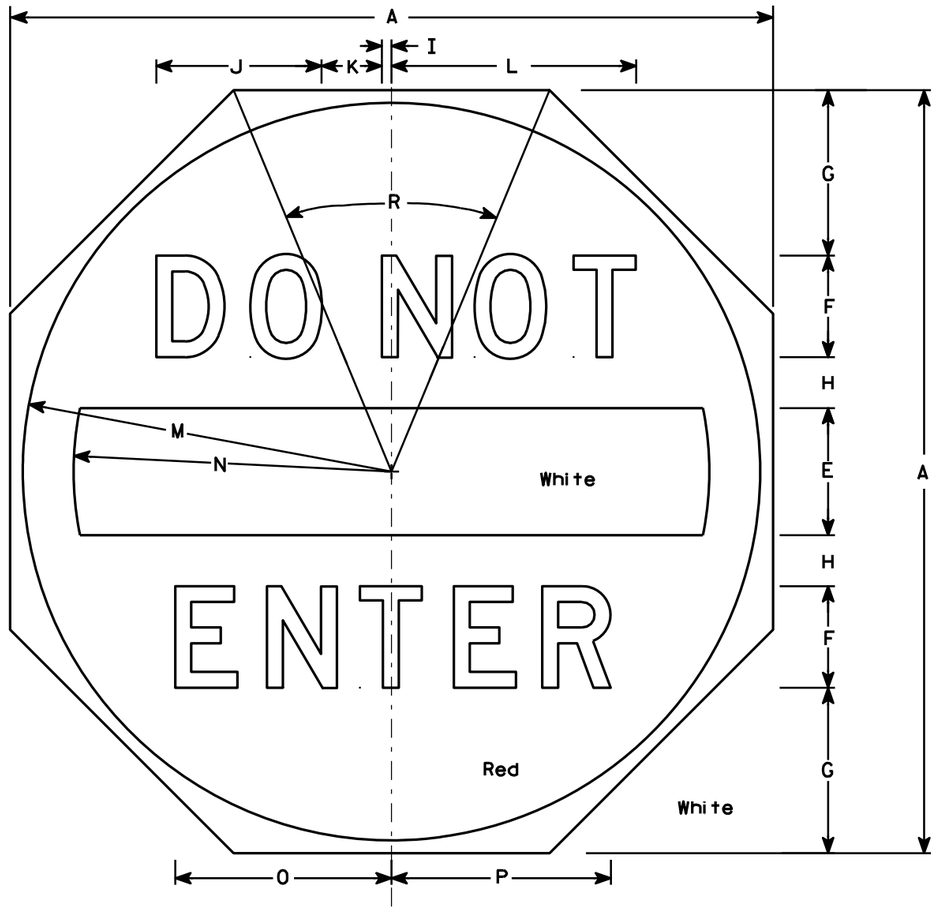
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/23 PLATE NO. R5-1A.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 467 | E



R5-1C

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See detail
   Message - White - Type H Reflective
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but when base material is metal, the cornors shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8		45°									5.18
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4		45°									7.46
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4		45°									7.46
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4		45°									13.25
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8		45°									13.25

STANDARD SIGN
R5-1C

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

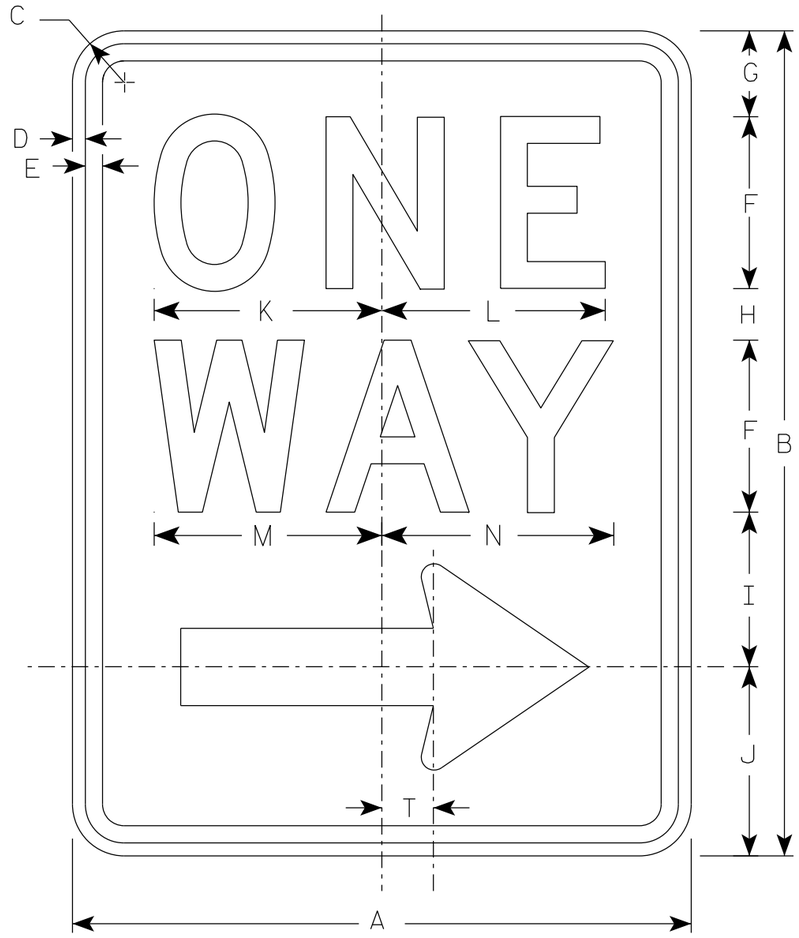
State Traffic Engineer

DATE 3/23/11 PLATE NO. R5-1C.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 468 | E

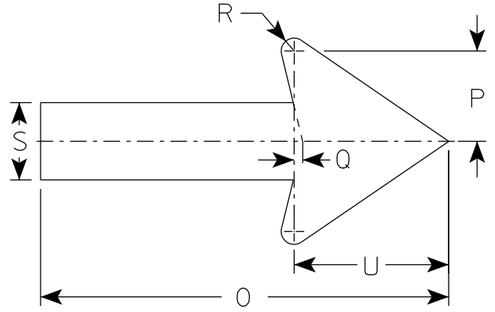
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. R6-2L same as R6-2R except arrow points to the left.



R6-2R

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
1	18	24	1 1/2	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	1 1/2	1 1/2	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 7/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

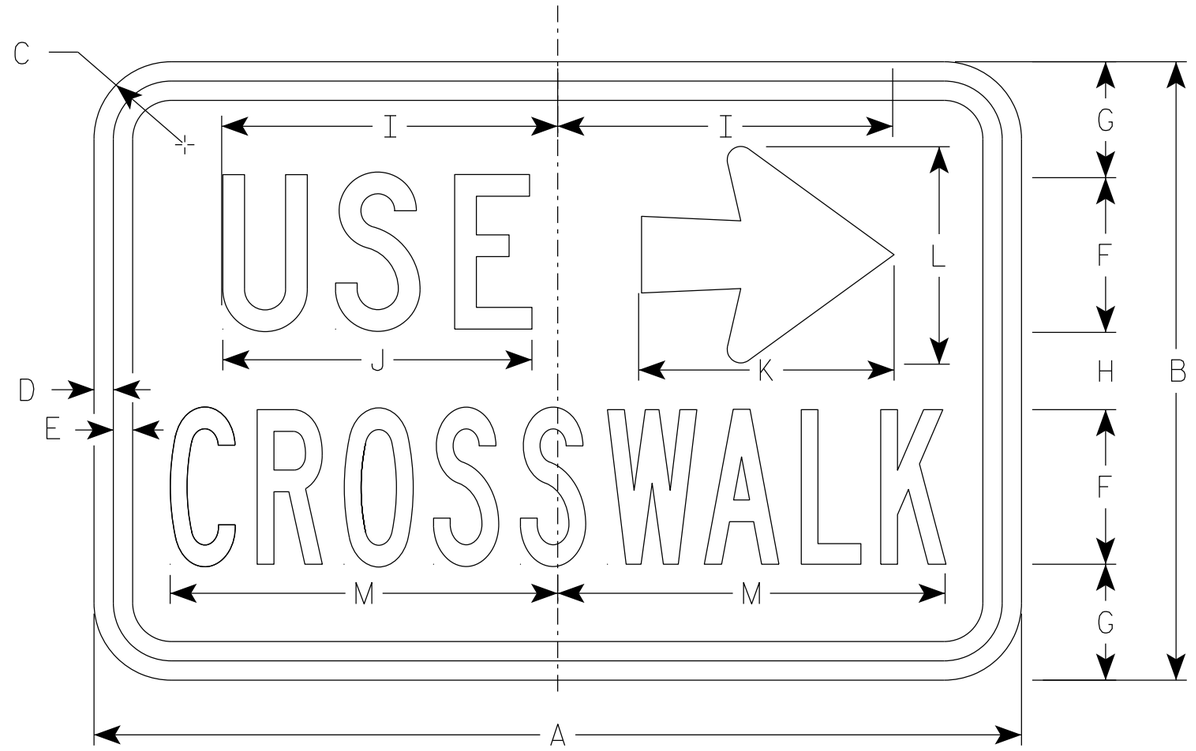
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 469 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C Line 1, Series B Line 2



R9-3B

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

STANDARD SIGN
R9-3B

WISCONSIN DEPT OF TRANSPORTATION

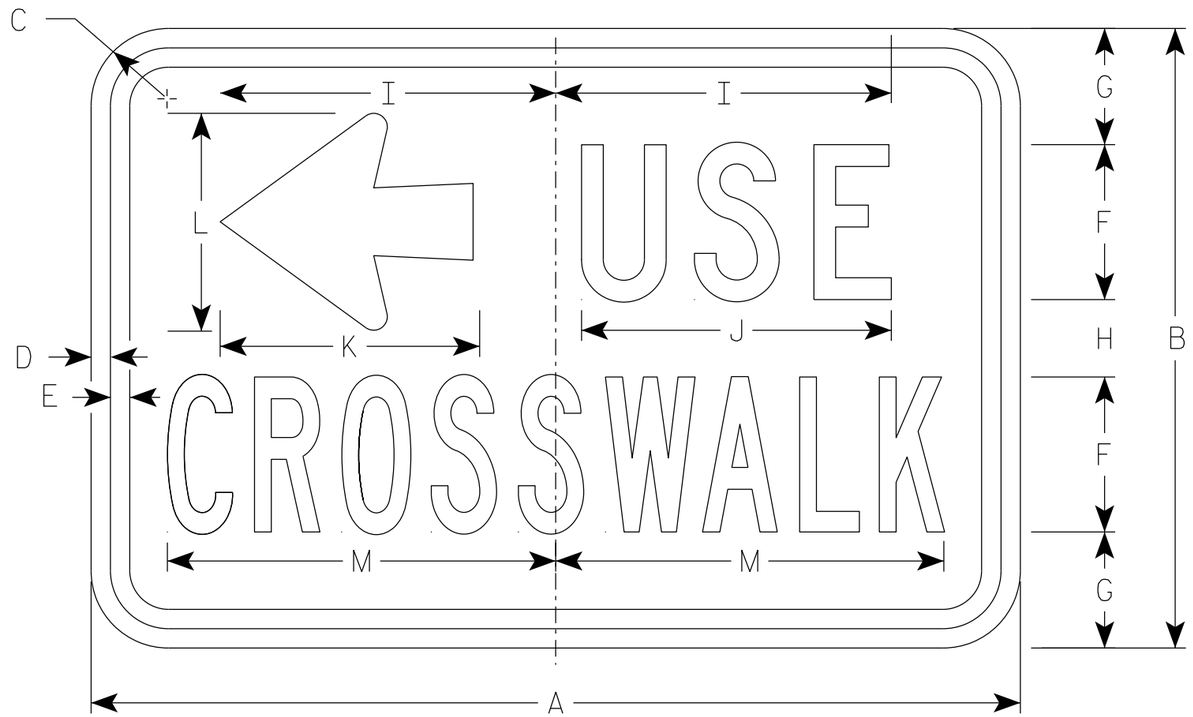
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/23/24 PLATE NO. R9-3B.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 470 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C Line 1, Series B Line 2



R9-3BL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	18	12	1 ½	⅜	⅜	3	2 ¼	1 ½	6 ½	6	5	4 ¼	7 ½														1.5
2M	18	12	1 ½	⅜	⅜	3	2 ¼	1 ½	6 ½	6	5	4 ¼	7 ½														1.5
3																											
4																											
5																											

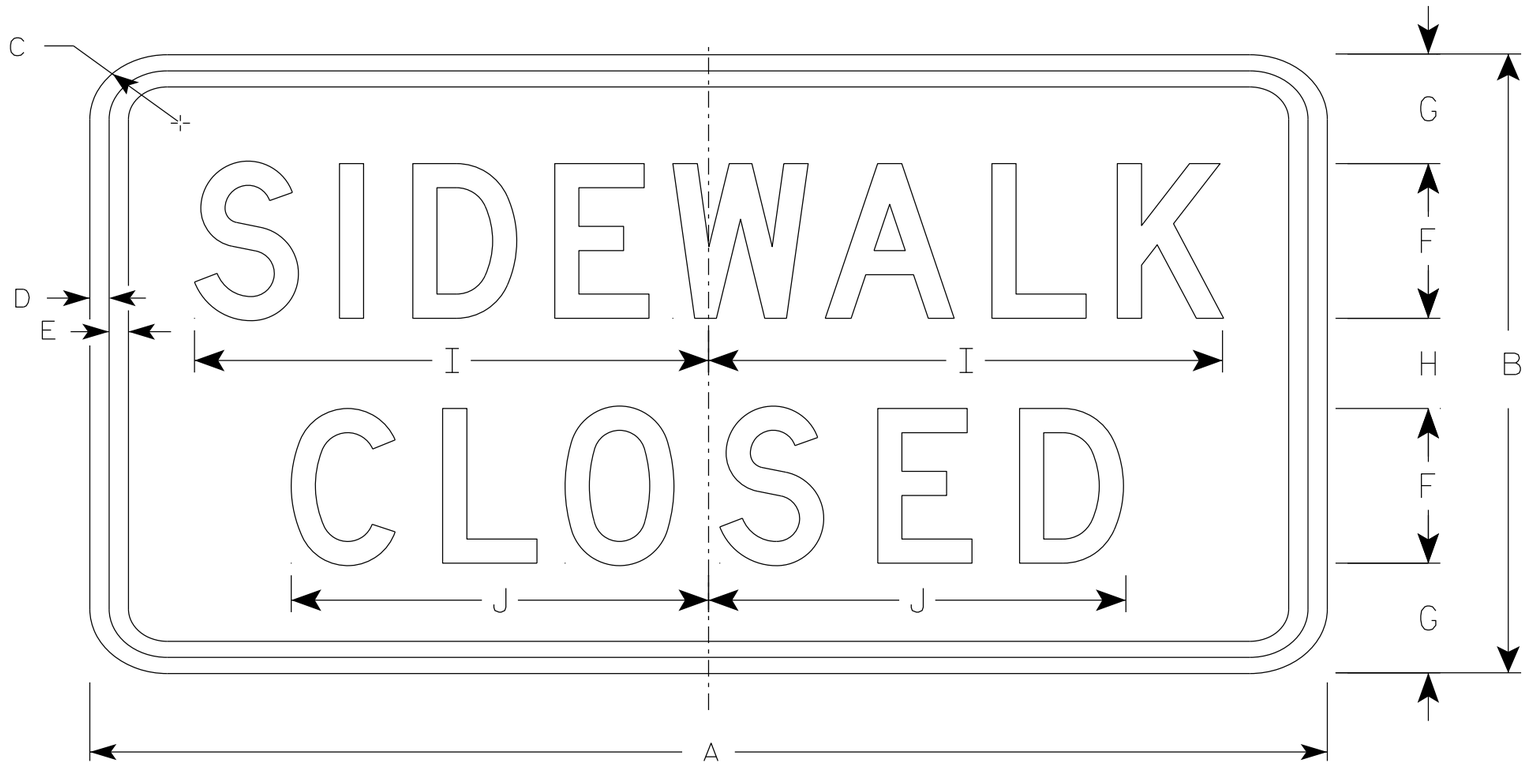
STANDARD SIGN
R9-3BL

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/23/24 PLATE NO. R9-3BL.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 471	E



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.

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 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
2M	24	12	1 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
3	30	18	1 ½	½	½	4	3 ½	3	12 ½	10 ¼																	3.75
4																											
5																											

STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

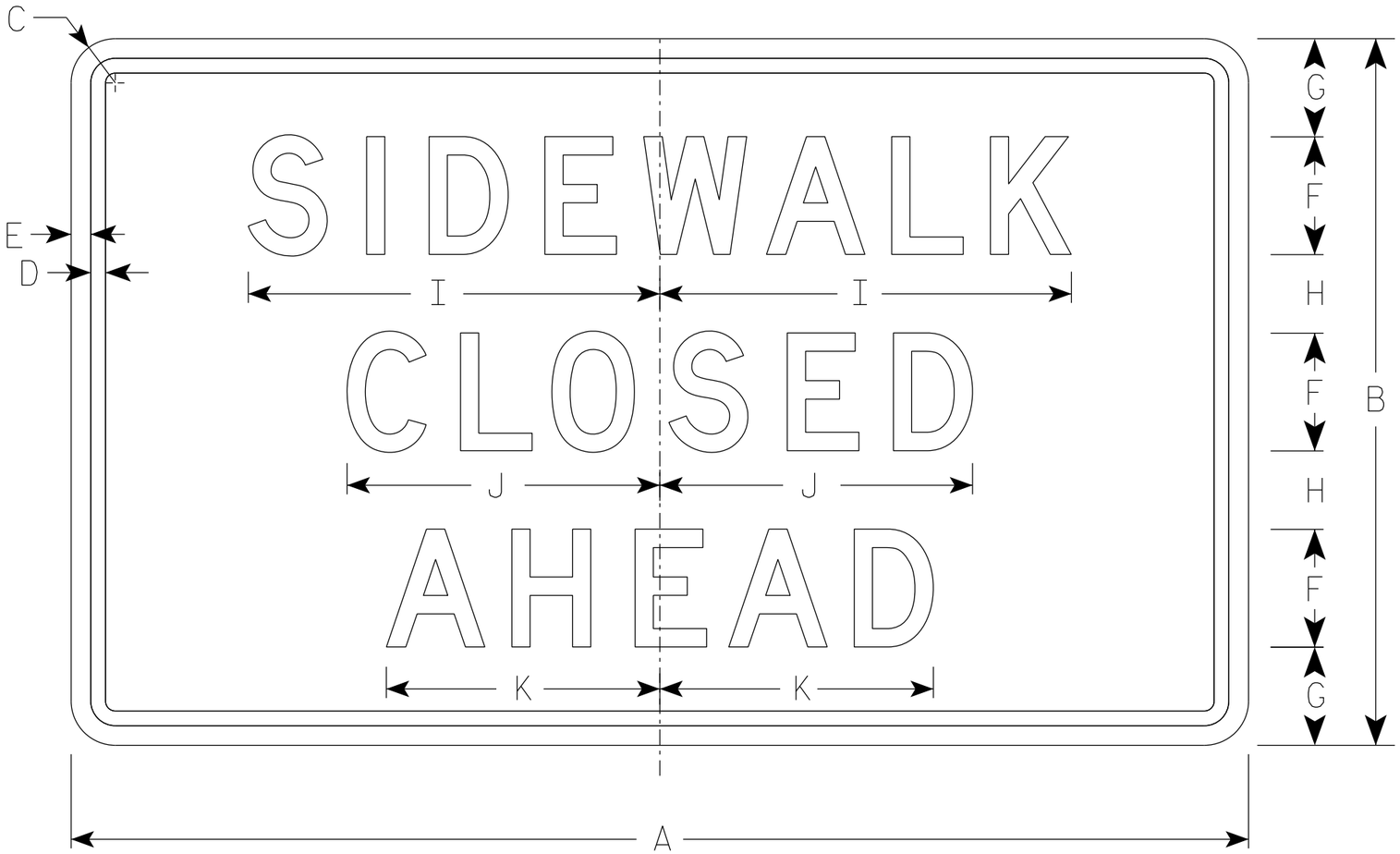
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 472 | E

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 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
2M	30	18	1 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
3																											
4																											
5																											

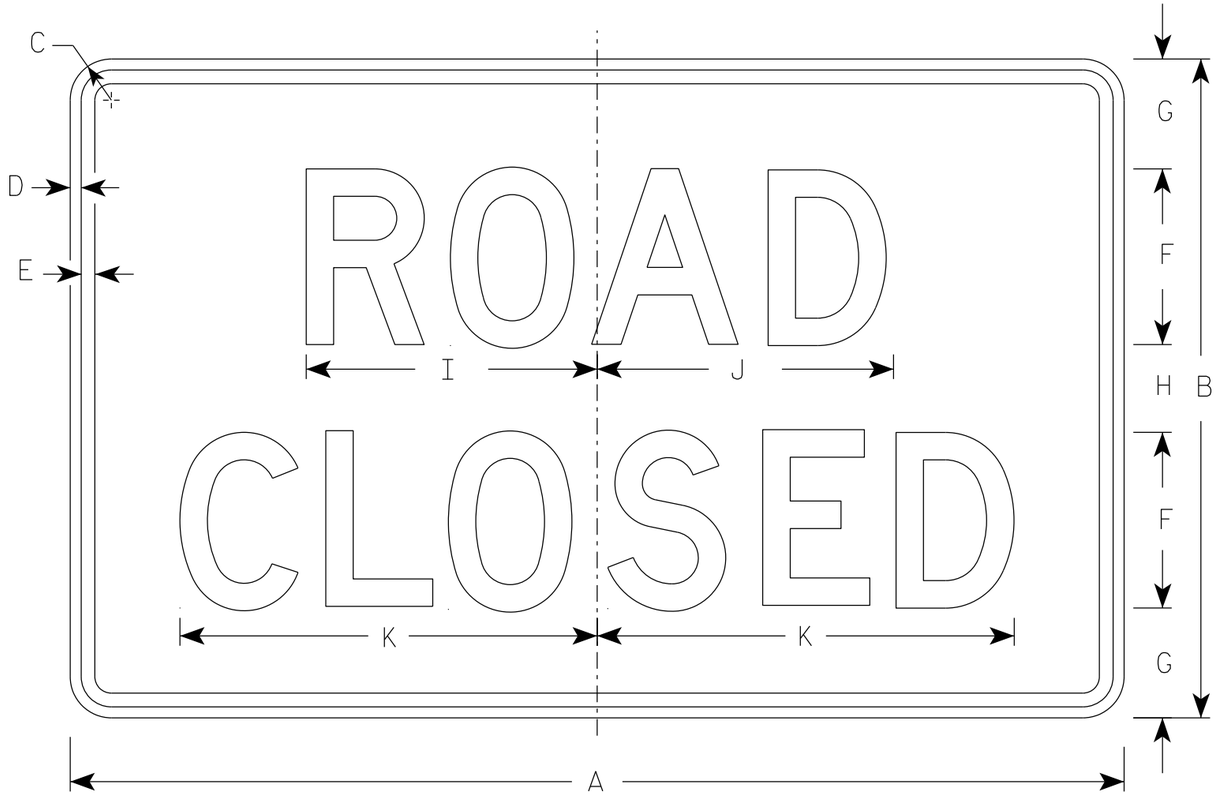
STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9A.2

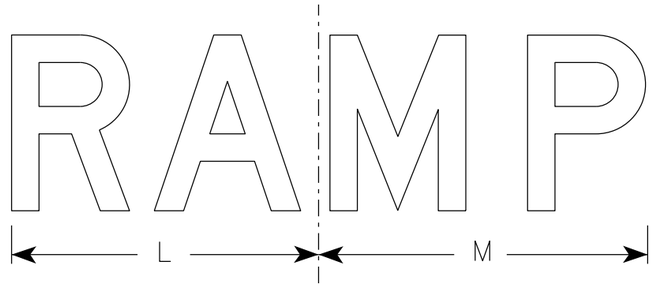
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 473 | E



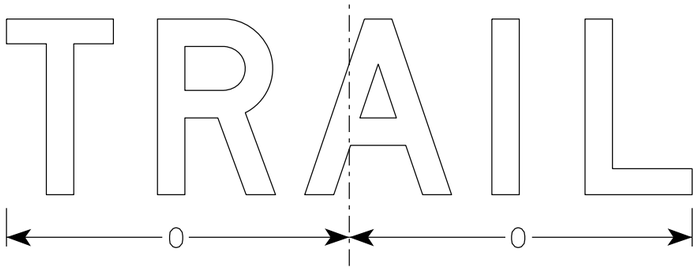
R11-2

NOTES

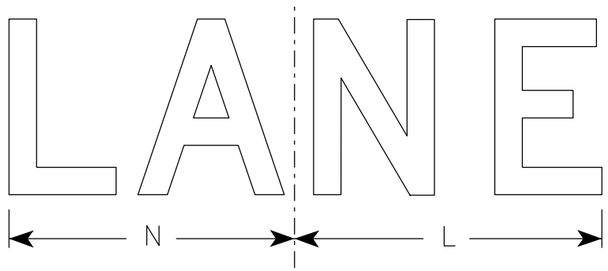
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the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



R11-2R



R11-2T



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
2M	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
3	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
4	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
5	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

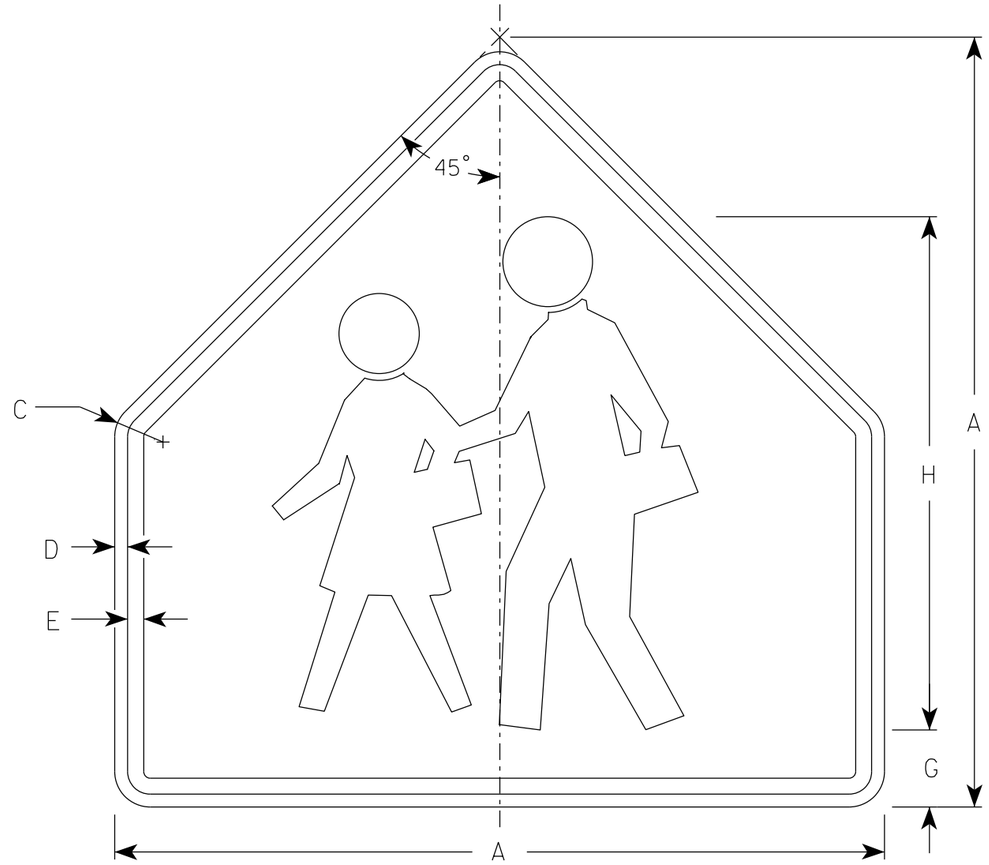
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-2.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 474 E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow-Green
   Message - Black



S1-1

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		1 3/8	1/2	5/8		3	20																			4.69
2S	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
2M	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
3	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
4	48		1 7/8	3/4	1		4 3/4	32																			12
5																											

STANDARD SIGN
S1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/16/2023 PLATE NO. S1-1.9

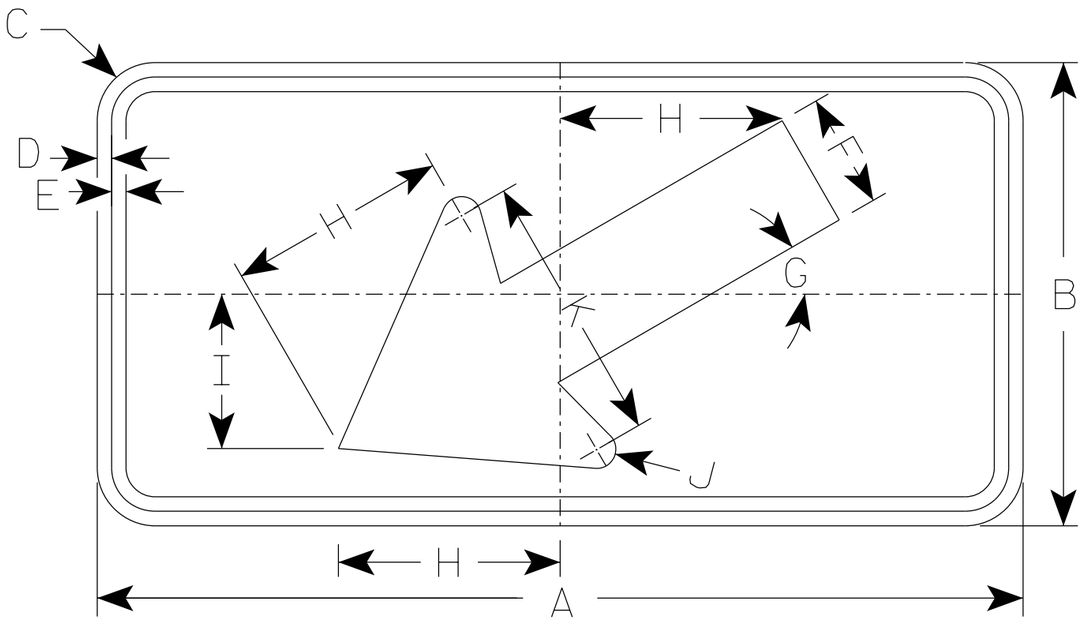
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 475 | E

7

7

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow-Green
   Message - Black
3. S16-7R is the same as S16-7L except the arrow is reversed along the vertical centerline.



S16-7L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	12	1 ½	⅜	⅜	3	30°	5 ¾	4	½	7																2.0
2S	30	18	1 ½	⅜	½	4 ½	30°	8 ½	6	⅝	10 ¼																3.75
2M	30	18	1 ½	⅜	½	4 ½	30°	8 ½	6	⅝	10 ¼																3.75
3	30	18	1 ½	⅜	½	4 ½	30°	8 ½	6	⅝	10 ¼																3.75
4	48	24	1 ⅞	½	⅝	6	30°	11 ½	8	1	14																8.0
5																											

STANDARD SIGN
S16-7

WISCONSIN DEPT OF TRANSPORTATION

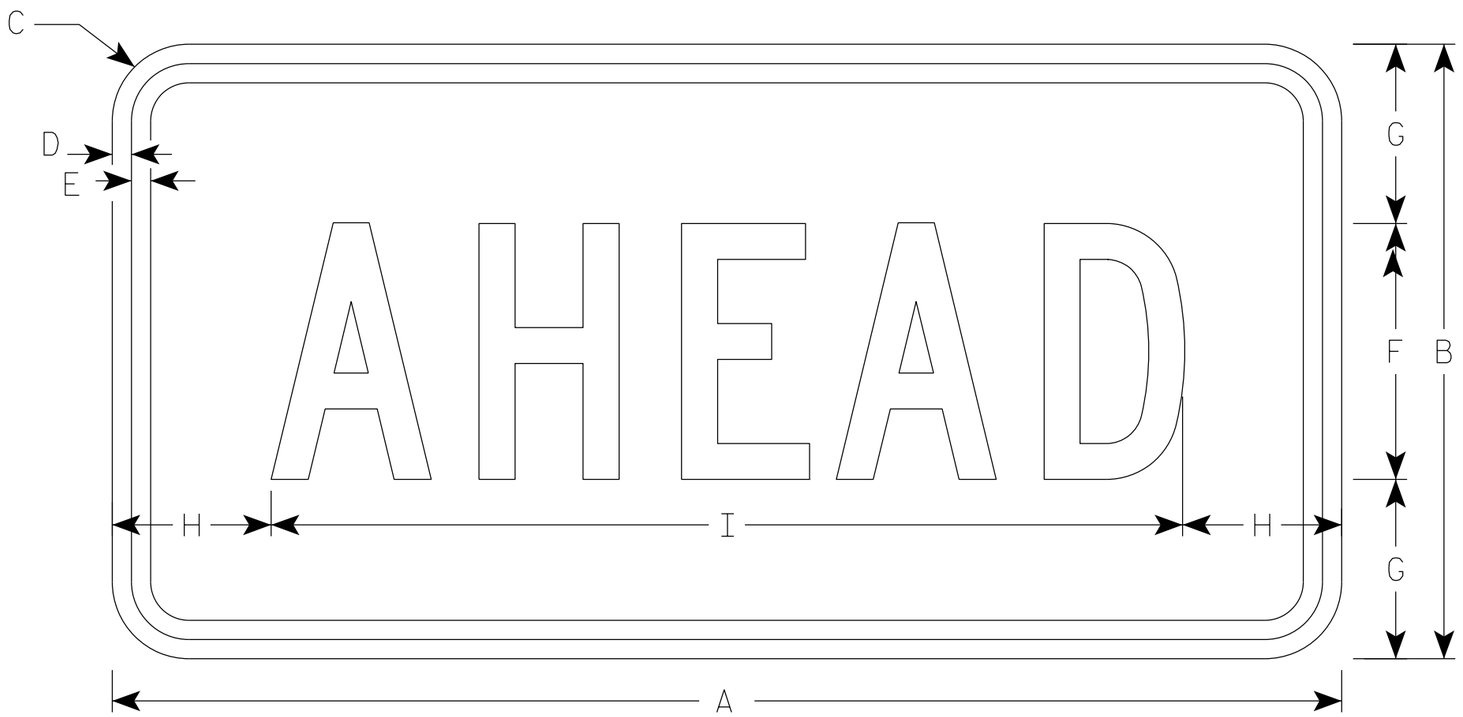
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/2023 PLATE NO. S16-7.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 476 | E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow-Green
   Message - Black
3. Message Series - C



S16-9P

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	12	1 1/2	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
2S	30	18	1 1/2	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
2M	30	18	1 1/2	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/2	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

STANDARD SIGN
S16-9P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

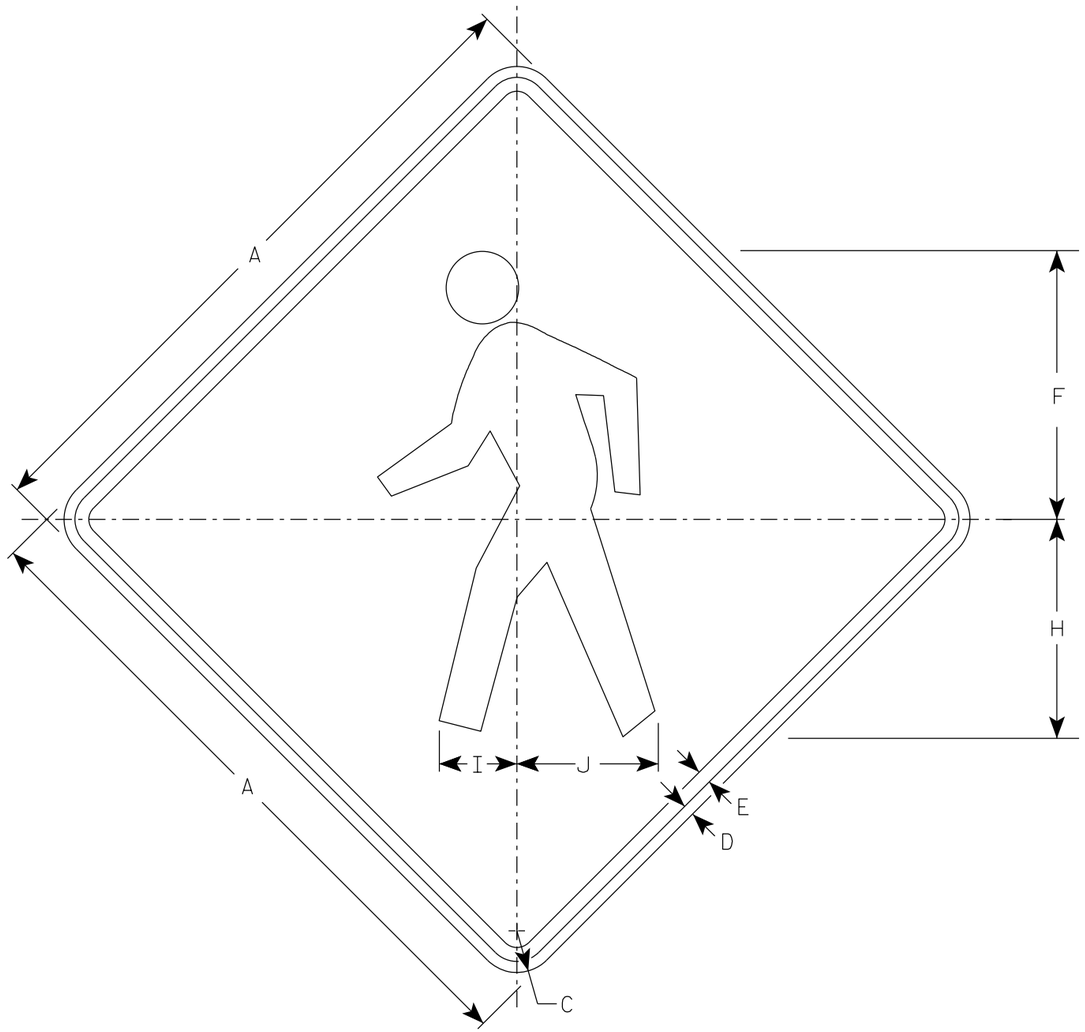
DATE 2/23/2023 PLATE NO. S16-9P.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\S169P.dgn PLOT DATE : 23-FEB 2023 10:32 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7



W11-2

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2	9 3/4		7 7/8	2 7/8	5 1/8																	4.0
2S	30		1 7/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25
2M	36		2 1/4	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
3	36		2 1/4	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
4	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

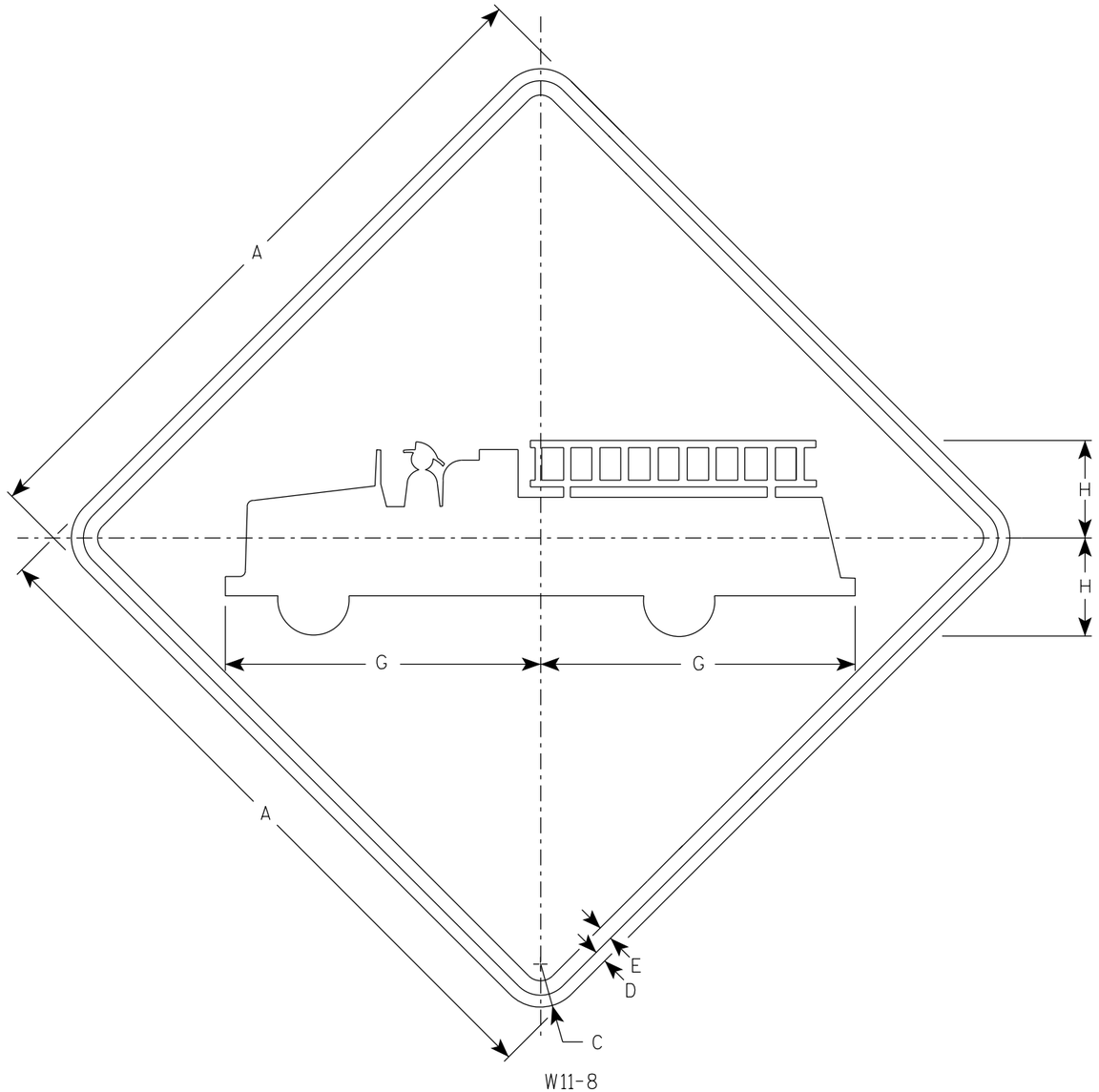
STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 6/15/2023 PLATE NO. W11-2.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 478 E



W11-8

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2		11	3 3/8																			4.0
2S	30		1 7/8	1/2	5/8		13 3/4	4 3/8																			6.25
2M	30		1 7/8	1/2	5/8		13 3/4	4 3/8																			6.25
3	36		2 1/4	5/8	3/4		16 1/2	5 1/4																			9.0
4	48		3	3/4	1		22	7																			16.0
5																											

STANDARD SIGN

W11-8

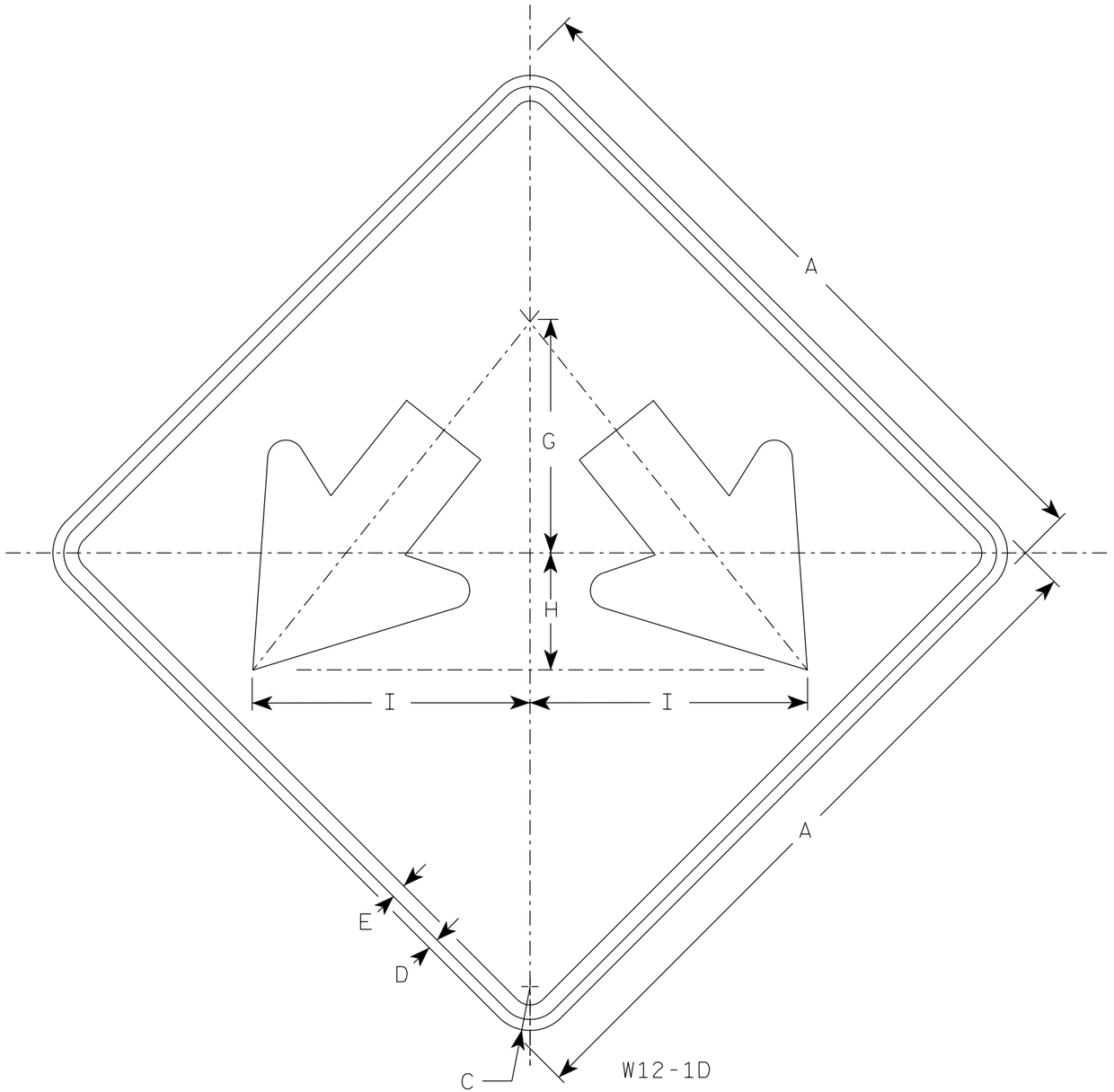
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 11/20/2023 PLATE NO. W11-8.8

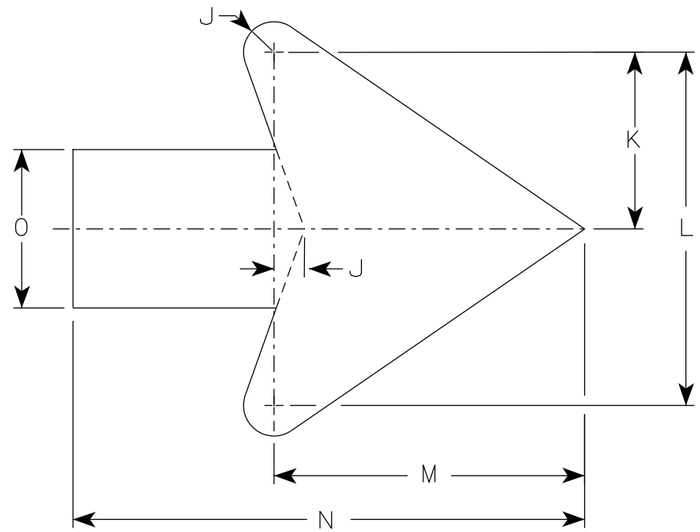
PROJECT NO:

SHEET NO: 479 E



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Areq. sq. ft.
1																											
2S	24		1 1/2	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2M	24		1 1/2	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
3	30		1 7/8	1/2	5/8		10	5	11 7/8	3/4	4 1/2	9	7 7/8	13	4												6.25
4	36		2 1/4	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0
5	48		3	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0

STANDARD SIGN
W12-1D

WISCONSIN DEPT OF TRANSPORTATION

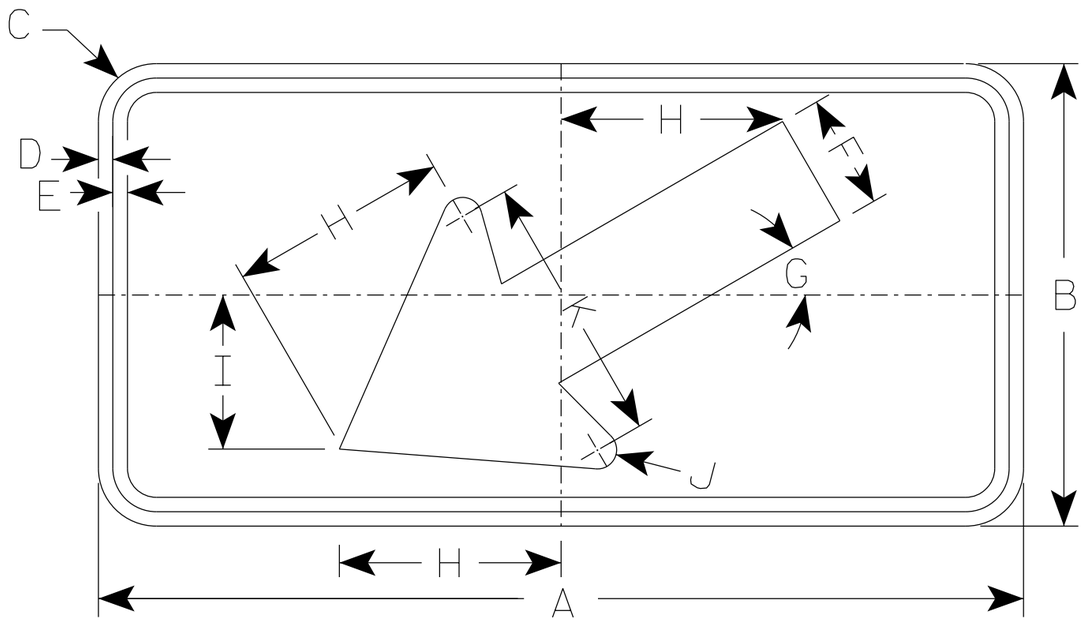
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/30/2023 PLATE NO. W12-1D.16

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 480	E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W16-7R is the same as W16-7L
   except the arrow is reversed along the vertical centerline.



W16-7L

* For 36" x 36" Warning Signs, use 30" x 18" W16-7L signs.
* For 48" x 48" Warning Signs, use 48" x 24" W16-7L signs.

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1																											
	2S	24	12	1 ½	⅜	⅜	3	30°	5 ¾	4	½	7																2.0
*	2M	30	18	1 ½	⅜	½	4 ½	30°	8 ½	6	⅝	10 ¼																3.75
*	3	30	18	1 ½	⅜	½	4 ½	30°	8 ½	6	⅝	10 ¼																3.75
*	4	48	24	1 ⅞	½	⅝	6	30°	11 ½	8	1	14																8.0
	5																											

STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

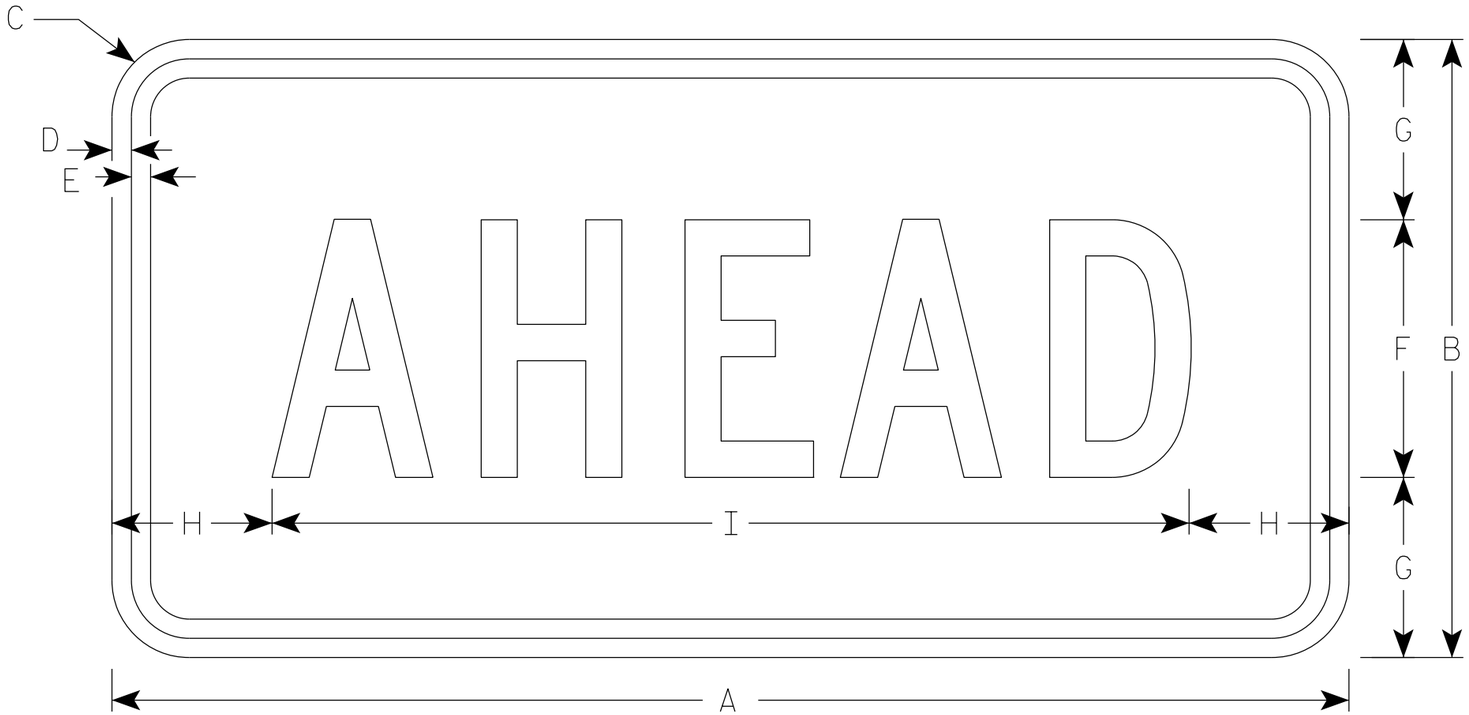
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/9/2024 PLATE NO. W16-7.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 481 E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - C



W16-9P

* For 36" x 36" Warning Signs, use 30" x 18" W16-9P signs.
* For 48" x 48" Warning Signs, use 48" x 24" W16-9P signs.

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1																											
	2S	24	12	1 1/2	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
*	2M	30	18	1 1/2	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
*	3	30	18	1 1/2	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
*	4	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
	5																											

STANDARD SIGN
W16-9P

WISCONSIN DEPT OF TRANSPORTATION

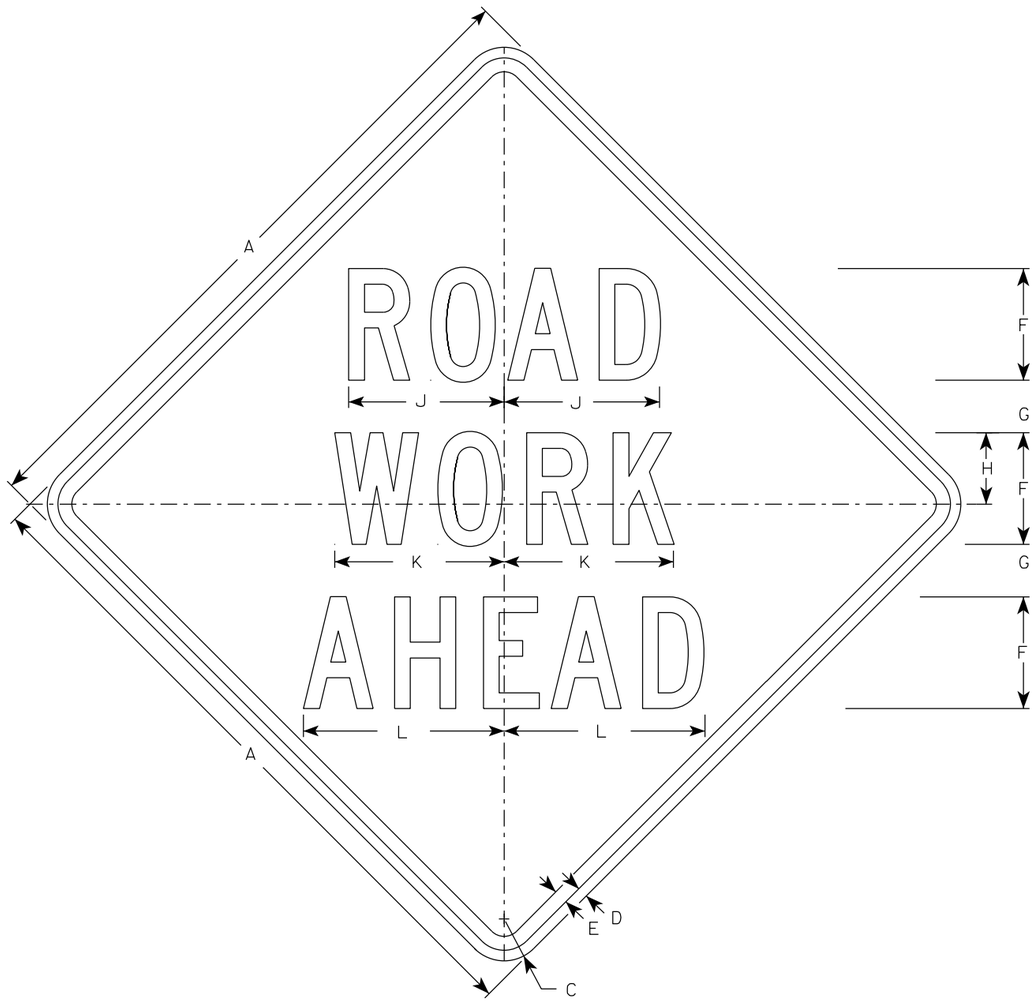
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/9/2024 PLATE NO. W16-9P.9

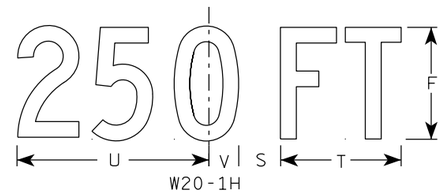
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 482 E

7

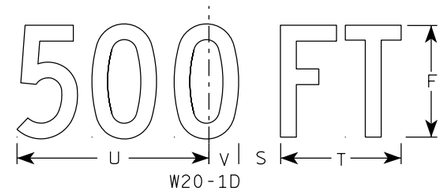
7



W20-1A



W20-1H



W20-1D



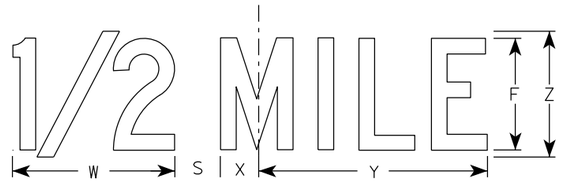
W20-1C



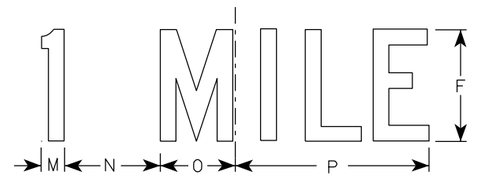
W20-1B

NOTES

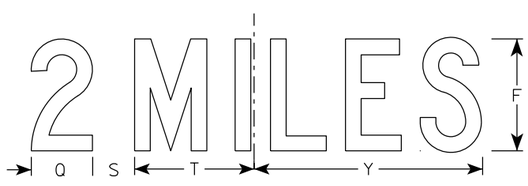
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



W20-1F



W20-1E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

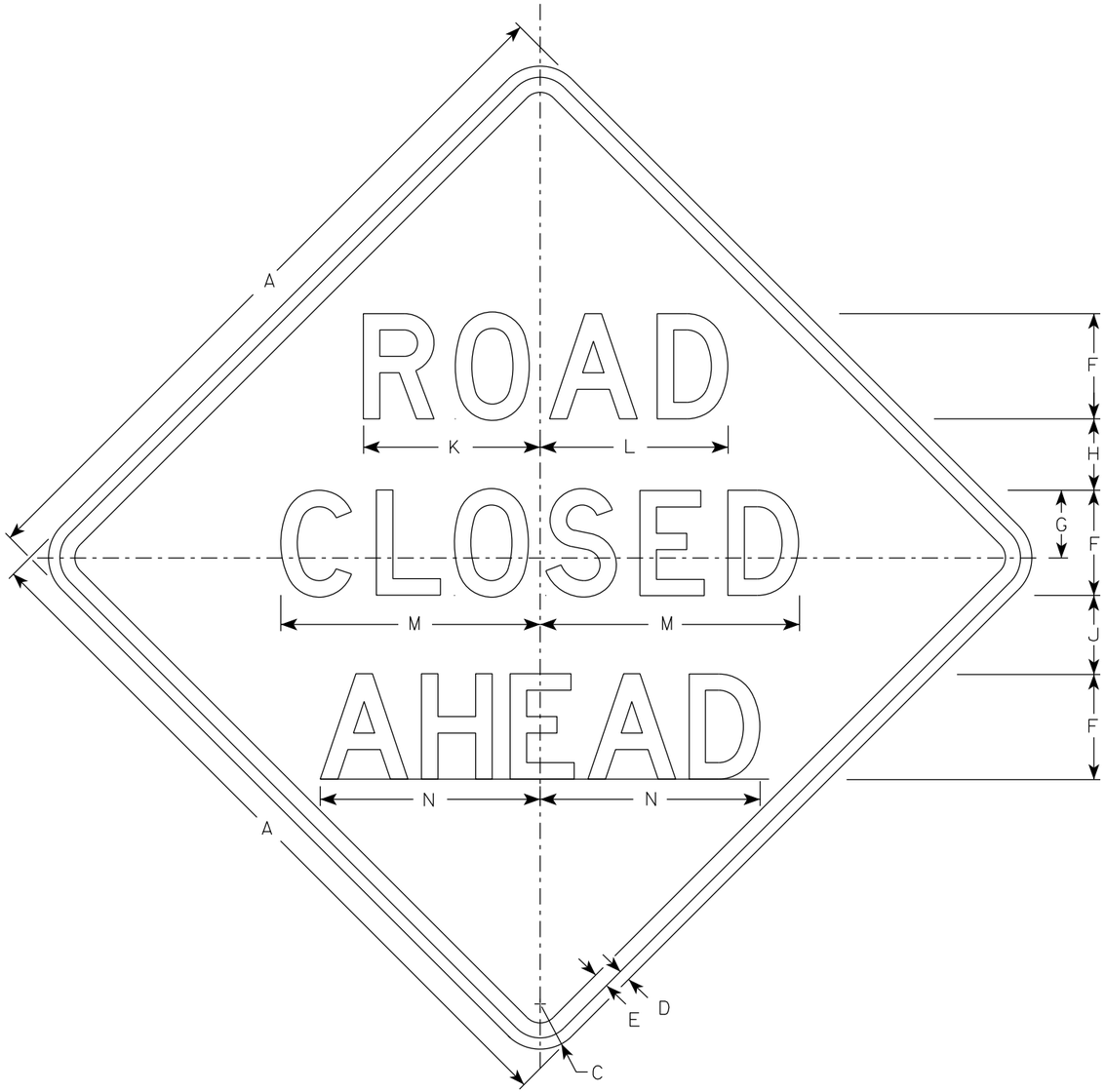
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

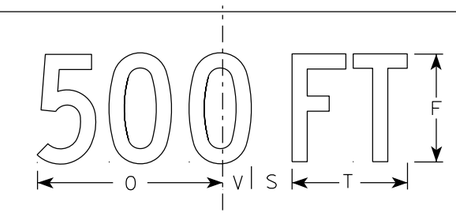
DATE 1/10/2024 PLATE NO. W20-1.12

PROJECT NO:

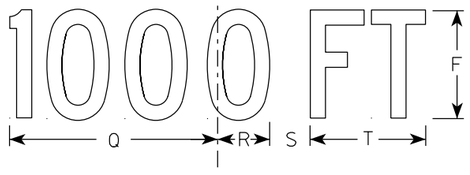
SHEET NO: 483 E



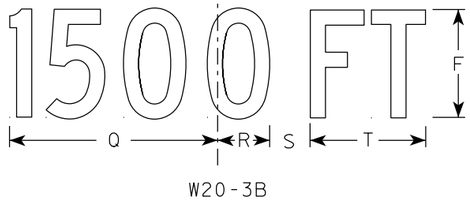
W20-3A



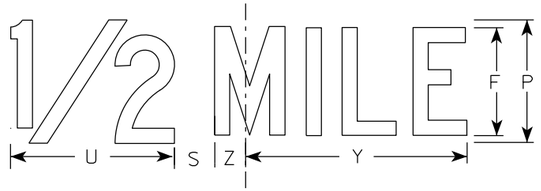
W20-3D



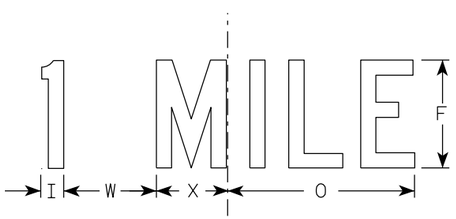
W20-3C



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

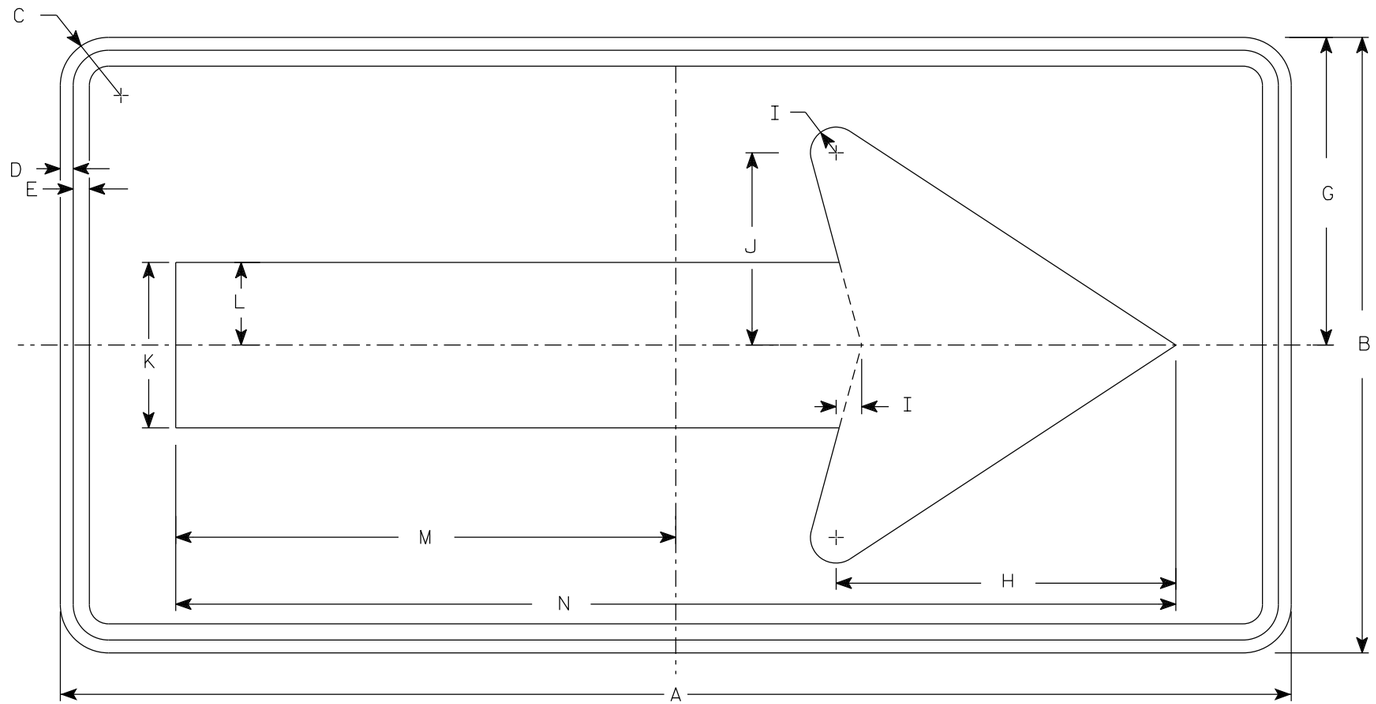
STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 484 | E



WO1-6

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																											
2S	48	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
WO1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. WO1-6.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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