

GRE

MARCH 2026

PROJECT ID:
WITH: 4516-12-75

4516-11-73

COUNTY:

BROWN

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 = 212



DESIGN DESIGNATION 4516-11-72

A.A.D.T.	2026	=	9,400
A.A.D.T.	2046	=	13,900
O.H.V.		=	1529
D.D.		=	60/40
T.		=	9.3%
DESIGN SPEED		=	40
ESALS		=	2,500,000

CONVENTIONAL SYMBOLS

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

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

ROCK	
LABEL	
SECTION	
E	
FO	
G	
SAN	
SS	
T	
W	
W	
W	
W	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

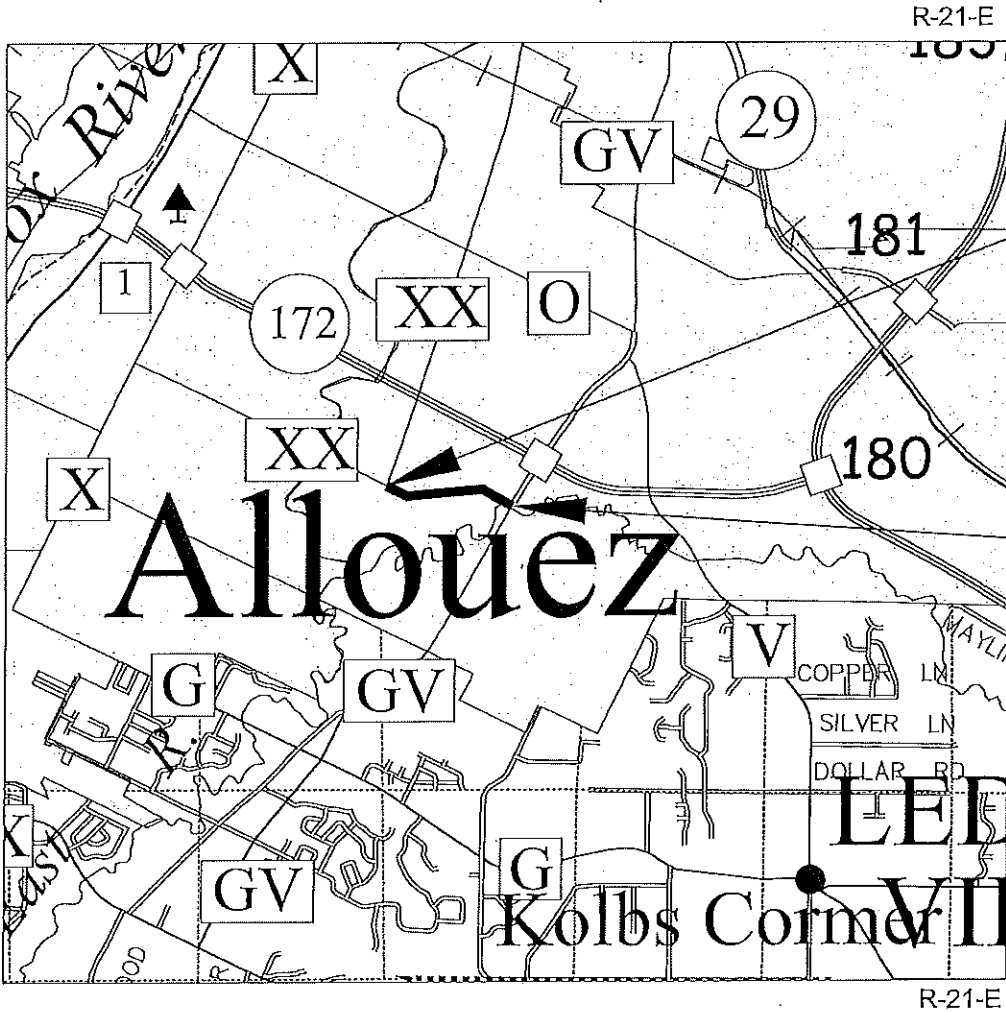
V BELLEVUE, HOFFMAN ROAD

BELLEVUE STREET TO MONROE ROAD

LOCAL STREET
BROWN COUNTY

STATE PROJECT NUMBER

4516-11-73



BEGIN PROJECT
STA 11+53.80
N = 545000.466
E = 101297.979

END PROJECT
STA 48+24.83

LAYOUT
SCALE 0 1.0 MI

TOTAL NET LENGTH OF CENTERLINE = 0.695 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), BROWN COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 18.

STATE PROJECT

4516-11-73

FEDERAL PROJECT

PROJECT

WISC2026228

CONTRACT

1

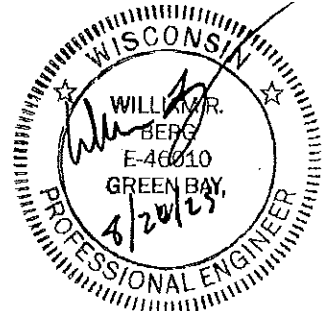
ACCEPTED FOR

VILLAGE OF BELLEVUE

Date 8/26/25 Neal Spellman
(Signature and Title of Official)

Director of Public Works

ORIGINAL PLANS PREPARED BY



DATE: 8/20/25 [Signature]
(Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	
Surveyor	CEDAR CORPORATION
Designer	CEDAR CORPORATION
Project Manager	MICHAEL COHEN, P.E.
Regional Examiner	NORTHEAST REGION
Regional Supervisor	KIMBERLY SLEZAK, P.E.

APPROVED FOR THE DEPARTMENT
DATE: 8/27/25 [Signature]
(Signature)

E

GENERAL NOTES

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

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.

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

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 SUCH A TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

CURVE DATA IS BASED ON THE RADIUS DEFINITION.

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

THE EXACT LOCATION AND WIDTH OF DRIVEWAYS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. DRIVEWAYS SHALL BE REPLACED IN KIND. COMMERCIAL DRIVEWAYS SHALL BE A MINIMUM OF 30 FEET WIDE UNLESS SHOWN OTHERWISE IN THE PLANS. ALL RESIDENTIAL DRIVEWAYS SHALL BE A MAXIMUM OF 20 FEET WIDE.

PIPE AND INLET ELEVATIONS AS SHOWN ON THE PLANS MAY BE ADJUSTED BY THE ENGINEER TO FIT EXISTING FIELD CONDITIONS

CURB AND GUTTER PLAN GRADES ARE AT THE FLANGE LINE UNLESS OTHERWISE NOTED.

PIPE ELEVATIONS, LENGTHS AND LOCATIONS AS SHOWN ON THE PLANS, MAY BE ADJUSTED TO FIT EXISTING FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

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

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 EXCEPT WHEN PAVING OR PIPE LAYING OPERATIONS REQUIRE THE DRIVEWAY TO BE CLOSED. ACCESS TO DRIVEWAYS SHALL BE RE-ESTABLISHED IMMEDIATELY AFTER OPERATIONS ARE COMPLETED. ACCESS SHALL BE PROVIDED DURING ALL NON-WORKING HOURS.

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

DESIGN PROJECT LEADER

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VILLAGE OF BELLEVUE

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ORDER OF SECTION 2 DETAIL SHEETS

- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- INTERSECTION DETAILS
- CURB RAMP DETAILS
- EROSION CONTROL DETAILS
- STORM SEWER DETAILS
- PERMANENT SIGNING & PAVEMENT MARKING DETAILS
- TEMPORARY TRAFFIC CONTROL DETAILS
- PEDESTRIAN DETOUR
- ALIGNMENT DATA DETAILS

UTILITIES CONTACTS

AT&T DISTRIBUTION
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BUG TUSSEL
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EMAIL:

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EMAIL: adam.vandenhouten@wisconsinpublicservice.com

DIGGERSHOTLINE

Dial 811 or (800)242-8511

www.DiggersHotline.com

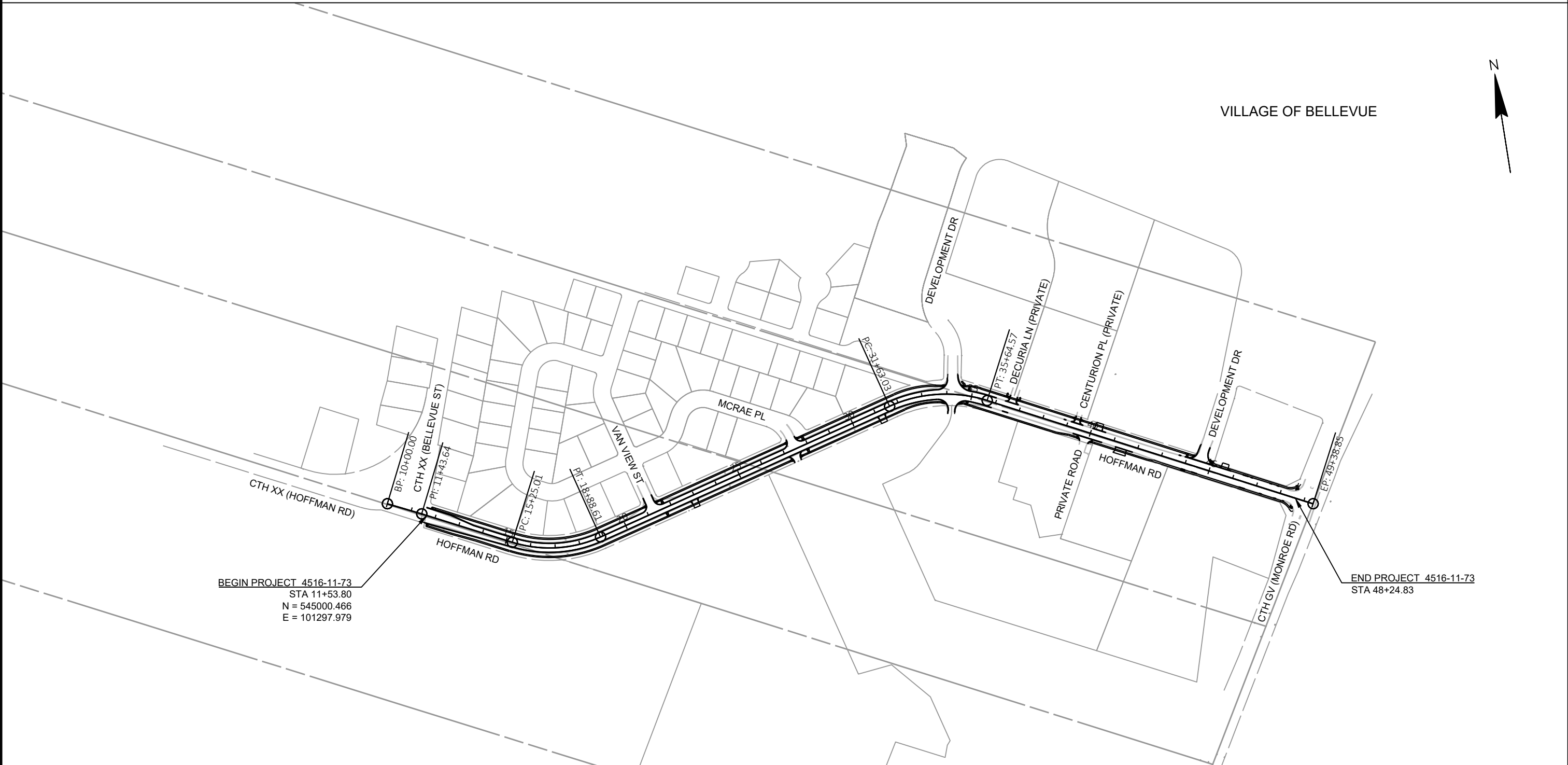
RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 9.44 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 7.92 ACRES

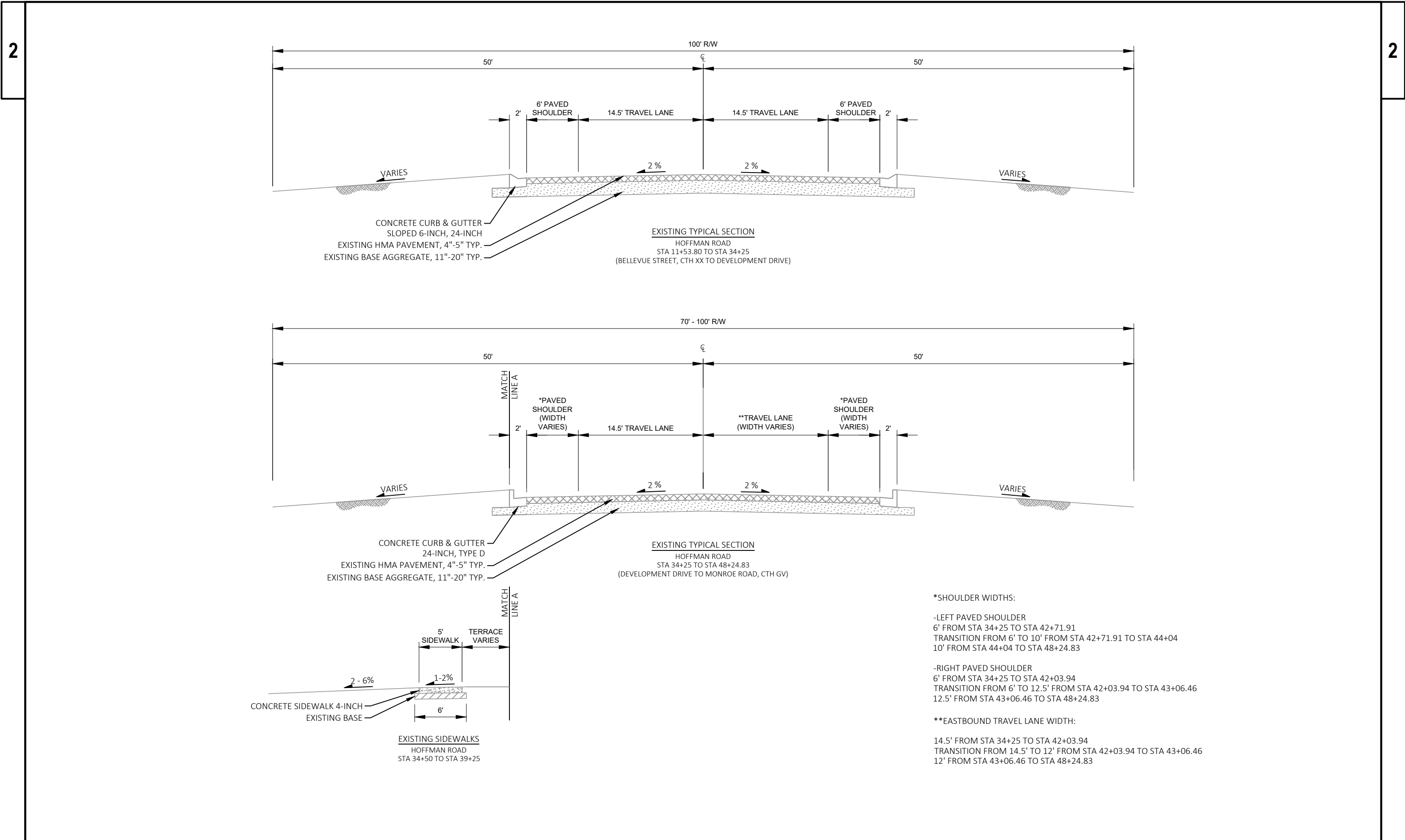
BENCH MARKS			
NO.	STATION, OFFSET	ELEV.	DESCRIPTION
BM-1	10+67.63, 45.59' RT	592.52	BURY BOLT ON HYD, SOUTH SIDE OF ROAD AT BELLEVUE ST
BM-2	21+53.31, 44.14' RT	594.58	BURY BOLT ON HYD, SOUTH SIDE OF ROAD AT VAN VIEW ST
BM-3	27+23.69, 63.88' LT	594.26	BURY BOLT ON HYD, NW QUADRANT AT McRAE PL
BM-4	33+98.84, 126.89' LT	594.21	BURY BOLT ON HYD, NW QUADRANT AT W DEVELOPMENT DR
BM-5	34+43.06, 98.99' RT	594.28	BURY BOLT ON HYD, SE QUADRANT AT HEARTHSTONE DR
BM-6	38+90.49, 32.61' LT	594.48	BURY BOLT ON HYD, NORTH SIDE OF ROAD
BM-7	43+91.08, 34.23' LT	593.93	BURY BOLT ON HYD, NW QUADRANT AT E DEVELOPMENT DR
BM-8	48+62.92, 69.97' RT	596.32	BURY BOLT ON HYD, SW QUADRANT AT CTH GV

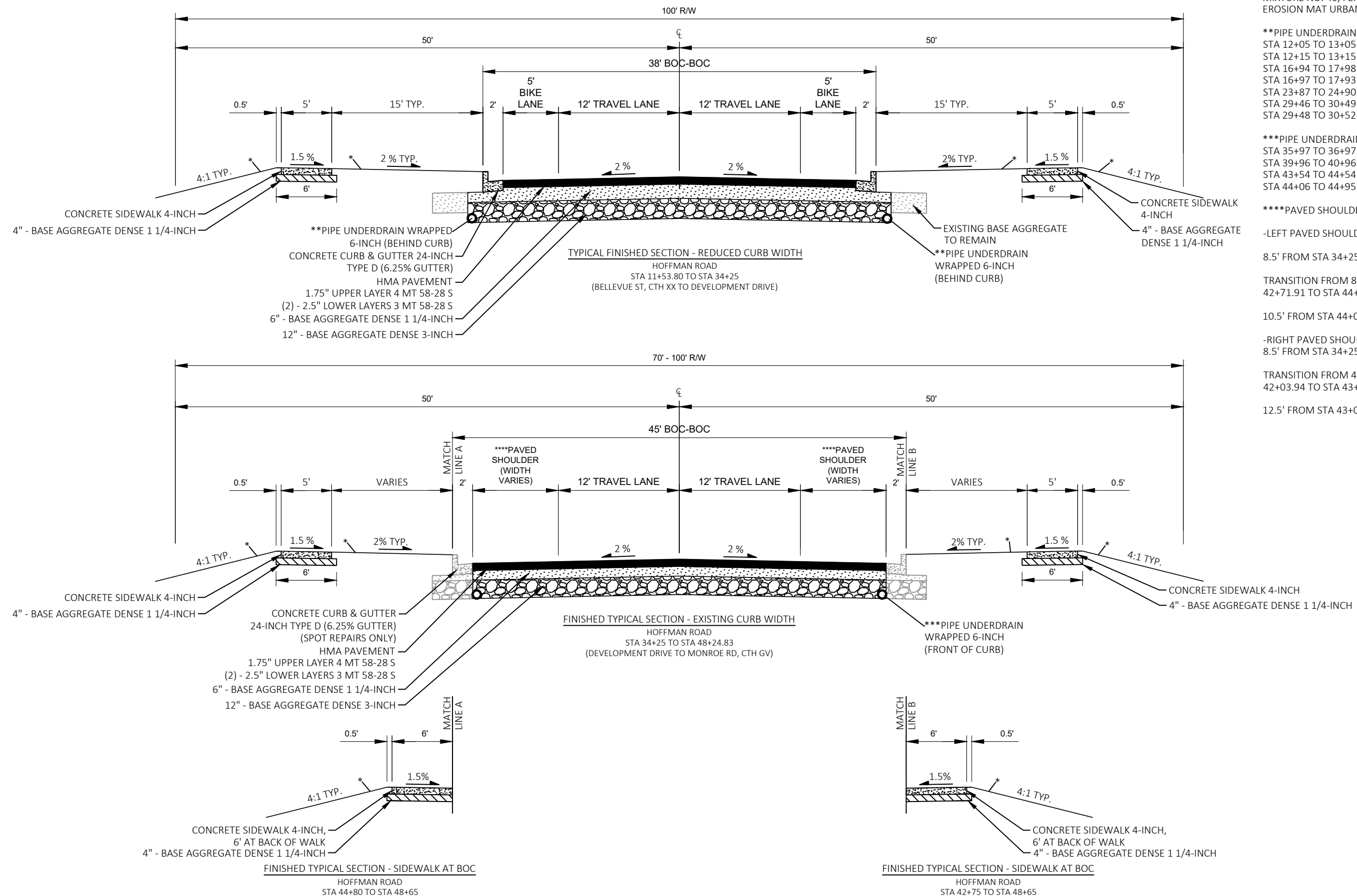
CONTROL POINTS					
NO.	STATION	ELEV.	X COORD.	Y COORD.	DESCRIPTION
CP-1	15+83.84	590.69	101677.939	544793.801	MAG NAIL IN ROAD, SOUTH SIDE OF ROAD
CP-2	21+82.73	591.55	102273.474	544858.903	MAG NAIL IN ROAD, SOUTH SIDE OF ROAD
CP-3	27+61.02	591.81	102833.317	545003.966	MAG NAIL IN ROAD, SE QUADRANT OF McRAE PL
CP-4	31+06.41	591.08	103154.396	545139.364	MAG NAIL IN ROAD, NORTH SIDE OF ROAD
CP-5	34+08.69	591.50	103445.934	545084.439	MAG NAIL IN ROAD, SW QUADRANT OF HEARTHSTONE DR
CP-6	34+44.41	591.58	103482.086	545098.832	MAG NAIL IN ROAD, SE QUADRANT OF HEARTHSTONE DR
CP-7	37+01.15	591.35	103717.920	545018.763	MAG NAIL IN ROAD, SOUTH SIDE OF ROAD
CP-8	46+55.32	589.61	104560.161	544569.651	CHISEL CROSS ON NE RIM OF SAN MH

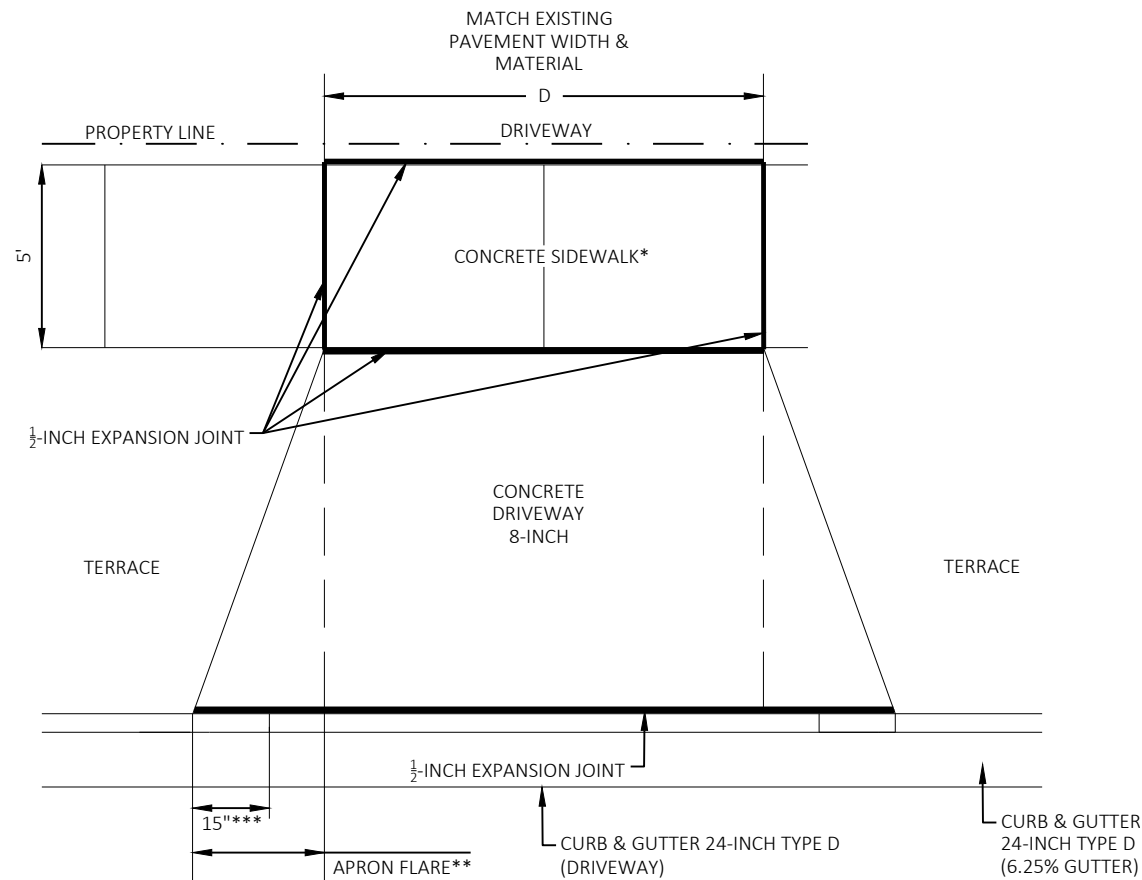


BEGIN PROJECT 4516-11-73
STA 11+53.80
N = 545000.466
E = 101297.979

END PROJECT 4516-11-73
STA 48+24.83







NOTES:

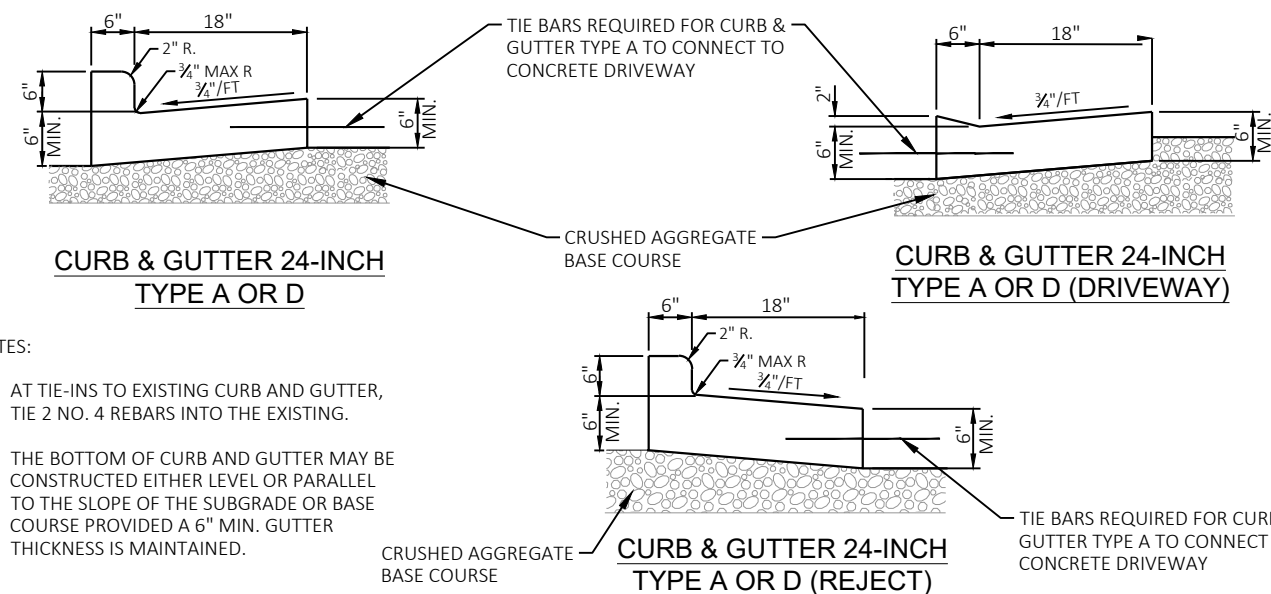
* SIDEWALK WITHIN THE LIMITS OF DRIVEWAY PAID FOR AS CONCRETE DRIVEWAY 8-INCH.

** APRON FLARE WIDTHS (EITHER 2.5' OR 5') SPECIFIED ELSEWHERE IN PLANS

*** 15" CURB HEAD TAPER WITHIN APRON FLARE

1. IF ANY EXPANSION JOINT IS WITHIN 3 FEET OF DRIVEWAY CONSTRUCTION, THE CURB SHALL BE REMOVED TO THE JOINT. TIE NEW CURB INTO THE EXISTING WITH NO. 4 BARS, 4' LENGTH.

TYPE C COMMERCIAL DRIVEWAY DETAIL

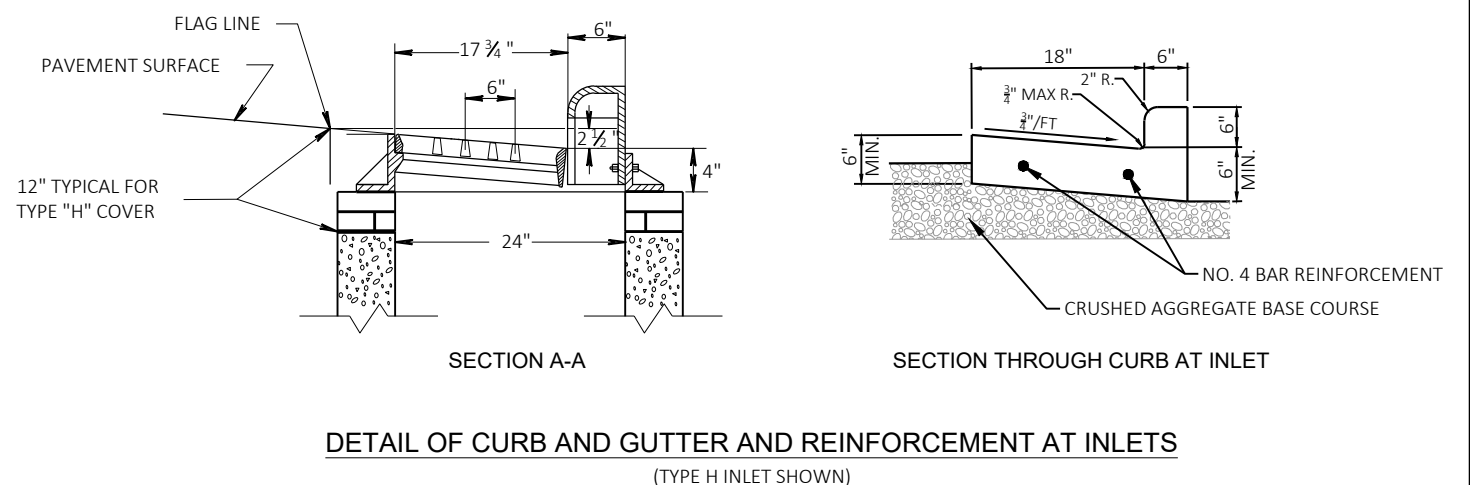


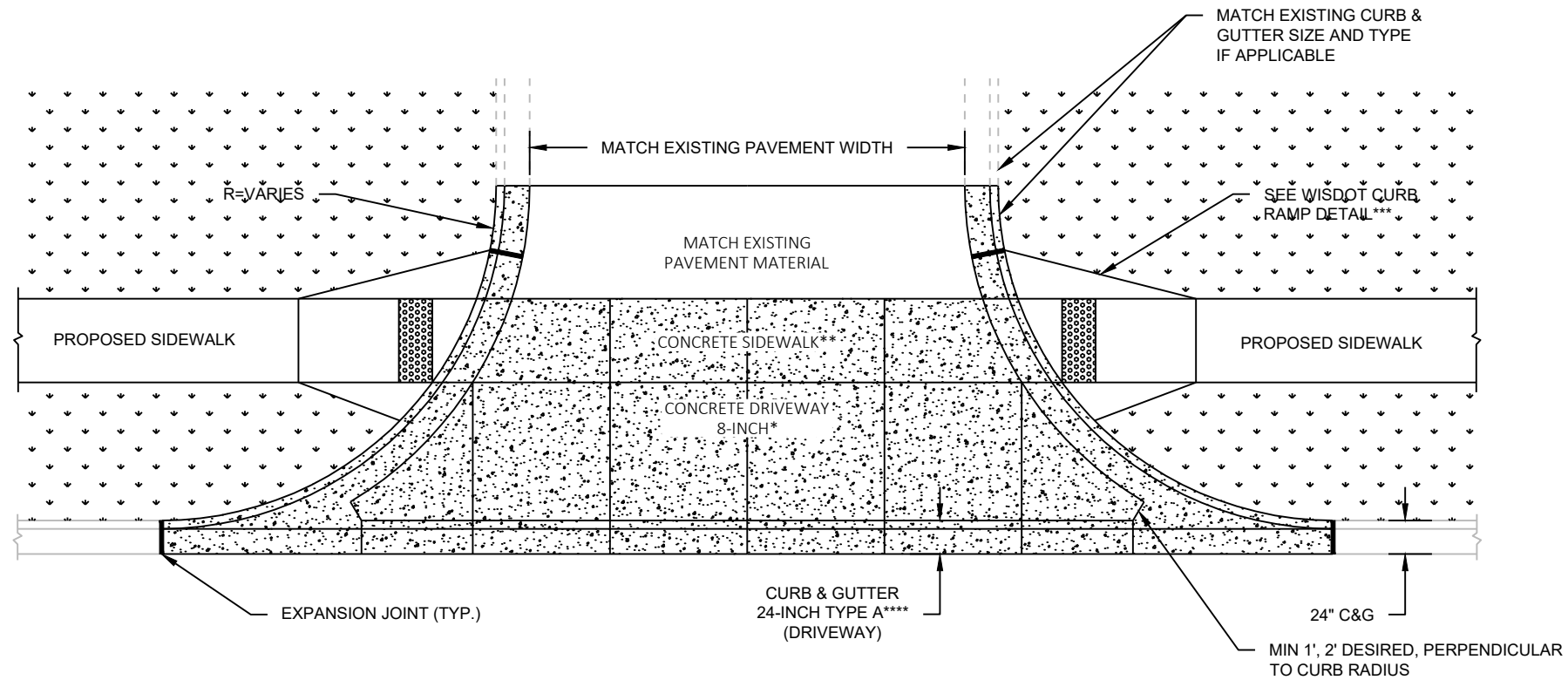
NOTES:

1. AT TIE-INS TO EXISTING CURB AND GUTTER, TIE 2 NO. 4 REBARS INTO THE EXISTING.
2. THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED A 6" MIN. GUTTER THICKNESS IS MAINTAINED.

NOTES:

1. REINFORCEMENT REQUIRED 10' EACH WAY OF INLETS.
2. WHEN REINFORCING IS REQUIRED, PLACE 2-NO. 4 REBARS AS FOLLOWS:
 - 2.1. 6" FROM EACH FACE.
 - 2.2. 3" FROM BOTTOM.
3. THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED A 6" MIN. GUTTER THICKNESS IS MAINTAINED.

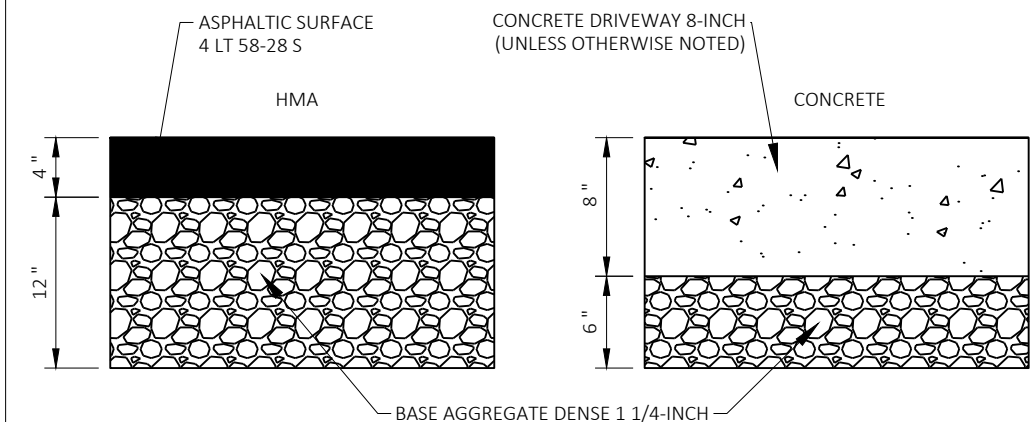
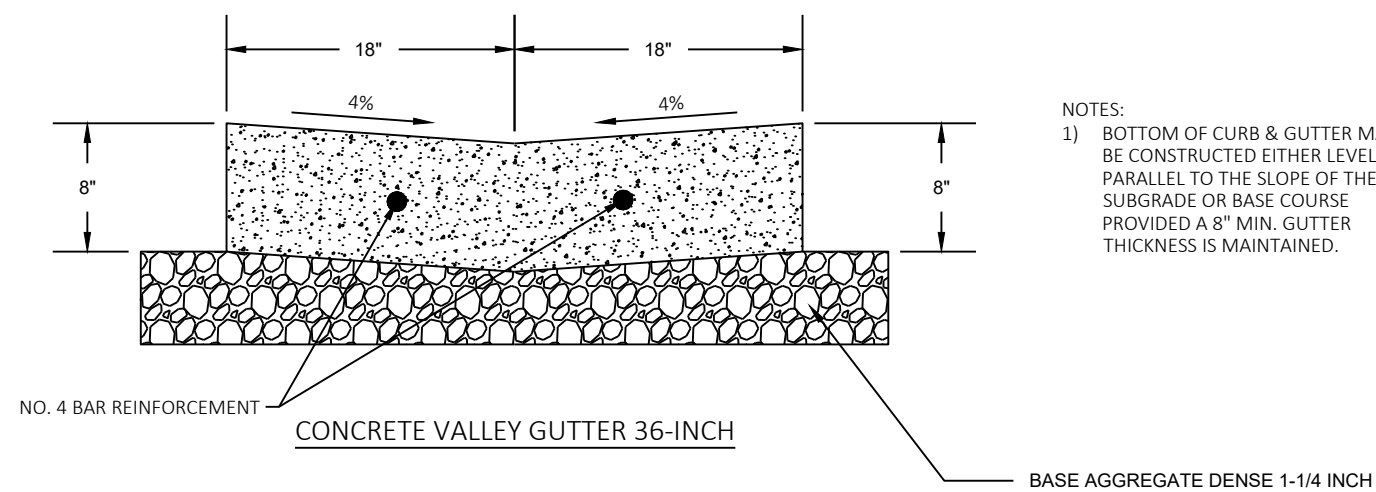




PRIVATE ROAD DETAIL

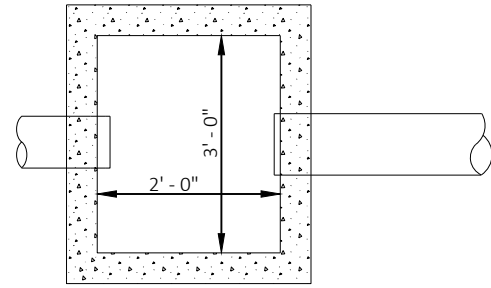
NOTES:

- * MAY BE CONCRETE OR HMA. USE 8" CONCRETE DRIVEWAY UNLESS OTHERWISE SPECIFIED IN THE PLANS.
- ** CONCRETE SIDEWALK WITHIN THE LIMITS OF DRIVEWAY PAID FOR AS CONCRETE DRIVEWAY 8-INCH.
- *** CURB RAMP TYPE CALLED OUT ON CURB RAMP DETAIL SHEETS.
- **** IF ADJACENT PRIVATE ROAD SURFACE IS CALLED OUT AS HMA, USE CURB & GUTTER 24-INCH TYPE D

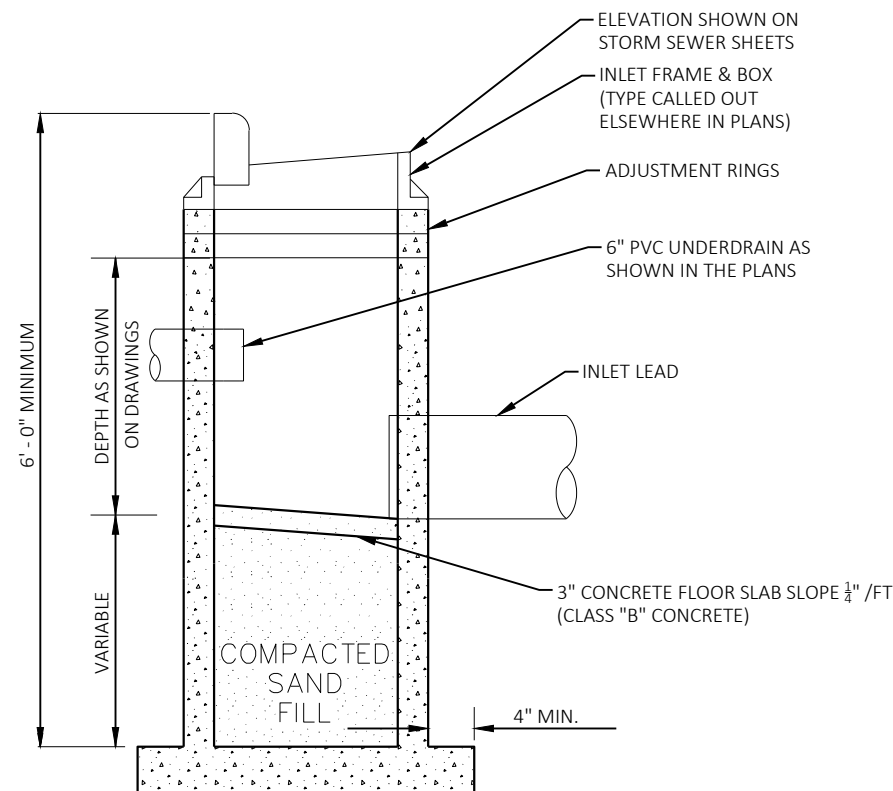


DRIVEWAY & PRIVATE ROAD SECTIONS

NO SCALE



PLAN

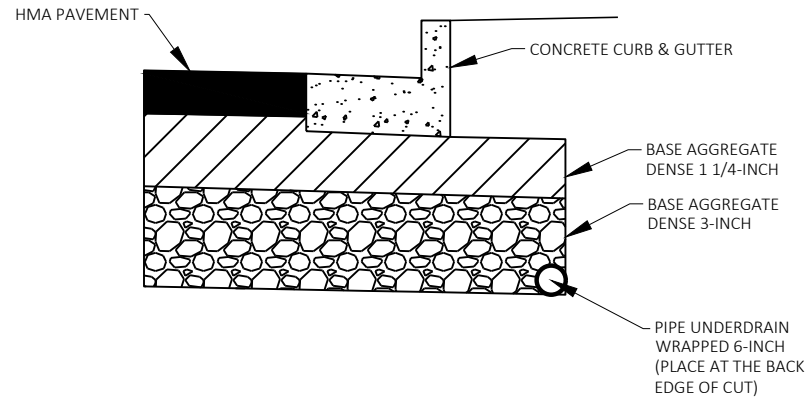


ELEVATION

NOTES:

- EXCEPT FOR FLOOR SLAB, ALL CONCRETE SHALL BE PRECAST.
- COMPACT GRANULAR BACKFILL SOILS REQUIRED AROUND INLET ON ROADWAY SIDE & UNDER CURB & GUTTER.
- INLET FRAME & BOX SHALL CONFORM TO THE FOLLOWING:
 - HEAVY DUTY C.I. FRAME & BOX TYPE II WITH "L" GRATE EXCEPT AT SAGS USE TYPE "C".
 - USE TYPE "11" FRAME WITH TYPE "C" GRATE FOR DRIVEWAY.
- SEE MANHOLE TRACER WIRE DETAIL FOR LOCATION/TERMINATION.

INLETS 2X3-FT DETAIL

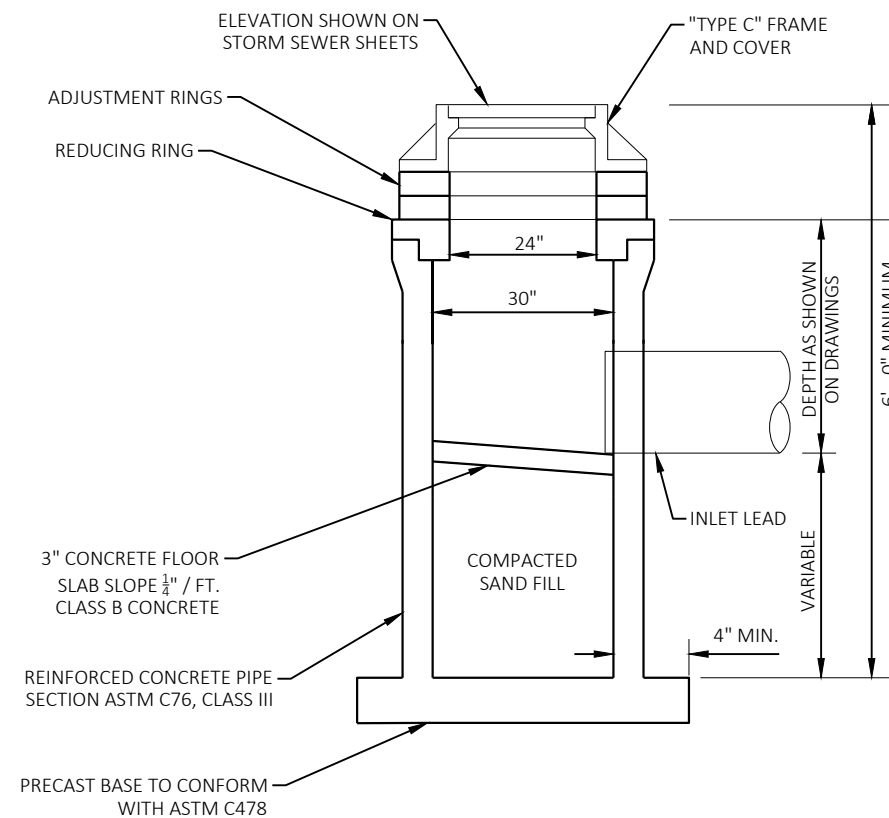


NOTES:

- CONNECT EDGEDRAIN TO INLETS AND CATCH BASINS 2X3-FT ACCORDING TO STANDARD SPEC 611.3 AND S.D.D. 8D-15A, 8D-15B.
- EDGEDRAIN CONNECTIONS SHALL BE INCIDENTAL TO LENGTH OF PIPE UNDERDRAIN WRAPPED 6-INCH.

EDGEDRAIN DETAIL (BEHIND CURB)

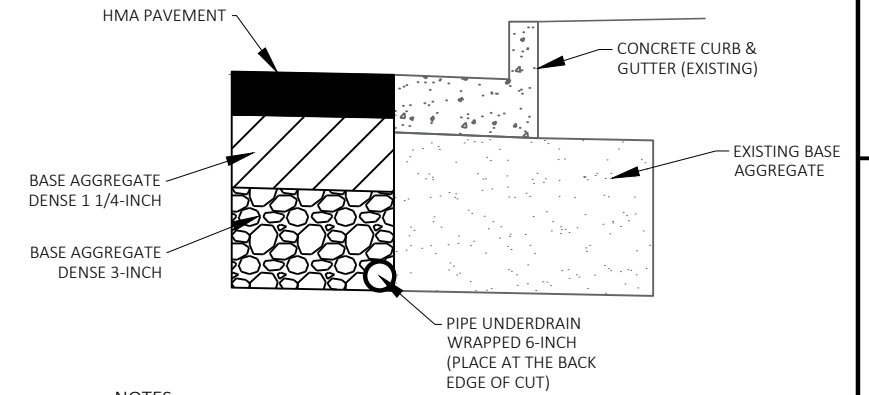
NO SCALE



NOTES:

- PLACE SOIL CLASS C-2 AROUND INLET AND COMPACT TO 95% STANDARD PROCTOR DENSITY.
- PROVIDE A TRACE WIRE GROUNDING ROD AT THE TERMINATION OF THE TRACE WIRE AT OUTSIDE THE CONNECTION BETWEEN THE PIPE AND THE INLET.

INLETS 3-FT DIAMETER DETAIL

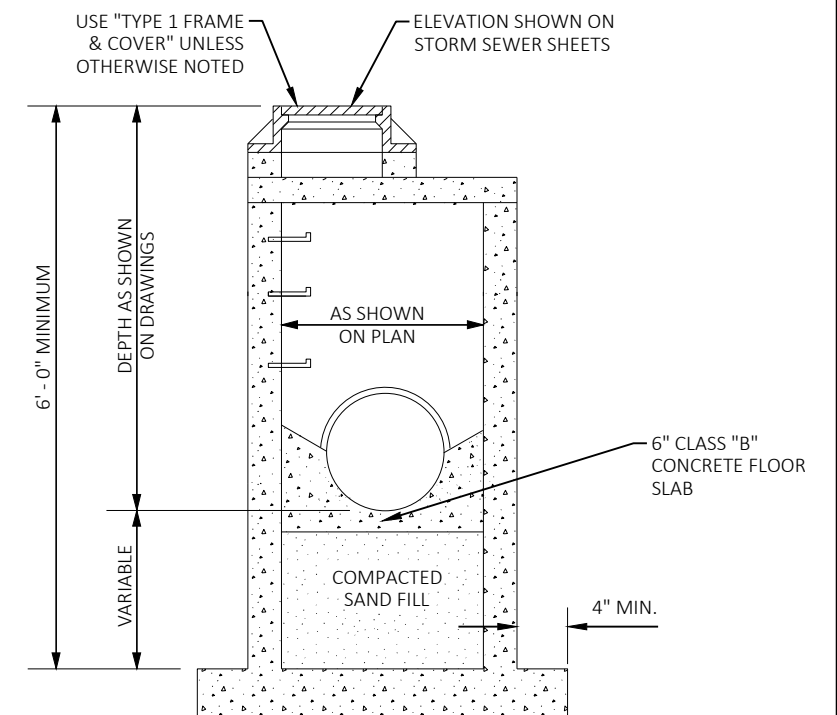


NOTES:

- CONNECT EDGEDRAIN TO INLETS AND CATCH BASINS 2X3-FT ACCORDING TO STANDARD SPEC 611.3 AND S.D.D. 8D-15A, 8D-15B.
- EDGEDRAIN CONNECTIONS SHALL BE INCIDENTAL TO LENGTH OF PIPE UNDERDRAIN WRAPPED 6-INCH.

EDGEDRAIN DETAIL (IN FRONT OF CURB)

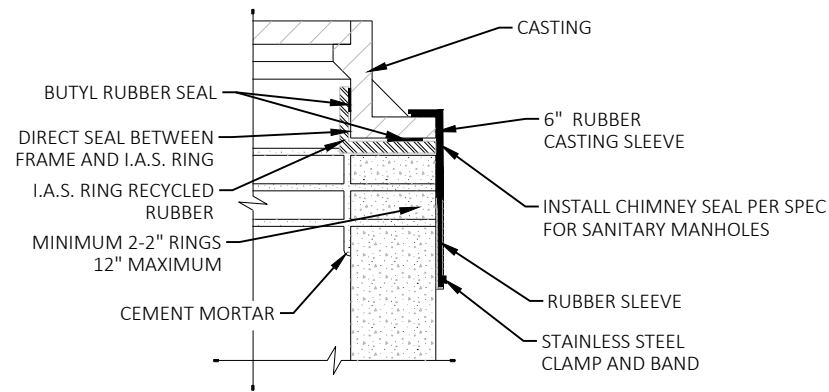
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NOTES:

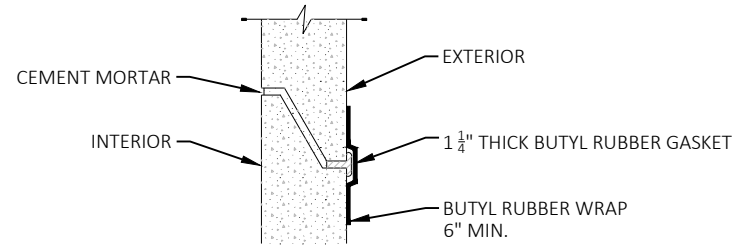
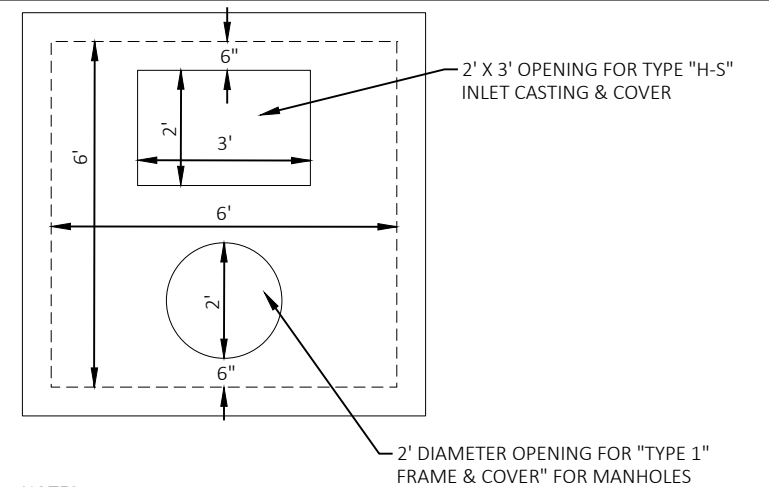
- BASE SHALL BE CAST MONOLITHIC WITH BARREL SECTION.
- PIPE SHALL ENTER BARREL THROUGH A FLEXIBLE WATERTIGHT GASKET CONFORMING TO ASTM C443 OR C923.
- BARREL SECTION SHALL BE ONE PIECE.

MANHOLES 4-FT DIAMETER DETAIL



NOTES:

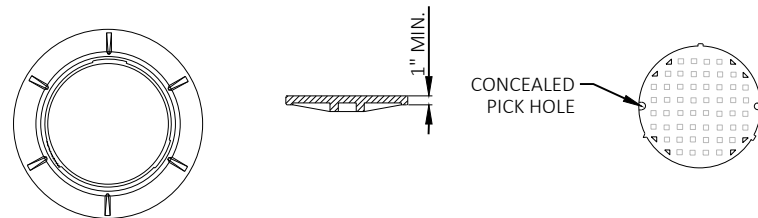
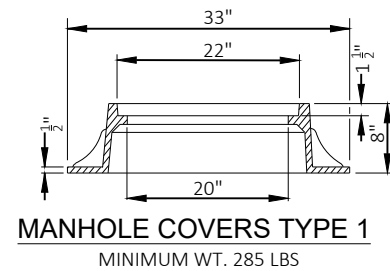
1. THE FINAL ADJUSTMENT RING TO BE A PLASTIC OR RECYCLED RUBBER RING TAPERED TO FIT THE CROSS SLOPE PER THE SPECIFICATIONS FOR MANHOLES WITHIN THE ROAD SECTION.
2. SEAL BETWEEN RECYCLED RUBBER ADJUSTMENT RINGS WITH POLYURETHANE SEALANT SUPPLIED BY CONTRACTOR.
3. CHIMNEY SEALS REQUIRED FOR ALL SANITARY MANHOLES. USE INTERIOR/EXTERIOR TYPE CHIMNEY SEAL.

ADJUSTING RING JOINT DETAIL WITH INTERNAL/EXTERNAL CHIMNEY SEALBARREL SECTION JOINT DETAIL

NOTES:

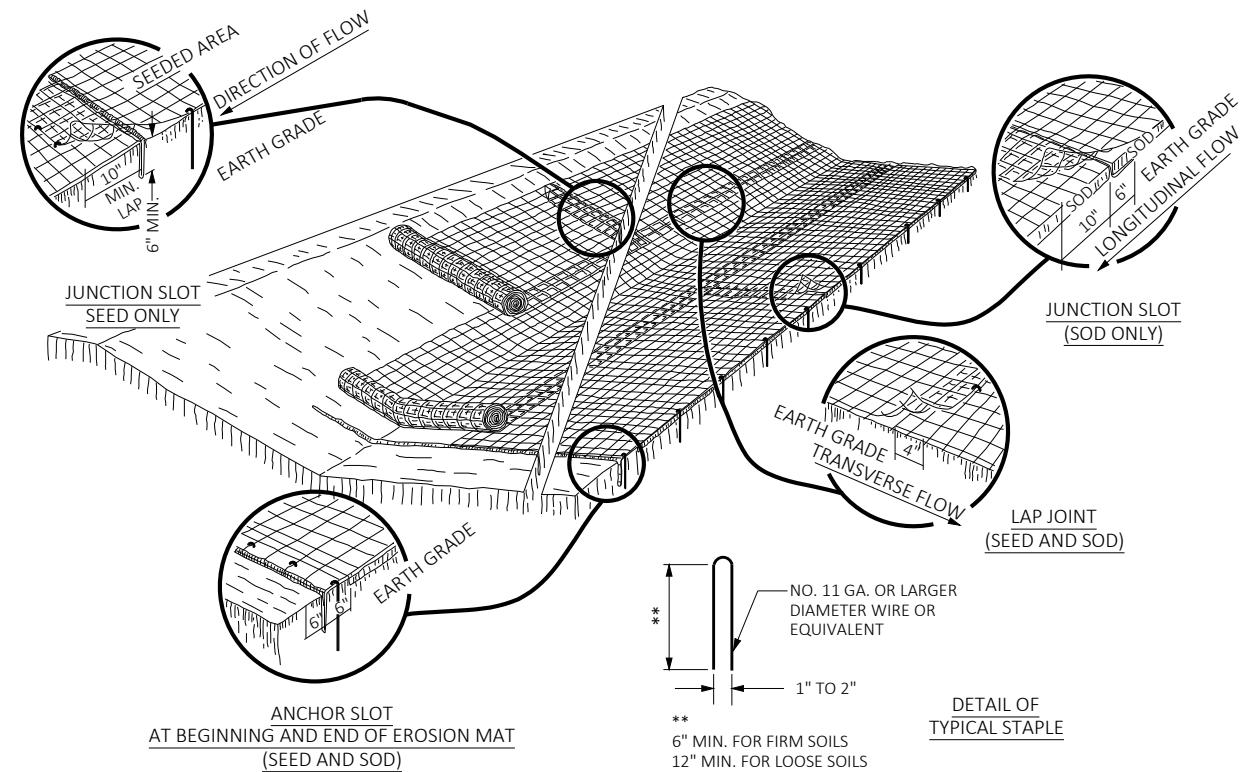
DETAIL FOR LAYOUT ONLY. SEE SDD MANHOLES 6X6-FT FOR CONSTRUCTION AND MATERIAL REQUIREMENTS.

CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN.

FLAT TOP LAYOUT FOR MANHOLES 6X6-FT

NOTES:

1. ALL COVERS SHALL BE SELF-SEALING WITH GASKET.
2. FRAME AND COVER SHALL BE MACHINED AND FITTED SO THAT ROCKING AND CHATTERING WILL BE ELIMINATED.
3. WHEN MANHOLE ADJUSTMENT IS LIMITED, PROVIDE TYPE 2 FRAME.
4. FRAME WEIGHT INCLUDES COVER.



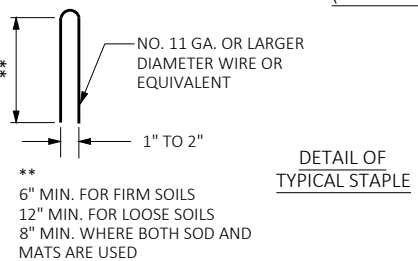
NOTES:

VARIATIONS IN THE DIMENSIONS OR MATERIALS SHOWN HEREON WILL BE PERMITTED ONLY IF THEY PROVIDE EQUIVALENT PROTECTION AND MATERIAL STRENGTH AND IF PRIOR APPROVAL OF THE ENGINEER IS OBTAINED.

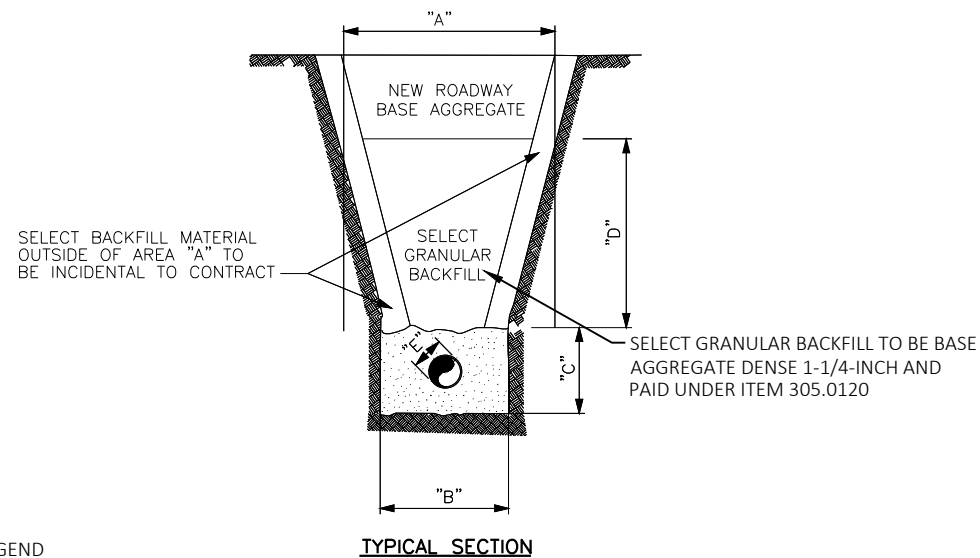
DO NOT PLACE LAP JOINTS AT THE BOTTOM OF V-SHAPED DITCHES.

JUNCTION SLOTS ON ADJACENT STRIPS OF MATTING WILL BE STAGGERED A MINIMUM OF 4 FEET APART.

IMPRESS ALL EDGES OF THE EROSION MAT INTO THE SOIL.

EROSION MATEROSION MAT OVER SEEDING

JUNCTION OR ANCHOR SLOTS WILL BE AT MINIMUM INTERVALS OF 100 FEET ON GRADES UP TO AND INCLUDING 3 PERCENT, AND 50 FEET ON GRADES EXCEEDING 3 PERCENT.

**LEGEND**

"A" - THEORETICAL TRENCH WIDTH FOR CALCULATING SELECT BACKFILL FOR PAYMENT:

"A" WILL BE PIPE OUTSIDE DIAMETER PLUS 24 INCHES OR EQUAL TO "D", WHICHEVER NUMBER IS GREATER.

"B" - WIDTH TO ONE FOOT ABOVE THE TOP OF PIPE, OUTSIDE DIAMETER PLUS 24 INCHES (MAXIMUM)

"C" - BEDDING AND COVER MATERIAL (INCIDENTAL TO PIPE INSTALLATION)

"D" - TRENCH DEPTH

"E" - OUTSIDE DIAMETER OF PIPE

NOTES:

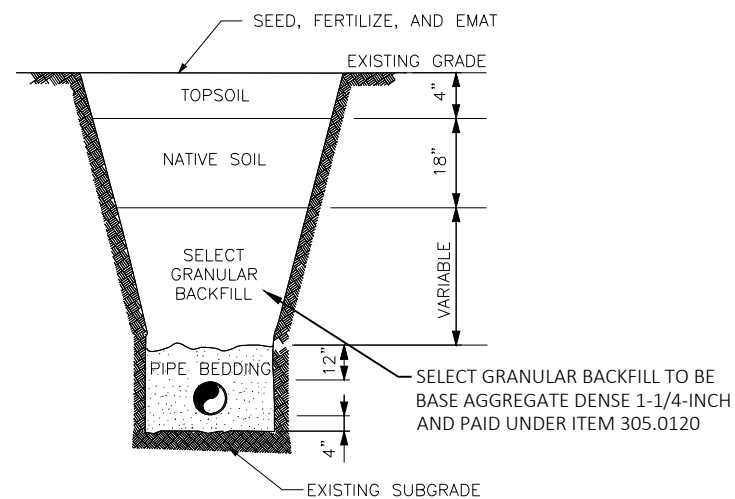
THIS DETAIL IS NOT A RESTRICTION OF ACTUAL TOP OF TRENCH, BUT IS USED TO DETERMINE THE QUANTITY OF SELECT BACKFILL MATERIAL.

BACKFILL OUTSIDE LIMITS SHOWN WILL BE INCIDENTAL TO PIPE INSTALLATION.

SEE TYPICAL SECTIONS FOR NEW ROADWAY BASE AGGREGATE DEPTH AND MATERIAL.

BACKFILL COMPUTATION DETAIL

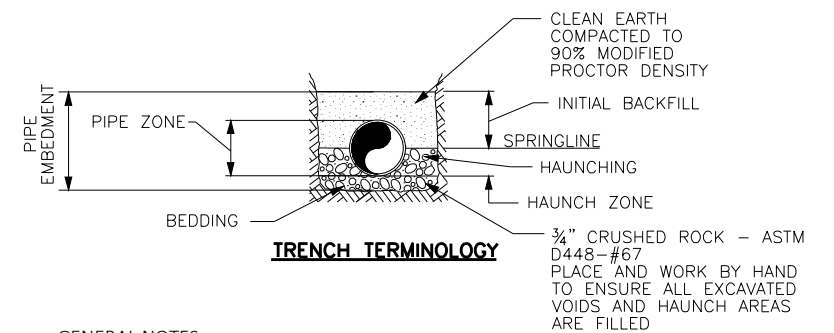
NO SCALE



NOTE: SELECT GRANULAR BACKFILL SHALL BE USED ANYWHERE THE TRENCH IS WITHIN 4' OF THE EXISTING BACK OF CURB, AND UNDERNEATH SIDEWALK AND DRIVEWAYS. WHERE SELECT GRANULAR BACKFILL IS USED IN A GRASS TERRACE AREA, USE THE DETAIL ABOVE FOR BACKFILL ABOVE THE SELECT GRANULAR MATERIAL.

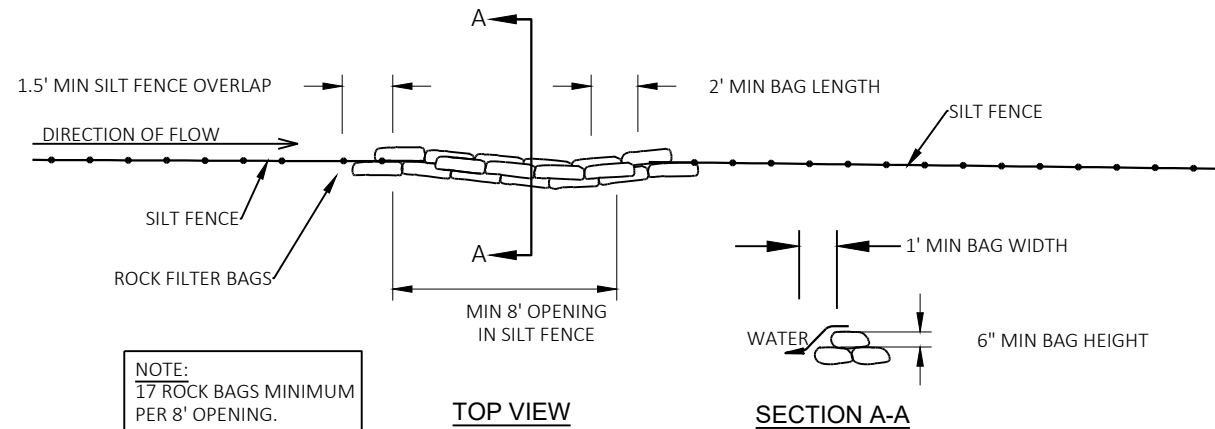
TYPICAL SECTION BACKFILL IN GRASS TERRACES

NO SCALE

**GENERAL NOTES:**

1. CLEAN EARTH FILL SHALL BE ANY SOIL MATERIAL EXCAVATED ON THE PROJECT SITE OR OBTAINED FROM BORROW AREAS.
2. SOIL MATERIALS UNSUITABLE AND, THEREFORE, NOT APPROVED FOR THIS CLASSIFICATION ARE:
 - 2.1. SOILS WITH HIGH ORGANIC CONTENTS SUCH AS: TOPSOIL, PEAT, MUCH, ORGANIC SILTS, AND CLAYS, MARLS, ETC.
 - 2.2. MANMADE OR RUBBLE FILLED SOILS CONTAINING SUCH MATERIALS AS: FOUNDRY SAND, FLY ASH CINDERS, ASPHALT, AND CONCRETE RUBBLE, ETC.
 - 2.3. SILTY SOILS SUCH AS: ROCK FOUR, LOESS, ETC.
 - 2.4. SOILS WITH GRAVEL LARGER THAN 1½ INCH
 - 2.5. SILTY CLAY OR CLAYS WITH A HIGH PLASTICITY (CH SOILS AS DEFINED IN ASTM D2487).
 - 2.6. ALL SOIL CONTAMINATED WITH HAZARDOUS WASTE MATERIALS AS DEFINED BY THE EPA.

PIPE EMBEDMENT DETAILS

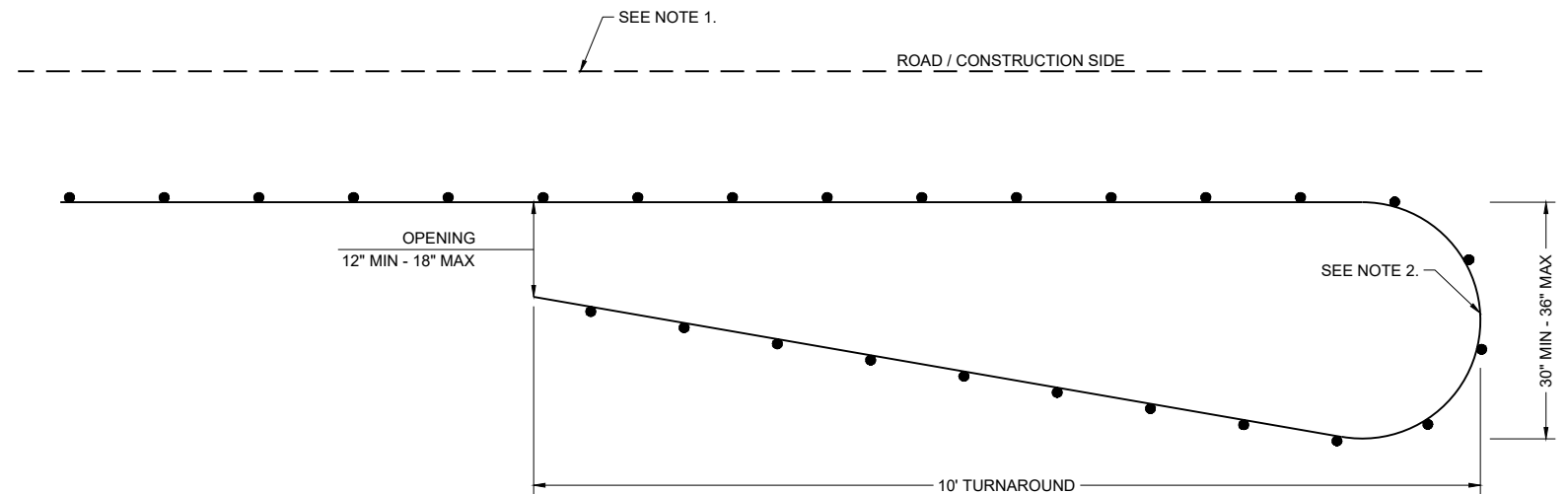


ROCK BAGS USED FOR SILT FENCE RELIEF

GENERAL NOTES:

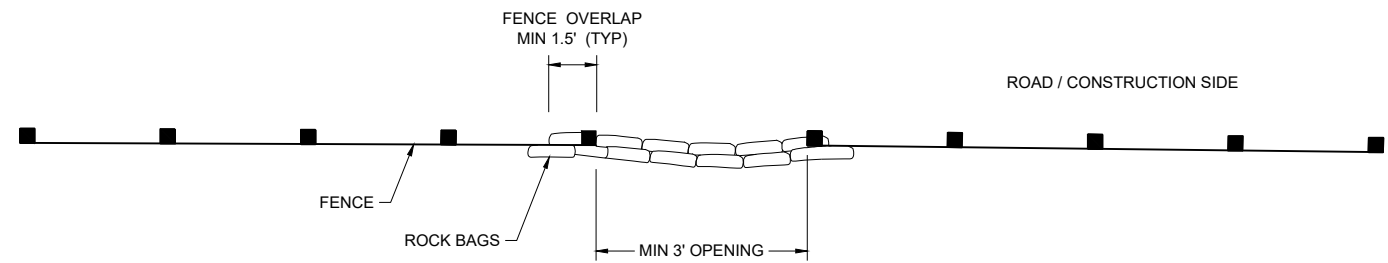
1. WHERE SILT FENCE IS REQUIRED, IT SHALL BE PLACED ON THE CONSTRUCTION SIDE OF THE EXCLUSION FENCING, OR COMBINED WITH THE EXCLUSION FENCING AS ALLOWED IN THE SPECIFICATIONS. STAKES ON THIS DETAIL ARE OPPOSITE OF STANDARD SILT FENCE FOR SEDIMENT CONTROL.
2. PLACE TURNAROUNDS AT ALL TERMINI ENDS OF THE EXCLUSION FENCING.
3. IF TEMPORARY ACCESS POINTS ARE NEEDED DURING CONSTRUCTION THAT REQUIRE OPENINGS IN THE EXCLUSION FENCING, ACCESS OPENINGS SHOULD BE TIGHTLY SECURED WITH BALES OF HAY OR STRAW WHENEVER CONSTRUCTION RELATED ACTIVITIES ARE NOT OCCURRING. REINSTALL EXCLUSION FENCING WHEN THE WORK REQUIRING THE TEMPORARY ACCESS OPENING IS COMPLETED.
4. THE FENCE CAP MAY BE A 6" UNDER DRAIN PIPE, SLIT DOWN THE CENTER AND PLACED OVER THE FENCE. COMMERCIALY AVAILABLE SAFETY CAPS WITH A LIP MAY BE USED. OTHER DNR APPROVED METHODS TO PREVENT TURTLES FROM PASSING OVER THE TOP OF THE FENCE MAY BE USED.

SECURELY FASTEN THE CAP TO PREVENT IT FROM BEING DISLODGED.

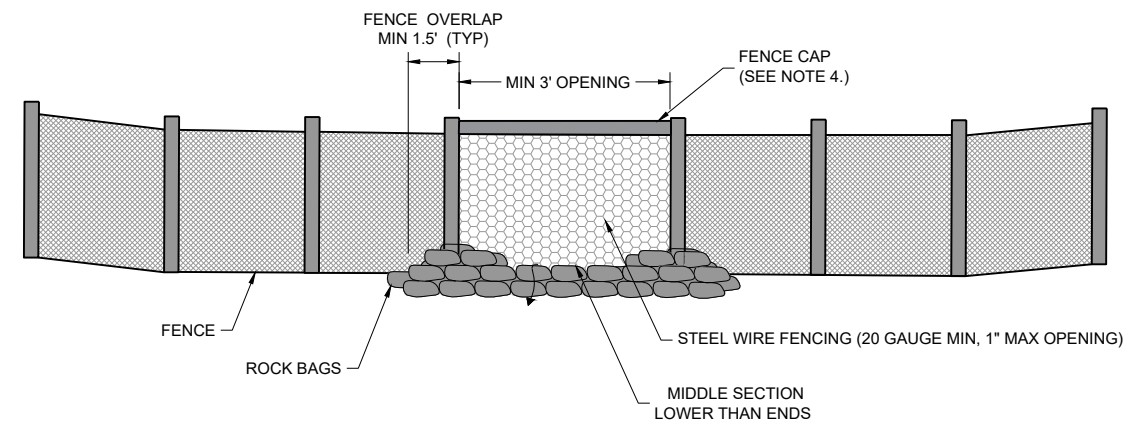


PLAN VIEW

CLIMBING TURTLE EXCLUSION FENCE DETAIL

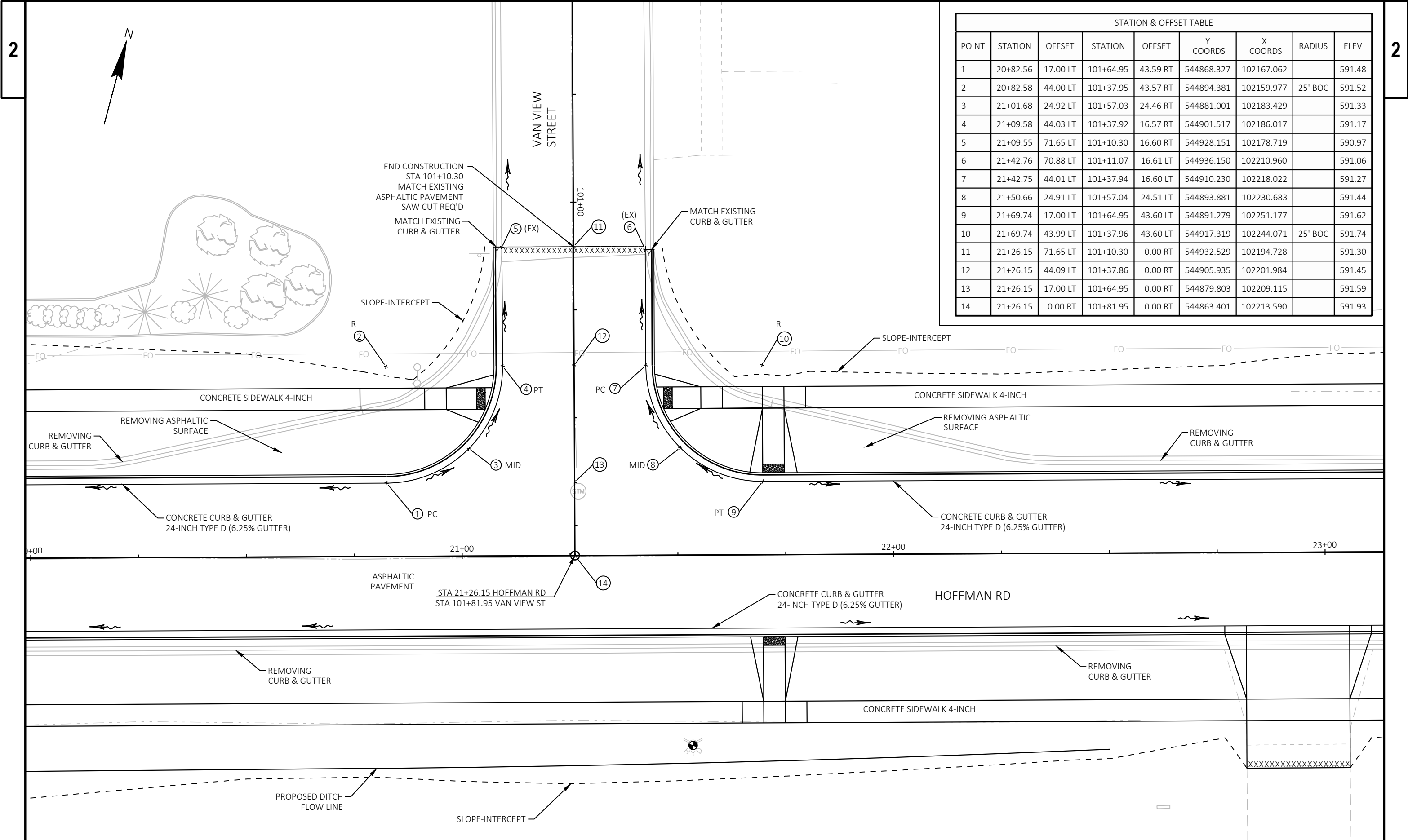


PLAN VIEW

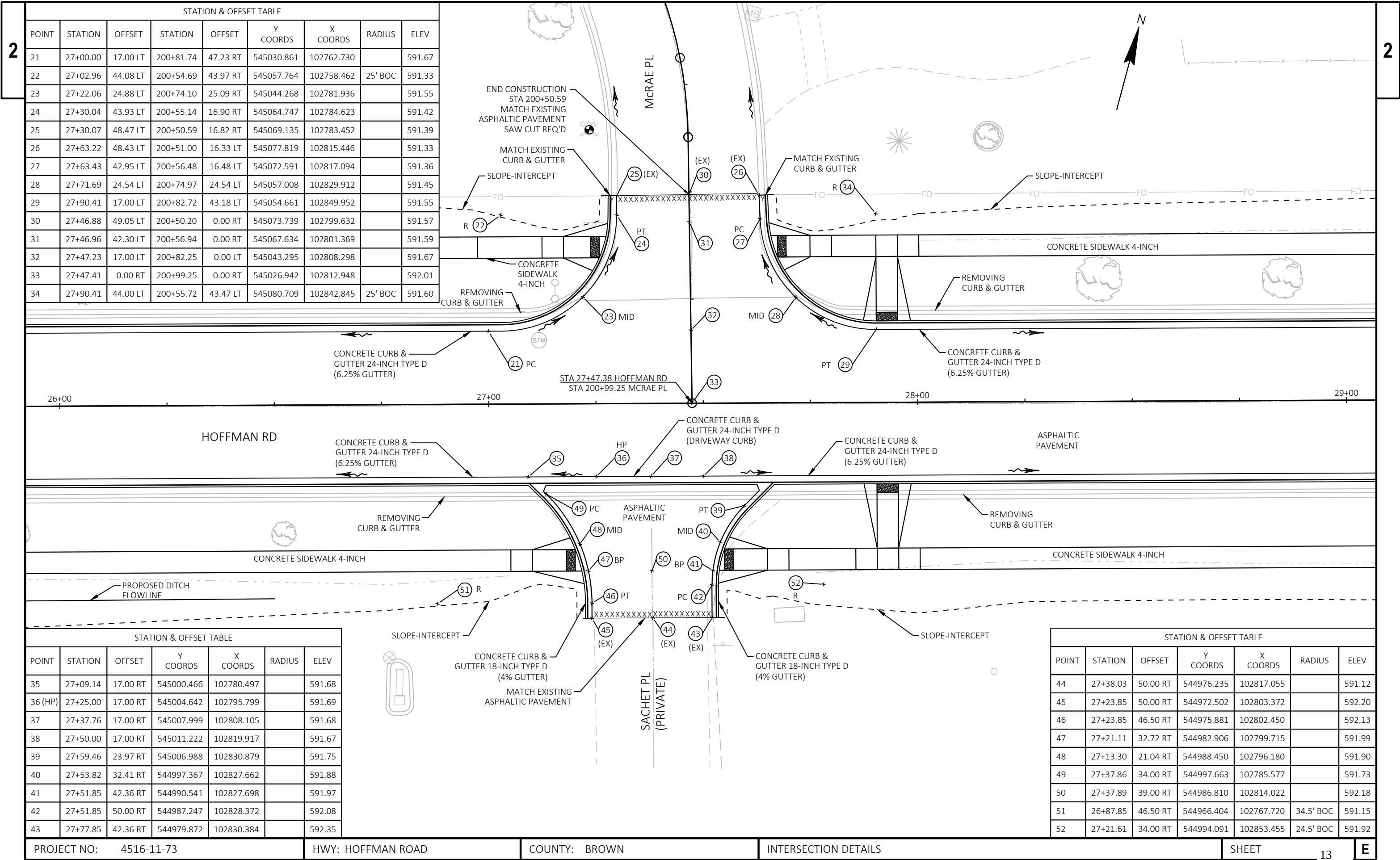


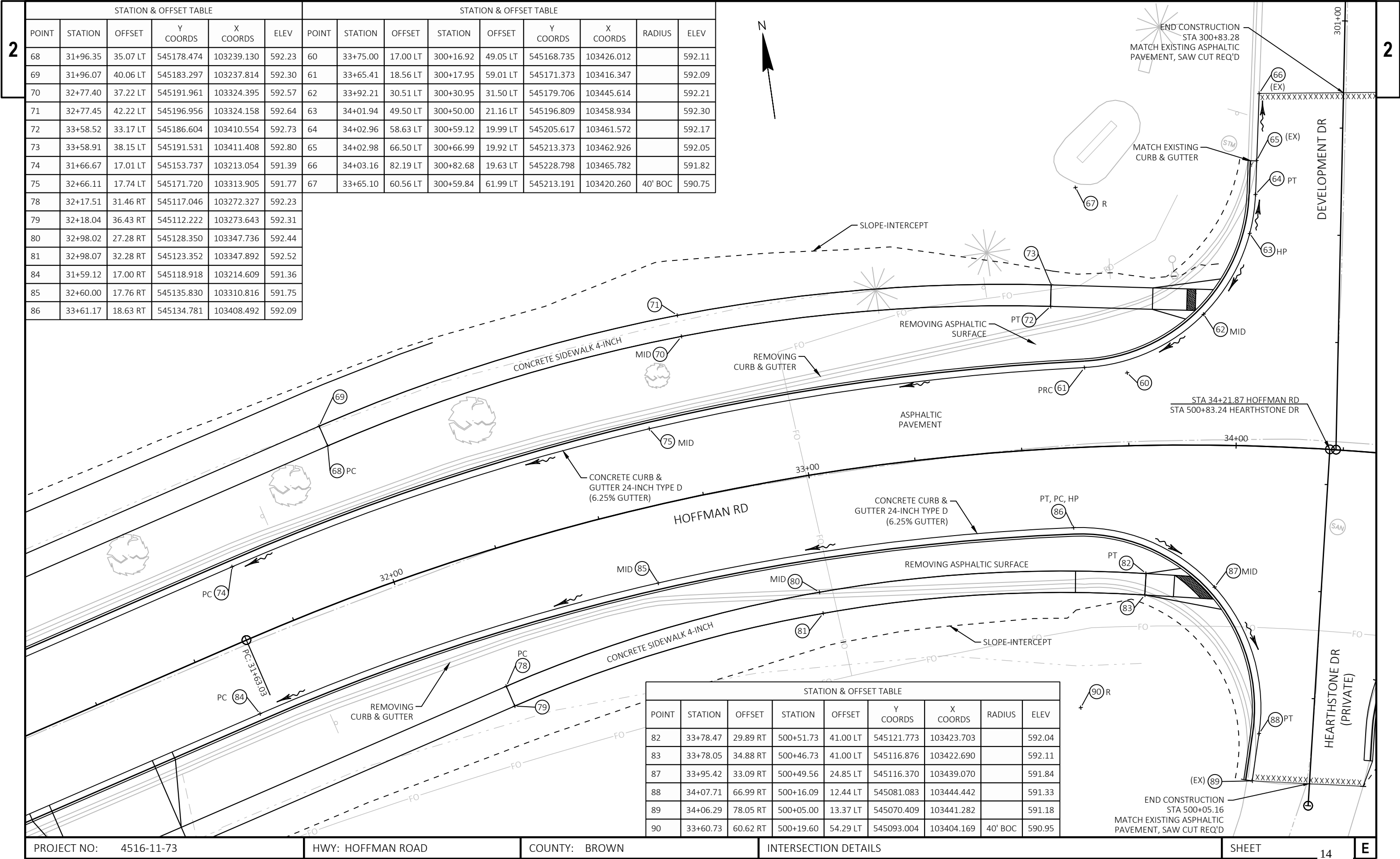
FRONT VIEW

CLIMBING TURTLE FENCE RELIEF DETAIL



STATION & OFFSET TABLE								
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS	ELEV
1	20+82.56	17.00 LT	101+64.95	43.59 RT	544868.327	102167.062		591.48
2	20+82.58	44.00 LT	101+37.95	43.57 RT	544894.381	102159.977	25' BOC	591.52
3	21+01.68	24.92 LT	101+57.03	24.46 RT	544881.001	102183.429		591.33
4	21+09.58	44.03 LT	101+37.92	16.57 RT	544901.517	102186.017		591.17
5	21+09.55	71.65 LT	101+10.30	16.60 RT	544928.151	102178.719		590.97
6	21+42.76	70.88 LT	101+11.07	16.61 LT	544936.150	102210.960		591.06
7	21+42.75	44.01 LT	101+37.94	16.60 LT	544910.230	102218.022		591.27
8	21+50.66	24.91 LT	101+57.04	24.51 LT	544893.881	102230.683		591.44
9	21+69.74	17.00 LT	101+64.95	43.60 LT	544891.279	102251.177		591.62
10	21+69.74	43.99 LT	101+37.96	43.60 LT	544917.319	102244.071	25' BOC	591.74
11	21+26.15	71.65 LT	101+10.30	0.00 RT	544932.529	102194.728		591.30
12	21+26.15	44.09 LT	101+37.86	0.00 RT	544905.935	102201.984		591.45
13	21+26.15	17.00 LT	101+64.95	0.00 RT	544879.803	102209.115		591.59
14	21+26.15	0.00 RT	101+81.95	0.00 RT	544863.401	102213.590		591.93

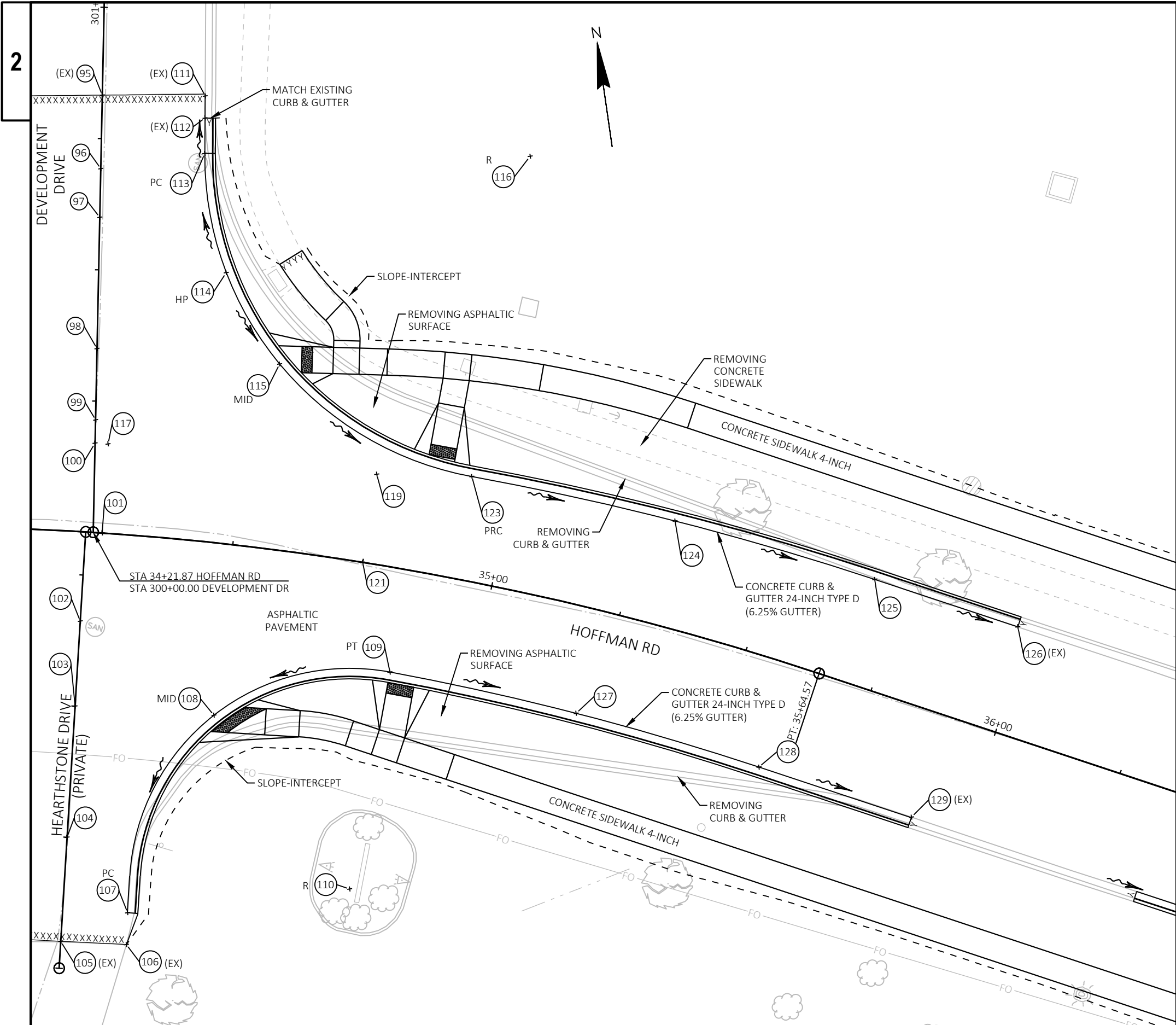




STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEV
68	31+96.35	35.07 LT	545178.474	103239.130	592.23
69	31+96.07	40.06 LT	545183.297	103237.814	592.30
70	32+77.40	37.22 LT	545191.961	103324.395	592.57
71	32+77.45	42.22 LT	545196.956	103324.158	592.64
72	33+58.52	33.17 LT	545186.604	103410.554	592.73
73	33+58.91	38.15 LT	545191.531	103411.408	592.80
74	31+66.67	17.01 LT	545153.737	103213.054	591.39
75	32+66.11	17.74 LT	545171.720	103313.905	591.77
78	32+17.51	31.46 RT	545117.046	103272.327	592.23
79	32+18.04	36.43 RT	545112.222	103273.643	592.31
80	32+98.02	27.28 RT	545128.350	103347.736	592.44
81	32+98.07	32.28 RT	545123.352	103347.892	592.52
84	31+59.12	17.00 RT	545118.918	103214.609	591.36
85	32+60.00	17.76 RT	545135.830	103310.816	591.75
86	33+61.17	18.63 RT	545134.781	103408.492	592.09

STATION & OFFSET TABLE													
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS	ELEV					
60	33+75.00	17.00 LT	300+16.92	49.05 LT	545168.735	103426.012		592.11					
61	33+65.41	18.56 LT	300+17.95	59.01 LT	545171.373	103416.347		592.09					
62	33+92.21	30.51 LT	300+30.95	31.50 LT	545179.706	103445.614		592.21					
63	34+01.94	49.50 LT	300+50.00	21.16 LT	545196.809	103458.934		592.30					
64	34+02.96	58.63 LT	300+59.12	19.99 LT	545205.617	103461.572		592.17					
65	34+02.98	66.50 LT	300+66.99	19.92 LT	545213.373	103462.926		592.05					
66	34+03.16	82.19 LT	300+82.68	19.63 LT	545228.798	103465.782		591.82					
67	33+65.10	60.56 LT	300+59.84	61.99 LT	545213.191	103420.260	40' BOC	590.75					

STATION & OFFSET TABLE								
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS	ELEV
82	33+78.47	29.89 RT	500+51.73	41.00 LT	545121.773	103423.703		592.04
83	33+78.05	34.88 RT	500+46.73	41.00 LT	545116.876	103422.690		592.11
87	33+95.42	33.09 RT	500+49.56	24.85 LT	545116.370	103439.070		591.84
88	34+07.71	66.99 RT	500+16.09	12.44 LT	545081.083	103444.442		591.33
89	34+06.29	78.05 RT	500+05.00	13.37 LT	545070.409	103441.282		591.18
90	33+60.73	60.62 RT	500+19.60	54.29 LT	545093.004	103404.169	40' BOC	590.95

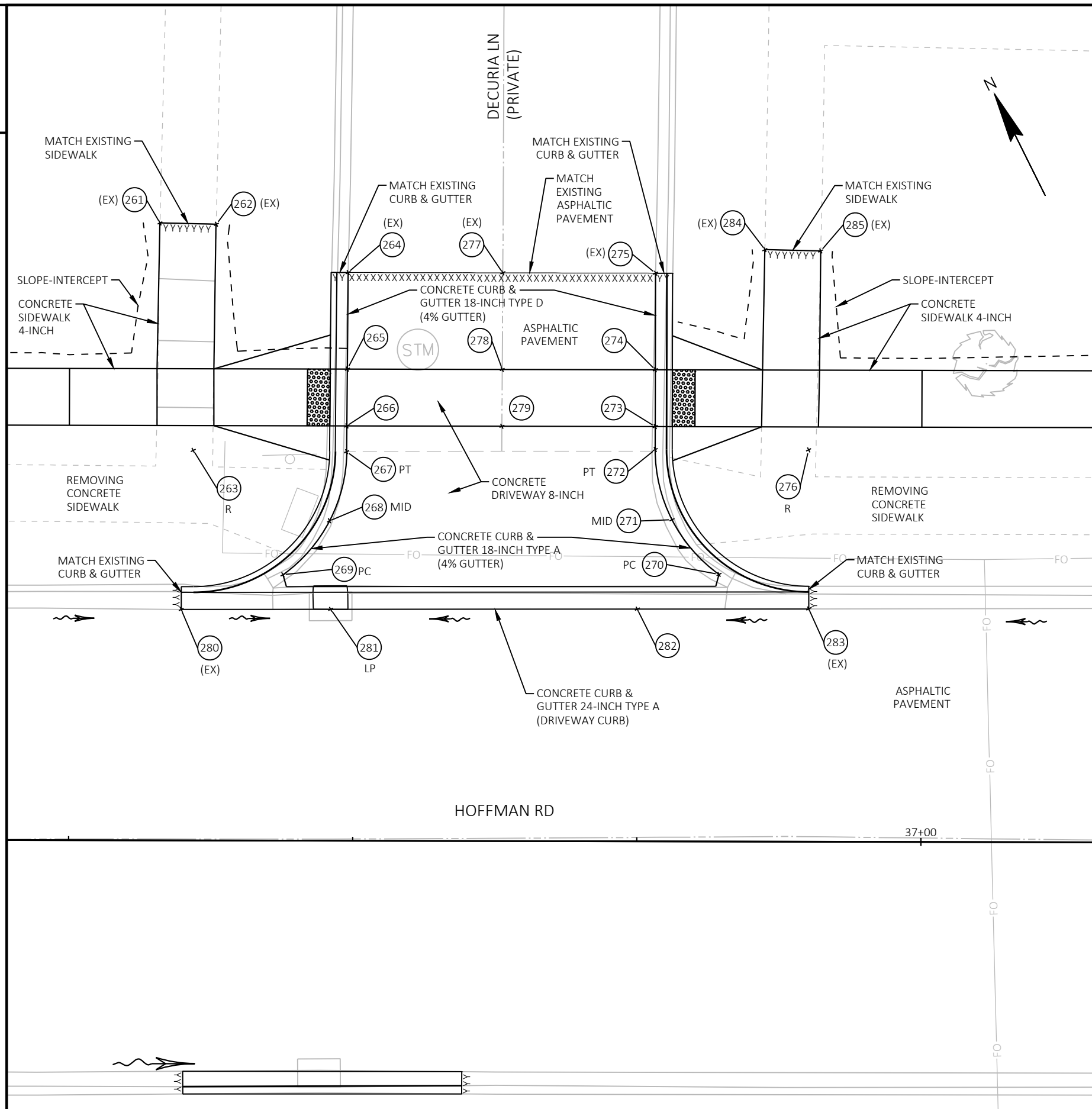


STATION & OFFSET TABLE								
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS	ELEV
95	34+20.21	83.21 LT	300+83.28	0.00 RT	545226.183	103485.244		592.26
96	34+20.67	69.21 LT	300+69.27	0.00 RT	545212.362	103482.955		592.34
97	34+20.99	59.95 LT	300+60.00	0.00 RT	545203.217	103481.440		592.38
98	34+21.89	34.97 LT	300+35.00	0.00 RT	545178.553	103477.355		592.35
99	34+22.44	21.41 LT	300+21.43	0.02 RT	545165.161	103475.161		592.25
100	34+22.59	17.00 LT	300+17.02	0.00 RT	545160.810	103474.416		592.21
101	34+25.01	0.00 RT	500+83.23	3.14 RT	545143.669	103473.311		592.37
111	34+37.19	84.50 LT	300+83.54	19.60 RT	545223.235	103504.626		591.90
112	34+37.48	80.32 LT	300+79.34	19.66 RT	545219.085	103503.995		591.93
113	34+37.97	73.59 LT	300+72.59	19.76 RT	545212.411	103502.987		591.98
114	34+43.57	51.40 LT	300+50.00	24.32 RT	545189.374	103503.799		592.16
115	34+54.72	35.23 LT	300+32.81	34.85 RT	545170.702	103511.375		592.01
116	34+91.86	81.68 LT	300+73.36	81.75 RT	545203.038	103564.275	60' BOC	0.00
117	34+25.00	17.00 LT	300+16.91	2.48 RT	545160.298	103476.845		592.20
119	34+75.00	17.00 LT	300+12.21	53.79 RT	545147.281	103526.701		591.82

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEV
121	34+75.00	0.00 RT	545131.045	103521.664	592.16
123	35+00.00	19.76 LT	545144.255	103544.562	591.69
124	35+30.61	20.04 LT	545130.352	103581.687	591.51
125	35+69.01	20.37 LT	545113.904	103617.756	591.33
126	35+97.72	20.40 LT	545101.090	103643.452	591.19
127	35+21.40	20.11 RT	545096.805	103557.786	591.55
128	35+59.12	20.47 RT	545081.680	103590.818	591.37
129	35+89.90	20.38 RT	545068.109	103618.215	591.23

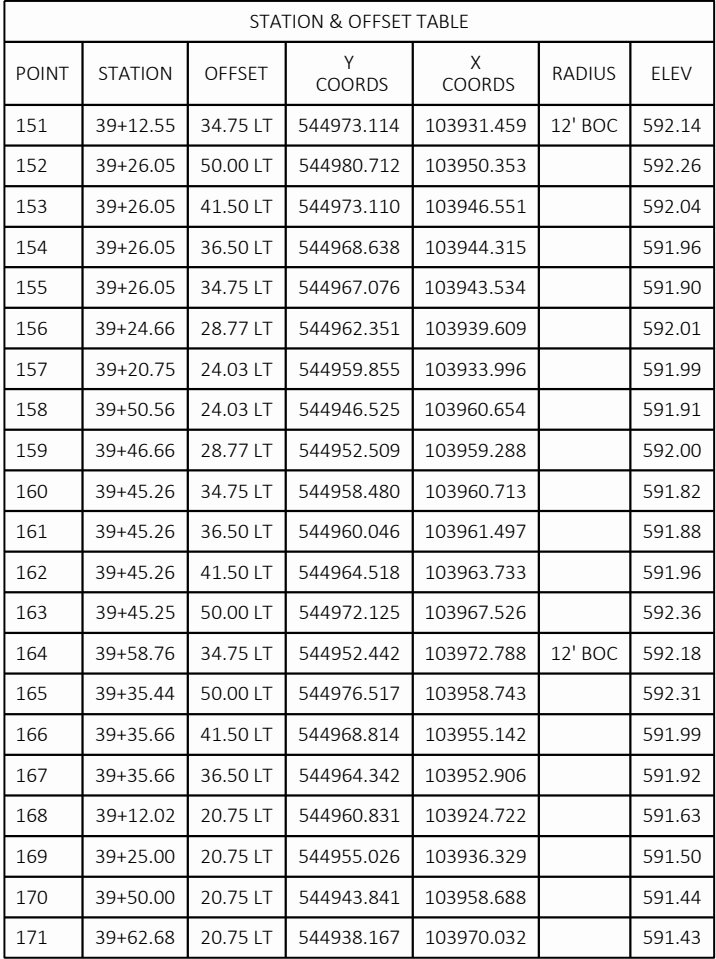
STATION & OFFSET TABLE								
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS	ELEV
102	34+21.87	17.00 RT	500+66.24	0.00 RT	545127.668	103466.791		592.04
103	34+21.87	33.24 RT	500+50.00	0.00 RT	545111.763	103463.497		591.94
104	34+21.87	58.24 RT	500+25.00	0.00 RT	545087.283	103458.426		591.64
105	34+21.87	78.09 RT	500+05.16	0.00 RT	545067.850	103454.401		591.40
106	34+36.47	77.77 RT	500+05.30	12.53 RT	545065.451	103466.705		591.21
107	34+36.10	71.71 RT	500+11.37	12.38 RT	545071.430	103467.781		591.25
108	34+50.08	32.66 RT	500+49.91	26.52 RT	545106.291	103489.449		591.57
109	34+83.69	19.76 RT	500+60.14	59.48 RT	545109.629	103523.794		591.72
110	34+83.23	61.75 RT	500+18.45	54.36 RT	545069.847	103510.326	40' BOC	593.42

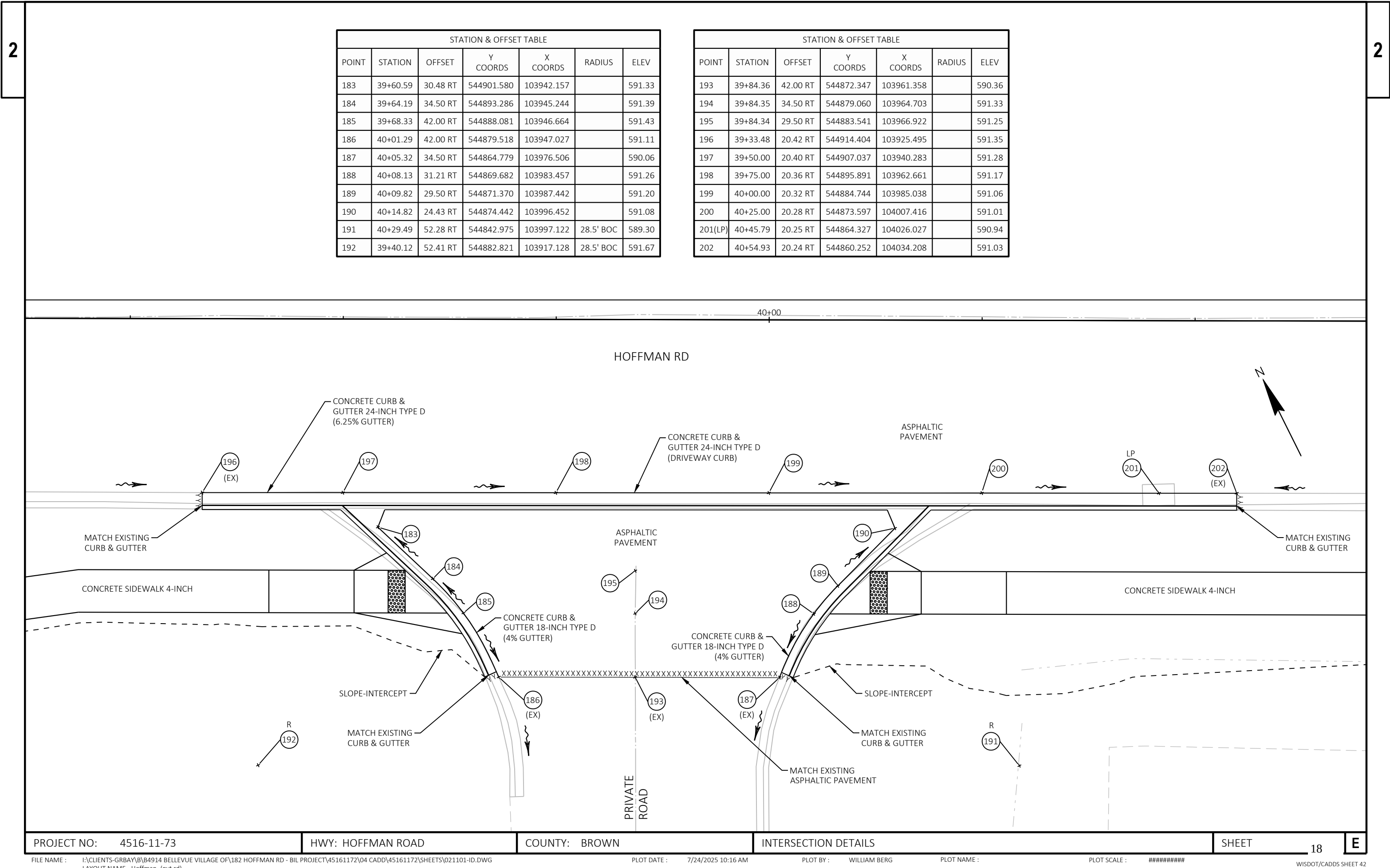
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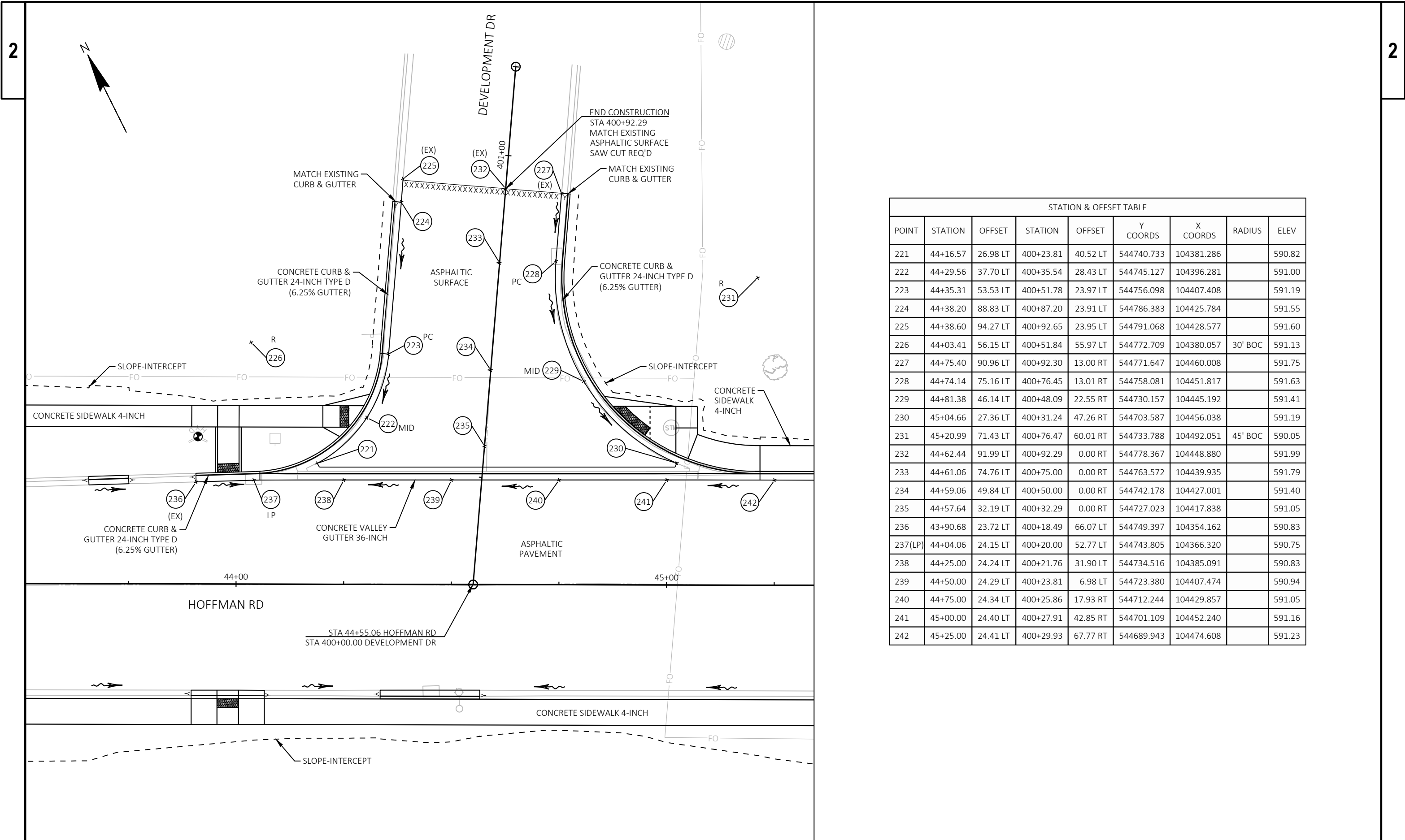


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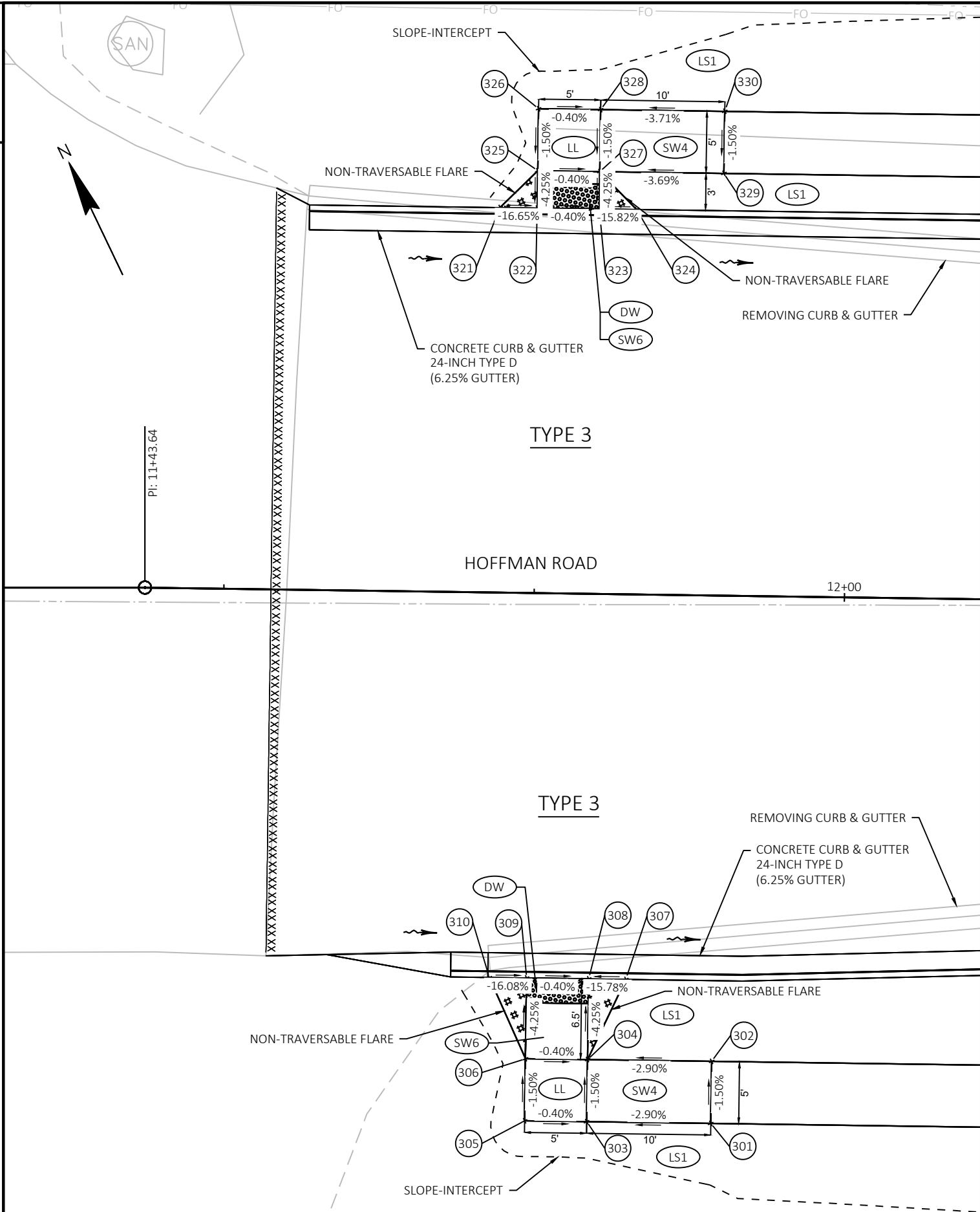
STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS	ELEV
261	36+32.82	49.43 LT	545115.689	103690.118		592.63
262	36+37.78	49.22 LT	545113.370	103694.508		592.54
263	36+35.90	34.32 LT	545096.468	103683.822	12' BOC	591.63
264	36+49.50	50.00 LT	545104.406	103702.998		591.84
265	36+49.44	41.50 LT	545096.828	103699.148		591.58
266	36+49.41	36.50 LT	545092.370	103696.883		591.50
267	36+49.40	34.23 LT	545090.348	103695.855		591.43
268	36+47.90	28.15 LT	545085.576	103691.798		591.23
269	36+43.82	23.39 LT	545083.147	103686.018		591.03
270	36+82.19	23.50 LT	545066.086	103720.384		591.24
271	36+78.04	28.31 LT	545072.240	103718.823		591.38
272	36+76.54	34.48 LT	545078.427	103720.248		591.52
273	36+76.54	36.50 LT	545080.234	103721.151		591.56
274	36+76.54	41.50 LT	545084.706	103723.387		591.64
275	36+76.54	50.00 LT	545092.309	103727.189		591.99
276	36+90.04	34.48 LT	545072.389	103732.322	12' BOC	591.79
277	36+63.10	50.00 LT	545098.320	103715.169		591.91
278	36+63.07	41.50 LT	545090.732	103711.338		591.64
279	36+63.05	36.50 LT	545086.269	103709.084		591.56
280	36+34.87	20.32 LT	545084.401	103676.643		591.04
281 (LP)	36+48.02	20.36 LT	545078.559	103688.418		590.96
282	36+75.00	20.43 LT	545066.555	103712.585		591.12
283	36+90.08	20.48 LT	545059.853	103726.099		591.24
284	36+86.08	47.09 LT	545089.879	103736.724		592.58
285	36+90.97	47.10 LT	545087.586	103741.070		592.52







STATION & OFFSET TABLE								
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	RADIUS	ELEV
221	44+16.57	26.98 LT	400+23.81	40.52 LT	544740.733	104381.286		590.82
222	44+29.56	37.70 LT	400+35.54	28.43 LT	544745.127	104396.281		591.00
223	44+35.31	53.53 LT	400+51.78	23.97 LT	544756.098	104407.408		591.19
224	44+38.20	88.83 LT	400+87.20	23.91 LT	544786.383	104425.784		591.55
225	44+38.60	94.27 LT	400+92.65	23.95 LT	544791.068	104428.577		591.60
226	44+03.41	56.15 LT	400+51.84	55.97 LT	544772.709	104380.057	30' BOC	591.13
227	44+75.40	90.96 LT	400+92.30	13.00 RT	544771.647	104460.008		591.75
228	44+74.14	75.16 LT	400+76.45	13.01 RT	544758.081	104451.817		591.63
229	44+81.38	46.14 LT	400+48.09	22.55 RT	544730.157	104445.192		591.41
230	45+04.66	27.36 LT	400+31.24	47.26 RT	544703.587	104456.038		591.19
231	45+20.99	71.43 LT	400+76.47	60.01 RT	544733.788	104492.051	45' BOC	590.05
232	44+62.44	91.99 LT	400+92.29	0.00 RT	544778.367	104448.880		591.99
233	44+61.06	74.76 LT	400+75.00	0.00 RT	544763.572	104439.935		591.79
234	44+59.06	49.84 LT	400+50.00	0.00 RT	544742.178	104427.001		591.40
235	44+57.64	32.19 LT	400+32.29	0.00 RT	544727.023	104417.838		591.05
236	43+90.68	23.72 LT	400+18.49	66.07 LT	544749.397	104354.162		590.83
237(LP)	44+04.06	24.15 LT	400+20.00	52.77 LT	544743.805	104366.320		590.75
238	44+25.00	24.24 LT	400+21.76	31.90 LT	544734.516	104385.091		590.83
239	44+50.00	24.29 LT	400+23.81	6.98 LT	544723.380	104407.474		590.94
240	44+75.00	24.34 LT	400+25.86	17.93 RT	544712.244	104429.857		591.05
241	45+00.00	24.40 LT	400+27.91	42.85 RT	544701.109	104452.240		591.16
242	45+25.00	24.41 LT	400+29.93	67.77 RT	544689.943	104474.608		591.23

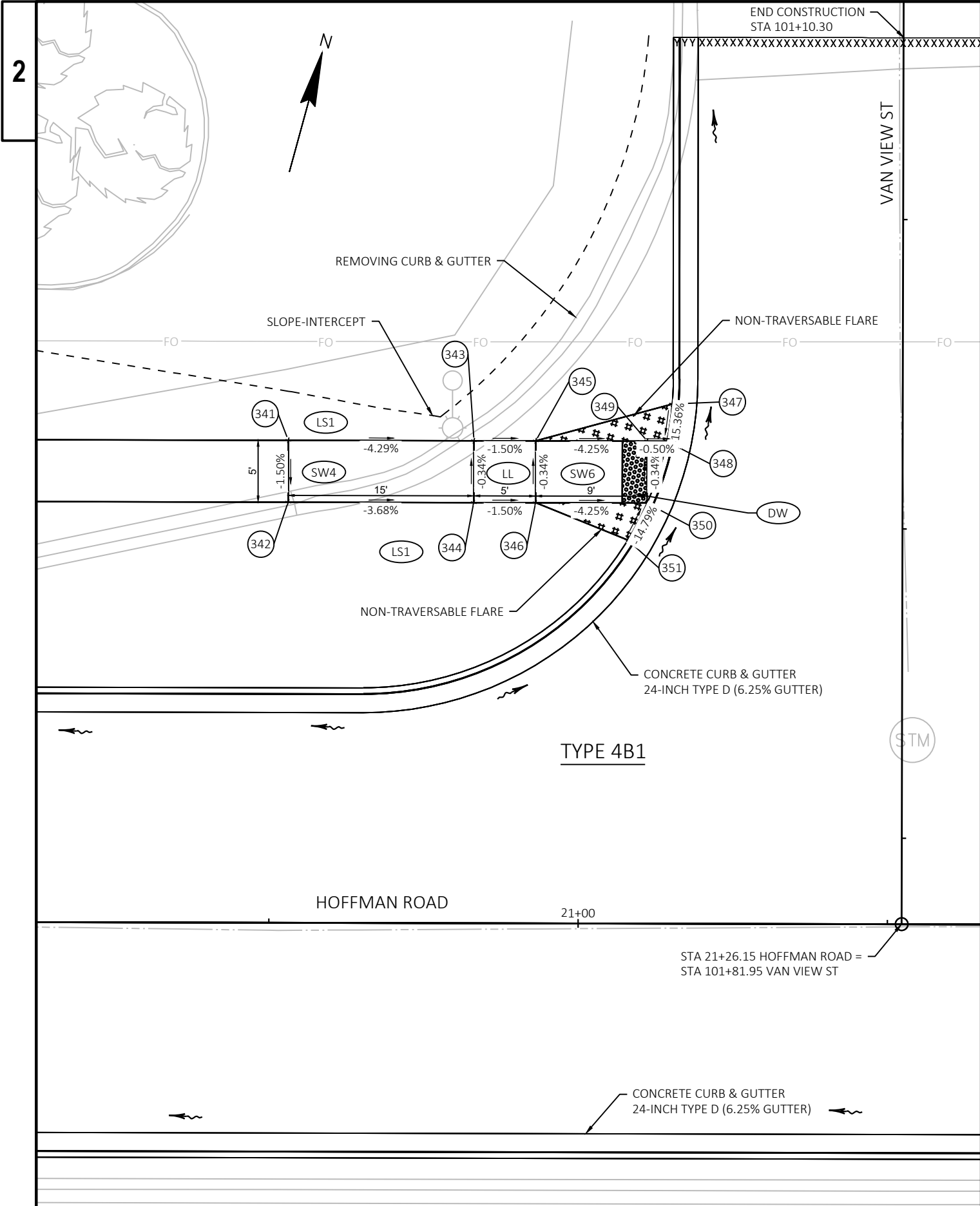


STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEV
321	11+71.82	31.00 LT	545020.218	101327.907	590.71
322	11+74.82	31.00 LT	545018.884	101330.594	590.22
323	11+79.82	31.00 LT	545016.660	101335.072	590.20
324	11+82.82	31.00 LT	545015.326	101337.759	590.67
325	11+74.82	34.00 LT	545021.571	101331.928	590.34
326	11+74.82	39.00 LT	545026.049	101334.151	590.42
327	11+79.82	34.00 LT	545019.348	101336.406	590.32
328	11+79.82	39.00 LT	545023.826	101338.629	590.40
329	11+89.82	34.00 LT	545014.901	101345.363	590.69
330	11+89.82	39.00 LT	545019.379	101347.586	590.77

LEGEND

- SW4 CONCRETE SIDEWALK 4-INCH
- SW6 CONCRETE SIDEWALK 6-INCH
- LL LEVEL LANDING
- DW CURB RAMP DETECTABLE WARNING FIELD YELLOW
- DWR CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW
- LS1 TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE B
- NON-TRAVERSABLE FLARE
- FLOW DIRECTION ARROW

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEV
301	11+89.82	42.50 RT	544946.381	101311.345	590.84
302	11+89.82	37.50 RT	544950.859	101313.568	590.76
303	11+79.82	42.50 RT	544950.827	101302.388	590.55
304	11+79.82	37.50 RT	544955.306	101304.611	590.47
305	11+74.82	42.50 RT	544953.051	101297.909	590.57
306	11+74.82	37.50 RT	544957.529	101300.133	590.49
307	11+82.82	31.00 RT	544959.794	101310.189	590.67
308	11+79.82	31.00 RT	544961.128	101307.502	590.20
309	11+74.82	31.00 RT	544963.351	101303.023	590.22
310	11+71.82	31.00 RT	544964.685	101300.336	590.70



STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	ELEV
341	20+76.49	39.00 LT	101+42.95	49.66 RT	544887.954	102155.417	592.24
342	20+76.49	34.00 LT	101+47.95	49.66 RT	544883.130	102156.733	592.16
343	20+91.49	39.00 LT	101+42.95	34.66 RT	544891.902	102169.888	591.59
344	20+91.49	34.00 LT	101+47.95	34.66 RT	544887.079	102171.204	591.61
345	20+96.49	39.00 LT	101+42.95	29.66 RT	544893.219	102174.711	591.52
346	20+96.49	34.00 LT	101+47.95	29.66 RT	544888.395	102176.028	591.53
347	21+07.50	42.00 LT	101+39.95	18.65 RT	544899.011	102184.545	591.59
348	21+07.07	39.00 LT	101+42.95	19.07 RT	544896.005	102184.924	591.13
349	21+05.49	39.00 LT	101+42.95	20.65 RT	544895.589	102183.398	591.13
350	21+05.49	34.00 LT	101+47.95	20.65 RT	544890.765	102184.714	591.15
351	21+03.93	31.00 LT	101+50.95	22.21 RT	544887.461	102184.000	591.65

LEGEND

SW4

CONCRETE SIDEWALK 4-INCH

SW6

CONCRETE SIDEWALK 6-INCH

LL

LEVEL LANDING

DW

CURB RAMP DETECTABLE WARNING FIELD YELLOW

DWR

CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW

LS1

TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE B

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NON-TRAVERSABLE FLARE

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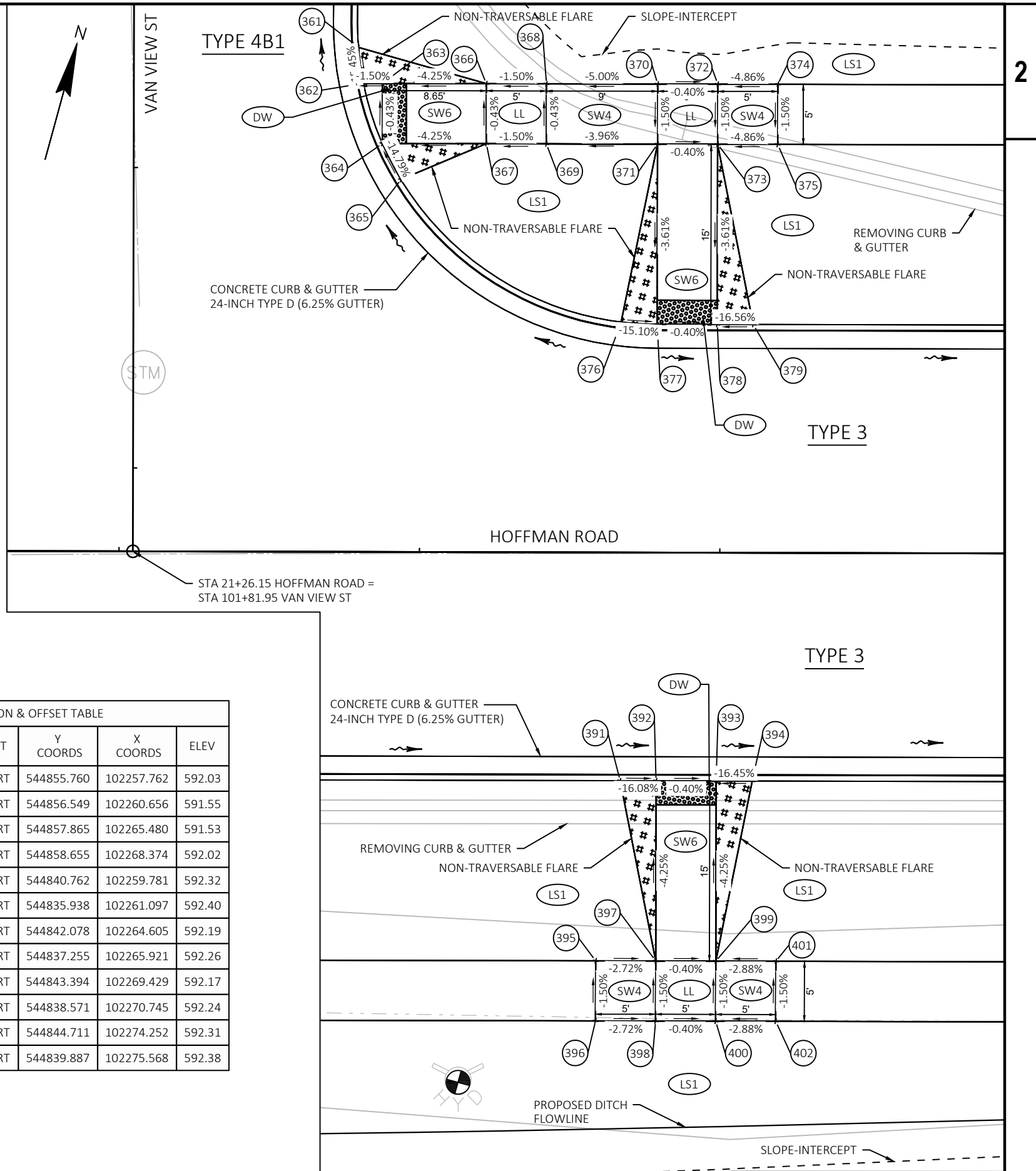
FLOW DIRECTION ARROW

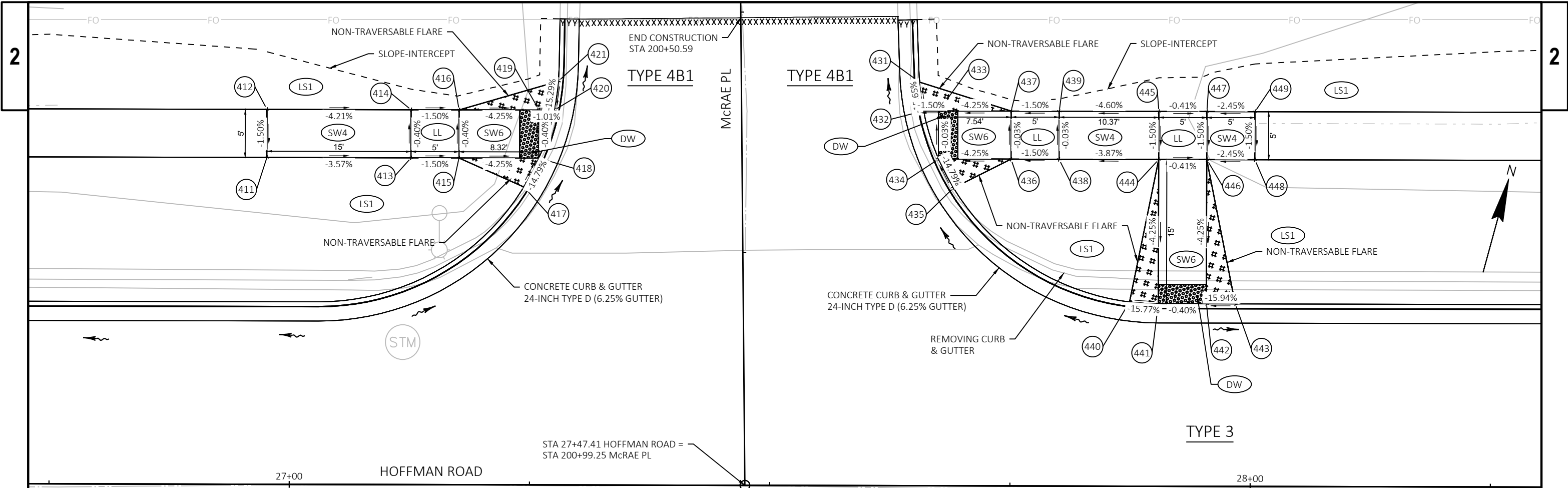
STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	ELEV
361	21+44.83	42.00 LT	101+39.95	18.68 LT	544908.838	102220.558	591.70
362	21+45.25	39.00 LT	101+42.95	19.11 LT	544906.056	102221.758	591.23
363	21+46.84	39.00 LT	101+42.95	20.69 LT	544906.472	102223.284	591.26
364	21+46.84	34.00 LT	101+47.95	20.69 LT	544901.648	102224.600	591.28
365	21+48.39	31.00 LT	101+50.95	22.25 LT	544899.165	102226.894	591.78
366	21+55.49	39.00 LT	101+42.95	29.34 LT	544908.750	102231.631	591.62
367	21+55.49	34.00 LT	101+47.95	29.34 LT	544903.926	102232.947	591.64
368	21+60.49	39.00 LT	101+42.95	34.34 LT	544910.066	102236.454	591.70
369	21+60.49	34.00 LT	101+47.95	34.34 LT	544905.242	102237.770	591.72
370	21+69.75	39.00 LT	101+42.95	43.60 LT	544912.504	102245.389	592.16
371	21+69.75	34.00 LT	101+47.95	43.60 LT	544907.680	102246.705	592.09
372	21+74.75	39.00 LT	101+42.95	48.60 LT	544913.820	102250.212	592.14
373	21+74.75	34.00 LT	101+47.95	48.60 LT	544908.996	102251.528	592.07
374	21+79.75	39.00 LT	101+42.95	53.60 LT	544915.136	102255.036	592.38
375	21+79.75	34.00 LT	101+47.95	53.60 LT	544910.312	102256.352	592.31
376	21+66.75	19.18 LT	101+62.77	40.60 LT	544892.594	102247.712	592.00
377	21+69.75	19.00 LT	101+62.95	43.60 LT	544893.209	102250.653	591.54
378	21+74.75	19.00 LT	101+62.95	48.60 LT	544894.525	102255.477	591.52
379	21+77.75	19.00 LT	101+62.95	51.60 LT	544895.315	102258.371	592.02

LEGEND

- (SW4) CONCRETE SIDEWALK 4-INCH
(SW6) CONCRETE SIDEWALK 6-INCH
(LL) LEVEL LANDING
(DW) CURB RAMP DETECTABLE WARNING FIELD YELLOW
(DWR) CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW
(LS1) TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE B
NON-TRAVERSABLE FLARE
→ FLOW DIRECTION ARROW

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEV
391	21+66.75	19.00 RT	544855.760	102257.762	592.03
392	21+69.75	19.00 RT	544856.549	102260.656	591.55
393	21+74.75	19.00 RT	544857.865	102265.480	591.53
394	21+77.75	19.00 RT	544858.655	102268.374	592.02
395	21+64.75	34.00 RT	544840.762	102259.781	592.32
396	21+64.75	39.00 RT	544835.938	102261.097	592.40
397	21+69.75	34.00 RT	544842.078	102264.605	592.19
398	21+69.75	39.00 RT	544837.255	102265.921	592.26
399	21+74.75	34.00 RT	544843.394	102269.429	592.17
400	21+74.75	39.00 RT	544838.571	102270.745	592.24
401	21+79.75	34.00 RT	544844.711	102274.252	592.31
402	21+79.75	39.00 RT	544839.887	102275.568	592.38





STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	ELEV
411	26+97.59	34.00 LT	200+64.71	49.45 RT	545046.628	102755.934	592.37
412	26+97.59	39.00 LT	200+59.71	49.39 RT	545051.452	102754.618	592.44
413	27+12.59	34.00 LT	200+64.87	34.45 RT	545050.577	102770.405	591.83
414	27+12.59	39.00 LT	200+59.87	34.40 RT	545055.401	102769.089	591.81
415	27+17.59	34.00 LT	200+64.93	29.45 RT	545051.893	102775.228	591.76
416	27+17.59	39.00 LT	200+59.93	29.40 RT	545056.717	102773.912	591.74
417	27+24.35	31.00 LT	200+68.00	22.73 RT	545050.778	102782.536	591.90
418	27+25.91	34.00 LT	200+65.02	21.14 RT	545054.082	102783.250	591.40
419	27+25.91	39.00 LT	200+60.02	21.08 RT	545058.906	102781.934	591.38
420	27+27.49	39.00 LT	200+60.03	19.50 RT	545059.322	102783.460	591.37
421	27+27.92	42.00 LT	200+57.04	19.04 RT	545062.328	102783.081	591.83

LEGEND

SW4

CONCRETE SIDEWALK 4-INCH

SW6

CONCRETE SIDEWALK 6-INCH

LL

LEVEL LANDING

DW

CURB RAMP DETECTABLE WARNING FIELD YELLOW

DWR

CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW

LS1

TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE B

#

NON-TRAVERSABLE FLARE

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FLOW DIRECTION ARROW

STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	ELEV
431	27+65.49	42.00 LT	200+57.45	18.53 LT	545072.219	102819.330	591.77
432	27+65.92	39.00 LT	200+60.45	18.92 LT	545069.437	102820.530	591.29
433	27+67.50	39.00 LT	200+60.47	20.50 LT	545069.853	102822.056	591.32
434	27+67.50	34.00 LT	200+65.47	20.45 LT	545065.030	102823.372	591.32
435	27+69.06	31.00 LT	200+68.49	21.98 LT	545062.546	102825.666	591.82
436	27+75.04	34.00 LT	200+65.55	27.99 LT	545067.016	102830.651	591.64
437	27+75.04	39.00 LT	200+60.55	28.05 LT	545071.839	102829.335	591.64
438	27+80.04	34.00 LT	200+65.60	32.99 LT	545068.332	102835.474	591.71
439	27+80.04	39.00 LT	200+60.61	33.05 LT	545073.156	102834.158	591.71
440	27+87.41	19.18 LT	200+80.50	40.20 LT	545055.975	102846.484	591.95
441	27+90.41	19.00 LT	200+80.72	43.20 LT	545056.590	102849.425	591.48
442	27+95.41	19.00 LT	200+80.77	48.20 LT	545057.906	102854.249	591.46
443	27+98.41	19.00 LT	200+80.80	51.20 LT	545058.696	102857.143	591.94
444	27+90.41	34.00 LT	200+65.72	43.36 LT	545071.061	102845.477	592.11
445	27+90.41	39.00 LT	200+60.72	43.42 LT	545075.885	102844.161	592.19
446	27+95.41	34.00 LT	200+65.77	48.36 LT	545072.377	102850.300	592.09
447	27+95.41	39.00 LT	200+60.77	48.42 LT	545077.201	102848.984	592.17
448	28+00.41	34.00 LT	200+65.83	53.36 LT	545073.694	102855.124	592.22
449	28+00.41	39.00 LT	200+60.83	53.42 LT	545078.517	102853.808	592.29

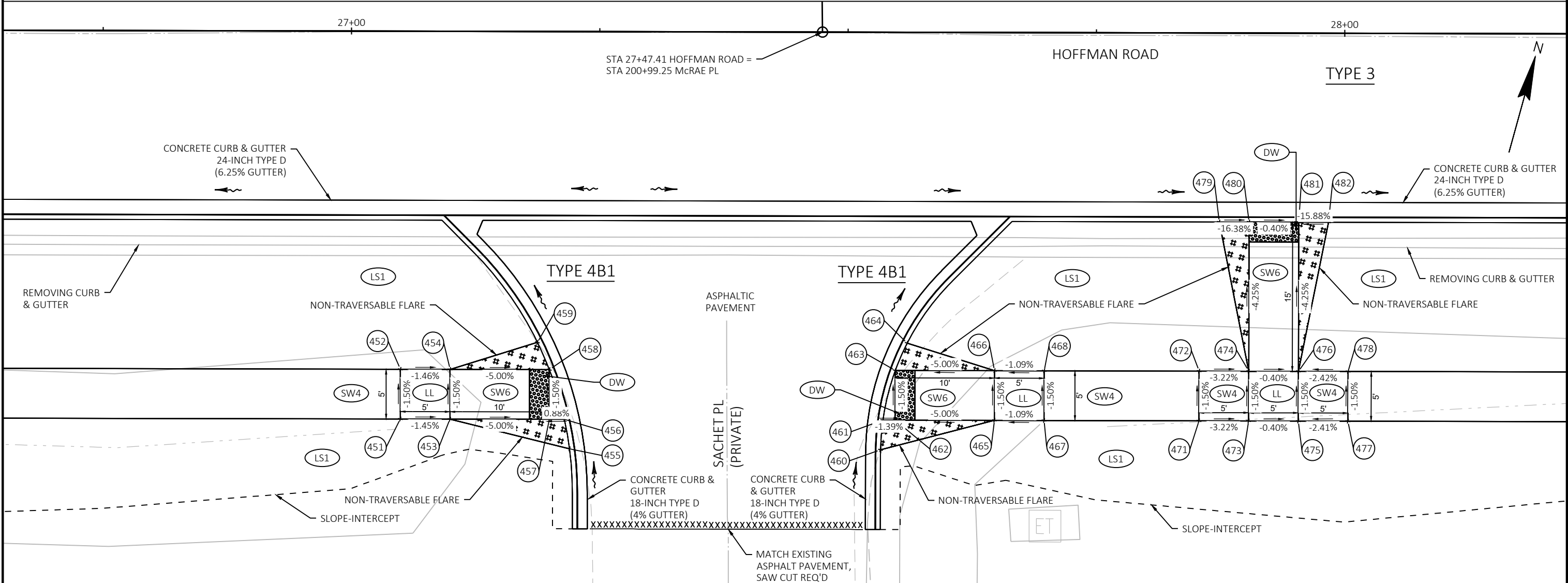
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEV
451	27+05.00	39.00 RT	544978.153	102782.298	592.53
452	27+05.00	34.00 RT	544982.977	102780.982	592.46
453	27+10.00	39.00 RT	544979.470	102787.121	592.46
454	27+10.00	34.00 RT	544984.293	102785.805	592.39
455	27+22.05	41.95 RT	544979.790	102799.517	592.45
456	27+21.52	39.00 RT	544982.502	102798.234	591.95
457	27+20.00	39.00 RT	544982.102	102796.769	591.96
458	27+20.00	34.00 RT	544986.926	102795.452	591.89
459	27+18.80	31.25 RT	544989.257	102793.565	592.27
460	27+53.35	41.99 RT	544987.994	102829.726	592.38
461	27+53.58	39.00 RT	544990.940	102829.159	591.92
462	27+54.81	39.00 RT	544991.266	102830.353	591.90
463	27+54.81	34.00 RT	544996.089	102829.037	591.83
464	27+56.01	31.25 RT	544999.059	102829.464	592.30
465	27+64.81	39.00 RT	544993.898	102840.000	592.40

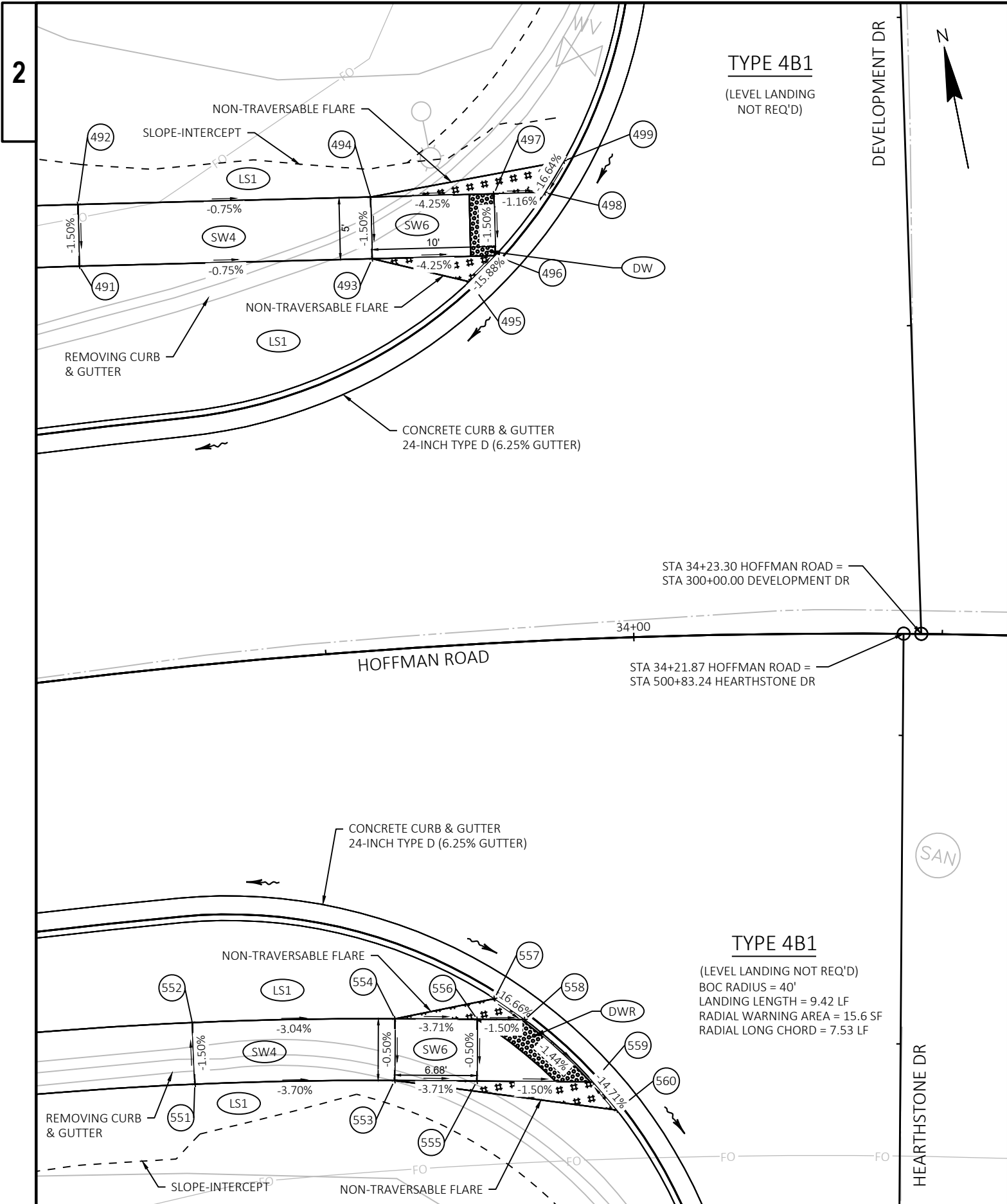
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEV
466	27+64.81	34.00 RT	544998.722	102838.684	592.33
467	27+69.81	39.00 RT	544995.214	102844.824	592.46
468	27+69.81	34.00 RT	545000.038	102843.508	592.38

LEGEND

- SW4 CONCRETE SIDEWALK 4-INCH
- SW6 CONCRETE SIDEWALK 6-INCH
- LL LEVEL LANDING
- DW CURB RAMP DETECTABLE WARNING FIELD YELLOW
- DWR CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW
- LS1 TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE B
- NON-TRAVERSABLE FLARE
- FLOW DIRECTION ARROW

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEV
471	27+85.41	39.00 RT	544999.320	102859.869	592.35
472	27+85.41	34.00 RT	545004.143	102858.553	592.28
473	27+90.41	39.00 RT	545000.636	102864.693	592.19
474	27+90.41	34.00 RT	545005.459	102863.377	592.12
475	27+95.41	39.00 RT	545001.952	102869.517	592.17
476	27+95.41	34.00 RT	545006.776	102868.201	592.10
477	28+00.41	39.00 RT	545003.268	102874.340	592.29
478	28+00.41	34.00 RT	545008.092	102873.024	592.22
479	27+87.41	19.00 RT	545019.141	102856.534	591.97
480	27+90.41	19.00 RT	545019.930	102859.428	591.48
481	27+95.41	19.00 RT	545021.247	102864.252	591.46
482	27+98.41	19.00 RT	545022.036	102867.146	591.94





STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	ELEV
491	33+58.52	33.17 LT	300+32.03	67.22 LT	545186.604	103410.554	592.73
492	33+58.91	38.15 LT	300+37.03	67.18 LT	545191.531	103411.408	592.80
493	33+80.89	31.69 LT	300+31.85	43.49 LT	545182.552	103433.938	592.55
494	33+81.09	36.69 LT	300+36.85	43.45 LT	545187.478	103434.792	592.62
495	33+88.24	29.35 LT	300+29.72	35.67 LT	545179.172	103441.301	592.60
496	33+90.34	31.36 LT	300+31.78	33.49 LT	545180.844	103443.791	592.12
497	33+90.46	36.36 LT	300+36.78	33.45 LT	545185.771	103444.645	592.20
498	33+94.32	36.27 LT	300+36.74	29.33 LT	545185.067	103448.705	592.15
499	33+95.88	38.77 LT	300+39.26	27.69 LT	545187.278	103450.732	592.65

LEGEND

SW4

CONCRETE SIDEWALK 4-INCH

SW6

CONCRETE SIDEWALK 6-INCH

LL

LEVEL LANDING

DW

CURB RAMP DETECTABLE WARNING FIELD YELLOW

DWR

CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW

LS1

TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE B

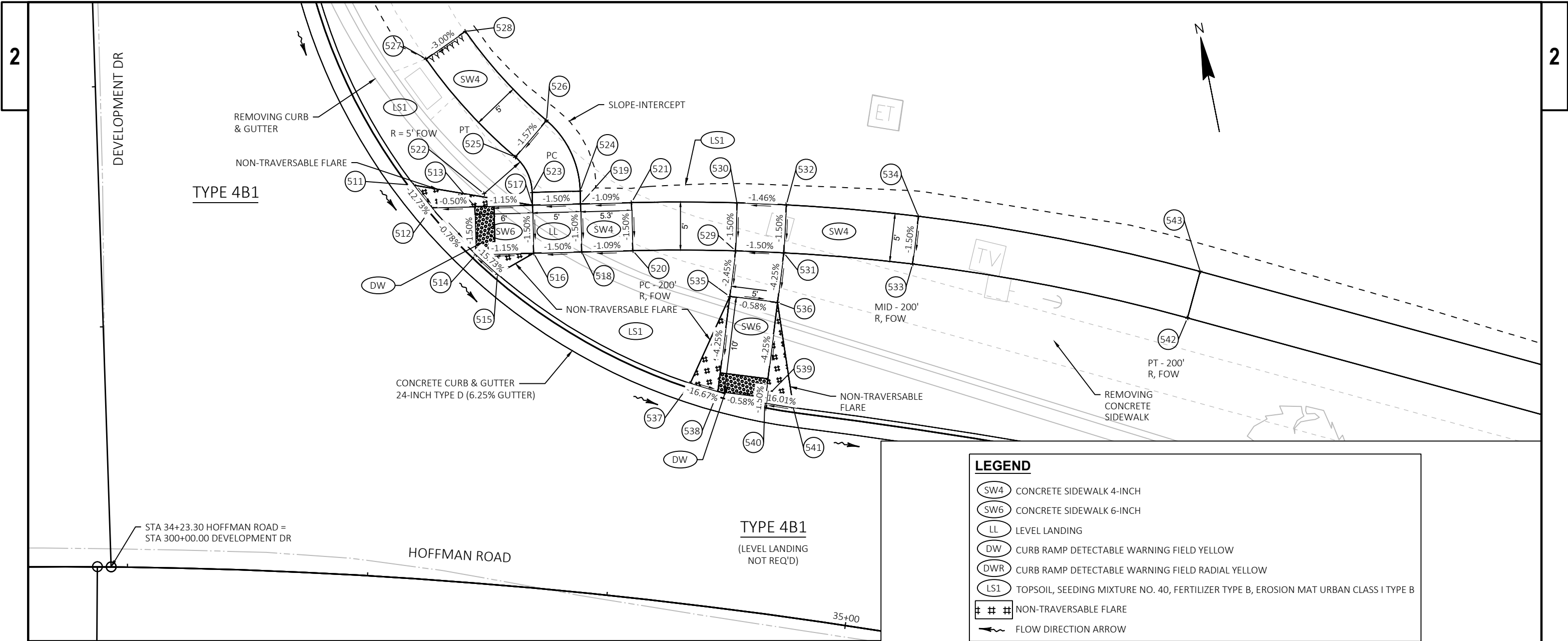
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NON-TRAVERSABLE FLARE

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FLOW DIRECTION ARROW

STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	ELEV
551	33+60.83	33.75 RT	500+46.32	57.18 LT	545119.753	103406.760	592.71
552	33+61.15	28.76 RT	500+51.31	57.43 LT	545124.694	103407.524	592.64
553	33+78.05	34.88 RT	500+46.73	41.00 LT	545116.876	103422.690	592.11
554	33+78.47	29.89 RT	500+51.73	41.00 LT	545121.773	103423.703	592.14
555	33+85.16	35.36 RT	500+46.73	34.32 LT	545115.524	103429.227	591.87
556	33+85.52	30.38 RT	500+51.73	34.32 LT	545120.421	103430.240	591.89
557	33+87.08	28.77 RT	500+53.43	32.95 LT	545121.803	103431.930	592.33
558	33+89.58	30.61 RT	500+51.73	30.47 LT	545119.641	103434.010	591.83
559	33+95.22	35.90 RT	500+46.74	24.90 LT	545113.617	103438.449	591.72
560	33+97.19	38.27 RT	500+44.46	22.95 LT	545110.990	103439.897	592.17



LEGEND

SW4

CONCRETE SIDEWALK 4-INCH

SW6

CONCRETE SIDEWALK 6-INCH

LL

LEVEL LANDING

DW

CURB RAMP DETECTABLE WARNING FIELD YELLOW

DWR

CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW

LS1

TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE B

#

NON-TRAVERSABLE FLARE

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FLOW DIRECTION ARROW

STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	ELEV
511	34+52.27	40.86 LT	300+38.67	32.79 RT	545176.818	103510.307	592.33
512	34+54.15	38.64 LT	300+36.27	34.59 RT	545174.153	103511.685	591.95
513	34+58.31	39.06 LT	300+36.24	39.06 RT	545173.389	103516.092	591.97
514	34+58.78	34.09 LT	300+31.24	39.02 RT	545168.463	103515.238	591.89
515	34+61.02	32.25 LT	300+29.15	41.18 RT	545166.055	103517.028	592.37
516	34+64.39	34.72 LT	300+31.19	45.02 RT	545167.438	103521.150	591.96
517	34+63.88	39.69 LT	300+36.19	45.06 RT	545172.365	103522.004	592.04
518	34+69.06	35.29 LT	300+31.15	50.02 RT	545166.585	103526.077	592.04
519	34+68.51	40.25 LT	300+36.15	50.06 RT	545171.511	103526.930	592.11
520	34+74.02	35.94 LT	300+31.11	55.34 RT	545165.677	103531.314	592.10
521	34+73.43	40.90 LT	300+36.11	55.38 RT	545170.604	103532.168	592.17

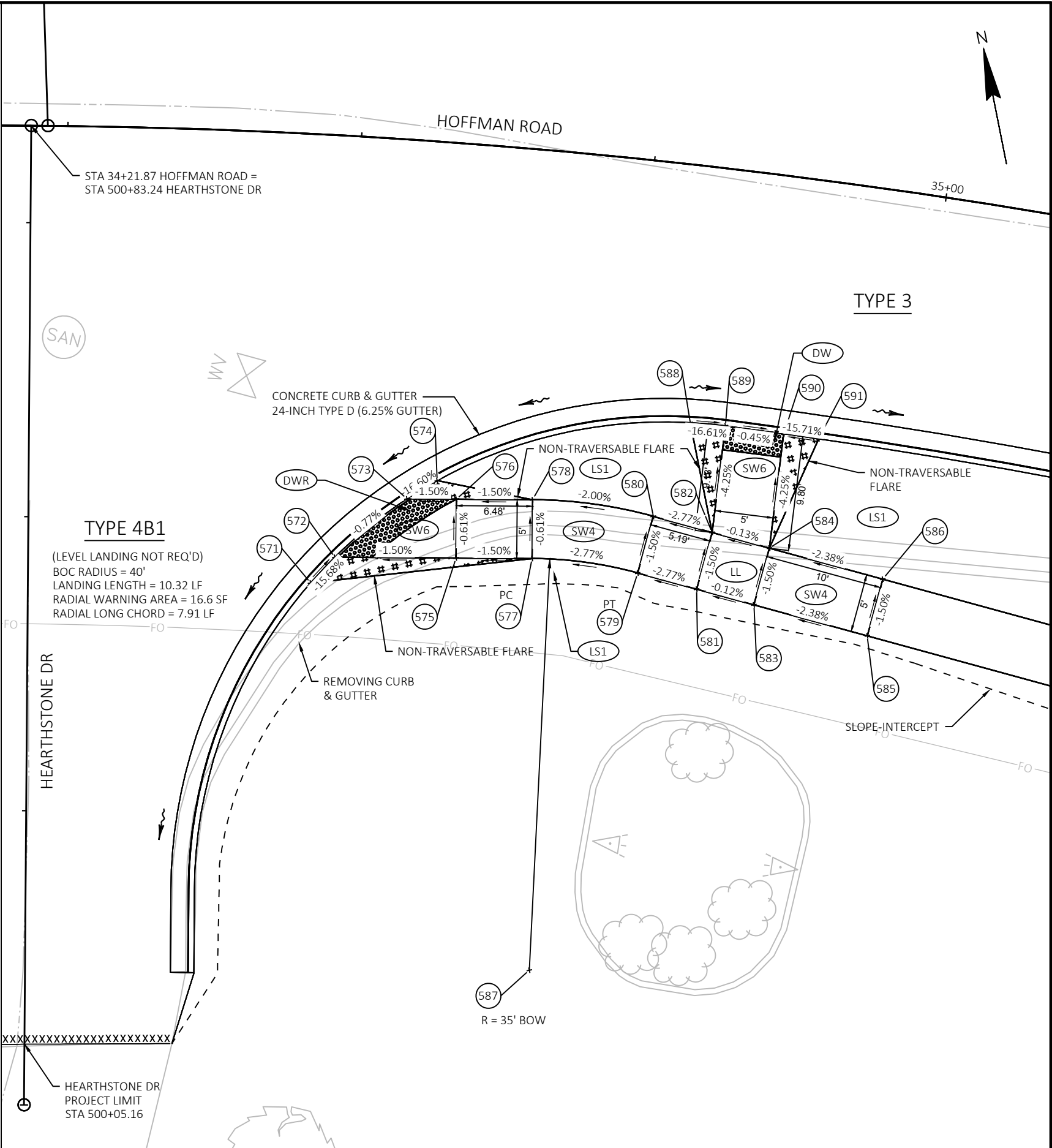
STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	ELEV
522	34+59.12	40.48 LT	300+37.56	40.07 RT	545174.526	103517.304	592.16
523	34+63.75	41.01 LT	300+37.52	45.07 RT	545173.673	103522.230	592.04
524	34+68.37	41.57 LT	300+37.48	50.07 RT	545172.819	103527.157	592.12
525	34+61.85	44.53 LT	300+41.25	43.44 RT	545177.621	103521.231	592.06
526	34+64.54	48.58 LT	300+44.94	46.81 RT	545180.715	103525.159	592.14
527	34+52.67	54.04 LT	300+51.76	34.49 RT	545189.449	103514.117	592.13
528	34+56.21	57.18 LT	300+54.50	38.67 RT	545191.468	103518.691	592.28
529	34+84.00	37.11 LT	300+30.75	66.04 RT	545163.568	103541.809	592.21
530	34+83.57	42.09 LT	300+35.74	66.34 RT	545168.442	103542.925	592.29
531	34+88.68	37.53 LT	300+30.38	71.04 RT	545162.386	103546.686	592.29
532	34+88.33	42.52 LT	300+35.36	71.47 RT	545167.231	103547.924	592.36

STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	ELEV
522	34+59.12	40.48 LT	300+37.56	40.07 RT	545174.526	103517.304	592.16
523	34+63.75	41.01 LT	300+37.52	45.07 RT	545173.673	103522.230	592.04
524	34+68.37	41.57 LT	300+37.48	50.07 RT	545172.819	103527.157	592.12
525	34+61.85	44.53 LT	300+41.25	43.44 RT	545177.621	103521.231	592.06
526	34+64.54	48.58 LT	300+44.94	46.81 RT	545180.715	103525.159	592.14
527	34+52.67	54.04 LT	300+51.76	34.49 RT	545189.449	103514.117	592.13
528	34+56.21	57.18 LT	300+54.50	38.67 RT	545191.468	103518.691	592.28
529	34+84.00	37.11 LT	300+30.75	66.04 RT	545163.568	103541.809	592.21
530	34+83.57	42.09 LT	300+35.74	66.34 RT	545168.442	103542.925	592.29
531	34+88.68	37.53 LT	300+30.38	71.04 RT	545162.386	103546.686	592.29
532	34+88.33	42.52 LT	300+35.36	71.47 RT	545167.231	103547.924	592.36

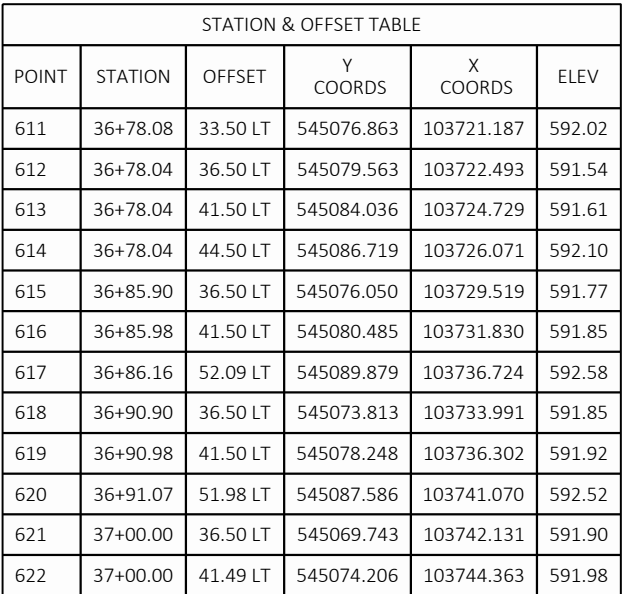
LEGEND

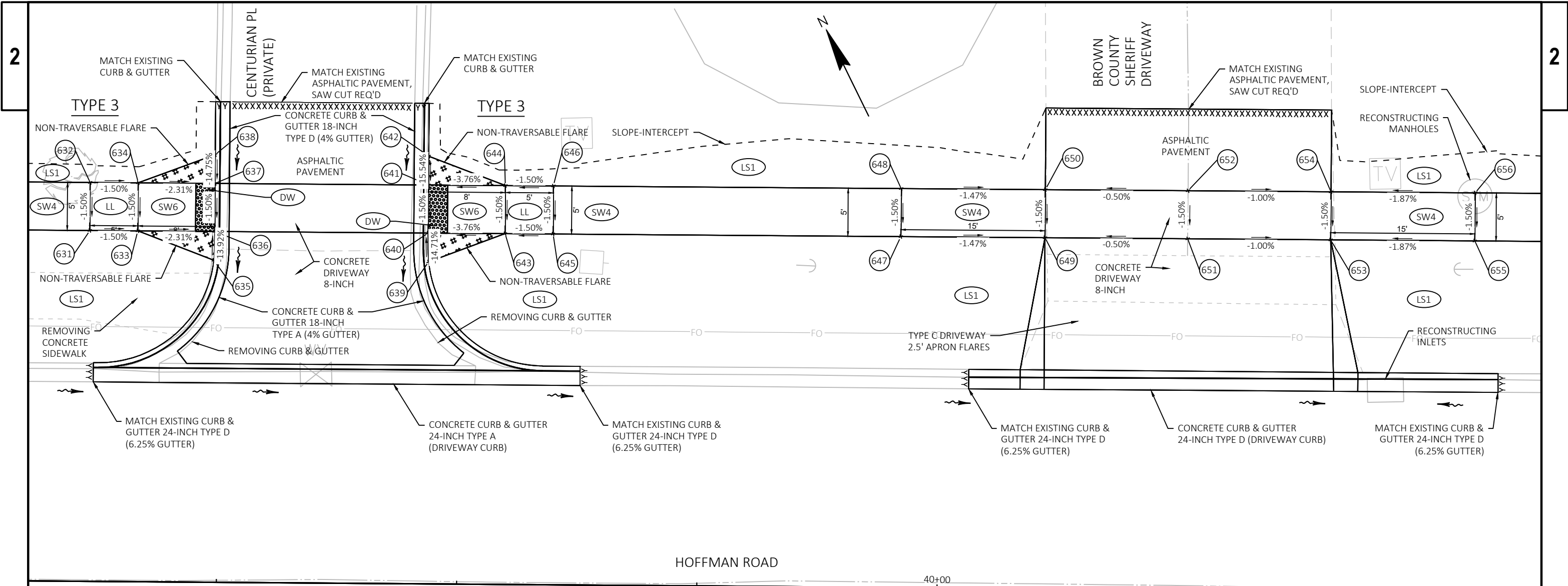
- SW4 CONCRETE SIDEWALK 4-INCH
- SW6 CONCRETE SIDEWALK 6-INCH
- LL LEVEL LANDING
- DW CURB RAMP DETECTABLE WARNING FIELD YELLOW
- DWR CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW
- LS1 TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE B
- NON-TRAVERSABLE FLARE
- FLOW DIRECTION ARROW

STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	ELEV
571	34+47.72	38.13 RT	500+44.55	24.04 RT	545101.551	103485.937	591.93
572	34+49.79	35.83 RT	500+46.75	26.09 RT	545103.290	103488.381	591.46
573	34+55.98	30.49 RT	500+51.75	32.19 RT	545106.949	103495.378	591.52
574	34+58.57	28.76 RT	500+53.32	34.75 RT	545107.965	103498.200	592.02
575	34+60.79	35.20 RT	500+46.75	36.40 RT	545101.201	103498.483	591.62
576	34+60.42	30.21 RT	500+51.75	36.40 RT	545106.097	103499.496	591.59
577	34+67.69	34.70 RT	500+46.76	42.88 RT	545099.889	103504.828	591.72
578	34+67.25	29.72 RT	500+51.76	42.88 RT	545104.785	103505.840	591.69
579	34+77.36	35.04 RT	500+45.58	51.87 RT	545096.918	103513.393	591.97
580	34+78.20	30.10 RT	500+50.42	53.15 RT	545101.390	103515.629	591.89
581	34+82.84	35.83 RT	500+44.25	56.88 RT	545094.598	103518.032	592.11
582	34+83.63	30.89 RT	500+49.09	58.17 RT	545099.070	103520.268	592.04
583	34+88.19	36.56 RT	500+42.96	61.76 RT	545092.340	103522.549	592.12
584	34+88.93	31.60 RT	500+47.79	63.05 RT	545096.812	103524.785	592.04
585	34+98.83	37.85 RT	500+40.39	71.43 RT	545087.867	103531.493	592.35
586	34+99.46	32.88 RT	500+45.22	72.71 RT	545092.339	103533.729	592.28
587	34+71.04	69.57 RT	500+11.76	42.89 RT	545065.614	103497.739	592.66
588	34+80.55	21.83 RT	500+58.41	56.24 RT	545108.589	103520.277	592.15
589	34+83.68	21.76 RT	500+58.15	59.24 RT	545107.732	103523.161	591.65
590	34+88.89	21.81 RT	500+57.52	64.20 RT	545106.106	103527.889	591.63
591	34+92.01	21.84 RT	500+57.12	67.17 RT	545105.109	103530.719	592.10



2





STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEV
631	39+11.55	36.50 LT	544975.123	103931.346	592.19
632	39+11.55	41.50 LT	544979.595	103933.582	592.27
633	39+16.55	36.50 LT	544972.887	103935.818	592.12
634	39+16.55	41.50 LT	544977.359	103938.054	592.19
635	39+24.49	33.50 LT	544966.656	103941.573	592.35
636	39+24.55	36.50 LT	544969.309	103942.973	591.93
637	39+24.55	41.50 LT	544973.781	103945.210	592.01
638	39+24.55	44.50 LT	544976.464	103946.551	592.45
639	39+46.83	33.50 LT	544956.663	103961.555	592.30
640	39+46.76	36.50 LT	544959.375	103962.838	591.86
641	39+46.76	41.50 LT	544963.847	103965.075	591.93
642	39+46.76	44.50 LT	544966.530	103966.416	592.40
643	39+54.76	36.50 LT	544955.797	103969.993	592.16

LEGEND

SW4

CONCRETE SIDEWALK 4-INCH

SW6

CONCRETE SIDEWALK 6-INCH

LL

LEVEL LANDING

DW

CURB RAMP DETECTABLE WARNING FIELD YELLOW

DWR

CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW

LS1

TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE B

##

NON-TRAVERSABLE FLARE

FLOW DIRECTION ARROW

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEV
644	39+54.76	41.50 LT	544960.269	103972.230	592.23
645	39+59.76	36.50 LT	544953.561	103974.465	592.23
646	39+59.76	41.50 LT	544958.033	103976.702	592.31

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEV
647	39+95.95	36.50 LT	544937.374	104006.833	591.77
648	39+95.95	41.50 LT	544941.846	104009.070	591.84
649	40+10.95	36.50 LT	544930.666	104020.249	591.54
650	40+10.95	41.50 LT	544935.138	104022.486	591.62
651	40+25.81	36.50 LT	544924.022	104033.535	591.62
652	40+25.81	41.50 LT	544928.494	104035.771	591.69
653	40+40.69	36.50 LT	544917.368	104046.841	591.47
654	40+40.69	41.50 LT	544921.840	104049.078	591.55
655	40+55.69	36.50 LT	544910.659	104060.257	591.76
656	40+55.69	41.50 LT	544915.131	104062.494	591.83

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEV
661	39+41.34	29.50 RT	544902.771	103928.466	591.73
662	39+41.34	34.50 RT	544898.299	103926.230	591.81
663	39+51.34	29.50 RT	544898.299	103937.410	591.46
664	39+51.34	34.50 RT	544893.827	103935.174	591.54
665	39+55.15	27.45 RT	544898.427	103941.730	591.78
666	39+57.34	29.50 RT	544895.615	103942.777	591.34
667	39+57.34	34.50 RT	544891.143	103940.540	591.42
668	39+62.29	34.50 RT	544888.930	103944.966	591.39
669	39+64.05	36.93 RT	544885.970	103945.454	591.78

LEGEND

SW4

CONCRETE SIDEWALK 4-INCH

SW6

CONCRETE SIDEWALK 6-INCH

LL

LEVEL LANDING

DW

CURB RAMP DETECTABLE WARNING FIELD YELLOW

DWR

CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW

LS1

TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE B

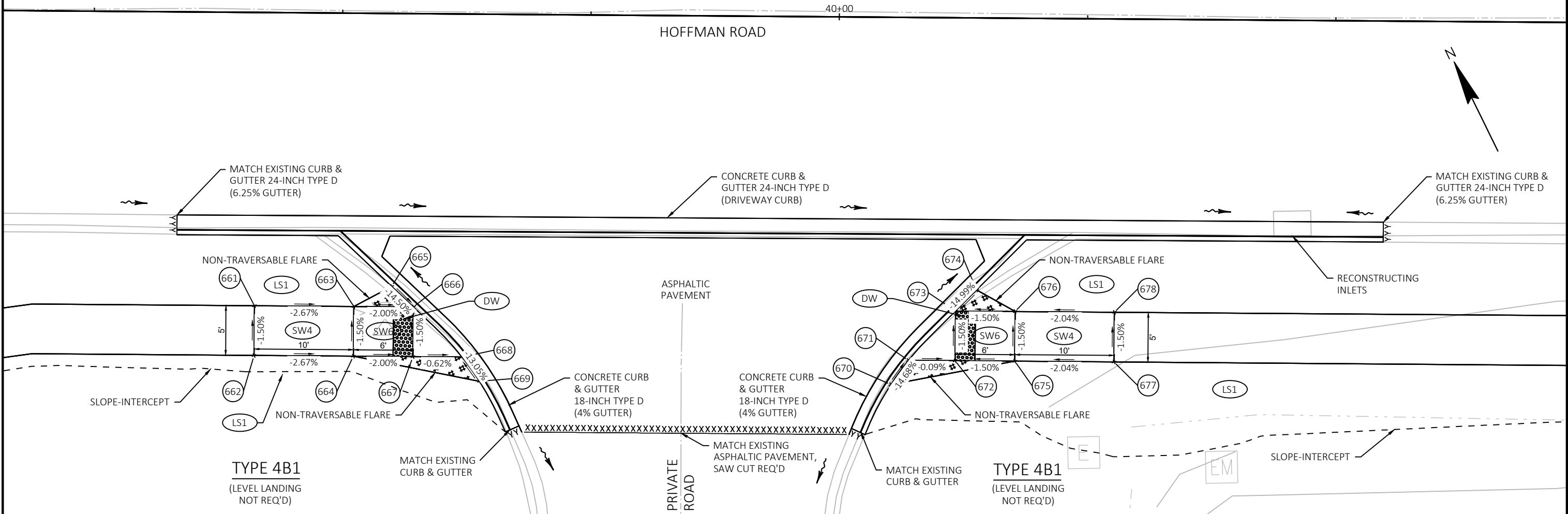
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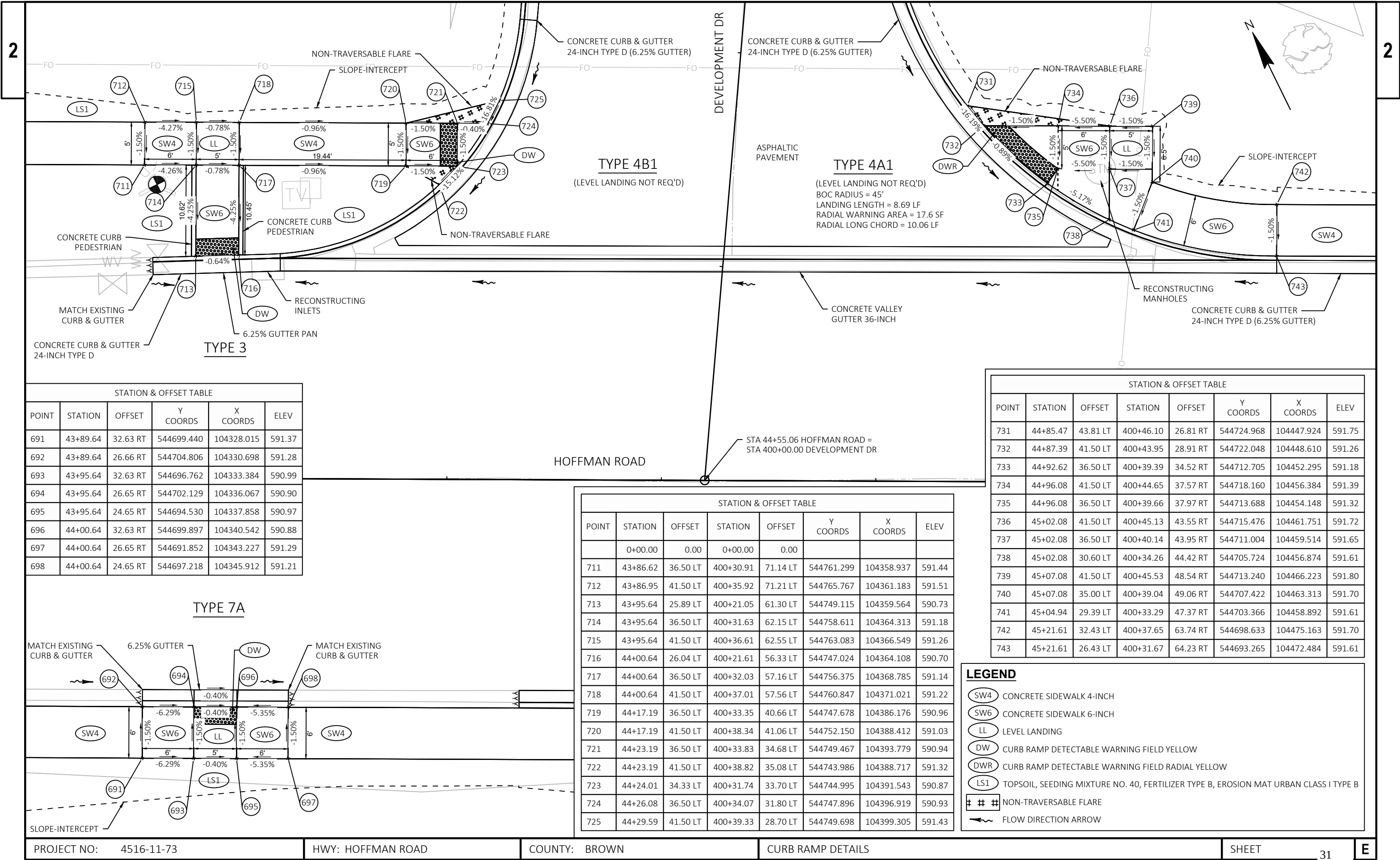
NON-TRAVERSABLE FLARE

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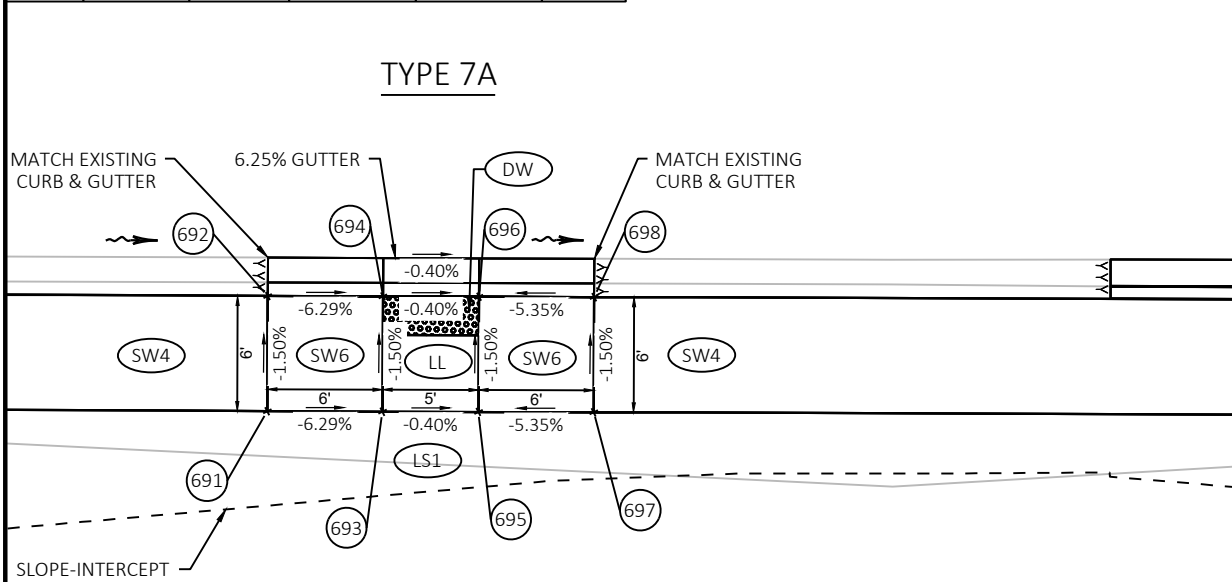
FLOW DIRECTION ARROW

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEV
670	40+05.47	36.94 RT	544867.435	103982.494	591.65
671	40+07.21	34.50 RT	544868.837	103985.147	591.21
672	40+11.92	34.50 RT	544866.730	103989.360	591.21
673	40+11.92	29.50 RT	544871.202	103991.597	591.13
674	40+14.03	27.36 RT	544872.170	103994.436	591.58
675	40+17.92	34.50 RT	544864.046	103994.727	591.30
676	40+17.92	29.50 RT	544868.518	103996.963	591.22
677	40+27.92	34.50 RT	544859.574	104003.671	591.50
678	40+27.92	29.50 RT	544864.046	104005.907	591.42





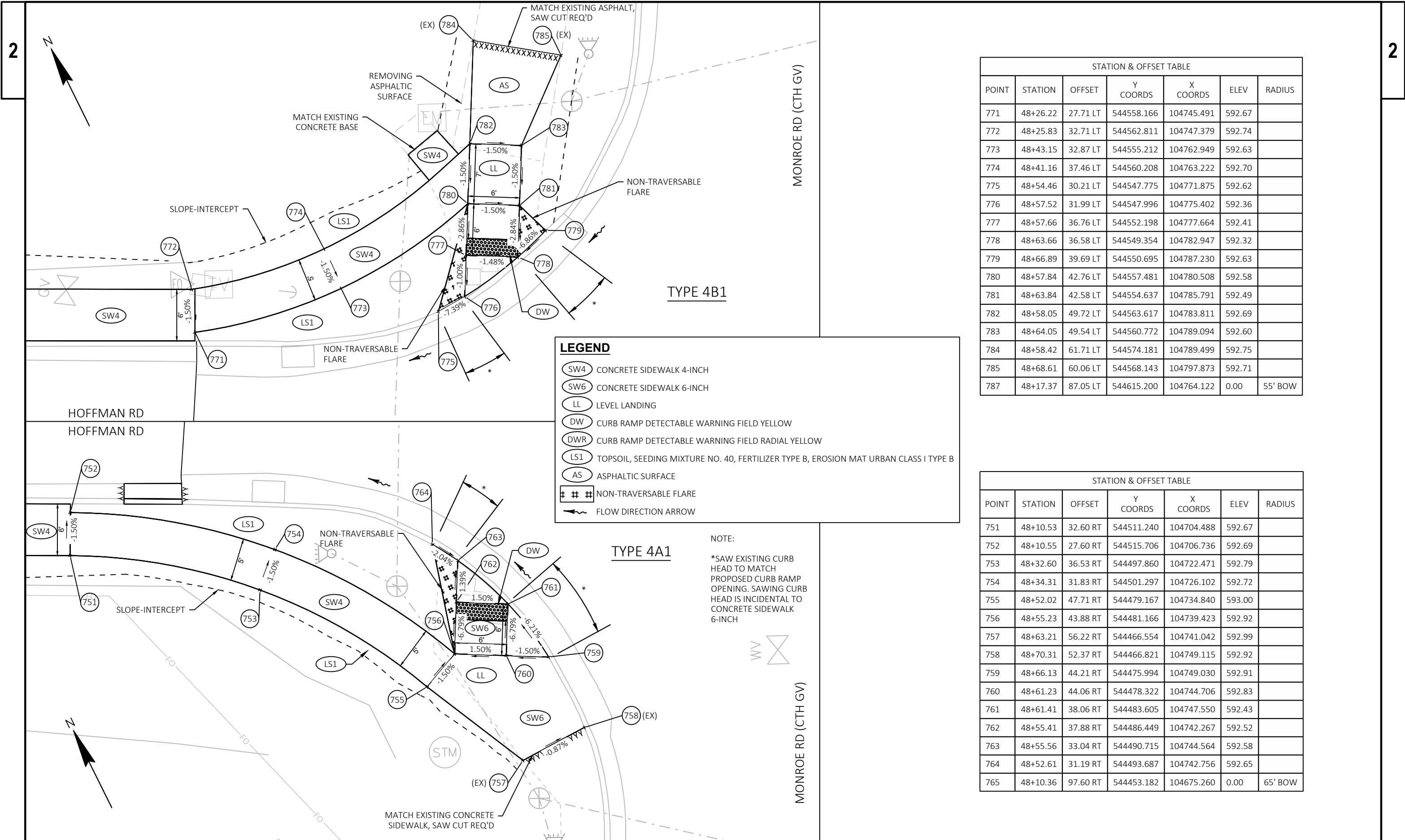
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEV
691	43+89.64	32.63 RT	544699.440	104328.015	591.37
692	43+89.64	26.66 RT	544704.806	104330.698	591.28
693	43+95.64	32.63 RT	544696.762	104333.384	590.99
694	43+95.64	26.65 RT	544702.129	104336.067	590.90
695	43+95.64	24.65 RT	544694.530	104337.858	590.97
696	44+00.64	32.63 RT	544699.897	104340.542	590.88
697	44+00.64	26.65 RT	544691.852	104343.227	591.29
698	44+00.64	24.65 RT	544697.218	104345.912	591.21



STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	ELEV
	0+00.00	0.00	0+00.00	0.00			
711	43+86.62	36.50 LT	400+30.91	71.14 LT	544761.299	104358.937	591.44
712	43+86.95	41.50 LT	400+35.92	71.21 LT	544765.767	104361.183	591.51
713	43+95.64	25.89 LT	400+21.05	61.30 LT	544749.115	104359.564	590.73
714	43+95.64	36.50 LT	400+31.63	62.15 LT	544758.611	104364.313	591.18
715	43+95.64	41.50 LT	400+36.61	62.55 LT	544763.083	104366.549	591.26
716	44+00.64	26.04 LT	400+21.61	56.33 LT	544747.024	104364.108	590.70
717	44+00.64	36.50 LT	400+32.03	57.16 LT	544756.375	104368.785	591.14
718	44+00.64	41.50 LT	400+37.01	57.56 LT	544760.847	104371.021	591.22
719	44+17.19	36.50 LT	400+33.35	40.66 LT	544747.678	104386.176	590.96
720	44+17.19	41.50 LT	400+38.34	41.06 LT	544752.150	104388.412	591.03
721	44+23.19	36.50 LT	400+33.83	34.68 LT	544749.467	104393.779	590.94
722	44+23.19	41.50 LT	400+38.82	35.08 LT	544743.986	104388.717	591.32
723	44+24.01	34.33 LT	400+31.74	33.70 LT	544744.995	104391.543	590.87
724	44+26.08	36.50 LT	400+34.07	31.80 LT	544747.896	104396.919	590.93
725	44+29.59	41.50 LT	400+39.33	28.70 LT	544749.698	104399.305	591.43

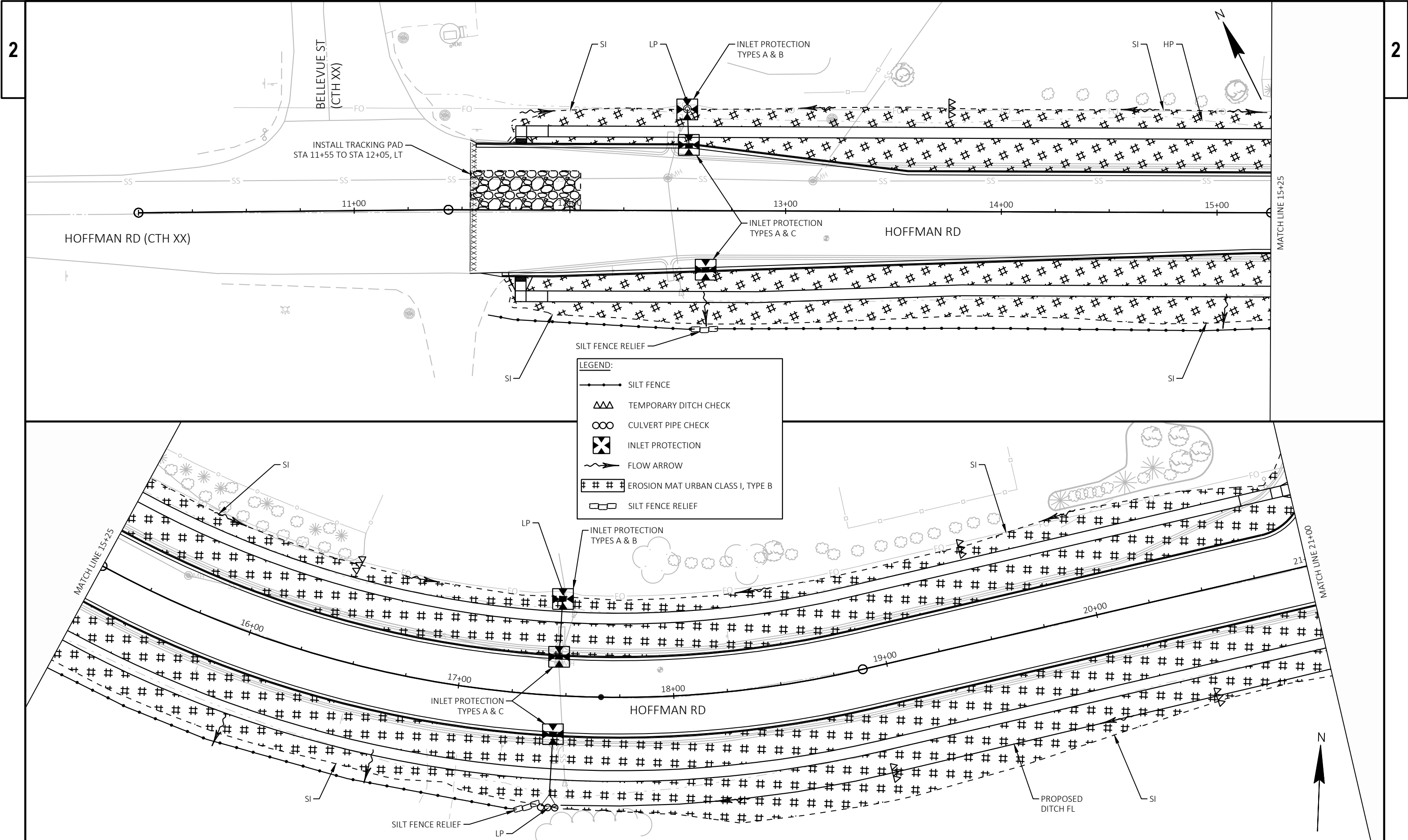
STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	ELEV
731	44+85.47	43.81 LT	400+46.10	26.81 RT	544724.968	104447.924	591.75
732	44+87.39	41.50 LT	400+43.95	28.91 RT	544722.048	104448.610	591.26
733	44+92.62	36.50 LT	400+39.39	34.52 RT	544712.705	104452.295	591.18
734	44+96.08	41.50 LT	400+44.65	37.57 RT	544718.160	104456.384	591.39
735	44+96.08	36.50 LT	400+39.66	37.97 RT	544713.688	104454.148	591.32
736	45+02.08	41.50 LT	400+45.13	43.55 RT	544715.476	104461.751	591.72
737	45+02.08	36.50 LT	400+40.14	43.95 RT	544711.004	104459.514	591.65
738	45+02.08	30.60 LT	400+34.26	44.42 RT	544705.724	104456.874	591.61
739	45+07.08	41.50 LT	400+45.53	48.54 RT	544713.240	104466.223	591.80
740	45+07.08	35.00 LT	400+39.04	49.06 RT	544707.422	104463.313	591.70
741	45+04.94	29.39 LT	400+33.29	47.37 RT	544703.366	104458.892	591.61
742	45+21.61	32.43 LT	400+37.65	63.74 RT	544698.633	104475.163	591.70
743	45+21.61	26.43 LT	400+31.67	64.23 RT	544693.265	104472.484	591.61

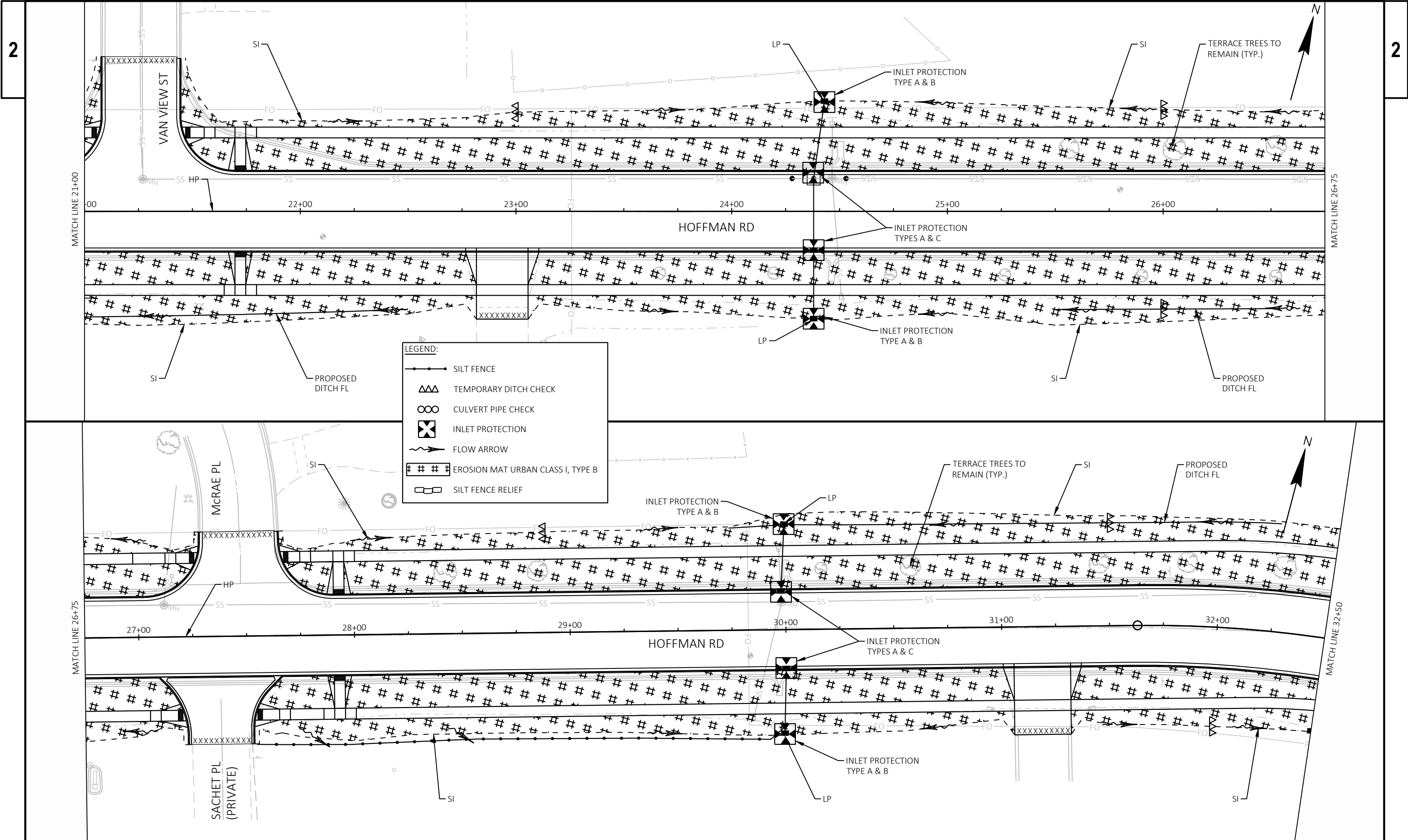
LEGEND	
SW4	CONCRETE SIDEWALK 4-INCH
SW6	CONCRETE SIDEWALK 6-INCH
LL	LEVEL LANDING
DW	CURB RAMP DETECTABLE WARNING FIELD YELLOW
DWR	CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW
LS1	TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE B
##	NON-TRAVERSABLE FLARE
→	FLOW DIRECTION ARROW

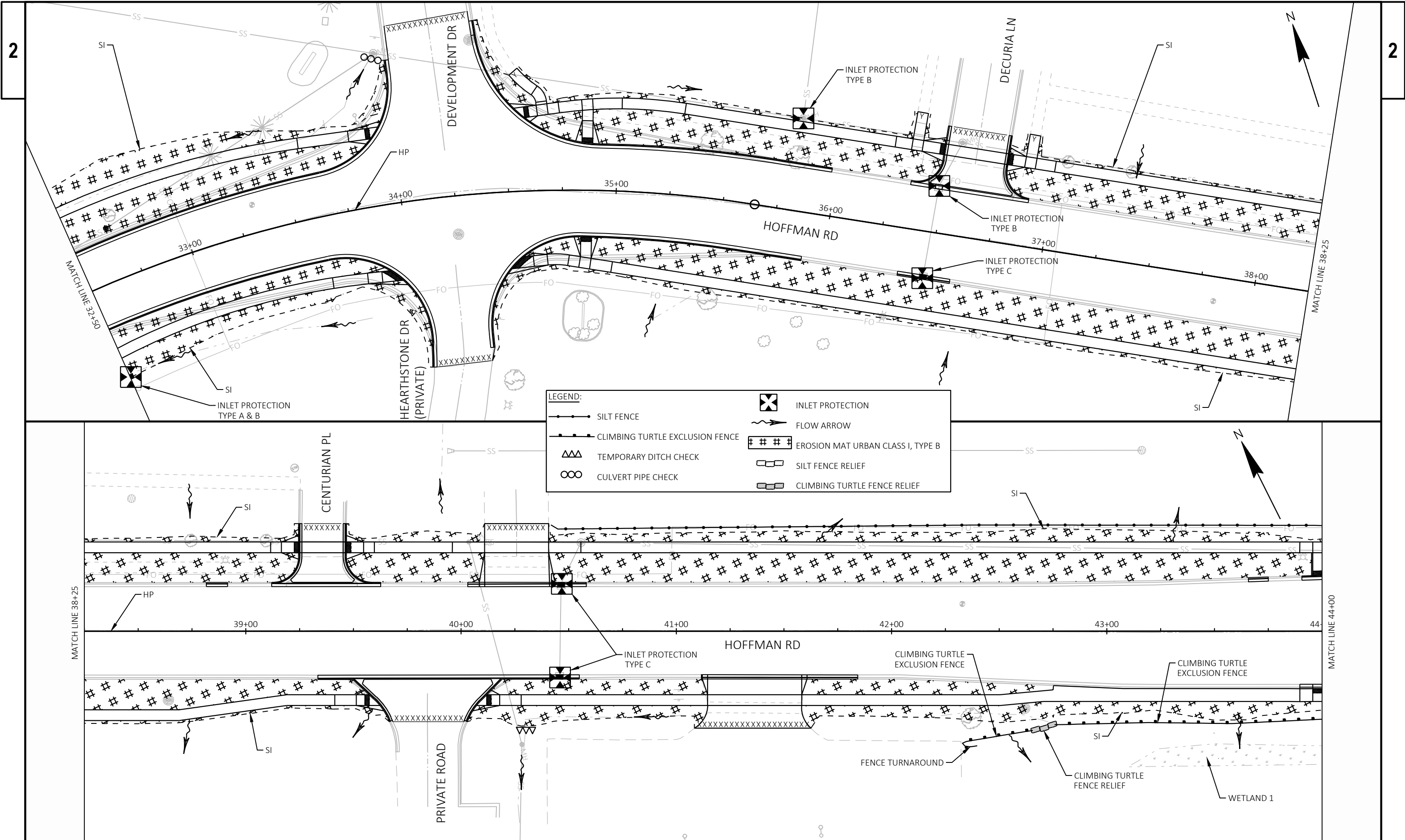


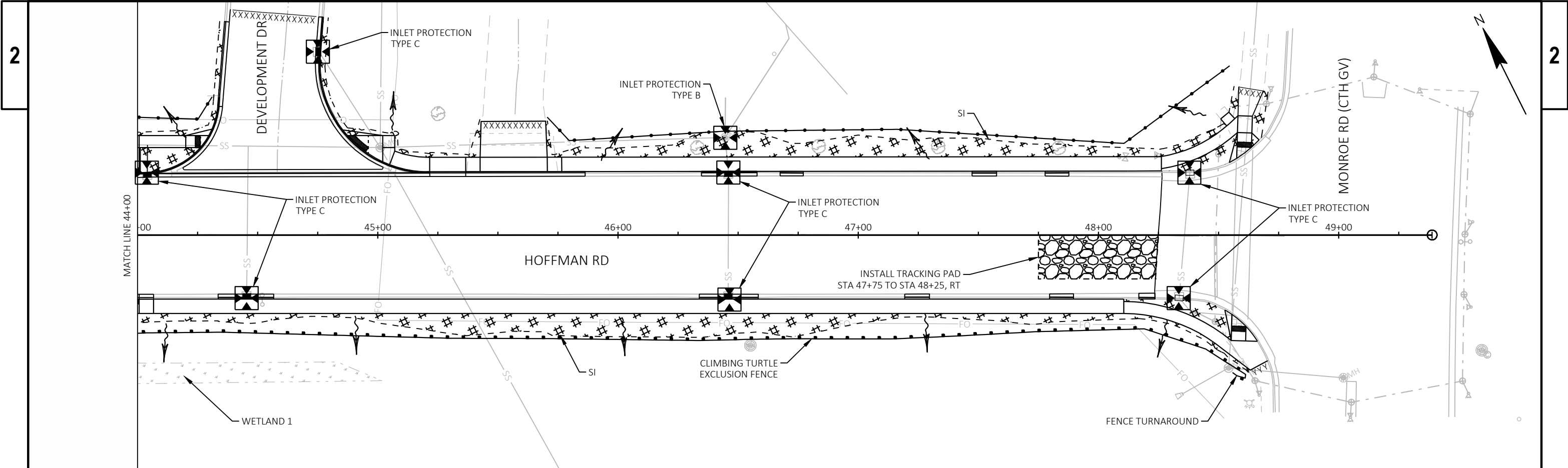
STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEV	RADIUS
771	48+26.22	27.71 LT	544558.166	104745.491	592.67	
772	48+25.83	32.71 LT	544562.811	104747.379	592.74	
773	48+43.15	32.87 LT	544555.212	104762.949	592.63	
774	48+41.16	37.46 LT	544560.208	104763.222	592.70	
775	48+54.46	30.21 LT	544547.775	104771.875	592.62	
776	48+57.52	31.99 LT	544547.996	104775.402	592.36	
777	48+57.66	36.76 LT	544552.198	104777.664	592.41	
778	48+63.66	36.58 LT	544549.354	104782.947	592.32	
779	48+66.89	39.69 LT	544550.695	104787.230	592.63	
780	48+57.84	42.76 LT	544557.481	104780.508	592.58	
781	48+63.84	42.58 LT	544554.637	104785.791	592.49	
782	48+58.05	49.72 LT	544563.617	104783.811	592.69	
783	48+64.05	49.54 LT	544560.772	104789.094	592.60	
784	48+58.42	61.71 LT	544574.181	104789.499	592.75	
785	48+68.61	60.06 LT	544568.143	104797.873	592.71	
787	48+17.37	87.05 LT	544615.200	104764.122	0.00	55' BOW

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEV	RADIUS
751	48+10.53	32.60 RT	544511.240	104704.488	592.67	
752	48+10.55	27.60 RT	544515.706	104706.736	592.69	
753	48+32.60	36.53 RT	544497.860	104722.471	592.79	
754	48+34.31	31.83 RT	544501.297	104726.102	592.72	
755	48+52.02	47.71 RT	544479.167	104734.840	593.00	
756	48+55.23	43.88 RT	544481.166	104739.423	592.92	
757	48+63.21	56.22 RT	544466.554	104741.042	592.99	
758	48+70.31	52.37 RT	544466.821	104749.115	592.92	
759	48+66.13	44.21 RT	544475.994	104749.030	592.91	
760	48+61.23	44.06 RT	544478.322	104744.706	592.83	
761	48+61.41	38.06 RT	544483.605	104747.550	592.43	
762	48+55.41	37.88 RT	544486.449	104742.267	592.52	
763	48+55.56	33.04 RT	544490.715	104744.564	592.58	
764	48+52.61	31.19 RT	544493.687	104742.756	592.65	
765	48+10.36	97.60 RT	544453.182	104675.260	0.00	65' BOW



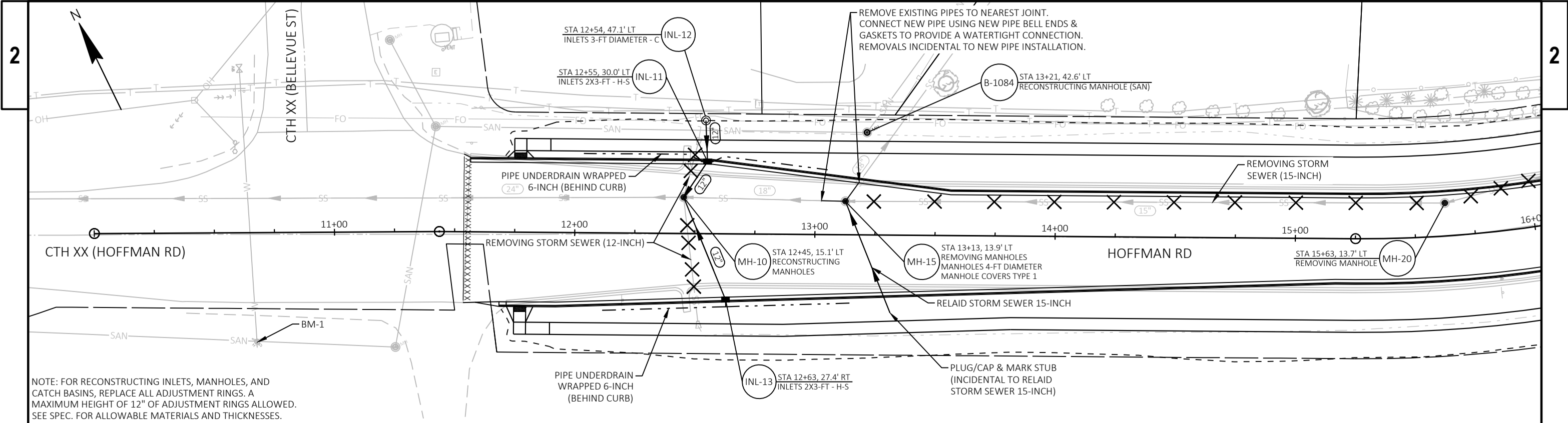






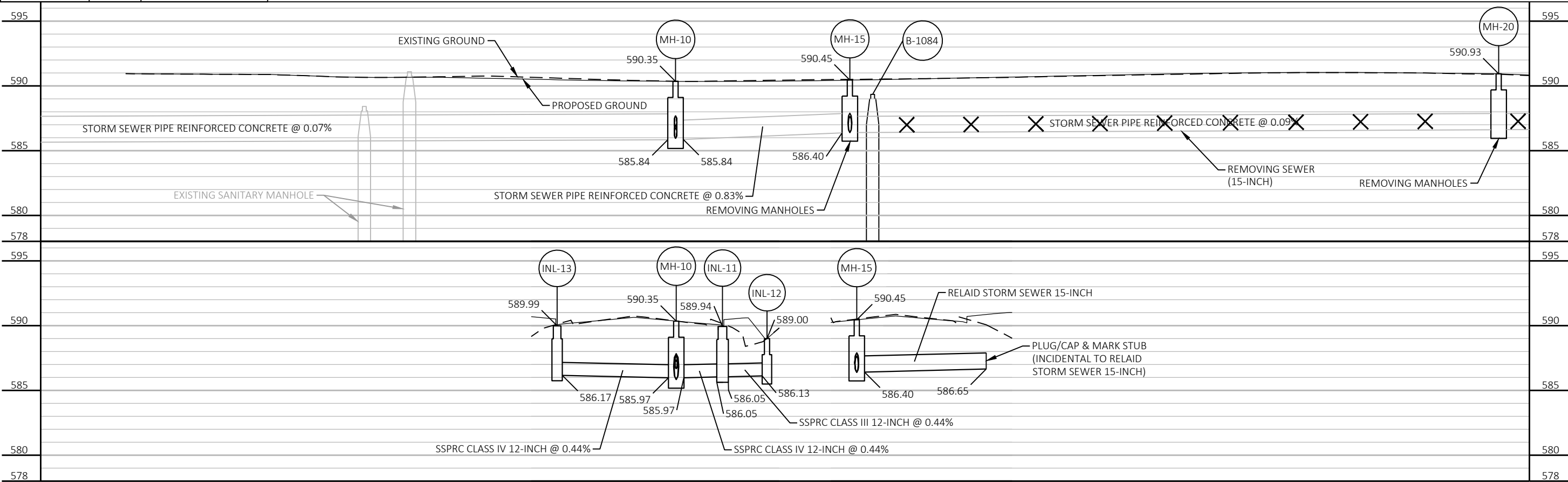
LEGEND:

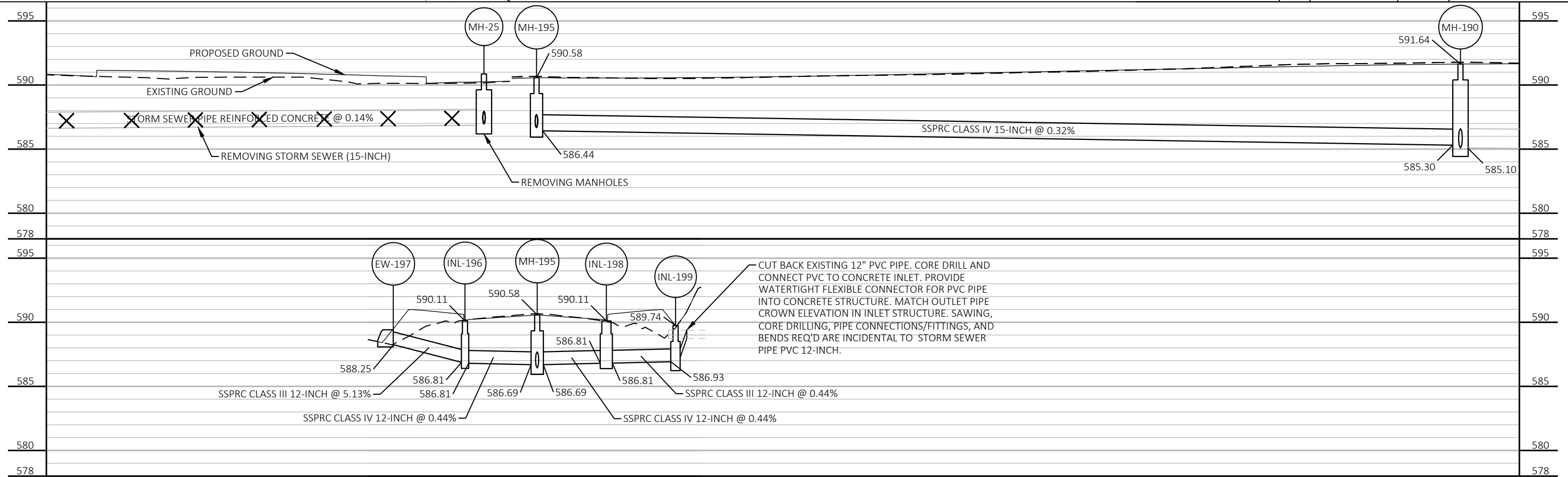
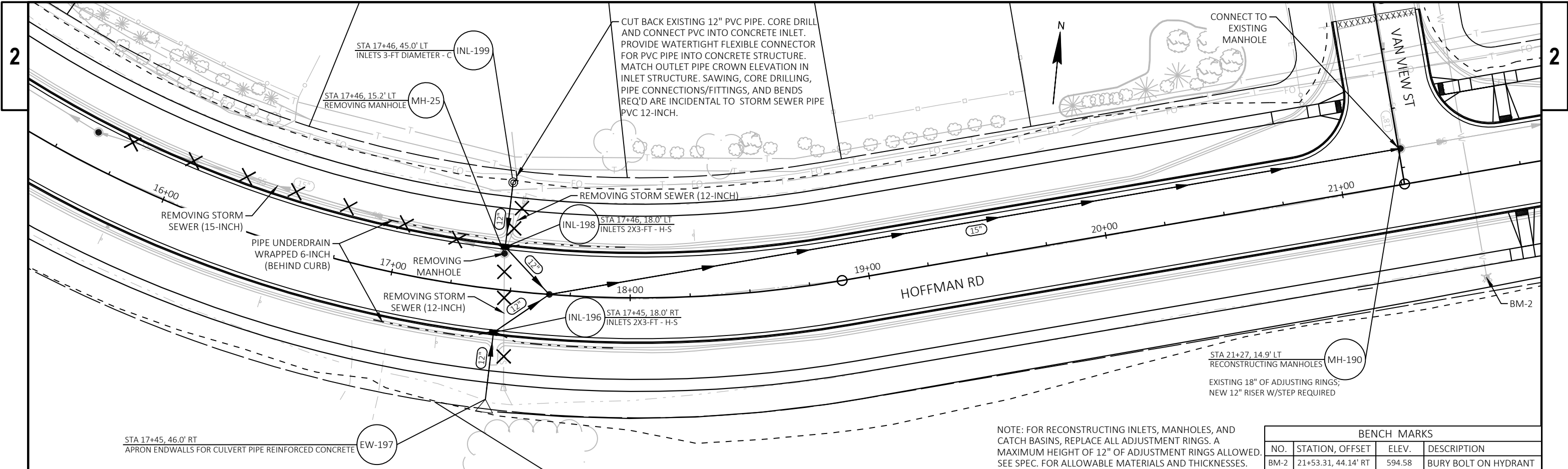
	SILT FENCE		INLET PROTECTION
	CLIMBING TURTLE EXCLUSION FENCE		FLOW ARROW
	TEMPORARY DITCH CHECK		EROSION MAT URBAN CLASS I, TYPE B
	CULVERT PIPE CHECK		SILT FENCE RELIEF
			CLIMBING TURTLE FENCE RELIEF

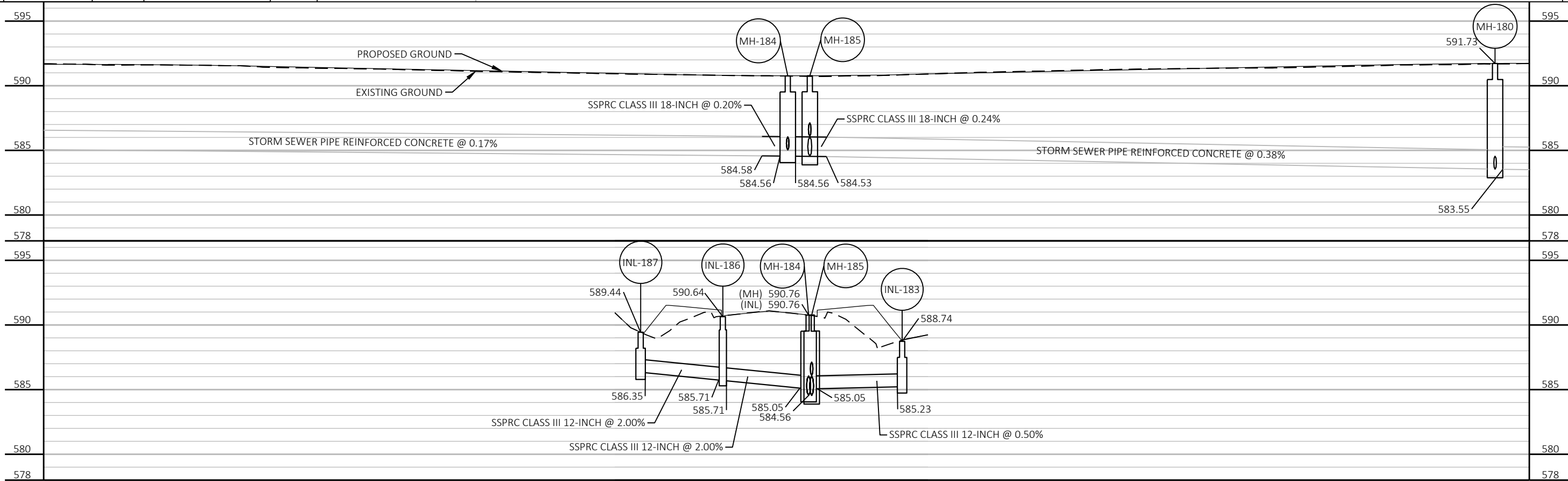
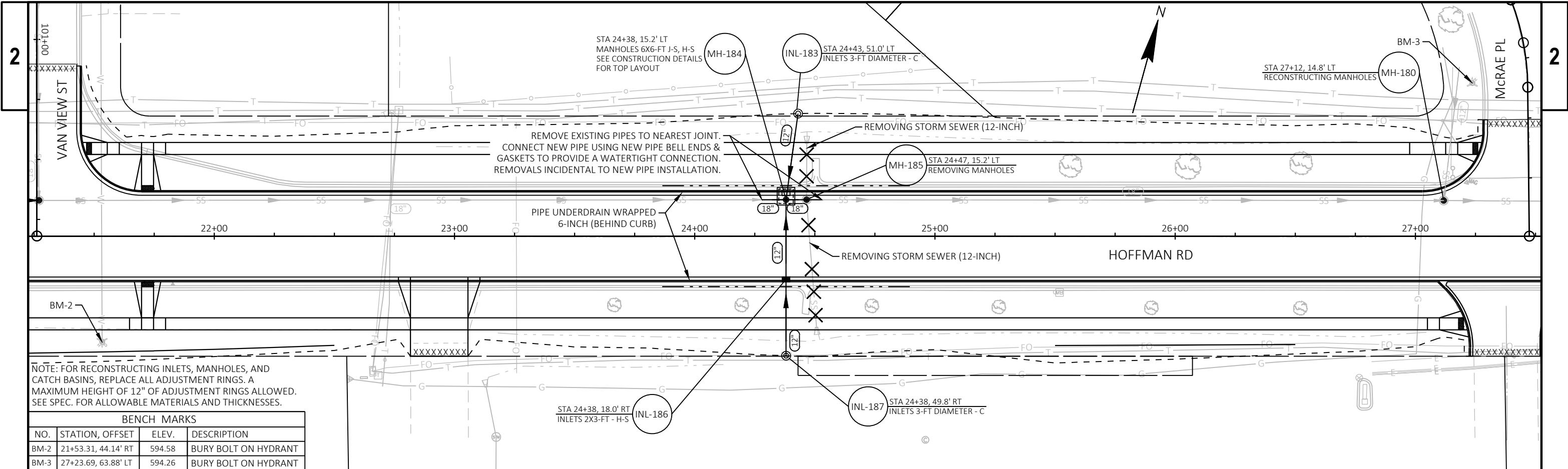


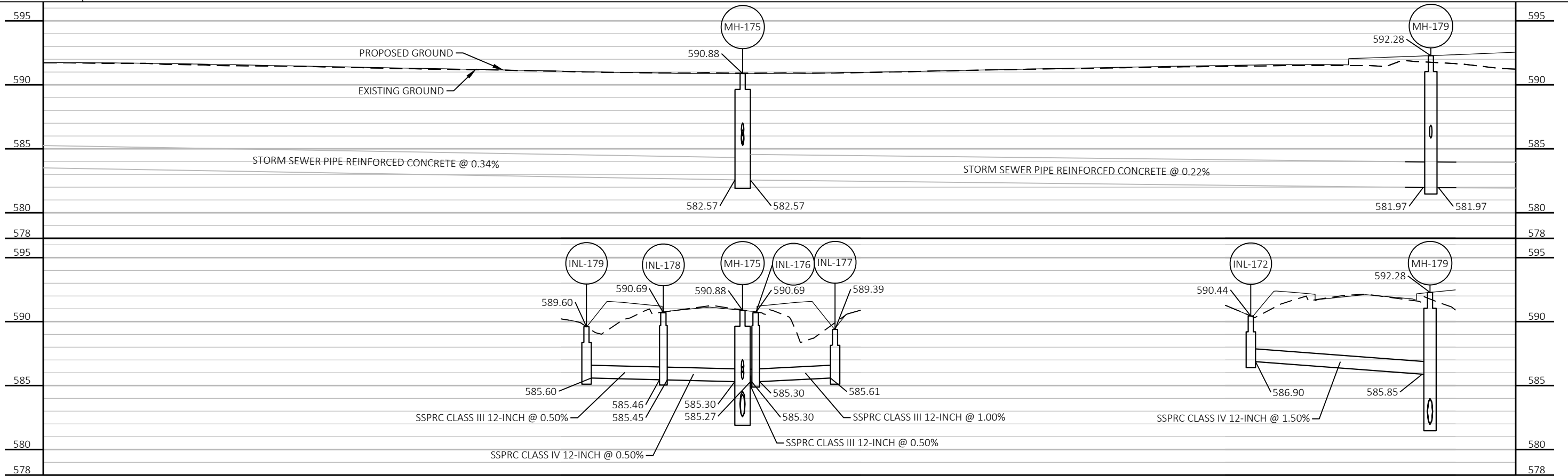
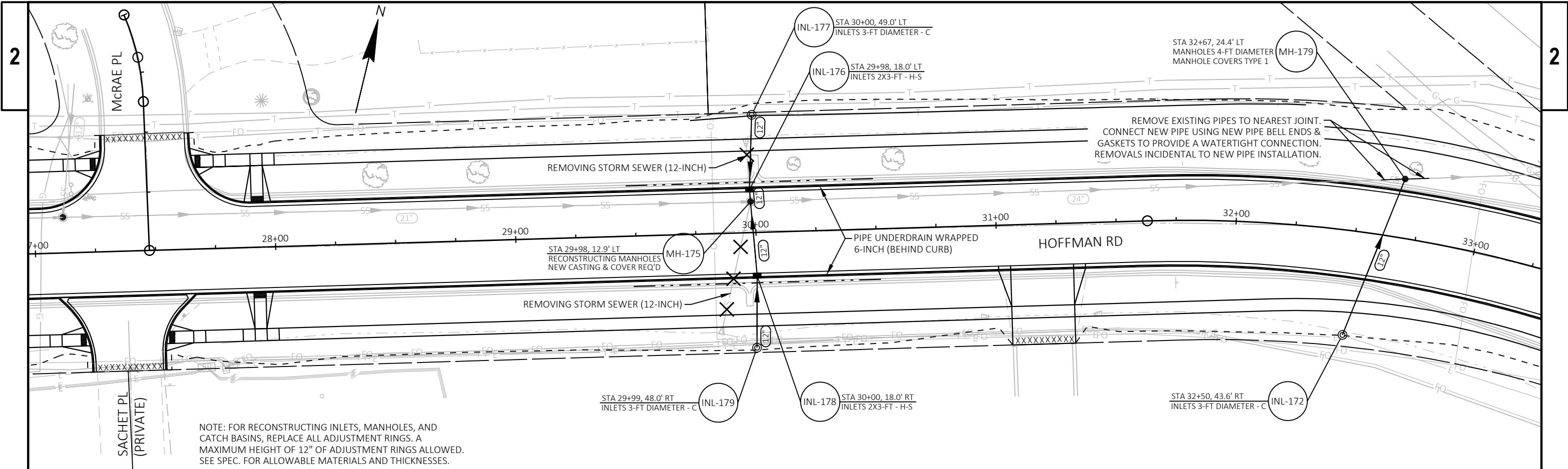
NOTE: FOR RECONSTRUCTING INLETS, MANHOLES, AND CATCH BASINS, REPLACE ALL ADJUSTMENT RINGS. A MAXIMUM HEIGHT OF 12" OF ADJUSTMENT RINGS ALLOWED. SEE SPEC. FOR ALLOWABLE MATERIALS AND THICKNESSES.

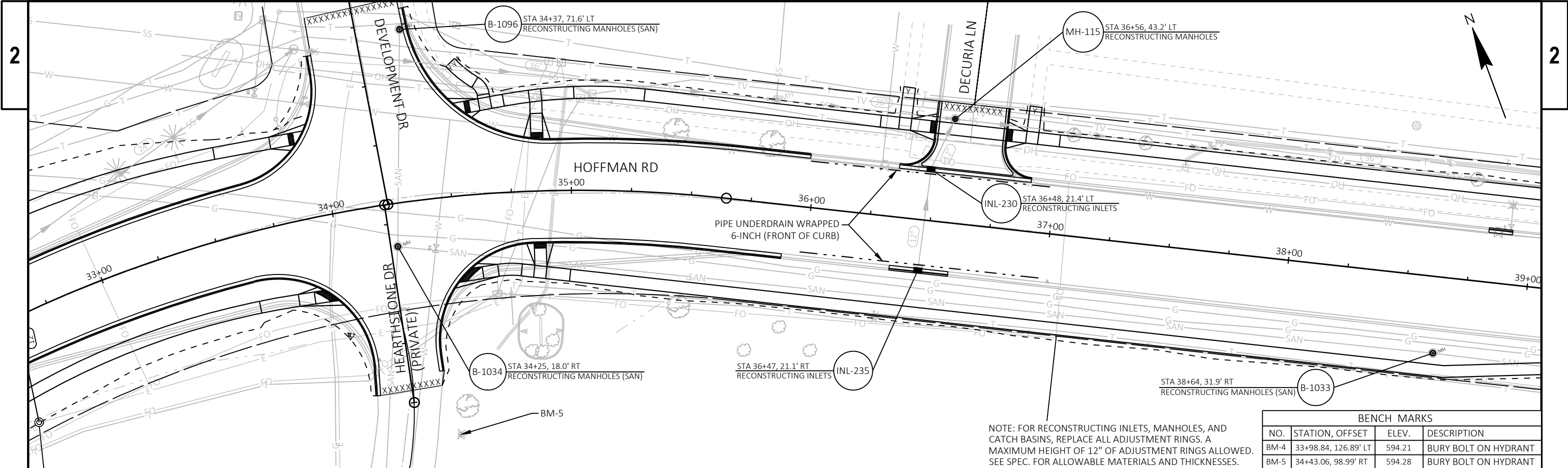
BENCH MARKS			
NO.	STATION, OFFSET	ELEV.	DESCRIPTION
BM-1	10+67.63, 44.14' RT	592.52	BURY BOLT ON HYDRANT





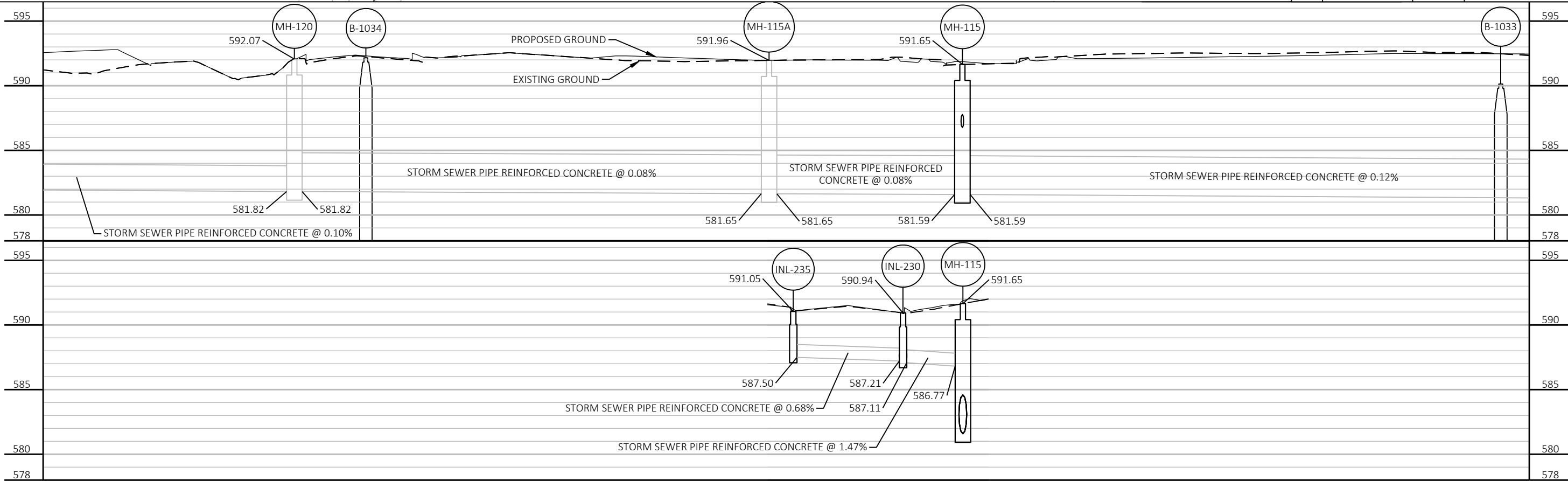


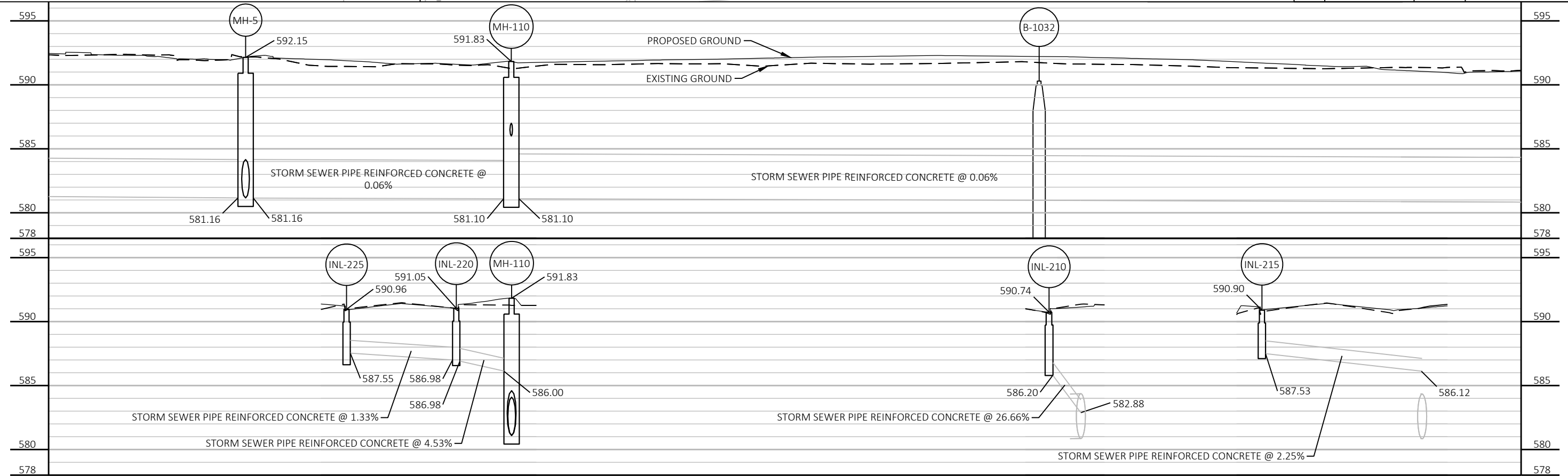
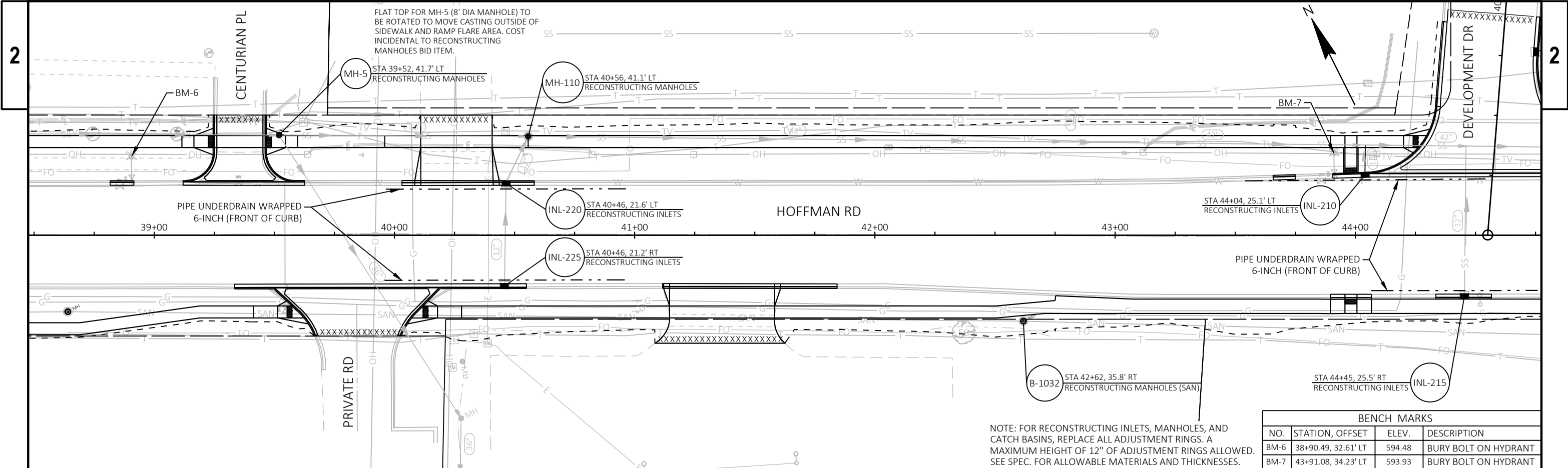


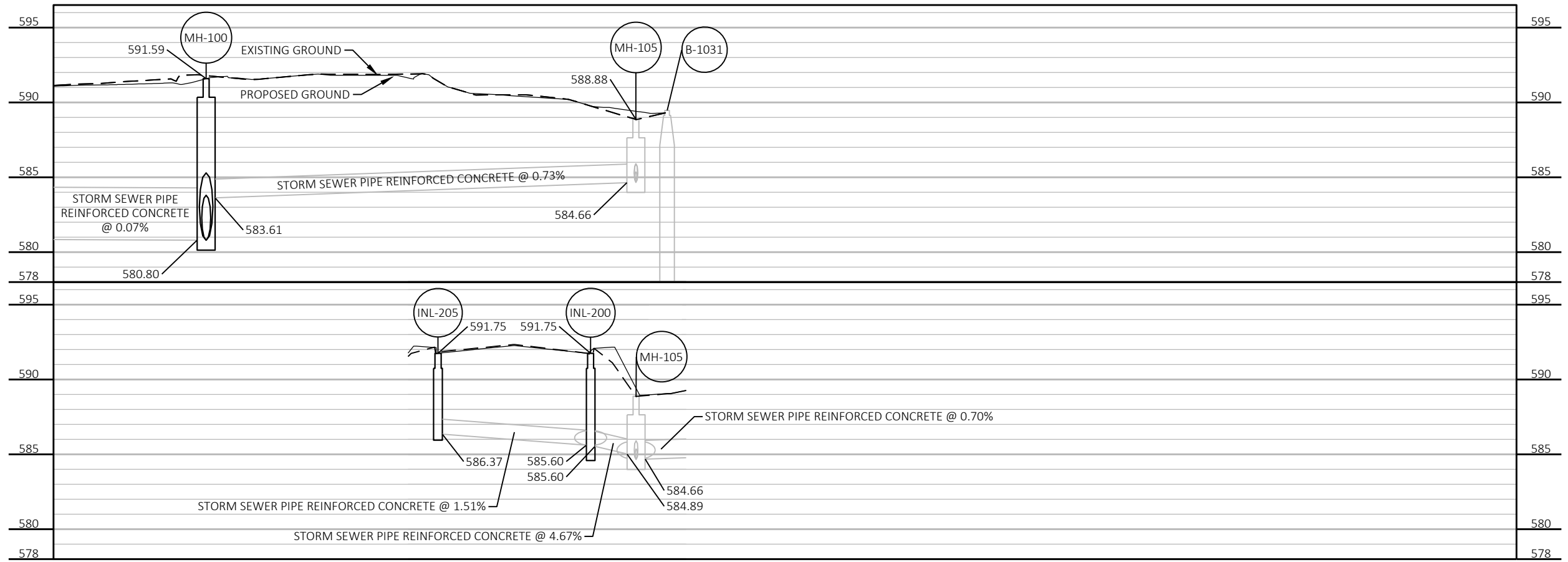
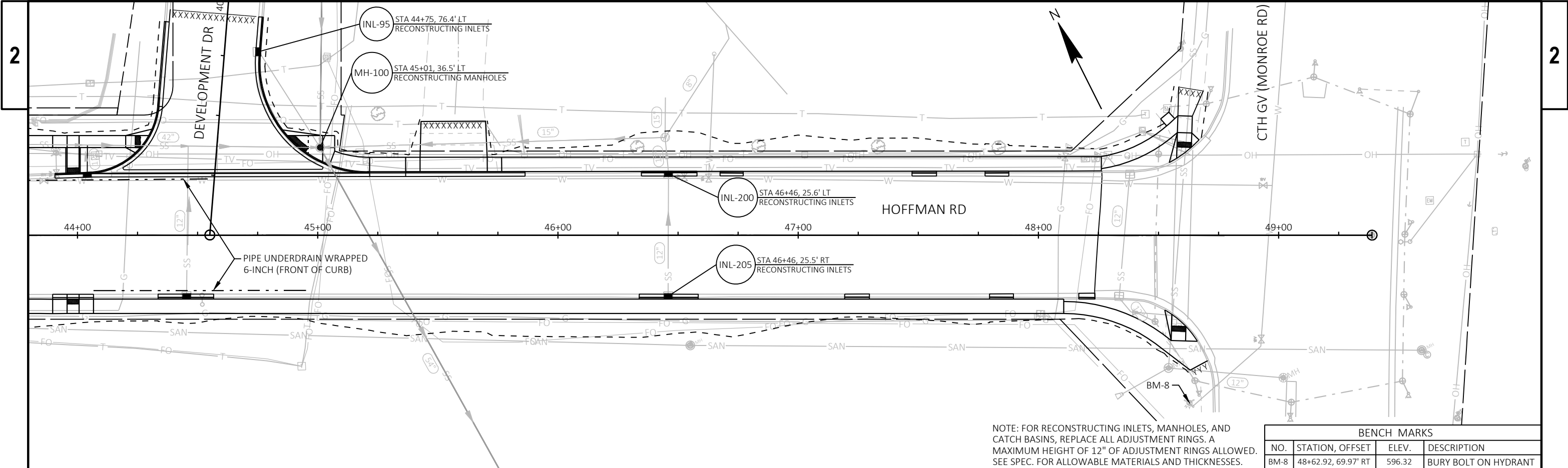


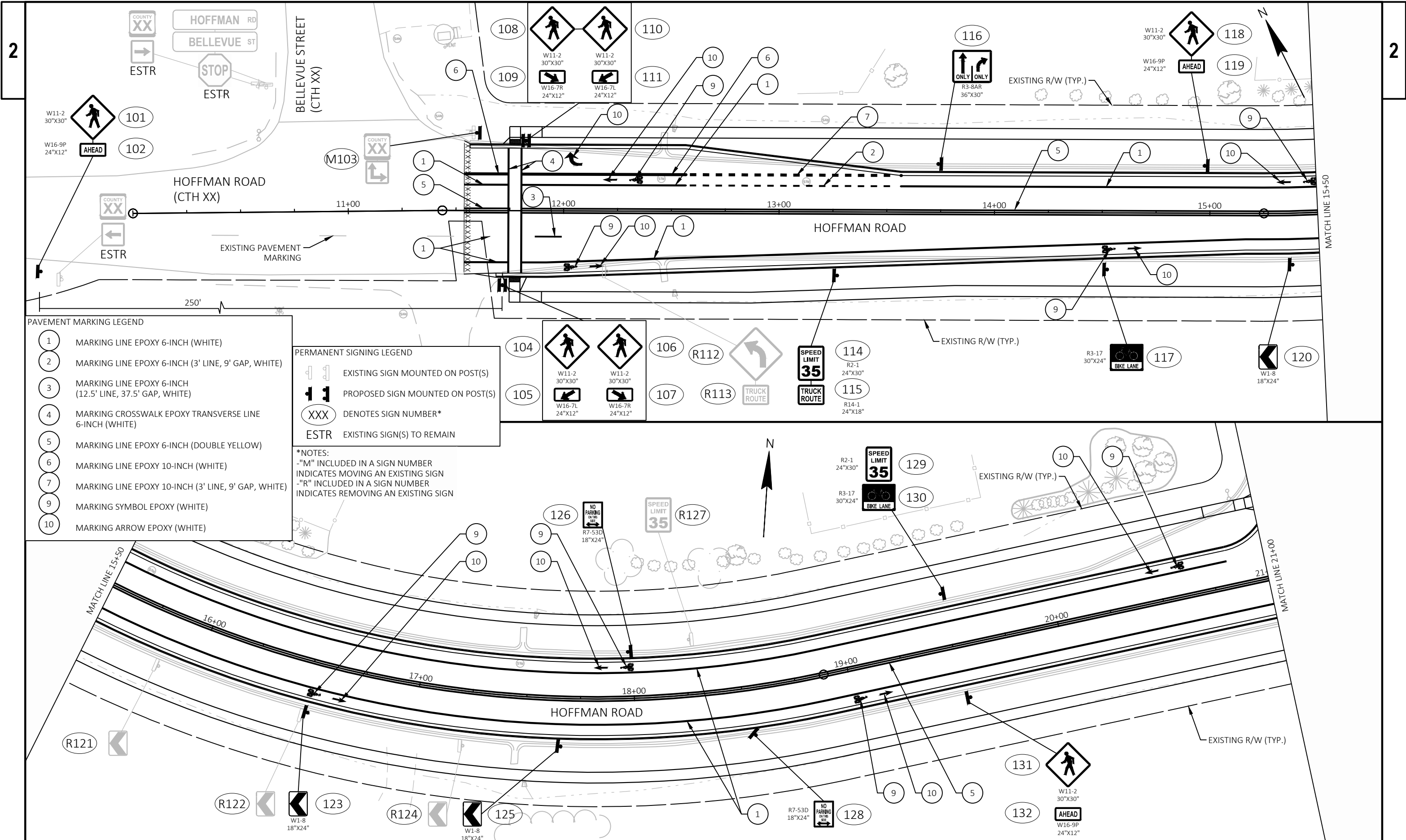
NOTE: FOR RECONSTRUCTING INLETS, MANHOLES, AND CATCH BASINS, REPLACE ALL ADJUSTMENT RINGS. A MAXIMUM HEIGHT OF 12" OF ADJUSTMENT RINGS ALLOWED. SEE SPEC. FOR ALLOWABLE MATERIALS AND THICKNESSES.

BENCH MARKS			
NO.	STATION, OFFSET	ELEV.	DESCRIPTION
BM-4	33+98.84, 126.89' LT	594.21	BURY BOLT ON HYDRANT
BM-5	34+43.06, 98.99' RT	594.28	BURY BOLT ON HYDRANT





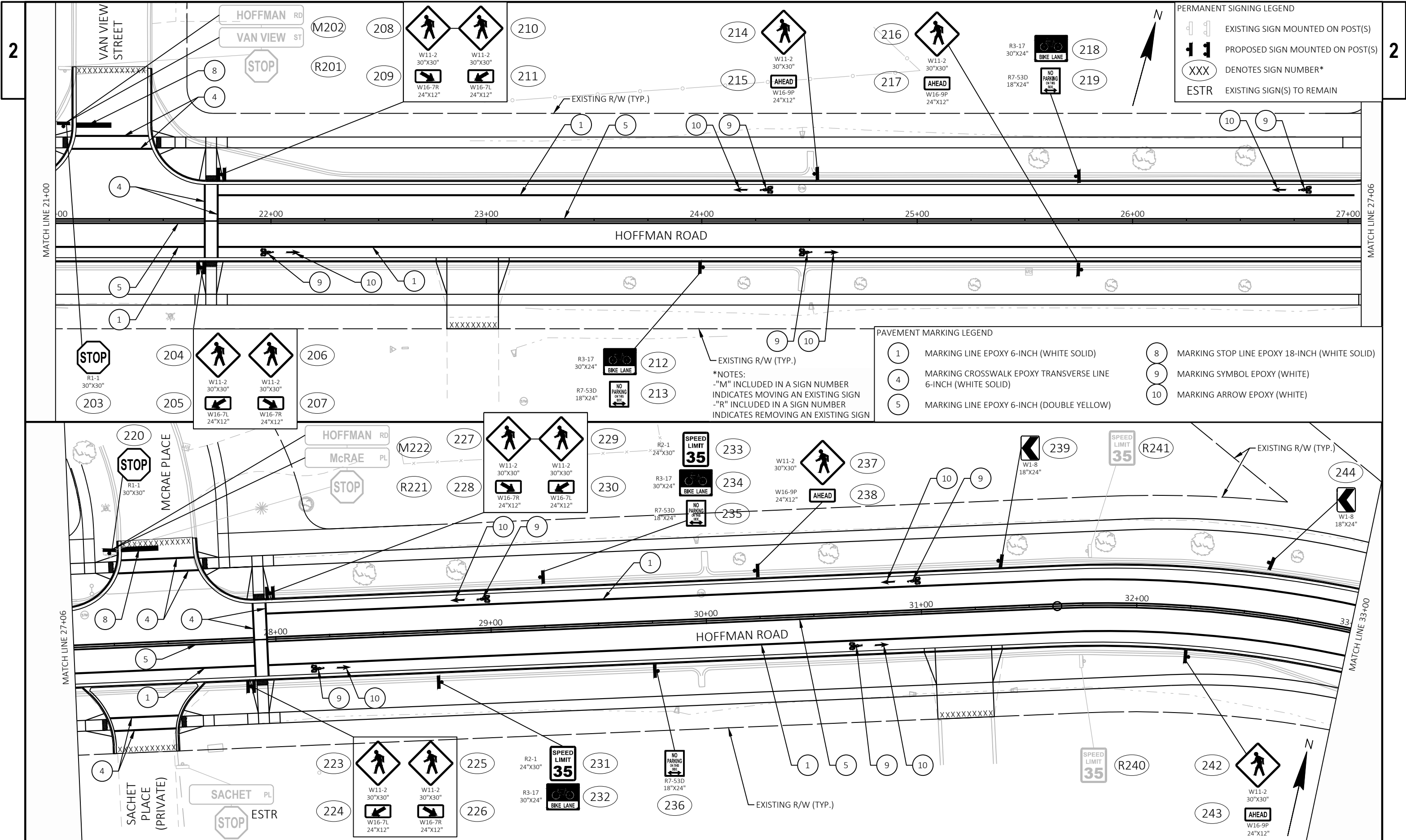




- PAVEMENT MARKING LEGEND
- 1 MARKING LINE EPOXY 6-INCH (WHITE)
 - 2 MARKING LINE EPOXY 6-INCH (3' LINE, 9' GAP, WHITE)
 - 3 MARKING LINE EPOXY 6-INCH (12.5' LINE, 37.5' GAP, WHITE)
 - 4 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
 - 5 MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
 - 6 MARKING LINE EPOXY 10-INCH (WHITE)
 - 7 MARKING LINE EPOXY 10-INCH (3' LINE, 9' GAP, WHITE)
 - 9 MARKING SYMBOL EPOXY (WHITE)
 - 10 MARKING ARROW EPOXY (WHITE)

- PERMANENT SIGNING LEGEND
- EXISTING SIGN MOUNTED ON POST(S)
 - PROPOSED SIGN MOUNTED ON POST(S)
 - XXX DENOTES SIGN NUMBER*
 - ESTR EXISTING SIGN(S) TO REMAIN

*NOTES:
-"M" INCLUDED IN A SIGN NUMBER INDICATES MOVING AN EXISTING SIGN
-"R" INCLUDED IN A SIGN NUMBER INDICATES REMOVING AN EXISTING SIGN



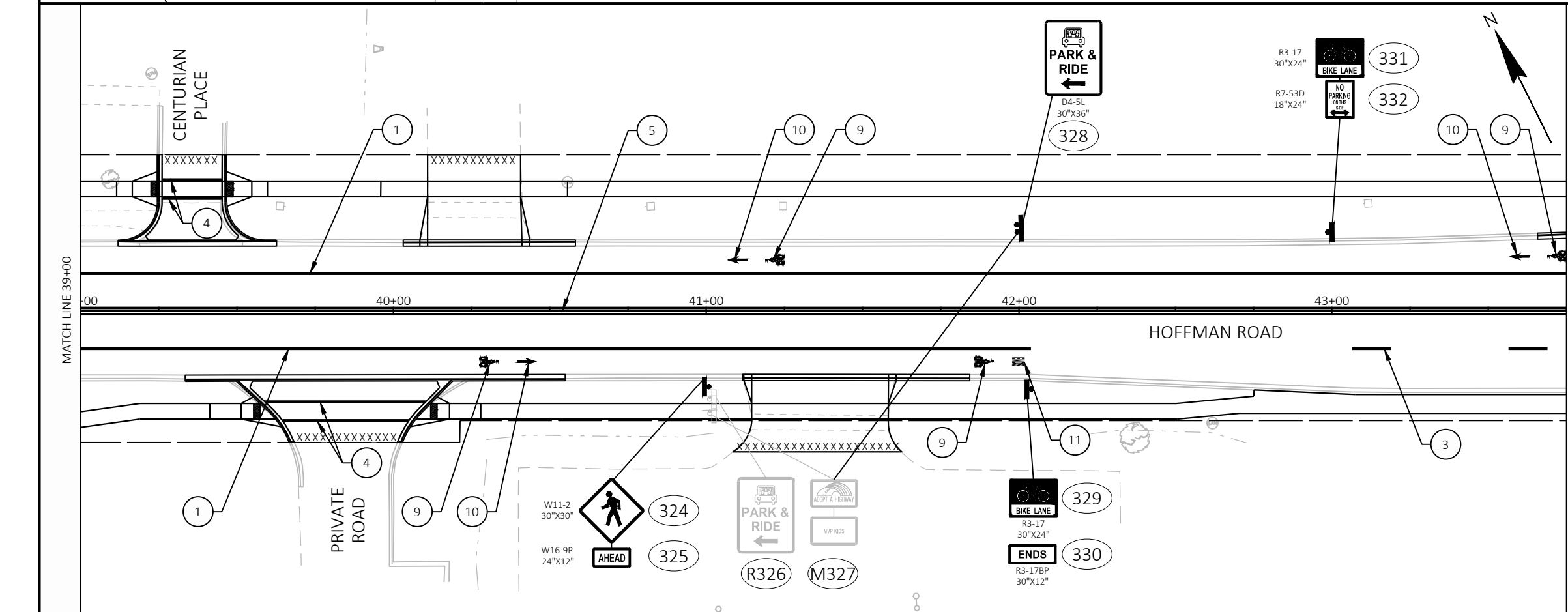
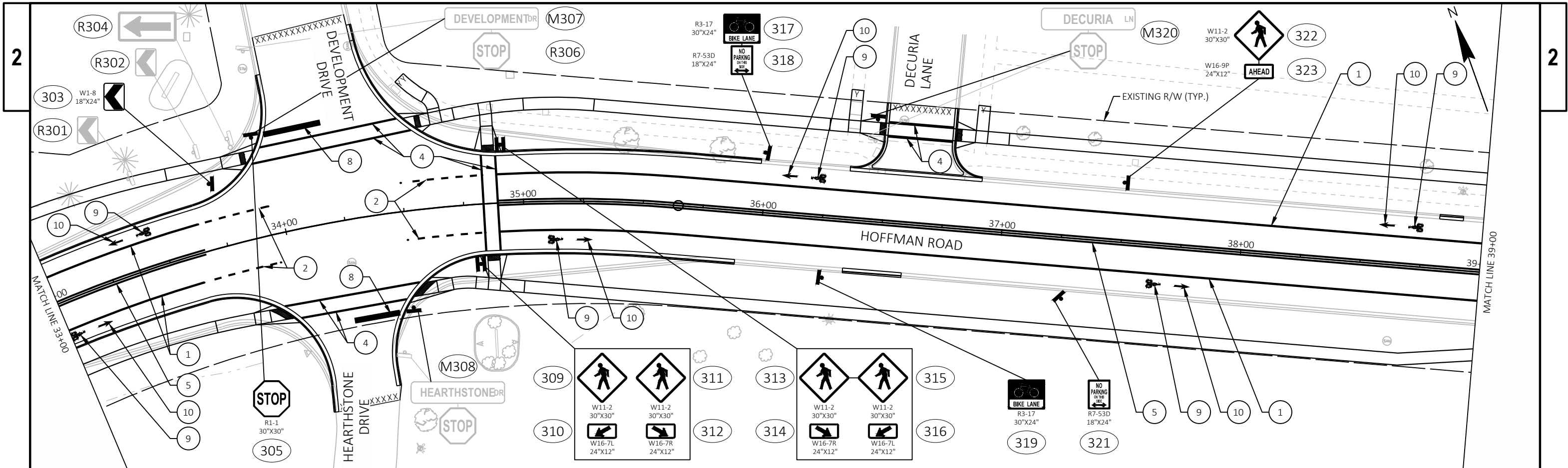
PERMANENT SIGNING LEGEND

	EXISTING SIGN MOUNTED ON POST(S)
	PROPOSED SIGN MOUNTED ON POST(S)
XXX	DENOTES SIGN NUMBER*
ESTR	EXISTING SIGN(S) TO REMAIN

PAVEMENT MARKING LEGEND

1	MARKING LINE EPOXY 6-INCH (WHITE SOLID)	8	MARKING STOP LINE EPOXY 18-INCH (WHITE SOLID)
4	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE SOLID)	9	MARKING SYMBOL EPOXY (WHITE)
5	MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)	10	MARKING ARROW EPOXY (WHITE)

*NOTES:
-"M" INCLUDED IN A SIGN NUMBER INDICATES MOVING AN EXISTING SIGN
-"R" INCLUDED IN A SIGN NUMBER INDICATES REMOVING AN EXISTING SIGN



*NOTES:
-"M" INCLUDED IN A SIGN NUMBER
INDICATES MOVING AN EXISTING SIGN
-"R" INCLUDED IN A SIGN NUMBER
INDICATES REMOVING AN EXISTING SIGN

PERMANENT SIGNING LEGEND	
	EXISTING SIGN MOUNTED ON POST(S)
	PROPOSED SIGN MOUNTED ON POST(S)
	DENOTES SIGN NUMBER*
	EXISTING SIGN(S) TO REMAIN

PAVEMENT MARKING LEGEND	
	MARKING LINE EPOXY 6-INCH (WHITE)
	MARKING LINE EPOXY 6-INCH (3' LINE, 9' GAP, WHITE)
	MARKING LINE EPOXY 6-INCH (12.5' LINE, 37.5' GAP, WHITE)
	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
	MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
	MARKING STOP LINE EPOXY 18-INCH (WHITE)
	MARKING SYMBOL EPOXY (WHITE)
	MARKING ARROW EPOXY (WHITE)
	MARKING WORD EPOXY (WHITE)

PROJECT NO: 4516-11-73

HWY: HOFFMAN ROAD

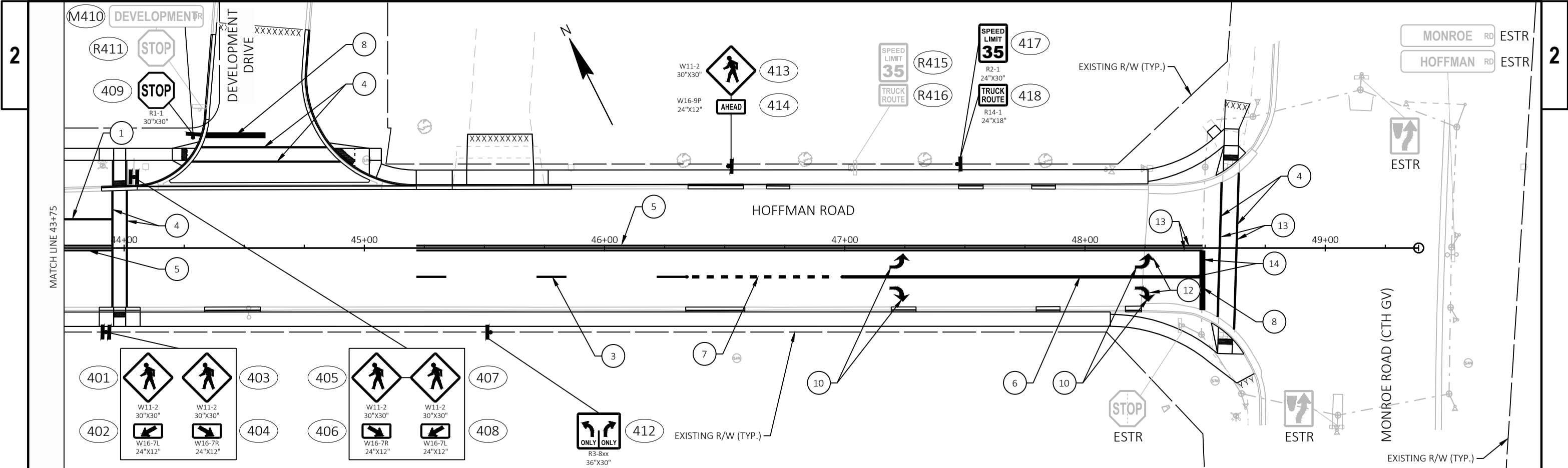
COUNTY: BROWN

PAVEMENT MARKING AND SIGNING

SHEET

46

E



PAVEMENT MARKING LEGEND

- 1 MARKING LINE EPOXY 6-INCH (WHITE SOLID)
- 3 MARKING LINE EPOXY 6-INCH (12.5' LINE, 37.5' GAP, WHITE)
- 4 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- 5 MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
- 6 MARKING LINE EPOXY 10-INCH (WHITE)
- 7 MARKING LINE EPOXY 10-INCH (3' LINE, 9' GAP, WHITE)
- 8 MARKING STOP LINE EPOXY 18-INCH (WHITE SOLID)
- 10 MARKING ARROW EPOXY (WHITE)
- 12 MARKING REMOVAL SPECIAL MARKING WATER BLASTING
- 13 MARKING REMOVAL LINE WATER BLASTING 6-INCH
- 14 MARKING REMOVAL LINE WATER BLASTING WIDE

PERMANENT SIGNING LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- XXX DENOTES SIGN NUMBER*
- ESTR EXISTING SIGN(S) TO REMAIN

*NOTES:
-"M" INCLUDED IN A SIGN NUMBER INDICATES MOVING AN EXISTING SIGN
-"R" INCLUDED IN A SIGN NUMBER INDICATES REMOVING AN EXISTING SIGN

GENERAL NOTES

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

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

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

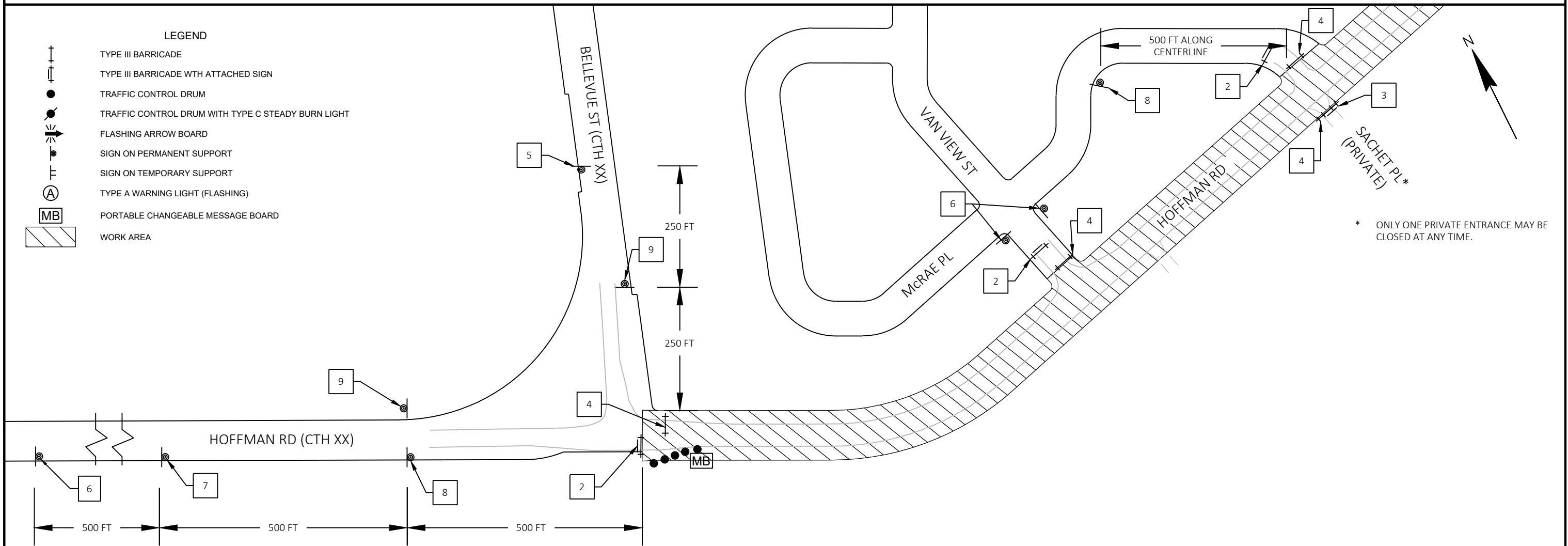
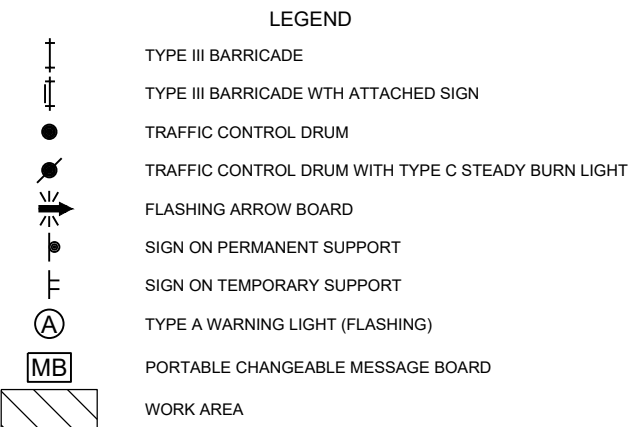
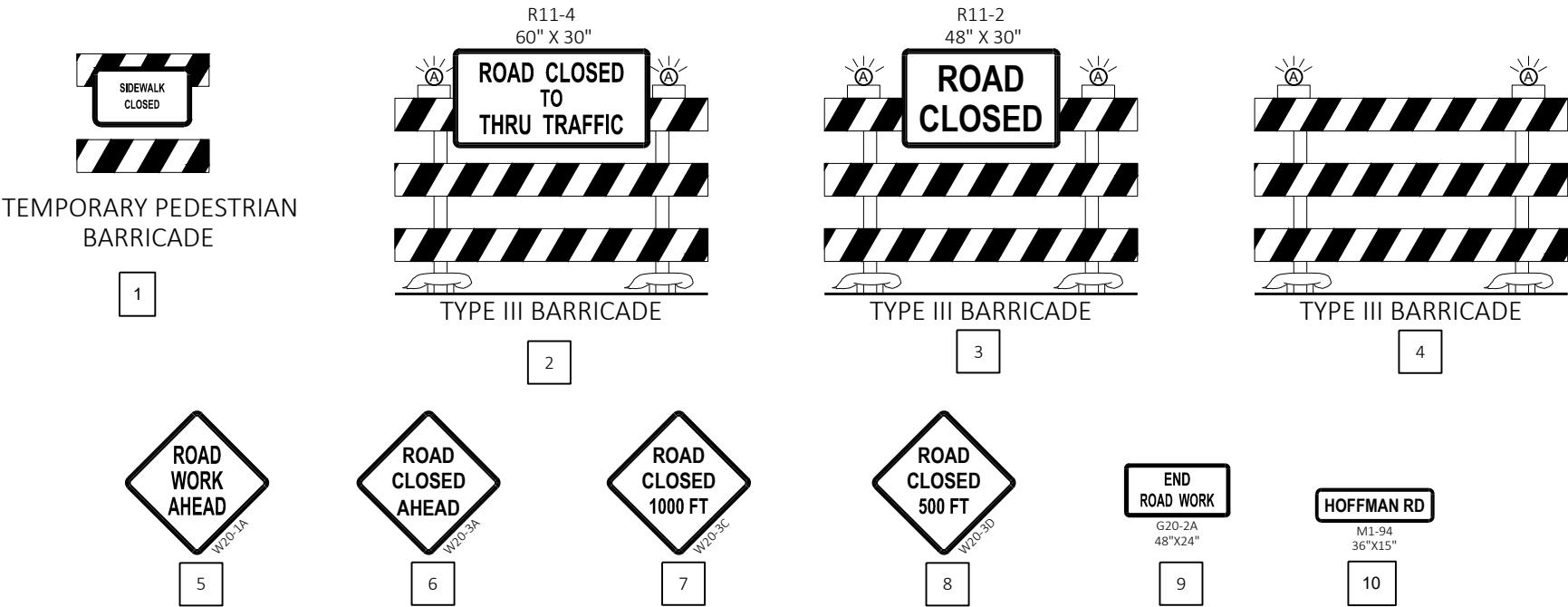
SEE SDD FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES DETAILS 3 AND 4 FOR SIDE ROAD TRAFFIC CONTROL.

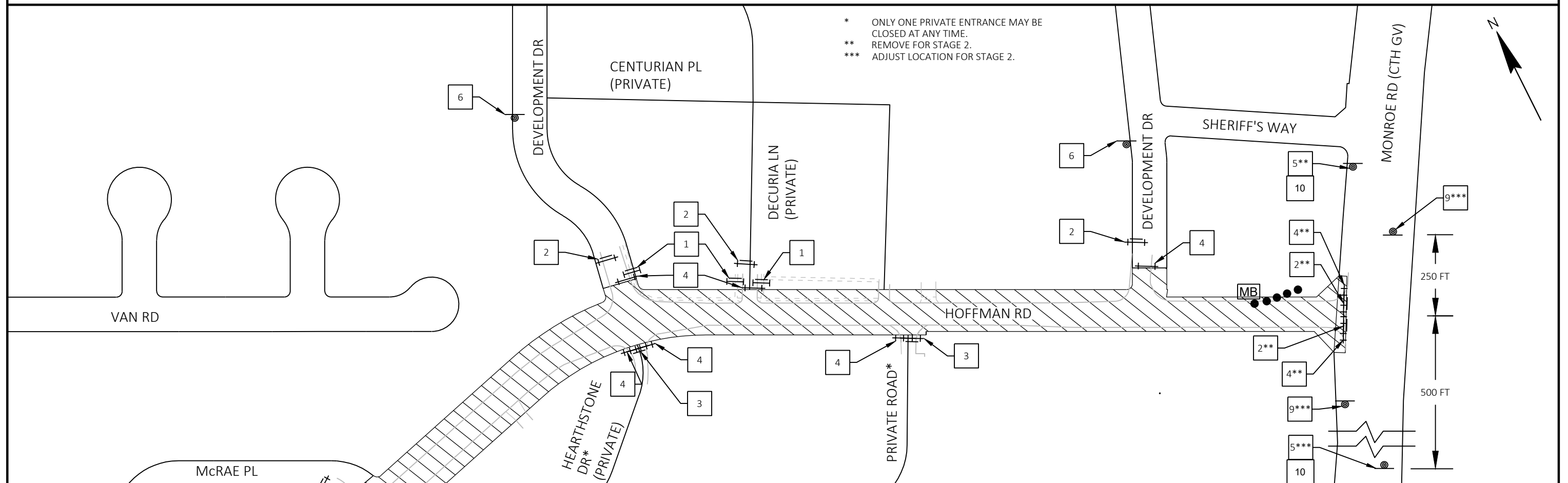
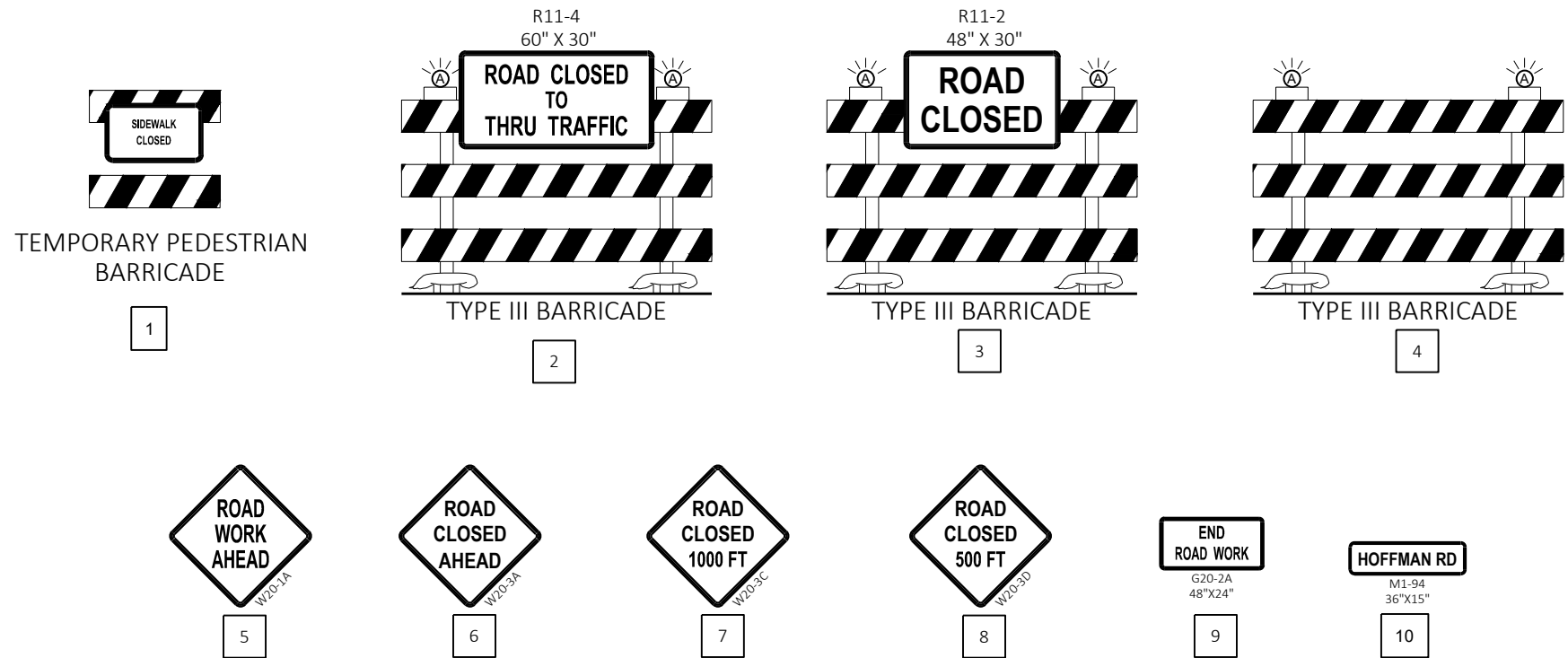
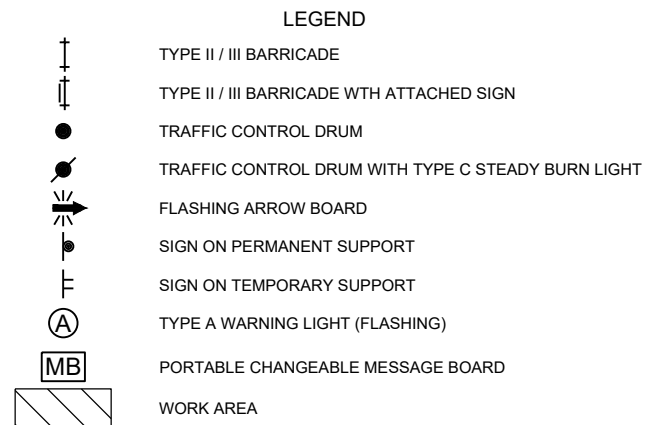
SEE SDD BARRICADES AND SIGNS FOR MAINLINE CLOSURES DETAIL C AND TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC.

SEE SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS FOR SIDEWALK AND CROSSWALK CLOSURES.

NOTIFY VILLAGE OF BELLEVUE CONTACT JASON KIRSENLOHR (920) 593-5507 THREE BUSINESS DAYS BEFORE DEPLOYING PCMS TO OBTAIN APPROVAL OF THE PROPOSED MESSAGE.

PCMS BOARDS MUST BE DEPLOYED 7 DAYS BEFORE THE ROADWAY CLOSURE.





PROJECT NO: 4516-11-73

HWY: HOFFMAN ROAD

COUNTY: BROWN

TRAFFIC CONTROL STAGES 1 & 2

SHEET

49

E

2

2



2

GENERAL NOTES

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

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

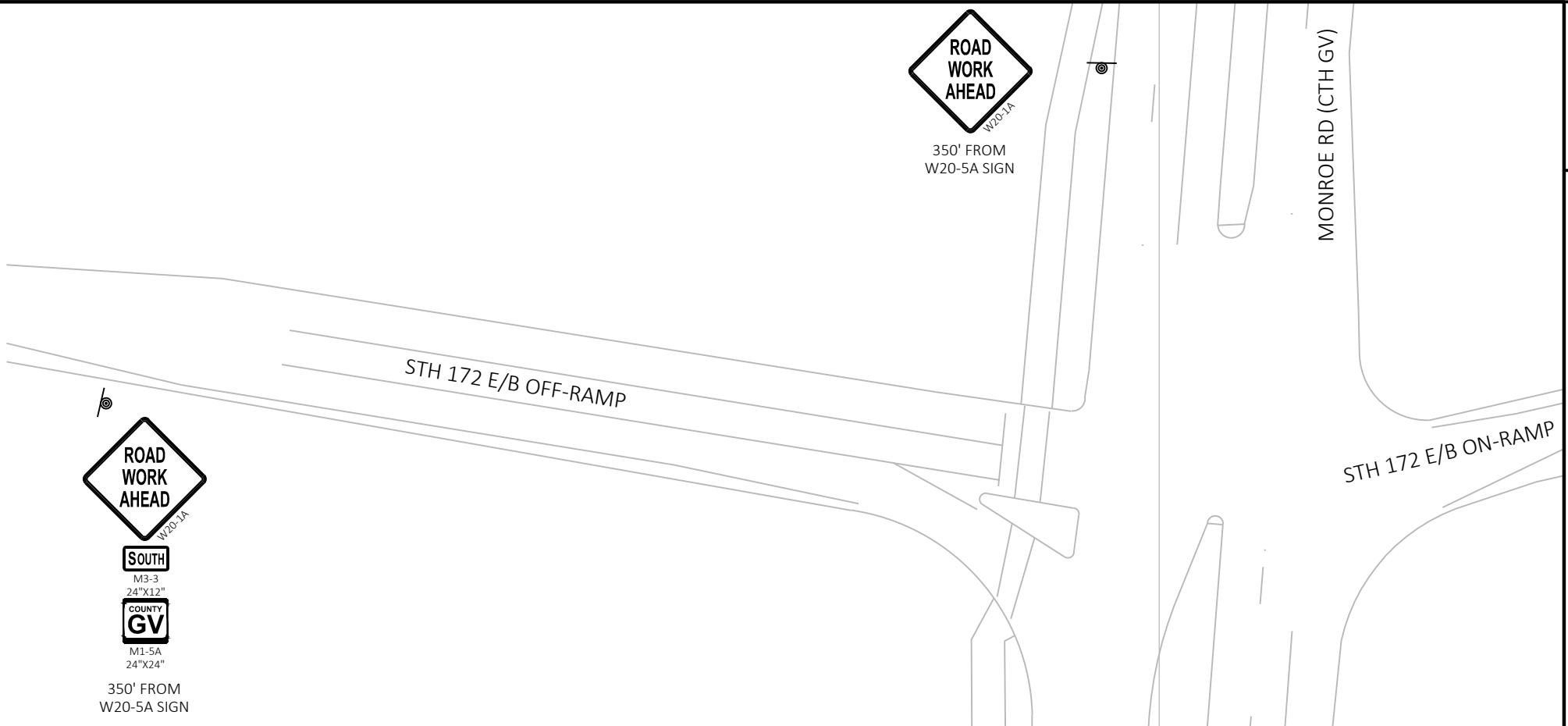
ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

SEE SDD TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY, AND TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC.

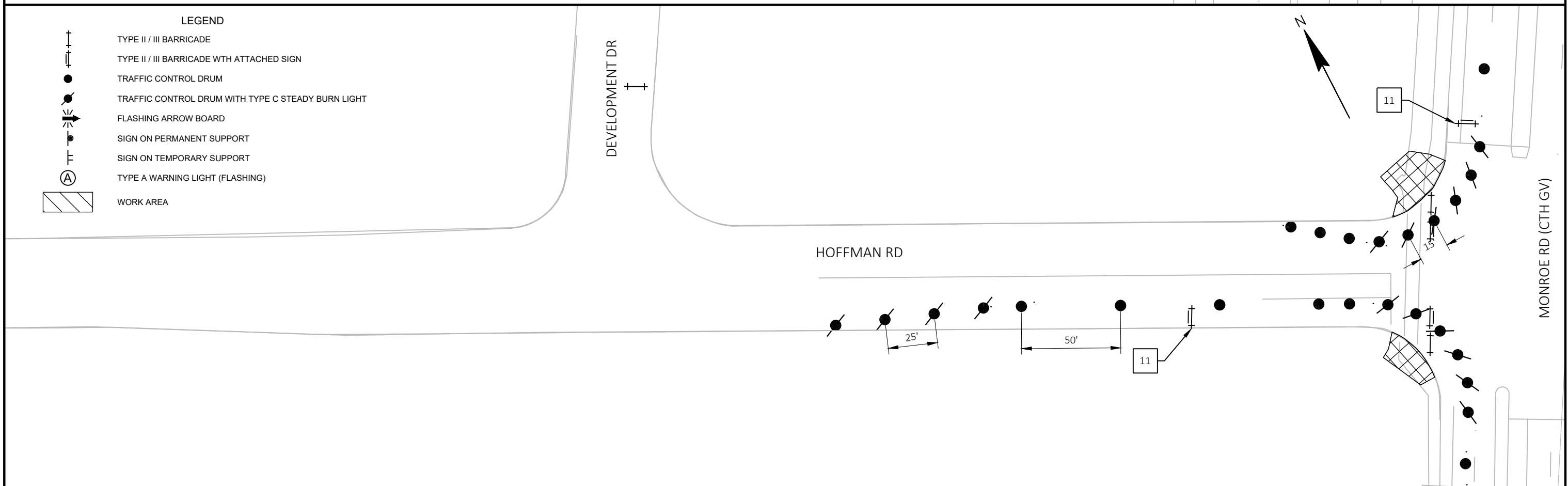
SEE SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS.

2



LEGEND

- | | |
|---|--|
|  | TYPE II / III BARRICADE |
|  | TYPE II / III BARRICADE WITH ATTACHED SIGN |
|  | TRAFFIC CONTROL DRUM |
|  | TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT |
|  | FLASHING ARROW BOARD |
|  | SIGN ON PERMANENT SUPPORT |
|  | SIGN ON TEMPORARY SUPPORT |
|  | TYPE A WARNING LIGHT (FLASHING) |
|  | WORK AREA |



PROJECT NO: 4516-11-73

HWY: HOFFMAN ROAD

COUNTY: BROWN

TRAFFIC CONTROL STAGE 2

SHEET

51

E

2

GENERAL NOTES

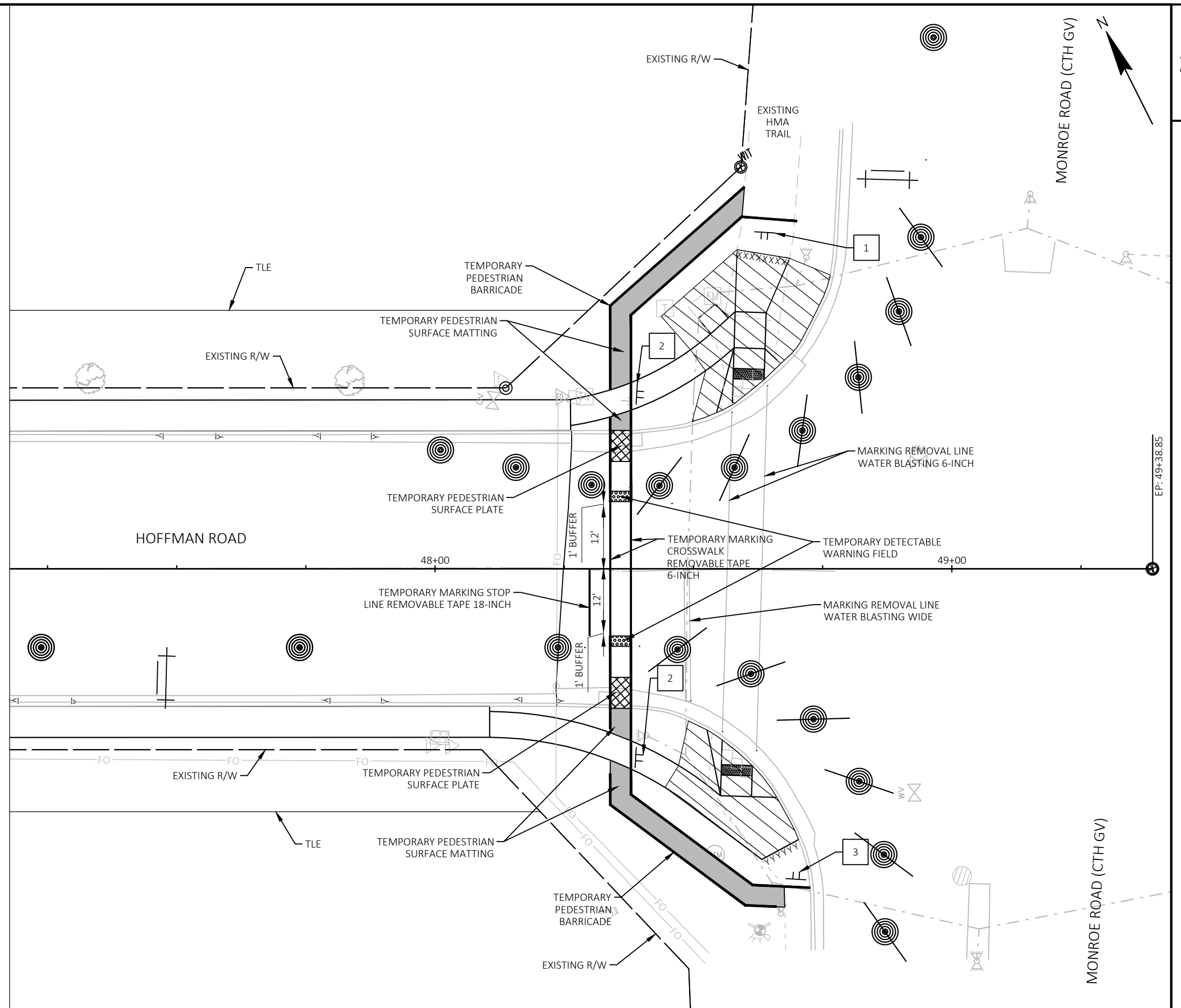
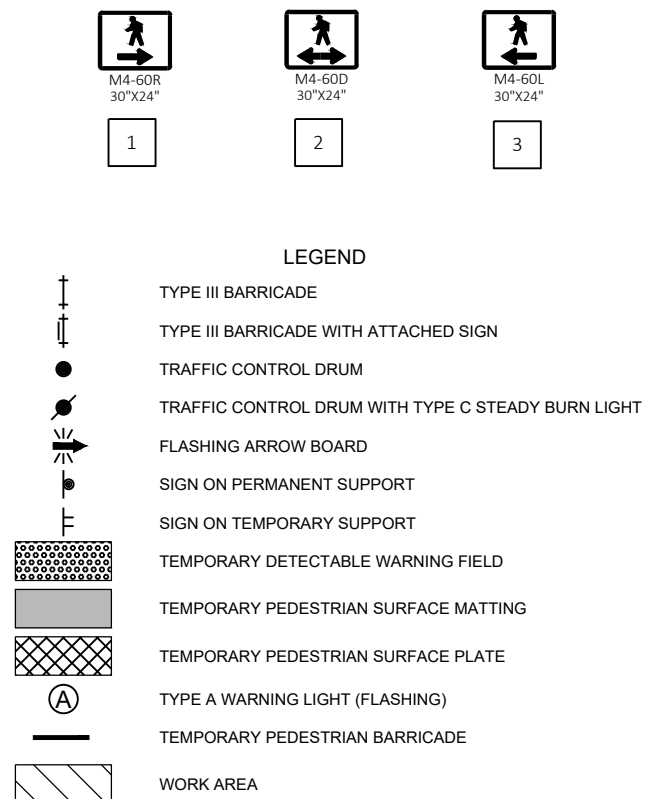
THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

CONTRACTOR MAY CONSTRUCT CURB RAMPS PRIOR TO CONSTRUCTING SIDEWALK
ALONG HOFFMAN RD. ADDITIONAL QUANTITIES OF TEMPORARY PEDESTRIAN SURFACE
MATTING WILL BE REQUIRED.

TEMPORARY CURB RAMP SHALL NOT BLOCK WATER FROM ENTERING STORM INLETS.

SEE TRAFFIC CONTROL STAGE 2 DETAILS FOR TRAFFIC CONTROL DEVICE LAYOUT.

SEE SDD TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATIONS FOR SIDEWALK AND CROSSWALK CLOSURES.



2 |

PROJECT NO:	4516-11-73
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HWY: HOFFMAN ROAD

COUNTY: BROWN

PEDESTRIAN DETOUR

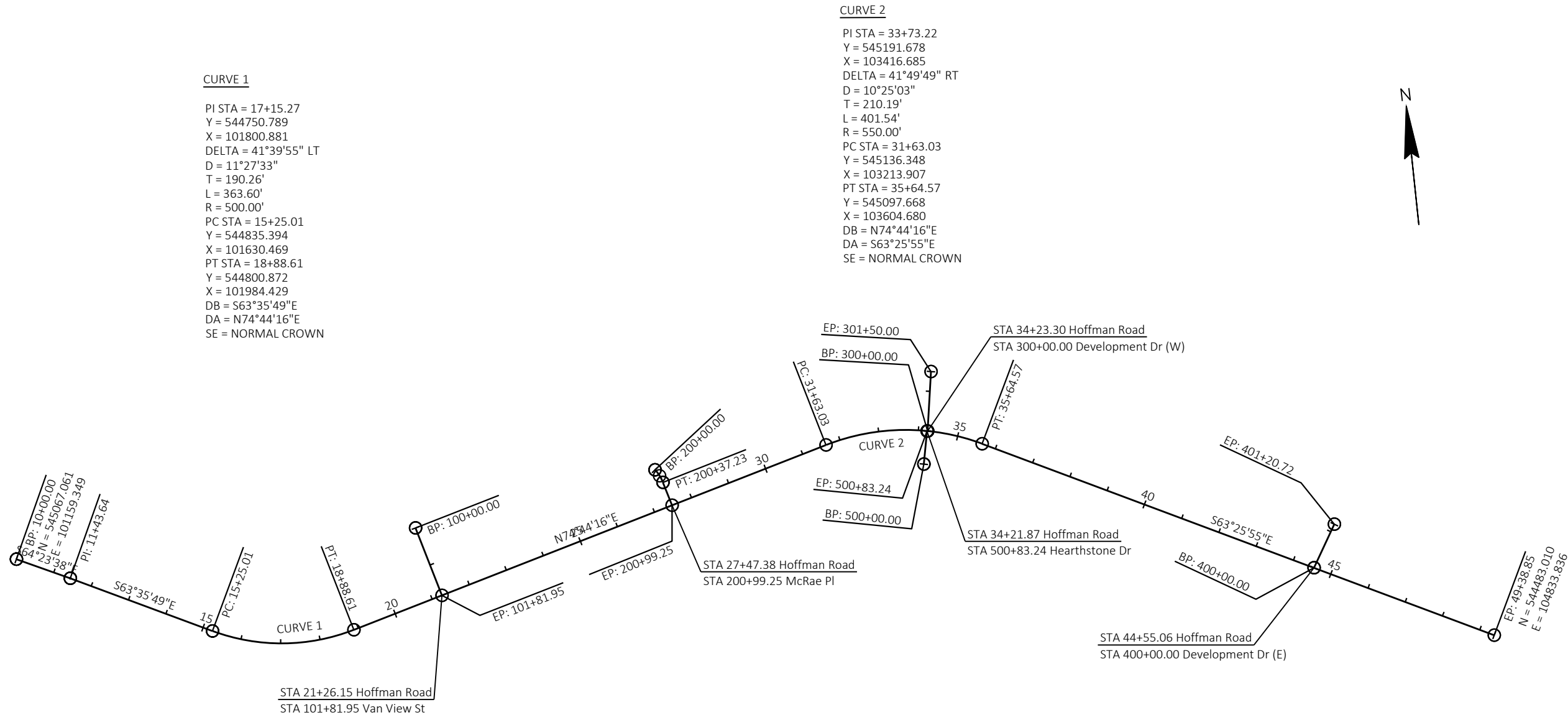
SHEET

2

11

BENCH MARKS			
NO.	STATION, OFFSET	ELEV.	DESCRIPTION
BM-1	10+67.63, 45.59' RT	592.52	BURY BOLT ON HYD, SOUTH SIDE OF ROAD AT BELLEVUE ST
BM-2	21+53.31, 44.14' RT	594.58	BURY BOLT ON HYD, SOUTH SIDE OF ROAD AT VAN VIEW ST
BM-3	27+23.69, 63.88' LT	594.26	BURY BOLT ON HYD, NW QUADRANT AT McRAE PL
BM-4	33+98.84, 126.89' LT	594.21	BURY BOLT ON HYD, NW QUADRANT AT W DEVELOPMENT DR
BM-5	34+43.06, 98.99' RT	594.28	BURY BOLT ON HYD, SE QUADRANT AT HEARTHSTONE DR
BM-6	38+90.49, 32.61' LT	594.48	BURY BOLT ON HYD, NORTH SIDE OF ROAD
BM-7	43+91.08, 34.23' LT	593.93	BURY BOLT ON HYD, NW QUADRANT AT E DEVELOPMENT DR
BM-8	48+62.92, 69.97' RT	596.32	BURY BOLT ON HYD, SW QUADRANT AT CTH GV

CONTROL POINTS					
NO.	STATION	ELEV.	X COORD.	Y COORD.	DESCRIPTION
CP-1	15+83.84	590.69	101677.939	544793.801	MAG NAIL IN ROAD, SOUTH SIDE OF ROAD
CP-2	21+82.73	591.55	102273.474	544858.903	MAG NAIL IN ROAD, SOUTH SIDE OF ROAD
CP-3	27+61.02	591.81	102833.317	545003.966	MAG NAIL IN ROAD, SE QUADRANT OF McRAE PL
CP-4	31+06.41	591.08	103154.396	545139.364	MAG NAIL IN ROAD, NORTH SIDE OF ROAD
CP-5	34+08.69	591.50	103445.934	545084.439	MAG NAIL IN ROAD, SW QUADRANT OF HEARTHSTONE DR
CP-6	34+44.41	591.58	103482.086	545098.832	MAG NAIL IN ROAD, SE QUADRANT OF HEARTHSTONE DR
CP-7	37+01.15	591.35	103717.920	545018.763	MAG NAIL IN ROAD, SOUTH SIDE OF ROAD
CP-8	46+55.32	589.61	104560.161	544569.651	CHISEL CROSS ON NE RIM OF SAN MH



Estimate Of Quantities By Plan Sets

4516-11-73					
Line	Item	Item Description	Unit	Total	Qty
0002	201.0120	Clearing	ID	30.000	30.000
0004	201.0220	Grubbing	ID	30.000	30.000
0006	203.0100	Removing Small Pipe Culverts	EACH	1.000	1.000
0008	204.0100	Removing Concrete Pavement	SY	337.000	337.000
0010	204.0110	Removing Asphaltic Surface	SY	852.000	852.000
0014	204.0150	Removing Curb & Gutter	LF	6,005.000	6,005.000
0016	204.0155	Removing Concrete Sidewalk	SY	318.000	318.000
0018	204.0190	Removing Surface Drains	EACH	8.000	8.000
0020	204.0210	Removing Manholes	EACH	4.000	4.000
0022	204.0245	Removing Storm Sewer (size) 01. 12-INCH	LF	308.000	308.000
0024	204.0245	Removing Storm Sewer (size) 02. 15-INCH	LF	376.000	376.000
0026	205.0100	Excavation Common	CY	13,691.000	13,691.000
0028	213.0100	Finishing Roadway (project) 01. 4516-11-73	EACH	1.000	1.000
0032	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	7,865.000	7,865.000
0034	305.0130	Base Aggregate Dense 3-Inch	TON	13,910.000	13,910.000
0036	416.0610	Drilled Tie Bars	EACH	78.000	78.000
0038	450.4000	HMA Cold Weather Paving	TON	2,450.000	2,450.000
0040	455.0605	Tack Coat	GAL	1,244.000	1,244.000
0042	460.2000	Incentive Density HMA Pavement	DOL	6,722.000	6,722.000
0048	460.6223	HMA Pavement 3 MT 58-28 S	TON	4,979.000	4,979.000
0050	460.6224	HMA Pavement 4 MT 58-28 S	TON	1,743.000	1,743.000
0052	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	104.000	104.000
0054	505.0400	Bar Steel Reinforcement HS Structures	LB	598.000	598.000
0056	522.1012	Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	EACH	1.000	1.000
0058	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	106.000	106.000
0060	601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	161.000	161.000
0064	601.0600	Concrete Curb Pedestrian	LF	21.000	21.000
0066	602.0405	Concrete Sidewalk 4-Inch	SF	33,595.000	33,595.000
0068	602.0415	Concrete Sidewalk 6-Inch	SF	2,494.000	2,494.000
0070	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	274.000	274.000
0072	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	51.000	51.000
0076	602.0820	Concrete Driveway 8-Inch	SY	383.000	383.000
0078	608.0115	Relaid Storm Sewer 15-Inch	LF	50.000	50.000
0080	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	238.000	238.000
0082	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	45.000	45.000
0084	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	20.000	20.000
0086	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	220.000	220.000
0088	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	359.000	359.000
0092	611.0420	Reconstructing Manholes	EACH	13.000	13.000
0094	611.0430	Reconstructing Inlets	EACH	9.000	9.000
0096	611.0612	Inlet Covers Type C	EACH	7.000	7.000
0098	611.0639	Inlet Covers Type H-S	EACH	8.000	8.000
0100	611.2004	Manholes 4-FT Diameter	EACH	3.000	3.000
0102	611.2066	Manholes 6x6-FT	EACH	1.000	1.000
0104	611.3003	Inlets 3-FT Diameter	EACH	7.000	7.000
0106	611.3230	Inlets 2x3-FT	EACH	7.000	7.000
0108	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	1,389.000	1,389.000
0110	618.0100	Maintenance and Repair of Haul Roads (project) 01. 4516-11-73	EACH	1.000	1.000
0114	619.1000	Mobilization	EACH	0.500	0.500

Estimate Of Quantities By Plan Sets

4516-11-73					
Line	Item	Item Description	Unit	Total	Qty
0116	624.0100	Water	MGAL	309.000	309.000
0118	625.0100	Topsoil	SY	14,413.000	14,413.000
0120	628.1504	Silt Fence	LF	1,554.000	1,554.000
0122	628.1520	Silt Fence Maintenance	LF	1,554.000	1,554.000
0124	628.1905	Mobilizations Erosion Control	EACH	3.000	3.000
0126	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0128	628.2008	Erosion Mat Urban Class I Type B	SY	16,575.000	16,575.000
0130	628.7005	Inlet Protection Type A	EACH	15.000	15.000
0132	628.7010	Inlet Protection Type B	EACH	10.000	10.000
0134	628.7015	Inlet Protection Type C	EACH	18.000	18.000
0136	628.7504	Temporary Ditch Checks	LF	180.000	180.000
0138	628.7555	Culvert Pipe Checks	EACH	6.000	6.000
0140	628.7560	Tracking Pads	EACH	2.000	2.000
0142	628.7570	Rock Bags	EACH	43.000	43.000
0144	629.0210	Fertilizer Type B	CWT	8.000	8.000
0146	630.0140	Seeding Mixture No. 40	LB	327.000	327.000
0148	630.0200	Seeding Temporary	LB	388.000	388.000
0150	630.0500	Seed Water	MGAL	163.000	163.000
0152	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	6.000	6.000
0154	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	13.000	13.000
0156	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	29.000	29.000
0158	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	1.000	1.000
0160	637.2210	Signs Type II Reflective H	SF	153.720	153.720
0162	637.2230	Signs Type II Reflective F	SF	265.500	265.500
0164	638.2102	Moving Signs Type II	EACH	8.000	8.000
0166	638.2602	Removing Signs Type II	EACH	18.000	18.000
0168	638.3000	Removing Small Sign Supports	EACH	14.000	14.000
0170	642.5001	Field Office Type B	EACH	0.500	0.500
0172	643.0300	Traffic Control Drums	DAY	1,960.000	1,960.000
0174	643.0420	Traffic Control Barricades Type III	DAY	1,959.000	1,959.000
0176	643.0705	Traffic Control Warning Lights Type A	DAY	3,918.000	3,918.000
0178	643.0715	Traffic Control Warning Lights Type C	DAY	110.000	110.000
0180	643.0810	Traffic Control Connected Arrow Boards	DAY	5.000	5.000
0182	643.0900	Traffic Control Signs	DAY	3,191.000	3,191.000
0184	643.1000	Traffic Control Signs Fixed Message	SF	8.000	8.000
0186	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0188	643.3350	Temporary Marking Crosswalk Removable Tape 6-Inch	LF	52.000	52.000
0190	643.3850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	13.000	13.000
0192	643.5000	Traffic Control	EACH	0.500	0.500
0194	644.1430	Temporary Pedestrian Surface Plate	SF	48.000	48.000
0196	644.1440	Temporary Pedestrian Surface Matting	SF	400.000	400.000
0198	644.1605	Temporary Pedestrian Detectable Warning Field	SF	16.000	16.000
0200	644.1810	Temporary Pedestrian Barricade	LF	291.000	291.000
0202	646.2020	Marking Line Epoxy 6-Inch	LF	12,720.000	12,720.000
0204	646.4020	Marking Line Epoxy 10-Inch	LF	287.000	287.000
0206	646.5020	Marking Arrow Epoxy	EACH	30.000	30.000
0208	646.5120	Marking Word Epoxy	EACH	1.000	1.000
0210	646.5220	Marking Symbol Epoxy	EACH	26.000	26.000
0212	646.6120	Marking Stop Line Epoxy 18-Inch	LF	126.000	126.000

Estimate Of Quantities By Plan Sets

4516-11-73					
Line	Item	Item Description	Unit	Total	Qty
0216	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	1,280.000	1,280.000
0220	646.9012	Marking Removal Line Water Blasting 6-Inch	LF	172.000	172.000
0222	646.9210	Marking Removal Line Water Blasting Wide	LF	50.000	50.000
0224	646.9310	Marking Removal Special Marking Water Blasting	EACH	2.000	2.000
0226	650.4000	Construction Staking Storm Sewer	EACH	19.000	19.000
0228	650.4500	Construction Staking Subgrade	LF	3,967.000	3,967.000
0230	650.5000	Construction Staking Base	LF	3,967.000	3,967.000
0232	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	6,064.000	6,064.000
0234	650.9000	Construction Staking Curb Ramps	EACH	30.000	30.000
0236	650.9500	Construction Staking Sidewalk (project) 01. 4516-11-73	EACH	1.000	1.000
0240	650.9911	Construction Staking Supplemental Control (project) 01. 4516-11-73	EACH	1.000	1.000
0244	650.9920	Construction Staking Slope Stakes	LF	3,967.000	3,967.000
0246	690.0150	Sawing Asphalt	LF	776.000	776.000
0248	690.0250	Sawing Concrete	LF	131.000	131.000
0250	740.0440	Incentive IRI Ride	DOL	6,000.000	6,000.000
0252	999.2100.S	Installing and Maintaining Climbing Turtle Exclusion Fence	LF	640.000	640.000
0254	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	2,000.000	2,000.000
0256	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	1,320.000	1,320.000
0258	SPV.0060	Special 01. Adjust Water Valves	EACH	11.000	11.000
0262	SPV.0060	Special 03. Manhole Covers Type 1	EACH	4.000	4.000
0268	SPV.0060	Special 05. Internal/External Frame and Chimney Seal	EACH	5.000	5.000
0270	SPV.0060	Special 06. Storm Sewer Pipe PVC 12-Inch Connection	EACH	1.000	1.000
0272	SPV.0060	Special 07. Temporary Mailbox Accommodations Project 4516-11-73	EACH	1.000	1.000
0276	SPV.0090	Special 01. Concrete Curb and Gutter 24-Inch Type A	LF	106.000	106.000
0278	SPV.0090	Special 02. Concrete Curb and Gutter 24-Inch Type D	LF	5,670.000	5,670.000
0280	SPV.0090	Special 03. Concrete Valley Gutter 36-Inch Type D	LF	116.000	116.000

CLEARING AND GRUBBING

CATEGORY	STATION	TO	STATION	LOCATION	201.0120 CLEARING ID	201.0220 GRUBBING ID
0010	32+70.48	-	29.4' LT	HOFFMAN RD	3	3
0010	33+20.75	-	40.5' LT	HOFFMAN RD	12	12
0010	37+05.65	-	42.1' LT	HOFFMAN RD	3	3
0010	37+35.65	-	42.0' LT	HOFFMAN RD	3	3
0010	38+74.60	-	42.4' LT	HOFFMAN RD	6	6
0010	39+09.50	-	41.8' LT	HOFFMAN RD	3	3
TOTAL 0010					30	30

CONCRETE REMOVALS

CATEGORY	STATION	TO	STATION	LOCATION	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY	204.0190 REMOVING SURFACE DRAINS EACH	690.0250 SAWING CONCRETE LF	REMARKS
0010	11+56	-	20+77	LT HOFFMAN RD	-	907	-	2	-	-
0010	11+72	-	33+63	RT HOFFMAN RD	-	2199	-	4	-	-
0010	20+77	-	21+08	LT HOFFMAN RD	-	53	-	-	2	NW QUAD VAN VIEW ST
0010	21+44	-	21+72	LT HOFFMAN RD	-	48	-	-	2	NE QUAD VAN VIEW ST
0010	21+72	-	27+06	LT HOFFMAN RD	-	536	-	1	-	-
0010	22+76	-	23+11	RT HOFFMAN RD	83	-	-	-	-	1600 HOFFMAN DWY
0010	27+06	-	27+29	LT HOFFMAN RD	-	41	-	-	2	NW QUAD MCRAE PL
0010	27+65	-	27+82	LT HOFFMAN RD	-	35	-	-	2	NE QUAD MCRAE PL
0010	27+82	-	33+66	LT HOFFMAN RD	-	593	-	1	-	-
0010	33+63	-	34+06	RT HOFFMAN RD	-	68	-	-	-	SW QUAD HEARTHSTONE DR
0010	33+66	-	34+02	LT HOFFMAN RD	-	58	-	-	2	NW QUAD DEVELOPMENT DR
0010	34+37	-	34+68	RT HOFFMAN RD	-	55	-	-	-	SE QUAD HEARTHSTONE DR
0010	34+39	-	34+80	LT HOFFMAN RD	-	71	-	-	2	NE QUAD DEVELOPMENT DR
0010	34+53	-	36+48	LT HOFFMAN RD	-	-	128	-	10	-
0010	34+68	-	35+90	RT HOFFMAN RD	-	117	-	-	2	-
0010	34+80	-	35+98	LT HOFFMAN RD	-	122	-	-	2	-
0010	36+35	-	36+90	LT HOFFMAN RD	40	55	-	-	4	DECURIA LN
0010	36+35	-	36+60	RT HOFFMAN RD	-	25	-	-	4	-
0010	36+37	-	36+49	LT HOFFMAN RD	-	35	-	-	2	NW QUAD DECURIA LN
0010	36+77	-	36+88	LT HOFFMAN RD	-	34	-	-	2	NE QUAD DECURIA LN
0010	36+78	-	39+24	LT HOFFMAN RD	-	-	148	-	5	-
0010	38+82	-	38+92	LT HOFFMAN RD	-	10	-	-	4	-
0010	39+12	-	39+63	LT HOFFMAN RD	30	51	-	-	4	CENTURIAN PL
0010	39+12	-	39+25	LT HOFFMAN RD	-	36	-	-	2	NW QUAD CENTURIAN PL
0010	39+33	-	40+55	RT HOFFMAN RD	-	121	-	-	4	PRIVATE RD
0010	39+46	-	39+58	LT HOFFMAN RD	-	36	-	-	2	NE QUAD CENTURIAN PL
0010	39+48	-	39+67	RT HOFFMAN RD	-	28	-	-	2	SW QUAD PRIVATE RD
0010	40+02	-	40+24	RT HOFFMAN RD	-	30	-	-	2	SE QUAD PRIVATE RD
0010	40+03	-	40+58	LT HOFFMAN RD	42	55	-	-	4	BC SHERIFF DWY
0010	41+12	-	41+84	RT HOFFMAN RD	79	73	-	-	4	ACROSS WISDOT PARK N RIDE DWY
0010	43+66	-	43+75	LT HOFFMAN RD	-	9	-	-	4	-
0010	43+90	-	44+07	RT HOFFMAN RD	-	17	-	-	4	-
0010	43+91	-	45+86	LT HOFFMAN RD	63	196	-	-	4	ACROSS DEVELOPMENT DR & DWY
0010	44+09	-	44+37	LT HOFFMAN RD	-	76	-	-	2	NW QUAD DEVELOPMENT DR
0010	44+34	-	44+57	RT HOFFMAN RD	-	23	-	-	4	-
0010	44+75	-	45+16	LT HOFFMAN RD	-	87	-	-	2	NE QUAD DEVELOPMENT
0010	46+34	-	46+58	RT HOFFMAN RD	-	25	-	-	4	-
0010	46+35	-	46+58	LT HOFFMAN RD	-	23	-	-	4	-
0010	46+67	-	46+77	LT HOFFMAN RD	-	10	-	-	4	-
0010	47+19	-	47+30	RT HOFFMAN RD	-	10	-	-	4	-
0010	47+47	-	47+58	LT HOFFMAN RD	-	10	-	-	4	-
0010	47+78	-	47+88	LT HOFFMAN RD	-	10	-	-	4	-
0010	47+80	-	47+90	RT HOFFMAN RD	-	10	-	-	4	-
0010	48+17	-	48+24	RT HOFFMAN RD	-	7	-	-	4	-
0010	48+50	-	48+67	LT HOFFMAN RD	-	-	19	-	-	NE CURB RAMP AT CTH GV
0010	48+52	-	48+70	RT HOFFMAN RD	-	-	23	-	8	SE CURB RAMP AT CTH GV
TOTAL 0010					337	6,005	318	8	131	

HMA REMOVALS

CATEGORY	STATION	TO	STATION	OFFSET	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY	* 690.0150 SAWING ASPHALT LF	REMARKS
0010	11+54	-	11+54	LT, RT	HOFFMAN RD	-	62	-
0010	20+19	-	21+06	LT	HOFFMAN RD	85	-	NW QUAD VAN VIEW RD
0010	21+10	-	21+43	LT	VAN VIEW RD	-	33	-
0010	21+47	-	22+31	LT	HOFFMAN RD	86	-	NE QUAD VAN VIEW RD
0010	22+82	-	23+06	RT	HOFFMAN RD	1	24	1600 HOFFMAN DWY
0010	27+13	-	27+68	RT	SACHET PL	109	28	-
0010	27+30	-	27+63	LT	MCRAE PL	-	33	-
0010	31+02	-	31+37	RT	HOFFMAN RD	93	26	1636 HOFFMAN DWY
0010	32+65	-	34+02	RT	HOFFMAN RD	81	-	SW QUAD HEARTHSTONE DR
0010	33+16	-	33+99	LT	HOFFMAN RD	38	-	NW QUAD DEVELOPMENT DR
0010	34+03	-	34+37	LT	DEVELOPMENT DR	-	39	-
0010	34+06	-	34+36	RT	HEARTHSTONE DR	-	26	-
0010	34+47	-	35+21	LT	HOFFMAN RD	29	-	NE QUAD DEVELOPMENT DR
0010	34+52	-	35+53	RT	HOFFMAN RD	43	-	SE QUAD HEARTHSTONE DR
0010	36+49	-	36+77	LT	DECURIA LN	47	27	-
0010	39+26	-	39+45	LT	CENTURIAN PL	33	19	-
0010	39+68	-	40+01	RT	PRIVATE RD	105	33	-
0010	40+11	-	40+41	LT	HOFFMAN RD	51	30	2684 DEVELOPMENT DWY (BC SHERIFF OFFICE)
0010	41+08	-	41+63	RT	HOFFMAN RD	37	54	0 HOFFMAN RD DWY (WISDOT PARK N RIDE)
0010	44+39	-	44+75	LT	DEVELOPMENT DR	-	37	-
0010	45+43	-	45+70	LT	HOFFMAN RD	15	27	2670 MONROE RD DWY
0010	48+58	-	48+69	LT	HOFFMAN RD	-	10	TRAIL TIE-IN
SUBTOTAL "HMA REMOVALS"						852	508	
SUBTOTAL "DRIVEWAYS"						-	268	
TOTAL 0010						852	776	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

REMOVING DRAINAGE

CATEGORY	STATION	TO	STATION	OFFSET	203.0100 REMOVING SMALL PIPE CULVERTS EACH	204.0210 REMOVING MANHOLES EACH	204.0245.01 REMOVING STORM SEWER (SIZE) (01. 12-INCH) LF	204.0245.02 REMOVING STORM SEWER (SIZE) (02. 15-INCH) LF	REMARKS
0010	12+45.25	-	12+51.00	LT	-	-	23	-	-
0010	12+45.25	-	12+51.55	LT, RT	-	-	52	-	-
0010	13+12.82	-	15+63.15	LT	-	1	-	200	MH-15
0010	15+63.15	-	17+45.78	LT	-	1	-	176	MH-20
0010	17+45.78	-	-	15' LT	-	1	-	-	MH-25
0010	17+45.78	-	17+51.53	LT	-	-	23	-	-
0010	17+45.78	-	17+51.82	LT, RT	-	-	54	-	-
0010	24+46.51	-	24+46.72	LT	-	-	24	-	-
0010	24+46.51	-	24+50.72	LT, RT	-	-	54	-	-
0010	24+46.51	-	-	LT	-	1	-	-	MH-185
0010	29+85.02	-	29+98.14	LT, RT	-	-	54	-	-
0010	29+97.02	-	29+98.14	LT	-	-	24	-	-
0010	30+92.87	-	31+42.89	RT	1	-	-	-	15" CMCP
TOTAL 0010					1	4	308	376	

DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION (1)		AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL (13)	MASS ORDINAT E +/- (14)	WASTE
			CUT (2)	EBS EXCAVATION (3)			FACTOR 1.20		
DIVISION 1									
HOFFMAN	11+53.80/48+50.00	HOFFMAN	12,510	0	12,510	3,132	3,758	8,752	8,752
VAN VIEW	101+10.29/101+60.00	VAN VIEW	130	0	130	1	1	129	129
MCRAE	200+50.59/200+80.00	MCRAE	71	0	71	0	0	71	71
HEARTHSTONE	500+05.30/500+60.00	HEARTHSTONE	129	0	129	0	0	129	129
DEVELOPMENT W	300+20.00/300+82.68	DEVELOPMENT W	192	0	192	3	4	188	188
DEVELOPMENT E	400+25.00/400+87.20	DEVELOPMENT E	199	0	199	1	1	198	198
UNDISTRIBUTED EBS	--/--	HOFFMAN	0	460	0	0	0	0	0
DIVISION 1 SUBTOTAL			13,231	460	13,231	3,137	3,764	9,467	9,467
GRAND TOTAL			13,691		13,231	3,137	3,764	9,467	9,467

NOTES:
(1) COMMON EXCAVATION IS THE CUT COLUMN. ITEM NUMBER 205.0100
(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(3) EBS EXCAVATION TO BE BACKFILLED WITH BASE AGGREGATE DENSE 3-INCH. ITEM NUMBER 305.0130
(5) AVAILABLE MATERIAL = CUT
(13) EXPANDED FILL FACTOR = 1.20
EXPANDED FILL = (UNEXPANDED FILL) * FILL FACTOR
(14) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

BASE AGGREGATES									
					* 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH	305.0130 BASE AGGREGATE DENSE 3-INCH	624.0100 WATER MGAL		
CATEGORY	STATION	TO	STATION	LOCATION	TON	TON		REMARKS	
0010	11+53.80	-	48+24.83	HOFFMAN RD	6,026	12,053	271	-	
0010	101+10.30	-	101+64.94	VAN VIEW RD	79	158	4	-	
0010	200+50.20	-	200+82.25	MCRAE PL	51	102	2	-	
0010	300+17.02	-	300+83.28	DEVELOPMENT DR-W	135	270	6	-	
0010	500+05.16	-	500+83.24	HEARTHSTONE DR	93	187	4	-	
0010	400+27.39	-	400+92.29	DEVELOPMENT DR-E	111	221	5	-	
0010	-	-	-	-	-	920	-	UNDISTRIBUTED (EBS)	
0010	-	-	-	-	243	-	-	NEW STORM SEWER TRENCH BACKFILL	
SUBTOTAL "BASE AGGREGATES"					6,738	13,910	292		
SUBTOTAL "DRIVEWAYS"					51	-	1		
SUBTOTAL "CONCRETE SIDEWALK"					1,075	-	16		
TOTAL 0010					7,865	13,910	309		

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ASPHALTIC SURFACE									
					450.4000 HMA COLD WEATHER PAVING TON	455.0605 TACK COAT GAL	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	REMARKS
CATEGORY	STATION	TO	STATION	LOCATION					
0010	11+53.80	-	48+24.83	HOFFMAN RD	-	1,114	4,575	1,601	MAINLINE
0010	101+10.30	-	101+64.94	VAN VIEW RD	-	17	68	24	
0010	200+50.20	-	200+82.25	MCRAE PL	-	11	44	15	
0010	300+17.02	-	300+83.28	DEVELOPMENT DR-W	-	28	116	41	
0010	500+05.16	-	500+83.24	HEARTHSTONE DR	-	20	80	28	
0010	400+27.39	-	400+92.29	DEVELOPMENT DR-E	-	23	95	33	
0010	-	-	-	-	-	32	-	-	DRIVEWAYS
0010	-	-	-	-	2450	-	-	-	UNDISTRIBUTED
TOTAL 0010					2,450	1,244	4,979	1,743	

DRIVEWAYS									
					* 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	602.0820 CONCRETE DRIVEWAY 8-INCH	* 690.0150 SAWING ASPHALT	REMARKS
CATEGORY	STATION	TO	STATION	LOCATION	TON	TON	SY	LF	
0010	22+82	-	23+06	RT HOFFMAN RD	10	7	62	24	1600 HOFFMAN DWY
0010	27+24	-	27+52	RT SACHET PL	7	27	-	28	-
0010	31+06	-	31+32	RT HOFFMAN RD	5	7	67	26	1636 HOFFMAN DWY
0010	36+49	-	36+77	LT DECURIA LN	5	6	63	27	-
0010	39+26	-	39+45	LT CENTURIAN PL	4	4	45	19	-
0010	39+68	-	40+01	RT PRIVATE RD	6	23	-	33	-
0010	40+11	-	40+41	LT HOFFMAN RD	5	6	66	30	2684 DEVELOPMENT DWY (BC SHERIFF OFFICE)
0010	41+08	-	41+63	RT HOFFMAN RD	6	13	62	54	0 HOFFMAN RD DWY (WISDOT PARK N RIDE)
0010	45+43	-	45+70	LT HOFFMAN RD	4	10	19	27	2670 MONROE RD DWY
TOTAL 0010					51	104	383	268	

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CATEGORY 20									
					611.0420 RECONSTRUCTING MANHOLES EACH	SPV.0060.01 SPECIAL (01. ADJUST WATER VALVES) EACH	SPV.0060.05 SPECIAL (05. INTERNAL/EXTERNAL FRAME AND CHIMNEY SEAL) EACH		
CATEGORY	STATION	OFFSET	LOCATION					REMARKS	
0020	13+21	42.6' LT	HOFFMAN RD	1	-	1		SANITARY MANHOLE	
0020	33+97.33	47.2' LT	HOFFMAN RD	-	1	-		NW QUAD DEVELOPMENT DR (W) INT	
0020	34+25	18' RT	HOFFMAN RD	1	-	1		SANITARY MANHOLE HEARTHSTONE INTERSECTION	
0020	34+37	71.6' LT	HOFFMAN RD	1	-	1		SANITARY MANHOLE DEVELOPMENT DR (W) INT	
0020	34+41.07	20.8' RT	HOFFMAN RD	-	1	-		HEARTHSTONE INTERSECTION	
0020	36+28.65	20.0' LT	HOFFMAN RD	-	1	-		-	
0020	38+64	31.9' RT	HOFFMAN RD	1	-	1		SANITARY MANHOLE	
0020	38+85.68	20.3' LT	HOFFMAN RD	-	1	-		-	
0020	38+90.68	23.4' LT	HOFFMAN RD	-	1	-		-	
0020	39+35.20	21.7' LT	HOFFMAN RD	-	1	-		-	
0020	39+54.49	30.7' RT	HOFFMAN RD	-	1	-		-	
0020	42+62	35.8' RT	HOFFMAN RD	1	-	1		SANITARY MANHOLE	
0020	43+85.96	22.7' LT	HOFFMAN RD	-	1	-		-	
0020	43+91.23	25.6' LT	HOFFMAN RD	-	1	-		-	
0020	46+52.63	24.3' LT	HOFFMAN RD	-	1	-		-	
0020	46+62.71	23.8' LT	HOFFMAN RD	-	1	-		-	
TOTAL 0020					5	11	5		

CURB AND GUTTER													
						416.0610	505.0400	601.0405	601.0407	601.0600	SPV.0090.01	SPV.0090.02	SPV.0090.03
						DRILLED TIE BARS EACH	BAR STEEL REINFORCEMENT HS STRUCTURES LB	CONCRETE CURB & GUTTER 18-INCH TYPE A LF	CONCRETE CURB & GUTTER 18-INCH TYPE D LF	CONCRETE CURB PEDESTRIAN LF	SPECIAL (01. CONCRETE CURB & GUTTER 24-INCH TYPE A) LF	SPECIAL (02. CONCRETE CURB & GUTTER 24-INCH TYPE D) LF	SPECIAL (03. CONCRETE VALLEY GUTTER 36-INCH TYPE D) LF
CATEGORY	STATION	TO	STATION	OFFSET	LOCATION								REMARKS
0010	11+56.48	-	20+82.58	LT	HOFFMAN RD	-	53	-	-	-	-	913	-
0010	11+68.69	-	33+61.15	RT	HOFFMAN RD	-	107	-	-	-	-	2,199	-
0010	21+69.75	-	27+03.00	LT	HOFFMAN RD	-	27	-	-	-	-	533	-
0010	27+09.35	-	27+22.85	RT	HOFFMAN RD	-	-	-	36	-	-	-	-
0010	27+52.85	-	27+66.35	RT	HOFFMAN RD	-	-	-	36	-	-	-	-
0010	27+90.41	-	33+65.40	LT	HOFFMAN RD	-	27	-	-	-	-	582	-
0010	34+83.68	-	35+89.90	RT	HOFFMAN RD	2	-	-	-	-	-	103	-
0010	34+92.33	-	35+97.72	LT	HOFFMAN RD	2	-	-	-	-	-	108	-
0010	36+34.87	-	36+90.08	LT	HOFFMAN RD	-	27	-	-	-	55	-	-
0010	36+35.10	-	36+59.64	RT	HOFFMAN RD	-	27	-	-	-	-	25	-
0010	36+35.93	-	36+48.50	LT	HOFFMAN RD	2	-	27	9	-	-	-	-
0010	36+77.54	-	36+90.08	LT	HOFFMAN RD	2	-	27	9	-	-	-	-
0010	38+81.66	-	38+91.56	LT	HOFFMAN RD	4	-	-	-	-	-	10	-
0010	39+12.02	-	39+62.68	LT	HOFFMAN RD	-	-	-	-	-	51	-	-
0010	39+12.55	-	39+25.05	LT	HOFFMAN RD	2	-	26	9	-	-	-	-
0010	39+33.48	-	40+54.93	RT	HOFFMAN RD	2	27	-	-	-	-	121	-
0010	39+46.26	-	39+58.76	LT	HOFFMAN RD	2	-	26	9	-	-	-	-
0010	39+49.92	-	39+67.15	RT	HOFFMAN RD	2	-	-	27	-	-	-	-
0010	40+02.45	-	40+18.82	RT	HOFFMAN RD	2	-	-	26	-	-	-	-
0010	40+03.13	-	40+58.21	LT	HOFFMAN RD	2	27	-	-	-	-	55	-
0010	41+11.65	-	41+84.25	RT	HOFFMAN RD	4	-	-	-	-	-	73	-
0010	43+65.75	-	43+75.02	LT	HOFFMAN RD	4	-	-	-	-	-	9	-
0010	43+89.64	-	44+06.64	RT	HOFFMAN RD	4	-	-	-	-	-	17	-
0010	43+90.63	-	44+05.48	LT	HOFFMAN RD	-	13	-	-	-	-	15	-
0010	43+95.14	-	-	LT	HOFFMAN RD	-	-	-	-	11	-	-	-
0010	44+01.14	-	-	LT	HOFFMAN RD	-	-	-	-	10	-	-	-
0010	44+05.48	-	45+21.62	LT	HOFFMAN RD	-	155	-	-	-	-	-	116
0010	44+33.54	-	44+56.65	RT	HOFFMAN RD	-	27	-	-	-	-	23	-
0010	45+21.62	-	45+86.30	LT	HOFFMAN RD	2	-	-	-	-	-	65	-
0010	46+33.82	-	46+58.41	RT	HOFFMAN RD	-	27	-	-	-	-	25	-
0010	46+34.73	-	46+57.83	LT	HOFFMAN RD	-	27	-	-	-	-	23	-
0010	46+67.45	-	46+77.12	LT	HOFFMAN RD	4	-	-	-	-	-	10	-
0010	47+19.30	-	47+29.65	RT	HOFFMAN RD	4	-	-	-	-	-	10	-
0010	47+47.36	-	47+57.57	LT	HOFFMAN RD	4	-	-	-	-	-	10	-
0010	47+77.79	-	47+87.66	LT	HOFFMAN RD	4	-	-	-	-	-	10	-
0010	47+79.67	-	47+89.62	RT	HOFFMAN RD	4	-	-	-	-	-	10	-
0010	48+16.78	-	48+23.52	RT	HOFFMAN RD	4	-	-	-	-	-	7	-
0010	101+10.31	-	101+63.45	RT	VAN VIEW RD	2	-	-	-	-	-	68	-
0010	101+11.08	-	101+63.45	LT	VAN VIEW RD	2	-	-	-	-	-	67	-
0010	200+50.57	-	200+80.27	RT	MCRAE PL	2	-	-	-	-	-	45	-
0010	200+50.96	-	200+81.22	LT	MCRAE PL	2	-	-	-	-	-	45	-
0010	300+12.15	-	300+79.36	RT	DEVELOPMENT DR (W)	2	-	-	-	-	-	91	-
0010	300+17.95	-	300+66.97	LT	DEVELOPMENT DR (W)	2	-	-	-	-	-	68	-
0010	400+21.65	-	400+87.20	LT	DEVELOPMENT DR (E)	2	-	-	-	-	-	80	-
0010	400+31.18	-	400+92.30	RT	DEVELOPMENT DR (E)	2	27	-	-	-	-	92	-
0010	500+05.12	-	500+59.89	LT	HEARTHSTONE DR	-	-	-	-	-	-	82	-
0010	500+11.34	-	500+58.65	RT	HEARTHSTONE DR	-	-	-	-	-	-	76	-
TOTAL 0010						78	598	106	161	21	106	5,670	116

CONCRETE SIDEWALK										
*										
305.0120 602.0405 602.0415 602.0505 602.0605 650.9000										
BASE AGGREGATE CONCRETE SIDEWALK CONCRETE SIDEWALK CURB RAMP CURB RAMP CONSTRUCTION										
DENSE 1 1/4-INCH 4-INCH 6-INCH DETECTABLE DETECTABLE STAKING CURB										
YELLOW YELLOW YELLOW RADIAL YELLOW RADIAL YELLOW RAMPS										
CATEGORY	STATION	TO	STATION	OFFSET	TON	SF	SF	SF	SF	EACH
0010	11+74.82	-	11+79.82	RT	2	-	58	10	-	1
0010	11+74.82	-	11+79.82	LT	1	-	40	10	-	1
0010	11+79.82	-	21+69.75	RT	151	5,083	-	-	-	-
0010	11+79.82	-	20+91.49	LT	131	4,426	-	-	-	-
0010	20+91.49	-	21+07.07	LT	2	-	74	10	-	1
0010	21+45.25	-	21+60.49	LT	2	-	73	10	-	1
0010	21+60.49	-	21+69.75	LT	1	46	-	-	-	-
0010	21+69.75	-	21+74.75	RT	3	-	100	10	-	1
0010	21+69.75	-	21+74.75	LT	3	-	100	10	-	1
0010	21+74.75	-	22+81.69	RT	16	535	-	-	-	-
0010	21+74.75	-	27+12.59	LT	80	2,689	-	-	-	-
0010	23+05.62	-	27+05.00	RT	59	1,997	-	-	-	-
0010	27+05.00	-	27+21.52	RT	2	-	79	10	-	1
0010	27+12.59	-	27+27.49	LT	2	-	71	10	-	1
0010	27+53.58	-	27+69.81	RT	2	-	79	10	-	1
0010	27+65.92	-	27+80.07	LT	2	-	67	10	-	1
0010	27+69.81	-	27+90.41	RT	3	103	-	-	-	-
0010	27+80.04	-	27+90.41	LT	2	52	-	-	-	-
0010	27+90.41	-	27+95.41	RT	5	-	100	10	-	1
0010	27+90.41	-	27+95.41	LT	5	-	100	10	-	1
0010	27+95.41	-	31+05.55	RT	46	1,551	-	-	-	-
0010	27+95.41	-	33+80.89	LT	89	3,004	-	-	-	-
0010	31+31.74	-	33+78.47	RT	35	1,171	-	-	-	-
0010	33+78.47	-	33+95.22	RT	2	-	67	-	16	1
0010	33+80.89	-	33+94.32	LT	2	-	61	10	-	1
0010	34+49.79	-	34+67.69	RT	2	-	70	-	17	1
0010	34+52.67	-	34+68.51	LT	3	104	-	-	-	-
0010	34+54.15	-	34+69.06	LT	2	-	67	10	-	1
0010	34+67.69	-	34+83.63	RT	2	75	-	-	-	-
0010	34+68.51	-	34+84.00	LT	2	81	-	-	-	-
0010	34+83.68	-	34+88.89	RT	2	-	73	10	-	1
0010	34+83.92	-	34+88.73	LT	3	-	102	10	-	1
0010	34+88.93	-	39+51.34	RT	68	2,289	-	-	-	-
0010	34+88.68	-	36+32.70	LT	22	749	-	-	-	-
0010	36+32.70	-	36+37.70	LT	2	63	-	-	-	-
0010	36+32.70	-	36+47.91	LT	2	-	76	10	-	1
0010	36+78.04	-	36+90.90	LT	2	-	64	10	-	1
0010	36+85.98	-	36+90.98	LT	2	52	-	-	-	-
0010	36+90.90	-	39+11.55	LT	33	1,103	-	-	-	-
0010	39+11.55	-	39+24.55	LT	2	-	65	10	-	1
0010	39+46.76	-	39+59.76	LT	2	-	65	10	-	1
0010	39+51.34	-	39+62.29	RT	1	-	43	10	-	1
0010	39+59.76	-	40+10.95	LT	8	256	-	-	-	-
0010	40+07.21	-	40+17.92	RT	1	-	42	10	-	1
0010	40+17.92	-	41+14.53	RT	14	483	-	-	-	-
0010	40+40.69	-	43+95.64	LT	53	1,775	-	-	-	-
0010	41+58.24	-	43+89.64	RT	38	1,296	-	-	-	-
0010	43+89.64	-	44+06.64	RT	3	-	102	10	-	1
0010	43+95.64	-	44+00.64	LT	2	-	78	10	-	1
0010	44+00.64	-	44+20.08	LT	3	97	-	-	-	-
0010	44+06.64	-	48+55.23	RT	79	2,658	-	-	-	-
0010	44+20.08	-	44+29.59	LT	2	-	39	10	-	1
0010	44+87.39	-	45+21.61	LT	6	-	240	-	18	1
0010	45+21.61	-	45+42.57	LT	4	126	-	-	-	-
0010	45+70.56	-	48+58.05	LT	51	1,731	-	-	-	-
0010	48+52.21	-	48+70.31	RT	6	-	206	12	-	1
0010	48+57.52	-	48+64.05	LT	3	-	93	12	-	1
TOTAL 0010					1,075	33,595	2,494	274	51	30

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

STORM SEWER															
							608.0115	608.0312	608.0318	608.0324	608.0412	608.0415	SPV.0060.06		
							RELAID STORM SEWER 15-INCH	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH	SPECIAL (06. STORM SEWER PIPE PVC 12-INCH) CONNECTION		
CATEGORY	FROM	TO	LOCATION	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT	LF	LF	LF	LF	LF	LF	EACH	REMARKS	
0010	INL-13	- MH-10	HOFFMAN RD	586.17	585.97	0.0044	-	-	-	-	46	-	-	-	-
0010	INL-11	- MH-10	HOFFMAN RD	586.05	585.97	0.0044	-	-	-	-	18	-	-	-	-
0010	INL-12	- INL-11	HOFFMAN RD	586.13	586.05	0.0044	-	17	-	-	-	-	-	-	-
0010	EX. PIPE	- MH-15	HOFFMAN RD	586.35	586.40	-0.0050	-	-	10	-	-	-	-	-	TIE IN FOR NEW MANHOLE
0010	STUB	- MH-15	HOFFMAN RD	586.65	586.40	0.0050	50	-	-	-	-	-	-	-	-
0010	MH-15	- EX. PIPE	HOFFMAN RD	586.40	586.32	0.0083	-	-	10	-	-	-	-	-	TIE IN FOR NEW MANHOLE
0010	EW-197	- INL-196	HOFFMAN RD	588.25	586.81	0.0513	-	28	-	-	-	-	-	-	-
0010	INL-196	- MH-195	HOFFMAN RD	586.81	586.69	0.0044	-	-	-	-	28	-	-	-	-
0010	INL-198	- MH-195	HOFFMAN RD	586.81	586.69	0.0044	-	-	-	-	27	-	-	-	-
0010	INL-199	- INL-198	HOFFMAN RD	586.93	586.81	0.0044	-	27	-	-	-	-	-	-	-
0010	EX. PIPE	- INL-199	HOFFMAN RD	588.39	586.93	0.2433	-	-	-	-	-	-	1	CONNECT EXISTING 12" PVC INTO NEW INLET	
0010	MH-195	- MH-190	HOFFMAN RD	586.44	585.30	0.0032	-	-	-	-	-	359	-	-	-
0010	INL-187	- INL-186	HOFFMAN RD	586.35	585.71	0.0200	-	32	-	-	-	-	-	-	-
0010	INL-186	- MH-184	HOFFMAN RD	585.71	585.05	0.0200	-	32	-	-	-	-	-	-	-
0010	INL-183	- MH-184	HOFFMAN RD	585.23	585.05	0.0050	-	36	-	-	-	-	-	-	-
0010	EX. PIPE	- MH-184	HOFFMAN RD	584.58	584.56	0.0020	-	-	10	-	-	-	-	-	TIE IN FOR NEW MANHOLE
0010	MH-184	- EX. PIPE	HOFFMAN RD	584.56	584.53	0.0020	-	-	15	-	-	-	-	-	TIE IN FOR NEW MANHOLE
0010	INL-179	- INL-178	HOFFMAN RD	585.60	585.46	0.0050	-	30	-	-	-	-	-	-	-
0010	INL-178	- MH-175	HOFFMAN RD	585.45	585.30	0.0050	-	-	-	-	31	-	-	-	-
0010	INL-176	- MH-175	HOFFMAN RD	585.30	585.27	0.0050	-	5	-	-	-	-	-	-	-
0010	INL-177	- INL-176	HOFFMAN RD	585.61	585.30	0.0100	-	31	-	-	-	-	-	-	-
0010	INL-172	- MH-179	HOFFMAN RD	586.90	585.85	0.0150	-	-	-	-	70	-	-	-	-
0010	EX. PIPE	- MH-179	HOFFMAN RD	581.99	581.97	0.0022	-	-	-	10	-	-	-	-	TIE IN FOR NEW MANHOLE
0010	MH-179	- EX. PIPE	HOFFMAN RD	581.97	581.95	0.0022	-	-	-	10	-	-	-	-	TIE IN FOR NEW MANHOLE
TOTAL 0010							50	238	45	20	220	359	1		

EDGE DRAIN														
CATEGORY	STATION	TO	STATION	LOCATION	612.0406	REMARKS	RESTORATION							
					PIPE UNDERDRAIN WRAPPED 6-INCH		625.0100	628.2008	629.0210	630.0140	630.0200	630.0500		
					LF		TOPSOIL	EROSION MAT	FERTILIZER	SEEDING MIXTURE NO.	SEEDING TEMPORARY	SEED WATER		
							SY	URBAN CLASS I TYPE B	TYPE B	40	LB	MGAL		
								SY	CWT	LB	LB			
0010	12+05	-	13+05	LT	HOFFMAN RD	100	BEHIND CURB	3,270	2	59	88	37		
0010	12+15	-	13+15	RT	HOFFMAN RD	100	BEHIND CURB	2,085	1	38	56	23		
0010	16+94	-	17+98	LT	HOFFMAN RD	100	BEHIND CURB	1,431	1	26	39	16		
0010	16+97	-	17+93	RT	HOFFMAN RD	100	BEHIND CURB	1,115	1	20	30	13		
0010	23+87	-	24+90	LT	HOFFMAN RD	100	BEHIND CURB	879	1	16	24	10		
0010	23+87	-	24+90	RT	HOFFMAN RD	100	BEHIND CURB	1,745	1	31	47	20		
0010	29+46	-	30+49	LT	HOFFMAN RD	100	BEHIND CURB	495	0	9	13	6		
0010	29+48	-	30+52	RT	HOFFMAN RD	100	BEHIND CURB	371	0	7	10	4		
0010	35+97	-	36+97	LT	HOFFMAN RD	100	FRONT OF CURB	800	1	14	22	9		
0010	35+97	-	36+97	RT	HOFFMAN RD	100	FRONT OF CURB	423	0	8	11	5		
0010	39+96	-	40+96	RT	HOFFMAN RD	100	FRONT OF CURB	120	0	2	3	1		
0010	39+96	-	40+96	LT	HOFFMAN RD	100	FRONT OF CURB	159	0	3	4	2		
0010	43+54	-	44+54	LT	HOFFMAN RD	100	FRONT OF CURB	739	0	13	20	8		
0010	44+06	-	44+95	RT	HOFFMAN RD	89	FRONT OF CURB	529	0	10	14	6		
0010	44+06	-	44+95	RT	HOFFMAN RD	89	FRONT OF CURB	252	0	5	7	3		
TOTAL 0010							1,389							

CATEGORY	STATION	TO	STATION	OFFSET	625.0100	628.2008	629.0210	630.0140	630.0200	630.0500	REMARKS
					TOPSOIL	EROSION MAT	FERTILIZER	SEEDING MIXTURE NO.	SEEDING TEMPORARY	SEED WATER	
					SY	URBAN CLASS I TYPE B	TYPE B	40	LB	MGAL	
						SY	CWT	LB	LB		
0010	11+69.70	-	22+81.69	RT	3,270	3,270	2	59	88	37	UNDISTRIBUTED
0010	11+71.02	-	21+07.50	LT	2,085	2,085	1	38	56	23	
0010	21+44.83	-	27+27.92	LT	1,431	1,431	1	26	39	16	
0010	23+05.62	-	27+22.05	RT	1,115	1,115	1	20	30	13	
0010	27+53.35	-	31+05.55	RT	879	879	1	16	24	10	
0010	27+65.92	-	34+01.15	LT	1,745	1,745	1	31	47	20	
0010	31+31.74	-	34+05.44	RT	495	495	0	9	13	6	
0010	34+69.22	-	36+47.87	LT	371	371	0	7	10	4	
0010	34+38.34	-	39+66.69	RT	800	800	1	14	22	9	
0010	36+78.04	-	39+24.55	LT	423	423	0	8	11	5	
0010	39+24.55	-	40+10.98	LT	120	120	0	2	3	1	
0010	40+02.91	-	41+14.53	RT	159	159	0	3	4	2	
0010	40+40.69	-	44+33.83	LT	739	739	0	13	20	8	
0010	41+58.24	-	48+63.21	RT	529	529	0	10	14	6	
0010	44+76.13	-	48+70.58	LT	252	252	0	5	7	3	
0010	-	-	-	-	-	2,162	-	66	-	-	
TOTAL 0010					14,413	16,575	8	327	388	163	

STORM STRUCTURES																		
			522.1012		*	611.0420		611.0430	611.0612	611.0639	611.2004	611.2066	611.3003	611.3230	650.4000	SPV.0060.03		
			APRON ENDWALLS			RECONSTRUCTING		RECONSTRUCTING	INLET	INLET	MANHOLES	MANHOLES	INLETS 3-FT		CONSTRUCTION	SPECIAL (03.		
			FOR CULVERT PIPE			MANHOLES		INLETS	COVERS	COVERS	4-FT	6X6-FT	DIAMETER	INLETS 2X3-FT	STAKING STORM	MANHOLE		
			REINFORCED			EACH		EACH	TYPE C	TYPE H-S	DIAMETER	EACH	EACH	EACH	SEWER	COVERS TYPE 1)		
			CONCRETE 12-INCH			EACH		EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH		
CATEGORY	STRUCTURE	STATION*	OFFSET*	RIM**	INVERT***	DEPTH****	LOCATION											REMARKS
0010	MH-10	12+45.25	15.07' LT	590.35	585.84	3.52	HOFFMAN RD	-	1	-	-	-	-	-	-	-	-	
0010	INL-11	12+55.10	30.00' LT	589.94	586.05	3.06	HOFFMAN RD	-	-	-	-	1	-	-	1	1	-	
0010	INL-12	12+54.25	47.14' LT	589.00	586.13	1.80	HOFFMAN RD	-	-	-	1	-	-	1	-	1	-	EST 4" OF ADJUSTMENT RINGS FOR DEPTH
0010	INL-13	12+63.01	27.38' RT	589.99	586.17	2.98	HOFFMAN RD	-	-	-	-	1	-	1	1	1	-	
0010	MH-15	13+12.58	13.92' LT	590.45	586.40	3.02	HOFFMAN RD	-	-	-	-	-	1	-	-	1	1	NEW MH REPLACING EX.
0010	EW-197	17+45.00	46.00' RT	-	588.25	-	HOFFMAN RD	1	-	-	-	-	-	-	-	1	-	
0010	INL-196	17+45.00	18.00' RT	590.11	586.81	2.46	HOFFMAN RD	-	-	-	1	-	-	-	1	1	-	
0010	MH-195	17+66.29	0	590.58	586.44	3.08	HOFFMAN RD	-	-	-	-	1	-	-	-	1	1	
0010	INL-198	17+45.79	18.00' LT	590.11	586.81	2.47	HOFFMAN RD	-	-	-	-	1	-	-	1	1	-	
0010	INL-199	17+45.97	45.00' LT	589.74	586.93	1.74	HOFFMAN RD	-	-	-	1	-	-	1	-	1	-	EST 4" OF ADJUSTMENT RINGS FOR DEPTH
0010	MH-190	21+26.98	14.89' LT	591.64	585.10	-	HOFFMAN RD	-	1	-	-	-	-	-	-	-	-	
0010	INL-187	24+38.00	49.81' RT	589.44	586.35	2.01	HOFFMAN RD	-	-	-	1	-	-	1	-	1	-	
0010	INL-186	24+38.00	18.00' RT	590.64	585.71	4.09	HOFFMAN RD	-	-	-	-	1	-	-	1	1	-	
0010	MH-184	24+38.00	16.50' LT	590.63	584.56	5.04	HOFFMAN RD	-	-	-	-	1	-	-	-	1	1	
0010	INL-183	24+42.99	51.04' LT	588.74	585.23	2.27	HOFFMAN RD	-	-	-	1	-	-	1	-	1	-	
0010	MH-180	27+11.77	14.83' LT	591.73	-	-	HOFFMAN RD	-	1	-	-	-	-	-	-	-	-	
0010	INL-179	29+99.03	47.98' RT	589.60	585.60	2.92	HOFFMAN RD	-	-	-	1	-	-	1	-	1	-	
0010	INL-178	30+00.00	18.00' RT	590.69	585.45	4.41	HOFFMAN RD	-	-	-	-	1	-	-	1	1	-	
0010	MH-175	29+98.14	12.86' LT	590.88	-	-	HOFFMAN RD	-	1	-	-	-	-	-	-	-	-	
0010	INL-176	29+97.89	18.00' LT	590.69	585.30	4.57	HOFFMAN RD	-	-	-	-	1	-	-	1	1	-	
0010	INL-177	29+99.67	48.95' LT	589.39	585.61	2.71	HOFFMAN RD	-	-	-	1	-	-	1	-	1	-	
0010	INL-172	32+50.00	43.60' RT	590.44	586.90	2.47	HOFFMAN RD	-	-	-	1	-	-	1	-	1	-	
0010	MH-179	32+66.87	24.42' LT	592.28	581.97	9.32	HOFFMAN RD	-	-	-	-	1	-	-	-	1	1	
0010	INL-235	36+47.11	21.11' RT	591.05	-	-	HOFFMAN RD	-	-	-	-	-	-	-	-	-	-	
0010	INL-230	36+48.00	21.36' LT	590.94	-	-	HOFFMAN RD	-	-	-	1	-	-	-	-	-	-	
0010	MH-115	36+55.65	43.21' LT	591.65	-	-	HOFFMAN RD	-	1	-	-	-	-	-	-	-	-	
0010	MH-5	39+51.91	41.68' LT	592.15	-	-	HOFFMAN RD	-	1	-	-	-	-	-	-	-	-	ROTATE FLAT TOP TO MOVE CASTING OUTSIDE OF SW OR FLARE AREA
0010	INL-225	40+45.80	21.25' RT	590.96	-	-	HOFFMAN RD	-	-	-	1	-	-	-	-	-	-	
0010	INL-220	40+46.46	21.55' LT	591.05	-	-	HOFFMAN RD	-	-	-	-	-	-	-	-	-	-	
0010	MH-110	40+55.67	41.14' LT	591.83	-	-	HOFFMAN RD	-	1	-	-	-	-	-	-	-	-	
0010	INL-210	44+04.07	25.14' LT	590.74	-	-	HOFFMAN RD	-	-	-	1	-	-	-	-	-	-	
0010	INL-215	44+45.42	25.46' RT	590.90	-	-	HOFFMAN RD	-	-	-	-	-	-	-	-	-	-	
0010	MH-100	45+00.99	36.52' LT	591.59	-	-	HOFFMAN RD	-	1	-	-	-	-	-	-	-	-	
0010	INL-205	46+45.86	25.46' RT	591.75	-	-	HOFFMAN RD	-	-	-	1	-	-	-	-	-	-	
0010	INL-200	46+45.99	25.55' LT	591.75	-	-	HOFFMAN RD	-	-	-	1	-	-	-	-	-	-	
0010	INL-95	400+77.73	13.89' RT	591.60	-	-	DEVELOPMENT DR E	-	-	-	1	-	-	-	-	-	-	
TOTAL 0010								1	8	9	7	8	3	1	7	7	19	4

REMARKS:
*STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE
**RIM ELEV IS AT THE INLET COVER FLANGE LOCATION
***THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE
****DEPTH = RIM ELEV - INVERT ELEV - COVER HEIGHT - 6-INCH ADJUSTMENT RING HEIGHT

EROSION CONTROL																	
						628.1504	628.1520	628.7005	628.7010	628.7015	628.7504	628.7555	628.7560	628.7570	999.2100.S INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE		
CATEGORY	STATION	TO	STATION	OFFSET	LOCATION	SILT FENCE LF	SILT FENCE MAINTENANCE LF	INLET PROTECTION TYPE A EACH	INLET PROTECTION TYPE B EACH	INLET PROTECTION TYPE C EACH	TEMPORARY DITCH CHECKS LF	CULVERT PIPE CHECKS EACH	TRACKING PADS EACH	ROCK BAGS EACH	LF	REMARKS	
0010	11+55	-	12+05	LT	HOFFMAN ROAD	-	-	-	-	-	-	-	1	-	-		
0010	11+62	-	17+46	RT	HOFFMAN ROAD	614	-	-	-	-	-	-	-	-	-		
0010	12+54	-	-	47' LT	HOFFMAN ROAD	-	-	1	1	-	-	-	-	-	-		
0010	12+55	-	-	30' LT	HOFFMAN ROAD	-	-	1	-	1	-	-	-	-	-		
0010	12+63	-	-	27' RT	HOFFMAN ROAD	-	-	1	-	1	-	-	-	-	-		
0010	13+75	-	-	48' LT	HOFFMAN ROAD	-	-	-	-	-	15	-	-	-	-		
0010	16+40	-	-	45' LT	HOFFMAN ROAD	-	-	-	-	-	15	-	-	-	-		
0010	17+34	-	-	53' RT	HOFFMAN ROAD	-	-	-	-	-	-	-	-	17	-	SILT FENCE RELIEF	
0010	17+45	-	-	18' RT	HOFFMAN ROAD	-	-	1	-	1	-	-	-	-	-		
0010	17+45	-	-	51' RT	HOFFMAN ROAD	-	-	-	-	-	-	3	-	-	-	12" CULVERT	
0010	17+46	-	-	18' LT	HOFFMAN ROAD	-	-	1	-	1	-	-	-	-	-		
0010	17+46	-	-	46' LT	HOFFMAN ROAD	-	-	1	1	-	-	-	-	-	-		
0010	18+92	-	-	50' RT	HOFFMAN ROAD	-	-	-	-	-	10	-	-	-	-		
0010	19+45	-	-	45' LT	HOFFMAN ROAD	-	-	-	-	-	10	-	-	-	-		
0010	20+46	-	-	49' RT	HOFFMAN ROAD	-	-	-	-	-	15	-	-	-	-		
0010	23+00	-	-	46' LT	HOFFMAN ROAD	-	-	-	-	-	15	-	-	-	-		
0010	24+38	-	-	50' RT	HOFFMAN ROAD	-	-	1	1	-	-	-	-	-	-		
0010	24+38	-	-	18' RT	HOFFMAN ROAD	-	-	1	-	1	-	-	-	-	-		
0010	24+38	-	-	18' LT	HOFFMAN ROAD	-	-	1	-	1	-	-	-	-	-		
0010	24+43	-	-	51' LT	HOFFMAN ROAD	-	-	1	1	-	-	-	-	-	-		
0010	26+00	-	-	47' LT	HOFFMAN ROAD	-	-	-	-	-	20	-	-	-	-		
0010	26+04	-	-	45' RT	HOFFMAN ROAD	-	-	-	-	-	20	-	-	-	-		
0010	27+55	-	29+98	RT	HOFFMAN ROAD	245	-	-	-	-	-	-	-	-	-		
0010	28+88	-	-	47' LT	HOFFMAN ROAD	-	-	-	-	-	15	-	-	-	-		
0010	29+98	-	-	18' LT	HOFFMAN ROAD	-	-	1	-	1	-	-	-	-	-		
0010	30+00	-	-	49' LT	HOFFMAN ROAD	-	-	1	1	-	-	-	-	-	-		
0010	30+00	-	-	18' RT	HOFFMAN ROAD	-	-	1	-	1	-	-	-	-	-		
0010	30+00	-	-	48' RT	HOFFMAN ROAD	-	-	1	1	-	-	-	-	-	-		
0010	31+50	-	-	48' LT	HOFFMAN ROAD	-	-	-	-	-	15	-	-	-	-		
0010	32+00	-	-	46' RT	HOFFMAN ROAD	-	-	-	-	-	15	-	-	-	-		
0010	32+50	-	-	44' RT	HOFFMAN ROAD	-	-	1	1	-	-	-	-	-	-		
0010	33+95	-	-	68' LT	HOFFMAN ROAD	-	-	-	-	-	-	3	-	-	-		
0010	35+81	-	-	43' LT	HOFFMAN ROAD	-	-	-	1	-	-	-	-	-	-		
0010	36+47	-	-	22' RT	HOFFMAN ROAD	-	-	-	-	1	-	-	-	-	-		
0010	36+48	-	-	22' LT	HOFFMAN ROAD	-	-	-	1	-	-	-	-	-	-		
0010	40+30	-	-	45' RT	HOFFMAN ROAD	-	-	-	-	-	15	-	-	-	-		
0010	40+42	-	44+31	LT	HOFFMAN ROAD	395	-	-	-	-	-	-	-	-	-		
0010	40+46	-	-	22' LT	HOFFMAN ROAD	-	-	-	-	1	-	-	-	-	-		
0010	40+46	-	-	22' RT	HOFFMAN ROAD	-	-	-	-	1	-	-	-	-	-		
0010	42+32	-	42+66	RT	HOFFMAN ROAD	-	-	-	-	-	-	-	-	-	40		
0010	42+70	-	-	44' RT	HOFFMAN ROAD	-	-	-	-	-	-	-	-	26	-	CLIMBING TURTLE FENCE RELIEF	
0010	42+75	-	48+61	RT	HOFFMAN ROAD	-	-	-	-	-	-	-	-	-	600		
0010	44+04	-	-	25' LT	HOFFMAN ROAD	-	-	-	-	1	-	-	-	-	-		
0010	44+45	-	-	26' RT	HOFFMAN ROAD	-	-	-	-	1	-	-	-	-	-		
0010	45+71	-	48+55	LT	HOFFMAN ROAD	300	-	-	-	-	-	-	-	-	-		
0010	46+45	-	-	41' LT	HOFFMAN ROAD	-	-	-	1	-	-	-	-	-	-		
0010	46+46	-	-	26' LT	HOFFMAN ROAD	-	-	-	-	1	-	-	-	-	-		
0010	46+46	-	-	26' RT	HOFFMAN ROAD	-	-	-	-	1	-	-	-	-	-		
0010	47+75	-	48+25	RT	HOFFMAN ROAD	-	-	-	-	-	-	-	1	-	-		
0010	48+34	-	-	26' RT	HOFFMAN ROAD	-	-	-	-	1	-	-	-	-	-		
0010	48+38	-	-	26' LT	HOFFMAN ROAD	-	-	-	-	1	-	-	-	-	-		
0010	400+78	-	-	14' RT	DEVELOPMENT DR	-	-	-	-	1	-	-	-	-	-		
0010	-	-	-	-	HOFFMAN ROAD	-	1,554	-	-	-	-	-	-	-	-	UNDISTRIBUTED	
TOTAL 0010						1,554	1,554	15	10	18	180	6	2	43	640		

TYPE II SIGNS (SHEET 1 OF 3)

CATEGORY	SIGN NO	STATION	TO	SIGN CODE	SIZE	634.0612	634.0614	634.0616	634.0618	637.2210	637.2230	638.2102	638.2602	638.3000	REMARKS
						POSTS WOOD 4X6-INCH X 12-FT	POSTS WOOD 4X6-INCH X 14-FT	POSTS WOOD 4X6-INCH X 16-FT	POSTS WOOD 4X6-INCH X 18-FT	SIGNS TYPE II REFLECTIVE H	SIGNS TYPE II REFLECTIVE F	MOVING SIGNS TYPE II	REMOVING SIGNS TYPE II	REMOVING SMALL SIGN SUPPORTS	
						EACH	EACH	EACH	EACH	SF	SF	EACH	EACH	EACH	
0010	101	9+22	RT	W11-2	30 X 30	-	-	1	-	-	6.25	-	-	-	PED XING
0010	102	9+22	RT	W16-9P	24 X 12	-	-	-	-	-	2.00	-	-	-	AHEAD
0010	M103	11+59	LT	-	-	-	-	-	-	-	-	1	-	-	MOVE COUNTY XX & ARROW
0010	104	11+72	RT	W11-2	30 X 30	-	-	1	-	-	6.25	-	-	-	PED XING
0010	105	11+72	RT	W16-7L	24 X 12	-	-	-	-	-	2.00	-	-	-	ARROW
0010	106	11+72	RT	W11-2	30 X 30	-	-	-	-	-	6.25	-	-	-	PED XING
0010	107	11+72	RT	W16-7R	24 X 12	-	-	-	-	-	2.00	-	-	-	ARROW
0010	108	11+83	LT	W11-2	30 X 30	-	-	1	-	-	6.25	-	-	-	PED XING
0010	109	11+83	LT	W16-7R	24 X 12	-	-	-	-	-	2.00	-	-	-	ARROW
0010	110	11+83	LT	W11-2	30 X 30	-	-	-	-	-	6.25	-	-	-	PED XING
0010	111	11+83	LT	W16-7L	24 X 12	-	-	-	-	-	2.00	-	-	-	ARROW
0010	R112	12+20	RT	W1-2L	36 X 36	-	-	-	-	-	-	-	1	1	REMOVE LEFT CURVE & TRUCK ROUTE
0010	R113	12+20	RT	R14-1	24 X 18	-	-	-	-	-	-	-	1	-	REMOVE "TRUCK ROUTE"
0010	114	13+25	RT	R2-1	24 X 30	-	-	1	-	5.00	-	-	-	-	SPEED LIMIT
0010	115	13+25	RT	R14-1	24 X 18	-	-	-	-	3.00	-	-	-	-	TRUCK ROUTE
0010	116	13+75	LT	R3-8AR	36 X 30	-	1	-	-	7.50	-	-	-	-	LANE DESIGNATION ARROWS
0010	117	14+50	RT	R3-17	30 X 24	-	1	-	-	5.00	-	-	-	-	BIKE LANE
0010	118	15+00	LT	W11-2	30 X 30	-	-	1	-	-	6.25	-	-	-	PED XING
0010	119	15+00	LT	W16-9P	24 X 12	-	-	-	-	-	2.00	-	-	-	AHEAD
0010	120	15+38	RT	W1-8	18 X 24	1	-	-	-	-	3.00	-	-	-	CHEVERON
0010	R121	15+84	RT	W1-8	18 X 24	-	-	-	-	-	-	-	1	1	REMOVE CHEVRON
0010	R122	16+51	RT	W1-8	18 X 24	-	-	-	-	-	-	-	1	1	REMOVE CHEVRON
0010	123	16+53	RT	W1-8	18 X 24	1	-	-	-	-	3.00	-	-	-	CHEVERON
0010	R124	17+23	RT	W1-8	18 X 24	-	-	-	-	-	-	-	1	1	REMOVE CHEVRON
0010	125	17+66	RT	W1-8	18 X 24	1	-	-	-	-	3.00	-	-	-	CHEVERON
0010	126	17+97	LT	R7-53D	18 X 24	-	1	-	-	3.00	-	-	-	-	NO PARKING
0010	R127	18+27	LT	R2-1	24 X 30	-	-	-	-	-	-	-	1	1	REMOVE SPEED LIMIT
0010	128	18+53	RT	R7-53D	18 X 24	-	1	-	-	3.00	-	-	-	-	NO PARKING
0010	129	19+50	LT	R2-1	24 X 30	-	-	1	-	5.00	-	-	-	-	SPEED LIMIT
0010	130	19+50	LT	R3-17	30 X 24	-	-	-	-	5.00	-	-	-	-	BIKE LANE
0010	131	19+53	RT	W11-2	30 X 30	-	-	1	-	-	6.25	-	-	-	PED XING
0010	132	19+53	RT	W16-9P	24 X 12	-	-	-	-	-	2.00	-	-	-	AHEAD
0010	R201	21+04	LT	R1-1	30 X 30	-	-	-	-	-	-	-	1	1	REMOVE STOP
0010	M202	21+04	LT	-	-	-	-	-	-	-	-	1	-	-	MOVE STREET NAMES
0010	203	21+04	LT	R1-1	30 X 30	-	1	-	-	5.18	-	-	-	-	STOP
0010	204	21+68	RT	W11-2	30 X 30	-	-	1	-	-	6.25	-	-	-	PED XING
0010	205	21+68	RT	W16-7L	24 X 12	-	-	-	-	-	2.00	-	-	-	ARROW
0010	206	21+68	RT	W11-2	30 X 30	-	-	-	-	-	6.25	-	-	-	PED XING
0010	207	21+68	RT	W16-7R	24 X 12	-	-	-	-	-	2.00	-	-	-	ARROW
0010	208	21+77	LT	W11-2	30 X 30	-	-	1	-	-	6.25	-	-	-	PED XING
0010	209	21+77	LT	W16-7R	24 X 12	-	-	-	-	-	2.00	-	-	-	ARROW
0010	210	21+77	LT	W11-2	30 X 30	-	-	-	-	-	6.25	-	-	-	PED XING
0010	211	21+77	LT	W16-7L	24 X 12	-	-	-	-	-	2.00	-	-	-	ARROW
0010	212	24+00	RT	R3-17	30 X 24	-	-	1	-	5.00	-	-	-	-	BIKE LANE
0010	213	24+00	RT	R7-53D	18 X 24	-	-	-	-	3.00	-	-	-	-	NO PARKING
0010	214	24+50	LT	W11-2	30 X 30	-	-	1	-	-	6.25	-	-	-	PED XING
0010	215	24+50	LT	W16-9P	24 X 12	-	-	-	-	-	2.00	-	-	-	AHEAD
0010	216	25+75	RT	W11-2	30 X 30	-	-	1	-	-	6.25	-	-	-	PED XING
0010	217	25+75	RT	W16-9P	24 X 12	-	-	-	-	-	2.00	-	-	-	AHEAD
0010	218	25+75	LT	R3-17	30 X 24	-	-	-	-	5.00	-	-	-	-	BIKE LANE
SUBTOTAL SHEET 1						3	5	12	0	54.68	116.25	2	7	6	

TYPE II SIGNS (SHEET 2 OF 3)

CATEGORY	SIGN NO	STATION	TO	SIGN CODE	SIZE	634.0612	634.0614	634.0616	634.0618	637.2210	637.2230	638.2102	638.2602	638.3000	REMARKS
						POSTS WOOD 4X6-INCH X 12-FT EACH	POSTS WOOD 4X6-INCH X 14-FT EACH	POSTS WOOD 4X6-INCH X 16-FT EACH	POSTS WOOD 4X6-INCH X 18-FT EACH	SIGNS TYPE II REFLECTIVE H SF	SIGNS TYPE II REFLECTIVE F SF	MOVING SIGNS TYPE II EACH	REMOVING SIGNS TYPE II EACH	REMOVING SMALL SIGN SUPPORTS EACH	
0010	219	25+75	LT	R7-53D	18 X 24	-	-	1	-	3.00	-	-	-	-	NO PARKING
0010	220	27+25	LT	R1-1	30 X 30	-	1	-	-	5.18	-	-	-	-	STOP
0010	R221	27+25	LT	R1-1	30 X 30	-	-	-	-	-	-	-	1	1	REMOVE STOP
0010	M222	27+25	LT	M1-94H		-	-	-	-	-	-	1	-	-	MOVE STREET NAMES
0010	223	27+88	RT	W11-2	30 X 30	-	-	1	-	-	6.25	-	-	-	PED XING
0010	224	27+88	RT	W16-7L	24 X 12	-	-	-	-	-	2.00	-	-	-	ARROW
0010	225	27+88	RT	W11-2	30 X 30	-	-	-	-	-	6.25	-	-	-	PED XING
0010	226	27+88	RT	W16-7R	24 X 12	-	-	-	-	-	2.00	-	-	-	ARROW
0010	227	27+98	LT	W11-2	30 X 30	-	-	1	-	-	6.25	-	-	-	PED XING
0010	228	27+98	LT	W16-7R	24 X 12	-	-	-	-	-	2.00	-	-	-	ARROW
0010	229	27+98	LT	W11-2	30 X 30	-	-	-	-	-	6.25	-	-	-	PED XING
0010	230	27+98	LT	W16-7L	24 X 12	-	-	-	-	-	2.00	-	-	-	ARROW
0010	231	28+76	RT	R2-1	24 X 30	-	-	1	-	5.00	-	-	-	-	SPEED LIMIT
0010	232	28+76	RT	R3-17	30 X 24	-	-	-	-	5.00	-	-	-	-	BIKE LANE
0010	233	29+25	LT	R2-1	24 X 30	-	-	-	1	5.00	-	-	-	-	SPEED LIMIT
0010	234	29+25	LT	R3-17	30 X 24	-	-	-	-	5.00	-	-	-	-	BIKE LANE
0010	235	29+25	LT	R7-53D	18 X 24	-	-	-	-	3.00	-	-	-	-	NO PARKING
0010	236	29+76	RT	R7-53D	18 X 24	-	1	-	-	3.00	-	-	-	-	NO PARKING
0010	237	30+25	LT	W11-2	30 X 30	-	-	1	-	-	6.25	-	-	-	PED XING
0010	238	30+25	LT	W16-9P	24 X 12	-	-	-	-	-	2.00	-	-	-	AHEAD
0010	239	31+37	LT	W1-8	18 X 24	1	-	-	-	-	3.00	-	-	-	CHEVERON
0010	R240	31+75	RT	R2-1	24 X 30	-	-	-	-	-	-	-	1	1	REMOVE SPEED LIMIT
0010	R241	31+77	LT	R2-1	24 X 30	-	-	-	-	-	-	-	1	1	REMOVE SPEED LIMIT
0010	242	32+25	RT	W11-2	30 X 30	-	-	1	-	-	6.25	-	-	-	PED XING
0010	243	32+25	RT	W16-9P	24 X 12	-	-	-	-	-	2.00	-	-	-	AHEAD
0010	244	32+59	LT	W1-8	18 X 24	1	-	-	-	-	3.00	-	-	-	CHEVERON
0010	R301	33+44	LT	W1-8	18 X 24	-	-	-	-	-	-	-	1	1	REMOVE CHEVRON
0010	R302	33+71	LT	W1-8	18 X 24	-	-	-	-	-	-	-	1	1	REMOVE CHEVRON
0010	303	33+74	LT	W1-8	18 X 24	1	-	-	-	-	3.00	-	-	-	CHEVERON
0010	R304	33+85	LT	W1-6	48 X 24	-	-	-	-	-	-	-	1	-	REMOVE LT ARROW
0010	305	33+94	LT	R1-1	30 X 30	-	1	-	-	5.18	-	-	-	-	STOP
0010	R306	33+99	LT	R1-1	30 X 30	-	-	-	-	-	-	-	1	1	REMOVE STOP
0010	M307	33+99	LT	M1-94H		-	-	-	-	-	-	1	-	-	MOVE STREET NAME
0010	M308	34+49	RT	R1-1	30 X 30	-	-	-	-	-	-	1	-	-	MOVE STOP & STREET NAME
0010	309	34+81	RT	W11-2	30 X 30	-	-	1	-	-	6.25	-	-	-	PED XING
0010	310	34+81	RT	W16-7L	24 X 12	-	-	-	-	-	2.00	-	-	-	ARROW
0010	311	34+81	RT	W11-2	30 X 30	-	-	-	-	-	6.25	-	-	-	PED XING
0010	312	34+81	RT	W16-7R	24 X 12	-	-	-	-	-	2.00	-	-	-	ARROW
0010	313	34+91	LT	W11-2	30 X 30	-	-	1	-	-	6.25	-	-	-	PED XING
0010	314	34+91	LT	W16-7R	24 X 12	-	-	-	-	-	2.00	-	-	-	ARROW
0010	315	34+91	LT	W11-2	30 X 30	-	-	-	-	-	6.25	-	-	-	PED XING
0010	316	34+91	LT	W16-7L	24 X 12	-	-	-	-	-	2.00	-	-	-	ARROW
0010	317	35+99	LT	R3-17	30 X 24	-	-	1	-	5.00	-	-	-	-	BIKE LANE
0010	318	35+99	LT	R7-53D	18 X 24	-	-	-	-	3.00	-	-	-	-	NO PARKING
0010	319	36+27	RT	R3-17	30 X 24	-	1	-	-	5.00	-	-	-	-	BIKE LANE
0010	M320	36+44	LT	R1-1	30 X 30	-	-	-	-	-	-	1	-	-	MOVE STOP & STREET NAME
0010	321	37+27	RT	R7-53D	18 X 24	-	1	-	-	3.00	-	-	-	-	NO PARKING
0010	322	37+49	LT	W11-2	30 X 30	-	-	1	-	-	6.25	-	-	-	PED XING
0010	323	37+49	LT	W16-9P	24 X 12	-	-	-	-	-	2.00	-	-	-	AHEAD
0010	324	41+00	RT	W11-2	30 X 30	-	-	1	-	-	6.25	-	-	-	PED XING
SUBTOTAL SHEET 2						3	5	11	1	55.36	106.00	4	7	6	

TYPE II SIGNS (SHEET 3 OF 3)

						634.0612	634.0614	634.0616	634.0618	637.2210	637.2230	638.2102	638.2602	638.3000	
						POSTS WOOD	POSTS WOOD	POSTS WOOD	POSTS WOOD	SIGNS TYPE II	SIGNS TYPE II	MOVING SIGNS	REMOVING SIGNS	REMOVING	
						4X6-INCH X 12-FT	4X6-INCH X 14-FT	4X6-INCH X 16-FT	4X6-INCH X 18-FT	REFLECTIVE H	REFLECTIVE F	TYPE II	TYPE II	SMALL SIGN	
CATEGORY	SIGN NO	STATION	TO	SIGN CODE	SIZE	EACH	EACH	EACH	EACH	SF	SF	EACH	EACH	SUPPORTS	REMARKS
0010	325	41+00	RT	W16-9P	24 X 12	-	-	-	-	-	2.00	-	-	-	AHEAD
0010	R326	41+01	RT	D4-5L	30 X 36	-	-	-	-	-	-	-	1	1	REMOVE PARK & RIDE
0010	M327	41+01	RT	I55-56	30 X 36	-	-	-	-	-	-	1	-	-	MOVE ADOPT A HIGHWAY & SPONSER
0010	328	42+00	LT	D4-5L	30 X 36	-	-	1	-	7.50	-	-	-	-	PARK & RIDE
0010	329	42+04	RT	R3-17	30 X 24	-	1	-	-	5.00	-	-	-	-	BIKE LANE
0010	330	42+04	RT	R3-17BP	30 X 12	-	-	-	-	2.50	-	-	-	-	ENDS
0010	331	43+00	LT	R3-17	30 X 24	-	-	1	-	5.00	-	-	-	-	BIKE LANE
0010	332	43+00	LT	R7-53D	18 X 24	-	-	-	-	3.00	-	-	-	-	NO PARKING
0010	401	43+93	RT	W11-2	30 X 30	-	-	1	-	-	6.25	-	-	-	PED XING
0010	402	43+93	RT	W16-7L	24 X 12	-	-	-	-	-	2.00	-	-	-	ARROW
0010	403	43+93	RT	W11-2	30 X 30	-	-	-	-	-	6.25	-	-	-	PED XING
0010	404	43+93	RT	W16-7R	24 X 12	-	-	-	-	-	2.00	-	-	-	ARROW
0010	405	44+05	LT	W11-2	30 X 30	-	-	1	-	-	6.25	-	-	-	PED XING
0010	406	44+05	LT	W16-7R	24 X 12	-	-	-	-	-	2.00	-	-	-	ARROW
0010	407	44+05	LT	W11-2	30 X 30	-	-	-	-	-	6.25	-	-	-	PED XING
0010	408	44+05	LT	W16-7L	24 X 12	-	-	-	-	-	2.00	-	-	-	ARROW
0010	409	44+29	LT	R1-1	30 X 30	-	1	-	-	5.18	-	-	-	-	STOP
0010	M410	44+29	LT	M1-94H		-	-	-	-	-	-	1	-	-	MOVE STREET NAME
0010	R411	44+29	LT	R1-1	30 X 30	-	-	-	-	-	-	-	1	1	REMOVE STOP
0010	412	45+53	RT	R3-8LR	36 X 30	-	1	-	-	7.50	-	-	-	-	LANE DESIGNATION ARROWS
0010	413	4650.00	LT	W11-2	30 X 30	-	-	1	-	-	6.25	-	-	-	PED XING
0010	414	4650.00	LT	W16-9P	24 X 12	-	-	-	-	-	2.00	-	-	-	AHEAD
0010	R415	47+03	LT	R2-1	24 X 30	-	-	-	-	-	-	-	1	-	REMOVE SPEED LIMIT
0010	R416	47+03	LT	R14-1	24 X 18	-	-	-	-	-	-	-	1	-	REMOVE TRUCK ROUTE
0010	417	47+50	LT	R2-1	24 X 30	-	-	1	-	5.00	-	-	-	-	SPEED LIMIT
0010	418	47+50	LT	R14-1	24 X 18	-	-	-	-	3.00	-	-	-	-	TRUCK ROUTE
SUBTOTAL SHEET 3						-	3	6	-	43.68	43.25	2	4	2	
SUBTOTAL SHEET 1						3	5	12	-	54.68	116.25	2	7	6	
SUBTOTAL SHEET 2						3	5	11	1	55.36	106.00	4	7	6	
TOTAL 0010						6	13	29	1	153.72	265.50	8	18	14	

TRAFFIC CONTROL

		643.0300	643.0420	643.0705	643.0715	643.0810	* 643.0900	643.1000	643.1050	* 644.1810	
		TRAFFIC CONTROL DRUMS	TRAFFIC CONTROL BARRICADES TYPE III	TRAFFIC CONTROL WARNING LIGHTS TYPE A	TRAFFIC CONTROL WARNING LIGHTS TYPE C	TRAFFIC CONTROL CONNECTED ARROW BOARDS	TRAFFIC CONTROL SIGNS	TRAFFIC CONTROL SIGNS FIXED MESSAGE	TRAFFIC CONTROL SIGNS PCMS	TEMPORARY PEDESTRIAN BARRICADE	
CATEGORY	LOCATION	DAY	DAY	DAY	DAY	DAY	DAY	SF	DAY	LF	REMARKS
0010	PROJECT	70	-	-	-	-	-	-	14	-	PROJECT TRAFFIC CONTROL AND ADVANCE NOTICE
0010	HOFFMAN RD	1,700	1,840	3,680	-	-	2,990	8	-	15	
0010	HOFFMAN RD/CTH GV	190	70	140	110	5	155	-	-	-	CURB RAMP REPLACEMENTS AT CTH GV/MONROE RD
0010	PRIVATE ROADS	-	49	98	-	-	21	-	-	-	
SUBTOTAL "TRAFFIC CONTROL"		1,960	1,959	3,918	110	5	3,166	8	14	15	
SUBTOTAL "PEDESTRIAN DETOUR"		-	-	-	-	-	25	-	-	276	
TOTAL 0010		1960	1959	3918	110	5	3191	8	14	291	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

PEDESTRIAN DETOUR

		*						*	
		643.0900	643.3350	643.3850	644.1430	644.1440	644.1605	644.1810	
		TRAFFIC CONTROL	TEMPORARY	TEMPORARY	TEMPORARY	TEMPORARY	TEMPORARY	TEMPORARY	
		SIGNS	CROSSWALK	MARKING STOP LINE	PEDESTRIAN	PEDESTRIAN	PEDESTRIAN	PEDESTRIAN	
			REMOVABLE TAPE	REMOVABLE TAPE	SURFACE PLATE	SURFACE MATTING	DETECTABLE	BARRICADE	
			6-INCH	18-INCH			WARNING FIELD		
CATEGORY	LOCATION	DAY	LF	LF	SF	SF	SF	LF	REMARKS
0010	HOFFMAN RD	25	52	13	48	400	16	276	CURB RAMP REPLACEMENTS AT CTH GV/MONROE ROAD
	TOTAL 0010	25	52	13	48	400	16	276	

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

PAVEMENT MARKING (SHEET 1 OF 3)														
CATEGORY	STATION	TO	STATION	OFFSET	LCOATION	646.2020		646.4020	646.5020	646.5120	646.5220	646.6120	646.7420	REMARKS
						MARKING LINE EPOXY 6-INCH		MARKING LINE EPOXY 10-INCH	MARKING ARROW EPOXY	MARKING WORD EPOXY	MARKING SYMBOL EPOXY	MARKING STOP LINE EPOXY 18-INCH	CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	
						WHITE	YELLOW							
0010	11+54	-	11+74	17' LT	HOFFMAN RD	-	-	21	-	-	-	-	-	RT TURN LANE
0010	11+54	-	11+74	12' LT	HOFFMAN RD	21	-	-	-	-	-	-	-	WB LANE LINE
0010	11+54	-	11+74	LT, RT	HOFFMAN RD	-	42	-	-	-	-	-	-	DOUBLE YELLOW CL
0010	11+54	-	11+74	24' RT	HOFFMAN RD	21	-	-	-	-	-	-	-	RT EDGE LINE
0010	11+74	-	-	LT, RT	HOFFMAN RD	-	-	-	-	-	-	-	58	CROSSWALK HOFFMAN AT BELLEVUE
0010	11+80	-	-	LT, RT	HOFFMAN RD	-	-	-	-	-	-	-	58	CROSSWALK HOFFMAN AT BELLEVUE
0010	11+80	-	12+56	17' LT	HOFFMAN RD	-	-	76	-	-	-	-	-	RT TURN LANE
0010	11+80	-	12+56	12' LT	HOFFMAN RD	76	-	-	-	-	-	-	-	WB LANE LINE
0010	11+80	-	21+69	LT, RT	HOFFMAN RD	-	1,976	-	-	-	-	-	-	DOUBLE YELLOW CL
0010	11+80	-	21+69	24' RT - 12' RT	HOFFMAN RD	998	-	-	-	-	-	-	-	EB LANE LINE
0010	11+86	-	11+99	12' RT	HOFFMAN RD	13	-	-	-	-	-	-	-	EB LANE LINE
0010	12+00	-	12+08	LT	HOFFMAN RD	-	-	-	1	-	-	-	-	RT TURN LANE ARROW
0010	12+00	-	-	RT	HOFFMAN RD	-	-	-	-	-	1	-	-	BIKE LANE SYMBOL
0010	12+12	-	-	RT	HOFFMAN RD	-	-	-	1	-	-	-	-	BIKE LANE ARROW
0010	12+24	-	-	LT	HOFFMAN RD	-	-	-	1	-	-	-	-	BIKE LANE ARROW
0010	12+36	-	-	LT	HOFFMAN RD	-	-	-	-	-	1	-	-	BIKE LANE SYMBOL
0010	12+56	-	13+56	17' LT	HOFFMAN RD	-	-	25	-	-	-	-	-	RT TURN LANE DASHES (3' LINE 9' GAP)
0010	12+56	-	13+56	12' LT	HOFFMAN RD	25	-	-	-	-	-	-	-	LANE DASHES (3' LINE 9' GAP)
0010	13+56	-	20+83	12' LT	HOFFMAN RD	717	-	-	-	-	-	-	-	WB LANE LINE
0010	14+50	-	-	RT	HOFFMAN RD	-	-	-	-	-	1	-	-	BIKE LANE SYMBOL
0010	14+62	-	-	RT	HOFFMAN RD	-	-	-	1	-	-	-	-	BIKE LANE ARROW
0010	15+38	-	-	LT	HOFFMAN RD	-	-	-	1	-	-	-	-	BIKE LANE ARROW
0010	15+50	-	-	LT	HOFFMAN RD	-	-	-	-	-	1	-	-	BIKE LANE SYMBOL
0010	16+51	-	-	RT	HOFFMAN RD	-	-	-	-	-	1	-	-	BIKE LANE SYMBOL
0010	16+62	-	-	RT	HOFFMAN RD	-	-	-	1	-	-	-	-	BIKE LANE ARROW
0010	17+88	-	-	LT	HOFFMAN RD	-	-	-	1	-	-	-	-	BIKE LANE ARROW
0010	18+00	-	-	LT	HOFFMAN RD	-	-	-	-	-	1	-	-	BIKE LANE SYMBOL
0010	19+00	-	-	RT	HOFFMAN RD	-	-	-	-	-	1	-	-	BIKE LANE SYMBOL
0010	19+12	-	-	RT	HOFFMAN RD	-	-	-	1	-	-	-	-	BIKE LANE ARROW
0010	20+51	-	-	LT	HOFFMAN RD	-	-	-	1	-	-	-	-	BIKE LANE ARROW
0010	20+63	-	-	LT	HOFFMAN RD	-	-	-	-	-	1	-	-	BIKE LANE SYMBOL
0010	21+07	-	21+45	LT, RT	VAN VIEW ST	-	-	-	-	-	-	-	37	CROSSWALK VAN VIEW AT HOFFMAN
0010	21+09	-	21+43	LT, RT	VAN VIEW ST	-	-	-	-	-	-	-	34	CROSSWALK VAN VIEW AT HOFFMAN
0010	21+10	-	21+26	RT	VAN VIEW ST	-	-	-	-	-	-	16	-	STOP LINE AT VAN VIEW
0010	21+69	-	-	LT, RT	HOFFMAN RD	-	-	-	-	-	-	-	34	CROSSWALK HOFFMAN AT VAN VIEW
0010	21+75	-	-	LT, RT	HOFFMAN RD	-	-	-	-	-	-	-	34	CROSSWALK HOFFMAN AT VAN VIEW
0010	21+75	-	27+03	12' LT	HOFFMAN RD	528	-	-	-	-	-	-	-	WB LANE LINE
0010	21+75	-	27+90	LT, RT	HOFFMAN RD	-	1,230	-	-	-	-	-	-	DOUBLE YELLOW CL
0010	21+75	-	27+90	10' RT	HOFFMAN RD	615	-	-	-	-	-	-	-	EB LANE LINE
0010	21+95	-	-	RT	HOFFMAN RD	-	-	-	-	-	1	-	-	BIKE LANE SYMBOL
0010	22+07	-	-	RT	HOFFMAN RD	-	-	-	1	-	-	-	-	BIKE LANE ARROW
0010	24+21	-	-	LT	HOFFMAN RD	-	-	-	1	-	-	-	-	BIKE LANE ARROW
0010	24+33	-	-	LT	HOFFMAN RD	-	-	-	-	-	1	-	-	BIKE LANE SYMBOL
0010	24+45	-	-	RT	HOFFMAN RD	-	-	-	-	-	1	-	-	BIKE LANE SYMBOL
0010	24+57	-	-	RT	HOFFMAN RD	-	-	-	1	-	-	-	-	BIKE LANE ARROW
0010	26+71	-	-	LT	HOFFMAN RD	-	-	-	1	-	-	-	-	BIKE LANE ARROW
0010	26+83	-	-	LT	HOFFMAN RD	-	-	-	-	-	1	-	-	BIKE LANE SYMBOL
0010	27+21	-	27+54	RT	HOFFMAN RD	-	-	-	-	-	-	-	61	CROSSWALK SACHET PL (PRIVATE RD)
0010	27+28	-	27+66	LT, RT	MCRAE PL	-	-	-	-	-	-	-	38	CROSSWALK McRAE AT HOFFMAN
0010	27+30	-	27+64	LT, RT	MCRAE PL	-	-	-	-	-	-	-	34	CROSSWALK McRAE AT HOFFMAN
SUBTOTAL SHEET 1						3,014	3,248	122	13	0	12	16	388	

PAVEMENT MARKING (SHEET 2 OF 3)														
CATEGORY	STATION	TO	STATION	OFFSET	LCOATION	646.2020		646.4020	646.5020	646.5120	646.5220	646.6120	646.7420	REMARKS
						MARKING LINE EPOXY 6-INCH		MARKING LINE EPOXY 10-INCH	MARKING ARROW EPOXY	MARKING WORD EPOXY	MARKING SYMBOL EPOXY	MARKING STOP LINE EPOXY 18-INCH	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	
						WHITE	YELLOW	LF	EACH	EACH	EACH	LF	LF	
0010	27+30	-	27+47	RT	McRAE PL	-	-	-	-	-	-	17	-	STOP LINE AT McRAE
0010	27+90	-	-	LT, RT	HOFFMAN RD	-	-	-	-	-	-	-	34	CROSSWALK HOFFMAN AT McRAE
0010	27+96	-	-	LT, RT	HOFFMAN RD	-	-	-	-	-	-	-	34	CROSSWALK HOFFMAN AT McRAE
0010	27+96	-	33+65	12' LT	HOFFMAN RD	574	-	-	-	-	-	-	-	WB LANE LINE
0010	27+96	-	33+65	LT, RT	HOFFMAN RD	-	1,140	-	-	-	-	-	-	DOUBLE YELLOW CL
0010	27+96	-	33+61	12' RT	HOFFMAN RD	561	-	-	-	-	-	-	-	EB LANE LINE
0010	28+16	-	-	RT	HOFFMAN RD	-	-	-	-	-	1	-	-	BIKE LANE SYMBOL
0010	28+28	-	-	RT	HOFFMAN RD	-	-	-	1	-	-	-	-	BIKE LANE ARROW
0010	28+88	-	-	LR	HOFFMAN RD	-	-	-	1	-	-	-	-	BIKE LANE ARROW
0010	29+00	-	-	LR	HOFFMAN RD	-	-	-	-	-	1	-	-	BIKE LANE SYMBOL
0010	30+66	-	-	RT	HOFFMAN RD	-	-	-	-	-	1	-	-	BIKE LANE SYMBOL
0010	30+78	-	-	RT	HOFFMAN RD	-	-	-	1	-	-	-	-	BIKE LANE ARROW
0010	30+88	-	-	LT	HOFFMAN RD	-	-	-	1	-	-	-	-	BIKE LANE ARROW
0010	31+00	-	-	LT	HOFFMAN RD	-	-	-	-	-	1	-	-	BIKE LANE SYMBOL
0010	33+00	-	-	RT	HOFFMAN RD	-	-	-	-	-	1	-	-	BIKE LANE SYMBOL
0010	33+12	-	-	RT	HOFFMAN RD	-	-	-	1	-	-	-	-	BIKE LANE ARROW
0010	33+34	-	-	LT	HOFFMAN RD	-	-	-	1	-	-	-	-	BIKE LANE ARROW
0010	33+46	-	-	LT	HOFFMAN RD	-	-	-	-	-	1	-	-	BIKE LANE SYMBOL
0010	33+65	-	33+95	LT, RT	LT, RT	15	-	-	-	-	-	-	-	WHITE LANE LINE SKIPS
0010	34+50	-	34+83	LT, RT	LT, RT	18	-	-	-	-	-	-	-	WHITE LANE LINE SKIPS
0010	33+92	-	34+53	LT, RT	HEARTHSTONE DR	-	-	-	-	-	-	-	57	CROSSWALK HEARTHSTONE AT HOFFMAN
0010	33+92	-	34+57	LT, RT	DEVELOPMEMT DR	-	-	-	-	-	-	-	68	CROSSWALK DEVELOPMENT AT HOFFMAN
0010	33+97	-	34+51	LT, RT	DEVELOPMEMT DR	-	-	-	-	-	-	-	58	CROSSWALK DEVELOPMENT AT HOFFMAN
0010	33+98	-	34+46	LT, RT	HEARTHSTONE DR	-	-	-	-	-	-	-	45	CROSSWALK HEARTHSTONE AT HOFFMAN
0010	33+99	-	34+22	LT	DEVELOPMEMT DR	-	-	-	-	-	-	24	-	STOP LINE AT DEVELOPMENT
0010	34+22	-	34+43	RT	HEARTHSTONE DR	-	-	-	-	-	-	19	-	STOP LINE AT HEARTHSTONE
0010	34+83	-	-	LT, RT	HOFFMAN RD	-	-	-	-	-	-	-	40	CROSSWALK HOFFMAN AT HEARTHSTONE
0010	34+89	-	-	LT, RT	HOFFMAN RD	-	-	-	-	-	-	-	40	CROSSWALK HOFFMAN AT HEARTHSTONE
0010	34+89	-	43+95	12' LT	HOFFMAN RD	908	-	-	-	-	-	-	-	WB LANE LINE
0010	34+89	-	43+95	LT, RT	HOFFMAN RD	-	1,812	-	-	-	-	-	-	DOUBLE YELLOW
0010	34+89	-	42+04	12' RT	HOFFMAN RD	713	-	-	-	-	-	-	-	EB LANE LINE
0010	35+10	-	-	RT	HOFFMAN RD	-	-	-	-	-	1	-	-	BIKE LANE SYMBOL
0010	35+23	-	-	RT	HOFFMAN RD	-	-	-	1	-	-	-	-	BIKE LANE ARROW
0010	36+13	-	-	LT	HOFFMAN RD	-	-	-	1	-	-	-	-	BIKE LANE ARROW
0010	36+25	-	-	LT	HOFFMAN RD	-	-	-	-	-	1	-	-	BIKE LANE SYMBOL
0010	36+49	-	36+77	LT	HOFFMAN RD	-	-	-	-	-	-	-	54	CROSSWALK DECURIA LN (PRIVATE RD)
0010	37+62	-	-	RT	HOFFMAN RD	-	-	-	-	-	1	-	-	BIKE LANE SYMBOL
0010	37+74	-	-	RT	HOFFMAN RD	-	-	-	1	-	-	-	-	BIKE LANE ARROW
0010	38+63	-	-	LT	HOFFMAN RD	-	-	-	1	-	-	-	-	BIKE LANE ARROW
0010	38+75	-	-	LT	HOFFMAN RD	-	-	-	-	-	1	-	-	BIKE LANE SYMBOL
0010	39+26	-	39+45	LT	HOFFMAN RD	-	-	-	-	-	-	-	38	CROSSWALK CENTURIAN (PRIVATE RD)
0010	39+59	-	40+10	RT	HOFFMAN RD	-	-	-	-	-	-	-	91	CROSSWALK PRIVATE RD
0010	40+28	-	-	RT	HOFFMAN RD	-	-	-	-	-	1	-	-	BIKE LANE SYMBOL
0010	40+40	-	-	RT	HOFFMAN RD	-	-	-	1	-	-	-	-	BIKE LANE ARROW
0010	41+13	-	-	LT	HOFFMAN RD	-	-	-	1	-	-	-	-	BIKE LANE ARROW
0010	41+25	-	-	LT	HOFFMAN RD	-	-	-	-	-	1	-	-	BIKE LANE SYMBOL
0010	41+86	-	-	RT	HOFFMAN RD	-	-	-	-	-	1	-	-	BIKE LANE SYMBOL
0010	41+98	-	-	RT	HOFFMAN RD	-	-	-	-	1	-	-	-	"ENDS"
0010	43+06	-	43+98	RT	HOFFMAN RD	25	-	-	-	-	-	-	-	LANE LINE DASHES (12.5' LINE 37.5' GAP)
0010	43+63	-	-	LT	HOFFMAN RD	-	-	-	1	-	-	-	-	BIKE LANE ARROW
SUBTOTAL SHEET 2						2,814	2,952	0	13	1	13	60	559	

PAVEMENT MARKING (SHEET 3 OF 3)

CATEGORY	STATION	TO	STATION	OFFSET	LCOATION	646.2020		646.4020	646.5020	646.5120	646.5220	646.6120	646.7420	REMARKS
						MARKING LINE		MARKING	MARKING	MARKING	MARKING	MARKING STOP	MARKING CROSSWALK	
						WHITE	YELLOW	LINE EPOXY	ARROW	WORD	SYMBOL	LINE EPOXY	EPOXY TRANSVERSE	
						LF	LF	10-INCH	EPOXY	EPOXY	EPOXY	18-INCH	LINE 6-INCH	
0010	43+75	-	-	LT	HOFFMAN RD	-	-	-	-	-	1	-	-	BIKE LANE SYMBOL
0010	43+95	-	-	LT, RT	HOFFMAN RD	-	-	-	-	-	-	-	49	CROSSWALK HOFFMAN AT DEVELOPMENT
0010	44+01	-	-	LT, RT	HOFFMAN RD	-	-	-	-	-	-	-	49	CROSSWALK HOFFMAN AT DEVELOPMENT
0010	44+28	-	44+90	LT, RT	DEVELOPMENT DR	-	-	-	-	-	-	-	62	CROSSING DEVELOPMENT AT HOFFMAN
0010	44+32	-	44+84	LT, RT	DEVELOPMENT DR	-	-	-	-	-	-	-	52	CROSSING DEVELOPMENT AT HOFFMAN
0010	44+34	-	44+59	LT	DEVELOPMENT DR	-	-	-	-	-	-	25	-	STOP LINE AT DEVELOPMENT
0010	45+22	-	46+49	12' RT	HOFFMAN RD	38	-	-	-	-	-	-	-	LANE LINE DASHES (12.5' LINE 37.5' GAP)
0010	45+22	-	48+49	LT, RT	HOFFMAN RD	-	654	-	-	-	-	-	-	DOUBLE YELLOW
0010	46+34	-	47+00	12' RT	HOFFMAN RD	-	-	15	-	-	-	-	-	RT TURN LANE DASHES (3' LINE 9' GAP)
0010	46+99	-	48+49	12' RT	HOFFMAN RD	-	-	150	-	-	-	-	-	TURN LANE
0010	47+19	-	-	RT	HOFFMAN RD	-	-	-	1	-	-	-	-	RT TURN LANE ARROW
0010	47+19	-	-	RT	HOFFMAN RD	-	-	-	1	-	-	-	-	LT TURN LANE ARROW
0010	48+21	-	-	RT	HOFFMAN RD	-	-	-	1	-	-	-	-	RT TURN LANE ARROW
0010	48+21	-	-	RT	HOFFMAN RD	-	-	-	1	-	-	-	-	LT TURN LANE ARROW
0010	48+49	-	-	RT	HOFFMAN RD	-	-	-	-	-	-	25	-	STOP LINE AT CTH GV
0010	48+55	-	48+57	LT, RT	HOFFMAN RD	-	-	-	-	-	-	-	56	CROSSWALK HOFFMAN AT CTH GV
0010	48+62	-	48+64	LT, RT	HOFFMAN RD	-	-	-	-	-	-	-	65	CROSSWALK HOFFMAN AT CTH GV
SUBTOTAL SHEET 3						38	654	165	4	0	1	50	333	
SUBTOTAL SHEET 1						3,014	3,248	122	13	0	12	16	388	
SUBTOTAL SHEET 2						2,814	2,952	0	13	1	13	60	559	
TOTAL 0010						12,720		287	30	1	26	126	1,280	

PAVEMENT MARKING REMOVALS

CATEGORY	STATION	OFFSET	LOCATION	646.9012	646.9210	646.9310	REMARKS
				MARKING REMOVAL	MARKING	MARKING	
				LINE WATER	REMOVAL LINE	REMOVAL SPECIAL	
				BLASTING 6-INCH	WATER	MARKING WATER	
				LF	LF	EACH	
0010	48+25 TO 48+50	LT, RT	HOFFMAN RD	50	-	-	DOUBLE YELLOW CENTERLINE
0010	48+25 TO 48+50	RT	HOFFMAN RD	-	50	-	TURN LANE LINE & STOP BAR
0010	48+25	6.5' RT	HOFFMAN RD	-	-	1	LT ARROW AT CTH GV/MONROE ROAD
0010	48+25	18.5' RT	HOFFMAN RD	-	-	1	RT ARROW AT CTH GV/MONROE ROAD
0010	48+56 TO 48+64	LT, RT	HOFFMAN RD	122	-	-	CROSSWALK LINES AT CTH GV/MONROE ROAD
TOTAL 0010				172	50	2	

CONSTRUCTION STAKING

CATEGORY	STATION	TO	STATION	LOCATION	650.4500	650.5000	650.5500	650.9920	REMARKS
					CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	
					STAKING SUBGRADE	STAKING BASE	STAKING CURB GUTTER	STAKING SLOPE	
					LF	LF	LF	LF	
0010	11+53.80	-	48+24.83	HOFFMAN RD	3,671	3,671	5,350	3,671	PROJECT
0010	101+10.30	-	101+64.94	VAN VIEW RD	55	55	135	55	
0010	200+50.20	-	200+82.25	MCRAE PL	32	32	90	32	
0010	300+17.02	-	300+83.28	DEVELOPMENT DR-W	66	66	159	66	
0010	500+05.16	-	500+83.24	HEARTHSTONE DR	78	78	158	78	
0010	400+27.39	-	400+92.29	DEVELOPMENT DR-E	65	65	172	65	
TOTAL 0010					3,967	3,967	6,064	3,967	

TRANSPORTATION PROJECT PLAT 4516-11-72 - 4.01

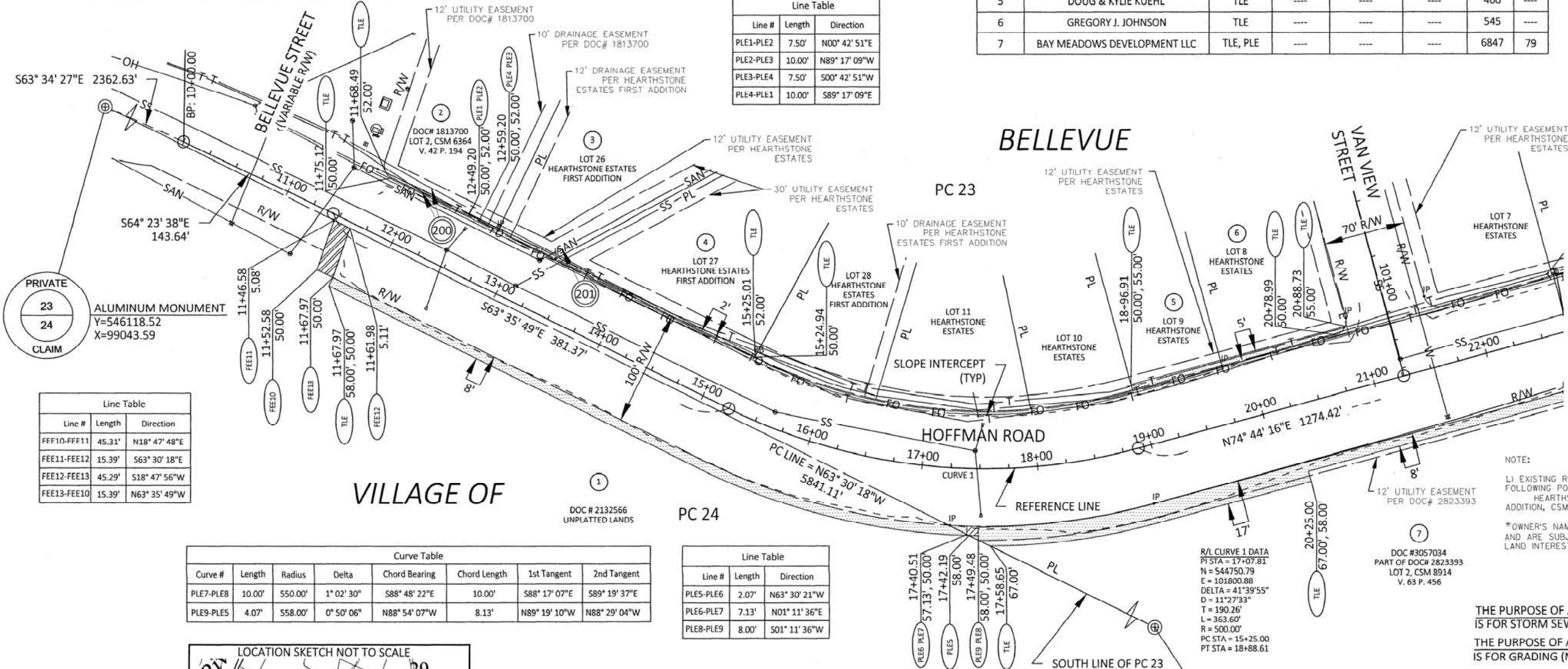
THAT PART OF UNPLATTED LANDS, LOCATED IN PRIVATE CLAIM 24 EAST AND THAT PART OF DOC# 2823393, LOT 2, CSM 8914, V. 63 P. 456, PART OF DOC# 1813700, LOT 2, CSM 6364, V. 42 P. 194, PART OF LOT 26 AND 27 HEARTHSTONE ESTATES FIRST ADDITION AND PART OF LOT 8 AND 9 HEARTHSTONE ESTATES, LOCATED IN PRIVATE CLAIM 23 EAST, ALL IN THE VILLAGE OF BELLEVUE, BROWN COUNTY, WISCONSIN.

RELOCATION ORDER V BELLEVUE, HOFFMAN ROAD, BELLEVUE STREET (CTH XX) TO MONROE ROAD (CTH GV)

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE VILLAGE OF BELLEVUE HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAY OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE VILLAGE OF BELLEVUE, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

*** REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN THIS DOCUMENT, FOR ADDITIONAL INFORMATION.



SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W NEW SF	R/W EXISTING SF	R/W TOTAL SF	PLE SF
1	BOWER CREEK DEVELOPMENT CO LLP	TLE, FEE	691	---	691	4711
2	OAK FRONT CUSTOM CABINETRY	TLE, PLE	---	---	---	194
3	MATTHEW D. & ANITA R. SEVCIK	TLE	---	---	---	112
4	DEBRA J. KRALOVETZ	TLE	---	---	---	383
5	DOUG & KYLIE KUEHL	TLE	---	---	---	400
6	GREGORY J. JOHNSON	TLE	---	---	---	545
7	BAY MEADOWS DEVELOPMENT LLC	TLE, PLE	---	---	---	6847

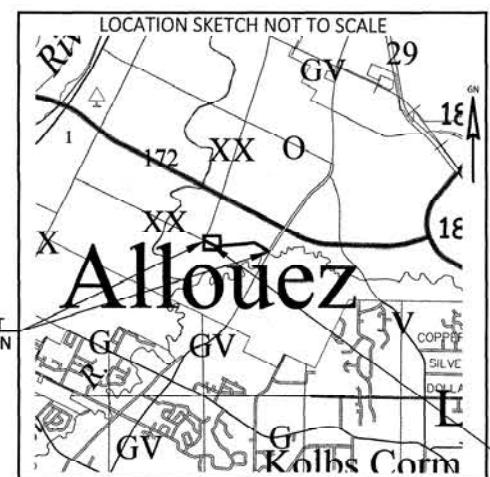
3100302

CHERYL BERKEN
BROWN COUNTY
REGISTER OF DEEDS
GREEN BAY, WI
RECORDED ON
07/24/2025 11:02 AM
REC FEE: 25.00
PAGES: 2

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER
AMENDMENT NO.

*** SHEET 1 OF 2

SCALE: FEET
0 50 100



Cedar
CORPORATION Community Infrastructure • Architecture • Environmental Services

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

SIGNATURE: *Dustin J. Lablonde* DATE: 07/22/25
PRINT NAME: DUSTIN J. LABLONDE
REGISTRATION NUMBER: 5-3096

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE VILLAGE OF BELLEVUE

SIGNATURE: *Steve Soukup* DATE: 7/23/25
PRINT NAME: STEVE SOUKUP - VILLAGE PRESIDENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
PROJECT NO. 4516-11-72
V BELLEVUE, HOFFMAN ROAD
BELLEVUE STREET (CTH XX) TO MONROE ROAD (CTH GV)

LOCAL STREET
BROWN COUNTY



CONVENTIONAL SYMBOLS

SECTION LINE	--- --	SECTION CORNER SYMBOL		R/W MONUMENT (TO BE SET)	•
QUARTER LINE	--- --	SECTION CORNER MONUMENT		NON-MONUMENTED R/W POINT	o
SIXTEENTH LINE	--- --	GEODETIC SURVEY MONUMENT		FOUND IRON PIN (1-INCH UNLESS NOTED)	IP
NEW REFERENCE LINE	--- --	SIXTEENTH CORNER MONUMENT		FOUND IRON REBAR (1/2-INCH UNLESS NOTED)	RB
NEW R/W LINE	--- --	SIGN		OFF-PREMISE SIGN	
EXISTING R/W OR HE LINE	--- --				
PROPERTY LINE	--- --				
LOT, TIE & OTHER MINOR LINES	--- --				
SLOPE INTERCEPT	--- --				
CORPORATE LIMITS	--- --				
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)	--- --	ELECTRIC POLE		COMPENSABLE	
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)	--- --	TELEPHONE POLE		NON-COMPENSABLE	
TEMPORARY LIMITED EASEMENT AREA	--- --	PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)			
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)	--- --	ACCESS RESTRICTED BY ACQUISITION			
TRANSMISSION STRUCTURES	--- --	NO ACCESS (BY STATUTORY AUTHORITY)			
BUILDING		ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)			
TO BE REMOVED		NO ACCESS (NEW HIGHWAY)			
BRIDGE		PARCEL NUMBER (25)			
		UTILITY NUMBER (40)			
		PARALLEL OFFSETS			

CONVENTIONAL ABBREVIATIONS

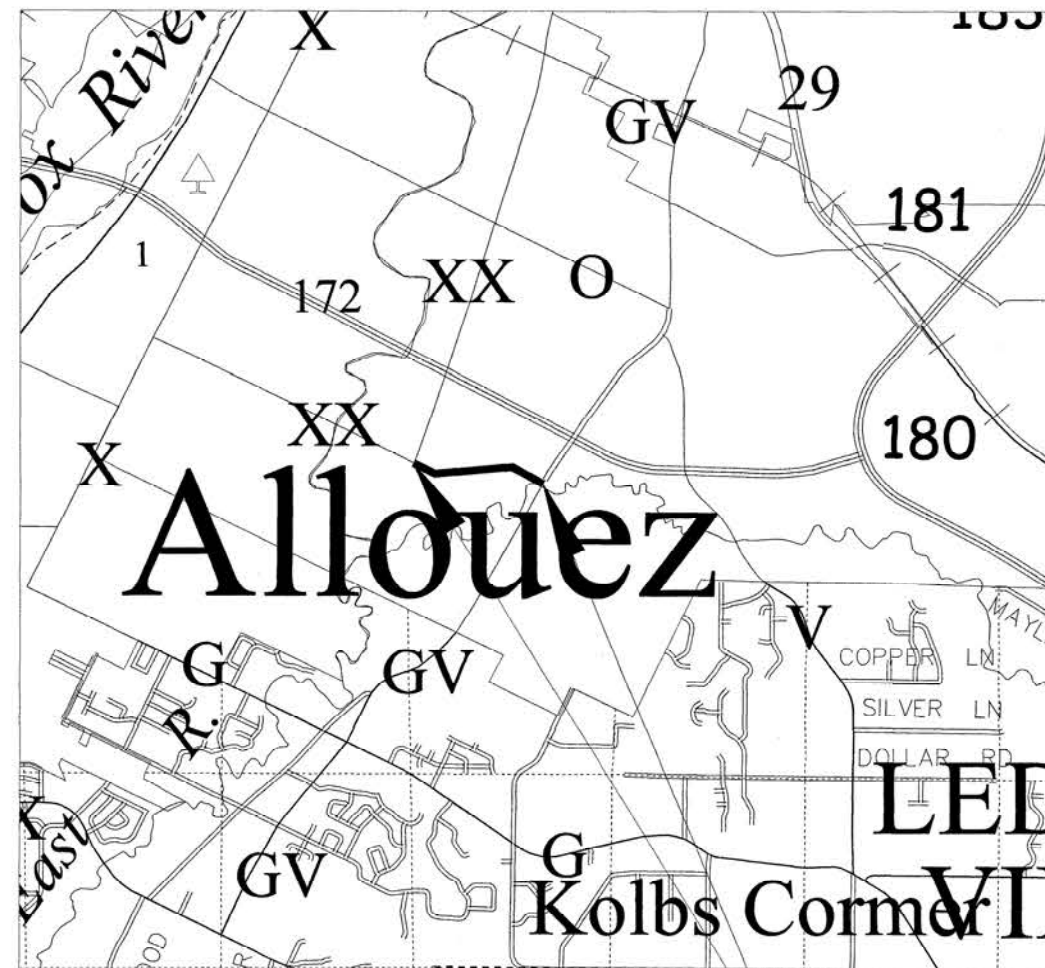
ACCESS RIGHTS	AR	POINT OF COMPOUND CURVE	PCC
ACRES	AC	POINT ON CURVE	POC
AHEAD	AH	POINT OF INTERSECTION	PI
ALUMINUM	ALUM	PROPERTY LINE	PL
AND OTHERS	ET AL	PROPOSED/NEW R/W	PRW
BACK	BK	RECORDED AS	(100')
BLOCK	BLK	REEL / IMAGE	R/I
BUILDING	BLD	REFERENCE LINE	R/L
CENTERLINE	C/L	REMAINING	REM
CERTIFIED SURVEY MAP	CSM	RESTRICTIVE DEVELOPMENT	RDE
CONCRETE	CONC	EASEMENT	
COUNTY	CO	RIGHT	RT
COUNTY TRUNK HIGHWAY	CTH	RIGHT OF WAY	R/W
DISTANCE	DIST	SECTION	SEC
CORNER	COR	SEPTIC VENT	SEPV
DOCUMENT NUMBER	DOC	SQUARE FEET	SF
EASEMENT	EASE	STATE TRUNK HIGHWAY	STH
EXISTING	EX	STATION	STA
GAS VALVE	GV	TELEPHONE PEDESTAL	TP
GRID NORTH	GN	TEMPORARY LIMITED	TLE
HIGHWAY EASEMENT	HE	EASEMENT	
IDENTIFICATION	ID	TRANSPORTATION PROJECT	TPP
LAND CONTRACT	LC	PLAT	
LEFT	LT	UNITED STATES HIGHWAY	USH
MONUMENT	MON	VOLUME	V
NATIONAL GEODETIC SURVEY	NGS	NORTH, SOUTH, EAST, WEST	N, S, E, W
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		

CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ/DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

CONVENTIONAL UTILITY SYMBOLS

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



PROJECT LOCATION

THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 4516-11-72

NOTES:

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

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

ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS" OF PUBLIC RECORD.

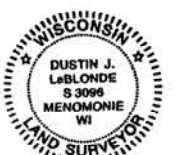
DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLEs) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHTS TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.



07/22/25

PROJECT NUMBER 4516-11-72 -4.1
SHEET 2 OF 2
AMENDMENT NO:

TRANSPORTATION PROJECT PLAT 4516-11-72 - 4.02

THAT PART OF LOT 6 HEARTHSTONE ESTATES, LOCATED IN PRIVATE CLAIM 23 EAST, THAT PART OF LOT 34, 44 AND 45 HEARTHSTONE ESTATES SECOND ADDITION AND PART OF DOC# 2989367, LOT 1, CSM 9415, LOCATED IN PRIVATE CLAIM 22 EAST AND PART OF DOC# 2823393, LOT 1, CSM 8914, V. 63 P. 456, LOCATED IN PRIVATE CLAIM 22 EAST AND PRIVATE CLAIM 23 EAST, ALL IN THE VILLAGE OF BELLEVUE, BROWN COUNTY, WISCONSIN.

RELOCATION ORDER V BELLEVUE, HOFFMAN ROAD, BELLEVUE STREET (CTH XX) TO MONROE ROAD (CTH GV)

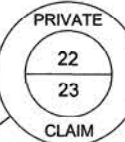
TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE VILLAGE OF BELLEVUE DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE VILLAGE OF BELLEVUE HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE VILLAGE OF BELLEVUE, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

*** REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN DOCUMENT NUMBER 3100302, FOR ADDITIONAL INFORMATION.

UTILITY EASEMENT TABLE		
OWNER(S)	PER DOCUMENT	LOCATED IN TPP PARCEL(S)
AT&T DISTRIBUTION & TDS METROCOM	HEARTHSTONE ESTATES	11-15
AT&T DISTRIBUTION & TDS METROCOM	CSM 8914	17
VILLAGE OF BELLEVUE	DOC# 1988327	18
WISCONSIN PUBLIC SERVICE CORPORATION	CSM 8914	17 & 18

Line Table		
Line #	Length	Direction
PLE17-PLE18	3.00'	N15° 15' 44"W
PLE18-PLE19	10.00'	N74° 44' 16"E
PLE19-PLE20	3.00'	S15° 15' 44"E
PLE20-PLE17	10.00'	S47° 44' 16"W



ALUMINUM MONUMENT
Y=549078.26
X=94383.56

Line Table		
Line #	Length	Direction
PLE13-PLE14	5.00'	N15° 15' 44"W
PLE14-PLE15	10.00'	N74° 44' 16"E
PLE15-PLE16	5.00'	S15° 15' 44"E
PLE16-PLE13	10.00'	S47° 44' 16"W

VILLAGE OF

PC 22

MCRAE PLACE
(VARIABLE R/W)

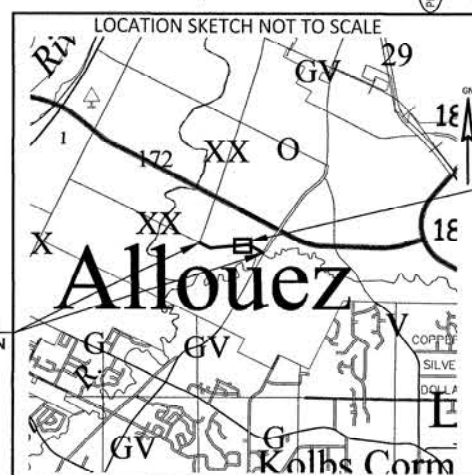
HOFFMAN ROAD

Line Table		
Line #	Length	Direction
PLE21-PLE22	3.00'	N15° 15' 44"W
PLE22-PLE23	10.00'	N74° 44' 16"E
PLE23-PLE24	3.00'	S15° 15' 44"E
PLE24-PLE21	10.00'	S47° 44' 16"W

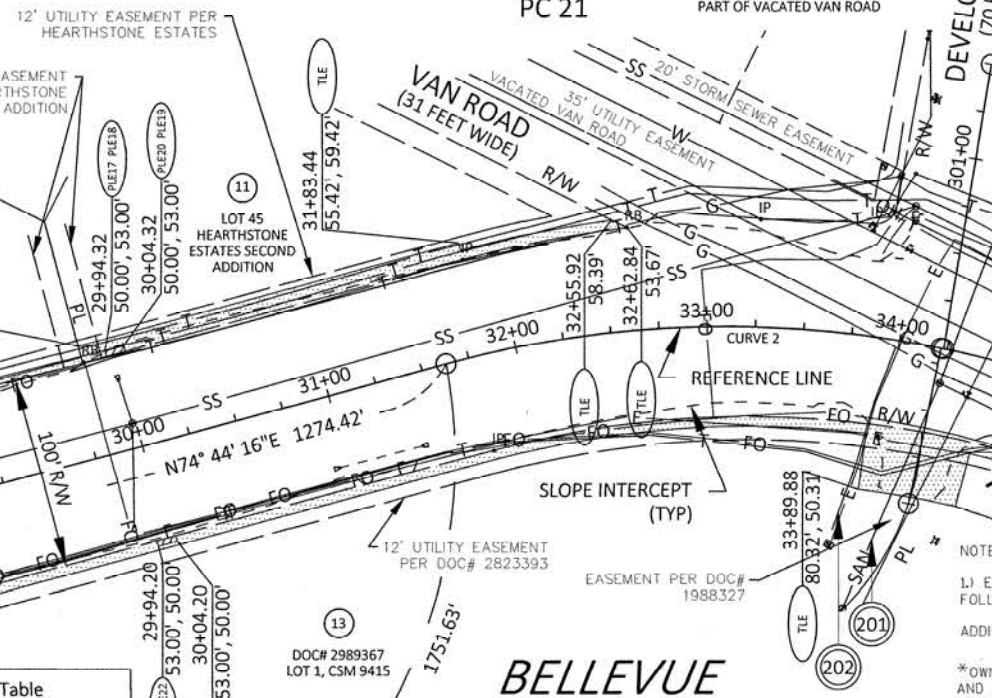
PC 23

PC LINE = N63° 37' 22"E 11369.60'

Line Table		
Line #	Length	Direction
PLE10-PLE11	8.00'	N15° 15' 44"W
PLE11-PLE12	10.00'	N74° 44' 16"E
PLE12-PLE13	8.00'	S15° 15' 44"E
PLE13-PLE10	10.00'	S47° 44' 16"W



SHEET LOCATION



R/L CURVE 2 DATA
PI STA = 33+63.80
N = 545191.68
E = 103416.68
DELTA = 41°49'49"
D = 10°25'03"
T = 210.19'
L = 392.68'
R = 550.00'
PC STA = 31+63.03
PT STA = 35+64.57

NOTE:
1) EXISTING RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
HEARTHSTONE ESTATES, HEARTHSTONE ESTATES SECOND ADDITION, MILLENNIUM PARK, CSM 8914, AND CSM 9415.

*OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE VILLAGE OF BELLEVUE.

UTILITY INTERESTS REQUIRED			
UTILITY NO	UTILITY OWNERS	INTEREST REQUIRED	LOCATED IN TPP PARCEL(S)
200	AT&T DISTRIBUTION & TDS METROCOM	RELEASE OF RIGHTS	12-15, 17 & 18
201	VILLAGE OF BELLEVUE	RELEASE OF RIGHTS	18
202	WISCONSIN PUBLIC SERVICE CORPORATION	RELEASE OF RIGHTS	17 & 18

THE PURPOSE OF ALL PLE'S SHOWN HEREIN:
IS FOR STORM SEWER
THE PURPOSE OF ALL TLE'S SHOWN HEREIN:
IS FOR GRADING (MATCHING DRIVEWAYS AND/OR SLOPING).

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W NEW SF	R/W EXISTING SF	R/W TOTAL SF	PLE SF
8	RONALD L. ADAMS, ETAL	TLE, PLE	----	----	----	1194
9	KEN R. JANSEN	TLE	----	----	----	926
10	GLORIA CORONA HERRERA	TLE	----	----	----	479
11	RANDALL S. & PATRICIA G. BAKER	TLE, PLE	----	----	----	2223
12	NHI-REIT OF WISCONSIN LLC	TLE, PLE	----	----	----	3386
13	RA KRULL LLC	TLE, PLE	----	----	----	4138

Community Infrastructure • Architecture • Environmental Services

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

SIGNATURE: *[Signature]* DATE: 07/22/25
PRINT NAME: DUSTIN J. LABLONDE
REGISTRATION NUMBER: S-3096

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE VILLAGE OF BELLEVUE
SIGNATURE: *[Signature]* DATE: 7/23/25
PRINT NAME: STEVE SOUKUP - VILLAGE PRESIDENT

THAT PART OF DOC# 2167833, LOT 2, CSM 7243, V. 49 P. 123, PART OF DOC# 2167833, LOT 1, CSM 7243, V. 49 P. 123, AND PART OF DOC# 1579698, LOT 1, CSM 5544, V. 36 P. 243, LOCATED IN PRIVATE CLAIM 22 EAST AND THAT PART OF DOC# 2323556, LOT 3 AND 4, CSM 7684, V. 53 P. 1, BEING PART OF LOT 12, MILLENNIUM PARK AND PART OF DOC# 1893895, LOT 2, CSM 6557, V. 43 P. 347, BEING PART OF LOT 12, MILLENNIUM PARK, LOCATED IN PRIVATE CLAIM 21 EAST, ALL IN THE VILLAGE OF BELLEVUE, BROWN COUNTY, WISCONSIN.

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE VILLAGE OF BELLEVUE HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE VILLAGE OF BELLEVUE, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

PRIVATE

21

22

CLAIM

CHISELED "X"
Y=549555.17
X=94622.10

R/L CURVE 2 DATA
PI STA = 33+63.80
N = 545191.68
E = 103416.68
DELTA = 41°49'49"
D = 10°25'03"
T = 210.19'
L = 392.68'
R = 550.00'
PC STA = 31+63.03
PT STA = 35+64.57

SCHEDULE OF LANDS & INTERESTS REQUIRED							
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W NEW SF	R/W EXISTING SF	R/W TOTAL SF	TLE SF	PLE SF
14	WISL INVESTMENTS INC	TLE	----	----	----	2346	----
15	AAA WOLF BROTHERS LLC	TLE	----	----	----	190	----
16	HERITAGE ROAD LLC	TLE	----	----	----	484	----
17	BROWN COUNTY	TLE	----	----	----	1334	----
18	SMET CONSTRUCTION SERVICES CORP	TLE	----	----	----	1882	----
19	WISCONSIN DEPT OF TRANSPORTATION	TLE	----	----	----	4739	----

UTILITY INTERESTS REQUIRED			
UTILITY NO	UTILITY OWNERS	INTEREST REQUIRED	LOCATED IN TPP PARCEL(S)
200	AT&T DISTRIBUTION & TDS METROCOM	RELEASE OF RIGHTS	19 - 24
201	VILLAGE OF BELLEVUE	RELEASE OF RIGHTS	24
202	WISCONSIN PUBLIC SERVICE CORPORATION	RELEASE OF RIGHTS	19, 21, 22, 2

UTILITY EASEMENT TABLE		
OWNER(S)	PER DOCUMENT	LOCATED IN TPP PARCEL(S)
AT&T DISTRIBUTION & TDS METROCOM	DOC# 2167833, CSM 7246	19 & 23
AT&T DISTRIBUTION & TDS METROCOM	MILLENNIUM PARK	20, 21 & 22
VILLAGE OF BELLEVUE	DOC# 1579698, CSM 5544	24
WISCONSIN PUBLIC SERVICE CORPORATION	DOC# 2167833, CSM 7264	19
WISCONSIN PUBLIC SERVICE CORPORATION	MILLENNIUM PARK	21 & 22
WISCONSIN PUBLIC SERVICE CORPORATION	DOC# 1579698, CSM 5544	24

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER _____
AMENDMENT NO: _____

*** SHEET 1 OF 1

SCALE: FEET

0 50 100

A horizontal scale bar with tick marks at 0, 50, and 100 feet. The bar is divided into two equal segments by the 50-foot mark.

BELLEVUE

PC 21

VILLAGE OF

PC 22

1.) EXISTING RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
CSM 5544, CSM 6557, CSM 7243, CSM 7264 AND CSM 7684.

*OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY
AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF
LAND INTERESTS TO THE VILLAGE OF BELLEVUE.

THE PURPOSE OF ALL PLE'S SHOWN HEREIN:
IS FOR STORM SEWER

THE PURPOSE OF ALL TLE'S SHOWN HEREIN:
IS FOR GRADING (MATCHING DRIVEWAYS AND/OR SLOPING).

Cedar
CORPORATION Community Infrastructure • Architecture • Environmental Services

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

SIGNATURE: DLH DATE: 07/22/25

PRINT NAME: DUSTIN J. LABLONDE

REGISTRATION NUMBER: S-3096

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR
THE VILLAGE OF BELLEVUE

Steve I looking 7/22/25

SIGNATURE: Steve Conkub DATE: 11/19/11
PRINT NAME: STEVE CONKUB, VILLAGE PRESIDENT

PRINT NAME: STEVE SOKUP - VILLAGE PRESIDENT

MAGNETIC P.
Y=544483.02
X=104833.78

$$Y=544483.02$$
$$X=104833.78$$

1000

FILE NAME : I:\CLIENTS-GRBAY\B\B4914 BELLEVUE VILLAGE OF\182 HOFFMAN RD - BIL PROJECT\45161172\04 CADD\45161172\RW\DWG\040102-RP.DWG
APPRAISAL PLAT DATE :

PLOT DATE : 7/22/2025 11:50 AM

PLOT BY : DUSTIN LABLONDE

PLOT NAME :

PLOT SCALE : #####

3

TRANSPORTATION PROJECT PLAT 4516-11-72 - 4.04

THAT PART OF DOC #1222718, LOT 2, CSM 3967, V. 23 P. 145, LOCATED IN PRIVATE CLAIM 22 EAST AND THAT PART OF DOC #686086, PARCEL D, CSM 706, V. 3 P. 39, LOCATED IN PRIVATE CLAIM 21 EAST, ALL IN THE VILLAGE OF BELLEVUE, BROWN COUNTY, WISCONSIN.

RELOCATION ORDER V BELLEVUE, HOFFMAN ROAD, BELLEVUE STREET (CTH XX) TO MONROE ROAD (CTH GV)

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE VILLAGE OF BELLEVUE HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAY OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE VILLAGE OF BELLEVUE, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

*** REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN DOCUMENT NUMBER 3100302, FOR ADDITIONAL INFORMATION.

SCHEDULE OF LANDS & INTERESTS REQUIRED							
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W NEW SF	R/W EXISTING SF	R/W TOTAL SF	TLE SF	PLE SF
20	BELLEVUE 2670 LLC	TLE	----	----	----	4674	----
21	WELSHING AUTO & TRUCK LLC	TLE	----	----	----	5730	----

3100319

CHERYL BERKEN
BROWN COUNTY
REGISTER OF DEEDS
GREEN BAY, WI
RECORDED ON
07/24/2025 11:56 AM
REC FEE: 25.00
PAGES: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER
AMENDMENT NO:

*** SHEET 1 OF 1

SCALE: FEET
0 50 100

UTILITY INTERESTS REQUIRED			
UTILITY NO	UTILITY OWNERS	INTEREST REQUIRED	LOCATED IN TPP PARCEL(S)
200	AT&T DISTRIBUTION & TDS METROCOM	RELEASE OF RIGHTS	25 & 26
201	VILLAGE OF BELLEVUE	RELEASE OF RIGHTS	26
202	WISCONSIN PUBLIC SERVICE CORPORATION	RELEASE OF RIGHTS	26
203	NET LEC, LLC	RELEASE OF RIGHTS	25

UTILITY EASEMENT TABLE		
OWNER(S)	PER DOCUMENT	LOCATED IN TPP PARCEL(S)
AT&T DISTRIBUTION & TDS METROCOM	MILLENNIUM PARK	25
VILLAGE OF BELLEVUE	DOC# 2670012, CSM 3967	26
WISCONSIN PUBLIC SERVICE CORPORATION	DOC# 2670012, CSM 3967	26
NET LEC, LLC	MILLENNIUM PARK	25

NOTE:

1.1 EXISTING RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
CSM 706, CSM 3967, AND CSM 5544.

*OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE VILLAGE OF BELLEVUE.

THE PURPOSE OF ALL PLE'S SHOWN HEREIN:
IS FOR STORM SEWER
THE PURPOSE OF ALL TLE'S SHOWN HEREIN:
IS FOR GRADING (MATCHING DRIVEWAYS AND/OR SLOPING).

Cedar
CORPORATION Community Infrastructure • Architecture • Environmental Services

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



SIGNATURE: [Signature] DATE: 07/22/25

PRINT NAME: DUSTIN J. LABLONDE

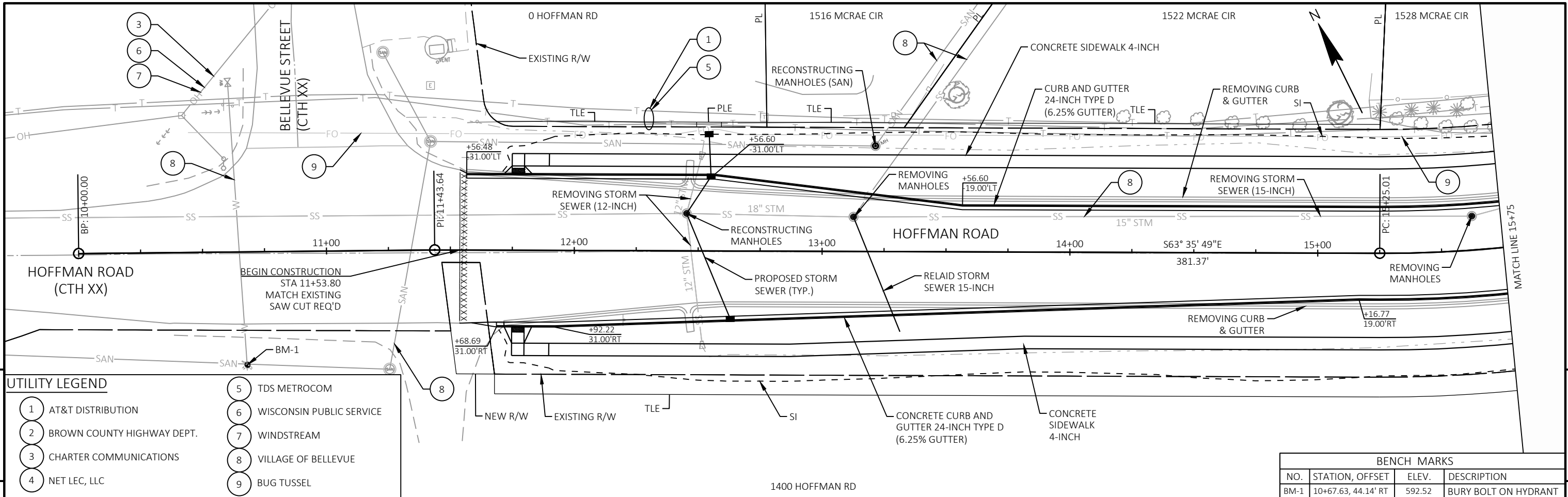
REGISTRATION NUMBER: S-3096

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE VILLAGE OF BELLEVUE

SIGNATURE: [Signature] DATE: 7/23/25

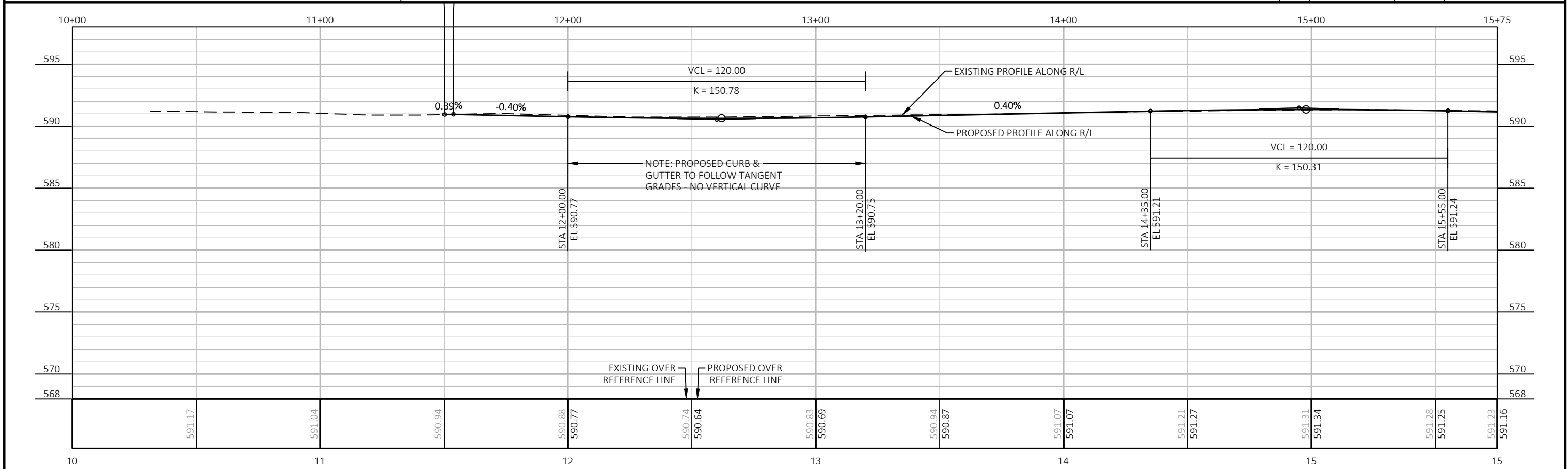
PRINT NAME: STEVE SOUKUP - VILLAGE PRESIDENT

74

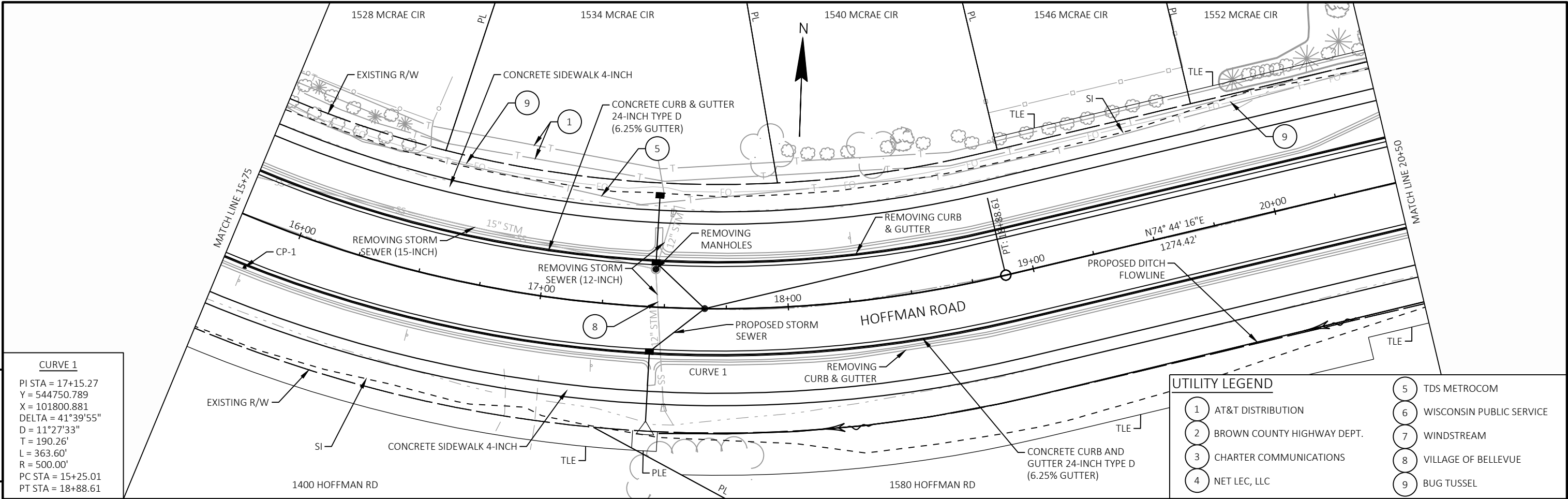


UTILITY LEGEND	
1	AT&T DISTRIBUTION
2	BROWN COUNTY HIGHWAY DEPT.
3	CHARTER COMMUNICATIONS
4	NET LEC, LLC
5	TDS METROCOM
6	WISCONSIN PUBLIC SERVICE
7	WINDSTREAM
8	VILLAGE OF BELLEVUE
9	BUG TUSSEL

BENCH MARKS			
NO.	STATION, OFFSET	ELEV.	DESCRIPTION
BM-1	10+67.63, 44.14' RT	592.52	BURY BOLT ON HYDRANT

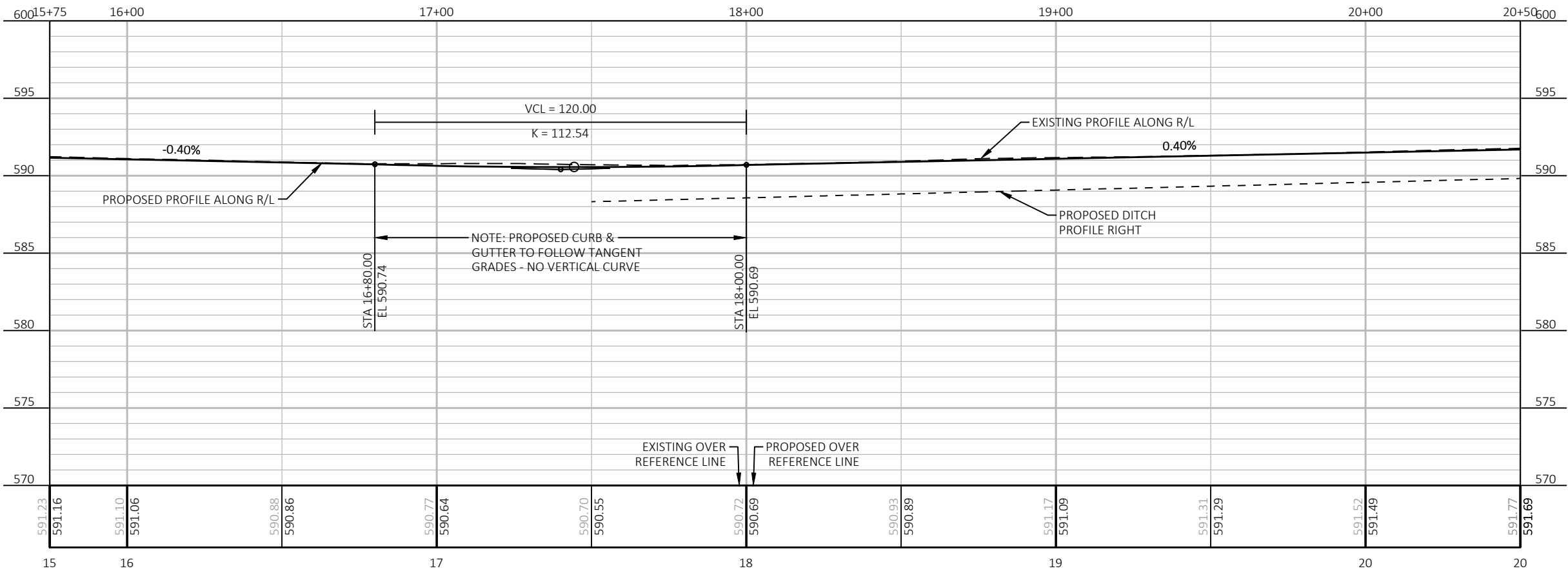


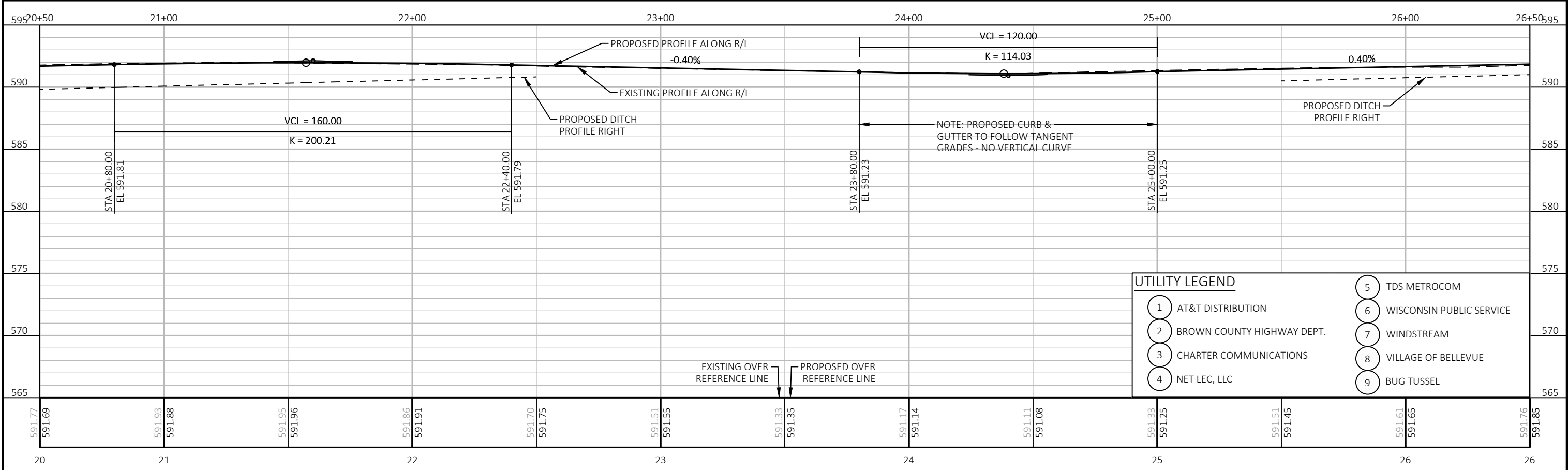
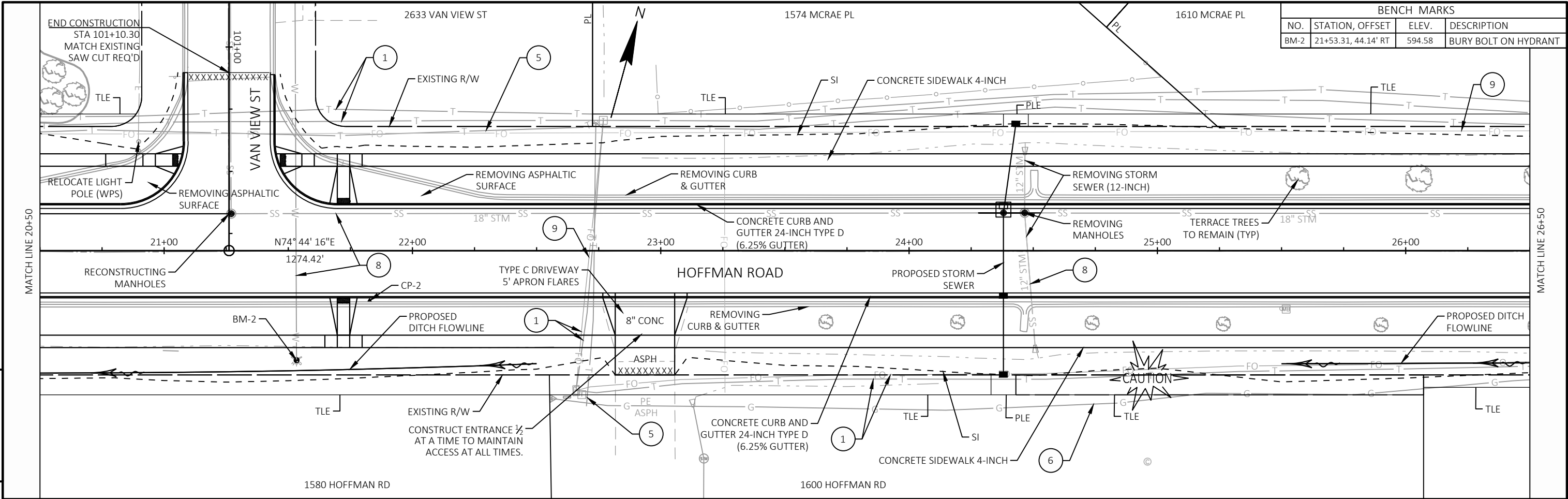
PROJECT NO: 4516-11-73	HWY: HOFFMAN ROAD	COUNTY: BROWN	PLAN AND PROFILE: HOFFMAN ROAD	SHEET 75	E
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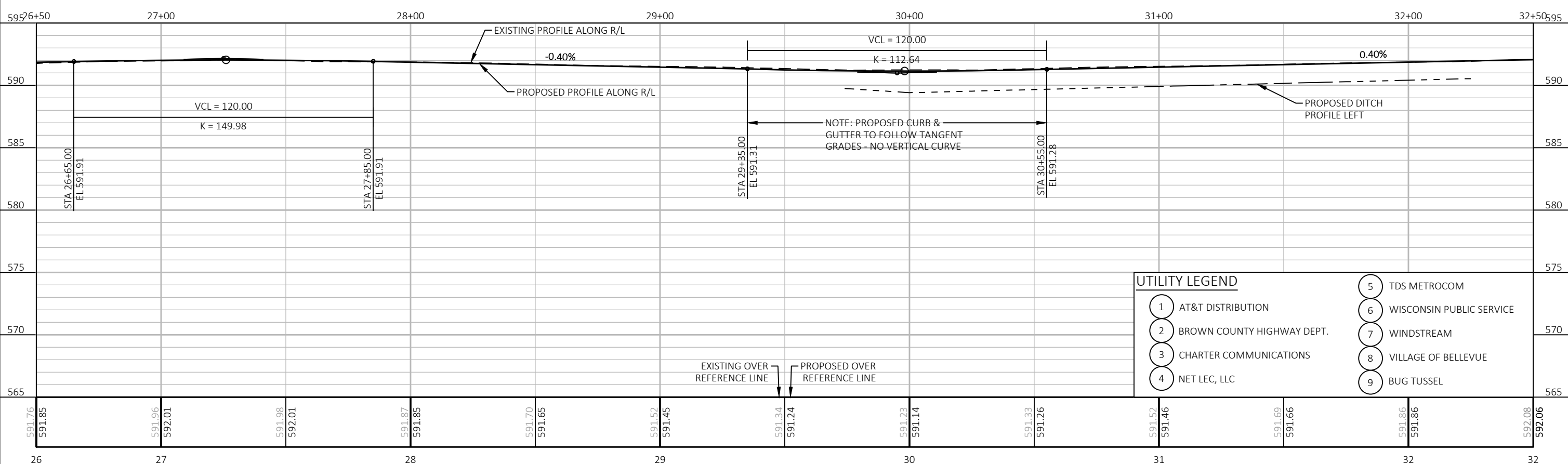
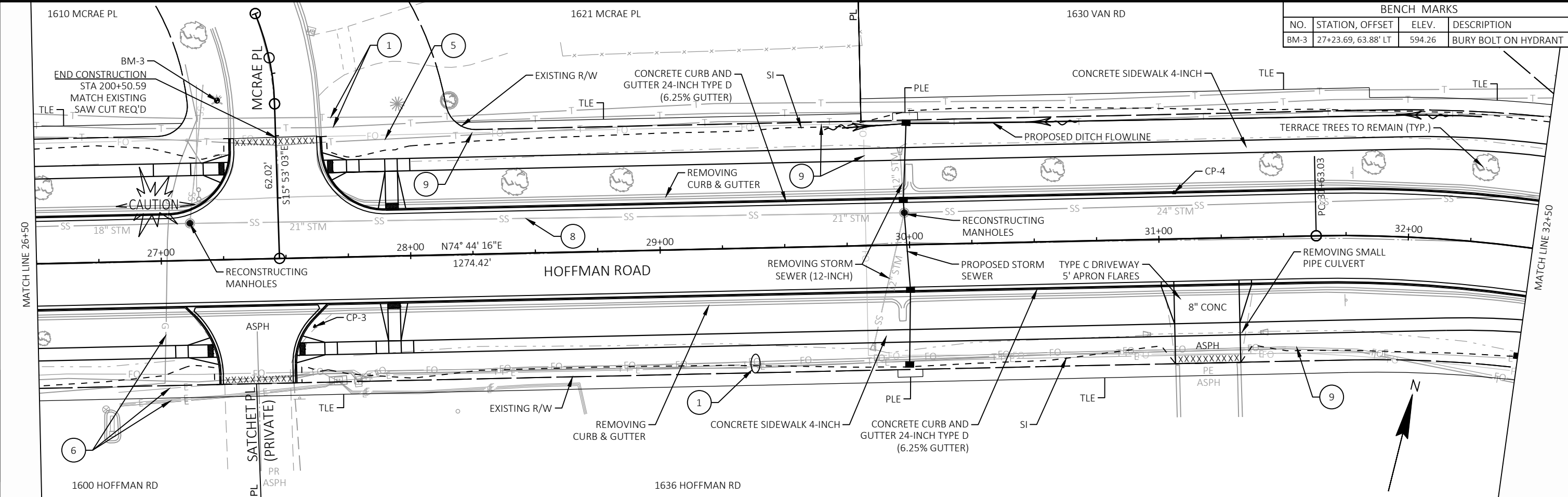


CURVE 1
PI STA = 17+15.27
Y = 544750.789
X = 101800.881
DELTA = 41°39'55"
D = 11°27'33"
T = 190.26'
L = 363.60'
R = 500.00'
PC STA = 15+25.01
PT STA = 18+88.61

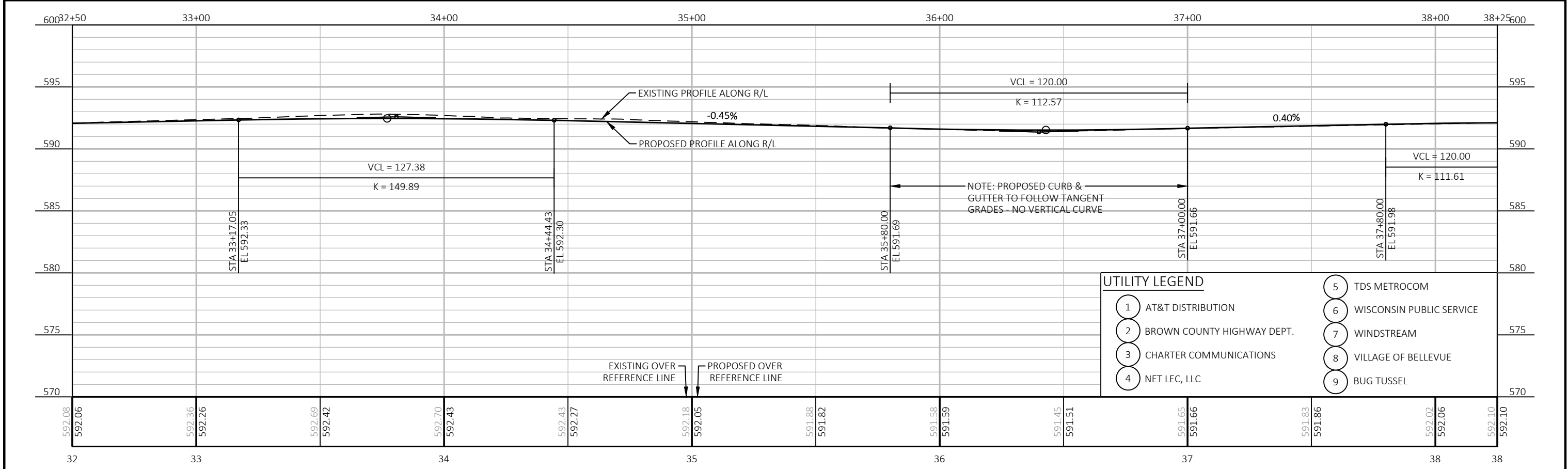
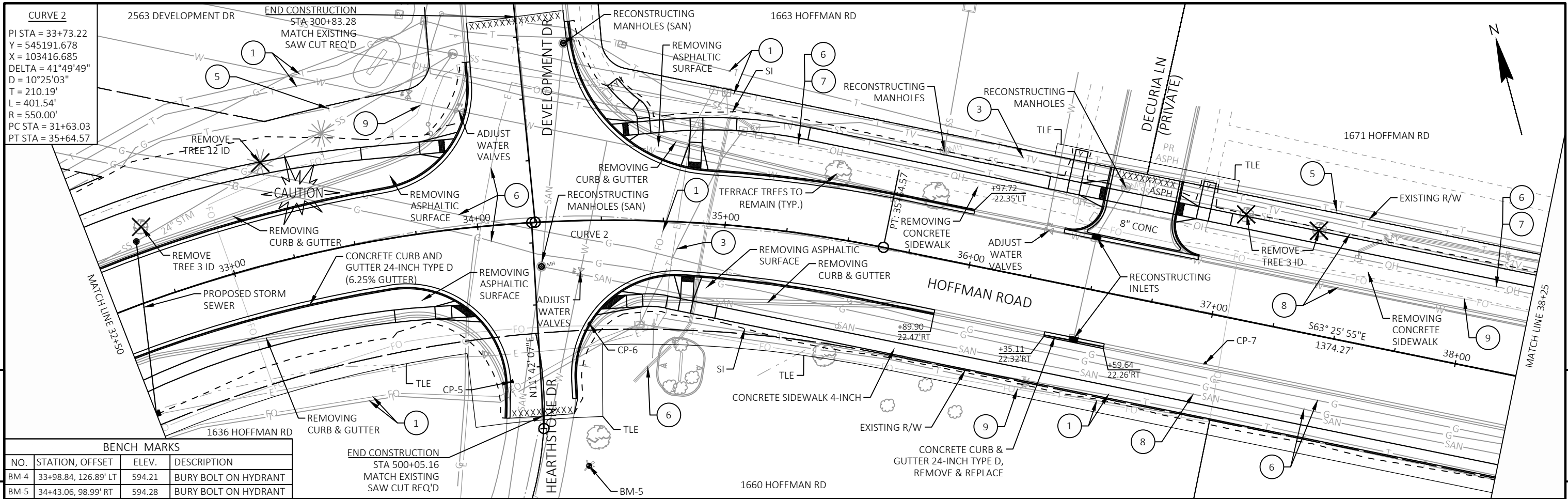
UTILITY LEGEND	
1	AT&T DISTRIBUTION
2	BROWN COUNTY HIGHWAY DEPT.
3	CHARTER COMMUNICATIONS
4	NET LEC, LLC
5	TDS METROCOM
6	WISCONSIN PUBLIC SERVICE
7	WINDSTREAM
8	VILLAGE OF BELLEVUE
9	BUG TUSSEL

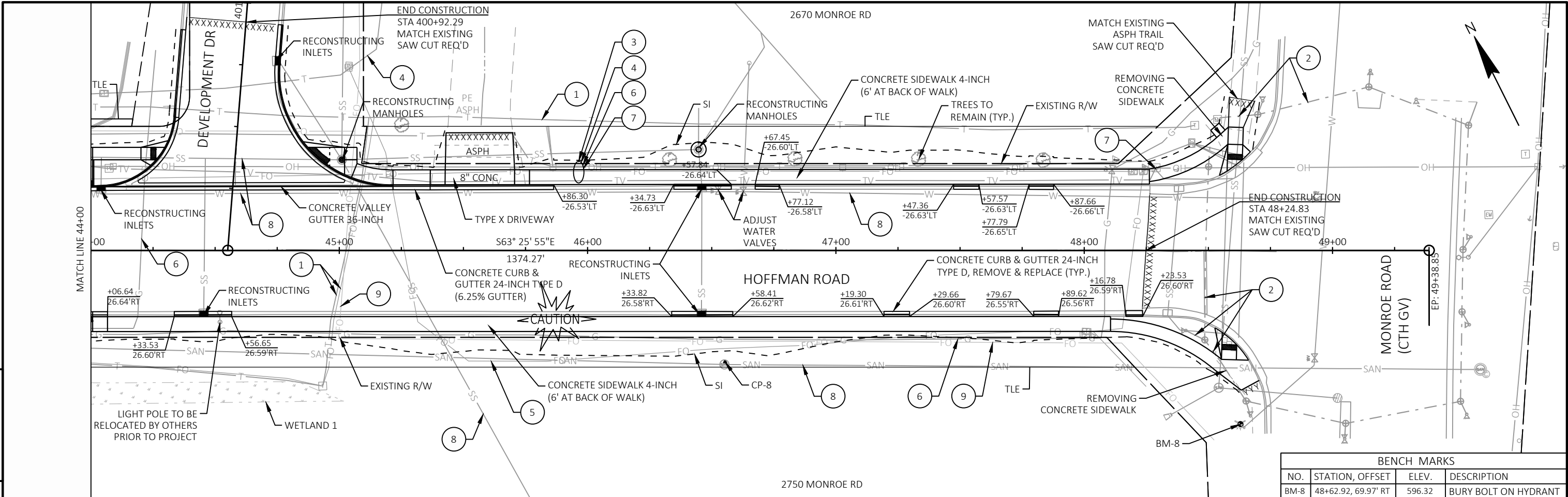




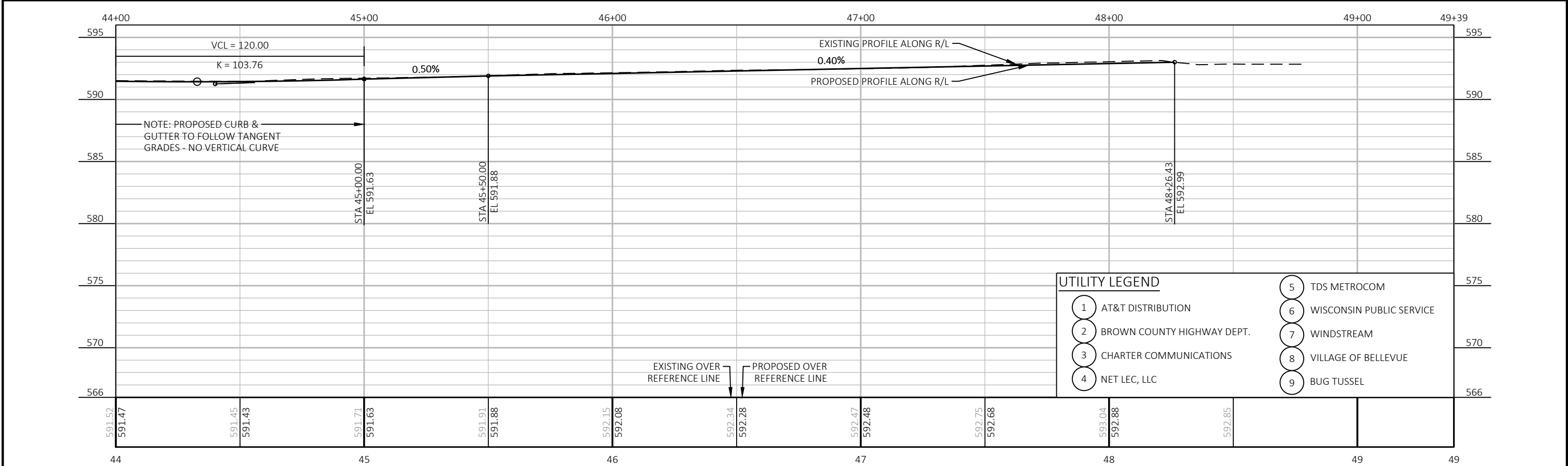


PROJECT NO:	4516-11-73	HWY:	HOFFMAN ROAD	COUNTY:	BROWN	PLAN AND PROFILE:	HOFFMAN ROAD	SHEET	78	E
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BENCH MARKS			
NO.	STATION, OFFSET	ELEV.	DESCRIPTION
BM-8	48+62.92, 69.97' RT	596.32	BURY BOLT ON HYDRANT



UTILITY LEGEND	
1	AT&T DISTRIBUTION
2	BROWN COUNTY HIGHWAY DEPT.
3	CHARTER COMMUNICATIONS
4	NET LEC, LLC
5	TDS METROCOM
6	WISCONSIN PUBLIC SERVICE
7	WINDSTREAM
8	VILLAGE OF BELLEVUE
9	BUG TUSSEL

BENCH MARKS			
NO.	STATION, OFFSET	ELEV.	DESCRIPTION
BM-2	21+53.31, 44.14' RT	594.58	BURY BOLT ON HYDRANT

5

UTILITY LEGEND

1 AT&T DISTRIBUTION

2 BROWN COUNTY HIGHWAY DEPT.

3 CHARTER COMMUNICATIONS

4 NET LEC, LLC

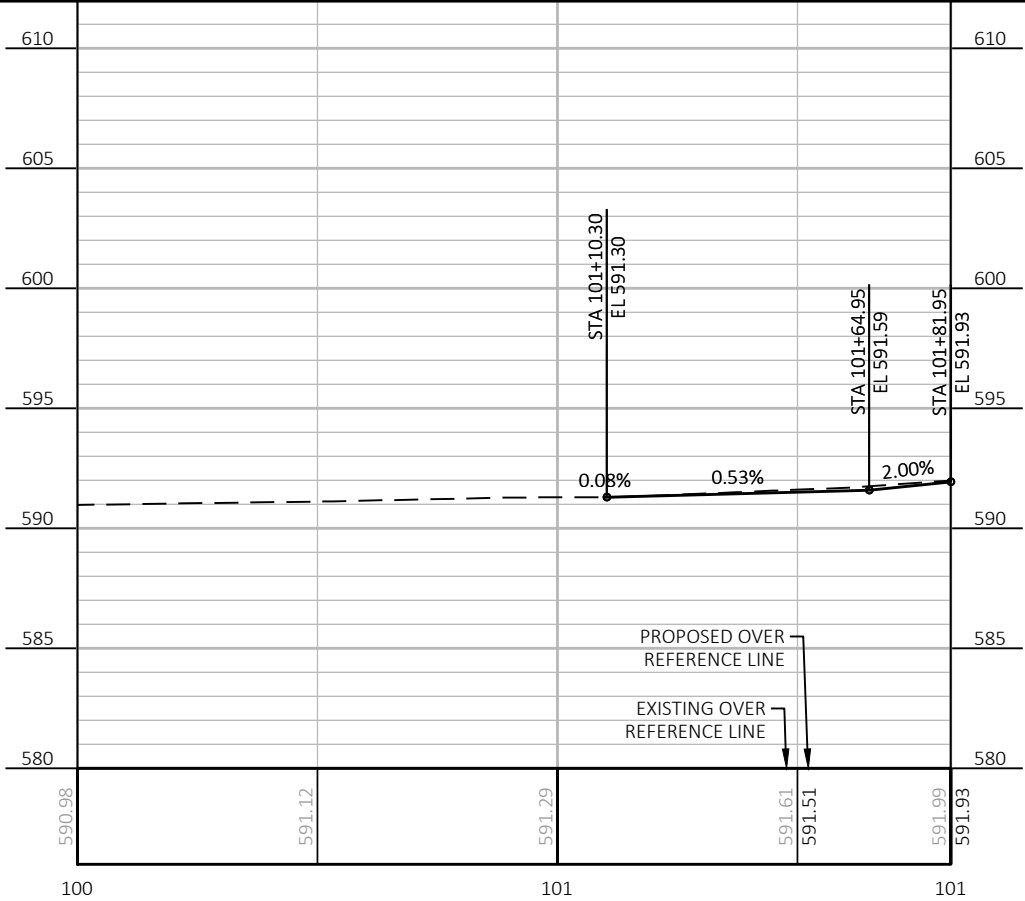
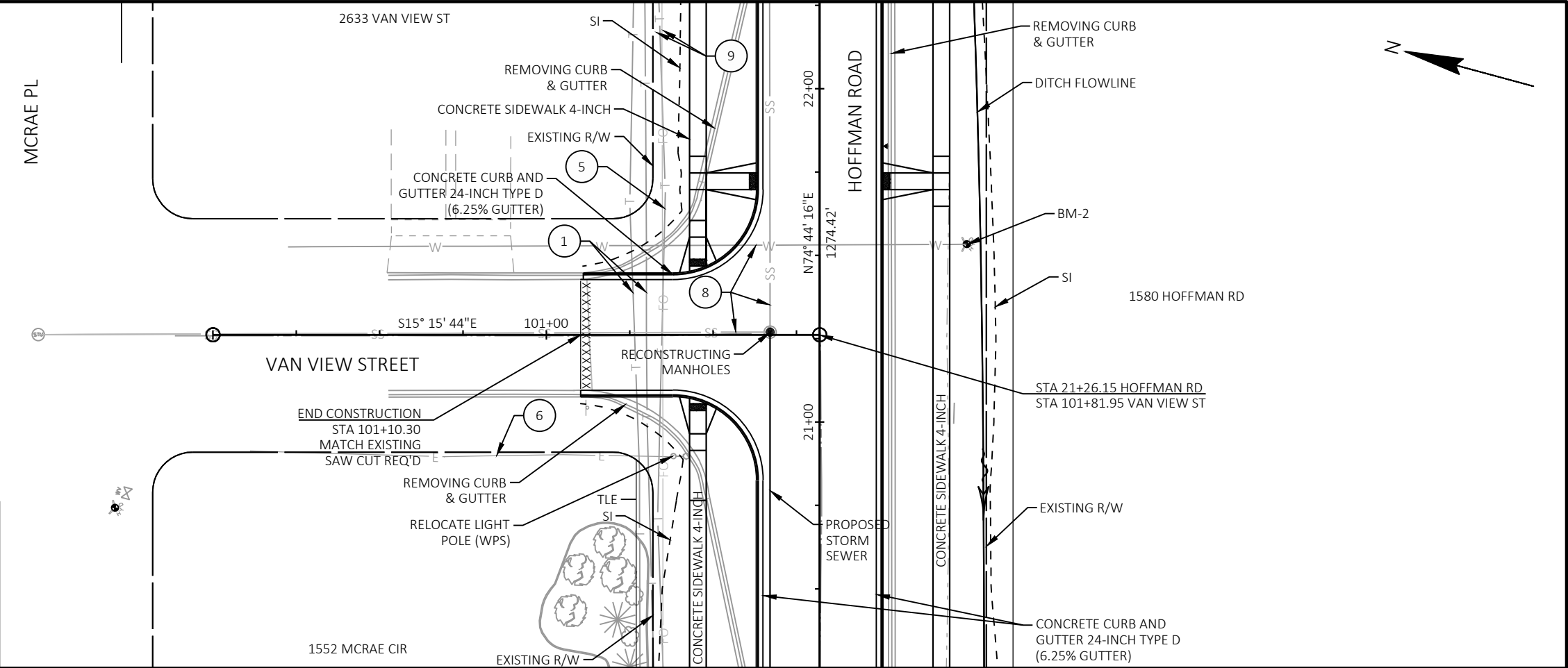
5 TDS METROCOM

6 WISCONSIN PUBLIC SERVICE

7 WINDSTREAM

8 VILLAGE OF BELLEVUE

9 BUG TUSSEL



BENCH MARKS			
NO.	STATION, OFFSET	ELEV.	DESCRIPTION
BM-3	27+23.69, 63.88' LT	594.26	BURY BOLT ON HYDRANT

5

UTILITY LEGEND

1 AT&T DISTRIBUTION

2 BROWN COUNTY HIGHWAY DEPT.

3 CHARTER COMMUNICATIONS

4 NET LEC, LLC

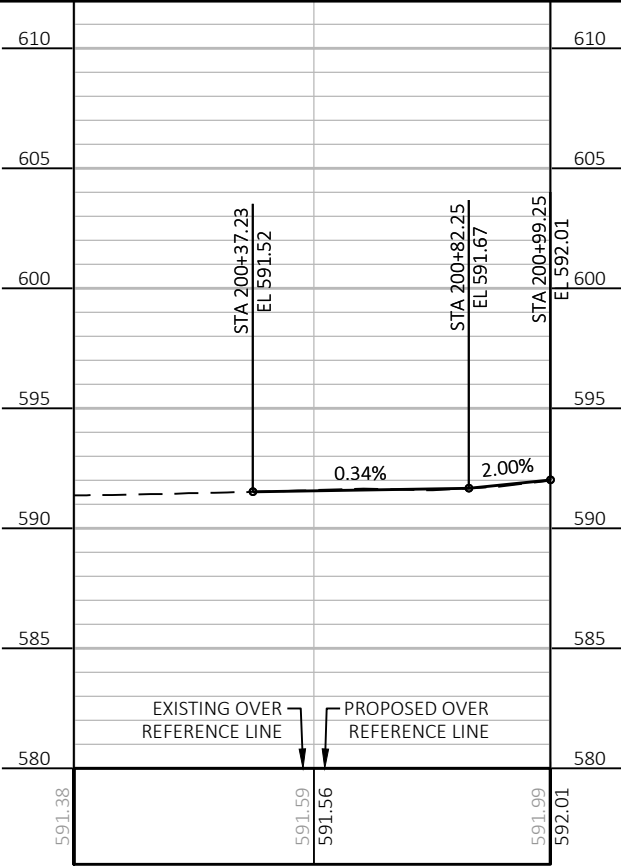
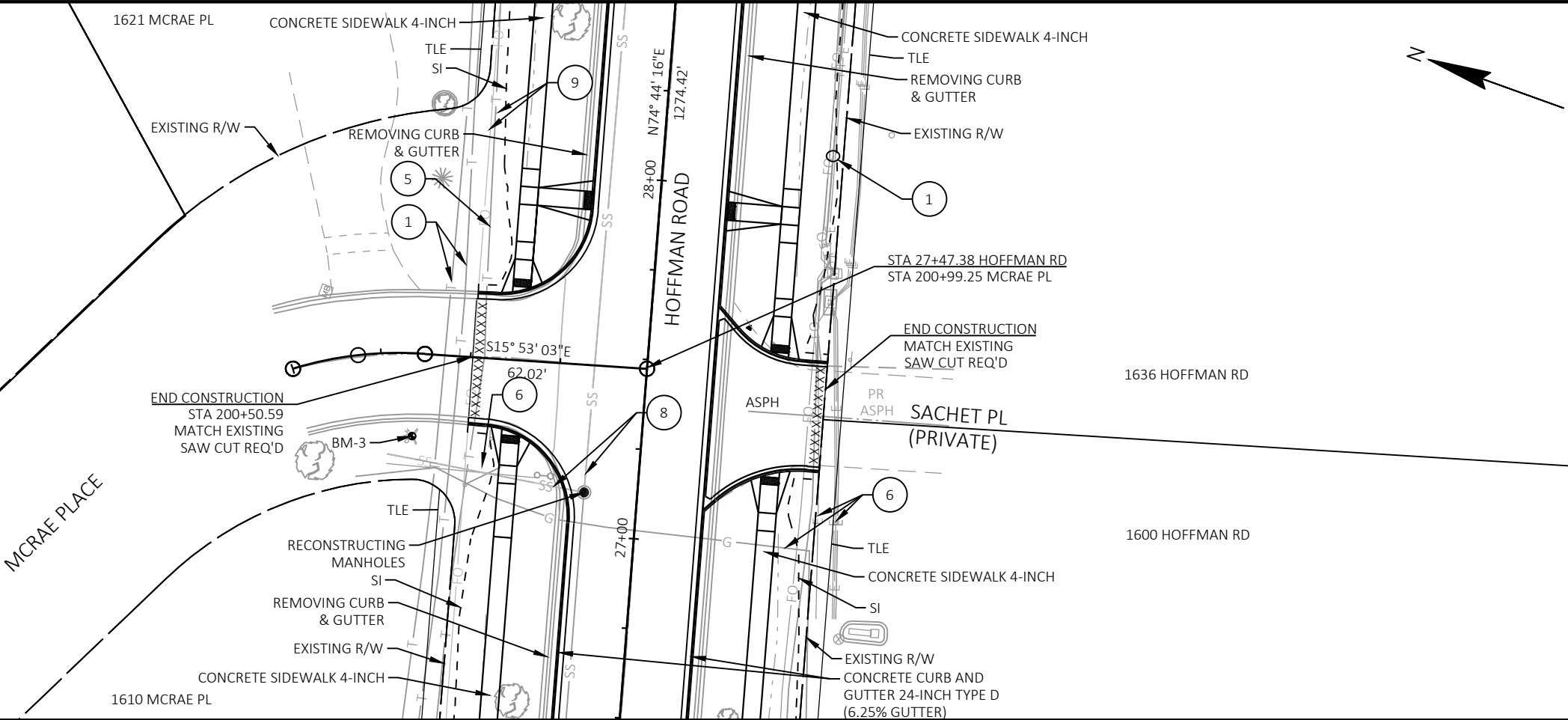
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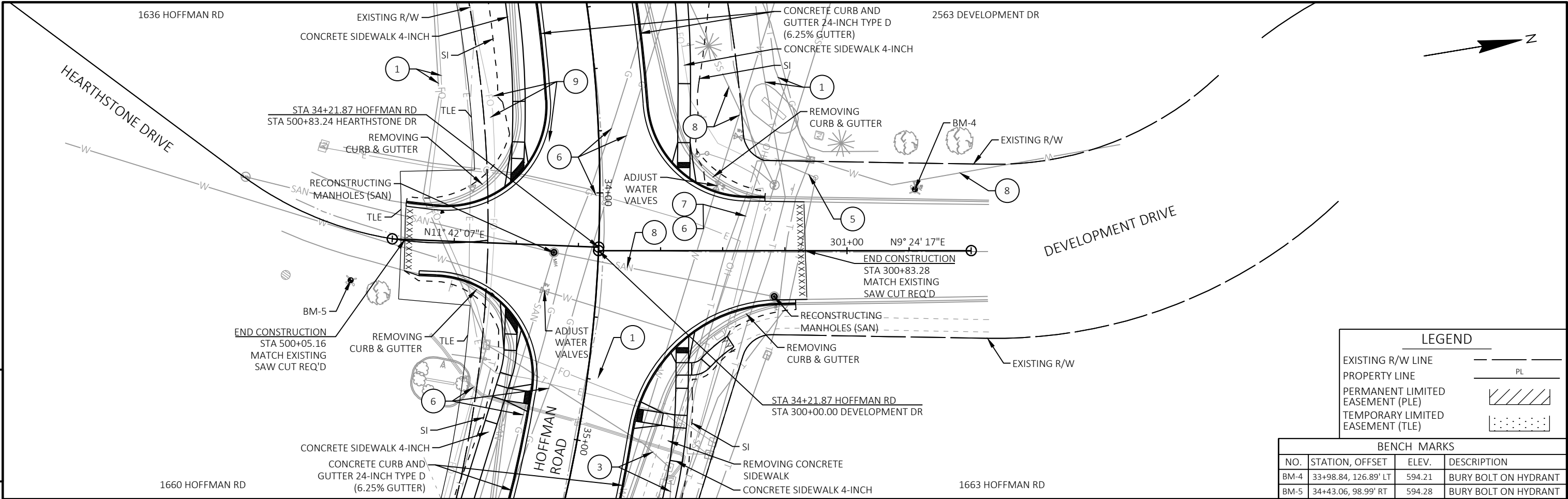
6 WISCONSIN PUBLIC SERVICE

7 WINDSTREAM

8 VILLAGE OF BELLEVUE

9 BUG TUSSEL

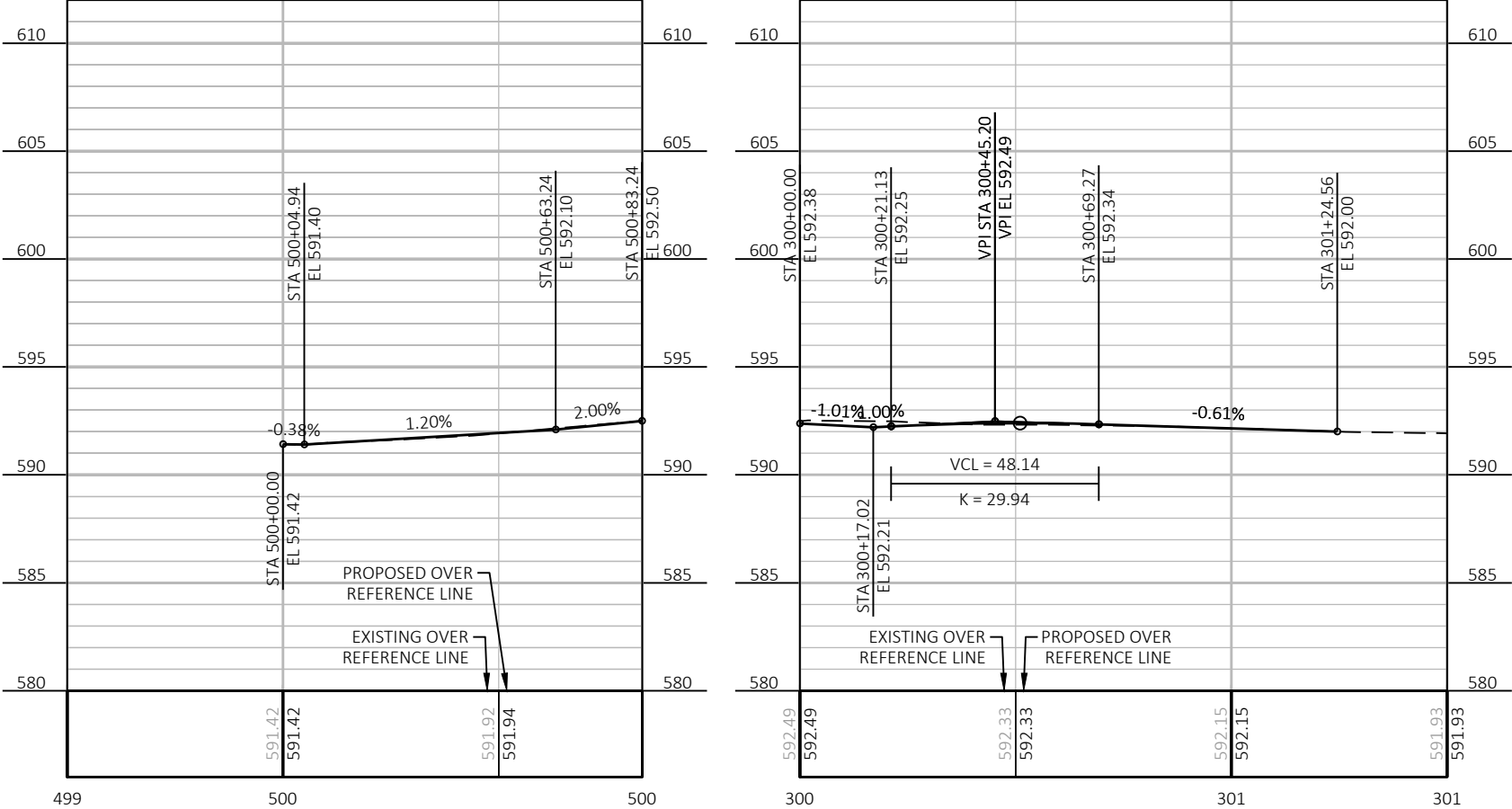




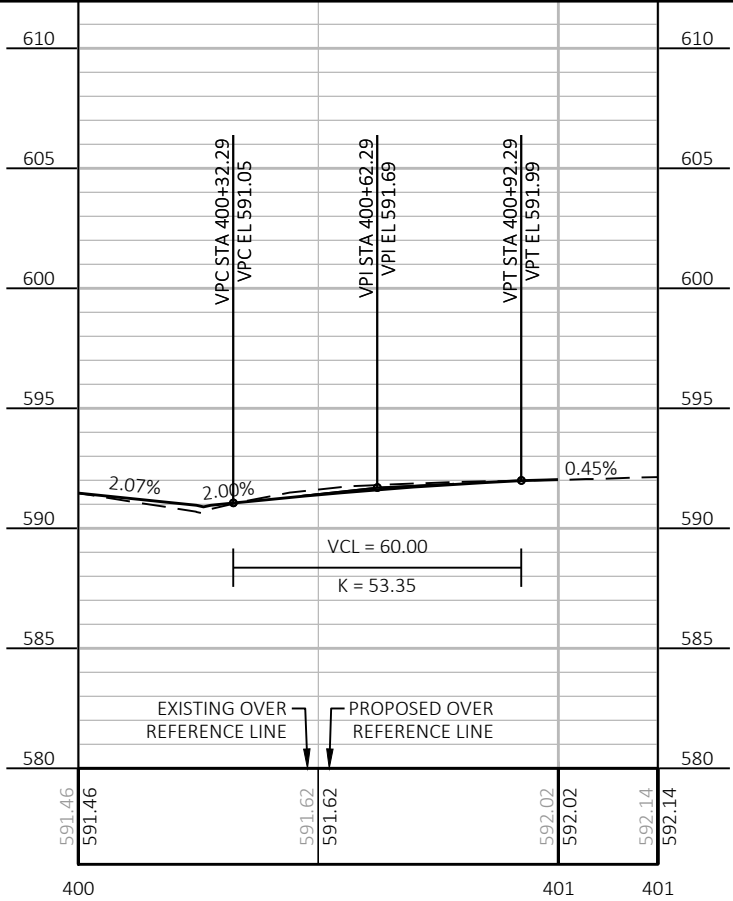
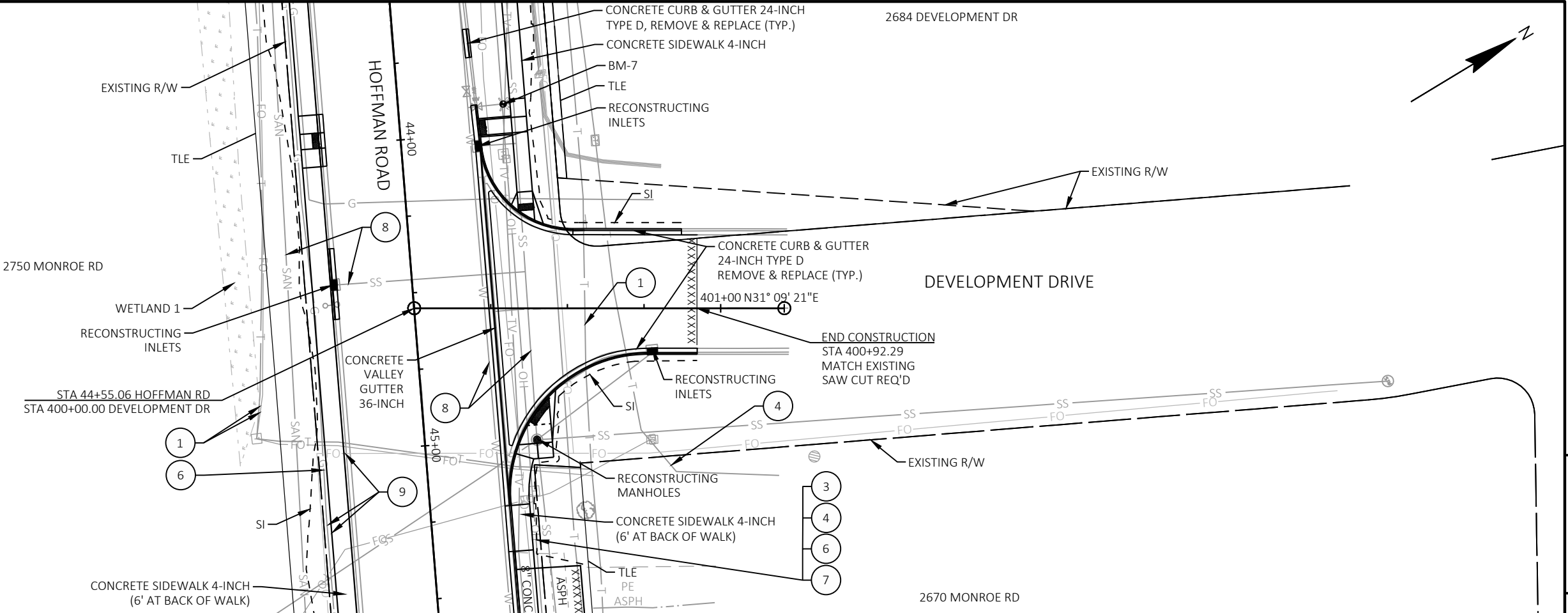
LEGEND	
EXISTING R/W LINE	---
PROPERTY LINE	PL
PERMANENT LIMITED EASEMENT (PLE)	XXXXXX
TEMPORARY LIMITED EASEMENT (TLE)	

BENCH MARKS			
NO.	STATION, OFFSET	ELEV.	DESCRIPTION
BM-4	33+98.84, 126.89' LT	594.21	BURY BOLT ON HYDRANT
BM-5	34+43.06, 98.99' RT	594.28	BURY BOLT ON HYDRANT

UTILITY LEGEND	
1	AT&T DISTRIBUTION
2	BROWN COUNTY HIGHWAY DEPT.
3	CHARTER COMMUNICATIONS
4	NET LEC, LLC
5	TDS METROCOM
6	WISCONSIN PUBLIC SERVICE
7	WINDSTREAM
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9	BUG TUSSEL



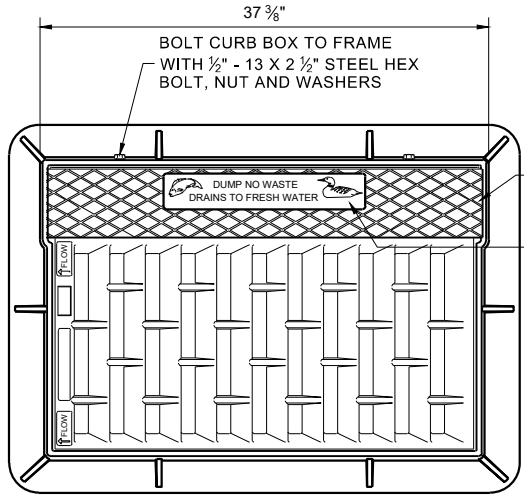
BENCH MARKS			
NO.	STATION, OFFSET	ELEV.	DESCRIPTION
BM-7	43+91.08, 34.23' LT	593.93	BURY BOLT ON HYDRANT



UTILITY LEGEND	
1 AT&T DISTRIBUTION	5 TDS METROCOM
2 BROWN COUNTY HIGHWAY DEPT.	6 WISCONSIN PUBLIC SERVICE
3 CHARTER COMMUNICATIONS	7 WINDSTREAM
4 NET LEC, LLC	8 VILLAGE OF BELLEVUE
	9 BUG TUSSEL

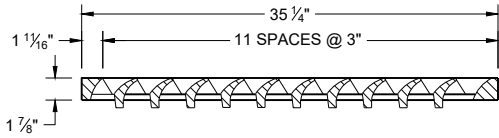
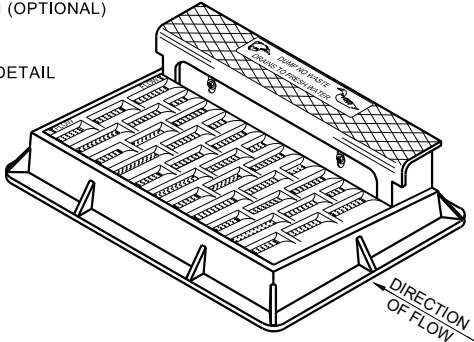
Standard Detail Drawing List

08A05-22A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-22B	INLET COVERS TYPE B, B-A, C, MS, MS-A, DW & WM
08A05-22E	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08A09-03	CATCH BASINS 2X3-FT AND 2.5X3-FT
08B10-03	MANHOLES 3X3-FT, 4X4-FT, 5X5-FT AND 6X6-FT
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
08D15-05A	EDGEDRAIN OUTLET AND OUTFALL MARKERS
08D15-05B	EDGEDRAIN AND BASE AGGREGATE OPEN GRADED
08D15-05C	EDGEDRAIN AND BASE AGGREGATE OPEN GRADED
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
13C19-03	HMA LONGITUDINAL JOINTS
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C07-16A	PAVEMENT MARKING SYMBOLS
15C07-16C	PAVEMENT MARKING ARROWS
15C07-16E	PAVEMENT MARKING FOR BIKE LANES
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24D	PAVEMENT MARKING (TURN LANES)
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C29-08A	BICYCLE LANE MARKING
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D20-10B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
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
15D30-11I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

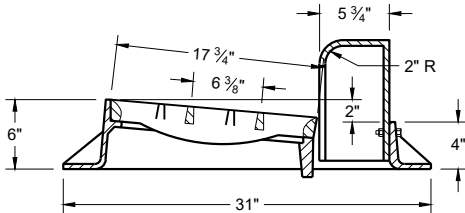
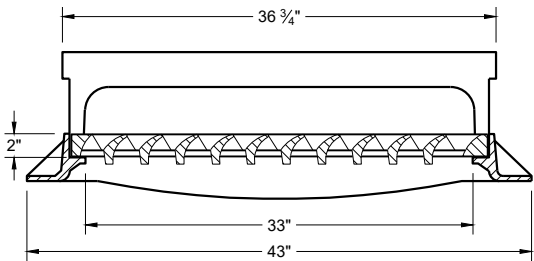
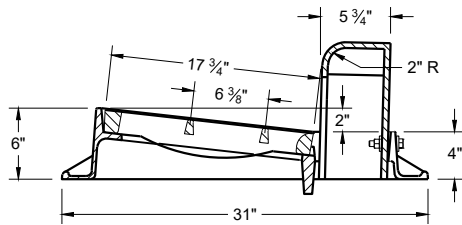
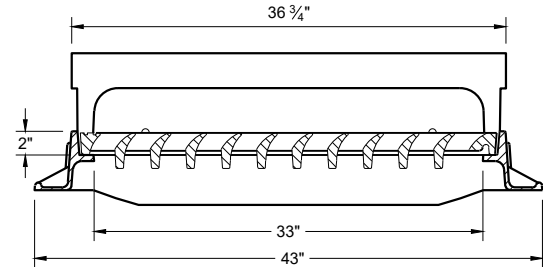


NOTE: EITHER CASTING IS ACCEPTABLE

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



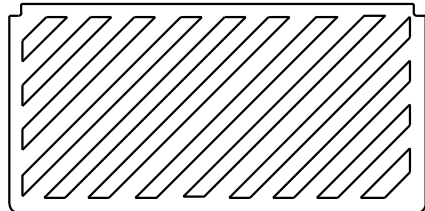
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"



TYPE "H"

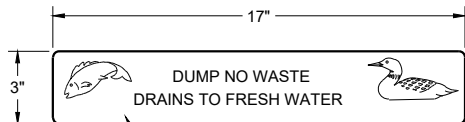
NOTE: EITHER CASTING IS ACCEPTABLE

1 1/8" DIAGONAL BARS WITH 1 5/8" OPENINGS

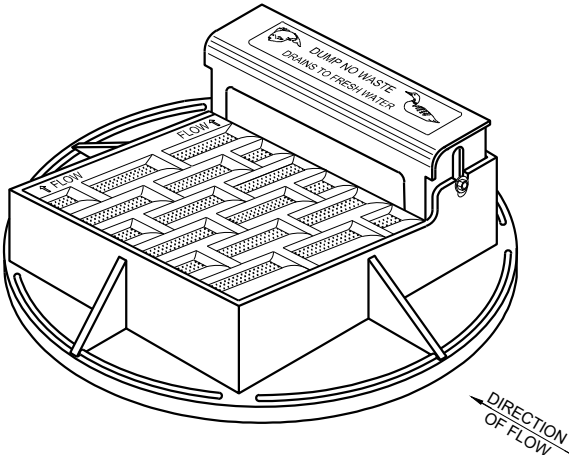


SPECIAL GRATE FOR TYPE "H" COVER

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

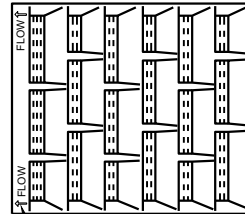


LOGO DETAIL

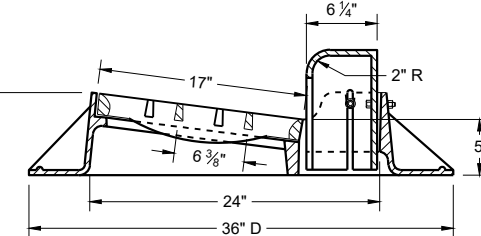
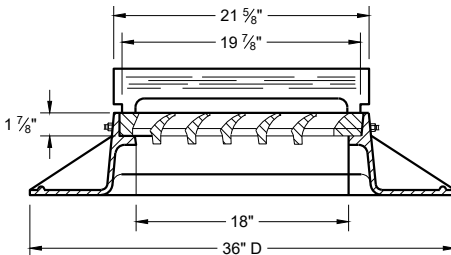
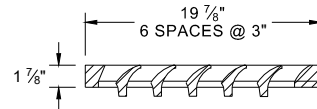


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

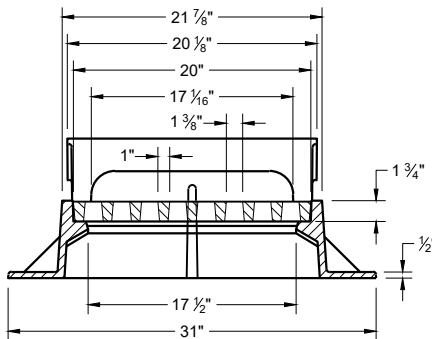
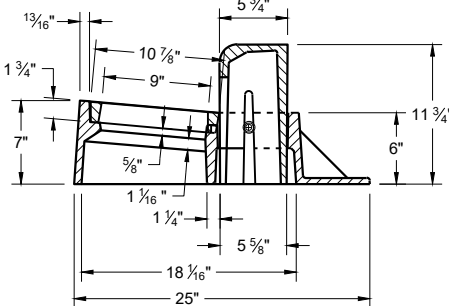
NOTE: EITHER CASTING IS ACCEPTABLE



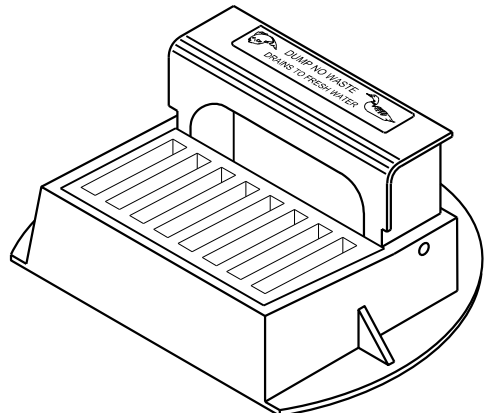
DIRECTION OF FLOW ARROWS



TYPE "A"



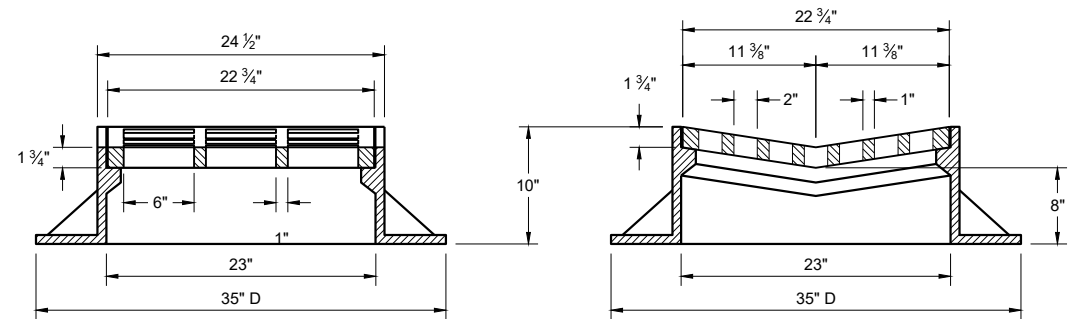
TYPE "Z"



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

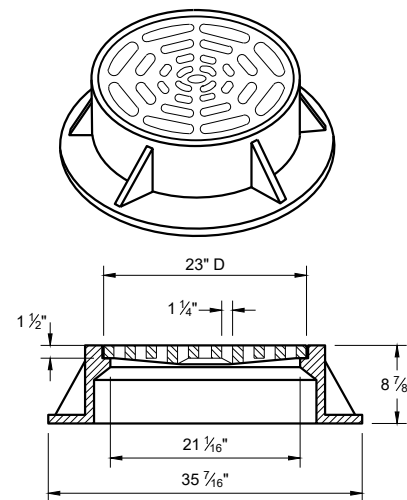
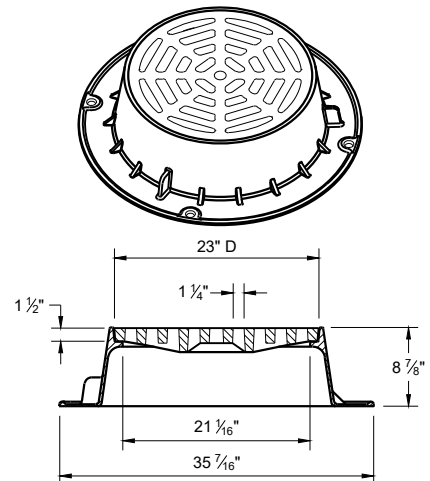
APPROVED
February 2025
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR
FHWA



TYPE "B"

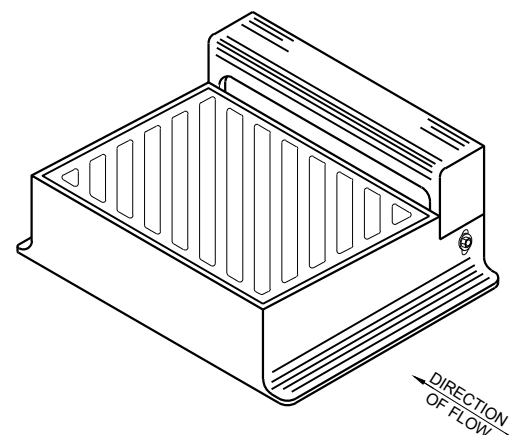
**ALTERNATIVE GRATE FOR
TYPE "B" COVER**

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS POSSIBLE
NOTED AS TYPE B - A ON THE DRAINAGE TABLE

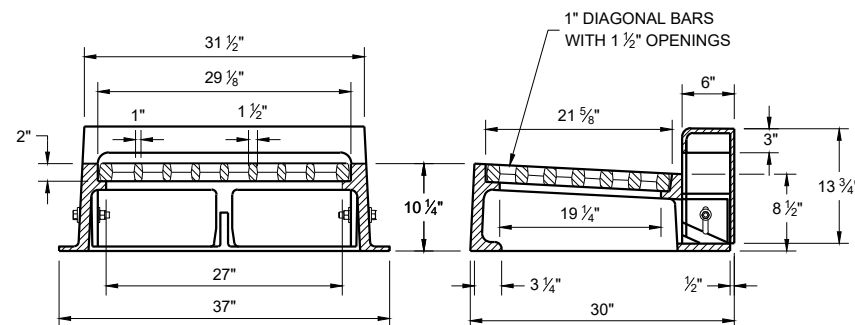


TYPE "C"

NOTE: EITHER CASTING IS ACCEPTABLE



DIAGONAL SLOTS SHALL BE ORIENTED TO THE
DIRECTION OF FLOW AS ILLUSTRATED.
GRATES ARE MANUFACTURED TO BE REVERSIBLE.



TYPE "WM"

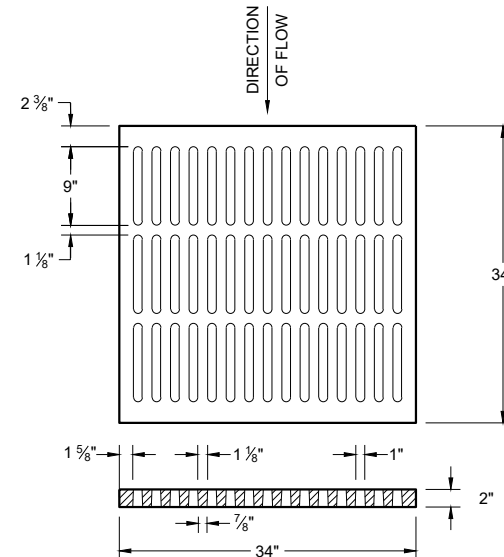
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

GENERAL NOTES

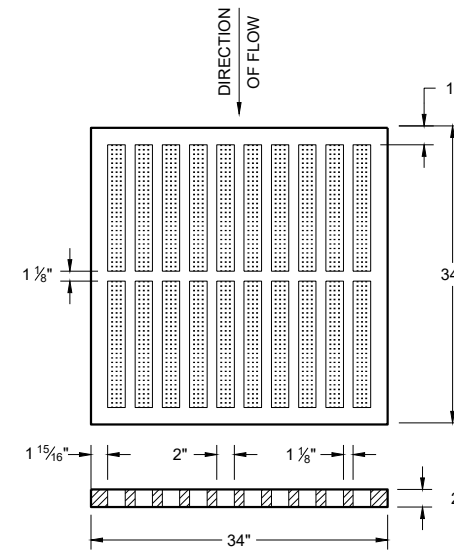
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

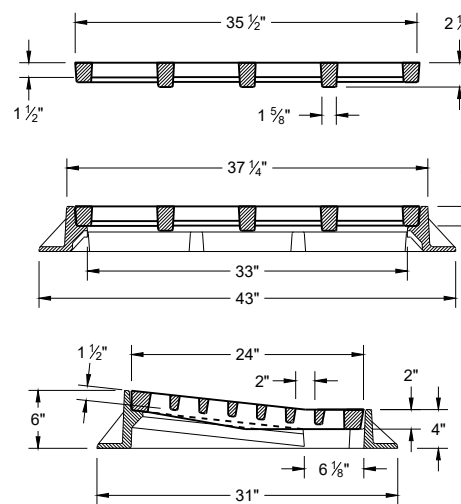
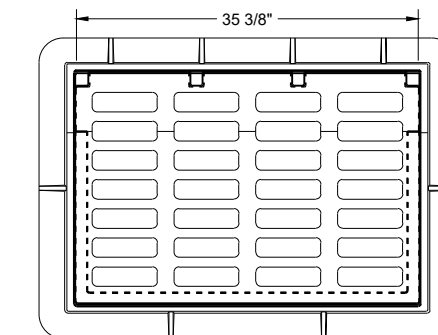
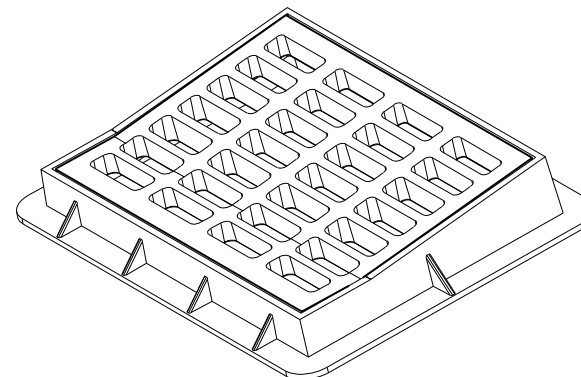
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



ALTERNATIVE TYPE "MS"
USE WHERE PEDESTRIAN OF BICYCLE
TRAFFIC IS PERMITTED
**NOTED AS TYPE MS-A ON THE
DRAINAGE TABLE**



TYPE "MS"
USE ON FREEWAYS AND EXPRESSWAYS
**NOTED AS TYPE MS ON THE
DRAINAGE TABLE**



TYPE "DW"

NOTES: FOR USE IN A SUMP CONDITION. THIS OPTION IS
ONLY TO BE USED IF NO OTHER INLETS ARE APPLICABLE.

**INLET COVERS
TYPES B, B-A, C,
MS, MS-A ,DW AND WM**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

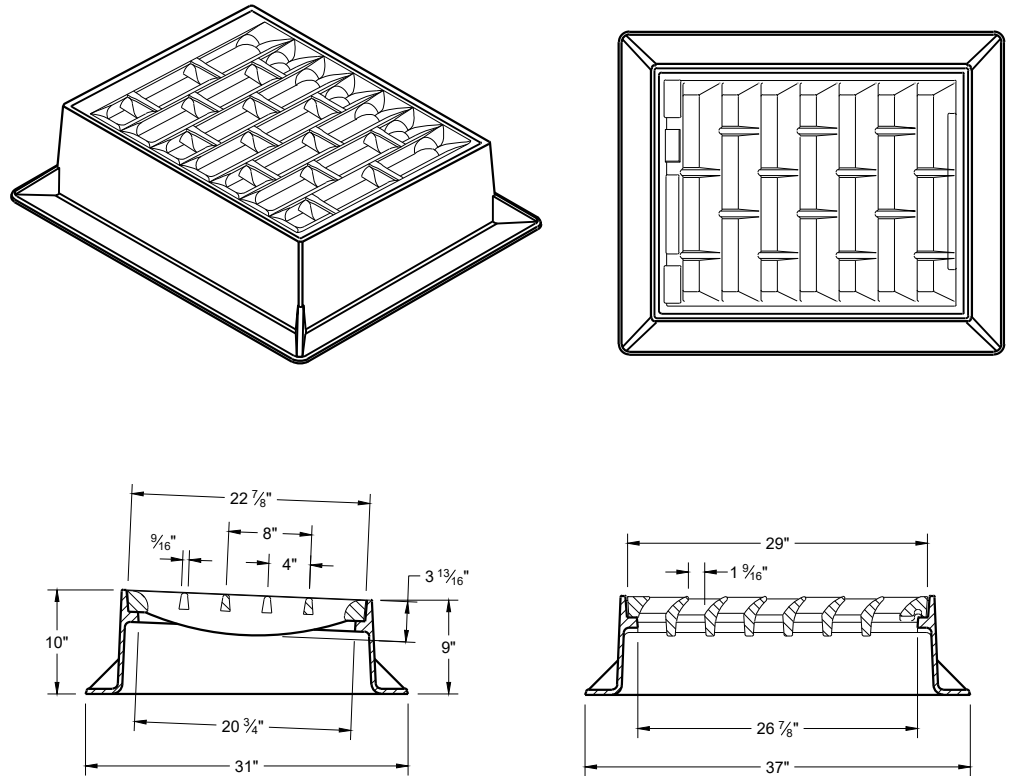
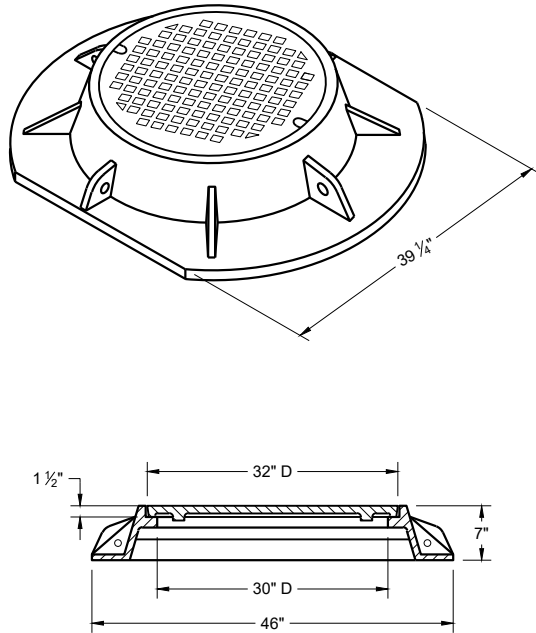
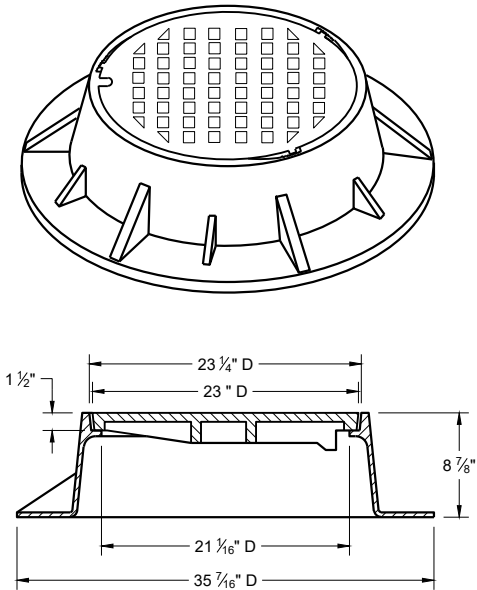
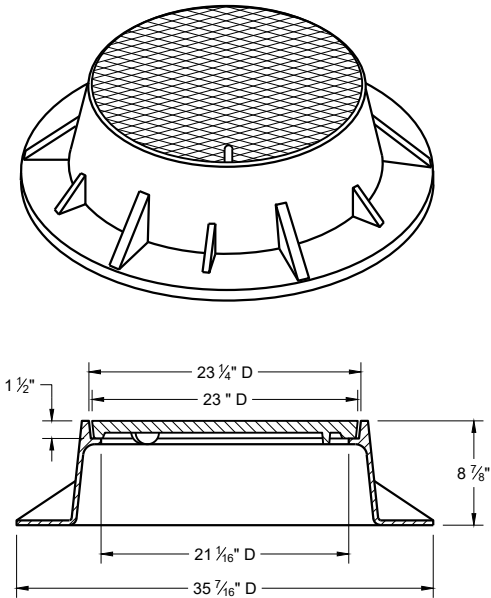
APPROVED
February 2025
DATE /S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR
FHWA

GENERAL NOTES

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

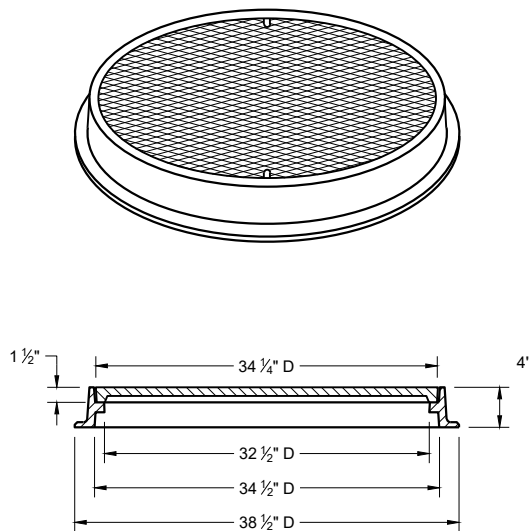
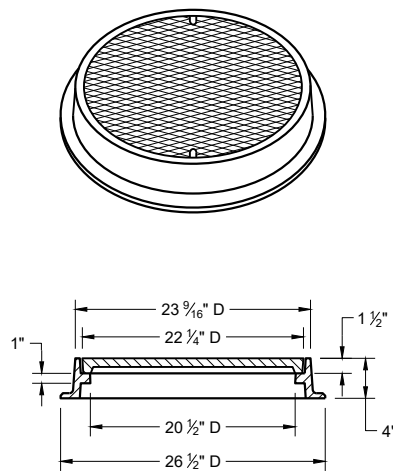
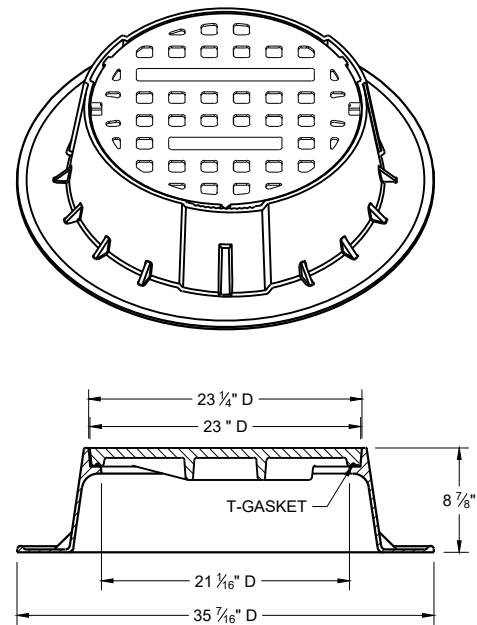
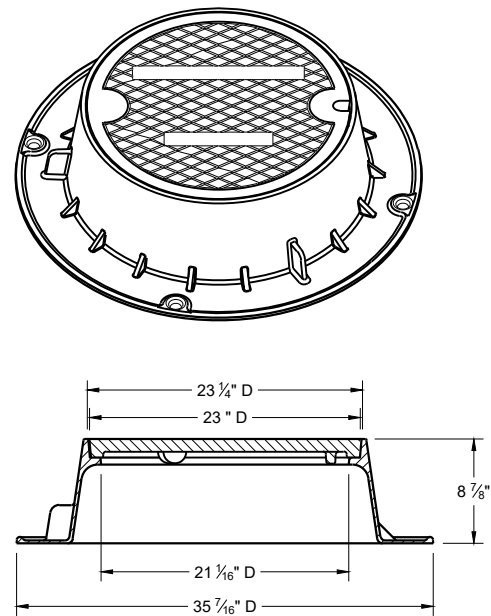
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



TYPE "K"

INLET COVER TYPE "BW"



TYPE "J"

NOTE: EITHER CASTING IS ACCEPTABLE

TYPE "J" SPECIAL

TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

NOTE: EITHER CASTING IS ACCEPTABLE

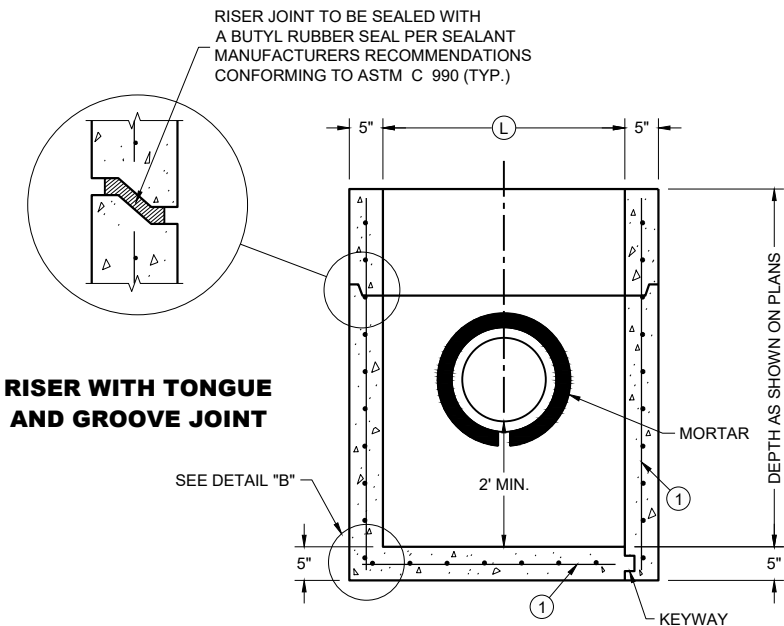
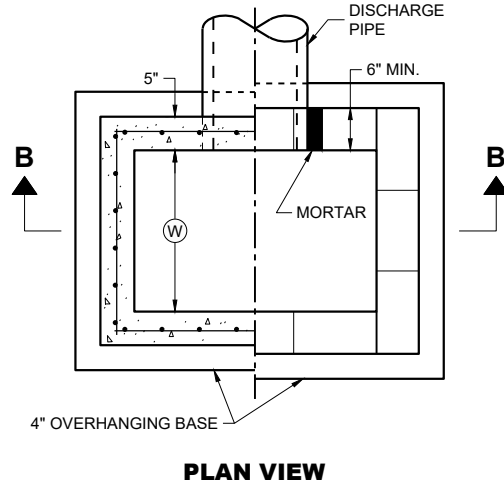
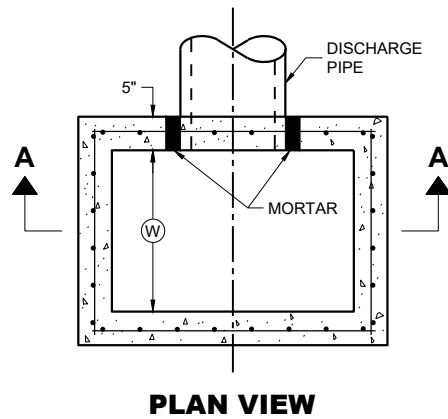
TYPE "L"

TYPE "M"

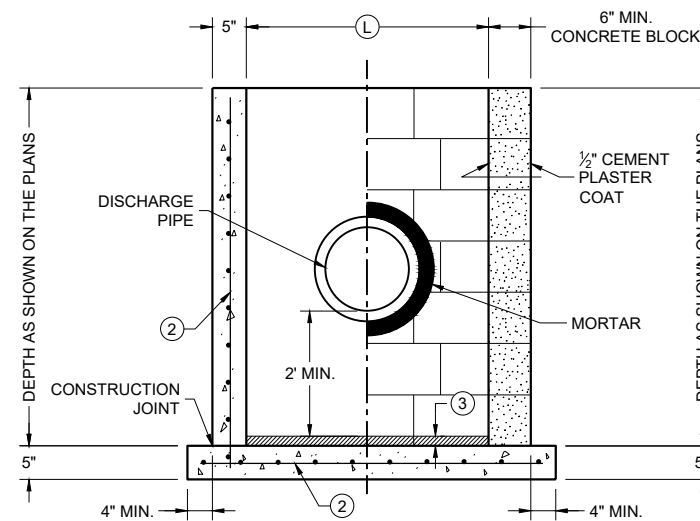
INLET COVERS TYPES BW
MANHOLE COVERS TYPES K,
J, J-S, L, AND M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

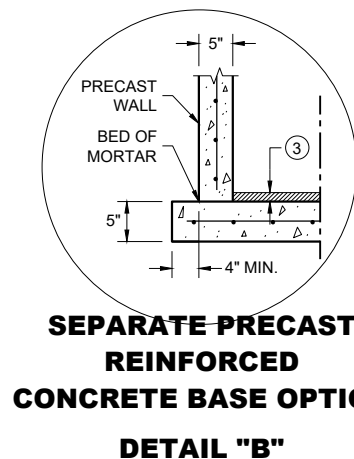
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February 2025 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



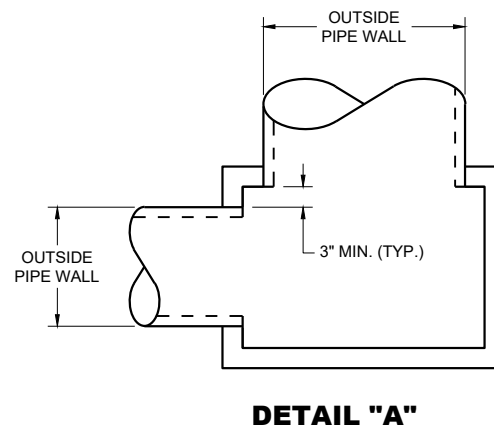
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE
SECTION A - A



CAST IN PLACE REINFORCED CONCRETE
CONCRETE BLOCK ON CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE
SECTION B - B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION
DETAIL "B"



DETAIL "A"

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

- FOR PRECAST CATCH BASINS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.
- CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.
- 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER MATRIX

CATCH BASIN SIZE	WIDTH (W) (FT.)	LENGTH (L) (FT.)	INLET COVER TYPE	
			F	ALL H'S
2 X 3-FT	2	3		X
2.5 X 3-FT	2.5	3	X	

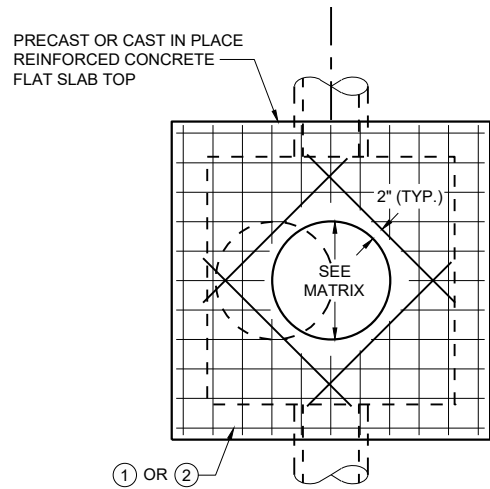
PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER (IN)	
	WIDTH (W) (IN)	LENGTH (L) (IN)
2 X 3-FT	12	24
2.5 X 3-FT	18	24

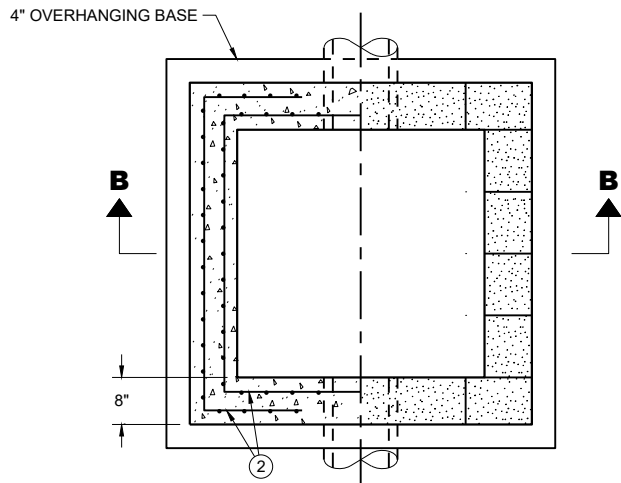
CATCH BASINS 2 X 3-FT AND 2.5 X 3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

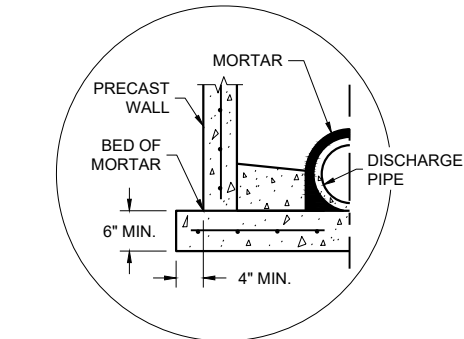
APPROVED
December 2023 /S/ RODNEY TAYLOR
DATE ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA



PLAN VIEW
CIRCULAR OPENING

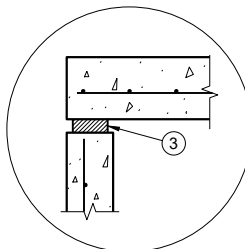


SECTION A - A
PLAN VIEW

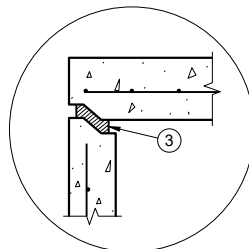


SEPARATE PRECAST REINFORCED
CONCRETE BASE OPTION

DETAIL "A"

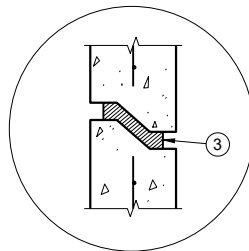


TOP WITH PLAIN
END JOINT



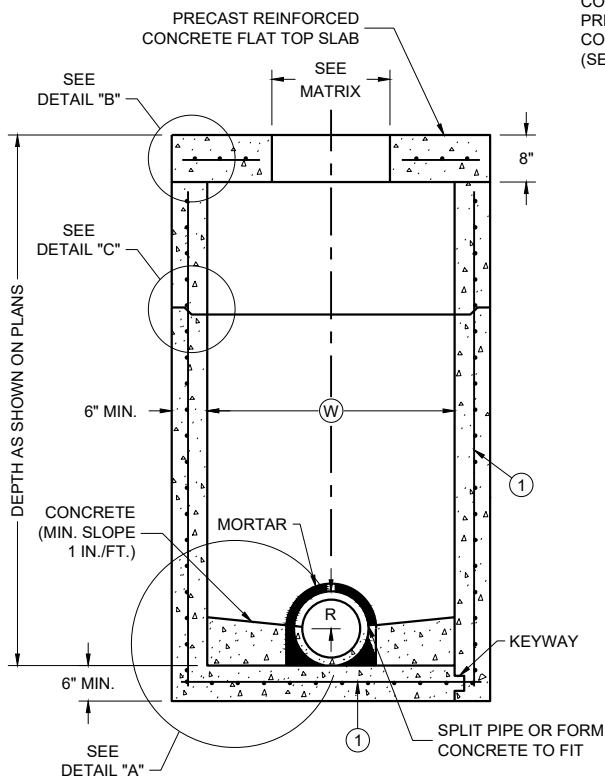
TOP WITH TONGUE
AND GROOVE JOINT

DETAIL "B"



RISER WITH TONGUE
AND GROOVE JOINT

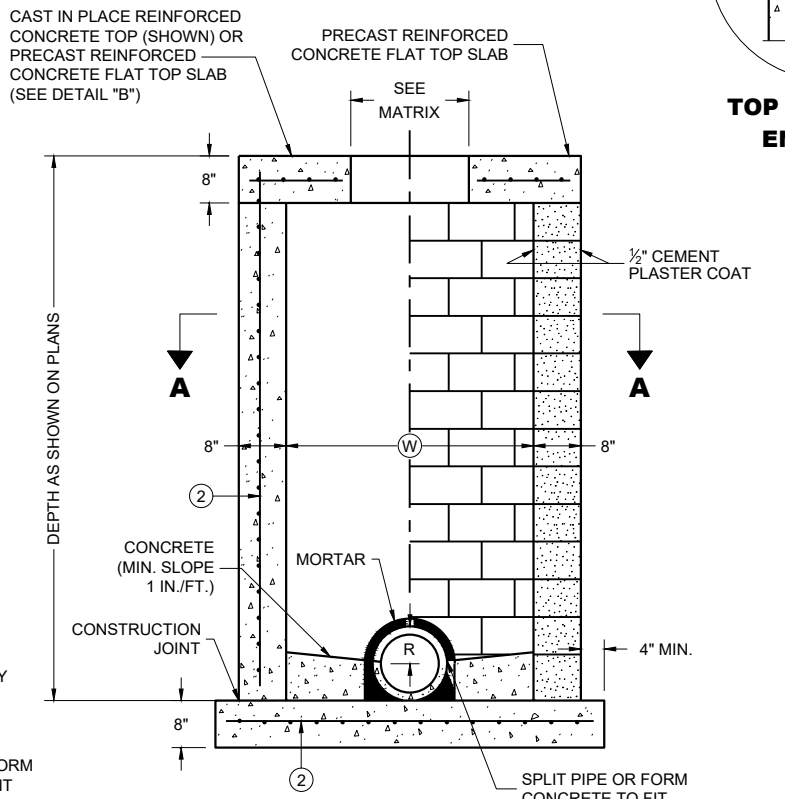
DETAIL "C"



PRECAST REINFORCED
CONCRETE WITH
MONOLITHIC BASE

PRECAST REINFORCED
CONCRETE WITH
INTEGRAL BASE

SQUARE MANHOLES WITH FLAT TOP

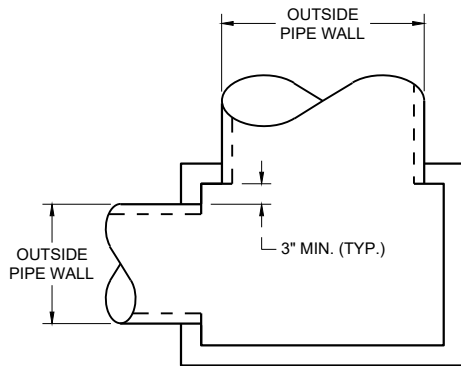


CAST IN PLACE
REINFORCED
CONCRETE

CONCRETE BLOCK WITH
CAST IN PLACE OR
PRECAST REINFORCED
CONCRETE BASE

SECTION B-B

1



DETAIL "D"

GENERAL NOTES

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

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

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

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

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

PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF 1/2 INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C913.

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

CONCRETE BLOCK WILL NOT BE PERMITTED FOR STRUCTURES GREATER THAN 4 FEET IN WIDTH.

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

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

- 1 FOR PRECAST MANHOLES AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.
- 2 CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.
- 3 JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP.)

MANHOLE COVER
OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT.)					
2 DIA.	X	X		X	
3 DIA.			X		X

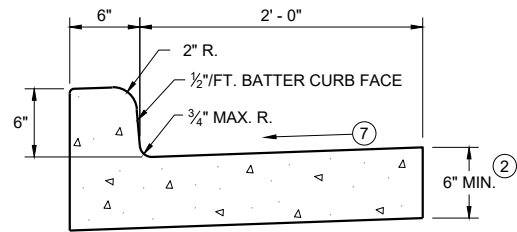
PIPE MATRIX

MANHOLE SIZE WxW-FT	MAXIMUM INSIDE PIPE DIAMETER (IN)
3 X 3 FT	24
4 X 4 FT	30
5 X 5 FT	42
6 X 6 FT	54

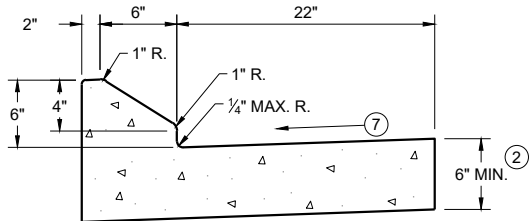
MANHOLES
3 X 3 -FT, 4 X 4-FT
5 X 5-FT AND 6 X 6-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

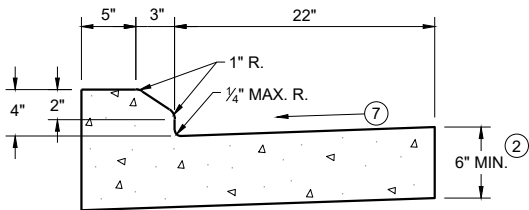
APPROVED
December 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



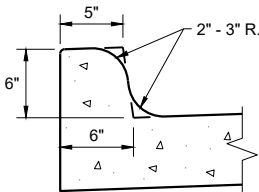
TYPES A^① & D



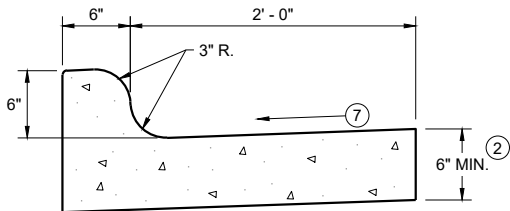
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

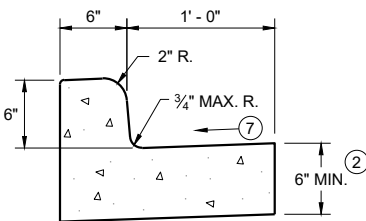


TYPES K^① & L
(OPTIONAL CURB SHAPE)



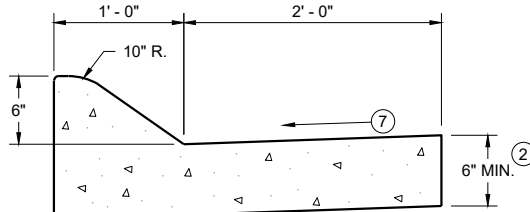
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

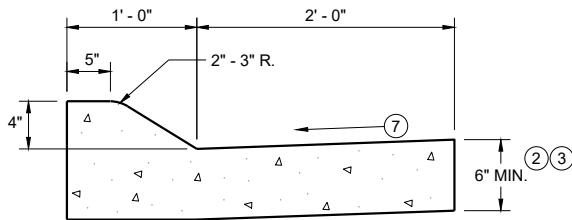


TYPES A^① & D

CONCRETE CURB AND GUTTER 18"

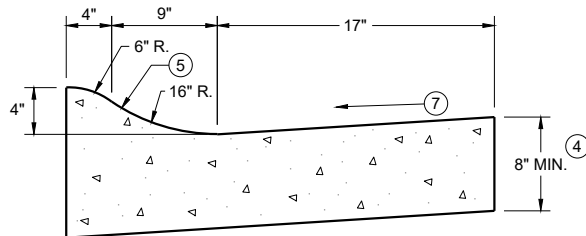


6" SLOPED CURB TYPES A^① & D



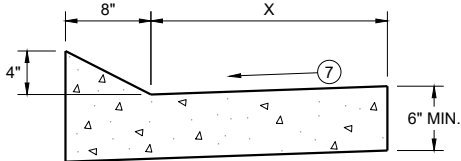
4" SLOPED CURB TYPES A^① & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R^① & T
CONCRETE CURB AND GUTTER 30"

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

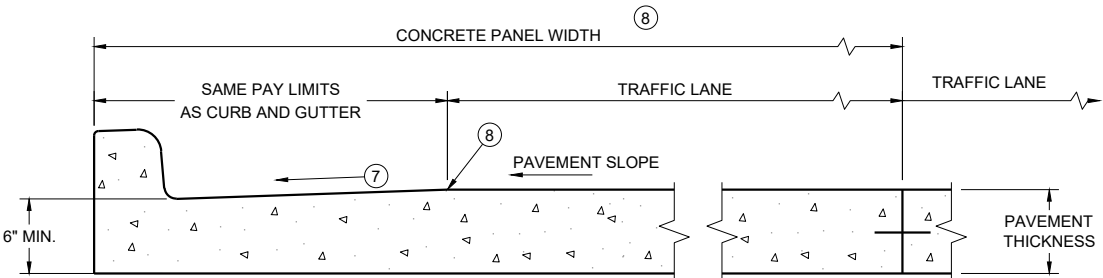


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

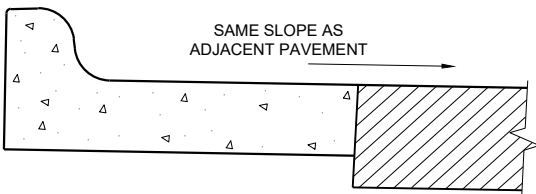
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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

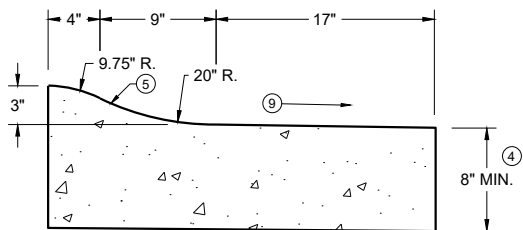


PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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



3" SLOPED CURB TYPES R^① & T

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

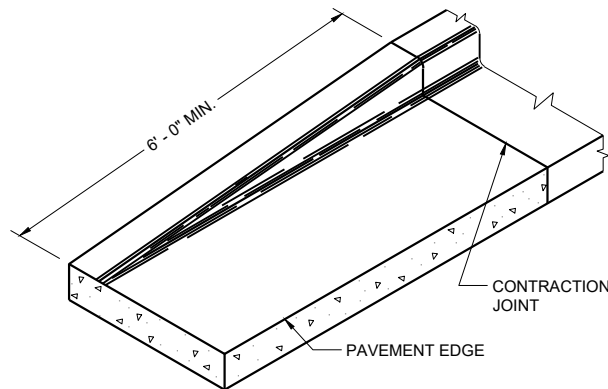
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

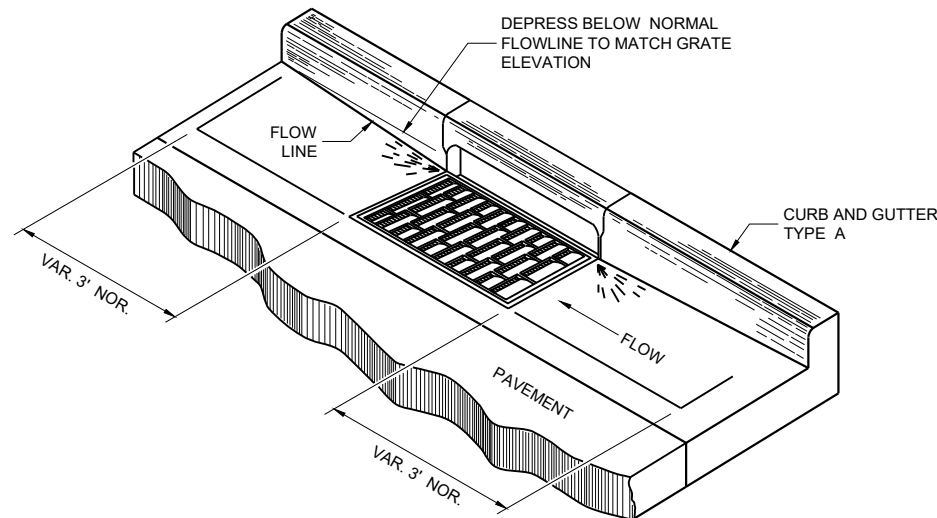
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

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

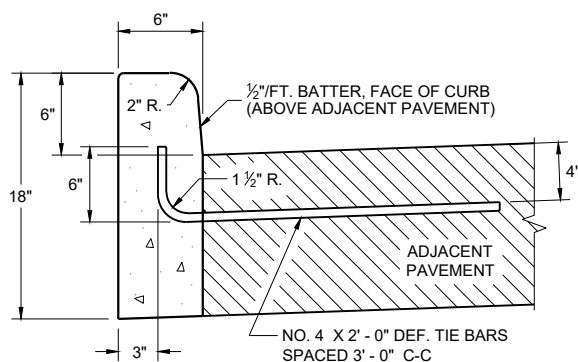


END SECTION CURB AND GUTTER

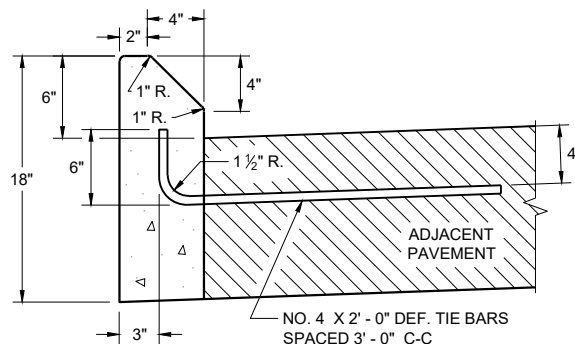


DETAIL OF CURB AND GUTTER AT INLETS

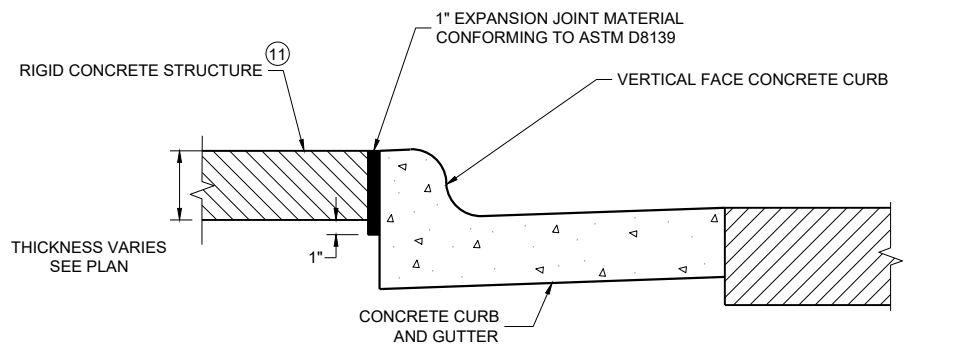
(TYPICAL H INLET COVER SHOWN)



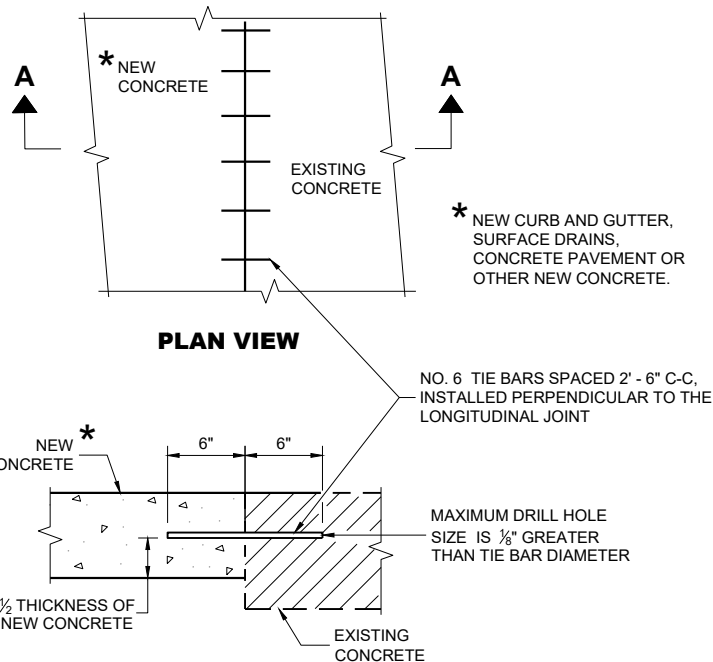
TYPES A^① & D



**TYPES G^① & J
CONCRETE CURB**



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



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

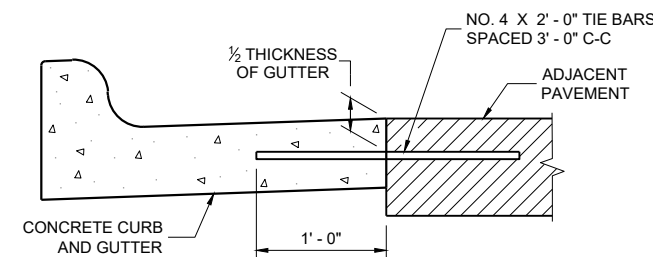
GENERAL NOTES

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

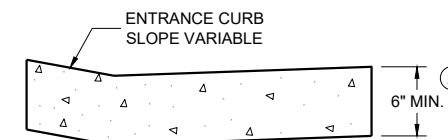
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

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



TYPICAL TIE BAR LOCATION^①

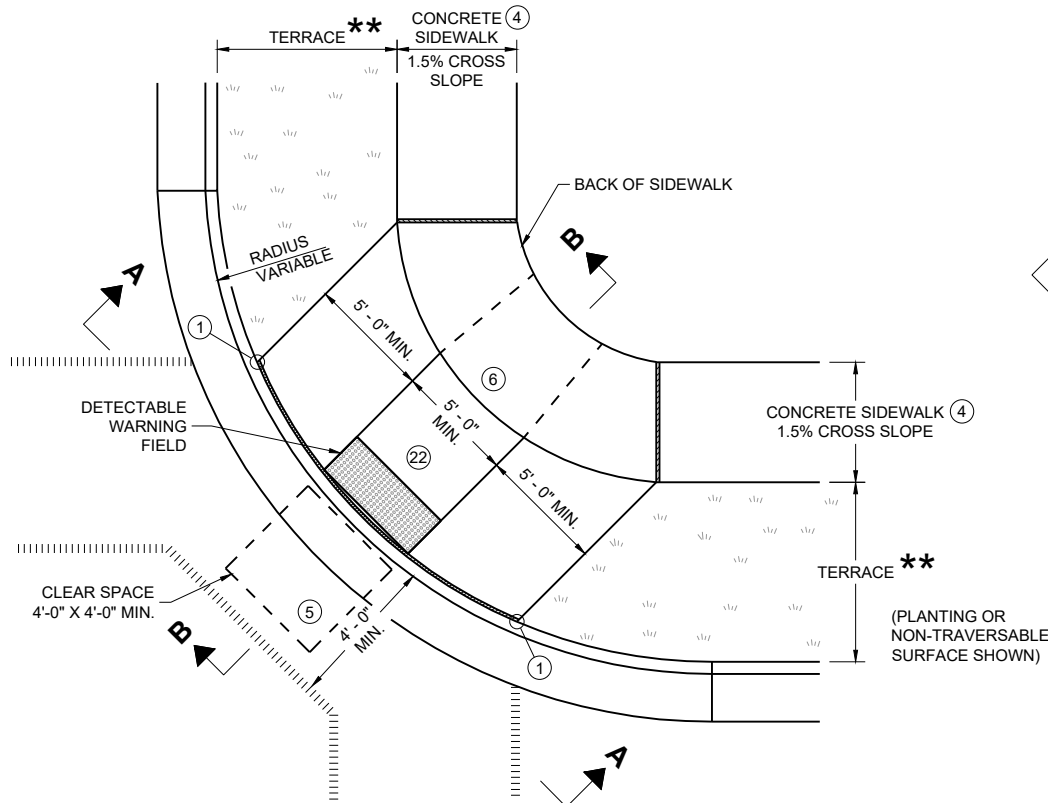


**DRIVEWAY ENTRANCE CURB^⑩
(WHEN DIRECTED BY THE ENGINEER)**

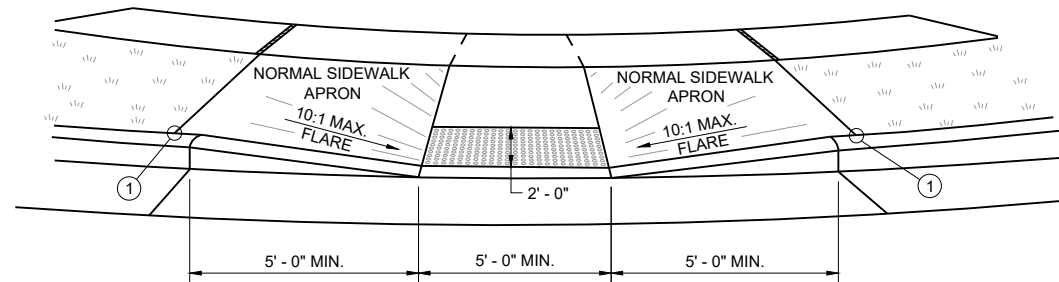
**CONCRETE CURB, TIES
AND CURB AND GUTTER
APPLICATIONS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

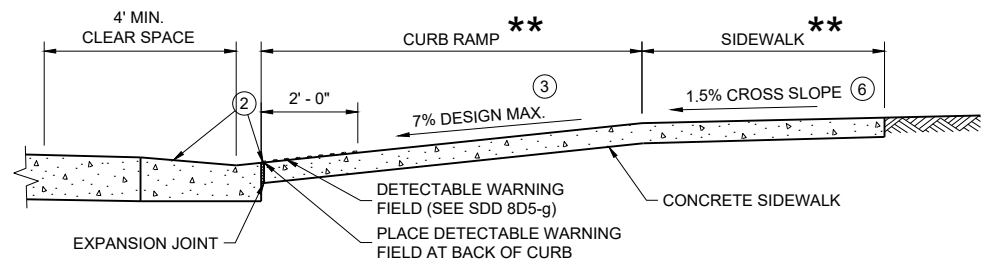
APPROVED
February 2025 DATE /S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR
FHWA



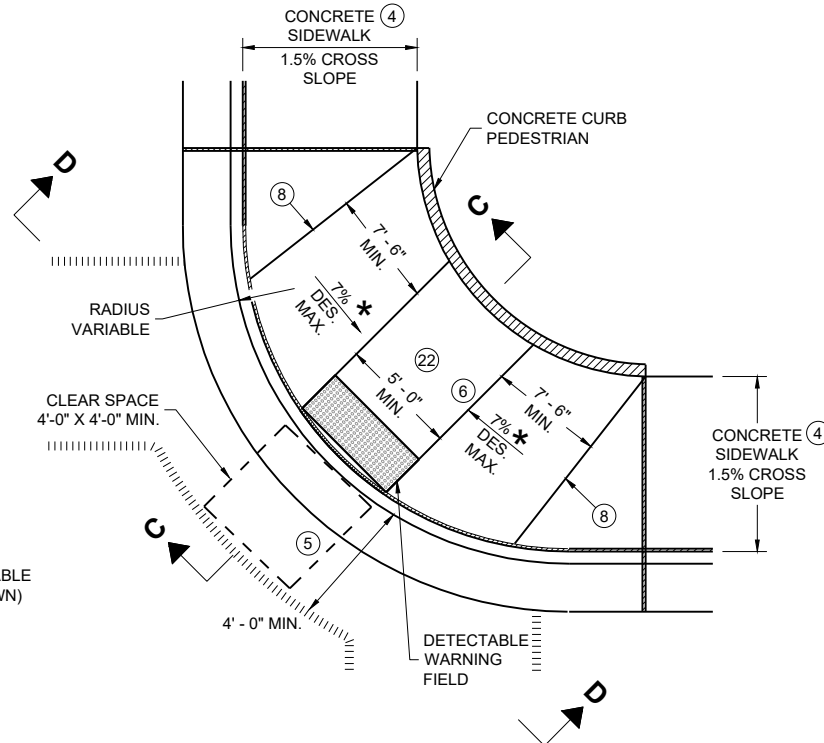
PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)



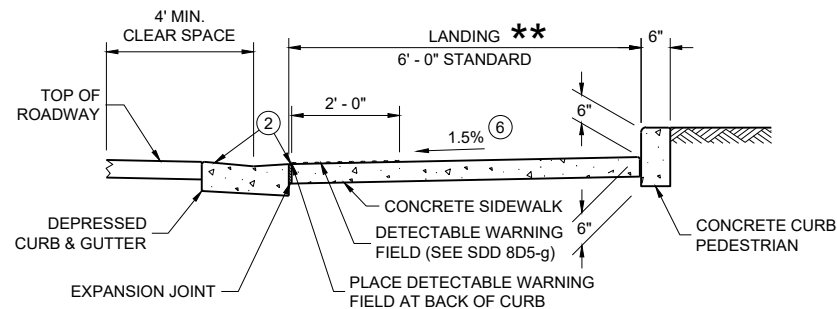
VIEW A - A FOR TYPE 1



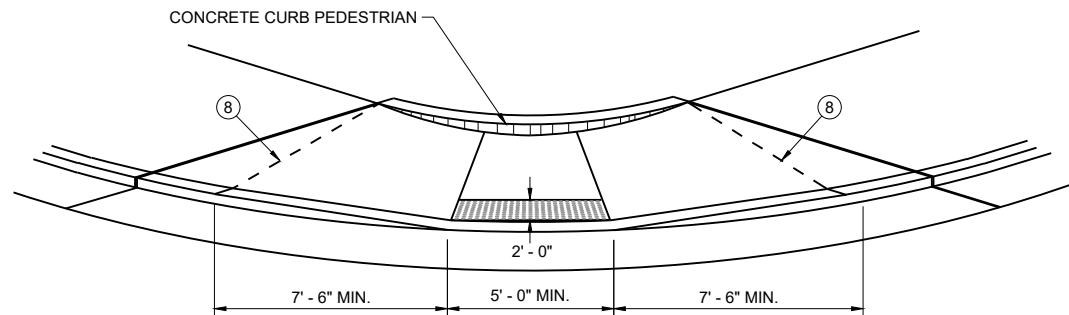
SECTION B - B FOR TYPE 1



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



SECTION C - C FOR TYPE 1 - A



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF 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 FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

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

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

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

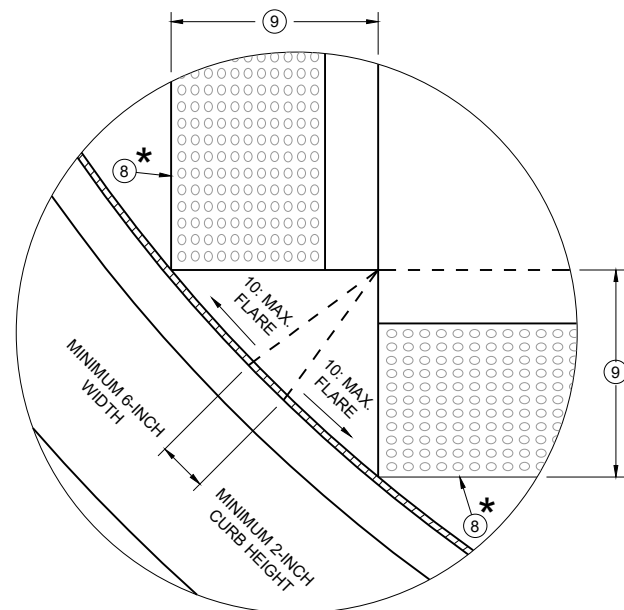
- ① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
- ② GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% 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.
- ⑪ A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- ⑫ 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

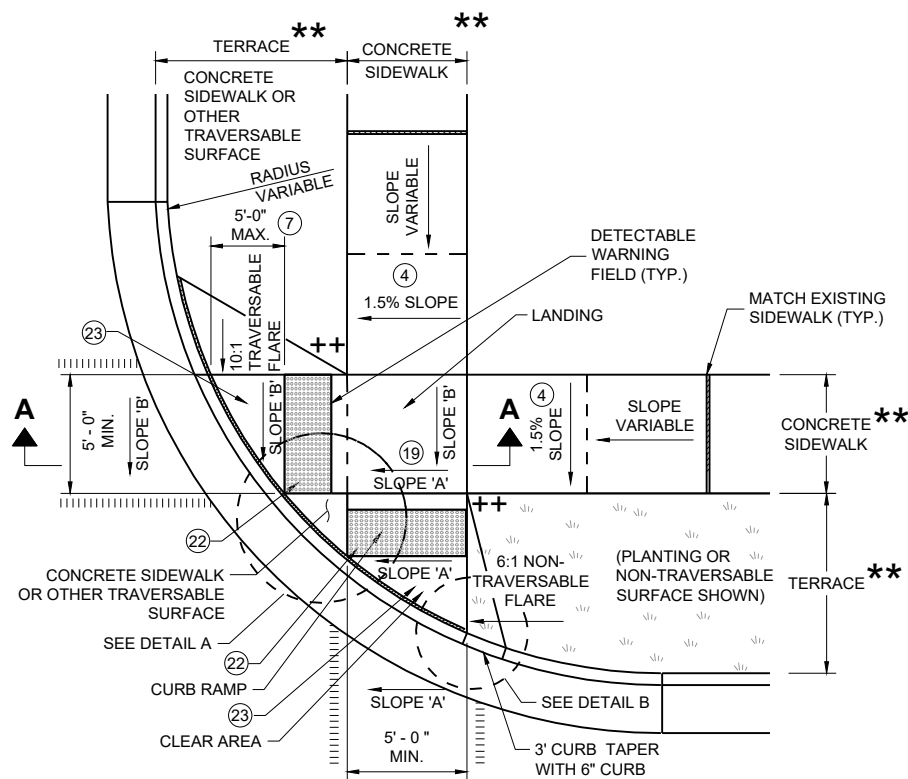
- ===== 1/2" EXPANSION JOINT SIDEWALK
- - - - - CONTRACTION JOINT FIELD LOCATED
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS

CURB RAMPS
TYPE 1 AND 1-A

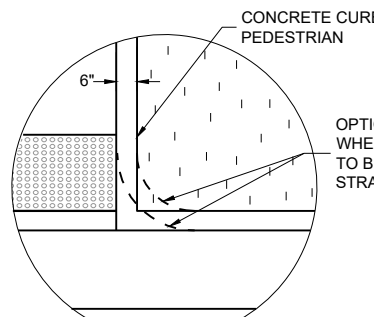
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



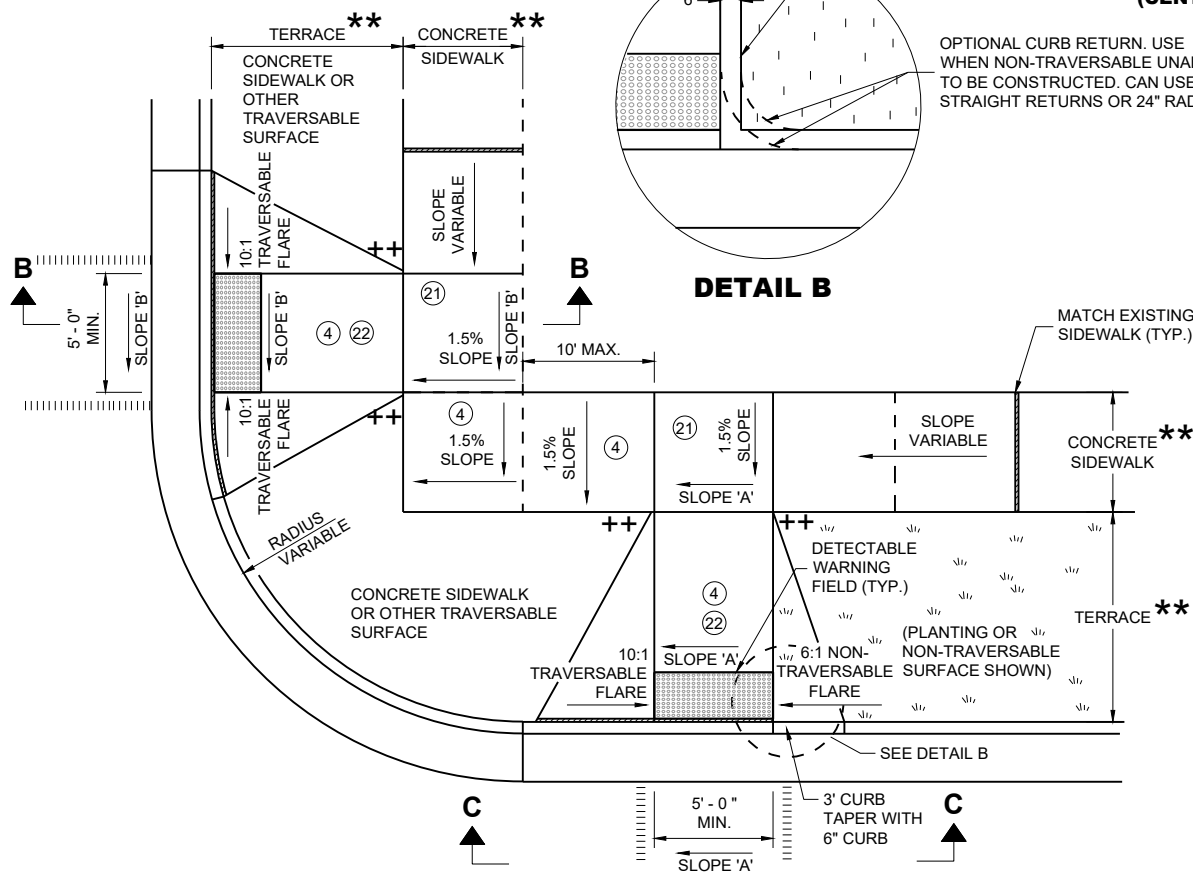
DETAIL A



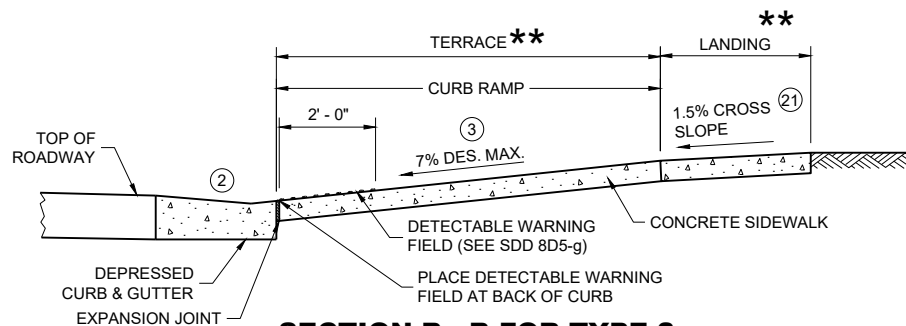
**PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)**



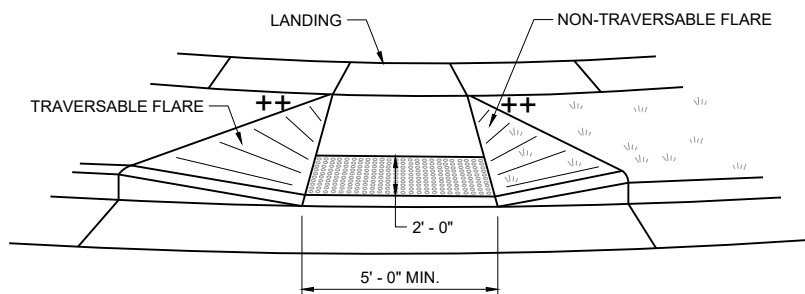
DETAIL B



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



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

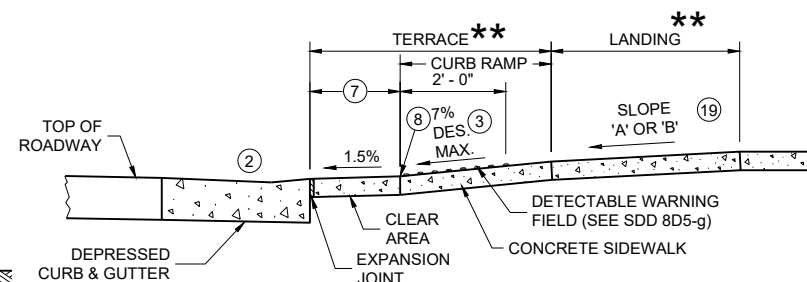
GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF 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 $\pm 0.5\%$ 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.
- ⑪ A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- ⑫ 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.
- ⑬ 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.
- ⑭ 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.
- ⑮ 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.



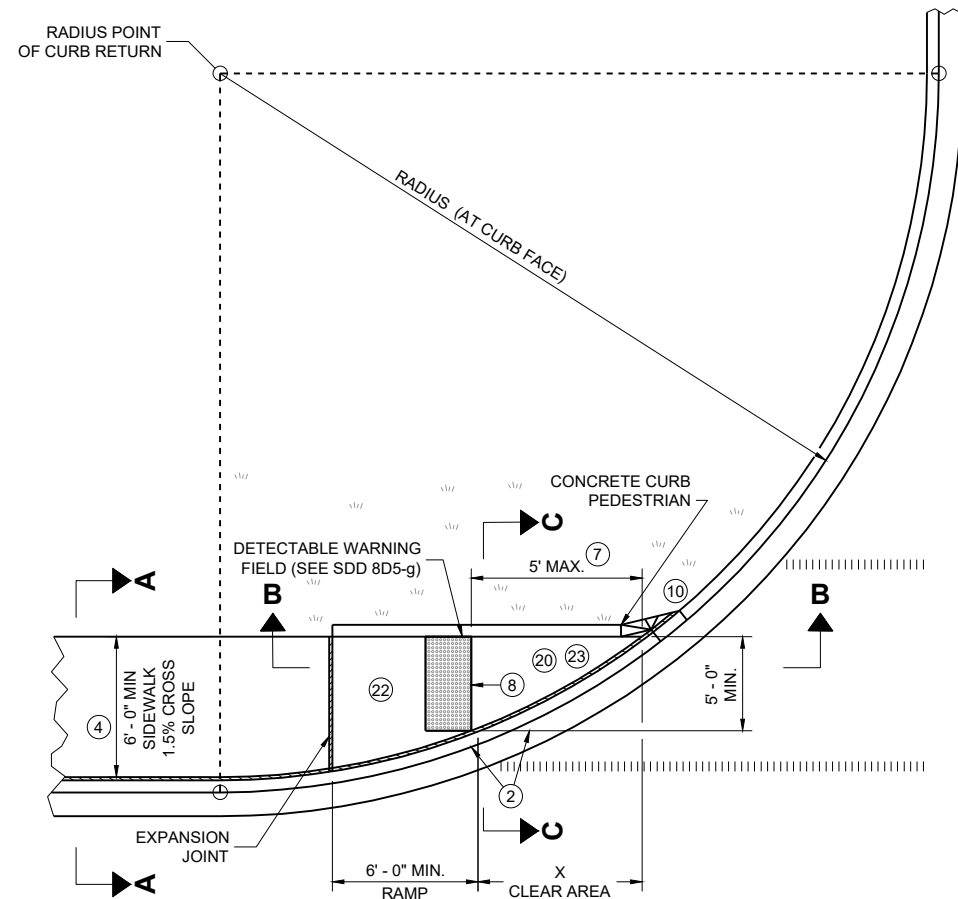
SECTION A - A FOR TYPE 2

LEGEND

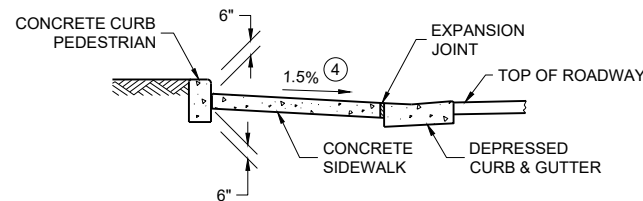
- 1/2" EXPANSION JOINT SIDEWALK
- - - CONTRACTION JOINT SIDEWALK
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

**CURB RAMPS
TYPE 2 AND 3**

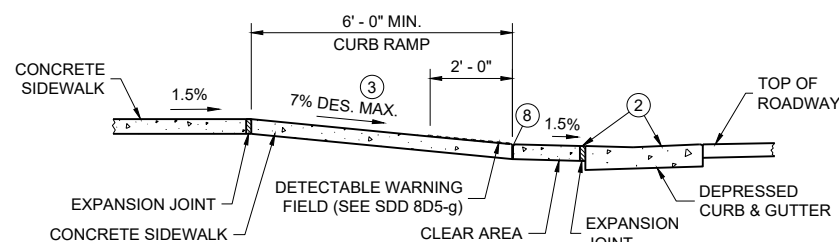
STATE OF WISCONSIN
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PLAN VIEW
CURB RAMP TYPE 4A



SECTION C - C FOR TYPE 4A

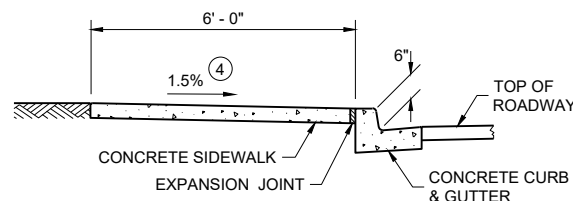


SECTION B - B FOR
TYPE 4A AND TYPE 4A1

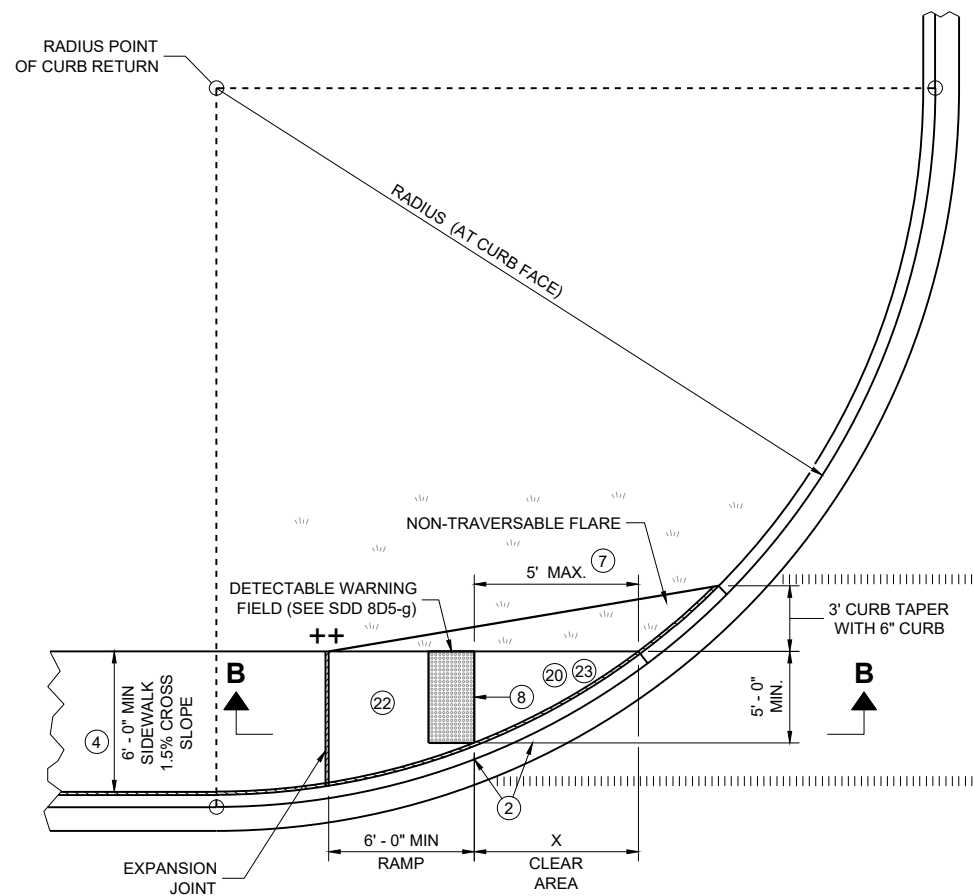
- LEGEND**
- 1/2" EXPANSION JOINT SIDEWALK
 - CONTRACTION JOINT SIDEWALK
 - PAVEMENT MARKING CROSSWALK (WHITE)
 - ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

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

INTERMEDIATE RADII CAN BE INTERPOLATED



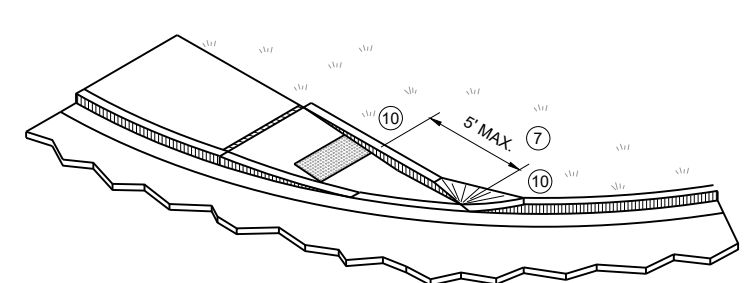
SECTION A - A FOR TYPE 4A



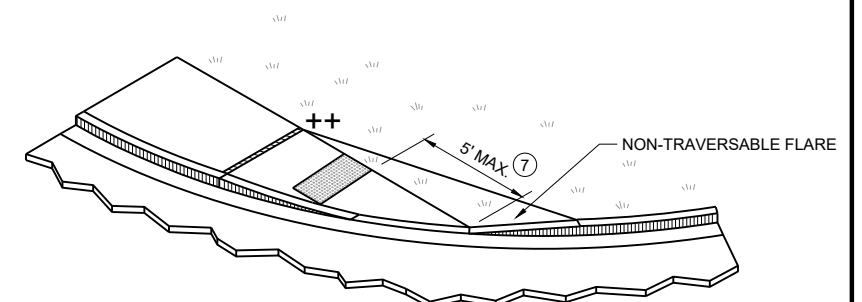
PLAN VIEW
CURB RAMP TYPE 4A1

GENERAL NOTES

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF 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.
- 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.
- MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.
- A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- 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.
- 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.
- 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.



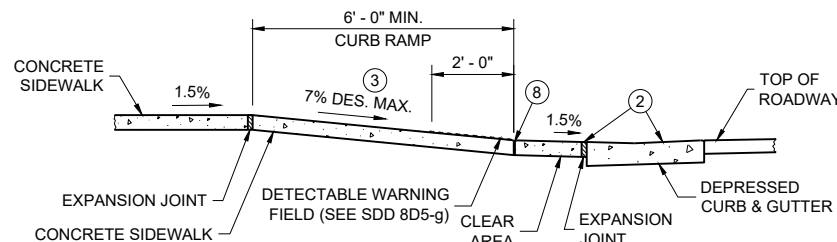
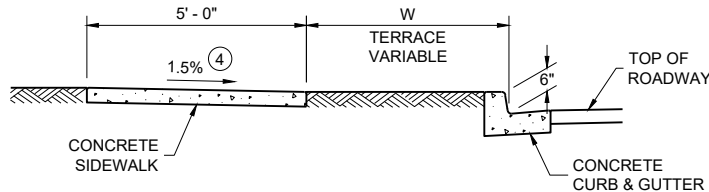
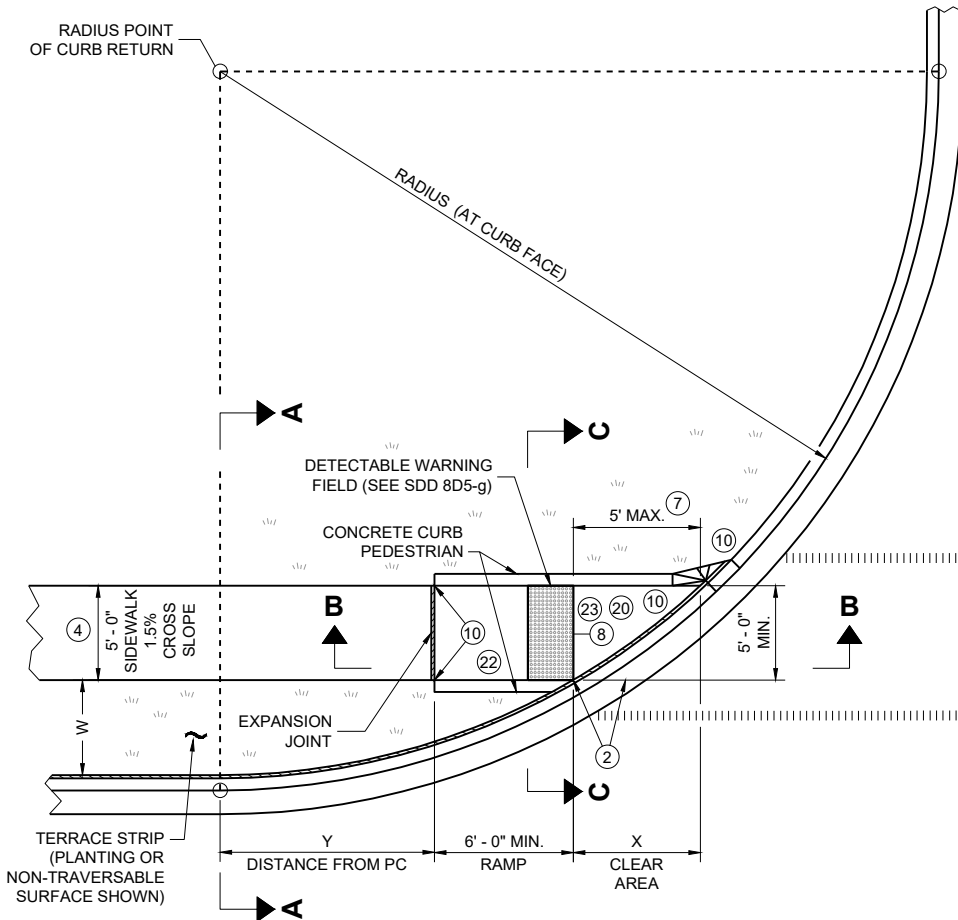
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

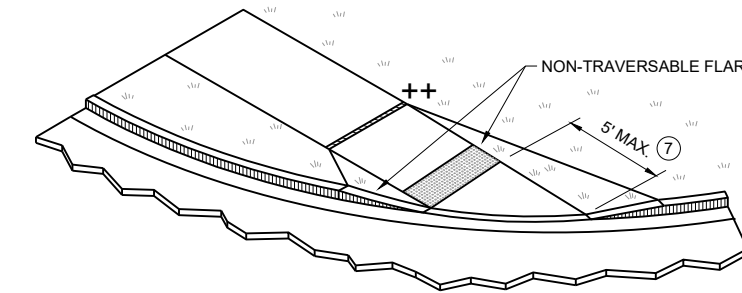
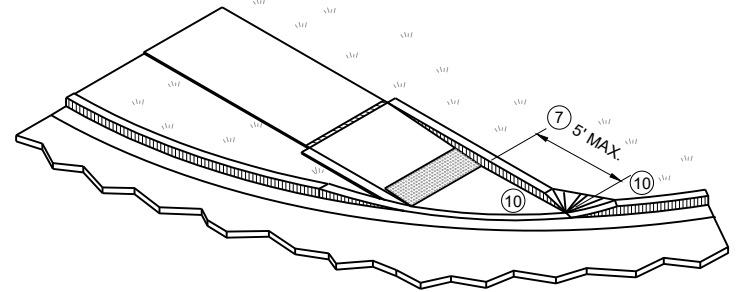
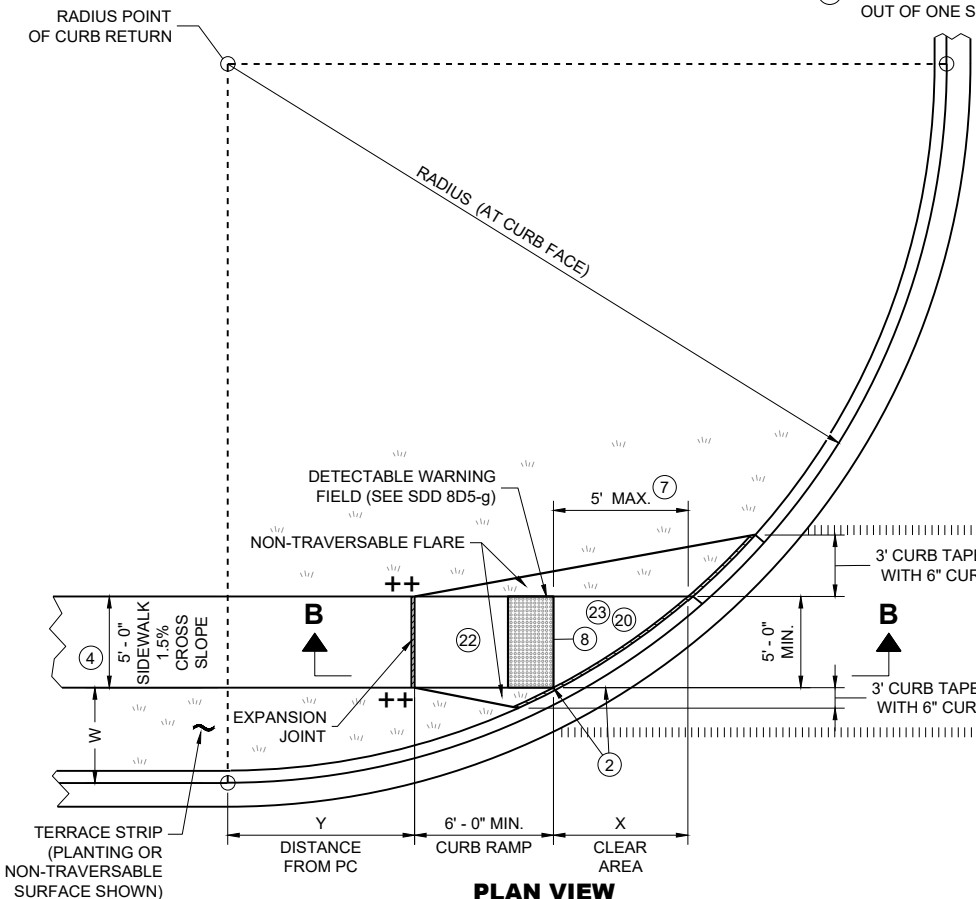
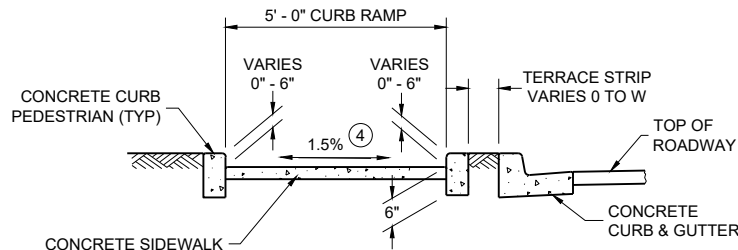
**CURB RAMPS
TYPE 4A AND 4A1**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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

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



LEGEND

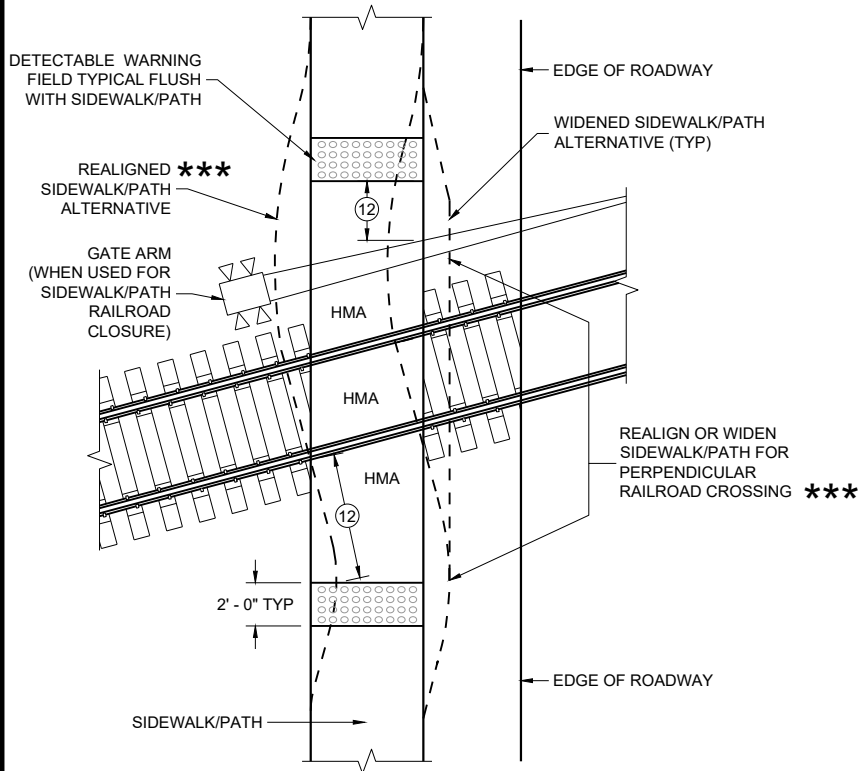
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

GENERAL NOTES

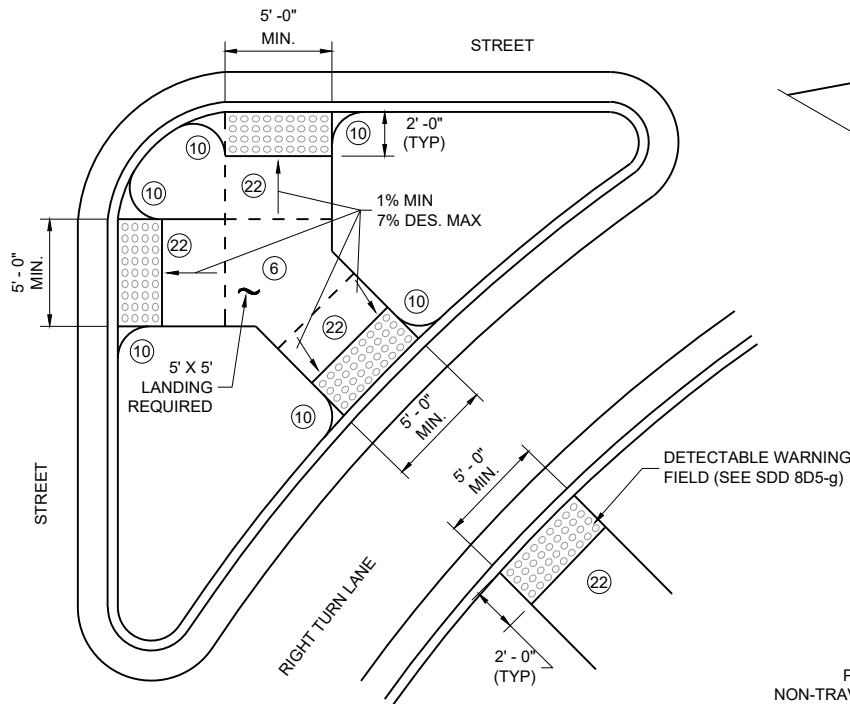
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- 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.
- MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.
- A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- 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.
- 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.
- 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.

CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

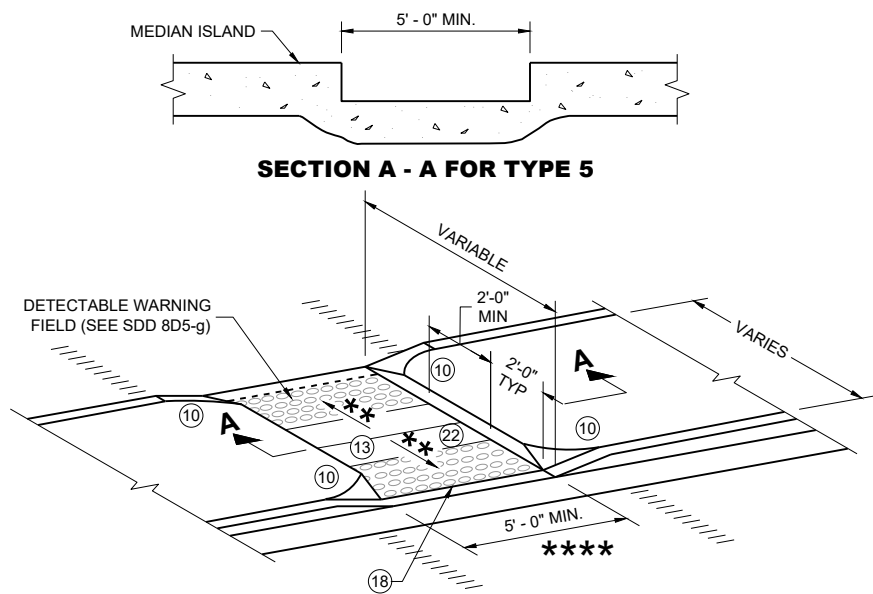


CURB RAMP TYPE 8
DETECTABLE WARNINGS
FOR SIDEWALKS OR SHARED USE PATHS
AT RAILROAD CROSSINGS

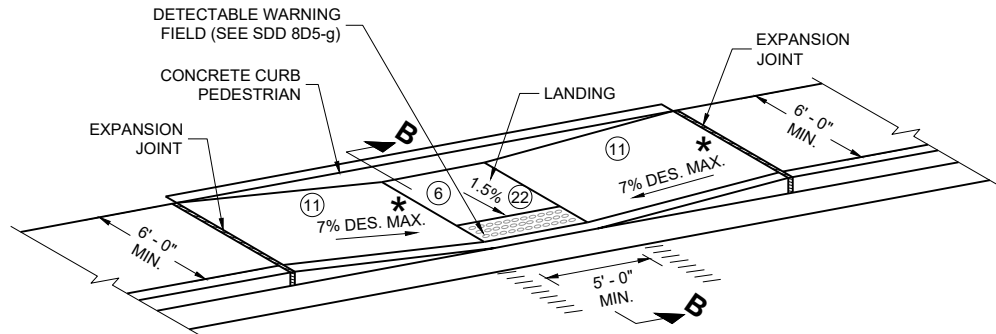


CURB RAMP TYPE 6
DETECTABLE WARNING AT ISLANDS

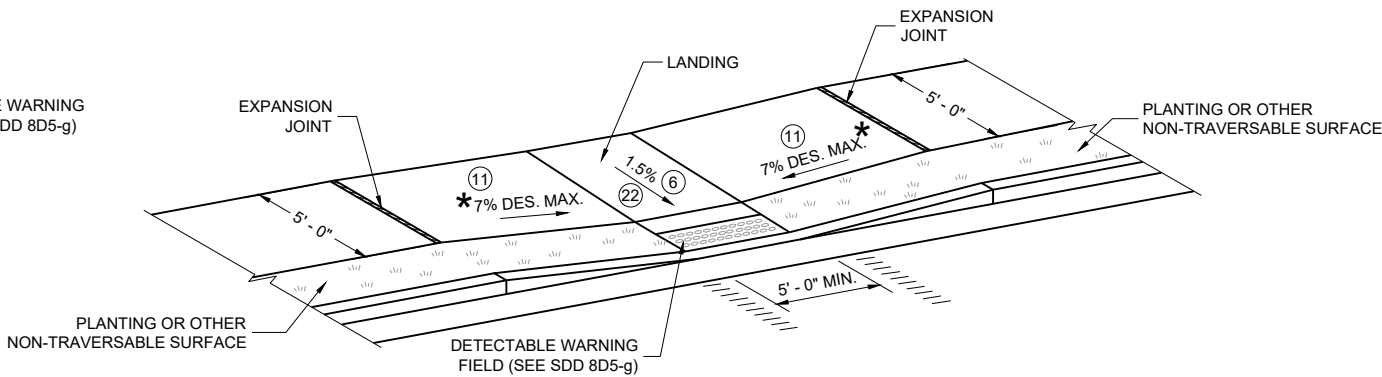
REFER TO GENERAL NOTES (2) AND (3)
FOR ALL ISLAND CURB RAMPS



CURB RAMP TYPE 5
MEDIAN ISLAND
NON-ELEVATED PEDESTRIAN CROSSING



CURB RAMP TYPE 7A
FOR INTERSECTIONS AND
MID BLOCK CROSSINGS



CURB RAMP TYPE 7B
FOR INTERSECTIONS AND
MID BLOCK CROSSINGS

GENERAL NOTES

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

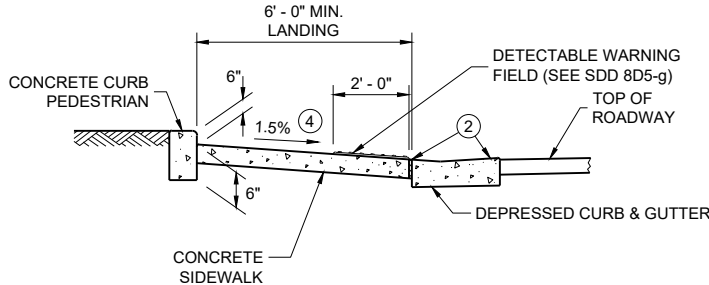
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

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.

LEGEND

- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- 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

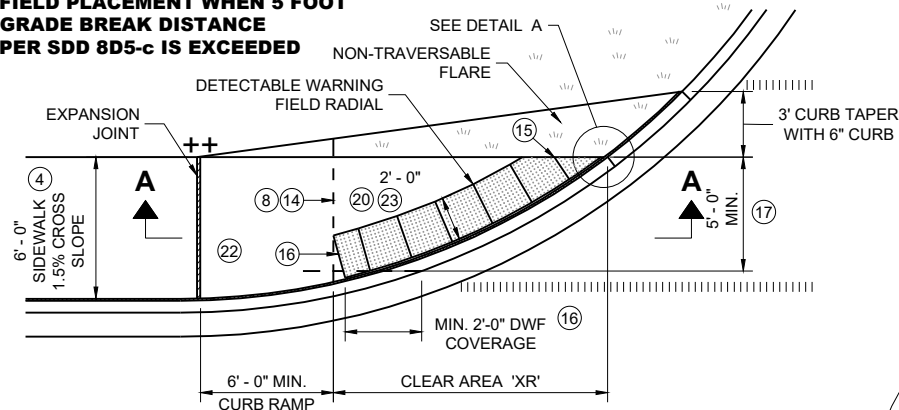


SECTION B - B FOR TYPE 7A

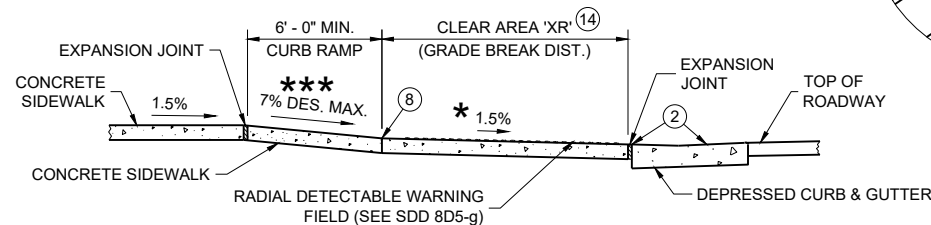
CURB RAMPS
TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

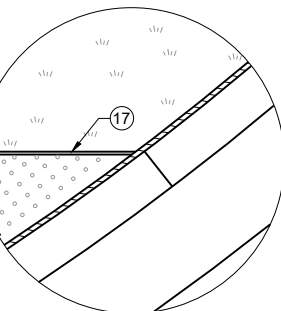
**RADIAL DETECTABLE WARNING
FIELD PLACEMENT WHEN 5 FOOT
GRADE BREAK DISTANCE
PER SDD 8D5-c IS EXCEEDED**



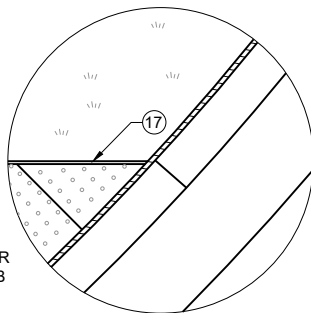
**PLAN VIEW
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**



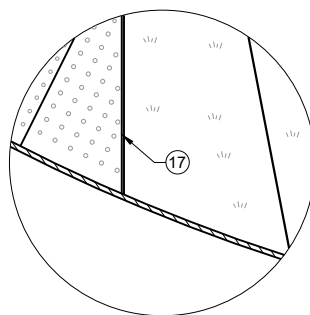
SECTION A - A FOR TYPE 4A1



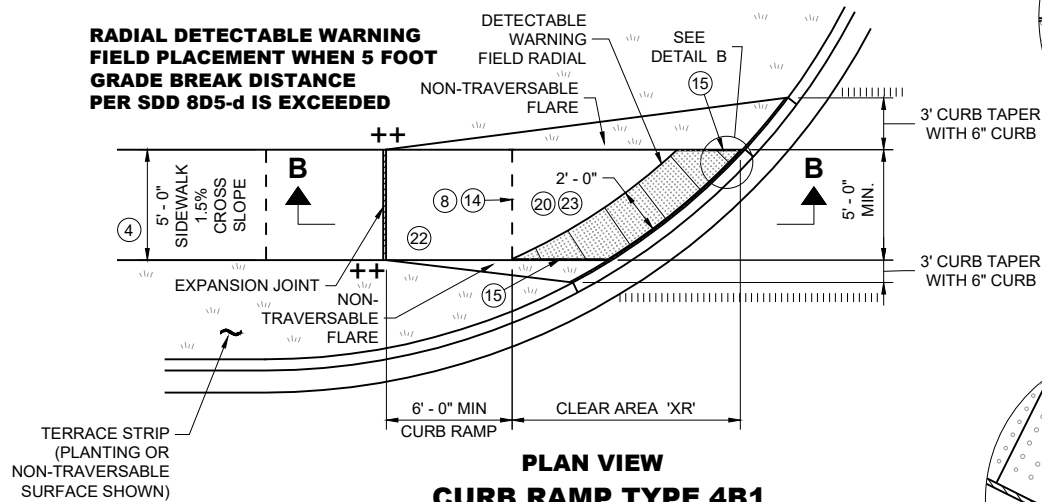
DETAIL A



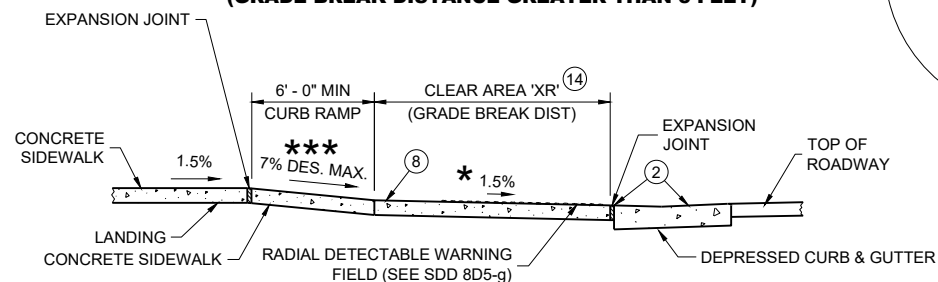
DETAIL B



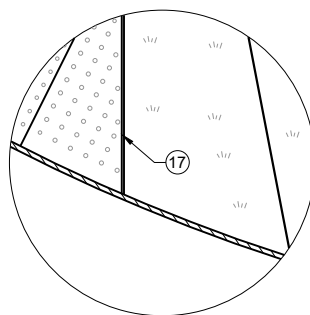
DETAIL C



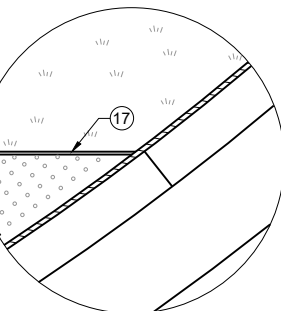
**PLAN VIEW
CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**



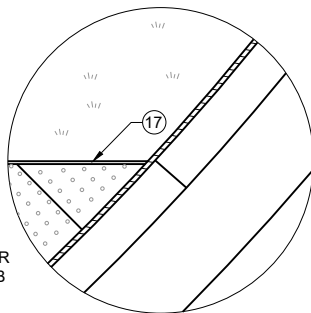
SECTION B - B FOR TYPE 4B1



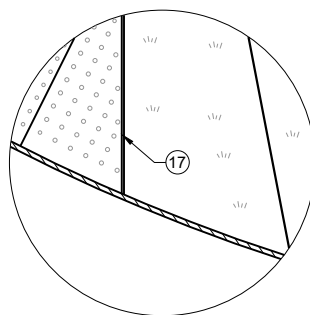
DETAIL C



DETAIL A



DETAIL B



DETAIL C

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.

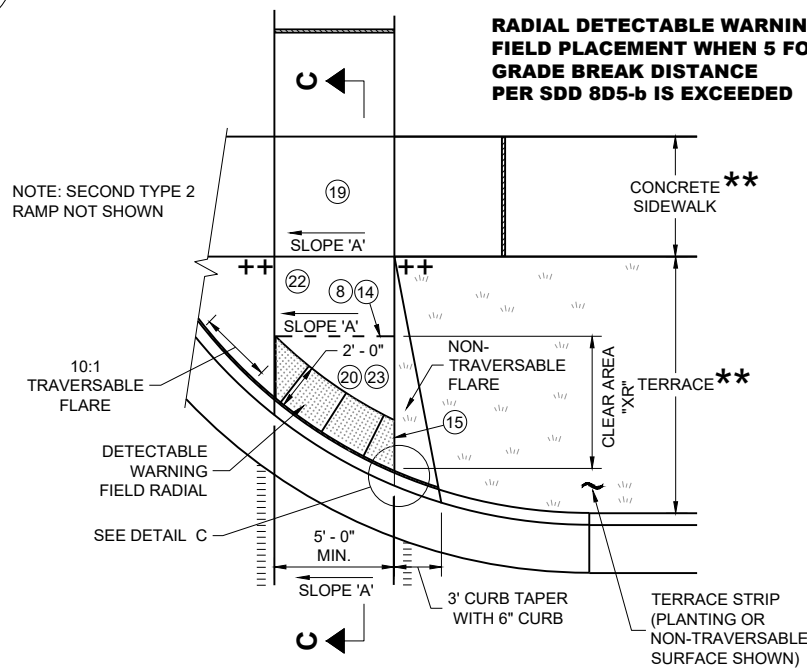
APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

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

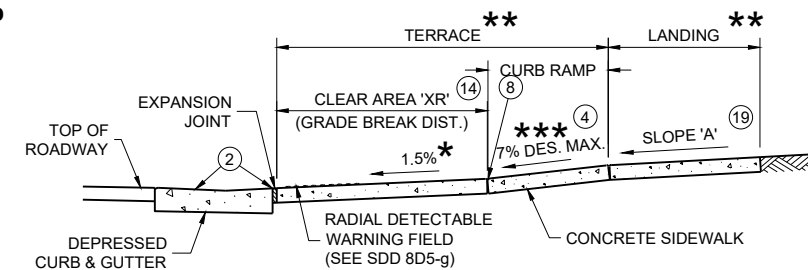
FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FIELD ARE PROHIBITED.

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

- ② GRADE CHANGE BETWEEN GUTTER 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 $\pm 0.5\%$ 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 $\frac{1}{8}$ " 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.



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



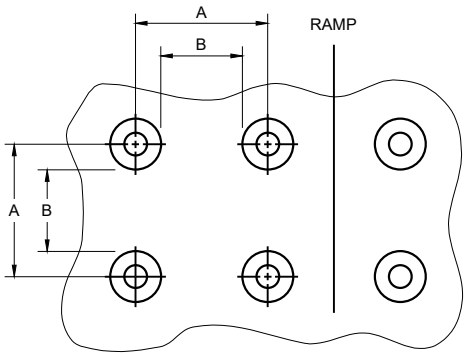
SECTION C - C FOR TYPE 2

**CURB RAMPS
RADIAL DETECTABLE WARNING**

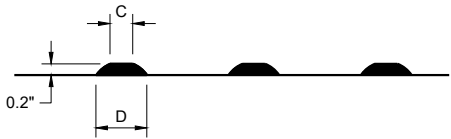
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

	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.

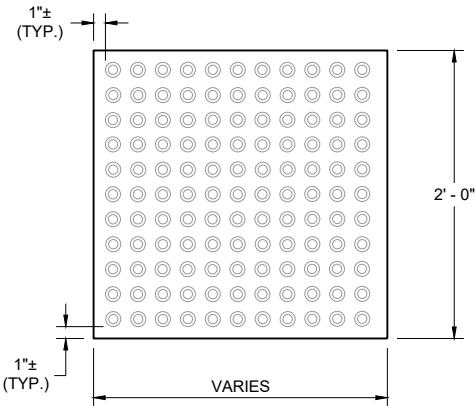


PLAN VIEW

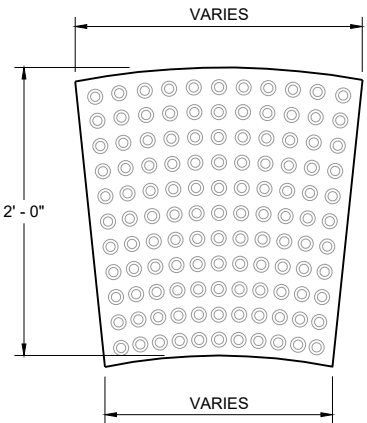


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

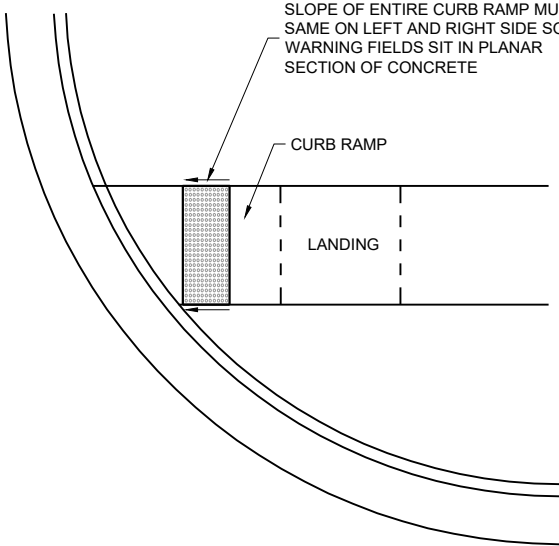


RECTANGULAR
PLATES

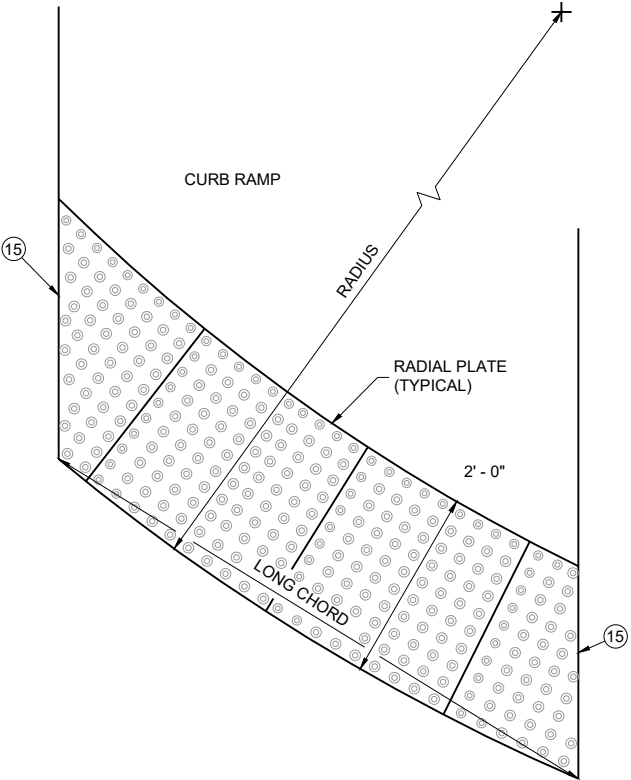


RADIAL
PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



DETECTABLE WARNING FIELD
PLANAR INSTALLATION



PLAN VIEW
RADIAL DETECTABLE
WARNING FIELD ATTRIBUTES

GENERAL NOTES

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

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

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

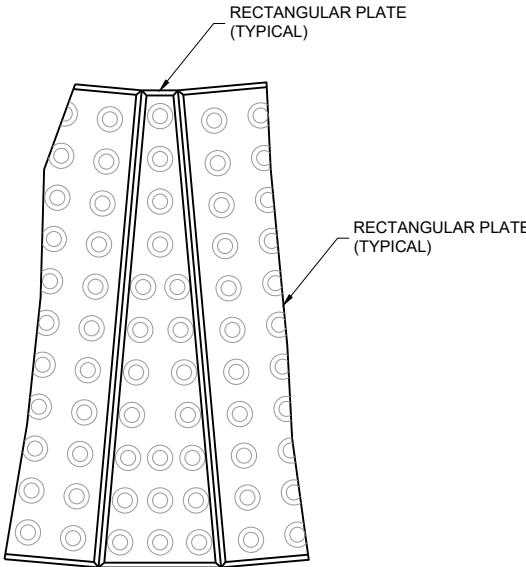
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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



PLAN VIEW
RADIAL WEDGE PLATE
CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 /S/ Rodney Taylor
DATE <position>

FHWA

ROADWAY WITH SHOULDERS OR CURBS (EDGEDRAIN CONNECTS TO ROADSIDE) ⁽²⁾

ROADWAY WITH CURBS (EDGEDRAIN CONNECTS INTO INLET STRUCTURE)

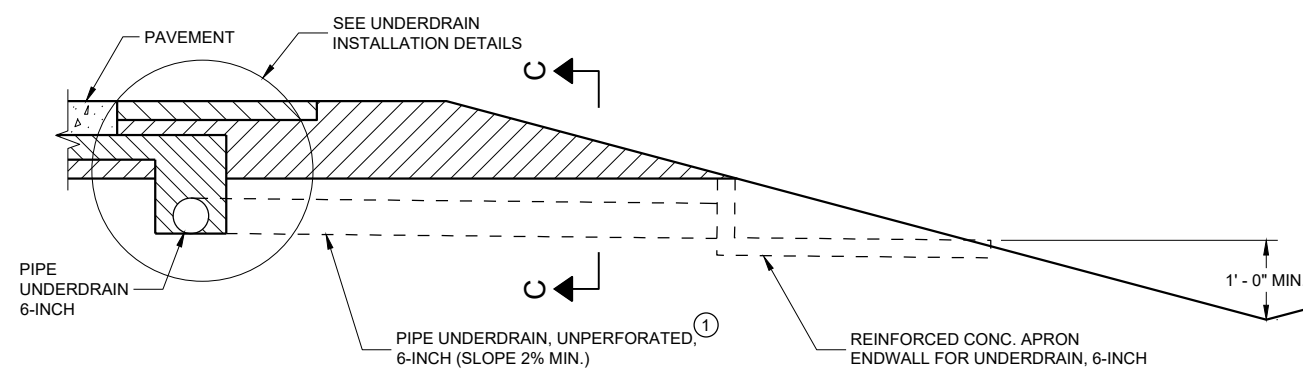
GENERAL NOTES

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.

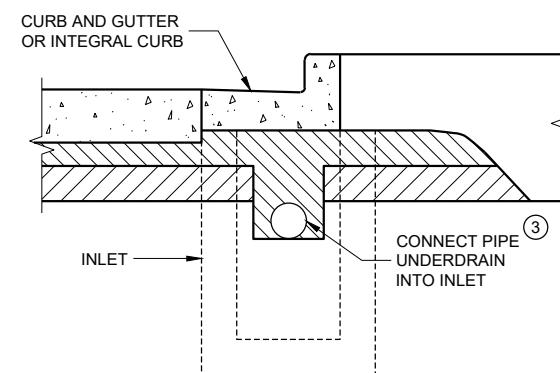
- ① UNPERFORATED PIPE UNDERDRAIN AND FITTINGS FURNISHED FOR OUTFALL PIPE SHALL MEET THE REQUIREMENTS OF ONE OF THE FOLLOWING SPECIFICATIONS:

POLYVINYL CHLORIDE (PVC) PLASTIC DRAIN, WASTE, AND VENT PIPE AND FITTINGS, ASTM D 2665, SCHEDULE 40 PVC.

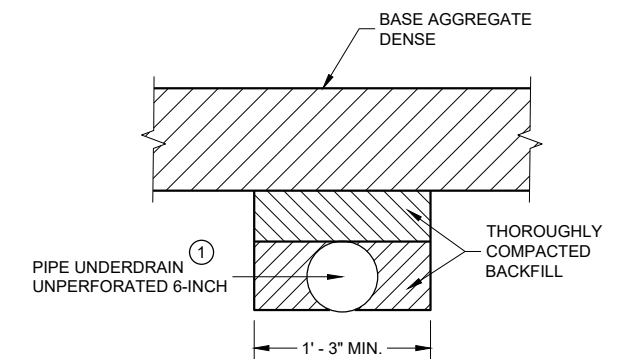
TYPE PSM POLYVINYL CHLORIDE (PVC) SEWER PIPE AND FITTINGS, ASTM D 3034, SDR 23.5 PVC SEWER PIPE.
- ② MAXIMUM SPACING OF EDGEDRAIN OUTLETS SHALL BE 250 FEET UNLESS OTHERWISE SPECIFIED IN THE CONTRACT OR DIRECTED BY THE ENGINEER.
- ③ EDGEDRAIN SHALL BE CONNECTED TO INLETS REGARDLESS OF FLOW DIRECTION FOR DRAINAGE AND MAINTENANCE ACCESS.
- ④ EDGEDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF ROADWAY.



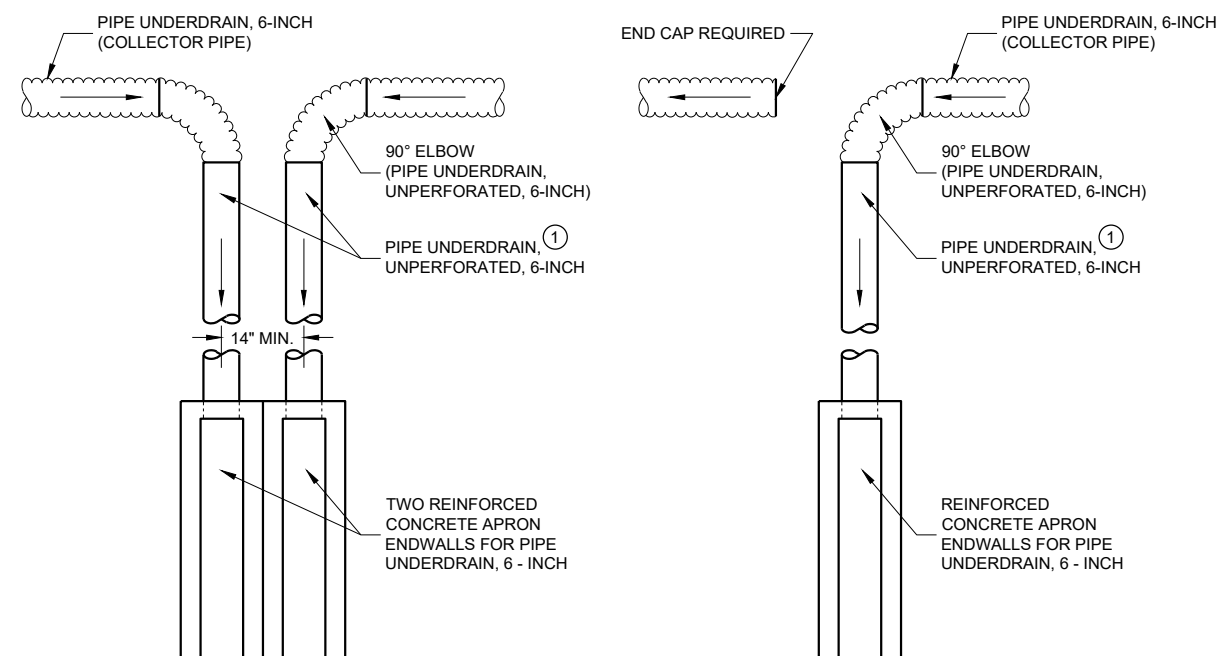
SECTION A - A
RURAL CROSS SECTION



SECTION B - B
URBAN CROSS SECTION



SECTION C - C
TRENCH FOR OUTFALL PIPE



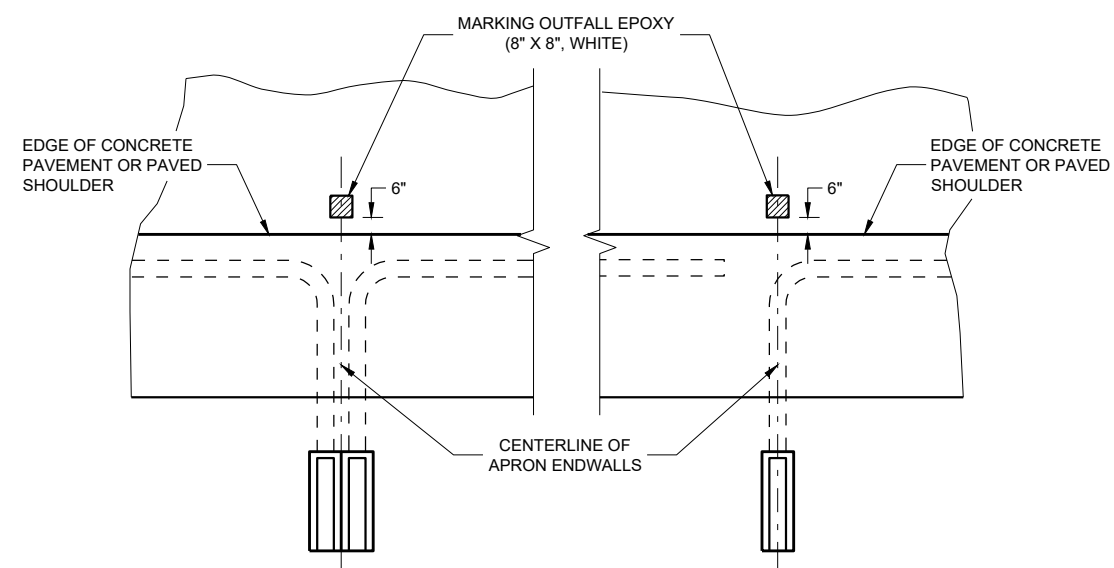
DETAIL "A"

TO BE USED AT LOW POINT LOCATIONS

DETAIL "B"

TO BE USED AT INTERMEDIATE LOCATIONS

TYPICAL DRAIN OUT DETAILS



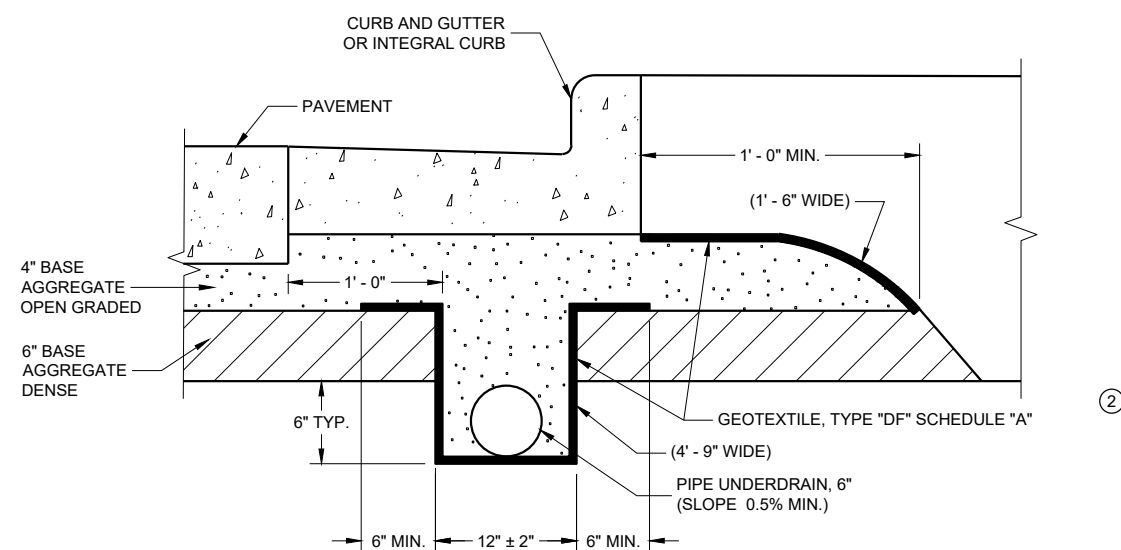
LOW POINT LOCATIONS

INTERMEDIATE LOCATIONS

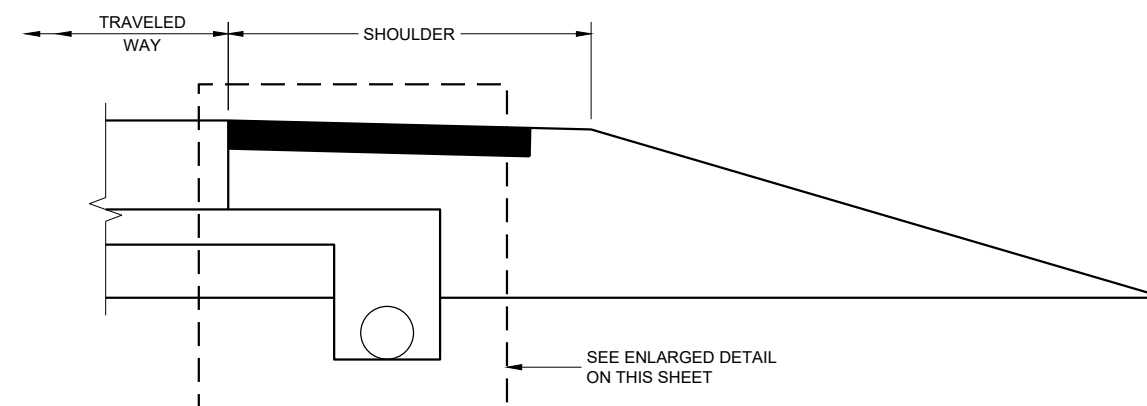
PAVEMENT MARKINGS FOR OUTFALL MARKERS

EDGEDRAIN OUTLET AND OUTFALL MARKERS

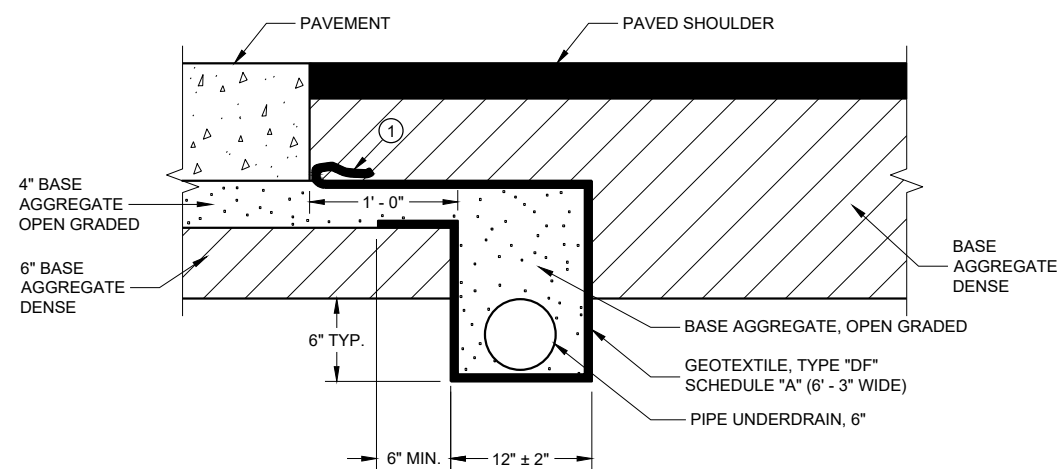
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 101



EDGEDRAIN IN URBAN ROADWAY

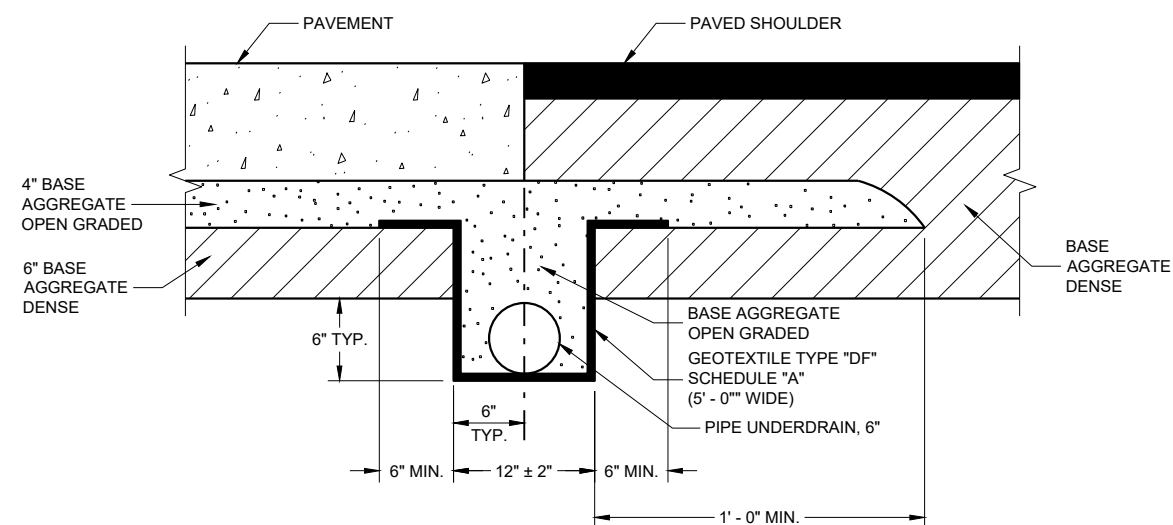


RURAL CROSS SECTION



POST PAVING INSTALLATION
(QUANTITIES ARE BASED ON THIS DETAIL)

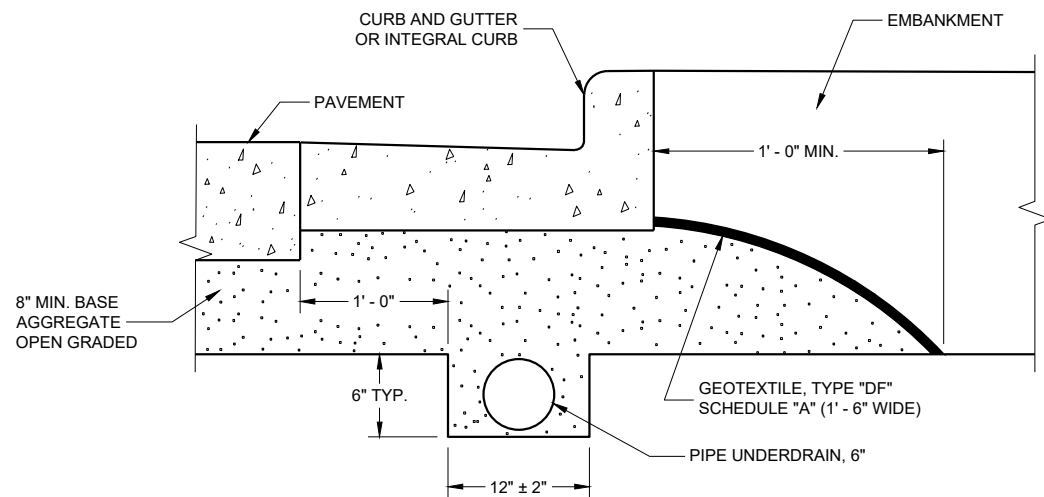
EDGEDRAIN IN RURAL ROADWAY



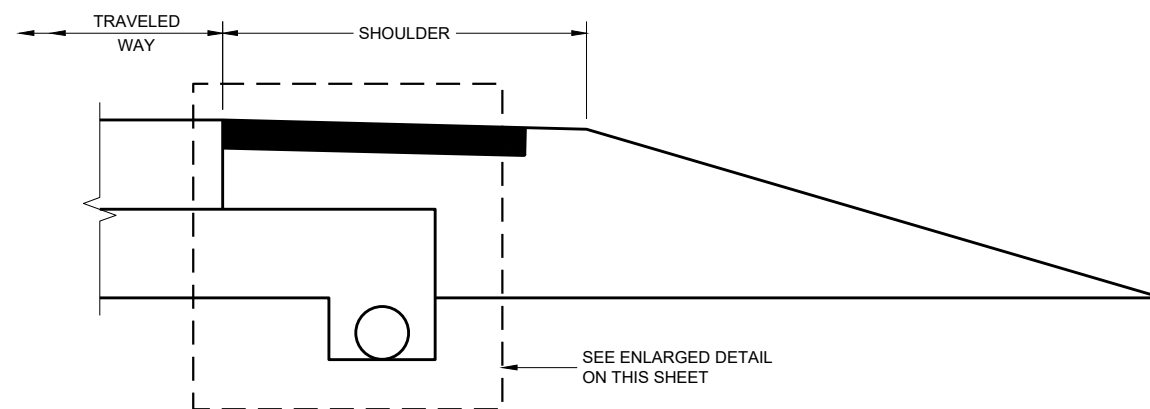
PRE-PAVING INSTALLATION ALTERNATIVE

**EGEDRAIN AND BASE
AGGREGATE OPEN GRADED**

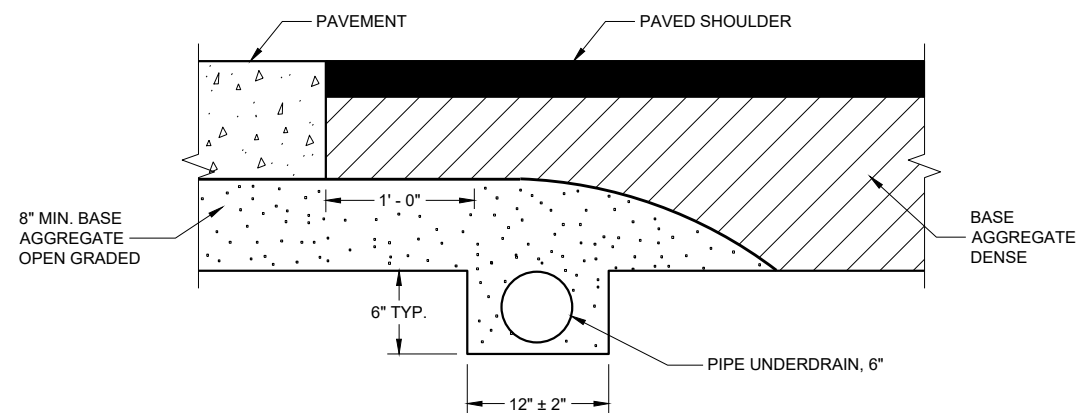
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 102



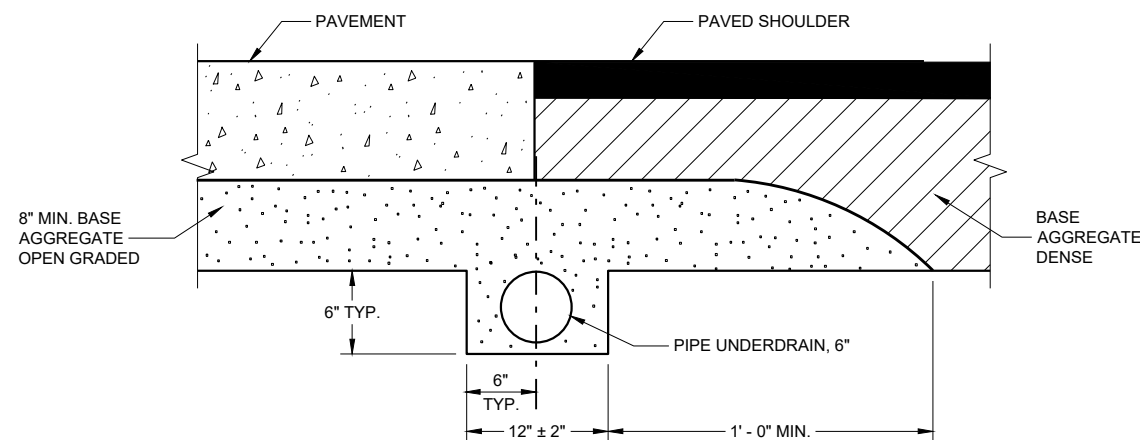
EDGEDRAIN IN URBAN ROADWAY



RURAL CROSS SECTION



POST PAVING INSTALLATION
(QUANTITIES ARE BASED ON THIS DETAIL)



PRE-PAVING INSTALLATION ALTERNATIVE

EDGEDRAIN IN RURAL ROADWAY

GENERAL NOTES

THE DIMENSIONS SHOWN ON THE TYPICAL CROSS SECTIONS WILL GOVERN IN THE EVENT THERE IS A CONFLICT WITH THE DETAILS SHOWN ON THIS DRAWING.

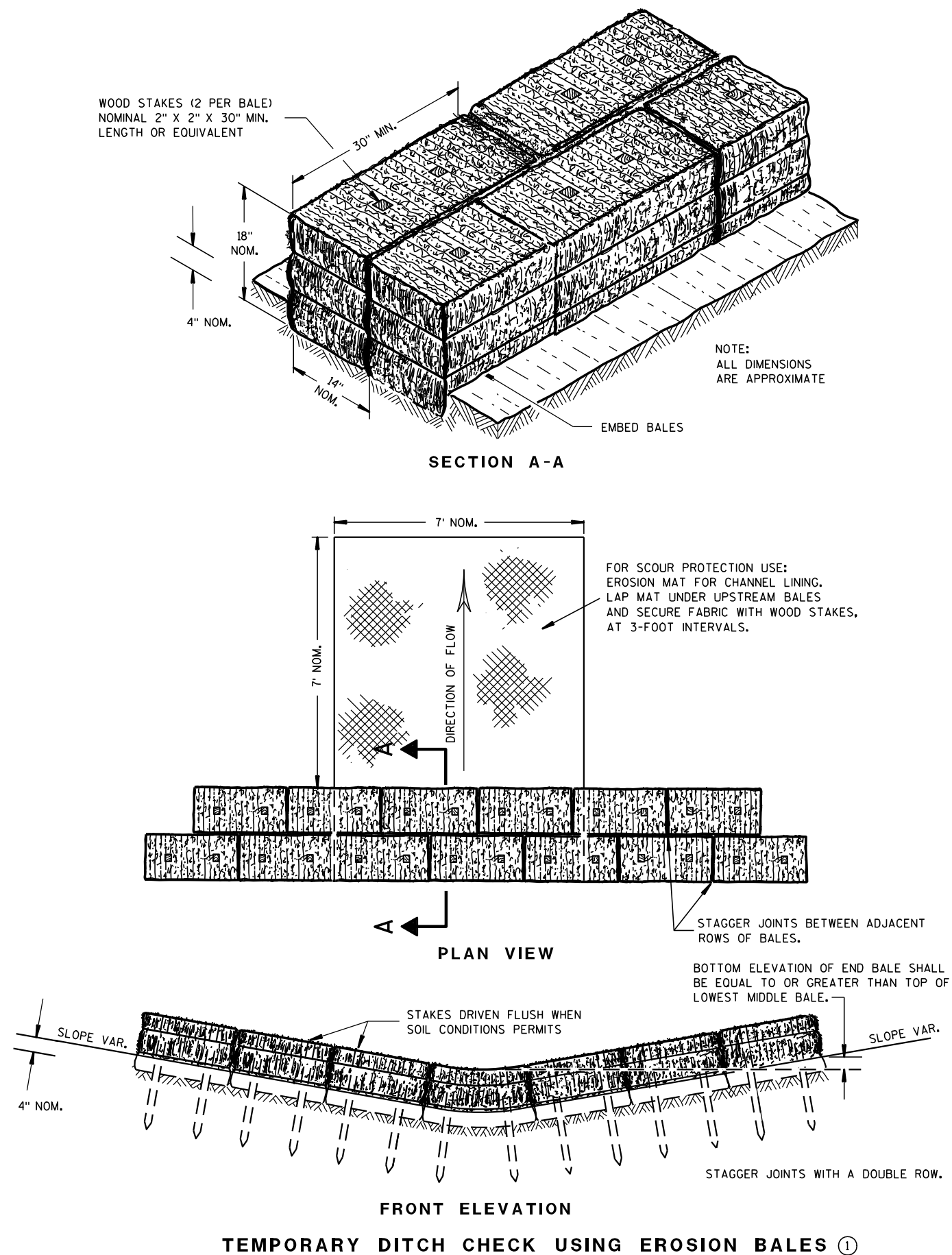
PIPE UNDERDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF THE ROADWAY.

**EDGEDRAIN AND BASE
AGGREGATE OPEN GRADED**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2015 /S/ Peter Kemp, P.E.
DATE PAVEMENT SUPERVISOR 103

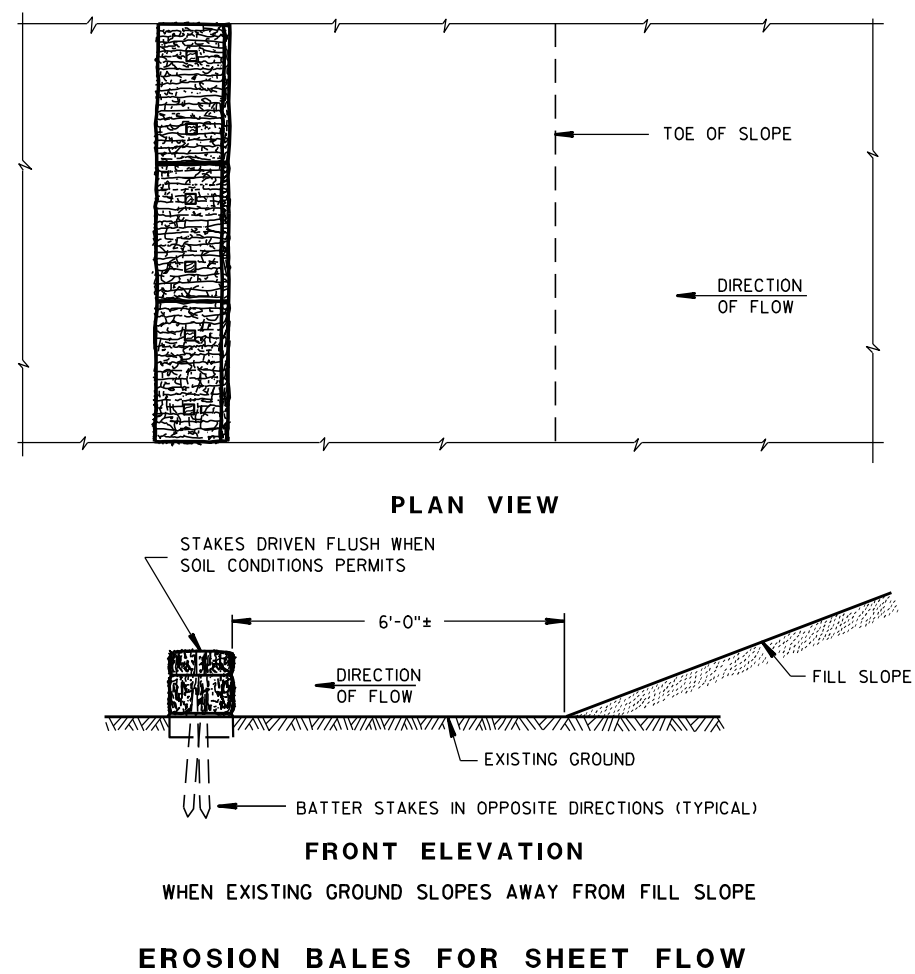
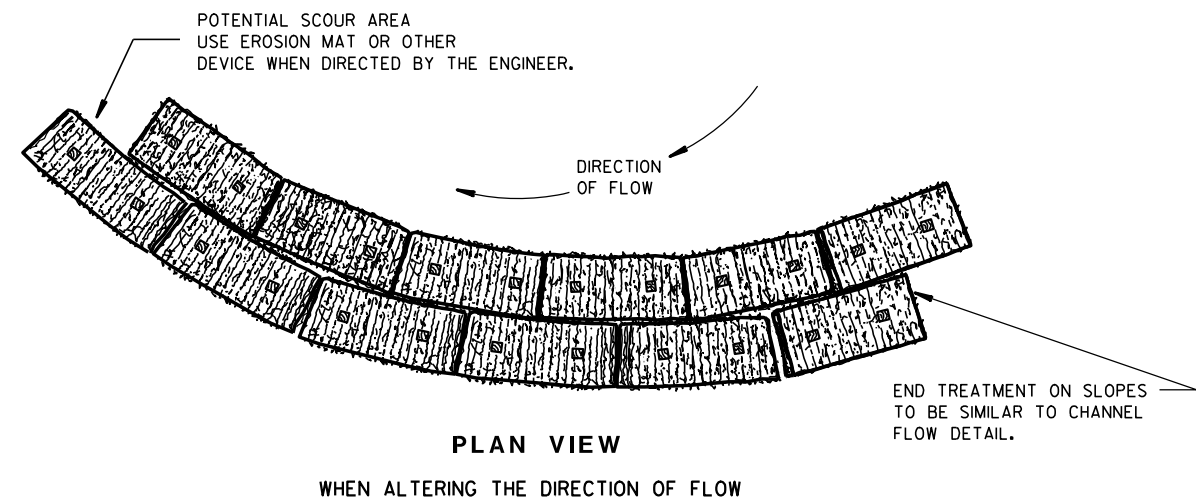
FHWA



GENERAL NOTES

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

- ① TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.



TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/04/02
DATE

/S/ Beth Conn
CHIEF ROADWAY DEVELOPER 104 ENGINEER

FHWA



- ① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
- ② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
- ③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1½" X 1½" OF OAK OR HICKORY.
- ④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
- ⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.

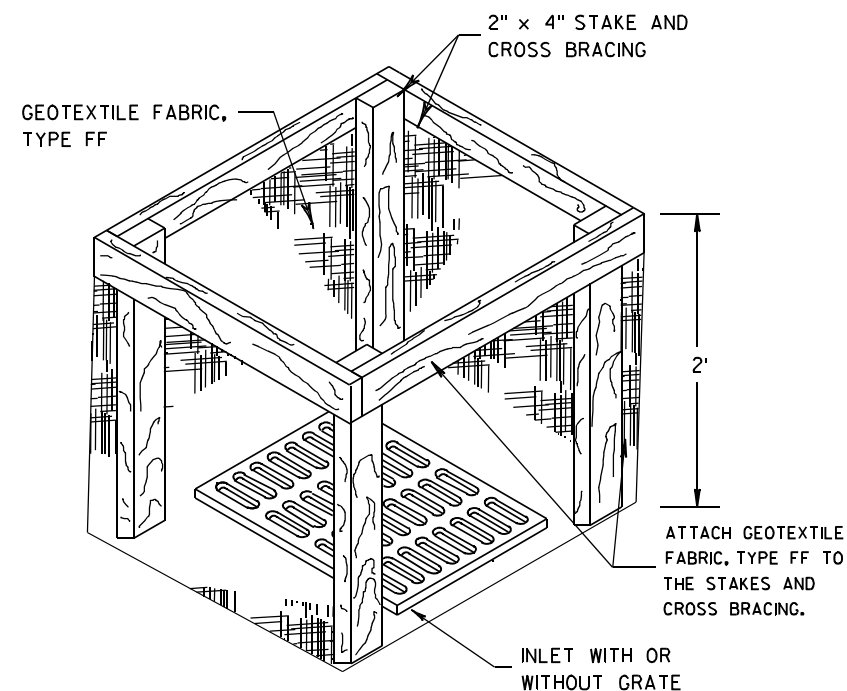
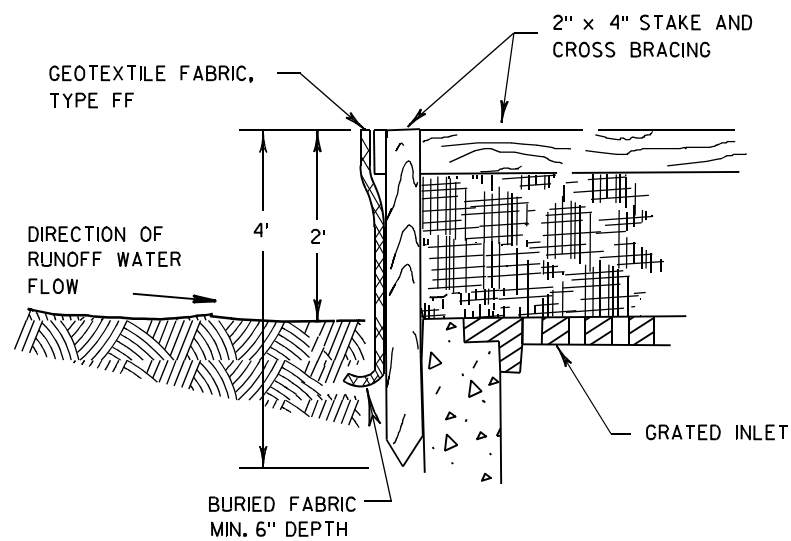


SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05 /S/ Beth Connolly
DATE CHIEF ROADWAY DEVELOPMENT 105 INCHES

FHWA



INLET PROTECTION, TYPE A

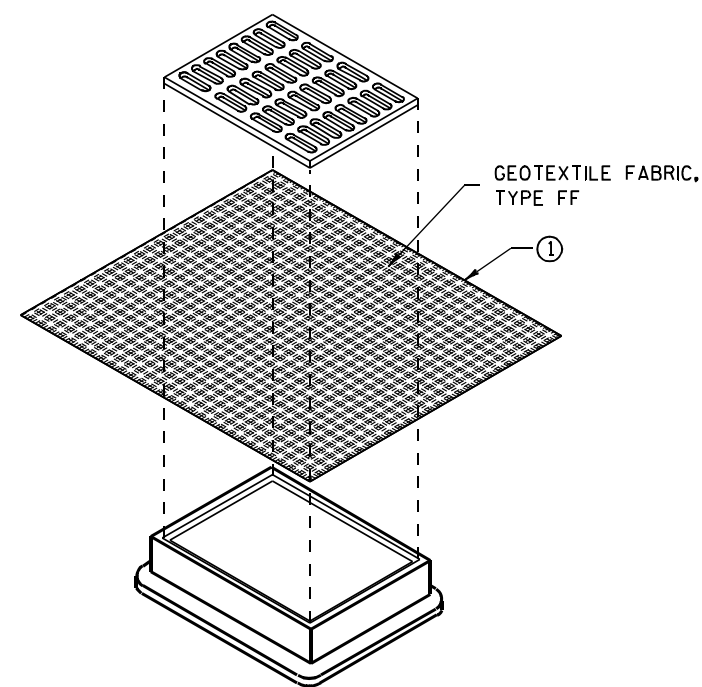
GENERAL NOTES

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

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

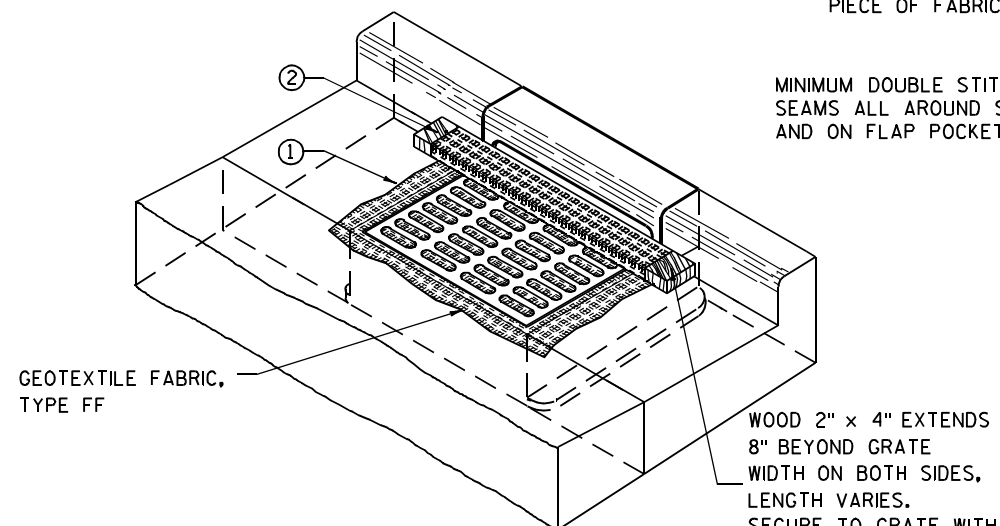
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

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



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

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

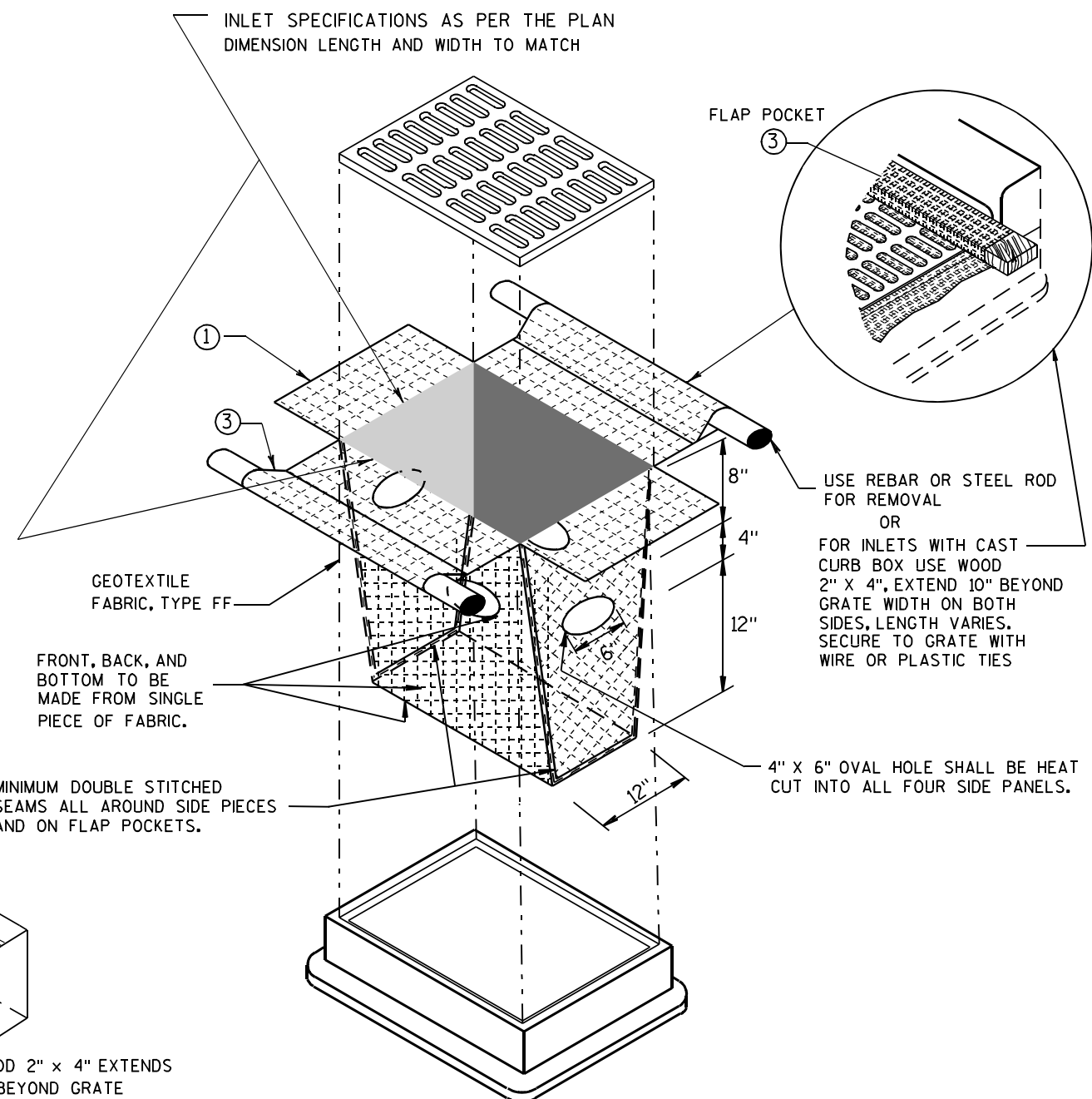
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

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

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

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



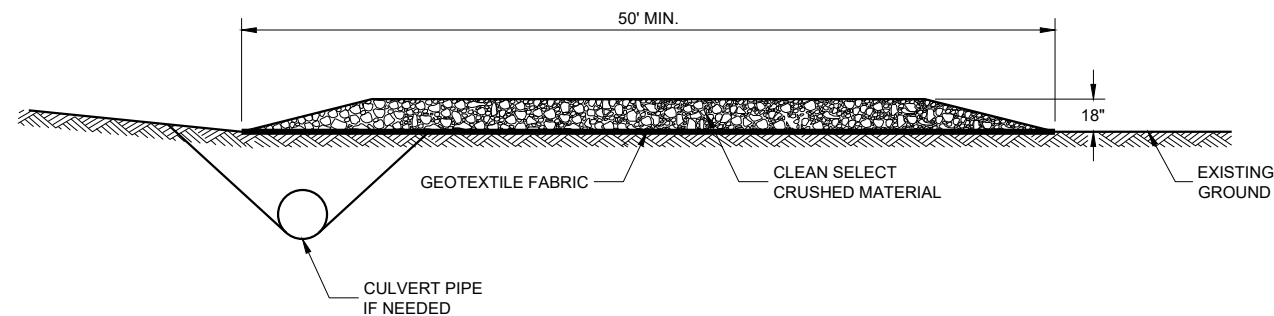
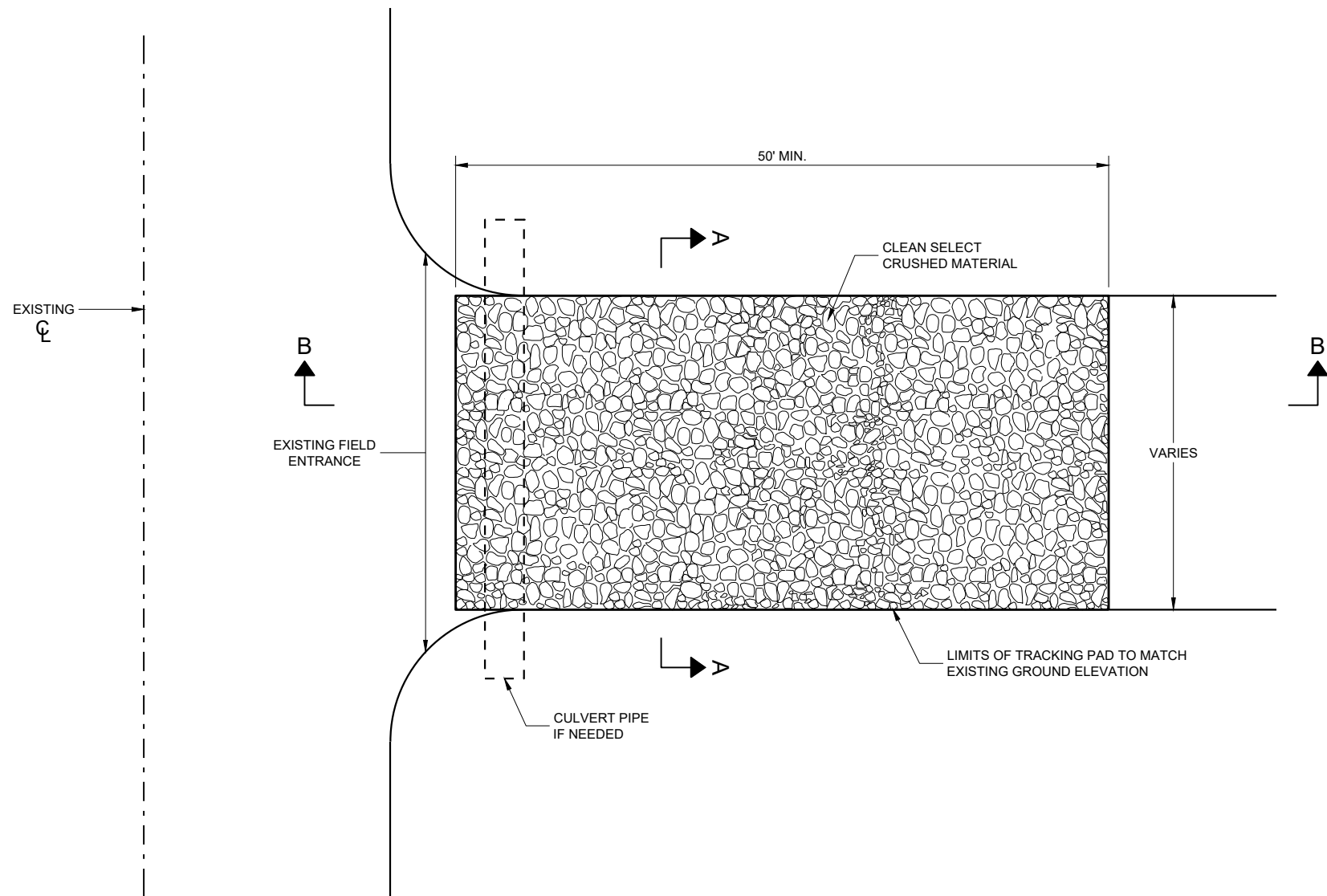
INLET PROTECTION, TYPE D

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02 /S/ Beth Connolly
DATE 106
FHWA CHIEF ROADWAY DEVELOPMENT ENGINEER



SECTION B - B

GENERAL NOTES

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

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

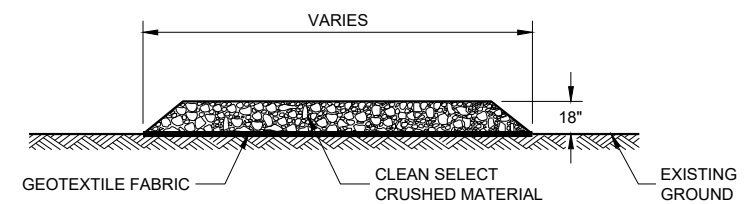
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

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

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

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



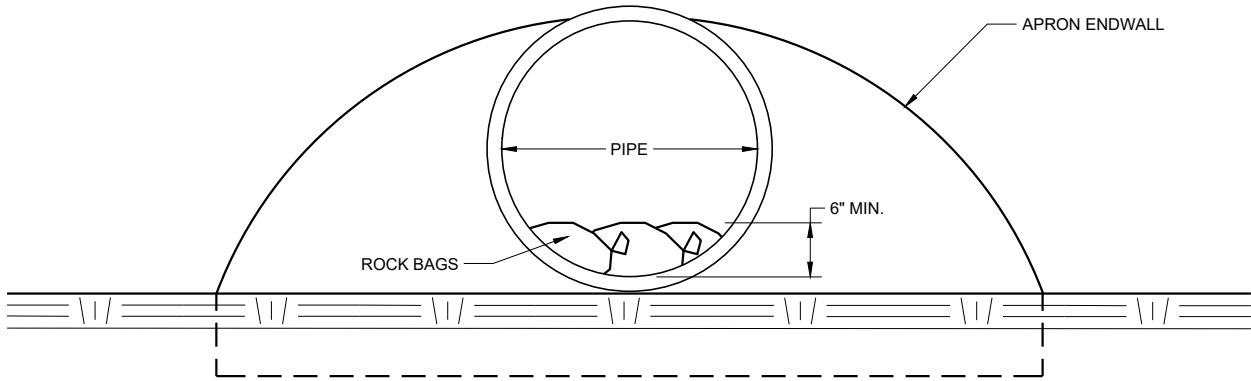
SECTION A - A

TRACKING PAD

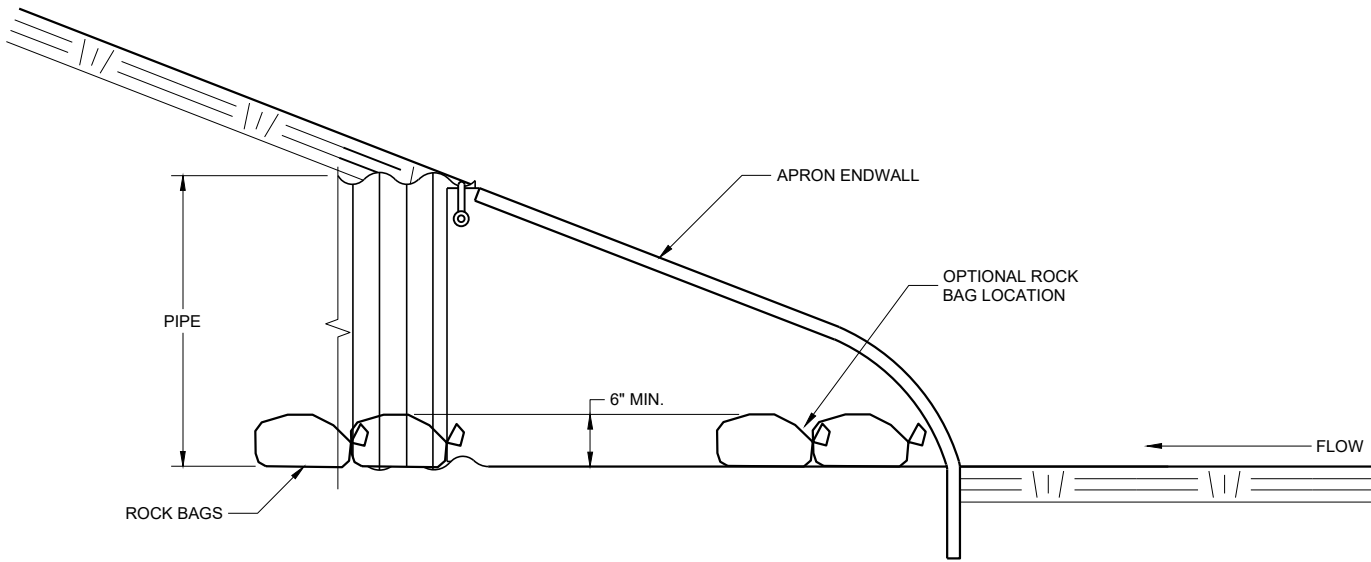
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/24/2011
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA



END VIEW



SIDE VIEW

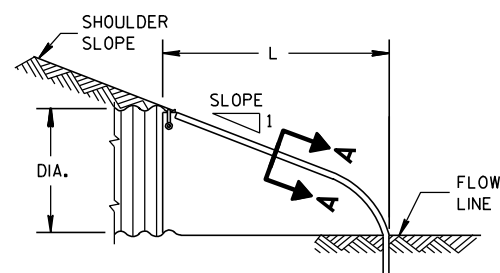
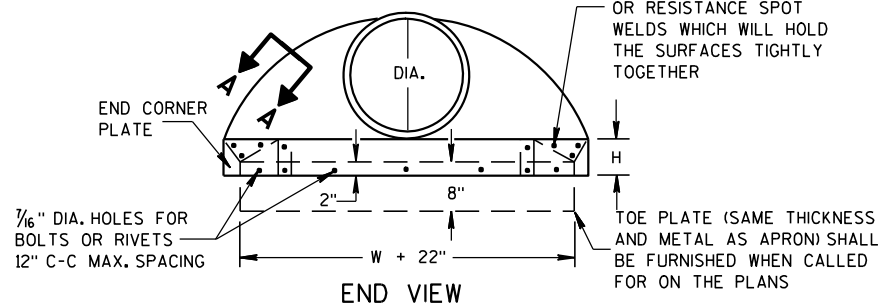
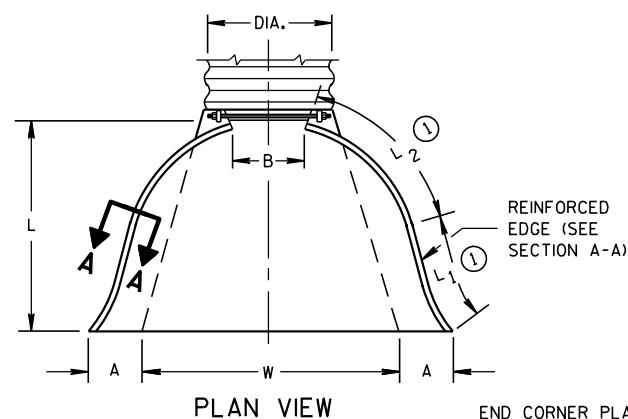
CULVERT PIPE CHECK
(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK		
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION		
APPROVED May 2019 DATE	/S/ Daniel Schave	108
FHWA EROSION CONTROL ENGI		

METAL APRON ENDWALLS

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

* EXCEPT CENTER PANEL
SEE GENERAL NOTES

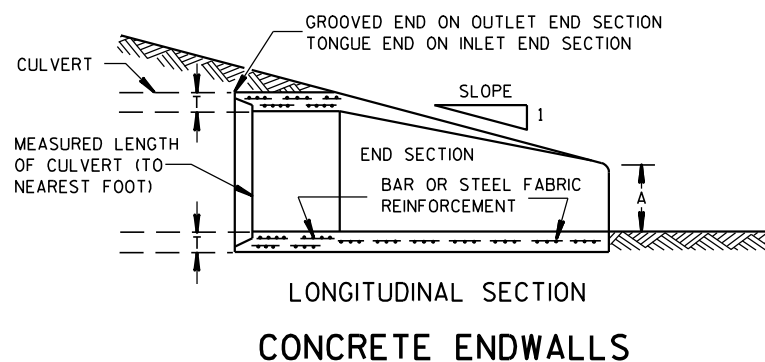
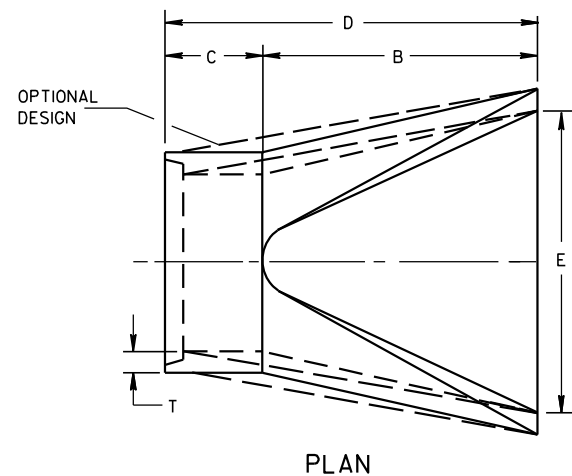


METAL ENDWALLS

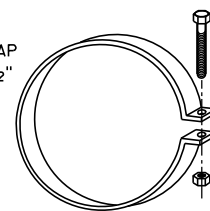
REINFORCED CONCRETE APRON ENDWALLS

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

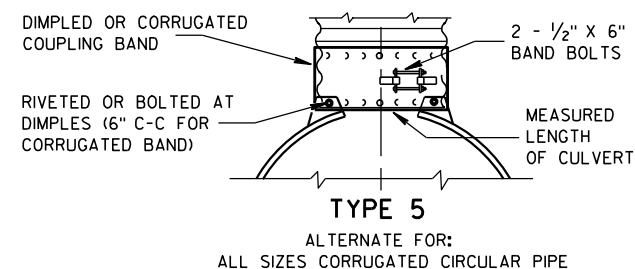
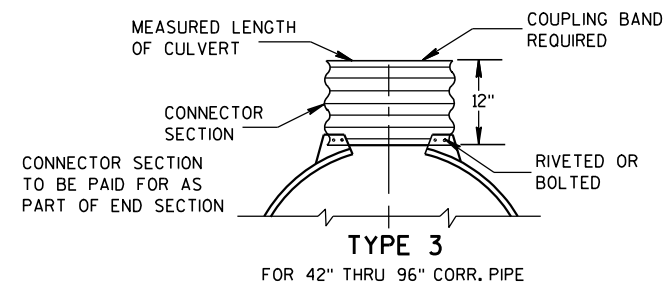
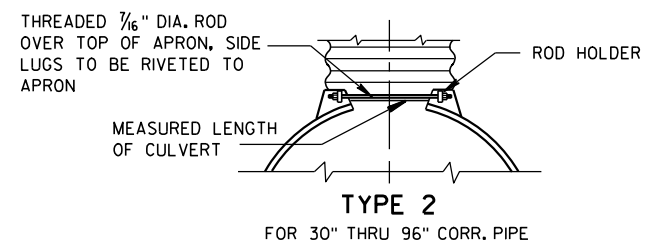
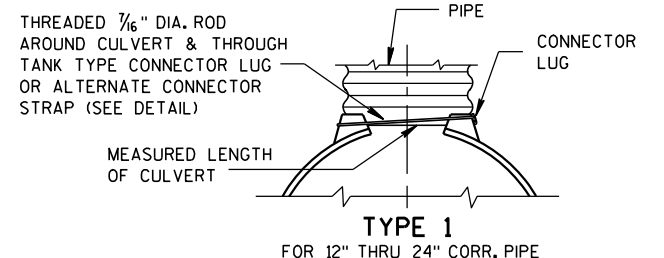
* MINIMUM
** MAXIMUM



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



ALTERNATE FOR TYPE 1 CONNECTION
END SECTION CONNECTOR STRAP



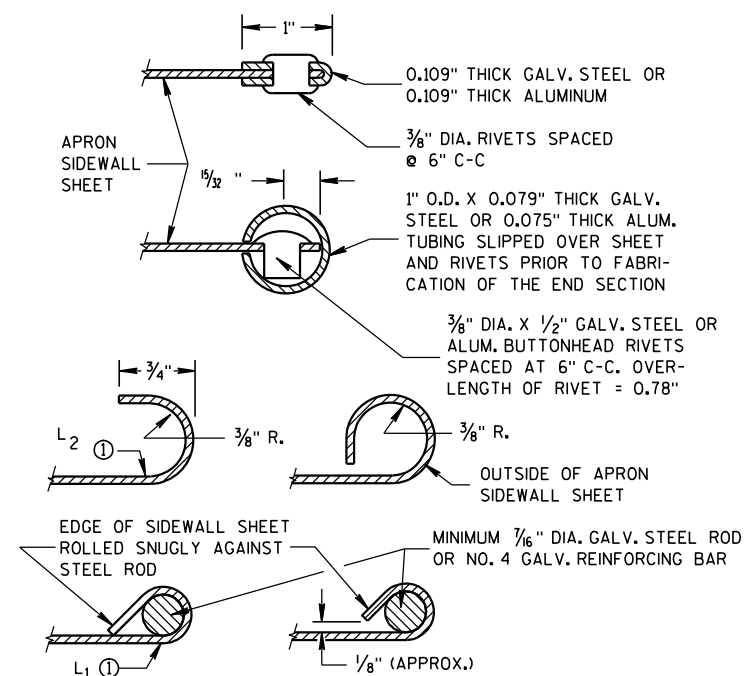
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



GENERAL NOTES

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

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

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

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

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

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

APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

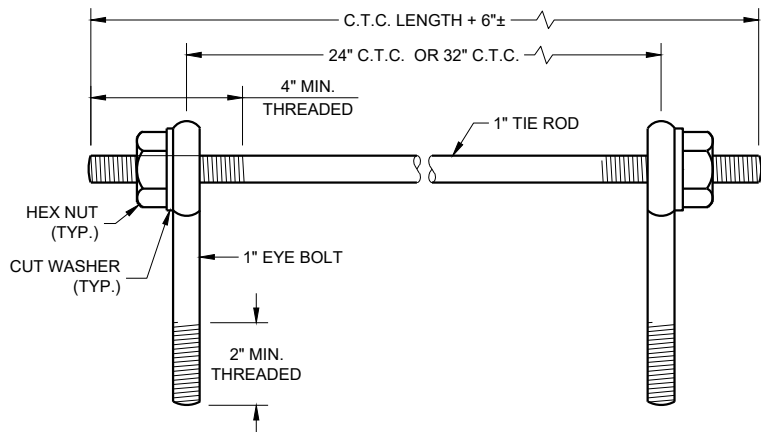
11/30/94

DATE

FHWA

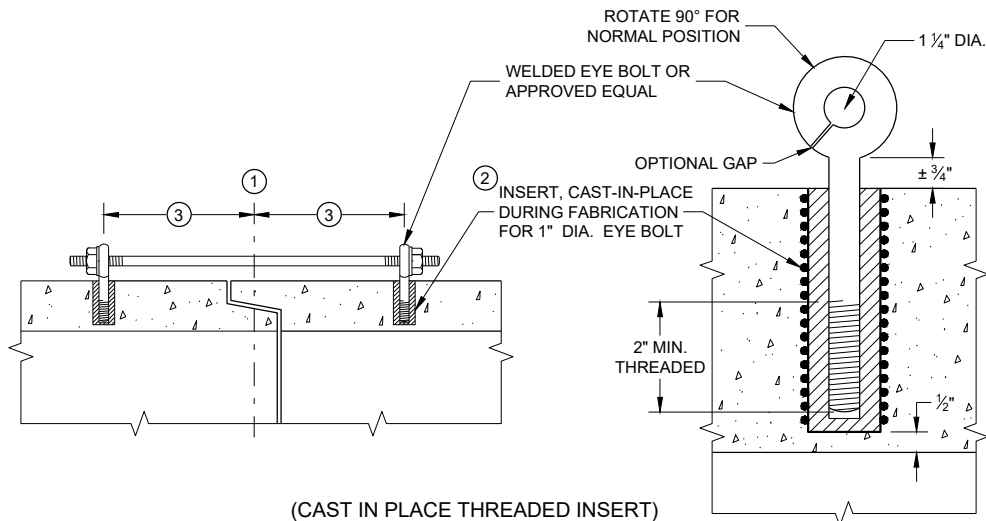
/S/ Rory L. Rhinehart
CHIEF ROADWAY DEVELOP 109

NEER



EYE BOLTS AND TIE ROD

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

GENERAL NOTES

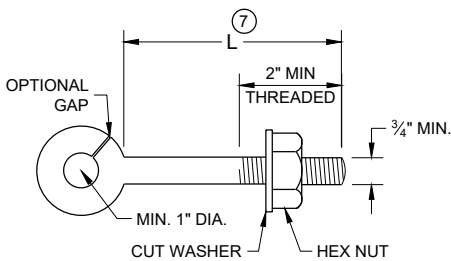
DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

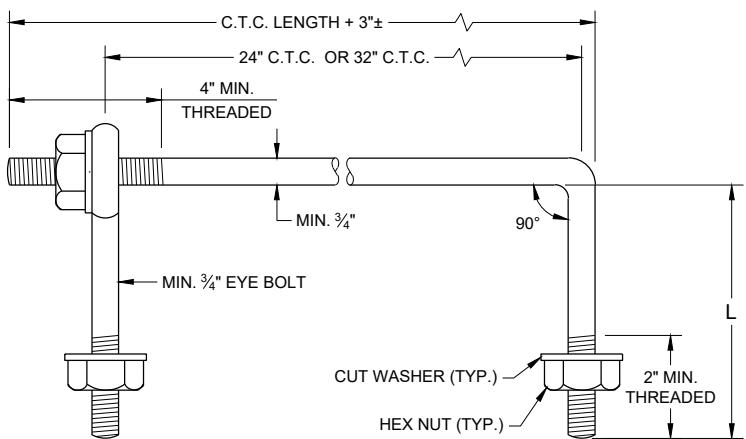
JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

- 1 CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.
- 2 THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.
- 3 HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.
- 4 BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.
- 5 OPENING TO BE ROD DIAMETER PLUS 1 INCH.
- 6 LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.
- 7 EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

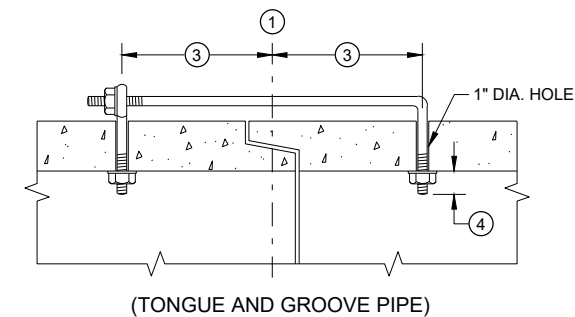


EYE BOLT 7

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

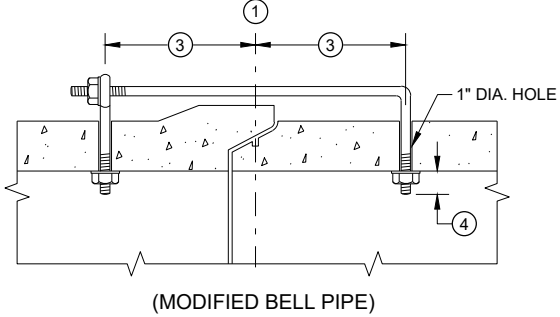


(TONGUE AND GROOVE PIPE)

LONGITUDINAL SECTION

(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

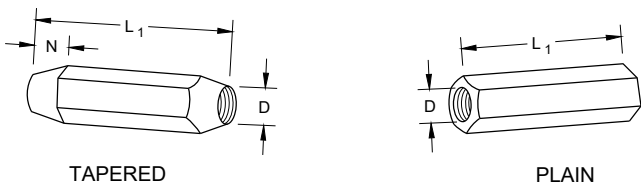


(MODIFIED BELL PIPE)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L ₁	N
12 - 60	5/8	5/8	5	1/2
66 - 84	3/4	3/4	5	1/2
90 - 144	1	1	7	1 1/16

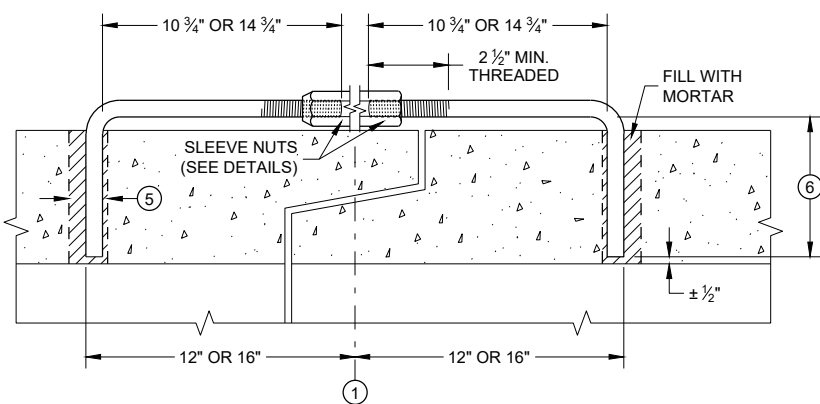
DIMENSIONS SHOWN ARE IN INCHES



TAPERED

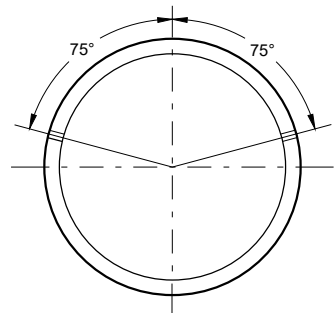
PLAIN

RIGHT AND LEFT THREADS
SLEEVE NUTS



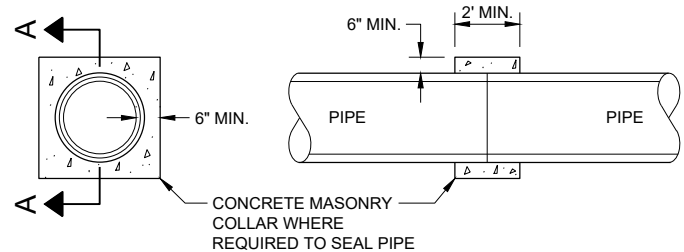
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



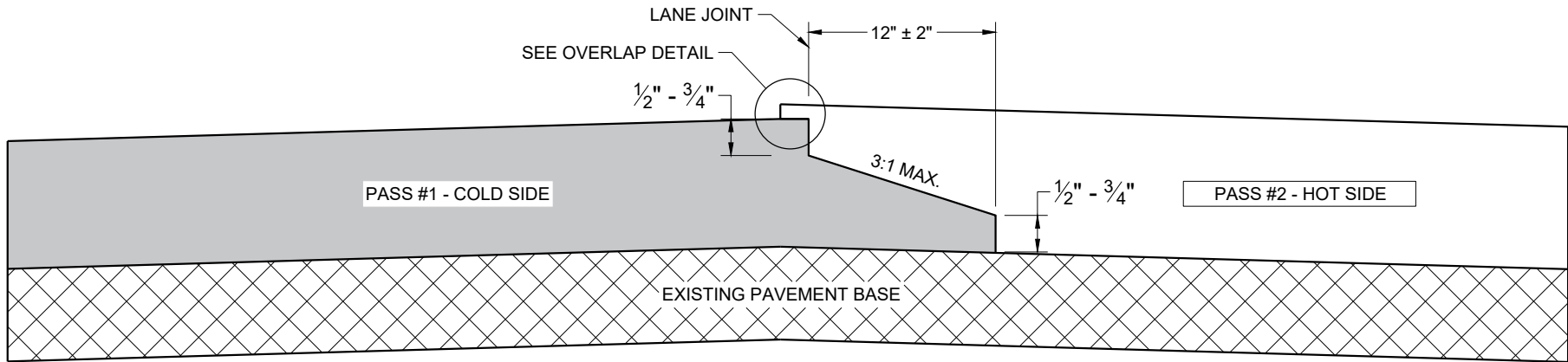
SECTION A - A

CONCRETE COLLAR DETAIL

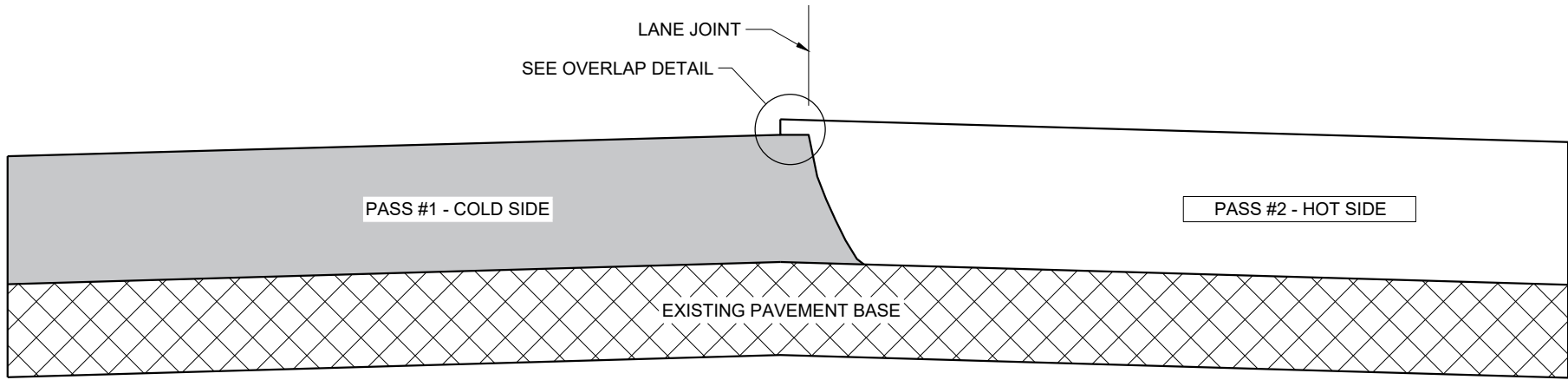
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

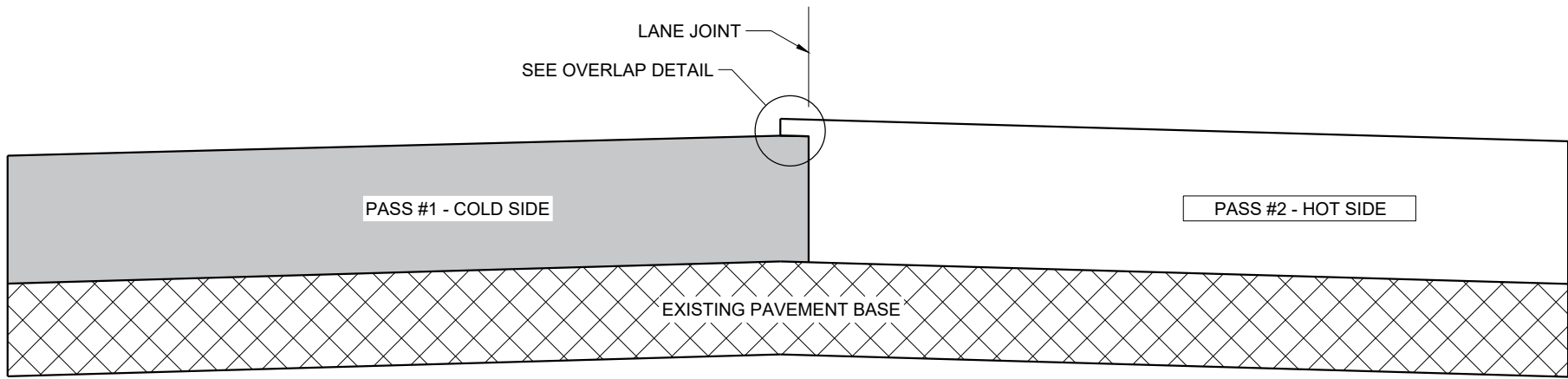
APPROVED
November 2021 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA 110



**TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT**



**TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT**



**TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)**

GENERAL NOTES

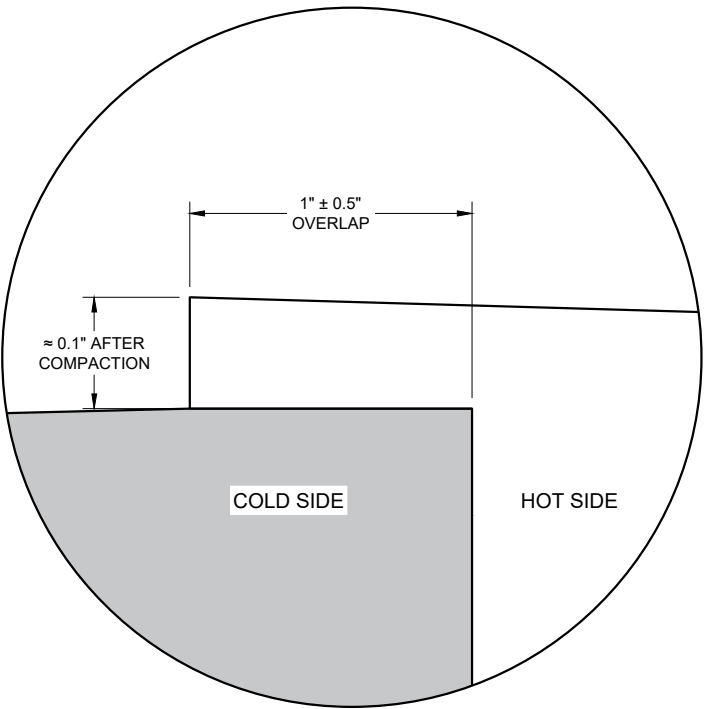
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



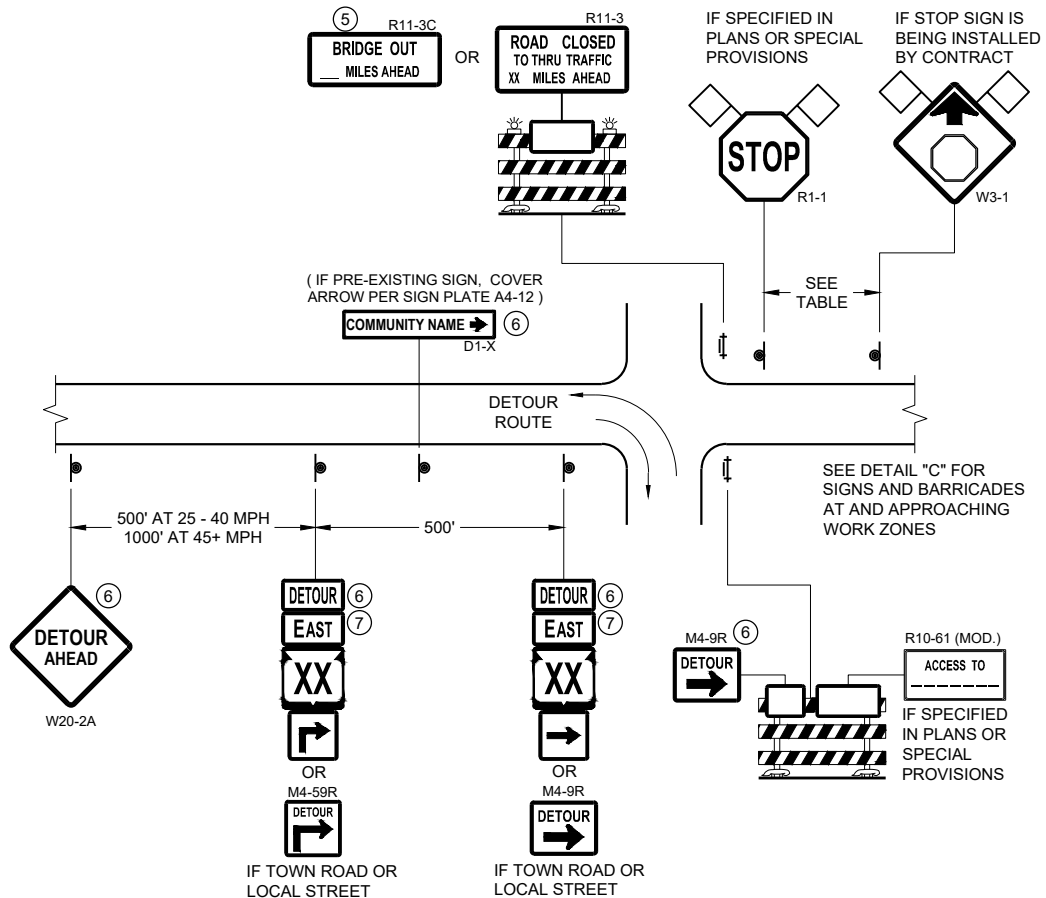
OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS

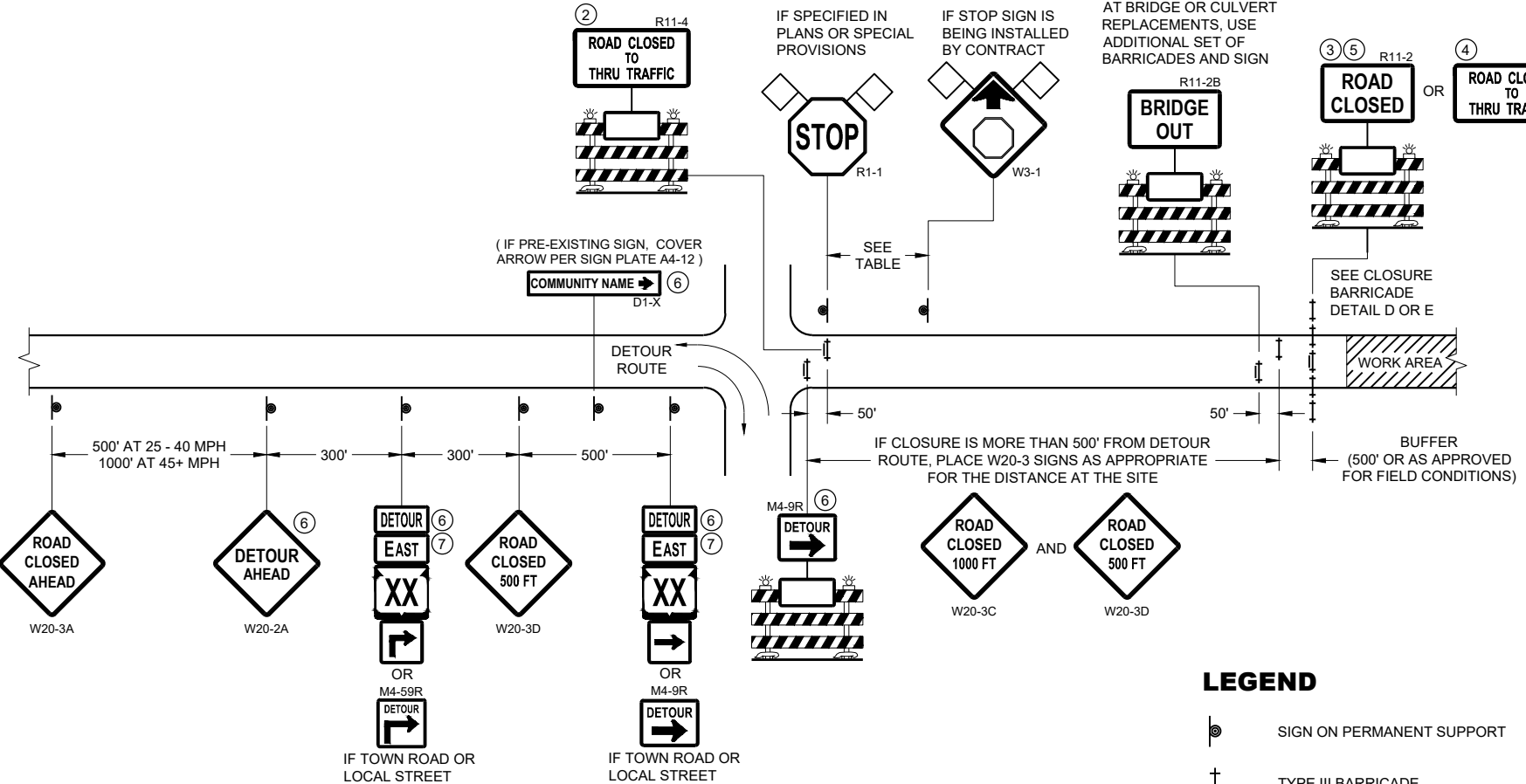
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGIN 111

FHWA



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



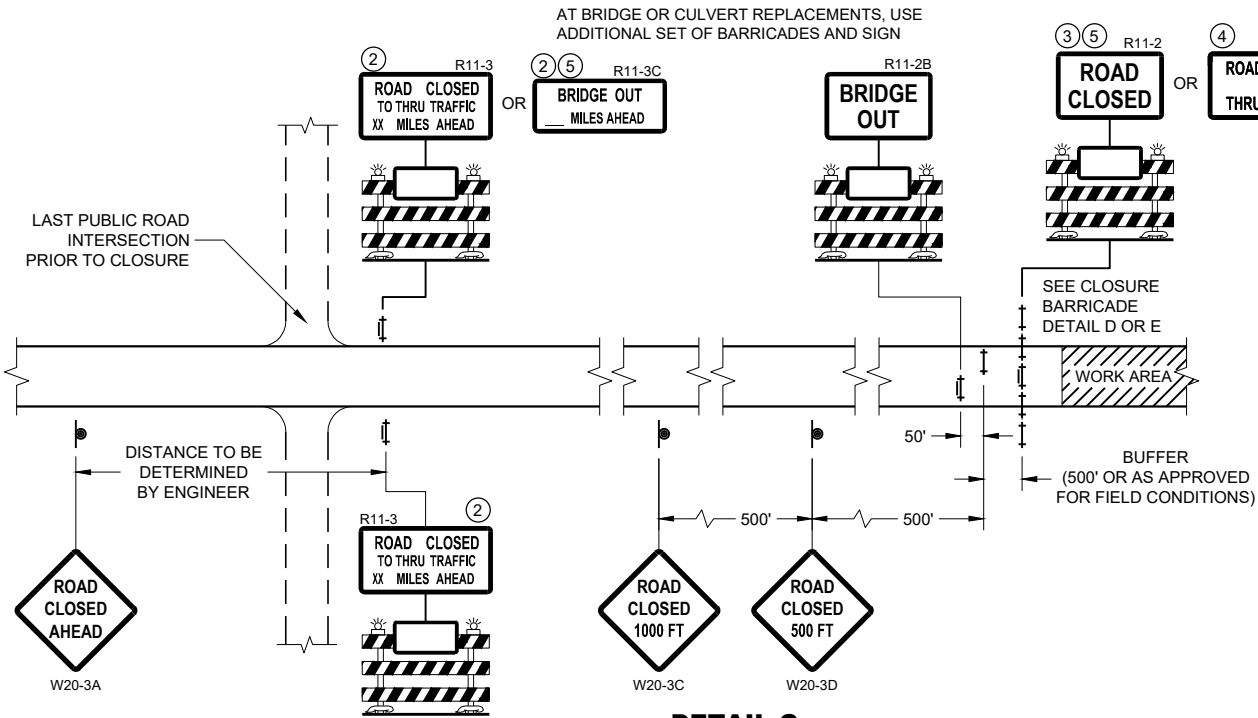
DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE LESS THAN ½ MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)

- LEGEND**
- SIGN ON PERMANENT SUPPORT
 - TYPE III BARRICADE
 - TYPE III BARRICADE WITH ATTACHED SIGN
 - TYPE "A" WARNING LIGHT (FLASHING)
 - WORK AREA
 - FLAGS, 16" X 16" MIN. (ORANGE)

- DETOUR M4 - 8
- EAST M3 - X
- XX M1 - 4 OR XX M1 - 6 OR COUNTY M1 - 5A
- OR M05 - 1 OR M06 - 1

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

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



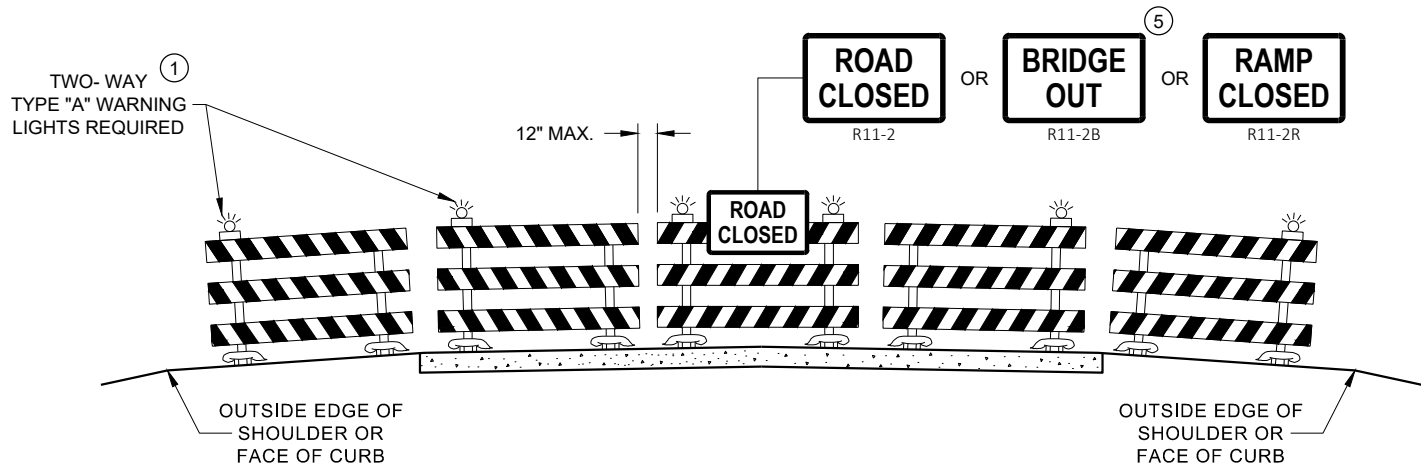
DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

**BARRICADES AND SIGNS
FOR MAINLINE CLOSURES**

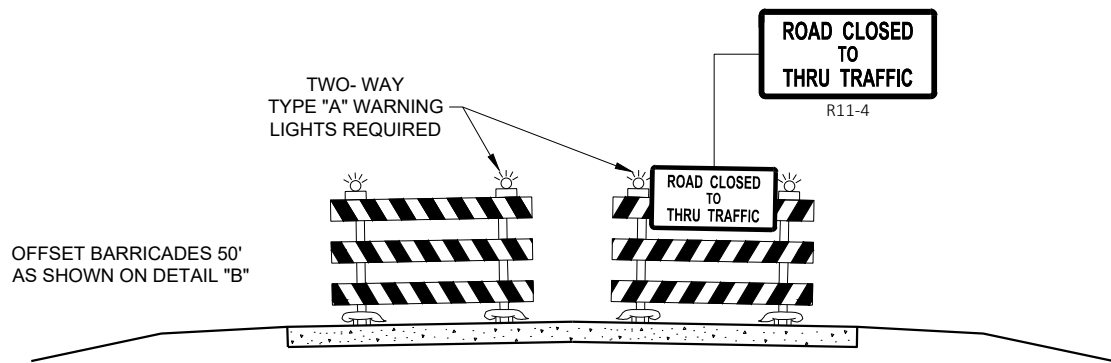
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 112

FHWA



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

"WO" AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:

- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

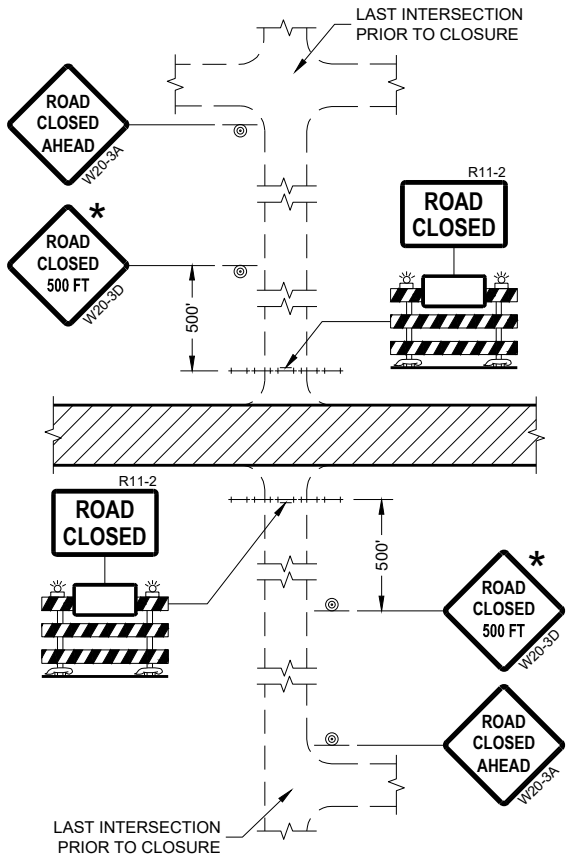
- 1 TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING).
- 2 THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.
- 3 FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".
- 4 FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".
- 5 FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.
- 6 INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.
- 7 "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

**BARRICADES AND SIGNS
FOR
VARIOUS CLOSURES**

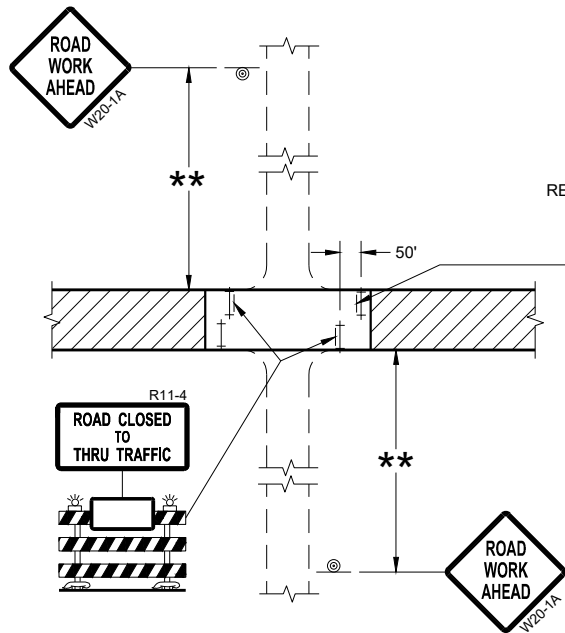
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 113

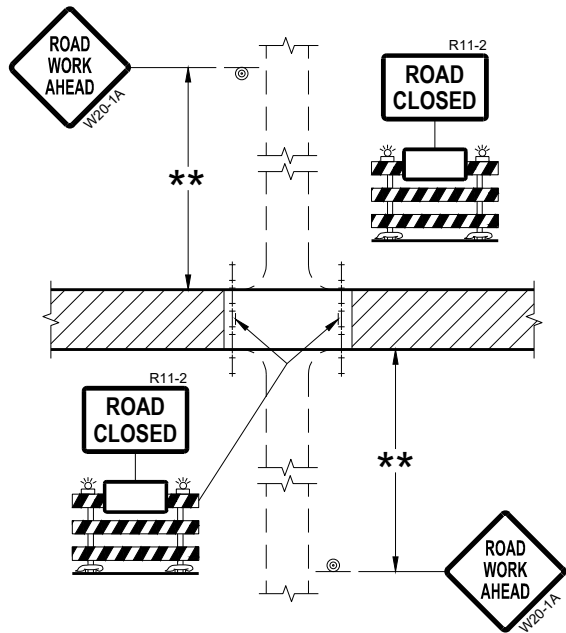
FHWA



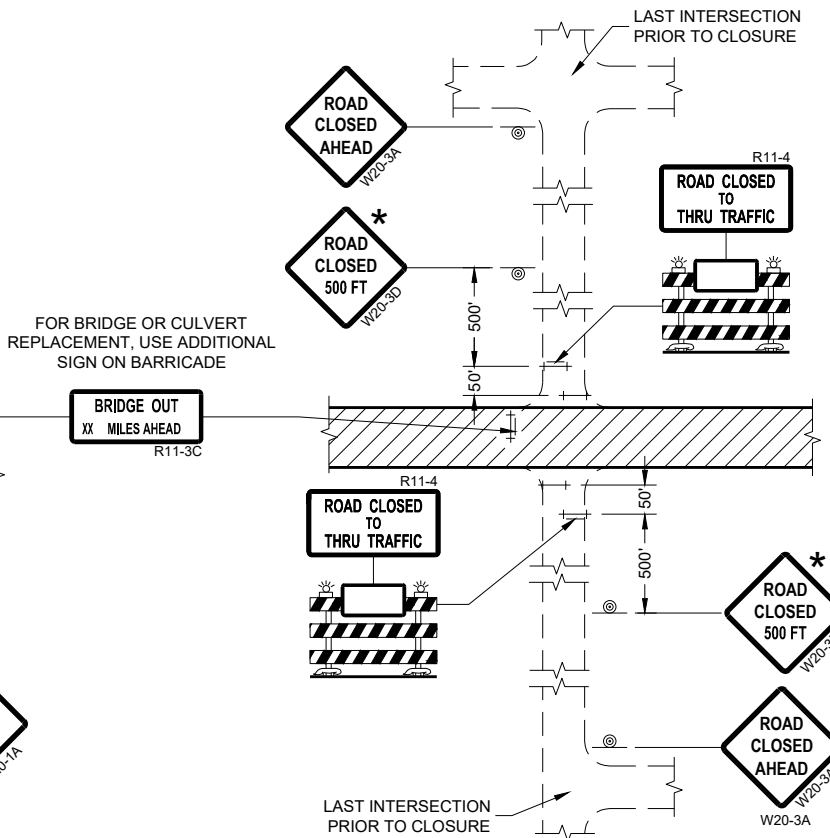
DETAIL 1
(NO ACCESS TO PROJECT)



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



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



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 114

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GENERAL NOTES

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

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

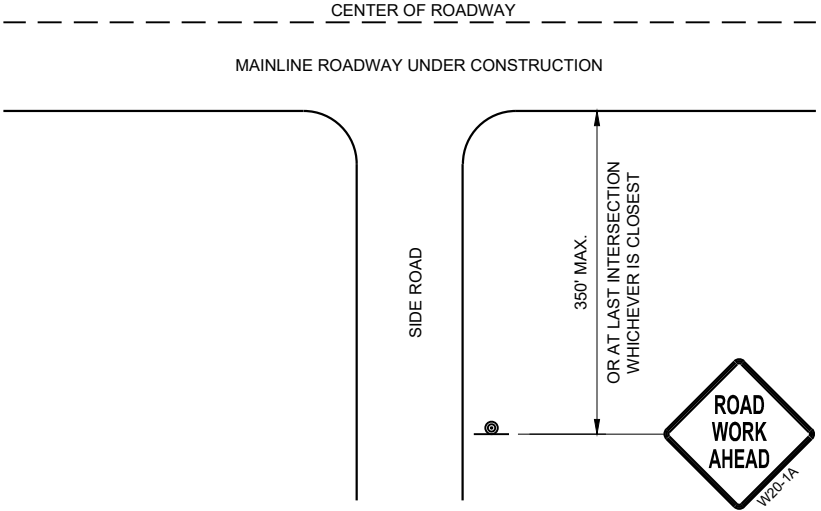
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

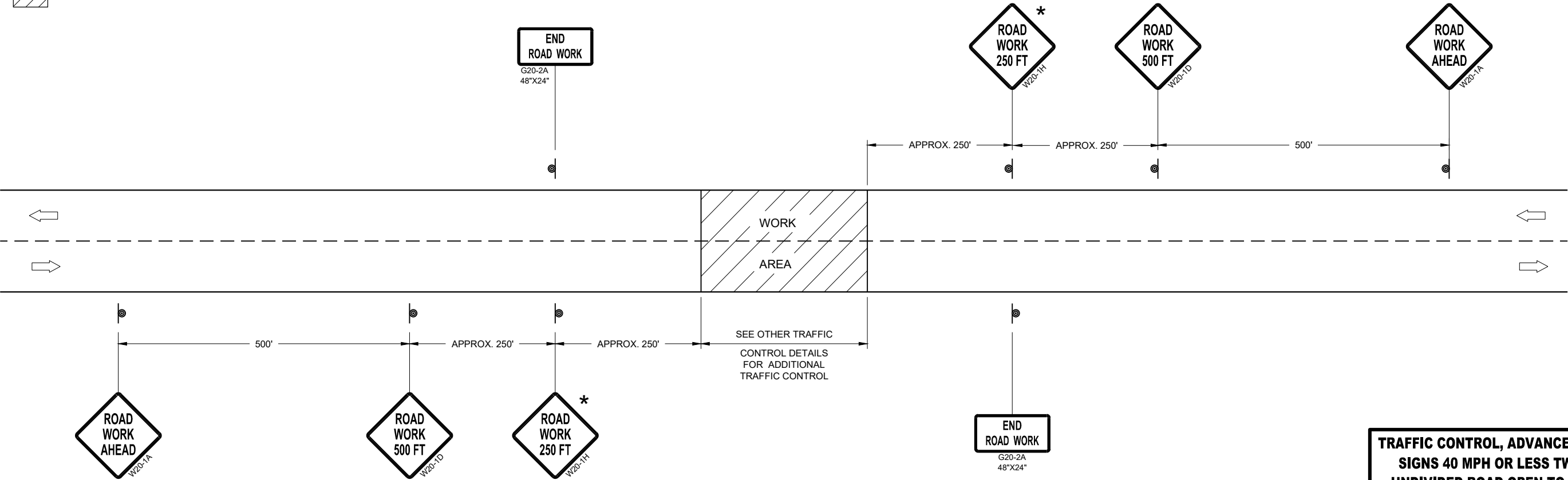
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

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



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL



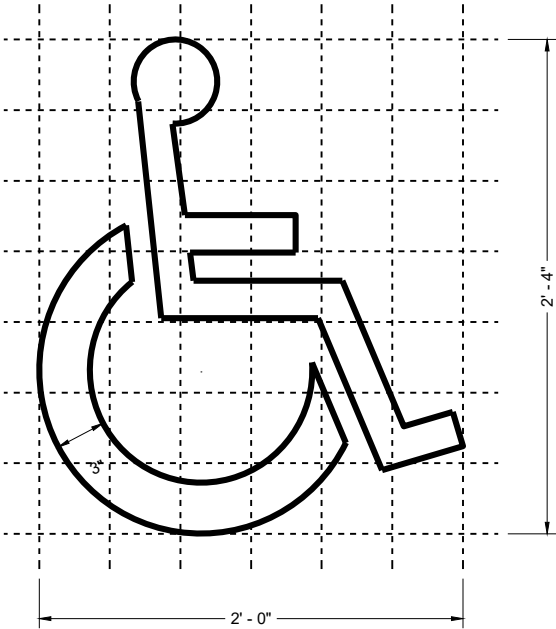
TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

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

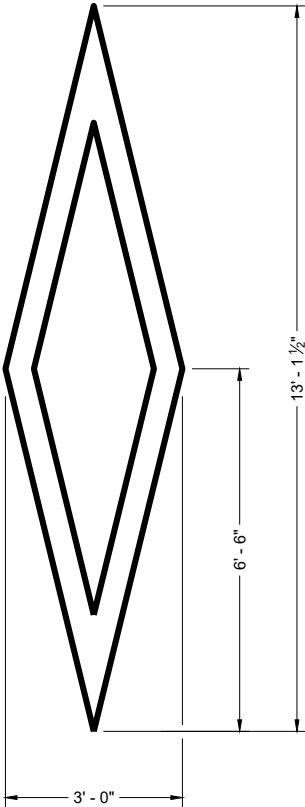
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DATE WORK ZONE ENGINEER 115

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HANDICAP SYMBOL

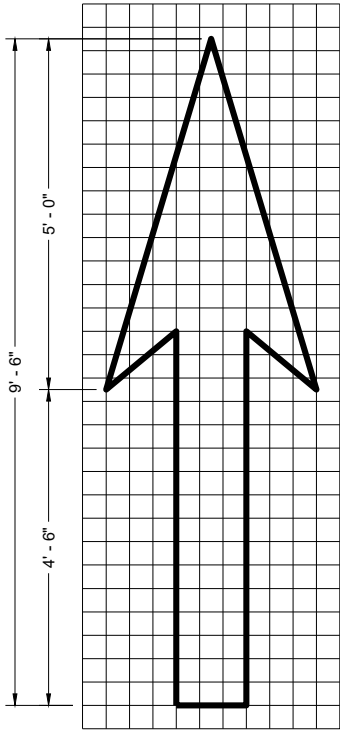


PREFERENTIAL
LANE SYMBOL

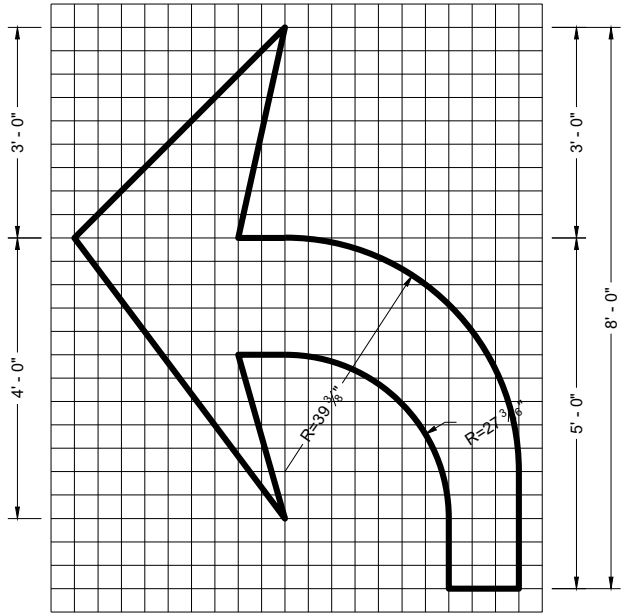
GENERAL NOTES

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

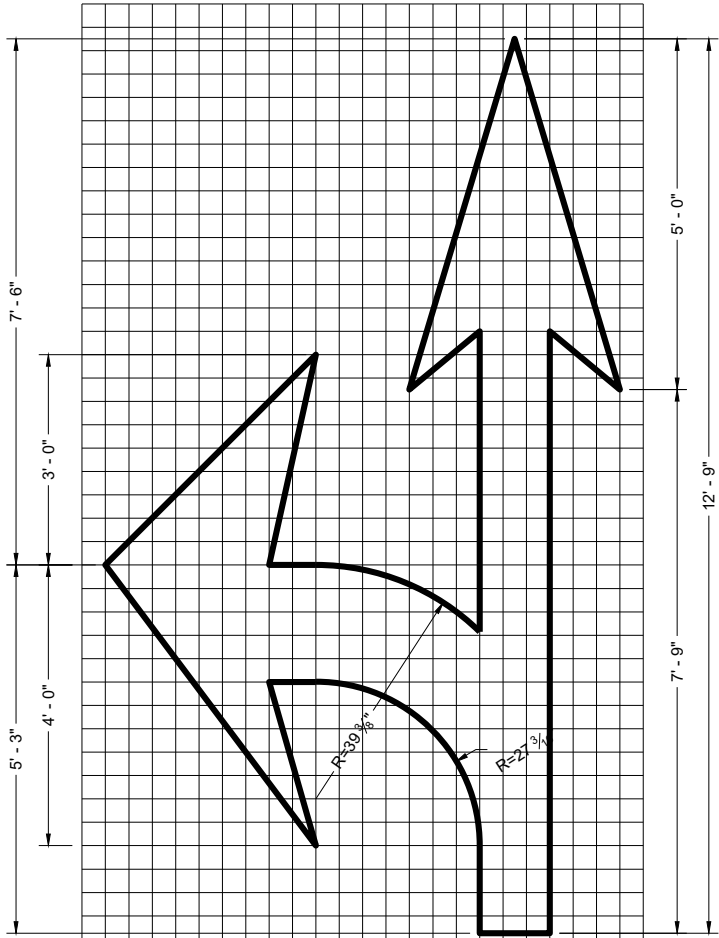
PAVEMENT MARKING SYMBOLS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2024 DATE	/S/ Jeannie Silver STATE SIGNING AND MARKING ENGINEER
FHWA	



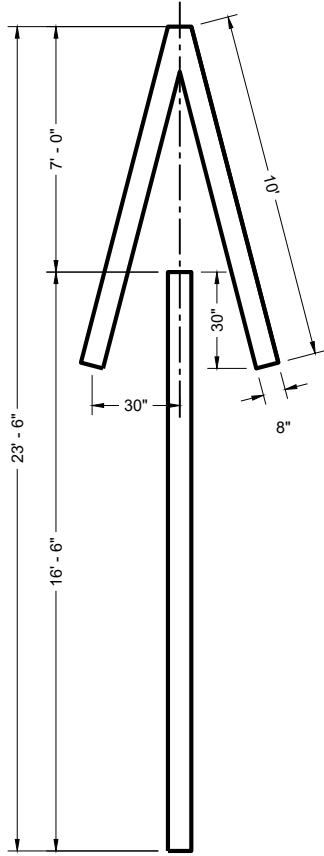
TYPE 1



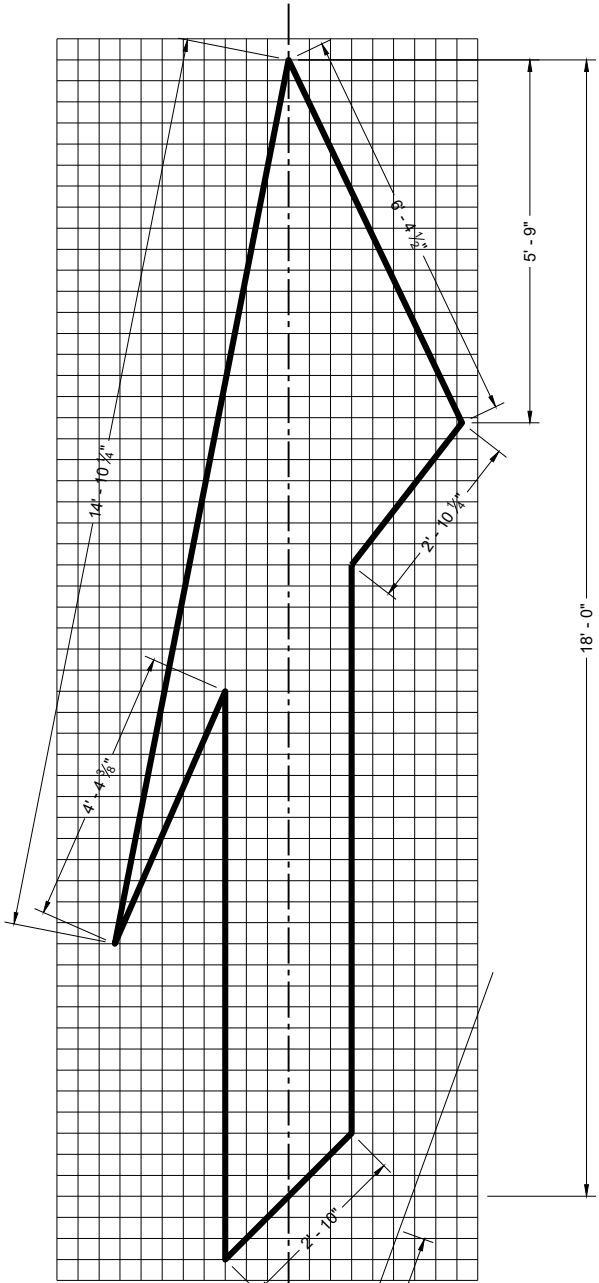
TYPE 2



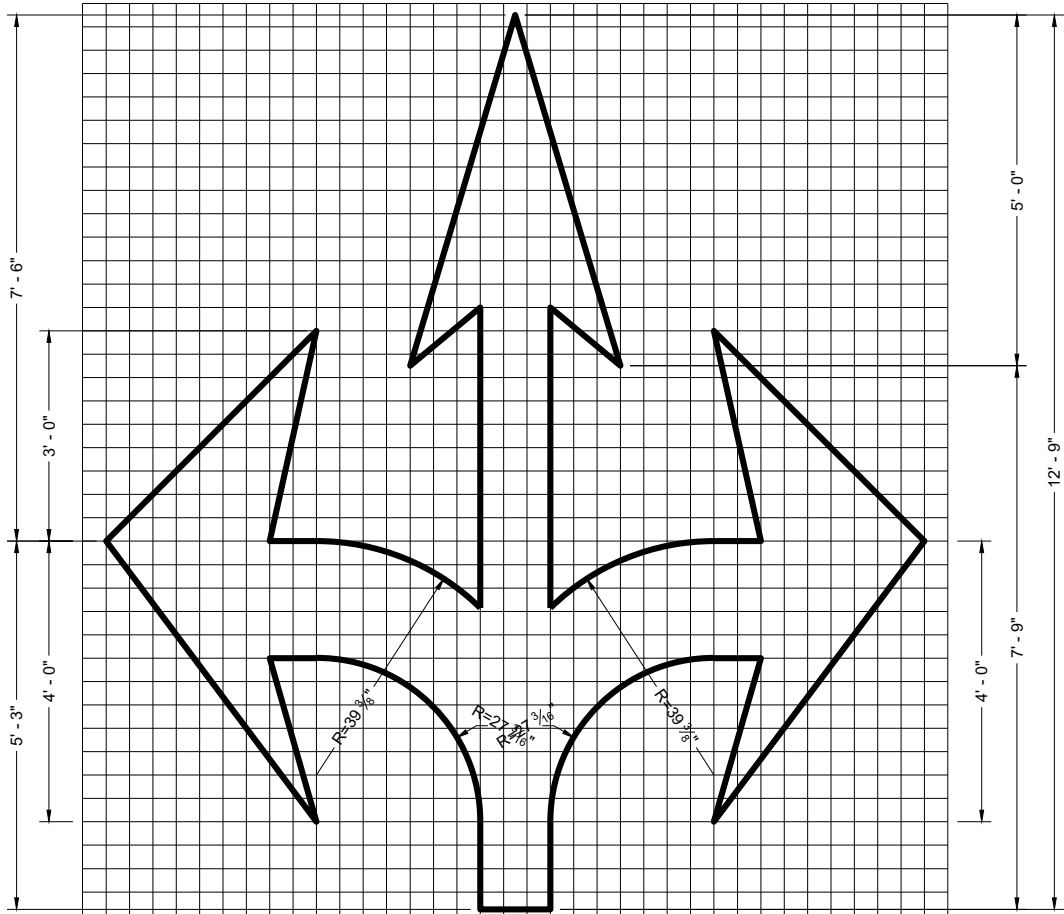
TYPE 3



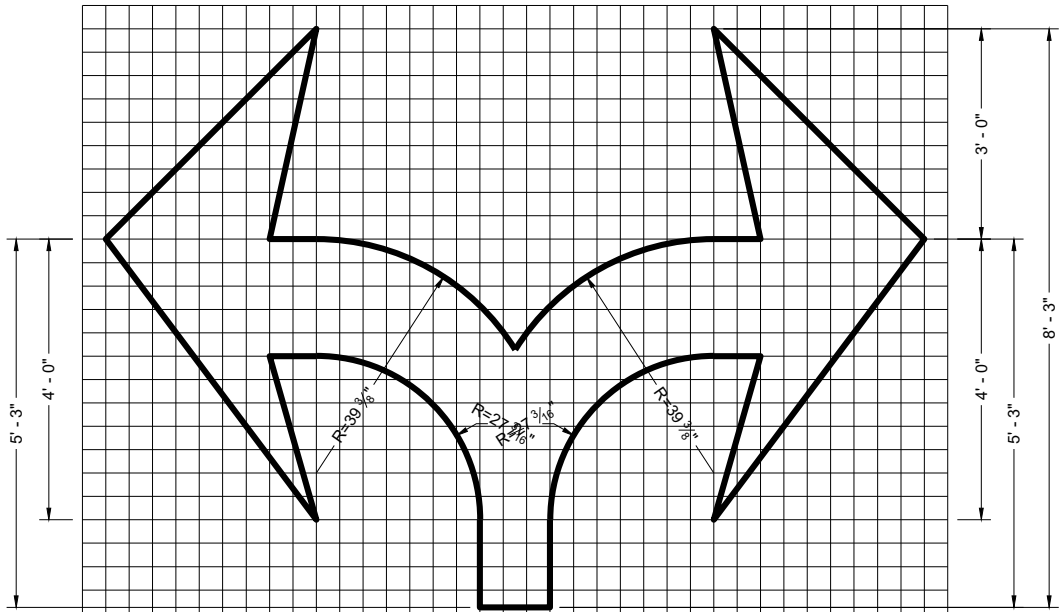
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

GENERAL NOTES

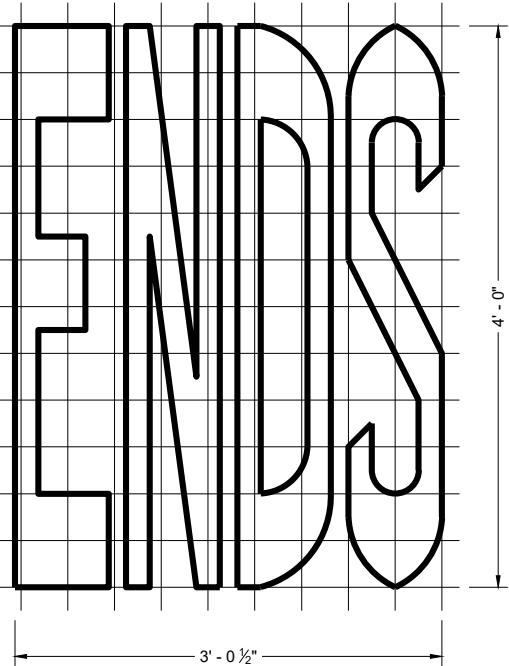
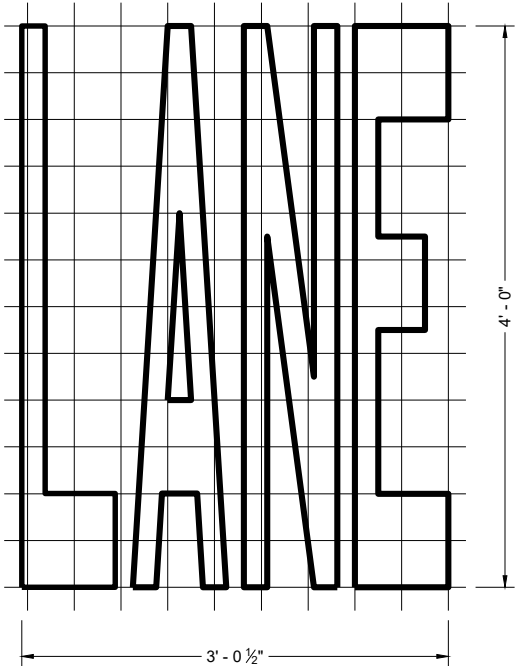
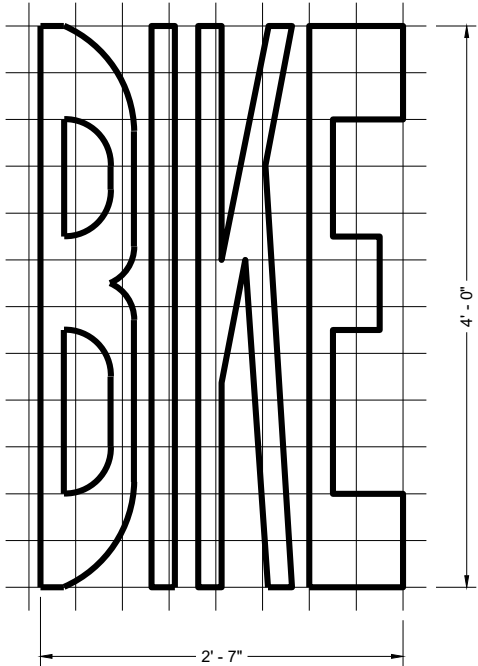
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

PAVEMENT MARKING ARROWS

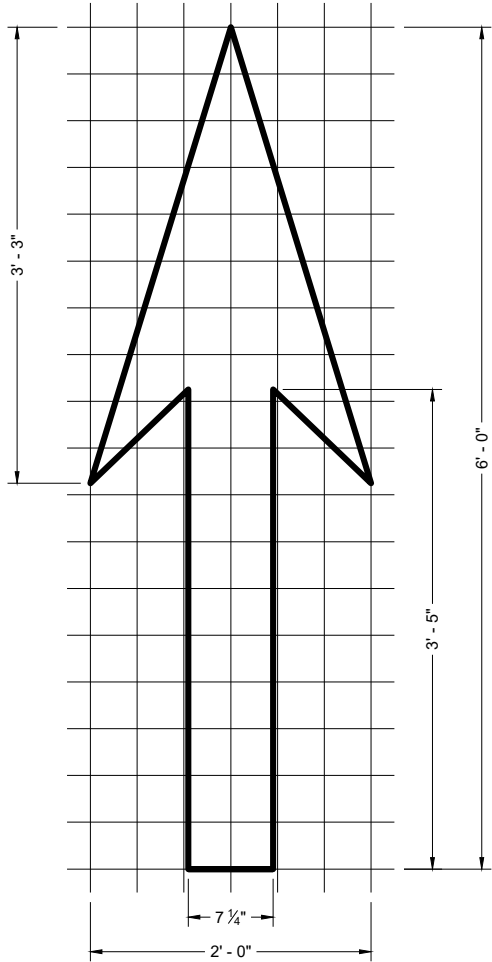
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 /S/ Jeannie Silver
DATE STATE SIGNING AND MARKING ENGINEER

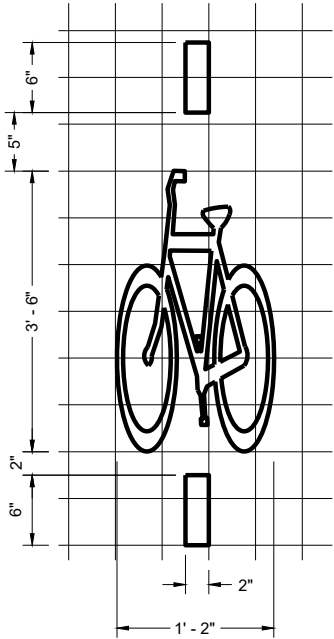
FHWA



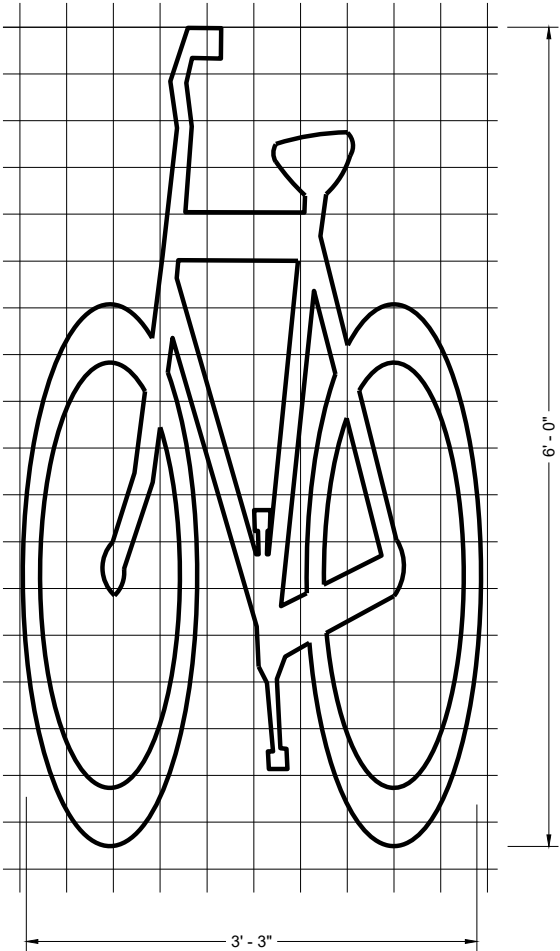
BIKE LANE WORDS



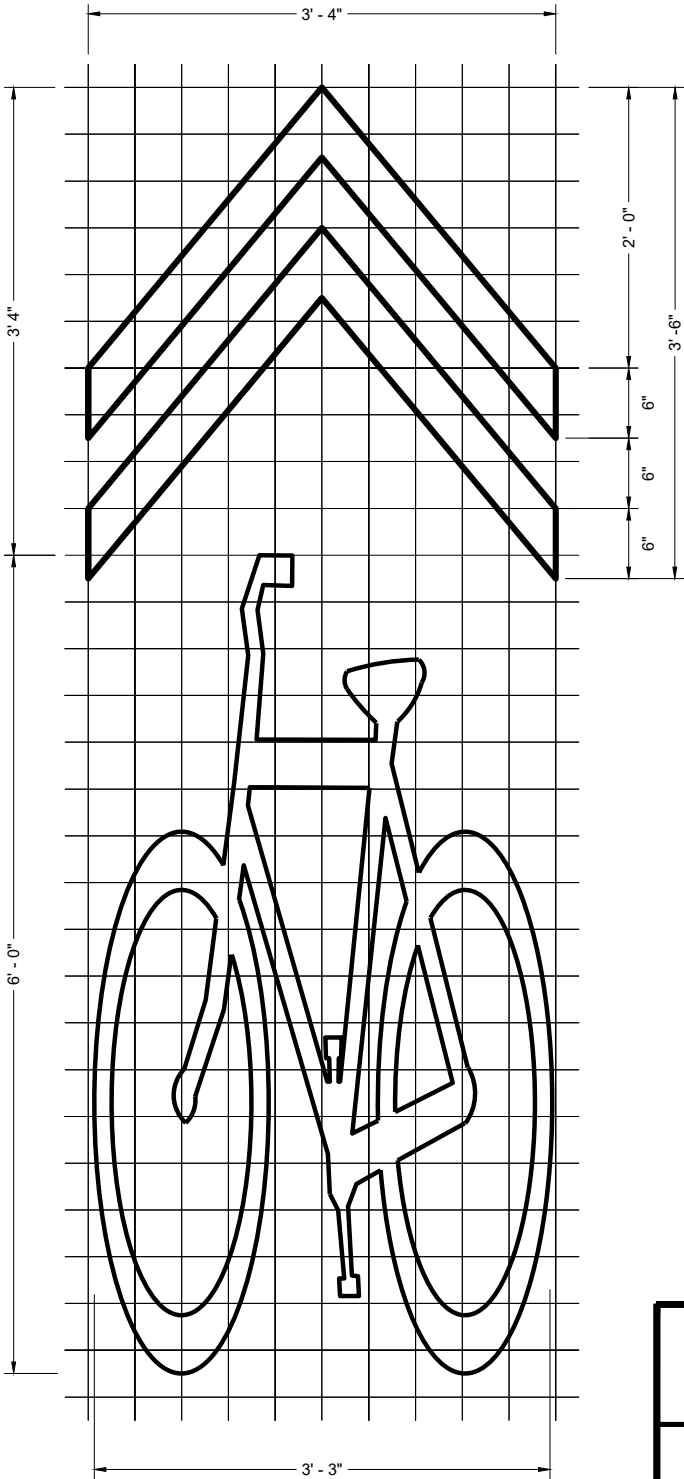
BIKE LANE ARROW



BICYCLE DETECTOR PAVEMENT MARKING



BIKE LANE SYMBOL

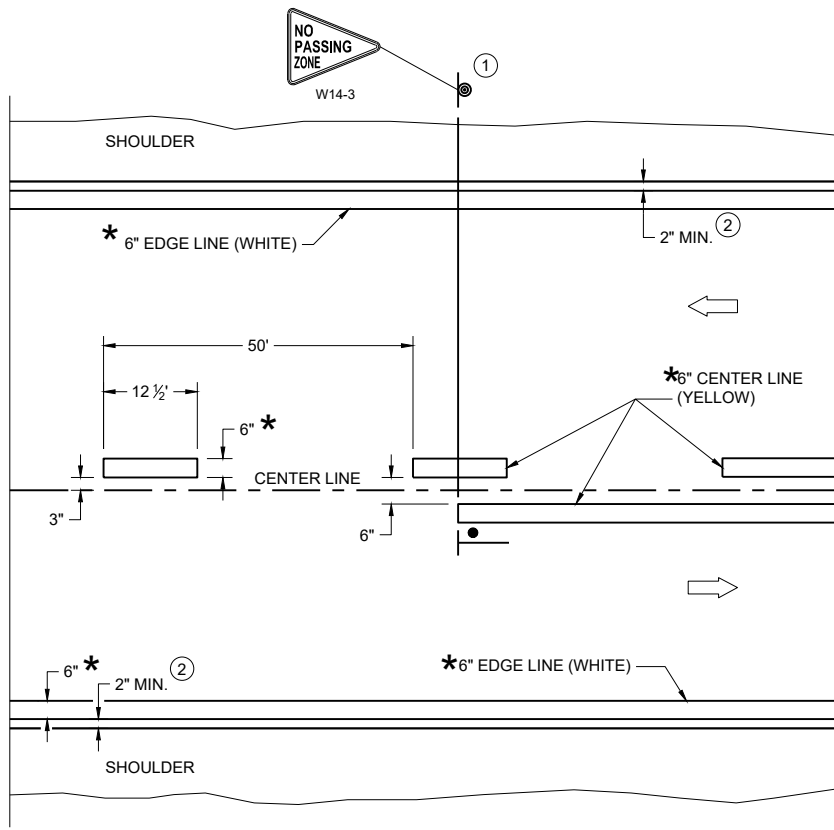


BIKE LANE SYMBOL FOR SHARED LANE

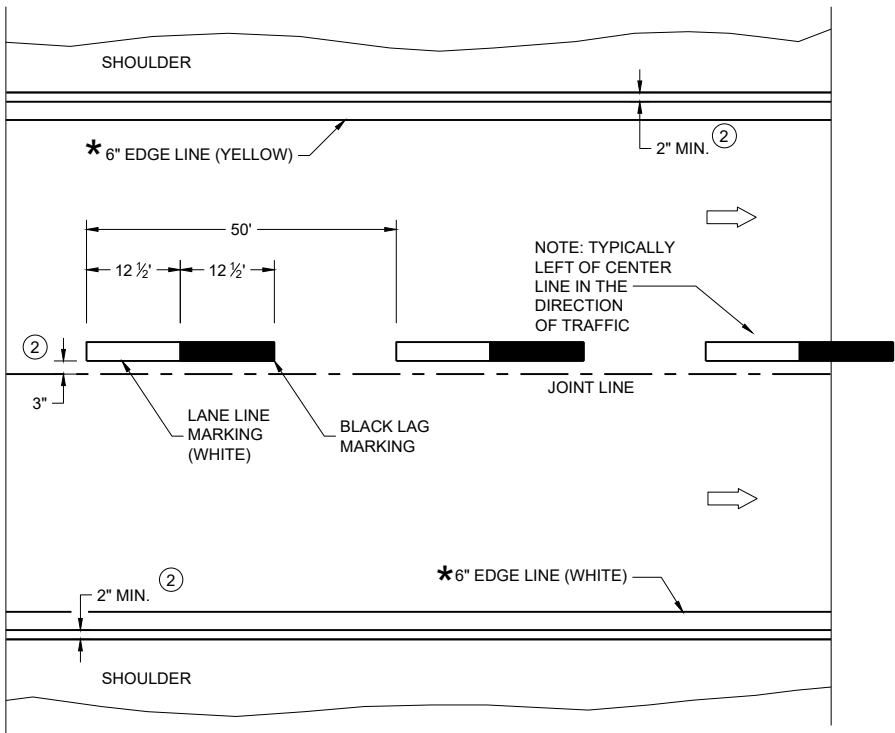
GENERAL NOTES

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

PAVEMENT MARKING FOR BIKE LANES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2024 DATE	/S/ Jeannie Silver STATE SIGNING AND MARKING ENGINEER
FHWA	



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

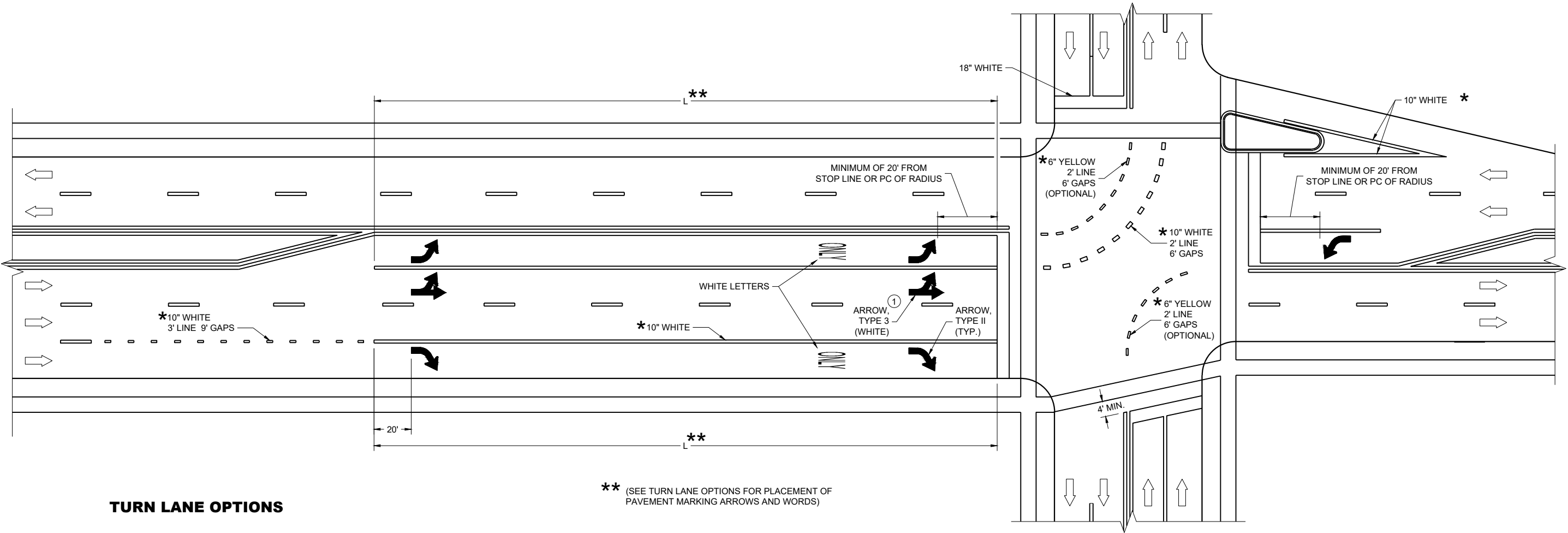
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

- ① LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
- ② MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

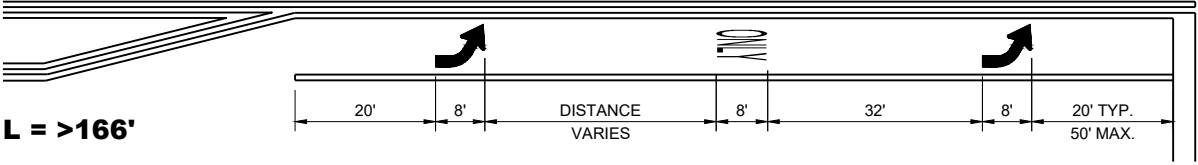
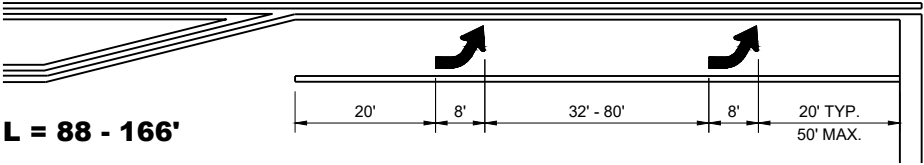
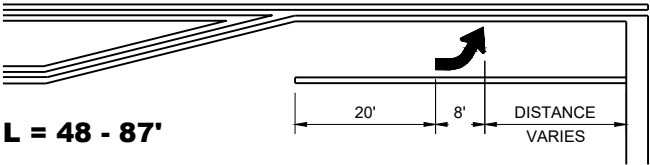
- "T" MARKING
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC

PERMANENT LONGITUDINAL PAVEMENT MARKINGS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED December 2024 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer
FHWA 119	



TURN LANE OPTIONS

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



** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

GENERAL NOTES

① QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

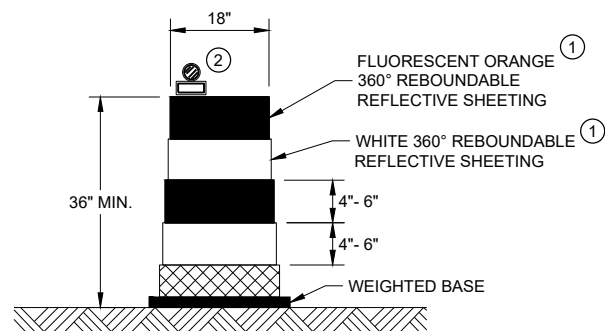
➡ DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

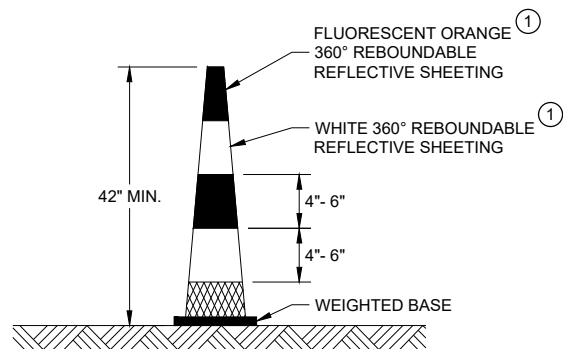
PAVEMENT MARKING
(TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



DRUM

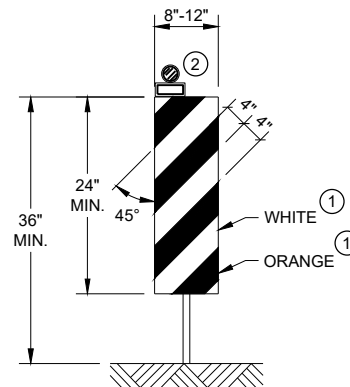
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

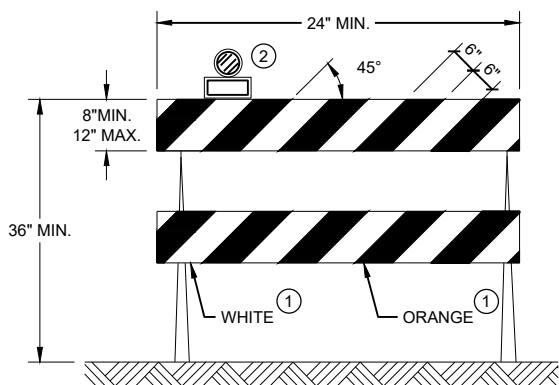
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



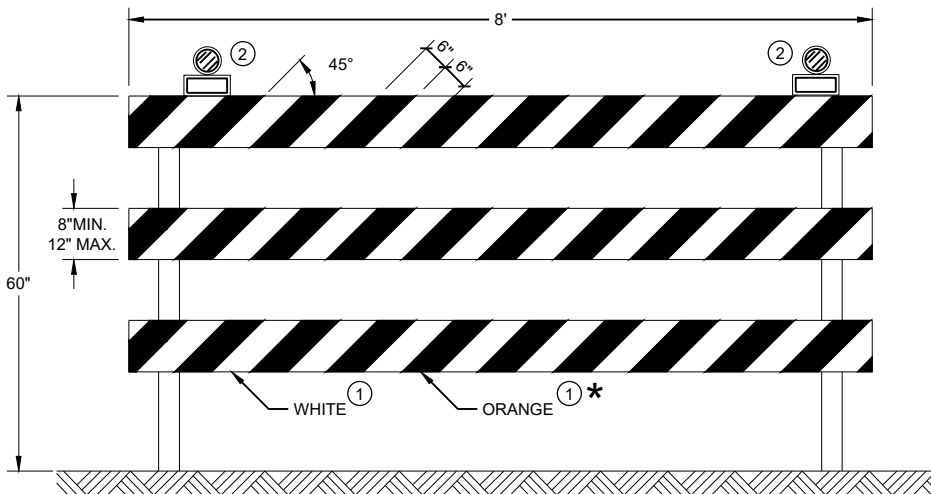
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

GENERAL NOTES

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 121

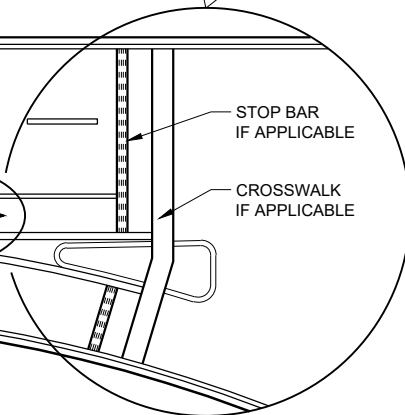
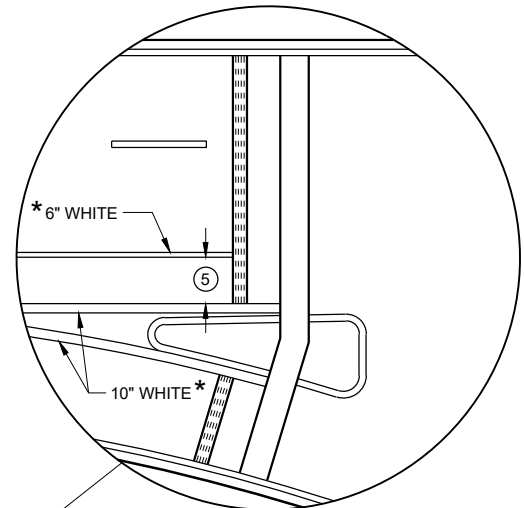
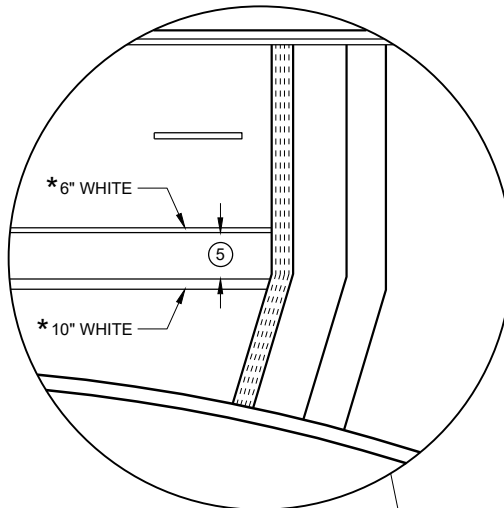
FHWA



GENERAL NOTES

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

DIRECTION OF TRAVEL



BIKE LANE MARKING

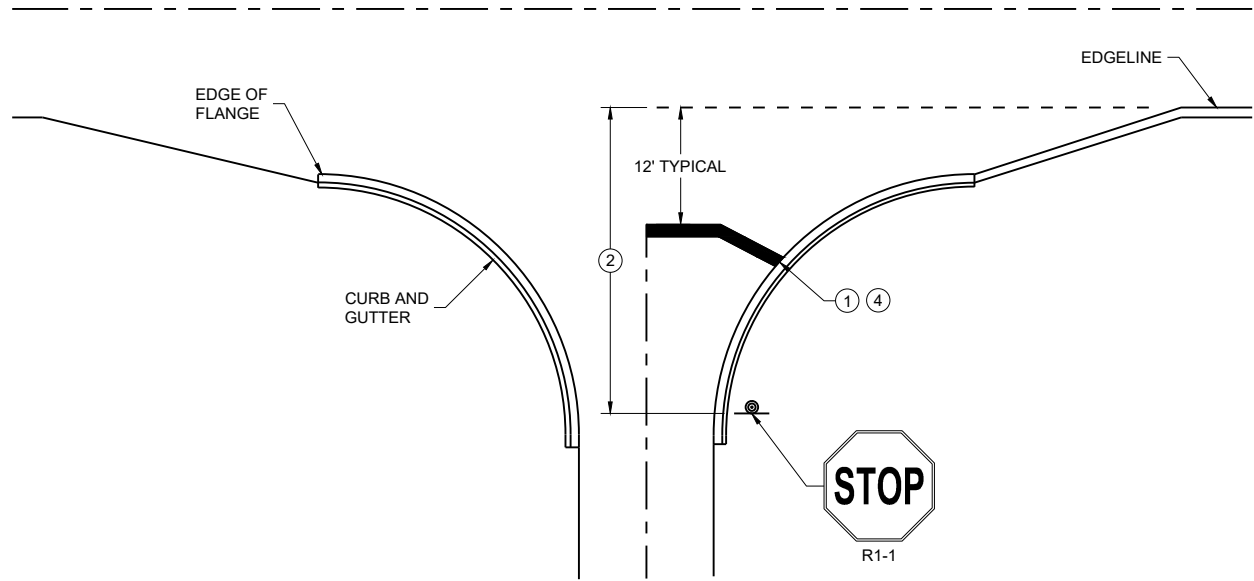
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

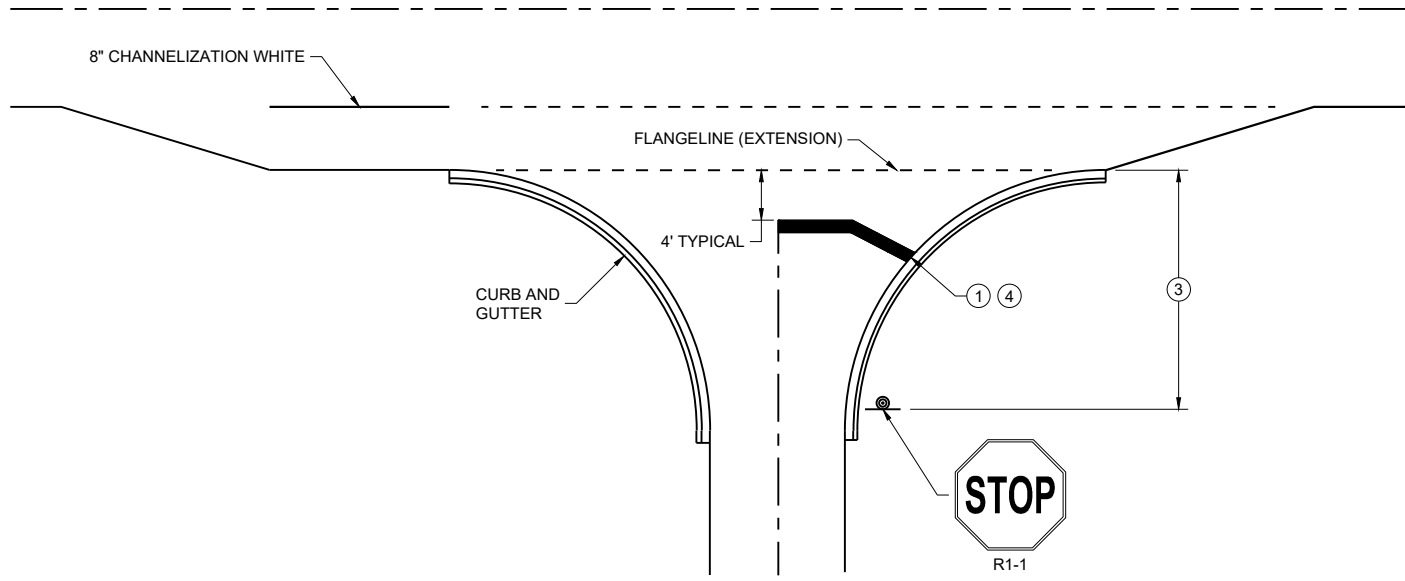
/S/ Matthew Rauch
STATE SIGNING AND MAF
ENGINEER

122

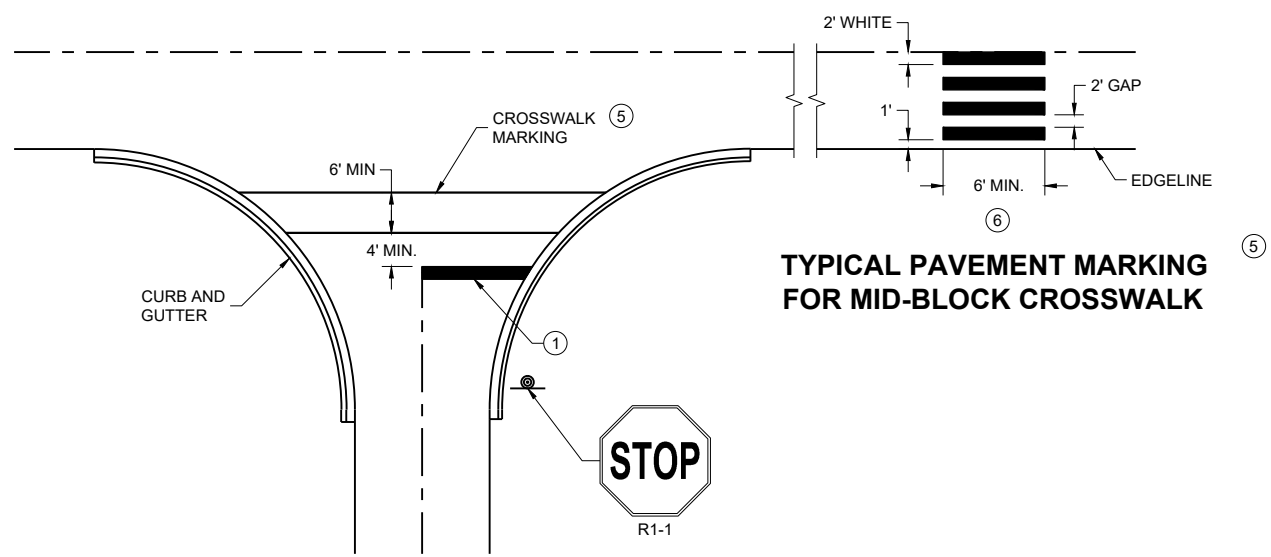
FHWM



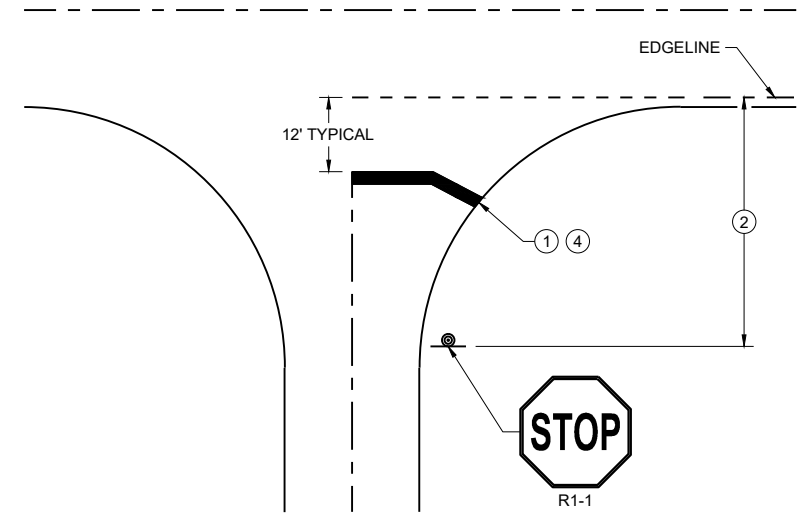
TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER



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



TYPICAL STOP LINE PAVEMENT MARKING FOR
SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING
WITHOUT CURB AND GUTTER

GENERAL NOTES

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

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

STOP LINE AND CROSSWALK
PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

	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

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

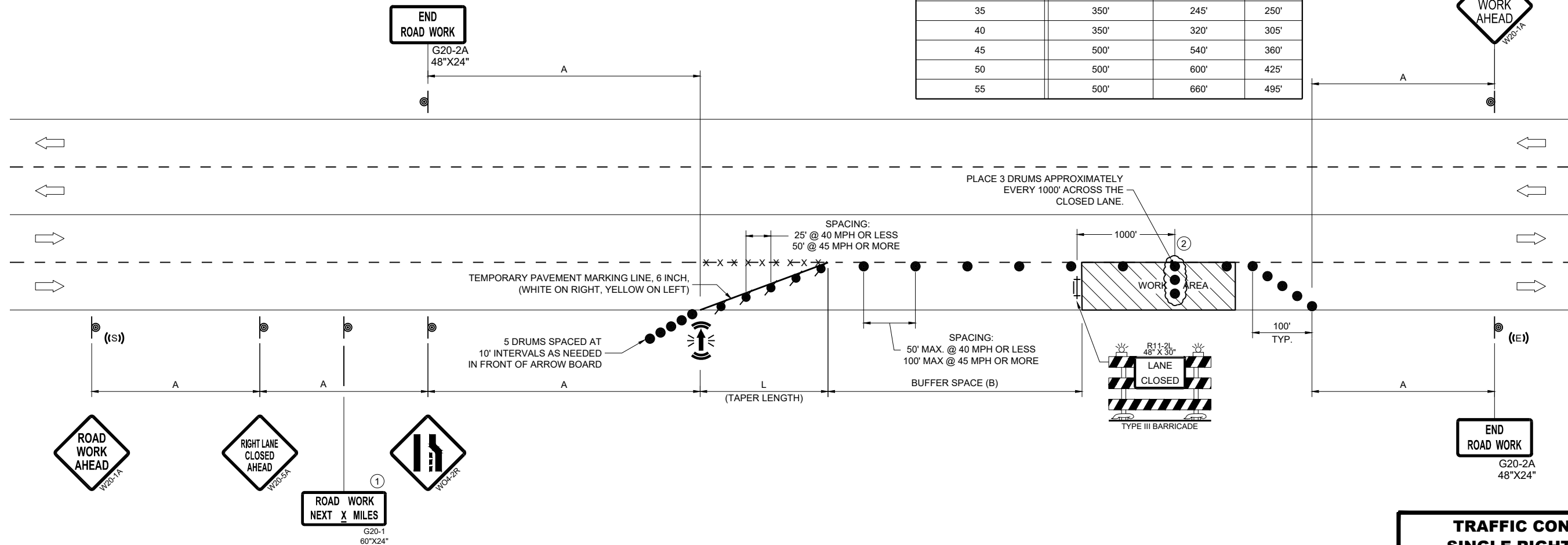
W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE

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 /S/ Andrew Heidtke

DATE WORK ZONE ENGINEER

LEGEND

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

GENERAL NOTES

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

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

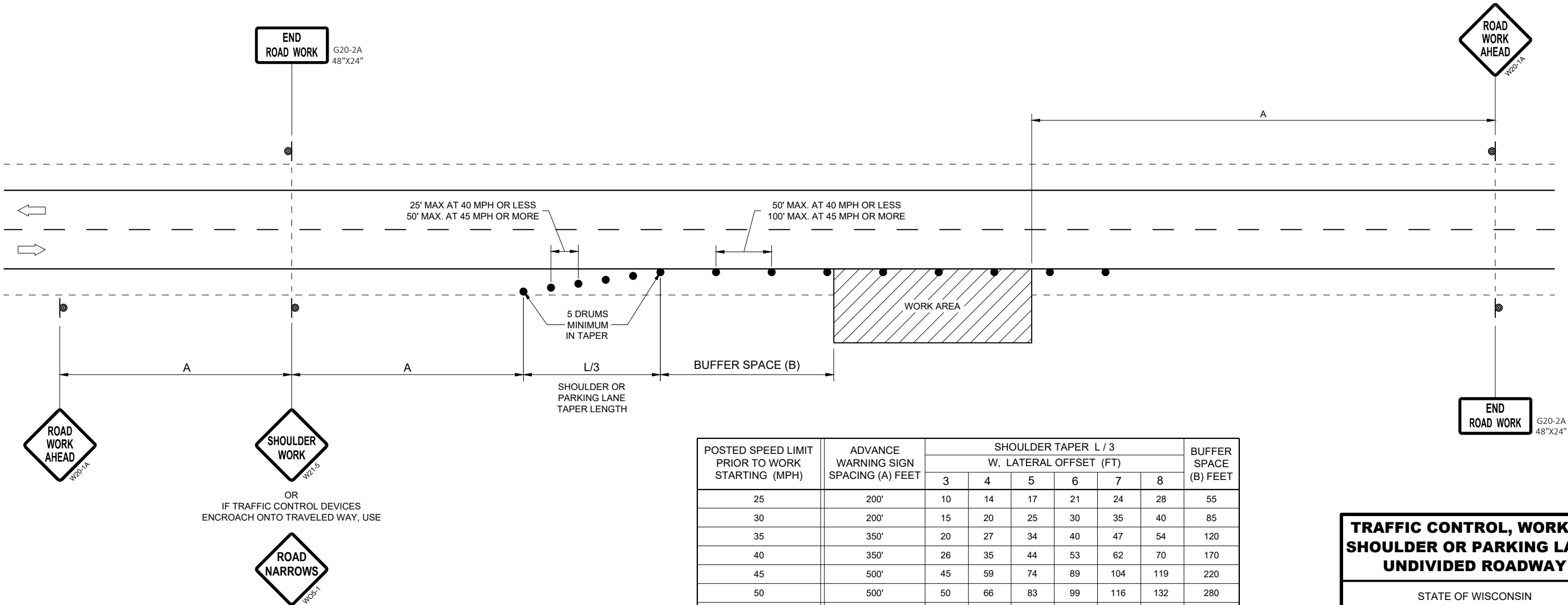
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

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

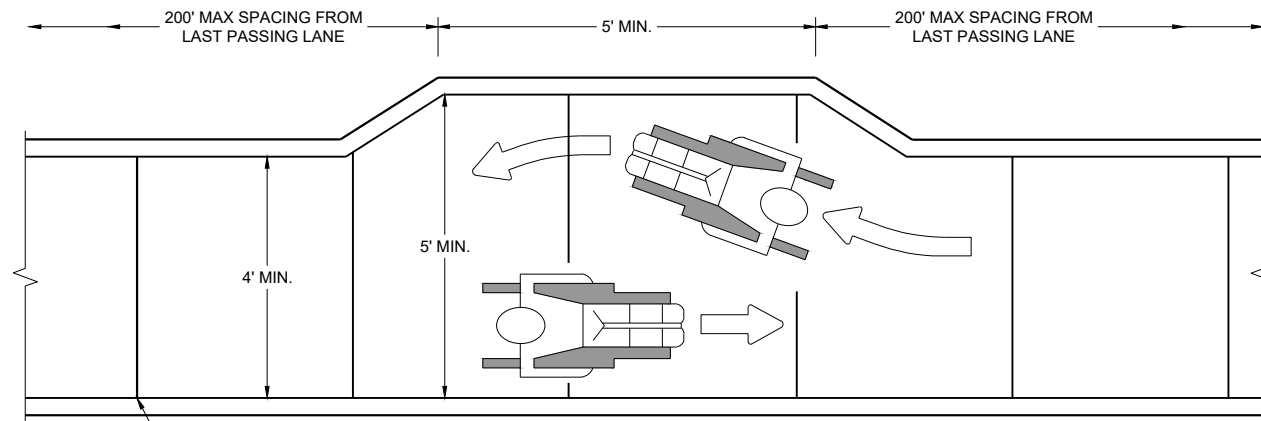
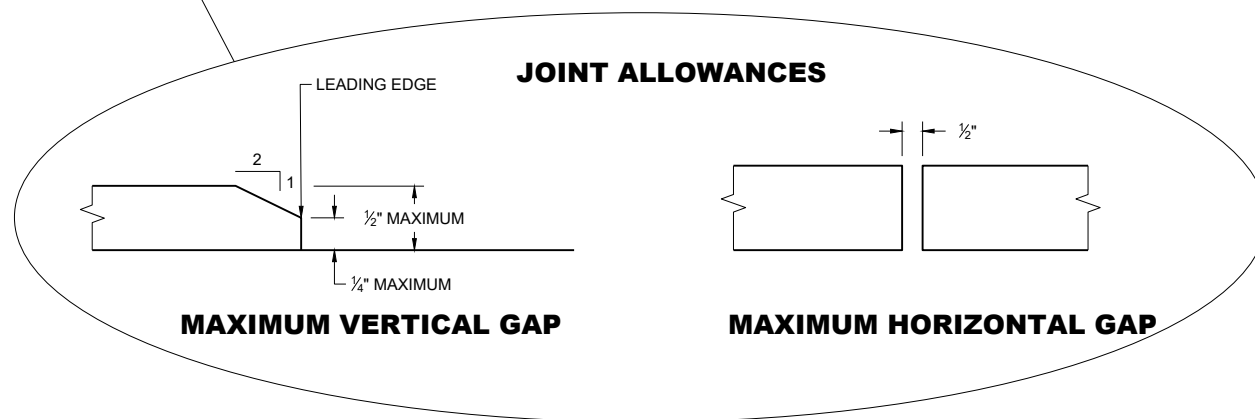
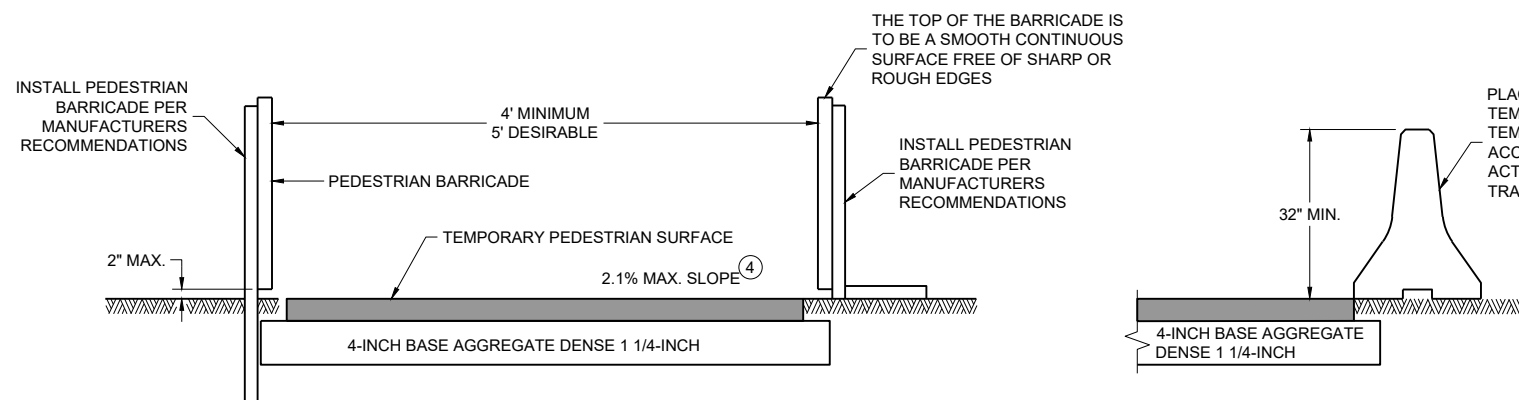
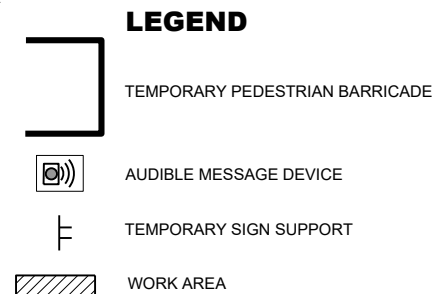
W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.



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

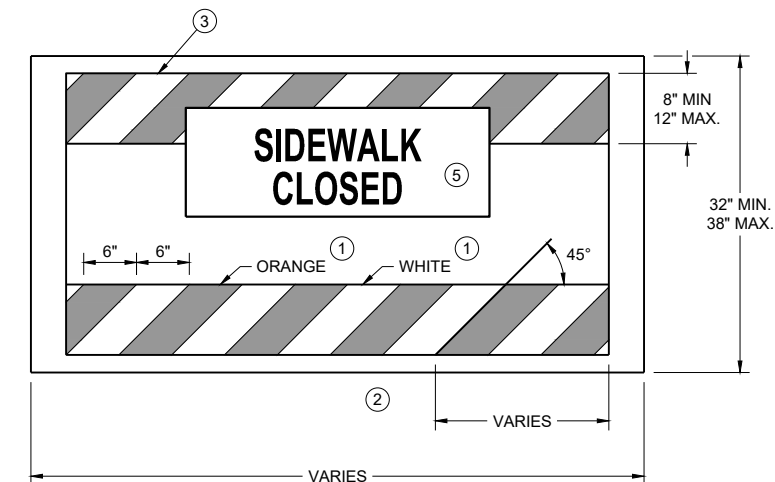
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020 /S/ Andrew Heidtke
DATE STATEWIDE WORK ZONE T SAFETY ENGINEER 125
FHWA

**NARROW SIDEWALK PASSING DETAIL****MAXIMUM VERTICAL GAP****MAXIMUM HORIZONTAL GAP****TEMPORARY PEDESTRIAN ACCESS****GENERAL NOTES**

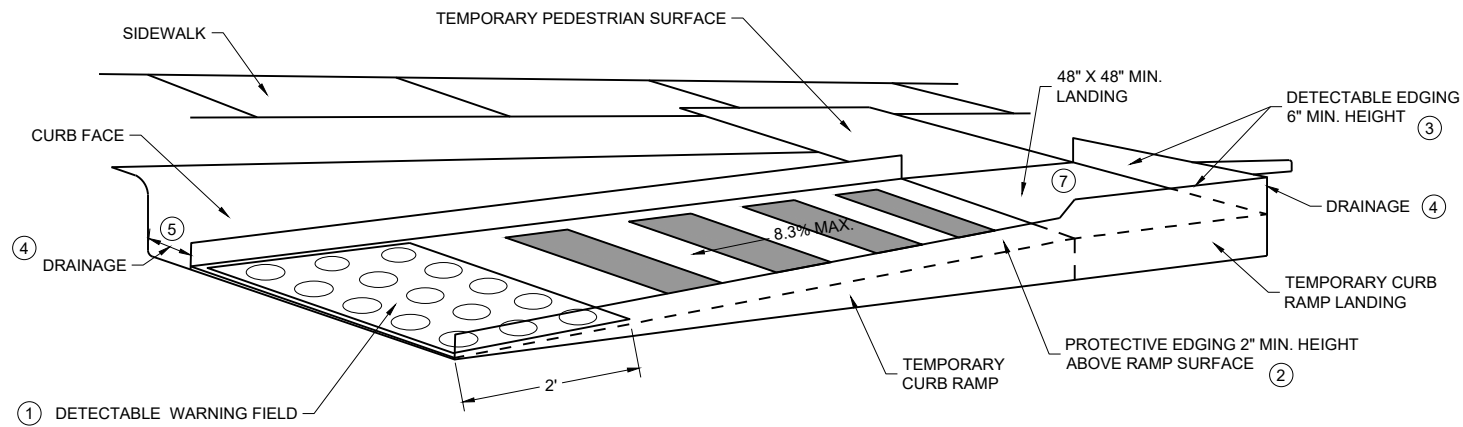
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- ② SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
- ③ PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.
- ★ USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.
- ④ WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.
- 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.

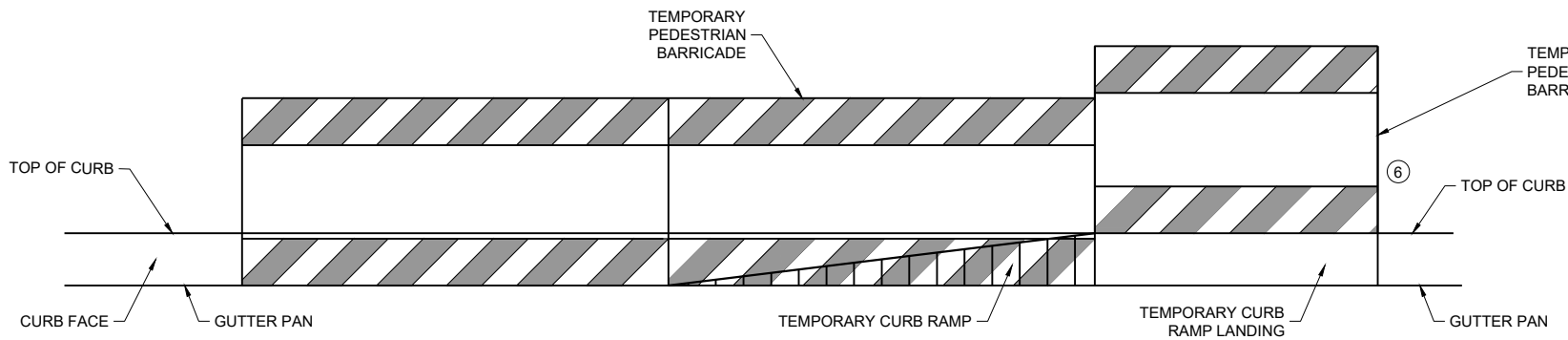
**TEMPORARY PEDESTRIAN BARRICADE *****TEMPORARY PEDESTRIAN FLAGGING**

**TRAFFIC CONTROL,
PEDESTRIAN
ACCOMMODATION**

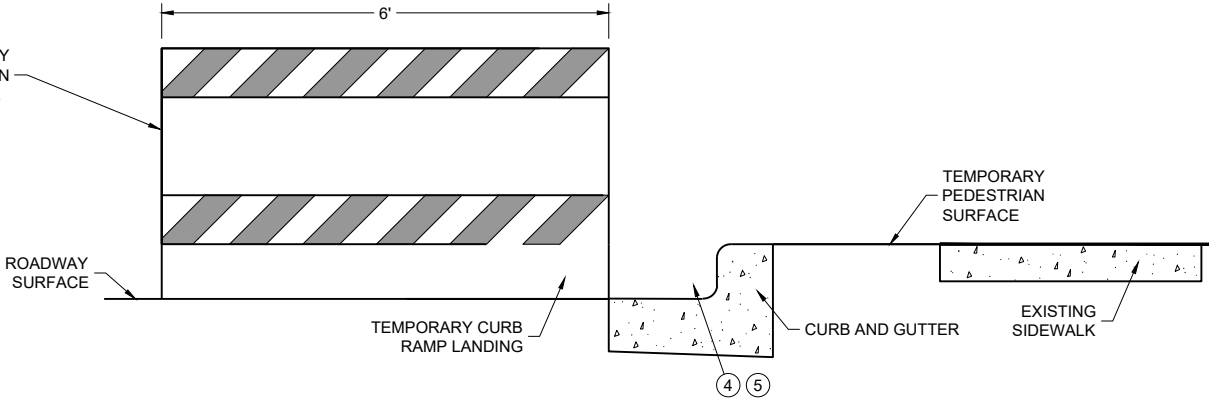
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PERSPECTIVE VIEW



FRONT VIEW

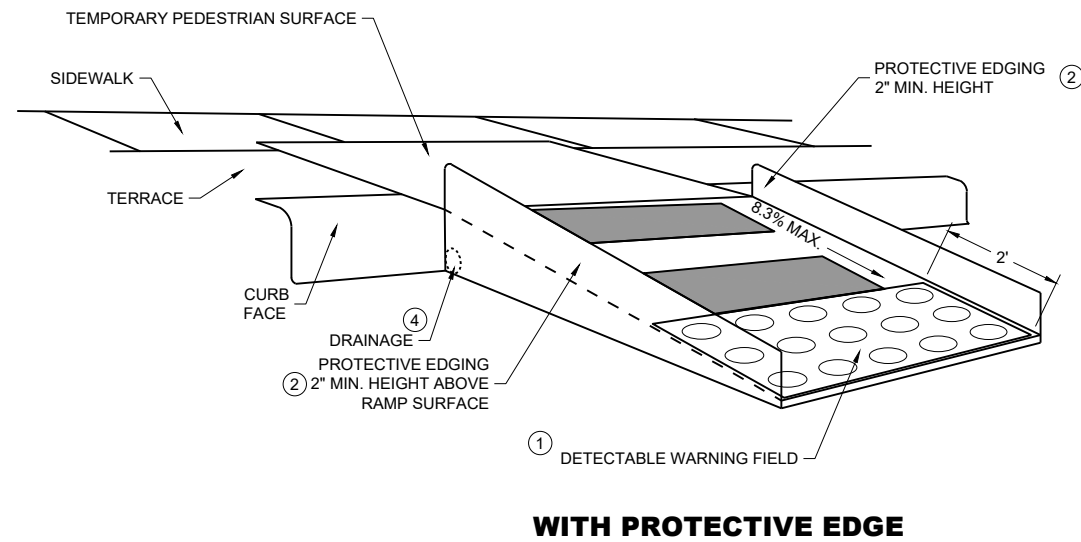
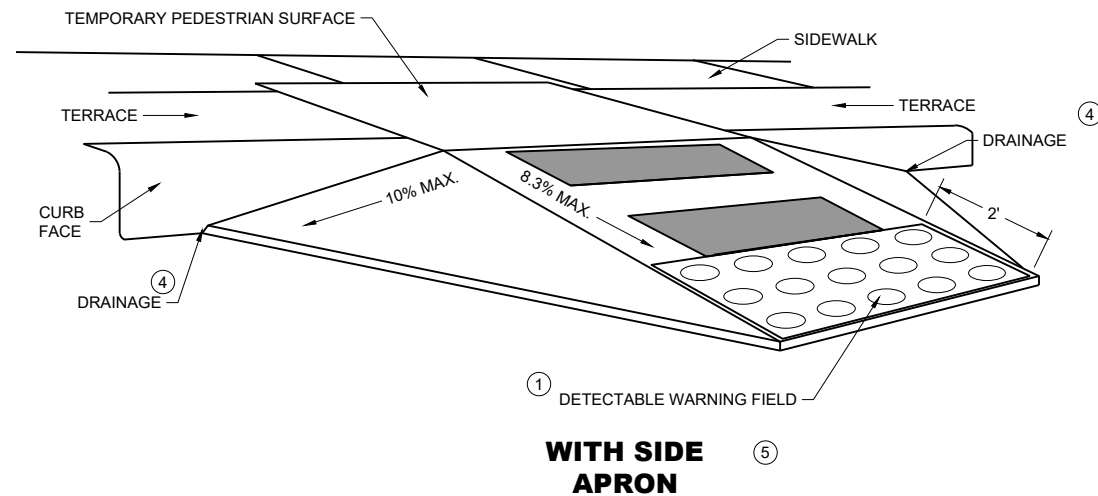


SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

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



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.

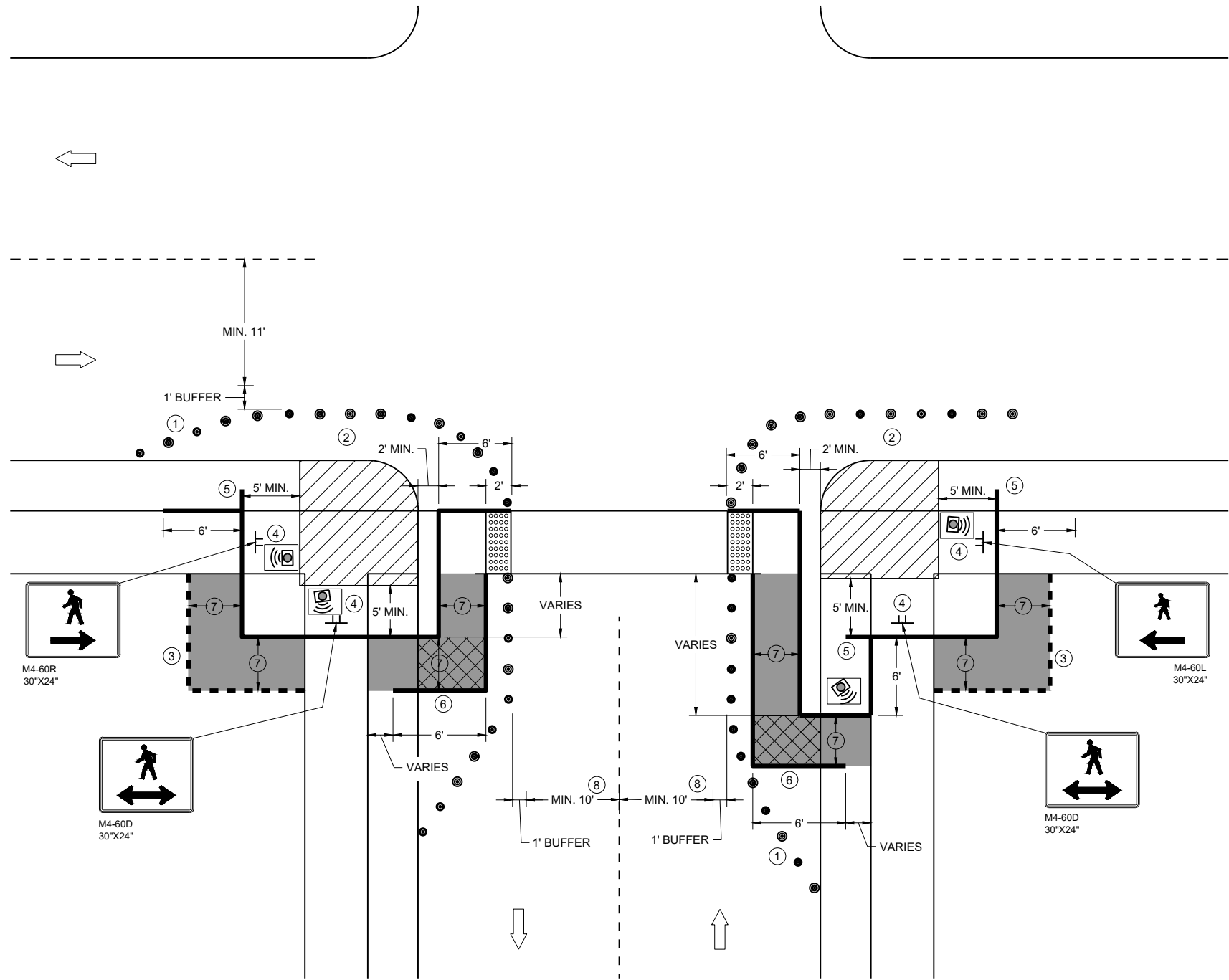
CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

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.



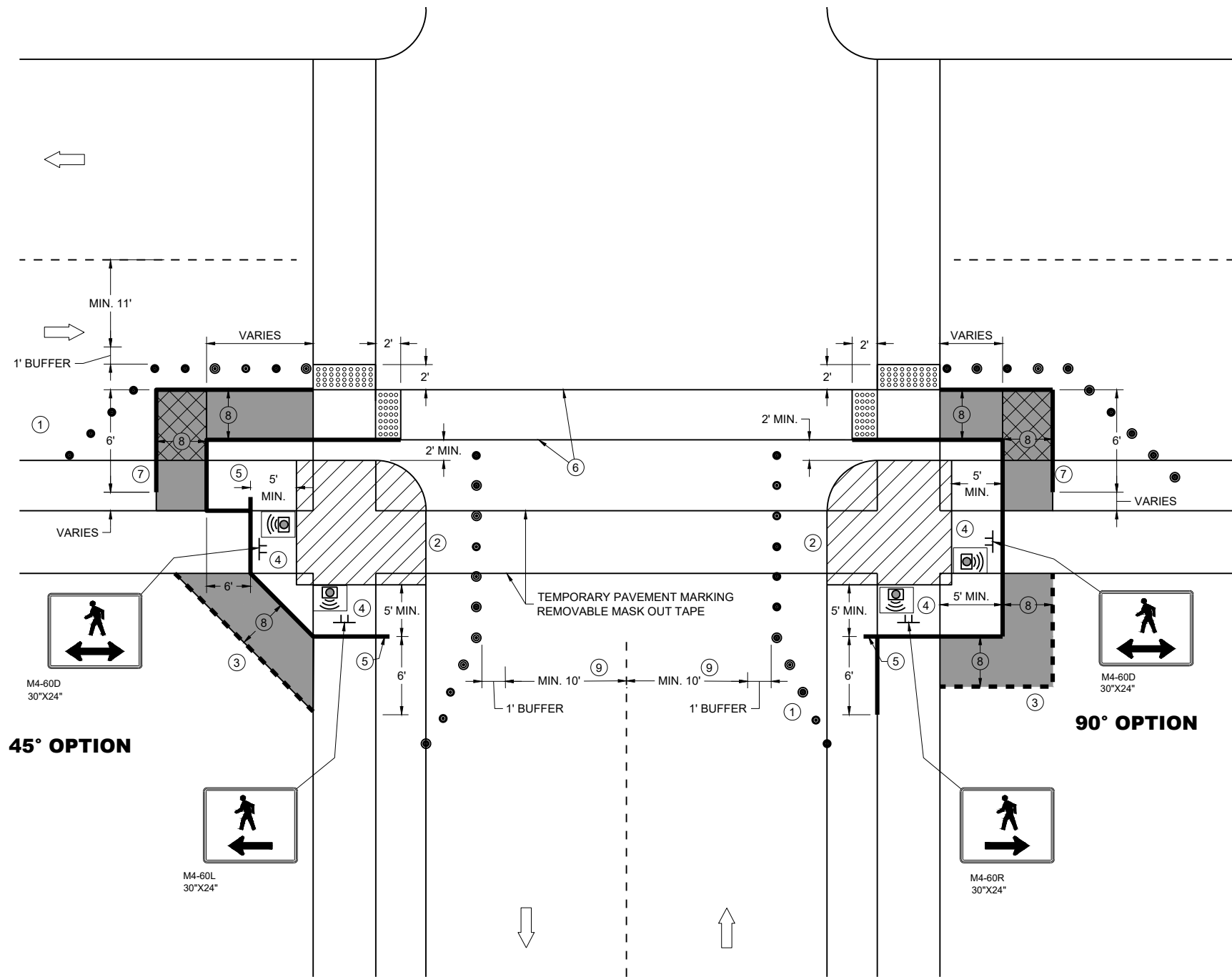
CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

- IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.
- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG
- WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.
- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
 - ② PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
 - ③ USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
 - ④ MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
 - ⑤ PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
 - ⑥ IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
 - ⑦ 4 FEET MINIMUM, 5 FEET DESIRABLE
 - ⑧ IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

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



GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

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

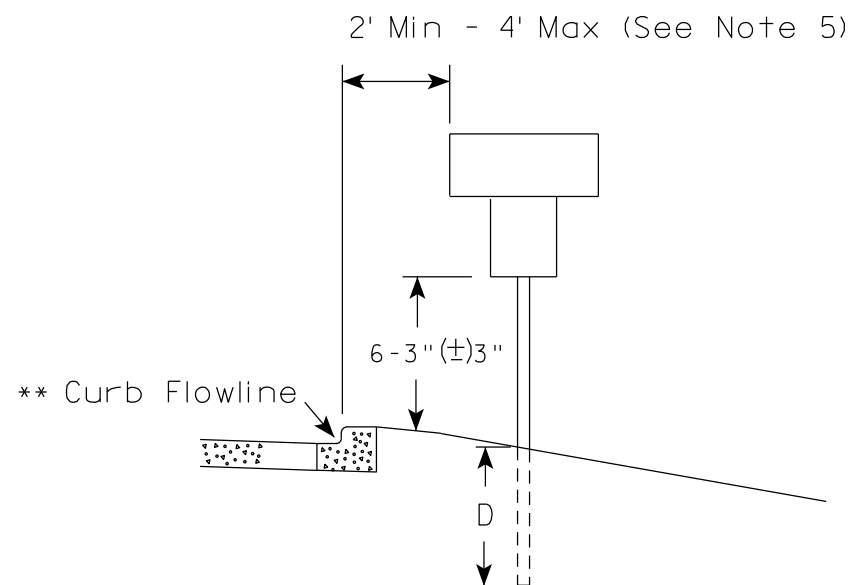
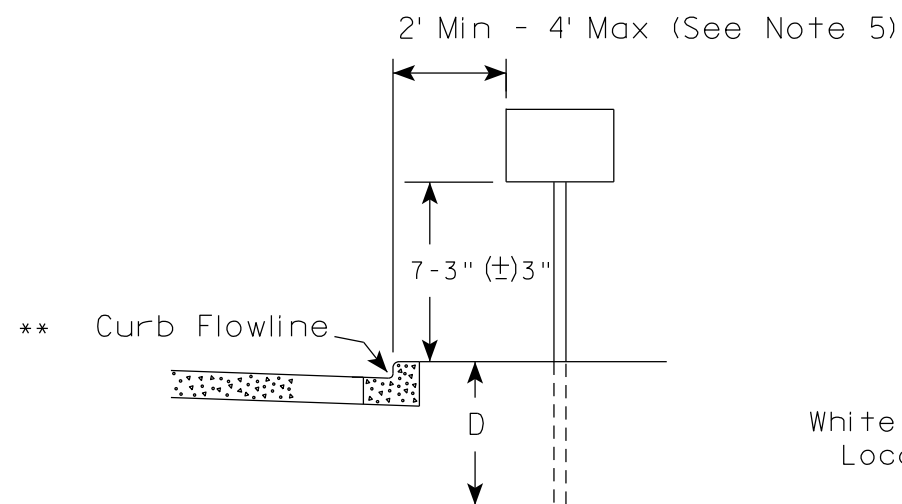
WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

- 1 SHOULDERS 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

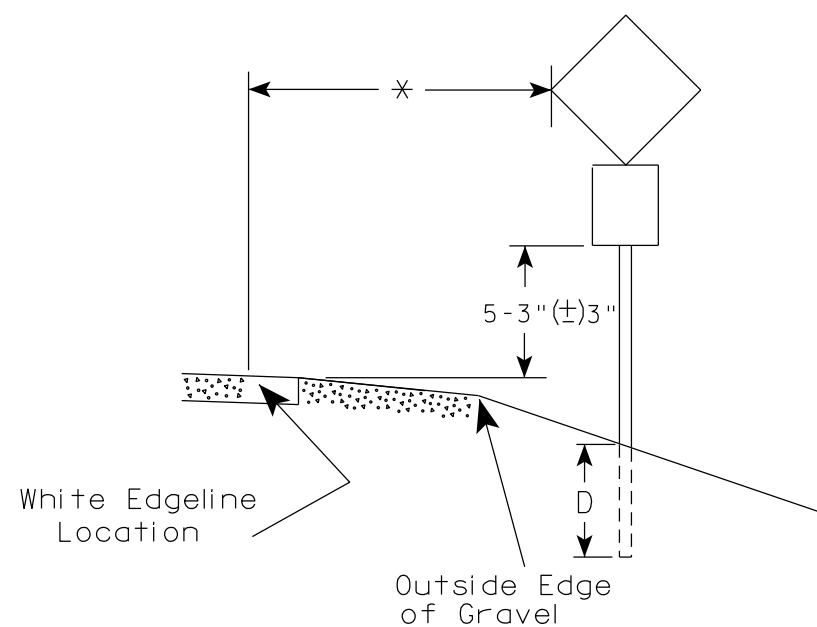
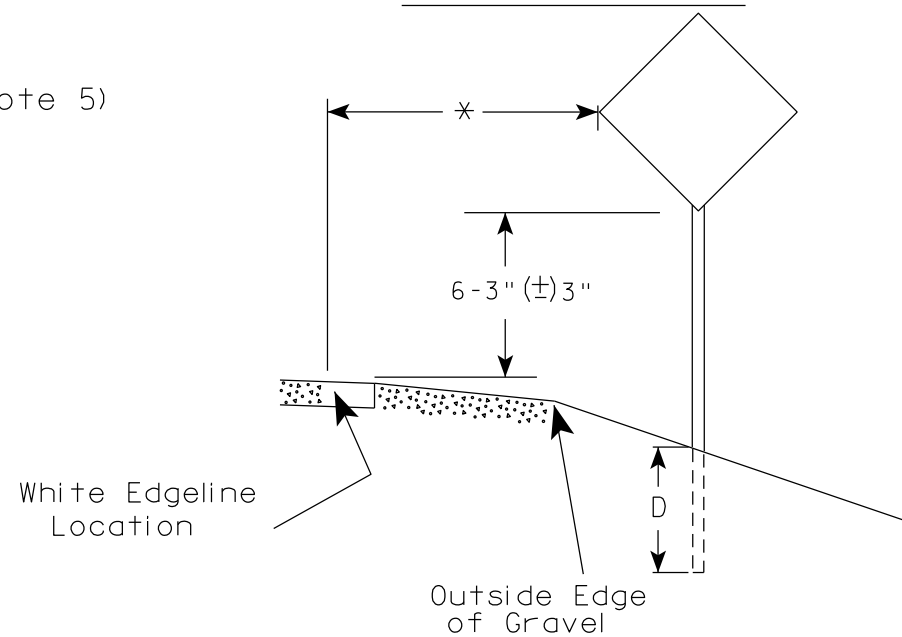
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY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

URBAN AREA



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

RURAL AREA (See Note 2)



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

GENERAL NOTES

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

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R. Rauch
for State Traffic Engineer

DATE 12/6/23

PLATE NO. A4-3.23

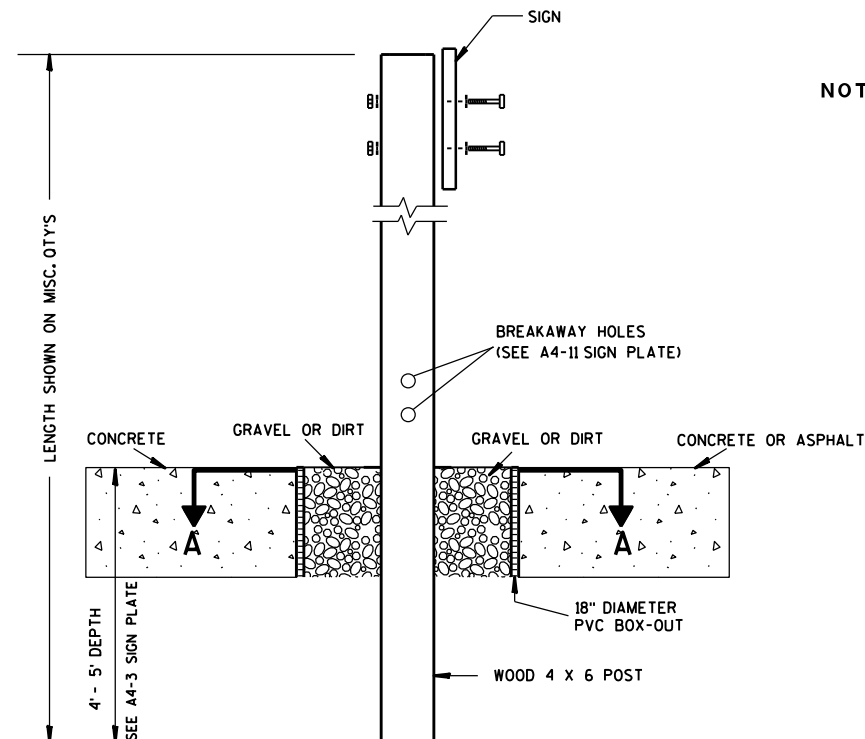
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 131

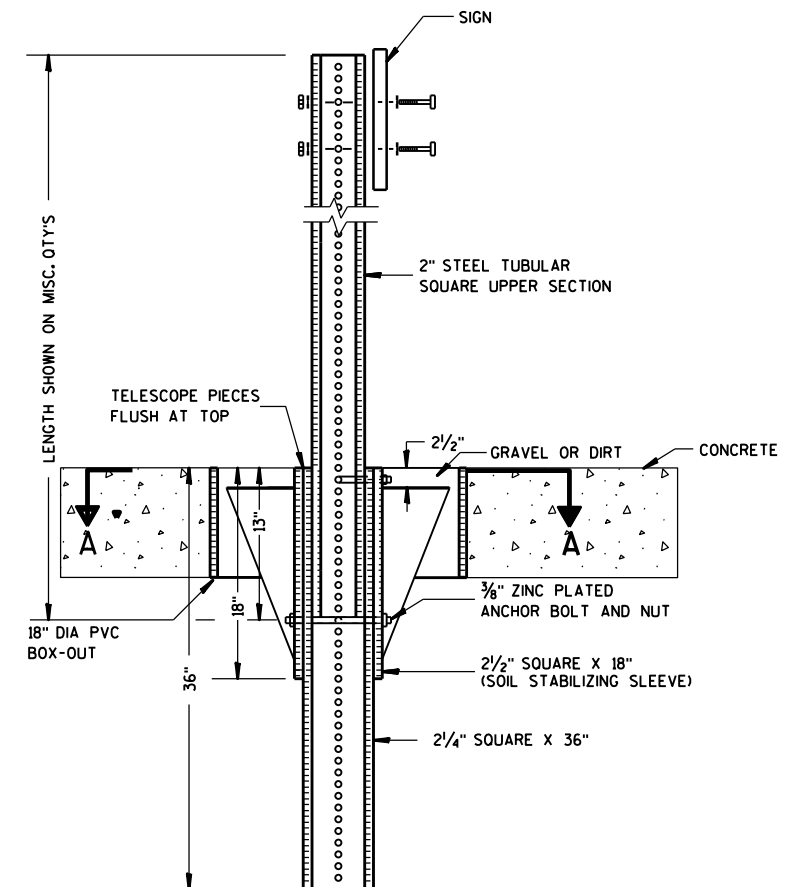
E



ELEVATION VIEW

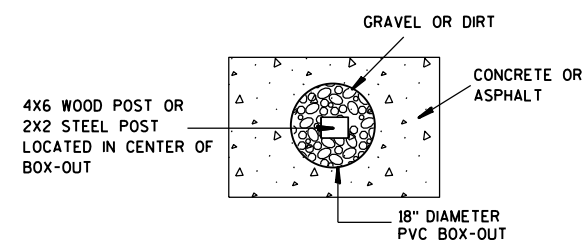
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

**SIGN POST
BOX-OUTS
A4-3B**

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/27/14 PLAT 132 A4-3B.1

PROJECT NO:

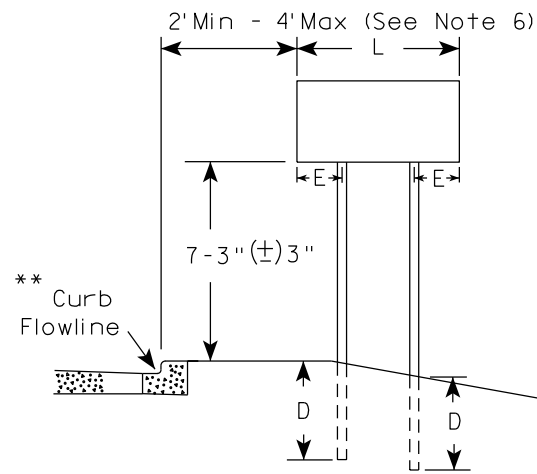
HWY:

COUNTY:

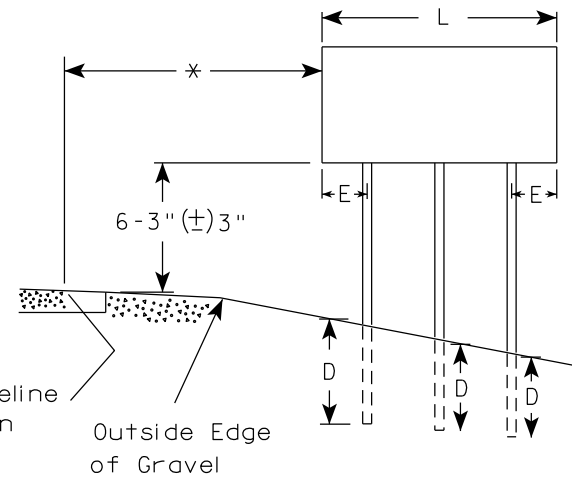
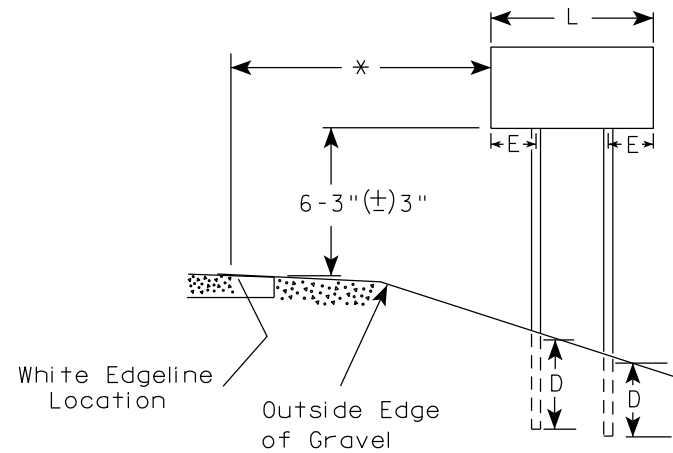
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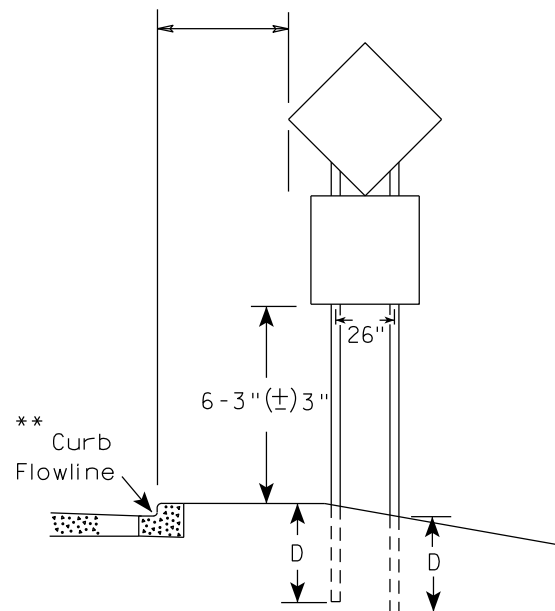
URBAN AREA



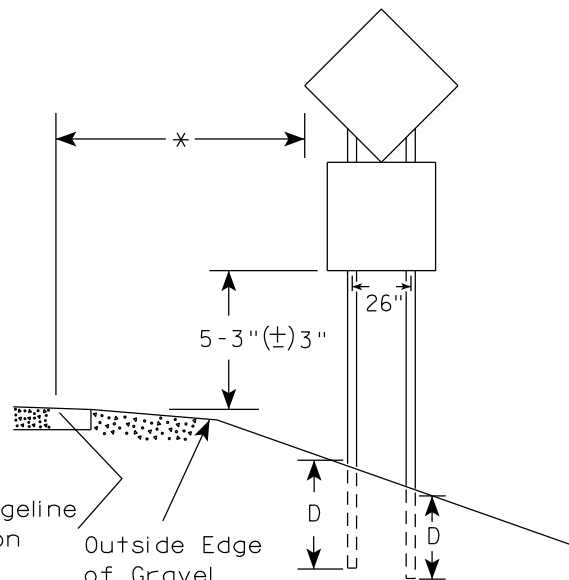
RURAL AREA (See Note 3)



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



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION
OF TYPE II SIGNS
ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

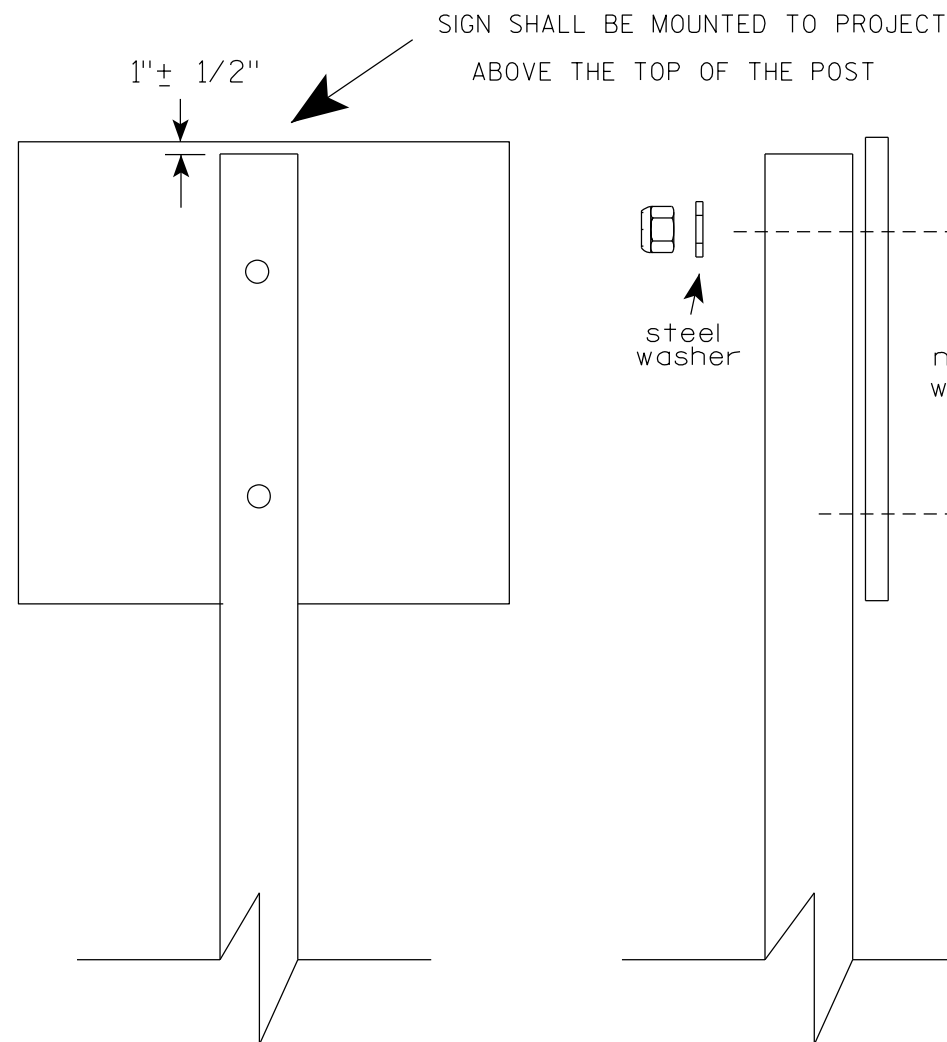
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 133

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.

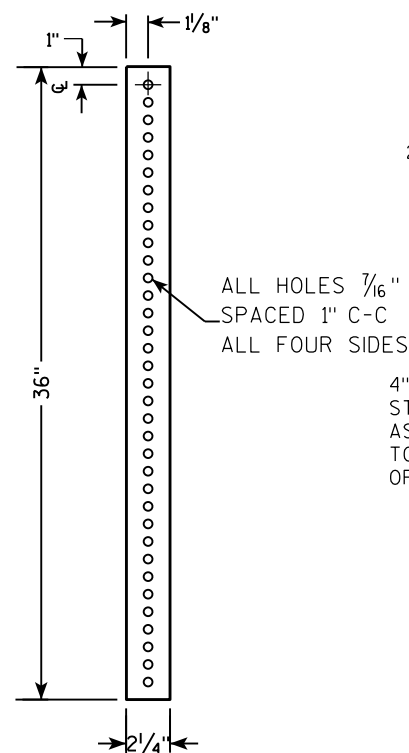
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

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

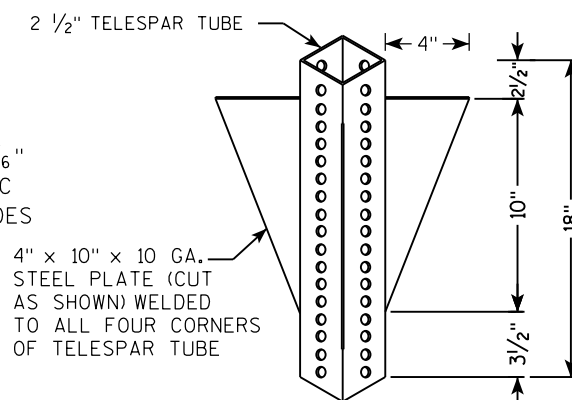
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

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

**2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH**



**2 1/2" SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH**



TECHNICAL DRAWING OF A SIGN POST ASSEMBLY.

Side View Labels:

- SIGN
- SEE SIGN PLATE A4-8 FOR BOLT WASHER, & NUT MATERIAL
- 2" STEEL TUBULAR SQUARE UPPER SECTION
- ALL HOLES $\frac{7}{16}$ " SPACED 1" C-C ALL FOUR SIDES
- $\frac{3}{8}$ " ZINC PLATED CORNER ANCHOR BOLT AND NUT
- 2 1/2" GRAVEL OR DIRT
- $\frac{3}{8}$ " ZINC PLATED ANCHOR BOLT AND NUT
- 2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE)
- 2 1/4" SQUARE X 36"

Cross Section Labels:

- TELESCOPE PIECES FLUSH AT TOP
- 13"
- 18"
- 36"
- 18" DIA SCHEDULE 40 PVC BOX-OUT

Vertical Dimension:

- LENGTH SHOWN ON MISC. QTY'S

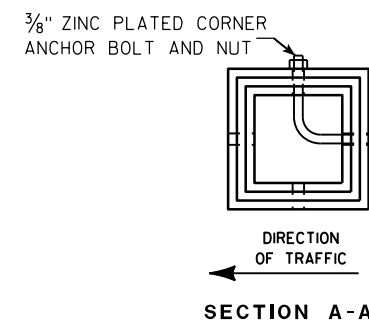
TECHNICAL DRAWING OF A SIGNPOST ASSEMBLY:

Side View Dimensions:

- Overall height: LENGTH SHOWN ON MISC. QTYS
- Top section: 2" STEEL TUBULAR SQUARE UPPER SECTION
- Telescope pieces: TELESCOPE PIECES FLUSH AT TOP
- Vertical dimensions from ground line: 36", 18", 12"
- Ground level: Indicated by a hatched line with downward arrows labeled 'A'.

End View Details:

- Top: SIGN
- Fasteners: SEE SIGN PLATE A4-8 FOR BOLT WASHER, & NUT MATERIAL
- Upper section: 2" STEEL TUBULAR SQUARE UPPER SECTION
- Holes: ALL HOLES $\frac{7}{16}$ " SPACED 1" C-C
- Material: ALL FOUR SIDES $\frac{3}{8}$ " ZINC PLATED CORNER
- Fasteners: $\frac{3}{8}$ " ZINC PLATED ANCHOR BOLT AND NUT
- Anchor spacing: 1"
- Fasteners: $\frac{3}{8}$ " ZINC PLATED ANCHOR BOLT AND NUT
- Soil stabilizing sleeve: 2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE)
- Post section: 2 1/4" SQUARE X 36"



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 PLATI 135 14-9.9

PROJECT NO:

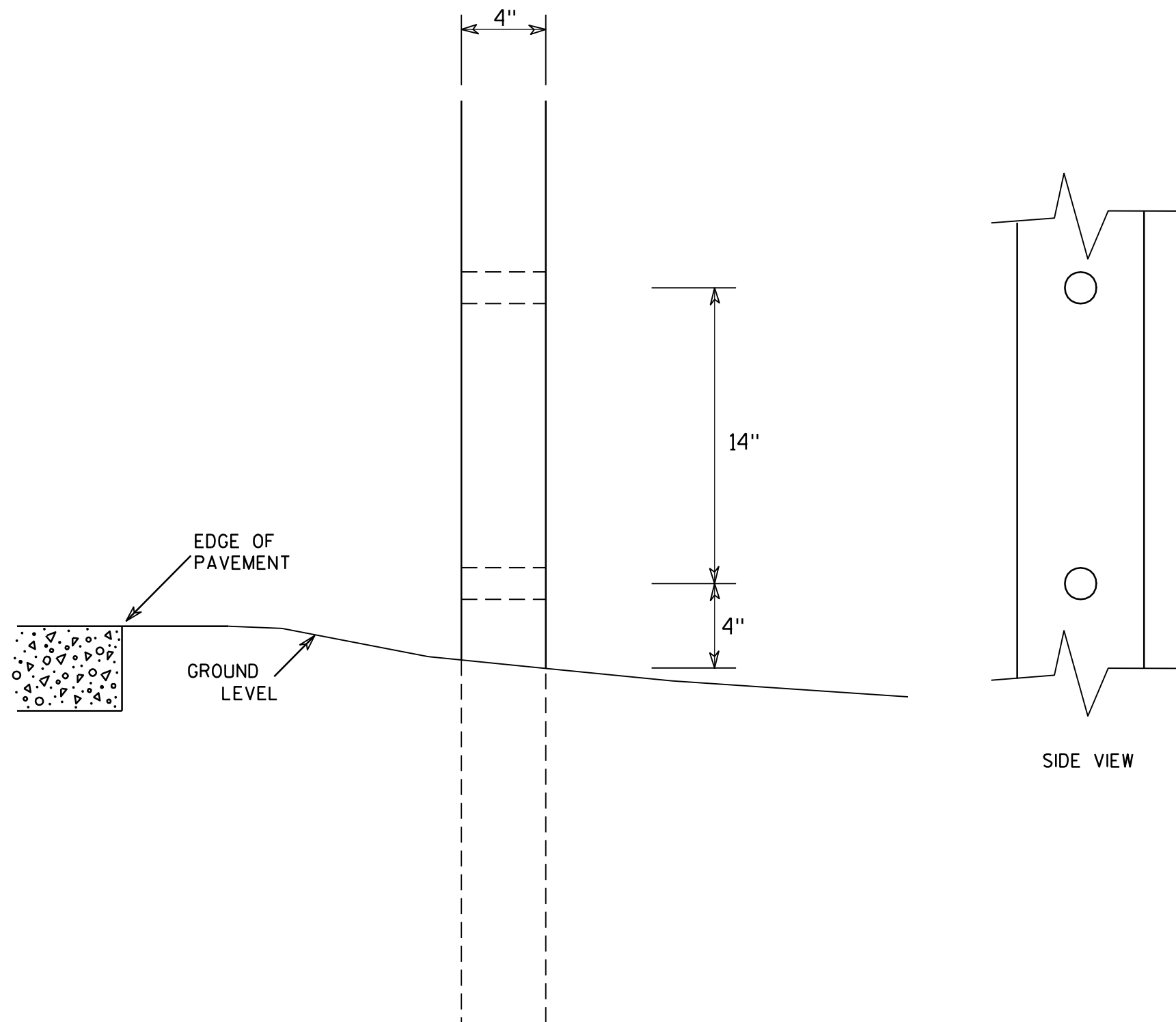
HWY:

COUNTY:

SHEET NO:

E

7

GENERAL NOTES

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

7

**4 X 6 WOOD POST
MODIFICATIONS**

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Chester J. Spang
for State Traffic Engineer

DATE 3/27/97

PLATE NO. A4-11.2

PROJECT NO:

HWY:

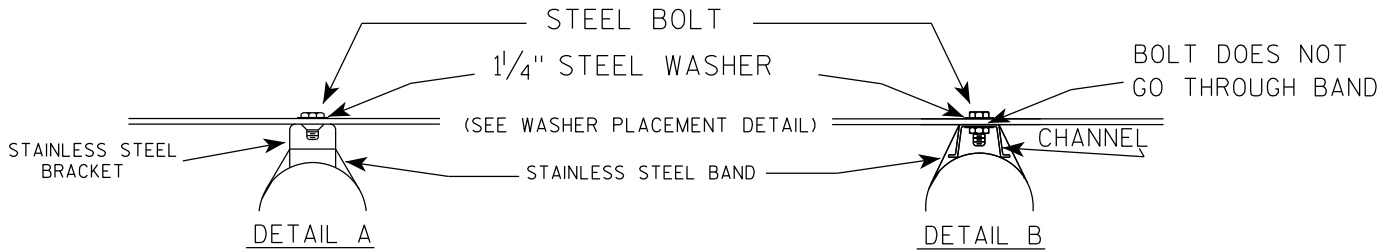
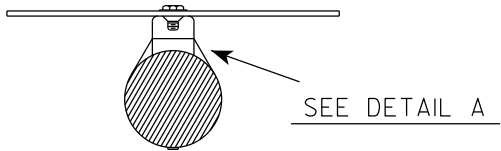
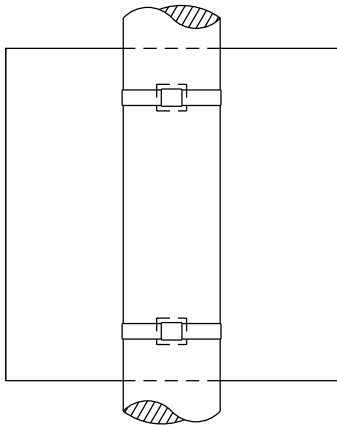
COUNTY:

SHEET NO: 136

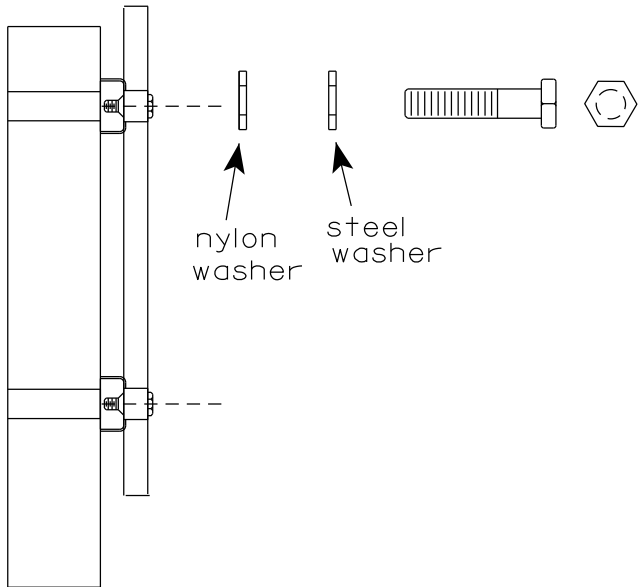
E

BANDING

SINGLE SIGN



WASHER PLACEMENT

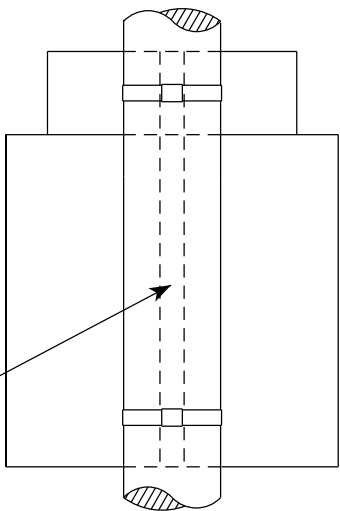


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

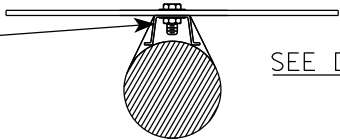
GENERAL NOTES

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

"J" ASSEMBLY



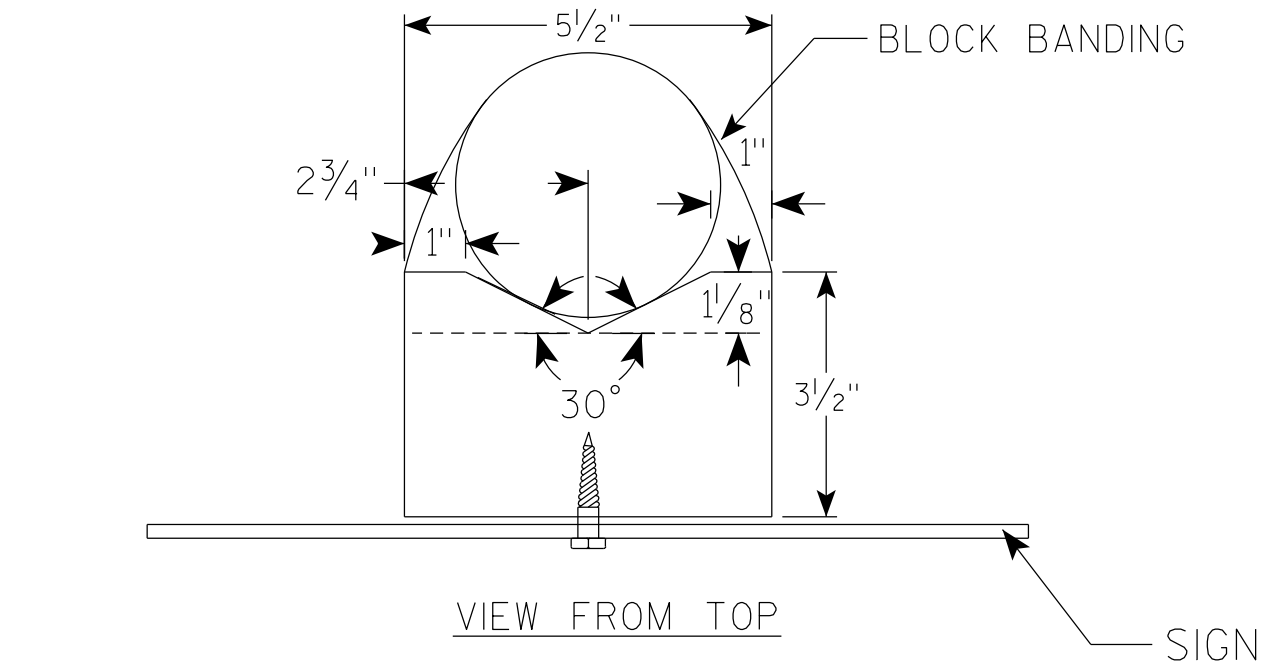
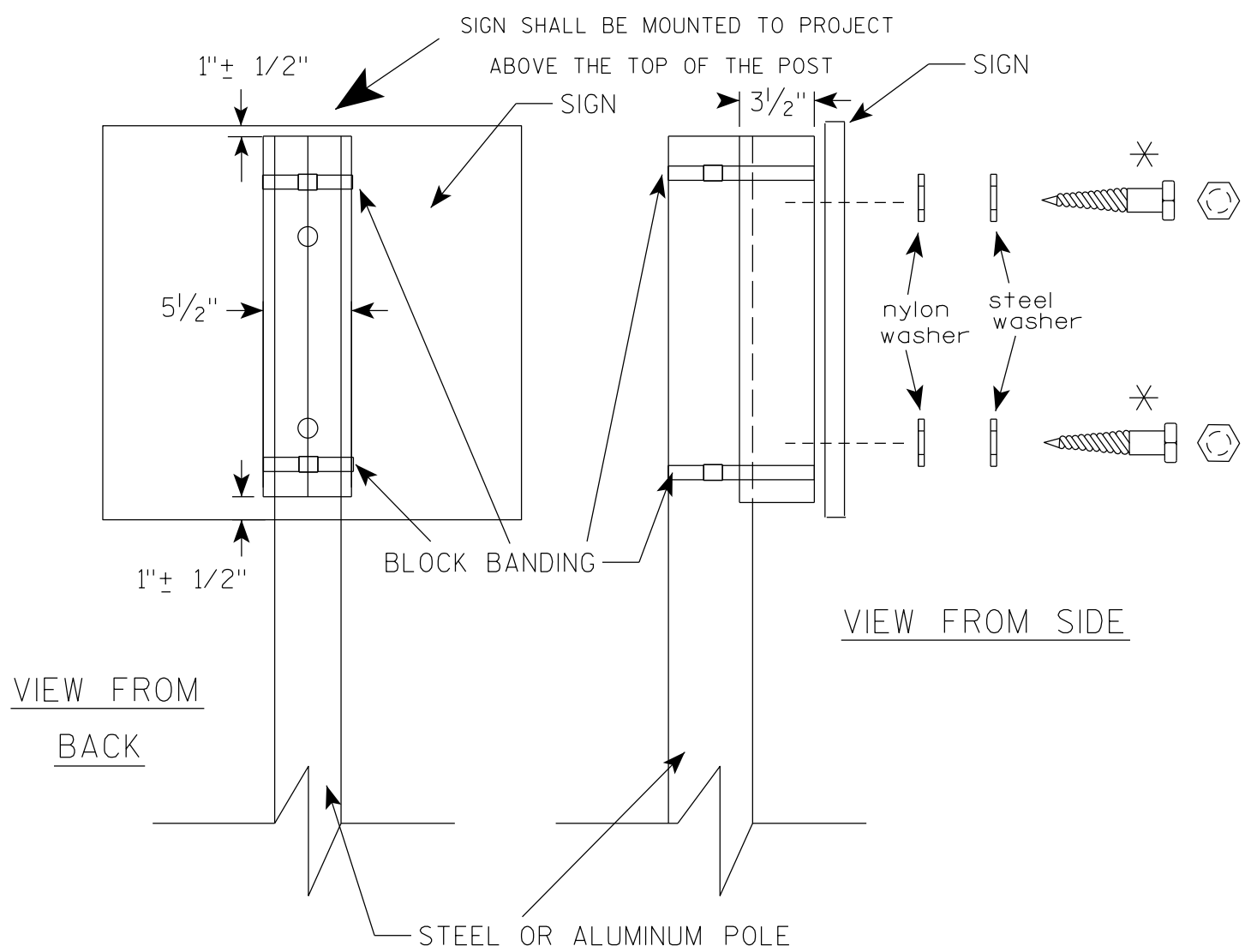
CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

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



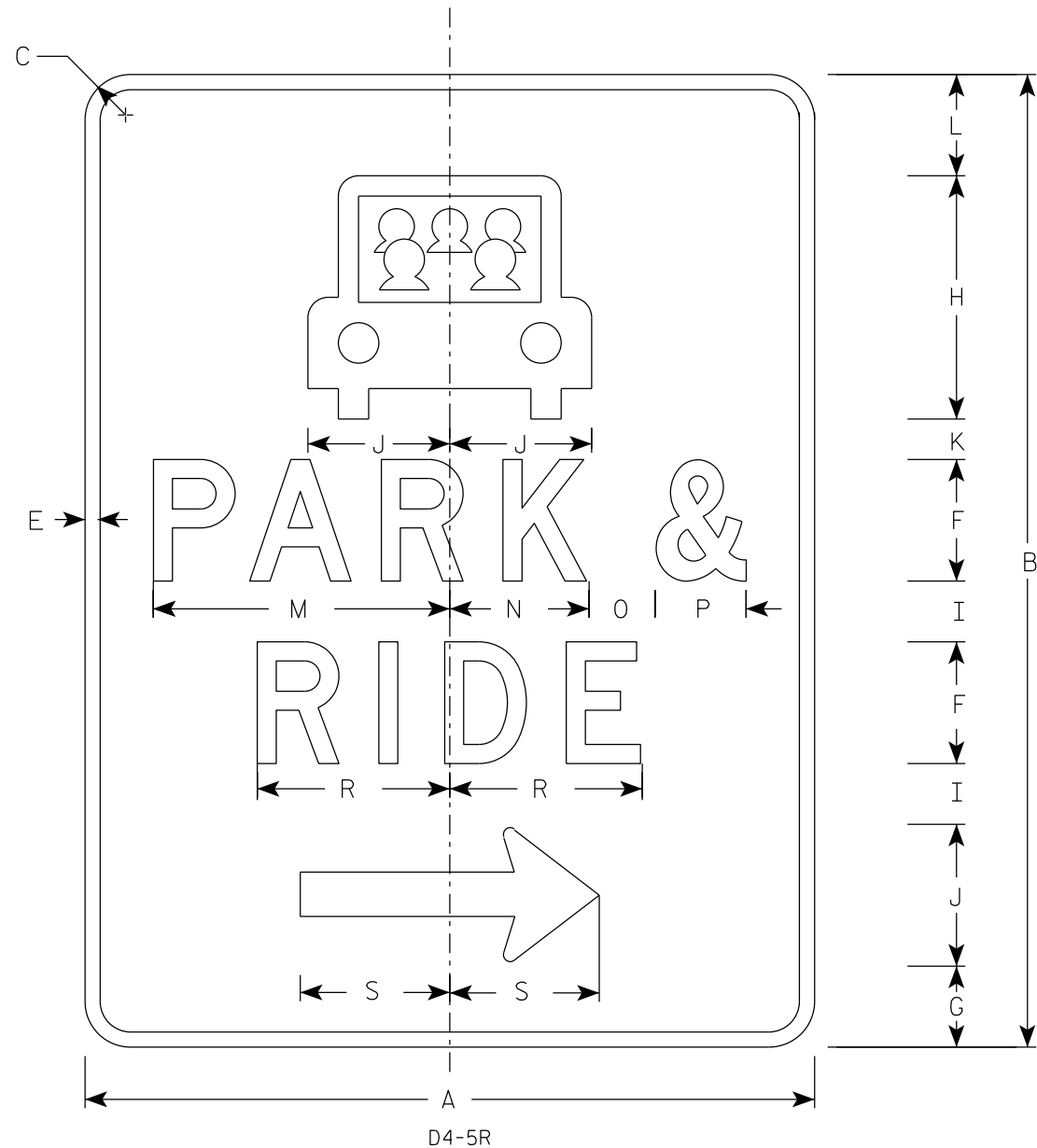
GENERAL NOTES

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

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

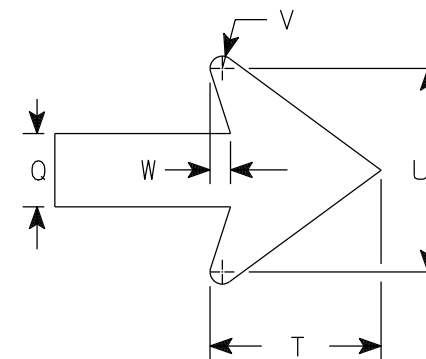
BLOCK BANDING DETAIL (V-BLOCK OPTION)	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 4/19/2022	PLATE NO. A5-10.3

7



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - Green
Message - White
3. Message Series - D
4. The D4-5L is the same as a D4-5R except the arrow is reversed.



ARROW DETAIL

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 7/8		5/8	5	3 1/8	9	2	5	1 5/8	3 1/4	11 3/4	5 1/2	2 3/4	3 3/4	1 7/8	8	6 1/8	4	4 3/8	3/8	1/2				7.5
2M	30	36	1 7/8		5/8	5	3 1/8	9	2	5	1 5/8	3 1/4	11 3/4	5 1/2	2 3/4	3 3/4	1 7/8	8	6 1/8	4	4 3/8	3/8	1/2				7.5
3	36	48	1 7/8		3/4	6	4	12	3	7	2	5	14 5/8	6 7/8	3 1/4	4 1/2	1 7/8	9 1/2	7 1/2	5 1/4	6 1/4	3/8	5/8				12.0
4																											
5																											

STANDARD SIGN
D4-5 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 12/6/23 PLATE NO. D4-5.4

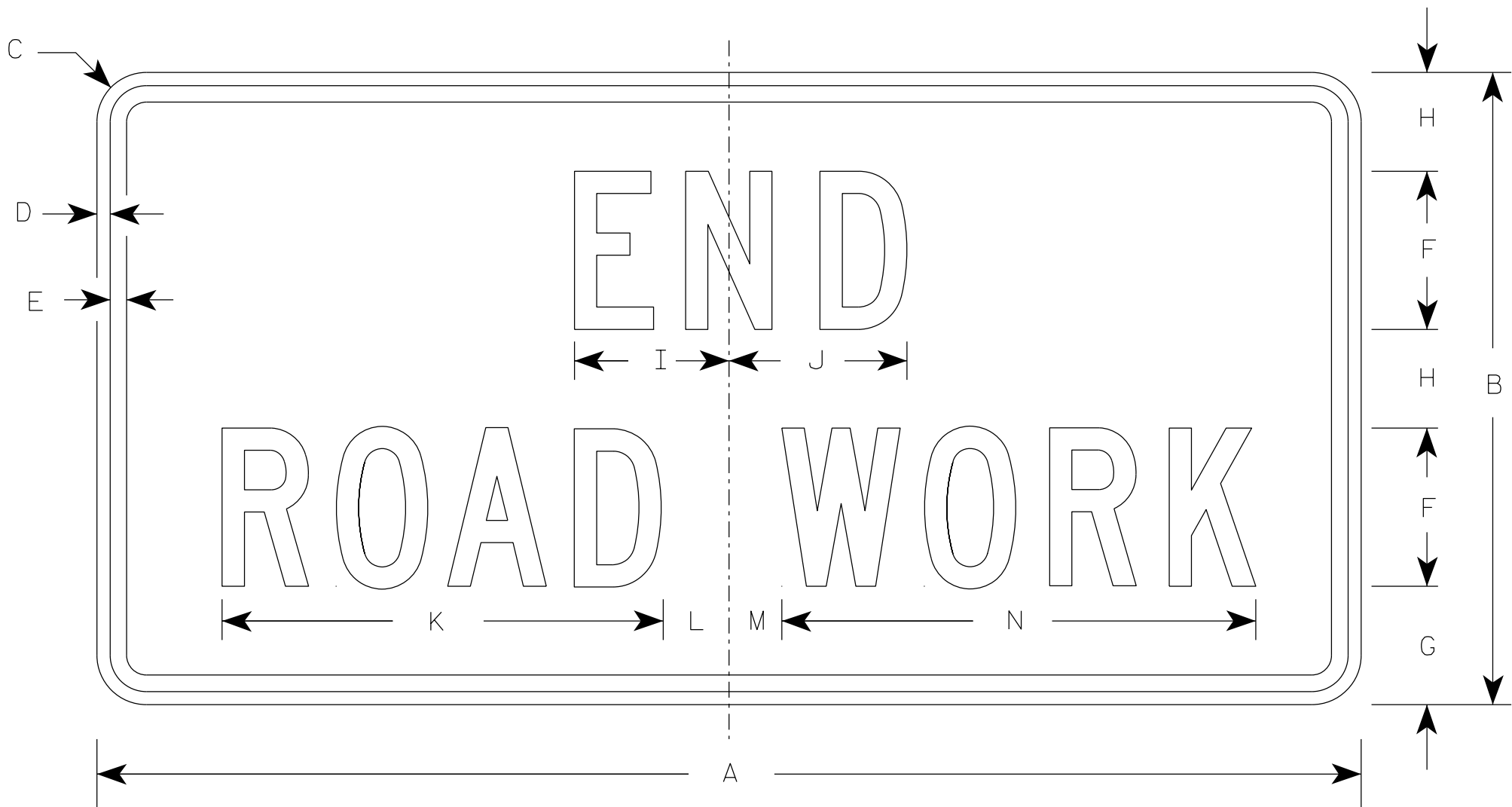
PROJECT NO: SHEET NO: 139 E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:

Background - Orange

Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



G20-2A

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5
2	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
2M	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
3	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
4	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
5	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0

PROJECT NO:

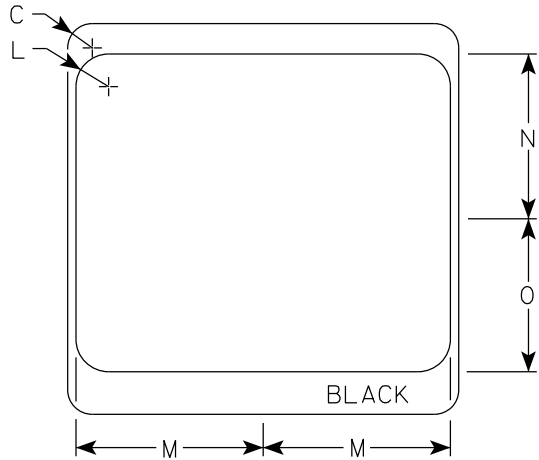
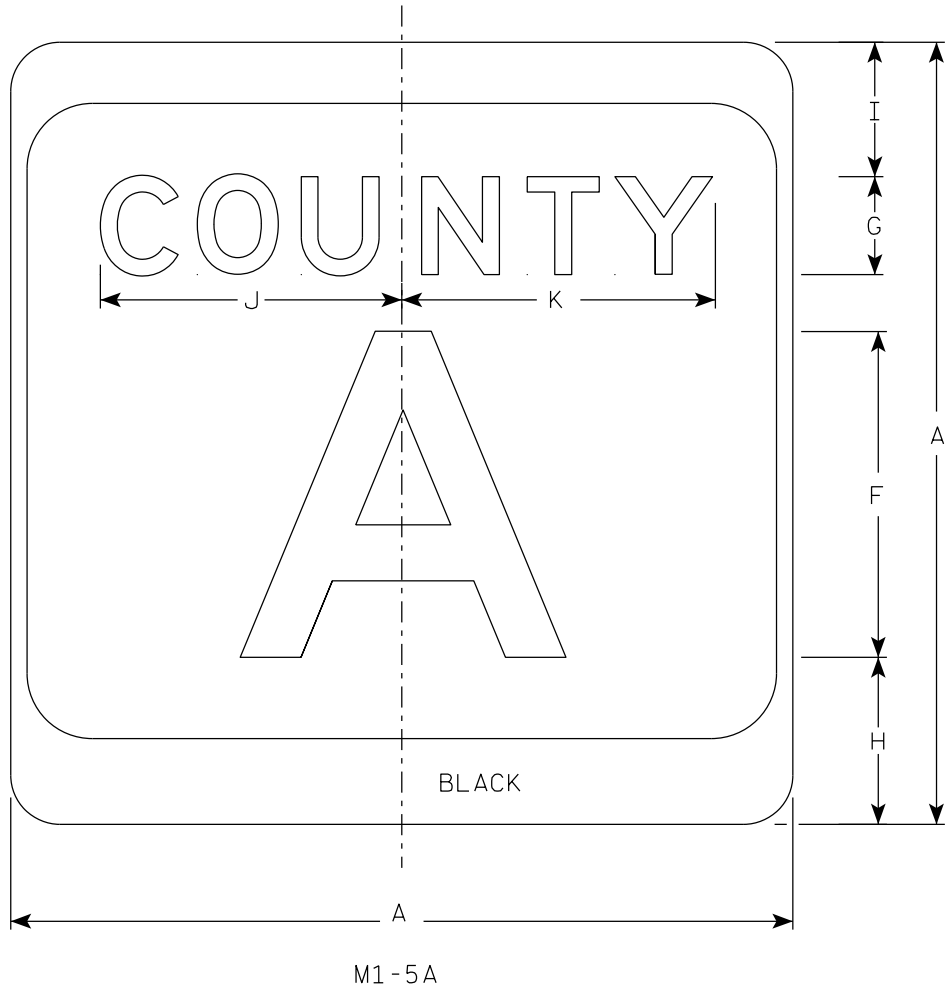
HWY:

COUNTY:

SHEET NO: 140

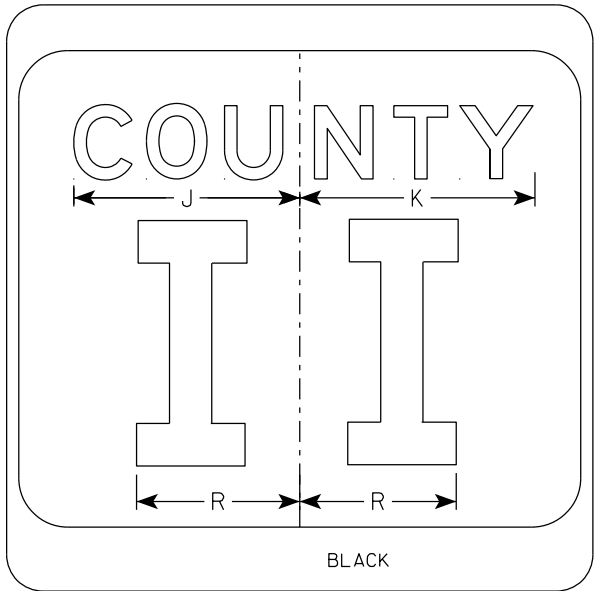
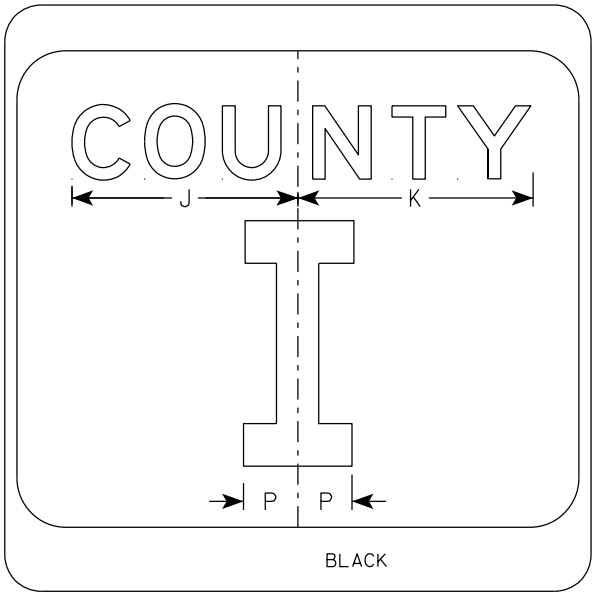
E

7



NOTES

- Sign is Type II - Type H Reflective
- Color:
Background - White & Black
Message - Black
- Message Series - see Note 4
- Message Series E for 1 letter.
Message Series D for 2 letters unless message is too big then Series C.
Message Series C for 3 letters unless message is too big then Series B.
- Substitute appropriate letters & optically center 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																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
2M	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

CTH MARKER

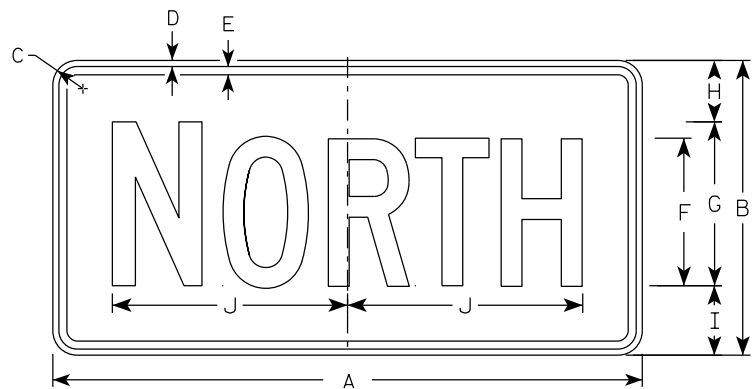
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

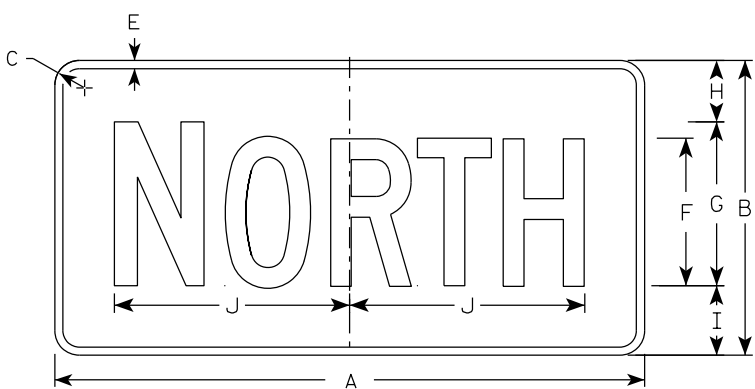
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-5A.9

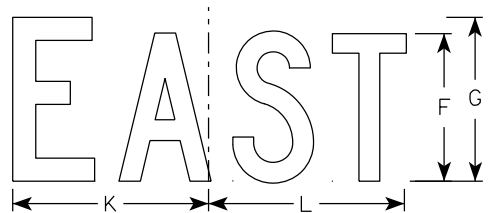
7



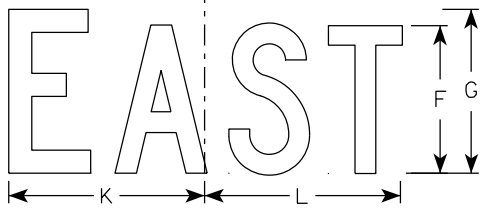
M3-1
MM3-1
MP3-1



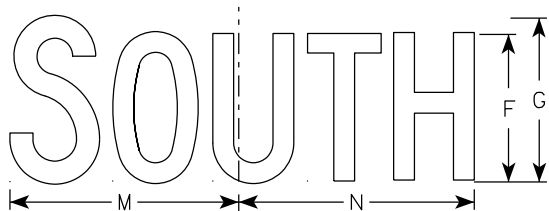
MB3-1
MK3-1
MN3-1



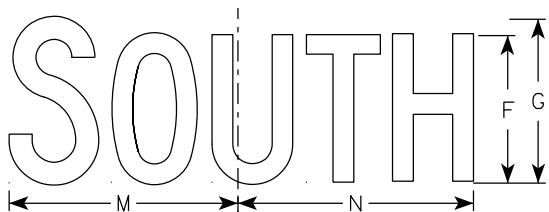
M3-2
MM3-2
MP3-2



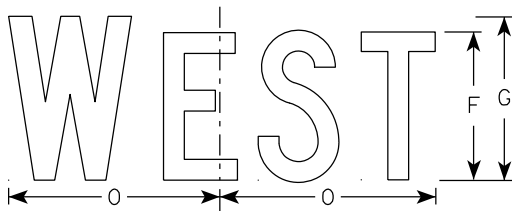
MB3-2
MK3-2
MN3-2



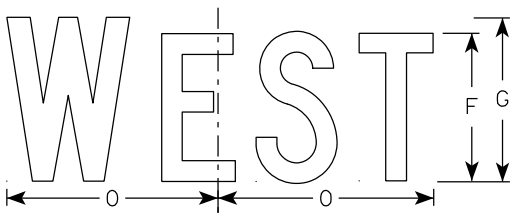
M3-3
MM3-3
MP3-3



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

PROJECT NO:	HWY:	COUNTY:	SHEET NO: 142	E
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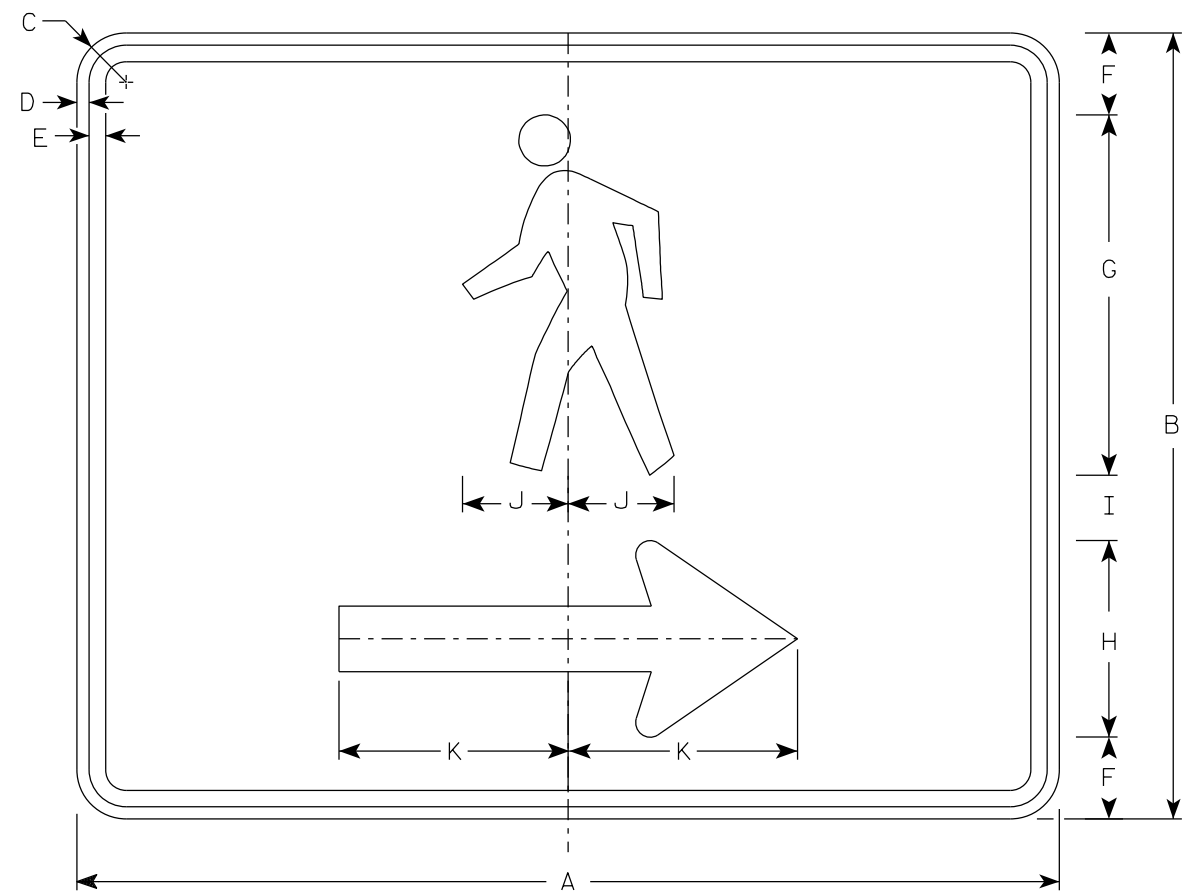
STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

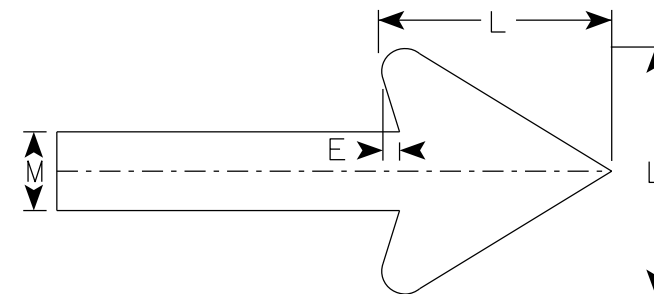
7



M4-60R

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
Background - Orange
Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M4-60L is the same as M4-60R except the arrow is reversed.



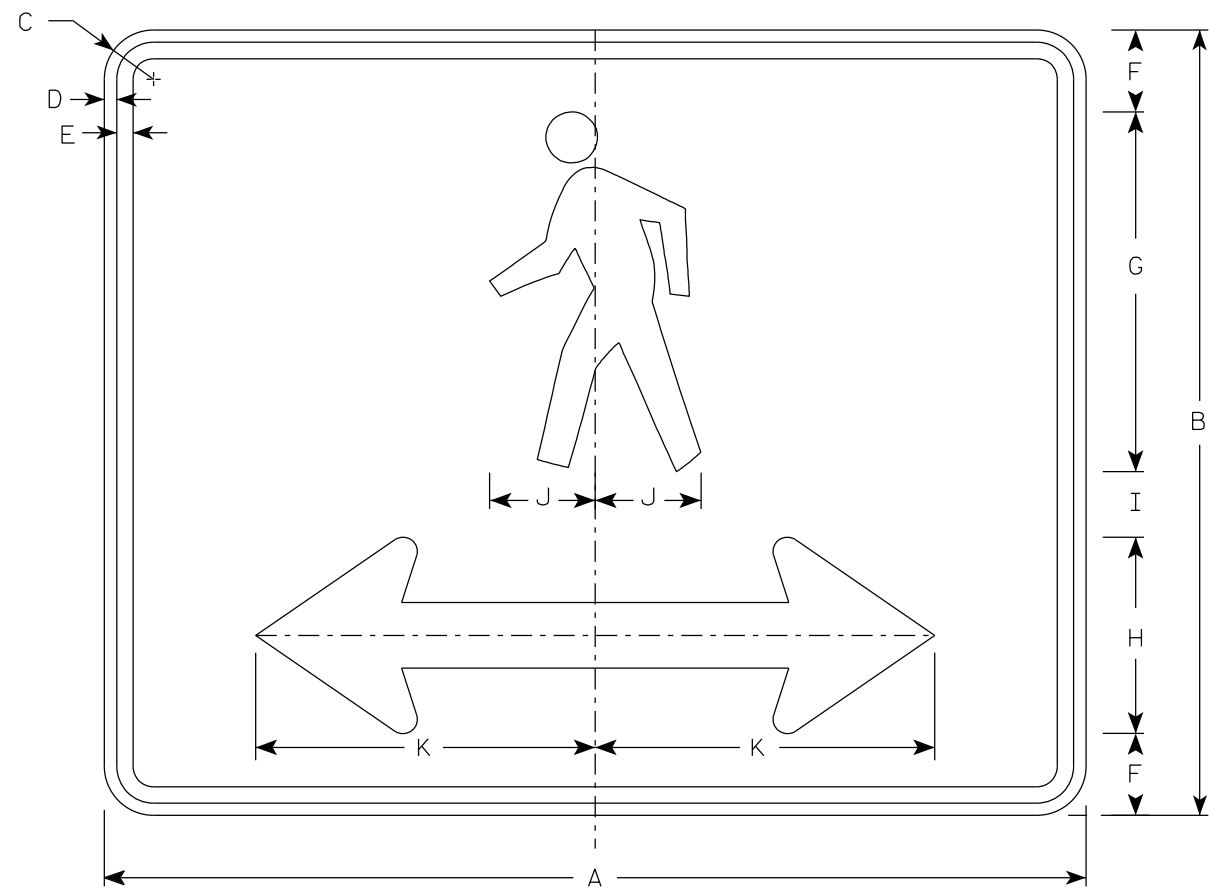
Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
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																											

PROJECT NO:	HWY:	COUNTY:	SHEET NO: 143	E
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7

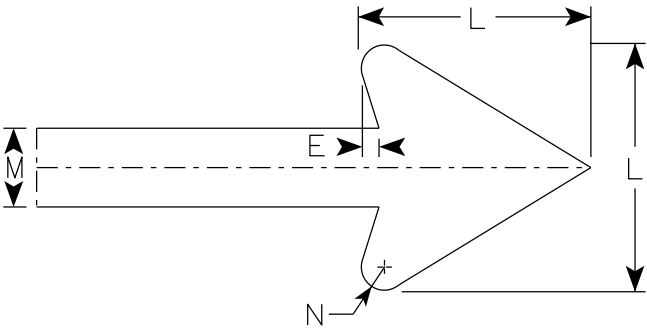
7



M4-60D

NOTES

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

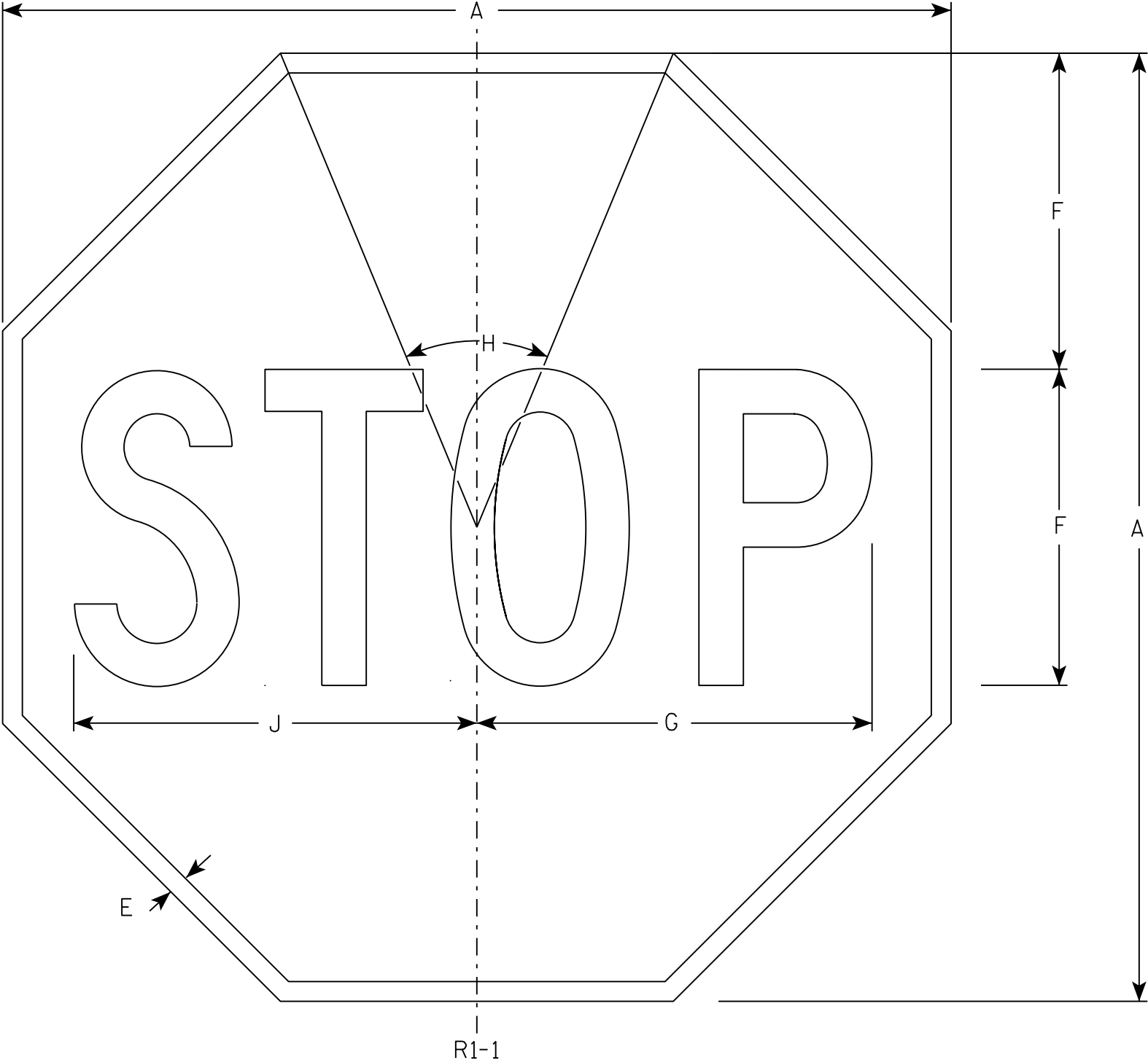


Arrow Detail

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																											

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

7

R1-1

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

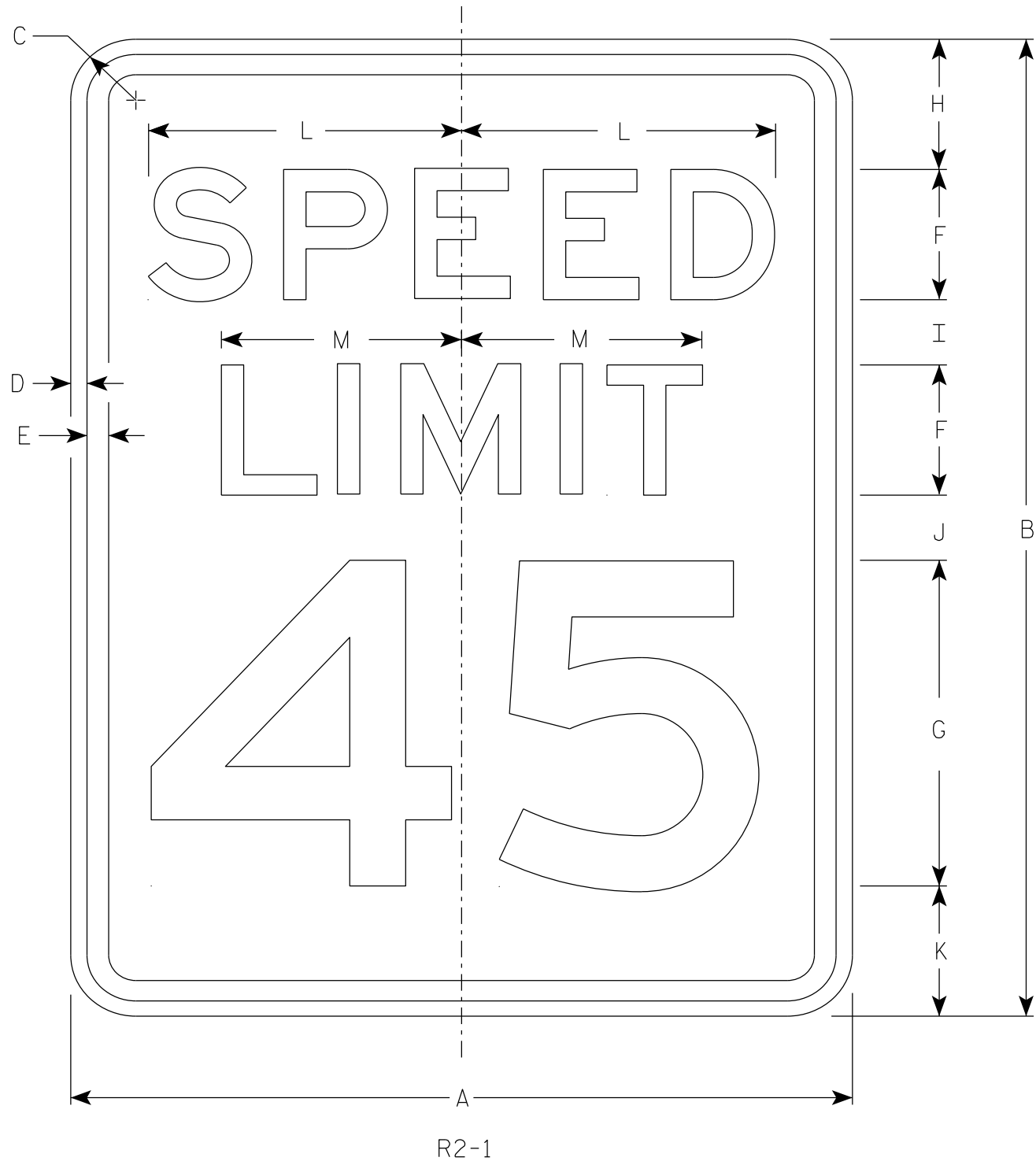
STANDARD SIGN
R1 - 1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

7



NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - E
- 4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	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

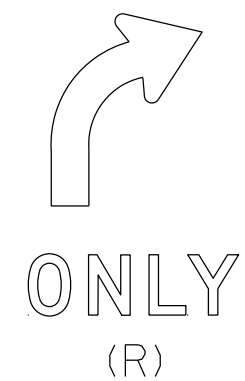
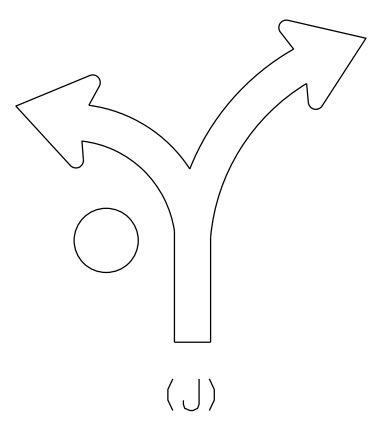
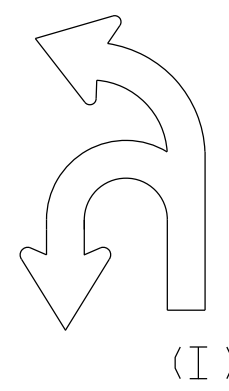
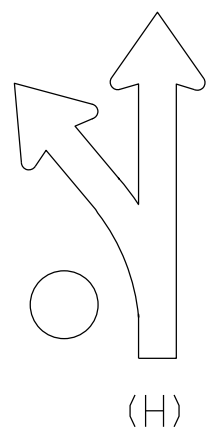
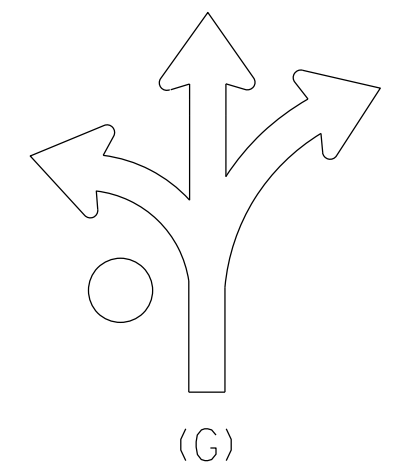
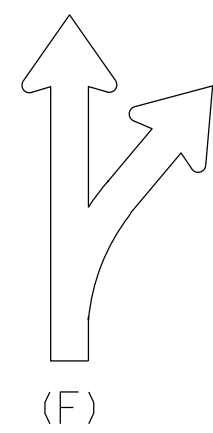
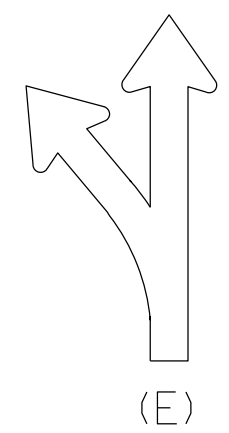
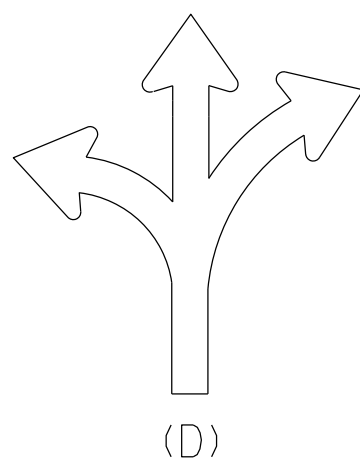
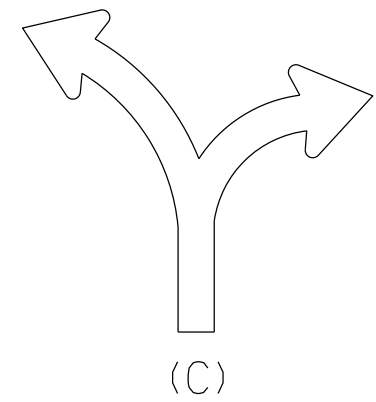
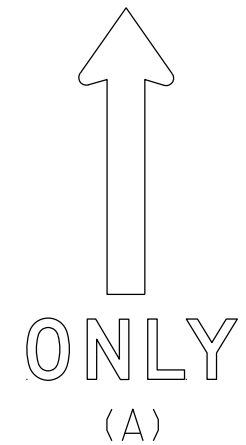
STANDARD SIGN

R2 - 1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-1.14



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

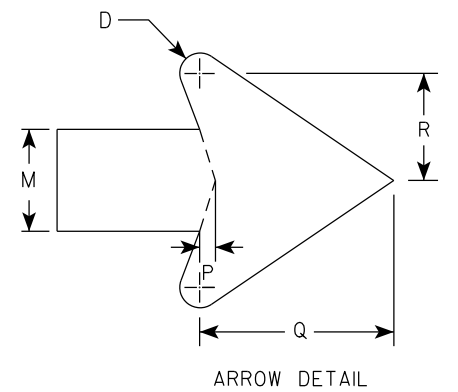
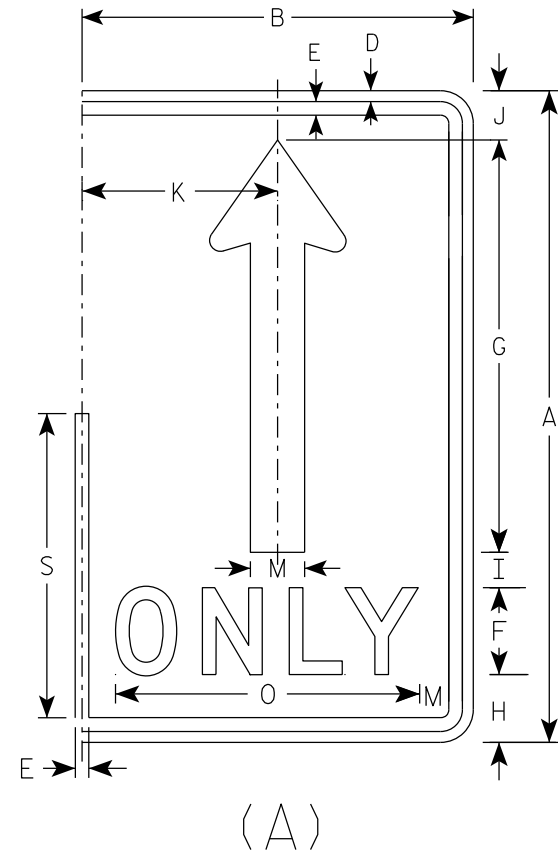
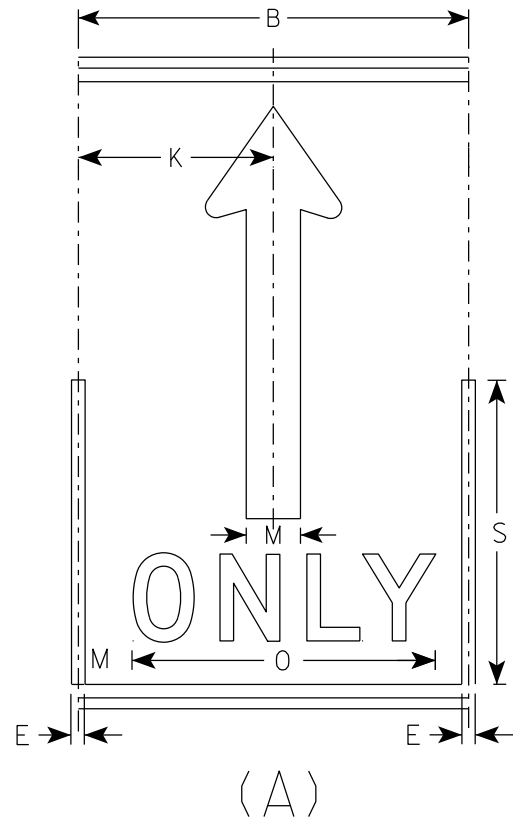
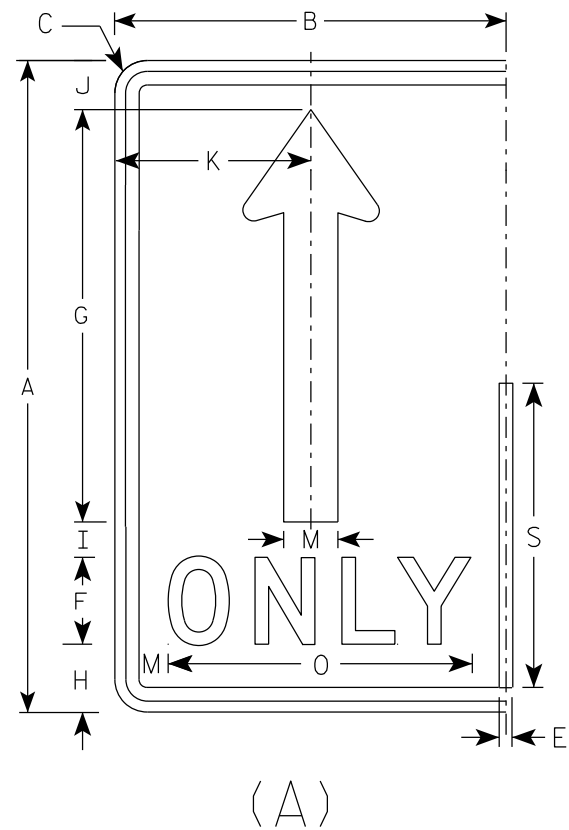
6. When letters C,D,G,J are used on the Left or Right end of the sign the Sq.Ft. changes.

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	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 2/14/23	PLATE NO. R3-8.2

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 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	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

7

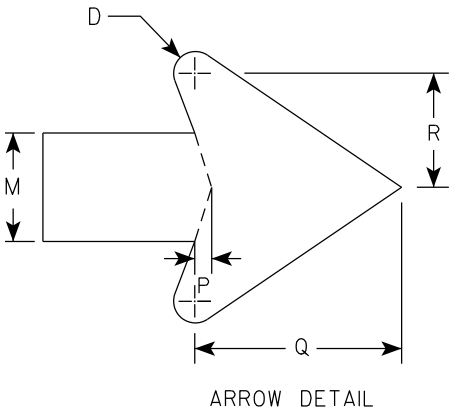
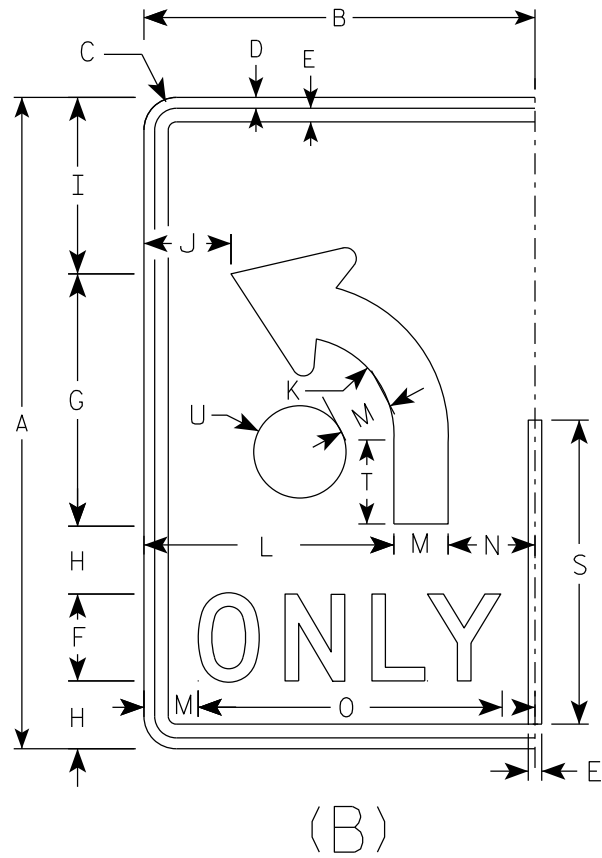
NOTES

1. Sign is Type II - Type H Reflective
2. Color:

Background - White

Message - Black

Message Series - D



7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	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

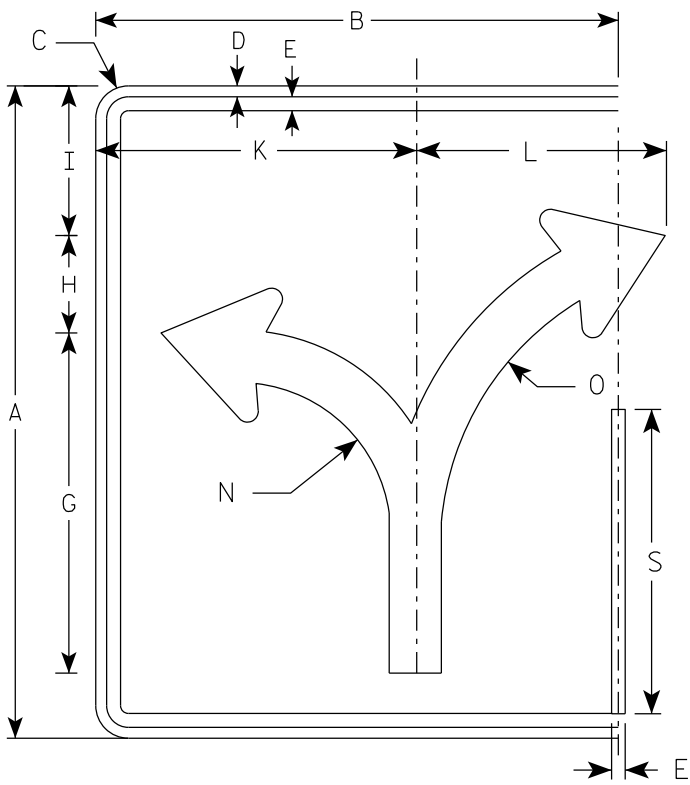
APPROVED *Matthew R. Rauch*

for State Traffic Engineer

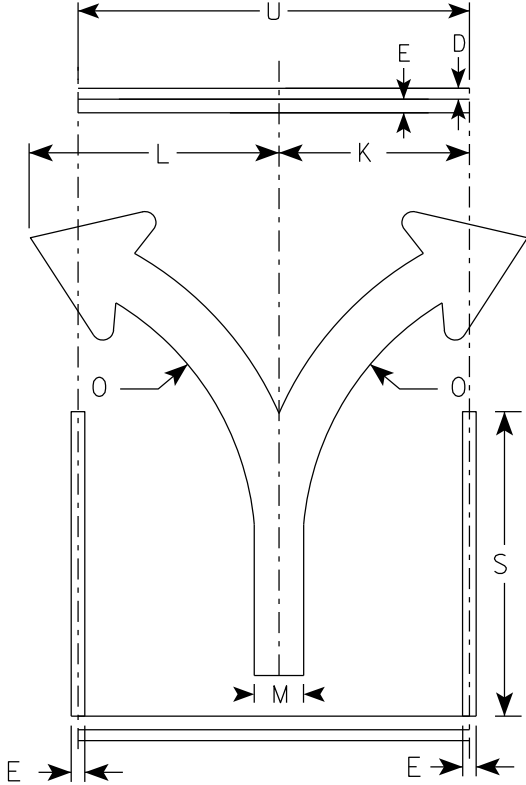
DATE 2/14/23 PLATE NO. R3-8.2

NOTES

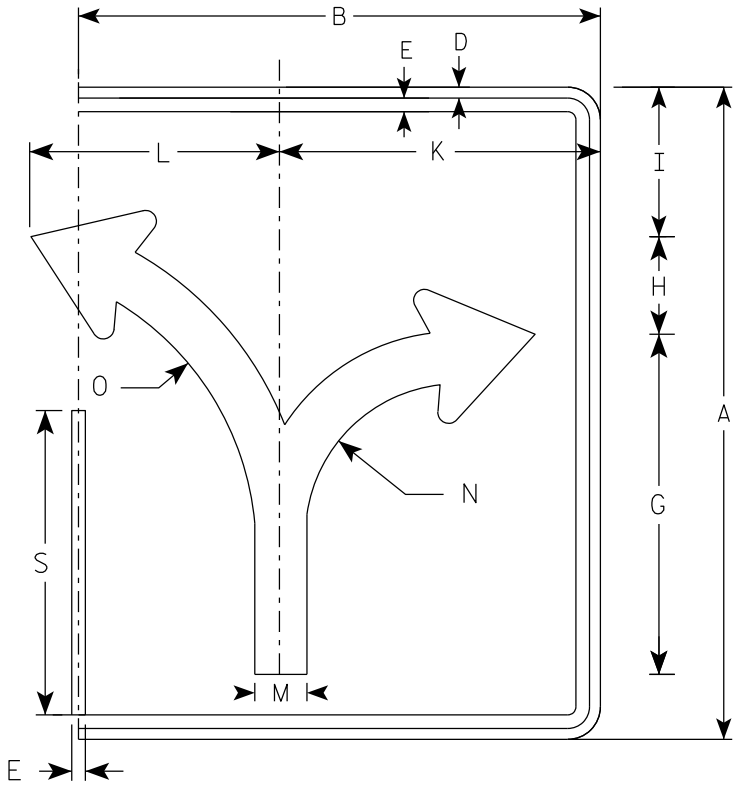
- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - None



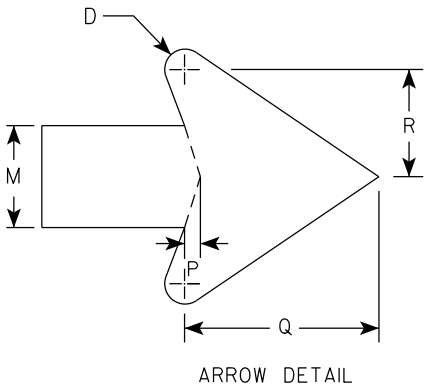
(C)



(C)



(C)



																											ENDS	MIDDLE
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area 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

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 150

E

STANDARD SIGN
R3-8 (C) Arrow

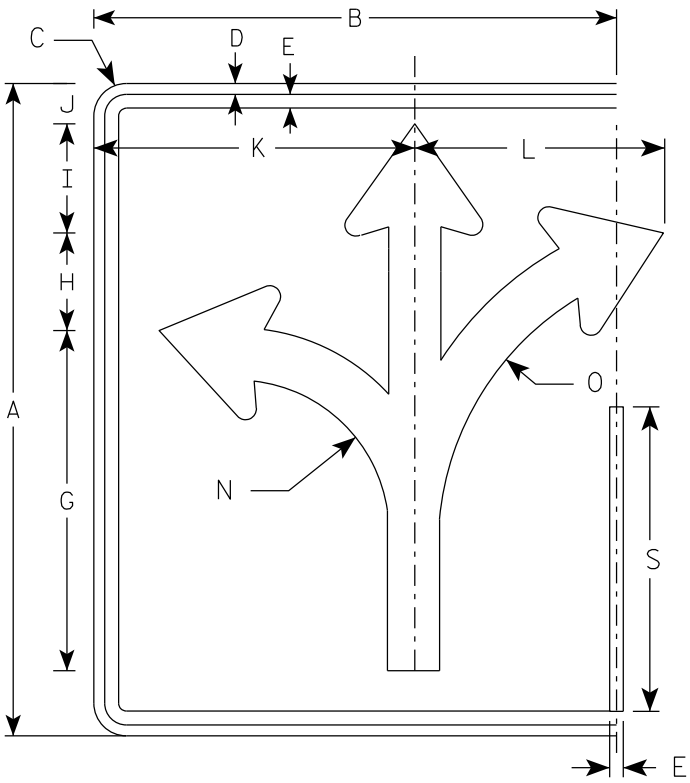
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

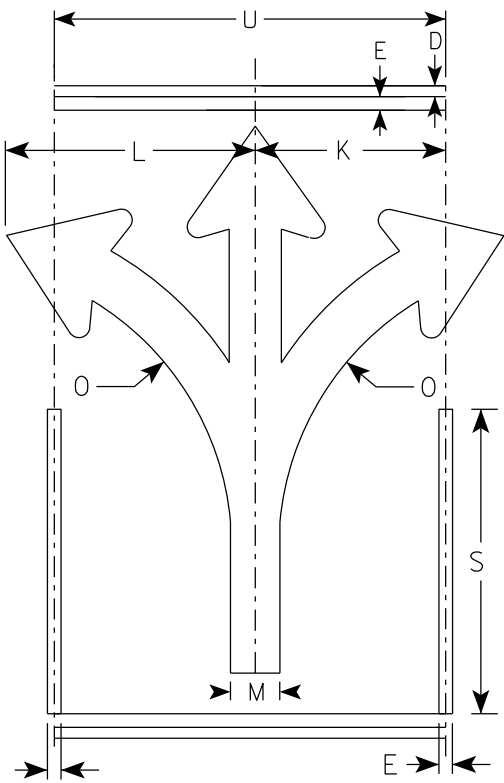
DATE 2/14/23 PLATE NO. R3-8.2

NOTES

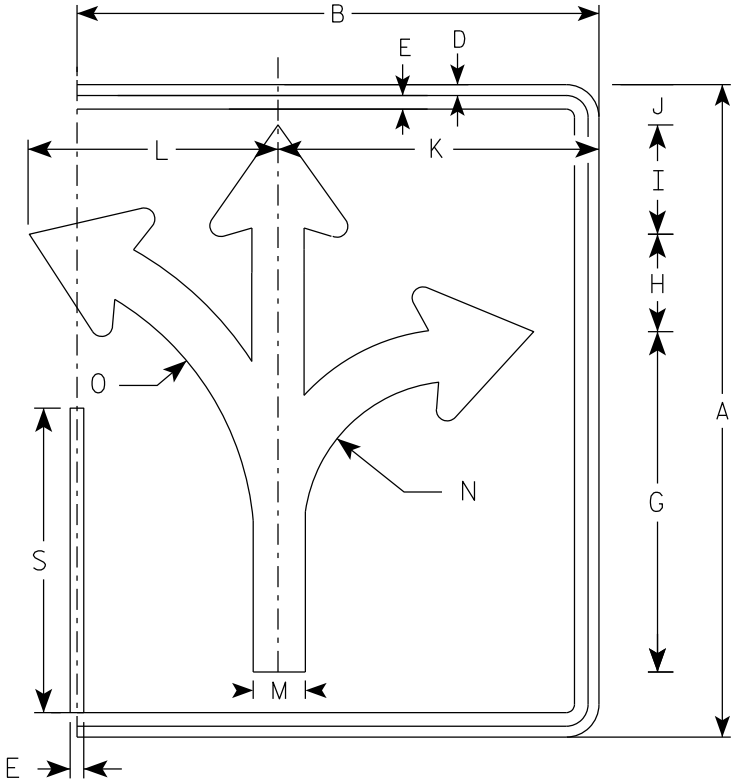
- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - None



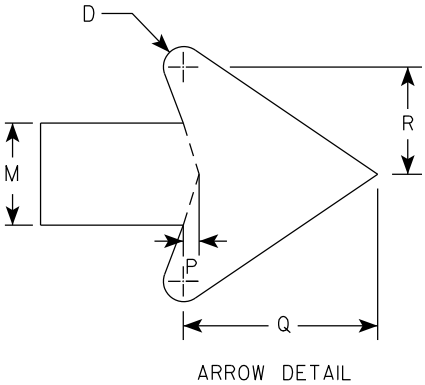
(D)



(D)



(D)



																												ENDS	MIDDLE
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area 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	

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 151

E

STANDARD SIGN
R3-8 (D) Arrow

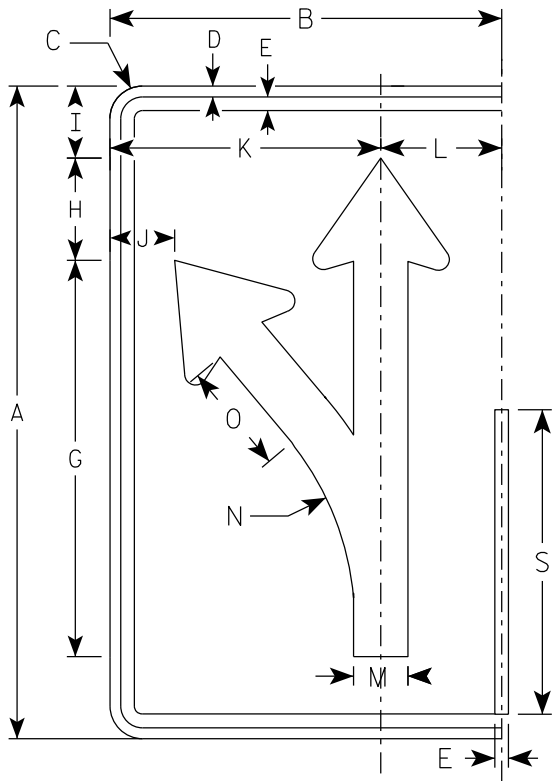
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

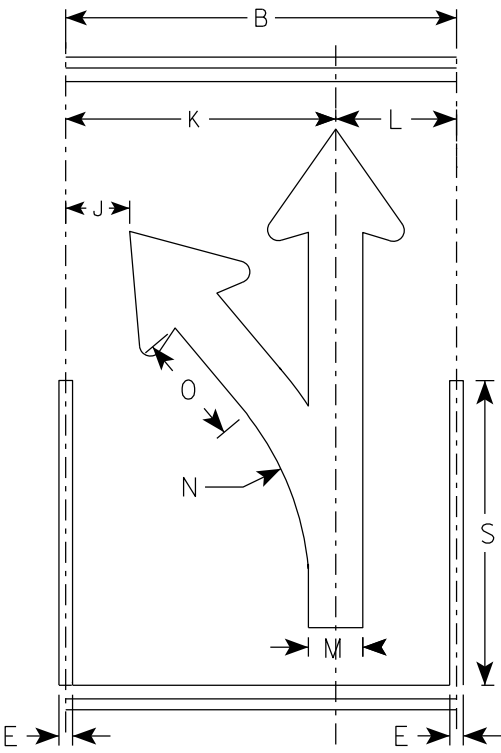
DATE 2/14/23 PLATE NO. R3-8.2

NOTES

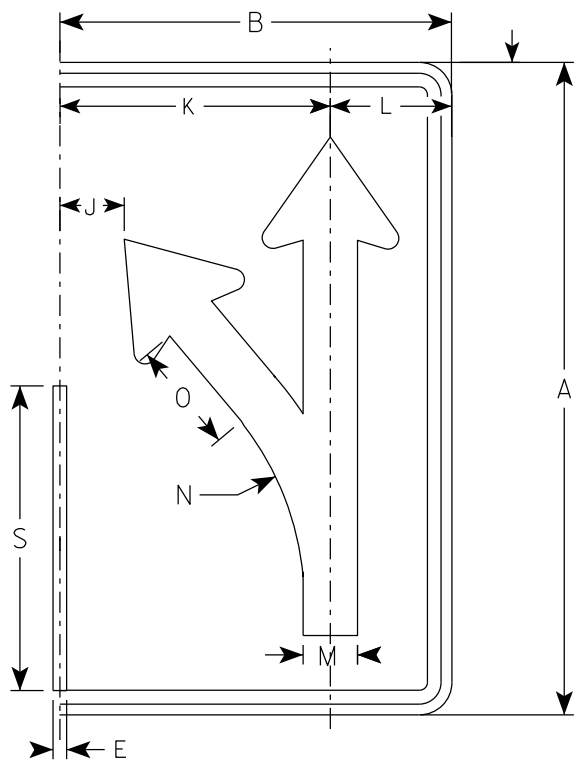
- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - None



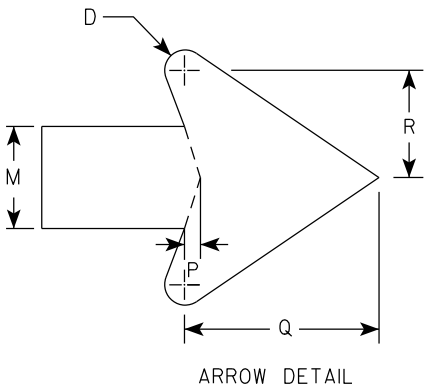
(E)



(E)



(E)



ARROW DETAIL

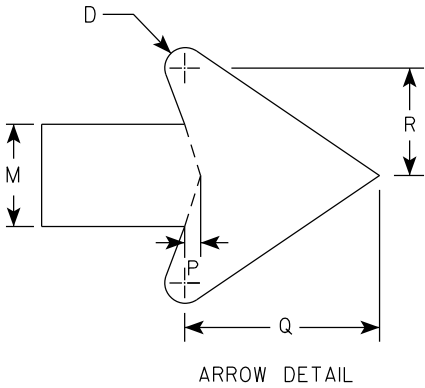
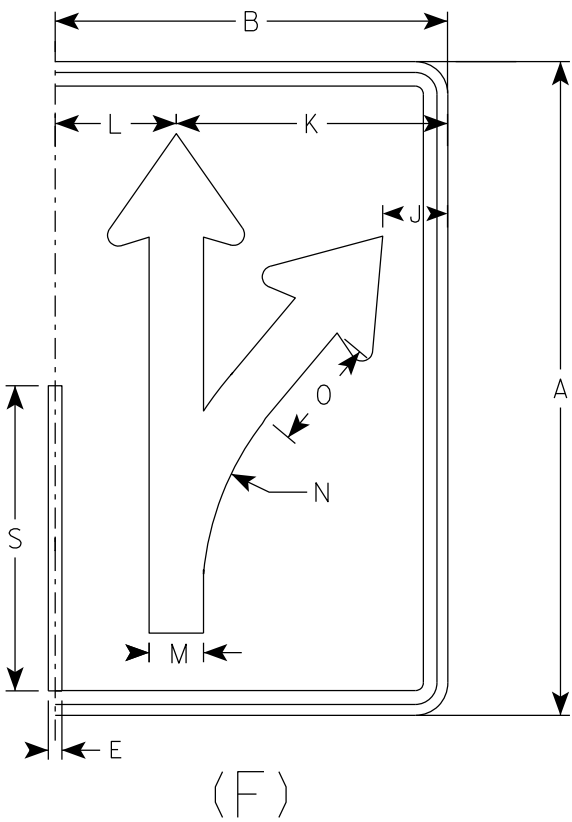
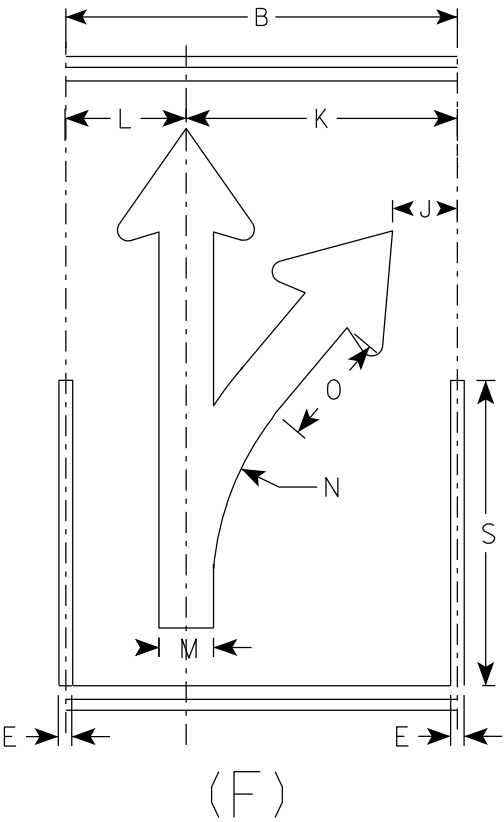
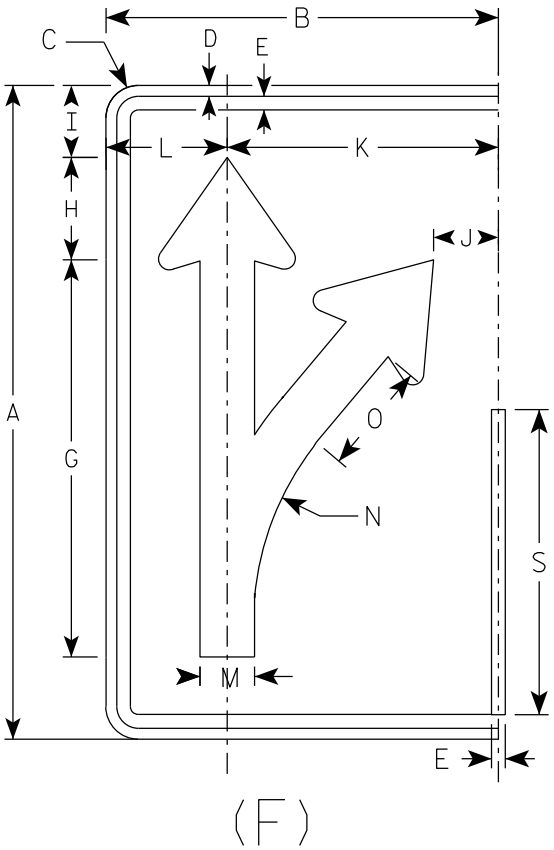
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								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

NOTES

1. Sign is Type II - Type H Reflective
2. Color:

Background - White

Message - Black
3. Message Series - None



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

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 153

E

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

7

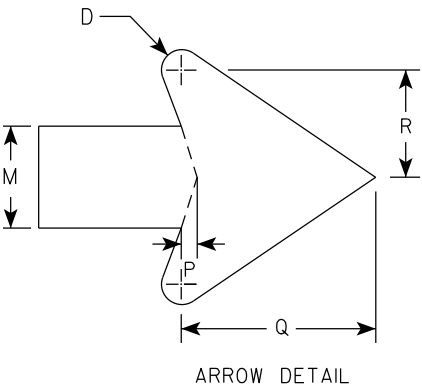
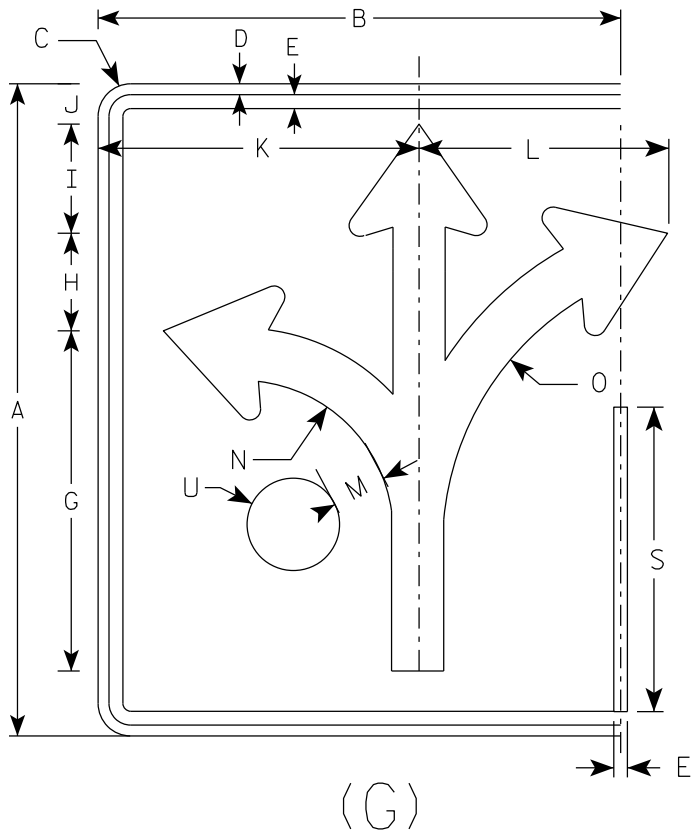
7

NOTES

1. Sign is Type II - Type H Reflective
2. Color:

Background - White

Message - Black
3. Message Series - None



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

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 154

E

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

7

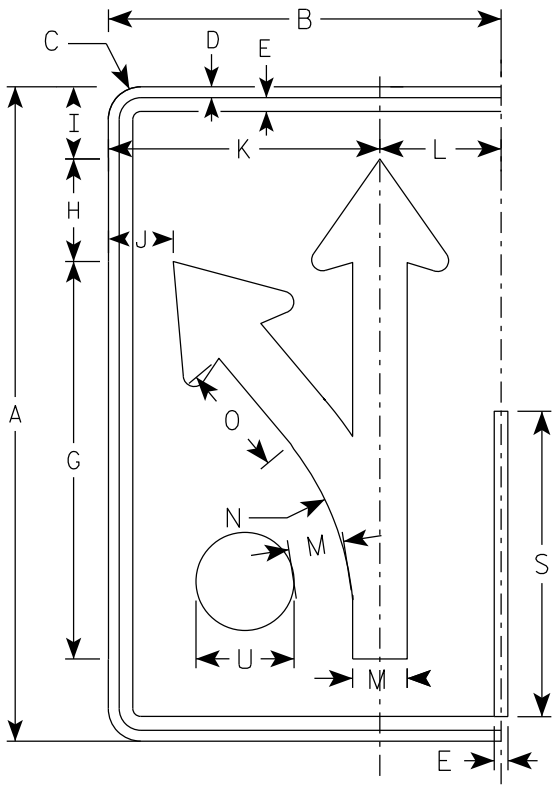
7

NOTES

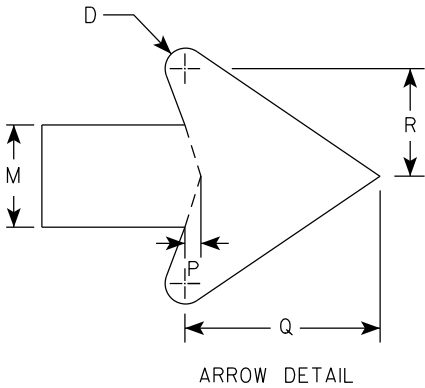
1. Sign is Type II - Type H Reflective
2. Color:

Background - White

Message - Black
3. Message Series - None



(H)



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

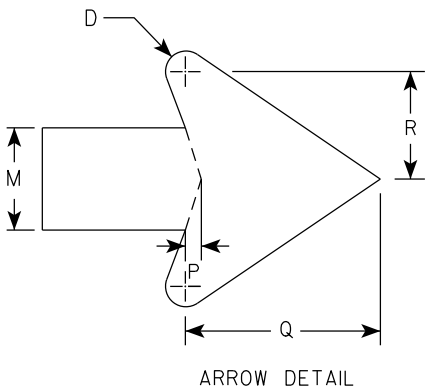
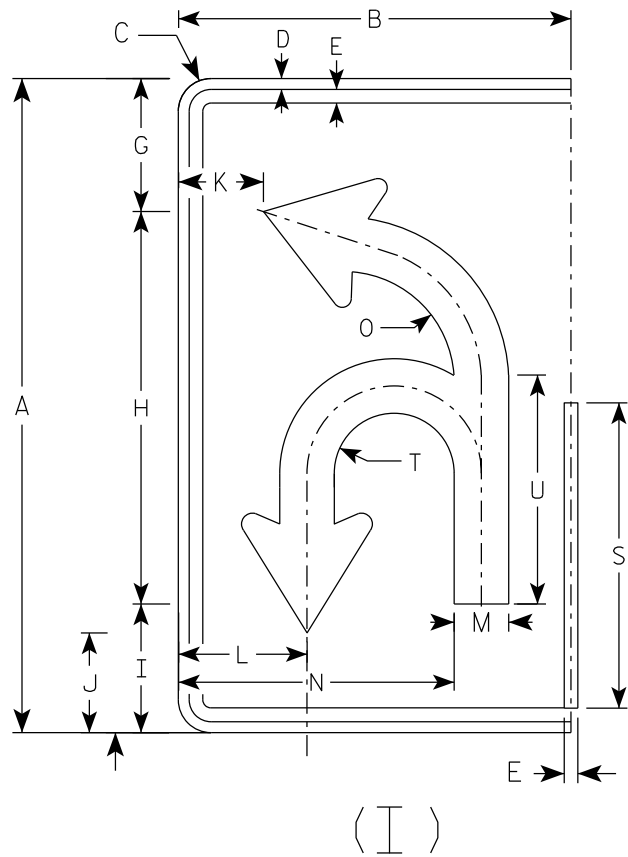
7

NOTES

1. Sign is Type II - Type H Reflective
2. Color:

Background - White

Message - Black
3. Message Series - None



7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	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

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 156

E

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

7

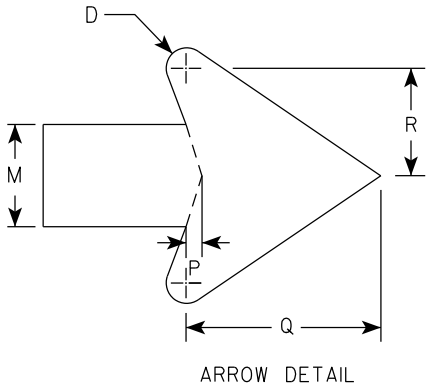
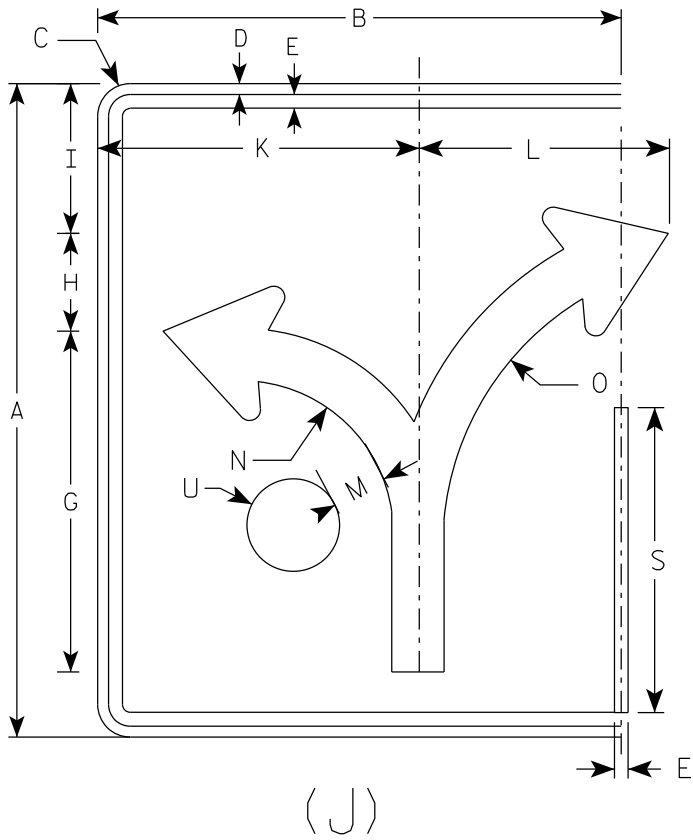
7

NOTES

1. Sign is Type II - Type H Reflective
2. Color:

Background - White

Message - Black
3. Message Series - None



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

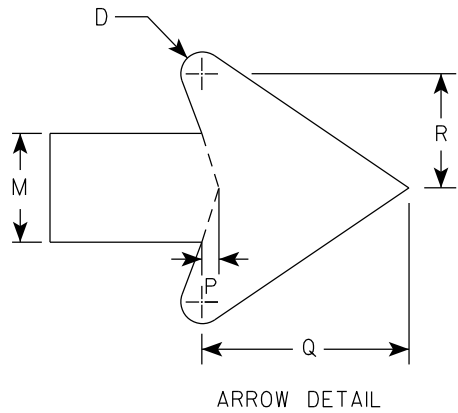
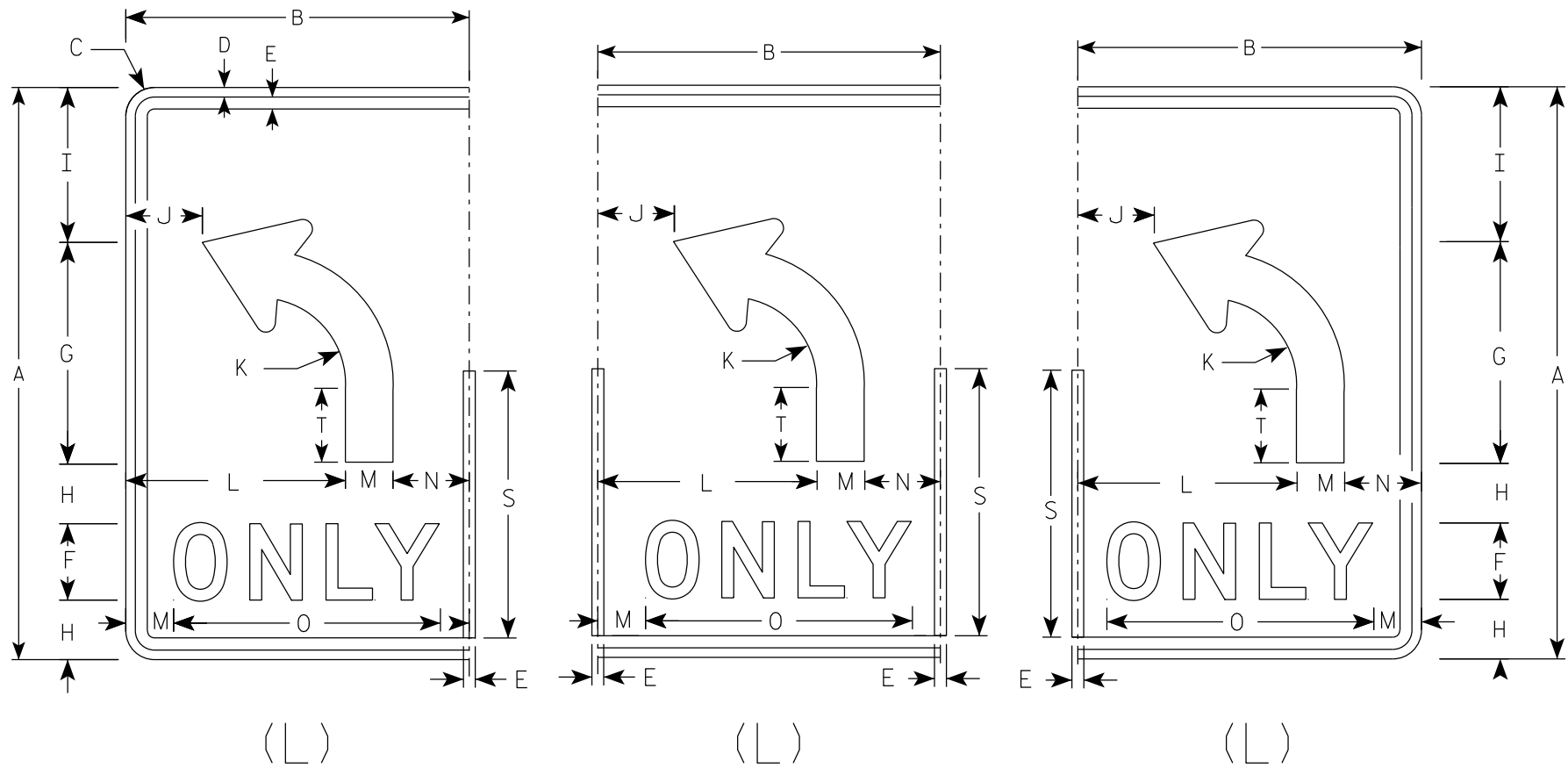
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 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	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

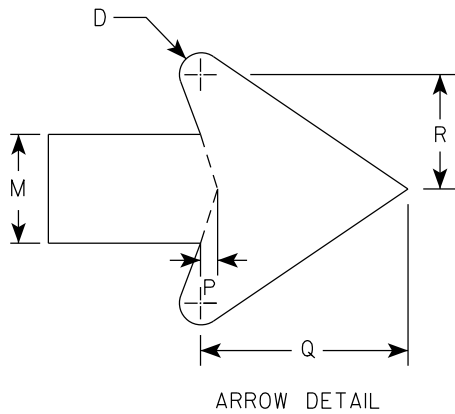
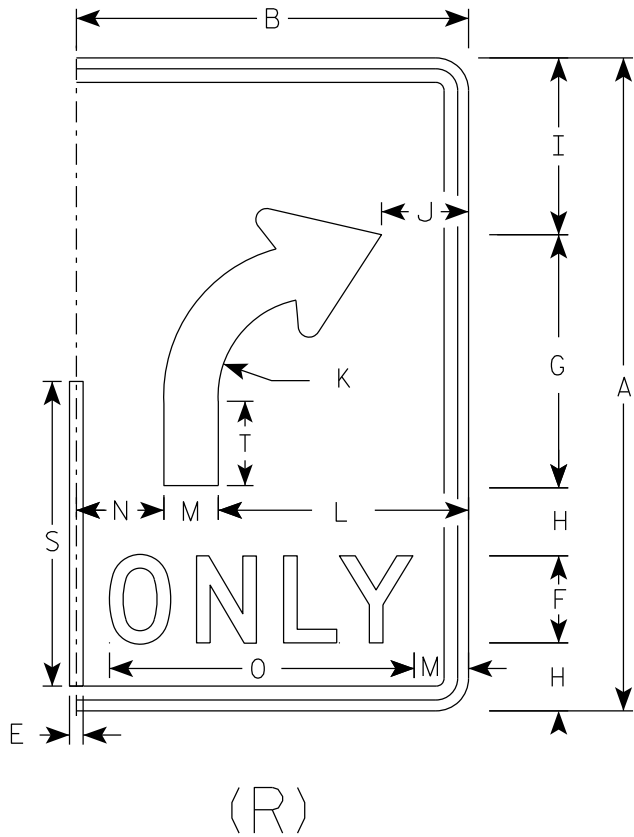
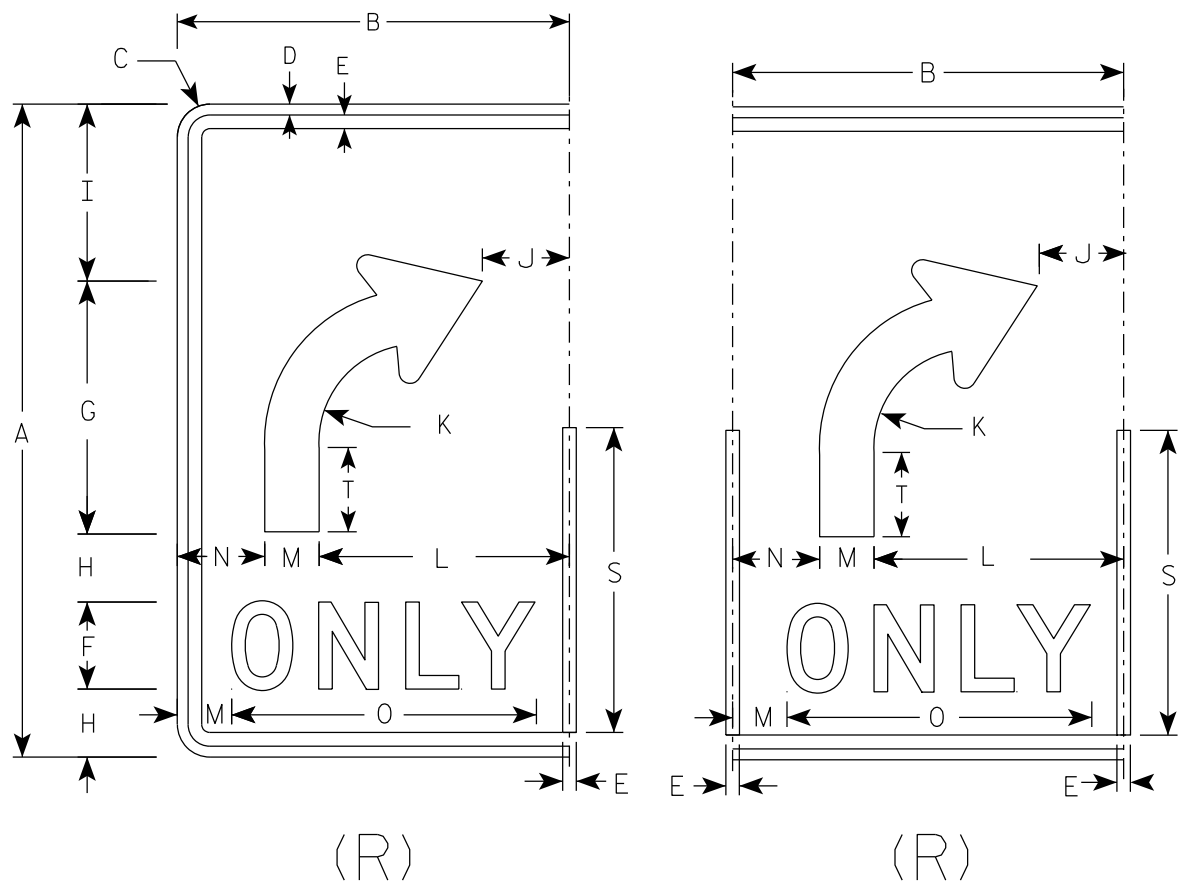
DATE 2/14/23

PLATE NO. R3-8.2

7

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - D



7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	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

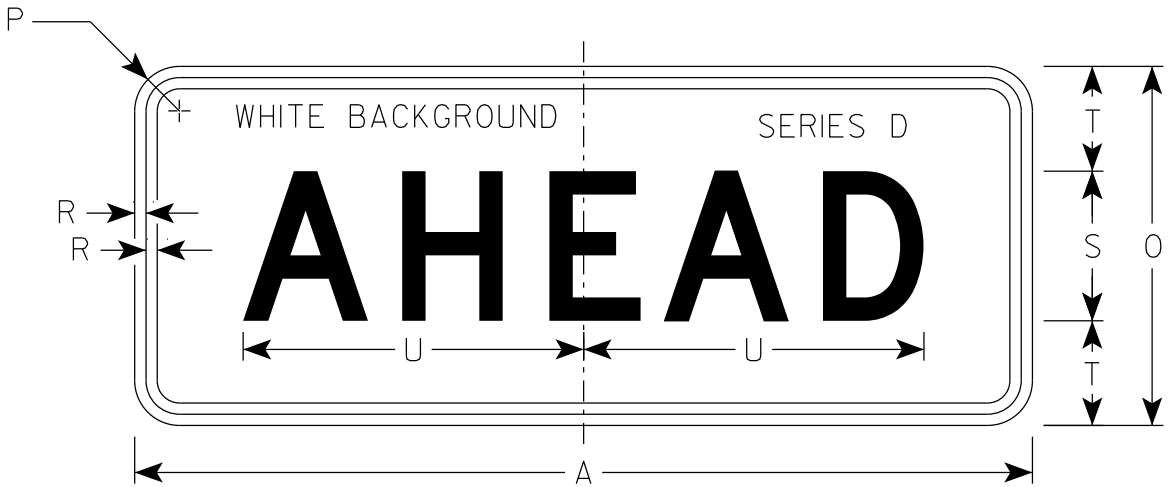
PLATE NO. R3-8.2



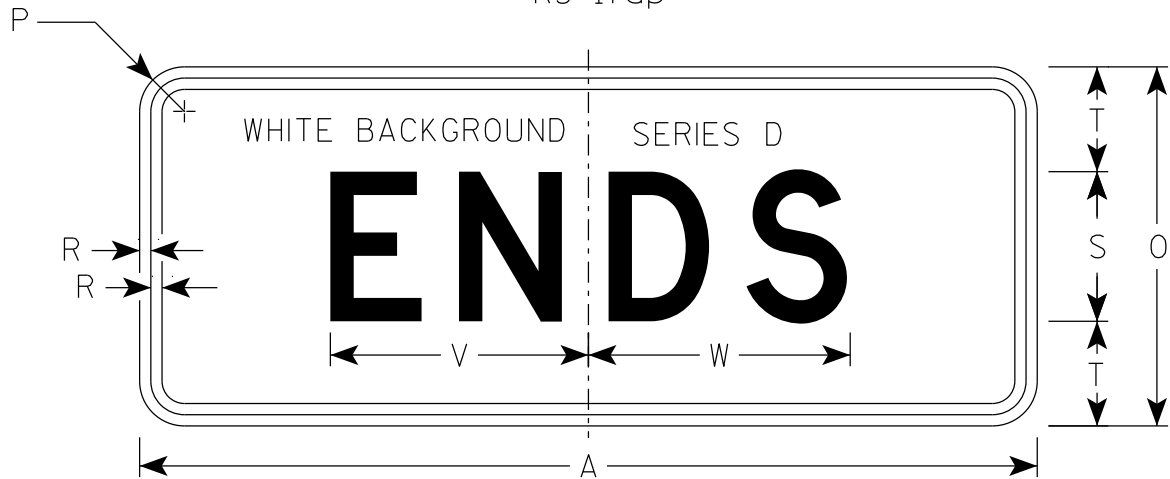
R3-17

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - AS SHOWN
Message - BLACK
- 3. Message Series - C or as noted



R3-17ap



R3-17bp

																												R3-17	R3-17ap	R3-17bp
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	v	W	X	Y	Z	Area sq. ft.	Area sq. ft.	Area sq. ft.	
1																														
2S	30	24	1 1/2	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/2	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5	
2M	30	24	1 1/2	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/2	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5	
3																														
4																														
5																														

STANDARD SIGN

R3-17 & R3-17a&bp

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

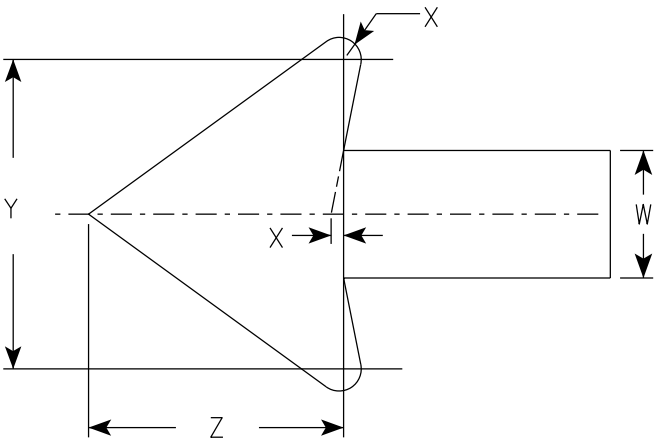
DATE 2/23/23 PLATE NO. R3-17.3



R7-53

NOTES

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



ARROW DETAIL

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

PROJECT NO:

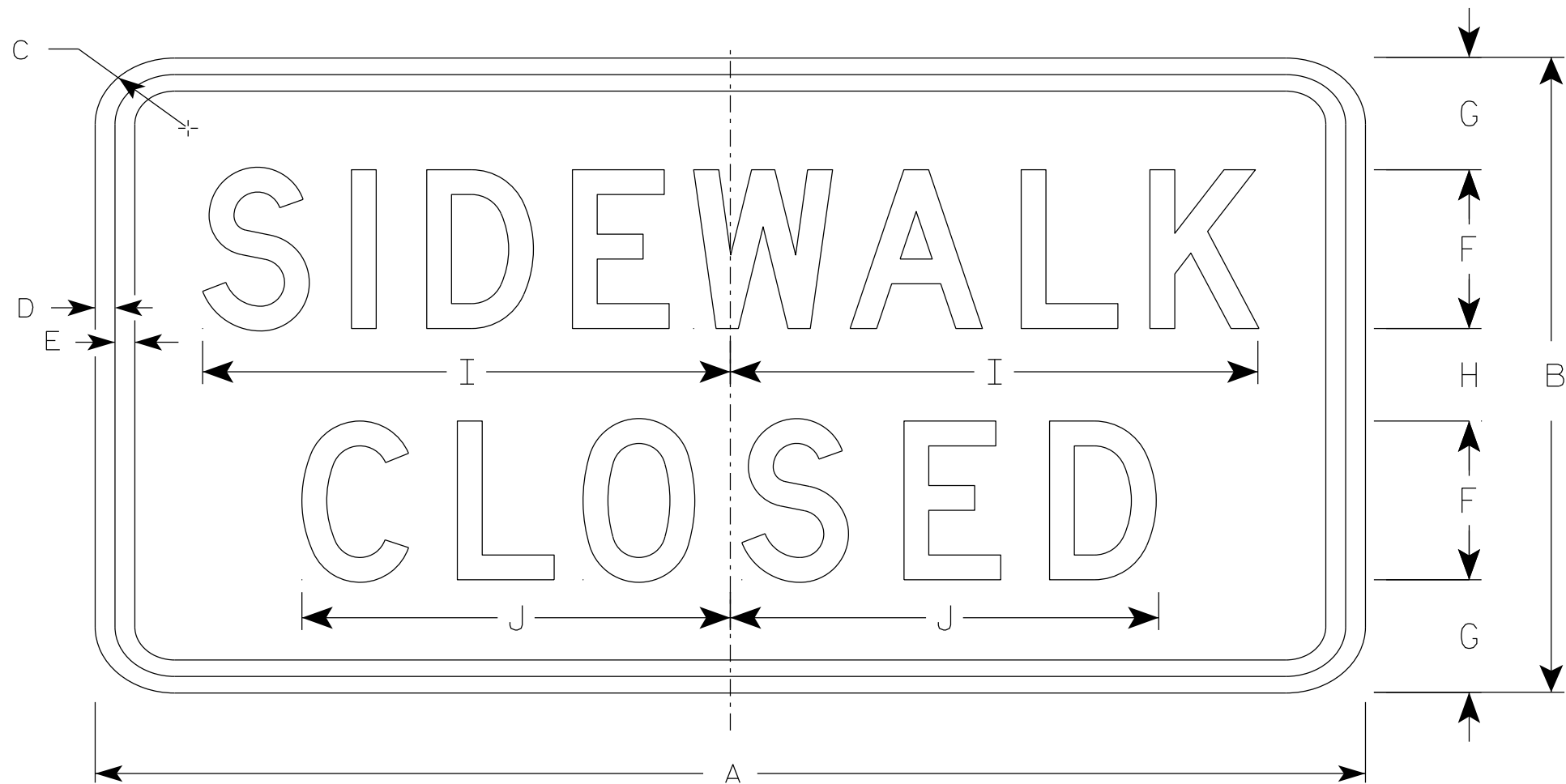
HWY:

COUNTY:

SHEET NO: 161

E

7



R9-9

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
 - Background - White
 - Message - Black
- 3. Message Series - C
- 4. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/2	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
2M	24	12	1 1/2	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
3	30	18	1 1/2	1/2	1/2	4	3 1/2	3	12 1/2	10 1/4																	3.75
4																											
5																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 162

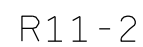
E

STANDARD SIGN
R9-9

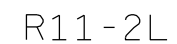
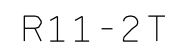
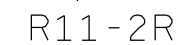
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

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

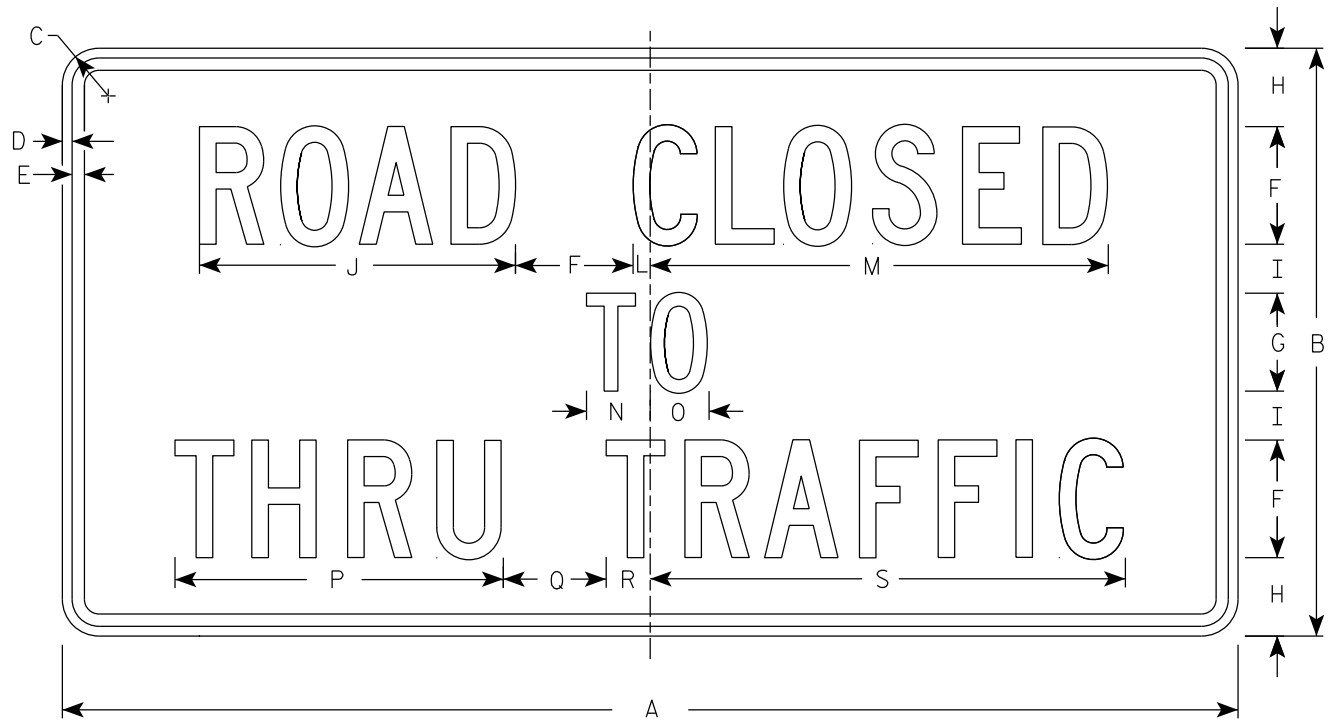


1. Sign is Type II - Type H Reflective
2. Color:
 - Background - White
 - Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the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



STANDARD SIGN	
R11-2	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<u>Matthew R. Rauch</u> for State Traffic Engineer
DATE <u>2/5/24</u>	PLATE NO. <u>R11-2.12</u>

7



R11-4

NOTES

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

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 7/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 7/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

PROJECT NO:

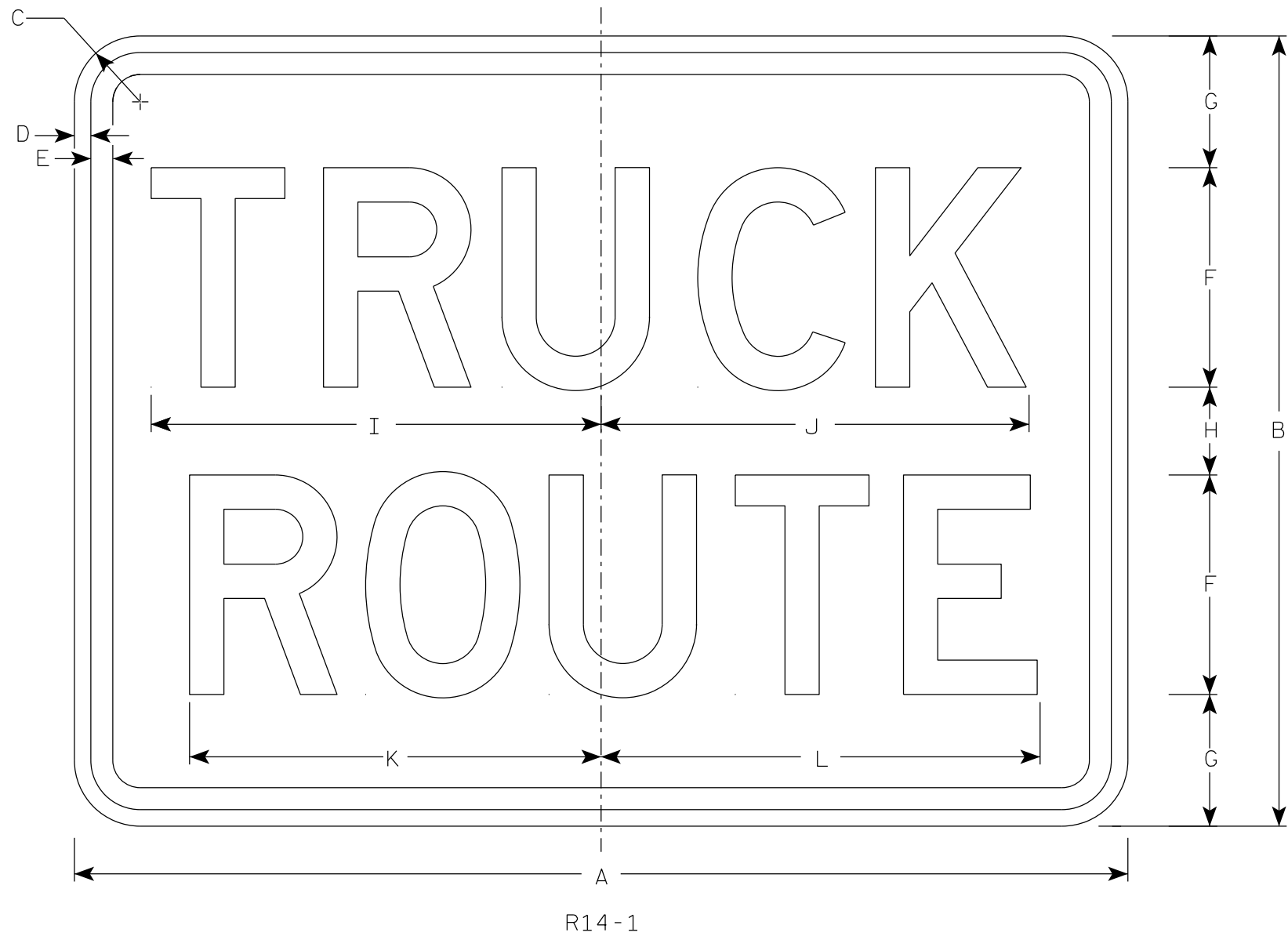
HWY:

COUNTY:

SHEET NO: 164

E

7



NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - D

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	18	1 1/2	3/8	1/2	5	3	2	10 1/4	9 3/4	9 3/8	10															3.0
2M	24	18	1 1/2	3/8	1/2	5	3	2	10 1/4	9 3/4	9 3/8	10															3.0
3	30	24	1 1/2	3/8	1/2	6	4	4	12 1/4	11 3/4	11 1/4	12															5.0
4																											
5																											

PROJECT NO:

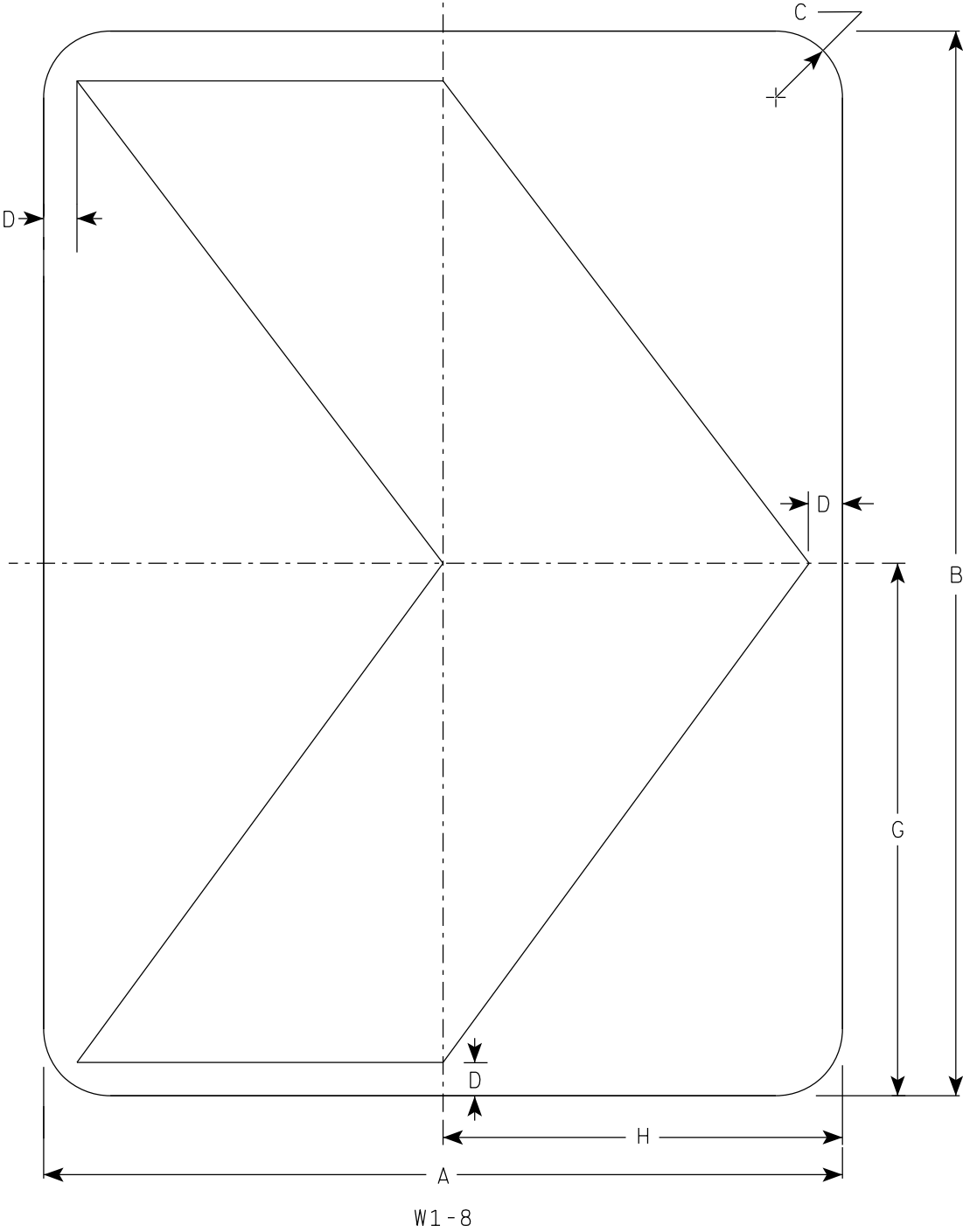
HWY:

COUNTY:

SHEET NO: 165

E

7



NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
 - Background - Yellow
 - Message - Black

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 1/2	1/2			9	6																			1.5
2S	18	24	1 1/2	3/4			12	9																			3.0
2M	18	24	1 1/2	3/4			12	9																			3.0
3	24	30	1 1/2	1			15	12																			5.0
4	30	36	1 7/8	1 1/4			18	15																			7.5
5	36	48	1 7/8	1 1/2			24	18																			12.0

STANDARD SIGN
W1-8

WISCONSIN DEPT OF TRANSPORTATION

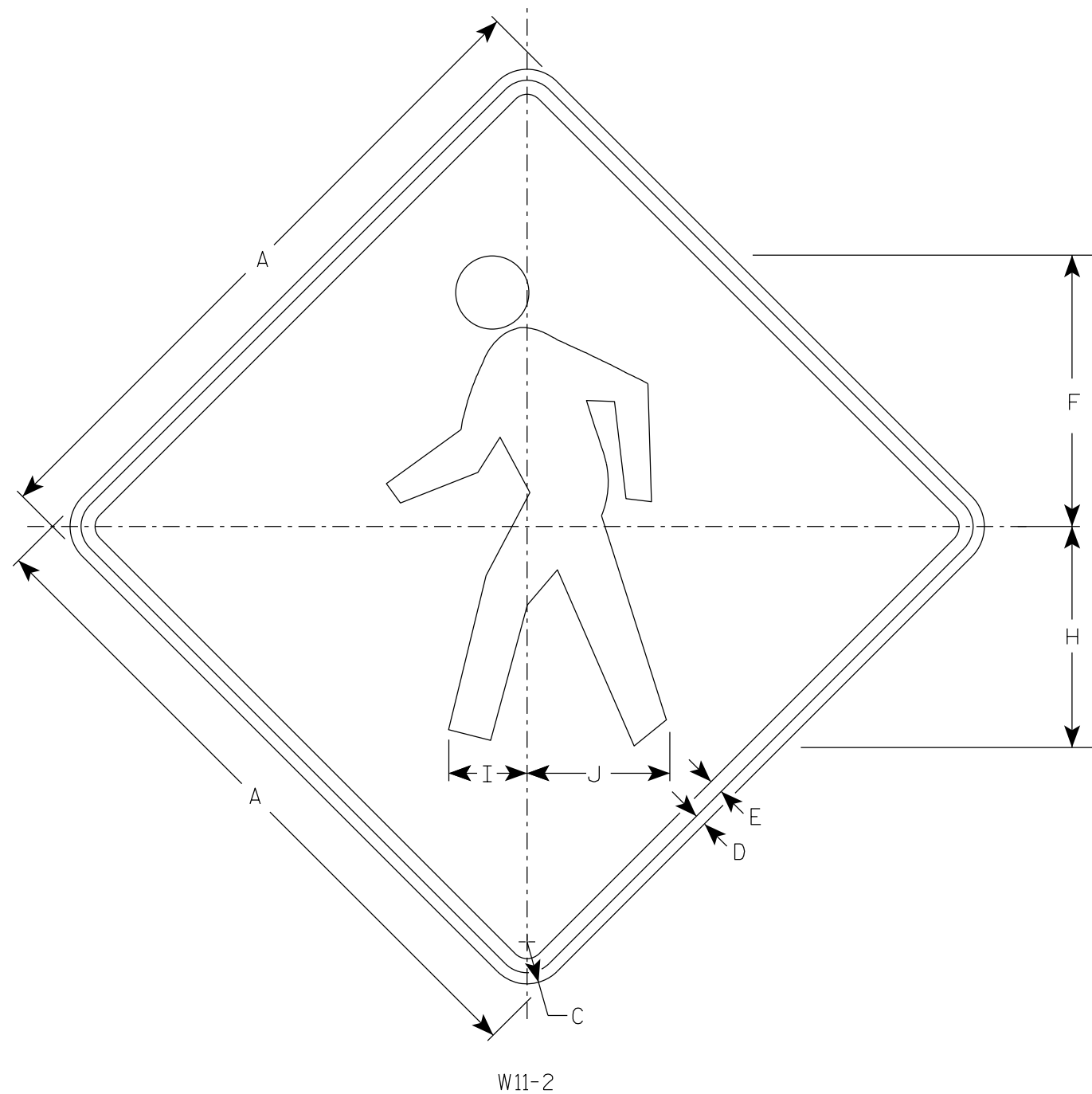
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/11/2023 PLATE NO. W1-8.7

SHEET NO: 166

E

7



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
Background - Yellow
Message - Black

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	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

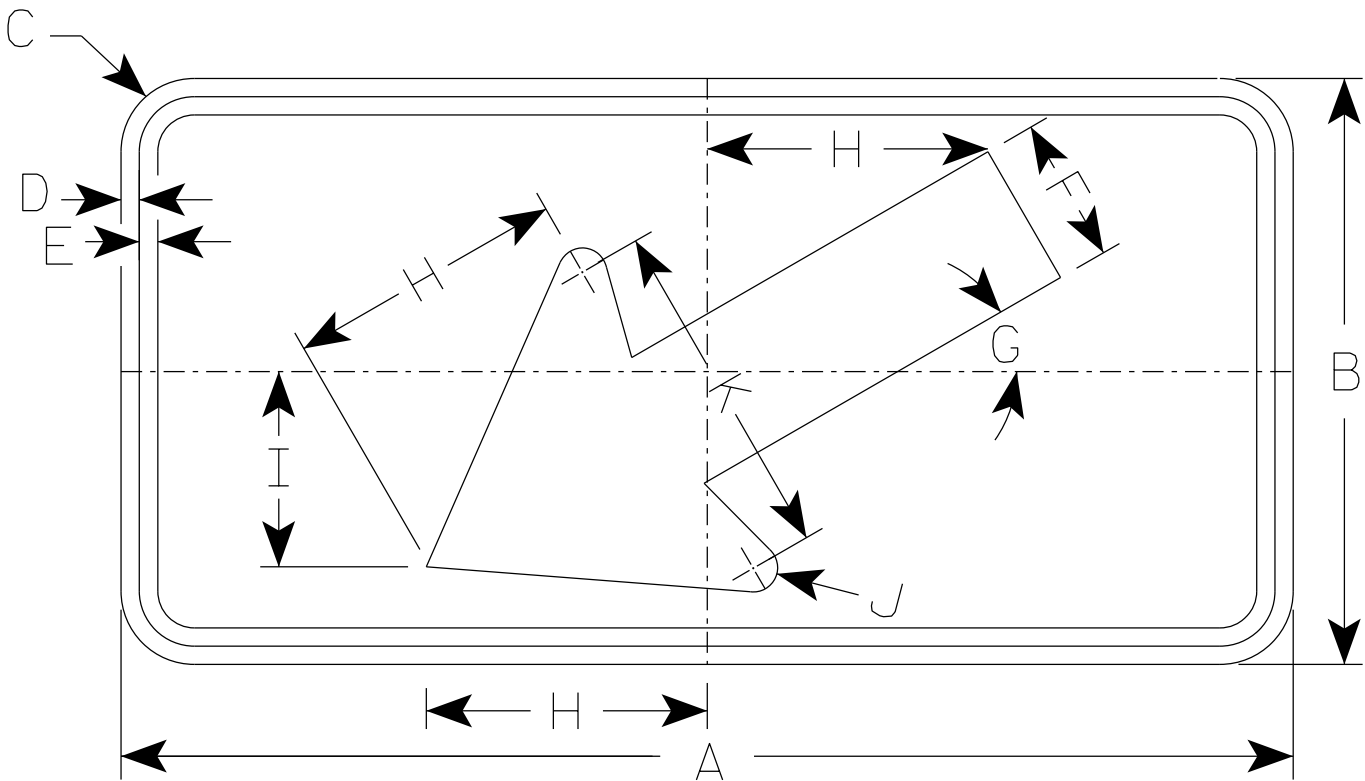
PROJECT NO:	HWY:	COUNTY:	SHEET NO: 167	E
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7

7

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 1/2	3/8	3/8	3	30°	5 3/4	4	1/2	7																2.0
2M	30	18	1 1/2	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
3	30	18	1 1/2	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
4	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
5																											

STANDARD SIGN

W16-7

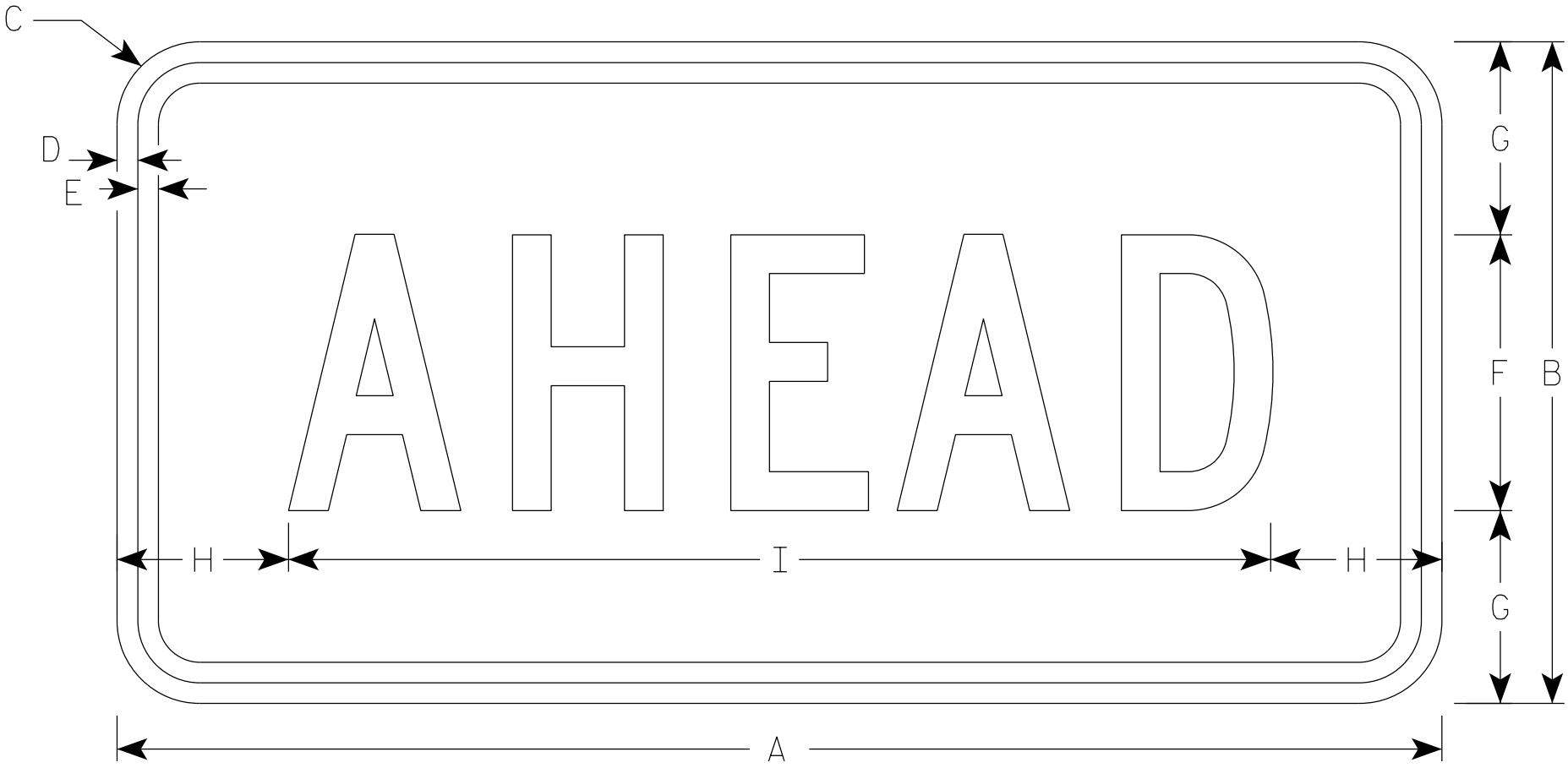
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/9/2024 PLATE NO. W16-7.9

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.

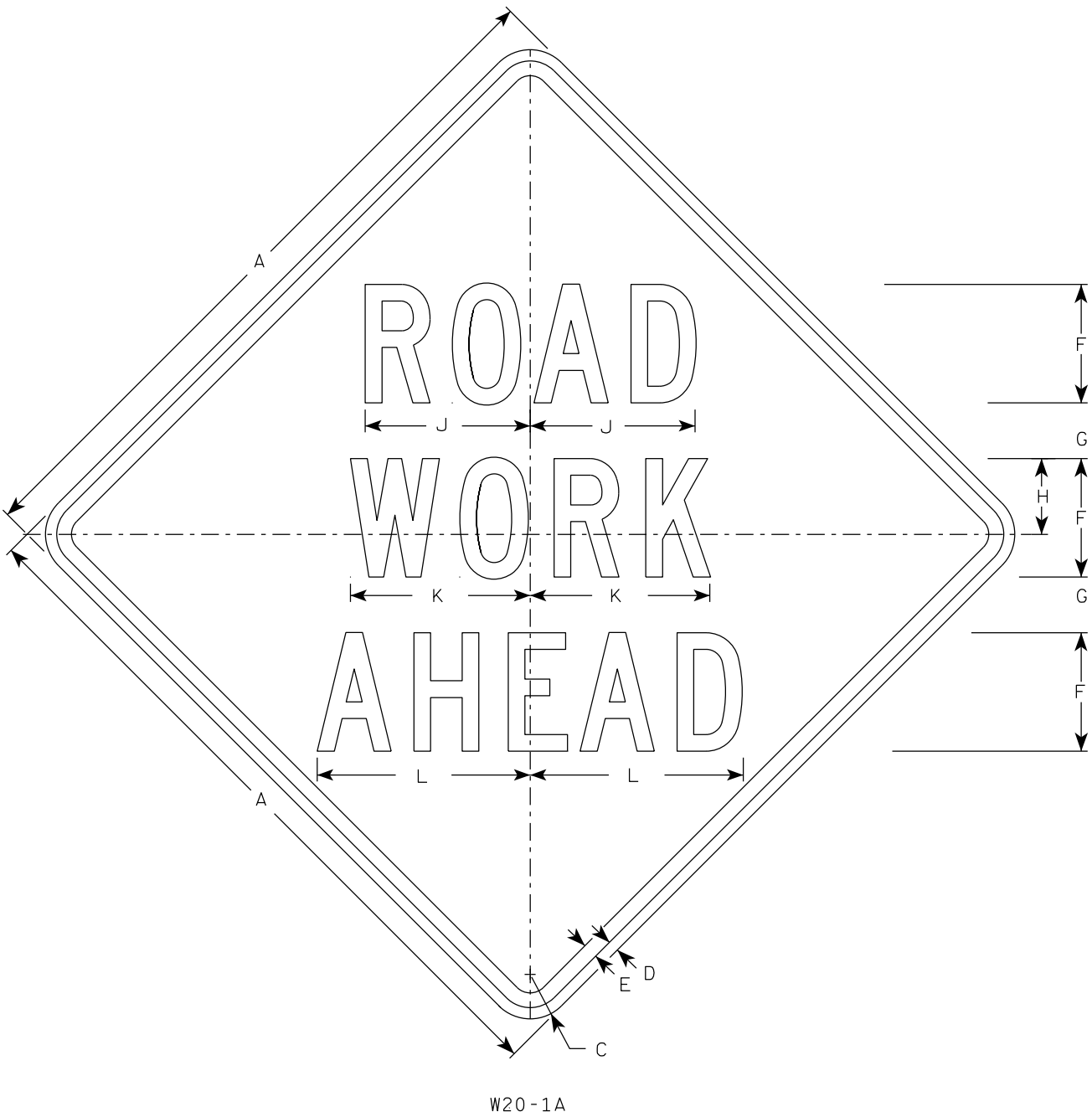
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/2	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
2M	30	18	1 1/2	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/2	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

STANDARD SIGN
W16-9P

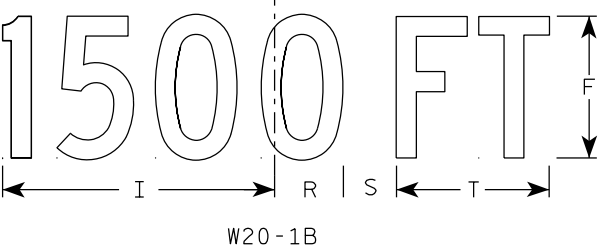
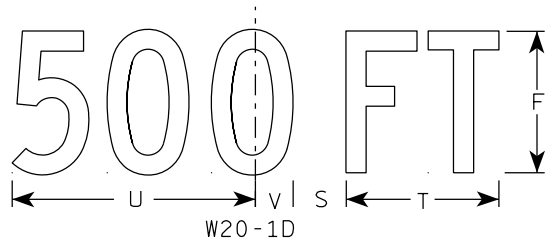
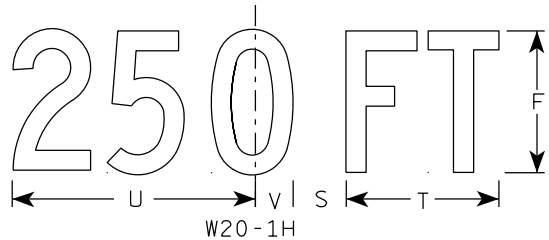
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/9/2024 PLATE NO. W16-9P.9

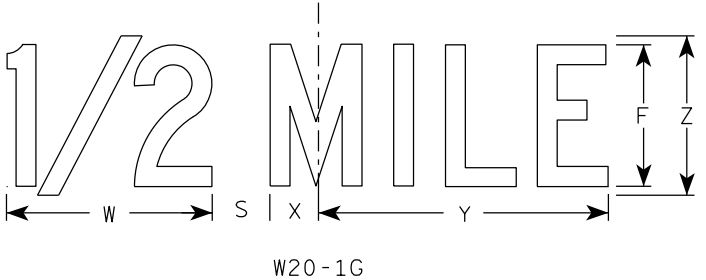


W20-1A

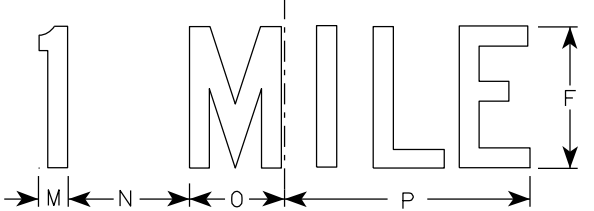


W20-1B

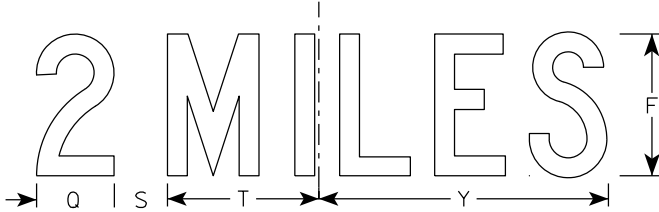
- NOTES
1. Sign is Type II - Type F Reflective
 2. Color:
Background - Orange
Message - Black
 3. Message Series - C
 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



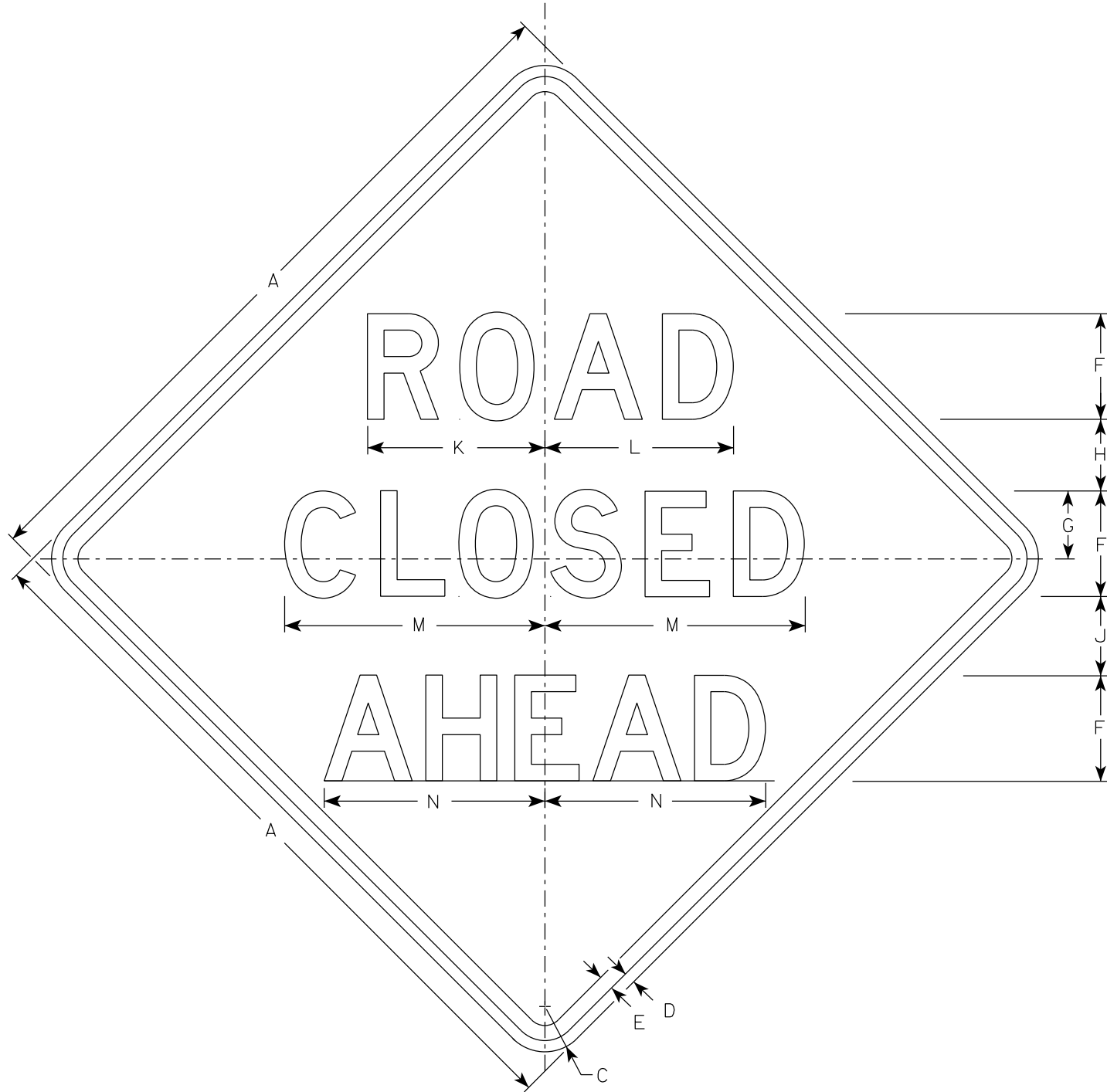
W20-1F



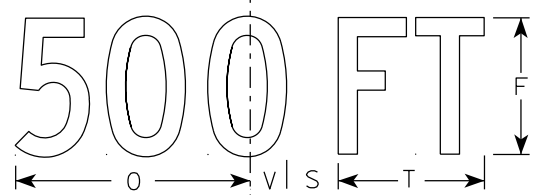
W20-1E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	v	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

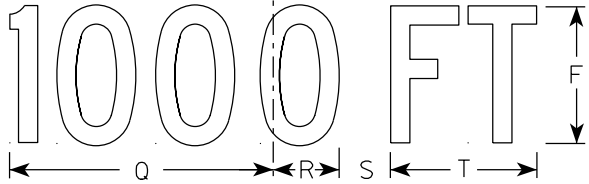
7



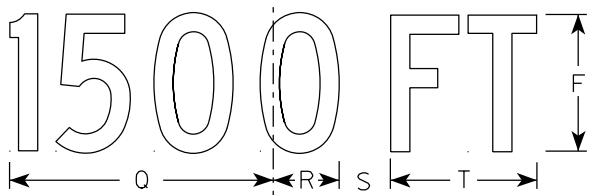
W20-3A



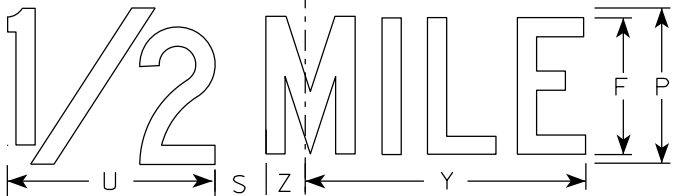
W20-3D



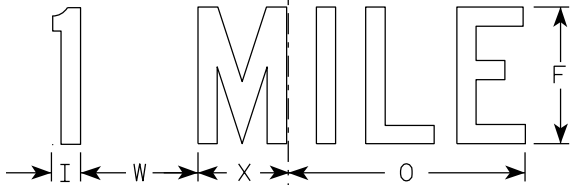
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

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

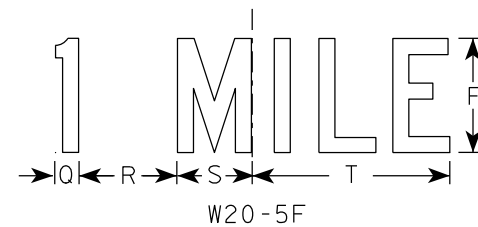
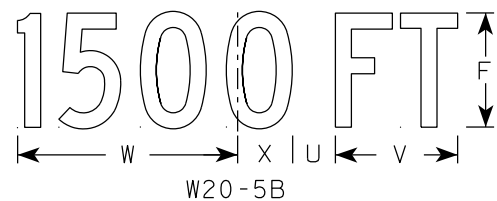
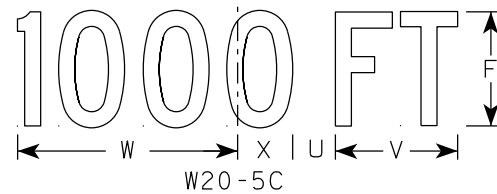
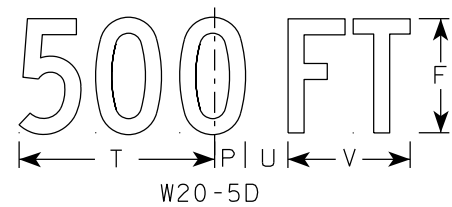
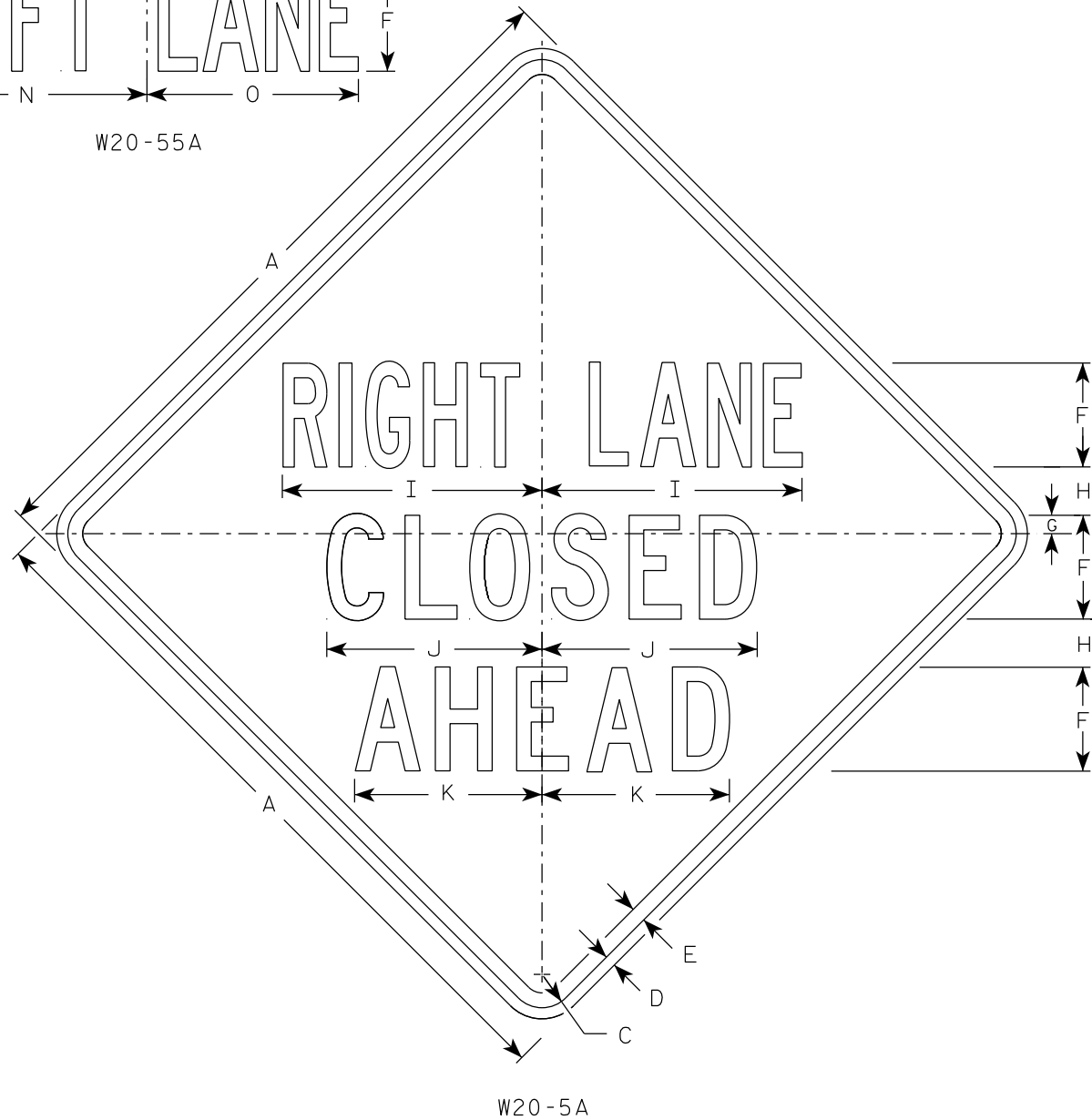
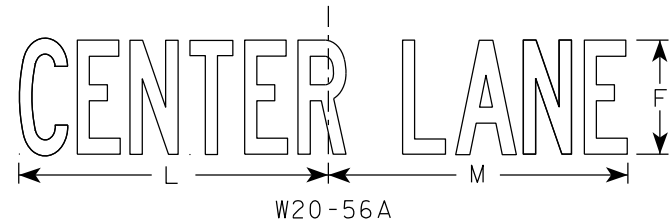
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	v	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10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

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

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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



NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Orange
Message - Black
- 3. 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. " _____ LANE" is Series B.
All other copy is Series C.

7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	v	W	X	Y	Z	Area sq. ft.
1	36	6	2 1/4	5/8	3/4	5	7/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 7/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 172

E

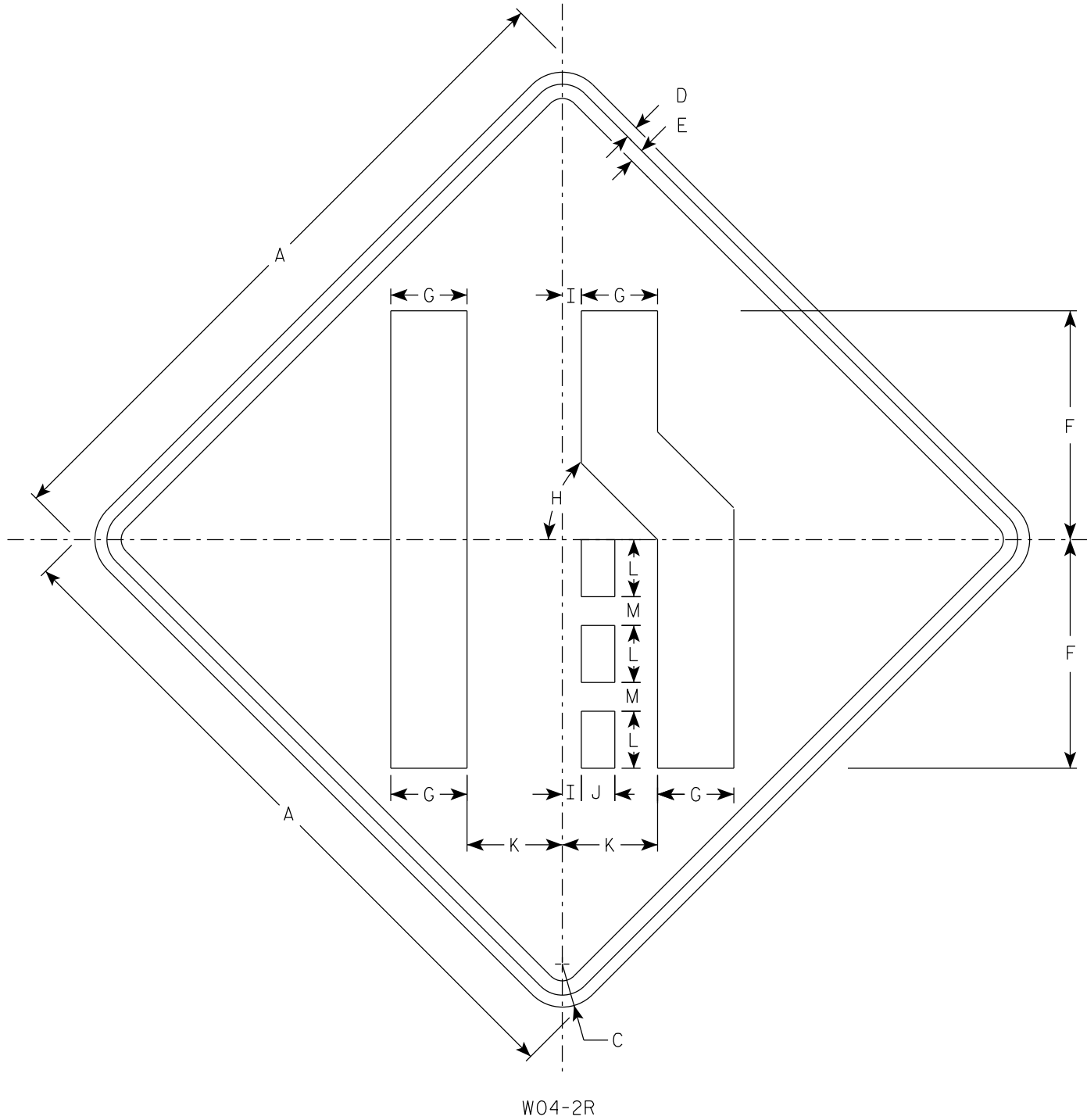
STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
For State Traffic Engineer

DATE 3/27/24 PLATE NO. W20-5.12

7



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. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

DIVISION 1 - L-HOFFMAN RD

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT	EXPANDED FILL	MASS ORDINATE
					NOTE 1	NOTE 3	NOTE 1	1.20	NOTE 8
11+53.80	1153.80	0.00	68.05	0.00	0	0	0	0	0
11+92.18	1192.18	38.38	131.39	6.19	142	4	142	5	137
12+00.00	1200.00	7.82	130.02	7.07	38	2	180	7	173
12+50.00	1250.00	50.00	120.20	41.13	232	45	412	61	351
12+56.48	1256.48	6.48	120.92	40.76	29	10	441	73	368
12+62.97	1262.97	6.49	119.55	37.87	29	9	470	84	386
13+00.00	1300.00	37.03	109.30	38.86	157	53	627	148	479
13+20.00	1320.00	20.00	101.60	39.80	78	29	705	182	523
13+50.00	1350.00	30.00	89.34	38.73	106	44	811	235	576
13+56.48	1356.48	6.48	86.80	38.51	21	9	832	246	586
14+00.00	1400.00	43.52	81.76	34.17	136	59	968	317	651
14+35.00	1435.00	35.00	78.15	33.64	104	44	1,072	370	702
14+50.00	1450.00	15.00	77.06	34.55	43	19	1,115	392	723
15+00.00	1500.00	50.00	74.00	32.98	140	63	1,255	468	787
15+16.73	1516.73	16.73	72.95	31.17	46	20	1,301	492	809
15+25.01	1525.01	8.28	73.07	29.66	22	9	1,323	503	820
15+50.00	1550.00	24.99	73.05	31.73	68	28	1,391	536	855
15+55.00	1555.00	5.00	73.12	31.81	14	6	1,405	544	861
16+00.00	1600.00	45.00	73.74	33.75	122	55	1,527	610	917
16+50.00	1650.00	50.00	73.41	37.32	136	66	1,663	689	974
16+80.00	1680.00	30.00	73.16	37.66	81	42	1,744	739	1,005
17+00.00	1700.00	20.00	77.06	26.77	56	24	1,800	768	1,032
17+45.00	1745.00	45.00	75.24	57.58	127	70	1,927	852	1,075
17+50.00	1750.00	5.00	75.67	61.96	14	11	1,941	865	1,076
18+00.00	1800.00	50.00	77.22	40.36	142	95	2,083	979	1,104
18+50.00	1850.00	50.00	85.15	38.32	150	73	2,233	1,067	1,166
18+88.61	1888.61	38.61	85.67	42.72	122	58	2,355	1,136	1,219
19+00.00	1900.00	11.39	85.27	42.50	36	18	2,391	1,158	1,233
19+50.00	1950.00	50.00	81.33	41.51	154	78	2,545	1,252	1,293
20+00.00	2000.00	50.00	78.11	40.32	148	76	2,693	1,343	1,350
20+50.00	2050.00	50.00	78.75	28.64	145	64	2,838	1,420	1,418
20+80.00	2080.00	30.00	79.28	27.41	88	31	2,926	1,457	1,469
20+82.58	2082.58	2.58	79.63	24.15	8	2	2,934	1,459	1,475
20+85.00	2085.00	2.42	81.17	19.36	7	2	2,941	1,462	1,479
20+90.00	2090.00	5.00	83.61	20.37	15	4	2,956	1,466	1,490
20+95.00	2095.00	5.00	88.53	20.50	16	4	2,972	1,471	1,501
21+00.00	2100.00	5.00	97.02	18.79	17	4	2,989	1,476	1,513
21+05.00	2105.00	5.00	111.14	17.64	19	3	3,008	1,480	1,528
21+10.00	2110.00	5.00	105.35	17.32	20	3	3,028	1,483	1,545
21+15.00	2115.00	5.00	96.58	16.96	19	3	3,047	1,487	1,560
21+20.00	2120.00	5.00	87.93	16.56	17	3	3,064	1,490	1,574
21+25.00	2125.00	5.00	79.36	16.13	15	3	3,079	1,494	1,585
21+30.00	2130.00	5.00	83.69	15.75	15	3	3,094	1,498	1,596
21+35.00	2135.00	5.00	91.65	15.49	16	3	3,110	1,501	1,609
21+40.00	2140.00	5.00	99.55	15.31	18	3	3,128	1,505	1,623
SUBTOTAL					3,128		1,505		1,623

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
8 - MASS ORDINATE	IF MARSH AND EBS TO BE BACKFILLED WITH GRANULAR: [CUT - SALVAGED PAVT - ((FILL - EXPANDED ROCK) * FILL FACTOR)]

DIVISION 1 - L-HOFFMAN RD									
STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT	EXPANDED FILL	MASS ORDINATE
					NOTE 1	NOTE 3	NOTE 1	1.20	NOTE 8
21+45.00	2145.00	5.00	107.05	15.22	19	3	3,147	1,508	1,639
21+50.00	2150.00	5.00	99.07	16.45	19	3	3,166	1,512	1,654
21+55.00	2155.00	5.00	88.56	18.29	17	3	3,183	1,516	1,667
21+60.00	2160.00	5.00	82.18	20.80	16	4	3,199	1,520	1,679
21+65.00	2165.00	5.00	78.46	22.98	15	4	3,214	1,525	1,689
21+69.75	2169.75	4.75	76.55	26.25	14	4	3,228	1,530	1,698
22+00.00	2200.00	30.25	74.72	25.99	85	29	3,313	1,565	1,748
22+40.00	2240.00	40.00	73.34	21.78	110	35	3,423	1,607	1,816
22+50.00	2250.00	10.00	72.36	22.58	27	8	3,450	1,616	1,834
22+93.65	2293.65	43.65	108.61	12.84	146	29	3,596	1,651	1,945
23+00.00	2300.00	6.35	108.81	14.24	26	3	3,622	1,655	1,967
23+50.00	2350.00	50.00	73.15	35.48	168	46	3,790	1,710	2,080
23+80.00	2380.00	30.00	73.64	37.28	82	40	3,872	1,758	2,114
24+00.00	2400.00	20.00	74.47	40.67	55	29	3,927	1,793	2,134
24+38.00	2438.00	38.00	73.64	62.77	104	73	4,031	1,880	2,151
24+50.00	2450.00	12.00	73.15	84.06	33	33	4,064	1,920	2,144
25+00.00	2500.00	50.00	75.57	51.34	138	125	4,202	2,070	2,132
25+50.00	2550.00	50.00	76.74	42.42	141	87	4,343	2,174	2,169
26+00.00	2600.00	50.00	73.39	41.00	139	77	4,482	2,267	2,215
26+50.00	2650.00	50.00	70.44	38.99	133	74	4,615	2,356	2,259
26+65.00	2665.00	15.00	71.15	38.07	39	21	4,654	2,381	2,273
27+00.00	2700.00	35.00	71.96	24.69	93	41	4,747	2,430	2,317
27+03.00	2703.00	3.00	72.69	18.25	8	2	4,755	2,432	2,323
27+05.00	2705.00	2.00	73.86	17.20	5	1	4,760	2,434	2,326
27+10.00	2710.00	5.00	76.40	9.75	14	2	4,774	2,436	2,338
27+15.00	2715.00	5.00	85.65	5.62	15	1	4,789	2,437	2,352
27+20.00	2720.00	5.00	106.82	0.38	18	1	4,807	2,438	2,369
27+25.00	2725.00	5.00	148.76	0.00	24	0	4,831	2,438	2,393
27+30.00	2730.00	5.00	144.87	0.00	27	0	4,858	2,438	2,420
27+35.00	2735.00	5.00	135.32	0.00	26	0	4,884	2,438	2,446
27+40.00	2740.00	5.00	126.22	0.00	24	0	4,908	2,438	2,470
27+45.00	2745.00	5.00	118.75	0.00	23	0	4,931	2,438	2,493
27+50.00	2750.00	5.00	120.43	0.00	22	0	4,953	2,438	2,515
27+55.00	2755.00	5.00	95.06	0.16	20	0	4,973	2,438	2,535
27+60.00	2760.00	5.00	94.32	5.55	18	1	4,991	2,440	2,551
27+65.00	2765.00	5.00	98.72	12.17	18	2	5,009	2,442	2,567
27+70.00	2770.00	5.00	94.68	16.56	18	3	5,027	2,446	2,581
27+75.00	2775.00	5.00	84.18	18.45	17	3	5,044	2,449	2,595
27+80.00	2780.00	5.00	77.93	19.51	15	4	5,059	2,454	2,605
27+85.00	2785.00	5.00	75.10	19.94	14	4	5,073	2,459	2,614
27+90.00	2790.00	5.00	72.67	22.02	14	4	5,087	2,464	2,623
27+90.41	2790.41	0.41	72.49	22.64	1	0	5,088	2,464	2,624
28+00.00	2800.00	9.59	72.44	36.71	26	11	5,114	2,477	2,637
28+50.00	2850.00	50.00	73.24	39.35	135	70	5,249	2,561	2,688
29+00.00	2900.00	50.00	74.79	37.37	137	71	5,386	2,646	2,740
SUBTOTAL					2,258			1,141	1,117

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
8 - MASS ORDINATE	IF MARSH AND EBS TO BE BACKFILLED WITH GRANULAR: [CUT - SALVAGED PAVT - ((FILL - EXPANDED ROCK) * FILL FACTOR)]

DIVISION 1 - L-HOFFMAN RD

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT	EXPANDED FILL	MASS ORDINATE
					NOTE 1	NOTE 3	NOTE 1	1.20	NOTE 8
29+35.00	2935.00	35.00	74.83	40.53	97	50	5,483	2,706	2,777
29+50.00	2950.00	15.00	75.17	42.28	42	23	5,525	2,734	2,791
29+98.00	2998.00	48.00	76.19	69.78	135	100	5,660	2,854	2,806
30+00.00	3000.00	2.00	76.61	66.86	6	5	5,666	2,860	2,806
30+50.00	3050.00	50.00	77.95	45.34	143	104	5,809	2,984	2,825
30+55.00	3055.00	5.00	77.73	45.20	14	8	5,823	2,994	2,829
31+00.00	3100.00	45.00	78.30	31.35	130	64	5,953	3,071	2,882
31+18.64	3118.64	18.64	110.85	23.05	65	19	6,018	3,094	2,924
31+50.00	3150.00	31.36	74.65	49.19	108	42	6,126	3,144	2,982
31+59.12	3159.12	9.12	74.51	46.88	25	16	6,151	3,163	2,988
31+66.71	3166.71	7.59	74.70	44.30	21	13	6,172	3,179	2,993
32+00.00	3200.00	33.29	74.60	46.57	92	56	6,264	3,246	3,018
32+50.00	3250.00	50.00	75.37	46.25	139	86	6,403	3,349	3,054
33+00.00	3300.00	50.00	82.63	50.25	146	89	6,549	3,456	3,093
33+17.05	3317.05	17.05	84.18	35.96	53	27	6,602	3,488	3,114
33+50.00	3350.00	32.95	91.87	10.16	107	28	6,709	3,522	3,187
33+61.17	3361.17	11.17	96.76	2.64	39	3	6,748	3,526	3,222
33+65.00	3365.00	3.83	102.13	0.71	14	0	6,762	3,526	3,236
33+70.00	3370.00	5.00	104.79	0.87	19	0	6,781	3,526	3,255
33+75.00	3375.00	5.00	109.24	1.33	20	0	6,801	3,526	3,275
33+80.00	3380.00	5.00	116.82	2.45	21	0	6,822	3,526	3,296
33+85.00	3385.00	5.00	128.43	2.16	23	0	6,845	3,526	3,319
33+90.00	3390.00	5.00	144.25	2.16	25	0	6,870	3,526	3,344
33+95.00	3395.00	5.00	166.40	0.38	29	0	6,899	3,526	3,373
34+00.00	3400.00	5.00	164.53	0.00	31	0	6,930	3,526	3,404
34+05.00	3405.00	5.00	147.46	0.00	29	0	6,959	3,526	3,433
34+10.00	3410.00	5.00	129.71	0.00	26	0	6,985	3,526	3,459
34+15.00	3415.00	5.00	111.68	0.00	22	0	7,007	3,526	3,481
34+20.00	3420.00	5.00	93.53	0.00	19	0	7,026	3,526	3,500
34+25.00	3425.00	5.00	95.42	0.00	17	0	7,043	3,526	3,517
34+30.00	3430.00	5.00	112.68	0.00	19	0	7,062	3,526	3,536
34+35.00	3435.00	5.00	129.68	0.00	22	0	7,084	3,526	3,558
34+40.00	3440.00	5.00	145.89	0.00	26	0	7,110	3,526	3,584
34+45.00	3445.00	5.00	161.23	0.00	28	0	7,138	3,526	3,612
34+50.00	3450.00	5.00	166.53	0.78	30	0	7,168	3,526	3,642
34+55.00	3455.00	5.00	150.72	2.37	29	0	7,197	3,526	3,671
34+60.00	3460.00	5.00	136.59	1.97	27	0	7,224	3,526	3,698
34+65.00	3465.00	5.00	125.60	1.77	24	0	7,248	3,526	3,722
34+70.00	3470.00	5.00	114.77	1.90	22	0	7,270	3,526	3,744
34+75.00	3475.00	5.00	106.90	2.39	21	0	7,291	3,526	3,765
34+80.00	3480.00	5.00	101.44	3.25	19	1	7,310	3,527	3,783
34+85.00	3485.00	5.00	98.35	4.28	18	1	7,328	3,528	3,800
34+90.00	3490.00	5.00	96.96	3.93	18	1	7,346	3,529	3,817
34+92.34	3492.34	2.34	97.36	4.14	8	0	7,354	3,529	3,825
35+00.00	3500.00	7.66	97.60	6.08	28	1	7,382	3,530	3,852
SUBTOTAL					1,996			884	1,112

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
8 - MASS ORDINATE	IF MARSH AND EBS TO BE BACKFILLED WITH GRANULAR: [CUT - SALVAGED PAVT - ((FILL - EXPANDED ROCK) * FILL FACTOR)]

DIVISION 1 - L-HOFFMAN RD									
STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT	EXPANDED FILL	MASS ORDINATE
					NOTE 1	NOTE 3	NOTE 1	1.20	NOTE 8
35+50.00	3550.00	50.00	92.59	9.80	176	15	7,558	3,548	4,010
35+59.12	3559.12	9.12	92.70	8.50	31	3	7,589	3,552	4,037
35+69.01	3569.01	9.89	92.80	6.14	34	3	7,623	3,556	4,067
35+80.00	3580.00	10.99	92.32	4.52	38	2	7,661	3,558	4,103
36+00.00	3600.00	20.00	96.99	0.00	70	2	7,731	3,560	4,171
36+48.00	3648.00	48.00	98.08	4.04	173	4	7,904	3,565	4,339
36+50.00	3650.00	2.00	114.19	0.04	8	0	7,912	3,565	4,347
36+63.10	3663.10	13.10	124.50	0.00	58	0	7,970	3,565	4,405
37+00.00	3700.00	36.90	96.29	3.78	151	3	8,121	3,569	4,552
37+50.00	3750.00	50.00	98.15	3.99	180	7	8,301	3,577	4,724
37+80.00	3780.00	30.00	99.10	2.94	110	4	8,411	3,582	4,829
38+00.00	3800.00	20.00	97.03	4.06	73	3	8,484	3,586	4,898
38+50.00	3850.00	50.00	93.52	8.51	176	12	8,660	3,600	5,060
39+00.00	3900.00	50.00	94.93	3.02	174	11	8,834	3,613	5,221
39+35.66	3935.66	35.66	120.94	1.42	143	3	8,977	3,617	5,360
39+50.00	3950.00	14.34	98.35	2.77	58	1	9,035	3,618	5,417
39+75.00	3975.00	25.00	111.42	1.57	97	2	9,132	3,620	5,512
39+84.38	3984.38	9.38	109.81	1.94	38	1	9,170	3,622	5,548
40+00.00	4000.00	15.62	110.08	0.94	64	1	9,234	3,623	5,611
40+25.82	4025.82	25.82	128.36	7.79	114	4	9,348	3,628	5,720
40+46.45	4046.45	20.63	93.75	5.45	85	5	9,433	3,634	5,799
40+50.00	4050.00	3.55	92.71	6.67	12	1	9,445	3,635	5,810
40+95.00	4095.00	45.00	93.45	3.82	155	9	9,600	3,646	5,954
41+00.00	4100.00	5.00	93.24	3.83	17	1	9,617	3,647	5,970
41+35.47	4135.47	35.47	111.64	0.71	135	3	9,752	3,650	6,102
41+50.00	4150.00	14.53	110.91	2.27	60	1	9,812	3,652	6,160
41+75.00	4175.00	25.00	88.86	6.13	92	4	9,904	3,656	6,248
42+00.00	4200.00	25.00	88.56	7.40	82	6	9,986	3,664	6,322
42+50.00	4250.00	50.00	93.10	12.37	168	18	10,154	3,685	6,469
42+95.00	4295.00	45.00	98.35	4.85	160	14	10,314	3,702	6,612
43+00.00	4300.00	5.00	98.84	4.75	18	1	10,332	3,703	6,629
43+50.00	4350.00	50.00	103.78	3.85	188	8	10,520	3,713	6,807
43+80.00	4380.00	30.00	107.37	1.48	117	3	10,637	3,716	6,921
44+00.00	4400.00	20.00	115.32	0.19	82	1	10,719	3,718	7,001
44+04.08	4404.08	4.08	112.39	0.63	17	0	10,736	3,718	7,018
44+05.48	4405.48	1.40	109.46	1.42	6	0	10,742	3,718	7,024
44+10.00	4410.00	4.52	115.17	1.05	19	0	10,761	3,718	7,043
44+15.00	4415.00	5.00	119.81	0.66	22	0	10,783	3,718	7,065
44+20.00	4420.00	5.00	119.24	0.66	22	0	10,805	3,718	7,087
44+25.00	4425.00	5.00	125.92	0.68	23	0	10,828	3,718	7,110
44+30.00	4430.00	5.00	137.39	1.07	24	0	10,852	3,718	7,134
44+35.00	4435.00	5.00	133.39	1.37	25	0	10,877	3,718	7,159
44+40.00	4440.00	5.00	124.67	1.40	24	0	10,901	3,718	7,183
44+45.00	4445.00	5.00	115.99	1.42	22	0	10,923	3,718	7,205
44+50.00	4450.00	5.00	108.16	1.13	21	0	10,944	3,718	7,226
SUBTOTAL					3,562			187	3,375

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
8 - MASS ORDINATE	IF MARSH AND EBS TO BE BACKFILLED WITH GRANULAR: [CUT - SALVAGED PAVT - ((FILL - EXPANDED ROCK) * FILL FACTOR)]

DIVISION 1 - L-HOFFMAN RD

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT	EXPANDED FILL	MASS ORDINATE
					NOTE 1	NOTE 3	NOTE 1	1.20	NOTE 8
44+55.00	4455.00	5.00	101.33	0.81	19	0	10,963	3,718	7,245
44+60.00	4460.00	5.00	103.77	0.25	19	0	10,982	3,718	7,264
44+65.00	4465.00	5.00	111.69	0.15	20	0	11,002	3,718	7,284
44+70.00	4470.00	5.00	120.27	0.07	21	0	11,023	3,718	7,305
44+75.00	4475.00	5.00	128.89	0.04	23	0	11,046	3,718	7,328
44+80.00	4480.00	5.00	137.26	0.04	25	0	11,071	3,718	7,353
44+85.00	4485.00	5.00	145.45	0.05	26	0	11,097	3,718	7,379
44+90.00	4490.00	5.00	137.78	0.24	26	0	11,123	3,718	7,405
44+95.00	4495.00	5.00	130.96	0.08	25	0	11,148	3,718	7,430
45+00.00	4500.00	5.00	123.65	0.10	24	0	11,172	3,718	7,454
45+05.00	4505.00	5.00	120.85	0.18	23	0	11,195	3,718	7,477
45+10.00	4510.00	5.00	121.43	0.34	22	0	11,217	3,718	7,499
45+15.00	4515.00	5.00	119.65	0.34	22	0	11,239	3,718	7,521
45+20.00	4520.00	5.00	113.04	0.37	22	0	11,261	3,718	7,543
45+21.64	4521.64	1.64	108.33	0.70	7	0	11,268	3,718	7,550
45+24.99	4524.99	3.35	108.27	0.71	13	0	11,281	3,718	7,563
45+50.00	4550.00	25.01	135.89	1.30	113	1	11,394	3,719	7,675
46+00.00	4600.00	50.00	107.47	1.86	225	3	11,619	3,722	7,897
46+46.00	4646.00	46.00	107.09	9.03	183	9	11,802	3,733	8,069
46+50.00	4650.00	4.00	106.91	7.45	16	1	11,818	3,734	8,084
47+00.00	4700.00	50.00	105.23	1.92	196	9	12,014	3,745	8,269
47+50.00	4750.00	50.00	106.84	2.15	196	4	12,210	3,750	8,460
48+00.00	4800.00	50.00	108.21	1.32	199	3	12,409	3,754	8,655
48+50.00	4850.00	50.00	0.40	3.24	101	4	12,510	3,758	8,752
SUBTOTAL					1,566			41	1,525
HOFFMAN TOTAL					12,510			3,758	8,752

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
8 - MASS ORDINATE	IF MARSH AND EBS TO BE BACKFILLED WITH GRANULAR: [CUT - SALVAGED PAVT - ((FILL - EXPANDED ROCK) * FILL FACTOR)]

DIVISION 1 - VAN VEW ST CL

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
					NOTE 1	NOTE 3	NOTE 1		NOTE 8
101+10.29	10110.29	0.00	50.57	0.03	0	0	0	0	0
101+25.00	10125.00	14.71	76.45	1.51	35	0	35	0	35
101+37.94	10137.94	12.94	78.71	1.07	37	1	72	1	71
101+40.00	10140.00	2.06	79.48	2.06	6	0	78	1	77
101+45.00	10145.00	5.00	84.18	1.27	15	0	93	1	92
101+50.00	10150.00	5.00	84.76	0.00	16	0	109	1	108
101+55.00	10155.00	5.00	56.54	0.00	13	0	122	1	121
101+60.00	10160.00	5.00	28.22	0.00	8	0	130	1	129
SUBTOTAL					130			1	129

DIVISION 1 - MCRAE PL CL

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
					NOTE 1	NOTE 3	NOTE 1		NOTE 8
200+50.59	20050.59	0.00	76.61	0.12	0	0	0	0	0
200+55.47	20055.47	4.88	78.20	0.10	14	0	14	0	14
200+60.00	20060.00	4.53	81.09	0.23	13	0	27	0	27
200+65.00	20065.00	5.00	86.08	0.04	15	0	42	0	42
200+70.00	20070.00	5.00	65.75	0.00	14	0	56	0	56
200+75.00	20075.00	5.00	38.15	0.00	10	0	66	0	66
200+80.00	20080.00	5.00	11.89	0.00	5	0	71	0	71
SUBTOTAL					71			0	71

DIVISION 1 - HEARTHSTONE DR CL

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
					NOTE 1	NOTE 3	NOTE 1		NOTE 8
500+05.30	50005.30	0.00	47.03	0.00	0	0	0	0	0
500+16.09	50016.09	10.79	58.96	0.18	21	0	21	0	21
500+20.00	50020.00	3.91	58.29	0.16	8	0	29	0	29
500+25.00	50025.00	5.00	60.04	0.66	11	0	40	0	40
500+30.00	50030.00	5.00	64.38	0.88	12	0	52	0	52
500+35.00	50035.00	5.00	71.51	0.96	13	0	65	0	65
500+40.00	50040.00	5.00	82.62	1.64	14	0	79	0	79
500+45.00	50045.00	5.00	95.79	0.00	17	0	96	0	96
500+50.00	50050.00	5.00	72.40	0.00	16	0	112	0	112
500+55.00	50055.00	5.00	46.80	0.00	11	0	123	0	123
500+60.00	50060.00	5.00	20.97	0.00	6	0	129	0	129
SUBTOTAL					129			0	129

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
8 - MASS ORDINATE	IF MARSH AND EBS TO BE BACKFILLED WITH GRANULAR: [CUT - SALVAGED PAVT - ((FILL - EXPANDED ROCK) * FILL FACTOR)]

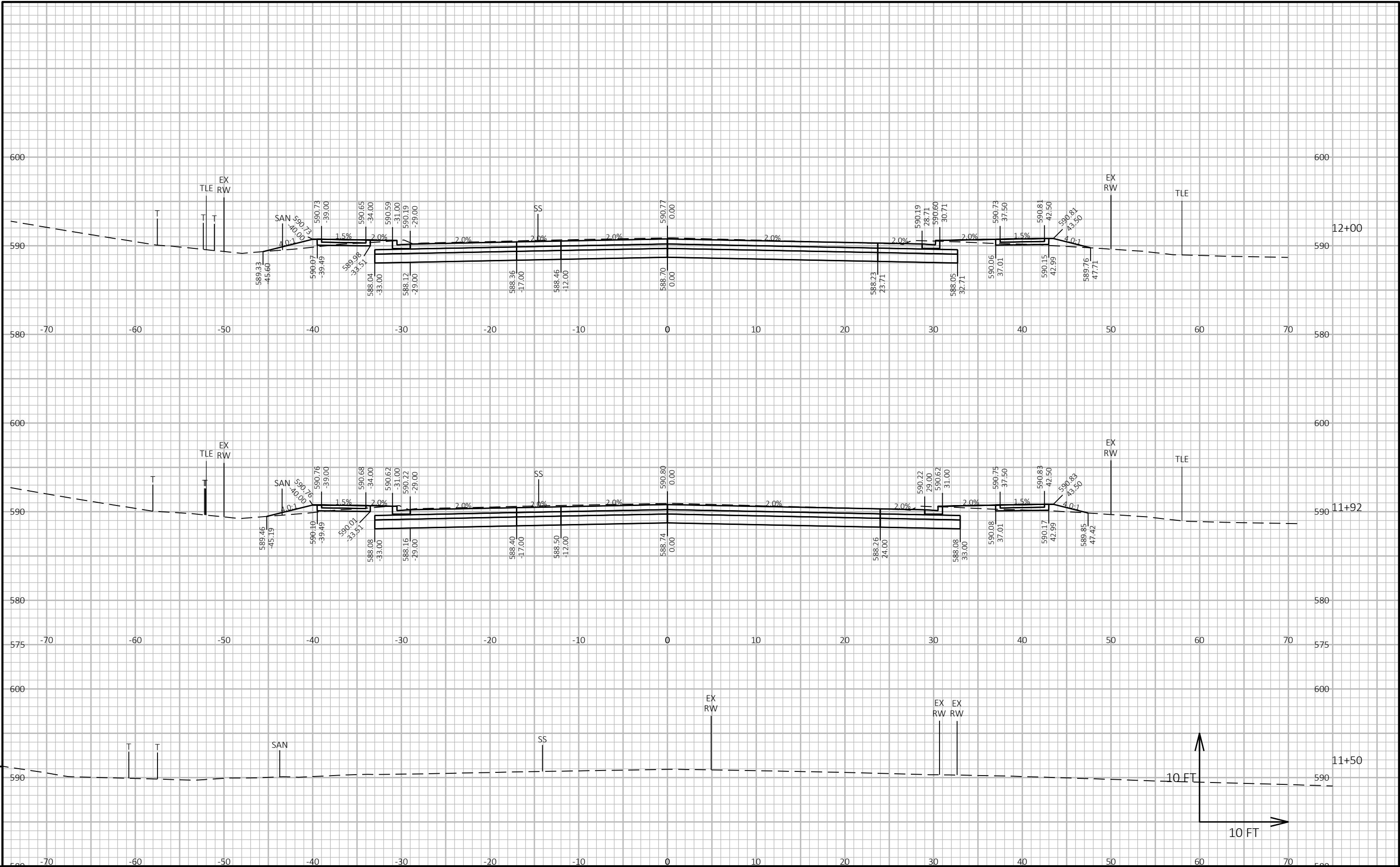
DIVISION 1 - DEVELOPMENT DR (W) CL

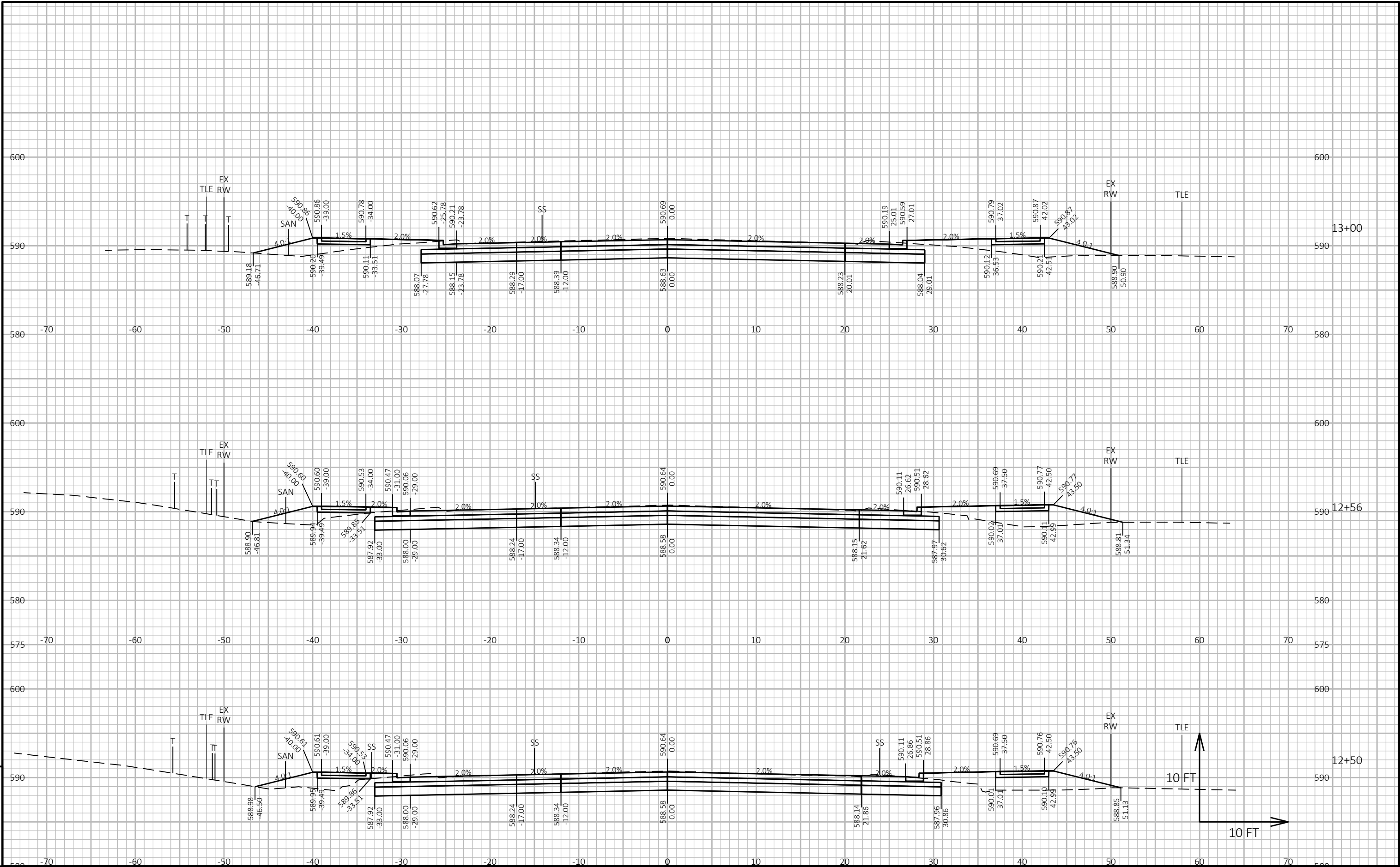
STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
					NOTE 1	NOTE 3	NOTE 1		NOTE 8
300+20.00	30020.00	0.00	6.27	0.00	0	0	0	0	0
300+25.00	30025.00	5.00	38.68	0.00	4	0	4	0	4
300+30.00	30030.00	5.00	68.46	0.00	10	0	14	0	14
300+35.00	30035.00	5.00	95.63	0.00	15	0	29	0	29
300+40.00	30040.00	5.00	114.91	0.07	19	0	48	0	48
300+45.00	30045.00	5.00	103.20	3.45	20	0	68	0	68
300+50.00	30050.00	5.00	93.62	3.66	18	1	86	1	85
300+55.00	30055.00	5.00	88.25	3.67	17	1	103	2	101
300+60.00	30060.00	5.00	85.64	2.51	16	1	119	4	115
300+65.00	30065.00	5.00	84.95	1.18	16	0	135	4	131
300+70.00	30070.00	5.00	85.63	0.58	16	0	151	4	147
300+72.48	30072.48	2.48	86.33	0.44	8	0	159	4	155
300+75.00	30075.00	2.52	87.05	0.32	8	0	167	4	163
300+82.68	30082.68	7.68	88.74	0.16	25	0	192	4	188
SUBTOTAL					192			4	188

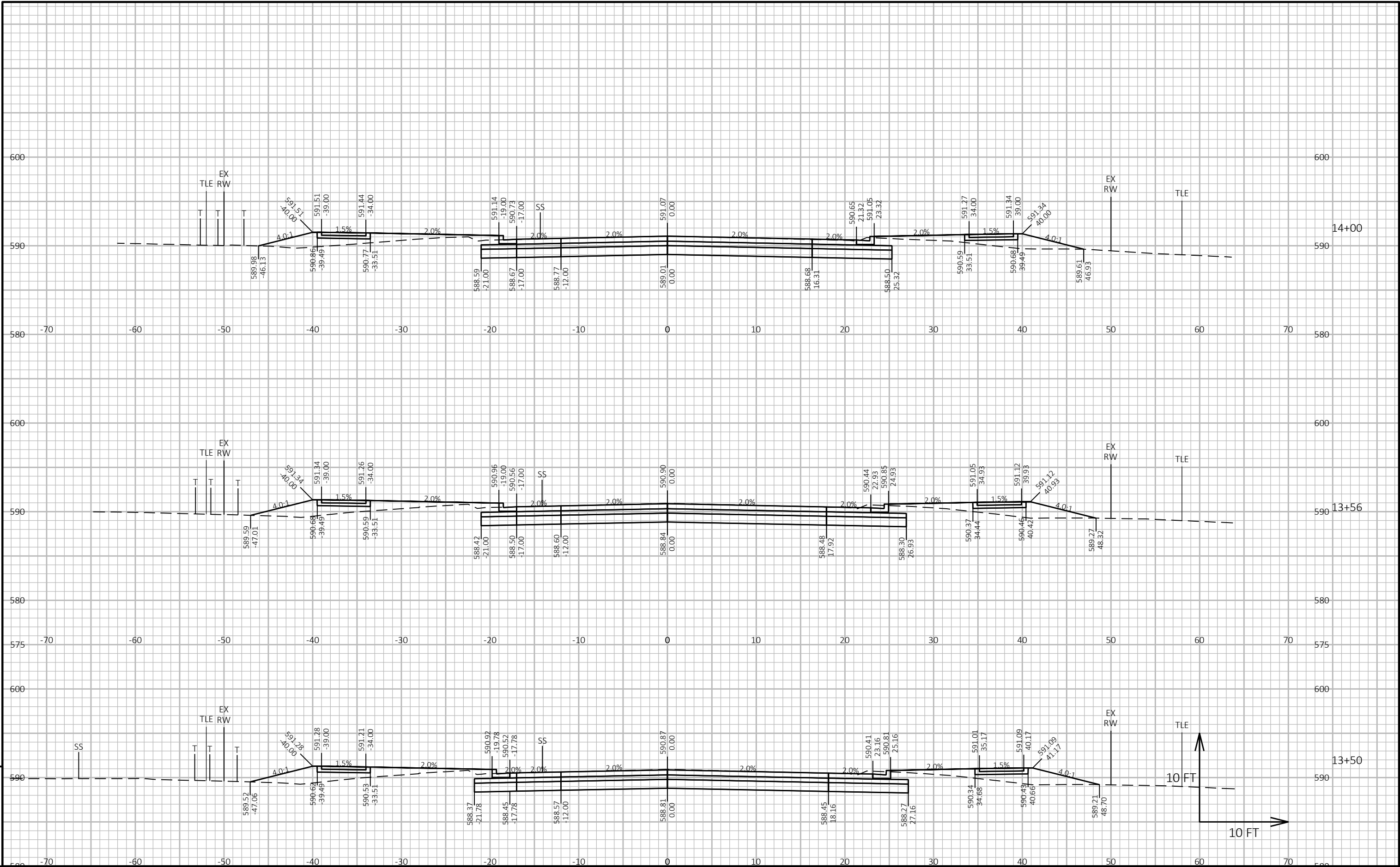
DIVISION 1 - DEVELOPMENT DR (E)

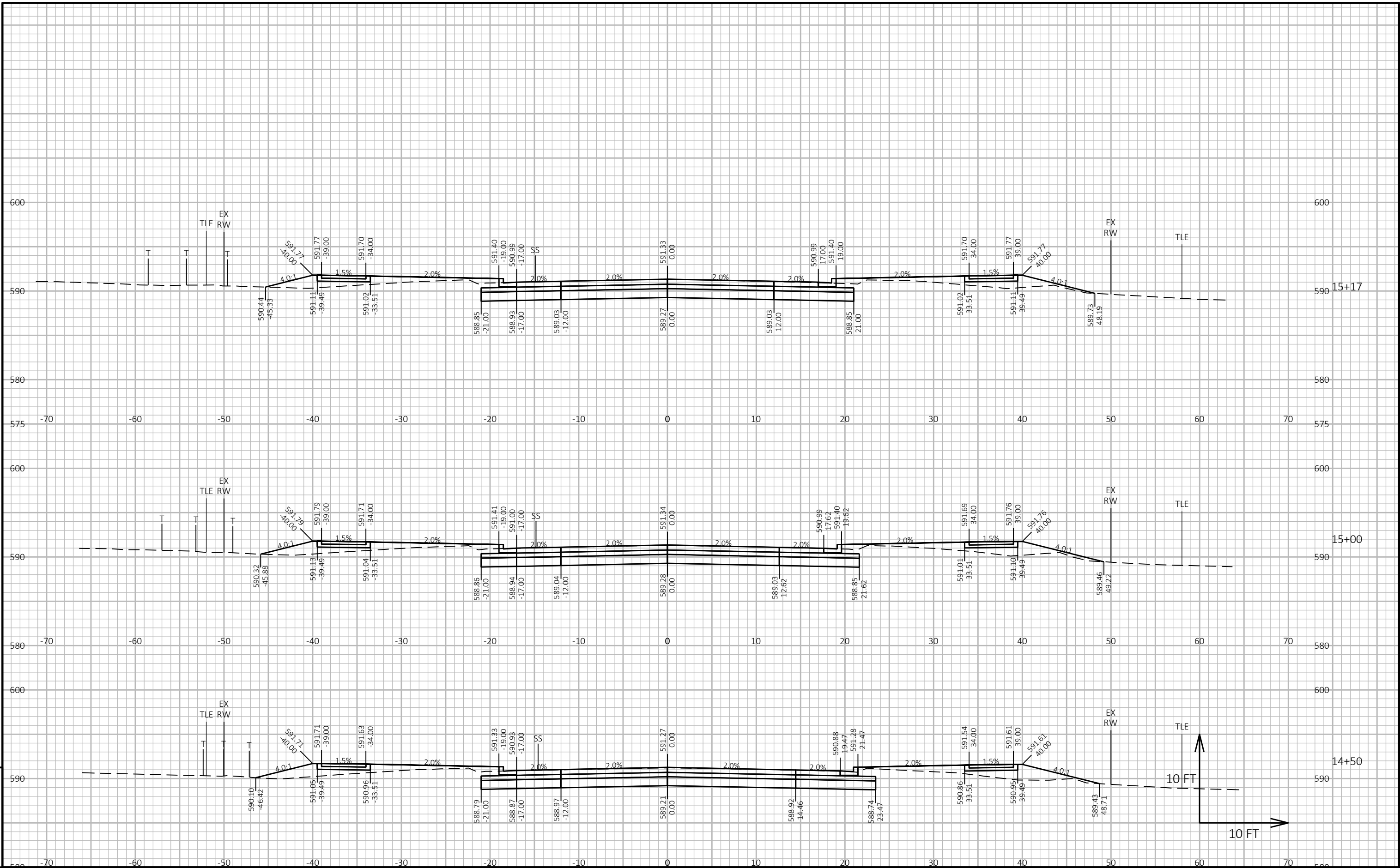
STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
					NOTE 1	NOTE 3	NOTE 1		NOTE 8
400+25.00	40025.00	0.00	3.24	0.00	0	0	0	0	0
400+30.00	40030.00	5.00	33.24	0.00	3	0	3	0	3
400+35.00	40035.00	5.00	66.97	0.00	9	0	12	0	12
400+40.00	40040.00	5.00	102.15	0.00	16	0	28	0	28
400+45.00	40045.00	5.00	119.96	0.08	21	0	49	0	49
400+50.00	40050.00	5.00	111.26	0.03	21	0	70	0	70
400+55.00	40055.00	5.00	104.09	0.03	20	0	90	0	90
400+60.00	40060.00	5.00	97.94	0.05	19	0	109	0	109
400+65.00	40065.00	5.00	92.72	0.10	18	0	127	0	127
400+70.00	40070.00	5.00	89.12	0.39	17	0	144	0	144
400+75.00	40075.00	5.00	87.31	0.80	16	0	160	0	160
400+76.45	40076.45	1.45	86.93	0.97	5	0	165	0	165
400+87.20	40087.20	10.75	84.68	2.20	34	1	199	1	198
SUBTOTAL					199			1	198
SIDEROAD SUBTOTAL					721			6	715

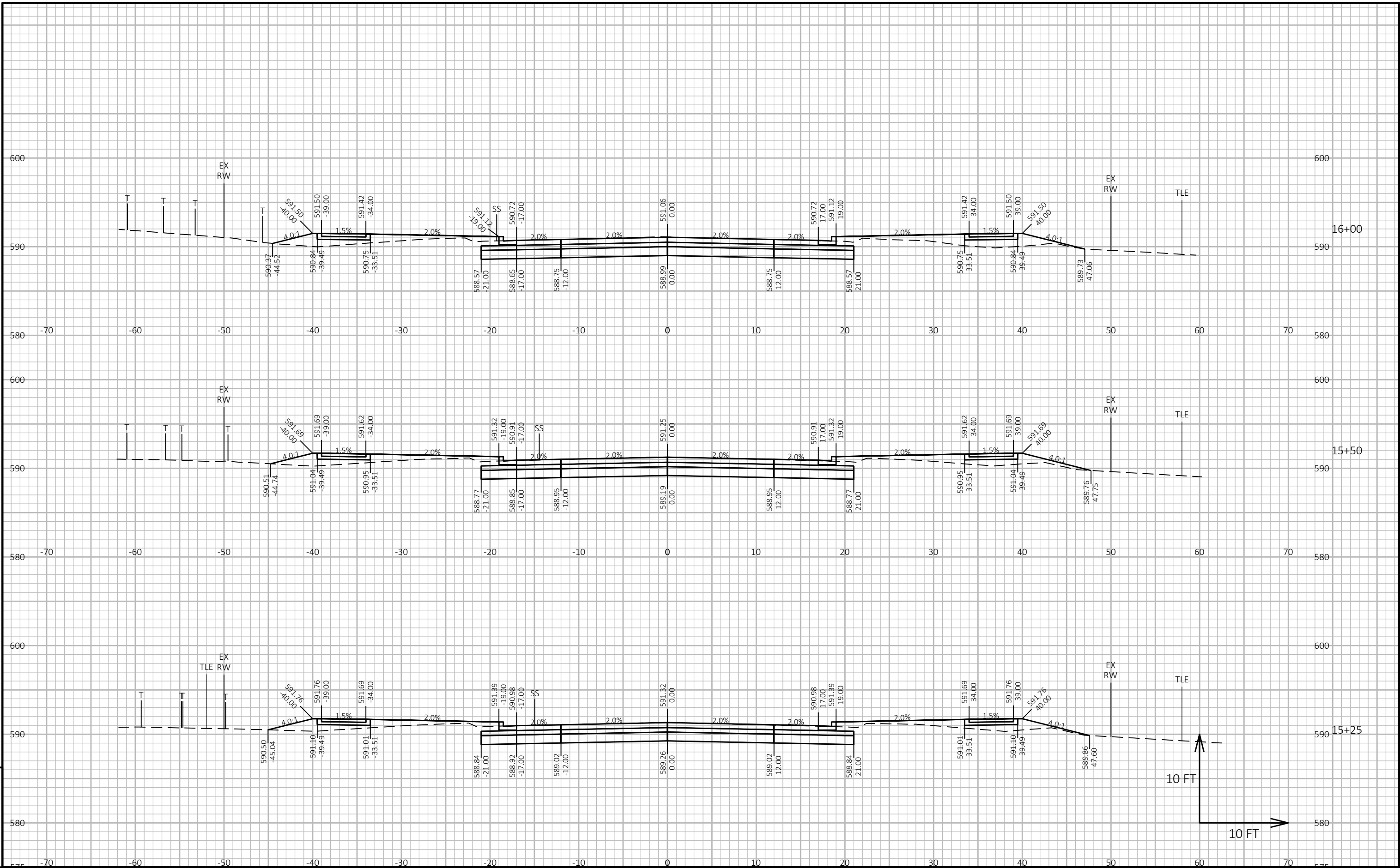
NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
8 - MASS ORDINATE	IF MARSH AND EBS TO BE BACKFILLED WITH GRANULAR: [CUT - SALVAGED PAVT - ((FILL - EXPANDED ROCK) * FILL FACTOR)]

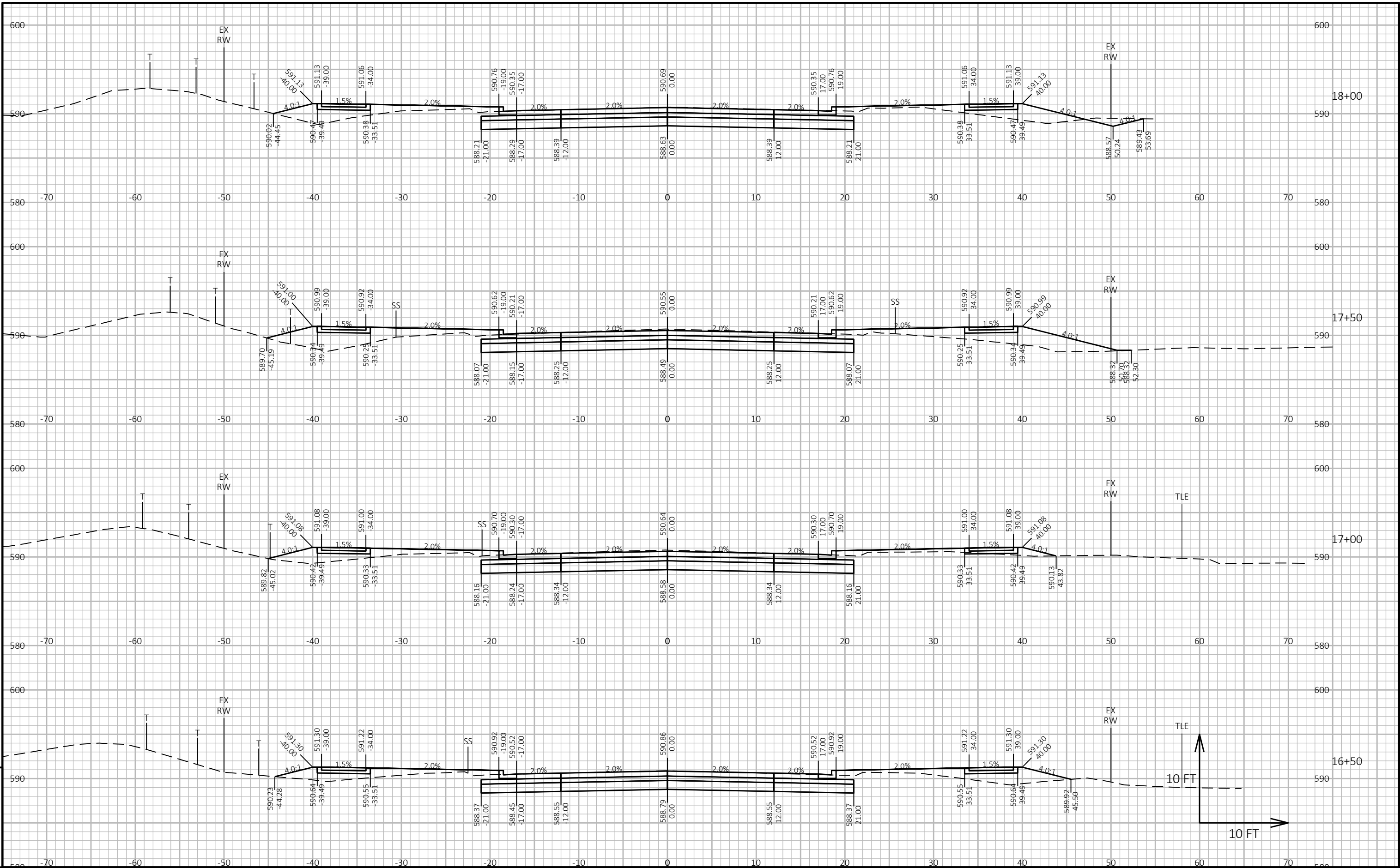


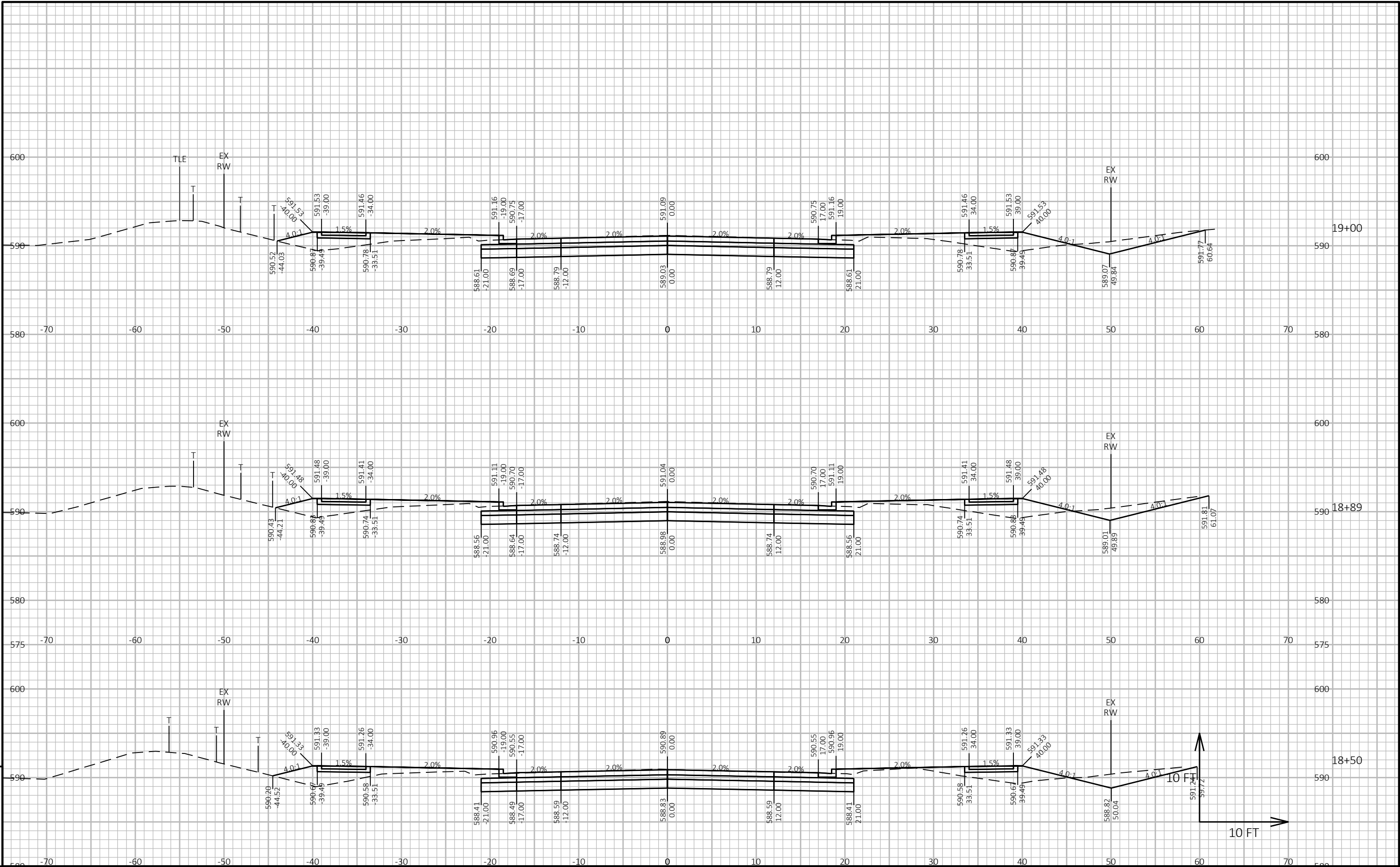


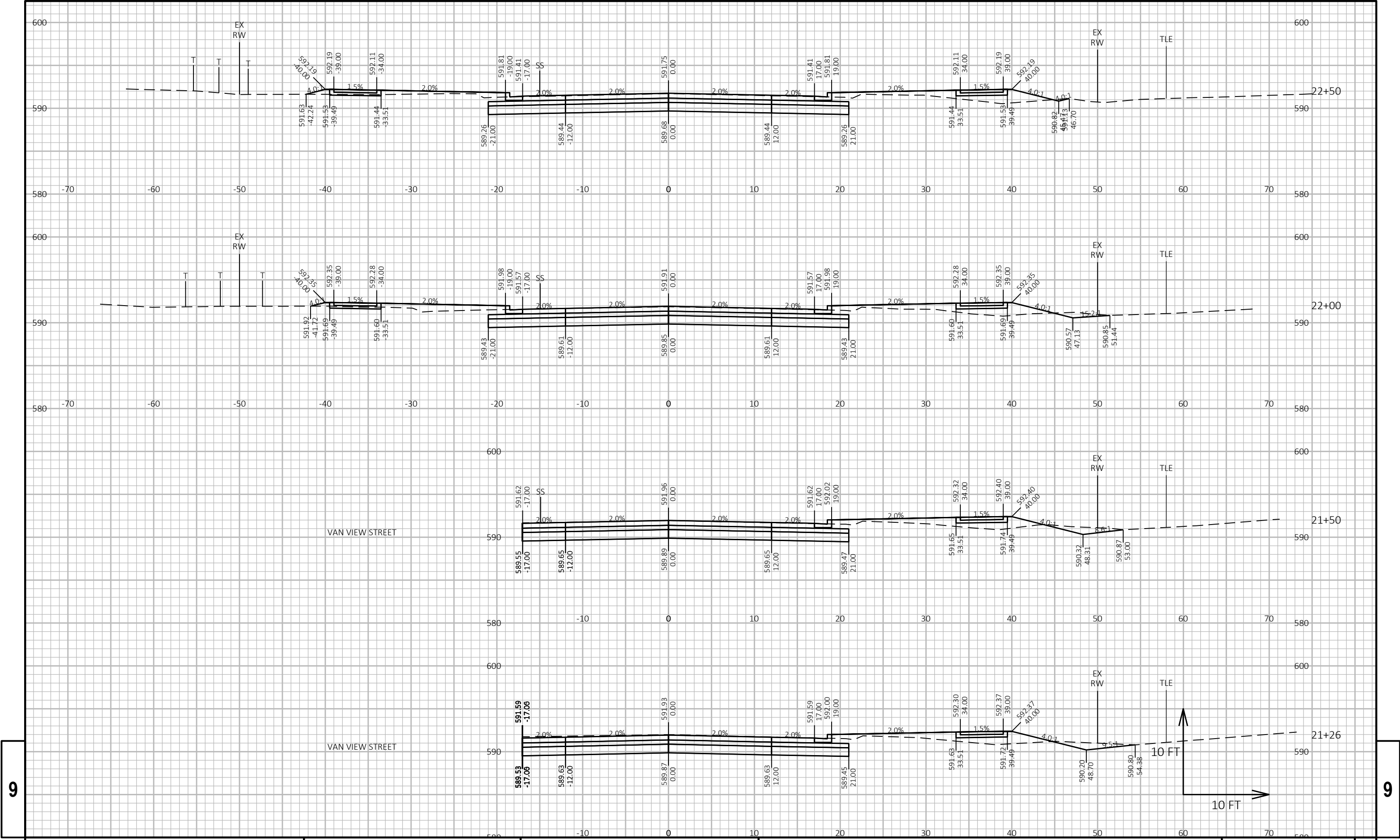


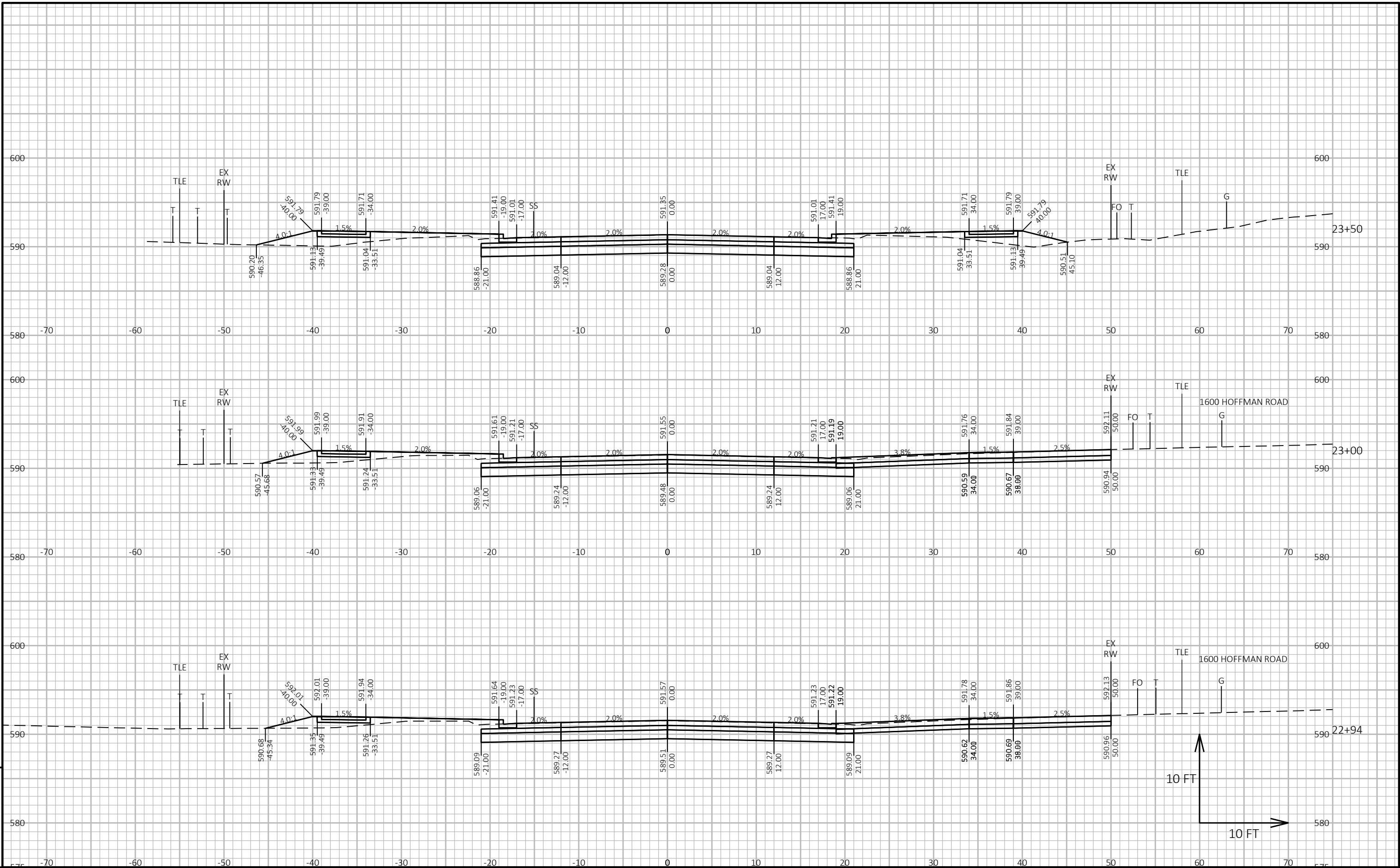


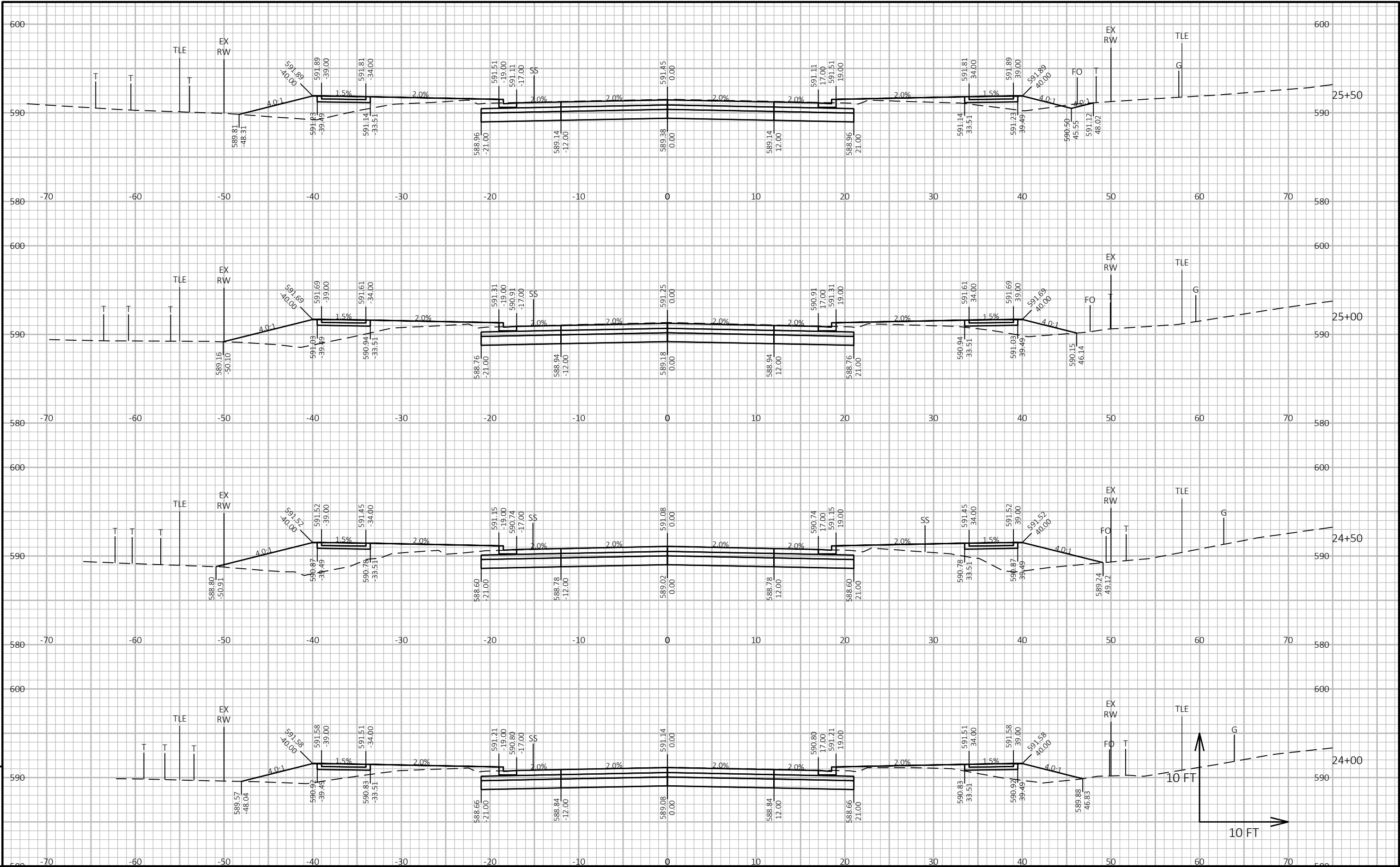


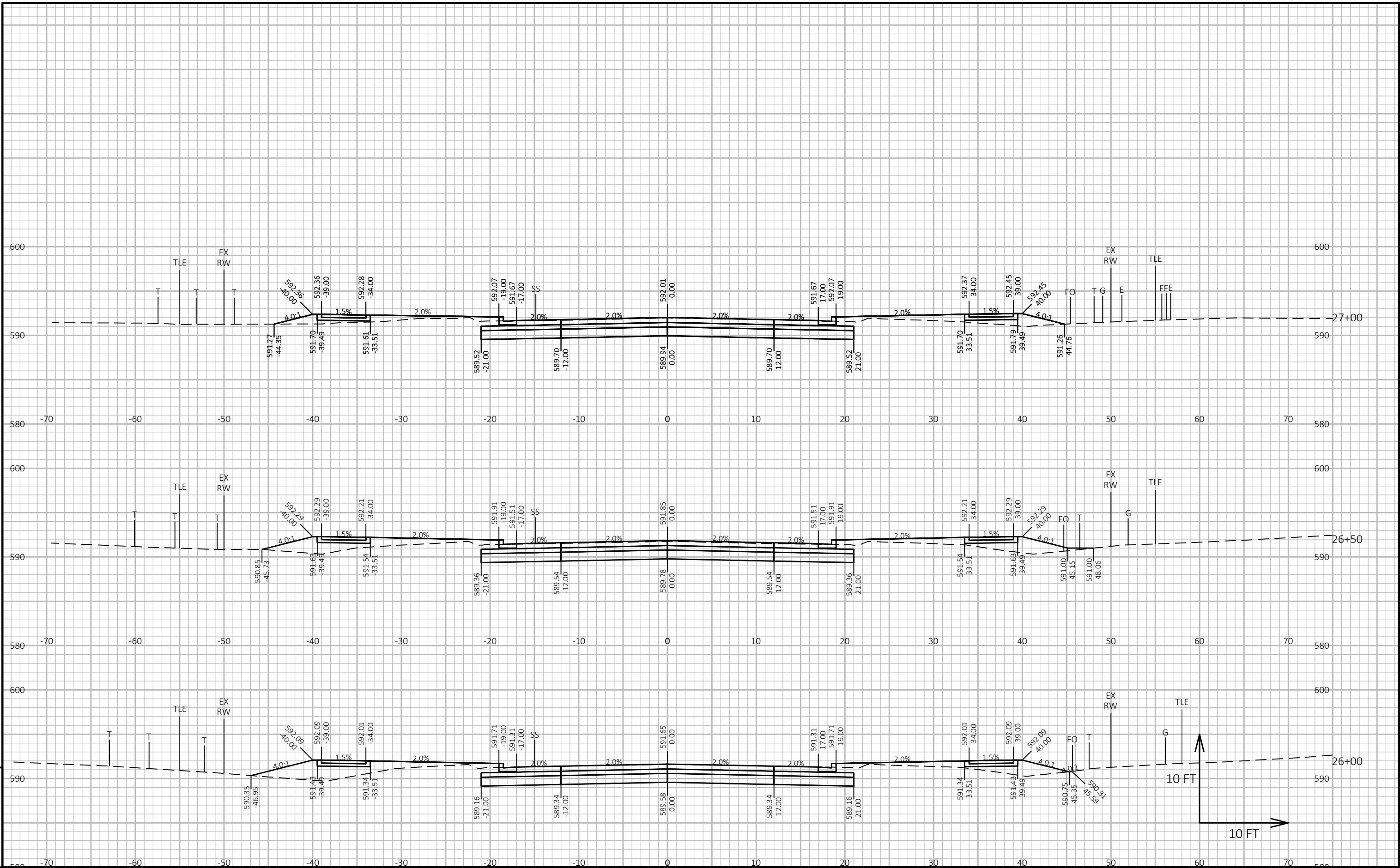


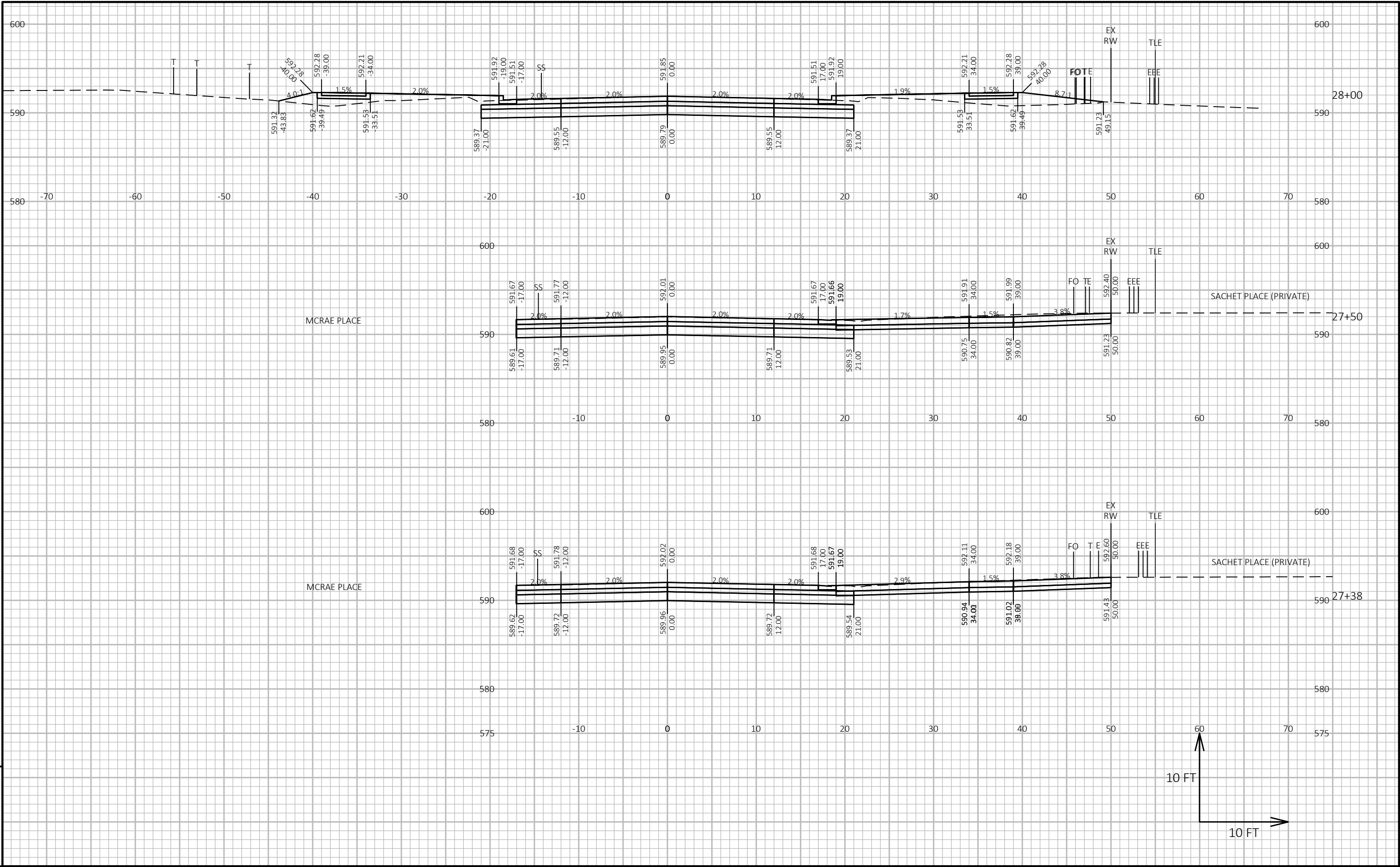


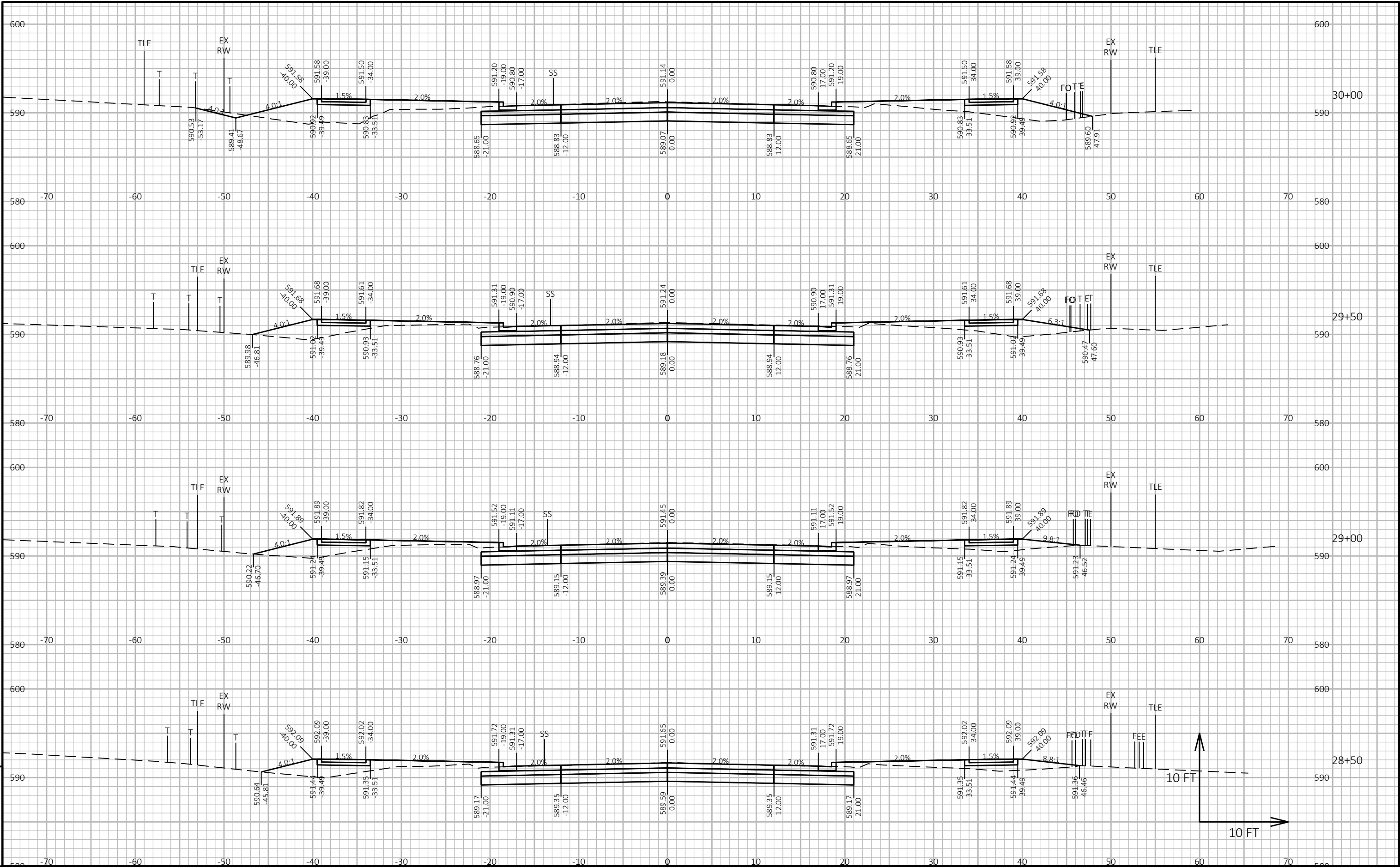


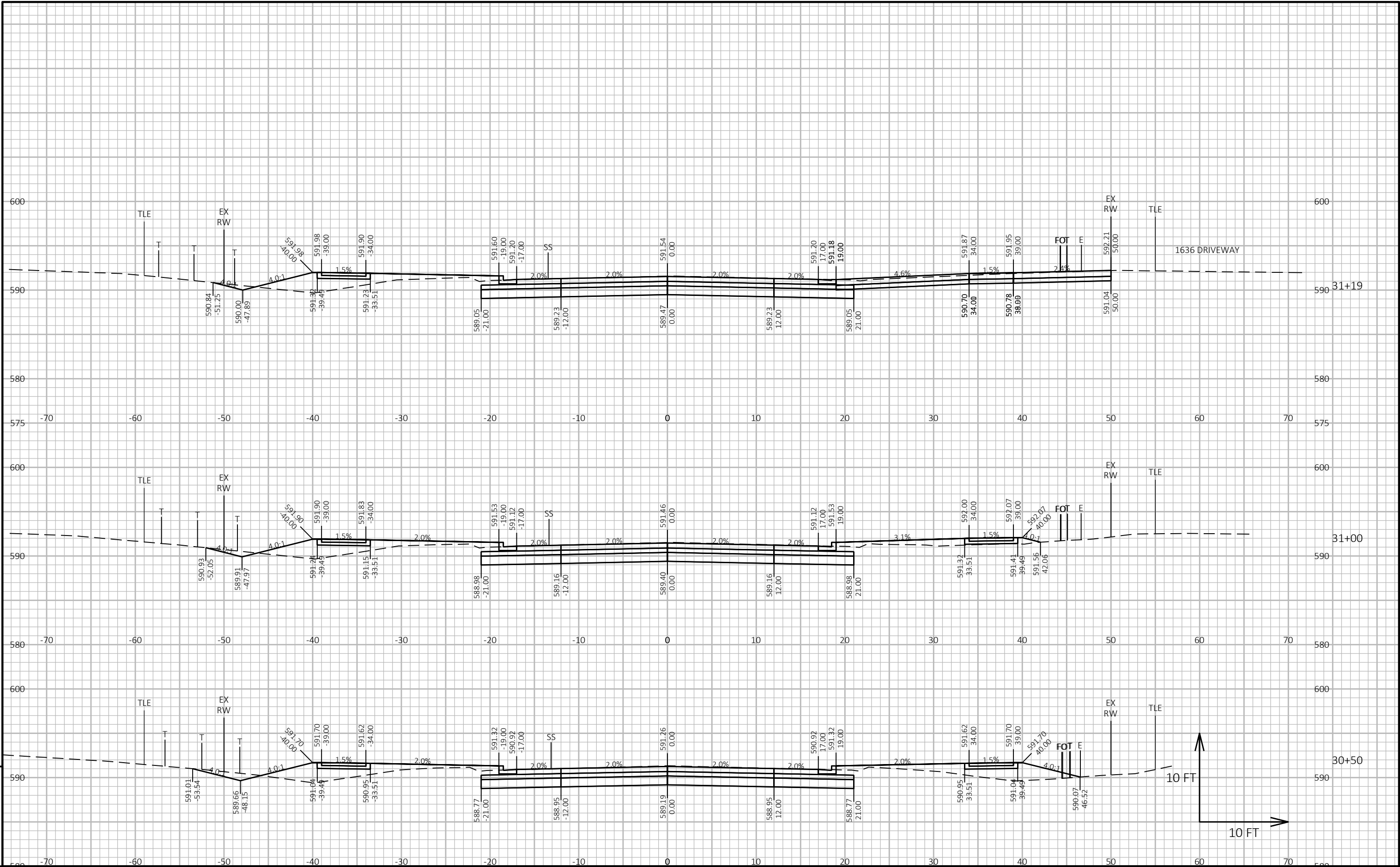


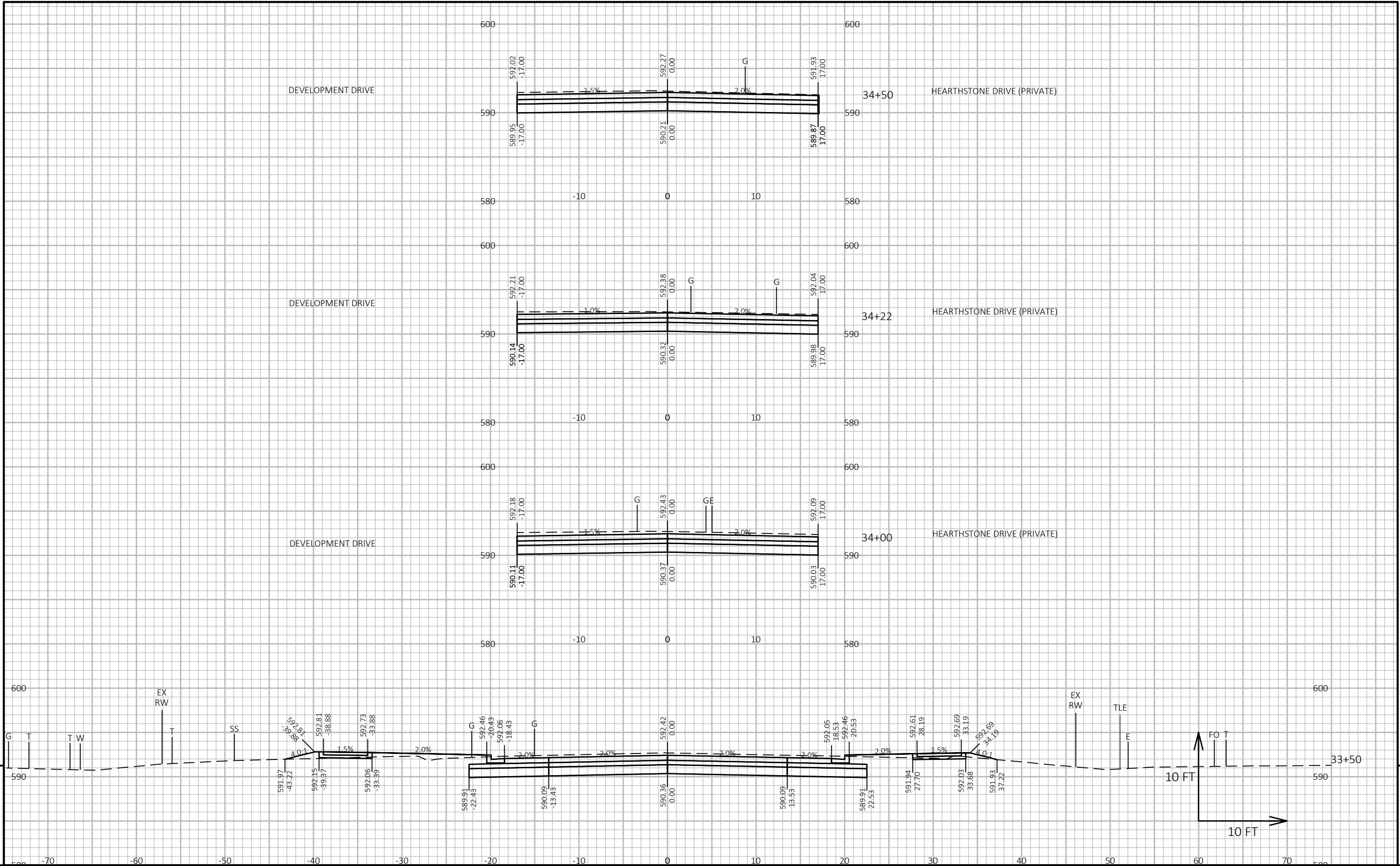


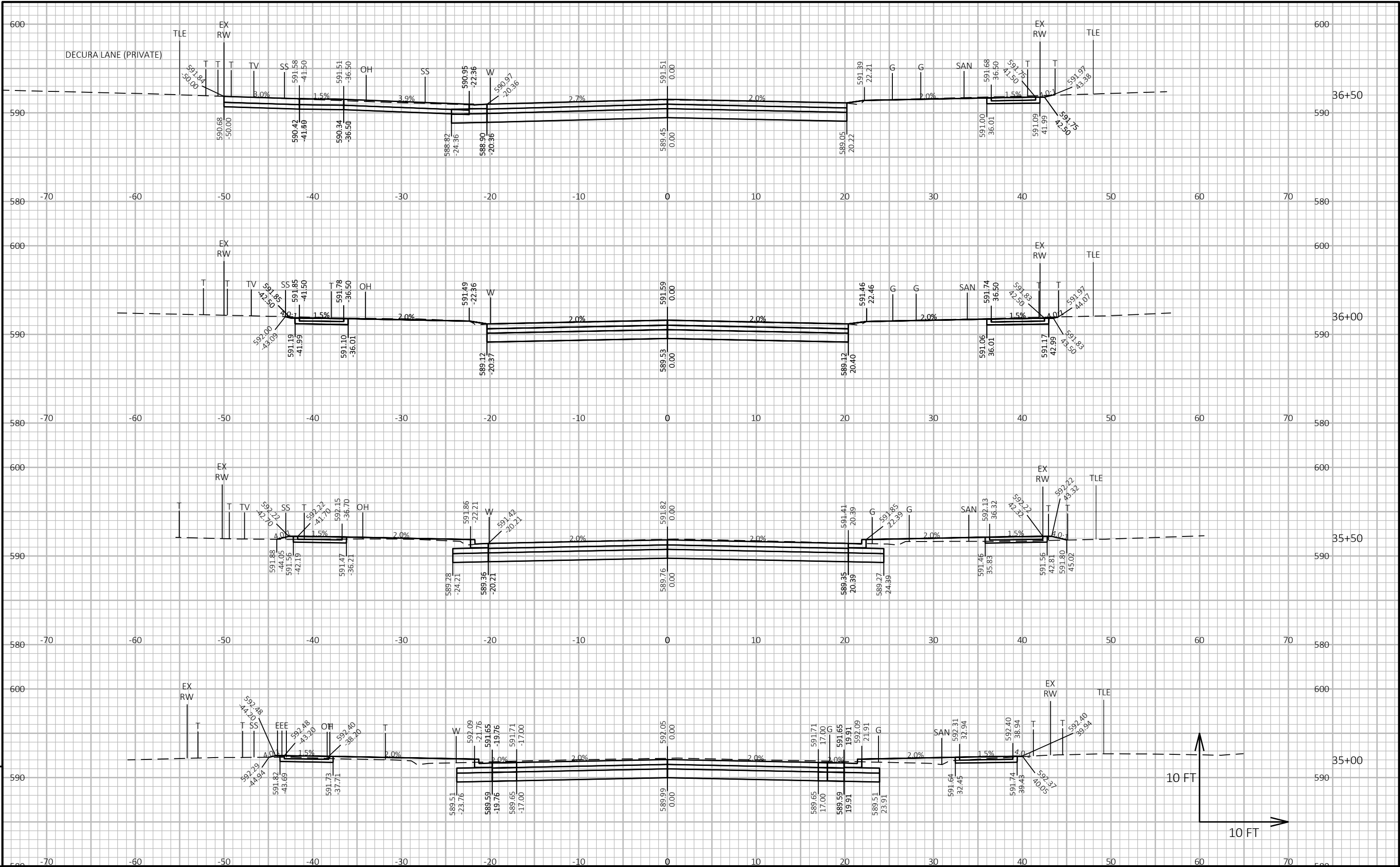


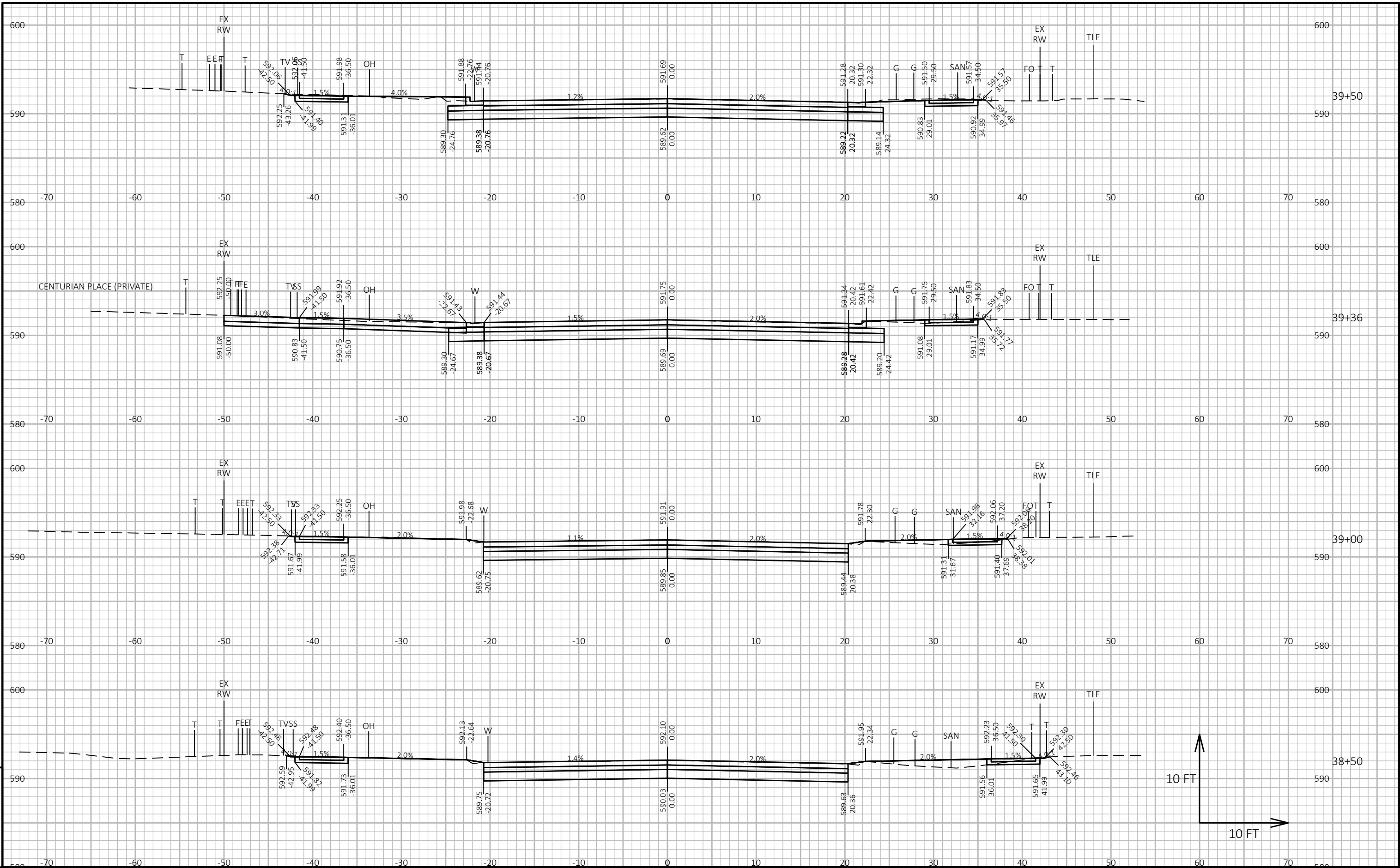


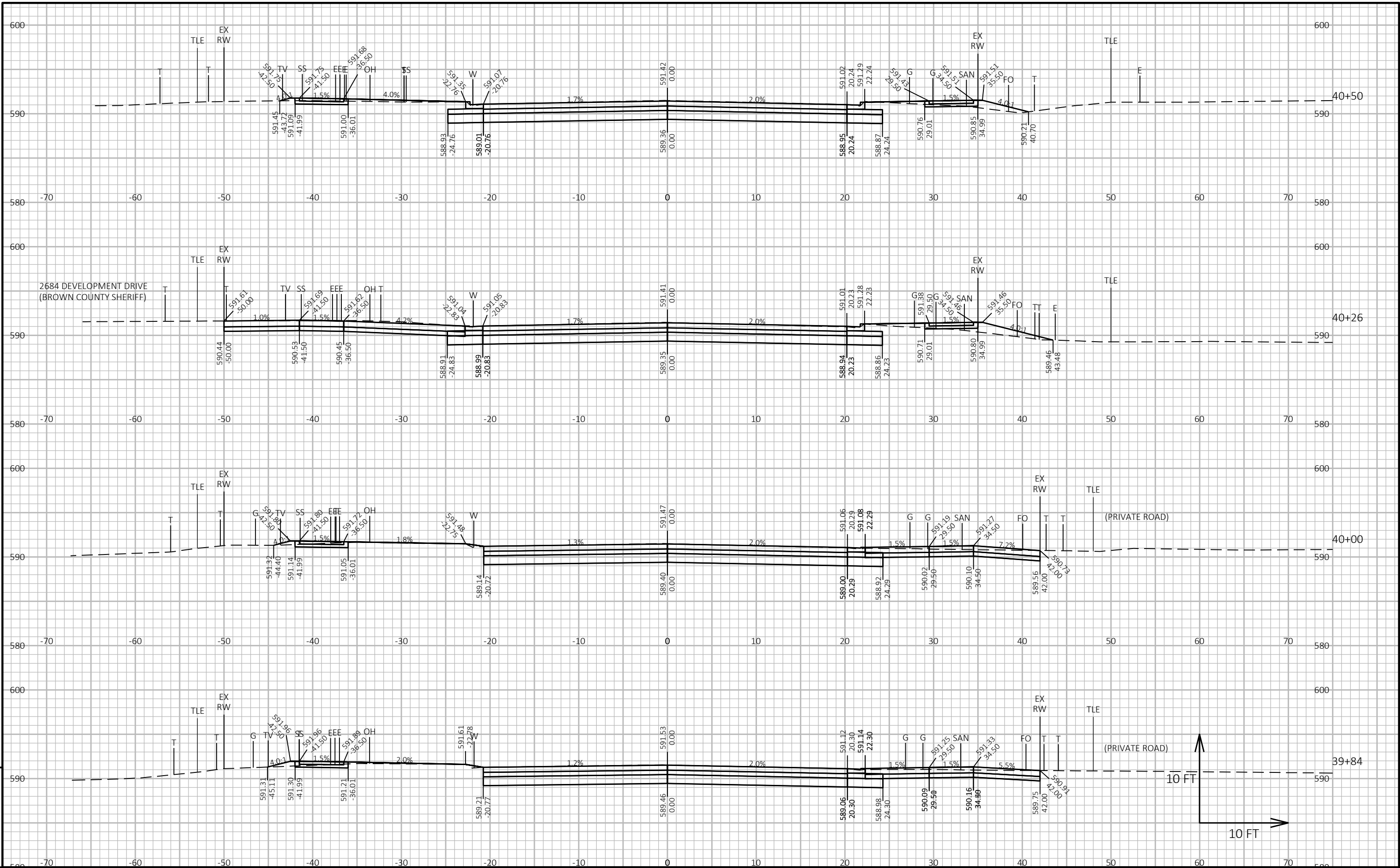


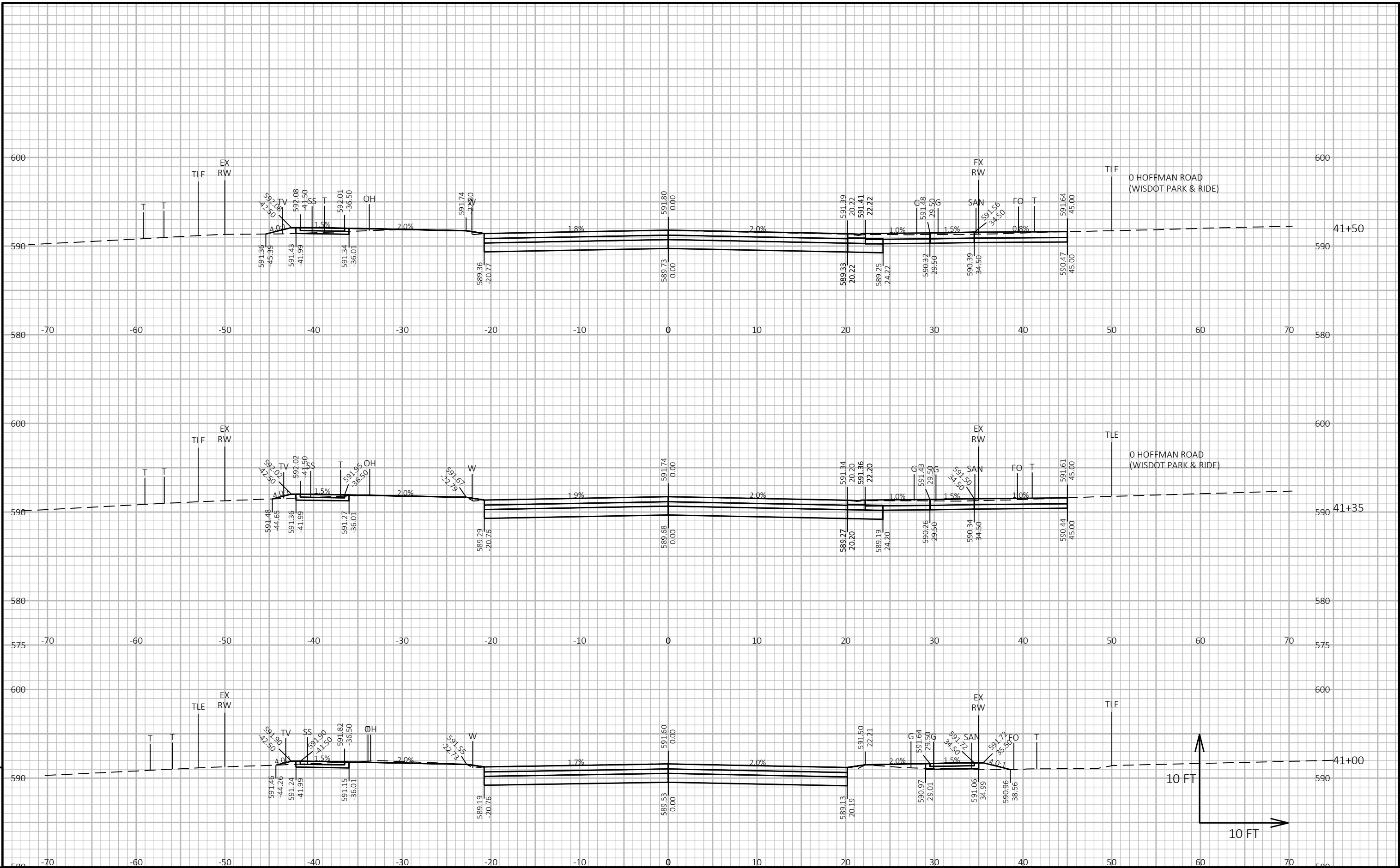


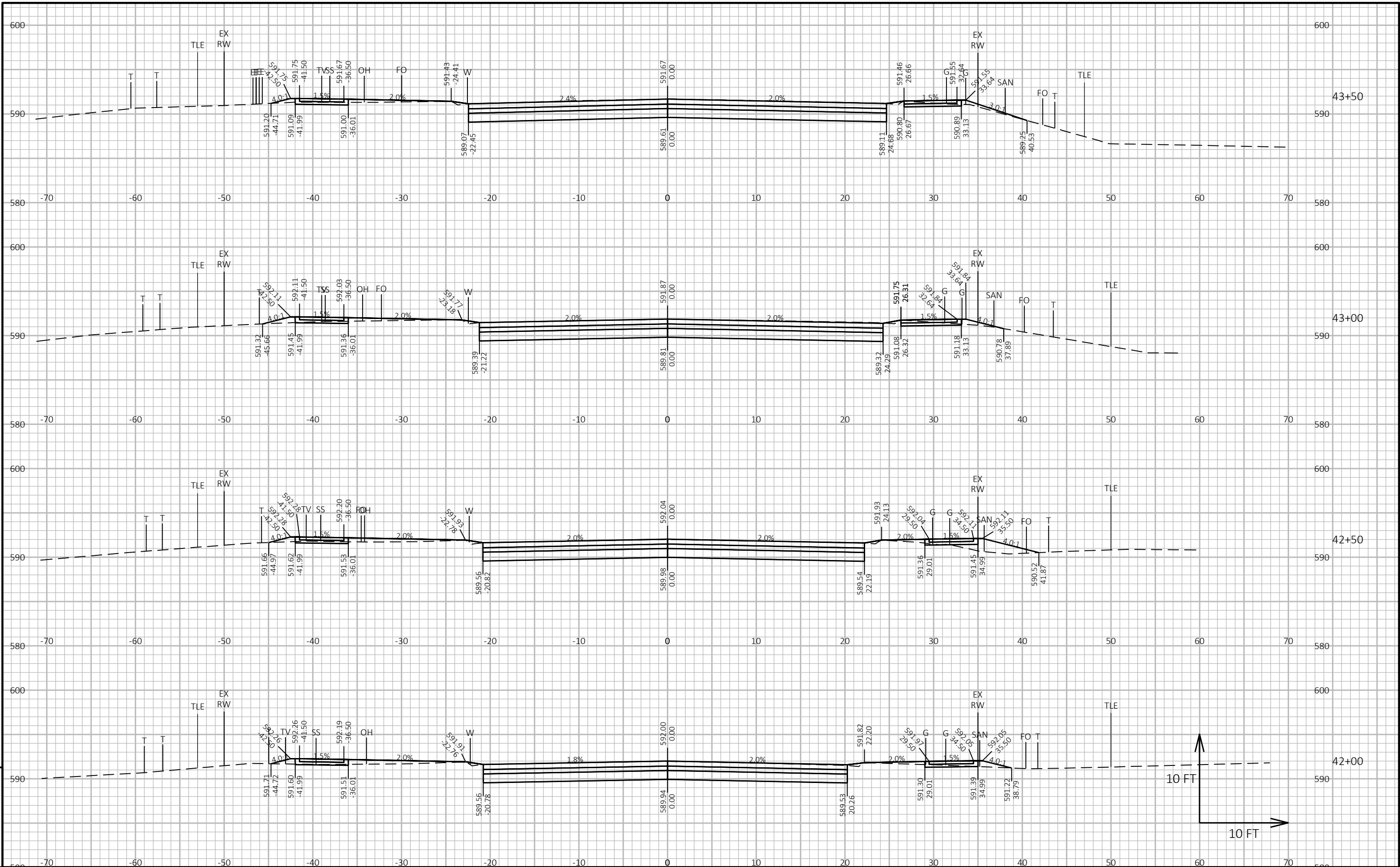


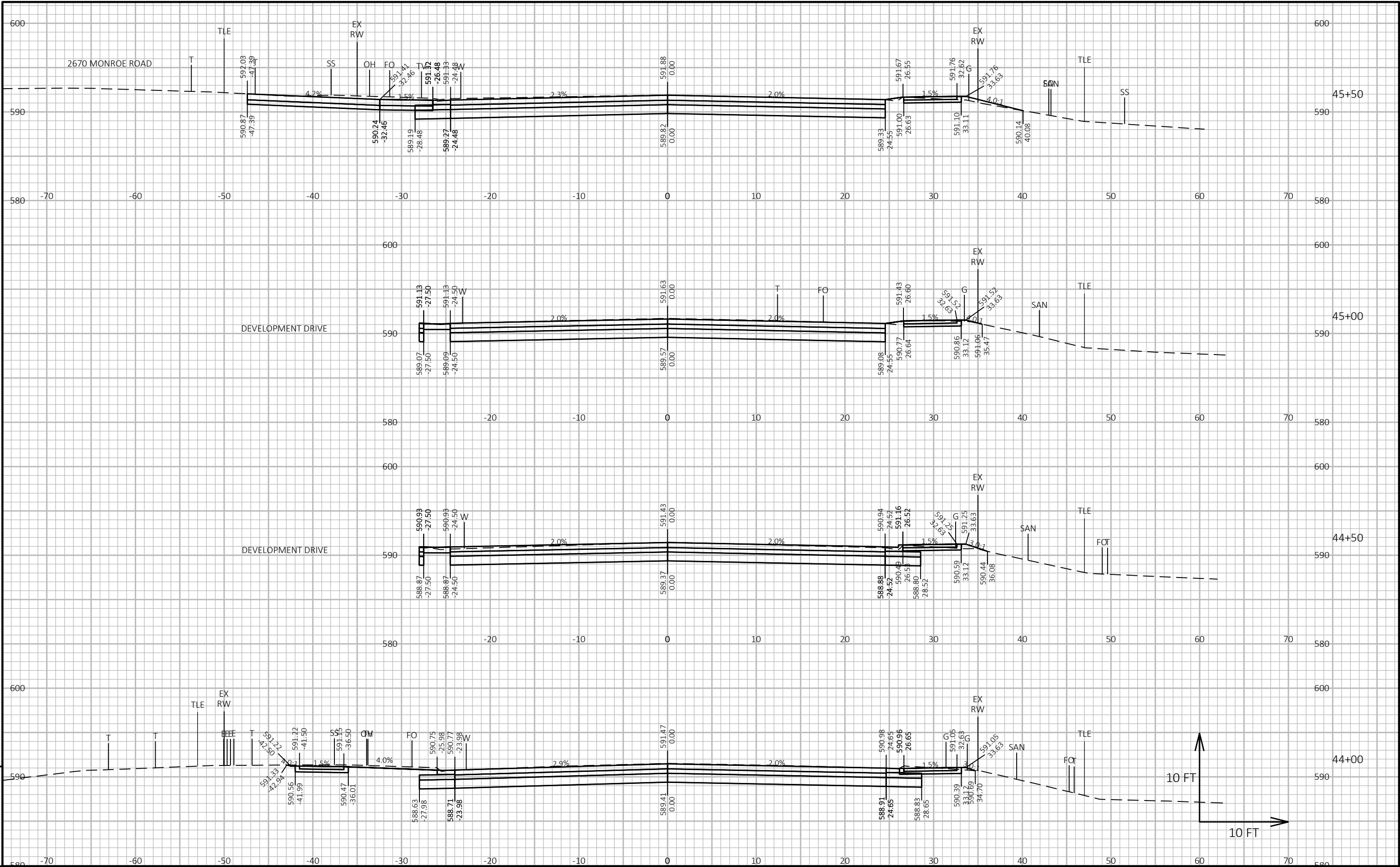


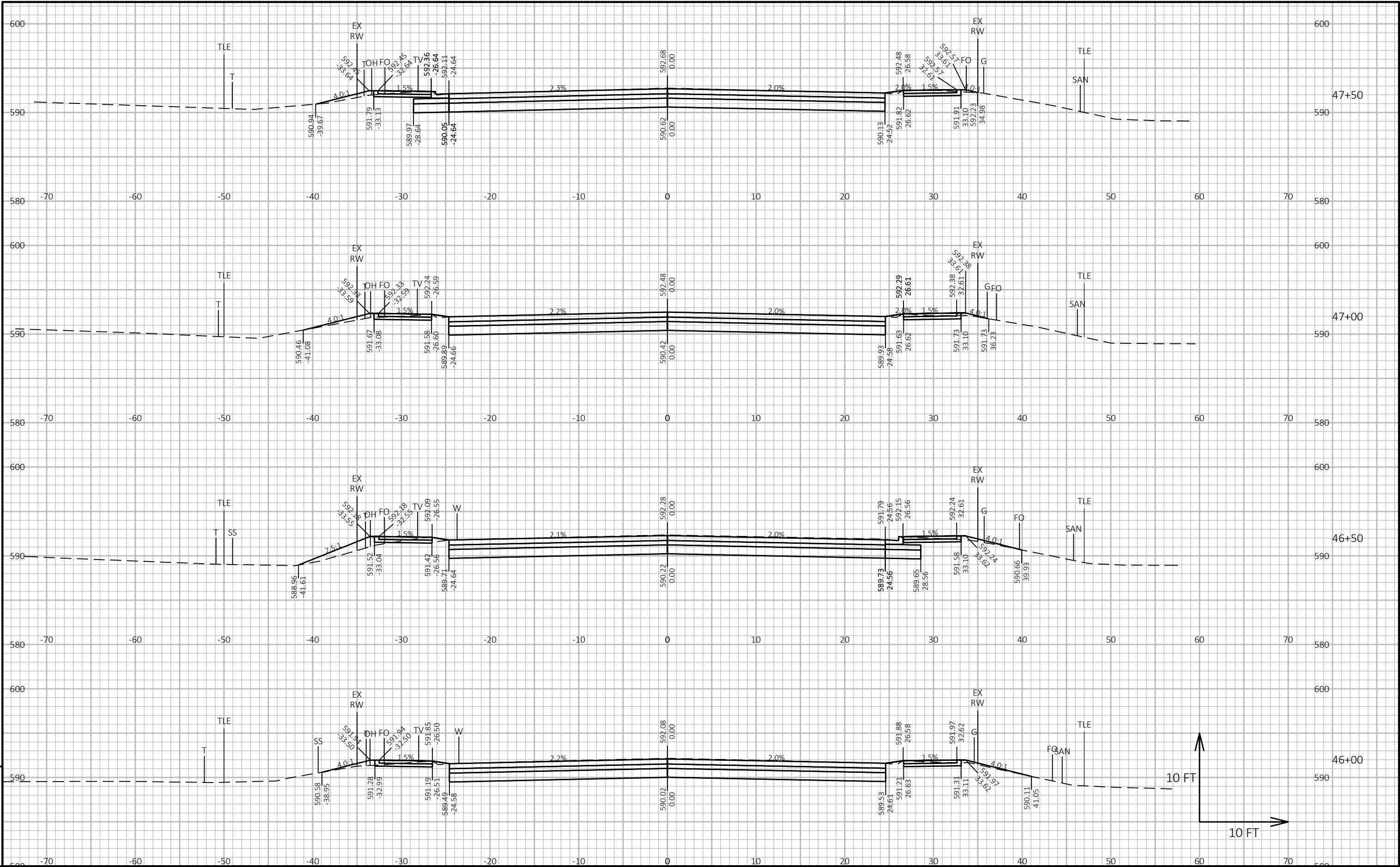




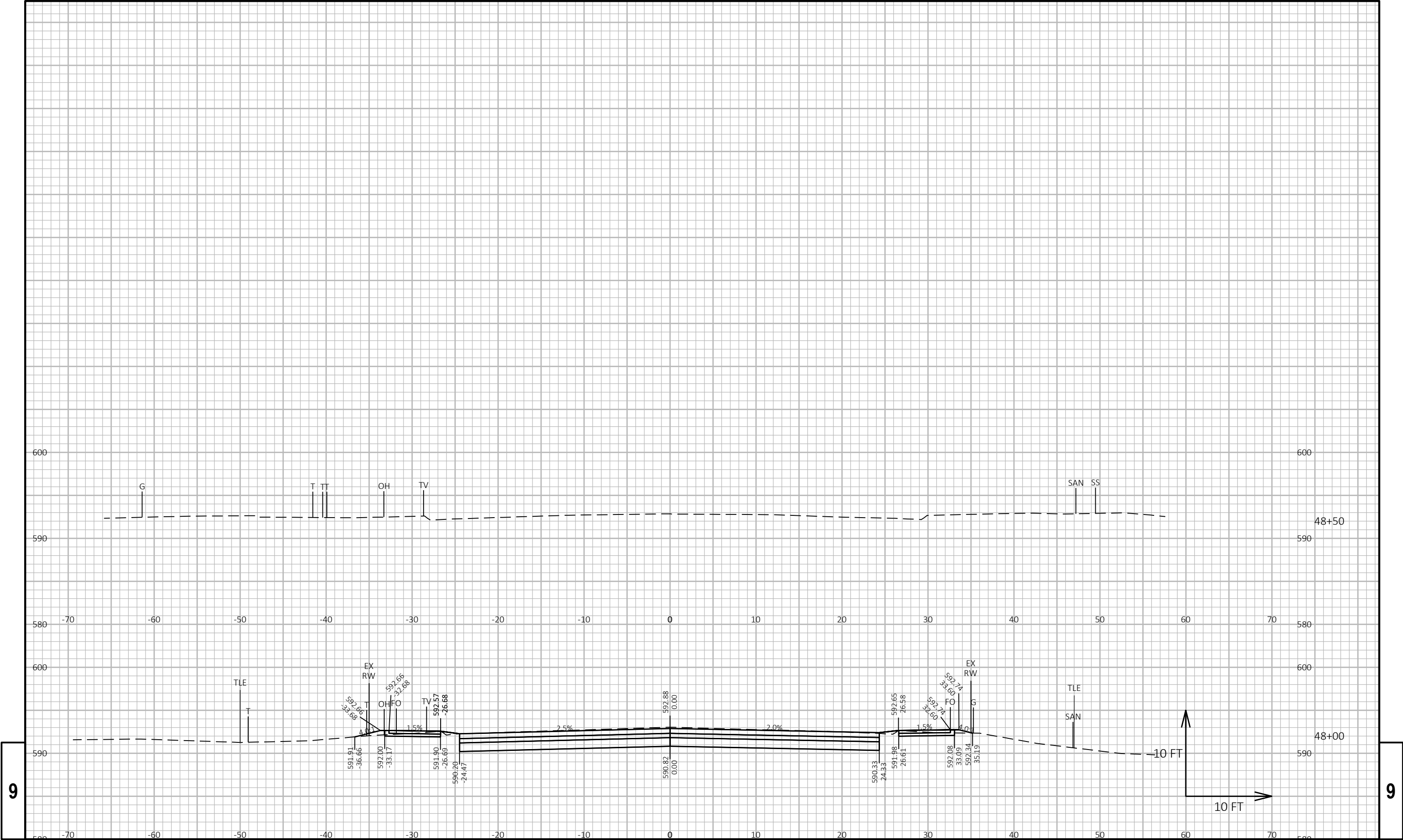


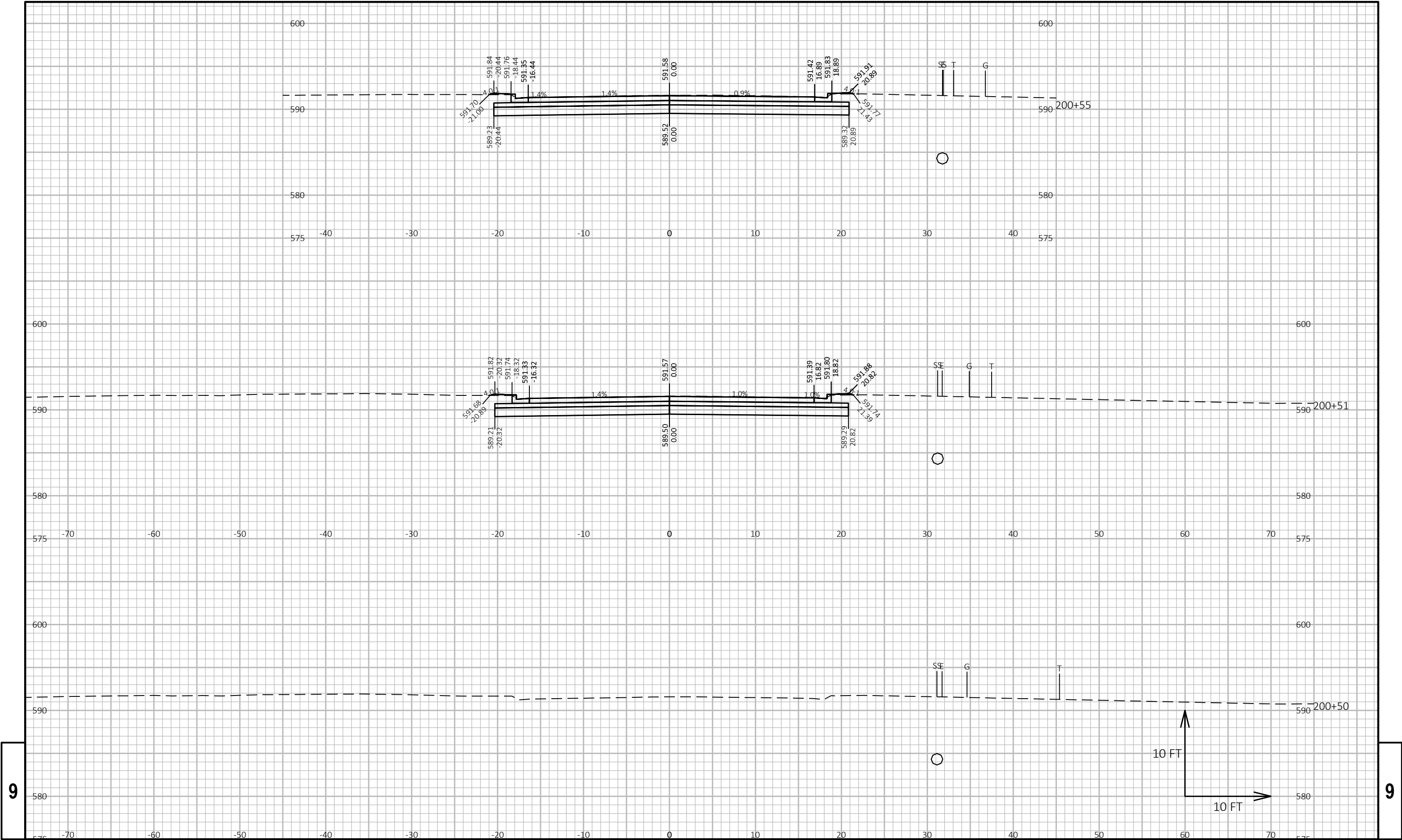






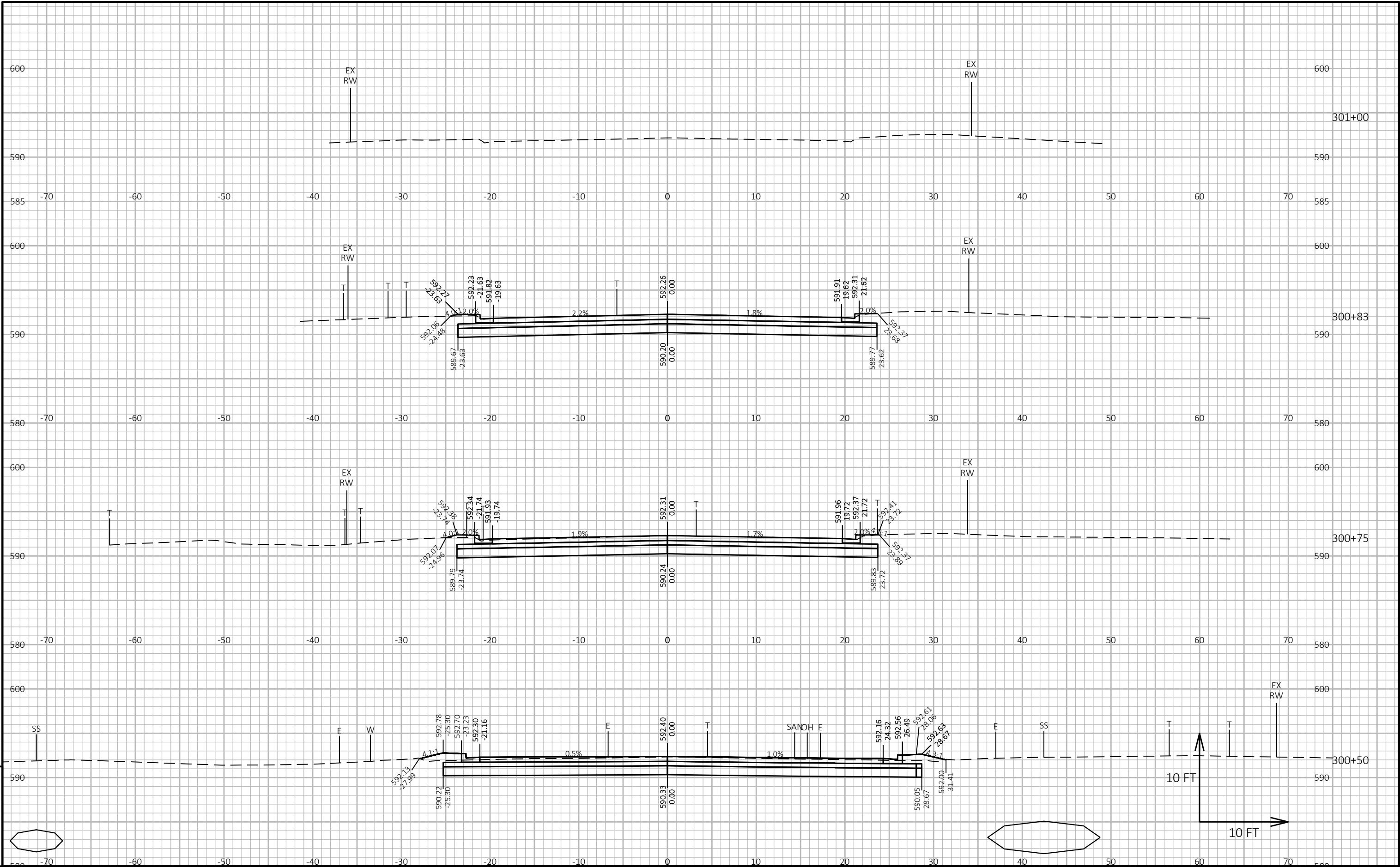
PROJECT NO: 4516-11-73	HWY: HOFFMAN ROAD	COUNTY: BROWN	CROSS SECTIONS: HOFFMAN ROAD	SHEET 205	E
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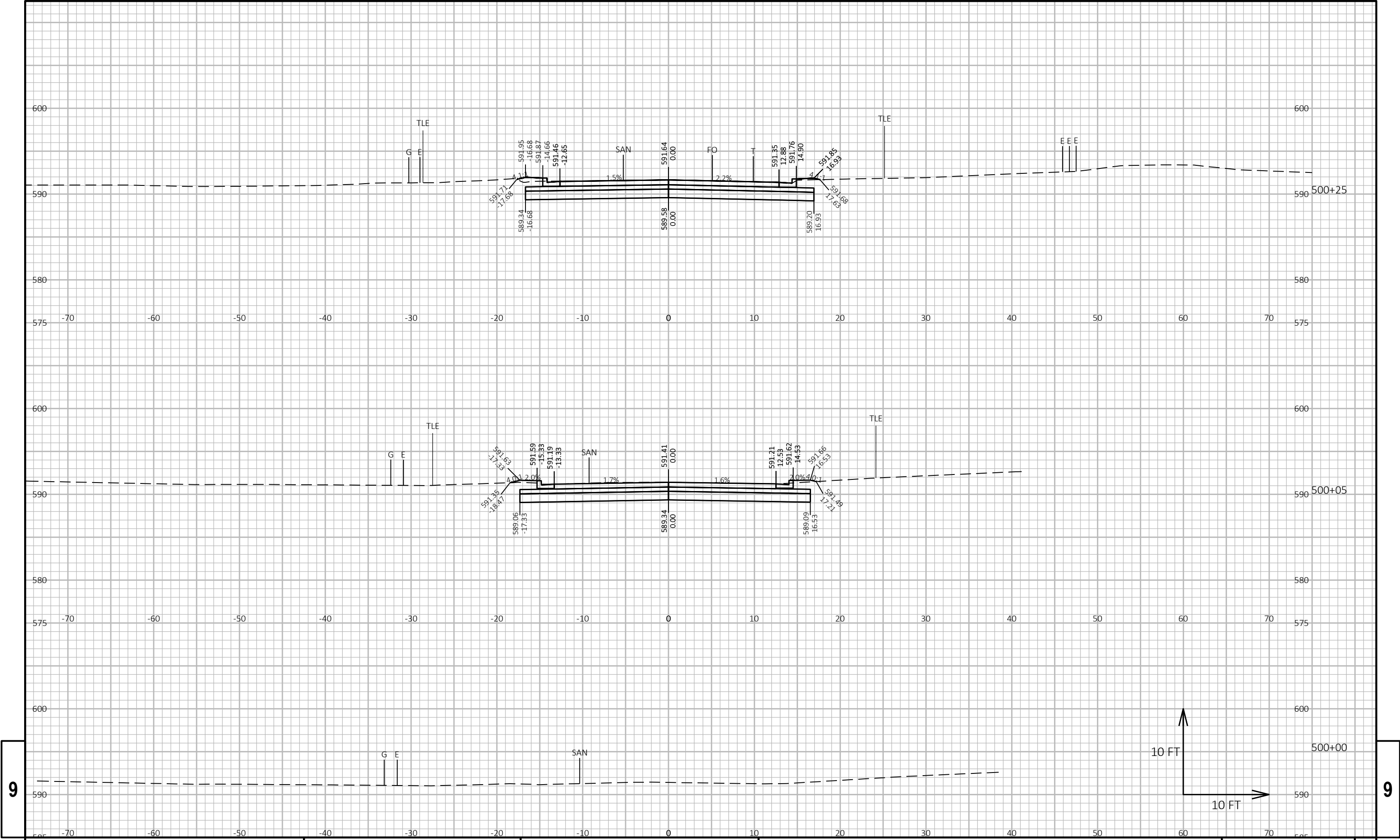


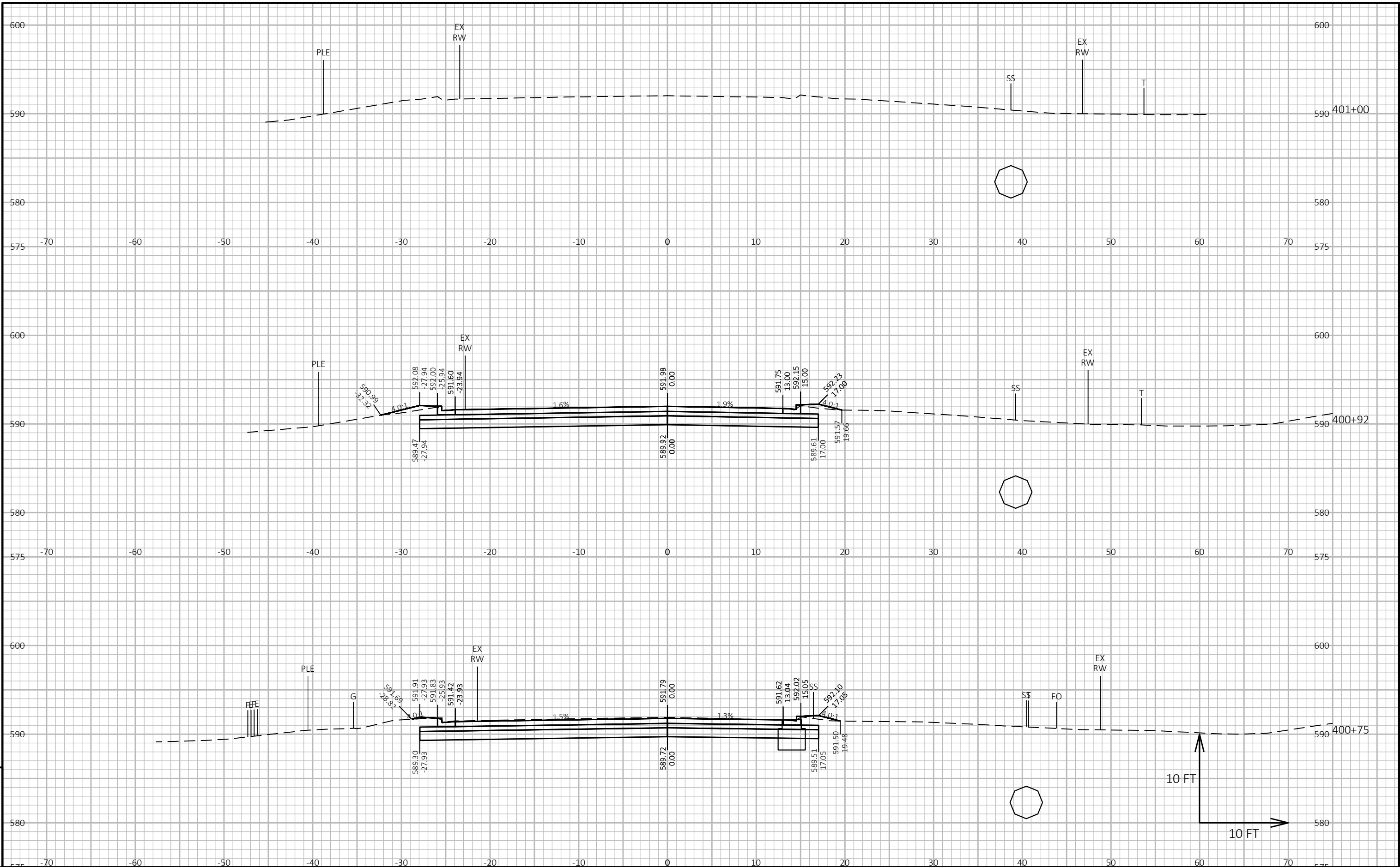


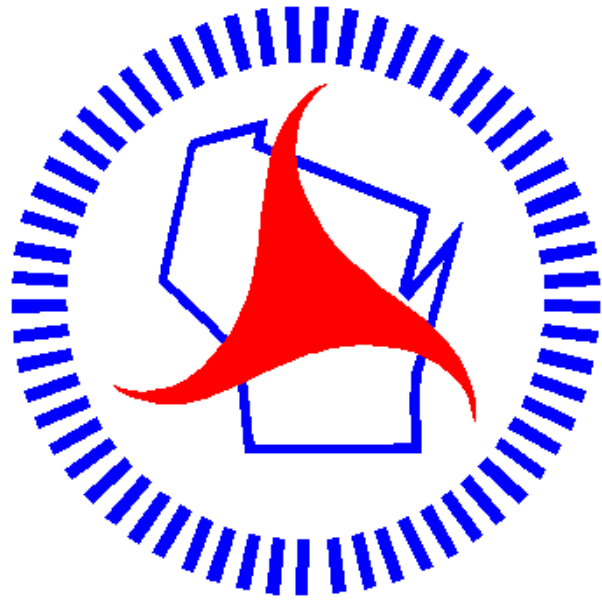
9

9









Wisconsin Department of Transportation

Dedicated people creating transportation solutions through innovation and exceptional service.

<http://www.dot.wisconsin.gov>

GRE

MARCH 2026

PROJECT ID:

4516-12-75

COUNTY:

BROWN

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 = 124



DESIGN DESIGNATION 4516-12-74

A.A.D.T.	2026	=	3,500
A.A.D.T.	2046	=	4,100
D.H.V.		=	451
D.D.		=	60140
T.		=	6.8%
DESIGN SPEED		=	40
ESALS		=	410,000

CONVENTIONAL SYMBOLS

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

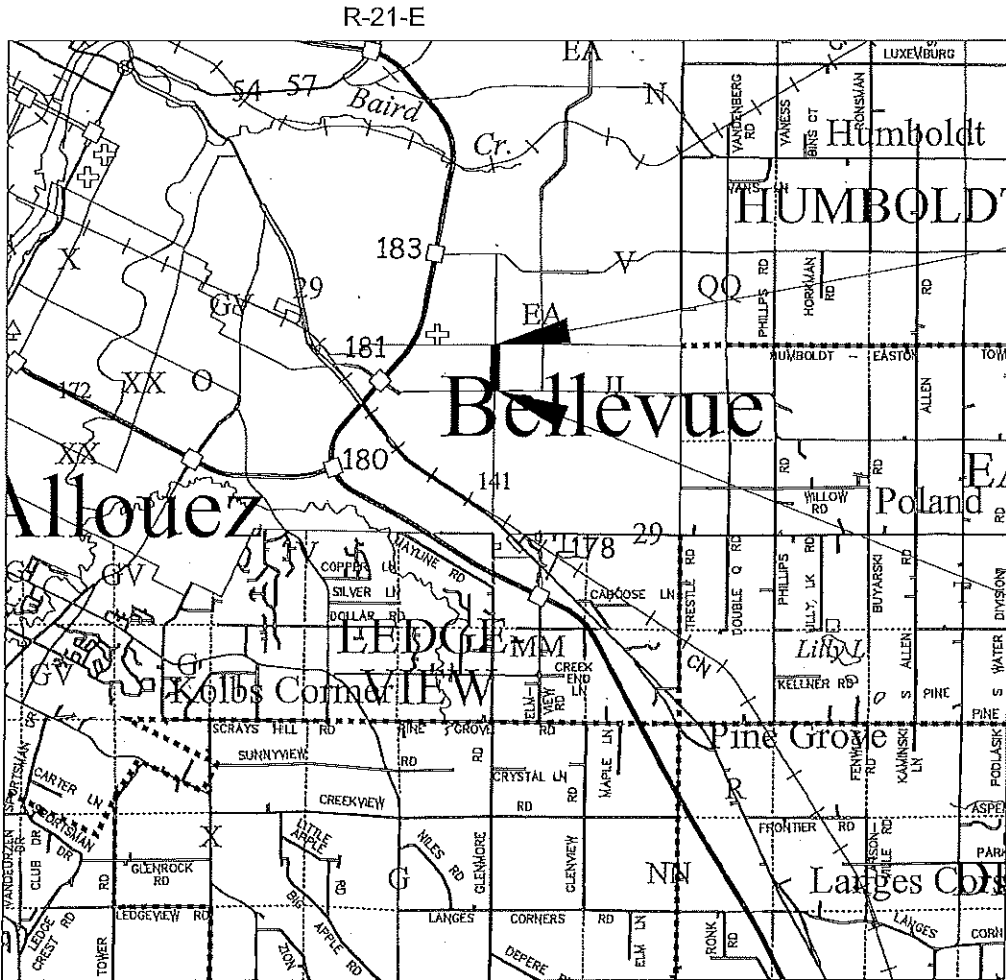
V BELLEVUE, ONTARIO ROAD

EATON ROAD TO NORTH VILLAGE LIMITS

LOCAL STREET
BROWN COUNTY

STATE PROJECT NUMBER

4516-12-75



END PROJECT
STA 33+49.40
Y = 552261.660
X = 122543.489

BEGIN PROJECT
STA 7+13.50
Y = 549626.980
X = 122496.788

LAYOUT
SCALE 0 0.5 MI
TOTAL NET LENGTH OF CENTERLINE = 0.499

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), BROWN COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 18.

STATE PROJECT

4516-12-75

FEDERAL PROJECT

PROJECT

WISC2026229

CONTRACT

1

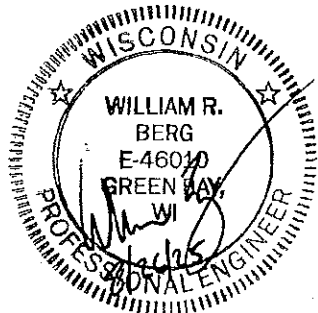
ACCEPTED FOR

VILLAGE OF BELLEVUE

Date 8/26/25 *Neil Spellman*
(Signature and Title of Official)

Director of Public Works

ORIGINAL PLANS PREPARED BY



DATE: 8/26/25 *William R. Berg*
(Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	
Surveyor	CEDAR CORPORATION
Designer	CEDAR CORPORATION
Project Manager	MICHAEL COHEN, P.E.
Regional Examiner	NORTHEAST REGION
Regional Supervisor	KIMBERLY SLEZAK, P.E.

APPROVED FOR THE DEPARTMENT
DATE: 8/27/25 *Michael Cohen*
(Signature)

E

2

GENERAL NOTES

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

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.

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

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 SUCH A TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

CURVE DATA IS BASED ON THE RADIUS DEFINITION.

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

THE EXACT LOCATION AND WIDTH OF DRIVEWAYS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. DRIVEWAYS SHALL BE REPLACED IN KIND. COMMERCIAL DRIVEWAYS SHALL BE A MINIMUM OF 30 FEET WIDE UNLESS SHOWN OTHERWISE IN THE PLANS. ALL RESIDENTIAL DRIVEWAYS SHALL BE A MAXIMUM OF 20 FEET WIDE.

INLET ELEVATIONS AS SHOWN ON THE PLANS MAY BE ADJUSTED BY THE ENGINEER TO FIT EXISTING FIELD CONDITIONS

CURB AND GUTTER PLAN GRADES ARE AT THE FLANGE LINE UNLESS OTHERWISE NOTED.

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

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 EXCEPT WHEN PAVING OPERATIONS REQUIRE THE DRIVEWAY TO BE CLOSED. ACCESS TO DRIVEWAYS SHALL BE RE-ESTABLISHED IMMEDIATELY AFTER OPERATIONS ARE COMPLETED. ACCESS SHALL BE PROVIDED DURING ALL NON-WORKING HOURS.

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

DESIGN PROJECT LEADER

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DESIGN PROJECT MANAGER

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VILLAGE OF BELLEVUE

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EMAIL: ewoodke@villageofbellevuewi.gov

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EMAIL: kw715w@att.com

CHARTER COMMUNICATIONS
TELECOMS/INTERNET
MARK PETRAS
3545 PLANK ROAD
APPLETON, WI 54915
PHONE: 920-378-0379
EMAIL: mark.petras@charter.com

WINDSTREAM
TELECOMS/INTERNET
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TELECOMS/INTERNET
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PHONE: 920-617-7316
EMAIL: rick.vincent@nsight.com

TDS METROCOM
TELECOMS/INTERNET
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COMMUNICATION
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WISCONSIN PUBLIC SERVICE
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VILLAGE SANITARY & WATER
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BUG TUSSEL
COMMUNICATION
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EMAIL: adam.vandenhouten@wisconsinpublicservice.com

ORDER OF SECTION 2 DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
INTERSECTION DETAILS
CURB RAMP DETAILS
EROSION CONTROL DETAILS
PERMANENT SIGNING & PAVEMENT MARKING DETAILS
TEMPORARY TRAFFIC CONTROL DETAILS
ALIGNMENT DATA DETAILS

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 6.04 ACRES

TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 3.80 ACRES

PROJECT NO: 4516-12-75

HWY: ONTARIO ROAD

COUNTY: BROWN

GENERAL NOTES

SHEET 2

E

FILE NAME : I:\CLIENTS-GRBAY\B\4914 BELLEVUE VILLAGE OF\181 ONTARIO RD - BIL PROJECT\45161274\04 CADD\45161275\SHEETS\020101-GN.DWG

PLOT DATE : 1/26/2026 1:11 PM

PLOT BY : WILLIAM BERG

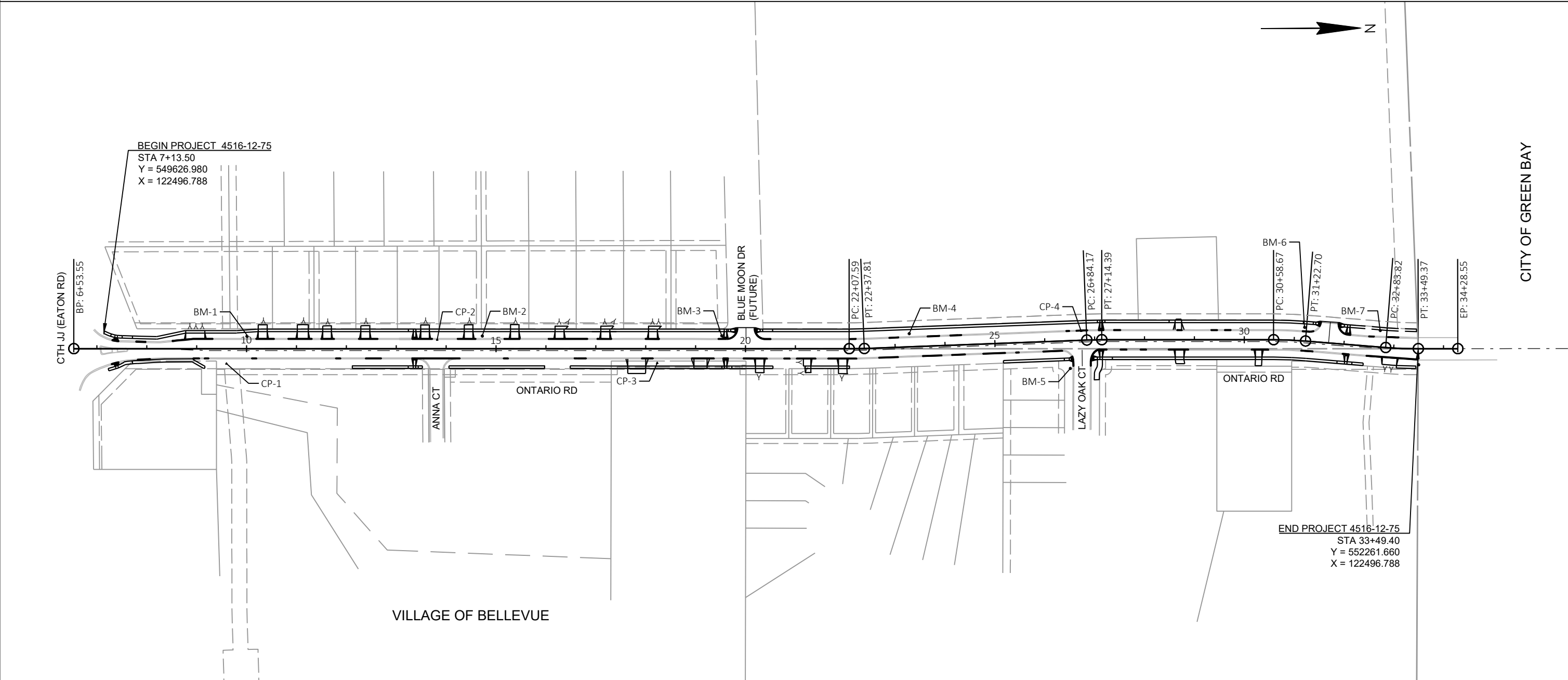
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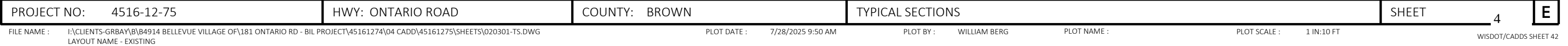
PLOT SCALE : 1" = 1'

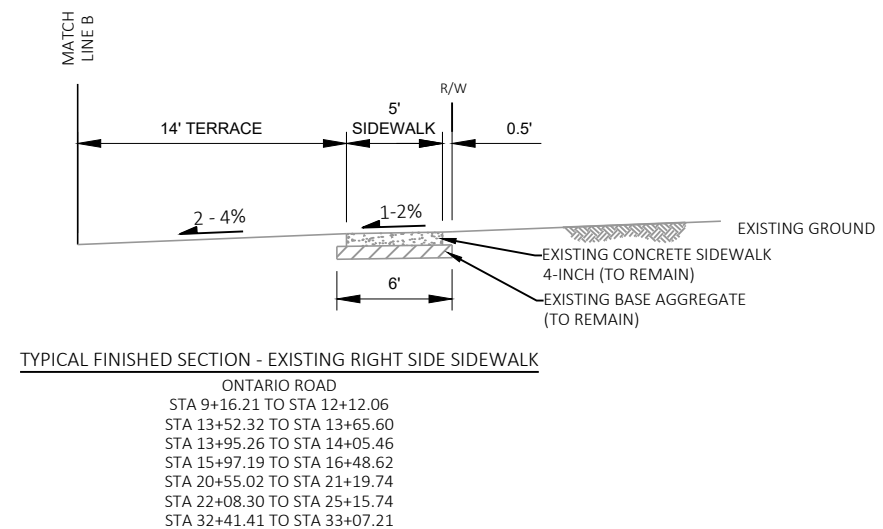
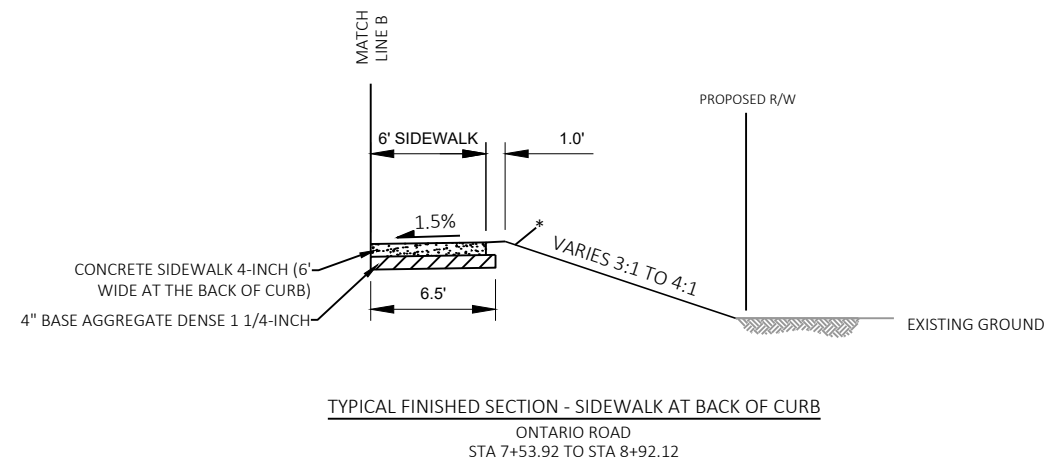
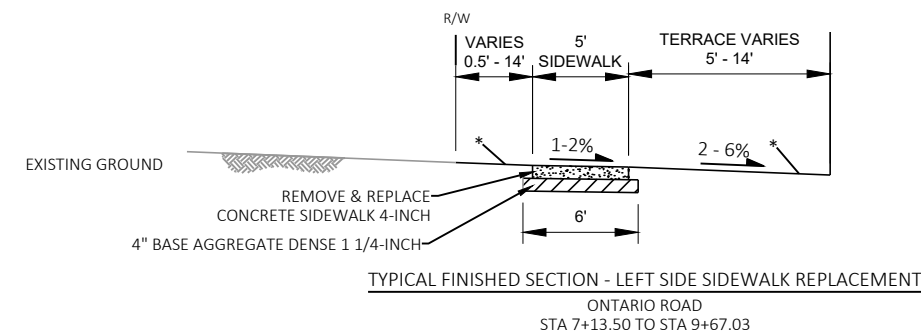
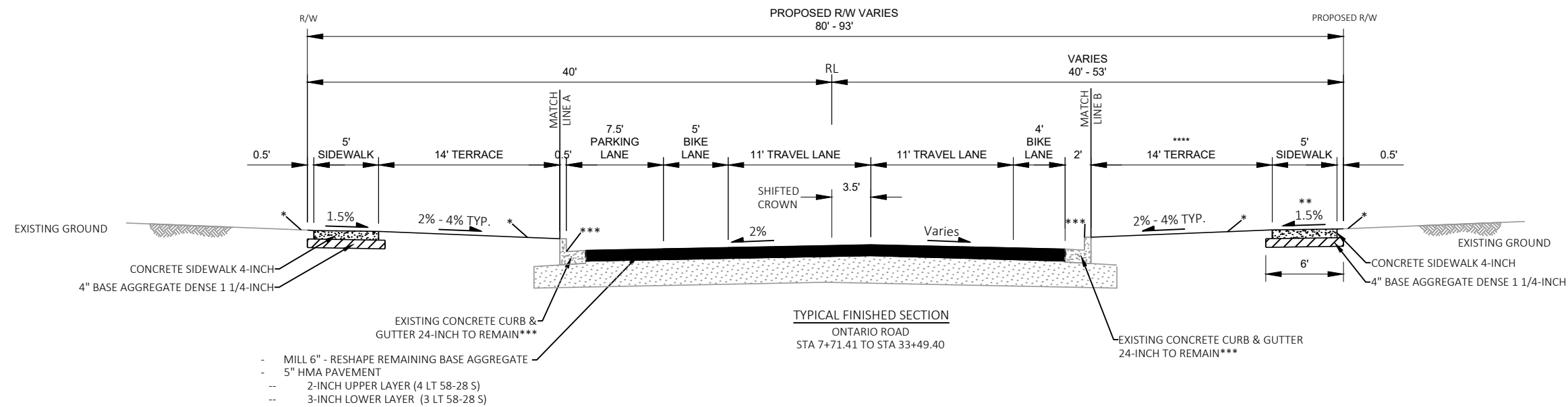
WISDOT/CADDs SHEET 42

BENCH MARKS			
NO.	STATION, OFFSET	ELEV.	DESCRIPTION
BM-1	10+00.76, 24.82' LT	748.17	BURY BOLT ON HYD
BM-2	14+72.28, 25.45' LT	751.43	BURY BOLT ON HYD
BM-3	19+52.27, 25.67' LT	752.20	BURY BOLT ON HYD
BM-4	23+28.96, 26.09' LT	752.56	BURY BOLT ON HYD
BM-5	26+49.04, 55.85' RT	754.06	BURY BOLT ON HYD
BM-6	31+18.82, 27.01' LT	754.44	BURY BOLT ON HYD
BM-7	32+70.26, 32.78' LT	753.55	BURY BOLT ON HYD

CONTROL POINTS					
NO.	STATION	X COORD.	Y COORD.	ELEV.	DESCRIPTION
CP-1	9+59.63	122558.8930	549872.7390	745.33	CHISEL CROSS ON WEST RIM OF SAN MH
CP-2	13+81.98	122513.4920	550295.3710	748.93	MAG NAIL IN PAVEMENT, WEST SIDE OF ROAD
CP-3	18+22.89	122562.7820	550735.9860	749.42	CHISEL CROSS ON WEST RIM OF SAN MH
CP-4	26+73.54	122503.9360	551586.0000	752.15	CHISEL CROSS ON INLET RIM







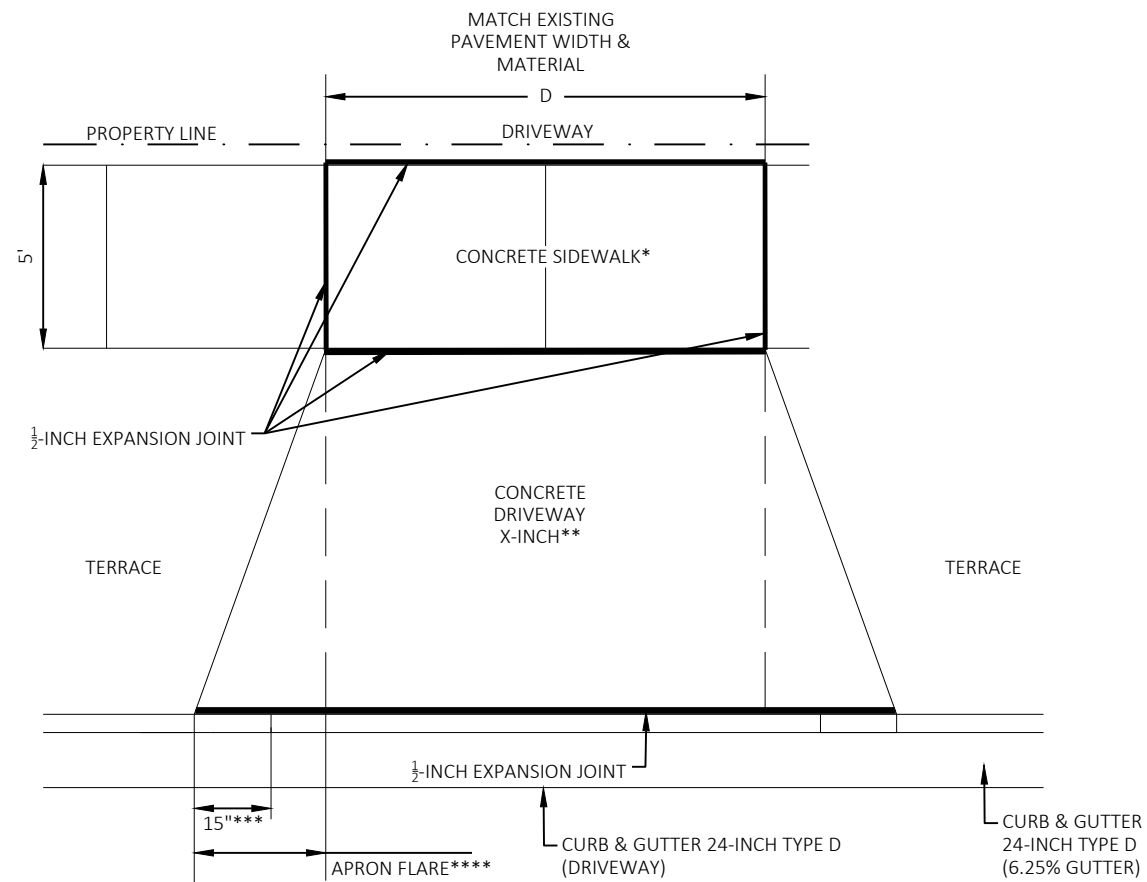
NOTES:

*RESTORE AREA WITH TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE B

**SPOT SIDEWALK REMOVE AND REPLACE. SEE PLAN SHEETS FOR LOCATIONS

***SPOT CURB & GUTTER REMOVE AND REPLACE. SEE PLAN SHEETS FOR LOCATIONS

****RIGHT TERRACE WIDTH VARIES 1' TO 5' BETWEEN STA 7+22.47 TO STA 7+53.92 AND 1' TO 14' BETWEEN STA 8+92.12 TO STA 9+16.21



NOTES:
* SIDEWALK WITHIN THE LIMITS OF DRIVEWAY TO MATCH ADJACENT CONCRETE DRIVEWAY THICKNESS AND PAID FOR AS CONCRETE DRIVEWAY 6-INCH OR CONCRETE DRIVEWAY 8-INCH.

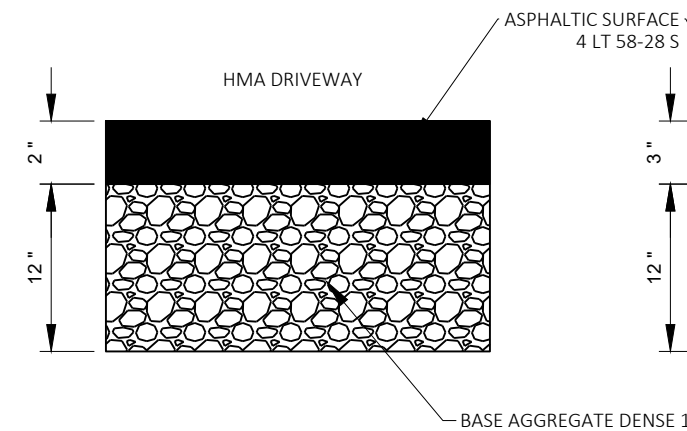
** CONCRETE DRIVEWAY THICKNESS SPECIFIED ELSEWHERE IN PLANS.

*** 15" CURB HEAD TAPER WITHIN APRON FLARE

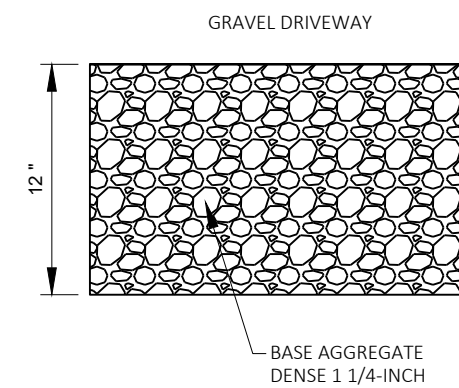
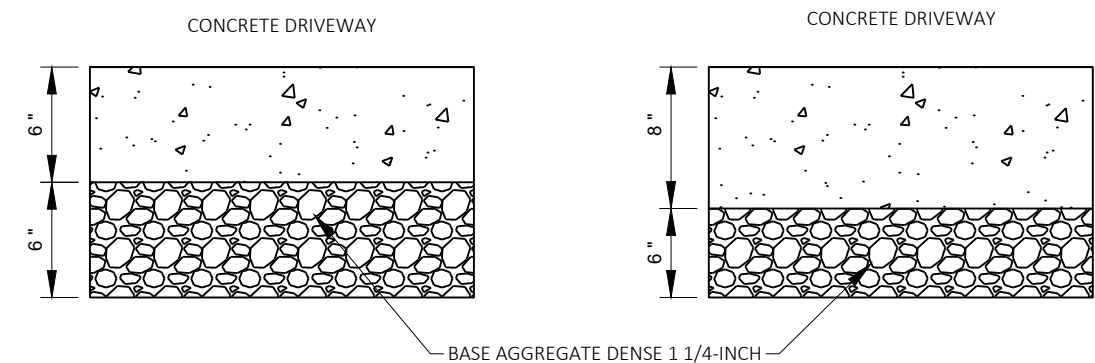
**** APRON FLARE WIDTHS (EITHER 2.5' OR 5') SPECIFIED ELSEWHERE IN PLANS

DRIVEWAY DETAIL

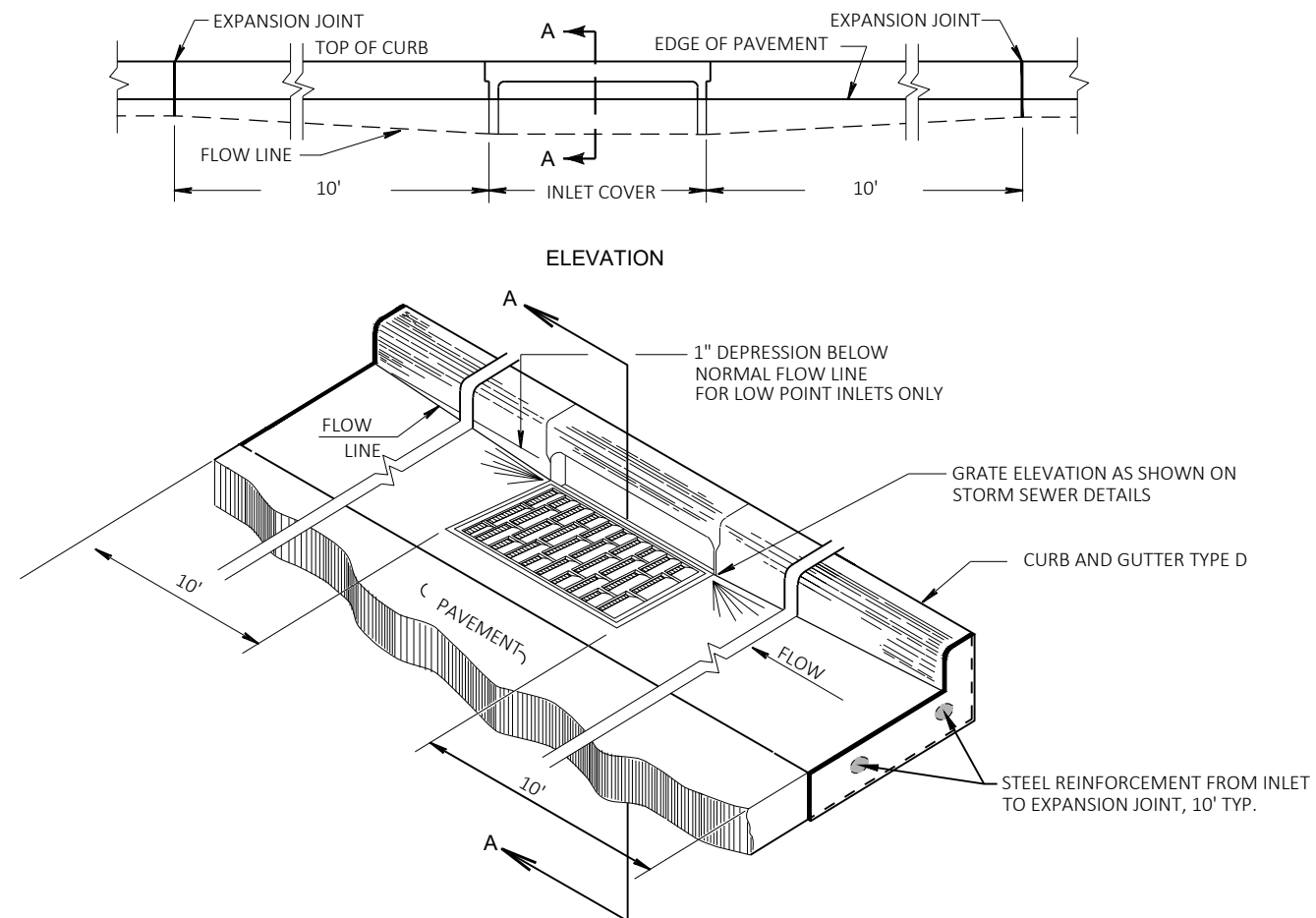
RESIDENTIAL DRIVEWAY SECTIONS (NOTED PE IN PLANS)



COMMERCIAL DRIVEWAY SECTIONS (NOTED CE IN PLANS)

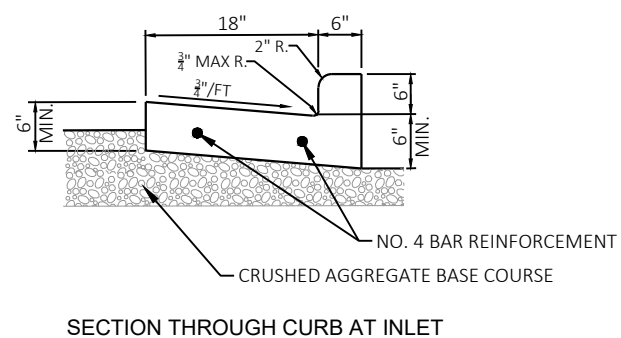
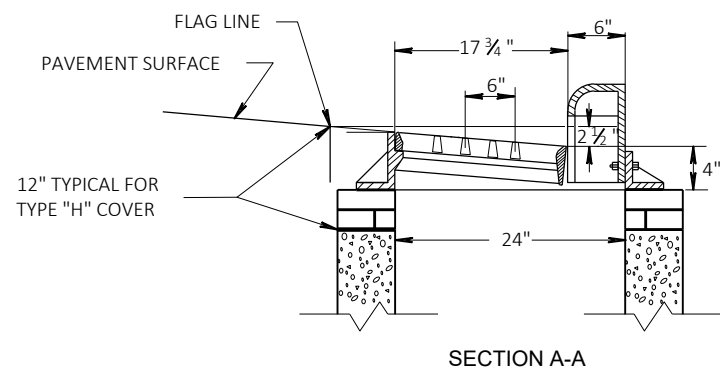


DRIVEWAY TYPICAL SECTIONS NO SCALE

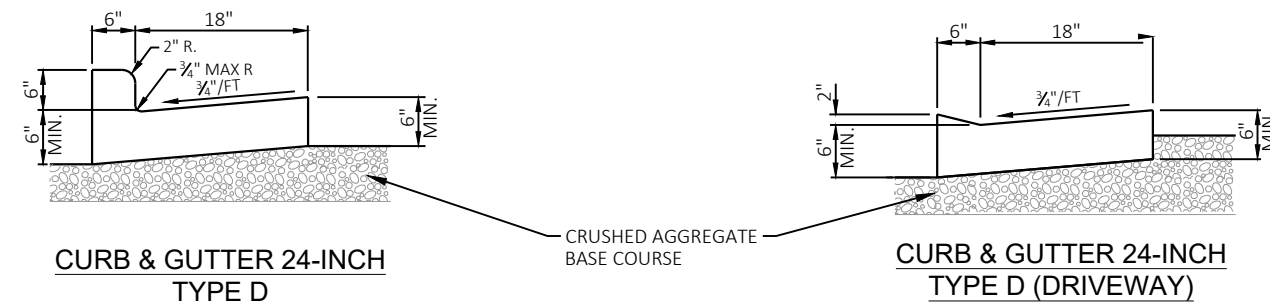


NOTES:

1. REINFORCEMENT REQUIRED 10' EACH WAY OF INLETS.
2. WHEN REINFORCING IS REQUIRED, PLACE 2-NO. 4 REBARS AS FOLLOWS:
 - 2.1. 6" FROM FLANGE LINE AND BACK OF CURB.
 - 2.2. 3" FROM BOTTOM.
3. THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED A 6" MIN. GUTTER THICKNESS IS MAINTAINED.

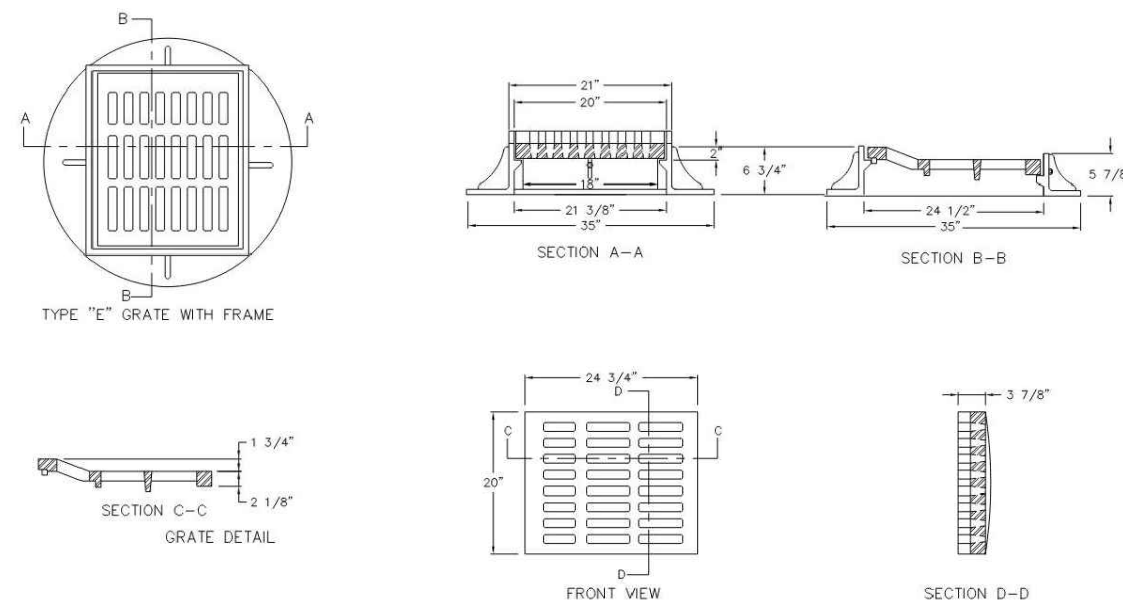


DETAIL OF CURB AND GUTTER AND REINFORCEMENT AT INLETS
(TYPE H INLET SHOWN)

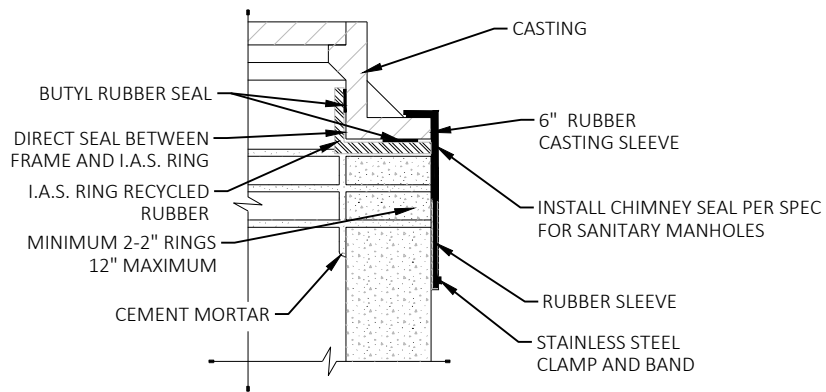


NOTES:

1. AT TIE-INS TO EXISTING CURB AND GUTTER, TIE 2 NO. 4 REBARS INTO THE EXISTING.
2. THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED A 6" MIN. GUTTER THICKNESS IS MAINTAINED.

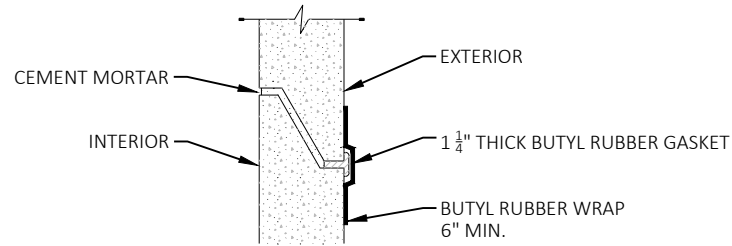


TYPE E INLET CASTING & COVER
(NO SCALE)

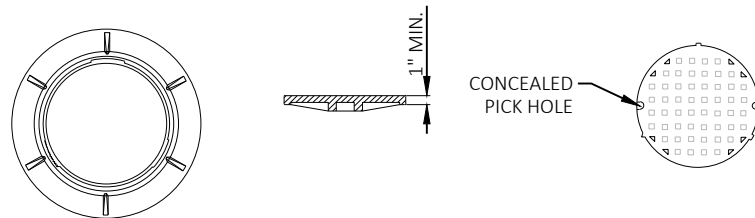
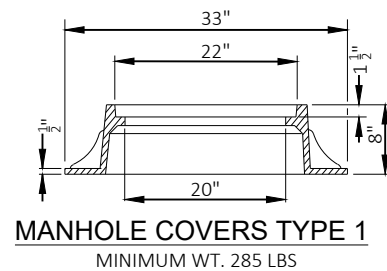


NOTES:

1. THE FINAL ADJUSTMENT RING TO BE A PLASTIC OR RECYCLED RUBBER RING TAPERED TO FIT THE CROSS SLOPE PER THE SPECIFICATIONS FOR MANHOLES WITHIN THE ROAD SECTION.
2. SEAL BETWEEN RECYCLED RUBBER ADJUSTMENT RINGS WITH POLYURETHANE SEALANT SUPPLIED BY CONTRACTOR.
3. CHIMNEY SEALS REQUIRED FOR ALL SANITARY MANHOLES. USE INTERIOR/EXTERIOR TYPE CHIMNEY SEAL.

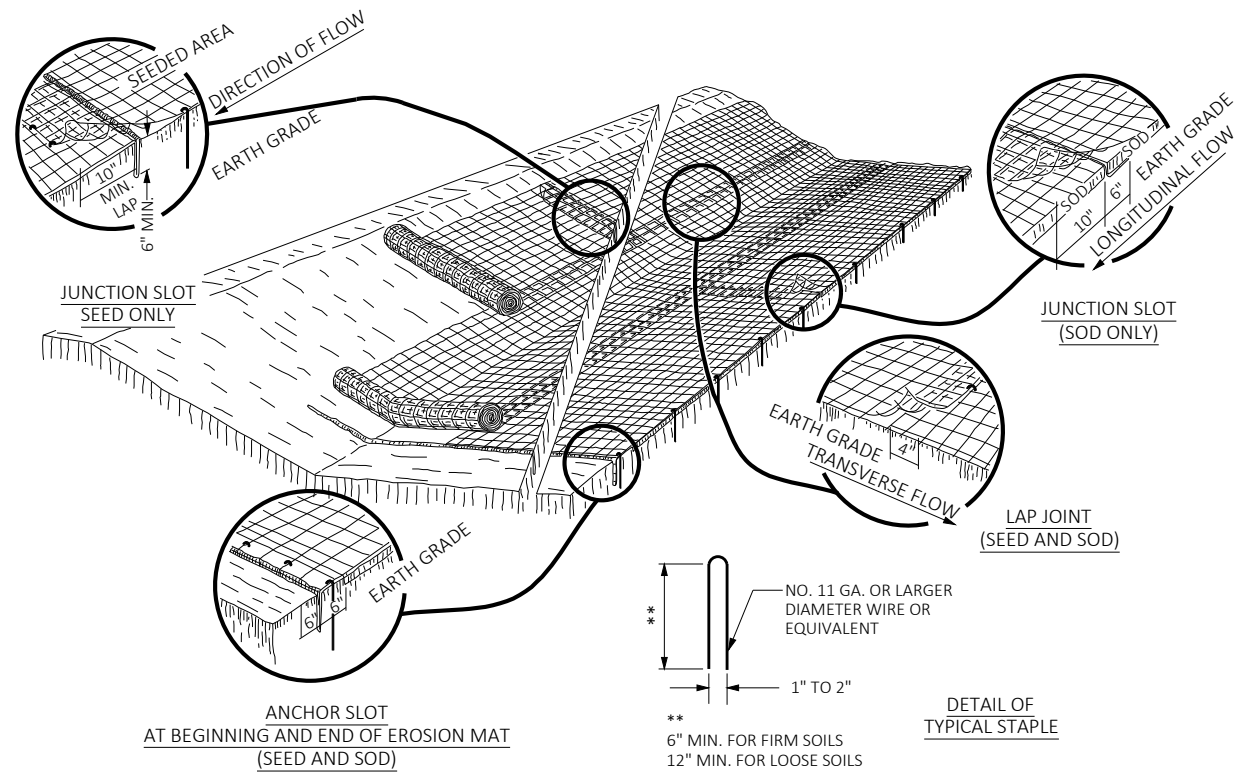
ADJUSTING RING JOINT DETAIL WITH INTERNAL/EXTERNAL CHIMNEY SEALBARREL SECTION JOINT DETAIL

SPACE INTENTIONALLY LEFT BLANK



NOTES:

1. ALL COVERS SHALL BE SELF-SEALING WITH GASKET.
2. FRAME AND COVER SHALL BE MACHINED AND FITTED SO THAT ROCKING AND CHATTERING WILL BE ELIMINATED.
3. WHEN MANHOLE ADJUSTMENT IS LIMITED, PROVIDE TYPE 2 FRAME.
4. FRAME WEIGHT INCLUDES COVER.

EROSION MAT

NOTES:

VARIATIONS IN THE DIMENSIONS OR MATERIALS SHOWN HEREON WILL BE PERMITTED ONLY IF THEY PROVIDE EQUIVALENT PROTECTION AND MATERIAL STRENGTH AND IF PRIOR APPROVAL OF THE ENGINEER IS OBTAINED.

DO NOT PLACE LAP JOINTS AT THE BOTTOM OF V-SHAPED DITCHES.

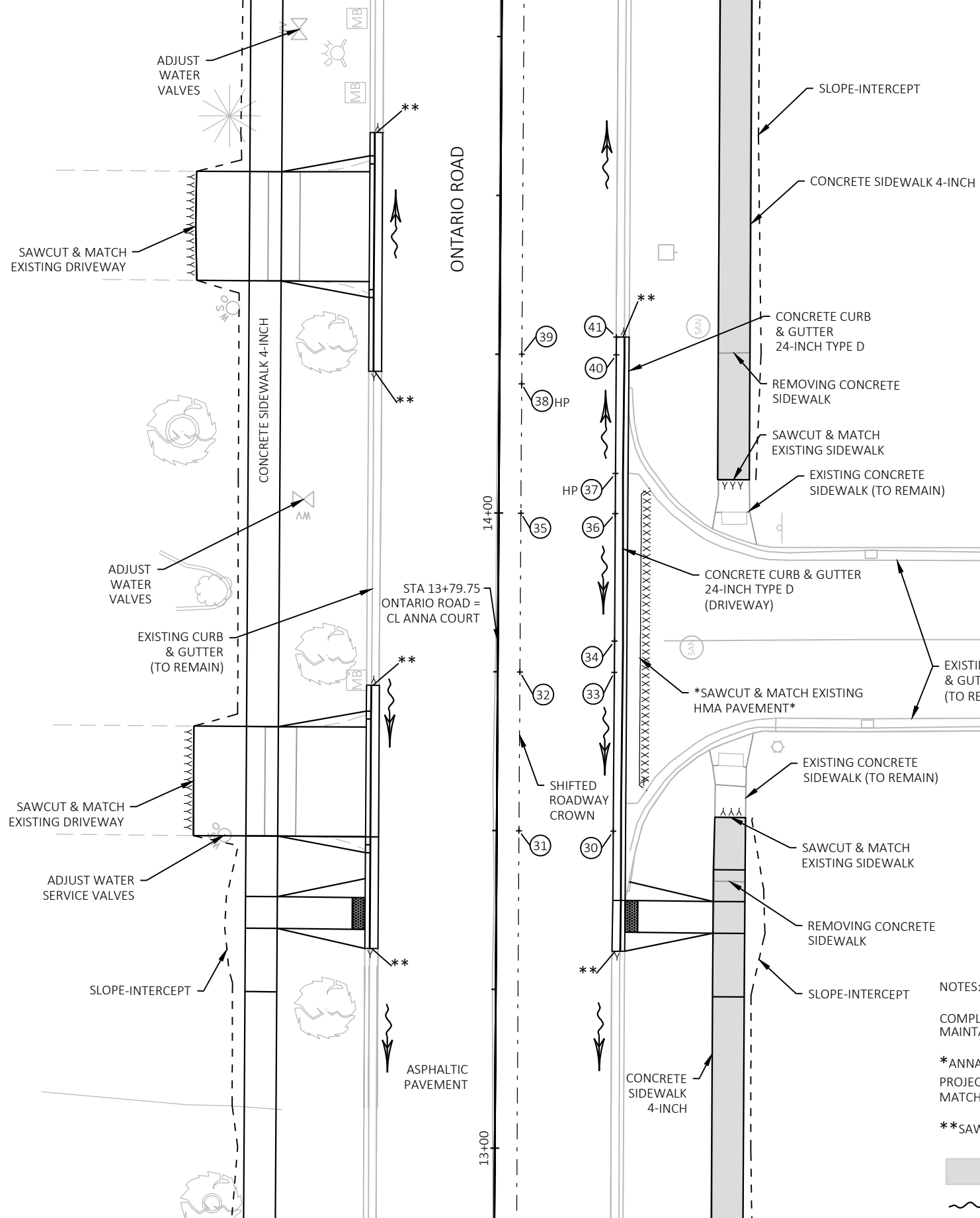
JUNCTION SLOTS ON ADJACENT STRIPS OF MATTING WILL BE STAGGERED A MINIMUM OF 4 FEET APART.

IMPRESS ALL EDGES OF THE EROSION MAT INTO THE SOIL.

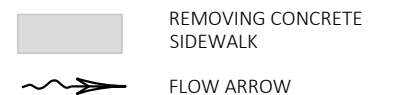
EROSION MAT OVER SEEDING

JUNCTION OR ANCHOR SLOTS WILL BE AT MINIMUM INTERVALS OF 100 FEET ON GRADES UP TO AND INCLUDING 3 PERCENT, AND 50 FEET ON GRADES EXCEEDING 3 PERCENT.

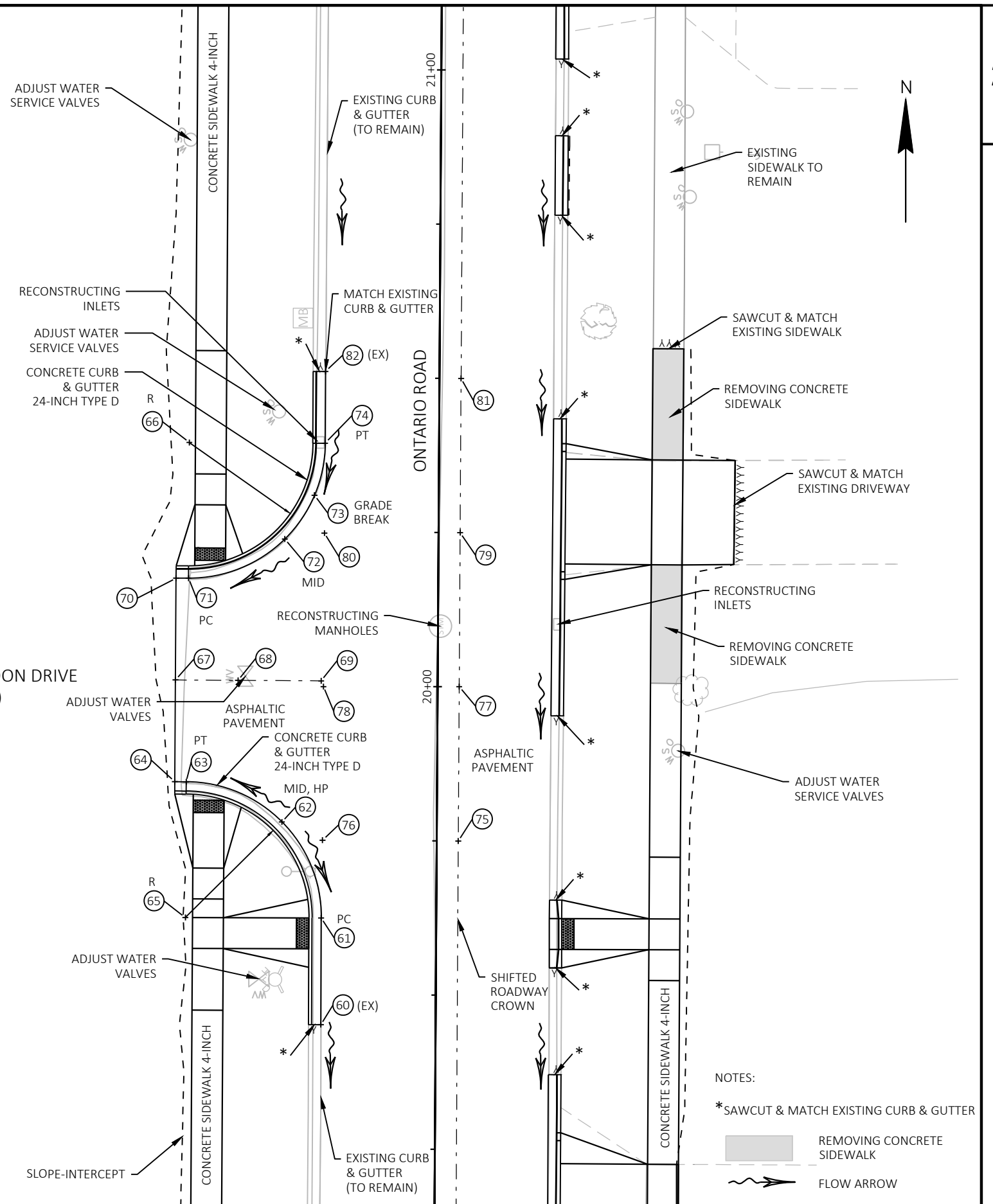
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
30	13+50.00	18.35 RT	550263.168	122549.708	748.55
31	13+50.00	3.50 RT	550263.258	122534.858	749.05
32	13+75.00	3.50 RT	550288.257	122535.009	749.28
33	13+75.00	18.36 RT	550288.167	122549.865	748.90
34	13+79.95	18.36 RT	550293.121	122549.896	748.92
35	14+00.00	3.50 RT	550313.257	122535.161	749.40
36	14+00.00	18.36 RT	550313.167	122550.023	749.02
37	14+20.34	3.50 RT	550319.509	122550.063	749.04
38	14+20.34	18.37 RT	550333.596	122535.284	749.44
39	14+25.00	3.50 RT	550338.256	122535.313	749.43
40	14+25.00	18.37 RT	550338.166	122550.180	748.95
41	14+27.80	18.37 RT	550340.967	122550.198	748.94



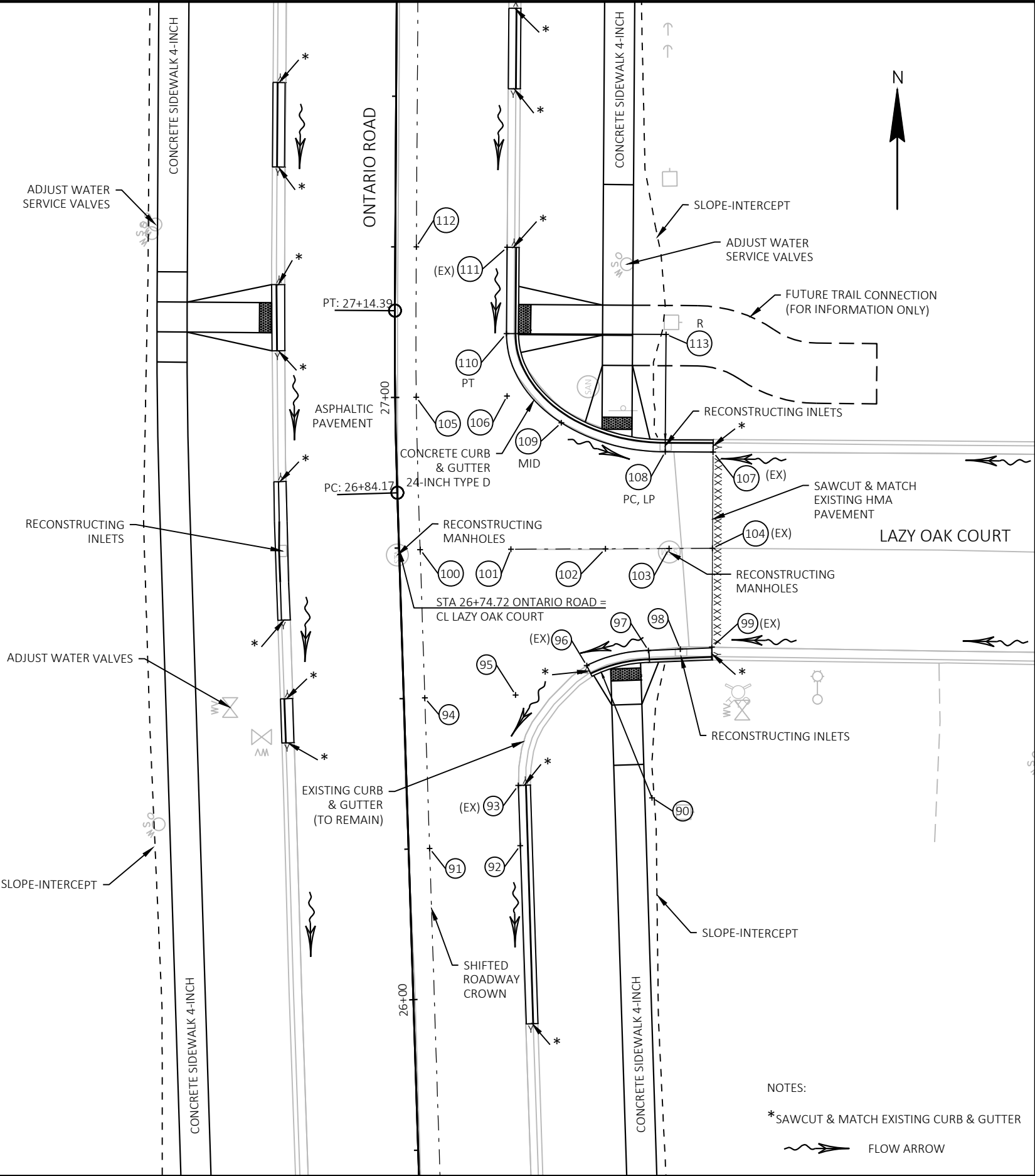
- NOTES:
- COMPLETE WORK AT ANNA CT 1/2 AT A TIME TO MAINTAIN RESIDENT ACCESS AT ALL TIMES.
- *ANNA CT SURFACE TO BE PAVED ON SEPARATE PROJECT (SCHEDULE CURRENTLY UNKNOWN) MATCH PAVEMENT ELEVATION
- **SAWCUT & MATCH EXISTING CURB & GUTTER

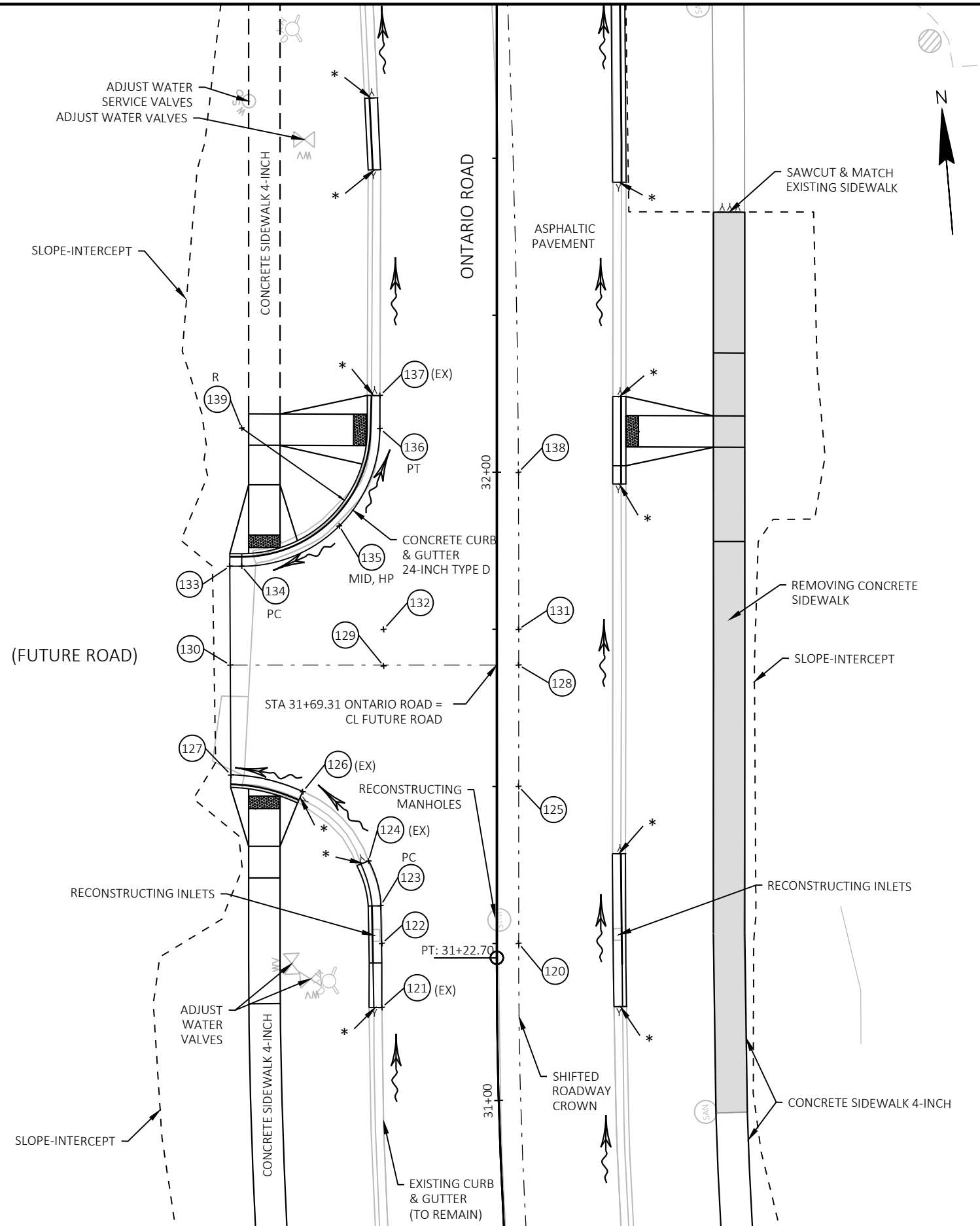


STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS	ELEVATION
60	19+45.10	18.59 LT	550858.479	122516.379		749.54
61	19+62.41	18.65 LT	550875.789	122516.424		749.62
62	19+77.92	25.11 LT	550891.339	122510.055		749.70
63	19+84.34	40.65 LT	550897.852	122494.562		749.52
64	19+84.34	42.50 LT	550897.864	122492.709		749.51
65	19+62.34	40.65 LT	550875.853	122494.429	20' BOC	750.11
66	20+39.34	40.47 LT	550952.850	122495.071	20' BOC	750.59
67	20+00.84	42.50 LT	550914.363	122492.809		749.86
68	20+00.84	32.35 LT	550914.302	122502.963		749.91
69	20+00.84	18.87 LT	550914.220	122516.434		749.98
70	20+17.34	42.50 LT	550930.863	122492.909		749.94
71	20+17.34	40.47 LT	550930.851	122494.937		749.97
72	20+23.79	24.91 LT	550937.203	122510.535		750.18
73	20+30.93	20.14 LT	550944.314	122515.347		750.28
74	20+39.36	18.47 LT	550952.737	122517.070		750.34
75	19+75.00	3.50 RT	550888.246	122538.651		750.28
76	19+75.00	18.50 LT	550888.380	122516.652		749.73
77	20+00.03	3.50 RT	550913.275	122538.803		750.42
78	19+99.90	18.50 LT	550913.275	122516.803		749.97
79	20+25.00	3.50 RT	550938.245	122538.955		750.60
80	20+24.78	18.50 LT	550938.163	122516.955		750.19
81	20+50.00	3.50 RT	550963.245	122539.106		750.79
82	20+50.98	18.48 LT	550964.359	122517.136		750.38

BLUE MOON DRIVE
(FUTURE)

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS	ELEVATION
90	26+32.22	40.69 RT	551546.568	122564.343	22.5' BOC	752.50
91	26+25.00	3.50 RT	551538.175	122527.399		752.06
92	26+25.00	18.56 RT	551538.653	122542.453		751.62
93	26+34.98	18.54 RT	551548.629	122542.116		751.72
94	26+50.00	3.50 RT	551563.163	122526.607		752.33
95	26+50.00	18.58 RT	551563.641	122541.675		751.95
96	26+54.52	30.54 RT	551568.534	122553.491		751.78
97	26+56.69	40.86 RT	551571.037	122563.733		751.83
98	26+56.74	46.16 RT	551571.256	122569.028		751.84
99	26+56.91	51.41 RT	551571.585	122574.271		751.95
100	26+74.62	3.50 RT	551587.774	122525.826		752.61
101	26+74.21	18.58 RT	551587.840	122540.908		752.30
102	26+73.78	34.27 RT	551587.908	122556.608		752.27
103	26+73.49	44.82 RT	551587.954	122567.164		752.26
104	26+73.30	52.03 RT	551587.986	122574.372		752.25
105	27+00.00	3.50 RT	551613.072	122525.180		752.89
106	27+00.00	18.57 RT	551613.252	122540.250		752.51
107	26+89.61	52.62 RT	551603.950	122574.471		751.97
108	26+89.86	44.67 RT	551603.993	122566.522		751.89
109	26+95.31	27.53 RT	551608.826	122549.273		752.07
110	27+10.63	18.54 RT	551623.637	122540.166		752.57
111	27+25.02	18.58 RT	551637.940	122540.278		752.71
112	27+25.00	3.50 RT	551638.009	122525.202		753.17
113	27+10.52	45.05 RT	551623.492	122566.669	17.5', 24.5' BOC	753.56





STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS	ELEVATION
120	31+25.00	3.50 RT	552037.629	122530.362		752.47
121	31+14.98	18.31 LT	552029.347	122507.790		752.10
122	31+25.00	18.27 LT	552039.501	122508.677		752.04
123	31+31.00	18.46 LT	552045.495	122509.003		751.98
124	31+38.12	20.40 LT	552052.756	122507.682		751.91
125	31+50.00	3.50 RT	552062.537	122532.511		752.30
126	31+49.15	30.87 LT	552064.644	122498.193		751.59
127	31+51.82	42.31 LT	552068.292	122487.032		751.41
128	31+69.31	3.50 RT	552081.774	122534.172		752.16
129	31+69.17	18.00 LT	552083.484	122512.740		751.82
130	31+69.31	42.41 LT	552085.722	122488.434		751.52
131	31+75.00	3.50 RT	552087.444	122534.661		752.12
132	31+75.00	18.00 LT	552089.293	122513.241		751.77
133	31+85.05	42.50 LT	552101.410	122489.696		751.26
134	31+85.05	40.59 LT	552101.246	122491.599		751.28
135	31+91.47	25.06 LT	552106.304	122507.624		751.45
136	32+06.97	18.59 LT	552121.199	122515.403		751.38
137	32+12.22	18.57 LT	552126.425	122515.872		751.35
138	32+00.00	3.48 RT	552112.354	122536.787		751.95
139	32+07.05	40.59 LT	552123.165	122493.491	20' BOC	751.76

- NOTES:
- *SAWCUT & MATCH EXISTING CURB & GUTTER
 - REMOVING CONCRETE SIDEWALK
 - FLOW ARROW

2

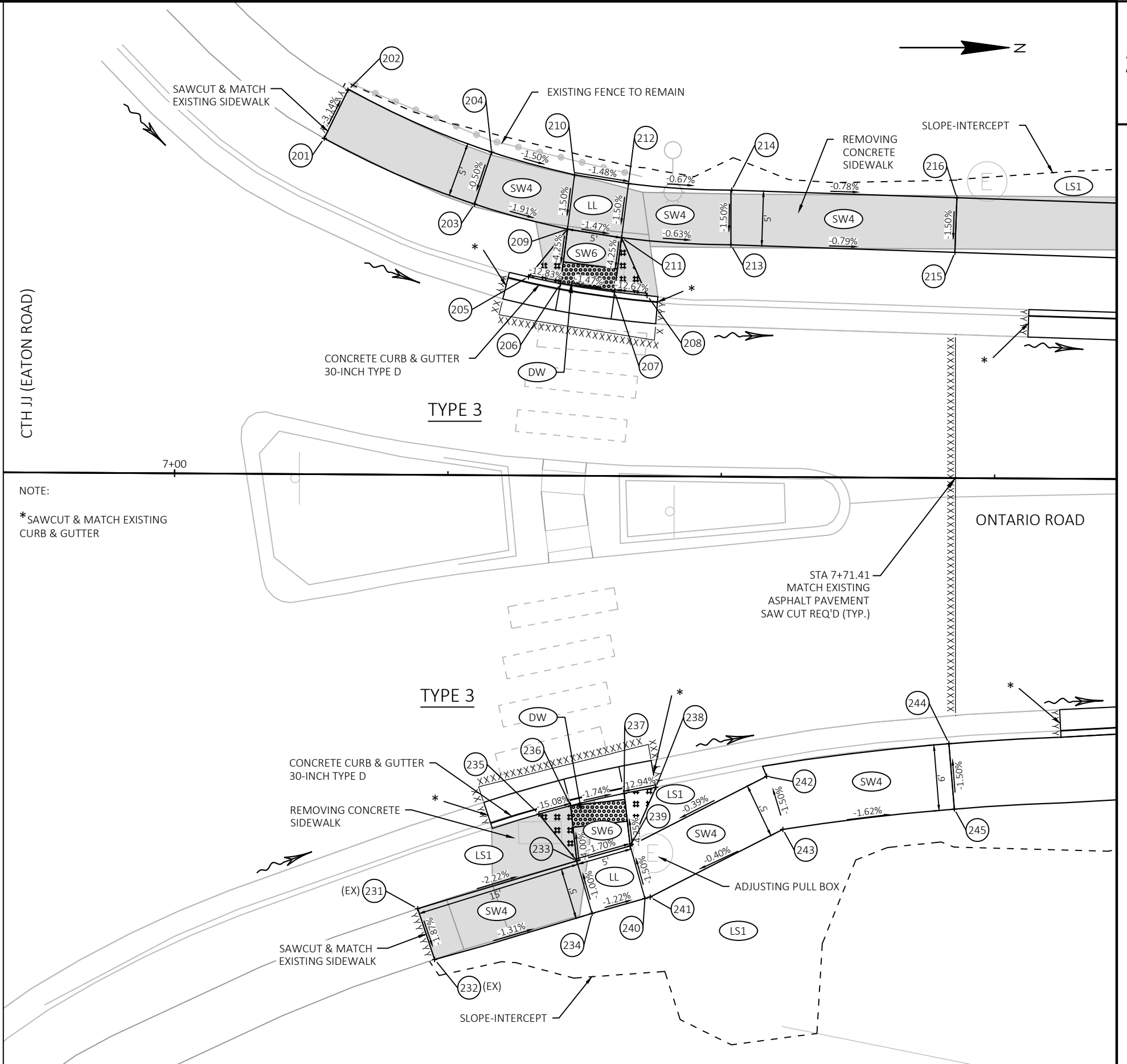
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
201	7+13.50	30.71 LT	549626.980	122496.788	744.22
202	7+15.65	35.13 LT	549629.150	122492.377	744.06
203	7+27.28	24.78 LT	549640.723	122502.800	743.87
204	7+28.82	29.54 LT	549642.288	122498.051	743.90
205	7+32.25	18.15 LT	549645.653	122509.456	743.91
206	7+35.19	17.56 LT	549648.591	122510.062	743.49
207	7+40.14	16.81 LT	549653.532	122510.841	743.42
208	7+43.12	16.51 LT	549656.514	122511.168	743.80
209	7+35.81	22.54 LT	549649.233	122505.095	743.71
210	7+36.42	27.51 LT	549649.876	122500.119	743.78
211	7+40.75	21.78 LT	549654.173	122505.882	743.63
212	7+41.36	26.74 LT	549654.814	122500.924	743.71
213	7+50.75	21.20 LT	549664.172	122506.524	743.57
214	7+50.81	26.20 LT	549664.259	122501.525	743.64
215	7+71.25	20.63 LT	549684.667	122507.216	743.41
216	7+71.39	25.63 LT	549684.836	122502.219	743.48

LEGEND

- | | | | |
|---|--|---|--|
|  | CONCRETE SIDEWALK 4-INCH |  | TOPSOIL, SEEDING MIXTURE NO. 40,
FERTILIZER TYPE B, EROSION MAT
URBAN CLASS I TYPE B |
|  | CONCRETE SIDEWALK 6-INCH |  | NON-TRAVERSABLE FLARE |
|  | LEVEL LANDING
(CONCRETE SIDEWALK 6-INCH) |  | REMOVING CONCRETE SIDEWALK |
|  | CURB RAMP DETECTABLE WARNING
FIELD YELLOW |  | FLOW ARROWS |

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
231	7+22.47	39.67 RT	549635.521	122567.219	743.65
232	7+24.06	44.30 RT	549637.081	122571.858	743.56
233	7+37.00	35.22 RT	549650.078	122562.854	743.31
234	7+38.43	40.01 RT	549651.476	122567.655	743.36
235	7+33.51	30.96 RT	549646.612	122558.570	743.56
236	7+36.40	30.16 RT	549649.510	122557.795	743.11
237	7+41.30	29.02 RT	549654.416	122556.679	743.02
238	7+44.18	28.46 RT	549657.302	122556.138	743.41
239	7+41.87	33.81 RT	549654.955	122561.476	743.23
240	7+43.26	38.61 RT	549656.314	122566.288	743.30
241	7+43.73	38.48 RT	549656.787	122566.154	743.31
242	7+54.32	27.37 RT	549667.446	122555.113	743.28
243	7+55.83	32.22 RT	549668.924	122559.972	743.36
244	7+70.97	24.27 RT	549684.117	122552.115	743.01
245	7+71.50	30.27 RT	549684.607	122558.112	743.10

CTH JJ (EATON ROAD)



NOTE:

*SAWCUT & MATCH EXISTING
CURB & GUTTER

PROJECT NO: 4516-12-75

HWY: ONTARIO ROAD

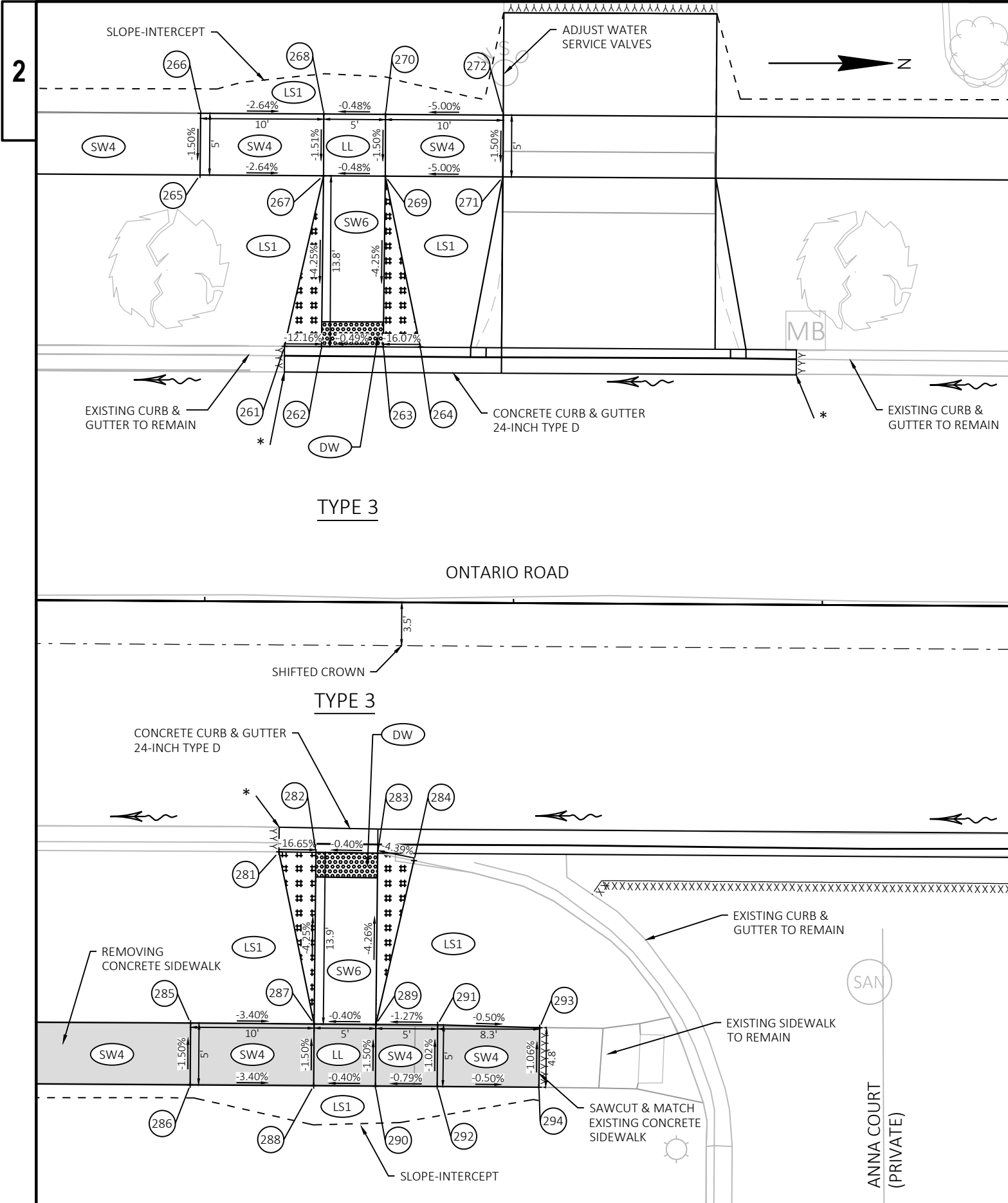
COUNTY: BROWN

CURB RAMP DETAILS

SHEET

13

1



NOTE:

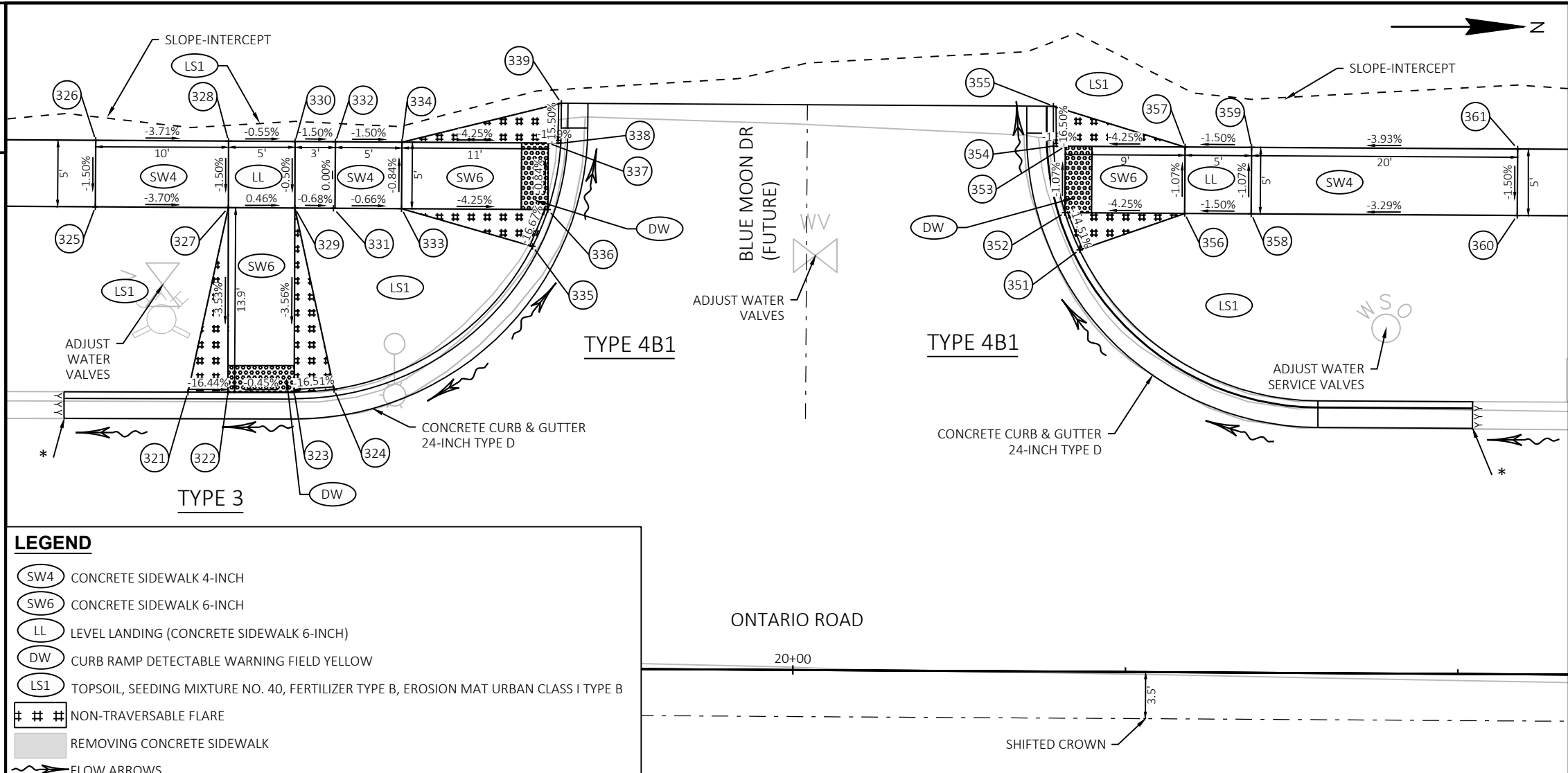
*SAWCUT & MATCH EXISTING CURB & GUTTER

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
261	13+31.33	20.68 LT	550244.731	122510.566	748.73
262	13+34.33	20.68 LT	550247.731	122510.587	748.37
263	13+39.33	20.69 LT	550252.731	122510.604	748.39
264	13+42.33	20.69 LT	550255.731	122510.620	748.87
265	13+24.40	34.50 LT	550237.884	122496.703	749.22
266	13+24.42	39.50 LT	550237.939	122491.703	749.29
267	13+34.40	34.50 LT	550247.884	122496.764	748.95
268	13+34.40	39.50 LT	550247.914	122491.764	749.03
269	13+39.40	34.50 LT	550252.884	122496.794	748.98
270	13+39.40	39.50 LT	550252.914	122491.794	749.05
271	13+48.93	34.50 LT	550262.423	122496.852	749.45
272	13+48.92	39.50 LT	550262.436	122491.852	749.53

LEGEND

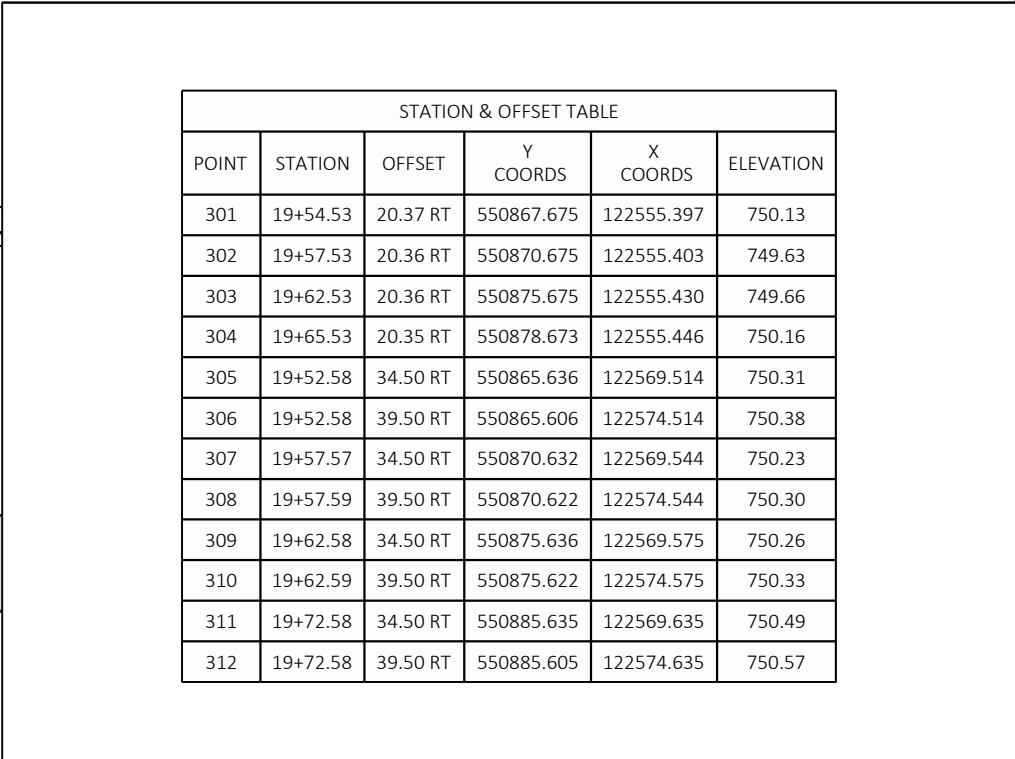
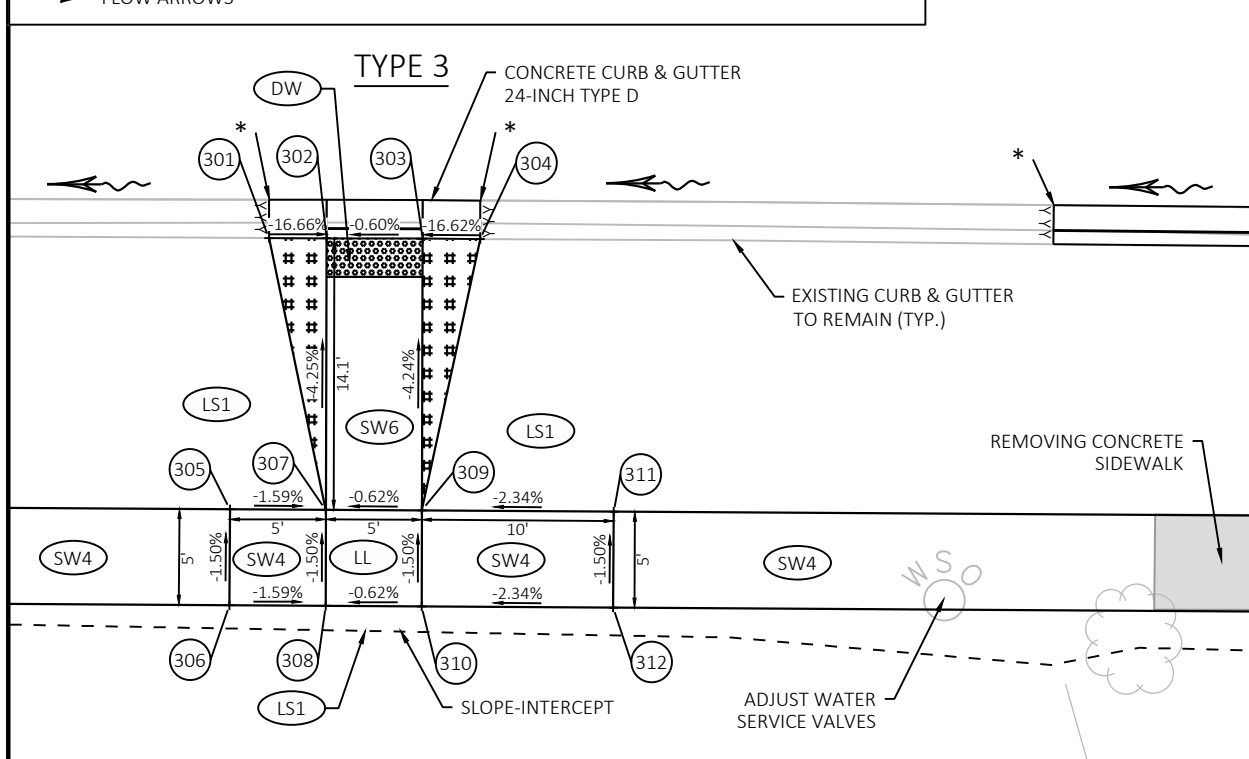
- SW4 CONCRETE SIDEWALK 4-INCH
- SW6 CONCRETE SIDEWALK 6-INCH
- LL LEVEL LANDING (CONCRETE SIDEWALK 6-INCH)
- DW CURB RAMP DETECTABLE WARNING FIELD YELLOW
- LS1 TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE B
- # # # NON-TRAVERSABLE FLARE
- REMOVING CONCRETE SIDEWALK
- FLOW ARROWS

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
281	13+31.12	20.26 RT	550244.277	122551.498	748.84
282	13+34.12	20.27 RT	550247.277	122551.531	748.34
283	13+39.12	20.30 RT	550252.276	122551.587	748.36
284	13+42.06	20.89 RT	550255.214	122552.196	748.49
285	13+24.05	34.15 RT	550237.123	122565.351	749.27
286	13+24.06	39.15 RT	550237.098	122570.351	749.35
287	13+34.05	34.16 RT	550247.123	122565.420	748.93
288	13+34.05	39.16 RT	550247.088	122570.420	749.01
289	13+39.05	34.16 RT	550252.123	122565.454	748.95
290	13+39.05	39.16 RT	550252.088	122570.454	749.03
291	13+44.05	34.17 RT	550257.122	122565.489	749.01
292	13+44.05	39.17 RT	550257.088	122570.489	749.07
293	13+52.32	34.35 RT	550265.387	122565.720	748.97
294	13+52.29	39.18 RT	550265.328	122570.546	749.02



LEGEND

- SW4 CONCRETE SIDEWALK 4-INCH
- SW6 CONCRETE SIDEWALK 6-INCH
- LL LEVEL LANDING (CONCRETE SIDEWALK 6-INCH)
- DW CURB RAMP DETECTABLE WARNING FIELD YELLOW
- LS1 TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE B
- # # # NON-TRAVERSABLE FLARE
- REMOVING CONCRETE SIDEWALK
- FLOW ARROWS



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
301	19+54.53	20.37 RT	550867.675	122555.397	750.13
302	19+57.53	20.36 RT	550870.675	122555.403	749.63
303	19+62.53	20.36 RT	550875.675	122555.430	749.66
304	19+65.53	20.35 RT	550878.673	122555.446	750.16
305	19+52.58	34.50 RT	550865.636	122569.514	750.31
306	19+52.58	39.50 RT	550865.606	122574.514	750.38
307	19+57.57	34.50 RT	550870.632	122569.544	750.23
308	19+57.59	39.50 RT	550870.622	122574.544	750.30
309	19+62.58	34.50 RT	550875.636	122569.575	750.26
310	19+62.59	39.50 RT	550875.622	122574.575	750.33
311	19+72.58	34.50 RT	550885.635	122569.635	750.49
312	19+72.58	39.50 RT	550885.605	122574.635	750.57

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
351	20+21.37	31.72 LT	550934.831	122503.716	750.40
352	20+20.25	34.50 LT	550933.727	122500.927	749.96
353	20+20.25	39.50 LT	550933.757	122495.927	749.91
354	20+19.36	39.50 LT	550932.868	122495.921	749.90
355	20+19.34	42.50 LT	550932.863	122492.921	750.39
356	20+29.25	34.50 LT	550942.727	122500.981	750.34
357	20+29.25	39.50 LT	550942.757	122495.981	750.29
358	20+34.25	34.50 LT	550947.727	122501.012	750.42
359	20+34.25	39.50 LT	550947.757	122496.012	750.37
360	20+54.25	34.50 LT	550967.726	122501.133	751.08
361	20+54.25	39.50 LT	550967.756	122496.133	751.15

NOTE:
*SAWCUT & MATCH EXISTING CURB & GUTTER

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
321	19+54.39	20.62 LT	550867.787	122514.406	750.00
322	19+57.39	20.63 LT	550870.787	122514.414	749.51
323	19+62.40	20.65 LT	550875.787	122514.427	749.53
324	19+65.39	20.88 LT	550878.780	122514.213	750.03
325	19+47.35	34.50 LT	550860.826	122500.484	750.37
326	19+47.35	39.50 LT	550860.856	122495.484	750.45
327	19+57.35	34.50 LT	550870.825	122500.545	750.01
328	19+57.33	39.50 LT	550870.839	122495.545	750.08
329	19+62.35	34.50 LT	550875.825	122500.575	750.03
330	19+62.33	39.50 LT	550875.839	122495.575	750.05
331	19+65.25	34.50 LT	550878.725	122500.593	750.01
332	19+65.37	39.50 LT	550878.878	122495.594	750.01
333	19+70.37	34.50 LT	550883.847	122500.624	749.97
334	19+70.37	39.50 LT	550883.878	122495.624	749.93
335	19+80.24	31.72 LT	550893.697	122503.461	750.01
336	19+81.37	34.50 LT	550894.847	122500.691	749.51
337	19+81.37	39.50 LT	550894.878	122495.691	749.46
338	19+82.31	39.50 LT	550895.813	122495.696	749.45
339	19+82.34	42.50 LT	550895.864	122492.697	749.92

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
391	26+92.16	42.19 RT	551606.106	122563.987	752.34
392	26+92.62	39.22 RT	551606.484	122561.012	751.86
393	26+93.95	39.25 RT	551607.744	122561.019	751.88
394	26+94.08	34.25 RT	551607.774	122556.019	751.94
395	26+95.32	31.50 RT	551608.910	122553.243	752.42
396	27+05.09	39.45 RT	551618.336	122561.084	752.52
397	27+05.15	34.45 RT	551618.373	122556.084	752.58
398	27+10.35	39.49 RT	551623.336	122561.114	752.57
399	27+10.38	34.49 RT	551623.372	122556.114	752.63
400	27+07.41	20.93 RT	551620.498	122542.551	752.88
401	27+10.47	20.55 RT	551623.474	122542.170	752.50
402	27+15.57	20.56 RT	551628.474	122542.206	752.55
403	27+18.57	20.57 RT	551631.474	122542.229	753.05
404	27+15.55	39.50 RT	551628.336	122561.144	752.62
405	27+15.55	34.50 RT	551628.372	122556.144	752.68
406	27+35.55	39.50 RT	551648.336	122561.266	753.56
407	27+35.55	34.50 RT	551648.372	122556.266	753.48

LEGEND

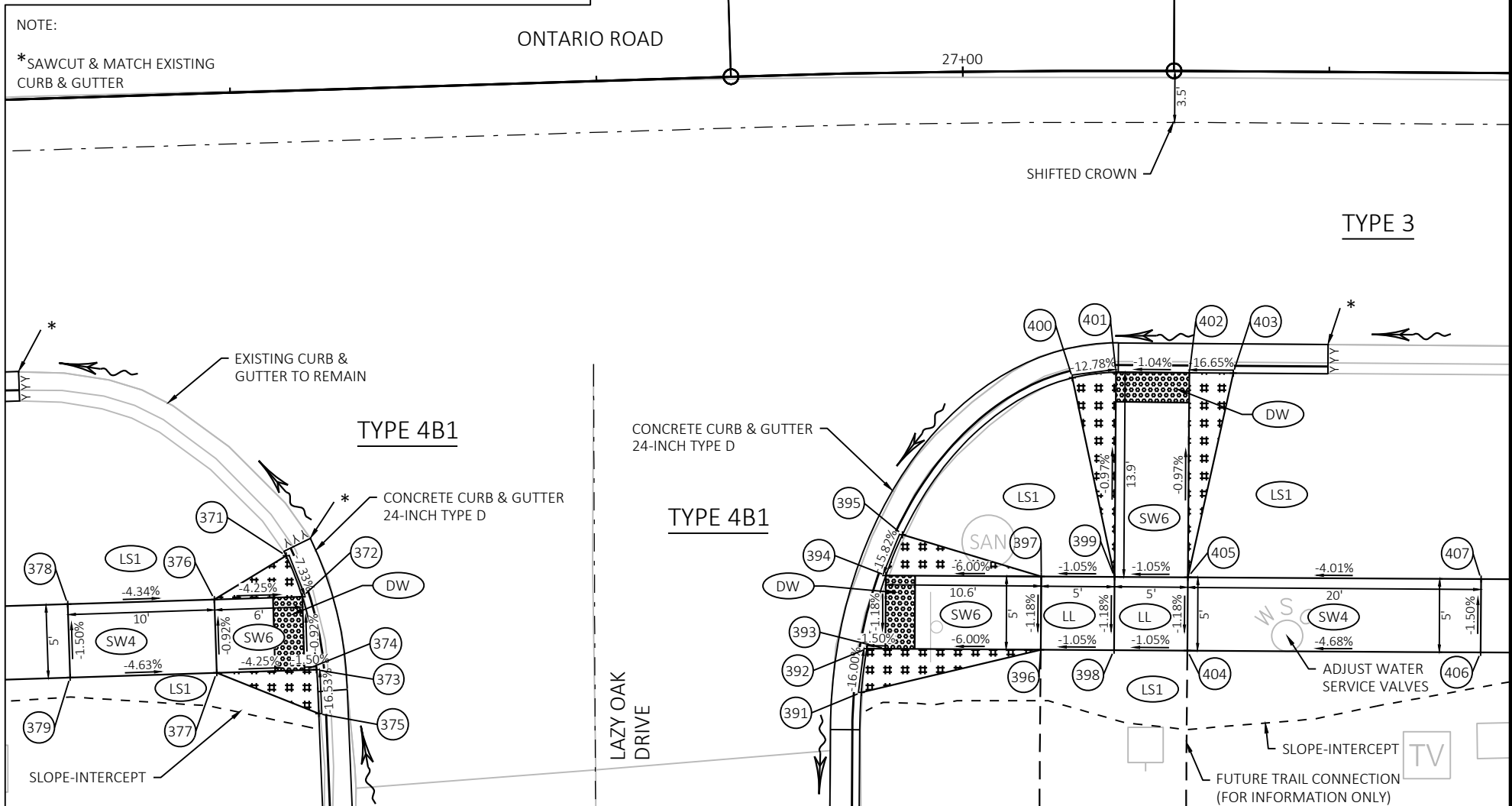
- SW4 CONCRETE SIDEWALK 4-INCH
- SW6 CONCRETE SIDEWALK 6-INCH
- LL LEVEL LANDING (CONCRETE SIDEWALK 6-INCH)
- DW CURB RAMP DETECTABLE WARNING FIELD YELLOW
- LS1 TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE B
- Non-Traversable Flare
- REMOVING CONCRETE SIDEWALK
- FLOW ARROWS

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
371	26+52.83	31.67 RT	551566.884	122554.676	751.93
372	26+53.83	34.50 RT	551567.976	122557.470	751.71
373	26+54.64	39.50 RT	551568.943	122562.442	751.75
374	26+53.83	39.50 RT	551568.135	122562.467	751.76
375	26+54.71	42.50 RT	551569.107	122565.438	752.24
376	26+47.83	34.50 RT	551561.981	122557.660	751.97
377	26+47.83	39.50 RT	551562.140	122562.657	752.01
378	26+37.83	34.50 RT	551551.986	122557.977	752.40
379	26+37.83	39.50 RT	551552.145	122562.974	752.48

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
411	27+07.77	20.38 LT	551620.758	122501.249	752.92
412	27+10.71	20.41 LT	551623.772	122501.216	752.54
413	27+15.62	20.47 LT	551628.772	122501.180	752.60
414	27+18.59	20.49 LT	551631.749	122501.170	753.05
415	27+06.00	34.50 LT	551618.874	122487.131	753.17
416	27+06.05	39.50 LT	551618.910	122482.131	753.25
417	27+10.79	34.50 LT	551623.874	122487.124	753.14
418	27+10.82	39.50 LT	551623.910	122482.124	753.22
419	27+15.63	34.50 LT	551628.870	122487.146	753.20
420	27+15.63	39.50 LT	551628.904	122482.146	753.27
421	27+25.63	34.50 LT	551633.869	122487.177	753.33
422	27+25.63	39.50 LT	551633.904	122482.177	753.41

NOTE:

*SAWCUT & MATCH EXISTING CURB & GUTTER



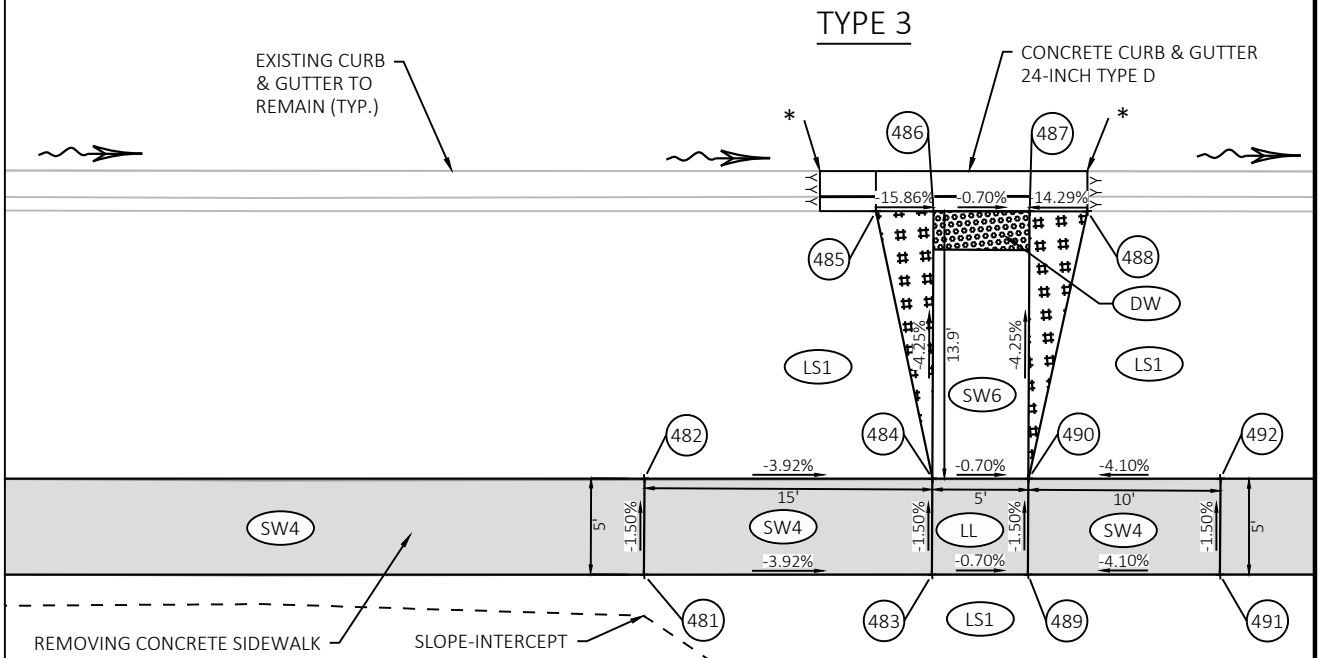
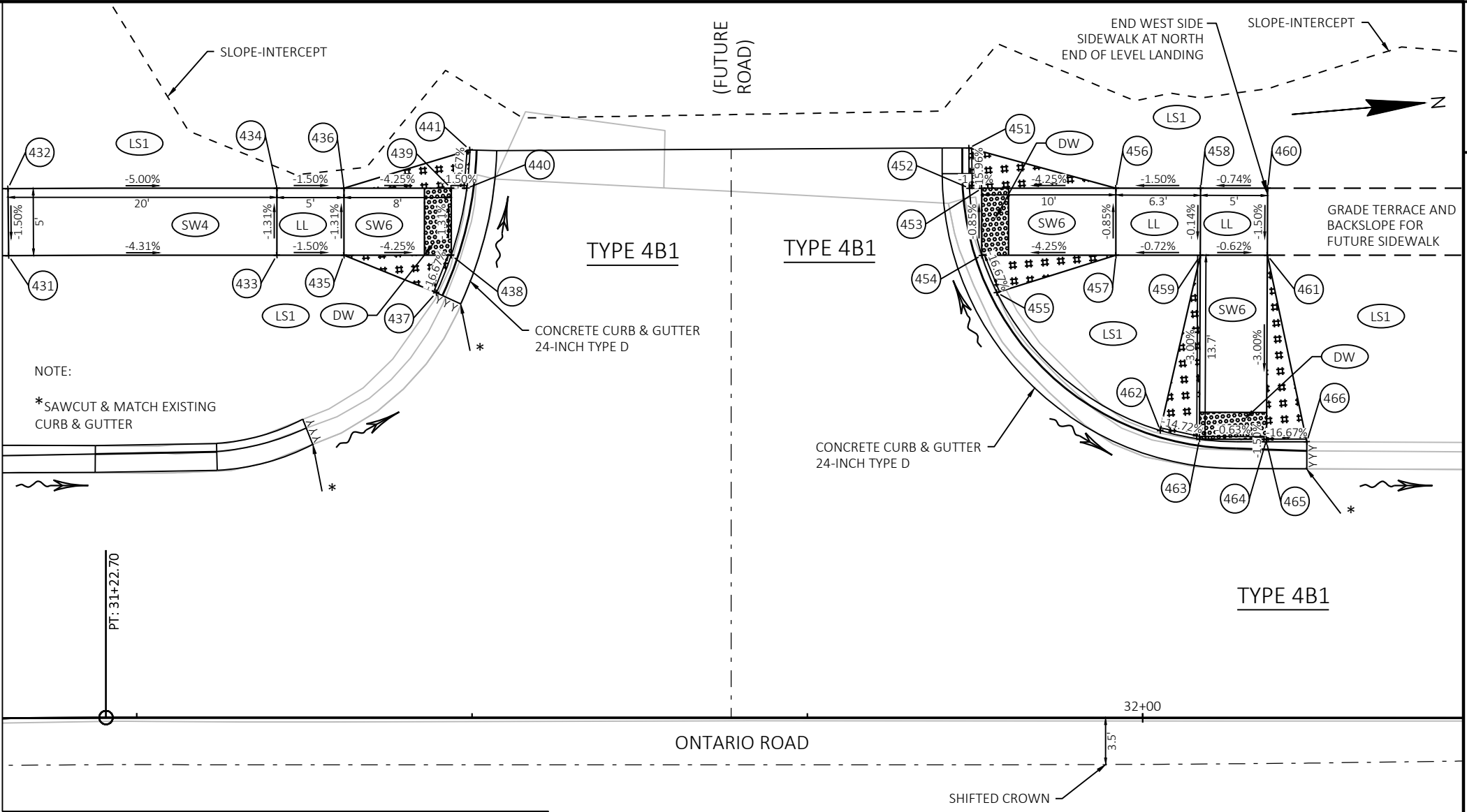
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
431	31+15.74	34.50 LT	552031.369	122491.712	752.73
432	31+15.74	39.50 LT	552031.756	122486.727	752.80
433	31+35.44	34.50 LT	552051.298	122493.400	751.87
434	31+35.44	39.50 LT	552051.728	122488.419	751.80
435	31+40.44	34.50 LT	552056.279	122493.830	751.79
436	31+40.44	39.50 LT	552056.709	122488.849	751.73
437	31+47.32	31.72 LT	552062.899	122497.196	751.95
438	31+48.44	34.50 LT	552064.249	122494.518	751.45
439	31+48.44	39.50 LT	552064.679	122489.537	751.39
440	31+49.60	39.50 LT	552065.832	122489.636	751.37
441	31+49.82	42.36 LT	552066.305	122486.807	751.85

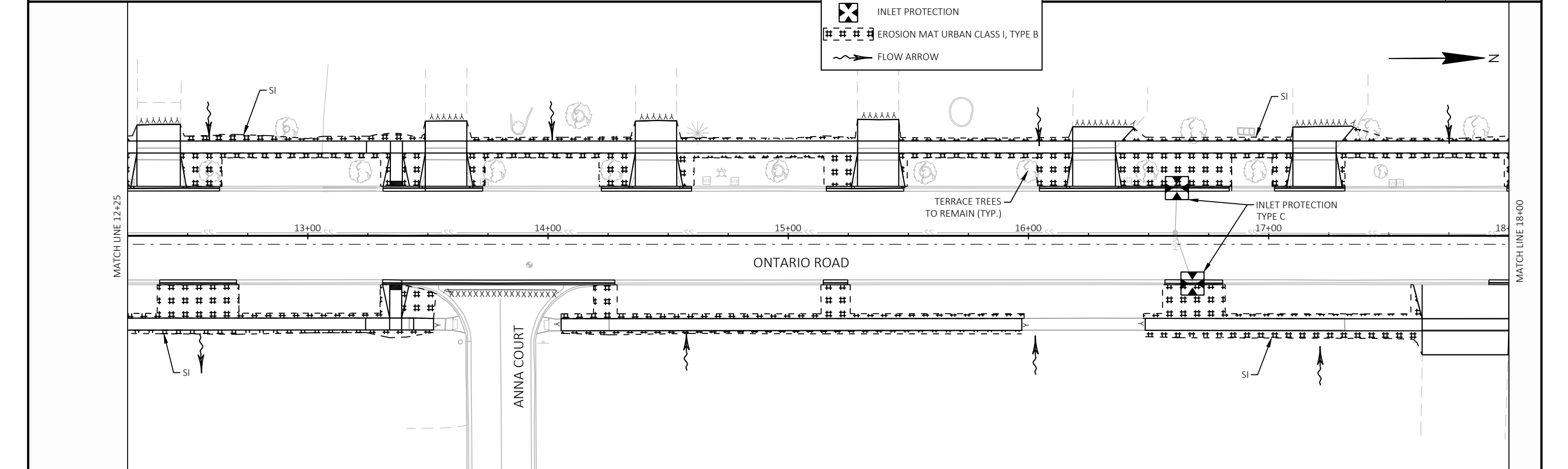
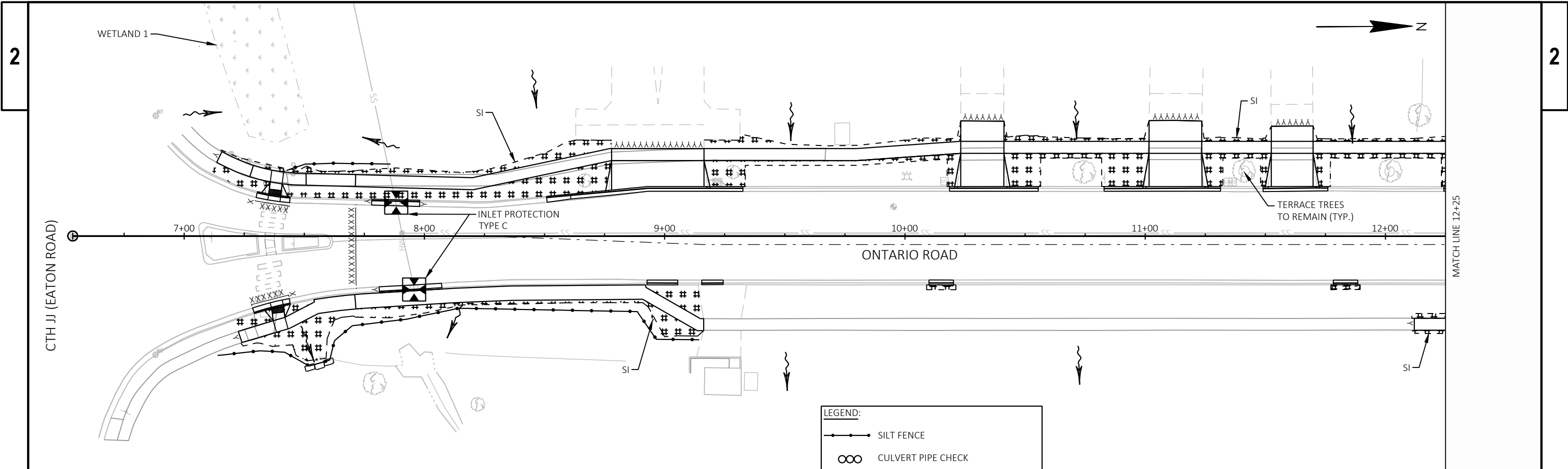
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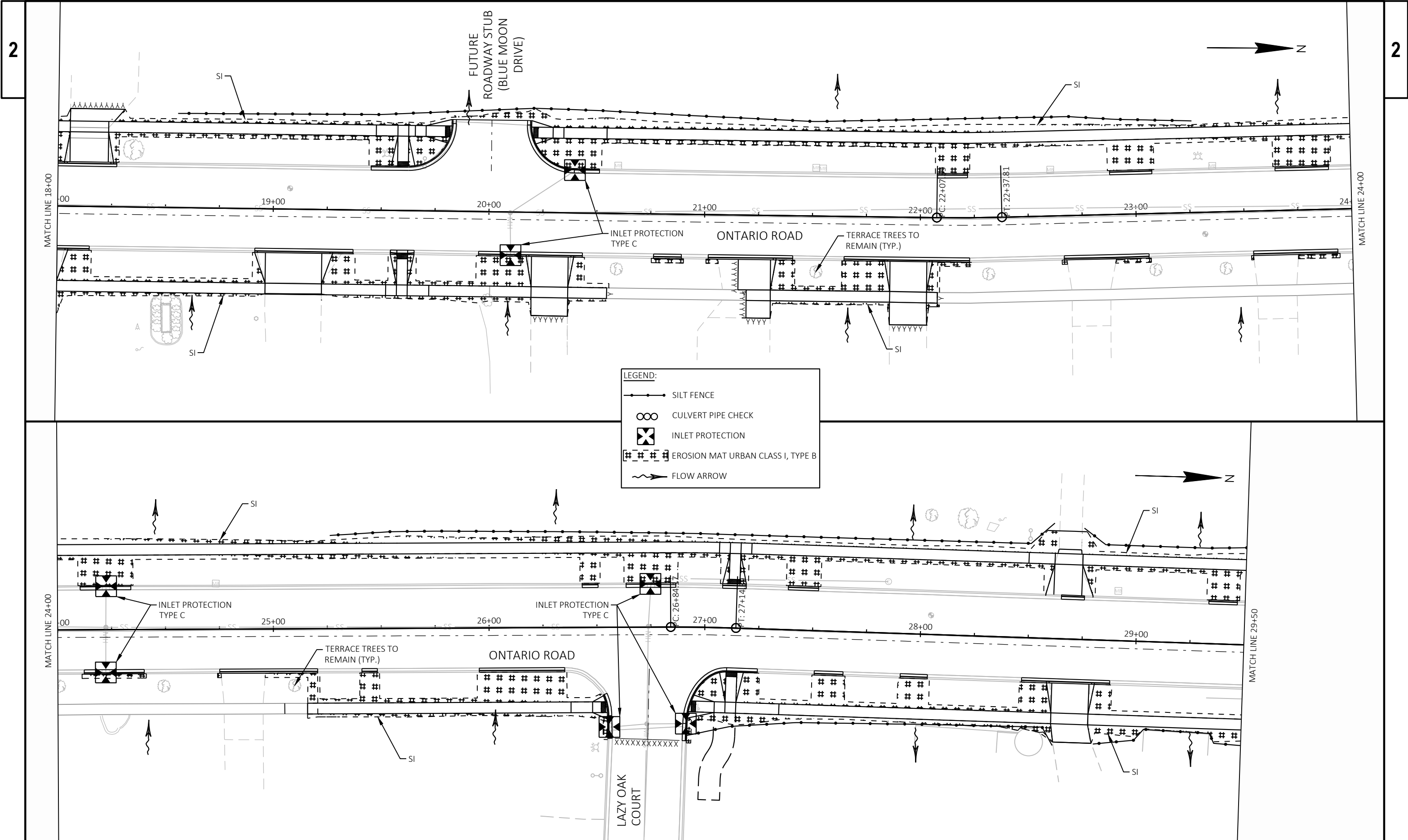
- SW4 CONCRETE SIDEWALK 4-INCH
- SW6 CONCRETE SIDEWALK 6-INCH
- LL LEVEL LANDING (CONCRETE SIDEWALK 6-INCH)
- DW CURB RAMP DETECTABLE WARNING FIELD YELLOW
- LS1 TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B, EROSION MAT URBAN CLASS I TYPE B
- # # # NON-TRAVERSABLE FLARE
- REMOVING CONCRETE SIDEWALK
- FLOW ARROWS

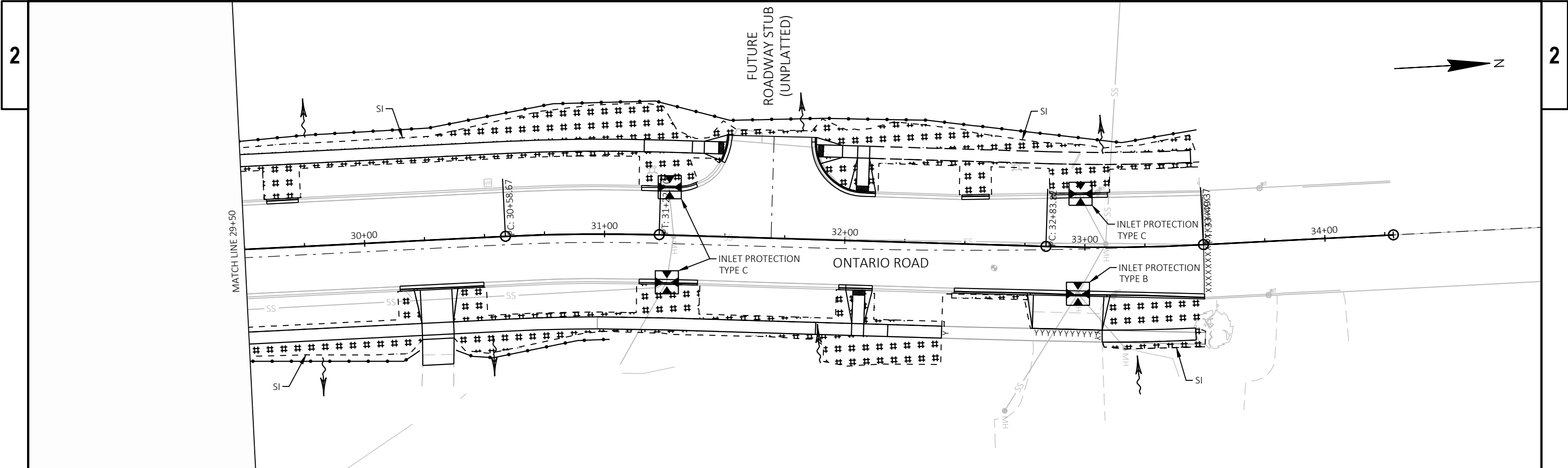
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
451	31+87.05	42.50 LT	552103.403	122489.868	751.69
452	31+87.08	39.50 LT	552103.175	122492.859	751.21
453	31+88.00	39.50 LT	552104.091	122492.938	751.22
454	31+88.00	34.50 LT	552103.661	122497.920	751.26
455	31+89.12	31.72 LT	552104.543	122500.787	751.76
456	31+98.00	39.50 LT	552114.054	122493.798	751.65
457	31+98.00	34.50 LT	552113.624	122498.780	751.69
458	32+04.31	39.50 LT	552120.341	122494.341	751.74
459	32+04.29	34.50 LT	552119.890	122499.321	751.73
460	32+09.31	39.50 LT	552125.323	122494.771	751.78
461	32+09.29	34.50 LT	552124.872	122499.751	751.70
462	32+01.30	21.43 LT	552115.789	122512.081	751.76
463	32+04.23	20.79 LT	552118.653	122512.975	751.32
464	32+09.23	20.77 LT	552123.632	122513.427	751.29
465	32+09.23	20.59 LT	552123.616	122513.603	751.29
466	32+12.23	20.59 LT	552126.607	122513.860	751.79

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
481	31+88.97	39.50 RT	552098.267	122571.729	752.62
482	31+88.99	34.50 RT	552098.718	122566.750	752.54
483	32+03.97	39.50 RT	552113.211	122573.019	752.03
484	32+03.99	34.50 RT	552113.662	122568.040	751.96
485	32+01.05	20.57 RT	552111.931	122553.911	751.84
486	32+04.05	20.58 RT	552114.919	122554.172	751.36
487	32+09.05	20.58 RT	552119.901	122554.601	751.33
488	32+12.06	20.58 RT	552122.898	122554.863	751.76
489	32+08.97	39.50 RT	552118.193	122573.449	752.00
490	32+08.99	34.50 RT	552118.644	122568.470	751.92
491	32+18.97	39.50 RT	552128.156	122574.309	752.41
492	32+18.99	34.50 RT	552128.607	122569.330	752.33



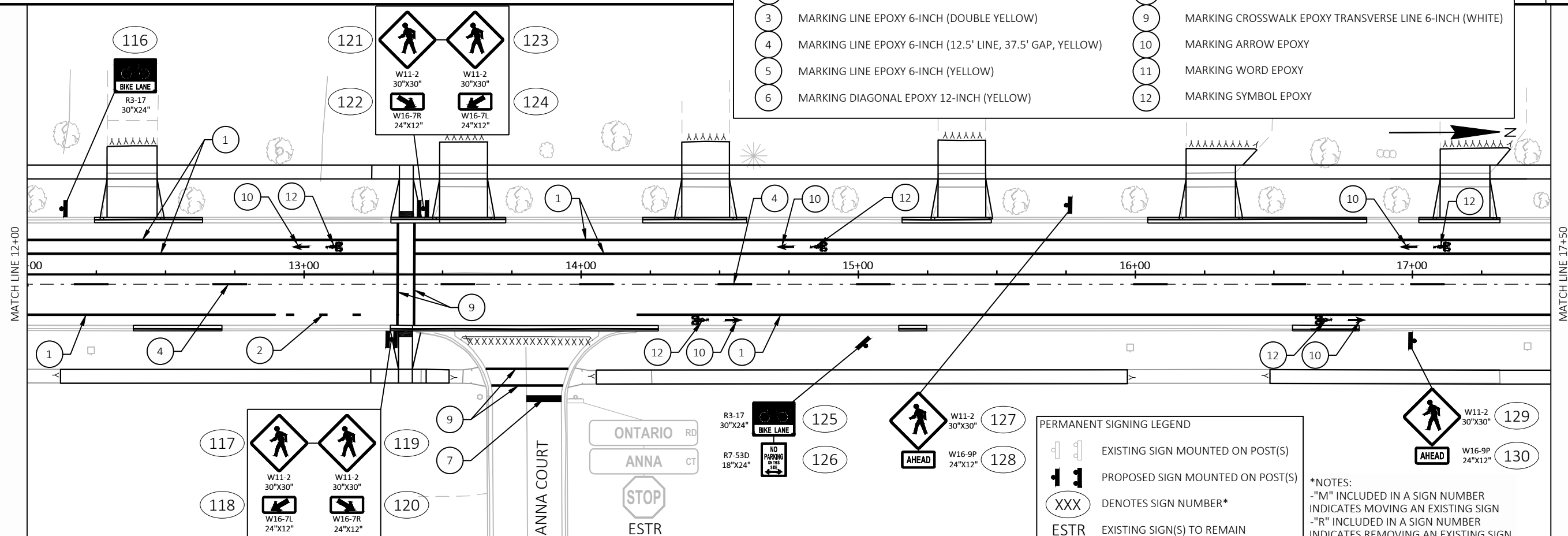
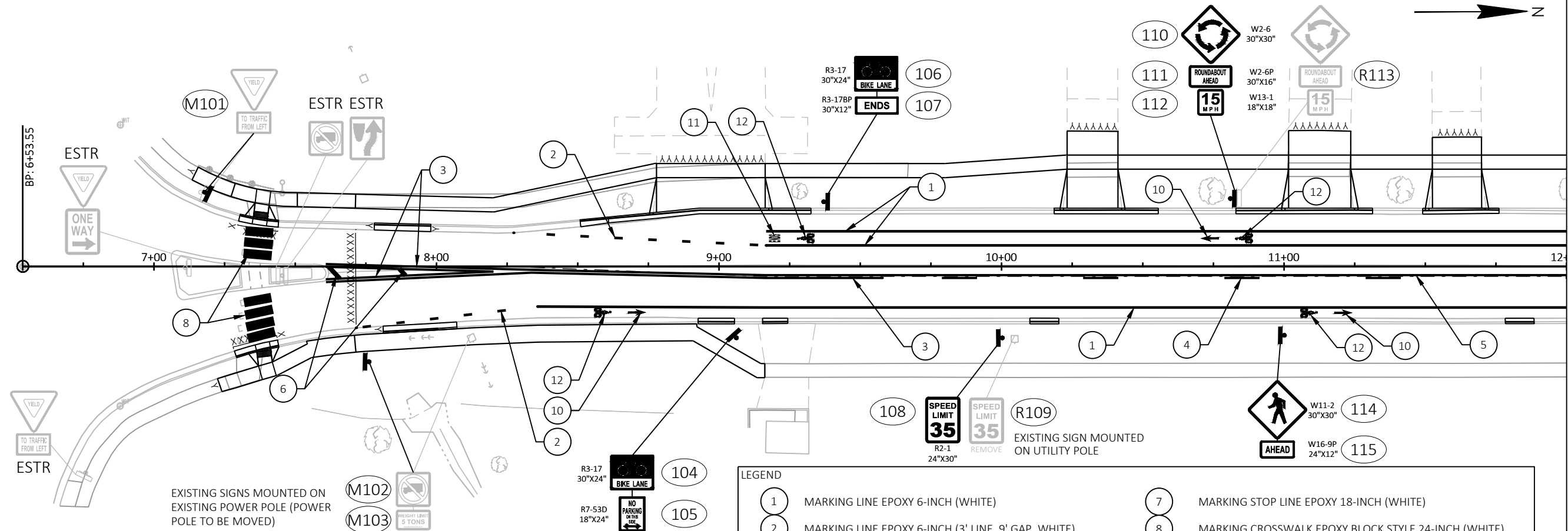


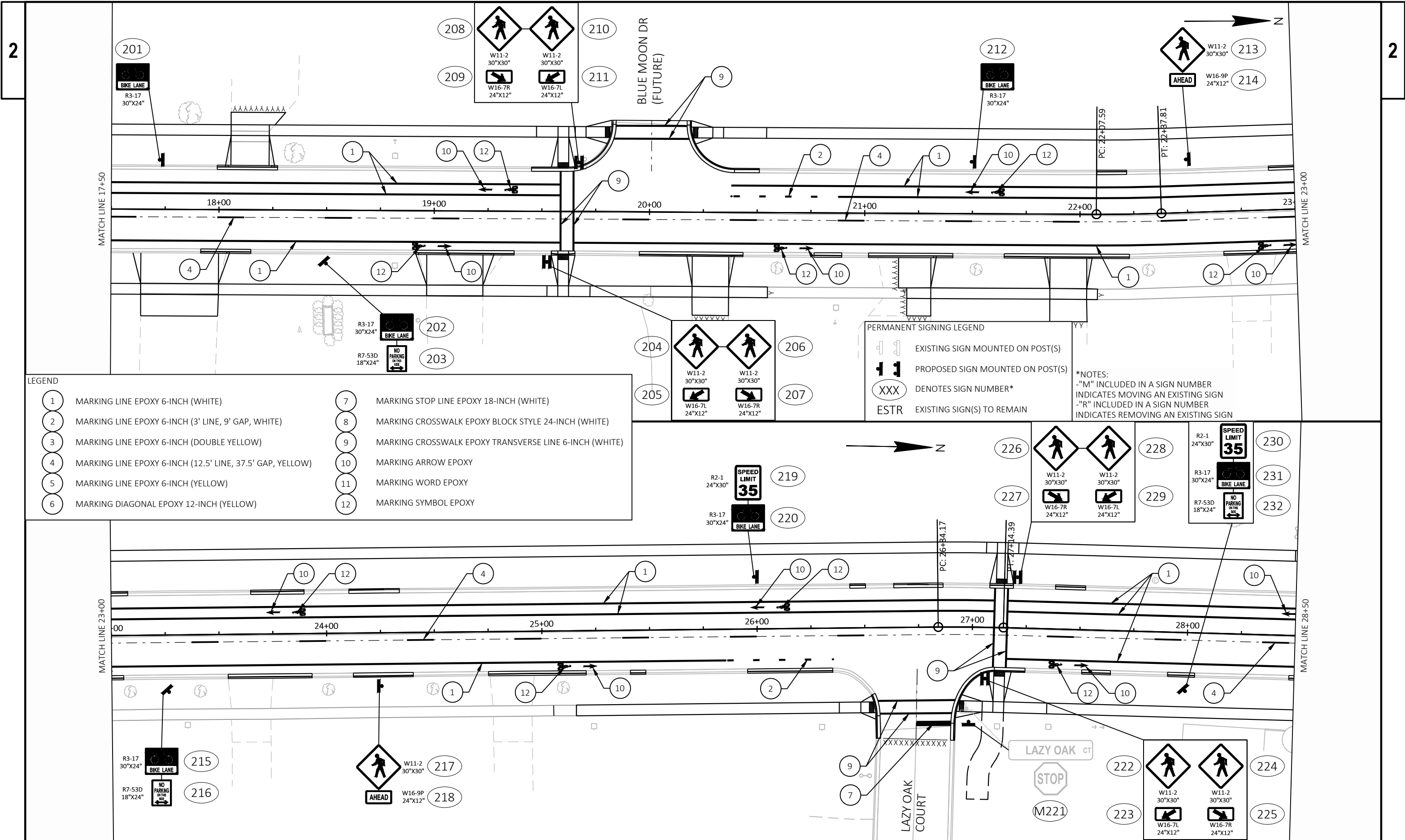




LEGEND:

- SILT FENCE
- ∞ CULVERT PIPE CHECK
- ⊗ INLET PROTECTION
- ## EROSION MAT URBAN CLASS I, TYPE B
- ~> FLOW ARROW

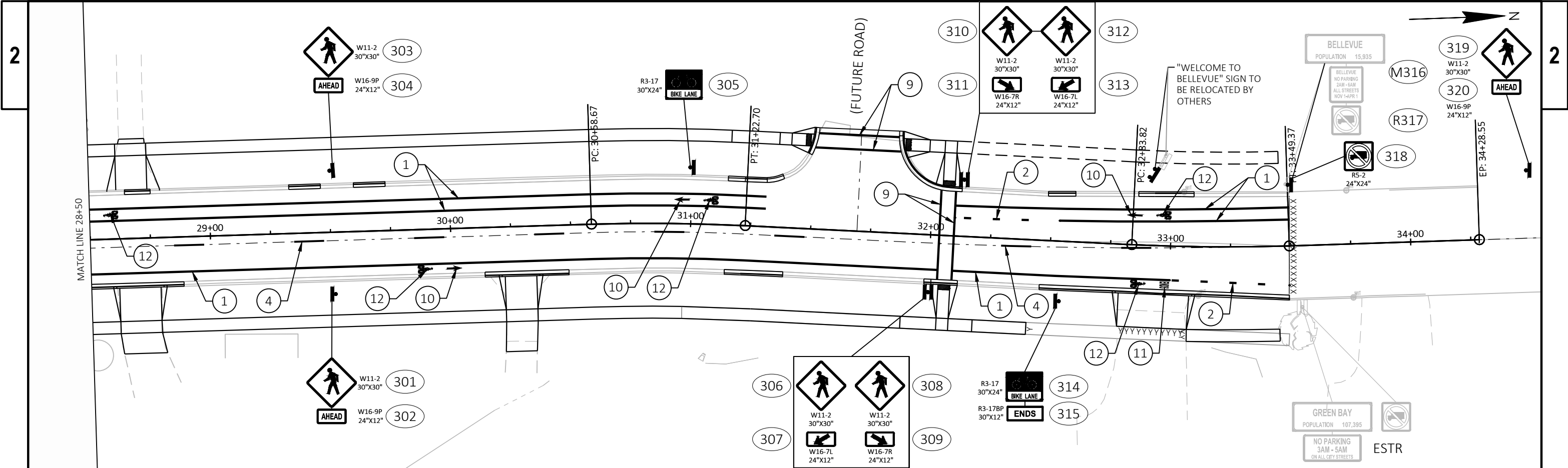




LEGEND			
1	MARKING LINE EPOXY 6-INCH (WHITE)	7	MARKING STOP LINE EPOXY 18-INCH (WHITE)
2	MARKING LINE EPOXY 6-INCH (3' LINE, 9' GAP, WHITE)	8	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
3	MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)	9	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
4	MARKING LINE EPOXY 6-INCH (12.5' LINE, 37.5' GAP, YELLOW)	10	MARKING ARROW EPOXY
5	MARKING LINE EPOXY 6-INCH (YELLOW)	11	MARKING WORD EPOXY
6	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)	12	MARKING SYMBOL EPOXY

PERMANENT SIGNING LEGEND	
	EXISTING SIGN MOUNTED ON POST(S)
	PROPOSED SIGN MOUNTED ON POST(S)
	DENOTES SIGN NUMBER*
	EXISTING SIGN(S) TO REMAIN

*NOTES:
-"M" INCLUDED IN A SIGN NUMBER
INDICATES MOVING AN EXISTING SIGN
-"R" INCLUDED IN A SIGN NUMBER
INDICATES REMOVING AN EXISTING SIGN



LEGEND	
1	MARKING LINE EPOXY 6-INCH (WHITE)
2	MARKING LINE EPOXY 6-INCH (3' LINE, 9' GAP, WHITE)
3	MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
4	MARKING LINE EPOXY 6-INCH (12.5' LINE, 37.5' GAP, YELLOW)
5	MARKING LINE EPOXY 6-INCH (YELLOW)
6	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
7	MARKING STOP LINE EPOXY 18-INCH (WHITE)
8	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
9	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
10	MARKING ARROW EPOXY
11	MARKING WORD EPOXY
12	MARKING SYMBOL EPOXY

PERMANENT SIGNING LEGEND	
	EXISTING SIGN MOUNTED ON POST(S)
	PROPOSED SIGN MOUNTED ON POST(S)
XXX	DENOTES SIGN NUMBER*
ESTR	EXISTING SIGN(S) TO REMAIN

*NOTES:
-"M" INCLUDED IN A SIGN NUMBER
INDICATES MOVING AN EXISTING SIGN
-"R" INCLUDED IN A SIGN NUMBER
INDICATES REMOVING AN EXISTING SIGN

GENERAL NOTES

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

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

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

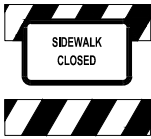
SEE SDD FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES DETAILS 3 AND 4 FOR SIDE ROAD TRAFFIC CONTROL.

SEE SDD BARRICADES AND SIGNS FOR MAINLINE CLOSURES DETAIL C AND TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC.

SEE TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR TEMPORARY PEDESTRIAN BARRICADE DETAIL.

NOTIFY VILLAGE OF BELLEVUE CONTACT JASON KIRSENLOHR (920) 593-5507 THREE BUSINESS DAYS BEFORE DEPLOYING PCMS TO OBTAIN APPROVAL OF THE PROPOSED MESSAGE.

PCMS BOARDS MUST BE DEPLOYED 7 DAYS BEFORE THE ROADWAY CLOSURE.



TEMPORARY PEDESTRIAN BARRICADE

1



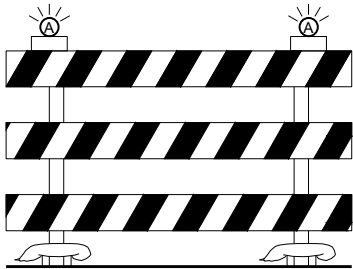
TYPE III BARRICADE

2



TYPE III BARRICADE

2B



TYPE III BARRICADE

3

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- WORK AREA
- TYPE A WARNING LIGHT (FLASHING)
- PORTABLE CHANGEABLE MESSAGE BOARD



4



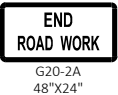
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6



7



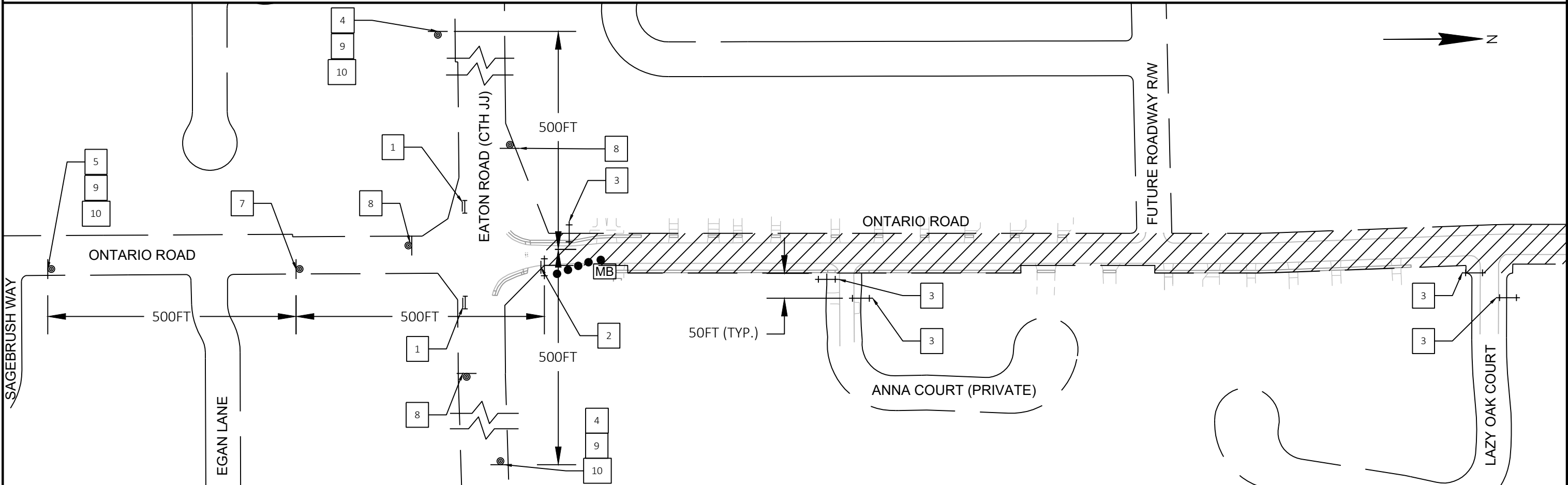
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9



10



GENERAL NOTES

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

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

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

SEE SDD FOR BARRICADES AND SIGNS FOR SIDEROAD CLOSURES DETAILS 3 AND 4 FOR SIDE ROAD TRAFFIC CONTROL.

SEE SDD BARRICADES AND SIGNS FOR MAINLINE CLOSURES DETAIL C AND TRAFFIC CONTROL, ADVANCED WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC.

SEE TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR TEMPORARY PEDESTRIAN BARRICADE DETAIL.

NOTIFY VILLAGE OF BELLEVUE CONTACT JASON KIRSENLOHR (920) 593-5507 THREE BUSINESS DAYS BEFORE DEPLOYING PCMS TO OBTAIN APPROVAL OF THE PROPOSED MESSAGE.

PCMS BOARDS MUST BE DEPLOYED 7 DAYS BEFORE THE ROADWAY CLOSURE.

TEMPORARY PEDESTRIAN BARRICADE

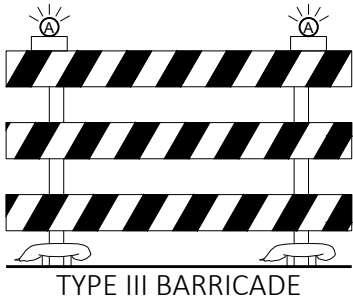
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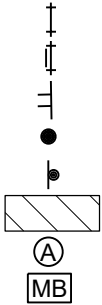
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2B

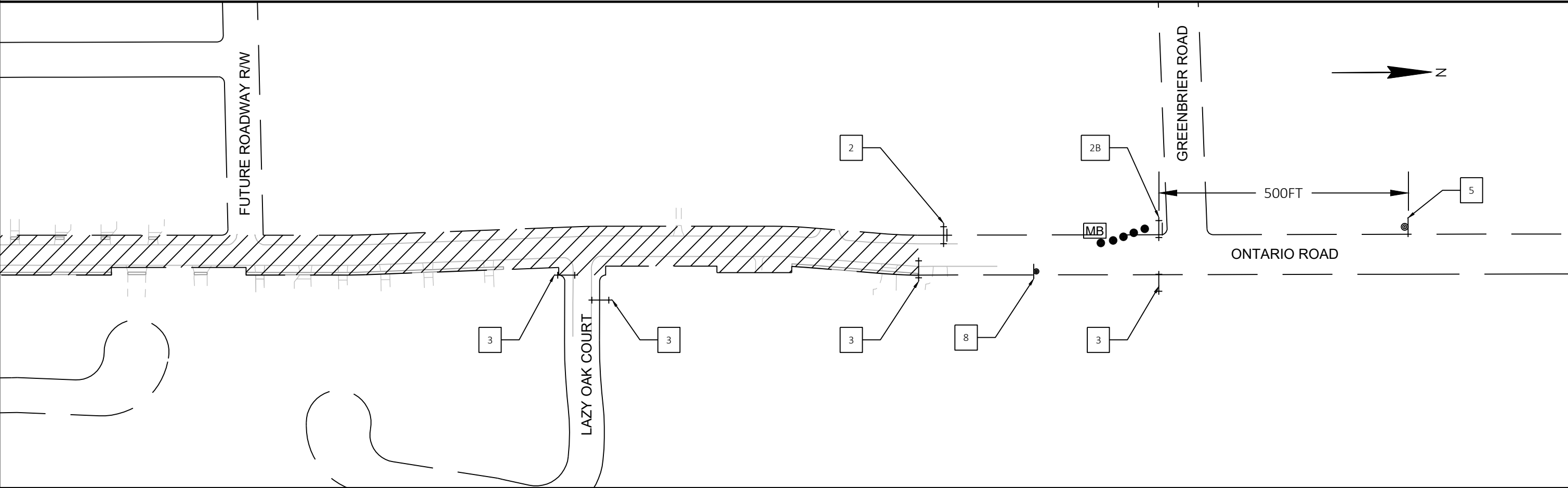
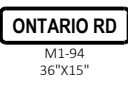
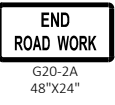


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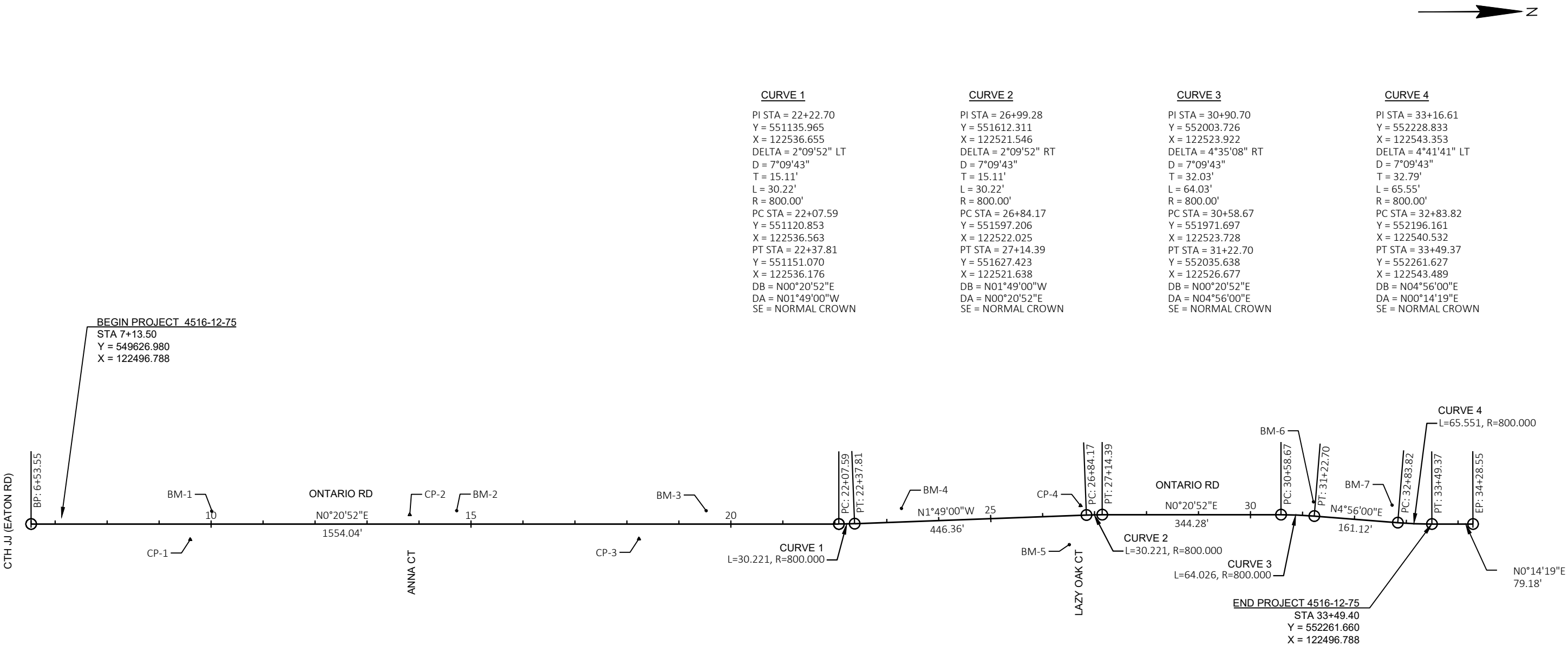
LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- WORK AREA
- TYPE A WARNING LIGHT (FLASHING)
- PORTABLE CHANGEABLE MESSAGE BOARD



BENCH MARKS			
NO.	STATION, OFFSET	ELEV.	DESCRIPTION
BM-1	10+00.76, 24.82' LT	748.17	BURY BOLT ON HYD
BM-2	14+72.28, 25.45' LT	751.43	BURY BOLT ON HYD
BM-3	19+52.27, 25.67' LT	752.20	BURY BOLT ON HYD
BM-4	23+28.96, 26.09' LT	752.56	BURY BOLT ON HYD
BM-5	26+49.04, 55.85' RT	754.06	BURY BOLT ON HYD
BM-6	31+18.82, 27.01' LT	754.44	BURY BOLT ON HYD
BM-7	32+70.26, 32.78' LT	753.55	BURY BOLT ON HYD

CONTROL POINTS					
NO.	STATION	X COORD.	Y COORD.	ELEV.	DESCRIPTION
CP-1	9+59.63	122558.8930	549872.7390	745.33	CHISEL CROSS ON WEST RIM OF SAN MH
CP-2	13+81.98	122513.4920	550295.3710	748.93	MAG NAIL IN PAVEMENT, WEST SIDE OF ROAD
CP-3	18+22.89	122562.7820	550735.9860	749.42	CHISEL CROSS ON WEST RIM OF SAN MH
CP-4	26+73.54	122503.9360	551586.0000	752.15	CHISEL CROSS ON INLET RIM



Estimate Of Quantities By Plan Sets

4516-12-75					
Line	Item	Item Description	Unit	Total	Qty
0008	204.0100	Removing Concrete Pavement	SY	968.000	968.000
0010	204.0110	Removing Asphaltic Surface	SY	140.000	140.000
0012	204.0120	Removing Asphaltic Surface Milling	SY	10,915.000	10,915.000
0014	204.0150	Removing Curb & Gutter	LF	1,886.000	1,886.000
0016	204.0155	Removing Concrete Sidewalk	SY	517.000	517.000
0026	205.0100	Excavation Common	CY	2,021.000	2,021.000
0030	213.0100	Finishing Roadway (project) 02. 4516-12-75	EACH	1.000	1.000
0032	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	3,038.000	3,038.000
0036	416.0610	Drilled Tie Bars	EACH	200.000	200.000
0040	455.0605	Tack Coat	GAL	766.000	766.000
0042	460.2000	Incentive Density HMA Pavement	DOL	3,064.000	3,064.000
0044	460.5223	HMA Pavement 3 LT 58-28 S	TON	1,838.000	1,838.000
0046	460.5224	HMA Pavement 4 LT 58-28 S	TON	1,226.000	1,226.000
0052	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	13.000	13.000
0054	505.0400	Bar Steel Reinforcement HS Structures	LB	387.000	387.000
0062	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	85.000	85.000
0066	602.0405	Concrete Sidewalk 4-Inch	SF	19,181.000	19,181.000
0068	602.0415	Concrete Sidewalk 6-Inch	SF	1,255.000	1,255.000
0070	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	160.000	160.000
0074	602.0810	Concrete Driveway 6-Inch	SY	917.000	917.000
0076	602.0820	Concrete Driveway 8-Inch	SY	196.000	196.000
0090	611.0410	Reconstructing Catch Basins	EACH	11.000	11.000
0092	611.0420	Reconstructing Manholes	EACH	10.000	10.000
0094	611.0430	Reconstructing Inlets	EACH	4.000	4.000
0112	618.0100	Maintenance and Repair of Haul Roads (project) 02. 4516-12-75	EACH	1.000	1.000
0114	619.1000	Mobilization	EACH	0.500	0.500
0116	624.0100	Water	MGAL	40.000	40.000
0118	625.0100	Topsoil	SY	3,502.000	3,502.000
0120	628.1504	Silt Fence	LF	1,945.000	1,945.000
0122	628.1520	Silt Fence Maintenance	LF	1,945.000	1,945.000
0124	628.1905	Mobilizations Erosion Control	EACH	3.000	3.000
0126	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0128	628.2008	Erosion Mat Urban Class I Type B	SY	4,028.000	4,028.000
0132	628.7010	Inlet Protection Type B	EACH	1.000	1.000
0134	628.7015	Inlet Protection Type C	EACH	14.000	14.000
0144	629.0210	Fertilizer Type B	CWT	2.000	2.000
0146	630.0140	Seeding Mixture No. 40	LB	75.000	75.000
0148	630.0200	Seeding Temporary	LB	94.000	94.000
0150	630.0500	Seed Water	MGAL	40.000	40.000
0154	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	8.000	8.000
0156	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	21.000	21.000
0158	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	2.000	2.000
0160	637.2210	Signs Type II Reflective H	SF	99.000	99.000
0162	637.2230	Signs Type II Reflective F	SF	209.830	209.830
0164	638.2102	Moving Signs Type II	EACH	5.000	5.000
0166	638.2602	Removing Signs Type II	EACH	3.000	3.000
0168	638.3000	Removing Small Sign Supports	EACH	1.000	1.000
0170	642.5001	Field Office Type B	EACH	0.500	0.500
0172	643.0300	Traffic Control Drums	DAY	990.000	990.000

Estimate Of Quantities By Plan Sets

4516-12-75					
Line	Item	Item Description	Unit	Total	Qty
0174	643.0420	Traffic Control Barricades Type III	DAY	630.000	630.000
0176	643.0705	Traffic Control Warning Lights Type A	DAY	1,260.000	1,260.000
0182	643.0900	Traffic Control Signs	DAY	882.000	882.000
0184	643.1000	Traffic Control Signs Fixed Message	SF	17.000	17.000
0186	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0192	643.5000	Traffic Control	EACH	0.500	0.500
0200	644.1810	Temporary Pedestrian Barricade	LF	10.000	10.000
0202	646.2020	Marking Line Epoxy 6-Inch	LF	8,079.000	8,079.000
0206	646.5020	Marking Arrow Epoxy	EACH	21.000	21.000
0208	646.5120	Marking Word Epoxy	EACH	2.000	2.000
0210	646.5220	Marking Symbol Epoxy	EACH	23.000	23.000
0212	646.6120	Marking Stop Line Epoxy 18-Inch	LF	29.000	29.000
0214	646.7120	Marking Diagonal Epoxy 12-Inch	LF	9.000	9.000
0216	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	558.000	558.000
0218	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	70.000	70.000
0230	650.5000	Construction Staking Base	LF	2,578.000	2,578.000
0232	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	1,895.000	1,895.000
0234	650.9000	Construction Staking Curb Ramps	EACH	16.000	16.000
0238	650.9500	Construction Staking Sidewalk (project) 02. 4516-12-75	EACH	1.000	1.000
0242	650.9911	Construction Staking Supplemental Control (project) 02. 4516-12-75	EACH	1.000	1.000
0244	650.9920	Construction Staking Slope Stakes	LF	2,578.000	2,578.000
0246	690.0150	Sawing Asphalt	LF	265.000	265.000
0248	690.0250	Sawing Concrete	LF	650.000	650.000
0250	740.0440	Incentive IRI Ride	DOL	4,000.000	4,000.000
0258	SPV.0060	Special 01. Adjust Water Valves	EACH	9.000	9.000
0260	SPV.0060	Special 02. Adjust Water Service Valves	EACH	22.000	22.000
0264	SPV.0060	Special 04. Inlet Covers Type E	EACH	1.000	1.000
0266	SPV.0060	Special 05. Internal/External Frame and Chimeny Seal	EACH	2.000	2.000
0274	SPV.0060	Special 08. Temporary Mailbox Accommodations Project 4516-12-75	EACH	1.000	1.000
0278	SPV.0090	Special 02. Concrete Curb and Gutter 24-Inch Type D	LF	1,810.000	1,810.000

CONCRETE REMOVALS (SHEET 1 OF 2)

					204.0150 REMOVING CURB & GUTTER	204.0155 REMOVING CONCRETE SIDEWALK	* 690.0250 SAWING CONCRETE	
CATEGORY	STATION	TO	STATION	OFFSET	LF	SY	LF	REMARKS
0010	7+16	-	8+78	LT	-	95	5	CROSSING PATCH ONTARIO AT EATON CROSSING PATCH ONTARIO AT EATON MAINLINE ANNA COURT INTERSECTION
0010	7+24	-	7+37	RT	-	14	5	
0010	7+29	-	7+44	RT	15	-	5	
0010	7+30	-	7+44	LT	14	-	5	
0010	7+78	-	7+98	LT	20	-	5	
0010	7+81	-	8+07	RT	26	-	5	CROSSING PATCH ONTARIO AT EATON CROSSING PATCH ONTARIO AT EATON MAINLINE ANNA COURT INTERSECTION
0010	8+51	-	9+33	LT	82	-	5	
0010	8+93	-	9+05	RT	13	-	4	
0010	9+15	-	9+24	RT	9	-	4	
0010	9+16	-	9+67	LT	-	28	-	
0010	10+10	-	10+20	RT	10	-	4	CROSSING PATCH ONTARIO AT EATON CROSSING PATCH ONTARIO AT EATON MAINLINE ANNA COURT INTERSECTION
0010	10+19	-	10+55	LT	37	-	4	
0010	10+83	-	11+31	LT	48	-	4	
0010	11+49	-	11+76	LT	27	-	4	
0010	11+78	-	11+89	RT	10	-	4	
0010	12+12	-	13+52	RT	-	76	10	CROSSING PATCH ONTARIO AT EATON CROSSING PATCH ONTARIO AT EATON MAINLINE ANNA COURT INTERSECTION
0010	12+24	-	12+63	LT	39	-	4	
0010	12+38	-	12+70	RT	32	-	4	
0010	13+31	-	14+28	RT	97	-	4	
0010	13+31	-	13+73	LT	41	-	4	
0010	14+05	-	15+97	RT	-	104	10	CROSSING PATCH ONTARIO AT EATON CROSSING PATCH ONTARIO AT EATON MAINLINE ANNA COURT INTERSECTION
0010	14+22	-	14+60	LT	38	-	4	
0010	15+15	-	15+25	RT	10	-	4	
0010	15+16	-	15+48	LT	32	-	4	
0010	16+05	-	16+84	LT	79	-	4	
0010	16+49	-	17+32	RT	-	45	5	CROSSING PATCH ONTARIO AT EATON CROSSING PATCH ONTARIO AT EATON MAINLINE ANNA COURT INTERSECTION
0010	16+57	-	16+81	RT	24	-	4	
0010	17+02	-	17+32	LT	29	-	4	
0010	17+92	-	18+15	RT	23	-	4	
0010	17+99	-	18+27	LT	28	-	4	
0010	18+92	-	19+37	RT	46	-	4	CROSSING PATCH ONTARIO AT EATON CROSSING PATCH ONTARIO AT EATON MAINLINE ANNA COURT INTERSECTION
0010	19+45	-	19+82	LT	50	-	2	
0010	19+55	-	19+66	RT	11	-	4	
0010	19+95	-	20+44	RT	48	-	4	
0010	20+01	-	20+20	RT	-	10	-	
0010	20+19	-	20+51	LT	44	-	2	CROSSING PATCH ONTARIO AT EATON CROSSING PATCH ONTARIO AT EATON MAINLINE ANNA COURT INTERSECTION
0010	20+37	-	20+55	RT	-	10	5	
0010	20+77	-	20+89	RT	13	-	4	
0010	21+02	-	21+41	RT	39	-	4	
0010	21+31	-	21+86	RT	-	30	-	
0010	21+65	-	22+23	RT	58	-	4	CROSSING PATCH ONTARIO AT EATON CROSSING PATCH ONTARIO AT EATON MAINLINE ANNA COURT INTERSECTION
0010	22+03	-	22+08	RT	-	3	5	
0010	22+08	-	22+22	LT	14	-	4	
0010	22+66	-	23+06	RT	39	-	4	
0010	22+88	-	23+08	LT	20	-	4	
0010	23+54	-	23+93	RT	39	-	4	CROSSING PATCH ONTARIO AT EATON CROSSING PATCH ONTARIO AT EATON MAINLINE ANNA COURT INTERSECTION
0010	23+65	-	23+90	LT	25	-	4	
0010	24+11	-	24+34	LT	23	-	4	
0010	24+12	-	24+40	RT	28	-	4	
0010	24+75	-	25+20	RT	45	-	4	
SUBTOTAL SHEET 1					1,325	415	206	

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

HMA REMOVALS

						* 204.0110 REMOVING ASPHALTIC SURFACE	204.0120 REMOVING ASPHALTIC SURFACE MILLING	* 690.0150 SAWING ASPHALT	REMARKS
CATEGORY	STATION	TO	STATION	OFFSET	LOCATION	SY	SY	LF	
0010	7+28	-	7+44	RT	ONTARIO RD	2	-	19	CROSSING PATCH ONTARIO AT EATON CROSSING PATCH ONTARIO AT EATON MAINLINE ANNA COURT INTERSECTION
0010	7+30	-	7+44	LT	ONTARIO RD	2	-	17	
0010	7+71	-	33+49	LT, RT	ONTARIO RD	-	10,556	76	
0010	13+54	-	14+06	RT	ANNA COURT	13	-	49	
0010	19+65	-	20+39	LT	BLUE MOON DR STUB	-	106	-	
0010	26+35	-	27+10	RT	LAZY OAK COURT	-	146	32	CROSSING PATCH ONTARIO AT EATON CROSSING PATCH ONTARIO AT EATON MAINLINE ANNA COURT INTERSECTION
0010	31+31	-	32+04	LT	FUTURE ROAD STUB	-	107	-	
TOTAL 0010						17	10,915	193	

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CONCRETE REMOVALS (SHEET 2 OF 2)

					204.0150 REMOVING CURB & GUTTER	204.0155 REMOVING CONCRETE SIDEWALK	* 690.0250 SAWING CONCRETE	
CATEGORY	STATION	TO	STATION	OFFSET	LF	SY	LF	REMARKS
0010	25+41	-	25+48	RT	7	-	4	LAZY OAK CT INTERSECTION
0010	25+95	-	26+35	RT	40	-	4	
0010	26+43	-	26+51	LT	7	-	4	
0010	26+53	-	26+55	RT	21	-	4	
0010	26+64	-	26+87	LT	23	-	4	
0010	26+92	-	27+25	RT	56	-	4	LAZY OAK CT INTERSECTION
0010	27+08	-	27+19	LT	11	-	4	
0010	27+38	-	27+52	LT	14	-	4	
0010	27+51	-	27+65	RT	13	-	4	
0010	27+91	-	28+04	RT	13	-	4	
0010	28+48	-	28+88	RT	41	-	4	
0010	28+65	-	28+75	LT	11	-	4	
0010	29+33	-	29+46	LT	13	-	4	
0010	29+60	-	29+73	LT	13	-	4	
0010	30+14	-	30+49	RT	35	-	4	
0010	30+97	-	32+41	RT	-	79	5	FUTURE ROADWAY STUB FUTURE ROADWAY STUB
0010	31+15	-	31+39	RT	24	-	4	
0010	31+15	-	31+37	LT	23	-	4	
0010	31+47	-	31+50	LT	9	-	2	
0010	31+88	-	32+12	LT	35	-	2	
0010	31+98	-	32+12	RT	14	-	4	
0010	32+46	-	33+49	RT	104	-	4	
0010	32+48	-	32+60	LT	11	-	4	
0010	32+86	-	33+09	LT	23	-	4	
0010	33+07	-	33+48	RT	-	23	5	
SUBTOTAL SHEET 2					561	102	98	
SUBTOTAL SHEET 1					1,325	415	206	
TOTAL 0010					1,886	517	304	

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ASPHALTIC SURFACE

					455.0605	460.5223	460.5224	
					TACK COAT	HMA PAVEMENT 3 LT 58-28 S	HMA PAVEMENT 4 LT 58-28 S	
CATEGORY	STATION	TO	STATION	LOCATION	GAL	TON	TON	REMARKS
0010	7+28	-	7+44	ONTARIO RD	0	1	0	PATCHES @ 5 CURB RAMPS
0010	7+71	-	33+49	ONTARIO RD	739	1,774	1,182	ONTARIO MAINLINE
0010	13+54	-	14+06	ANNA CT	1	2	1	ANNA CT
0010	19+65	-	20+39	BLUE MOON DR STUB	8	19	12	BLUE MOON DR STUB
0010	26+35	-	27+10	LAZY OAK CT	10	24	16	LAZY OAK CT
0010	31+31	-	32+04	FUTURE RD STUB	8	19	13	FUTURE RD STUB
TOTAL 0010					766	1,838	1,226	

DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION (1)		AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL (13)	MASS ORDINATE +/- (14)	WASTE
			CUT (2)	EBS EXCAVATION (3)			FACTOR 1.20		
DIVISION 1									
ONTARIO	7+50.00/34+00.00	ONTARIO RD	1,171	0	1,171	227	272	899	899
UNDISTRIBUTED EBS	--/--	ONTARIO RD	0	850	0	0	0	0	0
DIVISION 1 SUBTOTAL			1,171	850	1,171	227	272	899	899
GRAND TOTAL			1,171	850	1,171	227	272	899	899
TOTAL COMMON EXC			2,021						

NOTES:
(1) COMMON EXCAVATION IS THE CUT COLUMN. ITEM NUMBER 205.0100
(2) SALVAGED/UNSUALE PAVEMENT MATERIAL IS NOT INCLUDED IN CUT.
(3) EBS EXCAVATION TO BE BACKFILLED WITH BASE AGGREGATE DENSE 1 1/4-INCH. ITEM NUMBER 305.0120.
(5) AVAILABLE MATERIAL = CUT
(13) EXPANDED FILL FACTOR = 1.20
EXPANDED FILL = (UNEXPANDED FILL) * FILL FACTOR
(14) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.
(15) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

BASE AGGREGATES						
				* 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH	* 624.0100 WATER	
CATEGORY	STATION	TO	STATION	TON	MGAL	REMARKS
0010	7+28	-	7+44	-	-	
0010	7+71	-	33+49	587	9	
0010	13+54	-	14+06	1	-	
0010	19+65	-	20+39	6	-	
0010	26+35	-	27+10	8	-	
0010	31+31	-	32+04	6	-	
0010	-	-	ONTARIO RD	1,700	26	UNDISTRIBUTED EBS (20% AREA 14")
SUBTOTAL BASE AGGREGATES				2,308	35	
SUBTOTAL DRIVEWAYS				124	2	
SUBTOTAL CONCRETE SIDEWALK				606	3	
TOTAL 0010				3,038	40	

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

DRIVEWAYS														
					204.0100 REMOVING CONCRETE PAVEMENT	* 204.0110 REMOVING ASPHALTIC SURFACE	* 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	602.0810 CONCRETE DRIVEWAY 6-INCH	602.0820 CONCRETE DRIVEWAY 8-INCH	* 624.0100 WATER MGAL	* 690.0150 SAWING ASPHALT LF	* 690.0250 SAWING CONCRETE LF	REMARKS
CATEGORY	STATION	TO	STATION	OFFSET	SY	SY	TON	TON	SY	SY	MGAL	LF	LF	
0010	8+75.42	-	9+18.82	LT	70	-	-	-	72	-	0	-	39	
0010	10+20.72	-	10+43.70	LT	56	-	-	-	58	-	0	-	18	
0010	10+99.11	-	11+26.18	LT	69	-	-	-	71	-	0	-	22	
0010	11+50.01	-	11+72.42	LT	50	-	-	-	53	-	0	-	17	
0010	12+26.35	-	12+49.41	LT	54	-	-	-	56	-	0	-	18	
0010	13+46.40	-	13+68.69	LT	53	-	-	-	56	-	0	-	17	
0010	14+33.80	-	14+56.09	LT	53	-	-	-	56	-	0	-	17	
0010	15+26.29	-	15+48.51	LT	54	-	-	-	57	-	0	-	17	
0010	16+15.87	-	16+38.68	LT	55	-	-	-	58	-	0	-	26	
0010	17+07.54	-	17+30.50	LT	55	-	-	-	59	-	0	-	25	
0010	17+60.18	-	18+04.94	RT	81	42	-	7	-	84	0	36	-	JOSKI SOUTH ENTRANCE
0010	18+02.96	-	18+25.70	LT	54	-	-	-	57	-	0	-	25	
0010	18+91.66	-	19+27.79	RT	65	1	-	1	-	63	0	26	-	JOSKI NORTH ENTRANCE
0010	20+17.51	-	20+39.51	RT	54	-	-	-	56	-	0	-	17	
0010	21+15.83	-	21+33.33	RT	41	-	-	-	42	-	0	-	42	REPLACING PORTION OF DRIVEWAY
0010	21+83.73	-	22+05.74	RT	58	-	-	-	60	-	0	-	17	
0010	28+57.47	-	28+79.40	LT	-	36	-	1	35	-	0	10	-	EX DRIVEWAY IS ASPHALT
0010	28+59.14	-	28+81.33	RT	-	-	-	2	40	-	0	-	-	EX DRIVEWAY IS GRAVEL
0010	30+19.67	-	30+37.83	RT	-	44	-	2	31	-	0	-	-	EX DRIVEWAY IS ASPHALT, REMOVING ALL
0010	32+76.67	-	33+10.34	RT	46	-	-	-	-	49	0	-	29	APARTMENT DW
0010	-	-	-	-	-	-	124	-	-	-	2	-	-	UNDISTRIBUTED DRIVEWAYS
SUBTOTAL DRIVEWAYS					968	123	124	13	917	196	2	72	346	
SUBTOTAL CONCRETE REMOVALS					-	-	-	-	-	-	-	-	304	
SUBTOTAL HMA REMOVALS					-	17	-	-	-	-	-	193	-	
TOTAL 0010					968	140	124	13	917	196	2	265	650	

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

CURB AND GUTTER									
					416.0610	505.0400	601.0411	SPV.0090.02	
						BAR STEEL REINFORCEMENT HS STRUCTURES	CONCRETE CURB & GUTTER 30-INCH TYPE D	SPECIAL (02. CONCRETE CURB & GUTTER 24-INCH TYPE D)	
CATEGORY	STATION	TO	STATION	OFFSET	DRILLED TIE BARS EACH	LB	LF	LF	REMARKS
0010	7+29.26	-	7+44.18	RT	4	-	15	-	
0010	7+30.51	-	7+44.11	LT	4	-	14	-	
0010	7+78.04	-	7+98.04	LT	-	27	20	-	
0010	7+81.22	-	8+07.27	RT	-	27	26	-	
0010	8+50.83	-	9+32.55	LT	4	-	10	72	
0010	8+92.63	-	9+05.46	RT	4	-	-	13	
0010	9+15.41	-	9+24.35	RT	4	-	-	9	
0010	10+10.00	-	10+20.24	RT	4	-	-	10	
0010	10+18.59	-	10+55.49	LT	4	-	-	37	
0010	10+82.92	-	11+31.35	LT	4	-	-	48	
0010	11+49.06	-	11+76.07	LT	4	-	-	27	
0010	11+78.31	-	11+88.51	RT	4	-	-	10	
0010	12+24.31	-	12+63.27	LT	4	-	-	39	
0010	12+38.33	-	12+70.30	RT	4	-	-	32	
0010	13+31.12	-	14+27.80	RT	4	-	-	97	ANNA COURT INTERSECTION, DW CURB
0010	13+31.33	-	13+72.77	LT	4	-	-	41	
0010	14+22.17	-	14+59.78	LT	4	-	-	38	
0010	15+14.61	-	15+24.76	RT	4	-	-	10	
0010	15+15.82	-	15+48.02	LT	4	-	-	32	
0010	16+04.52	-	16+83.59	LT	4	27	-	79	
0010	16+56.78	-	16+80.87	RT	-	27	-	24	
0010	17+02.39	-	17+31.70	LT	4	-	-	29	
0010	17+91.61	-	18+14.90	RT	4	-	-	23	
0010	17+99.09	-	18+27.19	LT	4	-	-	28	
0010	18+91.66	-	19+37.22	RT	4	-	-	46	
0010	19+45.09	-	19+82.34	LT	2	-	-	51	
0010	19+54.53	-	19+65.53	RT	4	-	-	11	
0010	19+95.39	-	20+43.54	RT	2	27	-	48	
0010	20+19.34	-	20+50.98	LT	-	27	-	46	
0010	20+76.55	-	20+89.43	RT	4	-	-	13	
0010	21+01.88	-	21+41.07	RT	4	-	-	39	
0010	21+64.88	-	22+22.70	RT	4	-	-	58	
0010	22+07.72	-	22+21.96	LT	4	-	-	14	
0010	22+66.26	-	23+05.57	RT	4	-	-	39	
0010	22+88.21	-	23+07.78	LT	4	-	-	20	
0010	23+54.07	-	23+93.11	RT	4	-	-	39	
0010	23+64.91	-	23+89.72	LT	4	-	-	25	
0010	24+10.52	-	24+34.01	LT	-	27	-	23	
0010	24+12.23	-	24+40.05	RT	2	27	-	28	
0010	24+75.04	-	25+20.43	RT	4	-	-	45	
0010	25+40.95	-	25+48.13	RT	4	-	-	7	
0010	25+95.39	-	26+34.98	RT	4	-	-	40	
0010	26+43.26	-	26+50.59	LT	4	-	-	7	
0010	26+52.69	-	26+54.79	RT	2	19	-	21	LAZY OAK COURT INTERSECTION
0010	26+63.64	-	26+86.58	LT	-	27	-	23	LAZY OAK COURT INTERSECTION
0010	26+91.75	-	27+25.02	RT	2	21	-	56	LAZY OAK COURT INTERSECTION
0010	27+07.77	-	27+18.59	LT	4	-	-	11	
0010	27+38.12	-	27+52.16	LT	4	-	-	14	
0010	27+51.35	-	27+64.72	RT	4	-	-	13	
0010	27+91.25	-	28+03.84	RT	4	-	-	13	
0010	28+47.59	-	28+88.43	RT	4	-	-	41	
0010	28+64.79	-	28+75.48	LT	4	-	-	11	
0010	29+33.18	-	29+46.36	LT	4	-	-	13	
0010	29+60.14	-	29+73.33	LT	4	-	-	13	
0010	30+13.82	-	30+48.75	RT	4	-	-	35	
0010	31+14.75	-	31+39.28	RT	-	27	-	24	
0010	31+14.97	-	31+37.38	LT	-	27	-	23	
0010	31+47.33	-	31+49.82	LT	2	-	-	11	FUTURE ROADWAY STUB
0010	31+87.05	-	32+12.23	LT	2	-	-	39	FUTURE ROADWAY STUB
0010	31+98.13	-	32+12.06	RT	4	-	-	14	
0010	32+46.18	-	33+48.79	RT	2	27	-	104	
0010	32+48.15	-	32+59.53	LT	4	-	-	11	
0010	32+85.74	-	33+09.40	LT	-	27	-	23	
TOTAL 0010					200	387	85	1,810	

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STORM STRUCTURES									
						611.0410	611.0420	611.0430	SPV.0060.04 SPECIAL (04. INLET COVERS TYPE E)
CATEGORY	STRUCTURE	STATION*	TO	OFFSET*	RIM** ELEVATION	LOCATION	RECONSTRUCTING CATCH BASINS EACH	RECONSTRUCTING MANHOLES EACH	RECONSTRUCTING INLETS EACH
0010	INL 295	7+88.02	-	14.17' LT	752.62	ONTARIO RD	-	-	1
0010	MH 150	7+90.63	-	1.26' LT	752.99	ONTARIO RD	-	1	-
0010	INL 300	7+95.69	-	21.71' RT	752.47	ONTARIO RD	-	-	1
0010	MH 155	16+61.08	-	1.32' LT	748.13	ONTARIO RD	-	1	-
0010	INL 305	16+61.74	-	19.65' LT	748.46	ONTARIO RD	-	-	1
0010	INL 310	16+68.27	-	19.28' RT	748.07	ONTARIO RD	-	-	1
0010	MH 165	20+09.82	-	0.38' RT	750.40	ONTARIO RD	-	1	-
0010	CB 320	20+10.22	-	19.51' RT	749.88	ONTARIO RD	1	-	-
0010	CB 315	20+39.49	-	19.43' LT	750.34	ONTARIO RD	1	-	-
0010	CB 335	24+22.23	-	19.53' RT	749.83	ONTARIO RD	1	-	-
0010	MH 175	24+22.34	-	1.10' LT	750.26	ONTARIO RD	-	1	-
0010	CB 330	24+22.51	-	19.52' LT	749.90	ONTARIO RD	1	-	-
0010	CB 340	26+56.00	-	46.26' RT	751.88	ONTARIO RD	1	-	-
0010	MH 200	26+72.91	-	44.82' RT	752.21	ONTARIO RD	-	1	-
0010	MH 180	26+73.82	-	0.32' LT	752.56	ONTARIO RD	-	1	-
0010	CB 345	26+75.13	-	19.51' LT	752.17	ONTARIO RD	1	-	-
0010	CB 350	26+90.97	-	44.78' RT	751.89	ONTARIO RD	1	-	-
0010	CB 355	31+26.27	-	19.26' LT	752.02	ONTARIO RD	1	-	-
0010	CB 360	31+26.44	-	19.49' RT	752.01	ONTARIO RD	1	-	-
0010	MH 185	31+28.72	-	0.40' RT	752.39	ONTARIO RD	-	1	-
0010	CB 195	32+97.29	-	19.42' RT	750.80	ONTARIO RD	1	-	1
0010	CB 365	32+97.57	-	21.60' LT	750.85	ONTARIO RD	1	-	-
0010	MH 190	33+08.67	-	1.40' LT	751.29	ONTARIO RD	-	1	-
TOTAL 0010							11	8	4

REMARKS:
*STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE
**RIM ELEV IS AT THE INLET COVER FLANGE LOCATION OR CENTER OF
MANHOLE COVER

CATEGORY 20 SANITARY AND WATER									
						611.0420	SPV.0060.01 SPECIAL (01. ADJUST WATER VALVES)	SPV.0060.02 SPECIAL (02. ADJUST WATER SERVICE VALVES)	SPV.0060.05 SPECIAL (05. EXTERNAL/EXTERNAL FRAME AND CHIMNEY SEAL)
CATEGORY	STATION	TO	OFFSET	LOCATION		RECONSTRUCTING MANHOLES EACH	EACH	EACH	EACH
0020	9+73.87	-	36.4' LT	ONTARIO RD		-	1	-	-
0020	12+38.22	-	35.6' RT	ONTARIO RD		-	-	1	-
0020	12+63.55	-	40.3' LT	ONTARIO RD		-	-	1	-
0020	13+49.02	-	42.9' LT	ONTARIO RD		-	-	1	-
0020	14+01.94	-	30.8' LT	ONTARIO RD		-	1	-	-
0020	14+29.50	-	31.2' RT	ONTARIO RD		1	-	-	1
0020	14+76.00	-	31.9' LT	ONTARIO RD		-	1	-	-
0020	16+18.58	-	41.1' LT	ONTARIO RD		-	-	1	-
0020	17+13.34	-	41.5' LT	ONTARIO RD		-	-	1	-
0020	18+05.75	-	41.0' LT	ONTARIO RD		-	-	1	-
0020	18+13.26	-	37.3' RT	ONTARIO RD		-	-	1	-
0020	18+22.96	-	29.5' RT	ONTARIO RD		1	-	-	1
0020	19+52.45	-	28.7' LT	ONTARIO RD		-	1	-	-
0020	19+89.83	-	39.0' RT	ONTARIO RD		-	-	1	-
0020	20+01.50	-	31.2' LT	ONTARIO RD		-	1	-	-
0020	20+44.44	-	26.0' LT	ONTARIO RD		-	-	1	-
0020	20+88.42	-	40.6' LT	ONTARIO RD		-	-	1	-
0020	22+17.06	-	40.8' LT	ONTARIO RD		-	-	1	-
0020	23+00.25	-	40.0' LT	ONTARIO RD		-	-	1	-
0020	23+80.36	-	41.3' LT	ONTARIO RD		-	-	1	-
0020	24+65.07	-	38.9' LT	ONTARIO RD		-	-	1	-
0020	25+49.74	-	39.4' LT	ONTARIO RD		-	-	1	-
0020	26+30.41	-	41.3' LT	ONTARIO RD		-	-	1	-
0020	26+49.43	-	28.9' LT	ONTARIO RD		-	1	-	-
0020	27+22.34	-	38.5' RT	ONTARIO RD		-	-	1	-
0020	28+55.20	-	40.6' LT	ONTARIO RD		-	-	1	-
0020	29+69.87	-	42.1' LT	ONTARIO RD		-	-	1	-
0020	30+42.91	-	40.9' RT	ONTARIO RD		-	-	1	-
0020	30+45.82	-	40.7' LT	ONTARIO RD		-	-	1	-
0020	31+19.46	-	29.6' LT	ONTARIO RD		-	1	-	-
0020	31+21.80	-	32.6' LT	ONTARIO RD		-	1	-	-
0020	32+52.99	-	30.7' LT	ONTARIO RD		-	1	-	-
0020	32+59.08	-	39.5' LT	ONTARIO RD		-	-	1	-
TOTAL 0020						2	9	22	2

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EROSION CONTROL									
						628.1504	628.1520	628.7010	628.7015
CATEGORY	STATION	TO	STATION	OFFSET		SILT FENCE LF	SILT FENCE MAINTENANCE LF	INLET PROTECTION TYPE B EACH	INLET PROTECTION TYPE C EACH
0010	7+14	-	9+14	RT		220	-	-	-
0010	7+42	-	7+86	LT		45	-	-	-
0010	7+88	-	-	14.5' LT		-	-	-	1
0010	7+96	-	-	22' RT		-	-	-	1
0010	16+62	-	-	20' LT		-	-	-	1
0010	16+68	-	-	20' RT		-	-	-	1
0010	18+55	-	23+27	LT		470	-	-	-
0010	20+10	-	-	20' RT		-	-	-	1
0010	20+39	-	-	20' LT		-	-	-	1
0010	24+22	-	-	20' RT		-	-	-	1
0010	24+23	-	-	20' LT		-	-	-	1
0010	25+26	-	28+61	LT		340	-	-	-
0010	26+56	-	-	46' RT		-	-	-	1
0010	26+75	-	-	20' LT		-	-	-	1
0010	26+91	-	-	45' RT		-	-	-	1
0010	26+92	-	28+63	RT		175	-	-	-
0010	28+74	-	31+11	LT		480	-	-	-
0010	28+82	-	30+21	RT		150	-	-	-
0010	30+36	-	31+02	RT		65	-	-	-
0010	31+26	-	-	20' LT		-	-	-	1
0010	31+26	-	-	20' RT		-	-	-	1
0010	32+97	-	-	20' RT		-	-	1	-
0010	32+98	-	-	22' LT		-	-	-	1
0010	-	-	-	-		-	1,945	-	-
TOTAL 0010						1,945	1,945	1	14

RESTORATION											
				625.0100		628.2008 EROSION MAT URBAN CLASS I		629.0210	630.0140 SEEDING MIXTURE NO.	630.0200	630.0500
				TOPSOIL	TYPE B	TYPE B	CWT	40	SEEDING TEMPORARY	SEED WATER	
CATEGORY	STATION	TO	STATION	LOCATION	SY	SY	LB	LB	LB	MGAL	REMARKS
0010	7+11	-	8+78	LT	162	162	0.10	3	4	2	
0010	7+23	-	9+16	RT	118	118	0.07	2	3	1	
0010	9+16	-	10+23	LT	74	74	0.05	1	2	1	
0010	10+09	-	10+21	RT	3	3	0.00	0	0	0	
0010	10+41	-	11+01	LT	68	68	0.04	1	2	1	
0010	11+24	-	11+52	LT	25	25	0.02	0	1	0	
0010	11+70	-	12+29	LT	36	36	0.02	1	1	0	
0010	11+77	-	11+90	RT	3	3	0.00	0	0	0	
0010	12+11	-	13+53	RT	120	120	0.08	2	3	1	
0010	12+47	-	13+49	LT	84	84	0.05	2	2	1	
0010	13+66	-	14+36	LT	55	55	0.03	1	1	1	
0010	14+05	-	15+98	RT	97	97	0.06	2	3	1	
0010	14+54	-	15+29	LT	54	54	0.03	1	1	1	
0010	15+46	-	16+18	LT	47	47	0.03	1	1	1	
0010	16+36	-	17+10	LT	102	102	0.06	2	3	1	
0010	16+48	-	17+63	RT	105	105	0.07	2	3	1	
0010	17+28	-	18+05	LT	43	43	0.03	1	1	0	
0010	18+00	-	18+97	RT	60	60	0.04	1	2	1	
0010	18+23	-	19+81	LT	73	73	0.05	1	2	1	
0010	18+26	-	28+63	LT	269	269	0.17	5	7	3	
0010	19+23	-	20+56	RT	113	113	0.07	2	3	1	
0010	20+20	-	27+11	LT	360	360	0.23	6	10	4	
0010	20+76	-	20+90	RT	3	3	0.00	0	0	0	
0010	21+01	-	21+06	RT	1	1	0.00	0	0	0	
0010	21+31	-	21+86	RT	62	62	0.04	1	2	1	
0010	22+03	-	22+24	RT	12	12	0.01	0	0	0	
0010	22+65	-	24+76	RT	16	16	0.01	0	0	0	
0010	24+96	-	26+55	RT	137	137	0.09	2	4	2	
0010	26+92	-	28+62	RT	169	169	0.11	3	5	2	
0010	27+16	-	28+61	LT	63	63	0.04	1	2	1	
0010	28+63	-	33+49	LT	298	298	0.19	5	8	3	
0010	28+74	-	31+49	LT	138	138	0.09	2	4	2	
0010	28+79	-	30+22	RT	129	129	0.08	2	3	1	
0010	30+35	-	32+42	RT	228	228	0.14	4	6	3	
0010	31+88	-	33+49	LT	98	98	0.06	2	3	1	
0010	32+45	-	32+77	RT	7	7	0.00	0	0	0	
0010	33+07	-	33+49.37	RT	70	70	0.04	1	2	1	
0010	-	-	-	-	-	526	-	15	-	-	UNDISTRIBUTED
TOTAL 0010					3,502	4,028	2	75	94	40	

SIGNING (SHEET 1 OF 2)													
						634.0614	634.0616	634.0618	637.2210	637.2230	638.2102	638.2602	638.3000
						POSTS WOOD	POSTS WOOD	POSTS WOOD	SIGNS TYPE II	SIGNS TYPE II	MOVING	REMOVING	REMOVING
						4X6-INCH X	4X6-INCH X	4X6-INCH X	REFLECTIVE H	REFLECTIVE F	SIGNS TYPE II	SIGNS TYPE II	SIGN
						14-FT	16-FT	18-FT					SUPPORTS
CATEGORY	SIGN NO	STATION	OFFSET	SIGN CODE	SIZE WxH	EACH	EACH	EACH	SF	SF	EACH	EACH	EACH
0010	M101	7+18	LT	-	-	-	-	-	-	-	1	-	-
0010	M102	7+75	RT	R5-2	24 X 24	1	-	-	-	-	1	-	-
0010	M103	7+75	RT	-	24 X 12	-	-	-	-	-	1	-	-
0010	104	9+06	RT	R3-17	30 X 24	-	1	-	5.00	-	-	-	-
0010	105	9+06	RT	R7-53D	18 X 24	-	-	-	3.00	-	-	-	-
0010	106	9+37	LT	R3-17	30 X 24	1	-	-	5.00	-	-	-	-
0010	107	9+37	LT	R3-17BP	30 X 12	-	-	-	2.50	-	-	-	-
0010	108	10+00	RT	R2-1	24 X 30	1	-	-	5.00	-	-	-	-
0010	R109	10+04	RT	R2-1	24 X 30	-	-	-	-	-	-	1	-
0010	110	10+81	LT	W2-6	30 X 30	-	-	1	-	6.25	-	-	-
0010	111	10+81	LT	W2-6P	30 X 16	-	-	-	-	3.33	-	-	-
0010	112	10+81	LT	W13-1	18 X 18	-	-	-	-	2.25	-	-	-
0010	R113	10+83	LT	-	-	-	-	-	-	-	-	1	1
0010	114	11+00	RT	W11-2	30 X 30	-	1	-	-	6.25	-	-	-
0010	115	11+00	RT	W16-9P	24 X 12	-	-	-	-	2.00	-	-	-
0010	116	12+13	LT	R3-17	30 X 24	1	-	-	5.00	-	-	-	-
0010	117	13+32	RT	W11-2	30 X 30	-	1	-	-	6.25	-	-	-
0010	118	13+32	RT	W16-7L	24 X 12	-	-	-	-	2.00	-	-	-
0010	119	13+32	RT	W11-2	30 X 30	-	-	-	-	6.25	-	-	-
0010	120	13+32	RT	W16-7R	24 X 12	-	-	-	-	2.00	-	-	-
0010	121	13+43	LT	W11-2	30 X 30	-	1	-	-	6.25	-	-	-
0010	122	13+43	LT	W16-7R	24 X 12	-	-	-	-	2.00	-	-	-
0010	123	13+43	LT	W11-2	30 X 30	-	-	-	-	6.25	-	-	-
0010	124	13+43	LT	W16-7L	24 X 12	-	-	-	-	2.00	-	-	-
0010	125	15+00	RT	R3-17	30 X 24	-	1	-	5.00	-	-	-	-
0010	126	15+00	RT	R7-53D	18 X 24	-	-	-	3.00	-	-	-	-
0010	127	15+75	LT	W11-2	30 X 30	-	1	-	-	6.25	-	-	-
0010	128	15+75	LT	W16-9P	24 X 12	-	-	-	-	2.00	-	-	-
0010	129	17+00	RT	W11-2	30 X 30	-	1	-	-	6.25	-	-	-
0010	130	17+00	RT	W16-9P	24 X 12	-	-	-	-	2.00	-	-	-
0010	201	17+75	LT	R3-17	30 X 24	1	-	-	5.00	-	-	-	-
0010	202	18+50	RT	R3-17	30 X 24	-	1	-	5.00	-	-	-	-
0010	203	18+50	RT	R7-53D	18 X 24	-	-	-	3.00	-	-	-	-
0010	204	19+57	RT	W11-2	30 X 30	-	1	-	-	6.25	-	-	-
0010	205	19+57	RT	W16-7L	24 X 12	-	-	-	-	2.00	-	-	-
0010	206	19+57	RT	W11-2	30 X 30	-	-	-	-	6.25	-	-	-
0010	207	19+57	RT	W16-7R	24 X 12	-	-	-	-	2.00	-	-	-
0010	208	19+67	LT	W11-2	30 X 30	-	1	-	-	6.25	-	-	-
0010	209	19+67	LT	W16-7R	24 X 12	-	-	-	-	2.00	-	-	-
0010	210	19+67	LT	W11-2	30 X 30	-	-	-	-	6.25	-	-	-
0010	211	19+67	LT	W16-7L	24 X 12	-	-	-	-	2.00	-	-	-
0010	212	21+50	LT	R3-17	30 X 24	1	-	-	5.00	-	-	-	-
0010	213	22+50	LT	W11-2	30 X 30	-	1	-	-	6.25	-	-	-
0010	214	22+50	LT	W16-9P	24 X 12	-	-	-	-	2.00	-	-	-
0010	215	23+25	RT	R3-17	30 X 24	-	1	-	5.00	-	-	-	-
0010	216	23+25	RT	R7-53D	18 X 24	-	-	-	3.00	-	-	-	-
0010	217	24+25	RT	W11-2	30 X 30	-	1	-	-	6.25	-	-	-
0010	218	24+25	RT	W16-9P	24 X 12	-	-	-	-	2.00	-	-	-
0010	219	26+00	LT	R2-1	24 X 30	-	1	-	5.00	-	-	-	-
0010	220	26+00	LT	R3-17	30 X 24	-	-	-	5.00	-	-	-	-
SUBTOTAL SHEET 1						6	14	1	69.50	119.08	3	2	1

SIGNING (SHEET 2 OF 2)

						634.0614	634.0616	634.0618	637.2210	637.2230	638.2102	638.2602	638.3000	REMARKS
						POSTS WOOD 4X6-INCH X 14-FT	POSTS WOOD 4X6-INCH X 16-FT	POSTS WOOD 4X6-INCH X 18-FT	SIGNS TYPE II REFLECTIVE H	SIGNS TYPE II REFLECTIVE F	MOVING SIGNS TYPE II	REMOVING SIGNS TYPE II	REMOVING SMALL SIGN SUPPORTS	
CATEGORY	SIGN NO	STATION	OFFSET	SIGN CODE	SIZE WxH	EACH	EACH	EACH	SF	SF	EACH	EACH	EACH	
0010	M221	26+99	RT	-	-	-	-	-	-	-	1	-	-	MOVE STOP & STREET NAME
0010	222	27+08	RT	W11-2	30 X 30	-	1	-	-	6.25	-	-	-	PED XING
0010	223	27+08	RT	W16-7L	24 X 12	-	-	-	-	2.00	-	-	-	ARROW
0010	224	27+08	RT	W11-2	30 X 30	-	-	-	-	6.25	-	-	-	PED XING
0010	225	27+08	RT	W16-7R	24 X 12	-	-	-	-	2.00	-	-	-	ARROW
0010	226	27+18	LT	W11-2	30 X 30	-	1	-	-	6.25	-	-	-	PED XING
0010	227	27+18	LT	W16-7R	24 X 12	-	-	-	-	2.00	-	-	-	ARROW
0010	228	27+18	LT	W11-2	30 X 30	-	-	-	-	6.25	-	-	-	PED XING
0010	229	27+18	LT	W16-7L	24 X 12	-	-	-	-	2.00	-	-	-	ARROW
0010	230	28+00	RT	R2-1	24 X 30	-	-	1	5.00	-	-	-	-	SPEED LIMIT 35
0010	231	28+00	RT	R3-17	30 X 24	-	-	-	5.00	-	-	-	-	BIKE LANE
0010	232	28+00	RT	R7-53D	18 X 24	-	-	-	3.00	-	-	-	-	NO PARKING
0010	301	29+50	RT	W11-2	30 X 30	-	1	-	-	6.25	-	-	-	PED XING
0010	302	29+50	RT	W16-9P	24 X12	-	-	-	-	2.00	-	-	-	AHEAD
0010	303	29+50	LT	W11-2	30 X 30	-	1	-	-	6.25	-	-	-	PED XING
0010	304	29+50	LT	W16-9P	24 X 12	-	-	-	-	2.00	-	-	-	AHEAD
0010	305	31+00	LT	R3-17	30 X 24	1	-	-	5.00	-	-	-	-	BIKE LANE
0010	306	32+00	RT	W11-2	30 X 30	-	1	-	-	6.25	-	-	-	PED XING
0010	307	32+00	RT	W16-7L	24 X 12	-	-	-	-	2.00	-	-	-	ARROW
0010	308	32+00	RT	W11-2	30 X 30	-	-	-	-	6.25	-	-	-	PED XING
0010	309	32+00	RT	W16-7R	24 X 12	-	-	-	-	2.00	-	-	-	ARROW
0010	310	32+12	LT	W11-2	30 X 30	-	1	-	-	6.25	-	-	-	PED XING
0010	311	32+12	LT	W16-7R	24 X 12	-	-	-	-	2.00	-	-	-	ARROW
0010	312	32+12	LT	W11-2	30 X 30	-	-	-	-	6.25	-	-	-	PED XING
0010	313	32+12	LT	W16-7L	24 X 12	-	-	-	-	2.00	-	-	-	ARROW
0010	314	32+55	RT	R3-17	30 X 24	1	-	-	5.00	-	-	-	-	BIKE LANE
0010	315	32+55	RT	R3-17BP	30 X 12	-	-	-	2.50	-	-	-	-	BIKE LANE ENDS
0010	M316	33+50	LT	-	-	-	-	-	-	-	1	-	-	MOVE BELLEVUE POPULATION & NO PARKING (BELLEVUE SIGN)
0010	R317	33+50	LT	R5-2	24 X 24	-	-	-	-	-	-	1	-	REMOVE NO TRUCKS
0010	318	33+50	LT	R5-2	24 X 24	-	-	-	4.00	-	-	-	-	NO TRUCKS, MOUNT UNDER "BELLEVUE POPULATION"
0010	319	34+50	LT	W11-2	30 X 30	-	1	-	-	6.25	-	-	-	PED XING
0010	320	34+50	LT	W16-9P	24 X 12	-	-	-	-	2.00	-	-	-	AHEAD
SUBTOTAL SHEET 2						2	7	1	29.50	90.75	2	1	0	
SUBTOTAL SHEET 1						6	14	1	69.50	119.08	3	2	1	
TOTAL 0010						8	21	2	99.00	209.83	5	3	1	

TRAFFIC CONTROL

		643.0300	643.0420	643.0705	643.0900	643.1000	643.1050	644.1810	REMARKS
		TRAFFIC CONTROL DRUMS	TRAFFIC CONTROL BARRICADES TYPE III	TRAFFIC CONTROL WARNING LIGHTS TYPE A	TRAFFIC CONTROL SIGNS	TRAFFIC CONTROL SIGNS FIXED MESSAGE	TRAFFIC CONTROL SIGNS PCMS	TEMPORARY PEDESTRIAN BARRICADE	
CATEGORY	LOCATION	DAY	DAY	DAY	DAY	SF	DAY	LF	
0010	ONTARIO RD	990	630	1,260	882	17	14	10	PROJECT
TOTAL 0010		990	630	1,260	882	17	14	10	

PAVEMENT MARKING (SHEET 1 OF 2)

			646.2020		646.5020		646.5120		646.5220		646.6120		646.7120		646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH		646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH		
			MARKING LINE EPOXY 6-INCH WHITE YELLOW		MARKING ARROW EPOXY		MARKING WORD EPOXY		MARKING SYMBOL EPOXY		MARKING STOP LINE EPOXY 18-INCH		MARKING DIAGONAL EPOXY 12-INCH YELLOW						
CATEGORY	STATION TO STATION	OFFSET	LF	LF	EACH	EACH	EACH	EACH	LF	LF	LF	LF	LF	LF	LF	LF	LF	REMARKS	
0010	7+31 - 7+43	LT	-	-	-	-	-	-	-	-	-	-	-	-	30	-	-	CROSSING ONTARIO AT JJ	
0010	7+32 - 7+43	RT	-	-	-	-	-	-	-	-	-	-	-	-	40	-	-	CROSSING ONTARIO AT JJ	
0010	7+61 - 8+34	LT, RT	-	264	-	-	-	-	-	-	-	-	-	-	-	-	-	RAB ISLAND TAPERS (YELLOW SOLID)	
0010	7+62 - 7+66	RT	-	-	-	-	-	-	-	-	6	-	-	-	-	-	-	MEDIAN DIAGONAL (YELLOW SOLID)	
0010	7+72 - 8+36	RT	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	BIKE LANE SKIPS (3' LINE, 9' SKIPS, WHITE)	
0010	7+87 - 7+89	RT	-	-	-	-	-	-	-	-	3	-	-	-	-	-	-	MEDIAN DIAGONAL (YELLOW SOLID)	
0010	8+27 - 9+17	LT	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	BIKE LANE SKIPS (3' LINE, 9' SKIPS, WHITE)	
0010	8+34 - 9+58	RT	-	248	-	-	-	-	-	-	-	-	-	-	-	-	-	DOUBLE YELLOW	
0010	8+36 - 12+89	RT	453	-	-	-	-	-	-	-	-	-	-	-	-	-	-	BIKE LANE RT (WHITE SOLID)	
0010	8+56 -	RT	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	BIKE SYMBOL	
0010	8+68 -	RT	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	BIKE LANE ARROW	
0010	9+17 - 13+34	LT	417	-	-	-	-	-	-	-	-	-	-	-	-	-	-	BIKE LANE LT (WHITE SOLID)	
0010	9+17 - 13+34	LT	417	-	-	-	-	-	-	-	-	-	-	-	-	-	-	PARKING LANE LT (WHITE SOLID)	
0010	9+22 -	LT	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	"ENDS"	
0010	9+34 -	LT	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	BIKE SYMBOL	
0010	9+58 - 12+00	RT	-	305	-	-	-	-	-	-	-	-	-	-	-	-	-	SOUTHBOUND NO PASSING (YELLOW SOLID/SKIPS)	
0010	10+77 -	LT	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	BIKE LANE ARROW	
0010	10+79 -	LT	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	BIKE SYMBOL	
0010	11+06 -	RT	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	BIKE SYMBOL	
0010	11+18 -	RT	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	BIKE LANE ARROW	
0010	12+00 - 13+34	RT	-	38	-	-	-	-	-	-	-	-	-	-	-	-	-	YELLOW SKIPS (12.5/37.5)	
0010	12+89 - 13+34	RT	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	BIKE LANE RT (WHITE SKIPS 3/9)	
0010	13+02 -	LT	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	BIKE LANE ARROW	
0010	13+14 -	LT	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	BIKE SYMBOL	
0010	13+34 -	LT, RT	-	-	-	-	-	-	-	-	-	-	37	-	-	-	-	CROSSING ONTARIO AT ANNA CT	
0010	13+40 -	LT, RT	-	-	-	-	-	-	-	-	-	-	37	-	-	-	-	CROSSING ONTARIO AT ANNA CT	
0010	13+40 - 19+59	RT	-	150	-	-	-	-	-	-	-	-	-	-	-	-	-	YELLOW SKIPS (12.5/37.5)	
0010	13+40 - 19+59	LT	619	-	-	-	-	-	-	-	-	-	-	-	-	-	-	BIKE LANE LT (WHITE SOLID)	
0010	13+40 - 19+59	LT	619	-	-	-	-	-	-	-	-	-	-	-	-	-	-	PARKING LANE LT (WHITE SOLID)	
0010	13+65 - 13+95	RT	-	-	-	-	-	-	-	-	-	-	30	-	-	-	-	CROSSING ANNA CT AT ONTARIO	
0010	13+68 - 13+93	RT	-	-	-	-	-	-	-	-	-	26	-	-	-	-	-	CROSSING ANNA CT AT ONTARIO	
0010	13+80 - 13+93	RT	-	-	-	-	-	-	-	13	-	-	-	-	-	-	-	STOP LINE AT ANNA CT	
0010	14+20 - 19+59	RT	539	-	-	-	-	-	-	-	-	-	-	-	-	-	-	BIKE LANE RT (WHITE SOLID)	
0010	14+39 -	RT	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	BIKE SYMBOL	
0010	14+52 -	RT	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	BIKE LANE ARROW	
0010	14+77 -	LT	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	BIKE LANE ARROW	
0010	14+89 -	LT	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	BIKE SYMBOL	
0010	16+65 -	RT	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	BIKE SYMBOL	
0010	16+77 -	RT	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	BIKE LANE ARROW	
0010	17+02 -	LT	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	BIKE LANE ARROW	
0010	17+13 -	LT	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	BIKE SYMBOL	
0010	18+90 -	RT	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	BIKE SYMBOL	
0010	19+02 -	RT	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	BIKE LANE ARROW	
0010	19+27 -	LT	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	BIKE LANE ARROW	
0010	19+39 -	LT	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	BIKE SYMBOL	
0010	19+57 -	LT, RT	-	-	-	-	-	-	-	-	-	-	37	-	-	-	-	CROSSING ONTARIO AT BLUE MOON STUB	
0010	19+65 -	LT, RT	-	-	-	-	-	-	-	-	-	-	37	-	-	-	-	CROSSING ONTARIO AT BLUE MOON STUB	
0010	19+65 - 27+10	RT	-	188	-	-	-	-	-	-	-	-	-	-	-	-	-	YELLOW SKIPS (12.5/37.5)	
0010	19+65 - 25+85	RT	621	-	-	-	-	-	-	-	-	-	-	-	-	-	-	BIKE LANE RT (WHITE SOLID)	
0010	19+83 - 20+18	LT	-	-	-	-	-	-	-	-	-	-	35	-	-	-	-	CROSSING BLUE MOON STUB AT ONTARIO	
SUBTOTAL SHEET 1			3,739	1,193	10	1	11	13	9	239	70								

PAVEMENT MARKING (SHEET 2 OF 2)														
					646.2020		646.5020	646.5120	646.5220	646.6120	646.7120	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH	
CATEGORY	STATION TO	STATION	OFFSET	MARKING LINE EPOXY 6-INCH		MARKING ARROW EPOXY	MARKING WORD EPOXY	MARKING SYMBOL EPOXY	MARKING STOP LINE EPOXY 18-INCH	MARKING DIAGONAL EPOXY 12-INCH	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH	REMARKS	
				WHITE	YELLOW	LF	LF	EACH	EACH	EACH	LF	LF		LF
0010	19+84	- 20+17	LT	-	-	-	-	-	-	-	33	-	CROSSING BLUE MOON STUB AT ONTARIO	
0010	20+38	- 27+10	LT	672	-	-	-	-	-	-	-	-	PARKING LANE LT (WHITE SOLID)	
0010	20+38	- 20+88	LT	12	-	-	-	-	-	-	-	-	BIKE LANE LT (WHITE SKIPS 3/9)	
0010	20+58	-	RT	-	-	-	-	1	-	-	-	-	BIKE SYMBOL	
0010	20+70	-	RT	-	-	1	-	-	-	-	-	-	BIKE LANE ARROW	
0010	20+88	- 27+10	LT	622	-	-	-	-	-	-	-	-	BIKE LANE LT (WHITE SOLID)	
0010	21+53	-	LT	-	-	1	-	-	-	-	-	-	BIKE LANE ARROW	
0010	21+65	-	LT	-	-	-	-	1	-	-	-	-	BIKE SYMBOL	
0010	22+82	-	RT	-	-	-	-	1	-	-	-	-	BIKE SYMBOL	
0010	22+94	-	RT	-	-	1	-	-	-	-	-	-	BIKE LANE ARROW	
0010	23+78	-	LT	-	-	1	-	-	-	-	-	-	BIKE LANE ARROW	
0010	23+90	-	LT	-	-	-	-	1	-	-	-	-	BIKE SYMBOL	
0010	25+07	-	RT	-	-	-	-	1	-	-	-	-	BIKE SYMBOL	
0010	25+19	-	RT	-	-	1	-	-	-	-	-	-	BIKE LANE ARROW	
0010	25+85	- 26+35	RT	12	-	-	-	-	-	-	-	-	BIKE LANE RT (WHITE SKIPS 3/9)	
0010	26+03	-	LT	-	-	1	-	-	-	-	-	-	BIKE LANE ARROW	
0010	26+15	-	LT	-	-	-	-	1	-	-	-	-	BIKE SYMBOL	
0010	26+56	- 26+92	RT	-	-	-	-	-	-	-	36	-	CROSSING LAZY OAK AT ONTARIO	
0010	26+57	- 26+90	RT	-	-	-	-	-	-	-	33	-	CROSSING LAZY OAK AT ONTARIO	
0010	26+73	- 26+90	RT	-	-	-	-	-	16	-	-	-	STOP LINE AT LAZY OAK	
0010	27+10	-	LT, RT	-	-	-	-	-	-	-	37	-	CROSSING ONTARIO AT LAZY OAK	
0010	27+16	-	LT, RT	-	-	-	-	-	-	-	37	-	CROSSING ONTARIO AT LAZY OAK	
0010	27+16	- 31+31	LT	415	-	-	-	-	-	-	-	-	BIKE LANE LT (WHITE SOLID)	
0010	27+16	- 31+31	LT	416	-	-	-	-	-	-	-	-	PARKING LANE LT (WHITE SOLID)	
0010	27+16	- 32+04	RT	486	-	-	-	-	-	-	-	-	BIKE LANE RT (WHITE SOLID)	
0010	27+16	- 32+04	RT	-	125	-	-	-	-	-	-	-	YELLOW SKIPS (12.5/37.5)	
0010	27+36	-	RT	-	-	-	-	1	-	-	-	-	BIKE SYMBOL	
0010	27+48	-	RT	-	-	1	-	-	-	-	-	-	BIKE LANE ARROW	
0010	28+50	-	LT	-	-	1	-	-	-	-	-	-	BIKE LANE ARROW	
0010	28+62	-	LT	-	-	-	-	1	-	-	-	-	BIKE SYMBOL	
0010	29+86	-	RT	-	-	-	-	1	-	-	-	-	BIKE SYMBOL	
0010	29+98	-	RT	-	-	1	-	-	-	-	-	-	BIKE LANE ARROW	
0010	30+99	-	LT	-	-	1	-	-	-	-	-	-	BIKE LANE ARROW	
0010	31+11	-	LT	-	-	-	-	1	-	-	-	-	BIKE SYMBOL	
0010	31+50	- 31+86	LT	-	-	-	-	-	-	-	36	-	CROSSING FUTURE ROAD STUB AT ONTARIO	
0010	31+52	- 31+85	LT	-	-	-	-	-	-	-	33	-	CROSSING FUTURE ROAD STUB AT ONTARIO	
0010	32+04	-	LT,RT	-	-	-	-	-	-	-	37	-	CROSSING ONTARIO AT FUTURE STUB	
0010	32+10	-	LT,RT	-	-	-	-	-	-	-	37	-	CROSSING ONTARIO AT FUTURE STUB	
0010	32+10	- 32+53	LT	12	-	-	-	-	-	-	-	-	BIKE LANE LT (WHITE SKIPS 3/9)	
0010	32+10	- 33+00	RT	91	-	-	-	-	-	-	-	-	BIKE LANE RT (WHITE SOLID)	
0010	32+10	- 33+50	RT	-	38	-	-	-	-	-	-	-	YELLOW SKIPS (12.5/37.5)	
0010	32+10	- 33+50	LT	139	-	-	-	-	-	-	-	-	PARKING LANE LT (WHITE SOLID)	
0010	32+54	- 33+50	LT	95	-	-	-	-	-	-	-	-	BIKE LANE LT (WHITE SOLID)	
0010	32+84	-	RT	-	-	-	-	1	-	-	-	-	BIKE SYMBOL	
0010	32+88	-	LT	-	-	1	-	-	-	-	-	-	BIKE LANE ARROW	
0010	32+96	-	RT	-	-	-	1	-	-	-	-	-	"ENDS"	
0010	33+00	-	LT	-	-	-	-	1	-	-	-	-	BIKE SYMBOL	
0010	33+00	- 33+49	RT	12	-	-	-	-	-	-	-	-	BIKE LANE RT (WHITE SKIPS 3/9)	
SUBTOTAL SHEET 2				2,984	163	11	1	12	16	0	319	0		
SUBTOTAL SHEET 1				3,739	1,193	10	1	11	13	9	239	70		
TOTAL 0010				8,079		21	2	23	29	9	558	70		

CONSTRUCTION STAKING						
CATEGORY	STATION	TO	STATION	LOCATION	650.5000	650.5500
					CONSTRUCTION STAKING BASE	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER
					LF	LF
0010	7+71	-	33+49	ONTARIO RD	2,578	1,895
TOTAL 0010					2,578	1,895

CATEGORY	STATION	TO	STATION	LOCATION	650.9920	REMARKS
					CONSTRUCTION STAKING SLOPE STAKES	
					LF	
0010	7+71	-	33+49	ONTARIO RD	2,578	PROJECT
TOTAL 0010					2,578	

THAT PART OF LOTS 68, 69, 70, 71, 72, AND 73 MEADOW BROOK ESTATES FOURTH ADDITION VOL 22, PG 113 DOC #2096397, LOCATED IN THE SOUTHEAST ¼ OF THE NORTHEAST ¼ OF SECTION 15, TOWNSHIP 23 NORTH, RANGE 21 EAST AND WILLOWCREEK CROSSING, A LAND CONDOMINIUM VOL 6, PG 162, DOC #2831479, AND UNPLATTED LANDS DOC #2491496, LOCATED IN THE SOUTHWEST ¼ OF THE NORTHWEST ¼ OF SECTION 14, TOWNSHIP 23 NORTH, RANGE 21 EAST, VILLAGE OF BELLEVUE, BROWN COUNTY, WISCONSIN.

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE VILLAGE OF BELLEVUE HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE VILLAGE OF BELLEVUE, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

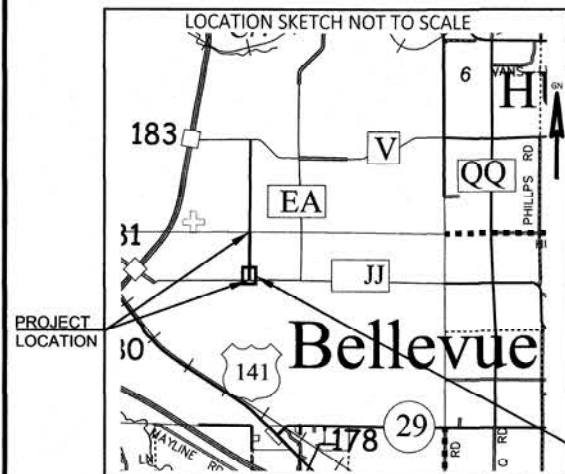
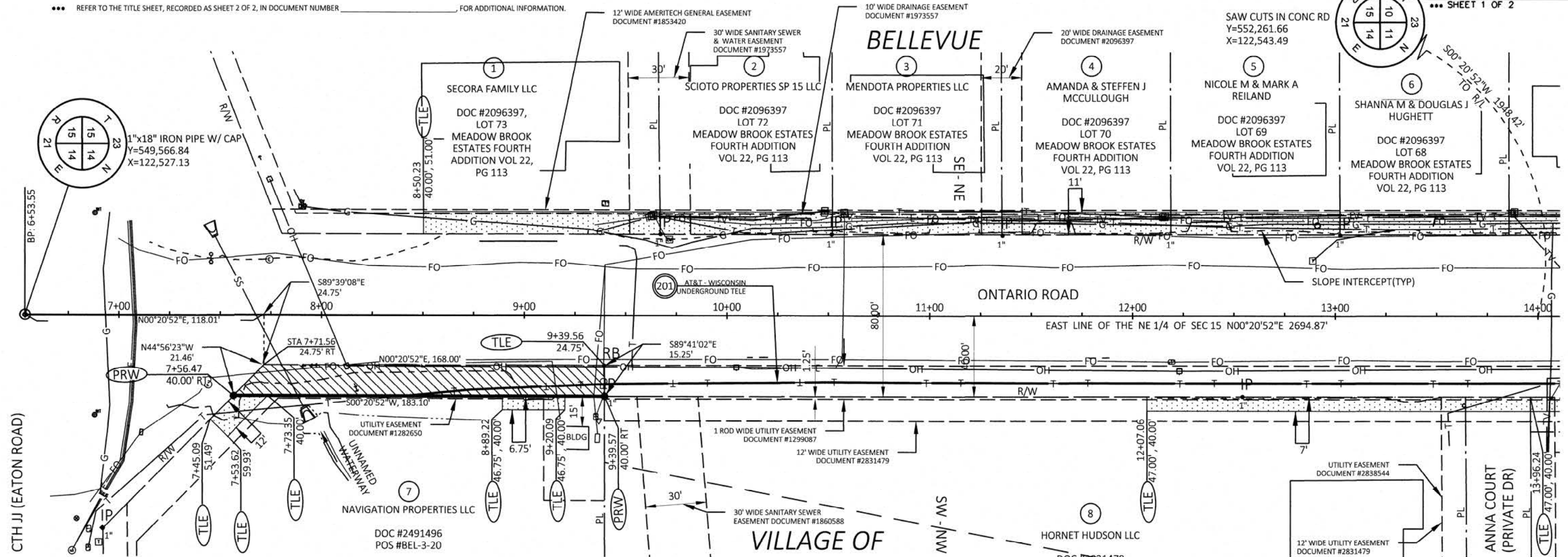
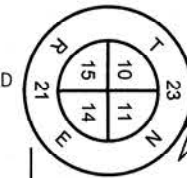
●●● REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN DOCUMENT NUMBER _____, FOR ADDITIONAL INFORMATION.

UTILITY EASEMENT TABLE		
OWNER(S)	RECORDING INFORMATION	LOCATED IN TPP PARCEL(S)
AT&T - WISCONSIN	DOC. #1853420	1,2,3,4,5,6
AT&T - WISCONSIN	DOC. # 1282650	7
AT&T - WISCONSIN	DOC. # 1299087	8
WILLOWCREEK CROSSING	DOC. # 2831479 DOC. # 2838544	8

CHERYL BERKEN
BROWN COUNTY
REGISTER OF DEEDS
GREEN BAY, WI
RECORDED ON
04/30/2025 08:56 AM
REC FEE: 25.00
PAGES: 2

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER _____
AMENDMENT NO: _____

... SHEET 1 OF 2



SCHEDULE OF LANDS & INTERESTS REQUIRED							
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W NEW SF	R/W EXISTING SF	R/W TOTAL SF	TLE SF	PLE SF
1	SECORA FAMILY LLC	TLE	----	----	----	1,284	----
2	SCIOTO PROPERTIES SP 15 LLC	TLE	----	----	----	936	----
3	MENDOTA PROPERTIES LLC	TLE	----	----	----	918	----
4	AMANDA & STEFFEN J MCCULLOUGH	TLE	----	----	----	917	----
5	NICOLE M & MARK A REILAND	TLE	----	----	----	917	----
6	SHANNA M & DOUGLAS J HUGHETT	TLE	----	----	----	917	----
7	NAVIGATION PROPERTIES LLC	TLE, FEE	2,677	----	----	474	----
8	HORNET HUDSON LLC	TLE	----	----	----	1,324	----

1.) EXISTING RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: LOTS 68-73 OF MEADOW BROOK ESTATES FOURTH ADDITION; WILLOW CREEK CROSSING, A LAND CONDOMINIUM; UNPLATTED LANDS DOC # 2491496.

*OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE VILLAGE OF BELLEVUE.

THE PURPOSE OF ALL TLE'S SHOWN HEREIN:
IS FOR GRADING (MATCHING DRIVEWAYS AND/OR SLOPING).

UTILITY INTERESTS REQUIRED			
UTILITY NUMBER	UTILITY OWNERS	INTEREST REQUIRED	LOCATED IN TPP PARCEL
201	AT&T - WISCONSIN	RELEASE OF RIGHTS	7 & 8

Cedar
CORPORATION Community Infrastructure • Architecture • Environmental Services

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

SIGNATURE: [Signature] DATE: 04-08-25

PRINT NAME: MITCHELL J REIMER
REGISTRATION NUMBER: S-3123-8

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR

THE VILLAGE OF BELLEVUE

SIGNATURE: Steven S. Anshup DATE: 4/23/15

PRINT NAME: STEVE SOUKUP 38

8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
PROJECT NO. 4516-12-74
V BELLEVUE, ONTARIO ROAD
EATON ROAD (CTH JJ) TO NORTH VILLAGE LIMITS



LOCAL STREET
BROWN COUNTY

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE
LOT, TIE & OTHER
MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY
(COMMUNICATIONS, ELECTRIC, ETC.)
NEW R/W (FEE OR HE)
(HATCHING VARIES BY OWNER)
TEMPORARY LIMITED
EASEMENT AREA
EASEMENT AREA
(PERMANENT LIMITED OR
RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING
BRIDGE
TO BE REMOVED
PARALLEL OFFSETS

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
GEODETTIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
ELECTRIC POLE
TELEPHONE POLE
PEDESTAL (LABEL TYPE)
(TV, TEL, ELEC, ETC.)
ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS
PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
PARCEL NUMBER
UTILITY NUMBER
R/W MONUMENT
(TO BE SET)
NON-MONUMENTED
R/W POINT
FOUND IRON PIN
(1-INCH UNLESS NOTED)
FOUND IRON REBAR
(1/2-INCH UNLESS NOTED)
OFF-PREMISE
SIGN
COMPENSABLE
NON-COMPENSABLE

CONVENTIONAL ABBREVIATIONS

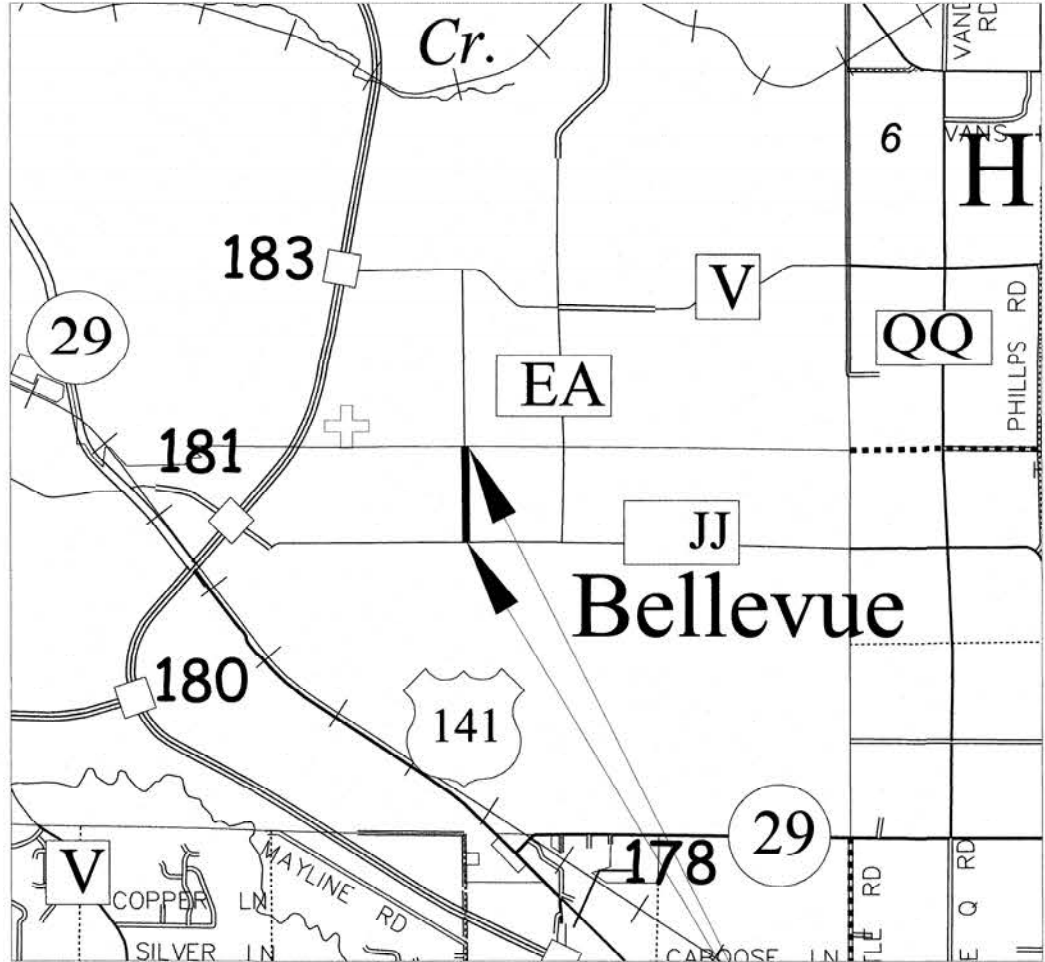
ACCESS RIGHTS	AR	POINT OF COMPOUND CURVE	PCC
ACRES	AC	POINT ON CURVE	POC
AHEAD	AH	POINT OF INTERSECTION	PI
ALUMINUM	ALUM	PROPERTY LINE	PL
AND OTHERS	ET AL	PROPOSED/NEW R/W	PRW
BACK	BK	RECORDED AS	(100')
BLOCK	BLK	REEL / IMAGE	R/I
BUILDING	BLD	REFERENCE LINE	R/L
CENTERLINE	C/L	REMAINING	REM
CERTIFIED SURVEY MAP	CSM	RESTRICTIVE DEVELOPMENT	RDE
CONCRETE	CONC	EASEMENT	
COUNTY	CO	RIGHT	RT
COUNTY TRUNK HIGHWAY	CTH	RIGHT OF WAY	R/W
DISTANCE	DIST	SECTION	SEC
CORNER	COR	SEPTIC VENT	SEPV
DOCUMENT NUMBER	DOC	SQUARE FEET	SF
EASEMENT	EASE	STATE TRUNK HIGHWAY	STH
EXISTING	EX	STATION	STA
GAS VALVE	GV	TELEPHONE PEDESTAL	TP
GRID NORTH	GN	TEMPORARY LIMITED	TLE
HIGHWAY EASEMENT	HE	EASEMENT	
IDENTIFICATION	ID	TRANSPORTATION PROJECT	TPP
LAND CONTRACT	LC	PLAT	
LEFT	LT	UNITED STATES HIGHWAY	USH
MONUMENT	MON	VOLUME	V
NATIONAL GEODETTIC SURVEY	NGS	NORTH, SOUTH, EAST, WEST	N, S, E, W
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED	PLE		
EASEMENT			
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		

CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ/DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

CONVENTIONAL
UTILITY SYMBOLS

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



R-21-E

PROJECT
LOCATION

LAYOUT
SCALE 0 1/2 MI.

THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 4516-12-74

NOTES:

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

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

ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS" OF PUBLIC RECORD.

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

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLEs) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHTS TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPANCIAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.



PROJECT NUMBER 4516-12-74 -4.1
SHEET 2 OF 2
AMENDMENT NO: 39

TRANSPORTATION PROJECT PLAT 4516-12-74 - 4.02

THAT PART OF LOTS 62, 63, 64, 65, 66, AND 67 MEADOW BROOK ESTATES FOURTH ADDITION VOL 22, PG 113 DOC #2096397, LOCATED IN THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 15, TOWNSHIP 23 NORTH, RANGE 21 EAST AND WILLOWCREEK CROSSING, A LAND CONDOMINIUM VOL 6, PG 162, DOC #2831479, AND LOT 1 CSM 6675, VOL 44, PG 309, DOC #1942358, LOCATED IN THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 14, TOWNSHIP 23 NORTH, RANGE 21 EAST, VILLAGE OF BELLEVUE, BROWN COUNTY, WISCONSIN.

RELOCATION ORDER V BELLEVUE, ONTARIO ROAD, EATON ROAD (CTH JJ) TO NORTH VILLAGE LIMITS

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE VILLAGE OF BELLEVUE HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE VILLAGE OF BELLEVUE, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

*** REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN DOCUMENT NUMBER 3092589, FOR ADDITIONAL INFORMATION.

UTILITY INTERESTS REQUIRED			
UTILITY NUMBER	UTILITY OWNERS	INTEREST REQUIRED	LOCATED IN TPP PARCEL(S)
201	AT&T - WISCONSIN	RELEASE OF RIGHTS	15 & 16

UTILITY EASEMENT TABLE		
OWNER(S)	RECORDING INFORMATION	LOCATED IN TPP PARCEL(S)
AT&T - WISCONSIN	DOC. #1853420	9,10,11,12,13,14
AT&T - WISCONSIN	DOC. # 1299087 & 86	15 & 16
AT&T - WISCONSIN	DOC. # 3038335	16
AT&T - WISCONSIN	DOC. # 1091904	16
WILLOWCREEK CROSSING	DOC. # 2831479 DOC. # 2838544	15

3092650

CHERYL BERKEN
BROWN COUNTY
REGISTER OF DEEDS
GREEN BAY, WI
RECORDED ON
04/30/2025 12:01 PM
REC FEE: 25.00
PAGES: 1

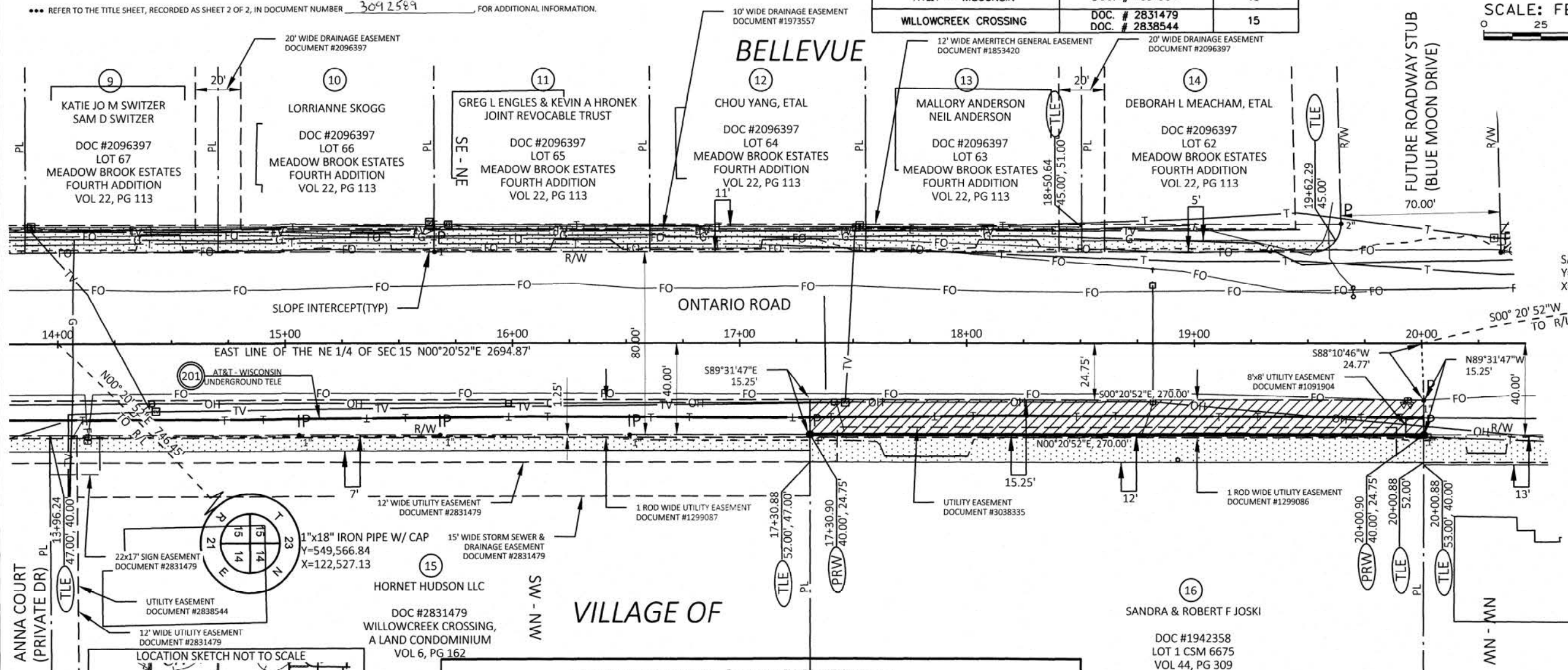
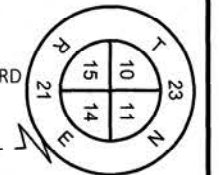
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER
AMENDMENT NO.

*** SHEET 1 OF 2

SCALE: FEET
0 25 50

NE - NE

SAW CUTS IN CONC RD
Y=552,261.66
X=122,543.49



VILLAGE OF

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W NEW SF	R/W EXISTING SF	R/W TOTAL SF	TLE SF	PLE SF
9	KATIE JO M & SAM D SWITZER	TLE	---	---	---	935	---
10	LORRIANNE SKOGG	TLE	---	---	---	1,045	---
11	GREG L ENGLES & KEVIN A HRONEK JT. REV. TRUST	TLE	---	---	---	1,045	---
12	CHOU YANG, ETAL	TLE	---	---	---	1,045	---
13	MALLORY & NEIL ANDERSON	TLE	---	---	---	1,045	---
14	DEBORAH L MEACHAM, ETAL	TLE	---	---	---	543	---
15	HORNET HUDSON LLC	TLE	---	---	---	2,342	---
16	SANDRA & ROBERT F JOSKI	TLE, FEE	4,117	---	4,117	3,240	---

NOTE:

1.) EXISTING RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: LOTS 62-67 OF MEADOW BROOK ESTATES FOURTH ADDITION; WILLOW CREEK CROSSING, A LAND CONDOMINIUM; LOT 1 CSM 6675.

*OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE VILLAGE OF BELLEVUE.

THE PURPOSE OF ALL TLE'S SHOWN HEREIN:
IS FOR GRADING (MATCHING DRIVEWAYS AND/OR SLOPING).

Cedar
CORPORATION Community Infrastructure • Architecture • Environmental Services

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



SIGNATURE: [Signature] DATE: 04-25-25

PRINT NAME: MITCHELL J REIMER

REGISTRATION NUMBER: S-3123-8

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE VILLAGE OF BELLEVUE

SIGNATURE: [Signature] DATE: 4/23/25

PRINT NAME: STEVE SOUKUP

40



TRANSPORTATION PROJECT PLAT 4516-12-74 - 4.04

THAT PART OF OUTLOT 1 AND LOT 1 CSM 9470, DOC #3003836, LOCATED IN THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 15, TOWNSHIP 23 NORTH, RANGE 21 EAST AND LOT 1 AND 2 CSM 9600, DOC #3029860 AND LOT 1 CSM 3887, VOL 22, PG 307, DOC #1211097, LOCATED IN THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 14, TOWNSHIP 23 NORTH, RANGE 21 EAST, VILLAGE OF BELLEVUE, BROWN COUNTY, WISCONSIN.

RELOCATION ORDER V BELLEVUE, ONTARIO ROAD, EATON ROAD (CTH JJ) TO NORTH VILLAGE LIMITS

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE VILLAGE OF BELLEVUE HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE VILLAGE OF BELLEVUE, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

... REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN DOCUMENT NUMBER 3092589, FOR ADDITIONAL INFORMATION.

R/L CURVE 2 DATA
PI = 26+99.28
N = 551,612.31
E = 122,521.55
Δ = 2°09'52" LT
T = 15.11'
L = 30.22'
R = 800.00'

R/L CURVE 3 DATA
PI = 30+90.70
N = 552,003.73
E = 122,523.92
Δ = 4°35'08" RT
T = 32.03'
L = 64.03'
R = 800.00'

R/L CURVE 4 DATA
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E = 122,543.35
Δ = 4°41'41" LT
T = 32.79'
L = 65.55'
R = 800.00'

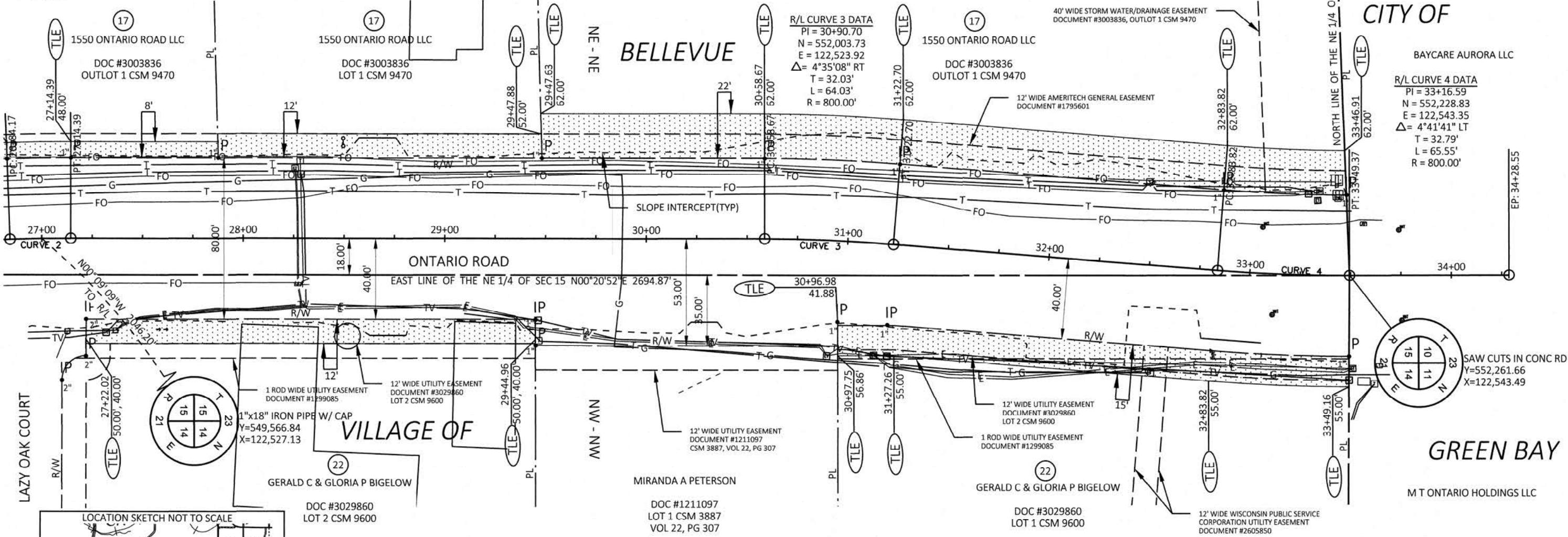
UTILITY EASEMENT TABLE		
OWNER(S)	RECORDING INFORMATION	LOCATED IN TPP PARCEL(S)
AT&T - WISCONSIN	DOC. #1795601	17
WISCONSIN PUBLIC SERVICE CORP.	DOC. # 1299085	22
GERALD C & GLORIA P BIGELOW	DOC. # 3029860	22



3092652
CHERYL BERKEN
BROWN COUNTY
REGISTER OF DEEDS
GREEN BAY, WI
RECORDED ON
04/30/2025 12:01 PM
REC FEE: 25.00
PAGES: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER _____
AMENDMENT NO. _____

... SHEET 1 OF 2



SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W NEW SF	R/W EXISTING SF	R/W TOTAL SF	PLE SF
17	1550 ONTARIO ROAD LLC	TLE	----	----	----	11,301
22	GERALD C & GLORIA P BIGELOW	TLE	----	----	----	6,489

NOTE:
1.) EXISTING RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: OUTLOT 1 & LOT 1 CSM 9470; LOTS 1 & 2 CSM 9600 AND LOT 1 CSM 3887.

*OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE VILLAGE OF BELLEVUE.

THE PURPOSE OF ALL TLE'S SHOWN HEREIN:
IS FOR GRADING (MATCHING DRIVEWAYS AND/OR SLOPING).

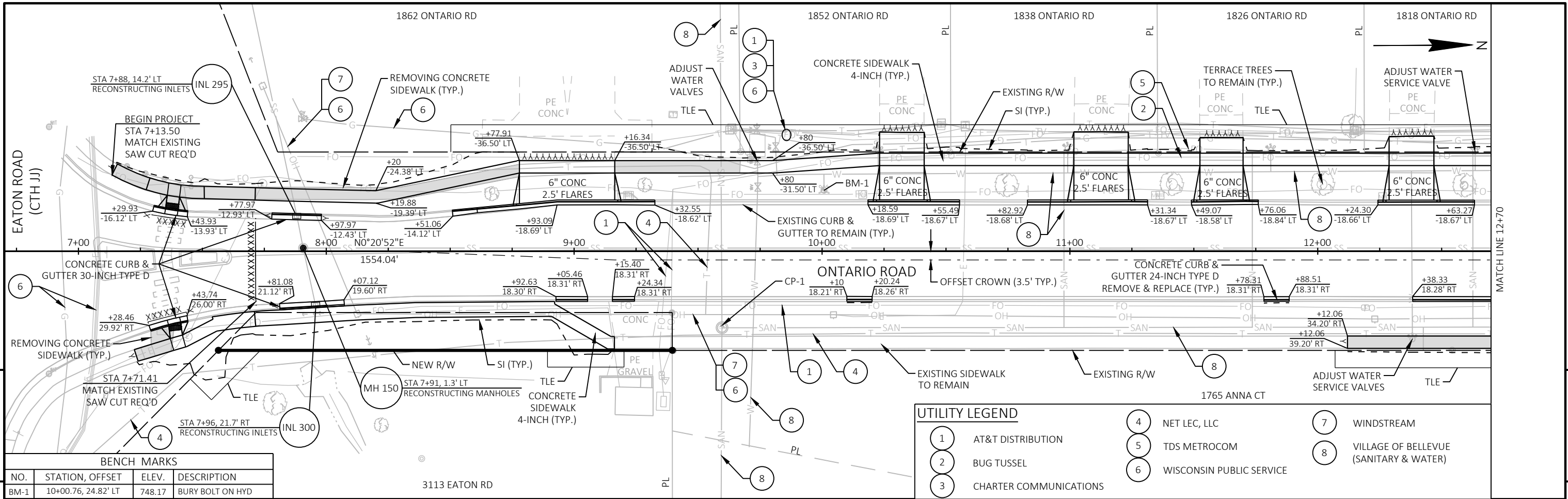
Community Infrastructure • Architecture • Environmental Services

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

SIGNATURE: DATE: 04-08-25
PRINT NAME: MITCHELL J. REIMER
REGISTRATION NUMBER: 5-3123-8

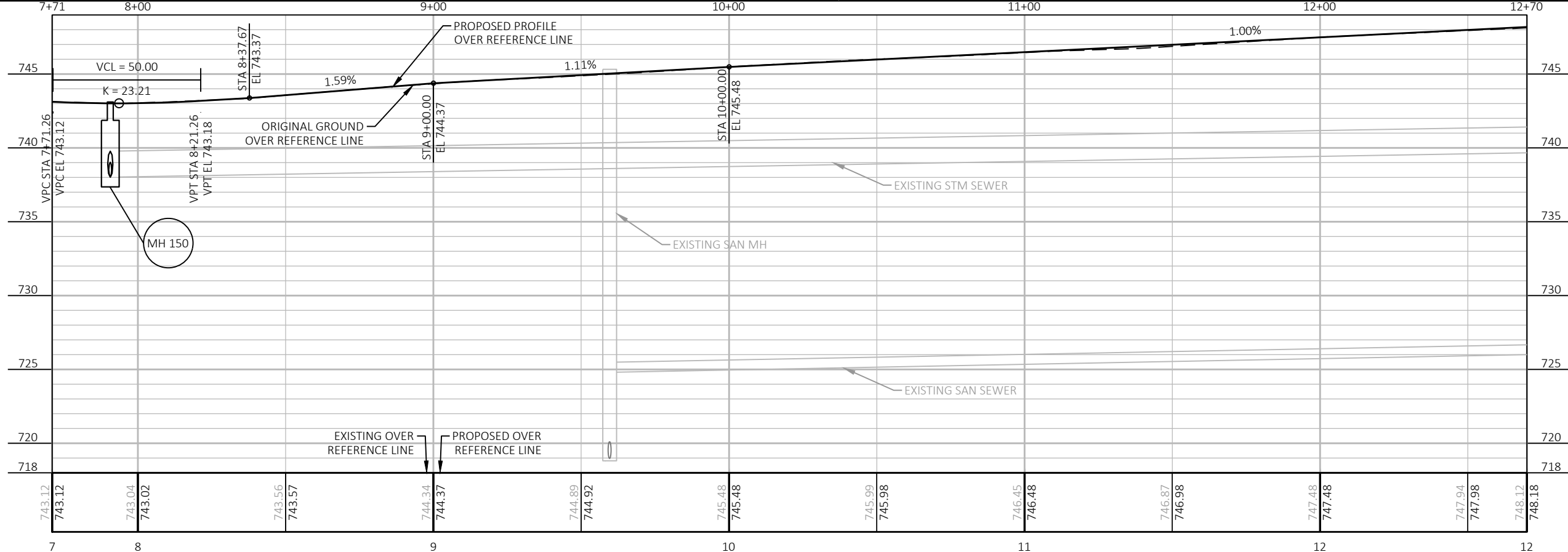
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE VILLAGE OF BELLEVUE

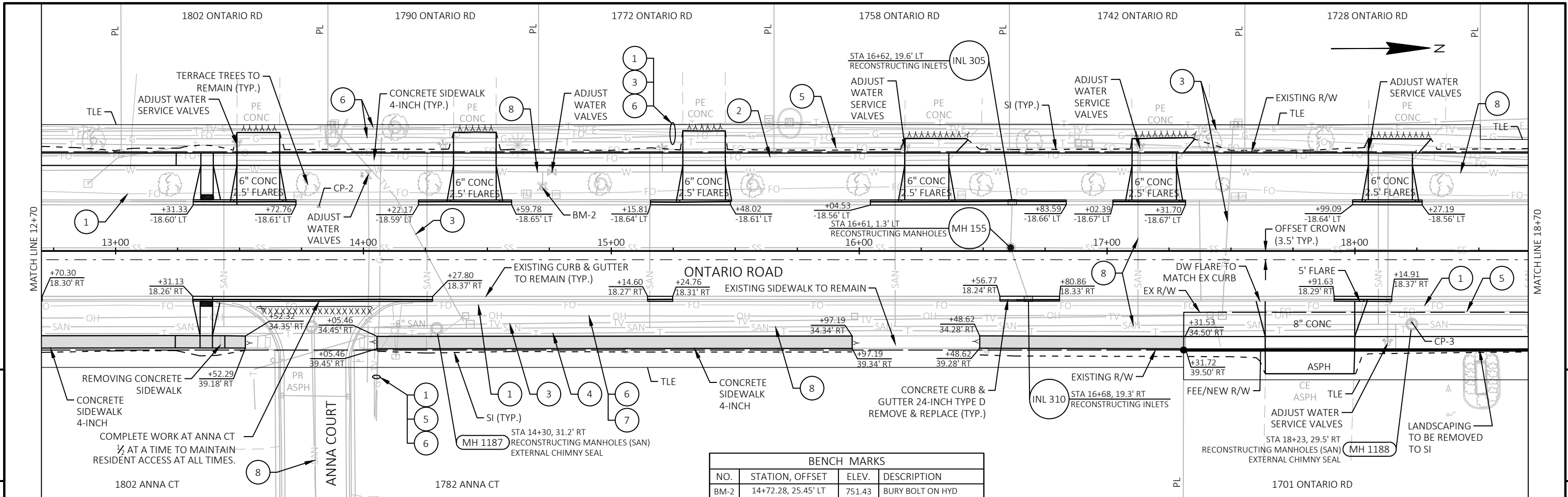
SIGNATURE: DATE: 4/23/25
PRINT NAME: STEVE SOUKUP



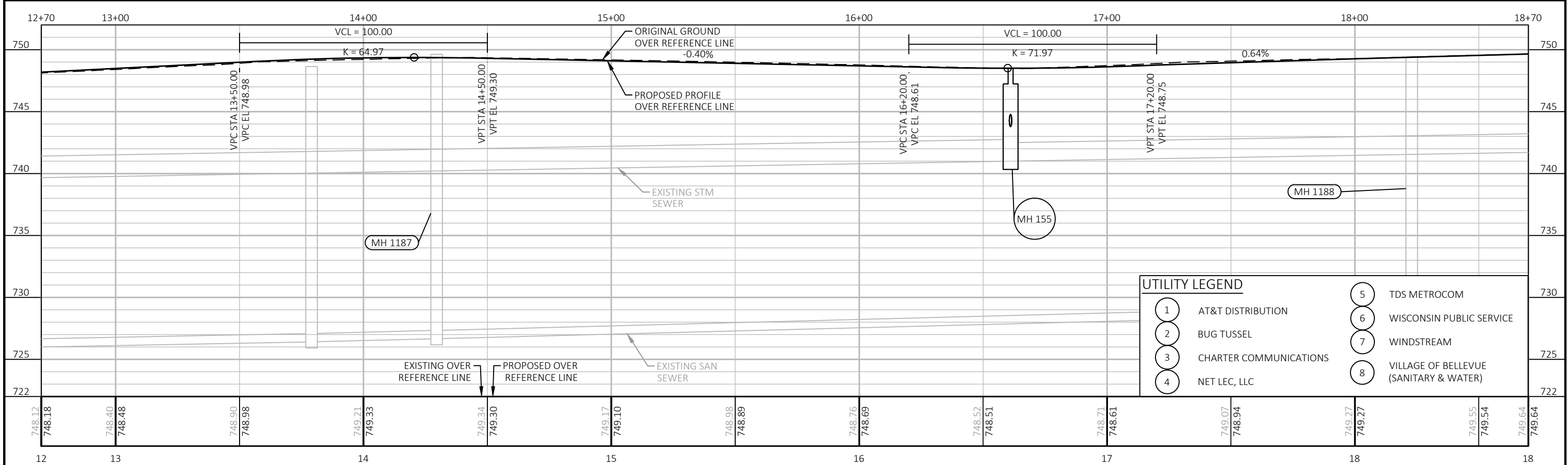
BENCH MARKS			
NO.	STATION, OFFSET	ELEV.	DESCRIPTION
BM-1	10+00.76, 24.82' LT	748.17	BURY BOLT ON HYD

UTILITY LEGEND					
1	AT&T DISTRIBUTION	4	NET LEC, LLC	7	WINDSTREAM
2	BUG TUSSEL	5	TDS METROCOM	8	VILLAGE OF BELLEVUE (SANITARY & WATER)
3	CHARTER COMMUNICATIONS	6	WISCONSIN PUBLIC SERVICE		

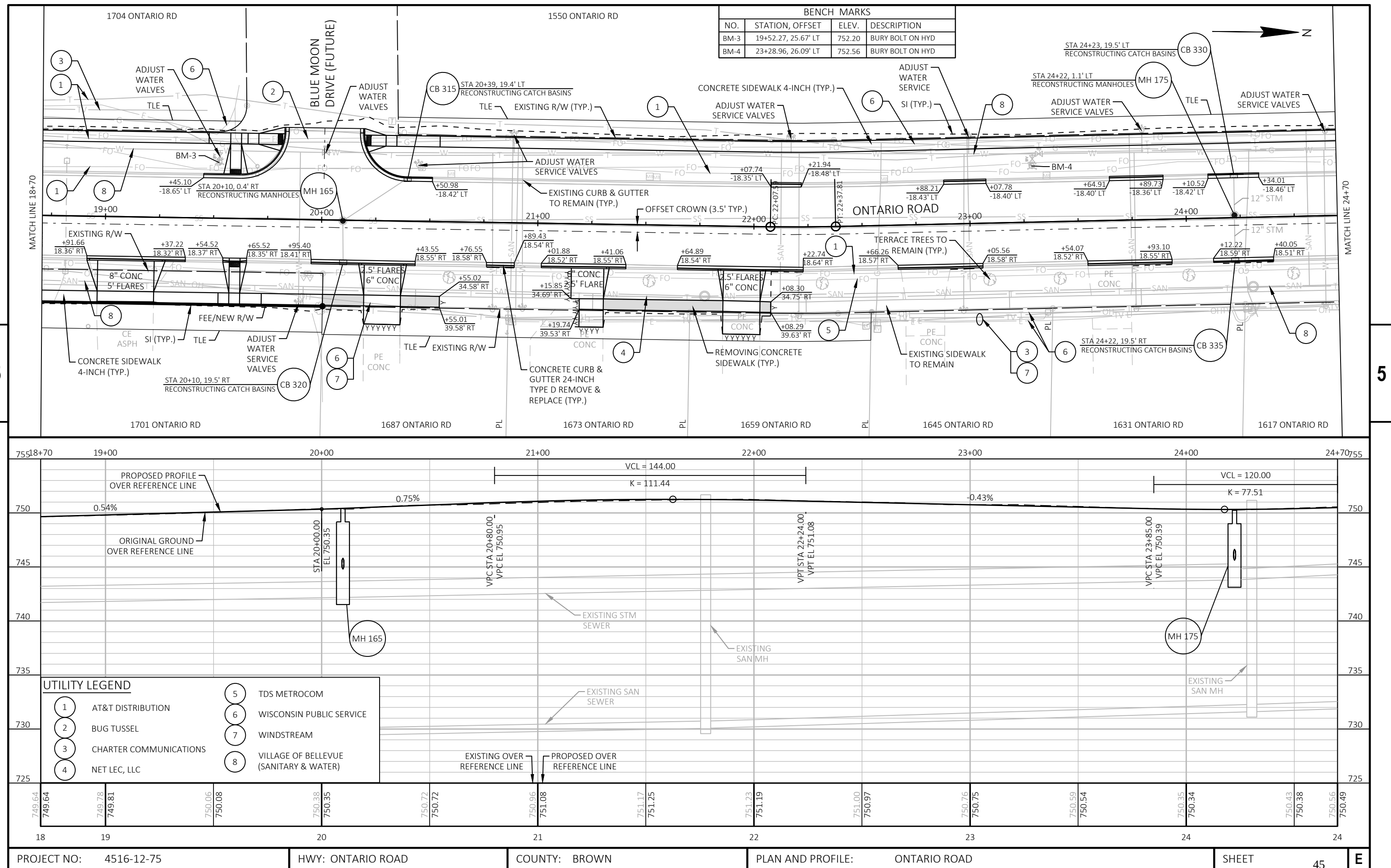


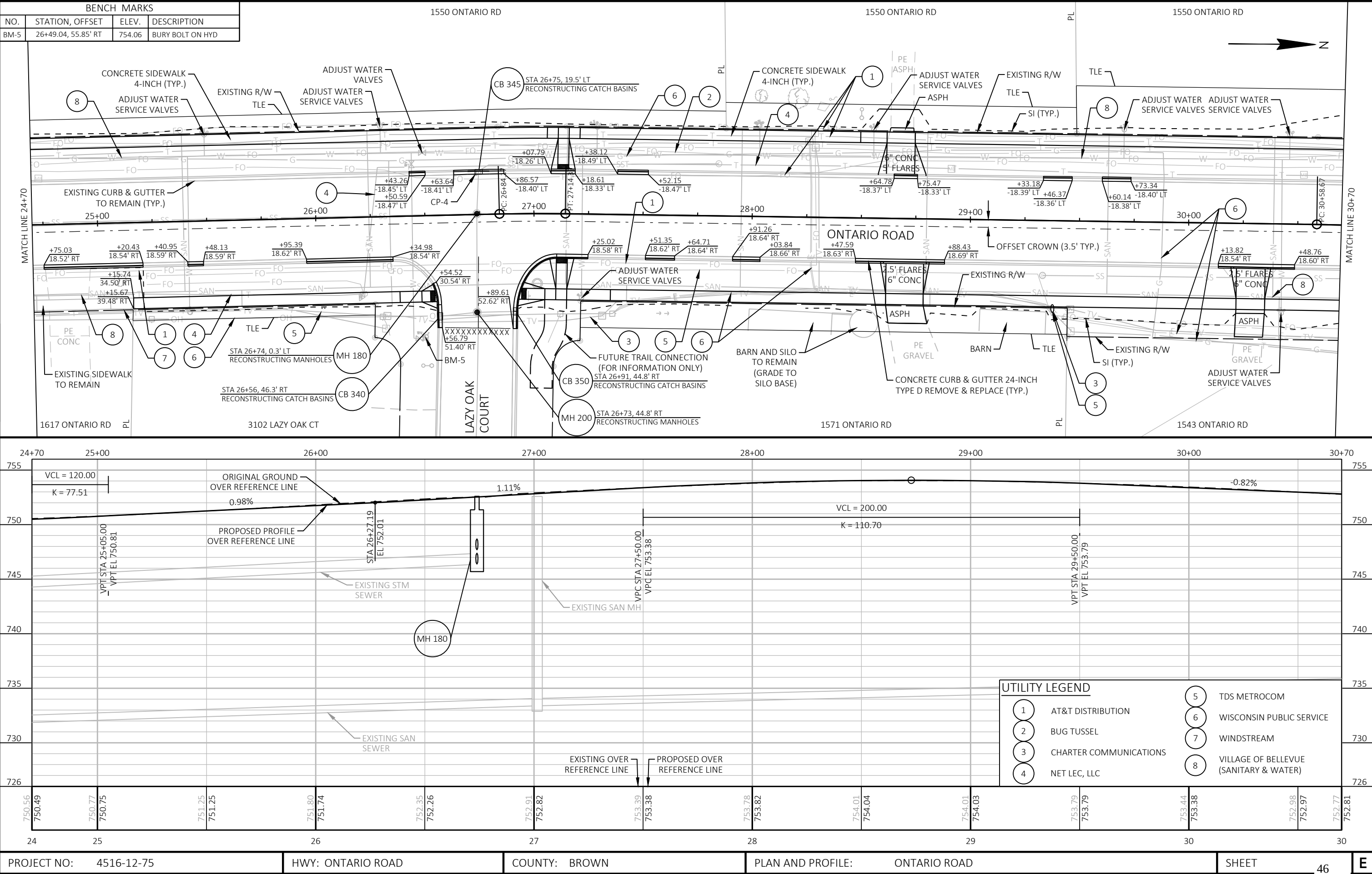


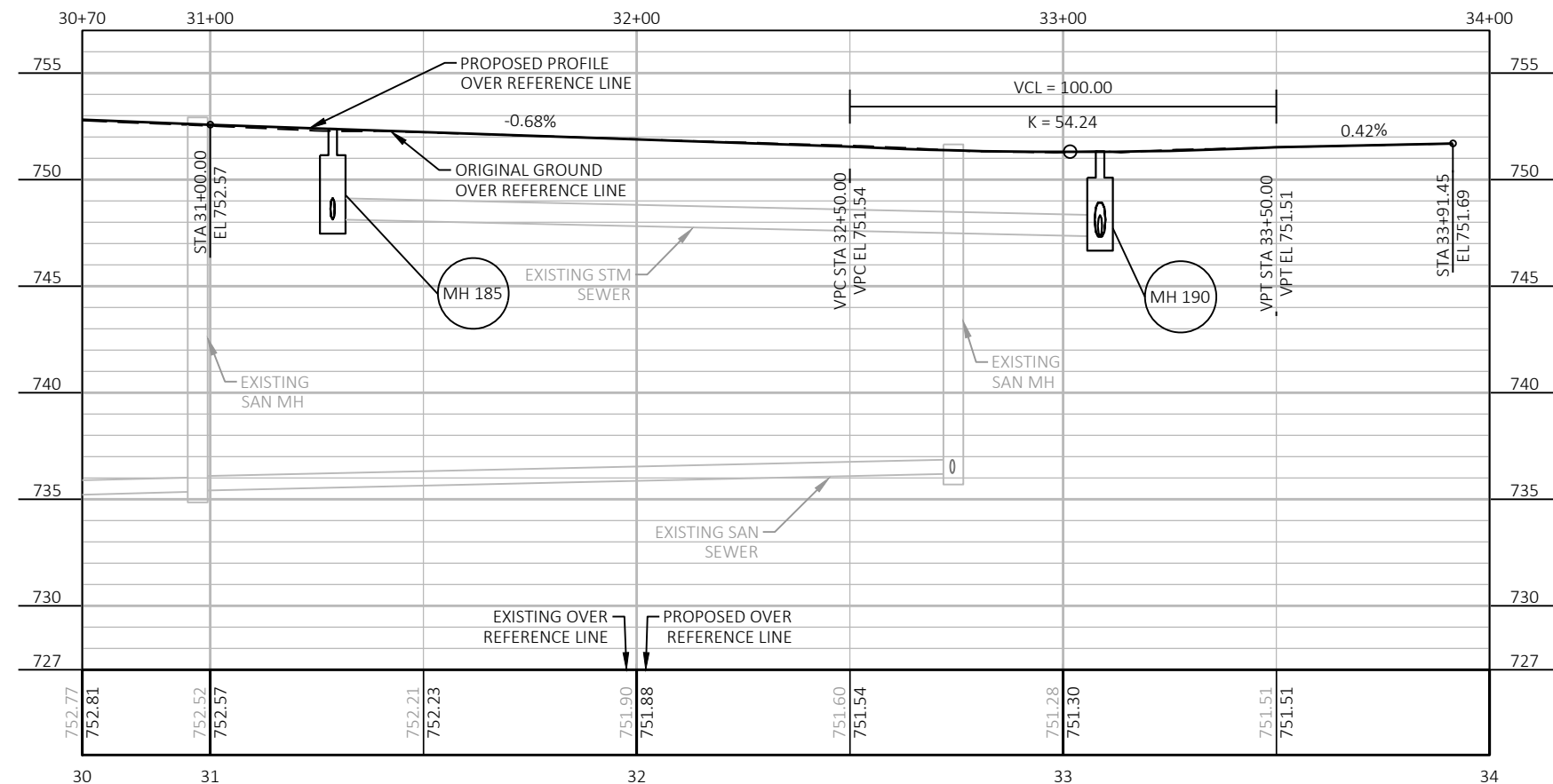
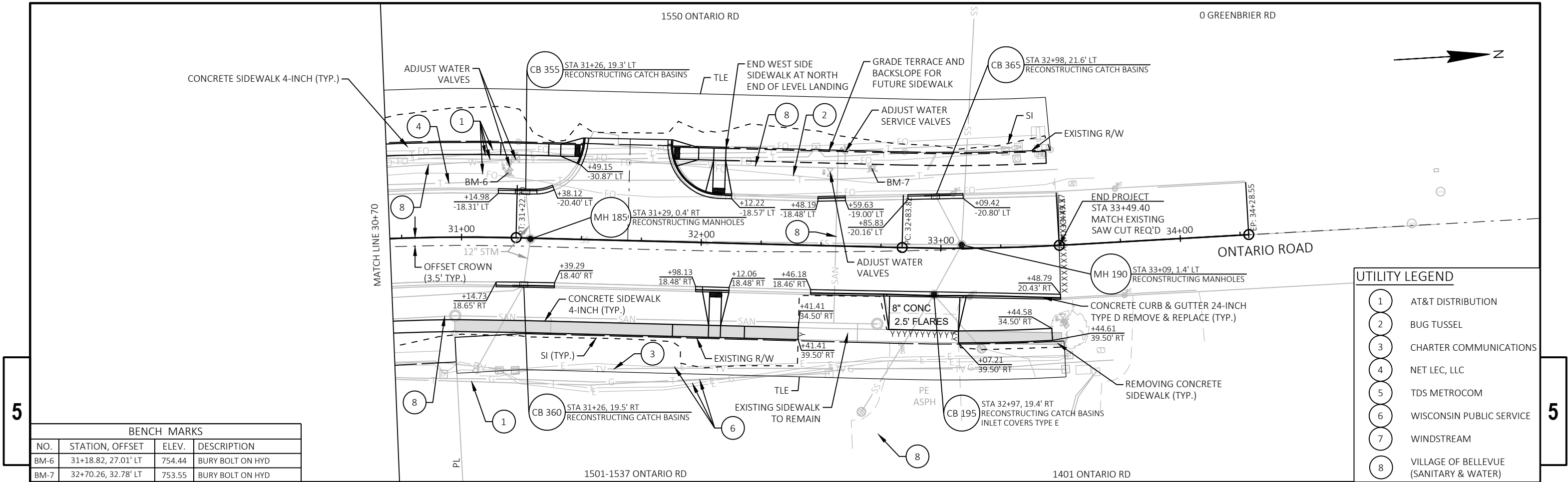
BENCH MARKS			
NO.	STATION, OFFSET	ELEV.	DESCRIPTION
BM-2	14+72.28, 25.45' LT	751.43	BURY BOLT ON HYD



UTILITY LEGEND			
1	AT&T DISTRIBUTION	5	TDS METROCOM
2	BUG TUSSEL	6	WISCONSIN PUBLIC SERVICE
3	CHARTER COMMUNICATIONS	7	WINDSTREAM
4	NET LEC, LLC	8	VILLAGE OF BELLEVUE (SANITARY & WATER)







PROJECT NO: 4516-12-75

HWY: ONTARIO ROAD

COUNTY: BROWN

PLAN AND PROFILE: ONTARIO ROAD

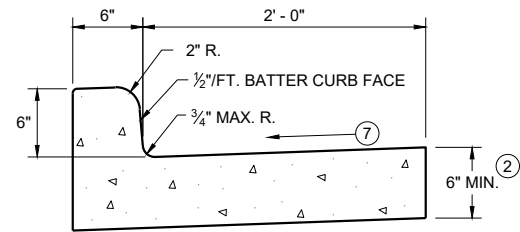
SHEET

47

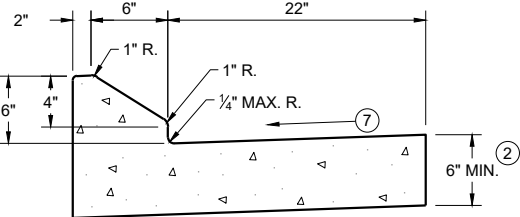
E

Standard Detail Drawing List

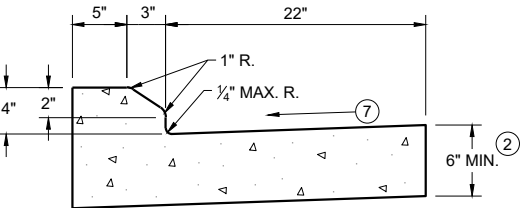
08D01-24A	CONCRETE CURB & GUTTER
08D01-24B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-22A	CURB RAMPS TYPES 1 AND 1-A
08D05-22B	CURB RAMPS TYPES 2 AND 3
08D05-22C	CURB RAMPS TYPES 4A AND 4A1
08D05-22D	CURB RAMPS TYPES 4B AND 4B1
08D05-22E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-22F	CURB 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
13C19-03	HMA LONGITUDINAL JOINTS
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C07-16A	PAVEMENT MARKING SYMBOLS
15C07-16C	PAVEMENT MARKING ARROWS
15C07-16E	PAVEMENT MARKING FOR BIKE LANES
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24D	PAVEMENT MARKING (TURN LANES)
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C18-09A	MEDIAN ISLAND PAVEMENT MARKINGS
15C29-08A	BICYCLE LANE MARKING
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D30-11A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



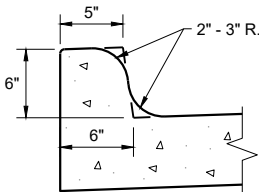
TYPES A^① & D



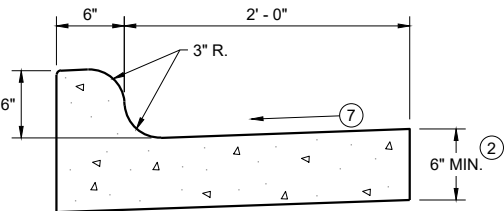
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

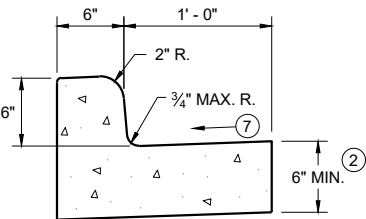


TYPES K^① & L
(OPTIONAL CURB SHAPE)



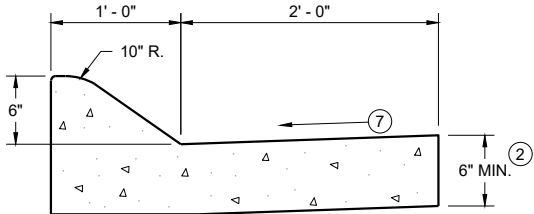
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

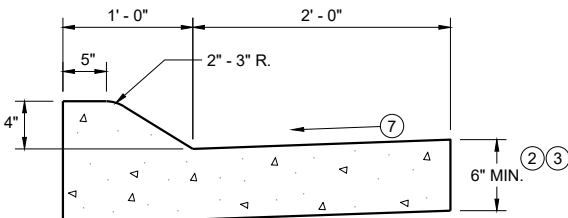


TYPES A^① & D

CONCRETE CURB AND GUTTER 18"

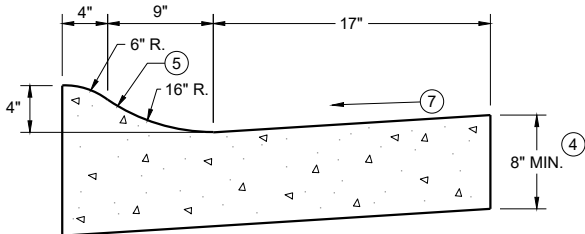


6" SLOPED CURB TYPES A^① & D



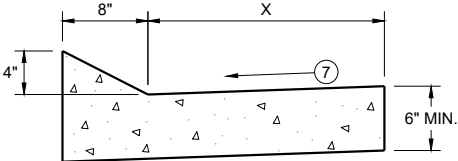
4" SLOPED CURB TYPES A^① & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R^① & T
CONCRETE CURB AND GUTTER 30"

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

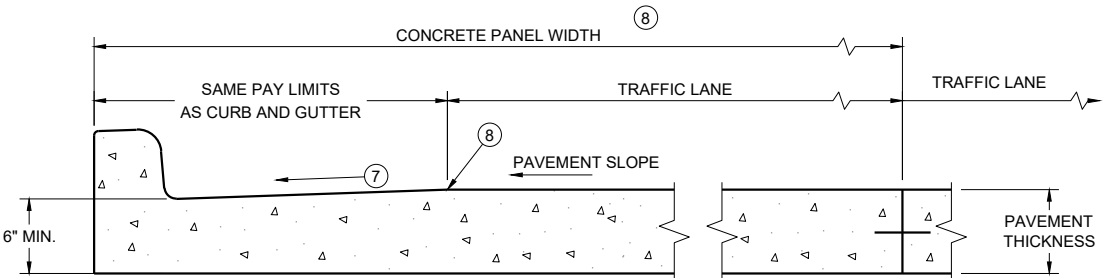


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

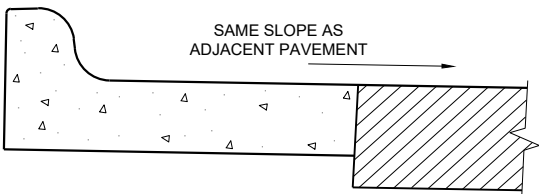
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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

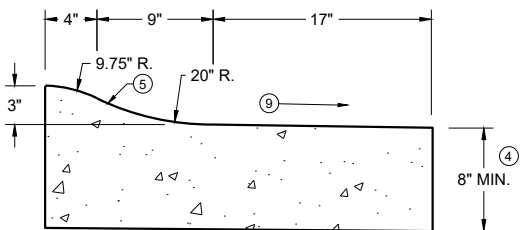


PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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



3" SLOPED CURB TYPES R^① & T

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

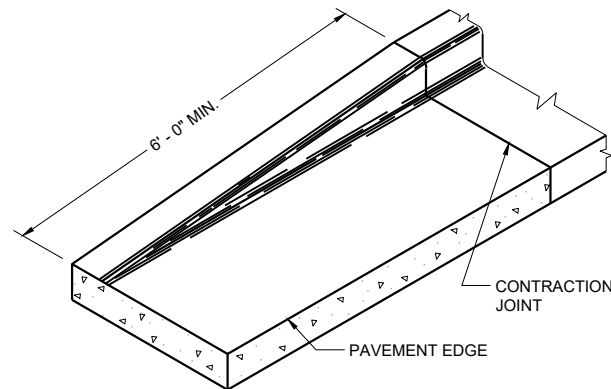
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

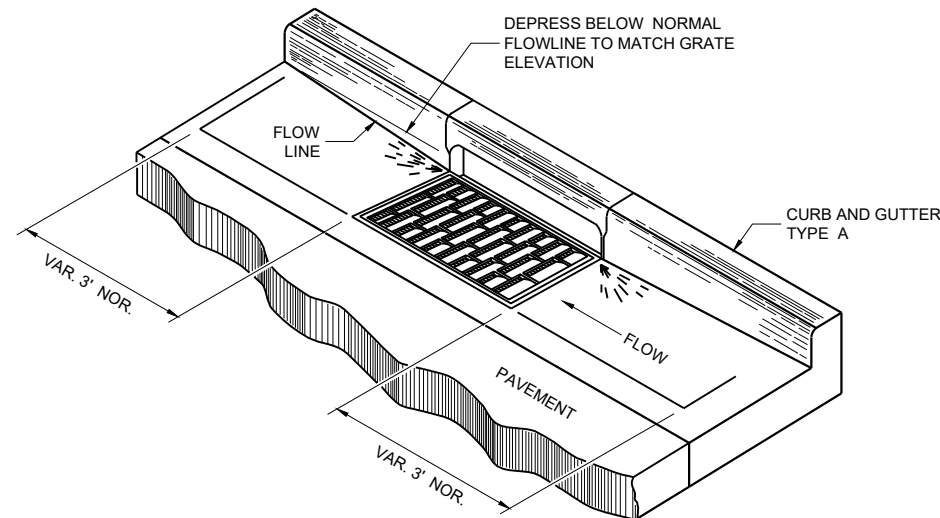
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

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

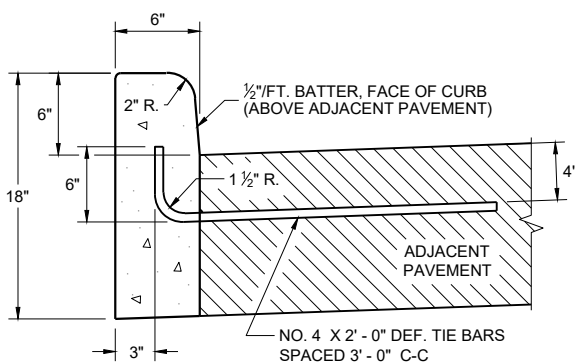


END SECTION CURB AND GUTTER

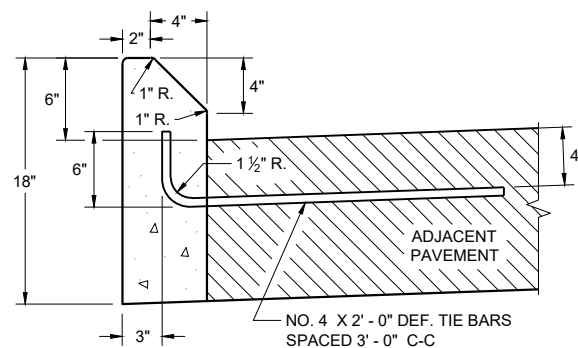


DETAIL OF CURB AND GUTTER AT INLETS

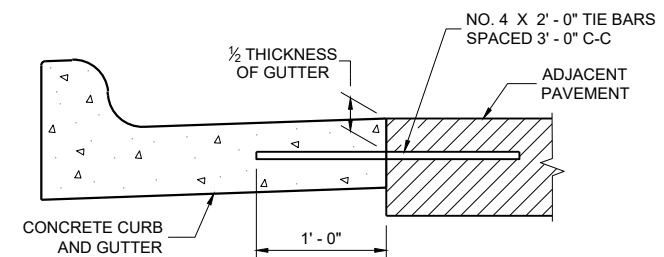
(TYPICAL H INLET COVER SHOWN)



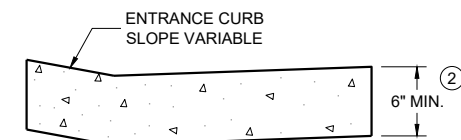
TYPES A^① & D



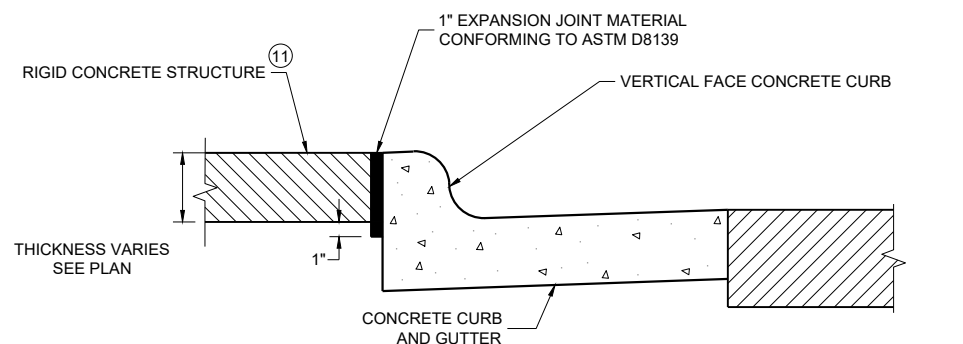
**TYPES G^① & J
CONCRETE CURB**



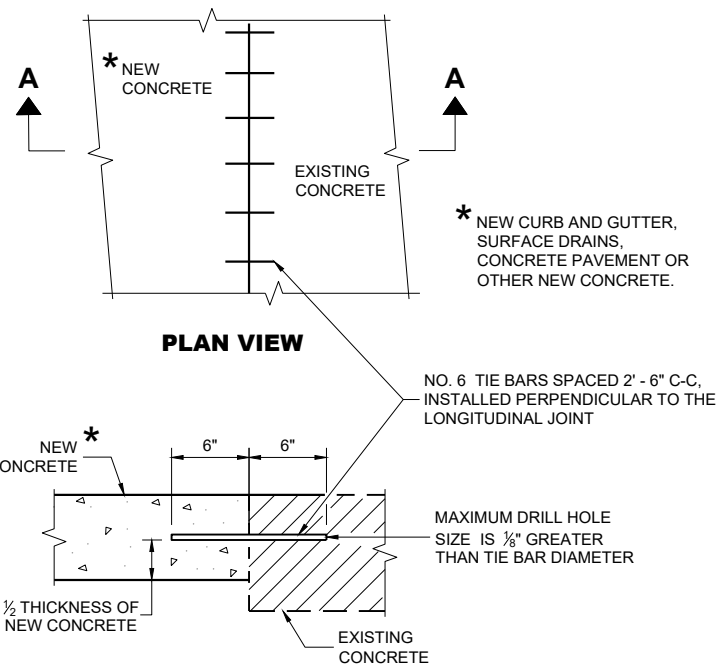
TYPICAL TIE BAR LOCATION^①



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



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



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

GENERAL NOTES

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

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

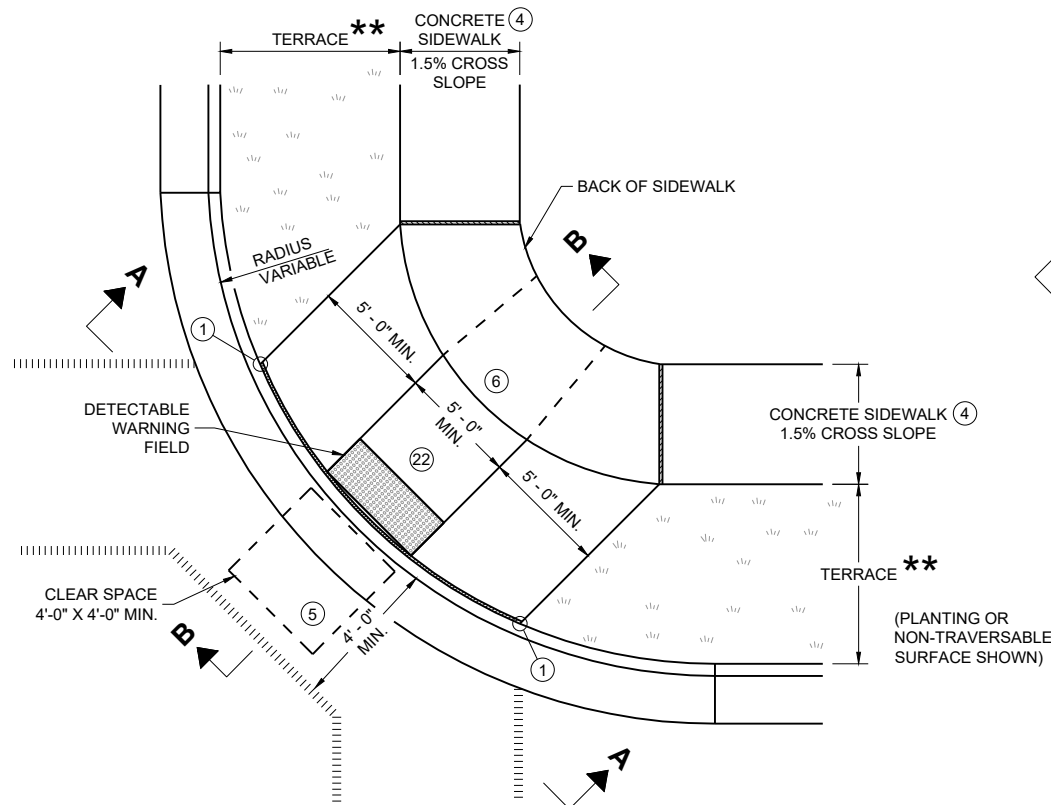
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

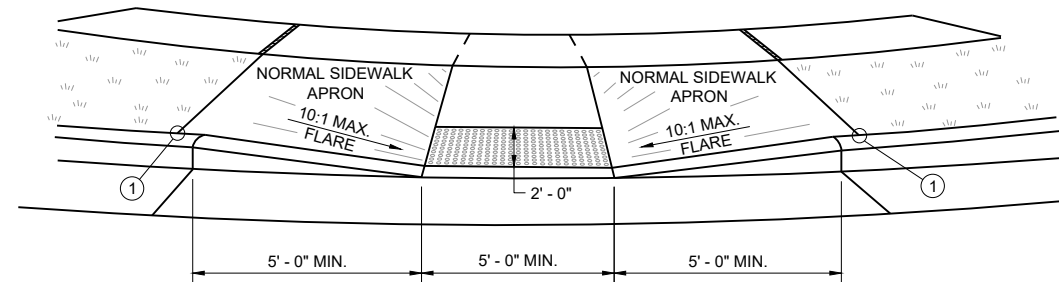
**CONCRETE CURB, TIES
AND CURB AND GUTTER
APPLICATIONS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

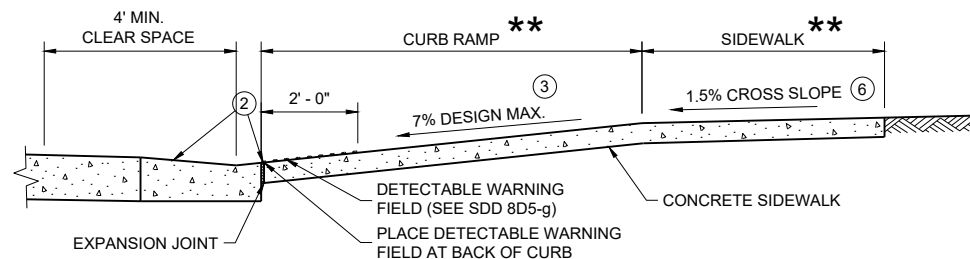
APPROVED
February 2025 DATE /S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR



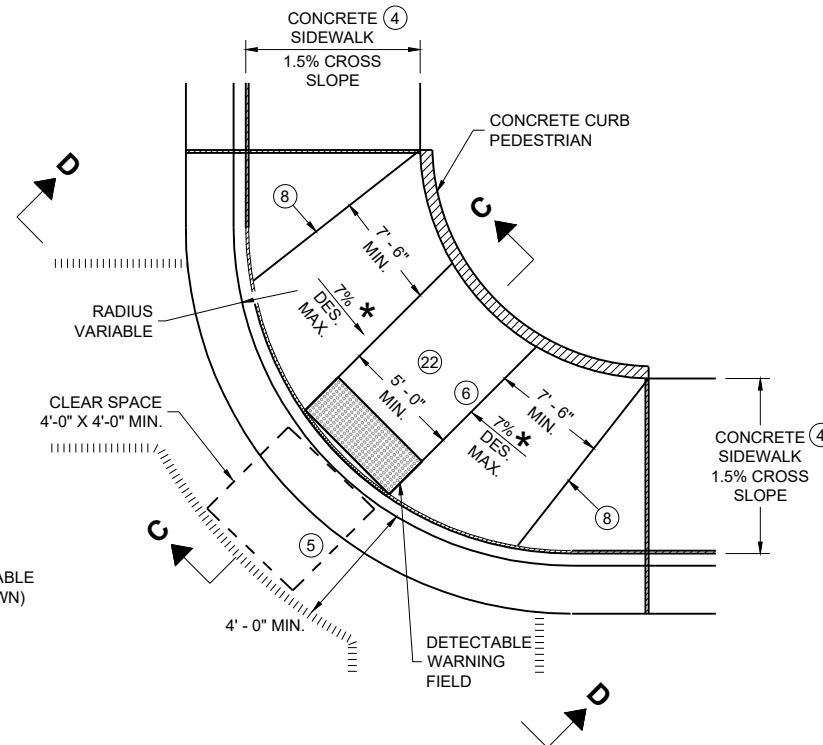
PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)



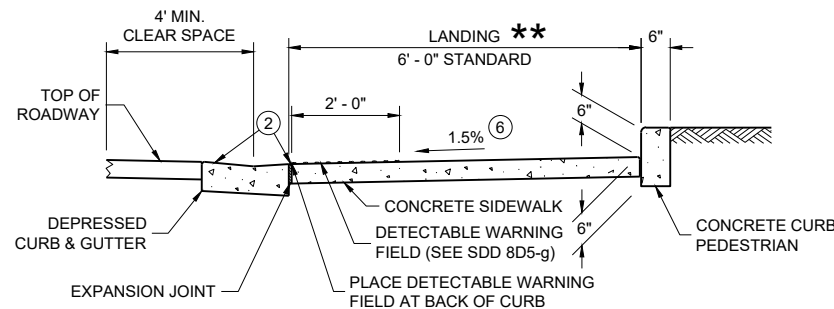
VIEW A - A FOR TYPE 1



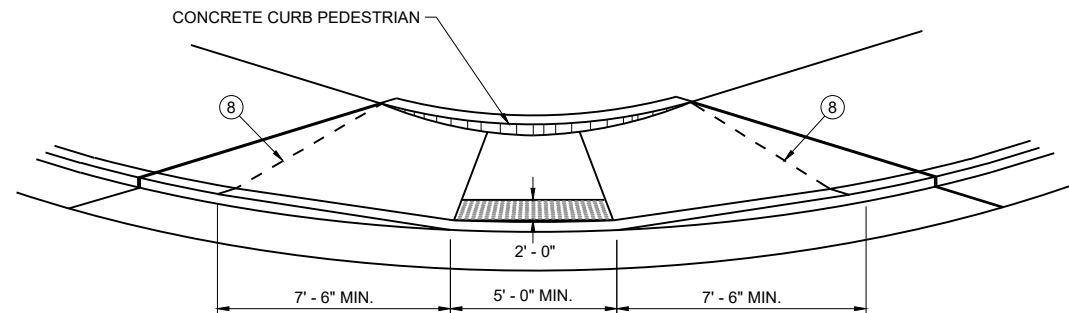
SECTION B - B FOR TYPE 1



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



SECTION C - C FOR TYPE 1 - A



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF 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 FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

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

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

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

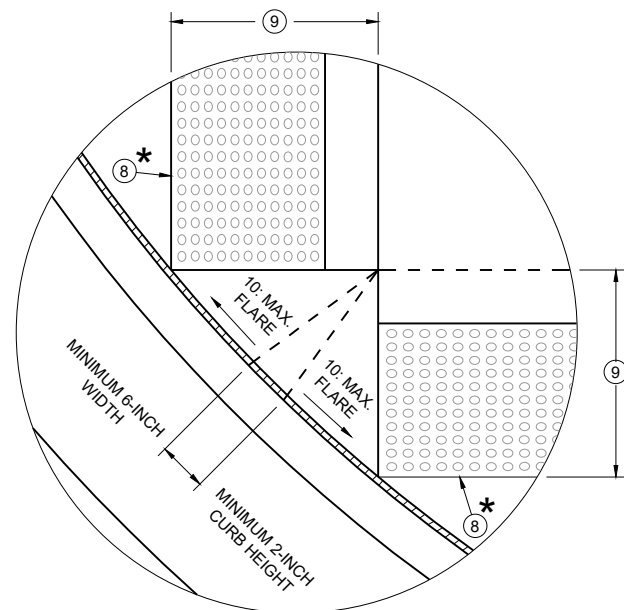
- ① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
- ② GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% 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.
- ⑪ A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- ⑫ 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

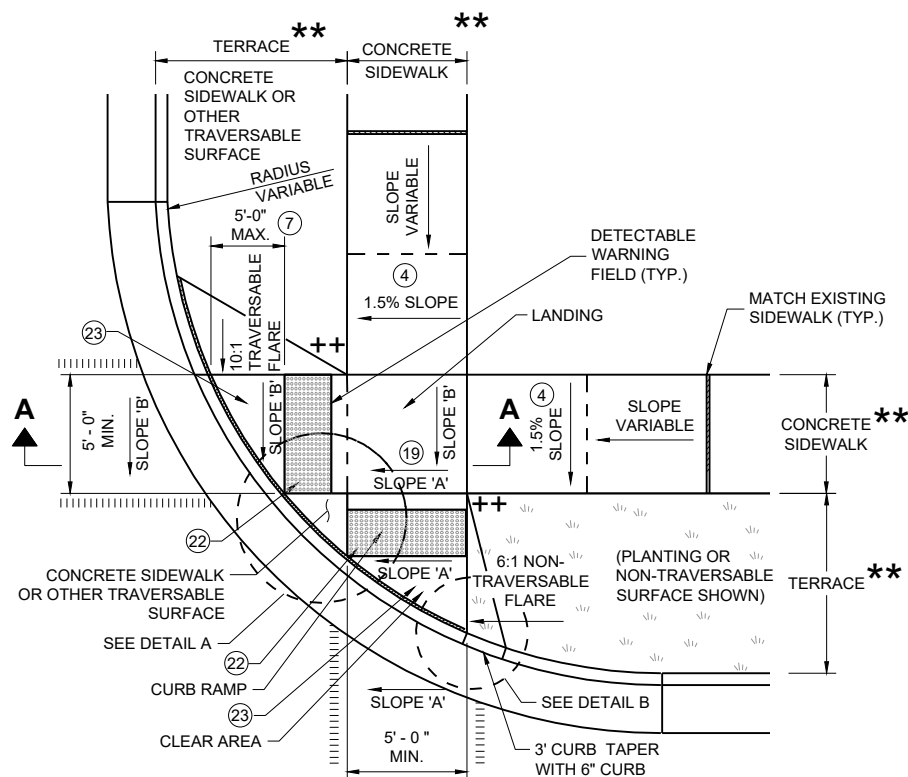
- 1/2" EXPANSION JOINT SIDEWALK
- - - CONTRACTION JOINT FIELD LOCATED
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS

CURB RAMPS
TYPE 1 AND 1-A

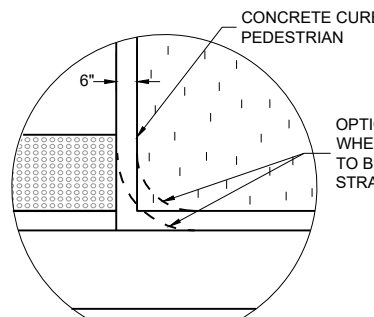
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



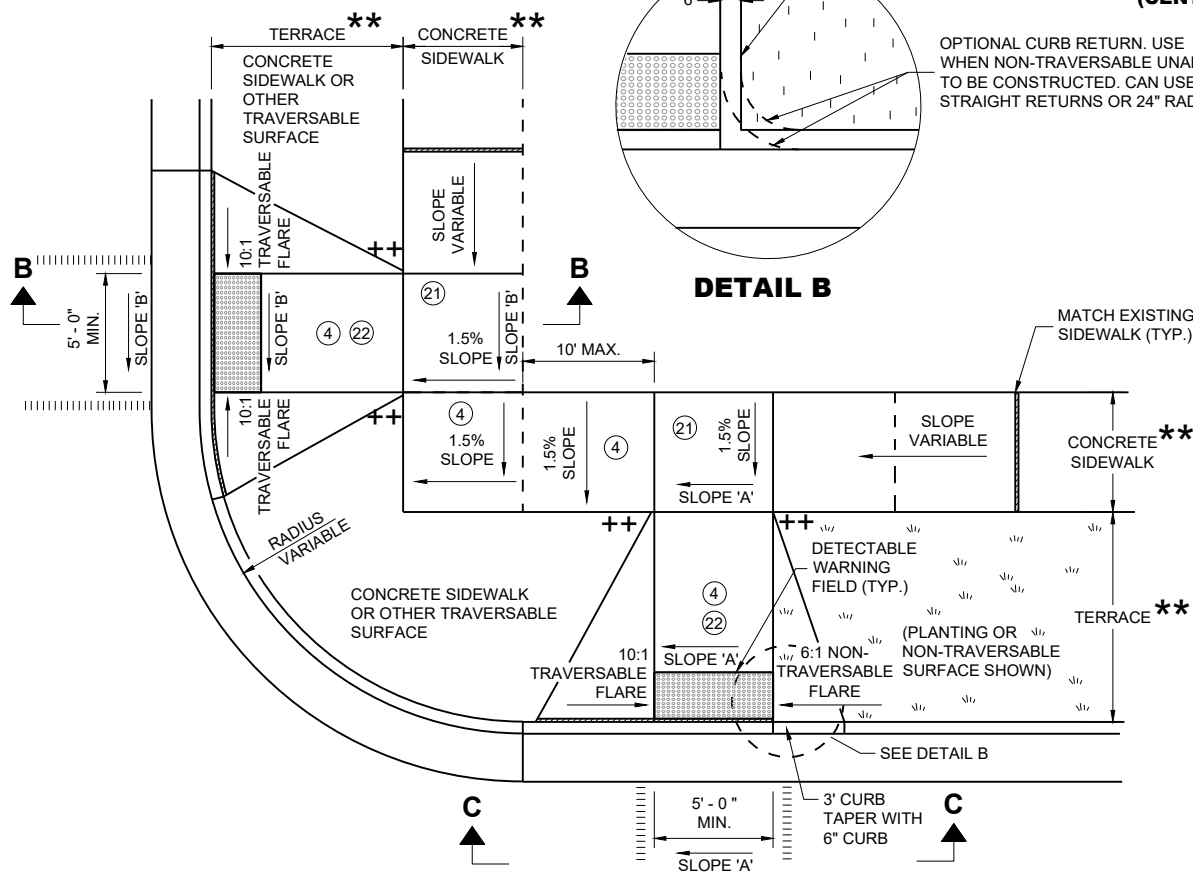
DETAIL A



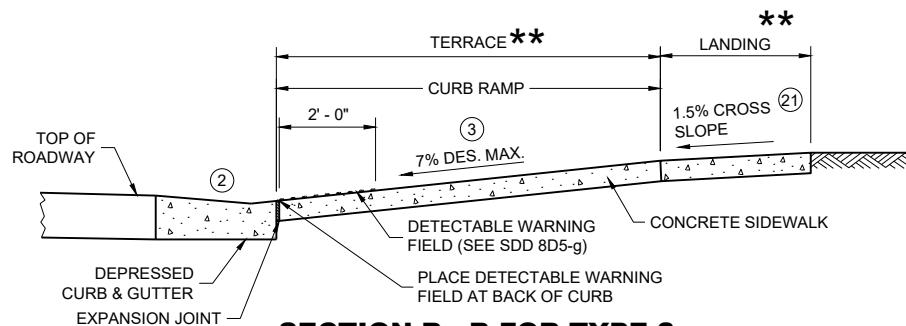
**PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)**



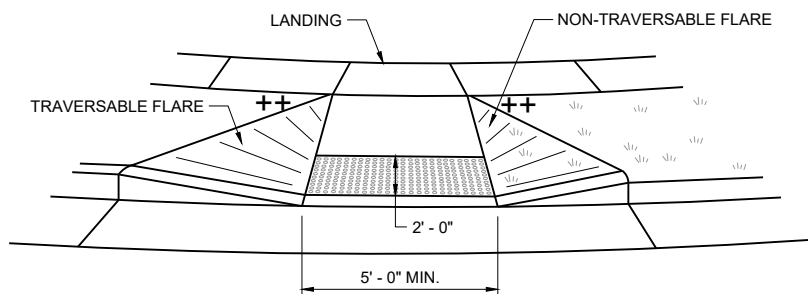
DETAIL B



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



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

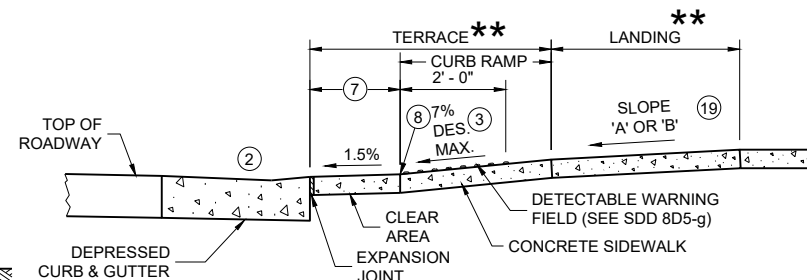
GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF 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 $\pm 0.5\%$ 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.
- ⑪ A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- ⑫ 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.
- ⑬ 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.
- ⑭ 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.
- ⑮ 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.



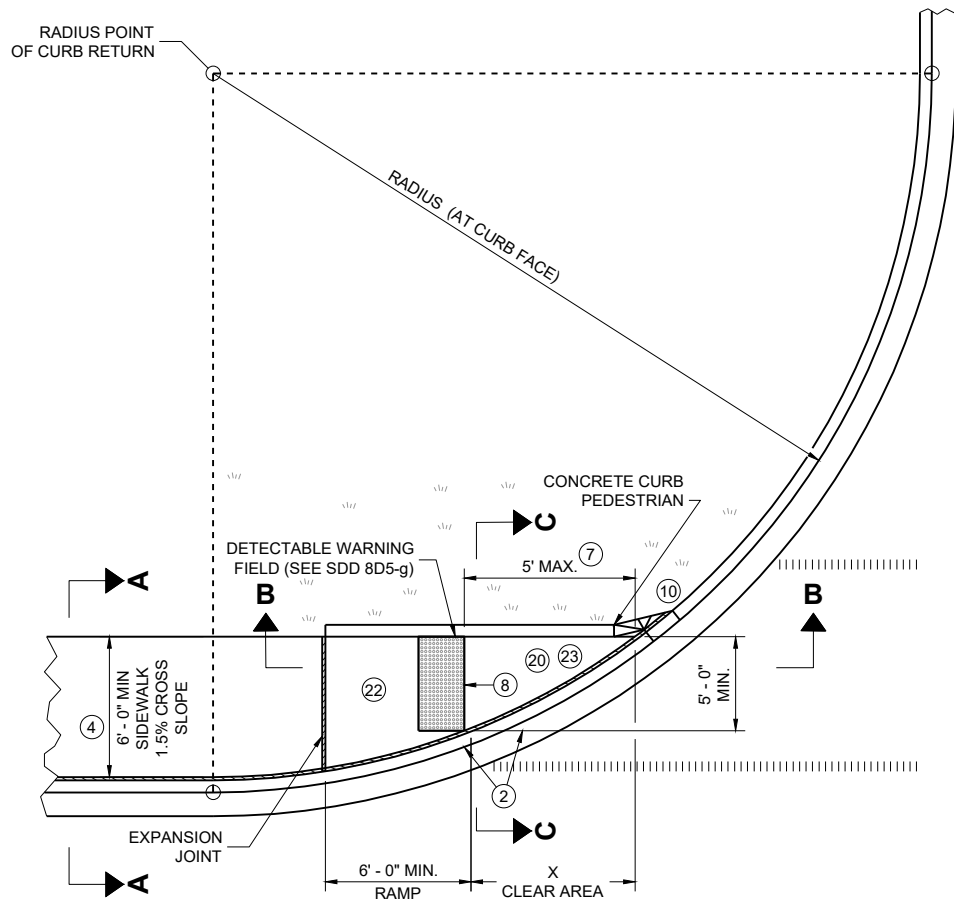
SECTION A - A FOR TYPE 2

LEGEND

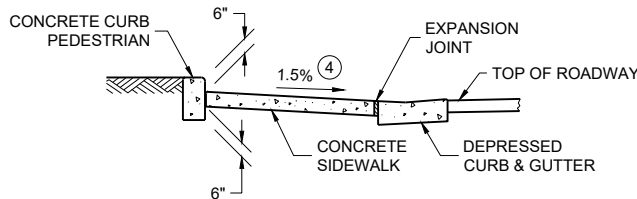
- 1/2" EXPANSION JOINT SIDEWALK
- - - CONTRACTION JOINT SIDEWALK
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

**CURB RAMPS
TYPE 2 AND 3**

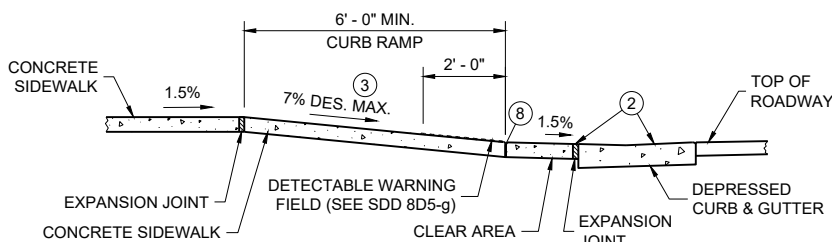
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW
CURB RAMP TYPE 4A



SECTION C - C FOR TYPE 4A

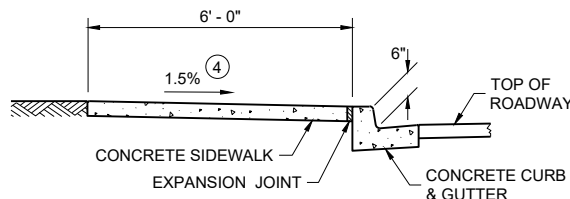


SECTION B - B FOR
TYPE 4A AND TYPE 4A1

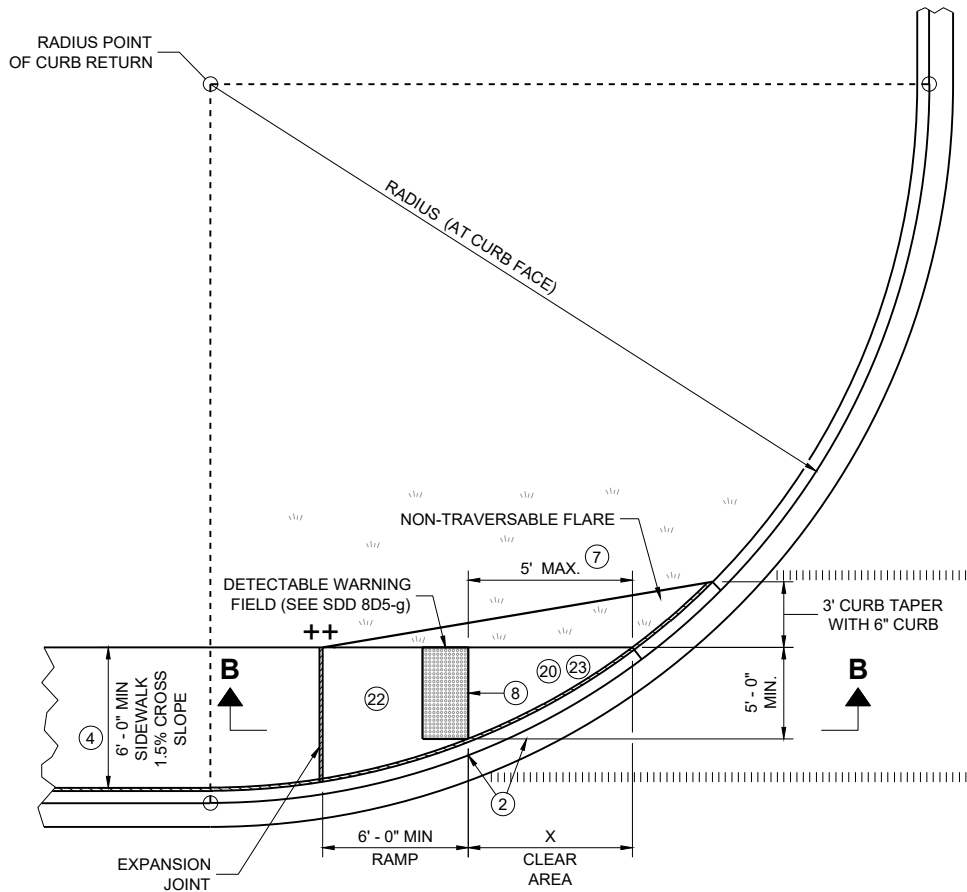
- LEGEND**
- 1/2" EXPANSION JOINT SIDEWALK
 - CONTRACTION JOINT SIDEWALK
 - PAVEMENT MARKING CROSSWALK (WHITE)
 - ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

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

INTERMEDIATE RADII CAN BE INTERPOLATED



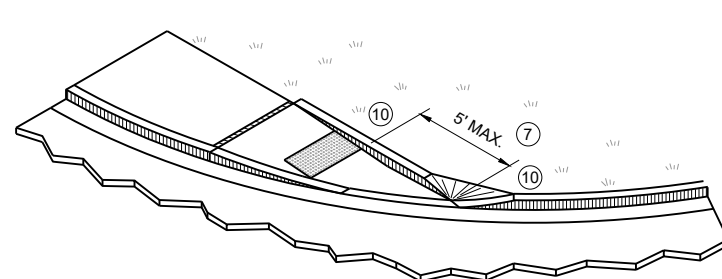
SECTION A - A FOR TYPE 4A



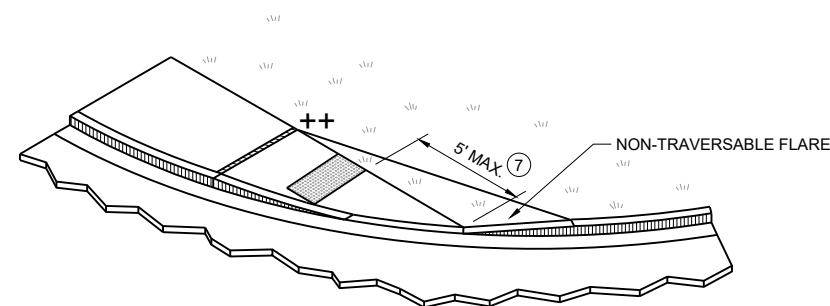
PLAN VIEW
CURB RAMP TYPE 4A1

GENERAL NOTES

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF 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.
- 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.
- MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.
- A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- 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.
- 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.
- 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.



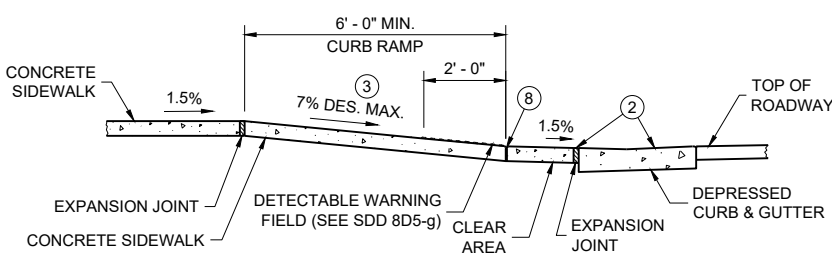
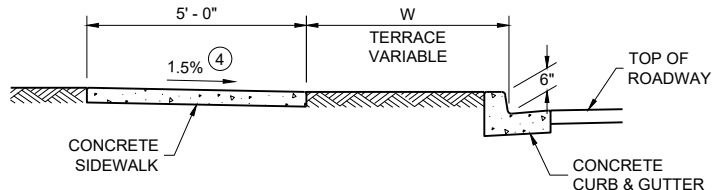
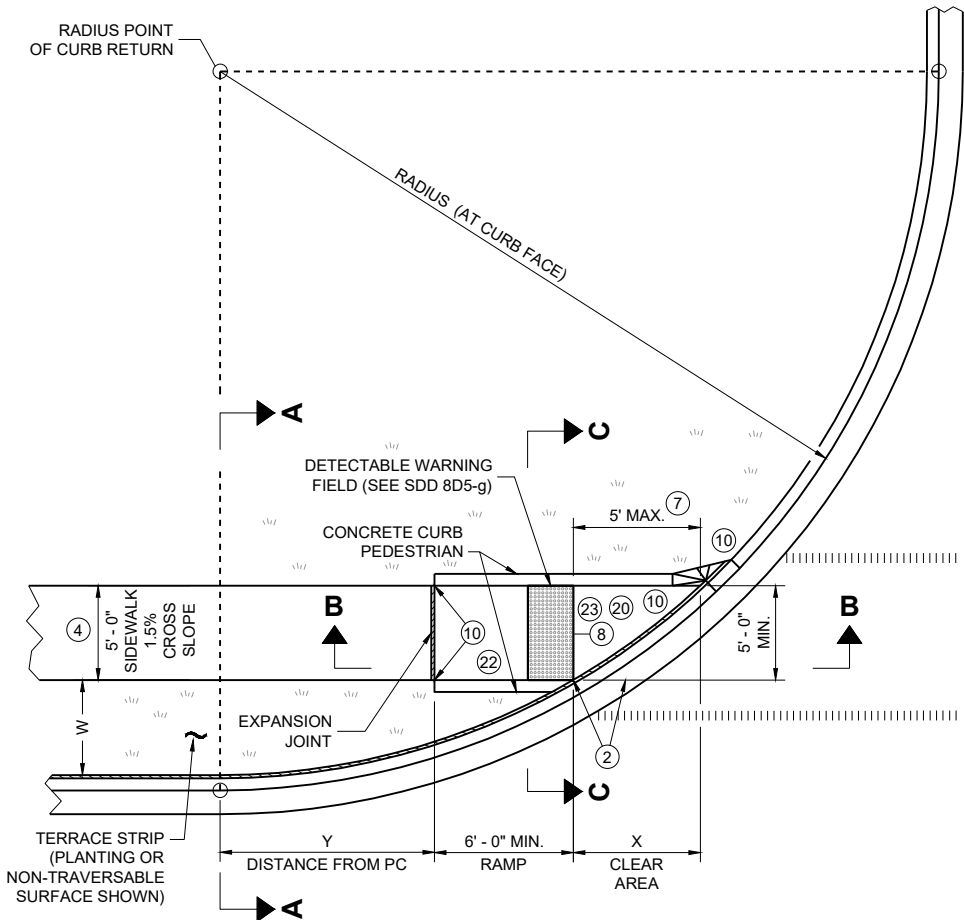
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

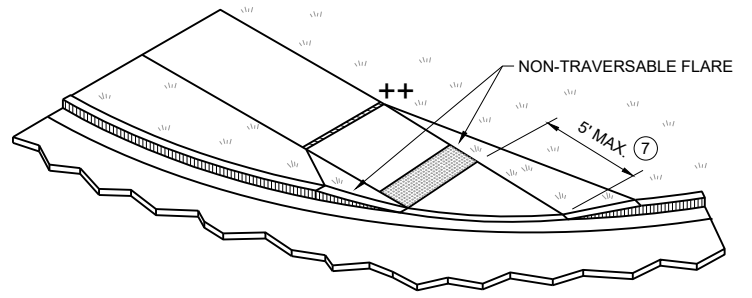
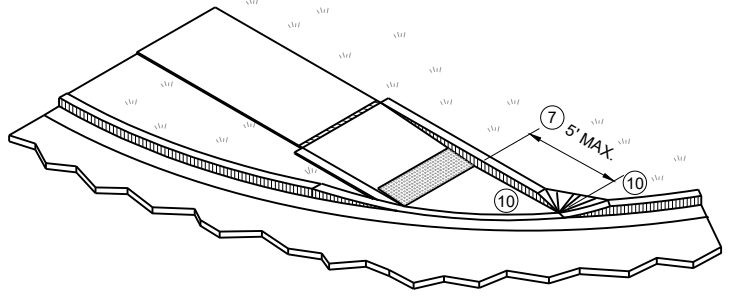
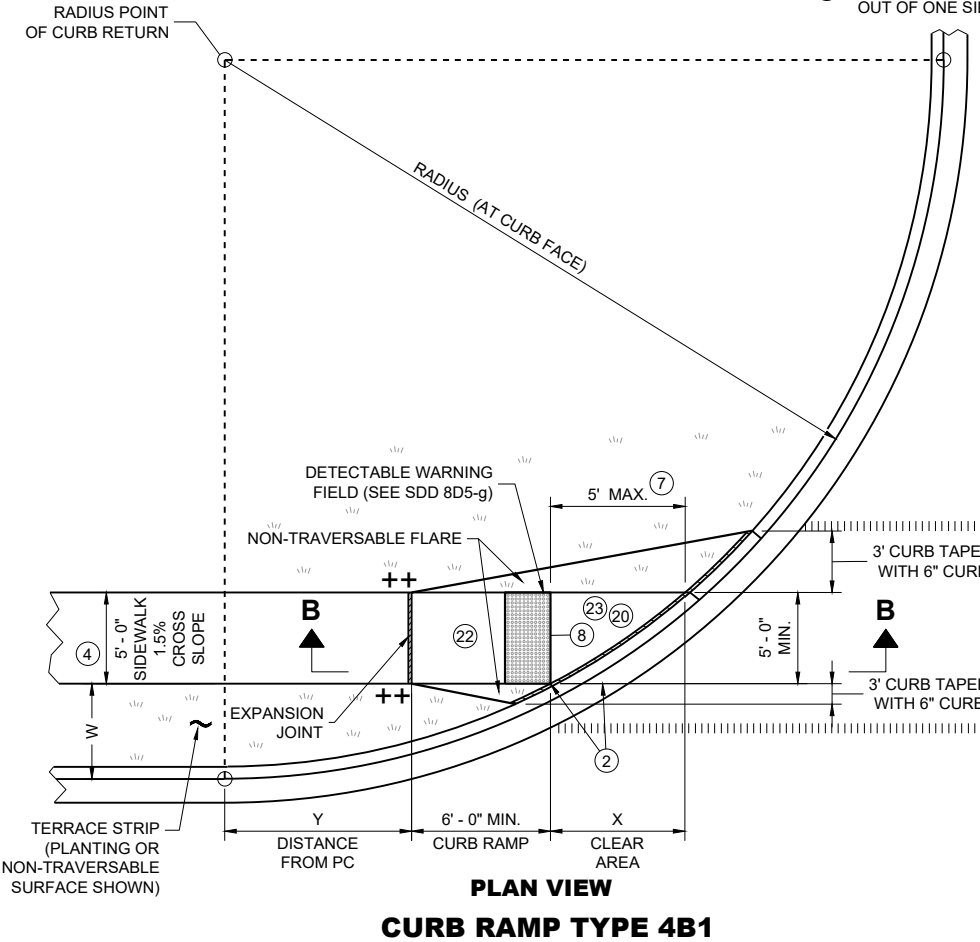
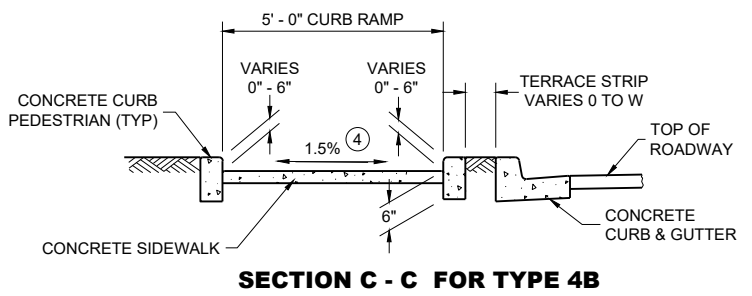
**CURB RAMPS
TYPE 4A AND 4A1**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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

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

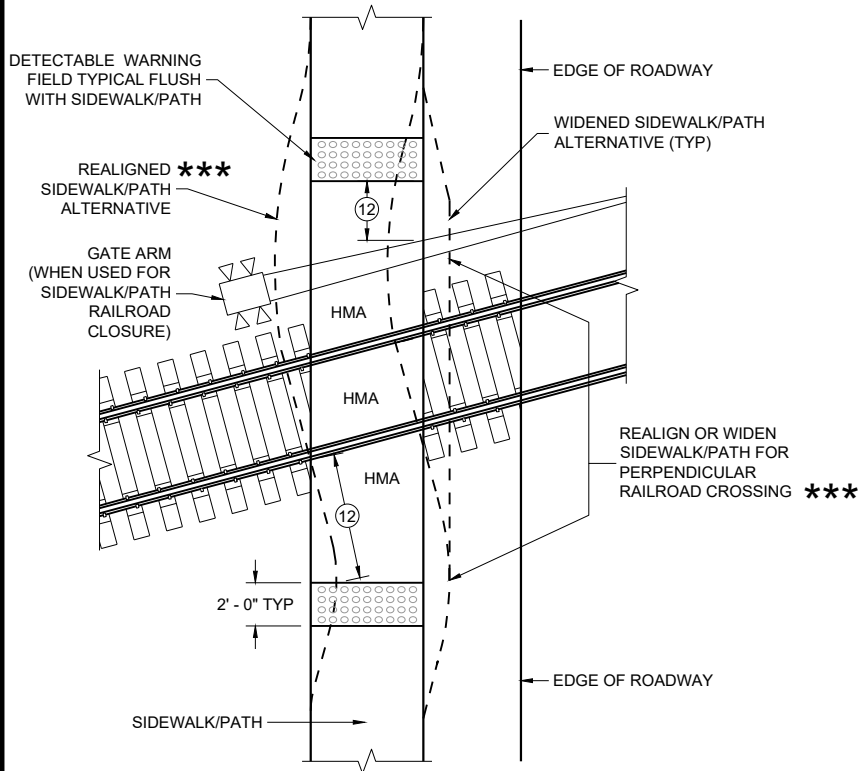


- LEGEND**
- 1/2" EXPANSION JOINT SIDEWALK
 - CONTRACTION JOINT SIDEWALK
 - PAVEMENT MARKING CROSSWALK (WHITE)
 - * MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK
 - ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

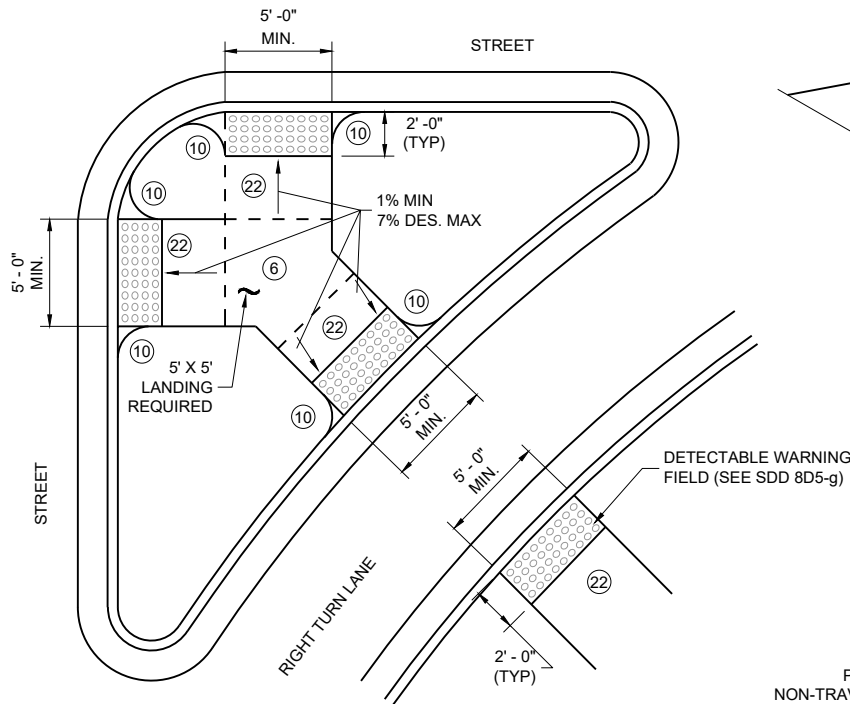
GENERAL NOTES

- 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.
- 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.
- MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.
- A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- 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.
- 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.
- 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.

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

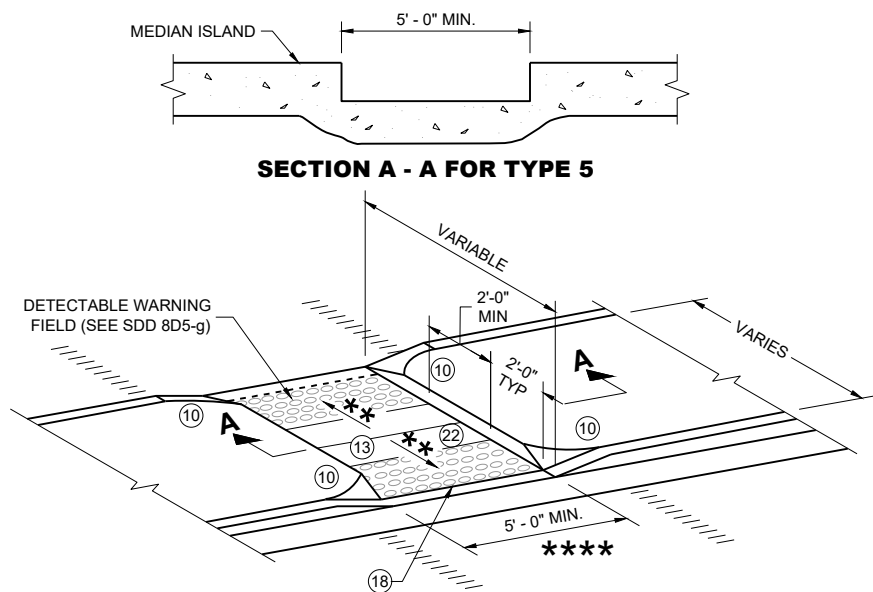


CURB RAMP TYPE 8
DETECTABLE WARNINGS
FOR SIDEWALKS OR SHARED USE PATHS
AT RAILROAD CROSSINGS

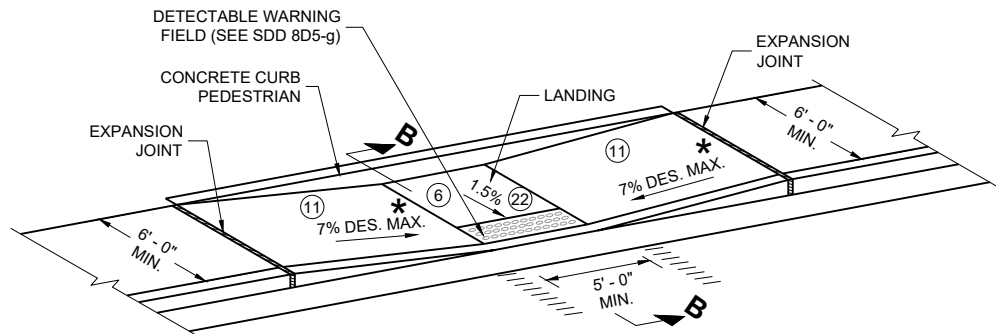


CURB RAMP TYPE 6
DETECTABLE WARNING AT ISLANDS

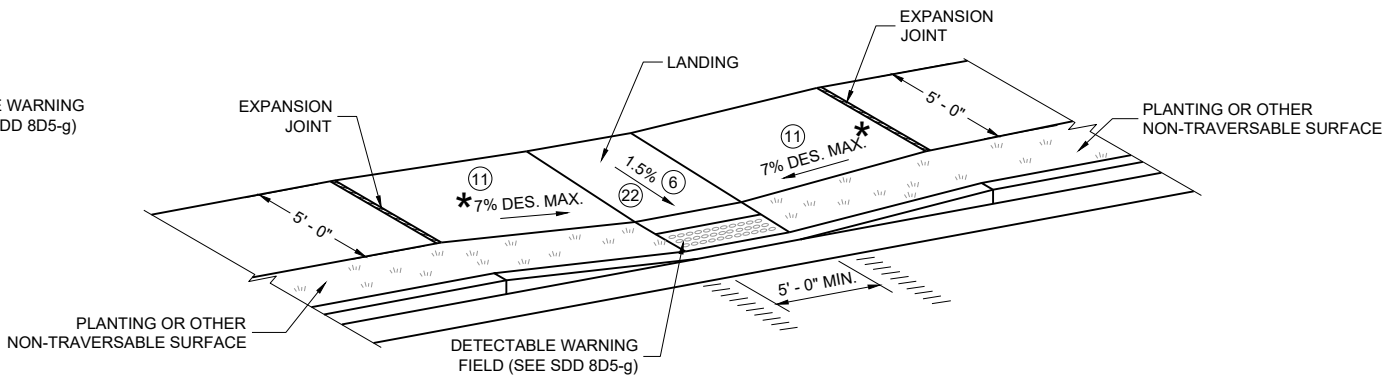
REFER TO GENERAL NOTES (2) AND (3)
FOR ALL ISLAND CURB RAMPS



CURB RAMP TYPE 5
MEDIAN ISLAND
NON-ELEVATED PEDESTRIAN CROSSING



CURB RAMP TYPE 7A
FOR INTERSECTIONS AND
MID BLOCK CROSSINGS



CURB RAMP TYPE 7B
FOR INTERSECTIONS AND
MID BLOCK CROSSINGS

GENERAL NOTES

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

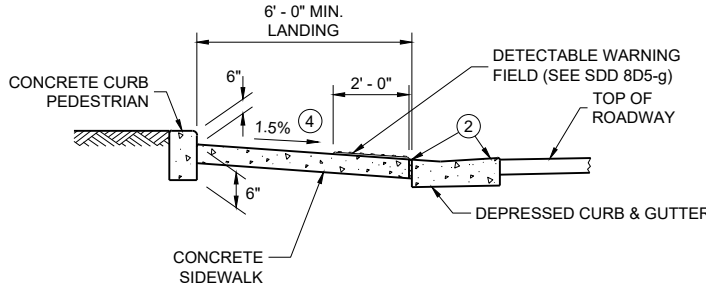
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

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.

LEGEND

- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- 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

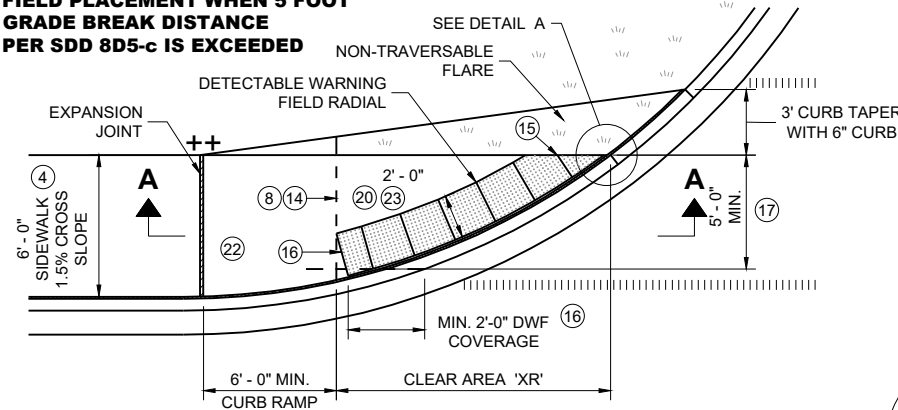


SECTION B - B FOR TYPE 7A

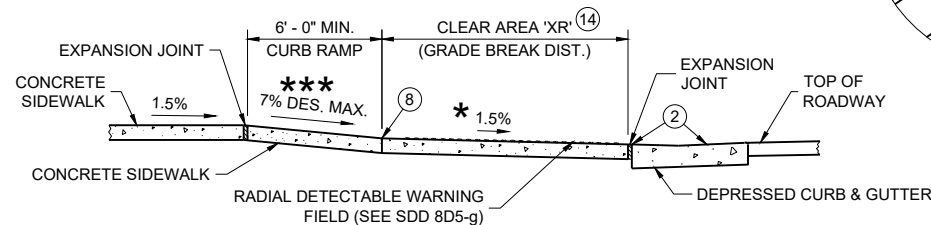
CURB RAMPS
TYPE 5, 6, 7A, 7B & 8

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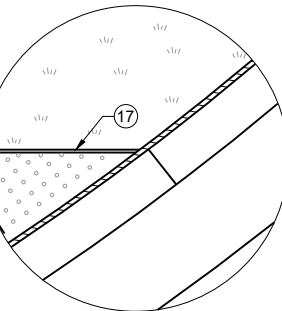
**RADIAL DETECTABLE WARNING
FIELD PLACEMENT WHEN 5 FOOT
GRADE BREAK DISTANCE
PER SDD 8D5-c IS EXCEEDED**



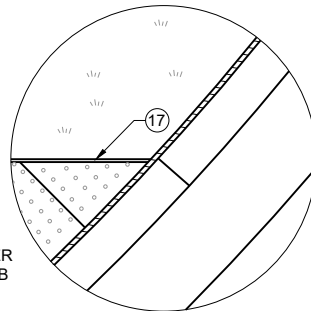
PLAN VIEW
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



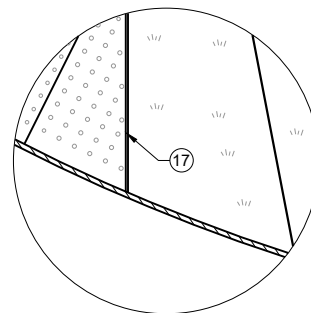
SECTION A - A FOR TYPE 4A1



DETAIL A

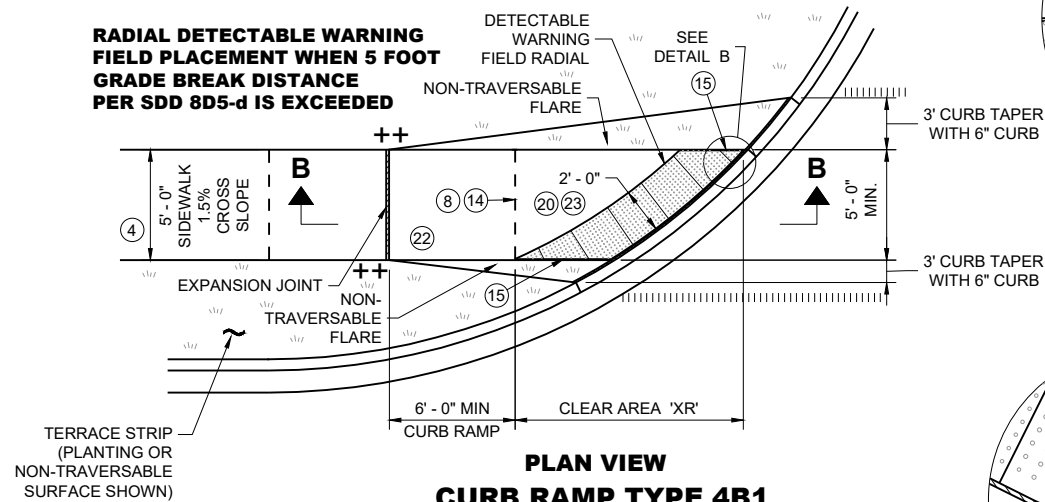


DETAIL B

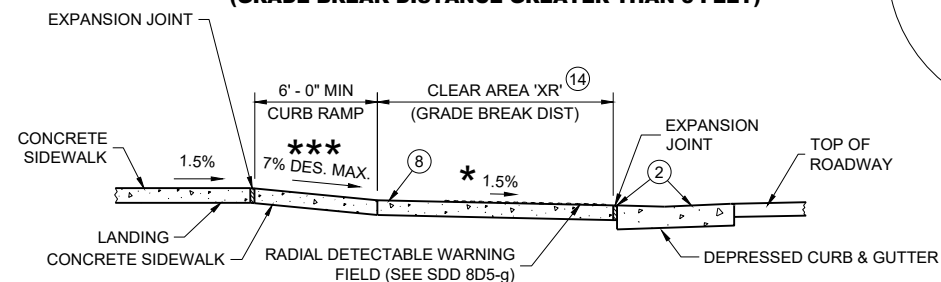


DETAIL C

**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

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.

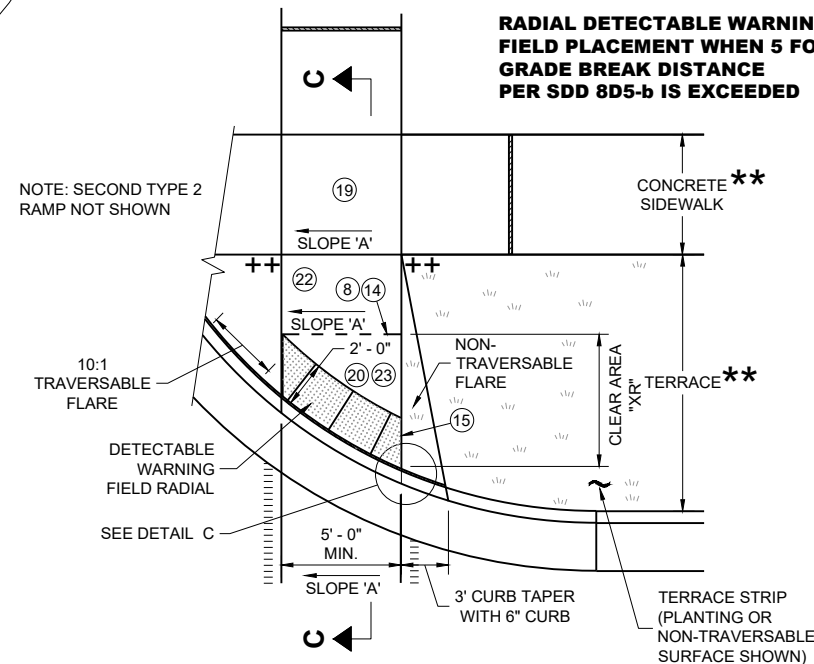
REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

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

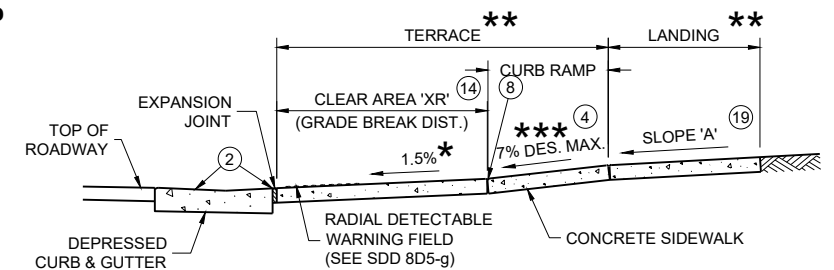
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

- ② GRADE CHANGE BETWEEN CURB RAMP 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 $\pm 0.5\%$ 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 $\frac{1}{8}$ " DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.
- ⑮ 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.
- ⑰ 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.
- ㉓ 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-b IS EXCEEDED



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



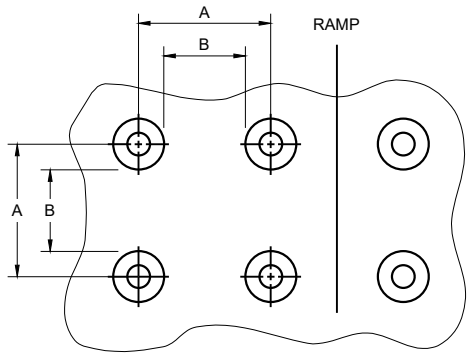
SECTION C - C FOR TYPE 2

CURB RAMPS
RADIAL DETECTABLE WARNING

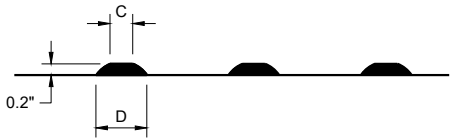
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

	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.

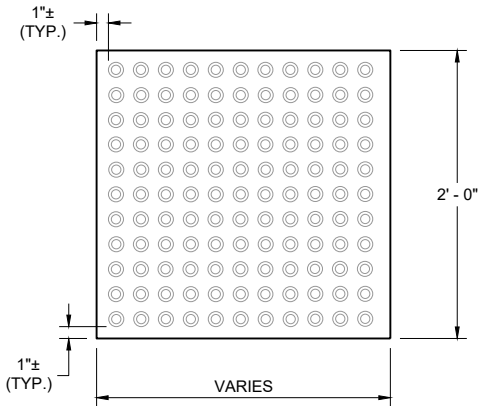


PLAN VIEW

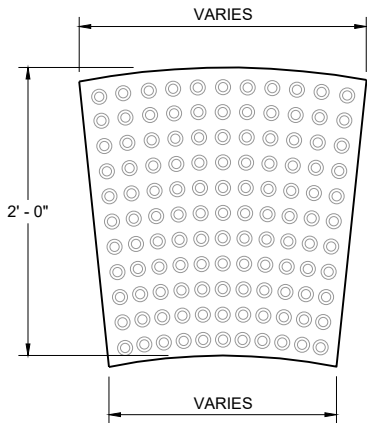


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

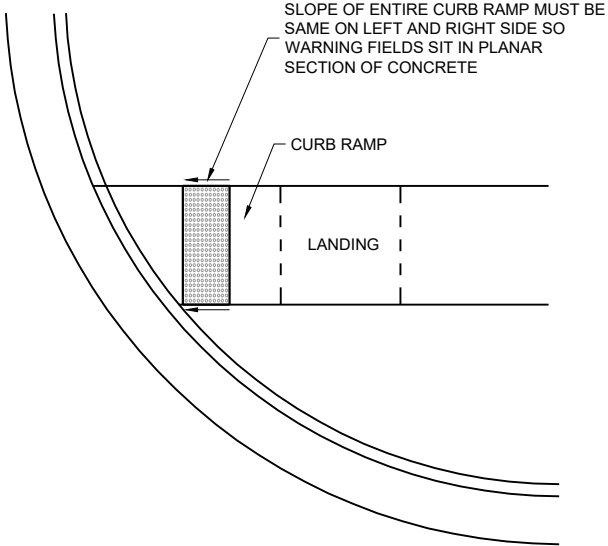


RECTANGULAR
PLATES

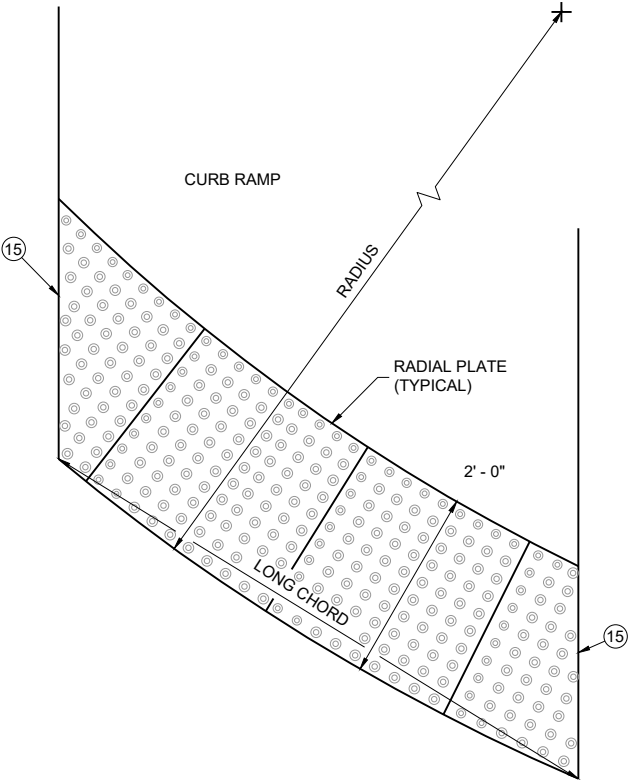


RADIAL
PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



DETECTABLE WARNING FIELD
PLANAR INSTALLATION



PLAN VIEW
RADIAL DETECTABLE
WARNING FIELD ATTRIBUTES

GENERAL NOTES

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

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

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

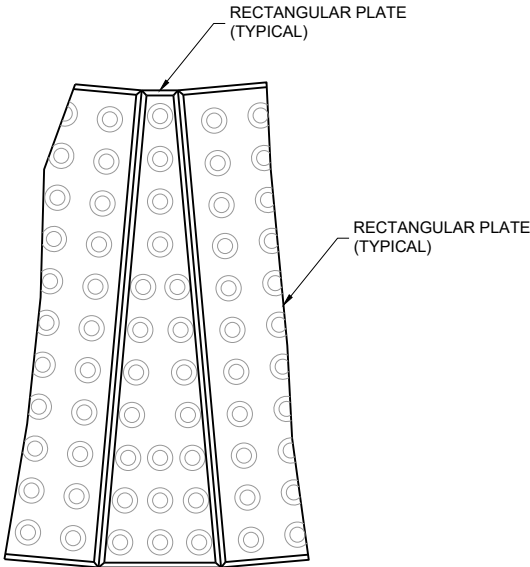
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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



PLAN VIEW
RADIAL WEDGE PLATE
CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 /S/ Rodney Taylor
DATE <position>

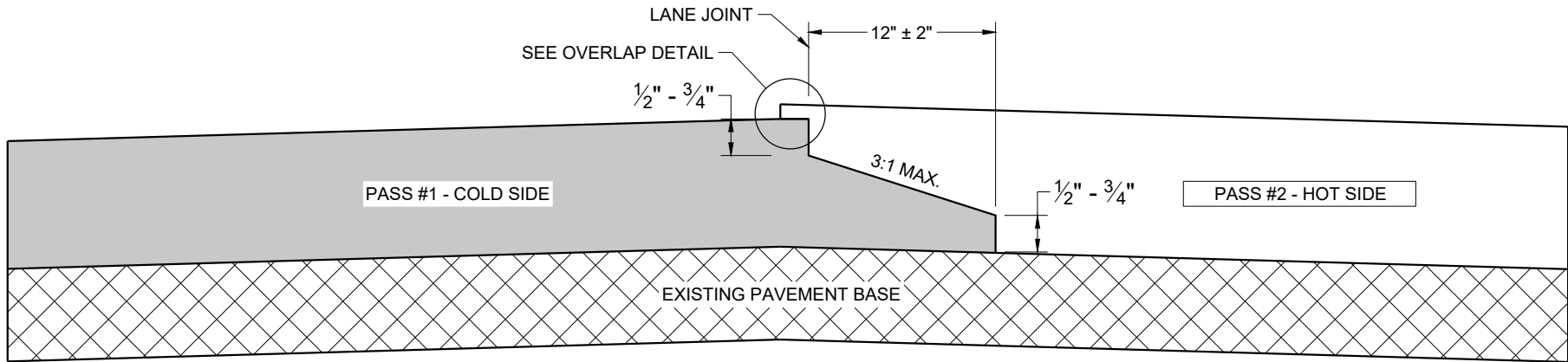
FHWA



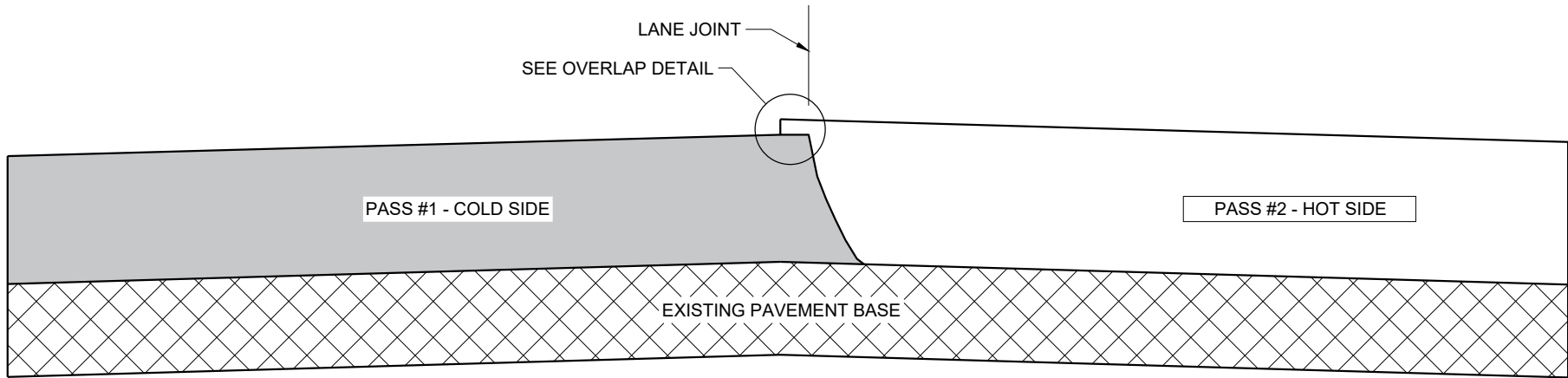
- ① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
- ② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
- ③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1½" X 1½" OF OAK OR HICKORY.
- ④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
- ⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



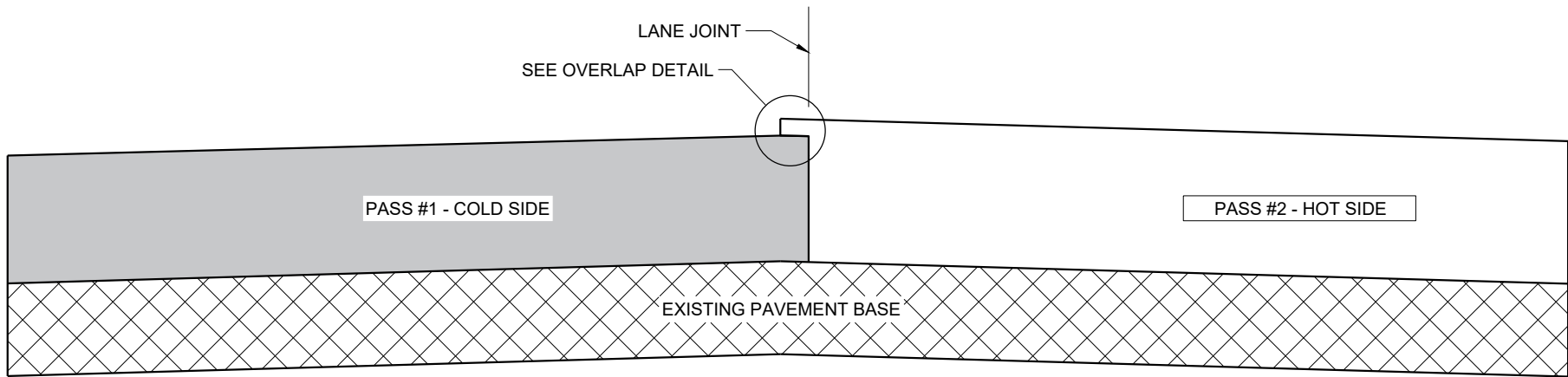
SILT FENCE
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED <u>4-29-05</u> DATE <u>/s/ Beth Cannata</u> CHIEF ROADWAY DEVELOP <u>58</u> INCHES FHWA



**TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT**



**TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT**



**TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)**

GENERAL NOTES

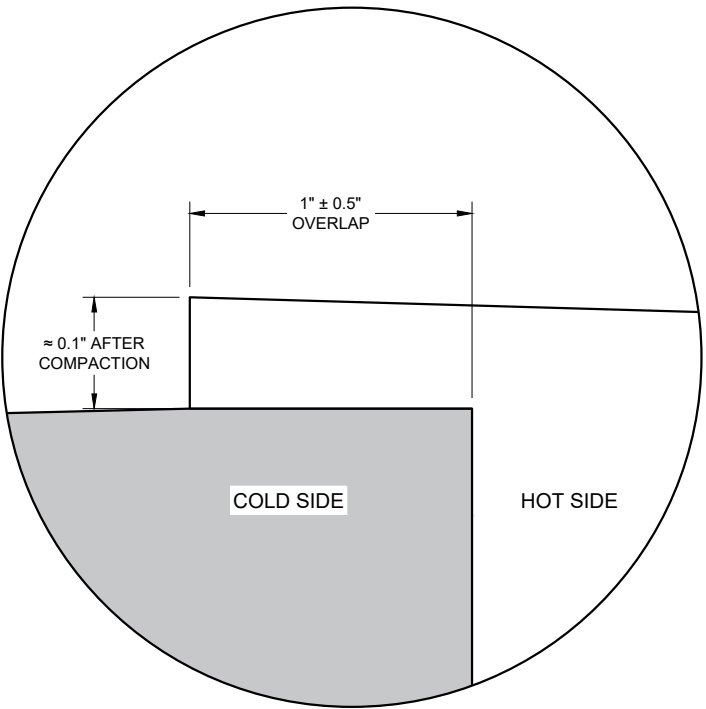
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



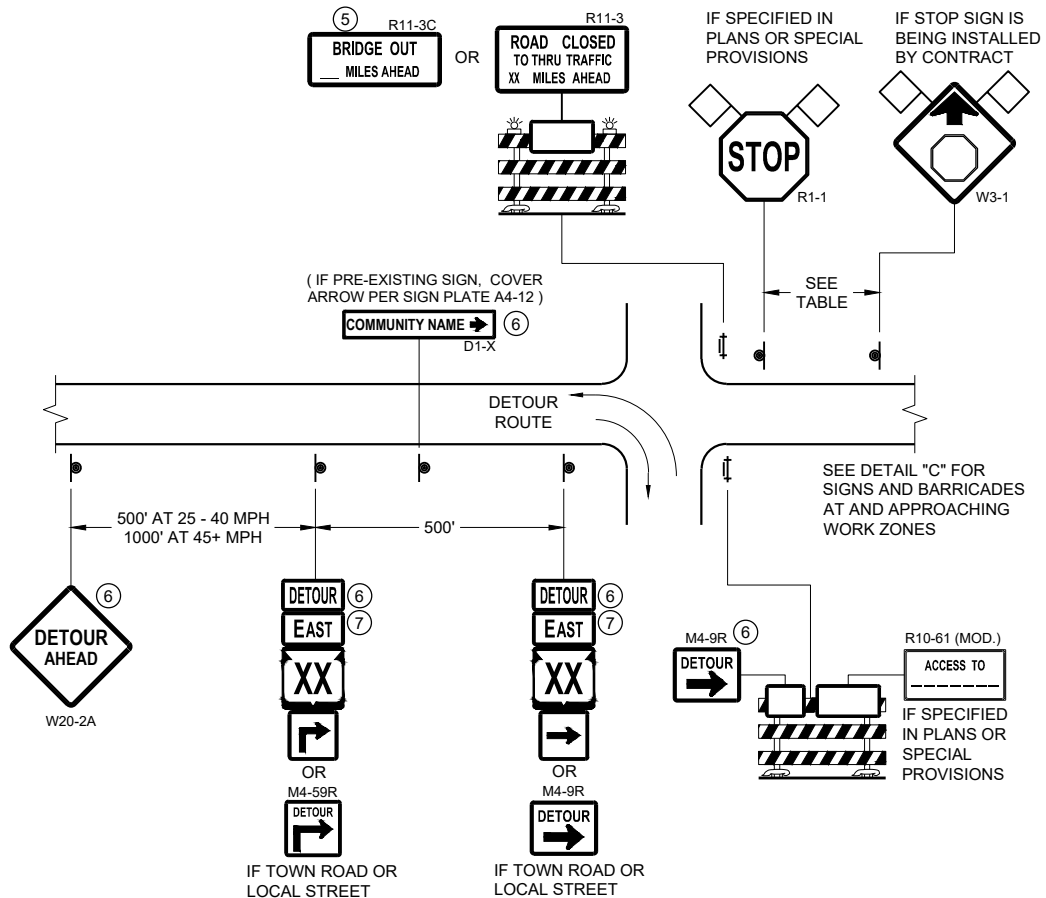
OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS

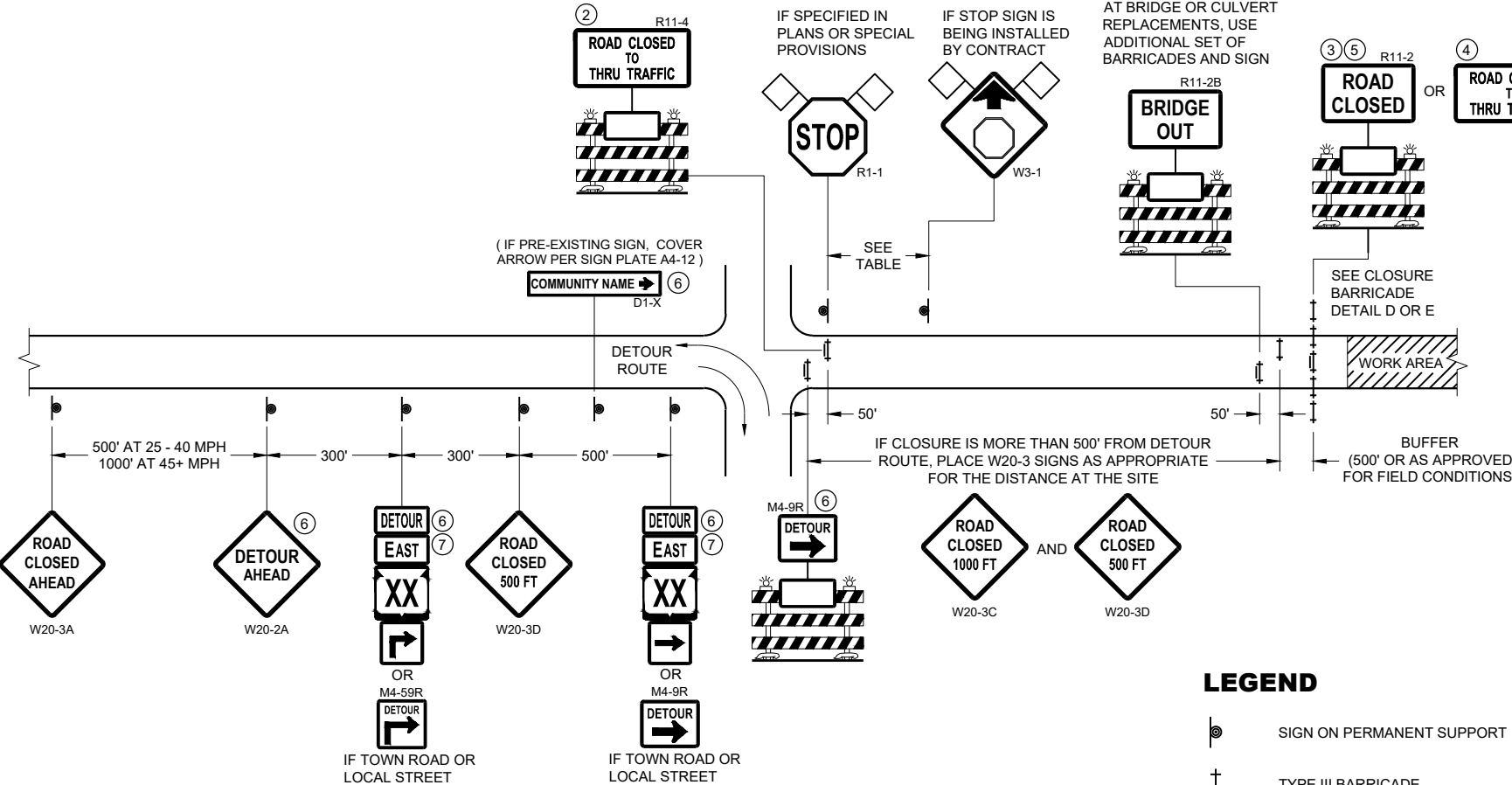
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGIN 60

FHWA



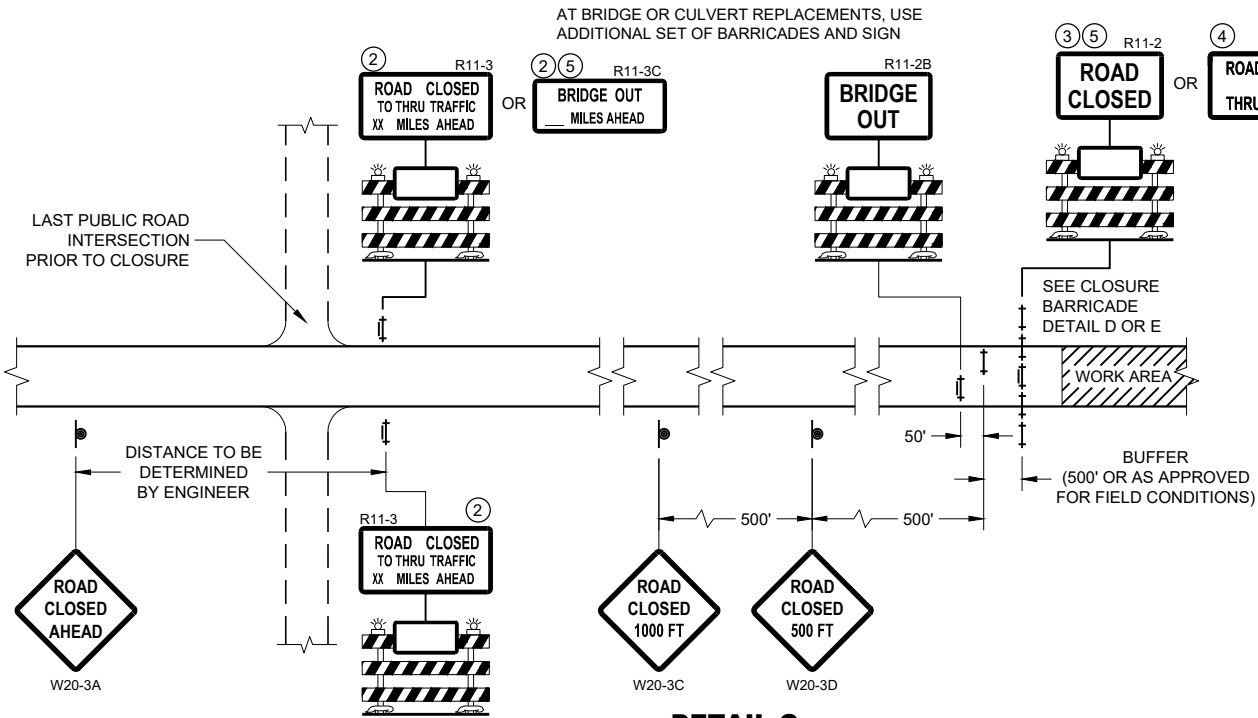
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)



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

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

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

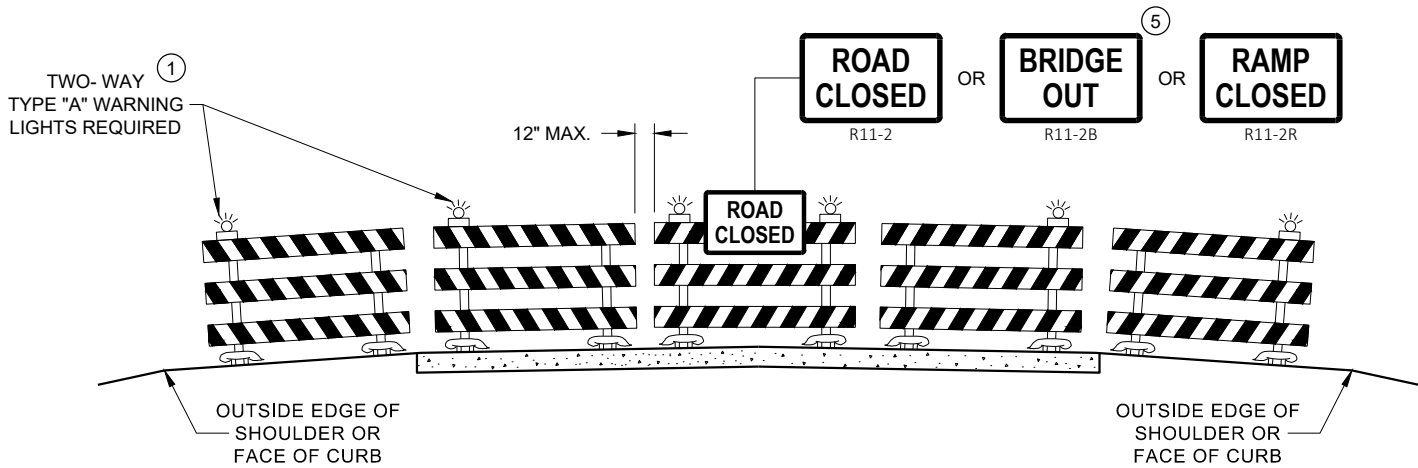


DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

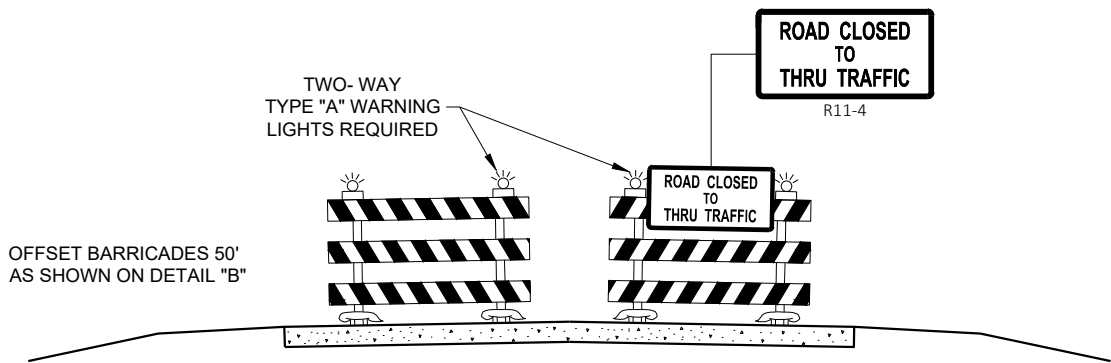
**BARRICADES AND SIGNS
FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 61
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DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

"WO" AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:

- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

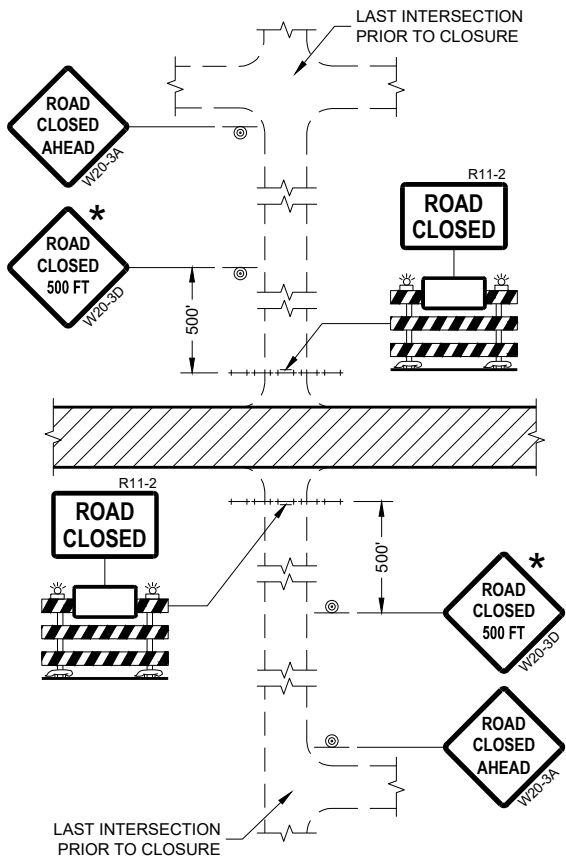
- 1 TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING).
- 2 THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.
- 3 FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".
- 4 FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".
- 5 FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.
- 6 INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.
- 7 "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS
FOR
VARIOUS CLOSURES

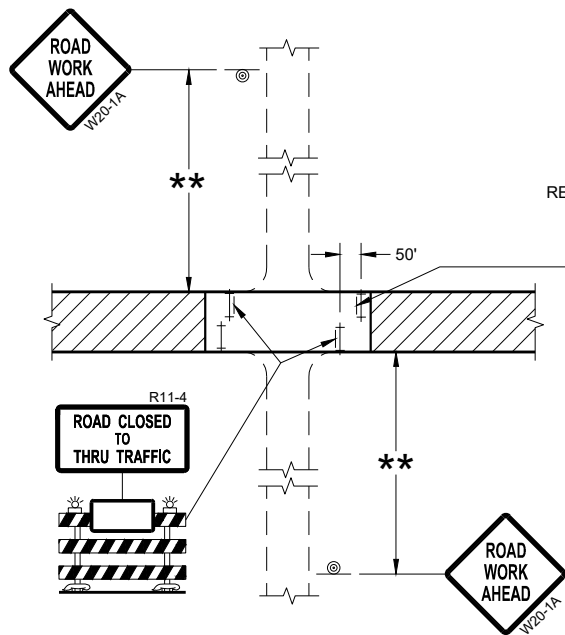
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 62

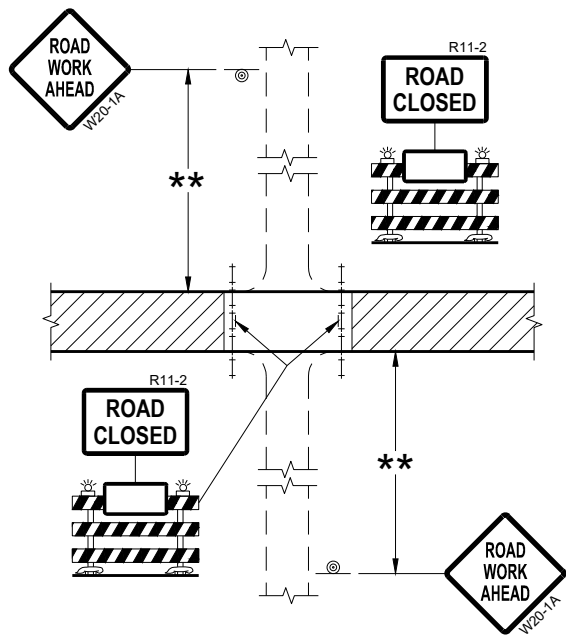
FHWA



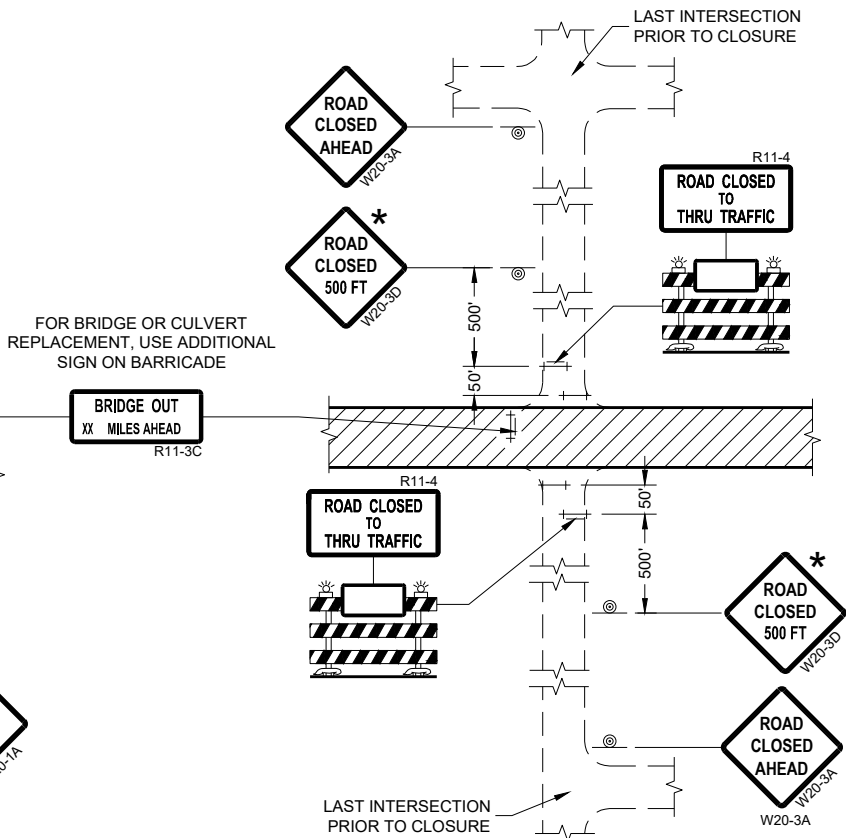
DETAIL 1
(NO ACCESS TO PROJECT)



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



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



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 63

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GENERAL NOTES

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

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

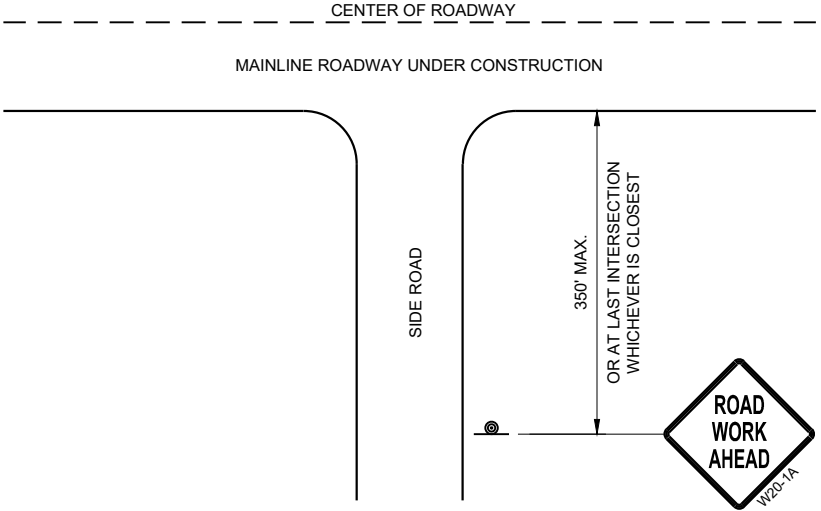
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

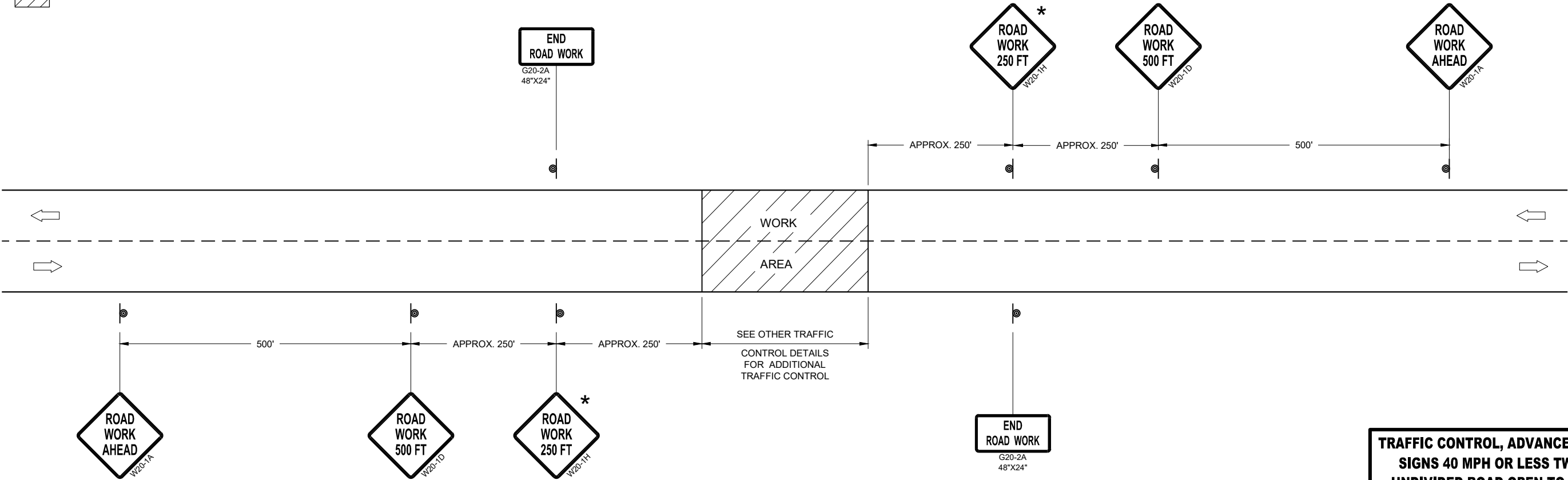
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

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



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL



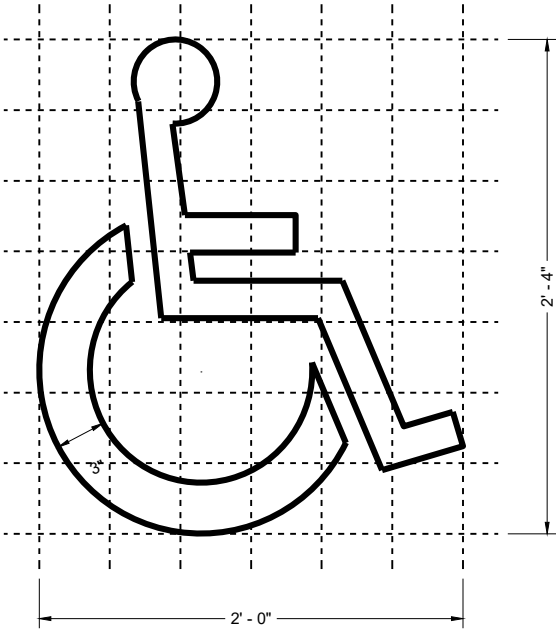
TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

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

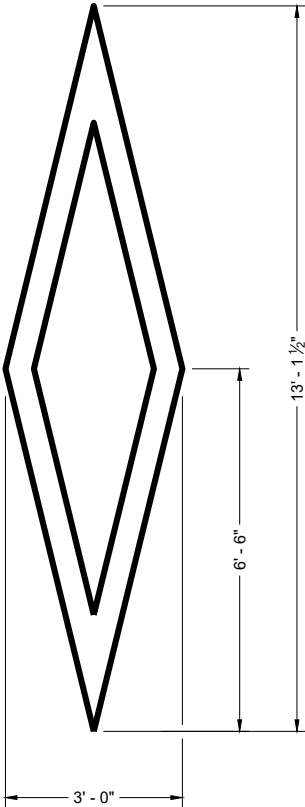
STATE OF WISCONSIN
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HANDICAP SYMBOL

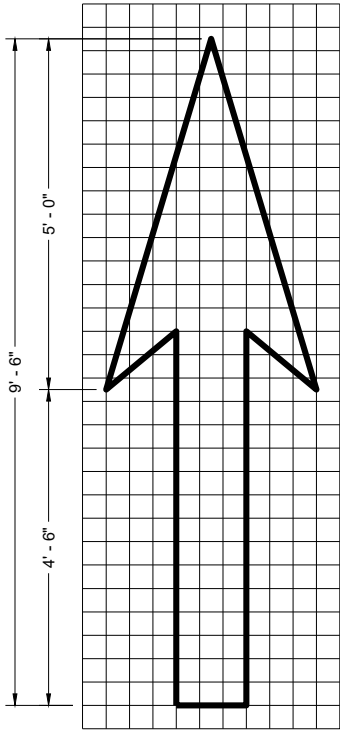


PREFERENTIAL
LANE SYMBOL

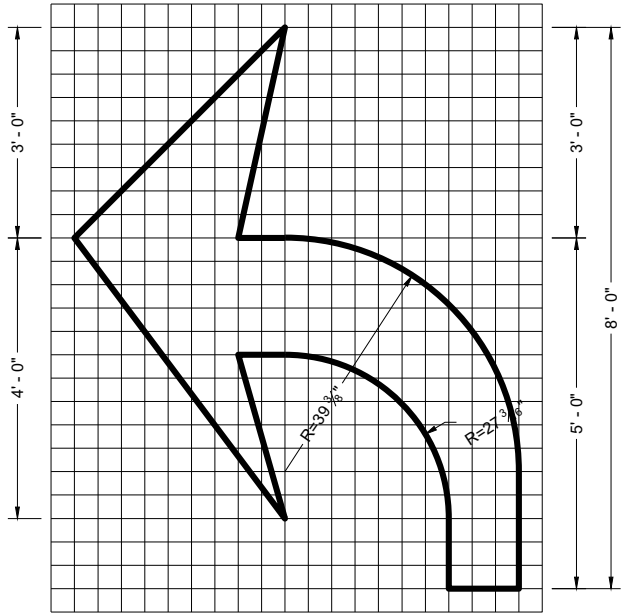
GENERAL NOTES

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

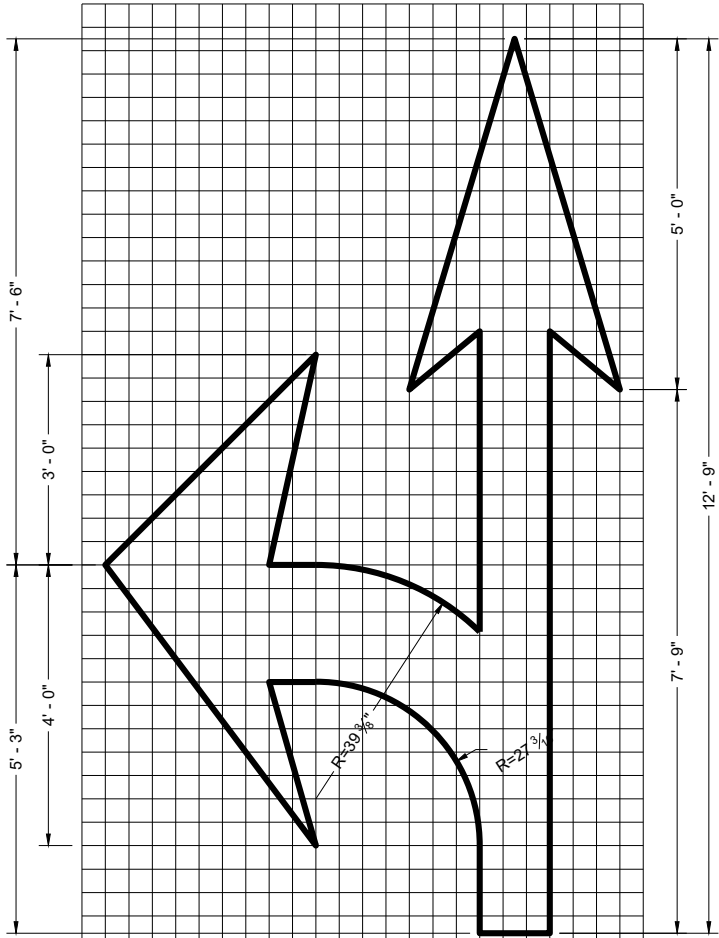
PAVEMENT MARKING SYMBOLS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2024 DATE	/S/ Jeannie Silver STATE SIGNING AND MARKING ENGINEER
FHWA	



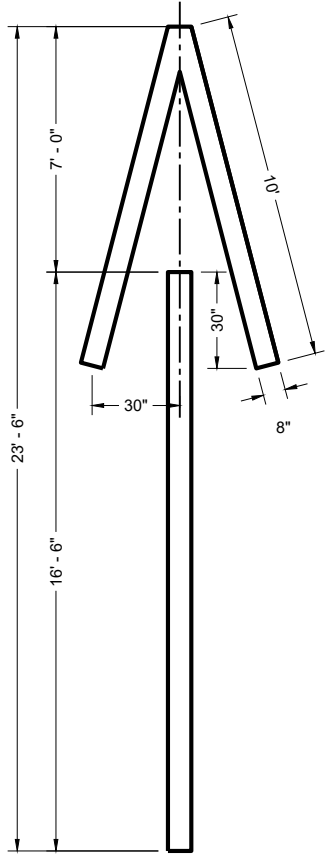
TYPE 1



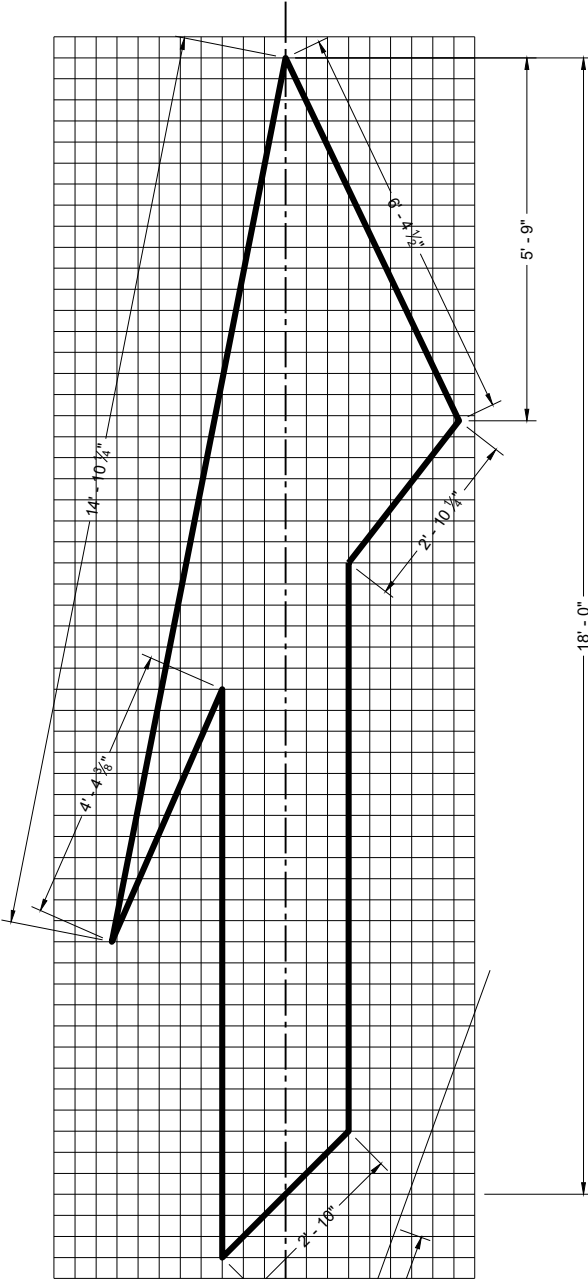
TYPE 2



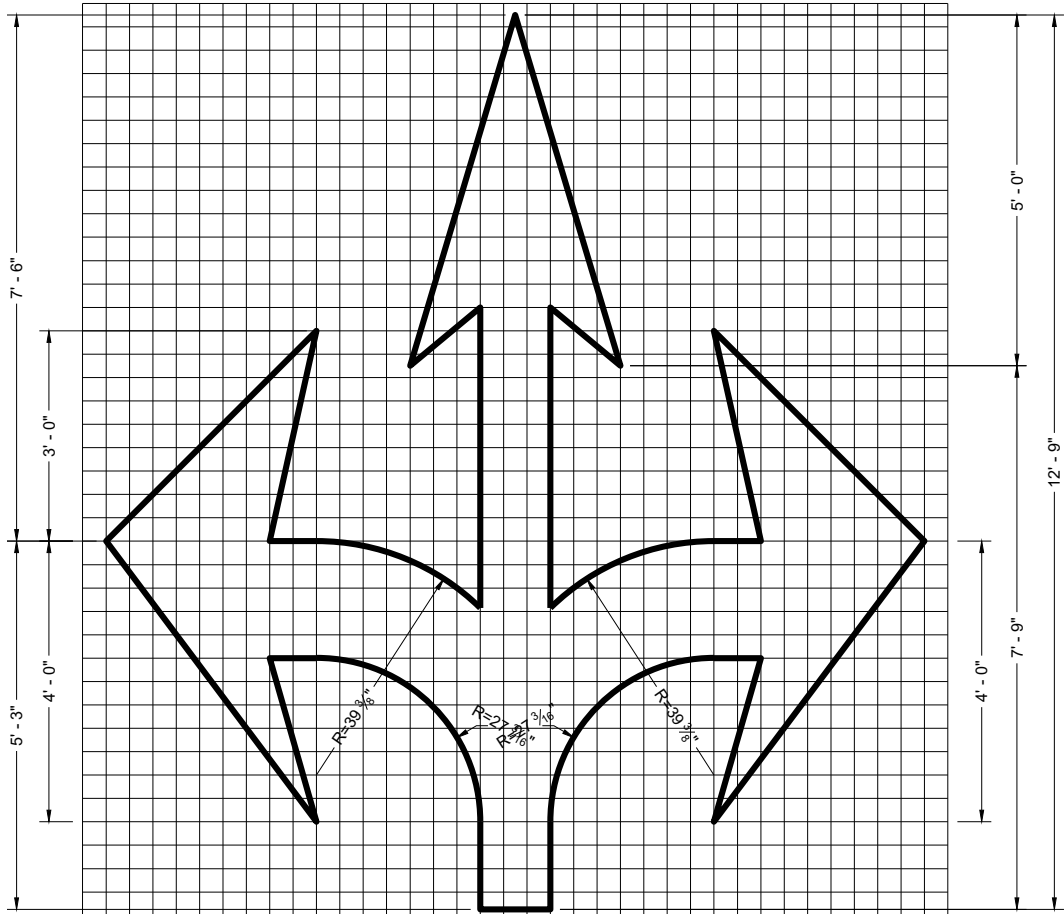
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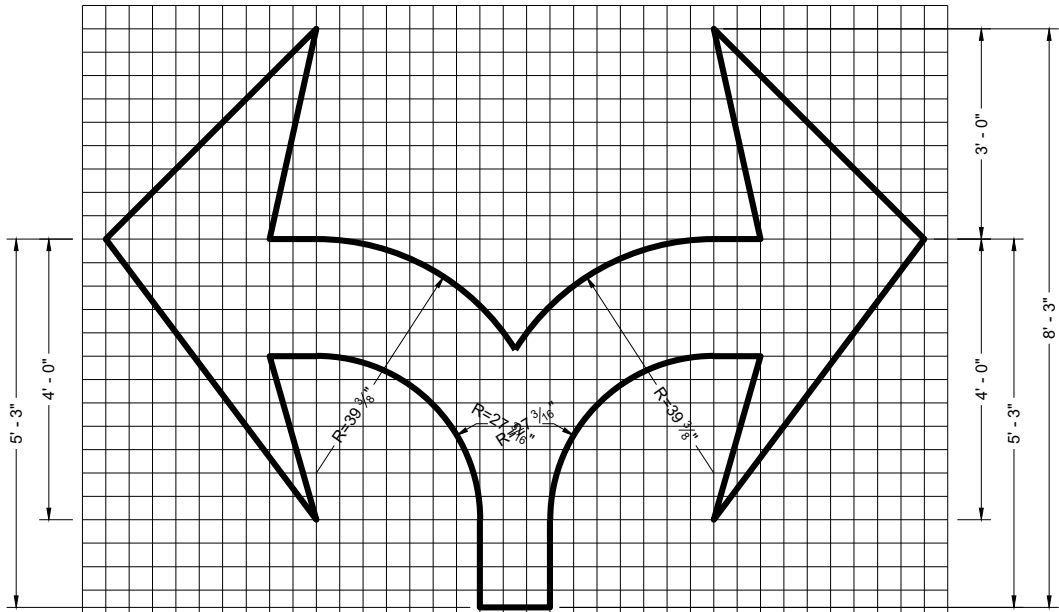
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

GENERAL NOTES

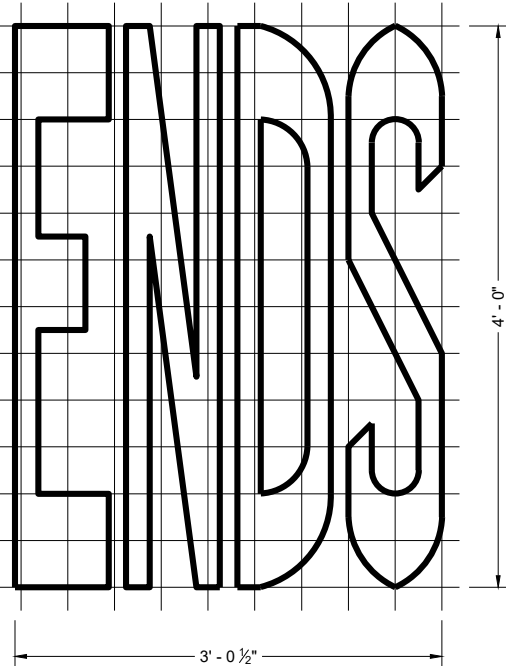
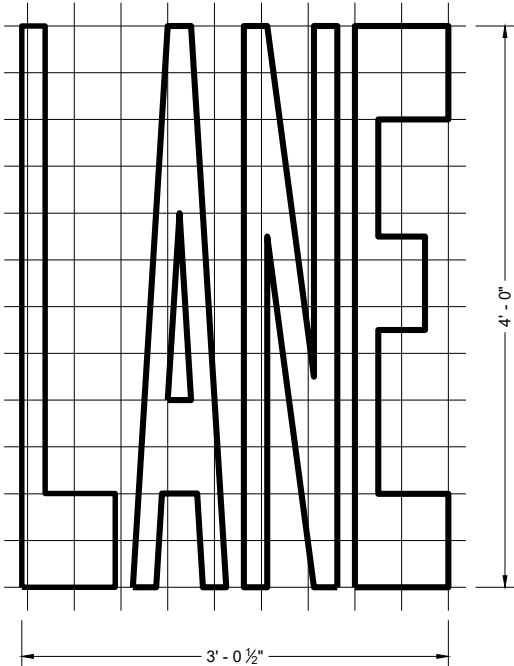
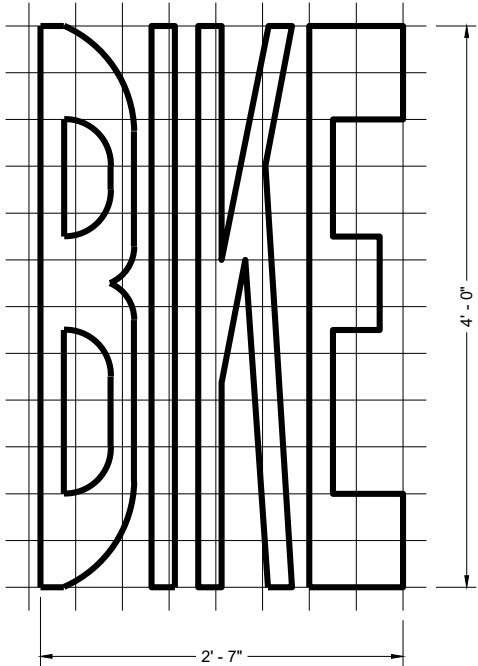
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

PAVEMENT MARKING ARROWS

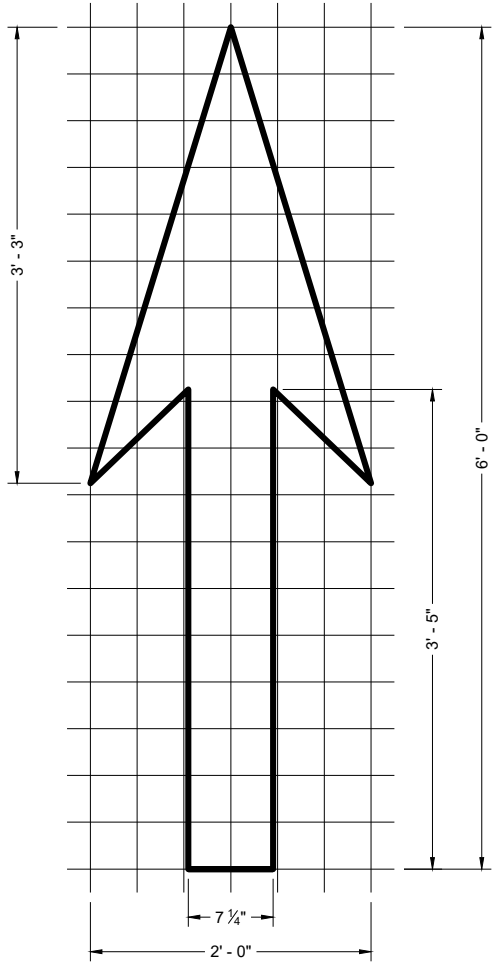
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 /S/ Jeannie Silver
DATE STATE SIGNING AND MARKING ENGINEER

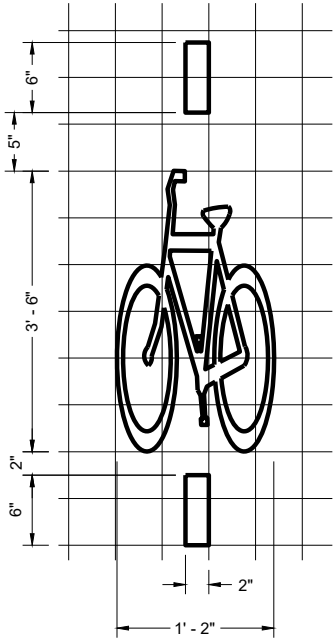
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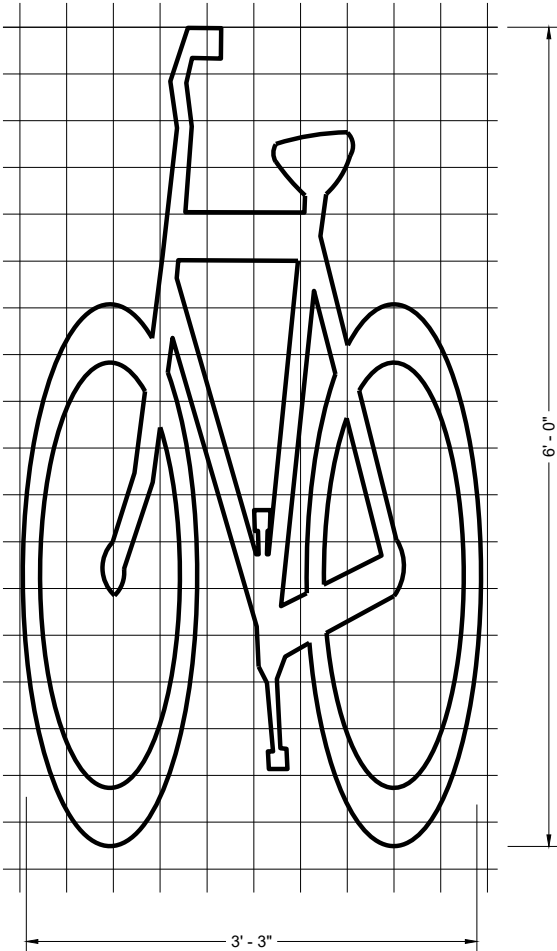
BIKE LANE WORDS



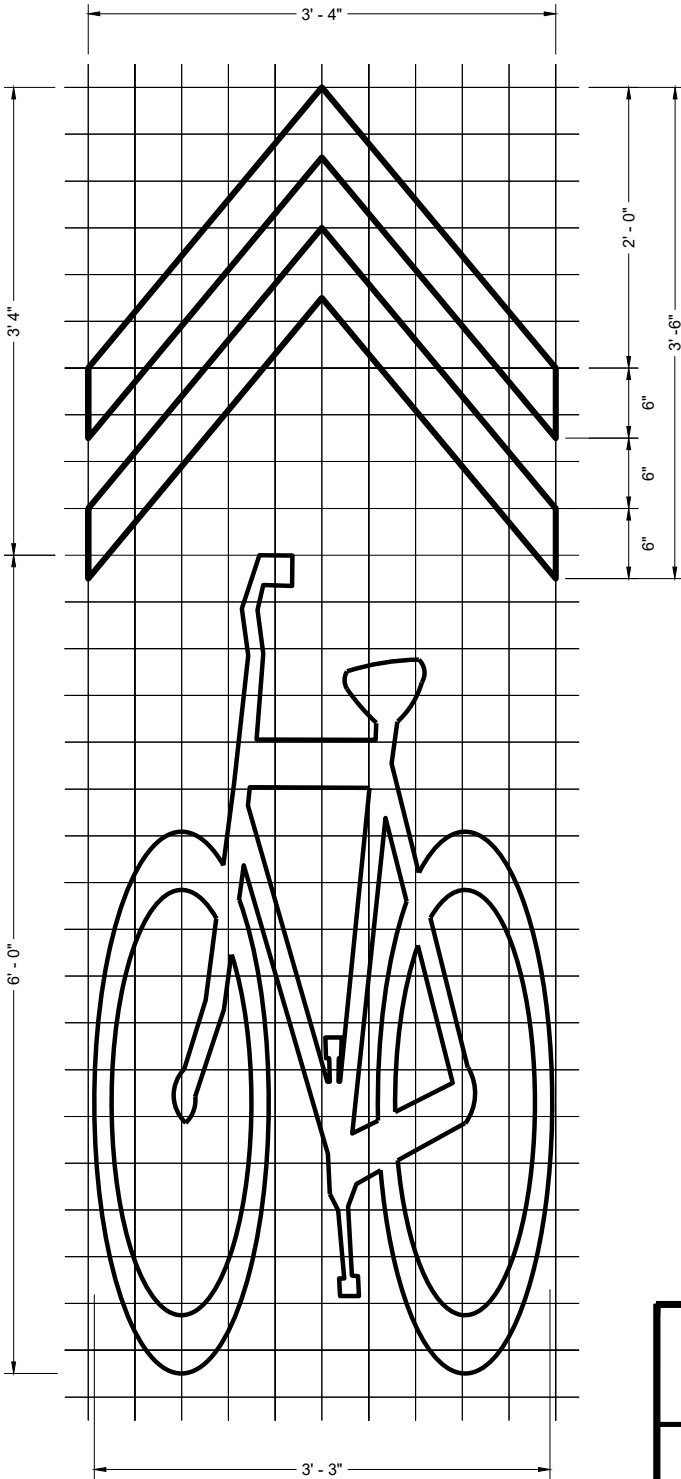
BIKE LANE ARROW



BICYCLE DETECTOR PAVEMENT MARKING



BIKE LANE SYMBOL

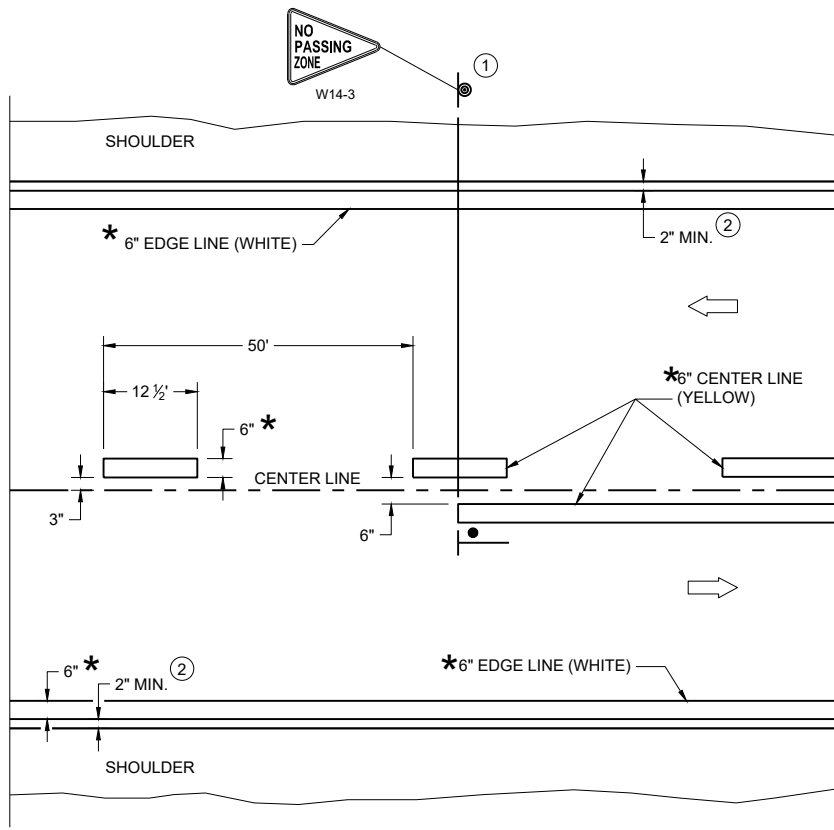


BIKE LANE SYMBOL FOR SHARED LANE

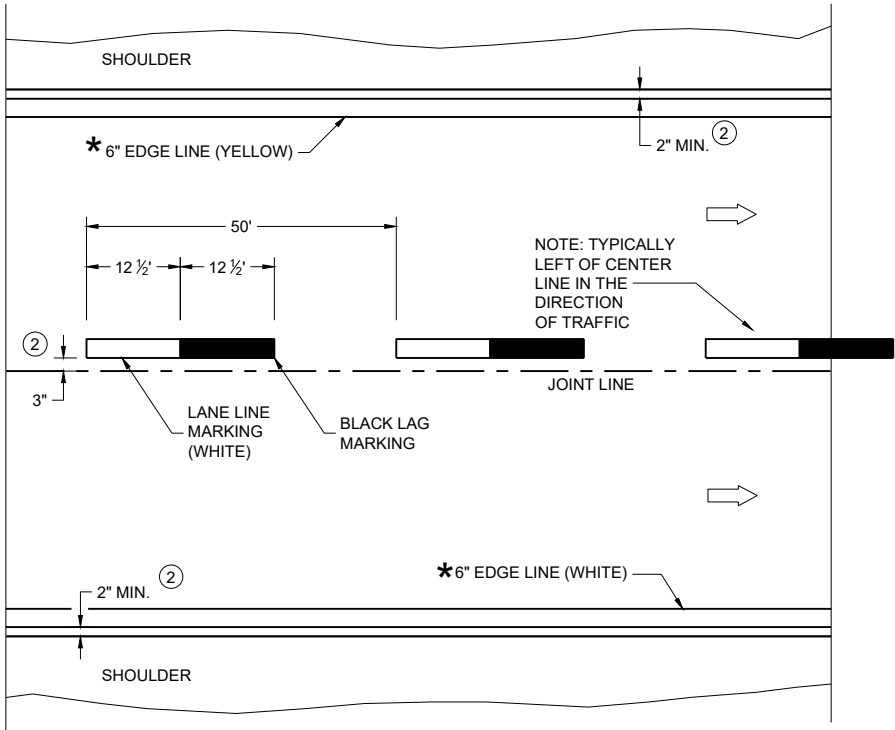
GENERAL NOTES

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

PAVEMENT MARKING FOR BIKE LANES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2024 DATE	/S/ Jeannie Silver STATE SIGNING AND MARKING ENGINEER
FHWA	



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

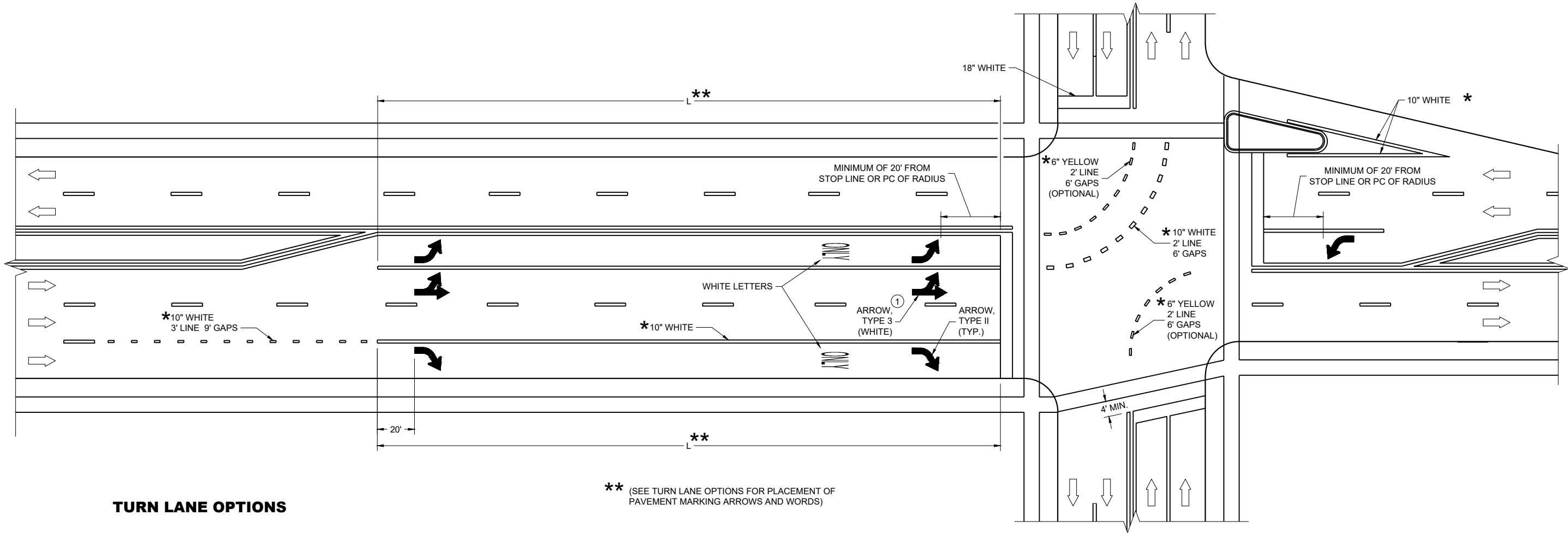
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

- ① LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
- ② MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

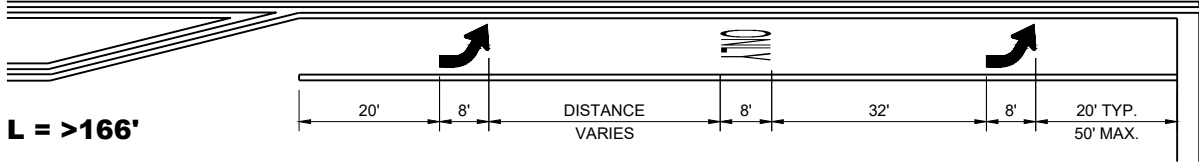
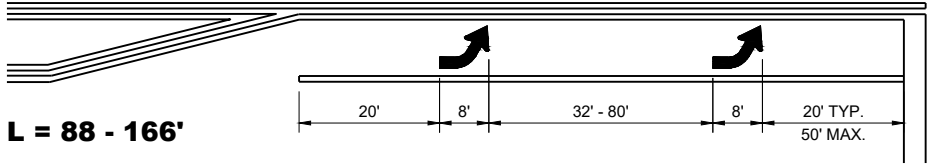
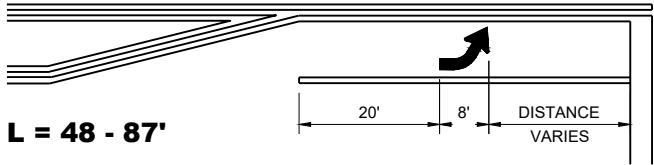
- "T" MARKING
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC

PERMANENT LONGITUDINAL PAVEMENT MARKINGS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED December 2024 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer
FHWA	68



TURN LANE OPTIONS

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



GENERAL NOTES

① QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

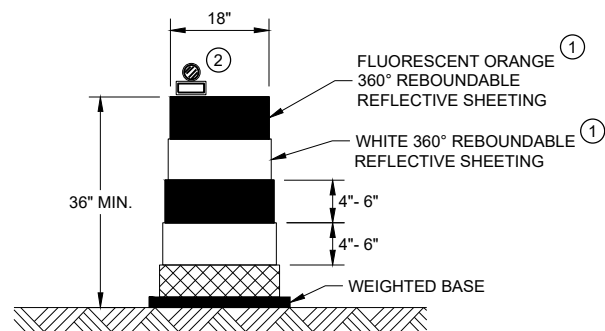
➡ DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

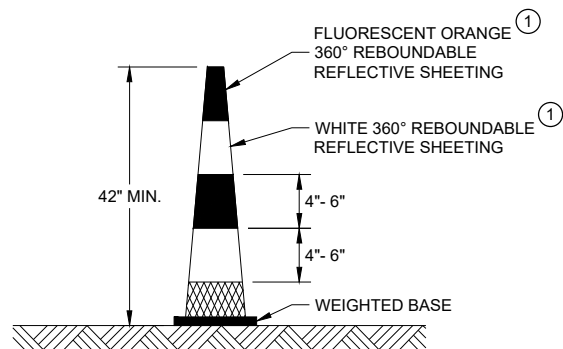
PAVEMENT MARKING
(TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



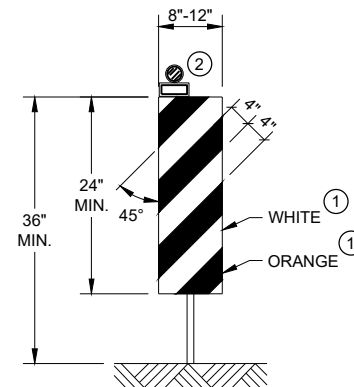
DRUM

BALLAST WIDTHS
RANGE FROM 24"-36"



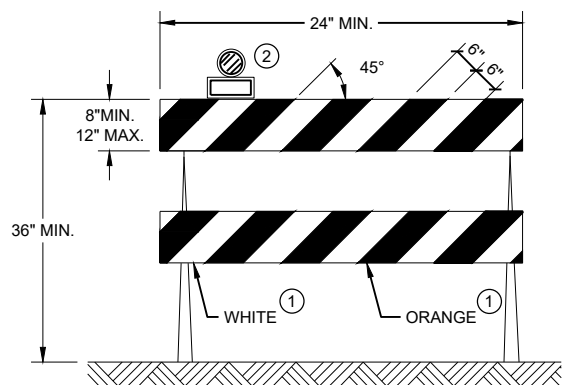
42" CONE

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



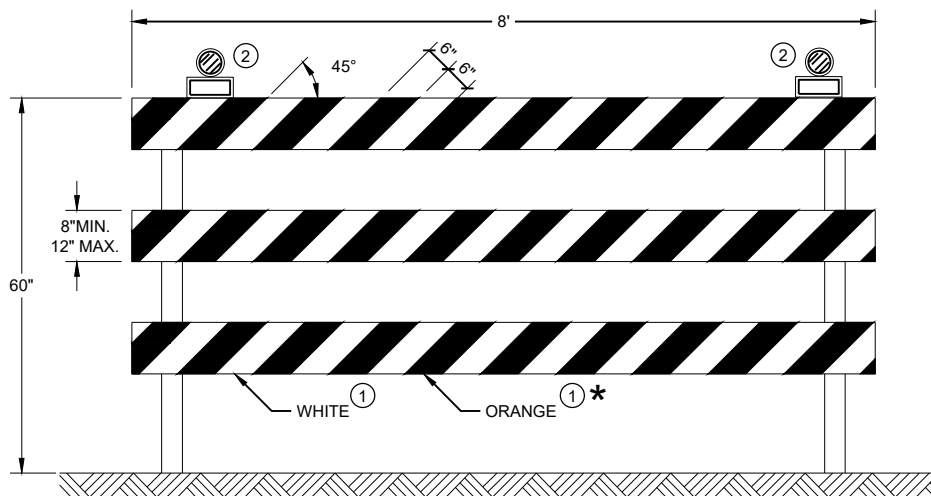
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

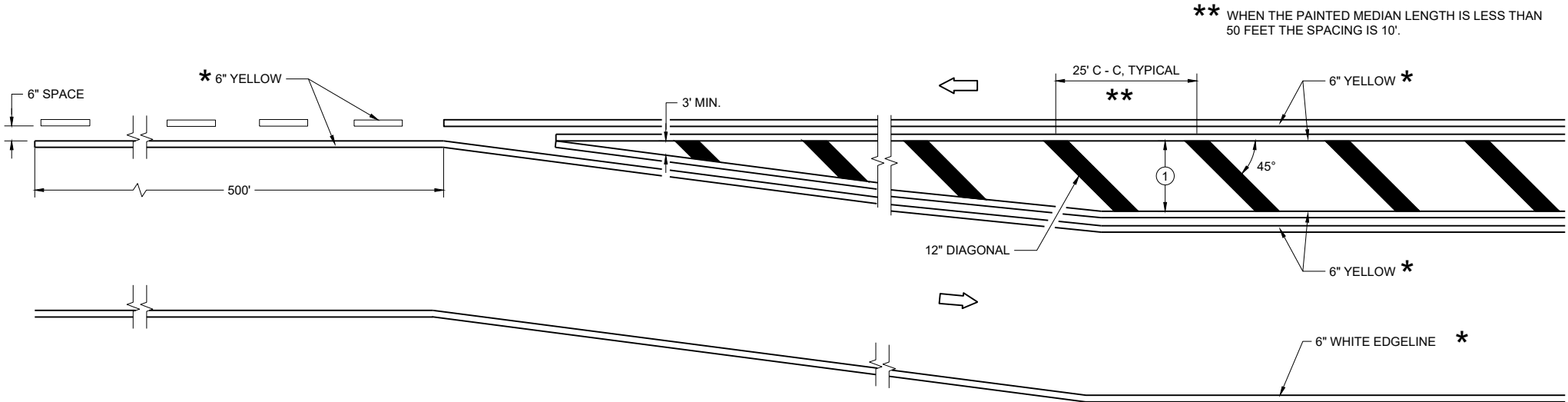
IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

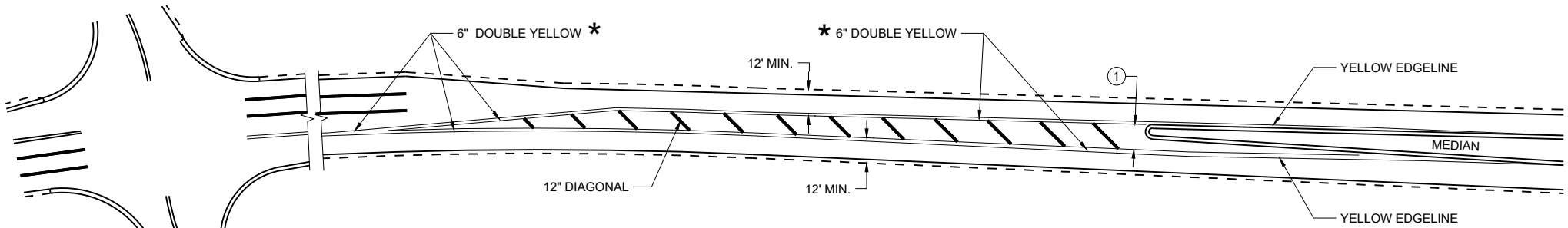
GENERAL NOTES

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

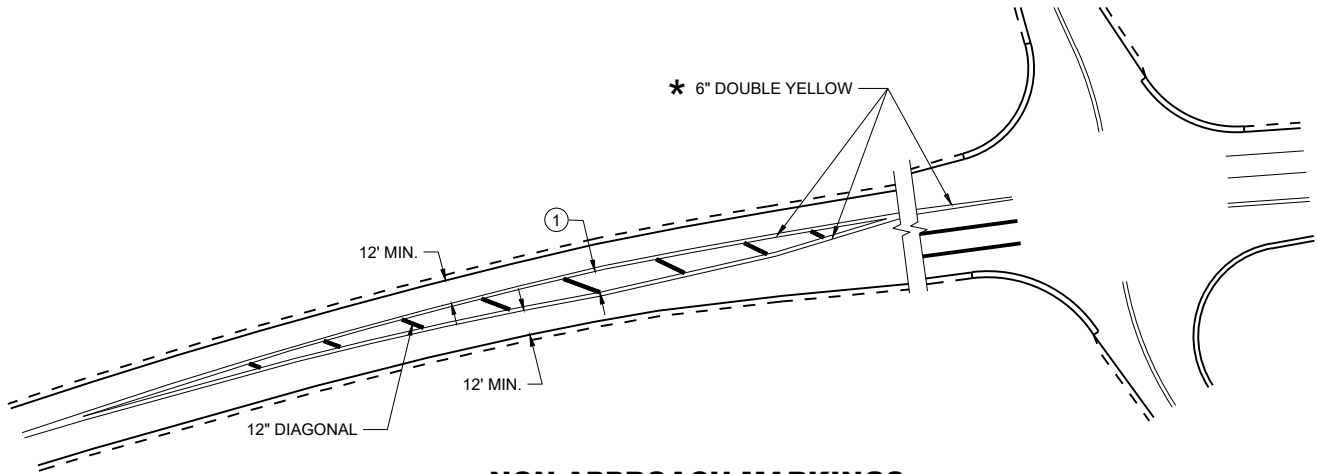
CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2022 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER 70
FHWA	



MEDIAN ISLAND DETAIL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

GENERAL NOTES

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

➡ DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

MEDIAN ISLAND
PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



GENERAL NOTES

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

DIRECTION OF TRAVEL

BIKE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

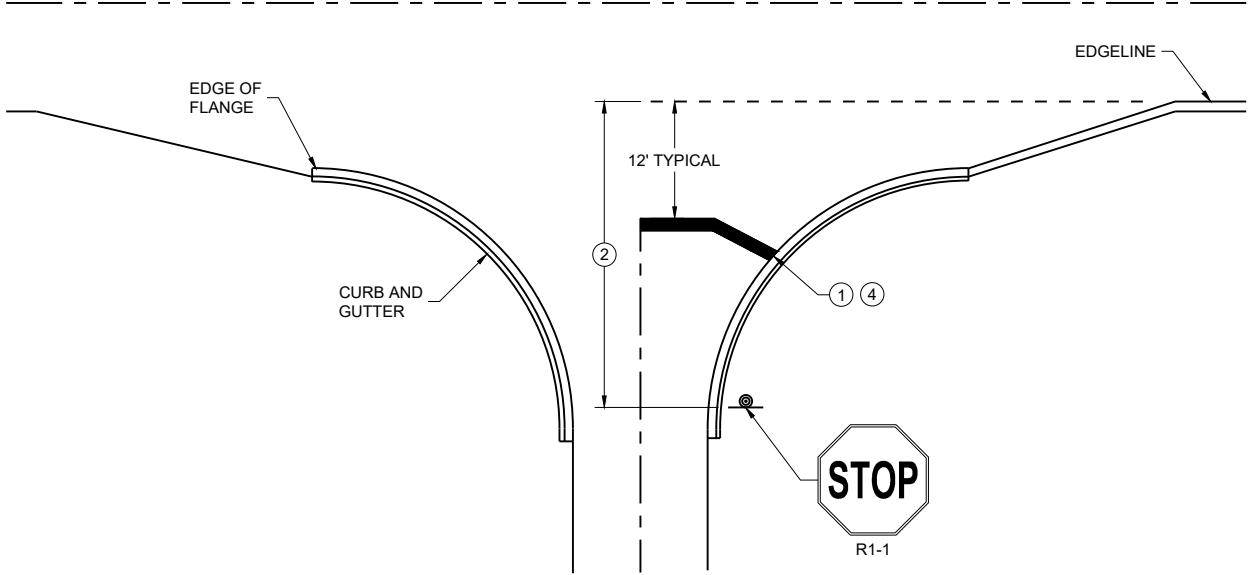
May 2023

DATE _____

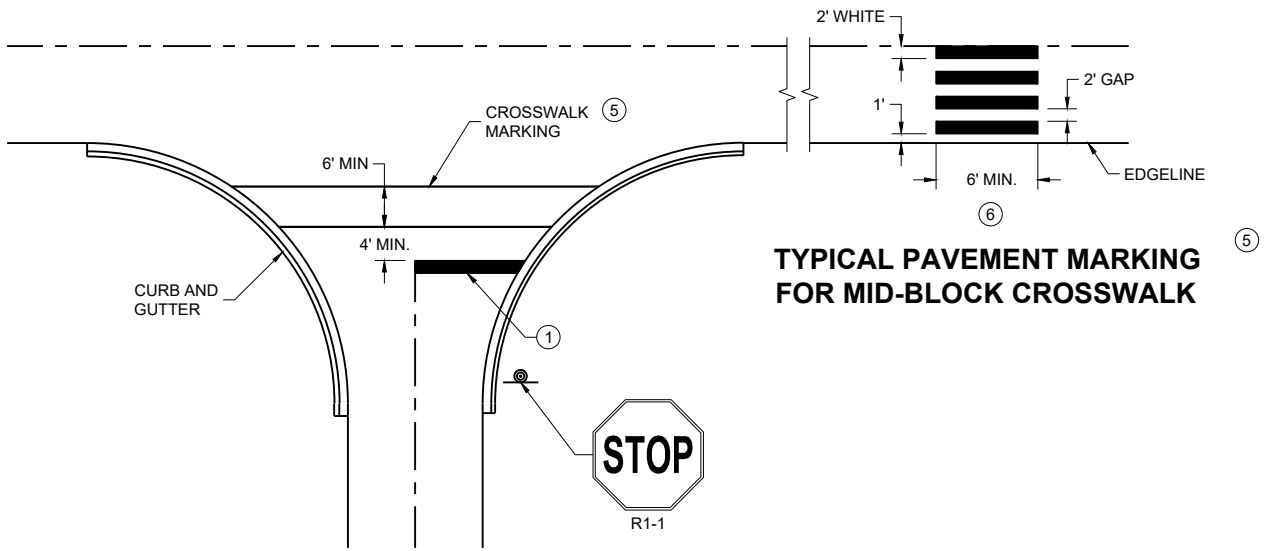
S/ Matthew Rauch
E SIGNING AND MAF 72

72

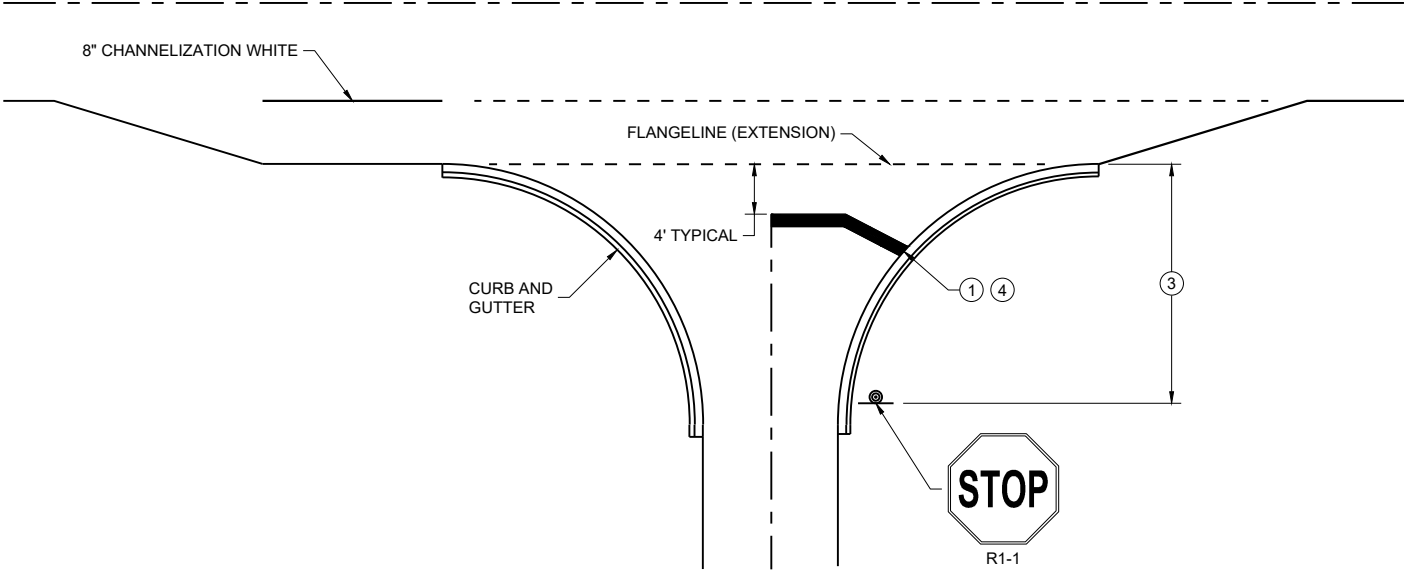
FHWA



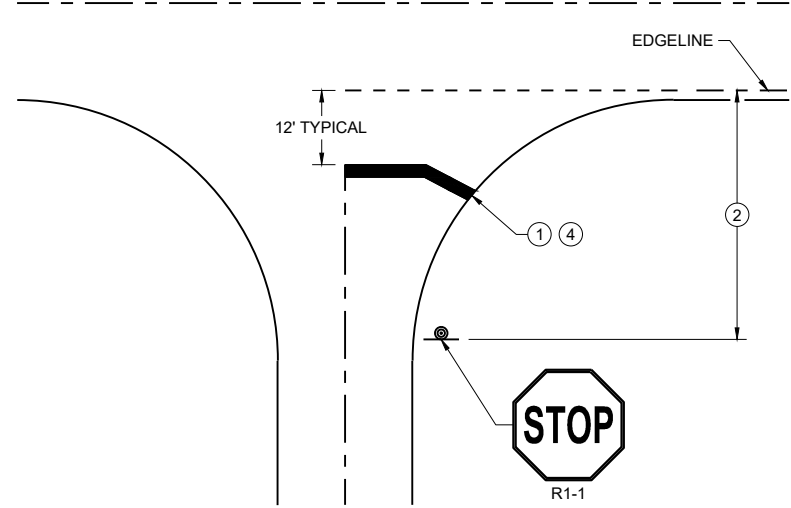
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH CROSSWALK MARKING



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



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

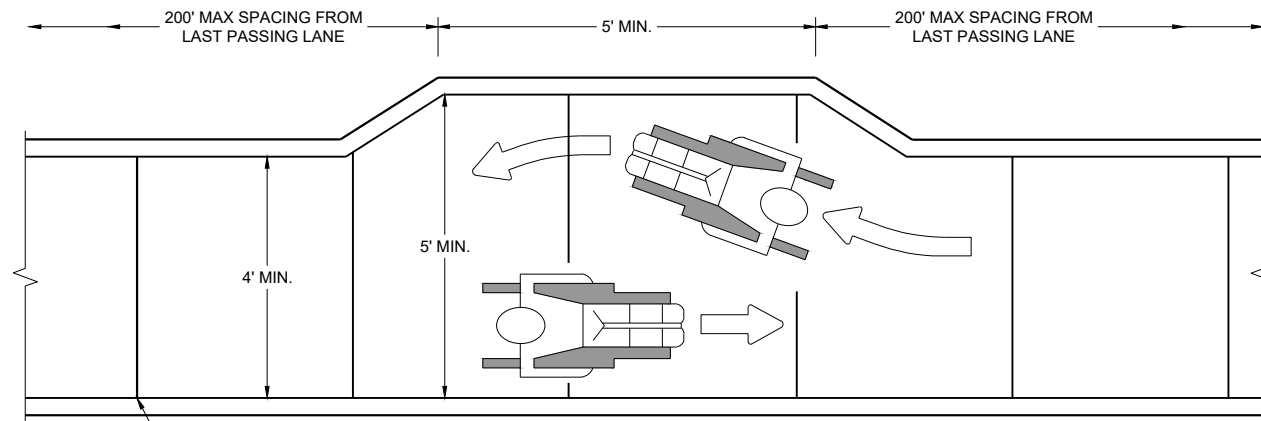
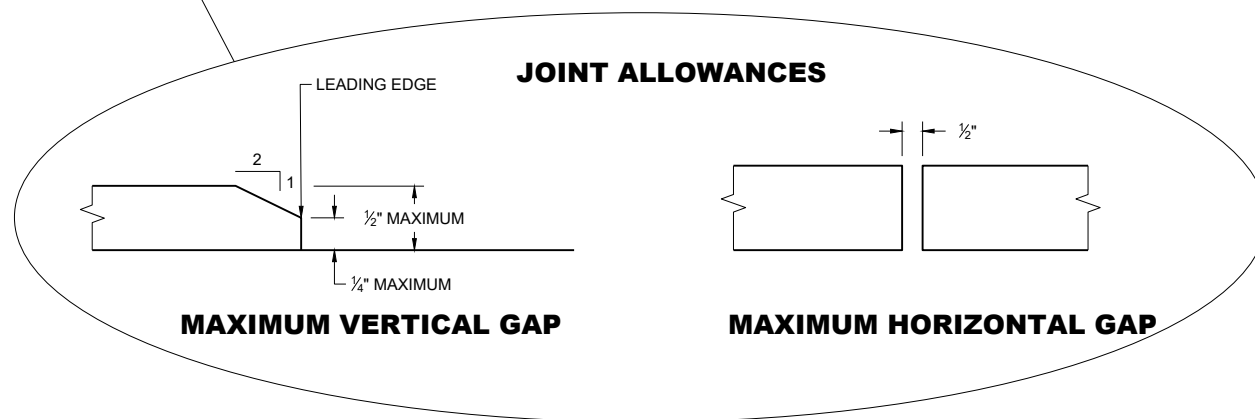
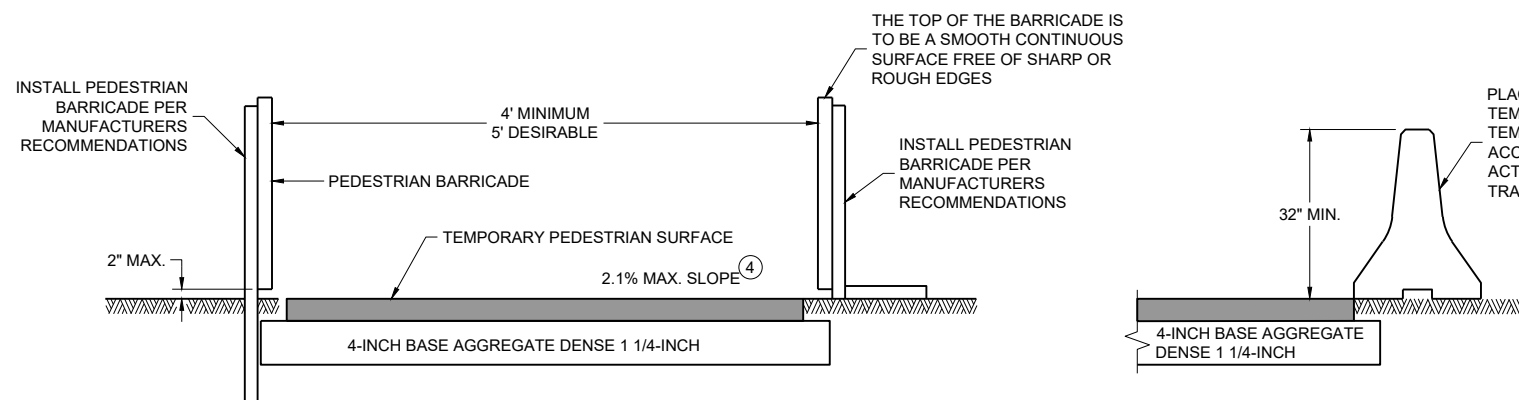
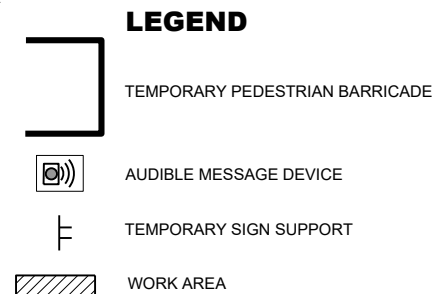
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGE LINE 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 EDGE LINE.
- 3 NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE EXTENSION.
- 4 MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
- 5 LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES.
- 6 POSTED SPEED LIMITS OF 40 MPH OR GREATER USE A MINIMUM WIDTH OF 8' FOR MIDBLOCK CROSSWALKS

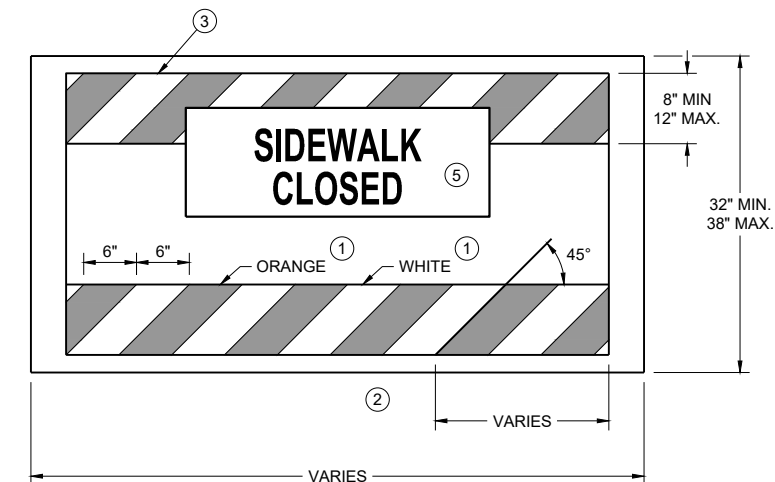
STOP LINE AND CROSSWALK PAVEMENT MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED March 2024 DATE	/S/ Matthew Rauch STATE SIGNING AND MARKING ENGINEER

FHWA

**NARROW SIDEWALK PASSING DETAIL****MAXIMUM VERTICAL GAP****MAXIMUM HORIZONTAL GAP****TEMPORARY PEDESTRIAN ACCESS****GENERAL NOTES**

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- ② SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
- ③ PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.
- ★ USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.
- ④ WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.
- 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.

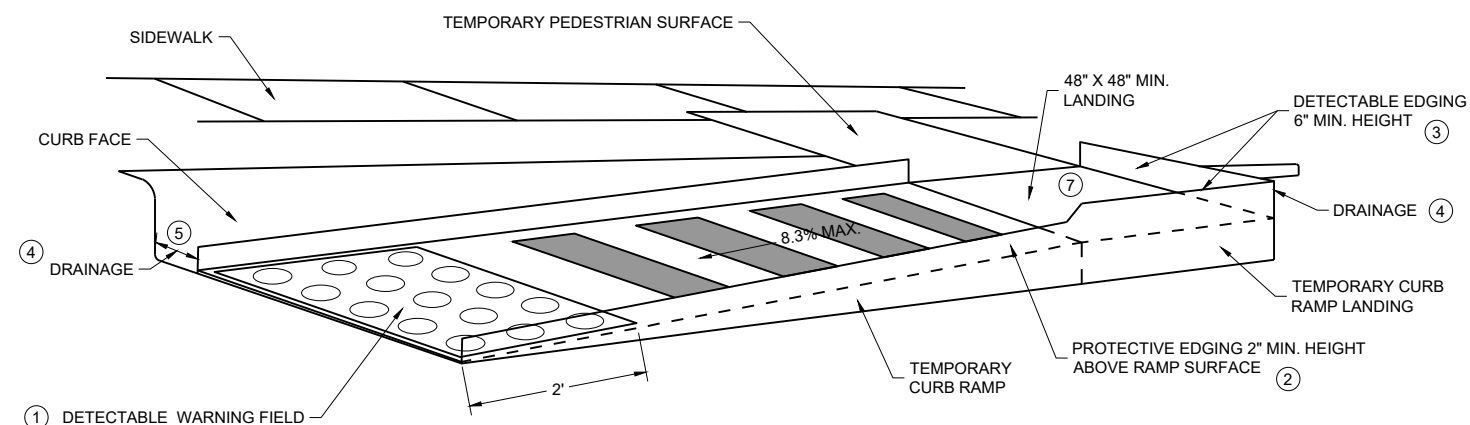
**TEMPORARY PEDESTRIAN BARRICADE *****TEMPORARY PEDESTRIAN FLAGGING**

**TRAFFIC CONTROL,
PEDESTRIAN
ACCOMMODATION**

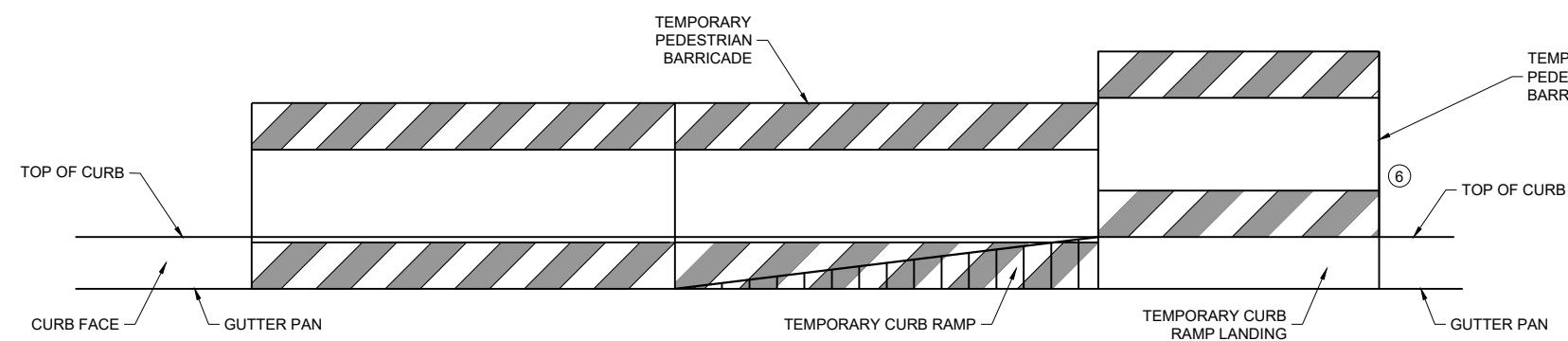
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

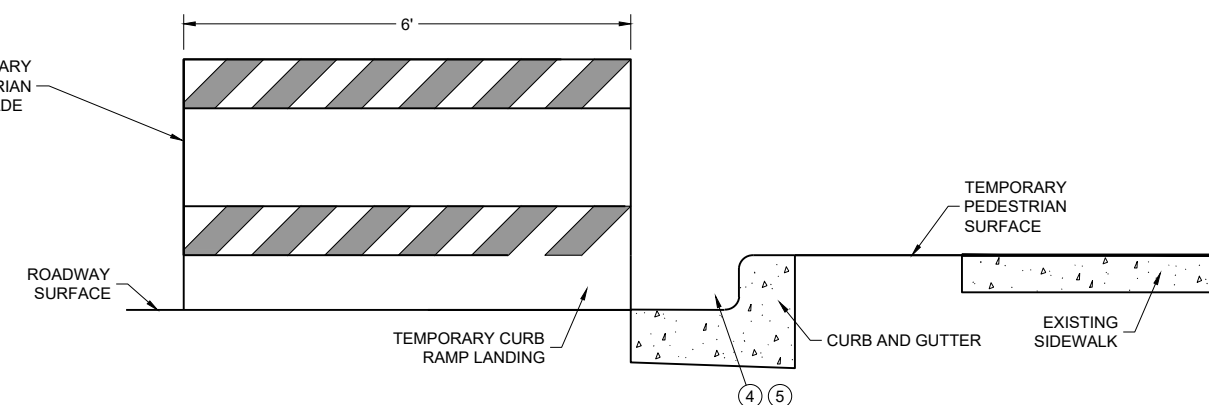
- ① INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.
- ② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
- ③ DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
- ④ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
- ⑤ ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.
- ⑥ IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.
- ⑦ LANDING TO BE SLOPED A MAXIMUM OF 2.1% IN ALL DIRECTIONS OF PEDESTRIAN TRAVEL.



PERSPECTIVE VIEW



FRONT VIEW

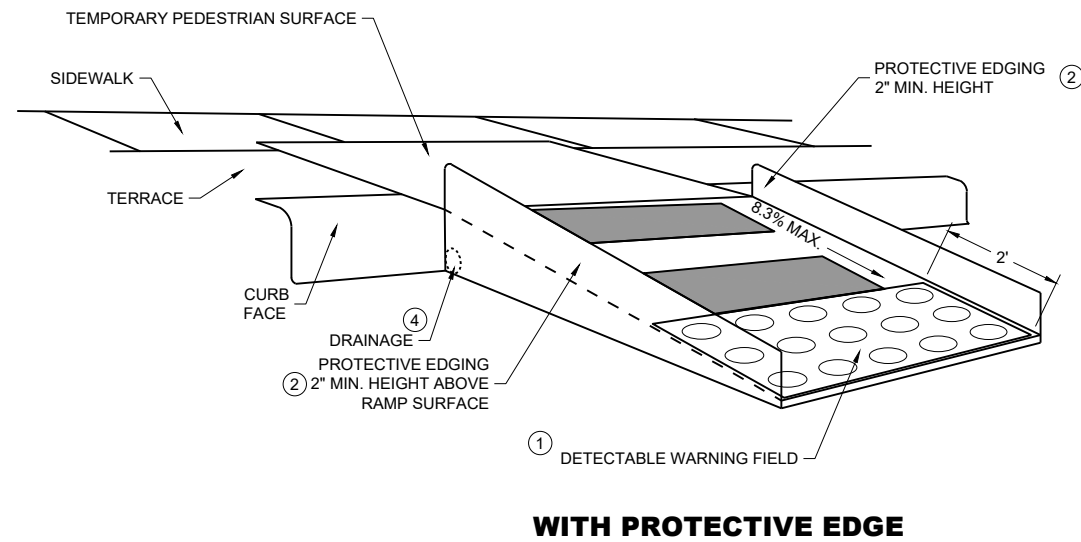
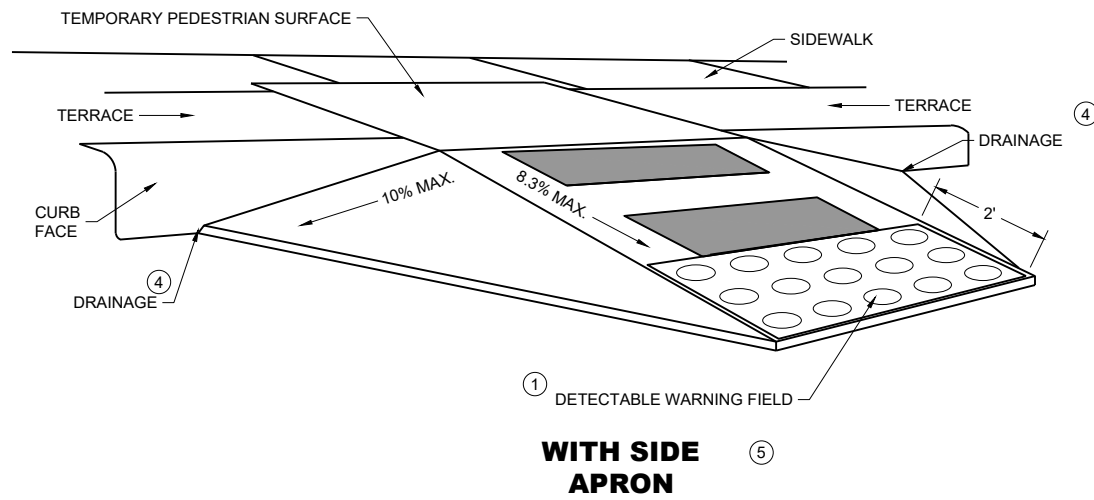


SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

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

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

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

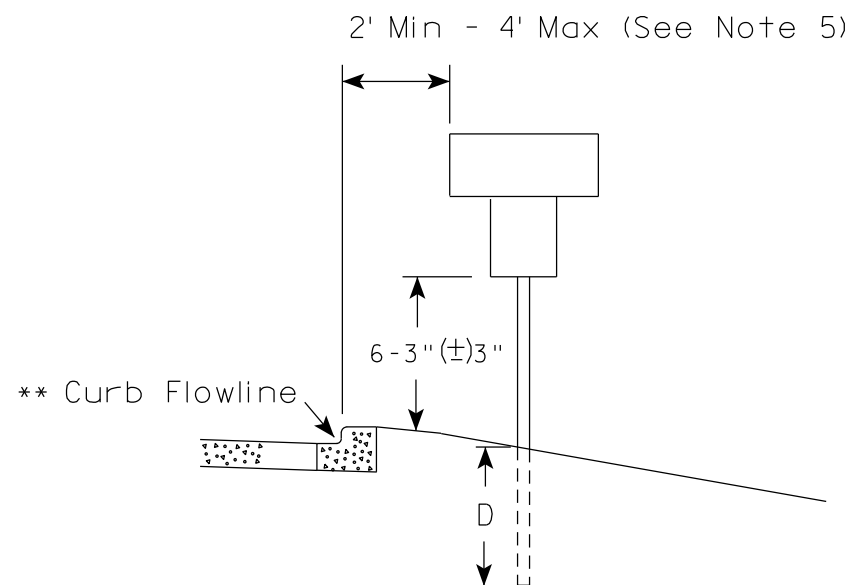
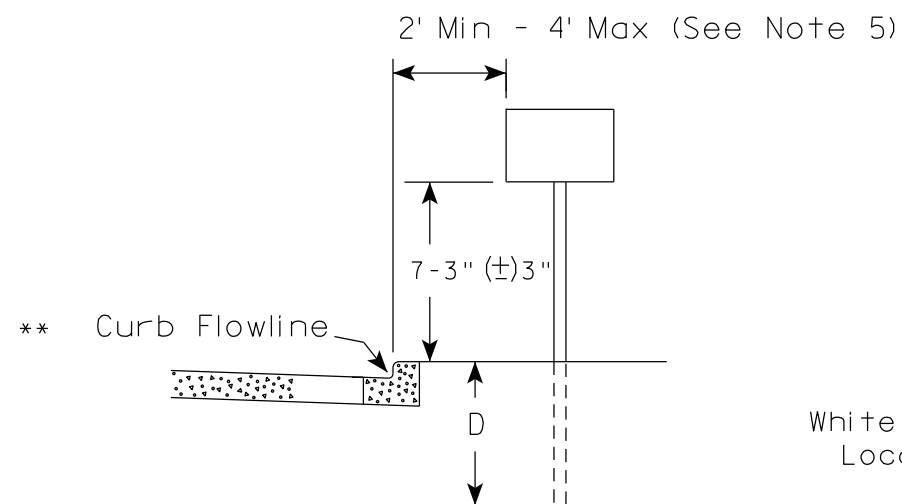
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

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".

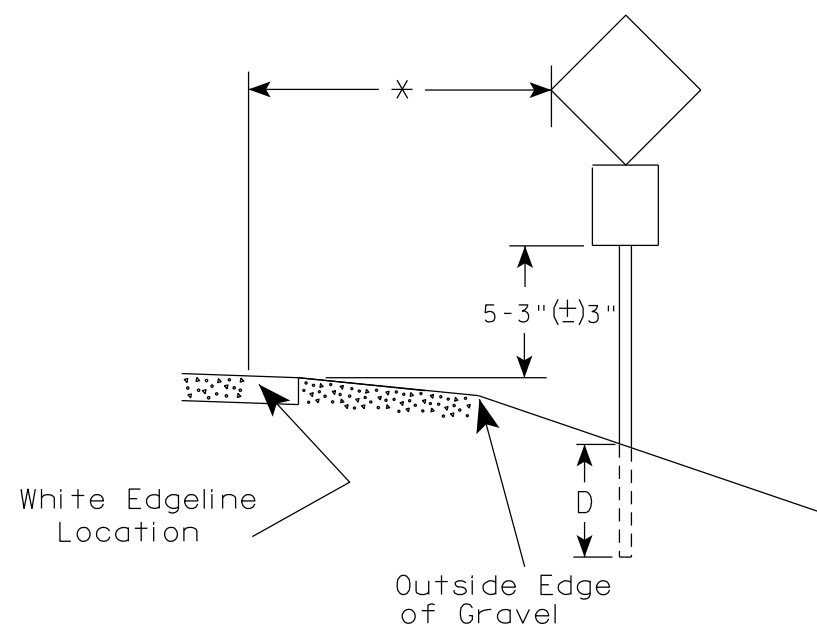
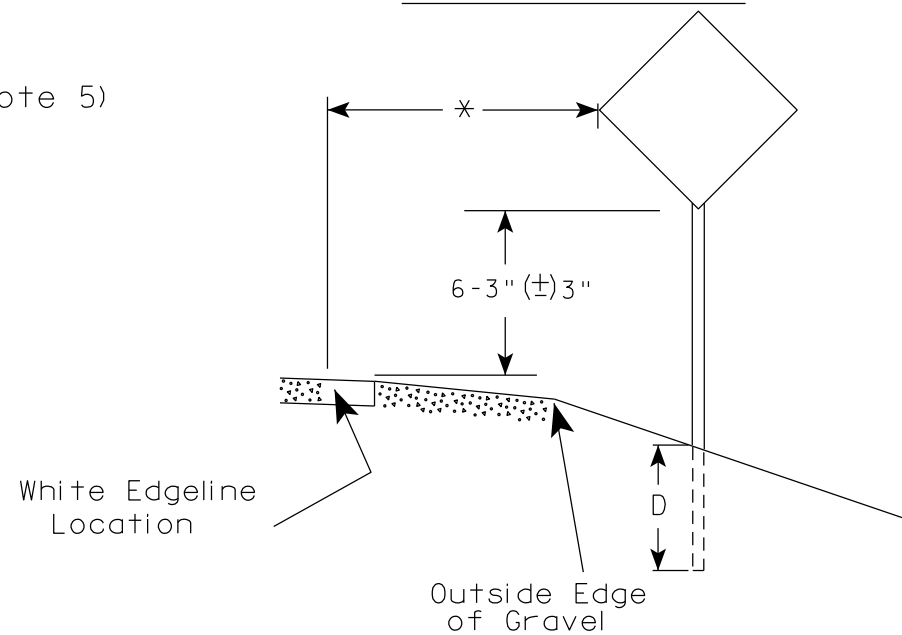
- (1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS
- (2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%).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

URBAN AREA



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

RURAL AREA (See Note 2)



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

GENERAL NOTES

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

POST EMBEDMENT DEPTH

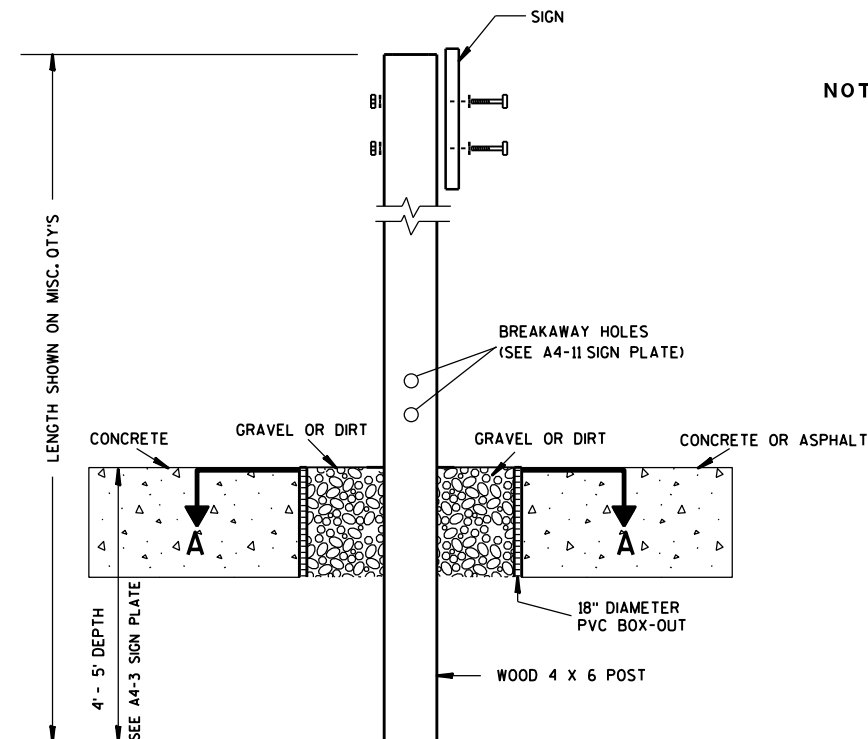
Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

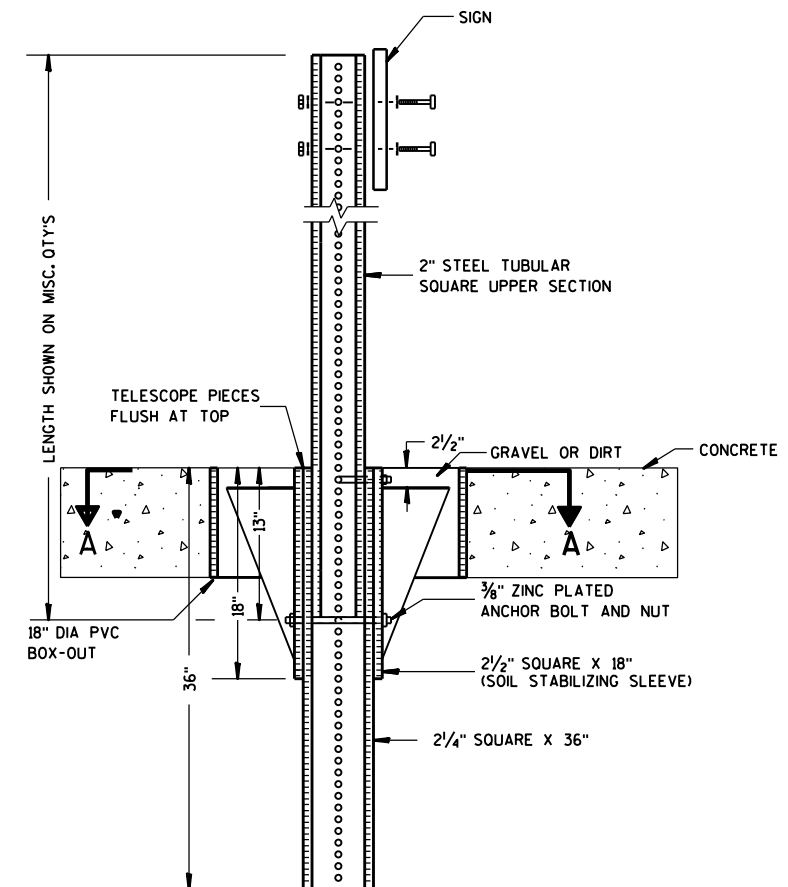
DATE 12/6/23 PLATE NO. A4-3.23



ELEVATION VIEW

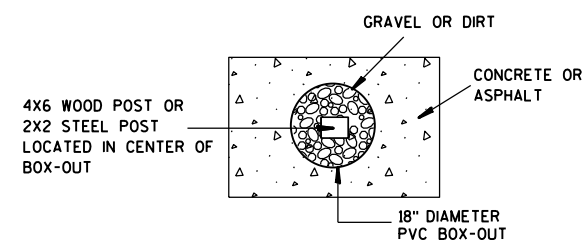
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST
BOX-OUTS
A4-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/27/14 PLAT 78 A4-3B.1

PROJECT NO:

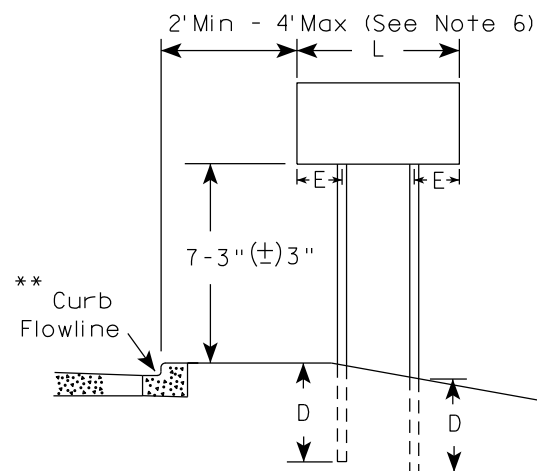
HWY:

COUNTY:

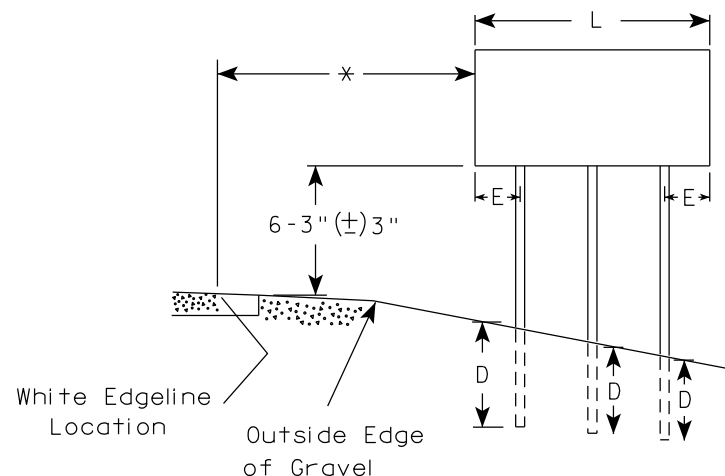
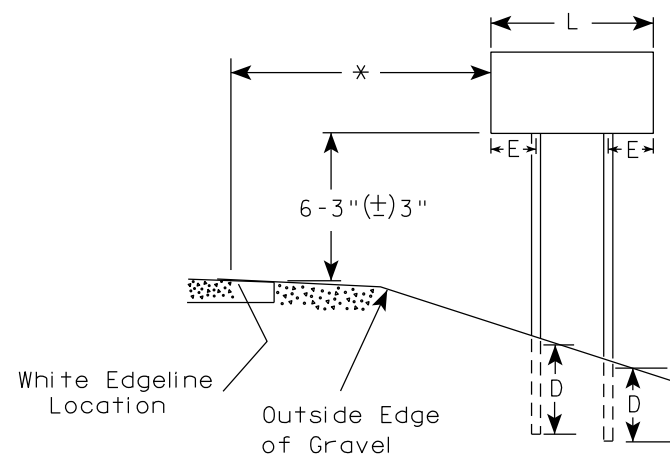
SHEET NO:

E

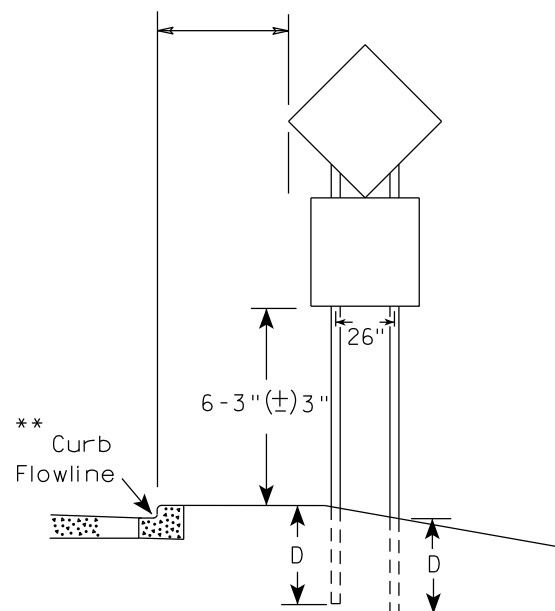
URBAN AREA



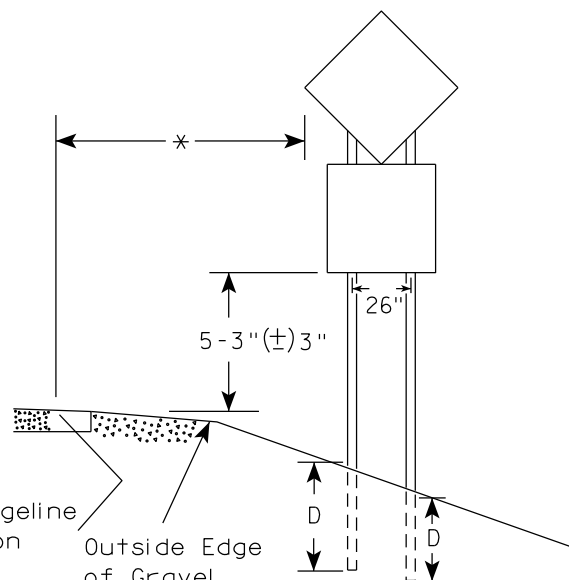
RURAL AREA (See Note 3)



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



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION
OF TYPE II SIGNS
ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

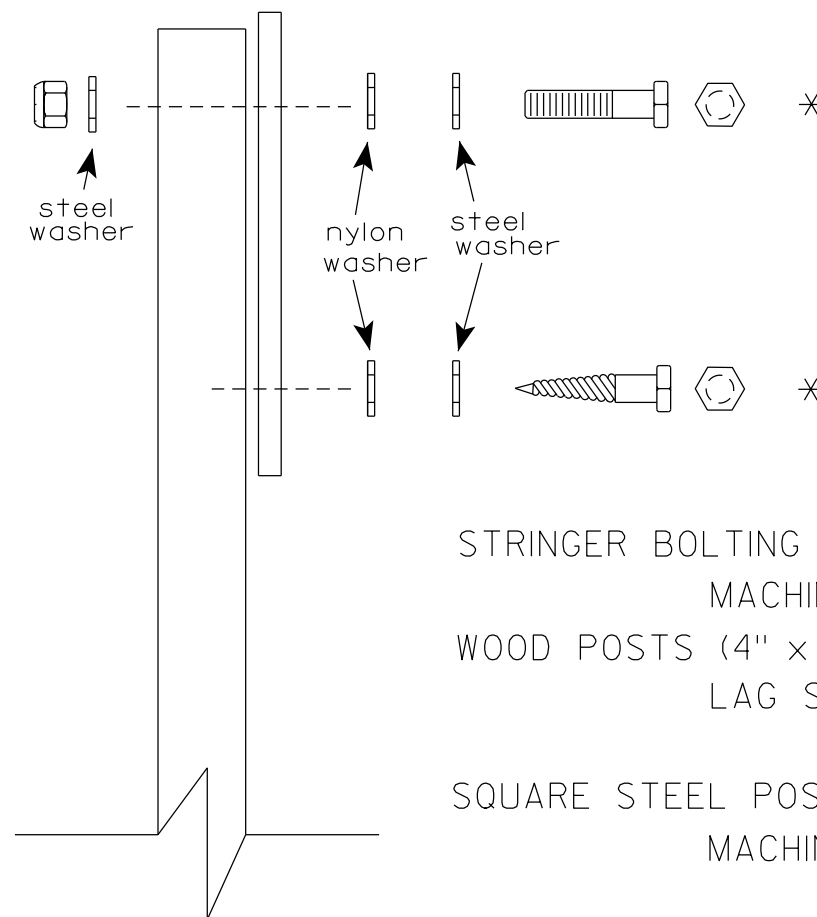
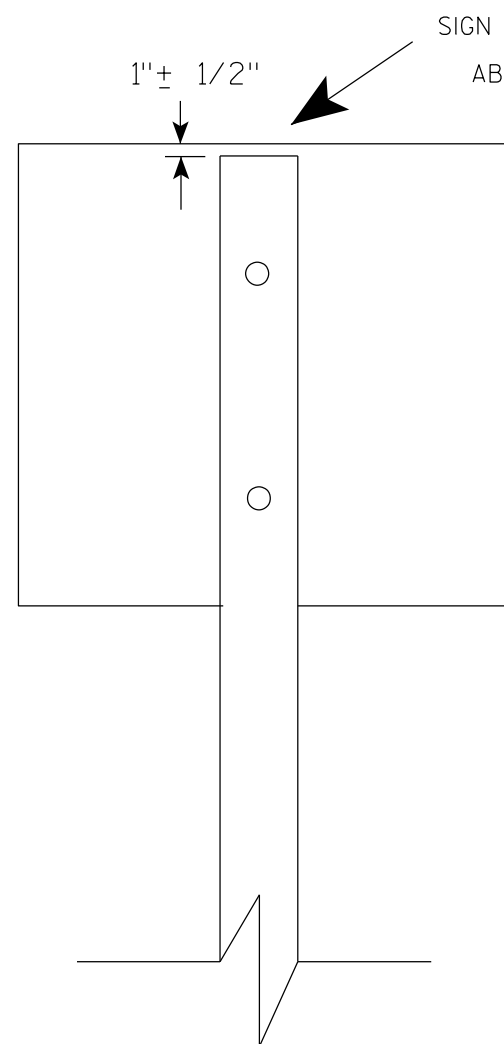
GENERAL NOTES

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

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

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

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



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

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

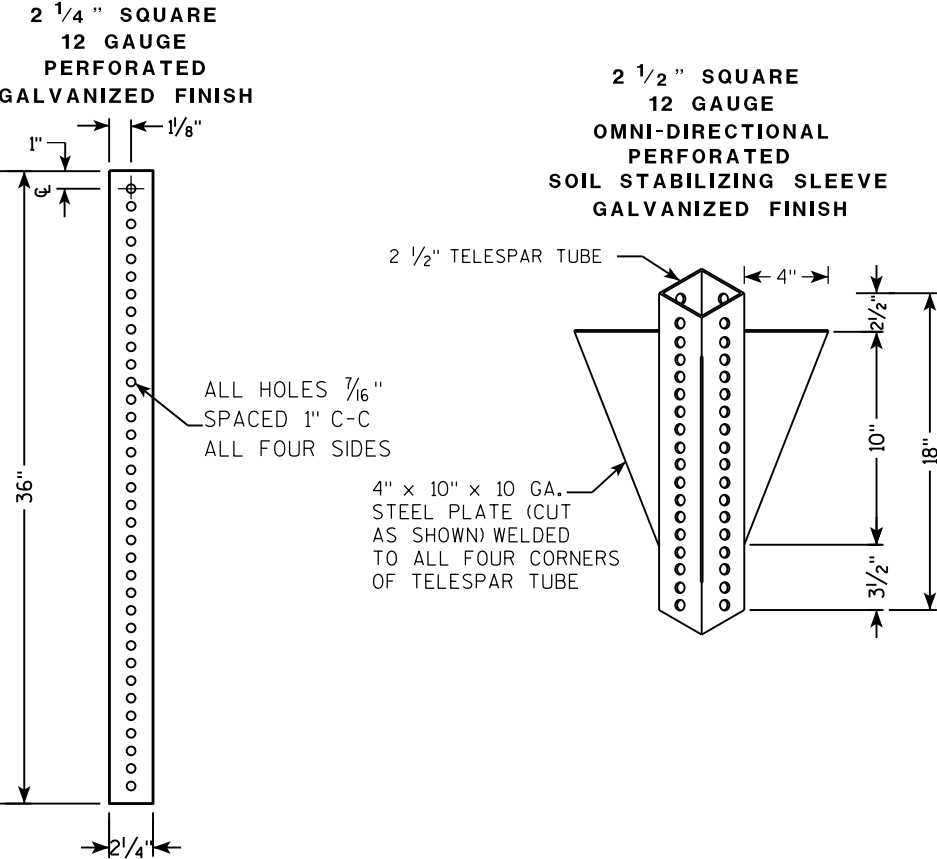
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

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

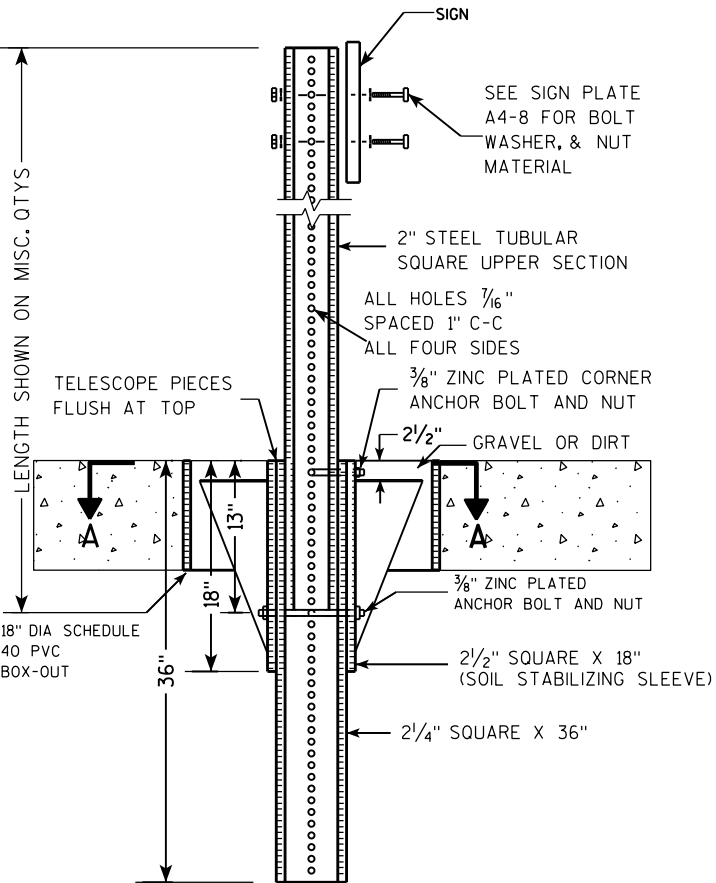
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

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

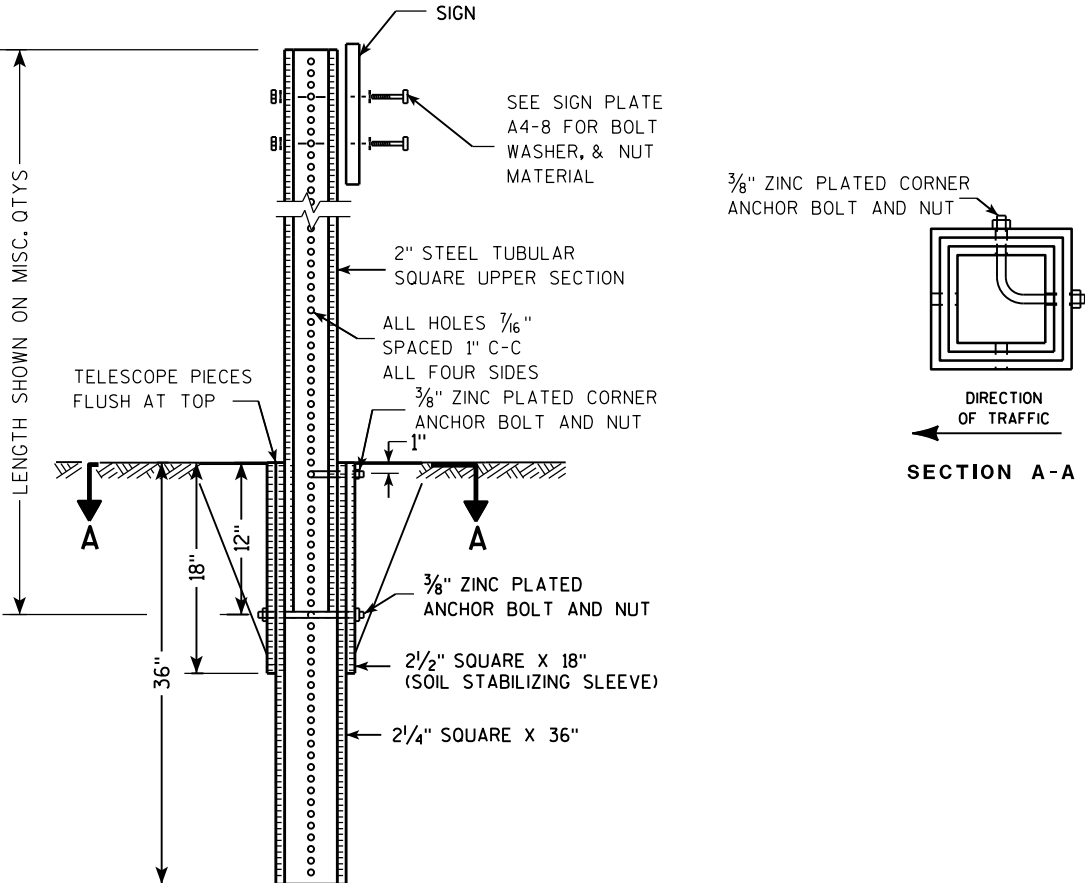
TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM



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



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



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

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

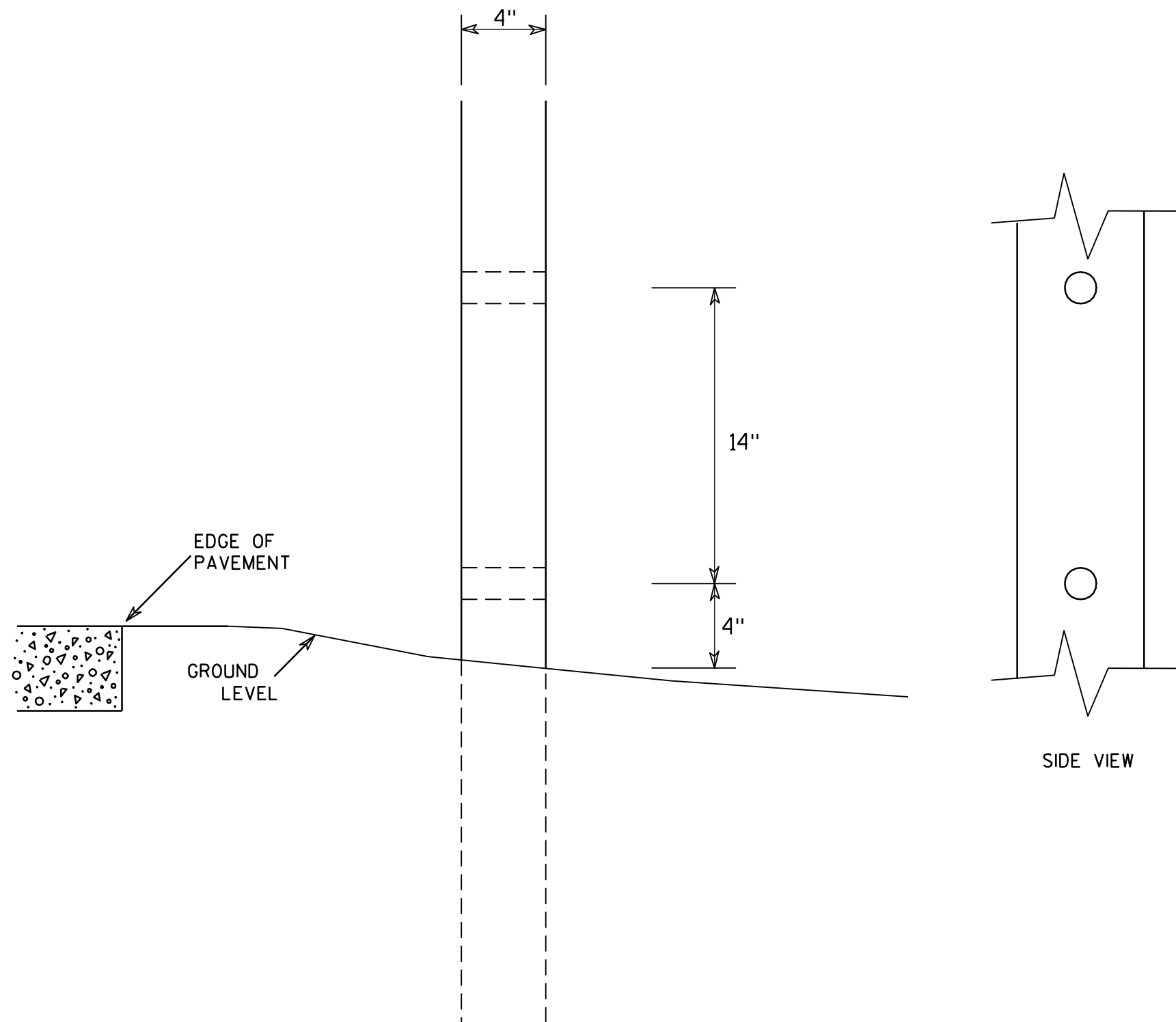
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/05/15 PLAT 81 14-9.9

7



GENERAL NOTES

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

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Chester J. Spang
for State Traffic Engineer

DATE 3/27/97

PLATE NO. A4-11.2

PROJECT NO:

HWY:

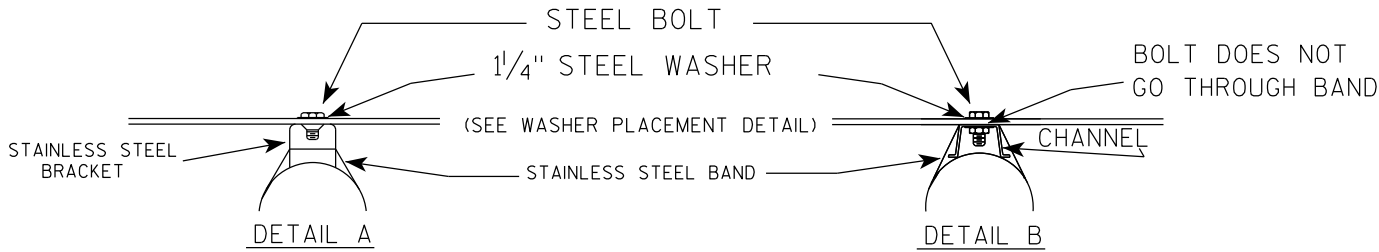
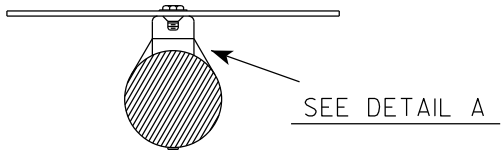
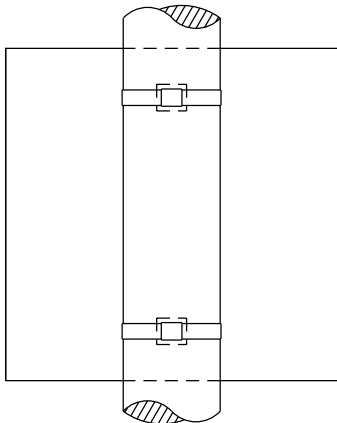
COUNTY:

SHEET NO: 82

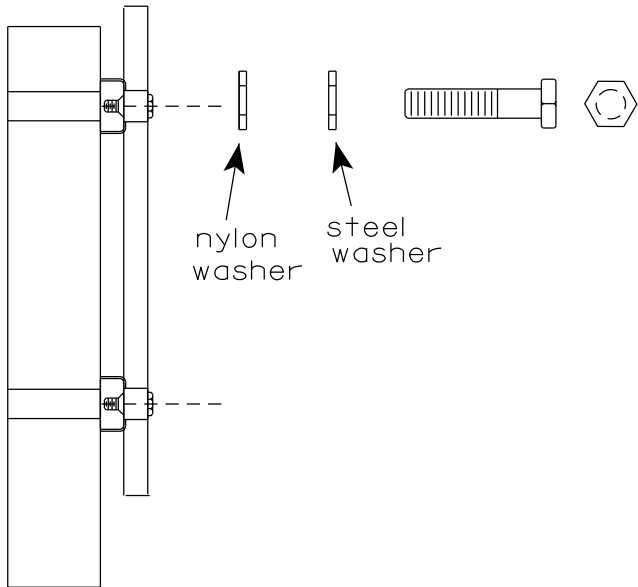
E

BANDING

SINGLE SIGN



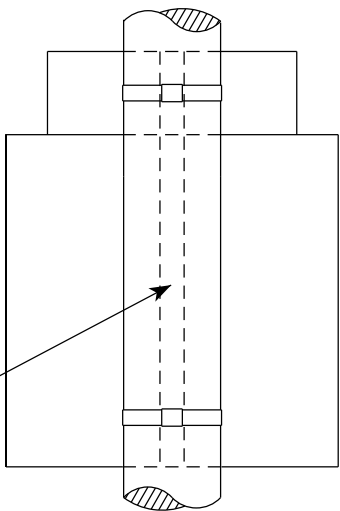
WASHER PLACEMENT



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

CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET

"J" ASSEMBLY



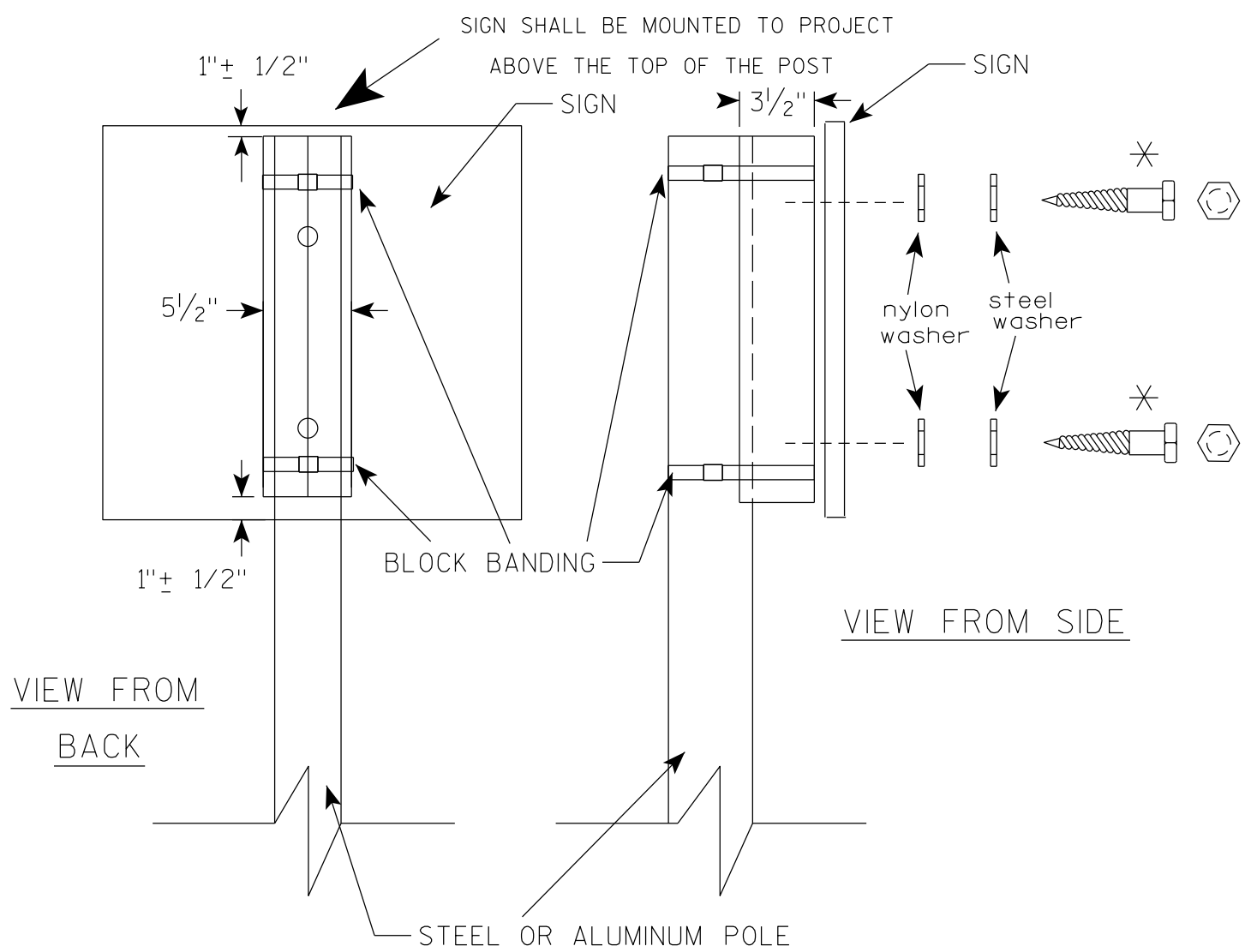
SEE DETAIL B

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

STANDARD SIGN
SIGN BANDING DETAILS

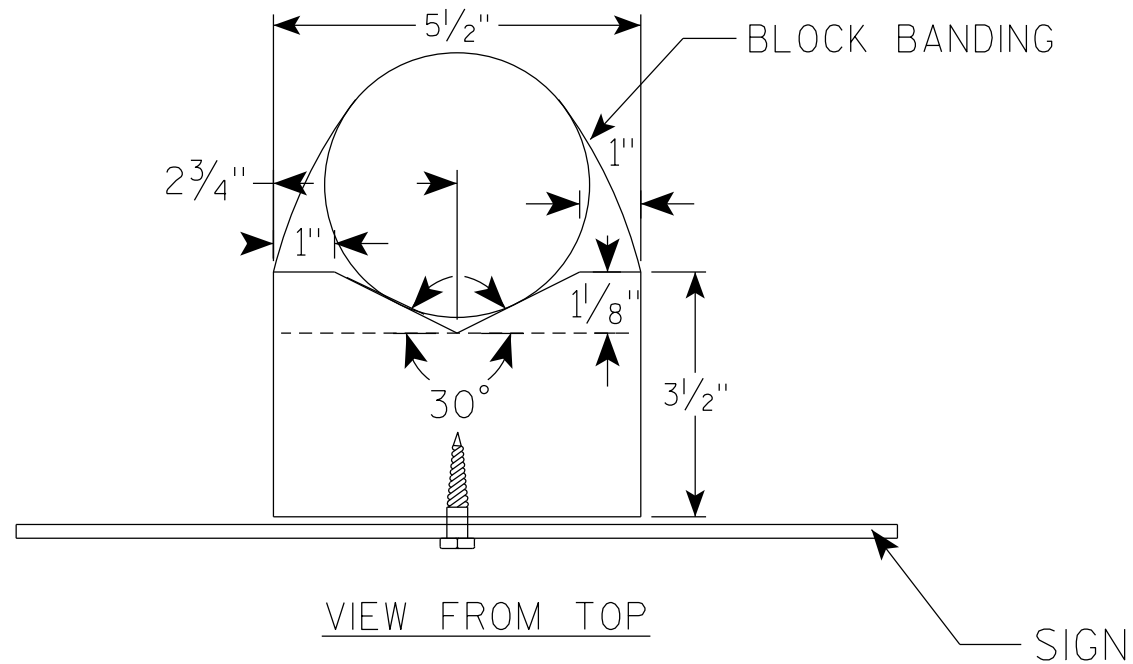
WISCONSIN DEPT OF TRANSPORTATION

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



VIEW FROM
BACK

VIEW FROM SIDE



VIEW FROM TOP

GENERAL NOTES

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

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

BLOCK BANDING DETAIL
(V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

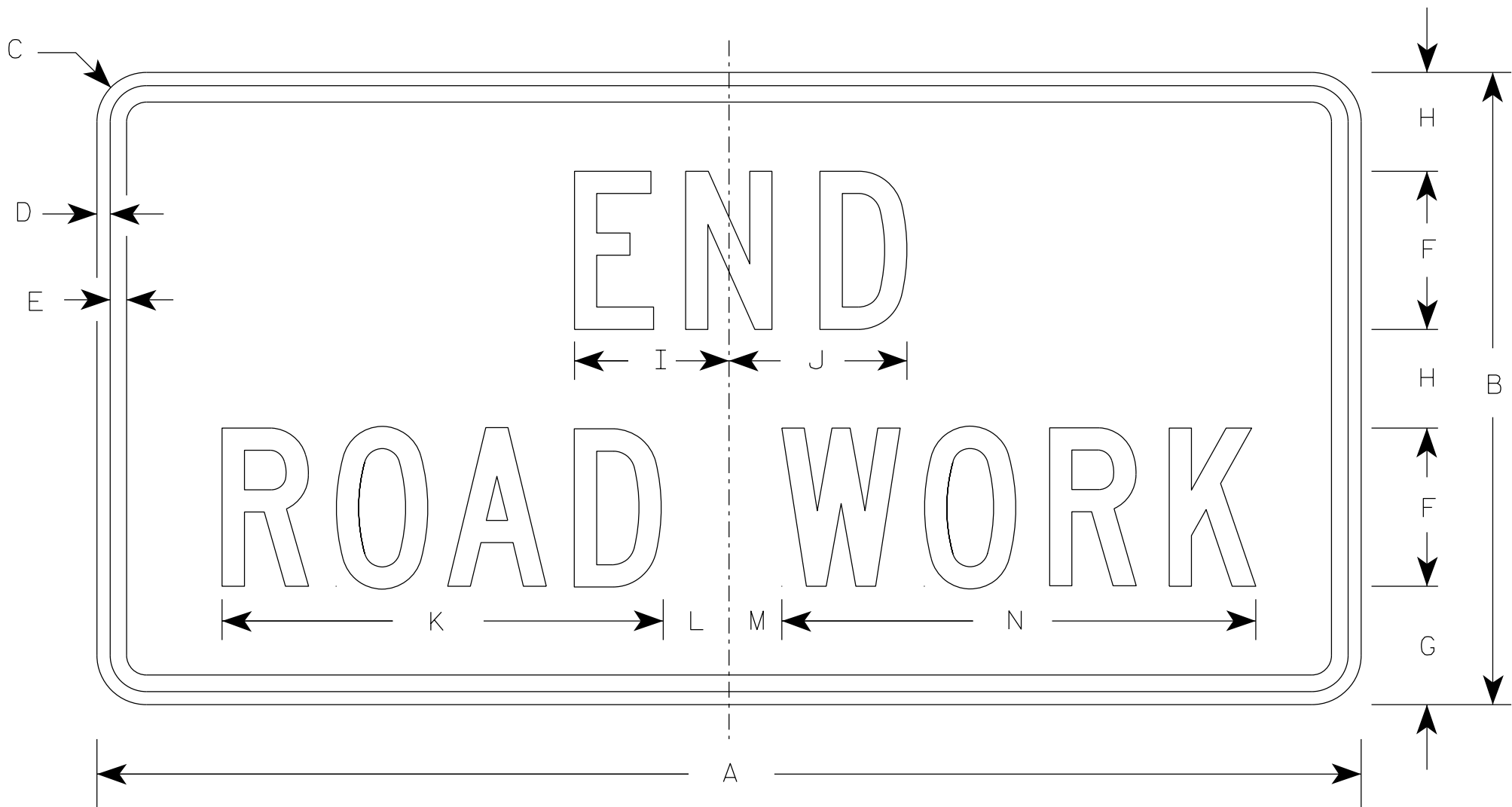
PROJECT NO:

SHEET NO: 84

E

NOTES

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



G20-2A

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5
2	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
2M	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
3	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
4	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
5	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0

STANDARD SIGN

G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-2A.10

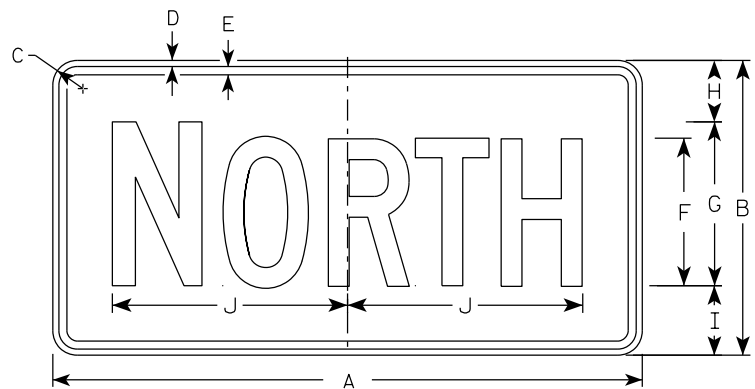
PROJECT NO:

HWY:

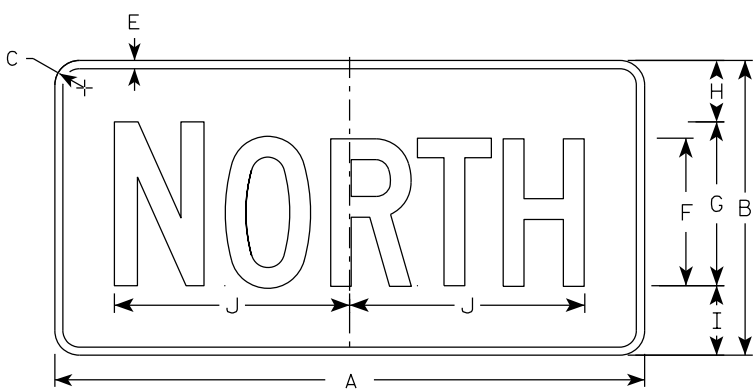
COUNTY:

SHEET NO: 85

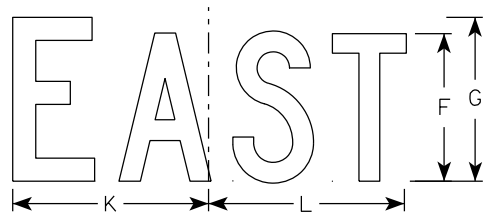
E



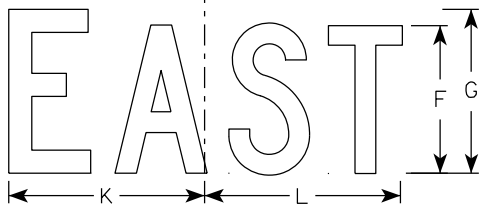
M3-1
MM3-1
MP3-1



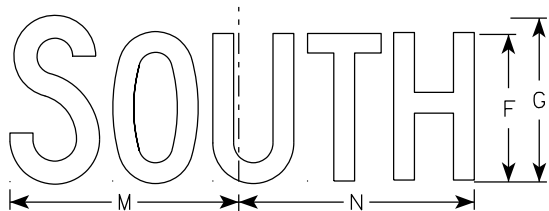
MB3-1
MK3-1
MN3-1



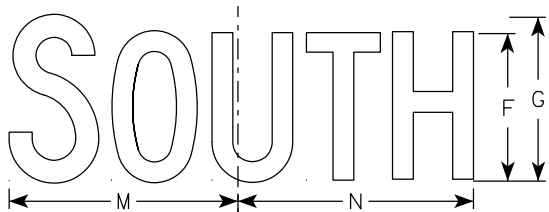
M3-2
MM3-2
MP3-2



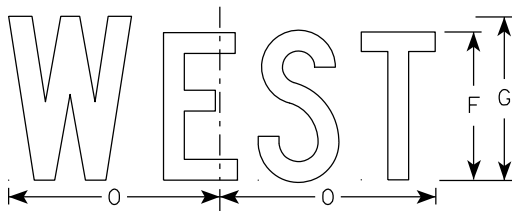
MB3-2
MK3-2
MN3-2



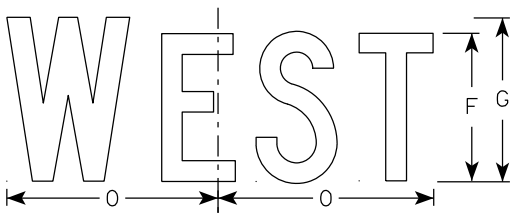
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

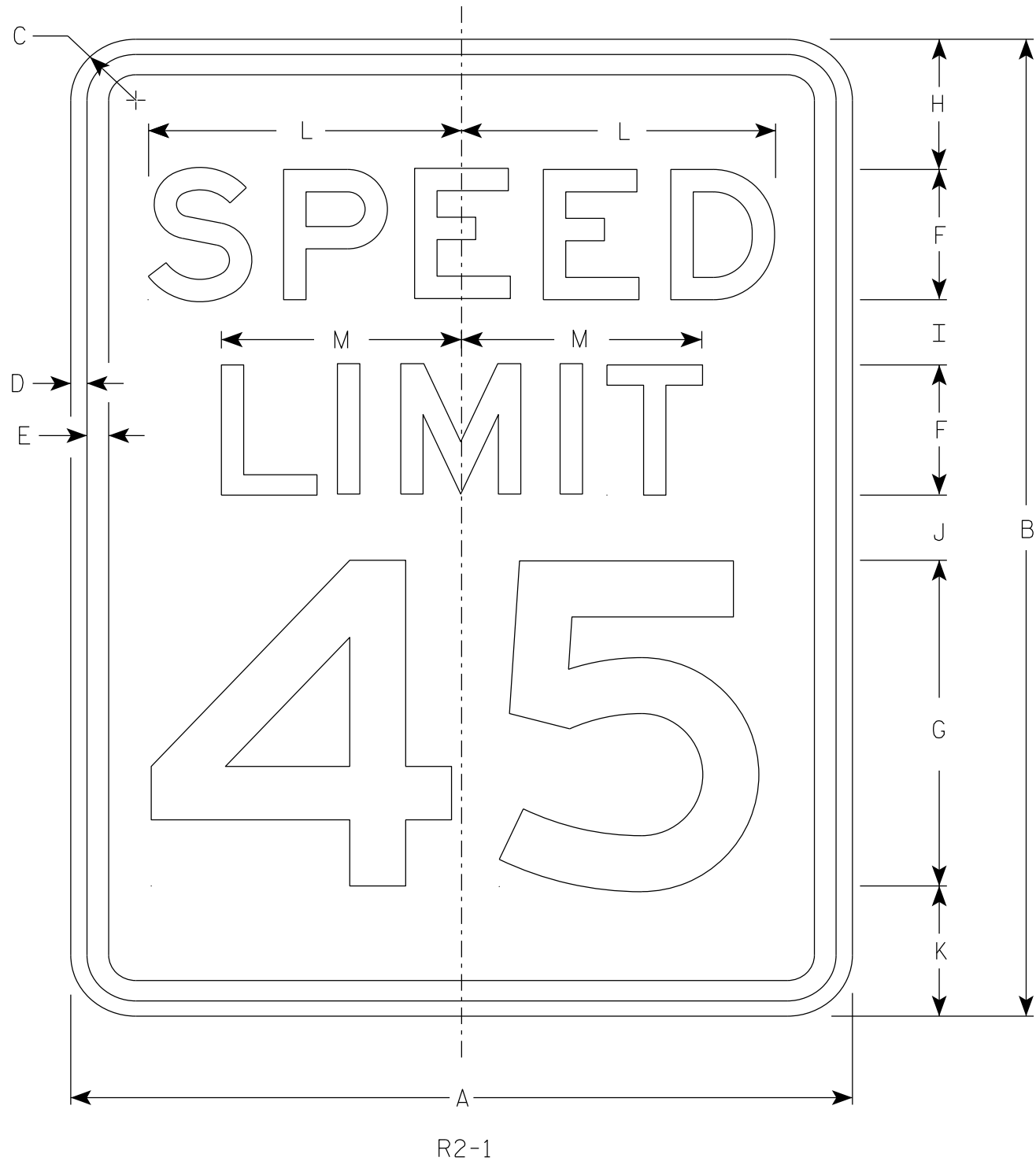
NOTES

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

PROJECT NO:	HWY:	COUNTY:	SHEET NO: 86	E
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7



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.

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	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

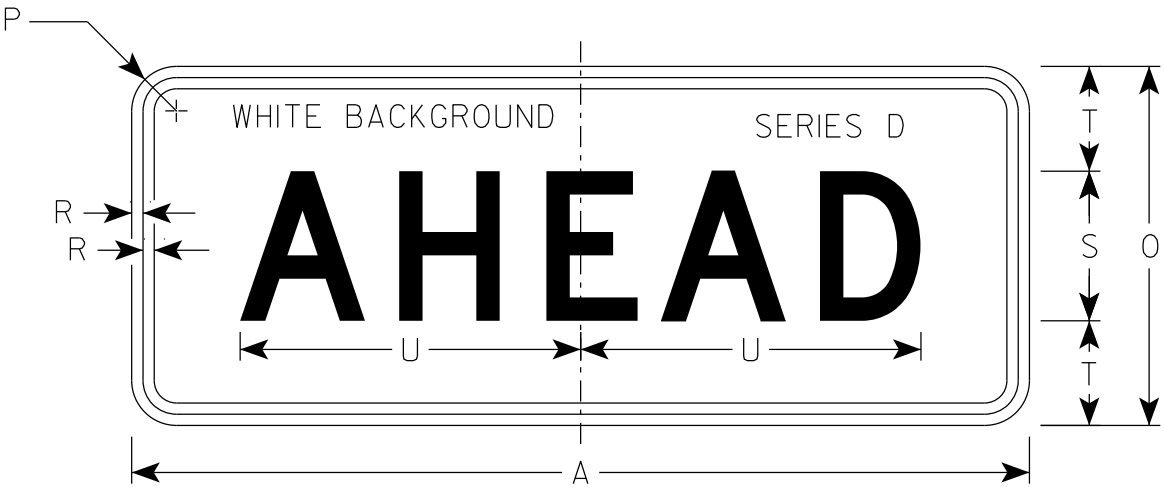
DATE 2/1/23 PLATE NO. R2-1.14



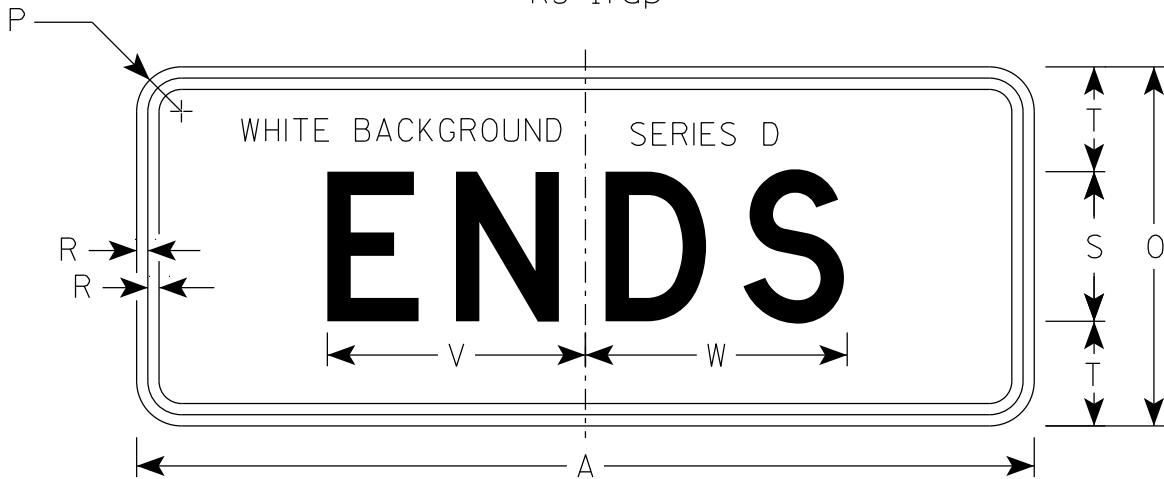
R3-17

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - AS SHOWN
Message - BLACK
- 3. Message Series - C or as noted



R3-17ap



R3-17bp

																												R3-17	R3-17ap	R3-17bp
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	v	W	X	Y	Z	Area sq. ft.	Area sq. ft.	Area sq. ft.	
1																														
2S	30	24	1 1/2	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/2	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5	
2M	30	24	1 1/2	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/2	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5	
3																														
4																														
5																														

STANDARD SIGN

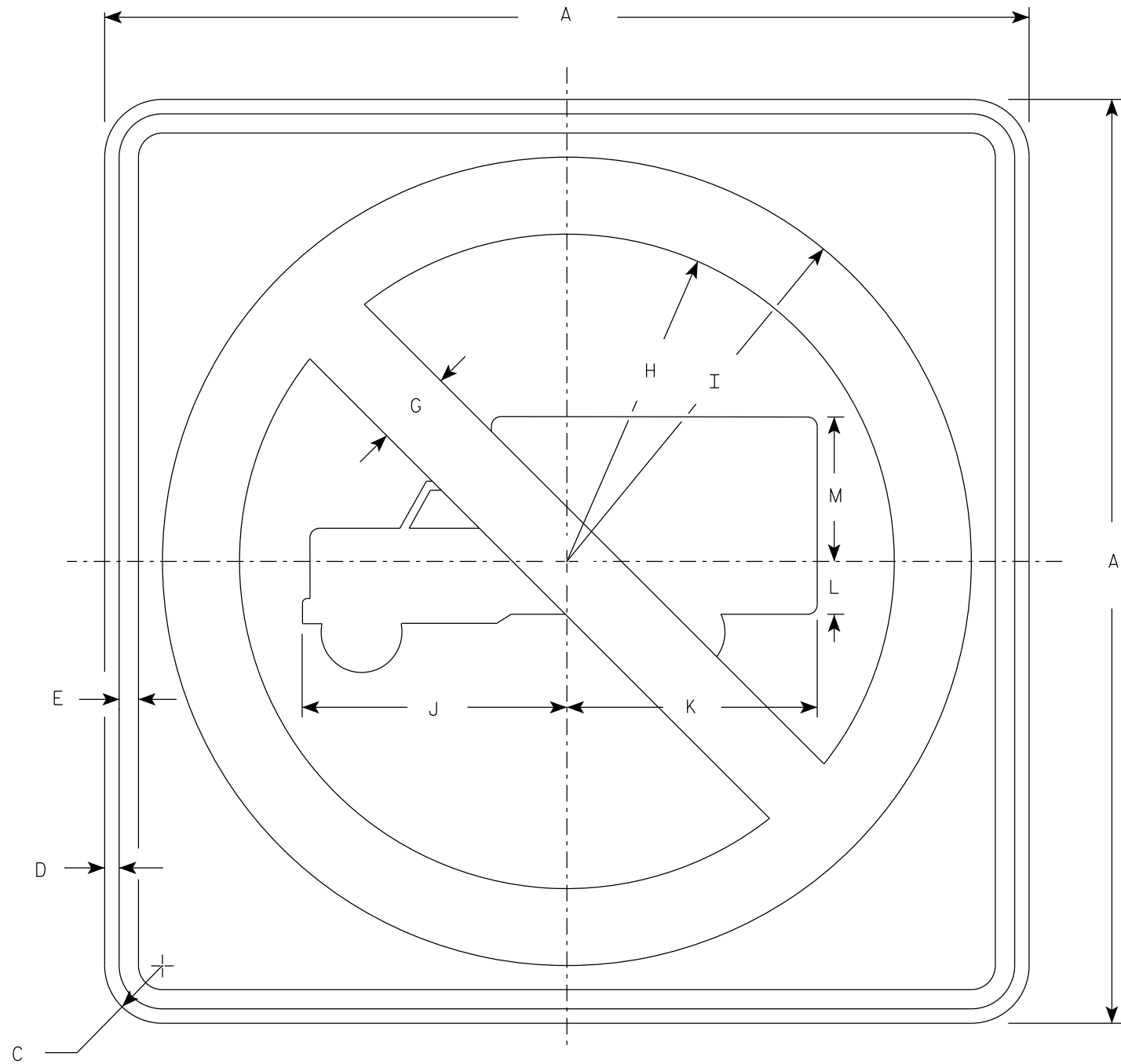
R3-17 & R3-17a&bp

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-17.3

7



R5-2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - White
Message - See Note 3
3. Circle & Diagonal - Red
Truck Symbol & Border - Black

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/2	3/8	1/2		2	8 1/2	10 1/2	6 7/8	6 1/2	1 3/8	3 3/4														4.0
2M	24		1 1/2	3/8	1/2		2	8 1/2	10 1/2	6 7/8	6 1/2	1 3/8	3 3/4														4.0
3	30		1 7/8	1/2	5/8		2 1/2	10 5/8	13 1/8	8 1/2	8 1/8	1 5/8	4 3/4														6.25
4	36		2 1/4	5/8	3/4		3	12 3/4	15 3/4	10 1/4	9 3/4	2	5 3/4														9.0
5	48		2 1/4	3/4	1		4	17	21	13 5/8	13	2 5/8	7 5/8														16.0

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 89

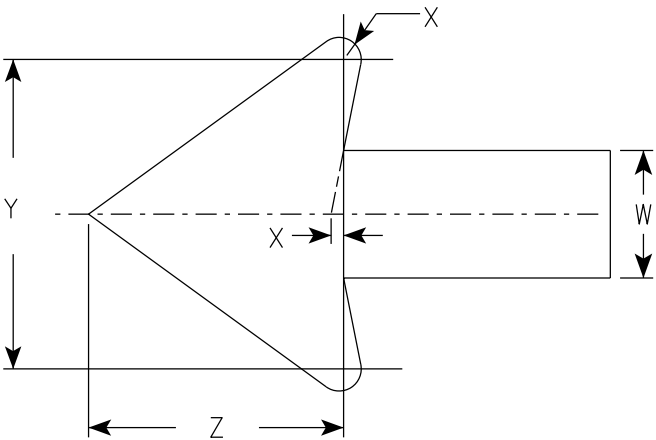
E



R7-53

NOTES

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



ARROW DETAIL

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

PROJECT NO:

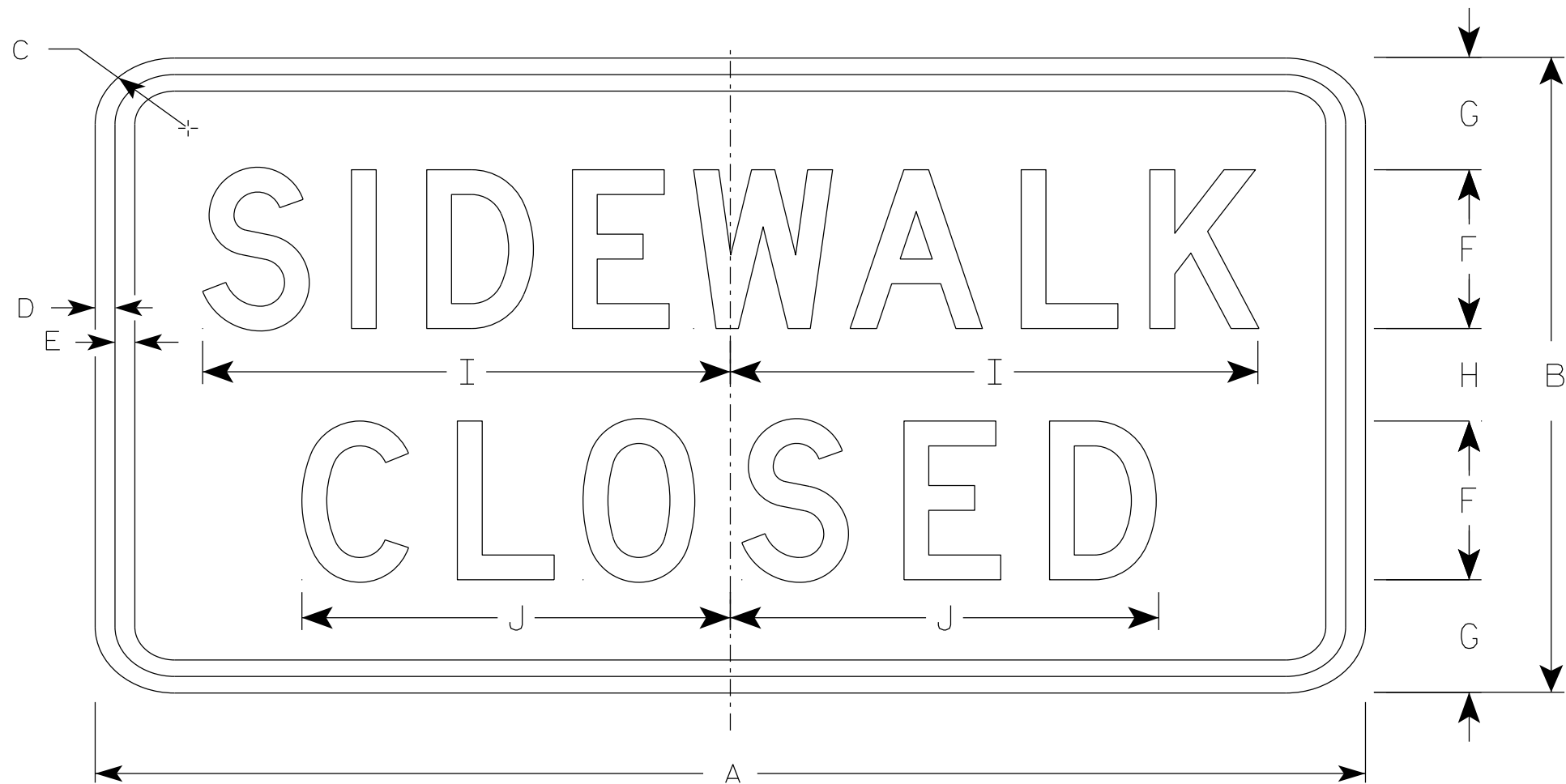
HWY:

COUNTY:

SHEET NO: 90

E

7



R9-9

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
 - Background - White
 - Message - Black
- 3. Message Series - C
- 4. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/2	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
2M	24	12	1 1/2	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
3	30	18	1 1/2	1/2	1/2	4	3 1/2	3	12 1/2	10 1/4																	3.75
4																											
5																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 91

E

STANDARD SIGN

R9-9

WISCONSIN DEPT OF TRANSPORTATION

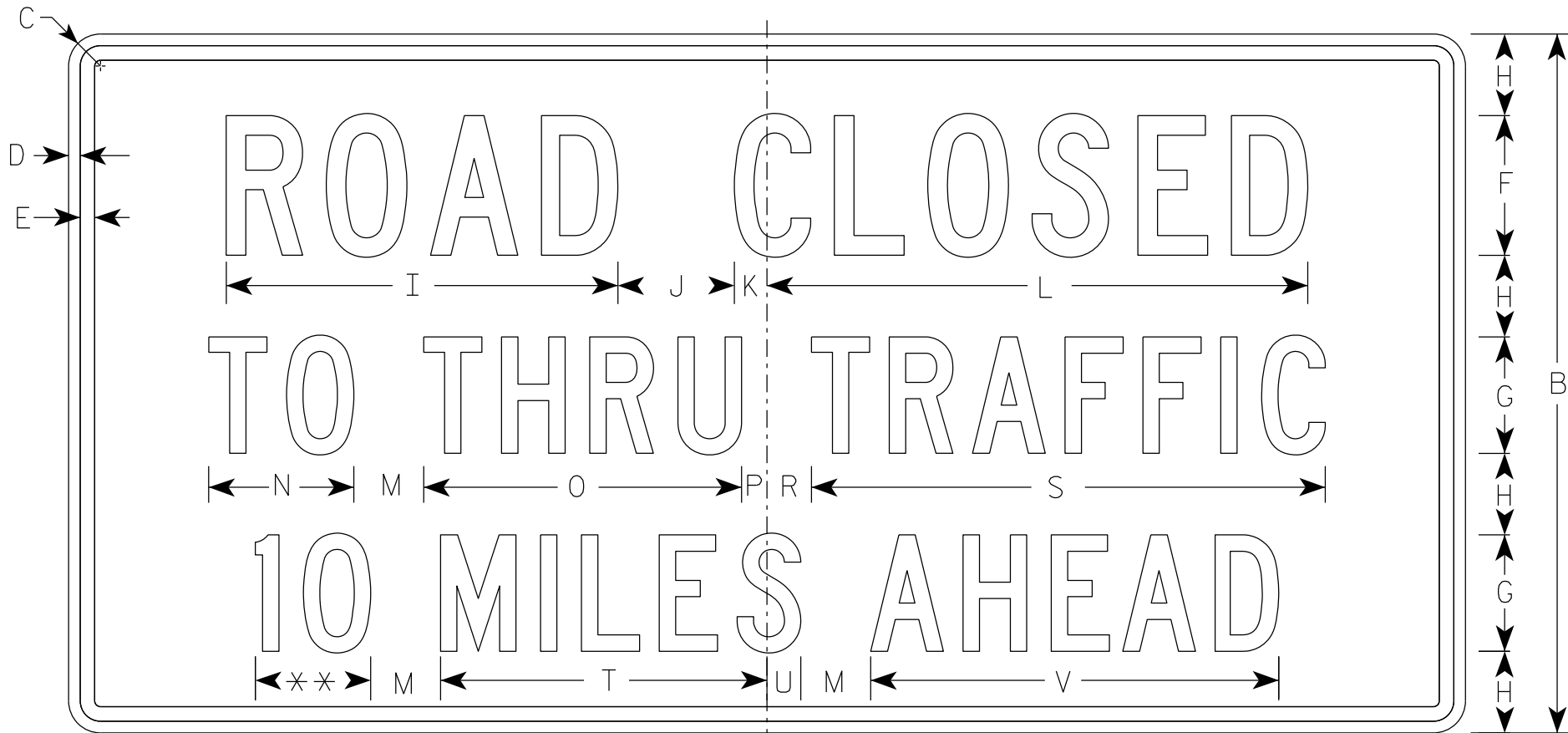
APPROVED *Matthew R. Rauch*

For State Traffic Engineer

DATE 1/24/24

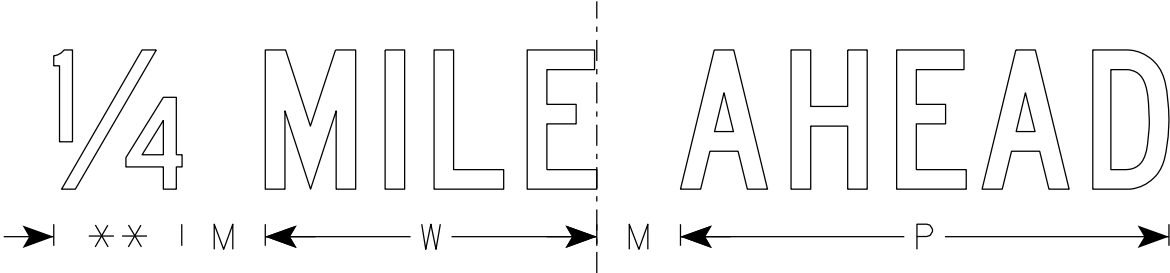
PLATE NO. R9-9.7

7



R11-3

** See Note 5



NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - C
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	3/8	4	3	2	11 1/4	3	1 1/8	15 3/8	2	3 3/4	8 1/4	5/8		1 3/8	13 1/4	8 3/8	7/8	10 1/2	7 1/8				4.5
2S	60	30	1 7/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
2M	60	30	1 7/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
3																											
4																											
5																											

STANDARD SIGN
R11-3

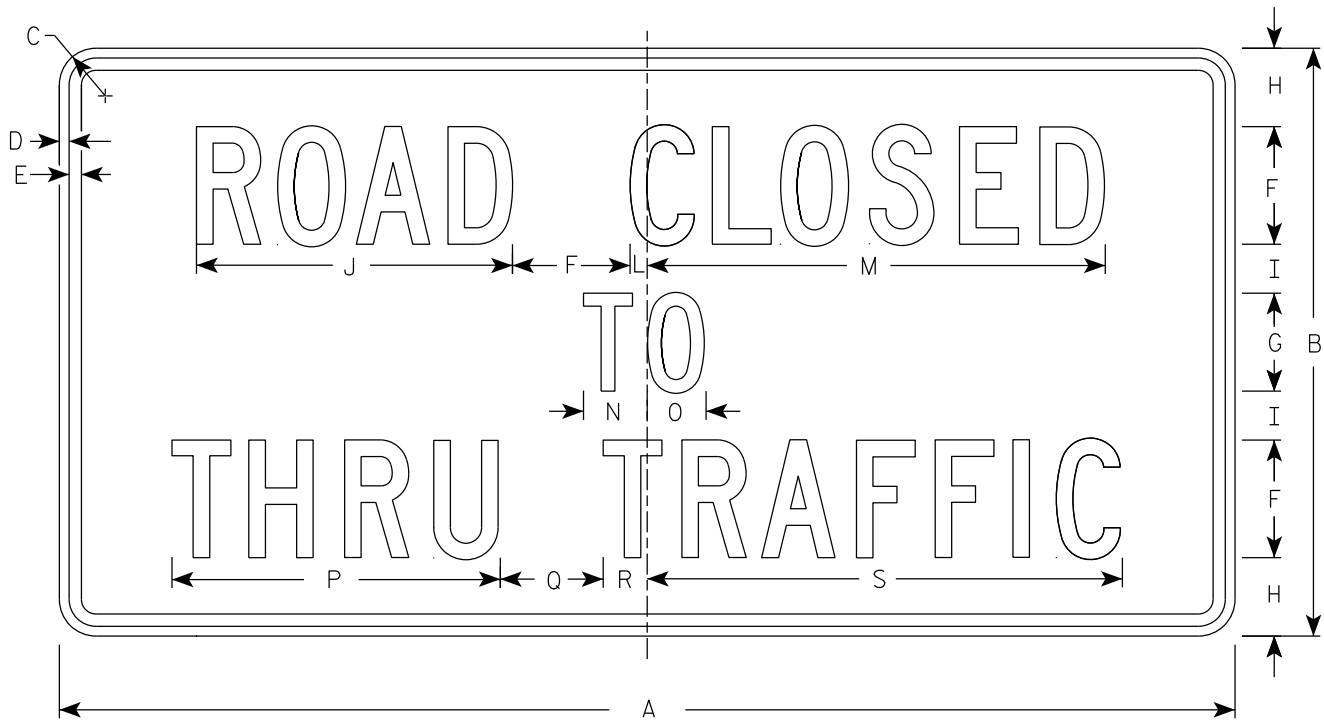
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-3.10

NOTES

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



R11-4

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 7⁄8	1⁄2	5⁄8	6	5	4	2 1⁄2	16 1⁄8		7⁄8	23 3⁄8	3 1⁄4	3	16 3⁄4	5 1⁄4	2 1⁄4	24 1⁄4								12.5
2M	60	30	1 7⁄8	1⁄2	5⁄8	6	5	4	2 1⁄2	16 1⁄8		7⁄8	23 3⁄8	3 1⁄4	3	16 3⁄4	5 1⁄4	2 1⁄4	24 1⁄4								12.5
3																											
4																											
5																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 93

E

STANDARD SIGN

R11 - 4

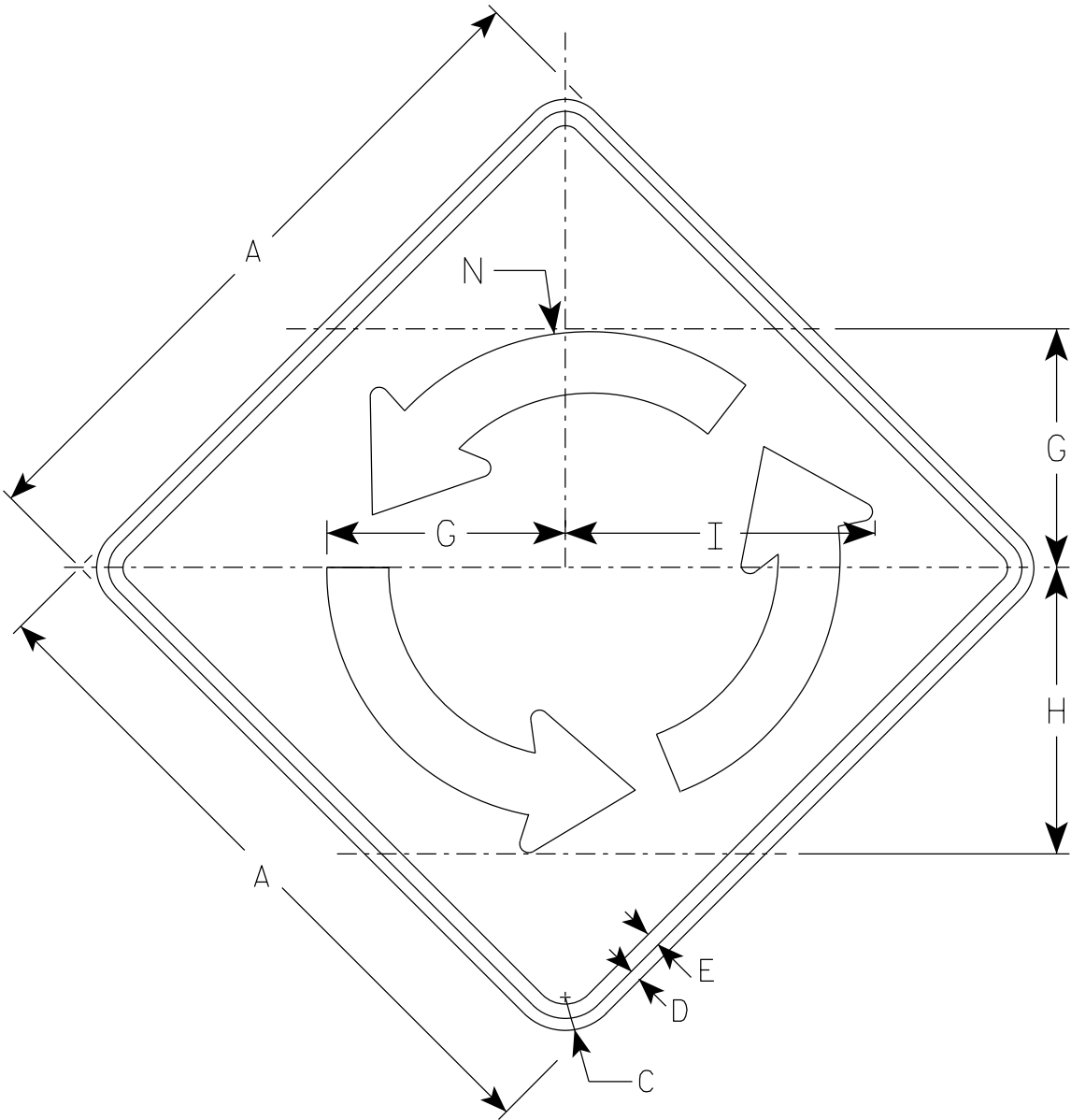
WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R. Rauch
for State Traffic Engineer

DATE 2/5/24

PLATE NO. R11-4.4

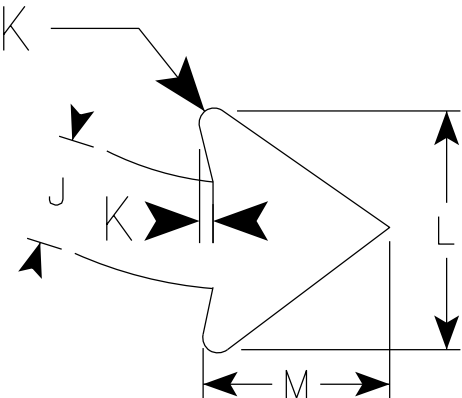


W2-6

NOTES

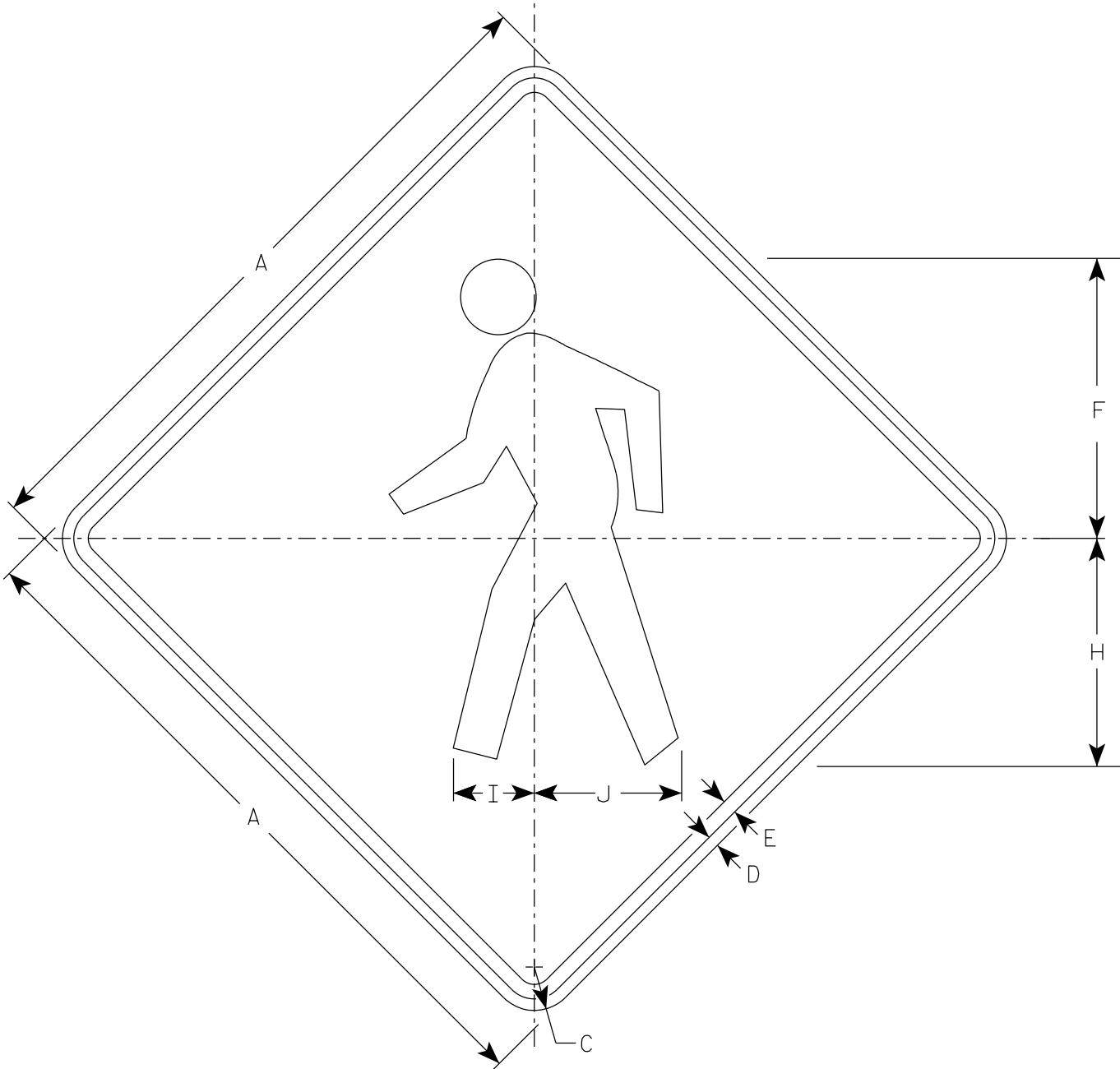
- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Yellow
Message - Black

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	Area sq. ft.
1																									
2S	30		1 7/8	1/2	5/8		10 3/8	12 1/2	13 1/2	2 3/4	3/8	6	4 3/4	11 1/8											6.25
2M	30		1 7/8	1/2	5/8		10 3/8	12 1/2	13 1/2	2 3/4	3/8	6	4 3/4	11 1/8											6.25
3	36		2 1/4	5/8	3/4		12 1/2	15	16 1/4	3 1/4	1/2	7 3/8	5 3/4	13 3/8											9.00
4	48		3	3/4	1		16 5/8	20	16 1/4	4 3/8	5/8	9 3/4	7 5/8	17 7/8											16.0
5																									

7



W11-2

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Yellow
Message - Black

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	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

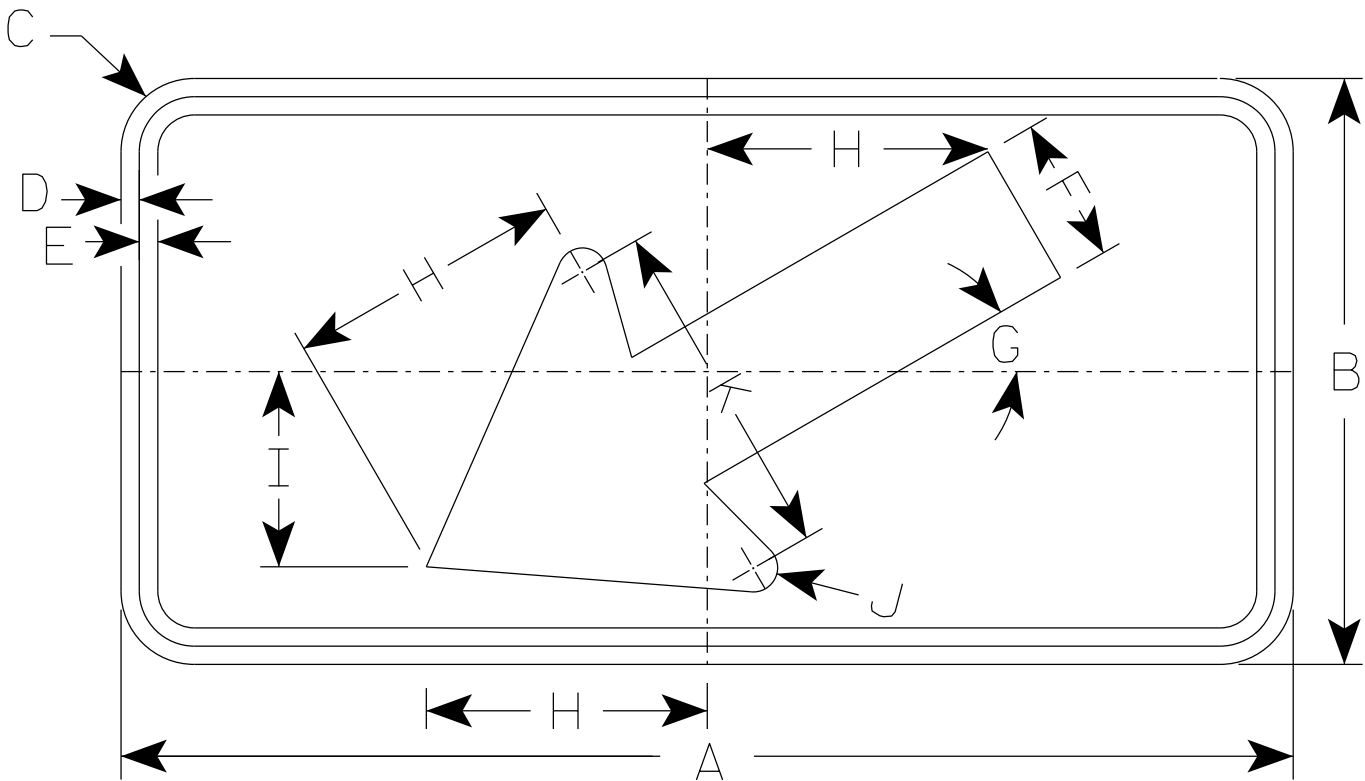
DATE 6/15/2023 PLATE NO. W11-2.9

7

7

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 1/2	3/8	3/8	3	30°	5 3/4	4	1/2	7																2.0
2M	30	18	1 1/2	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
3	30	18	1 1/2	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
4	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
5																											

STANDARD SIGN

W16-7

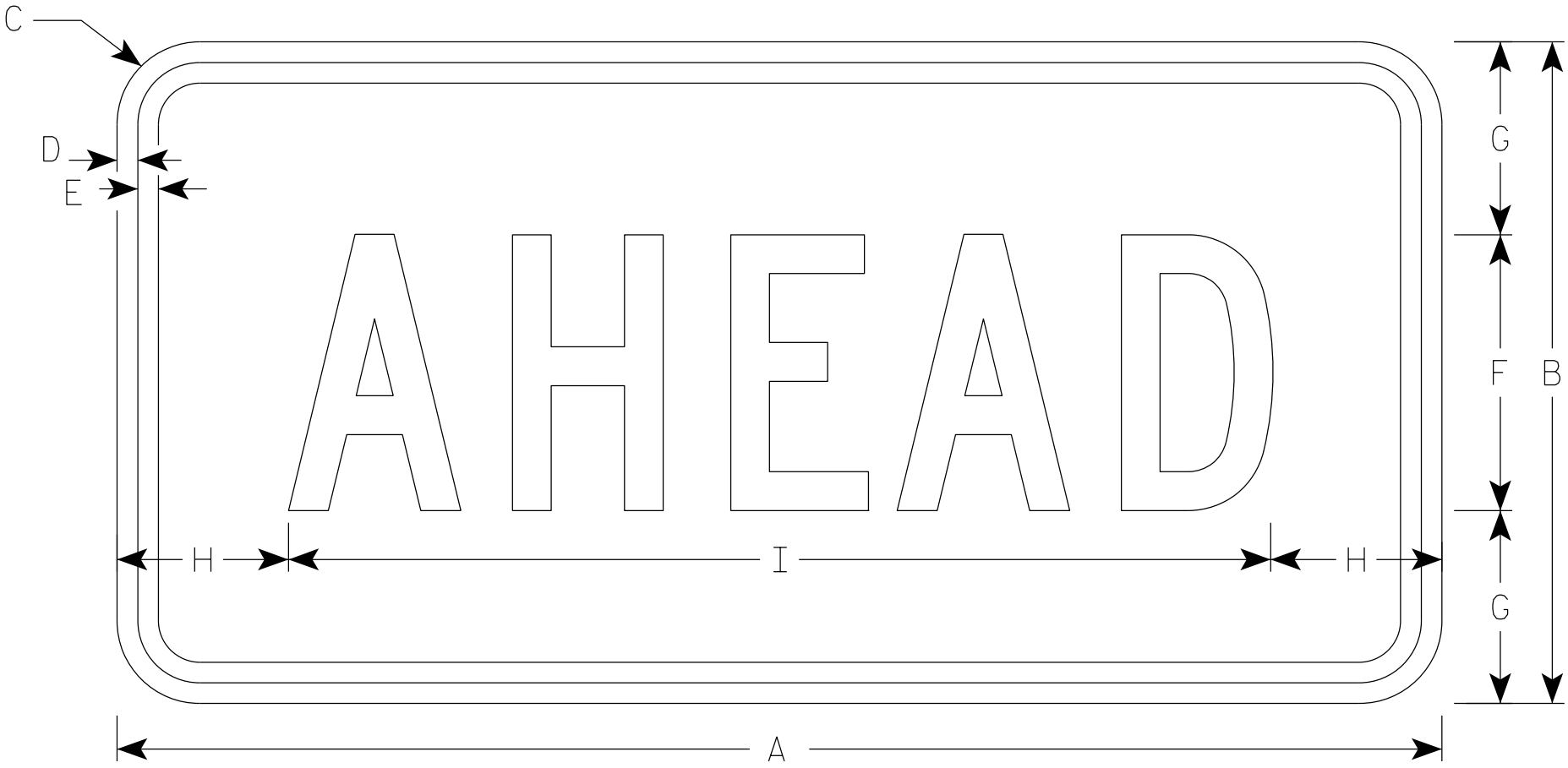
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/9/2024 PLATE NO. W16-7.9

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.

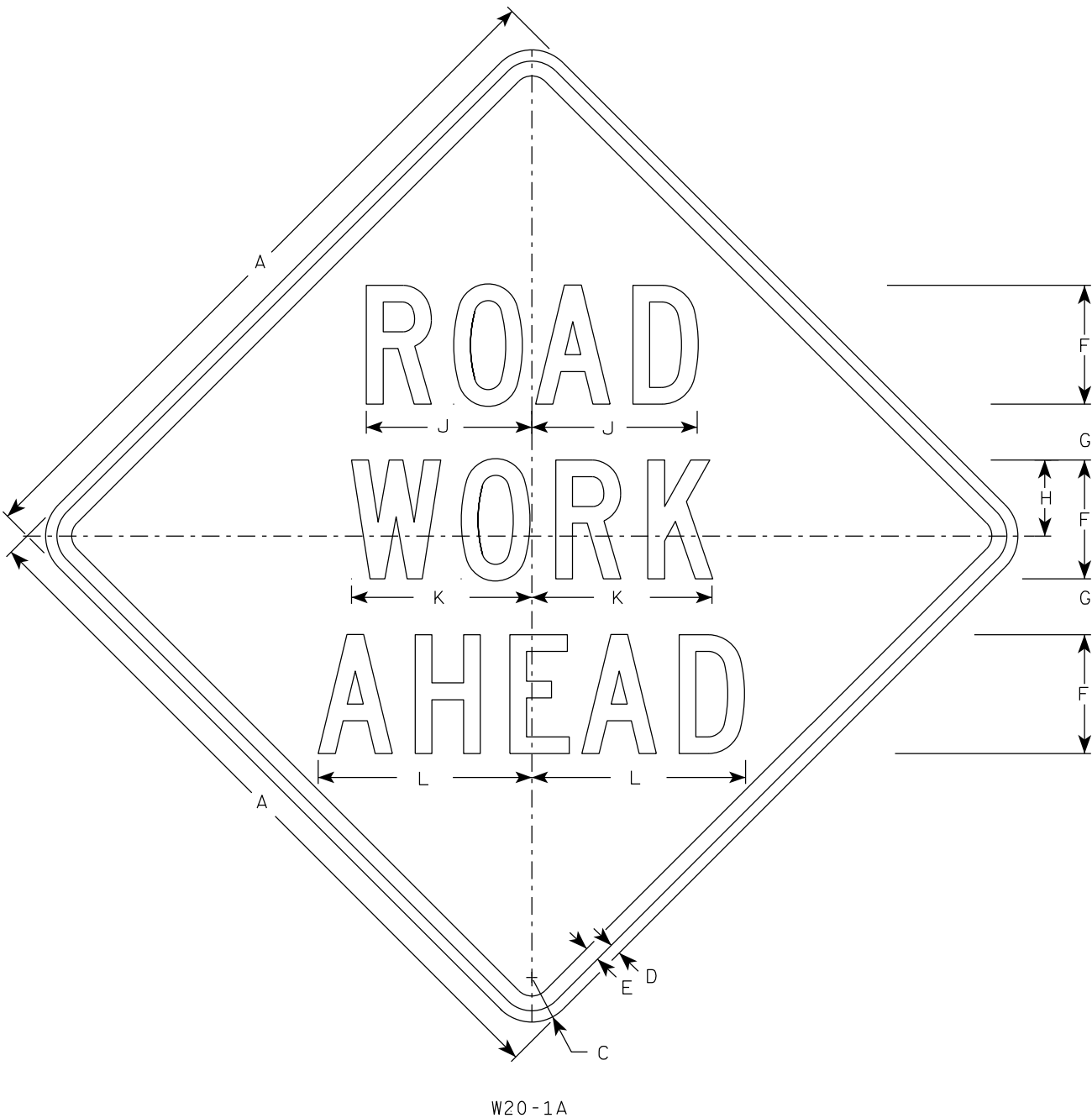
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/2	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
2M	30	18	1 1/2	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/2	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

STANDARD SIGN
W16-9P

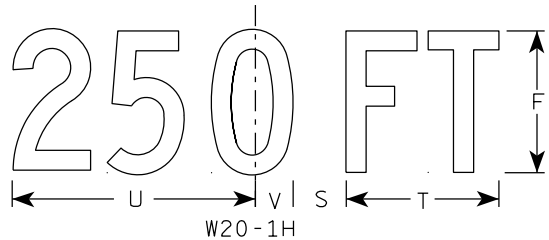
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

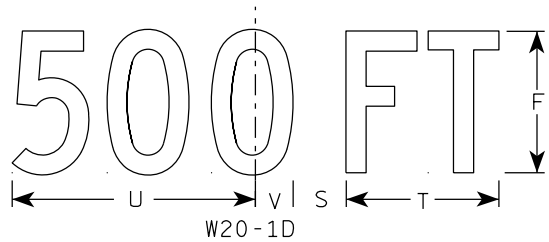
DATE 1/9/2024 PLATE NO. W16-9P.9



W20-1A



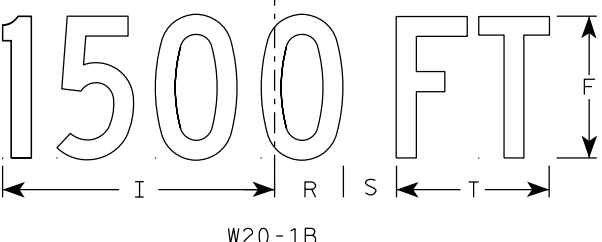
W20-1H



W20-1D

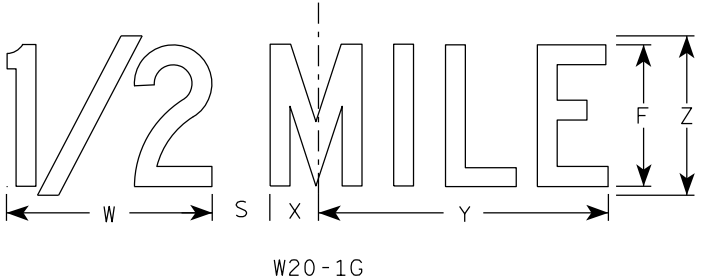


W20-1C

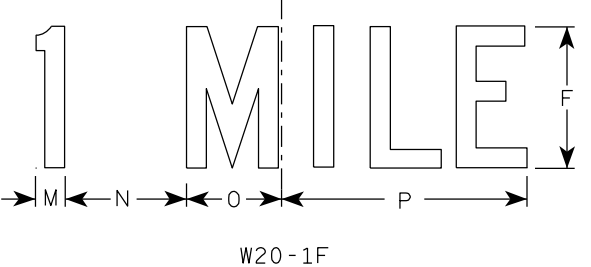


W20-1B

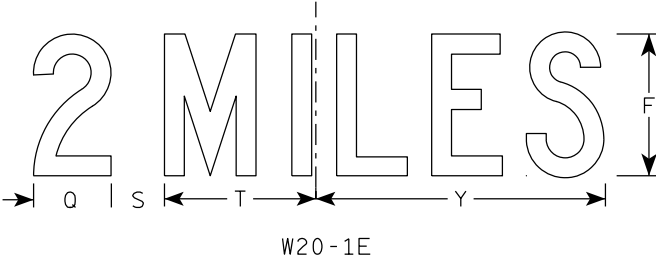
- NOTES
1. Sign is Type II - Type F Reflective
 2. Color:
Background - Orange
Message - Black
 3. Message Series - C
 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



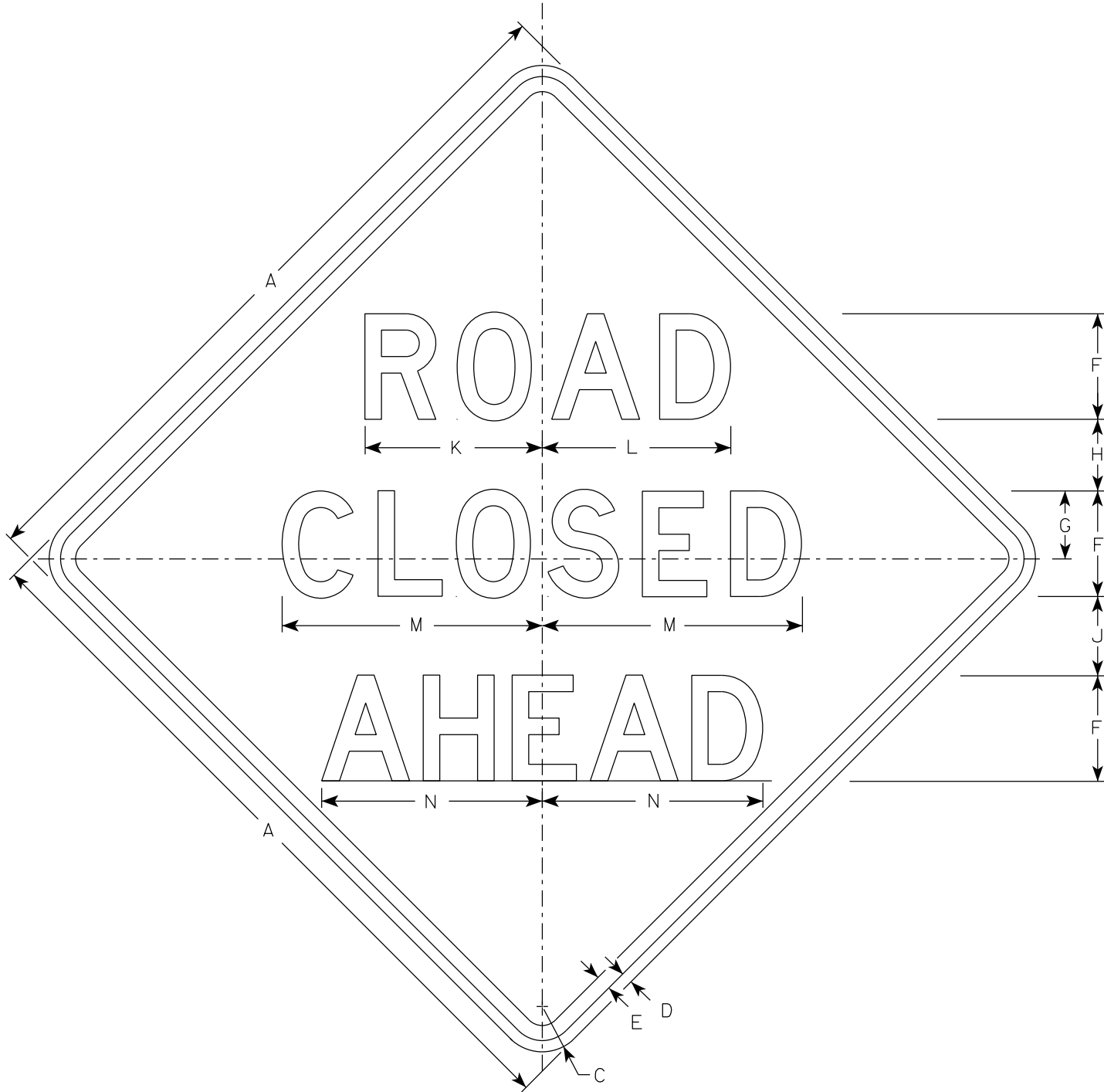
W20-1F



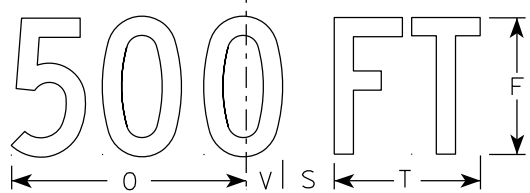
W20-1E

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

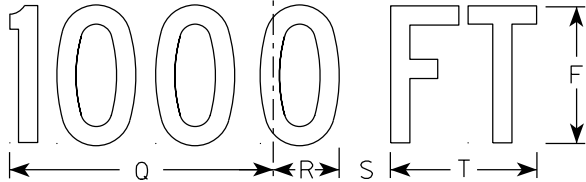
7



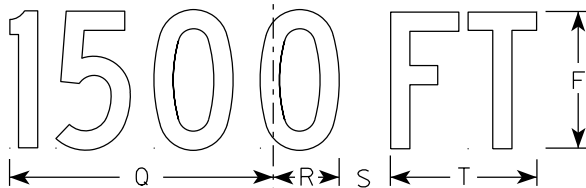
W20-3A



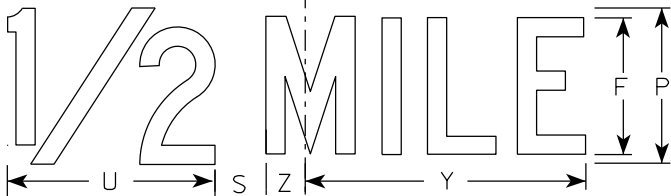
W20-3D



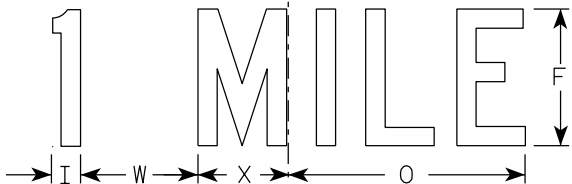
W20-3C



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

DIVISION 1 - LCL-ONTARIO RD

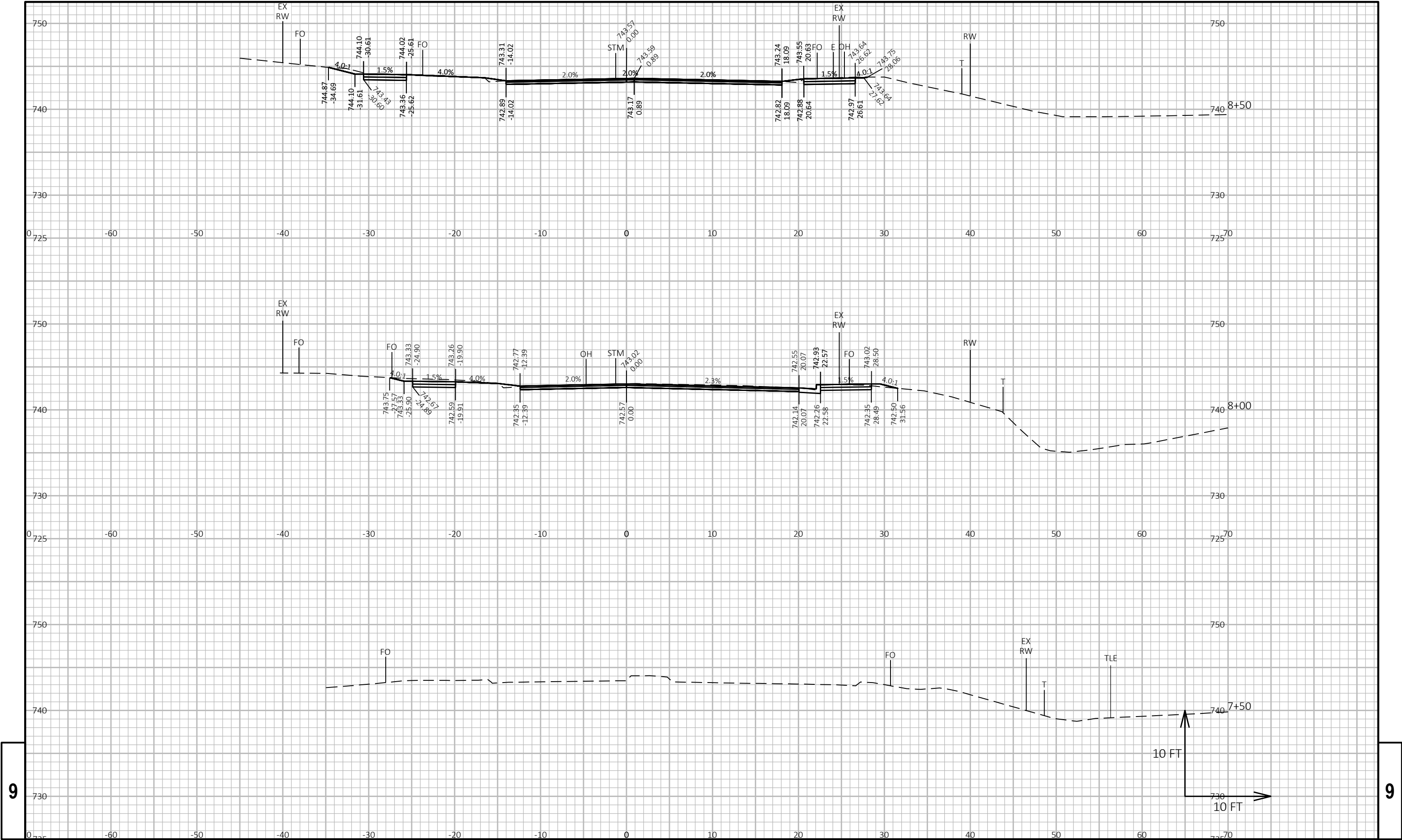
STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00 NOTE 1	EXPANDED FILL 1.20	MASS ORDINATE NOTE 8
7+50.00	750.00	0.00	0.00	0.00	0	0	0	0	0
8+00.00	800.00	50.00	9.51	0.62	9	1	9	1	8
8+50.00	850.00	50.00	9.91	0.69	18	1	27	2	25
9+00.00	900.00	50.00	21.70	5.63	29	6	56	10	46
9+50.00	950.00	50.00	4.27	0.04	24	5	80	16	64
10+00.00	1000.00	50.00	3.78	1.81	7	2	87	18	69
10+35.00	1035.00	35.00	31.38	0.00	23	1	110	19	91
10+50.00	1050.00	15.00	1.49	3.74	9	1	119	20	99
11+00.00	1100.00	50.00	8.27	2.10	9	5	128	26	102
11+10.00	1110.00	10.00	28.95	0.00	7	0	135	26	109
11+50.00	1150.00	40.00	8.48	1.90	28	1	163	28	135
11+60.00	1160.00	10.00	26.12	0.00	6	0	169	28	141
12+00.00	1200.00	40.00	2.57	1.15	21	1	190	29	161
12+40.00	1240.00	40.00	34.41	0.69	27	1	217	30	187
12+50.00	1250.00	10.00	8.86	0.90	8	0	225	30	195
13+00.00	1300.00	50.00	6.44	0.92	14	2	239	32	207
13+50.00	1350.00	50.00	33.74	0.00	37	1	276	34	242
14+00.00	1400.00	50.00	2.23	1.62	33	1	309	35	274
14+50.00	1450.00	50.00	36.04	1.06	35	2	344	37	307
15+00.00	1500.00	50.00	6.46	1.19	39	2	383	40	343
15+35.00	1535.00	35.00	40.07	0.07	30	1	413	41	372
15+50.00	1550.00	15.00	9.97	0.56	14	0	427	41	386
16+00.00	1600.00	50.00	5.86	0.54	15	1	442	42	400
16+25.00	1625.00	25.00	31.01	0.20	17	0	459	42	417
16+50.00	1650.00	25.00	13.20	0.01	20	0	479	42	437
17+00.00	1700.00	50.00	14.64	2.25	26	2	505	44	461
17+20.00	1720.00	20.00	42.77	0.00	21	1	526	46	480
17+50.00	1750.00	30.00	12.48	0.46	31	0	557	46	511
17+80.00	1780.00	30.00	42.21	0.46	30	1	587	47	540
18+00.00	1800.00	20.00	31.24	1.24	27	1	614	48	566
18+15.00	1815.00	15.00	31.80	3.06	18	1	632	49	583
18+50.00	1850.00	35.00	9.13	0.39	27	2	659	52	607
19+00.00	1900.00	50.00	21.65	1.04	29	1	688	53	635
19+50.00	1950.00	50.00	5.58	3.87	25	5	713	59	654
20+00.00	2000.00	50.00	2.04	3.15	7	7	720	67	653
20+30.00	2030.00	30.00	26.98	0.02	16	2	736	70	666
20+50.00	2050.00	20.00	3.87	4.75	11	2	747	72	675
21+00.00	2100.00	50.00	2.14	1.33	6	6	753	79	674
21+25.01	2125.01	25.01	38.13	0.57	19	1	772	80	692
21+50.00	2150.00	24.99	7.63	1.30	21	1	793	82	711
SUBTOTAL					793			82	711

NOTES:	
1 - CUT	CUT DOES NOT INCLUDE SALVAGED/USABLE PAVEMENT MATERIAL
3 - FILL	DOES NOT INCLUDE USABLE PAVEMENT EXC VOLUME
8 - MASS ORDINATE	IF EBS TO BE BACKFILLED WITH GRANULAR: [CUT - SALVAGED PAVT - ((FILL - REDUCED EBS IN FILL) * FILL FACTOR)]

DIVISION 1 - LCL-ONTARIO RD

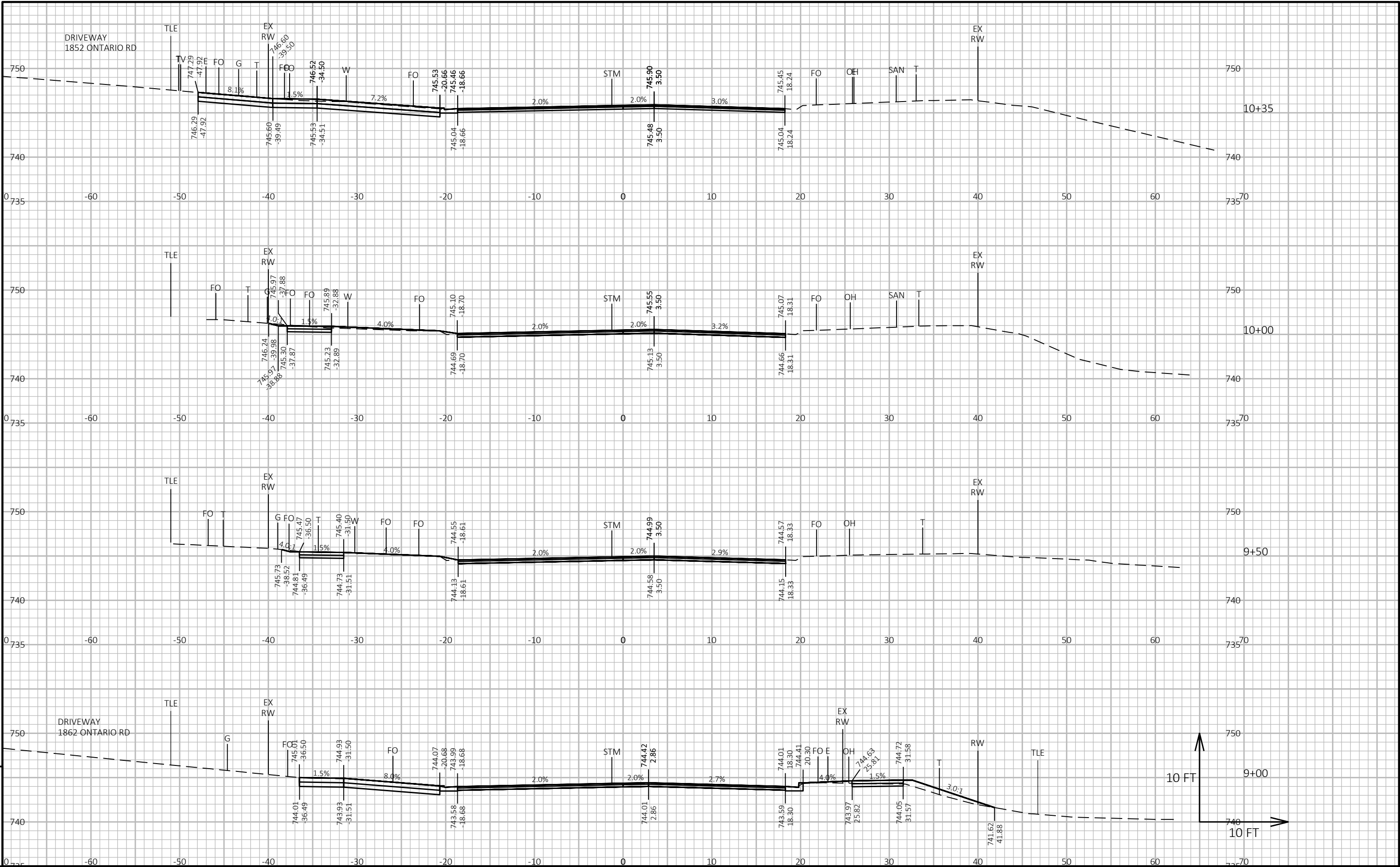
STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT	EXPANDED FILL	MASS ORDNATE
					NOTE 1	NOTE 3	NOTE 1	1.20	NOTE 8
22+00.00	2200.00	50.00	29.93	1.51	35	3	828	85	743
22+50.00	2250.00	50.00	3.03	0.97	31	2	859	88	771
23+00.00	2300.00	50.00	4.11	0.30	7	1	866	89	777
23+50.00	2350.00	50.00	4.37	0.48	8	1	874	90	784
24+00.00	2400.00	50.00	10.15	0.03	13	0	887	90	797
24+50.00	2450.00	50.00	8.33	0.03	17	0	904	90	814
25+00.00	2500.00	50.00	7.08	0.00	14	0	918	90	828
25+50.00	2550.00	50.00	5.18	3.20	11	3	929	94	835
26+00.00	2600.00	50.00	5.90	2.96	10	6	939	101	838
26+50.00	2650.00	50.00	3.38	0.80	9	3	948	104	844
26+75.00	2675.00	25.00	4.08	0.80	3	1	951	106	845
27+00.00	2700.00	25.00	5.89	0.29	5	1	956	107	849
27+50.00	2750.00	50.00	10.25	0.83	15	1	971	108	863
28+00.00	2800.00	50.00	7.76	1.02	17	2	988	110	878
28+50.00	2850.00	50.00	4.26	5.72	11	6	999	118	881
28+70.00	2870.00	20.00	57.84	0.00	23	2	1,022	120	902
29+00.00	2900.00	30.00	3.47	8.40	34	5	1,056	126	930
29+50.00	2950.00	50.00	3.33	9.49	6	17	1,062	146	916
30+00.00	3000.00	50.00	4.51	14.30	7	22	1,069	173	896
30+30.00	3030.00	30.00	28.53	1.28	18	9	1,087	184	903
30+50.00	3050.00	20.00	2.46	14.78	11	6	1,098	191	907
31+00.00	3100.00	50.00	4.14	16.65	6	29	1,104	226	878
31+50.00	3150.00	50.00	5.01	0.19	8	16	1,112	245	867
31+70.00	3170.00	20.00	2.53	0.89	3	0	1,115	245	870
32+00.00	3200.00	30.00	11.11	0.88	8	1	1,123	246	877
32+50.00	3250.00	50.00	0.49	8.13	11	8	1,134	256	878
33+00.00	3300.00	50.00	18.86	1.50	18	9	1,152	266	886
33+50.00	3350.00	50.00	0.64	1.66	18	3	1,170	270	900
34+00.00	3400.00	50.00	0.00	0.00	1	2	1,171	272	899
SUBTOTAL					378			191	187
ONTARIO TOTAL					1,171			272	899

NOTES:	
1 - CUT	CUT DOES NOT INCLUDE SALVAGED/USABLE PAVEMENT MATERIAL
3 - FILL	DOES NOT INCLUDE USABLE PAVEMENT EXC VOLUME
8 - MASS ORDNATE	IF EBS TO BE BACKFILLED WITH GRANULAR: [CUT - SALVAGED PAVT - ((FILL - REDUCED EBS IN FILL) * FILL FACTOR)]

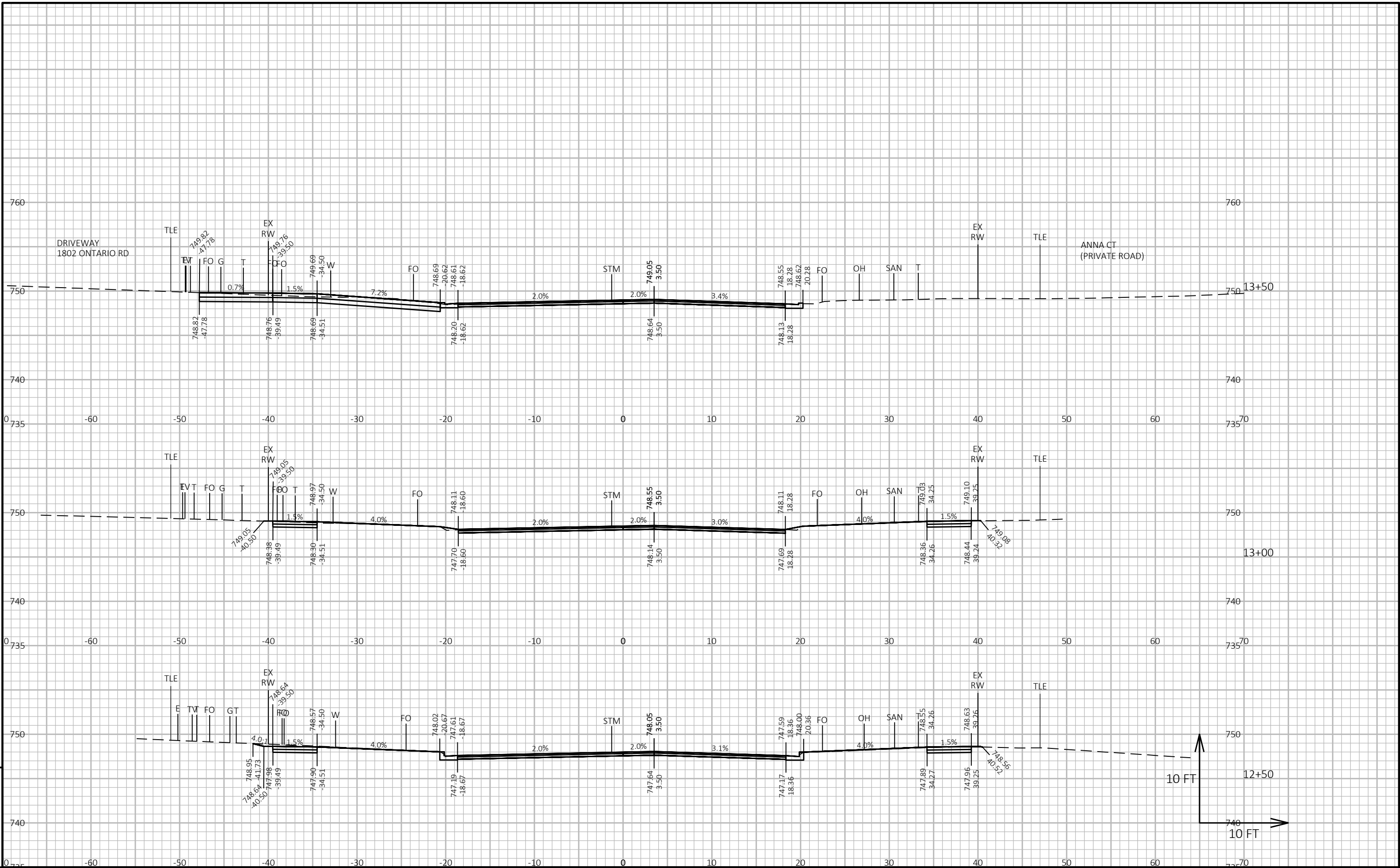


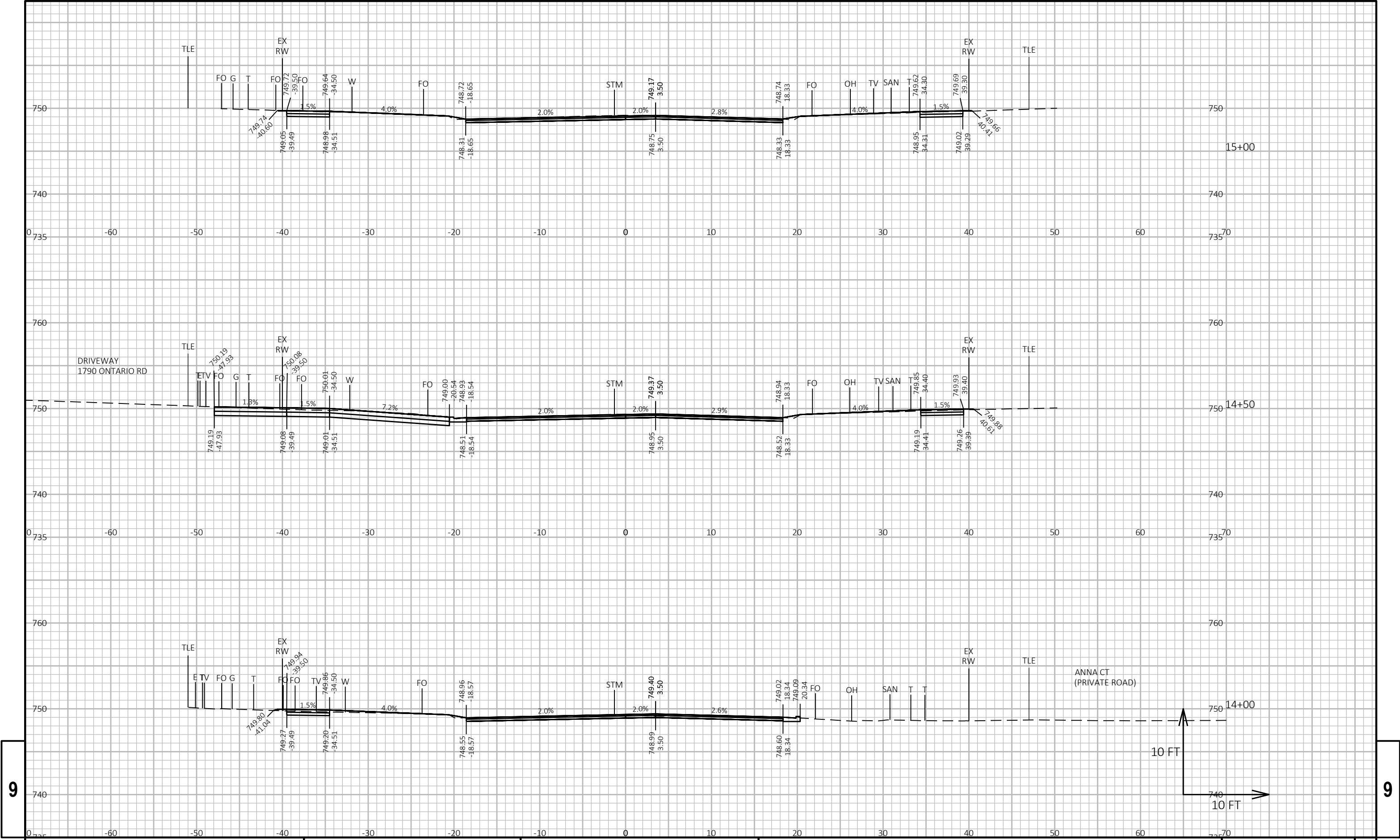
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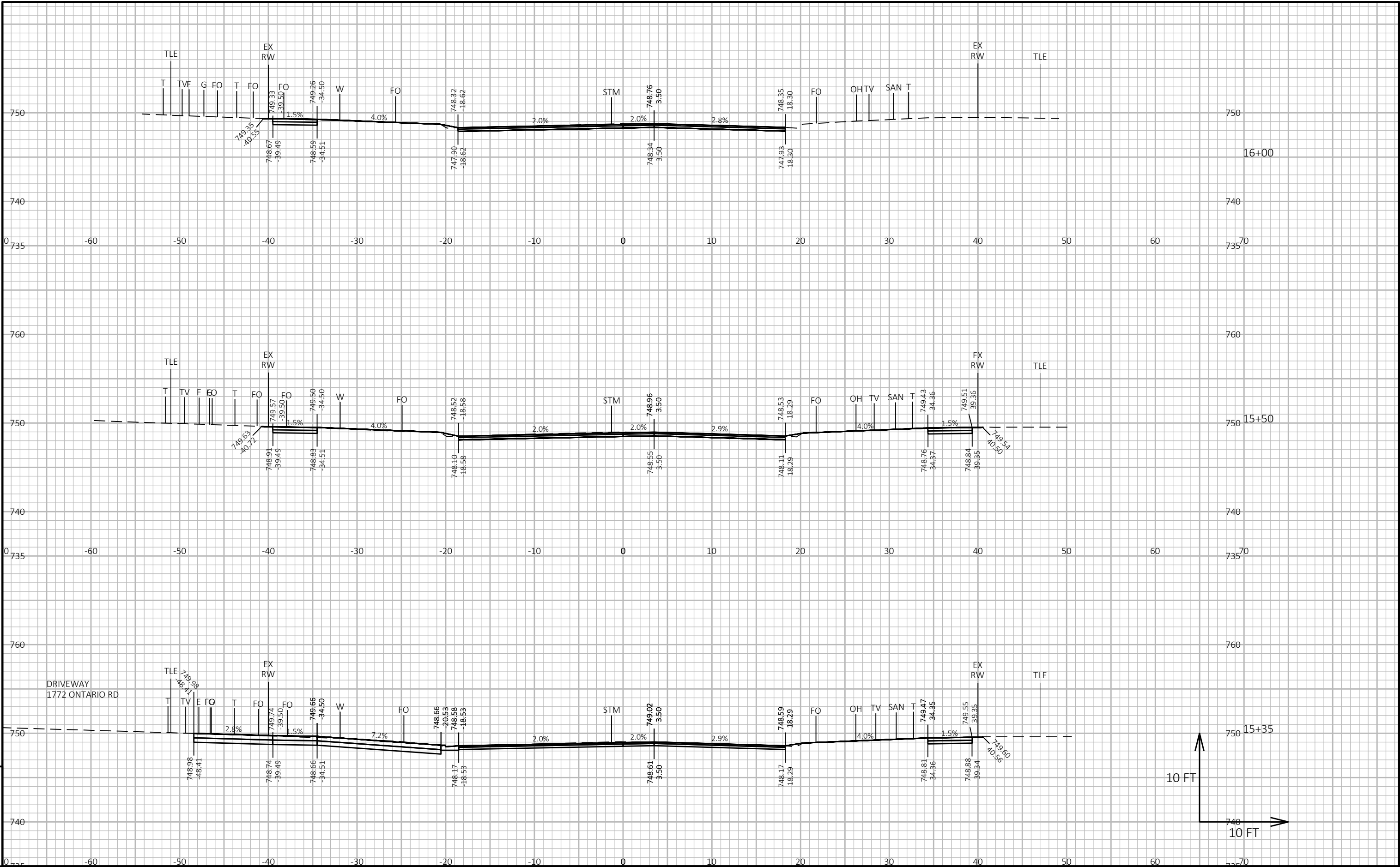
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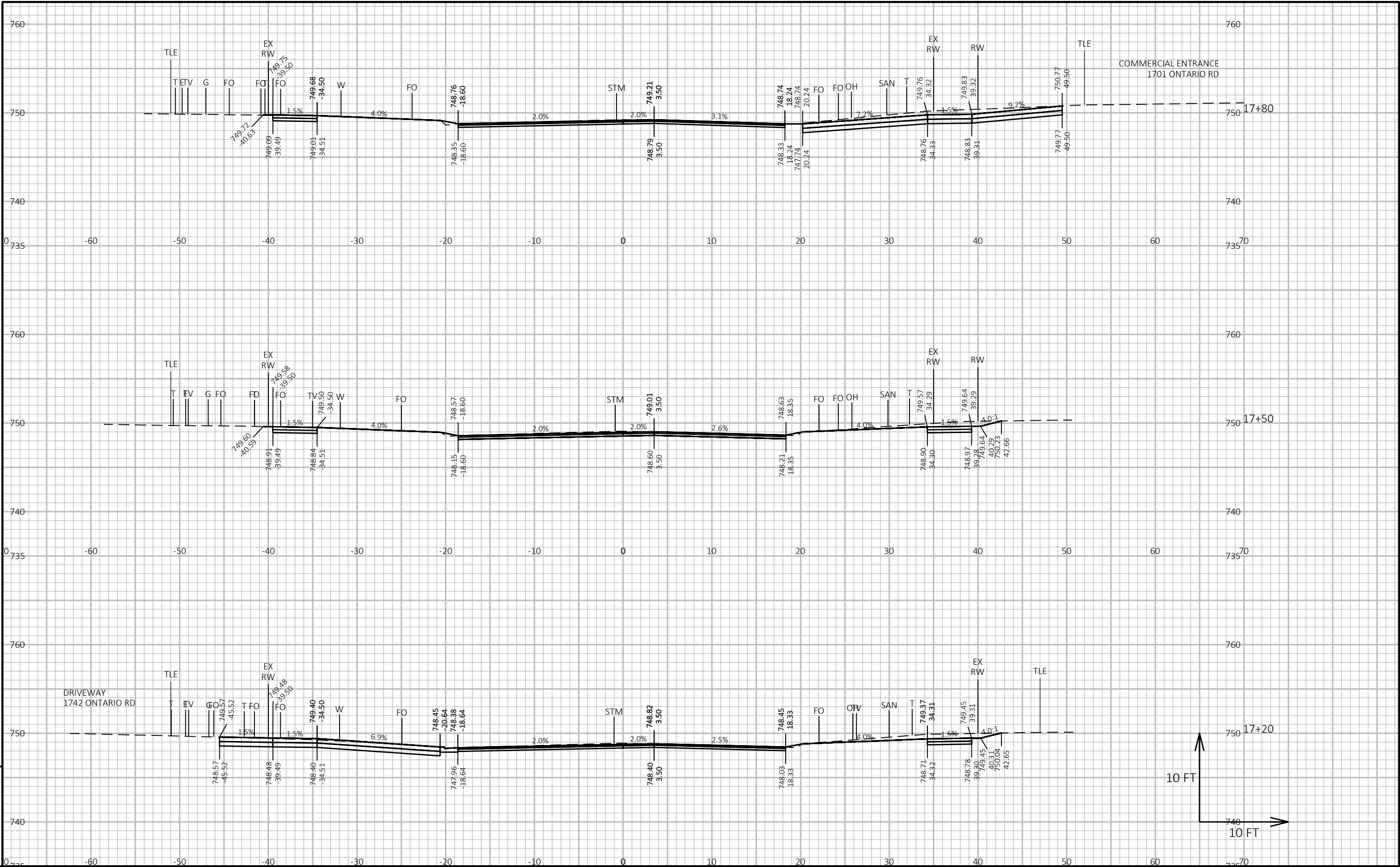


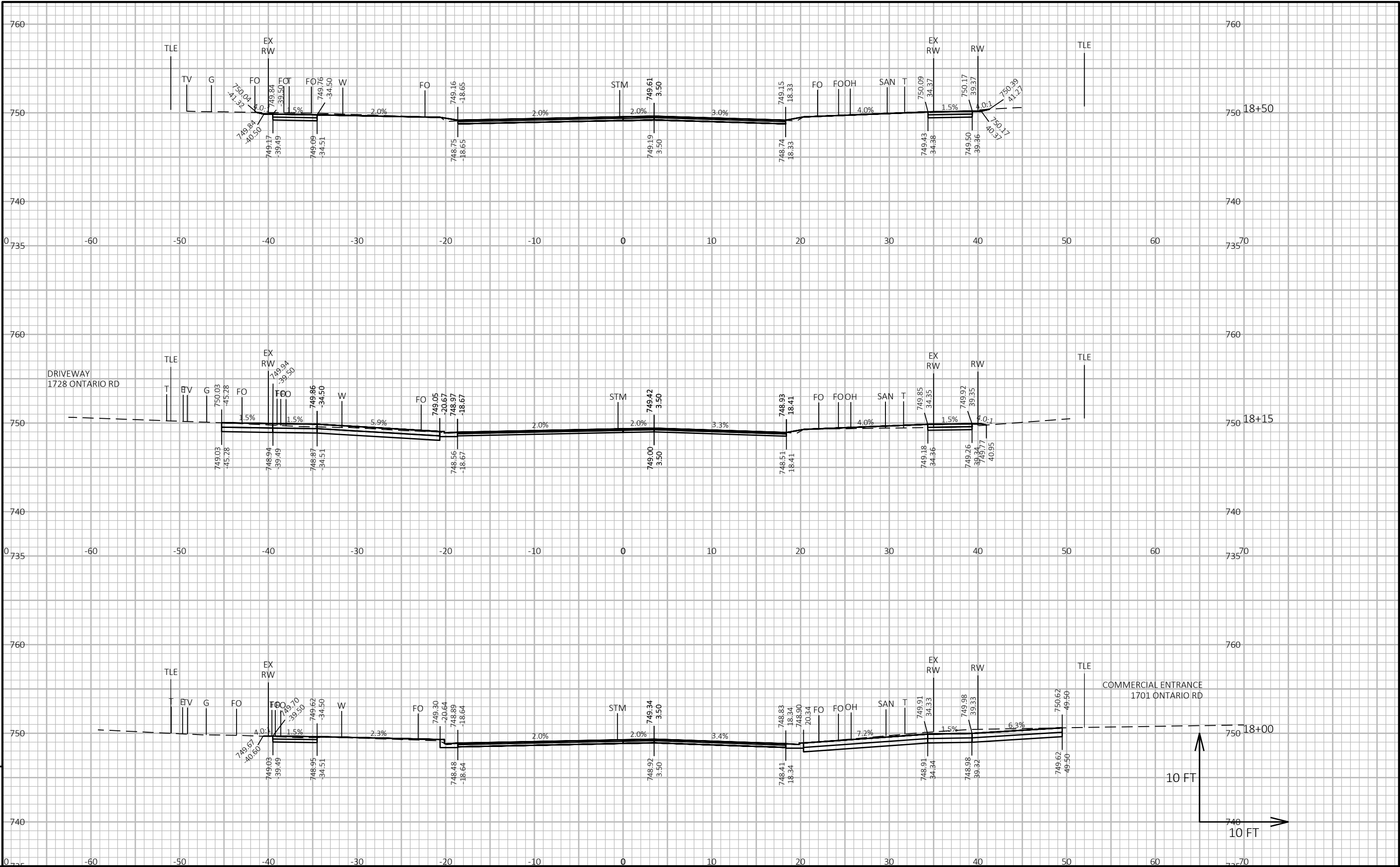


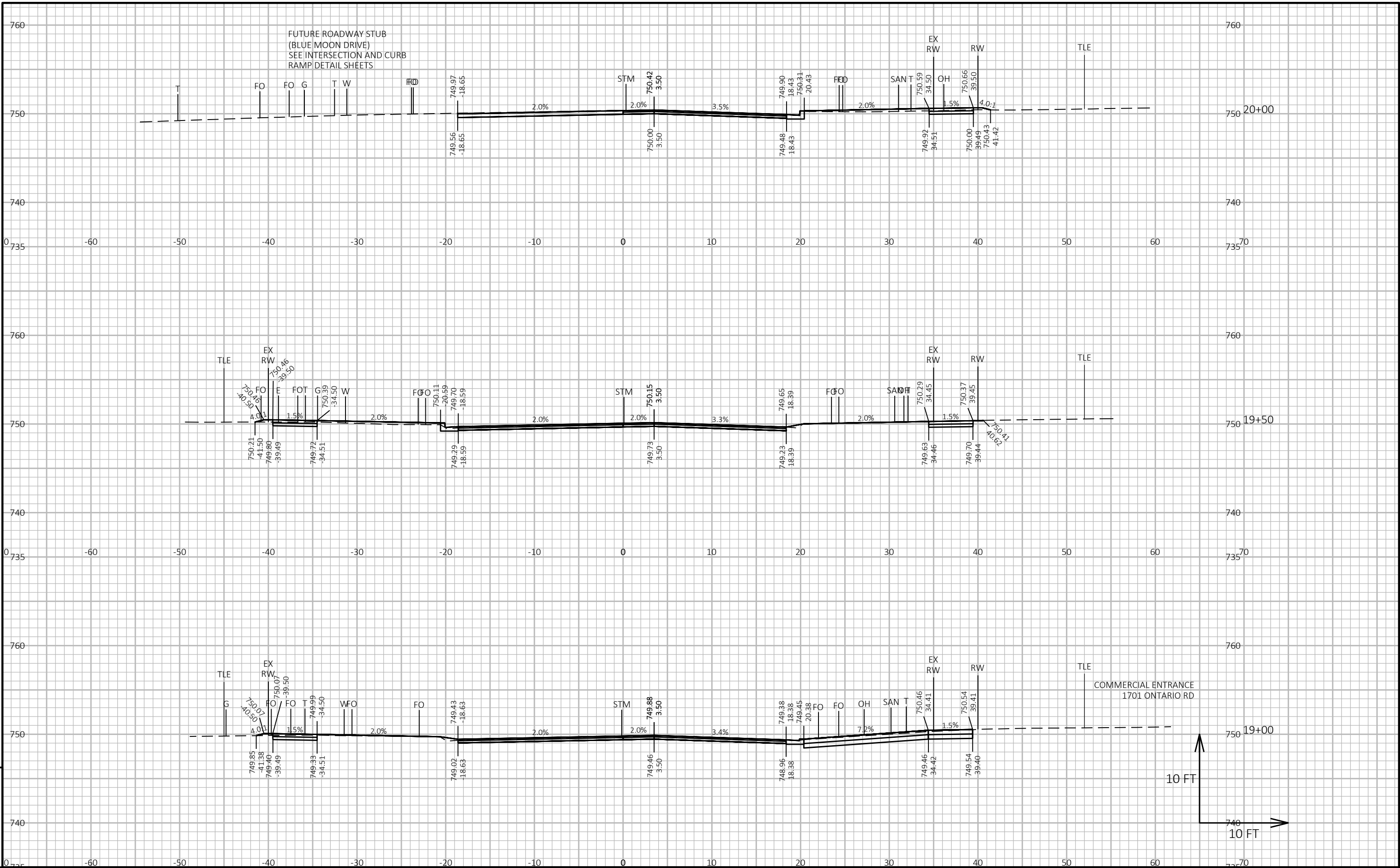


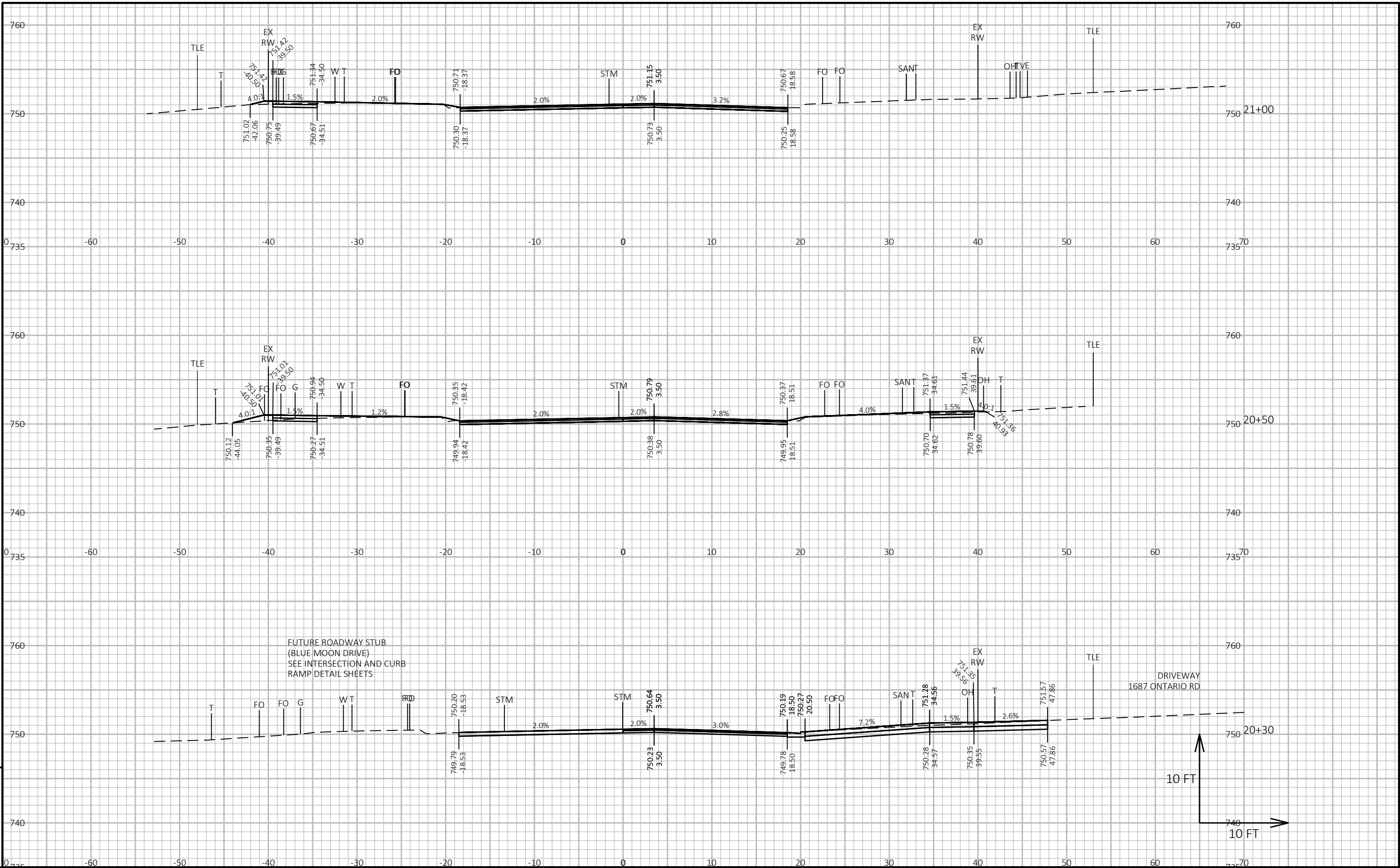


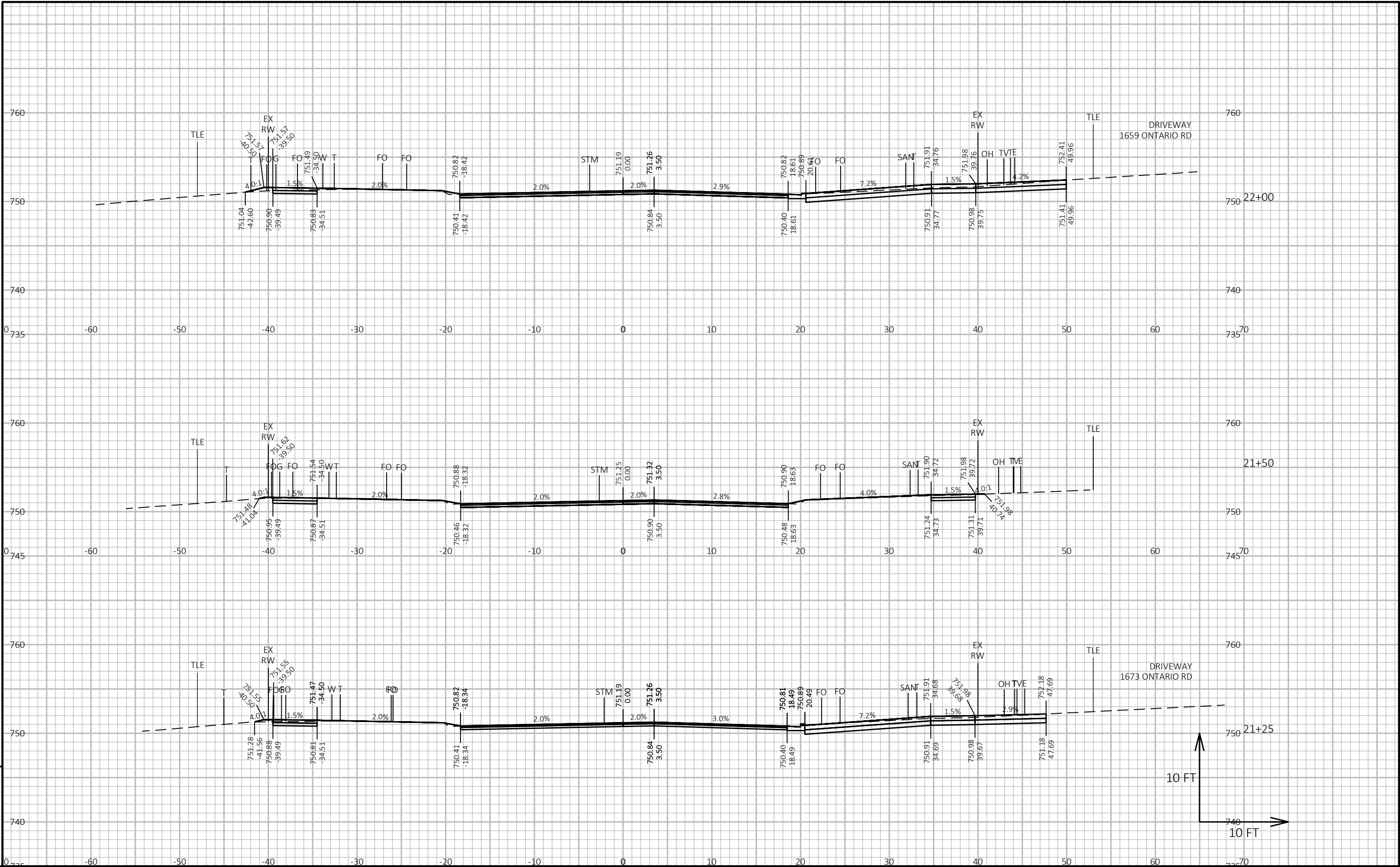


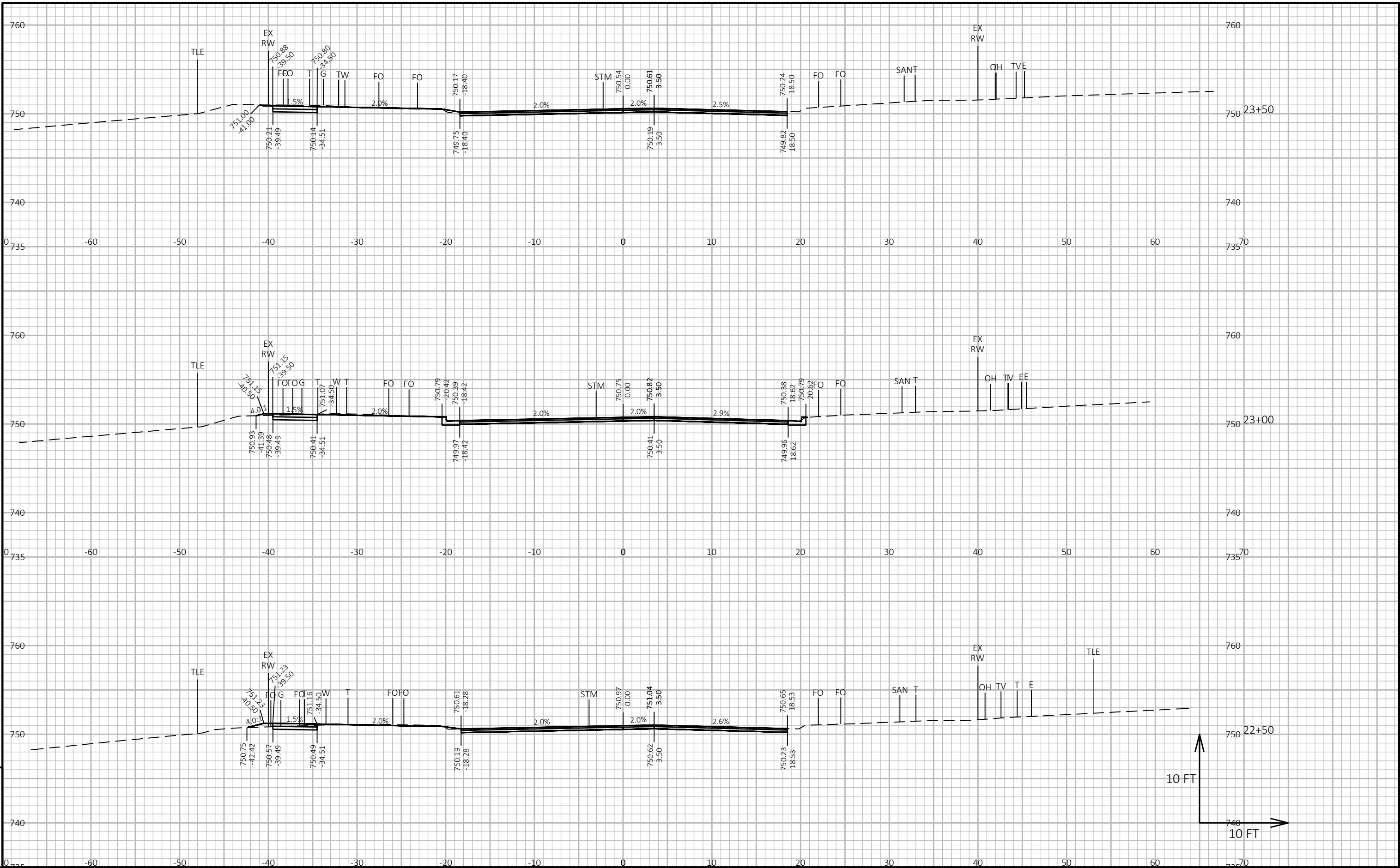


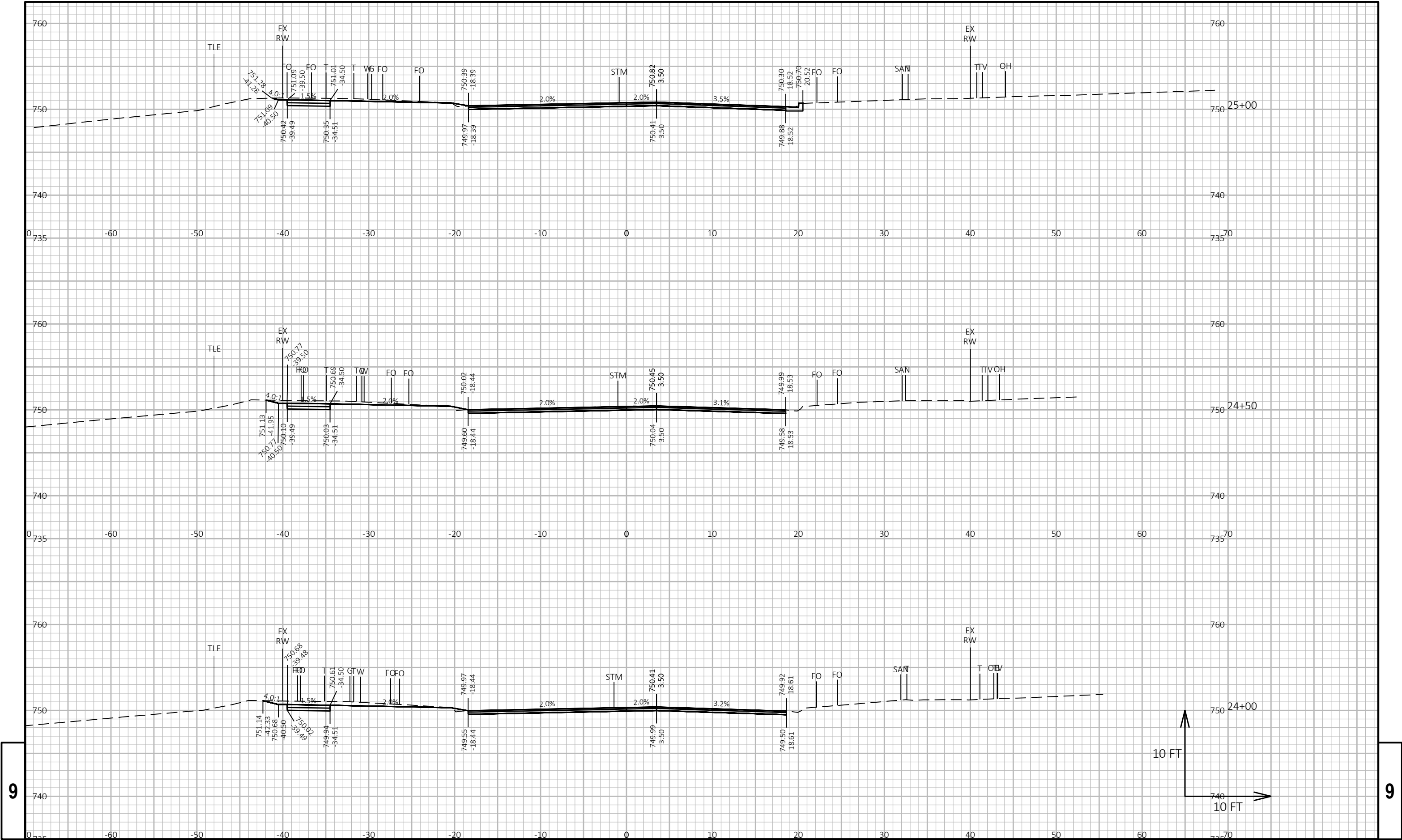


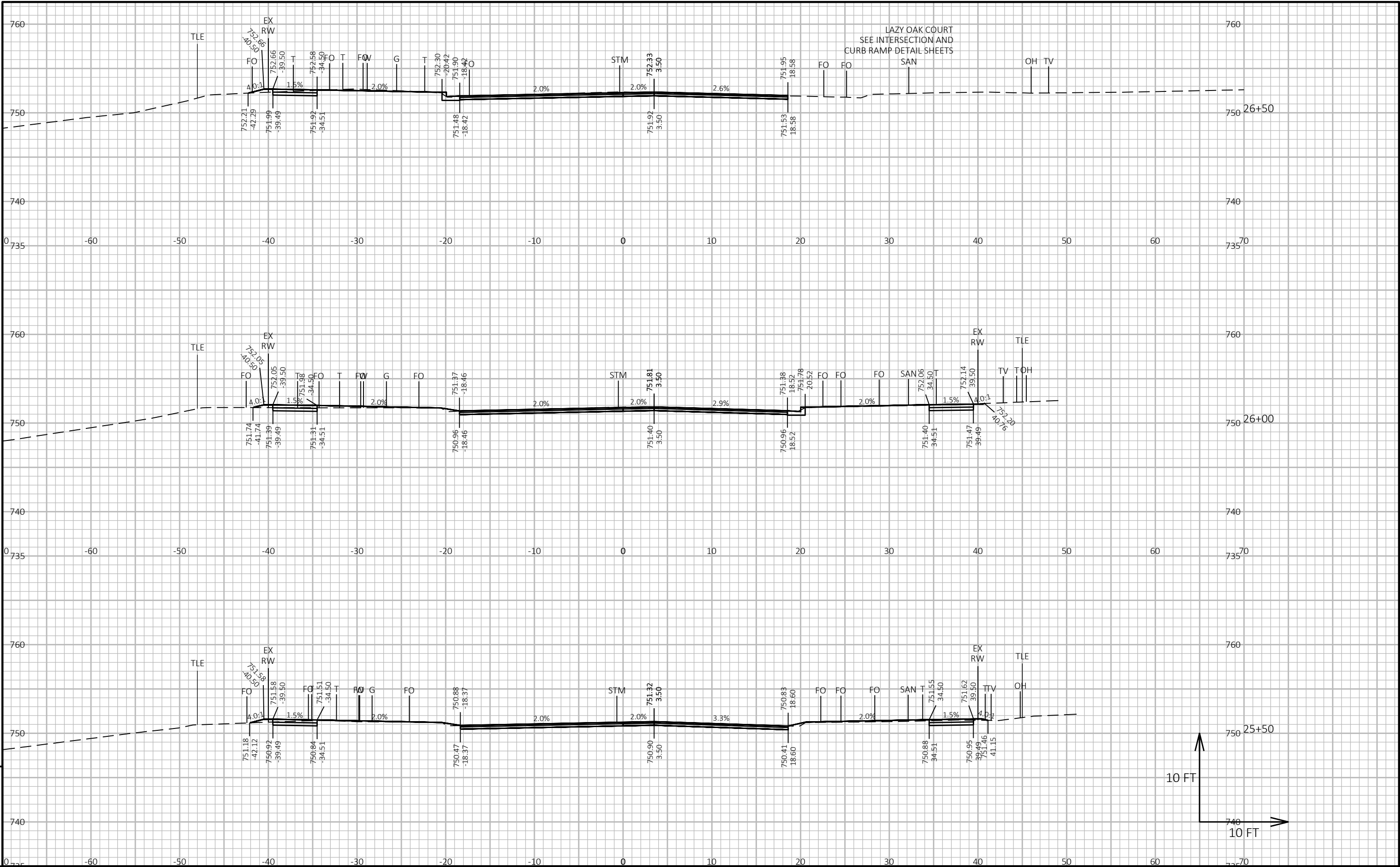


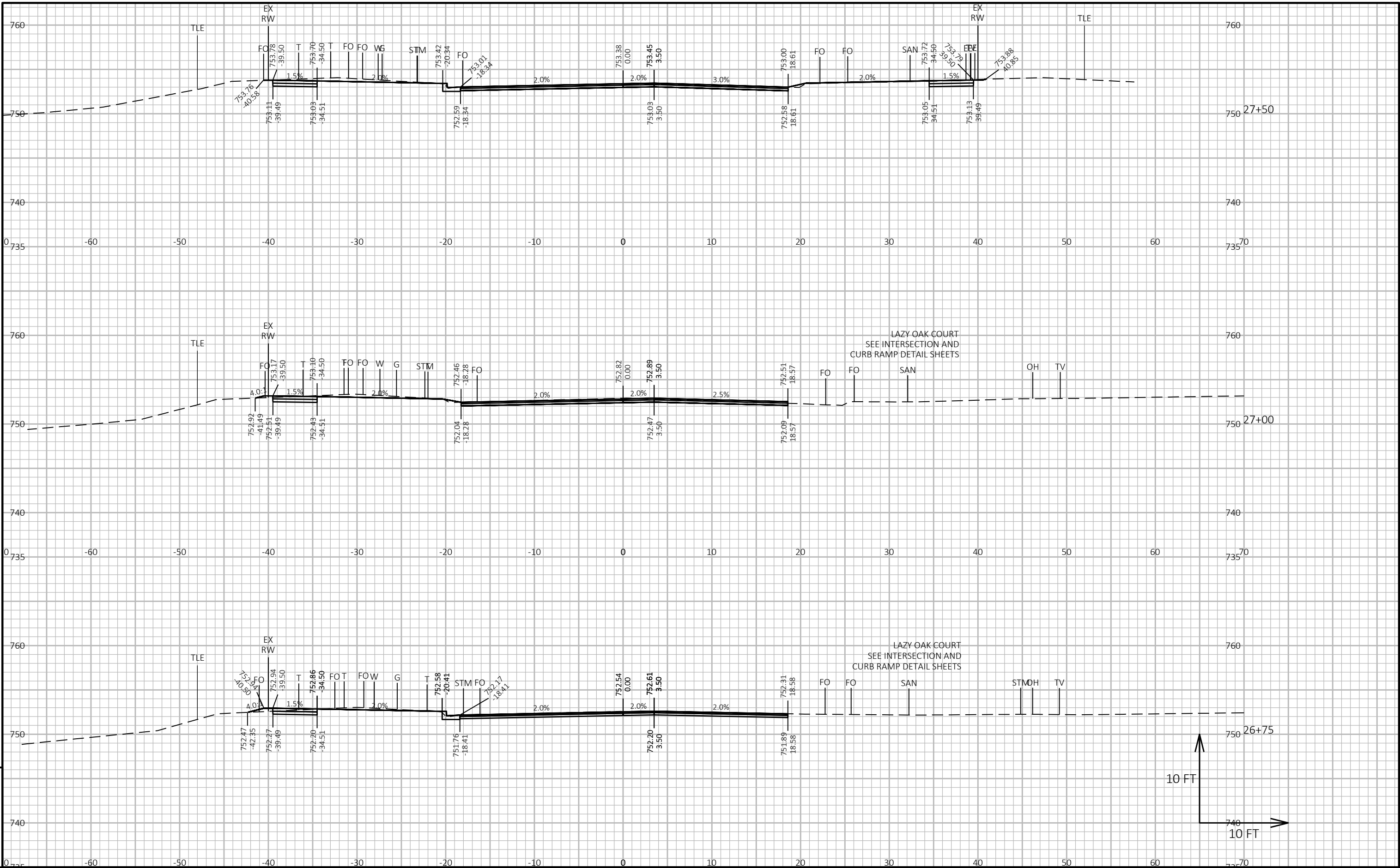


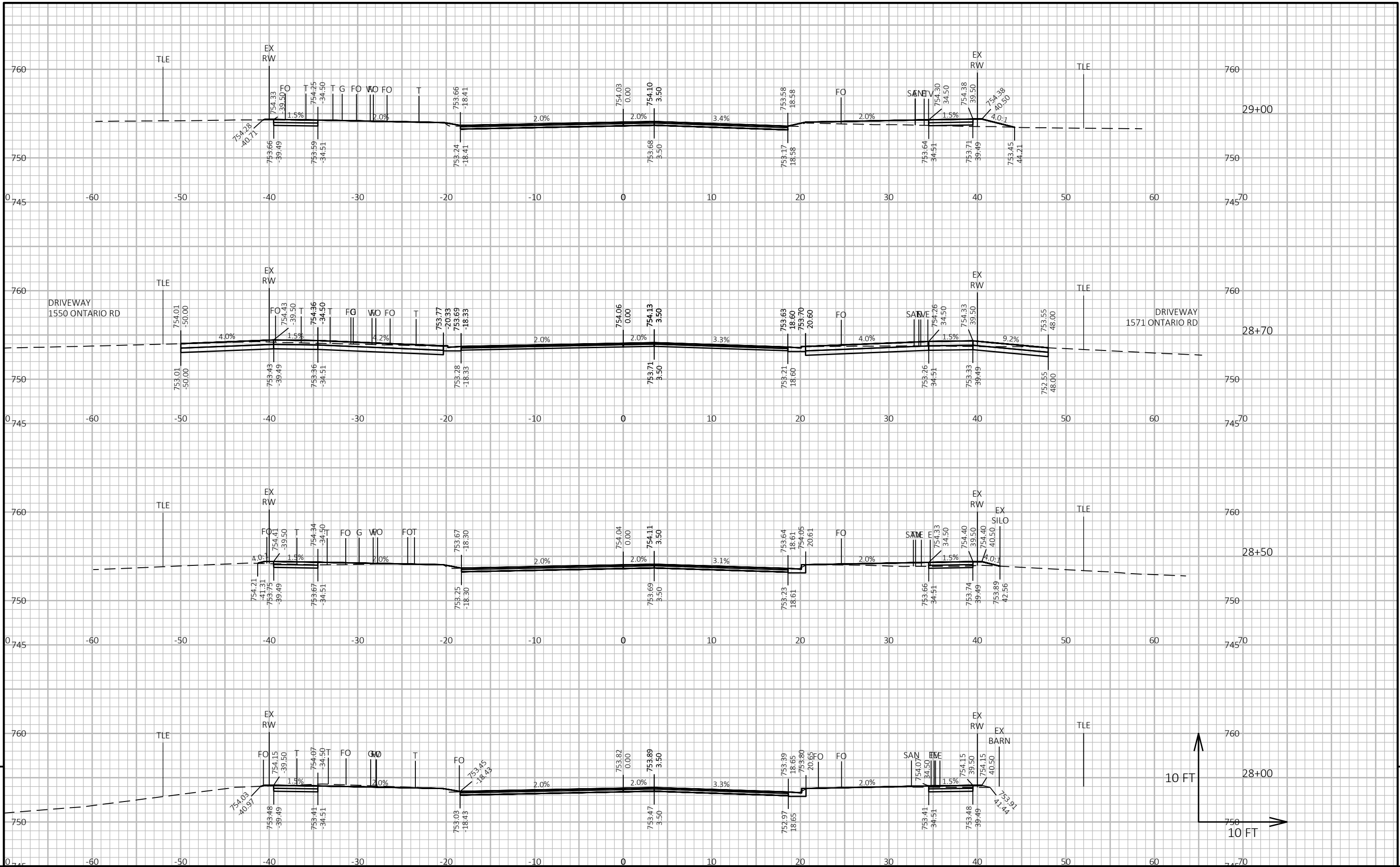




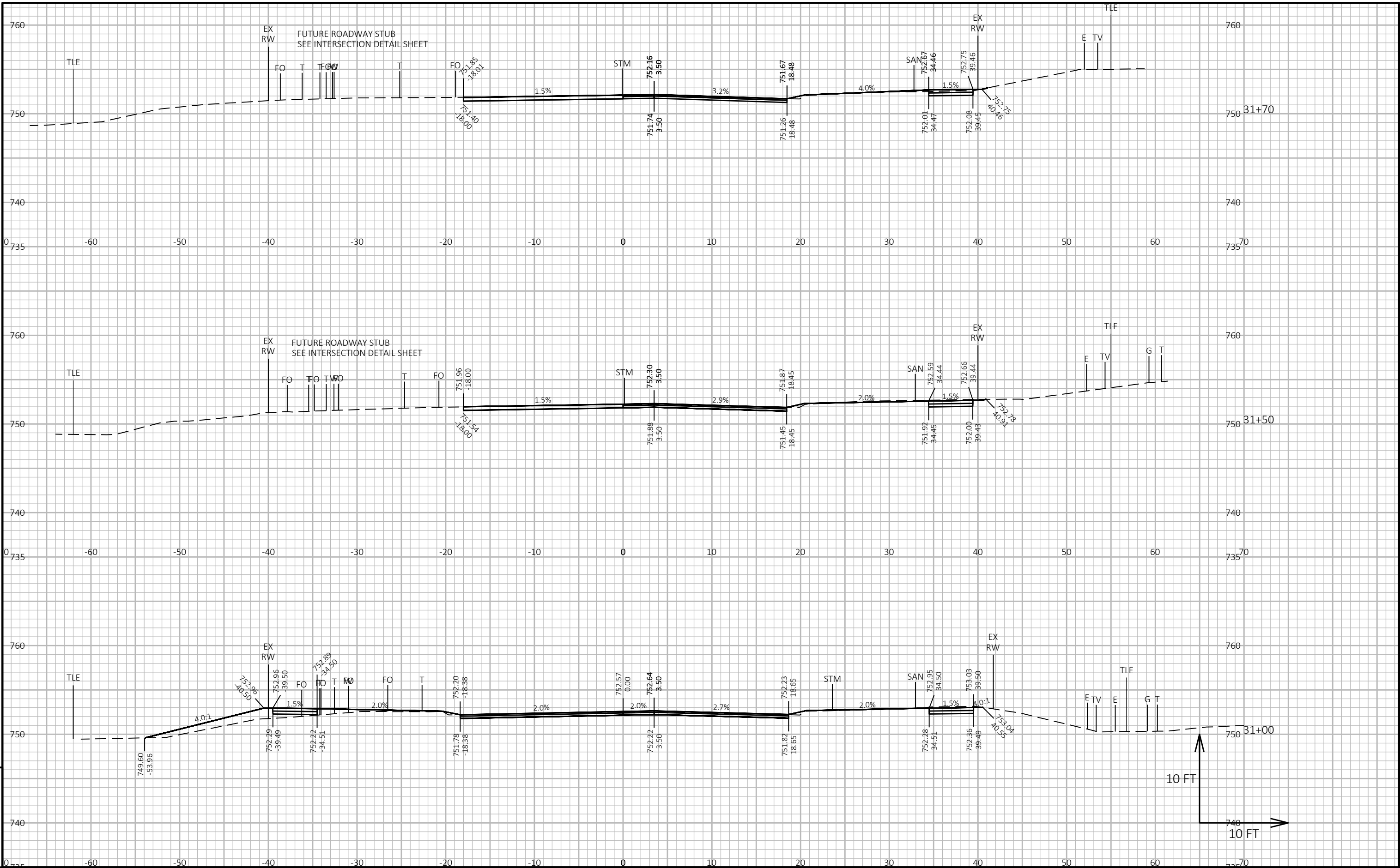


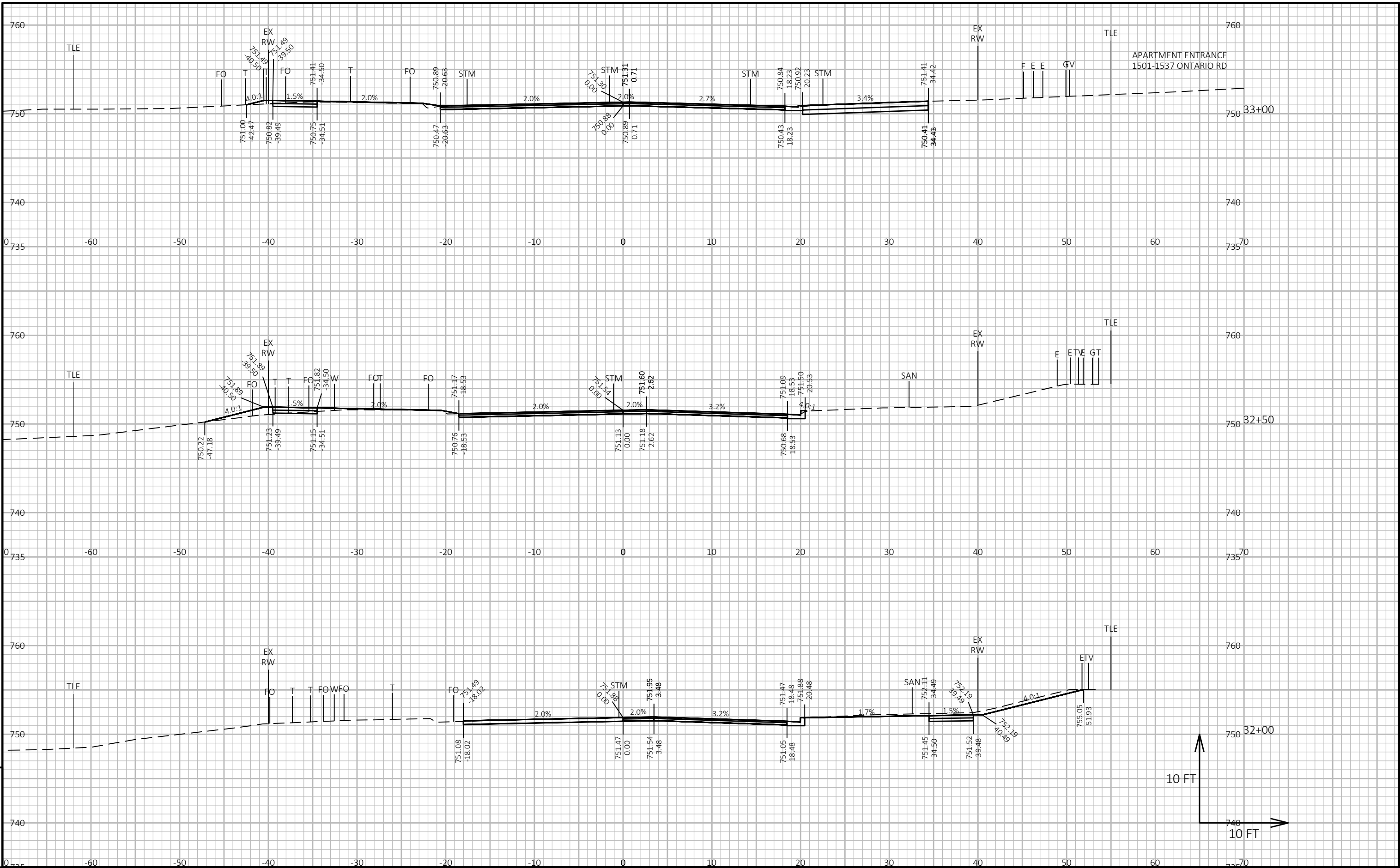


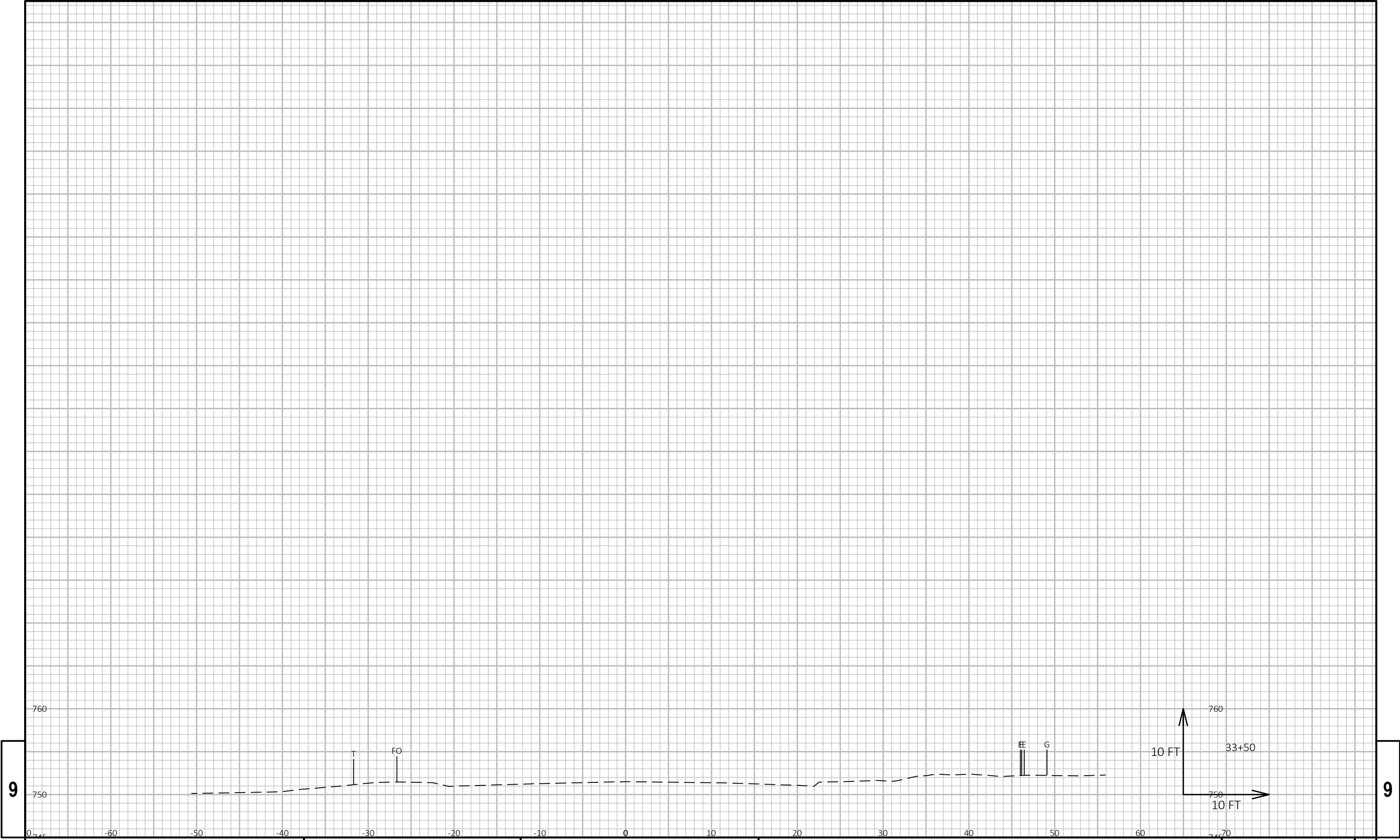


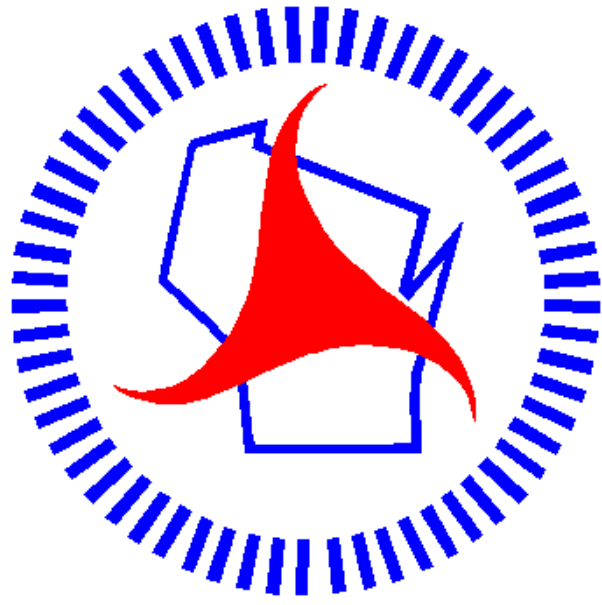












Wisconsin Department of Transportation

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