PROJECT ID: 1693-34-76
WITH: N/A

COUNTY: RACINE

ORDER OF SHEETS

TOTAL SHEETS = ___

N

DESIGN DESIGNATION

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

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

CITY OF RACINE, WISCONSIN

RACINE COUNTY

PLAN OF PROPOSED IMPROVEMENT

LAKE MICHIGAN PATHWAY PHASE 4

24TH STREET TO NORTH SHORE BIKE TRAIL

(NON-HIGHWAY)

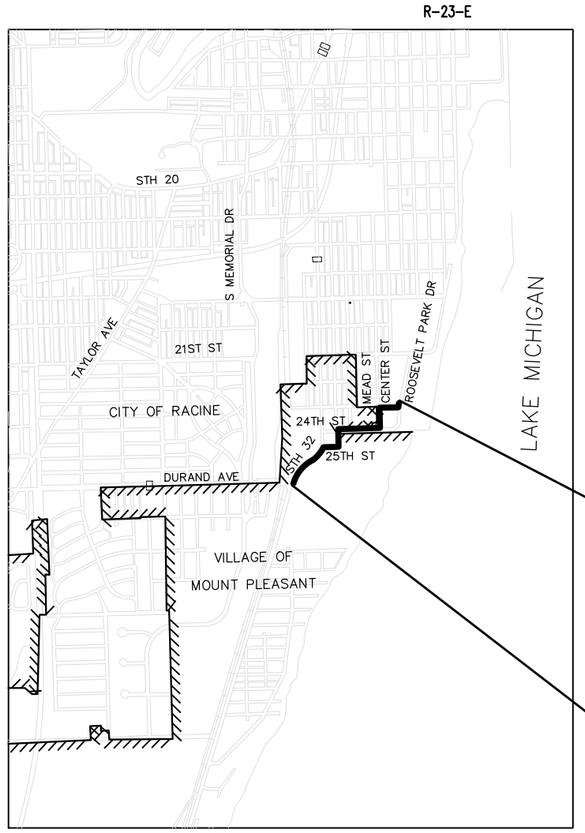
STATE PROJECT NUMBER
1693-34-76

CITY CONTRACT NO. XXXXXXX
LAKE MICHIGAN PATHWAY - PHASE IV

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1693-34-76		

FEDERALLY FUNDED PROJECT
10% DBE PARTICIPATION

90% PLANS



END OFF-STREET PROJECT
STA. 308+73.99

BEGIN OFF-STREET PROJECT
STA 14+56.98
Y = 261,892.594
X = 2,592,499.591

LAYOUT
SCALE 0 1/3 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.616 MI.
NET LENGTH OF CENTERLINE (SHARED-USE PATH) = 0.291 MI.
NET LENGTH OF CENTERLINE (SIDEWALK SEGMENT) = 0.325 MI.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), RACINE COUNTY.

ACCEPTED FOR
CITY OF RACINE

(Date)

ORIGINAL PLANS PREPARED BY

AECOM
1555 North RiverCenter Drive, Suite 214, Milwaukee, WI 53212
T 414.944.6080 www.aecom.com

(Date) (Signature)

1 E

GENERAL NOTES

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

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

TREES OR SHRUBS NOT SHOWN IN PLANS FOR REMOVAL SHALL NOT BE REMOVED WITH APPROVAL OF THE ENGINEER.

CONTRACTOR TO COORDINATE WITH FIELD ENGINEER ON LOCATIONS FOR
EROSION CONTROL ITEMS.

TOPSOIL, WHERE REQUIRED, SHALL BE PLACED TO A DEPTH OF 6 INCHES.

DISTURBED AREAS SHALL HAVE FINISHING ITEMS APPLIED WITHIN 7 CALENDAR DAYS AFTER GRADING
WORK IS COMPLETED.

3-INCH HMA MAY BE INSTALLED IN ONE LAYER, AND USE ITEM "ASPHALTIC SURFACE".

LAKE MICHIGAN PATHWAY SIGNING LOCATIONS SHOWN ALONG EXISTING STREETS AND ALONG OFF-STREET PATHWAY ARE
APPROXIMATE. EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.

CURB & GUTTER GRADES AT DRIVEWAY LOCATIONS SHALL MATCH EXISTING.

COPIES OF STANDARD DETAIL DRAWINGS REFERENCED FROM THE WISCONSIN DEPARTMENT OF TRANSPORTATION ARE INCLUDED
IN THE PROJECT MANUAL.

COPIES OF STANDARD DETAIL DRAWINGS REFERENCED FROM THE VILLAGE OF MOUNT PLEASANT ARE INCLUDED IN THE PROJECT MANUAL.

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

CITY OF RACINE CONTACTS

ENGINEERING DEPARTMENT
JOHN ROONEY
730 WASHINGTON AVENUE
RACINE, WI 53403
PHONE: (262) 636-9460
john.rooney@cityofracine.org

PARKS DEPARTMENT
TOM MOLBECK
800 CENTER STREET
RACINE, WI 53403
PHONE: (262) 636-9131
tom.molbeck@cityofracine.org

DESIGN CONTACT

AECOM
MICHAEL PREBOSKE
1555 RIVERCENTER DRIVE, SUITE 214
MILWAUKEE, WI 53212
PHONE: (414) 944-6139
michael.preboske@aecom.com

DNR CONTACT

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
PETE WOOD
9531 RAYNE ROAD
STURTEVANT, WI 53177
PHONE: (262) 884-2360
PETER.WOOD@WISCONSIN.GOV

UTILITY CONTACTS

AT&T WISCONSIN
MICHAEL VANBOVEN
411 7TH STREET
RACINE, WI 53403
(262)676-3958 (MOBILE)
MV3658@ATT.COM

CHARTER CABLE
GERALD SCHULTZ
1320 N MARTIN LUTHER KING DR
MILWAUKEE, WI 53212
(414)232-7178
GERALD.SCHULTZ@CHARTER.COM

WINDSTREAM
LORI KETTER
314 DANZ AVENUE
GREEN BAY, WI 54302
(414)274-9215
LORI.KETTER@WINDSTREAM.COM

WE ENERGIES (ELECTRIC)
JAMES NELSON
7815 NORTHWESTERN AVENUE
RACINE, WI 53406
(262)884-6734
JAMES.NELSON@WE-ENERGIES.COM
24-HR DISPATCH 1-800-662-4797

WE ENERGIES (GAS OPERATIONS)
CHRIS DEGRAVE
7018 NORTHWESTERN AVENUE
RACINE, WI 53406
(262)886-7018
CHRIS.DEGRAVE@WE-ENERGIES.COM
24-HR DISPATCH 1-800-261-5325

CITY OF RACINE DEPARTMENT OF PUBLIC
WORKS (WASTEWATER)
RICHARD FRAZIER
730 WASHINGTON AVENUE, ROOM 304
RACINE, WI 53403
(262)636-9483
(262)628-6974 (MOBILE)
RICHARD.FRAZIER@CITYOFRACINE.ORG

VILLAGE OF MOUNT PLEASANT
(WASTEWATER)
LINSEY WEBER
8811 CAMPUS DRIVE
MOUNT PLEASANT, WI 53406
(262)664-7833
LWEBER@MTPLEASANTWI.GOV

CITY OF RACINE WATER UTILITY (WATER)
CHAD REGALIA
100 HUBBARD STREET
RACINE, WI 53402
(262)497-4611 (MOBILE)
CHAD.REGALIA@CITYOFRACINE.ORG

WISDOT SE REGION (TRAFFIC SIGNALS)
MATTHEW COWAP
141 NW BARSTOW STREET
WAUKESHA, WI 53188
(262)521-4404
(414)750-1748 (MOBILE)
MATTHEW.COWAP@DOT.WI.GOV

2

2

2

N

22ND ST

23RD ST

24TH ST

25TH ST

ROOSEVELT PARK DR

S MEMORIAL DR

MEAD ST

HOWE ST

CENTER ST

UNION PACIFIC RAILWAY

CITY OF RACINE

VILLAGE OF MOUNT PLEASANT

LAKE MICHIGAN

DURAND AVE

WINTHROP AVE

DELAWARE AVE

MARYLAND AVE

LARSON ST

STH 32 (SHERIDAN RD)

STH 32

SHERIDAN RD

BEGIN SIDEWALK CONSTRUCTION
BEGIN ROADWAY REMARKING
STA. 200+00.00

END PROJECT
END SIDEWALK CONSTRUCTION
END ROADWAY REMARKING
STA. 308+73.99

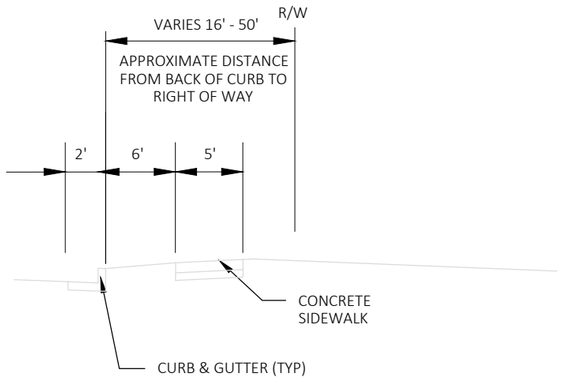
BEGIN SIDEWALK CONSTRUCTION
STA. 300+00.00

END SIDEWALK CONSTRUCTION
STA. 209+74.75

END MULTI-USE PATH CONSTRUCTION
STA. 103+46.61

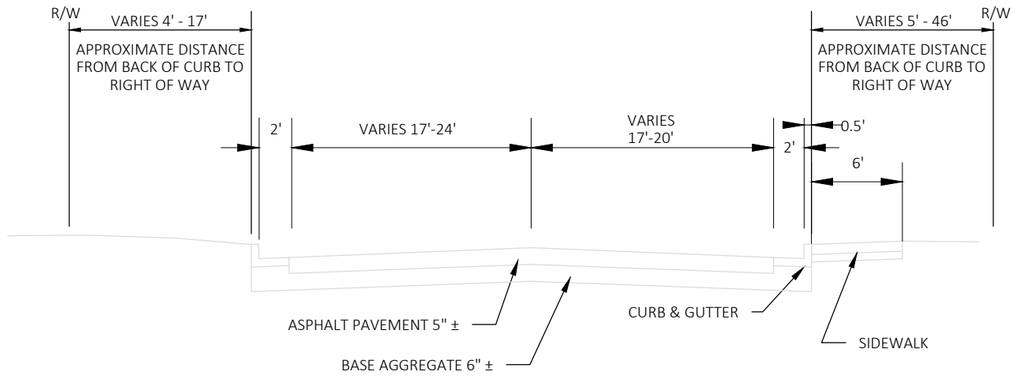
BEGIN PROJECT
BEGIN MULTI-USE PATH CONSTRUCTION
STA. 14+56.98

PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY PH 4	COUNTY: RACINE	PROJECT OVERVIEW	SHEET 3	E



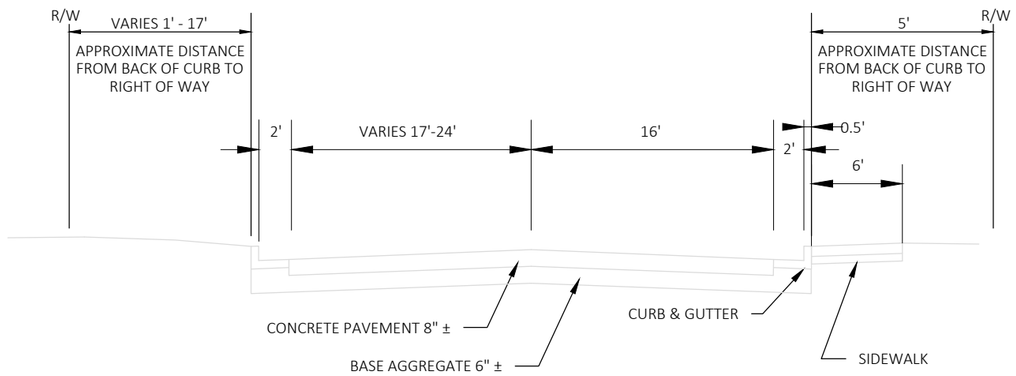
EXISTING TYPICAL SECTION
STH 32 (SHERIDAN ROAD)

(DURAND AVENUE TO 25TH STREET)



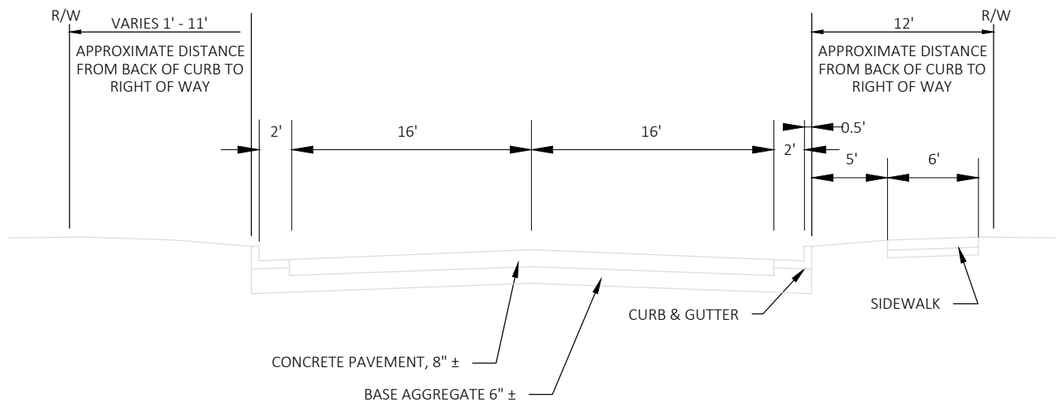
EXISTING TYPICAL SECTION
25TH STREET

(STH 32 TO STA. 25+21)



EXISTING TYPICAL SECTION
25TH STREET

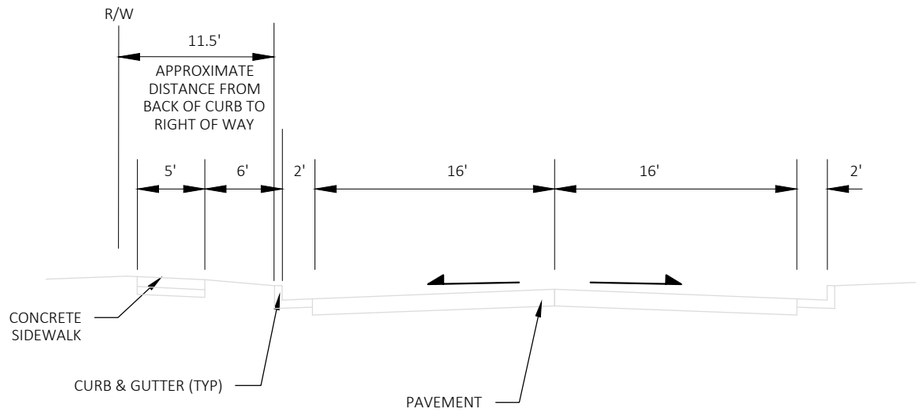
(STA. 25+21 TO MEAD STREET)



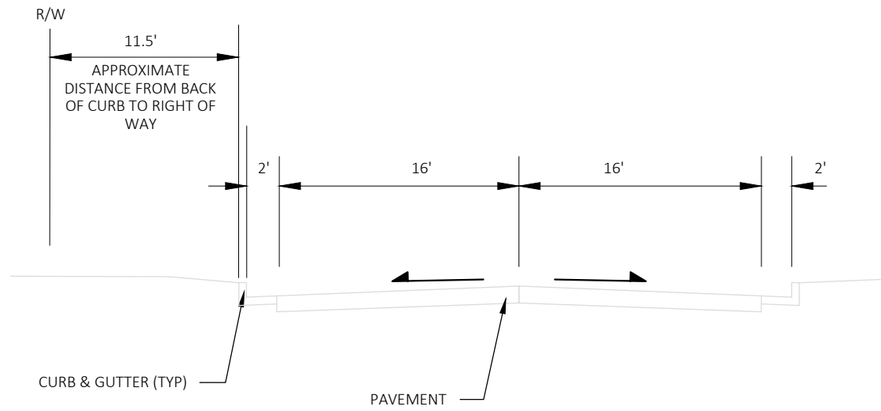
EXISTING TYPICAL SECTION
MEAD STREET

(25TH STREET TO 24TH STREET)

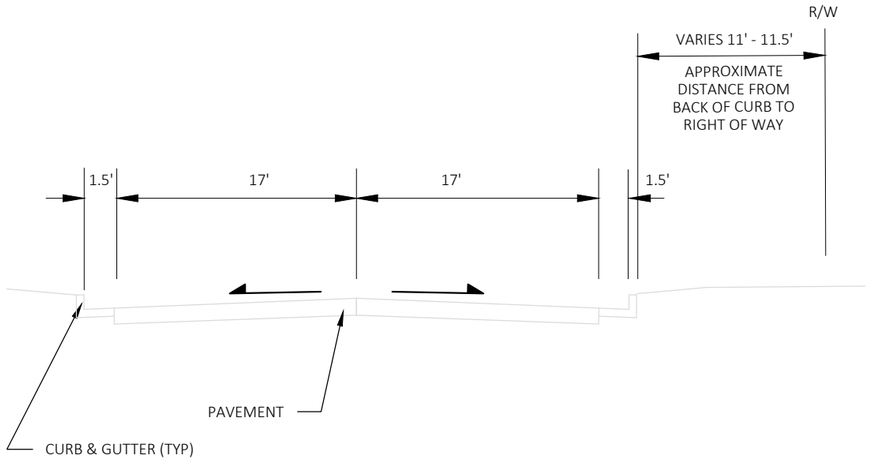
PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY PH 4	COUNTY: RACINE	TYPICAL SECTIONS	SHEET 4	E



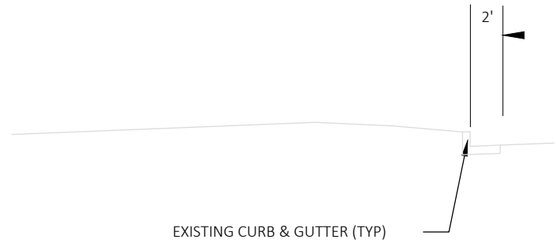
EXISTING TYPICAL SECTION
24TH STREET
(MEAD STREET TO HOWE STREET)



EXISTING TYPICAL SECTION
24TH STREET
(HOWE STREET TO CENTER STREET)



EXISTING TYPICAL SECTION
CENTER STREET

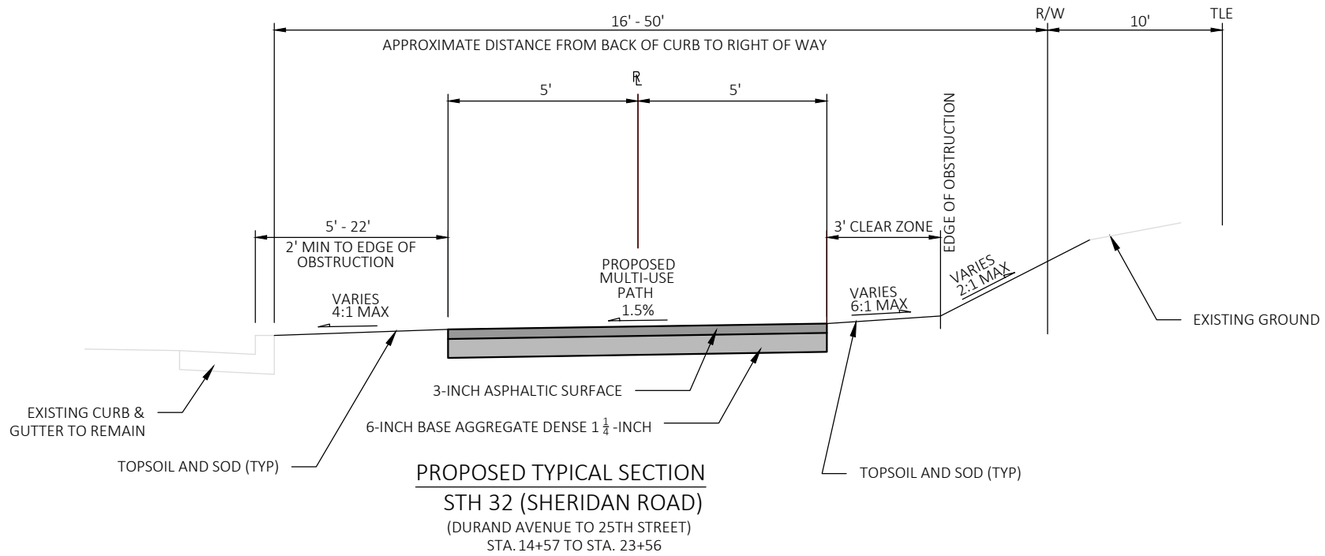


EXISTING TYPICAL SECTION
ROOSEVELT PARK DRIVE

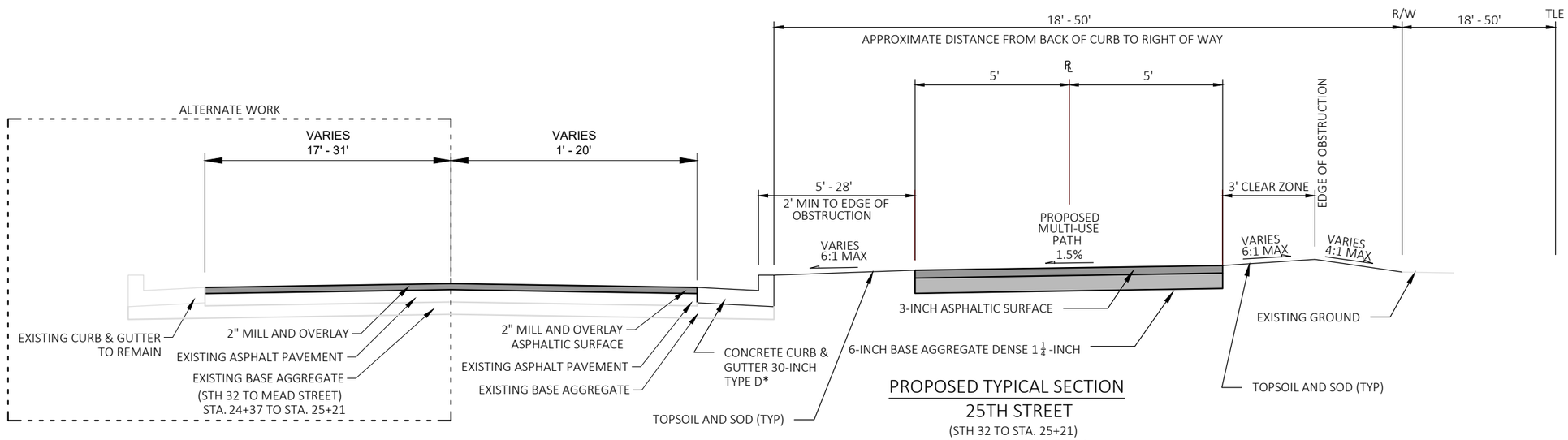
PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY PH 4	COUNTY: RACINE	TYPICAL SECTIONS	SHEET 5	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0203_TS.DWG PLOT DATE : 3/5/2021 2:43 PM PLOT BY : DAY, JOHN PLOT NAME :

WISDOT/CADDS SHEET 42



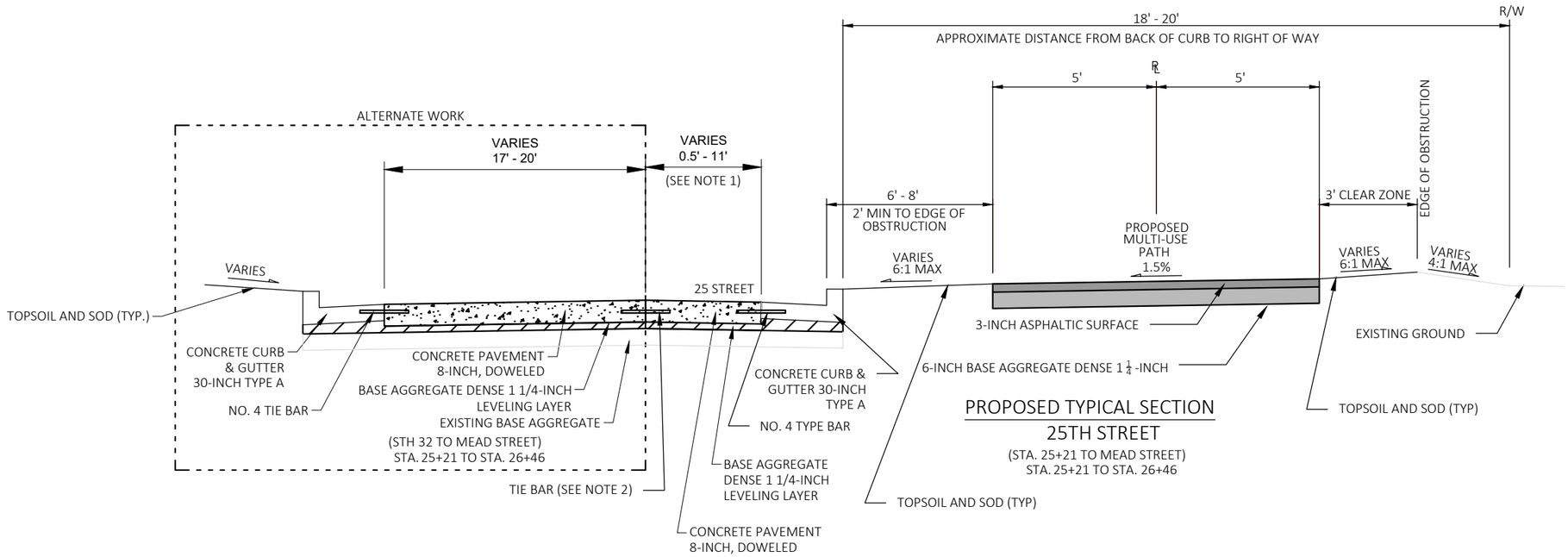
PROPOSED TYPICAL SECTION
STH 32 (SHERIDAN ROAD)
(DURAND AVENUE TO 25TH STREET)
STA. 14+57 TO STA. 23+56



PROPOSED TYPICAL SECTION
25TH STREET
(STH 32 TO STA. 25+21)
STA. 23+56 TO STA. 25+21

*SEE CONSTRUCTION DETAIL FOR ASPHALTIC SURFACE PATCHING AT CURB & GUTTER ADJACENT TO HMA PAVEMENT FOR MORE INFORMATION.

PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY PH 4	COUNTY: RACINE	TYPICAL SECTIONS	SHEET 6	E

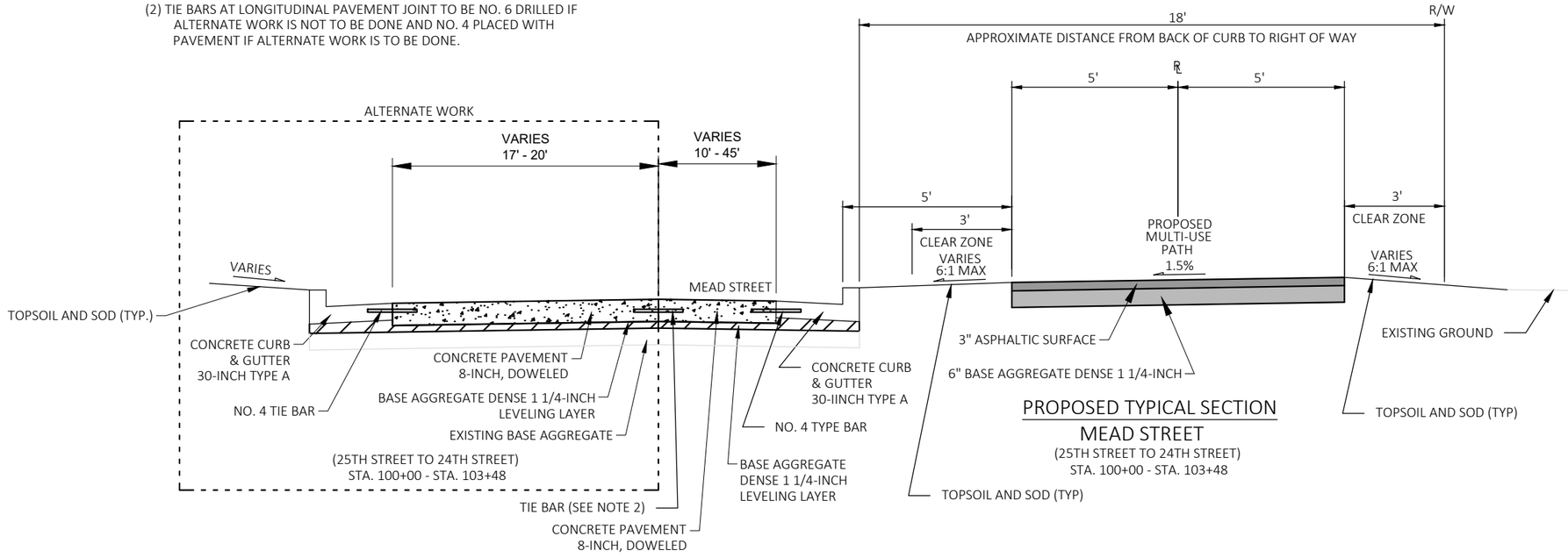


PROPOSED TYPICAL SECTION
25TH STREET
(STA. 25+21 TO MEAD STREET)
STA. 25+21 TO STA. 26+46

NOTES

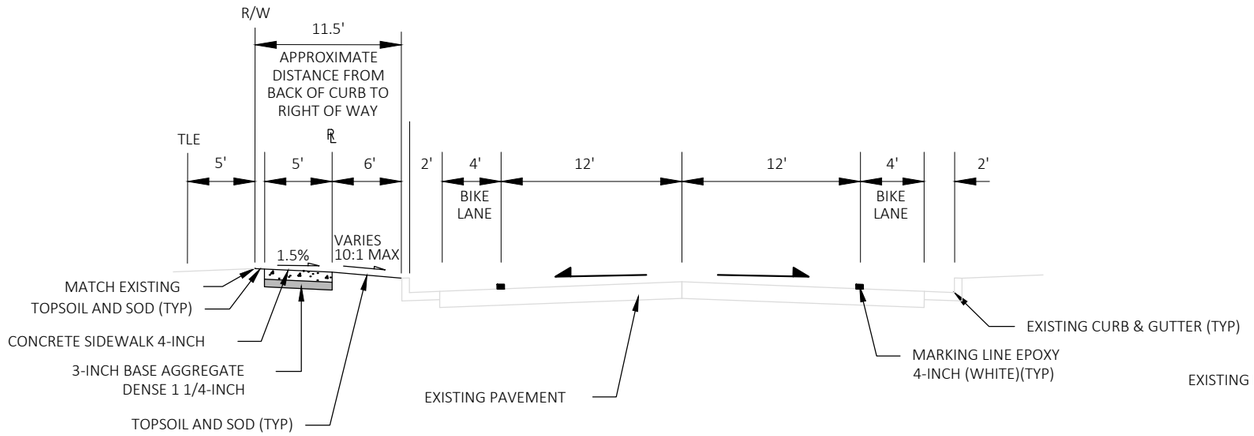
(1) WHERE PAVEMENT WIDTH IS LESS THAN 2', EXTEND CURB FLANGE LINE TO JOINT. SEE SDD 13C18 "CONCRETE PAVEMENT JOINTING."

(2) TIE BARS AT LONGITUDINAL PAVEMENT JOINT TO BE NO. 6 DRILLED IF ALTERNATE WORK IS NOT TO BE DONE AND NO. 4 PLACED WITH PAVEMENT IF ALTERNATE WORK IS TO BE DONE.



PROPOSED TYPICAL SECTION
MEAD STREET
(25TH STREET TO 24TH STREET)
STA. 100+00 - STA. 103+48

PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY PH 4	COUNTY: RACINE	TYPICAL SECTIONS	SHEET 7	E



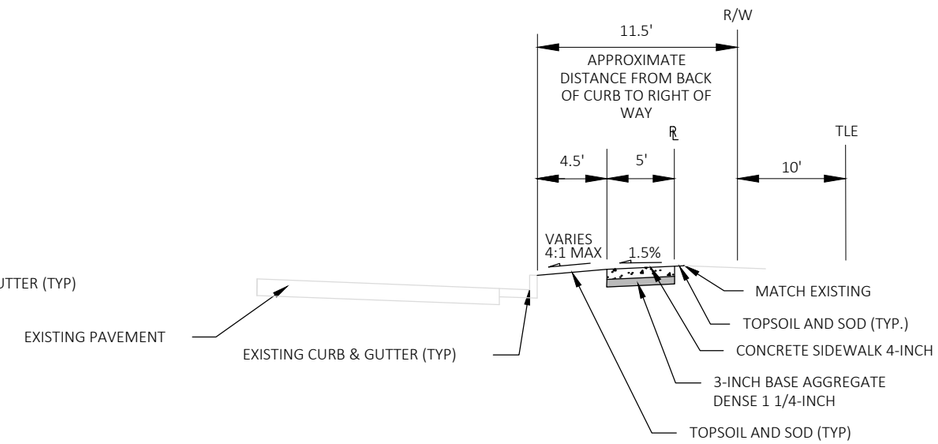
FINISHED SIDEWALK TYPICAL SECTION

24TH STREET

(MEAD STREET TO HOWE STREET) STA. 200+63 - STA. 203+29

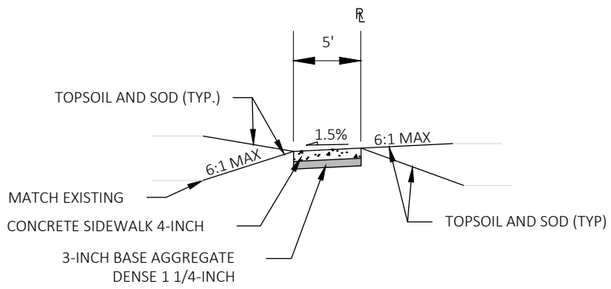
(HOWE STREET TO CENTER STREET) STA. 203+63 - STA. 209+29

*NOTE: IN AREAS WHERE THERE IS EXISTING SIDEWALK THAT IS BEING REPLACED, EXISTING BASE AGGREGATE MAY BE LEFT IN PLACE AND BE RE-GRADED.



FINISHED SIDEWALK TYPICAL SECTION

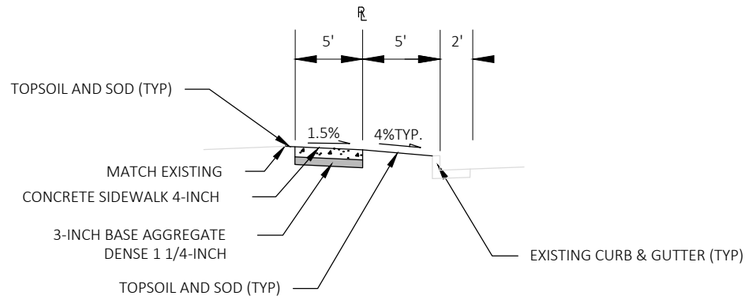
CENTER STREET



FINISHED SIDEWALK TYPICAL SECTION

ROOSEVELT PARK

STA. 304+01.93 - STA. 307+97.89

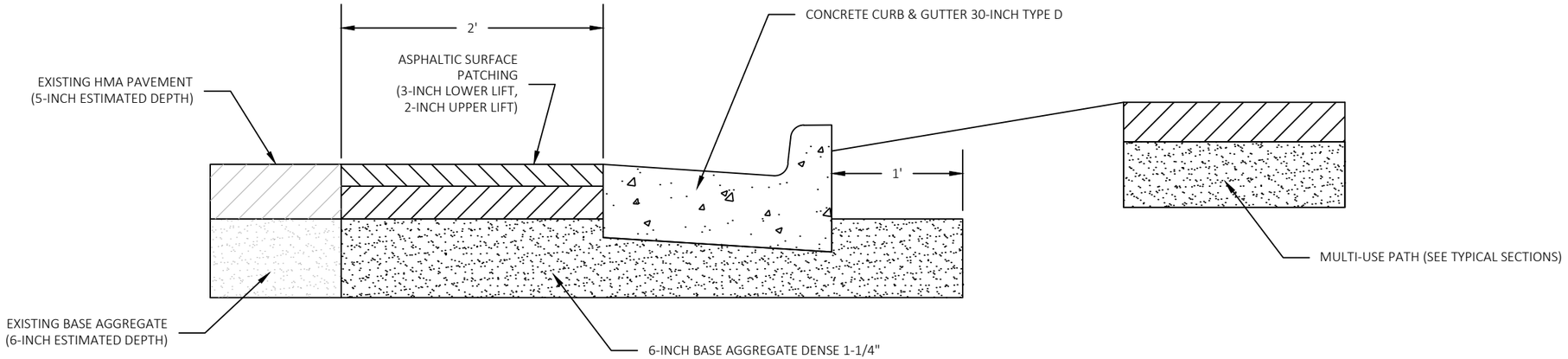


FINISHED SIDEWALK TYPICAL SECTION

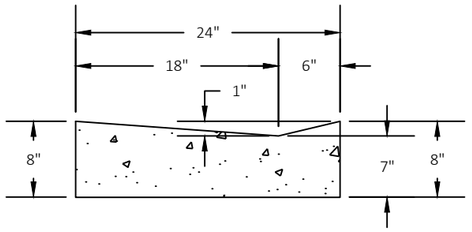
ROOSEVELT PARK DRIVE

STA. 307+97.89 TO STA. 308+73.99

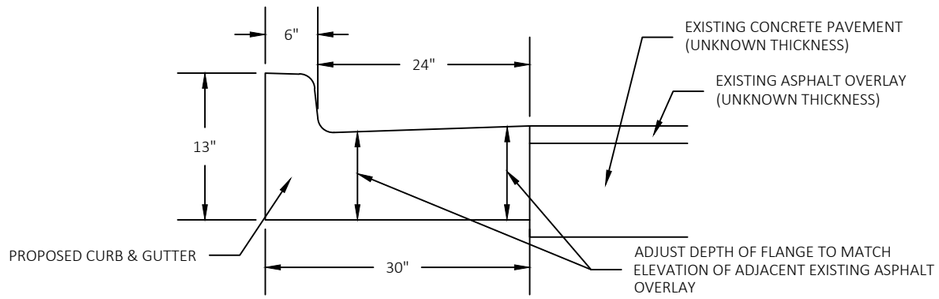
PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY PH 4	COUNTY: RACINE	TYPICAL SECTIONS	SHEET 8	E



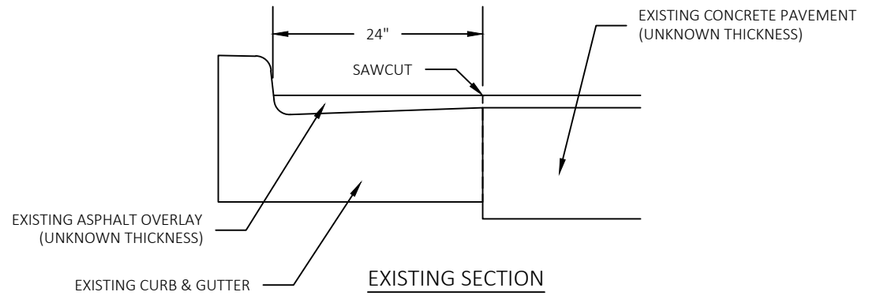
ASPHALTIC SURFACE PATCHING AT CURB & GUTTER REPLACEMENTS ADJACENT TO HMA PAVEMENT



24-INCH CURB & GUTTER AT DRIVEWAY OPENING

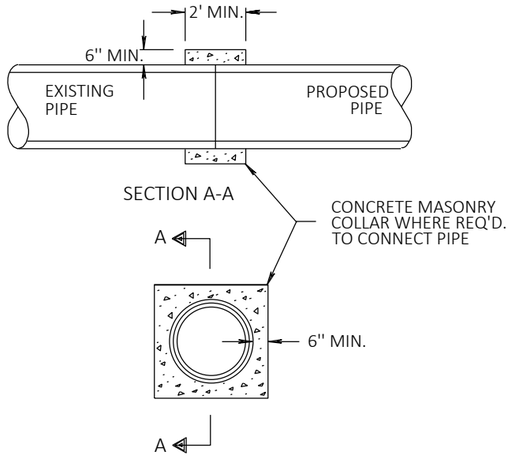


PROPOSED SECTION

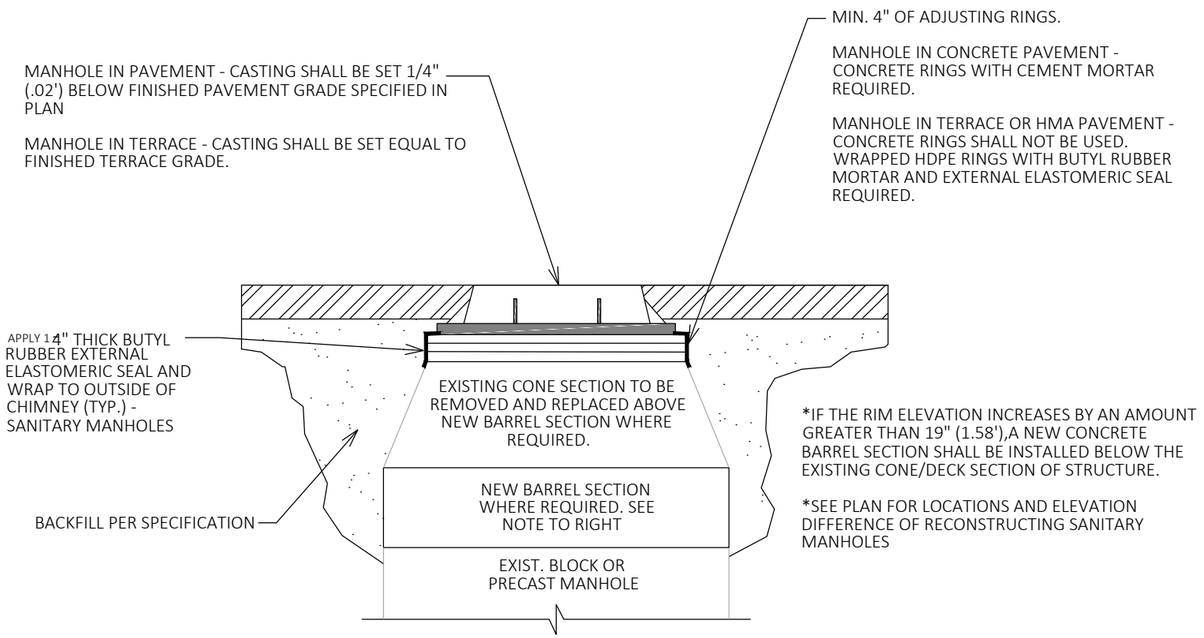


EXISTING SECTION

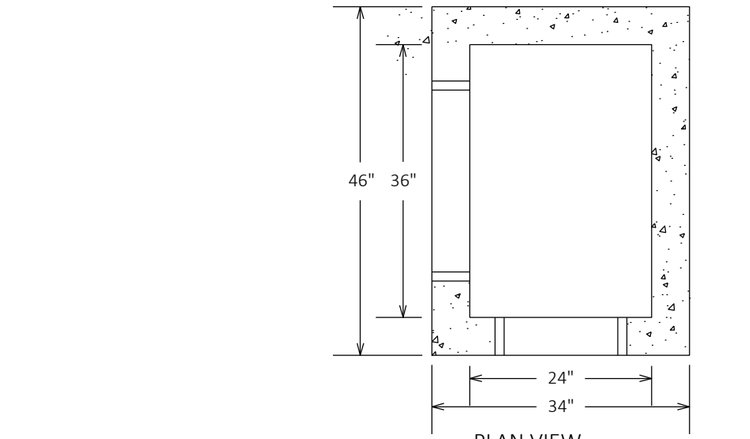
CURB & GUTTER REPLACEMENT ON ROOSEVELT PARK DRIVE

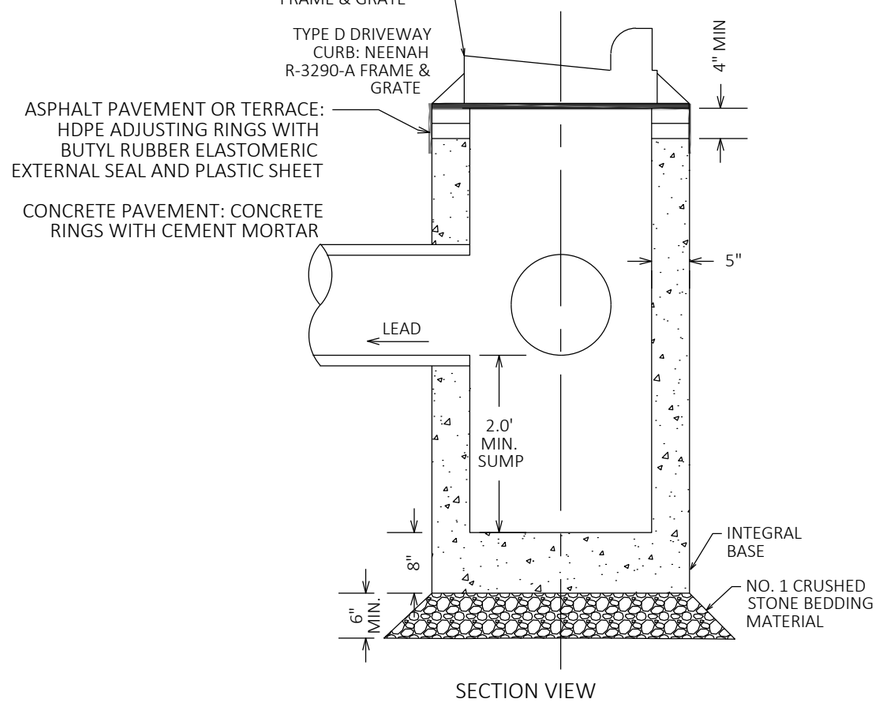


CONCRETE COLLAR DETAIL
NTS



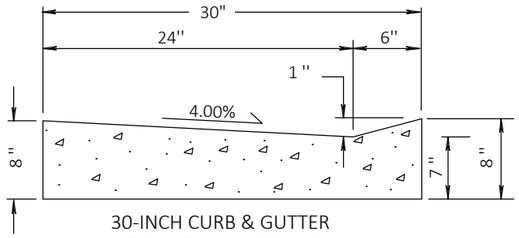
DETAIL FOR RECONSTRUCTION MANHOLES - STORM OR SANITARY
NTS



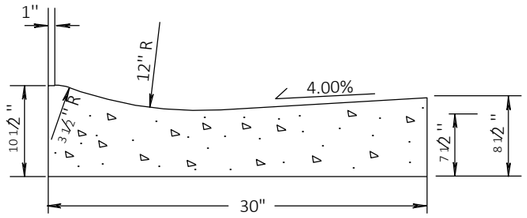


PRECAST CATCH BASIN DETAIL - TYPE D CURB
NTS

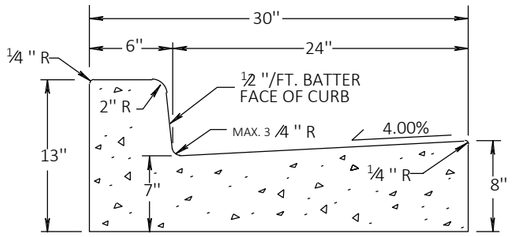
PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY 4	COUNTY: RACINE	CONSTRUCTION DETAILS	SHEET 10	E



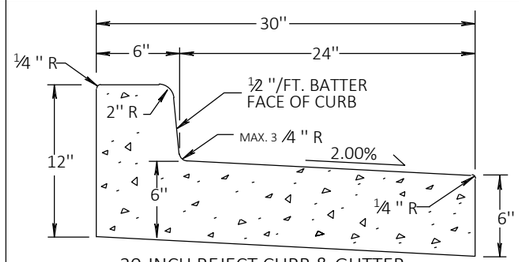
30-INCH CURB & GUTTER
AT DRIVEWAY OPENING



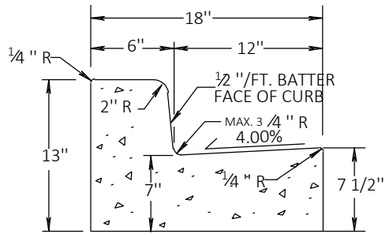
30-INCH MOUNTABLE CURB & GUTTER



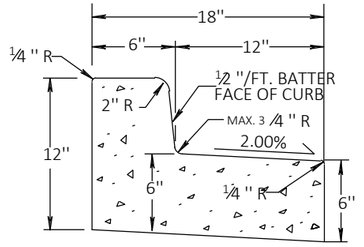
30-INCH CURB & GUTTER TYPE D



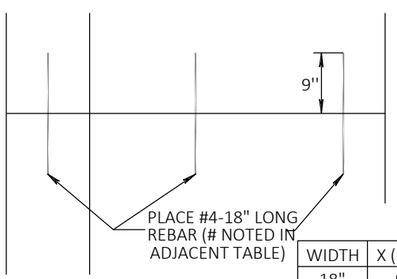
30-INCH REJECT CURB & GUTTER



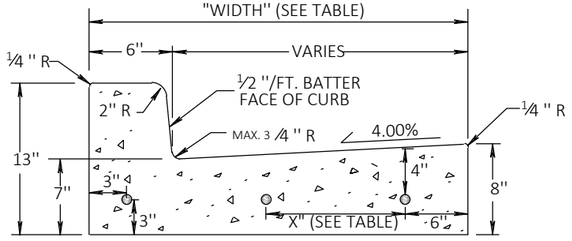
18-INCH CURB & GUTTER TYPE D



18-INCH REJECT CURB & GUTTER



PLAN VIEW



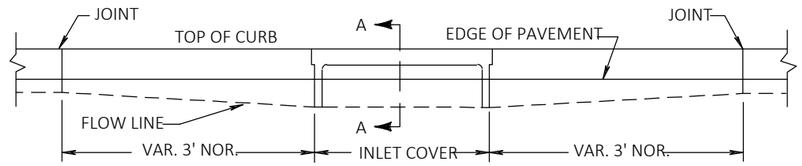
SECTION VIEW

WIDTH	X (IN.)	# OF BARS
18"	9"	2
30"	10.5"	3

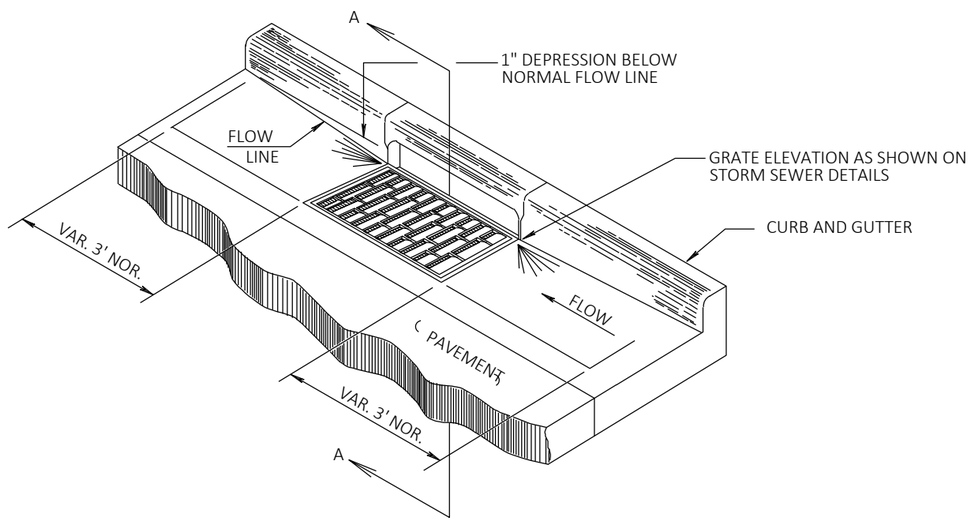
CURB & GUTTER TIES

CONCRETE CURB & GUTTER DETAILS

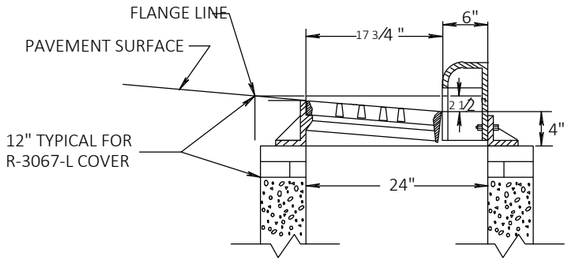
NTS



ELEVATION



ISOMETRIC



SECTION A-A

DETAIL OF CURB & GUTTER AT INLETS

NTS

2

HMA SURFACE
CONCRETE PAVEMENT
CONCRETE DRIVEWAY 6-INCH
ALTERNATE HMA SURFACE
ALTERNATE CONCRETE PAVEMENT

N

24+00

25+00

26+00

25TH STREET

CONCRETE CURB & GUTTER
30-INCH TYPE A TO BE INSTALLED
WITH ALTERNATE WORK

MEAD STREET

24TH STREET

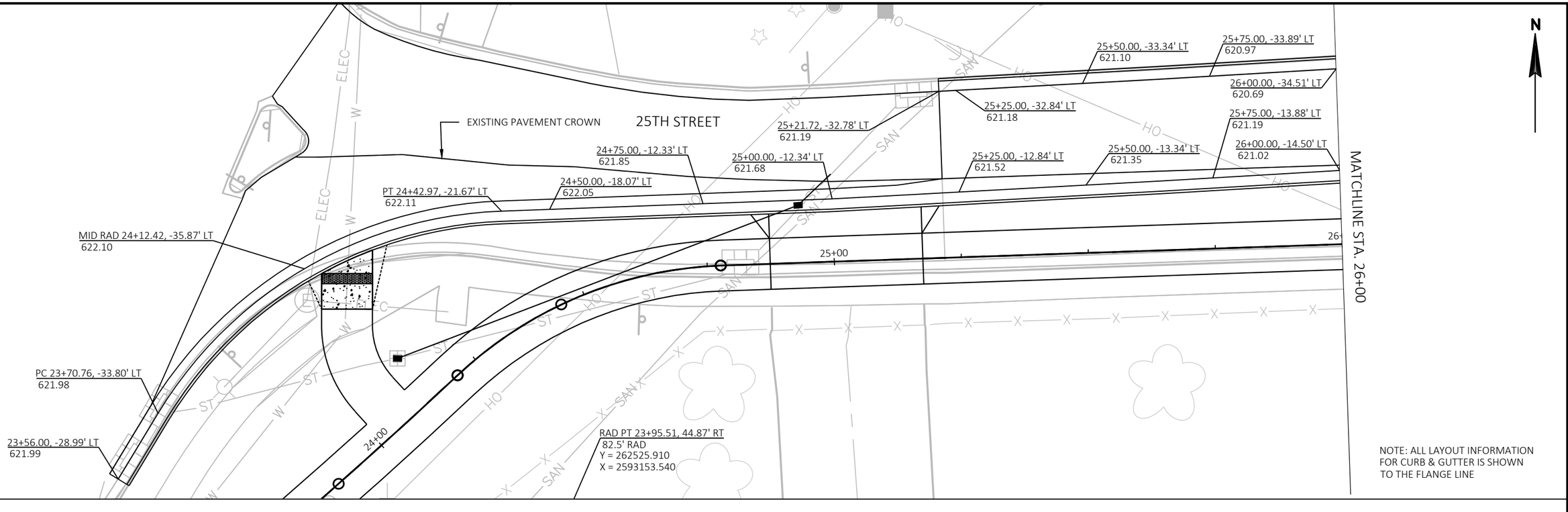
101+00

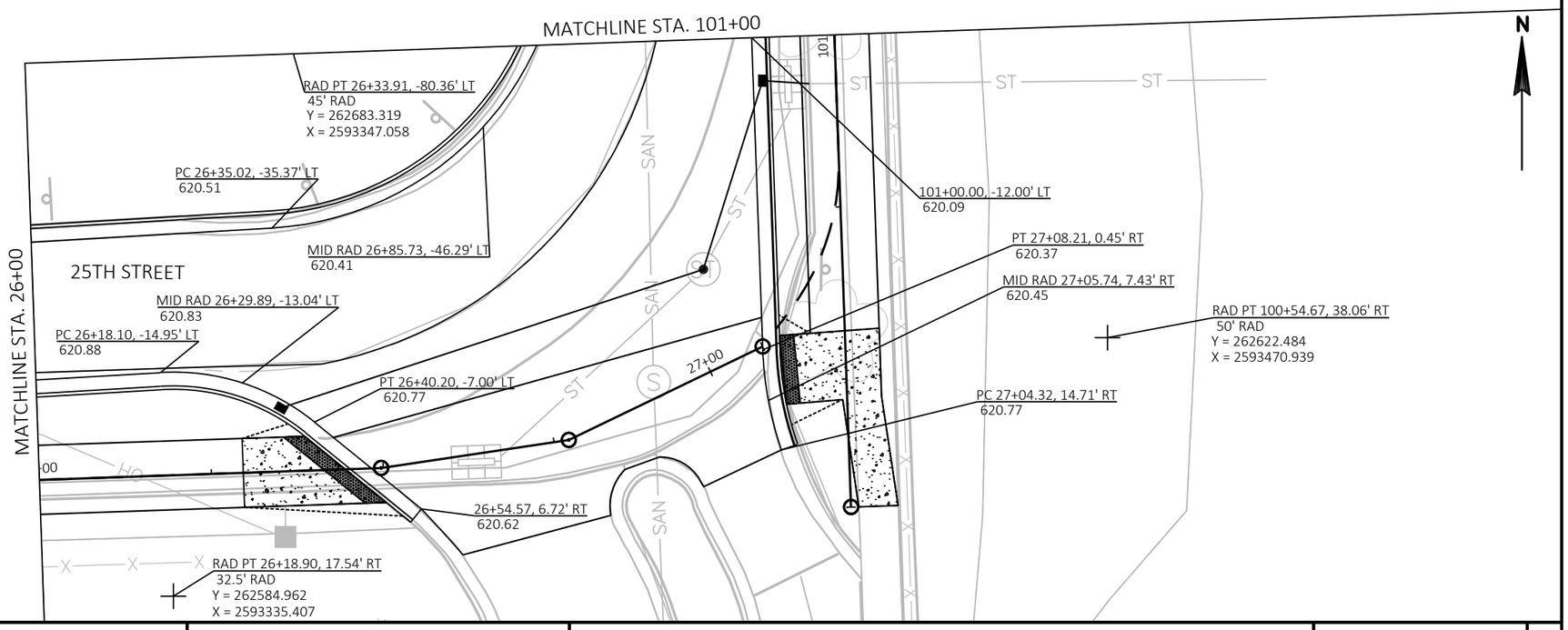
102+00

103+00

PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY PH 4	COUNTY: RACINE	PLAN DETAILS	SHEET 12	E

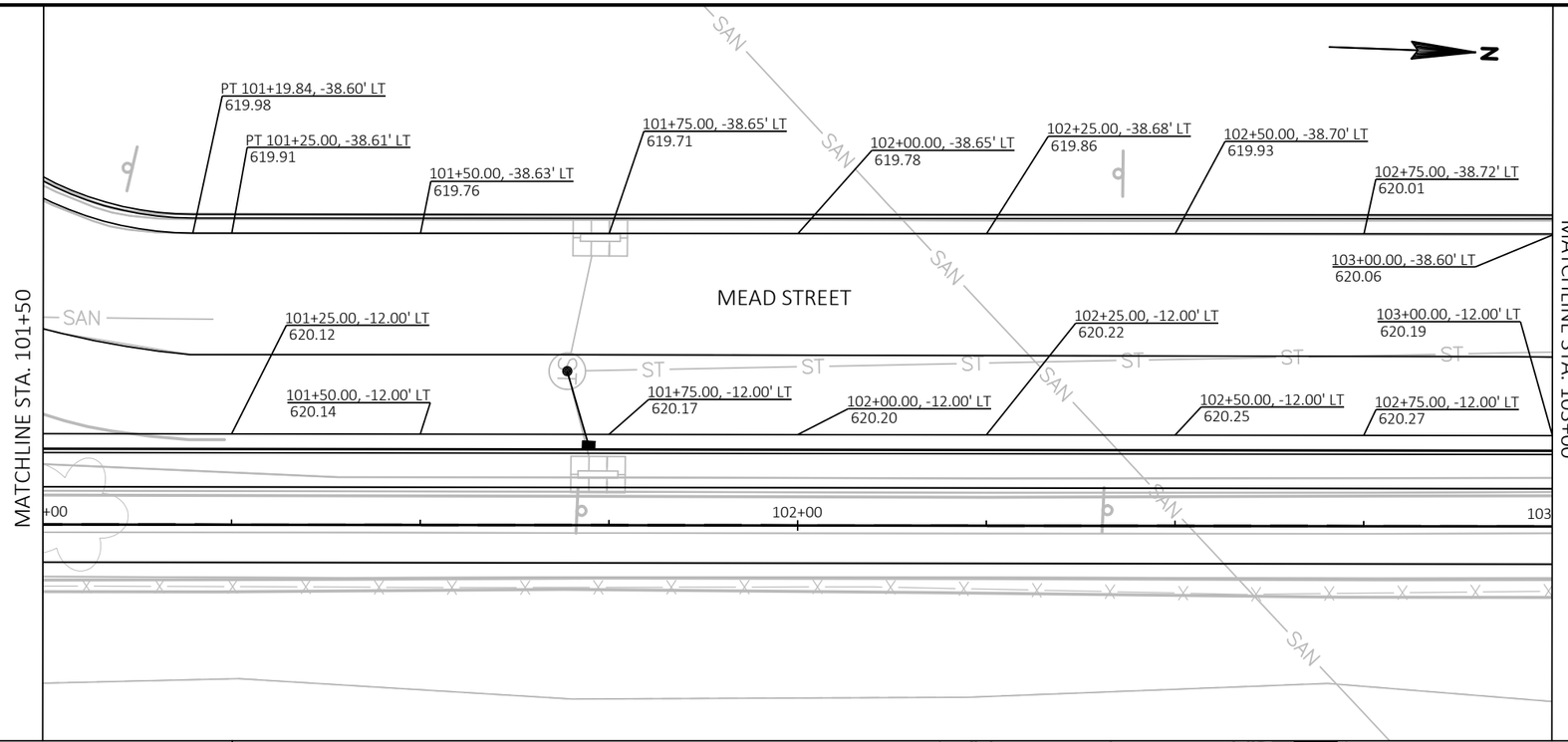
FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0212-PD-25TH_MEAD_OVERVIEW.DWG
LAYOUT NAME - 0212-pd
PLOT DATE : 3/4/2021 10:37 PM
PLOT BY : DAY, JOHN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



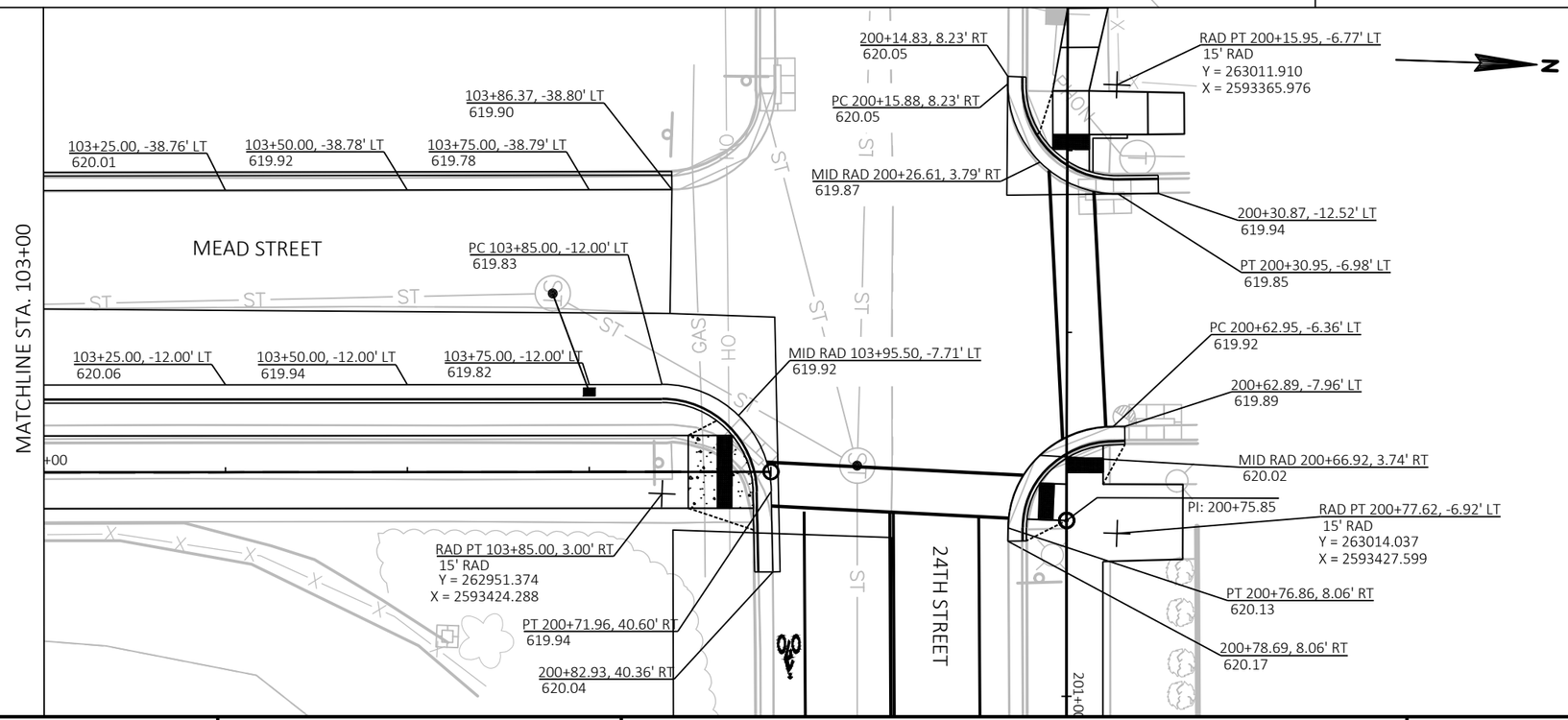


PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY PH 4	COUNTY: RACINE	PLAN DETAILS - PAVING GRADES	SHEET 13	E

2



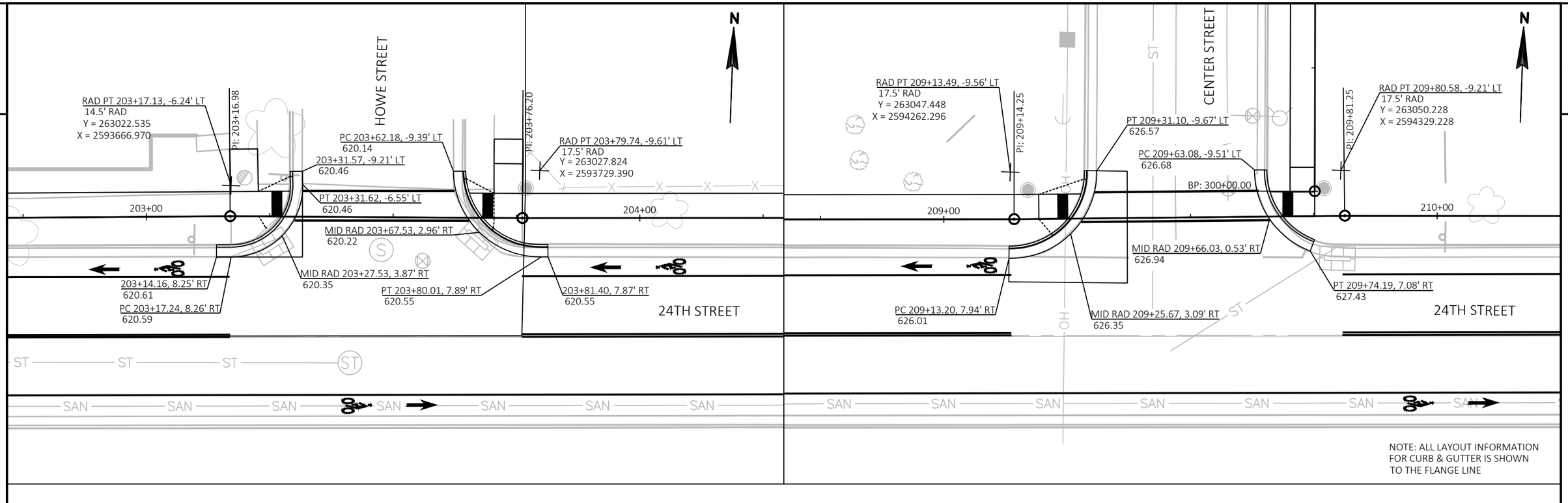
NOTE: ALL LAYOUT INFORMATION
FOR CURB & GUTTER IS SHOWN
TO THE FLANGE LINE



PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY PH 4	COUNTY: RACINE	PLAN DETAILS - PAVING GRADES	SHEET 14	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0212-PD-PAVING.DWG
LAYOUT NAME - 021202-pd
PLOT DATE : 3/4/2021 10:21 PM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42



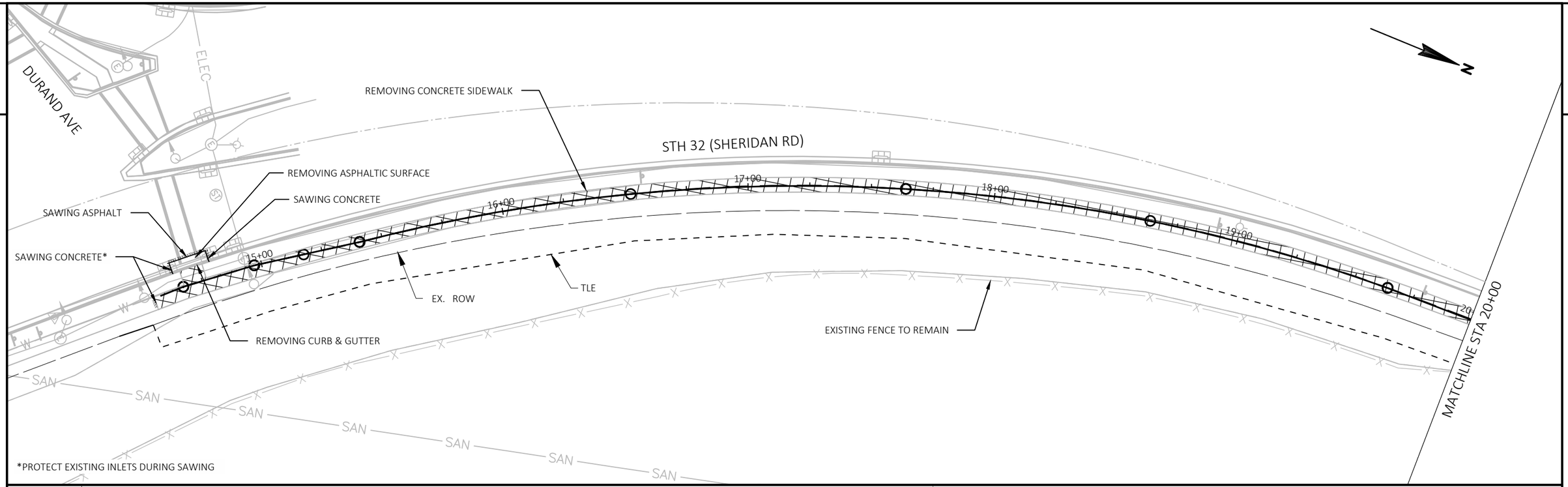
2

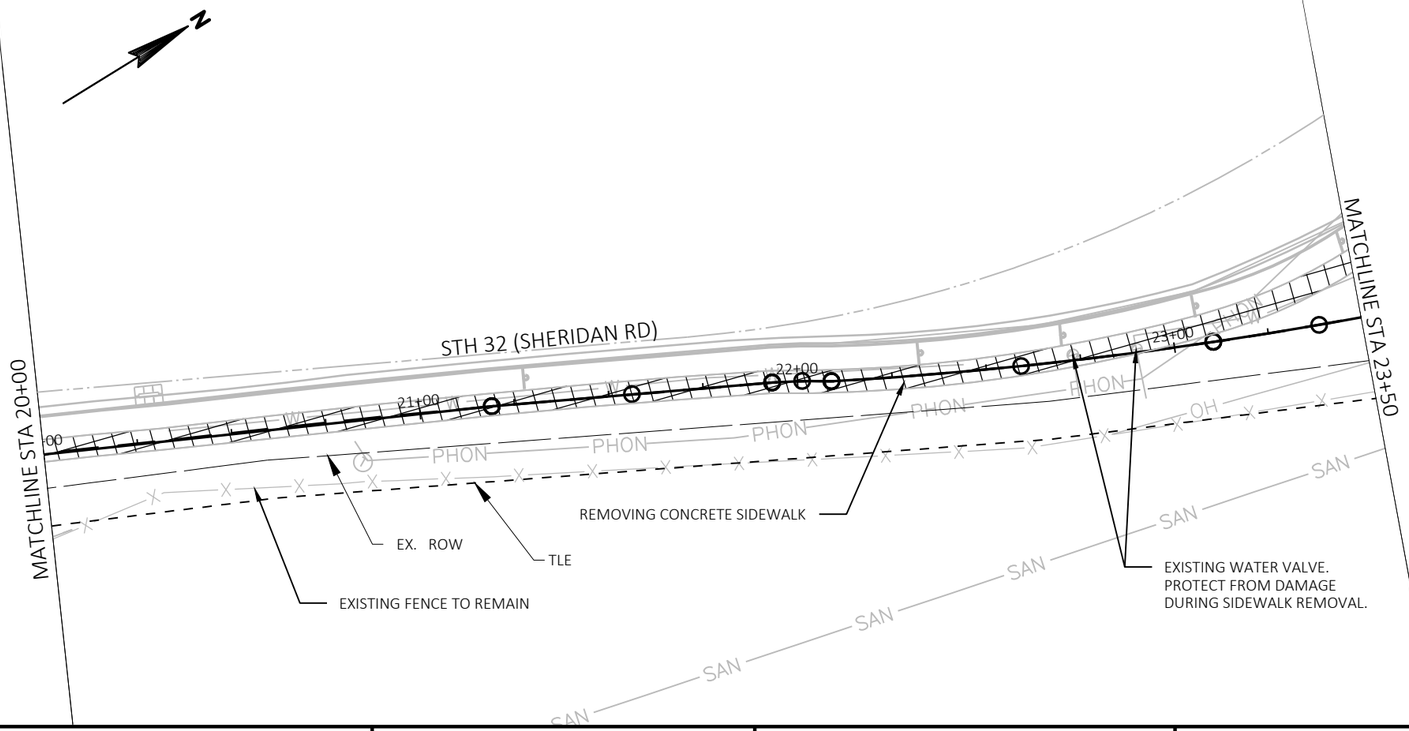
NOTE: ALL LAYOUT INFORMATION FOR CURB & GUTTER IS SHOWN TO THE FLANGE LINE

PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY PH 4	COUNTY: RACINE	PLAN DETAILS - PAVING GRADES	SHEET 15	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0212-PD-PAVING.DWG
LAYOUT NAME - 021203-pd
PLOT DATE : 3/4/2021 10:21 PM
PLOT BY : DAY, JOHN
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

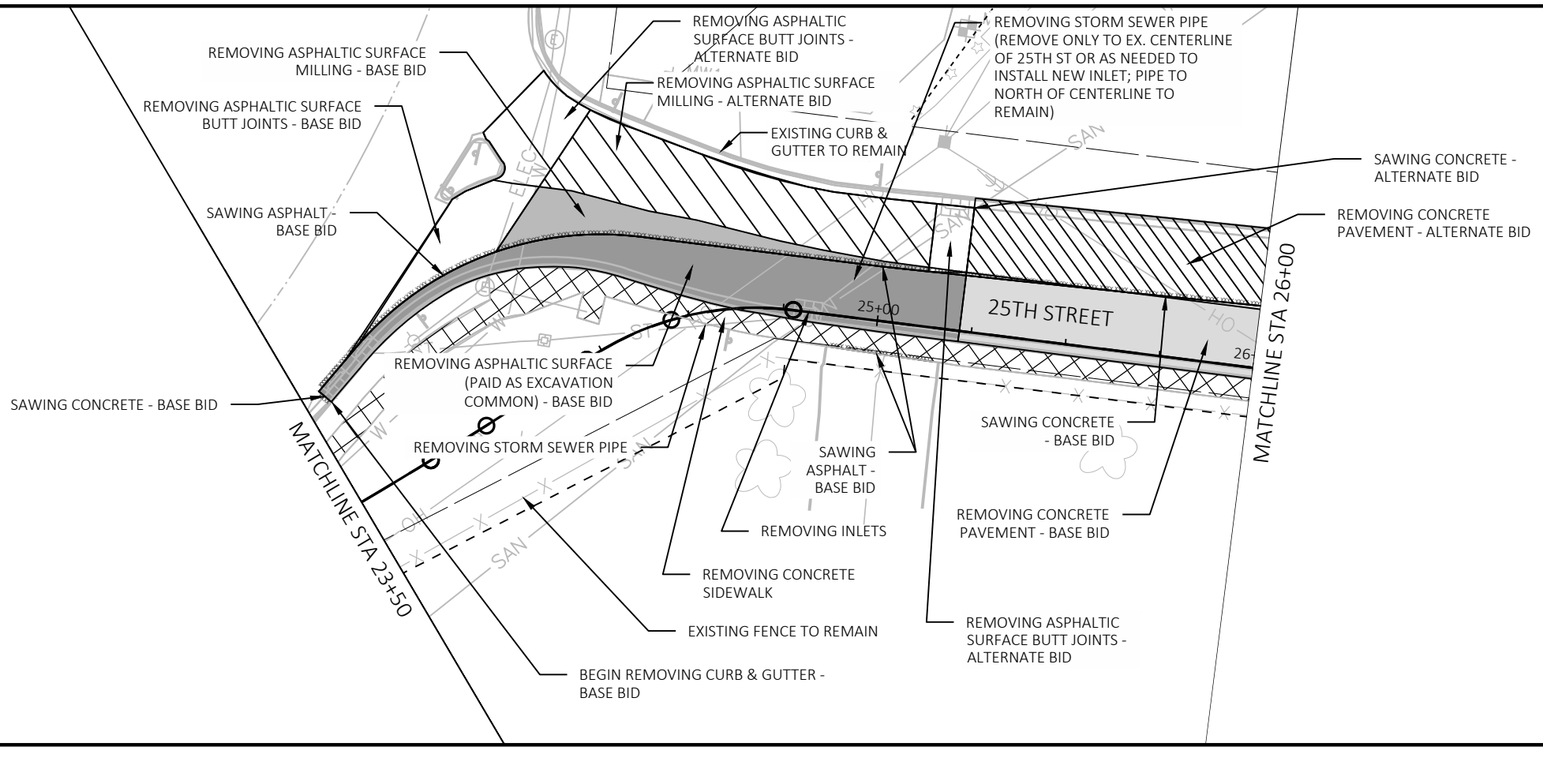


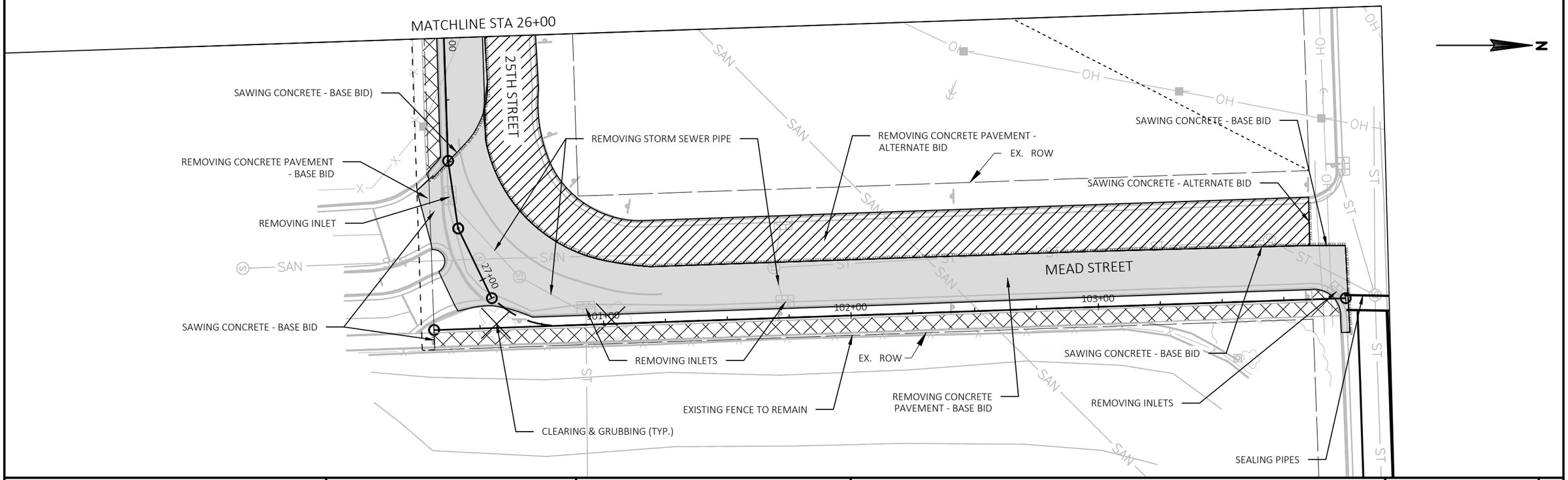


PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY PH 4	COUNTY: RACINE	PLAN DETAILS - REMOVALS	SHEET 16	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0212-PD-REMOVALS.DWG
LAYOUT NAME - rm-1
PLOT DATE : 3/4/2021 10:40 PM
PLOT BY : DAY, JOHN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

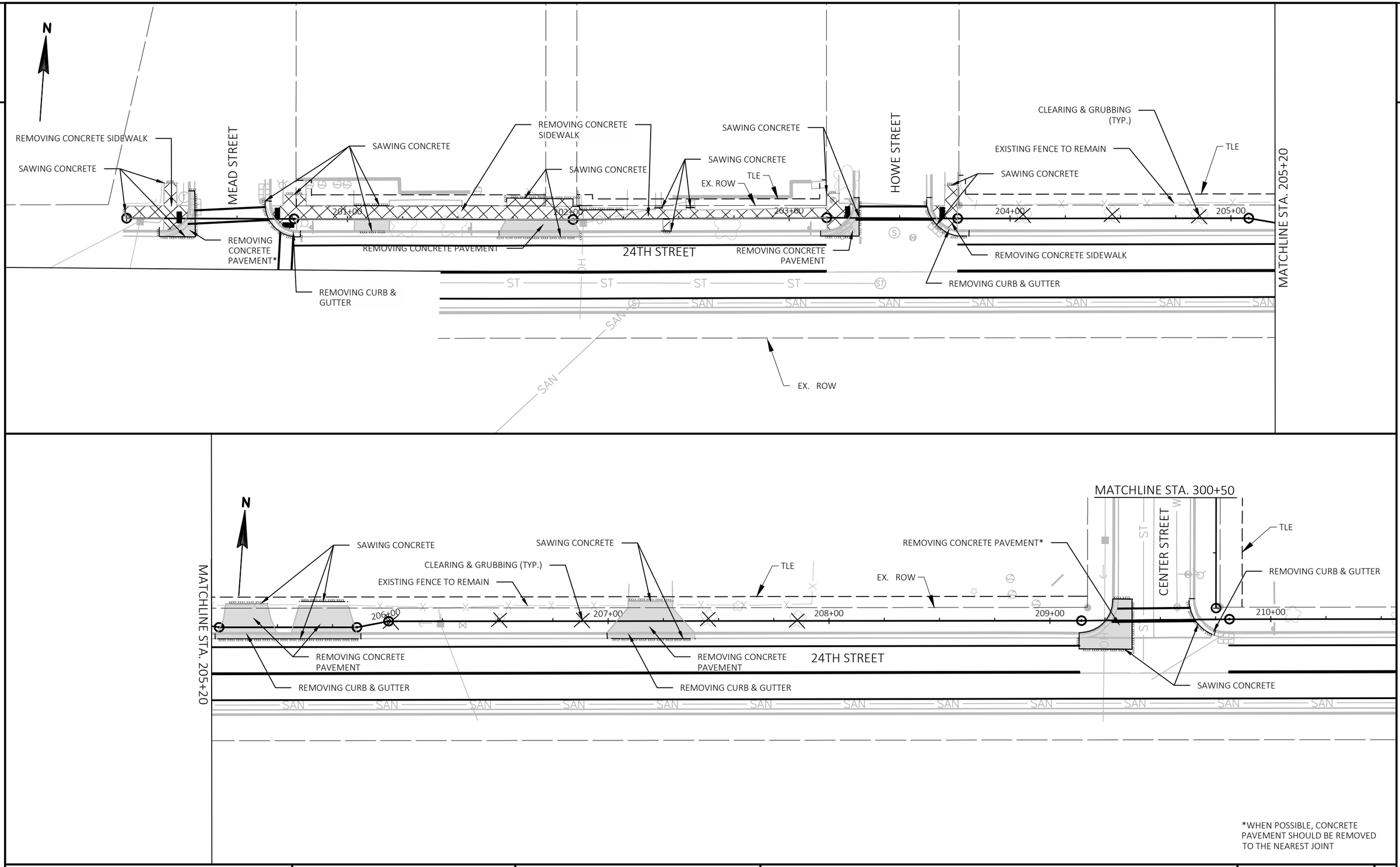
2





PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY PH 4	COUNTY: RACINE	PLAN DETAILS - REMOVALS	SHEET 17	E

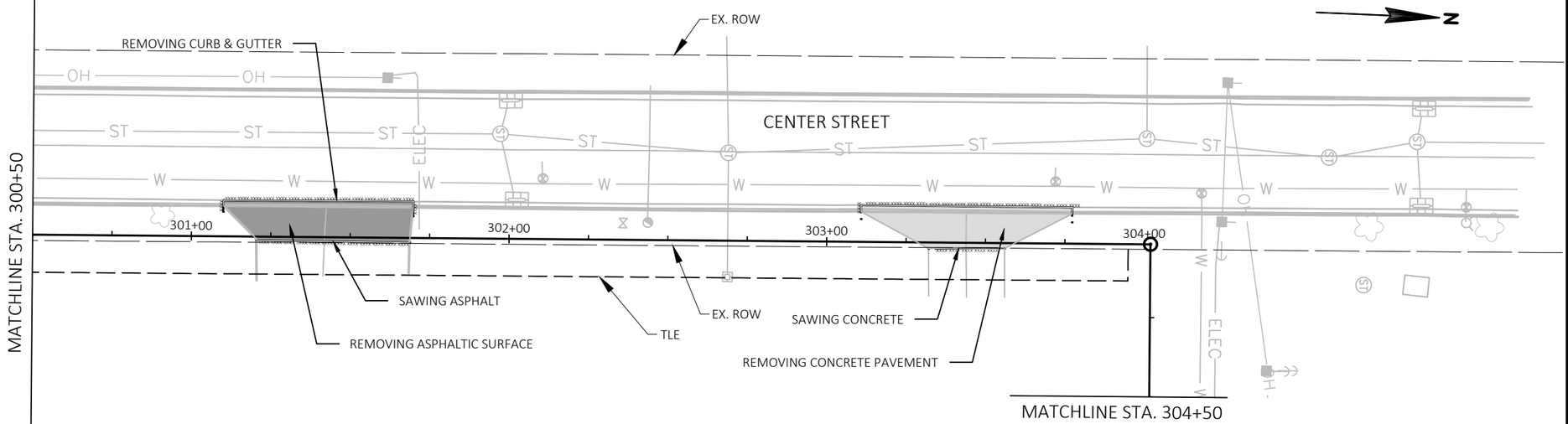
FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0212-PD-REMOVALS.DWG
LAYOUT NAME - rm-2
PLOT DATE : 3/4/2021 10:40 PM
PLOT BY : DAY, JOHN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

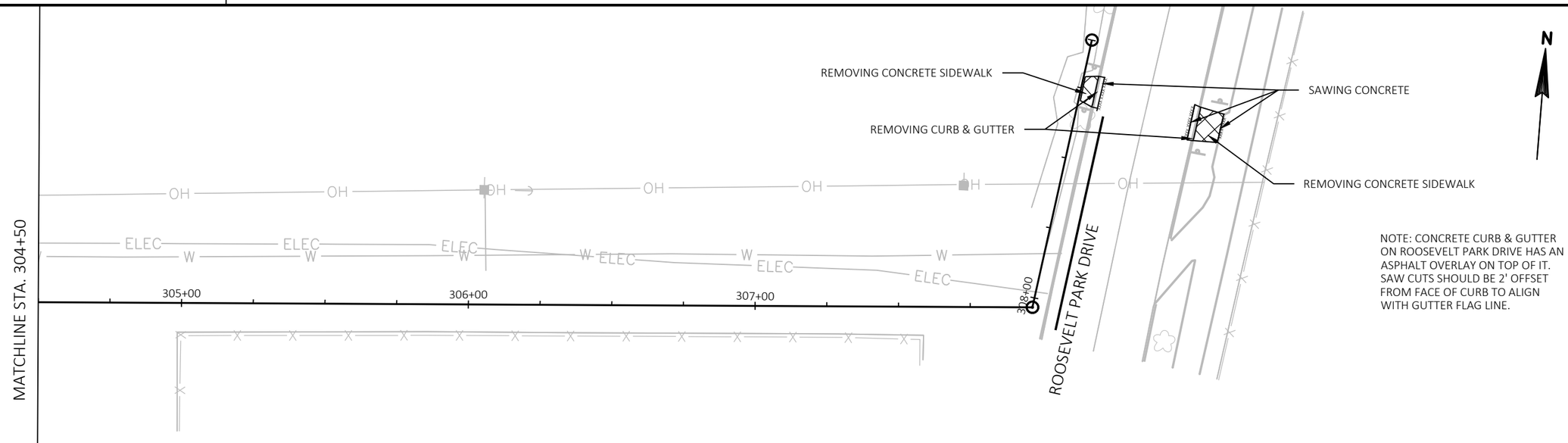


*WHEN POSSIBLE, CONCRETE PAVEMENT SHOULD BE REMOVED TO THE NEAREST JOINT

PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY PH 4	COUNTY: RACINE	PLAN DETAILS - REMOVALS	SHEET 18	E

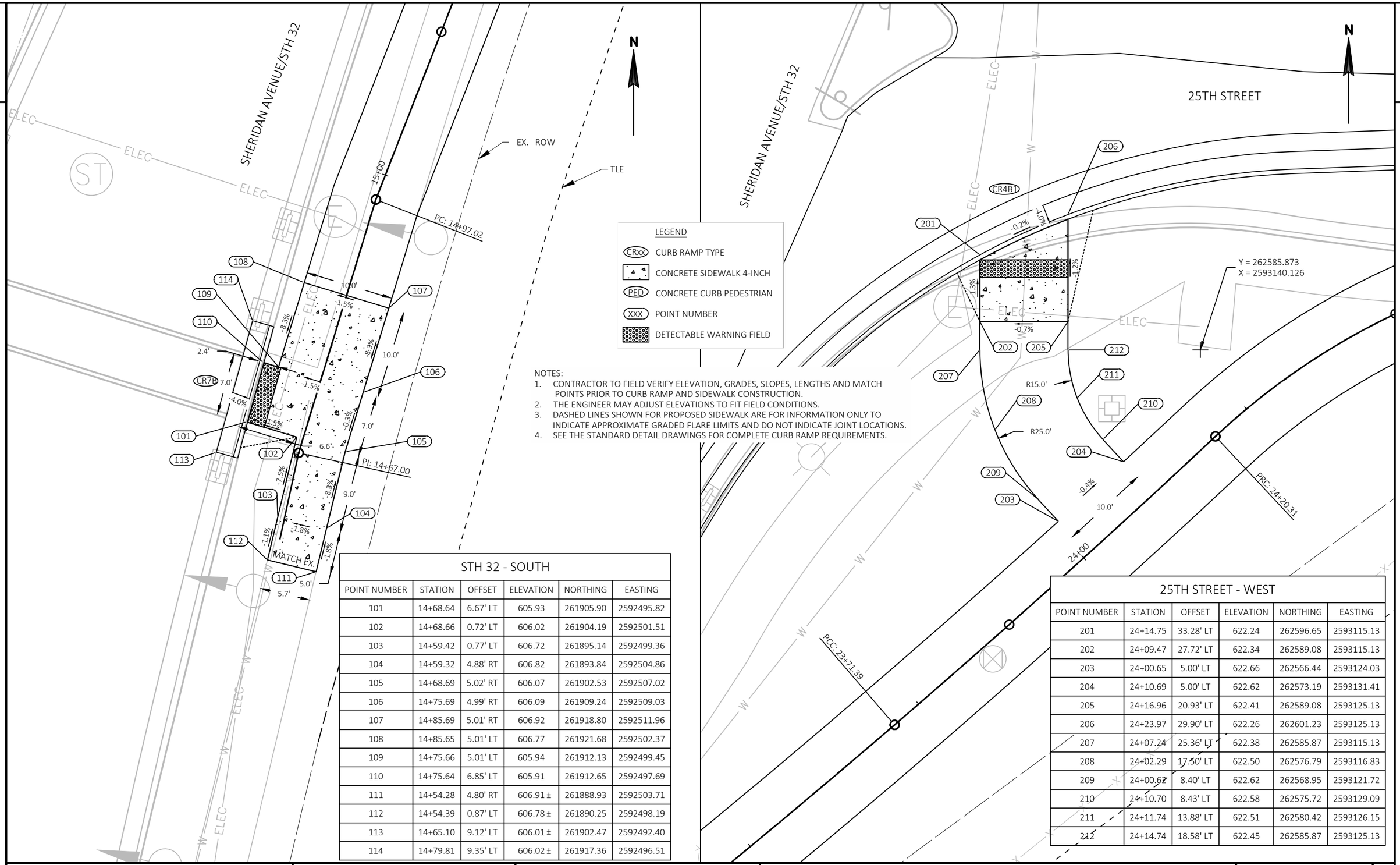
FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0212-PD-REMOVALS.DWG
LAYOUT NAME - rm-3
PLOT DATE : 3/4/2021 10:40 PM
PLOT BY : DAY, JOHN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44





PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY PH 4	COUNTY: RACINE	PLAN DETAILS - REMOVALS	SHEET 19	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0212-PD-REMOVALS.DWG
LAYOUT NAME - rm-4
PLOT DATE : 3/4/2021 10:40 PM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:40 FT



LEGEND

- CRxx — CURB RAMP TYPE
- CONCRETE SIDEWALK 4-INCH
- PED — CONCRETE CURB PEDESTRIAN
- XXX — POINT NUMBER
- DETECTABLE WARNING FIELD

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY TO INDICATE APPROXIMATE GRADED FLARE LIMITS AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

STH 32 - SOUTH

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
101	14+68.64	6.67' LT	605.93	261905.90	2592495.82
102	14+68.66	0.72' LT	606.02	261904.19	2592501.51
103	14+59.42	0.77' LT	606.72	261895.14	2592499.36
104	14+59.32	4.88' RT	606.82	261893.84	2592504.86
105	14+68.69	5.02' RT	606.07	261902.53	2592507.02
106	14+75.69	4.99' RT	606.09	261909.24	2592509.03
107	14+85.69	5.01' RT	606.92	261918.80	2592511.96
108	14+85.65	5.01' LT	606.77	261921.68	2592502.37
109	14+75.66	5.01' LT	605.94	261912.13	2592499.45
110	14+75.64	6.85' LT	605.91	261912.65	2592497.69
111	14+54.28	4.80' RT	606.91 ±	261888.93	2592503.71
112	14+54.39	0.87' LT	606.78 ±	261890.25	2592498.19
113	14+65.10	9.12' LT	606.01 ±	261902.47	2592492.40
114	14+79.81	9.35' LT	606.02 ±	261917.36	2592496.51

25TH STREET - WEST

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
201	24+14.75	33.28' LT	622.24	262596.65	2593115.13
202	24+09.47	27.72' LT	622.34	262589.08	2593115.13
203	24+00.65	5.00' LT	622.66	262566.44	2593124.03
204	24+10.69	5.00' LT	622.62	262573.19	2593131.41
205	24+16.96	20.93' LT	622.41	262589.08	2593125.13
206	24+23.97	29.90' LT	622.26	262601.23	2593125.13
207	24+07.24	25.36' LT	622.38	262585.87	2593115.13
208	24+02.29	17.50' LT	622.50	262576.79	2593116.83
209	24+00.62	8.40' LT	622.62	262568.95	2593121.72
210	24+10.70	8.43' LT	622.58	262575.72	2593129.09
211	24+11.74	13.88' LT	622.51	262580.42	2593126.15
212	24+14.74	18.58' LT	622.45	262585.87	2593125.13

PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY 4	COUNTY: RACINE	CURB RAMP DETAILS	SHEET E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0213-CR.DWG
LAYOUT NAME - 021301-cr
PLOT DATE : 3/8/2021 8:37 AM PLOT BY : WIEDERIN, NICHOLAS PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

N

LEGEND

- CRxx — CURB RAMP TYPE
- CONCRETE SIDEWALK 4-INCH
- PED — CONCRETE CURB PEDESTRIAN
- XXX — POINT NUMBER
- DETECTABLE WARNING FIELD

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY TO INDICATE APPROXIMATE GRADED FLARE LIMITS AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

25TH STREET - EAST					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
210	26+39.45	5.00' LT	620.71	262608.20	2593355.18
211	26+35.64	5.00' LT	620.71	262608.07	2593351.37
212	26+29.64	5.00' LT	620.93	262607.86	2593345.37
213	26+29.65	5.00' RT	621.08	262597.87	2593345.72
214	26+35.65	5.01' RT	620.83	262598.06	2593351.72
215	26+50.39	5.12' RT	620.52	262598.60	2593367.04

MEAD STREET - SOUTH					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
301	100+46.62	9.32' LT	620.48	262612.77	2593423.87
302	100+47.05	0.67' LT	620.65	262613.51	2593432.50
303	100+47.33	5.01' RT	620.77	262613.99	2593438.16
304	100+57.22	5.01' RT	620.68	262623.87	2593437.82
305	100+56.82	5.00' LT	620.54	262623.12	2593427.83
306	100+56.64	10.00' LT	620.46	262622.76	2593422.84
307	100+31.40	1.15' RT	621.36	262597.93	2593434.86
308	100+31.40	6.85' RT	621.52	262598.13	2593440.57

25TH STREET

MEAD STREET

26+00

27+00

101+00

EP: 27+08.41

PI: 26+49.64

PI: 26+77.17

BP: 100+31.39

MATCH EX.

CR4BJ

CR7B

6.0'
-3.7%
-0.0%
3.8'
4.0%
-1.2%
-1.9%
10.0'
-1.5%
-4.2%
-2.0%
15.3'
6.0'

5.0'
-1.5%
100'
-1.5%
3.0'
10.0'
-0.2%
-4.0%
-2.0%
9.9'
-0.8%
-2.0%
5.6'
8.7'
5% MAX

620.483
528.474

PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY 4	COUNTY: RACINE	CURB RAMP DETAILS	SHEET	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0213-CR.DWG
LAYOUT NAME - 021302-cr

PLOT DATE : 3/8/2021 8:37 AM PLOT BY : WIEDERIN, NICHOLAS PLOT NAME : PLOT SCALE : 1 IN:10 FT

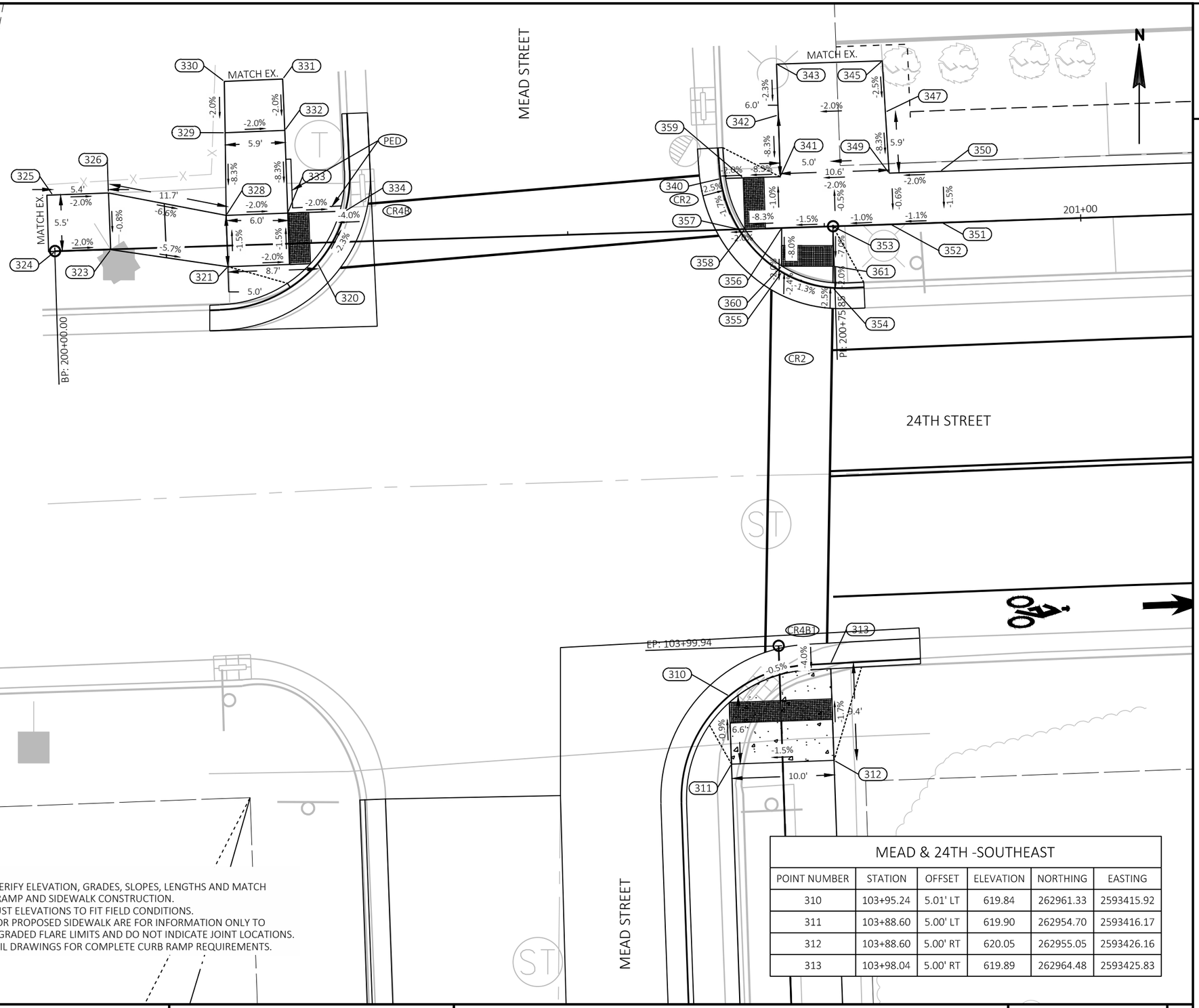
MEAD & 24TH - NORTHWEST					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
320	200+25.55	2.00' RT	619.76	263003.45	2593375.85
321	200+16.81	2.04' RT	619.93	263003.14	2593367.12
323	200+05.44	0.02' RT	620.59	263004.79	2593355.69
324	200+00.00	0.02' RT	620.70 ±	263004.61	2593350.25
325	200+00.00	5.48' LT	620.74 ±	263010.11	2593350.05
326	200+05.40	5.51' LT	620.64	263010.31	2593355.47
328	200+16.79	2.96' LT	619.86	263008.13	2593366.94
329	200+16.95	11.00' LT	620.53	263016.18	2593366.84
330	200+17.03	16.00' LT	620.63 ±	263021.18	2593366.76
331	200+22.72	16.06' LT	620.51 ±	263021.41	2593372.44
332	200+22.76	11.06' LT	620.41	263016.42	2593372.65
333	200+22.79	2.98' LT	619.74	263008.35	2593372.93
334	200+28.40	3.01' LT	619.63	263008.55	2593378.53

MEAD & 24TH - NORTHEAST					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
340	200+65.03	5.00' LT	619.88	263011.71	2593415.09
341	200+70.87	5.00' LT	620.23	263011.90	2593420.92
342	200+70.83	10.99' LT	620.72	263017.89	2593420.69
343	200+70.86	15.97' LT	620.84 ±	263022.86	2593420.56
345	200+81.19	15.95' LT	621.06 ±	263023.18	2593430.86
347	200+81.32	10.95' LT	620.93	263018.19	2593431.16
349	200+81.48	5.00' LT	620.44	263012.25	2593431.52
350	200+86.48	5.00' LT	620.54	263012.42	2593436.51
351	200+86.48	0.00' LT	620.46	263007.42	2593436.68
352	200+81.48	0.00'	620.41	263007.25	2593431.69
353	200+75.85	0.00'	620.35	263007.06	2593426.06
354	200+75.65	6.00' RT	620.04	263001.06	2593426.06
355	200+70.71	4.30' RT	619.97	263002.60	2593421.06
356	200+70.84	0.00'	620.28	263006.90	2593421.06
357	200+66.67	0.00'	619.97	263006.77	2593416.89
358	200+67.25	0.00'	619.98	263006.78	2593417.47
359	200+67.25	5.00' LT	619.93	263011.78	2593417.31
360	200+70.72	3.72' RT	619.98	263003.18	2593421.06
361	200+75.72	3.87' RT	620.08	263003.18	2593426.06

LEGEND

- (CRxx) CURB RAMP TYPE
- CONCRETE SIDEWALK 4-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XXX) POINT NUMBER
- DETECTABLE WARNING FIELD

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY TO INDICATE APPROXIMATE GRADED FLARE LIMITS AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.



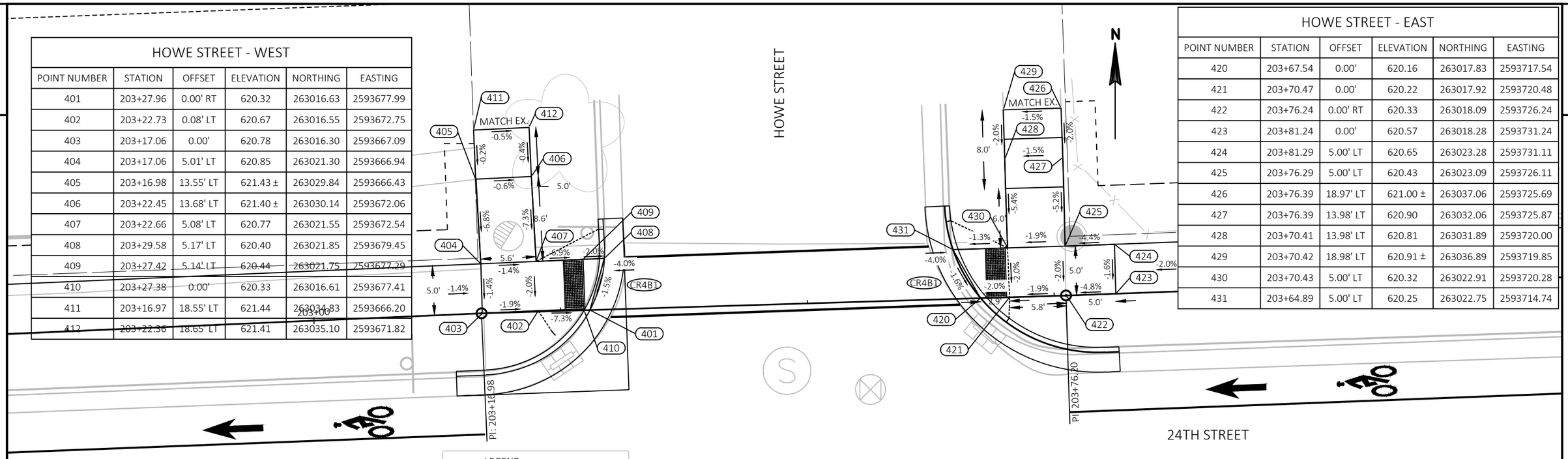
MEAD & 24TH -SOUTHEAST					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
310	103+95.24	5.01' LT	619.84	262961.33	2593415.92
311	103+88.60	5.00' LT	619.90	262954.70	2593416.17
312	103+88.60	5.00' RT	620.05	262955.05	2593426.16
313	103+98.04	5.00' RT	619.89	262964.48	2593425.83

PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY 4	COUNTY: RACINE	CURB RAMP DETAILS	SHEET	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0213-CR.DWG
LAYOUT NAME - 021303-cr
PLOT DATE : 3/8/2021 8:37 AM
PLOT BY : WIEDERIN, NICHOLAS
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

HOWE STREET - WEST

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
401	203+27.96	0.00' RT	620.32	263016.63	2593677.99
402	203+22.73	0.08' LT	620.67	263016.55	2593672.75
403	203+17.06	0.00'	620.78	263016.30	2593667.09
404	203+17.06	5.01' LT	620.85	263021.30	2593666.94
405	203+16.98	13.55' LT	621.43 ±	263029.84	2593666.43
406	203+22.45	13.68' LT	621.40 ±	263030.14	2593672.06
407	203+22.66	5.08' LT	620.77	263021.55	2593672.54
408	203+29.58	5.17' LT	620.40	263021.85	2593679.45
409	203+27.42	5.14' LT	620.44	263021.75	2593677.29
410	203+27.38	0.00'	620.33	263016.61	2593677.41
411	203+16.97	18.55' LT	621.44	263034.83	2593666.20
412	203+22.36	18.65' LT	621.41	263035.10	2593671.82



HOWE STREET - EAST

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
420	203+67.54	0.00'	620.16	263017.83	2593717.54
421	203+70.47	0.00'	620.22	263017.92	2593720.48
422	203+76.24	0.00' RT	620.33	263018.09	2593726.24
423	203+81.24	0.00'	620.57	263018.28	2593731.24
424	203+81.29	5.00' LT	620.65	263023.28	2593731.11
425	203+76.29	5.00' LT	620.43	263023.09	2593726.11
426	203+76.39	18.97' LT	621.00 ±	263037.06	2593725.69
427	203+76.39	13.98' LT	620.90	263032.06	2593725.87
428	203+70.41	13.98' LT	620.81	263031.89	2593720.00
429	203+70.42	18.98' LT	620.91 ±	263036.89	2593719.85
430	203+70.43	5.00' LT	620.32	263022.91	2593720.28
431	203+64.89	5.00' LT	620.25	263022.75	2593714.74

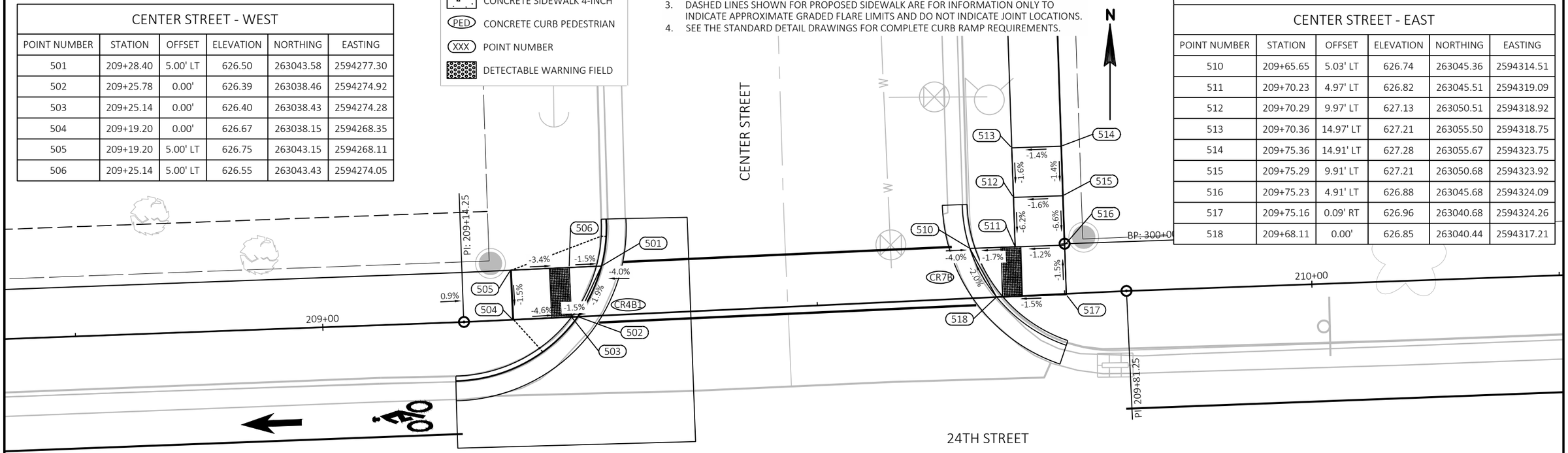
LEGEND

- (CRxx) CURB RAMP TYPE
- CONCRETE SIDEWALK 4-INCH
- (PED) CONCRETE CURB PEDESTRIAN
- (XXX) POINT NUMBER
- DETECTABLE WARNING FIELD

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY TO INDICATE APPROXIMATE GRADED FLARE LIMITS AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

CENTER STREET - WEST

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
501	209+28.40	5.00' LT	626.50	263043.58	2594277.30
502	209+25.78	0.00'	626.39	263038.46	2594274.92
503	209+25.14	0.00'	626.40	263038.43	2594274.28
504	209+19.20	0.00'	626.67	263038.15	2594268.35
505	209+19.20	5.00' LT	626.75	263043.15	2594268.11
506	209+25.14	5.00' LT	626.55	263043.43	2594274.05



CENTER STREET - EAST

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
510	209+65.65	5.03' LT	626.74	263045.36	2594314.51
511	209+70.23	4.97' LT	626.82	263045.51	2594319.09
512	209+70.29	9.97' LT	627.13	263050.51	2594318.92
513	209+70.36	14.97' LT	627.21	263055.50	2594318.75
514	209+75.36	14.91' LT	627.28	263055.67	2594323.75
515	209+75.29	9.91' LT	627.21	263050.68	2594323.92
516	209+75.23	4.91' LT	626.88	263045.68	2594324.09
517	209+75.16	0.09' RT	626.96	263040.68	2594324.26
518	209+68.11	0.00'	626.85	263040.44	2594317.21

PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY 4	COUNTY: RACINE	CURB RAMP DETAILS	SHEET E

LEGEND

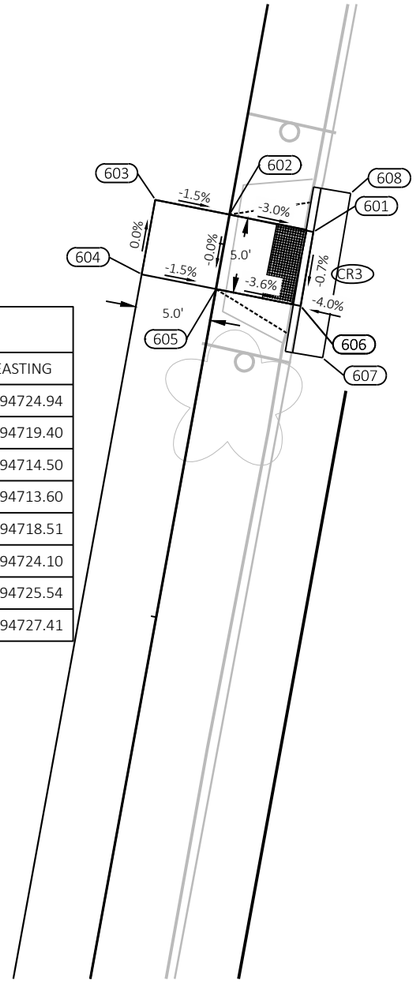
- CRxx — CURB RAMP TYPE
- CONCRETE SIDEWALK 4-INCH
- PED — CONCRETE CURB PEDESTRIAN
- XXX — POINT NUMBER
- DETECTABLE WARNING FIELD

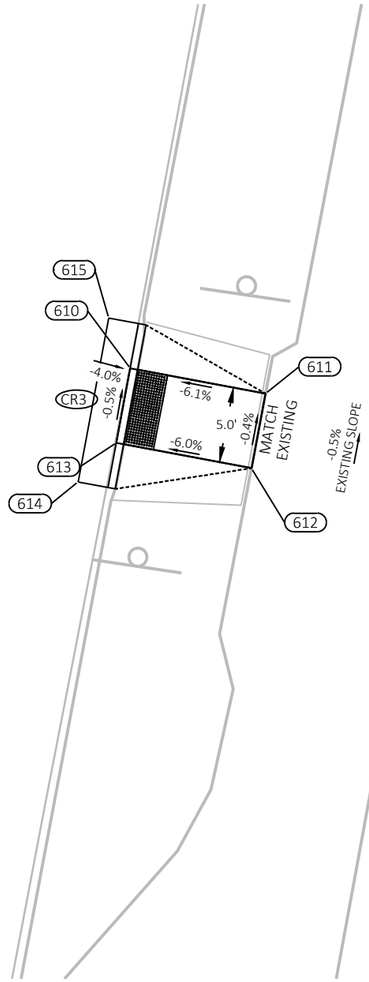
NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY TO INDICATE APPROXIMATE GRADED FLARE LIMITS AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. PAVEMENT ON ROOSEVELT PARK DRIVE IS CONCRETE WITH AN ASPHALT OVERLAY. NEW CONCRETE GUTTER DEPTH MAY NEED TO BE INCREASED TO MATCH EXISTING PAVEMENT ELEVATIONS.

N

2

ROOSEVELT - WEST					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
601	308+76.87	5.65' RT	626.93	263538.76	2594724.94
602	308+77.00	0.00'	627.10	263539.91	2594719.40
603	308+77.08	5.00' LT	627.17	263540.88	2594714.50
604	308+72.08	5.00' LT	627.17	263535.96	2594713.60
605	308+72.00	0.00'	627.10	263534.99	2594718.51
606	308+71.91	5.70' RT	626.90	263533.88	2594724.10
607	308+68.80	7.73' RT	626.88 ±	263530.45	2594725.54
608	308+79.81	7.62' RT	627.01 ±	263541.30	2594727.41





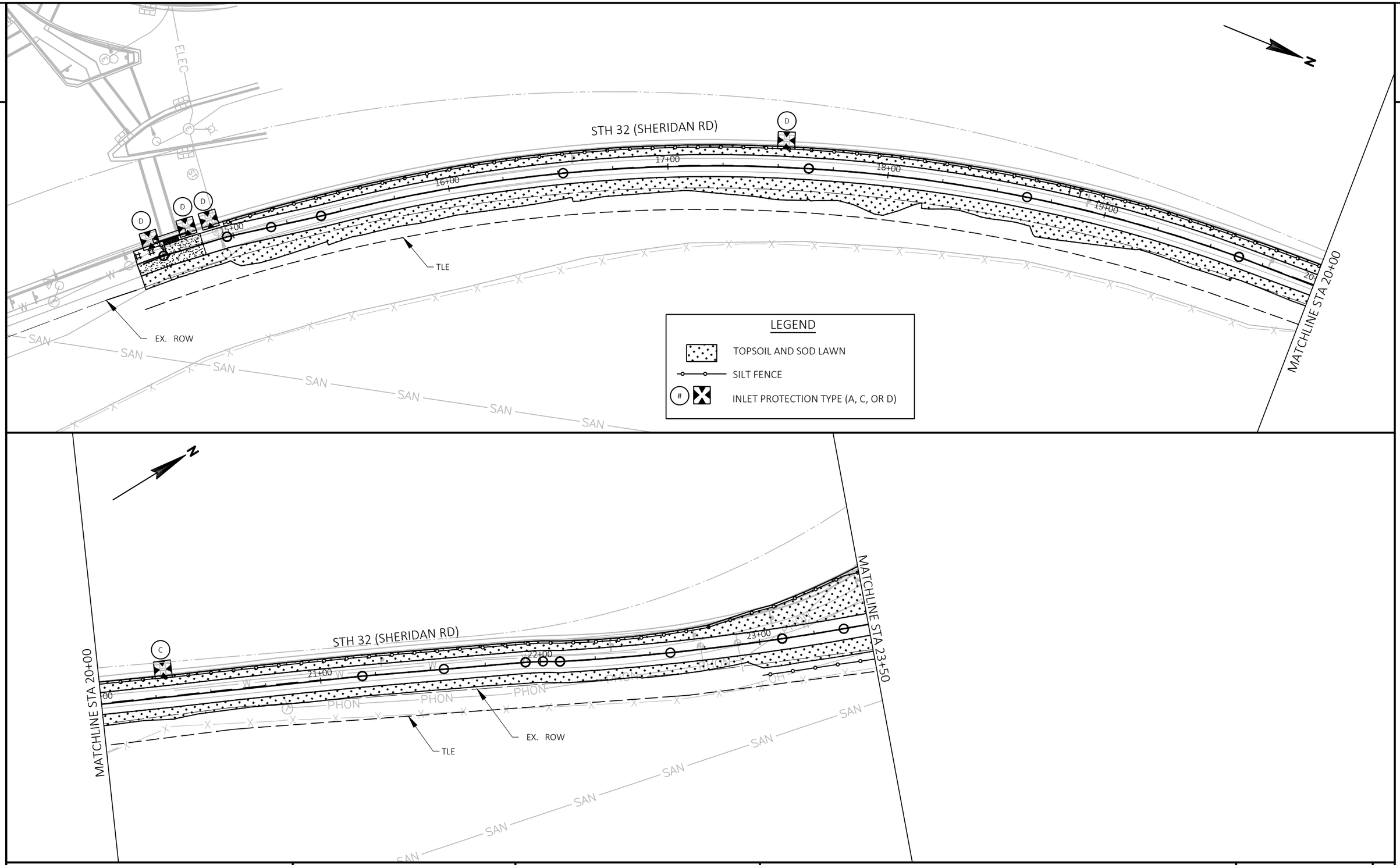
ROOSEVELT PARK DRIVE

ROOSEVELT - EAST					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
610	308+74.28	41.66' RT	627.15	263529.76	2594759.90
611	308+74.23	50.75' RT	625.70 ±	263528.09	2594768.84
612	308+69.23	50.71' RT	627.72 ±	263523.17	2594767.90
613	308+69.28	41.64' RT	627.17	263524.84	2594758.98
614	308+66.29	39.62' RT	627.19 ±	263522.26	2594756.47
615	308+77.29	39.68' RT	627.13 ±	263533.08	2594758.49

PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY 4	COUNTY: RACINE	CURB RAMP DETAILS	SHEET	E

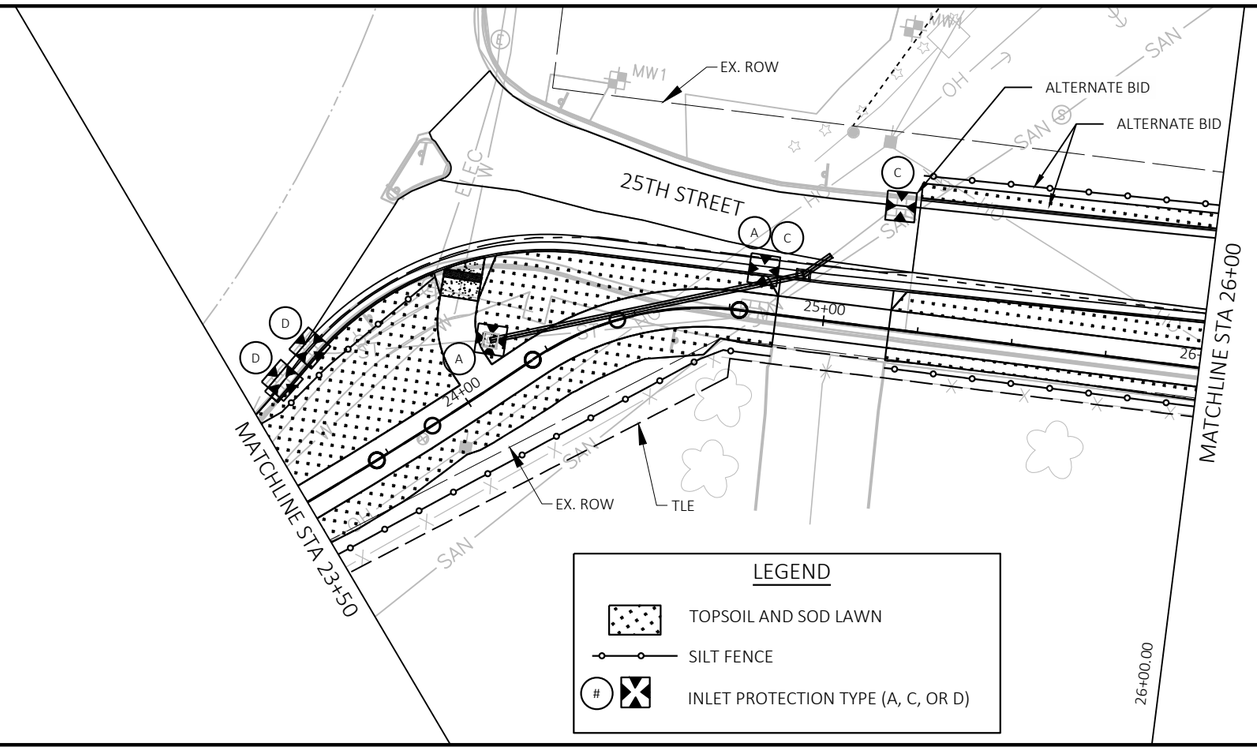
FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0213-CR.DWG
LAYOUT NAME - 021305-cr
PLOT DATE : 3/8/2021 8:37 AM PLOT BY : WIEDERIN, NICHOLAS PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

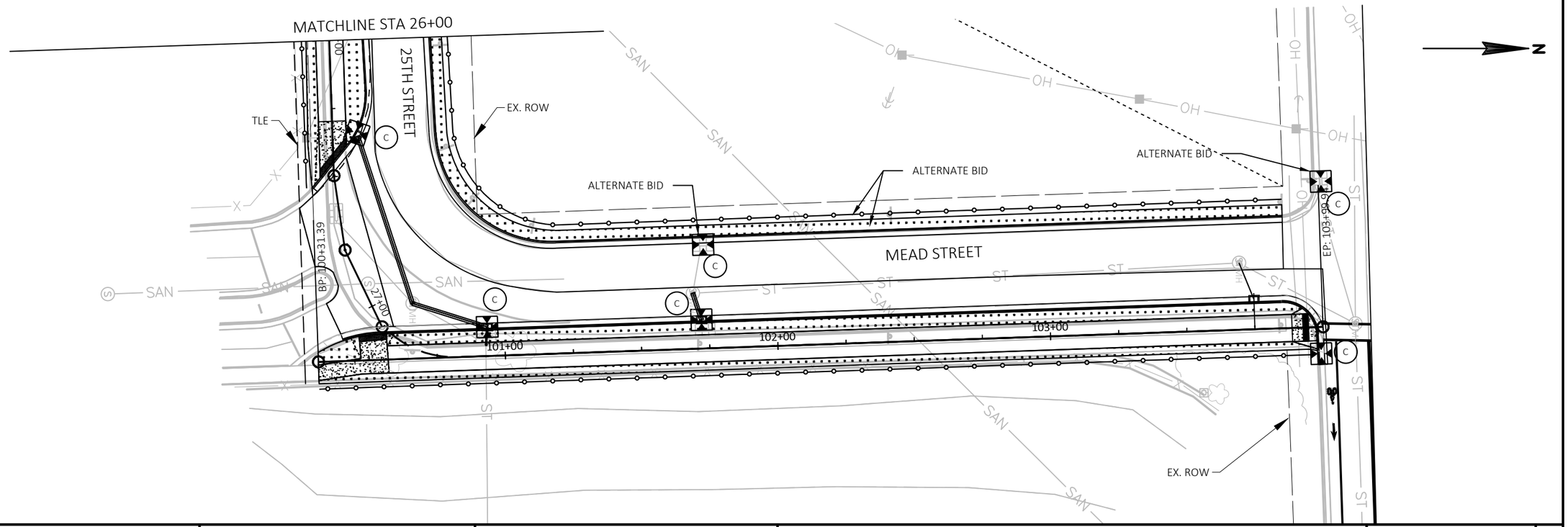
2



PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY PH 4	COUNTY: RACINE	EROSION CONTROL	SHEET 25	E

2





PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY PH 4	COUNTY: RACINE	EROSION CONTROL	SHEET 26	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0220-EC.DWG
LAYOUT NAME - ec-2
PLOT DATE : 3/5/2021 10:48 AM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2

N

MEAD STREET

HOWE STREET

TLE

EX. ROW

201+00

202+00

203+00

204+00

205+00

24TH STREET

MATCHLINE STA. 205+20

EX. ROW

SAN

ST

OH

LEGEND

TOPSOIL AND SOD LAWN

SILT FENCE

INLET PROTECTION TYPE (A, C, OR D)

MATCHLINE STA. 205+20

N

EX. ROW

TLE

206+00

207+00

208+00

209+00

210+00

24TH STREET

MATCHLINE STA. 300+50

CENTER STREET

TLE

SAN

ST

OH

W

2

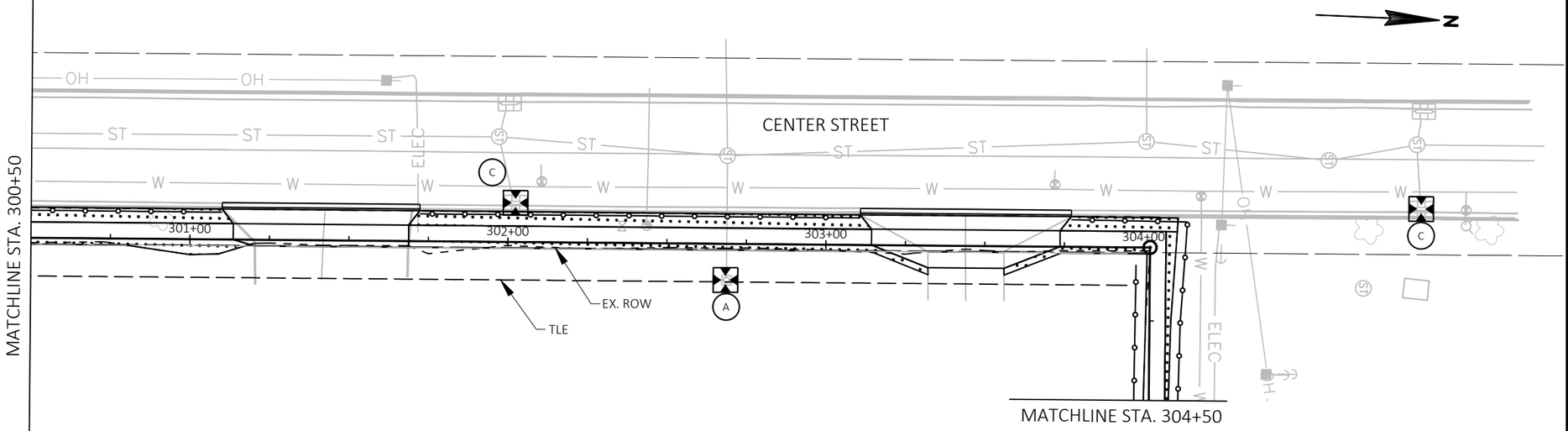
PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY PH 4	COUNTY: RACINE	EROSION CONTROL	SHEET 27	E

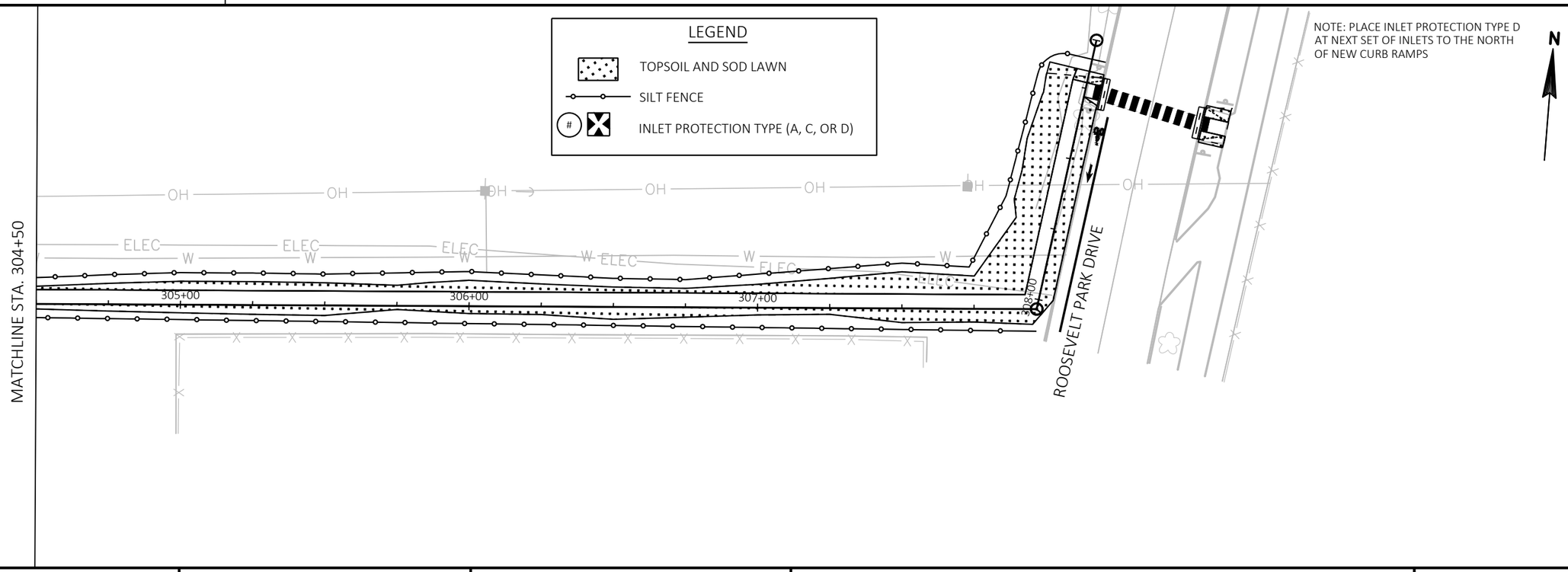
FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0220-EC.DWG
LAYOUT NAME - ec-3

PLOT DATE : 3/5/2021 10:48 AM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2



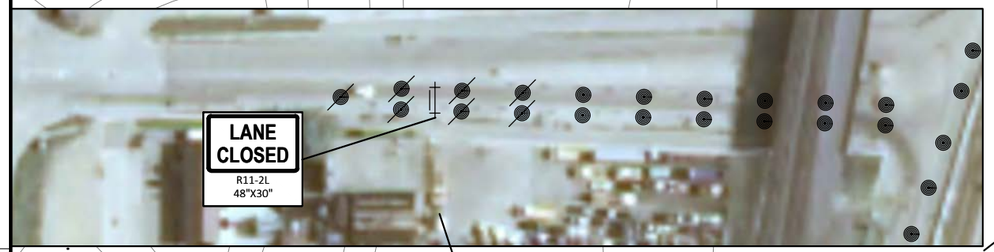


PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY PH 4	COUNTY: RACINE	EROSION CONTROL	SHEET 28	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0220-EC.DWG
LAYOUT NAME - ec-4
PLOT DATE : 3/5/2021 10:48 AM
PLOT BY : DAY, JOHN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

TRAFFIC CONTROL NOTES

1. NB RIGHT LANE ON STH 32 (SHERIDAN RD) SHALL BE CLOSED FROM DURAND AVE TO APPROXIMATELY 50' NORTH DURING CONSTRUCTION. WHILE THIS LANE IS CLOSED, THE RIGHT TURN LANE ON DURAND AVE SHALL ALSO BE CLOSED.
2. 25TH ST SHALL BE CLOSED AT STH 32 (SHERIDAN RD) INTERSECTION AND MEAD ST SHALL BE CLOSED AT THE 24TH ST INTERSECTION DURING CONSTRUCTION.
3. 24TH ST EB SHOULDER AT MEAD ST MAY BE CLOSED DURING CONSTRUCTION BUT MAY NOT BE CLOSED AT THE SAME TIME AS THE WB SHOULDER.
4. 24TH ST WB SHOULDER FROM MEAD ST TO CENTER ST MAY BE CLOSED DURING CONSTRUCTION BUT MAY NOT BE CLOSED AT THE SAME TIME AS THE EB SHOULDER.
5. NB AND SB SHOULDERS ON MEAD ST, HOWE ST, CENTER ST, AND ROOSEVELT PARK DR MAY BE CLOSED DURING CONSTRUCTION, BUT ONLY ONE SHOULDER PER STREET MAY BE CLOSED AT A TIME.
6. PEDESTRIAN DETOUR ON STH 32 (SHERIDAN RD) SHALL BE MAINTAINED UNTIL THE NEW PATH IS OPENED TO SERVICE.
7. TEMPORARY PEDESTRIAN RAMP AT INTERSECTION OF STH 32 AND DURAND AVE MAY BE REMOVED ONCE THE PERMANENT CURB RAMP IS COMPLETED AND CONNECTED TO THE EXISTING SIDEWALK TO THE SOUTH.
8. DRIVEWAY ACCESS ON 25TH STREET SHALL BE COORDINATED AS NEEDED IN THE FIELD.
9. DRIVEWAYS ON 24TH STREET TO BE CONSTRUCTED IN 2 STAGES TO ALLOW ACCESS AT ALL TIMES.
10. THERE WILL BE NO SIGNED PEDESTRIAN DETOUR FOR MEAD AND HOWE STREETS. HOWEVER, SIDEWALKS ARE AVAILABLE ON 23RD STREET AND STH 32 TO SERVE AS AN UN-SIGNED PEDESTRIAN DETOUR ROUTE.
11. SHORT-TERM SINGLE LANE CLOSURES IN ACCORDANCE WITH SDD 15C12 "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" MAY BE USED FOR EQUIPMENT AND MATERIALS DELIVERY TO THE PROJECT AND FOR STORM SEWER AND PAVING WORK IN THE SOUTHEAST QUADRANT OF THE MEAD STREET/24TH STREET INTERSECTION.
12. USE OF TEMPORARY GRAVEL DRIVING SURFACE MAY BE NEEDED IN THE SOUTHEAST QUADRANT OF THE MEAD STREET/24TH STREET INTERSECTION TO KEEP 24TH STREET OPEN TO TWO LANES OF TRAFFIC.
13. TEMPORARILY RELOCATE THE RACINE TRANSIT BUS STOP CURRENTLY LOCATED ON NORTH BOUND STH 32 BETWEEN DURAND AVENUE AND 25TH STREET TO THE NORTH SIDE OF 25TH STREET



LEGEND

- TEMPORARY PEDESTRIAN DETOUR ROUTE
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A)
- TYPE III BARRICADE WITH/WITHOUT SIGN
- SIGN ON PERMANENT SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM W/ TYPE C LIGHT
- WORK AREA

1. REFER TO SDD 15C02-A "BARRICADES AND SIGNS FOR MAINLINE CLOSURES." USE DETAIL C "MAINLINE, NO POSTED DETOUR
2. REFER TO SDD 15D30 "TRAFFIC CONTROL, PEDESTRIAN ACCOMODATION." USE DETAIL "TEMPORARY CURB RAMP PERPENDICULAR TO CURB."
3. REFER TO SDD 15D20-A "TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY."
4. REFER TO SDD 15D28 "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED HIGHWAY."

A — SIDEWALK CLOSED, R9-9, 24"X12"

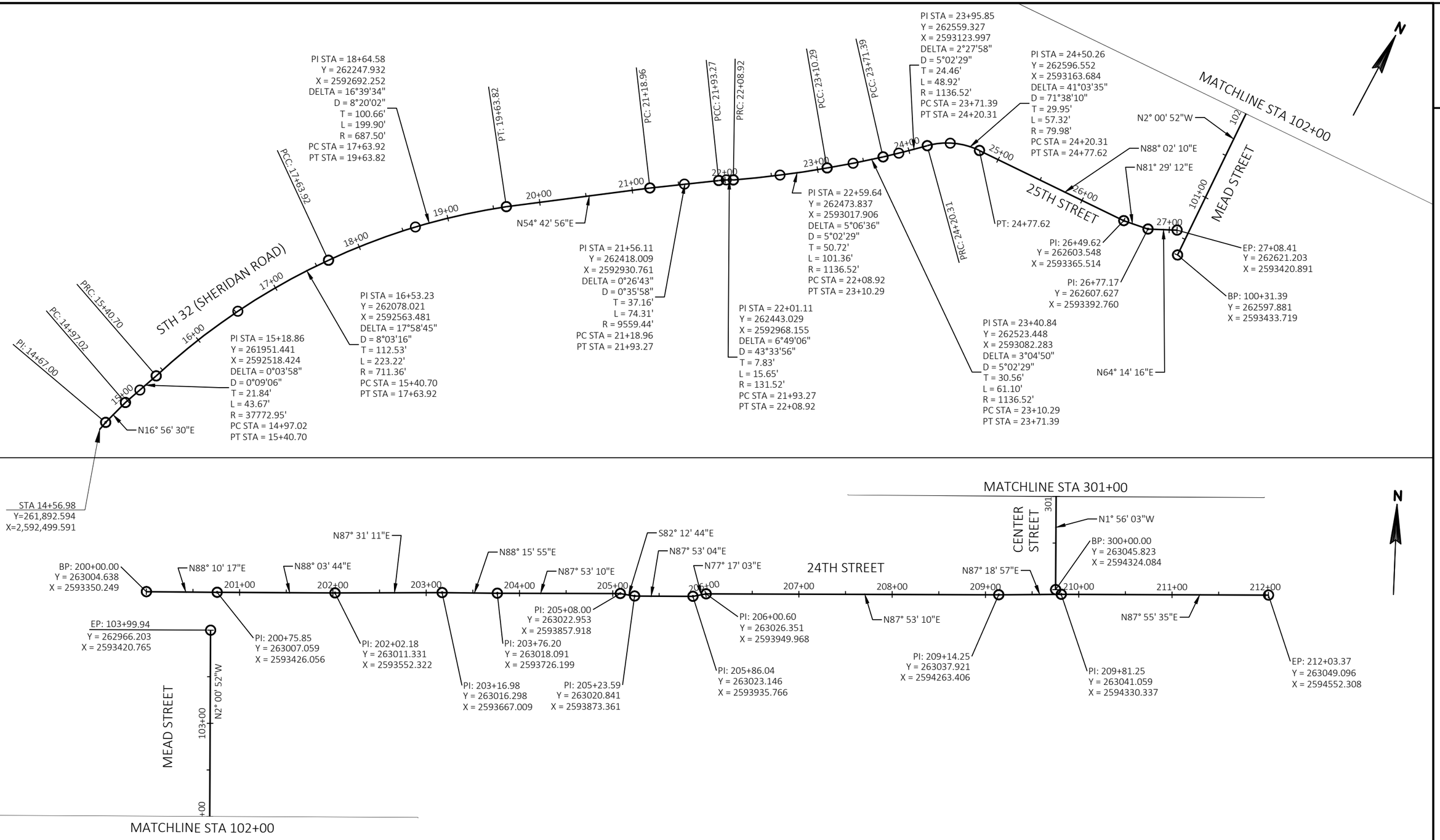
B — SIDEWALK CLOSED AHEAD, CROSS HERE, R9-11, 24"X12"

C — SIDEWALK CLOSED, CROSS HERE, R9-11A, 24"X12"

D — ROAD WORK AHEAD, W20-1A

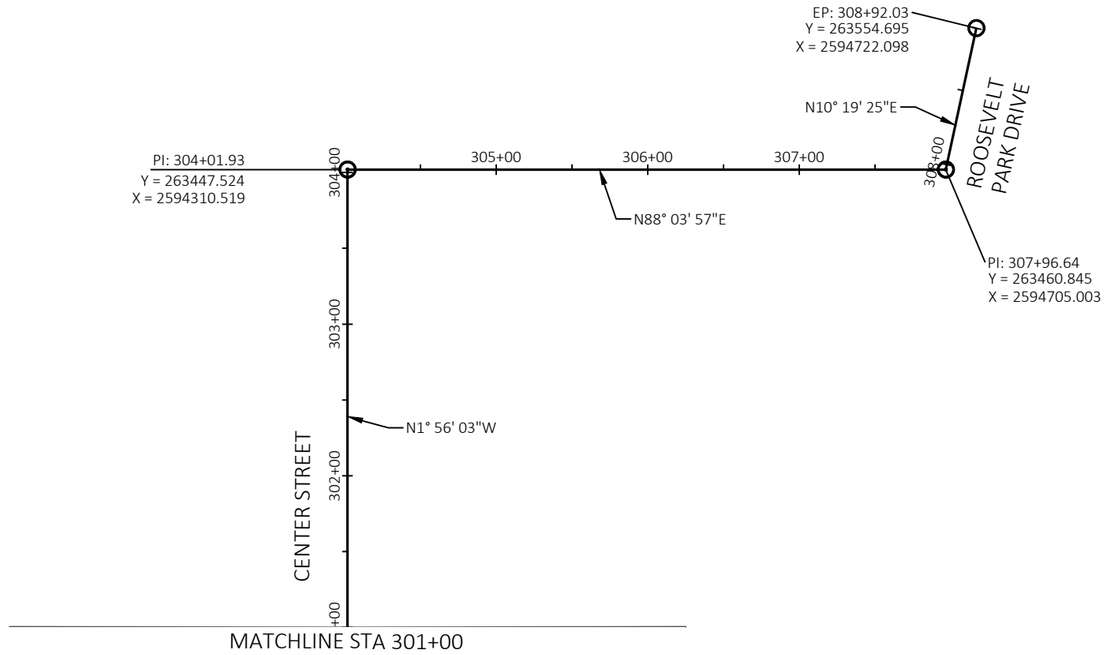
E — END ROAD WORK, G20-2A, 48"X24"

PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY PH 4	COUNTY: RACINE	TRAFFIC CONTROL	SHEET 29	E



PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY PH 4	COUNTY: RACINE	ALIGNMENT DETAILS	SHEET 30	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0272-AD.DWG
LAYOUT NAME - 027201-ad
PLOT DATE : 3/4/2021 10:44 PM
PLOT BY : DAY, JOHN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42



2

PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY PH 4	COUNTY: RACINE	ALIGNMENT DETAILS	SHEET 31	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0272-AD.DWG
LAYOUT NAME - 027202-ad
PLOT DATE : 3/4/2021 10:44 PM
PLOT BY : DAY, JOHN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

CLEARING AND GRUBBING

STATION	201.0120 CLEARING ID	201.0220 GRUBBING ID
100+57	60	60
101+03	48	48
204+06	12	12
204+46	10	10
204+86	10	10
206+02	2	2
206+51	2	2
206+88	2	2
207+45	8	8
207+86	8	8
TOTAL	**162**	**162**

REMOVING CURB & GUTTER

STATION	-	STATION	LOCATION	204.0150 REMOVING CURB & GUTTER LF
14+65	-	14+80	STH 32	15
23+57	-	26+48	25TH STREET	307
200+65	-	200+79	MEAD STREET NE	23
203+66	-	203+81	HOWE STREET NE	26
209+65	-	209+75	CENTER STREET NE	19
308+66	-	308+78	ROOSEVELT PARK DRIVE	11
308+69	-	308+80	ROOSEVELT PARK DRIVE	11
TOTAL - BASE BID				**412**

REMOVING SIDEWALK

STATION	-	STATION	OFFSET	204.0155 REMOVING CONCRETE SIDEWALK SY
14+54	-	26+54	RT/LT	820
100+33	-	103+97	RT/LT	250
200+00	-	200+28	RT/LT	30
200+65	-	203+29	RT/LT	190
203+65	-	203+76	RT/LT	18
308+65	-	308+80	RT	16
TOTAL				**1,324**

REMOVING PAVEMENT

STATION	-	STATION	204.0100 REMOVING CONCRETE PAVEMENT * SY	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY
14+65	-	14+80	---	4	---	---
23+55	-	24+30	---	---	72	---
24+13	-	25+12	---	---	---	98
25+12	-	25+22	---	---	4	---
25+22	-	104+00	1220	---	---	---
200+15	-	200+32	13	---	---	---
201+69	-	202+05	42	---	---	---
203+14	-	203+32	15	---	---	---
205+23	-	205+87	89	---	---	---
206+99	-	207+39	56	---	---	---
209+14	-	209+37	39	---	---	---
301+10	-	301+72	---	69	---	---
303+11	-	303+77	86	---	---	---
TOTAL - BASE BID			**1560**	**73**	**76**	**98**
24+24	-	24+42	---	---	50	---
24+30	-	25+12	---	---	---	194
25+12	-	25+22	---	---	19	---
25+22	-	103+86	1000	---	---	---
TOTAL - ALTERNATE BID			**1000**	**0**	**69**	**194**

*** INCLUDES REMOVAL OF ADJACENT CURB & GUTTHER WHERE APPLICABLE**

REMOVING INLETS

STATION	OFFSET	204.0220 REMOVING INLETS EACH
24+82	RT	1
26+63	RT	1
100+93	LT	1
101+74	LT	1
103+95	LT	1
TOTAL		**5**

REMOVING STORM SEWER

FROM STATION	TO STATION	204.0245.01 REMOVING STORM SEWER 12-INCH LF	204.0280 SEALING PIPES EACH
24+14	24+82	67	---
24+82	24+99	22	---
26+63	100+67	43	---
100+67	100+93	29	---
101+74	101+70	14	---
103+95	104+12	---	1
TOTAL		**175**	**1**

EXCAVATION COMMON

STATION	-	STATION	LOCATION	205.0100 EXCAVATION COMMON CY	NOTES
14+54	-	24+00	STH 32	150	LANDSCAPING EARTHWORK
14+57	-	26+30	STH 32 & 25TH STREET	234	MULTI-USE PATH EARTHWORK
24+00	-	26+53	25TH ST	34	LANDSCAPING EARTHWORK
23+55	-	25+22	25TH STREET	63	ASPHALT PAVEMENT REMOVAL
25+12	-	104+17	25TH STREET & MEAD STREET	31	UNDISTRIBUTED SUBGRADE IMPROVEMENT
100+30	-	103+98	MEAD STREET	90	MULTI-USE PATH EARTHWORK
100+30	-	104+00	MEAD ST	29	LANDSCAPING EARTHWORK
200+00	-	209+28	24TH STREET	133	SIDEWALK EARTHWORK
200+65	-	203+26	24TH ST	59	LANDSCAPING EARTHWORK
295+00	-	304+00	CENTER ST	29	LANDSCAPING EARTHWORK
300+00	-	308+77	CENTER STREET/ROOSEVELT PARK	77	SIDEWALK EARTHWORK
304+00	-	308+00	ROOSEVELT PARK	30	LANDSCAPING EARTHWORK
308+00	-	308+80	ROOSEVELT PARK DR (W)	16	LANDSCAPING EARTHWORK
308+65	-	308+80	ROOSEVELT PARK DR (E)	1	LANDSCAPING EARTHWORK
TOTAL - BASE BID				**976**	
25+12	-	103+86	25TH & MEAD STREETS	50	UNDISTRIBUTED SUBGRADE IMPROVEMENT
25+22	-	103+86	25TH ST/MEAD ST	22	LANDSCAPING EARTHWORK
TOTAL - ALTERNATE BID				**72**	

BASE AGGREGATE DENSE

STATION	-	STATION	LOCATION	305.0120 1 1/4-INCH TON	624.0100 WATER MGAL	NOTES
14+86	-	103+89	MULTI-USE PATH	540	---	MULTI-USE PATH
23+55	-	25+22	25TH STREET	14	---	HMA PATCH
23+55	-	25+22	24TH STREET	32	---	TEMPORARY DRIVING SURFACE
	-		PROJECT LIMITS	34	---	CONCRETE PAVEMENT - REPLACEMENT (LEVEL LAYER)
	-		PROJECT LIMITS	130	---	CONCRETE SIDEWALK - NEW
	-		PROJECT LIMITS	9	---	CONCRETE SIDEWALK - REPLACEMENT (LEVEL LAYER)
	-		PROJECT LIMITS	92	---	CURB & GUTTER - NEW ALIGNMENT
	-		PROJECT LIMITS	9	---	CURB & GUTTER - REPLACEMENT (LEVEL LAYER)
	-		PROJECT LIMITS	27	---	CONCRETE DRIVEWAY - REPLACEMENT (LEVEL LAYER)
	-		PROJECT LIMITS	2	---	ASPHALT DRIVEWAY - REPLACEMENT (LEVEL LAYER)
	-		PROJECT LIMITS	62	---	REPLACEMENT AT PIPE TRENCHES
	-		UNDISTRIBUTED	68	11	
TOTAL - BASE BID				**1,019**	**11**	
25+22	-	104+00	25TH & MEAD STREETS	49	---	CONCRETE PAVEMENT - REPLACEMENT (LEVEL LAYER)
	-		UNDISTRIBUTED	29	1	
TOTAL - ALTERNATE BID				**78**	**1**	

CONCRETE PAVEMENT

STATION	-	STATION	LOCATION	415.0080 CONCRETE PAVEMENT 8-INCH SY	416.0160 CONCRETE DRIVEWAY 6-INCH SY	416.0610 DRILLED TIE BARS * EACH	416.0620 DRILLED DOWEL BARS EACH
24+84	-	25+21	25TH STREET	---	52	---	---
25+22	-	104+00	25TH/MEAD STREET	560	---	209	---
26+43	-	101+12	25TH/MEAD STREET	---	130	6	---
200+15	-	200+32	24TH /MEAD STREET	6	---	12	---
201+70	-	202+06	24TH STREET	---	39	---	---
203+14	-	203+32	24TH/HOWE STREET	8	---	11	---
205+23	-	205+51	24TH STREET	---	35	---	---
205+54	-	205+87	24TH STREET	---	44	---	---
207+00	-	207+39	24TH STREET	---	50	---	---
209+14	-	209+37	24TH/CENTER STREET	32	---	16	6
301+17	-	301+72	CENTER STREET	---	61	---	---
303+11	-	303+77	CENTER STREET	---	96	---	---
TOTAL - BASE BID				**606**	**507**	**254**	**6**
25+12	-	103+86	25TH/MEAD STREET	880	---	---	10
TOTAL - ALTERNATE BID				**880**	**0**	**0**	**10**

*** ADDITIONAL QUANTITIES SHOWN ELSEWHERE**

ASPHALTIC ITEMS

STATION	-	STATION	LOCATION	455.0605 TACK COAT GAL	465.0105 ASPHALTIC SURFACE TON	465.0110 ASPHALTIC SURFACE PATCHING TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON
14+65	-	14+80	STH 32	1	---	2	---
14+86	-	24+87	MULTI-USE PATH	80	200	---	---
23+55	-	25+22	STH 32/25TH STREET	15	21	12	---
25+17	-	26+30	MULTI-USE PATH	9	22	---	---
100+57	-	103+89	MULTI-USE PATH	26	65	---	---
205+25	-	205+47	24TH STREET	---	---	---	2
205+58	-	205+85	24TH STREET	---	---	---	3
301+20	-	301+69	CENTER STREET	---	---	---	3
TOTAL (BASE BID)				**131**	**308**	**14**	**8**
24+25	-	25+22	25TH STREET	19	31	---	---
TOTAL (ALTERNATE BID)				**19**	**31**	**0**	**0**

CONCRETE CURB & GUTTER

STATION	-	STATION	LOCATION	416.0610 DRILLED TIE BARS * EACH	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0600 CONCRETE CURB PEDESTRIAN LF	SPV.0090.01 CONCRETE CURB & GUTTER 24-INCH TYPE A LF
14+65	-	14+80	STH 32	---	---	15	---	---
23+57	-	25+22	25TH STREET	---	---	182	---	---
25+22	-	26+53	25TH STREET	---	139	---	---	---
100+32	-	103+98	MEAD STREET	---	385	---	---	---
200+15	-	200+29	MEAD STREET NW	---	27	---	10	---
200+65	-	200+79	MEAD STREET NE	6	23	---	---	---
201+70	-	202+06	DRIVEWAY	11	36	---	---	---
203+16	-	203+32	HOWE STREET NW	---	24	---	---	---
203+66	-	203+81	HOWE STREET NE	7	26	---	---	---
205+23	-	205+87	DRIVEWAY	21	66	---	---	---
206+99	-	207+39	DRIVEWAY	12	40	---	---	---
209+09	-	209+29	CENTER STREET NW	---	34	---	---	---
209+65	-	209+75	CENTER STREET NE	5	19	---	---	---
301+17	-	301+72	DRIVEWAY	17	---	---	---	55
303+11	-	303+77	DRIVEWAY	21	---	---	---	66
308+66	-	308+78	ROOSEVELT PARK DRIVE	2	11	---	---	---
308+69	-	308+80	ROOSEVELT PARK DRIVE	2	11	---	---	---
TOTAL - BASE BID				**104**	**841**	**197**	**10**	**121**
25+22	-	103+86	25TH/MEAD STREETS	---	447	---	---	---
TOTAL - ALTERNATE BID				**0**	**447**	**0**	**0**	**0**

*** ADDITIONAL QUANTITIES SHOWN ELSEWHERE**

CONCRETE SIDEWALK ITEMS

STATION	-	STATION	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF
14+54	-	14+86	260	14	---
24+09	-	24+24	94	20	---
26+30	-	26+50	150	---	31
100+31	-	100+57	230	20	---
103+89	-	103+98	82	20	---
200+00	-	200+28	220	10	---
200+66	-	201+72	620	20	---
202+02	-	203+29	680	10	---
203+65	-	205+25	850	10	---
205+48	-	205+58	51	---	---
205+84	-	207+04	600	---	---
207+34	-	209+28	960	10	---
209+66	-	209+75	40	10	---
300+00	-	301+20	570	---	---
301+69	-	303+32	720	---	---
303+56	-	308+77	2,550	10	---
308+69	-	308+74	40	10	---
TOTAL			**8,717**	**164**	**31**

STORM SEWER PIPE

FROM STR NUMBER	TO STR NUMBER	INVERT ELEVATION	DISCHARGE ELEVATION	SLOPE %	520.8000 CONCRETE COLLARS FOR PIPE EACH	608.0312 STORM SEWER PIPE REINF CONCRETE CLASS III 12-INCH LF	SPV.0090.03 STORM SEWER PIPE PVC 6-INCH LF	NOTES
---	I-1	617.61+/-	617.32	3.27%	1	8	---	CONNECT TO EX. PIPE TO NE
I-1	EX-3	617.32	616.89	0.51%	---	84	---	---
I-2	EX-5	617.47	616.81	1.02%	---	64	---	---
---	I-3	618.04+/-	617.96	1.00% +/-	---	---	8	CONNECT TO EX. PIPE TO E
I-3	EX-5	616.87	616.81	0.19%	---	29	---	---
EX-5	EX-6	---	---	---	1	---	---	PIPE REPAIR 17.2' NORTH OF EX-5
I-4	EX-6	616.27	616.22	0.47%	---	10	---	---
I-5	EX-7	613.71	613.57	1.00%	---	14	---	---
TOTAL					**2**	**209**	**8**	

STORM SEWER STRUCTURES

STR NUMBER	STATION	OFFSET	LOCATION	RIM OR FLANGE LINE ELEVATION	STRUCTURE LOWEST INVERT ELEVATION	611.0624 INLET COVERS TYPE H * EACH	611.1230 CATCH BASINS 2X3-FT EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	SPV.0060.01 INLET COVERS DRIVEWAY ** EACH
EX-1	23+61	LT	STH 32	621.91	---	---	---	---	1	---
EX-2	23+72	LT	STH 32	621.90	---	---	---	---	1	---
EX-3	24+14	LT	25TH ST	621.81	---	---	---	---	1	---
I-1	24+93	LT	25TH ST	621.69	615.32	---	1	---	---	1
I-2	26+34	LT	25TH ST	620.76	615.47	1	1	---	---	---
EX-5	100+67	LT	MEAD ST	620.40	---	---	---	1	---	---
I-3	100+94	LT	MEAD ST	620.05	614.87	1	1	---	---	---
EX-6	101+69	LT	MEAD ST	619.92	---	---	---	1	---	---
I-4	101+72	LT	MEAD ST	620.11	614.27	1	1	---	---	---
I-5	103+75	LT	MEAD ST	619.78	611.71	1	1	---	---	---
TOTAL BASE BID						**4**	**5**	**2**	**3**	**1**
---	101+74	LT	MEAD ST	619.63	---	---	---	---	1	---
EX-7	103+70	LT	MEAD ST	620.07	---	---	---	1	---	---
TOTAL ALTERNATE BID						**0**	**0**	**1**	**1**	**0**

*** USE NEENAH R-3067-L FRAME AND GRATE FOR INLET COVERS TYPE H PER VILLAGE OF MOUNT PLEASANT STANDARDS**

**** USE NEENAH R-3290-A FRAME & GRATE FOR INLET COVERS DRIVEWAY PER VILLAGE OF MOUNT PLEASANT STANDARDS**

LANDSCAPING

STATION	-	STATION	LOCATION	625.0100 TOPSOIL SY	631.1000 SOD LAWN SY
14+54	-	24+00	STH 32	1,350	1,350
24+00	-	26+53	25TH ST	300	300
100+30	-	104+00	MEAD ST	260	260
200+00	-	200+25	24TH ST	15	15
200+65	-	203+26	24TH ST	120	120
203+68	-	209+28	24TH ST	390	390
295+00	-	304+00	CENTER ST	260	260
304+00	-	308+00	ROOSEVELT PARK	270	270
308+00	-	308+80	ROOSEVELT PARK DR (W)	140	140
308+65	-	308+80	ROOSEVELT PARK DR (E)	8	8
UNDISTRIBUTED				780	780
TOTAL - BASE BID				**3,892**	**3,892**
25+22	-	103+86	25TH ST/MEAD ST	200	200
UNDISTRIBUTED				50	50
TOTAL - ALTERNATE BID				**250**	**250**

EROSION CONTROL MOBILIZATION

PROJECT	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATION EMERGENCY EROSION CONTROL EACH
1693-34-76	4	4
TOTAL	**4**	**4**

EROSION CONTROL

STATION	-	STATION	OFFSET	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH
14+97	-	24+11	LT	920	920	---	---	---
14+64			LT	---	---	---	---	1
14+81			LT	---	---	---	---	1
14+91			LT	---	---	---	---	1
17+53			LT	---	---	---	---	1
20+29			LT	---	---	---	---	1
23+00	-	24+87	RT	180	180	---	---	---
23+61			LT	---	---	---	---	1
23+72			LT	---	---	---	---	1
24+14			LT	---	---	1	---	---
24+94			LT	---	---	1	1	---
25+17	-	26+53	RT	135	135	---	---	---
26+34			LT	---	---	1	1	---
100+31	-	103+95	RT	365	365	---	---	---
100+94			LT	---	---	1	1	---
101+72			LT	---	---	1	1	---
103+99			RT	---	---	1	1	---
200+00	-	200+23	RT	25	25	---	---	---
200+29			LT	---	---	---	1	---
200+65			LT	---	---	---	1	---
200+76	-	201+69	RT	95	95	---	---	---
202+05	-	203+25	RT	120	120	---	---	---
203+24			RT	---	---	---	1	---
203+69			RT			---	1	---
203+70	-	205+22	RT	155	155	---	---	---
205+87	-	207+00	RT	110	110	---	---	---
207+39	-	209+23	RT	185	185	---	---	---
207+94	-	209+28	LT	135	135	---	---	---
209+70	-	209+87	RT/LT	35	35	---	---	---
209+80			RT	---	---	---	1	---
300+00	-	301+10	LT	110	110	---	---	---
301+72	-	303+11	LT	140	140	---	---	---
302+02			LT	---	---	---	1	---
303+77	-	308+85	LT	515	515	---	---	---
304+07	-	307+97	RT	390	390	---	---	---
302+69			RT	---	---	1	---	---
CENTER ST			LT	---	---	---	1	---
ROOSEVELT PARK DR			RT/LT	---	---	---	2	---
UNDISTRIBUTED			---	340	340	---	---	---

TOTAL - BASE BID				**3,955**	**3,955**	**7**	**14**	**7**

EROSION CONTROL (CONT.)

STATION	-	STATION	OFFSET	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH
25+17			LT	---	---	---	1	---
25+22	-	103+86	LT	440	440	---	---	---
101+73			LT	---	---	---	1	---
103+99			LT	---	---	---	1	---
UNDISTRIBUTED			---	110	110	---	---	---
TOTAL - ALTERNATE BID				**550**	**550**	**0**	**3**	**0**

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3

PERMANENT SIGNING

STATION	OFFSET	SIGN CODE	SIGN MESSAGE	SIZE IN	X	IN	634.0814 POSTS TUBULAR STEEL 2x2-INCH 14-FT EACH	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	NOTES
14+95	RT	D11-1	BIKE ROUTE	24	X	18	---	3.00	---	---	---	BAND TO EXISTING SIGNAL POLE
15+25	LT	---	SPEED LIMIT 30	---	X	---	---	---	1	---	---	MOVE TO STA. 15+50; PLACE IN TERRACE
15+50	LT	D11-1	BIKE ROUTE	24	X	18	1	3.00	---	---	---	---
15+50	LT	MK4-6	END	24	X	12	---	2.00	---	---	---	SHARES POST WITH BIKE ROUTE SIGN
18+92	LT	---	SPEED LIMIT 30	---	X	---	---	---	1	---	---	MOVE TO STA. 18+92; PLACE IN TERRACE
19+79	LT	---	DIVIDED HIGHWAY SYMBOL/DO NOT ENTER	---	X	---	---	---	2	---	---	MOVE TO STA. 19+79; PLACE IN TERRACE
100+66	LT	---	LEFT ARROW	---	X	---	---	---	1	---	---	MOVE TO STA. 100+66; PLACE IN TERRACE
101+71	LT	---	SPEED LIMIT 25	---	X	---	---	---	1	---	---	MOVE TO STA. 101+71; PLACE IN TERRACE
102+41	LT	---	NO PARKING	---	X	---	---	---	1	---	---	MOVE TO STA. 102+41; PLACE IN TERRACE
103+85	LT	---	END ONE WAY	---	X	---	---	---	1	---	---	MOVE TO STA. 103+85; PLACE IN TERRACE
103+85	LT	---	ONE WAY LEFT ARROW	---	X	---	---	---	1	---	---	SHARES POST WITH END ONE WAY SIGN
103+85	LT	---	DO NOT ENTER	---	X	---	---	---	1	---	---	SHARES POST WITH END ONE WAY SIGN
103+88	RT	D11-1	BIKE ROUTE	24	X	18	1	3.00	---	---	---	---
103+88	RT	M7-1	LEFT ARROW	12	X	9	---	0.75	---	---	---	SHARES POST WITH BIKE ROUTE SIGN
200+90	RT	R7-1L	NO PARKING ANY TIME LEFT ARROW	18	X	24	1	3.00	---	---	---	---
201+05	RT	R7-1R	NO PARKING ANY TIME RIGHT ARROW	18	X	24	1	3.00	---	---	---	---
201+36	RT	D11-1	BIKE ROUTE	24	X	18	1	3.00	---	---	---	---
201+36	RT	M7-1	LEFT ARROW	12	X	9	---	0.75	---	---	---	SHARES POST WITH BIKE ROUTE SIGN
201+56	RT	---	2 HR PARKING	---	X	---	---	---	---	1	1	---
203+09	RT	---	30 MINUTE PARKING	---	X	---	---	---	---	1	1	---
203+12	RT	R7-1D	NO PARKING ANY TIME DOUBLE ARROW	18	X	24	1	3.00	---	---	---	---
203+35	RT	---	NO PARKING DURING SNOW EMERGENCY	---	X	---	---	---	---	1	---	SIGN IS BANDED TO POWER POLE
203+35	RT	---	NO PARKING ANY TIME LEFT ARROW	---	X	---	---	---	---	1	---	SIGN IS BANDED TO POWER POLE
203+35	RT	R7-1D	NO PARKING ANY TIME DOUBLE ARROW	18	X	24	---	3.00	---	---	---	BAND SIGN TO POWER POLE
203+85	RT	R7-1D	NO PARKING ANY TIME DOUBLE ARROW	18	X	24	1	3.00	---	---	---	---
206+15	RT	R7-1D	NO PARKING ANY TIME DOUBLE ARROW	18	X	24	1	3.00	---	---	---	---
209+10	RT	R7-1D	NO PARKING ANY TIME DOUBLE ARROW	18	X	24	1	3.00	---	---	---	---
308+68	RT	---	BIKE ROUTE	---	X	---	1	---	1	---	1	MOVE TO NEW POST AT STA. 308+68
308+68	RT	M7-1	LEFT ARROW	12	X	9	---	0.75	---	---	---	PLACE UNDER BIKE ROUTE SIGN ON NEW POST
TOTAL							**10**	**37.25**	**11**	**4**	**3**	

TRAFFIC CONTROL

LOCATION	DAYS IN SERVICE	643.0300 TRAFFIC CONTROL DRUMS NO.	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0410 TRAFFIC CONTROL BARRICADES TYPE II NO.	643.0410 TRAFFIC CONTROL BARRICADES TYPE II DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III NO.	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A NO.	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C NO.	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	643.0800 TRAFFIC CONTROL ARROW BOARDS NO.	643.0800 TRAFFIC CONTROL ARROW BOARDS DAY	643.0900 TRAFFIC CONTROL SIGNS NO.	643.0900 TRAFFIC CONTROL SIGNS DAY
DURAND AVENUE	45	16	720	---	---	1	45	---	---	---	---	---	---	1	45
STH 32 (SHERIDAN ROAD)	45	42	1890	3	135	2	90	4	180	8	360	1	45	13	585
25TH STREET	45	---	---	---	---	5	225	6	270	---	---	---	---	1	45
MEAD STREET (SOUTH)	45	---	---	---	---	5	225	6	270	---	---	---	---	1	45
24TH STREET	30	27	810	3	90	---	---	---	---	---	---	---	---	7	210
MEAD STREET (NORTH)	30	6	180	6	180	---	---	---	---	---	---	---	---	8	240
HOWE STREET	30	6	180	6	180	---	---	---	---	---	---	---	---	8	240
CENTER STREET	30	6	180	---	---	---	---	---	---	---	---	---	---	3	90
ROOSEVELT PARK DRIVE	30	6	180	---	---	---	---	---	---	---	---	---	---	3	90
TOTAL			**4,140**		**585**		**585**		**720**		**360**		**45**		**1,590**

TEMPORARY PEDESTRIAN ACCOMODATIONS

LOCATION	DAYS IN SERVICE	644.1420 TEMPORARY PEDESTRIAN SURFACE PLYWOOD SF	644.1601 TEMPORARY PEDESTRIAN CURB RAMP NO.	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF
STH 32/DURAND AVE. INTERSECTION	7	30	1	7	90
TOTAL		**30**		**7**	**90**

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PAVEMENT MARKING ITEMS

STATION	-	STATION	TYPE	646.1020 MARKING LINE EPOXY 4-INCH YELLOW LF	646.1020 MARKING LINE EPOXY 4-INCH WHITE LF	646.5020 MARKING ARROW EPOXY EACH	646.5220 MARKING SYMBOL EPOXY EACH	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH LF	REMARKS
14+86	-	24+87	CENTERLINE (DASHED)	250	---	---	---	---	---	MULTI-USE PATH
25+17	-	26+30	CENTERLINE (DASHED)	25	---	---	---	---	---	MULTI-USE PATH
100+57	-	103+89	CENTERLINE (DASHED)	88	---	---	---	---	---	MULTI-USE PATH
200+29	-	200+65	CROSSWALK (TRANSVERSE)	---	---	---	---	68	---	
200+68	-	200+76	CROSSWALK (TRANSVERSE)	---	---	---	---	68	---	
200+75	-	211+95	EDGELINE (SOLID)	---	1,120	5	5	---	---	
200+75	-	203+17	CENTERLINE (DOUBLE SOLID)	484	---	---	---	---	---	
200+75	-	203+17	EDGELINE (SOLID)	---	242	1	1	---	---	
203+30	-	203+65	CROSSWALK (TRANSVERSE)	---	---	---	---	66	---	
203+76	-	209+13	CENTERLINE (DOUBLE SOLID)	1,074	---	---	---	---	---	
203+76	-	209+13	EDGELINE (SOLID)	---	537	3	3	---	---	
209+27	-	209+66	CROSSWALK (TRANSVERSE)	---	---	---	---	71	---	
209+80	-	308+67	CENTERLINE (DOUBLE SOLID)	1,600	---	---	---	---	---	
209+80	-	308+67	EDGELINE (SOLID)	---	780	4	4	---	---	
308+69	-	308+77	CROSSWALK (BLOCK)	---	---	---	---	---	48	
TOTAL				**6,200**		**13**	**13**	**273**	**48**	

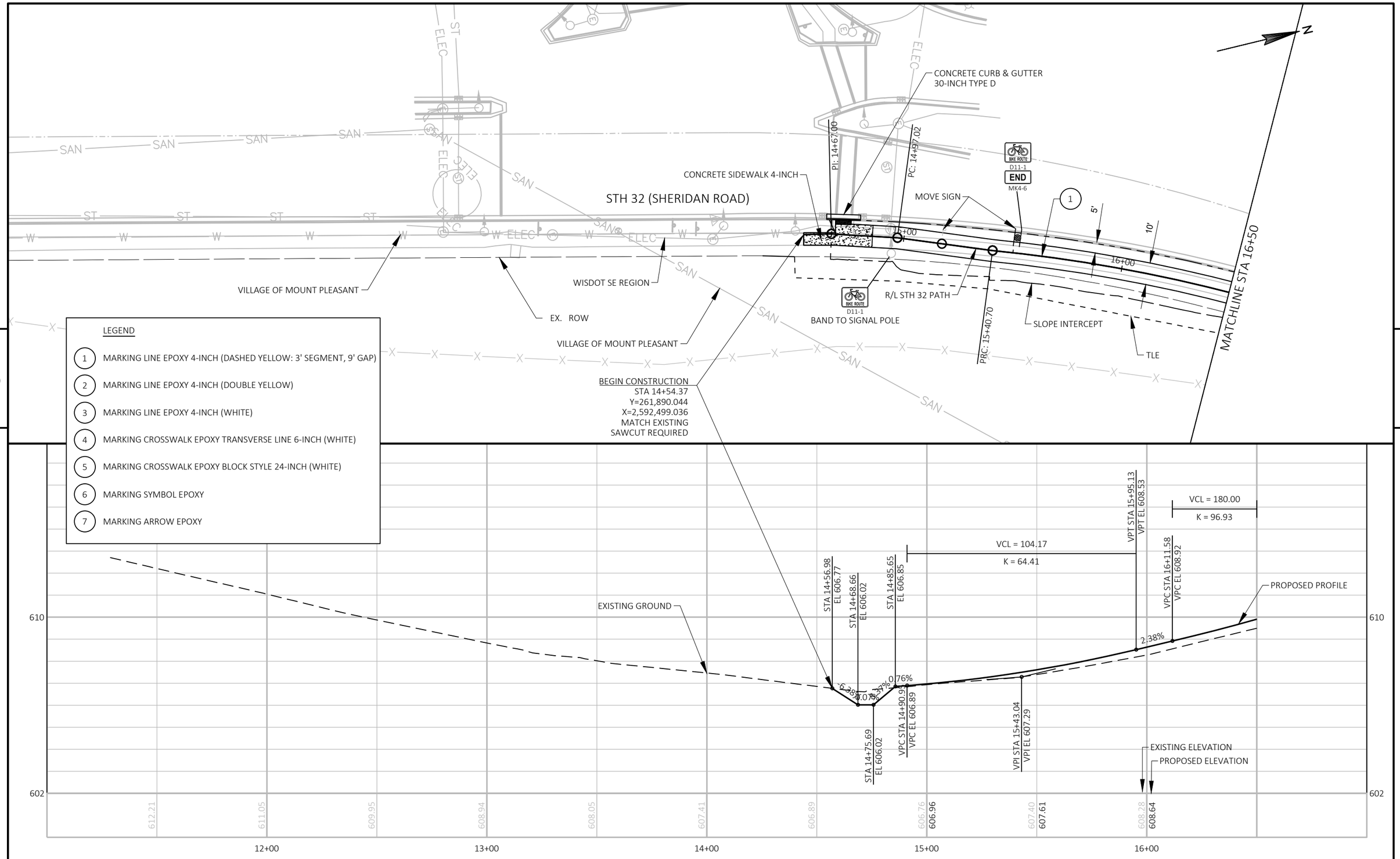
CONSTRUCTION STAKING

STATION	-	STATION	LOCATION	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9910 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL 1693-34-76 LS	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	SPV.0090.02 CONSTRUCTION STAKING SIDEWALK AND PATH LF
14+54	-	14+86	STH 32 CURB RAMP	---	---	---	---	---	1	---	---	---
14+86	-	26+30	MULTI-USE PATH	---	---	---	---	---	---	---	1144	1144
23+55	-	25+22	STH 32/25TH STREET	---	167	167	---	---	---	---	---	---
23+57	-	25+22	25TH STREET	---	---	---	182	---	---	---	---	---
24+09	-	24+24	25TH STREET CURB RAMP	---	---	---	---	---	1	---	---	---
	24+83		25TH STREET	1	---	---	---	---	---	---	---	---
25+22	-	26+50	25TH STREET	---	---	---	---	128	---	---	---	---
26+30	-	26+50	25TH STREET CURB RAMP	---	---	---	---	---	1	---	---	---
	26+34		25TH STREET	1	---	---	---	---	---	---	---	---
100+31	-	100+57	MEAD STREET CURB RAMP	---	---	---	---	---	1	---	---	---
100+50	-	104+00	MEAD STREET	---	---	---	---	350	---	---	---	---
100+57	-	103+89	MULTI-USE PATH	---	---	---	---	---	---	---	---	332
	100+94		MEAD STREET	1	---	---	---	---	---	---	---	---
	101+72		MEAD STREET	1	---	---	---	---	---	---	---	---
103+89	-	103+98	MEAD STREET CURB RAMP	---	---	---	---	---	1	---	---	---
	103+99		24TH STREET	1	---	---	---	---	---	---	---	---
200+00	-	200+28	MEAD STREET CURB RAMP	---	---	---	---	---	1	---	---	---
200+66	-	200+76	MEAD STREET CURB RAMP	---	---	---	---	---	1	---	---	---
200+76	-	203+17	SIDEWALK	---	---	---	---	---	---	---	---	241
203+17		203+29	HOWE STREET CURB RAMP	---	---	---	---	---	1	---	---	---
203+65	-	203+76	HOWE STREET CURB RAMP	---	---	---	---	---	1	---	---	---
203+76	-	209+19	SIDEWALK	---	---	---	---	---	---	---	---	543
209+19	-	209+28	CENTER STREET CURB RAMP	---	---	---	---	---	1	---	---	---
209+66	-	209+75	CENTER STREET CURB RAMP	---	---	---	---	---	1	---	---	---
300+00	-	308+77	SIDEWALK	---	---	---	---	---	---	---	877	877
308+69	-	308+74	ROOSEVELT PARK DRIVE CURB RAMP	---	---	---	---	---	2	---	---	---
	PROJECT			---	---	---	---	---	---	1	---	---
TOTAL - BASE BID				**5**	**167**	**167**	**182**	**478**	**13**	**1**	**2,021**	**3,137**
25+22	-	103+86	25TH/MEAD STREETS	---	---	---	---	447	---	---	---	---
TOTAL - ALTERNATE BID				**0**	**0**	**0**	**0**	**447**	**0**	**0**	**0**	**0**

3

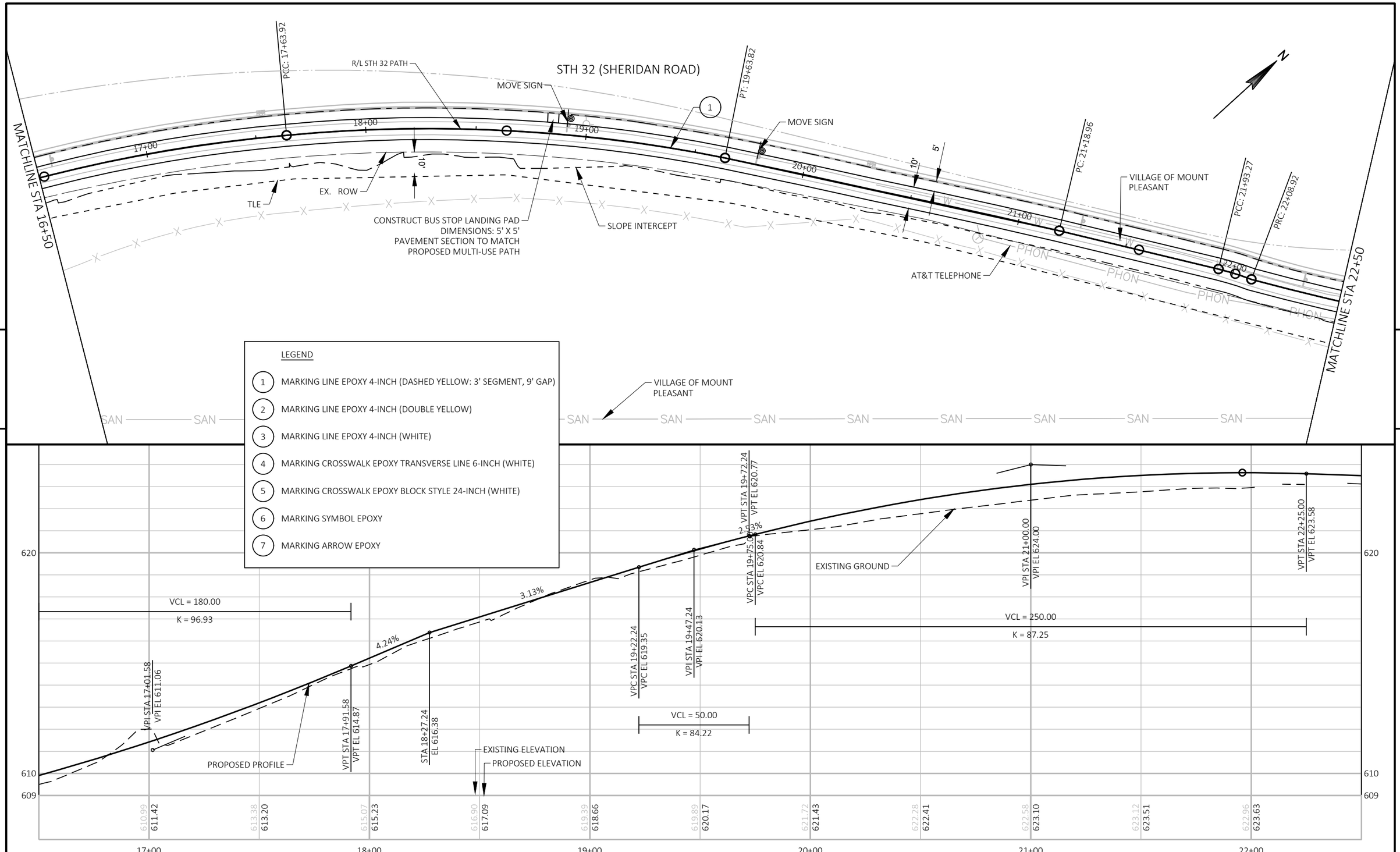
SAWING

STATION	-	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
	14+54		MULTI-USE PATH	---	6
14+65	-	14+80	STH 32	20	5
	23+56		STH 32	---	---
23+56	-	25+22	STH 32/25TH STREET	188	3
25+22	-	104+00	25TH/MEAD STREET	---	531
26+53	-	27+06	DRIVEWAY	---	79
200+00	-	200+31	MEAD STREET NW	---	53
200+63	-	200+81	MEAD STREET NE	---	41
201+03	-	201+19	STOOP	---	16
201+69	-	202+05	DRIVEWAY	---	82
202+42	-	202+57	SIDEWALK	---	11
203+14	-	203+32	HOWE STREET NW	---	46
203+62	-	203+81	HOWE STREET NE	---	40
205+23	-	205+87	DRIVEWAY	52	71
207+00	-	207+39	DRIVEWAY	---	65
209+09	-	209+38	CENTER STREET NW	---	72
209+63	-	209+75	CENTER STREET NE	---	26
301+10	-	301+72	DRIVEWAY	48	66
303+11	-	303+77	DRIVEWAY	---	94
308+66	-	308+77	ROOSEVELT PARK DRIVE E	---	27
308+69	-	308+80	ROOSEVELT PARK DRIVE W	---	15
TOTAL - BASE BID				**308**	**1,349**
25+22				---	3
103+86				---	20
TOTAL - ALTERNATE BID				**0**	**23**



PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY PH 4	COUNTY: RACINE	PLAN AND PROFILE: PLAN & PROFILE	SHEET 43	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0501_PP.DWG
LAYOUT NAME - 32_1
PLOT DATE : 3/6/2021 10:14 AM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 44



PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY PH 4	COUNTY: RACINE	PLAN AND PROFILE: PLAN & PROFILE	SHEET 44 E

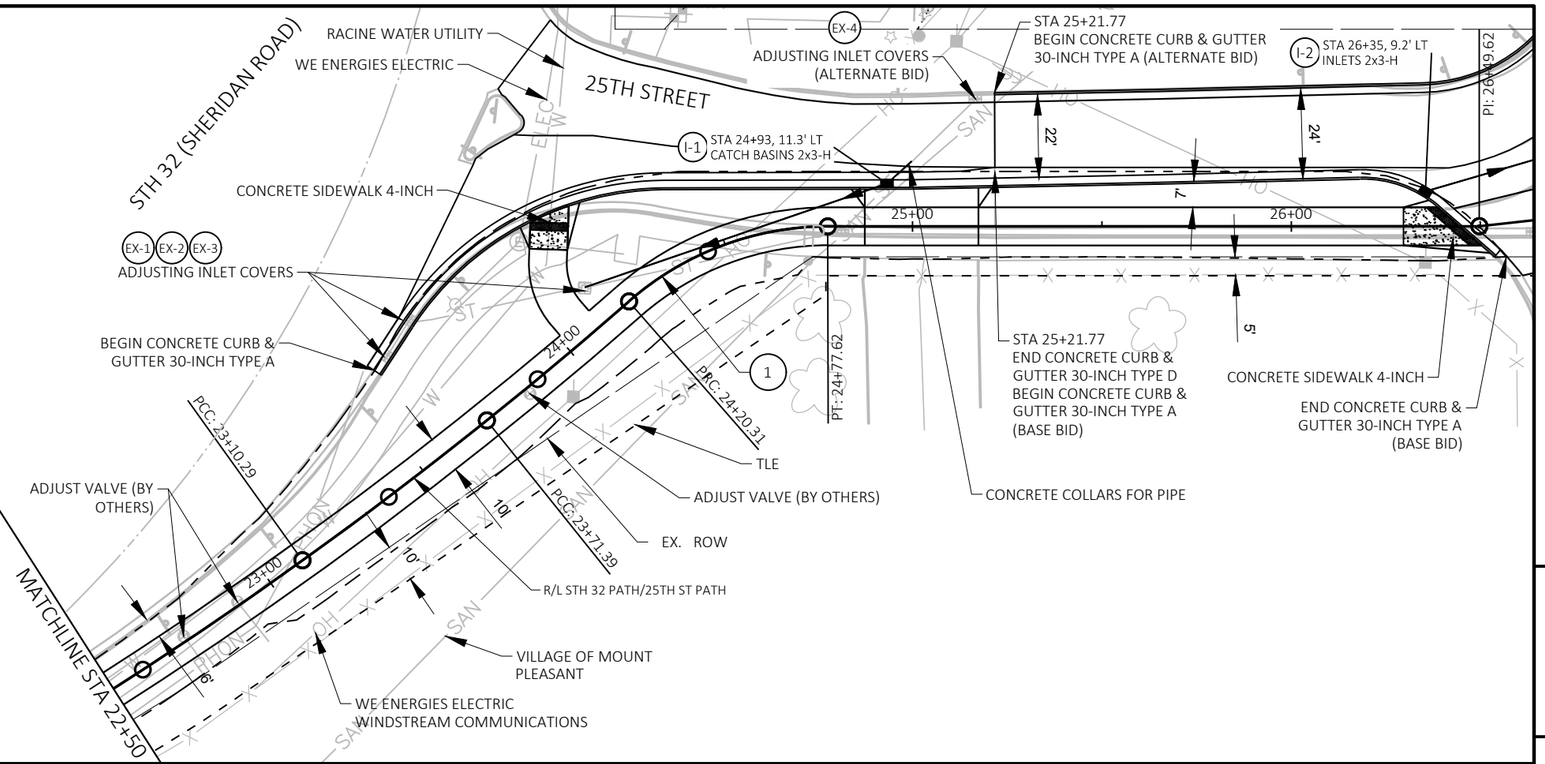
FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0501_PP.DWG
LAYOUT NAME - 32_2

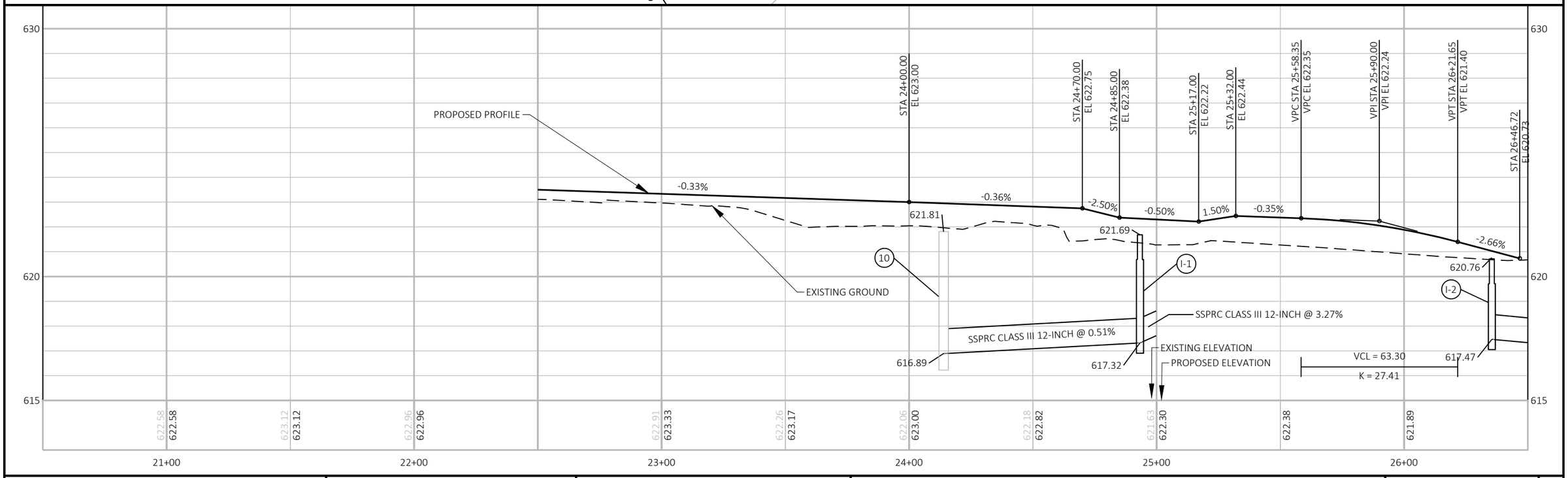
PLOT DATE : 3/6/2021 10:14 AM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : ##########

N

LEGEND

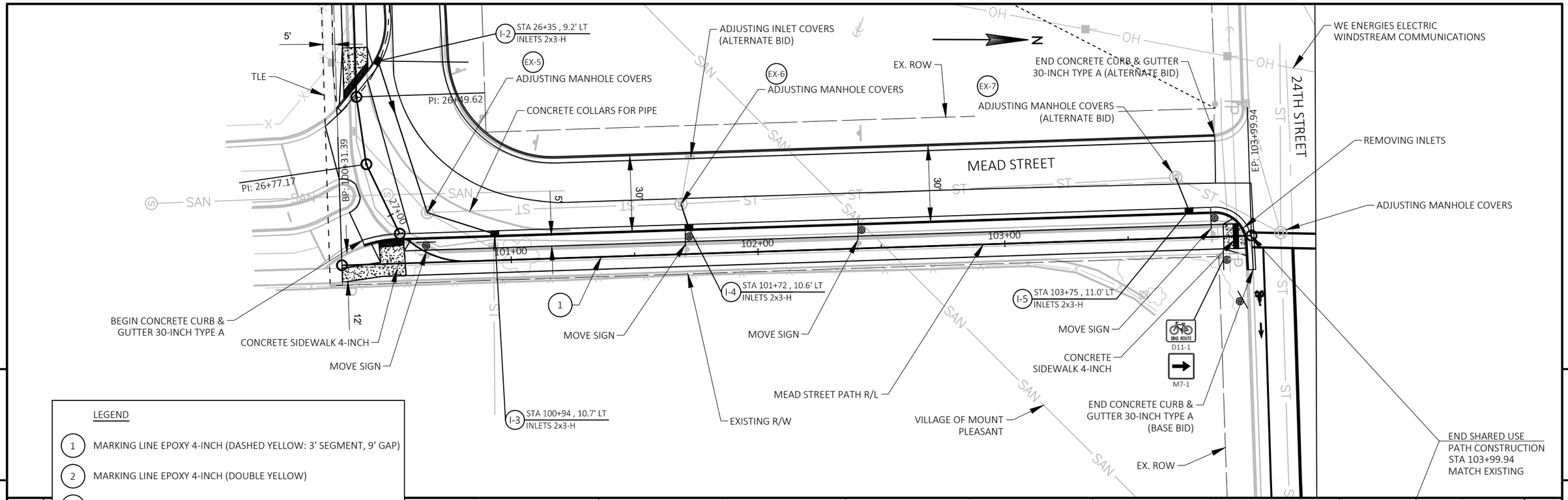
1. MARKING LINE EPOXY 4-INCH (DASHED YELLOW: 3' SEGMENT, 9' GAP)
2. MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
3. MARKING LINE EPOXY 4-INCH (WHITE)
4. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
5. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
6. MARKING SYMBOL EPOXY
7. MARKING ARROW EPOXY





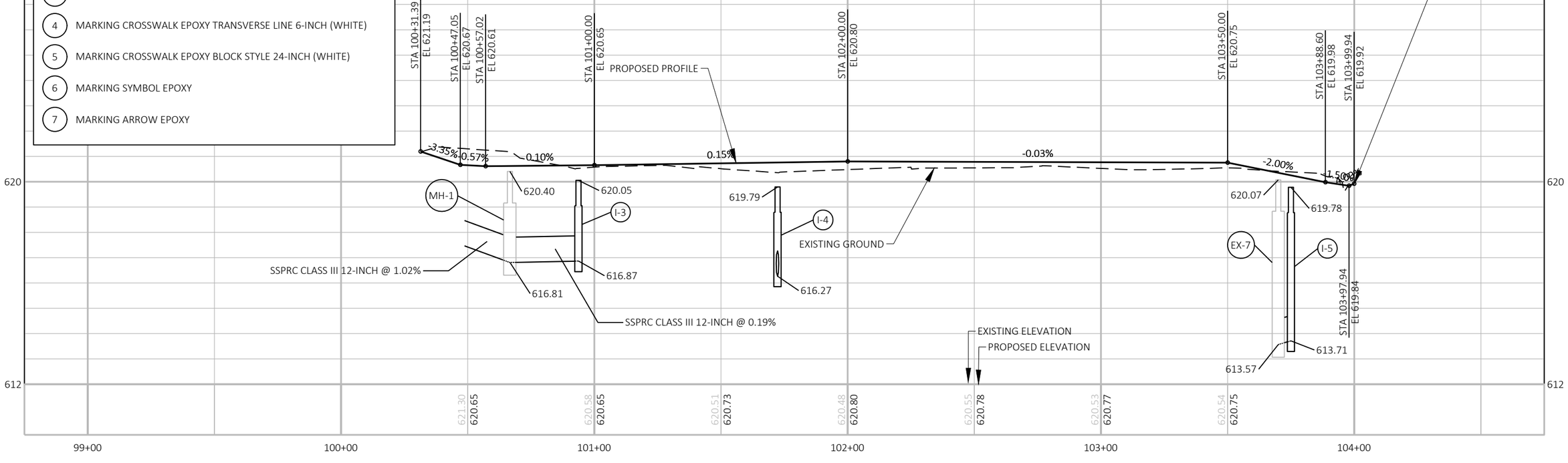
PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY PH 4	COUNTY: RACINE	PLAN AND PROFILE: PLAN & PROFILE	SHEET 45	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0501_PP.DWG
LAYOUT NAME - 32_3
PLOT DATE : 3/6/2021 10:14 AM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : ##########



LEGEND

1. MARKING LINE EPOXY 4-INCH (DASHED YELLOW: 3' SEGMENT, 9' GAP)
2. MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
3. MARKING LINE EPOXY 4-INCH (WHITE)
4. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
5. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
6. MARKING SYMBOL EPOXY
7. MARKING ARROW EPOXY



PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY PH 4	COUNTY: RACINE	PLAN AND PROFILE: PLAN & PROFILE	SHEET 46	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0501_PP.DWG
LAYOUT NAME - Mead_1
PLOT DATE : 3/6/2021 10:14 AM
PLOT BY : DAY, JOHN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

LEGEND

1. MARKING LINE EPOXY 4-INCH (DASHED YELLOW: 3' SEGMENT, 9' GAP)
2. MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
3. MARKING LINE EPOXY 4-INCH (WHITE)
4. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
5. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
6. MARKING SYMBOL EPOXY
7. MARKING ARROW EPOXY

ADJUSTING INLET COVERS
CONCRETE CURB & GUTTER 30-INCH TYPE A
BP: 200+00.00
PI: 200+75.85
D11-1 BIKE ROUTE
R7-1R NO PARKING ANY TIME
M7-1
CONCRETE CURB & GUTTER 30-INCH TYPE A
CONCRETE DRIVEWAY 6-INCH
4.876%
REMOVE SIGN
PI: 202+02.18
TLE
3'
EX. ROW
R7-1D NO PARKING ANY
PI: 203+16.98
HOWE STREET
203+46.48
MATCHLINE STA 203+50
201+00
202+00
203+00
EXISTING R/W
24TH STREET
12'
12'
4'
ADJUSTING INLET COVERS
REMOVING SIGN
EP: 103+99.94
R7-2L NO PARKING
MEAD STREET
BEGIN SIDEWALK CONSTRUCTION
STA 200+00.00
MATCH EXISTING
WE ENERGIES ELECTRIC
WINDSTREAM
COMMUNICATIONS
MARKING LINE EPOXY 4-INCH (DASHED)
VILLAGE OF MOUNT PLEASANT
EX. ROW
VILLAGE OF MOUNT PLEASANT
4'

630
620
615

STA 200+66.67 EL 619.97
STA 200+75.85 EL 620.35
STA 200+64.42 EL 620.02
STA 200+70.84 EL 620.28
STA 200+86.48 EL 620.46
VPC STA 200+96.94 VPC EL 620.66
VPI STA 201+21.94 VPI EL 621.12
VPT STA 201+46.94 VPT EL 621.12
STA 201+90.34 EL 621.12
VPC STA 202+25.00 VPC EL 621.50
VPI STA 202+50.00 VPI EL 621.77
VPT STA 202+75.00 VPT EL 621.61
STA 203+00.00 EL 621.45
STA 203+17.06 EL 620.78

-2.22% -1.48% -1.45% 1.04% 1.84% 0.01% 1.08% -0.65% -3.90% 3.92% -2.29%

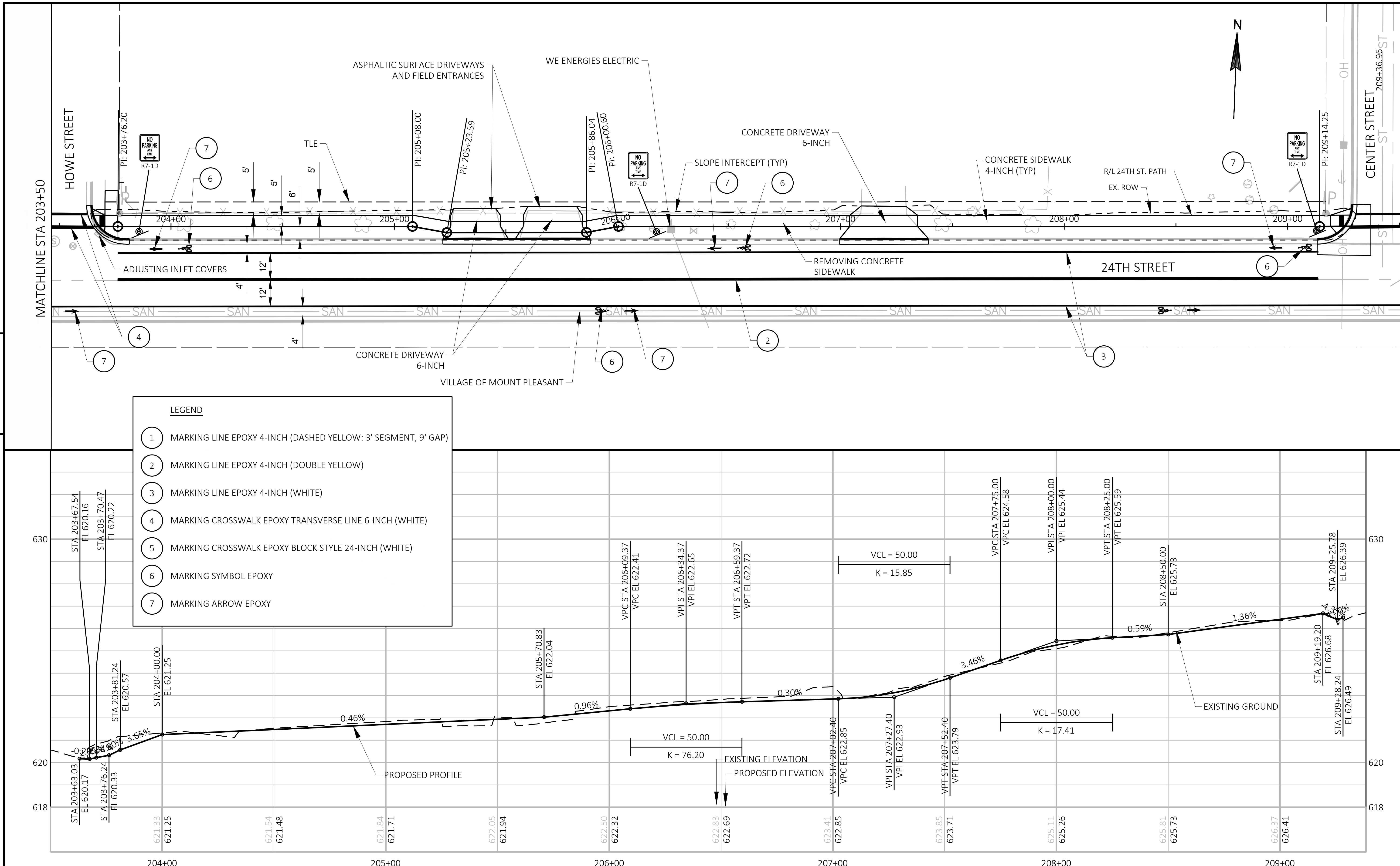
PROPOSED PROFILE
EXISTING GROUND
VCL = 50.00
K = 27.30
EXISTING ELEVATION
PROPOSED ELEVATION
VCL = 50.00
K = 28.89

620.70 620.22 620.67 620.71 621.34 621.12 621.19 621.23 621.67 621.66 621.64 621.45

199+00 200+00 201+00 202+00 203+00

PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY PH 4	COUNTY: RACINE	PLAN AND PROFILE: PLAN & PROFILE	SHEET 47	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0501_PP.DWG
LAYOUT NAME - 24_1
PLOT DATE : 3/6/2021 10:14 AM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : ##########

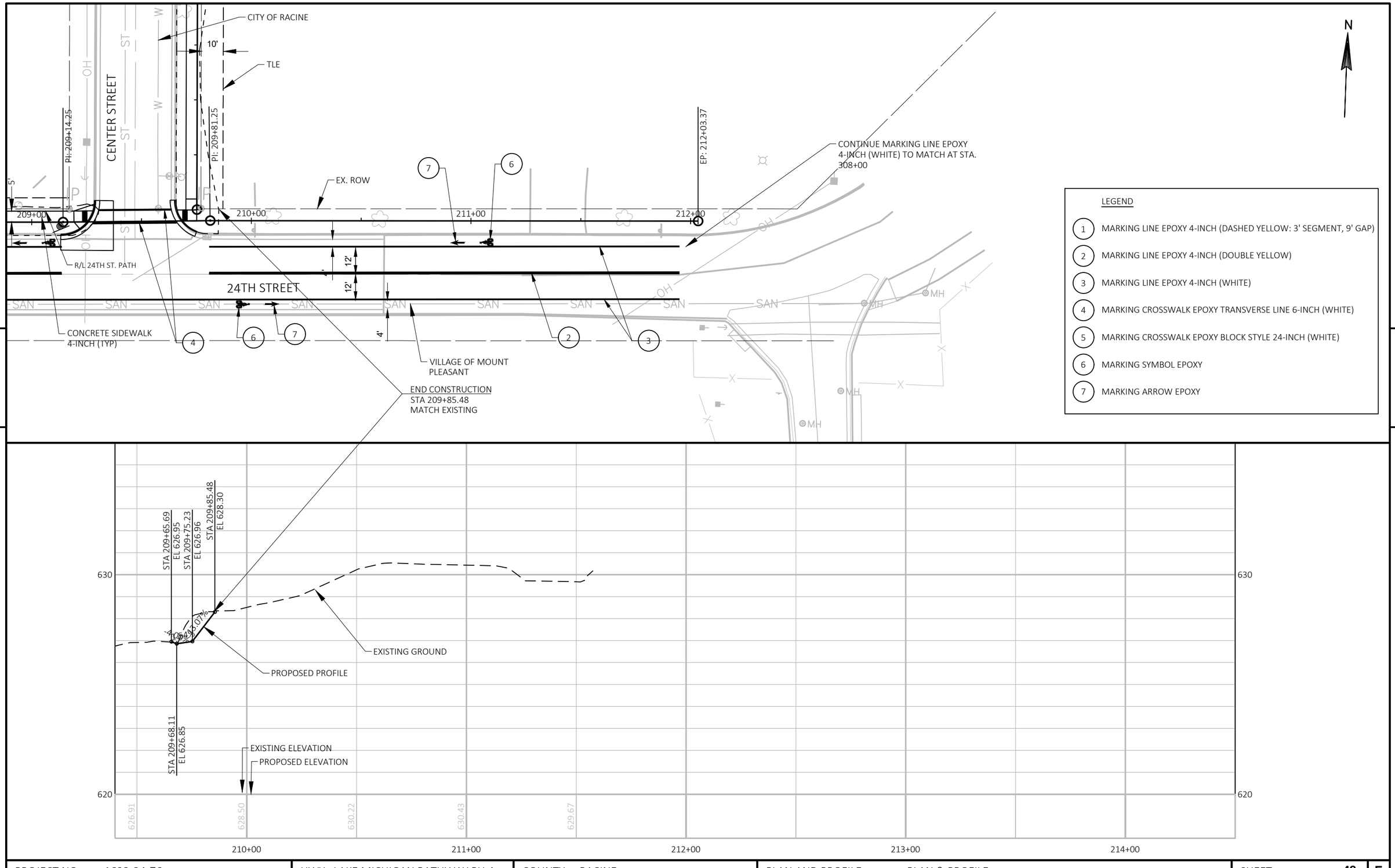


N
HOWE STREET
CENTER STREET
MATCHLINE STA 203+50
209+36.96
24TH STREET
5
5
ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
WE ENERGIES ELECTRIC
CONCRETE DRIVEWAY 6-INCH
SLOPE INTERCEPT (TYP)
CONCRETE SIDEWALK 4-INCH (TYP)
R/L 24TH ST. PATH
EX. ROW
TLE
ADJUSTING INLET COVERS
REMOVING CONCRETE SIDEWALK
CONCRETE DRIVEWAY 6-INCH
VILLAGE OF MOUNT PLEASANT
NO PARKING ANY TIME
R7-1D
PI: 203+76.20
PI: 205+08.00
PI: 205+23.59
PI: 205+86.04
PI: 206+00.60
PI: 209+14.25
204+00
205+00
206+00
207+00
208+00
209+00
SAN
EXISTING GROUND
PROPOSED PROFILE
EXISTING ELEVATION
PROPOSED ELEVATION
VCL = 50.00
K = 15.85
VCL = 50.00
K = 17.41
VCL = 50.00
K = 76.20
0.46%
0.96%
0.30%
3.46%
0.59%
1.36%
3.65%
STA 203+67.54 EL 620.16
STA 203+70.47 EL 620.22
STA 203+81.24 EL 620.57
STA 204+00.00 EL 621.25
STA 203+63.03 EL 620.17
STA 203+76.24 EL 620.33
STA 205+70.83 EL 622.04
VPC STA 206+09.37 VPC EL 622.41
VPI STA 206+34.37 VPI EL 622.65
VPT STA 206+59.37 VPT EL 622.72
VPC STA 207+02.40 VPC EL 622.85
VPI STA 207+27.40 VPI EL 622.93
VPT STA 207+52.40 VPT EL 623.79
VPC STA 207+75.00 VPC EL 624.58
VPI STA 208+00.00 VPI EL 625.44
VPT STA 208+25.00 VPT EL 625.59
STA 208+50.00 EL 625.73
STA 209+25.78 EL 626.39
STA 209+19.20 EL 626.68
STA 209+28.24 EL 626.49
630
620
618
621.33 621.25
621.54 621.48
621.84 621.71
622.05 621.94
622.50 622.32
622.83 622.69
623.41 622.85
623.85 623.71
625.11 625.26
625.81 625.73
626.37 626.41

LEGEND

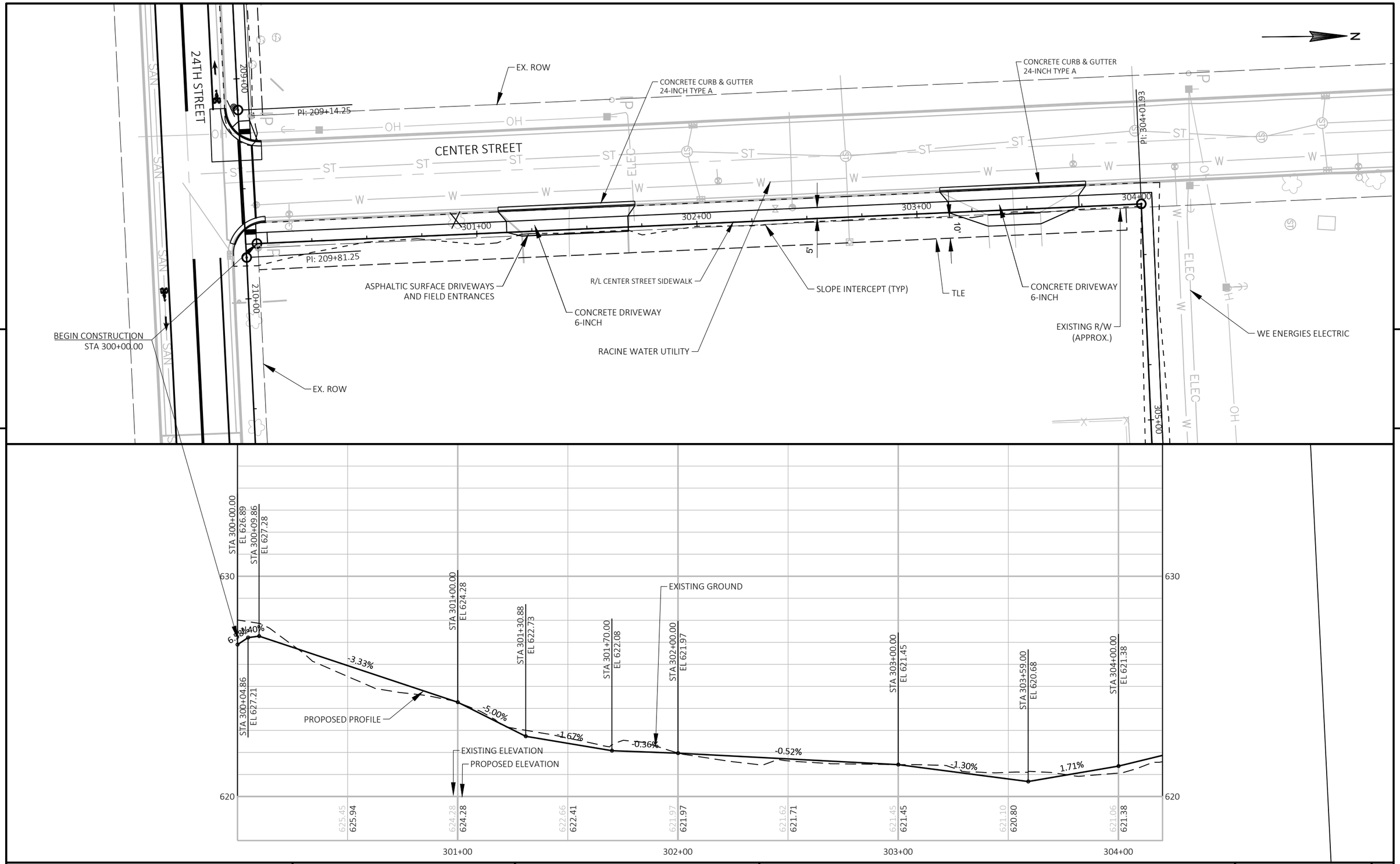
1. MARKING LINE EPOXY 4-INCH (DASHED YELLOW: 3' SEGMENT, 9' GAP)
2. MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
3. MARKING LINE EPOXY 4-INCH (WHITE)
4. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
5. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
6. MARKING SYMBOL EPOXY
7. MARKING ARROW EPOXY

PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY PH 4	COUNTY: RACINE	PLAN AND PROFILE: PLAN & PROFILE	SHEET 48	E



PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY PH 4	COUNTY: RACINE	PLAN AND PROFILE: PLAN & PROFILE	SHEET 49 E

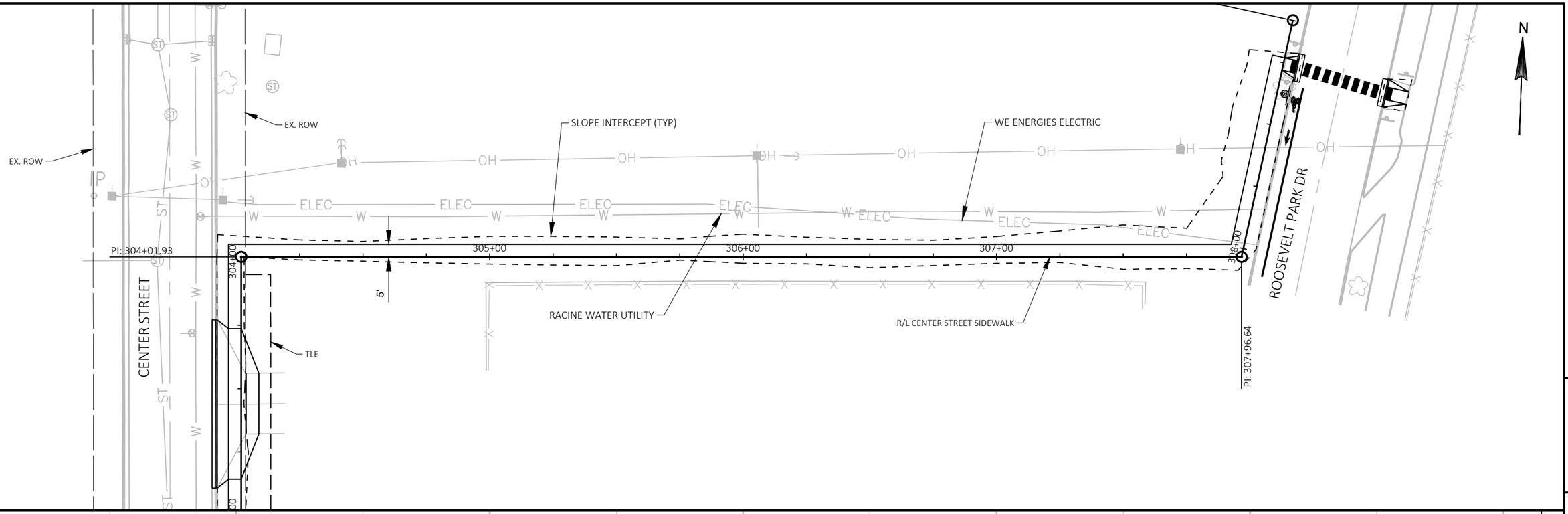
FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0501_PP.DWG
LAYOUT NAME - 24_3
PLOT DATE : 3/6/2021 10:15 AM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

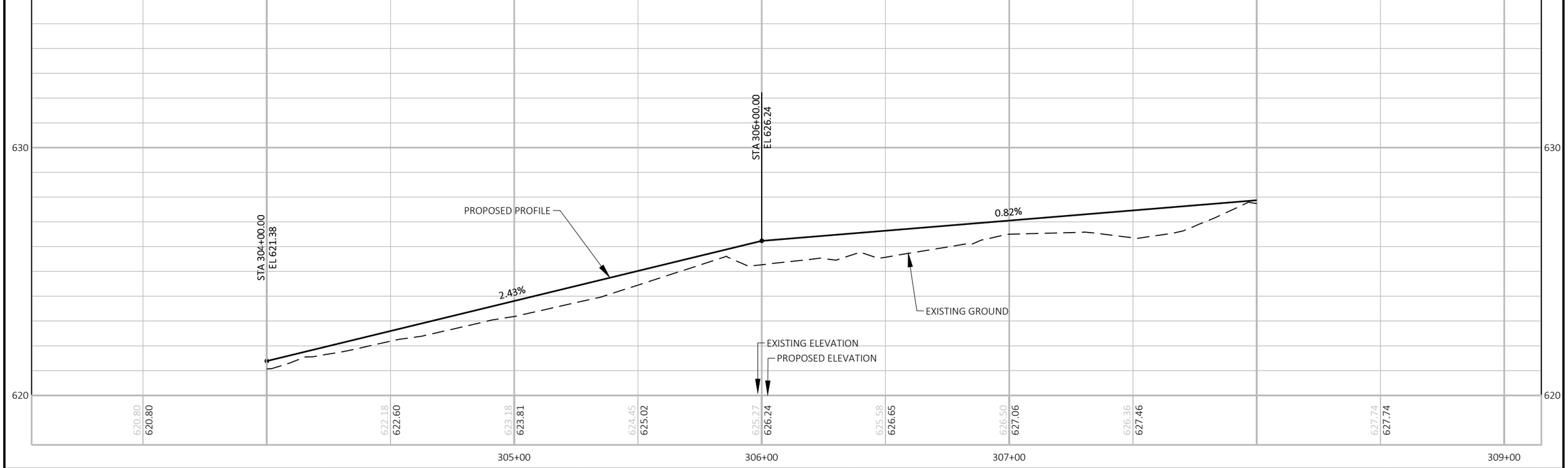


PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY PH 4	COUNTY: RACINE	PLAN AND PROFILE: PLAN & PROFILE	SHEET 50 E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0501_PP.DWG
LAYOUT NAME - Center_1

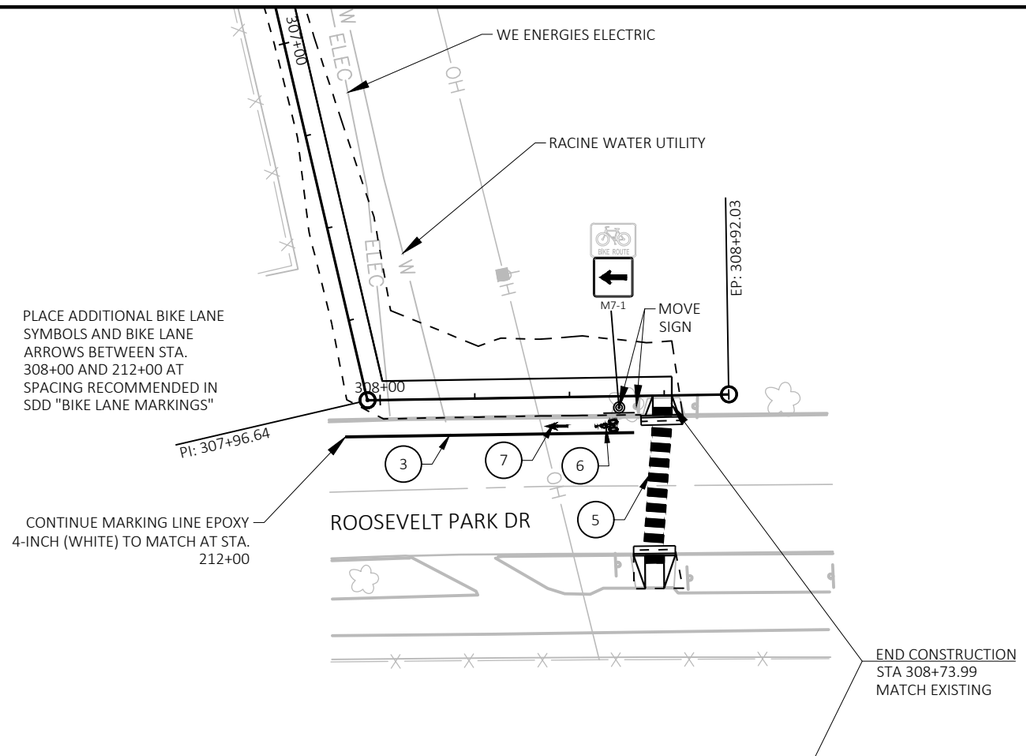
PLOT DATE : 3/6/2021 10:15 AM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:40 FT





PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY PH 4	COUNTY: RACINE	PLAN AND PROFILE: PLAN & PROFILE	SHEET 51 E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0501_PP.DWG
LAYOUT NAME - Center_2
PLOT DATE : 3/6/2021 10:15 AM
PLOT BY : DAY, JOHN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



LEGEND

1. MARKING LINE EPOXY 4-INCH (DASHED YELLOW: 3' SEGMENT, 9' GAP)
2. MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
3. MARKING LINE EPOXY 4-INCH (WHITE)
4. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
5. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
6. MARKING SYMBOL EPOXY
7. MARKING ARROW EPOXY

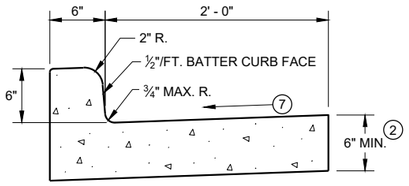
PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY PH 4	COUNTY: RACINE	PLAN AND PROFILE: PLAN & PROFILE	SHEET 52	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0501_PP.DWG
LAYOUT NAME - Roosevelt_1

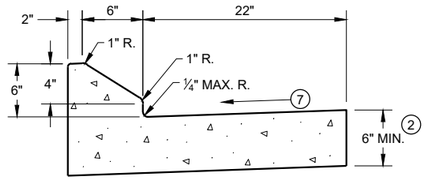
PLOT DATE : 3/6/2021 10:15 AM PLOT BY : DAY, JOHN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

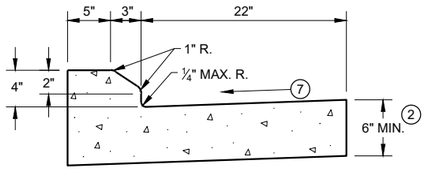
SDD 08D01-a Concrete Curb and Gutter



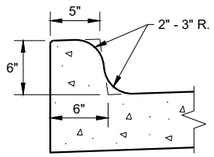
TYPES A (1) & D



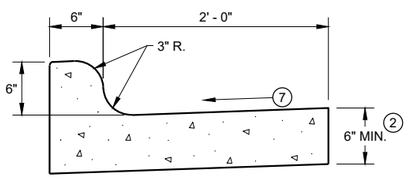
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

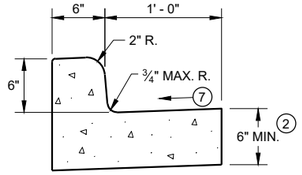


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



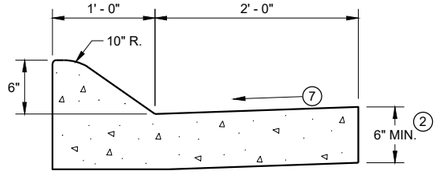
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

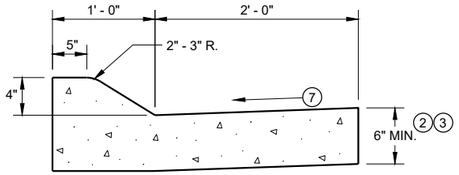


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

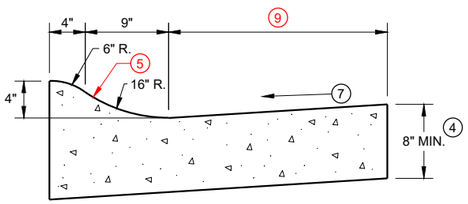


6" SLOPED CURB TYPES A (1) & D



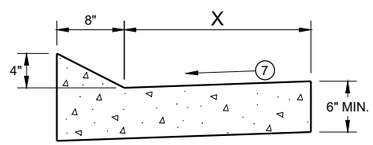
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

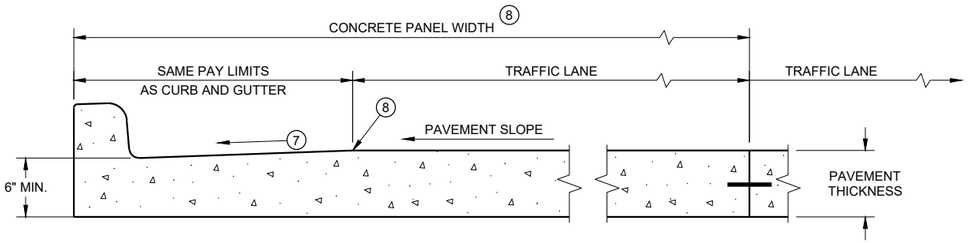


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

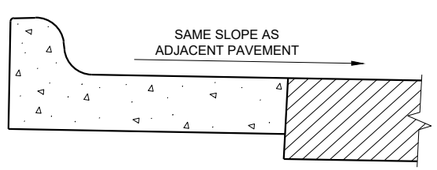
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(3) USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

(4) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

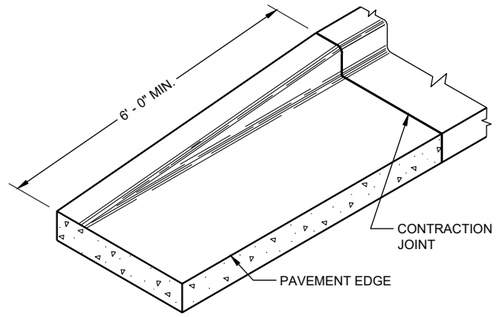
(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

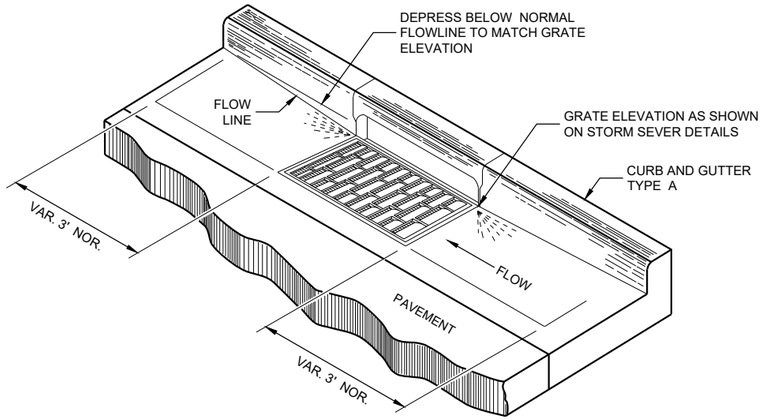
(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

SDD 08D01-b Concrete Gutter, Ties, and Curb and Gutter Applications



END SECTIONCURB 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.

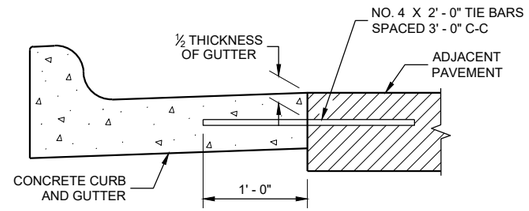
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

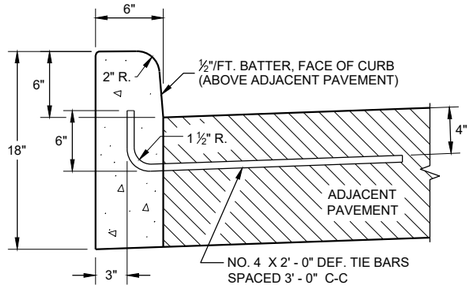
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(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.

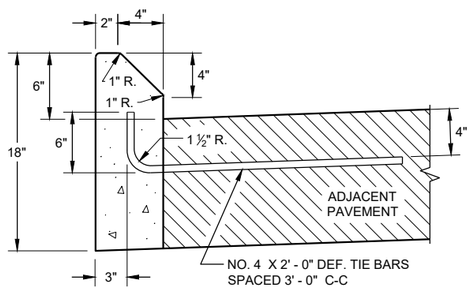
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

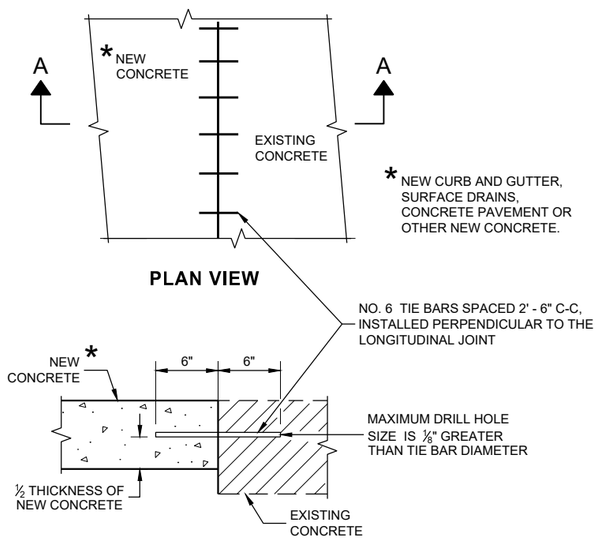


TYPES A (1) & D



TYPES G (1) & J

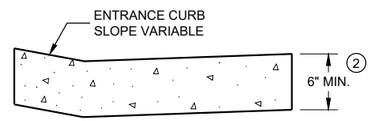
CONCRETE CURB



PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB (9)
(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

/S/ Rodnery Taylor
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

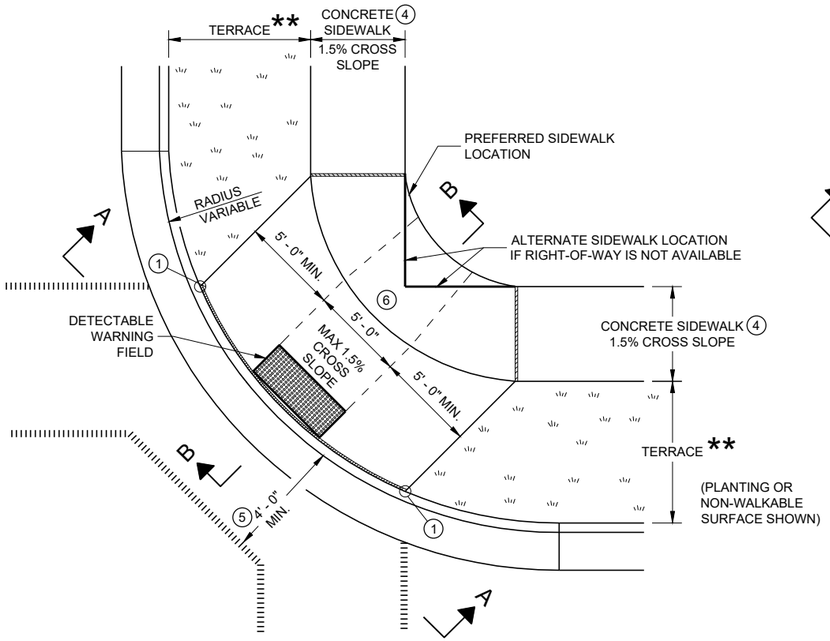
6

SDD08D01 - 22b

6

SDD08D01 - 22b

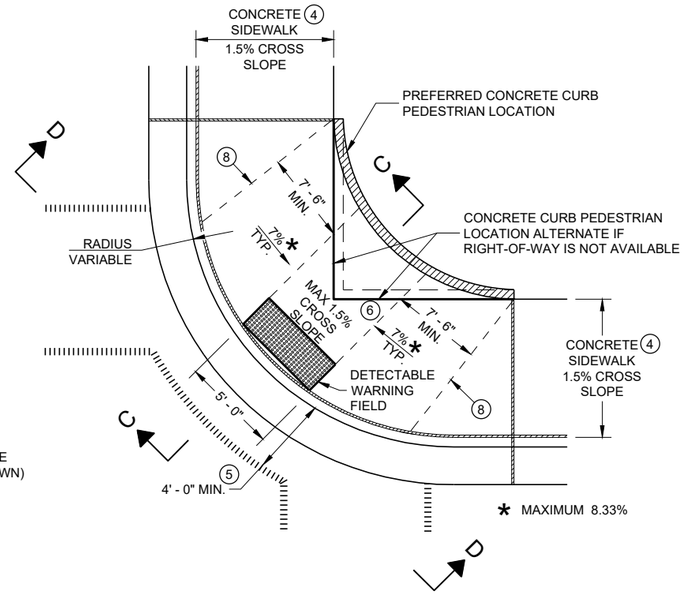
SDD 08D05-a: Curb Ramps Types 1 and 1-A



PLAN VIEW

CURB RAMP TYPE 1

(CENTER OF CORNER RADIUS)



PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

GENERAL NOTES

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

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

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FILED SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

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

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

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE 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 FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

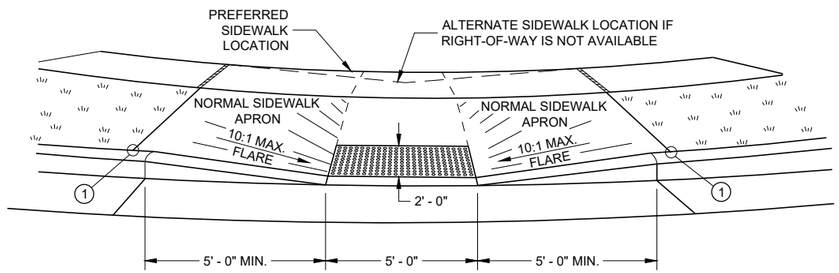
(3) MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

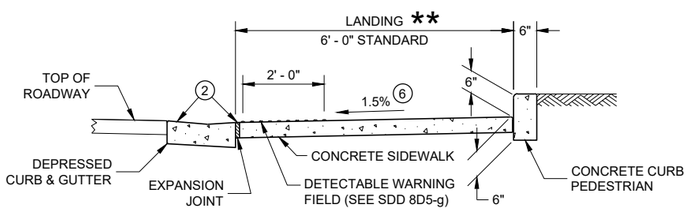
(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.



VIEW A - A FOR TYPE 1

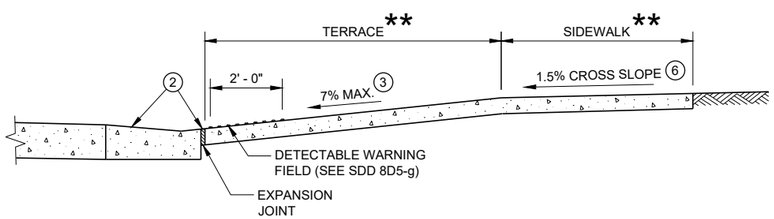


SECTION C - C FOR TYPE 1 - A

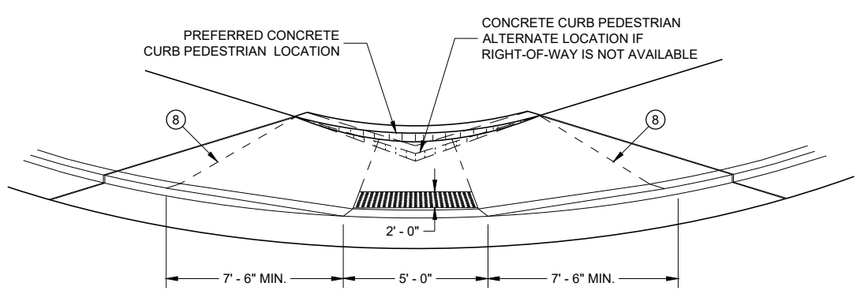
LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



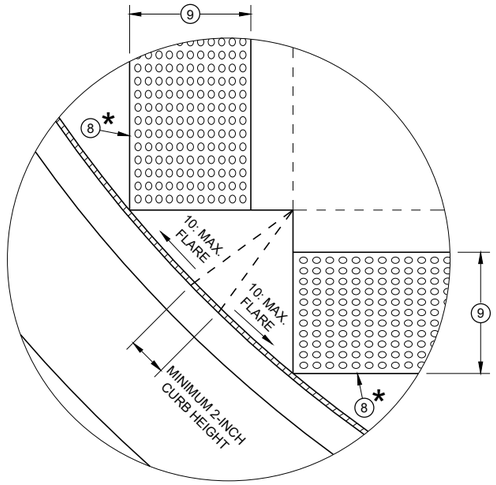
VIEW D - D FOR TYPE 1 - A

CURB RAMPS TYPE 1 AND 1-A

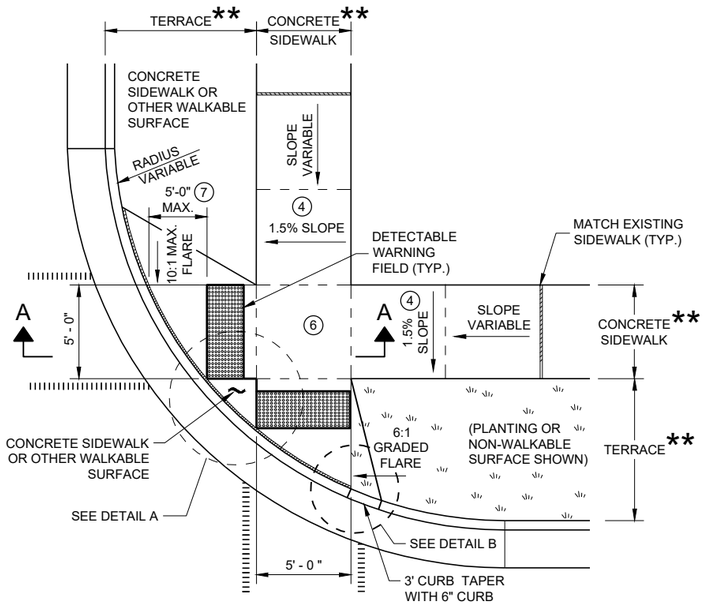
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20a

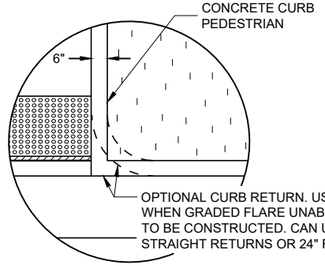
SDD 08D05-b Curb Ramps Types 2 and 3



DETAIL A



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



DETAIL B

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

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.

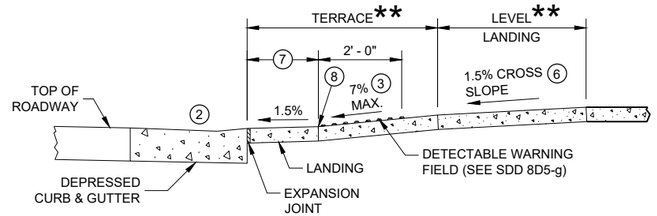
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.

(7) WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

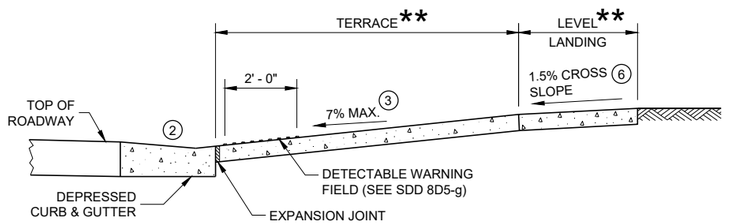
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

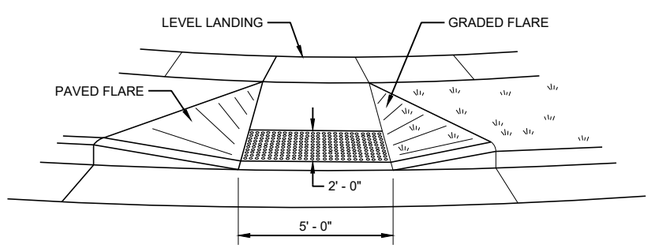
** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 3

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)



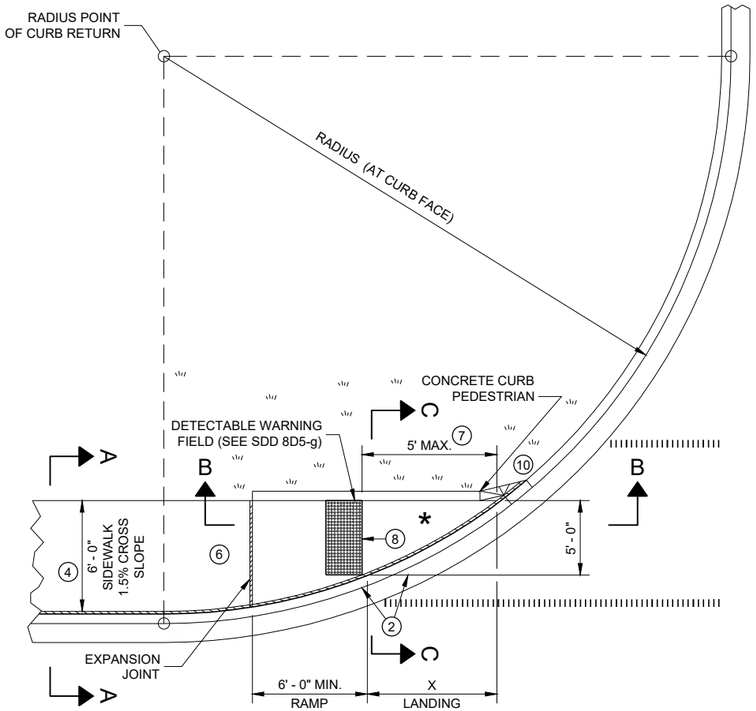
VIEW C - C FOR TYPE 3

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20b

SDD 08D05-c Curb Ramps Types 4A and 4A1

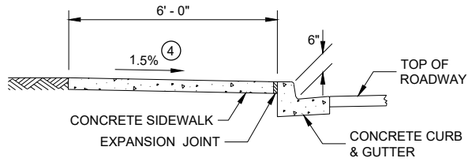


PLAN VIEW

CURB RAMP TYPE 4A

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"
15 FEET	6' - 5½"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

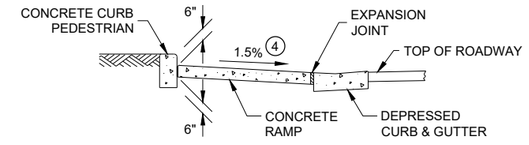
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

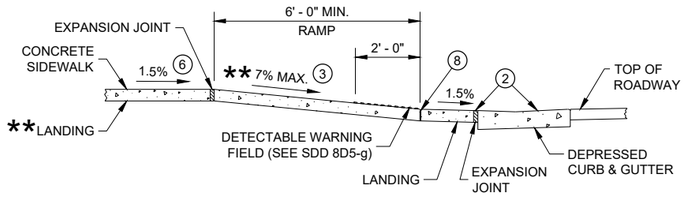
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



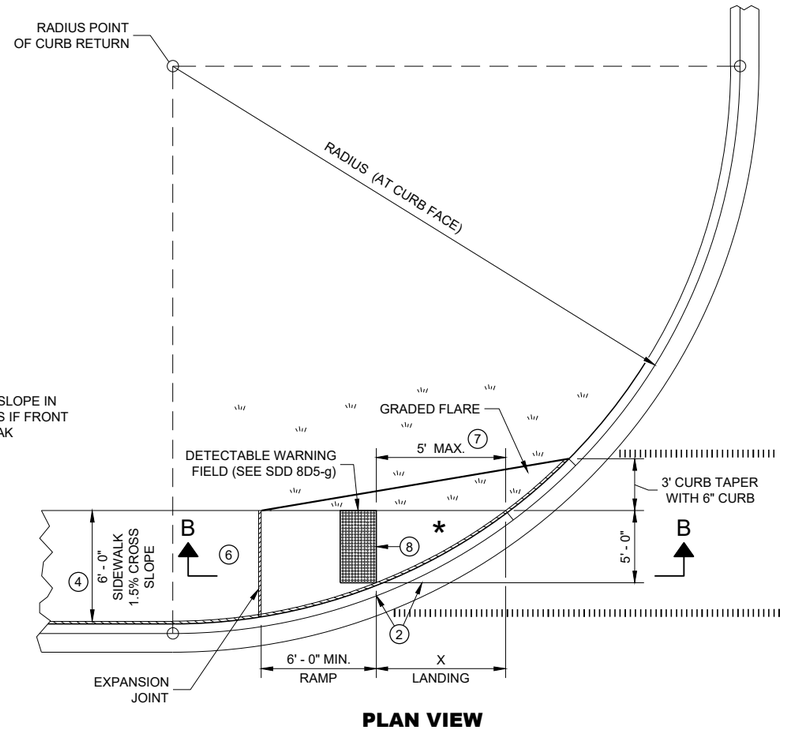
SECTION C - C FOR TYPE 4A



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

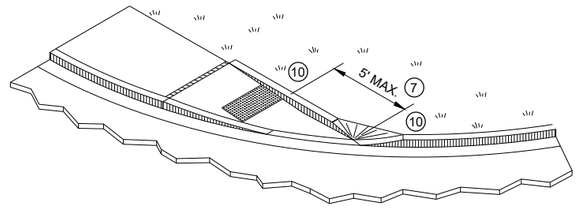
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

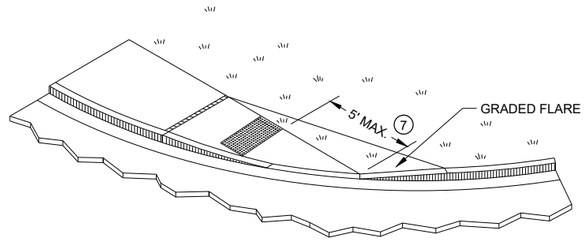


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

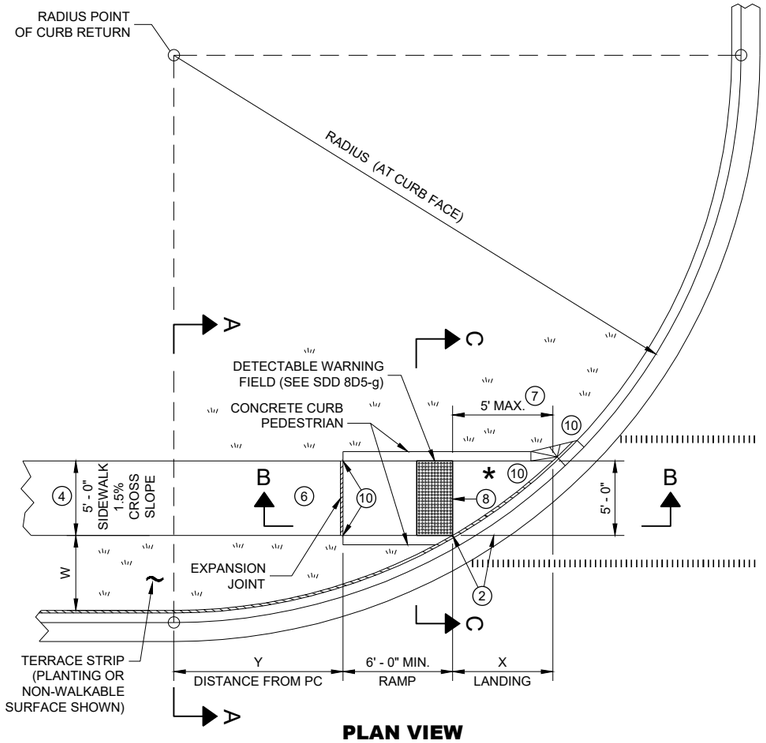
CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20c

SDD 08D05-d: Curb Ramps Types 4B and 4B1

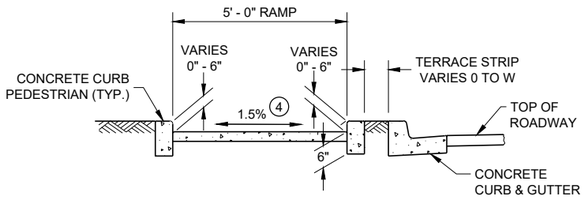


PLAN VIEW

CURB RAMP TYPE 4B

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 ¼"	0' - 5"	2' - 1"	1' - 4 ½"	1' - 5"	2' - 1"	0' - 10"	2' - 7 ½"	0' - 3 ¼"	3' - 0 ¼"						
15 FEET	4' - 6 ¾"	2' - 1 ¾"	3' - 9"	3' - 5 ¾"	3' - 1 ¼"	4' - 6"	2' - 6 ¾"	5' - 4 ½"	2' - 1"	6' - 1"	1' - 8"	6' - 8 ½"	1' - 3 ¼"	7' - 2 ½"	0' - 10 ¾"	7' - 7 ¼"
20 FEET	5' - 9 ¾"	3' - 6 ½"	4' - 11 ½"	5' - 1 ¾"	4' - 3 ¼"	6' - 5 ½"	3' - 8 ¾"	7' - 7"	3' - 3"	8' - 6 ½"	2' - 10"	9' - 4 ½"	2' - 5 ½"	10' - 1 ¼"	2' - 1 ¼"	10' - 9"
30 FEET			6' - 9 ¼"	7' - 11 ¼"	6' - 0 ¼"	9' - 8"	5' - 5"	11' - 1 ¾"	4' - 10 ¾"	12' - 5 ¾"	4' - 5 ½"	13' - 7 ¾"	4' - 0 ¾"	14' - 8 ½"	3' - 8 ½"	15' - 8 ¼"
40 FEET									6' - 1 ¾"	15' - 8 ½"	5' - 8"	17' - 2"	5' - 3"	18' - 5 ¾"	4' - 10 ¾"	19' - 8 ¼"
50 FEET															5' - 10 ¼"	23' - 2"

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



SECTION C - C FOR TYPE 4B

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

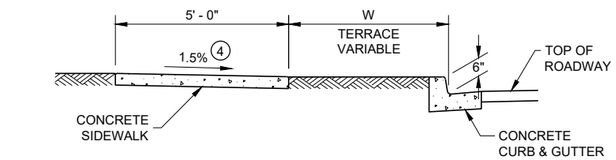
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

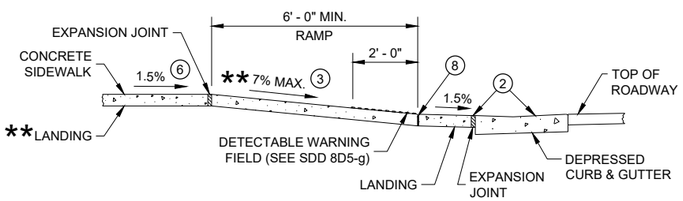
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



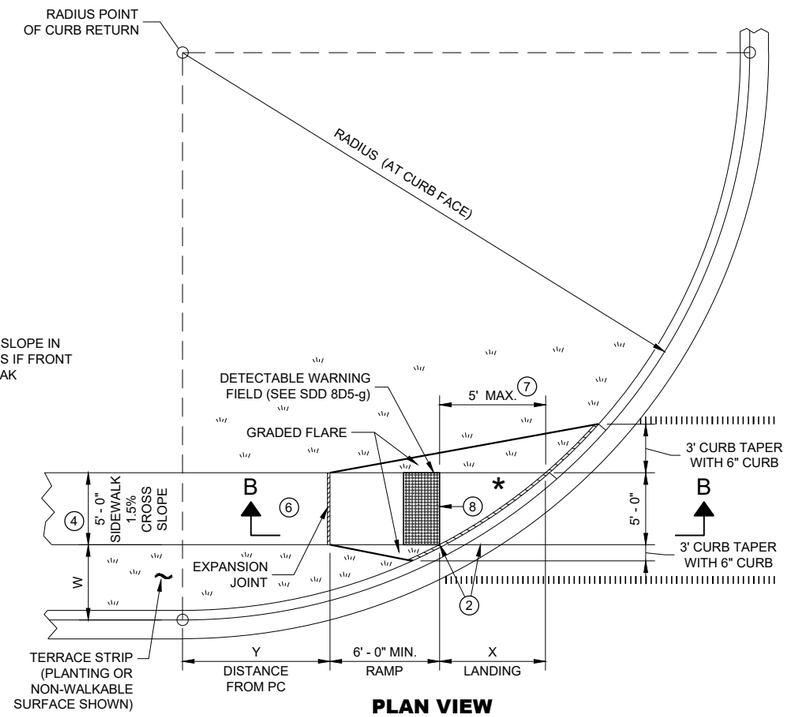
SECTION A - A FOR TYPE 4B



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

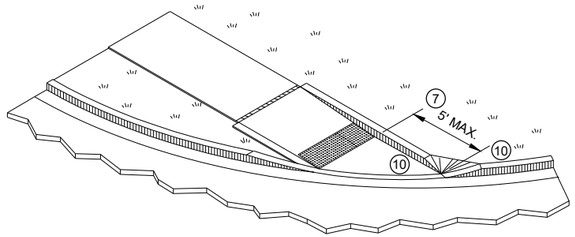
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

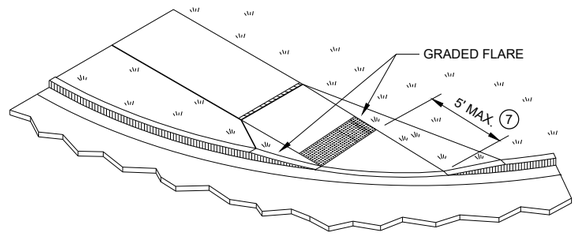


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



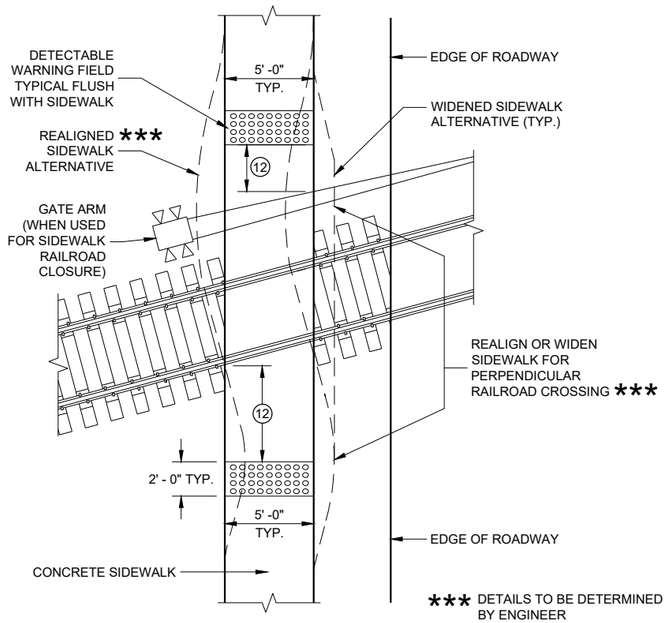
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

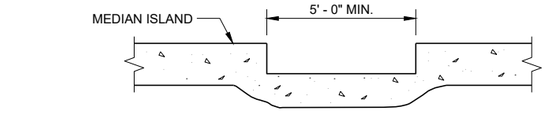
SDD 08D05 - 20d

SDD 08D05-e: Curb Ramps Types 5, 6, 7A, 7B and 8

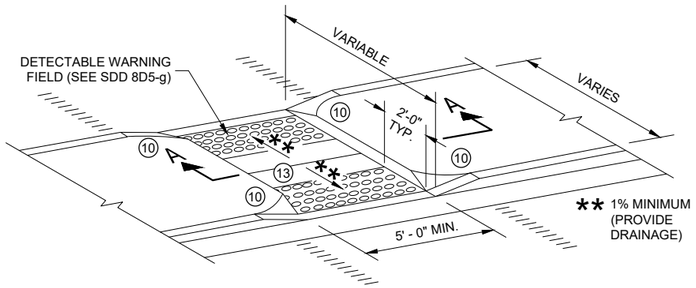


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

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

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ½ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

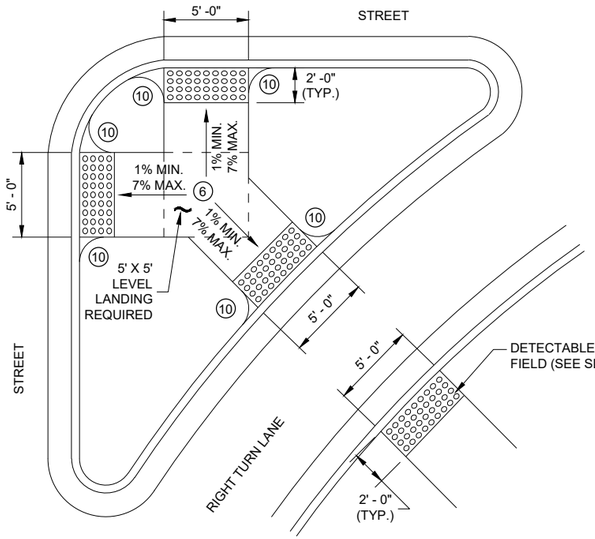
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

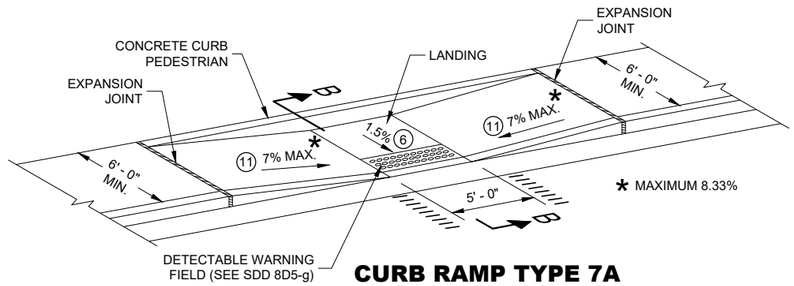
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

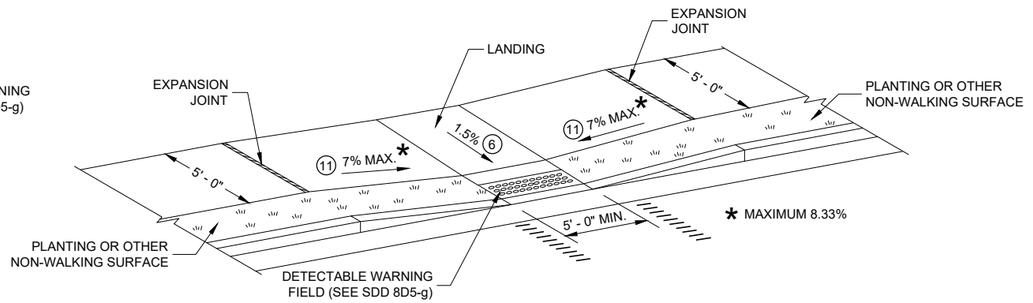
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

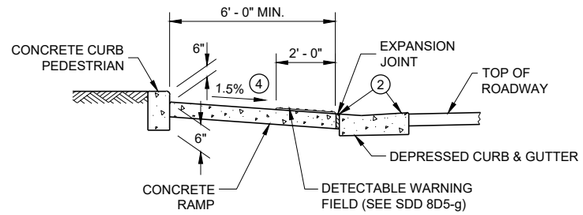
MID BLOCK CROSSING



CURB RAMP TYPE 7B

MID BLOCK CROSSING

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

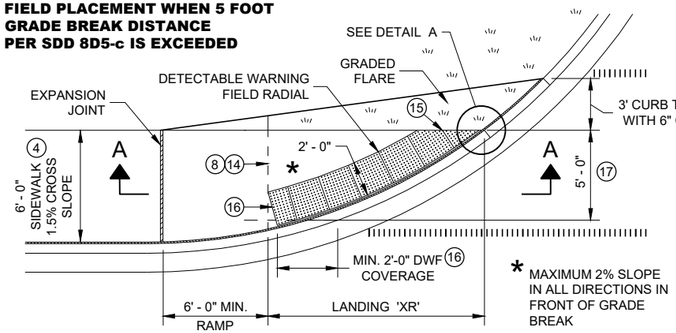


SECTION B - B FOR TYPE 7A

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

SDD 08D05-f Curb Ramps Radial Detectable Warning Field Applications

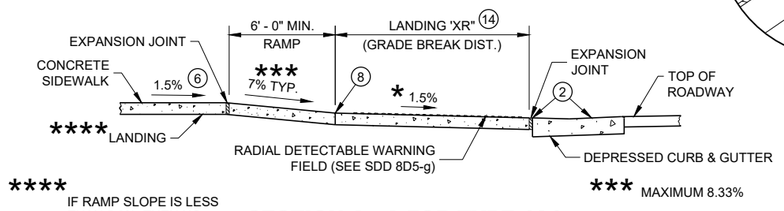
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



PLAN VIEW

CURB RAMP TYPE 4A1

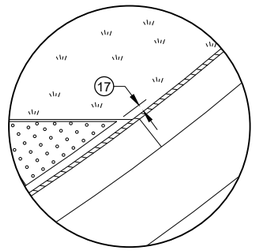
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



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

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1



DETAIL A

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

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

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

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

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

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

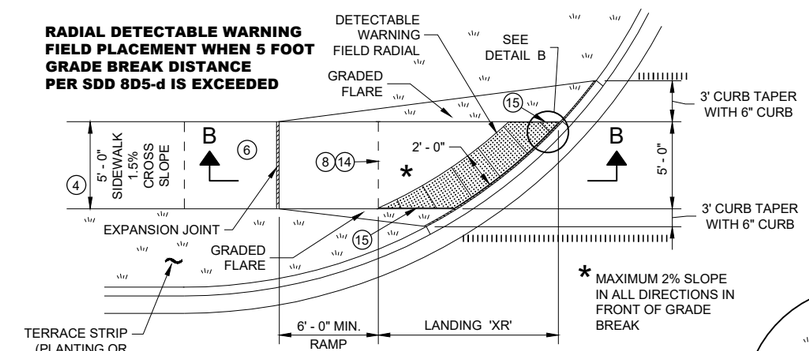
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

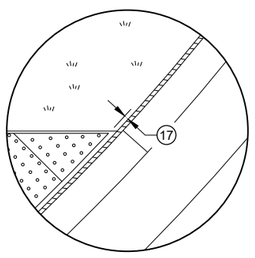
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



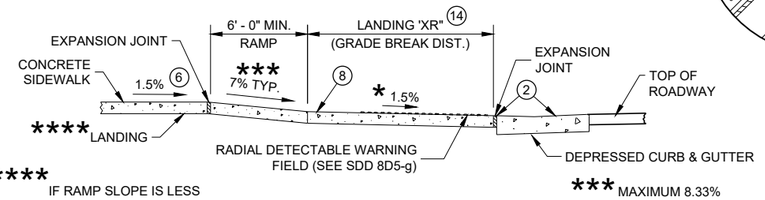
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B

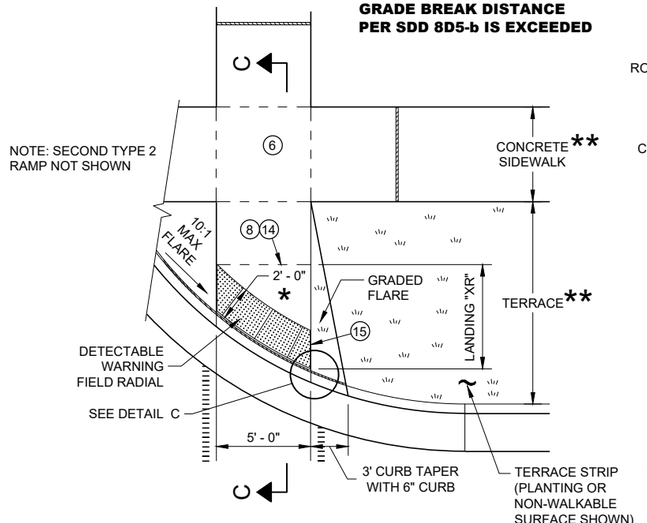


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1

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

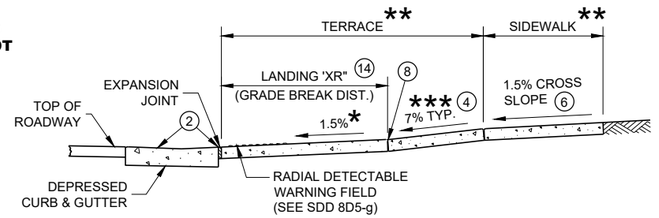


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

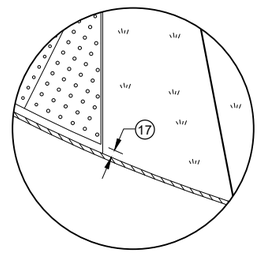


SECTION C - C FOR TYPE 2

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



DETAIL C

CURB RAMPS
RADIAL DETECTABLE WARNING FIELD APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

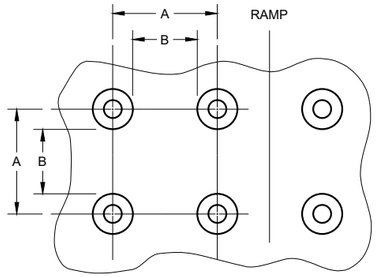
6

SDD 08D05 - 20f

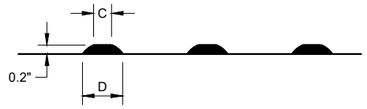
SDD 08D05-g: Curb Ramps Rectangular and Radial Detectable Warning Plates

	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

GENERAL NOTES

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

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

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

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

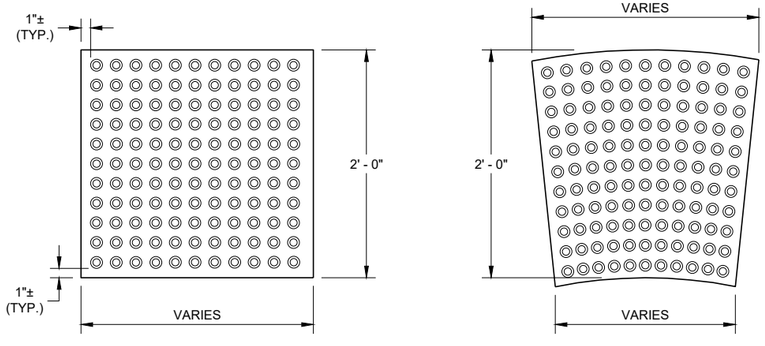
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

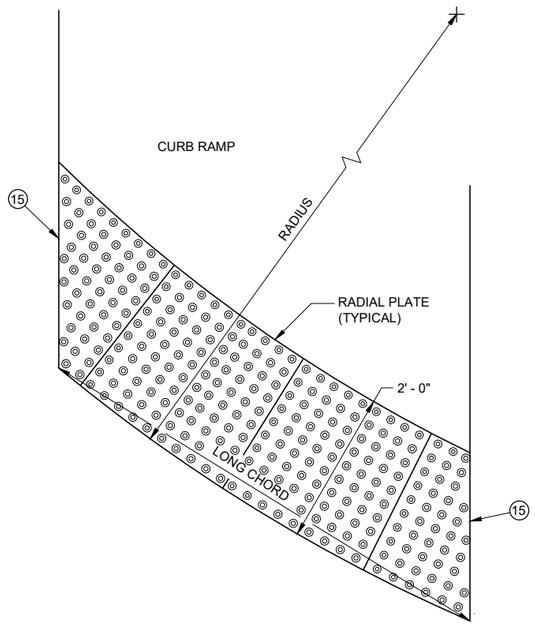
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



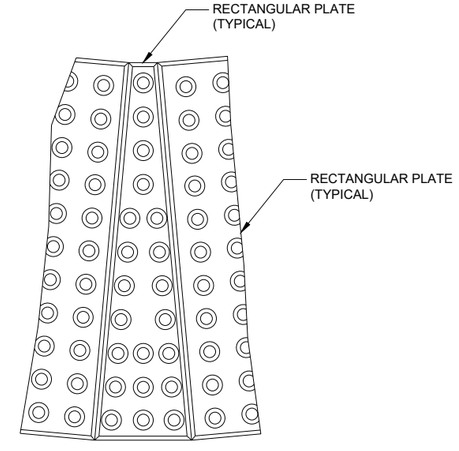
RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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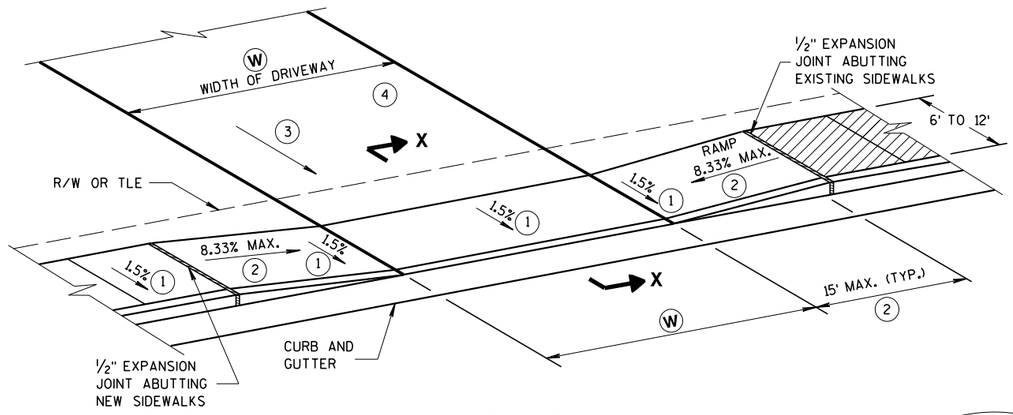
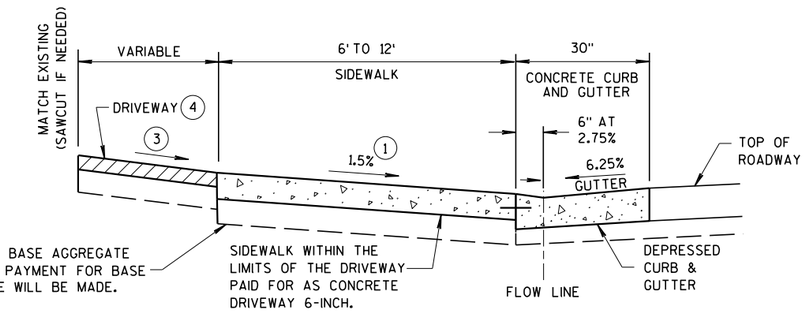
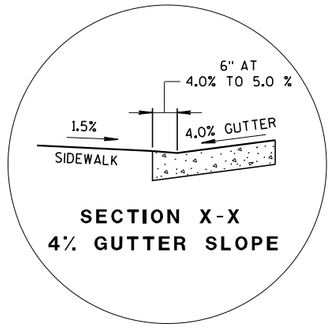
SDD 8d18 Driveway and Sidewalk Ramps Types X and Y



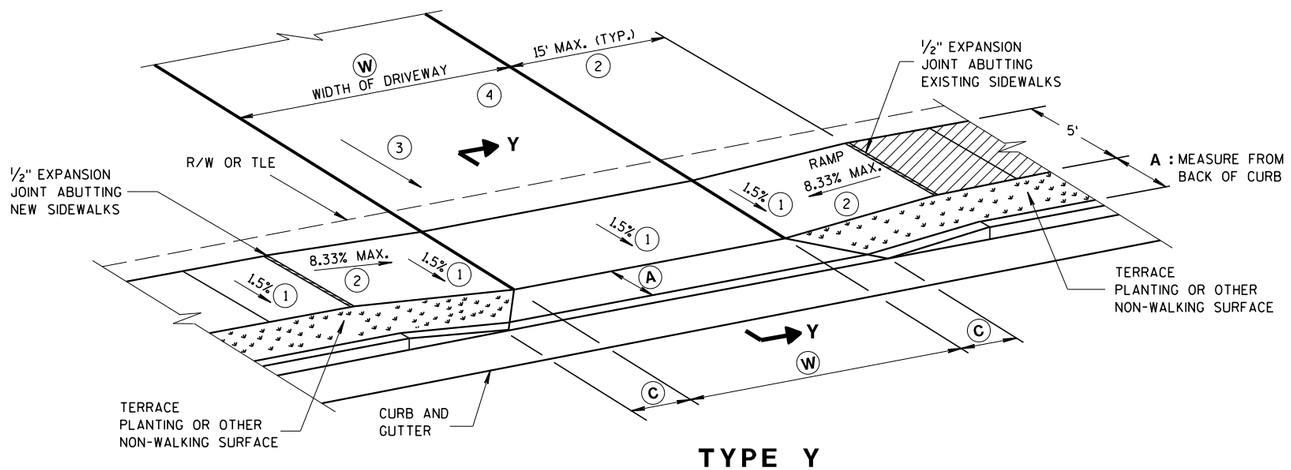
TYPE X
SIDEWALK ABUTS CURB & GUTTER
TERRACE VARIES 0 TO 3 FEET



SECTION X-X



SECTION X-X
4% GUTTER SLOPE



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

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

GENERAL NOTES

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

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

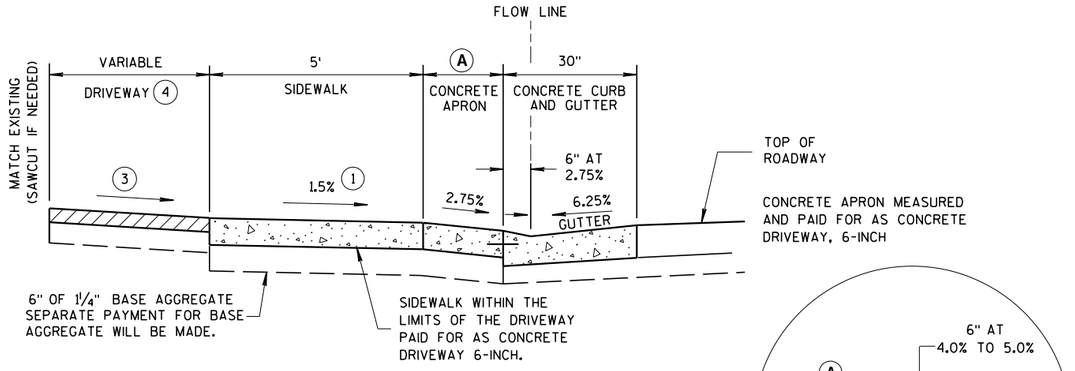
OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

(1) CONSTRUCTION TOLERANCE OF 0.5% ± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

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

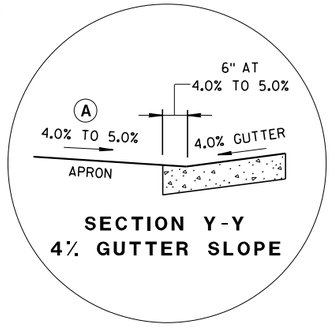
(4) DRIVEWAY TYPES
- 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
- 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
- 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES)



NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS

SECTION Y-Y

DRIVEWAY DETAIL
WITH CONCRETE CURB & GUTTER
(URBAN AND SUBURBAN)



SECTION Y-Y
4% GUTTER SLOPE

TABLE Y

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

NOT TO SCALE

DRIVEWAY AND SIDEWALK RAMPS
TYPES X & Y

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

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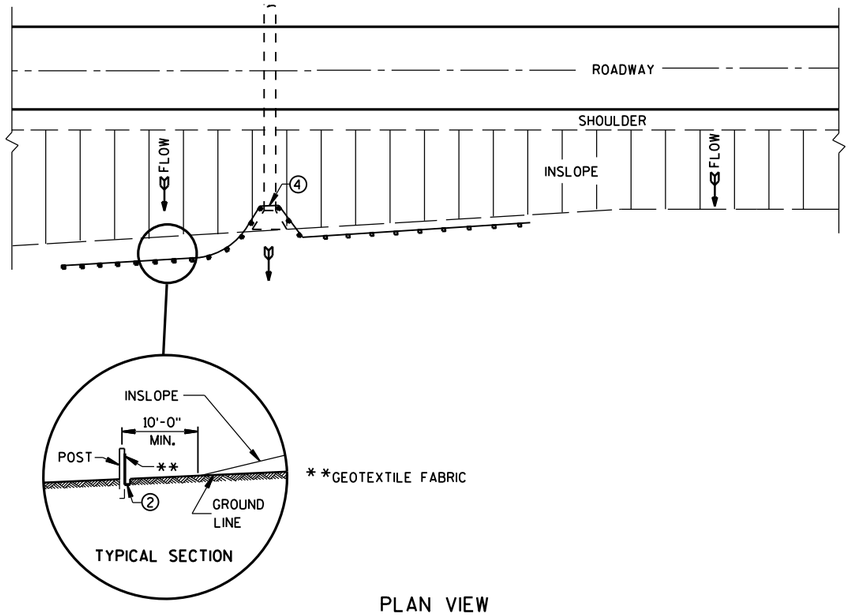
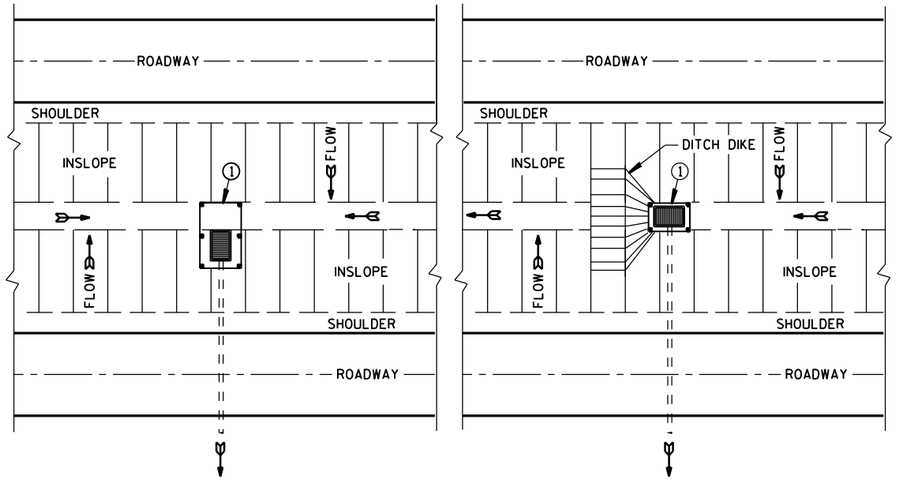
S.D.D. 8 D 18-2

SDD 8e9 Silt Fence



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

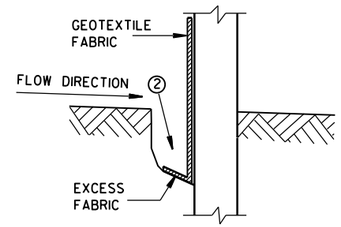
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

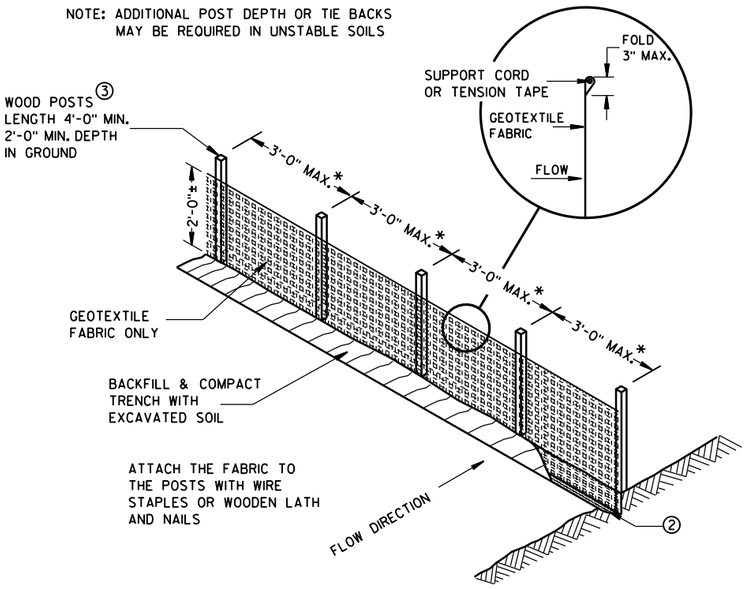
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

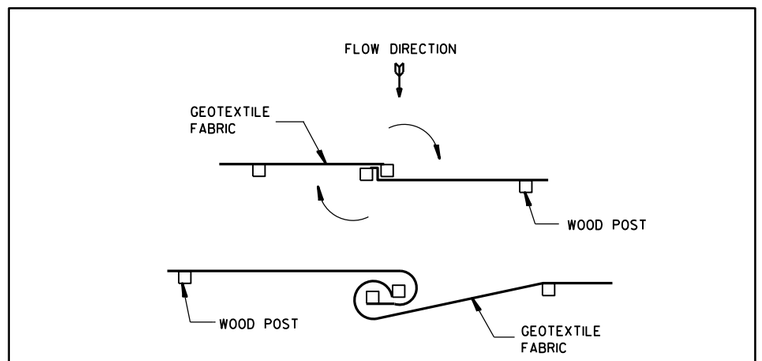
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



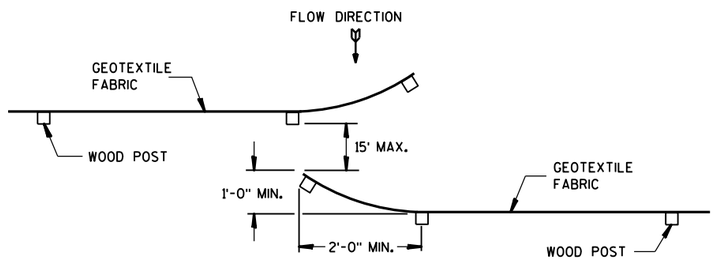
TRENCH DETAIL



SILT FENCE

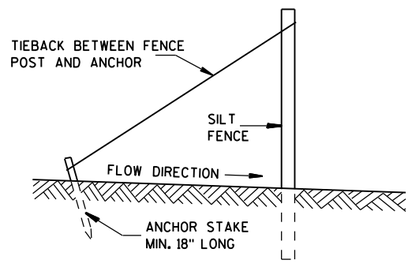


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
4-29-05 DATE	/S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA	

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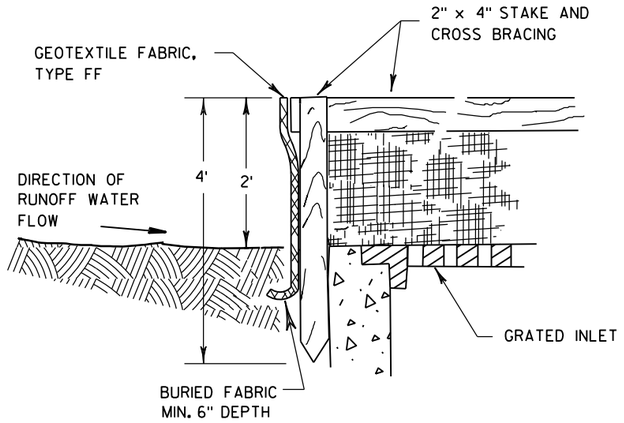
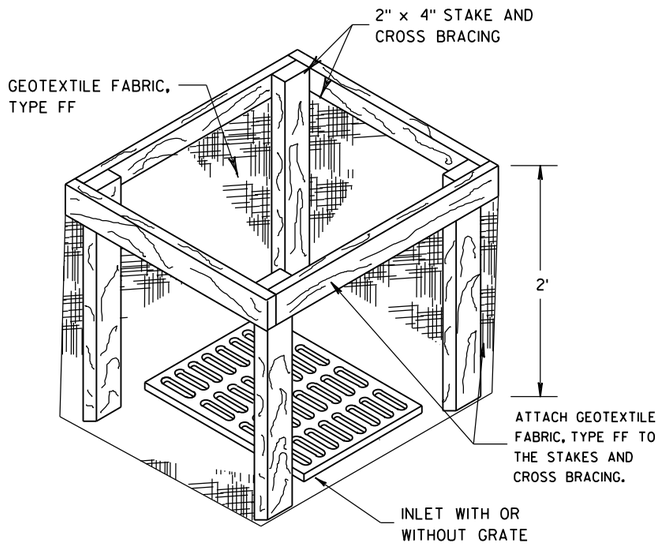
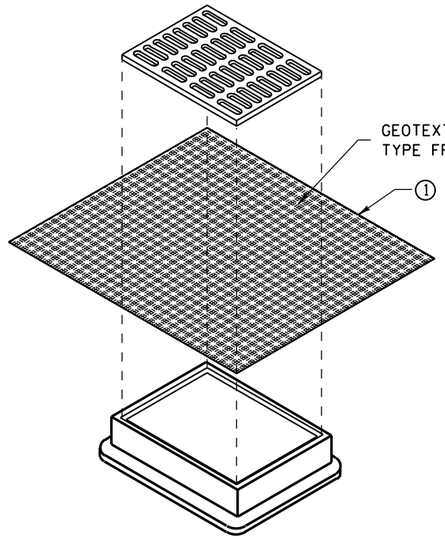
SDD 8e10 Inlet Protection Type A, B, C and D



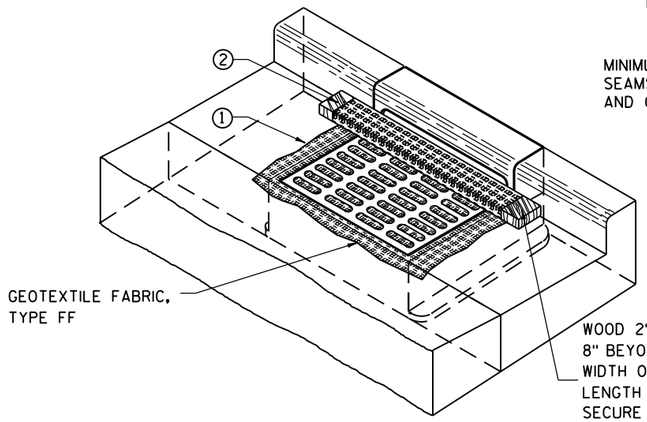


INLET PROTECTION, TYPE A

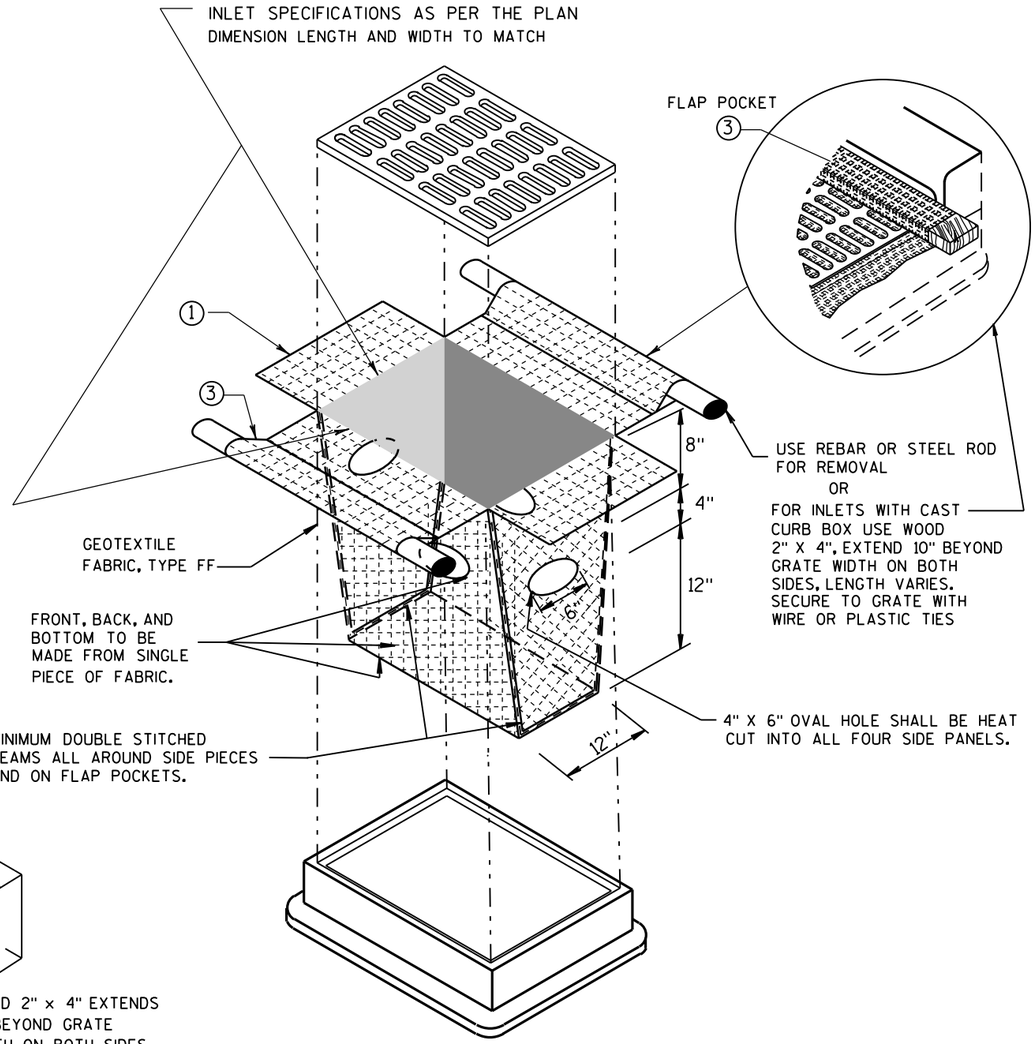


INLET PROTECTION, TYPE B (WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

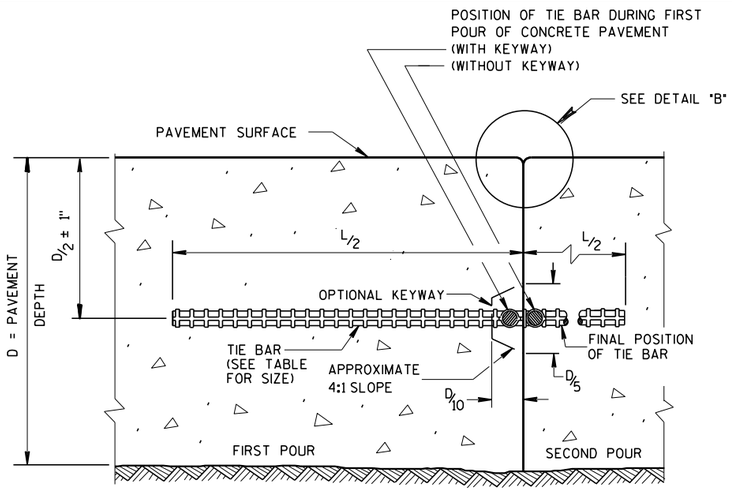
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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

INLET PROTECTION TYPE A, B, C, AND D

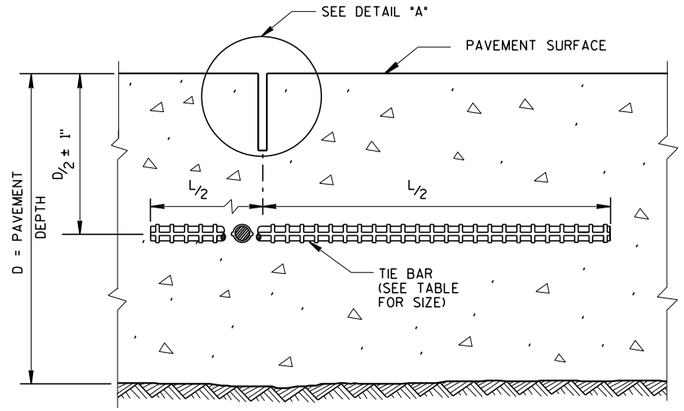
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

SDD 13c1 Concrete Pavement Longitudinal Joints and Ties



CONSTRUCTION JOINT



SAWED JOINT

GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

PLAN VIEW

SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

DETAIL "A"

DETAIL "B"

DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
March 2018 DATE	/S/ Peter Kemp, P.E. PAVEMENT SUPERVISOR
FHWA	

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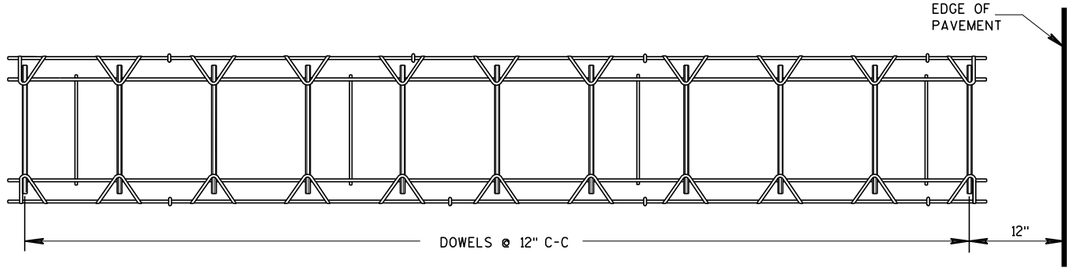
S.D.D. 13 C 1-19

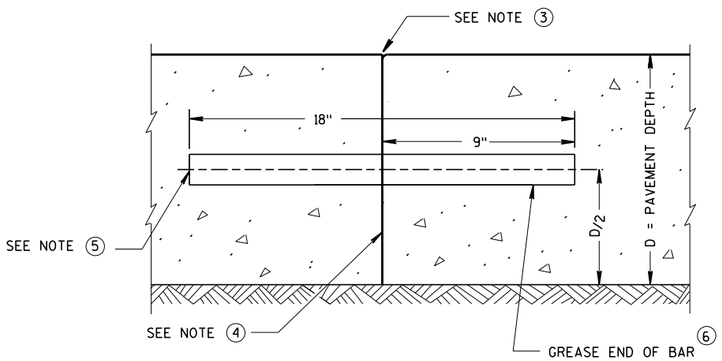
SDD 13c13 Urban Doweled Concrete Pavement



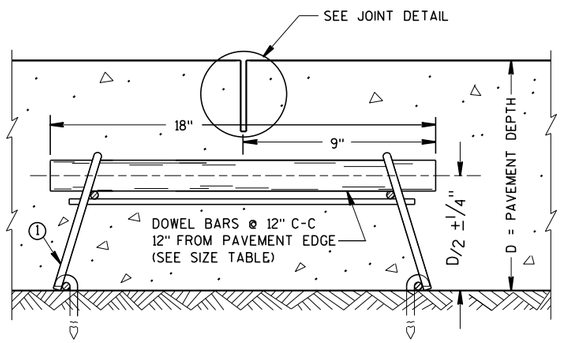
PLAN VIEW

SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



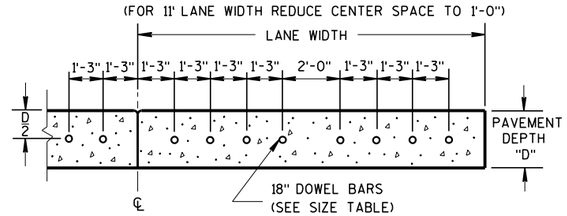
TRANSVERSE CONSTRUCTION JOINT



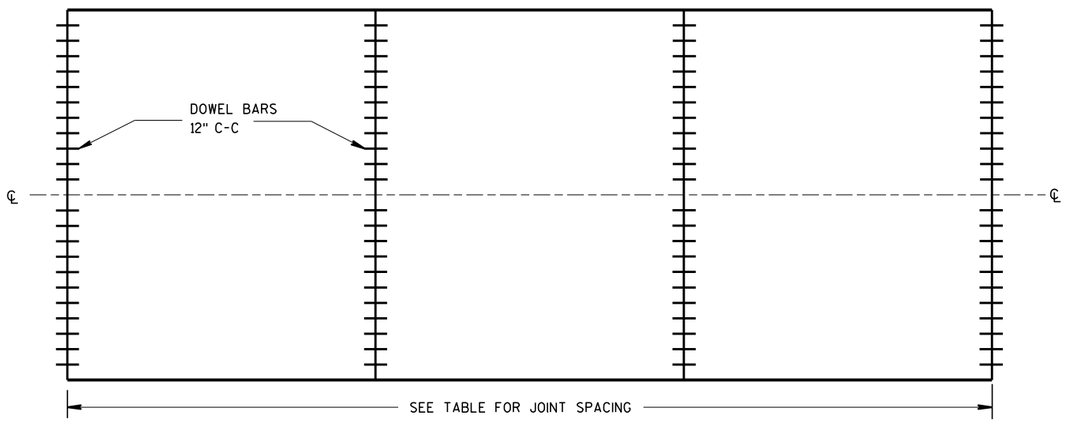
DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦



CONTRACTION JOINT LOCATIONS

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE LONGITUDINAL JOINT AND THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

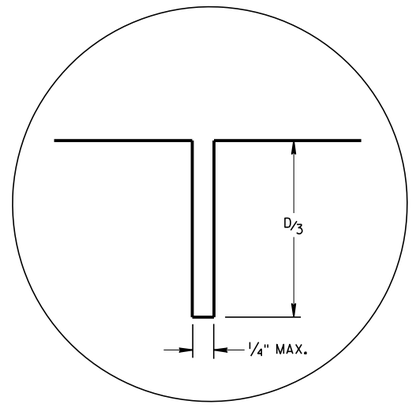
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



JOINT DETAIL

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kemp — PAVEMENT SUPERVISOR
FHWA

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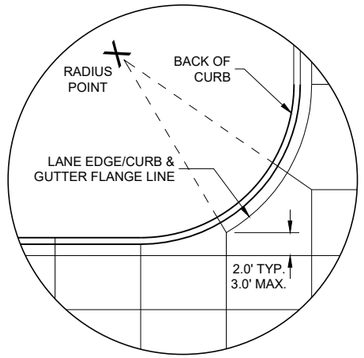
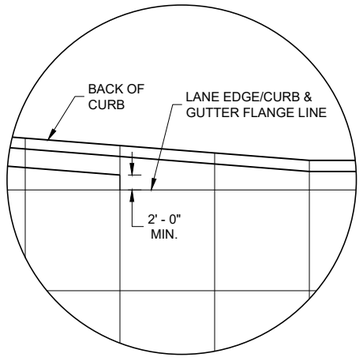
S.D.D. 13 C 13-9

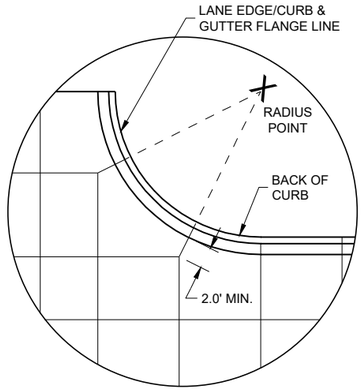
SDD 13C18-a Concrete Pavement Jointing



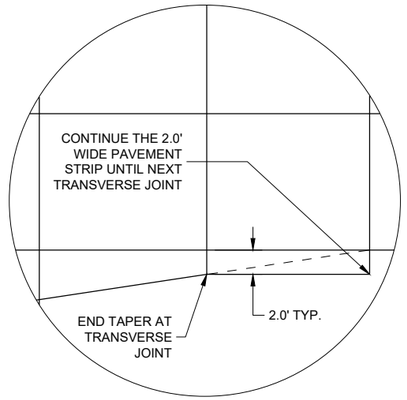
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

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

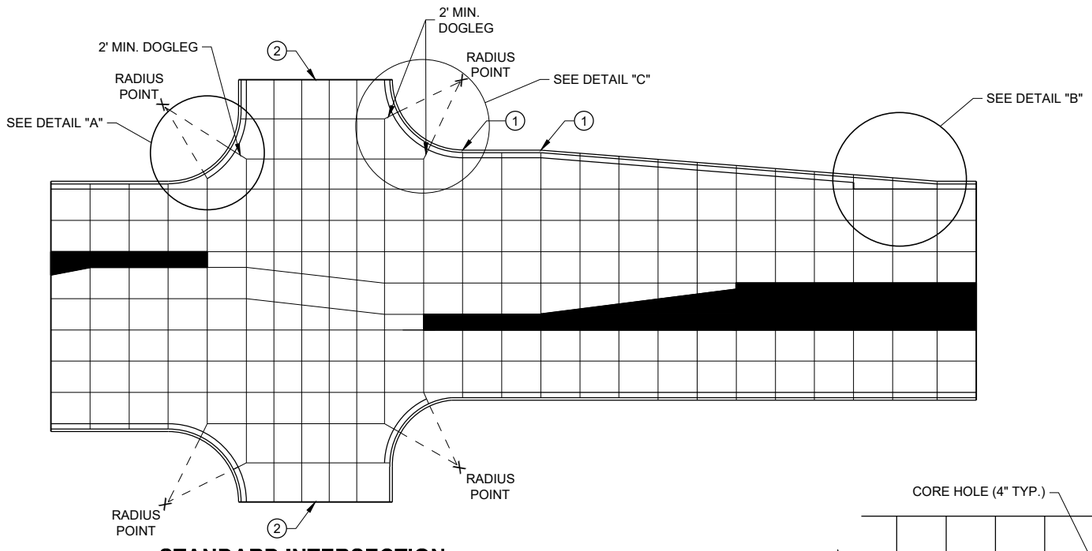
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

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

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

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

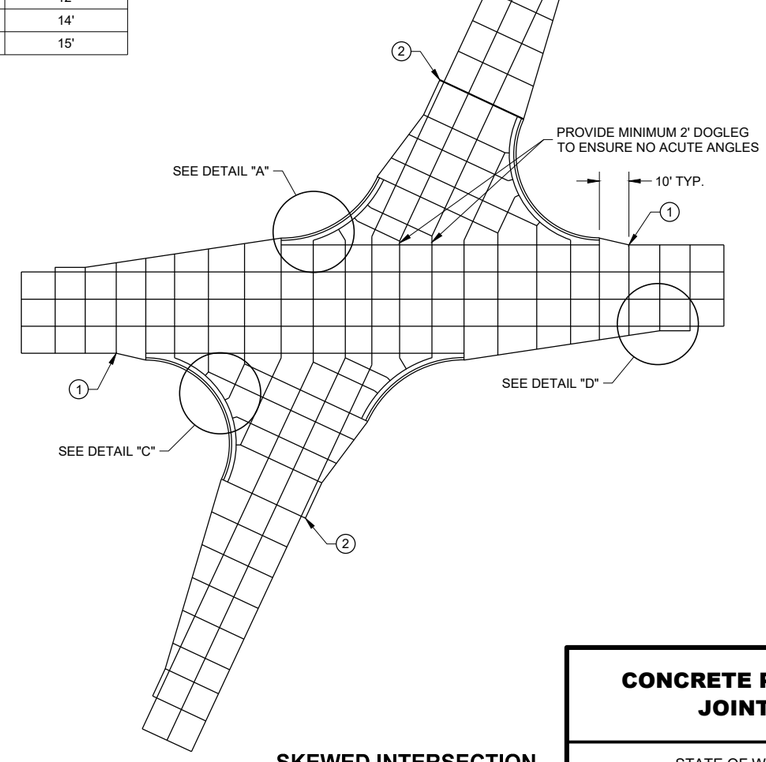
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



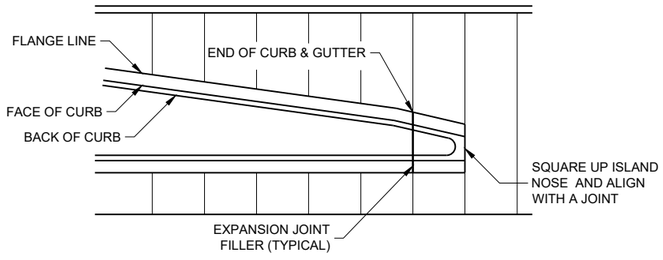
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

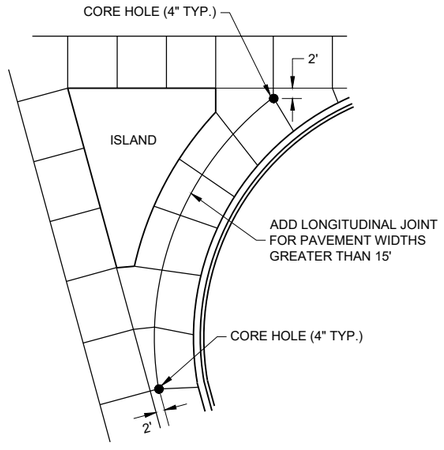
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 07a

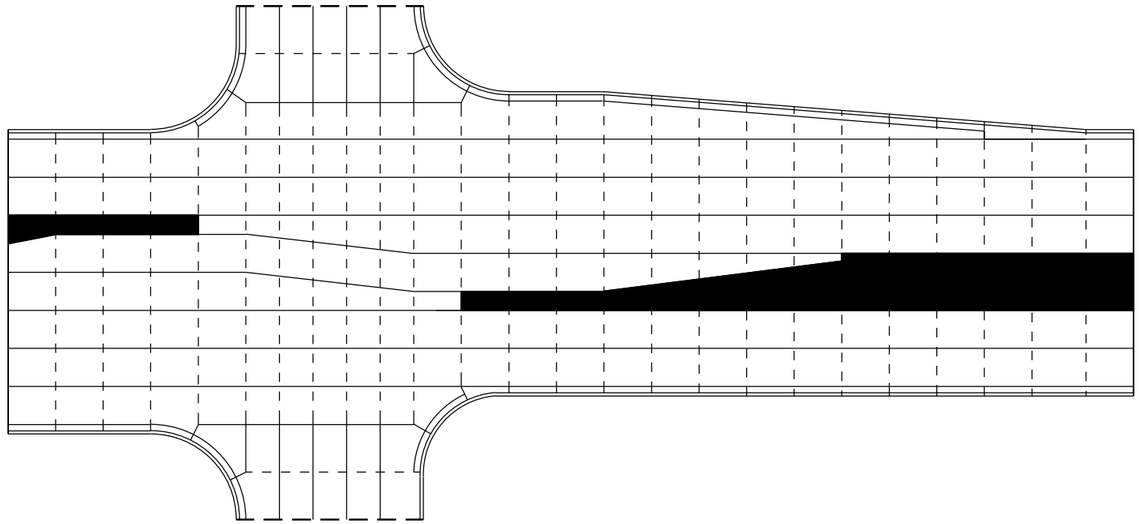
SDD 13C18-b Concrete Pavement Steel Reinforcement

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

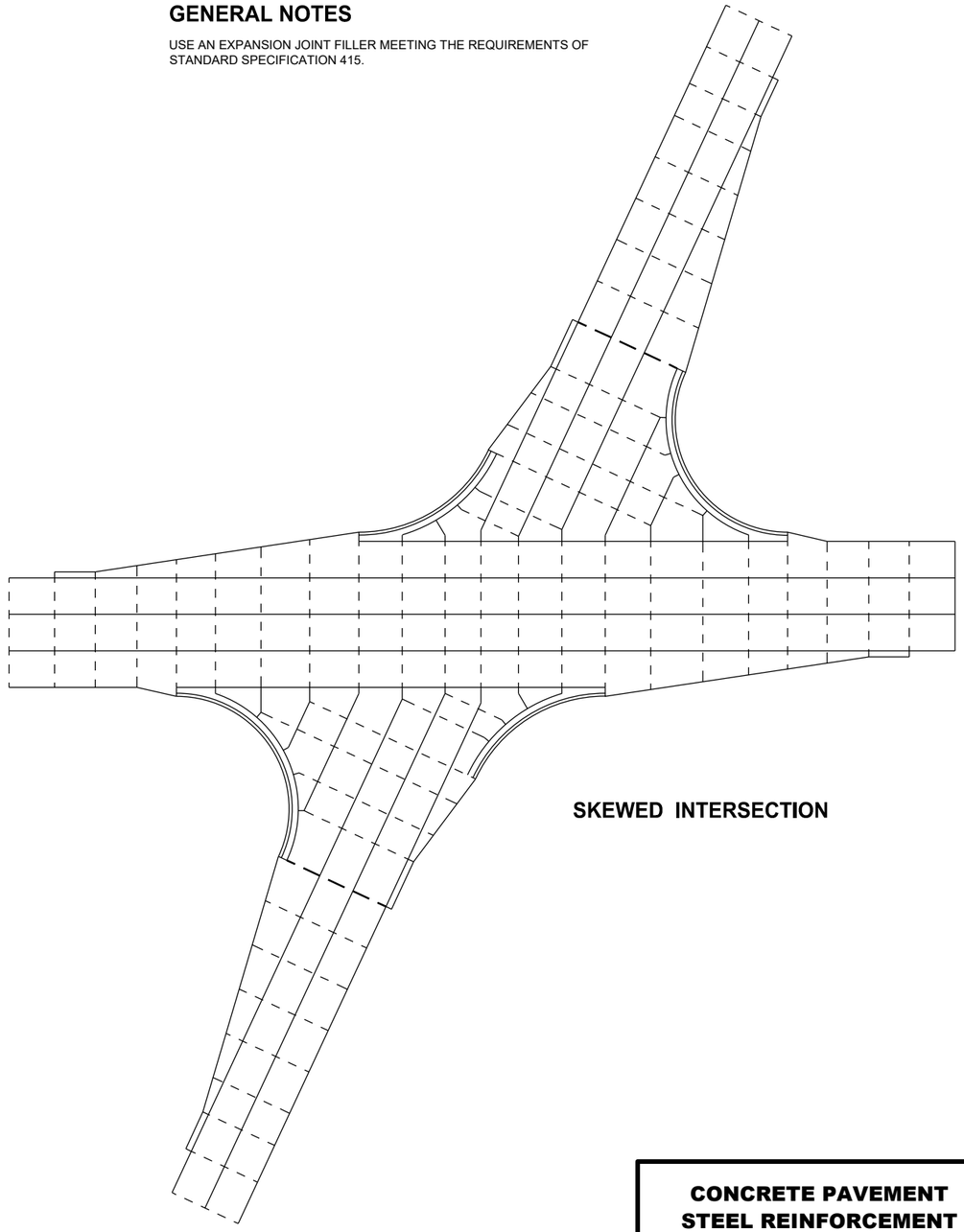
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

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



SKEWED INTERSECTION

CONCRETE PAVEMENT STEEL REINFORCEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

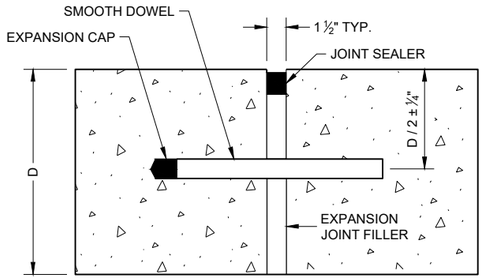
6

SDD 13C18 - 07b

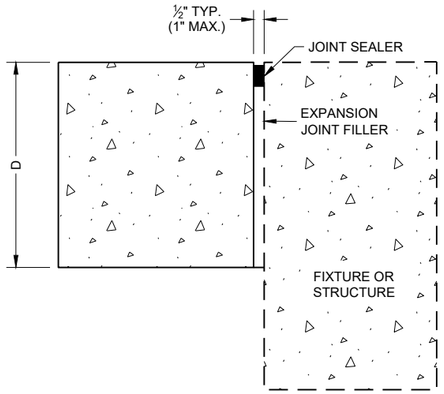
6

SDD 13C18 - 07b

SDD 13C18-c Concrete Pavement Joint Types



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

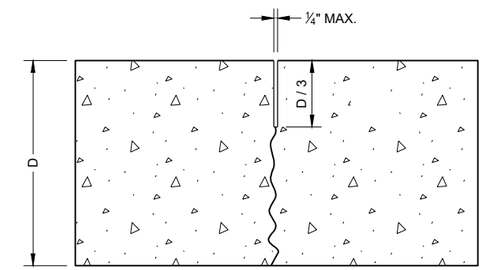
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

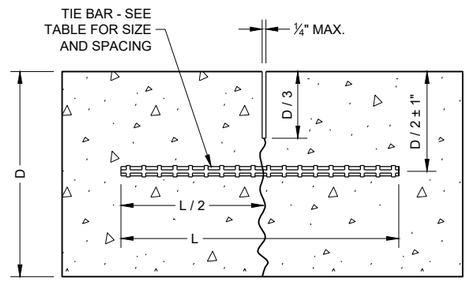
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

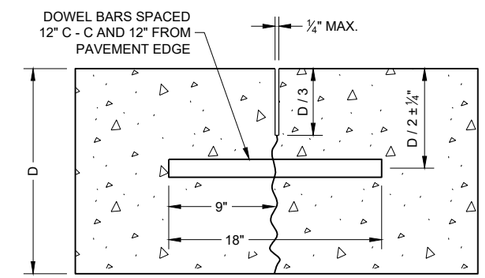
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



UNDOWELED TRANSVERSE

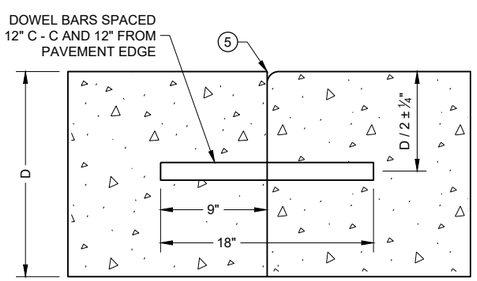


TIED LONGITUDINAL

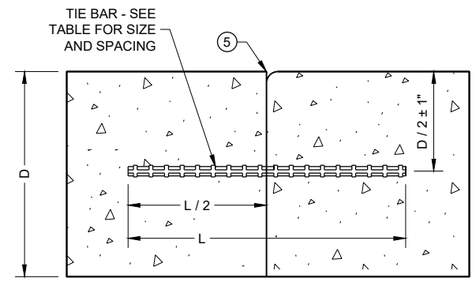


DOWELED TRANSVERSE

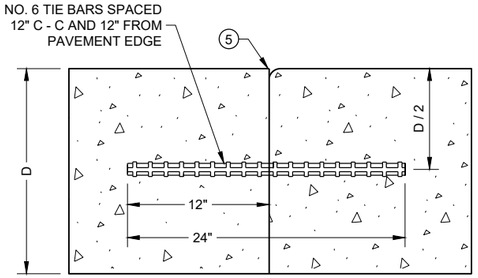
CONTRACTION JOINTS (2)



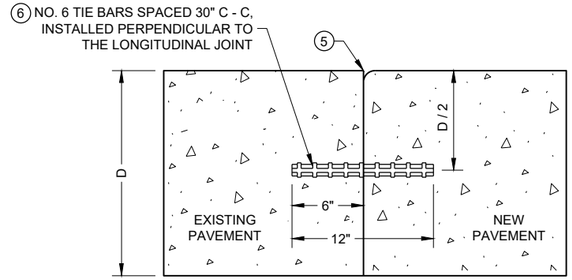
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

CONSTRUCTION JOINTS (4)

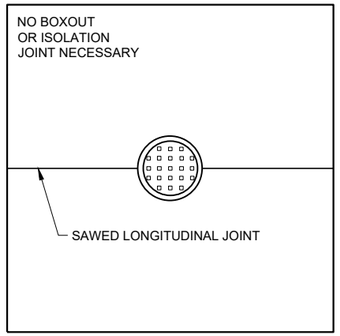
CONCRETE PAVEMENT JOINT TYPES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

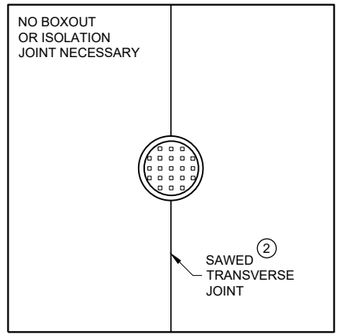
6

SDD 13C18 - 07c

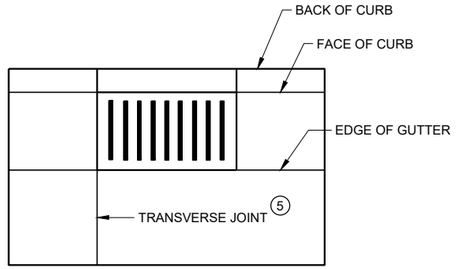
SDD 13C18-d Concrete Pavement Jointing at Utility Fixtures



MANHOLE WITH LONGITUDINAL JOINT



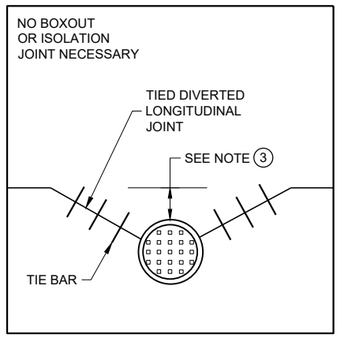
MANHOLE WITH TRANSVERSE JOINT



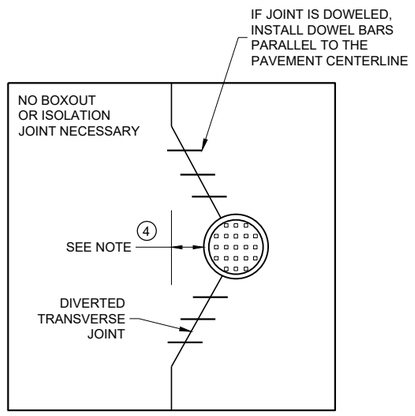
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

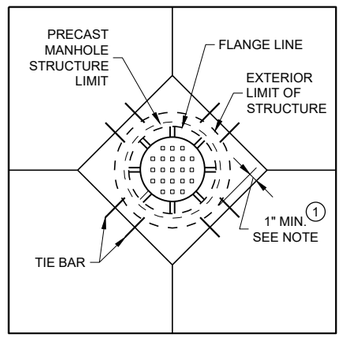
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
4. IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

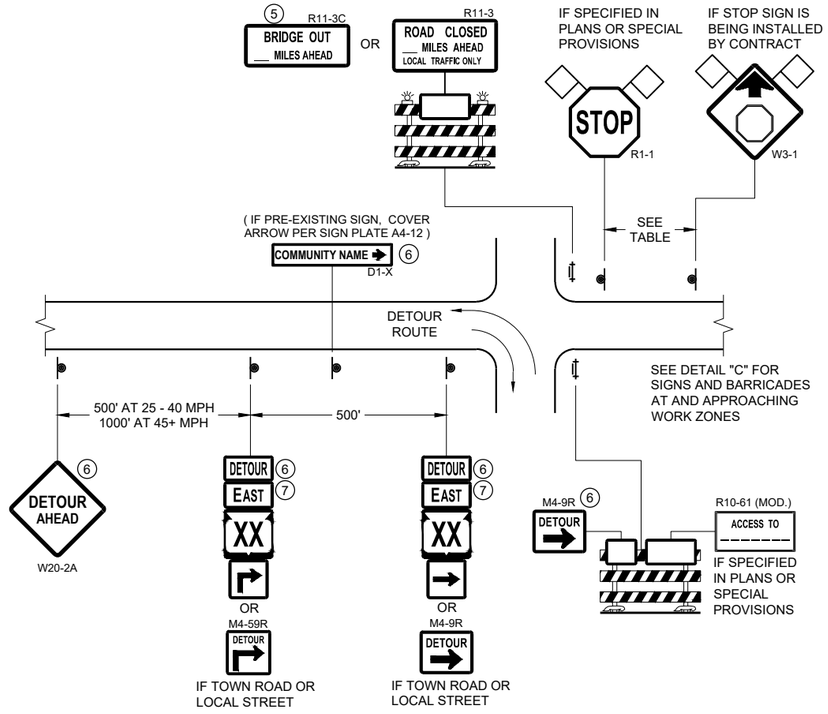
/S/ Peter Kemp P.E.
PAVEMENT SUPERVISOR

FHWA

6

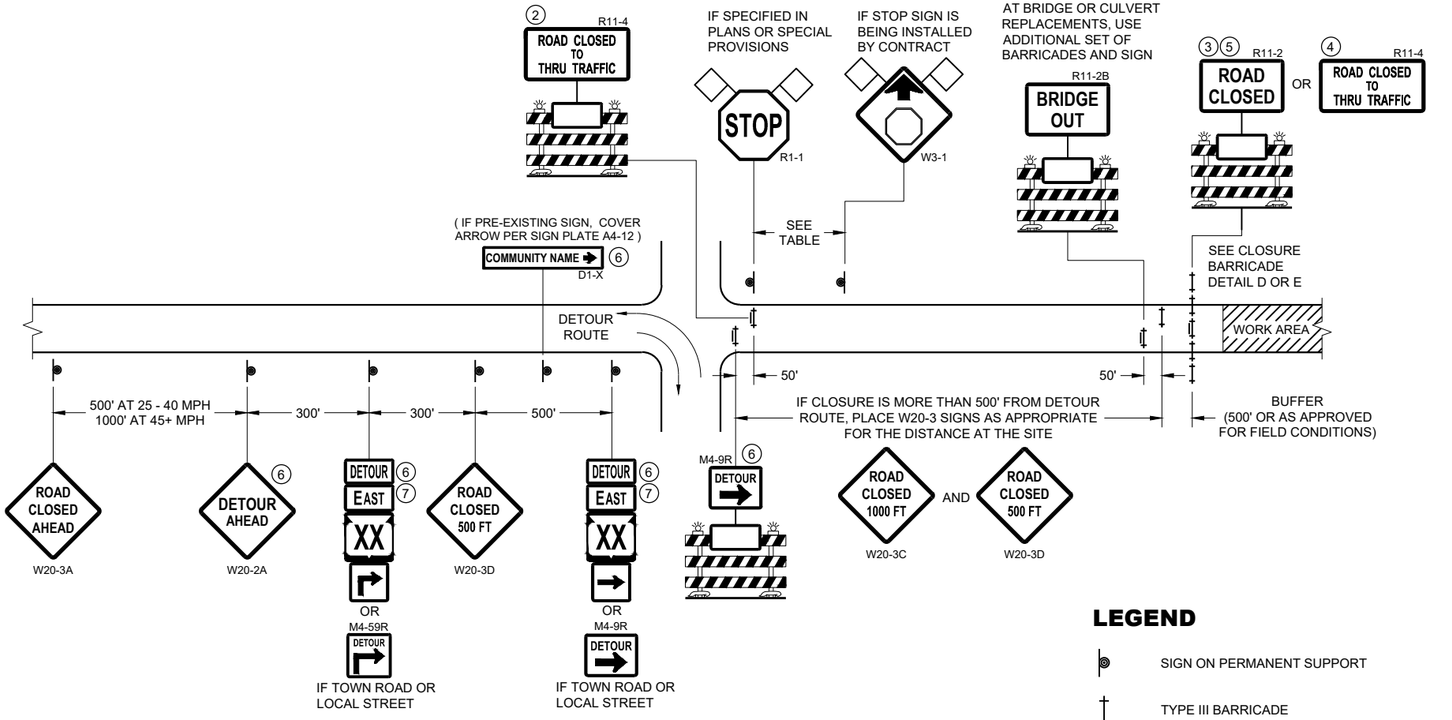
SDD 13C18 - 07d

SDD 15C02-a Barricades and Signs for Mainline Closures



DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



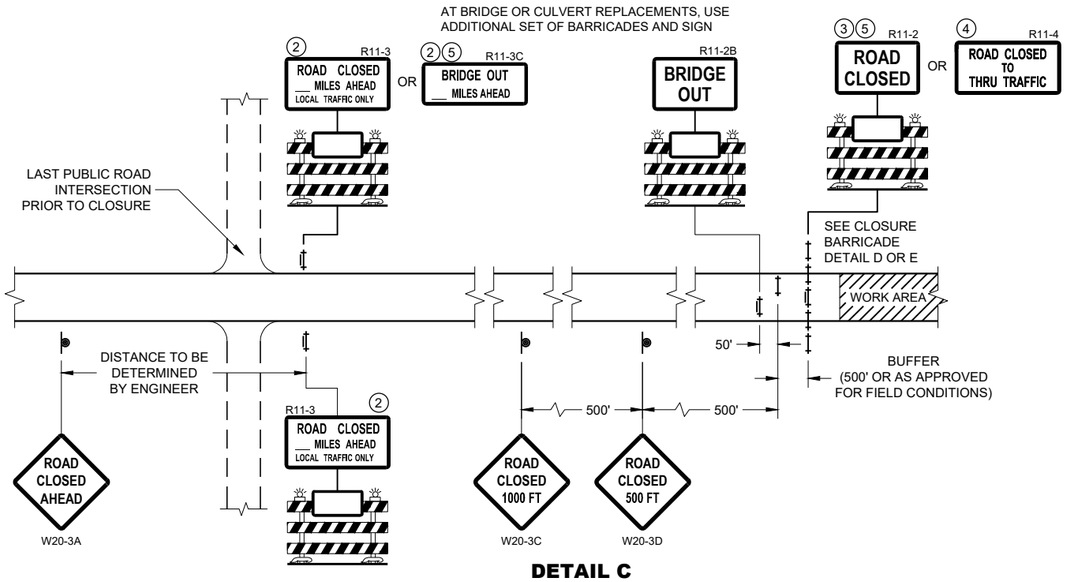
DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

LEGEND

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

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



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

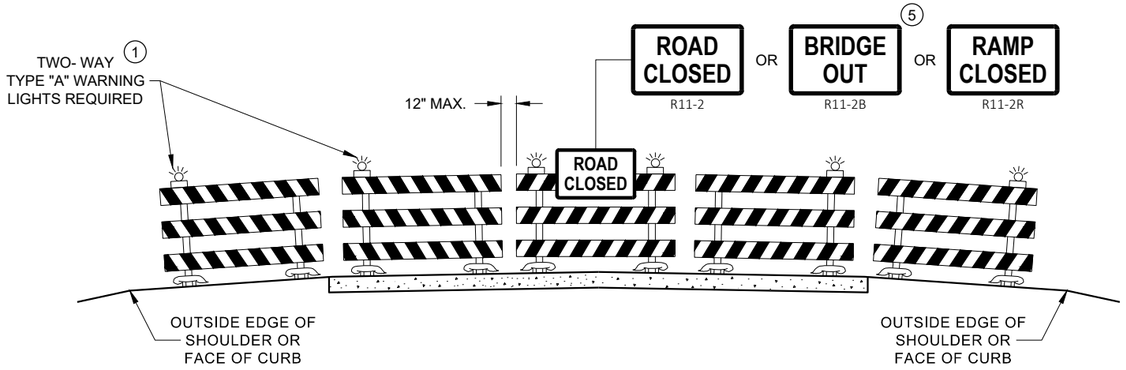
APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

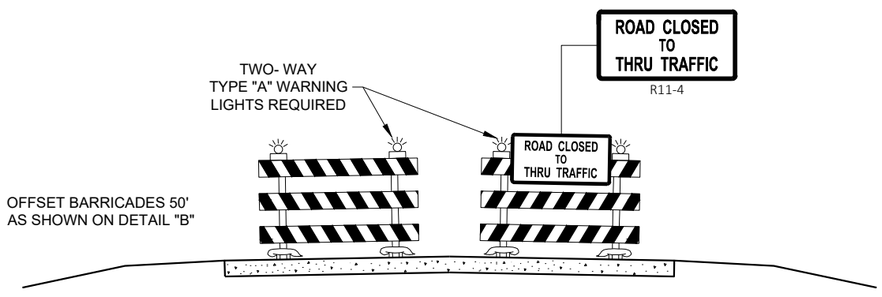
FHWA

SDD 15C02 - 08a

SDD 15C02 - 08a



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
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15C02 - 08b

SDD 15C05 Traffic Control, Advance Warning Signs 40 MPH or Less Two Way Undivided Road Open to Traffic

GENERAL NOTES

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

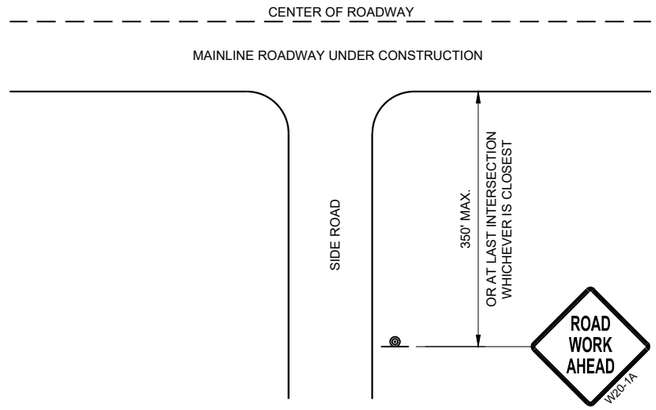
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

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

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



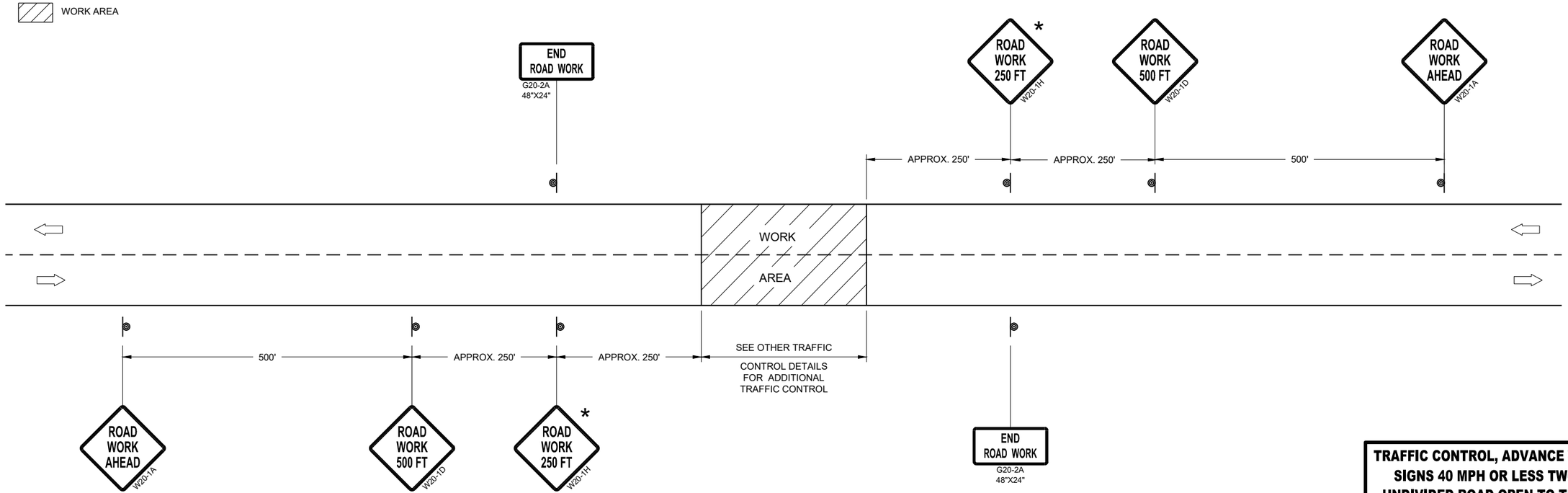
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

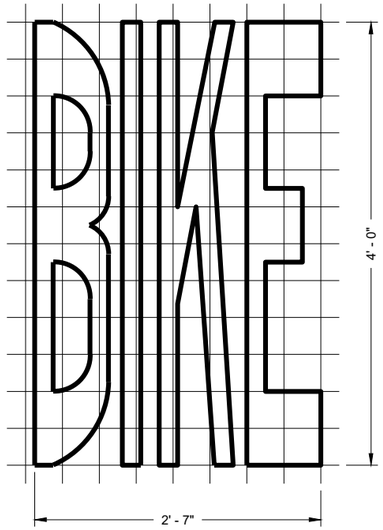
/S/ Andrew Heidtke
WORK ZONE ENGINEER

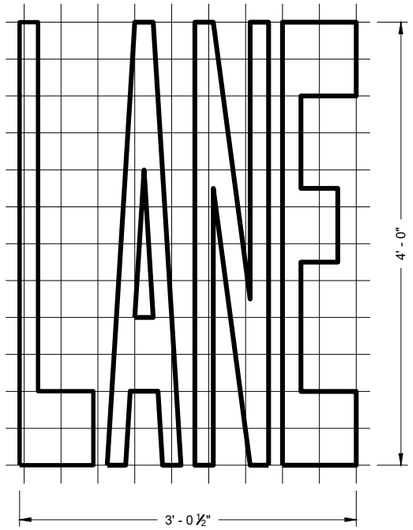
FHWA

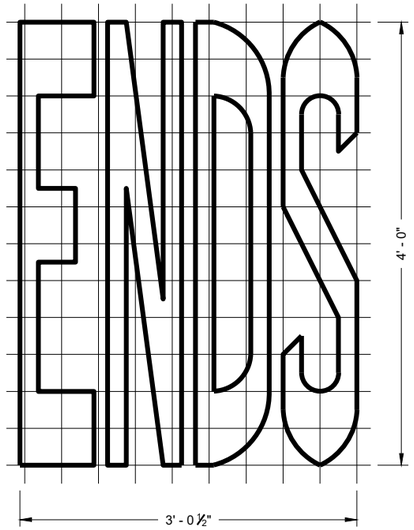
6

SDD 15C05 - 05

SDD 15C7-e Pavement Marking For Bike Lanes



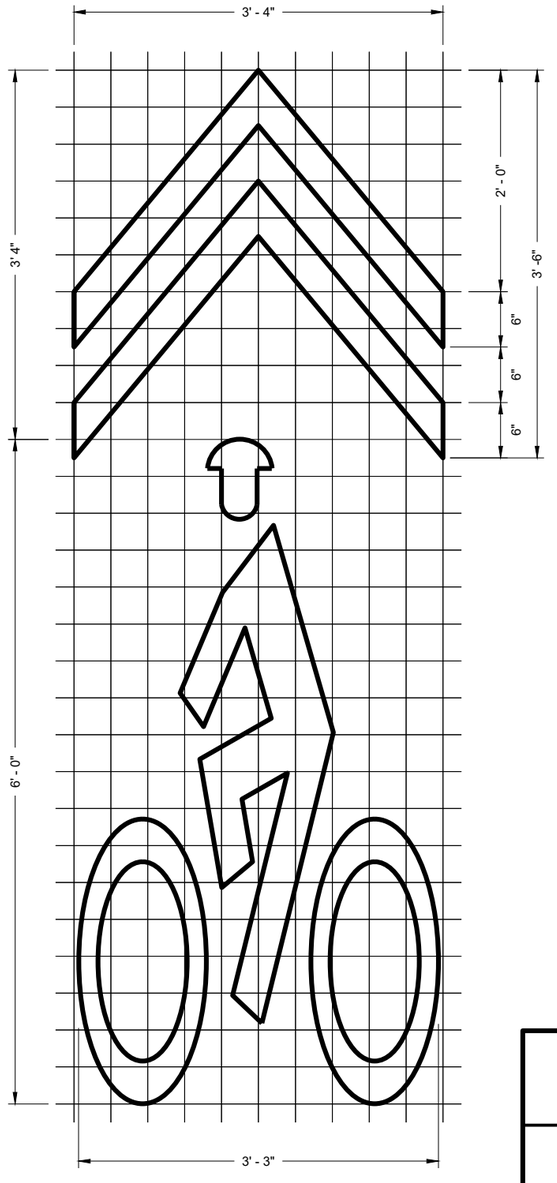




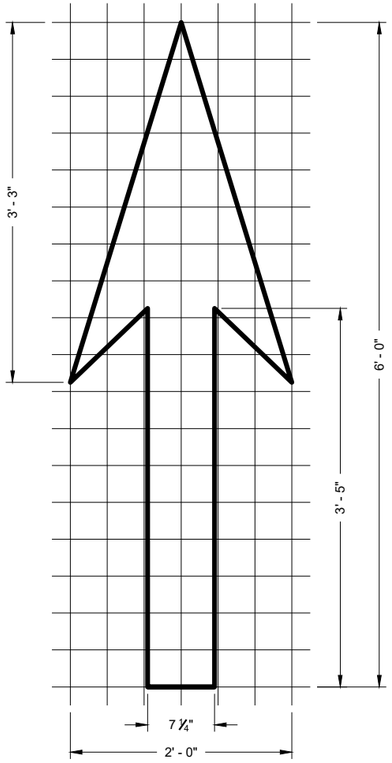
BIKE LANE WORDS

GENERAL NOTES

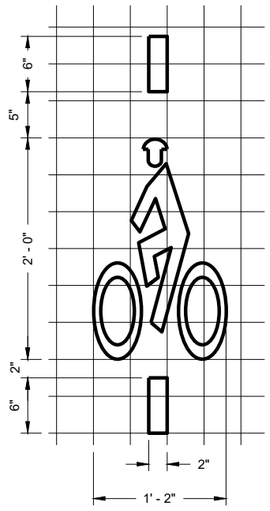
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



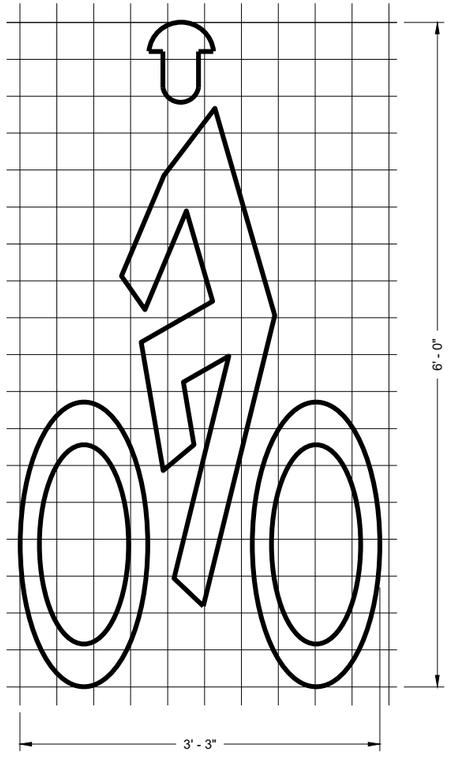
BIKE LANE SYMBOL FOR SHARED LANE



BIKE LANE ARROW



BICYCLE DETECTOR PAVEMENT MARKING



BIKE LANE SYMBOL

PAVEMENT MARKING FOR BIKE LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

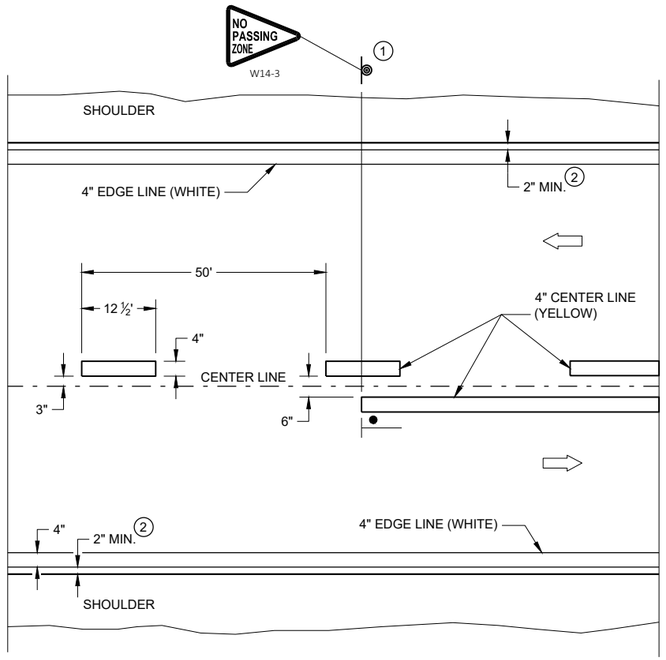
/S/ Matthew Rauch
STATE SIGNING AND MARKING ENGINEER

FHWA

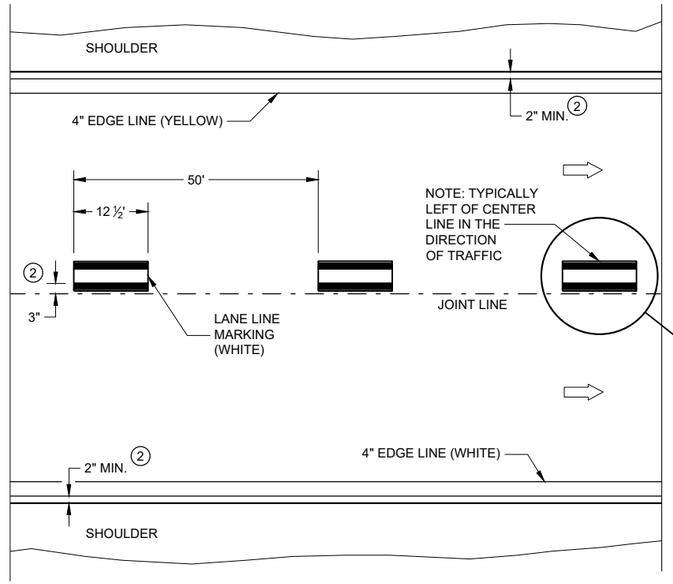
SDD 15C07 - 15e

SDD 15C07 - 15e

SDD 15C08-a Longitudinal Marking (Mainline)



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

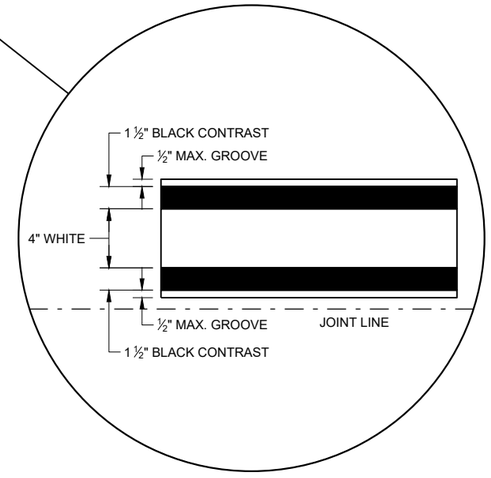
GENERAL NOTES

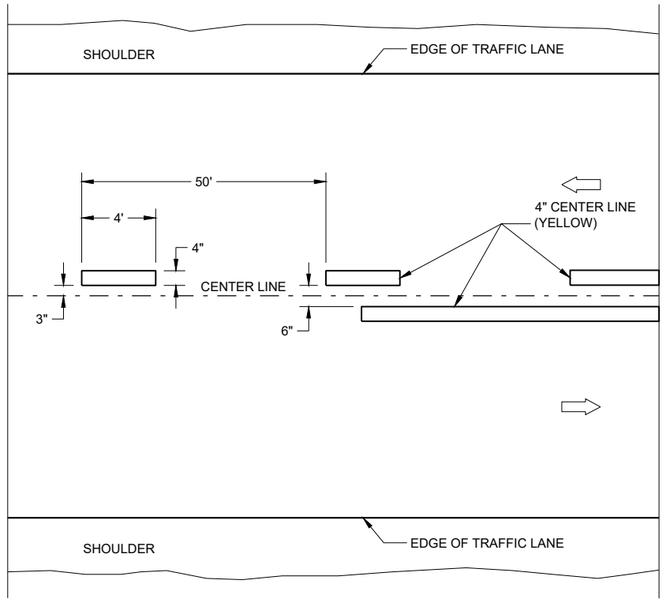
DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

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

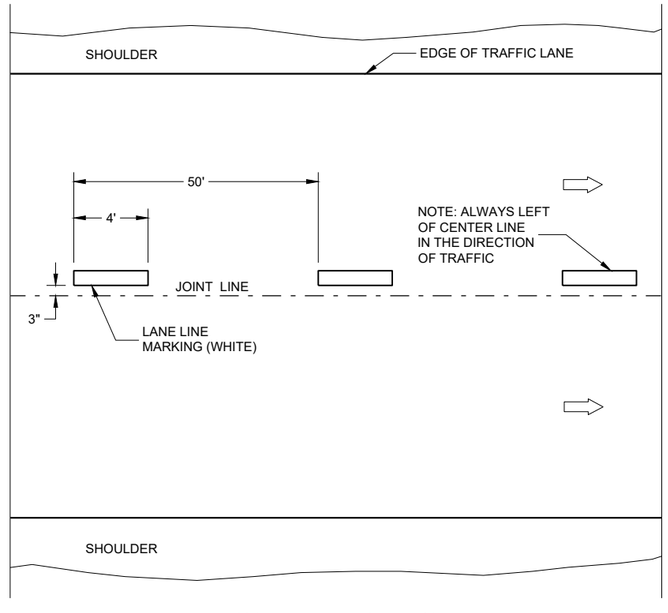
LEGEND

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





TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Matthew Rauch
STATEWIDE SIGNING AND MARKING ENGINEER

FHWA

SDD 15C08 - 20a

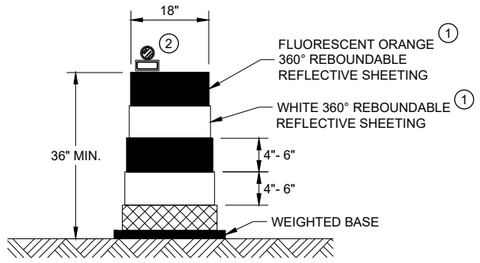
SDD 15C08 - 20a

SDD 15C11-b Channelizing Devices, Drums, Cones, Barricades and Vertical Panels

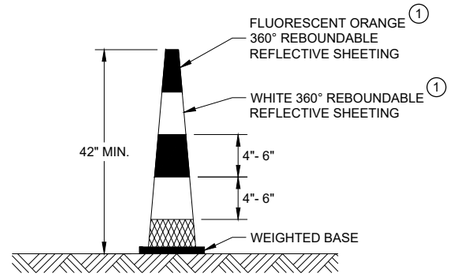
GENERAL NOTES

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

(2) LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.

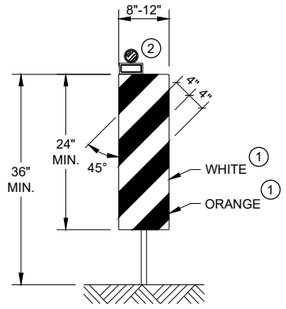


DRUM



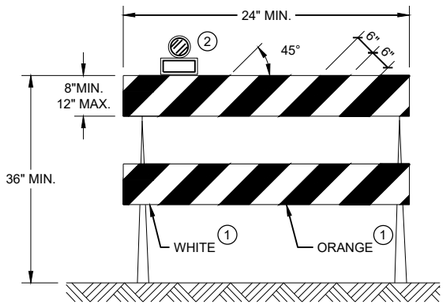
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



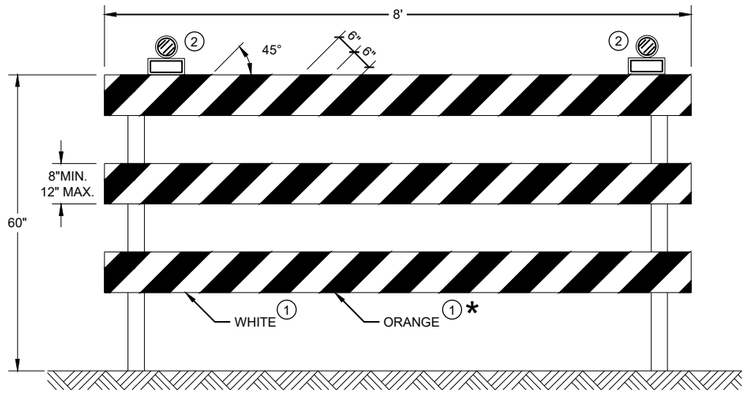
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

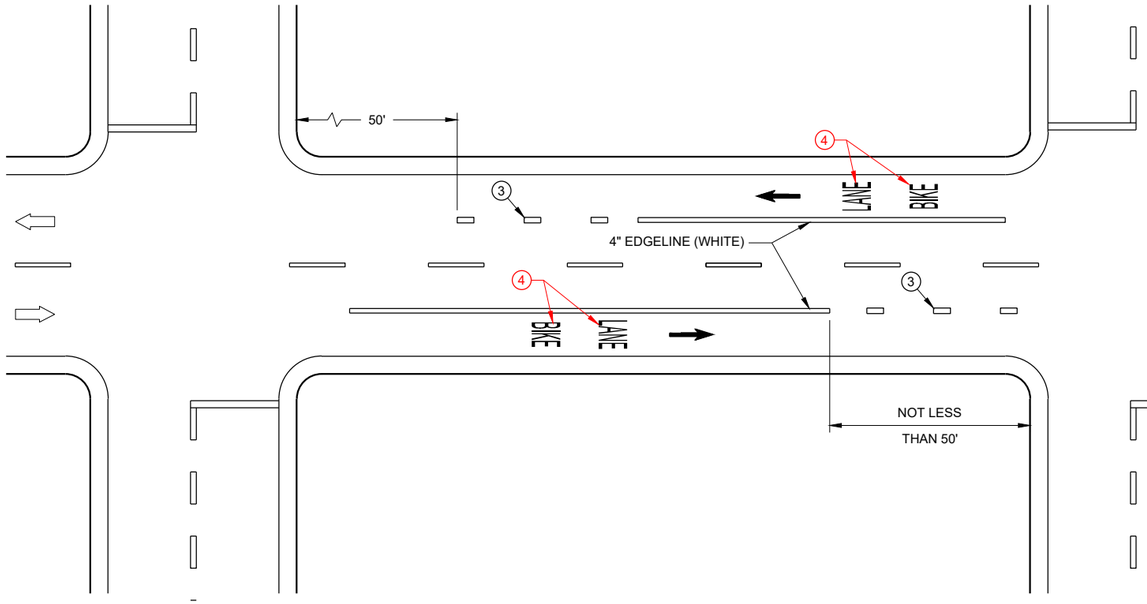
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

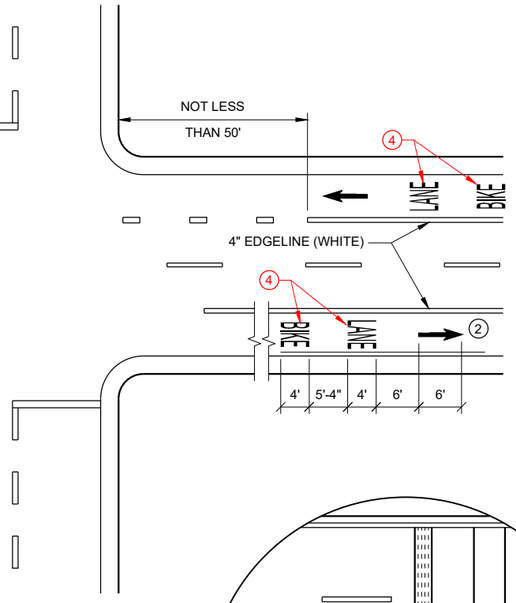
6

SDD 15C11 - 08b

SDD 15C29-a Bike Lane Marking



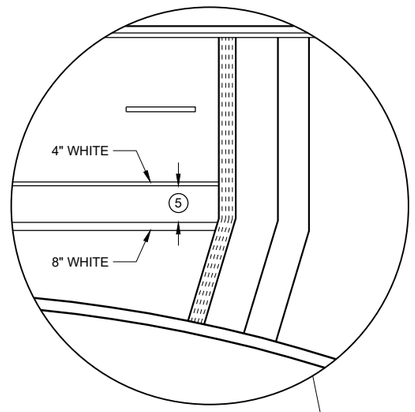
DESIGNATED BIKE LANE - NO PARKING



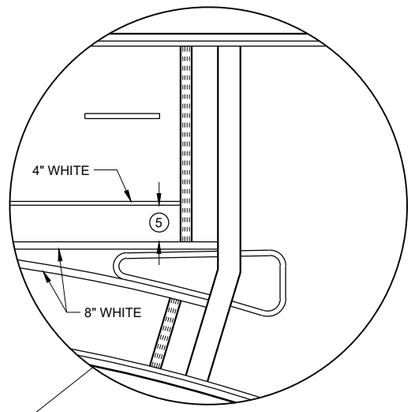
GENERAL NOTES

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

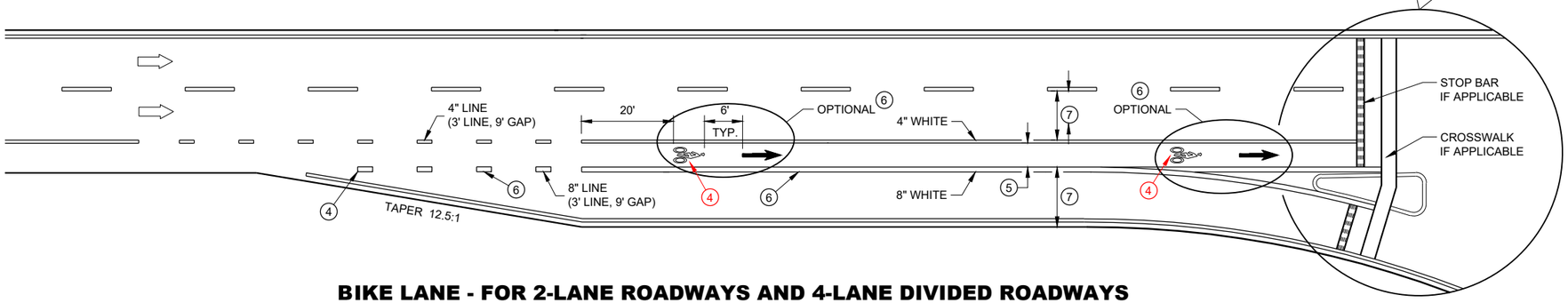
DIRECTION OF TRAVEL



4 LANE DIVIDED WITHOUT ISLAND



4 LANE DIVIDED WITH ISLAND



BIKE LANE - FOR 2-LANE ROADWAYS AND 4-LANE DIVIDED ROADWAYS
(4-LANE DIVIDED WITH RIGHT TURN LANE SHOWN)

BIKE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Matthew Rauch
STATE SIGNING AND MARKING ENGINEER

FHWA

SDD 15C29 - 07a

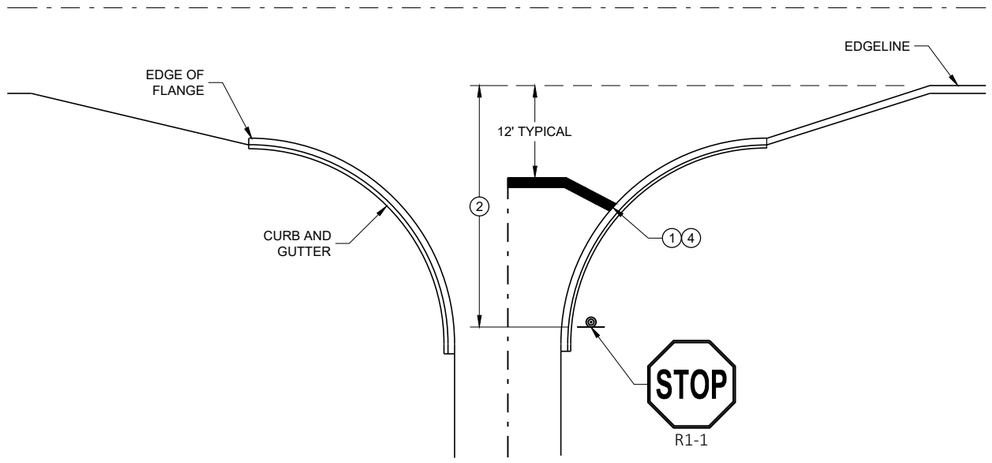
SDD15C29 - 07a

SDD 15C33 Stop Line and Crosswalk Pavement Marking

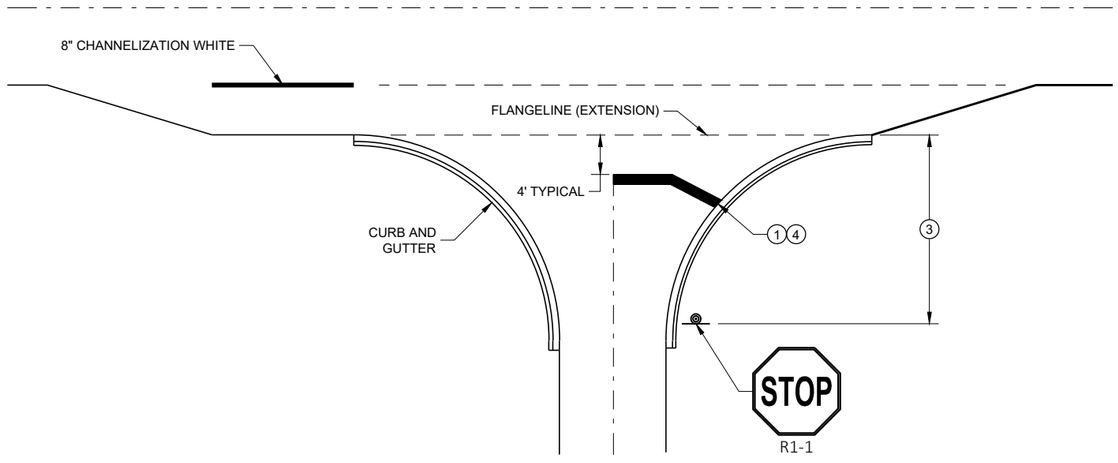
GENERAL NOTES

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

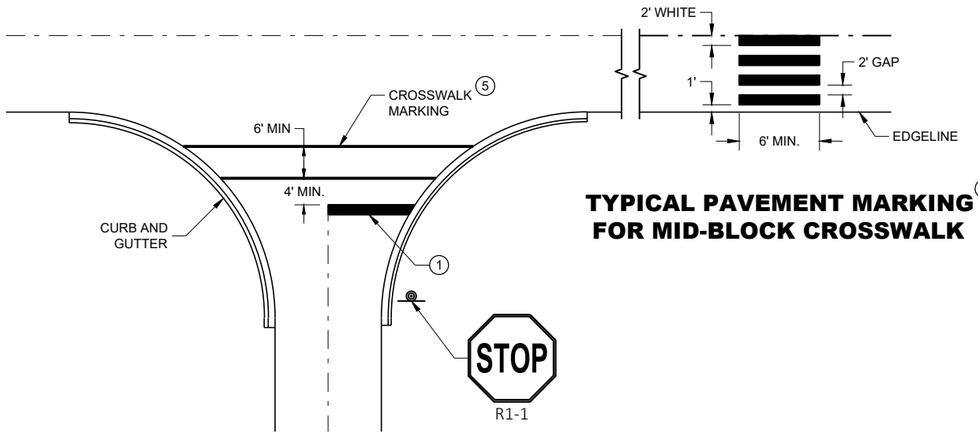
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE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



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

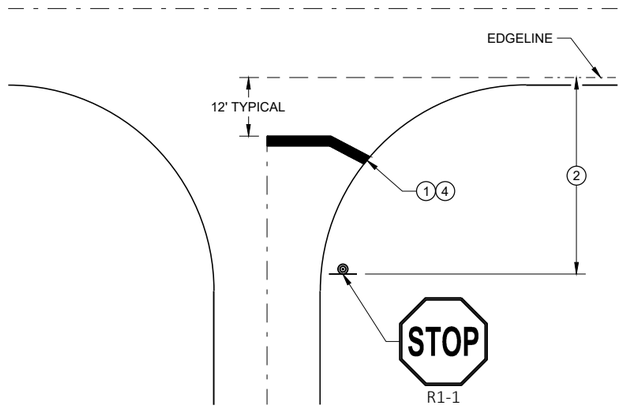


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING 5 FOR MID-BLOCK CROSSWALK

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 15C33 - 04

6

SDD 15C33 - 04

SDD 15D20-a Traffic Control, Single Lane Closure, Divided Non-Freeway/Expressway

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

FOR WORK ON ROADWAYS WITH SPEEDS GREATER THAN 45MPH, USE SDD 15D12.

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

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

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

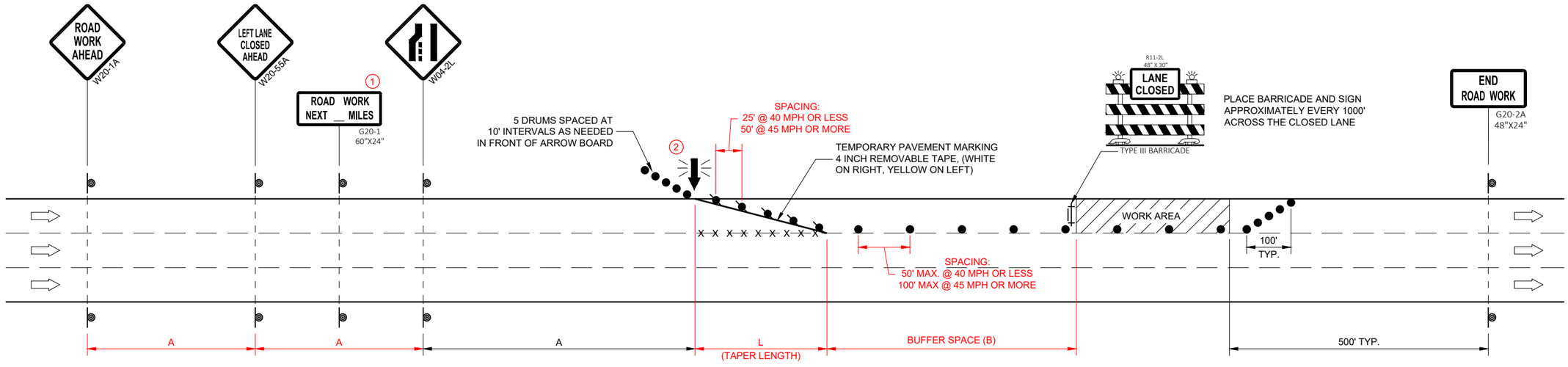
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO PLACE THE ARROW BOARD AS SHOWN, PLACE THE ARROW BOARD AT THE END OF THE TAPER.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'

TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA

SDD 15D20 - 05a

SDD 15D20 - 05a

SDD 15D28 Traffic Control, Work on Shoulder or Parking Lane, Undivided Roadway

LEGEND

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

GENERAL NOTES

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

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

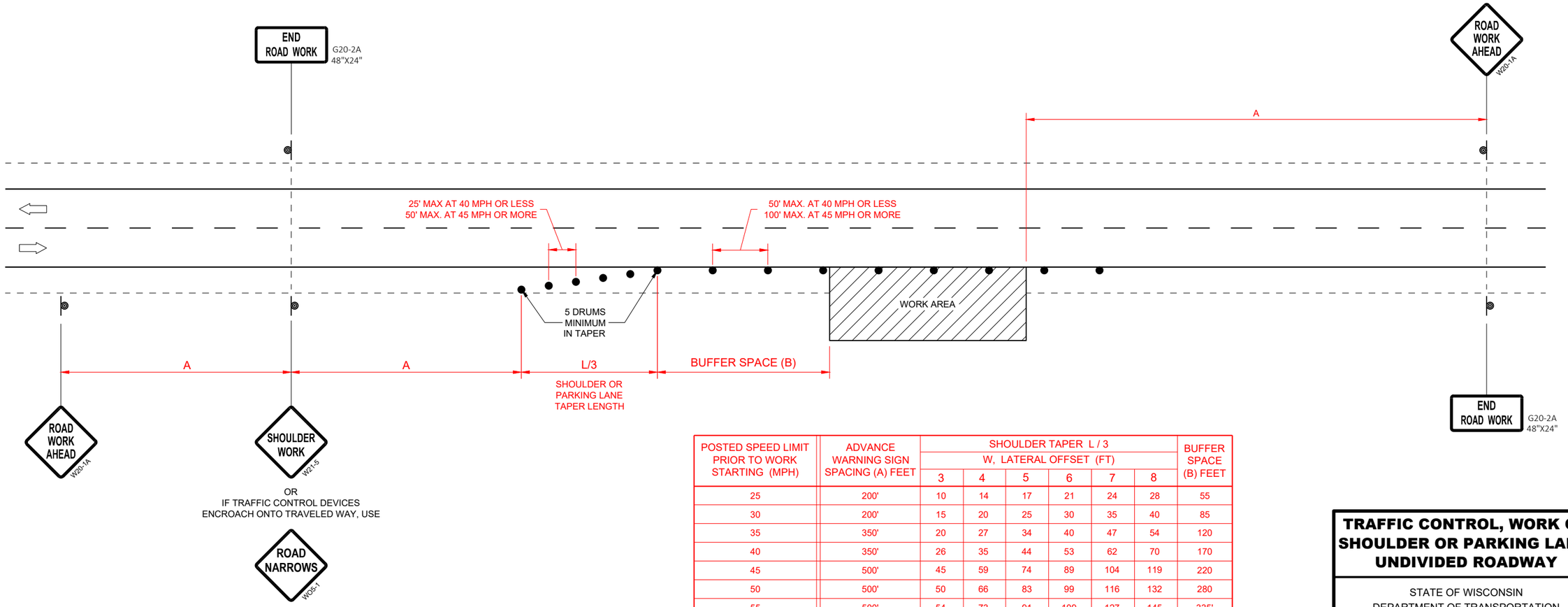
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

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

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



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

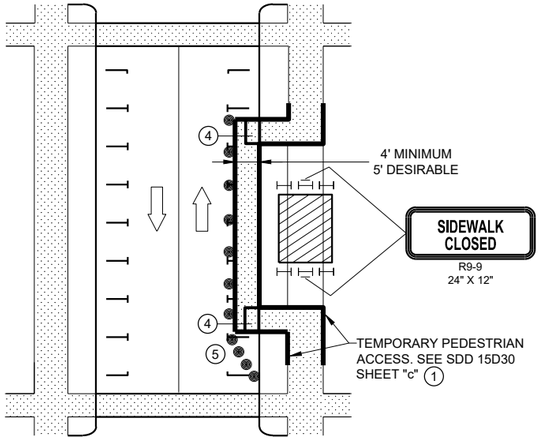
FHWA

SDD 15D28 - 04

SDD 15D28 - 04

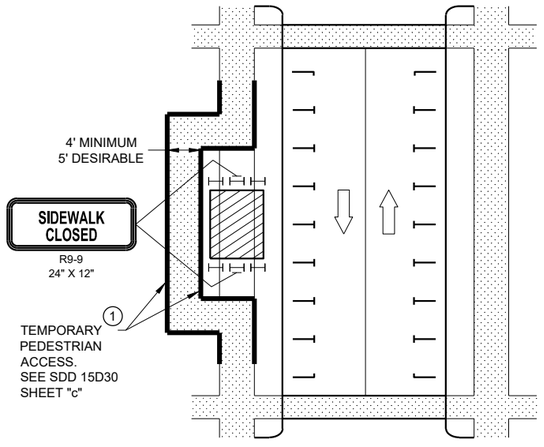
SDD 15D30-a Traffic Control, Pedestrian Accommodation

NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.

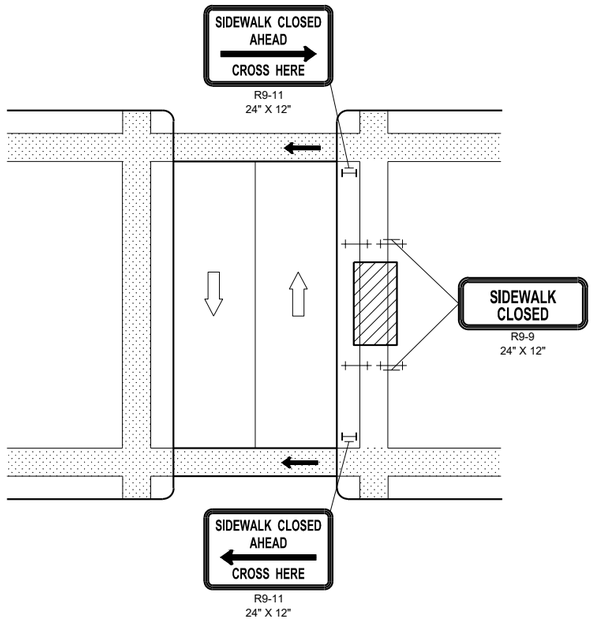


MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

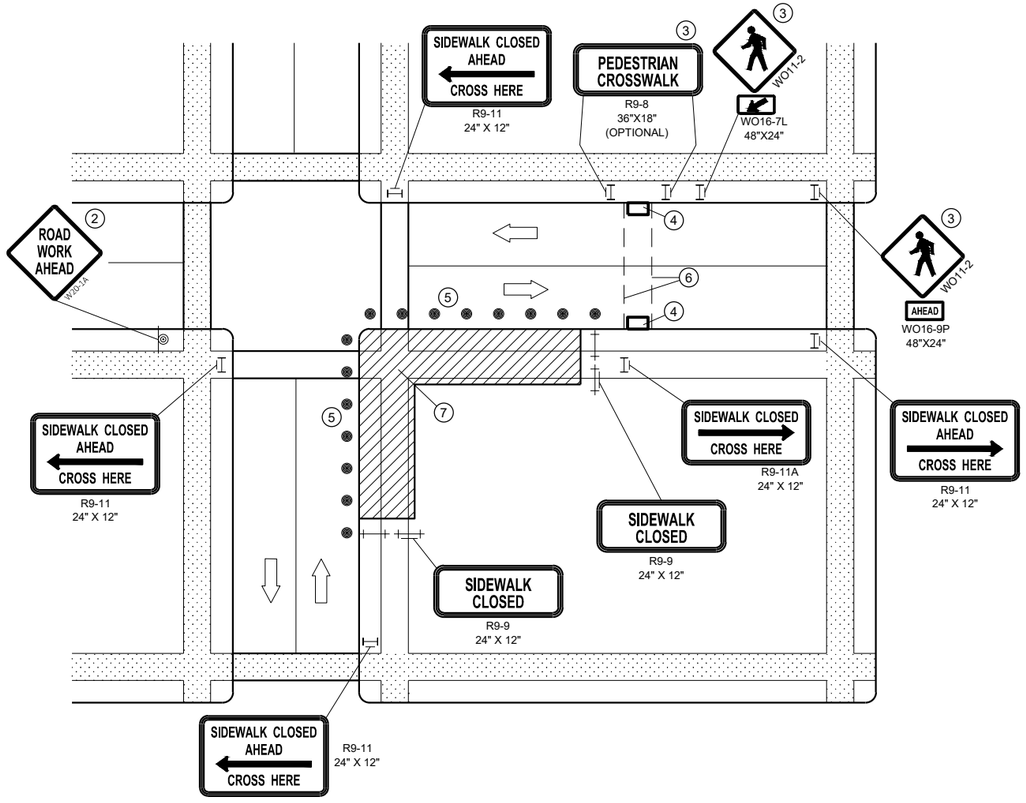
NOTE: LAYOUT SAME AS ABOVE.



SIDEWALK DIVERSION



MID-BLOCK SIDEWALK CLOSURE



CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

GENERAL NOTES

WHEN CLOSING OR RELOCATING CROSSWALKS OR SIDEWALKS, PROVIDE DETECABLE TEMPORARY FACILITIES AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH EXISTING PEDESTRIAN FACILITIES.

TEMPORARY TRAFFIC CONTROL DEVICES FOR PEDESTRIANS ARE SHOWN. OTHER DEVICES MAY BE NECESSARY TO CONTROL VEHICULAR TRAFFIC. STAGE WORK AS NECESSARY, TO PROVIDE A TEMPORARY PEDESTRIAN ACCESS ROUTE AT ALL TIMES. FOR ROADWAYS WITH NO AVAILABLE DETOURS, MAINTAIN ONE OPEN SIDEWALK AT ALL TIMES.

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

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

PEDESTRIAN TRAFFIC SIGNAL DISPLAY CONTROLLING CLOSED CROSSWALK SHALL BE COVERED OR DEACTIVATED.

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

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

1. IF SIDEWALK CLOSURE AFFECTS AN ACCESSIBLE AND DETECTABLE FACILITY, MAINTAIN ACCESSIBILITY AND DETECTABILITY ALONG THE ALTERNATE PEDESTRIAN ROUTE
2. "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.
3. IF TEMPORARY PEDESTRIAN CROSSWALK IS NOT PROVIDED, OMIT R9-8 AND WO11-2 SIGN ASSEMBLIES. IF PROVIDED INCLUDE ON BOTH SIDES OF THE CROSSWALK.
4. TEMPORARY CURB RAMPS. SEE SDD 15D30 SHEET "b'.
5. DRUMS OR BARRICADES AT 25 FOOT SPACING. STREET PARKING SHALL BE PROHIBITED FOR AT LEAST 50 FEET IN ADVANCE OF THE MID-BLOCK CROSSWALK.
6. TEMPORARY PAVEMENT MARKING FOR CROSSWALK LINES.
7. LIMIT WORK TO ONE QUADRANT AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- PEDESTRIAN CHANNELIZATION DEVICE
- DIRECTION OF TRAFFIC

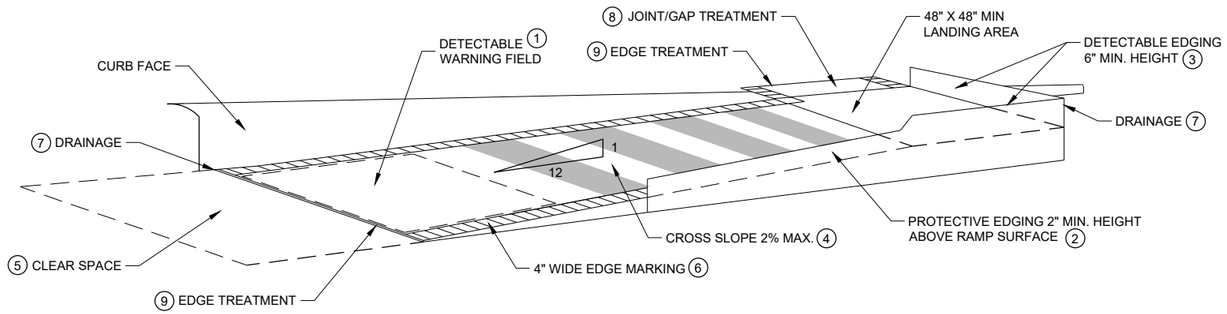
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

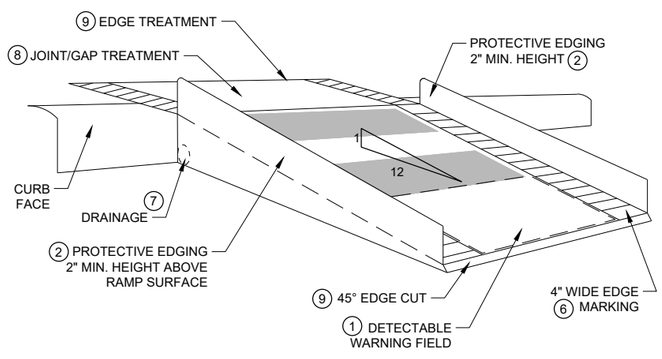
6

SDD 15D30 - 06a

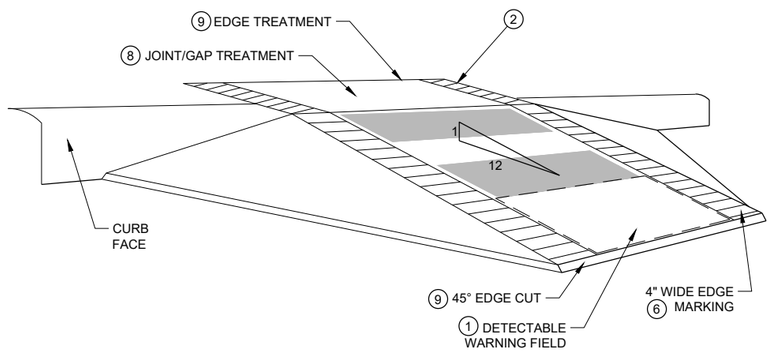
SDD 15D30-b Traffic Control, Pedestrian Accommodation



TEMPORARY CURB RAMP PARALLEL TO CURB



WITH PROTECTIVE EDGE



WITH SIDE APRON

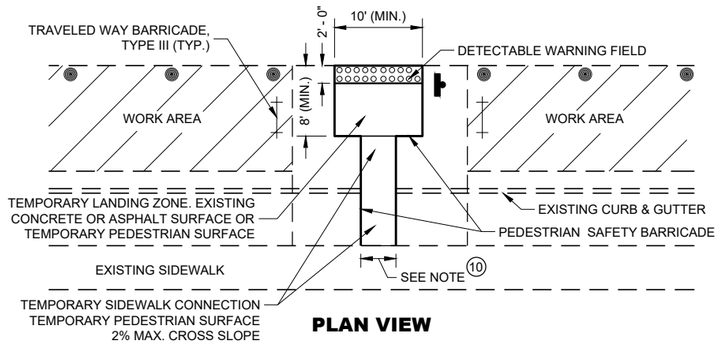
TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

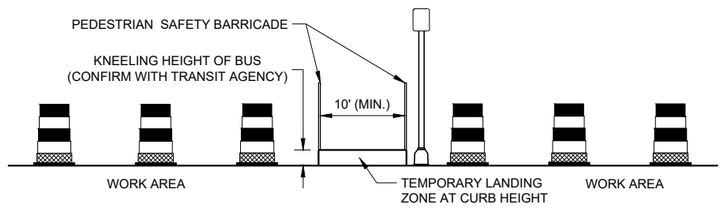
NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

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

1. CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 08D05, SHEET "e".
2. PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
3. DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
4. CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.
5. CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
6. THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.
7. DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
8. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.
9. CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES SHALL BE VERTICAL UP TO ¼" HIGH AND BEVELED AT 1:2 BETWEEN ¼" AND ½".
10. 5" WIDE MIN. WITH PEDESTRIAN SAFETY BARRICADE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY BARRICADE.



PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

LEGEND

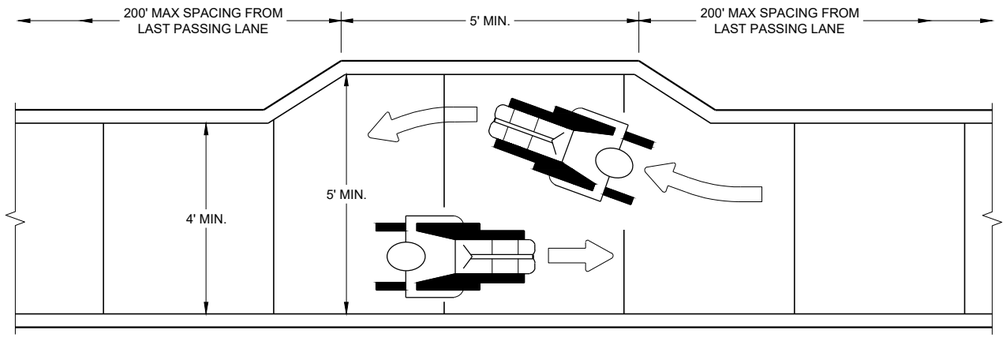
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- WORK AREA

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

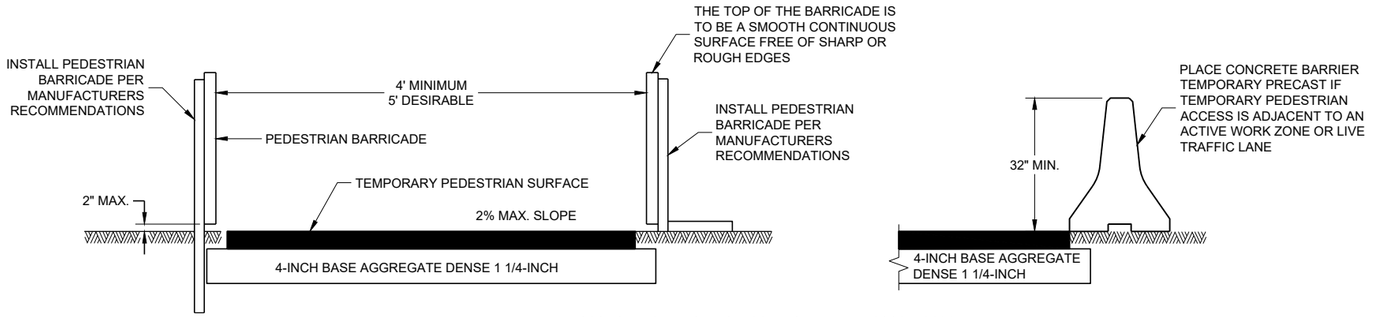
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

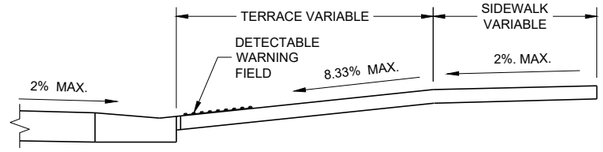
SDD 15D30 - 06b



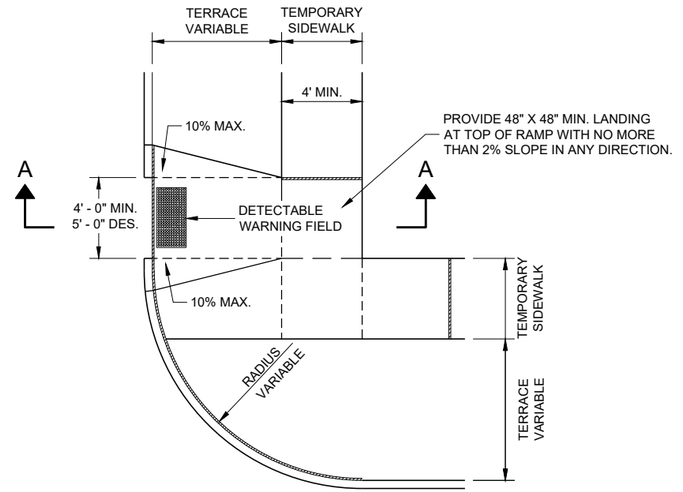
NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN ACCESS



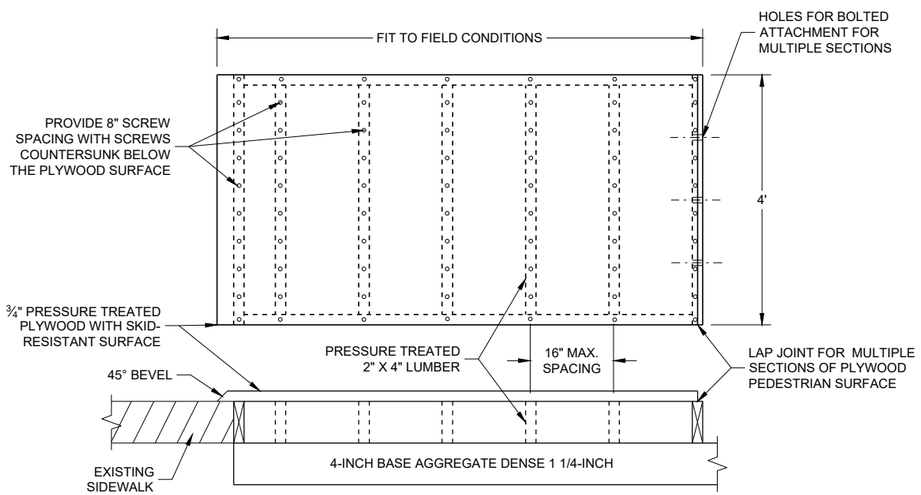
SECTION A - A



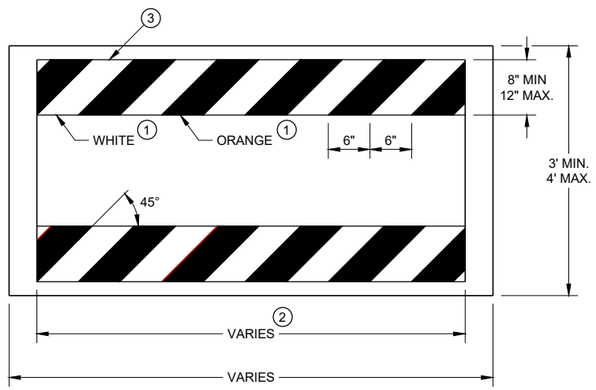
PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)



TEMPORARY PEDESTRIAN SURFACE PLYWOOD



TEMPORARY PEDESTRIAN BARRICADE*

GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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

(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

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FHWA

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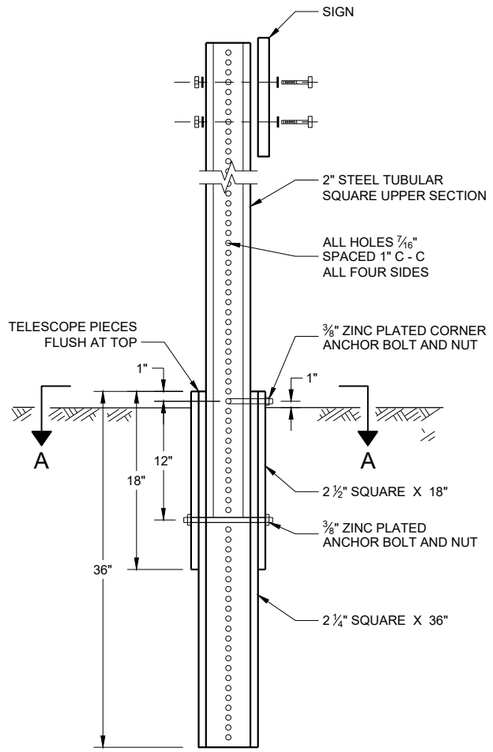
SDD 15D30 - 06c

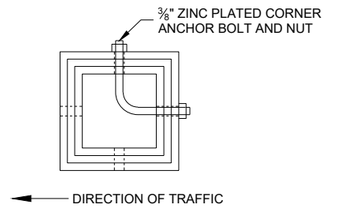
6

SDD 15D30 - 06c

SDD 15D38-a Temporary Traffic Control Sign Mounting



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A - A

TUBULAR STEEL POSTS

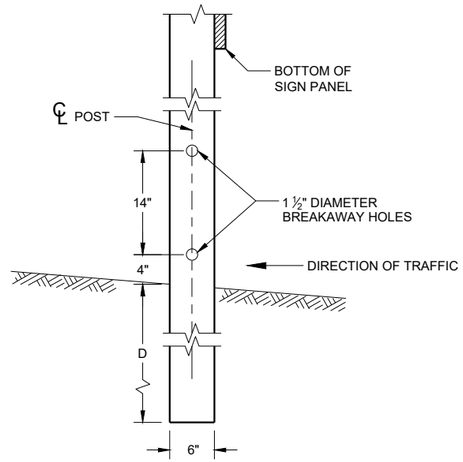
AREA OF SIGN INSTALLATION (SQ FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9, LESS THAN OR EQUAL TO 18	2
GREATER THAN 18, LESS THAN OR EQUAL TO 27	3

SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

GENERAL NOTES

1. 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.
2. THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR WHERE PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.
3. FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.



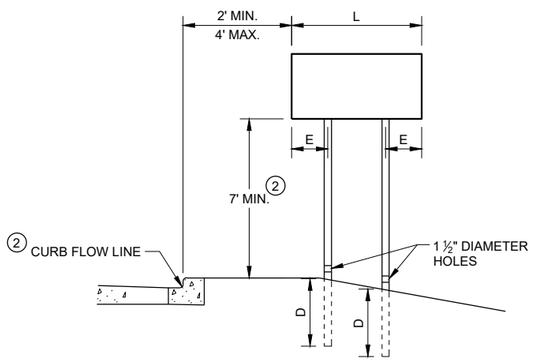
4" X 6" WOOD POST MODIFICATION

4" X 6" WOOD POST (3)

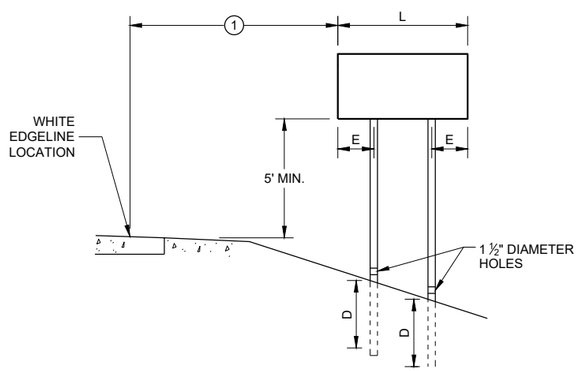
POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAT 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

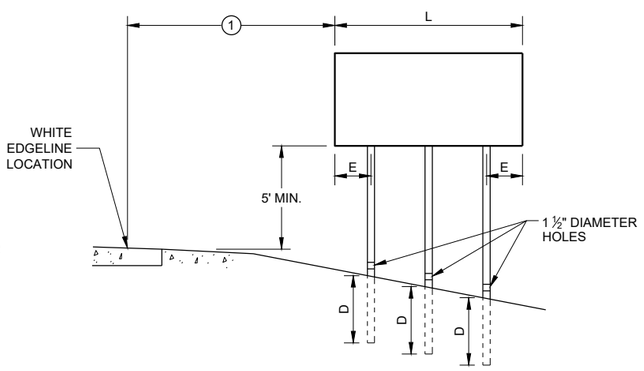
WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ FT.)	D (MIN.)
20 OR LESS	4'
GREATER THAN 20	5'



URBAN AREA



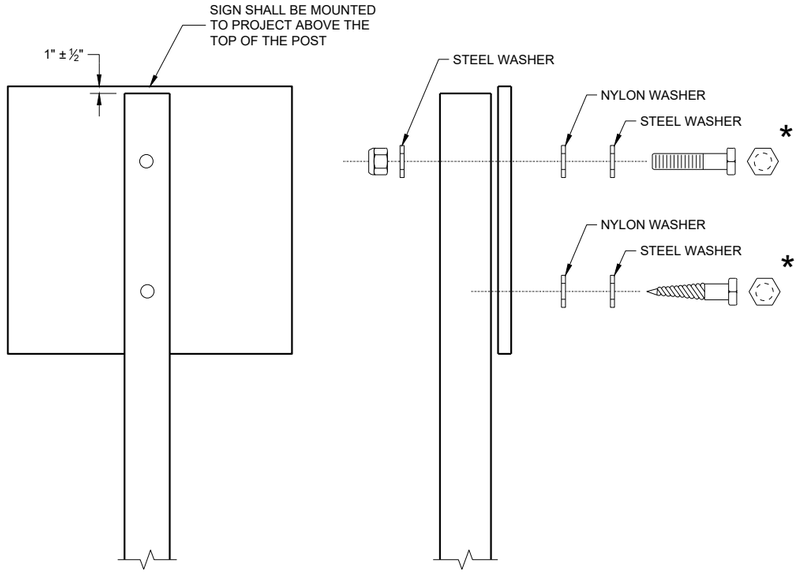


RURAL AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

SDD 15D38-b Temporary Traffic Control, Sign Mounting



NUTS, BOLTS AND LAGS USED FOR MOUNTING SIGNS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3
B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC 3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

WOOD POST (4" x 6")
LAG SCREWS - ⅜" x 3"
MACHINE BOLTS - 5/16" x 6 ½" OR 7" LENGTH W/NUTS

SQUARE STEEL POST (2" x 2")
MACHINE BOLTS - ⅜" x 3 ¼" LENGTH W/NUTS
RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE 0.720 - 0.765 INCH, GRIP RANGE 0.042 - 0.375 INCH

WASHERS (ALL POSTS) -
1 ¼" O.D. x ⅜" I.D. x 1/16" STEEL
1 ¼" O.D. x ⅜" I.D. x 0.080 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. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

6

6

SDD 15D38 - 02b

SDD 15D38 - 02b

ATTACHMENT OF SIGNS TO POSTS

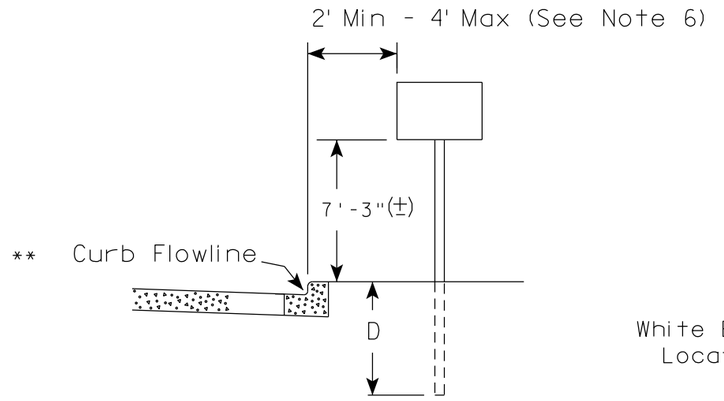
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE

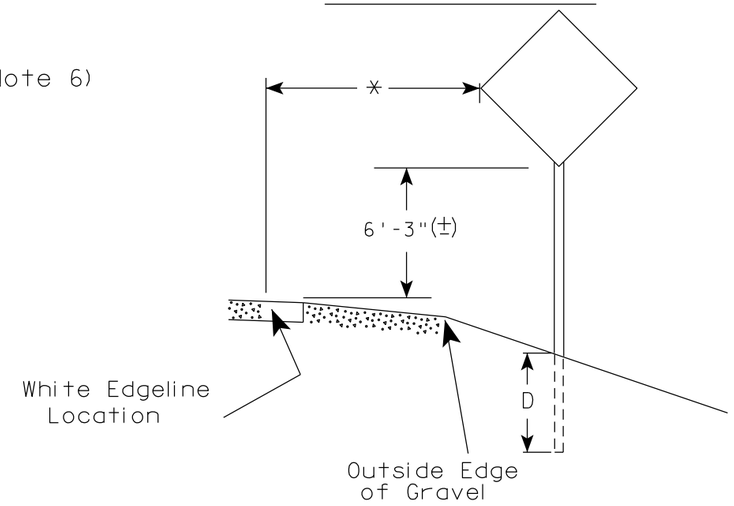
/S/ Andrew Heidtke
WORK ZONE ENGINEER

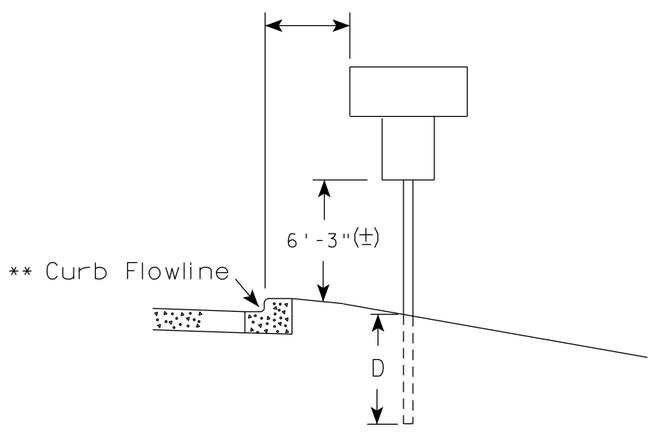
FHWA

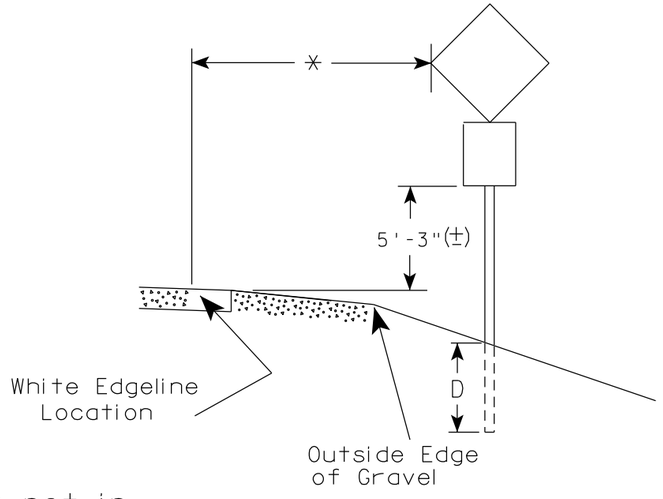
URBAN AREA



RURAL AREA (See Note 2)







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

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

POST EMBEDMENT DEPTH

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

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" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. The (±) tolerance for mounting height is 3 inches.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.

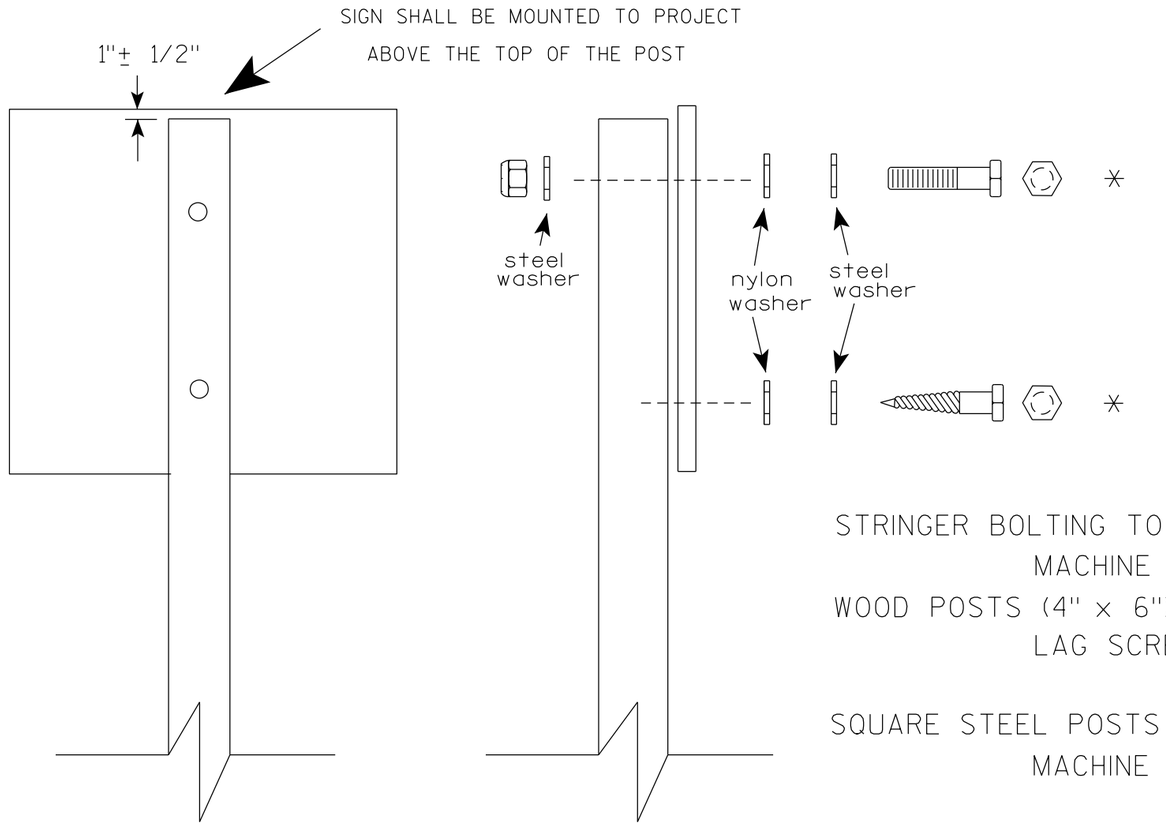
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 86	E



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

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

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

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

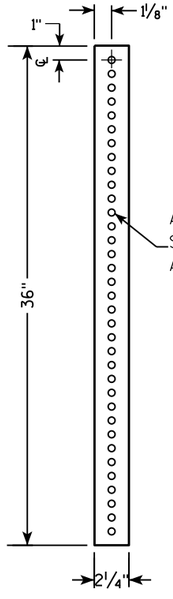
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

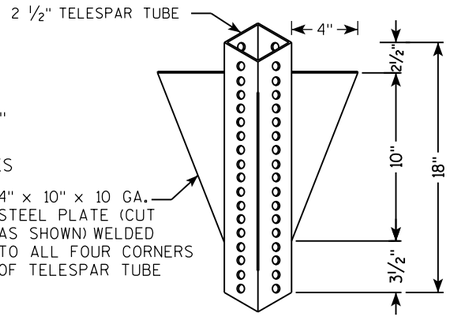
SHEET NO: 87 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

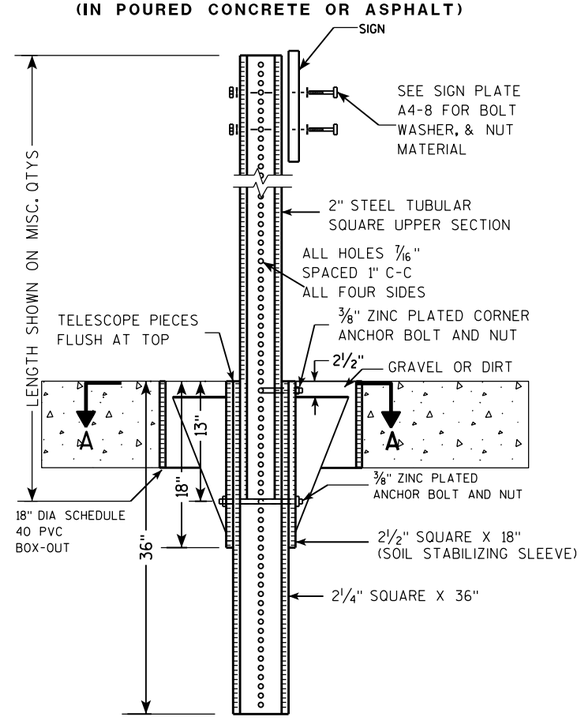
2 ¼ " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



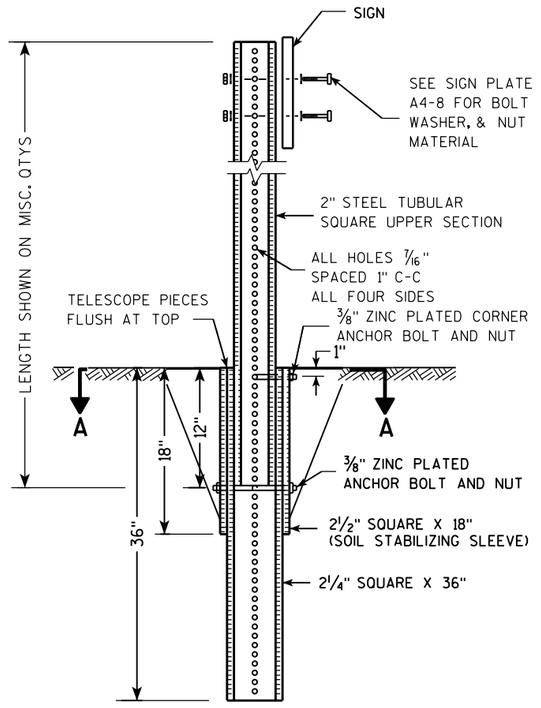
2 ½ " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

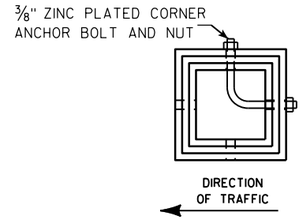


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

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

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

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

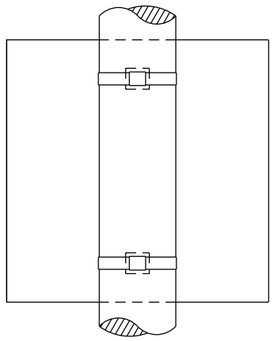
APPROVED Matthew R Rauch
for State Traffic Engineer

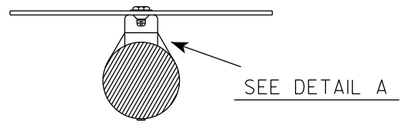
DATE 2/05/15 PLATE NO: 88 A4-9.9

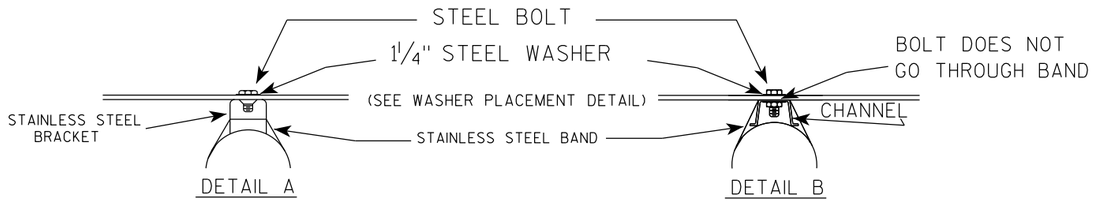
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

BANDING

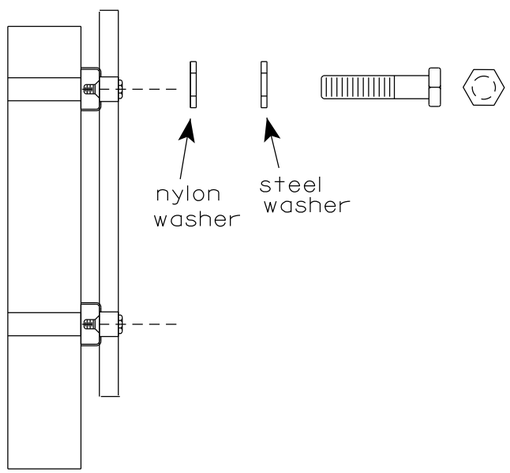
SINGLE SIGN







WASHER PLACEMENT

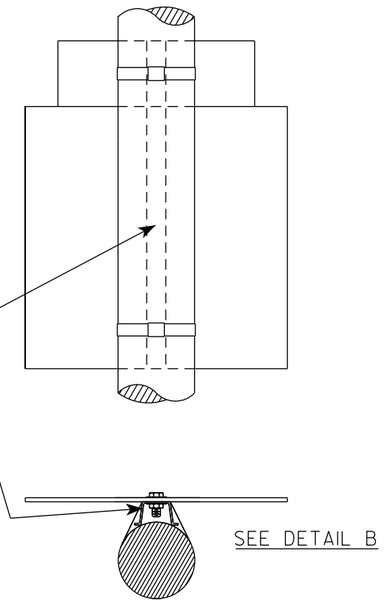


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

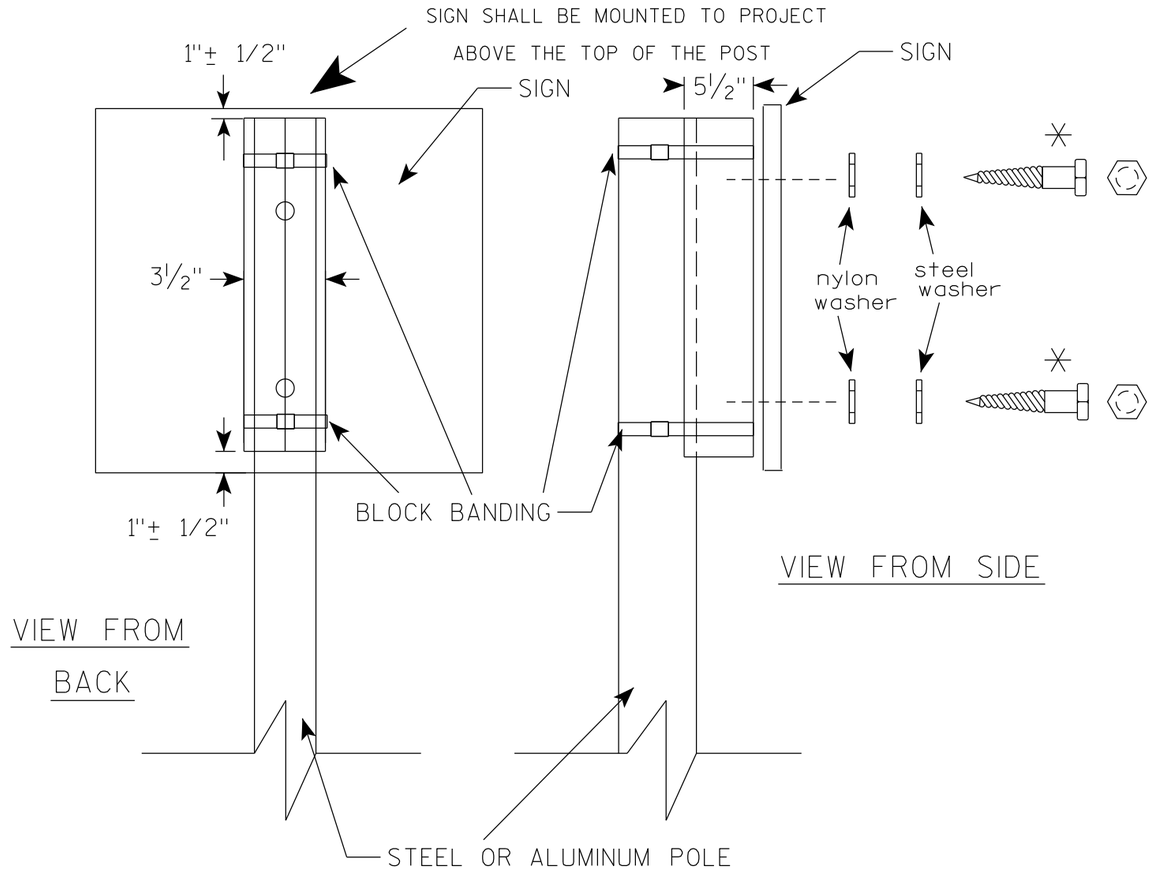
DATE 6/10/19 PLATE NO. A5-9.4

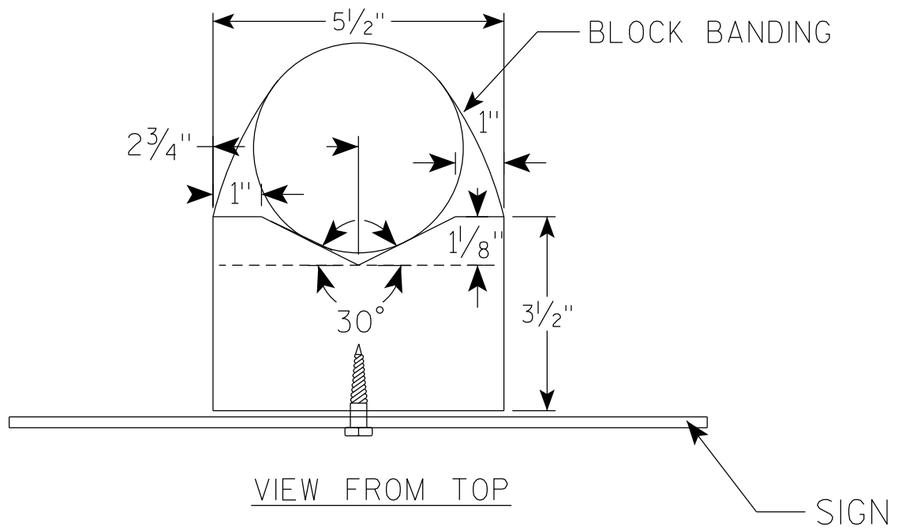
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 89	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

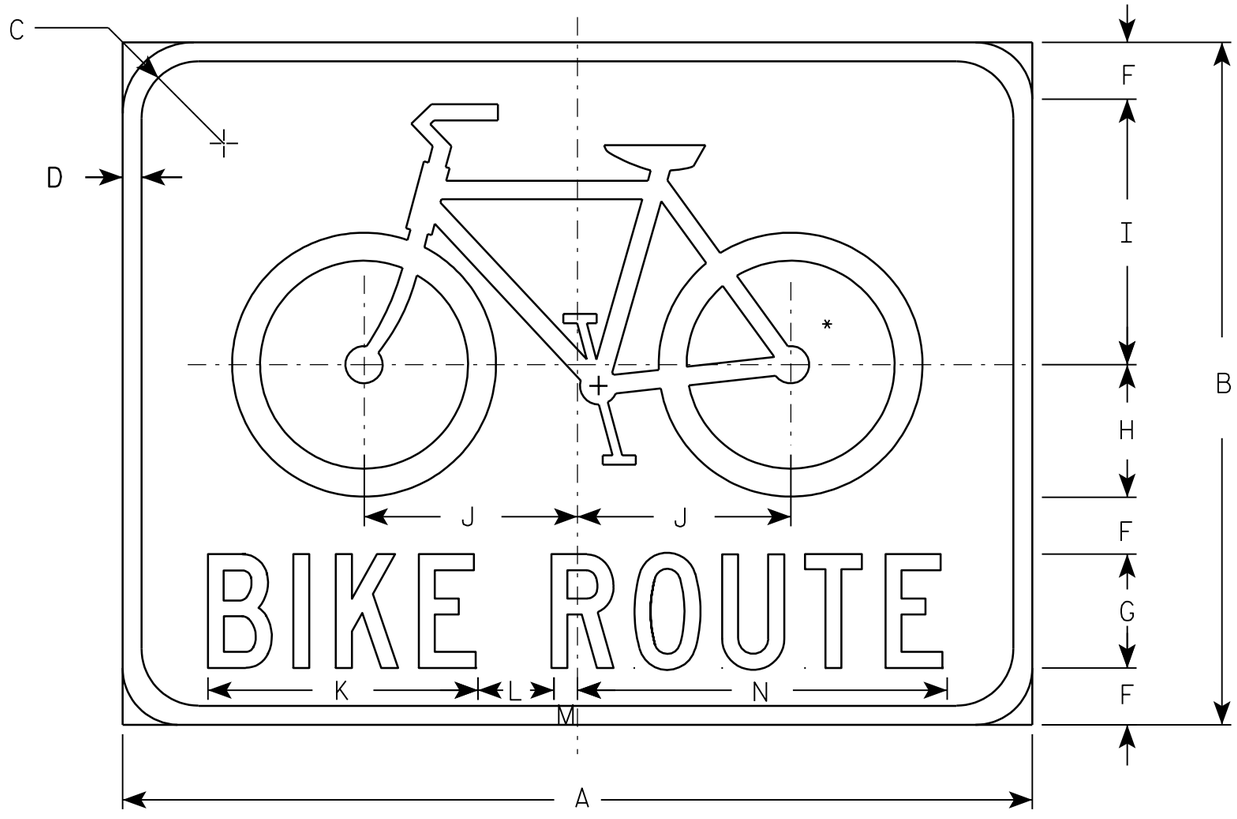
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-10.2

PROJECT NO:

SHEET NO: 90 E



D11-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

* See W11-1 for symbol design

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 450 mm
3	750 mm X 600 mm
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24	18	1 1/2	1/2		1 1/2	3	3 1/2	7	5 5/8	7 1/8	2	5/8	9 3/4													3.0	0.27
3	30	24	1 1/4	5/8		2	4	4 3/4	9 1/4	7 1/2	9 1/2	2 5/8	7/8	13													5.0	0.45
4																												
5																												

STANDARD SIGN
D11-1

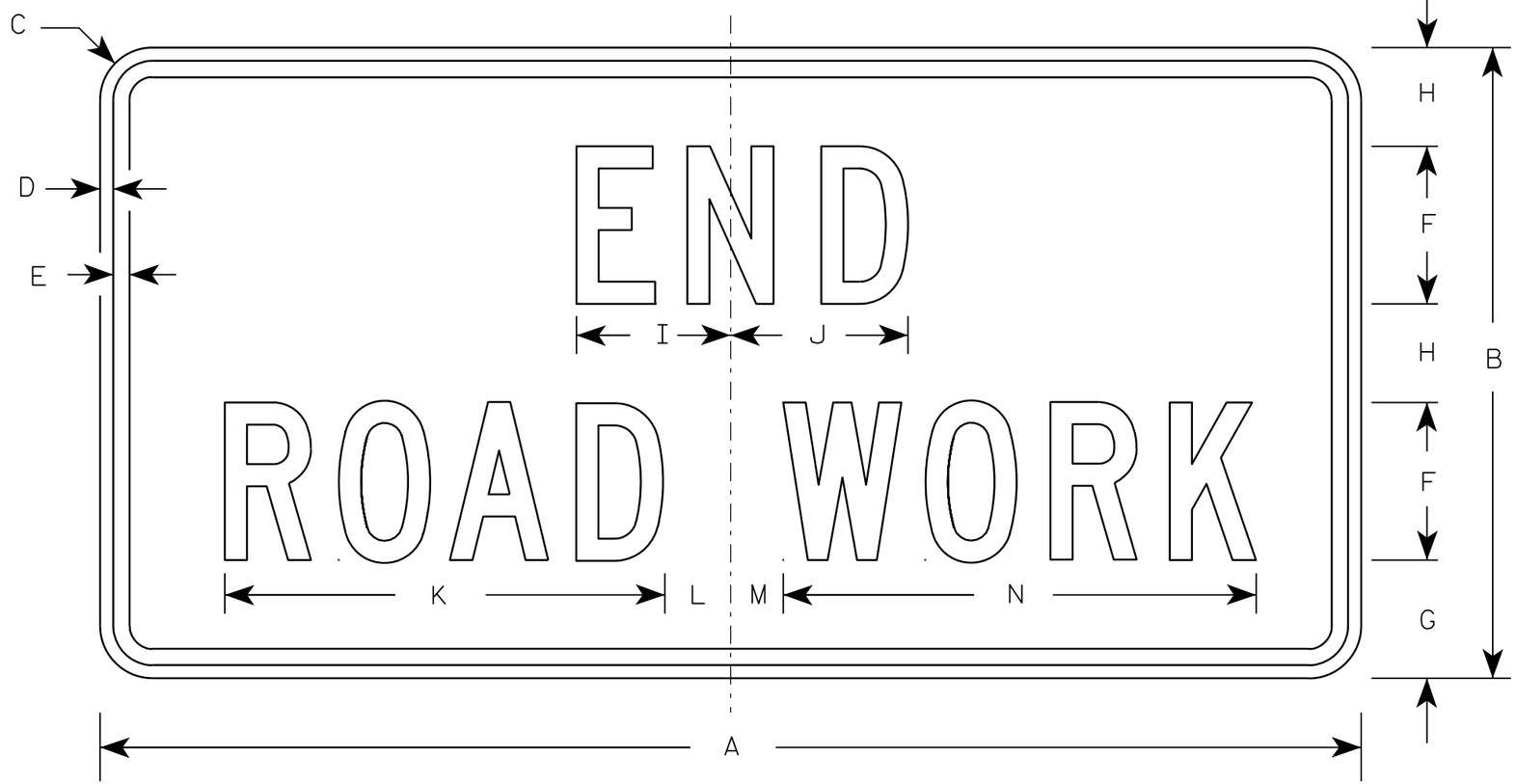
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/04 PLATE NO. D11-1.1

PROJECT NO:

SHEET NO: 91 E



G20-2A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

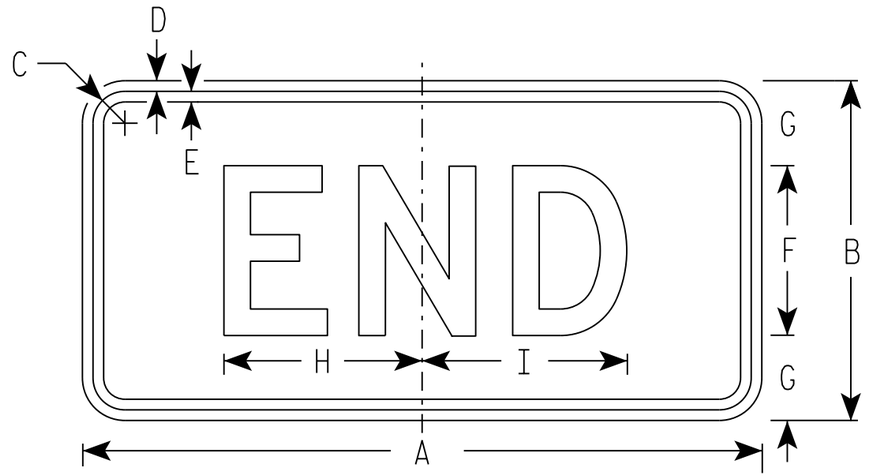
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

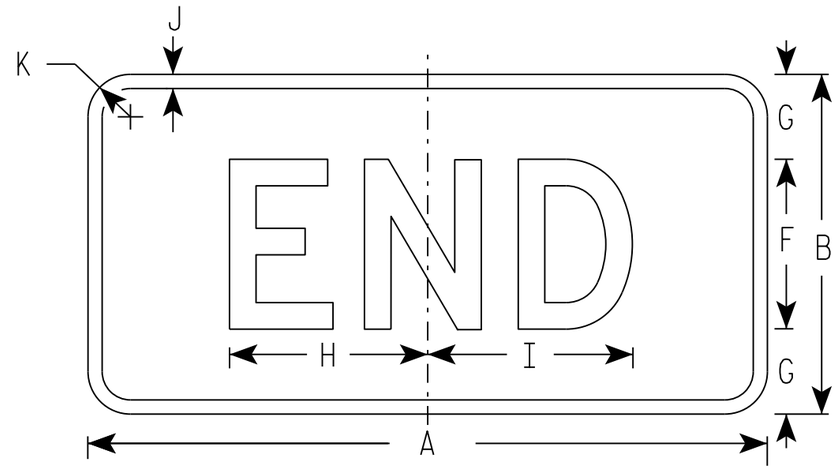
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 92	E



M4-6
MM4-6
MP4-6



MB4-6
MK4-6
MN4-6
MR4-6

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-6 Background - White
   Message - Black

   MB4-6 Background - Blue
   Message - White

   MK4-6 Background - Green
   Message - White

   MM4-6 Background - White
   Message - Green

   MN4-6 Background - Brown
   Message - White

   MP4-6 Background - White
   Message - Blue

   MR4-6 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	7	7 1/4	1/2	1 1/2																2.00
3	36	18	1 1/8	3/8	1/2	9	4 1/2	12	11 7/8	1/2	1 1/2																4.5
4	36	18	1 1/8	3/8	1/2	9	4 1/2	12	11 7/8	1/2	1 1/2																4.5
5	36	18	1 1/8	3/8	1/2	9	4 1/2	12	11 7/8	1/2	1 1/2																4.5

STANDARD SIGN
M4-6

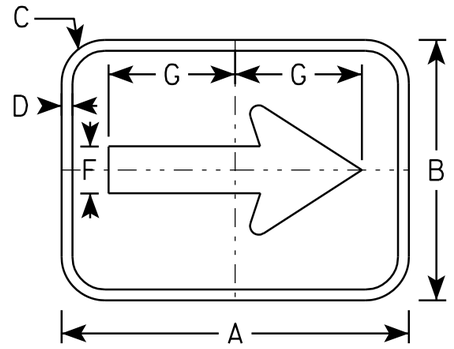
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

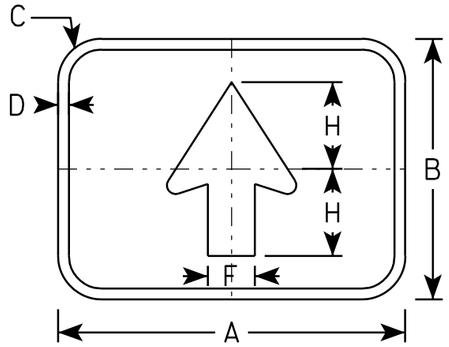
DATE 10/15/15 PLATE NO. 93 M4-7.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

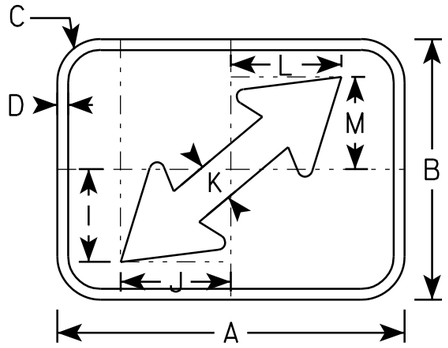
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M46.DGN PLOT DATE : 01-DEC-2015 17:55 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 5.351066:1.000000



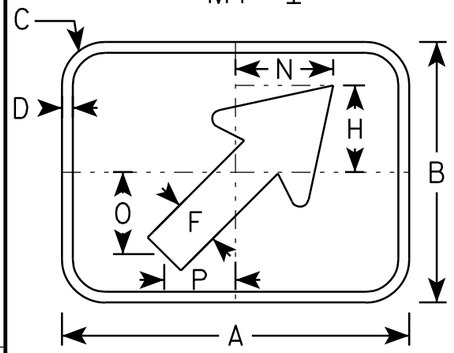
M7-1



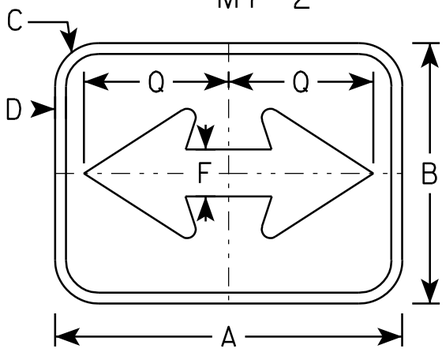
M7-2



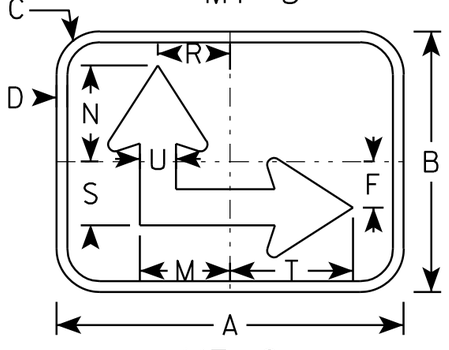
M7-3



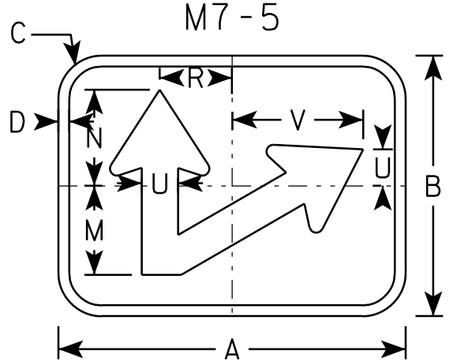
M7-4



M7-5



M7-6



M7-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message -White
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	12	9	1 1/2	3/8		1 5/8	4 3/8	3	3 1/4	3 3/4	1 3/8	3 7/8	3 1/8	3 3/8	2 7/8	2 1/2	5	2 1/2	2 1/4	4 1/4	1 1/4	4 1/2					.75
3																											
4																											
5																											

STANDARD SIGN
M7 SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 05/04/10 PLATE NO. M7-1.1

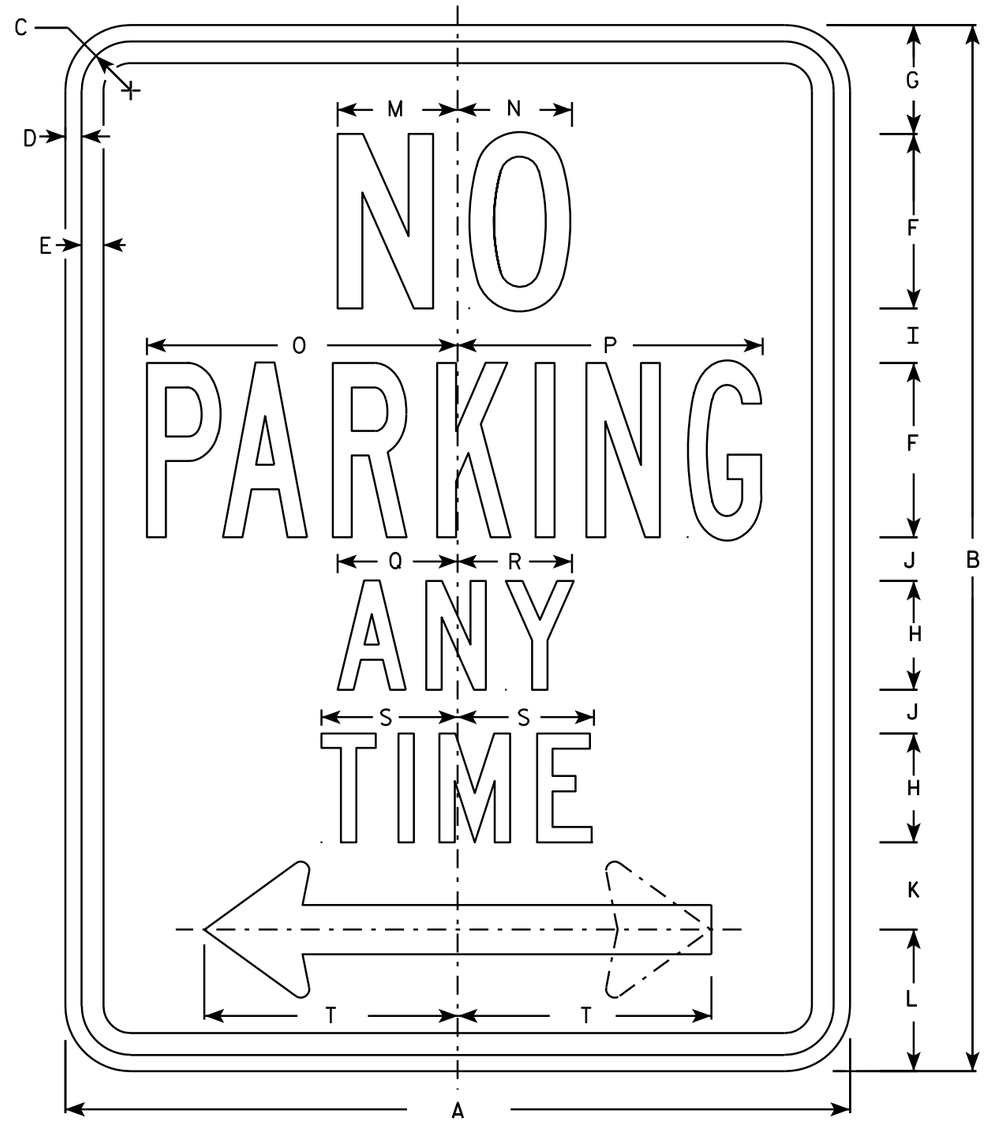
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 94	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\M71.DGN PLOT DATE : 28-MAY-2010 08:14 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 5.237442:1.000000

WISDOT/CADDS SHEET 42

7

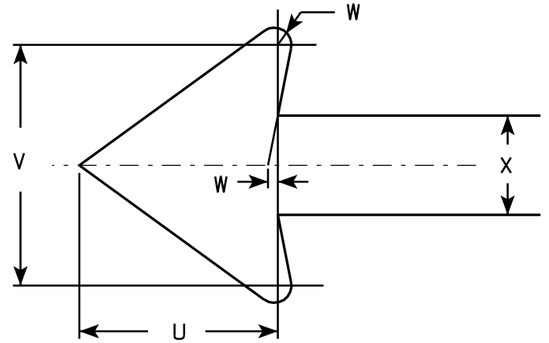
7



R7-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1, 3 and 4 are series C, line 2 is series B.
6. R7-1D (double arrow)
   R7-1L (left arrow)
   R7-1R (right arrow)



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

STANDARD SIGN
R7-1

WISCONSIN DEPT OF TRANSPORTATION

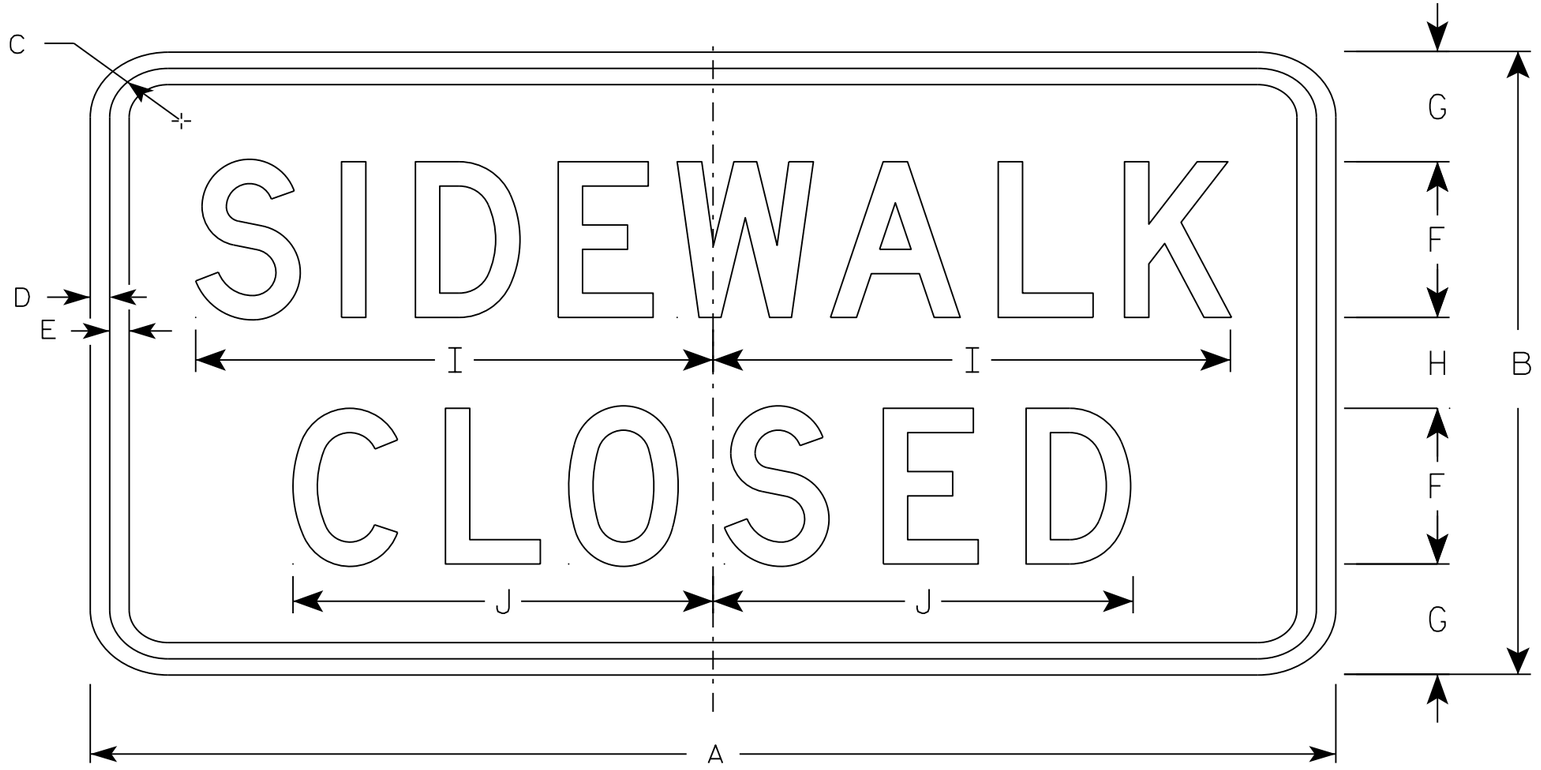
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-1.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 95	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R71.DGN PLOT DATE : 31-MAR-2011 09:20 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 3.476110:1.000000

WISDOT/CADDS SHEET 42



R9-9

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

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

STANDARD SIGN
R9-9

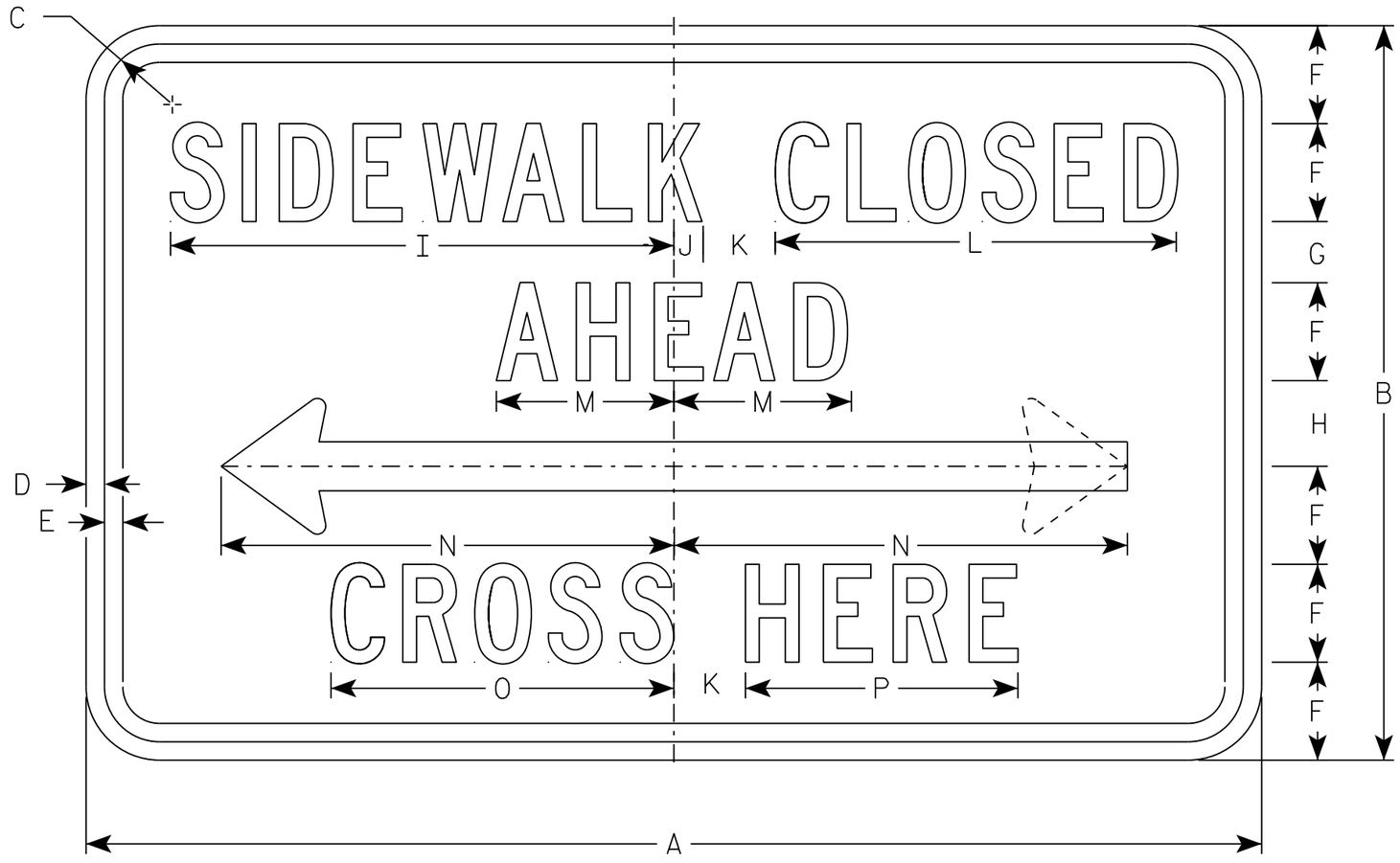
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

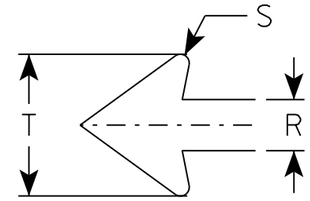
DATE 8/11/16 PLATE NO. R9-9.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R99.DGN PLOT DATE : 11-AUG-2016 11:33 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 2.918761:1.000000



R9-11



NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
2M	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
3	30	15	1 1/8	3/8	1/2	2	1 1/2	1 1/2	13	3/4	2	10 1/4	4 5/8	12 3/8	8 7/8	6 7/8		1 1/4	1/4	3 5/8							3.125
4																											
5																											

STANDARD SIGN
R9-11

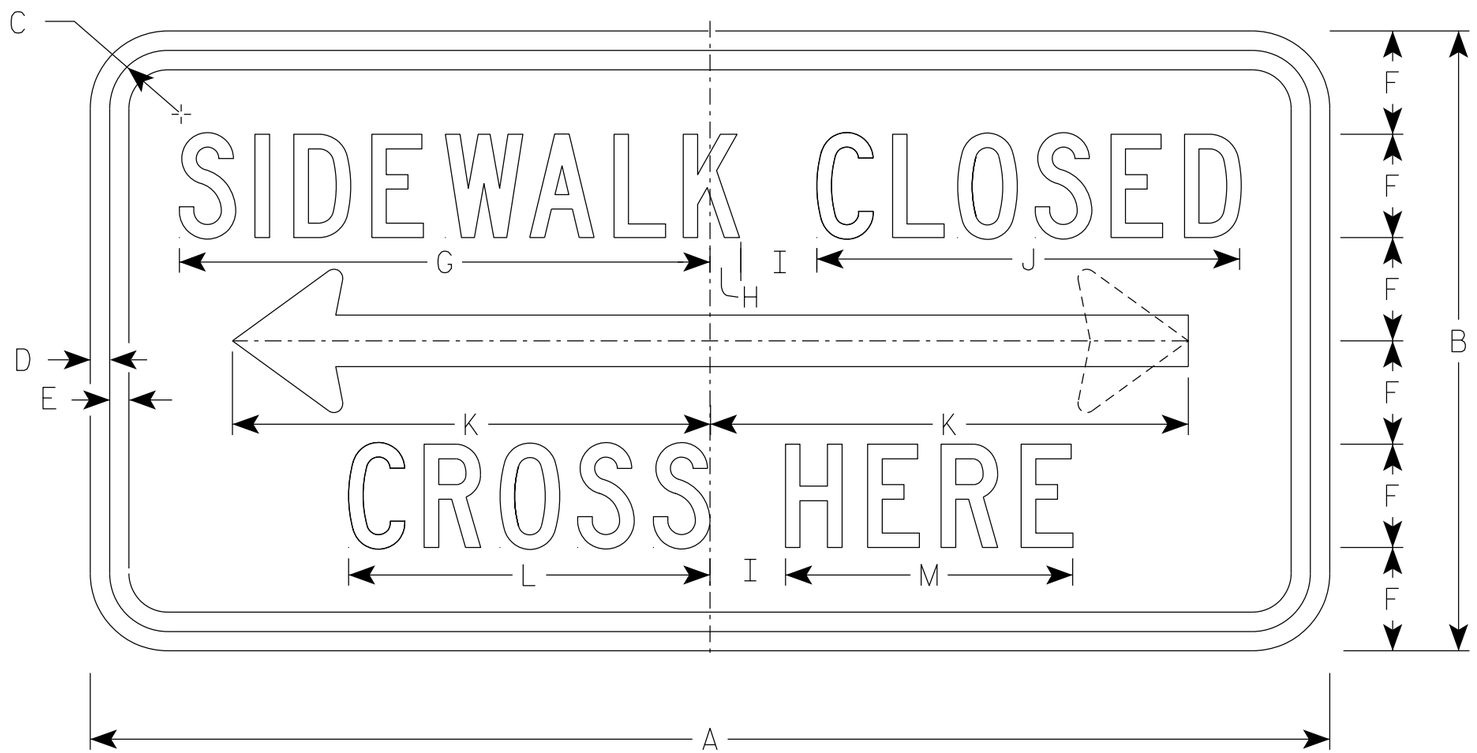
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/29/16 PLATE NO. R9-11.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

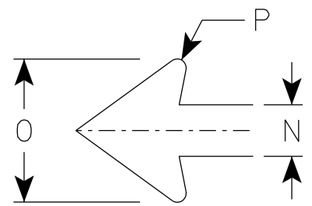
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R911.DGN PLOT DATE : 01-DEC-2016 11:45 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 5.927195:1.000000 WISDOT/CADDS SHEET 42



R9-11A

NOTES

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



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	2	10 1/4	5/8	1 1/2	8 1/4	9 1/4	7	5 5/8	1	2 3/4	1/8											2.0
2M	24	12	1 1/8	3/8	3/8	2	10 1/4	5/8	1 1/2	8 1/4	9 1/4	7	5 5/8	1	2 3/4	1/8											2.0
3	30	15	1 1/8	3/8	1/2	2 1/2	12 3/4	1/2	2	10 1/4	12 3/8	8 5/8	6 3/4	1 1/4	3 5/8	1/4											3.125
4																											
5																											

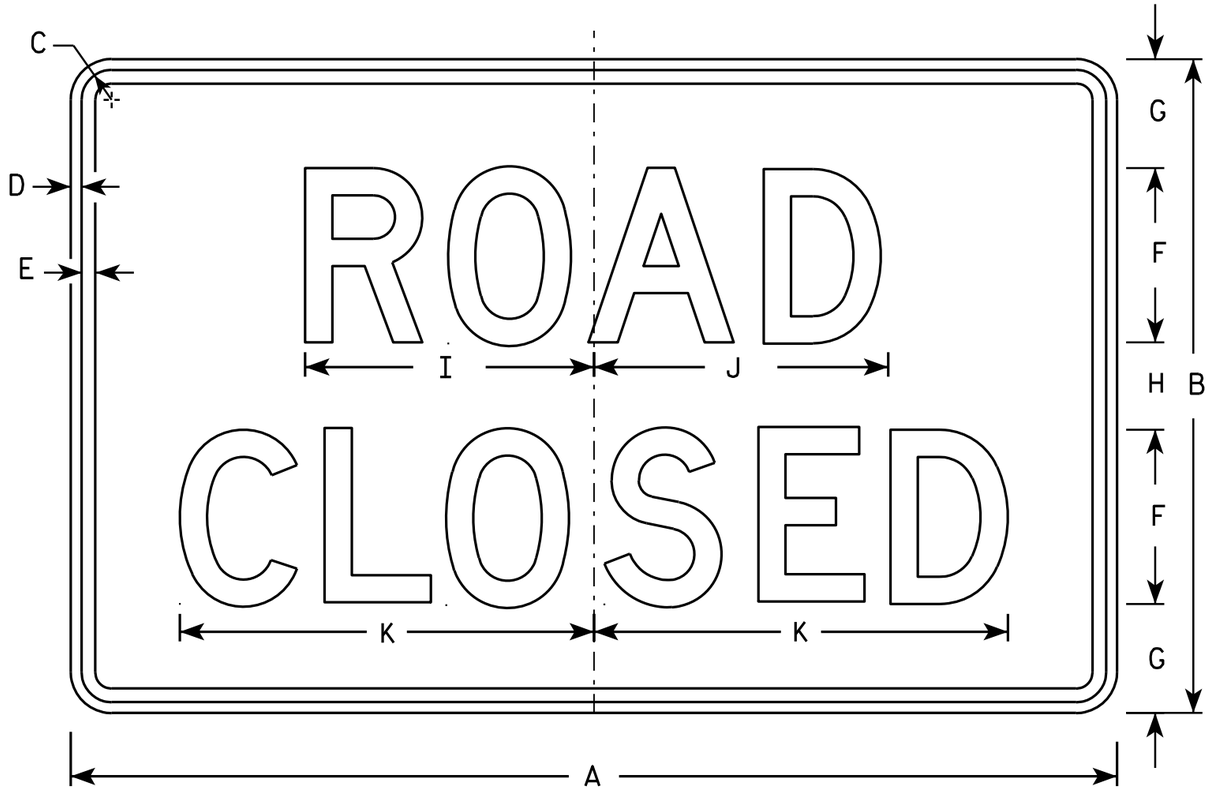
STANDARD SIGN
R9-11A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/7/2020 PLATE NO. R9-11A.4

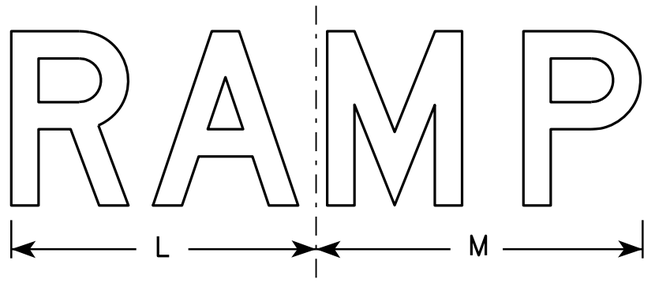
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 98 | E



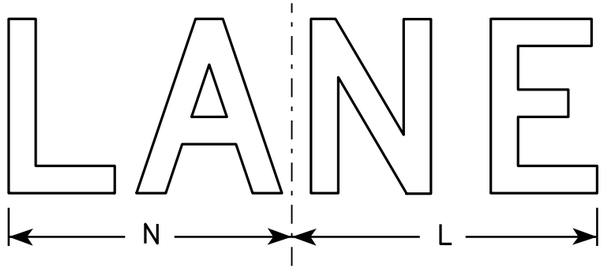
R11-2

NOTES

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



R11-2R



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0

STANDARD SIGN
R11-2

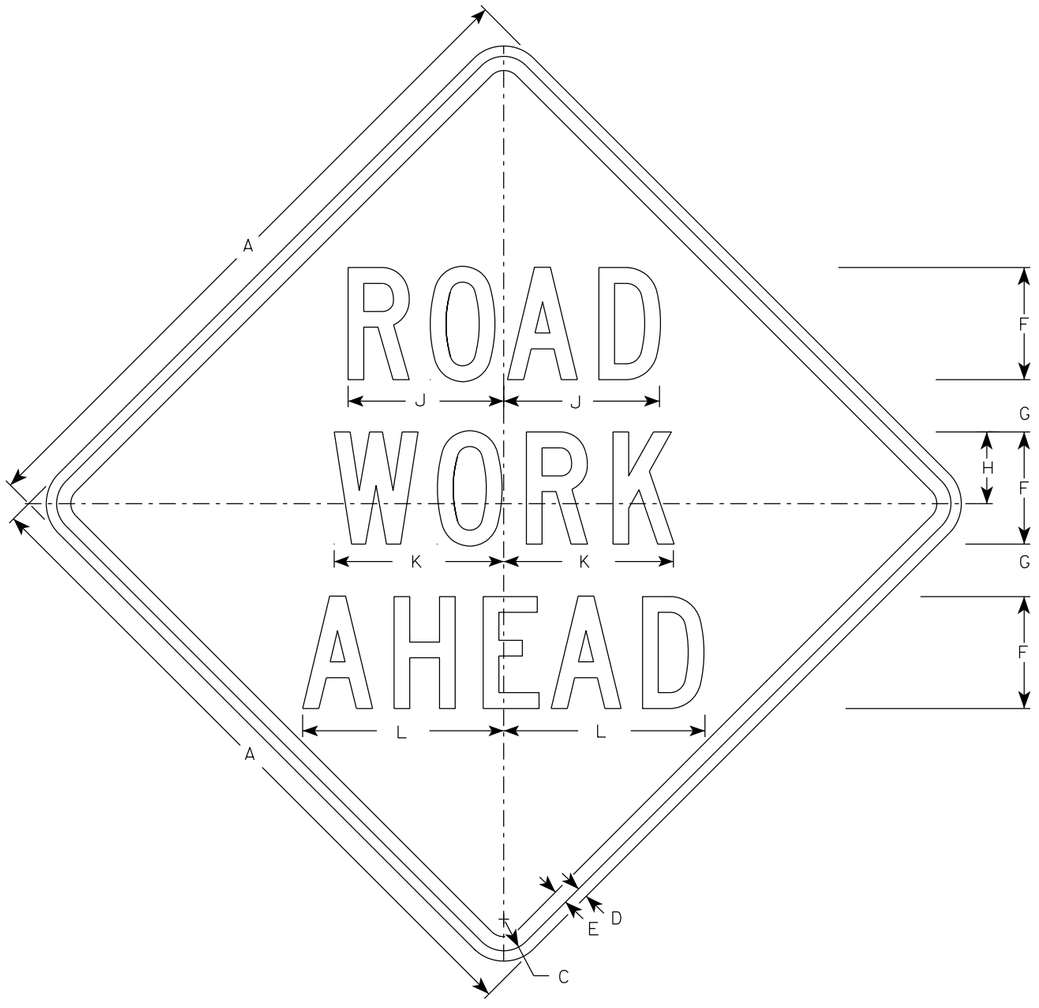
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

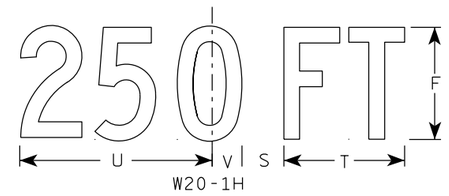
DATE 4/1/11 PLATE NO. R11-2.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 99 | E

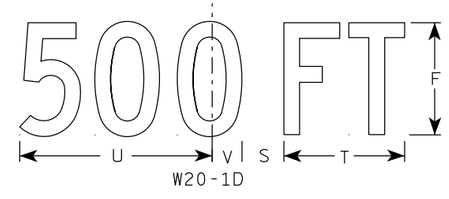
FILE NAME : C:\Users\PROJECTS\tr_stdplate\R112.DGN PLOT DATE : 01-APR-2011 14:25 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.952219:1.000000
WISDOT/CADDS SHEET 42



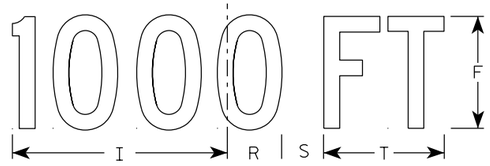
W20-1A



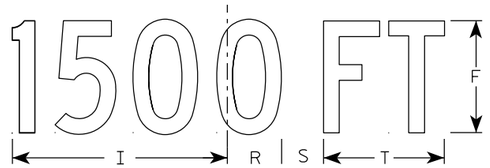
W20-1H



W20-1D



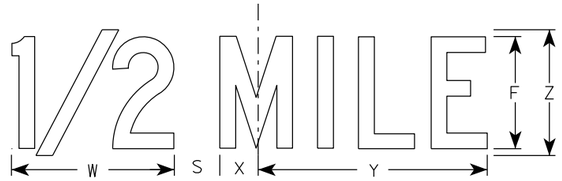
W20-1C



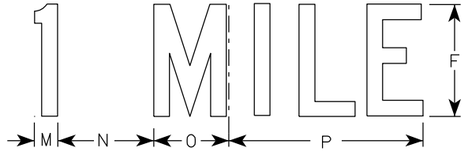
W20-1B

NOTES

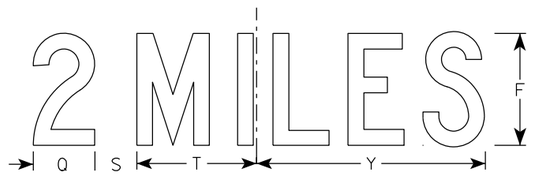
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



W20-1F



W20-1E

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

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

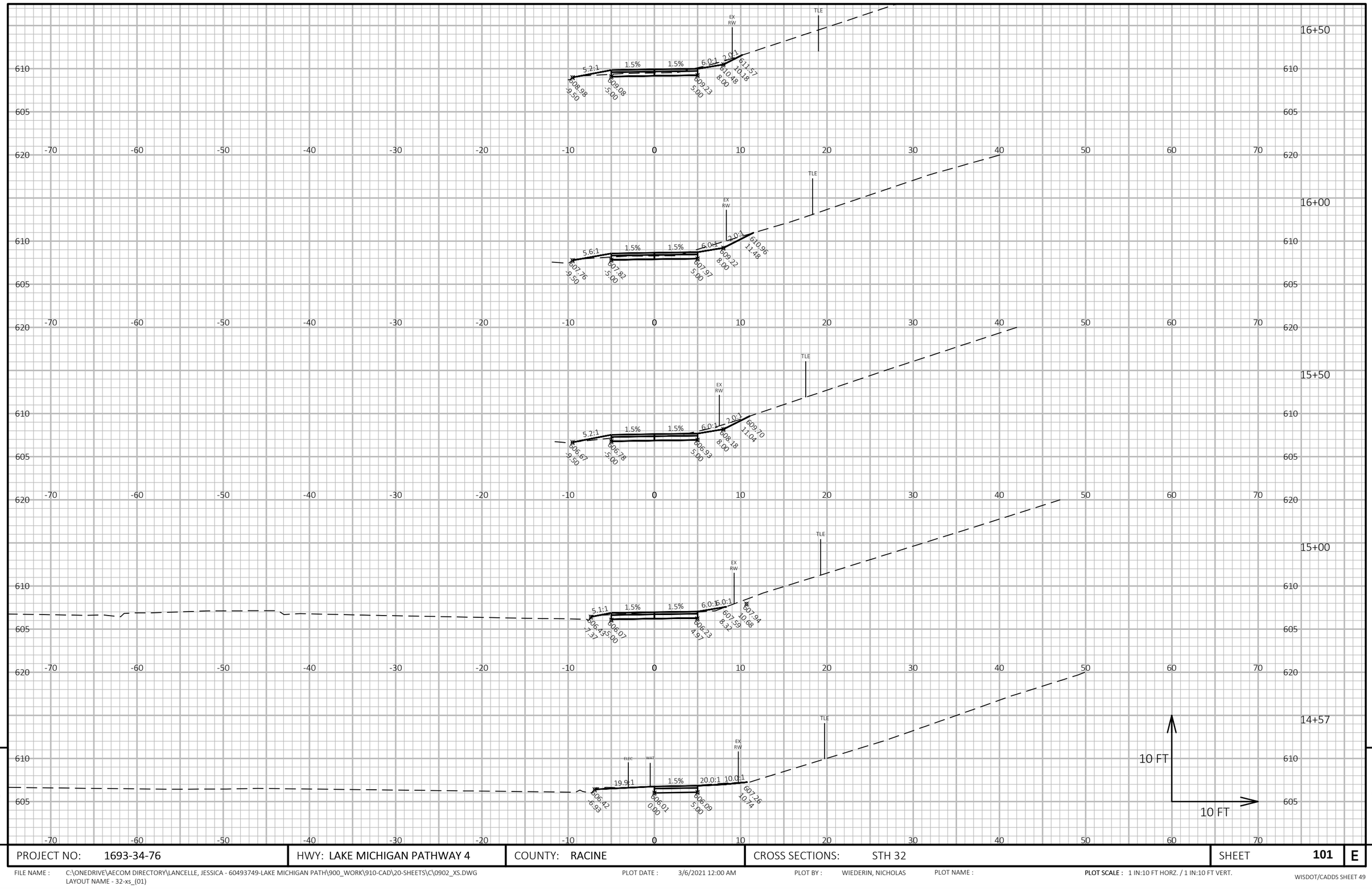
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2020 PLATE NO. W20-1.11

PROJECT NO:

SHEET NO: 100 E



9

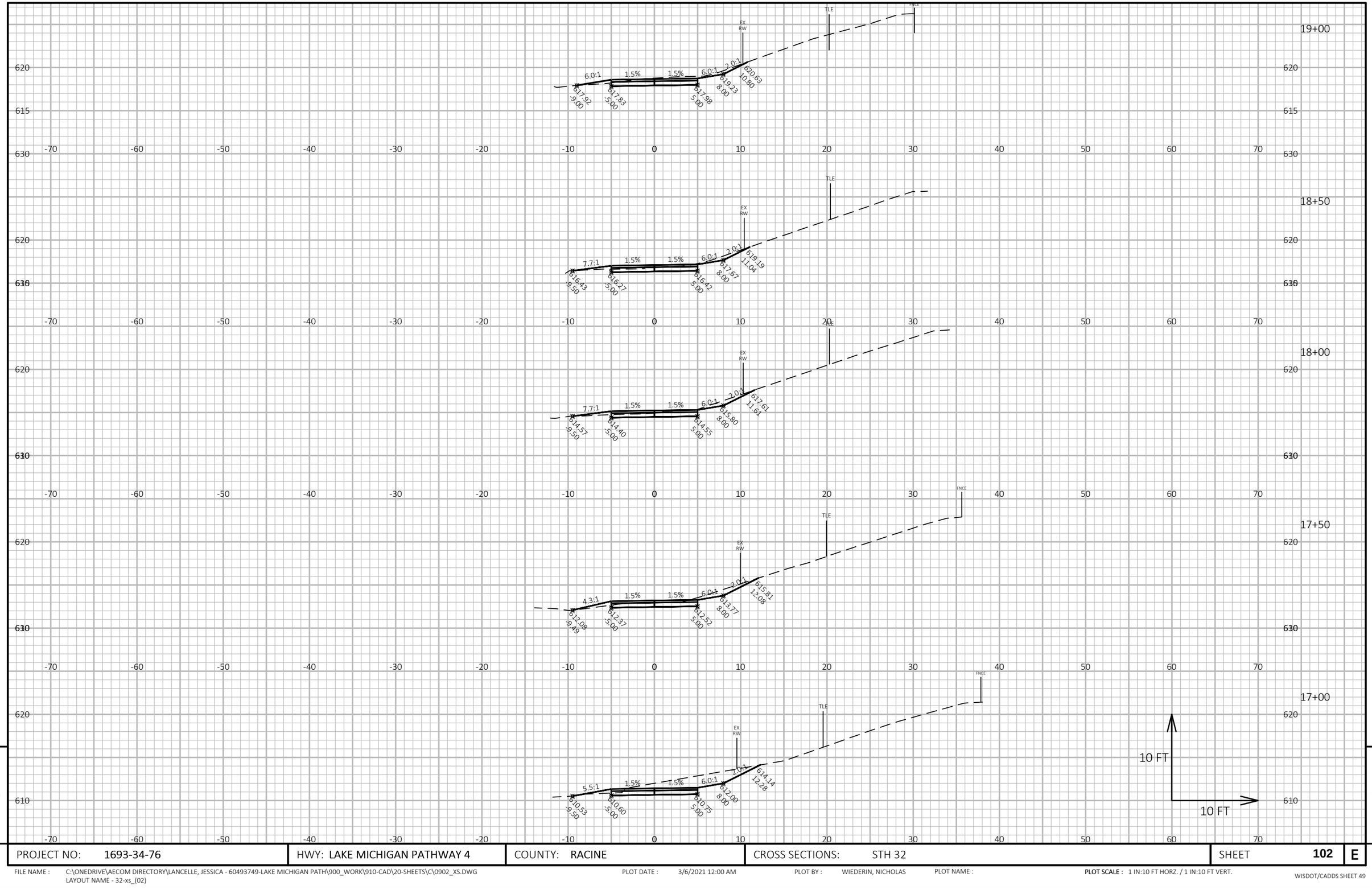
9

PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY 4	COUNTY: RACINE	CROSS SECTIONS: STH 32	SHEET 101	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0902_XS.DWG
LAYOUT NAME - 32-xs_(01)

PLOT DATE : 3/6/2021 12:00 AM PLOT BY : WIEDERIN, NICHOLAS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

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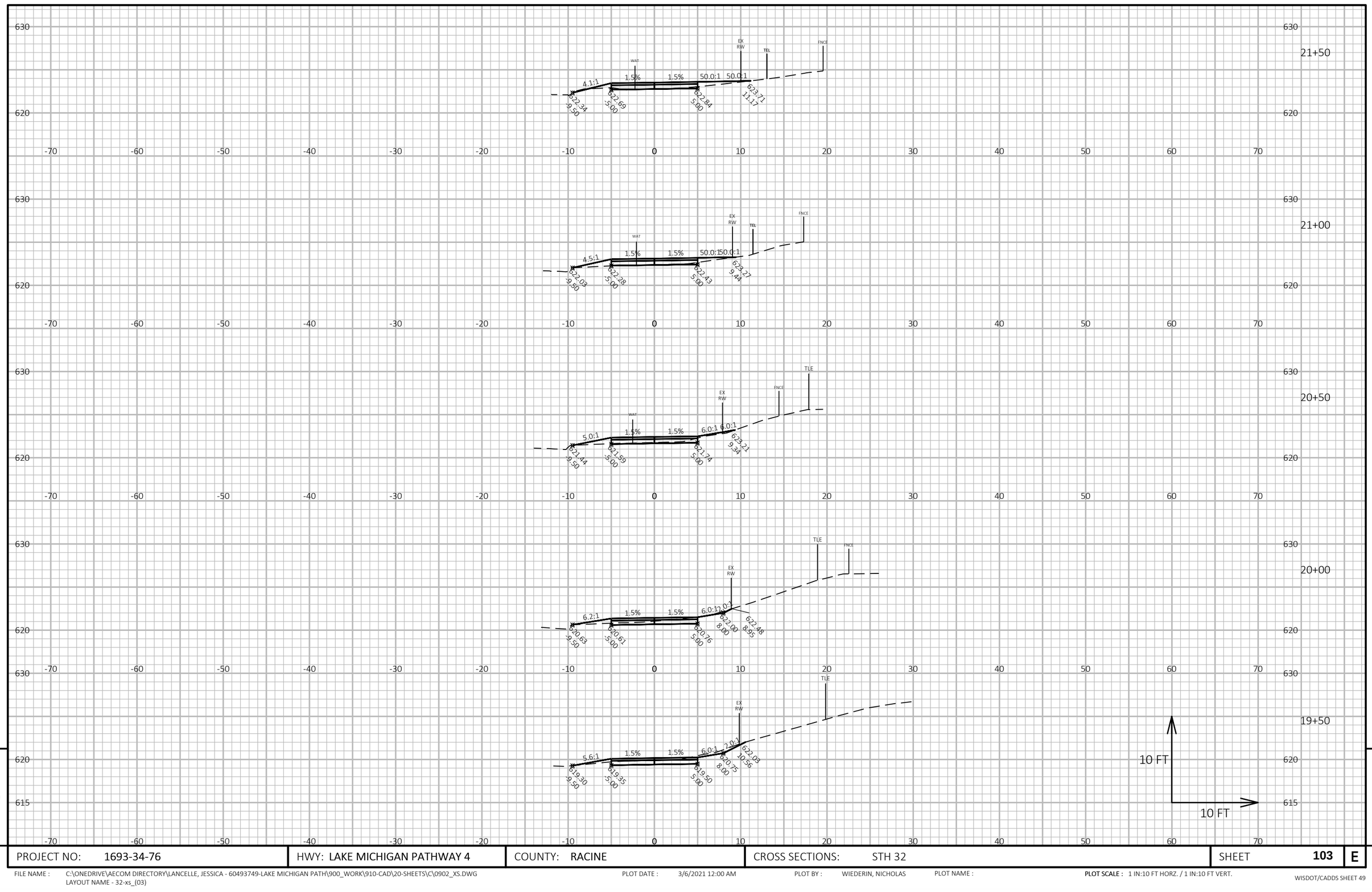
PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY 4	COUNTY: RACINE	CROSS SECTIONS: STH 32	SHEET 102	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0902_XS.DWG
LAYOUT NAME - 32-xs_(02)

PLOT DATE : 3/6/2021 12:00 AM PLOT BY : WIEDERIN, NICHOLAS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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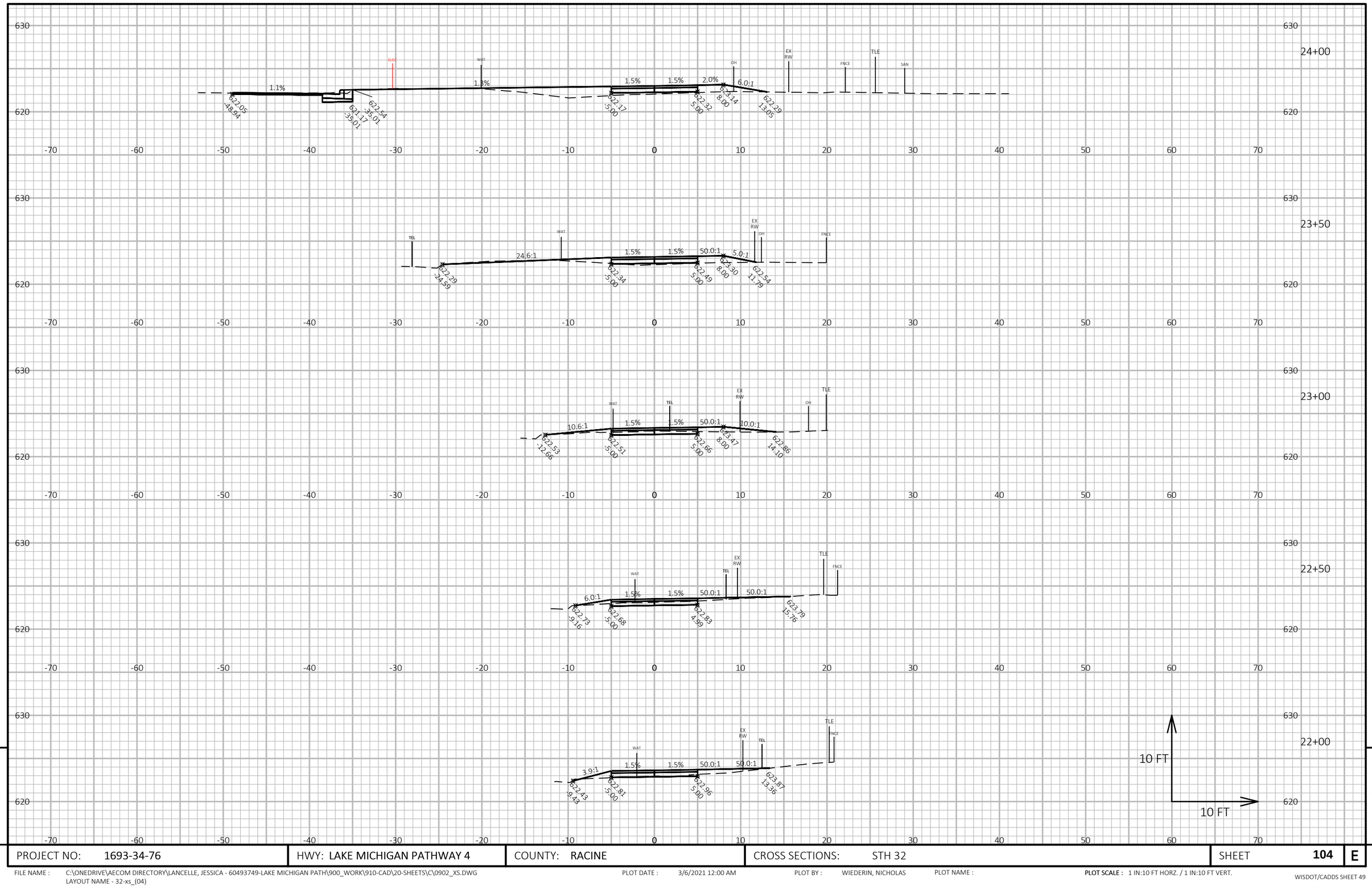
PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY 4	COUNTY: RACINE	CROSS SECTIONS: STH 32	SHEET 103	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0902_XS.DWG
LAYOUT NAME - 32-xs_(03)

PLOT DATE : 3/6/2021 12:00 AM PLOT BY : WIEDERIN, NICHOLAS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

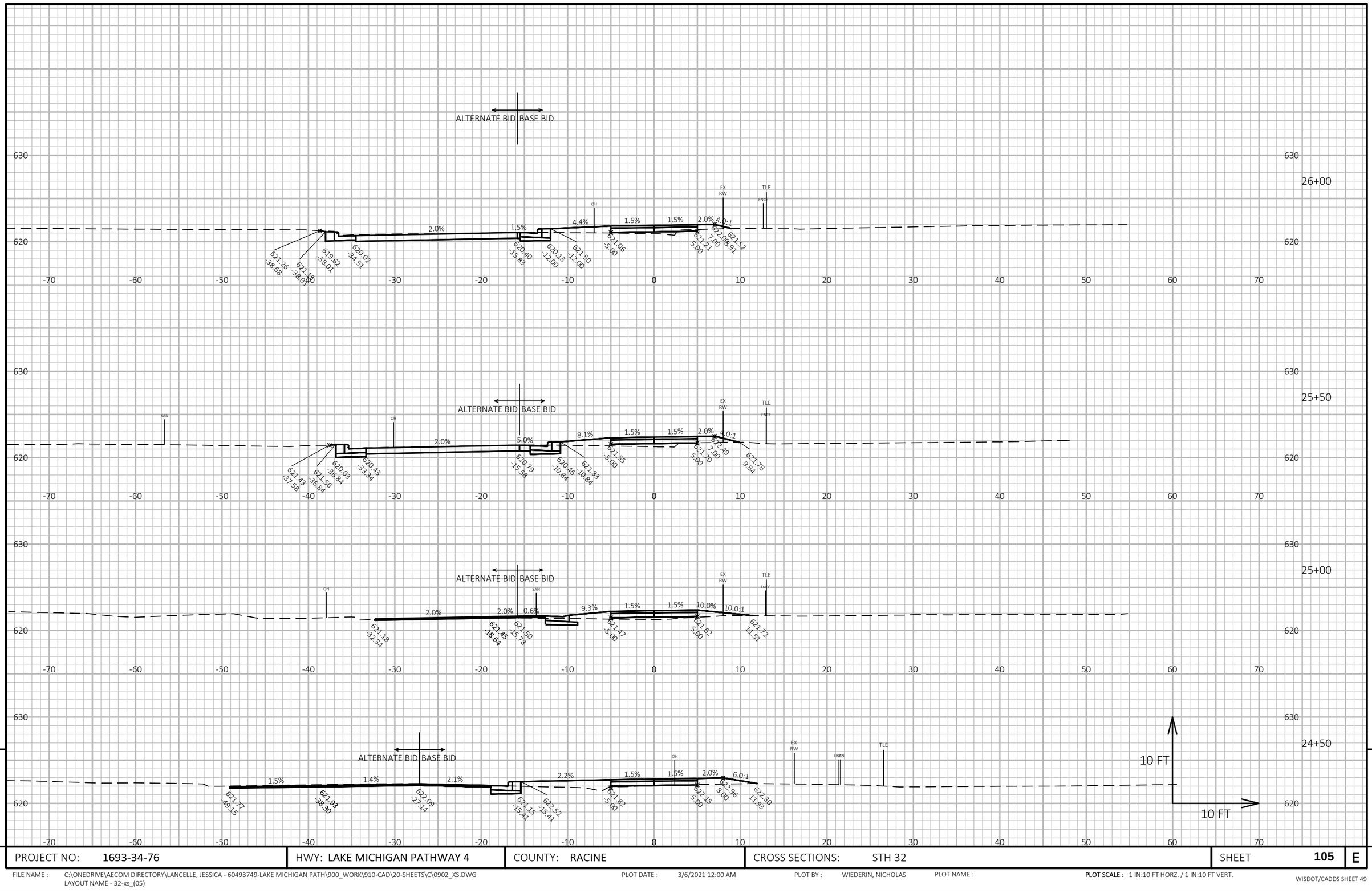


PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY 4	COUNTY: RACINE	CROSS SECTIONS: STH 32	SHEET 104	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0902_XS.DWG
LAYOUT NAME - 32-xs_(04)

PLOT DATE : 3/6/2021 12:00 AM PLOT BY : WIEDERIN, NICHOLAS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

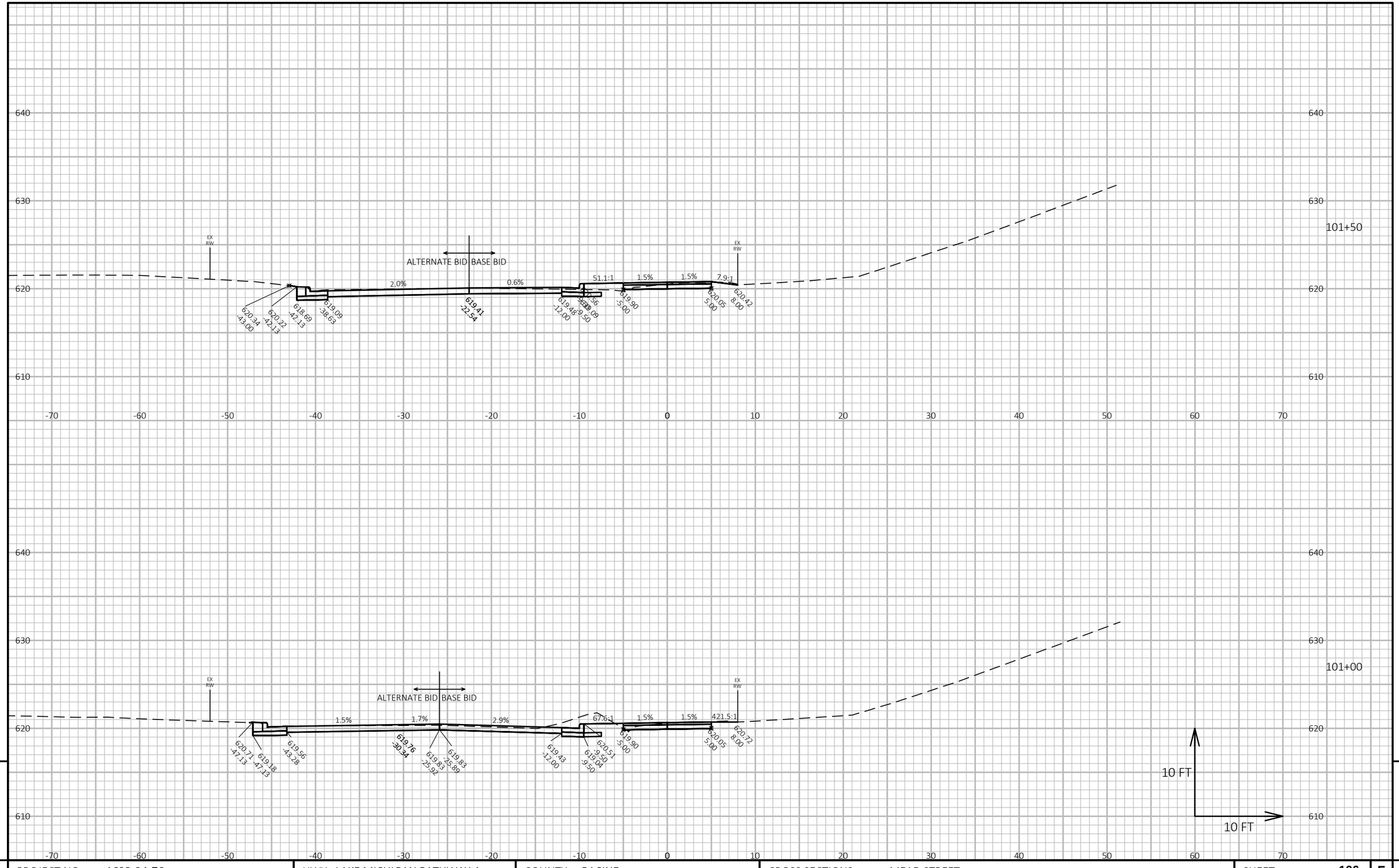


PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY 4	COUNTY: RACINE	CROSS SECTIONS: STH 32	SHEET 105	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0902_XS.DWG
LAYOUT NAME - 32-xs_(05)

PLOT DATE : 3/6/2021 12:00 AM PLOT BY : WIEDERIN, NICHOLAS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

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PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY 4	COUNTY: RACINE	CROSS SECTIONS: MEAD STREET	SHEET 106	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0902_XS.DWG
LAYOUT NAME - Mead-xs_(2)

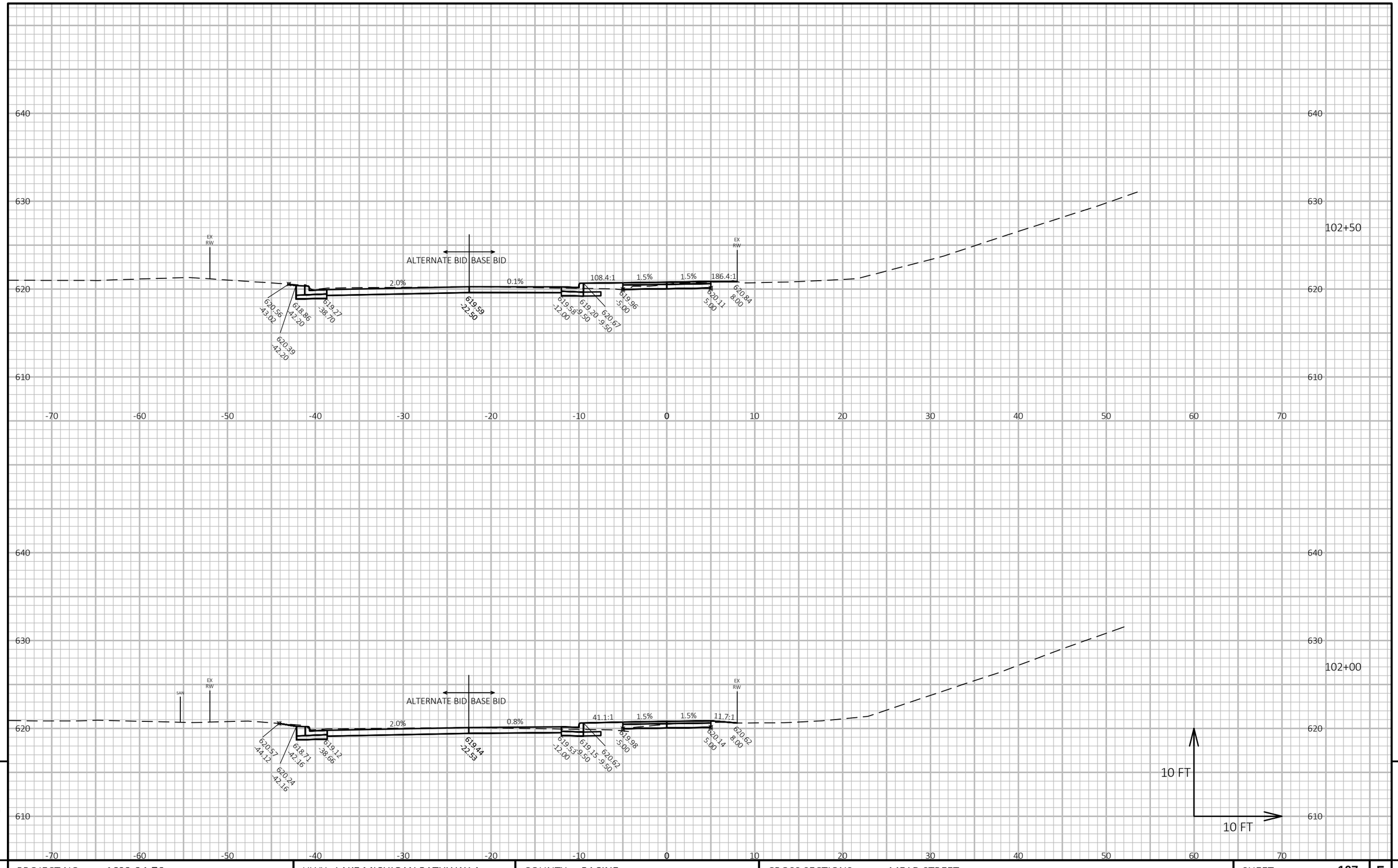
PLOT DATE : 3/6/2021 12:01 AM

PLOT BY : WIEDERIN, NICHOLAS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

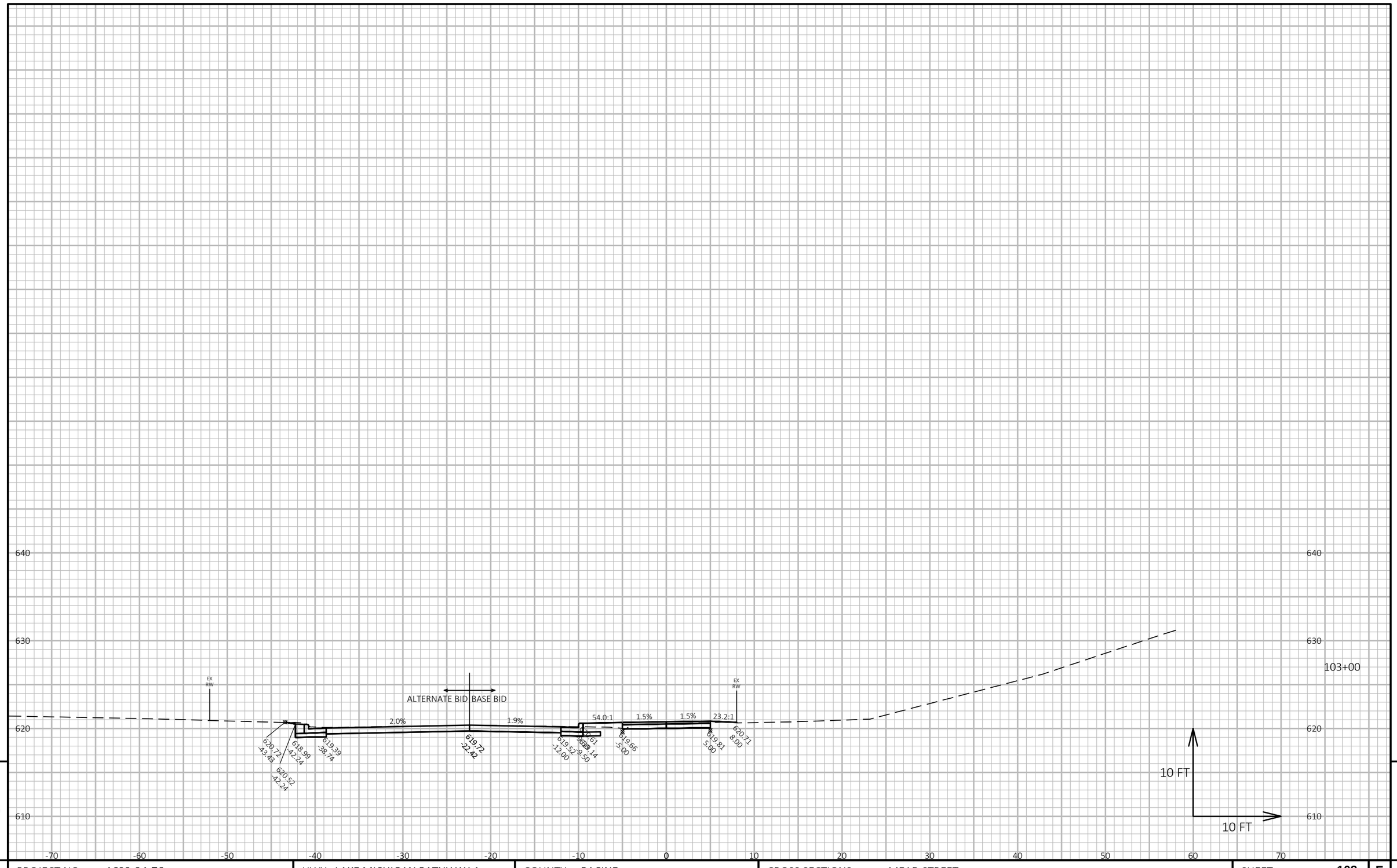


PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY 4	COUNTY: RACINE	CROSS SECTIONS: MEAD STREET	SHEET 107	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0902_XS.DWG
LAYOUT NAME - Mead-xs_(3)

PLOT DATE : 3/6/2021 12:01 AM PLOT BY : WIEDERIN, NICHOLAS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY 4	COUNTY: RACINE	CROSS SECTIONS: MEAD STREET	SHEET 108	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0902_XS.DWG
LAYOUT NAME - Mead-xs_(4)

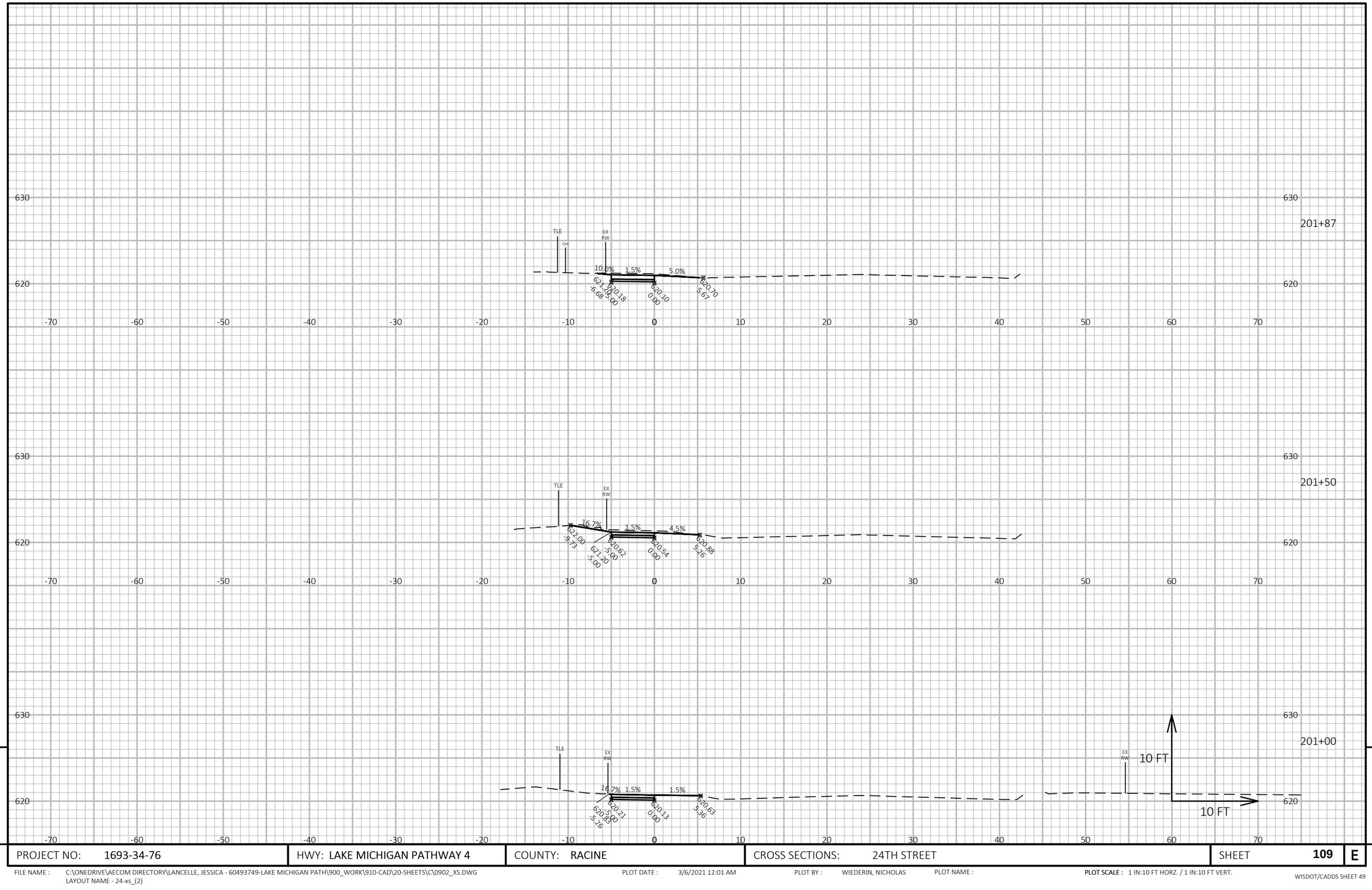
PLOT DATE : 3/6/2021 12:01 AM

PLOT BY : WIEDERIN, NICHOLAS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



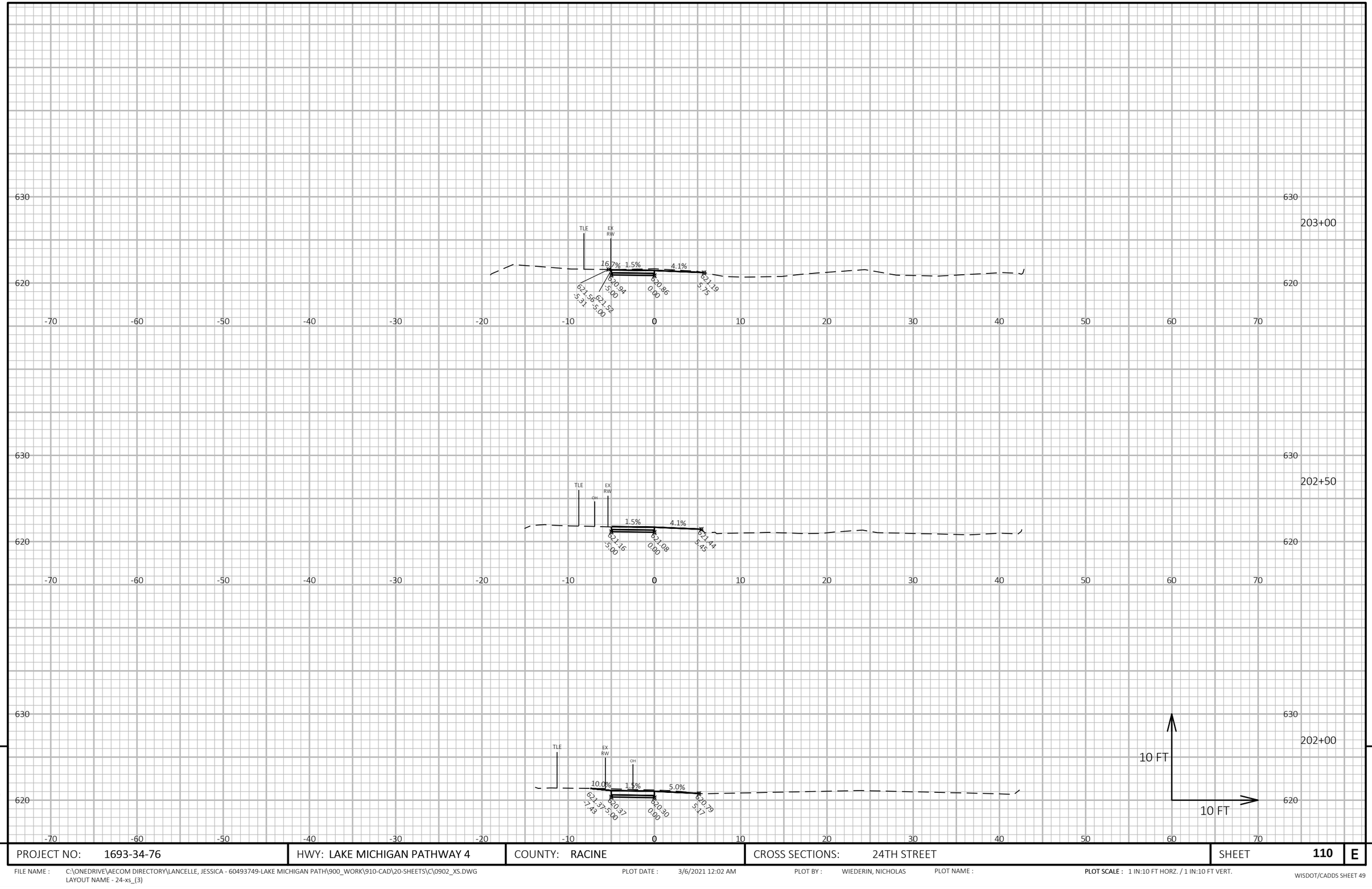
PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY 4	COUNTY: RACINE	CROSS SECTIONS: 24TH STREET	SHEET 109	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0902_XS.DWG
LAYOUT NAME - 24-xs_(2)

PLOT DATE : 3/6/2021 12:01 AM PLOT BY : WIEDERIN, NICHOLAS PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



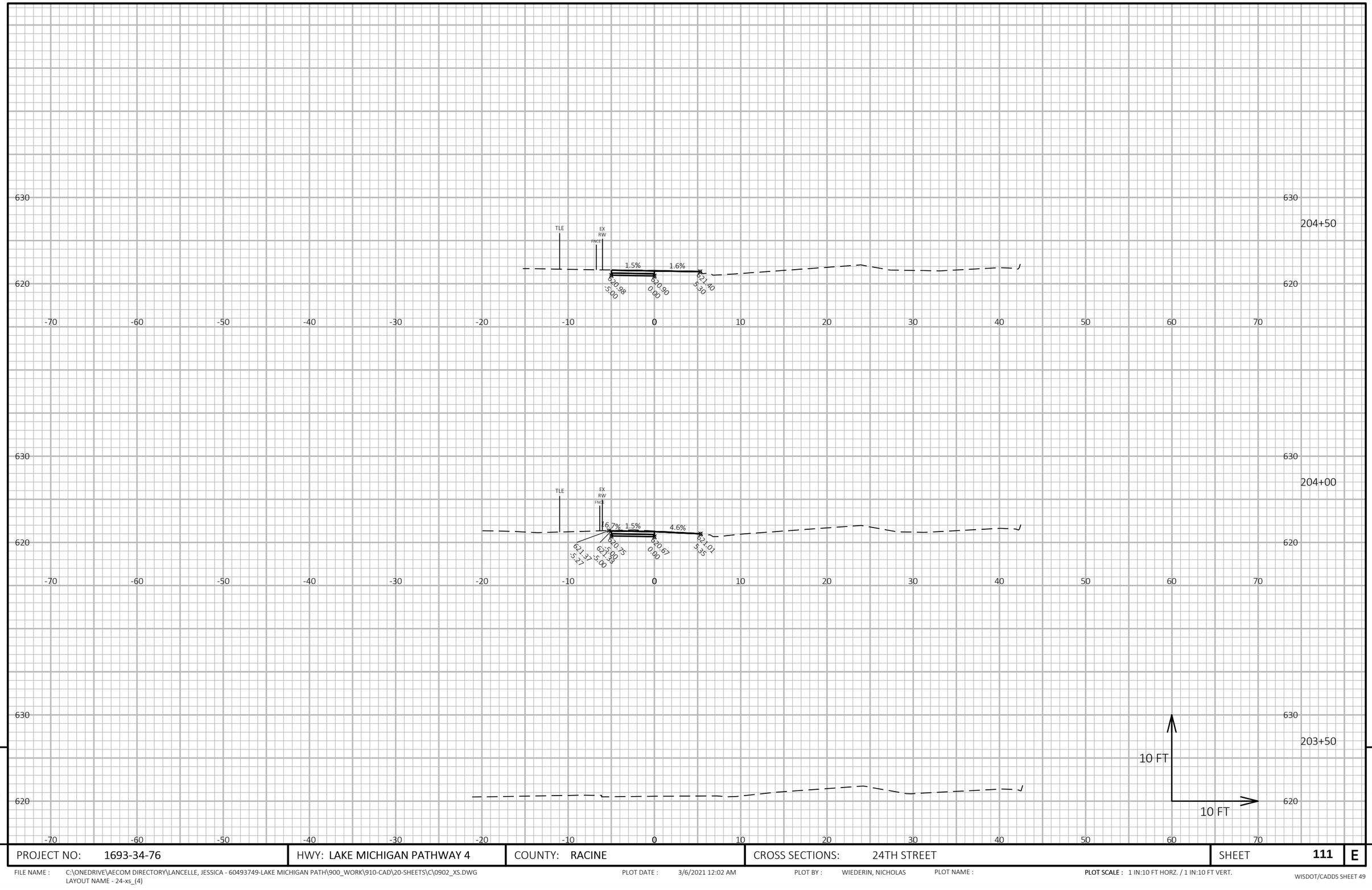
9

PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY 4	COUNTY: RACINE	CROSS SECTIONS: 24TH STREET	SHEET 110	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0902_XS.DWG
LAYOUT NAME - 24-xs_(3)

PLOT DATE : 3/6/2021 12:02 AM PLOT BY : WIEDERIN, NICHOLAS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

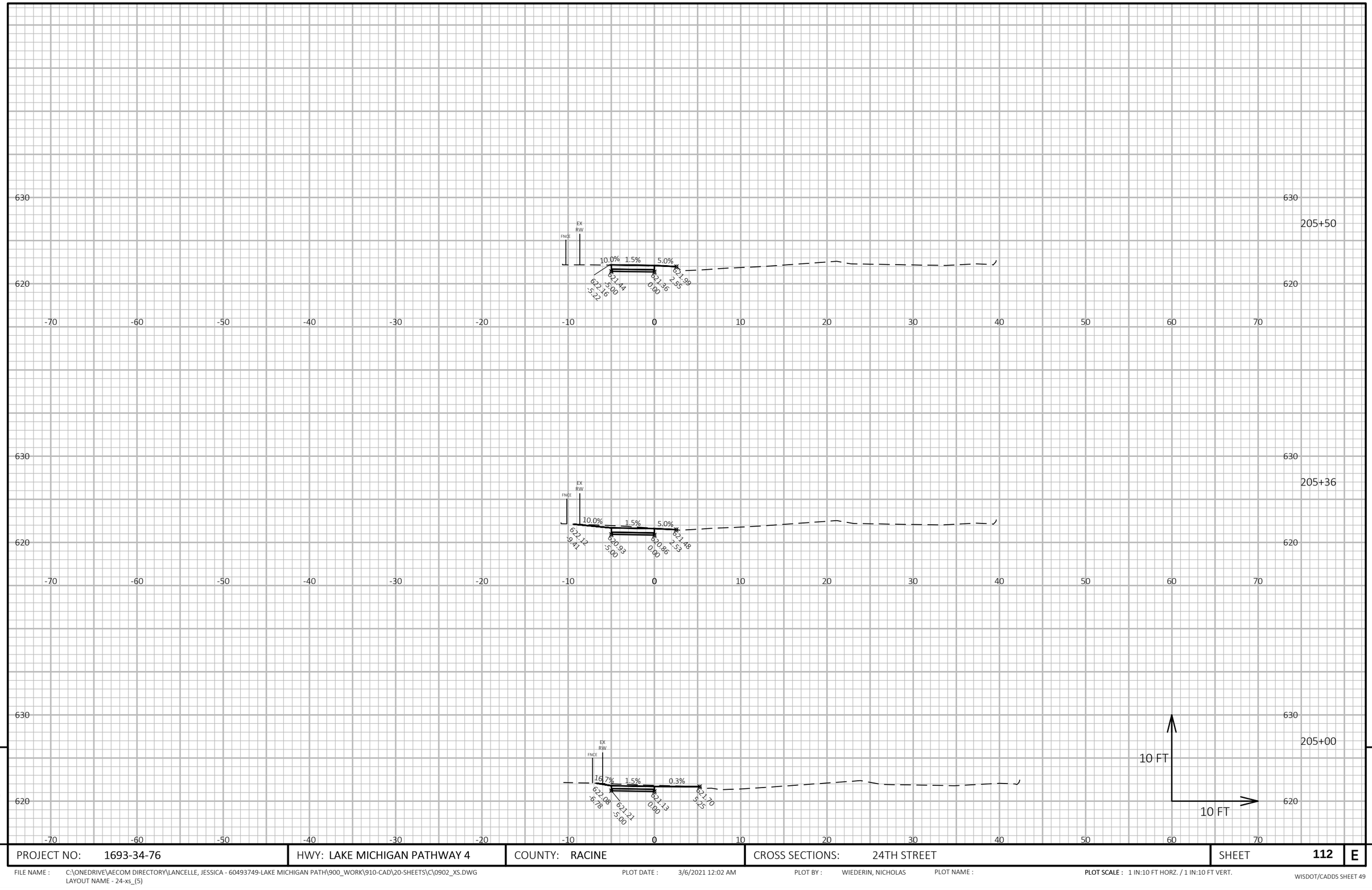
PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY 4	COUNTY: RACINE	CROSS SECTIONS: 24TH STREET	SHEET 111	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0902_XS.DWG
LAYOUT NAME - 24-xs_(4)

PLOT DATE : 3/6/2021 12:02 AM PLOT BY : WIEDERIN, NICHOLAS PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



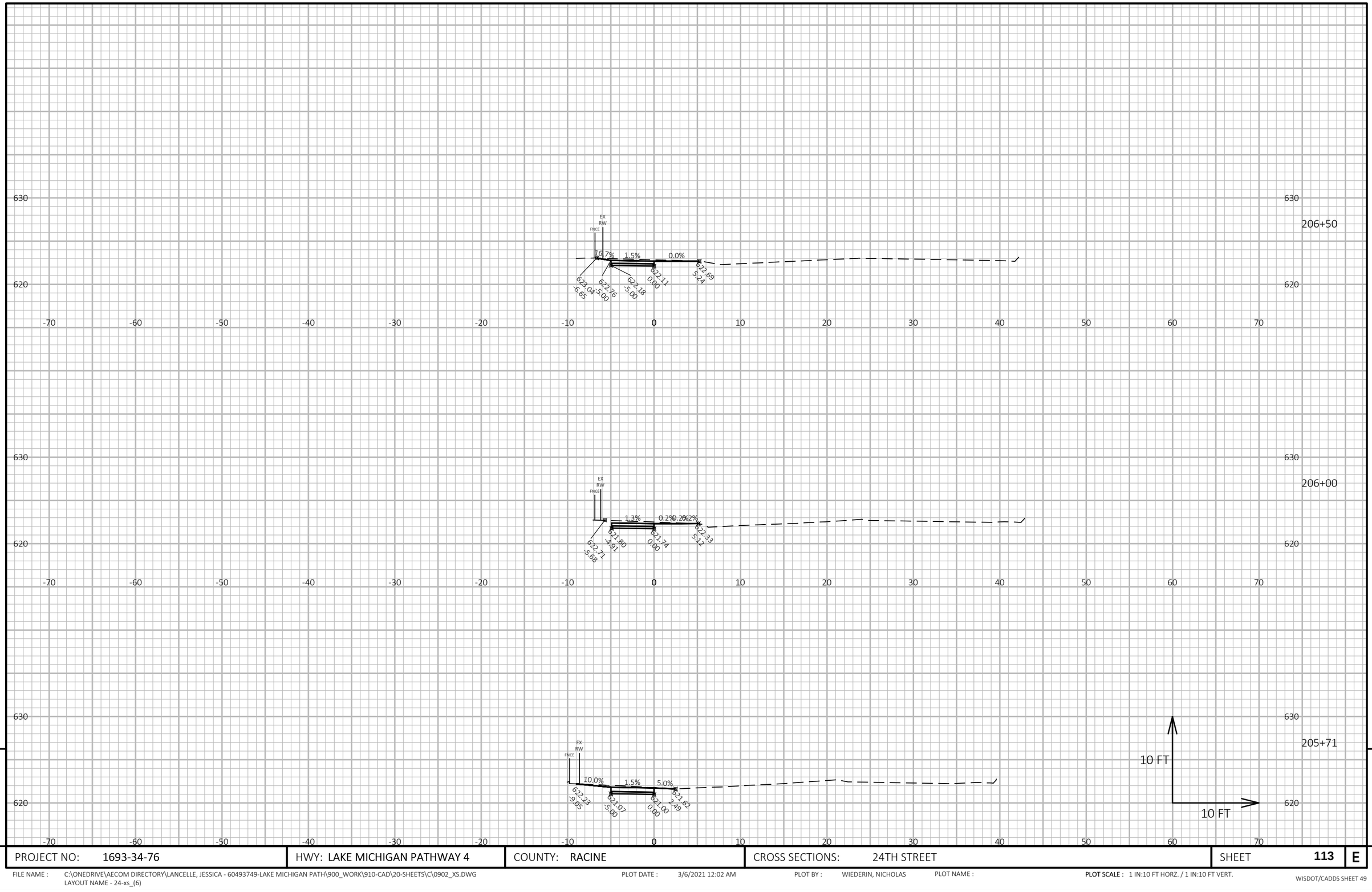
9

9

PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY 4	COUNTY: RACINE	CROSS SECTIONS: 24TH STREET	SHEET 112	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0902_XS.DWG
LAYOUT NAME - 24-xs_(5)

PLOT DATE : 3/6/2021 12:02 AM PLOT BY : WIEDERIN, NICHOLAS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



9

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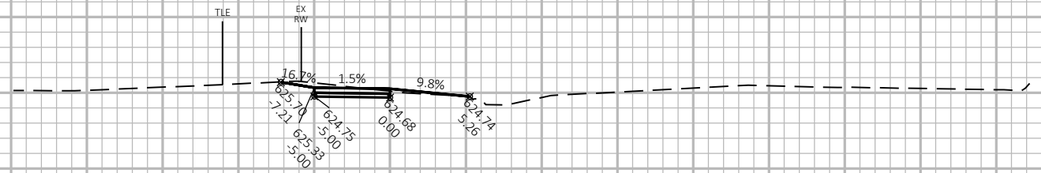
PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY 4	COUNTY: RACINE	CROSS SECTIONS: 24TH STREET	SHEET 113	E

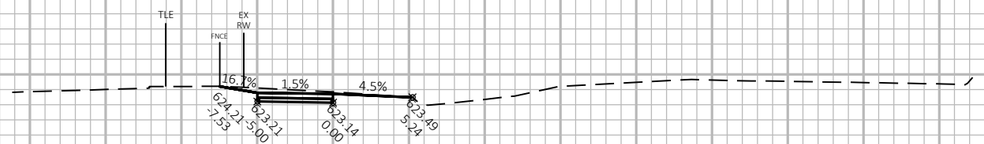
FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0902_XS.DWG
LAYOUT NAME - 24-xs_(6)

PLOT DATE : 3/6/2021 12:02 AM PLOT BY : WIEDERIN, NICHOLAS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

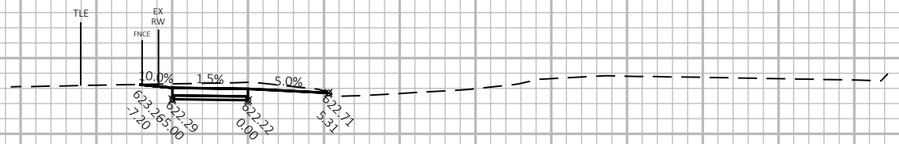
WISDOT/CADDS SHEET 49



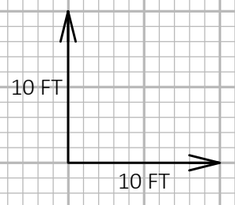
208+00



207+50



207+00



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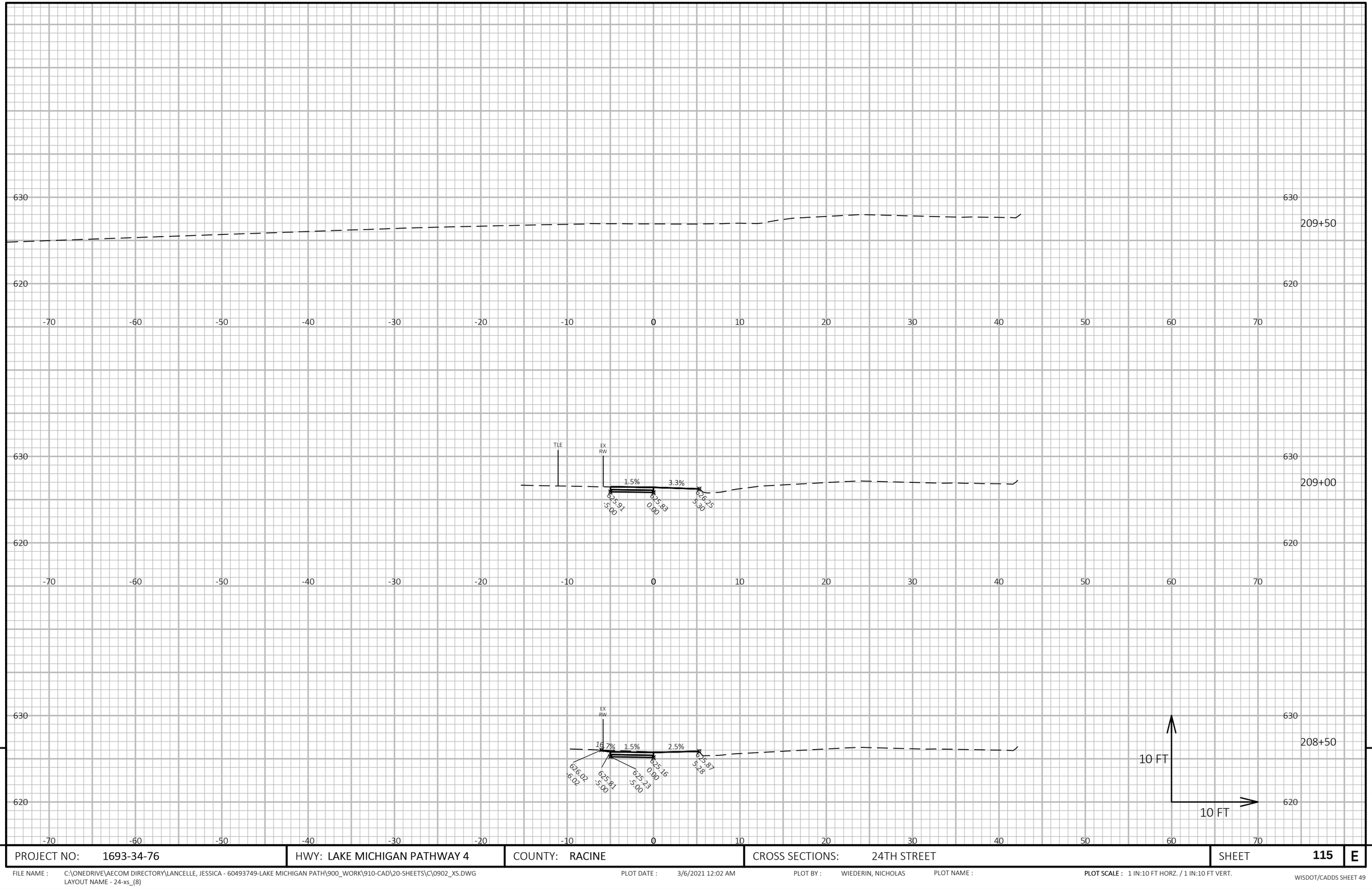
PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY 4	COUNTY: RACINE	CROSS SECTIONS: 24TH STREET	SHEET 114	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0902_XS.DWG
LAYOUT NAME - 24-xs_(7)

PLOT DATE : 3/6/2021 12:02 AM PLOT BY : WIEDERIN, NICHOLAS PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY 4	COUNTY: RACINE	CROSS SECTIONS: 24TH STREET	SHEET 115	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0902_XS.DWG
LAYOUT NAME - 24-xs_(8)

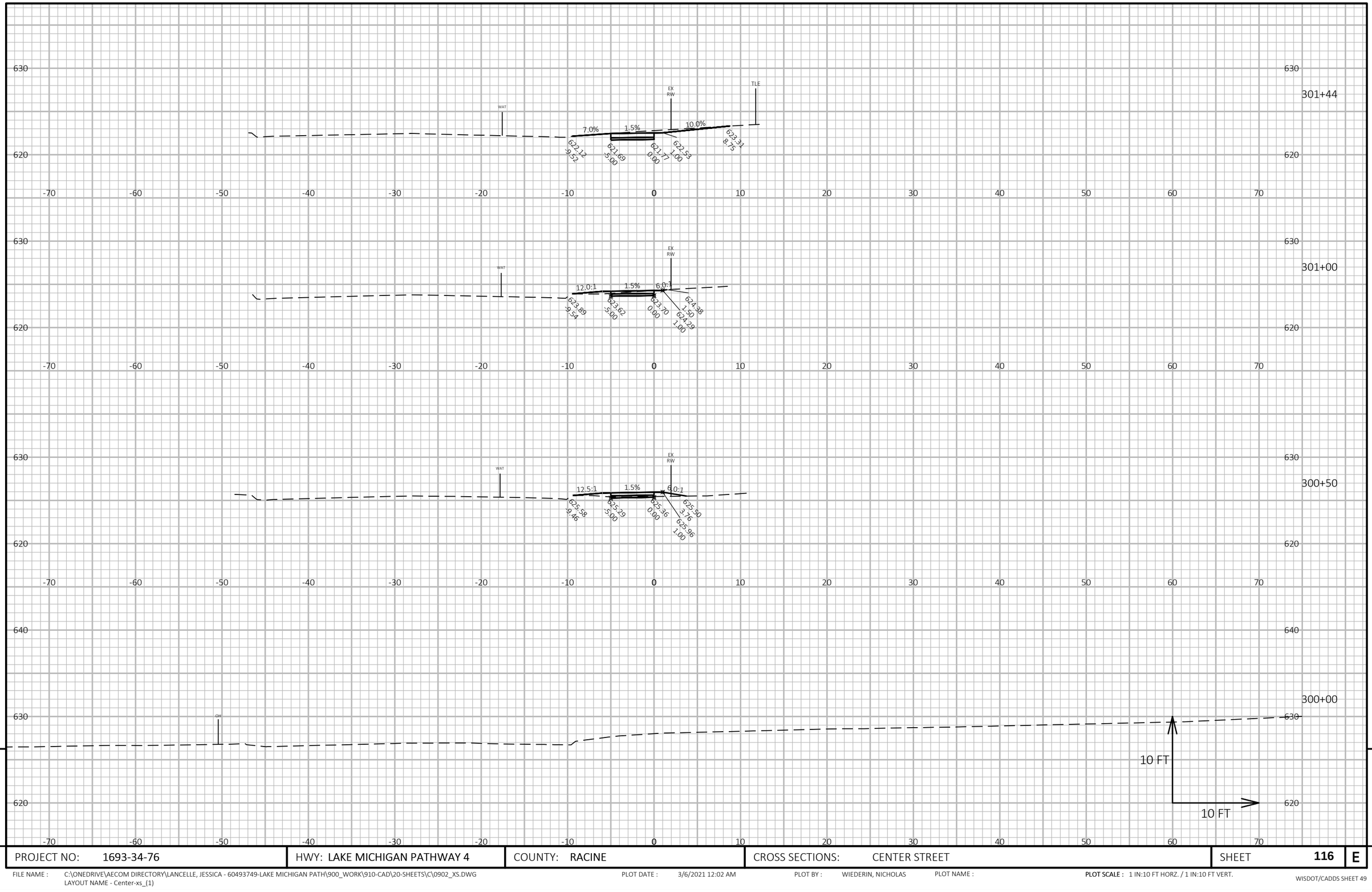
PLOT DATE : 3/6/2021 12:02 AM

PLOT BY : WIEDERIN, NICHOLAS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

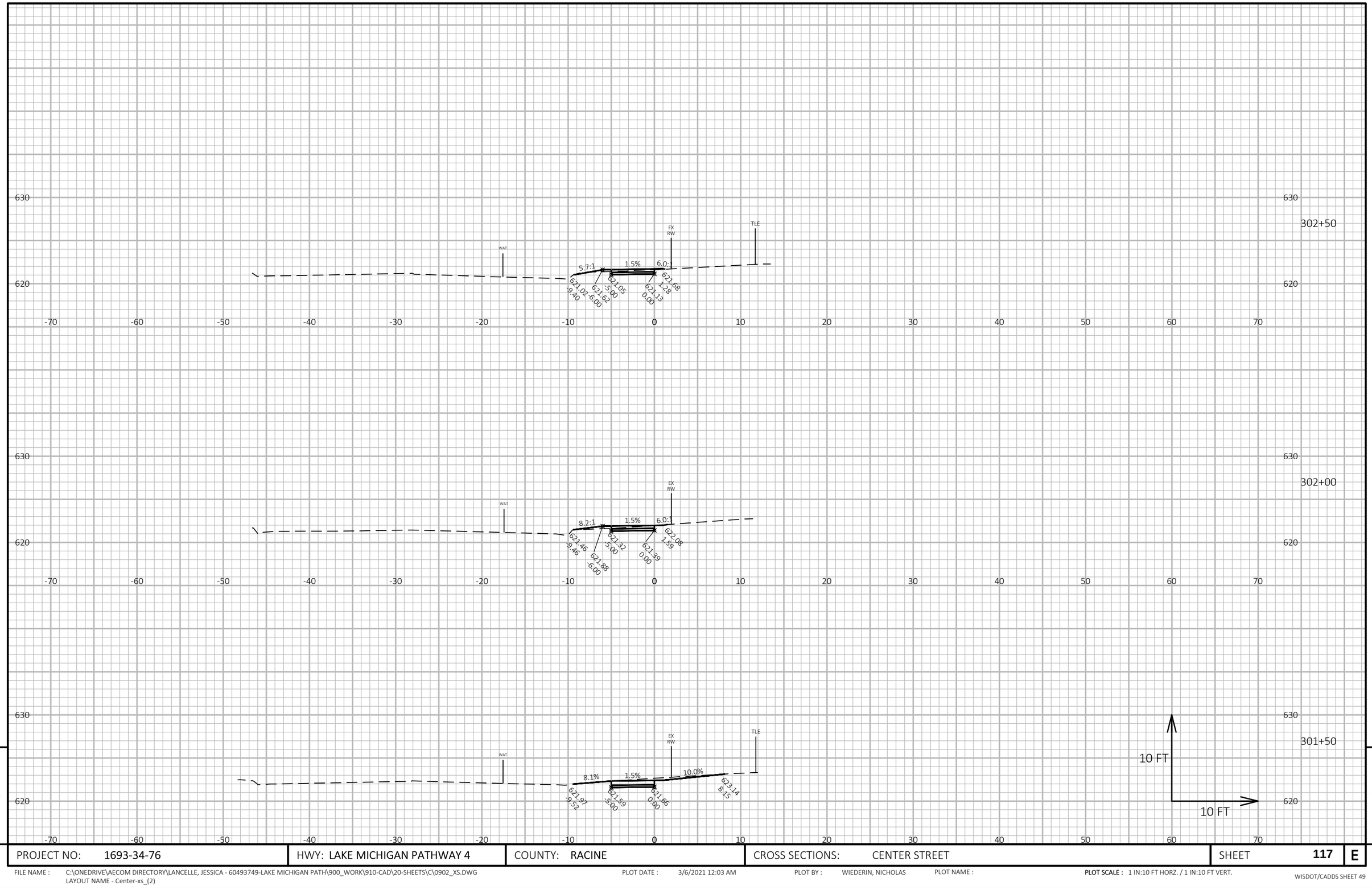


PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY 4	COUNTY: RACINE	CROSS SECTIONS: CENTER STREET	SHEET 116	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0902_XS.DWG
LAYOUT NAME - Center-xs_(1)

PLOT DATE : 3/6/2021 12:02 AM PLOT BY : WIEDERIN, NICHOLAS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

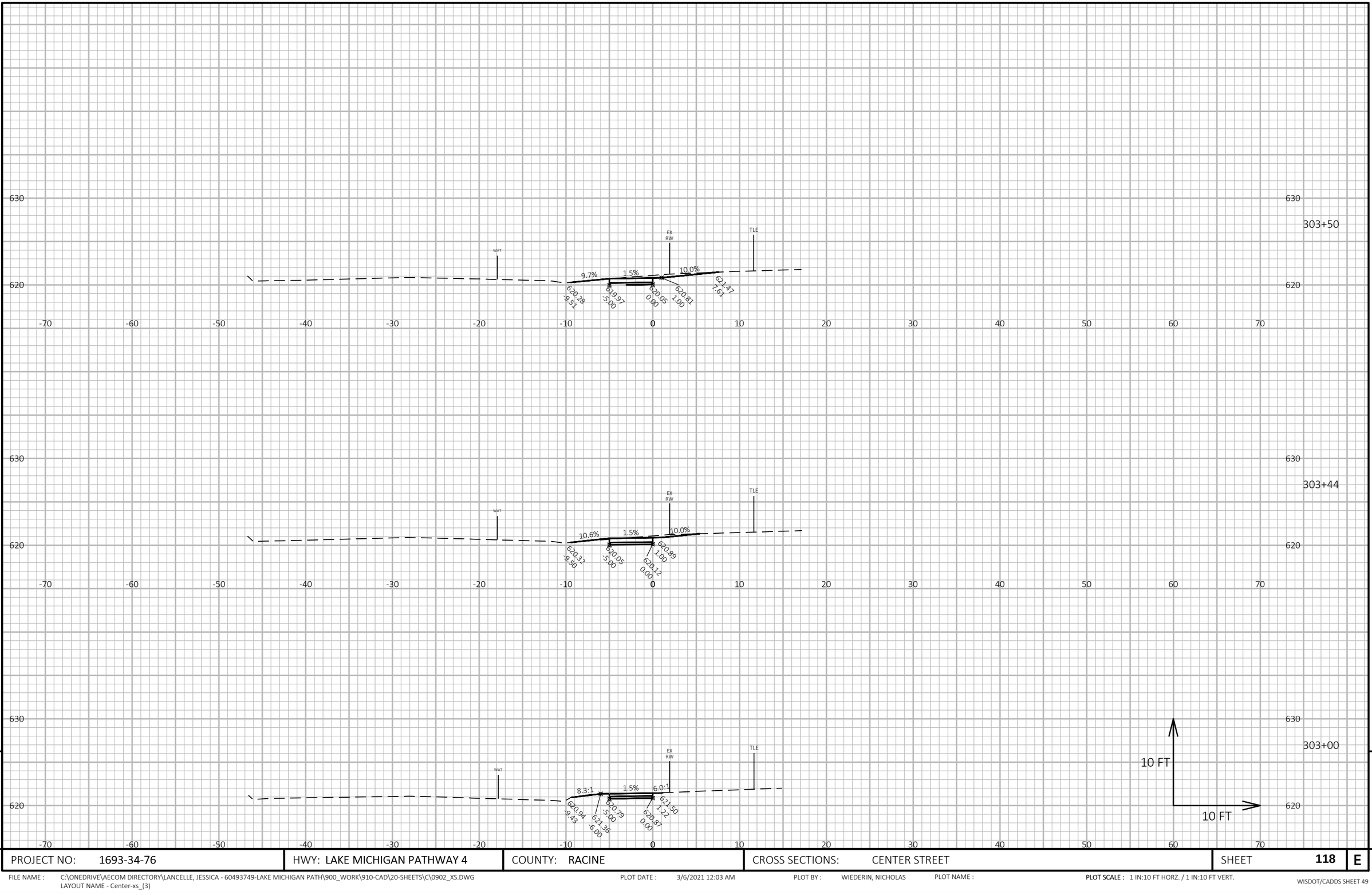


PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY 4	COUNTY: RACINE	CROSS SECTIONS: CENTER STREET	SHEET 117	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0902_XS.DWG
LAYOUT NAME - Center-xs_(2)

PLOT DATE : 3/6/2021 12:03 AM PLOT BY : WIEDERIN, NICHOLAS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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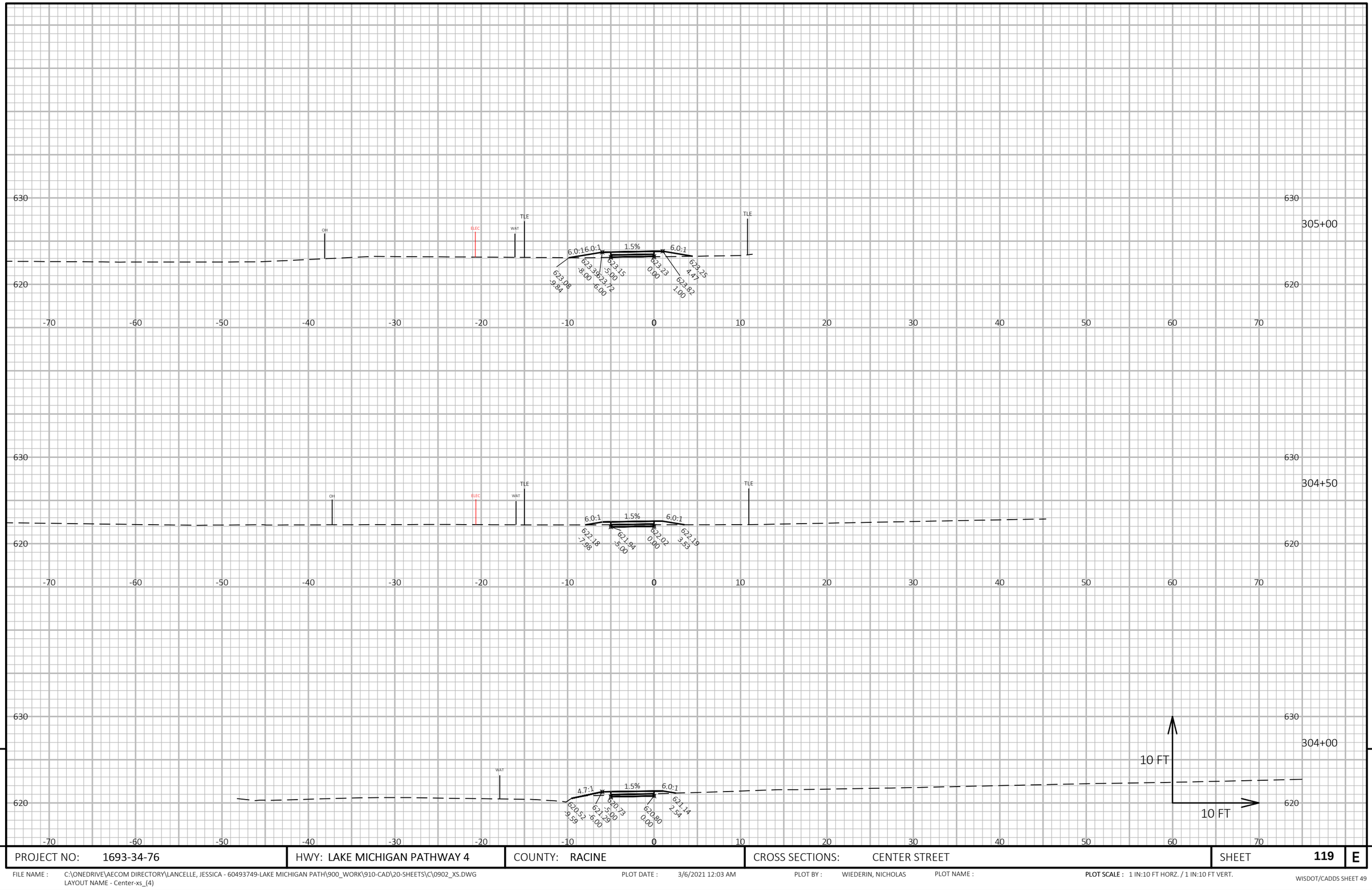
PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY 4	COUNTY: RACINE	CROSS SECTIONS: CENTER STREET	SHEET 118	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0902_XS.DWG
LAYOUT NAME - Center-xs_(3)

PLOT DATE : 3/6/2021 12:03 AM PLOT BY : WIEDERIN, NICHOLAS PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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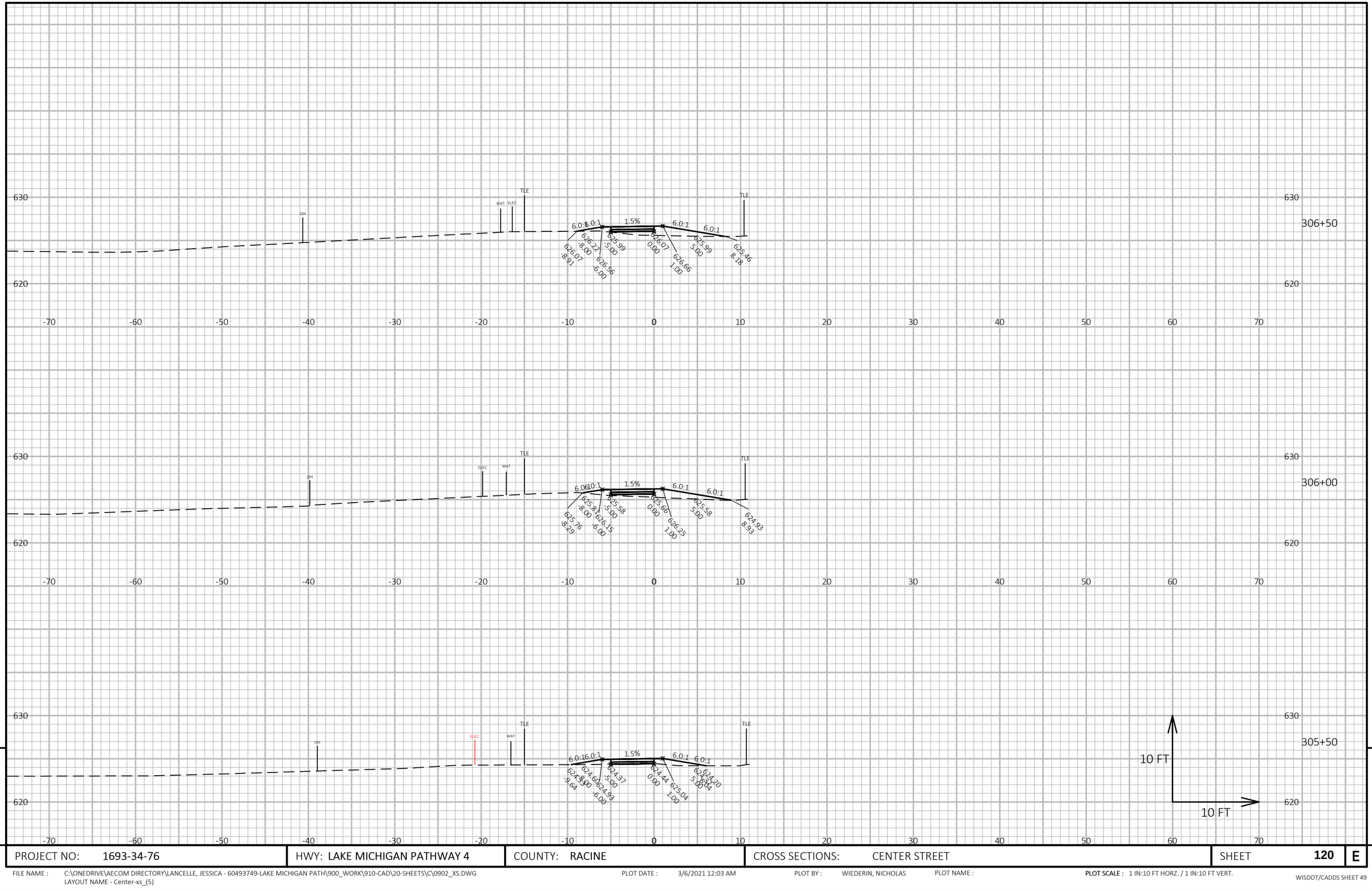
PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY 4	COUNTY: RACINE	CROSS SECTIONS: CENTER STREET	SHEET 119	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0902_XS.DWG
LAYOUT NAME - Center-xs_(4)

PLOT DATE : 3/6/2021 12:03 AM PLOT BY : WIEDERIN, NICHOLAS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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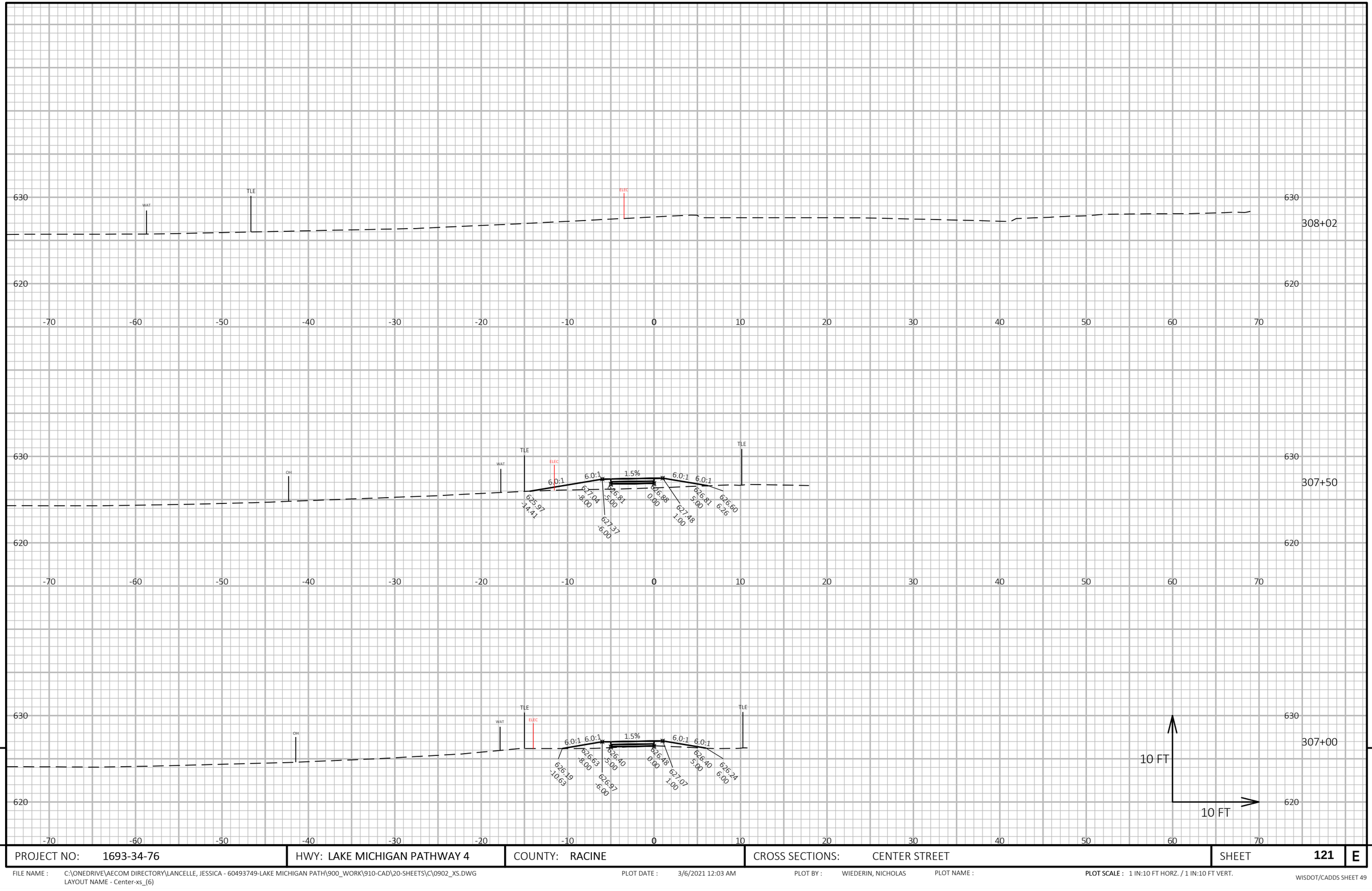
PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY 4	COUNTY: RACINE	CROSS SECTIONS: CENTER STREET	SHEET 120	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0902_XS.DWG
LAYOUT NAME - Center-xs_(5)

PLOT DATE : 3/6/2021 12:03 AM PLOT BY : WIEDERIN, NICHOLAS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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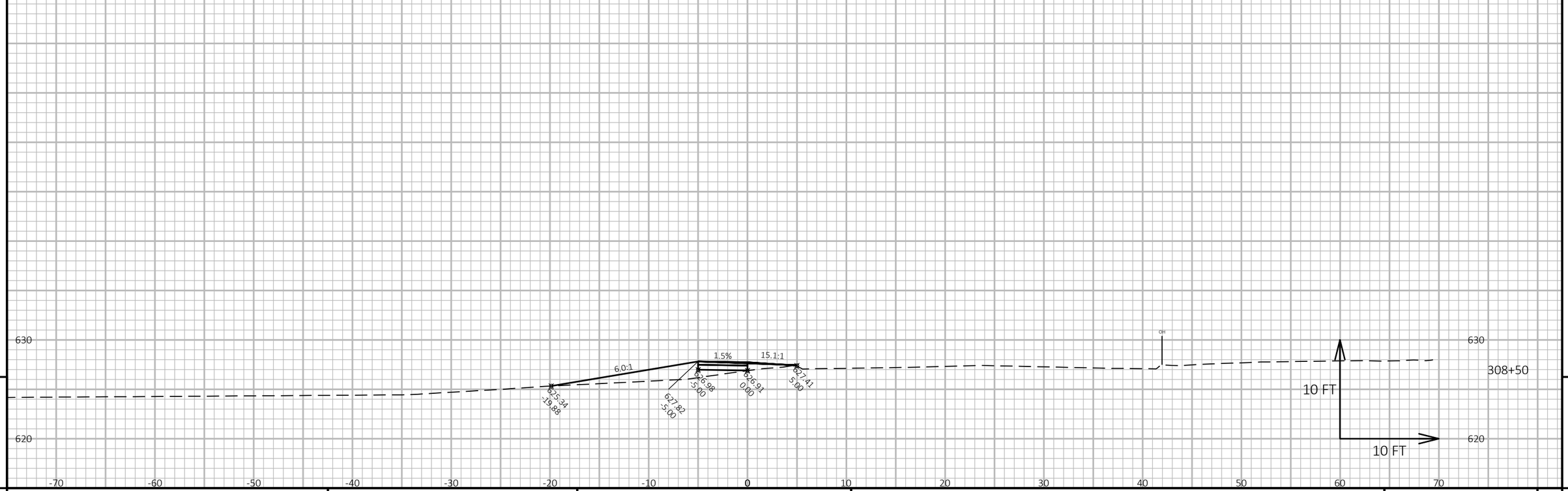
PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY 4	COUNTY: RACINE	CROSS SECTIONS: CENTER STREET	SHEET 121	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0902_XS.DWG
LAYOUT NAME - Center-xs_(6)

PLOT DATE : 3/6/2021 12:03 AM PLOT BY : WIEDERIN, NICHOLAS PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1693-34-76	HWY: LAKE MICHIGAN PATHWAY 4	COUNTY: RACINE	CROSS SECTIONS: CENTER STREET	SHEET 122	E

FILE NAME : C:\ONEDRIVE\AECOM DIRECTORY\LANCELLE, JESSICA - 60493749-LAKE MICHIGAN PATH\900_WORK\910-CAD\20-SHEETS\C\0902_XS.DWG
LAYOUT NAME - Center-xs_(7)

PLOT DATE : 3/6/2021 12:04 AM

PLOT BY : WIEDERIN, NICHOLAS

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.