

EAU PROJECT ID: WITH: N/A

7287-00-72

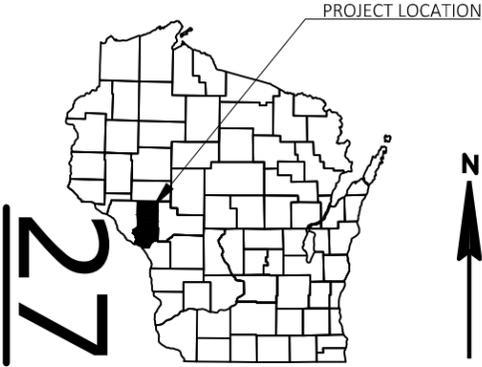
COUNTY:

TREMPEALEAU

APRIL 2026 ORDER OF SHEETS

| | | |
|-------------|---|------------------------------|
| Section No. | 1 | Title |
| Section No. | 2 | Typical Sections and Details |
| Section No. | 3 | Estimate of Quantities |
| Section No. | 3 | Miscellaneous Quantities |
| Section No. | 4 | Right of Way Plat |
| Section No. | 5 | Plan and Profile |
| Section No. | 6 | Standard Detail Drawings |
| Section No. | 7 | Sign Plates |
| Section No. | 8 | Structure Plans |
| Section No. | 9 | Computer Earthwork Data |
| Section No. | 9 | Cross Sections |

TOTAL SHEETS = 80



DESIGN DESIGNATION 7287-00-02

| | | |
|--------------------|---|--------|
| A.A.D.T. (2026) | = | 112 |
| A.A.D.T. (2046) | = | 122 |
| D.H.V. (2046) | = | 6 |
| D.D. (%) | = | 50/50 |
| T. (%) | = | 29.0 |
| DESIGN SPEED (MPH) | = | 25 |
| ESALS | = | 52,000 |

CONVENTIONAL SYMBOLS

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

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

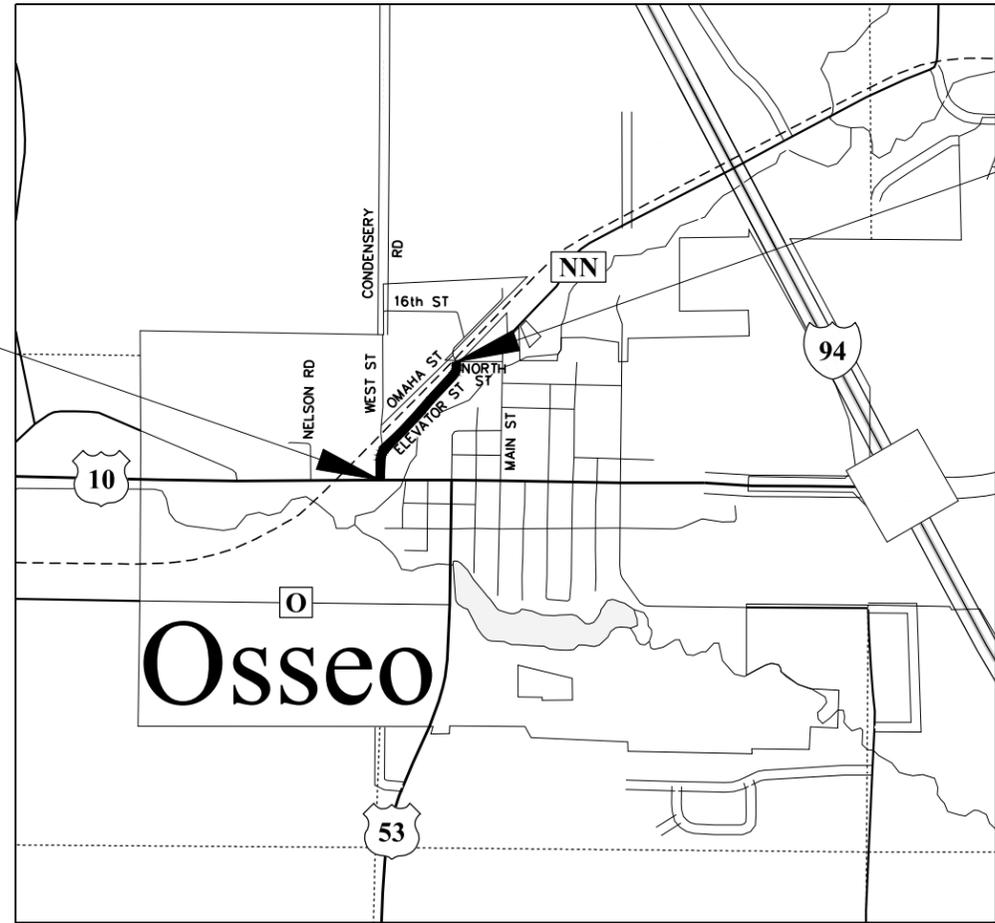
C OSSEO, WEST ST & ELEVATOR ST

USH 10/WEST ST TO ELEVATOR/NORTH ST

LOC STR
TREMPEALEAU

STATE PROJECT NUMBER
7287-00-72

R-07-E



BEGIN PROJECT
STA 10+00
Y = 517100.285
X = 879432.206

END PROJECT
STA 25+81.70



TOTAL NET LENGTH OF CENTERLINE = 0.299 MI

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

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

| STATE PROJECT | FEDERAL PROJECT | |
|---------------|-----------------|----------|
| | PROJECT | CONTRACT |
| 7287-00-72 | WISC 2026194 | 1 |
| | | |
| | | |
| | | |

ACCEPTED FOR
CITY of OSSEO

10/27/2025 (Date) *Steven J. Dunham* (Town/City Signature)

ORIGINAL PLANS PREPARED BY



10/27/2025 (Date) _____ (Signature)

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

| | | |
|---------------------|-----------|-----|
| PREPARED BY | Surveyor | SEH |
| Designer | SEH | |
| Project Manager | TOU YANG | |
| Regional Examiner | NW REGION | |
| Regional Supervisor | TOU YANG | |

APPROVED FOR THE DEPARTMENT
DATE: 10/28/2025 _____ (Signature)

E

UTILITIES CONTACTS

BRIGHTSPEED
 COMMUNICATION LINE
 BRIAN STELPLUGH
 333 N FRONT STREET
 LA CROSSE, WI 54601
 PHONE: 980-376-1557
 EMAIL: BRIAN.STELPLUGH@BRIGHTSPEED.COM

CITY OF OSSEO
 WATER/SANITARY SEWER
 KEVIN RONGSTAD
 13712 8TH STREET
 OSSEO, WI 54758
 PHONE: 715-597-2207
 EMAIL: DPW@CITYOFOSSEOWI.US

TRI-COUNTY COMMUNICATIONS
 COMMUNICATION LINE
 BUCK WEBB
 417 5TH AVE N
 STRUM, WI 54770
 PHONE: 715-695-2691
 EMAIL: BWEBB@TCCPRO.NET

WE ENERGIES
 GAS/PETROLEUM
 TANNER CASE
 1921 8TH STREET S
 WISCONSIN RAPIDS, WI 54494
 PHONE: 715-421-7235
 EMAIL: TANNER.CASE@WE-ENERGIES.COM

XCEL ENERGY
 ELECTRIC
 JOHN KELSER
 1414 W HAMILTON AVE, PO BOX 8
 EAU CLAIRE, WI 54702
 PHONE: 715-737-6020
 EMAIL: JOHN.KELSER@XCELENERGY.COM

ORDER OF SECTION 2 DETAIL SHEETS

- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- CURB RAMP DETAILS
- EROSION CONTROL
- STORM SEWER
- SANITARY AND WATER MAIN

WISCONSIN DNR LIAISON

AMY LESIK
 WEST CENTRAL REGION HEADQUARTERS
 1300 W CLAIREMONT AVENUE
 EAU CLAIRE, WI 54701
 PHONE: 715-495-1903
 EMAIL: AMYL.LESIK@WISCONSIN.GOV

CITY OF OSSEO CONTACT

KEVIN RONGSTAD
 PUBLIC WORKS DIRECTOR
 13712 8TH STREET
 OSSEO, WI 54758
 PHONE: 715-597-2207
 EMAIL: DPW@CITYOFOSSEOWI.US

DESIGN PROJECT MANAGER

TOU YANG
 NORTHWEST REGION
 718 W CLAIREMONT AVENUE
 EAU CLAIRE, WI 54701
 PHONE: 715-833-5570
 EMAIL: EMAIL@EMAIL.COM

DESIGN PROJECT LEADER

BRETT HOLLISTER
 SHORT ELLIOTT HENDRICKSON INC.
 10 N BRIDGE STREET
 CHIPPEWA FALLS, WI 54729
 PHONE: 715-720-6200
 EMAIL: BHOLLISTER@SEHINC.COM

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.

THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

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.

FERTILIZER SHALL NOT BE USED WITHIN 20 FEET OF NAVIGABLE WATERWAYS AND WETLANDS.

THE EXACT LOCATION AND WIDTH OF DRIVEWAYS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

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.

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

PRIOR TO ORDERING DRAINAGE PIPES, THE CONTRACTOR SHALL FIELD VERIFY RELATED DRAINAGE INFORMATION IN THE PLAN WITH THE ENGINEER.

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

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 |
| ROW CROPS: | .08 | .16 | .22 | .12 | .20 | .27 | .15 | .24 | .33 | .19 | .28 | .38 |
| MEDIAN STRIPTURF: | .22 | .30 | .38 | .26 | .34 | .44 | .30 | .37 | .50 | .34 | .41 | .56 |
| SIDE SLOPETURF: | .19 | .20 | .24 | .19 | .22 | .26 | .20 | .23 | .30 | .20 | .25 | .30 |
| PAVEMENT: | | | .25 | | | .27 | | | .28 | | | .30 |
| ASPHALT: | | | .32 | | | .34 | | | .36 | | | .38 |
| CONCRETE: | | | | | | | | | | | | |
| BRICK: | | | | | | | | | | | | |
| DRIVES, WALKS: | | | | | | | | | | | | |
| ROOFS: | | | | | | | | | | | | |
| GRAVEL ROADS, SHOULDERS: | | | | | | | | | | | | |

TOTAL PROJECT AREA = 2.7 ACRES
 TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 2.2 ACRES





PROJECT NO: 7287-00-72

HWY: ELEVATOR STREET

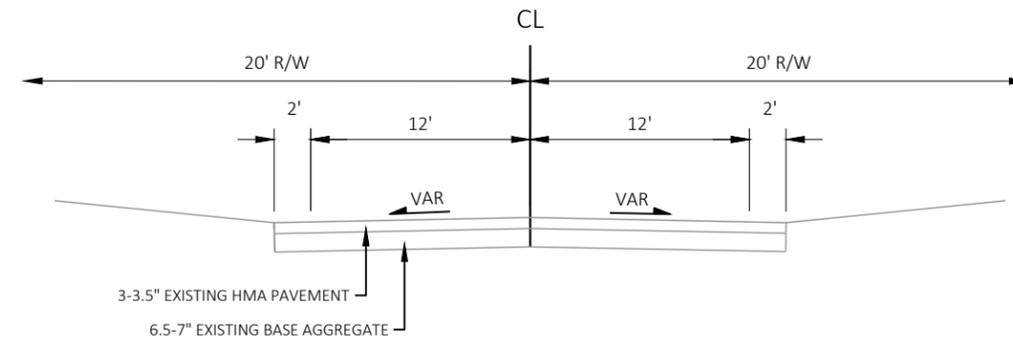
COUNTY: TREMPLEALEU

PROJECT OVERVIEW

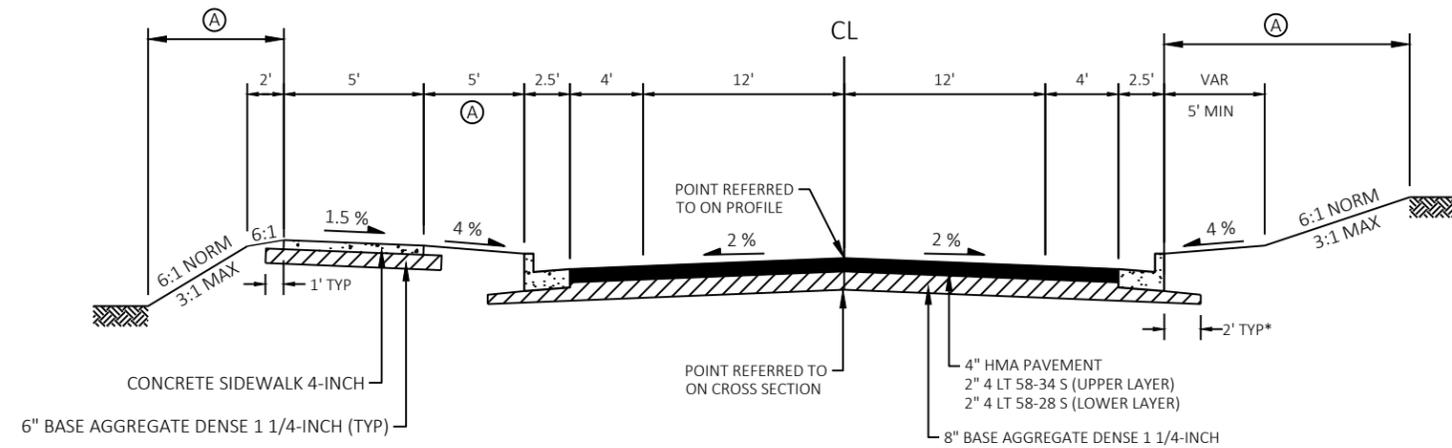
SHEET

3

E



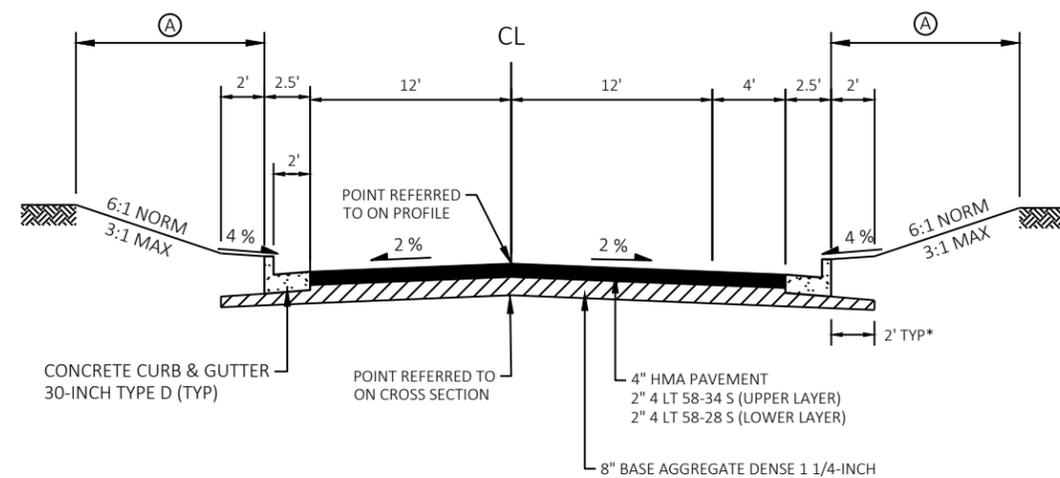
EXISTING TYPICAL SECTION
STA 10+00 - 25+81.70



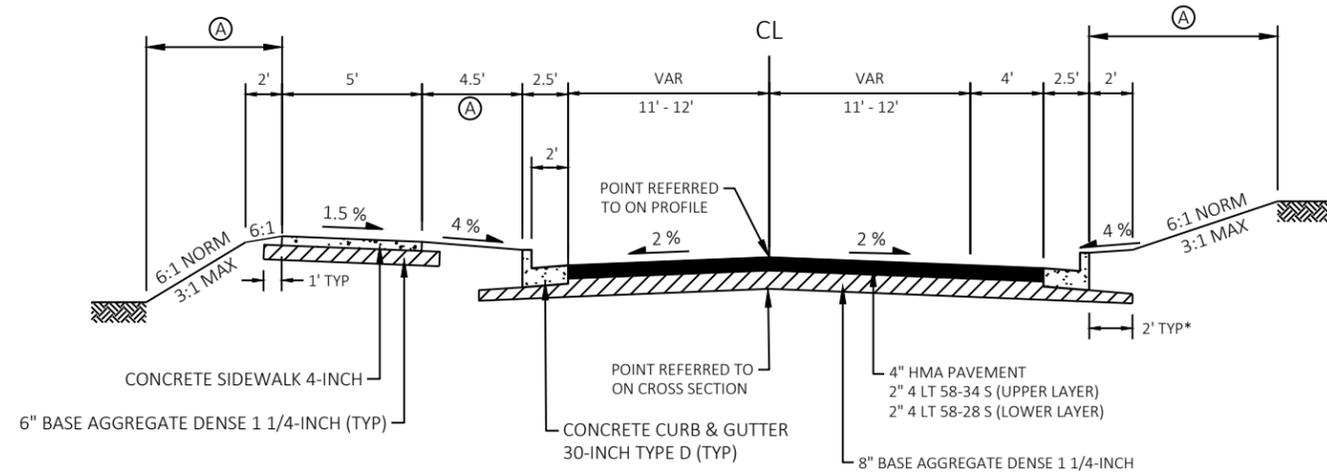
PROPOSED TYPICAL SECTION
STA 10+00 - 12+81.70

A 4" TOPSOIL, SEEDING MIXTURE NO. 40, TEMPORARY SEED, FERTILIZER TYPE B, AND EROSION MAT

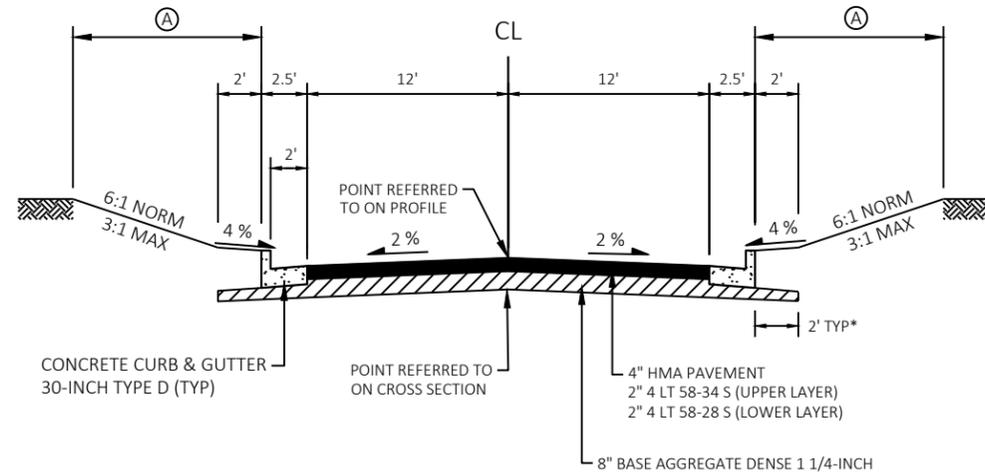
* 2' BASE AGGREGATE EXTENSION NOT REQUIRED AT DRIVEWAY LOCATIONS.



PROPOSED TYPICAL SECTION
STA 12+94 - 17+25
STA 20+50 - 25+81.70



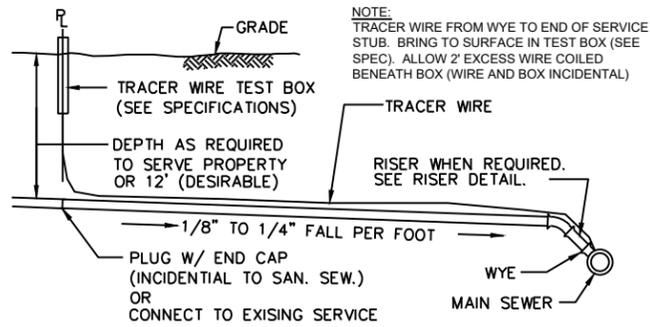
PROPOSED TYPICAL SECTION
WEST STREET



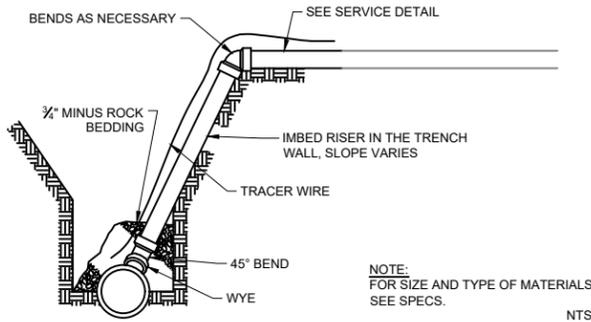
PROPOSED TYPICAL SECTION
NORTH STREET

(A) 4" TOPSOIL, SEEDING MIXTURE NO. 40,
TEMPORARY SEED, FERTILIZER TYPE B,
AND EROSION MAT

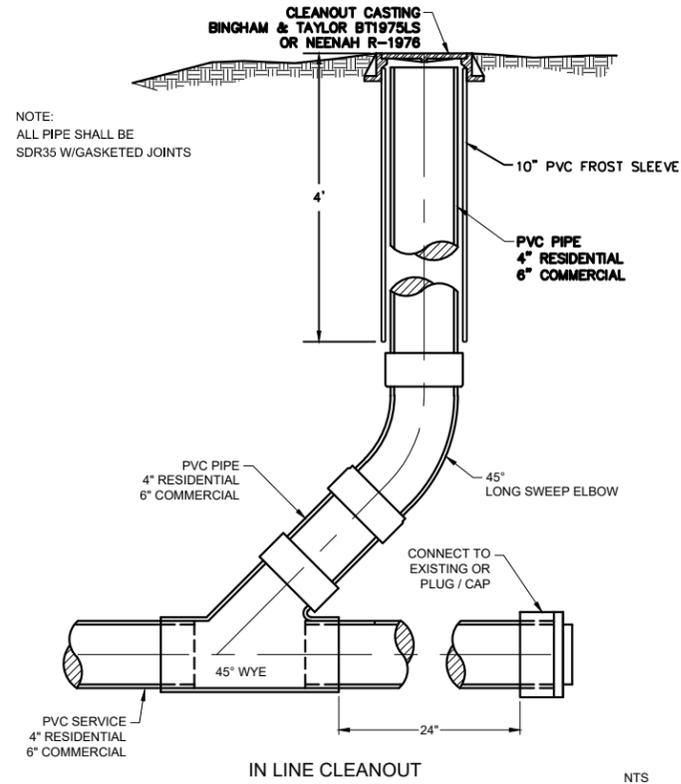
* 2' BASE AGGREGATE EXTENSION NOT
REQUIRED AT DRIVEWAY LOCATIONS.



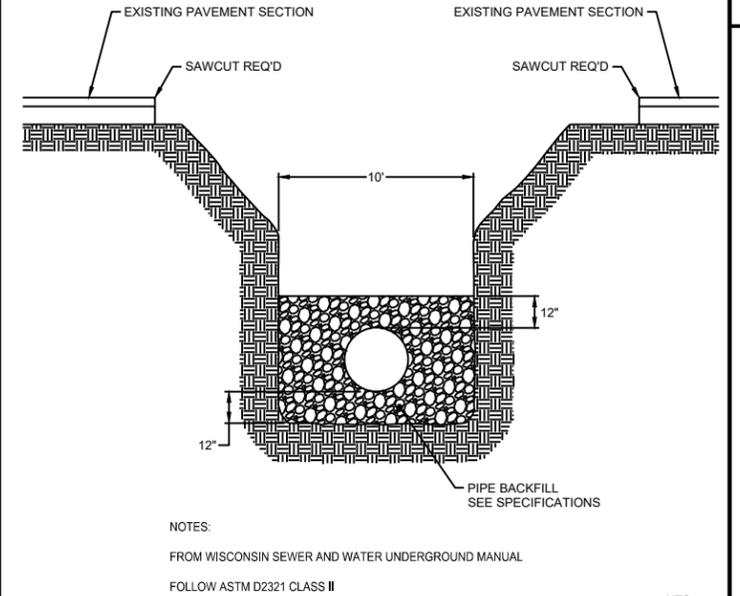
SANITARY SEWER SERVICE



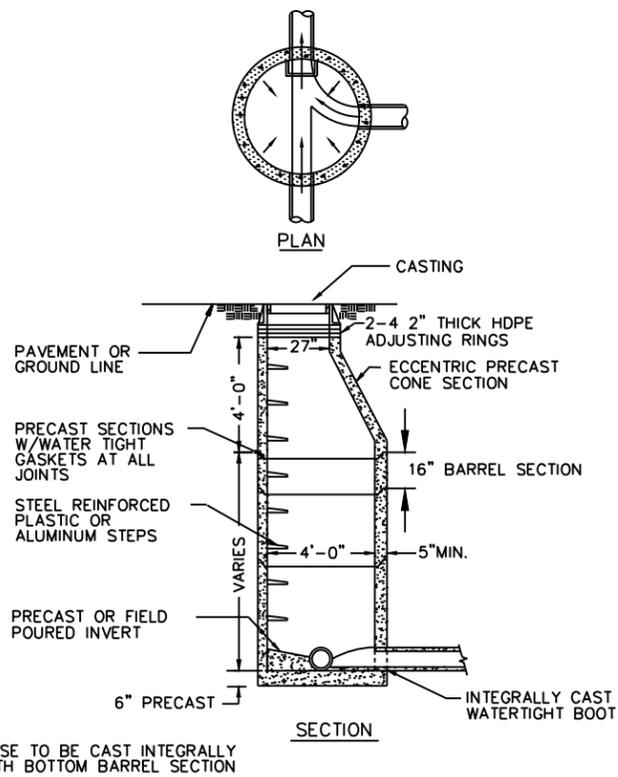
SANITARY SEWER RISER



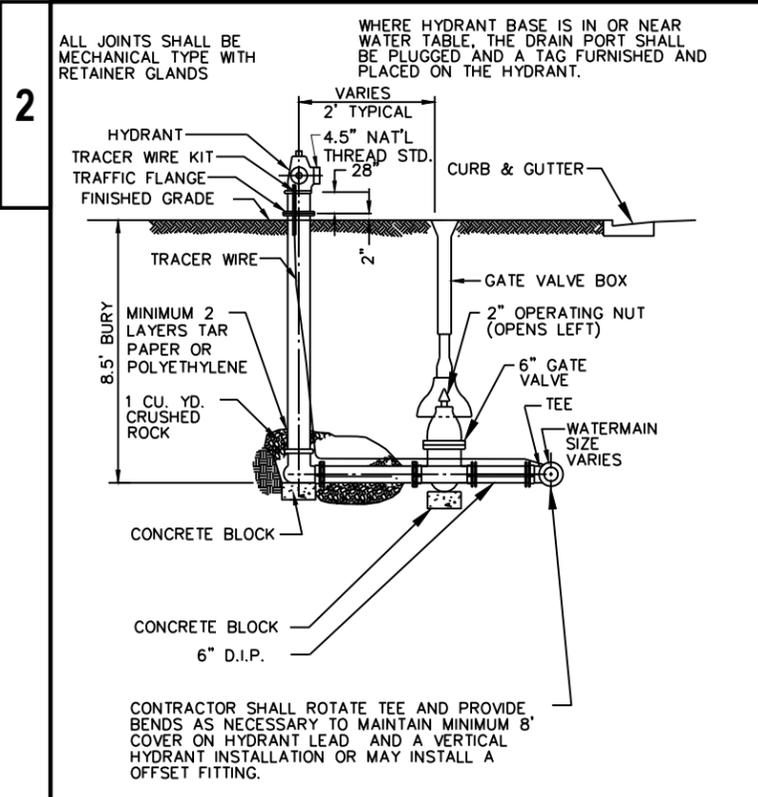
SANITARY SEWER SERVICE CLEANOUT



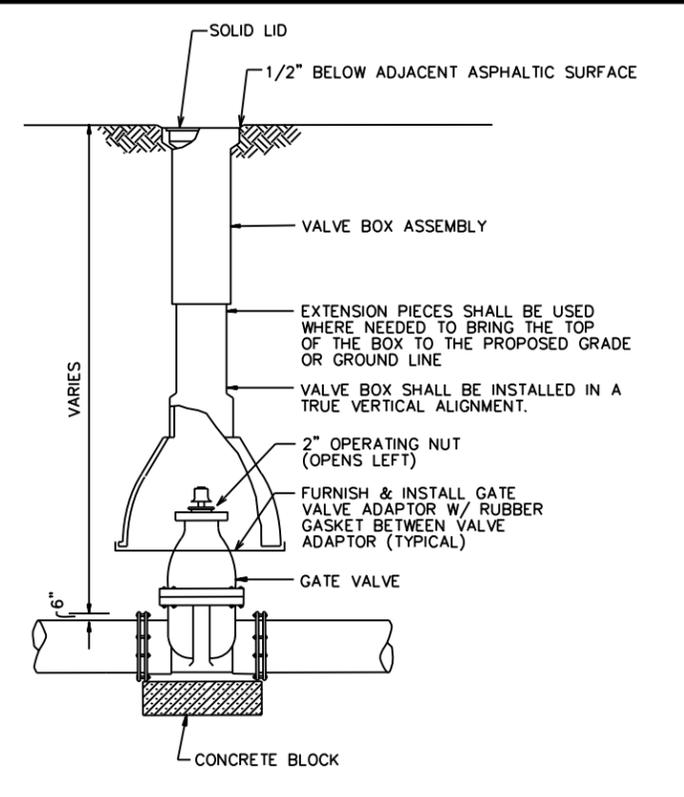
TYPICAL PAVEMENT CUT TRENCH SECTION FOR UTILITY CONSTRUCTION



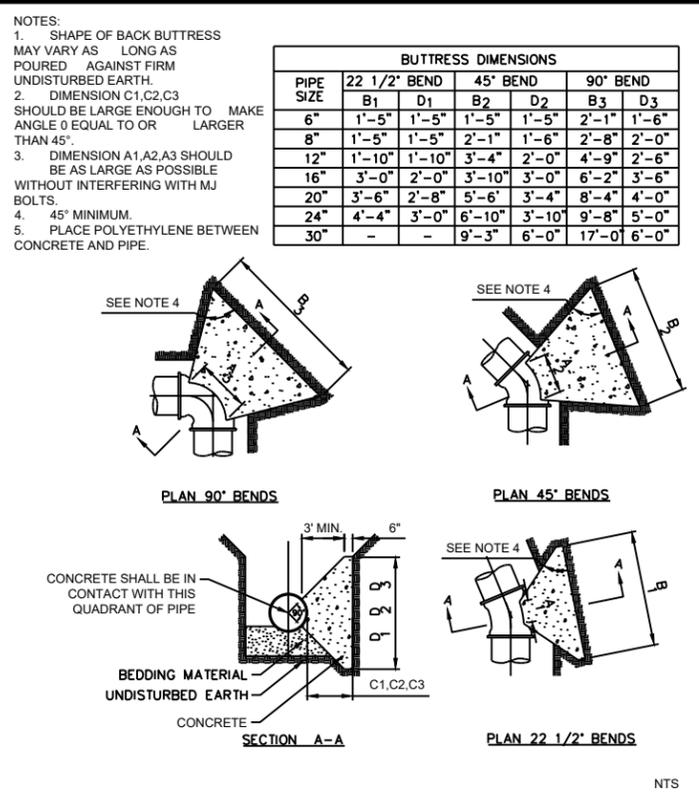
SANITARY MANHOLE



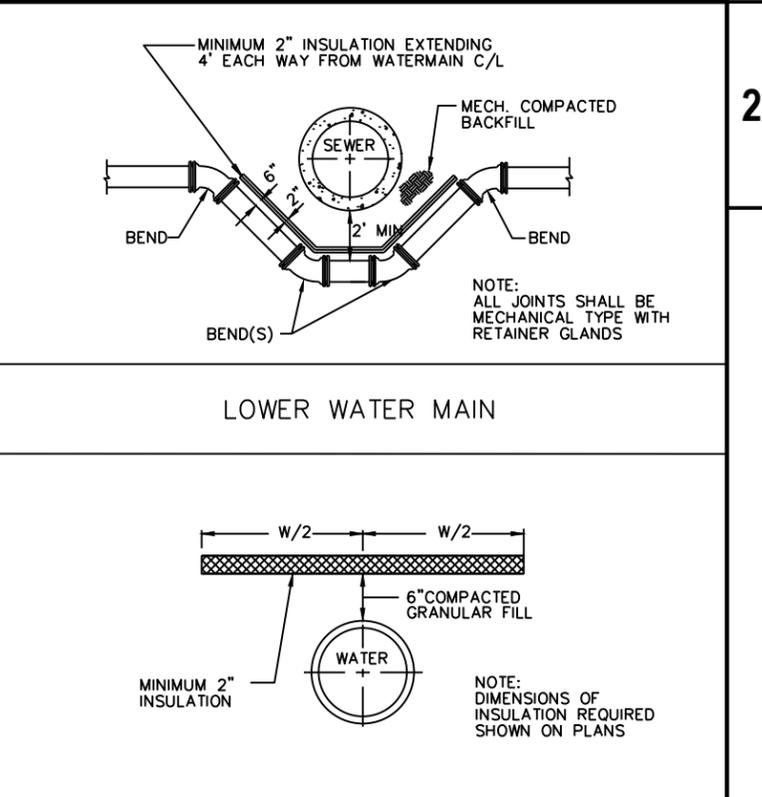
FIRE HYDRANT



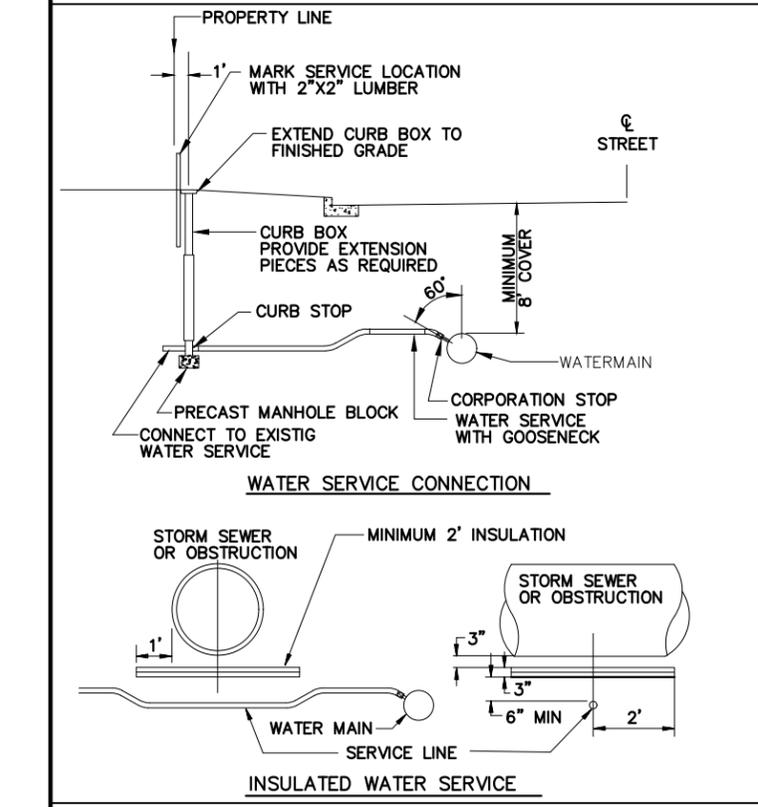
GATE VALVE & BOX



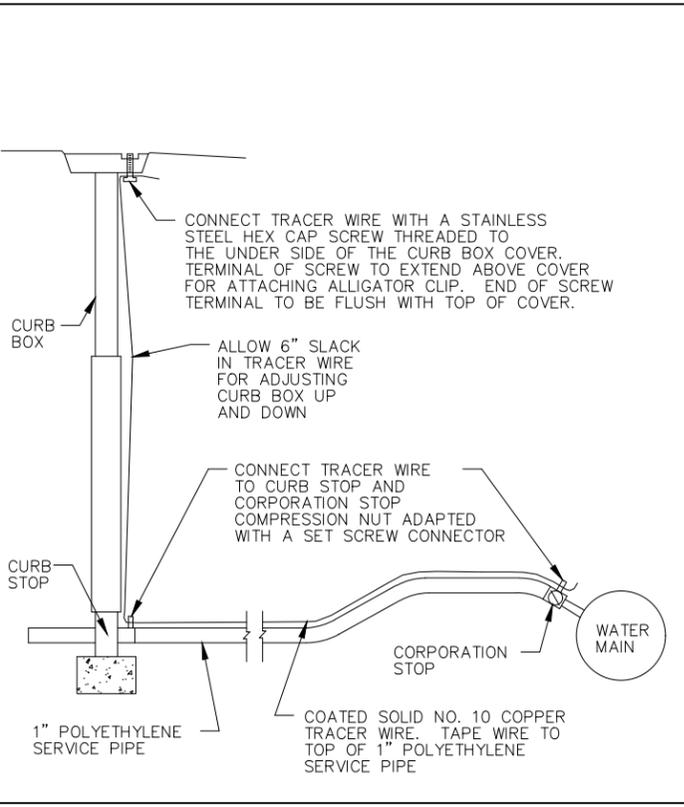
CONCRETE THRUST BLOCKING



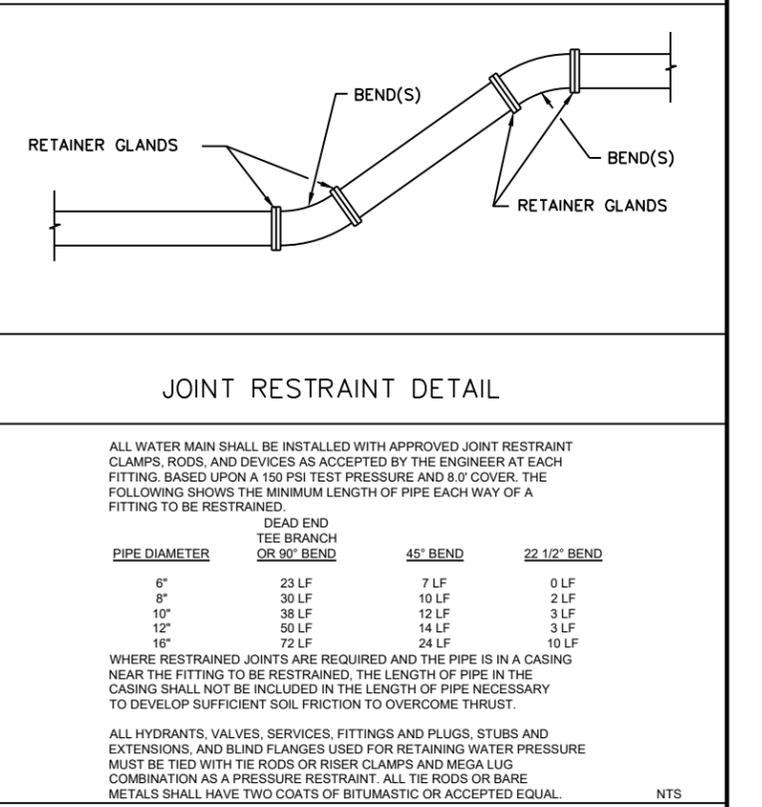
INSULATE WATER MAIN



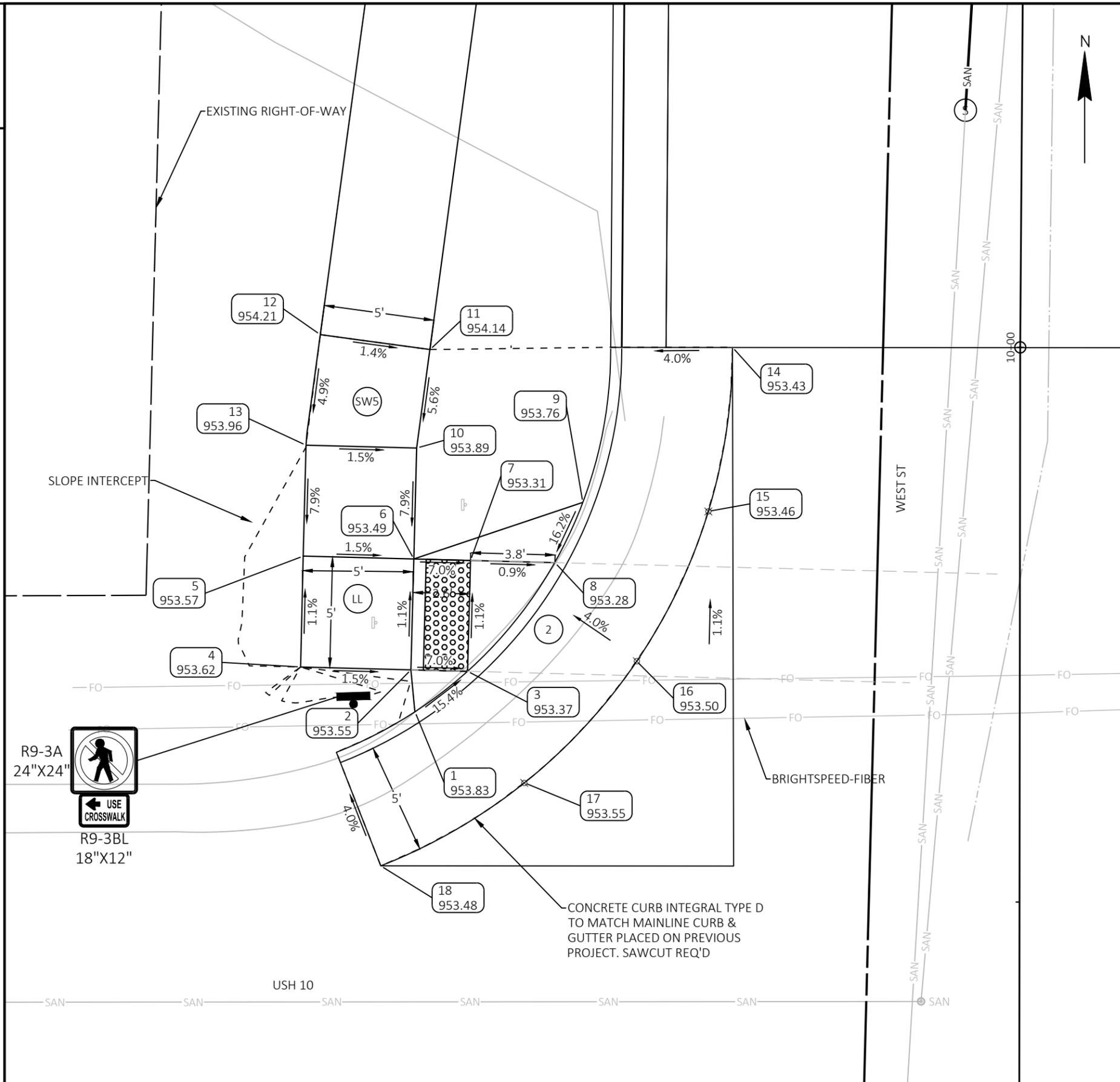
WATER SERVICE CONNECTION



TRACER WIRE DETAIL FOR PE WATER SERVICE



THRUST RESTRAINT

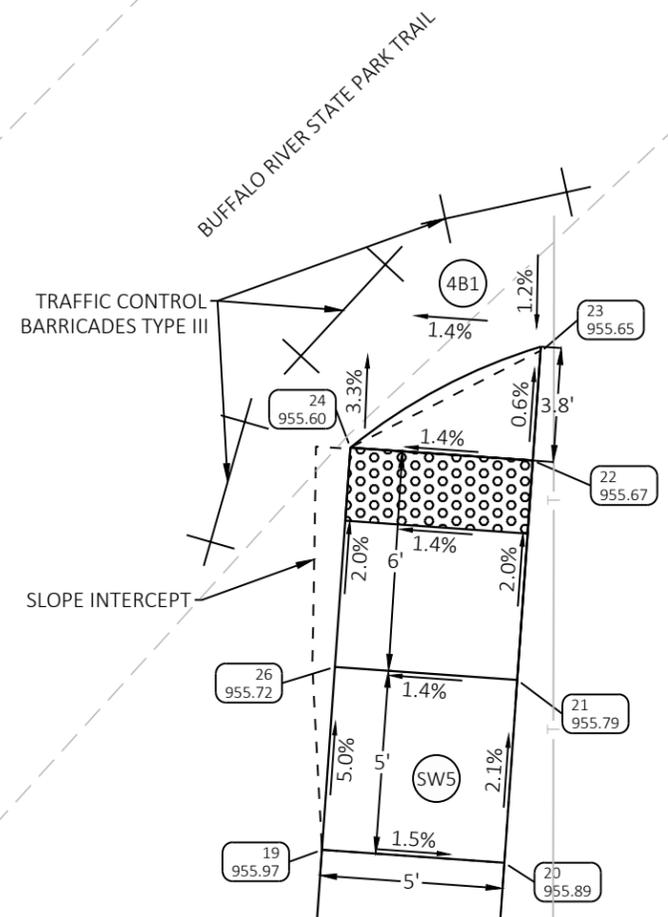


| NW-West-Ramp | | | | | |
|--------------|----------|-----------|-----------|-----------|-----------|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1 | 9+83.54 | 27.32' LT | 953.83 | 517083.86 | 879404.86 |
| 2 | 9+85.43 | 27.51' LT | 953.55 | 517085.75 | 879404.68 |
| 3 | 9+85.37 | 24.95' LT | 953.37 | 517085.68 | 879407.24 |
| 4 | 9+85.55 | 32.49' LT | 953.62 | 517085.88 | 879399.70 |
| 5 | 9+90.55 | 32.38' LT | 953.57 | 517090.88 | 879399.81 |
| 6 | 9+90.43 | 27.38' LT | 953.49 | 517090.75 | 879404.81 |
| 7 | 9+90.37 | 24.82' LT | 953.31 | 517090.68 | 879407.37 |
| 8 | 9+90.27 | 21.00' LT | 953.28 | 517090.58 | 879411.19 |
| 9 | 9+92.99 | 19.75' LT | 953.76 | 517093.30 | 879412.45 |
| 10 | 9+95.43 | 27.26' LT | 953.89 | 517095.75 | 879404.94 |
| 11 | 9+99.87 | 26.66' LT | 954.14 | 517100.19 | 879405.54 |
| 12 | 10+00.35 | 31.62' LT | 954.21 | 517100.86 | 879400.59 |
| 13 | 9+95.55 | 32.26' LT | 953.96 | 517095.88 | 879399.94 |
| 14 | 9+99.99 | 13.00' LT | 953.43 | 517100.29 | 879419.21 |
| 15 | 9+92.59 | 14.09' LT | 953.46 | 517092.89 | 879418.10 |
| 16 | 9+85.84 | 17.32' LT | 953.50 | 517086.15 | 879414.87 |
| 17 | 9+80.35 | 22.39' LT | 953.55 | 517080.66 | 879409.79 |
| 18 | 9+76.59 | 28.86' LT | 953.48 | 517076.91 | 879403.32 |

| LEGEND | |
|--------------|--------------------------|
| (X) | CURB RAMP TYPE |
| (LL) | LEVEL LANDING |
| (SW5) | CONCRETE SIDEWALK 4-INCH |
| X xxx.xxx | POINT ID/ELEVATION |
| [Pattern] | DETECTABLE WARNING FIELD |

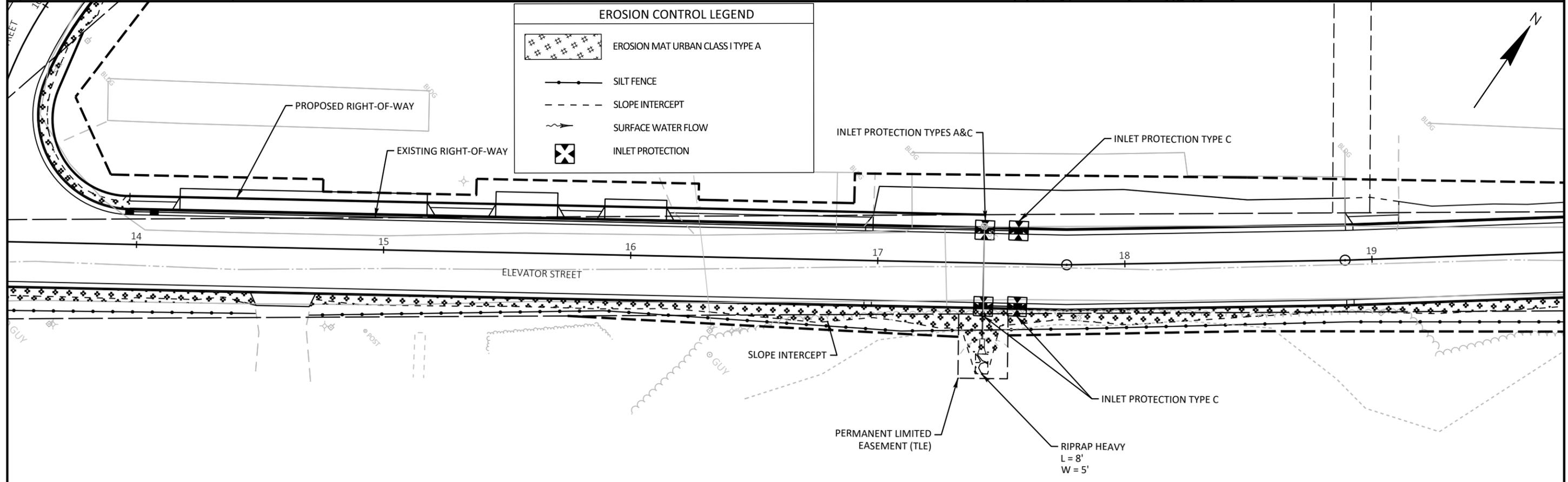
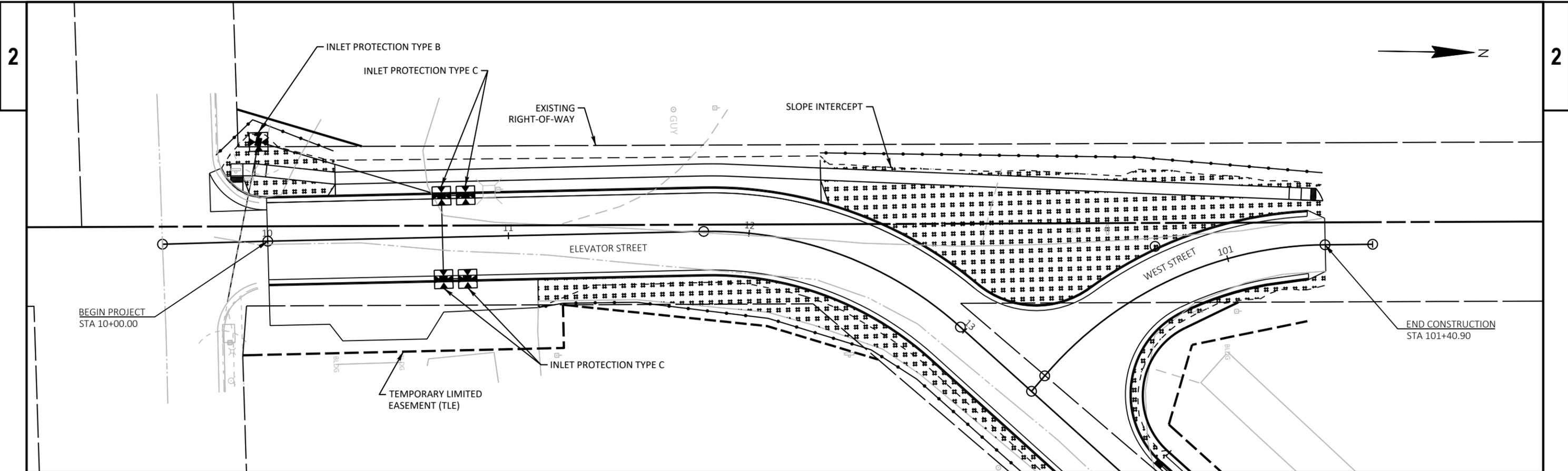


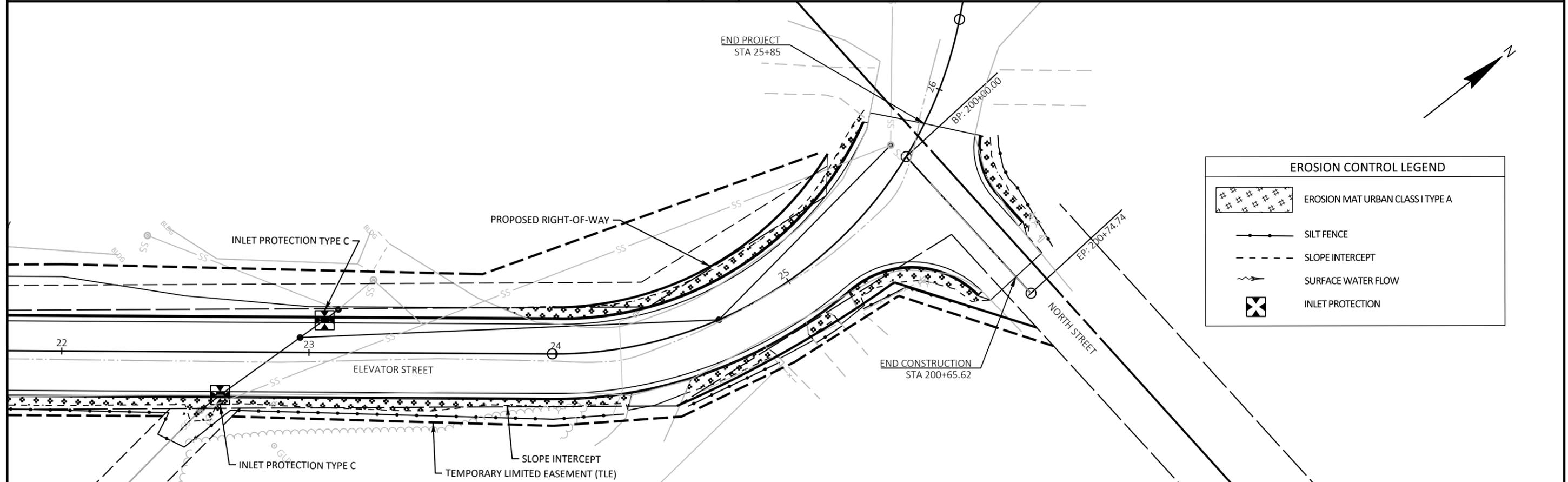
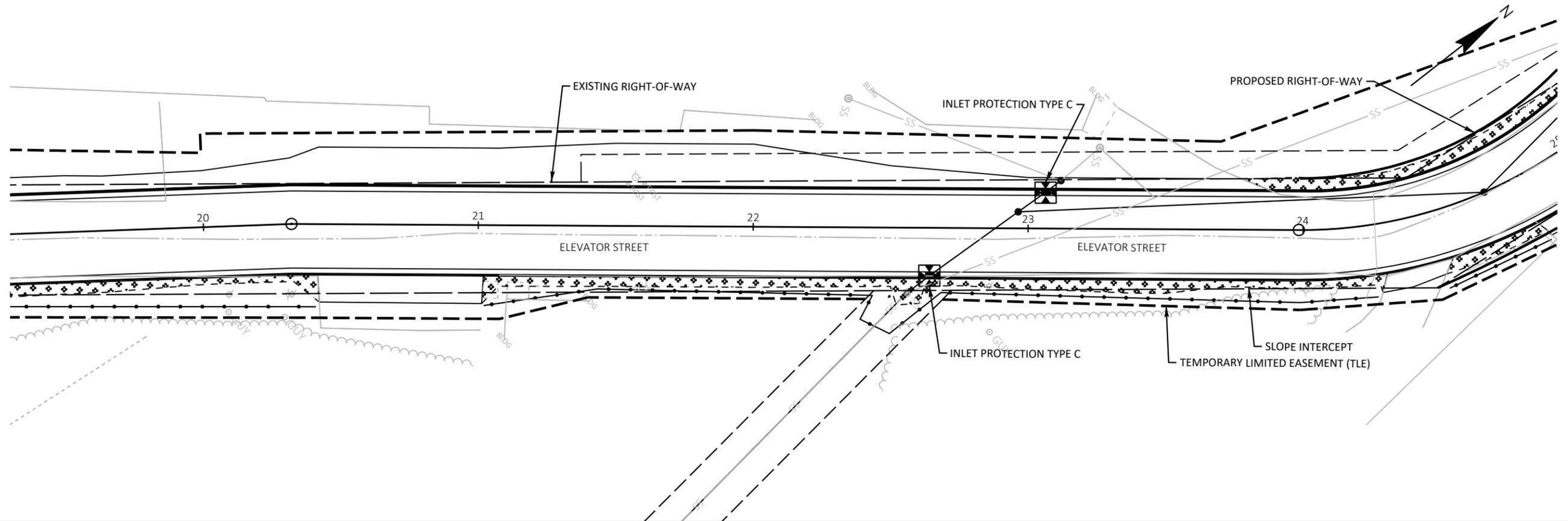
| Trail-Match-Ramp | | | | | |
|------------------|-----------|-----------|-----------|-----------|-----------|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 19 | 101+28.36 | 24.51' LT | 955.97 | 517525.13 | 879422.43 |
| 20 | 101+27.77 | 19.56' LT | 955.89 | 517524.78 | 879427.42 |
| 21 | 101+32.19 | 18.95' LT | 955.79 | 517529.76 | 879427.77 |
| 22 | 101+37.52 | 18.41' LT | 955.67 | 517535.75 | 879428.20 |
| 23 | 101+40.17 | 18.22' LT | 955.65 | 517538.71 | 879428.41 |
| 24 | 101+37.84 | 23.40' LT | 955.60 | 517536.10 | 879423.21 |
| 26 | 101+32.65 | 23.93' LT | 955.72 | 517530.12 | 879422.79 |

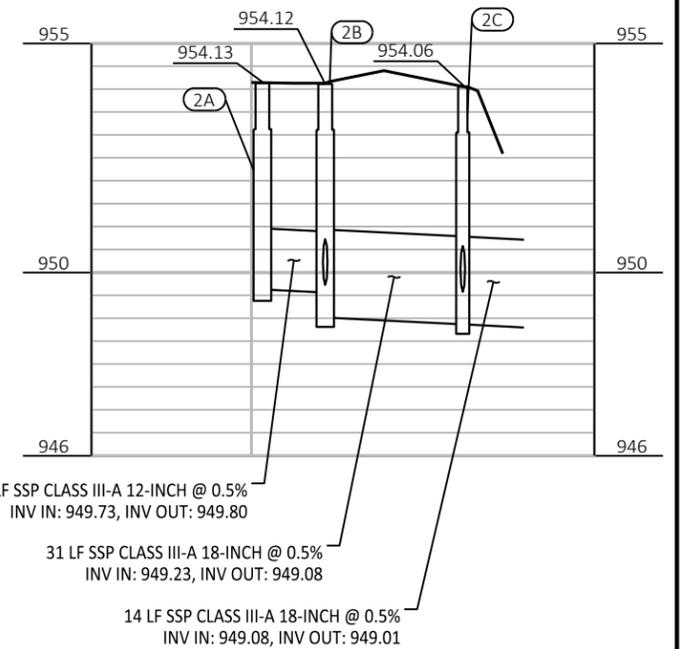
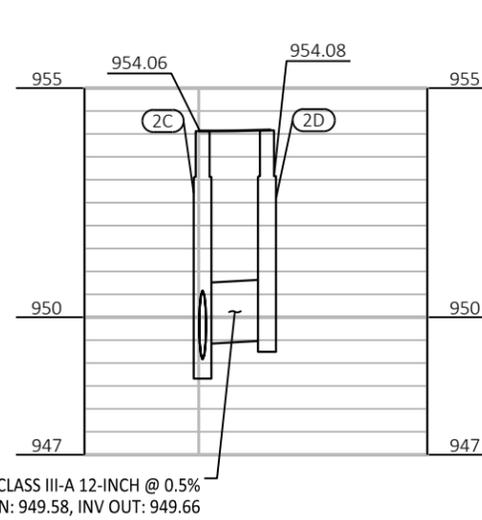
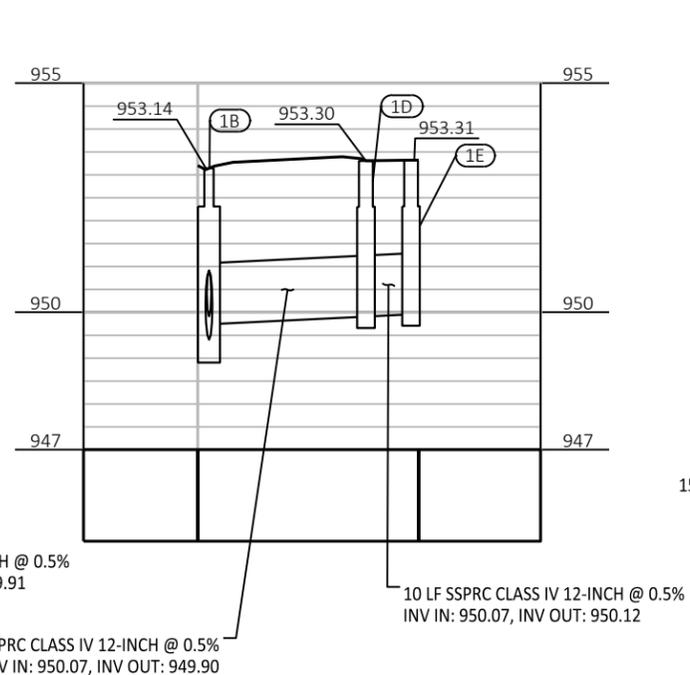
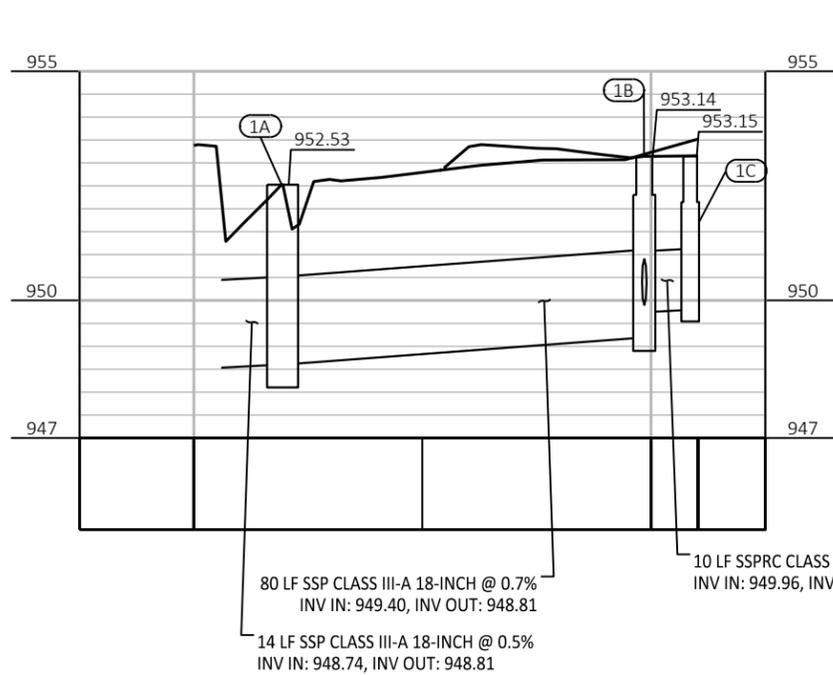
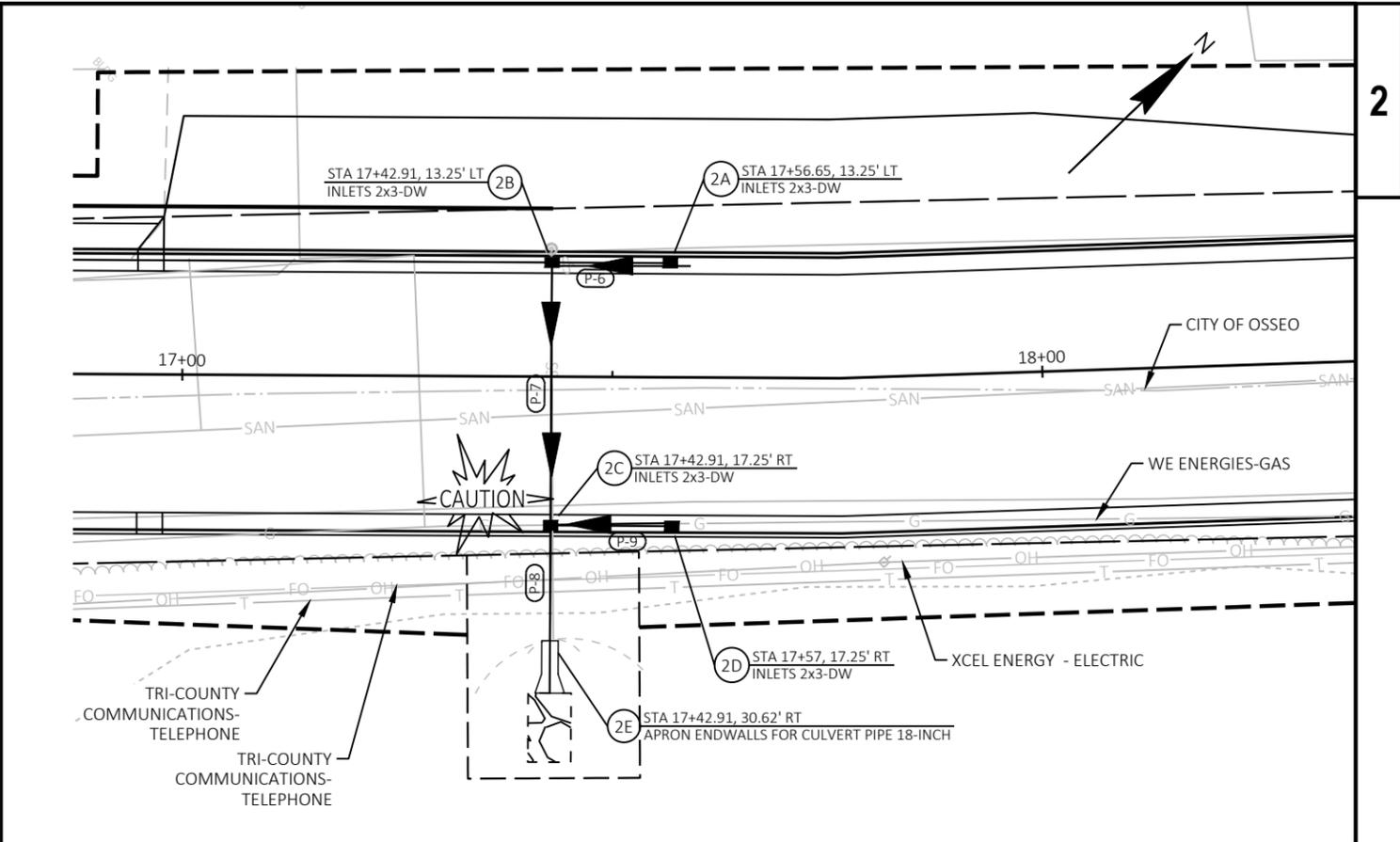
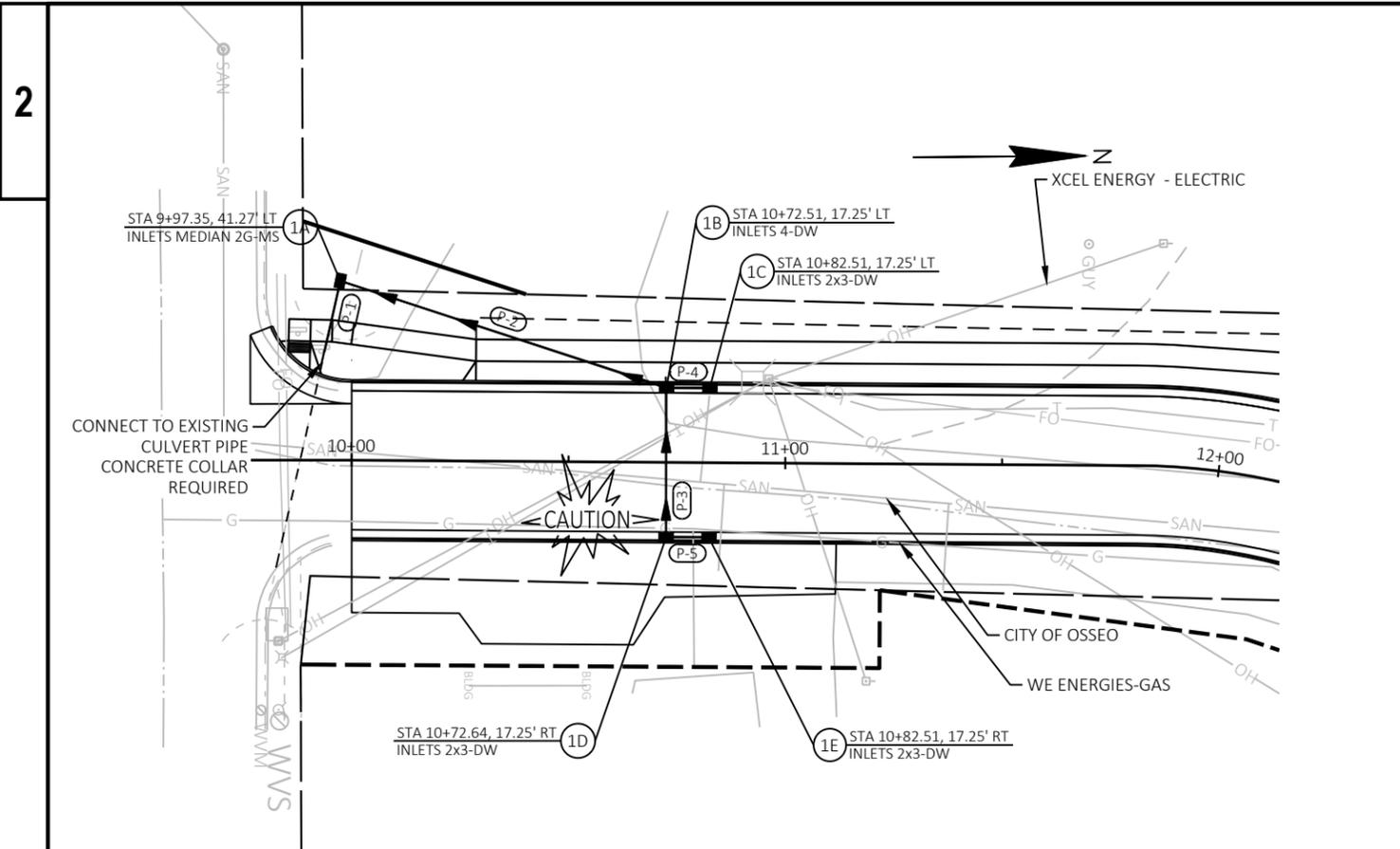


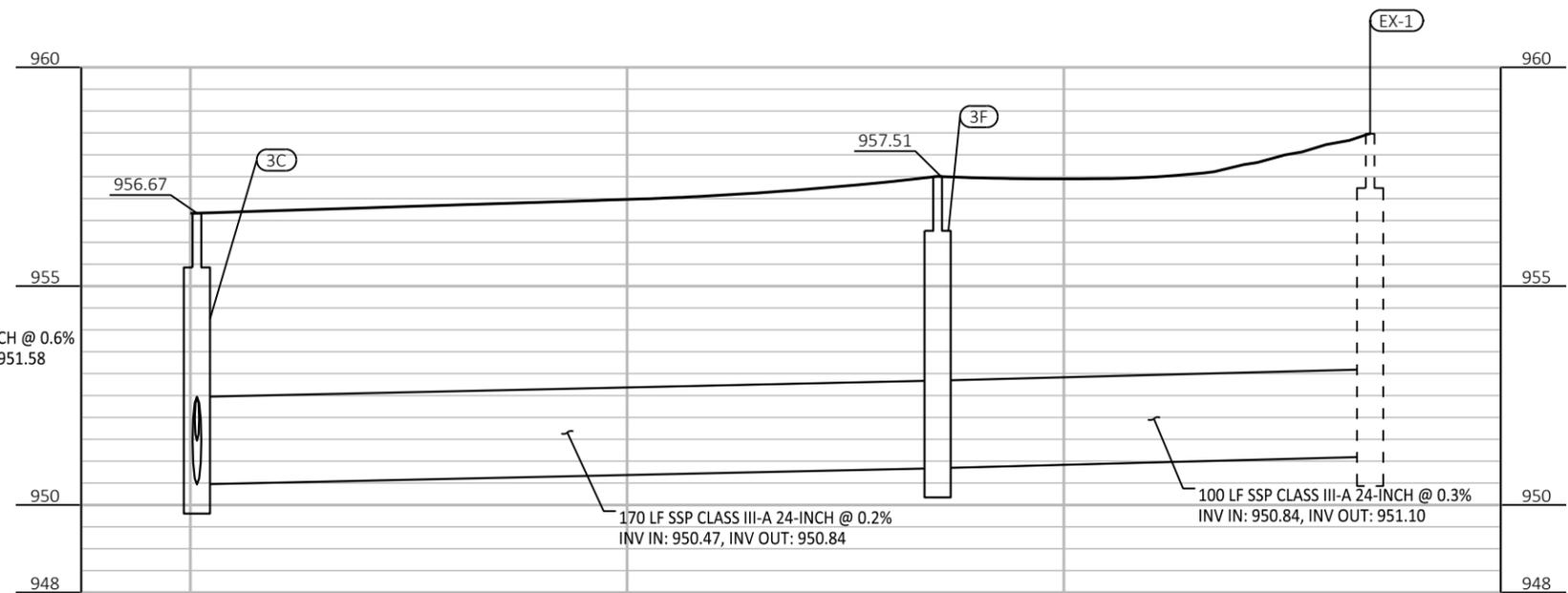
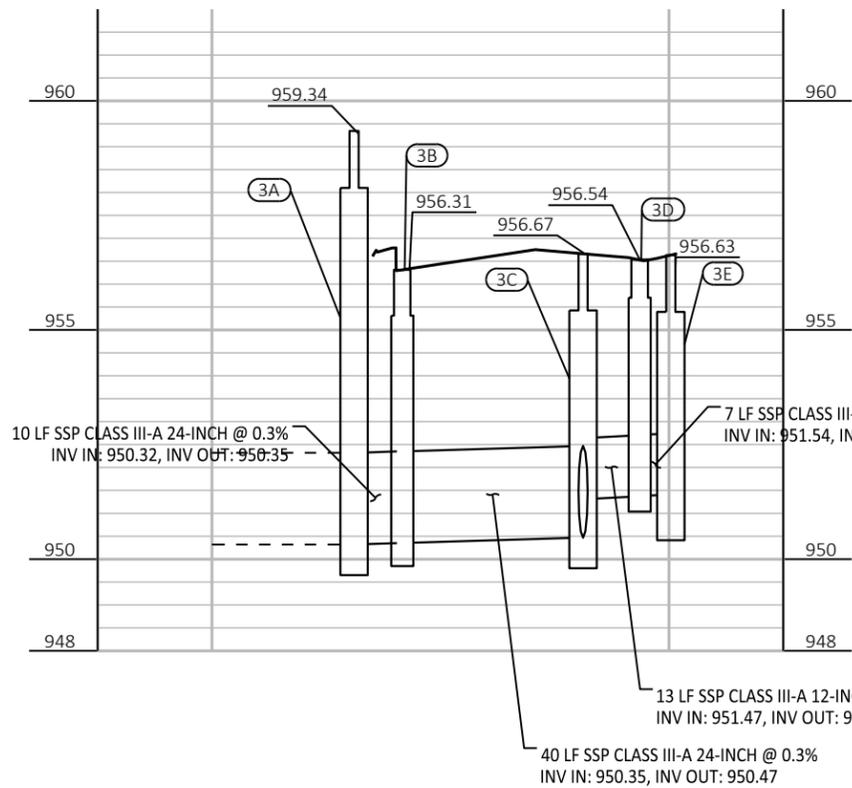
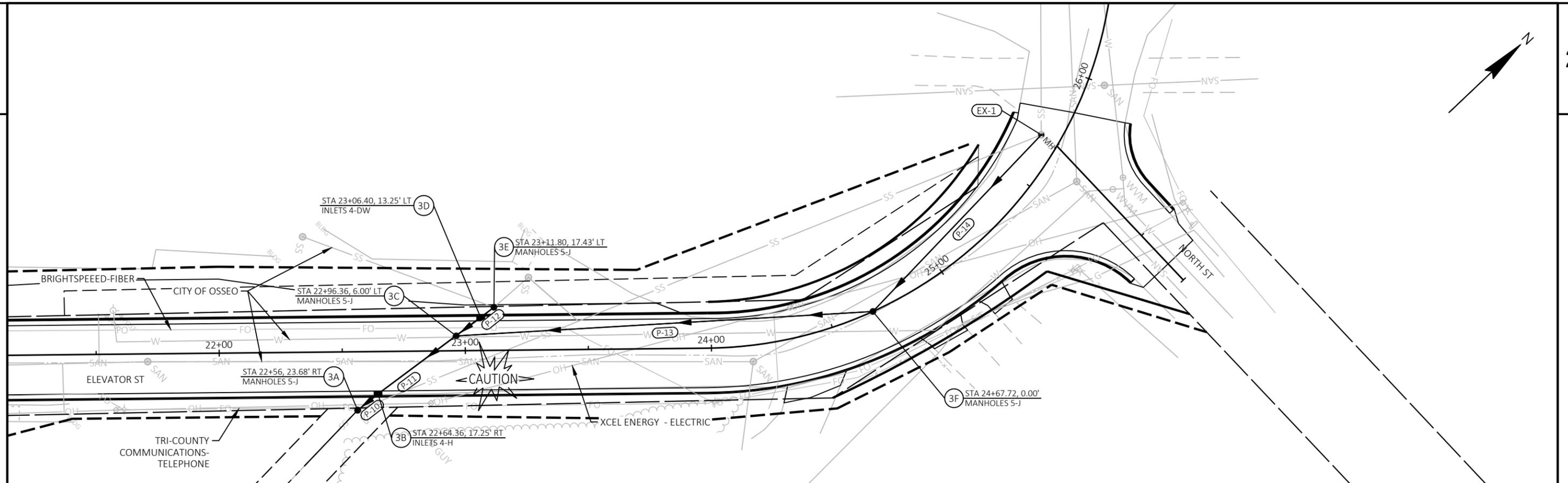
WEST ST

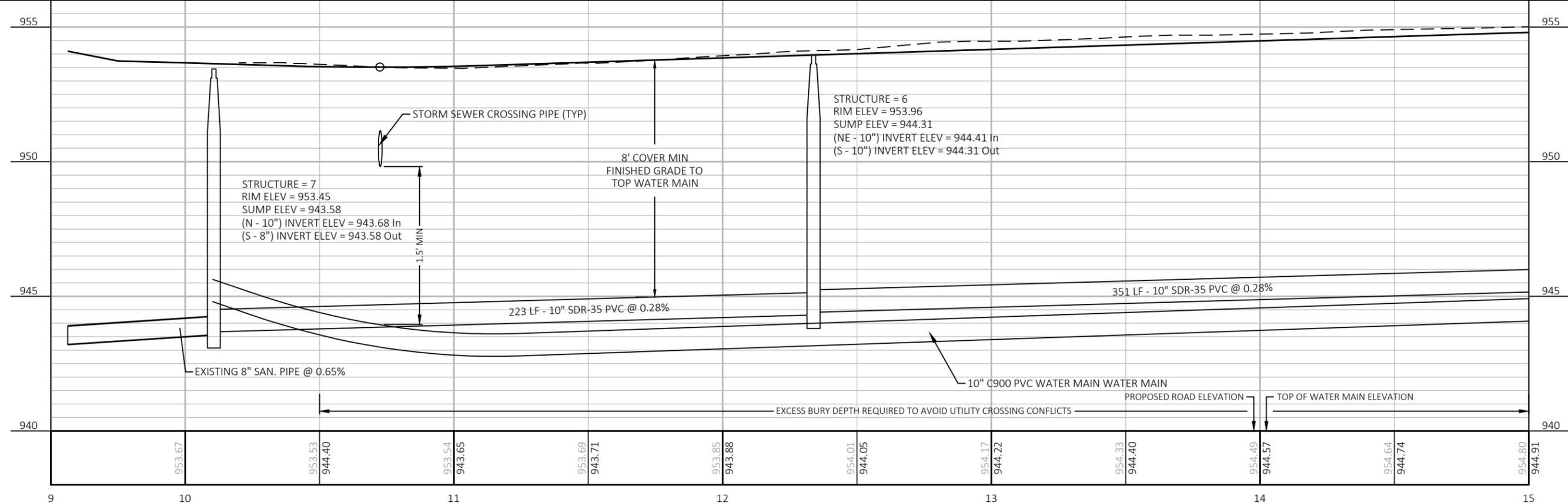
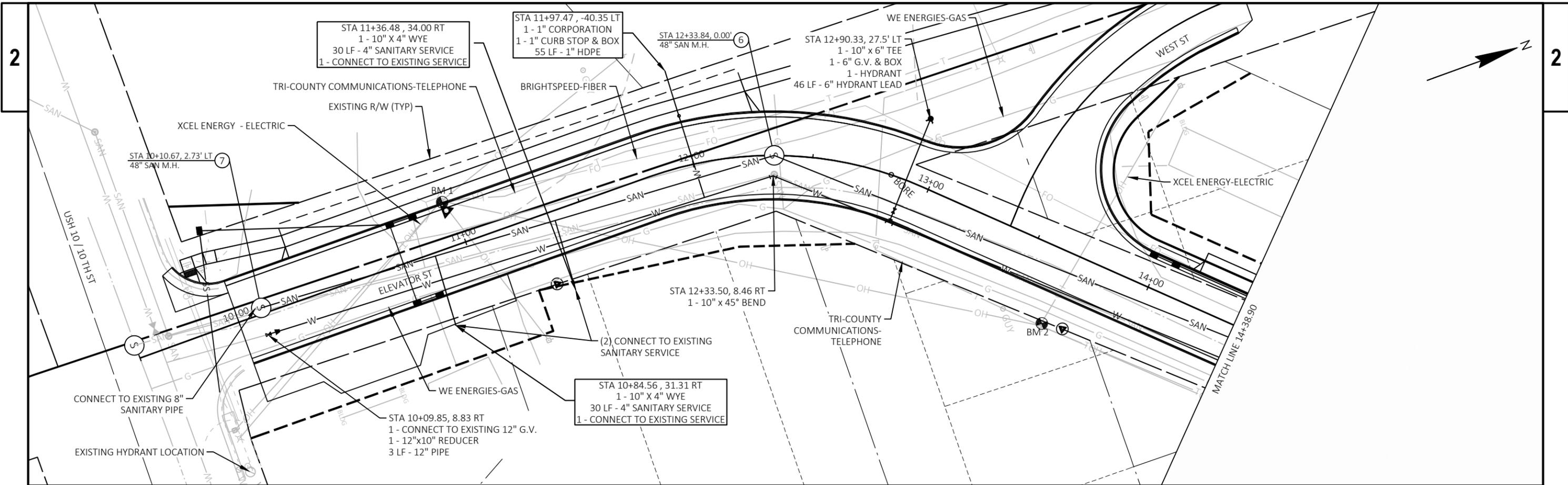
| LEGEND | |
|----------------|--------------------------|
| (X) | CURB RAMP TYPE |
| (LL) | LEVEL LANDING |
| (SW5) | CONCRETE SIDEWALK 4-INCH |
| (X xxx.xxx) | POINT ID/ELEVATION |
| [Hatched Box] | DETECTABLE WARNING FIELD |

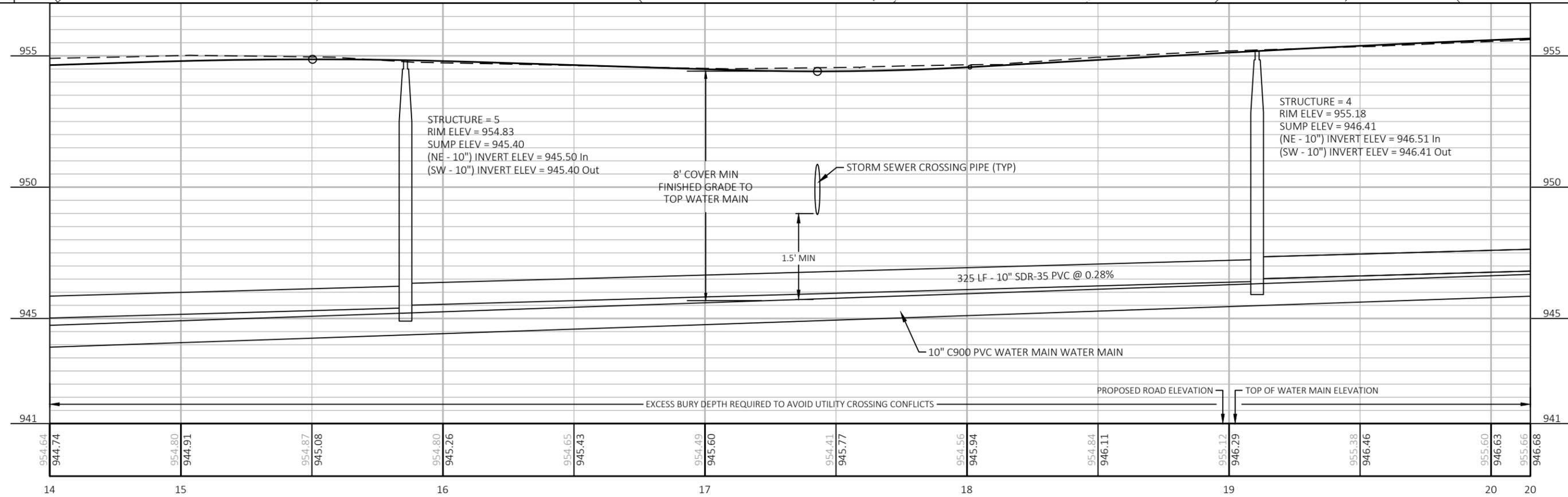
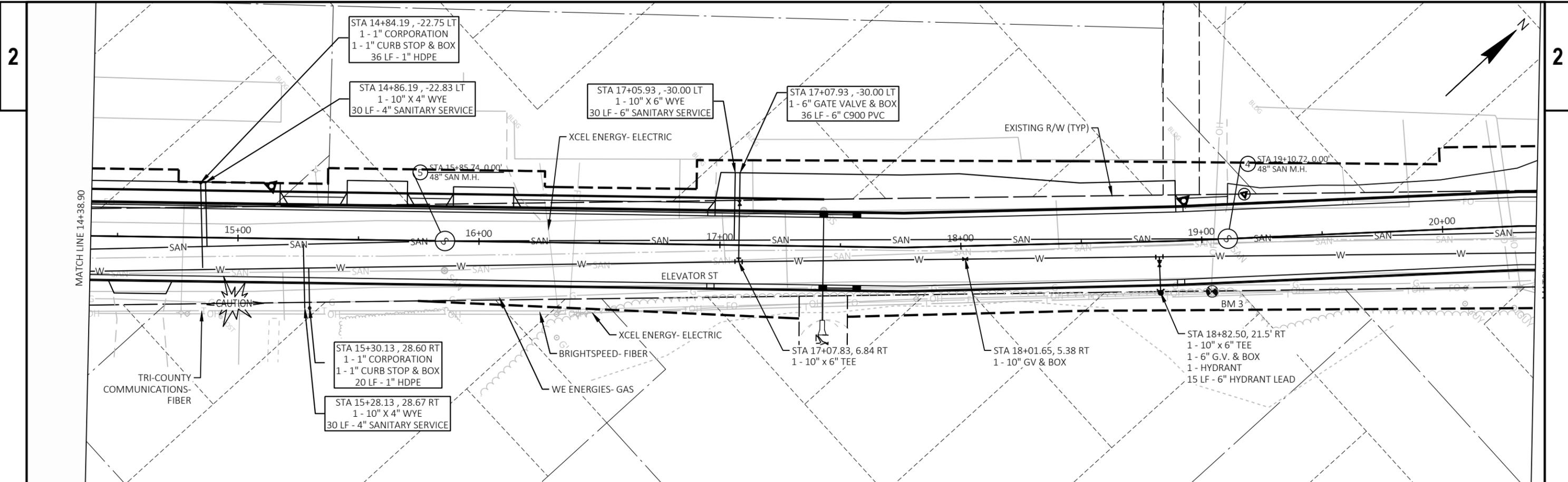


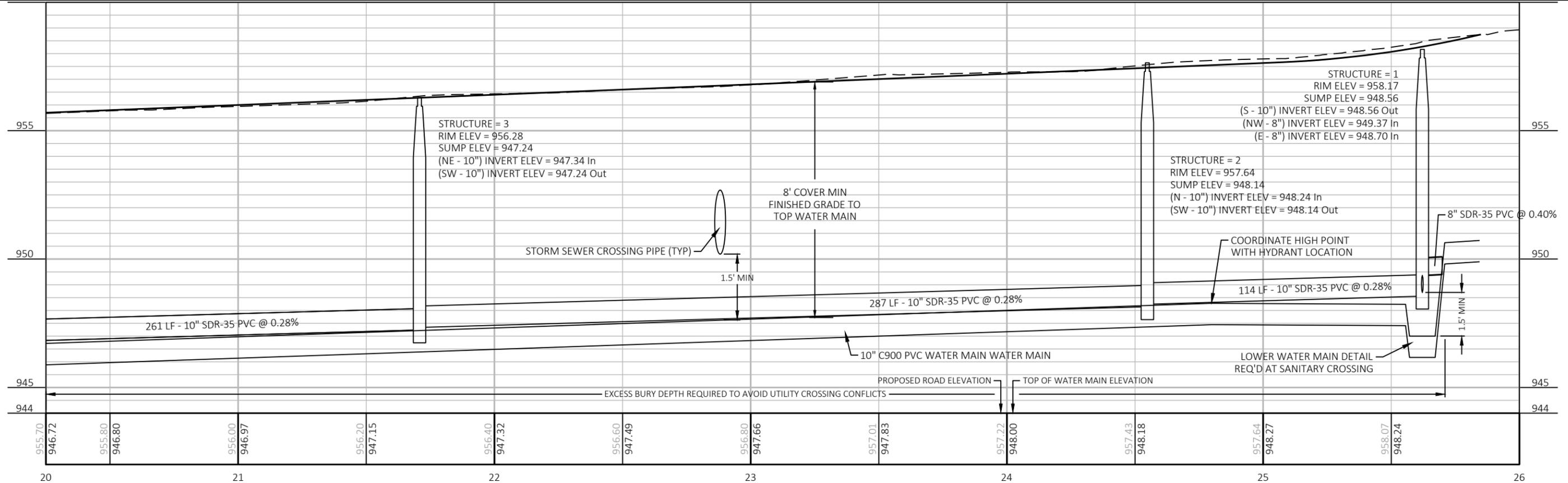
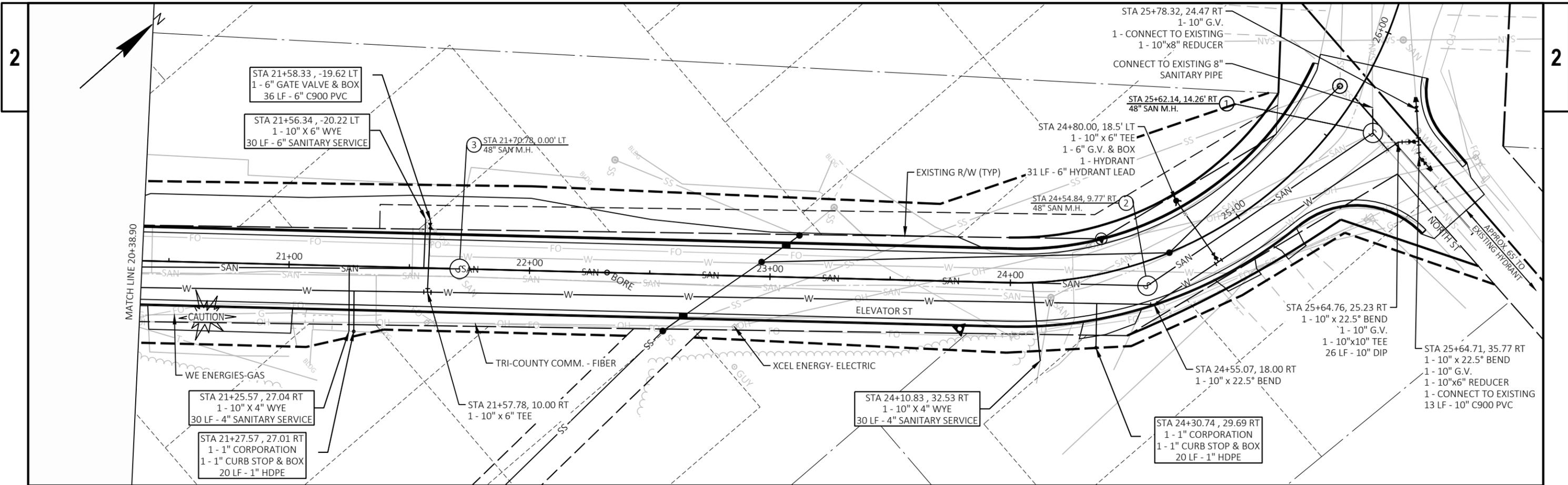












Estimate Of Quantities

7287-00-72

| Line | Item | Item Description | Unit | Total | Qty |
|------|------------|--|------|-----------|-----------|
| 0002 | 201.0205 | Grubbing | STA | 4.000 | 4.000 |
| 0004 | 204.0100 | Removing Concrete Pavement | SY | 503.000 | 503.000 |
| 0006 | 204.0150 | Removing Curb & Gutter | LF | 24.000 | 24.000 |
| 0008 | 204.0210 | Removing Manholes | EACH | 8.000 | 8.000 |
| 0010 | 204.0220 | Removing Inlets | EACH | 1.000 | 1.000 |
| 0012 | 204.0245 | Removing Storm Sewer (size) 01. 10-Inch | LF | 27.000 | 27.000 |
| 0014 | 204.0245 | Removing Storm Sewer (size) 02. 24-Inch | LF | 346.000 | 346.000 |
| 0016 | 204.9060.S | Removing (item description) 01. Endwalls | EACH | 1.000 | 1.000 |
| 0018 | 205.0100 | Excavation Common | CY | 3,291.000 | 3,291.000 |
| 0020 | 205.0501.S | Excavation, Hauling, and Disposal of Petroleum Contaminated Soil | TON | 200.000 | 200.000 |
| 0022 | 213.0100 | Finishing Roadway (project) 01. 7287-00-72 | EACH | 1.000 | 1.000 |
| 0024 | 305.0110 | Base Aggregate Dense 3/4-Inch | TON | 5.000 | 5.000 |
| 0026 | 305.0120 | Base Aggregate Dense 1 1/4-Inch | TON | 3,224.000 | 3,224.000 |
| 0028 | 415.0085 | Concrete Pavement 8 1/2-Inch | SY | 8.000 | 8.000 |
| 0030 | 416.0610 | Drilled Tie Bars | EACH | 4.000 | 4.000 |
| 0032 | 416.0620 | Drilled Dowel Bars | EACH | 4.000 | 4.000 |
| 0034 | 455.0605 | Tack Coat | GAL | 288.000 | 288.000 |
| 0036 | 460.2000 | Incentive Density HMA Pavement | DOL | 830.000 | 830.000 |
| 0038 | 460.5224 | HMA Pavement 4 LT 58-28 S | TON | 647.000 | 647.000 |
| 0040 | 460.5244 | HMA Pavement 4 LT 58-34 S | TON | 647.000 | 647.000 |
| 0042 | 465.0105 | Asphaltic Surface | TON | 95.000 | 95.000 |
| 0044 | 465.0120 | Asphaltic Surface Driveways and Field Entrances | TON | 12.000 | 12.000 |
| 0046 | 520.1024 | Apron Endwalls for Culvert Pipe 24-Inch | EACH | 1.000 | 1.000 |
| 0048 | 520.8000 | Concrete Collars for Pipe | EACH | 1.000 | 1.000 |
| 0050 | 601.0150 | Concrete Curb Integral Type D | LF | 24.000 | 24.000 |
| 0052 | 601.0411 | Concrete Curb & Gutter 30-Inch Type D | LF | 3,356.000 | 3,356.000 |
| 0054 | 602.0405 | Concrete Sidewalk 4-Inch | SF | 2,284.000 | 2,284.000 |
| 0056 | 602.0505 | Curb Ramp Detectable Warning Field Yellow | SF | 20.000 | 20.000 |
| 0058 | 602.0810 | Concrete Driveway 6-Inch | SY | 495.000 | 495.000 |
| 0060 | 606.0300 | Riprap Heavy | CY | 15.000 | 15.000 |
| 0062 | 608.0312 | Storm Sewer Pipe Reinforced Concrete Class III 12-Inch | LF | 20.000 | 20.000 |
| 0064 | 608.0318 | Storm Sewer Pipe Reinforced Concrete Class III 18-Inch | LF | 139.000 | 139.000 |
| 0066 | 608.0324 | Storm Sewer Pipe Reinforced Concrete Class III 24-Inch | LF | 320.000 | 320.000 |
| 0068 | 608.0412 | Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch | LF | 84.000 | 84.000 |
| 0070 | 611.0530 | Manhole Covers Type J | EACH | 4.000 | 4.000 |
| 0072 | 611.0613 | Inlet Covers Type DW | EACH | 9.000 | 9.000 |
| 0074 | 611.0624 | Inlet Covers Type H | EACH | 1.000 | 1.000 |
| 0076 | 611.2005 | Manholes 5-FT Diameter | EACH | 4.000 | 4.000 |
| 0078 | 611.3004 | Inlets 4-FT Diameter | EACH | 3.000 | 3.000 |
| 0080 | 611.3230 | Inlets 2x3-FT | EACH | 7.000 | 7.000 |
| 0082 | 611.3902 | Inlets Median 2 Grate | EACH | 1.000 | 1.000 |
| 0084 | 611.8120.S | Cover Plates Temporary | EACH | 15.000 | 15.000 |
| 0086 | 611.9710 | Salvaged Inlet Covers | EACH | 2.000 | 2.000 |
| 0088 | 612.0902.S | Insulation Board Polystyrene (inch) 01. 2-Inch | SY | 300.000 | 300.000 |
| 0090 | 618.0100 | Maintenance and Repair of Haul Roads (project) 01. 7287-00-72 | EACH | 1.000 | 1.000 |
| 0092 | 619.1000 | Mobilization | EACH | 1.000 | 1.000 |
| 0094 | 624.0100 | Water | MGAL | 32.000 | 32.000 |
| 0096 | 625.0100 | Topsoil | SY | 1,742.000 | 1,742.000 |
| 0098 | 628.1504 | Silt Fence | LF | 1,821.000 | 1,821.000 |

Estimate Of Quantities

7287-00-72

| Line | Item | Item Description | Unit | Total | Qty |
|------|----------|--|------|-----------|-----------|
| 0100 | 628.1520 | Silt Fence Maintenance | LF | 1,821.000 | 1,821.000 |
| 0102 | 628.1905 | Mobilizations Erosion Control | EACH | 8.000 | 8.000 |
| 0104 | 628.1910 | Mobilizations Emergency Erosion Control | EACH | 4.000 | 4.000 |
| 0106 | 628.2006 | Erosion Mat Urban Class I Type A | SY | 1,742.000 | 1,742.000 |
| 0108 | 628.7005 | Inlet Protection Type A | EACH | 1.000 | 1.000 |
| 0110 | 628.7010 | Inlet Protection Type B | EACH | 1.000 | 1.000 |
| 0112 | 628.7015 | Inlet Protection Type C | EACH | 11.000 | 11.000 |
| 0114 | 628.7560 | Tracking Pads | EACH | 1.000 | 1.000 |
| 0116 | 629.0205 | Fertilizer Type A | CWT | 1.000 | 1.000 |
| 0118 | 630.0140 | Seeding Mixture No. 40 | LB | 78.000 | 78.000 |
| 0120 | 630.0200 | Seeding Temporary | LB | 47.000 | 47.000 |
| 0122 | 630.0500 | Seed Water | MGAL | 49.000 | 49.000 |
| 0124 | 634.0808 | Posts Tubular Steel 2x2-Inch X 8-FT | EACH | 1.000 | 1.000 |
| 0126 | 637.2210 | Signs Type II Reflective H | SF | 5.500 | 5.500 |
| 0128 | 638.2102 | Moving Signs Type II | EACH | 2.000 | 2.000 |
| 0130 | 638.4000 | Moving Small Sign Supports | EACH | 2.000 | 2.000 |
| 0132 | 642.5001 | Field Office Type B | EACH | 1.000 | 1.000 |
| 0134 | 643.0420 | Traffic Control Barricades Type III | DAY | 1,032.000 | 1,032.000 |
| 0136 | 643.0705 | Traffic Control Warning Lights Type A | DAY | 2,064.000 | 2,064.000 |
| 0138 | 643.0900 | Traffic Control Signs | DAY | 1,806.000 | 1,806.000 |
| 0140 | 643.1050 | Traffic Control Signs PCMS | DAY | 14.000 | 14.000 |
| 0142 | 643.5000 | Traffic Control | EACH | 1.000 | 1.000 |
| 0144 | 645.0120 | Geotextile Type HR | SY | 4.000 | 4.000 |
| 0146 | 650.4000 | Construction Staking Storm Sewer | EACH | 16.000 | 16.000 |
| 0148 | 650.4500 | Construction Staking Subgrade | LF | 1,759.000 | 1,759.000 |
| 0150 | 650.5000 | Construction Staking Base | LF | 1,759.000 | 1,759.000 |
| 0152 | 650.5500 | Construction Staking Curb Gutter and Curb & Gutter | LF | 3,380.000 | 3,380.000 |
| 0154 | 650.9000 | Construction Staking Curb Ramps | EACH | 2.000 | 2.000 |
| 0156 | 650.9500 | Construction Staking Sidewalk (project) 01. 7287-00-72 | EACH | 1.000 | 1.000 |
| 0158 | 650.9911 | Construction Staking Supplemental Control (project) 01. 7287-00-72 | EACH | 1.000 | 1.000 |
| 0160 | 650.9920 | Construction Staking Slope Stakes | LF | 1,759.000 | 1,759.000 |
| 0162 | 690.0150 | Sawing Asphalt | LF | 287.000 | 287.000 |
| 0164 | 690.0250 | Sawing Concrete | LF | 606.000 | 606.000 |
| 0166 | 715.0720 | Incentive Compressive Strength Concrete Pavement | DOL | 500.000 | 500.000 |
| 0168 | 740.0440 | Incentive IRI Ride | DOL | 1,200.000 | 1,200.000 |
| 0170 | ASP.1T0A | On-the-Job Training Apprentice at \$5.00/HR | HRS | 300.000 | 300.000 |
| 0172 | ASP.1T0G | On-the-Job Training Graduate at \$5.00/HR | HRS | 300.000 | 300.000 |
| 0174 | SPV.0060 | Special 01. Sanitary Sewer Manhole with Casting 4-FT Diameter | EACH | 7.000 | 7.000 |
| 0176 | SPV.0060 | Special 02. Connect to Existing Sanitary Sewer Main | EACH | 3.000 | 3.000 |
| 0178 | SPV.0060 | Special 03. Connect to Existing Sanitary Sewer Service | EACH | 8.000 | 8.000 |
| 0180 | SPV.0060 | Special 04. Sanitary Sewer Wye, 10-Inch x 4-Inch | EACH | 6.000 | 6.000 |
| 0182 | SPV.0060 | Special 05. Sanitary Sewer Wye, 10-Inch x 6-Inch | EACH | 2.000 | 2.000 |
| 0184 | SPV.0060 | Special 06. Exploratory Excavation | EACH | 1.000 | 1.000 |
| 0186 | SPV.0060 | Special 07. Remove Existing Hydrant and Lead | EACH | 1.000 | 1.000 |
| 0188 | SPV.0060 | Special 08. Remove Existing Gate Valve | EACH | 2.000 | 2.000 |
| 0190 | SPV.0060 | Special 09. Connect to Existing Water Main | EACH | 3.000 | 3.000 |
| 0192 | SPV.0060 | Special 10. Lower Water Main | EACH | 1.000 | 1.000 |
| 0194 | SPV.0060 | Special 11. Gate Valve and Box 6-Inch | EACH | 5.000 | 5.000 |
| 0196 | SPV.0060 | Special 12. Gate Valve and Box 10-Inch | EACH | 4.000 | 4.000 |

Estimate Of Quantities

7287-00-72

| Line | Item | Item Description | Unit | Total | Qty |
|------|----------|---|------|-----------|-----------|
| 0198 | SPV.0060 | Special 13. Hydrant 8.5-FT Bury Depth | EACH | 3.000 | 3.000 |
| 0200 | SPV.0060 | Special 14. Connect to Existing Water Service | EACH | 4.000 | 4.000 |
| 0202 | SPV.0060 | Special 15. Corporation Stop 1-Inch | EACH | 5.000 | 5.000 |
| 0204 | SPV.0060 | Special 16. Curb Stop & Box 1-Inch | EACH | 5.000 | 5.000 |
| 0206 | SPV.0060 | Special 17. Maintain Water Service During Construction | EACH | 1.000 | 1.000 |
| 0208 | SPV.0085 | Special 01. Water Main Fittings | LB | 900.000 | 900.000 |
| 0210 | SPV.0090 | Special 01. Sanitary Sewer Service 4-Inch PVC | LF | 180.000 | 180.000 |
| 0212 | SPV.0090 | Special 02. Sanitary Sewer Service 6-Inch PVC | LF | 60.000 | 60.000 |
| 0214 | SPV.0090 | Special 03. Sanitary Sewer Main 10-Inch | LF | 1,561.000 | 1,561.000 |
| 0216 | SPV.0090 | Special 04. Televiser Sanitary Sewer Main | LF | 1,561.000 | 1,561.000 |
| 0218 | SPV.0090 | Special 05. Water Service 1-Inch | LF | 151.000 | 151.000 |
| 0220 | SPV.0090 | Special 06. Water Main C900 6-Inch | LF | 164.000 | 164.000 |
| 0222 | SPV.0090 | Special 07. Water Main C900 10-Inch | LF | 1,604.000 | 1,604.000 |
| 0224 | SPV.0090 | Special 08. Water Main C900 12-Inch | LF | 3.000 | 3.000 |
| 0226 | SPV.0195 | Special 01. Bedding for Pipe Stabilization | TON | 100.000 | 100.000 |
| 0228 | SPV.0200 | Special 01. Sanitary Manhole Excess Depth 4-FT Diameter | VF | 10.010 | 10.010 |

GRUBBING

201.0205
GRUBBING

| CATEGORY | STATION | LOCATION | STA |
|-----------------------|---------------|----------|----------|
| 0010 | 16+00 - 20+00 | RT | 4 |
| PROJECT TOTALS | | | 4 |

REMOVING CURB & GUTTER

204.0150
REMOVING
CURB & GUTTER

| CATEGORY | STATION | LOCATION | LF | REMARKS |
|-----------------------|--------------|----------|-----------|-------------------|
| 0010 | 9+82 - 10+00 | LT | 24 | CURB RAMP INSTALL |
| PROJECT TOTALS | | | 24 | |

REMOVING CONTAMINATED SOIL

205.0501.S
EXCAVATION, HAULING,
AND DISPOSAL OF PETROLEUM
CONTAMINATED SOIL

| CATEGORY | STATION | LOCATION | TON | REMARKS |
|-----------------------|--------------|----------|------------|---------|
| 0010 | 9+90 - 11+20 | RT | 200 | - |
| PROJECT TOTALS | | | 200 | |

REMOVING STORM SEWER ITEMS

| STATION | LOCATION | *204.0210 REMOVING MANHOLES EACH | 204.0220 REMOVING INLETS EACH | 204.0245.01 REMOVING STORMSEWER Q1. 10-INCH LF | 204.0245.02 REMOVING STORMSEWER Q2. 24-INCH LF | 204.9060.S REMOVING Q1. ENDWALLS EACH | REMARKS |
|-----------------------|----------|---|--|--|--|--|---------|
| 9+80 - 10+85 | LT&RT | - | - | - | - | - | - |
| 17+43 | LT&RT | 1 | 1 | - | 46 | 1 | - |
| 22+56 - 25+70 | LT&RT | 1 | - | 27 | 300 | - | - |
| PROJECT TOTALS | | 2 | 1 | 27 | 346 | 1 | |

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

REMOVING CONCRETE PAVEMENT

204.0150
REMOVING
CONCRETE PAVEMENT

| CATEGORY | STATION | LOCATION | SY | REMARKS |
|-----------------------|---------------|----------|------------|--------------------|
| 0010 | 9+76 - 10+00 | LT | 8 | CURB RAMP PAVEMENT |
| | 10+28 - 12+26 | LT | 109 | DRIVEWAYS |
| | 14+36 - 14+72 | LT | 35 | DRIVEWAYS |
| | 15+45 - 15+70 | LT | 30 | DRIVEWAYS |
| | 15+89 - 16+14 | LT | 24 | DRIVEWAYS |
| | 17+00 - 18+90 | LT | 297 | DRIVEWAYS |
| PROJECT TOTALS | | | 503 | |

FINISHING ROADWAY

213.0100

| CATEGORY | STATION | EACH |
|-----------------------|---------|----------|
| 0010 | PROJECT | 1 |
| PROJECT TOTALS | | 1 |

EARTHWORK SUMMARY (PROJECT ID 7287-00-72)

| CATEGORY | FROM/TO STATION | LOCATION | 205.0100 COMMON EXCAVATION (1) | SALVAGED / UNUSABLE PAVEMENT MATERIAL (3) | AVAILABLE MATERIAL (4) | UNEXPANDED FILL | EXPANDED FILL (6) | MASS ORDINATE +/- (7) |
|----------------------|-----------------|--------------|---|---|------------------------------|--------------------|----------------------|-----------------------------|
| | | | CUT (2) | | | | FACTOR 1.25 | |
| 0010 | 10+00 - 25+82 | ELEVATOR ST | 2,907 | 479 | 2,428 | 27 | 34 | 2,394 |
| | 100+50 - 101+40 | WEST ST | 132 | 28 | 104 | 46 | 58 | 46 |
| | INTERSECTION | WEST ST (5) | 175 | 35 | 140 | 8 | 10 | 130 |
| | INTERSECTION | NORTH ST (5) | 77 | 21 | 56 | 3 | 4 | 52 |
| PROJECT TOTAL | | | 3,291 | | | | | |

NOTES:

- (1) COMMON EXCAVATION IS THE SUM OF THE CUT COLUMN. ITEM NUMBER 205.0100
- (2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
- (3) SALVAGED/UNUSABLE PAVEMENT MATERIAL
- (4) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL
- (5) THE CUT AND FILL VALUES WERE OBTAINED FROM A SURFACE TO SURFACE VOLUME COMPARISON
- (6) EXPANDED FILL FACTOR = 1.25
- (7) 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

3

BASE AGGREGATE DENSE

| CATEGORY | STATION | LOCATION | 305.0110 | 305.0120 | 624.0100 | REMARKS |
|-----------------------|---------------|----------|-----------|--------------|-----------|----------|
| | | | BASE | BASE | | |
| | | | AGGREGATE | AGGREGATE | | |
| | | | DENSE | DENSE | WATER | |
| | | | 3/4-INCH | 1 1/4-INCH | | |
| 0010 | 10+00 - 25+81 | LT & RT | - | 2,767 | 28 | MAINLINE |
| | WEST ST | LT & RT | - | 227 | 2 | MAINLINE |
| | NORTH ST | LT & RT | - | 115 | 1 | MAINLINE |
| | DRIVEWAYS | RT | 5 | - | - | - |
| | SIDEWALK | LT | - | 115 | 1 | PATH |
| PROJECT TOTALS | | | 5 | 3,224 | 32 | |

CONCRETE PAVEMENT

| CATEGORY | STATION | LOCATION | 415.0085 | 416.0610 | 416.0620 | REMARKS |
|-----------------------|--------------|----------|-------------------|----------|------------|--------------------|
| | | | CONCRETE PAVEMENT | DRILLED | DRILLED | |
| | | | 8 1/2-INCH | TIE BARS | DOWEL BARS | |
| | | | SY | EACH | EACH | |
| 0010 | 9+76 - 10+00 | LT | 8 | 4 | 4 | CURB RAMP PAVEMENT |
| PROJECT TOTALS | | | 8 | 4 | 4 | |

ASPHALTIC PAVEMENT ITEMS

| CATEGORY | STATION | LOCATION | 455.0605 | 460.5224 | 460.5244 | 465.0105 | 465.0120 | REMARKS |
|-----------------------|---------------|----------|------------|--------------|--------------|-----------|-------------------------------|-------------------------|
| | | | TACK | HMA | HMA | ASPHALTIC | ASPHALTIC SURFACE | |
| | | | COAT | 4 LT 58-28 S | 4 LT 58-34 S | SURFACE | DRIVEWAYS AND FIELD ENTRANCES | |
| | | | GAL | TON | TON | TON | TON | |
| 0010 | 10+00 - 25+81 | LT & RT | 257 | 577 | 577 | - | - | MAINLINE |
| | WEST ST | LT & RT | 21 | 48 | 48 | - | - | MAINLINE |
| | NORTH ST | RT | 10 | 22 | 22 | - | - | MAINLINE |
| | 10+00 - 11+12 | RT | - | - | - | - | 5 | DRIVEWAY (3" THICKNESS) |
| | 20+42 - 21+01 | RT | - | - | - | - | 3 | DRIVEWAY (3" THICKNESS) |
| | 24+35 | RT | - | - | - | - | 2 | DRIVEWAY (3" THICKNESS) |
| | 24+89 | RT | - | - | - | - | 1 | DRIVEWAY (3" THICKNESS) |
| | 25+11 | RT | - | - | - | - | 1 | DRIVEWAY (3" THICKNESS) |
| | 13+96 - 23+89 | LT | - | - | - | 95 | - | PATCH BEHIND CURB |
| PROJECT TOTALS | | | 288 | 647 | 647 | 95 | 12 | |

3

CURB & GUTTER

| CATEGORY | STATION | LOCATION | 601.0150 | 601.0411 |
|-----------------------|---------------|----------|---------------|----------------|
| | | | CONCRETE CURB | CONCRETE |
| | | | INTERGRAL | CURB & GUTTER |
| | | | TYPE D | 30-INCH TYPE D |
| | | | LF | LF |
| 0010 | 10+00 - 25+81 | LT | 24 | 1,463 |
| | 10+00 - 25+81 | RT | - | 1,517 |
| | WEST ST | LT & RT | - | 275 |
| | NORTH ST | LT & RT | - | 101 |
| PROJECT TOTALS | | | 24 | 3,356 |

SIDEWALK ITEMS

| CATEGORY | STATION | LOCATION | 602.0405 | 602.0505 |
|-----------------------|---------|----------|--------------|---------------|
| | | | CONCRETE | DETECTABLE |
| | | | SIDEWALK | WARNING FIELD |
| | | | 4-INCH | YELLOW |
| | | | SF | SF |
| 0010 | PROJECT | LT | 2,284 | 20 |
| PROJECT TOTALS | | | 2,284 | 20 |

STORM SEWER PIPE ITEMS

| CATEGORY | FROM STRUCTURE | TO STRUCTURE | 520.8000 | 608.0312 | 608.0318 | 608.0324 | 608.0412 | NOTES |
|-----------------------|----------------|--------------|------------------|---------------------|---------------------|---------------------|---------------------|-------|
| | | | CONCRETE | STORM SEWER PIPE | STORM SEWER PIPE | STORM SEWER PIPE | STORM SEWER PIPE | |
| | | | COLLARS FOR PIPE | REINFORCED CONCRETE | REINFORCED CONCRETE | REINFORCED CONCRETE | REINFORCED CONCRETE | |
| | | | 12-INCH | 18-INCH | 24-INCH | 12-INCH | | |
| | | | EACH | LF | LF | LF | LF | |
| 0010 | EXISTING | 1A | 1 | - | 14 | - | - | - |
| | 1A | 1B | - | - | 80 | - | - | - |
| | 1B | 1C | - | - | - | - | 10 | - |
| | 1B | 1D | - | - | - | - | 35 | - |
| | 1D | 1E | - | - | - | - | 10 | - |
| | 2A | 2B | - | - | - | - | 14 | - |
| | 2B | 2C | - | - | 31 | - | - | - |
| | 2D | 2C | - | - | - | - | 15 | - |
| | 2C | 2E | - | - | 14 | - | - | - |
| | 3A | 3B | - | - | - | 10 | - | - |
| | 3B | 3C | - | - | - | 40 | - | - |
| | 3C | 3D | - | 13 | - | - | - | - |
| | 3D | 3E | - | 7 | - | - | - | - |
| | 3C | 3F | - | - | - | - | 170 | - |
| | 3F | EXISTING | - | - | - | - | 100 | - |
| PROJECT TOTALS | | | 1 | 20 | 139 | 320 | 84 | |

CONCRETE DRIVEWAY

| CATEGORY | STATION | LOCATION | 602.0810 | NOTES |
|-----------------------|---------------|----------|------------|-----------|
| | | | CONCRETE | |
| | | | DRIVEWAY | |
| | | | 6-INCH | |
| | | | SY | |
| 0010 | 10+28 - 12+26 | LT | 109 | DRIVEWAYS |
| | 14+36 - 14+72 | LT | 35 | DRIVEWAYS |
| | 15+45 - 15+70 | LT | 30 | DRIVEWAYS |
| | 15+89 - 16+14 | LT | 24 | DRIVEWAYS |
| | 17+00 - 18+90 | LT | 297 | DRIVEWAYS |
| PROJECT TOTALS | | | 495 | |

MOBILIZATION

| CATEGORY | STATION | 619.1000 |
|-----------------------|---------|--------------|
| | | MOBILIZATION |
| | | EACH |
| | | |
| 0010 | PROJECT | 1 |
| PROJECT TOTALS | | 1 |

3

3

STORM SEWER STRUCTURE ITEMS

| STRUCTURE | | 520.1024 APRON | | | | | | | | | | | | | | | NOTES |
|-----------------------|--------|----------------|----------|---|-----------------------|---------------------|----------------------|------------------------|----------------------|------------------------|-----------------------|----------------------|------------------------|--------|------------------|------------------|---------|
| CATEGORY | NUMBER | *STATION | *OFFSET | ENDWALLS 611.0530 611.0624 611.0613 611.2005 611.3004 611.3902 611.971 611.8120.S | | | | | | | | | | | ***RIM ELEVATION | INVERT ELEVATION | **DEPTH |
| | | | | FOR CULVERT PIPE 24-INCH | MANHOLE COVERS TYPE J | INLET COVERS TYPE H | INLET COVERS TYPE DW | MANHOLES 5-FT DIAMETER | INLETS 4-FT DIAMETER | 611.3230 INLETS 2X3-FT | INLETS MEDIAN 2 GRATE | SALVAGE INLET COVERS | COVER PLATES TEMPORARY | | | | |
| 0010 | 1A | 9+97.35 | 41.27'LT | - | - | - | - | - | - | - | 1 | 2 | 1 | 952.53 | 948.81 | 3.72 | - |
| | 1B | 10+72.51 | 17.25'LT | - | - | - | 1 | - | 1 | - | - | - | 1 | 953.14 | 949.40 | 2.74 | - |
| | 1C | 10+82.51 | 17.25'LT | - | - | - | 1 | - | - | 1 | - | - | 1 | 953.15 | 949.96 | 2.19 | - |
| | 1D | 10+72.64 | 17.25'RT | - | - | - | 1 | - | - | 1 | - | - | 1 | 953.30 | 950.07 | 2.23 | - |
| | 1E | 10+82.51 | 17.25'RT | - | - | - | 1 | - | - | 1 | - | - | 1 | 953.31 | 950.12 | 2.19 | - |
| | 2A | 17+56.66 | 13.25'LT | - | - | - | 1 | - | - | 1 | - | - | 1 | 954.13 | 949.80 | 3.33 | - |
| | 2B | 17+42.91 | 13.25'LT | - | - | - | 1 | - | - | 1 | - | - | 1 | 954.12 | 949.23 | 3.89 | - |
| | 2C | 17+41.91 | 17.25'RT | - | - | - | 1 | - | - | 1 | - | - | 1 | 954.04 | 949.08 | 3.96 | - |
| | 2D | 17+57.00 | 17.25'RT | - | - | - | 1 | - | - | 1 | - | - | 1 | 954.05 | 949.66 | 3.39 | - |
| | 2E | 17+42.91 | 30.63'RT | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | 3A | 22+56.00 | 23.68'RT | - | 1 | - | - | 1 | - | - | - | - | 1 | 959.34 | 950.32 | 8.02 | - |
| | 3B | 22+64.36 | 17.25'RT | - | - | 1 | - | - | 1 | - | - | - | 1 | 956.29 | 950.35 | 4.94 | - |
| | 3C | 22+96.36 | 6.00'LT | - | 1 | - | - | 1 | - | - | - | - | 1 | 956.67 | 950.47 | 5.20 | - |
| | 3D | 23+06.40 | 13.25'LT | - | - | - | 1 | - | 1 | - | - | - | 1 | 956.54 | 951.54 | 4.00 | - |
| | 3E | 23+11.80 | 17.43'LT | - | 1 | - | - | 1 | - | - | - | - | 1 | 956.66 | 951.08 | 4.58 | - |
| | 3F | 24+67.72 | 0.00'RT | - | 1 | - | - | 1 | - | - | - | - | 1 | 957.51 | 950.84 | 5.67 | - |
| PROJECT TOTALS | | | | 1 | 4 | 1 | 9 | 4 | 3 | 7 | 1 | 2 | 15 | | | | |

*STATION AND OFFSET TO CENTER OF STRUCTURE UNLESS OTHERWISE NOTED IN THE PLANS
 **DEPTH = RIM ELEV - INVERT ELEV - COVER HT - 6 INCH ADJHT
 ***RIM ELEV = NORMAL FLOW LINE ELEVATION FOR INLETS

FINISHING ITEMS

| STATION | LOCATION | 630.0140 SEEDING MIXTURE | | | | |
|-----------------------|----------|--------------------------|--------------------------------|----------------------------|----------------------------------|-----------|
| | | 625.0100 TOPSOIL SY | 629.0205 FERTILIZER TYPE A CWT | 630.0200 SEEDING NO. 40 LB | 630.0500 SEED WATER TEMPORARY LB | MGAL |
| ENTIRE PROJECT | LT&RT | 1584 | 1.00 | 71 | 43 | 44 |
| UNDISTRIBUTED (10%) | | 158 | 0.00 | 7 | 4 | 4 |
| PROJECT TOTALS | | 1742 | 1.00 | 78 | 47 | 49 |

MOVING SIGNS

| CATEGORY | LOCATION | 638.2102 MOVING SIGNS TYPE II | | 638.4000 MOVING SMALL SIGN SUPPORTS | | NOTES |
|-----------------------|----------|-------------------------------|----------|-------------------------------------|------|--------------------|
| | | EACH | EACH | EACH | EACH | |
| 0010 | 9+90, LT | 2 | 2 | | | STOP & STREET SIGN |
| PROJECT TOTALS | | 2 | 2 | | | |

FIELD OFFICE TYPE B

| CATEGORY | STATION | 642.5001 EACH |
|-------------------|---------|---------------|
| 0010 | PROJECT | 1 |
| ITEM TOTAL | | 1 |

PERMANENT SIGNING

| CATEGORY | LOCATION | SIGN CODE | SIGN MESSAGE | SIZE | 637.2210 SIGNS TYPE II REFLECTIVE H | | NOTES |
|-----------------------|----------|-----------|------------------|---------|-------------------------------------|---|-------|
| | | | | | SF | 634.0808 POSTS TUBULAR STEEL 2x2-INCH x 8-FT EACH | |
| 0010 | 9+84, LT | R9-3A | CROSSWALK CLOSED | 24"x24" | 4.00 | 1 | - |
| 0010 | 9+84, LT | R9-3BL | USE CROSSWALK | 18"x12" | 1.50 | - | - |
| PROJECT TOTALS | | | | | 5.50 | 1 | |

MOBILIZATIONS EROSION CONTROL

| STATION | 628.1910 EMERGENCY EROSION CONTROL | |
|-----------------------|------------------------------------|-------------------------------|
| | 628.1905 EROSION CONTROL EACH | 628.1910 EROSION CONTROL EACH |
| PROJECT | 8 | 4 |
| PROJECT TOTALS | 8 | 4 |

3

3

EROSION CONTROL ITEMS

| STATION | LOCATION | 606.0300 | 645.0120 | 628.1504 | 628.1520 | 628.2006 | 628.7005 | 628.701 | 628.7015 | 628.7560 |
|---------------------|----------|-----------------|-----------------------|------------|---------------------------|--|-------------------------------|-------------------------------|-------------------------------|------------------|
| | | RIPRAP HEAVY | GEOTEXTILE TYPE HR | SILT FENCE | SILT FENCE MAINTENANCE | EROSION MAT URBAN CLASS I TYPE A | INLET PROTECTION TYPE A | INLET PROTECTION TYPE B | INLET PROTECTION TYPE C | TRACKING PADS |
| | | CY | SY | LF | LF | SY | EACH | EACH | EACH | EACH |
| ENTIRE PROJECT | LT&RT | 15 | 4 | 1655 | 1655 | 1584 | 1 | 1 | 10 | 1 |
| UNDISTRIBUTED (10%) | | - | - | 166 | 166 | 158 | 0 | 0 | 1 | - |
| | | 15 | 4 | 1821 | 1821 | 1742 | 1 | 1 | 11 | 1 |

TRAFFIC CONTROL

| LOCATION | PERIOD | 643.0420 | 643.0705 | 643.0900 | 643.1050 | NOTES |
|-----------------------|--------|-----------------|---|---|--------------------------|-----------------------------|
| | | APPROX. SERVICE | TRAFFIC CONTROL BARRICADES TYPE III | TRAFFIC CONTROL WARNING LIGHTS TYPE A | TRAFFIC CONTROL SIGNS | |
| | DAYS | QTY | DAY | QTY | DAY | |
| PROJECT | 7 | 0 | 0 | 0 | 0 | PRIOR TO CONSTRUCTION START |
| | 86 | 12 | 1,032 | 24 | 2,064 | |
| PROJECT TOTALS | | | 1,032 | | 2,064 | |

CONSTRUCTION STAKING ITEMS

| CATEGORY | STATION | LOCATION | 650.4000 | 650.4500 | 650.5000 | 650.5500 | 650.9000 | 650.9911 | 650.9920 | 650.9500 |
|-----------------------|---------------|----------|-------------|--------------|--------------|-------------------------|---------------|---------------------------------------|-----------------|------------------------|
| | | | STORM SEWER | SUBGRADE | BASE | CURB GUTTER & GUTTER | CURB RAMPS | SUPPLEMENTAL CONTROL 7287-00-72 | SLOPE STAKES | SIDEWALK 7287-00-72 |
| | | | EACH | LF | LF | LF | EACH | EACH | LF | EACH |
| 0010 | 10+00 - 25+81 | LT & RT | 16 | 1,582 | 1,582 | 3,004 | - | 1 | 1,582 | 1 |
| | WEST ST | LT & RT | - | 127 | 127 | 275 | - | - | 127 | - |
| | NORTH ST | LT & RT | - | 50 | 50 | 101 | - | - | 50 | - |
| | PROJECT | | - | - | - | - | 2 | - | - | - |
| PROJECT TOTALS | | | 16 | 1,759 | 1,759 | 3,380 | 2 | 1 | 1,759 | 1 |

SAWING

| CATEGORY | STATION | LOCATION | 690.0150 | 690.0250 |
|------------------------|------------|----------|-------------------|--------------------|
| | | | SAWING ASPHALT | SAWING CONCRETE |
| | | | LF | LF |
| 0010 | 9+82-10+00 | LT | - | 41 |
| | 10+00 | | 38 | - |
| | WEST ST | | 22 | - |
| | NORTH ST | | 24 | - |
| | 25+81 | | 38 | - |
| | DRIVEWAYS | | 165 | 565 |
| PROJECTS TOTALS | | | 287 | 606 |

3

3

WATER MAIN REMOVAL ITEMS

| STATION - STATION | LOCATION | SPV.0060.07 | SPV.0060.08 |
|-----------------------|-----------|-------------------------------------|-------------------------------|
| | | REMOVE EXISTING HYDRANT AND LEAD | REMOVE EXISTING GATE VALVE |
| | | EACH | EACH |
| 21+58.83 | 17.73' LT | 1 | |
| 25+78.32 | C/L | | 2 |
| PROJECT TOTALS | | 1 | 2 |

WATER MAIN ITEMS

| STATION-STATION | OFFSET | SPV.0060.09 CONNECT TO EXISTING WATER MAIN EACH | SPV.0060.10 LOWER WATER MAIN EACH | SPV.0060.11 GATE VALVE AND BOX 6-INCH EACH | SPV.0060.12 GATE VALVE AND BOX 10-INCH EACH | SPV.0060.13 HYDRANT 8.5-FT BURY DEPTH EACH | SPV.0060.14 CONNECT TO EXISTING WATER SERVICE EACH | SPV.0060.15 CORPORATION STOP 1-INCH EACH | SPV.0060.16 CURB STOP & BOX 1-INCH EACH | SPV.0060.17 MAINTAIN WATER SERVICE DURING CONSTRUCTION EACH | SPV.0085.01 WATER FITTINGS LB | SPV.0090.05 WATER SERVICE 1-INCH LF | SPV.0090.06 WATER MAIN C900 6-INCH LF | SPV.0090.07 WATER MAIN C900 10-INCH LF | SPV.0090.08 WATER MAIN C900 12-INCH LF | 612.0902.S INSULATION BOARD POLYSTYRENE 2-INCH SF | SPV.0195.01 BEDDING FOR PIPE STABILIZATION TON | |
|-----------------------|----------|---|--|--|---|--|--|--|---|---|--|---|---|--|--|---|--|------------|
| 10+09.85 | 12+33.50 | 8.50' RT | 1 | | | | | | | | | 55 | | 272 | 3 | | | |
| 12+33.50 | 14+84.19 | 8.50' RT | | 1 | | 1 | 1 | 1 | 1 | | | 36 | 46 | 195 | | | | |
| 14+84.19 | 17+07.83 | 6.84' RT | | 1 | | | 1 | 1 | 1 | | | 20 | 36 | 222 | | | | |
| 17+07.83 | 21+57.87 | 10.00' RT | | 2 | 1 | 1 | 1 | 1 | 1 | | | 20 | 51 | 419 | | | | |
| 21+57.87 | 24+55.07 | 18.00' RT | | | | | 1 | 1 | 1 | | | 20 | | 309 | | | | |
| 24+55.07 | 25+78.32 | 24.47 RT | 2 | 1 | 1 | 3 | 1 | | | 1 | 900 | | 31 | 187 | | 300 | 100 | |
| PROJECT TOTALS | | | 3 | 1 | 5 | 4 | 3 | 4 | 5 | 5 | 1 | 900 | 151 | 164 | 1604 | 3 | 300 | 100 |

SANITARY SWER TIEMS

| STATION-STATION | OFFSET | *204.0210 REMOVING MANHOLES EACH | SPV.0060.01 SANITARY SEWER MANHOLE W/CASTING 4-FT DIAMETER EACH | SPV.0060.02 CONNECT TO EXISTING SANITARY SEWER MAIN EACH | SPV.0060.03 CONNECT TO EXISTING SANITARY SEWER SERVICE EACH | SPV.0060.04 SANITARY SEWER WYE 10-INCH X 4-INCH EACH | SPV.0060.05 SANITARY SEWER WYE 10-INCH X 6-INCH EACH | SPV.0060.06 EXPLORATORY EXCAVATION EACH | SPV.0090.01 SANITARY SEWER SERVICE 4-INCH PVC LF | SPV.0090.02 SANITARY SEWER SERVICE 6-INCH PVC LF | SPV.0090.03 SANITARY SEWER MAIN 10-INCH PVC LF | SPV.0090.04 TELEWISE SANITARY SEWER MAIN LF | SPV.0200.01 SANITARY MANHOLE EXCESS DEPTH 4-FT DIAMTER VF | |
|-----------------------|----------|---|--|---|--|---|---|--|---|---|---|---|--|--------------|
| 10+10 | 12+33.84 | | 1 | 1 | 1 | 2 | 2 | | 60 | | 223 | 223 | | |
| 12+33.84 | 15+85.74 | | 1 | 1 | | 2 | 2 | | 60 | | 351 | 351 | | |
| 15+85.74 | 19+10.72 | | 1 | 1 | | 3 | | 1 | | 30 | 325 | 325 | | |
| 19+10.72 | 21+70.78 | | 1 | 1 | | 1 | 1 | 1 | 30 | 30 | 261 | 261 | | |
| 21+70.78 | 24+54.84 | 9.77' RT | 1 | 1 | | | 1 | | 30 | | 287 | 287 | | |
| 24+54.84 | 25+62.14 | 14.26' RT | 1 | 2 | 2 | | | | | | 114 | 114 | | |
| PROJECT TOTALS | | | 6 | 7 | 3 | 8 | 6 | 2 | 1 | 180 | 60 | 1561 | 1561 | 10.01 |

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

PROJECT NO: 7287-00-72

HWY: ELEVATOR STREET

COUNTY: TREMPLEALEAU

MISCELLANEOUS QUANTITIES

SHEET

25

E



CITY OF OSSEO

TRANSPORTATION PROJECT PLAT TITLE SHEET

7287-00-02

C OSSEO, WEST ST & ELEVATOR ST

USH 10/WEST ST TO ELEVATOR/NORTH ST
LOC STR
TREMPEALEAU COUNTY

4

4

CONVENTIONAL SYMBOLS

| | | | | | |
|---|--|---|--|--|---------------------|
| SECTION LINE | | SECTION CORNER SYMBOL | | R/W MONUMENT (TO BE SET) | |
| QUARTER LINE | | SECTION CORNER MONUMENT | | NON-MONUMENTED R/W POINT | |
| SIXTEENTH LINE | | GEODETTIC SURVEY MONUMENT | | FOUND IRON PIN (1-INCH UNLESS NOTED) | |
| NEW REFERENCE LINE | | SIXTEENTH CORNER MONUMENT | | SIGN | |
| NEW R/W LINE | | OFF-PREMISE SIGN | | COMPENSABLE | |
| EXISTING R/W OR HE LINE | | NON-COMPENSABLE | | NON-COMPENSABLE | |
| PROPERTY LINE | | ELECTRIC POLE | | TELEPHONE POLE | |
| LOT, TIE & OTHER MINOR LINES | | PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.) | | ACCESS RESTRICTED BY ACQUISITION | |
| SLOPE INTERCEPT | | NO ACCESS (BY STATUTORY AUTHORITY) | | NO ACCESS (BY PREVIOUS PROJECT OR CONTROL) | |
| CORPORATE LIMITS | | NO ACCESS (NEW HIGHWAY) | | PARCEL NUMBER (25) | UTILITY NUMBER (40) |
| UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC.) | | PARALLEL OFFSETS | | | |
| 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 | | | | | |
| CULVERT | | | | | |

CONVENTIONAL ABBREVIATIONS

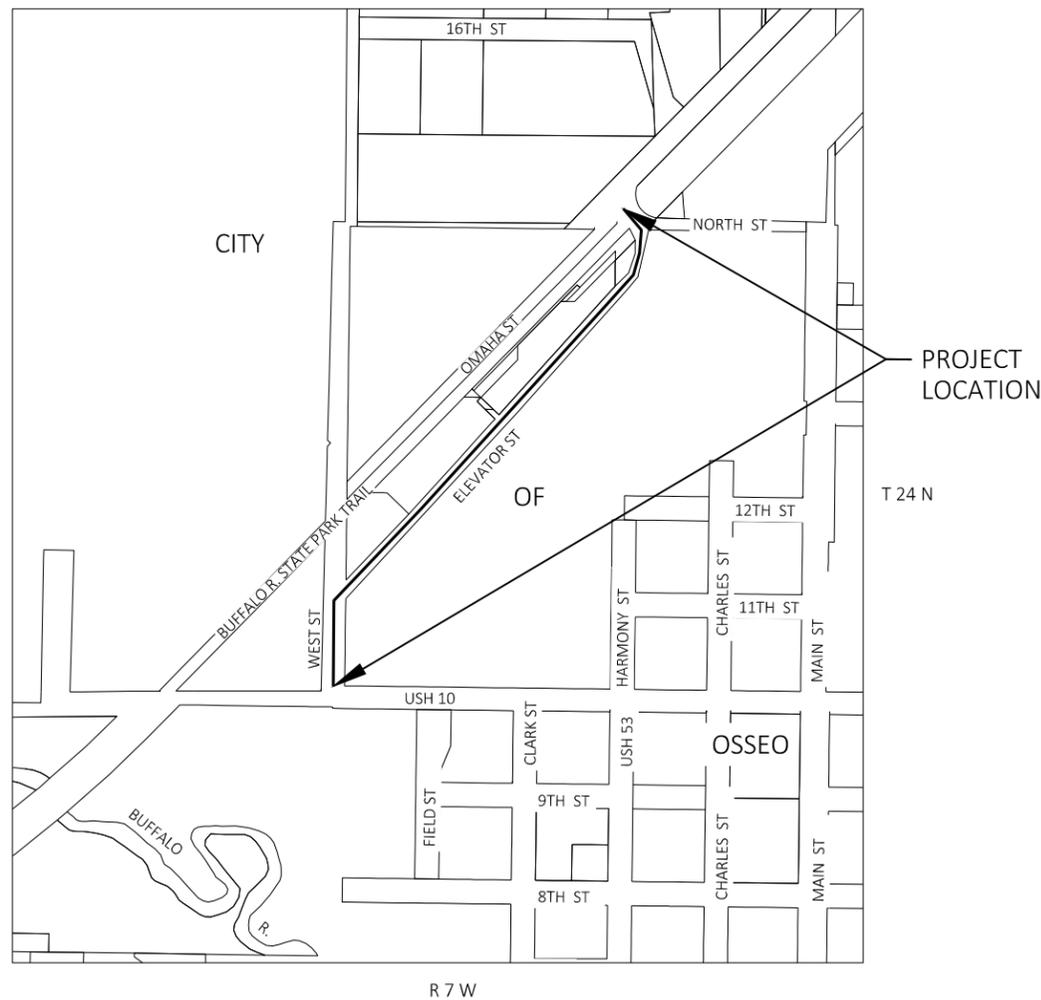
| | | | |
|----------------------------|-------|-----------------------------|--------|
| ACCESS RIGHTS | AR | POINT OF COMPOUND CURVE | PCC |
| ACRES | AC | POINT OF INTERSECTION | PI |
| AHEAD | AH | PROPERTY LINE | PL |
| ALUMINUM | ALUM | RECORDED AS (100') | (100') |
| AND OTHERS | ET AL | REEL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

CURVE DATA ABBREVIATIONS

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

CONVENTIONAL UTILITY SYMBOLS

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



THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 7287-00-02.

NOTES:

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

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

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

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

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

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

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

PROJECT NUMBER 7287-00-02-4.01
SHEET 2 OF 2
AMENDMENT NO:

TRANSPORTATION PROJECT PLAT NO: 7287-00-02-4.01 AMENDMENT NO: 1
AMENDS PARCEL NUMBERS 1 AND 6, AND UTILITY NUMBER 53, OF TRANSPORTATION PROJECT PLAT 7287-00-02-4.01 RECORDED AS DOCUMENT NO: 487023.

THAT PART OF THE NE 1/4 OF THE NE 1/4 SECTION 9, AND THAT PART OF LOTS 1 THRU 5, BLOCK 16, PART OF LOTS 2 THRU 7, BLOCK 14, ALL IN THE ORIGINAL PLAT OF OSSEO, PART OF ELEVATOR ST, VACATED TWELFTH ST AND VACATED FIELD ST, AND PART OF LOTS 1 & 2, CSM, V. 4, P. 291, DOC. 336262, ALL LOCATED IN PART OF THE NW 1/4 OF THE NW 1/4, SECTION 10, TOWNSHIP 24 NORTH, RANGE 7 WEST, CITY OF OSSEO, TREMPLEAU COUNTY, WISCONSIN.

RELOCATION ORDER C OSSEO, WEST ST & ELEVATOR ST, USH 10 WEST ST TO ELEVATOR/NORTH ST, TREMPLEAU COUNTY.

TO PROPERLY ESTABLISH LAYOUT, WIDTH, ELEVATION, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF OSSEO DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND TO ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE NAMED PROJECT. TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF OSSEO HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT'S LAYOUT AND ESTABLISHED BY THE LINES AND WIDTHS AS SO SHOWN, BE RELOCATED OR CHANGED TO THE LINES AND WIDTHS SHOWN ON THIS PLAT ARE REQUIRED BY THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF OSSEO, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO: 487023.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (NAD83) TREMPLEAU COUNTY, MODEL 3 (2011), IN BEARINGS, AND GRID DISTANCES. GRID COORDINATES MAY BE USED AS ALL NEW RIGHT-OF-WAY AND PERMANENT EASEMENT MONUMENTS WILL BE THE 3" (TYPICALLY 3/4" X 3/4" IRON REBAR), UNLESS OTHERWISE NOTED AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

FOUND MONUMENTS INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR EXCLUDED FROM ALL TEMPORARILY LIMITED EASEMENTS ARE ANY LANDS CURRENTLY OCCUPIED BY BUILDINGS.

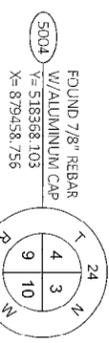
ALL TIES ARE FOR SLOPE GRADING PURPOSES, UNLESS OTHERWISE NOTED.

REGISTER OF DEEDS OFFICE
 TREMPLEAU COUNTY, WI

RECEIVED FOR RECORD THIS **28th** DAY OF **July** 20**25** AT **2:29** O'CLOCK P.M. AND RECORDED IN CANCEL **#** ON PAGE **175** AS DOCUMENT NUMBER **487988**

Susan A. Peterson
 SUSAN ACERBMAN, REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
 PROJECT NUMBER 28-00-02-4.01
 AMENDMENT NO. 1



FOUND 7/8" REBAR W/ALUMINUM CAP
 Y= 518368.103
 X= 879458.756

| COURSE | BEARING | DISTANCE |
|---------|-----------------|----------|
| 32-52 | S 88° 31' 16" E | 336.96' |
| 52-200 | S 88° 31' 16" E | 27.35' |
| 200-301 | S 46° 49' 49" E | 28.24' |
| 201-202 | S 43° 10' 11" W | 20.03' |
| 202-203 | N 46° 49' 49" W | 25.91' |
| 203-200 | N 42° 13' 56" E | 20.03' |

RECOVERED MONUMENTS

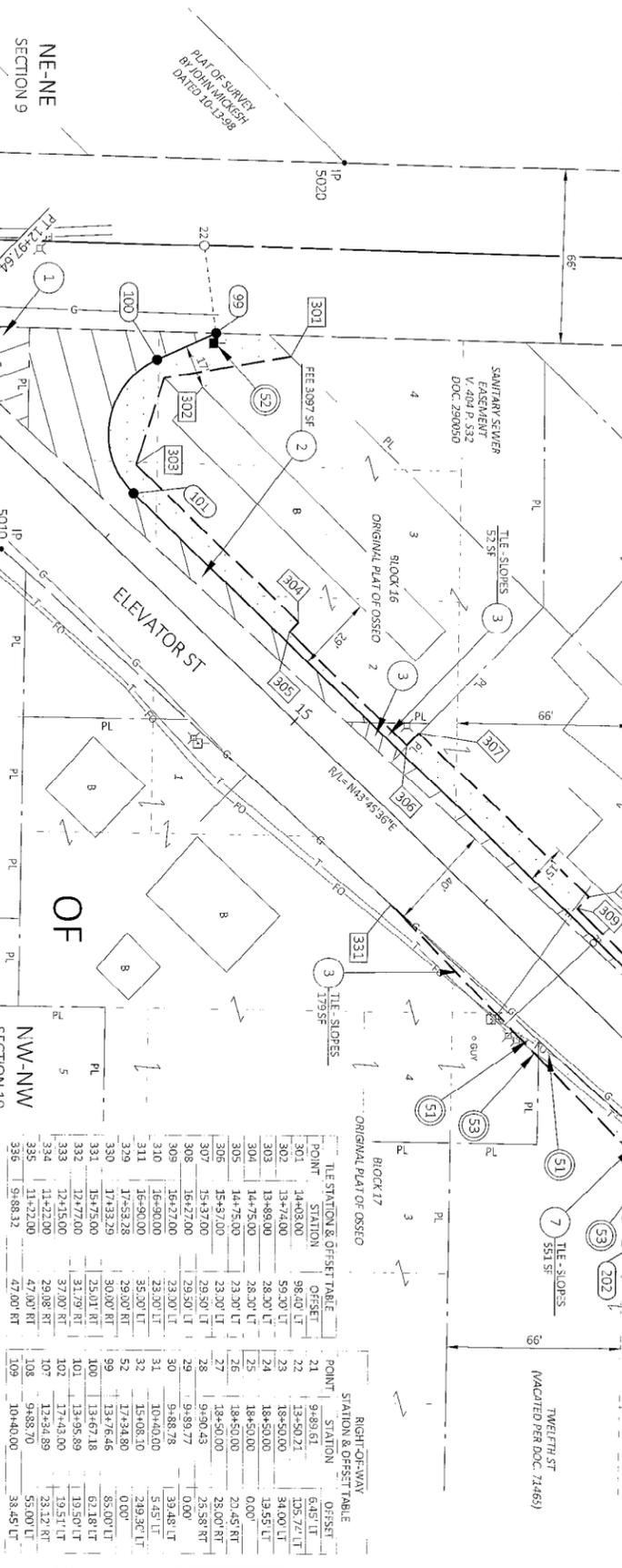
| POINT | Y | X | DESCRIPTION | STATION | OFFSET |
|-------|------------|------------|------------------|----------|-----------|
| 5007 | 517290.032 | 879462.377 | 1 1/2" IRON PIPE | 11+30.01 | 29.12 RT |
| 5010 | 517421.227 | 879555.319 | 1 1/2" IRON PIPE | 13+30.01 | 30.31 RT |
| 5020 | 517551.011 | 879404.536 | 1" IRON PIPE | 13+74.39 | 134+65.61 |
| 5024 | 517669.434 | 879474.041 | 1 1/2" IRON PIPE | 13+00.21 | 197.09 LT |

UTILITY EASEMENT TABLE

| UTILITY NUMBER | PARCEL INFORMATION | NAME | INTEREST REQUIRED |
|----------------|--------------------|---------------------------|---|
| 51 | 3, 7 | NO RECORD OF EASEMENT | BRIGHTSPEED |
| 52 | 2, 7 | NO RECORD OF EASEMENT | XCEL ENERGY |
| 53 | 3, 6, 7 | NO RECORD OF EASEMENT | TRI-COUNTY COMMUNICATIONS |
| 54 | 2 | V. 96 P. 487, DOC. 124431 | TREMPLEAU ELECTRIC COOP. (D/O) RIVERLAND ENERGY COOP. |

RIGHT-OF-WAY COURSE TABLE

| COURSE | BEARING | DISTANCE |
|---------|-----------------|----------|
| 20-21 | N 01° 28' 44" E | 1370.06' |
| 21-31 | N 01° 28' 44" E | 50.44' |
| 31-32 | N 01° 28' 44" E | 357.71' |
| 32-33 | N 01° 28' 44" E | 213.40' |
| 33-3004 | N 01° 28' 44" E | 657.08' |
| 20-3004 | N 01° 28' 44" E | 2645.69' |



SECTION LINE - COURSE TABLE

| COURSE | BEARING | DISTANCE |
|---------|-----------------|----------|
| 20-21 | N 01° 28' 44" E | 1370.06' |
| 21-31 | N 01° 28' 44" E | 50.44' |
| 31-32 | N 01° 28' 44" E | 357.71' |
| 32-33 | N 01° 28' 44" E | 213.40' |
| 33-3004 | N 01° 28' 44" E | 657.08' |
| 20-3004 | N 01° 28' 44" E | 2645.69' |

RIGHT-OF-WAY COURSE TABLE

| COURSE | BEARING | DISTANCE |
|---------|-----------------|----------|
| 21-30 | S 88° 31' 16" W | 333.04' |
| 30-108 | S 89° 47' 34" W | 15.52' |
| 108-109 | N 13° 06' 59" E | 54.19' |
| 109-31 | S 89° 35' 12" E | 33.01' |
| 31-22 | N 01° 28' 44" E | 331.71' |
| 22-99 | N 82° 04' 15" E | 33.45' |
| 99-100 | S 24° 05' 51" E | 24.63' |
| 100-101 | SEE CURVE TABLE | 347.11' |
| 101-102 | N 49° 45' 30" E | 106.23' |
| 102-24 | N 42° 13' 26" E | 106.23' |
| 24-25 | S 48° 26' 10" E | 19.55' |
| 25-26 | S 48° 26' 10" E | 20.45' |
| 26-200 | S 42° 13' 56" W | 97.57' |
| 200-203 | S 42° 13' 56" W | 20.00' |
| 203-107 | S 42° 13' 56" W | 481.80' |
| 107-28 | S 01° 28' 44" W | 263.34' |
| 28-29 | S 88° 38' 02" W | 26.59' |
| 29-21 | S 88° 38' 02" W | 6.45' |

UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | OWNER(S) | INTEREST REQUIRED |
|----------------|---------------------------|-------------------|
| 51 | BRIGHTSPEED, FO | RELEASE OF RIGHTS |
| 52 | XCEL ENERGY | RELEASE OF RIGHTS |
| 53 | TRI-COUNTY COMMUNICATIONS | RELEASE OF RIGHTS |
| 54 | RIVERLAND ENERGY COOP. | RELEASE OF RIGHTS |

UTILITY EASEMENT TABLE

| UTILITY NUMBER | PARCEL INFORMATION | NAME | INTEREST REQUIRED |
|----------------|--------------------|---------------------------|---|
| 51 | 3, 7 | NO RECORD OF EASEMENT | BRIGHTSPEED |
| 52 | 2, 7 | NO RECORD OF EASEMENT | XCEL ENERGY |
| 53 | 3, 6, 7 | NO RECORD OF EASEMENT | TRI-COUNTY COMMUNICATIONS |
| 54 | 2 | V. 96 P. 487, DOC. 124431 | TREMPLEAU ELECTRIC COOP. (D/O) RIVERLAND ENERGY COOP. |

RELOCATED MONUMENTS

| POINT | Y | X | DESCRIPTION | STATION | OFFSET |
|-------|------------|------------|------------------|----------|-----------|
| 5007 | 517290.032 | 879462.377 | 1 1/2" IRON PIPE | 11+30.01 | 29.12 RT |
| 5010 | 517421.227 | 879555.319 | 1 1/2" IRON PIPE | 13+30.01 | 30.31 RT |
| 5020 | 517551.011 | 879404.536 | 1" IRON PIPE | 13+74.39 | 134+65.61 |
| 5024 | 517669.434 | 879474.041 | 1 1/2" IRON PIPE | 13+00.21 | 197.09 LT |

SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER(S) | INTERESTS REQUIRED | R/W SQUARE FEET | P/E SQUARE FEET | T/E SQUARE FEET |
|---------------|----------------------------------|--------------------|-----------------|-----------------|-----------------|
| 1 | JUSTIN R. & SANDRA H. SMITH | FEF/TILE | 859 | 859 | 113 |
| 2 | W&J PROPERTIES, LLC | FEF/TILE | 3466 | 3466 | 4923 |
| 3 | BRODIE W. & ROBIN L. MCKENZIE | FEF/TILE | 111 | 111 | 231 |
| 4 | CONTINENTAL PRODUCTS CORPORATION | FEF/TILE | 567 | 567 | 3571 |
| 5 | WILLIAM C. & GODEEN F. KNUDSTON | TILE | - | - | 2169 |
| 6 | WILLIAM KNUDSTON | TILE | - | - | 1079 |
| 7 | CITY OF OSSEO | FE/TILE | - | - | 1348 |

SEH
 10 N BRIDGE ST
 CHIPPEVA FALLS, WI 54729

WISCONSIN LAND SURVEYORS
 JASON L. CANCE
 LICENSE # 2688
 OPEN RENEWAL
 WI

SIGNATURE: *Jason L. Cance* DATE: 6-24-25
 PRINT NAME: JASON L. CANCE
 REGISTRATION NUMBER: S-2688

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF OSSEO
 SIGNATURE: *Susan Peterson* DATE: 7-16-25
 PRINT NAME: SUSAN ACERBMAN

FILE NAME: X:\K\O\OSSEW\175083\5-FINAL-DSGN\C3D-WEST-ELEVATOR ST\RW\DWG\010101-RP.DWG
 APPRAISAL PLAT DATE: 6-24-25

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

LOCATION SKETCH NOT TO SCALE

PLAT DATE: 6/24/2025 1:15 PM

PLAT BY: SEH

TRANSPORTATION PROJECT PLAT NO: 7287-00-02-4.01

THAT PART OF THE NE 1/4 OF THE NE 1/4, SECTION 9, AND THAT PART OF LOTS 1, 11 THRU 15, BLOCK 16, PART OF LOTS 2 THRU 7, BLOCK 14, ALL IN THE ORIGINAL PLAT OF OSSEO, PART OF VACATED E. EVENTH ST, VACATED TWELFTH ST AND VACATED FIELD ST, AND PART OF LOTS 1 & 2, CSM, V. 4, P. 291, DOC. 336282, ALL LOCATED IN PART OF THE NW 1/4 OF THE NW 1/4, SECTION 10, TOWNSHIP 24 NORTH, RANGE 7 WEST, CITY OF OSSEO, TREMPLEAU COUNTY, WISCONSIN.

RELOCATION ORDER C OSSEO, WEST ST & ELEVATOR ST, USH 10/WEST ST TO ELEVATOR/NORTH S, TREMPLEAU COUNTY. TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF OSSEO DEMANDS IT BE NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE NAMED PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTIONS 2.2, WISCONSIN STATUTES, THE CITY OF OSSEO HEREBY ORDERS THAT: 1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT BE ACQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE 2. THE LANDS ON INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT BE LAY OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ACQUIRED IN THE NAME OF THE CITY OF OSSEO, PURSUANT TO THE PROVISIONS OF SECTION 82.22, WISCONSIN STATUTES.

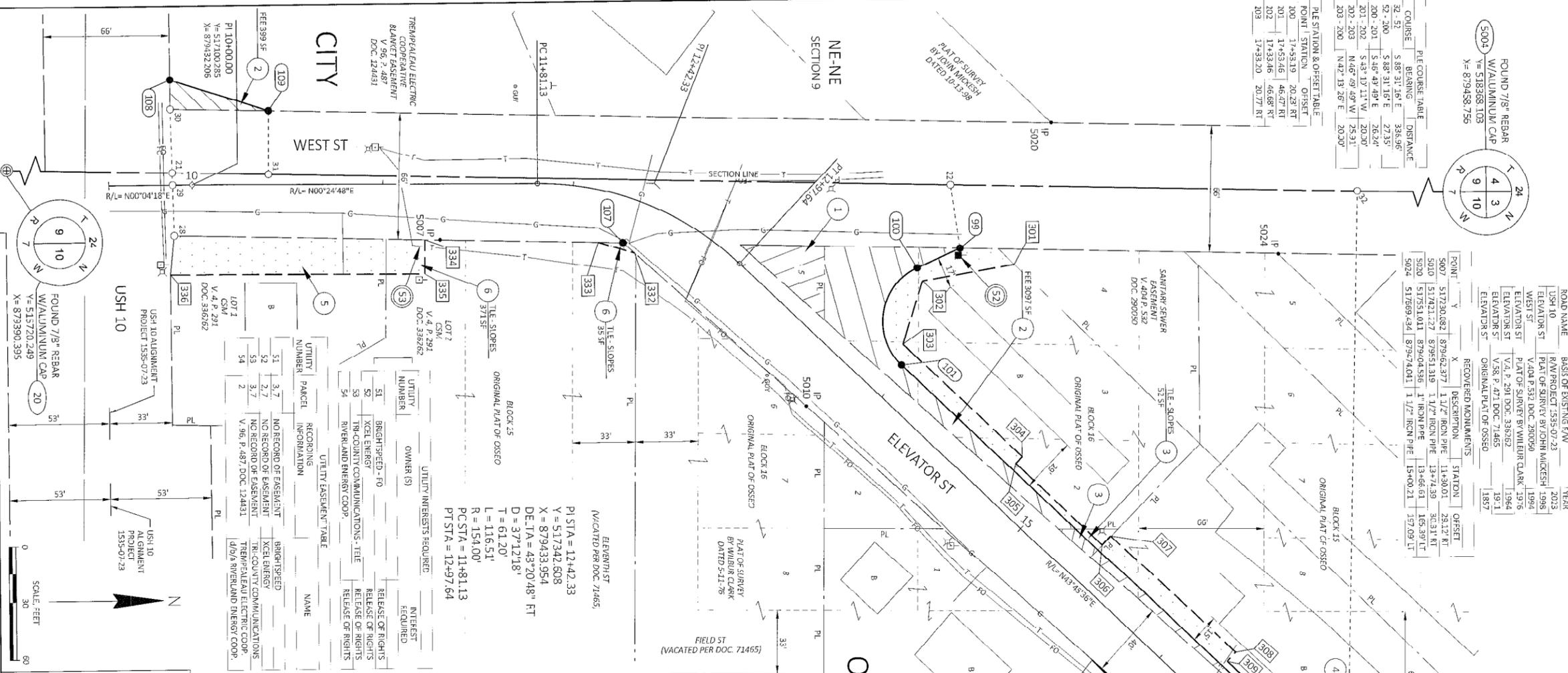


PIE COURSE TABLE with columns: COURSE, BEARING, DISTANCE. Rows include 32-51, 32-200, 200-201, 201-202, 202-203, 203-200.

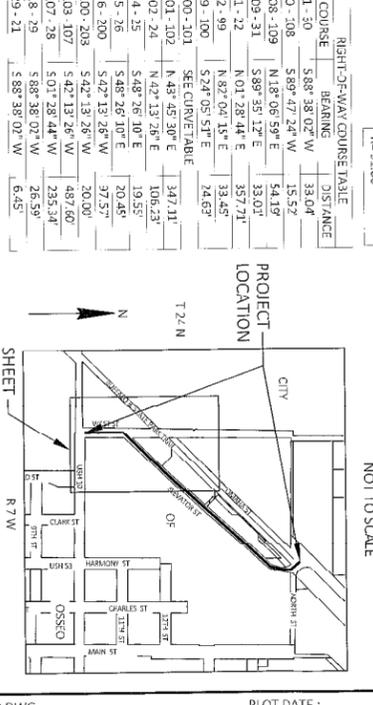
PIE STATION & OFFSET TABLE with columns: POINT, STATION, OFFSET. Rows include 100, 201, 202, 203.

ROAD NAME BASIS OF EXISTING E/W with columns: ROAD NAME, BASIS OF EXISTING E/W, YEAR. Rows include USH 10, ELEVATOR ST, WEST ST, ELEVATOR ST, ELEVATOR ST.

RECOVERED MONUMENTS with columns: POINT, X, Y, DESCRIPTION, STATION, OFFSET. Rows include 5007, 5020, 5024, 5024.



SCHEDULE OF LANDS & INTERESTS REQUIRED. Table with columns: PARCEL NUMBER, OWNERS, INTERESTS REQUIRED, RAW SQUARE FEET, R/E SQUARE FEET, T/E SQUARE FEET. Includes parcels 1-7 and their respective owners and interests.



RIGHT-OF-WAY COURSE TABLE with columns: COURSE, BEARING, DISTANCE. Rows include 21-30, 30-108, 108-109, 109-31, 31-32, 32-99, 99-100, 100-101, 101-102, 102-24, 24-25, 25-26, 26-200, 200-203, 203-107, 107-28, 28-29, 29-21.

RIGHT-OF-WAY STATION & OFFSET TABLE with columns: POINT, STATION, OFFSET. Rows include 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336.

RIGHT-OF-WAY STATION & OFFSET TABLE with columns: POINT, STATION, OFFSET. Rows include 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336.

SECTION LINE - COURSE TABLE with columns: COURSE, BEARING, DISTANCE. Rows include 20-21, 21-31, 31-22, 22-32, 32-5004, 20-5004.

TRANSPORTATION PROJECT PLAT NO: 7287-00-02-4.02

THAT PART OF LOTS 1 & 2, BLOCK 14, PART OF LOT 8, BLOCK 7, PART OF LOTS 1 THRU 8, BLOCK 8, PART OF LOTS 3 THRU 5, BLOCK 2, PART OF LOTS 7 & 8, BLOCK 3, ALL IN THE ORIGINAL PLAT OF OSSEO, AND PART OF VACATED THIRTEENTH ST, PART OF VACATED FOURTEENTH ST, PART OF VACATED CLARK ST AND PART OF VACATED HARMONY ST, ALL LOCATED IN PART OF THE NW 1/4 OF THE NW 1/4, SECTION 10, TOWNSHIP 24 NORTH, RANGE 7 WEST, CITY OF OSSEO, TREMPEALEAU COUNTY, WISCONSIN.

RELOCATION ORDER C OSSEO, WEST ST & ELEVATOR ST, USH 10 WEST ST TO ELEVATOR/NORTH ST, TREMPEALEAU COUNTY.

TO PROPERLY ESTABLISH LAYOUT WHEN CHANGE EXTEND CONSTRUCT RECONSTRUCT IMPROVE OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE THE CITY OF OSSEO DEEM IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE NAMED PROJECT.

- 1. TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF OSSEO HEREBY ORDERS THAT: ABOVE PROJECT.
2. 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 PART OF THE CITY OF OSSEO, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN TREMPEALEAU COUNTY AS SHEET 2 OF 2 DOCUMENT NUMBER 487023.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (NAD83), TREMPEALEAU COUNTY, NAD83 (GDA11). IN US SURVEY FEET, VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

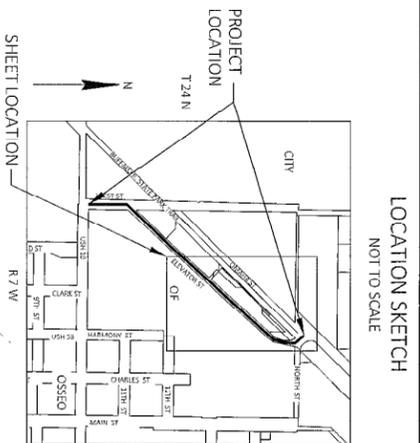
ALL NEW HIGHWAY AND PERMANENT EASEMENT MONUMENTS WILL BE TYPE 2 TYPICAL 3/4" X 3/4" IRON REBAR, UNLESS OTHERWISE NOTED AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

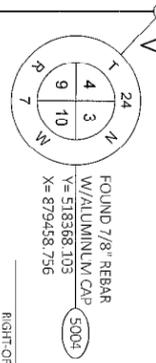
FOUND MONUMENTS INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

EXCLUDED FROM ALL TEMPORARY LIMITED EASEMENTS ARE ANY LANDS CURRENTLY OCCUPIED BY BUILDINGS.

ALL TILES ARE FOR SLOPE GRADING PURPOSES, UNLESS OTHERWISE NOTED.



REGISTER OF DEEDS OFFICE) TREMPEALEAU COUNTY, WI)
RECEIVED FOR RECORD THIS 19th DAY OF MAY 2025 AT 1:55:07 CLOCK P.M. AND RECORDED IN CLERK'S OFFICE ON PAGE 174 AS DOCUMENT NUMBER 487086
Susan Ackerman REGISTER OF DEEDS



RIGHT-OF-WAY COURSE TABLE with columns: POINT, STATION, BEARING, DISTANCE. Includes data for points 101-104 and 101-104.

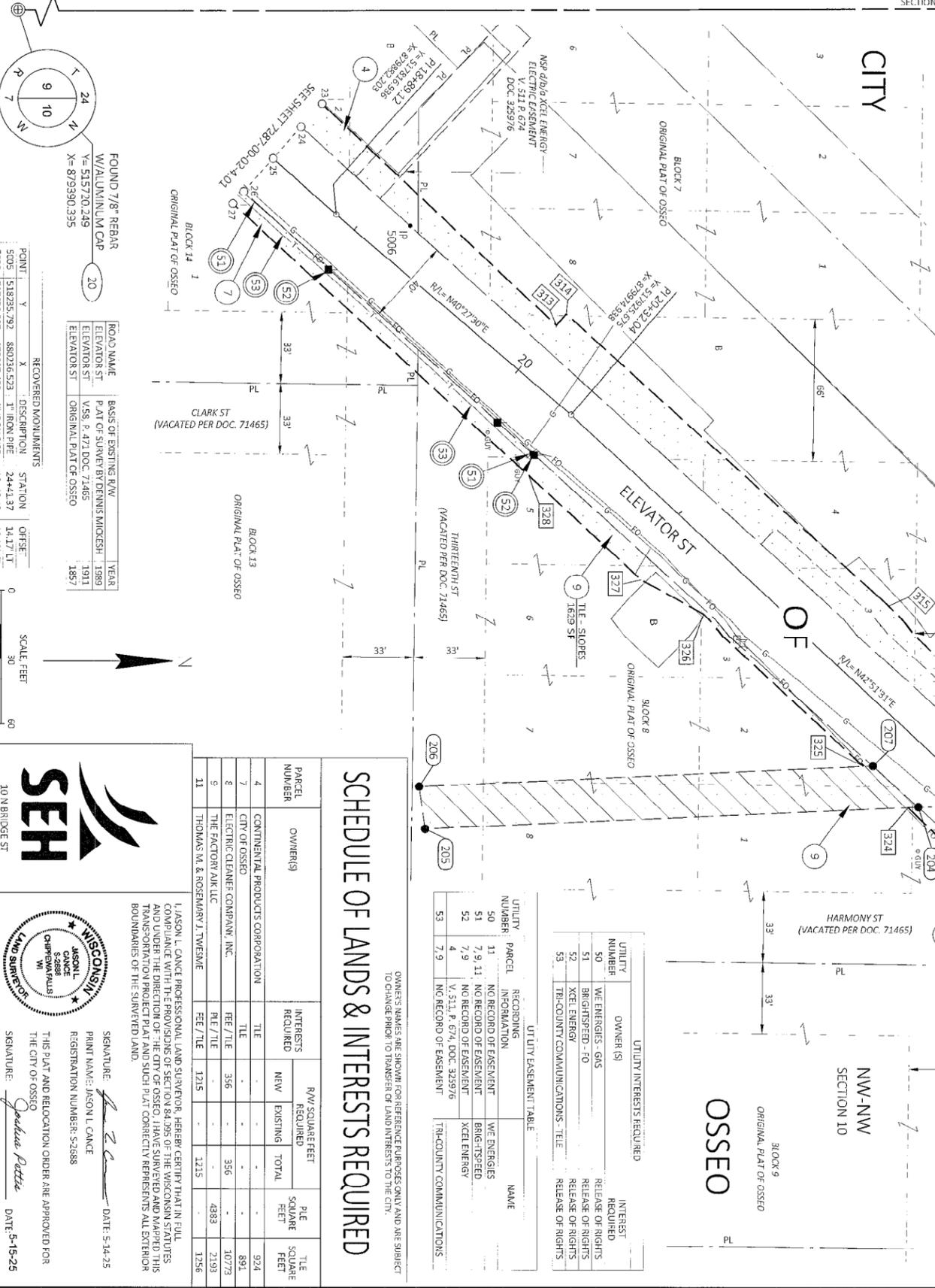
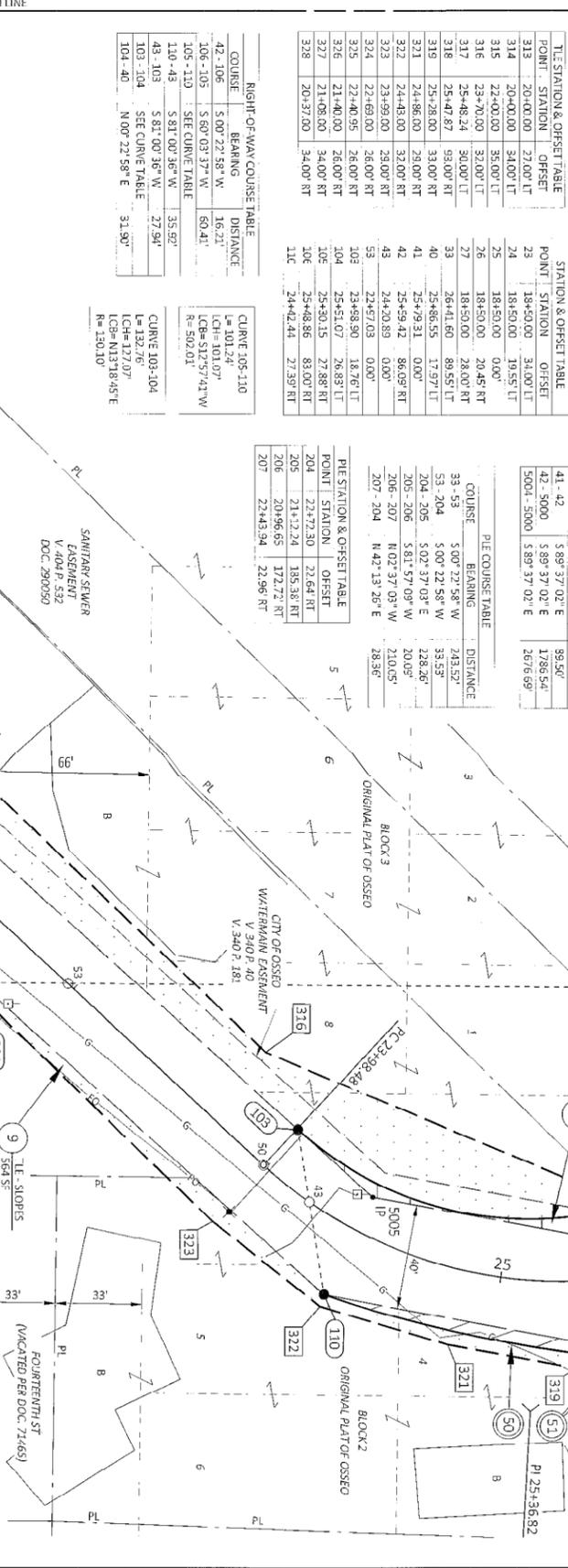
SECTION LINE - COURSE TABLE with columns: COURSE, BEARING, DISTANCE. Includes data for courses 20-5004, 5004-33, 33-40, 40-41, 41-42, 42-5000, 5004-5000.

PIE COURSE TABLE with columns: COURSE, BEARING, DISTANCE. Includes data for courses 33-63, 63-204, 204-205, 205-206, 206-207, 207-204.

PIE STATION & OFFSET TABLE with columns: POINT, STATION, OFFSET. Includes data for points 101-104, 103-104, 104-104.

RIGHT-OF-WAY COURSE TABLE with columns: COURSE, BEARING, DISTANCE. Includes data for courses 42-106, 106-103, 103-110, 110-43, 43-103, 103-104, 104-104.

RIGHT-OF-WAY COURSE TABLE with columns: COURSE, BEARING, DISTANCE. Includes data for courses 101-110, 110-104, 104-104.



SCHEDULE OF LANDS & INTERESTS REQUIRED

Table with columns: PARCEL NUMBER, OWNERS, INTERESTS REQUIRED, R/W SQUARE FEET, TILE SQUARE FEET, TILE SQUARE FEET. Lists parcels 4, 7, 8, 9, 11 and their respective owners and interests.

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE CITY.

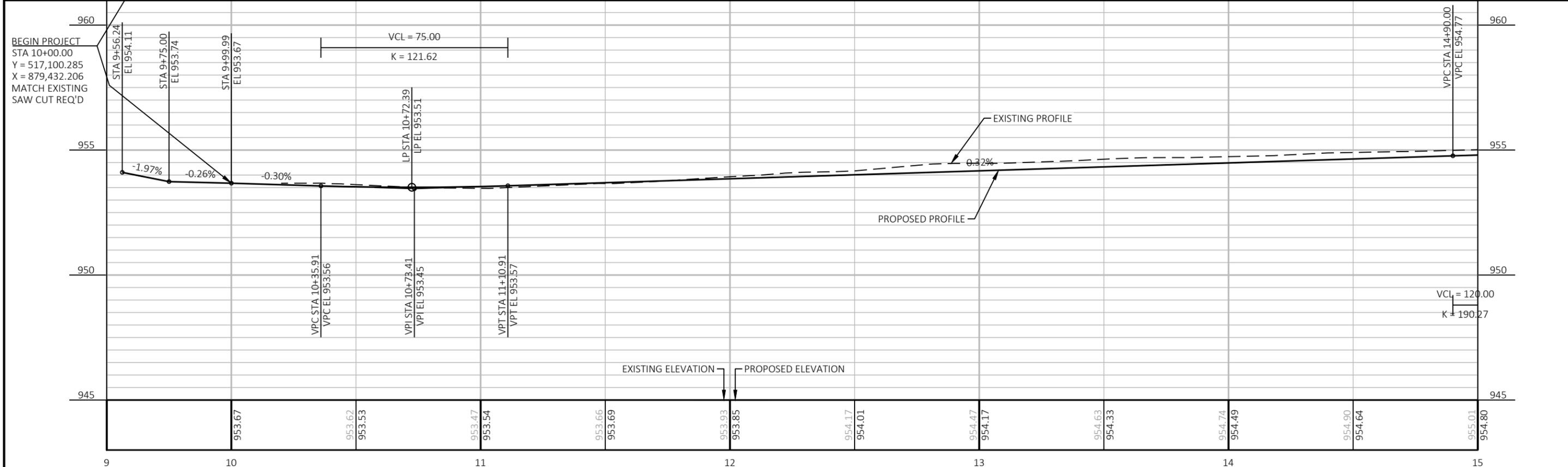
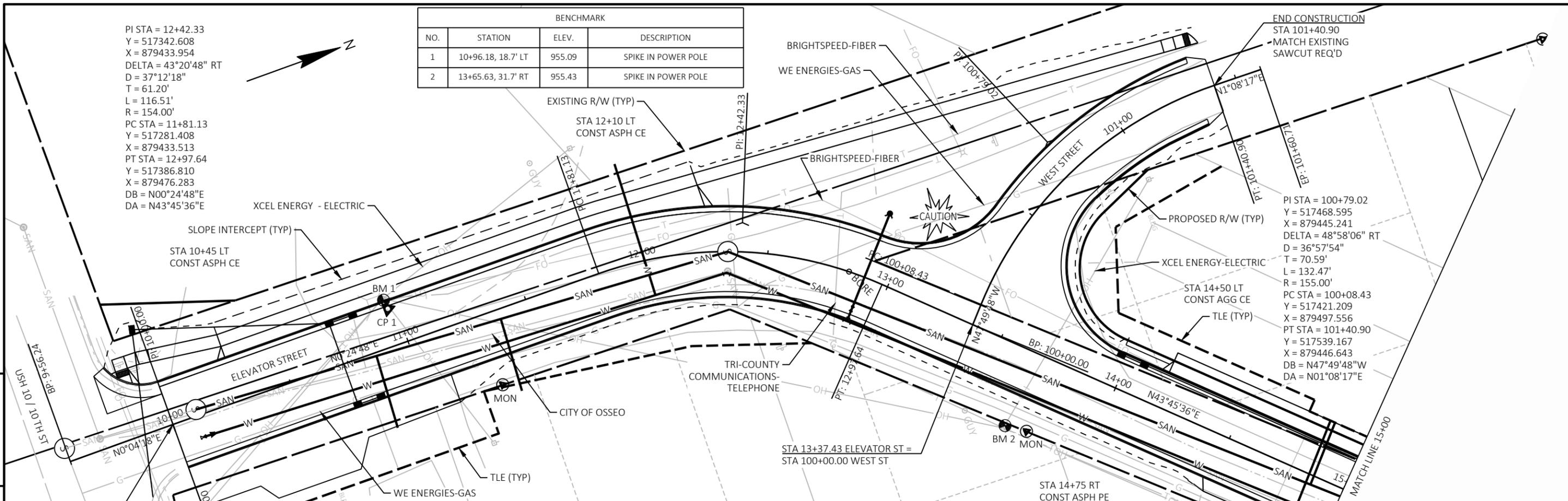
SEH logo and Wisconsin Land Surveyor seal for Jason L. Cance, No. 10 N BRIDGE ST, CHIPPEWA FALLS, WI 54729.

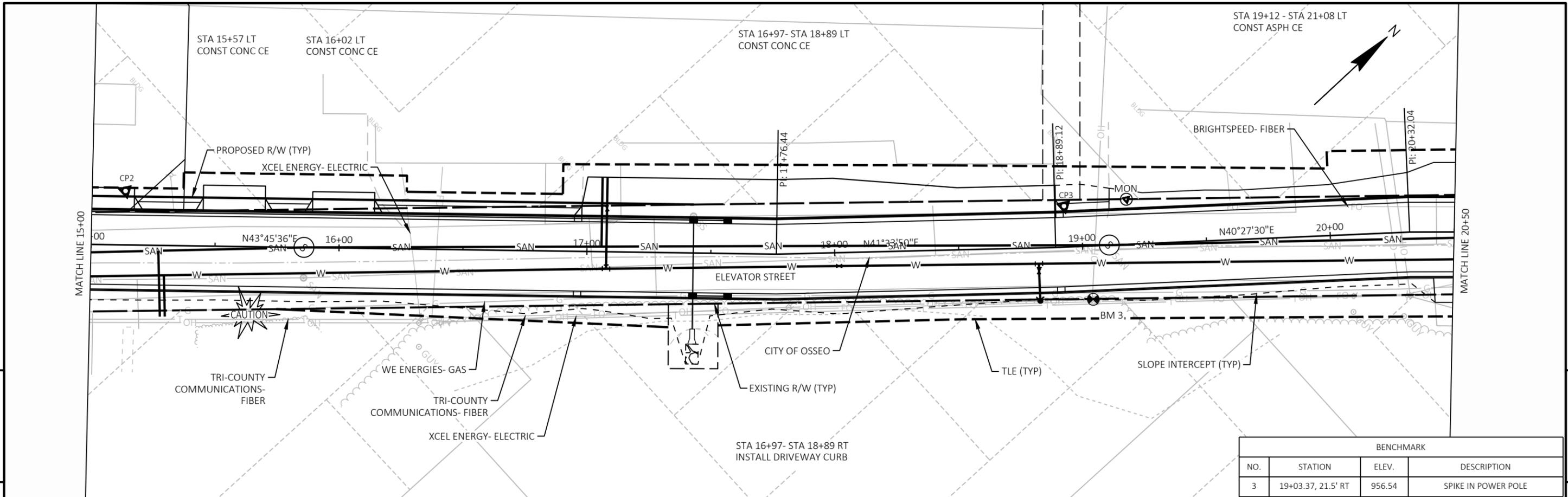
PI STA = 12+42.33
 Y = 517342.608
 X = 879433.954
 DELTA = 43°20'48" RT
 D = 37°12'18"
 T = 61.20'
 L = 116.51'
 R = 154.00'
 PC STA = 11+81.13
 Y = 517281.408
 X = 879433.513
 PT STA = 12+97.64
 Y = 517386.810
 X = 879476.283
 DB = N00°24'48"E
 DA = N43°45'36"E

| BENCHMARK | | | |
|-----------|--------------------|--------|---------------------|
| NO. | STATION | ELEV. | DESCRIPTION |
| 1 | 10+96.18, 18.7' LT | 955.09 | SPIKE IN POWER POLE |
| 2 | 13+65.63, 31.7' RT | 955.43 | SPIKE IN POWER POLE |

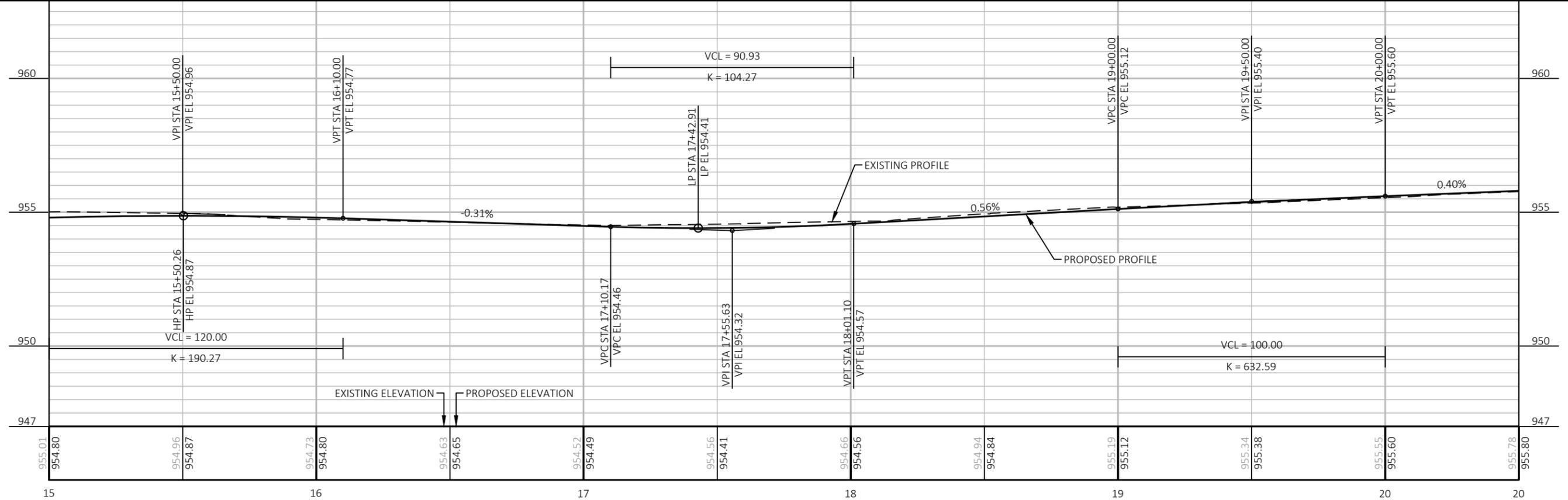
END CONSTRUCTION
 STA 101+40.90
 MATCH EXISTING
 SAWCUT REQ'D

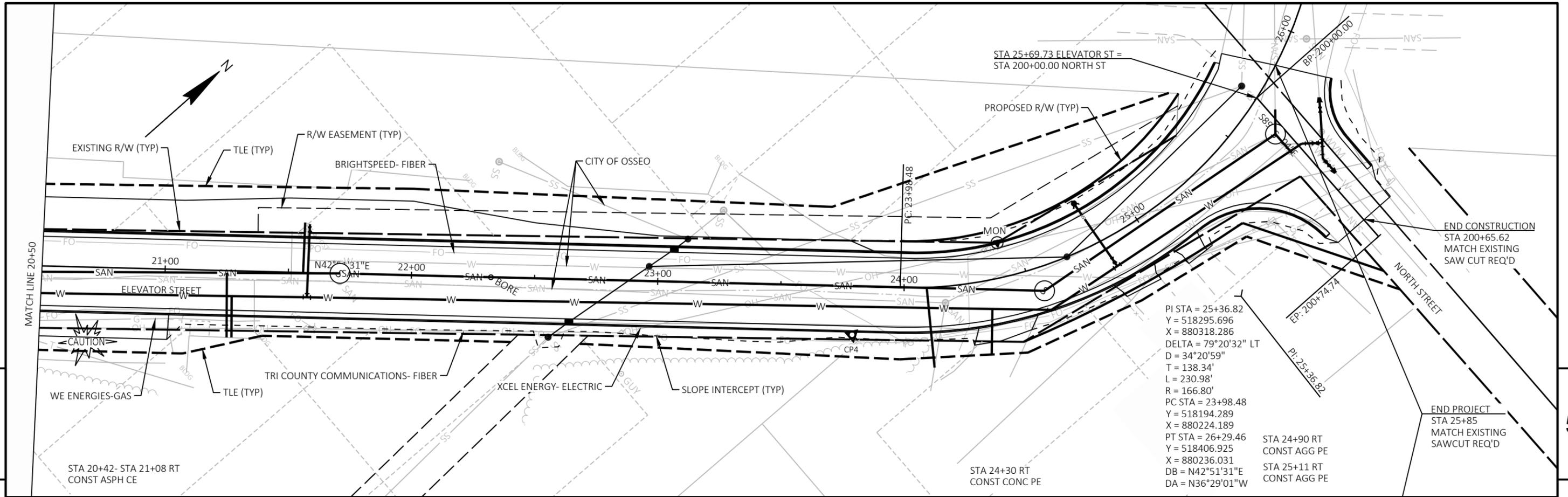
PI STA = 100+79.02
 Y = 517468.595
 X = 879445.241
 DELTA = 48°58'06" RT
 D = 36°57'54"
 T = 70.59'
 L = 132.47'
 R = 155.00'
 PC STA = 100+08.43
 Y = 517421.209
 X = 879497.556
 PT STA = 101+40.90
 Y = 517539.167
 X = 879446.643
 DB = N47°49'48"W
 DA = N01°08'17"E





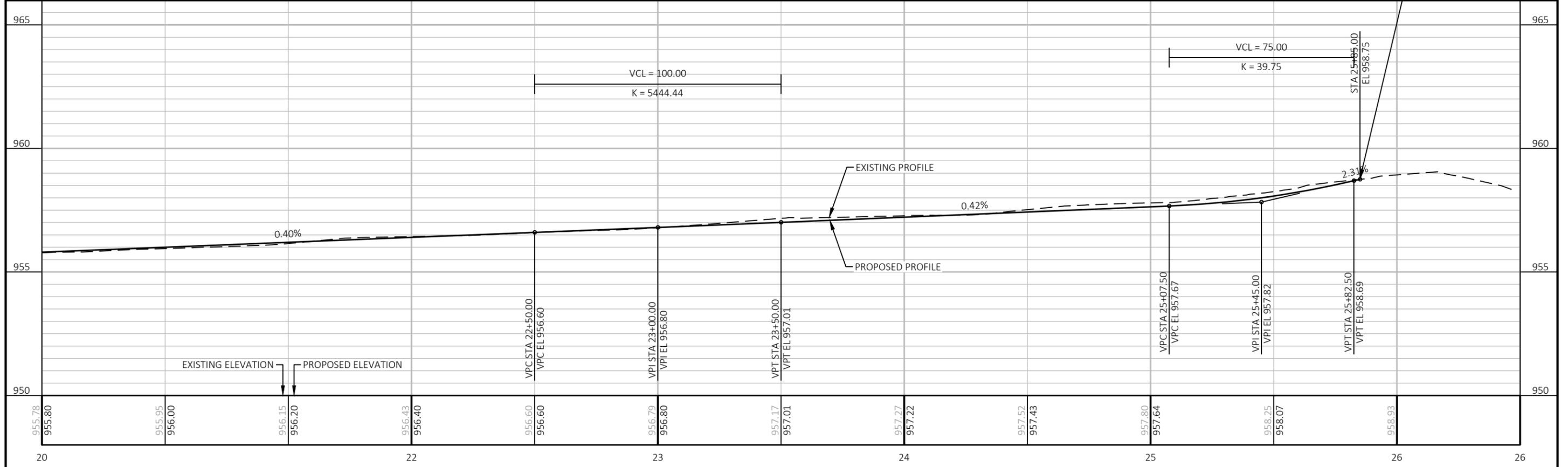
| BENCHMARK | | | |
|-----------|--------------------|--------|---------------------|
| NO. | STATION | ELEV. | DESCRIPTION |
| 3 | 19+03.37, 21.5' RT | 956.54 | SPIKE IN POWER POLE |





PI STA = 25+36.82
 Y = 518295.696
 X = 880318.286
 DELTA = 79°20'32" LT
 D = 34°20'59"
 T = 138.34'
 L = 230.98'
 R = 166.80'
 PC STA = 23+98.48
 Y = 518194.289
 X = 880224.189
 PT STA = 26+29.46
 Y = 518406.925
 X = 880236.031
 DB = N42°51'31"E
 DA = N36°29'01"W

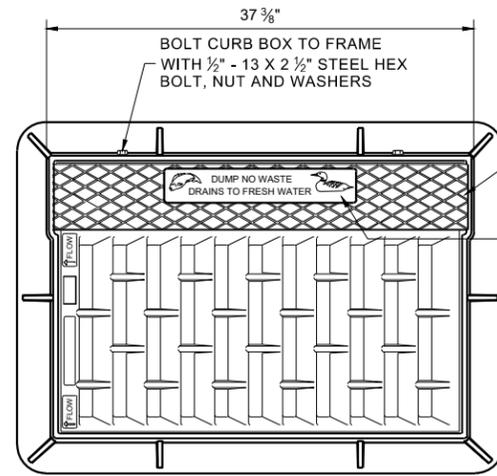
STA 24+90 RT
 CONST AGG PE
 STA 25+11 RT
 CONST AGG PE



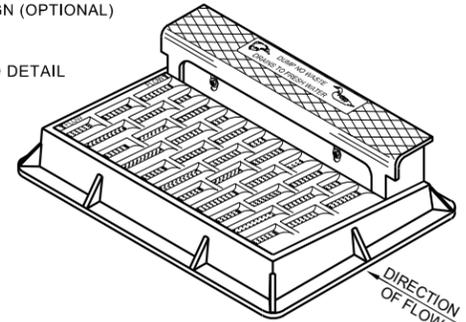
| | | | | |
|------------------------|----------------------|-------------------|-----------------------------------|----------|
| PROJECT NO: 7287-00-72 | HWY: ELEVATOR STREET | COUNTY: TREMPLEAU | PLAN AND PROFILE: ELEVATOR STREET | SHEET 32 |
|------------------------|----------------------|-------------------|-----------------------------------|----------|

Standard Detail Drawing List

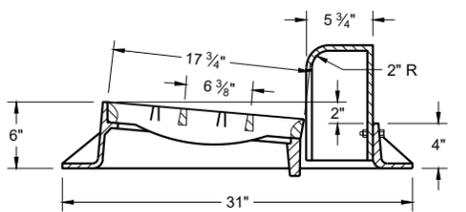
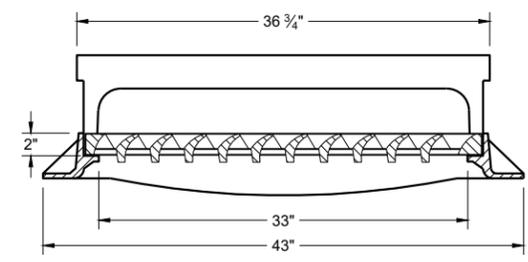
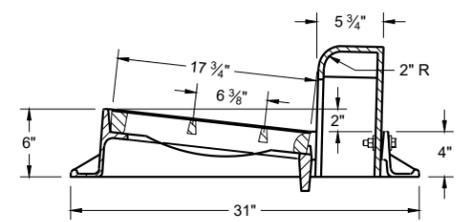
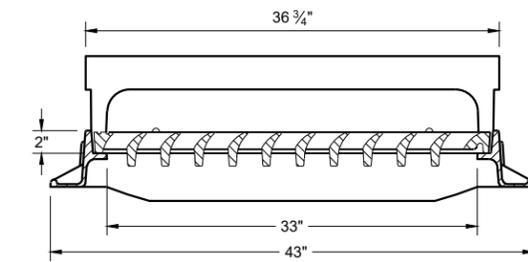
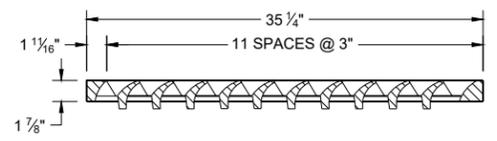
| | |
|-----------|---|
| 08A05-22A | INLET COVERS TYPE A, H, A-S, H-S & Z |
| 08A05-22B | INLET COVERS TYPE B, B-A, C, MS, MS-A, DW & WM |
| 08B09-04 | MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER |
| 08C06-03 | INLETS 3-FT AND 4-FT DIAMETER |
| 08C07-03 | INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT & 2X3.5-FT |
| 08D01-24A | 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 |
| 08D18-05 | DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y |
| 08D19-05 | DRIVEWAY AND SIDEWALK RAMPS TYPE Z |
| 08E09-06 | SILT FENCE |
| 08E10-02 | INLET PROTECTION TYPE A, B, C AND D |
| 08E14-01 | TRACKING PAD |
| 08F01-11 | APRON ENDWALLS FOR CULVERT PIPE |
| 13C19-03 | HMA LONGITUDINAL JOINTS |
| 15C02-09A | BARRICADES AND SIGNS FOR MAINLINE CLOSURES |
| 15C02-09B | BARRICADES AND SIGNS FOR VARIOUS CLOSURES |
| 15C11-10B | CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS |



NOTE: EITHER CASTING IS ACCEPTABLE

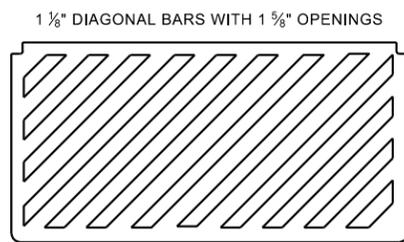


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"



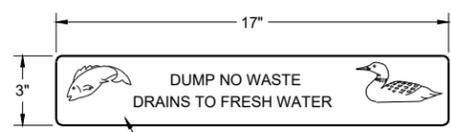
TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE



SPECIAL GRATE FOR TYPE "H" COVER

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



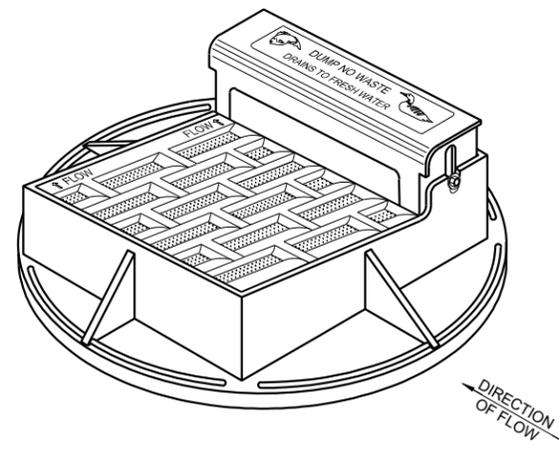
LOGO DETAIL

GENERAL NOTES

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

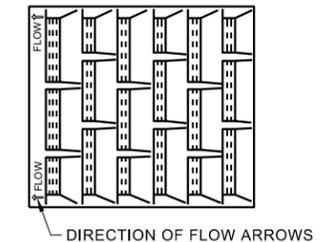
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

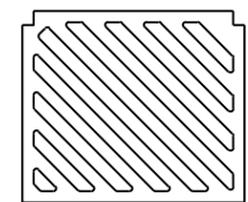


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

NOTE: EITHER CASTING IS ACCEPTABLE

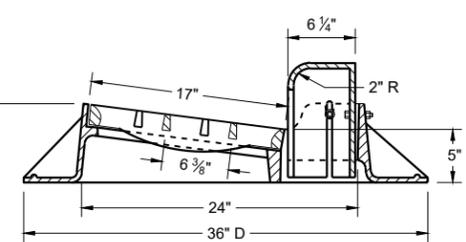
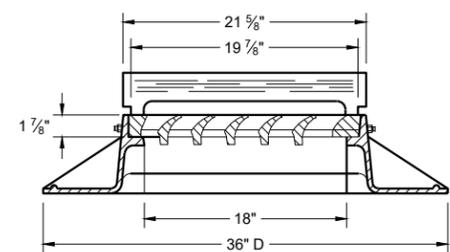


1" DIAGONAL BARS WITH 1 1/2" OPENINGS

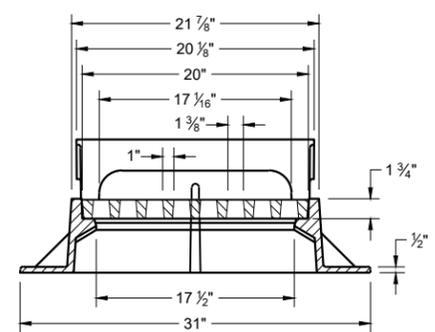
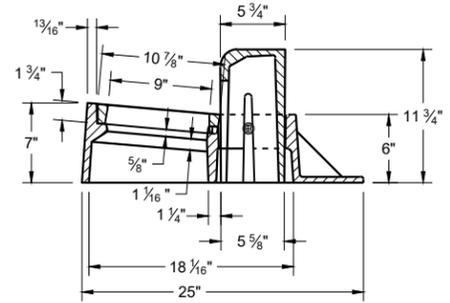


SPECIAL GRATE FOR TYPE "A" COVER

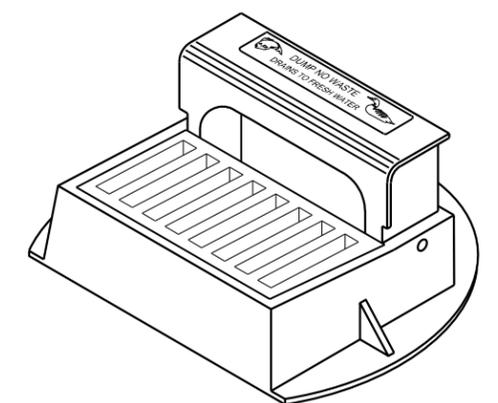
(MEASURES 19 3/4" X 17" X 1 7/8")
(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "A"



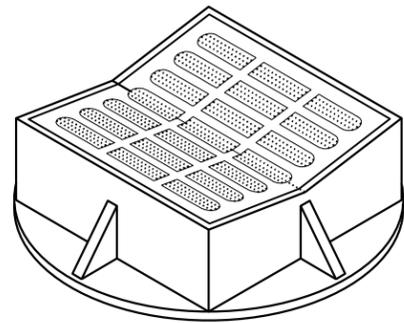
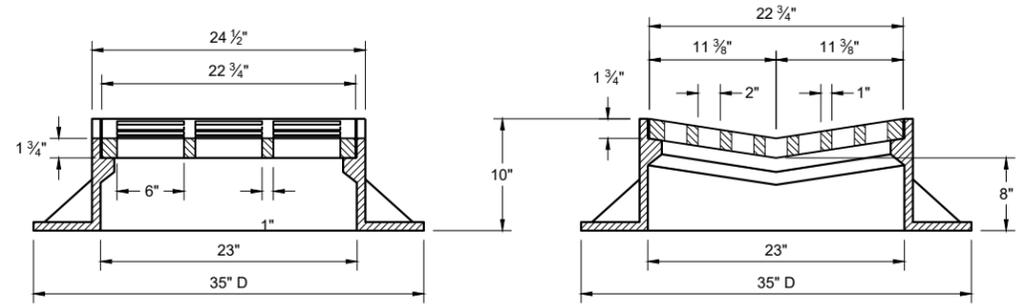
TYPE "Z"



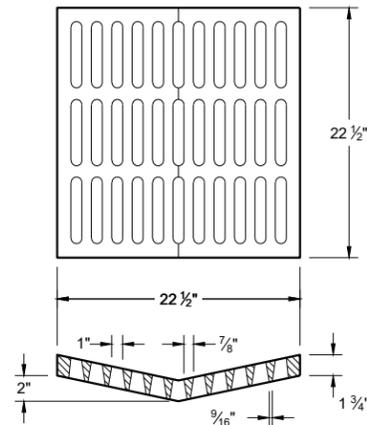
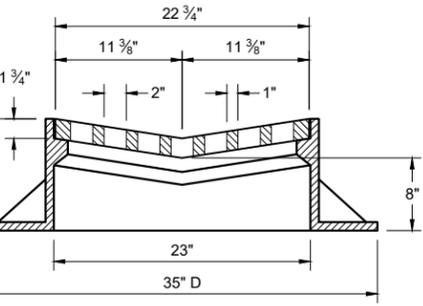
INLET COVERS TYPES A, H, A-S, H-S AND Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

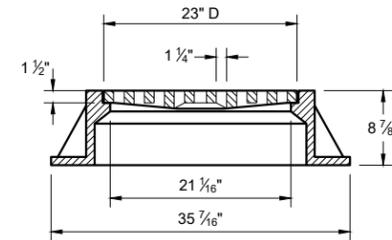
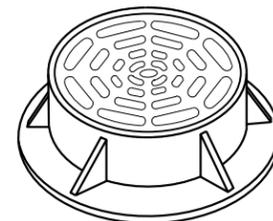
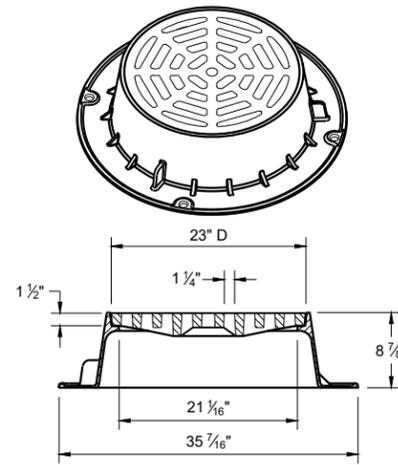


TYPE "B"



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"

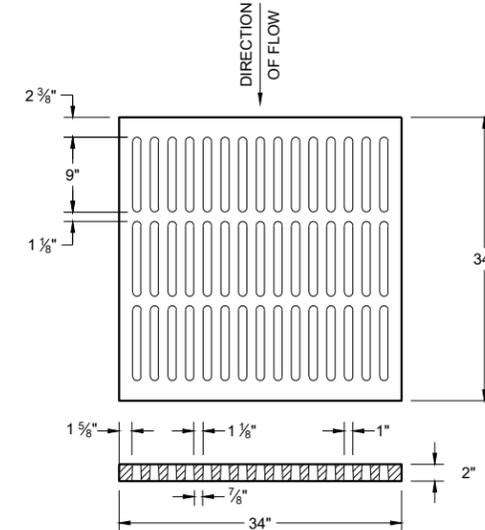
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

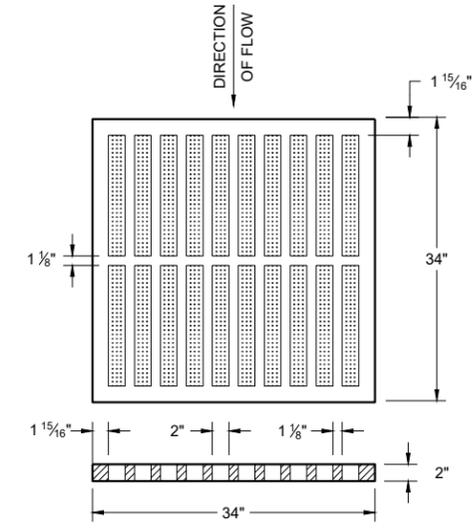
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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.

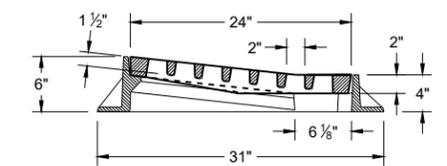
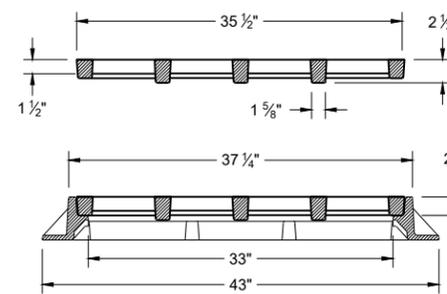
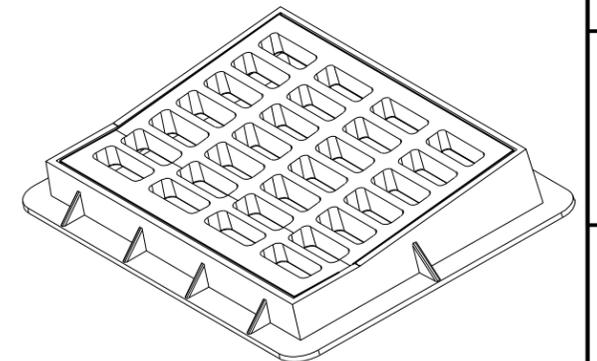
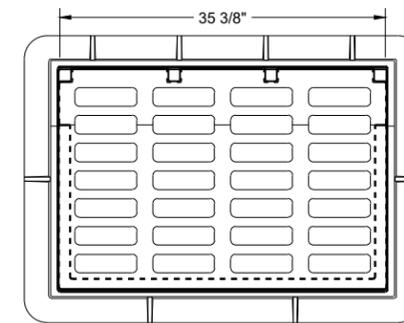
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



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

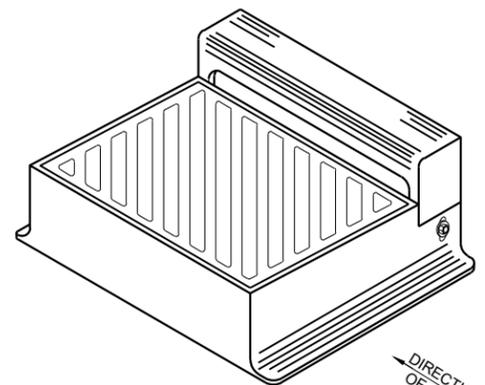


TYPE "MS"
 USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON THE DRAINAGE TABLE

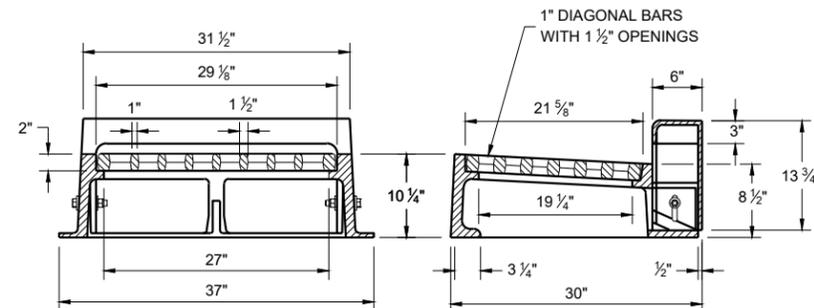


TYPE "DW"

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



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"

6

6

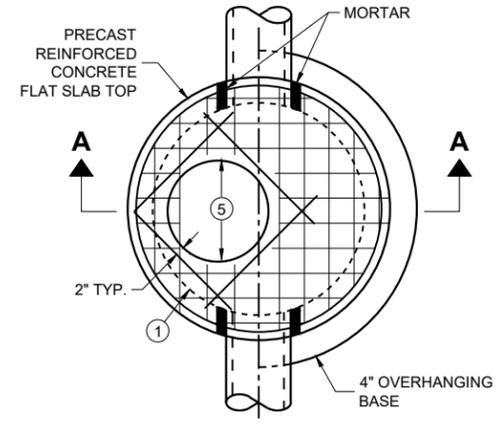
SDD 08A05-22b

SDD 08A05-22b

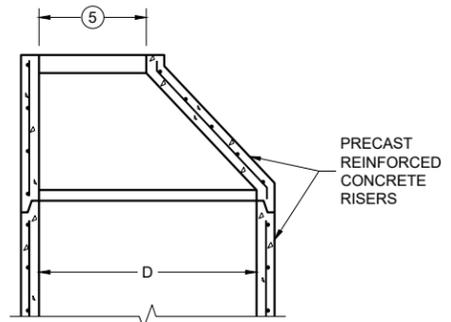
**INLET COVERS
 TYPES B, B-A, C,
 MS, MS-A, DW AND WM**

STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION

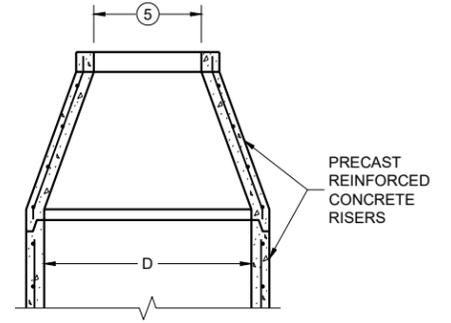
APPROVED
 February 2025 /S/ Rodney Taylor
 DATE ROADWAY STANDARDS DEVELOPMENT
 FHWA UNIT SUPERVISOR



**PLAN VIEW
CIRCULAR OPENING**



**OPTIONAL PRECAST
REINFORCED CONCRETE
ECCENTRIC TOP**



**OPTIONAL PRECAST
REINFORCED CONCRETE
CONCENTRIC TOP**

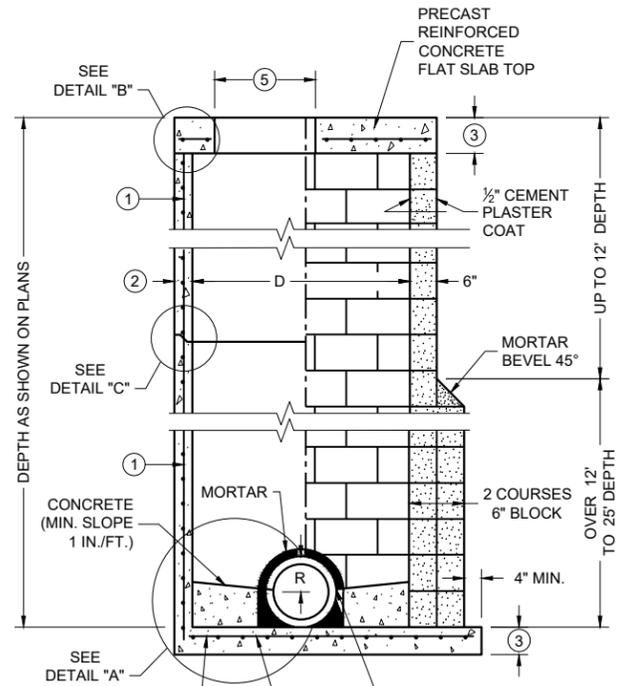
MANHOLE COVER OPENING MATRIX

| MANHOLE COVER OPENING SIZE (FT.) | C | ALL JS | K | L | M |
|--|---|--------|---|---|---|
| 2 DIA. | X | X | | X | |
| 3 DIA. | | | X | | X |

PIPE MATRIX

| MANHOLE SIZE (DIA.) | MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES | | MINIMUM WALL THICKNESS (IN) | MINIMUM PRECAST FLAT SLAB TOP AND BASE THICKNESS |
|---------------------------|---|------------------------|--------------------------------------|--|
| | 180° SEPARATION (IN) | 90° SEPARATION (IN) | | |
| 3-FT | 15 | 12 | 4 | 6 |
| 4-FT | 24 | 18 | 4 | 6 |
| 5-FT | 36 | 24 | 5 | 8 |
| 6-FT | 42 | 36 | 6 | 8 |
| 7-FT | 48 | 36/42 * | 7 | 8 |
| 8-FT | 60 | 42 | 8 | 8 |
| 9-FT | 66 | 54 | 9 | 10 |
| 10-FT | 72 | 60 | 10 | 10 |

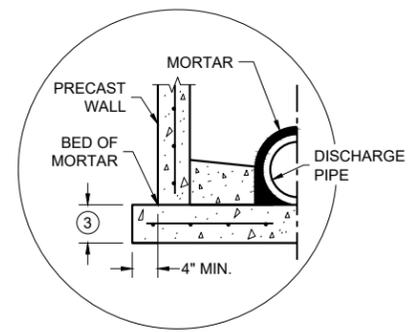
*A 36" PIPE AND A 42" PIPE CAN BE PLACED WITHIN 90 DEGREES. SEE MINIMUM HORIZONTAL PIPE SEPARATION DETAIL.



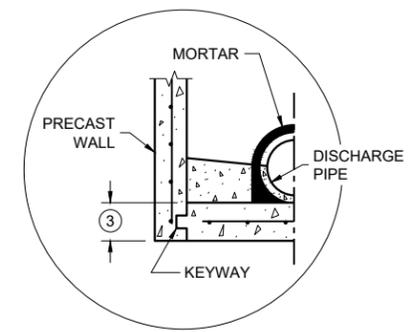
SECTION A - A

**PRECAST REINFORCED
CONCRETE WITH
MONOLITHIC BASE**

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

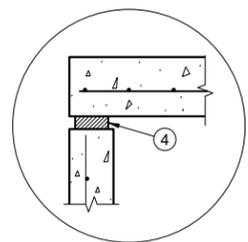


**SEPARATE PRECAST REINFORCED
CONCRETE BASE OPTION**

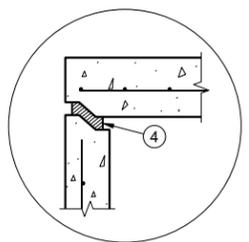


**PRECAST REINFORCED CONCRETE
WITH INTEGRAL BASE OPTION**

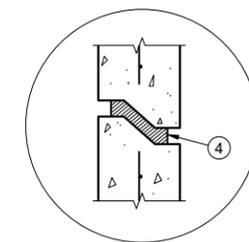
DETAIL "A"



**TOP WITH PLAIN
END JOINT**



**TOP WITH TONGUE
AND GROOVE JOINT**

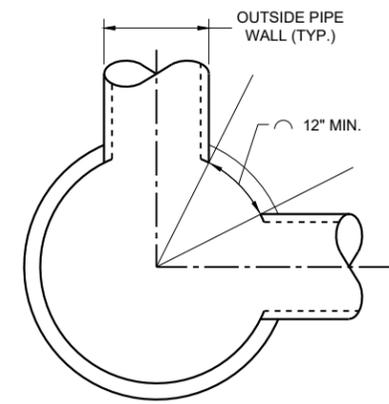


**RISER WITH TONGUE
AND GROOVE JOINT**

DETAIL "B"

DETAIL "C"

- FOR PRECAST MANHOLES AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.
- SEE PIPE MATRIX TABLE FOR MINIMUM WALL THICKNESS FOR PRECAST MANHOLES
- SEE PIPE MATRIX TABLE FOR MINIMUM THICKNESS OF PRECAST FLAT SLAB TOPS AND BASES.
- JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.
- SEE MANHOLE COVER OPENING MATRIX.



**MINIMUM HORIZONTAL
PIPE SEPARATION
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 CONCRETE CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES. CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

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 #3 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 AASHTO DESIGNATION M199.

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 DIAMETER.

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

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

6

6

SDD 08B09-04

SDD 08B09-04

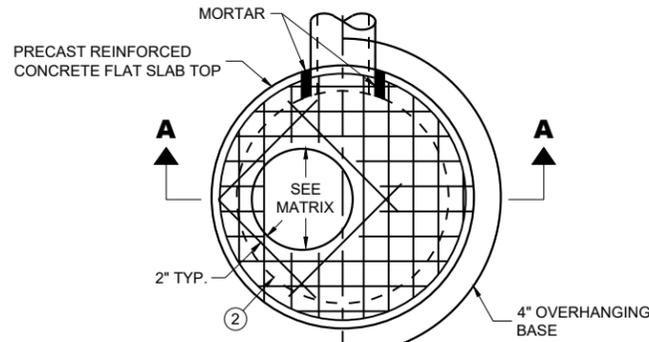
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

**MANHOLES, 3-FT, 4-FT
5-FT, 6-FT, 7-FT, 8-FT, 9-FT
AND 10-FT DIAMETER**

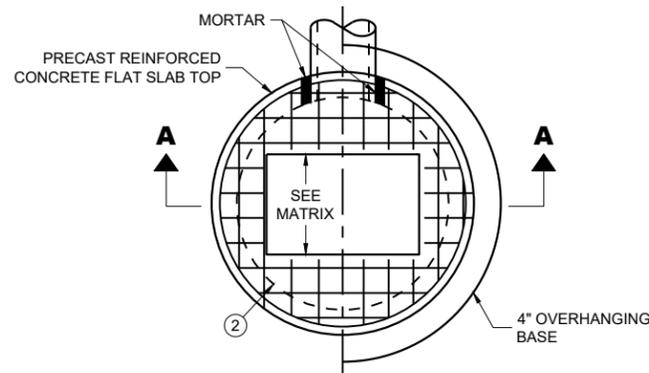
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

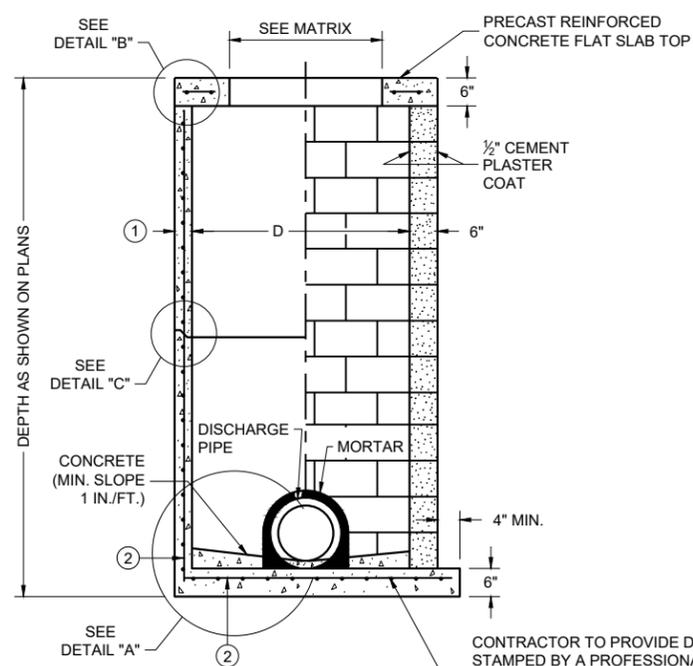
FHWA 36



PLAN VIEW CIRCULAR OPENING



PLAN VIEW RECTANGULAR OPENING



SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE ②

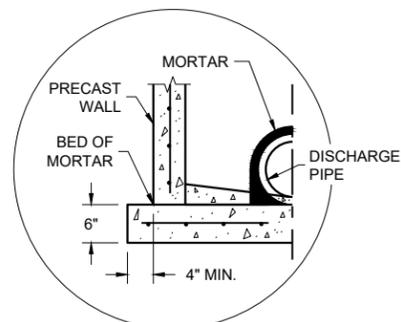
CIRCULAR INLETS WITH FLAT TOP

CATCH BASIN COVER OPENING MATRIX

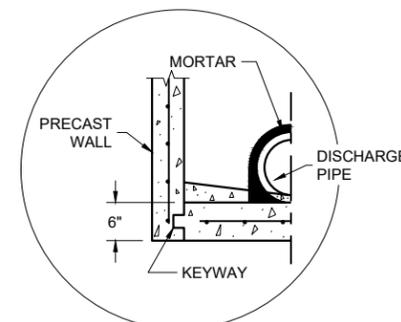
| INLET SIZE | INLET COVER TYPE OPENING SIZE (FT.) | ALL A'S | ALL B'S | BW | C | F | ALL H'S | S | T | V V-B | WM | Z |
|------------|--|---------|---------|----|---|---|---------|---|---|----------|----|---|
| | | 3-FT | 2 DIA. | | | | X | | | | | |
| | 2 X 2 | X | X | | | | | X | | X | | |
| 4-FT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

PIPE MATRIX

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

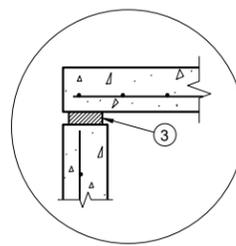


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

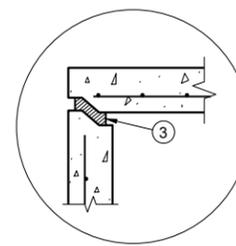


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

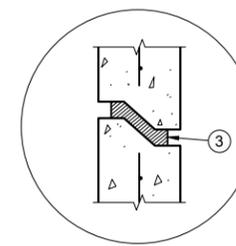
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

DETAIL "C"

INLETS 3-FT AND 4-FT DIAMETER

GENERAL NOTES

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

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

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

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

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

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

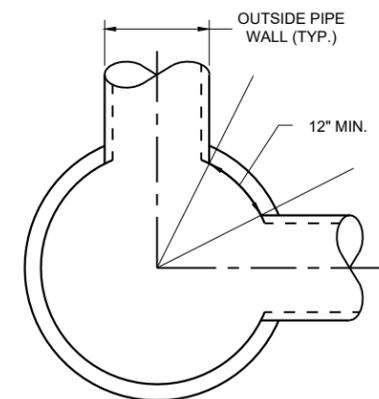
ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

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

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

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

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

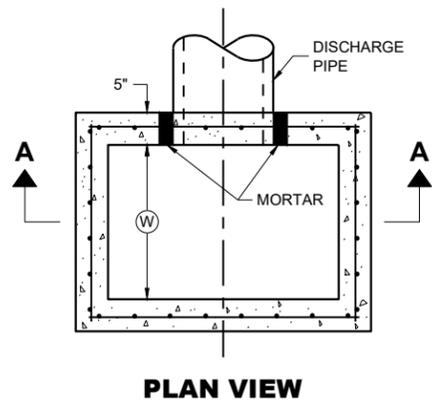


**MINIMUM HORIZONTAL PIPE SEPARATION
DETAIL "D"**

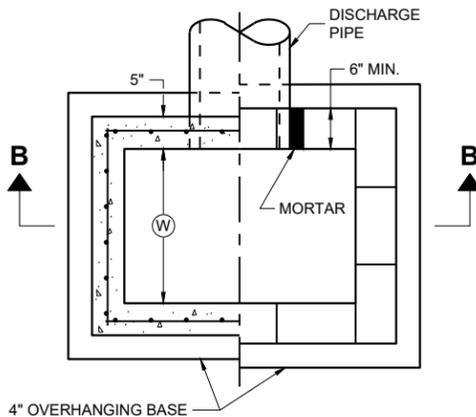
INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR
FHWA 37



PLAN VIEW



PLAN VIEW

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

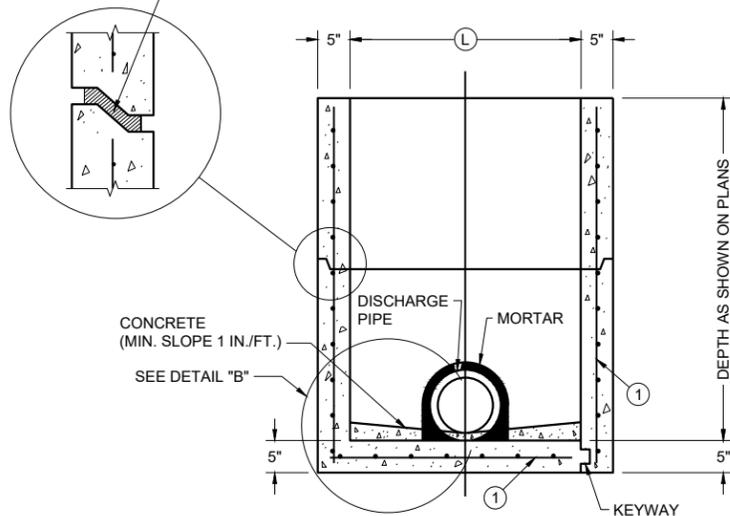
CATCH BASIN COVER MATRIX

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

PIPE MATRIX

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

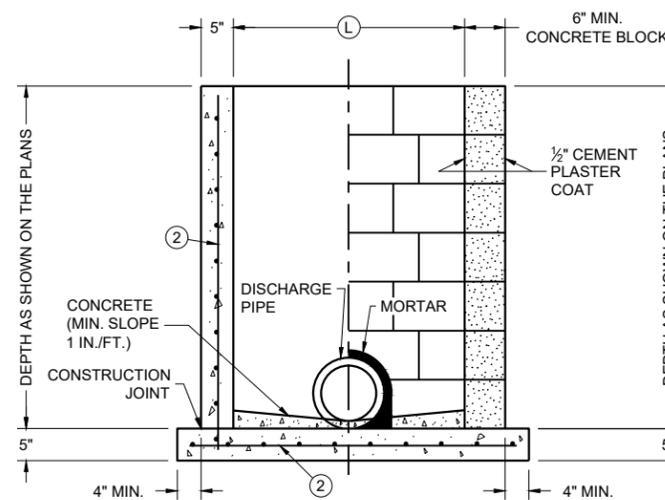
RISER JOINT TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP.)



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

SECTION A - A

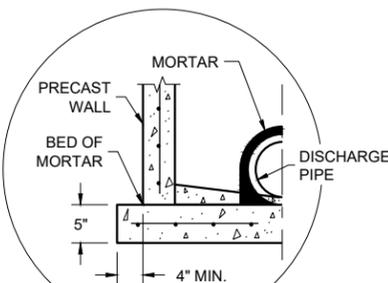
PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE



CAST IN PLACE REINFORCED CONCRETE

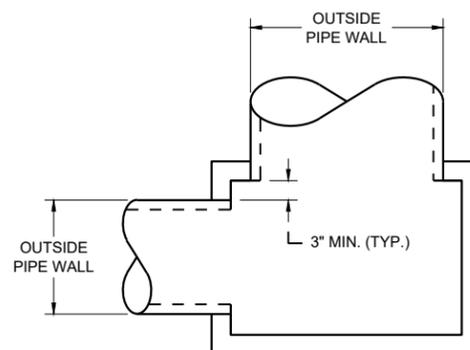
SECTION B - B

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



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "B"



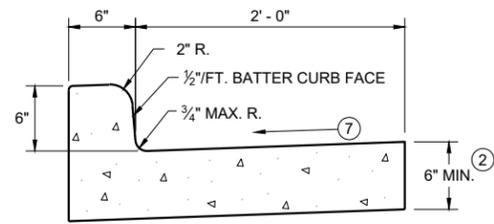
DETAIL "A"

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

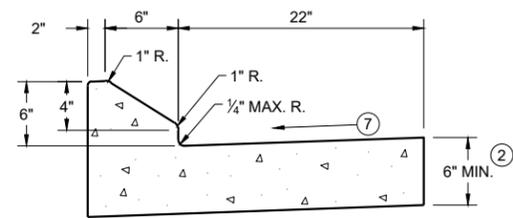
INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2 X 3.5-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

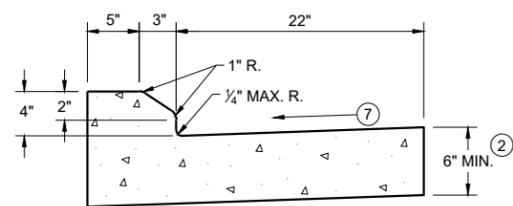
APPROVED
December 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



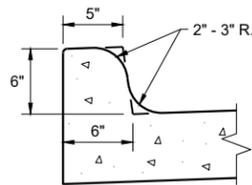
TYPES A^① & D



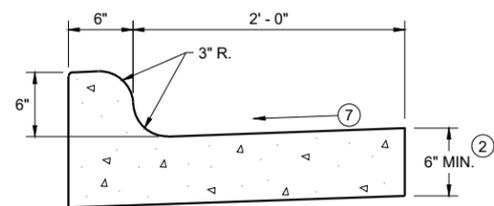
6" SLOPED CURB TYPES G^① & J



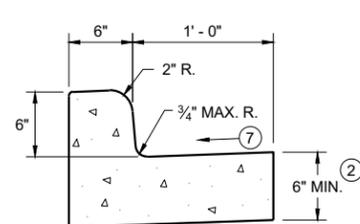
4" SLOPED CURB TYPES G^① & J



TYPES K^① & L
(OPTIONAL CURB SHAPE)

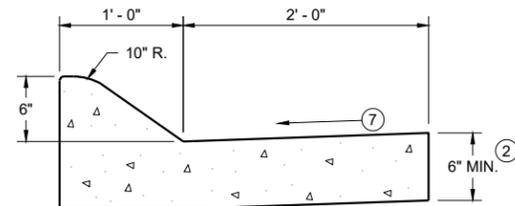


TYPES K^① & L
CONCRETE CURB AND GUTTER 30"

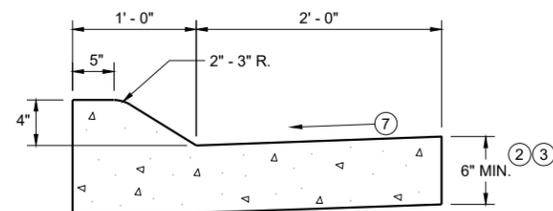


TYPES A^① & D

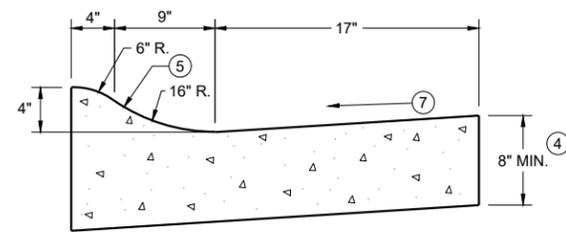
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A^① & D

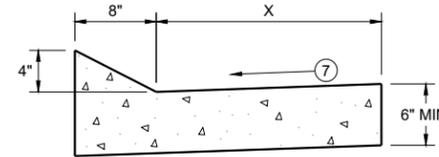


4" SLOPED CURB TYPES A^① & D
CONCRETE CURB AND GUTTER 36"



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

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

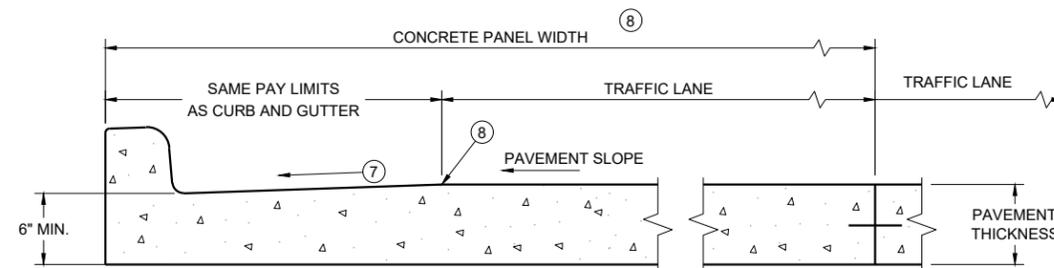


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

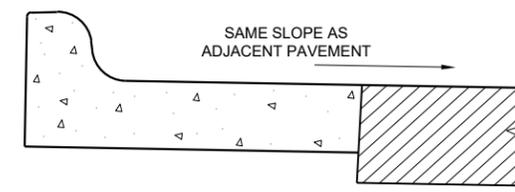
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

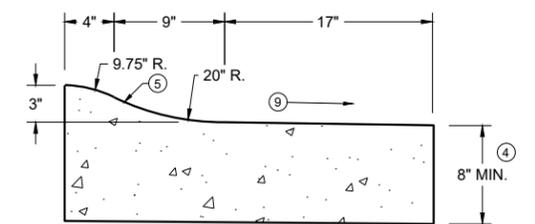
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

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

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

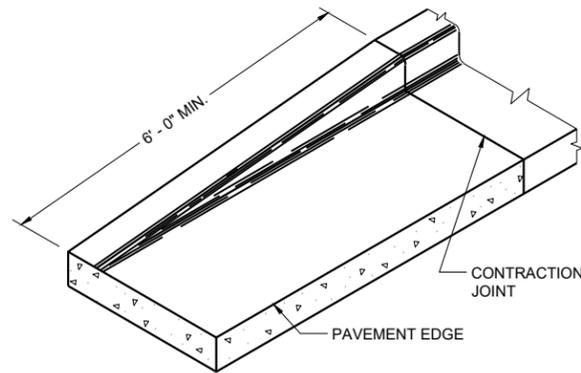
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH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



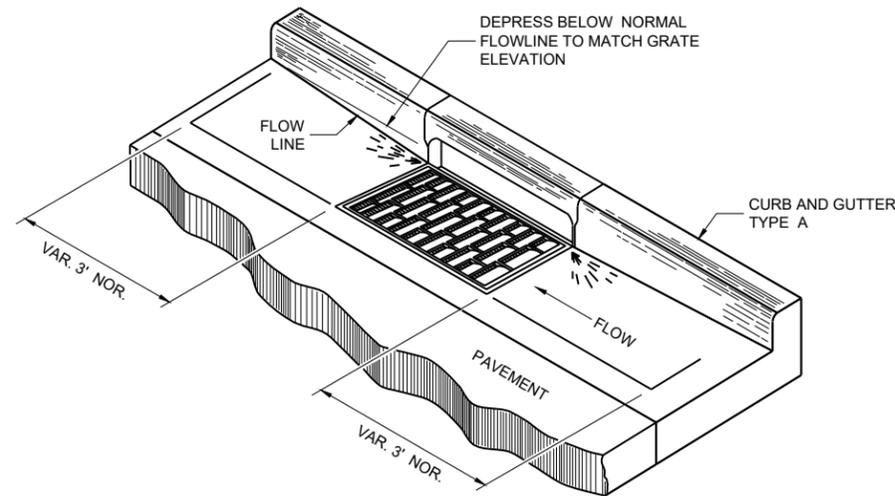
3" SLOPED CURB TYPES R^① & T

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

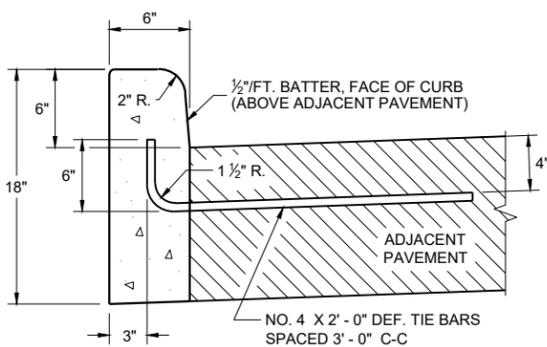
GENERAL NOTES

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

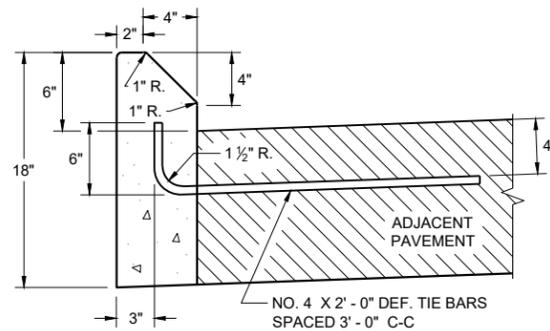
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

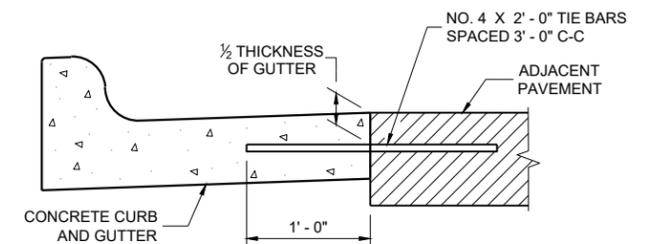
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ⑩ REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL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



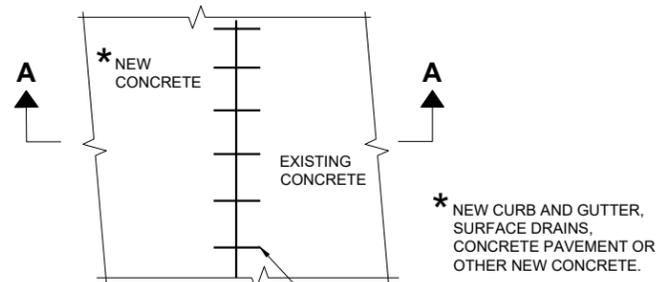
TYPES A ① & D



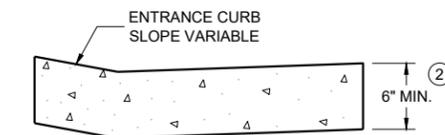
**TYPES G ① & J
CONCRETE CURB**



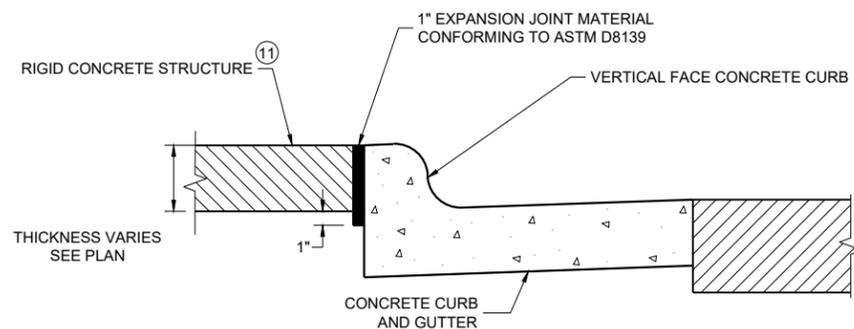
TYPICAL TIE BAR LOCATION ①



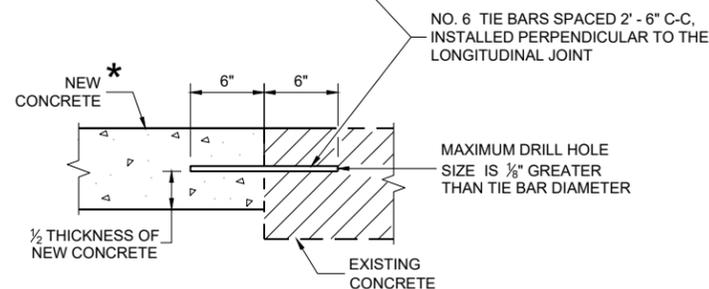
PLAN VIEW



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



EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE ⑪

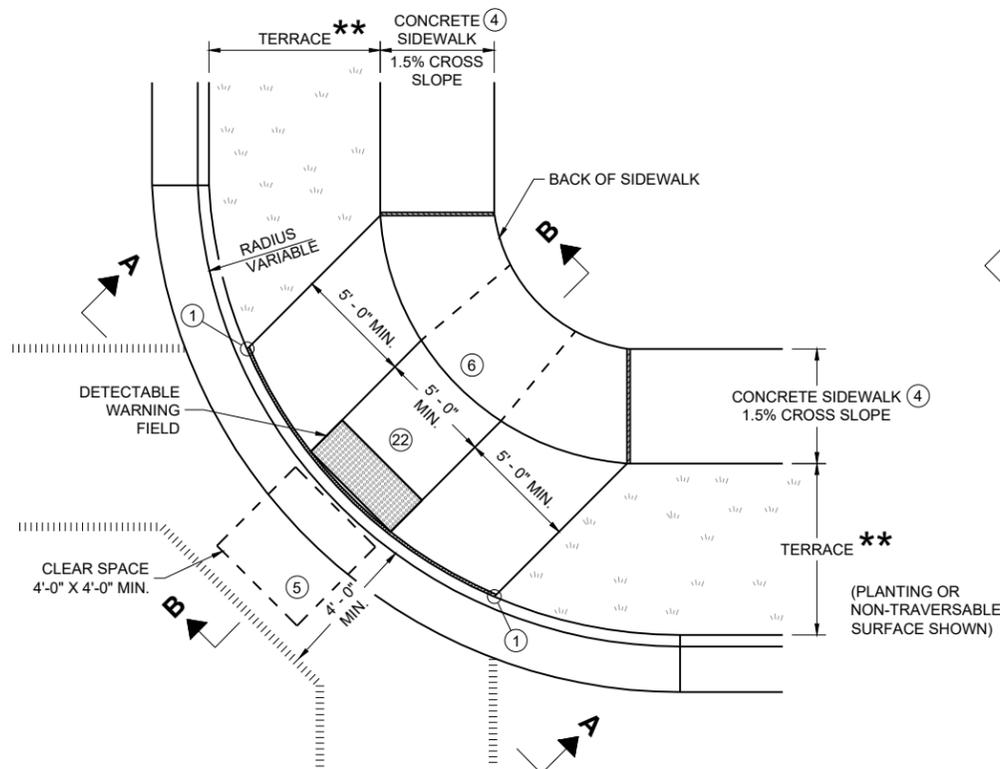


**SECTION A - A
TIE BARS DRILLED INTO EXISTING PAVEMENT**

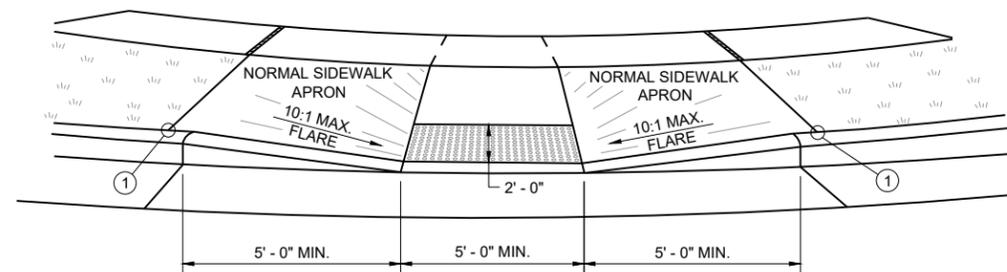
CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

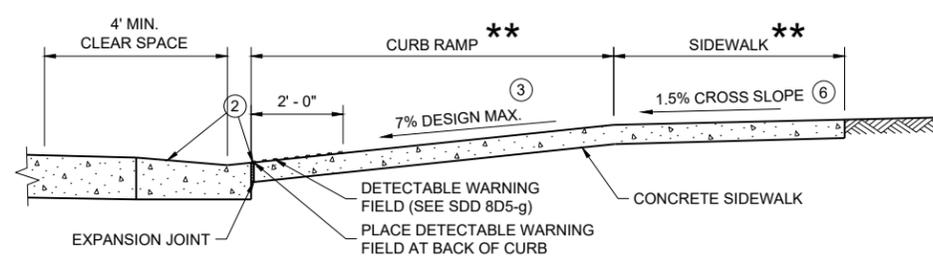
APPROVED
February 2025 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



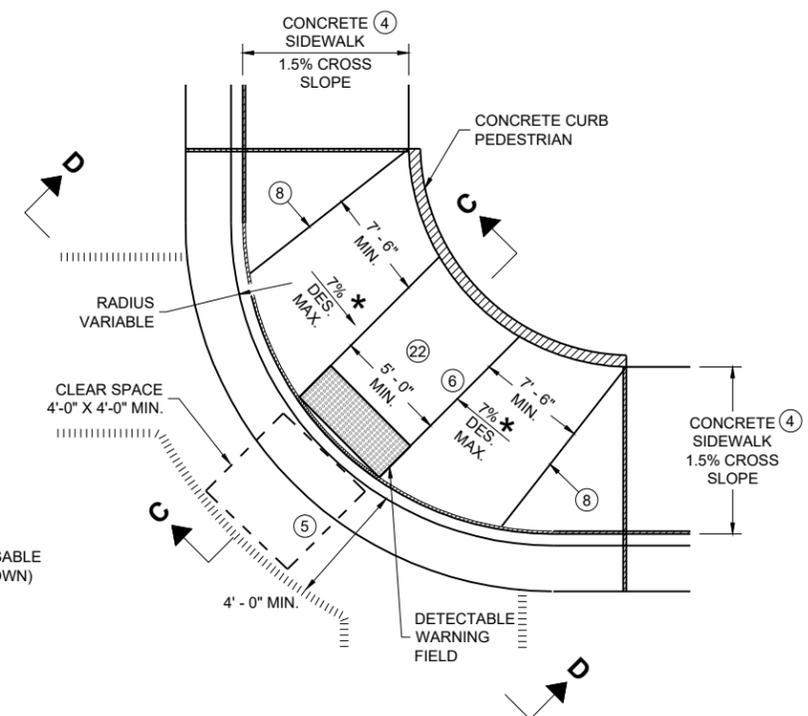
**PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)**



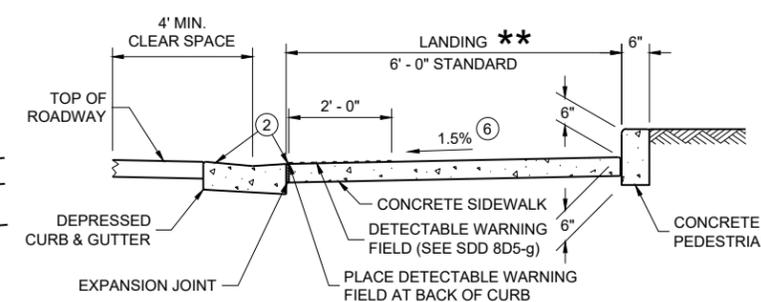
VIEW A - A FOR TYPE 1



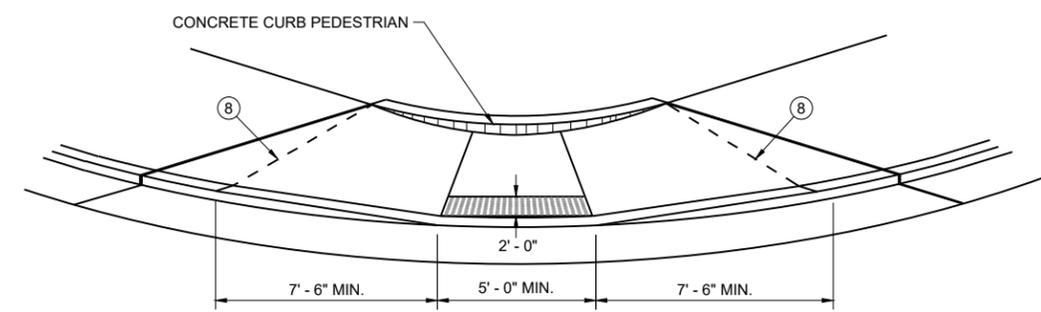
SECTION B - B FOR TYPE 1



**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.
 - ⑰ A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
 - ⑳ 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**

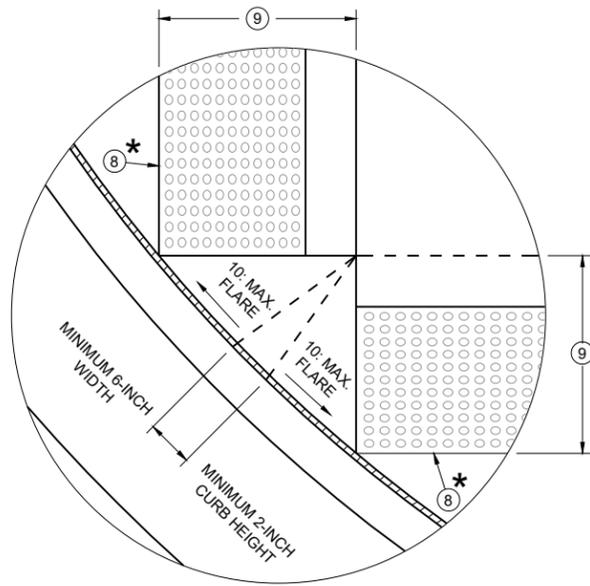
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

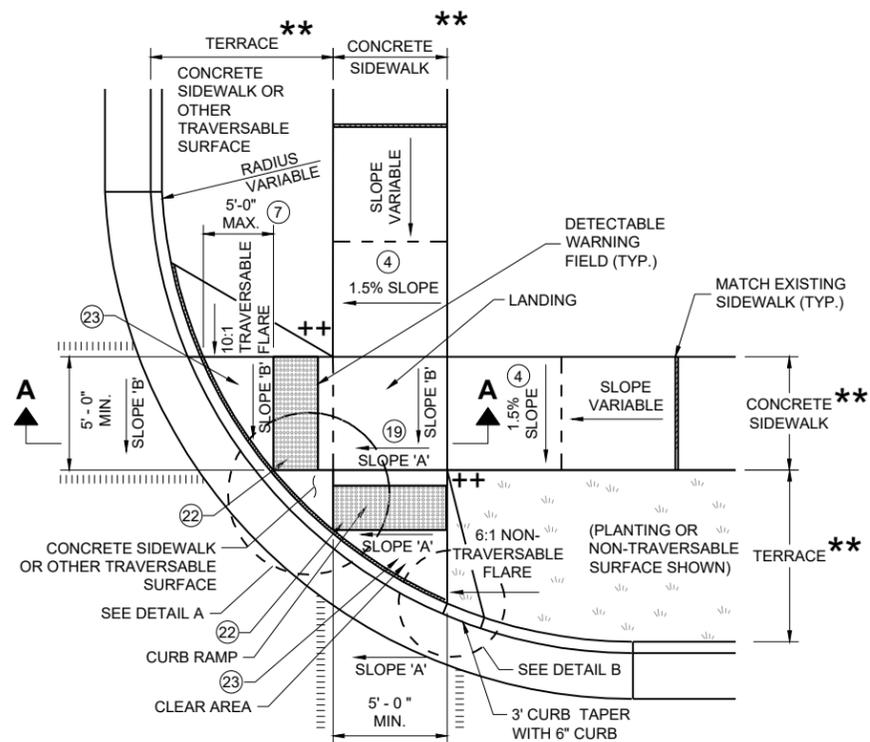
6

SDD 08D05-22a

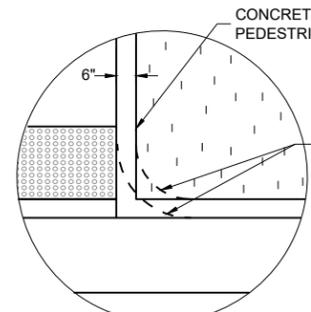
SDD 08D05-22a



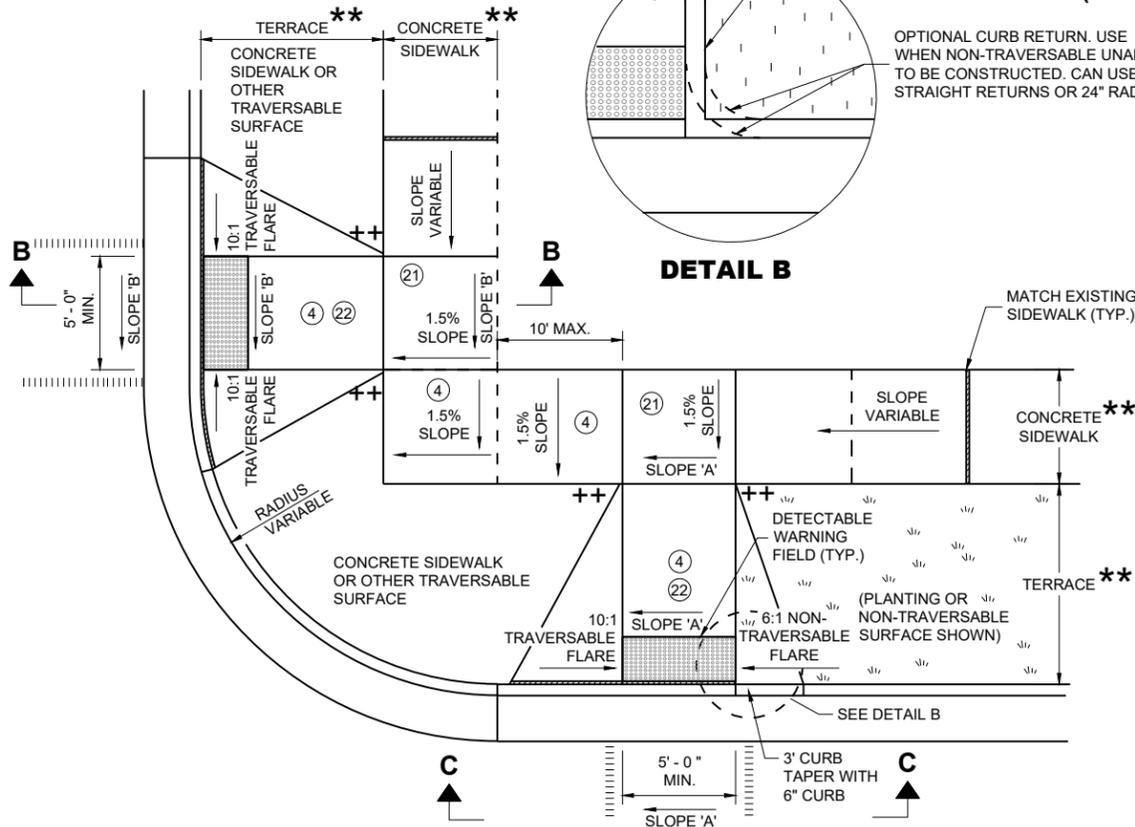
DETAIL A



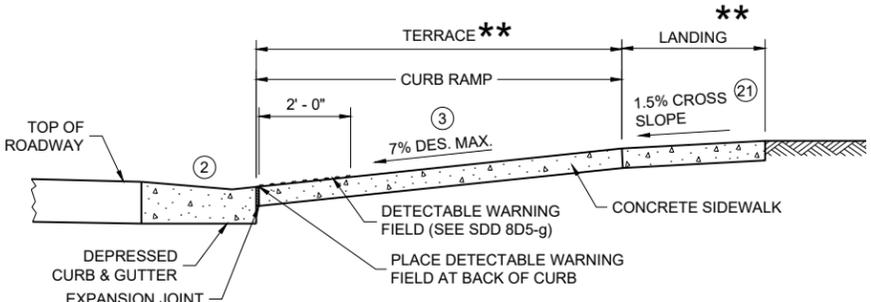
**PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)**



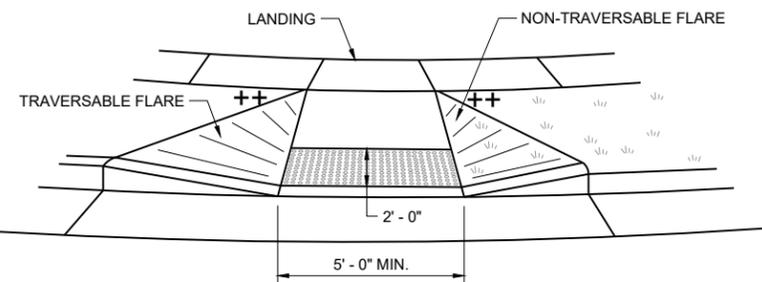
DETAIL B



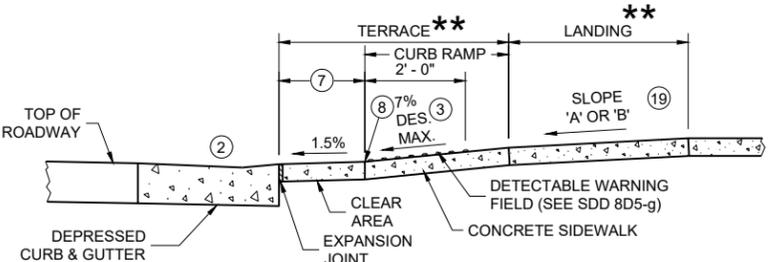
**PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)**



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3



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

GENERAL NOTES

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE SHALL BE FROM THE SAME MANUFACTURER.
- ② GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
 - ③ MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.
 - ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
 - ⑦ WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-4.
 - ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
 - ⑨ WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% DESIGN MAXIMUM SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% DESIGN MAXIMUM SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.
 - ⑰ A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
 - ⑲ WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.
 - ⑳ 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.
 - ㉑ 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.
 - ㉒ 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.

6

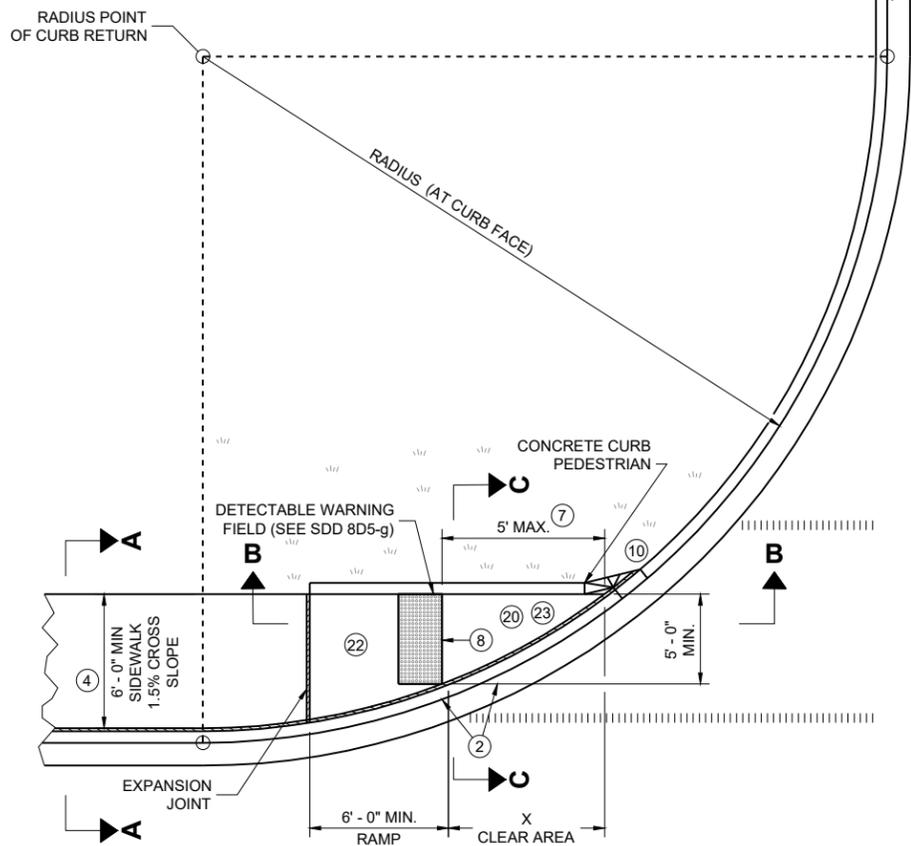
6

SDD 08D05-22b

SDD 08D05-22b

**CURB RAMPS
TYPE 2 AND 3**

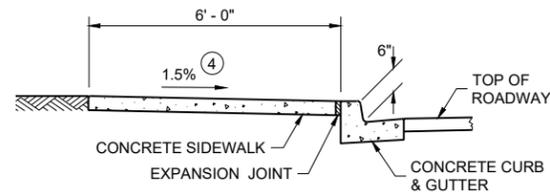
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



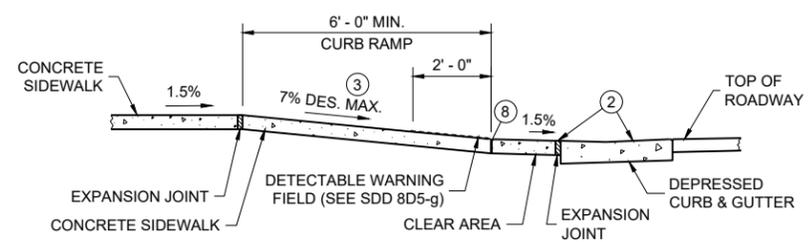
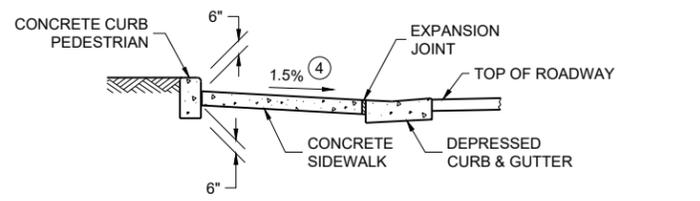
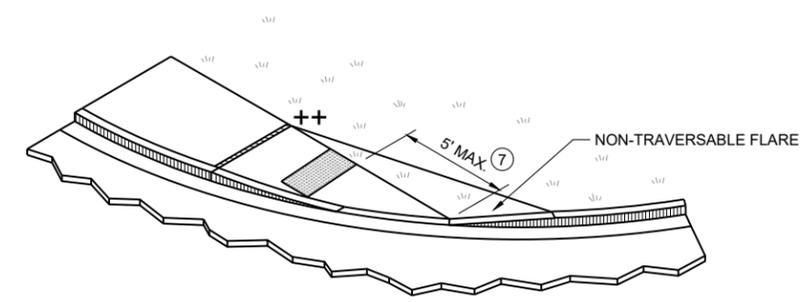
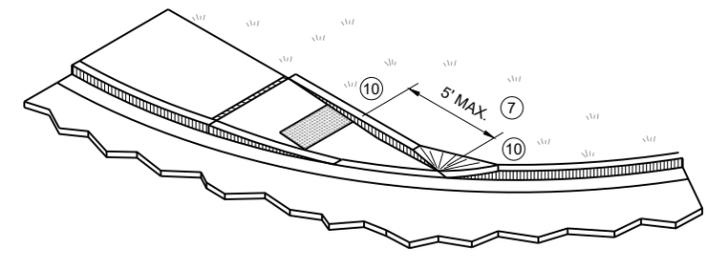
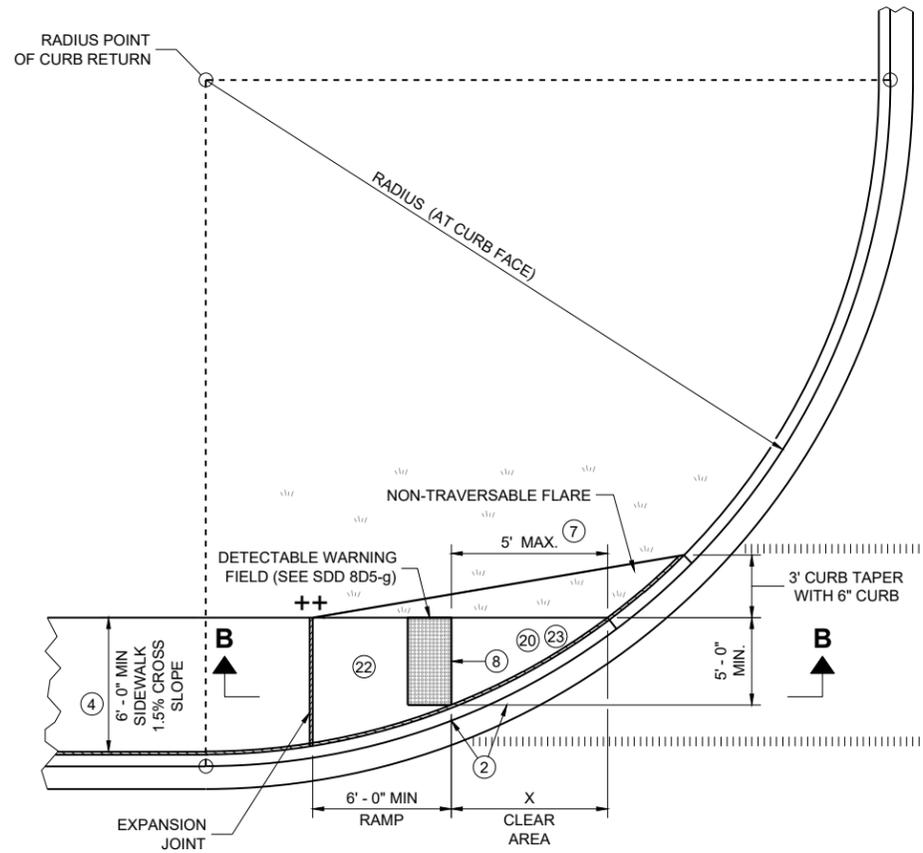
- LEGEND**
- ½" EXPANSION JOINT SIDEWALK
 - - - CONTRACTION JOINT SIDEWALK
 - ||||| PAVEMENT MARKING CROSSWALK (WHITE)
 - ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

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

INTERMEDIATE RADII CAN BE INTERPOLATED



- GENERAL NOTES**
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- (2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
 - (3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.
 - (4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
 - (7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
 - (8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
 - (10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.
 - (17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
 - (20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.
 - (22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.
 - (23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



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

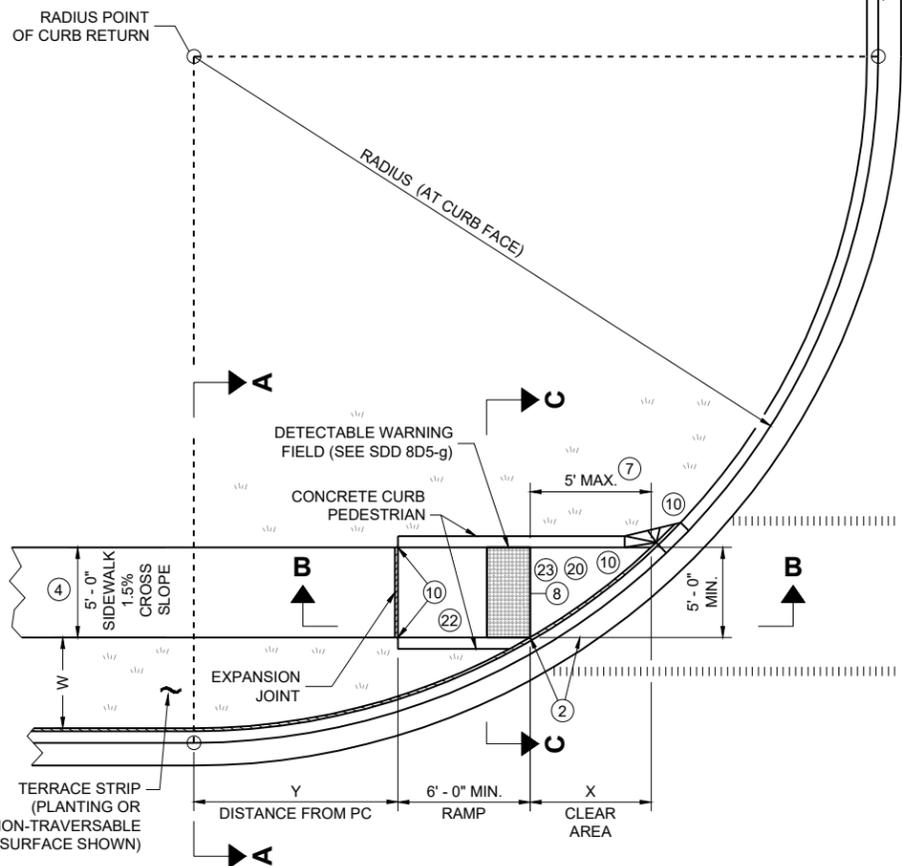
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

6

SDD 08D05-22C

SDD 08D05-22C



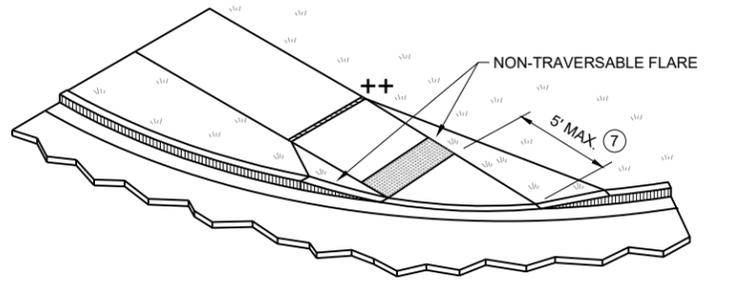
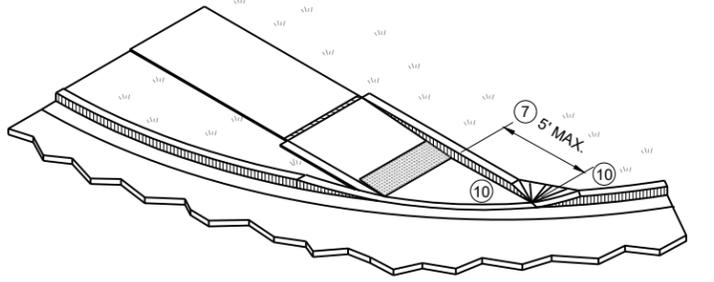
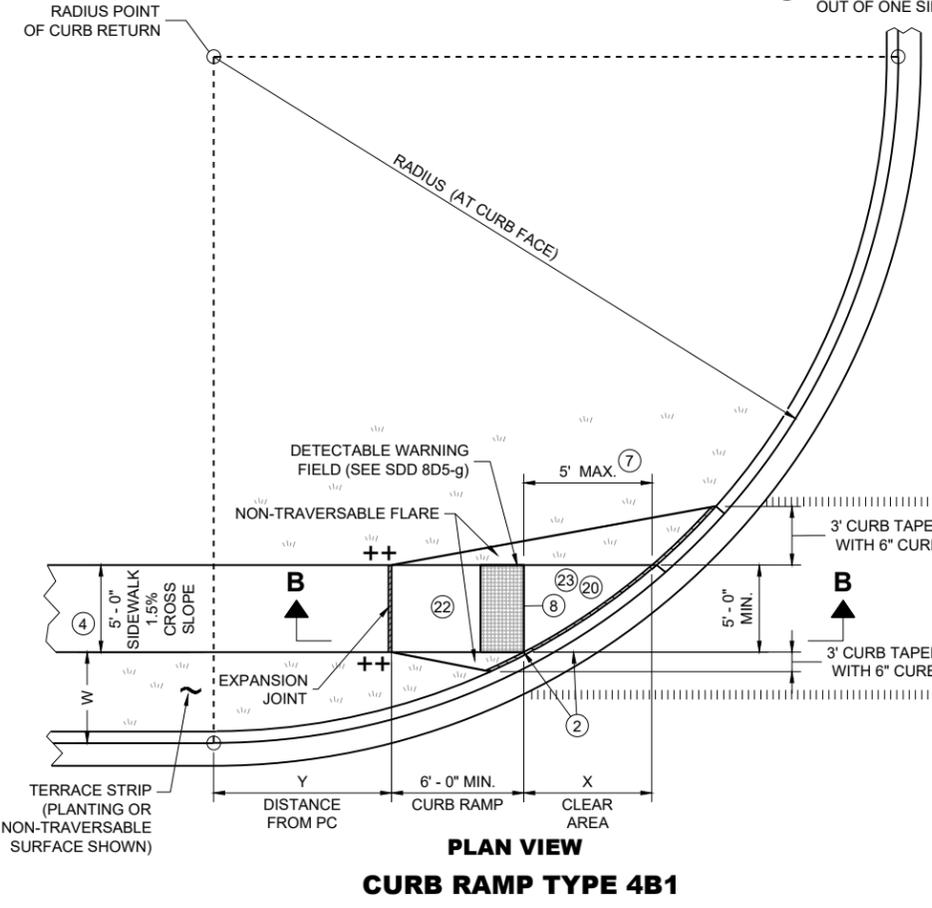
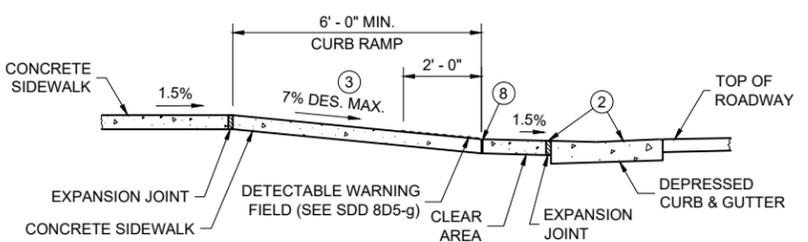
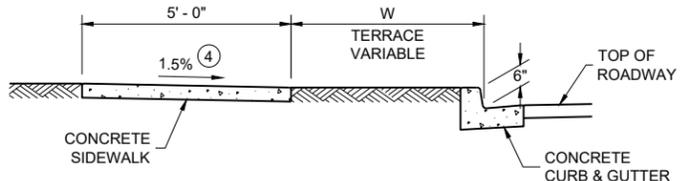
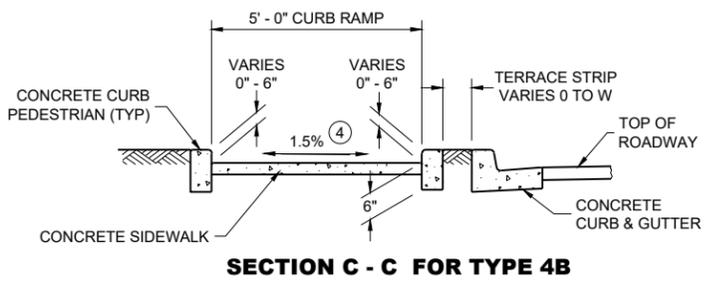
| RADIUS (AT CURB FACE) | W = 3'-0" | | W = 4'-0" | | W = 5'-0" | | W = 6'-0" | | W = 7'-0" | | W = 8'-0" | | W = 9'-0" | | W = 10'-0" | |
|-----------------------|------------|-----------|------------|-----------|-----------|-----------|-----------|-----------|------------|------------|-----------|------------|-----------|------------|------------|------------|
| | 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" |

- 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

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

GENERAL NOTES

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- (2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- (3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.
- (4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- (7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- (8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- (10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.
- (17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.
- (20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.
- (22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.
- (23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



CURB RAMPS TYPE 4B AND 4B1

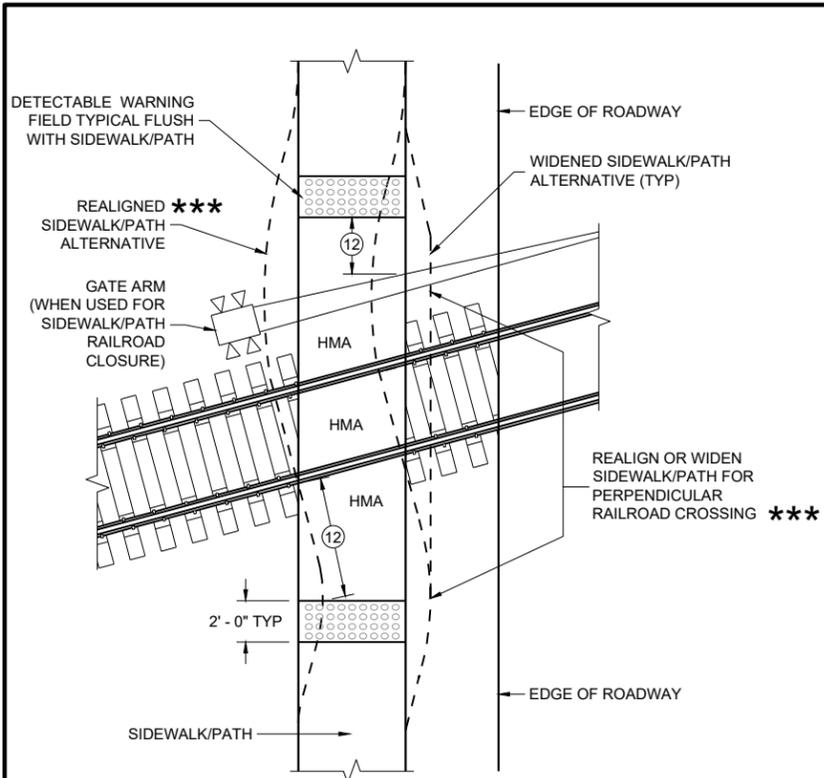
STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION

6

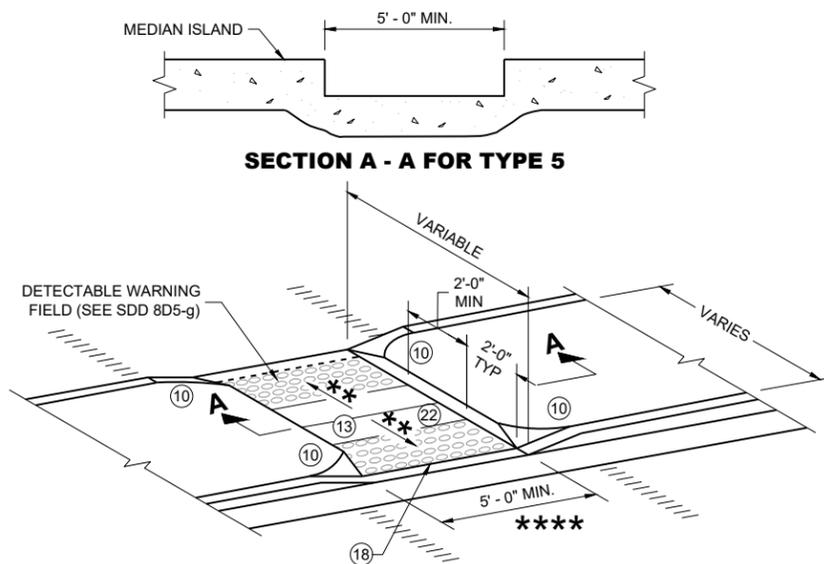
6

SDD 08D05-22d

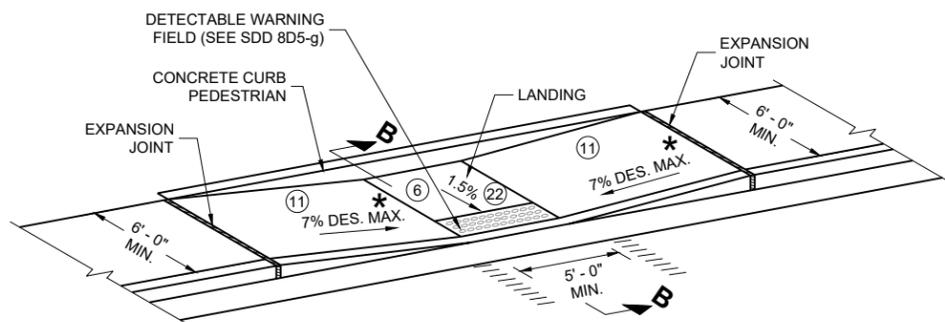
SDD 08D05-22d



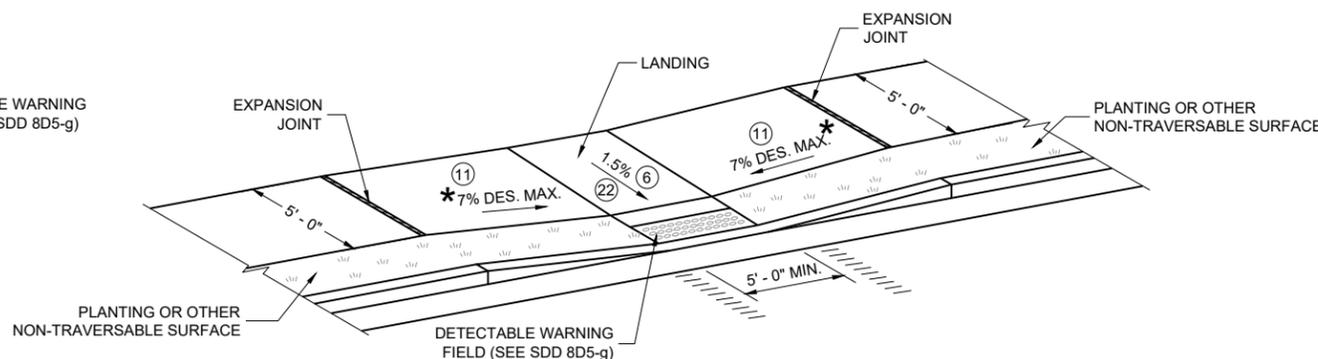
CURB RAMP TYPE 8
DETECTABLE WARNINGS
FOR SIDEWALKS OR SHARED USE PATHS
AT RAILROAD CROSSINGS



CURB RAMP TYPE 5
MEDIAN ISLAND
NON-ELEVATED PEDESTRIAN CROSSING



CURB RAMP TYPE 7A
FOR INTERSECTIONS AND
MID BLOCK CROSSINGS



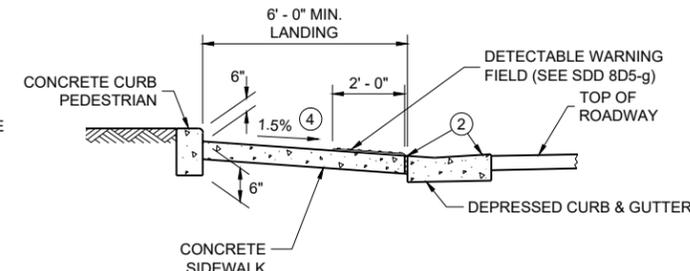
CURB RAMP TYPE 7B
FOR INTERSECTIONS AND
MID BLOCK CROSSINGS

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 STEEL-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



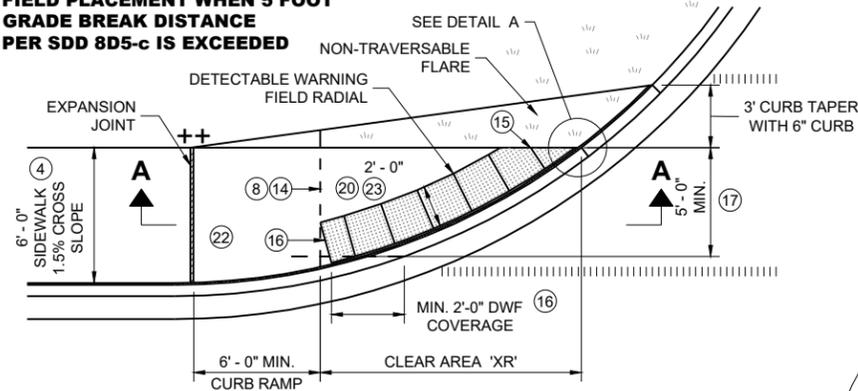
SECTION B - B FOR TYPE 7A

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

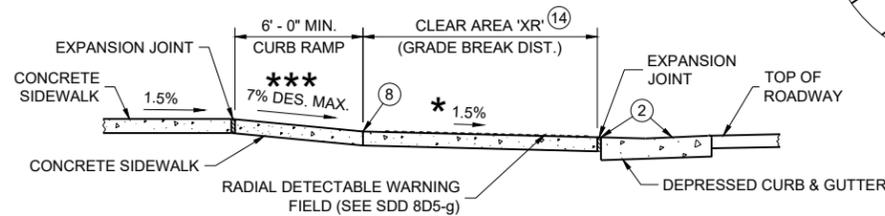
STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION

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

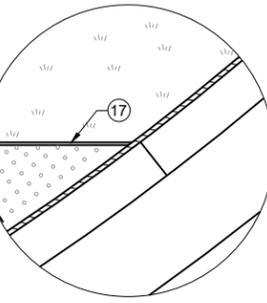
**RADIAL DETECTABLE WARNING
FIELD PLACEMENT WHEN 5 FOOT
GRADE BREAK DISTANCE
PER SDD 8D5-c IS EXCEEDED**



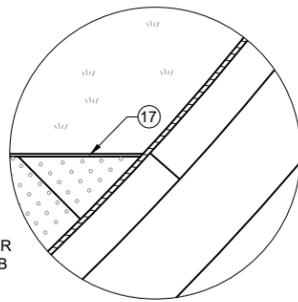
**PLAN VIEW
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**



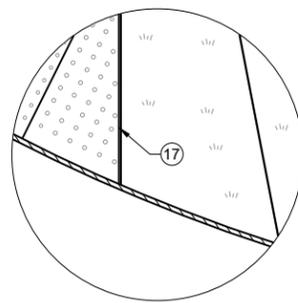
SECTION A - A FOR TYPE 4A1



DETAIL A

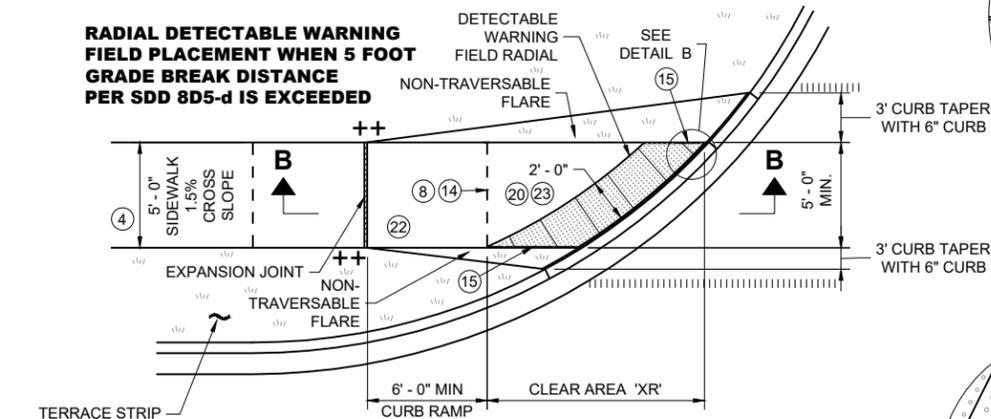


DETAIL B

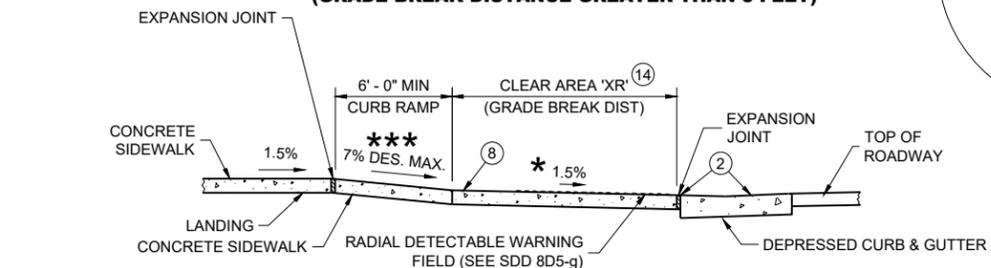


DETAIL C

**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)**

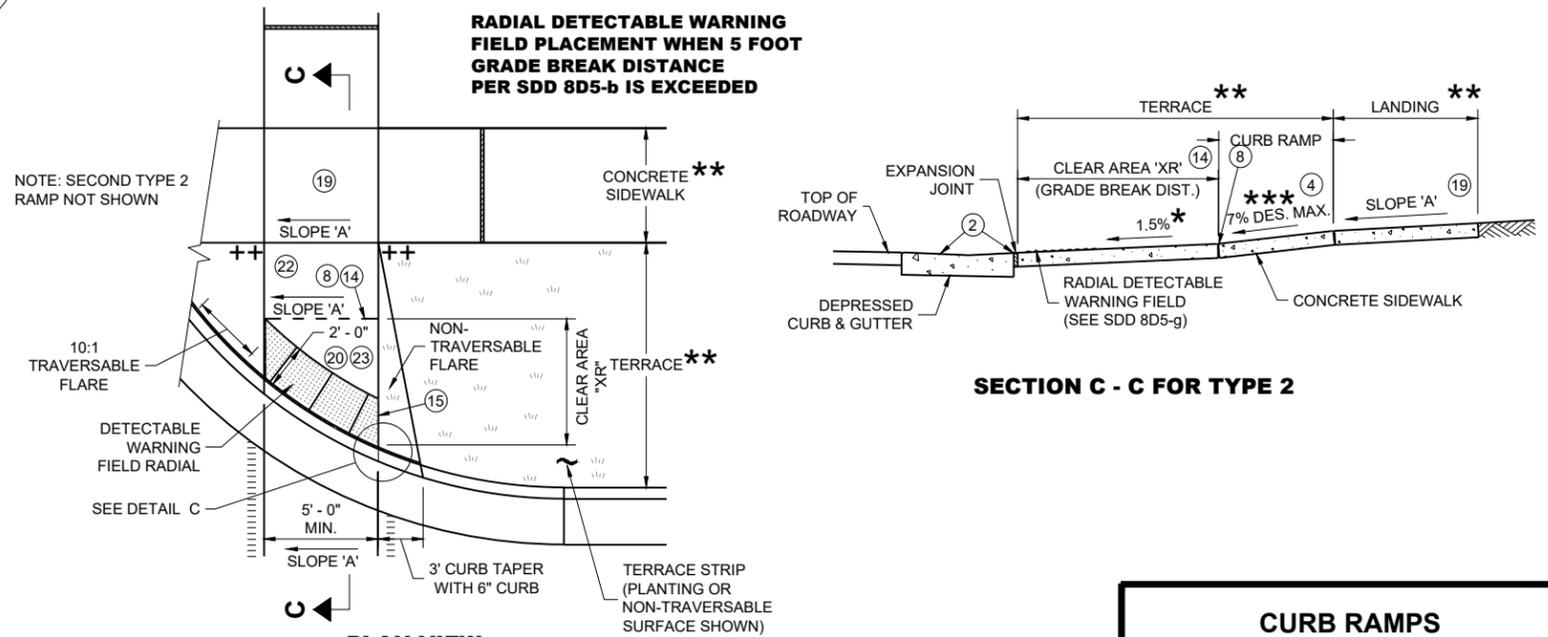


SECTION B - B FOR TYPE 4B1

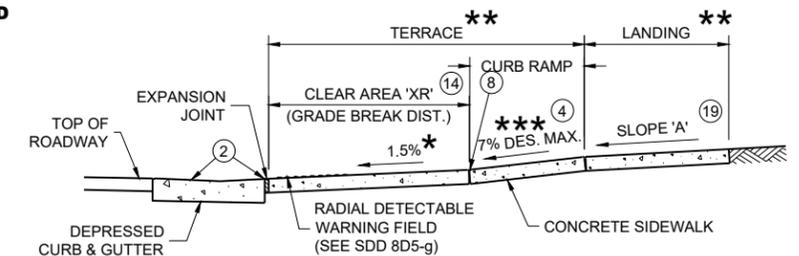
GENERAL NOTES

- 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 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 ±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 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.

**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

6

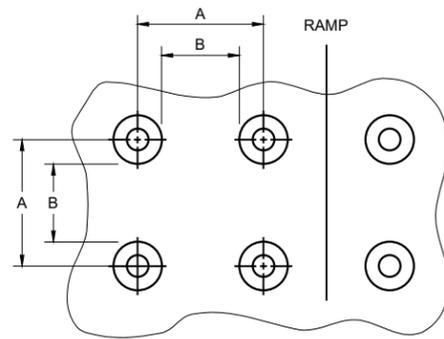
6

SDD 08D05-22f

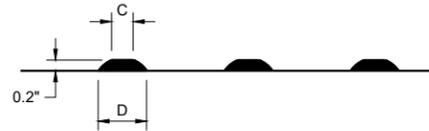
SDD 08D05-22f

| | 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.

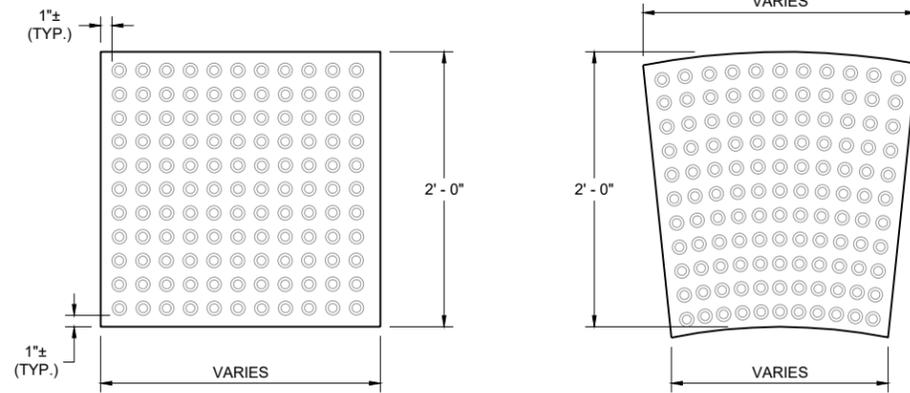


PLAN VIEW



ELEVATION VIEW

**TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL**

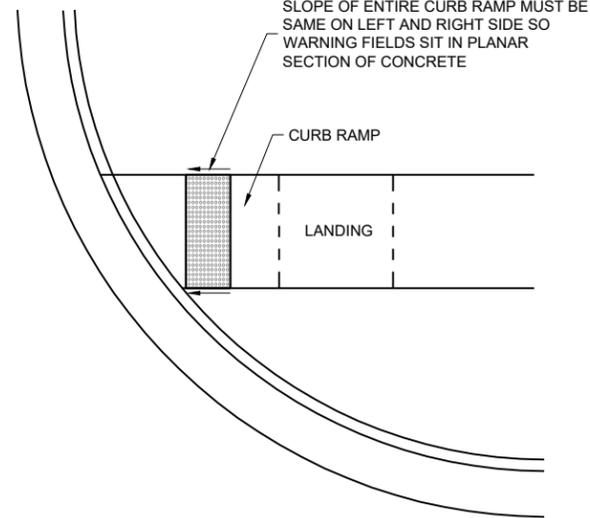


**RECTANGULAR
PLATES**

**RADIAL
PLATES**

PLAN VIEW

DETECTABLE WARNING FIELDS (TYPICAL)

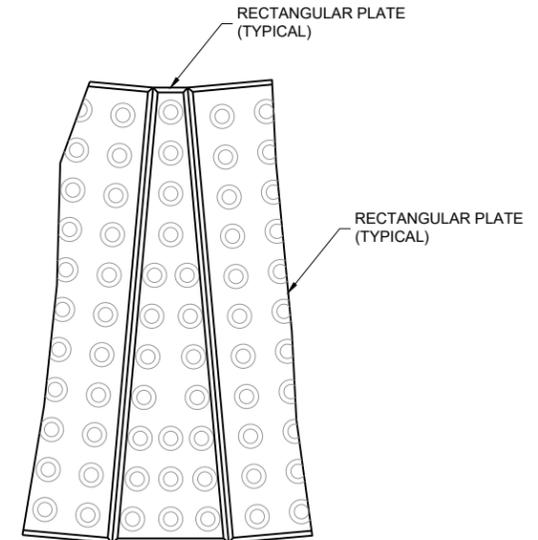


**DETECTABLE WARNING FIELD
PLANAR INSTALLATION**

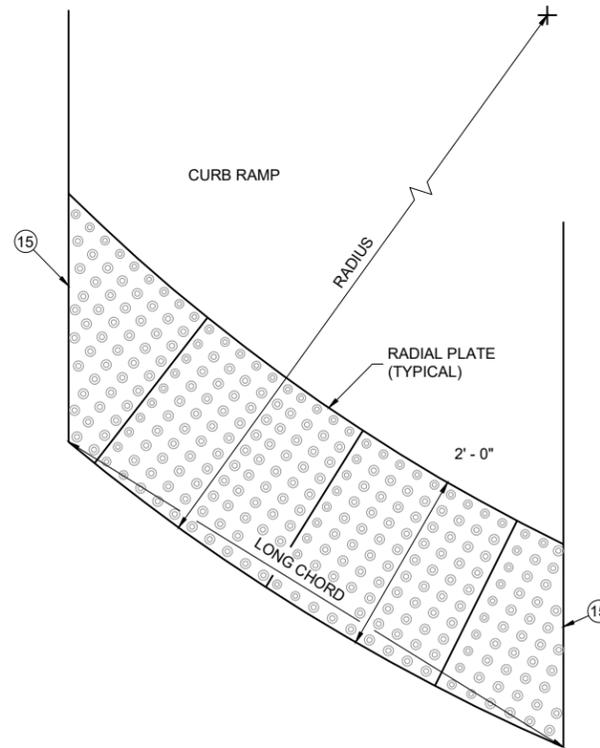
GENERAL NOTES

- 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**

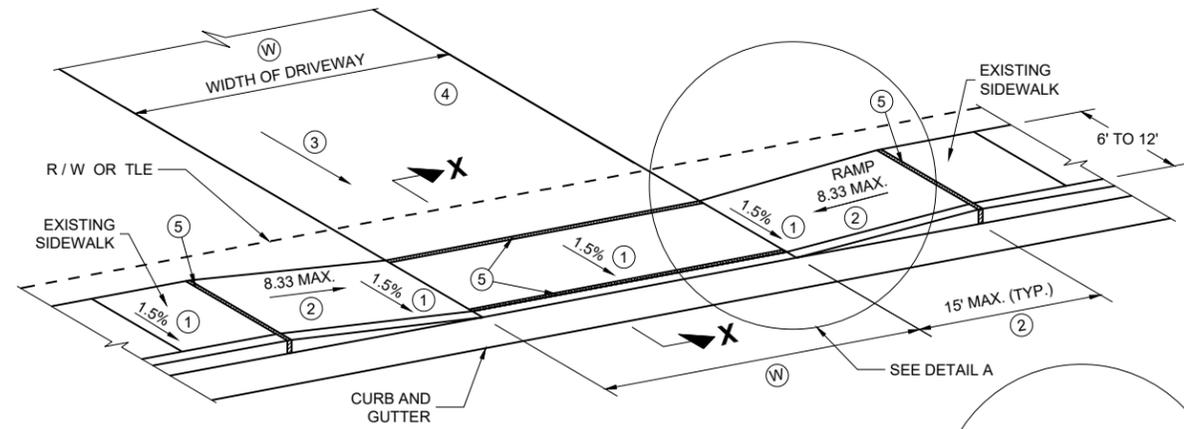


**PLAN VIEW
RADIAL DETECTABLE
WARNING FIELD ATTRIBUTES**

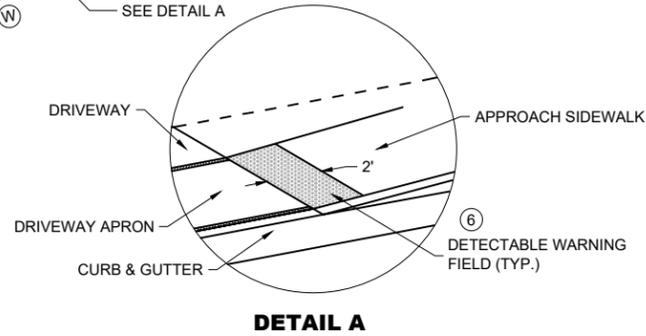
**CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

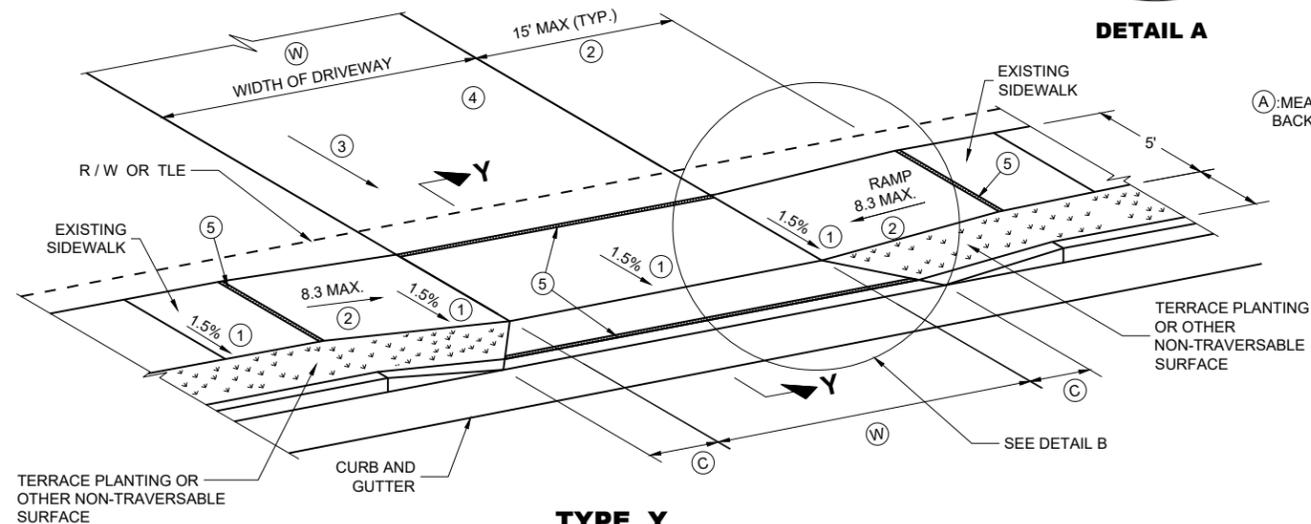


**TYPE X
SIDEWALK ABUTS CURB AND GUTTER
TERRACE VARIES 0 TO 3 FEET**



DETAIL A

(A): MEASURE FROM BACK OF CURB



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

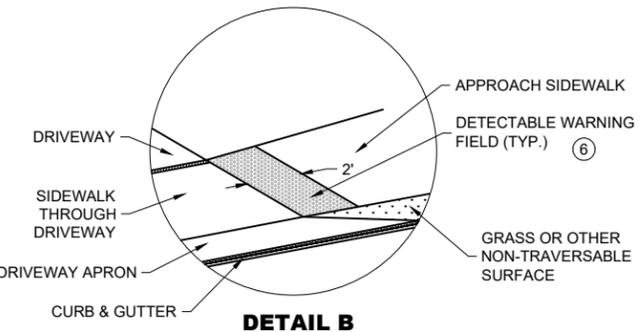
TERRACE PLANTING OR OTHER NON-TRAVERSABLE SURFACE

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

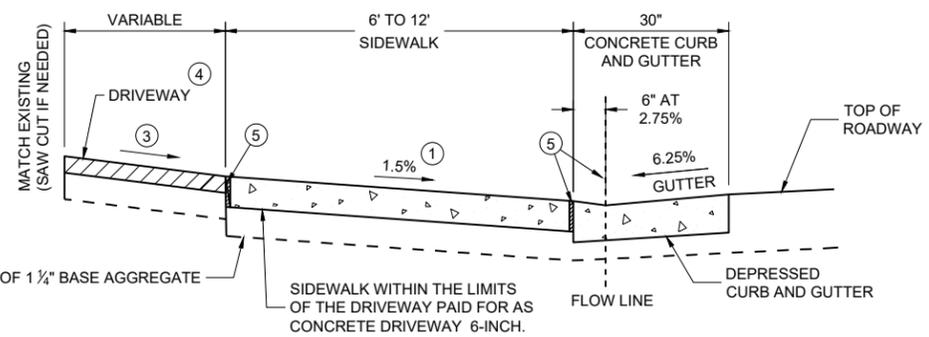
(4) **DRIVEWAY TYPES**
 * 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
 * 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
 * 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)

(5) 1/2" EXPANSION JOINT FILLER

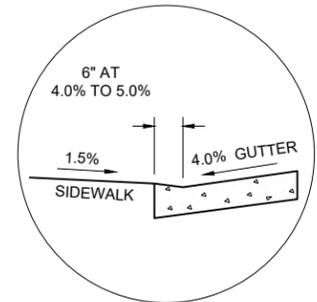
(6) DETECABLE WARNING FIELDS ARE REQUIRED WHEN A PEDESTRIAN CIRCULATION ROUTE CROSSES A DRIVEWAY THAT IS TRAFFIC SIGNAL, STOP, OR YIELD SIGN CONTROLLED. DETECABLE WARNING FIELDS TO BE 2 FT DEEP AND EXTEND THE WIDTH OF THE PEDESTRIAN CIRCULATION ROUTE.



DETAIL B



SECTION X - X

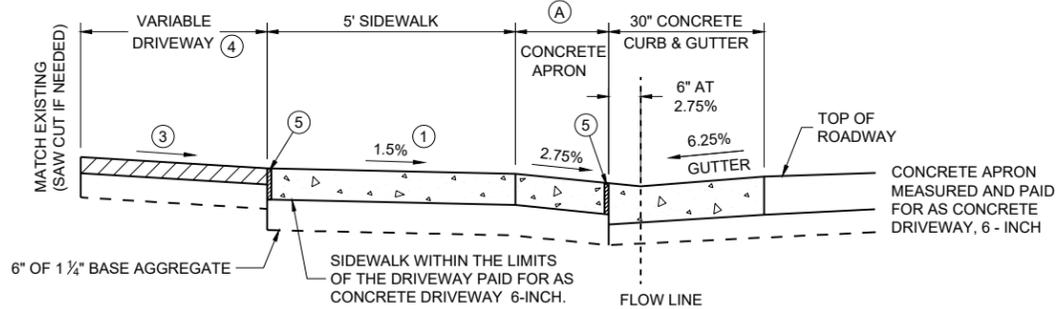


**SECTION X - X
4% GUTTER SLOPE**

TABLE Y

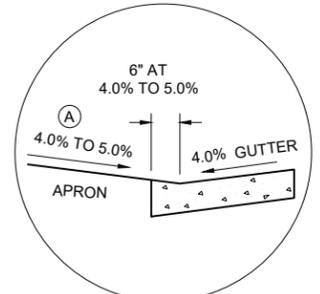
| (A) FEET | (C) FEET |
|-------------|-------------|
| 3.5' | 2.0' |
| 4.5' | 3.0' |
| 5.5' | 3.5' |

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



NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS

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



**SECTION Y - Y
4% GUTTER SLOPE**

GENERAL NOTES

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

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

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

(1) CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

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

**DRIVEWAY AND
SIDEWALK RAMPS
TYPES X AND Y**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 /S/ Rodney Taylor
DATE

FHWA

GENERAL NOTES

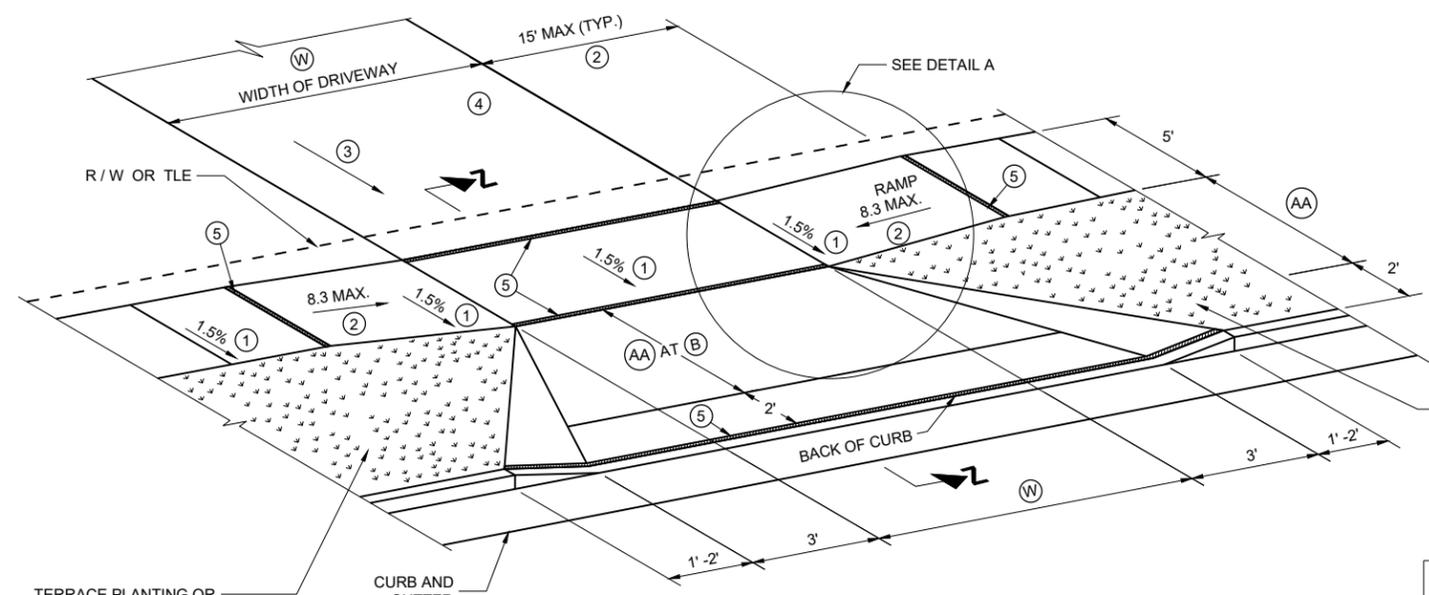
PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

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

- ① CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.
- ② THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY.
- ③ DRIVEWAY SLOPES: DESIRABLE MAXIMUM
10.5% UP AWAY FROM SIDEWALK (SAG)
8.5% DOWN AWAY FROM SIDEWALK (CREST)
ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG
- ④ DRIVEWAY TYPES
* 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE 2-INCH
* TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE 6-INCH BASE
* AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)
- ⑤ 1/2" EXPANSION JOINT FILLER.
- ⑥ DETECTABLE WARNING FIELDS ARE REQUIRED WHEN A PEDESTRIAN CIRCULATION ROUTE CROSSES A DRIVEWAY THAT IS TRAFFIC SIGNAL, STOP, OR YIELD CONTROLLED. DETECTABLE WARNING FIELDS TO BE 2 FT DEEP AND EXTEND THE WIDTH OF THE PEDESTRIAN CIRCULATION ROUTE.

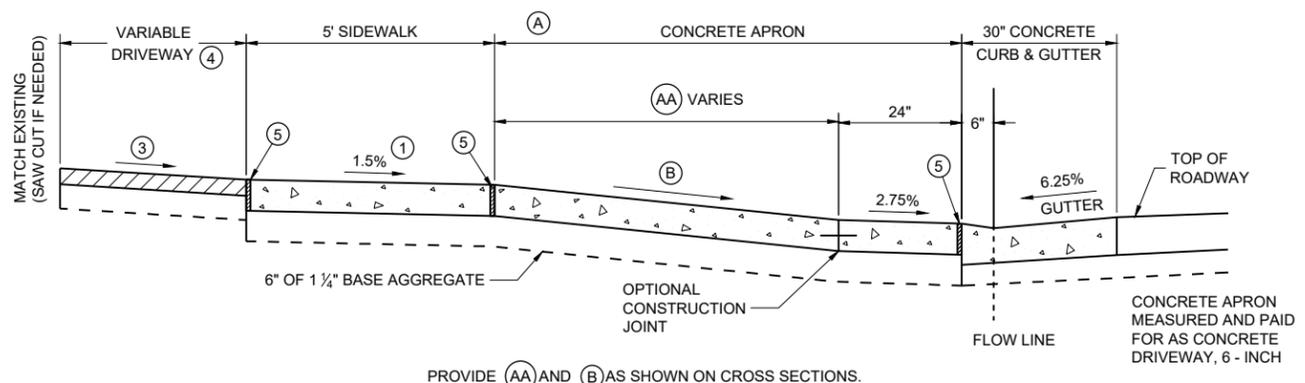
(W): 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)
16' MIN. - 35' MAX. COMMERCIAL (CE)



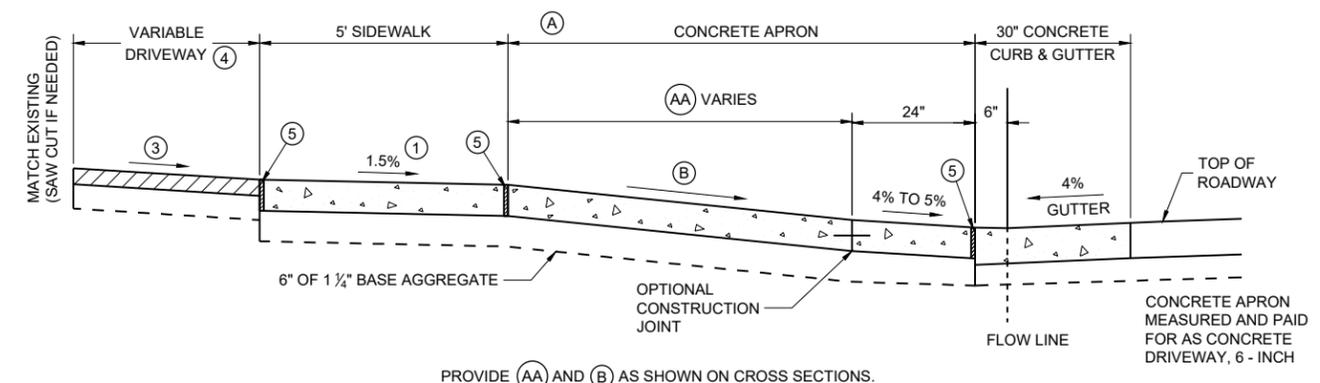
**TYPE Z
SIDEWALK WITH WIDER TERRACE
TERRACE VARIES 7 TO 12 FEET**

TABLE Z

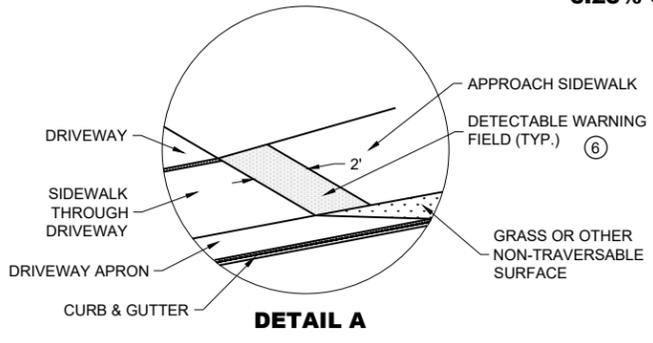
| (AA) FEET | (B) % 6.25% GUTTER | (B) % 4% GUTTER |
|--------------|--------------------------|-----------------------|
| 4.5' | 11.5% | 9% TO 11.5% |
| 5.5' | 9% TO 11.5% | 8% TO 11.5% |
| 6.5' | 8% TO 11.5% | 6% TO 11.5% |
| 7.5' | 7% TO 11.5% | 6% TO 11.5% |
| 8.5' | 6% TO 11.5% | 5% TO 11.5% |
| 9.5' | 5% TO 11.5% | 4% TO 11.5% |



6.25% GUTTER SLOPE



4% GUTTER SLOPE



NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS FOR (B) VALUES NOT SHOWN IN TABLE Z.
SIDEWALK WITHIN THE LIMITS OF THE DRIVEWAY PAID FOR AS CONCRETE DRIVEWAY 6-INCH.

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

**DRIVEWAY AND
SIDEWALK RAMPS
TYPE Z**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

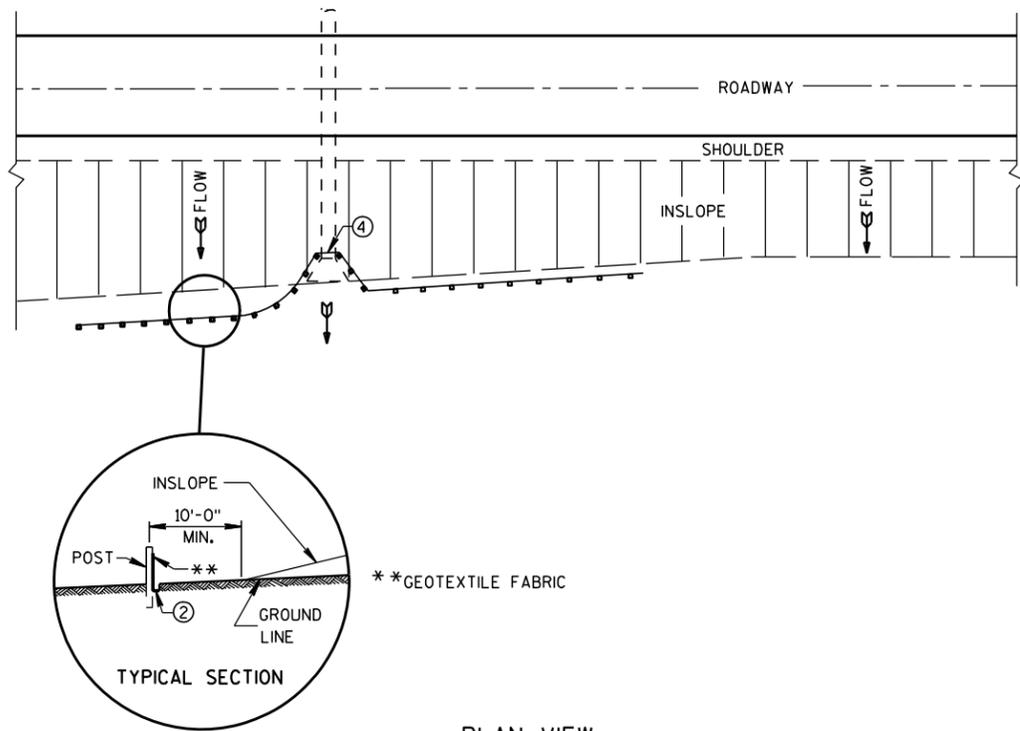
49

6

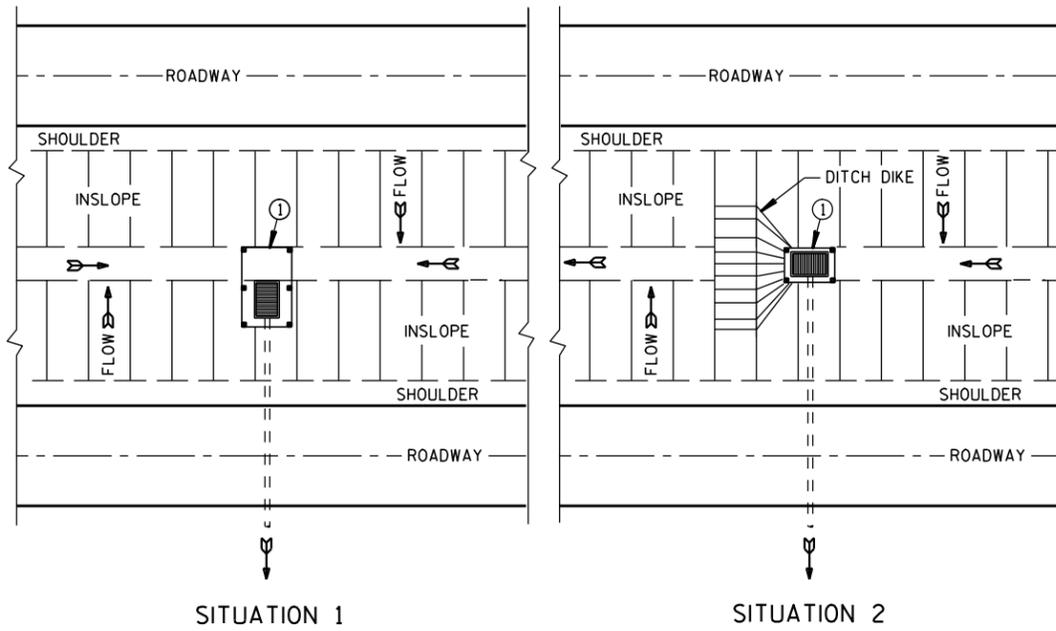
6

SDD 08D19-05

SDD 08D19-05



PLAN VIEW
TYPICAL APPLICATION OF SILT FENCE

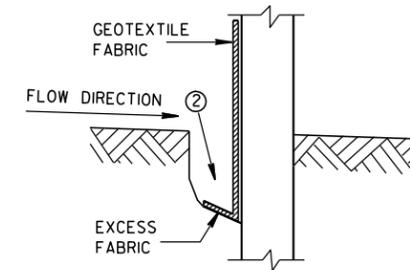


SITUATION 1 SITUATION 2
PLAN VIEW
SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

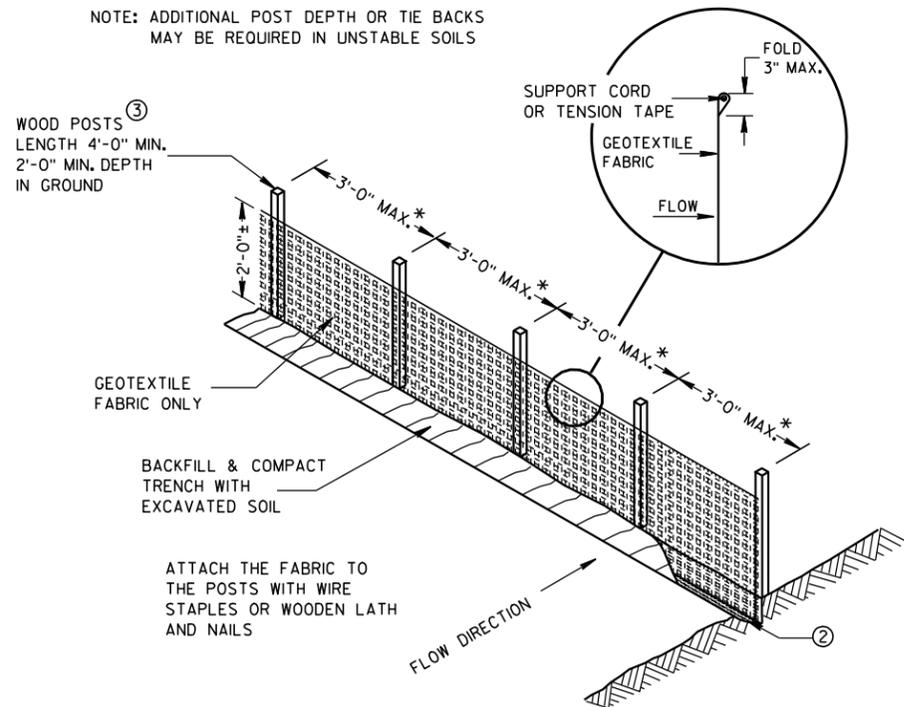
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

- ① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
- ② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
- ③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1 1/8" X 1 1/8" OF OAK OR HICKORY.
- ④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
- ⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



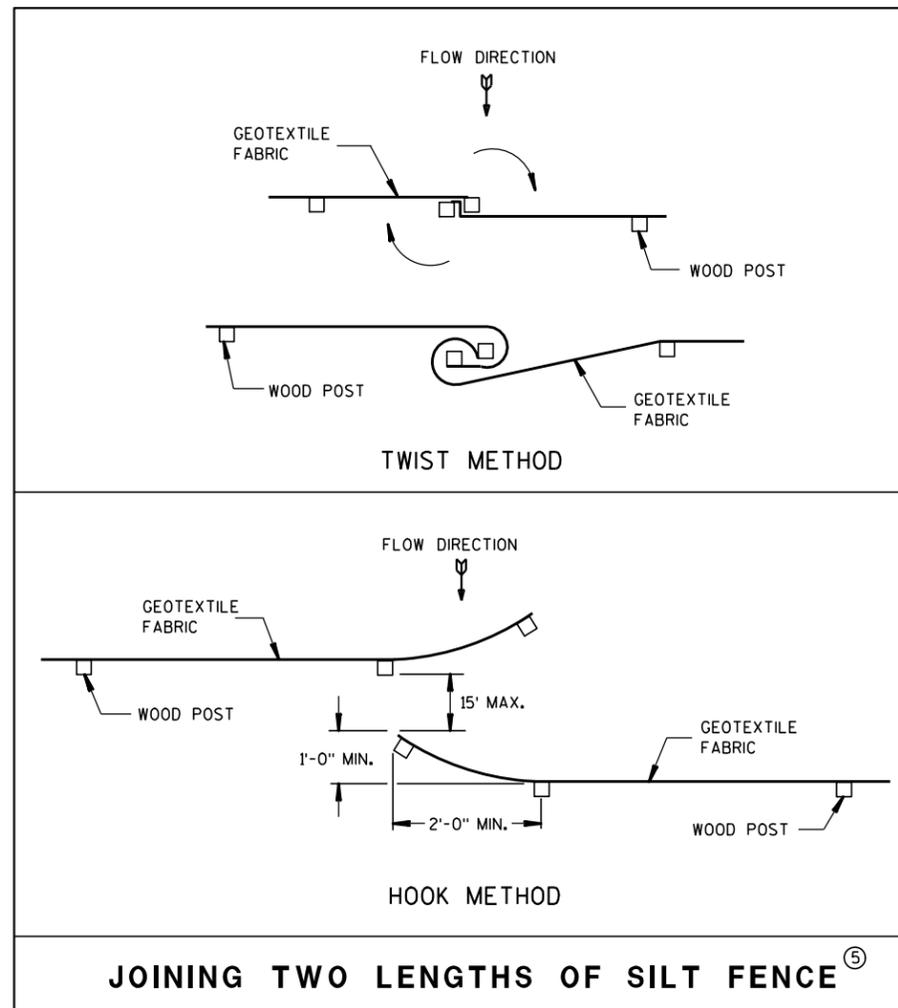
TRENCH DETAIL

NOTE: ADDITIONAL POST DEPTH OR TIE BACKS MAY BE REQUIRED IN UNSTABLE SOILS

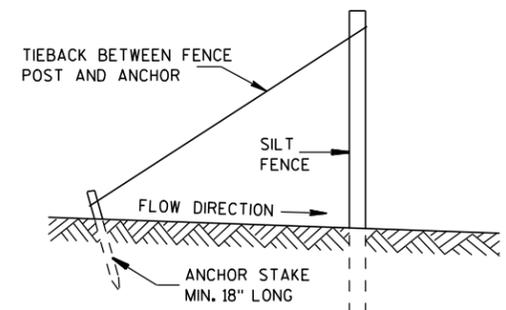


SILT FENCE

* NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.



JOINING TWO LENGTHS OF SILT FENCE ⑤



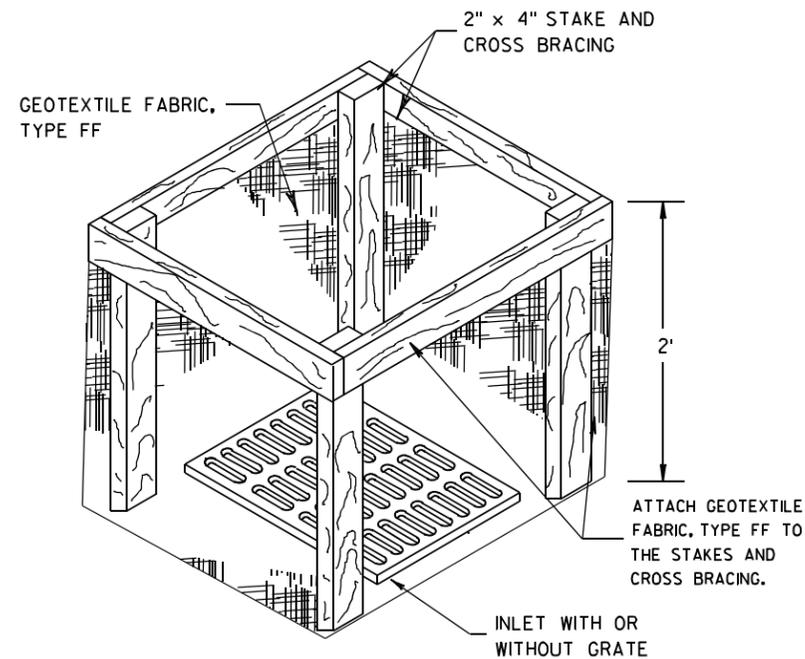
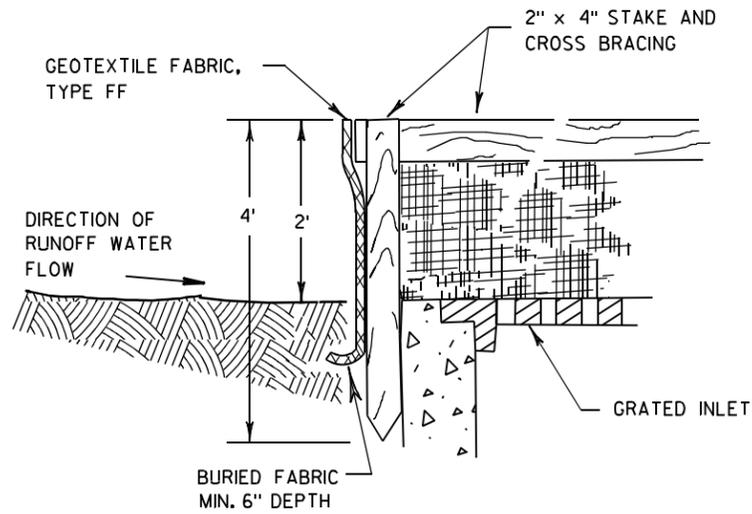
SILT FENCE TIE BACK
(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-29-05 /S/ Beth Cann
DATE CHIEF ROADWAY DEVELOP 50 ENGINEER
FHWA



INLET PROTECTION, TYPE A

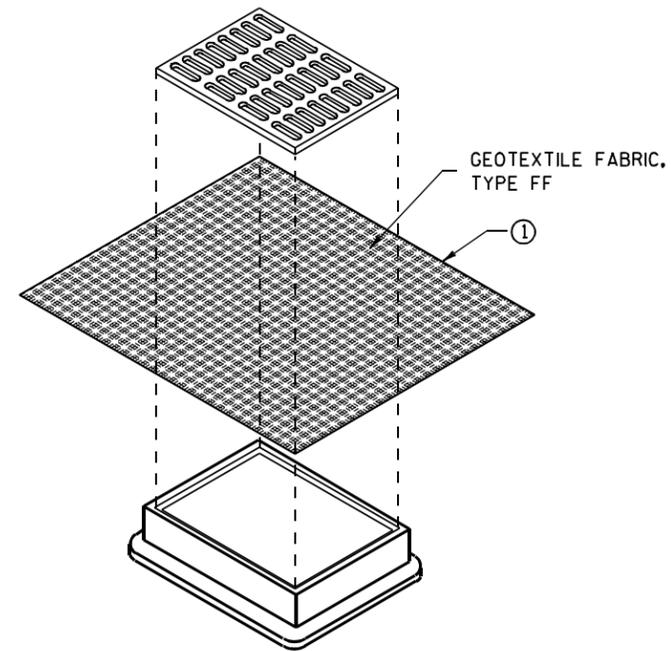
GENERAL NOTES

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

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

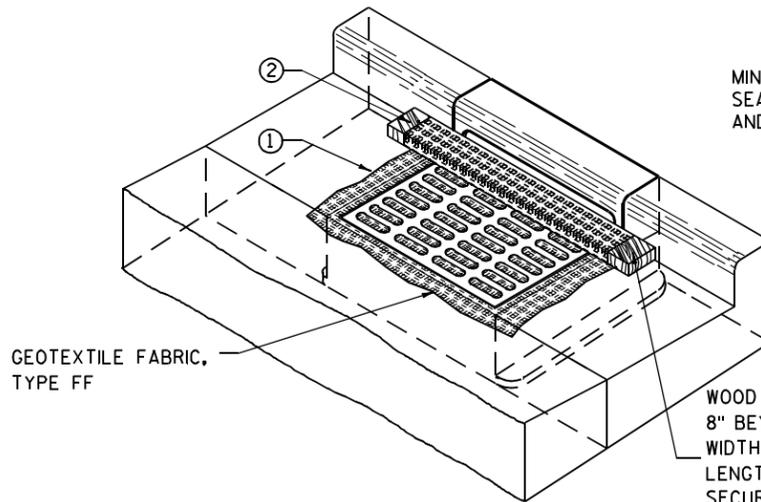
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

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



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

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

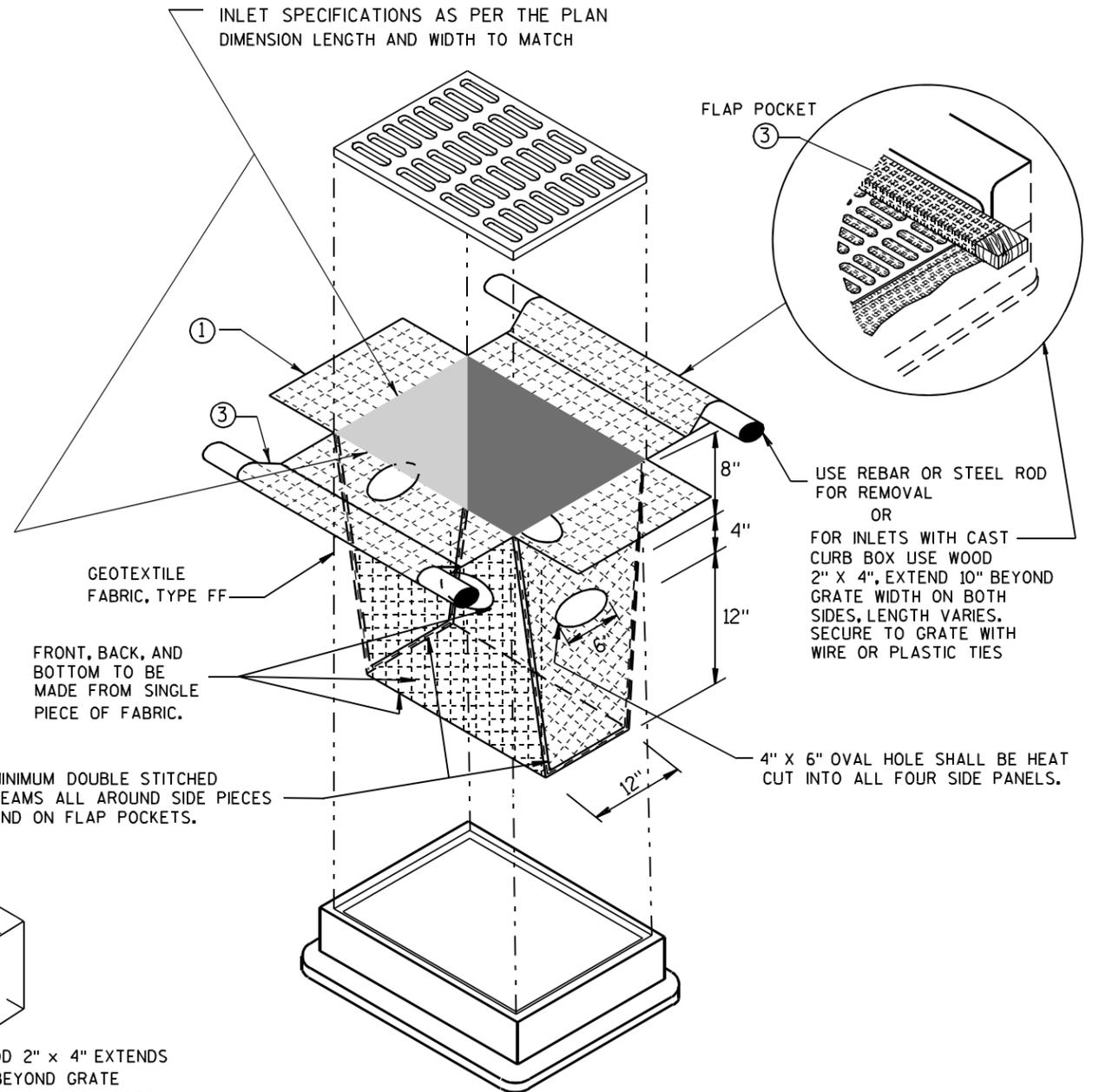
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

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

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

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



INLET PROTECTION, TYPE D

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02 /S/ Beth Connors
DATE 51
FHWA CHIEF ROADWAY DEVELOPMENT ENGINEER

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.

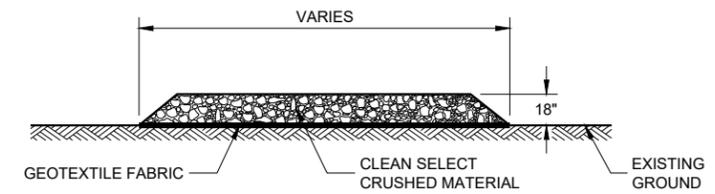
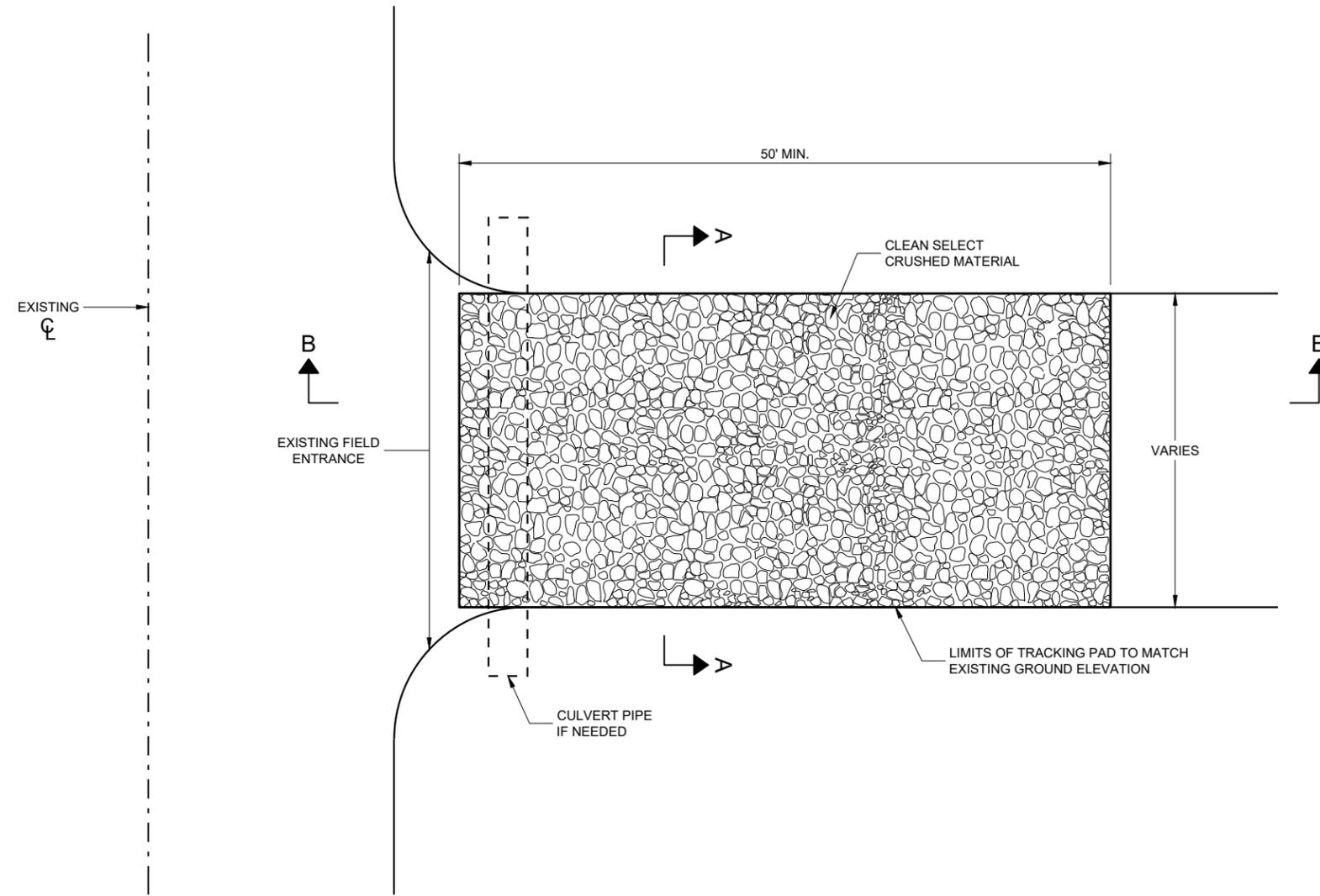
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

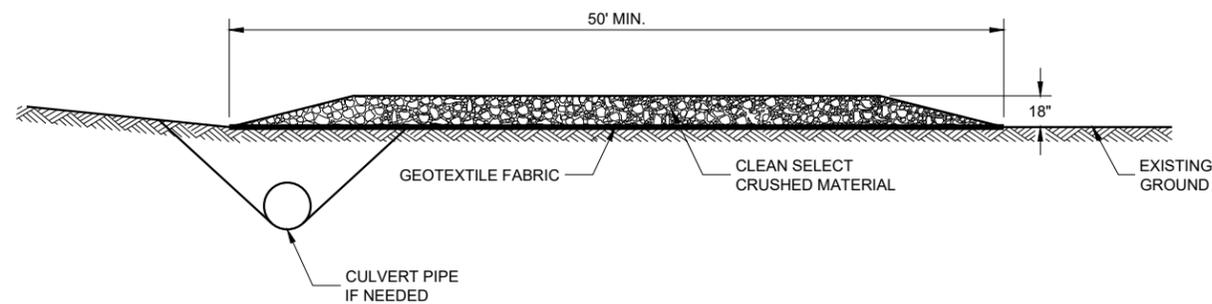
SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

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



SECTION B - B

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/24/2011 /S/ Jerry H. Zogg
DATE ROADWAY STANDARDS DEVELOPMENT ENGINEER 52

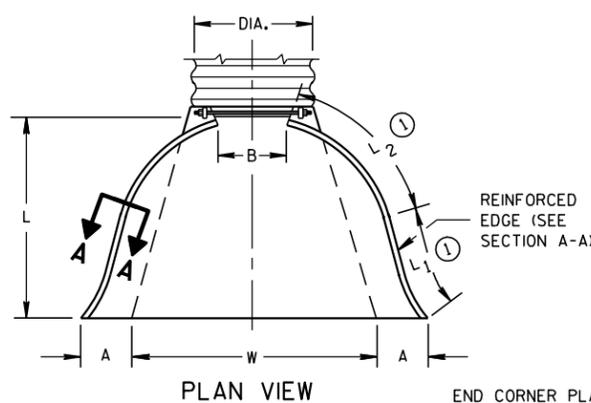
FHWA

| METAL APRON ENDWALLS | | | | | | | | | | | |
|----------------------|----------------------|-------|---------------------|----------|---------|-------------|----|--------|---------|---------------|-------|
| PIPE DIA. (IN.) | MIN. THICK. (Inches) | | DIMENSIONS (Inches) | | | | | | | APPROX. SLOPE | BODY |
| | STEEL | ALUM. | A (±1") | B (MAX.) | H (±1") | L (±1 1/2") | L1 | L2 | 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. |

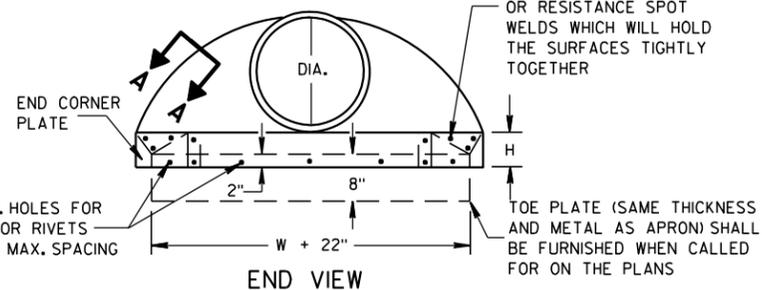
* EXCEPT CENTER PANEL SEE GENERAL NOTES

| 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 | |

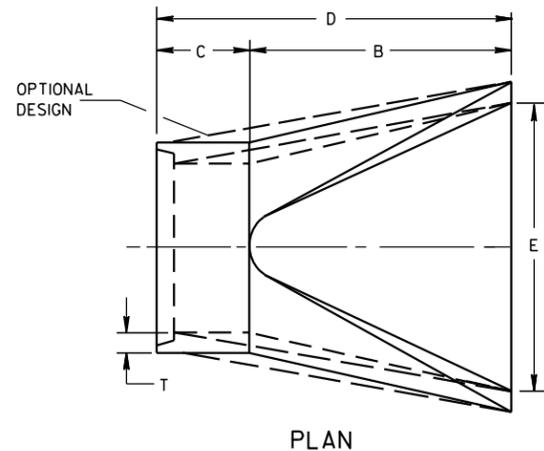
* MINIMUM
** MAXIMUM



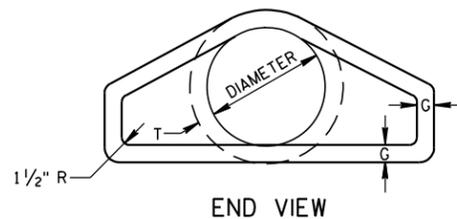
END CORNER PLATES MAY BE FASTENED TO APRON PROPER BY BOLTS, RIVETS, OR RESISTANCE SPOT WELDS WHICH WILL HOLD THE SURFACES TIGHTLY TOGETHER



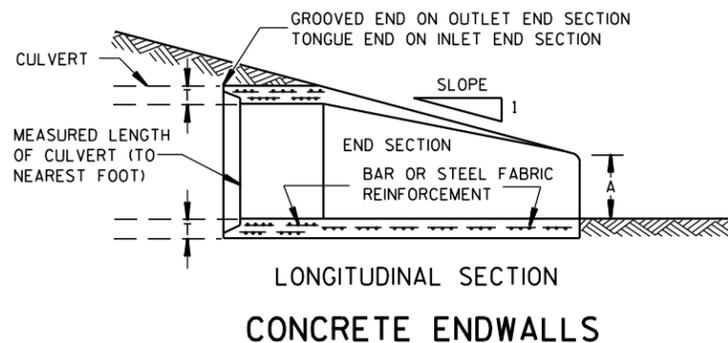
SIDE ELEVATION
METAL ENDWALLS



PLAN

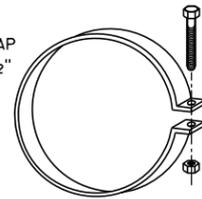


END VIEW

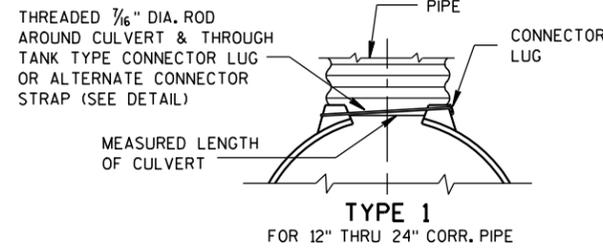


LONGITUDINAL SECTION
CONCRETE ENDWALLS

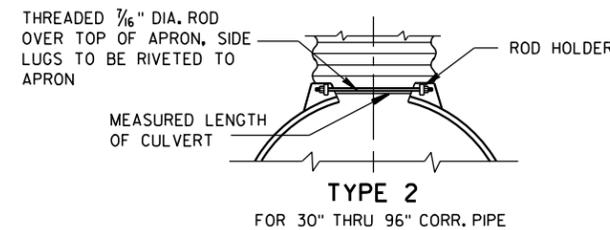
1" WIDE, 12 GA. (0.109" THICK) GALVANIZED STRAP WITH STANDARD 6" X 1/2" BAND BOLT AND NUT



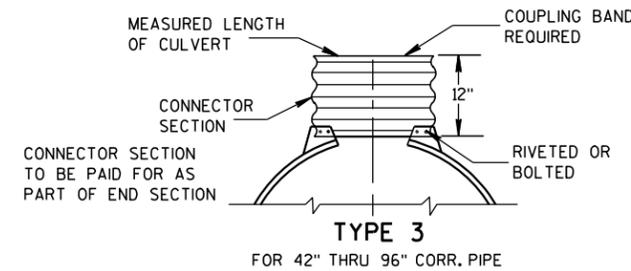
ALTERNATE FOR TYPE 1 CONNECTION
END SECTION CONNECTOR STRAP



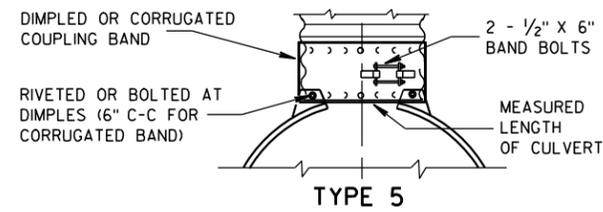
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

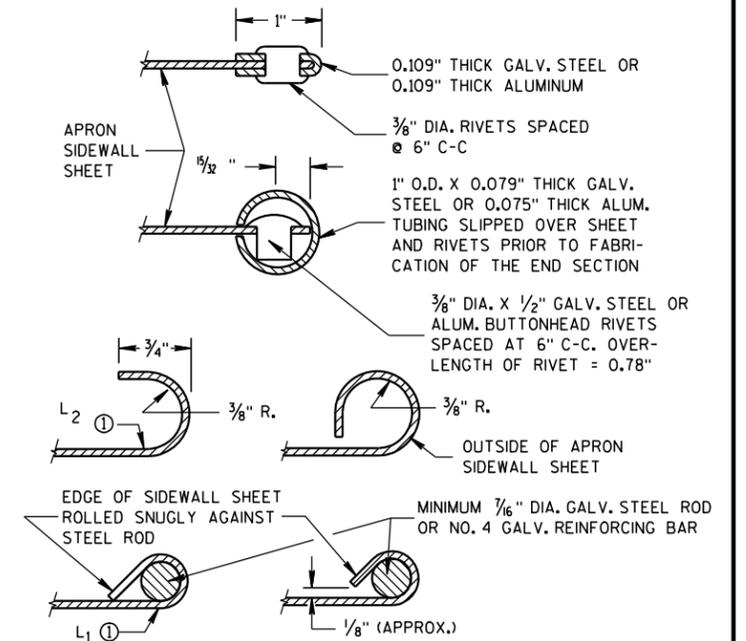
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

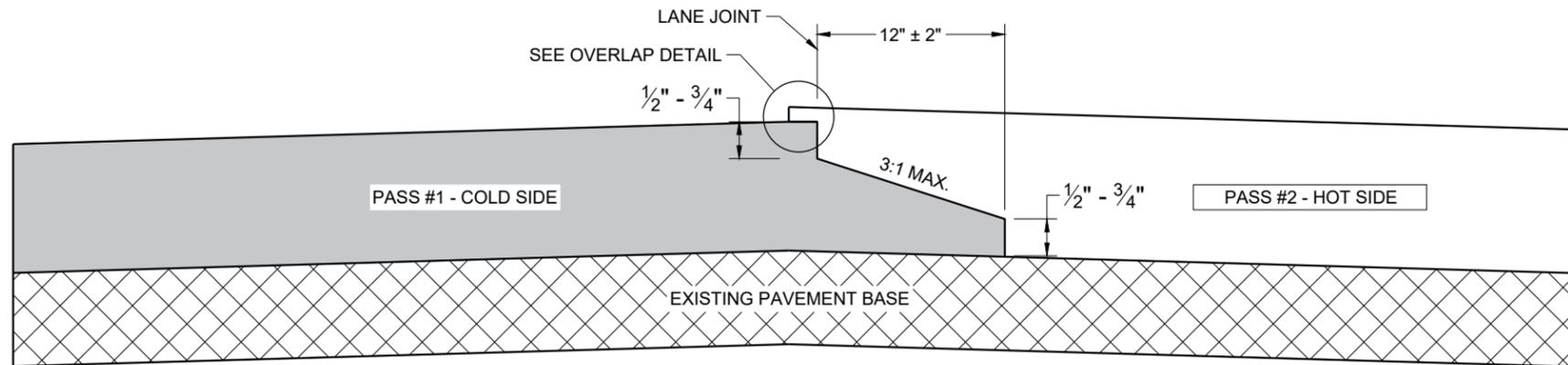
WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

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

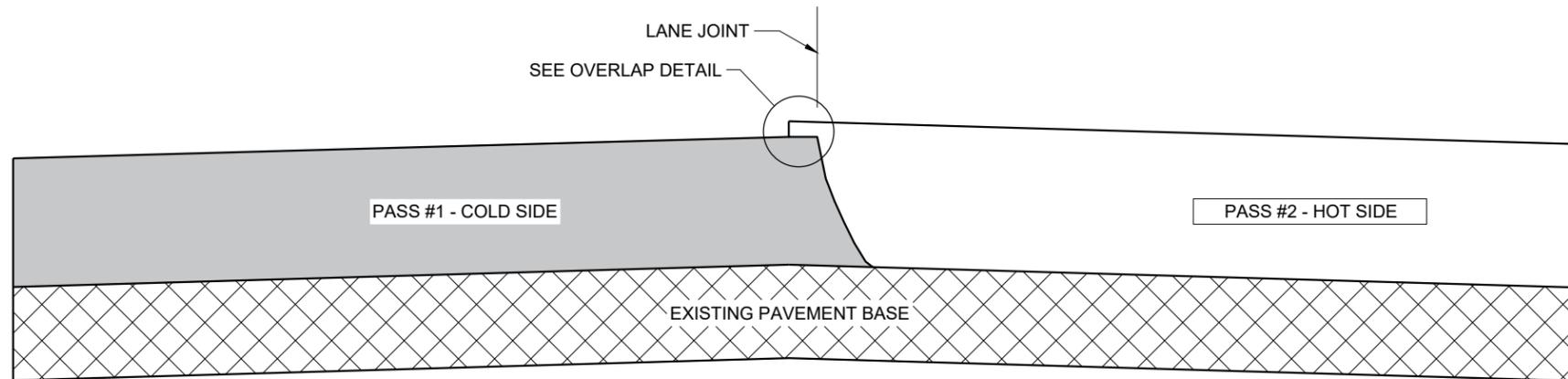
APRON ENDWALLS FOR
CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

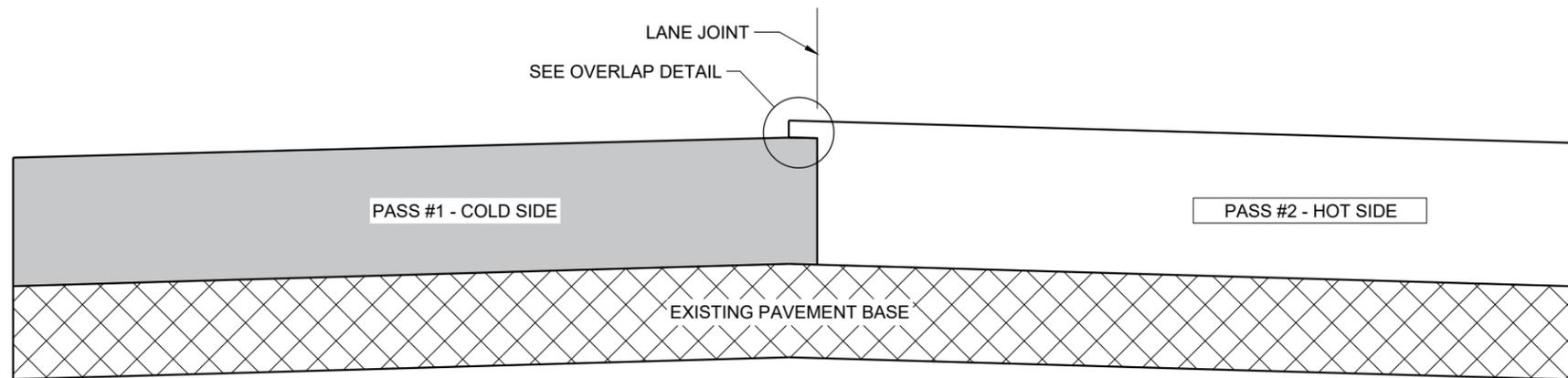
APPROVED
11/30/94 DATE /S/ Rory L. Rhine Chief Roadway Develop 53 NEER
FHWA



**TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT**



**TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT**



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

GENERAL NOTES

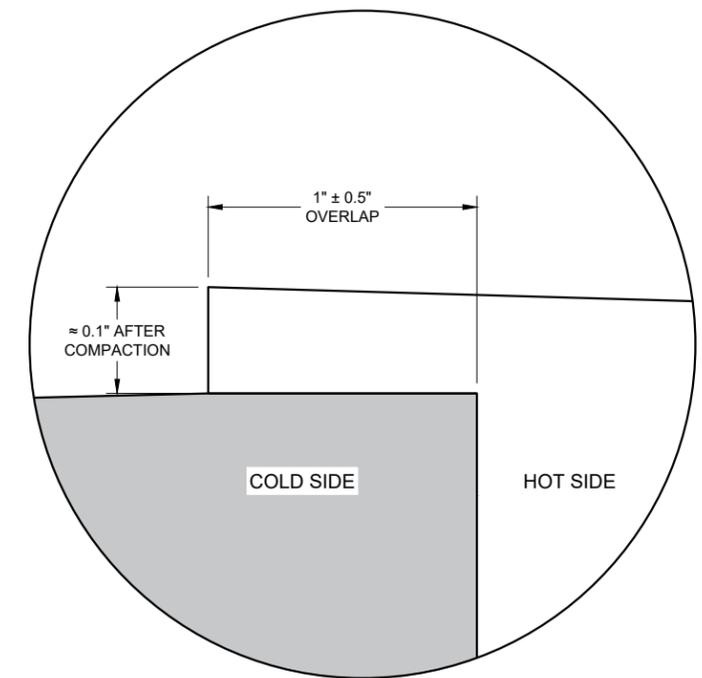
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

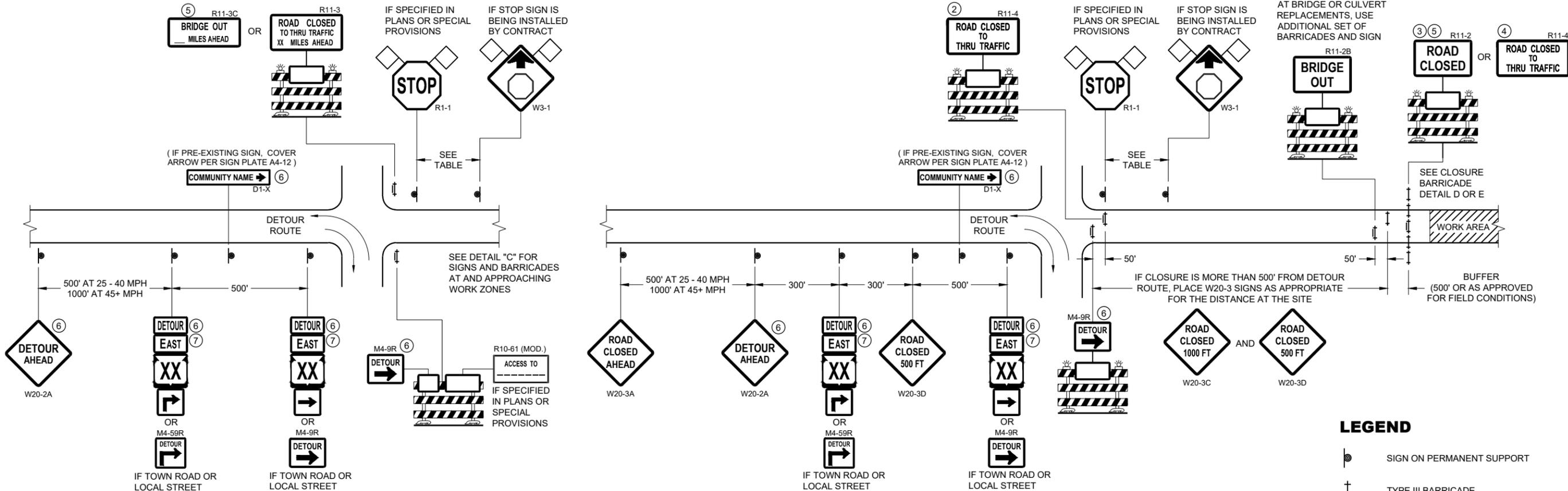
6

6

SDD 13C19 - 03

SDD 13C19 - 03

| | |
|--|---|
| HMA LONGITUDINAL JOINTS | |
| STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION | |
| APPROVED November 2020 DATE | /S/ Steven Hefel HMA PAVEMENT ENGIN 54 |
| FHWA | |



**DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR**

WORK ZONE GREATER THAN OR EQUAL TO 1/2 MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)

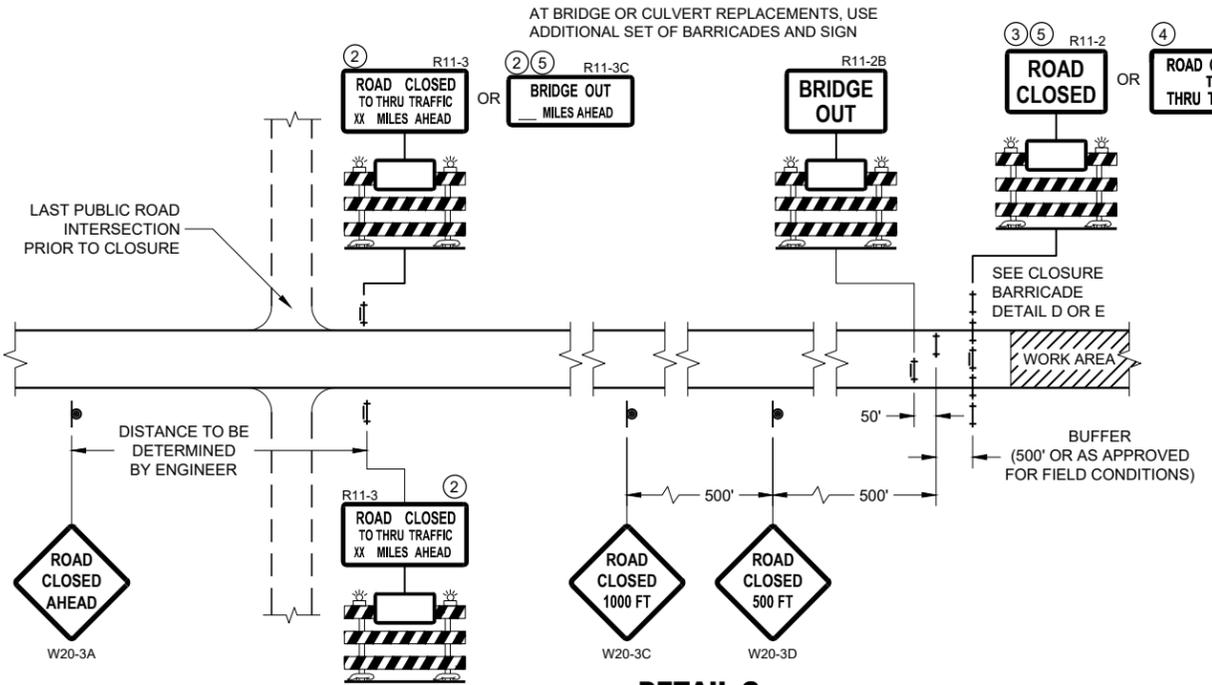
**DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR**

WORK ZONE LESS THAN 1/2 MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)

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

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

- M4 - 8
- M3 - X
- M1 - 4 OR M1 - 6 OR M1 - 5A
- M05 - 1 OR M06 - 1



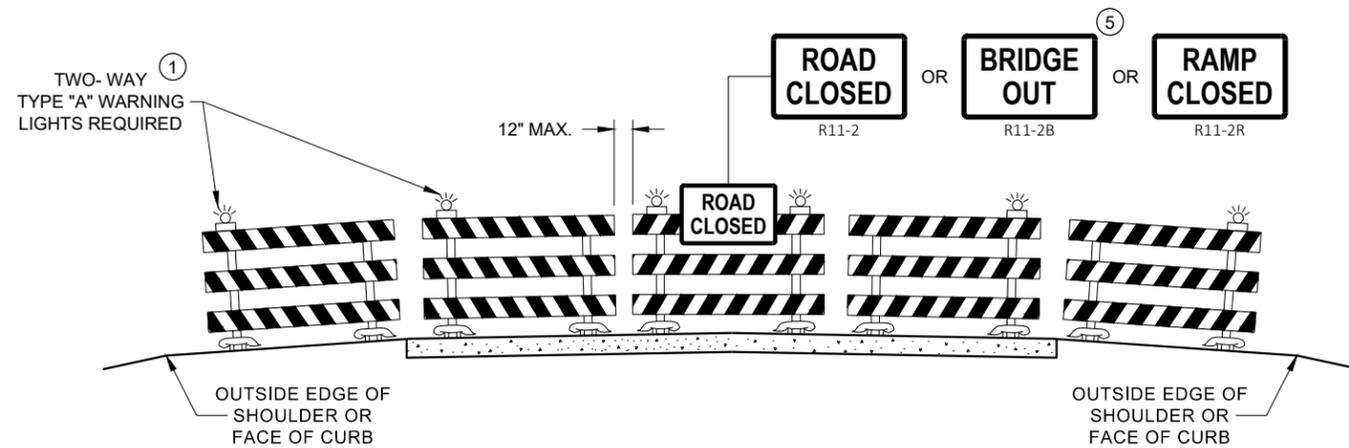
**DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR**

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

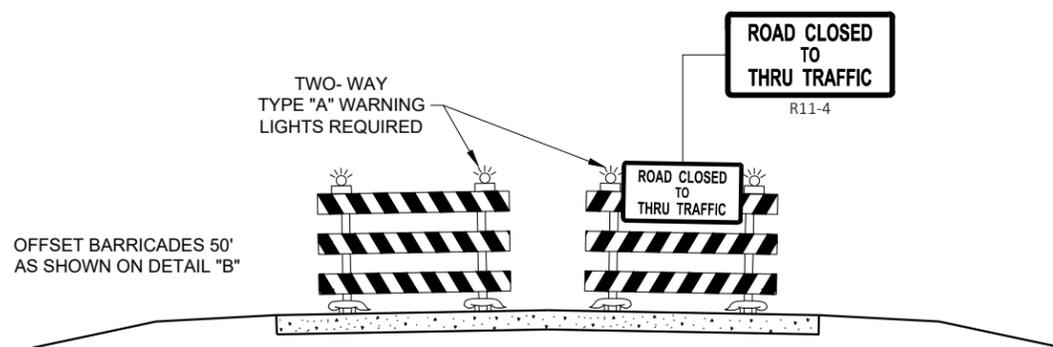
**BARRICADES AND SIGNS
FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 55



**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:

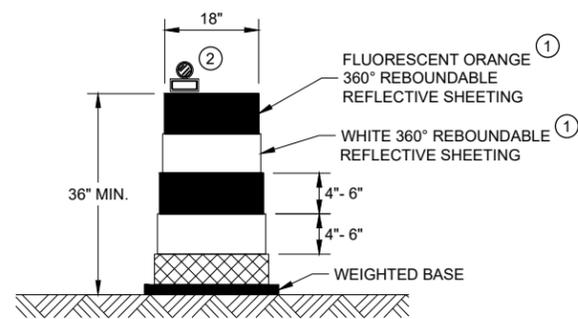
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60" X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" 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**

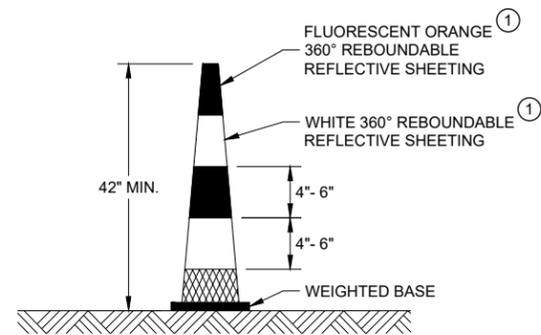
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 56
FHWA



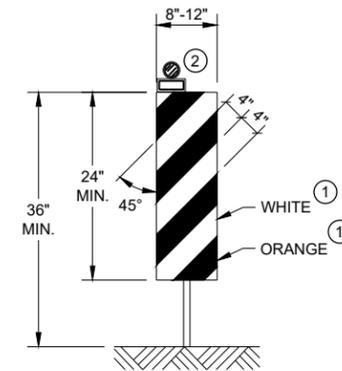
DRUM

BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

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

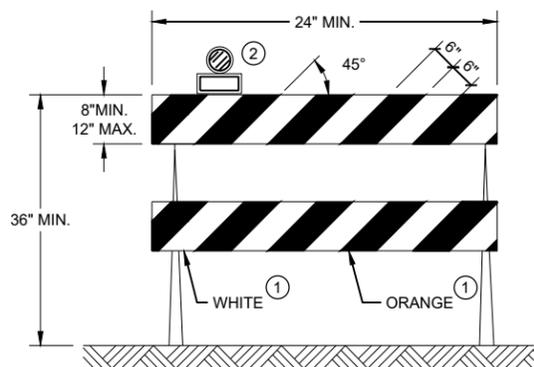


VERTICAL PANEL

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

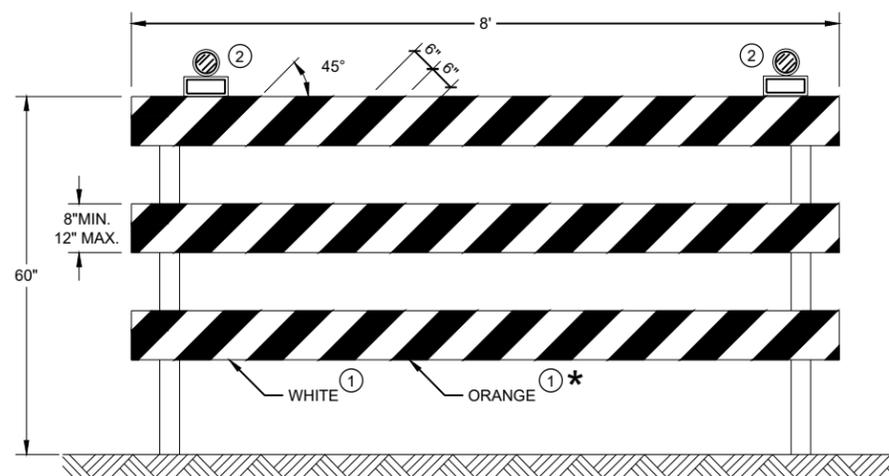
GENERAL NOTES

- 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.



TYPE II BARRICADE

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



TYPE III BARRICADE

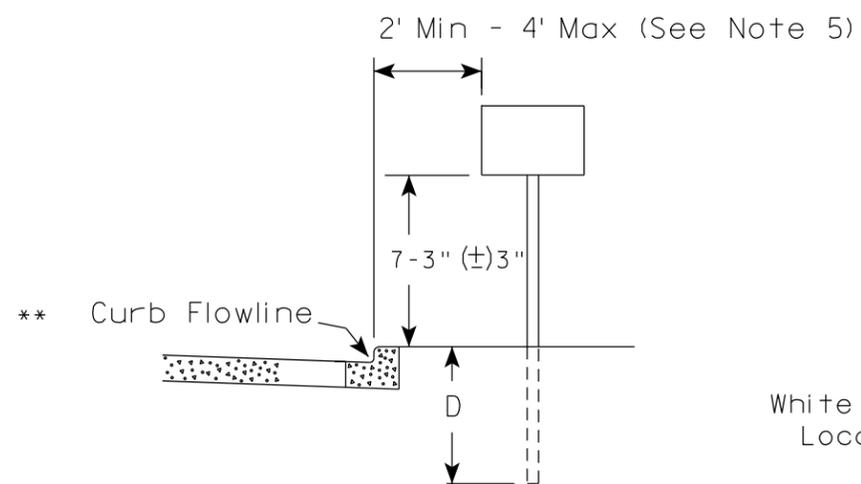
IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

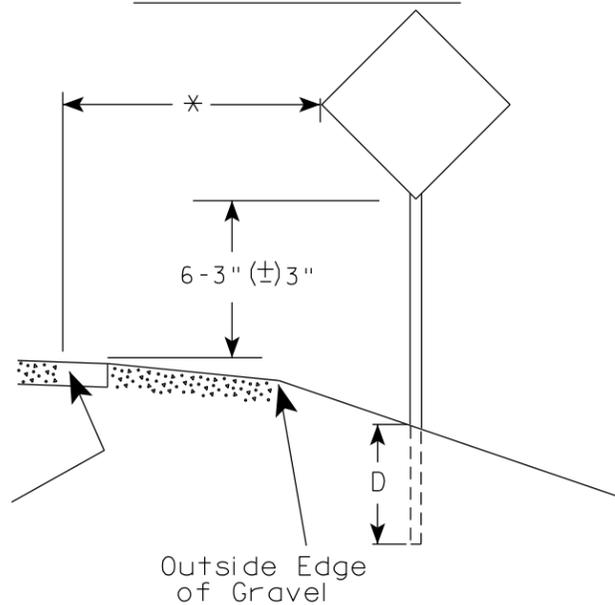
| | |
|--|---|
| CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS | |
| STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION | |
| APPROVED November 2022 DATE | /S/ Andrew Heidtke WORK ZONE ENGINEER 57 |
| FHWA | |

URBAN AREA

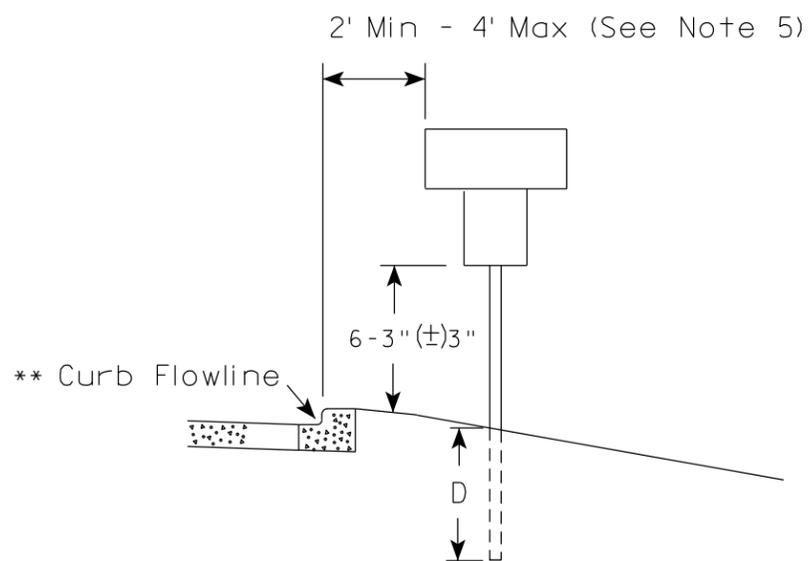
RURAL AREA (See Note 2)



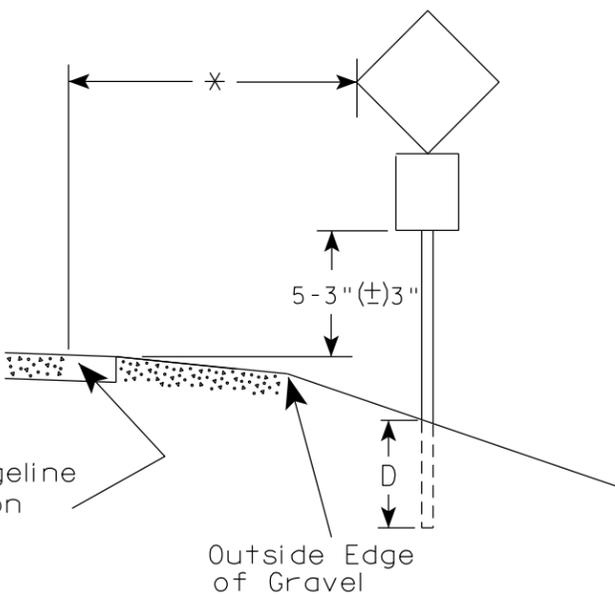
White Edgeline Location



Outside Edge of Gravel



White Edgeline Location



Outside Edge of Gravel

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' |

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

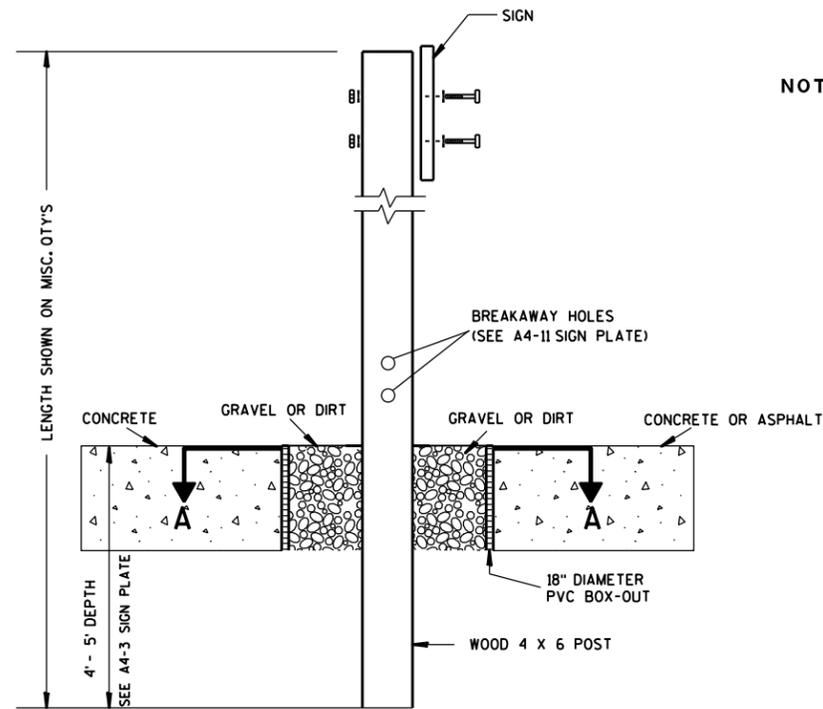
* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R Raub*
for State Traffic Engineer

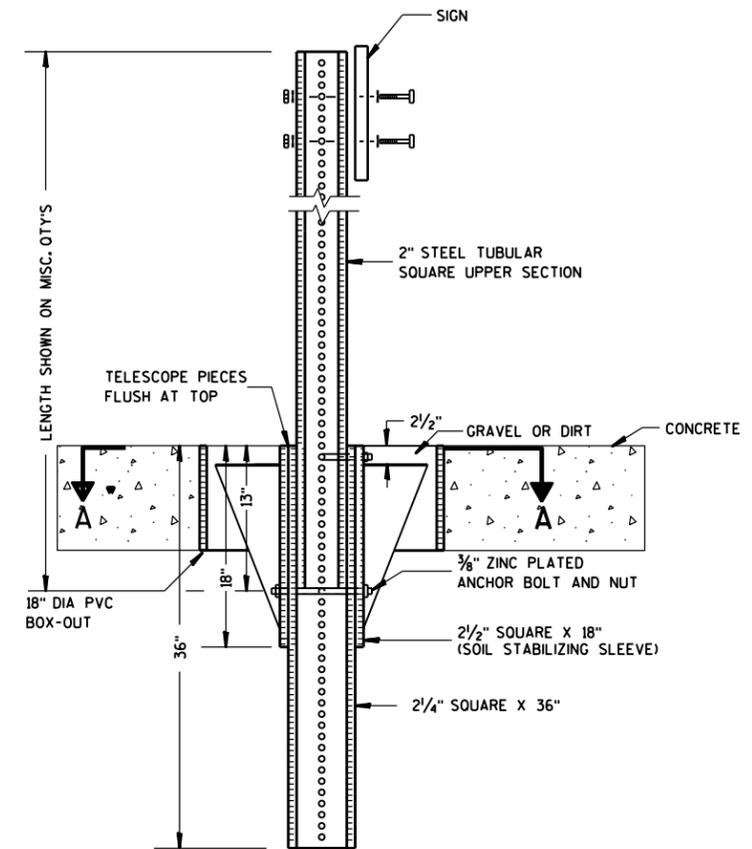
DATE 12/6/23 PLATE NO. A4-3.23



ELEVATION VIEW

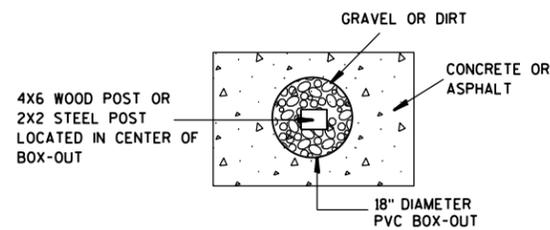
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- 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 <i>Matthew R. Rauch</i> for State Traffic Engineer | |
| DATE 1/27/14 | PLAT 59 A4-3B.1 |

GENERAL NOTES

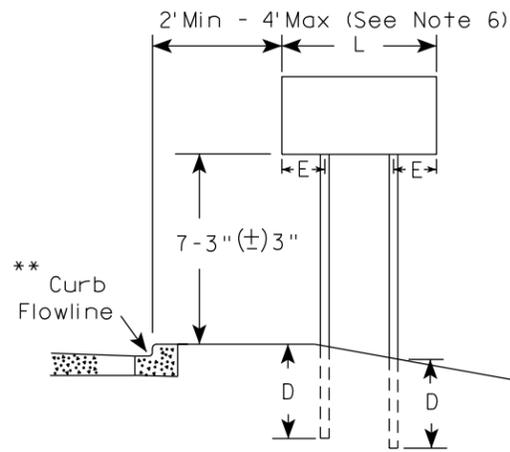
- For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
- See tables below for required number of posts.
- For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 3" depending upon existence of sub-sign.
- The (±) tolerance for mounting height is 3 inches.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

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

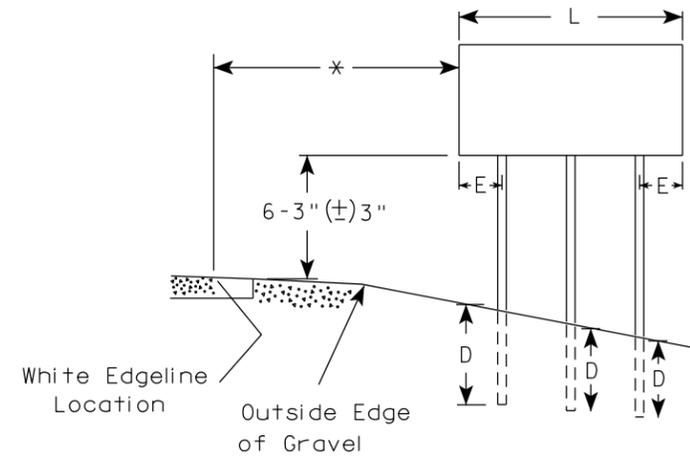
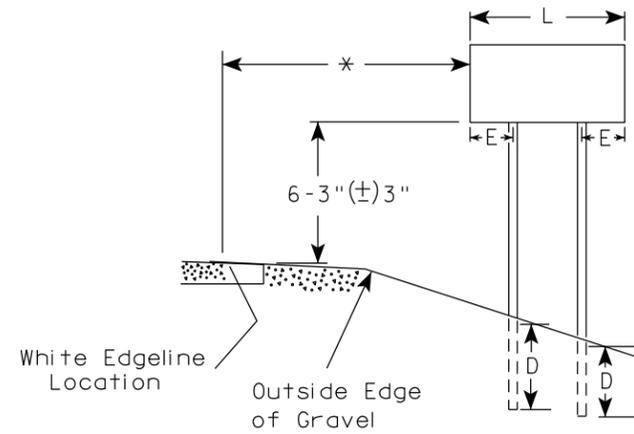
** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs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

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

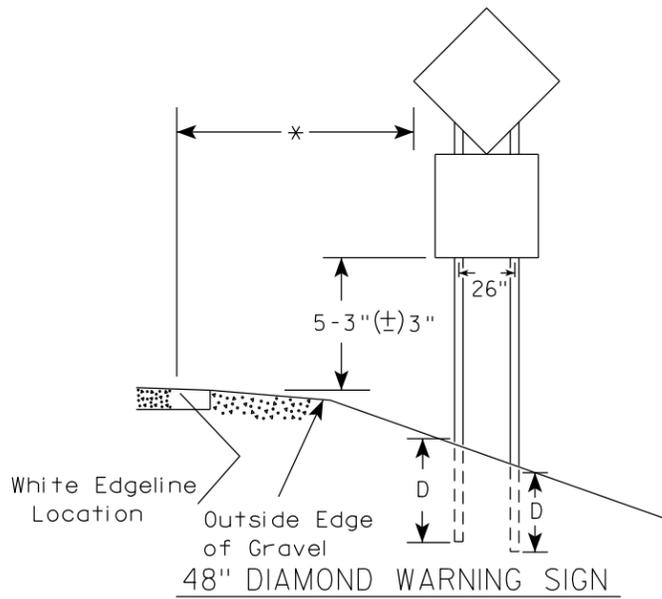
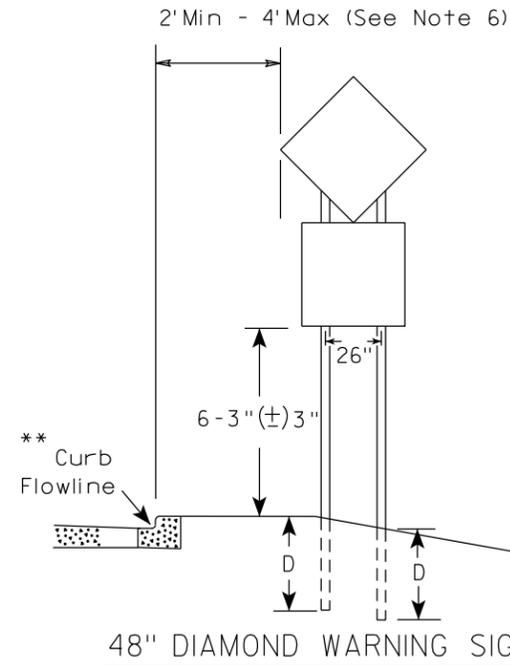
URBAN AREA



RURAL AREA (See Note 3)



URBAN AREA



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

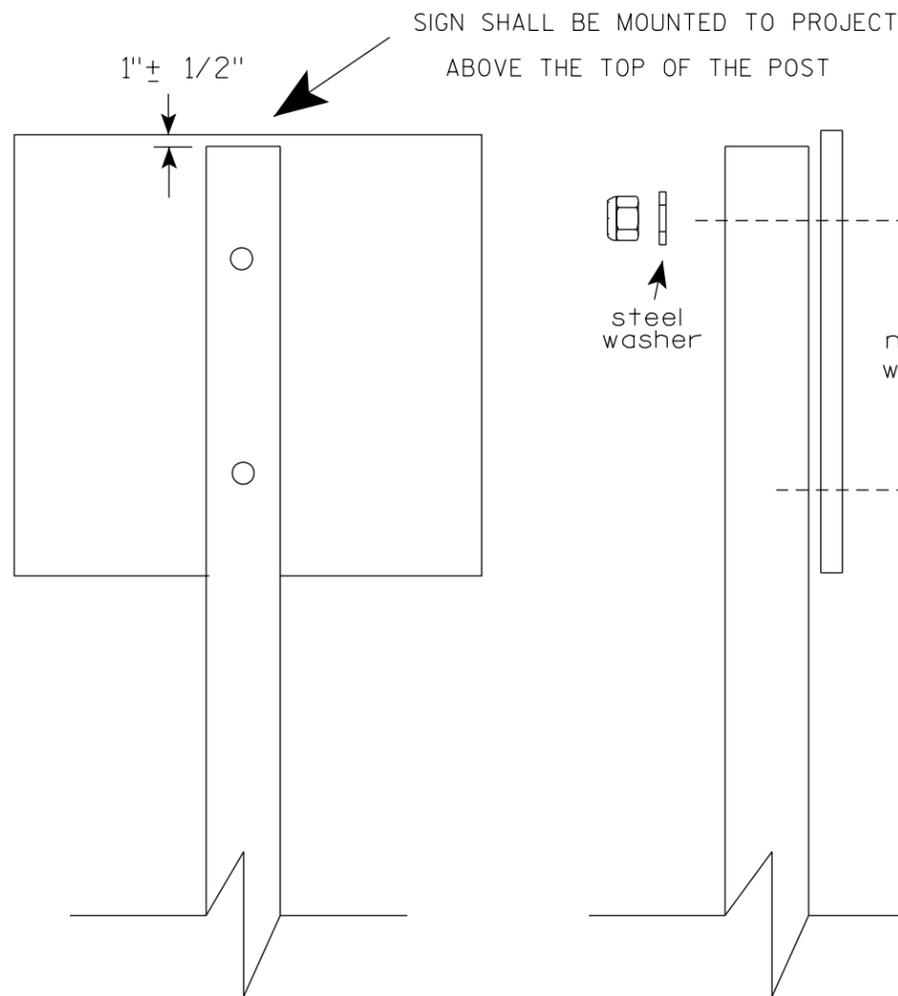
| SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED) | |
|--|-----|
| L | E |
| Greater than 108" to 144" | 12" |

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION
 APPROVED *Matthew R. Rauch*
 For State Traffic Engineer
 DATE 12/6/23 PLATE NO. A4-4.16



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

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

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

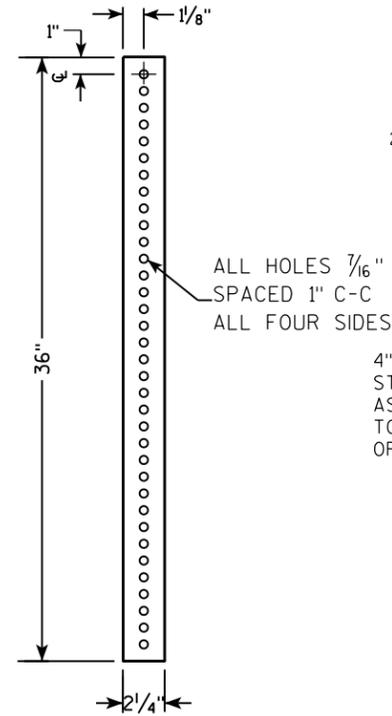
- STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
- MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts
- WOOD POSTS (4" x 6")
- LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
 - 3/8" X 4" (STRINGERS ON BACK OF SIGN)
- SQUARE STEEL POSTS (2" x 2")
- MACHINE BOLTS - 3/8" X 3-1/4" Length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

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

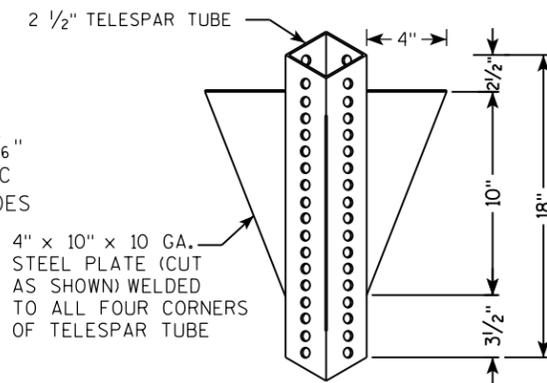
| | |
|----------------------------------|--|
| ATTACHMENT OF SIGNS TO POSTS | |
| WISCONSIN DEPT OF TRANSPORTATION | |
| APPROVED | <i>Matthew R Rauch</i> For State Traffic Engineer |
| DATE 4/1/2020 | PLATE NO. A4-8.9 |

**TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM**

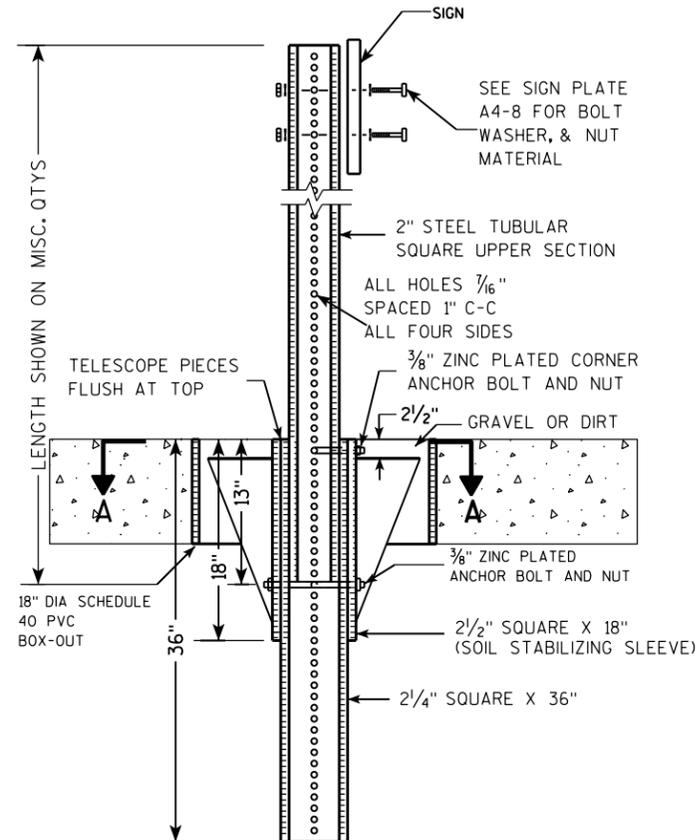
2 1/4" SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



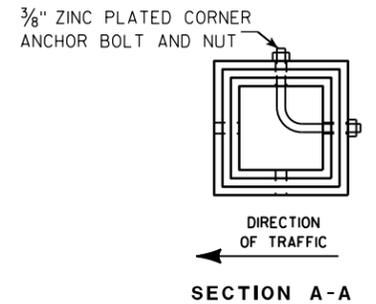
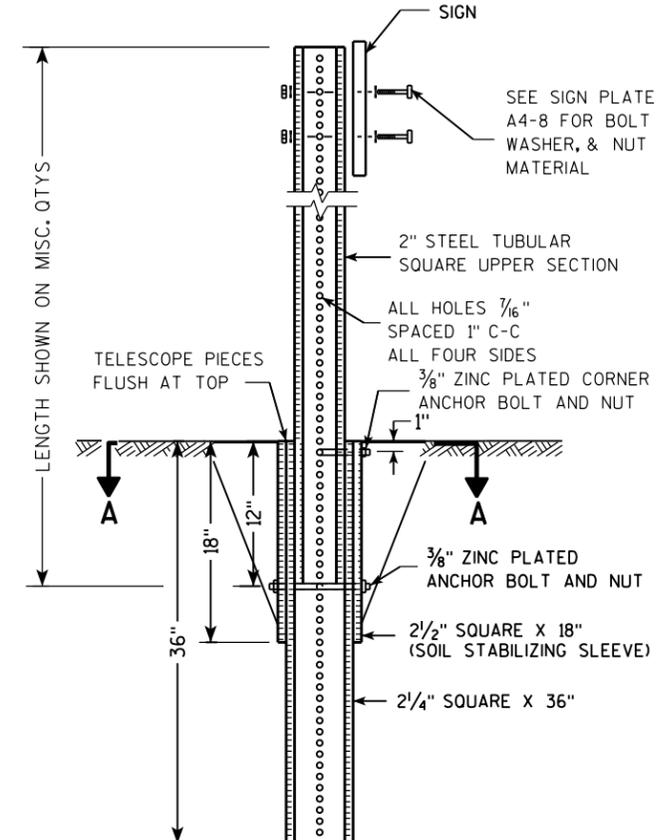
2 1/2" SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH



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



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



| 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 |

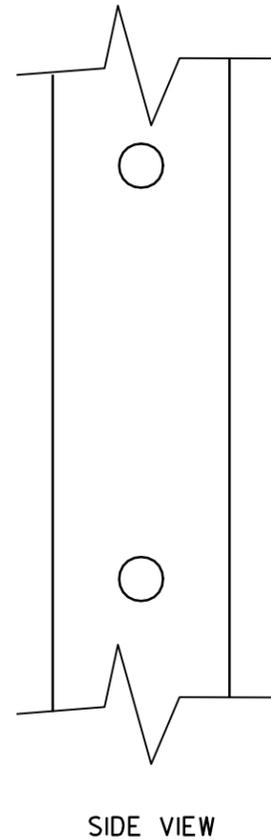
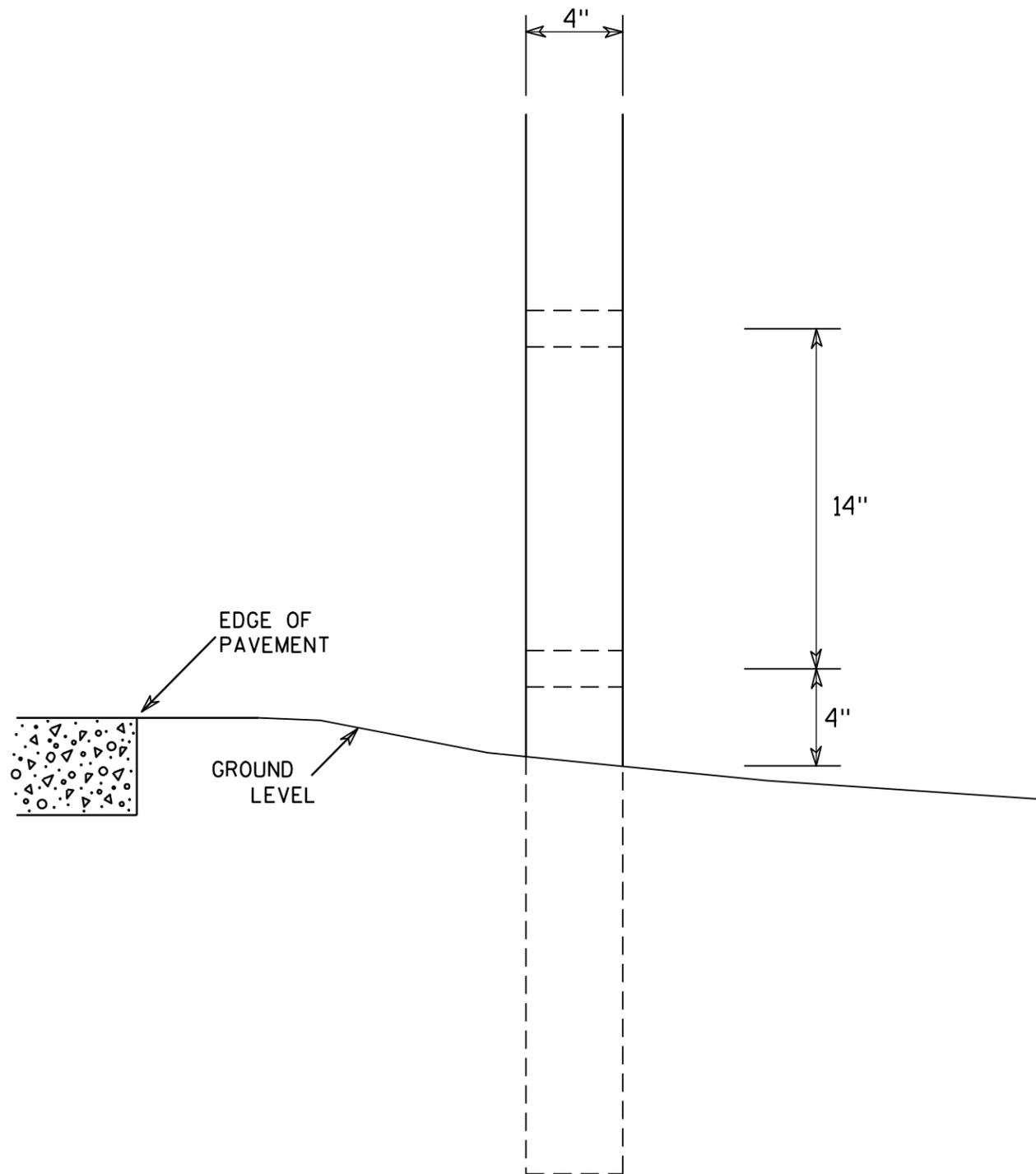
Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

**TUBULAR STEEL
SIGN POST
A4-9**

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/05/15 PLAT 62 14-9.9



GENERAL NOTES

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

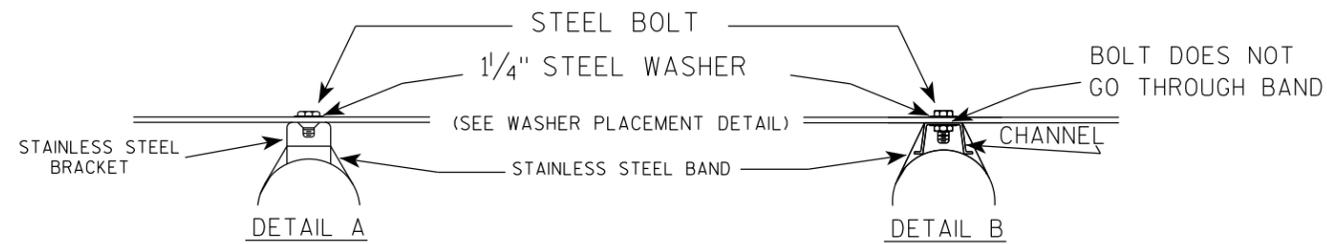
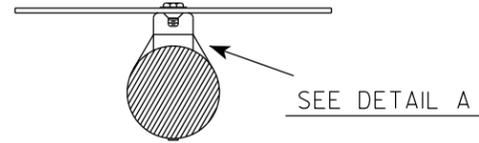
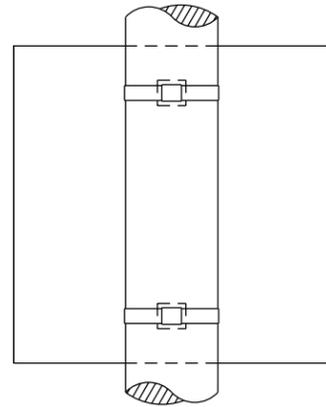
7

7

| | |
|--|--|
| 4 X 6 WOOD POST MODIFICATIONS | |
| <i>WISCONSIN DEPT OF TRANSPORTATION</i> | |
| APPROVED | <i>Chester J Spang</i> for State Traffic Engineer |
| DATE <u>3/27/97</u> | PLATE NO. <u>A4-11.2</u> |

BANDING

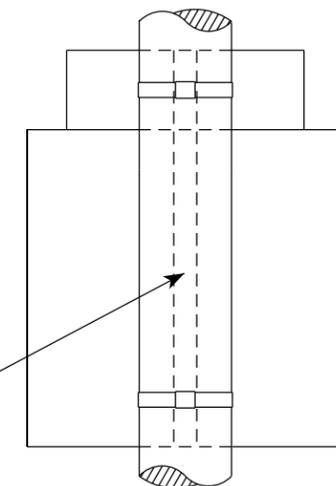
SINGLE SIGN



GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be 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

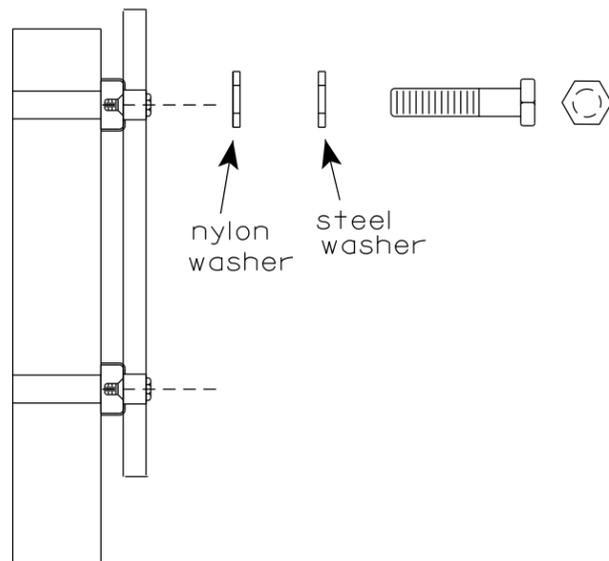
"J" ASSEMBLY



CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET



WASHER PLACEMENT



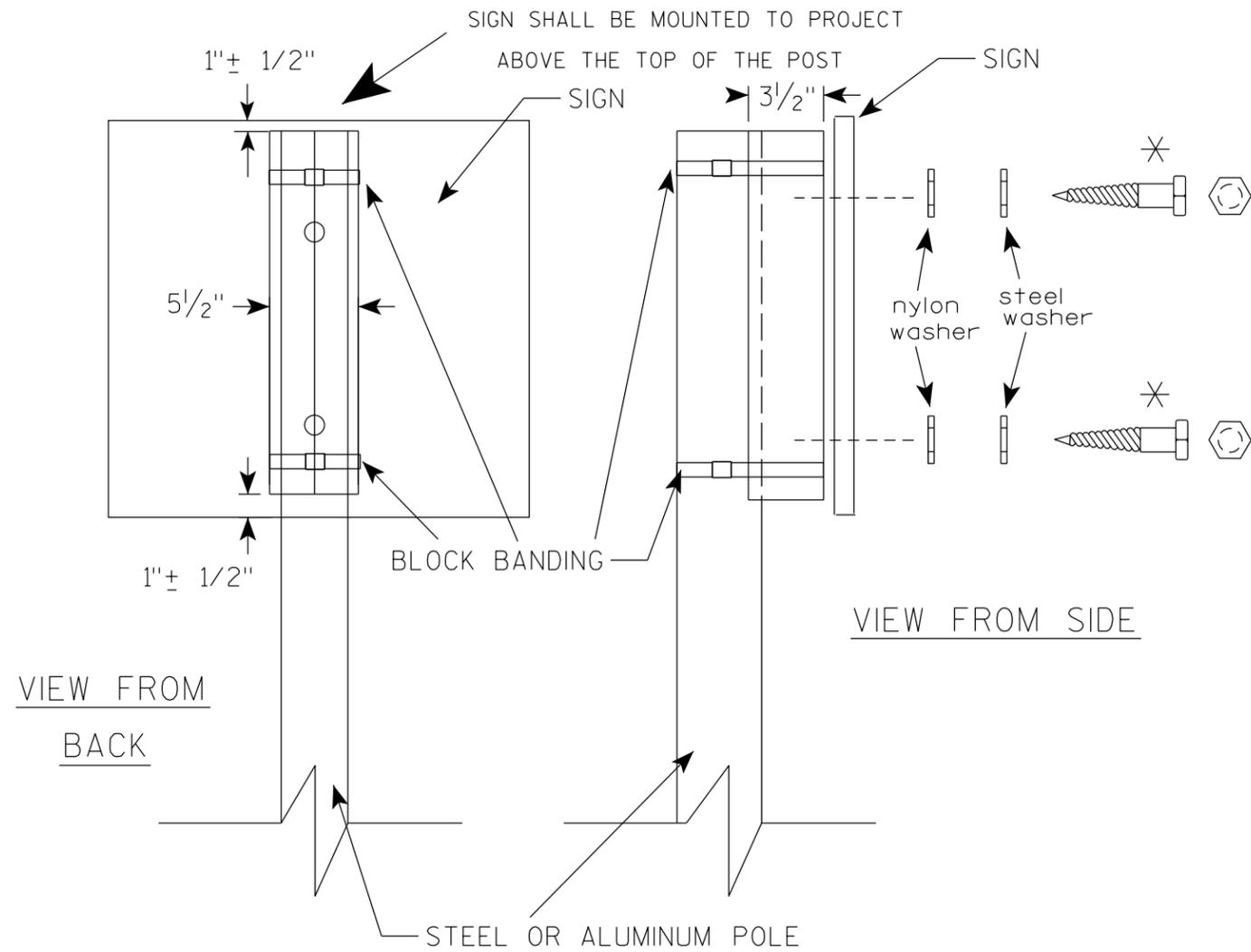
WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

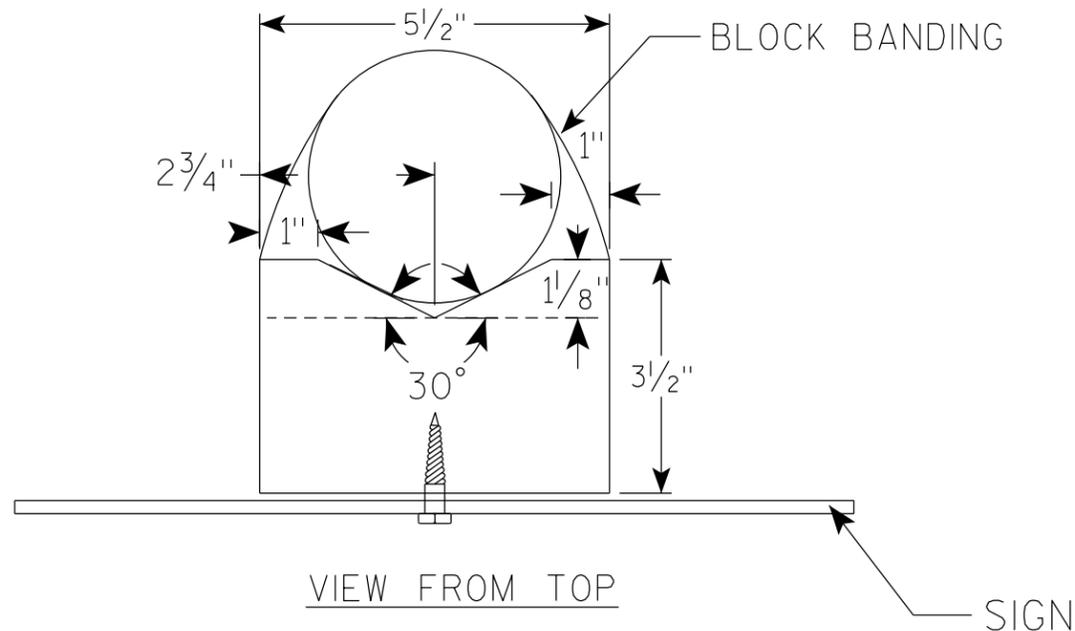
DATE 6/10/19 PLATE NO. A5-9.4



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, 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 1/4" O.D. X 3/8" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1/4" O.D. X 3/8" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✱ LAG BOLTS SHALL BE 3/8" X 2 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 |

| ELEVATOR STREET | | | | | | | | | | | | |
|-----------------|---------|--------------|----------|-----------|-------------------------------------|--------|-----------------------------------|-------------------------------------|--------|---------------------|---------------|---------------|
| CATEGORY | STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
| | | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | 1.25 | NOTE 4 |
| 0010 | 10+00 | 1000 | 0 | 62.20 | 8.17 | 11.10 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 10+42 | 1041.8 | 42 | 78.26 | 8.17 | 0.15 | 109 | 13 | 9 | 109 | 11 | 85 |
| | 10+50 | 1050 | 8 | 78.31 | 8.17 | 0.07 | 24 | 2 | 0 | 133 | 11 | 106 |
| | 11+00 | 1100 | 50 | 68.97 | 8.17 | 0.00 | 136 | 15 | 0 | 269 | 11 | 228 |
| | 11+50 | 1150 | 50 | 53.61 | 8.17 | 0.12 | 114 | 15 | 0 | 382 | 11 | 326 |
| | 11+75 | 1175 | 25 | 51.60 | 8.17 | 0.11 | 49 | 8 | 0 | 431 | 11 | 367 |
| | 12+00 | 1200 | 25 | 55.63 | 8.17 | 0.05 | 50 | 8 | 0 | 481 | 11 | 409 |
| | 12+50 | 1250 | 50 | 52.37 | 8.17 | 0.23 | 100 | 15 | 0 | 581 | 12 | 493 |
| | 13+00 | 1300 | 50 | 48.27 | 8.17 | 0.11 | 93 | 15 | 0 | 674 | 12 | 571 |
| | 13+50 | 1350 | 50 | 46.83 | 8.17 | 0.19 | 88 | 15 | 0 | 762 | 12 | 644 |
| | 14+00 | 1400 | 50 | 50.38 | 8.17 | 0.09 | 90 | 15 | 0 | 852 | 13 | 718 |
| | 14+50 | 1450 | 50 | 58.34 | 8.17 | 0.00 | 101 | 15 | 0 | 953 | 13 | 804 |
| | 14+57 | 1457.2 | 7 | 57.86 | 8.17 | 0.00 | 15 | 2 | 0 | 968 | 13 | 817 |
| | 15+00 | 1500 | 43 | 48.73 | 8.17 | 0.33 | 84 | 13 | 0 | 1,053 | 13 | 888 |
| | 15+50 | 1550 | 50 | 54.27 | 8.17 | 0.17 | 95 | 15 | 0 | 1,148 | 14 | 968 |
| | 15+58 | 1557.5 | 8 | 53.12 | 8.17 | 0.14 | 15 | 2 | 0 | 1,163 | 14 | 980 |
| | 16+00 | 1600 | 43 | 45.09 | 8.17 | 0.18 | 77 | 13 | 0 | 1,240 | 14 | 1,045 |
| | 16+50 | 1650 | 50 | 38.27 | 8.17 | 1.05 | 77 | 15 | 1 | 1,317 | 16 | 1,105 |
| | 17+00 | 1700 | 50 | 50.20 | 8.17 | 0.48 | 82 | 15 | 1 | 1,399 | 17 | 1,170 |
| | 17+50 | 1750 | 50 | 49.71 | 8.17 | 1.67 | 93 | 15 | 2 | 1,492 | 20 | 1,245 |
| | 18+00 | 1800 | 50 | 50.18 | 8.17 | 1.13 | 92 | 15 | 3 | 1,584 | 23 | 1,319 |
| | 18+50 | 1850 | 50 | 45.46 | 8.17 | 0.28 | 89 | 15 | 1 | 1,673 | 25 | 1,391 |
| | 19+00 | 1900 | 50 | 47.65 | 8.17 | 0.12 | 86 | 15 | 0 | 1,759 | 25 | 1,462 |
| | 19+50 | 1950 | 50 | 42.24 | 8.17 | 0.00 | 83 | 15 | 0 | 1,842 | 25 | 1,530 |
| | 20+00 | 2000 | 50 | 42.11 | 8.17 | 0.00 | 78 | 15 | 0 | 1,920 | 25 | 1,593 |
| | 20+50 | 2050 | 50 | 58.16 | 8.17 | 0.00 | 93 | 15 | 0 | 2,013 | 25 | 1,670 |
| | 20+75 | 2074.6 | 25 | 56.43 | 8.17 | 0.00 | 52 | 7 | 0 | 2,065 | 25 | 1,715 |
| | 21+00 | 2100 | 25 | 56.08 | 8.17 | 0.00 | 53 | 8 | 0 | 2,118 | 25 | 1,760 |
| | 21+50 | 2150 | 50 | 52.08 | 8.17 | 0.27 | 100 | 15 | 0 | 2,219 | 26 | 1,845 |
| | 22+00 | 2200 | 50 | 55.63 | 8.17 | 0.31 | 100 | 15 | 1 | 2,318 | 26 | 1,929 |
| | 22+50 | 2250 | 50 | 45.91 | 8.17 | 0.09 | 94 | 15 | 0 | 2,412 | 27 | 2,007 |
| | 23+00 | 2300 | 50 | 42.48 | 8.17 | 0.00 | 82 | 15 | 0 | 2,494 | 27 | 2,074 |
| | 23+50 | 2350 | 50 | 47.00 | 8.17 | 0.00 | 83 | 15 | 0 | 2,577 | 27 | 2,142 |
| | 24+00 | 2400 | 50 | 33.37 | 8.17 | 0.94 | 74 | 15 | 1 | 2,651 | 28 | 2,200 |
| | 24+35 | 2435 | 35 | 35.36 | 8.17 | 0.38 | 45 | 11 | 1 | 2,696 | 29 | 2,233 |
| | 24+50 | 2450 | 15 | 32.97 | 8.17 | 1.97 | 19 | 5 | 1 | 2,715 | 30 | 2,246 |
| | 24+90 | 2490 | 40 | 39.73 | 8.17 | 0.71 | 54 | 12 | 2 | 2,769 | 32 | 2,286 |
| | 25+00 | 2500 | 10 | 37.33 | 8.17 | 1.75 | 14 | 3 | 0 | 2,783 | 33 | 2,296 |
| | 25+12 | 2511.5 | 12 | 43.96 | 8.17 | 0.19 | 17 | 3 | 0 | 2,800 | 33 | 2,310 |
| | 25+50 | 2550 | 39 | 47.64 | 8.17 | 0.00 | 68 | 12 | 0 | 2,868 | 33 | 2,366 |
| | 25+85 | 2585 | 35 | 12.41 | 8.17 | 0.00 | 39 | 11 | 0 | 2,907 | 33 | 2,394 |
| | | | | | | | 2907 | 479 | 27 | | | |

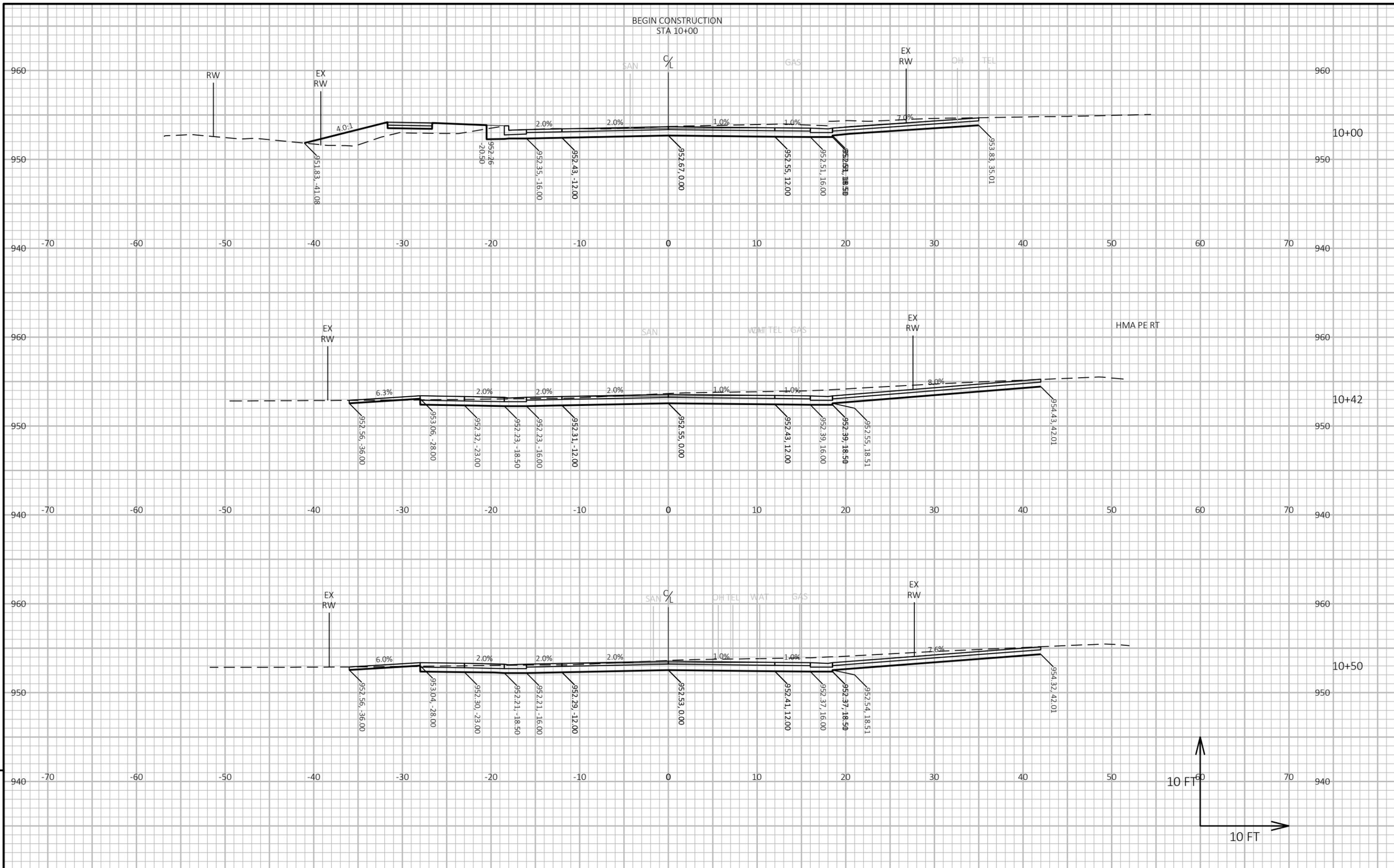
| NOTES: | |
|---|---|
| 1 - CUT | CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL |
| 2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL | THIS DOES NOT SHOW UP IN CROSS SECTIONS |
| 3 - FILL | DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME |
| 4 - MASS ORDINATE | IF MARSH AND EBS TO BE BACKFILLED WITH BASE AGGREGATE: [CUT - SALVAGED PAVT - ROCK EXCAVATION - ((FILL - REDUCED MARSH IN FILL - REDUCED EBS IN FILL) * FILL FACTOR)] |

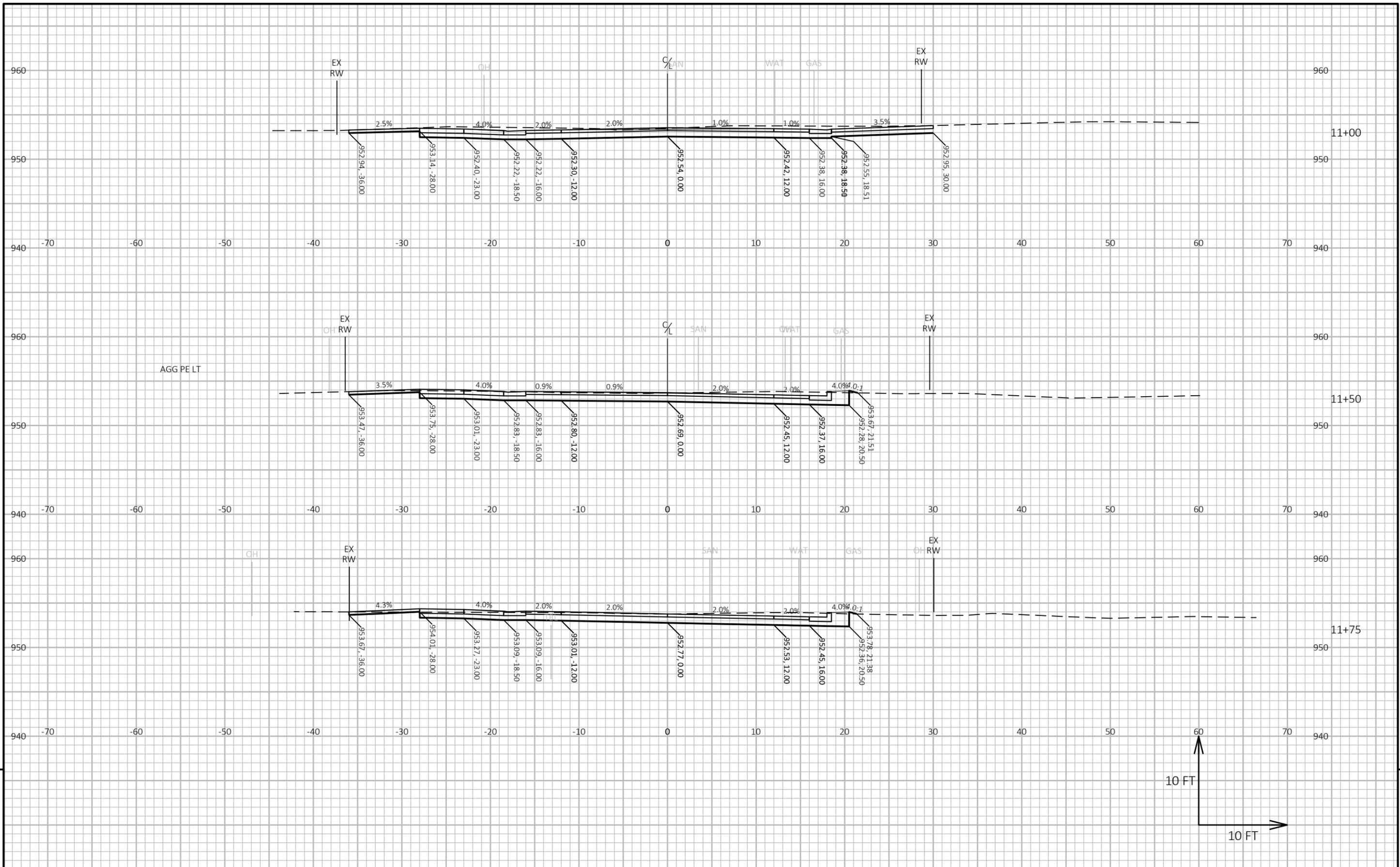
| WEST STREET | | | | | | | | | | | | |
|-------------|---------|--------------|----------|-----------|-------------------------------------|--------|-----------------------------------|-------------------------------------|--------|---------------------|---------------|---------------|
| CATEGORY | STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
| | | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | NOTE 2 | NOTE 4 |
| 0010 | 100+50 | 10050 | 0 | 40.27 | 15.00 | 30.67 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 101+00 | 10100 | 50 | 39.34 | 5.75 | 10.25 | 74 | 19 | 38 | 74 | 47 | 7 |
| | 101+40 | 10140 | 40 | 38.70 | 5.75 | 1.05 | 58 | 9 | 8 | 132 | 58 | 46 |
| | | | | | | | 132 | 28 | 46 | | | |

| NOTES: | |
|---|---|
| 1 - CUT | CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL |
| 2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL | THIS DOES NOT SHOW UP IN CROSS SECTIONS |
| 3 - FILL | DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME |
| 4 - MASS ORDINATE | IF MARSH AND EBS TO BE BACKFILLED WITH BASE AGGREGATE: [CUT - SALVAGED PAVT - ROCK EXCAVATION - ((FILL - REDUCED MARSH IN FILL - REDUCED EBS IN FILL) * FILL FACTOR)] |

9

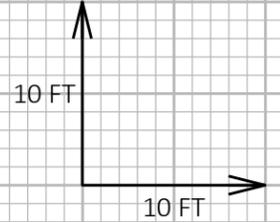
9

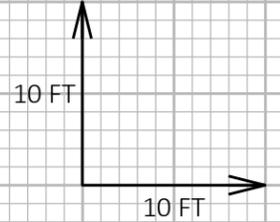




9

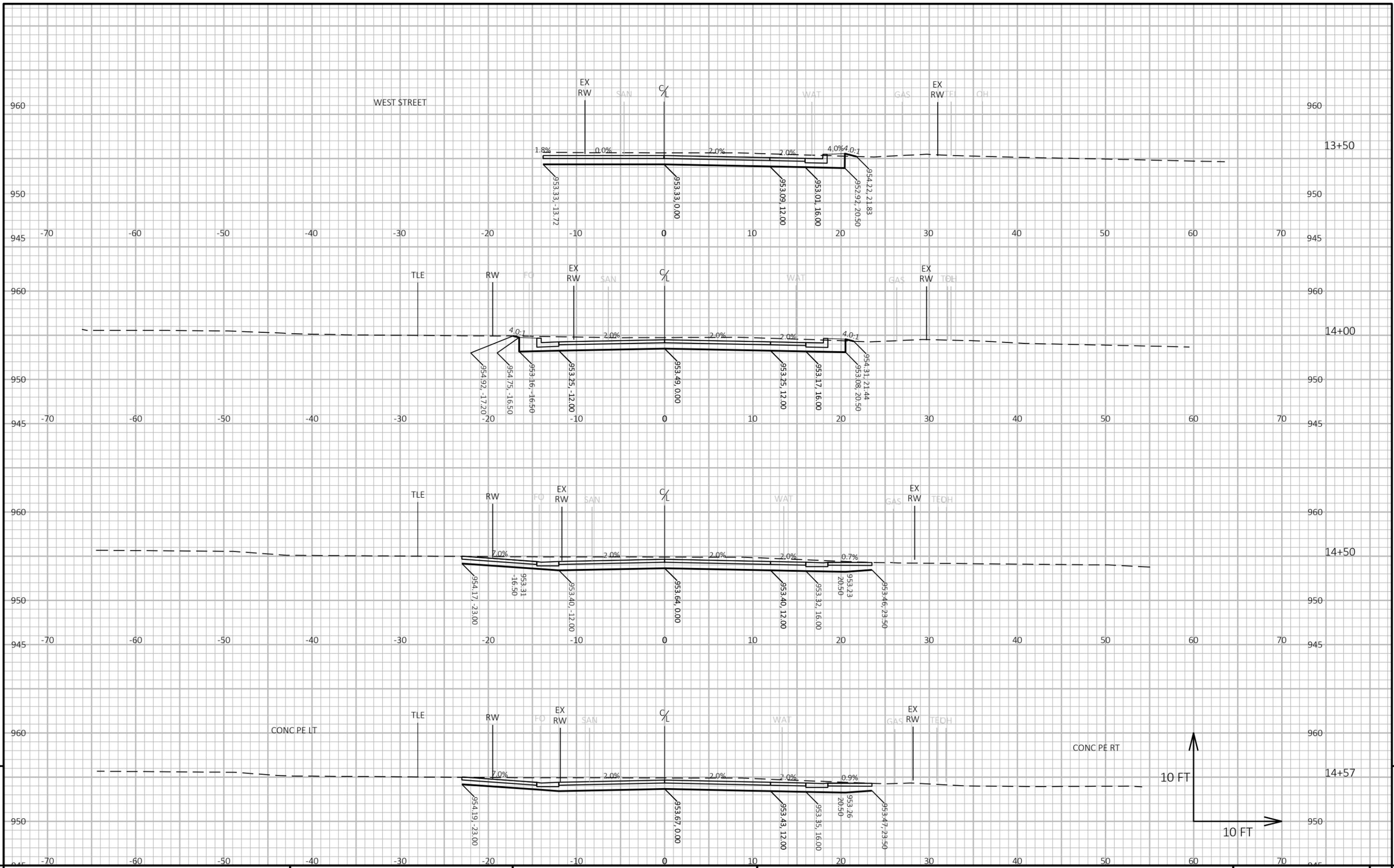
9



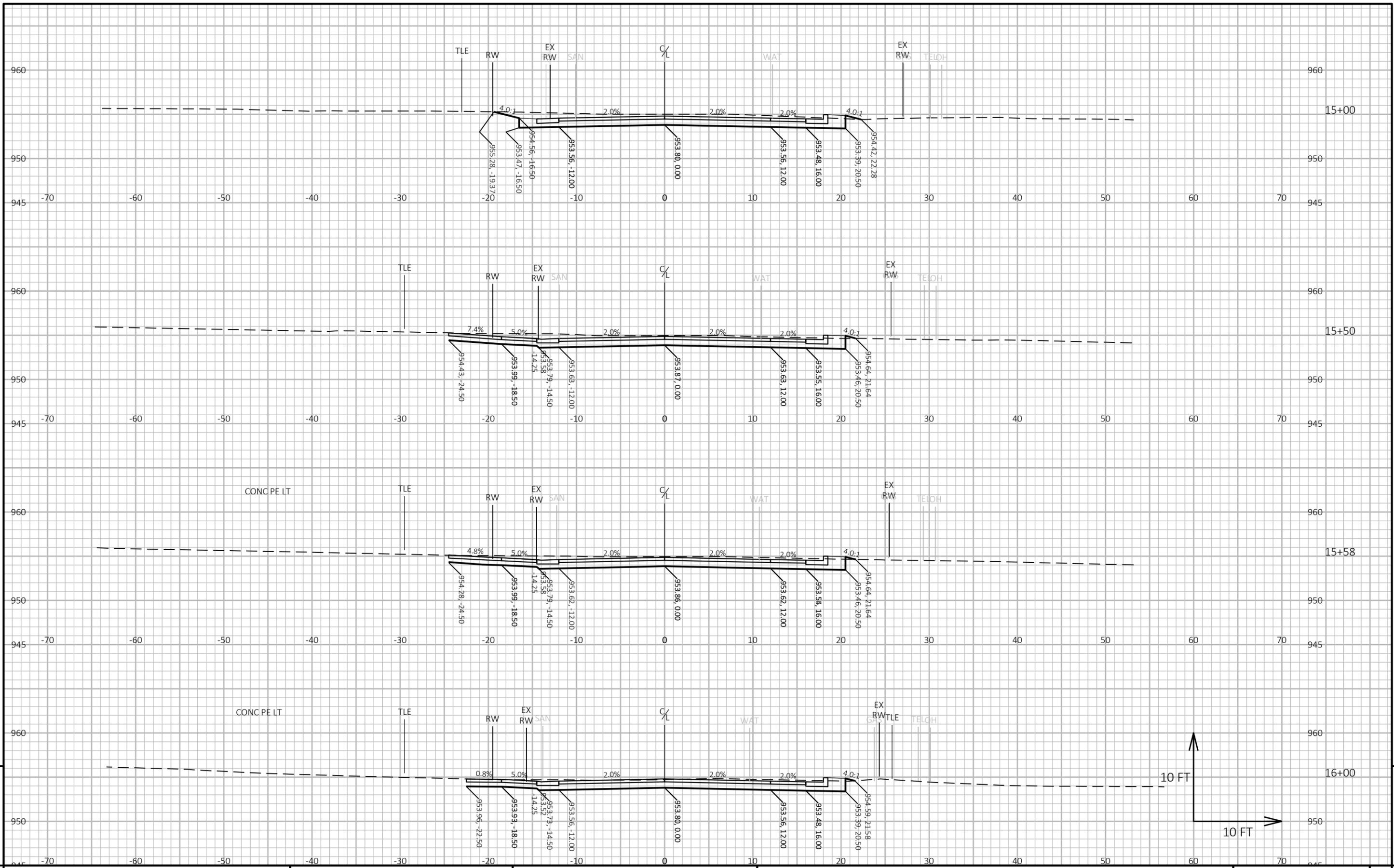


9

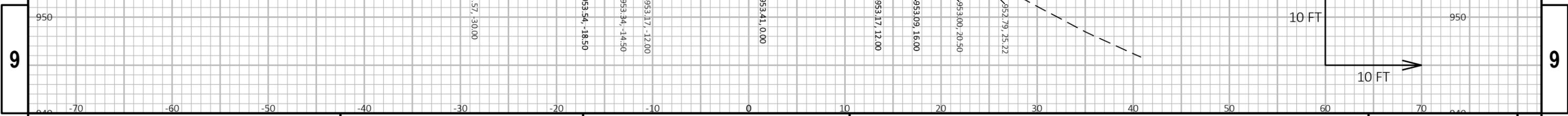
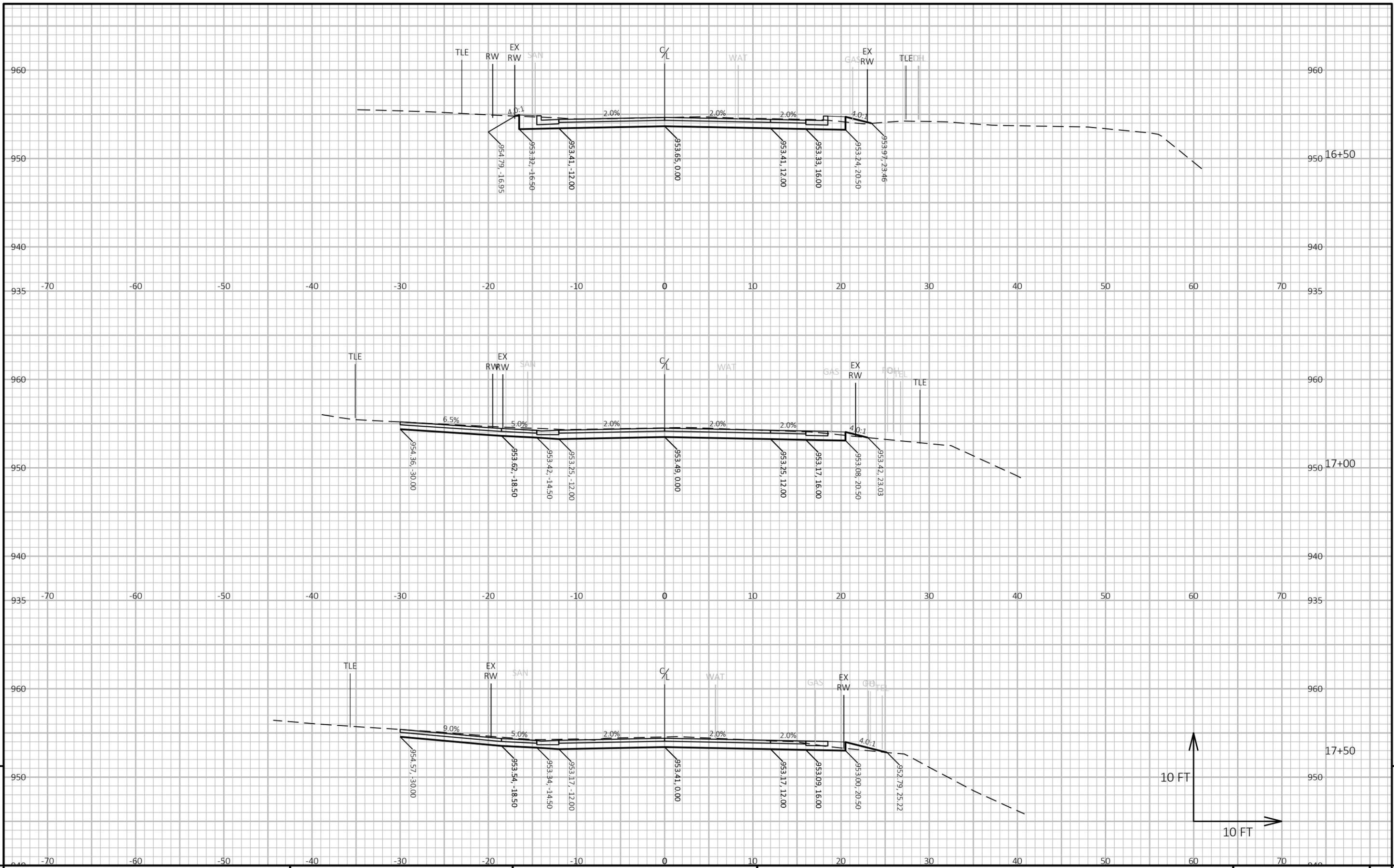
9



PROJECT NO: 7287-00-72 HWY: ELEVATOR STREET COUNTY: TREMPPEALEAU CROSS SECTIONS: ELEVATOR ST SHEET 71



PROJECT NO: 7287-00-72 HWY: ELEVATOR STREET COUNTY: TREMPPEALEU CROSS SECTIONS: ELEVATOR ST SHEET 72



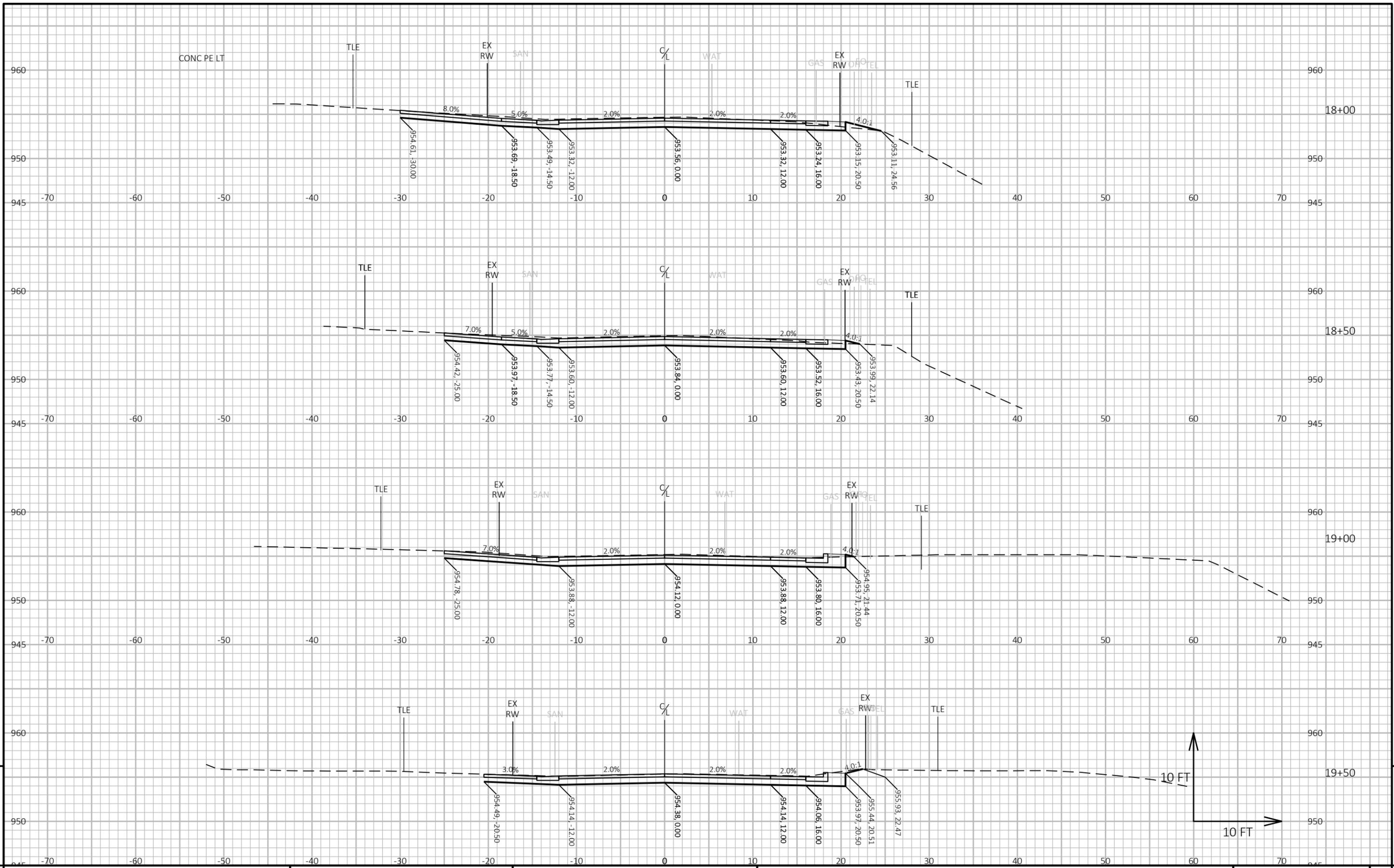
PROJECT NO: 7287-00-72 HWY: ELEVATOR STREET COUNTY: TREMPLEAU CROSS SECTIONS: ELEVATOR ST SHEET 73

FILE NAME: X:\KO\O\SSW\175083\5-FINAL-DSGN\C3D -WEST-ELEVATOR ST\SHEETS\090201_XS.DWG PLOT DATE: 12/18/2025 2:27 PM PLOT BY: BEN PIERCE PLOT NAME: PLOT SCALE: 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. WISDOT/CADD SHEET 49

9

9

E



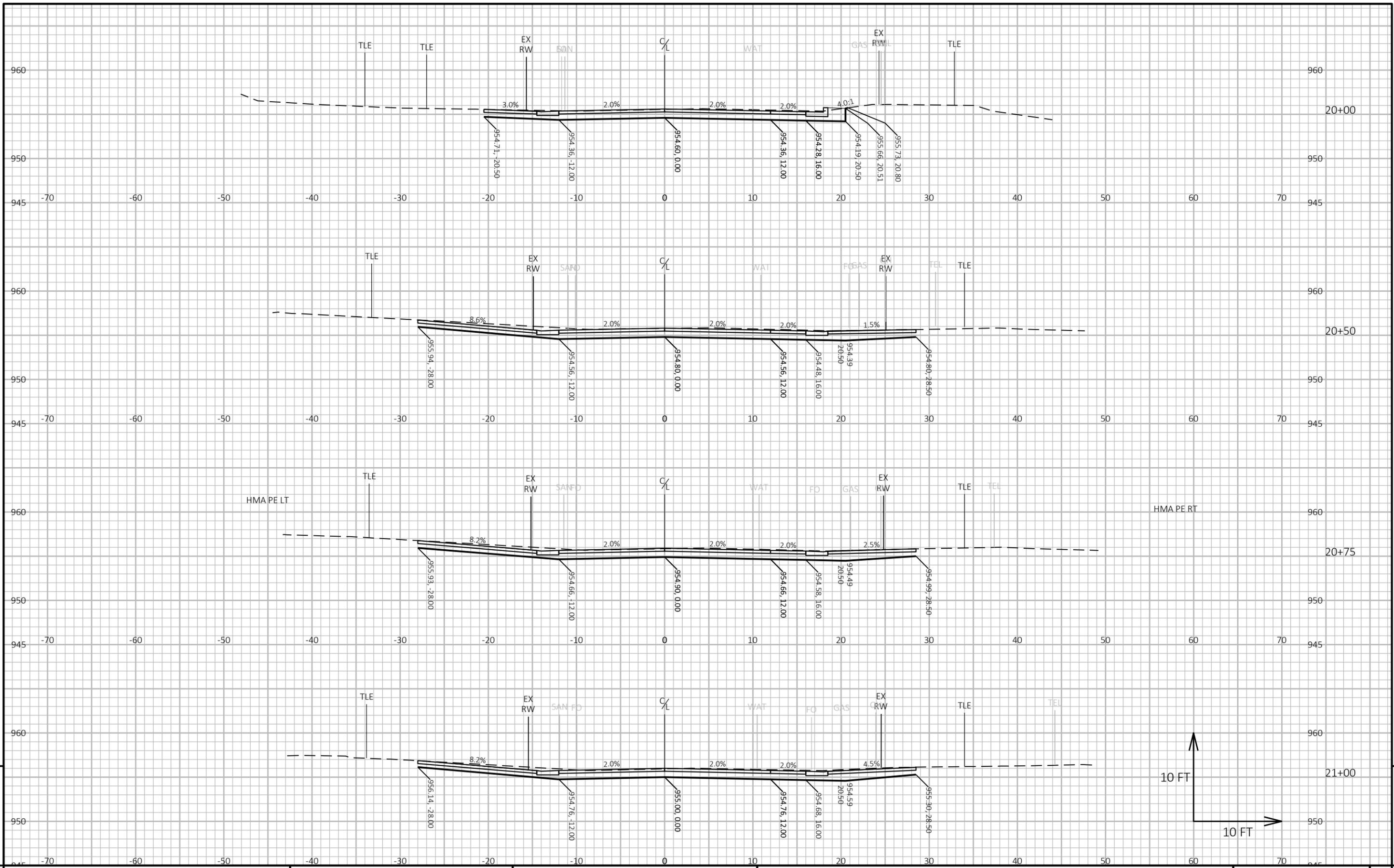
PROJECT NO: 7287-00-72

HWY: ELEVATOR STREET

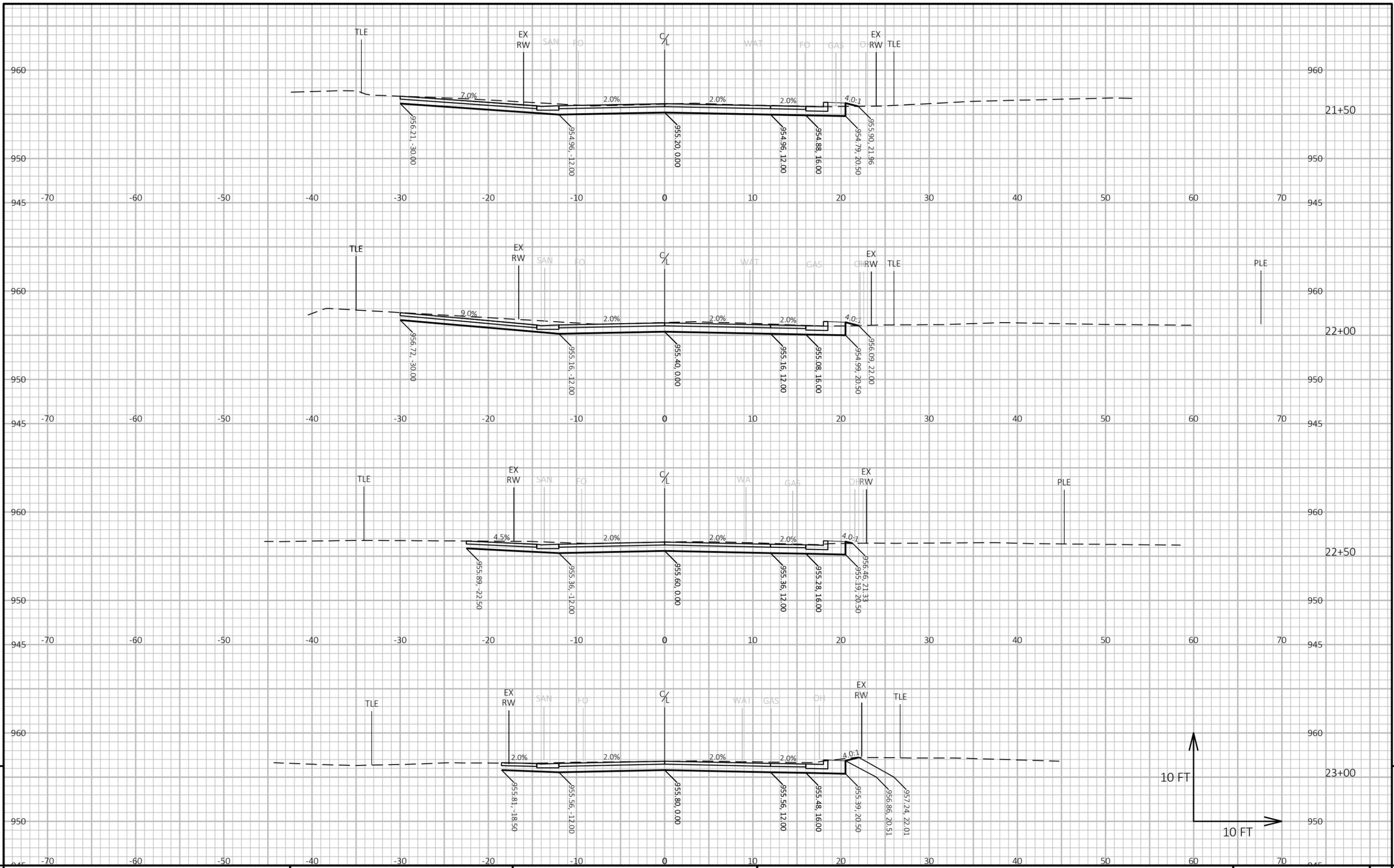
COUNTY: TREMPPEALEAU

CROSS SECTIONS: ELEVATOR ST

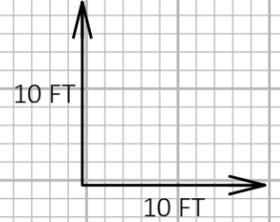
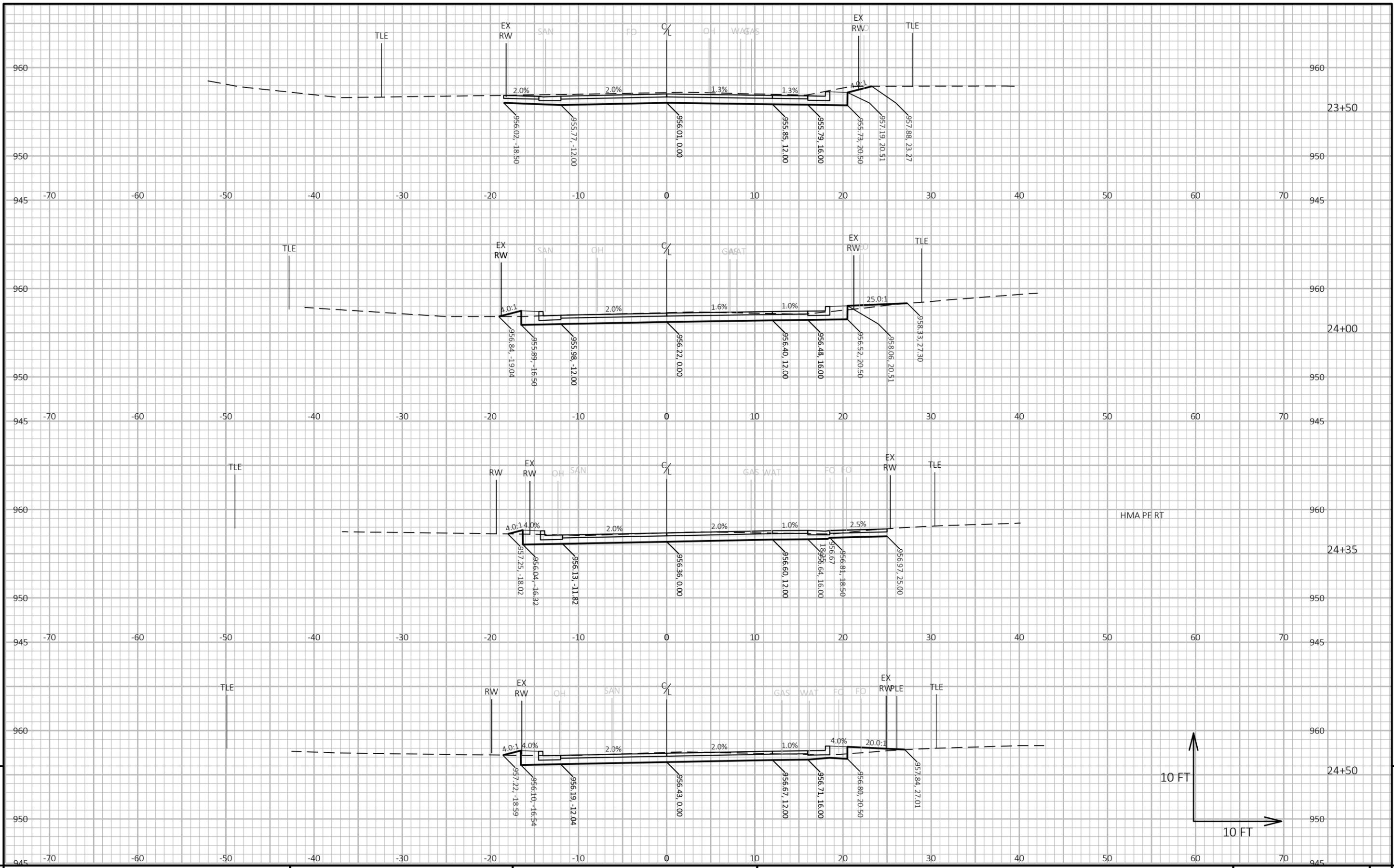
SHEET 74

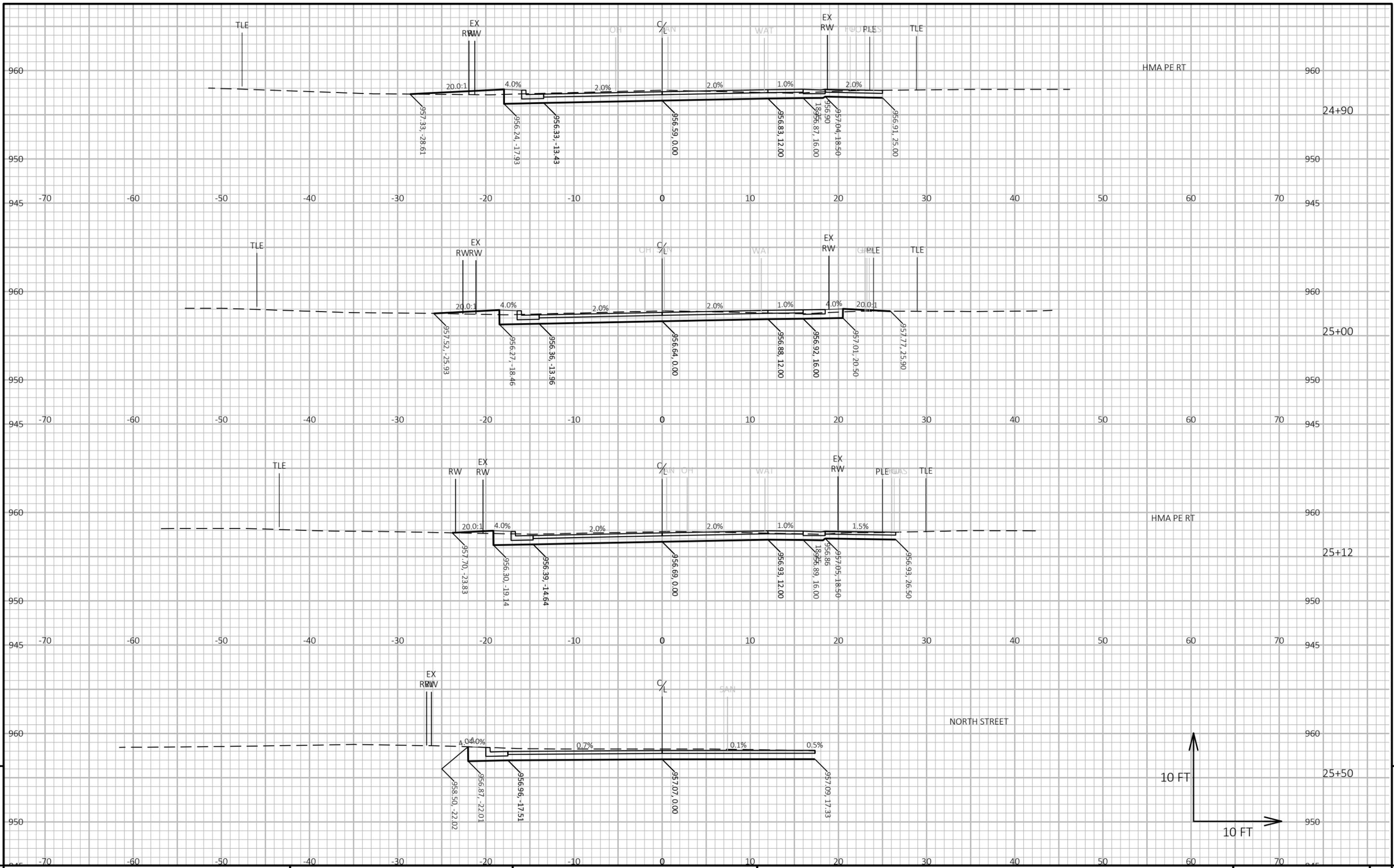


PROJECT NO: 7287-00-72 HWY: ELEVATOR STREET COUNTY: TREMPLEAU CROSS SECTIONS: ELEVATOR ST SHEET 75



PROJECT NO: 7287-00-72 HWY: ELEVATOR STREET COUNTY: TREMPPEALEU CROSS SECTIONS: ELEVATOR ST SHEET 76





PROJECT NO: 7287-00-72

HWY: ELEVATOR STREET

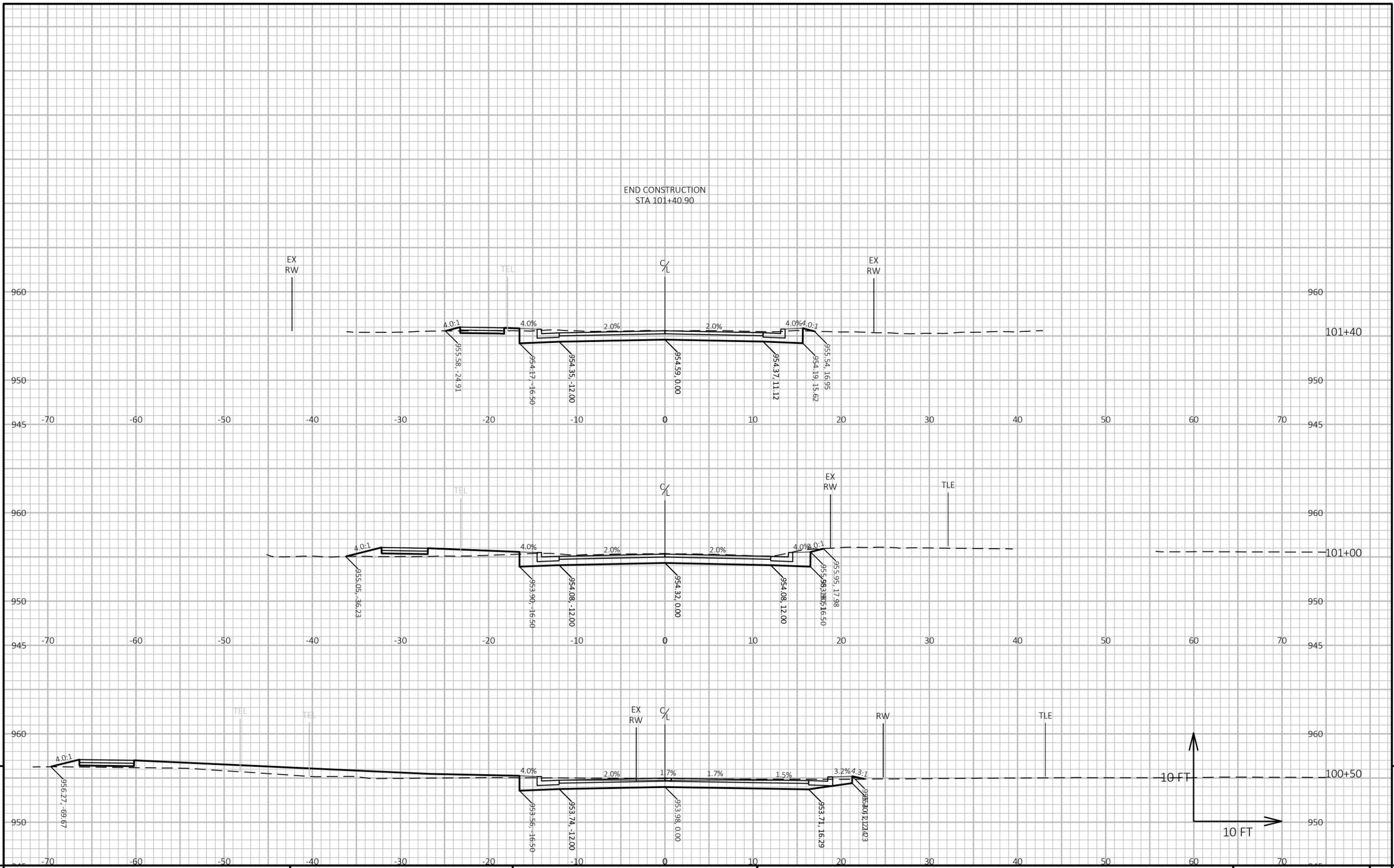
COUNTY: TREMPPEALEAU

CROSS SECTIONS: ELEVATOR ST

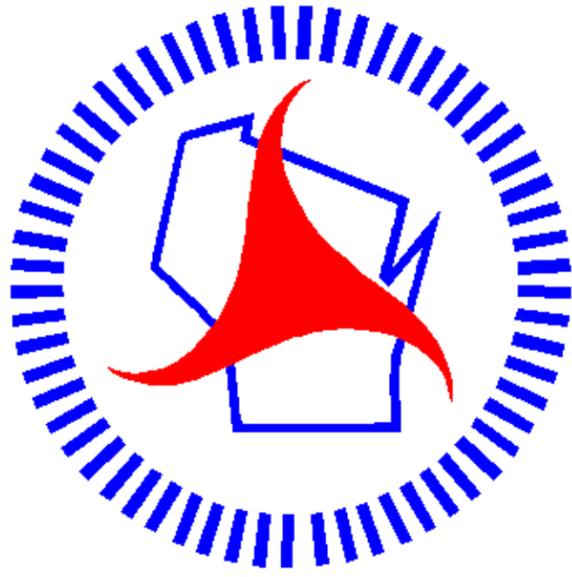
SHEET

78

E



PROJECT NO: 7287-00-72 HWY: ELEVATOR STREET COUNTY: TREMPPEALEAU CROSS SECTIONS: WEST ST SHEET 79



Wisconsin Department of Transportation

Dedicated people creating transportation solutions through innovation and exceptional service.

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