RHI

AUGUST 2024

PROJECT ID: 1174-10-74

WITH: N/A

COUNTY: ONEIDA

ORDER OF SHEETS

TOTAL SHEETS = 262

12

N

DESIGN DESIGNATION

A.A.D.T.	2025	=	14,340 - 21,890
A.A.D.T.	2045	=	14,340 - 21,890
D.H.V.		=	1,670 - 2,920
D.D.		=	61/39
T.		=	8.8%
DESIGN SPEED		=	25-30 MPH
ESALS		=	3,900,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

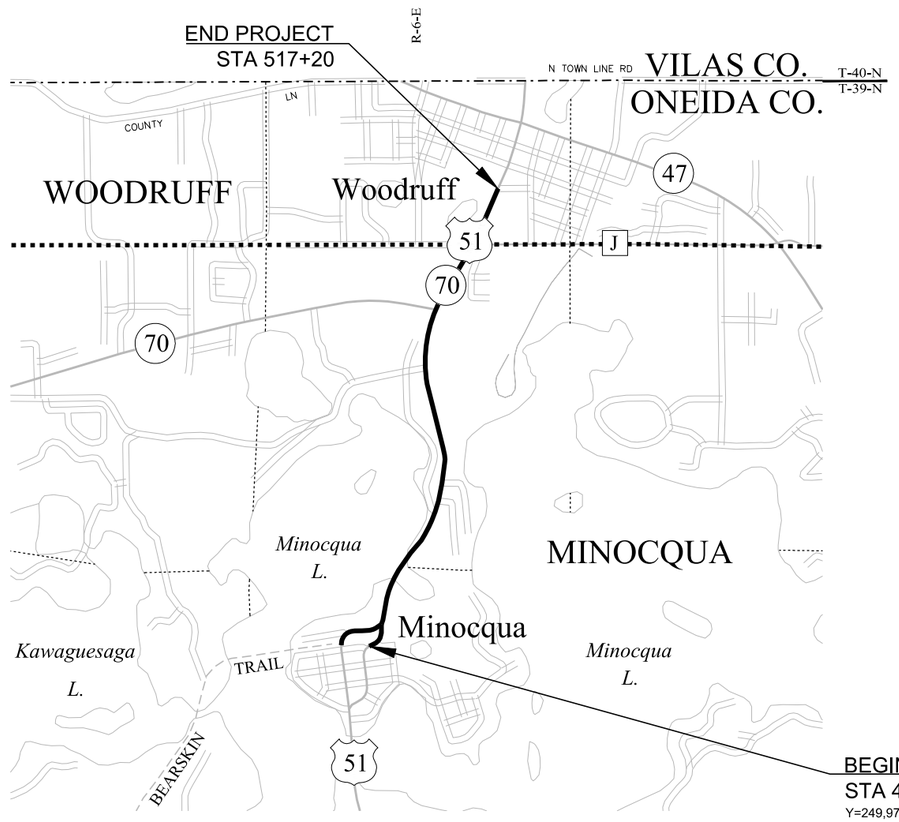
MINOCQUA - MANITOWISH

FRONT STREET - 3RD AVENUE

USH 51

ONEIDA COUNTY

STATE PROJECT NUMBER
1174-10-74



LAYOUT

SCALE 0 0.5 MI

TOTAL NET LENGTH OF CENTERLINE = 1.669 MI

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

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

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1174-10-74	N/A	

emcs

500 North 17th Avenue
Wausau, WI 54401
715.845.1081 Fax 715.845.1099

WISCONSIN
SCOTT M. KAISER
E-41772-6
MOSINEE
WI
PROFESSIONAL ENGINEER

4/2/2024 (Date) Scott Kaiser (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	EMCS, INC.
Designer	EMCS, INC.
Project Manager	BRYAN LIPKE
Regional Examiner	JILL HILBERT
Regional Supervisor	DAN SEGERSTORM

APPROVED FOR THE DEPARTMENT

DATE: 4/2/2024 Bryan Lipke (Signature)

E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\010101-TI.DWG PLOT DATE : 2/19/2024 2:27 PM PLOT BY : SCOTT KAISER PLOT NAME :

GENERAL NOTES

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

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

ALIGNMENT DESIGNATORS

USH 51 NB (ONE WAY PAIR) - 'NB'

USH 51 SB (ONE WAY PAIR) - 'SB'

STH 70 - 'S'

ORDER OF SECTION 2 SHEETS

UTILITIES

COMMUNICATIONS

FRONTIER COMMUNICATIONS OF WISCONSIN LLC
JEREMY ZEHM
1851 N. 14TH AVE
WAUSAU, WI 54401
OFFICE PHONE: (715) 243-9243
JEREMY.ZEHM@FTR.COM

SPECTRUM
HAROLD C MOORE
821 LINCOLN ST
RHINELANDER, WI 54501
MOBILE PHONE: (715) 216-0348
HAROLD.MOORE@CHARTER.COM

ELECTRIC

WISCONSIN PUBLIC SERVICE CORPORATION
KEVIN TERMAAT
P.O. BOX 1166
WAUSAU, WI 54402-1166
OFFICE PHONE: (715) 715-848-7353
KEVIN.TERMAAT@WISCONSINPUBLICSERVICE.COM

GAS/PETROLEUM

WISCONSIN PUBLIC SERVICE CORPORATION
SHANE SARKKINEN
2027 NAVAJO ST
PO BOX 160
RHINELANDER, WI 54501
OFFICE PHONE: (715) 369-7133
MOBILE PHONE: (715) 966-1040
SHANE.SARKKINEN@WISCONSINPUBLICSERVICE.COM

SANITARY SEWER

LAKELAND SANITARY DISTRICT #1
WILBUR PETERS
8780 MORGAN RD
MINOCQUA, WI 54548
OFFICE PHONE: (715) 356-4454
MOBILE PHONE: (715) 360-5984
WILBURLAKELAND@YAHOO.COM

WATER

LAKELAND SANITARY DISTRICT #1
WILBUR PETERS
8780 MORGAN RD
MINOCQUA, WI 54548
OFFICE PHONE: (715) 356-4454
MOBILE PHONE: (715) 360-5984
WILBURLAKELAND@YAHOO.COM

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

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 28 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.42 ACRE

OTHER CONTACTS

DNR LIAISON

WENDY HENNIGES
DNR NORTHERN REGION HEADQUARTERS
107 SUTLIFF AVE
RHINELANDER, WI 54501
(715) 365-8916
WENDY.HENNIGES@WISCONSIN.GOV

TOWN OF MINOCQUA - STREET LIGHTING

MARK PERTILE
415 MENOMINEE ST
MINOCQUA, WI 54548
OFFICE PHONE: (715) 365-5296
PUBLICWORKS@TOWNOFMINOCQUA.ORG

WISDOT SIGNALS

TIM KNOWLES
NORTH CENTRAL REGION ELECTRICIAN
510 HANSON LAKE RD
RHINELANDER, WI 54501
(715) 401-0105
TIMOTHY.KNOWLES@DOT.WI.GOV

NOTES
* PROPOSED SIDEWALK REPLACEMENTS
# CURB RAMP IMPROVEMENTS

TOWN OF MINOCQUA

TOWN OF WOODRUFF

TOWN OF ARBOR VITAE

VILAS COUNTY
ONEIDA COUNTY

BEGIN CONSTRUCTION
STA 425+80 'SB'

BEGIN PROJECT
STA 429+07'NB'

END PROJECT
STA 517+20

BEGIN CONSTRUCTION
STA 95+71 'S'

SENSITIVE AREA
(SEE SPECIAL PROVISIONS)

SENSITIVE AREA
(SEE SPECIAL PROVISIONS)

HIGH-INTENSITY ACTIVATED
CROSSWALK (HAWK) BEACON

USH 51
USH 51 SB
USH 51 NB

STH 70

CTH J

W FRONT ST
E FRONT ST
W PARK AVE
E PARK AVE
W CHICAGO AVE
E CHICAGO AVE
W MILWAUKEE ST
E MILWAUKEE ST
ARBORVITAE ST
LAKESHORE DR
TORPY PARK DR
COUNTRY CLUB AVE
OLD HWY 70
LAKEVIEW DR
HUBER LN
ROGERS DR
S TOWN LINE RD
MAPLE ST
PACKING PLANT RD
HANDRICK RD
MARGARET ST
SWANSON AVE
3RD AVE
4TH AVE
HEMLOCK ST
OAK ST

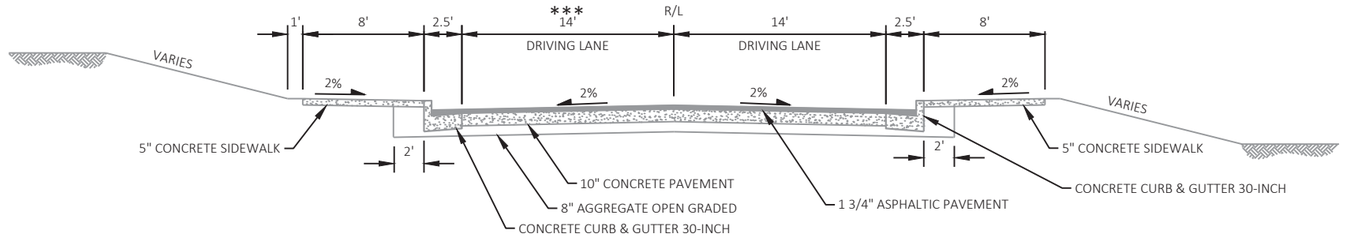
VETERANS PARK
TORPY PARK
SNAKE LAKE

MINOCQUA LAKE
UNNAMED OPEN WATER

N

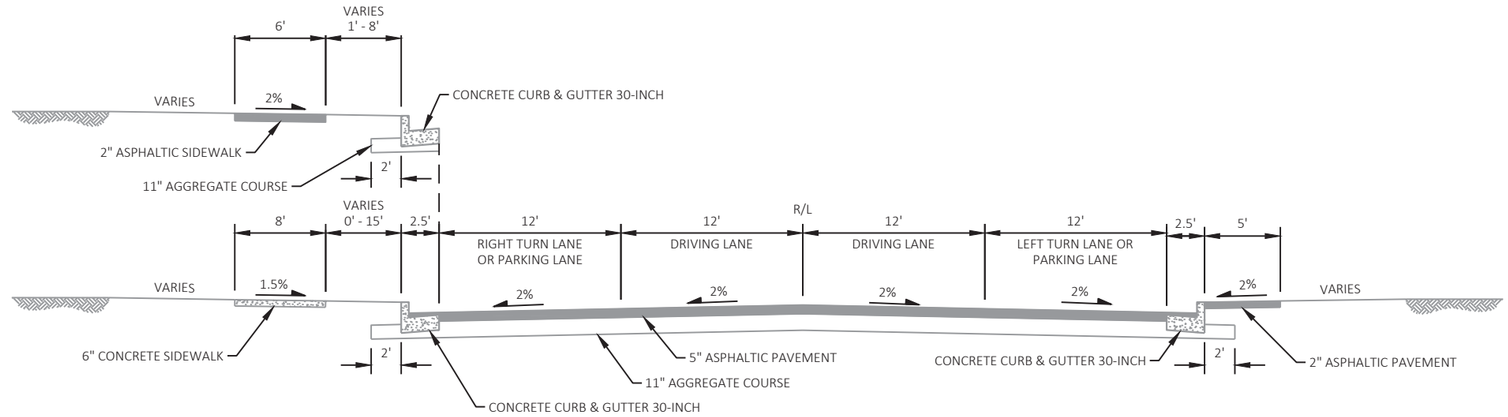
PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PROJECT OVERVIEW	SHEET 3	E

2

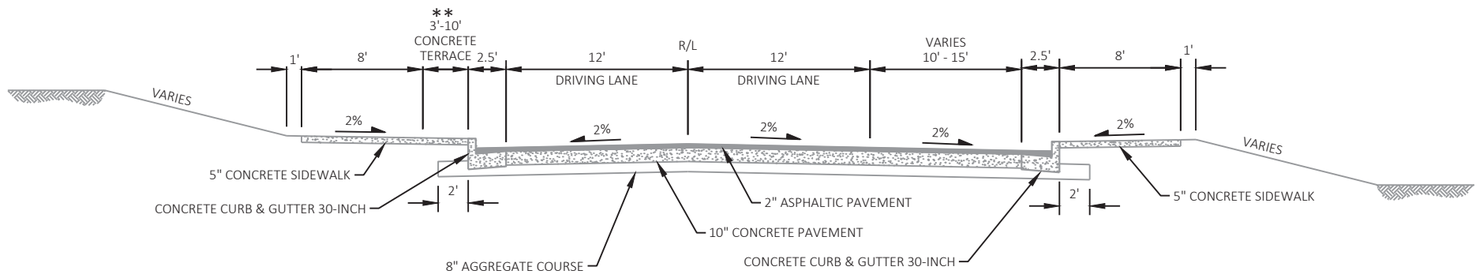


EXISTING TYPICAL SECTION
USH 51 NB
STA 429+07'NB' - STA 434+87'NB'

STA 425+80'SB' - STA 428+04'SB'



EXISTING TYPICAL SECTION
USH 51 SB
STA 425+80'SB' - STA 432+12'SB'



EXISTING TYPICAL SECTION
USH 51 SB
STA 432+12'SB' - STA 434+87'SB'

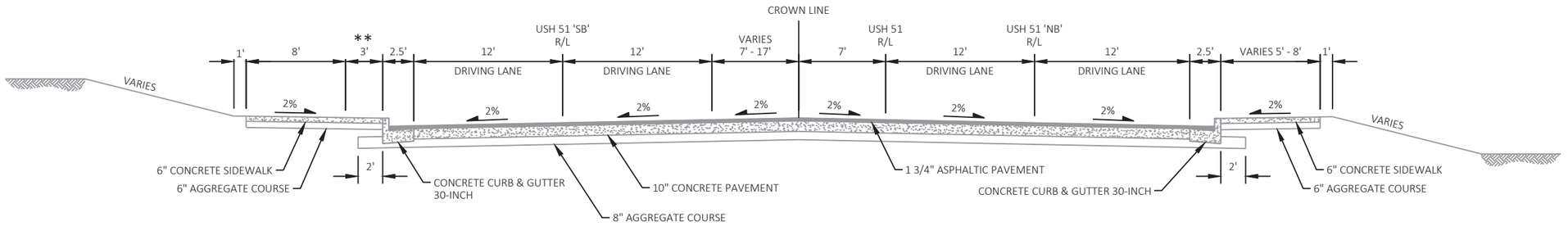
NOTES

** CONCRETE TERRACE COLORED AND STAMPED

*** LANE WIDTH IS 12' FROM STA 433+12'NB' - STA 434+87'NB'

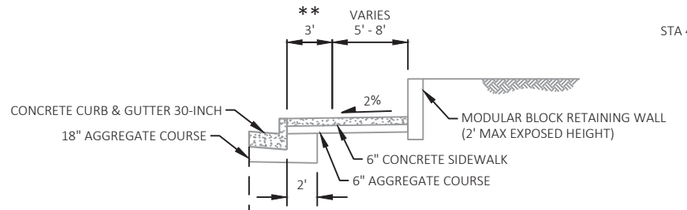
PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 4	E

2

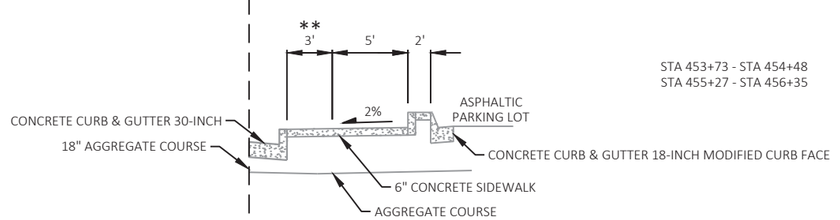


EXISTING TYPICAL SECTION
USH 51
STA 434+87 - STA 436+19

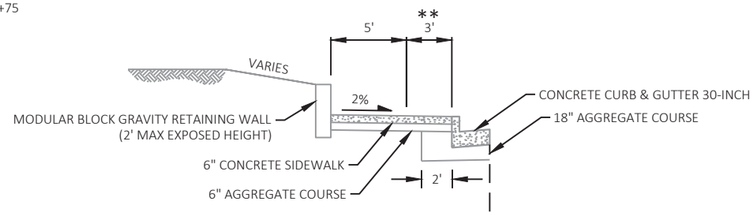
STA 456+92 - STA 460+00



STA 453+73 - STA 454+48
STA 455+27 - STA 456+35



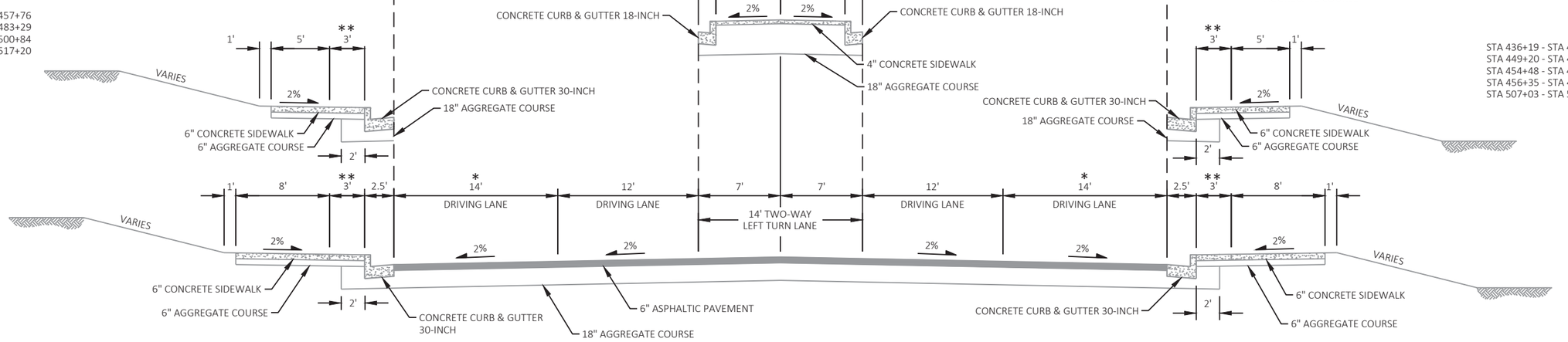
STA 457+76 - STA 458+75



STA 457+04 - STA 457+65

STA 457+45 - STA 457+76
STA 458+75 - STA 483+29
STA 469+09 - STA 500+84
STA 507+03 - STA 517+20

STA 436+19 - STA 441+00
STA 449+20 - STA 453+73
STA 454+48 - STA 455+27
STA 456+35 - STA 456+92
STA 507+03 - STA 517+20

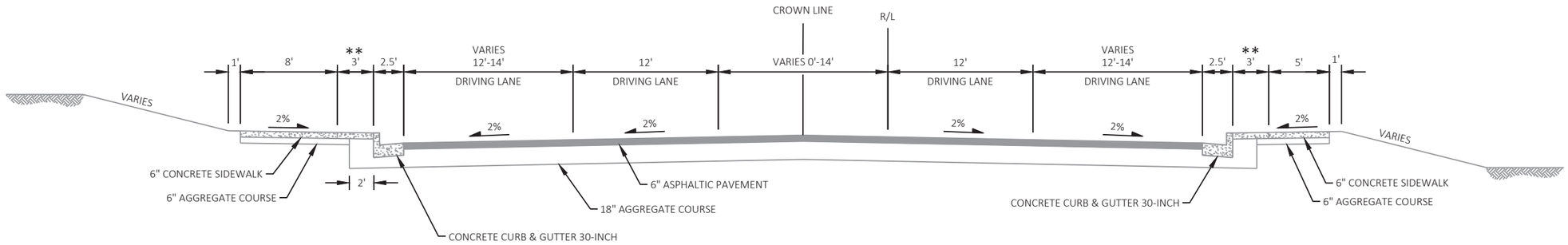


EXISTING TYPICAL SECTION
USH 51
STA 436+19 - STA 441+00
STA 449+20 - STA 483+29
STA 496+09 - STA 500+84
STA 507+03 - STA 517+20

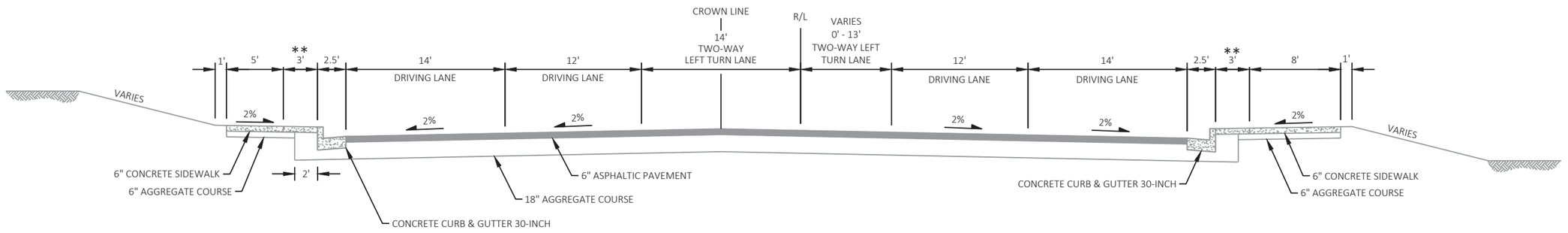
NOTES
* STA 436+19 - STA 441+00 OUTSIDE LANE DIMENSION IS 12'

** 6" CONCRETE TERRACE COLORED AND STAMPED

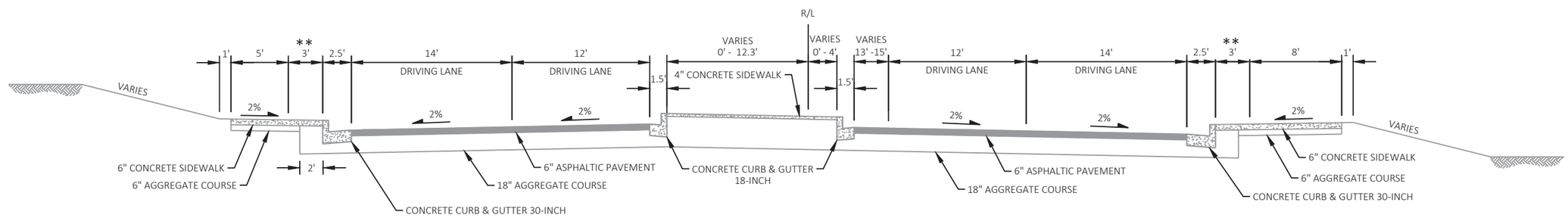
PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 5	E



EXISTING TYPICAL SECTION
USH 51
STA 441+00 - STA 449+20



EXISTING TYPICAL SECTION
USH 51
STA 483+29 - STA 487+83

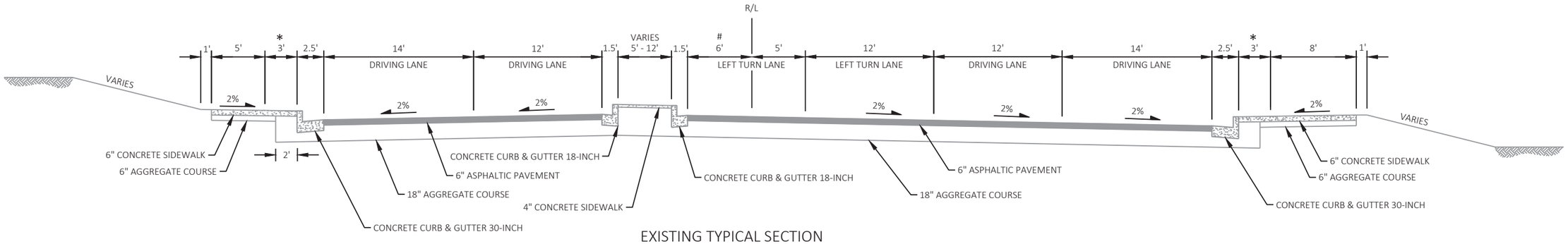


EXISTING TYPICAL SECTION
USH 51
STA 487+83 - STA 488+54

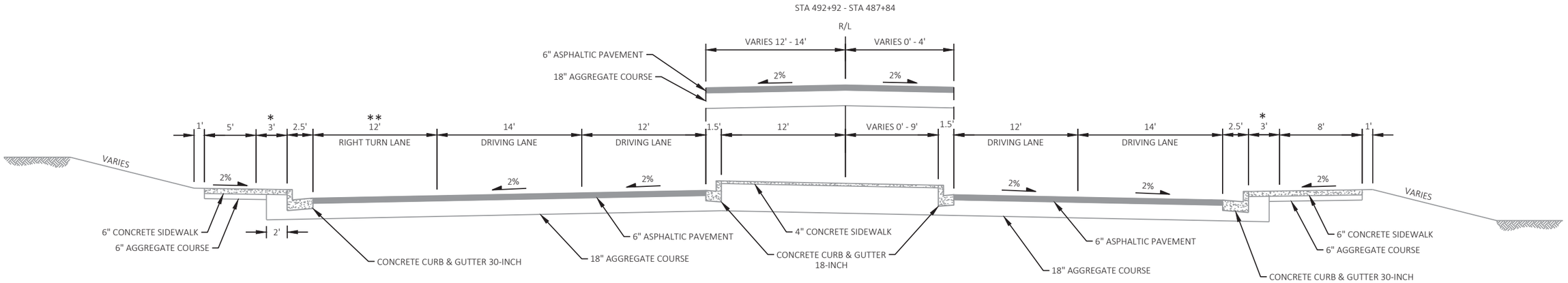
NOTE
** 6" CONCRETE TERRACE COLORED AND STAMPED

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 6	E

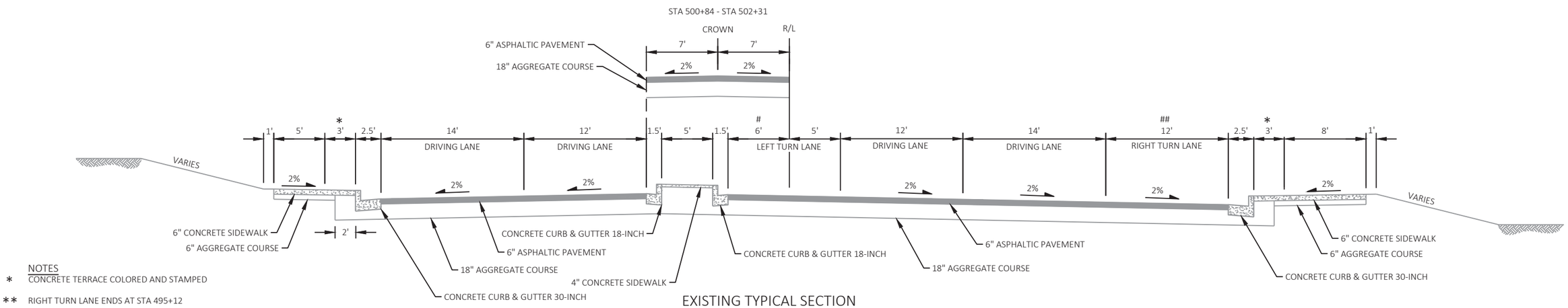
FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 03
PLOT DATE : 2/12/2024 8:00 AM
PLOT BY : DREW NELSON
PLOT NAME :
PLOT SCALE : 1 IN:10 FT



EXISTING TYPICAL SECTION
USH 51
STA 488+54 - STA 492+92



EXISTING TYPICAL SECTION
USH 51
STA 492+92 - STA 496+09



EXISTING TYPICAL SECTION
USH 51
STA 500+84 - STA 505+10

NOTES

* CONCRETE TERRACE COLORED AND STAMPED

** RIGHT TURN LANE ENDS AT STA 495+12

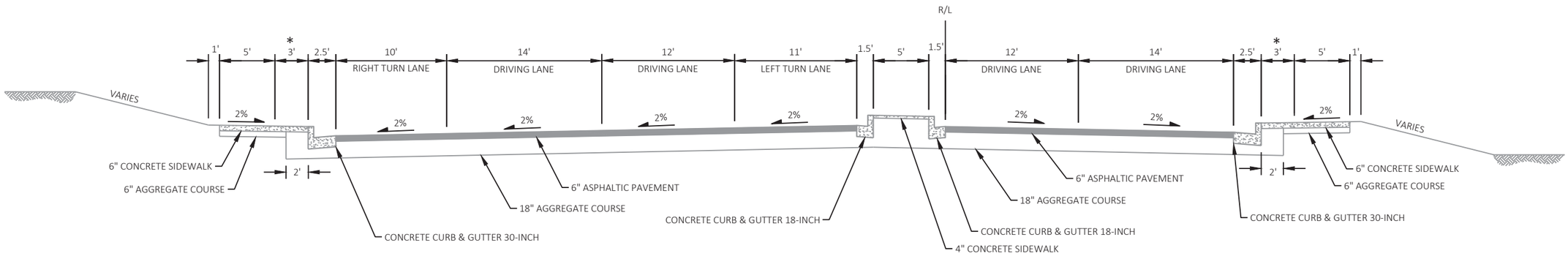
\# WIDTH TAPERS FROM 0' - 6' STA 488+66 - STA 489+12 AND STA 500+84 - STA 502+31

WIDTH TAPERS FROM 0' - 12' STA 500+84 - STA 502+31

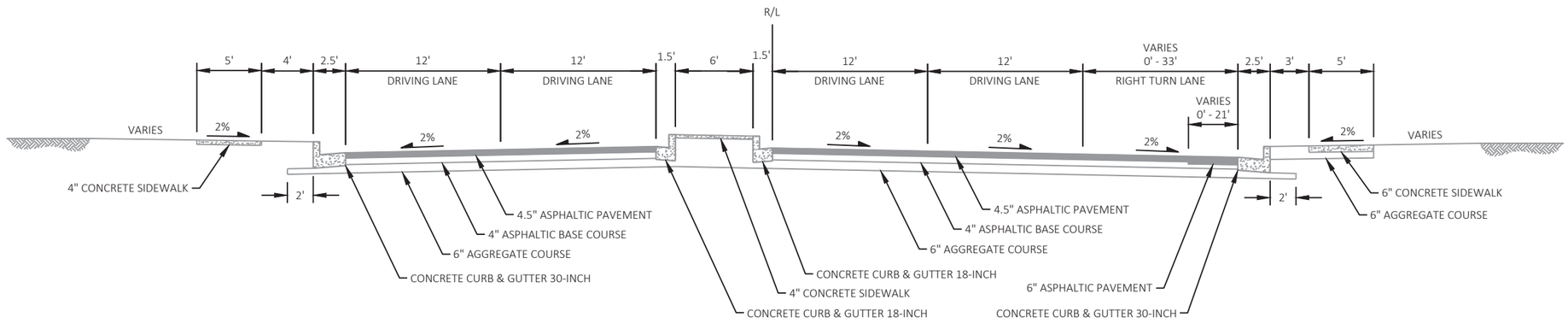
PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 7	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 04
PLOT DATE : 2/12/2024 8:00 AM
PLOT BY : DREW NELSON
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



EXISTING TYPICAL SECTION
USH 51
STA 505+10 - STA 507+03

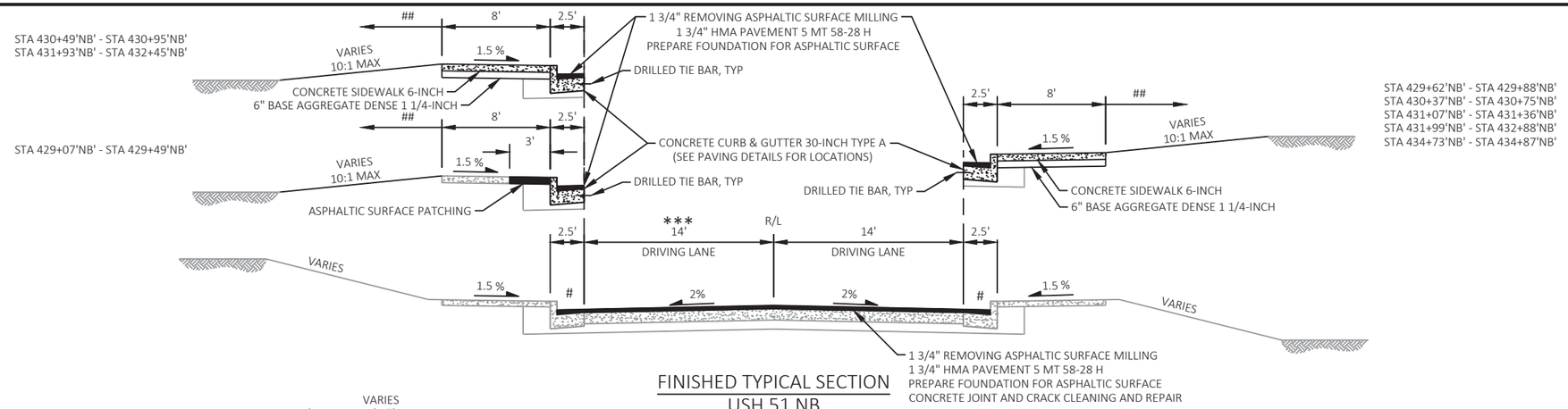


EXISTING TYPICAL SECTION
STH 70
STA 95+71 - STA 99+17

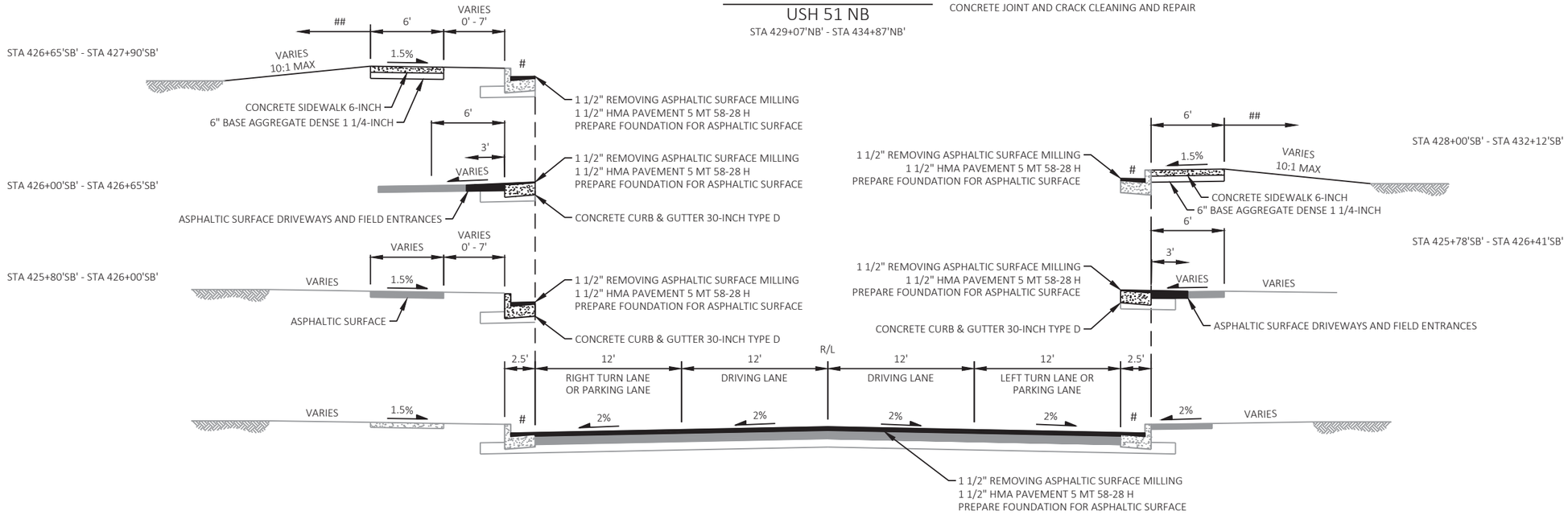
NOTE
* CONCRETE TERRACE COLORED AND STAMPED

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 8	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 05
PLOT DATE : 2/12/2024 8:01 AM PLOT BY : DREW NELSON PLOT NAME : PLOT SCALE : 1 IN:10 FT



FINISHED TYPICAL SECTION
USH 51 NB
STA 429+07'NB' - STA 434+87'NB'



FINISHED TYPICAL SECTION
USH 51 SB
STA 425+80'SB' - STA 432+12'SB'

NOTES

* STA 426+65'SB' - 429+25'SB' VARIABLE TERRACE: 1' - 13'

** CONCRETE TERRACE COLORED AND STAMPED

*** LANE WIDTH IS 12' FROM STA 433+12'NB' - STA 434+87'NB'

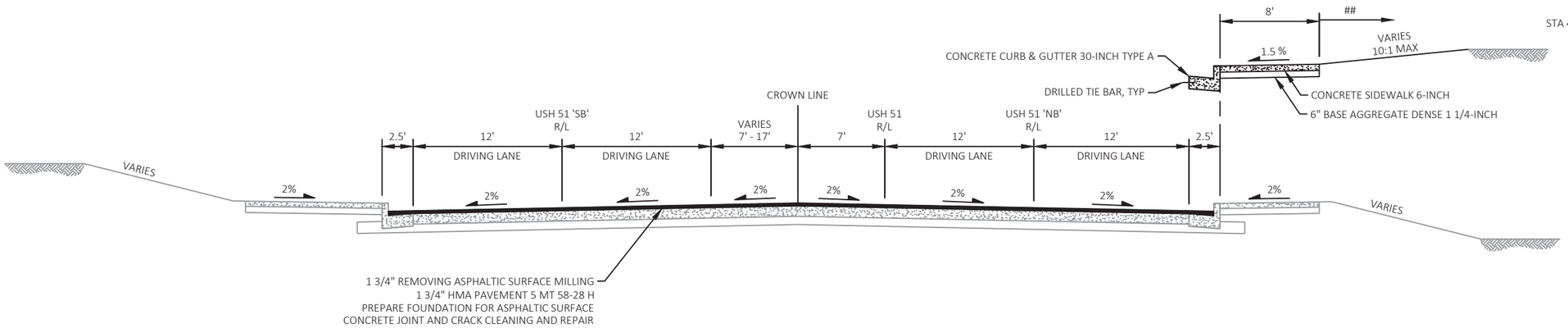
\# THERE ARE PROPOSED SIDEWALK AND CURB & GUTTER SPOT REPLACEMENTS FOR PROPOSED CURB RAMP UPGRADES THROUGHOUT THE PROJECT. SEE PAVING DETAILS AND CURB RAMP DETAILS FOR ADDITIONAL INFORMATION AND SPECIFIC LOCATIONS.

SEE CONSTRUCTION DETAIL FOR PATCH AT CURB & GUTTER REPLACEMENTS PRIOR TO MILL & OVERLAY

TOPSOIL, SEEDING, FERTILIZER AND EROSION MAT; SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION

FINISHED TYPICAL SECTION
USH 51 SB
STA 432+12'SB' - STA 434+87'SB'

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 9	E



STA 434+87 - STA 435+43

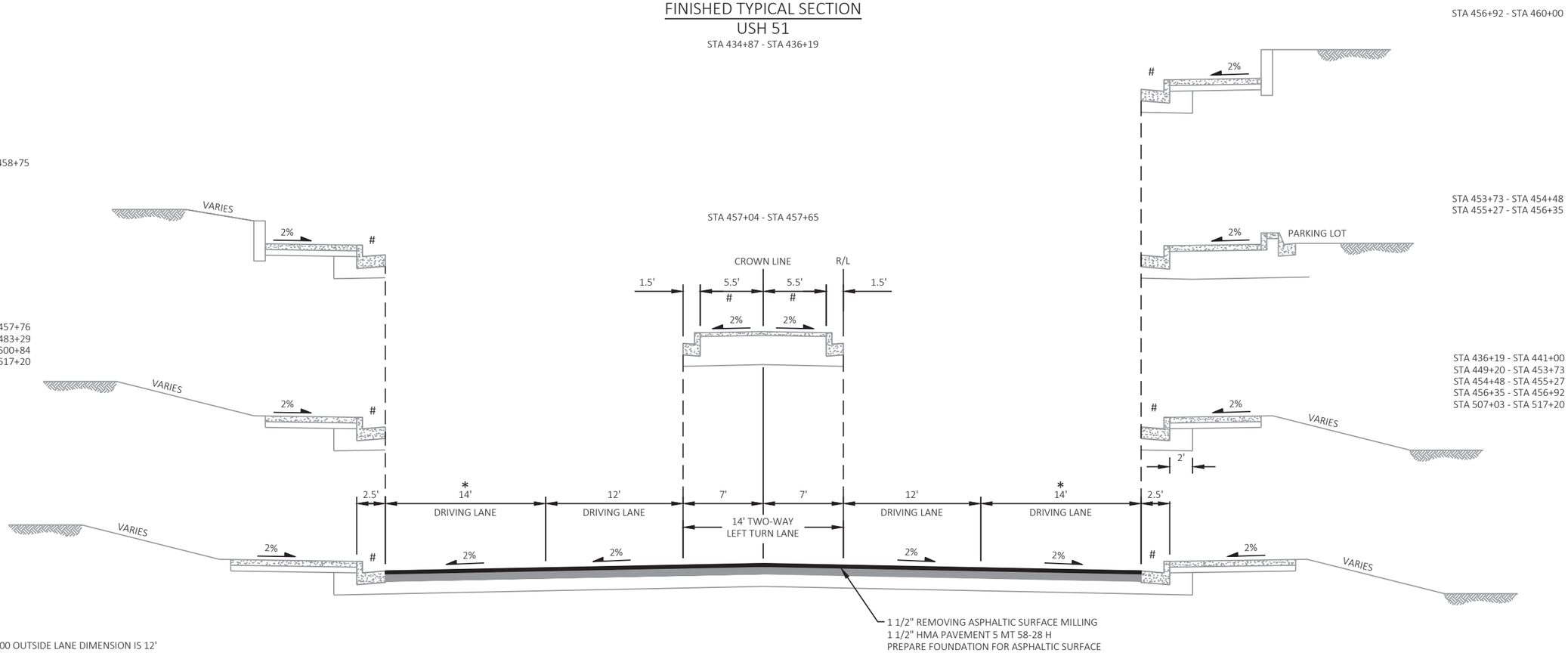
FINISHED TYPICAL SECTION
USH 51
STA 434+87 - STA 436+19

STA 456+92 - STA 460+00

STA 457+76 - STA 458+75

STA 453+73 - STA 454+48
STA 455+27 - STA 456+35

STA 457+04 - STA 457+65



NOTES

* STA 436+19 - STA 441+00 OUTSIDE LANE DIMENSION IS 12'

\# THERE ARE PROPOSED SIDEWALK AND CURB & GUTTER SPOT REPLACEMENTS FOR PROPOSED CURB RAMP UPGRADES THROUGHOUT THE PROJECT. SEE PAVING DETAILS AND CURB RAMP DETAILS FOR ADDITIONAL INFORMATION AND SPECIFIC LOCATIONS.

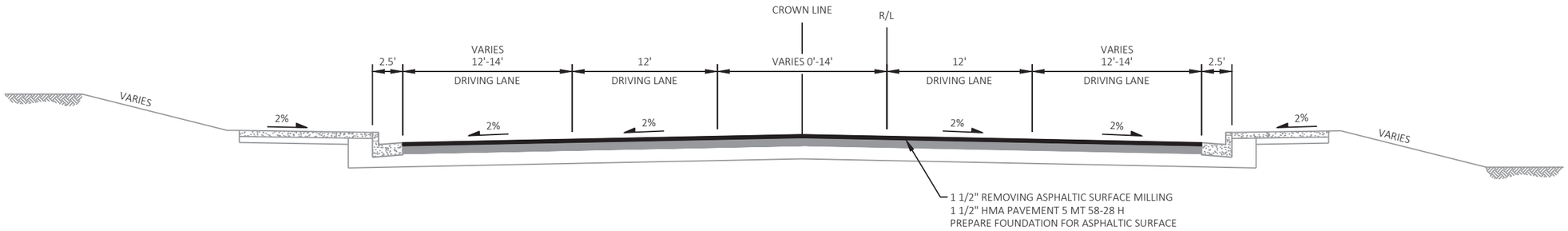
SEE CONSTRUCTION DETAIL FOR PATCH AT CURB & GUTTER REPLACEMENTS PRIOR TO MILL & OVERLAY

\## TOPSOIL, SEEDING, FERTILIZER AND EROSION MAT; SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION

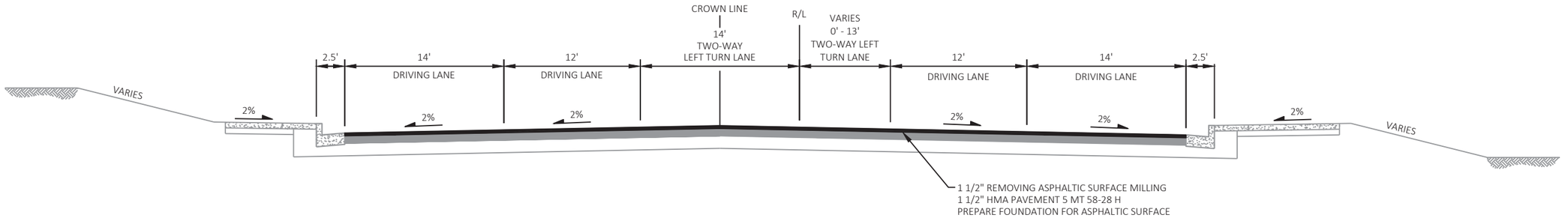
FINISHED TYPICAL SECTION
USH 51
STA 436+19 - STA 441+00
STA 449+20 - STA 483+29
STA 496+09 - STA 500+84
STA 507+03 - STA 517+20

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 10	E

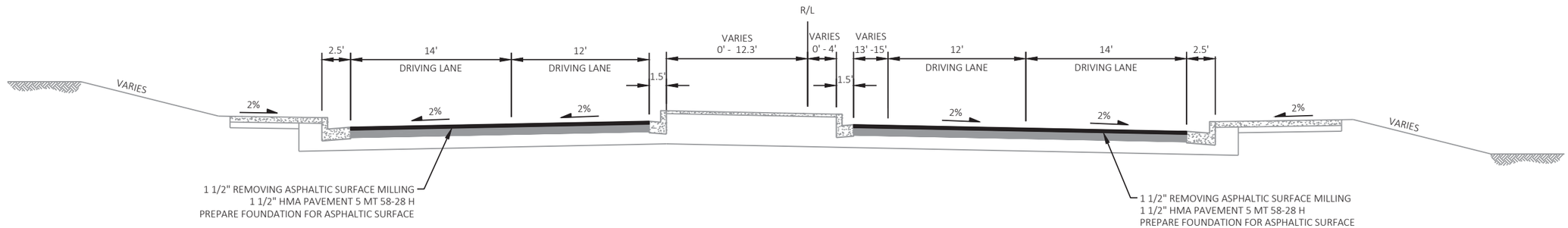
2



FINISHED TYPICAL SECTION
USH 51
STA 441+00 - STA 449+20

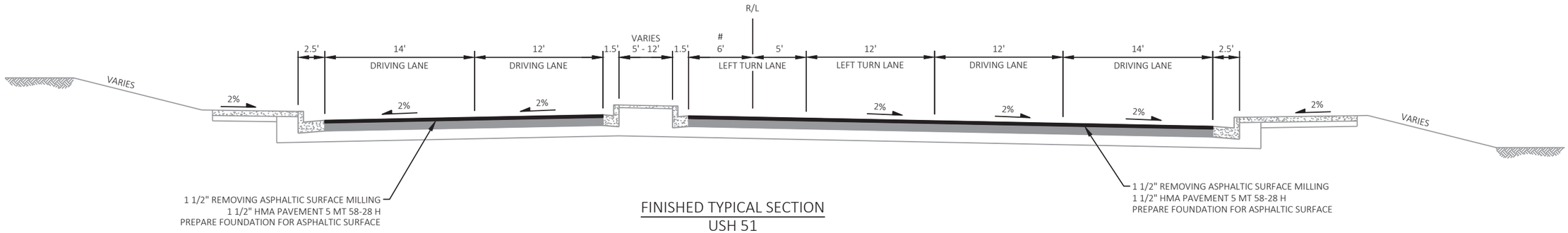


FINISHED TYPICAL SECTION
USH 51
STA 483+29 - STA 487+83



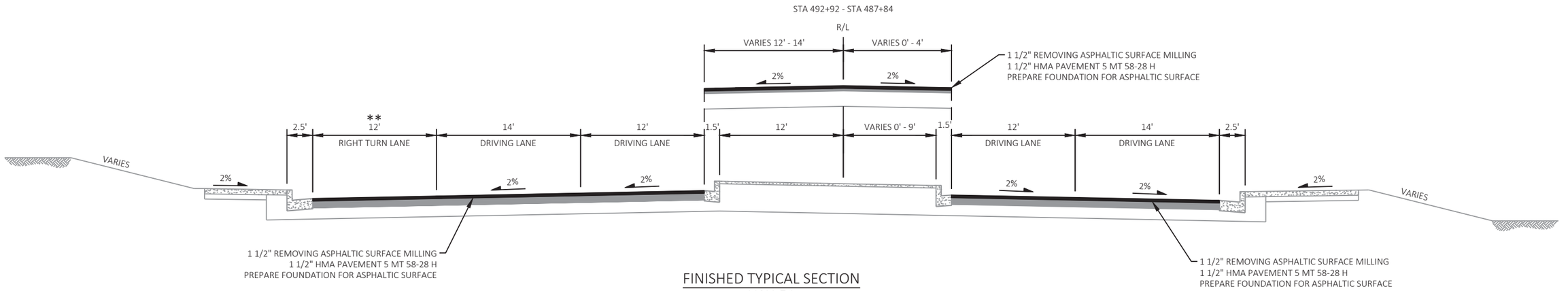
FINISHED TYPICAL SECTION
USH 51
STA 487+83 - STA 488+54

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 11	E



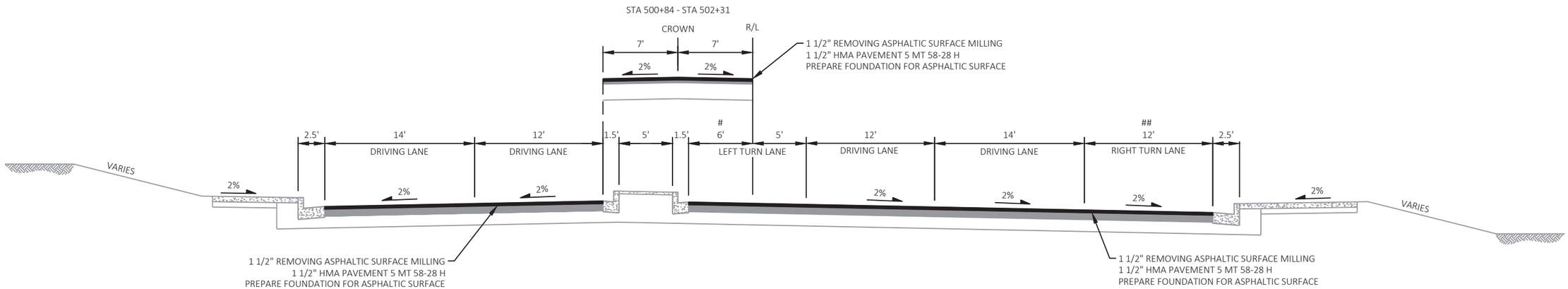
FINISHED TYPICAL SECTION
USH 51
STA 488+54 - STA 492+92

STA 492+92 - STA 487+84



FINISHED TYPICAL SECTION
USH 51
STA 496+09 - STA 494+63

STA 500+84 - STA 502+31

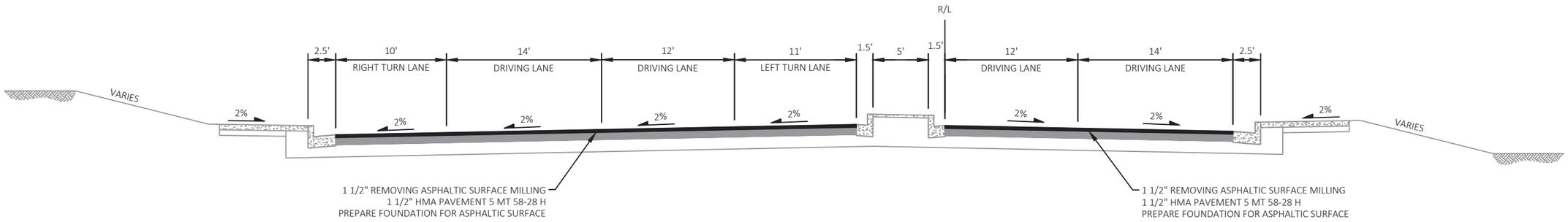


FINISHED TYPICAL SECTION
USH 51
STA 500+84 - STA 505+10

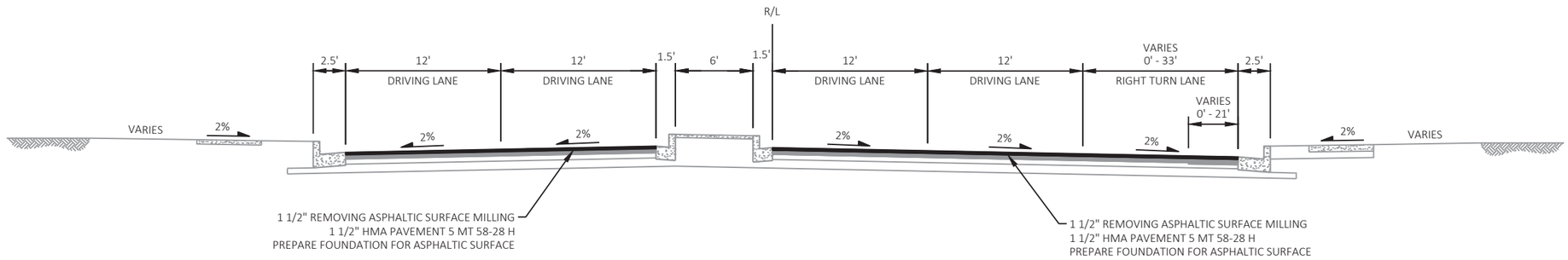
NOTES
** RIGHT TURN LANE ENDS AT STA 495+12
\# WIDTH TAPERS FROM 0' - 6' STA 488+66 - STA 489+12 AND STA 500+84 - STA 502+31
WIDTH TAPERS FROM 0' - 12' STA 500+84 - STA 502+31

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 12	E

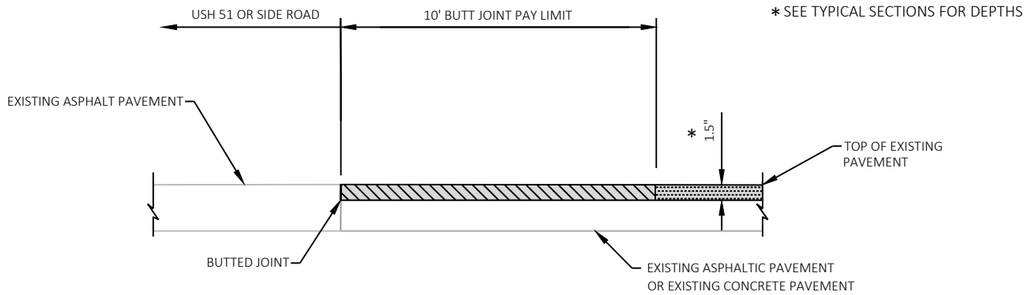
2



FINISHED TYPICAL SECTION
USH 51
STA 505+10 - STA 507+03



FINISHED TYPICAL SECTION
STH 70
STA 95+71 - STA 99+17



* SEE TYPICAL SECTIONS FOR DEPTHS

REMOVING ASPHALTIC SURFACE BUTT JOINTS #
DO NOT REMOVE MATERIAL UNDER THIS ITEM UNTIL 24 HOURS BEFORE PAVING

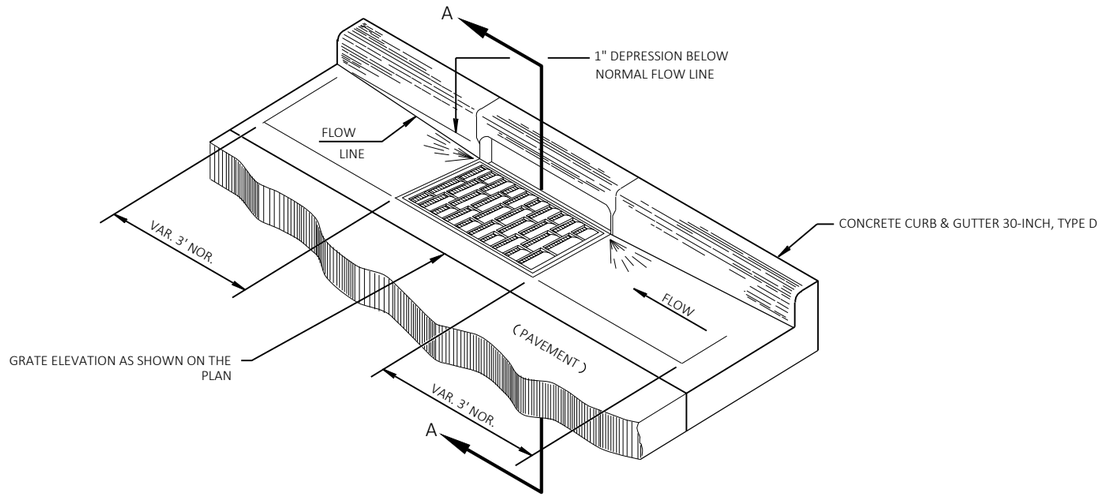
REMOVING ASPHALTIC SURFACE MILLING

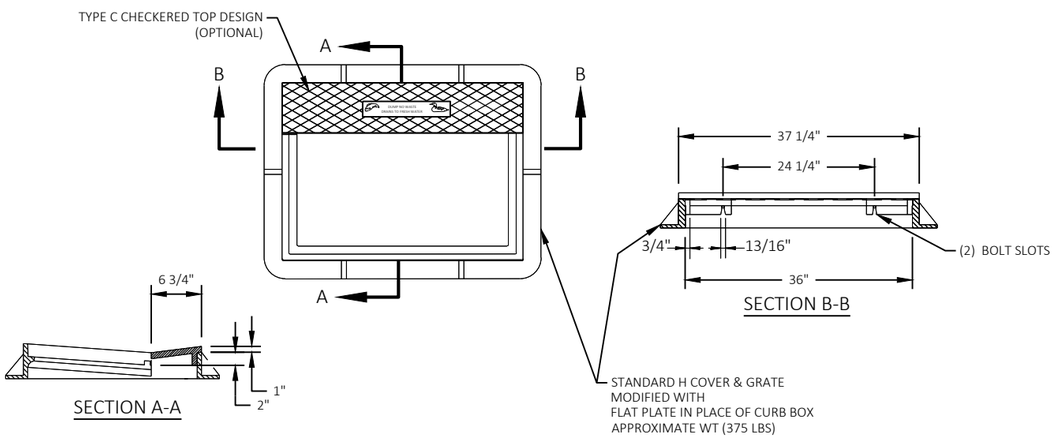
PROPOSED HMA PAVEMENT OVERLAY

MAINLINE AND SIDE ROAD BUTT JOINT DETAIL

STA 429+07'NB' (BEGIN PROJECT)
STA 425+80'SB' (BEGIN CONSTRUCTION)
STA 517+20 (END PROJECT)
STA 95+71'S' (STH 70)
SIDE ROADS (SEE SECTION 5 PLANS FOR LOCATIONS)

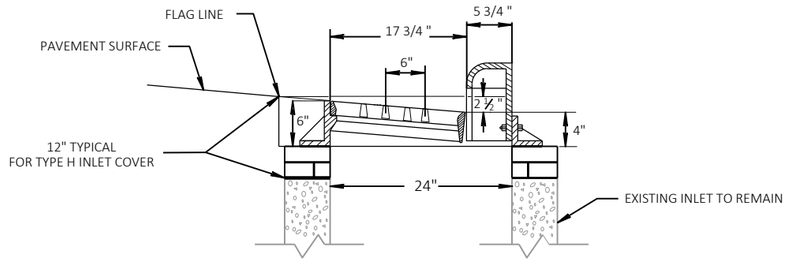
NOTE:
EAST FRONT STREET HAS EXPOSED CONCRETE WITHIN JOINT LIMITS, PAY AS REMOVING CONCRETE PAVEMENT BUTT JOINTS





INLET COVER TYPE H-D

(WITH MOUNTABLE CURB PLATE)
STA 431+88'SB', RT

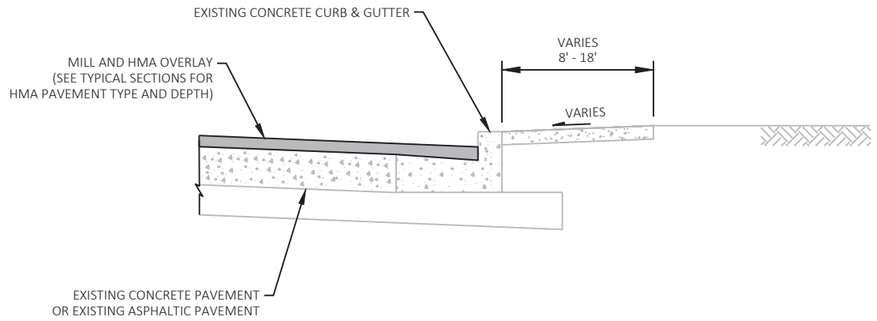


SECTION A-A

CONCRETE CURB & GUTTER AT INLETS DETAIL

(TYPE 2X3-FT / H INLET SHOWN)
STA 431+88'SB', RT
STA 458+28, RT
STA 504+48, LT

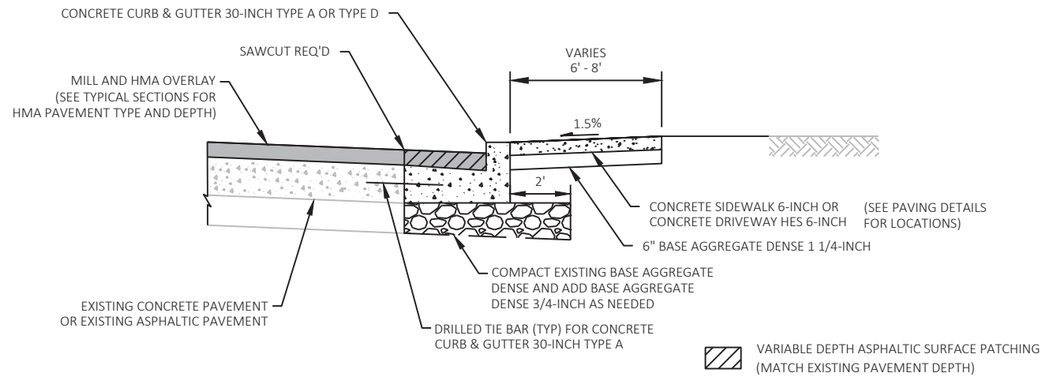
PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	CONSTRUCTION DETAILS	SHEET 14	E



CURB & GUTTER HMA OVERLAY DETAIL

STA 429+07'NB' - STA 434+87'NB'
STA 425+80'SB' - STA 434+87'SB'

NOTE
EXISTING ASPHALTIC PAVEMENT IS REMOVED FULL DEPTH ACROSS THE TRAVEL LANES AND IN THE CURB AND GUTTER PAN WHEN UNDERLYING CONCRETE IS PRESENT



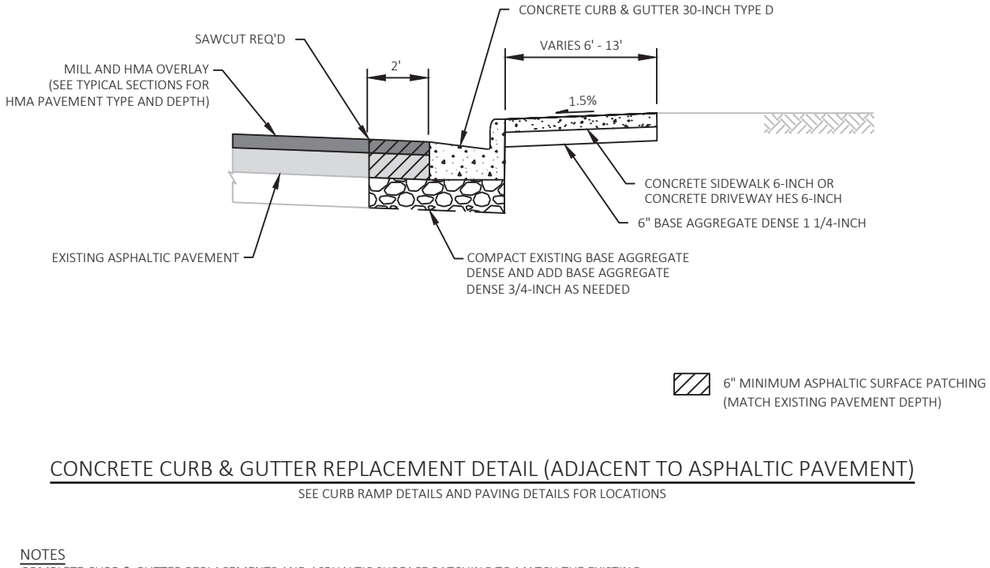
CONCRETE CURB & GUTTER REPLACEMENT AND HMA OVERLAY DETAIL

SEE CURB RAMP DETAILS AND PAVING DETAILS FOR LOCATIONS

NOTES
COMPLETE CURB & GUTTER REPLACEMENTS AND ASPHALTIC SURFACE PATCHING TO MATCH THE EXISTING SURFACE PRIOR TO THE MILL AND OVERLAY ON USH 51

FOR DETAILS NOT SHOWN, SEE SDD "CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES"

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



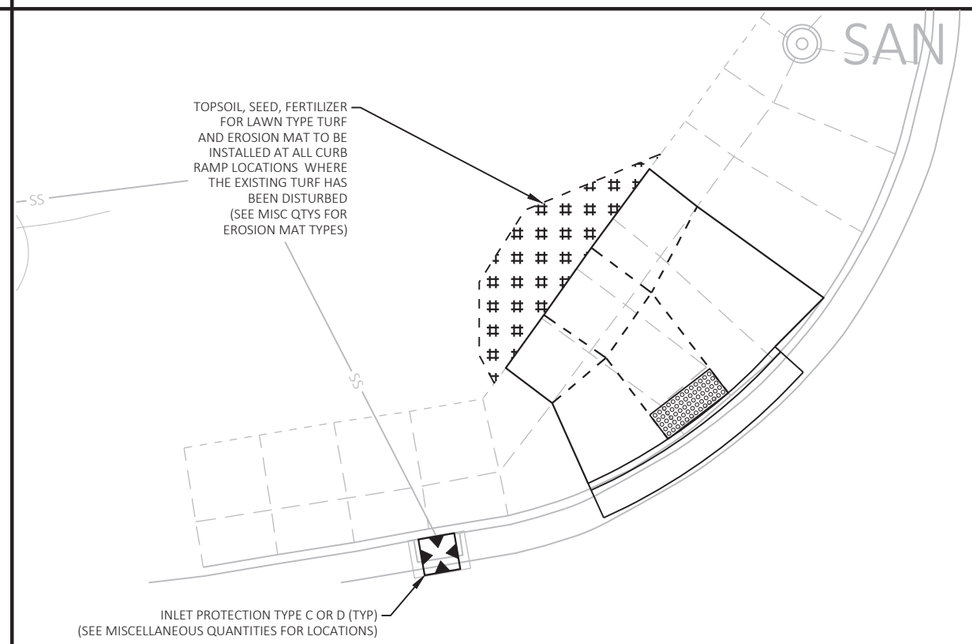
CONCRETE CURB & GUTTER REPLACEMENT DETAIL (ADJACENT TO ASPHALTIC PAVEMENT)

SEE CURB RAMP DETAILS AND PAVING DETAILS FOR LOCATIONS

NOTES
COMPLETE CURB & GUTTER REPLACEMENTS AND ASPHALTIC SURFACE PATCHING TO MATCH THE EXISTING SURFACE PRIOR TO THE MILL AND OVERLAY OF USH 51

FOR DETAILS NOT SHOWN, SEE SDD "CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES"

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



EROSION CONTROL DETAILS AT CURB RAMP LOCATIONS

SEE CURB RAMP DETAILS FOR LOCATIONS

2

NOTES

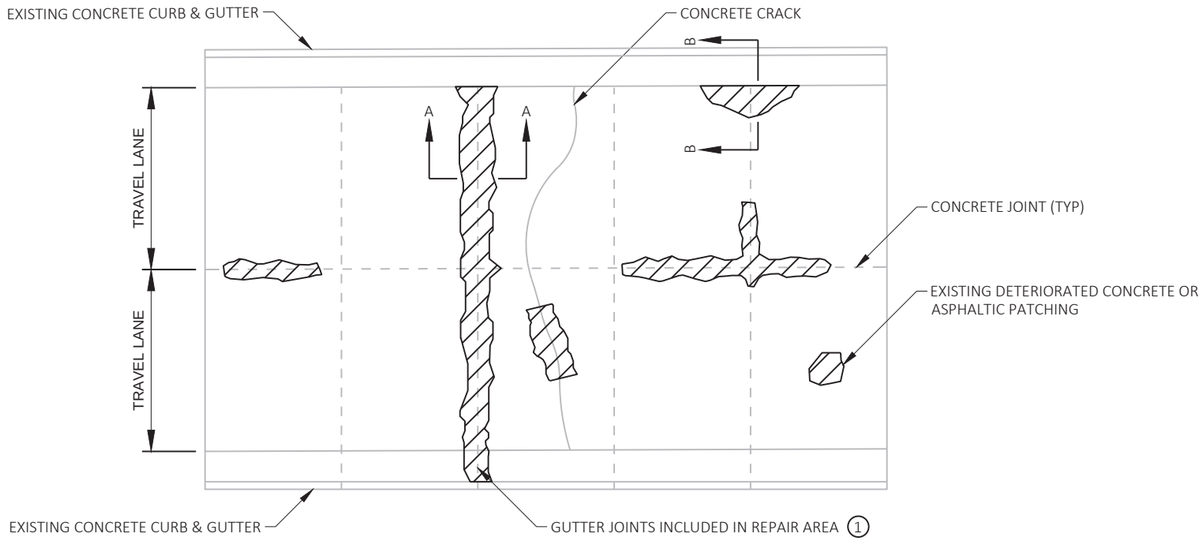
1. PERFORM CONCRETE JOINT AND CRACK CLEANING AND REPAIR IF ASPHALT OVERLAY WILL BE PLACED ON CONCRETE GUTTER
2. REMOVE UNSOUND AND DETERIORATED MATERIAL, INCLUDING EXISTING ASPHALTIC PATCHING

   COMPLETE THE CONCRETE JOINT AND CRACK CLEANING AND REPAIR AFTER THE MILLING AND PRIOR TO PAVING THE HMA OVERLAY

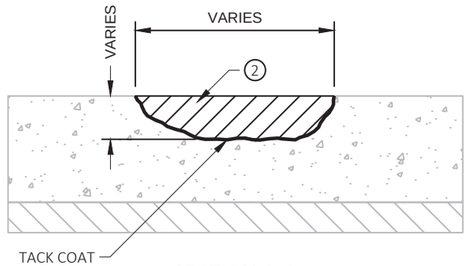
ASPHALTIC SURFACE PATCHING

EXISTING CONCRETE PAVEMENT

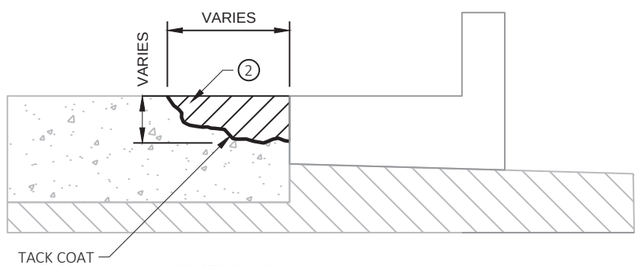
EXISTING BASE COURSE



PLAN VIEW



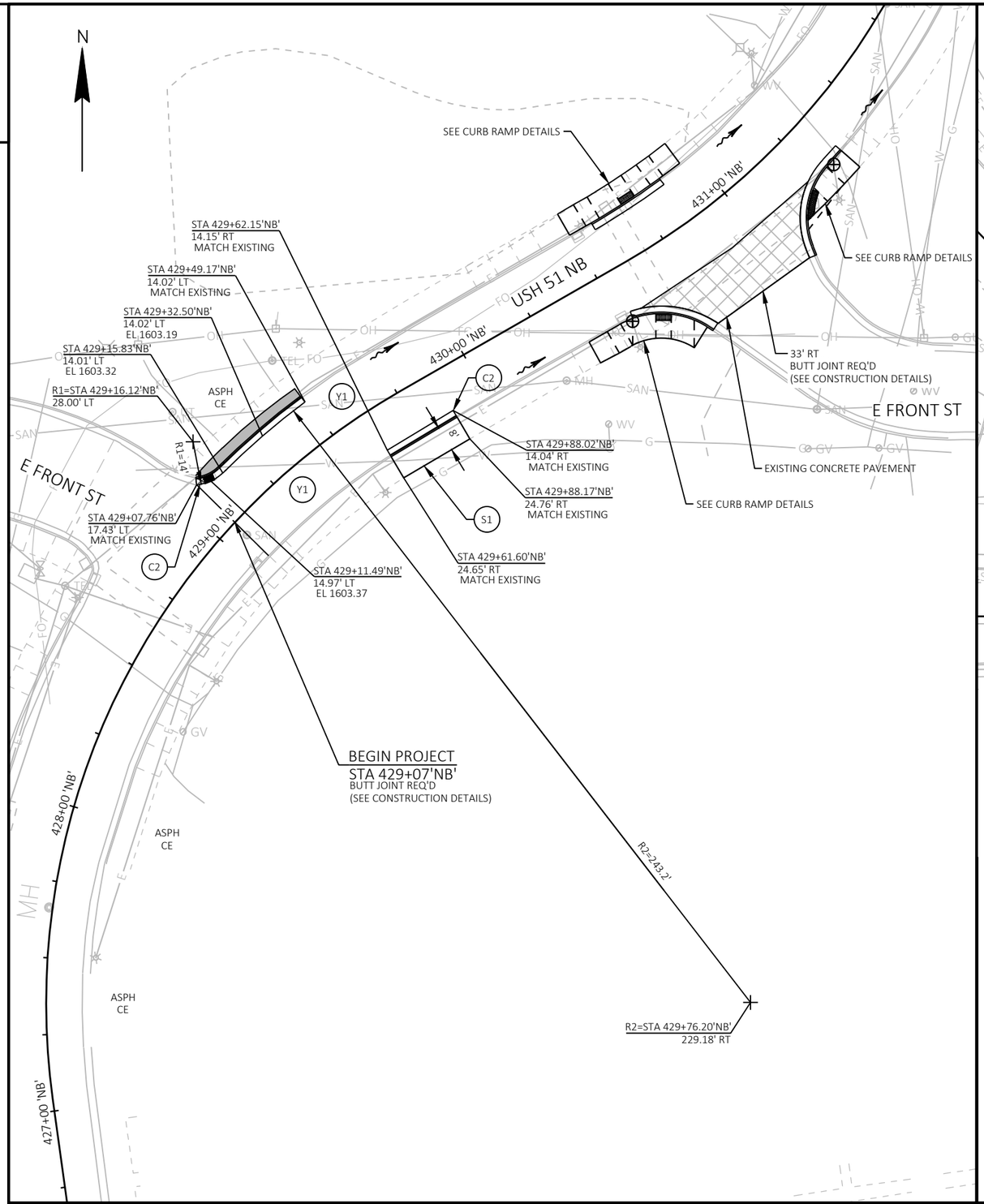
SECTION A-A

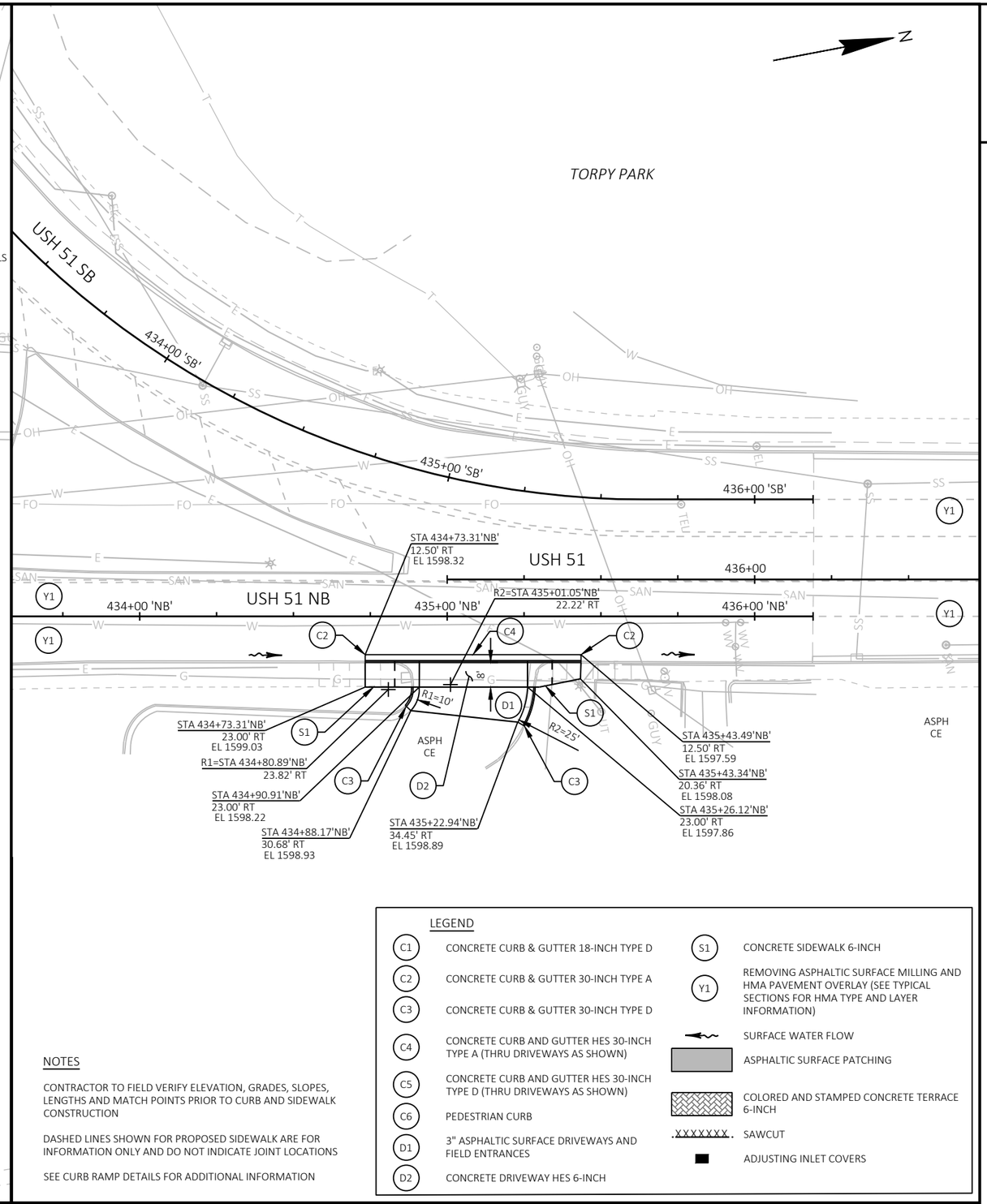


SECTION B-B

CONCRETE JOINT AND CRACK CLEANING AND REPAIR

STA 429+07'NB' - STA 434+87'NB'
STA 432+12'SB' - STA 434+87'SB'
STA 434+87 - 436+19





NOTES

CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB AND SIDEWALK CONSTRUCTION

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS

SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION

LEGEND

C1	CONCRETE CURB & GUTTER 18-INCH TYPE D
C2	CONCRETE CURB & GUTTER 30-INCH TYPE A
C3	CONCRETE CURB & GUTTER 30-INCH TYPE D
C4	CONCRETE CURB AND GUTTER HES 30-INCH TYPE A (THRU DRIVEWAYS AS SHOWN)
C5	CONCRETE CURB AND GUTTER HES 30-INCH TYPE D (THRU DRIVEWAYS AS SHOWN)
C6	PEDESTRIAN CURB
D1	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
D2	CONCRETE DRIVEWAY HES 6-INCH
S1	CONCRETE SIDEWALK 6-INCH
Y1	REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT OVERLAY (SEE TYPICAL SECTIONS FOR HMA TYPE AND LAYER INFORMATION)
	SURFACE WATER FLOW
	ASPHALTIC SURFACE PATCHING
	COLORED AND STAMPED CONCRETE TERRACE 6-INCH
.XXXXXXX.	SAWCUT
	ADJUSTING INLET COVERS

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PAVING DETAILS	SHEET 17	E

2

TORPY PARK

TORPY PARK DR

LAKESHORE DR

VETERANS PARK

USH 51 SB

428+00 'SB'

429+00 'SB'

430+00 'SB'

431+00 'SB'

432+00 'SB'

427+00 'SB'

426+00 'SB'

SEE CURB RAMP DETAILS

65' LT
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

STA 427+74'SB'
35.09' LT

STA 427+52.29'SB'
30.35' LT

STA 427+57.27'SB'
26.28' LT

STA 427+70.38'SB'
34.37' LT

STA 427+52.55'SB'
28.36' LT

STA 427+48.16'SB'
25.55' LT

STA 427+31.30'SB'
33.47' LT

STA 427+29.87'SB'
33.33' LT

STA 426+64.96'SB'
23.70' LT
EL 1602.10

STA 426+64.98'SB'
26.20' LT

STA 426+64.93'SB'
32.20' LT

STA 426+60.05'SB'
33.11' LT

R1=330.9'

STA 426+23.15'SB'
23.48' LT
EL 1602.16

STA 425+81.36'SB'
24.00' LT
EL 1602.22

BEGIN CONSTRUCTION
STA 425+80'SB'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

STA 426+40.95'SB'
24.76' RT
EL 1601.99

STA 426+26.16'SB'
24.83' RT
EL 1602.13

R2=247.5'

ASPH
CE

STA 426+11.37'SB'
24.91' RT
EL 1602.28

STA 425+87.38'SB'
24.07' RT
EL 1602.47

STA 425+78.33'SB'
24.10' RT
EL 1602.49

STA 428+72.43'SB'
24.00' RT

STA 429+00.83'SB'
26.50' RT

STA 429+23.99'SB'
24.00' RT

STA 429+59.13'SB'
24.00' RT

STA 429+87.28'SB'
24.00' RT

R3=246.2'

STA 428+00'SB'
26.50' RT

STA 428+00'SB'
32.50' RT

STA 427+94.36'SB'
31.82' RT

STA 427+94.46'SB'
26.59' RT

LIGHT POST BOX OUT REQ'D INCIDENTAL
TO CONCRETE SIDEWALK 6-INCH

STA 430+01.66'SB'
26.50' RT

STA 430+56.29'SB'
24.00' RT

STA 430+18.24'SB'
24.00' RT

6'

LIGHT POST BOX OUT REQ'D INCIDENTAL
TO CONCRETE SIDEWALK 6-INCH

STA 431+55.65'SB'
26.50' RT

STA 431+55.65'SB'
32.50' RT

SEE CURB RAMP DETAILS

R1=STA 430+35.53'SB'
280.12' RT

R2=STA 429+76.49'SB'
271.29' RT

R3=STA 425+79.48'SB'
272.74' RT

NOTES

CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB AND SIDEWALK CONSTRUCTION

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS

SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION

LEGEND

C1	CONCRETE CURB & GUTTER 18-INCH TYPE D	S1	CONCRETE SIDEWALK 6-INCH
C2	CONCRETE CURB & GUTTER 30-INCH TYPE A	Y1	REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT OVERLAY (SEE TYPICAL SECTIONS FOR HMA TYPE AND LAYER INFORMATION)
C3	CONCRETE CURB & GUTTER 30-INCH TYPE D		SURFACE WATER FLOW
C4	CONCRETE CURB AND GUTTER HES 30-INCH TYPE A (THRU DRIVEWAYS AS SHOWN)		ASPHALTIC SURFACE PATCHING
C5	CONCRETE CURB AND GUTTER HES 30-INCH TYPE D (THRU DRIVEWAYS AS SHOWN)		COLORED AND STAMPED CONCRETE TERRACE 6-INCH
C6	PEDESTRIAN CURB	XXXXXXX	SAWCUT
D1	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES		ADJUSTING INLET COVERS
D2	CONCRETE DRIVEWAY HES 6-INCH		

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PAVING DETAILS	SHEET 18	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 02

PLOT DATE : 2/13/2024 11:19 AM PLOT BY : NICHOLAS WIEDERIN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

LEGEND

- C1 — CONCRETE CURB & GUTTER 18-INCH TYPE D
- C2 — CONCRETE CURB & GUTTER 30-INCH TYPE A
- C3 — CONCRETE CURB & GUTTER 30-INCH TYPE D
- C4 — CONCRETE CURB & GUTTER HES 30-INCH TYPE A (THRU DRIVEWAYS AS SHOWN)
- C5 — CONCRETE CURB & GUTTER HES 30-INCH TYPE D (THRU DRIVEWAYS AS SHOWN)
- C6 — CONCRETE CURB PEDESTRIAN
- D1 — 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- D2 — CONCRETE DRIVEWAY HES 6-INCH
- LL — LEVEL LANDING
- S1 — CONCRETE SIDEWALK 6-INCH
- Y1 — REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT OVERLAY (SEE TYPICAL SECTIONS FOR HMA TYPE AND LAYER INFORMATION)

- SURFACE WATER FLOW
- CURB RAMP DETECTABLE WARNING FIELD (YELLOW)
- RADIAL DETECTABLE WARNING FIELD (YELLOW UNLESS OTHERWISE NOTED)
- ADJUSTING INLET COVERS (UNLESS OTHERWISE NOTED)
- ADJUSTING PULL BOXES (UNLESS OTHERWISE NOTED)
- MEF — MAXIMUM EXTENT FEASIBLE
- . XXXX . — SAWCUT
- ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS)
- COLORED AND STAMPED CONCRETE TERRACE 6-INCH

NOTES

CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION

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

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS

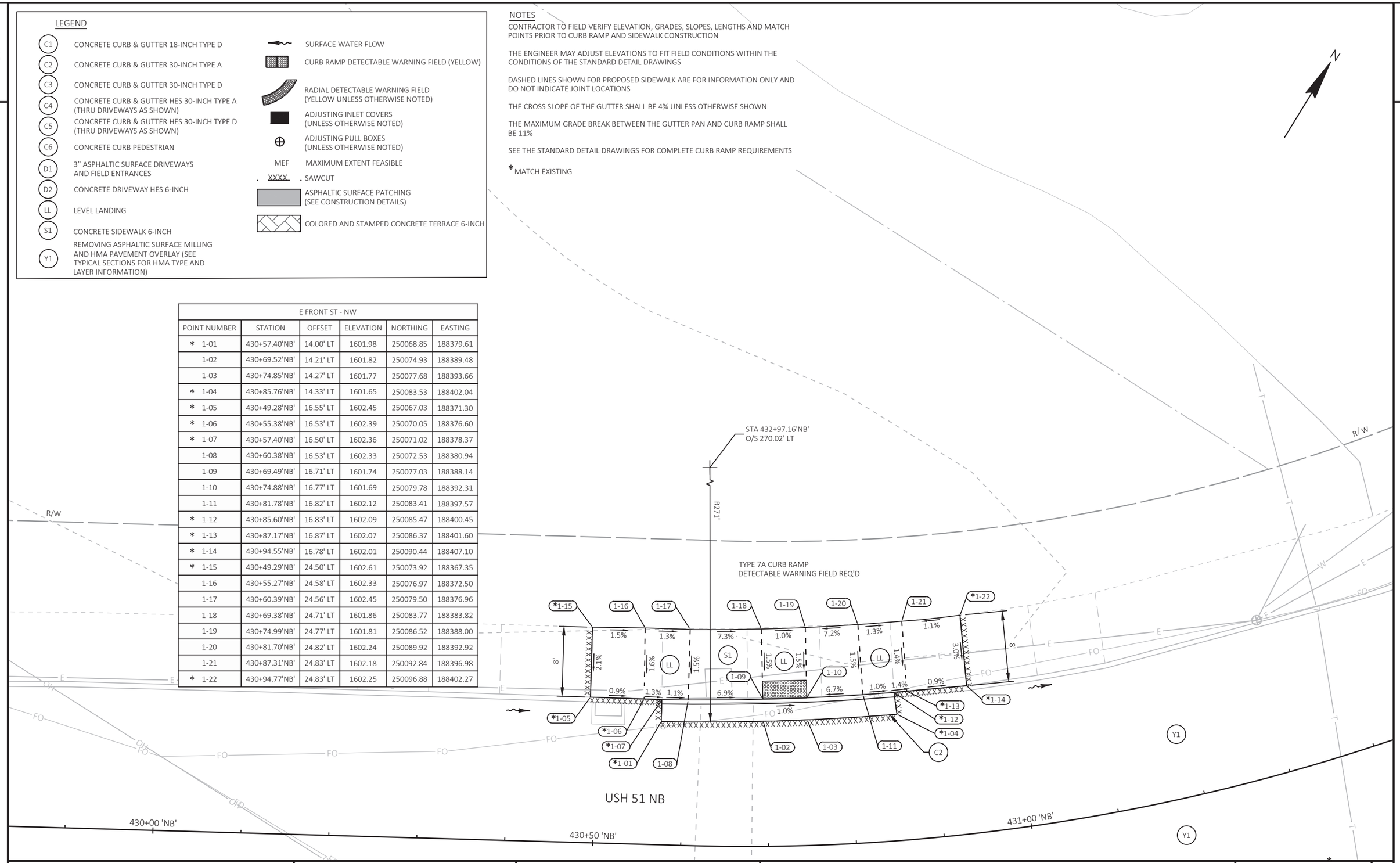
THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN

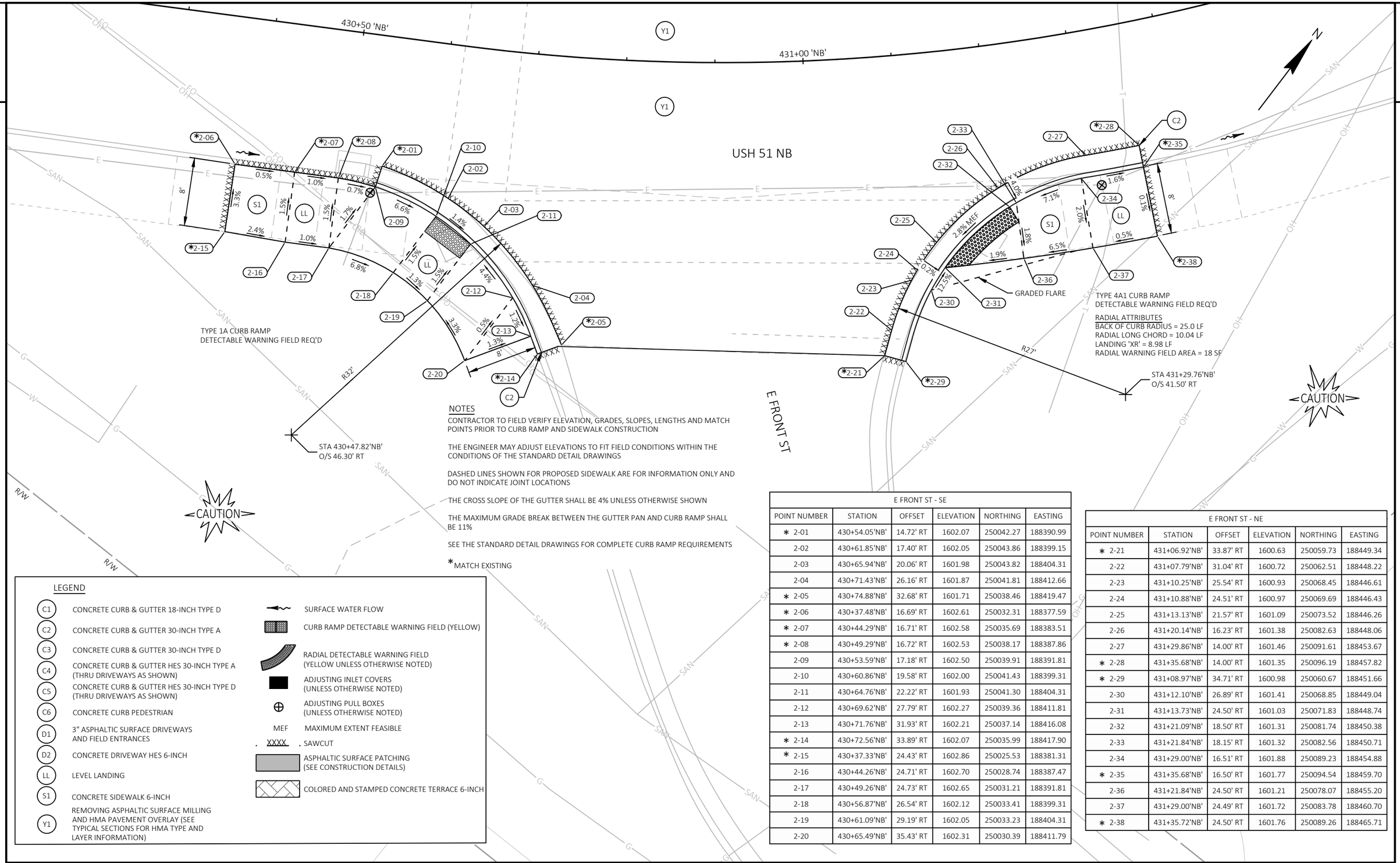
THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS

*MATCH EXISTING

E FRONT ST - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 1-01	430+57.40'NB'	14.00' LT	1601.98	250068.85	188379.61
1-02	430+69.52'NB'	14.21' LT	1601.82	250074.93	188389.48
1-03	430+74.85'NB'	14.27' LT	1601.77	250077.68	188393.66
* 1-04	430+85.76'NB'	14.33' LT	1601.65	250083.53	188402.04
* 1-05	430+49.28'NB'	16.55' LT	1602.45	250067.03	188371.30
* 1-06	430+55.38'NB'	16.53' LT	1602.39	250070.05	188376.60
* 1-07	430+57.40'NB'	16.50' LT	1602.36	250071.02	188378.37
1-08	430+60.38'NB'	16.53' LT	1602.33	250072.53	188380.94
1-09	430+69.49'NB'	16.71' LT	1601.74	250077.03	188388.14
1-10	430+74.88'NB'	16.77' LT	1601.69	250079.78	188392.31
1-11	430+81.78'NB'	16.82' LT	1602.12	250083.41	188397.57
* 1-12	430+85.60'NB'	16.83' LT	1602.09	250085.47	188400.45
* 1-13	430+87.17'NB'	16.87' LT	1602.07	250086.37	188401.60
* 1-14	430+94.55'NB'	16.78' LT	1602.01	250090.44	188407.10
* 1-15	430+49.29'NB'	24.50' LT	1602.61	250073.92	188367.35
1-16	430+55.27'NB'	24.58' LT	1602.33	250076.97	188372.50
1-17	430+60.39'NB'	24.56' LT	1602.45	250079.50	188376.96
1-18	430+69.38'NB'	24.71' LT	1601.86	250083.77	188383.82
1-19	430+74.99'NB'	24.77' LT	1601.81	250086.52	188388.00
1-20	430+81.70'NB'	24.82' LT	1602.24	250089.92	188392.92
1-21	430+87.31'NB'	24.83' LT	1602.18	250092.84	188396.98
* 1-22	430+94.77'NB'	24.83' LT	1602.25	250096.88	188402.27





NOTES

CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION

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

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS

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

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS

*MATCH EXISTING

LEGEND

- C1 — CONCRETE CURB & GUTTER 18-INCH TYPE D
- C2 — CONCRETE CURB & GUTTER 30-INCH TYPE A
- C3 — CONCRETE CURB & GUTTER 30-INCH TYPE D
- C4 — CONCRETE CURB & GUTTER HES 30-INCH TYPE A (THRU DRIVEWAYS AS SHOWN)
- C5 — CONCRETE CURB & GUTTER HES 30-INCH TYPE D (THRU DRIVEWAYS AS SHOWN)
- C6 — CONCRETE CURB PEDESTRIAN
- D1 — 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- D2 — CONCRETE DRIVEWAY HES 6-INCH
- LL — LEVEL LANDING
- S1 — CONCRETE SIDEWALK 6-INCH
- Y1 — REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT OVERLAY (SEE TYPICAL SECTIONS FOR HMA TYPE AND LAYER INFORMATION)
- SURFACE WATER FLOW
- CURB RAMP DETECTABLE WARNING FIELD (YELLOW)
- RADIAL DETECTABLE WARNING FIELD (YELLOW UNLESS OTHERWISE NOTED)
- ADJUSTING INLET COVERS (UNLESS OTHERWISE NOTED)
- ADJUSTING PULL BOXES (UNLESS OTHERWISE NOTED)
- MEF — MAXIMUM EXTENT FEASIBLE
- XXXX — SAWCUT
- ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS)
- COLORED AND STAMPED CONCRETE TERRACE 6-INCH

E FRONT ST - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 2-01	430+54.05'NB'	14.72' RT	1602.07	250042.27	188390.99
2-02	430+61.85'NB'	17.40' RT	1602.05	250043.86	188399.15
2-03	430+65.94'NB'	20.06' RT	1601.98	250043.82	188404.31
2-04	430+71.43'NB'	26.16' RT	1601.87	250041.81	188412.66
* 2-05	430+74.88'NB'	32.68' RT	1601.71	250038.46	188419.47
* 2-06	430+37.48'NB'	16.69' RT	1602.61	250032.31	188377.59
* 2-07	430+44.29'NB'	16.71' RT	1602.58	250035.69	188383.51
* 2-08	430+49.29'NB'	16.72' RT	1602.53	250038.17	188387.86
2-09	430+53.59'NB'	17.18' RT	1602.50	250039.91	188391.81
2-10	430+60.86'NB'	19.58' RT	1602.00	250041.43	188399.31
2-11	430+64.76'NB'	22.22' RT	1601.93	250041.30	188404.31
2-12	430+69.62'NB'	27.79' RT	1602.27	250039.36	188411.81
2-13	430+71.76'NB'	31.93' RT	1602.21	250037.14	188416.08
* 2-14	430+72.56'NB'	33.89' RT	1602.07	250035.99	188417.90
* 2-15	430+37.33'NB'	24.43' RT	1602.86	250025.53	188381.31
2-16	430+44.26'NB'	24.71' RT	1602.70	250028.74	188387.47
2-17	430+49.26'NB'	24.73' RT	1602.65	250031.21	188391.81
2-18	430+56.87'NB'	26.54' RT	1602.12	250033.41	188399.31
2-19	430+61.09'NB'	29.19' RT	1602.05	250033.23	188404.31
2-20	430+65.49'NB'	35.43' RT	1602.31	250030.39	188411.79

E FRONT ST - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 2-21	431+06.92'NB'	33.87' RT	1600.63	250059.73	188449.34
2-22	431+07.79'NB'	31.04' RT	1600.72	250062.51	188448.22
2-23	431+10.25'NB'	25.54' RT	1600.93	250068.45	188446.61
2-24	431+10.88'NB'	24.51' RT	1600.97	250069.69	188446.43
2-25	431+13.13'NB'	21.57' RT	1601.09	250073.52	188446.26
2-26	431+20.14'NB'	16.23' RT	1601.38	250082.63	188448.06
2-27	431+29.86'NB'	14.00' RT	1601.46	250091.61	188453.67
* 2-28	431+35.68'NB'	14.00' RT	1601.35	250096.19	188457.82
* 2-29	431+08.97'NB'	34.71' RT	1600.98	250060.67	188451.66
2-30	431+12.10'NB'	26.89' RT	1601.41	250068.85	188449.04
2-31	431+13.73'NB'	24.50' RT	1601.03	250071.83	188448.74
2-32	431+21.09'NB'	18.50' RT	1601.31	250081.74	188450.38
2-33	431+21.84'NB'	18.15' RT	1601.32	250082.56	188450.71
2-34	431+29.00'NB'	16.51' RT	1601.88	250089.23	188454.88
* 2-35	431+35.68'NB'	16.50' RT	1601.77	250094.54	188459.70
2-36	431+21.84'NB'	24.50' RT	1601.21	250078.07	188455.20
2-37	431+29.00'NB'	24.49' RT	1601.72	250083.78	188460.70
* 2-38	431+35.72'NB'	24.50' RT	1601.76	250089.26	188465.71

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 20	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 02

PLOT DATE : 2/15/2024 4:43 PM PLOT BY : SCOTT KAISER PLOT NAME : PLOT SCALE : 1 IN:10 FT

STA 432+12 - MID BLOCK - L					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 3-01	431+92.86'NB'	14.00' LT	1600.75	250158.95	188467.05
3-02	431+97.54'NB'	14.00' LT	1600.91	250162.88	188469.02
3-03	432+02.87'NB'	14.00' LT	2097.05	250167.40	188471.16
3-04	432+09.01'NB'	14.01' LT	1600.59	250172.67	188473.49
3-05	432+14.40'NB'	14.00' LT	1600.54	250177.35	188475.44
3-06	432+23.02'NB'	14.01' LT	1600.46	250184.92	188478.29
3-07	432+31.61'NB'	14.00' LT	1600.38	250192.56	188480.87
* 3-08	432+44.79'NB'	14.00' LT	1600.25	250204.46	188484.25
* 3-09	431+92.95'NB'	16.50' LT	1600.68	250160.17	188464.87
3-10	431+97.50'NB'	16.50' LT	1600.94	250163.95	188466.76
3-11	432+02.89'NB'	16.50' LT	1600.87	250168.47	188468.90
3-12	432+09.01'NB'	16.50' LT	1600.51	250173.65	188471.20
3-13	432+14.40'NB'	16.50' LT	1600.46	250178.27	188473.11
3-14	432+23.02'NB'	16.50' LT	1600.88	250185.76	188475.95
3-15	432+31.61'NB'	16.50' LT	1600.80	250193.31	188478.49
* 3-16	432+44.79'NB'	16.50' LT	1600.67	250205.08	188481.83
* 3-17	431+93.35'NB'	24.78' LT	1601.11	250164.27	188457.66
3-18	431+97.36'NB'	24.70' LT	1601.07	250167.43	188459.34
3-19	432+02.96'NB'	24.60' LT	1601.00	250171.91	188461.56
3-20	432+08.84'NB'	24.54' LT	1600.66	250176.67	188463.75
3-21	432+14.46'NB'	24.52' LT	1600.58	250181.31	188465.69
3-22	432+22.99'NB'	24.51' LT	1600.96	250188.42	188468.40
3-23	432+31.47'NB'	24.58' LT	1600.92	250195.63	188470.75
* 3-24	432+45.18'NB'	24.88' LT	1600.83	250207.48	188473.79

CAUTION

TYPE 7A CURB RAMP
DETECTABLE WARNING FIELD REQ'D

STA 430+60.02'NB'
O/S 230.15' LT

R215'

R/W

LEGEND

C1	CONCRETE CURB & GUTTER 18-INCH TYPE D
C2	CONCRETE CURB & GUTTER 30-INCH TYPE A
C3	CONCRETE CURB & GUTTER 30-INCH TYPE D
C4	CONCRETE CURB & GUTTER HES 30-INCH TYPE A (THRU DRIVEWAYS AS SHOWN)
C5	CONCRETE CURB & GUTTER HES 30-INCH TYPE D (THRU DRIVEWAYS AS SHOWN)
C6	CONCRETE CURB PEDESTRIAN
D1	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
D2	CONCRETE DRIVEWAY HES 6-INCH
LL	LEVEL LANDING
S1	CONCRETE SIDEWALK 6-INCH
Y1	REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT OVERLAY (SEE TYPICAL SECTIONS FOR HMA TYPE AND LAYER INFORMATION)
	SURFACE WATER FLOW
	CURB RAMP DETECTABLE WARNING FIELD (YELLOW)
	RADIAL DETECTABLE WARNING FIELD (YELLOW UNLESS OTHERWISE NOTED)
	ADJUSTING INLET COVERS (UNLESS OTHERWISE NOTED)
	ADJUSTING PULL BOXES (UNLESS OTHERWISE NOTED)
MEF	MAXIMUM EXTENT FEASIBLE
XXXX	SAWCUT
	ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS)
	COLORED AND STAMPED CONCRETE TERRACE 6-INCH

USH 51 NB

432+00 'NB'

432+50 'NB'

NOTES

CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION

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

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS

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

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS

* MATCH EXISTING

TYPE 7A CURB RAMP
DETECTABLE WARNING FIELD REQ'D

STA 430+60.93'NB'
O/S 229.18' LT

R243'

STA 432+36'NB'

STA 432+78'NB'

CAUTION

CAUTION

TAPER CURB HEAD DOWN TO MEET SIDEWALK ELEVATION

R/W

TLE

TLE

STA 432+12 - MID BLOCK - R					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 3-25	431+99.07'NB'	14.00' RT	1600.67	250152.06	188494.89
3-26	432+03.76'NB'	14.00' RT	1600.61	250156.57	188497.00
3-27	432+09.37'NB'	14.00' RT	1600.55	250162.01	188499.40
3-28	432+14.03'NB'	14.00' RT	1600.50	250166.59	188501.29
3-29	432+19.63'NB'	14.00' RT	1600.43	250172.12	188503.44
3-30	432+25.00'NB'	14.00' RT	1600.37	250177.48	188505.37
3-31	432+28.96'NB'	14.00' RT	1600.32	250181.46	188506.71
3-32	432+50.00'NB'	14.00' RT	1600.11	250202.97	188512.69
3-33	432+58.85'NB'	14.00' RT	1600.06	250212.15	188514.61
3-34	432+75.00'NB'	14.00' RT	1599.97	250228.03	188517.61
* 3-35	432+88.06'NB'	14.00' RT	1599.89	250240.86	188520.03
* 3-36	431+99.07'NB'	16.50' RT	1601.09	250150.98	188497.14

STA 432+12 - MID BLOCK - R					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3-37	432+02.80'NB'	16.50' RT	1601.04	250154.60	188498.85
3-38	432+09.37'NB'	16.50' RT	1600.47	250161.03	188501.70
3-39	432+14.03'NB'	16.50' RT	1600.42	250165.65	188503.61
3-40	432+19.63'NB'	16.50' RT	1600.83	250171.25	188505.78
3-41	432+27.67'NB'	16.50' RT	1600.76	250179.37	188508.65
3-42	432+35.53'NB'	16.50' RT	1600.62	250187.40	188511.19
3-43	432+42.99'NB'	16.50' RT	1600.10	250195.11	188513.34
3-44	432+70.36'NB'	16.50' RT	1599.94	250223.01	188519.21
3-45	432+78.36'NB'	16.50' RT	1600.30	250230.87	188520.69
* 3-46	432+88.06'NB'	16.50' RT	1600.31	250240.40	188522.49
* 3-47	431+99.04'NB'	24.36' RT	1601.09	250147.55	188504.21
3-48	432+02.75'NB'	24.46' RT	1601.08	250151.22	188506.06

STA 432+12 - MID BLOCK - R					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3-49	432+09.37'NB'	24.50' RT	1600.59	250157.90	188509.06
3-50	432+14.03'NB'	24.50' RT	1600.54	250162.67	188511.03
3-51	432+19.63'NB'	24.50' RT	1600.94	250168.44	188513.27
3-52	432+27.85'NB'	24.50' RT	1600.88	250177.02	188516.30
3-53	432+35.76'NB'	24.50' RT	1600.73	250185.38	188518.93
3-54	432+42.99'NB'	24.50' RT	1600.18	250193.08	188521.08
3-55	432+70.36'NB'	24.50' RT	1599.82	250221.52	188527.07
3-56	432+78.36'NB'	24.50' RT	1600.18	250229.38	188528.55
* 3-57	432+88.00'NB'	24.50' RT	1600.43	250238.85	188530.34
* 3-58	432+43.61'NB'	49.54' RT	1598.32	250187.48	188545.49
* 3-59	432+69.26'NB'	49.74' RT	1597.54	250215.75	188551.66

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 21	E

LEGEND

- C1 — CONCRETE CURB & GUTTER 18-INCH TYPE D
- C2 — CONCRETE CURB & GUTTER 30-INCH TYPE A
- C3 — CONCRETE CURB & GUTTER 30-INCH TYPE D
- C4 — CONCRETE CURB & GUTTER HES 30-INCH TYPE A (THRU DRIVEWAYS AS SHOWN)
- C5 — CONCRETE CURB & GUTTER HES 30-INCH TYPE D (THRU DRIVEWAYS AS SHOWN)
- C6 — CONCRETE CURB PEDESTRIAN
- D1 — 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- D2 — CONCRETE DRIVEWAY HES 6-INCH
- LL — LEVEL LANDING
- S1 — CONCRETE SIDEWALK 6-INCH
- Y1 — REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT OVERLAY (SEE TYPICAL SECTIONS FOR HMA TYPE AND LAYER INFORMATION)

- SURFACE WATER FLOW
- CURB RAMP DETECTABLE WARNING FIELD (YELLOW)
- RADIAL DETECTABLE WARNING FIELD (YELLOW UNLESS OTHERWISE NOTED)
- ADJUSTING INLET COVERS (UNLESS OTHERWISE NOTED)
- ADJUSTING PULL BOXES (UNLESS OTHERWISE NOTED)
- MEF — MAXIMUM EXTENT FEASIBLE
- XXXX — SAWCUT
- ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS)
- COLORED AND STAMPED CONCRETE TERRACE 6-INCH

NOTES

CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION

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

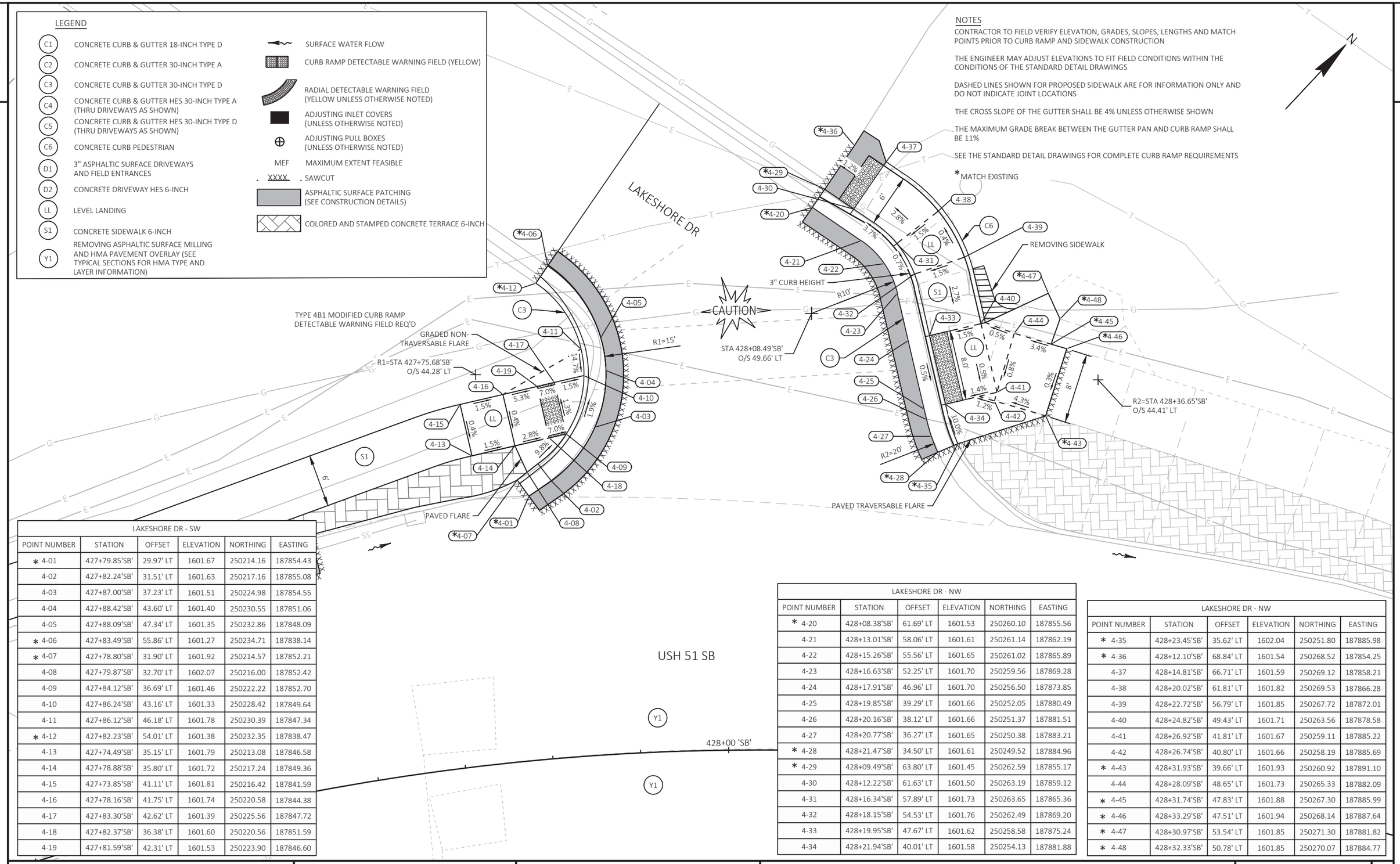
DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS

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

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS

* MATCH EXISTING



LAKESHORE DR - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 4-01	427+79.85'SB'	29.97' LT	1601.67	250214.16	187854.43
4-02	427+82.24'SB'	31.51' LT	1601.63	250217.16	187855.08
4-03	427+87.00'SB'	37.23' LT	1601.51	250224.98	187854.55
4-04	427+88.42'SB'	43.60' LT	1601.40	250230.55	187851.06
4-05	427+88.09'SB'	47.34' LT	1601.35	250232.86	187848.09
* 4-06	427+83.49'SB'	55.86' LT	1601.27	250234.71	187838.14
* 4-07	427+78.80'SB'	31.90' LT	1601.92	250214.57	187852.21
4-08	427+79.87'SB'	32.70' LT	1602.07	250216.00	187852.42
4-09	427+84.12'SB'	36.69' LT	1601.46	250222.22	187852.70
4-10	427+86.24'SB'	43.16' LT	1601.33	250228.42	187849.64
4-11	427+86.12'SB'	46.18' LT	1601.78	250230.39	187847.34
* 4-12	427+82.23'SB'	54.01' LT	1601.38	250232.35	187838.47
4-13	427+74.49'SB'	35.15' LT	1601.79	250213.08	187846.58
4-14	427+78.88'SB'	35.80' LT	1601.72	250217.24	187849.36
4-15	427+73.85'SB'	41.11' LT	1601.81	250216.42	187841.59
4-16	427+78.16'SB'	41.75' LT	1601.74	250220.58	187844.38
4-17	427+83.30'SB'	42.62' LT	1601.39	250225.56	187847.72
4-18	427+82.37'SB'	36.38' LT	1601.60	250220.56	187851.59
4-19	427+81.59'SB'	42.31' LT	1601.53	250223.90	187846.60

LAKESHORE DR - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 4-20	428+08.38'SB'	61.69' LT	1601.53	250260.10	187855.56
4-21	428+13.01'SB'	58.06' LT	1601.61	250261.14	187862.19
4-22	428+15.26'SB'	55.56' LT	1601.65	250261.02	187865.89
4-23	428+16.63'SB'	52.25' LT	1601.70	250259.56	187869.28
4-24	428+17.91'SB'	46.96' LT	1601.70	250256.50	187873.85
4-25	428+19.85'SB'	39.29' LT	1601.66	250252.05	187880.49
4-26	428+20.16'SB'	38.12' LT	1601.66	250251.37	187881.51
4-27	428+20.77'SB'	36.27' LT	1601.65	250250.38	187883.21
* 4-28	428+21.47'SB'	34.50' LT	1601.61	250249.52	187884.96
* 4-29	428+09.49'SB'	63.80' LT	1601.45	250262.59	187855.17
4-30	428+12.22'SB'	61.63' LT	1601.50	250263.19	187859.12
4-31	428+16.34'SB'	57.89' LT	1601.73	250263.65	187865.36
4-32	428+18.15'SB'	54.53' LT	1601.76	250262.49	187869.20
4-33	428+19.95'SB'	47.67' LT	1601.62	250258.58	187875.24
4-34	428+21.94'SB'	40.01' LT	1601.58	250254.13	187881.88

LAKESHORE DR - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 4-35	428+23.45'SB'	35.62' LT	1602.04	250251.80	187885.98
* 4-36	428+12.10'SB'	68.84' LT	1601.54	250268.52	187854.25
4-37	428+14.81'SB'	66.71' LT	1601.59	250269.12	187858.21
4-38	428+20.02'SB'	61.81' LT	1601.82	250269.53	187866.28
4-39	428+22.72'SB'	56.79' LT	1601.85	250267.72	187872.01
4-40	428+24.82'SB'	49.43' LT	1601.71	250263.56	187878.58
4-41	428+26.92'SB'	41.81' LT	1601.67	250259.11	187885.22
4-42	428+26.74'SB'	40.80' LT	1601.66	250258.19	187885.69
* 4-43	428+31.93'SB'	39.66' LT	1601.93	250260.92	187891.10
4-44	428+28.09'SB'	48.65' LT	1601.73	250265.33	187882.09
* 4-45	428+31.74'SB'	47.83' LT	1601.88	250267.30	187885.99
* 4-46	428+33.29'SB'	47.51' LT	1601.94	250268.14	187887.64
* 4-47	428+30.97'SB'	53.54' LT	1601.85	250271.30	187881.82
* 4-48	428+32.33'SB'	50.78' LT	1601.85	250270.07	187884.77

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 22	E

2

LEGEND

- C1 — CONCRETE CURB & GUTTER 18-INCH TYPE D
- C2 — CONCRETE CURB & GUTTER 30-INCH TYPE A
- C3 — CONCRETE CURB & GUTTER 30-INCH TYPE D
- C4 — CONCRETE CURB & GUTTER HES 30-INCH TYPE A (THRU DRIVEWAYS AS SHOWN)
- C5 — CONCRETE CURB & GUTTER HES 30-INCH TYPE D (THRU DRIVEWAYS AS SHOWN)
- C6 — CONCRETE CURB PEDESTRIAN
- D1 — 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- D2 — CONCRETE DRIVEWAY HES 6-INCH
- LL — LEVEL LANDING
- S1 — CONCRETE SIDEWALK 6-INCH
- Y1 — REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT OVERLAY (SEE TYPICAL SECTIONS FOR HMA TYPE AND LAYER INFORMATION)

- SURFACE WATER FLOW
- CURB RAMP DETECTABLE WARNING FIELD (YELLOW)
- RADIAL DETECTABLE WARNING FIELD (YELLOW UNLESS OTHERWISE NOTED)
- ADJUSTING INLET COVERS (UNLESS OTHERWISE NOTED)
- ADJUSTING PULL BOXES (UNLESS OTHERWISE NOTED)
- MEF — MAXIMUM EXTENT FEASIBLE
- . XXXX . — SAWCUT
- ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS)
- COLORED AND STAMPED CONCRETE TERRACE 6-INCH

NOTES

CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION

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

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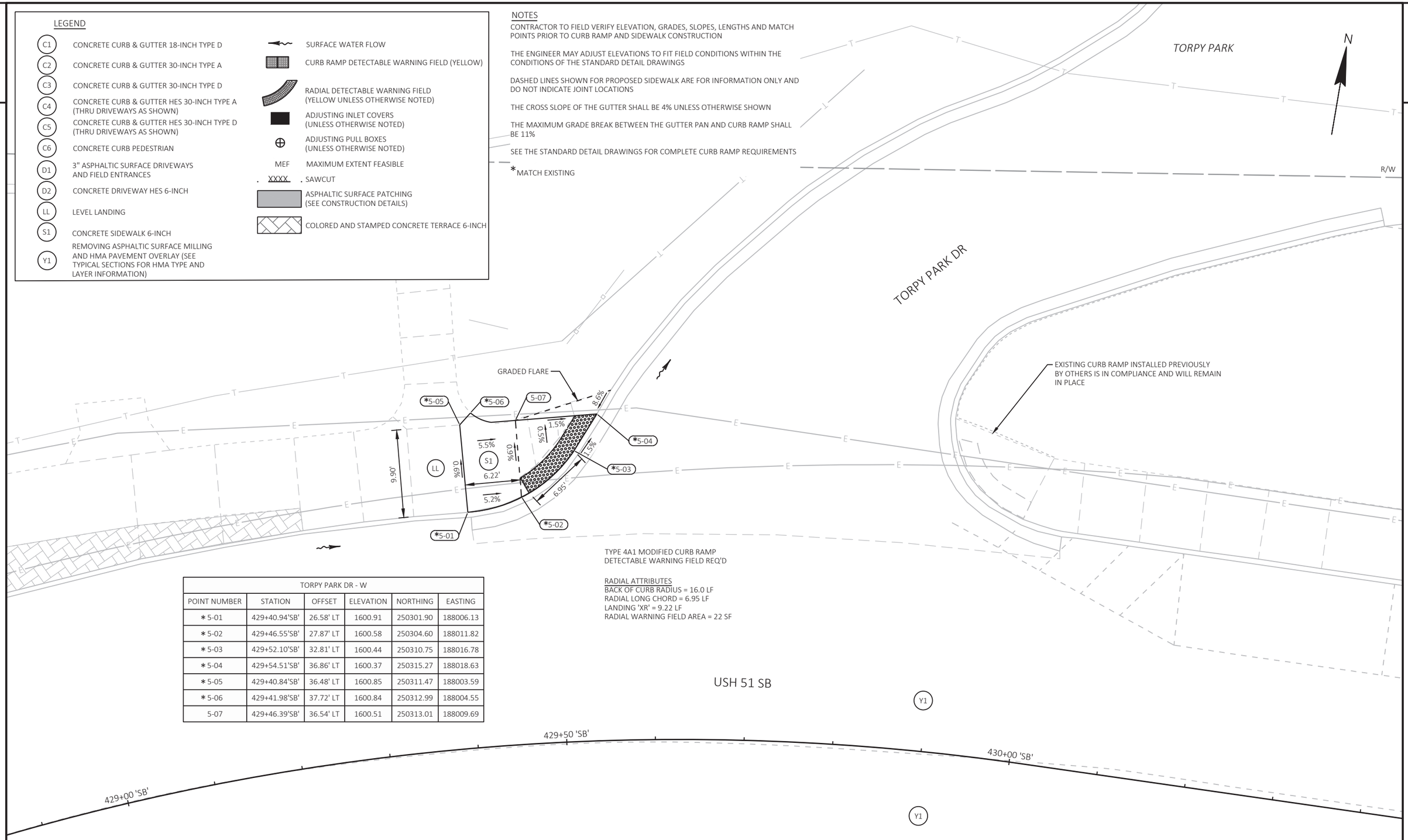
THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS

*MATCH EXISTING



TORPY PARK DR - W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
*5-01	429+40.94'SB'	26.58' LT	1600.91	250301.90	188006.13
*5-02	429+46.55'SB'	27.87' LT	1600.58	250304.60	188011.82
*5-03	429+52.10'SB'	32.81' LT	1600.44	250310.75	188016.78
*5-04	429+54.51'SB'	36.86' LT	1600.37	250315.27	188018.63
*5-05	429+40.84'SB'	36.48' LT	1600.85	250311.47	188003.59
*5-06	429+41.98'SB'	37.72' LT	1600.84	250312.99	188004.55
5-07	429+46.39'SB'	36.54' LT	1600.51	250313.01	188009.69

2

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 23	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 05

PLOT DATE : 2/12/2024 3:19 PM PLOT BY : NICHOLAS WIEDERIN PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

LEGEND

C1	CONCRETE CURB & GUTTER 18-INCH TYPE D
C2	CONCRETE CURB & GUTTER 30-INCH TYPE A
C3	CONCRETE CURB & GUTTER 30-INCH TYPE D
C4	CONCRETE CURB & GUTTER HES 30-INCH TYPE A (THRU DRIVEWAYS AS SHOWN)
C5	CONCRETE CURB & GUTTER HES 30-INCH TYPE D (THRU DRIVEWAYS AS SHOWN)
C6	CONCRETE CURB PEDESTRIAN
D1	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
D2	CONCRETE DRIVEWAY HES 6-INCH
LL	LEVEL LANDING
S1	CONCRETE SIDEWALK 6-INCH
Y1	REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT OVERLAY (SEE TYPICAL SECTIONS FOR HMA TYPE AND LAYER INFORMATION)

SURFACE WATER FLOW

CURB RAMP DETECTABLE WARNING FIELD (YELLOW)

RADIAL DETECTABLE WARNING FIELD (YELLOW UNLESS OTHERWISE NOTED)

ADJUSTING INLET COVERS (UNLESS OTHERWISE NOTED)

ADJUSTING PULL BOXES (UNLESS OTHERWISE NOTED)

MEF MAXIMUM EXTENT FEASIBLE

. XXXX . SAWCUT

ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS)

COLORED AND STAMPED CONCRETE TERRACE 6-INCH

NOTES

CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION

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

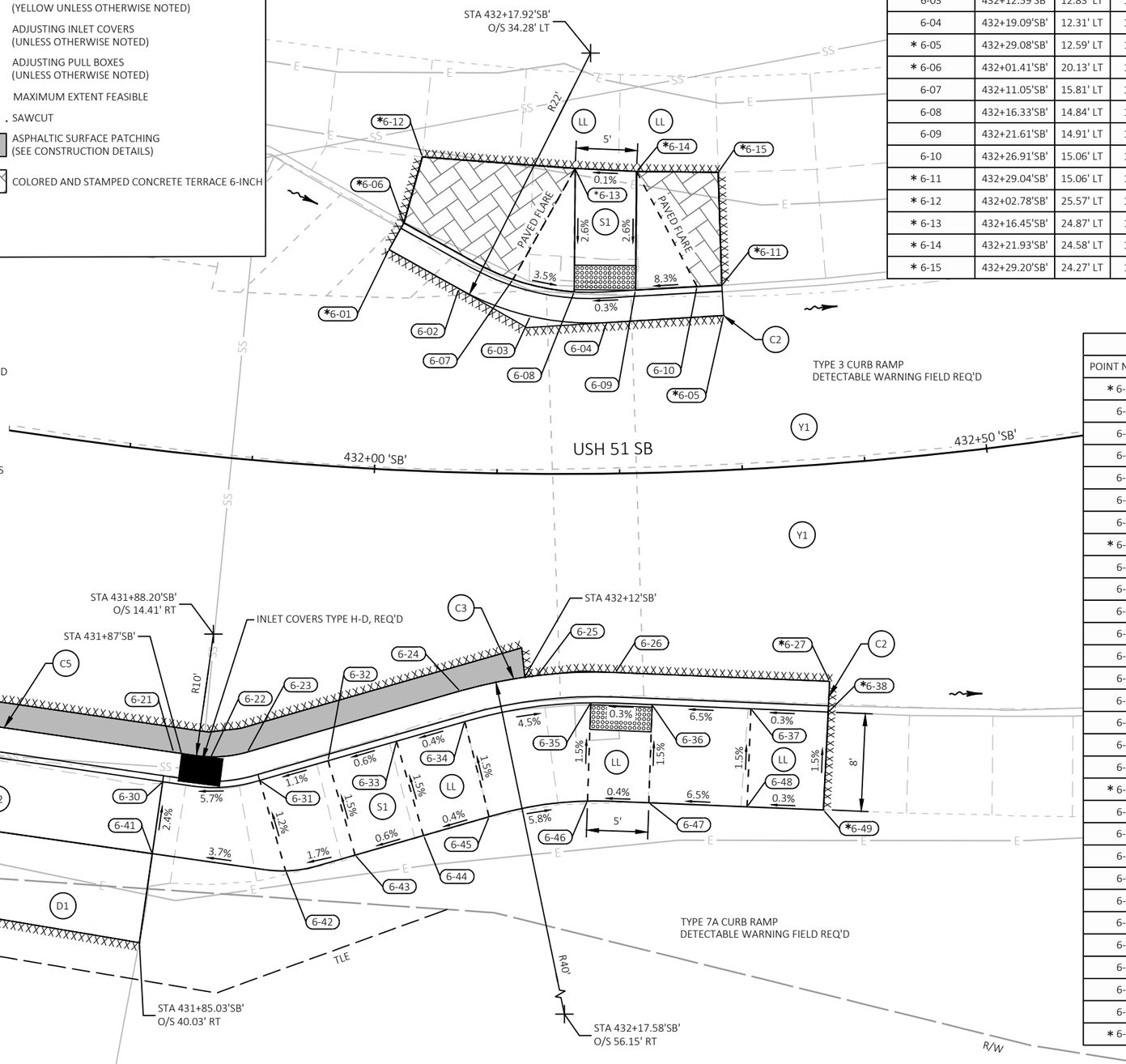
DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS

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

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS

* MATCH EXISTING



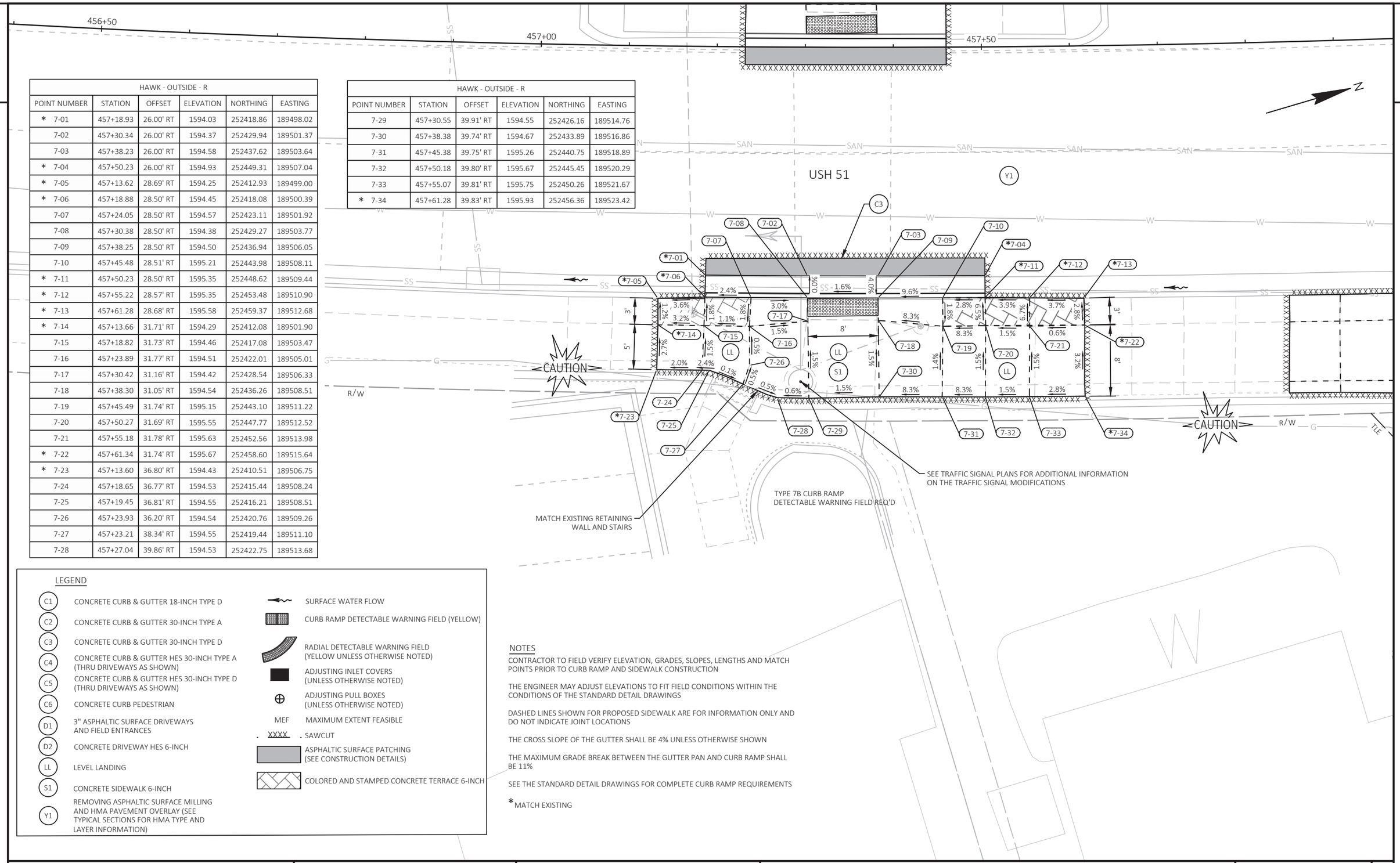
STA 432+19 - MID BLOCK - L					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 6-01	432+00.23'SB'	17.90' LT	1598.22	250308.23	188269.10
6-02	432+06.41'SB'	14.96' LT	1598.24	250306.03	188275.24
6-03	432+12.59'SB'	12.83' LT	1598.26	250304.78	188281.36
6-04	432+19.09'SB'	12.31' LT	1598.28	250305.30	188287.59
* 6-05	432+29.08'SB'	12.59' LT	1598.23	250307.44	188296.90
* 6-06	432+01.41'SB'	20.13' LT	1598.45	250310.57	188269.93
6-07	432+11.05'SB'	15.81' LT	1598.37	250307.50	188279.47
6-08	432+16.33'SB'	14.84' LT	1598.19	250307.33	188284.56
6-09	432+21.61'SB'	14.91' LT	1598.21	250308.30	188289.47
6-10	432+26.91'SB'	15.06' LT	1598.62	250309.43	188294.36
* 6-11	432+29.04'SB'	15.06' LT	1598.65	250309.85	188296.34
* 6-12	432+02.78'SB'	25.57' LT	1598.38	250316.12	188270.53
* 6-13	432+16.45'SB'	24.87' LT	1598.45	250317.24	188282.97
* 6-14	432+21.93'SB'	24.58' LT	1598.46	250317.86	188287.95
* 6-15	432+29.20'SB'	24.27' LT	1598.43	250318.88	188294.52

STA 432+19 - MID BLOCK - R					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 6-20	431+55.65'SB'	23.98' RT	1599.03	250264.23	188227.22
6-21	431+86.07'SB'	24.31' RT	1598.64	250264.92	188258.57
6-22	431+88.87'SB'	24.47' RT	1598.63	250264.97	188261.62
6-23	431+91.59'SB'	23.73' RT	1598.65	250265.95	188264.50
6-24	432+07.47'SB'	17.80' RT	1598.74	250273.72	188280.77
6-25	432+13.38'SB'	16.48' RT	1598.76	250275.96	188286.76
6-26	432+19.43'SB'	16.20' RT	1598.78	250277.31	188293.02
* 6-27	432+35.87'SB'	17.67' RT	1598.78	250279.49	188310.35
6-28	431+55.65'SB'	26.51' RT	1599.09	250261.70	188227.28
6-29	431+60.65'SB'	26.50' RT	1598.94	250261.84	188232.28
6-30	431+85.49'SB'	26.79' RT	1598.59	250262.41	188258.10
6-31	431+92.69'SB'	25.94' RT	1599.04	250263.84	188265.87
6-32	431+97.70'SB'	23.96' RT	1599.11	250266.33	188271.11
6-33	432+02.77'SB'	22.07' RT	1599.14	250268.83	188276.34
6-34	432+07.90'SB'	20.28' RT	1599.16	250271.33	188281.57
6-35	432+17.51'SB'	18.65' RT	1598.69	250274.55	188291.45
6-36	432+22.20'SB'	18.89' RT	1598.71	250275.21	188296.41
6-37	432+29.74'SB'	19.51' RT	1599.23	250276.23	188304.40
* 6-38	432+35.60'SB'	20.15' RT	1599.22	250277.01	188310.66
6-39	431+55.65'SB'	32.50' RT	1599.18	250255.72	188227.43
6-40	431+60.65'SB'	32.50' RT	1599.03	250255.84	188232.43
6-41	431+85.28'SB'	32.71' RT	1598.73	250256.49	188258.23
6-42	431+95.09'SB'	33.12' RT	1599.13	250256.93	188269.17
6-43	432+00.12'SB'	31.51' RT	1599.23	250259.12	188274.56
6-44	432+05.08'SB'	29.67' RT	1599.26	250261.61	188279.79
6-45	432+09.90'SB'	27.99' RT	1599.28	250264.01	188284.81
6-46	432+17.21'SB'	26.63' RT	1598.81	250266.63	188292.50
6-47	432+21.78'SB'	26.87' RT	1598.83	250267.29	188297.46
6-48	432+29.08'SB'	27.47' RT	1599.35	250268.30	188305.41
* 6-49	432+34.73'SB'	28.10' RT	1599.35	250269.07	188311.59

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 24	E

HAWK - OUTSIDE - R					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 7-01	457+18.93	26.00' RT	1594.03	252418.86	189498.02
7-02	457+30.34	26.00' RT	1594.37	252429.94	189501.37
7-03	457+38.23	26.00' RT	1594.58	252437.62	189503.64
* 7-04	457+50.23	26.00' RT	1594.93	252449.31	189507.04
* 7-05	457+13.62	28.69' RT	1594.25	252412.93	189499.00
* 7-06	457+18.88	28.50' RT	1594.45	252418.08	189500.39
7-07	457+24.05	28.50' RT	1594.57	252423.11	189501.92
7-08	457+30.38	28.50' RT	1594.38	252429.27	189503.77
7-09	457+38.25	28.50' RT	1594.50	252436.94	189506.05
7-10	457+45.48	28.51' RT	1595.21	252443.98	189508.11
* 7-11	457+50.23	28.50' RT	1595.35	252448.62	189509.44
* 7-12	457+55.22	28.57' RT	1595.35	252453.48	189510.90
* 7-13	457+61.28	28.68' RT	1595.58	252459.37	189512.68
* 7-14	457+13.66	31.71' RT	1594.29	252412.08	189501.90
7-15	457+18.82	31.73' RT	1594.46	252417.08	189503.47
7-16	457+23.89	31.77' RT	1594.51	252422.01	189505.01
7-17	457+30.42	31.16' RT	1594.42	252428.54	189506.33
7-18	457+38.30	31.05' RT	1594.54	252436.26	189508.51
7-19	457+45.49	31.74' RT	1595.15	252443.10	189511.22
7-20	457+50.27	31.69' RT	1595.55	252447.77	189512.52
7-21	457+55.18	31.78' RT	1595.63	252452.56	189513.98
* 7-22	457+61.34	31.74' RT	1595.67	252458.60	189515.64
* 7-23	457+13.60	36.80' RT	1594.43	252410.51	189506.75
7-24	457+18.65	36.77' RT	1594.53	252415.44	189508.24
7-25	457+19.45	36.81' RT	1594.55	252416.21	189508.51
7-26	457+23.93	36.20' RT	1594.54	252420.76	189509.26
7-27	457+23.21	38.34' RT	1594.55	252419.44	189511.10
7-28	457+27.04	39.86' RT	1594.53	252422.75	189513.68

HAWK - OUTSIDE - R					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
7-29	457+30.55	39.91' RT	1594.55	252426.16	189514.76
7-30	457+38.38	39.74' RT	1594.67	252433.89	189516.86
7-31	457+45.38	39.75' RT	1595.26	252440.75	189518.89
7-32	457+50.18	39.80' RT	1595.67	252445.45	189520.29
7-33	457+55.07	39.81' RT	1595.75	252450.26	189521.67
* 7-34	457+61.28	39.83' RT	1595.93	252456.36	189523.42



LEGEND

- C1 CONCRETE CURB & GUTTER 18-INCH TYPE D
- C2 CONCRETE CURB & GUTTER 30-INCH TYPE A
- C3 CONCRETE CURB & GUTTER 30-INCH TYPE D
- C4 CONCRETE CURB & GUTTER HES 30-INCH TYPE A (THRU DRIVEWAYS AS SHOWN)
- C5 CONCRETE CURB & GUTTER HES 30-INCH TYPE D (THRU DRIVEWAYS AS SHOWN)
- C6 CONCRETE CURB PEDESTRIAN
- D1 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- D2 CONCRETE DRIVEWAY HES 6-INCH
- LL LEVEL LANDING
- S1 CONCRETE SIDEWALK 6-INCH
- Y1 REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT OVERLAY (SEE TYPICAL SECTIONS FOR HMA TYPE AND LAYER INFORMATION)
- SURFACE WATER FLOW
- CURB RAMP DETECTABLE WARNING FIELD (YELLOW)
- RADIAL DETECTABLE WARNING FIELD (YELLOW UNLESS OTHERWISE NOTED)
- ADJUSTING INLET COVERS (UNLESS OTHERWISE NOTED)
- ADJUSTING PULL BOXES (UNLESS OTHERWISE NOTED)
- MEF MAXIMUM EXTENT FEASIBLE
- XXXX SAWCUT
- ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS)
- COLORED AND STAMPED CONCRETE TERRACE 6-INCH

NOTES

CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION

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

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

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS

* MATCH EXISTING

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 25	E

2

LEGEND

- C1 — CONCRETE CURB & GUTTER 18-INCH TYPE D
- C2 — CONCRETE CURB & GUTTER 30-INCH TYPE A
- C3 — CONCRETE CURB & GUTTER 30-INCH TYPE D
- C4 — CONCRETE CURB & GUTTER HES 30-INCH TYPE A (THRU DRIVEWAYS AS SHOWN)
- C5 — CONCRETE CURB & GUTTER HES 30-INCH TYPE D (THRU DRIVEWAYS AS SHOWN)
- C6 — CONCRETE CURB PEDESTRIAN
- D1 — 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- D2 — CONCRETE DRIVEWAY HES 6-INCH
- LL — LEVEL LANDING
- S1 — CONCRETE SIDEWALK 6-INCH
- Y1 — REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT OVERLAY (SEE TYPICAL SECTIONS FOR HMA TYPE AND LAYER INFORMATION)

- SURFACE WATER FLOW
- CURB RAMP DETECTABLE WARNING FIELD (YELLOW)
- RADIAL DETECTABLE WARNING FIELD (YELLOW UNLESS OTHERWISE NOTED)
- ADJUSTING INLET COVERS (UNLESS OTHERWISE NOTED)
- ADJUSTING PULL BOXES (UNLESS OTHERWISE NOTED)
- MEF — MAXIMUM EXTENT FEASIBLE
- XXXX — SAWCUT
- ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS)
- COLORED AND STAMPED CONCRETE TERRACE 6-INCH

NOTES

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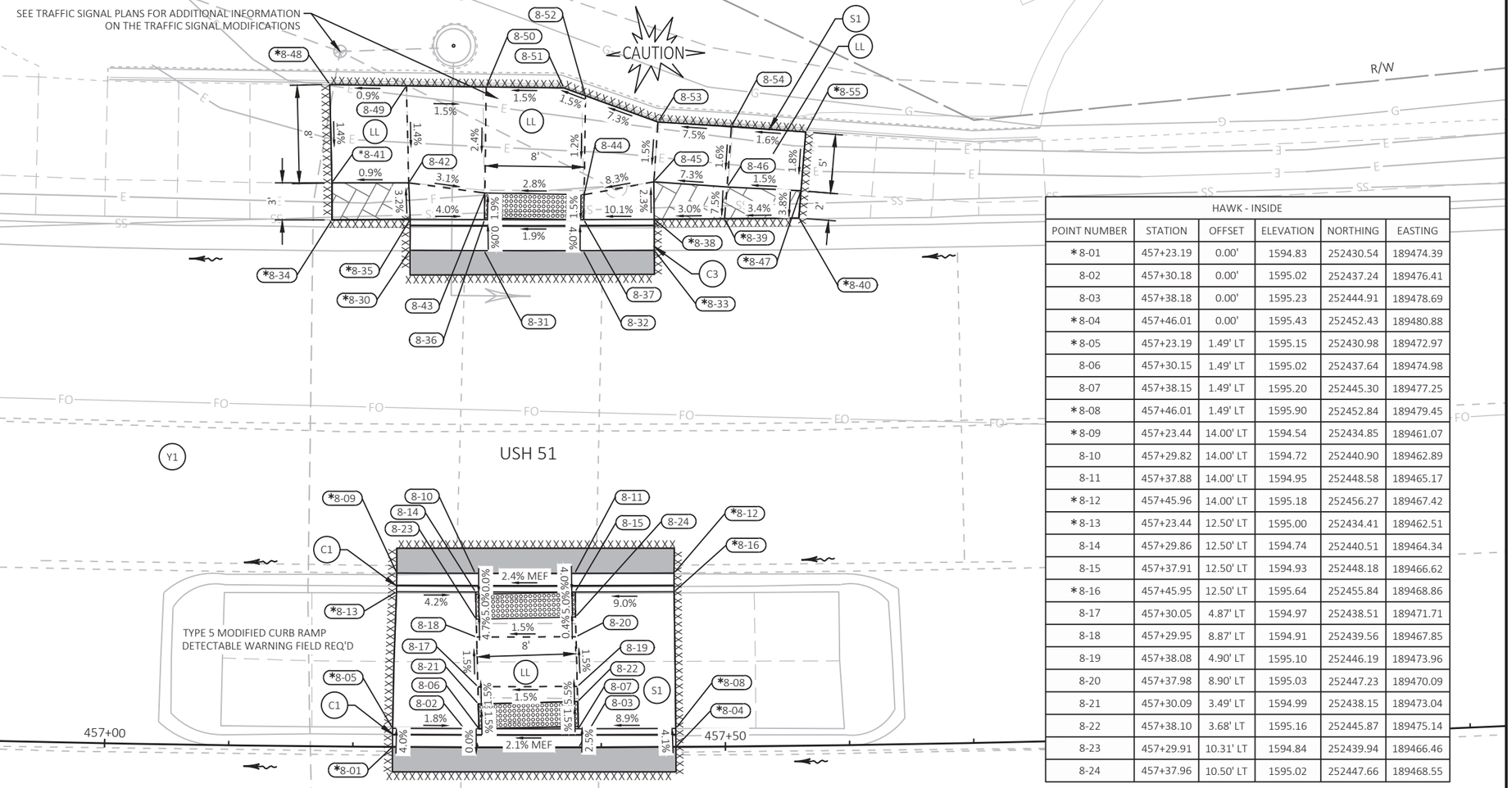
THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS

*MATCH EXISTING

N



HAWK - OUTSIDE - L					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
*8-30	457+24.38	40.01' LT	1593.88	252443.28	189436.44
8-31	457+30.47	40.00' LT	1594.06	252448.97	189438.17
8-32	457+38.64	40.01' LT	1594.30	252456.63	189440.43
*8-33	457+44.49	40.00' LT	1594.47	252462.12	189442.04
*8-34	457+17.92	42.41' LT	1594.06	252437.93	189432.31
*8-35	457+24.38	42.50' LT	1594.30	252444.00	189434.06
8-36	457+30.51	42.50' LT	1594.06	252449.72	189435.78
8-37	457+38.69	42.50' LT	1594.22	252457.38	189438.05
*8-38	457+44.50	42.50' LT	1594.79	252462.83	189439.64
*8-39	457+50.31	42.51' LT	1594.96	252468.28	189441.21
*8-40	457+56.44	42.50' LT	1595.16	252474.03	189442.86
*8-41	457+17.89	45.40' LT	1594.16	252438.78	189429.44
8-42	457+24.24	45.43' LT	1594.21	252444.71	189431.22
8-43	457+30.53	44.64' LT	1594.02	252450.35	189433.74
8-44	457+38.73	44.50' LT	1594.25	252457.98	189436.15
8-45	457+44.49	45.52' LT	1594.72	252463.66	189436.74
8-46	457+50.53	45.06' LT	1595.16	252469.19	189438.82
*8-47	457+56.63	44.69' LT	1595.25	252474.80	189440.80
*8-48	457+17.64	53.31' LT	1594.27	252440.86	189421.81
8-49	457+24.00	53.25' LT	1594.32	252446.76	189423.67
8-50	457+30.62	53.18' LT	1594.22	252452.89	189425.58
8-51	457+37.07	53.11' LT	1594.32	252458.86	189427.43
8-52	457+38.86	52.46' LT	1594.35	252460.35	189428.55
8-53	457+44.86	50.34' LT	1594.80	252465.35	189432.21
8-54	457+50.95	49.94' LT	1595.24	252470.92	189434.24
*8-55	457+57.09	49.42' LT	1595.34	252476.53	189436.37

HAWK - INSIDE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
*8-01	457+23.19	0.00'	1594.83	252430.54	189474.39
8-02	457+30.18	0.00'	1595.02	252437.24	189476.41
8-03	457+38.18	0.00'	1595.23	252444.91	189478.69
*8-04	457+46.01	0.00'	1595.43	252452.43	189480.88
*8-05	457+23.19	1.49' LT	1595.15	252430.98	189472.97
8-06	457+30.15	1.49' LT	1595.02	252437.64	189474.98
8-07	457+38.15	1.49' LT	1595.20	252445.30	189477.25
*8-08	457+46.01	1.49' LT	1595.90	252452.84	189479.45
*8-09	457+23.44	14.00' LT	1594.54	252434.85	189461.07
8-10	457+29.82	14.00' LT	1594.72	252440.90	189462.89
8-11	457+37.88	14.00' LT	1594.95	252448.58	189465.17
*8-12	457+45.96	14.00' LT	1595.18	252456.27	189467.42
*8-13	457+23.44	12.50' LT	1595.00	252434.41	189462.51
8-14	457+29.86	12.50' LT	1594.74	252440.51	189464.34
8-15	457+37.91	12.50' LT	1594.93	252448.18	189466.62
*8-16	457+45.95	12.50' LT	1595.64	252455.84	189468.86
8-17	457+30.05	4.87' LT	1594.97	252438.51	189471.71
8-18	457+29.95	8.87' LT	1594.91	252439.56	189467.85
8-19	457+38.08	4.90' LT	1595.10	252446.19	189473.96
8-20	457+37.98	8.90' LT	1595.03	252447.23	189470.09
8-21	457+30.09	3.49' LT	1594.99	252438.15	189473.04
8-22	457+38.10	3.68' LT	1595.16	252445.87	189475.14
8-23	457+29.91	10.31' LT	1594.84	252439.94	189466.46
8-24	457+37.96	10.50' LT	1595.02	252447.66	189468.55

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 26	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 08
PLOT DATE : 2/12/2024 3:20 PM
PLOT BY : NICHOLAS WIEDERIN
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

LEGEND

- C1 — CONCRETE CURB & GUTTER 18-INCH TYPE D
- C2 — CONCRETE CURB & GUTTER 30-INCH TYPE A
- C3 — CONCRETE CURB & GUTTER 30-INCH TYPE D
- C4 — CONCRETE CURB & GUTTER HES 30-INCH TYPE A (THRU DRIVEWAYS AS SHOWN)
- C5 — CONCRETE CURB & GUTTER HES 30-INCH TYPE D (THRU DRIVEWAYS AS SHOWN)
- C6 — CONCRETE CURB PEDESTRIAN
- D1 — 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- D2 — CONCRETE DRIVEWAY HES 6-INCH
- LL — LEVEL LANDING
- S1 — CONCRETE SIDEWALK 6-INCH
- Y1 — REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT OVERLAY (SEE TYPICAL SECTIONS FOR HMA TYPE AND LAYER INFORMATION)

SURFACE WATER FLOW

CURB RAMP DETECTABLE WARNING FIELD (YELLOW)

RADIAL DETECTABLE WARNING FIELD (YELLOW UNLESS OTHERWISE NOTED)

ADJUSTING INLET COVERS (UNLESS OTHERWISE NOTED)

ADJUSTING PULL BOXES (UNLESS OTHERWISE NOTED)

MEF MAXIMUM EXTENT FEASIBLE

XXXX SAWCUT

ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS)

COLORED AND STAMPED CONCRETE TERRACE 6-INCH

NOTES

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THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS

*MATCH EXISTING

458+50 459+00

ROGERS DR

CAUTION

R/W

TILE

STA 457+99.27 O/S 45.47' RT

TYPE 1 CURB RAMP DETECTABLE WARNING FIELD REQ'D

R1=STA 457+99.16 O/S 61.56' RT

STA 458+15.32 O/S 61.50' RT

1598.15

R1=35'

STA 458+30.57 O/S 57.94' RT

R2=35'

TYPE 1 CURB RAMP DETECTABLE WARNING FIELD REQ'D

R2=STA 458+96.92 O/S 61.49' RT

ROGERS - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 9-42	458+66.81	45.25' RT	1598.87	252559.86	189554.76
9-43	458+69.61	40.67' RT	1598.82	252563.64	189550.89
9-44	458+70.63	39.35' RT	1598.80	252564.93	189549.82
9-45	458+74.97	34.77' RT	1598.74	252570.22	189546.28
* 9-46	458+80.34	30.90' RT	1598.69	252576.38	189543.62
* 9-47	458+68.98	46.39' RT	1599.14	252561.79	189556.35
9-48	458+71.45	42.26' RT	1598.74	252565.14	189552.85
9-49	458+76.79	36.41' RT	1598.66	252571.70	189548.27
* 9-50	458+81.54	33.08' RT	1599.00	252577.13	189546.00
9-51	458+73.28	43.89' RT	1598.92	252566.63	189554.83
9-52	458+78.42	37.85' RT	1598.84	252573.02	189550.02

ROGERS - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 9-01	458+12.22	29.22' RT	1596.98	252509.26	189526.47
9-02	458+17.70	32.20' RT	1597.40	252513.95	189530.70
9-03	458+21.44	35.08' RT	1597.62	252516.97	189534.40
9-04	458+23.72	37.34' RT	1597.78	252518.69	189537.15
* 9-05	458+30.42	47.87' RT	1598.40	252522.89	189549.00
* 9-06	457+84.29	28.82' RT	1596.24	252481.89	189518.98
* 9-07	457+89.96	28.89' RT	1596.41	252487.44	189520.52
* 9-08	457+96.02	28.95' RT	1596.59	252493.38	189522.14
* 9-09	458+02.38	29.42' RT	1596.94	252499.52	189524.20
* 9-10	458+06.24	30.14' RT	1597.17	252503.14	189525.87
* 9-11	458+11.27	31.53' RT	1597.44	252507.76	189528.47
9-12	458+16.00	34.04' RT	1597.37	252511.83	189532.08
9-13	458+22.06	39.15' RT	1597.71	252516.61	189538.51
9-14	458+26.18	44.76' RT	1598.40	252519.39	189544.96

ROGERS - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 9-15	458+28.17	48.83' RT	1598.63	252520.42	189549.39
* 9-16	458+28.50	49.68' RT	1598.57	252520.54	189550.30
* 9-17	457+84.24	31.84' RT	1596.30	252481.06	189521.88
9-18	457+89.83	31.91' RT	1596.58	252486.54	189523.41
9-19	457+95.90	31.96' RT	1596.70	252492.50	189525.02
9-20	458+02.14	32.04' RT	1597.09	252498.63	189526.68
9-21	458+05.82	32.09' RT	1597.16	252502.24	189527.66
9-22	458+07.93	34.09' RT	1597.19	252503.84	189530.12
9-23	458+12.24	38.16' RT	1597.69	252507.11	189535.15
9-24	458+14.67	35.51' RT	1597.38	252510.16	189533.17
9-25	458+20.39	40.97' RT	1597.72	252514.52	189539.87
9-26	458+17.92	43.67' RT	1597.85	252511.42	189541.89
9-27	458+22.20	47.76' RT	1598.35	252514.71	189546.91
9-28	458+26.44	51.89' RT	1598.84	252517.97	189551.94

ROGERS - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 9-29	457+84.01	38.60' RT	1596.49	252479.08	189528.35
9-30	457+89.71	38.70' RT	1596.66	252484.69	189529.94
9-31	457+95.79	38.84' RT	1596.79	252490.66	189531.65
* 9-32	457+84.01	39.92' RT	1596.50	252478.74	189529.63
9-33	457+89.72	39.99' RT	1596.67	252484.37	189531.20
9-34	457+95.87	40.28' RT	1596.86	252490.38	189533.07
9-35	458+01.23	40.68' RT	1597.08	252495.59	189534.82
9-36	458+01.52	38.94' RT	1597.22	252496.31	189533.21
9-37	458+02.61	39.97' RT	1597.35	252497.13	189534.48
9-38	458+06.91	44.05' RT	1597.85	252500.39	189539.52
9-39	458+12.58	49.45' RT	1598.01	252504.71	189546.18
9-40	458+16.83	53.55' RT	1598.51	252507.97	189551.22
9-41	458+21.08	57.65' RT	1599.00	252511.24	189556.25

ROGERS - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 9-53	458+72.32	48.59' RT	1599.24	252564.68	189559.22
9-54	458+75.55	45.91' RT	1599.16	252568.48	189557.30
9-55	458+81.83	40.90' RT	1599.13	252575.81	189553.72
* 9-56	458+84.63	38.73' RT	1599.24	252579.05	189552.19
* 9-57	458+74.04	49.80' RT	1599.30	252566.16	189560.78
* 9-58	458+85.59	40.51' RT	1599.29	252579.66	189554.12
* 9-59	458+76.07	51.91' RT	1599.32	252567.75	189563.27
9-60	458+78.56	49.84' RT	1599.24	252570.69	189561.78
9-61	458+84.71	44.94' RT	1599.21	252577.88	189558.28
* 9-62	458+87.29	42.94' RT	1599.32	252580.86	189556.86

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 27	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 09

PLOT DATE : 2/12/2024 3:20 PM PLOT BY : NICHOLAS WIEDERIN PLOT NAME : PLOT SCALE : 1 IN:10 FT

HUBER LN - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
*10-01	461+02.03	44.95' LT	1598.84	252808.23	189505.33
10-02	461+07.88	49.41' LT	1598.61	252814.69	189501.82
10-03	461+11.30	53.05' LT	1598.33	252818.63	189498.74
*10-04	461+14.49	57.89' LT	1598.08	252822.51	189494.44
*10-05	460+84.74	42.40' LT	1599.58	252790.75	189505.22
*10-06	460+88.59	42.72' LT	1599.52	252794.61	189505.49
*10-07	460+94.85	44.27' LT	1599.31	252801.03	189504.91
*10-08	461+00.73	47.07' LT	1599.23	252807.27	189503.04
10-09	461+06.17	51.17' LT	1598.53	252813.27	189499.82
10-10	461+09.55	54.87' LT	1598.37	252817.17	189496.68
*10-11	461+12.36	59.11' LT	1598.52	252820.59	189492.92
*10-12	461+15.44	67.01' LT	1597.88	252824.85	189485.57
*10-13	461+16.43	73.84' LT	1597.29	252826.86	189478.98
*10-14	460+84.56	45.33' LT	1599.68	252791.02	189502.30
10-15	460+88.03	46.63' LT	1599.65	252794.65	189501.54
10-16	460+92.49	50.92' LT	1599.24	252799.71	189497.98

NOTES

CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION

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

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS

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

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS

*MATCH EXISTING

TYPE 1 CURB RAMP
DETECTABLE WARNING FIELD REQ'D

R1=STA 460+83.95
O/S 74.89' LT

TYPE 1 CURB RAMP
DETECTABLE WARNING FIELD REQ'D

R2=STA 461+85.31
O/S 74.84' LT

HUBER LN

R/W

CAUTION

LEGEND

- C1 CONCRETE CURB & GUTTER 18-INCH TYPE D
- C2 CONCRETE CURB & GUTTER 30-INCH TYPE A
- C3 CONCRETE CURB & GUTTER 30-INCH TYPE D
- C4 CONCRETE CURB & GUTTER HES 30-INCH TYPE A (THRU DRIVEWAYS AS SHOWN)
- C5 CONCRETE CURB & GUTTER HES 30-INCH TYPE D (THRU DRIVEWAYS AS SHOWN)
- C6 CONCRETE CURB PEDESTRIAN
- D1 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- D2 CONCRETE DRIVEWAY HES 6-INCH
- LL LEVEL LANDING
- S1 CONCRETE SIDEWALK 6-INCH
- Y1 REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT OVERLAY (SEE TYPICAL SECTIONS FOR HMA TYPE AND LAYER INFORMATION)

- SURFACE WATER FLOW
- CURB RAMP DETECTABLE WARNING FIELD (YELLOW)
- RADIAL DETECTABLE WARNING FIELD (YELLOW UNLESS OTHERWISE NOTED)
- ADJUSTING INLET COVERS (UNLESS OTHERWISE NOTED)
- ADJUSTING PULL BOXES (UNLESS OTHERWISE NOTED)
- MEF MAXIMUM EXTENT FEASIBLE
- XXXX SAWCUT
- ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS)
- COLORED AND STAMPED CONCRETE TERRACE 6-INCH

HUBER LN - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
10-17	460+96.09	54.38' LT	1598.89	252803.80	189495.11
10-18	460+99.69	57.85' LT	1598.58	252807.89	189492.23
10-19	461+03.30	61.31' LT	1598.51	252811.98	189489.35
10-20	461+06.90	64.78' LT	1598.16	252816.06	189486.48
10-21	461+10.50	68.25' LT	1597.91	252820.15	189483.60
10-22	461+12.89	73.95' LT	1597.55	252823.38	189478.32
* 10-23	460+84.56	50.23' LT	1599.72	252791.77	189497.45
10-24	460+89.05	54.49' LT	1599.31	252796.85	189493.93
10-25	460+92.65	57.96' LT	1598.96	252800.94	189491.05
10-26	460+96.25	61.42' LT	1598.61	252805.03	189488.17
10-27	460+99.86	64.89' LT	1598.53	252809.12	189485.30
10-28	461+03.46	68.36' LT	1598.23	252813.21	189482.42
10-29	461+07.07	71.82' LT	1597.98	252817.30	189479.54
10-30	461+09.34	74.05' LT	1597.82	252819.89	189477.68
10-31	461+04.56	52.82' LT	1598.55	252811.93	189497.94
10-32	461+08.15	56.30' LT	1598.34	252816.01	189495.05

HUBER LN - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 10-33	461+52.42	62.87' LT	1597.47	252860.76	189495.29
10-34	461+59.44	51.33' LT	1598.11	252865.95	189507.77
10-35	461+63.06	47.88' LT	1598.31	252868.99	189511.73
* 10-36	461+70.69	43.09' LT	1598.55	252875.80	189517.62
10-37	461+53.19	69.56' LT	1597.46	252862.54	189488.80
* 10-38	461+54.77	63.73' LT	1597.94	252863.21	189494.81
10-39	461+57.83	57.48' LT	1598.32	252865.29	189501.45
10-40	461+61.19	53.06' LT	1598.11	252867.93	189506.33
10-41	461+64.81	49.62' LT	1598.24	252870.99	189510.28
* 10-42	461+71.73	45.31' LT	1598.95	252877.17	189515.59
10-43	461+62.71	54.58' LT	1598.14	252869.67	189505.06
10-44	461+66.23	51.02' LT	1598.27	252872.61	189509.11
10-45	461+55.13	70.02' LT	1597.62	252864.53	189488.65
10-46	461+58.01	67.61' LT	1597.81	252867.01	189491.46
10-47	461+63.49	63.04' LT	1598.17	252871.73	189496.82
10-48	461+67.70	59.52' LT	1598.44	252875.36	189500.94
10-49	461+71.56	56.30' LT	1598.52	252878.67	189504.71
10-50	461+76.29	53.86' LT	1598.79	252882.98	189507.84
10-51	461+61.22	71.45' LT	1597.74	252870.76	189488.16
10-52	461+71.27	63.05' LT	1598.40	252879.42	189497.99
10-53	461+75.12	59.83' LT	1598.47	252882.73	189501.76
* 10-54	461+78.81	56.69' LT	1598.71	252885.90	189505.43

461+00

461+50

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 28	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 10

PLOT DATE : 2/12/2024 3:20 PM PLOT BY : NICHOLAS WIEDERIN PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

LEGEND

C1	CONCRETE CURB & GUTTER 18-INCH TYPE D
C2	CONCRETE CURB & GUTTER 30-INCH TYPE A
C3	CONCRETE CURB & GUTTER 30-INCH TYPE D
C4	CONCRETE CURB & GUTTER HES 30-INCH TYPE A (THRU DRIVEWAYS AS SHOWN)
C5	CONCRETE CURB & GUTTER HES 30-INCH TYPE D (THRU DRIVEWAYS AS SHOWN)
C6	CONCRETE CURB PEDESTRIAN
D1	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
D2	CONCRETE DRIVEWAY HES 6-INCH
LL	LEVEL LANDING
S1	CONCRETE SIDEWALK 6-INCH
Y1	REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT OVERLAY (SEE TYPICAL SECTIONS FOR HMA TYPE AND LAYER INFORMATION)

SURFACE WATER FLOW

CURB RAMP DETECTABLE WARNING FIELD (YELLOW)

RADIAL DETECTABLE WARNING FIELD (YELLOW UNLESS OTHERWISE NOTED)

ADJUSTING INLET COVERS (UNLESS OTHERWISE NOTED)

ADJUSTING PULL BOXES (UNLESS OTHERWISE NOTED)

MEF MAXIMUM EXTENT FEASIBLE

. XXXX . SAWCUT

ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS)

COLORED AND STAMPED CONCRETE TERRACE 6-INCH

NOTES

CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION

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

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS

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

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS

*MATCH EXISTING

461+50 462+00 USH 51 N

TYPE 1 CURB RAMP
DETECTABLE WARNING FIELD REQ'D

R1=STA 461+03.66
O/S 63.36' RT

TYPE 1 CURB RAMP
DETECTABLE WARNING FIELD REQ'D

R2=STA 462+06.49
O/S 61.37' RT

CAUTION

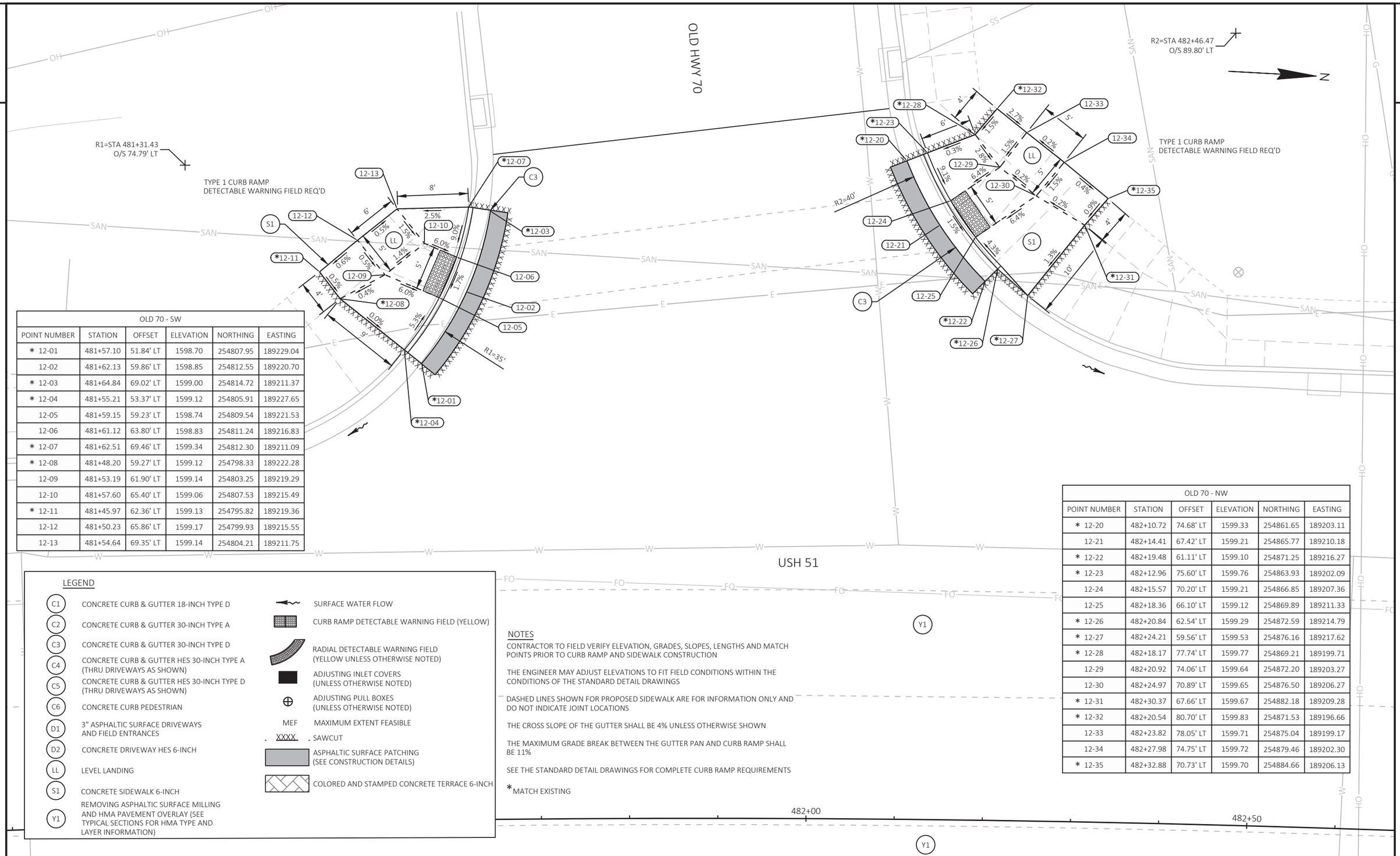
HUBER LN

HUBER - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 11-01	461+20.54	30.43' RT	1599.26	252815.04	189582.65
11-02	461+28.50	35.96' RT	1599.37	252822.07	189589.33
* 11-03	461+34.73	43.26' RT	1599.49	252827.11	189597.49
* 11-04	461+16.96	31.54' RT	1599.64	252811.33	189583.20
* 11-05	461+19.49	32.71' RT	1599.67	252813.66	189584.74
11-06	461+23.95	35.45' RT	1599.26	252817.65	189588.13
11-07	461+29.86	40.84' RT	1599.37	252822.67	189594.36
* 11-08	461+32.63	44.61' RT	1599.83	252824.83	189598.51
* 11-09	461+13.49	39.55' RT	1599.67	252806.69	189590.59
11-10	461+18.18	42.16' RT	1599.70	252810.92	189593.89
11-11	461+24.22	47.41' RT	1599.82	252816.09	189599.99
* 11-12	461+26.61	50.95' RT	1599.97	252817.92	189603.86
* 11-13	461+10.82	42.37' RT	1600.20	252803.62	189592.97
11-14	461+14.91	45.96' RT	1600.28	252807.12	189597.15
11-15	461+20.98	51.18' RT	1599.89	252812.32	189603.22
* 11-16	461+23.89	53.69' RT	1599.99	252814.82	189606.15

HUBER - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 11-20	461+72.60	52.63' RT	1599.44	252863.11	189612.52
11-21	461+77.45	41.82' RT	1598.96	252869.56	189602.58
11-22	461+78.11	40.93' RT	1598.94	252870.34	189601.80
* 11-23	461+87.49	31.98' RT	1598.75	252880.97	189594.38
* 11-24	461+75.00	53.35' RT	1599.86	252865.37	189613.59
11-25	461+79.19	43.73' RT	1598.91	252870.98	189604.73
11-26	461+84.34	37.59' RT	1598.76	252877.00	189599.45
* 11-27	461+88.88	34.06' RT	1599.16	252882.03	189596.64
* 11-28	461+79.77	57.25' RT	1599.92	252869.50	189618.18

HUBER - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
11-29	461+85.41	49.55' RT	1599.49	252876.24	189611.43
11-30	461+90.77	43.61' RT	1599.37	252882.45	189606.38
11-31	461+93.94	42.04' RT	1599.23	252885.82	189605.31
* 11-32	461+82.93	59.72' RT	1600.03	252872.25	189621.10
11-33	461+89.06	52.97' RT	1599.57	252879.33	189615.36
11-34	461+94.42	47.03' RT	1599.44	252885.54	189610.31
* 11-35	461+96.65	44.62' RT	1599.28	252888.10	189608.27
11-36	461+80.65	45.10' RT	1599.06	252872.22	189606.31
11-37	461+86.12	39.26' RT	1598.93	252878.51	189601.37

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 29	E



OLD 70 - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 12-01	481+57.10	51.84' LT	1598.70	254807.95	189229.04
12-02	481+62.13	59.86' LT	1598.85	254812.55	189220.70
* 12-03	481+64.84	69.02' LT	1599.00	254814.72	189211.37
* 12-04	481+55.21	53.37' LT	1599.12	254805.91	189227.65
12-05	481+59.15	59.23' LT	1598.74	254809.54	189221.53
12-06	481+61.12	63.80' LT	1598.83	254811.24	189216.83
* 12-07	481+62.51	69.46' LT	1599.34	254812.30	189211.09
* 12-08	481+48.20	59.27' LT	1599.12	254798.33	189222.28
12-09	481+53.19	61.90' LT	1599.14	254803.25	189219.29
12-10	481+57.60	65.40' LT	1599.06	254807.53	189215.49
* 12-11	481+45.97	62.36' LT	1599.13	254795.82	189219.36
12-12	481+50.23	65.86' LT	1599.17	254799.93	189215.55
12-13	481+54.64	69.35' LT	1599.14	254804.21	189211.75

OLD 70 - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 12-20	482+10.72	74.68' LT	1599.33	254861.65	189203.11
12-21	482+14.41	67.42' LT	1599.21	254865.77	189210.18
* 12-22	482+19.48	61.11' LT	1599.10	254871.25	189216.27
* 12-23	482+12.96	75.60' LT	1599.76	254863.93	189202.09
12-24	482+15.57	70.20' LT	1599.21	254866.85	189207.36
12-25	482+18.36	66.10' LT	1599.12	254869.89	189211.33
* 12-26	482+20.84	62.54' LT	1599.29	254872.59	189214.79
* 12-27	482+24.21	59.56' LT	1599.53	254876.16	189217.62
* 12-28	482+18.17	77.74' LT	1599.77	254869.21	189199.71
12-29	482+20.92	74.06' LT	1599.64	254872.20	189203.27
12-30	482+24.97	70.89' LT	1599.65	254876.50	189206.27
* 12-31	482+30.37	67.66' LT	1599.67	254882.18	189209.28
* 12-32	482+20.54	80.70' LT	1599.83	254871.53	189196.66
12-33	482+23.82	78.05' LT	1599.71	254875.04	189199.17
12-34	482+27.98	74.75' LT	1599.72	254879.46	189202.30
* 12-35	482+32.88	70.73' LT	1599.70	254884.66	189206.13

LEGEND

- C1 — CONCRETE CURB & GUTTER 18-INCH TYPE D
- C2 — CONCRETE CURB & GUTTER 30-INCH TYPE A
- C3 — CONCRETE CURB & GUTTER 30-INCH TYPE D
- C4 — CONCRETE CURB & GUTTER HES 30-INCH TYPE A (THRU DRIVEWAYS AS SHOWN)
- C5 — CONCRETE CURB & GUTTER HES 30-INCH TYPE D (THRU DRIVEWAYS AS SHOWN)
- C6 — CONCRETE CURB PEDESTRIAN
- D1 — 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- D2 — CONCRETE DRIVEWAY HES 6-INCH
- LL — LEVEL LANDING
- S1 — CONCRETE SIDEWALK 6-INCH
- Y1 — REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT OVERLAY (SEE TYPICAL SECTIONS FOR HMA TYPE AND LAYER INFORMATION)

- SURFACE WATER FLOW
- CURB RAMP DETECTABLE WARNING FIELD (YELLOW)
- RADIAL DETECTABLE WARNING FIELD (YELLOW UNLESS OTHERWISE NOTED)
- ADJUSTING INLET COVERS (UNLESS OTHERWISE NOTED)
- ADJUSTING PULL BOXES (UNLESS OTHERWISE NOTED)
- MEF — MAXIMUM EXTENT FEASIBLE
- . XXXX . SAWCUT
- ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS)
- COLORED AND STAMPED CONCRETE TERRACE 6-INCH

NOTES

CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION

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

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS

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

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS

*MATCH EXISTING

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 30	E

STH 70 - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
*13-01	491+38.50	58.62' LT	1603.49	255795.77	189367.02
13-02	491+43.52	63.22' LT	1603.35	255802.22	189364.53
13-03	491+46.81	66.91' LT	1603.25	255806.68	189362.28
*13-04	491+50.22	71.46' LT	1603.14	255811.58	189359.28
*13-05	491+32.38	57.20' LT	1603.96	255789.40	189366.15
*13-06	491+36.91	60.70' LT	1603.73	255794.97	189364.50
*13-07	491+37.31	60.18' LT	1603.41	255795.17	189365.12
13-08	491+41.67	64.84' LT	1603.28	255801.00	189362.34
13-09	491+44.97	68.52' LT	1603.17	255805.48	189360.10
*13-10	491+48.60	72.57' LT	1603.06	255810.42	189357.65
*13-11	491+48.26	72.82' LT	1603.55	255810.18	189357.29
*13-12	491+51.53	78.32' LT	1603.21	255815.30	189353.36
13-13	491+34.48	63.91' LT	1603.79	255793.76	189360.61
13-14	491+38.79	67.37' LT	1603.52	255799.12	189358.93
13-15	491+41.95	71.16' LT	1603.44	255803.51	189356.53
13-16	491+45.20	75.08' LT	1603.51	255808.03	189354.06
*13-17	491+49.17	80.25' LT	1603.28	255813.71	189350.68
*13-18	491+24.11	60.25' LT	1604.19	255782.50	189360.33
*13-19	491+27.99	64.79' LT	1604.09	255787.82	189357.46
13-20	491+30.97	68.55' LT	1603.88	255792.00	189355.00
13-21	491+33.69	71.86' LT	1603.60	255795.78	189352.88
13-22	491+36.84	75.66' LT	1603.53	255800.15	189350.46
13-23	491+40.31	79.86' LT	1603.61	255804.99	189347.79
*13-24	491+44.04	84.47' LT	1603.44	255810.23	189344.84
*13-25	491+21.72	65.22' LT	1604.28	255781.91	189354.82
13-26	491+25.30	69.42' LT	1604.17	255786.82	189352.16
13-27	491+27.86	72.58' LT	1603.91	255790.40	189350.11
13-28	491+30.02	75.11' LT	1603.68	255793.36	189348.52
13-29	491+33.05	79.01' LT	1603.61	255797.66	189345.95
13-30	491+36.68	83.30' LT	1603.69	255802.68	189343.25
13-30 (A)	491+40.18	66.14' LT	1603.41	255800.04	189360.58
*13-31	491+40.17	87.71' LT	1603.54	255807.62	189340.40

R1=STA 491+03.30
O/S 105.84' LT

TYPE 1 MODIFIED CURB RAMP
DETECTABLE WARNING FIELD REQ'D

EXISTING PUSH BUTTON

R1=60'

NOTES

CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION

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

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS

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

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS

* MATCH EXISTING

TYPE 6 CURB RAMP
DETECTABLE WARNING FIELD REQ'D

EXISTING PUSH BUTTON

EXISTING PUSH BUTTON

CONCRETE MEDIAN SLOPED NOSE TYPE 2

CONCRETE MEDIAN SLOPED NOSE TYPE 2

R2=STA 491+85.25
O/S 50.08' LT

R3=STA 491+94.39
O/S 51.34' LT

STH 70

USH 51

99+50 'S

491+50

492+00

LEGEND

- C1 CONCRETE CURB & GUTTER 18-INCH TYPE D
- C2 CONCRETE CURB & GUTTER 30-INCH TYPE A
- C3 CONCRETE CURB & GUTTER 30-INCH TYPE D
- C4 CONCRETE CURB & GUTTER HES 30-INCH TYPE A (THRU DRIVEWAYS AS SHOWN)
- C5 CONCRETE CURB & GUTTER HES 30-INCH TYPE D (THRU DRIVEWAYS AS SHOWN)
- C6 CONCRETE CURB PEDESTRIAN
- D1 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- D2 CONCRETE DRIVEWAY HES 6-INCH
- LL LEVEL LANDING
- S1 CONCRETE SIDEWALK 6-INCH
- Y1 REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT OVERLAY (SEE TYPICAL SECTIONS FOR HMA TYPE AND LAYER INFORMATION)

- SURFACE WATER FLOW
- CURB RAMP DETECTABLE WARNING FIELD (YELLOW)
- RADIAL DETECTABLE WARNING FIELD (YELLOW UNLESS OTHERWISE NOTED)
- ADJUSTING INLET COVERS (UNLESS OTHERWISE NOTED)
- ADJUSTING PULL BOXES (UNLESS OTHERWISE NOTED)
- MEF MAXIMUM EXTENT FEASIBLE
- . XXXX . SAWCUT
- ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS)
- COLORED AND STAMPED CONCRETE TERRACE 6-INCH

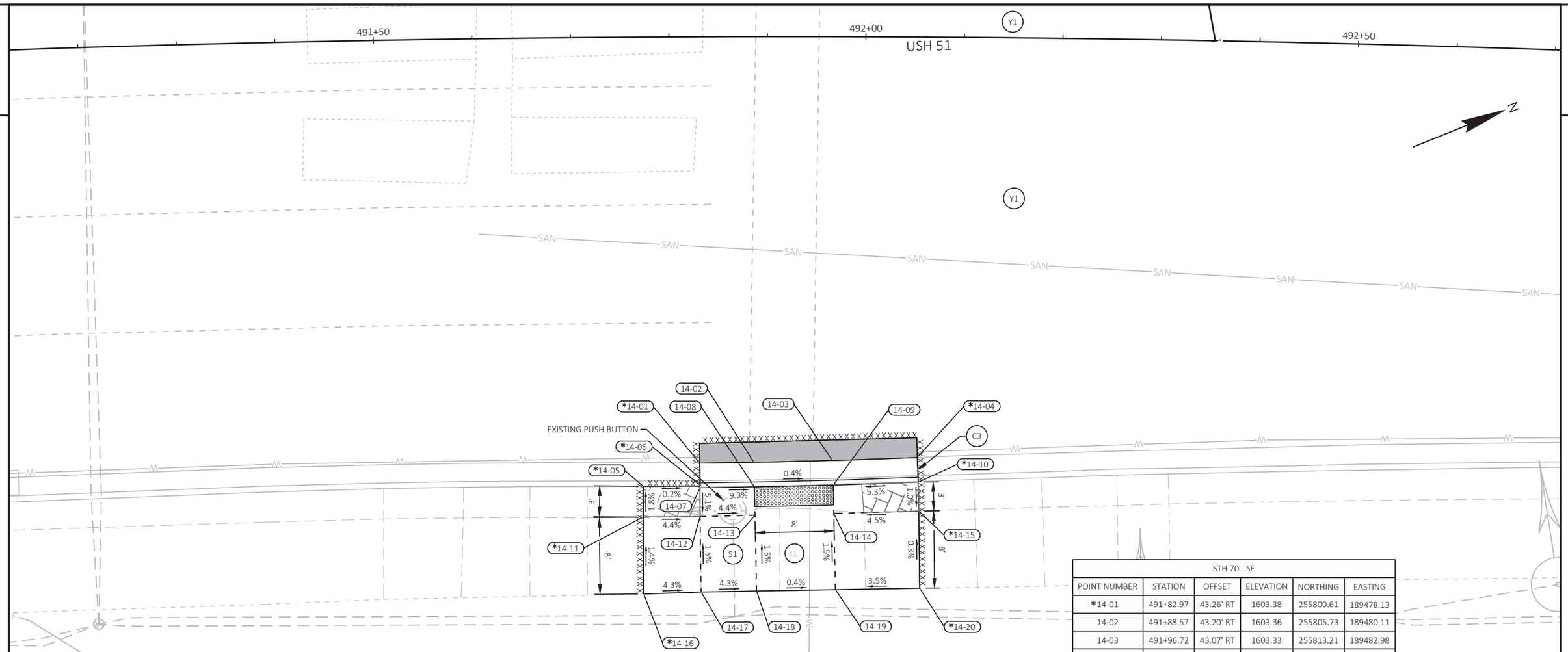
STH 70 - S - ISLAND					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 13-33	491+81.95	59.22' LT	1603.66	255837.55	189382.53
13-34	491+81.92	58.72' LT	1603.67	255837.33	189382.98
13-35	491+81.57	53.75' LT	1603.73	255835.17	189387.47
13-36	491+81.34	50.36' LT	1603.77	255833.70	189390.53
13-37	491+82.56	47.17' LT	1603.81	255833.68	189393.96
13-38	491+85.76	46.12' LT	1603.84	255836.32	189396.14
13-39	491+87.85	46.45' LT	1603.83	255838.43	189396.63
13-40	491+92.73	47.07' LT	1603.82	255843.28	189397.91
13-41	491+94.92	47.38' LT	1603.81	255845.46	189398.46
13-42	491+97.49	48.90' LT	1603.81	255848.47	189398.03
13-43	491+98.27	51.83' LT	1603.80	255850.31	189395.62
13-44	491+98.02	53.94' LT	1603.79	255850.86	189393.57
13-45	491+97.43	58.92' LT	1603.77	255852.17	189388.73
* 13-46	491+97.16	61.28' LT	1603.77	255852.80	189386.44
* 13-47	491+83.41	59.15' LT	1604.12	255838.91	189383.15
13-48	491+83.38	58.65' LT	1603.63	255838.70	189383.60

STH 70 - S - ISLAND					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
13-49	491+83.04	53.66' LT	1603.69	255836.53	189388.11
13-50	491+82.78	49.85' LT	1604.24	255834.87	189391.55
13-51	491+85.17	47.55' LT	1604.30	255836.29	189394.59
13-52	491+87.70	47.90' LT	1603.80	255838.82	189395.23
13-53	491+92.56	48.56' LT	1603.78	255843.67	189396.46
13-54	491+95.22	48.93' LT	1604.27	255846.32	189397.13
13-55	491+96.88	51.14' LT	1604.26	255848.73	189395.72
13-56	491+96.56	53.77' LT	1603.82	255849.42	189393.16
13-57	491+95.97	58.74' LT	1603.73	255850.72	189388.33
13-58	491+95.92	59.23' LT	1604.23	255850.85	189387.85
* 13-59	491+95.86	61.18' LT	1604.18	255851.53	189386.02
13-60	491+86.70	58.48' LT	1603.80	255841.80	189385.02
13-61	491+91.63	58.24' LT	1603.87	255846.40	189387.12
13-62	491+87.05	53.45' LT	1603.88	255840.27	189389.82
13-63	491+92.00	53.28' LT	1603.91	255844.90	189391.87
13-64	491+85.32	58.55' LT	1603.73	255840.52	189384.43

STH 70 - S - ISLAND					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
13-65	491+85.08	53.55' LT	1603.80	255838.43	189388.98
13-66	491+87.46	49.95' LT	1603.86	255839.36	189393.23
13-67	491+92.32	50.55' LT	1603.84	255844.19	189394.53
13-68	491+94.58	53.55' LT	1604.10	255847.45	189392.61
13-69	491+94.04	58.52' LT	1603.83	255848.80	189387.79

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 31	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 13
PLOT DATE : 2/12/2024 3:21 PM PLOT BY : NICHOLAS WIEDERIN PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



TYPE 7B CURB RAMP
DETECTABLE WARNING FIELD REQ'D

LEGEND

- C1 — CONCRETE CURB & GUTTER 18-INCH TYPE D
- C2 — CONCRETE CURB & GUTTER 30-INCH TYPE A
- C3 — CONCRETE CURB & GUTTER 30-INCH TYPE D
- C4 — CONCRETE CURB & GUTTER HES 30-INCH TYPE A (THRU DRIVEWAYS AS SHOWN)
- C5 — CONCRETE CURB & GUTTER HES 30-INCH TYPE D (THRU DRIVEWAYS AS SHOWN)
- C6 — CONCRETE CURB PEDESTRIAN
- D1 — 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- D2 — CONCRETE DRIVEWAY HES 6-INCH
- LL — LEVEL LANDING
- S1 — CONCRETE SIDEWALK 6-INCH
- Y1 — REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT OVERLAY (SEE TYPICAL SECTIONS FOR HMA TYPE AND LAYER INFORMATION)

- SURFACE WATER FLOW
- CURB RAMP DETECTABLE WARNING FIELD (YELLOW)
- RADIAL DETECTABLE WARNING FIELD (YELLOW UNLESS OTHERWISE NOTED)
- ADJUSTING INLET COVERS (UNLESS OTHERWISE NOTED)
- ADJUSTING PULL BOXES (UNLESS OTHERWISE NOTED)
- MEF — MAXIMUM EXTENT FEASIBLE
- XXXX — SAWCUT
- ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS)
- COLORED AND STAMPED CONCRETE TERRACE 6-INCH

NOTES

CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION

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

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS

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

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS

*MATCH EXISTING

STH 70 - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
*14-01	491+82.97	43.26' RT	1603.38	255800.61	189478.13
14-02	491+88.57	43.20' RT	1603.36	255805.73	189480.11
14-03	491+96.72	43.07' RT	1603.33	255813.21	189482.98
*14-04	492+05.46	42.68' RT	1603.30	255821.29	189485.85
*14-05	491+77.12	45.59' RT	1603.77	255794.42	189478.18
*14-06	491+82.97	45.50' RT	1603.76	255799.78	189480.21
14-07	491+82.99	45.76' RT	1603.72	255799.70	189480.46
14-08	491+88.62	45.70' RT	1603.29	255804.85	189482.45
14-09	491+96.78	45.51' RT	1603.26	255812.34	189485.26
*14-10	492+05.58	45.17' RT	1603.72	255820.46	189488.21
*14-11	491+77.07	48.72' RT	1603.83	255793.22	189481.07
14-12	491+82.98	48.70' RT	1603.57	255798.61	189483.18
14-13	491+88.67	48.57' RT	1603.33	255803.83	189485.13
14-14	491+96.84	48.38' RT	1603.30	255811.32	189487.95
*14-15	492+05.66	48.11' RT	1603.69	255819.41	189490.95
*14-16	491+77.09	56.51' RT	1603.94	255790.38	189488.32
14-17	491+83.06	56.35' RT	1603.69	255795.85	189490.32
14-18	491+88.83	56.24' RT	1603.45	255801.11	189492.31
14-19	491+97.03	56.10' RT	1603.41	255808.59	189495.17
*14-20	492+05.79	55.94' RT	1603.71	255816.57	189498.24

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 32	E

LEGEND

- C1 CONCRETE CURB & GUTTER 18-INCH TYPE D
- C2 CONCRETE CURB & GUTTER 30-INCH TYPE A
- C3 CONCRETE CURB & GUTTER 30-INCH TYPE D
- C4 CONCRETE CURB & GUTTER HES 30-INCH TYPE A (THRU DRIVEWAYS AS SHOWN)
- C5 CONCRETE CURB & GUTTER HES 30-INCH TYPE D (THRU DRIVEWAYS AS SHOWN)
- C6 CONCRETE CURB PEDESTRIAN
- D1 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- D2 CONCRETE DRIVEWAY HES 6-INCH
- LL LEVEL LANDING
- S1 CONCRETE SIDEWALK 6-INCH
- Y1 REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT OVERLAY (SEE TYPICAL SECTIONS FOR HMA TYPE AND LAYER INFORMATION)

SURFACE WATER FLOW

CURB RAMP DETECTABLE WARNING FIELD (YELLOW)

RADIAL DETECTABLE WARNING FIELD (YELLOW UNLESS OTHERWISE NOTED)

ADJUSTING INLET COVERS (UNLESS OTHERWISE NOTED)

ADJUSTING PULL BOXES (UNLESS OTHERWISE NOTED)

MEF MAXIMUM EXTENT FEASIBLE

XXXX SAWCUT

ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS)

COLORED AND STAMPED CONCRETE TERRACE 6-INCH

NOTES

CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION

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

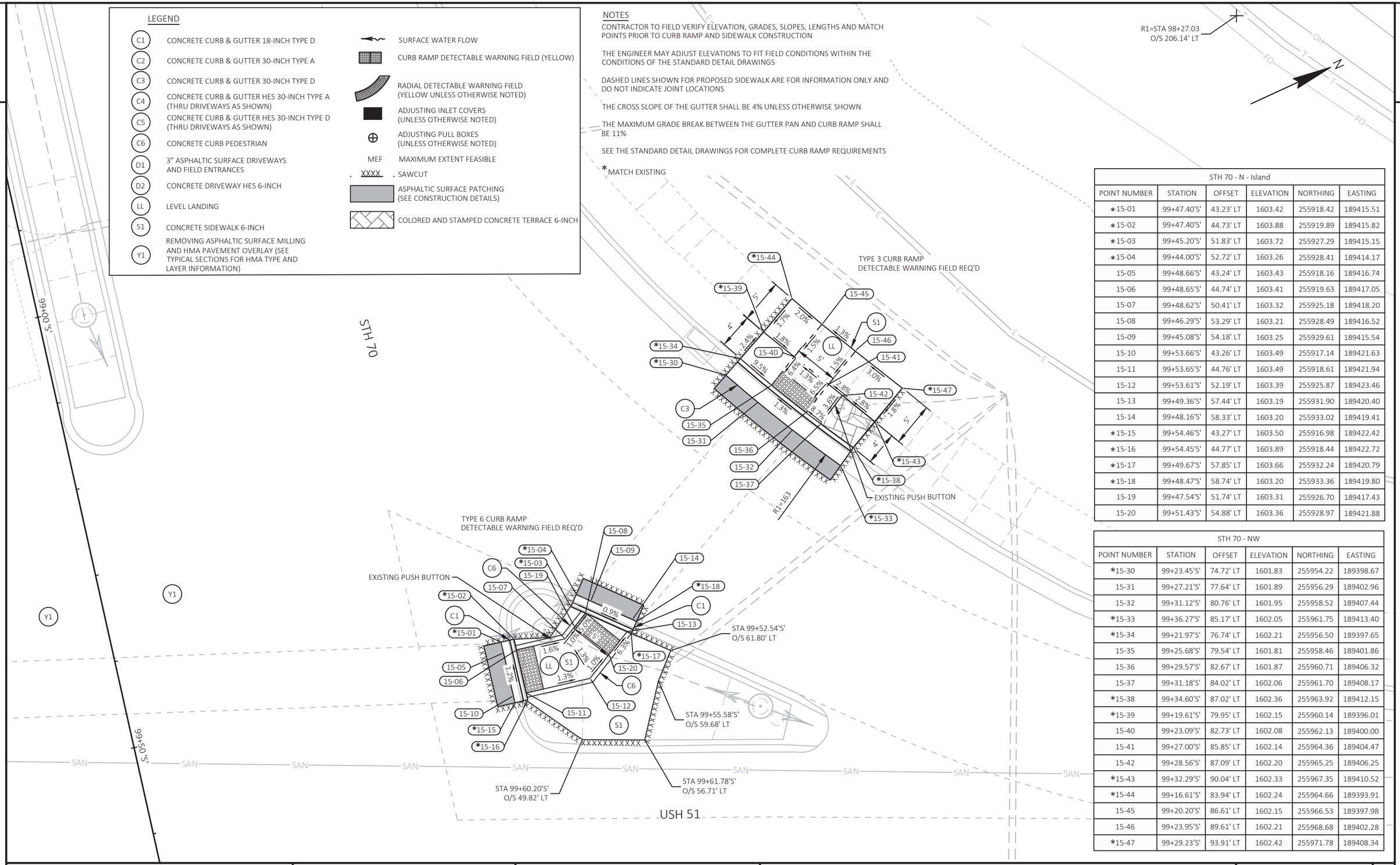
DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS

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

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS

*MATCH EXISTING



STH 70 - N - Island					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
*15-01	99+47.40'S'	43.23' LT	1603.42	255918.42	189415.51
*15-02	99+47.40'S'	44.73' LT	1603.88	255919.89	189415.82
*15-03	99+45.20'S'	51.83' LT	1603.72	255927.29	189415.15
*15-04	99+44.00'S'	52.72' LT	1603.26	255928.41	189414.17
15-05	99+48.66'S'	43.24' LT	1603.43	255918.16	189416.74
15-06	99+48.65'S'	44.74' LT	1603.41	255919.63	189417.05
15-07	99+48.62'S'	50.41' LT	1603.32	255925.18	189418.20
15-08	99+46.29'S'	53.29' LT	1603.21	255928.49	189416.52
15-09	99+45.08'S'	54.18' LT	1603.25	255929.61	189415.54
15-10	99+53.66'S'	43.26' LT	1603.49	255917.14	189421.63
15-11	99+53.65'S'	44.76' LT	1603.49	255918.61	189421.94
15-12	99+53.61'S'	52.19' LT	1603.39	255925.87	189423.46
15-13	99+49.36'S'	57.44' LT	1603.19	255931.90	189420.40
15-14	99+48.16'S'	58.33' LT	1603.20	255933.02	189419.41
*15-15	99+54.46'S'	43.27' LT	1603.50	255916.98	189422.42
*15-16	99+54.45'S'	44.77' LT	1603.89	255918.44	189422.72
*15-17	99+49.67'S'	57.85' LT	1603.66	255932.24	189420.79
*15-18	99+48.47'S'	58.74' LT	1603.20	255933.36	189419.80
15-19	99+47.54'S'	51.74' LT	1603.31	255926.70	189417.43
15-20	99+51.43'S'	54.88' LT	1603.36	255928.97	189421.88

STH 70 - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
*15-30	99+23.45'S'	74.72' LT	1601.83	255954.22	189398.67
15-31	99+27.21'S'	77.64' LT	1601.89	255956.29	189402.96
15-32	99+31.12'S'	80.76' LT	1601.95	255958.52	189407.44
*15-33	99+36.27'S'	85.17' LT	1602.05	255961.75	189413.40
*15-34	99+21.97'S'	76.74' LT	1602.21	255956.50	189397.65
15-35	99+25.68'S'	79.54' LT	1601.81	255958.46	189401.86
15-36	99+29.57'S'	82.67' LT	1601.87	255960.71	189406.32
15-37	99+31.18'S'	84.02' LT	1602.06	255961.70	189408.17
*15-38	99+34.60'S'	87.02' LT	1602.36	255963.92	189412.15
*15-39	99+19.61'S'	79.95' LT	1602.15	255960.14	189396.01
15-40	99+23.09'S'	82.73' LT	1602.08	255962.13	189400.00
15-41	99+27.00'S'	85.85' LT	1602.14	255964.36	189404.47
15-42	99+28.56'S'	87.09' LT	1602.20	255965.25	189406.25
*15-43	99+32.29'S'	90.04' LT	1602.33	255967.35	189410.52
*15-44	99+16.61'S'	83.94' LT	1602.24	255964.66	189393.91
15-45	99+20.20'S'	86.61' LT	1602.15	255966.53	189397.98
15-46	99+23.95'S'	89.61' LT	1602.21	255968.68	189402.28
*15-47	99+29.23'S'	93.91' LT	1602.42	255971.78	189408.34

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 33	E

NOTES

CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION

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

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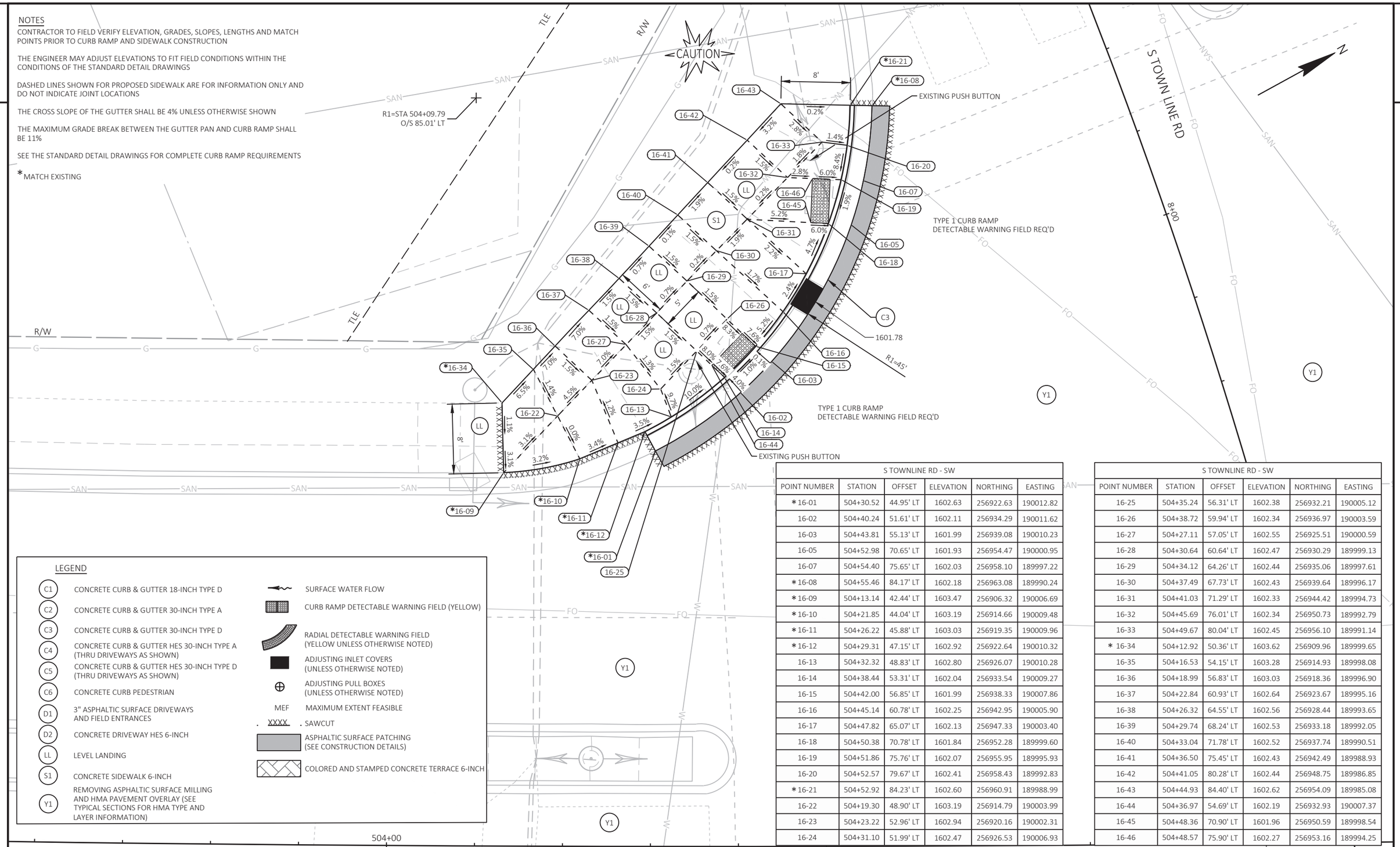
THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS

*MATCH EXISTING



LEGEND

C1	CONCRETE CURB & GUTTER 18-INCH TYPE D
C2	CONCRETE CURB & GUTTER 30-INCH TYPE A
C3	CONCRETE CURB & GUTTER 30-INCH TYPE D
C4	CONCRETE CURB & GUTTER HES 30-INCH TYPE A (THRU DRIVEWAYS AS SHOWN)
C5	CONCRETE CURB & GUTTER HES 30-INCH TYPE D (THRU DRIVEWAYS AS SHOWN)
C6	CONCRETE CURB PEDESTRIAN
D1	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
D2	CONCRETE DRIVEWAY HES 6-INCH
LL	LEVEL LANDING
S1	CONCRETE SIDEWALK 6-INCH
Y1	REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT OVERLAY (SEE TYPICAL SECTIONS FOR HMA TYPE AND LAYER INFORMATION)

	SURFACE WATER FLOW
	CURB RAMP DETECTABLE WARNING FIELD (YELLOW)
	RADIAL DETECTABLE WARNING FIELD (YELLOW UNLESS OTHERWISE NOTED)
	ADJUSTING INLET COVERS (UNLESS OTHERWISE NOTED)
⊕	ADJUSTING PULL BOXES (UNLESS OTHERWISE NOTED)
MEF	MAXIMUM EXTENT FEASIBLE
. XXXX .	SAWCUT
	ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS)
	COLORED AND STAMPED CONCRETE TERRACE 6-INCH

S TOWNLINE RD - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
*16-01	504+30.52	44.95' LT	1602.63	256922.63	190012.82
16-02	504+40.24	51.61' LT	1602.11	256934.29	190011.62
16-03	504+43.81	55.13' LT	1601.99	256939.08	190010.23
16-05	504+52.98	70.65' LT	1601.93	256954.47	190000.95
16-07	504+54.40	75.65' LT	1602.03	256958.10	189997.22
*16-08	504+55.46	84.17' LT	1602.18	256963.08	189990.24
*16-09	504+13.14	42.44' LT	1603.47	256906.32	190006.69
*16-10	504+21.85	44.04' LT	1603.19	256914.66	190009.48
*16-11	504+26.22	45.88' LT	1603.03	256919.35	190009.96
*16-12	504+29.31	47.15' LT	1602.92	256922.64	190010.32
16-13	504+32.32	48.83' LT	1602.80	256926.07	190010.28
16-14	504+38.44	53.31' LT	1602.04	256933.54	190009.27
16-15	504+42.00	56.85' LT	1601.99	256938.33	190007.86
16-16	504+45.14	60.78' LT	1602.25	256942.95	190005.90
16-17	504+47.82	65.07' LT	1602.13	256947.33	190003.40
16-18	504+50.38	70.78' LT	1601.84	256952.28	189999.60
16-19	504+51.86	75.76' LT	1602.07	256955.95	189995.93
16-20	504+52.57	79.67' LT	1602.41	256958.43	189992.83
*16-21	504+52.92	84.23' LT	1602.60	256960.91	189988.99
16-22	504+19.30	48.90' LT	1603.19	256914.79	190003.99
16-23	504+23.22	52.96' LT	1602.94	256920.16	190002.31
16-24	504+31.10	51.99' LT	1602.47	256926.53	190006.93

S TOWNLINE RD - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
16-25	504+35.24	56.31' LT	1602.38	256932.21	190005.12
16-26	504+38.72	59.94' LT	1602.34	256936.97	190003.59
16-27	504+27.11	57.05' LT	1602.55	256925.51	190000.59
16-28	504+30.64	60.64' LT	1602.47	256930.29	189999.13
16-29	504+34.12	64.26' LT	1602.44	256935.06	189997.61
16-30	504+37.49	67.73' LT	1602.43	256939.64	189996.17
16-31	504+41.03	71.29' LT	1602.33	256944.42	189994.73
16-32	504+45.69	76.01' LT	1602.34	256950.73	189992.79
16-33	504+49.67	80.04' LT	1602.45	256956.10	189991.14
* 16-34	504+12.92	50.36' LT	1603.62	256909.96	189999.65
16-35	504+16.53	54.15' LT	1603.28	256914.93	189998.08
16-36	504+18.99	56.83' LT	1603.03	256918.36	189996.90
16-37	504+22.84	60.93' LT	1602.64	256923.67	189995.16
16-38	504+26.32	64.55' LT	1602.56	256928.44	189993.65
16-39	504+29.74	68.24' LT	1602.53	256933.18	189992.05
16-40	504+33.04	71.78' LT	1602.52	256937.74	189990.51
16-41	504+36.50	75.45' LT	1602.43	256942.49	189988.93
16-42	504+41.05	80.28' LT	1602.44	256948.75	189986.85
16-43	504+44.93	84.40' LT	1602.62	256954.09	189985.08
16-44	504+36.97	54.69' LT	1602.19	256932.93	190007.37
16-45	504+48.36	70.90' LT	1601.96	256950.59	189998.54
16-46	504+48.57	75.90' LT	1602.27	256953.16	189994.25

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 34	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 16
PLOT DATE : 2/12/2024 3:21 PM
PLOT BY : NICHOLAS WIEDERIN
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

NOTES

CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION

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

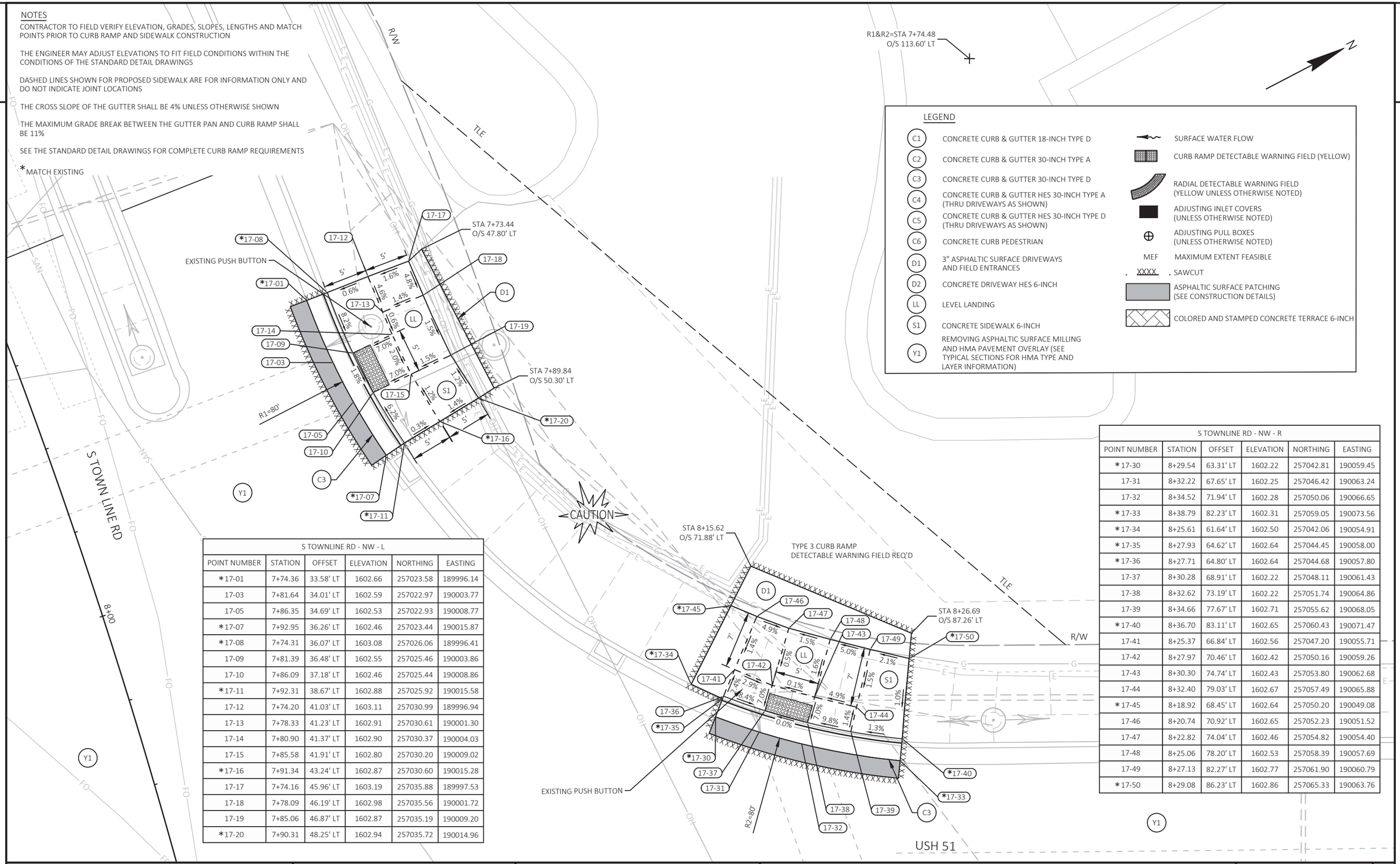
DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS

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

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS

*MATCH EXISTING



LEGEND

C1	CONCRETE CURB & GUTTER 18-INCH TYPE D
C2	CONCRETE CURB & GUTTER 30-INCH TYPE A
C3	CONCRETE CURB & GUTTER 30-INCH TYPE D
C4	CONCRETE CURB & GUTTER HES 30-INCH TYPE A (THRU DRIVEWAYS AS SHOWN)
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C6	CONCRETE CURB PEDESTRIAN
D1	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
D2	CONCRETE DRIVEWAY HES 6-INCH
LL	LEVEL LANDING
S1	CONCRETE SIDEWALK 6-INCH
Y1	REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT OVERLAY (SEE TYPICAL SECTIONS FOR HMA TYPE AND LAYER INFORMATION)

SURFACE WATER FLOW

CURB RAMP DETECTABLE WARNING FIELD (YELLOW)

RADIAL DETECTABLE WARNING FIELD (YELLOW UNLESS OTHERWISE NOTED)

ADJUSTING INLET COVERS (UNLESS OTHERWISE NOTED)

ADJUSTING PULL BOXES (UNLESS OTHERWISE NOTED)

MEF MAXIMUM EXTENT FEASIBLE

. XXXX . SAWCUT

ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS)

COLORED AND STAMPED CONCRETE TERRACE 6-INCH

S TOWNLINE RD - NW - L					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
*17-01	7+74.36	33.58' LT	1602.66	257023.58	189996.14
17-03	7+81.64	34.01' LT	1602.59	257022.97	190003.77
17-05	7+86.35	34.69' LT	1602.53	257022.93	190008.77
*17-07	7+92.95	36.26' LT	1602.46	257023.44	190015.87
*17-08	7+74.31	36.07' LT	1603.08	257026.06	189996.41
17-09	7+81.39	36.48' LT	1602.55	257025.46	190003.86
17-10	7+86.09	37.18' LT	1602.46	257025.44	190008.86
*17-11	7+92.31	38.67' LT	1602.88	257025.92	190015.58
17-12	7+74.20	41.03' LT	1603.11	257030.99	189996.94
17-13	7+78.33	41.23' LT	1602.91	257030.61	190001.30
17-14	7+80.90	41.37' LT	1602.90	257030.37	190004.03
17-15	7+85.58	41.91' LT	1602.80	257030.20	190009.02
*17-16	7+91.34	43.24' LT	1602.87	257030.60	190015.28
17-17	7+74.16	45.96' LT	1603.19	257035.88	189997.53
17-18	7+78.09	46.19' LT	1602.98	257035.56	190001.72
17-19	7+85.06	46.87' LT	1602.87	257035.19	190009.20
*17-20	7+90.31	48.25' LT	1602.94	257035.72	190014.96

S TOWNLINE RD - NW - R					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
*17-30	8+29.54	63.31' LT	1602.22	257042.81	190059.45
17-31	8+32.22	67.65' LT	1602.25	257046.42	190063.24
17-32	8+34.52	71.94' LT	1602.28	257050.06	190066.65
*17-33	8+38.79	82.23' LT	1602.31	257059.05	190073.56
*17-34	8+25.61	61.64' LT	1602.50	257042.06	190054.91
*17-35	8+27.93	64.62' LT	1602.64	257044.45	190058.00
*17-36	8+27.71	64.80' LT	1602.64	257044.68	190057.80
17-37	8+30.28	68.91' LT	1602.22	257048.11	190061.43
17-38	8+32.62	73.19' LT	1602.22	257051.74	190064.86
17-39	8+34.66	77.67' LT	1602.71	257055.62	190068.05
*17-40	8+36.70	83.11' LT	1602.65	257060.43	190071.47
17-41	8+25.37	66.84' LT	1602.56	257047.20	190055.71
17-42	8+27.97	70.46' LT	1602.42	257050.16	190059.26
17-43	8+30.30	74.74' LT	1602.43	257053.80	190062.68
17-44	8+32.40	79.03' LT	1602.67	257057.49	190065.88
*17-45	8+18.92	68.45' LT	1602.64	257050.20	190049.08
17-46	8+20.74	70.92' LT	1602.65	257052.23	190051.52
17-47	8+22.82	74.04' LT	1602.46	257054.82	190054.40
17-48	8+25.06	78.20' LT	1602.53	257058.39	190057.69
17-49	8+27.13	82.27' LT	1602.77	257061.90	190060.79
*17-50	8+29.08	86.23' LT	1602.86	257065.33	190063.76

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 35	E

NOTES

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SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS

*MATCH EXISTING

LEGEND

- C1 CONCRETE CURB & GUTTER 18-INCH TYPE D
- C2 CONCRETE CURB & GUTTER 30-INCH TYPE A
- C3 CONCRETE CURB & GUTTER 30-INCH TYPE D
- C4 CONCRETE CURB & GUTTER HES 30-INCH TYPE A (THRU DRIVEWAYS AS SHOWN)
- C5 CONCRETE CURB & GUTTER HES 30-INCH TYPE D (THRU DRIVEWAYS AS SHOWN)
- C6 CONCRETE CURB PEDESTRIAN
- D1 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- D2 CONCRETE DRIVEWAY HES 6-INCH
- LL LEVEL LANDING
- S1 CONCRETE SIDEWALK 6-INCH
- Y1 REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT OVERLAY (SEE TYPICAL SECTIONS FOR HMA TYPE AND LAYER INFORMATION)

SURFACE WATER FLOW

CURB RAMP DETECTABLE WARNING FIELD (YELLOW)

RADIAL DETECTABLE WARNING FIELD (YELLOW UNLESS OTHERWISE NOTED)

ADJUSTING INLET COVERS (UNLESS OTHERWISE NOTED)

ADJUSTING PULL BOXES (UNLESS OTHERWISE NOTED)

MEF MAXIMUM EXTENT FEASIBLE

XXXX SAWCUT

ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS)

COLORED AND STAMPED CONCRETE TERRACE 6-INCH

USH 51

TYPE 3 CURB RAMP
DETECTABLE WARNING FIELD REQ'D

EXISTING PUSH BUTTON

R1=100'

R1=STA 9+80.44
O/S 115.48' RT

R2=100'

R2=STA 9+80.44
O/S 115.48' RT

CAUTION

R/W

TLE

CTH J

9+50

10+00

CTH J - SE - R					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
*18-30	9+34.14	29.57' RT	1602.14	256928.72	190142.52
18-31	9+43.57	24.11' RT	1601.98	256932.29	190153.16
18-32	9+48.88	21.71' RT	1601.89	256933.71	190158.98
*18-33	9+61.08	17.76' RT	1601.71	256935.60	190172.02
*18-34	9+35.43	31.67' RT	1602.56	256926.40	190143.45
18-35	9+39.12	29.34' RT	1602.46	256927.98	190147.67
18-36	9+44.52	26.39' RT	1601.90	256929.87	190153.73
18-37	9+49.83	24.01' RT	1601.81	256931.28	190159.57
18-38	9+55.06	22.06' RT	1602.19	256932.32	190165.22
*18-39	9+61.63	20.19' RT	1602.13	256933.11	190172.21
*18-40	9+41.32	40.32' RT	1602.59	256916.77	190147.96
18-41	9+44.58	37.41' RT	1602.46	256919.02	190151.87
18-42	9+47.87	34.52' RT	1602.33	256921.26	190155.78
18-43	9+52.52	30.63' RT	1602.24	256924.29	190161.23
18-44	9+56.29	27.56' RT	1602.17	256926.69	190165.61
*18-45	9+63.24	24.66' RT	1602.06	256928.44	190173.18
*18-46	9+45.16	46.06' RT	1602.68	256910.38	190150.96
18-47	9+50.75	41.67' RT	1602.45	256913.71	190157.57
18-48	9+55.54	37.98' RT	1602.36	256916.52	190163.18
18-49	9+59.98	34.58' RT	1602.28	256919.15	190168.33
*18-50	9+65.31	30.67' RT	1602.19	256922.19	190174.44
*18-51	9+48.71	51.52' RT	1602.74	256904.36	190153.78
18-52	9+54.19	47.30' RT	1602.54	256907.55	190160.28
18-53	9+58.55	43.80' RT	1602.46	256910.28	190165.42
18-54	9+63.08	40.43' RT	1602.37	256912.87	190170.68
*18-55	9+67.53	37.22' RT	1602.29	256915.37	190175.81
18-56	9+45.28	28.22' RT	1602.03	256927.93	190154.19
18-57	9+50.58	25.86' RT	1601.95	256929.33	190160.03

CTH J - SE - L					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
*18-01	8+96.60	82.71' RT	1602.92	256885.25	190092.74
18-02	8+98.33	77.55' RT	1602.83	256889.88	190095.59
18-03	9+00.13	72.88' RT	1602.78	256894.02	190098.41
*18-04	9+02.38	67.71' RT	1602.74	256898.55	190101.78
*18-05	8+99.03	83.31' RT	1603.30	256884.11	190094.98
18-06	9+00.63	78.43' RT	1602.79	256888.50	190097.63
18-07	9+02.42	73.76' RT	1602.73	256892.65	190100.44
*18-08	9+04.59	68.90' RT	1603.14	256896.89	190103.65
*18-09	9+00.22	89.76' RT	1603.40	256877.56	190094.67
*18-10	9+01.81	83.99' RT	1603.34	256882.82	190097.53
18-11	9+03.59	79.56' RT	1602.98	256886.73	190100.26
18-12	9+05.44	74.92' RT	1602.92	256890.83	190103.11
*18-13	9+09.29	71.28' RT	1603.14	256893.50	190107.72
18-14	9+06.59	85.53' RT	1603.40	256880.24	190101.84
18-15	9+08.25	81.36' RT	1603.05	256883.92	190104.40
18-16	9+10.00	76.71' RT	1603.00	256888.03	190107.26
*18-17	9+13.04	73.47' RT	1603.21	256890.43	190111.28
*18-18	9+07.86	92.25' RT	1603.55	256873.40	190101.55
18-19	9+09.50	86.43' RT	1603.43	256878.69	190104.52
18-20	9+10.81	84.71' RT	1603.28	256880.03	190106.35
18-21	9+12.14	83.00' RT	1603.12	256881.36	190108.19
18-22	9+16.10	79.37' RT	1603.12	256883.93	190113.31
*18-23	9+18.61	77.06' RT	1603.30	256885.59	190116.54

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 36	E

505+50 506+00 506+50 Y1

LEGEND

- C1 CONCRETE CURB & GUTTER 18-INCH TYPE D
- C2 CONCRETE CURB & GUTTER 30-INCH TYPE A
- C3 CONCRETE CURB & GUTTER 30-INCH TYPE D
- C4 CONCRETE CURB & GUTTER HES 30-INCH TYPE A (THRU DRIVEWAYS AS SHOWN)
- C5 CONCRETE CURB & GUTTER HES 30-INCH TYPE D (THRU DRIVEWAYS AS SHOWN)
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- D1 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- D2 CONCRETE DRIVEWAY HES 6-INCH
- LL LEVEL LANDING
- S1 CONCRETE SIDEWALK 6-INCH
- Y1 REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT OVERLAY (SEE TYPICAL SECTIONS FOR HMA TYPE AND LAYER INFORMATION)
- SURFACE WATER FLOW
- CURB RAMP DETECTABLE WARNING FIELD (YELLOW)
- RADIAL DETECTABLE WARNING FIELD (YELLOW UNLESS OTHERWISE NOTED)
- ADJUSTING INLET COVERS (UNLESS OTHERWISE NOTED)
- ADJUSTING PULL BOXES (UNLESS OTHERWISE NOTED)
- MEF MAXIMUM EXTENT FEASIBLE
- XXXX SAWCUT
- ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS)
- COLORED AND STAMPED CONCRETE TERRACE 6-INCH

NOTES

CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION

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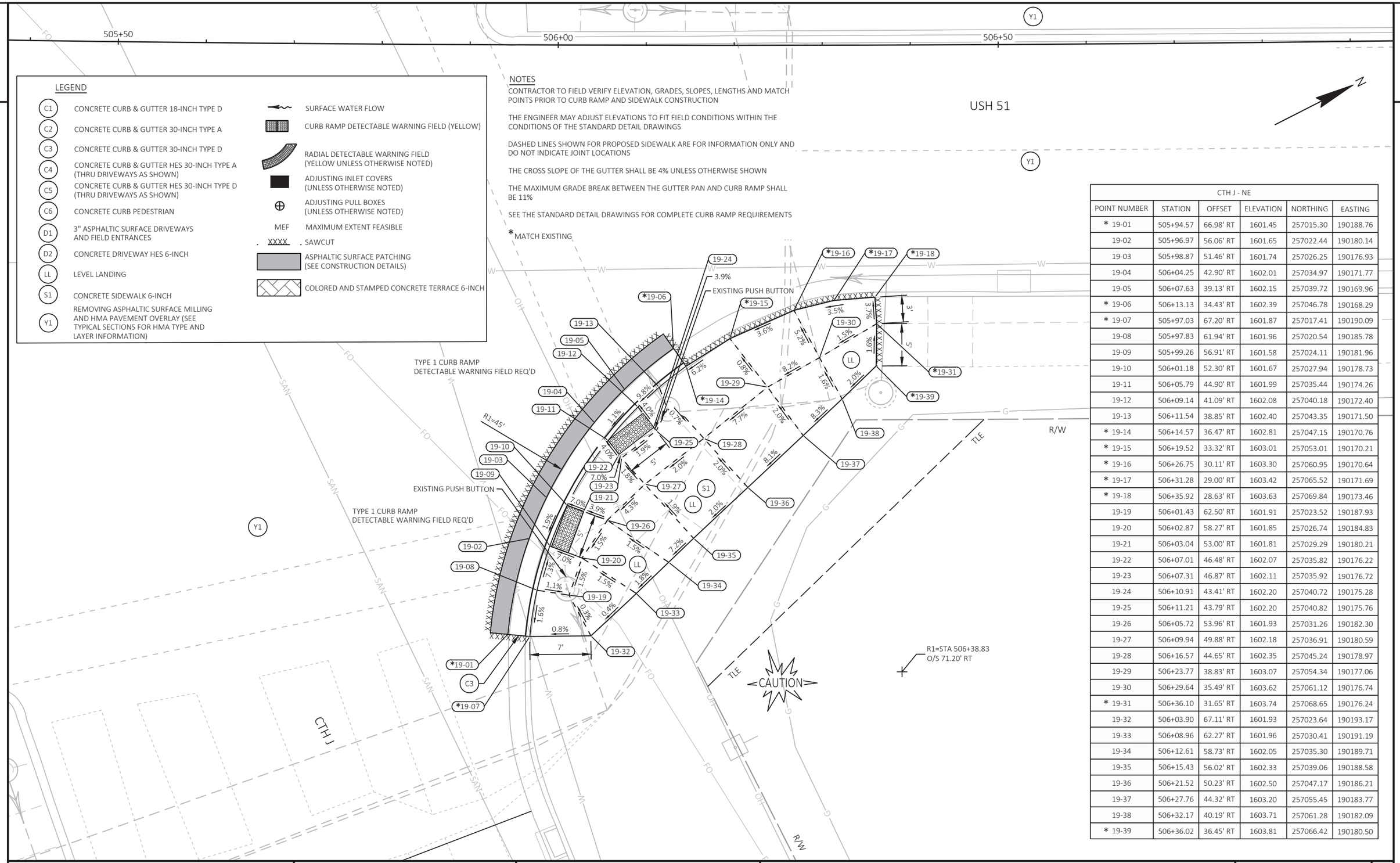
SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS

* MATCH EXISTING



CTH J - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 19-01	505+94.57	66.98' RT	1601.45	257015.30	190188.76
19-02	505+96.97	56.06' RT	1601.65	257022.44	190180.14
19-03	505+98.87	51.46' RT	1601.74	257026.25	190176.93
19-04	506+04.25	42.90' RT	1602.01	257034.97	190171.77
19-05	506+07.63	39.13' RT	1602.15	257039.72	190169.96
* 19-06	506+13.13	34.43' RT	1602.39	257046.78	190168.29
* 19-07	505+97.03	67.20' RT	1601.87	257017.41	190190.09
19-08	505+97.83	61.94' RT	1601.96	257020.54	190185.78
19-09	505+99.26	56.91' RT	1601.58	257024.11	190181.96
19-10	506+01.18	52.30' RT	1601.67	257027.94	190178.73
19-11	506+05.79	44.90' RT	1601.99	257035.44	190174.26
19-12	506+09.14	41.09' RT	1602.08	257040.18	190172.40
19-13	506+11.54	38.85' RT	1602.40	257043.35	190171.50
* 19-14	506+14.57	36.47' RT	1602.81	257047.15	190170.76
* 19-15	506+19.52	33.32' RT	1603.01	257053.01	190170.21
* 19-16	506+26.75	30.11' RT	1603.30	257060.95	190170.64
* 19-17	506+31.28	29.00' RT	1603.42	257065.52	190171.69
* 19-18	506+35.92	28.63' RT	1603.63	257069.84	190173.46
19-19	506+01.43	62.50' RT	1601.91	257023.52	190187.93
19-20	506+02.87	58.27' RT	1601.85	257026.74	190184.83
19-21	506+03.04	53.00' RT	1601.81	257029.29	190180.21
19-22	506+07.01	46.48' RT	1602.07	257035.82	190176.22
19-23	506+07.31	46.87' RT	1602.11	257035.92	190176.72
19-24	506+10.91	43.41' RT	1602.20	257040.72	190175.28
19-25	506+11.21	43.79' RT	1602.20	257040.82	190175.76
19-26	506+05.72	53.96' RT	1601.93	257031.26	190182.30
19-27	506+09.94	49.88' RT	1602.18	257036.91	190180.59
19-28	506+16.57	44.65' RT	1602.35	257045.24	190178.97
19-29	506+23.77	38.83' RT	1603.07	257054.34	190177.06
19-30	506+29.64	35.49' RT	1603.62	257061.12	190176.74
* 19-31	506+36.10	31.65' RT	1603.74	257068.65	190176.24
19-32	506+03.90	67.11' RT	1601.93	257023.64	190193.17
19-33	506+08.96	62.27' RT	1601.96	257030.41	190191.19
19-34	506+12.61	58.73' RT	1602.05	257035.30	190189.71
19-35	506+15.43	56.02' RT	1602.33	257039.06	190188.58
19-36	506+21.52	50.23' RT	1602.50	257047.17	190186.21
19-37	506+27.76	44.32' RT	1603.20	257055.45	190183.77
19-38	506+32.17	40.19' RT	1603.71	257061.28	190182.09
* 19-39	506+36.02	36.45' RT	1603.81	257066.42	190180.50

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 37	E

516+00 | 516+50 | 517+00

Y1

LEGEND

C1	CONCRETE CURB & GUTTER 18-INCH TYPE D
C2	CONCRETE CURB & GUTTER 30-INCH TYPE A
C3	CONCRETE CURB & GUTTER 30-INCH TYPE D
C4	CONCRETE CURB & GUTTER HES 30-INCH TYPE A (THRU DRIVEWAYS AS SHOWN)
C5	CONCRETE CURB & GUTTER HES 30-INCH TYPE D (THRU DRIVEWAYS AS SHOWN)
C6	CONCRETE CURB PEDESTRIAN
D1	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
D2	CONCRETE DRIVEWAY HES 6-INCH
LL	LEVEL LANDING
S1	CONCRETE SIDEWALK 6-INCH
Y1	REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT OVERLAY (SEE TYPICAL SECTIONS FOR HMA TYPE AND LAYER INFORMATION)

SURFACE WATER FLOW

CURB RAMP DETECTABLE WARNING FIELD (YELLOW)

RADIAL DETECTABLE WARNING FIELD (YELLOW UNLESS OTHERWISE NOTED)

ADJUSTING INLET COVERS (UNLESS OTHERWISE NOTED)

ADJUSTING PULL BOXES (UNLESS OTHERWISE NOTED)

MEF MAXIMUM EXTENT FEASIBLE

. XXXX . SAWCUT

ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS)

COLORED AND STAMPED CONCRETE TERRACE 6-INCH

NOTES

CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION

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

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS

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

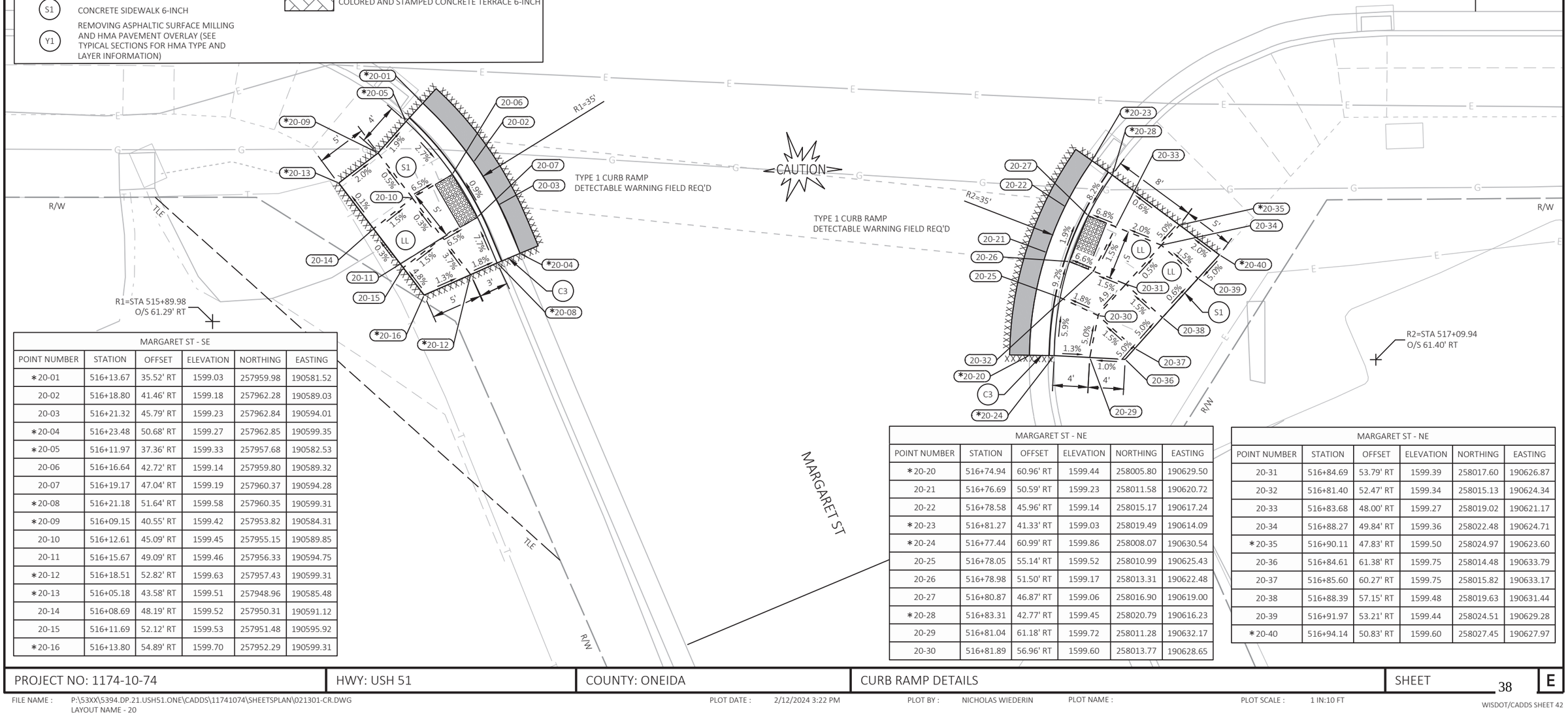
THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%

SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS

*MATCH EXISTING

N

USH 51



MARGARET ST - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
*20-01	516+13.67	35.52' RT	1599.03	257959.98	190581.52
20-02	516+18.80	41.46' RT	1599.18	257962.28	190589.03
20-03	516+21.32	45.79' RT	1599.23	257962.84	190594.01
*20-04	516+23.48	50.68' RT	1599.27	257962.85	190599.35
*20-05	516+11.97	37.36' RT	1599.33	257957.68	190582.53
20-06	516+16.64	42.72' RT	1599.14	257959.80	190589.32
20-07	516+19.17	47.04' RT	1599.19	257960.37	190594.28
*20-08	516+21.18	51.64' RT	1599.58	257960.35	190599.31
*20-09	516+09.15	40.55' RT	1599.42	257953.82	190584.31
20-10	516+12.61	45.09' RT	1599.45	257955.15	190589.85
20-11	516+15.67	49.09' RT	1599.46	257956.33	190594.75
*20-12	516+18.51	52.82' RT	1599.63	257957.43	190599.31
*20-13	516+05.18	43.58' RT	1599.51	257948.96	190585.48
20-14	516+08.69	48.19' RT	1599.52	257950.31	190591.12
20-15	516+11.69	52.12' RT	1599.53	257951.48	190595.92
*20-16	516+13.80	54.89' RT	1599.70	257952.29	190599.31

MARGARET ST - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
*20-20	516+74.94	60.96' RT	1599.44	258005.80	190629.50
20-21	516+76.69	50.59' RT	1599.23	258011.58	190620.72
20-22	516+78.58	45.96' RT	1599.14	258015.17	190617.24
*20-23	516+81.27	41.33' RT	1599.03	258019.49	190614.09
*20-24	516+77.44	60.99' RT	1599.86	258008.07	190630.54
20-25	516+78.05	55.14' RT	1599.52	258010.99	190625.43
20-26	516+78.98	51.50' RT	1599.17	258013.31	190622.48
20-27	516+80.87	46.87' RT	1599.06	258016.90	190619.00
*20-28	516+83.31	42.77' RT	1599.45	258020.79	190616.23
20-29	516+81.04	61.18' RT	1599.72	258011.28	190632.17
20-30	516+81.89	56.96' RT	1599.60	258013.77	190628.65

MARGARET ST - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
20-31	516+84.69	53.79' RT	1599.39	258017.60	190626.87
20-32	516+81.40	52.47' RT	1599.34	258015.13	190624.34
20-33	516+83.68	48.00' RT	1599.27	258019.02	190621.17
20-34	516+88.27	49.84' RT	1599.36	258022.48	190624.71
*20-35	516+90.11	47.83' RT	1599.50	258024.97	190623.60
20-36	516+84.61	61.38' RT	1599.75	258014.48	190633.79
20-37	516+85.60	60.27' RT	1599.75	258015.82	190633.17
20-38	516+88.39	57.15' RT	1599.48	258019.63	190631.44
20-39	516+91.97	53.21' RT	1599.44	258024.51	190629.28
*20-40	516+94.14	50.83' RT	1599.60	258027.45	190627.97

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 38	E

2

2

E FRONT ST

USH 51 SB

433+00 'SB'

N

428+00 'NB'

429+00 'NB'

430+00 'NB'

USH 51 NB

431+00 'NB'

432+00 'NB'

433+00 'NB'

427+00 'NB'

E FRONT ST

PLACE INLET PROTECTION

PLACE INLET PROTECTION

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- SURFACE WATER FLOW
- INLET PROTECTION TYPE C
- ROCK BAGS

NOTE

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, SHALL BE TOPSOILED, FERTILIZED, SEEDED AND COVERED WITH EROSION MAT.

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	EROSION CONTROL	SHEET 39	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 01

PLOT DATE : 2/9/2024 2:15 PM

PLOT BY : DREW NELSON

PLOT NAME :

PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

2

N

TORPY PARK

PLAYGROUND

TENNIS COURT

CANOPY

SIGN

USH 51 SB

433+00 'SB'

434+00 'SB'

435+00 'SB'

436+00 'SB'

SEE CONSTRUCTION DETAILS FOR EROSION CONTROL AT CURB RAMPS BEYOND STA 436+00

431+00 'NB'

432+00 'NB'

433+00 'NB'

434+00 'NB'

USH 51 NB

435+00 'NB'

436+00 'NB'

USH 51

436+00

437+00

POST

INL

SIGN

U/C

SEE MISCELLANEOUS QUANTITIES FOR INLET PROTECTION LOCATIONS BEYOND STA 436+00.

WATER TOWER

RUINS

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- SURFACE WATER FLOW
- INLET PROTECTION TYPE C
- ROCK BAGS

NOTE

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, SHALL BE TOPSOILED, FERTILIZED, SEEDED AND COVERED WITH EROSION MAT.

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	EROSION CONTROL	SHEET 40	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 02

PLOT DATE : 2/9/2024 2:15 PM PLOT BY : DREW NELSON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

EROSION MAT URBAN CLASS I TYPE B

SURFACE WATER FLOW

INLET PROTECTION TYPE C

ROCK BAGS

NOTE

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, SHALL BE TOPSOILED, FERTILIZED, SEEDED AND COVERED WITH EROSION MAT.

N

LAKESHORE DR

TORPY PARK

VETERANS PARK

W FRONT ST

USH 51 SB

424+00 'SB'

425+00 'SB'

426+00 'SB'

427+00 'SB'

428+00 'SB'

429+00 'SB'

430+00 'SB'

TORPY PARK DR

E FRONT ST

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	EROSION CONTROL	SHEET 41	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 03

PLOT DATE : 2/9/2024 2:15 PM PLOT BY : DREW NELSON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- SURFACE WATER FLOW
- INLET PROTECTION TYPE C
- ROCK BAGS

NOTE

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, SHALL BE TOPSOILED, FERTILIZED, SEEDED AND COVERED WITH EROSION MAT.

SEE MISCELLANEOUS QUANTITIES FOR INLET PROTECTION LOCATIONS BEYOND STA 436+00.

SEE CONSTRUCTION DETAILS FOR EROSION CONTROL AT CURB RAMP LOCATIONS BEYOND STA 436+00

TORPY PARK DR

TORPY PARK

TENNIS COURT

PLAYGROUND

CANOPY

SIGN

MH

INL

SS

TEL

GUY

USH 51 SB

USH 51 NB

USH 51

430+00 'SB'

431+00 'SB'

432+00 'SB'

433+00 'SB'

434+00 'SB'

435+00 'SB'

436+00 'SB'

434+00 'NB'

435+00 'NB'

436+00

436+00 'NB'

NOTES
ALL LENSES ARE 12-INCH

CONTRACTOR TO REMOVE AND REINSTALL EXISTING PUSH BUTTONS IN PROPOSED LOCATIONS.

LEGEND

- CONTROL CABINET (EXISTING TO REMAIN)
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED (TO REMAIN)
- B — REMOVING AND REINSTALLING PEDESTRIAN STANDARD WITH PEDESTRIAN PUSH BUTTON
- B — REMOVING PEDESTRIAN STANDARD AND REINSTALLING PEDESTRIAN PUSH BUTTON
- (XX) — SIGNAL HEAD AND MONOTUBE ARM (EXISTING TO REMAIN)
- PEDESTRIAN HEAD (EXISTING TO REMAIN)
- BASE AND POLE (EXISTING TO REMAIN)
- PULL BOXES STEEL, 24" X 42" (EXISTING TO REMAIN)
- XX — BEACON HEAD NUMBER (EXISTING TO REMAIN)
- PEDESTRIAN HYBRID BEACON (EXISTING TO REMAIN)
- WALK/DON'T WALK INDICATOR 16" (EXISTING TO REMAIN)

ADJUST EXISTING CONDUIT INTO PROPOSED ITEM

REMOVING AND REINSTALLING PEDESTRIAN STANDARD WITH PEDESTRIAN PUSH BUTTON AND REMOVING CONCRETE BASES (ESB2)

REMOVING PEDESTRIAN STANDARD AND REINSTALLING PEDESTRIAN PUSH BUTTON REMOVING CONCRETE BASES (ESB4)

ADJUST EXISTING TRAFFIC SIGNAL CABLE

CROSSWALK
STOP ON RED | PROCEED ON FLASHING RED IF CLEAR

STOP HERE ON RED

CAUTION

CENTER LANE ONLY

USH 51

ROGERS DR

SIGN

457+00 458+00 459+00

30' 40'

CONSTRUCTION NOTES:
THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.

THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.

THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED BEFORE PLACING SIGNAL CABLE INTO THE SYSTEM. BOND ALL METAL PULL BOXES AND ASSOCIATED COVERS THAT CONTAIN CONDUCTORS CARRYING 50 VOLTS OR MORE.

REVISION

REV. NO.	REMOVE AND RELOCATE PEDESTRIAN PUSH BUTTONS PER PLAN			
	APPROVAL RECOMMENDED		APPROVED	
1	REGION		CENTRAL OFFICE	
	DATE	BY	DATE	BY
	XX/XX/24	RLJ	XX/XX/24	XXX

TRAFFIC CONTROL SIGNAL
USH 51 & ROGERS DRIVE
TOWN OF MINOCQUA
ONEIDA COUNTY

HAWK NO. 43-01
CABINET TYPE:
CONTROLLER TYPE:

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE XX-XX-2012 TRAFFIC ENGINEER
REGION TRAFFIC ENGINEER

APPROVED
DATE XX-XX-2012 STATE TRAFFIC SIGNAL ENGINEER
STATE TRAFFIC ENGINEER

REGION CONTACT: NC REGION
DESIGNED BY: TADI, INC.
REVISED BY: EMCS, INC.

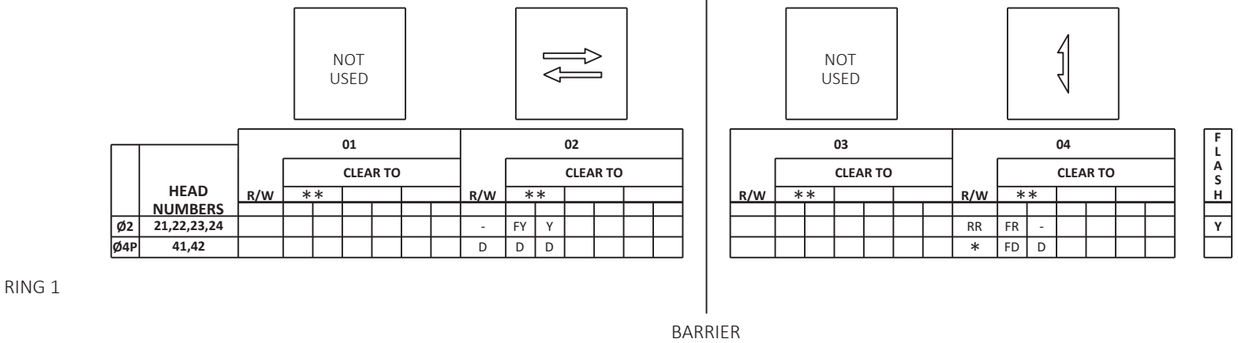
PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC SIGNAL PLAN	SHEET 43	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\024201-SP.DWG
LAYOUT NAME - 01
PLOT DATE : 2/13/2024 9:52 AM
PLOT BY : DREW NELSON
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 44

2

N

SEQUENCE OF OPERATION



- = DARK SIGNAL
FY = FLASHING YELLOW
Y = STEADY YELLOW
RR = STEADY RED
FR = FLASHING RED
D = DON'T WALK
FD = FLASHING DON'T WALK

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1)

* WHEN CALLED, TIMED STEADY WALK, THEN FLASHING DON'T WALK, THEN GOES TO STEADY DON'T WALK

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
RADIO	
*LOCATION OF MASTER CONTROLLER NO:	
SIGNAL SYSTEM NO:	SS-

CONTROLLER LOGIC

PHASE NUMBER	PHASE RECALL	PHASE ACTIVE
2	MIN	YES
4		YES

TYPE OF LIGHTING	
BY OTHER AGENCY	X
IN TRAFFIC SIGNAL CABINET	
IN SEPARATE DOT LIGHTING CABINET	

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
2	NONE	4
4	NONE	2

TRAFFIC CONTROL SIGNAL
USH 51 & ROGERS DRIVE
TOWN OF MINOCQUA
ONEIDA COUNTY

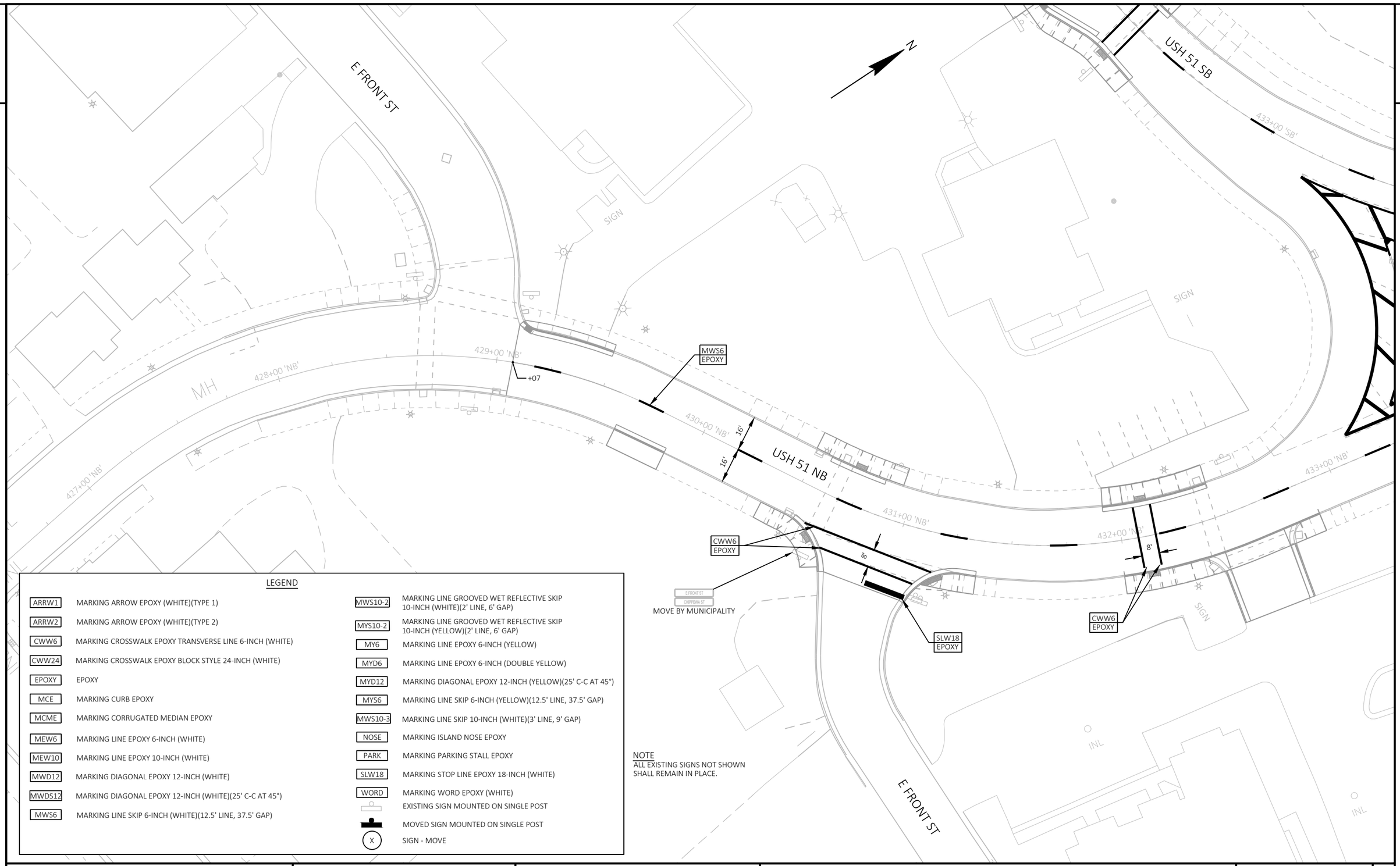
HAWK NO. 43-01

REGION CONTACT: NC REGION
DESIGNED BY: TADI, INC.
REVISED BY: --

PROJECT NO: 1174-10-74 | HWY: USH 51 | COUNTY: ONEIDA | SEQUENCE OF OPERATION | SHEET 44 | E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\024201-SP.DWG
LAYOUT NAME - 02
PLOT DATE : 2/13/2024 9:52 AM
PLOT BY : DREW NELSON
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

2



LEGEND

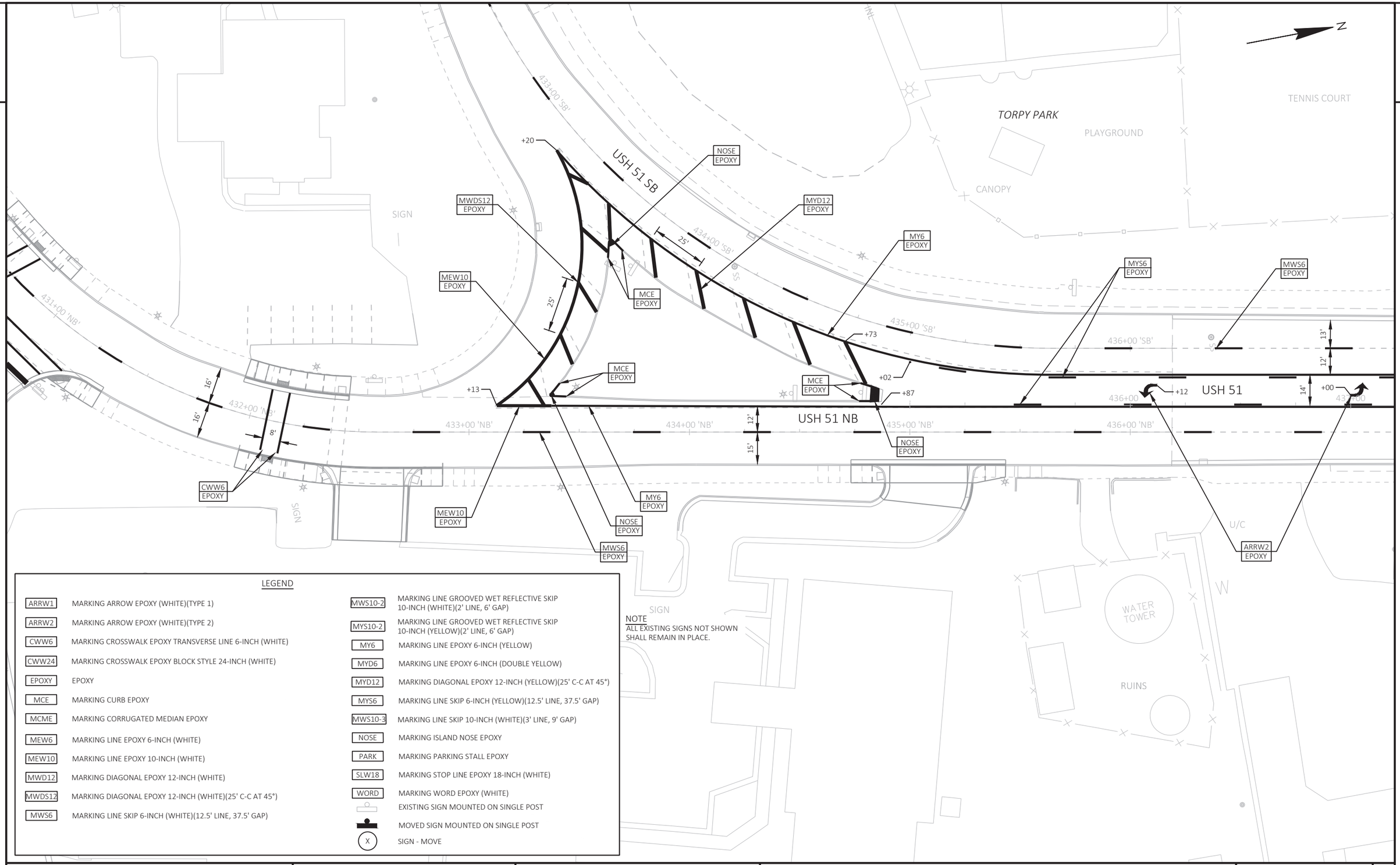
ARRW1	MARKING ARROW EPOXY (WHITE)(TYPE 1)	MWS10-2	MARKING LINE GROOVED WET REFLECTIVE SKIP 10-INCH (WHITE)(2' LINE, 6' GAP)
ARRW2	MARKING ARROW EPOXY (WHITE)(TYPE 2)	MYS10-2	MARKING LINE GROOVED WET REFLECTIVE SKIP 10-INCH (YELLOW)(2' LINE, 6' GAP)
CWW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)	MY6	MARKING LINE EPOXY 6-INCH (YELLOW)
CWW24	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)	MYD6	MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
EPOXY	EPOXY	MYD12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)(25' C-C AT 45°)
MCE	MARKING CURB EPOXY	MYS6	MARKING LINE SKIP 6-INCH (YELLOW)(12.5' LINE, 37.5' GAP)
MCME	MARKING CORRUGATED MEDIAN EPOXY	MWS10-3	MARKING LINE SKIP 10-INCH (WHITE)(3' LINE, 9' GAP)
MEW6	MARKING LINE EPOXY 6-INCH (WHITE)	NOSE	MARKING ISLAND NOSE EPOXY
MEW10	MARKING LINE EPOXY 10-INCH (WHITE)	PARK	MARKING PARKING STALL EPOXY
MWD12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)	SLW18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
MWDS12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)(25' C-C AT 45°)	WORD	MARKING WORD EPOXY (WHITE)
MWS6	MARKING LINE SKIP 6-INCH (WHITE)(12.5' LINE, 37.5' GAP)		EXISTING SIGN MOUNTED ON SINGLE POST
			MOVED SIGN MOUNTED ON SINGLE POST
		X	SIGN - MOVE

NOTE
ALL EXISTING SIGNS NOT SHOWN SHALL REMAIN IN PLACE.

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PERMANENT SIGNING AND MARKING	SHEET 45	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 01
PLOT DATE : 4/11/2024 11:35 AM
PLOT BY : SCOTT KAISER
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2



NOTE
ALL EXISTING SIGNS NOT SHOWN SHALL REMAIN IN PLACE.

LEGEND

ARRW1	MARKING ARROW EPOXY (WHITE)(TYPE 1)
ARRW2	MARKING ARROW EPOXY (WHITE)(TYPE 2)
CWW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CWW24	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
EPOXY	EPOXY
MCE	MARKING CURB EPOXY
MCME	MARKING CORRUGATED MEDIAN EPOXY
MEW6	MARKING LINE EPOXY 6-INCH (WHITE)
MEW10	MARKING LINE EPOXY 10-INCH (WHITE)
MWD12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
MWDS12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)(25' C-C AT 45°)
MWS6	MARKING LINE SKIP 6-INCH (WHITE)(12.5' LINE, 37.5' GAP)
MWS10-2	MARKING LINE GROOVED WET REFLECTIVE SKIP 10-INCH (WHITE)(2' LINE, 6' GAP)
MYS10-2	MARKING LINE GROOVED WET REFLECTIVE SKIP 10-INCH (YELLOW)(2' LINE, 6' GAP)
MY6	MARKING LINE EPOXY 6-INCH (YELLOW)
MYD6	MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
MYD12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)(25' C-C AT 45°)
MYS6	MARKING LINE SKIP 6-INCH (YELLOW)(12.5' LINE, 37.5' GAP)
MWS10-3	MARKING LINE SKIP 10-INCH (WHITE)(3' LINE, 9' GAP)
NOSE	MARKING ISLAND NOSE EPOXY
PARK	MARKING PARKING STALL EPOXY
SLW18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
WORD	MARKING WORD EPOXY (WHITE)
	EXISTING SIGN MOUNTED ON SINGLE POST
	MOVED SIGN MOUNTED ON SINGLE POST
X	SIGN - MOVE

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PERMANENT SIGNING AND MARKING	SHEET 46	E

LEGEND

ARRW1	MARKING ARROW EPOXY (WHITE)(TYPE 1)
ARRW2	MARKING ARROW EPOXY (WHITE)(TYPE 2)
CWW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CWW24	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
EPOXY	EPOXY
MCE	MARKING CURB EPOXY
MCME	MARKING CORRUGATED MEDIAN EPOXY
MEW6	MARKING LINE EPOXY 6-INCH (WHITE)
MEW10	MARKING LINE EPOXY 10-INCH (WHITE)
MWD12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
MWDS12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)(25' C-C AT 45°)
MWS6	MARKING LINE SKIP 6-INCH (WHITE)(12.5' LINE, 37.5' GAP)
MWS10-2	MARKING LINE GROOVED WET REFLECTIVE SKIP 10-INCH (WHITE)(2' LINE, 6' GAP)
MYS10-2	MARKING LINE GROOVED WET REFLECTIVE SKIP 10-INCH (YELLOW)(2' LINE, 6' GAP)
MY6	MARKING LINE EPOXY 6-INCH (YELLOW)
MYD6	MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
MYD12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)(25' C-C AT 45°)
MYS6	MARKING LINE SKIP 6-INCH (YELLOW)(12.5' LINE, 37.5' GAP)
MWS10-3	MARKING LINE SKIP 10-INCH (WHITE)(3' LINE, 9' GAP)
NOSE	MARKING ISLAND NOSE EPOXY
PARK	MARKING PARKING STALL EPOXY
SLW18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
WORD	MARKING WORD EPOXY (WHITE)
	EXISTING SIGN MOUNTED ON SINGLE POST
	MOVED SIGN MOUNTED ON SINGLE POST
X	SIGN - MOVE

NOTE
ALL EXISTING SIGNS NOT SHOWN SHALL REMAIN IN PLACE.

LAKESHORE DR
VETERANS PARK
TORPY PARK
TORPY PARK DR
W FRONT ST
E FRONT ST
USH 51 SB
427+00 'SB'
428+00 'SB'
429+00 'SB'
430+00 'SB'
426+00 'SB'
425+00 'SB'
424+00 'SB'
5' TYP
12'
15'
26'
16'
24' TYP
10'
8'
SIGN
3-1 ONE WAY MOVE
3-2 MOVE
3-3 3 HR PARKING MON-SAT 8AM TO 7PM SUNDAY NOON TO 7PM
3-4 ONE WAY MOVE

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PERMANENT SIGNING AND MARKING	SHEET 47 E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 03
PLOT DATE : 2/13/2024 9:56 AM
PLOT BY : DREW NELSON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

LEGEND

ARRW1	MARKING ARROW EPOXY (WHITE)(TYPE 1)
ARRW2	MARKING ARROW EPOXY (WHITE)(TYPE 2)
CWW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CWW24	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
EPOXY	EPOXY
MCE	MARKING CURB EPOXY
MCME	MARKING CORRUGATED MEDIAN EPOXY
MEW6	MARKING LINE EPOXY 6-INCH (WHITE)
MEW10	MARKING LINE EPOXY 10-INCH (WHITE)
MWD12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
MWDS12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)(25' C-C AT 45°)
MWS6	MARKING LINE SKIP 6-INCH (WHITE)(12.5' LINE, 37.5' GAP)
MWS10-2	MARKING LINE GROOVED WET REFLECTIVE SKIP 10-INCH (WHITE)(2' LINE, 6' GAP)
MYS10-2	MARKING LINE GROOVED WET REFLECTIVE SKIP 10-INCH (YELLOW)(2' LINE, 6' GAP)
MY6	MARKING LINE EPOXY 6-INCH (YELLOW)
MYD6	MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
MYD12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)(25' C-C AT 45°)
MYS6	MARKING LINE SKIP 6-INCH (YELLOW)(12.5' LINE, 37.5' GAP)
MWS10-3	MARKING LINE SKIP 10-INCH (WHITE)(3' LINE, 9' GAP)
NOSE	MARKING ISLAND NOSE EPOXY
PARK	MARKING PARKING STALL EPOXY
SLW18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
WORD	MARKING WORD EPOXY (WHITE)
	EXISTING SIGN MOUNTED ON SINGLE POST
	MOVED SIGN MOUNTED ON SINGLE POST
X	SIGN - MOVE

NOTE
ALL EXISTING SIGNS NOT SHOWN SHALL REMAIN IN PLACE.

TORPY PARK DR
TORPY PARK
USH 51 SB
USH 51 NB
USH 51
TENNIS COURT
PLAYGROUND
CANOPY
INL
SIGN
SS
5' TYP
24' TYP
8'
+91
+16
+40
+64
+88
+27
+51
+75
+99
+36
+60
+86
+12
+54
430+00 'SB'
431+00 'SB'
432+00 'SB'
433+00 'SB'
434+00 'SB'
435+00 'SB'
436+00 'SB'
434+00 'NB'
435+00 'NB'
436+00 'NB'
MEW10 EPOXY
MWD12 EPOXY
PARK EPOXY
CWW6 EPOXY
MWS6 EPOXY

2

LEGEND

ARRW1	MARKING ARROW EPOXY (WHITE)(TYPE 1)
ARRW2	MARKING ARROW EPOXY (WHITE)(TYPE 2)
CWW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CWW24	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
EPOXY	EPOXY
MCE	MARKING CURB EPOXY
MCME	MARKING CORRUGATED MEDIAN EPOXY
MEW6	MARKING LINE EPOXY 6-INCH (WHITE)
MEW10	MARKING LINE EPOXY 10-INCH (WHITE)
MWD12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
MWDS12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)(25' C-C AT 45°)
MWS6	MARKING LINE SKIP 6-INCH (WHITE)(12.5' LINE, 37.5' GAP)
MWS10-2	MARKING LINE GROOVED WET REFLECTIVE SKIP 10-INCH (WHITE)(2' LINE, 6' GAP)
MYS10-2	MARKING LINE GROOVED WET REFLECTIVE SKIP 10-INCH (YELLOW)(2' LINE, 6' GAP)
MY6	MARKING LINE EPOXY 6-INCH (YELLOW)
MYD6	MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
MYD12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)(25' C-C AT 45°)
MYS6	MARKING LINE SKIP 6-INCH (YELLOW)(12.5' LINE, 37.5' GAP)
MWS10-3	MARKING LINE SKIP 10-INCH (WHITE)(3' LINE, 9' GAP)
NOSE	MARKING ISLAND NOSE EPOXY
PARK	MARKING PARKING STALL EPOXY
SLW18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
WORD	MARKING WORD EPOXY (WHITE)
	EXISTING SIGN MOUNTED ON SINGLE POST
	MOVED SIGN MOUNTED ON SINGLE POST
X	SIGN - MOVE

NOTE
ALL EXISTING SIGNS NOT SHOWN SHALL REMAIN IN PLACE.

N

MINOCQUA LAKE

TORPY PARK

USH 51

ARRW2 EPOXY
MWS6 EPOXY
MYD12 EPOXY
MCME EPOXY
MYS6 EPOXY
MY6 EPOXY
MWS6 EPOXY
ARRW2 EPOXY

+00 +32 +84 +16 +76 +16

437+00 438+00 439+00 440+00 441+00 442+00

12' 12' 14' 12' 12' 25' 5' 5'

SIGN SIGN SIGN SIGN U/C SIGN

UNNAMED
OPEN WATER

2

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PERMANENT SIGNING AND MARKING	SHEET 49	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 05

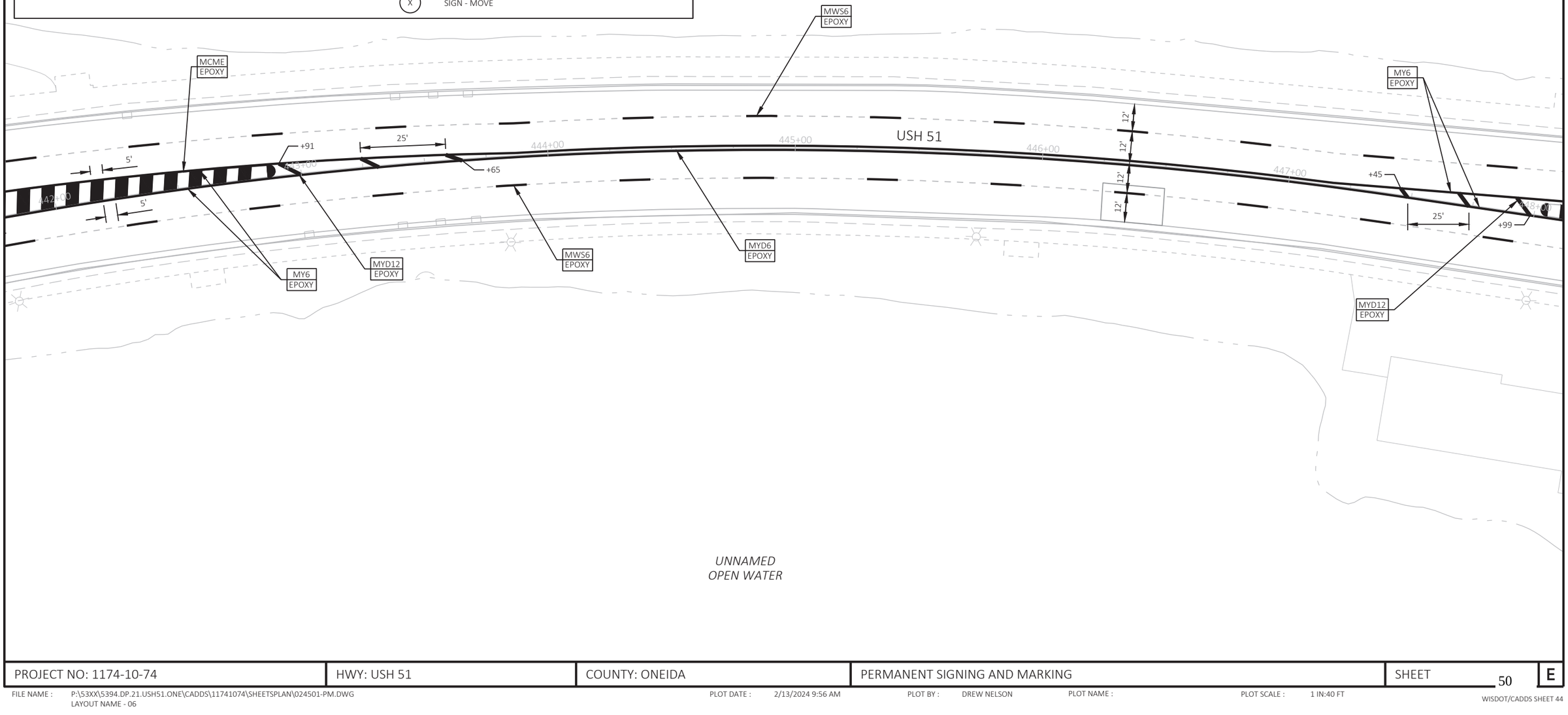
PLOT DATE : 2/13/2024 9:56 AM PLOT BY : DREW NELSON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

ARRW1	MARKING ARROW EPOXY (WHITE)(TYPE 1)
ARRW2	MARKING ARROW EPOXY (WHITE)(TYPE 2)
CWW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CWW24	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
EPOXY	EPOXY
MCE	MARKING CURB EPOXY
MCME	MARKING CORRUGATED MEDIAN EPOXY
MEW6	MARKING LINE EPOXY 6-INCH (WHITE)
MEW10	MARKING LINE EPOXY 10-INCH (WHITE)
MWD12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
MWDS12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)(25' C-C AT 45°)
MWS6	MARKING LINE SKIP 6-INCH (WHITE)(12.5' LINE, 37.5' GAP)
MWS10-2	MARKING LINE GROOVED WET REFLECTIVE SKIP 10-INCH (WHITE)(2' LINE, 6' GAP)
MYS10-2	MARKING LINE GROOVED WET REFLECTIVE SKIP 10-INCH (YELLOW)(2' LINE, 6' GAP)
MY6	MARKING LINE EPOXY 6-INCH (YELLOW)
MYD6	MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
MYD12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)(25' C-C AT 45°)
MYS6	MARKING LINE SKIP 6-INCH (YELLOW)(12.5' LINE, 37.5' GAP)
MWS10-3	MARKING LINE SKIP 10-INCH (WHITE)(3' LINE, 9' GAP)
NOSE	MARKING ISLAND NOSE EPOXY
PARK	MARKING PARKING STALL EPOXY
SLW18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
WORD	MARKING WORD EPOXY (WHITE)
	EXISTING SIGN MOUNTED ON SINGLE POST
	MOVED SIGN MOUNTED ON SINGLE POST
X	SIGN - MOVE

NOTE
ALL EXISTING SIGNS NOT SHOWN SHALL REMAIN IN PLACE.

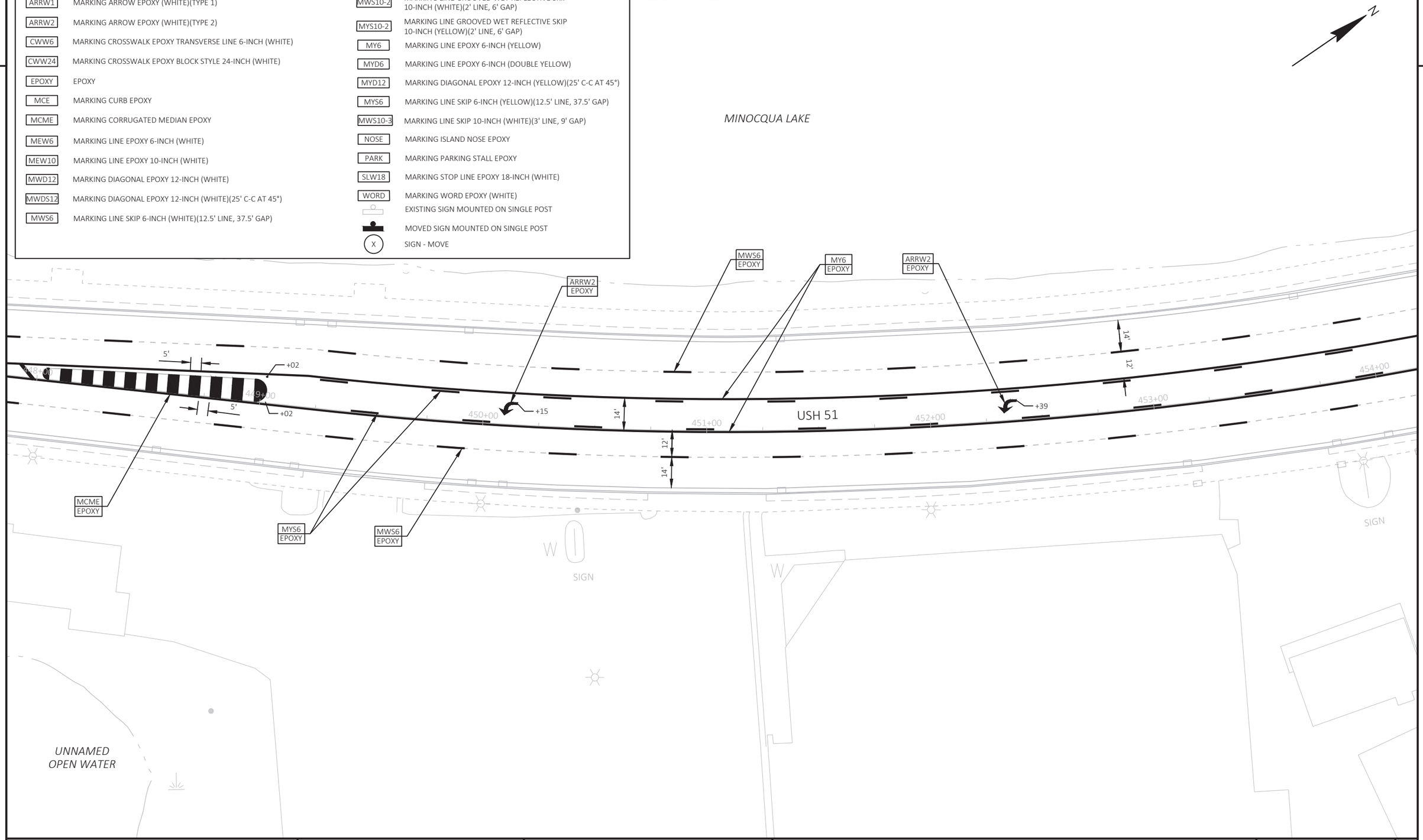


PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PERMANENT SIGNING AND MARKING	SHEET 50	E

LEGEND

ARRW1	MARKING ARROW EPOXY (WHITE)(TYPE 1)
ARRW2	MARKING ARROW EPOXY (WHITE)(TYPE 2)
CWW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CWW24	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
EPOXY	EPOXY
MCE	MARKING CURB EPOXY
MCME	MARKING CORRUGATED MEDIAN EPOXY
MEW6	MARKING LINE EPOXY 6-INCH (WHITE)
MEW10	MARKING LINE EPOXY 10-INCH (WHITE)
MWD12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
MWDS12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)(25' C-C AT 45°)
MWS6	MARKING LINE SKIP 6-INCH (WHITE)(12.5' LINE, 37.5' GAP)
MWS10-2	MARKING LINE GROOVED WET REFLECTIVE SKIP 10-INCH (WHITE)(2' LINE, 6' GAP)
MYS10-2	MARKING LINE GROOVED WET REFLECTIVE SKIP 10-INCH (YELLOW)(2' LINE, 6' GAP)
MY6	MARKING LINE EPOXY 6-INCH (YELLOW)
MYD6	MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
MYD12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)(25' C-C AT 45°)
MYS6	MARKING LINE SKIP 6-INCH (YELLOW)(12.5' LINE, 37.5' GAP)
MWS10-3	MARKING LINE SKIP 10-INCH (WHITE)(3' LINE, 9' GAP)
NOSE	MARKING ISLAND NOSE EPOXY
PARK	MARKING PARKING STALL EPOXY
SLW18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
WORD	MARKING WORD EPOXY (WHITE)
	EXISTING SIGN MOUNTED ON SINGLE POST
	MOVED SIGN MOUNTED ON SINGLE POST
X	SIGN - MOVE

NOTE
ALL EXISTING SIGNS NOT SHOWN
SHALL REMAIN IN PLACE.



PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PERMANENT SIGNING AND MARKING	SHEET 51	E

2

LEGEND

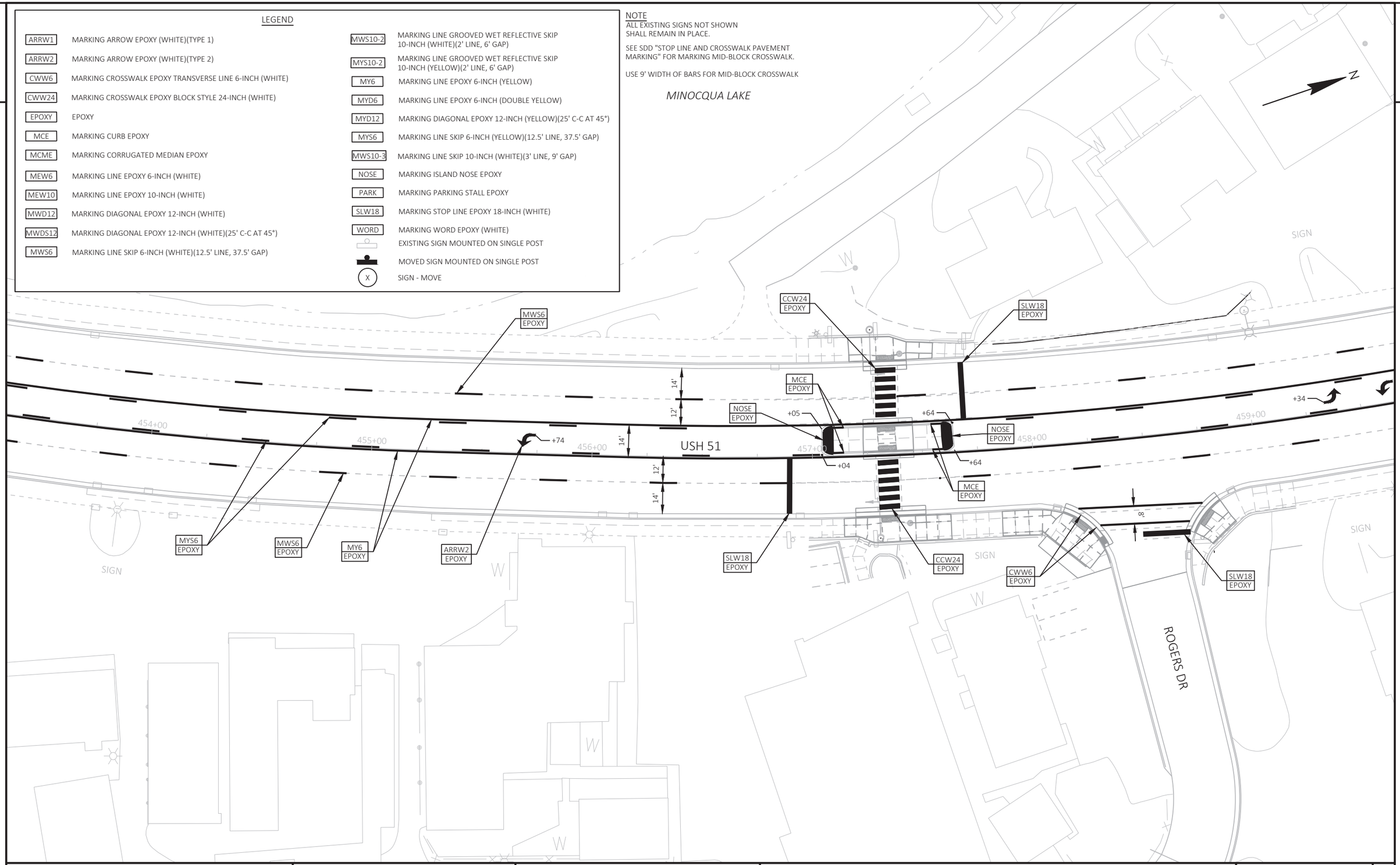
ARRW1	MARKING ARROW EPOXY (WHITE)(TYPE 1)	MWS10-2	MARKING LINE GROOVED WET REFLECTIVE SKIP 10-INCH (WHITE)(2' LINE, 6' GAP)
ARRW2	MARKING ARROW EPOXY (WHITE)(TYPE 2)	MYS10-2	MARKING LINE GROOVED WET REFLECTIVE SKIP 10-INCH (YELLOW)(2' LINE, 6' GAP)
CWW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)	MY6	MARKING LINE EPOXY 6-INCH (YELLOW)
CWW24	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)	MYD6	MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
EPOXY	EPOXY	MYD12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)(25' C-C AT 45°)
MCE	MARKING CURB EPOXY	MYS6	MARKING LINE SKIP 6-INCH (YELLOW)(12.5' LINE, 37.5' GAP)
MCME	MARKING CORRUGATED MEDIAN EPOXY	MWS10-3	MARKING LINE SKIP 10-INCH (WHITE)(3' LINE, 9' GAP)
MEW6	MARKING LINE EPOXY 6-INCH (WHITE)	NOSE	MARKING ISLAND NOSE EPOXY
MEW10	MARKING LINE EPOXY 10-INCH (WHITE)	PARK	MARKING PARKING STALL EPOXY
MWD12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)	SLW18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
MWDS12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)(25' C-C AT 45°)	WORD	MARKING WORD EPOXY (WHITE)
MWS6	MARKING LINE SKIP 6-INCH (WHITE)(12.5' LINE, 37.5' GAP)		EXISTING SIGN MOUNTED ON SINGLE POST
			MOVED SIGN MOUNTED ON SINGLE POST
		X	SIGN - MOVE

NOTE
ALL EXISTING SIGNS NOT SHOWN SHALL REMAIN IN PLACE.

SEE SDD "STOP LINE AND CROSSWALK PAVEMENT MARKING" FOR MARKING MID-BLOCK CROSSWALK.

USE 9' WIDTH OF BARS FOR MID-BLOCK CROSSWALK

MINOCQUA LAKE



PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PERMANENT SIGNING AND MARKING	SHEET 52	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 08

PLOT DATE : 2/13/2024 9:57 AM PLOT BY : DREW NELSON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

LEGEND

ARRW1	MARKING ARROW EPOXY (WHITE)(TYPE 1)
ARRW2	MARKING ARROW EPOXY (WHITE)(TYPE 2)
CWW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CWW24	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
EPOXY	EPOXY
MCE	MARKING CURB EPOXY
MCME	MARKING CORRUGATED MEDIAN EPOXY
MEW6	MARKING LINE EPOXY 6-INCH (WHITE)
MEW10	MARKING LINE EPOXY 10-INCH (WHITE)
MWD12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
MWDS12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)(25' C-C AT 45°)
MWS6	MARKING LINE SKIP 6-INCH (WHITE)(12.5' LINE, 37.5' GAP)
MWS10-2	MARKING LINE GROOVED WET REFLECTIVE SKIP 10-INCH (WHITE)(2' LINE, 6' GAP)
MYS10-2	MARKING LINE GROOVED WET REFLECTIVE SKIP 10-INCH (YELLOW)(2' LINE, 6' GAP)
MY6	MARKING LINE EPOXY 6-INCH (YELLOW)
MYD6	MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
MYD12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)(25' C-C AT 45°)
MYS6	MARKING LINE SKIP 6-INCH (YELLOW)(12.5' LINE, 37.5' GAP)
MWS10-3	MARKING LINE SKIP 10-INCH (WHITE)(3' LINE, 9' GAP)
NOSE	MARKING ISLAND NOSE EPOXY
PARK	MARKING PARKING STALL EPOXY
SLW18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
WORD	MARKING WORD EPOXY (WHITE)
	EXISTING SIGN MOUNTED ON SINGLE POST
	MOVED SIGN MOUNTED ON SINGLE POST
X	SIGN - MOVE

NOTE
ALL EXISTING SIGNS NOT SHOWN SHALL REMAIN IN PLACE.

HUBER LN

MOVE BY MUNICIPALITY

STOP

MOVE
SIGN POST BOX OUT REQ'D, INCIDENTAL TO MOVING SMALL SIGN SUPPORT.

9-1

SLW18 EPOXY

CWW6 EPOXY

6'

MWS6 EPOXY

14'

12'

+34

+66

460+00

461+00

USH 51

462+00

463+00

14'

12'

14'

+34

+66

464+00

465+00

ARRW2 EPOXY

MY6 EPOXY

8'

CWW6 EPOXY

SLW18 EPOXY

MYS6 EPOXY

ARRW2 EPOXY

MWS6 EPOXY

HUBER LN

MOVE BY MUNICIPALITY

STOP

MOVE
SIGN POST BOX OUT REQ'D, INCIDENTAL TO MOVING SMALL SIGN SUPPORT.

9-2

HUBER LN

SIGN

W

INL

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PERMANENT SIGNING AND MARKING	SHEET 53	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 09

PLOT DATE : 2/13/2024 9:57 AM PLOT BY : DREW NELSON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

ARRW1	MARKING ARROW EPOXY (WHITE)(TYPE 1)
ARRW2	MARKING ARROW EPOXY (WHITE)(TYPE 2)
CWW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CWW24	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
EPOXY	EPOXY
MCE	MARKING CURB EPOXY
MCME	MARKING CORRUGATED MEDIAN EPOXY
MEW6	MARKING LINE EPOXY 6-INCH (WHITE)
MEW10	MARKING LINE EPOXY 10-INCH (WHITE)
MWD12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
MWDS12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)(25' C-C AT 45°)
MWS6	MARKING LINE SKIP 6-INCH (WHITE)(12.5' LINE, 37.5' GAP)
MWS10-2	MARKING LINE GROOVED WET REFLECTIVE SKIP 10-INCH (WHITE)(2' LINE, 6' GAP)
MYS10-2	MARKING LINE GROOVED WET REFLECTIVE SKIP 10-INCH (YELLOW)(2' LINE, 6' GAP)
MY6	MARKING LINE EPOXY 6-INCH (YELLOW)
MYD6	MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
MYD12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)(25' C-C AT 45°)
MYS6	MARKING LINE SKIP 6-INCH (YELLOW)(12.5' LINE, 37.5' GAP)
MWS10-3	MARKING LINE SKIP 10-INCH (WHITE)(3' LINE, 9' GAP)
NOSE	MARKING ISLAND NOSE EPOXY
PARK	MARKING PARKING STALL EPOXY
SLW18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
WORD	MARKING WORD EPOXY (WHITE)
	EXISTING SIGN MOUNTED ON SINGLE POST
	MOVED SIGN MOUNTED ON SINGLE POST
X	SIGN - MOVE

NOTE
ALL EXISTING SIGNS NOT SHOWN SHALL REMAIN IN PLACE.

N

466+00 467+00 468+00 469+00 470+00 471+00

USH 51

+84 +16 +34 +66

14' 12' 14' 12' 14'

ARRW2 EPOXY
MY6 EPOXY
MYS6 EPOXY
MWS6 EPOXY
MWS6 EPOXY
ARRW2 EPOXY

SIGN INL

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PERMANENT SIGNING AND MARKING	SHEET 54	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 10

PLOT DATE : 2/13/2024 9:57 AM PLOT BY : DREW NELSON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

ARRW1	MARKING ARROW EPOXY (WHITE)(TYPE 1)
ARRW2	MARKING ARROW EPOXY (WHITE)(TYPE 2)
CWW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CWW24	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
EPOXY	EPOXY
MCE	MARKING CURB EPOXY
MCME	MARKING CORRUGATED MEDIAN EPOXY
MEW6	MARKING LINE EPOXY 6-INCH (WHITE)
MEW10	MARKING LINE EPOXY 10-INCH (WHITE)
MWD12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
MWDS12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)(25' C-C AT 45°)
MWS6	MARKING LINE SKIP 6-INCH (WHITE)(12.5' LINE, 37.5' GAP)
MWS10-2	MARKING LINE GROOVED WET REFLECTIVE SKIP 10-INCH (WHITE)(2' LINE, 6' GAP)
MYS10-2	MARKING LINE GROOVED WET REFLECTIVE SKIP 10-INCH (YELLOW)(2' LINE, 6' GAP)
MY6	MARKING LINE EPOXY 6-INCH (YELLOW)
MYD6	MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
MYD12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)(25' C-C AT 45°)
MYS6	MARKING LINE SKIP 6-INCH (YELLOW)(12.5' LINE, 37.5' GAP)
MWS10-3	MARKING LINE SKIP 10-INCH (WHITE)(3' LINE, 9' GAP)
NOSE	MARKING ISLAND NOSE EPOXY
PARK	MARKING PARKING STALL EPOXY
SLW18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
WORD	MARKING WORD EPOXY (WHITE)
	EXISTING SIGN MOUNTED ON SINGLE POST
	MOVED SIGN MOUNTED ON SINGLE POST
X	SIGN - MOVE

NOTE
ALL EXISTING SIGNS NOT SHOWN SHALL REMAIN IN PLACE.

N

MWS6 EPOXY

14'
12'

+09 +41 USH 51 +34

472+00 473+00 474+00 475+00 476+00 477+00

12'
14'

MYS6 EPOXY
MY6 EPOXY
ARRW2 EPOXY
MWS6 EPOXY

SIGN
SIGN
SIGN
SIGN
SIGN
SIGN
SIGN
SIGN
W

2

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PERMANENT SIGNING AND MARKING	SHEET 55	E

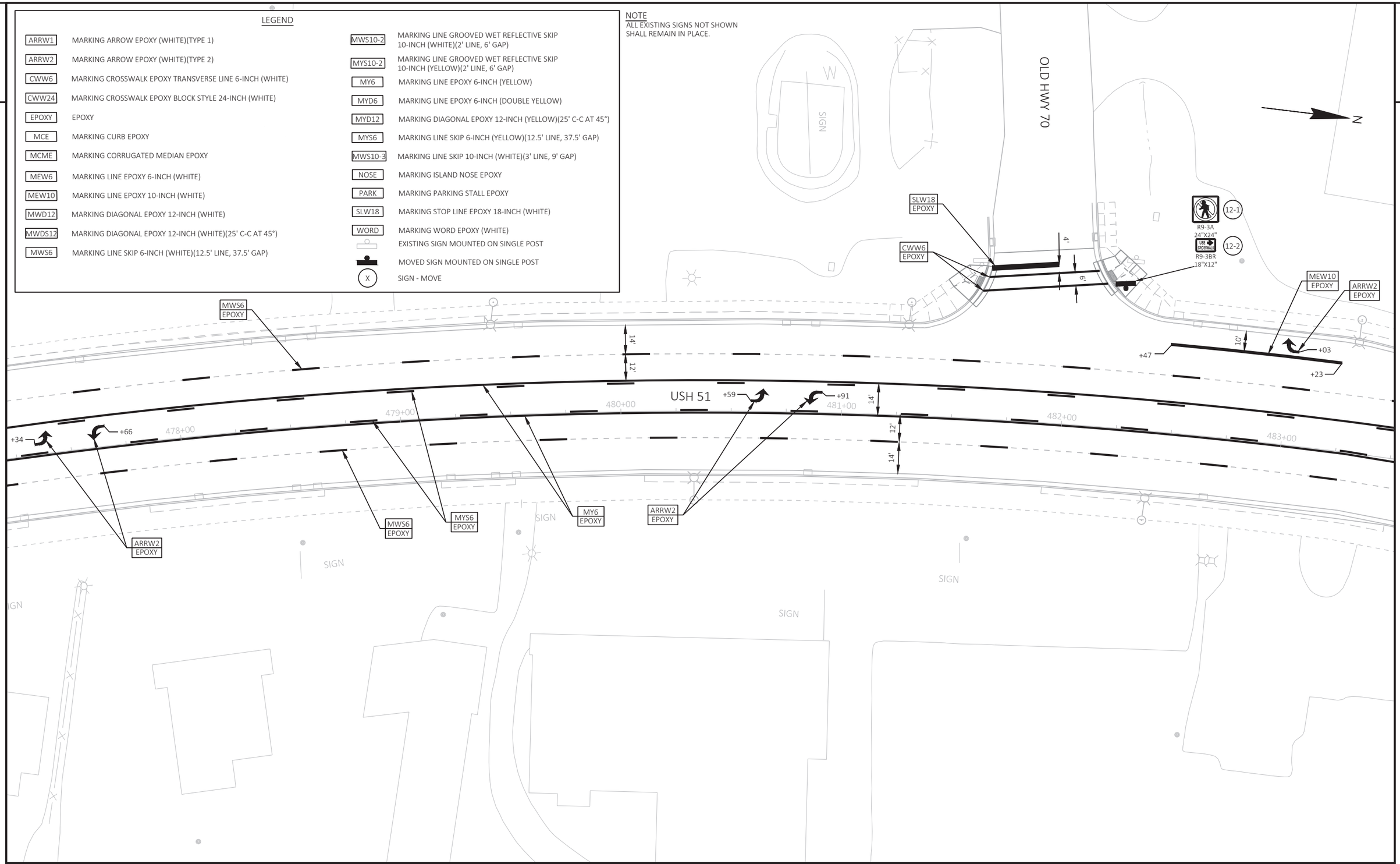
FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 11

PLOT DATE : 2/13/2024 9:57 AM PLOT BY : DREW NELSON PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

ARRW1	MARKING ARROW EPOXY (WHITE)(TYPE 1)
ARRW2	MARKING ARROW EPOXY (WHITE)(TYPE 2)
CWW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CWW24	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
EPOXY	EPOXY
MCE	MARKING CURB EPOXY
MCME	MARKING CORRUGATED MEDIAN EPOXY
MEW6	MARKING LINE EPOXY 6-INCH (WHITE)
MEW10	MARKING LINE EPOXY 10-INCH (WHITE)
MWD12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
MWDS12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)(25' C-C AT 45°)
MWS6	MARKING LINE SKIP 6-INCH (WHITE)(12.5' LINE, 37.5' GAP)
MWS10-2	MARKING LINE GROOVED WET REFLECTIVE SKIP 10-INCH (WHITE)(2' LINE, 6' GAP)
MYS10-2	MARKING LINE GROOVED WET REFLECTIVE SKIP 10-INCH (YELLOW)(2' LINE, 6' GAP)
MY6	MARKING LINE EPOXY 6-INCH (YELLOW)
MYD6	MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
MYD12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)(25' C-C AT 45°)
MYS6	MARKING LINE SKIP 6-INCH (YELLOW)(12.5' LINE, 37.5' GAP)
MWS10-3	MARKING LINE SKIP 10-INCH (WHITE)(3' LINE, 9' GAP)
NOSE	MARKING ISLAND NOSE EPOXY
PARK	MARKING PARKING STALL EPOXY
SLW18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
WORD	MARKING WORD EPOXY (WHITE)
	EXISTING SIGN MOUNTED ON SINGLE POST
	MOVED SIGN MOUNTED ON SINGLE POST
X	SIGN - MOVE

NOTE
ALL EXISTING SIGNS NOT SHOWN SHALL REMAIN IN PLACE.



PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PERMANENT SIGNING AND MARKING	SHEET 56	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 12

PLOT DATE : 2/13/2024 9:57 AM PLOT BY : DREW NELSON PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

ARRW1	MARKING ARROW EPOXY (WHITE)(TYPE 1)
ARRW2	MARKING ARROW EPOXY (WHITE)(TYPE 2)
CWW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CWW24	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
EPOXY	EPOXY
MCE	MARKING CURB EPOXY
MCME	MARKING CORRUGATED MEDIAN EPOXY
MEW6	MARKING LINE EPOXY 6-INCH (WHITE)
MEW10	MARKING LINE EPOXY 10-INCH (WHITE)
MWD12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
MWDS12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)(25' C-C AT 45°)
MWS6	MARKING LINE SKIP 6-INCH (WHITE)(12.5' LINE, 37.5' GAP)
MWS10-2	MARKING LINE GROOVED WET REFLECTIVE SKIP 10-INCH (WHITE)(2' LINE, 6' GAP)
MYS10-2	MARKING LINE GROOVED WET REFLECTIVE SKIP 10-INCH (YELLOW)(2' LINE, 6' GAP)
MY6	MARKING LINE EPOXY 6-INCH (YELLOW)
MYD6	MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
MYD12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)(25' C-C AT 45°)
MYS6	MARKING LINE SKIP 6-INCH (YELLOW)(12.5' LINE, 37.5' GAP)
MWS10-3	MARKING LINE SKIP 10-INCH (WHITE)(3' LINE, 9' GAP)
NOSE	MARKING ISLAND NOSE EPOXY
PARK	MARKING PARKING STALL EPOXY
SLW18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
WORD	MARKING WORD EPOXY (WHITE)
	EXISTING SIGN MOUNTED ON SINGLE POST
	MOVED SIGN MOUNTED ON SINGLE POST
X	SIGN - MOVE

NOTE
ALL EXISTING SIGNS NOT SHOWN SHALL REMAIN IN PLACE.

N

ARRW2 EPOXY
MWS6 EPOXY
NOSE EPOXY
MCE EPOXY
MY6 EPOXY
MYS6 EPOXY
MWS6 EPOXY
MYD12 EPOXY

USH 51

483+00 484+00 485+00 486+00 487+00 488+00 489+00

+59 +91 +12 25' +09 +77 +15 +20

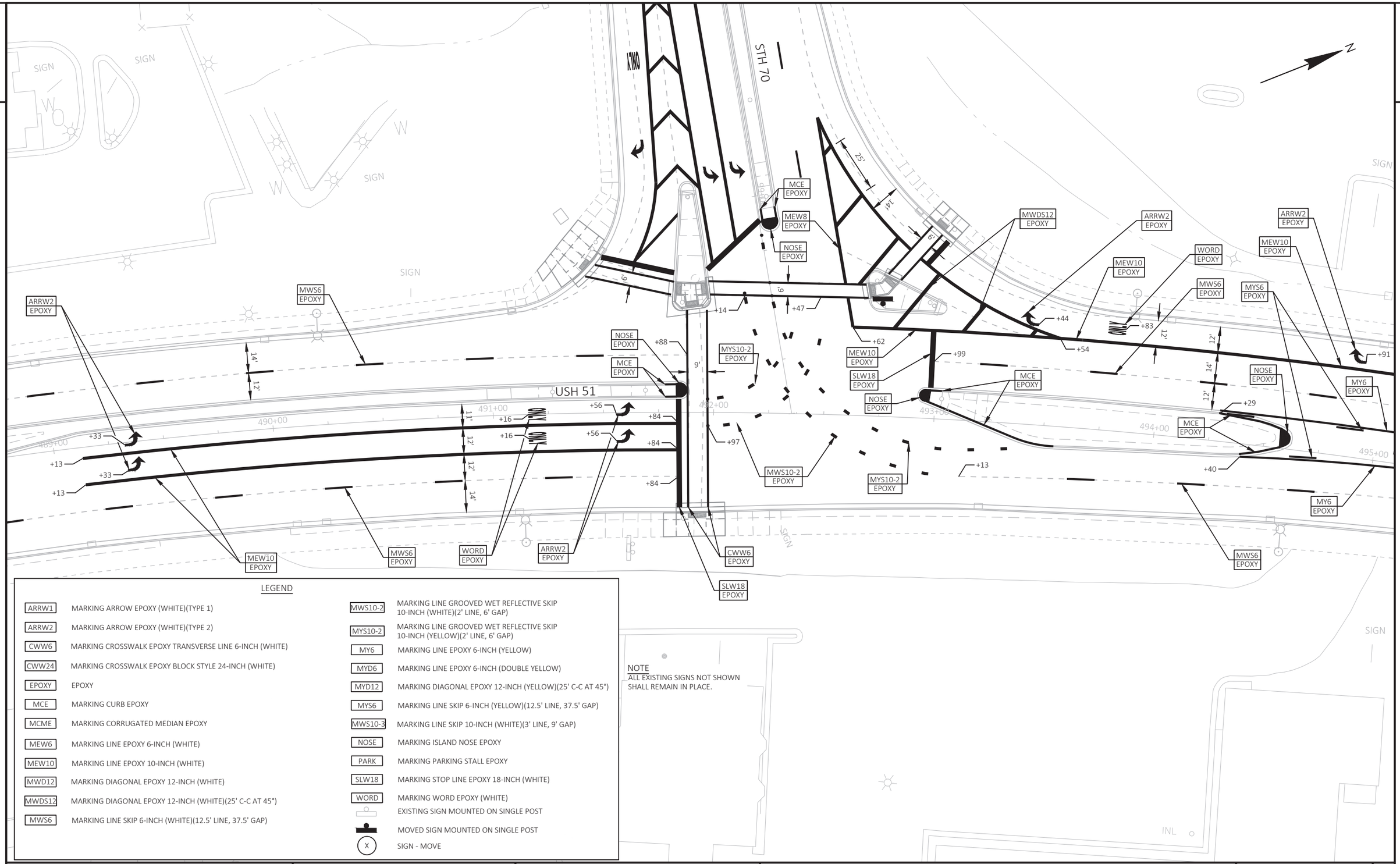
SIGN SIGN SIGN SIGN W CANOPY G.P.

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PERMANENT SIGNING AND MARKING	SHEET 57	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 13

PLOT DATE : 2/13/2024 9:57 AM PLOT BY : DREW NELSON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



LEGEND

ARRW1	MARKING ARROW EPOXY (WHITE)(TYPE 1)
ARRW2	MARKING ARROW EPOXY (WHITE)(TYPE 2)
CWW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CWW24	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
EPOXY	EPOXY
MCE	MARKING CURB EPOXY
MCME	MARKING CORRUGATED MEDIAN EPOXY
MEW6	MARKING LINE EPOXY 6-INCH (WHITE)
MEW10	MARKING LINE EPOXY 10-INCH (WHITE)
MWD12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
MWDS12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)(25' C-C AT 45°)
MWS6	MARKING LINE SKIP 6-INCH (WHITE)(12.5' LINE, 37.5' GAP)
MWS10-2	MARKING LINE GROOVED WET REFLECTIVE SKIP 10-INCH (WHITE)(2' LINE, 6' GAP)
MYS10-2	MARKING LINE GROOVED WET REFLECTIVE SKIP 10-INCH (YELLOW)(2' LINE, 6' GAP)
MY6	MARKING LINE EPOXY 6-INCH (YELLOW)
MYD6	MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
MYD12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)(25' C-C AT 45°)
MYS6	MARKING LINE SKIP 6-INCH (YELLOW)(12.5' LINE, 37.5' GAP)
MWS10-3	MARKING LINE SKIP 10-INCH (WHITE)(3' LINE, 9' GAP)
NOSE	MARKING ISLAND NOSE EPOXY
PARK	MARKING PARKING STALL EPOXY
SLW18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
WORD	MARKING WORD EPOXY (WHITE)
	EXISTING SIGN MOUNTED ON SINGLE POST
	MOVED SIGN MOUNTED ON SINGLE POST
X	SIGN - MOVE

NOTE
ALL EXISTING SIGNS NOT SHOWN SHALL REMAIN IN PLACE.

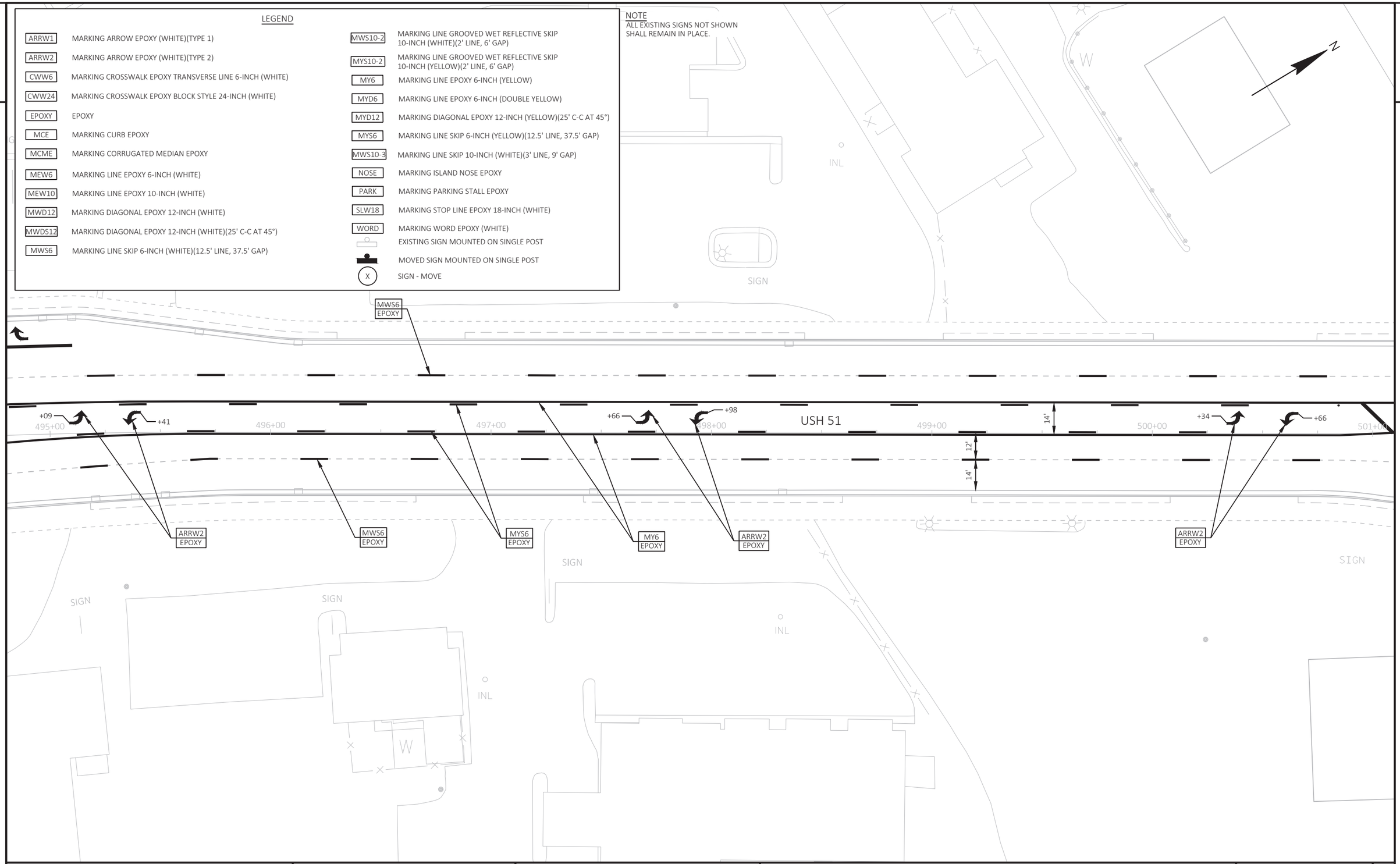
PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PERMANENT SIGNING AND MARKING	SHEET 58	E

2

LEGEND

ARRW1	MARKING ARROW EPOXY (WHITE)(TYPE 1)
ARRW2	MARKING ARROW EPOXY (WHITE)(TYPE 2)
CWW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CWW24	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
EPOXY	EPOXY
MCE	MARKING CURB EPOXY
MCME	MARKING CORRUGATED MEDIAN EPOXY
MEW6	MARKING LINE EPOXY 6-INCH (WHITE)
MEW10	MARKING LINE EPOXY 10-INCH (WHITE)
MWD12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
MWDS12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)(25' C-C AT 45°)
MWS6	MARKING LINE SKIP 6-INCH (WHITE)(12.5' LINE, 37.5' GAP)
MWS10-2	MARKING LINE GROOVED WET REFLECTIVE SKIP 10-INCH (WHITE)(2' LINE, 6' GAP)
MYS10-2	MARKING LINE GROOVED WET REFLECTIVE SKIP 10-INCH (YELLOW)(2' LINE, 6' GAP)
MY6	MARKING LINE EPOXY 6-INCH (YELLOW)
MYD6	MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
MYD12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)(25' C-C AT 45°)
MYS6	MARKING LINE SKIP 6-INCH (YELLOW)(12.5' LINE, 37.5' GAP)
MWS10-3	MARKING LINE SKIP 10-INCH (WHITE)(3' LINE, 9' GAP)
NOSE	MARKING ISLAND NOSE EPOXY
PARK	MARKING PARKING STALL EPOXY
SLW18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
WORD	MARKING WORD EPOXY (WHITE)
	EXISTING SIGN MOUNTED ON SINGLE POST
	MOVED SIGN MOUNTED ON SINGLE POST
X	SIGN - MOVE

NOTE
ALL EXISTING SIGNS NOT SHOWN SHALL REMAIN IN PLACE.



PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PERMANENT SIGNING AND MARKING	SHEET 59	E

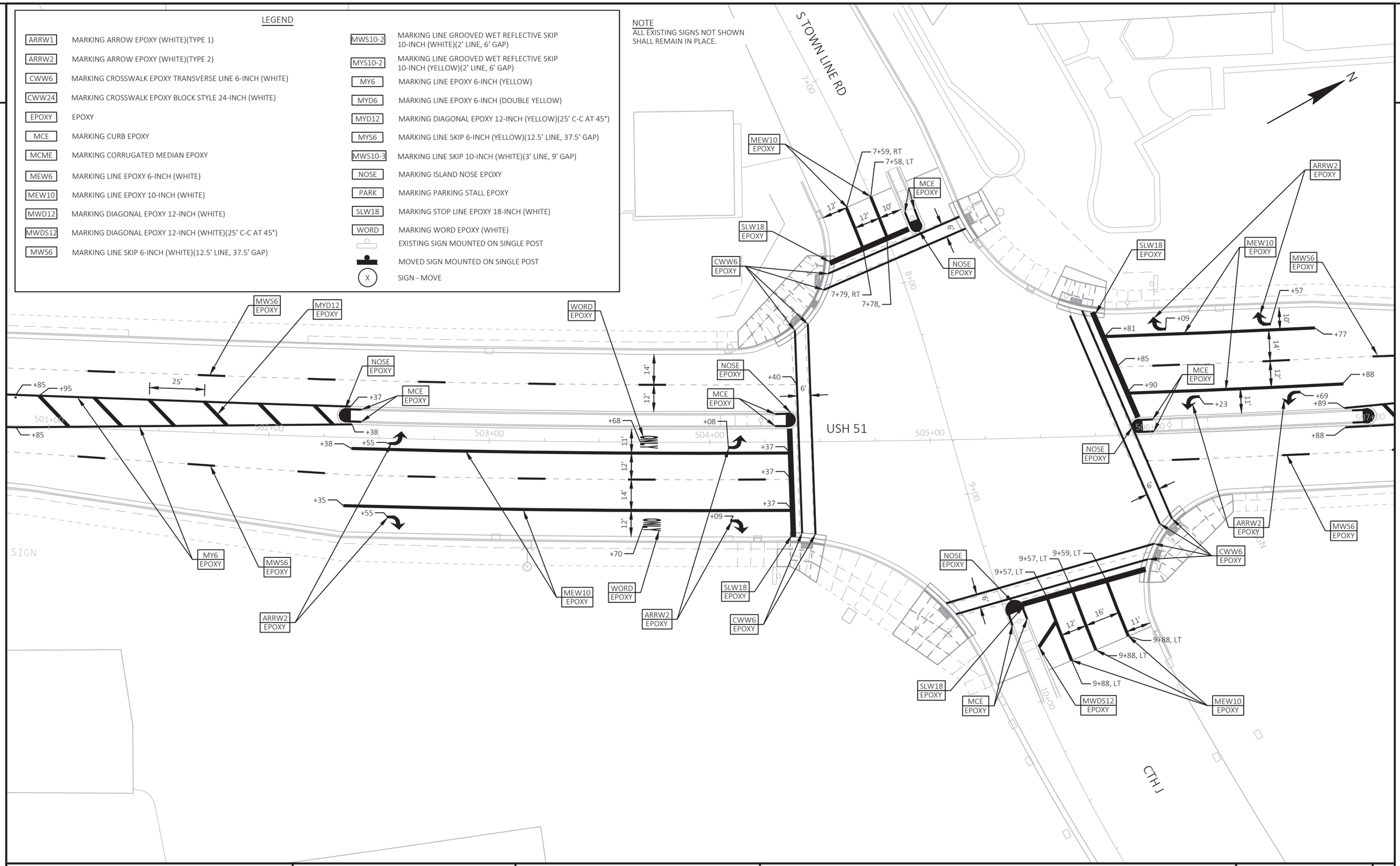
FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 15

PLOT DATE : 2/13/2024 9:57 AM PLOT BY : DREW NELSON PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

ARRW1	MARKING ARROW EPOXY (WHITE)(TYPE 1)
ARRW2	MARKING ARROW EPOXY (WHITE)(TYPE 2)
CWW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CWW24	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
EPOXY	EPOXY
MCE	MARKING CURB EPOXY
MCME	MARKING CORRUGATED MEDIAN EPOXY
MEW6	MARKING LINE EPOXY 6-INCH (WHITE)
MEW10	MARKING LINE EPOXY 10-INCH (WHITE)
MWD12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
MWDS12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)(25' C-C AT 45°)
MWS6	MARKING LINE SKIP 6-INCH (WHITE)(12.5' LINE, 37.5' GAP)
MWS10-2	MARKING LINE GROOVED WET REFLECTIVE SKIP 10-INCH (WHITE)(2' LINE, 6' GAP)
MYS10-2	MARKING LINE GROOVED WET REFLECTIVE SKIP 10-INCH (YELLOW)(2' LINE, 6' GAP)
MY6	MARKING LINE EPOXY 6-INCH (YELLOW)
MYD6	MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
MYD12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)(25' C-C AT 45°)
MYS6	MARKING LINE SKIP 6-INCH (YELLOW)(12.5' LINE, 37.5' GAP)
MWS10-3	MARKING LINE SKIP 10-INCH (WHITE)(3' LINE, 9' GAP)
NOSE	MARKING ISLAND NOSE EPOXY
PARK	MARKING PARKING STALL EPOXY
SLW18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
WORD	MARKING WORD EPOXY (WHITE)
	EXISTING SIGN MOUNTED ON SINGLE POST
	MOVED SIGN MOUNTED ON SINGLE POST
X	SIGN - MOVE

NOTE
ALL EXISTING SIGNS NOT SHOWN SHALL REMAIN IN PLACE.



PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PERMANENT SIGNING AND MARKING	SHEET 60	E

2

LEGEND

ARRW1	MARKING ARROW EPOXY (WHITE)(TYPE 1)
ARRW2	MARKING ARROW EPOXY (WHITE)(TYPE 2)
CWW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CWW24	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
EPOXY	EPOXY
MCE	MARKING CURB EPOXY
MCME	MARKING CORRUGATED MEDIAN EPOXY
MEW6	MARKING LINE EPOXY 6-INCH (WHITE)
MEW10	MARKING LINE EPOXY 10-INCH (WHITE)
MWD12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
MWDS12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)(25' C-C AT 45°)
MWS6	MARKING LINE SKIP 6-INCH (WHITE)(12.5' LINE, 37.5' GAP)
MWS10-2	MARKING LINE GROOVED WET REFLECTIVE SKIP 10-INCH (WHITE)(2' LINE, 6' GAP)
MYS10-2	MARKING LINE GROOVED WET REFLECTIVE SKIP 10-INCH (YELLOW)(2' LINE, 6' GAP)
MY6	MARKING LINE EPOXY 6-INCH (YELLOW)
MYD6	MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
MYD12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)(25' C-C AT 45°)
MYS6	MARKING LINE SKIP 6-INCH (YELLOW)(12.5' LINE, 37.5' GAP)
MWS10-3	MARKING LINE SKIP 10-INCH (WHITE)(3' LINE, 9' GAP)
NOSE	MARKING ISLAND NOSE EPOXY
PARK	MARKING PARKING STALL EPOXY
SLW18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
WORD	MARKING WORD EPOXY (WHITE)
	EXISTING SIGN MOUNTED ON SINGLE POST
	MOVED SIGN MOUNTED ON SINGLE POST
X	SIGN - MOVE

NOTE
ALL EXISTING SIGNS NOT SHOWN SHALL REMAIN IN PLACE.

UNNAMED
OPEN WATER

N

MWS6 EPOXY
MYS6 EPOXY
NOSE EPOXY
NOSE EPOXY
MYD12 EPOXY
MWS6 EPOXY
ARRW2 EPOXY
MY6 EPOXY
25'
+32
+09
+41
USH 51
+15
+32
14'
12'
14'
12'
14'
507+00
508+00
509+00
510+00
511+00
512+00
513+00
SIGN
SIGN
CEMETERY
CEMETERY

2

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PERMANENT SIGNING AND MARKING	SHEET 61	E

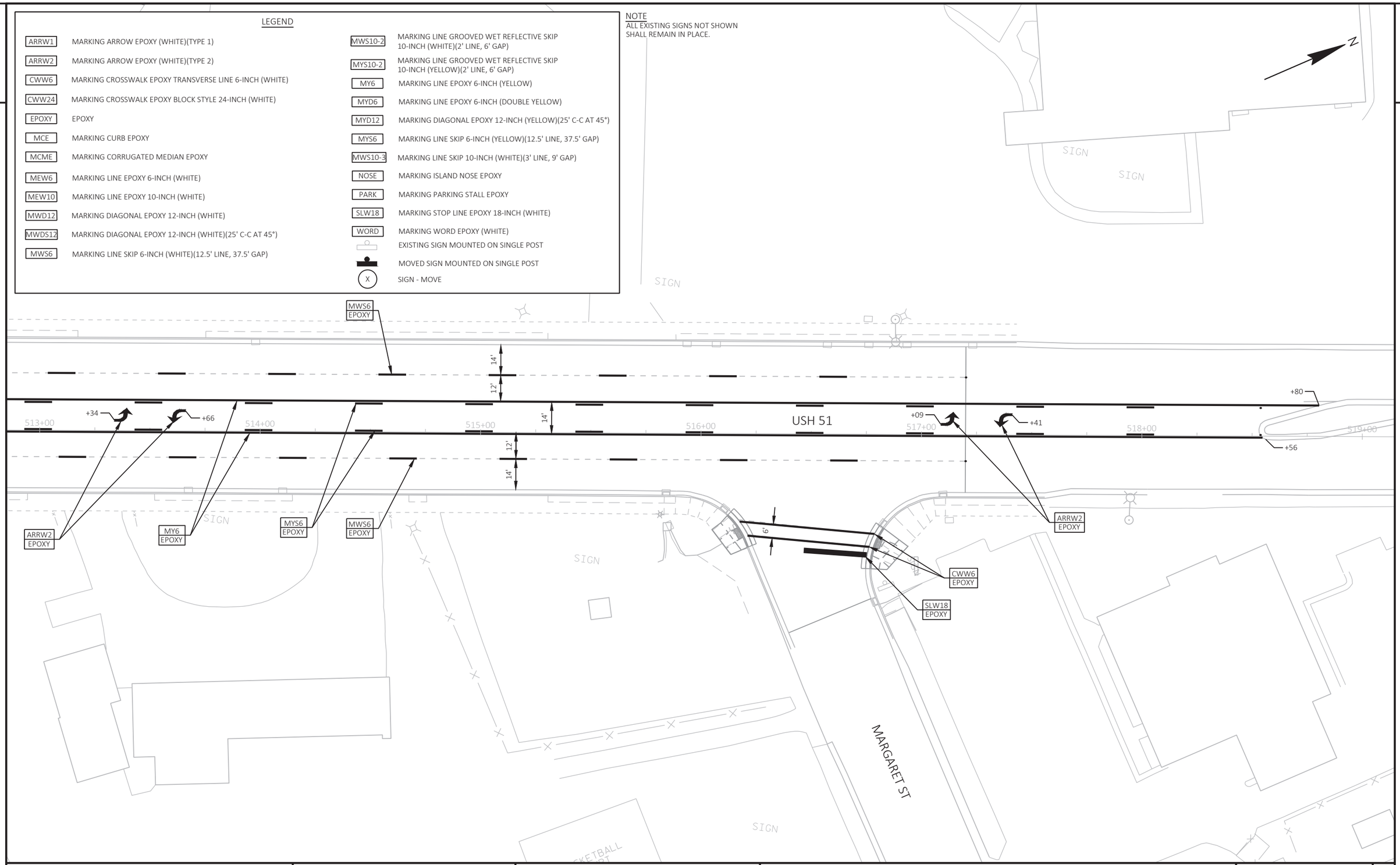
FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 17
PLOT DATE : 2/13/2024 9:57 AM PLOT BY : DREW NELSON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

ARRW1	MARKING ARROW EPOXY (WHITE)(TYPE 1)	MWS10-2	MARKING LINE GROOVED WET REFLECTIVE SKIP 10-INCH (WHITE)(2' LINE, 6' GAP)
ARRW2	MARKING ARROW EPOXY (WHITE)(TYPE 2)	MYS10-2	MARKING LINE GROOVED WET REFLECTIVE SKIP 10-INCH (YELLOW)(2' LINE, 6' GAP)
CWW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)	MY6	MARKING LINE EPOXY 6-INCH (YELLOW)
CWW24	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)	MYD6	MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
EPOXY	EPOXY	MYD12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)(25' C-C AT 45°)
MCE	MARKING CURB EPOXY	MYS6	MARKING LINE SKIP 6-INCH (YELLOW)(12.5' LINE, 37.5' GAP)
MCME	MARKING CORRUGATED MEDIAN EPOXY	MWS10-3	MARKING LINE SKIP 10-INCH (WHITE)(3' LINE, 9' GAP)
MEW6	MARKING LINE EPOXY 6-INCH (WHITE)	NOSE	MARKING ISLAND NOSE EPOXY
MEW10	MARKING LINE EPOXY 10-INCH (WHITE)	PARK	MARKING PARKING STALL EPOXY
MWD12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)	SLW18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
MWDS12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)(25' C-C AT 45°)	WORD	MARKING WORD EPOXY (WHITE)
MWS6	MARKING LINE SKIP 6-INCH (WHITE)(12.5' LINE, 37.5' GAP)		EXISTING SIGN MOUNTED ON SINGLE POST
			MOVED SIGN MOUNTED ON SINGLE POST
		X	SIGN - MOVE

NOTE
ALL EXISTING SIGNS NOT SHOWN SHALL REMAIN IN PLACE.



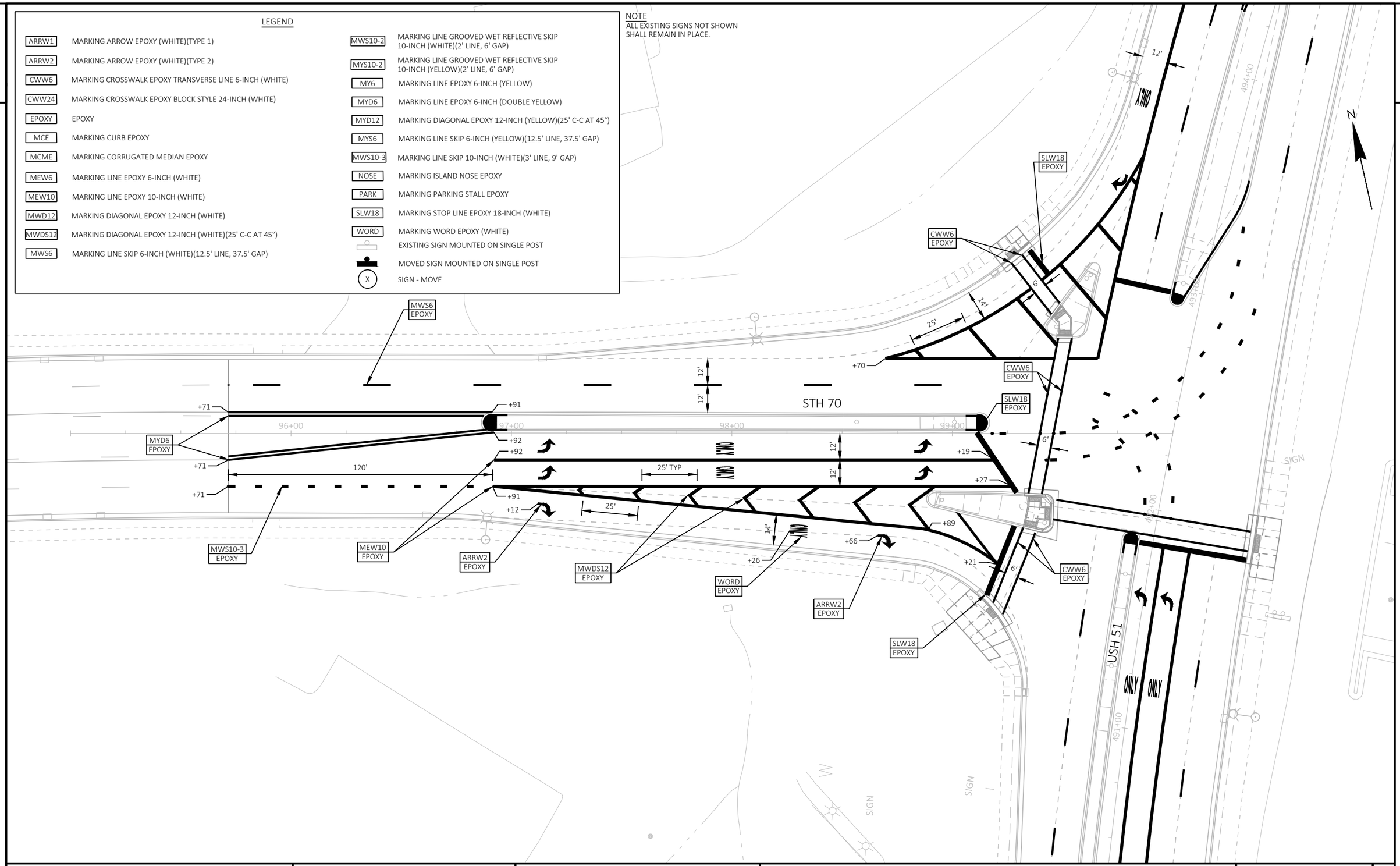
PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PERMANENT SIGNING AND MARKING	SHEET 62	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 18
PLOT DATE : 2/13/2024 9:57 AM PLOT BY : DREW NELSON PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

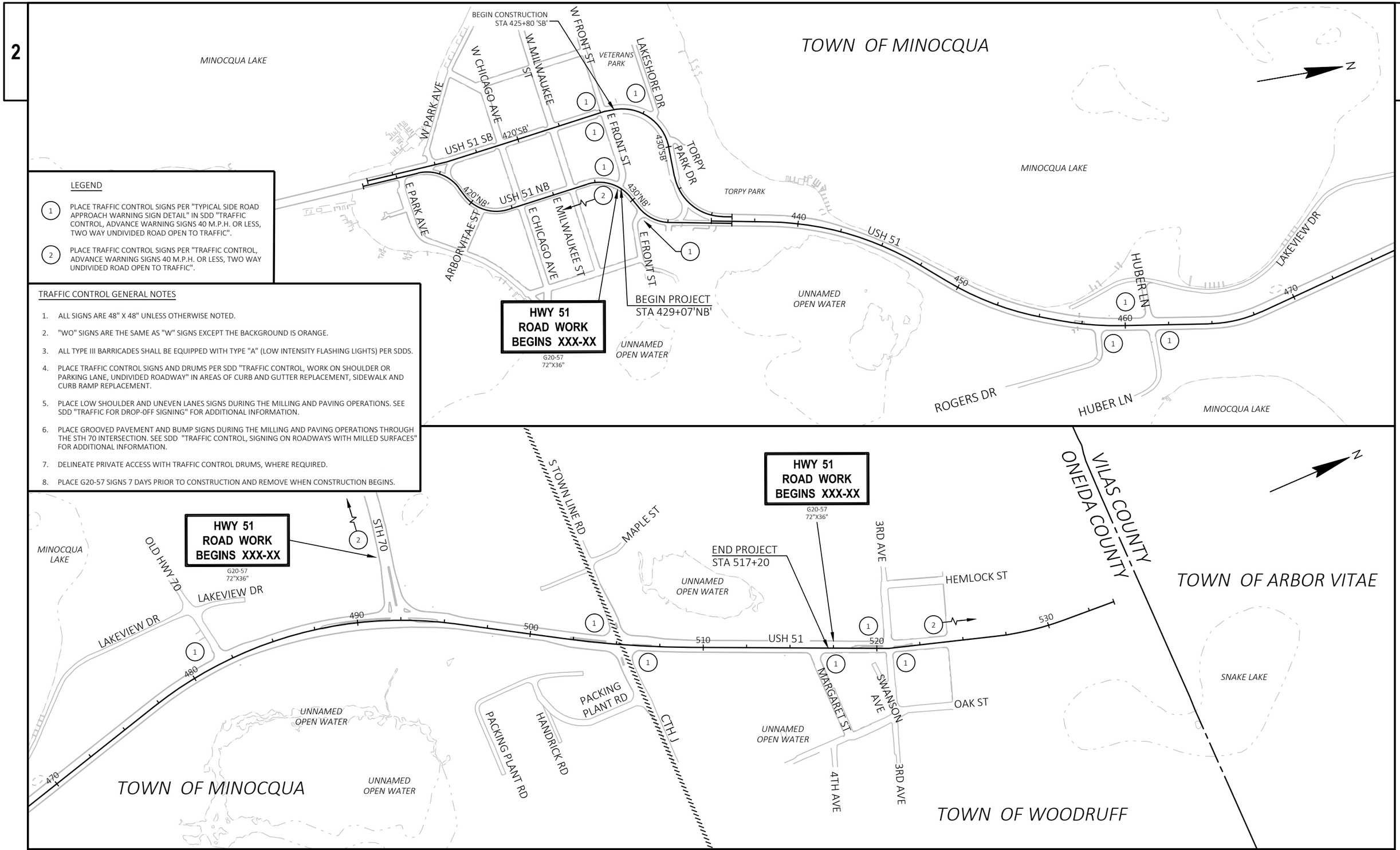
ARRW1	MARKING ARROW EPOXY (WHITE)(TYPE 1)
ARRW2	MARKING ARROW EPOXY (WHITE)(TYPE 2)
CWW6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
CWW24	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
EPOXY	EPOXY
MCE	MARKING CURB EPOXY
MCME	MARKING CORRUGATED MEDIAN EPOXY
MEW6	MARKING LINE EPOXY 6-INCH (WHITE)
MEW10	MARKING LINE EPOXY 10-INCH (WHITE)
MWD12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
MWDS12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)(25' C-C AT 45°)
MWS6	MARKING LINE SKIP 6-INCH (WHITE)(12.5' LINE, 37.5' GAP)
MWS10-2	MARKING LINE GROOVED WET REFLECTIVE SKIP 10-INCH (WHITE)(2' LINE, 6' GAP)
MYS10-2	MARKING LINE GROOVED WET REFLECTIVE SKIP 10-INCH (YELLOW)(2' LINE, 6' GAP)
MY6	MARKING LINE EPOXY 6-INCH (YELLOW)
MYD6	MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
MYD12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)(25' C-C AT 45°)
MYS6	MARKING LINE SKIP 6-INCH (YELLOW)(12.5' LINE, 37.5' GAP)
MWS10-3	MARKING LINE SKIP 10-INCH (WHITE)(3' LINE, 9' GAP)
NOSE	MARKING ISLAND NOSE EPOXY
PARK	MARKING PARKING STALL EPOXY
SLW18	MARKING STOP LINE EPOXY 18-INCH (WHITE)
WORD	MARKING WORD EPOXY (WHITE)
	EXISTING SIGN MOUNTED ON SINGLE POST
	MOVED SIGN MOUNTED ON SINGLE POST
X	SIGN - MOVE

NOTE
ALL EXISTING SIGNS NOT SHOWN SHALL REMAIN IN PLACE.

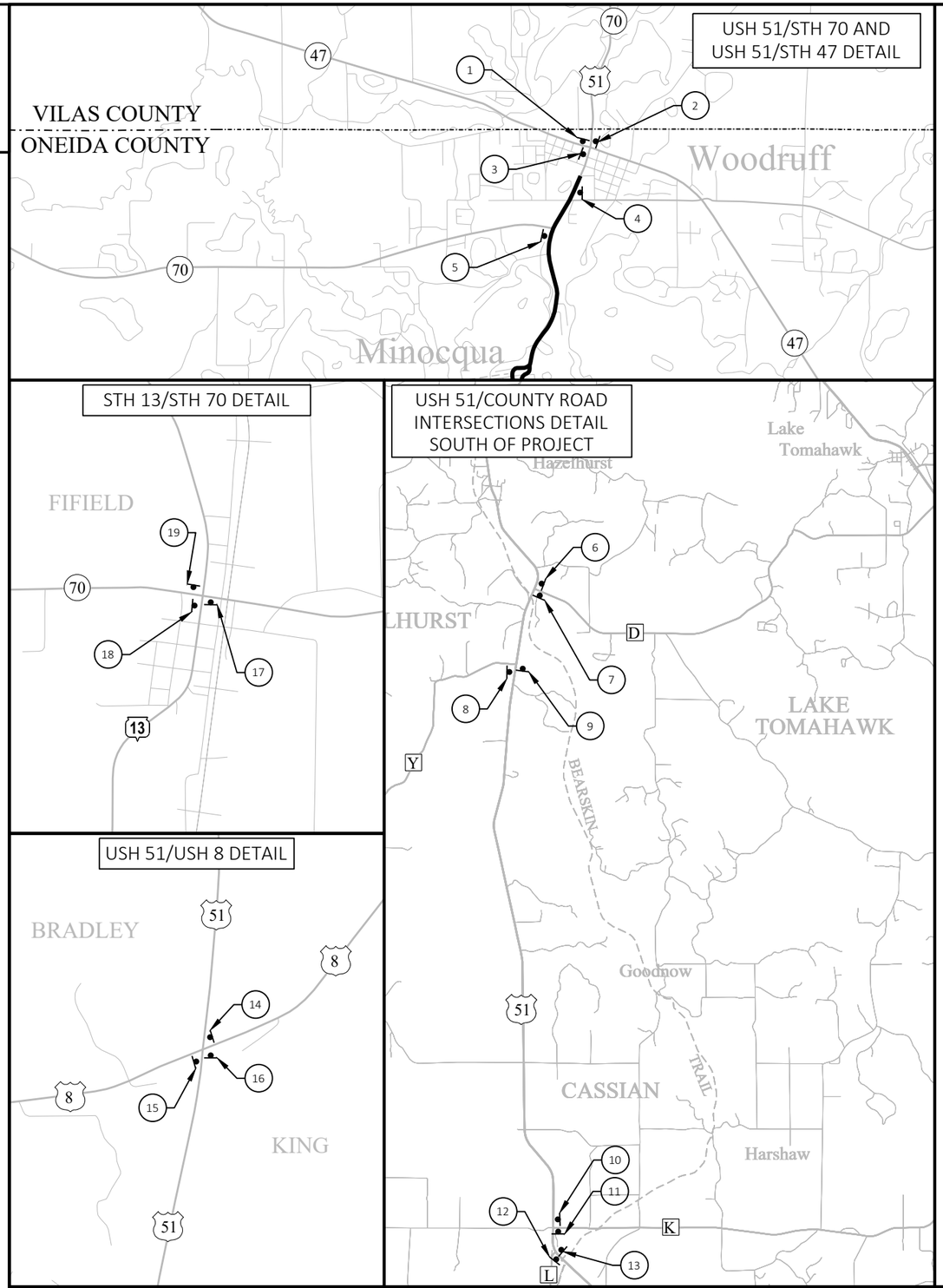


PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PERMANENT SIGNING AND MARKING - STH 70	SHEET 63	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 19
PLOT DATE : 4/2/2024 1:56 PM
PLOT BY : SCOTT KAISER
PLOT NAME :
PLOT SCALE : 1 IN:40 FT



PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - OVERVIEW	SHEET 64	E



N

LEGEND

SIGN SUPPORT

PROJECT AREA

NOTES FOR WIDTH RESTRICTION SIGNING

ALL TRAFFIC CONTROL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

* PLACE SIGN M1-4 WHEN ASSEMBLY IS MOUNTED ON ALL ROADWAYS OTHER THAN USH 51. (2) (3) (4) (5) (6) (8) (10) (12) (14) (15) (17) (18) (19)

** PLACE SIGN M3-1 ON THE FOLLOWING ASSEMBLIES. (6) (8) (10) (12) (14) (15)

*** PLACE SIGN M3-3 ON THE FOLLOWING ASSEMBLIES. (2) (3)

(1) USH 51 / STH 47 INTERSECTION - 1/4 MILES AHEAD
(2) STH 47 / USH 51 INTERSECTION - 1/4 MILES AHEAD
(3) STH 47/ USH 51 INTERSECTION - 1/4 MILES AHEAD
(4) CTH J / USH 51 INTERSECTION - 1/4 MILES AHEAD
(5) STH 70 / USH 51 INTERSECTION - 1/4 MILES AHEAD
(6) CTH D / USH 51 INTERSECTION - 6 3/4 MILES AHEAD
(7) USH 51 / CTH D INTERSECTION - 6 3/4 MILES AHEAD
(8) CTH Y / USH 51 INTERSECTION - 7 3/4 MILES AHEAD
(9) USH 51 / CTH Y INTERSECTION - 7 3/4 MILES AHEAD
(10) CTH K / USH 51 INTERSECTION - 16 1/2 MILES AHEAD
(11) USH 51 / CTH K INTERSECTION - 16 1/2 MILES AHEAD
(12) CTH L / USH 51 INTERSECTION - 17 MILES AHEAD
(13) USH 51 / CTH L INTERSECTION - 17 MILES AHEAD
(14) USH 8 / USH 51 INTERSECTION - 24 1/2 MILES AHEAD
(15) USH 8 / USH 51 INTERSECTION - 24 1/2 MILES AHEAD
(16) USH 51 / USH 8 INTERSECTION - 24 3/4 MILES AHEAD
(17) STH 13 / STH 70 INTERSECTION - 37 1/2 MILES AHEAD
(18) STH 70 / STH 13 INTERSECTION - 37 1/2 MILES AHEAD
(19) STH 13 / STH 70 INTERSECTION - 37 1/2 MILES AHEAD

** NORTH
M3-1
24"X12"

*** SOUTH
M3-3
24"X12"

* 51
M1-4
24"X24"

MAX. 10' WIDTH
W12-52
48"X48"

XX MILES AHEAD
WO57-52
48"X36"

PLACE ABOVE SIGNS AT ALL LOCATIONS DURING STAGE 2

2

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - WIDTH RESTRICTIONS	SHEET 65	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 01
PLOT DATE : 2/29/2024 9:42 AM
PLOT BY : NICHOLAS WIEDERIN
PLOT NAME :
PLOT SCALE : 1 IN:2 MI
WISDOT/CADDS SHEET 42

2

LEGEND

WORK TO BE COMPLETED DURING STAGE

WORK COMPLETED IN PREVIOUS STAGE

NOTES

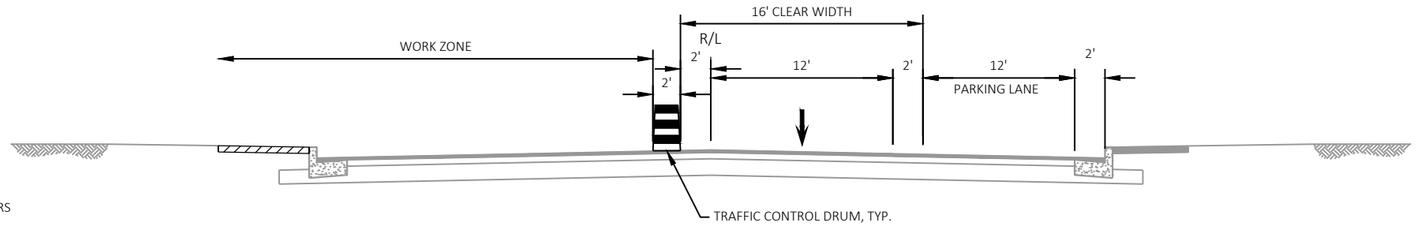
TRAFFIC WILL BE MAINTAINED WITH THE USE OF LANE CLOSURES AND FLAGGERS LOCATED AT INTERSECTIONS

ON USH 51, ONE LANE MAY BE CLOSED DURING WORKING HOURS TO CONSTRUCT THE CURB & GUTTER, SIDEWALK AND CURB RAMP REPLACEMENTS. SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY", SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATIONS" AND SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT/LEFT LANE CLOSURE" TO REDUCE TRAFFIC TO ONE LANE DURING WORKING HOURS. SEE STAGING DETAILS FOR TRAFFIC CONTROL NEAR THE STH 70 INTERSECTION

MAINTAIN PEDESTRIAN TRAFFIC AT ALL TIMES. SEE THE "TRAFFIC CONTROL-TEMPORARY PEDESTRIAN ACCOMMODATION" PLAN SHEETS AND SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"FOR ADDITIONAL INFORMATION

COMPLETE ALL CURB RAMP, SIDEWALK, AND CURB & GUTTER WORK PRIOR TO MILLING AND PAVING OPERATIONS

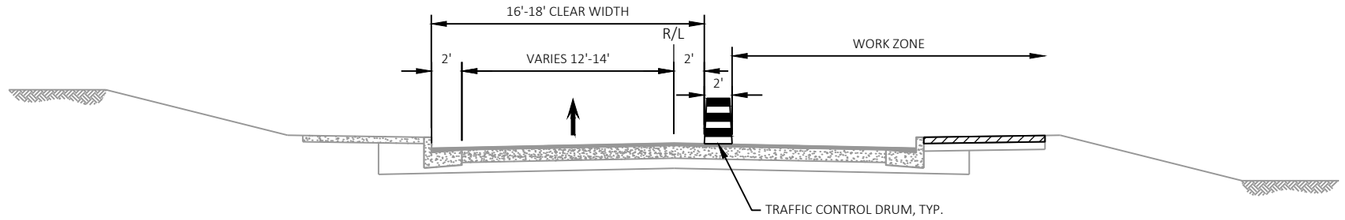
* FOR WORK ON THE LEFT SIDE OF USH 51 AT OLD HIGHWAY 70, CLOSE THE SB RIGHT TURN LANE TO MAKE ROOM FOR THE WORK ZONE IN THE NW QUADRANT OF THAT INTERSECTION. USE THE EXISTING TURN BAY LENGTH FOR THE OUTSIDE LANE AND PLACE DRUMS WITH TYPE C LIGHTS IN THE TURN LANE TAPER FROM STA 483+23 - STA 485+28, LT TO CREATE A TEMPORARY TURN LANE CONDITION WHILE THE CURB RAMP IS RECONSTRUCTED



PROPOSED WORK
CURB & GUTTER AND SIDEWALK REPLACEMENT AT SPOT LOCATIONS AND CURB RAMP REPLACEMENT

TRAFFIC CONTROL TYPICAL SECTION STAGE 1A/1B
USH 51 SB

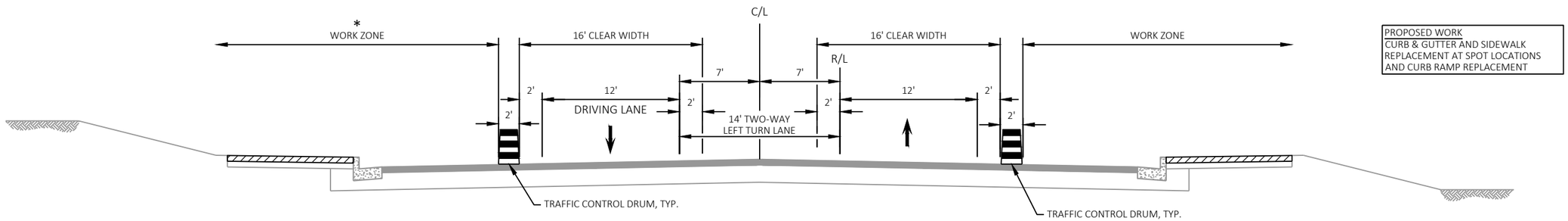
STA 425+80'SB' - STA 435+00'SB' (SB ONE-WAY PAIR)
(WORK ZONE FOR WORK ON LEFT SIDE OF USH 51 SHOWN, MIRROR TYPICAL SECTION FOR WORK ON RIGHT SIDE OF USH 51)



PROPOSED WORK
CURB & GUTTER AND SIDEWALK REPLACEMENT AT SPOT LOCATIONS AND CURB RAMP REPLACEMENT

TRAFFIC CONTROL TYPICAL SECTION STAGE 1A/1B
USH 51 NB

STA 429+07'NB' - STA 435+00'NB' (NB ONE-WAY PAIR)
(WORK ZONE FOR WORK ON RIGHT SIDE OF USH 51 SHOWN, MIRROR TYPICAL SECTION FOR WORK ON LEFT SIDE OF USH 51)



PROPOSED WORK
CURB & GUTTER AND SIDEWALK REPLACEMENT AT SPOT LOCATIONS AND CURB RAMP REPLACEMENT

TRAFFIC CONTROL TYPICAL SECTION STAGE 1A
USH 51

STA 435+00 - STA 487+83
STA 492+36 - STA 502+30
STA 507+03 - STA 517+20

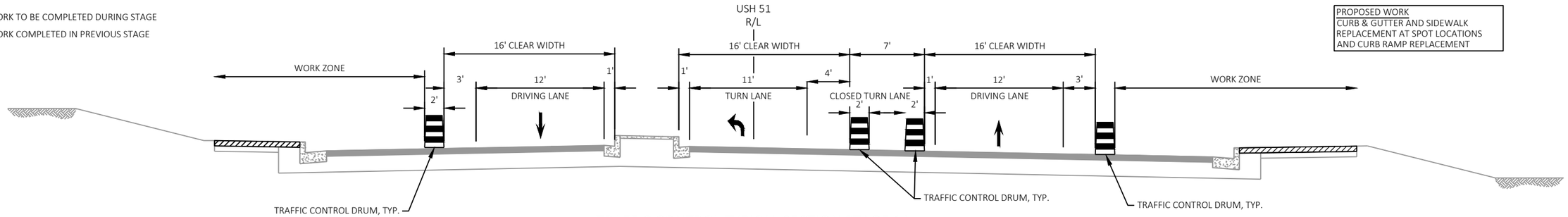
PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - TYPICAL SECTIONS	SHEET 66	E

2

LEGEND

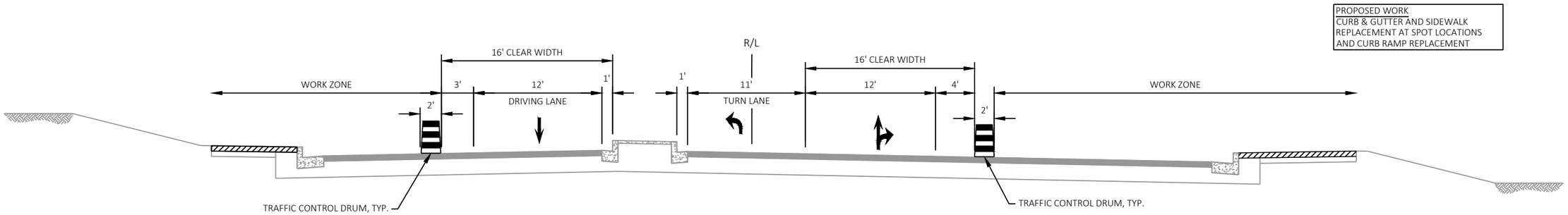
WORK TO BE COMPLETED DURING STAGE

WORK COMPLETED IN PREVIOUS STAGE



TRAFFIC CONTROL TYPICAL SECTION STAGE 1A
USH 51

STA 487+83 - STA 492+36
(SOUTH LEG OF STH 70 INTERSECTION)



TRAFFIC CONTROL TYPICAL SECTION STAGE 1A
USH 51

STA 502+30 - STA 505+10
(SOUTH LEG OF CTH J INTERSECTION)
(MIRROR THIS TYPICAL FOR NORTH LEG OF CTH J
INTERSECTION, STA 505+10 - STA 507+03)

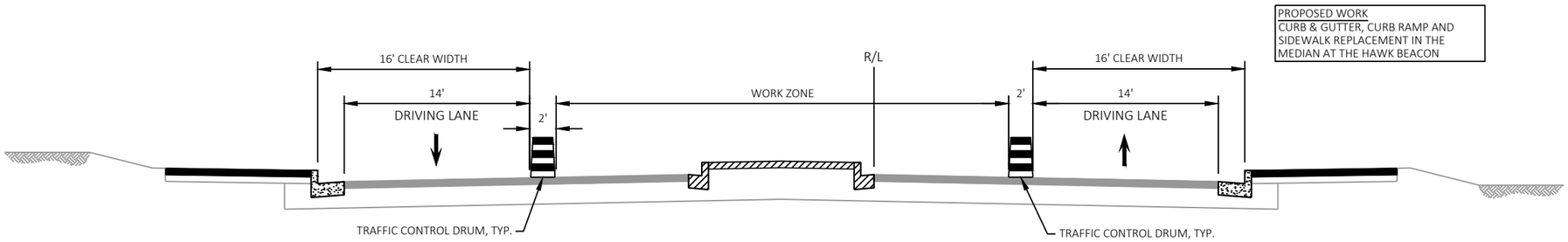
NOTES

TRAFFIC WILL BE MAINTAINED WITH THE USE OF LANE CLOSURES AND FLAGGERS LOCATED AT INTERSECTIONS

ON USH 51, ONE LANE MAY BE CLOSED DURING WORKING HOURS TO CONSTRUCT THE CURB & GUTTER, SIDEWALK AND CURB RAMP REPLACEMENTS.
SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY", SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATIONS" AND SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT/LEFT LANE CLOSURE" TO REDUCE TRAFFIC TO ONE LANE DURING WORKING HOURS. SEE STAGING DETAILS FOR TRAFFIC CONTROL NEAR THE STH 70 INTERSECTION

MAINTAIN PEDESTRIAN TRAFFIC AT ALL TIMES. SEE THE "TRAFFIC CONTROL-TEMPORARY PEDESTRIAN ACCOMMODATION" PLAN SHEETS AND SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"FOR ADDITIONAL INFORMATION

COMPLETE ALL CURB RAMP, SIDEWALK, AND CURB & GUTTER WORK PRIOR TO MILLING AND PAVING OPERATIONS



TRAFFIC CONTROL TYPICAL SECTION STAGE 1B
USH 51

STA 435+00 - STA 465+65
(MEDIAN WORK AT THE HAWK BEACON IS DEPICTED, SEE
STAGE 1A TYPICAL SECTION FOR TWLTL CONFIGURATION)

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - TYPICAL SECTIONS	SHEET 67	E

2

LEGEND

WORK TO BE COMPLETED DURING STAGE

WORK COMPLETED IN PREVIOUS STAGES

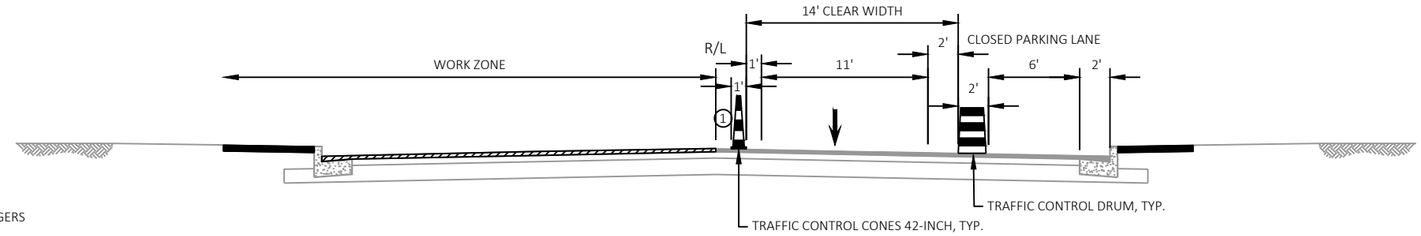
NOTES

TRAFFIC WILL BE MAINTAINED WITH THE USE OF LANE CLOSURES AND FLAGGERS LOCATED AT INTERSECTIONS

ON USH 51, ONE LANE MAY BE CLOSED IN EACH DIRECTION DURING WORKING HOURS TO CONSTRUCT THE MILL AND OVERLAY. SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY", SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATIONS" AND SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT/LEFT LANE CLOSURE" TO REDUCE TRAFFIC TO ONE LANE DURING WORKING HOURS. SEE STAGING DETAILS FOR TRAFFIC CONTROL NEAR THE STH 70 INTERSECTION

MAINTAIN PEDESTRIAN TRAFFIC AT ALL TIMES

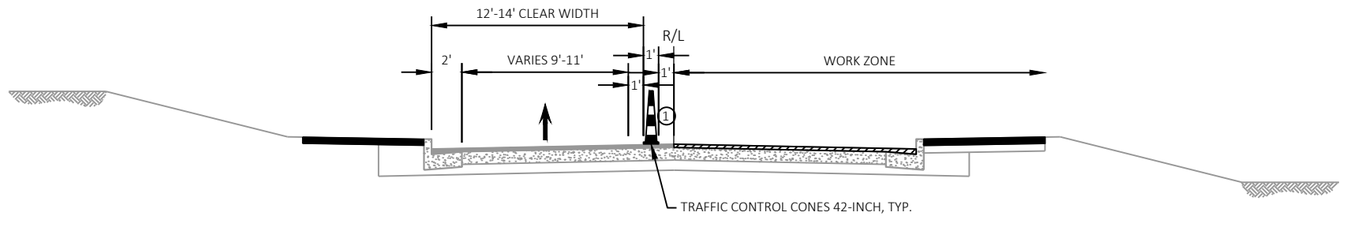
(1) DRUM OR CONE LOCATION SHOWN DURING WORKING HOURS. SHIFT DRUMS OR CONES 2' (MIN) PAST THE LANE LINE DURING NON-WORKING HOURS, UNLESS A VERTICAL DROP IS PRESENT



PROPOSED WORK
MILL AND HMA OVERLAY, AND MARKING

TRAFFIC CONTROL TYPICAL SECTION STAGE 2A/2B
USH 51 SB

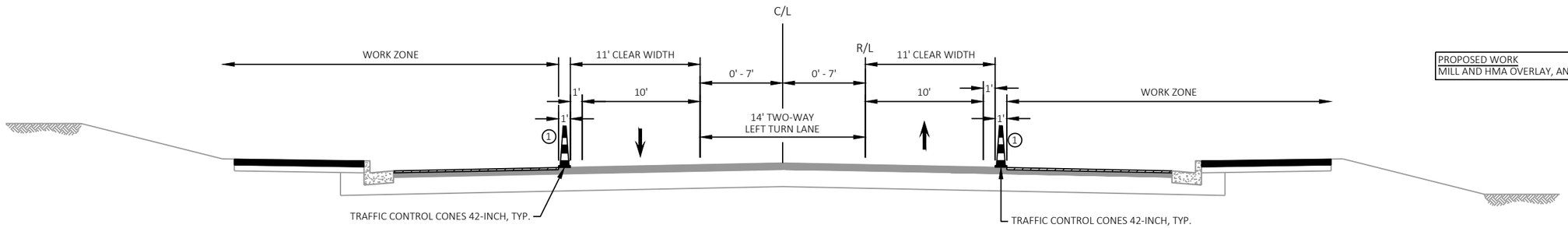
STA 425+80'SB' - STA 435+00'SB' (SB ONE-WAY PAIR)
(WORK ZONE FOR WORK ON LEFT SIDE OF USH 51 SHOWN, MIRROR TYPICAL SECTION FOR STAGE 2B WORK ON RIGHT SIDE OF USH 51)



PROPOSED WORK
MILL AND HMA OVERLAY, AND MARKING

TRAFFIC CONTROL TYPICAL SECTION STAGE 2A/2B
USH 51 NB

STA 429+07'NB' - STA 435+00'NB' (NB ONE WAY PAIR)
(WORK ZONE FOR WORK ON RIGHT SIDE OF USH 51 SHOWN, MIRROR TYPICAL SECTION FOR STAGE 2B WORK ON LEFT SIDE OF USH 51)



PROPOSED WORK
MILL AND HMA OVERLAY, AND MARKING

TRAFFIC CONTROL TYPICAL SECTION STAGE 2A
USH 51

STA 435+00 - STA 487+83
STA 492+36 - STA 502+30
STA 507+03 - STA 517+20

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - TYPICAL SECTIONS	SHEET 68	E

2

LEGEND

WORK TO BE COMPLETED DURING STAGE

WORK COMPLETED IN PREVIOUS STAGE

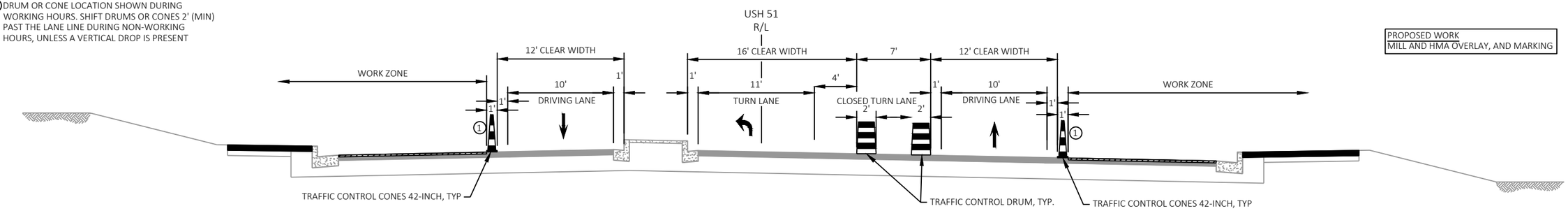
NOTES

TRAFFIC WILL BE MAINTAINED WITH THE USE OF LANE CLOSURES AND FLAGGERS LOCATED AT INTERSECTIONS

ON USH 51, ONE LANE MAY BE CLOSED IN EACH DIRECTION DURING WORKING HOURS TO CONSTRUCT THE MILL AND OVERLAY. SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY", SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATIONS" AND SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE" TO REDUCE TRAFFIC TO ONE LANE DURING WORKING HOURS. SEE STAGING DETAILS FOR TRAFFIC CONTROL NEAR THE STH 70 INTERSECTION

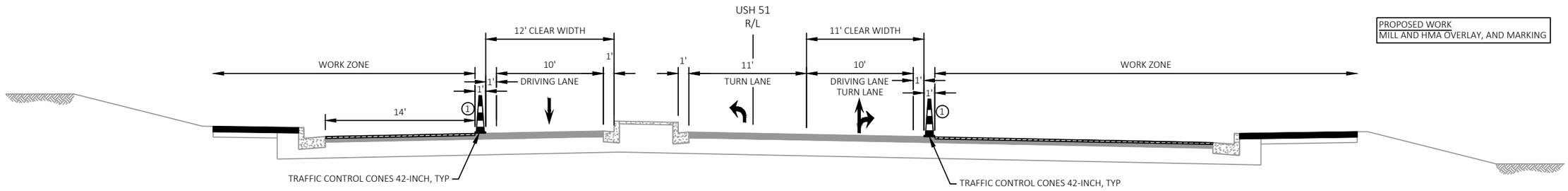
MAINTAIN PEDESTRIAN TRAFFIC AT ALL TIMES

(1) DRUM OR CONE LOCATION SHOWN DURING WORKING HOURS. SHIFT DRUMS OR CONES 2' (MIN) PAST THE LANE LINE DURING NON-WORKING HOURS, UNLESS A VERTICAL DROP IS PRESENT



TRAFFIC CONTROL TYPICAL SECTION STAGE 2A
USH 51

STA 487+83 - STA 492+36
(SOUTH LEG OF STH 70 INTERSECTION)



TRAFFIC CONTROL TYPICAL SECTION STAGE 2A
USH 51

STA 502+30 - STA 505+10 (SOUTH LEG OF CTH J INTERSECTION)
(MIRROR THIS TYPICAL FOR NORTH LEG OF CTH J
INTERSECTION, STA 505+10 - STA 507+03)

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - TYPICAL SECTIONS	SHEET 69	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - 04

PLOT DATE : 6/20/2024 3:24 PM PLOT BY : NICHOLAS WIEDERIN PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

LEGEND

WORK TO BE COMPLETED DURING STAGE

WORK COMPLETED IN PREVIOUS STAGES

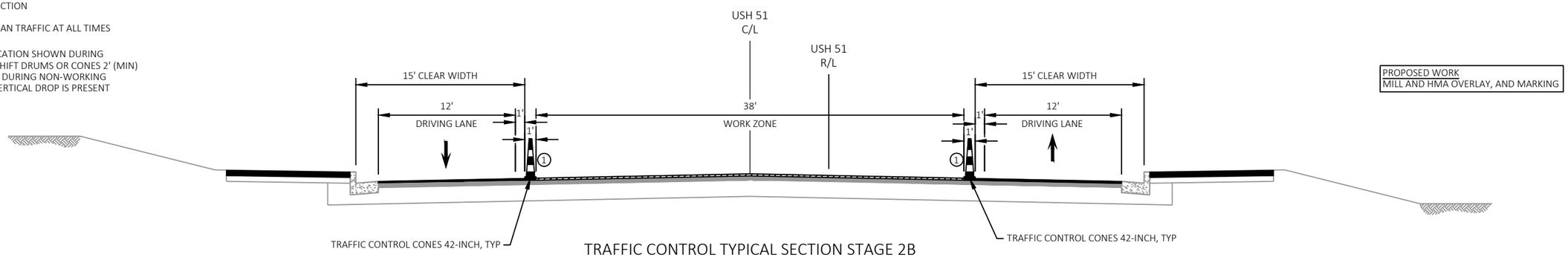
NOTES

TRAFFIC WILL BE MAINTAINED WITH THE USE OF LANE CLOSURES AND FLAGGERS LOCATED AT INTERSECTIONS. COMPLETE THE MILLING AND HMA PAVING OF THE LEFT TURN LANES WITH THE USE OF FLAGGERS

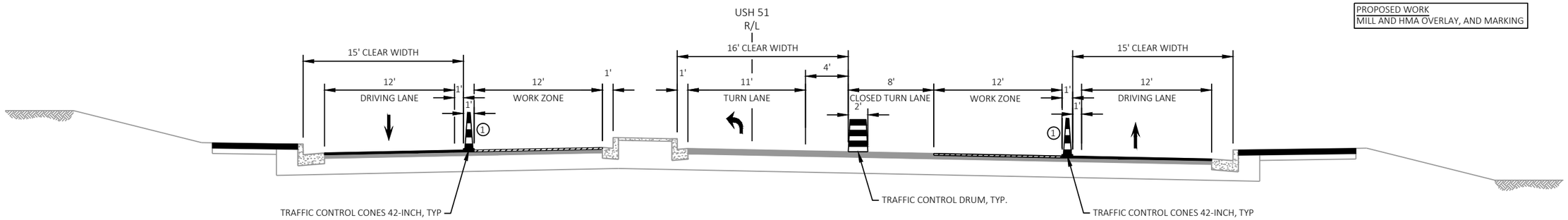
ON USH 51, ONE LANE MAY BE CLOSED IN EACH DIRECTION DURING WORKING HOURS TO CONSTRUCT THE MILL AND OVERLAY. SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY", SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATIONS" AND SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE" TO REDUCE TRAFFIC TO ONE LANE DURING WORKING HOURS. SEE STAGING DETAILS FOR TRAFFIC CONTROL NEAR THE STH 70 INTERSECTION

MAINTAIN PEDESTRIAN TRAFFIC AT ALL TIMES

(1) DRUM OR CONE LOCATION SHOWN DURING WORKING HOURS. SHIFT DRUMS OR CONES 2' (MIN) PAST THE LANE LINE DURING NON-WORKING HOURS, UNLESS A VERTICAL DROP IS PRESENT



TRAFFIC CONTROL TYPICAL SECTION STAGE 2B
USH 51
STA 435+00 - 487+83
STA 492+36 - 502+30
STA 507+03 - 517+20



TRAFFIC CONTROL TYPICAL SECTION STAGE 2B
USH 51
STA 487+83 - 492+36
(SOUTH LEG OF STH 70 INTERSECTION)

LEGEND

WORK TO BE COMPLETED DURING STAGE

WORK COMPLETED IN PREVIOUS STAGES

NOTES

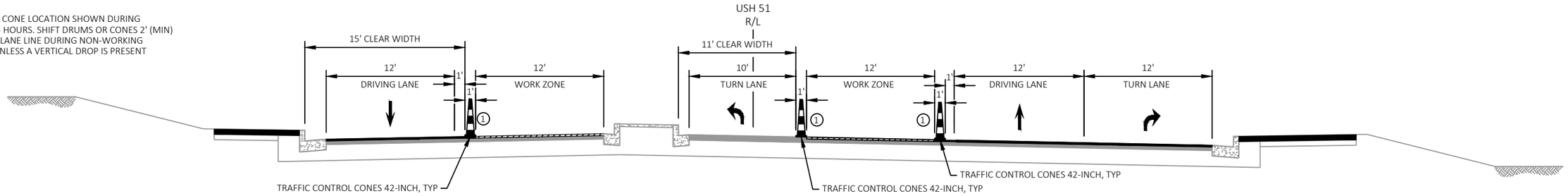
TRAFFIC WILL BE MAINTAINED WITH THE USE OF LANE CLOSURES AND FLAGGERS LOCATED AT INTERSECTIONS. COMPLETE THE MILLING AND HMA PAVING OF THE LEFT TURN LANES WITH THE USE OF FLAGGERS

ON USH 51, ONE LANE MAY BE CLOSED IN EACH DIRECTION DURING WORKING HOURS TO CONSTRUCT THE MILL AND OVERLAY. SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY", SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATIONS" AND SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE" TO REDUCE TRAFFIC TO ONE LANE DURING WORKING HOURS. SEE STAGING DETAILS FOR TRAFFIC CONTROL NEAR THE STH 70 INTERSECTION

MAINTAIN PEDESTRIAN TRAFFIC AT ALL TIMES

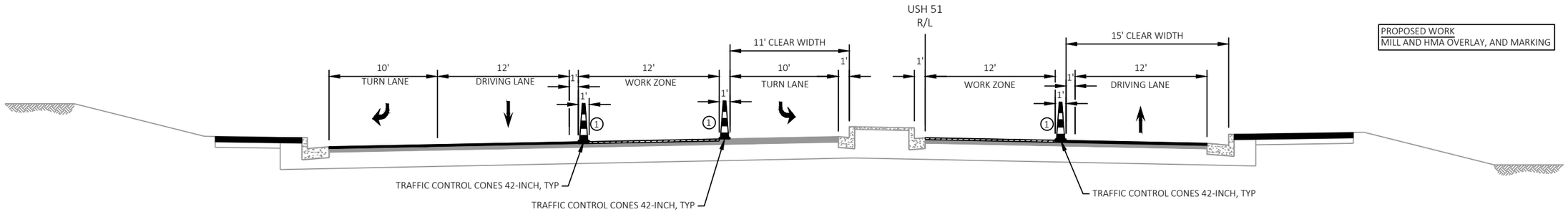
(1) DRUM OR CONE LOCATION SHOWN DURING WORKING HOURS. SHIFT DRUMS OR CONES 2' (MIN) PAST THE LANE LINE DURING NON-WORKING HOURS, UNLESS A VERTICAL DROP IS PRESENT

PROPOSED WORK
MILL AND HMA OVERLAY, AND MARKING



TRAFFIC CONTROL TYPICAL SECTION STAGE 2B
USH 51

STA 502+30 - STA 505+10
(SOUTH LEG OF CTH J INTERSECTION)



PROPOSED WORK
MILL AND HMA OVERLAY, AND MARKING

TRAFFIC CONTROL TYPICAL SECTION STAGE 2B
USH 51

STA 505+10 - STA 507+03
(NORTH LEG OF CTH J INTERSECTION)

2

LEGEND

WORK TO BE COMPLETED DURING STAGE

WORK COMPLETED IN PREVIOUS STAGES

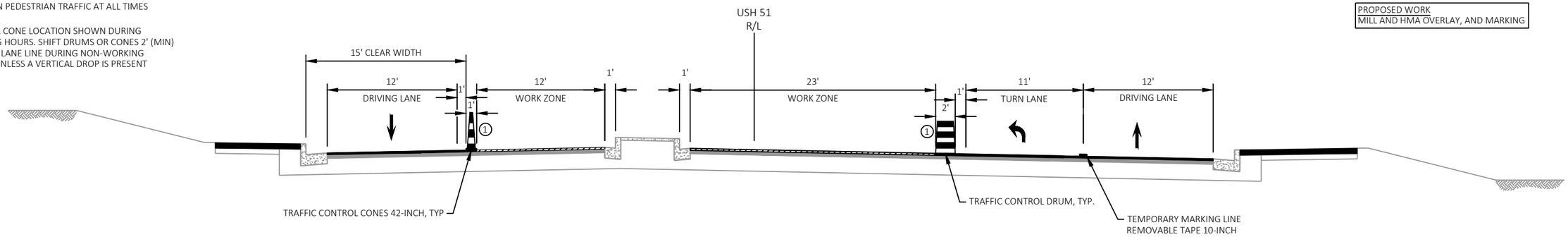
NOTES

TRAFFIC WILL BE MAINTAINED WITH THE USE OF LANE CLOSURES AND FLAGGERS LOCATED AT INTERSECTIONS. COMPLETE THE MILLING AND HMA PAVING OF THE LEFT TURN LANES WITH THE USE OF FLAGGERS

ON USH 51, ONE LANE MAY BE CLOSED IN EACH DIRECTION DURING WORKING HOURS TO CONSTRUCT THE MILL AND OVERLAY. SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY", SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATIONS" AND SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE" TO REDUCE TRAFFIC TO ONE LANE DURING WORKING HOURS. SEE STAGING DETAILS FOR TRAFFIC CONTROL NEAR THE STH 70 INTERSECTION

MAINTAIN PEDESTRIAN TRAFFIC AT ALL TIMES

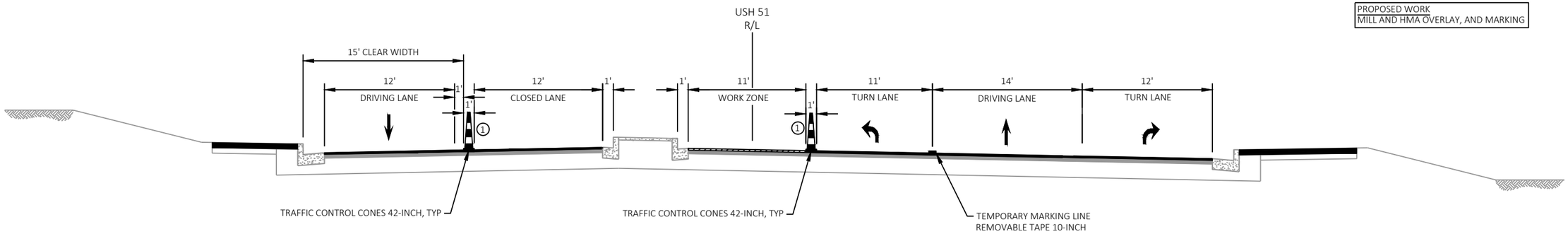
(1) DRUM OR CONE LOCATION SHOWN DURING WORKING HOURS. SHIFT DRUMS OR CONES 2' (MIN) PAST THE LANE LINE DURING NON-WORKING HOURS, UNLESS A VERTICAL DROP IS PRESENT



TRAFFIC CONTROL TYPICAL SECTION STAGE 2C
USH 51

STA 487+83 - 492+36

(SOUTH LEG OF STH 70 INTERSECTION)



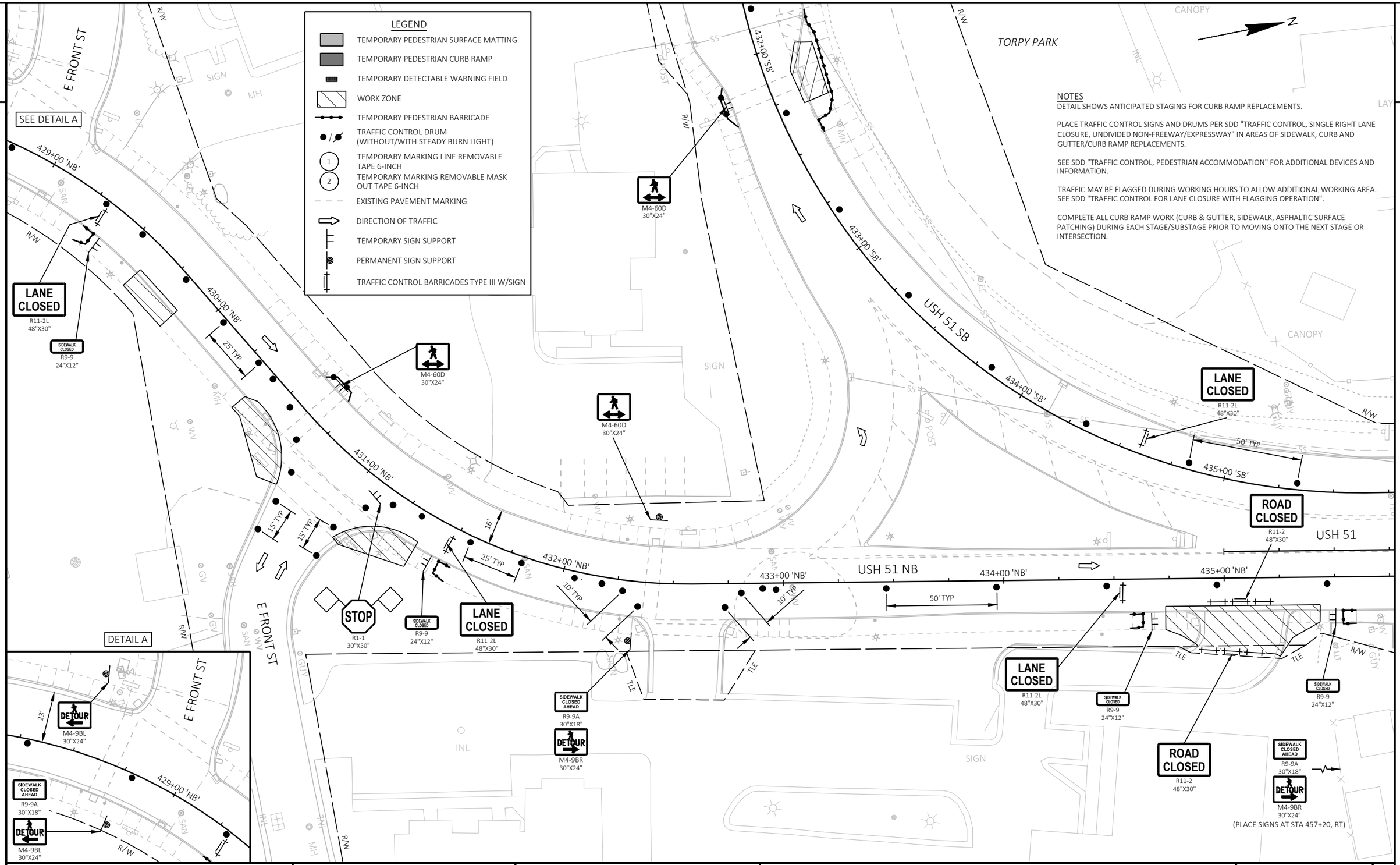
TRAFFIC CONTROL TYPICAL SECTION STAGE 2C
USH 51

STA 502+30 - 505+10

(SOUTH LEG OF CTH J INTERSECTION)

(MIRROR THIS TYPICAL FOR NORTH LEG OF CTH J INTERSECTION, STA 505+10 - STA 507+03)

2



PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - TEMPORARY PEDESTRIAN ACCOMMODATION - USH 51 NB STAGE 1A-1	SHEET 73	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 01

PLOT DATE : 2/29/2024 6:23 AM PLOT BY : NICHOLAS WIEDERIN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- WORK ZONE
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM (WITHOUT/WITH STEADY BURN LIGHT)
- 1 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
- 2 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- EXISTING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- TEMPORARY SIGN SUPPORT
- PERMANENT SIGN SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III W/SIGN

NOTES

DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" IN AREAS OF SIDEWALK, CURB AND GUTTER/CURB RAMP REPLACEMENTS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

TRAFFIC MAY BE FLAGGED DURING WORKING HOURS TO ALLOW ADDITIONAL WORKING AREA. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION".

COMPLETE ALL CURB RAMP WORK (CURB & GUTTER, SIDEWALK, ASPHALTIC SURFACE PATCHING) DURING EACH STAGE/SUBSTAGE PRIOR TO MOVING ONTO THE NEXT STAGE OR INTERSECTION.

N

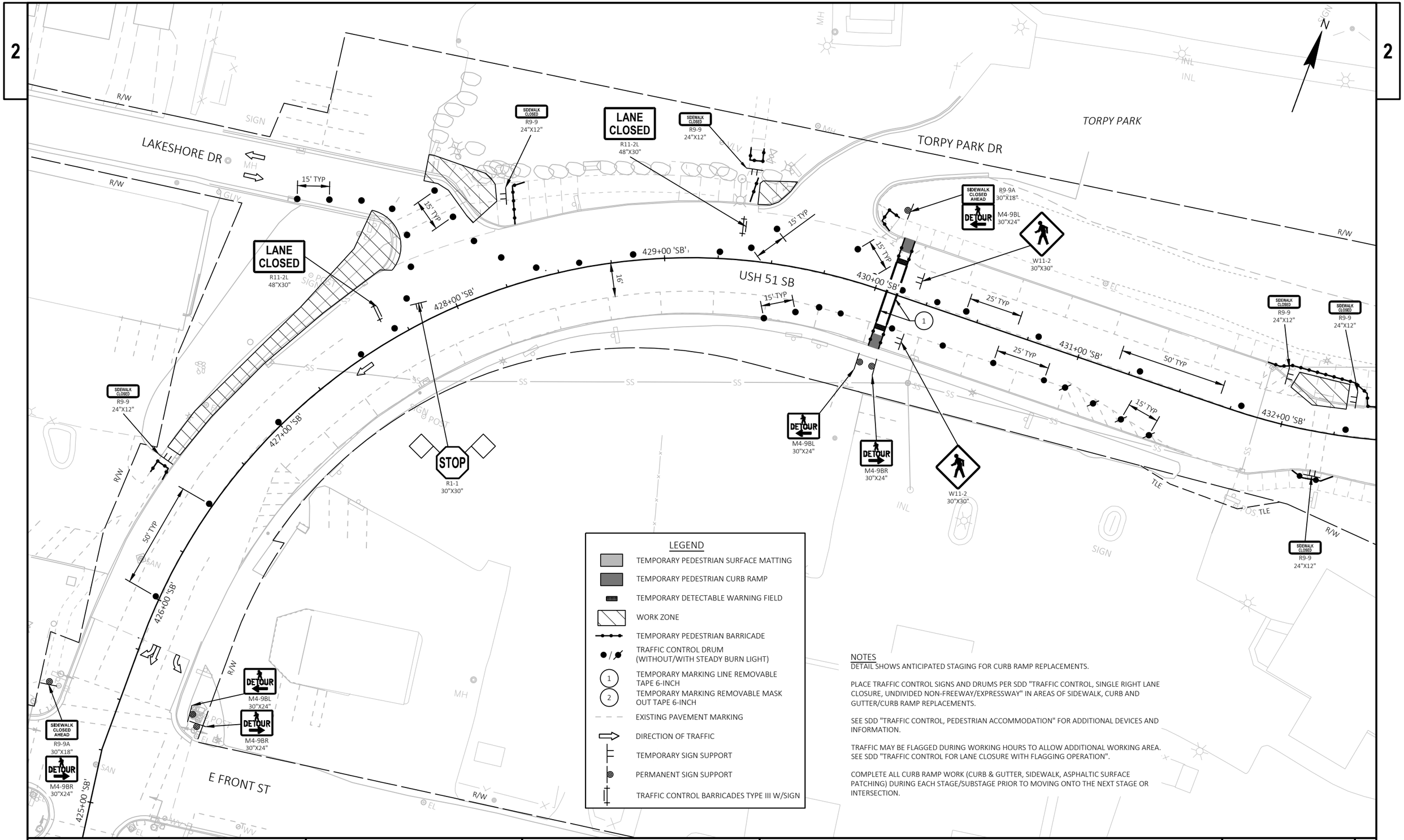
DETOUR M4-9BL 30"X24"
DETOUR M4-9BR 30"X24"
SIDEWALK CLOSED AHEAD R9-9A 30"X18"
DETOUR M4-9BL 30"X24"
STOP R1-1 30"X30"
LANE CLOSED R11-2L 48"X30"
SIDEWALK CLOSED R9-9 24"X12"
DETOUR M4-9BL 30"X24"
DETOUR M4-9BR 30"X24"
ROAD CLOSED R11-2 48"X30"
DETOUR M4-9BR 30"X24"
LANE CLOSED R11-2L 48"X30"
LANE CLOSED R11-2L 48"X30"

430+00 'NB'
431+00 'NB'
432+00 'NB'
433+00 'NB'
434+00 'NB'
435+00 'NB'
436+00 'NB'
433+00 'SB'
434+00 'SB'
435+00 'SB'
436+00 'SB'
436+00
25' TYP
15' TYP
16'
50' TYP

USH 51
E FRONT ST
R/W
MH
GV
SAN
WV
SIGN
INL
TLE
TLT
TEL
POST
PLAYGROUND
CANOPY
WATER TOWER
RUINS

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - TEMPORARY PEDESTRIAN ACCOMMODATION - USH 51 NB STAGE 1A-2	SHEET 74	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 01 (2)
PLOT DATE : 4/2/2024 2:25 PM
PLOT BY : SCOTT KAISER
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



LEGEND

- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- WORK ZONE
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM (WITHOUT/WITH STEADY BURN LIGHT)
- (1) TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
- (2) TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- EXISTING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- TEMPORARY SIGN SUPPORT
- PERMANENT SIGN SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III W/SIGN

NOTES

DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" IN AREAS OF SIDEWALK, CURB AND GUTTER/CURB RAMP REPLACEMENTS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

TRAFFIC MAY BE FLAGGED DURING WORKING HOURS TO ALLOW ADDITIONAL WORKING AREA. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION".

COMPLETE ALL CURB RAMP WORK (CURB & GUTTER, SIDEWALK, ASPHALTIC SURFACE PATCHING) DURING EACH STAGE/SUBSTAGE PRIOR TO MOVING ONTO THE NEXT STAGE OR INTERSECTION.

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - TEMPORARY PEDESTRIAN ACCOMMODATION - USH 51 SB STAGE 1A	SHEET 75	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 02

PLOT DATE : 2/29/2024 6:23 AM PLOT BY : NICHOLAS WIEDERIN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

NOTES

DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" IN AREAS OF SIDEWALK, CURB AND GUTTER/CURB RAMP REPLACEMENTS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

TRAFFIC MAY BE FLAGGED DURING WORKING HOURS TO ALLOW ADDITIONAL WORKING AREA. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION".

COMPLETE ALL CURB RAMP WORK (CURB & GUTTER, SIDEWALK, ASPHALTIC SURFACE PATCHING) DURING EACH STAGE/SUBSTAGE PRIOR TO MOVING ONTO THE NEXT STAGE OR INTERSECTION.

CURB RAMPS AT INTERSECTIONS WILL NEED TO BE ALTERNATED IN ORDER TO MAINTAIN TWO LANES OF TRAFFIC ALONG THE SIDEROAD.

LEGEND

- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- WORK ZONE
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM (WITHOUT/WITH STEADY BURN LIGHT)
- 1 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
- 2 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- EXISTING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- TEMPORARY SIGN SUPPORT
- PERMANENT SIGN SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III W/SIGN

DETOUR M4-9BR 30"X24"
W11-2 30"X30" *
M4-60D 30"X24"
DETOUR M4-9BL 30"X24"
W11-2 30"X30" *
LANE CLOSED R11-2L 48"X30"
LANE CLOSED R11-2L 48"X30"
STOP R1-1 30"X30"
M4-60R 30"X24"
M4-60L 30"X24"
LANE CLOSED R11-2L 48"X30"
W11-2 30"X30" *
M4-60L 30"X24"
W11-2 30"X30" *
LANE CLOSED R11-2L 48"X30"
M4-60R 30"X24"
STOP R1-1 30"X30"
M4-60L 30"X24"
M4-60R 30"X24"
STOP R1-1 30"X30"

* TEMPORARY RECTANGULAR RAPID FLASHING BEACON WITH PUSH BUTTON

50' TYP
10' TYP
12'
15' TYP
457+00
458+00
459+00
460+00
461+00
462+00
USH 51
HUBER LN
ROGERS DR
R/W
SIGN
TLE
POST
TEL
SS
WV
GUY

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - TEMPORARY PEDESTRIAN ACCOMMODATION - STAGE 1A-1	SHEET 76	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 03
PLOT DATE : 2/29/2024 6:23 AM
PLOT BY : NICHOLAS WIEDERIN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

NOTES

DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" IN AREAS OF SIDEWALK, CURB AND GUTTER/CURB RAMP REPLACEMENTS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

TRAFFIC MAY BE FLAGGED DURING WORKING HOURS TO ALLOW ADDITIONAL WORKING AREA. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION".

COMPLETE ALL CURB RAMP WORK (CURB & GUTTER, SIDEWALK, ASPHALTIC SURFACE PATCHING) DURING EACH STAGE/SUBSTAGE PRIOR TO MOVING ONTO THE NEXT STAGE OR INTERSECTION.

LEGEND

- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- WORK ZONE
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM (WITHOUT/WITH STEADY BURN LIGHT)
- 1 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
- 2 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- EXISTING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- TEMPORARY SIGN SUPPORT
- PERMANENT SIGN SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III W/SIGN

M4-60R 30"X24"
W11-2 30"X30" *
M4-60L 30"X24"
W11-2 30"X30" *
LANE CLOSED R11-2L 48"X30"
LANE CLOSED R11-2L 48"X30"
50' TYP
10' TYP
457+00
458+00
459+00
USH 51
460+00
461+00
462+00
12'
15' TYP
HUBER LN
R/W
SIGN
W
SS
WV
GUY
TEL
POST
TILE
LANE CLOSED R11-2L 48"X30"
W11-2 30"X30" *
M4-9BL 30"X24"
M4-60D 30"X24"
W11-2 30"X30" *
M4-9BR 30"X24"
DETOUR
LANE CLOSED R11-2L 48"X30"
LANE CLOSED R11-2L 48"X30"
ROGERS DR
HUBER LN

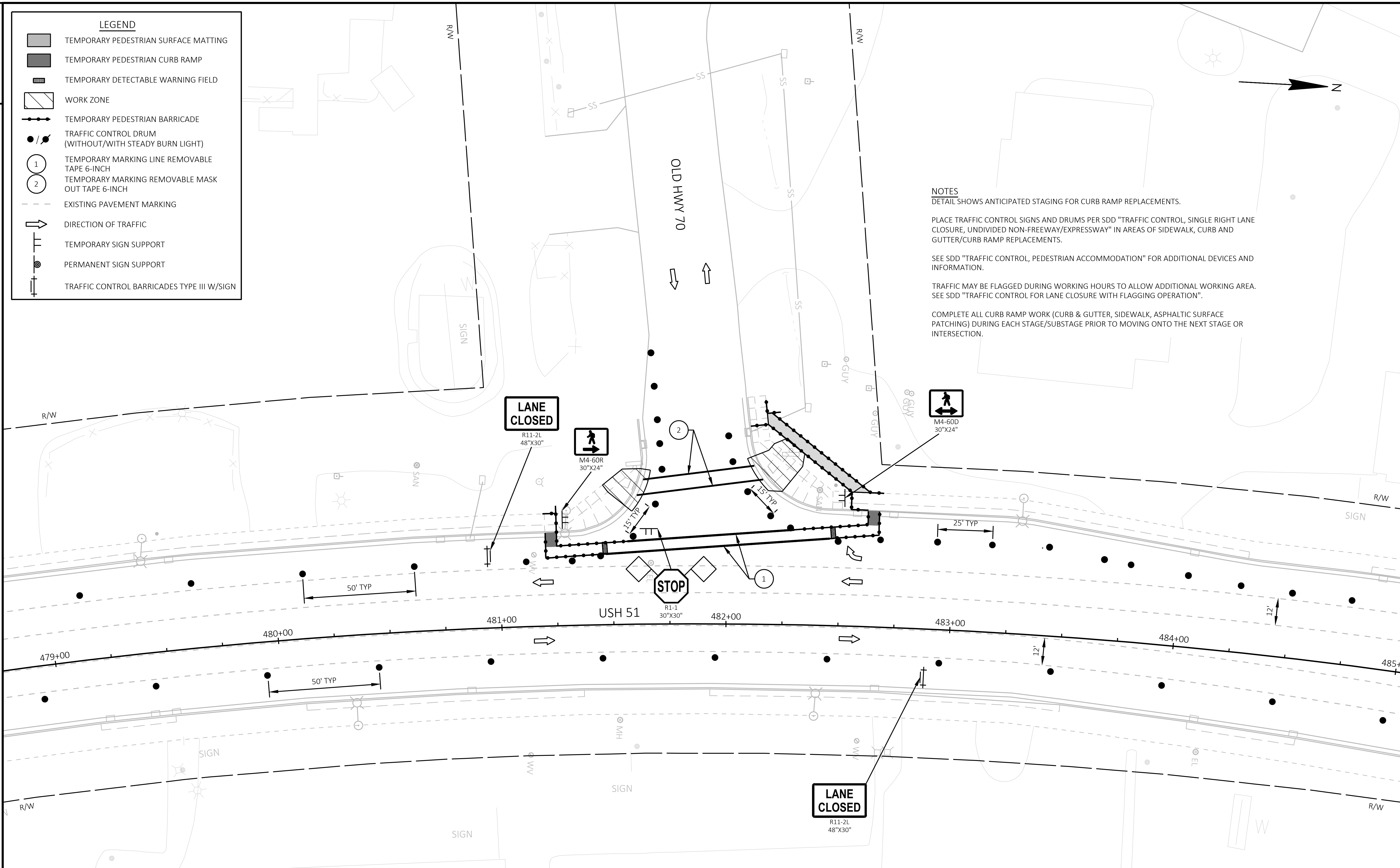
* TEMPORARY RECTANGULAR RAPID FLASHING BEACON WITH PUSH BUTTON

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - TEMPORARY PEDESTRIAN ACCOMMODATION - STAGE 1A-2	SHEET 77	E

2

LEGEND

- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- WORK ZONE
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM (WITHOUT/WITH STEADY BURN LIGHT)
- (1) TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
- (2) TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- EXISTING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- TEMPORARY SIGN SUPPORT
- PERMANENT SIGN SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III W/SIGN



NOTES

DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" IN AREAS OF SIDEWALK, CURB AND GUTTER/CURB RAMP REPLACEMENTS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

TRAFFIC MAY BE FLAGGED DURING WORKING HOURS TO ALLOW ADDITIONAL WORKING AREA. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION".

COMPLETE ALL CURB RAMP WORK (CURB & GUTTER, SIDEWALK, ASPHALTIC SURFACE PATCHING) DURING EACH STAGE/SUBSTAGE PRIOR TO MOVING ONTO THE NEXT STAGE OR INTERSECTION.

2

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - TEMPORARY PEDESTRIAN ACCOMMODATION - STAGE 1A	SHEET 78	E

2

N

M4-9BR
30"X24"
(PLACE AT SCHOOL CROSSING, RT)

M4-60L
30"X24"

M4-60L
30"X24"
(PLACE AT SCHOOL CROSSING, LT)

M4-60R
30"X24"

M4-60L
30"X24"

M4-60R
30"X24"

25' TYP

25' TYP

22'

16'

18'

STH 70

USH 51

99+00

490+00

491+00

492+00

493+00

494+00

495+00

50' TYP

25' TYP

12'

50' TYP

25' TYP

12'

25' TYP

25' TYP

R/W

SIGN

NOTES

DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" IN AREAS OF SIDEWALK, CURB AND GUTTER/CURB RAMP REPLACEMENTS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

TRAFFIC MAY BE FLAGGED DURING WORKING HOURS TO ALLOW ADDITIONAL WORKING AREA. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION".

COMPLETE ALL CURB RAMP WORK (CURB & GUTTER, SIDEWALK, ASPHALTIC SURFACE PATCHING) DURING EACH STAGE/SUBSTAGE PRIOR TO MOVING ONTO THE NEXT STAGE OR INTERSECTION.

LEGEND

- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- WORK ZONE
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM (WITHOUT/WITH STEADY BURN LIGHT)
- 1 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
- 2 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- EXISTING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- TEMPORARY SIGN SUPPORT
- PERMANENT SIGN SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III W/SIGN

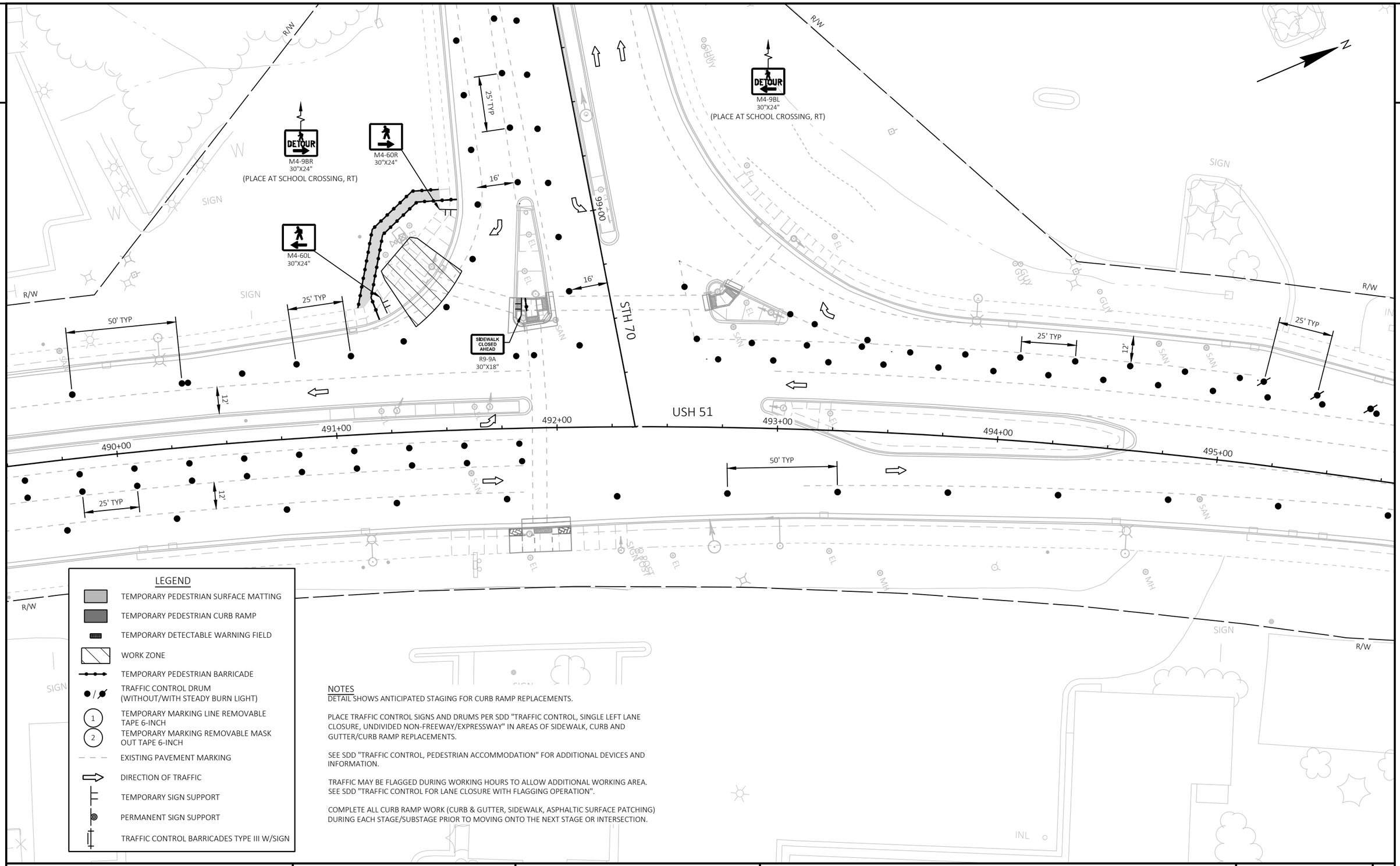
PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - TEMPORARY PEDESTRIAN ACCOMMODATION - STH 70 STAGE 1A-1	SHEET 79	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 05

PLOT DATE : 2/29/2024 6:24 AM PLOT BY : NICHOLAS WIEDERIN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



LEGEND

- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- WORK ZONE
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM (WITHOUT/WITH STEADY BURN LIGHT)
- 1 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
- 2 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- EXISTING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- TEMPORARY SIGN SUPPORT
- PERMANENT SIGN SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III W/SIGN

NOTES

DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" IN AREAS OF SIDEWALK, CURB AND GUTTER/CURB RAMP REPLACEMENTS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

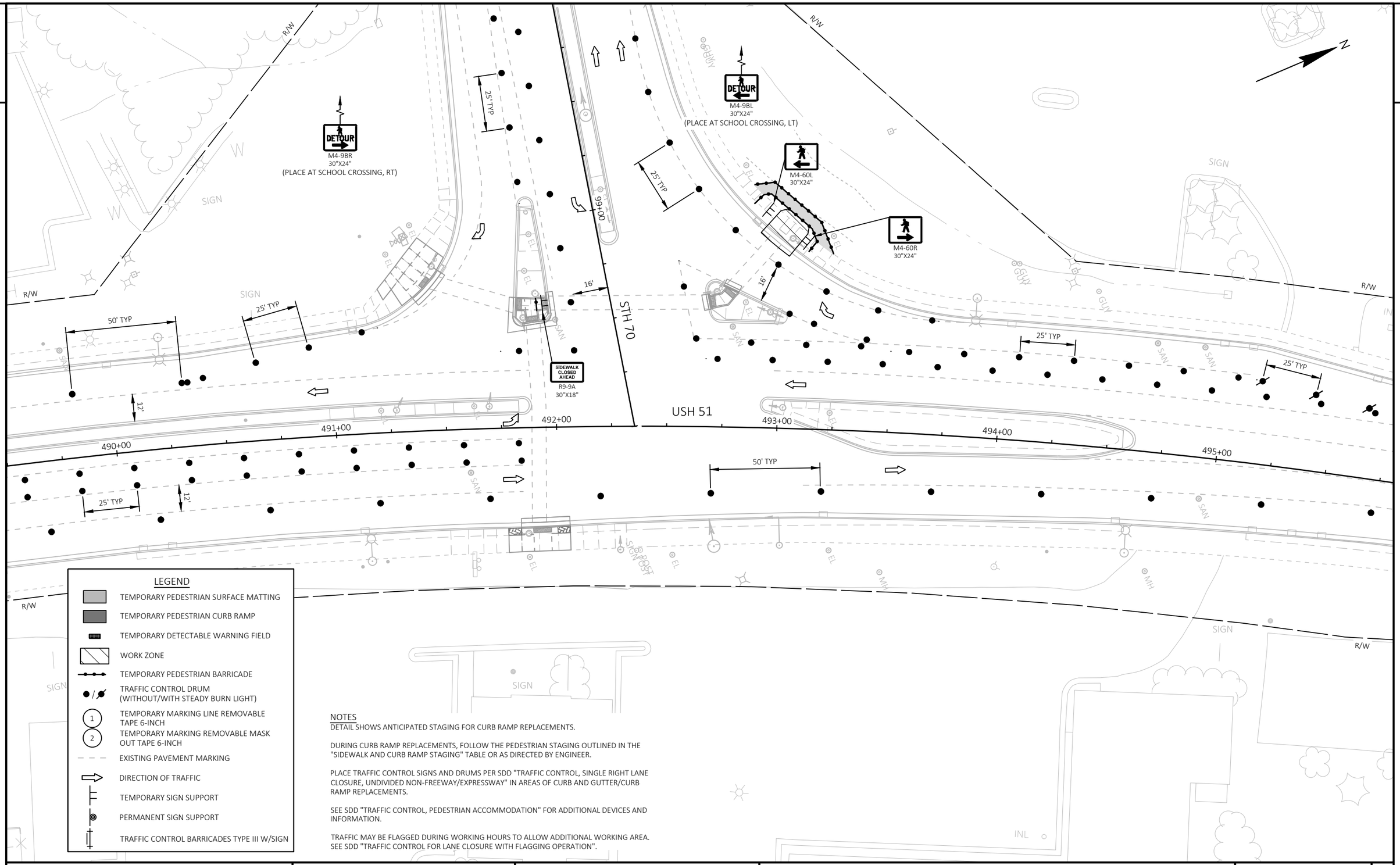
TRAFFIC MAY BE FLAGGED DURING WORKING HOURS TO ALLOW ADDITIONAL WORKING AREA. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION".

COMPLETE ALL CURB RAMP WORK (CURB & GUTTER, SIDEWALK, ASPHALTIC SURFACE PATCHING) DURING EACH STAGE/SUBSTAGE PRIOR TO MOVING ONTO THE NEXT STAGE OR INTERSECTION.

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - TEMPORARY PEDESTRIAN ACCOMMODATION - STH 70 STAGE 1A-2	SHEET 80	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\025104-TC.DWG
LAYOUT NAME - 04
PLOT DATE : 2/29/2024 6:27 AM
PLOT BY : NICHOLAS WIEDERIN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



NOTES

DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

DURING CURB RAMP REPLACEMENTS, FOLLOW THE PEDESTRIAN STAGING OUTLINED IN THE "SIDEWALK AND CURB RAMP STAGING" TABLE OR AS DIRECTED BY ENGINEER.

PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" IN AREAS OF CURB AND GUTTER/CURB RAMP REPLACEMENTS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

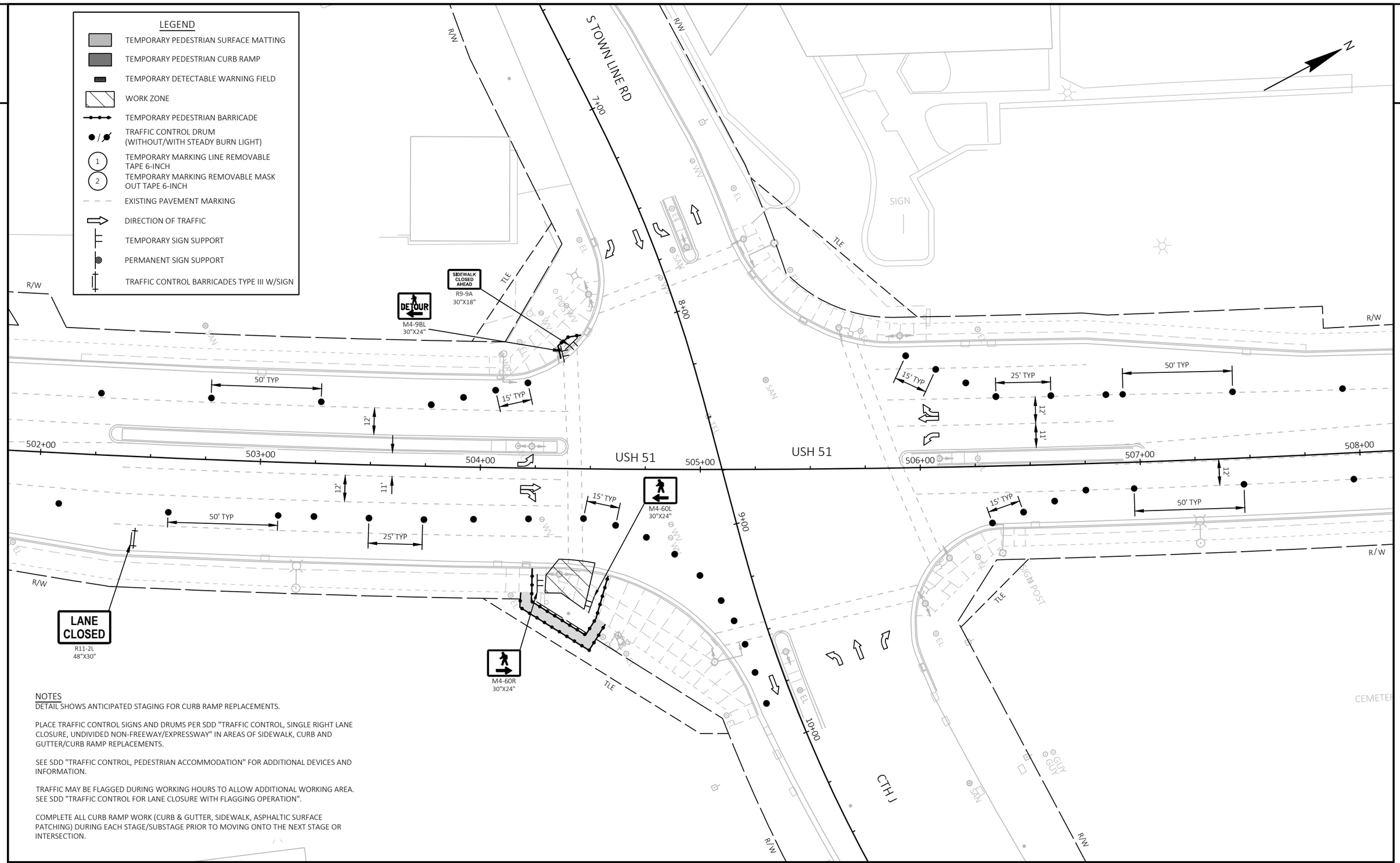
TRAFFIC MAY BE FLAGGED DURING WORKING HOURS TO ALLOW ADDITIONAL WORKING AREA. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION".

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - TEMPORARY PEDESTRIAN ACCOMMODATION - STH 70 STAGE 1A-3	SHEET 81	E

2

LEGEND

- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- WORK ZONE
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM (WITHOUT/WITH STEADY BURN LIGHT)
- 1 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
- 2 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- EXISTING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- TEMPORARY SIGN SUPPORT
- PERMANENT SIGN SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III W/SIGN



NOTES

DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" IN AREAS OF SIDEWALK, CURB AND GUTTER/CURB RAMP REPLACEMENTS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

TRAFFIC MAY BE FLAGGED DURING WORKING HOURS TO ALLOW ADDITIONAL WORKING AREA. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION".

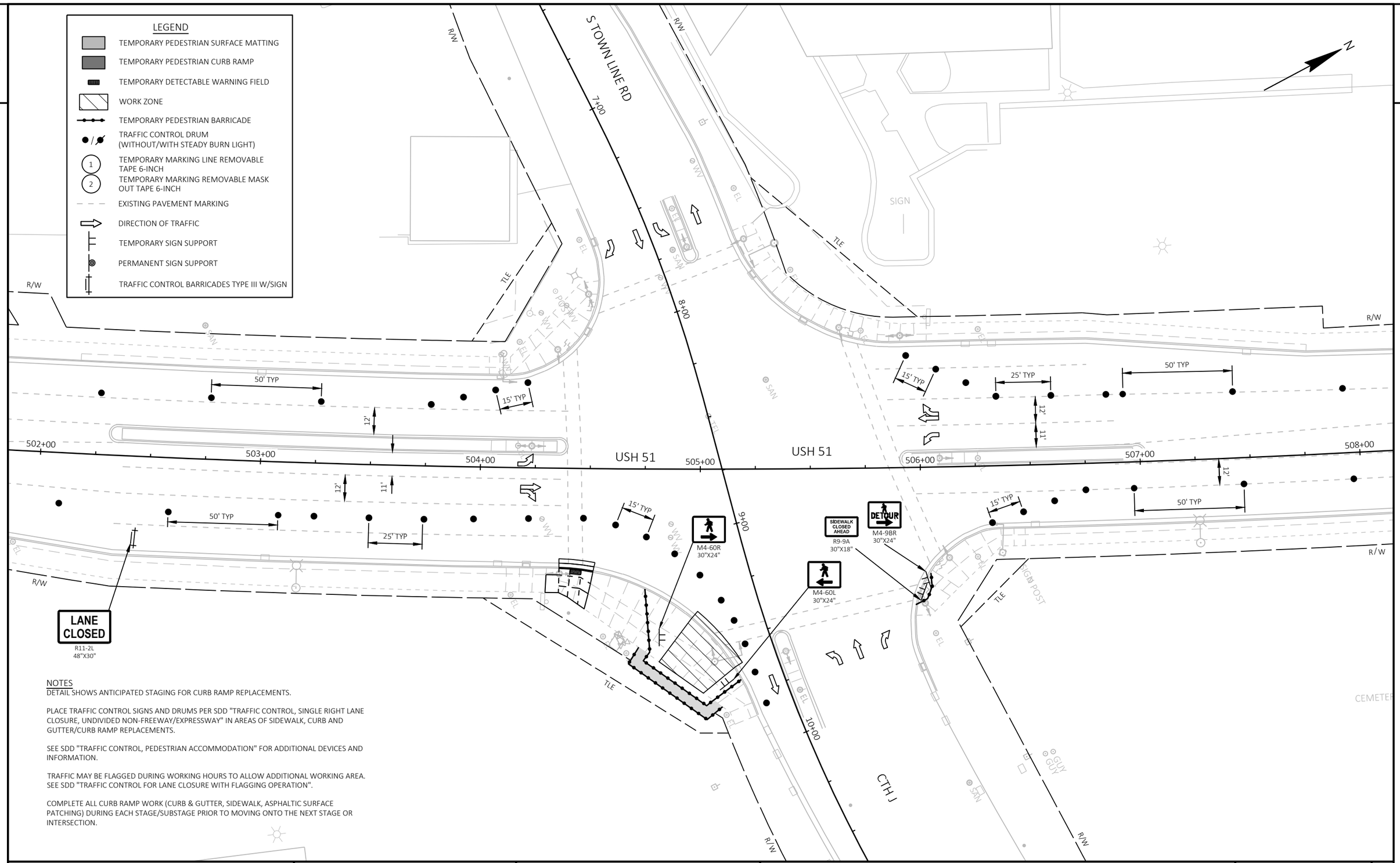
COMPLETE ALL CURB RAMP WORK (CURB & GUTTER, SIDEWALK, ASPHALTIC SURFACE PATCHING) DURING EACH STAGE/SUBSTAGE PRIOR TO MOVING ONTO THE NEXT STAGE OR INTERSECTION.

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - TEMPORARY PEDESTRIAN ACCOMMODATION - CTH J - STAGE 1A-1	SHEET 82	E

2

LEGEND

- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- WORK ZONE
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM (WITHOUT/WITH STEADY BURN LIGHT)
- 1 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
- 2 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- EXISTING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- TEMPORARY SIGN SUPPORT
- PERMANENT SIGN SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III W/SIGN



NOTES

DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" IN AREAS OF SIDEWALK, CURB AND GUTTER/CURB RAMP REPLACEMENTS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

TRAFFIC MAY BE FLAGGED DURING WORKING HOURS TO ALLOW ADDITIONAL WORKING AREA. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION".

COMPLETE ALL CURB RAMP WORK (CURB & GUTTER, SIDEWALK, ASPHALTIC SURFACE PATCHING) DURING EACH STAGE/SUBSTAGE PRIOR TO MOVING ONTO THE NEXT STAGE OR INTERSECTION.

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - TEMPORARY PEDESTRIAN ACCOMMODATION - CTH J - STAGE 1A-2	SHEET 83	E

2

LEGEND

- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- WORK ZONE
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM (WITHOUT/WITH STEADY BURN LIGHT)
- 1 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
- 2 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- EXISTING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- TEMPORARY SIGN SUPPORT
- PERMANENT SIGN SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III W/SIGN

S TOWN LINE RD

USH 51

CTH J

R/W

TLE

SIGN

DETOUR
M4-9BR
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

LANE CLOSED
R11-2L
48"X30"

M4-60L
30"X24"

M4-60R
30"X24"

50' TYP

25' TYP

15' TYP

12'

11'

502+00 503+00 504+00 505+00 506+00 507+00 508+00

7+00 8+00 9+00 10+00

NOTES

DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" IN AREAS OF SIDEWALK, CURB AND GUTTER/CURB RAMP REPLACEMENTS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

TRAFFIC MAY BE FLAGGED DURING WORKING HOURS TO ALLOW ADDITIONAL WORKING AREA. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION".

COMPLETE ALL CURB RAMP WORK (CURB & GUTTER, SIDEWALK, ASPHALTIC SURFACE PATCHING) DURING EACH STAGE/SUBSTAGE PRIOR TO MOVING ONTO THE NEXT STAGE OR INTERSECTION.

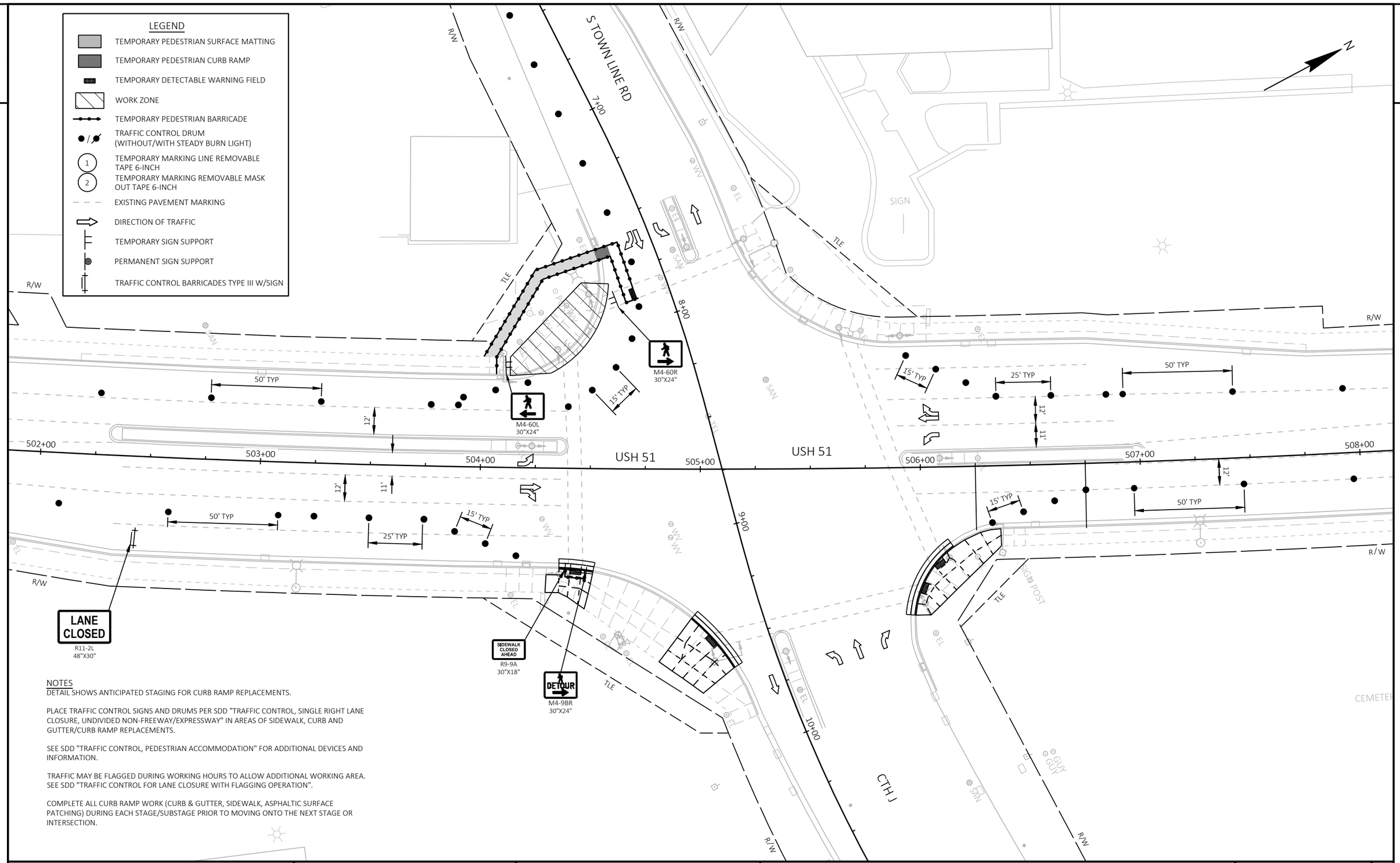
PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - TEMPORARY PEDESTRIAN ACCOMMODATION - CTH J - STAGE 1A-3	SHEET 84	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 06 (3)
PLOT DATE : 2/29/2024 6:35 AM PLOT BY : NICHOLAS WIEDERIN PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- WORK ZONE
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM (WITHOUT/WITH STEADY BURN LIGHT)
- 1 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
- 2 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- EXISTING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- TEMPORARY SIGN SUPPORT
- PERMANENT SIGN SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III W/SIGN



NOTES

DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" IN AREAS OF SIDEWALK, CURB AND GUTTER/CURB RAMP REPLACEMENTS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

TRAFFIC MAY BE FLAGGED DURING WORKING HOURS TO ALLOW ADDITIONAL WORKING AREA. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION".

COMPLETE ALL CURB RAMP WORK (CURB & GUTTER, SIDEWALK, ASPHALTIC SURFACE PATCHING) DURING EACH STAGE/SUBSTAGE PRIOR TO MOVING ONTO THE NEXT STAGE OR INTERSECTION.

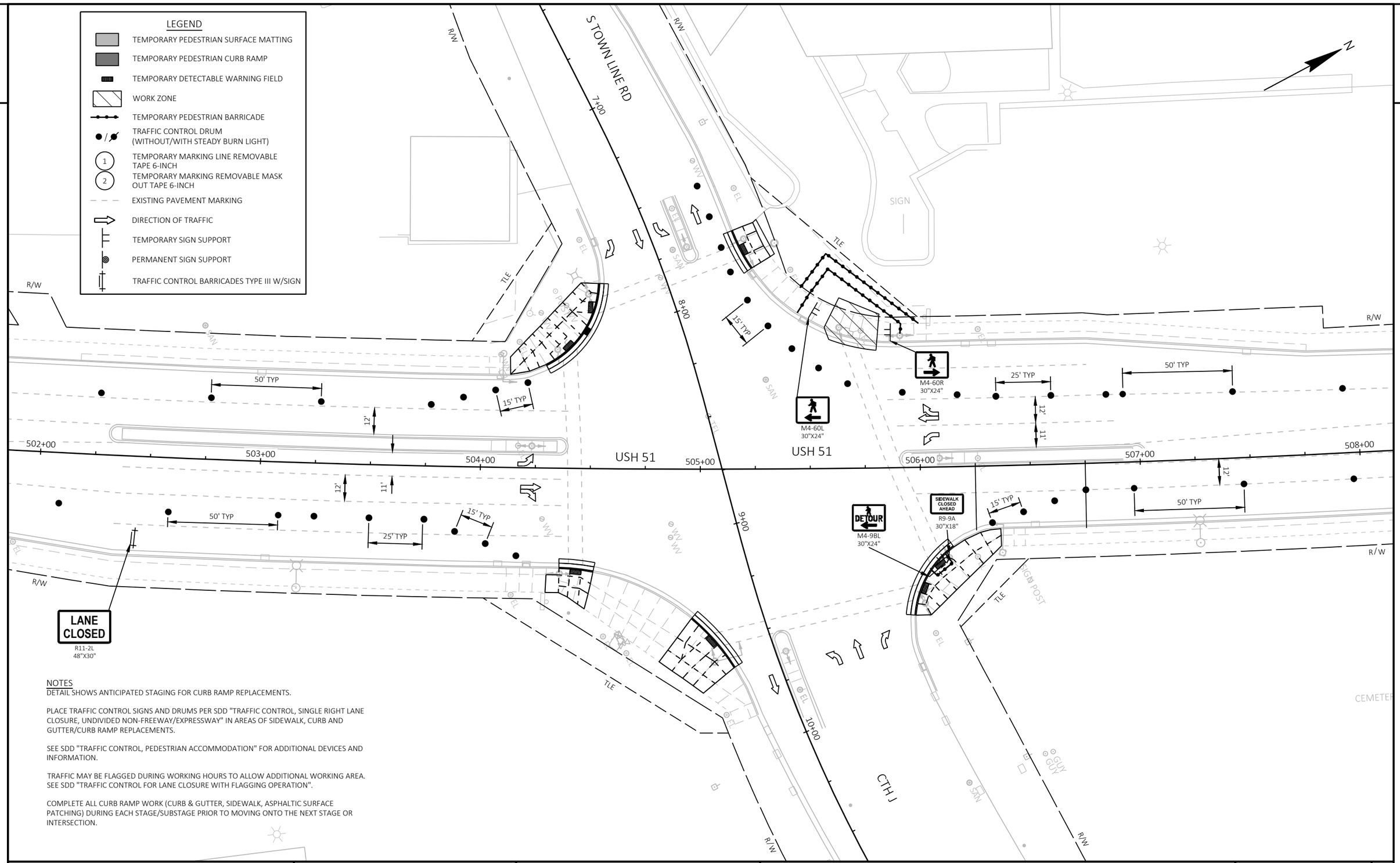
PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - TEMPORARY PEDESTRIAN ACCOMMODATION - CTH J - STAGE 1A-4	SHEET 85	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 06 (4)
PLOT DATE : 2/29/2024 6:35 AM
PLOT BY : NICHOLAS WIEDERIN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- WORK ZONE
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM (WITHOUT/WITH STEADY BURN LIGHT)
- 1 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
- 2 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- EXISTING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- TEMPORARY SIGN SUPPORT
- PERMANENT SIGN SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III W/SIGN



NOTES

DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" IN AREAS OF SIDEWALK, CURB AND GUTTER/CURB RAMP REPLACEMENTS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

TRAFFIC MAY BE FLAGGED DURING WORKING HOURS TO ALLOW ADDITIONAL WORKING AREA. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION".

COMPLETE ALL CURB RAMP WORK (CURB & GUTTER, SIDEWALK, ASPHALTIC SURFACE PATCHING) DURING EACH STAGE/SUBSTAGE PRIOR TO MOVING ONTO THE NEXT STAGE OR INTERSECTION.

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - TEMPORARY PEDESTRIAN ACCOMMODATION - CTH J - STAGE 1A-6	SHEET 86	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 06 (6)
PLOT DATE : 2/29/2024 6:35 AM
PLOT BY : NICHOLAS WIEDERIN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- WORK ZONE
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM (WITHOUT/WITH STEADY BURN LIGHT)
- 1 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
- 2 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- EXISTING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- TEMPORARY SIGN SUPPORT
- PERMANENT SIGN SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III W/SIGN

S TOWN LINE RD

USH 51

USH 51

CTH J

7+00

8+00

9+00

10+00

502+00

503+00

504+00

505+00

506+00

507+00

508+00

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

SIDEWALK CLOSED
R9-9
24"X12"

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BL
30"X24"

LANE CLOSED
R11-2L
48"X30"

50' TYP

25' TYP

15' TYP

12'

11'

R/W

TLE

SIGN

SIGN POST

CEMETERY

NOTES

DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" IN AREAS OF SIDEWALK, CURB AND GUTTER/CURB RAMP REPLACEMENTS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

TRAFFIC MAY BE FLAGGED DURING WORKING HOURS TO ALLOW ADDITIONAL WORKING AREA. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION".

COMPLETE ALL CURB RAMP WORK (CURB & GUTTER, SIDEWALK, ASPHALTIC SURFACE PATCHING) DURING EACH STAGE/SUBSTAGE PRIOR TO MOVING ONTO THE NEXT STAGE OR INTERSECTION.

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - TEMPORARY PEDESTRIAN ACCOMMODATION - CTH J - STAGE 1A-5	SHEET 87	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 06 (5)
PLOT DATE : 2/29/2024 6:35 AM
PLOT BY : NICHOLAS WIEDERIN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- WORK ZONE
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM (WITHOUT/WITH STEADY BURN LIGHT)
- 1 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
- 2 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- EXISTING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- TEMPORARY SIGN SUPPORT
- PERMANENT SIGN SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III W/SIGN

NOTES

DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

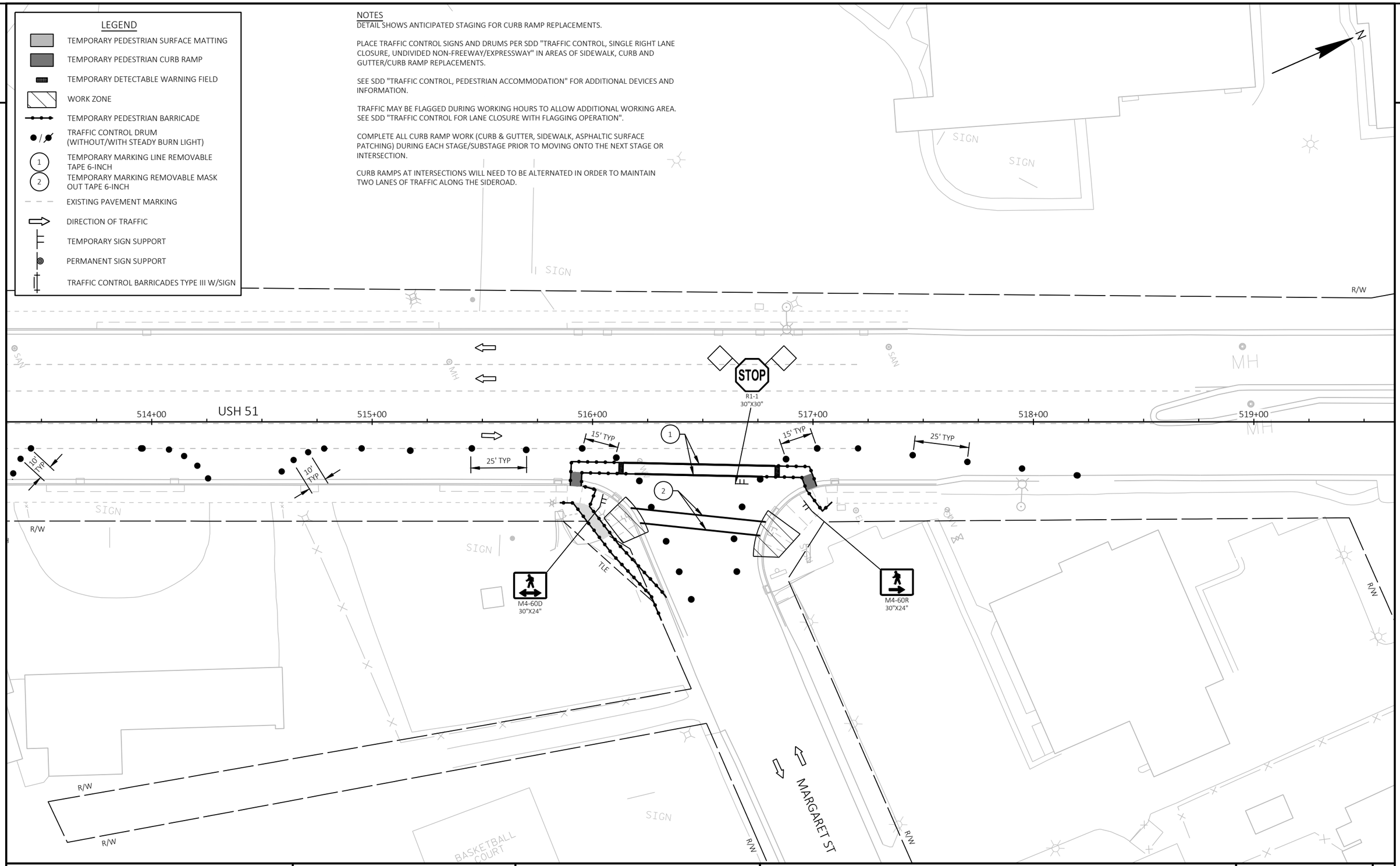
PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" IN AREAS OF SIDEWALK, CURB AND GUTTER/CURB RAMP REPLACEMENTS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

TRAFFIC MAY BE FLAGGED DURING WORKING HOURS TO ALLOW ADDITIONAL WORKING AREA. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION".

COMPLETE ALL CURB RAMP WORK (CURB & GUTTER, SIDEWALK, ASPHALTIC SURFACE PATCHING) DURING EACH STAGE/SUBSTAGE PRIOR TO MOVING ONTO THE NEXT STAGE OR INTERSECTION.

CURB RAMPS AT INTERSECTIONS WILL NEED TO BE ALTERNATED IN ORDER TO MAINTAIN TWO LANES OF TRAFFIC ALONG THE SIDEROAD.



PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - TEMPORARY PEDESTRIAN ACCOMMODATION - STAGE 1A	SHEET 88	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 07

PLOT DATE : 2/29/2024 6:35 AM PLOT BY : NICHOLAS WIEDERIN PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM (WITHOUT/WITH STEADY BURN LIGHT)
- TRAFFIC CONTROL CONES 42-INCH
- EXISTING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- (1) TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH

TRAFFIC CONTROL GENERAL NOTES

STAGE 1 WORK CONSISTS OF SIDEWALK, CURB RAMP AND CURB & GUTTER REPLACEMENT.

SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" AND SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE".

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION.

N

STH 70

USH 51

96+00

98+00

484+00

486+00

488+00

490+00

492+00

494+00

496+00

498+00

25' TYP

50' TYP

LANE CLOSED
R11-2L
48"X30"

SEE "TRAFFIC CONTROL - TEMPORARY PEDESTRIAN ACCOMMODATION - STH 70 STAGE 1A-1"

BEGIN LEFT TURN LANE
R3-20L
24"X36"

BEGIN RIGHT TURN LANE
R3-20R
24"X36"

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION.

ATHLETIC FIELD

BLEACHERS

CANOPY

MH

SIGN

INL

W

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION.

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 1A-1 - STH 70 INTERSECTION DETAIL	SHEET 89	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 01

PLOT DATE : 6/20/2024 2:43 PM PLOT BY : NICHOLAS WIEDERIN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM (WITHOUT/WITH STEADY BURN LIGHT)
- TRAFFIC CONTROL CONES 42-INCH
- EXISTING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- (1) TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH

TRAFFIC CONTROL GENERAL NOTES

STAGE 1 WORK CONSISTS OF SIDEWALK, CURB RAMP AND CURB & GUTTER REPLACEMENT.

SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" AND SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE".

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION.

N

STH 70

USH 51

96+00

98+00

484+00

486+00

488+00

490+00

492+00

494+00

496+00

498+00

25' TYP

50' TYP

LANE CLOSED
R11-2L
48"X30"

BEGIN LEFT TURN LANE
R3-20L
24"X36"

BEGIN RIGHT TURN LANE
R3-20R
24"X36"

SEE "TRAFFIC CONTROL - TEMPORARY PEDESTRIAN ACCOMMODATION - STH 70 STAGE 1A-2"

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION.

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION.

ATHLETIC FIELD
BLEACHERS
CANOPY
MH
SIGN
INL
W

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 1A-2 - STH 70 INTERSECTION DETAIL	SHEET 90	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\026002-S1B.DWG
LAYOUT NAME - 01

PLOT DATE : 6/20/2024 2:46 PM PLOT BY : NICHOLAS WIEDERIN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM (WITHOUT/WITH STEADY BURN LIGHT)
- TRAFFIC CONTROL CONES 42-INCH
- EXISTING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- (1) TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH

TRAFFIC CONTROL GENERAL NOTES

STAGE 1 WORK CONSISTS OF SIDEWALK, CURB RAMP AND CURB & GUTTER REPLACEMENT.

SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" AND SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE".

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION.

N

STH 70

USH 51

96+00

98+00

484+00

486+00

488+00

490+00

492+00

494+00

496+00

498+00

25' TYP

50' TYP

LANE CLOSED
R11-2L
48"X30"

BEGIN LEFT TURN LANE
R3-20L
24"X36"

BEGIN RIGHT TURN LANE
R3-20R
24"X36"

SEE "TRAFFIC CONTROL - TEMPORARY PEDESTRIAN ACCOMMODATION - STH 70 STAGE 1A-3"

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION.

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION.

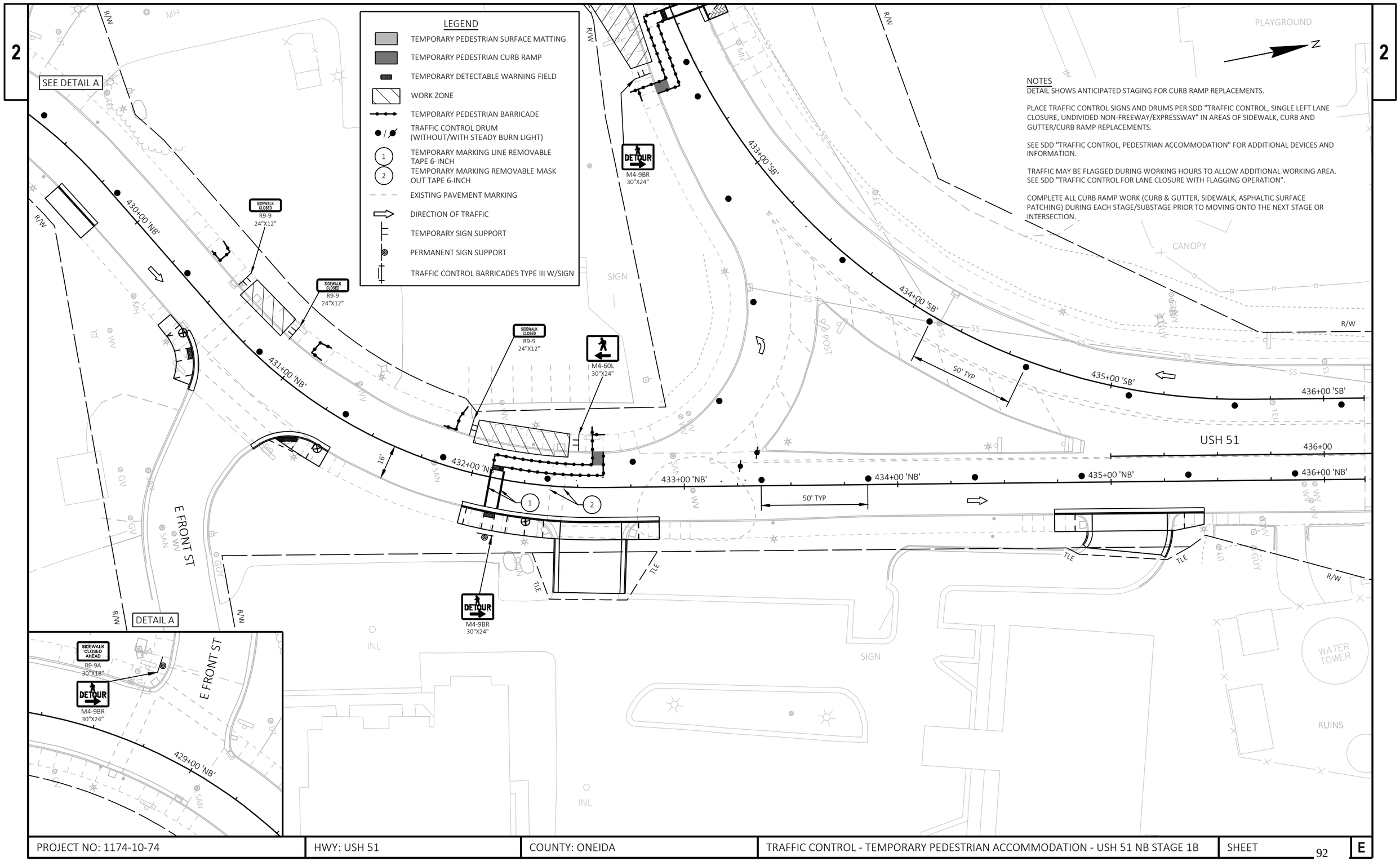
ATHLETIC FIELD
BLEACHERS
CANOPY
MH
SIGN
INL
W

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 1A-3 - STH 70 INTERSECTION DETAIL	SHEET 91	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\026003-S1C.DWG
LAYOUT NAME - 01

PLOT DATE : 6/20/2024 2:49 PM PLOT BY : NICHOLAS WIEDERIN PLOT NAME : PLOT SCALE : 1 IN:100 FT

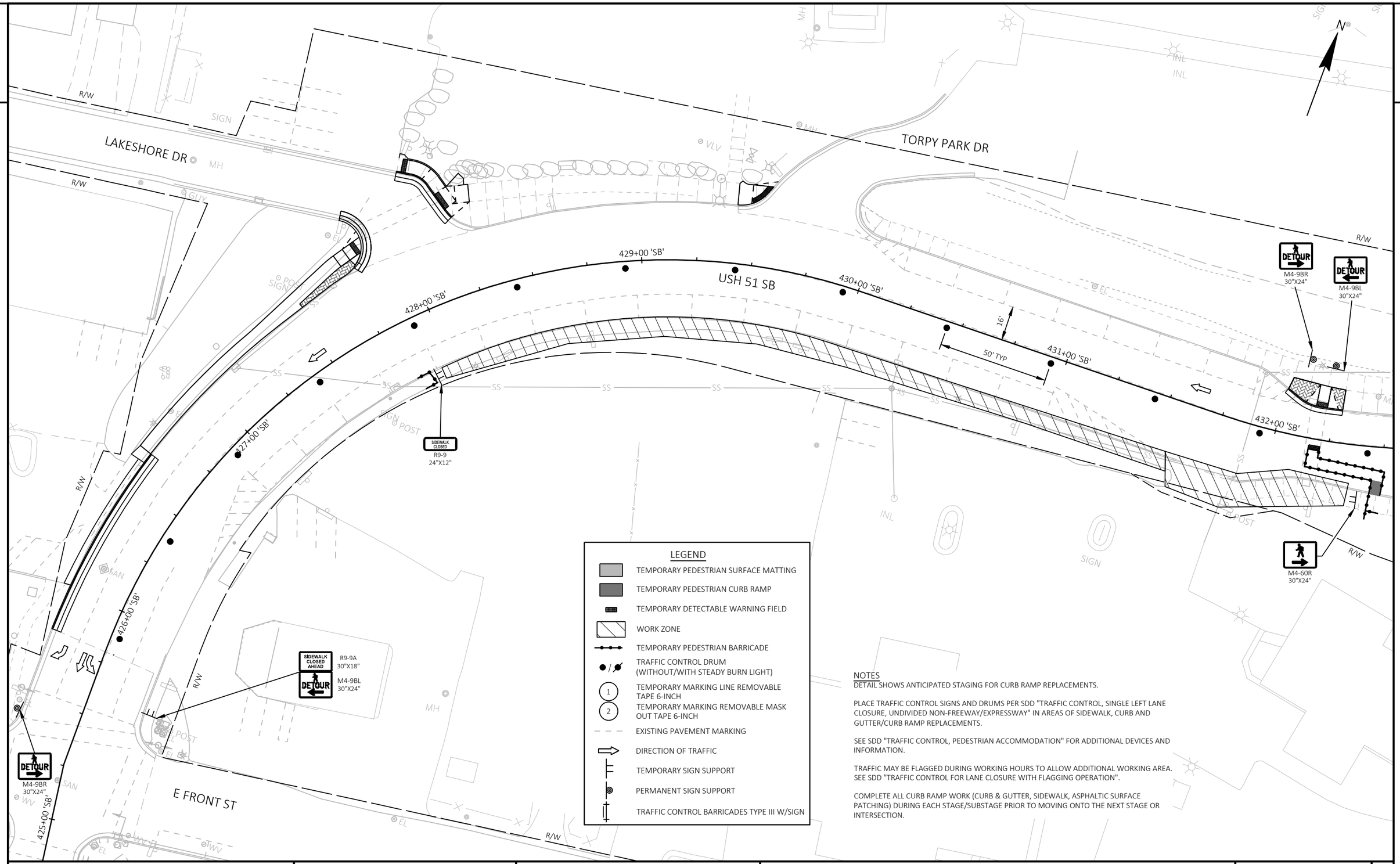
WISDOT/CADDS SHEET 42



PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - TEMPORARY PEDESTRIAN ACCOMMODATION - USH 51 NB STAGE 1B	SHEET 92	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 01 (3)
PLOT DATE : 2/29/2024 6:44 AM
PLOT BY : NICHOLAS WIEDERIN
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



NOTES

DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" IN AREAS OF SIDEWALK, CURB AND GUTTER/CURB RAMP REPLACEMENTS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

TRAFFIC MAY BE FLAGGED DURING WORKING HOURS TO ALLOW ADDITIONAL WORKING AREA. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION".

COMPLETE ALL CURB RAMP WORK (CURB & GUTTER, SIDEWALK, ASPHALTIC SURFACE PATCHING) DURING EACH STAGE/SUBSTAGE PRIOR TO MOVING ONTO THE NEXT STAGE OR INTERSECTION.

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - TEMPORARY PEDESTRIAN ACCOMMODATION - USH 51 SB STAGE 1B	SHEET 93	E

2

LEGEND

- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- WORK ZONE
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM (WITHOUT/WITH STEADY BURN LIGHT)
- 1 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
- 2 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- EXISTING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- TEMPORARY SIGN SUPPORT
- PERMANENT SIGN SUPPORT
- TRAFFIC CONTROL BARRICADES TYPE III W/SIGN

NOTES

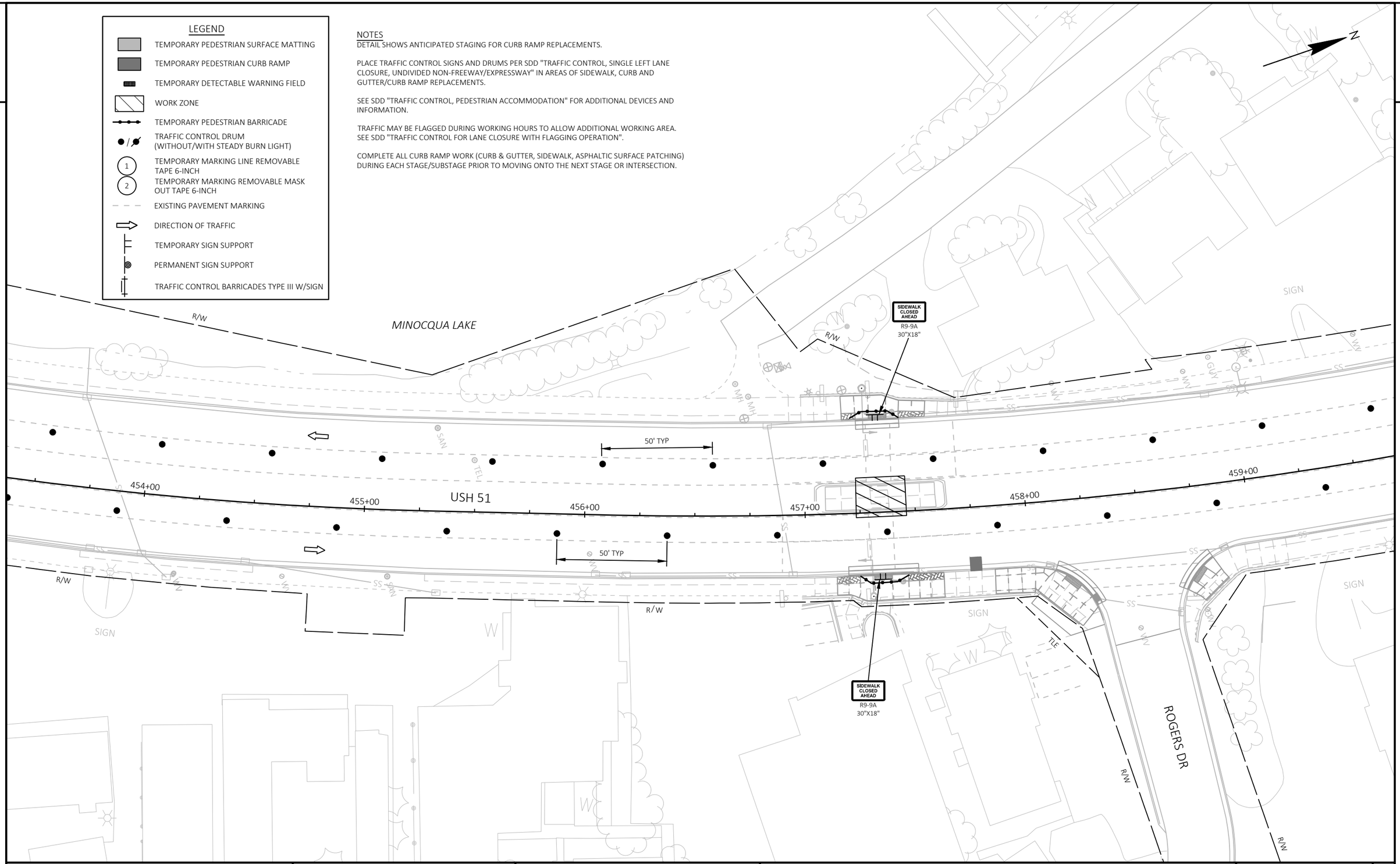
DETAIL SHOWS ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY" IN AREAS OF SIDEWALK, CURB AND GUTTER/CURB RAMP REPLACEMENTS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL DEVICES AND INFORMATION.

TRAFFIC MAY BE FLAGGED DURING WORKING HOURS TO ALLOW ADDITIONAL WORKING AREA. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION".

COMPLETE ALL CURB RAMP WORK (CURB & GUTTER, SIDEWALK, ASPHALTIC SURFACE PATCHING) DURING EACH STAGE/SUBSTAGE PRIOR TO MOVING ONTO THE NEXT STAGE OR INTERSECTION.



PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - TEMPORARY PEDESTRIAN ACCOMMODATION - STAGE 1B	SHEET 94	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\025104-TC.DWG
LAYOUT NAME - 03

PLOT DATE : 2/29/2024 6:47 AM PLOT BY : NICHOLAS WIEDERIN PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM (WITHOUT/WITH STEADY BURN LIGHT)
- TRAFFIC CONTROL CONES 42-INCH
- EXISTING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- (1) TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH

TRAFFIC CONTROL GENERAL NOTES

STAGE 2 WORK CONSISTS OF MILLING, HMA OVERLAY AND MARKING.

SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" AND SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE" FOR ADDITIONAL INFORMATION.

WORK OCCURRING WITHIN THE INTERSECTIONS AND ON STH 70 WILL NEED TO BE COMPLETED WITH THE USE OF FLAGGERS. SEE SDD "TRAFFIC CONTROL, FOR LANE CLOSURE WITH FLAGGING OPERATION".

SEE 'TRAFFIC CONTROL - STAGE 2A TRUCK DETOUR' SHEET FOR SHORT TERM DETOUR ROUTE TO BE USED WHILE THE RIGHT TURN LANES ARE UNDER CONSTRUCTION AT THE STH 70 INTERSECTION.

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION.

N

STH 70

USH 51

LANE CLOSED
R11-2L
48"X30"

BEGIN LEFT TURN LANE
R3-20L
24"X36"

BEGIN RIGHT TURN LANE
R3-20R
24"X36"

25' TYP

96+00 98+00 484+00 486+00 488+00 490+00 492+00 494+00 496+00 498+00

ATHLETIC FIELD BLEACHERS MH CANOPY

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION.

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION.

2

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 2A - STH 70 INTERSECTION DETAIL	SHEET 95	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\026003-S2A.DWG
LAYOUT NAME - 01

PLOT DATE : 6/20/2024 2:53 PM PLOT BY : NICHOLAS WIEDERIN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM (WITHOUT/WITH STEADY BURN LIGHT)
- TRAFFIC CONTROL CONES 42-INCH
- EXISTING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- (1) TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH

TRAFFIC CONTROL GENERAL NOTES

STAGE 2 WORK CONSISTS OF MILLING, HMA OVERLAY AND MARKING.

SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" AND SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE" FOR ADDITIONAL INFORMATION.

WORK OCCURRING WITHIN THE INTERSECTIONS AND ON STH 70 WILL NEED TO BE COMPLETED WITH THE USE OF FLAGGERS. SEE SDD "TRAFFIC CONTROL, FOR LANE CLOSURE WITH FLAGGING OPERATION".

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION.

N

STH 70

USH 51

25' TYP

96+00

98+00

LANE CLOSED
R11-2L
48"X30"

ATHLETIC FIELD

BLEACHERS

MH

SIGN

INL

W

492+00

494+00

496+00

498+00

490+00

488+00

486+00

484+00

50' TYP

CANOPY

G.P.

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

BEGIN LEFT TURN LANE
R3-20L
24"X36"

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION.

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION.

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 2B - STH 70 INTERSECTION DETAIL	SHEET 96	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\026003-S2B.DWG
LAYOUT NAME - 01

PLOT DATE : 6/20/2024 2:56 PM PLOT BY : NICHOLAS WIEDERIN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM (WITHOUT/WITH STEADY BURN LIGHT)
- TRAFFIC CONTROL CONES 42-INCH
- EXISTING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- (1) TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH

TRAFFIC CONTROL GENERAL NOTES

STAGE 2 WORK CONSISTS OF MILLING, HMA OVERLAY AND MARKING.

SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" AND SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE" FOR ADDITIONAL INFORMATION.

WORK OCCURRING WITHIN THE INTERSECTIONS AND ON STH 70 WILL NEED TO BE COMPLETED WITH THE USE OF FLAGGERS. SEE SDD "TRAFFIC CONTROL, FOR LANE CLOSURE WITH FLAGGING OPERATION".

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION.

N

STH 70

96+00

98+00

25' TYP

LANE CLOSED
R11-2L
48"X30"

ATHLETIC FIELD

BLEACHERS

BLEACHERS

MH

USH 51

484+00

485+00

486+00

487+00

488+00

489+00

490+00

491+00

492+00

493+00

494+00

495+00

496+00

497+00

498+00

499+00

PT: 495+62.97

50' TYP

25' TYP

CANOPY

BEGIN LEFT TURN LANE
R3-20L
24"X36"

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION.

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION.

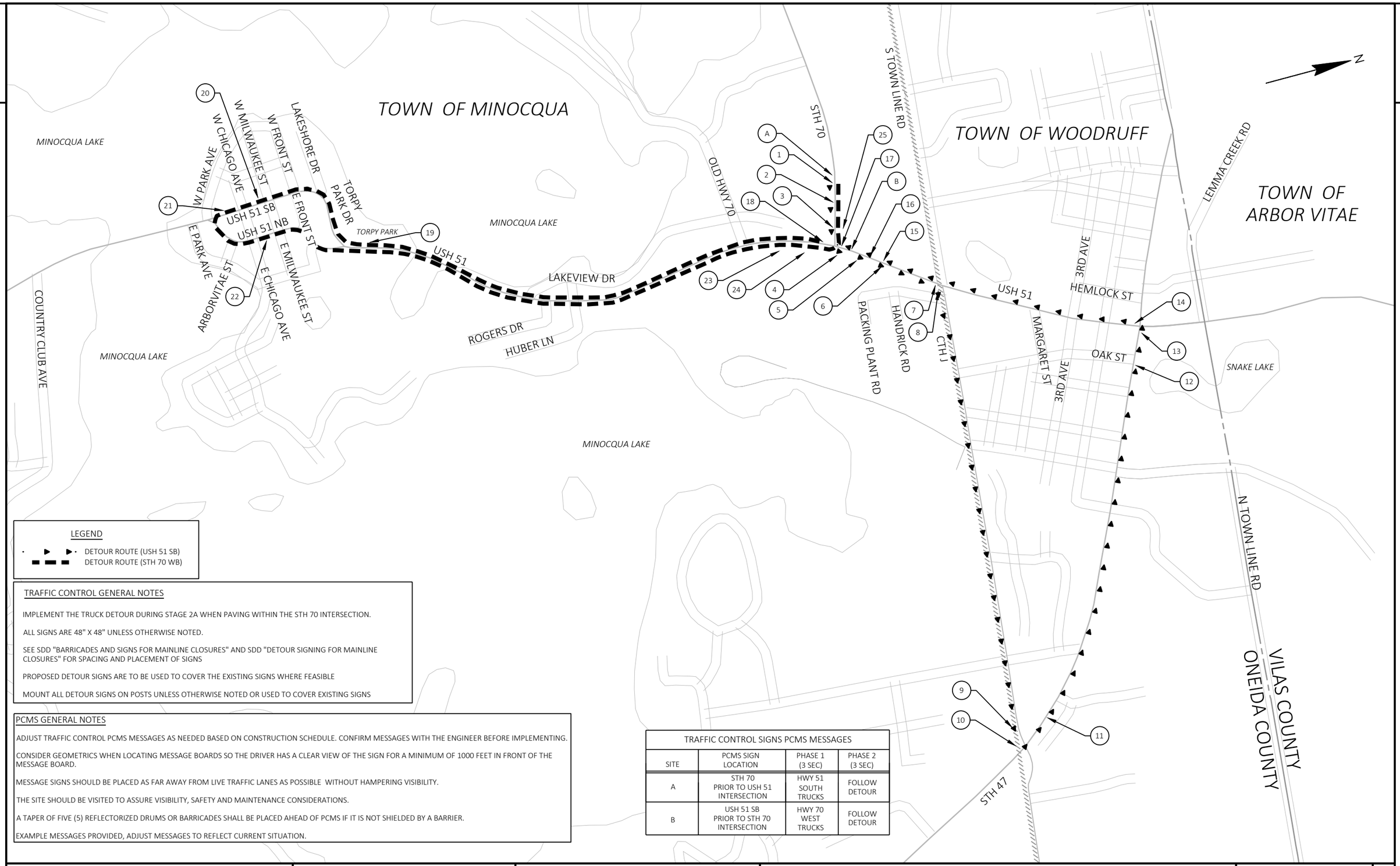
PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 2C - STH 70 INTERSECTION DETAIL	SHEET 97	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\026003-S2C.DWG
LAYOUT NAME - 01

PLOT DATE : 6/20/2024 2:59 PM PLOT BY : NICHOLAS WIEDERIN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



LEGEND

- DETOUR ROUTE (USH 51 SB)
- DETOUR ROUTE (STH 70 WB)

TRAFFIC CONTROL GENERAL NOTES

IMPLEMENT THE TRUCK DETOUR DURING STAGE 2A WHEN PAVING WITHIN THE STH 70 INTERSECTION.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

SEE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" AND SDD "DETOUR SIGNING FOR MAINLINE CLOSURES" FOR SPACING AND PLACEMENT OF SIGNS

PROPOSED DETOUR SIGNS ARE TO BE USED TO COVER THE EXISTING SIGNS WHERE FEASIBLE

MOUNT ALL DETOUR SIGNS ON POSTS UNLESS OTHERWISE NOTED OR USED TO COVER EXISTING SIGNS

PCMS GENERAL NOTES

ADJUST TRAFFIC CONTROL PCMS MESSAGES AS NEEDED BASED ON CONSTRUCTION SCHEDULE. CONFIRM MESSAGES WITH THE ENGINEER BEFORE IMPLEMENTING.

CONSIDER GEOMETRICS WHEN LOCATING MESSAGE BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE SIGN FOR A MINIMUM OF 1000 FEET IN FRONT OF THE MESSAGE BOARD.

MESSAGE SIGNS SHOULD BE PLACED AS FAR AWAY FROM LIVE TRAFFIC LANES AS POSSIBLE WITHOUT HAMPERING VISIBILITY.

THE SITE SHOULD BE VISITED TO ASSURE VISIBILITY, SAFETY AND MAINTENANCE CONSIDERATIONS.

A TAPER OF FIVE (5) REFLECTORIZED DRUMS OR BARRICADES SHALL BE PLACED AHEAD OF PCMS IF IT IS NOT SHIELDED BY A BARRIER.

EXAMPLE MESSAGES PROVIDED, ADJUST MESSAGES TO REFLECT CURRENT SITUATION.

TRAFFIC CONTROL SIGNS PCMS MESSAGES

SITE	PCMS SIGN LOCATION	PHASE 1 (3 SEC)	PHASE 2 (3 SEC)
A	STH 70 PRIOR TO USH 51 INTERSECTION	HWY 51 SOUTH TRUCKS	FOLLOW DETOUR
B	USH 51 SB PRIOR TO STH 70 INTERSECTION	HWY 70 WEST TRUCKS	FOLLOW DETOUR

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 2A - TRUCK DETOUR	SHEET 98	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - 01
PLOT DATE : 4/2/2024 2:30 PM
PLOT BY : SCOTT KAISER
PLOT NAME :
PLOT SCALE : 1 IN:1000 FT
WISDOT/CADDS SHEET 44

USH 51 SB DETOUR SIGNING

1
TRUCK M4-4 24"X12"
SOUTH M3-3 24"X12"
JCT 51 / 51 M1-4 24"X24"
DETOUR AHEAD W20-2A

2
TRUCK M4-4 24"X12"
DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12"
NORTH EAST SOUTH 51 70 51
51 M1-4 24"X24"
MO5-1L 21"X21"

3 4
TRUCK M4-4 24"X12"
DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12"
NORTH EAST SOUTH 51 70 51
51 M1-4 24"X24"
MO6-1 21"X21"

5
DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12"
EAST 70 NORTH 51
51 M1-4 24"X24"

6
DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12"
JCT COUNTY J
51 M1-4 24"X24"
MO5-1R 21"X21"

7
DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12"
COUNTY J
51 M1-4 24"X24"
MO6-1 21"X21"

8
DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12"
COUNTY J / 51 M1-4 24"X24"

9
DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12"
JCT 47 / 51 M1-4 24"X24"
MO5-1L 21"X21"

10
DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12"
47 / 51 M1-4 24"X24"
MO6-1 21"X21"

11
DETOUR M4-8 24"X12"
SOUTH M3-3 24"X12"
NORTH 47 / 51 M1-4 24"X24"

12
DETOUR M4-8 24"X12"
SOUTH WEST NORTH EAST 51 70 51 70

13
DETOUR M4-8 24"X12"
SOUTH WEST NORTH EAST 51 70 51 70

14
END DETOUR M4-8A 24"X18"
SOUTH WEST 51 70

STH 70 WB DETOUR SIGNING

15
TRUCK M4-4 24"X12"
WEST M3-4 24"X12"
70 M1-6 24"X24"
DETOUR AHEAD W20-2A

16
TRUCK M4-4 24"X12"
DETOUR M4-8 24"X12"
WEST M3-4 24"X12"
SOUTH WEST 51 70
70 M1-6 24"X24"
MO5-2L 21"X21"

17
TRUCK M4-4 24"X12"
DETOUR M4-8 24"X12"
WEST M3-4 24"X12"
SOUTH WEST 51 70
70 M1-6 24"X24"
MO6-2 21"X21"

18
DETOUR M4-8 24"X12"
WEST M3-4 24"X12"
SOUTH 51 / 70 M1-6 24"X24"

19
DETOUR M4-8 24"X12"
WEST M3-4 24"X12"
SOUTH 51 / 70 M1-6 24"X24"
MO6-2 21"X21"

20
DETOUR M4-8 24"X12"
WEST M3-4 24"X12"
70 M1-6 24"X24"
MO5-2L 21"X21"
(MOUNT ON LIGHT POST AND PLACE ON BOTH SIDES OF THE STREET)

21
DETOUR M4-8 24"X12"
WEST M3-4 24"X12"
70 M1-6 24"X24"
MO6-2 21"X21"
(MOUNT ON LIGHT POST AND PLACE ON BOTH SIDES OF THE STREET)

22
DETOUR M4-8 24"X12"
WEST M3-4 24"X12"
70 M1-6 24"X24"

23
DETOUR M4-8 24"X12"
WEST 70 H NORTH EAST 51 70

24
DETOUR M4-8 24"X12"
WEST 70

25
END DETOUR M4-8A 24"X18"
WEST 70

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 2A - TRUCK DETOUR	SHEET 99	E

Estimate Of Quantities

1174-10-74

Line	Item	Item Description	Unit	Total	Qty
0002	204.0105	Removing Concrete Pavement Butt Joints	SY	100.000	100.000
0004	204.0109.S	Removing Concrete Surface Partial Depth	SF	750.000	750.000
0006	204.0110	Removing Asphaltic Surface	SY	820.000	820.000
0008	204.0115	Removing Asphaltic Surface Butt Joints	SY	600.000	600.000
0010	204.0120	Removing Asphaltic Surface Milling	SY	74,710.000	74,710.000
0012	204.0150	Removing Curb & Gutter	LF	1,446.000	1,446.000
0014	204.0155	Removing Concrete Sidewalk	SY	1,215.000	1,215.000
0016	204.0195	Removing Concrete Bases	EACH	2.000	2.000
0018	205.0100	Excavation Common	CY	107.000	107.000
0020	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 1174-10-74	EACH	1.000	1.000
0022	213.0100	Finishing Roadway (project) 01. 1174-10-74	EACH	1.000	1.000
0024	305.0110	Base Aggregate Dense 3/4-Inch	TON	45.000	45.000
0026	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	345.000	345.000
0028	405.1000	Stamping Colored Concrete	CY	8.700	8.700
0030	416.0610	Drilled Tie Bars	EACH	149.000	149.000
0032	450.4000	HMA Cold Weather Paving	TON	640.000	640.000
0034	455.0605	Tack Coat	GAL	5,240.000	5,240.000
0036	460.2000	Incentive Density HMA Pavement	DOL	4,090.000	4,090.000
0038	460.6425	HMA Pavement 5 MT 58-28 H	TON	6,390.000	6,390.000
0040	465.0110	Asphaltic Surface Patching	TON	105.000	105.000
0042	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	40.000	40.000
0044	601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	105.000	105.000
0046	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	330.000	330.000
0048	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	740.000	740.000
0050	601.0600	Concrete Curb Pedestrian	LF	135.000	135.000
0052	602.0415	Concrete Sidewalk 6-Inch	SF	14,130.000	14,130.000
0054	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	454.000	454.000
0056	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	18.000	18.000
0058	602.0615	Curb Ramp Detectable Warning Field Radial Natural Patina	SF	22.000	22.000
0060	602.0860	Concrete Driveway HES 6-Inch	SY	80.000	80.000
0062	611.8115	Adjusting Inlet Covers	EACH	4.000	4.000
0064	618.0100	Maintenance and Repair of Haul Roads (project) 01. 1174-10-74	EACH	1.000	1.000
0066	619.1000	Mobilization	EACH	1.000	1.000
0068	620.0300	Concrete Median Sloped Nose	SF	20.000	20.000
0070	624.0100	Water	MGAL	2.500	2.500
0072	625.0100	Topsoil	SY	1,410.000	1,410.000
0074	628.1905	Mobilizations Erosion Control	EACH	6.000	6.000
0076	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0078	628.2008	Erosion Mat Urban Class I Type B	SY	1,410.000	1,410.000
0080	628.7015	Inlet Protection Type C	EACH	180.000	180.000
0082	628.7020	Inlet Protection Type D	EACH	75.000	75.000
0084	628.7570	Rock Bags	EACH	10.000	10.000
0086	630.0140	Seeding Mixture No. 40	LB	25.000	25.000
0088	630.0500	Seed Water	MGAL	30.000	30.000
0090	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	1.000	1.000
0092	637.2210	Signs Type II Reflective H	SF	5.500	5.500
0094	638.2102	Moving Signs Type II	EACH	10.000	10.000
0096	638.4000	Moving Small Sign Supports	EACH	10.000	10.000
0098	642.5001	Field Office Type B	EACH	1.000	1.000

1174-10-74

Line	Item	Item Description	Unit	Total	Qty
0100	643.0300	Traffic Control Drums	DAY	34,135.000	34,135.000
0102	643.0420	Traffic Control Barricades Type III	DAY	2,985.000	2,985.000
0104	643.0705	Traffic Control Warning Lights Type A	DAY	5,970.000	5,970.000
0106	643.0715	Traffic Control Warning Lights Type C	DAY	2,940.000	2,940.000
0108	643.0800	Traffic Control Arrow Boards	DAY	270.000	270.000
0110	643.0900	Traffic Control Signs	DAY	8,585.000	8,585.000
0112	643.1000	Traffic Control Signs Fixed Message	SF	108.000	108.000
0114	643.1050	Traffic Control Signs PCMS	DAY	2.000	2.000
0116	643.1070	Traffic Control Cones 42-Inch	DAY	10,780.000	10,780.000
0118	643.3280	Temporary Marking Line Removable Tape 10-Inch	LF	580.000	580.000
0120	643.3350	Temporary Marking Crosswalk Removable Tape 6-inch	LF	1,030.000	1,030.000
0122	643.3960	Temporary Marking Removable Mask Out Tape 6-Inch	LF	630.000	630.000
0124	643.5000	Traffic Control	EACH	1.000	1.000
0126	644.1440	Temporary Pedestrian Surface Matting	SF	2,395.000	2,395.000
0128	644.1601	Temporary Pedestrian Curb Ramp	DAY	100.000	100.000
0130	644.1605	Temporary Pedestrian Detectable Warning Field	SF	250.000	250.000
0132	644.1810	Temporary Pedestrian Barricade	LF	3,008.000	3,008.000
0134	646.2020	Marking Line Epoxy 6-Inch	LF	22,930.000	22,930.000
0136	646.4020	Marking Line Epoxy 10-Inch	LF	3,090.000	3,090.000
0138	646.4040	Marking Line Grooved Wet Ref Epoxy 10-Inch	LF	115.000	115.000
0140	646.5020	Marking Arrow Epoxy	EACH	63.000	63.000
0142	646.5120	Marking Word Epoxy	EACH	11.000	11.000
0144	646.6120	Marking Stop Line Epoxy 18-Inch	LF	570.000	570.000
0146	646.6466	Cold Weather Marking Epoxy 6-Inch	LF	2,300.000	2,300.000
0148	646.6470	Cold Weather Marking Epoxy 10-Inch	LF	310.000	310.000
0150	646.7120	Marking Diagonal Epoxy 12-Inch	LF	1,045.000	1,045.000
0152	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	2,020.000	2,020.000
0154	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	110.000	110.000
0156	646.8020	Marking Corrugated Median Epoxy	SF	1,075.000	1,075.000
0158	646.8120	Marking Curb Epoxy	LF	250.000	250.000
0160	646.8220	Marking Island Nose Epoxy	EACH	15.000	15.000
0162	646.8320	Marking Parking Stall Epoxy	LF	135.000	135.000
0164	646.9000	Marking Removal Line 4-Inch	LF	100.000	100.000
0166	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	1,295.000	1,295.000
0168	650.8000	Construction Staking Resurfacing Reference	LF	10,066.000	10,066.000
0170	650.8501	Construction Staking Electrical Installations (project) 01. 1174-10-74	EACH	1.000	1.000
0172	650.9000	Construction Staking Curb Ramps	EACH	40.000	40.000
0174	650.9500	Construction Staking Sidewalk (project) 01. 1174-10-74	EACH	1.000	1.000
0176	650.9911	Construction Staking Supplemental Control (project) 01. 1174-10-74	EACH	1.000	1.000
0178	650.9920	Construction Staking Slope Stakes	LF	477.000	477.000
0180	653.0900	Adjusting Pull Boxes	EACH	6.000	6.000
0182	654.0101	Concrete Bases Type 1	EACH	1.000	1.000
0184	690.0150	Sawing Asphalt	LF	1,270.000	1,270.000
0186	690.0250	Sawing Concrete	LF	1,565.000	1,565.000
0188	740.0440	Incentive IRI Ride	DOL	14,000.000	14,000.000
0190	SPV.0030	Special 01. Fertilizer for Lawn Type Turf	CWT	1.000	1.000
0192	SPV.0060	Special 01. Inlet Covers Type H-D	EACH	1.000	1.000
0194	SPV.0060	Special 02. Research and Locate Existing Land Parcel Monuments	EACH	10.000	10.000
0196	SPV.0060	Special 03. Verify and Replace Existing Land Parcel Monuments	EACH	10.000	10.000

Estimate Of Quantities

1174-10-74

Line	Item	Item Description	Unit	Total	Qty
0198	SPV.0060	Special 04. Removing Pedestrian Standard and Reinstalling Pedestrian Push Button	EACH	1.000	1.000
0200	SPV.0060	Special 05. Removing and Reinstalling Pedestrian Standard with Pedestrian Push Button	EACH	1.000	1.000
0202	SPV.0060	Special 06. Temporary Rectangular Rapid Flashing Beacon with Push Button	EACH	8.000	8.000
0204	SPV.0090	Special 01. Concrete Curb & Gutter HES 30-Inch Type A	LF	110.000	110.000
0206	SPV.0090	Special 02. Concrete Curb & Gutter HES 30-Inch Type D	LF	215.000	215.000
0208	SPV.0090	Special 03. Adjust Existing Conduit Into Proposed Item	LF	25.000	25.000
0210	SPV.0090	Special 04. Adjust Existing Traffic Signal Cable	LF	55.000	55.000
0212	SPV.0170	Special 01. Concrete Joint and Crack Cleaning and Repair	STA	11.000	11.000
0214	SPV.0180	Special 01. Preparing Topsoil for Lawn Type Turf	SY	1,410.000	1,410.000

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REMOVAL ITEMS

CATEGORY	STATION	TO	STATION	OFFSET	ALIGNMENT	204.0109.S REMOVING CONCRETE SURFACE PARTIAL DEPTH SF	204.0105 REMOVING CONCRETE PAVEMENT BUTT JOINTS SY	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY
0010												
	429+07	-	436+19	LT & RT	NB	--	100	200	40	2,420	418	225
	425+80	-	436+19	LT & RT	SB	--	--	100	80	6,030	273	125
	436+19	-	487+83	LT & RT	USH 51	750	--	100	150	37,340	236	400
	487+83	-	517+20	LT & RT	USH 51	--	--	90	250	24,700	335	465
	95+71	-	99+17	LT & RT	STH 70	--	--	--	80	4,220	--	--
CATEGORY 0010 TOTALS						750	100	490	600	74,710	1,262	1,215
0020												
	426+60	-	427+87	LT	SB	--	--	102	--	--	43	--
	427+94	-	431+85	RT	SB	--	--	228	--	--	141	--
CATEGORY 0020 TOTALS						--	--	330	--	--	184	--
TOTALS						750	100	820	600	74,710	1,446	1,215

EARTHWORK SUMMARY

DIVISION	STATION	TO	STATION	LOCATION	205.0100 EXCAVATION COMMON (CY) (1)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (CY) (2)	AVAILABLE MATERIAL (3)	UNEXPANDED FILL	EXPANDED FILL FACTOR (4) 1.25	MASS ORDINATE +/- (5)
1										
	426+65	-	427+74	USH 51 SB, LT	24	10	14	--	--	14
SUBTOTALS					24	10	14	--	--	14
2										
	428+00	-	431+85	USH 51 SB, RT	83	45	38	--	--	38
SUBTOTALS					83	45	38	--	--	38
CATEGORY 0020 TOTALS					107	55	52	--	--	52

NOTES:
1) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS THE EXISTING ASPHALTIC SURFACE VOLUME, NOT AVAILABLE FOR FILL.
3) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL.
4) EXPANDED FILL = (UNEXPANDED FILL) * (FILL FACTOR).
5) MASS ORDINATE = AVAILABLE MATERIAL - (EXPANDED FILL); POSITIVE INDICATES AN EXCESS OF MATERIAL.

DRIVEWAY ITEMS

CATEGORY	STATION	TO	STATION	OFFSET	ALIGNMENT	305.0120* BASE AGGREGATE DENSE 1 1/4-INCH TON	602.0860 CONCRETE DRIVEWAY HES 6-INCH SY	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON
0010								
	425+80	-	426+65	LT & RT	SB	20	--	10
	431+99	-	432+88	RT	NB	37	27	15
	434+73	-	435+43	RT	NB	25	33	7
	458+01	-	458+33	RT	USH 51	10	--	5
	461+06	-	461+29	RT	USH 51	5	--	5
	505+24	-	505+34	LT	USH 51	3	--	1
	505+58	-	505+81	LT	USH 51	5	--	2
CATEGORY 0010 TOTALS						85	60	35
0020								
	431+55	-	431+85	RT	SB	15	20	5
CATEGORY 0020 TOTALS						15	20	5
TOTALS						100	80	40

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

BASE AGGREGATE ITEMS

CATEGORY	STATION	TO	STATION	OFFSET	ALIGNMENT	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120* BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL
0010								
	429+07	-	436+19	LT & RT	NB	13	80	0.8
	425+80	-	432+36	LT & RT	SB	8	41	0.4
	436+19	-	487+83	LT & RT	USH 51	8	--	0.0
	487+83	-	517+20	LT & RT	USH 51	10	--	0.0
	UNDISTRIBUTED			--	--	4	8	0.1
CATEGORY 0010 TOTALS						43	129	1.3
0020								
	425+80	-	427+87	LT	SB	--	32	0.3
	427+94	-	431+85	RT	SB	2	76	0.8
	UNDISTRIBUTED			--	--	--	8	0.1
CATEGORY 0020 TOTALS						2	116	1.2
TOTALS						45	245	2.5

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ASPHALTIC ITEMS

CATEGORY	STATION	TO	STATION	OFFSET	ALIGNMENT	450.4000 HMA COLD WEATHER PAVING TON	455.0605 TACK COAT GAL	460.6425 HMA PAVEMENT 5 MT 58-28 H TON	465.0110 ASPHALTIC SURFACE PATCHING TON
0010									
	429+07	-	436+19	LT & RT	NB	--	148	210	12
	425+80	-	432+12	LT & RT	SB	--	265	320	14
	432+12	-	434+87	LT & RT	SB	--	114	183	2
	434+87	-	436+19	LT & RT	USH 51	--	75	102	--
	436+19	-	487+83	LT & RT	USH 51	--	2,614	3,140	23
	487+83	-	517+20	LT & RT	USH 51	--	1,729	2,080	23
	95+71	-	99+17	LT & RT	STH 70	--	295	355	--
	UNDISTRIBUTED					640	--	--	25
CATEGORY 0010 TOTALS						640	5,240	6,390	99
0020									
	426+60	-	427+87	LT	SB	--	--	--	4
	427+94	-	428+00	RT	SB	--	--	--	2
CATEGORY 0020 TOTALS						--	--	--	6
TOTALS						640	5,240	6,390	105

NOTE: ASPHALTIC SURFACE PATCHING QUANTITY IS USED FOR ANY REPAIRS REQUIRED AFTER THE MILLING IS COMPLETE

CONCRETE CURB & GUTTER AND SIDEWALK ITEMS

CATEGORY	STATION	TO	STATION	OFFSET	ALIGNMENT	416.0610 DRILLED TIE BARS EACH	601.0407 CONCRETE CURB & GUTTER 18-INCH TYPE D LF	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	602.0415 CONCRETE SIDEWALK 6-INCH SF	620.0300 CONCRETE MEDIAN SLOPED NOSE SF	SPV.0090.01 CONCRETE CURB & GUTTER HES 30-INCH TYPE A LF	SPV.0090.02 CONCRETE CURB & GUTTER HES 30-INCH TYPE D LF	405.1000 STAMPING COLORED CONCRETE CY	COMMENTS
0010																
	429+07	-	429+49	LT	NB	15	--	--	--	--	--	--	45	--	--	E FRONT ST - NW CORNER
	429+62	-	429+88	RT	NB	10	--	25	--	--	203	--	--	--	--	REMOVE CURB CUT
	430+42	-	431+36	RT	NB	24	--	72	--	--	442	--	--	--	--	MENOMINEE STREET, SE AND NE CORNERS
	430+57	-	430+86	LT	NB	8	--	27	--	--	339	--	--	--	--	MENOMINEE STREET, NW
	431+97	-	432+55	LT	NB	17	--	49	--	--	365	--	--	--	--	MID-BLOCK
	431+99	-	432+88	RT	NB	32	--	65	50	--	526	--	30	--	--	COMMERCIAL DRIVEWAY
	425+80	-	426+65	RT & LT	SB	--	--	--	--	--	--	--	--	150	--	COMMERCIAL DRIVEWAYS
	428+07	-	428+35	LT	SB	--	--	--	34	23	330	--	--	--	--	LAKESHORE DRIVE, N
	429+41	-	429+54	LT	SB	--	--	--	--	--	108	--	--	--	--	TORPY PARK DRIVE, W
	431+85	-	432+36	RT & LT	SB	19	--	56	30	--	645	--	--	--	--	MID-BLOCK
	434+73	-	435+43	RT	NB	24	--	36	--	--	259	--	35	--	--	COMMERCIAL DRIVEWAY
	457+18	-	457+50	RT & LT	USH 51	--	47	--	52	--	987	--	--	--	--	HAWK BEACON PEDESTRIAN CROSSING
	458+01	-	458+78	RT	USH 51	--	--	--	46	38	772	--	--	--	--	ROGERS DRIVE
	461+07	-	461+86	RT	USH 51	--	--	--	45	17	534	--	--	--	--	HUBER LANE
	460+87	-	461+71	LT	USH 51	--	--	--	47	--	756	--	--	--	--	LAKEVIEW DRIVE
	481+44	-	482+23	LT	USH 51	--	--	--	36	--	373	--	--	--	--	OLD HIGHWAY 70
	491+32	-	493+12	LT	USH 51	--	58	--	40	57	920	20	--	--	--	STH 70
	491+83	-	492+00	RT	USH 51	--	--	--	23	--	268	--	--	--	--	STH 70
	504+13	-	505+81	LT	USH 51	--	--	--	91	--	1,139	--	--	--	--	CTH J
	504+29	-	506+18	RT	USH 51	--	--	--	86	--	1,475	--	--	--	--	CTH J
	516+14	-	516+80	RT	USH 51	--	--	--	40	--	327	--	--	--	--	MARGARET STREET
CATEGORY 0010 TOTALS						149	105	330	620	135	10,768	20	110	150	--	
0020																
	426+60	-	427+88	LT	SB	--	--	--	10	--	855	--	--	33	--	SIDEWALK EXTENSION
	427+94	-	431+85	RT	SB	--	--	--	110	--	2,032	--	--	32	--	SIDEWALK EXTENSION
CATEGORY 0020 TOTALS						--	--	--	120	--	2,887	--	--	65	--	
0030																
	427+52	-	427+80	LT	SB	--	--	--	--	--	105	--	--	--	1.9	SIDEWALK EXTENSION
	432+01	-	432+29	LT	SB	--	--	--	--	--	130	--	--	--	2.4	MID-BLOCK CROSSING
	457+18	-	457+50	RT	USH 51	--	--	--	--	--	84	--	--	--	1.6	HAWK BEACON PEDESTRIAN CROSSING
	457+18	-	457+56	LT	USH 51	--	--	--	--	--	50	--	--	--	0.9	HAWK BEACON PEDESTRIAN CROSSING
	458+01	-	458+78	RT	USH 51	--	--	--	--	--	54	--	--	--	1.0	ROGERS, SE
	491+32	-	493+12	LT	USH 51	--	--	--	--	--	34	--	--	--	0.6	STH 70, SE
	492+88	-	493+12	LT	USH 51	--	--	--	--	--	18	--	--	--	0.3	STH 70, NW
CATEGORY 0030 TOTALS						--	--	--	--	--	475	--	--	--	8.7	
TOTALS						149	105	330	740	135	14,130	20	110	215	8.7	

CURB RAMP DETECTABLE WARNING FIELD ITEMS

CATEGORY	STATION	TO	STATION	OFFSET	ALIGNMENT	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF	602.0615 CURB RAMP DETECTABLE WARNING FIELD RADIAL NATURAL PATINA SF	COMMENTS
0010									
	430+42	-	431+36	RT	NB	10	18	--	MENOMINEE STREET
	430+57	-	430+86	LT	NB	10	--	--	MENOMINEE STREET
	431+97	-	432+55	LT	NB	10	--	--	MID-BLOCK CROSSING
	431+99	-	432+88	RT	NB	10	--	--	COMMERICAL DRIVEWAY
	426+60	-	428+35	LT	SB	40	--	--	LAKESHORE DRIVE
	429+41	-	429+54	LT	SB	--	--	22	TORPY PARK DRIVE
	432+16	-	432+22	RT & LT	SB	20	--	--	MID-BLOCK CROSSING
	457+18	-	457+50	RT & LT	USH 51	64	--	--	PEDESTRIAN CROSSING
	458+01	-	458+78	RT	USH 51	32	--	--	ROGERS DRIVE
	461+07	-	461+86	RT	USH 51	32	--	--	HUBER LANE
	460+87	-	461+71	LT	USH 51	20	--	--	LAKEVIEW DRIVE
	481+44	-	482+23	LT	USH 51	20	--	--	OLD HIGHWAY 70
	491+32	-	493+12	LT	USH 51	70	--	--	STH 70
	491+83	-	492+00	RT	USH 51	16	--	--	STH 70
	504+13	-	505+81	LT	USH 51	40	--	--	CTH J
	504+29	-	506+18	RT	USH 51	40	--	--	CTH J
	516+14	-	516+80	RT	USH 51	20	--	--	MARGARET STREET
TOTALS						454	18	22	

3

ADJUSTING MANHOLE & INLET COVERS

CATEGORY	STATION	OFFSET	ALIGNMENT	653.0900 ADJUSTING PULL BOXES EACH	611.8115 ADJUSTING INLET COVERS EACH	SPV.0060.01 INLET COVERS TYPE H-D EACH
0010						
	429+11	LT	NB	--	1	--
	430+53	RT	NB	1	--	--
	431+31	RT	NB	1	--	--
	432+27	LT & RT	NB	2	--	--
	430+28	RT	SB	--	1	--
	431+88	RT	SB	--	--	1
	458+30	RT	USH 51	--	1	--
	504+50	LT	USH 51	--	1	--
	505+74	LT	USH 51	1	--	--
	506+25	RT	USH 51	1	--	--
TOTALS				6	4	1

EROSION CONTROL MOBILIZATION

CATEGORY	LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010			
	PROJECT	6	3
TOTALS		6	3

REMOVING AND MOVING SIGNS

CATEGORY	STATION	OFFSET	ALIGNMENT	SIGN NUMBER	638.2102 MOVING SIGNS TYPE II EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	COMMENTS
0010							
	461+08	LT	USH 51	9-1	1	1	STOP
	461+79	RT	USH 51	9-2	1	1	STOP
	UNDISTRIBUTED				4	4	
CATEGORY 0010 TOTALS					6	6	
0020							
	428+26	RT	SB	3-1	1	1	ONE WAY
	428+70	RT	SB	3-2	1	1	SIGNALS AHEAD
	429+67	RT	SB	3-3	1	1	PARKING RESTRICTIONS
	429+81	RT	SB	3-4	1	1	ONE WAY
CATEGORY 0020 TOTALS					4	4	
TOTALS					10	10	

RESTORATION ITEMS

CATEGORY	STATION	TO	STATION	OFFSET	ALIGNMENT	625.0100 TOPSOIL SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	628.7570 ROCK BAGS EACH	630.0140 SEEDING MIXTURE NO. 40 LB	630.0500 SEED WATER MGAL	SPV.0030.01 FERTILIZER FOR LAWN TYPE TURF CWT	SPV.0180.01 PREPARING TOPSOIL FOR LAWN TYPE TURF SY	COMMENTS
0010													
	429+62	-	429+88	RT	NB	8	8	--	--	0.2	--	8	REMOVE CURB CUT
	430+42	-	431+36	RT	NB	23	23	--	1	0.5	--	23	MENOMINEE STREET
	430+57	-	430+86	LT	NB	8	8	--	--	0.2	--	8	MENOMINEE STREET
	431+97	-	432+55	LT	NB	15	15	--	--	0.3	--	15	MID-BLOCK CROSSING
	431+99	-	432+88	RT	NB	20	20	4	1	0.4	--	20	COMMERICAL DRIVEWAY
	425+80	-	429+56	LT	SB	75	75	--	1	1.7	--	75	LAKESHORE DRIVE/SIDEWALK EXTENSION
	427+94	-	432+37	RT & LT	SB	132	132	4	3	3.0	0.2	132	CURB RAMPS/SIDEWALK EXTENSION
	434+73	-	435+43	RT	NB	13	13	--	--	0.3	--	13	COMMERICAL DRIVEWAY
	458+01	-	458+78	RT	USH 51	3	3	--	--	0.1	--	3	ROGERS DRIVE
	461+07	-	461+86	RT	USH 51	7	7	--	--	0.2	--	7	HUBER LANE
	460+87	-	461+71	LT	USH 51	20	20	--	--	0.4	--	20	LAKEVIEW DRIVE
	481+44	-	482+23	LT	USH 51	12	12	--	--	0.3	--	12	OLD HIGHWAY 70
	491+07	-	491+50	LT	USH 51	132	132	--	2	3.0	0.1	132	STH 70
	492+86	-	493+25	LT	USH 51	66	66	--	1	1.5	--	66	STH 70
	491+60	-	492+22	RT	USH 51	108	108	--	2	2.4	0.1	108	STH 70
	504+13	-	505+81	LT	USH 51	149	149	--	3	3.3	0.1	149	CTH J
	504+29	-	506+18	RT	USH 51	284	284	--	5	6.3	0.2	284	CTH J
	516+14	-	516+80	RT	USH 51	51	51	--	1	1.1	--	51	MARGARET STREET
	UNDISTRIBUTED					284	284	2	5	4.8	0.3	284	
TOTALS						1,410	1,410	10	25	30.0	1.0	1,410	

INLET PROTECTION

CATEGORY	STAGE	STATION	TO	STATION	OFFSET	ALIGNMENT	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH	COMMENTS
0010	1								
		429+07	-	435+50	LT & RT	NB	4	--	
		425+80	-	434+87	LT & RT	SB	8	--	
		456+75	-	459+00	LT & RT	USH 51	7	--	ROGERS DR
		460+75	-	462+00	LT & RT	USH 51	8	--	HUBER LN
		480+50	-	483+00	LT	USH 51	6	--	OLD HIGHWAY 70
		491+00	-	494+00	LT & RT	USH 51	6	--	STH 70
		504+00	-	506+50	LT & RT	USH 51	6	10	TOWNLINE RD/CTH J
		515+50	-	517+20	RT	USH 51	2	3	MARGARET ST
		UNDISTRIBUTED					10	2	
STAGE 1 TOTALS							57	15	
	2	429+07	-	434+87	LT & RT	NB	4	--	
		425+80	-	434+87	LT & RT	SB	8	--	
		434+87	-	436+19	LT & RT	USH 51	--	--	
		436+19	-	487+83	LT & RT	USH 51	62	--	
		443+00	-	444+00	LT & RT	USH 51	--	7	
		448+65	-	449+85	LT & RT	USH 51	--	7	
		462+00	-	464+00	LT & RT	USH 51	--	9	
		472+50	-	473+75	LT & RT	USH 51	--	9	
		478+25	-	478+75	LT & RT	USH 51	--	6	
		487+83	-	517+20	LT & RT	USH 51	37	--	
		495+00	-	496+00	LT & RT	USH 51	--	6	
		504+00	-	506+50	LT & RT	USH 51	--	10	
		95+71	-	99+17	LT & RT	STH 70	--	--	
		UNDISTRIBUTED					12	6	
STAGE 2 TOTALS							123	60	
TOTALS							180	75	

TYPE II SIGNS AND SUPPORTS

CATEGORY	SIGN NUMBER	SIGN CODE	SIGN SIZE	SIGN TYPE	SIGN DIMENSION W X H IN		IN	DESCRIPTION	634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	SIGN MOUNTED ON SAME POST AS SIGN NO.
0010											
	12-1	R9-3A	2S	II	24	X	24	NO PEDESTRIAN XING	1	4.00	--
	12-2	R9-3BR	2S	II	18	X	12	CROSSWALK DIRECTION	--	1.50	12-1
TOTALS									1	5.50	

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PROJECT NO: 1174-10-74 | HWY: USH 51 | COUNTY: ONEIDA | MISCELLANEOUS QUANTITIES | SHEET 105 | E

TRAFFIC CONTROL ITEMS

CATEGORY	STAGE	LOCATION	STAGE DURATION DAYS	643.0300 TRAFFIC CONTROL DRUMS NO.	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III NO.	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A NO.	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C NO.	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	643.0800 TRAFFIC CONTROL ARROW BOARDS NO.	643.0800 TRAFFIC CONTROL ARROW BOARDS DAY	643.0900* TRAFFIC CONTROL SIGNS NO.	643.0900* TRAFFIC CONTROL SIGNS DAY	643.1070 TRAFFIC CONTROL CONES 42-INCH NO.	643.1070 TRAFFIC CONTROL CONES 42-INCH DAY	SPV.0060.06 TEMPORARY RECTANGULAR RAPID FLASHING BEACON WITH PUSH BUTTON EACH	COMMENTS
0010	1A-1	USH 51 NB	20	44	880	9	180	18	360	10	200	1	20	18	360	--	--	--	TEMPORARY PEDESTRIAN SIGNS
		USH 51 SB		39	780	3	60	6	120	--	--	--	--	19	380	--	--	--	TEMPORARY PEDESTRIAN SIGNS
		USH 51		516	10,320	20	400	40	800	19	380	1	20	64	1,280	--	--	8	TEMPORARY PEDESTRIAN AND LANE CLOSURES
		STH 70		44	880	1	20	2	40	4	80	1	20	1	20	--	--	--	
		ADVANCED WARNING		--	--	--	--	--	--	--	--	--	--	26	520	--	--	--	
SUBTOTALS					12,860		660		1,320		660		60		2,560		--	8	
	1A-2	USH 51 NB	10	24	240	6	60	12	120	5	50	1	10	13	130	--	--	--	TEMPORARY PEDESTRIAN SIGNS
		USH 51 SB		20	200	3	30	6	60	--	--	--	--	--	--	--	--	--	TEMPORARY PEDESTRIAN SIGNS
		USH 51		399	3,990	20	200	40	400	19	190	1	10	27	270	--	--	--	TEMPORARY PEDESTRIAN AND LANE CLOSURES
		STH 70		44	440	1	10	2	20	4	40	1	10	1	10	--	--	--	
		ADVANCED WARNING		--	--	--	--	--	--	--	--	--	--	26	260	--	--	--	
SUBTOTALS					4,870		300		600		280		30		670		--	--	
	1A-3	USH 51 NB	5	24	120	3	15	6	30	5	25	1	5	--	--	--	--	--	TEMPORARY PEDESTRIAN SIGNS
		USH 51 SB		20	100	3	15	6	30	--	--	--	--	--	--	--	--	--	TEMPORARY PEDESTRIAN SIGNS
		USH 51		399	1,995	20	100	40	200	19	95	1	5	31	155	--	--	--	TEMPORARY PEDESTRIAN AND LANE CLOSURES
		STH 70		44	220	1	5	2	10	4	20	1	5	1	5	--	--	--	
		ADVANCED WARNING		--	--	--	--	--	--	--	--	--	--	26	130	--	--	--	
SUBTOTALS					2,435		135		270		140		15		290		--	--	
	1A-4	USH 51 NB	5	24	120	3	15	6	30	5	25	1	5	--	--	--	--	--	TEMPORARY PEDESTRIAN SIGNS
		USH 51 SB		20	100	3	15	6	30	--	--	--	--	--	--	--	--	--	TEMPORARY PEDESTRIAN SIGNS
		USH 51		399	1,995	20	100	40	200	19	95	1	5	26	130	--	--	--	TEMPORARY PEDESTRIAN AND LANE CLOSURES
		STH 70		44	220	1	5	2	10	4	20	1	5	--	--	--	--	--	
		ADVANCED WARNING		--	--	--	--	--	--	--	--	--	--	26	130	--	--	--	
SUBTOTALS					2,435		135		270		140		15		260		--	--	
	1A-5	USH 51 NB	5	24	120	3	15	6	30	5	25	1	5	--	--	--	--	--	TEMPORARY PEDESTRIAN SIGNS
		USH 51 SB		20	100	3	15	6	30	--	--	--	--	--	--	--	--	--	TEMPORARY PEDESTRIAN SIGNS
		USH 51		399	1,995	20	100	40	200	19	95	1	5	26	130	--	--	--	TEMPORARY PEDESTRIAN AND LANE CLOSURES
		STH 70		44	220	1	5	2	10	4	20	1	5	--	--	--	--	--	
		ADVANCED WARNING		--	--	--	--	--	--	--	--	--	--	26	130	--	--	--	
SUBTOTALS					2,435		135		270		140		15		260		--	--	
	1A-6	USH 51 NB	5	24	120	3	15	6	30	5	25	1	5	--	--	--	--	--	TEMPORARY PEDESTRIAN SIGNS
		USH 51 SB		20	100	3	15	6	30	--	--	--	--	--	--	--	--	--	TEMPORARY PEDESTRIAN SIGNS
		USH 51		399	1,995	20	100	40	200	19	95	1	5	26	130	--	--	--	TEMPORARY PEDESTRIAN AND LANE CLOSURES
		STH 70		44	220	1	5	2	10	4	20	1	5	--	--	--	--	--	
		ADVANCED WARNING		--	--	--	--	--	--	--	--	--	--	26	130	--	--	--	
SUBTOTALS					2,435		135		270		140		15		260		--	--	
	1B	USH 51 NB	10	31	310	3	30	6	60	12	120	1	10	8	80	--	--	--	TEMPORARY PEDESTRIAN
		USH 51 SB		22	220	3	30	6	60	--	--	--	--	6	60	--	--	--	TEMPORARY PEDESTRIAN
		USH 51		139	1,390	20	200	40	400	21	210	1	10	14	140	--	--	--	TEMPORARY PEDESTRIAN AND LANE CLOSURES
		STH 70		--	--	1	10	2	20	--	--	1	10	--	--	--	--	--	
		ADVANCED WARNING		--	--	--	--	--	--	--	--	--	--	23	230	--	--	--	
SUBTOTALS					1,920		270		540		330		30		510		--	--	
	2A	USH 51 NB	20	5	100	3	60	6	120	5	100	1	20	--	--	28	280	--	
		USH 51 SB		11	220	3	60	6	120	--	--	--	--	--	--	37	370	--	
		USH 51		106	2,120	20	400	40	800	19	380	1	20	--	--	599	5,990	--	
		STH 70		24	480	1	20	2	40	4	80	--	--	--	--	--	--	--	
		ADVANCED WARNING		--	--	--	--	--	--	--	--	--	--	23	460	--	--	--	
		WIDTH RESTRICTIONS		--	--	--	--	--	--	--	--	--	--	59	1,180	--	--	--	
SUBTOTALS					2,920		540		1,080		560		40		1,640		6,640	--	
	2B/2C	USH 51 NB	25	5	125	3	75	6	150	5	125	1	25	--	--	29	435	--	
		USH 51 SB		7	175	3	75	6	150	--	--	--	--	--	--	37	555	--	
		USH 51		44	1,100	20	500	40	1,000	11	275	1	25	--	--	210	3,150	--	
		STH 70		17	425	1	25	2	50	6	150	--	--	--	--	--	--	--	
		ADVANCED WARNING		--	--	--	--	--	--	--	--	--	--	23	575	--	--	--	
		WIDTH RESTRICTIONS		--	--	--	--	--	--	--	--	--	--	59	1,475	--	--	--	
SUBTOTALS					1,825		675		1,350		550		50		2,050		4,140	--	
TOTALS					34,135		2,985		5,970		2,940		270		8,500		10,780	8	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

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TEMPORARY PEDESTRIAN ACCOMMODATION ITEMS

CATEGORY	STAGE	STATION TO STATION	OFFSET	ALIGNMENT	643.3350 TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH LF	643.3960 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH LF	644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING SF	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF
0010	1A	430+00 - 430+25	LT & RT	SB	58	--	--	10	20	66
		429+07 - 436+16	RT	NB	28	--	--	5	10	248
		456+75 - 459+00	LT & RT	USH 51	284	201	--	25	100	232
		460+50 - 462+25	LT & RT	USH 51	283	205	--	20	40	320
		481+00 - 482+75	LT & RT	USH 51	175	107	270	10	20	310
		491+00 - 493+50	LT & RT	USH 51	--	--	871	--	--	400
		504+00 - 506+50	LT & RT	USH 51	--	--	1,160	10	20	845
		515+75 - 517+20	RT	USH 51	130	117	94	10	20	267
SUBTOTALS					958	630	2,395	90	230	2,688
	1B	430+00 - 433+00	LT & RT	NB	36	--	--	5	10	190
		432+00 - 433+00	LT & RT	SB	36	--	--	5	10	130
SUBTOTALS					72	--	--	10	20	320
TOTALS					1,030	630	2,395	100	250	3,008

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TRAFFIC CONTROL ITEMS-DETOUR

CATEGORY	STAGE	LOCATION	STAGE DURATION DAY	643.0900* TRAFFIC CONTROL SIGNS NO.	643.0900* TRAFFIC CONTROL SIGNS DAY	643.1050 TRAFFIC CONTROL SIGNS PCMS NO.	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY
0010	2		1				
		USH 51 SOUTH DETOUR		42	42	1	1
		STH 70 WEST DETOUR		43	43	1	1
TOTALS					85		2

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

TRAFFIC CONTROL SIGNS FIXED MESSAGE

CATEGORY	STAGE	LOCATION	SIGN NUMBER	NUMBER REQUIRED	SIGN SIZE W X H FT X FT	643.1000 SF	SIGN MESSAGE
0010	1	BEGIN PROJECT	G20-57	1	6 X 3	18.00	HWY 51 / ROAD WORK / BEGINS XXX-XX
		STH 70	G20-57	1	6 X 3	18.00	HWY 51 / ROAD WORK / BEGINS XXX-XX
		END PROJECT	G20-57	1	6 X 3	18.00	HWY 51 / ROAD WORK / BEGINS XXX-XX
SUBTOTAL						54.00	
	2	BEGIN PROJECT	G20-57	1	6 X 3	18.00	HWY 51 / ROAD WORK / BEGINS XXX-XX
		STH 70	G20-57	1	6 X 3	18.00	HWY 51 / ROAD WORK / BEGINS XXX-XX
		END PROJECT	G20-57	1	6 X 3	18.00	HWY 51 / ROAD WORK / BEGINS XXX-XX
SUBTOTAL						54.00	
TOTAL						108.00	

LONG LINE PAVEMENT MARKING ITEMS

CATEGORY	STATION	TO	STATION	ALIGNMENT	643.3280 TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH LF	646.2020 MARKING LINE EPOXY 6-INCH 12.5' LINE 37.5' SKIP WHITE LF	646.2020 MARKING LINE EPOXY 6-INCH 12.5' LINE 37.5' SKIP YELLOW LF	646.2020 MARKING LINE EPOXY 6-INCH SOLID YELLOW LF	646.4020 MARKING LINE EPOXY 10-INCH 3' LINE 9' SKIP WH ITE LF	646.4020 MARKING LINE EPOXY 10-INCH 2' LINE 6' SKIP WH ITE LF	646.4020 MARKING LINE EPOXY 10-INCH SOLID WHITE LF	646.4040 MARKING LINE GROOVED WET REF EPOXY 10-INCH 2' LINE 6' GAP WHITE LF	646.4040 MARKING LINE GROOVED WET REF EPOXY 10-INCH 2' LINE 6' GAP YELLOW LF	646.6466 COLD WEATHER MARKING EPOXY 6-INCH LF	646.6470 COLD WEATHER MARKING EPOXY 10-INCH LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH 25' C-C AT 45 SOLID WHITE LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH 25' C-C AT 45 SOLID YELLOW LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH 5' C-C AT 45 SOLID WHITE LF
0010																		
	429+07	-	434+87	NB	--	150	--	150	--	--	25	--	--	30	4	--	--	--
	425+80	-	434+87	SB	--	238	--	213	--	--	515	--	--	45	52	71	115	153
	434+87	-	436+19	USH 51	--	75	75	264	--	--	--	--	--	45	--	--	--	--
	436+19	-	487+83	USH 51	270	2,588	2,113	10,396	--	--	--	--	--	1,510	--	--	191	--
	487+83	-	517+20	USH 51	310	1,338	790	3,963	--	58	1,609	58	57	610	167	52	244	14
	95+71	-	99+17	STH 70	--	100	--	477	33	--	850	--	--	60	88	205	--	--
TOTALS					580	4,489	2,978	15,463	33	58	2,999	58	57	2,300	310	328	550	167
							22,930			3,090		115					1,045	

LAND PARCEL MONUMENT ITEMS

CATEGORY	STATION	TO	STATION	ALIGNMENT	SPV.0060.02 RESEARCH AND LOCATE EXISTING LAND PARCEL MONUMENTS EACH	SPV.0060.03 VERIFY AND REPLACE EXISTING LAND PARCEL MONUMENTS EACH
0010						
	430+00	-	436+19	NB & SB	3	3
	457+00	-	459+00	USH 51	1	1
	461+00	-	462+00	USH 51	5	5
	6+00	-	10+00	CTH J	1	1
TOTALS					10	10

CONCRETE JOINT AND CRACK CLEANING AND REPAIR

CATEGORY	STATION	TO	STATION	OFFSET	ALIGNMENT	SPV.0170.01 STA
0010						
	429+07	-	434+87	--	NB	6
	432+12	-	434+87	--	SB	3
	434+87	-	436+19	--	USH 51	2
TOTAL						11

MISCELLANEOUS PAVEMENT MARKING ITEMS

CATEGORY	STATION	TO	STATION	ALIGNMENT	646.5020 MARKING ARROW EPOXY EACH	646.5120 MARKING WORD EPOXY EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH LF	646.8020 MARKING CORRUGATED MEDIAN EPOXY SF	646.8120 MARKING CURB EPOXY LF	646.8220 MARKING ISLAND NOSE EPOXY EACH	646.8320 MARKING PARKING STALL EPOXY LF	646.9000 MARKING REMOVAL LINE 4-INCH LF
0010														
	429+07	-	434+87	NB	--	--	19	169	--	--	10	1	--	25
	425+80	-	434+87	SB	6	3	17	131	--	--	20	2	135	--
	434+87	-	436+19	USH 51	1	--	--	--	--	--	--	--	--	--
	436+19	-	487+83	USH 51	24	--	148	426	110	1,075	20	2	--	--
	487+83	-	517+20	USH 51	26	5	305	1,014	--	--	180	8	--	50
	95+71	-	99+17	STH 70	6	3	81	280	--	--	20	2	--	25
TOTALS					63	11	570	2,020	110	1,075	250	15	135	100

SAWING ITEMS

CATEGORY	STATION	TO	STATION	OFFSET	ALIGNMENT	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	COMMENTS
0010								
	429+62	-	429+88	RT	NB	--	46	REMOVE CURB CUT
	430+42	-	431+36	RT	NB	--	112	MENOMINEE STREET
	430+57	-	430+86	LT	NB	--	58	MENOMINEE STREET
	431+97	-	432+55	LT	NB	--	71	
	431+99	-	432+88	RT	NB	30	114	COMMERICAL DRIVEWAY
	426+60	-	428+35	LT	SB	110	10	LAKESHORE DRIVE
	429+41	-	429+54	LT	SB	--	12	TORPY PARK DRIVE
	427+94	-	432+37	RT & LT	SB	92	112	
	434+73	-	435+43	RT	NB	35	88	
	457+18	-	457+50	RT & LT	USH 51	114	182	PEDESTRIAN CROSSING
	458+01	-	458+78	RT	USH 51	96	117	ROGERS DRIVE
	461+07	-	461+86	RT	USH 51	93	63	HUBER LANE
	460+87	-	461+71	LT	USH 51	49	104	LAKEVIEW DRIVE
	481+44	-	482+23	LT	USH 51	44	53	OLD HIGHWAY 70
	491+32	-	493+12	LT	USH 51	128	149	STH 70
	491+83	-	492+00	RT	USH 51	25	25	STH 70
	504+13	-	505+81	LT	USH 51	153	71	CTH J
	504+29	-	506+18	RT	USH 51	101	102	CTH J
	516+14	-	516+80	RT	USH 51	50	56	MARGARET STREET
CATEGORY 0010 TOTALS						1,120	1,545	
0020								
	426+60	-	427+87	LT	SB	22	5	SIDEWALK EXTENSION
	428+00	-	431+00	RT	SB	128	15	SIDEWALK EXTENSION
CATEGORY 0020 TOTALS						150	20	
TOTALS						1,270	1,565	

STAKING ITEMS

CATEGORY	STATION	TO	STATION	OFFSET	ALIGNMENT	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.8501.01 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (1174-10-74) EACH	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9500.01 CONSTRUCTION STAKING SIDEWALK (1174-10-74) EACH	650.9911.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (1174-10-74) EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
0010												
	429+07	-	434+87	LT & RT	NB	350	580	--	5	--	--	--
	425+80	-	434+87	LT & RT	SB	293	907	--	5	--	--	--
	434+87	-	517+20	LT & RT	USH 51	499	8,233	--	30	--	--	--
	95+71	-	99+17	LT & RT	STH 70	41	346	--	--	--	--	--
	PROJECT					--	--	1	--	1	1	--
CATEGORY 0010 TOTALS						1,183	10,066	1	40	1	1	--
0020												
	425+80	-	434+87	LT & RT	SB	112	--	--	--	--	--	477
CATEGORY 0020 TOTALS						112	--	--	--	--	--	477
TOTALS						1,295	10,066	1	40	1	1	477

CONCRETE BASES TYPE 1

CATEGORY	NO.	STATION	OFFSET	ALIGNMENT	654.0101 EACH
0010					
	SB5	457+32	LT	USH 51	1
TOTALS					1

TRAFFIC SIGNAL REMOVAL AND SALVAGING ITEMS

CATEGORY	NO.	STATION	OFFSET	ALIGNMENT	204.0195 REMOVING CONCRETE BASES EACH	SPV.0060.04 REMOVING PEDESTRIAN STANDARD AND REINSTALLING PEDESTRIAN PUSH BUTTON EACH	SPV.0060.05 REMOVING AND REINSTALLING PEDESTRIAN STANDARD WITH PEDESTRIAN PUSH BUTTON EACH	COMMENTS
0010								
	ESB2	457+41	LT	USH 51	1	--	1	REINSTALL AT SB5
	ESB4	457+43	RT	USH 51	1	1	--	REINSTALL AT ESB3
TOTALS					2	1	1	

CONDUIT AND WIRE ITEMS

CATEGORY	FROM	TO	SPV.0090.03 ADJUST EXISTING CONDUIT INTO PROPOSED ITEM LF	SPV.0090.04 ADJUST EXISTING TRAFFIC SIGNAL CABLE LF	COMMENTS
0010					
	EPB2	ESB2	25	25	ADJUST AND CONNECT TO SB5
	EPB3	ESB4	--	30	ADJUST AND CONNECT TO ESB3 TO THE REINSTALLED PEDESTRIAN PUSH BUTTON
TOTALS			25	55	

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP717	250236.413	188082.182	IP 1/2 IN IROD FND BENT
IP719	250256.382	188286.460	IP 3.00 OD IP FND
IP720	250252.708	188331.289	IP 1.50 OD IP FND
IP721	250250.814	188470.146	IP 1.50 OD IP FND
IP722	250162.903	188448.065	IP MAG NAIL FND
IP723	250166.558	188454.743	IP 1/2 IN IROD FND
IP724	250128.963	188424.837	IP 1.00 OD IP W/CAP FND
IP732	250181.761	188525.202	IP 1.25 OD IP FND
IP733	250254.185	188539.224	IP 1.50 OD IP FND
IP734	250490.165	188578.565	IP 3/4 IN IROD W/CAP FND
IP735	250482.089	188582.494	IP 3/4 IN IROD W/CAP FND
IP738	250533.765	188490.680	IP 1.25 OD IP FND
IP739	250400.214	188390.352	IP 3/4 IROD FND

LINE TABLE			
L1	S89°34'10"W	138.84'	ERW-IP720
L2	N85°40'19"W	45.00'	IP720-IP719
L3	S84°23'33"W	3.81'	IP719-TLE
L4	S84°23'33"W	40.47'	IP719-PL

R/W PROJECT NUMBER: 1174-10-24	SHEET NUMBER: 1

TLE ACQUISITION EXHIBIT
MINOCQUA - MANITOWISH
FRONT STREET - 3RD AVENUE
USH 51 ONEIDA COUNTY

THAT PART OF GOLDIN MINOCQUA CONDOMINIUM PLAT, PART OF LOTS 2 & 3 OF CSM 1007, PART OF LOT 2 OF CSM 1328, PART OF LOTS 1 & 2 OF CSM 2114 AND PART OF LOT 1 OF CSM 3696, ALL LOCATED IN PART OF GOVERNMENT LOT 2 OF SECTION 14, TOWNSHIP 39 NORTH, RANGE 6 EAST, TOWN OF MINOCQUA, ONEIDA COUNTY, WISCONSIN.

NOTES:
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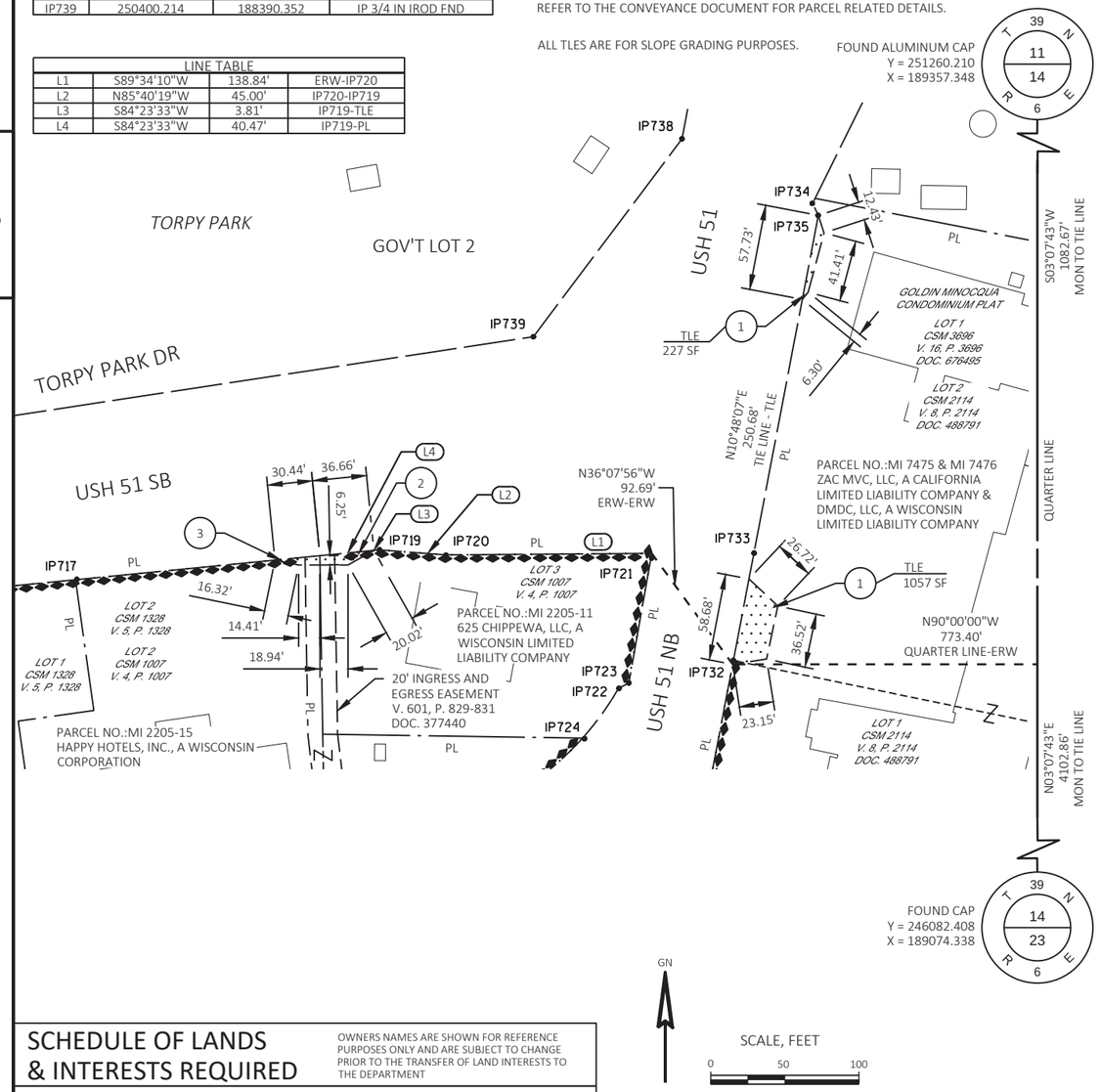
REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

ALL TLES ARE FOR SLOPE GRADING PURPOSES.



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
1	ZAC MVC, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY & DMDC, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	1284
2	625 CHIPPEWA, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	207
3	HAPPY HOTELS, INC., A WISCONSIN CORPORATION	TLE	118

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
NORTH CENTRAL - RHINELANDER REGIONAL OFFICE

SIGNATURE: Brent L Stella DATE: 2/21/23

PRINT NAME: Brent L Stella

NOTES:
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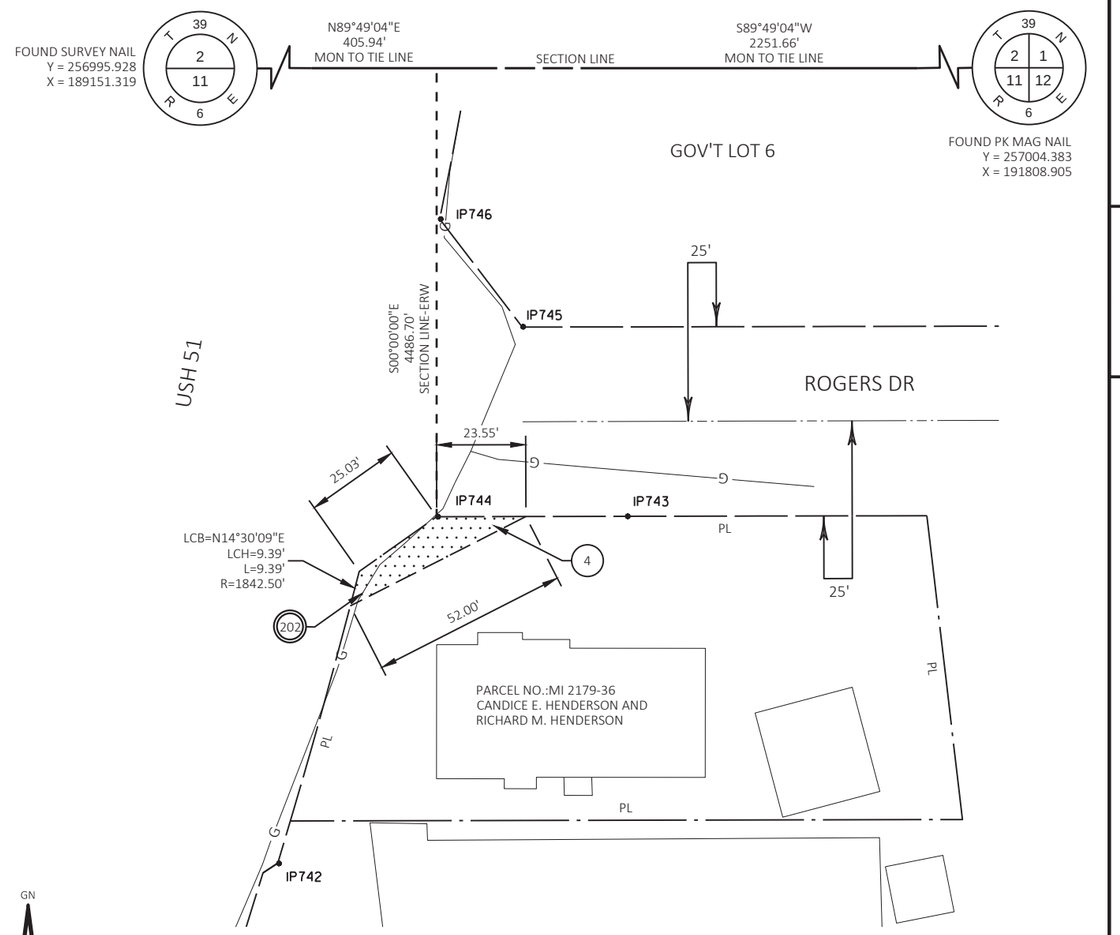
ALL TLES ARE FOR SLOPE GRADING PURPOSES.

R/W PROJECT NUMBER: 1174-10-24	SHEET NUMBER: 2

TLE ACQUISITION EXHIBIT
MINOCQUA - MANITOWISH
FRONT STREET - 3RD AVENUE
USH 51 ONEIDA COUNTY

THAT PART OF GOVERNMENT LOT 6 OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 6 EAST, TOWN OF MINOCQUA, ONEIDA COUNTY, WISCONSIN.



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
4	CANDICE E. HENDERSON AND RICHARD M. HENDERSON	TLE	353

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
202	WISCONSIN PUBLIC SERVICE CORPORATION (GAS)	RELEASE OF RIGHTS

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP742	252418.979	189515.622	IP 1.25 OD FND
IP743	252510.624	189607.674	IP NAIL FND
IP744	252510.524	189557.638	IP BUZZ MARK
IP745	252560.641	189580.091	IP 1.25 OD FND
IP746	252589.061	189558.322	IP 1.25 OD FND

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
NORTH CENTRAL - RHINELANDER REGIONAL OFFICE

SIGNATURE: Brent L Stella DATE: 2/21/23

PRINT NAME: Brent L Stella

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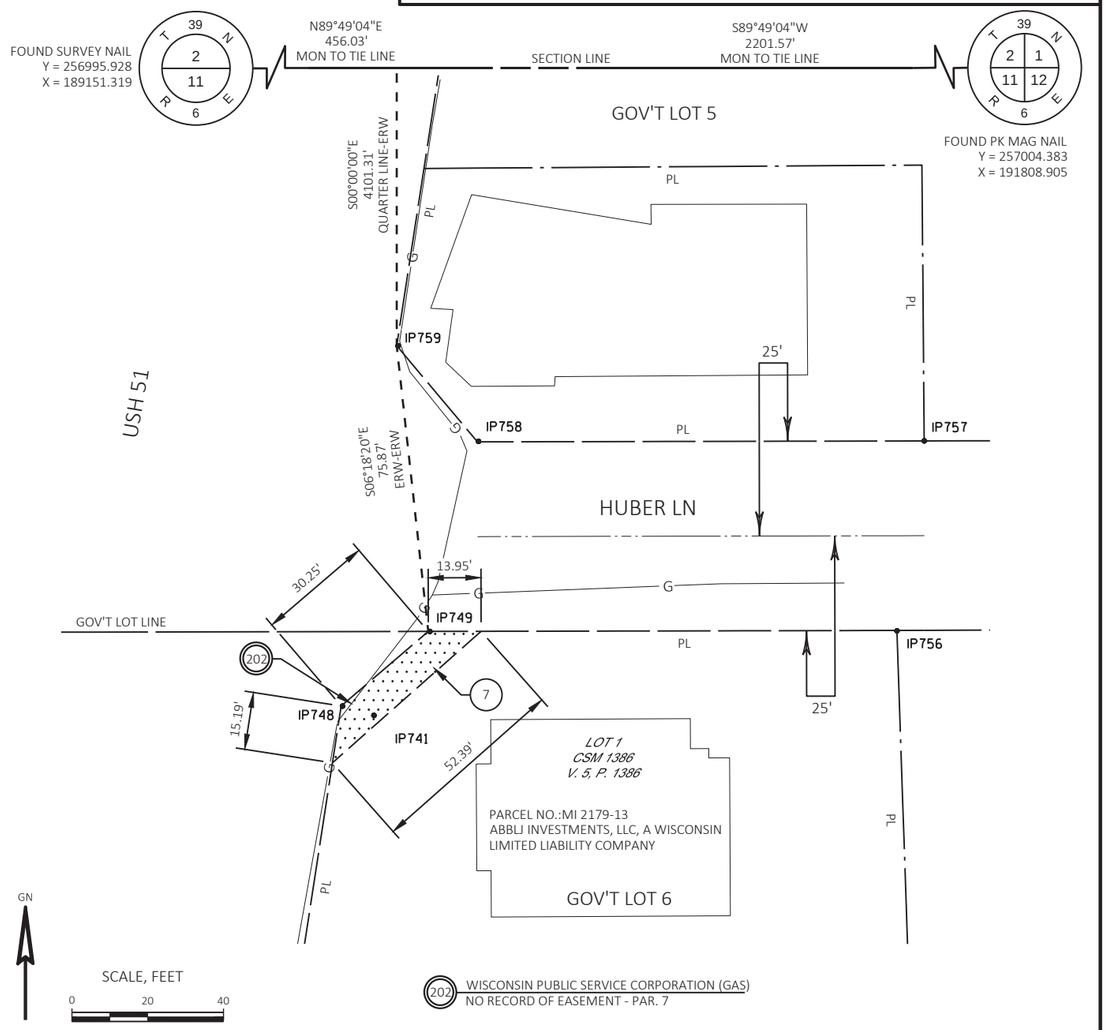
ALL TLES ARE FOR SLOPE GRADING PURPOSES.

R/W PROJECT NUMBER: 1174-10-24	SHEET NUMBER: 3

TLE ACQUISITION EXHIBIT
MINOCQUA - MANITOWISH
FRONT STREET - 3RD AVENUE
USH 51 ONEIDA COUNTY

THAT PART OF LOT 1 OF CSM 1386, LOCATED IN PART OF GOVERNMENT LOT 6 OF SECTION 11, TOWNSHIP 39 NORTH, RANGE 6 EAST, TOWN OF MINOCQUA, ONEIDA COUNTY, WISCONSIN.



WISCONSIN PUBLIC SERVICE CORPORATION (GAS)
NO RECORD OF EASEMENT - PAR. 7

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
7	ABBLJ INVESTMENTS, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	391

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
202	WISCONSIN PUBLIC SERVICE CORPORATION (GAS)	RELEASE OF RIGHTS

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP741	252798.490	189601.320	IP NAIL
IP748	252800.945	189593.021	IP SNAIL FND
IP749	252820.643	189616.101	IP IP BUZZ MARK
IP756	252820.794	189739.365	IP 1.25 OD FND
IP757	252870.946	189746.558	IP SNAIL FND
IP758	252870.793	189628.911	IP SNAIL FND
IP759	252896.016	189607.696	IP 1.25 OD FND

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
NORTH CENTRAL - RHINELANDER REGIONAL OFFICE

SIGNATURE: Brent L Stella DATE: 2/21/23

PRINT NAME: Brent L Stella

FILE NAME : TLE EXHIBITS.DWG PLOT DATE : 2/2/2023 9:28 AM R/W PROJECT: 1174-10-24

NOTES:
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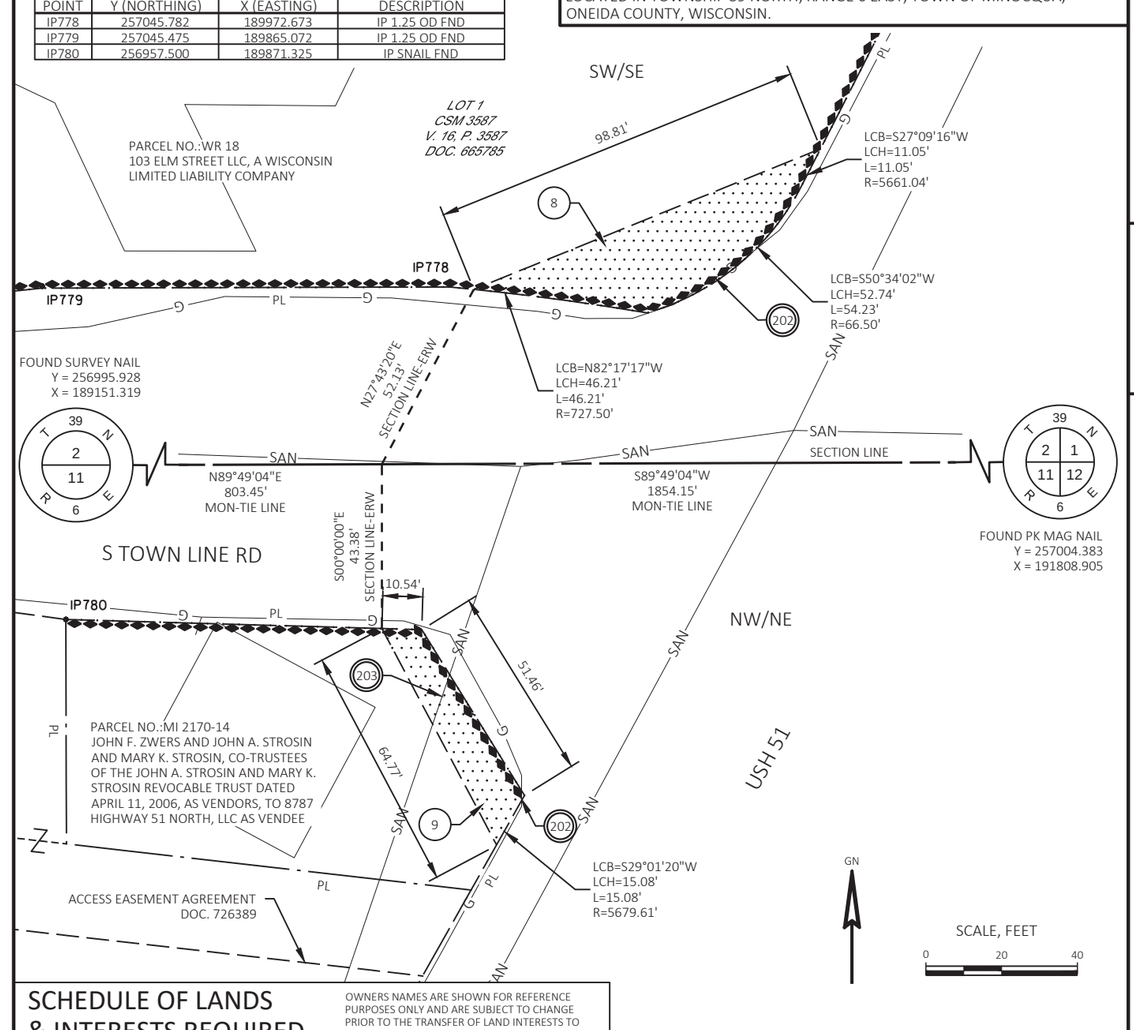
ALL TLES ARE FOR SLOPE GRADING PURPOSES.

R/W PROJECT NUMBER: 1174-10-24	SHEET NUMBER: 4

TLE ACQUISITION EXHIBIT
MINOCQUA - MANITOWISH
FRONT STREET - 3RD AVENUE
USH 51 ONEIDA COUNTY

THAT PART OF LOT 1 OF CSM 3587 LOCATED IN THE SW1/4 OF THE SE1/4 OF SECTION 2, AND PART OF THE NW1/4 OF THE NE1/4 OF SECTION 11, ALL LOCATED IN TOWNSHIP 39 NORTH, RANGE 6 EAST, TOWN OF MINOCQUA, ONEIDA COUNTY, WISCONSIN.

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP778	257045.782	189972.673	IP 1.25 OD FND
IP779	257045.475	189865.072	IP 1.25 OD FND
IP780	256957.500	189871.325	IP SNAIL FND



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
8	103 ELM STREET LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	1432
9	JOHN F. ZWERS AND JOHN A. STROSIN AND MARY K. STROSIN, CO-TRUSTEES OF THE JOHN A. STROSIN AND MARY K. STROSIN REVOCABLE TRUST DATED APRIL 11, 2006, AS VENDORS, TO 8787 HIGHWAY 51 NORTH, LLC AS VENDEE	TLE	636

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
202	WISCONSIN PUBLIC SERVICE CORPORATION (GAS)	RELEASE OF RIGHTS
203	LAKELAND SANITARY DISTRICT #1 (SANITARY SEWER)	RELEASE OF RIGHTS
205	LAKELAND SANITARY DISTRICT #1 (WATER)	RELEASE OF RIGHTS

202 WISCONSIN PUBLIC SERVICE CORPORATION (GAS)
NO RECORD OF EASEMENT - PAR. 8 & 9

203 LAKELAND SANITARY DISTRICT #1 (SANITARY SEWER)
NO RECORD OF EASEMENT - PAR. 9
VOL. 681 PG. 685 DOC. 411703 - PAR. 9

205 LAKELAND SANITARY DISTRICT #1 (WATER)
VOL. 681 PG. 685 DOC. 411703 - PAR. 9

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
NORTH CENTRAL - RHINELANDER REGIONAL OFFICE

SIGNATURE: Brent L Stella DATE: 2/21/23

PRINT NAME: Brent L Stella

FILE NAME : TLE EXHIBITS.DWG PLOT DATE : 2/2/2023 9:28 AM R/W PROJECT: 1174-10-24

NOTES:
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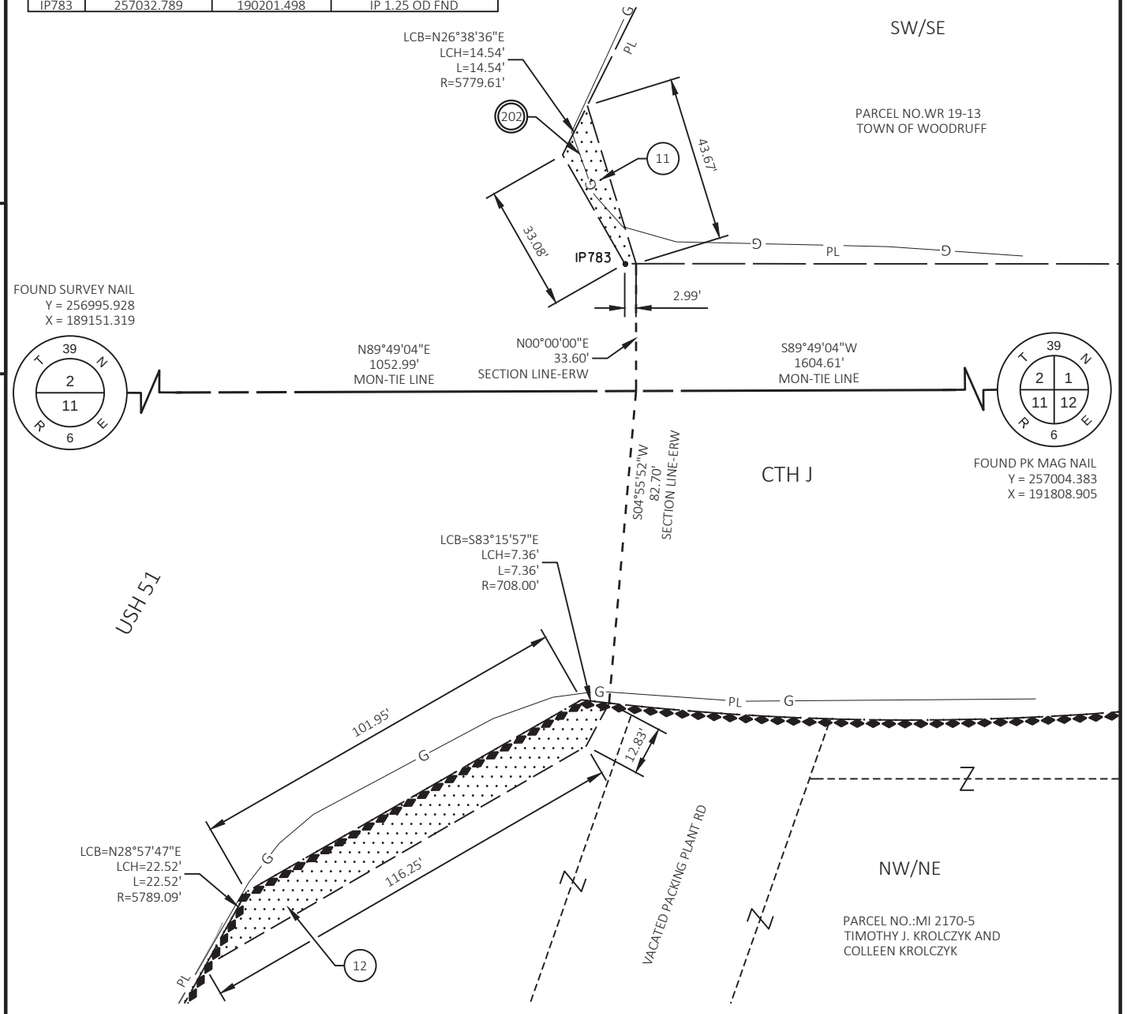
ALL TLES ARE FOR SLOPE GRADING PURPOSES.

R/W PROJECT NUMBER: 1174-10-24	SHEET NUMBER: 5

TLE ACQUISITION EXHIBIT
MINOCQUA - MANITOWISH
FRONT STREET - 3RD AVENUE
USH 51 ONEIDA COUNTY

THAT PART OF THE SW1/4 OF THE SE1/4 OF SECTION 2, AND PART OF THE NW1/4 OF THE NE1/4 OF SECTION 11, ALL LOCATED IN TOWNSHIP 39 NORTH, RANGE 6 EAST, TOWN OF MINOCQUA, ONEIDA COUNTY, WISCONSIN.

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP783	257032.789	190201.498	IP 1.25 OD FND



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
11	TOWN OF WOODRUFF	TLE	262
12	TIMOTHY J. KROLCZYK AND COLLEEN KROLCZYK	TLE	1289

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
202	WISCONSIN PUBLIC SERVICE CORPORATION (GAS)	RELEASE OF RIGHTS

(202) WISCONSIN PUBLIC SERVICE CORPORATION (GAS)
NO RECORD OF EASEMENT - PAR. 11

SCALE, FEET
0 20 40

GN

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NORTH CENTRAL - RHINELANDER REGIONAL OFFICE

SIGNATURE: Brent L Stella DATE: 2/21/23

PRINT NAME: Brent L Stella

FILE NAME : TLE EXHIBITS.DWG PLOT DATE : 2/2/2023 9:28 AM R/W PROJECT: 1174-10-24

4

NOTES:
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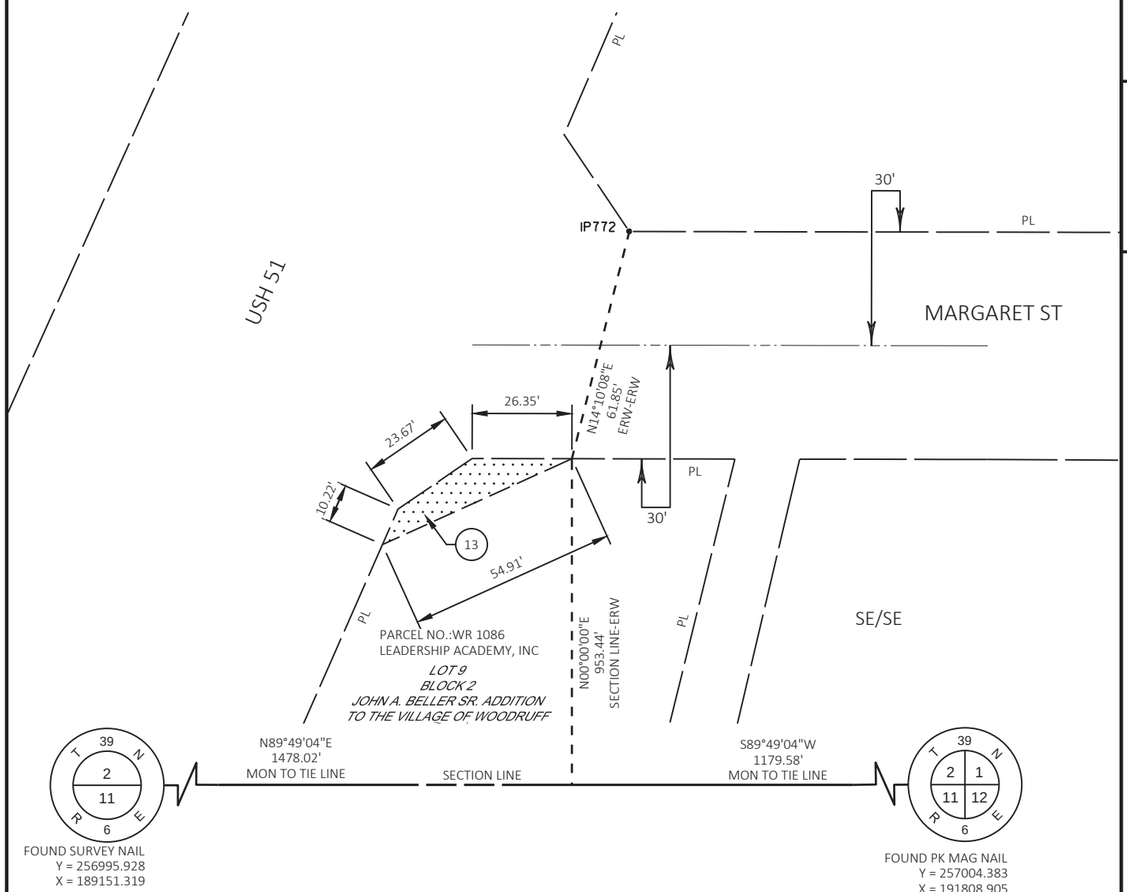
ALL TLES ARE FOR SLOPE GRADING PURPOSES.

R/W PROJECT NUMBER: 1174-10-24	SHEET NUMBER: 6

TLE ACQUISITION EXHIBIT
MINOCQUA - MANITOWISH
FRONT STREET - 3RD AVENUE
USH 51 ONEIDA COUNTY

THAT PART OF LOT 9, BLOCK 2 OF JOHN A. BELLER SR. ADDITION TO THE VILLAGE OF WOODRUFF, AND LOT 1 OF CSM 3547, ALL LOCATED IN THE SE1/4 OF THE SE1/4 OF SECTION 2, TOWNSHIP 39 NORTH, RANGE 6 EAST, TOWN OF MINOCQUA, ONEIDA COUNTY, WISCONSIN.

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP772	258014.065	190644.423	IP 1.25 OD FND



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
13	LEADERSHIP ACADEMY, INC	TLE	364

SCALE, FEET
0 20 40

GN

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
NORTH CENTRAL - RHINELANDER REGIONAL OFFICE

SIGNATURE: Brent L Stella DATE: 2/21/23

PRINT NAME: Brent L Stella

FILE NAME : TLE EXHIBITS.DWG PLOT DATE : 2/2/2023 9:28 AM R/W PROJECT: 1174-10-24

4

LEGEND

SLOPE INTERCEPT

SENSITIVE AREA (SEE SPECIAL PROVISIONS)

N

E FRONT ST

USH 51 NB

USH 51 SB

WISCONSIN PUBLIC SERVICE CORPORATION (ELECTRIC)

RESIDUAL GROUNDWATER CONTAMINATION (SEE SPECIAL PROVISIONS)

SPECTRUM (COMMUNICATION)

WISCONSIN PUBLIC SERVICE CORPORATION (GAS)

CP #504
Y = 249,870.05
X = 188,171.39
ELEV = 1604.65
3/4" IRON ROD W/BLUE CAP SET

ASPH CE

REMOVING CONCRETE SIDEWALK

REMOVING CURB & GUTTER

RESIDUAL SOIL CONTAMINATION (SEE SPECIAL PROVISIONS)

LAKELAND SANITARY DISTRICT #1 (WATER)

WISCONSIN PUBLIC SERVICE CORPORATION (ELECTRIC)

RESIDUAL GROUNDWATER CONTAMINATION (SEE SPECIAL PROVISIONS)

FRONTIER COMMUNICATIONS OF WISCONSIN LLC (COMMUNICATION)

TOWN OF MINOCQUA (STREET LIGHTING)

MATCH EXISTING MANHOLE WITH THE MILL AND OVERLAY

CURVE 1

CAUTION

PC: 427+03.95 'NB'

PT: 429+76.20 'NB'

427+00 'NB'

428+00 'NB'

429+00 'NB'

430+00 'NB'

431+00 'NB'

432+00 'NB'

433+00 'NB'

N7°53'14"W

N60°10'32"E

N10°41'48"E

PC: 430+60.93 'NB'

PT: 432+58.85 'NB'

CURVE 2

BEGIN PROJECT
STA 429+07'NB'
Y=249,973.62
X=188,262.33
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

Y = 249,757.37
X = 188,207.07

REMOVING CONCRETE SIDEWALK

REMOVING CURB & GUTTER

REMOVING ASPHALTIC SURFACE

33' RT
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

BM 600

CURVE NO. 1
PI STA = 428+58.72
Y = 249939.35
X = 188181.86
PC STA = 427+03.95
Y=249786.04
X=188203.10
PT STA = 429+76.20
Y=250016.32
X=188316.13
DELTA = 68°03'45"
D = 25°00'00"
T = 154.77'
L = 272.25'
R = 229.18'
EXISTING SE = NC
PROPOSED SE = NC

CURVE NO. 2
PI STA = 431+66.53
Y = 250110.98
X = 188481.25
PC STA = 430+60.93
Y=250058.46
X=188389.64
PT STA = 432+58.85
Y=250214.75
X=188500.85
DELTA = 49°28'44"
D = 25°00'00"
T = 105.60'
L = 197.92'
R = 229.18'
EXISTING SE = NC
PROPOSED SE = NC

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
600	431+14.97'NB', 78.65' RT	BM BENCH TIE IN PPOL 54 CC16	1599.68

HANNAH B OSTMAN
JABM HOLDINGS LLC
WILLIAM Q PIRIE TRUST
ISABELLE L PIRIE TRUST
GREGG D WALKER
WILLIAM R SCHMITZ
MINOCQUA FRONT STREET LLC
HAPPY HOTELS INC
625 CHIPPEWA, LLC
ZAC MVC LLC
DMDC LLC

5

5

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PLAN	SHEET 113	E

LEGEND
SLOPE INTERCEPT
SENSITIVE AREA (SEE SPECIAL PROVISIONS)

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
604	435+23.92'SB', 38.55' LT	BM BENCHTIE IN EASTSIDE OF POWERPOLE#54 AA15	1596.86

N

HAPPY HOTELS INC
625 CHIPPEWA, LLC
TORPY PARK
PLAYGROUND
TENNIS COURT
SIGN
CANOPY
INL
ZAC MVC LLC
DMDC LLC
JMH NORTHWOODS PROP LLC
LAKELAND SANITARY DIST 1
WATER TOWER
RUINS
U/C

R/W
USH 51 SB
USH 51 NB
USH 51
CURVE 2
CAUTION
ASPH
CE
TLE
SAN
W
OH
SS
E
G
FO

RESIDUAL SOIL CONTAMINATION (SEE SPECIAL PROVISIONS)
WISCONSIN PUBLIC SERVICE CORPORATION (ELECTRIC)
SPECTRUM (COMMUNICATION)
TOWN OF MINOCQUA (STREET LIGHTING)
LAKELAND SANITARY DISTRICT #1 (WATER)
FRONTIER COMMUNICATIONS OF WISCONSIN LLC (COMMUNICATION)
RESIDUAL GROUNDWATER CONTAMINATION (SEE SPECIAL PROVISIONS)
LAKELAND SANITARY DISTRICT #1 (SANITARY SEWER)
WISCONSIN PUBLIC SERVICE CORPORATION (ELECTRIC) SPECTRUM (COMMUNICATION)
BM 604
REMOVING CONCRETE SIDEWALK
REMOVING CURB & GUTTER
REMOVING ASPHALTIC SURFACE
WISCONSIN PUBLIC SERVICE CORPORATION (GAS)
TOWN OF MINOCQUA (STREET LIGHTING)

431+00 'NB'
432+00 'NB'
433+00 'NB'
434+00 'NB'
435+00 'NB'
436+00 'NB'
433+00 'SB'
434+00 'SB'
435+00 'SB'
436+00 'SB'
N10°41'48"E
436+00
437+00

PT: 432+58.85 'NB'
BP: 435+00.00
PT: 435+64.25 'SB'
EP: 436+19.00 'SB'
EP: 436+19.00 'NB'

Y = 250,453.94
X = 188,533.82
Y = 250,575.70
X = 188,530.36
Y = 250,568.60
X = 188,567.69

CURVE NO. 2
PI STA = 431+66.53
Y = 250110.98
X = 188481.25
PC STA = 430+60.93
Y=250058.46
X=188389.64
PT STA = 432+58.85
Y=250214.75
X=188500.85
DELTA = 49°28'44"
D = 25°00'00"
T = 105.60'
L = 197.92'
R = 229.18'
EXISTING SE = NC
PROPOSED SE = NC

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PLAN	SHEET 114 E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 02
PLOT DATE : 2/13/2024 10:05 AM
PLOT BY : DREW NELSON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

LEGEND
SLOPE INTERCEPT
SENSITIVE AREA (SEE SPECIAL PROVISIONS)

LAKESHORE DR
R/W
BANGSTAD PROPERTIES LLC
SPECTRUM (COMMUNICATION)
MJD INVESTMENTS
VETERANS PARK
MINOCQUA TOWN
TORPY PARK
WISCONSIN PUBLIC SERVICE CORPORATION (GAS)
ASPH CE
65' LT BUTT JOINT REQ'D (SEE CONSTRUCTION DETAILS)
WISCONSIN PUBLIC SERVICE CORPORATION (ELECTRIC)
REMOVING ASPHALTIC SURFACE
CAUTION
REMOVE CONCRETE SIDEWALK
W FRONT ST
USH 51 SB
427+00 'SB'
428+00 'SB'
REMOVING CURB & GUTTER
MATCH EXISTING CONCRETE WITH MILL & OVERLAY
REMOVING CURB & GUTTER
PC: 425+79.48 'SB'
426+00 'SB'
CURVE 3
429+00 'SB'
PI: 425+25.51 'SB'
N0°07'17"W
SCOT J BASSETT
SUSAN P BASSETT
DENNIS W SLIVA
MICHELLE SLIVA
DONNELLAN TRUST
Y = 249,957.17
X = 187,806.86
425+00 'SB'
BEGIN CONSTRUCTION STA 425+80'SB'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)
KARTAR PROPERTIES LLC
CURVE NO. 3
PI STA = 428+46.05
Y = 250277.71
X = 187806.18
PC STA = 425+79.48
Y=250011.14
X=187806.75
PT STA = 430+01.66
Y=250284.37
X=188072.68
DELTA = 88°41'27"
D = 21°00'28"
T = 266.58'
L = 422.18'
R = 272.74'
EXISTING SE = NC
PROPOSED SE = NC
NOTCH SIDEWALK AT LIGHT POST AND MATCH EXISTING BASE SIZE (INCIDENTAL TO CONCRETE SIDEWALK 6-INCH)
WISDOT (TRAFFIC SIGNALS)
REMOVING CURB & GUTTER
WISCONSIN PUBLIC SERVICE CORPORATION (ELECTRIC)
TORPY PARK DR
430+00 'SB'
PT: 430+01.66 'SB'
N88°34'10"E
N7°56'33"W
424+00 'SB'
WISCONSIN PUBLIC SERVICE CORPORATION (GAS)
E FRONT ST
RESIDUAL GROUNDWATER CONTAMINATION (SEE SPECIAL PROVISIONS)
TEICHMILLER ENTERPRISES TEICHMILLER ENT INC
HAPPY HOTELS INC
N

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PLAN	SHEET 115	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 03
PLOT DATE : 2/13/2024 10:06 AM PLOT BY : DREW NELSON PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

SLOPE INTERCEPT

SENSITIVE AREA (SEE SPECIAL PROVISIONS)

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
604	435+23.92'SB', 38.55' LT	BM BENCHTIE IN EASTSIDE OF POWERPOLE#54 AA15	1596.86

CURVE NO. 3
PI STA = 428+46.05
Y = 250277.71
X = 187806.18
PC STA = 425+79.48
Y=250011.14
X=187806.75
PT STA = 430+01.66
Y=250284.37
X=188072.68
DELTA = 88°41'27"
D = 21°00'28"
T = 266.58'
L = 422.18'
R = 272.74'
EXISTING SE = NC
PROPOSED SE = NC

CURVE NO. 4
PI STA = 434+06.35
Y = 250294.47
X = 188477.24
PC STA = 431+74.89
Y=250288.69
X=188245.85
PT STA = 435+64.25
Y=250521.91
X=188520.20
DELTA = 77°52'22"
D = 20°00'00"
T = 231.46'
L = 389.36'
R = 286.48'
EXISTING SE = NC
PROPOSED SE = NC

TORPY PARK

MINOCQUA TOWN

TORPY PARK DR

CURVE 3

PT: 430+01.66 'SB'

430+00 'SB'

N88°34'10"E

431+00 'SB'

PC: 431+74.89 'SB'

432+00 'SB'

433+00 'SB'

CURVE 4

434+00 'SB'

USH 51 SB

USH 51 NB

435+00 'SB'

436+00 'SB'

N10°41'48"E

BP: 435+00.00

EP: 436+19.00 'SB'

EP: 436+19.00 'NB'

435+00 'NB'

436+00

436+00 'NB'

434+00 'NB'

BM 604

Y = 250,575.70
X = 188,530.36

WISCONSIN PUBLIC SERVICE CORPORATION
(ELECTRIC)
SPECTRUM
(COMMUNICATION)

SPECTRUM
(COMMUNICATION)

REMOVING
CURB & GUTTER

REMOVING CONCRETE SIDEWALK

REMOVING CURB & GUTTER

WISCONSIN PUBLIC SERVICE CORPORATION
(ELECTRIC)

NOTCH SIDEWALK AT LIGHT POST AND MATCH EXISTING BASE SIZE (INCIDENTAL TO CONCRETE SIDEWALK 6-INCH)

REMOVING ASPHALTIC SURFACE

ASPH
CE

TLE

REMOVING CONCRETE SIDEWALK

WISCONSIN PUBLIC SERVICE CORPORATION
(ELECTRIC)

RESIDUAL GROUNDWATER
CONTAMINATION
(SEE SPECIAL PROVISIONS)

RESIDUAL SOIL CONTAMINATION
(SEE SPECIAL PROVISIONS)

FRONTIER COMMUNICATIONS OF WISCONSIN LLC
(COMMUNICATION)

LAKELAND SANITARY DISTRICT #1
(WATER)

RESIDUAL GROUNDWATER
CONTAMINATION
(SEE SPECIAL PROVISIONS)

WISCONSIN PUBLIC SERVICE CORPORATION
(ELECTRIC)

REMOVING
CURB & GUTTER

REMOVING ASPHALTIC SURFACE

REMOVING CURB & GUTTER

REMOVING CONCRETE SIDEWALK

WISCONSIN PUBLIC SERVICE CORPORATION
(GAS)

LAKELAND SANITARY DISTRICT #1
(WATER)

CAUTION

HAPPY HOTELS INC

625 CHIPPEWA, LLC

ZAC MVC LLC
DMDC LLC

TENNIS COURT

PLAYGROUND

CANOPY

SIGN

R/W

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PLAN	SHEET 116	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 04

PLOT DATE : 2/13/2024 10:06 AM PLOT BY : DREW NELSON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

LEGEND
SLOPE INTERCEPT
SENSITIVE AREA (SEE SPECIAL PROVISIONS)

CURVE NO. 5
PI STA = 442+96.28
Y = 251236.39
X = 188681.62
PC STA = 438+28.69
Y=250776.92
X=188594.83
PT STA = 447+42.53
Y=251591.33
X=188986.02
DELTA = 29°55'10"
D = 3°16'27"
T = 467.59'
L = 913.84'
R = 1750.00'
EXISTING SE = NC
PROPOSED SE = NC

RESIDUAL GROUNDWATER CONTAMINATION

TENNIS COURT
TORPY PARK
MINOCQUA TOWN
MINOCQUA TOWN
ROBERT JACOBI REV TR
CHARLENE JACOBI REV TR
ROBERT JACOBI REV TR
CHARLENE JACOBI REV TR
MINOCQUA LAKE

ASPH
CE
R/W
SIGN
PC: 438+28.69
USH 51
CURVE 5
N10°41'48"E
437+00
438+00
439+00
440+00
441+00
442+00
SS
SAN
W
T
TEL
U/G

KURT E JUSTICE
JMH NORTH WOODS PROPERTIES LLC
JMH NORTHWOODS PROP LLC
UNNAMED OPEN WATER

5
5

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PLAN	SHEET 117	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 05
PLOT DATE : 2/13/2024 10:06 AM
PLOT BY : DREW NELSON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

LEGEND

SLOPE INTERCEPT

SENSITIVE AREA (SEE SPECIAL PROVISIONS)

CURVE NO. 5
PI STA = 442+96.28
Y = 251236.39
X = 188681.62
PC STA = 438+28.69
Y=250776.92
X=188594.83
PT STA = 447+42.53
Y=251591.33
X=188986.02
DELTA = 29°55'10"
D = 3°16'27"
T = 467.59'
L = 913.84'
R = 1750.00'
EXISTING SE = NC
PROPOSED SE = NC

MINOCQUA LAKE

N

5

5

R/W

R/W

R/W

R/W

442+00

443+00

444+00

CURVE 5

445+00

USH 51

446+00

447+00

PT: 447+42.53

N40°36'58"E

448+00

REMOVING CONCRETE SURFACE
PARTIAL DEPTH (1.5")

SAVEMORE FD MARKETS INC

UNNAMED
OPEN WATER

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PLAN	SHEET 118	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 06

PLOT DATE : 2/13/2024 10:06 AM PLOT BY : DREW NELSON PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

SLOPE INTERCEPT

SENSITIVE AREA (SEE SPECIAL PROVISIONS)

N

MINOCQUA LAKE

R/W

R/W

PC: 449+27.74

448+00

N40°36'58"E

449+00

450+00

CURVE 6

451+00

USH 51

452+00

453+00

454+00

SAN

SAN

SAN

SAN

SAN

R/W

R/W

ASPH
CE

ASPH
CE

ASPH
CE

LAKELAND SANITARY DISTRICT #1
(SANITARY SEWER)

SIGN

SIGN

SAVEMORE FD MARKETS INC

SAVEMORE FD MARKETS INC

SAVEMORE FD MARKETS INC

SAVEMORE FD MARKETS INC

BOARDWALK & ASSOCIATES
BOARDWALK PROP OF MI LLC

UNNAMED
OPEN WATER

CURVE NO. 6
PI STA = 452+31.72
Y = 251962.68
X = 189304.47
PC STA = 449+27.74
Y=251731.92
X=189106.58
PT STA = 455+29.35
Y=252247.71
X=189410.14
DELTA = 20°16'35"
D = 3°22'13"
T = 303.99'
L = 601.61'
R = 1700.00'
EXISTING SE = NC
PROPOSED SE = NC

5

5

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PLAN	SHEET 119	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 07

PLOT DATE : 2/13/2024 10:06 AM PLOT BY : DREW NELSON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

LEGEND

SLOPE INTERCEPT

SENSITIVE AREA (SEE SPECIAL PROVISIONS)

NOTE

SEE TRAFFIC SIGNAL PLAN FOR HIGH-INTENSITY ACTIVATED CROSSWALK (HAWK) BEACON MODIFICATIONS

CURVE NO. 6
PI STA = 452+31.72
Y = 251962.68
X = 189304.47
PC STA = 449+27.74
Y=251731.92
X=189106.58
PT STA = 455+29.35
Y=252247.71
X=189410.14
DELTA = 20°16'35"
D = 3°22'13"
T = 303.99'
L = 601.61'
R = 1700.00'
EXISTING SE = NC
PROPOSED SE = NC

CURVE NO. 7
PI STA = 457+96.71
Y = 252498.40
X = 189503.07
PC STA = 456+14.21
Y=252327.28
X=189439.63
PT STA = 459+77.97
Y=252678.77
X=189530.86
DELTA = 11°34'44"
D = 3°10'59"
T = 182.50'
L = 363.76'
R = 1800.00'
EXISTING SE = NC
PROPOSED SE = NC

MINOCQUA LAKE

BAYVIEW MOTEL LLC

BAYVIEW MOTEL LLC

MICHAEL J MEYERS

LAKELAND SANITARY DISTRICT #1 (SANITARY SEWER)

REMOVING CONCRETE SIDEWALK

WISCONSIN PUBLIC SERVICE CORPORATION (GAS)

WISCONSIN PUBLIC SERVICE CORPORATION (ELECTRIC)

WISDOT (TRAFFIC SIGNAL)

ASPH CE

BM 602

CAUTION

PC: 456+14.21

FRONTIER COMMUNICATIONS OF WISCONSIN LLC (COMMUNICATION)

REMOVING CURB & GUTTER

REMOVING CONCRETE SIDEWALK

454+00 CURVE 6 455+00 N20°20'23"E 456+00 USH 51 457+00 458+00 CURVE 7 459+00

REMOVING CURB & GUTTER

REMOVING CURB & GUTTER

PT: 455+29.35

ASPH CE

ASPH CE

LAKELAND SANITARY DISTRICT #1 (WATER)

WISCONSIN PUBLIC SERVICE CORPORATION (GAS)

REMOVING CONCRETE SIDEWALK

CAUTION

REMOVING ASPHALTIC SURFACE

REMOVING CONCRETE SIDEWALK

BM 601

REMOVING CONCRETE SIDEWALK

ROGERS DR

66' RT
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

CP #505
Y = 252,552.09
X = 189,626.58
ELEV = 1601.45
3/4" IRON ROD W/BLUE CAP SET

BOARDWALK & ASSOCIATES
BOARDWALK PROP OF MI LLC

BOS-PFEIF LLC

MCHS HOSPITALS INC

CANDICE E HENDERSON
RICHARD M HENDERSON

CANDICE E HENDERSON
RICHARD M HENDERSON

ABBLJ INVESTMENTS LLC

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
601	458+76.50, 59.48' RT	BM HYDRANT TAG BOLT	1603.30
602	459+07.35, 57.46' LT	BM POWERPOLE 60D NAIL #3906 11R45	1600.13

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PLAN	SHEET 120	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 08

PLOT DATE : 2/13/2024 10:06 AM PLOT BY : DREW NELSON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

LEGEND
SLOPE INTERCEPT
SENSITIVE AREA (SEE SPECIAL PROVISIONS)

N

5

5

CURVE 7

460+00

461+00

N8°45'38"E

462+00

USH 51

463+00

464+00

465+00

CURVE 8

PT: 459+77.97

PC: 464+82.36

R/W

HUBER LN

BAYVIEW MOTEL LLC

EMIL BOOHER MARIE BOOHER

VENTURE NORTH PRP RENT & STG LLC

AMY M DAVIS REV TRUST

VENTURE NORTH PROPERTY RENTALS & STORAGE LLC

H51 LLC

ABBLJ INVESTMENTS LLC

COOPER PROPERTIES LLC

NORTHWOODS ADVENTURE PROPERTIES LLC

RIVER VALLEY BANK

20' VACATED ALLEY

WISCONSIN PUBLIC SERVICE CORPORATION (ELECTRIC) SPECTRUM (COMMUNICATION)

REMOVING CONCRETE SIDEWALK

76' LT BUTT JOINT REQ'D (SEE CONSTRUCTION DETAILS)

WISCONSIN PUBLIC SERVICE CORPORATION (GAS)

REMOVING CONCRETE SIDEWALK

WISCONSIN PUBLIC SERVICE CORPORATION (ELECTRIC)

LAKELAND SANITARY DISTRICT #1 (SANITARY SEWER)

WISCONSIN PUBLIC SERVICE CORPORATION (ELECTRIC)

LAKELAND SANITARY DISTRICT #1 (WATER)

CAUTION

REMOVING CURB & GUTTER

FRONTIER COMMUNICATIONS OF WISCONSIN LLC (COMMUNICATION)

ASPH CE

SIGN

WISCONSIN PUBLIC SERVICE CORPORATION (GAS)

REMOVING CURB & GUTTER

REMOVING ASPHALTIC SURFACE

REMOVING CONCRETE SIDEWALK

CAUTION

61' RT BUTT JOINT REQ'D (SEE CONSTRUCTION DETAILS)

REMOVING CONCRETE SIDEWALK

WISCONSIN PUBLIC SERVICE CORPORATION (ELECTRIC)

FRONTIER COMMUNICATIONS OF WISCONSIN LLC (COMMUNICATION)

RESIDUAL GROUNDWATER CONTAMINATION

CURVE NO. 7
PI STA = 457+96.71
Y = 252498.40
X = 189503.07
PC STA = 456+14.21
Y=252327.28
X=189439.63
PT STA = 459+77.97
Y=252678.77
X=189530.86
DELTA = 11°34'44"
D = 3°10'59"
T = 182.50'
L = 363.76'
R = 1800.00'
EXISTING SE = NC
PROPOSED SE = NC

CURVE NO. 8
PI STA = 466+39.72
Y = 253332.80
X = 189631.65
PC STA = 464+82.36
Y=253177.28
X=189607.69
PT STA = 467+92.57
Y=253484.83
X=189591.09
DELTA = 23°41'52"
D = 7°38'22"
T = 157.35'
L = 310.20'
R = 750.00'
EXISTING SE = NC
PROPOSED SE = NC

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PLAN	SHEET 121	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 09
PLOT DATE : 2/13/2024 10:06 AM
PLOT BY : DREW NELSON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

LEGEND

SLOPE INTERCEPT

SENSITIVE AREA (SEE SPECIAL PROVISIONS)

CURVE NO. 8
PI STA = 466+39.72
Y = 253332.80
X = 189631.65
PC STA = 464+82.36
Y=253177.28
X=189607.69
PT STA = 467+92.57
Y=253484.83
X=189591.09
DELTA = 23°41'52"
D = 7°38'22"
T = 157.35'
L = 310.20'
R = 750.00'
EXISTING SE = NC
PROPOSED SE = NC

RESIDUAL SOIL & GROUNDWATER CONTAMINATION

MATCH EXISTING MANHOLE WITH THE MILL AND OVERLAY

PT: 467+92.57

466+00 CURVE 8 467+00 468+00 USH 51 469+00 N14°56'14"W 470+00 471+00

HS1 LLC

THOMAS E LAWRENCE II
NATALIE A TYLER

MICHAEL D POLICH
BARBARA L POLICH

RIVER VALLEY BANK

SUTER INVESTMENT PROPERTIES VIII LLC

BAEZ RENTALS LLC

YESCHEK FAMILY TRUST

RICKY P ENGELS JOANN M ENGELS

ASPH CE

R/W

SIGN

INL

TEL

5

5

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PLAN	SHEET 122	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 10

PLOT DATE : 2/13/2024 10:06 AM PLOT BY : DREW NELSON PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND
SLOPE INTERCEPT
SENSITIVE AREA (SEE SPECIAL PROVISIONS)

RESIDUAL GROUNDWATER CONTAMINATION

MICHAEL D POLICH
BARBARA L POLICH

JAMES R MEEK
MAXINE S MEEK

WILLIAMS REAL ESTATE HOLDINGS COMPANY LLC

LAKE STONE LLC

FILLER CAPS

CANOPY

ANT.

SIGN

MH

ASPH CE

BASE AGG CE

BASE AGG FE

R/W

N

W

5

REMOVING CONCRETE SURFACE PARTIAL DEPTH (1.5")

PC: 477+17.04

472+00 473+00 N14°56'14"W 474+00 USH 51 475+00 476+00 477+00 CURVE 9

RICKY P ENGELS
JOANN M ENGELS

J & J OSTROWSKI ENTERPRISES LLC

CALVARY EV LUTH CHURCH

J & T SCHROEDER LLC

CURVE NO. 9
PI STA = 486+93.37
Y = 255321.40
X = 189101.14
PC STA = 477+17.04
Y=254378.07
X=189352.80
PT STA = 495+62.97
Y=256156.42
X=189607.07
DELTA = 46°08'53"
D = 2°30'00"
T = 976.32'
L = 1845.93'
R = 2291.84'
EXISTING SE = NC
PROPOSED SE = NC

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PLAN	SHEET 123	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 11

PLOT DATE : 2/13/2024 10:06 AM PLOT BY : DREW NELSON PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND
SLOPE INTERCEPT
SENSITIVE AREA (SEE SPECIAL PROVISIONS)

N

PAUL BUNYAN LOG CMP INC

DEAN R STENGL JILL M STENGL

OLD HWY 70

WISCONSIN PUBLIC SERVICE CORPORATION (GAS)

78' LT BUTT JOINT REQ'D (SEE CONSTRUCTION DETAILS)

RESIDUAL GROUNDWATER CONTAMINATION

REMOVING CONCRETE SIDEWALK

WISCONSIN PUBLIC SERVICE CORPORATION (ELECTRIC)

WISCONSIN PUBLIC SERVICE CORPORATION (ELECTRIC)

LAKELAND SANITARY DISTRICT #1 (SANITARY SEWER)

REMOVING CURB & GUTTER

REMOVING CONCRETE SIDEWALK

LAKELAND SANITARY DISTRICT #1 (WATER)

FRONTIER COMMUNICATIONS OF WISCONSIN LLC (COMMUNICATION)

USH 51

CURVE 9

478+00 479+00 480+00 481+00 482+00 483+00

R/W

ASPH CE

WISCONSIN PUBLIC SERVICE CORPORATION (ELECTRIC)

WISCONSIN PUBLIC SERVICE CORPORATION (GAS)

SPECTRUM (COMMUNICATION)

SIGN

J & T SCHROEDER LLC

MTD PARTNERS

JEFLIN LLC

JEFLIN LLC

RING KINGS LLC

RING KINGS LLC

CURVE NO. 9
PI STA = 486+93.37
Y = 255321.40
X = 189101.14
PC STA = 477+17.04
Y=254378.07
X=189352.80
PT STA = 495+62.97
Y=256156.42
X=189607.07
DELTA = 46°08'53"
D = 2°30'00"
T = 976.32'
L = 1845.93'
R = 2291.84'
EXISTING SE = NC
PROPOSED SE = NC

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PLAN	SHEET 124	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 12

PLOT DATE : 2/13/2024 10:06 AM PLOT BY : DREW NELSON PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND
SLOPE INTERCEPT
SENSITIVE AREA (SEE SPECIAL PROVISIONS)

N

DEAN R STENGL
JILL M STENGL

DEAN R STENGL
JILL M STENGL

PECKMAN INVESTMENTS LLC

ASSOCIATED BANK NA

MCDONALDS CORP 048/0173

WISCONSIN PUBLIC SERVICE CORPORATION (GAS)

WISCONSIN PUBLIC SERVICE CORPORATION (ELECTRIC)

LAKELAND SANITARY DISTRICT #1 (SANITARY SEWER)

LAKELAND SANITARY DISTRICT #1 (WATER)

FRONTIER COMMUNICATIONS OF WISCONSIN LLC (COMMUNICATION)

WISCONSIN PUBLIC SERVICE CORPORATION (ELECTRIC)

SPECTRUM (COMMUNICATION)

WISCONSIN PUBLIC SERVICE CORPORATION (GAS)

USH 51

CURVE 9

483+00 484+00 485+00 486+00 487+00 488+00 489+00

R/W

ASPH CE

SIGN

CANOPY

G.P. FILLER CAPS

RING KINGS LLC

PATRICK C SCHEY

TRUE BLUE NORTH LLC

KWIK TRIP INC

CURVE NO. 9
PI STA = 486+93.37
Y = 255321.40
X = 189101.14
PC STA = 477+17.04
Y=254378.07
X=189352.80
PT STA = 495+62.97
Y=256156.42
X=189607.07
DELTA = 46°08'53"
D = 2°30'00"
T = 976.32'
L = 1845.93'
R = 2291.84'
EXISTING SE = NC
PROPOSED SE = NC

5

5

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PLAN	SHEET 125	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 13

PLOT DATE : 2/13/2024 10:06 AM PLOT BY : DREW NELSON PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND
SLOPE INTERCEPT
SENSITIVE AREA (SEE SPECIAL PROVISIONS)

T A SOLBERG CO INC
MCDONALDS CORP 048/0173
PRIVATE COMMON LANDS CSM 283

STH 70
USH 51
CURVE 9
489+00
490+00
491+00
492+00
493+00
494+00
495+00
99+00 'S'

REMOVING CONCRETE SIDEWALK
WISCONSIN PUBLIC SERVICE CORPORATION (ELECTRIC)
REMOVING CURB & GUTTER
CP #503
Y = 255,965.02
X = 189,363.47
ELEV = 1601.97
FENO COLEMAN FND
WISCONSIN PUBLIC SERVICE CORPORATION (GAS)
WISCONSIN PUBLIC SERVICE CORPORATION (ELECTRIC) SPECTRUM (COMMUNICATION)
FRONTIER COMMUNICATIONS OF WISCONSIN LLC (COMMUNICATION)
REMOVING CONCRETE SIDEWALK
LAKELAND SANITARY DISTRICT #1 (SANITARY SEWER)
REMOVING CURB & GUTTER
WISDOT (ELECTRIC)
FRONTIER COMMUNICATIONS OF WISCONSIN LLC (COMMUNICATION)
STA 492+35.44 = STA 100+00.00 'S'
Y=255,865.14
X=189,457.90
WISDOT (TRAFFIC SIGNAL)
REMOVING CURB & GUTTER
LAKELAND SANITARY DISTRICT #1 (WATER)
LAKELAND SANITARY DISTRICT #1 (SANITARY SEWER)
CAUTION
REMOVING CONCRETE SIDEWALK
WISCONSIN PUBLIC SERVICE CORPORATION (ELECTRIC)
WISCONSIN PUBLIC SERVICE CORPORATION (GAS)

ASPH CE
ASPH CE
ASPH CE

CURVE NO. 9
PI STA = 486+93.37
Y = 255321.40
X = 189101.14
PC STA = 477+17.04
Y=254378.07
X=189352.80
PT STA = 495+62.97
Y=256156.42
X=189607.07
DELTA = 46°08'53"
D = 2°30'00"
T = 976.32'
L = 1845.93'
R = 2291.84'
EXISTING SE = NC
PROPOSED SE = NC

KWIK TRIP INC
LONG/WALKER ASSOCIATES MIN-WOOD REAL EST ASSOC
ROOHANI CORPORATION

5
5

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PLAN	SHEET 126	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 14
PLOT DATE : 2/13/2024 10:06 AM PLOT BY : DREW NELSON PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND
SLOPE INTERCEPT
SENSITIVE AREA (SEE SPECIAL PROVISIONS)

PRIVATE COMMON LANDS CSM 283
BEST FRIENDS RESTAURANTS LLC
VERIZON NORTH INC
DBA FRONTIER NORTH
HL FRESH INC

R/W
INL
ASPH
CE
SIGN
MH
SAN
W
GN
TEL
SWN

LAKELAND SANITARY DISTRICT #1
(SANITARY SEWER)

PT: 495+62.97

5

495+00 CURVE 9 496+00 497+00 N31°12'39"E 498+00 USH 51 499+00 500+00 501+00

CURVE NO. 9
PI STA = 486+93.37
Y = 255321.40
X = 189101.14
PC STA = 477+17.04
Y=254378.07
X=189352.80
PT STA = 495+62.97
Y=256156.42
X=189607.07
DELTA = 46°08'53"
D = 2°30'00"
T = 976.32'
L = 1845.93'
R = 2291.84'
EXISTING SE = NC
PROPOSED SE = NC

REAL ESTATE ENTERPRISES LLC
TIMOTHY J KROLCZYK
COLLEEN KROLCZYK

RESIDUAL GROUNDWATER
CONTAMINATION

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PLAN	SHEET 127	E

LEGEND
SLOPE INTERCEPT
SENSITIVE AREA (SEE SPECIAL PROVISIONS)

CURVE NO. 10
PI STA = 505+60.97
Y = 257009.97
X = 190124.22
PC STA = 501+88.61
Y=256691.50
X=189931.26
PT STA = 509+32.29
Y=257350.73
X=190274.33
DELTA = 7°26'12"
D = 1°00'00"
T = 372.36'
L = 743.68'
R = 5729.59'
EXISTING SE = NC
PROPOSED SE = NC

CURVE NO. 11
PI STA = 7+71.34
Y = 256994.30
X = 189989.00
PC STA = 7+01.22
Y=256995.82
X=189918.89
PT STA = 8+40.97
Y=256978.41
X=190057.30
DELTA = 11°51'43"
D = 8°29'18"
T = 70.12'
L = 139.75'
R = 675.00'
EXISTING SE = NC
PROPOSED SE = NC

CURVE NO. 12
PI STA = 10+74.37
Y = 256925.52
X = 190284.63
PC STA = 9+09.04
Y=256962.99
X=190123.60
PT STA = 12+33.32
Y=256966.71
X=190444.75
DELTA = 27°31'34"
D = 8°29'18"
T = 165.33'
L = 324.28'
R = 675.00'
EXISTING SE = NC
PROPOSED SE = NC

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
603	504+62.05, 75.59' RT	BM CUT SQUARE IN CONC BASE	1603.73

HL FRESH INC
O'REILLY AUTOMOTIVE STORES INC
8787 HIGHWAY 51 NORTH LLC
103 ELM STREET LLC
TOWN OF WOODRUFF
TIMOTHY J KROLCZYK
COLLEEN KROLCZYK

S TOWN LINE RD
S88°45'50"E
CURVE 11
CURVE 10
CURVE 12
USH 51
CTH J
VACATED PACKING PLANT RD
N31°12'39"E
S76°54'07"E
PC: 7+01.22
PT: 8+40.97
PC: 501+88.61
PC: 9+09.04
7+00
8+00
9+00
10+00
501+00
502+00
503+00
504+00
505+00
506+00
507+00

FRONTIER COMMUNICATIONS OF WISCONSIN LLC (COMMUNICATION)
WISDOT (ELECTRIC)
WISCONSIN PUBLIC SERVICE CORPORATION (ELECTRIC)
WISCONSIN PUBLIC SERVICE CORPORATION (GAS)
LAKELAND SANITARY DISTRICT #1 (SANITARY SEWER)
LAKELAND SANITARY DISTRICT #1 (WATER)
WISDOT (TRAFFIC SIGNAL)
FRONTIER COMMUNICATIONS OF WISCONSIN LLC (COMMUNICATION)

END CONSTRUCTION STA 7+58 BUTT JOINT REQ'D (SEE CONSTRUCTION DETAILS)
END CONSTRUCTION STA 9+88 BUTT JOINT REQ'D (SEE CONSTRUCTION DETAILS)

REMOVING CONCRETE SIDEWALK
REMOVING ASPHALTIC SURFACE
REMOVING CURB & GUTTER
REMOVING CONCRETE SIDEWALK
REMOVING CURB & GUTTER
REMOVING CONCRETE SIDEWALK
REMOVING CURB & GUTTER
REMOVING CONCRETE SIDEWALK

CAUTION
CAUTION
CAUTION
CAUTION

STA 505+09.90 = STA 8+74.50 Y=256,970.81 X=190,089.96

BM 603

ASPH
CONC
SIGN
R/W
TLE
SAN
FO
OH
W
G
EL

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PLAN	SHEET 128 E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 16
PLOT DATE : 2/13/2024 10:07 AM
PLOT BY : DREW NELSON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

LEGEND
SLOPE INTERCEPT
SENSITIVE AREA (SEE SPECIFIC PROVISIONS)

UNNAMED
OPEN WATER

N

103 ELM STREET LLC

SELECT & BETTER PROP LLC

103 ELM STREET LLC

HOWARD YOUNG
MED CTR INC

WISCONSIN PUBLIC SERVICE CORPORATION
(GAS)

WISCONSIN PUBLIC SERVICE CORPORATION
(ELECTRIC)

R/W

ASPH
CE

R/W

SAN

FO

FRONTIER COMMUNICATIONS OF WISCONSIN LLC
(COMMUNICATION)

LAKELAND SANITARY DISTRICT #1
(SANITARY SEWER)

5

5

507+00

508+00

CURVE 10

509+00

510+00

USH 51

511+00

N23°46'27"E

512+00

513+00

LAKELAND SANITARY DISTRICT #1
(WATER)

W

WISCONSIN PUBLIC SERVICE CORPORATION
(GAS)

R/W

PT: 509+32.29

ASPH
CE

SIGN

SIGN

CEMETERY

CEMETERY

R/W

CURVE NO. 10
PI STA = 505+60.97
Y = 257009.97
X = 190124.22
PC STA = 501+88.61
Y=256691.50
X=189931.26
PT STA = 509+32.29
Y=257350.73
X=190274.33
DELTA = 7°26'12"
D = 1°00'00"
T = 372.36'
L = 743.68'
R = 5729.59'
EXISTING SE = NC
PROPOSED SE = NC

WOODRUFF TOWN

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PLAN	SHEET 129	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 17

PLOT DATE : 2/13/2024 10:07 AM PLOT BY : DREW NELSON PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND
SLOPE INTERCEPT
SENSITIVE AREA (SEE SPECIAL PROVISIONS)

HOWARD YOUNG MED CTR INC
HOWARD YOUNG MED CTR INC
HOWARD YOUNG MED CTR INC
HOWARD YOUNG MED CTR INC
HOWARD YOUNG MED CTR INC
HOWARD YOUNG MED CTR INC
HOWARD YOUNG MED CTR INC

N

SIGN
SIGN
SIGN
SIGN
SIGN

R/W
R/W

LAKELAND SANITARY DISTRICT #1
(SANITARY SEWER)

SPECTRUM
(COMMUNICATION)

CP #502
Y = 258,114.78
X = 190,553.06
ELEV = 1600.54
3/4" IRON ROD W/BLUE CAP SET

ASPH
CE

FRONTIER COMMUNICATIONS OF WISCONSIN LLC
(COMMUNICATION)

END PROJECT
STA 517+20
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

WISCONSIN PUBLIC SERVICE CORPORATION
(ELECTRIC)

5

5

513+00
514+00
515+00
N23°46'27"E
516+00
USH 51
517+00
518+00
519+00

REMOVING CURB & GUTTER

CAUTION

BM 606

R/W
R/W

ASPH
CE
ASPH
CE
ASPH
CE

SPECTRUM
(COMMUNICATION)

WISCONSIN PUBLIC SERVICE CORPORATION
(ELECTRIC)

WISCONSIN PUBLIC SERVICE CORPORATION
(GAS)

REMOVING CONCRETE SIDEWALK

REMOVING CONCRETE SIDEWALK

LEADERSHIP ACADEMY INC
LEADERSHIP ACADEMY INC
GSES LLC
WOODRUFF SUPER 3 LLC

82' RT
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

MARGARET ST

R/W
R/W
R/W
R/W

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
606	517+61.27, 42.35' RT	BM BURY BOLT EAST SIDE OF HYDANT	1602.49

PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PLAN	SHEET 130	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 18
PLOT DATE : 2/13/2024 10:07 AM
PLOT BY : DREW NELSON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

LEGEND
SLOPE INTERCEPT
SENSITIVE AREA (SEE SPECIAL PROVISIONS)

PRIVATE COMMON LANDS CSM 283
MARSHFIELD CLINIC INC
TRYGVE A SOLBERG
TULA T SOLBERG
LAKELAND SCHOOL DIST
T A SOLBERG CO INC

R/W
ASPH
CE

BP: 95+00.00 'S'
Y = 255,969.71
X = 188,968.97
BEGIN CONSTRUCTION
STA 95+71'S'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

STH 70
96+00 'S'
97+00 'S'
98+00 'S'
99+00 'S'
S77°55'40"E

FRONTIER COMMUNICATIONS OF WISCONSIN LLC
(COMMUNICATION)
WISCONSIN PUBLIC SERVICE CORPORATION
(ELECTRIC)

LAKELAND SANITARY DISTRICT #1
(SANITARY SEWER)
WISCONSIN PUBLIC SERVICE
CORPORATION
(ELECTRIC)

CP #503
Y = 255,965.02
X = 189,363.47
ELEV = 1601.97
FENO COLEMAN FND

REMOVING CURB & GUTTER
REMOVING CONCRETE SIDEWALK

WISDOT
(TRAFFIC SIGNAL)

STA 492+35.44 =
STA 100+00.00 'S'
Y=255,865.14
X=189,457.90

EP: 100+00.00 'S'

494+00
493+00
492+00
491+00

USH 51

REMOVING
CURB & GUTTER
REMOVING CONCRETE SIDEWALK
CAUTION
WISDOT
(TRAFFIC SIGNAL)
WISCONSIN PUBLIC SERVICE
CORPORATION
(GAS)

5
5

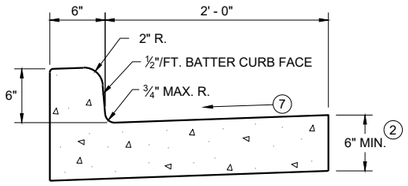
PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	PLAN: STH 70	SHEET 131	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\050202-PN.DWG
LAYOUT NAME - 01
PLOT DATE : 2/13/2024 10:52 AM
PLOT BY : DREW NELSON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

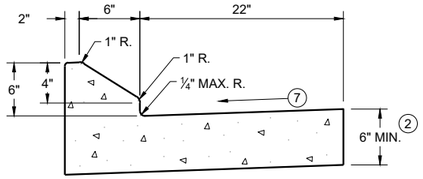
Standard Detail Drawing List

08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-07	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D21-01	DRIVEWAYS WITHOUT CURB & GUTTER
08D22-01	DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL
08E09-06	SILT FENCE
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
13A11-04A	CENTERLINE RUMBLE STRIPS - ASPHALT
13A11-04D	CENTERLINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAILROADS
13C19-03	HMA LONGITUDINAL JOINTS
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C12-09B	TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE
15C19-08A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15C35-06B	PAVEMENT MARKING AND SIGNING (CLIMBING LANE & PASSING LANE)
15C35-06C	PAVEMENT MARKING AND SIGNING (CLIMBING LANE & PASSING LANE)
15D20-07B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D20-07C	TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D45-03	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH LOOSE GRAVEL
15D48-01	TRAFFIC CONTROL, LANE SHIFT IN FLAGGING OPERATION
15D51-01	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY
16A01-07	LANDMARK REFERENCE MONUMENTS AND COVERS

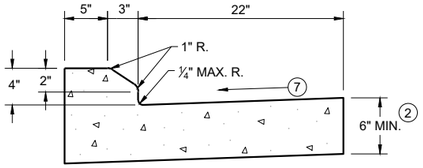
6



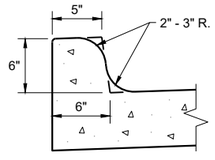
TYPES A (1) & D



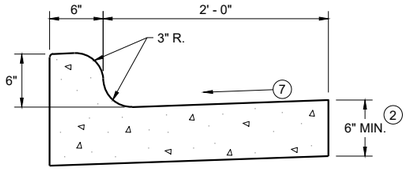
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

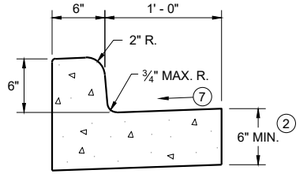


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



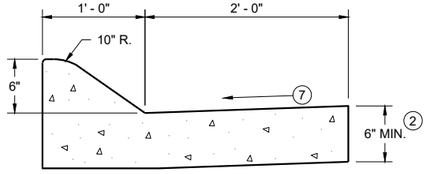
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

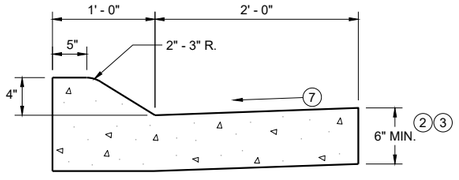


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

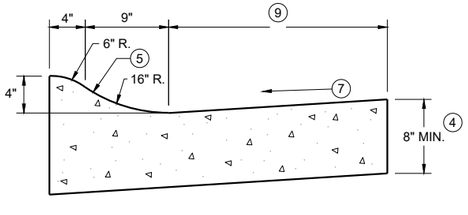


6" SLOPED CURB TYPES A (1) & D



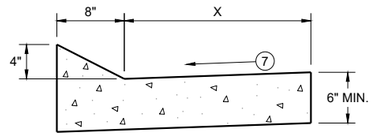
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

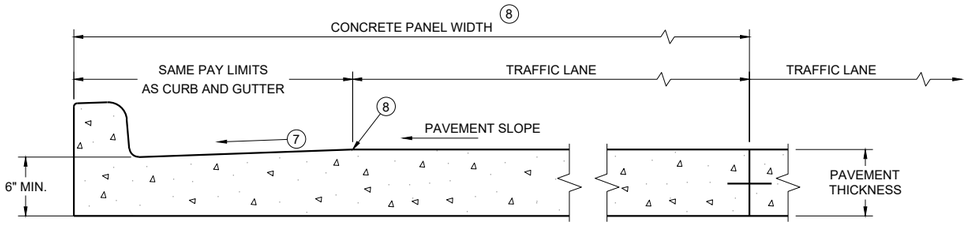


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

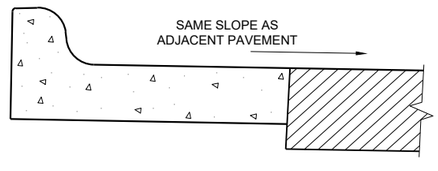
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

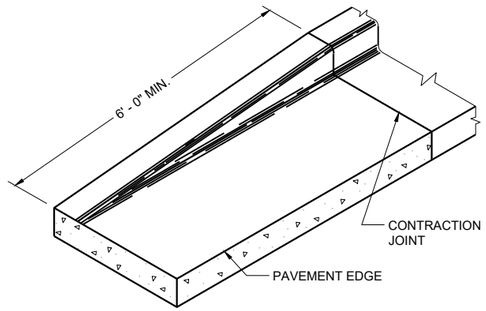
(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

(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

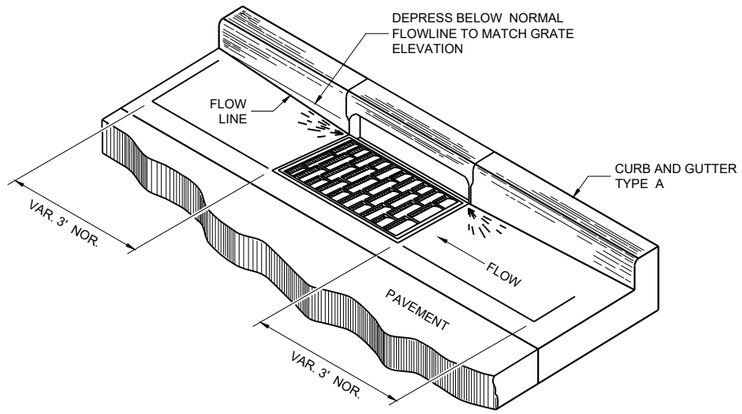
CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D01-23a



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

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

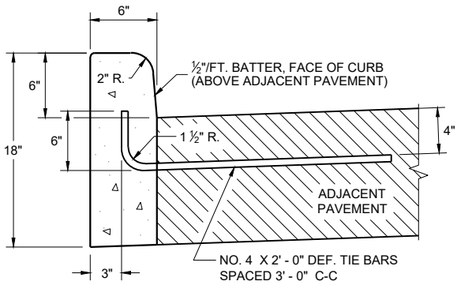
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

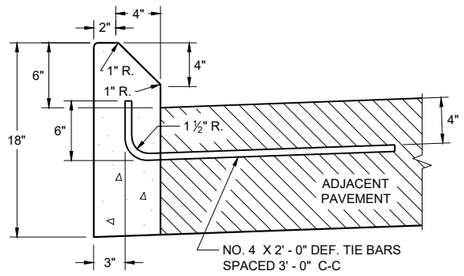
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

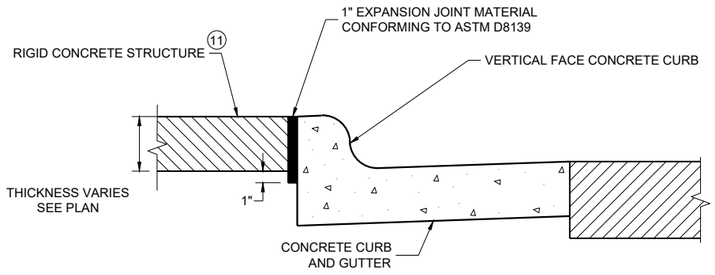


TYPES A (1) & D

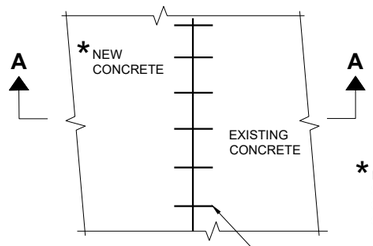


TYPES G (1) & J

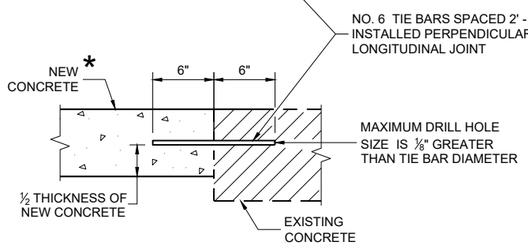
CONCRETE CURB



EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)

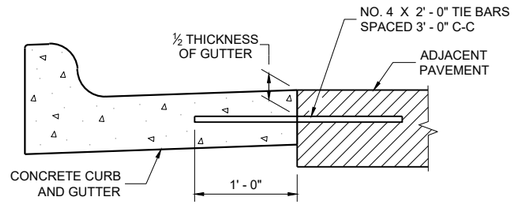


PLAN VIEW

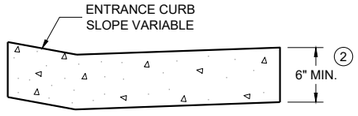


SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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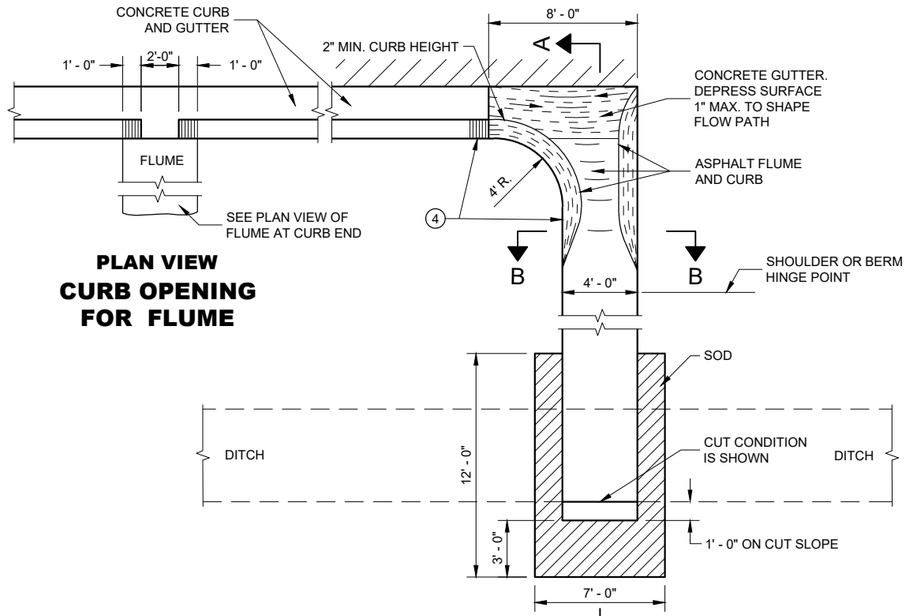
SDD 08D01-23b

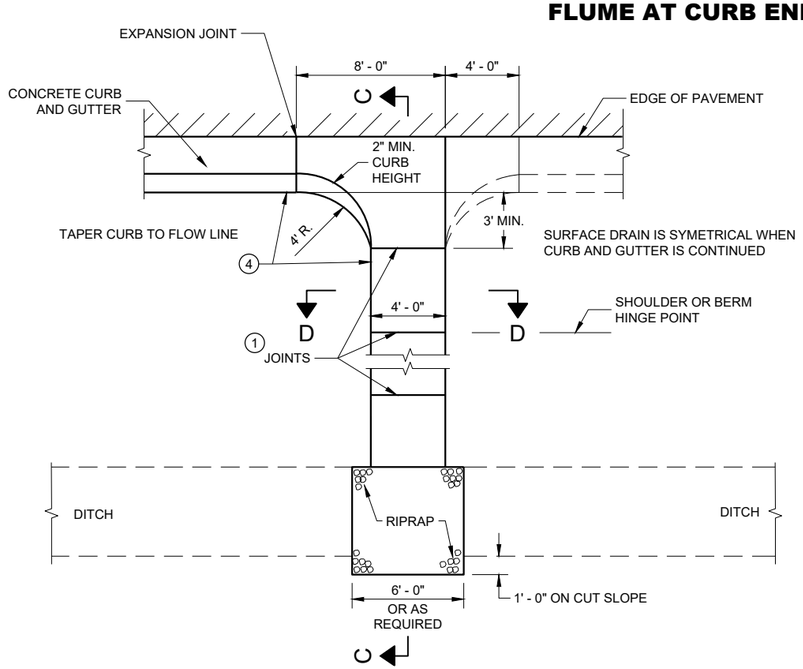
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



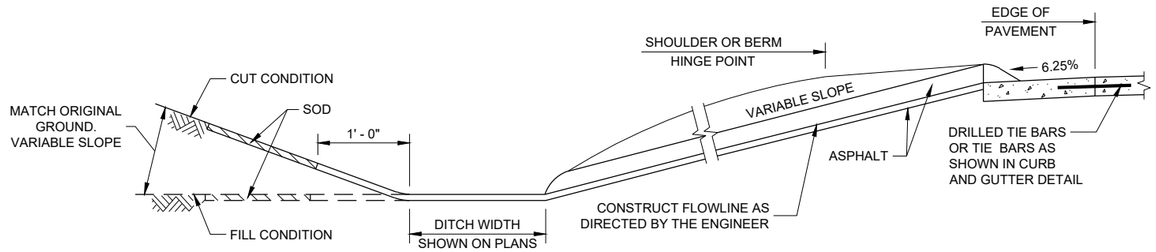
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

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

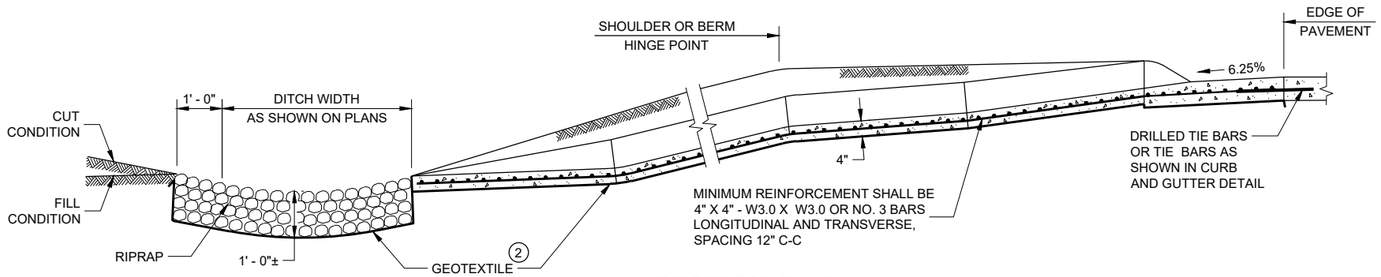
4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

1. JOINTS SHALL BE ⅛" TO ¼" WIDE BY 1½" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
2. GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
3. CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
4. ANGLE OF FLUME IN RELATION TO BACK OF CURB TO BE CONSTRUCTED PER THE PLAN DETAILS OR AS DIRECTED BY THE ENGINEER. ANGLE OF FLUME MAY BE OTHER THAN 90 DEGREES AS SHOWN.

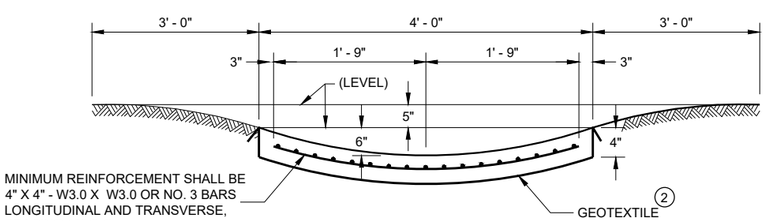


SECTION A - A

SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

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SDD 08D04 - 07

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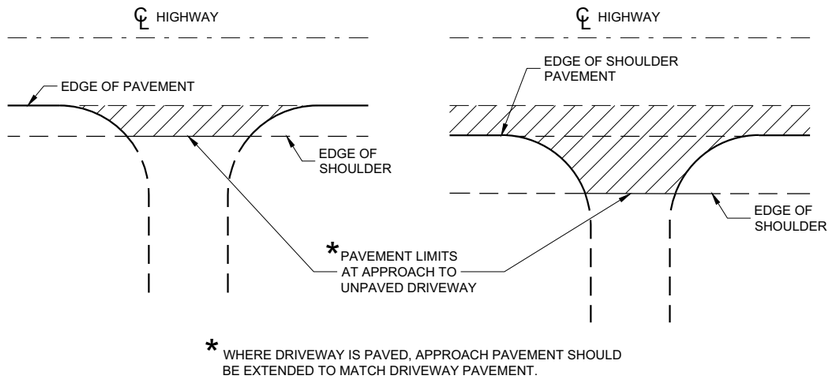
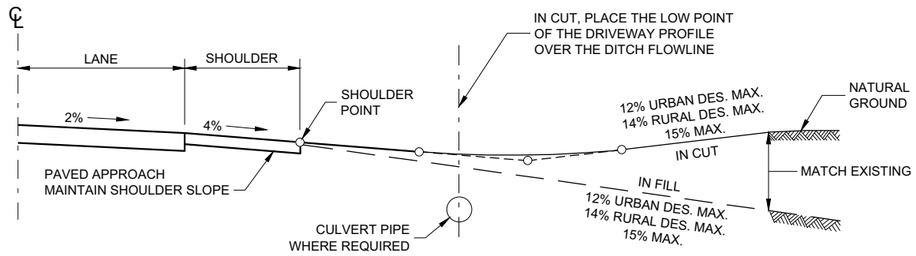
SDD 08D04 - 07



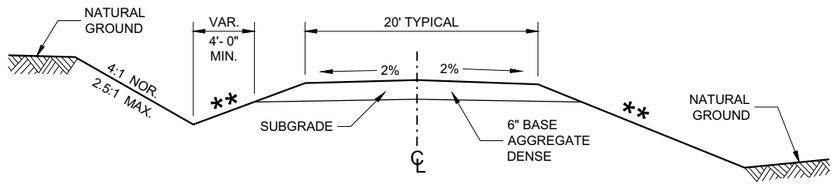
PLAN VIEW
(UNPAVED SHOULDER ON HIGHWAY)

PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)

RURAL DRIVEWAY INTERSECTION DETAIL
(NO CURB AND GUTTER OR SIDEWALK)



TYPICAL DRIVEWAY PROFILES

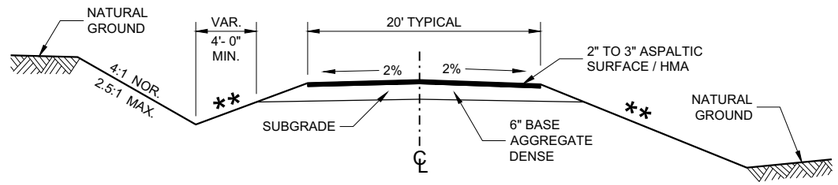


IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE AGGREGATE SURFACE

** SLOPE CAN VARY WITH SPEED. SEE 11-45-30.6.2

POSTED SPEED MPH	MAX. SLOPE
<35	4:1
≥ 35 TO < 60	6:1
≥60	10:1



IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE ASPHALTIC SURFACE

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SDD 08D21 - 01

SDD 08D21 - 01

DRIVEWAYS WITHOUT CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

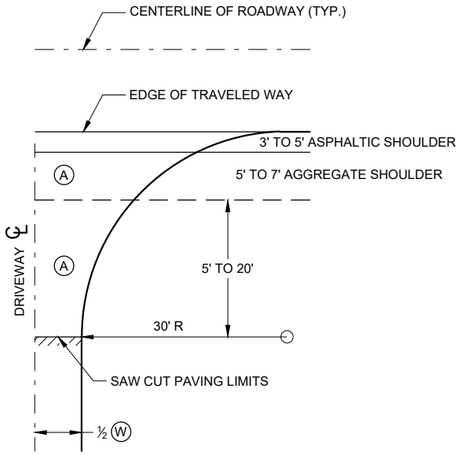
APPROVED
December 2017
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

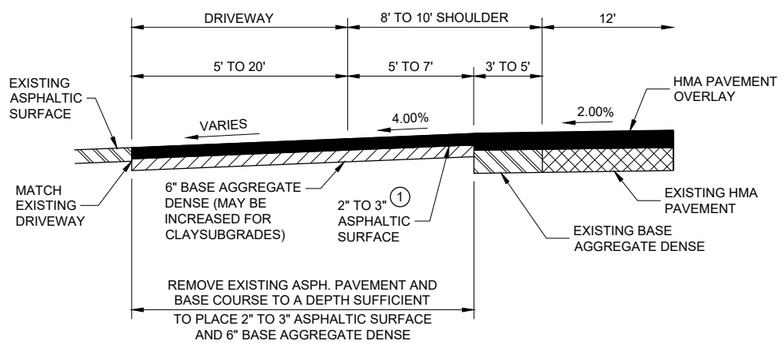
GENERAL NOTES

(1) DESIGN WILL DETERMINE FINAL DRIVEWAY ASPHALTIC THICKNESS BASED ON TYPE OF USAGE AND LOADINGS.



PLAN VIEW

HALF SECTION



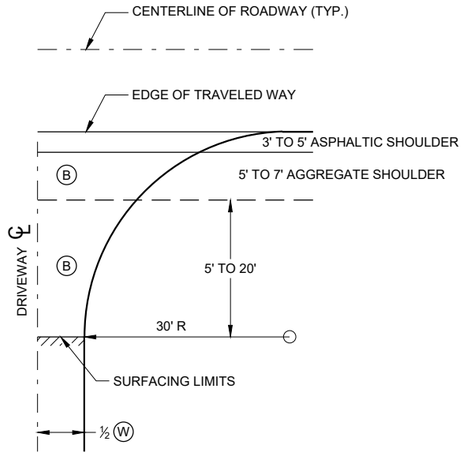
PROFILE VIEW

RURAL ENTRANCE
WITH ASPHALTIC SURFACE
RESURFACING PROJECTS

(A) : PAID FOR AS ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES. (TON)

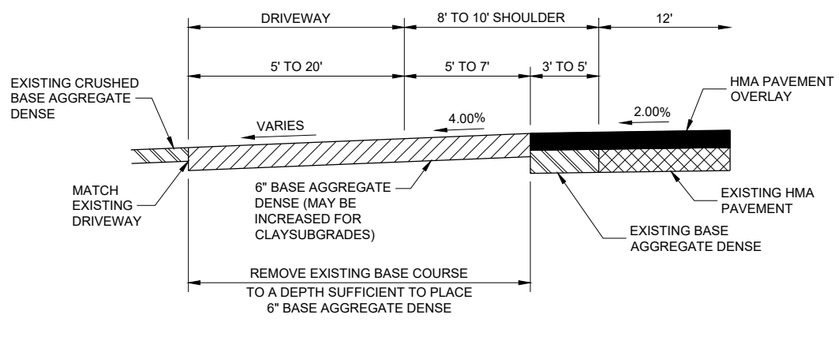
(B) : PAID FOR AS BASE AGGREGATE DENSE 1 ¼" (TON)

(W) : DRIVEWAY WIDTH 16' MIN. - 24' MAX.



PLAN VIEW

HALF SECTION



PROFILE VIEW

RURAL ENTRANCE
WITH AGGREGATE SURFACE
6" BASE AGGREGATE DENSE
RESURFACING PROJECTS

DRIVEWAYS WITHOUT CURB AND GUTTER RESURFACING PROJECTS RURAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2016
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

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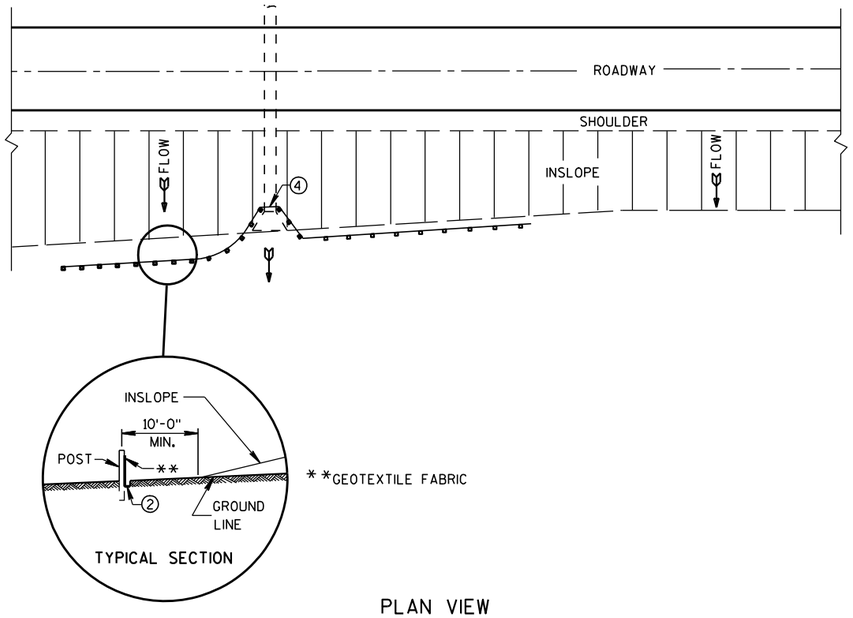
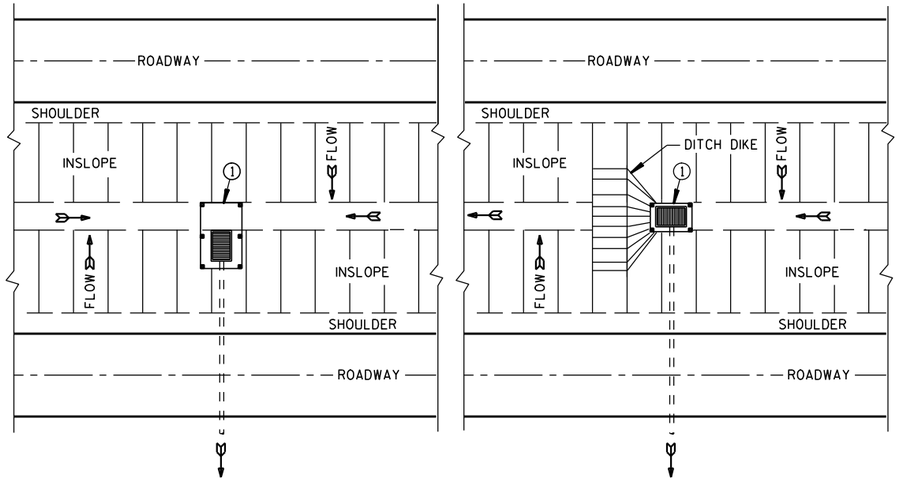
SDD 08D22 - 01



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.

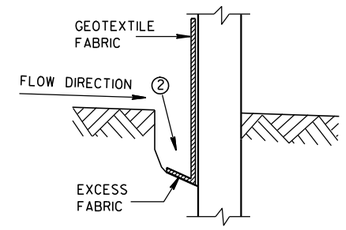
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

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.

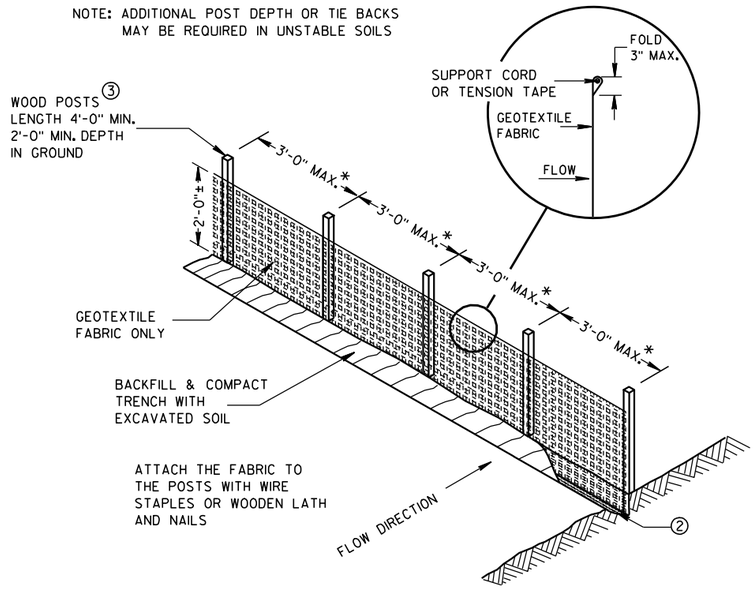
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

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.

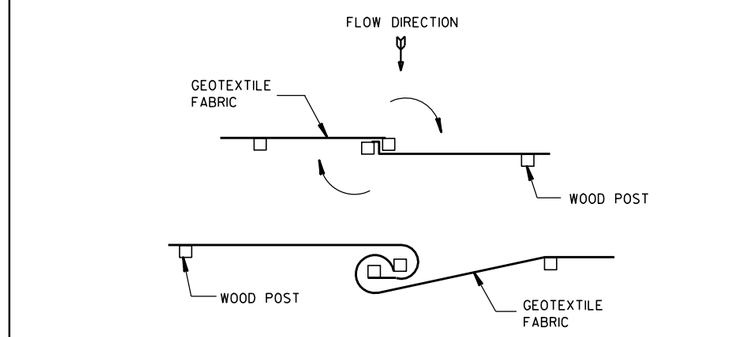


TRENCH DETAIL

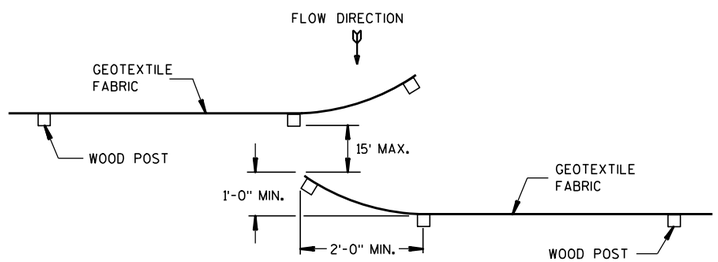


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

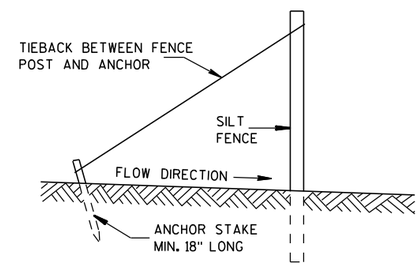


TWIST METHOD



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

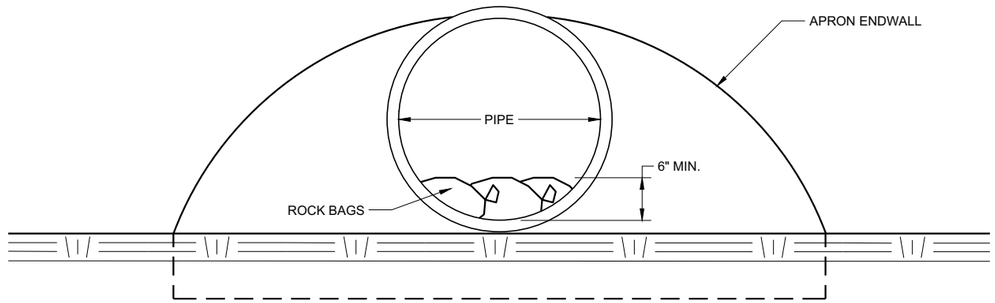
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

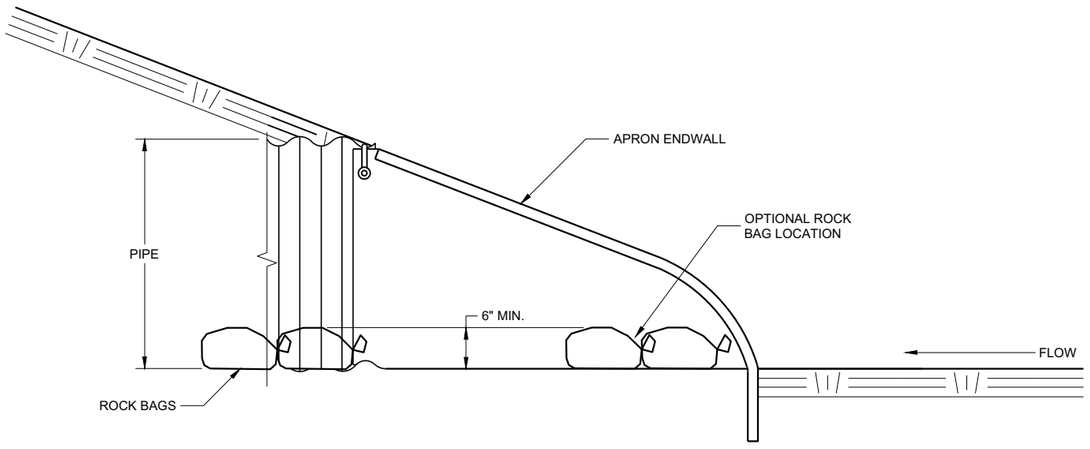
S.D.D. 8 E 9-6

6

S.D.D. 8 E 9-6



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

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

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SDD 08E15 - 01

METAL APRON ENDWALLS

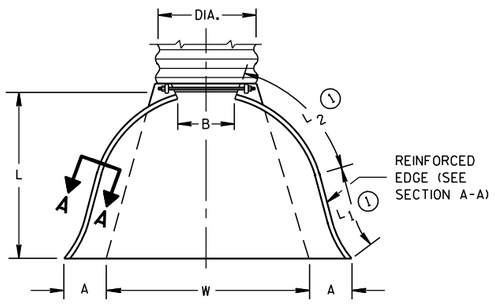
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

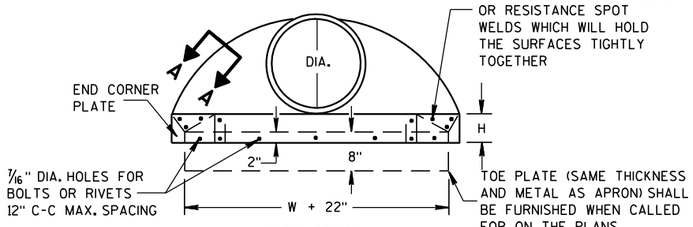
REINFORCED CONCRETE APRON ENDWALLS

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

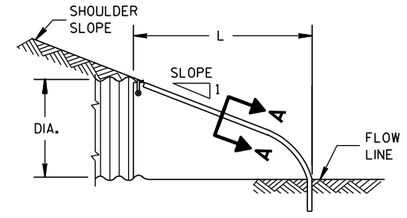
*MINIMUM
**MAXIMUM



PLAN VIEW

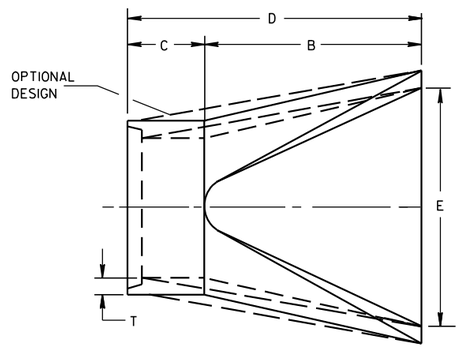


END VIEW

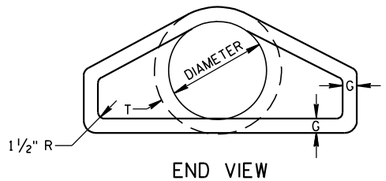


SIDE ELEVATION

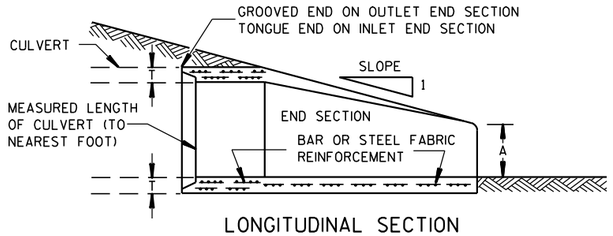
METAL ENDWALLS



PLAN

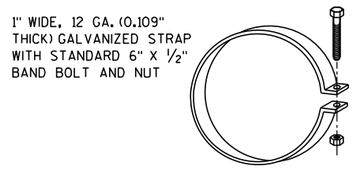


END VIEW



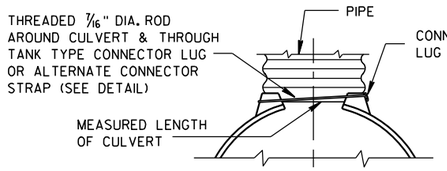
LONGITUDINAL SECTION

CONCRETE ENDWALLS

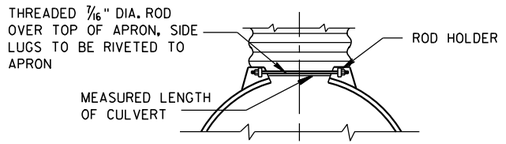


ALTERNATE FOR TYPE 1 CONNECTION

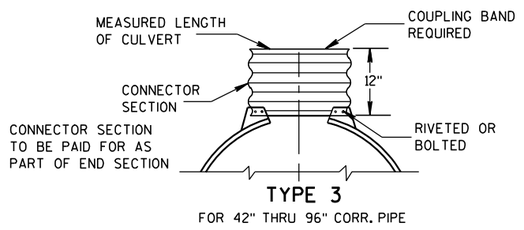
END SECTION CONNECTOR STRAP



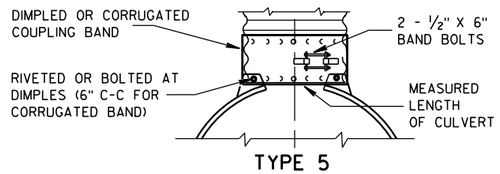
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

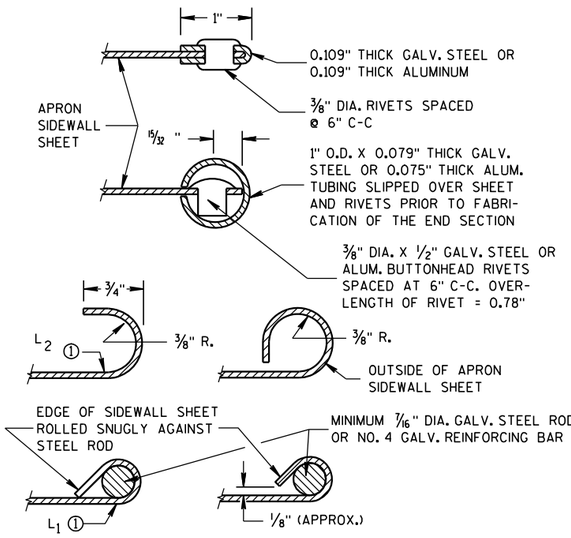
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

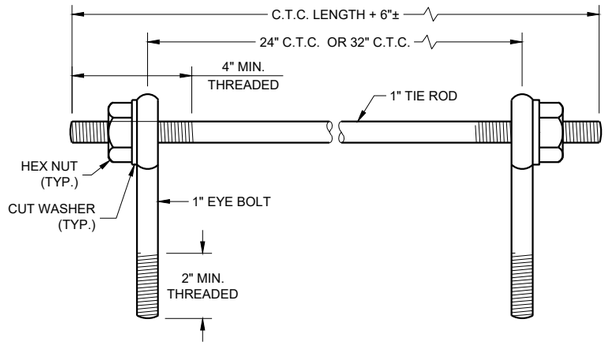
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

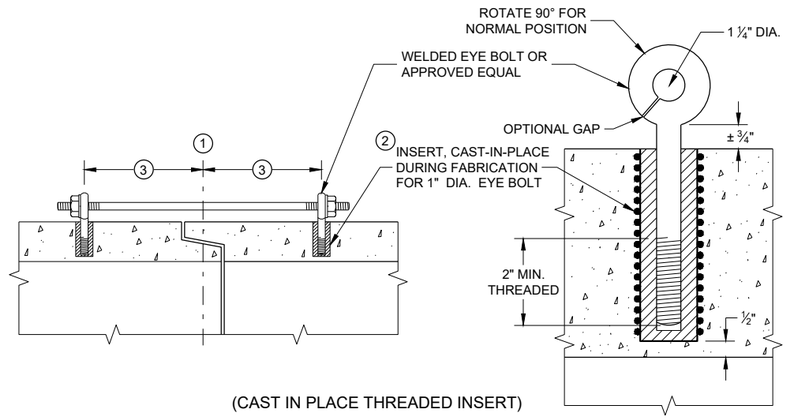
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOP 140 NEER
FHWA

6
S.D.D. 8 F 1-11



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

(1) CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

(2) THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

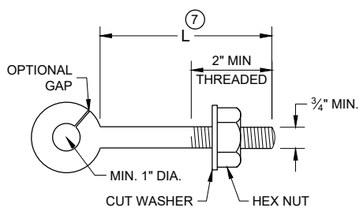
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

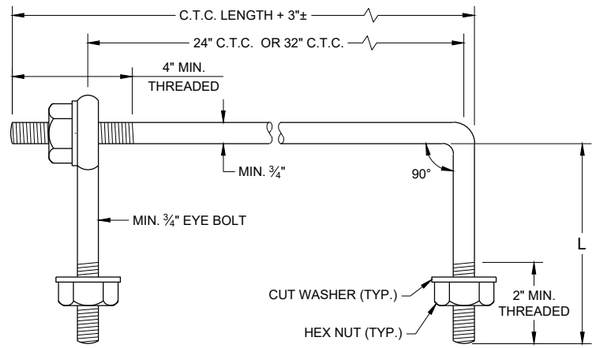
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

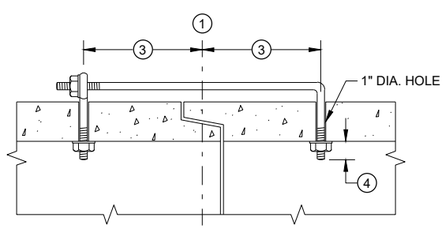


EYE BOLT (7)

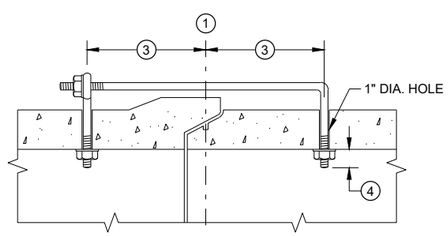
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

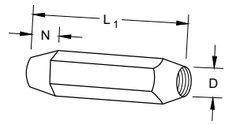
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



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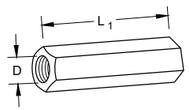
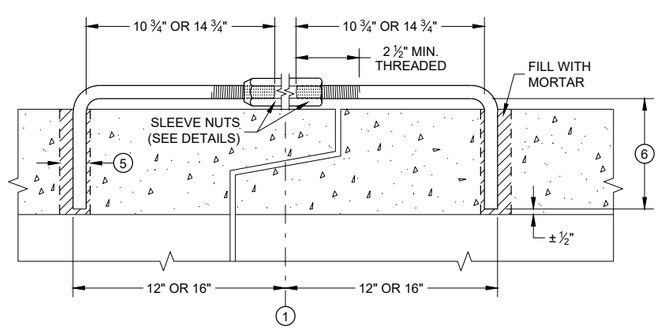


PLAIN

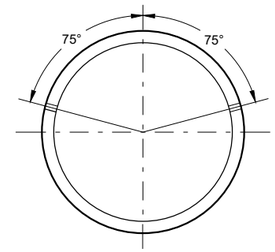
RIGHT AND LEFT THREADS

SLEEVE NUTS



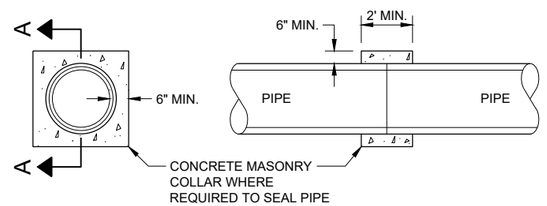
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

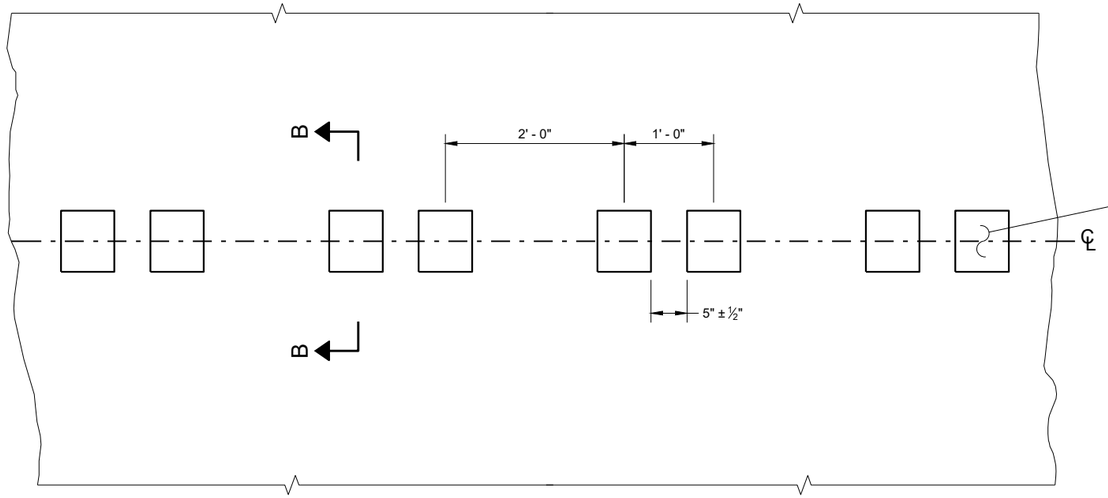
SDD 08F04 - 08

SDD 08F04 - 08

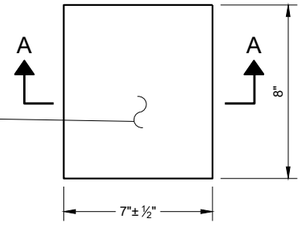
GENERAL NOTES

DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A11 SHEETS "d" AND "e".

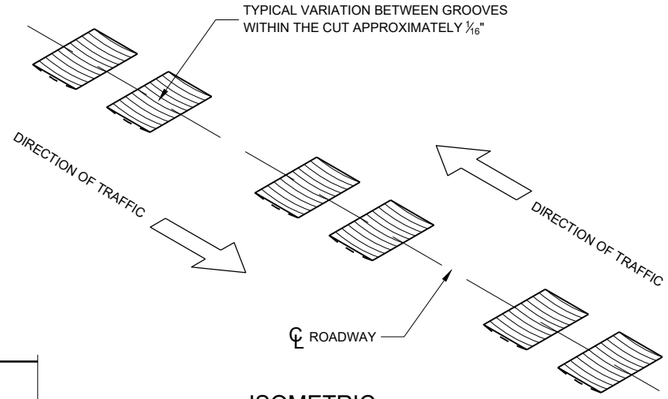
CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



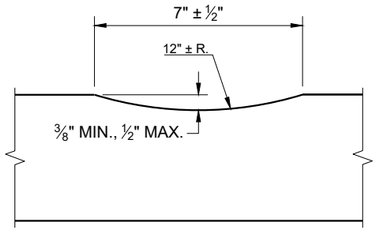
PLAN DETAIL VIEW



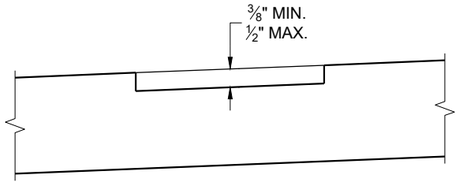
PLAN VIEW
(SINGLE GROOVE)



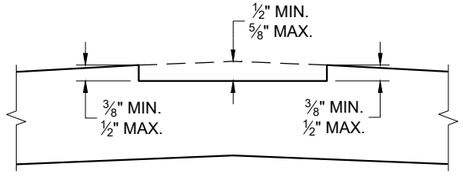
ISOMETRIC



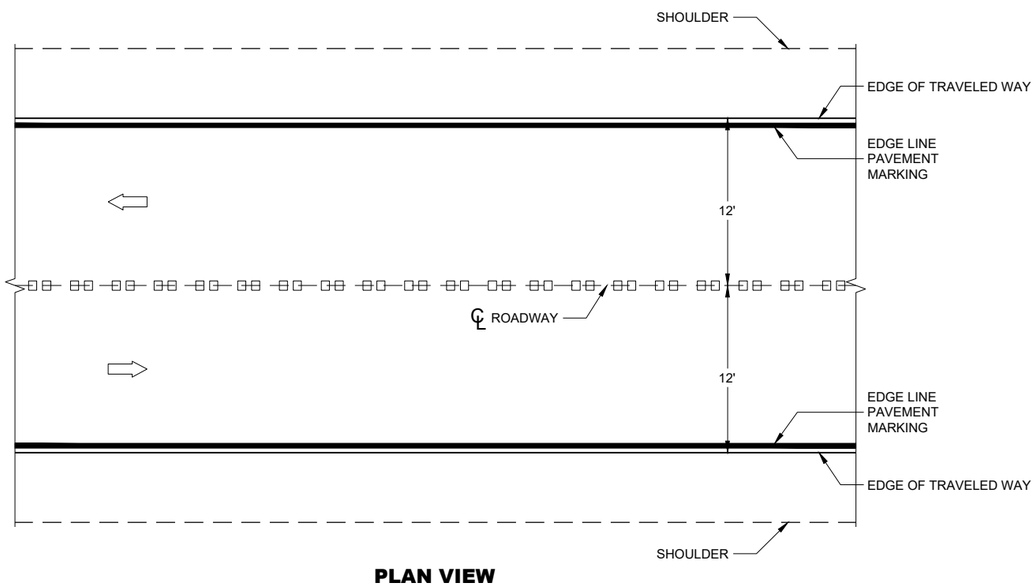
SECTION A - A



SECTION B - B
SUPERELEVATED ROADWAY



SECTION B - B
CROWNED ROADWAY



PLAN VIEW

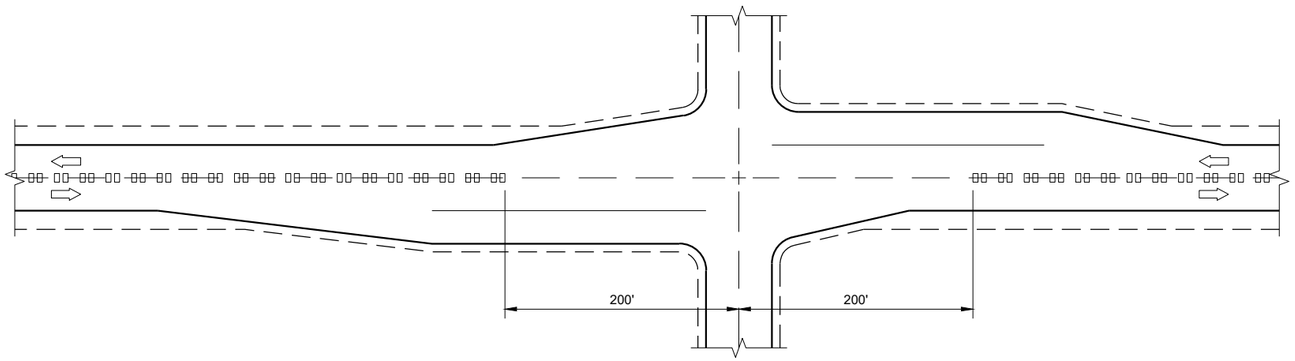
CENTERLINE RUMBLE STRIPS - ASPHALT

CENTERLINE RUMBLE STRIPS - ASPHALT

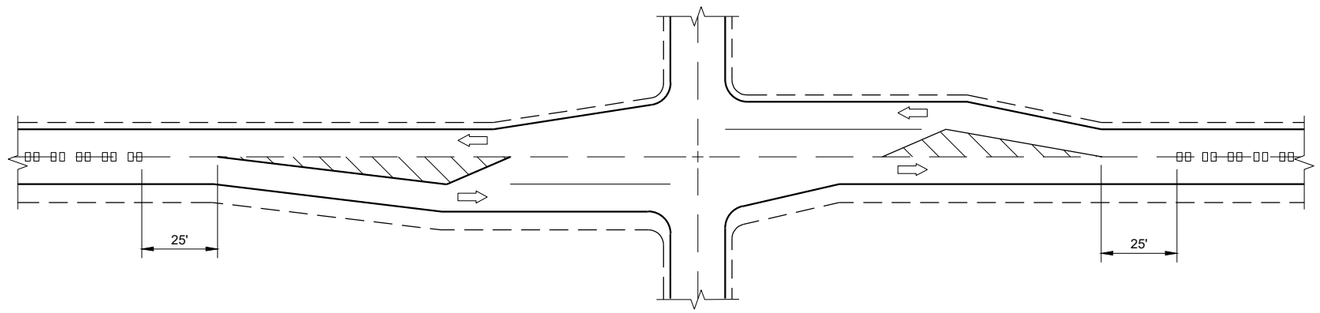
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT 142

6

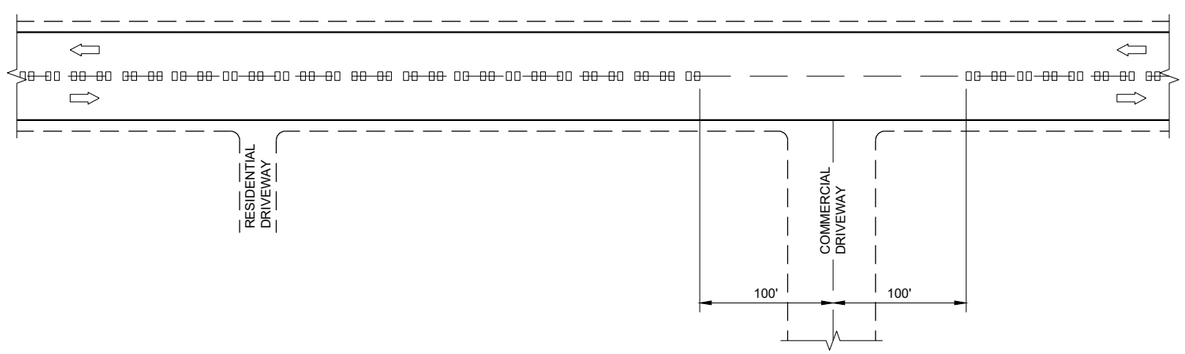
SDD13A11 - 04a



CENTERLINE GROOVES AT INTERSECTIONS



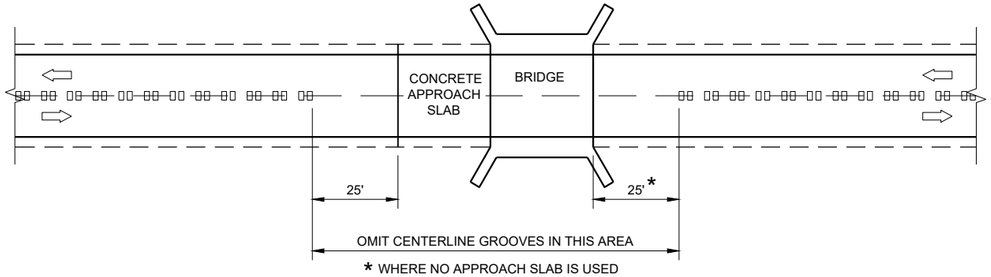
CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



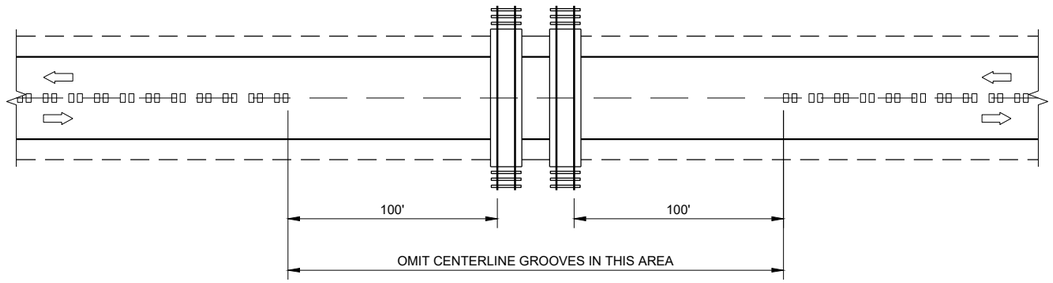
CENTERLINE GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT RAILROADS

CENTER LINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAIL ROADS

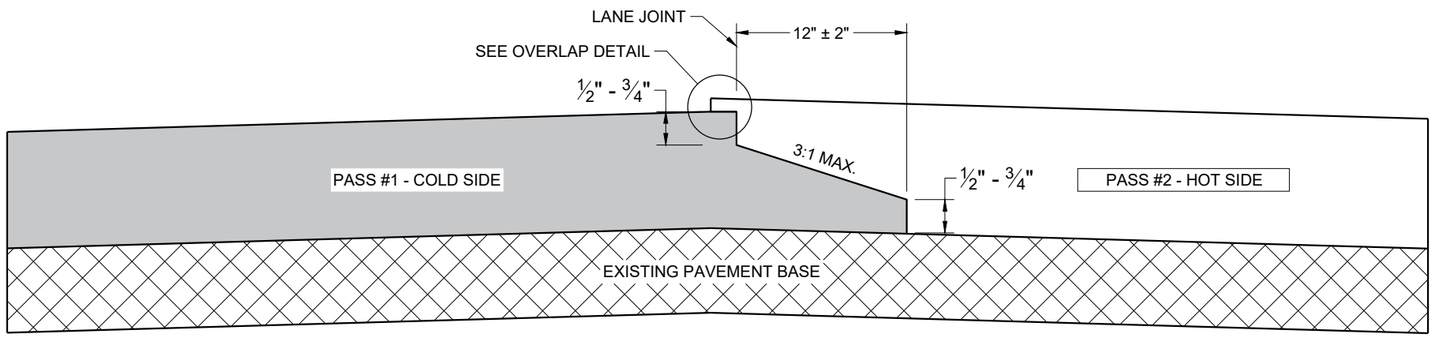
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ John Jenkins — ROADWAY STANDARDS DEVE ENGINEER

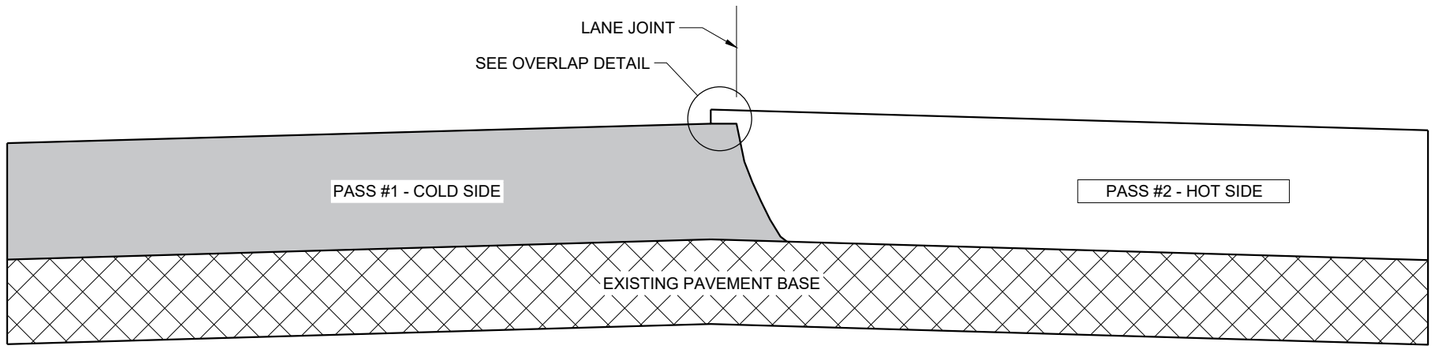
FHWA

6

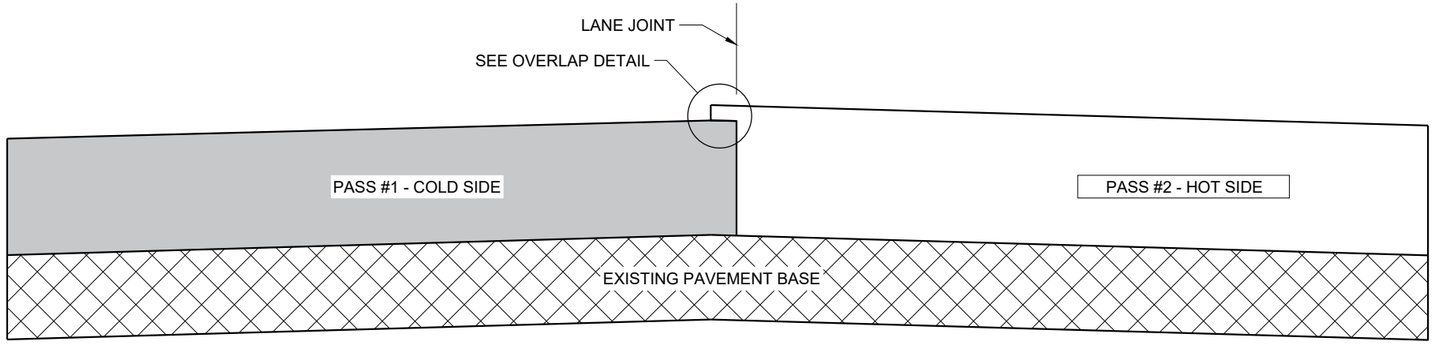
SDD 13A11 - 04d
SDD 13A11 - 04d



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

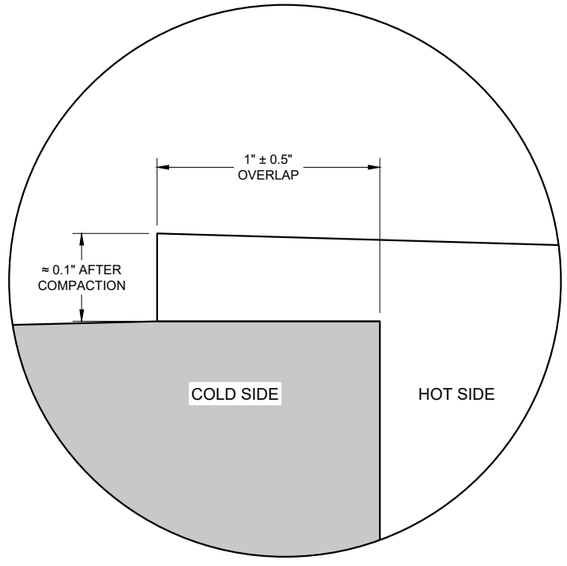
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

6

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SDD 13C19 - 03

SDD 13C19 - 03

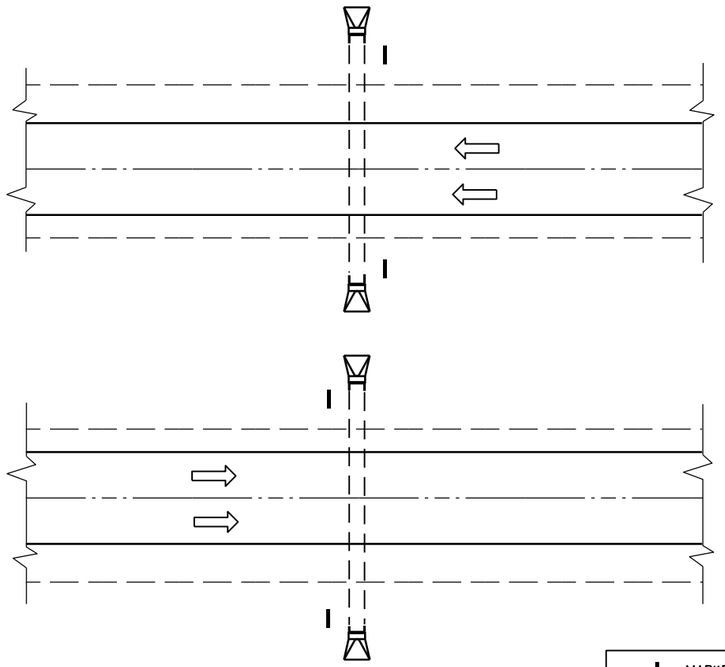
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

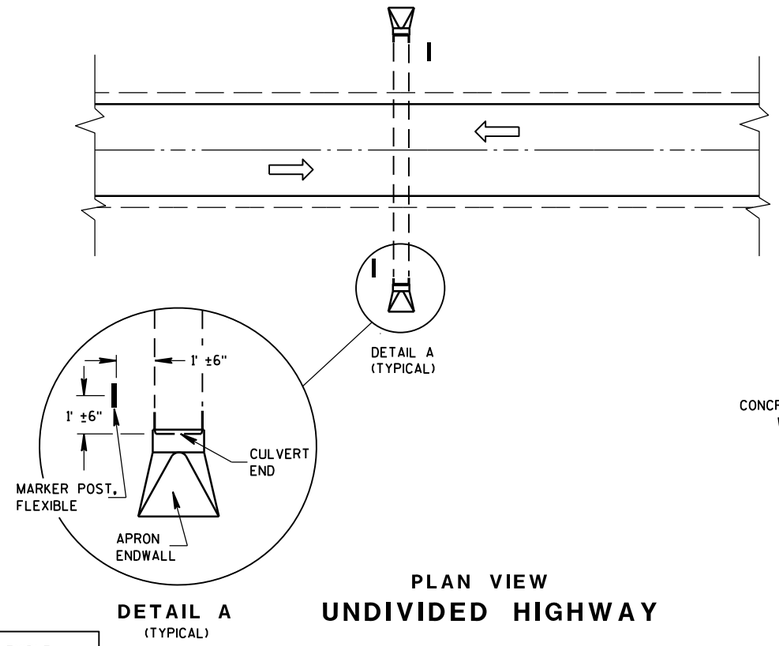
/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

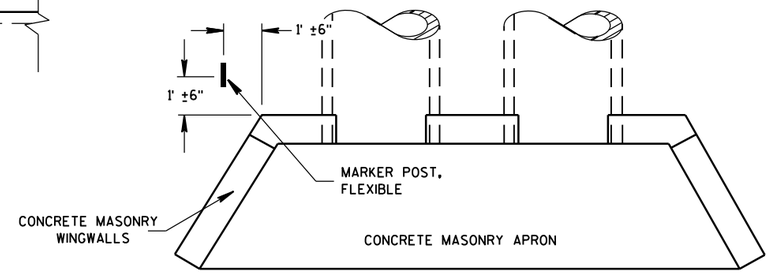
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

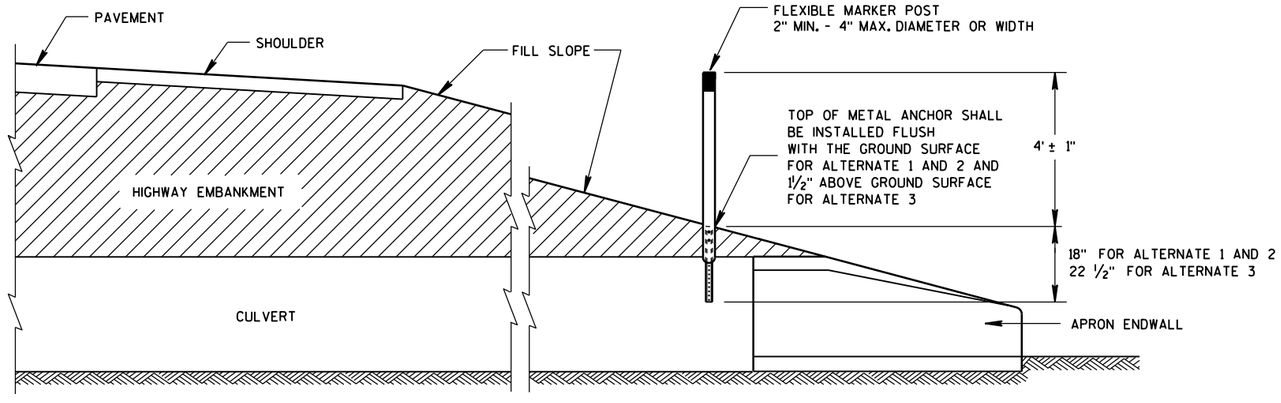
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 15 A 3-2a

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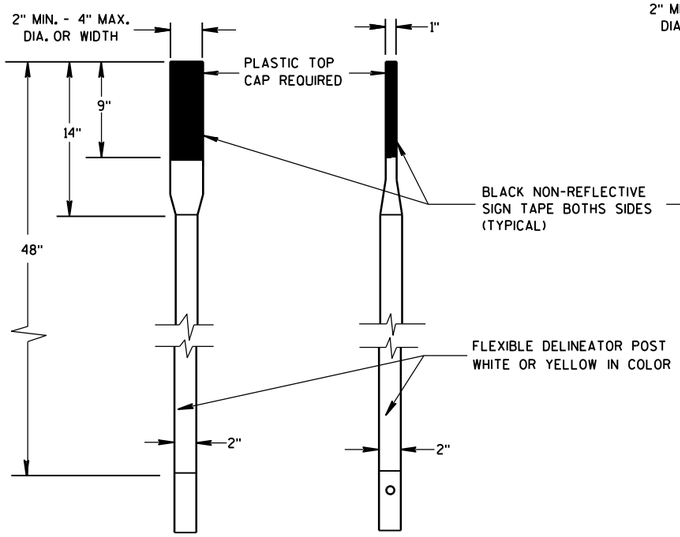
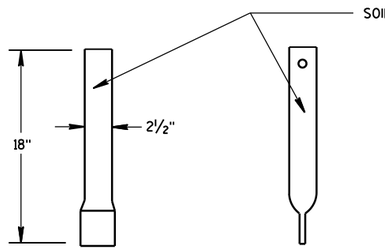
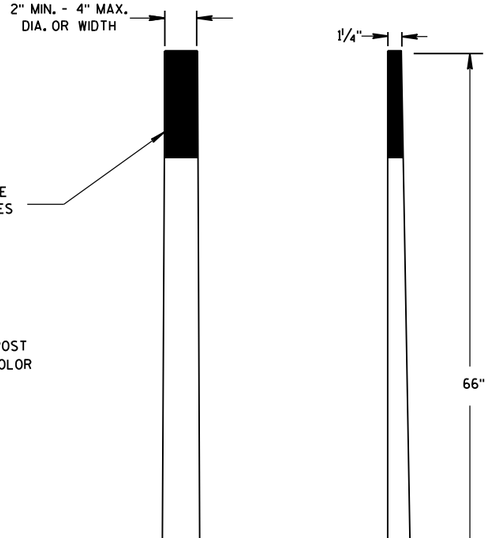
S.D.D. 15 A 3-2a





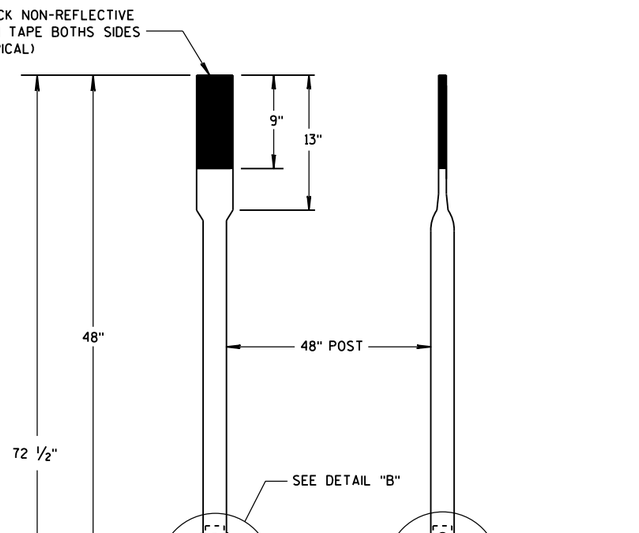
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

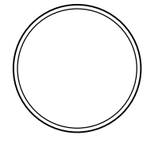
ALTERNATE 2



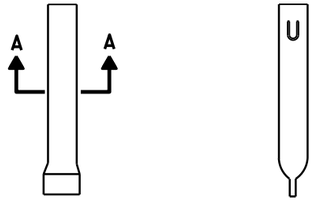
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POSTS

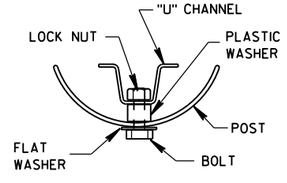


SECTION A-A

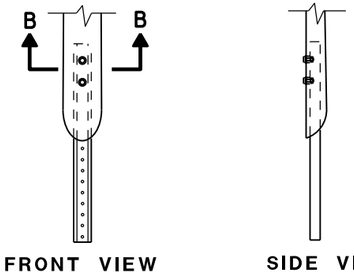


FRONT VIEW SIDE VIEW

ALTERNATE 1

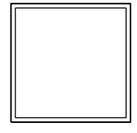


SECTION B-B

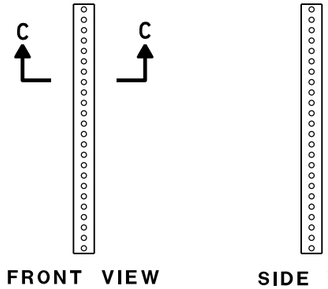


FRONT VIEW SIDE VIEW

ALTERNATE 2



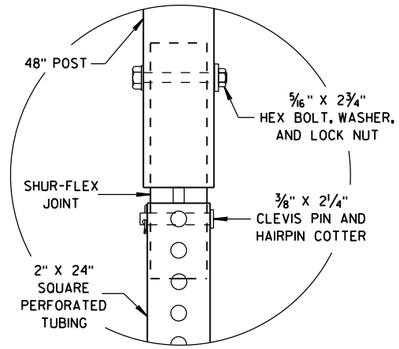
SECTION C-C



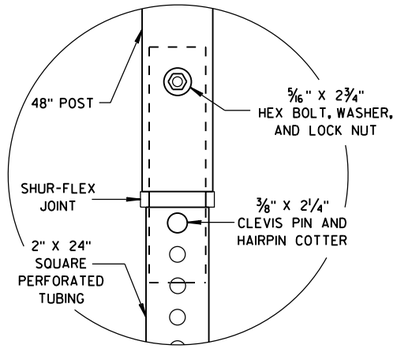
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 A 3-2b

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S.D.D. 15 A 3-2b

GENERAL NOTES

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

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

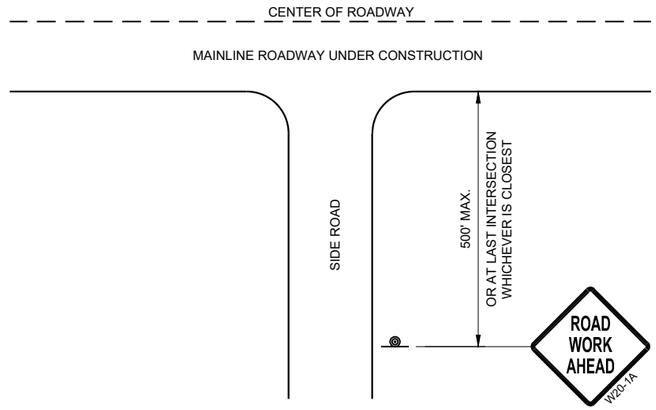
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS

** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



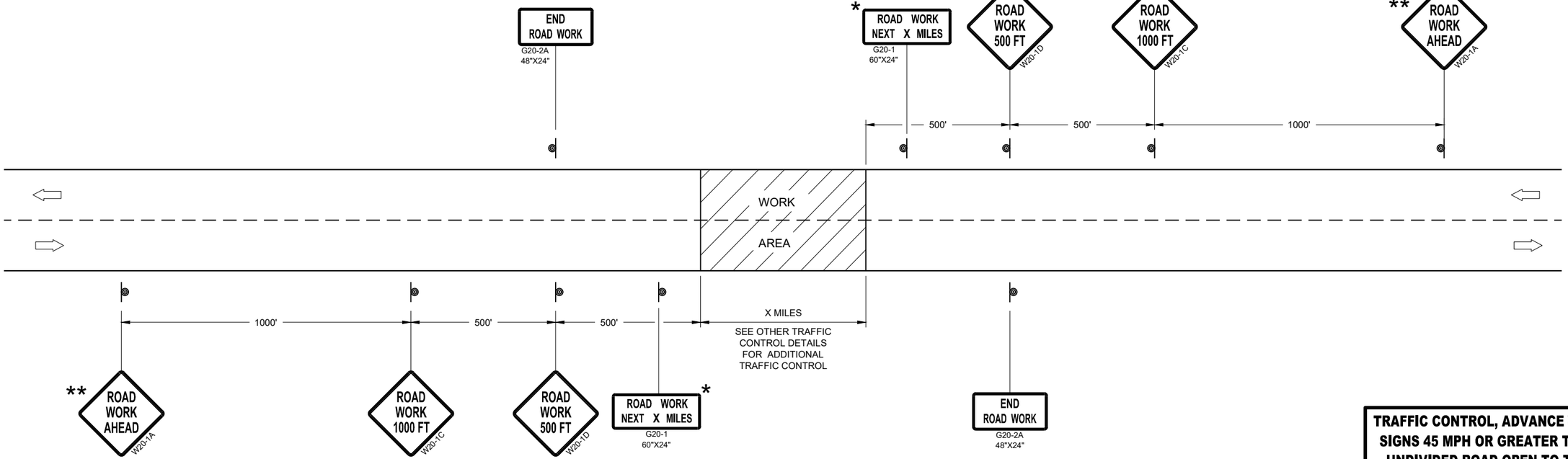
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C04 - 05

GENERAL NOTES

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

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

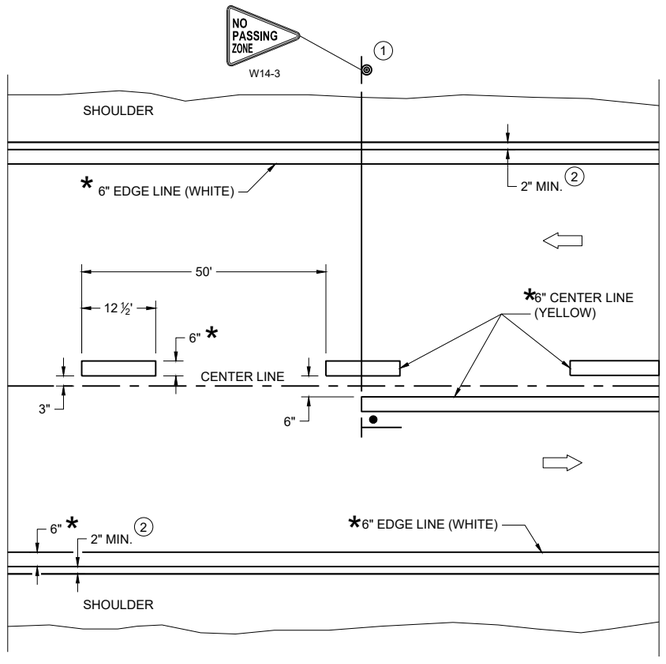
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

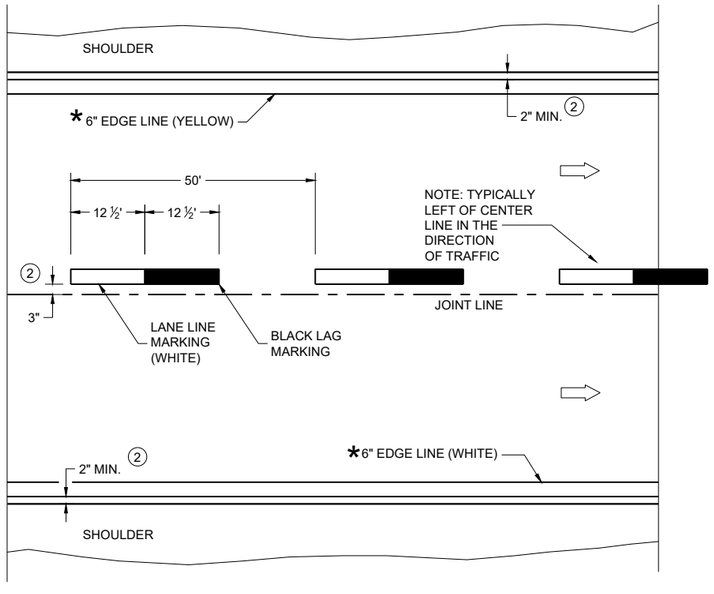
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

6

SDD 15C08-23a

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

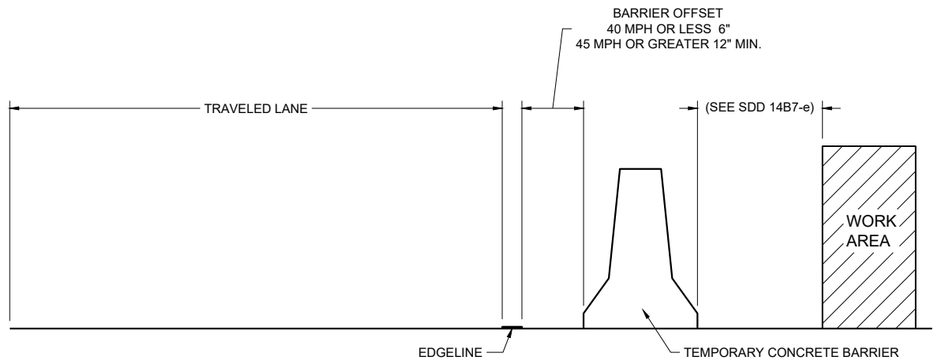
May 2023
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

6

SDD 15C08-23a



TEMPORARY BARRIER OFFSET FROM EDGELINE

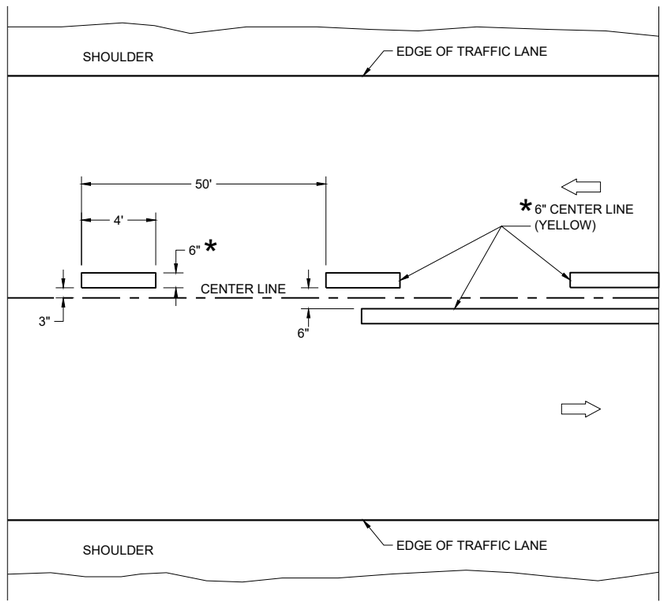
GENERAL NOTES

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

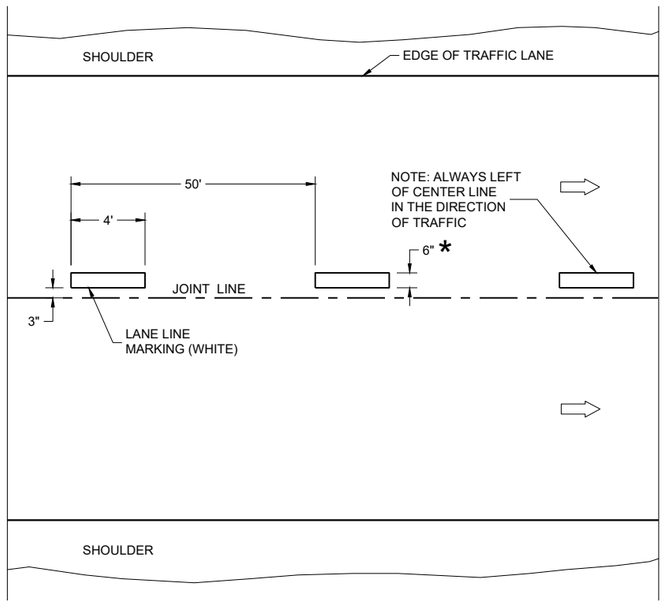
LEGEND

DIRECTION OF TRAFFIC

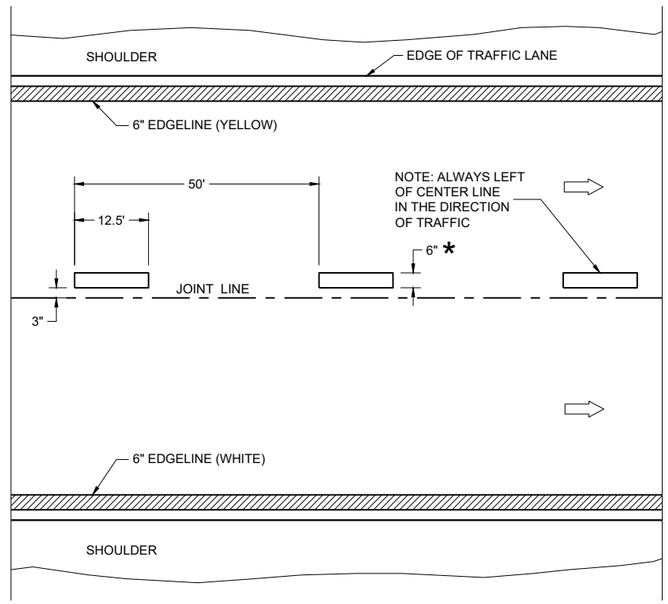
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — Statewide Pavement Marking Engineer

FHWA

6

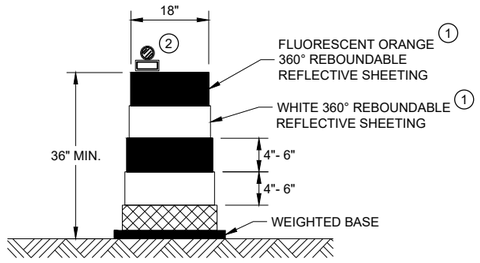
SDD 15C08-23b

6

SDD 15C08-23b

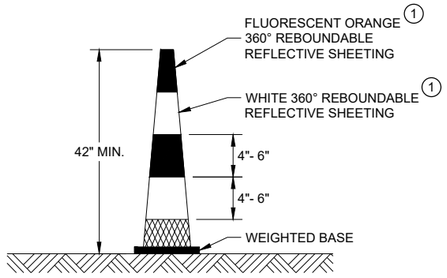
GENERAL NOTES

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



DRUM

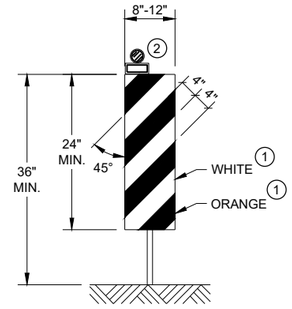
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

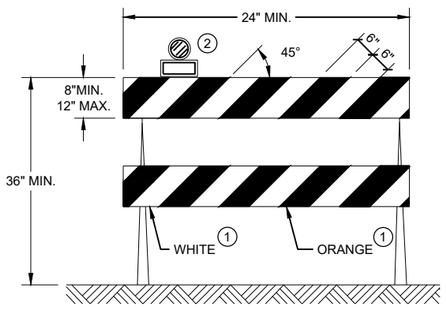
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



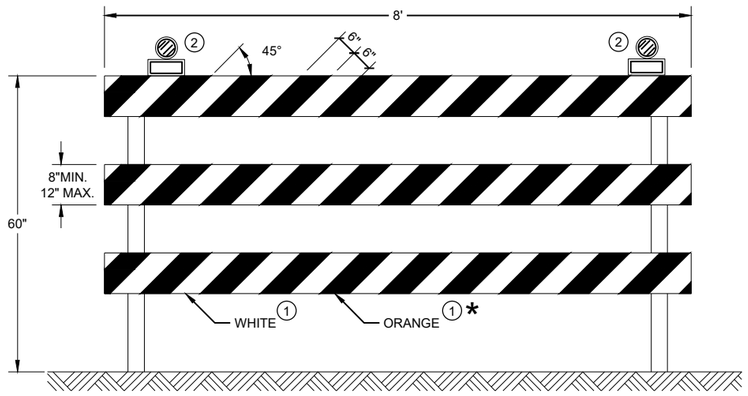
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C11 - 10b
SDD 15C11 - 10b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

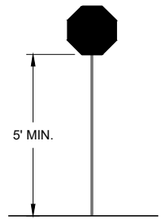
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



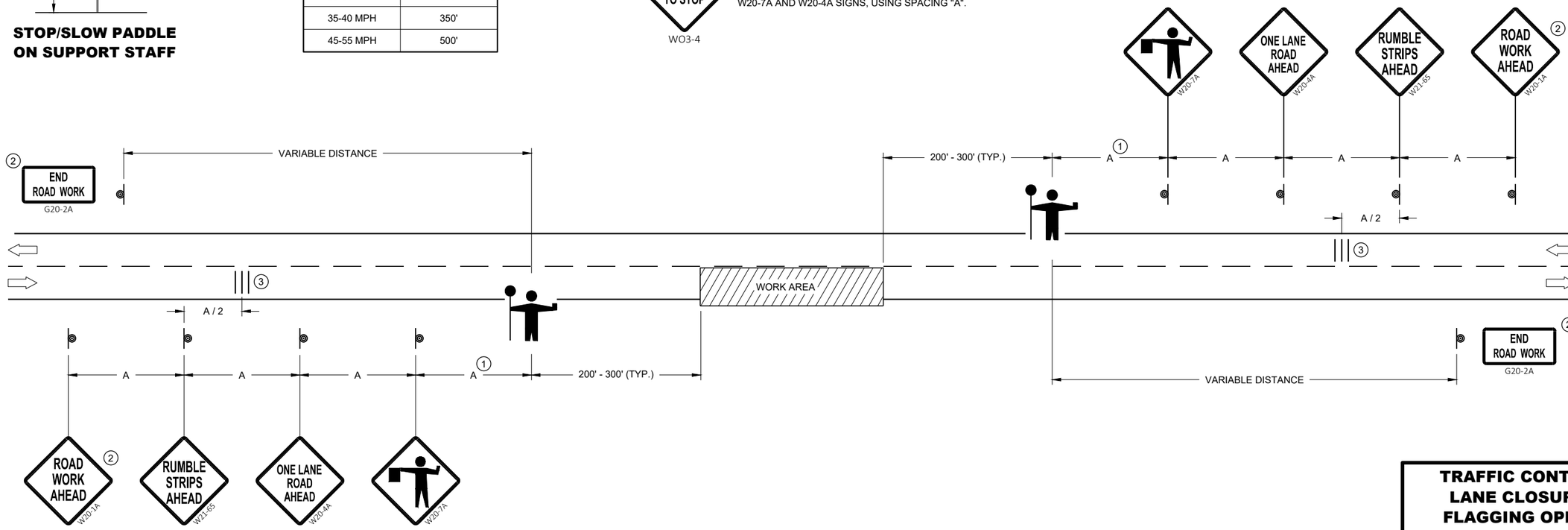
STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

151

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SDD 15C12 - 09a

6

SDD 15C12 - 09a

GENERAL NOTES

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL CONE 42-INCH
- TRAFFIC CONTROL DRUM
- TEMPORARY PORTABLE RUMBLE STRIP ARRAY
- DIRECTION OF TRAFFIC
- WORK AREA
- AFAD — AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

IF THE AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) STOPS WORKING, FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

(1) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

(2) IF FLAGGERS ARE PHYSICALLY NEEDED TO FLAG, REPLACE WO3-4 SIGNS WITH W20-7A SIGNS.

TEMPORARY PORTABLE RUMBLE STRIPS

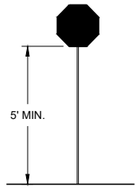
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

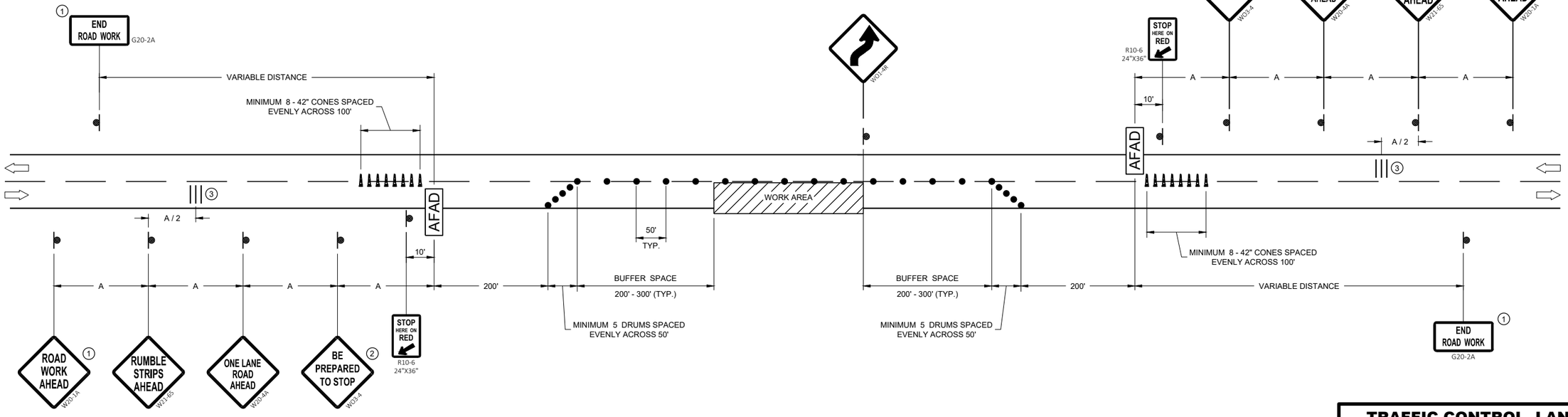
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSELY AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER.



STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

SDD 15C12 - 09b

SDD 15C12 - 09b

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (CAUTION)

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

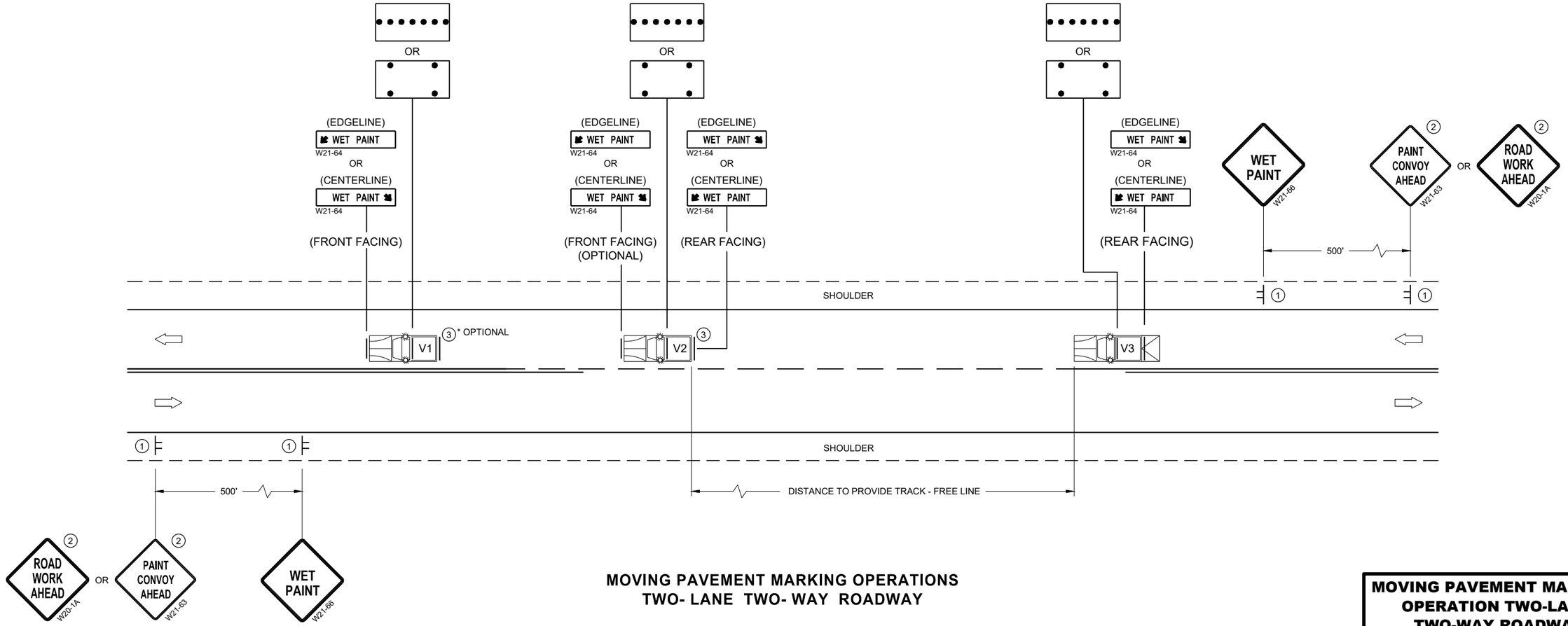
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.

(3) V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.



MOVING PAVEMENT MARKING OPERATIONS
TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2023
DATE

/S/ Andrew I...
WORK ZONE EN

FHWA

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SDD 15C19-08a

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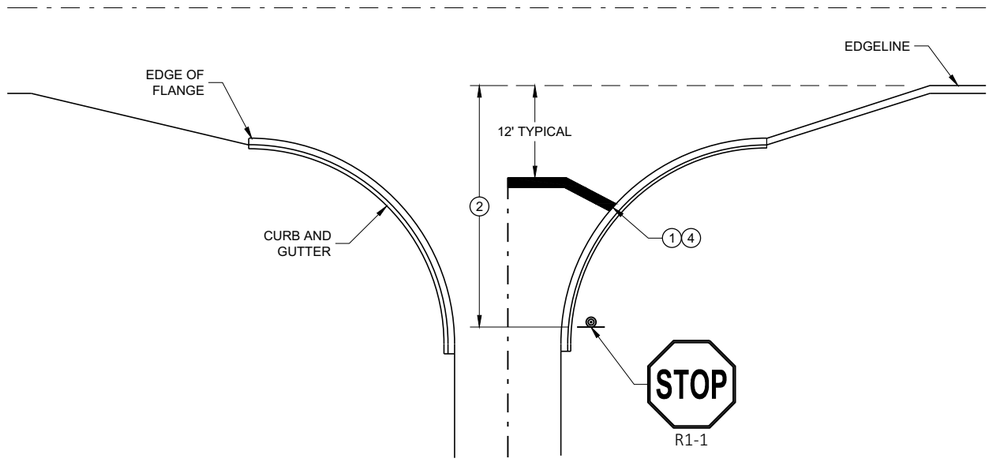
SDD 15C19-08a

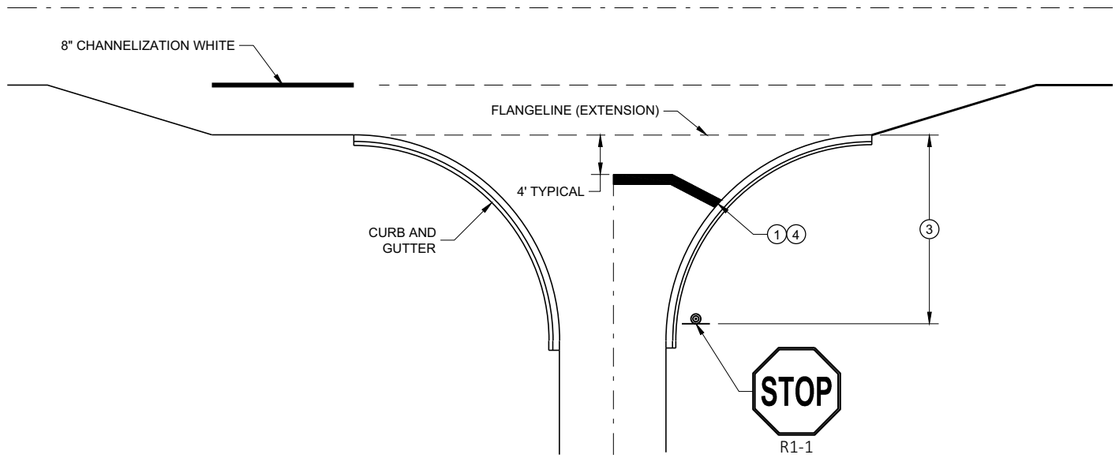
GENERAL NOTES

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

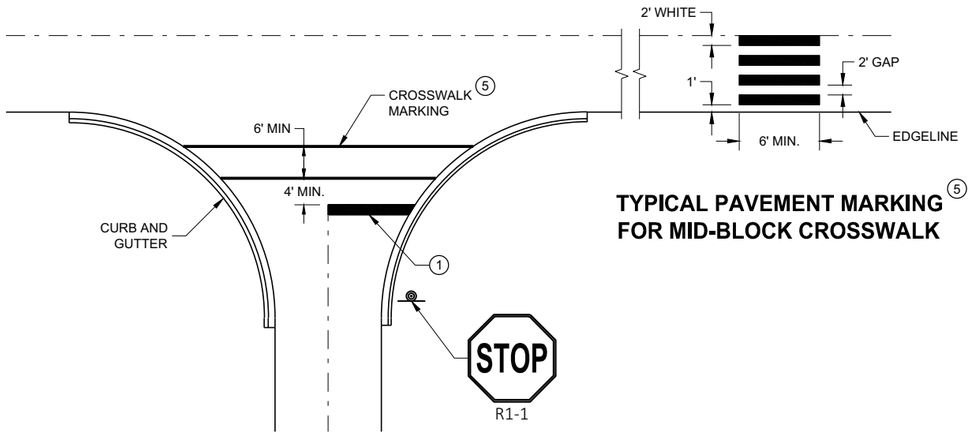
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE 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

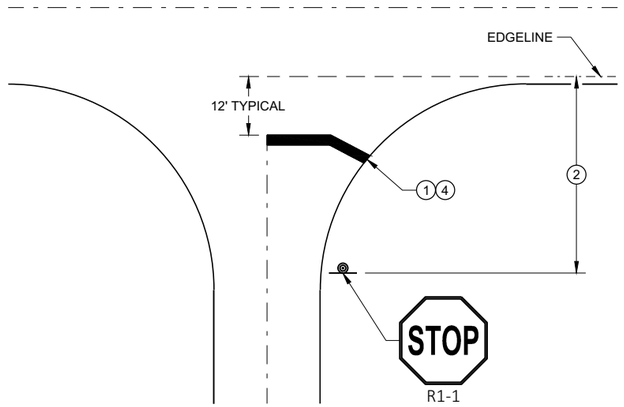


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS 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 MAF ENGINEER

FHWA

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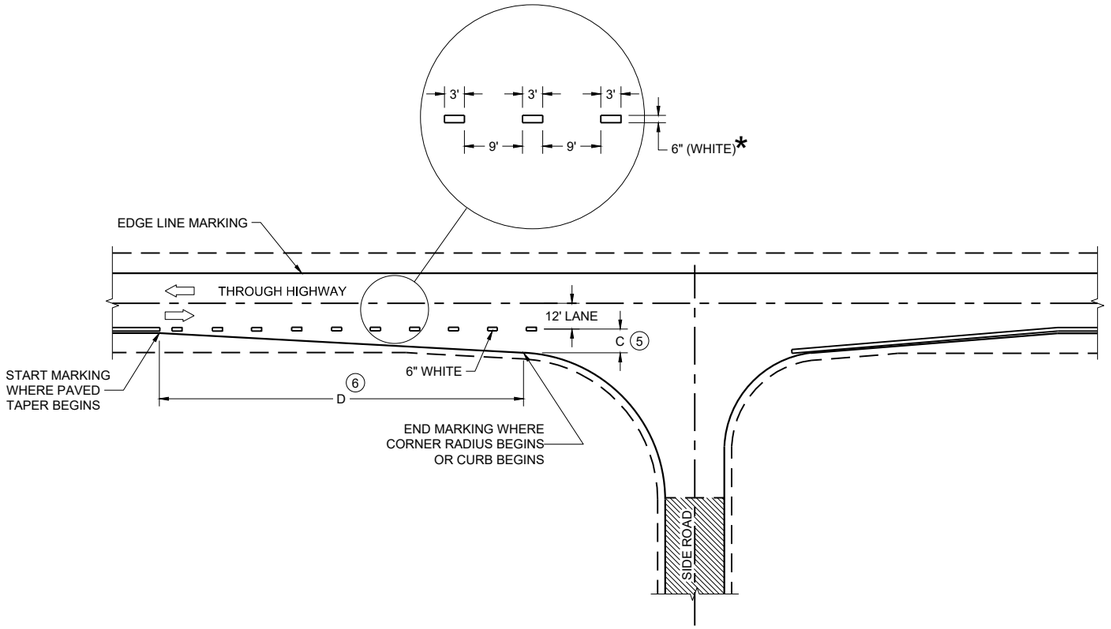
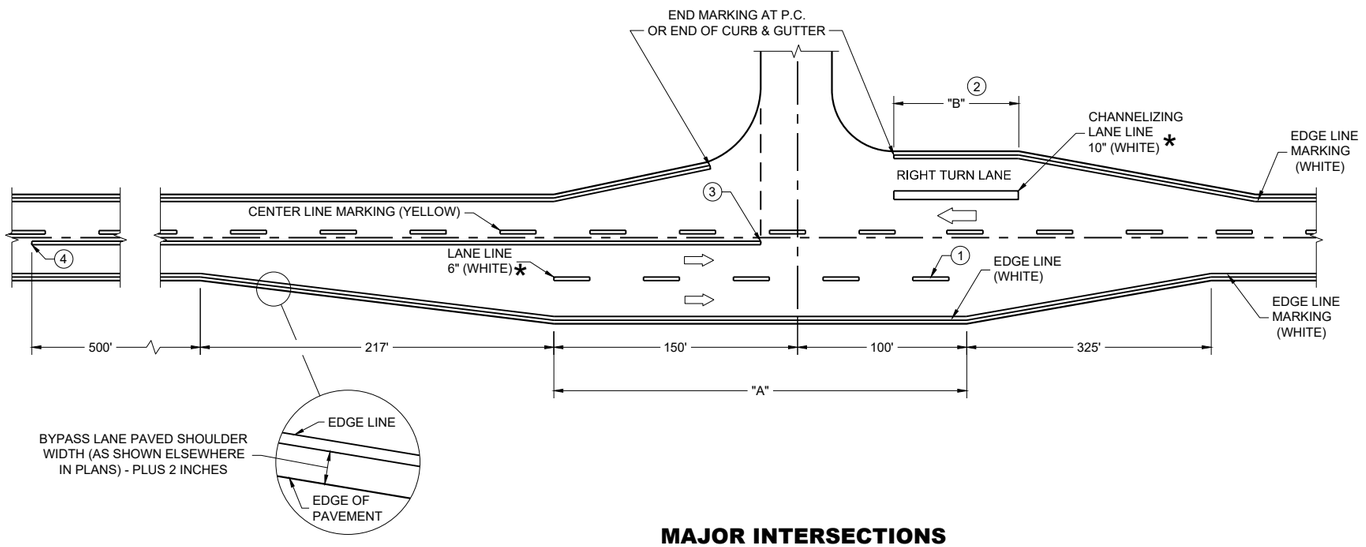
SDD 15C33 - 04



MINOR INTERSECTION



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

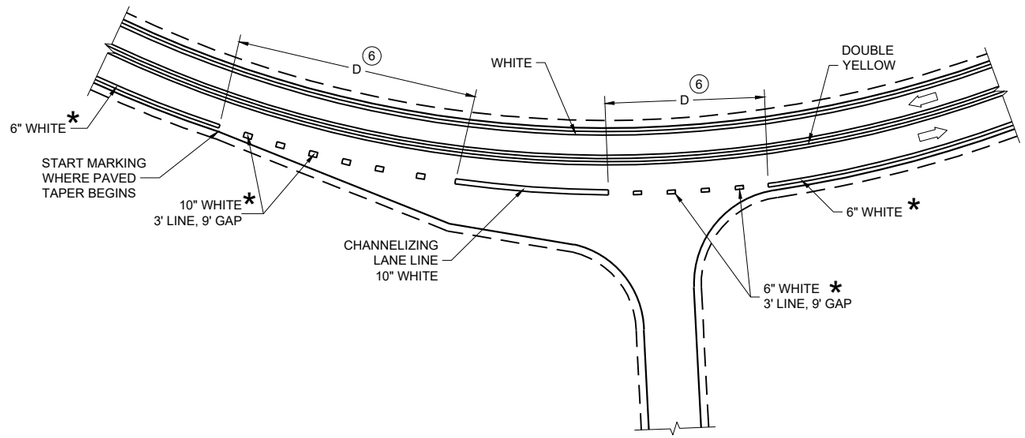
GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET, OMIT DOTTED EXTENSION.
6. WHEN DISTANCE "D" IS LESS THAN 50 FEET, OMIT DOTTED EXTENSION.

LEGEND

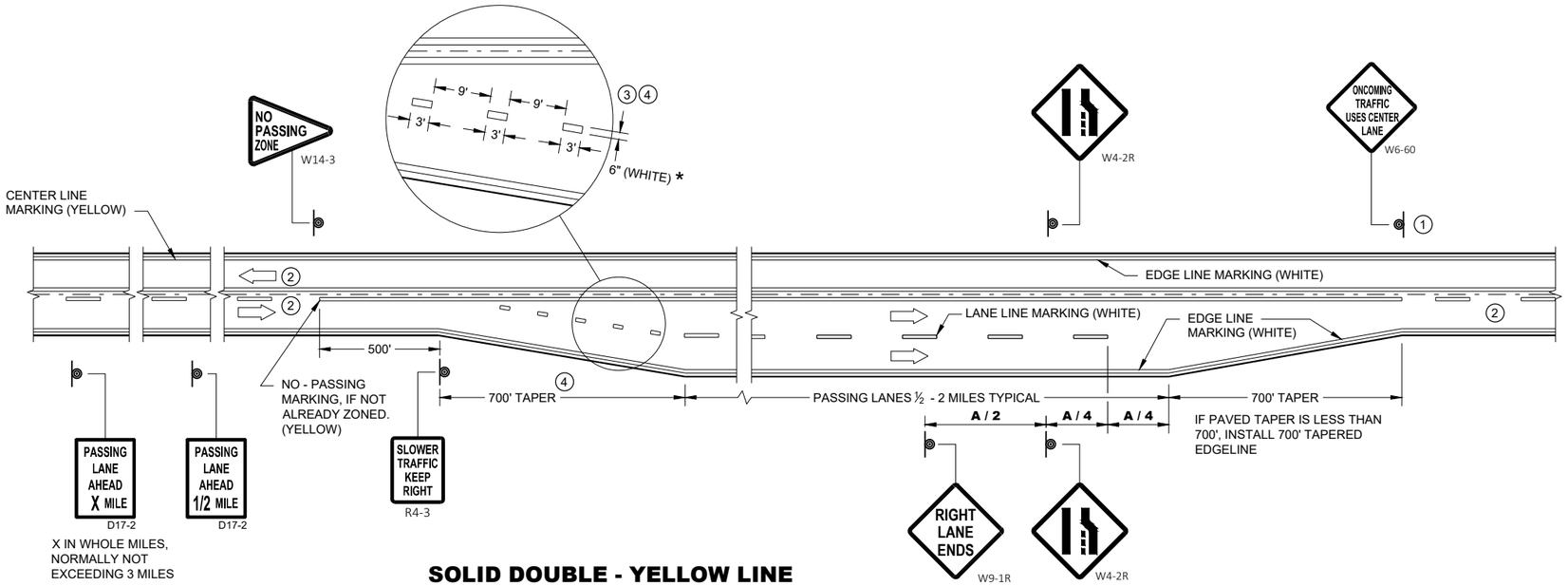
DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



SOLID DOUBLE - YELLOW LINE
(THROUGHOUT ENTIRE PASSING / CLIMBING LANE)

GENERAL NOTES

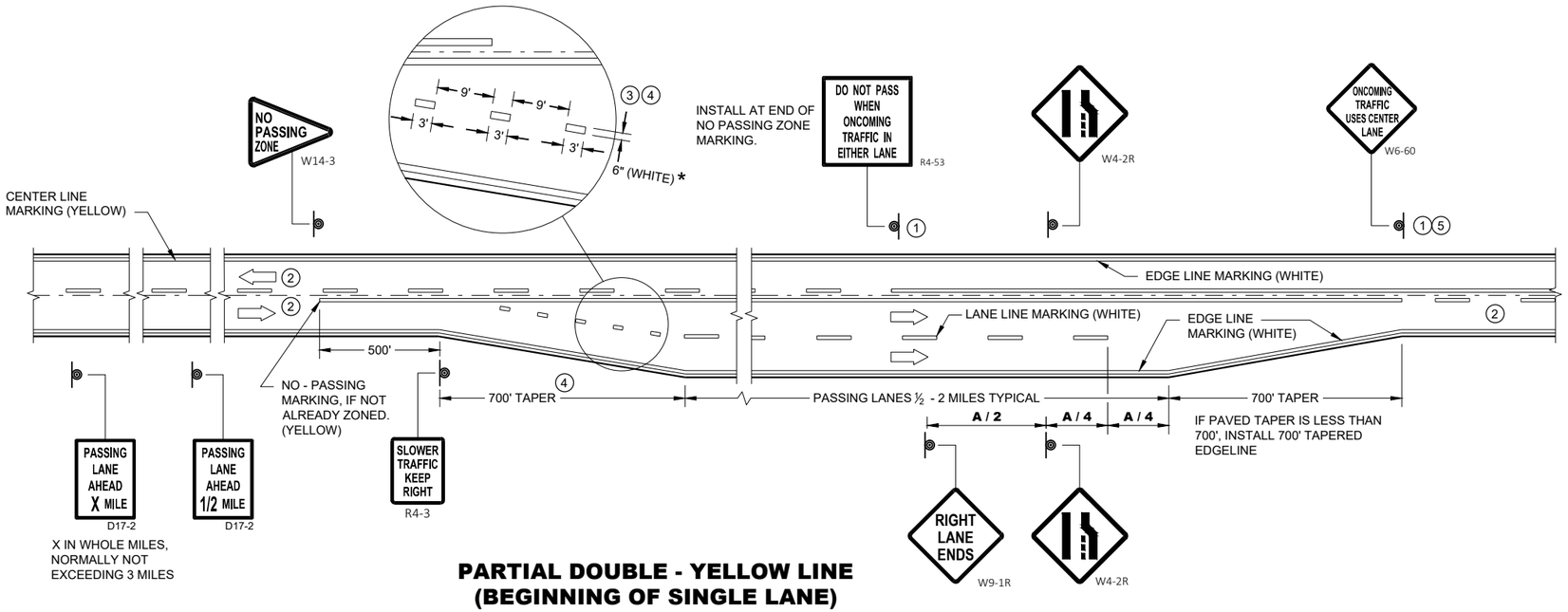
1. SIGN SHALL BE REPEATED AT 1 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
2. THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
3. THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3' LINE, 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
4. WHEN THE ENTRANCE TAPER IS LESS THAN 700 FEET OR THE SHOULDER WIDTH IN THE PASSING / CLIMBING LANE IS LESS THAN THE ADJACENT HIGHWAY, DO NOT INSTALL DOTTED LINE PAVEMENT MARKING.
5. REPEAT EVERY 1 MILE UP UNTIL R4-53.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

DISTANCE TABLE

POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
45	775
50	885
55	990

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



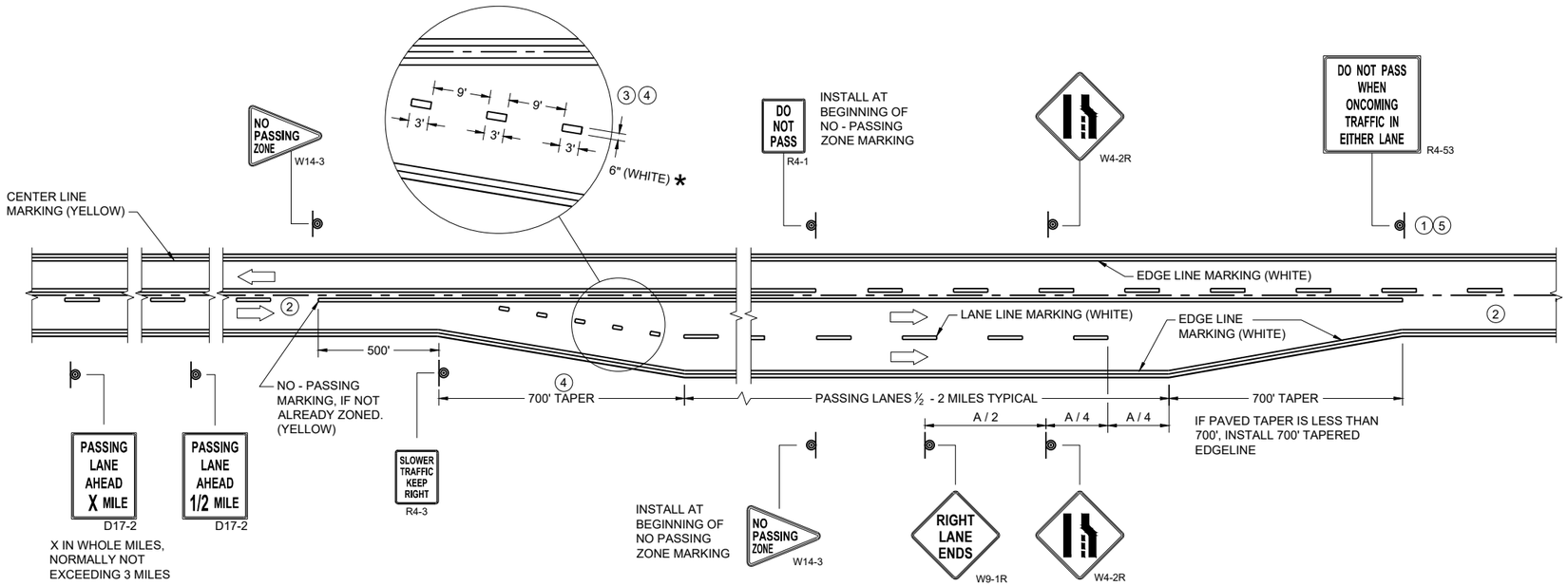
PARTIAL DOUBLE - YELLOW LINE
(BEGINNING OF SINGLE LANE)

PAVEMENT MARKING & SIGNING (CLIMBING LANE & PASSING LANE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C35-06b
SDD 15C35-06b



SOLID DOUBLE - YELLOW LINE
(END OF SINGLE LANE)

GENERAL NOTES

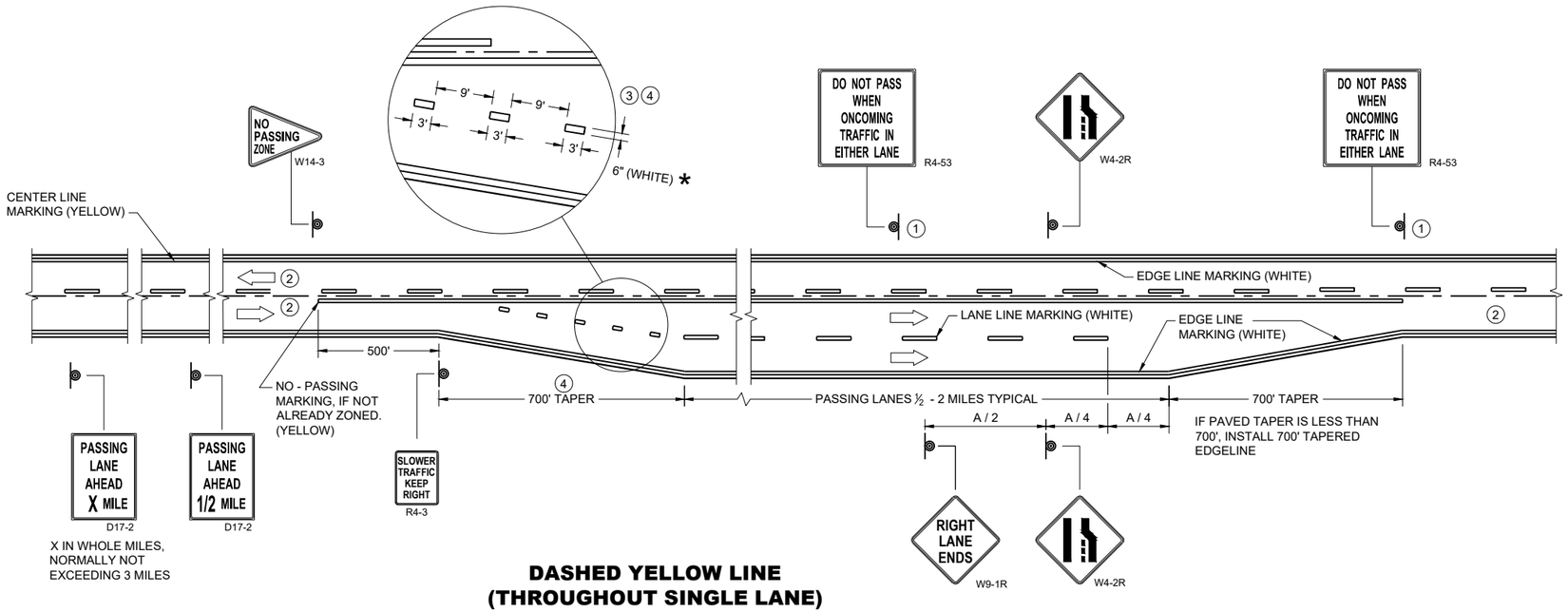
1. SIGN SHALL BE REPEATED AT 1 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
2. THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
3. THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3' LINE, 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
4. WHEN THE ENTRANCE TAPER IS LESS THAN 700 FEET OR THE SHOULDER WIDTH IN THE PASSING / CLIMBING LANE IS LESS THAN THE ADJACENT HIGHWAY, DO NOT INSTALL DOTTED LINE PAVEMENT MARKING.
5. REPEAT EVERY ONE MILE UP UNTIL NO PASSING ZONE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

DISTANCE TABLE

POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
45	775
50	885
55	990

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



DASHED YELLOW LINE
(THROUGHOUT SINGLE LANE)

PAVEMENT MARKING & SIGNING (CLIMBING LANE & PASSING LANE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — Statewide Pavement Marking Engineer

FHWA

6

SDD 15C35-06c

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

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

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

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

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

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

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

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

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

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

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

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.

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'
50	500'	600'	280'
55	500'	660'	335'

TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D20-07b
SDD 15D20-07b

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

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

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

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

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

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

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

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

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

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

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

DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

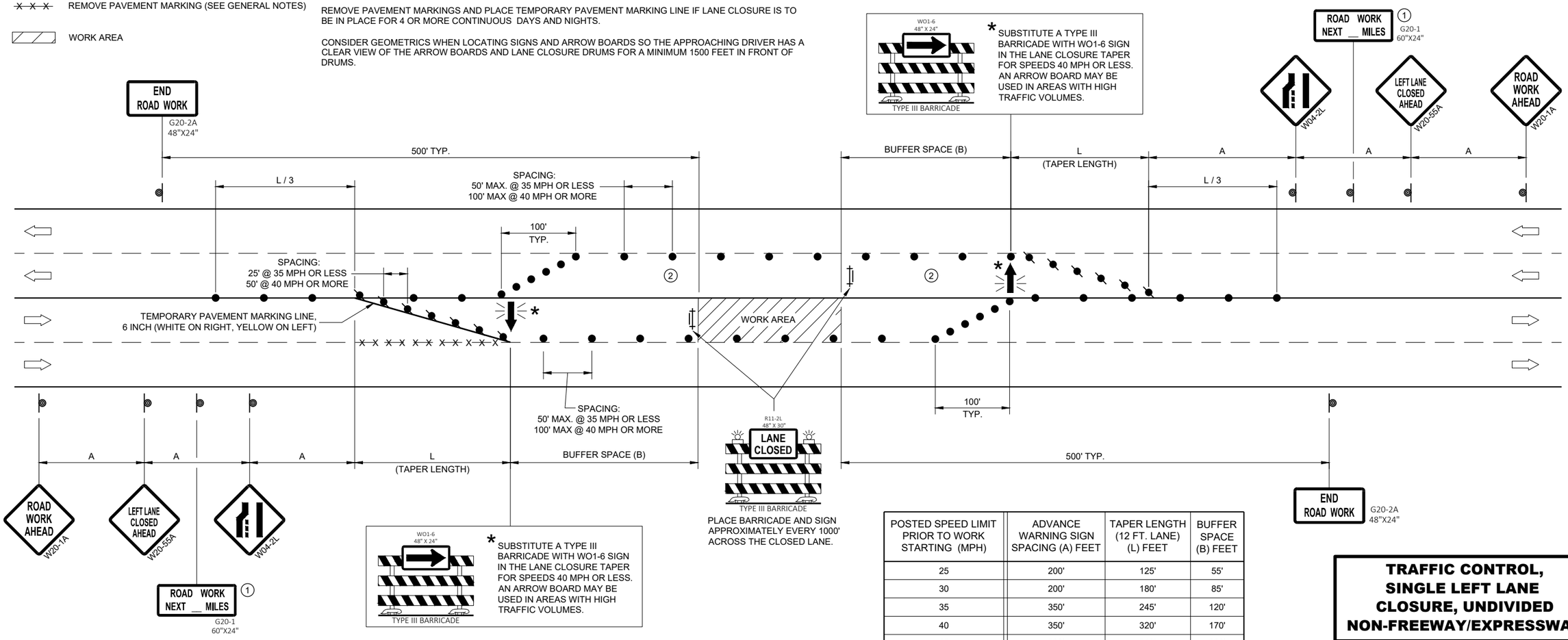
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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) LANE MAY BE OPENED WHEN WORKERS ARE NOT PRESENT IN THE WORK AREA.



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'
50	500'	600'	280'
55	500'	660'	335'

TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D20-07c

6

SDD 15D20-07c

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.

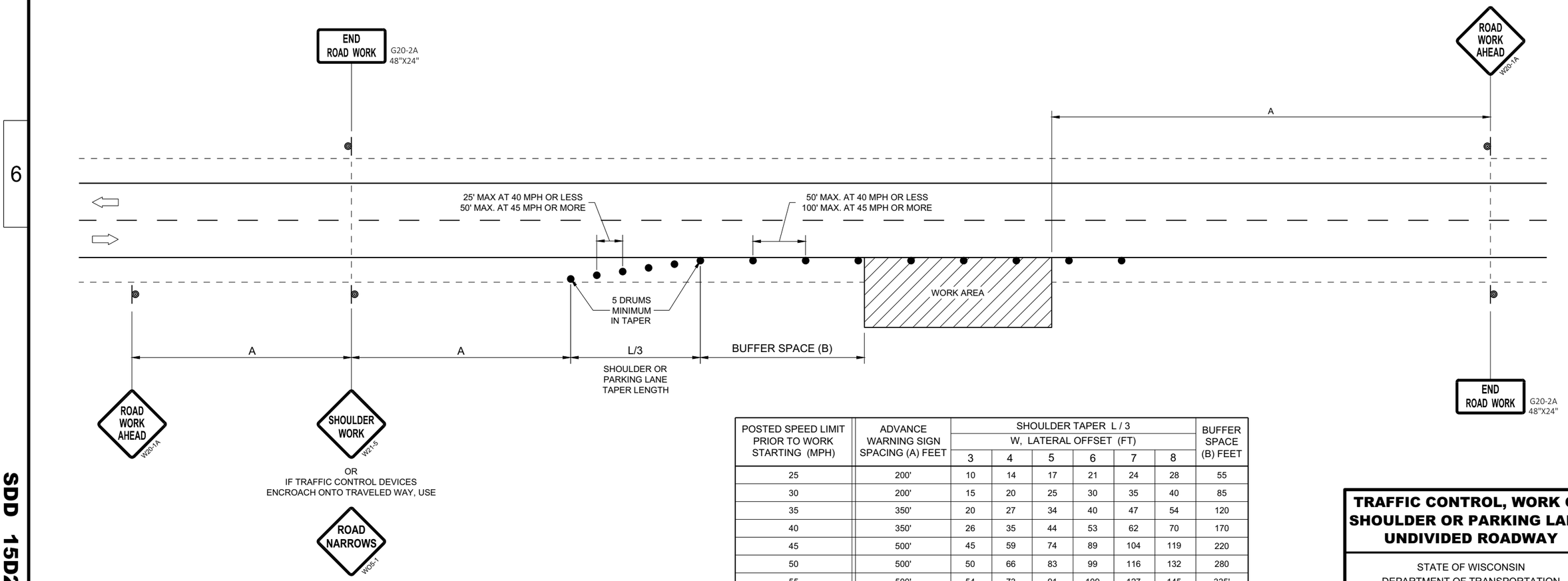
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

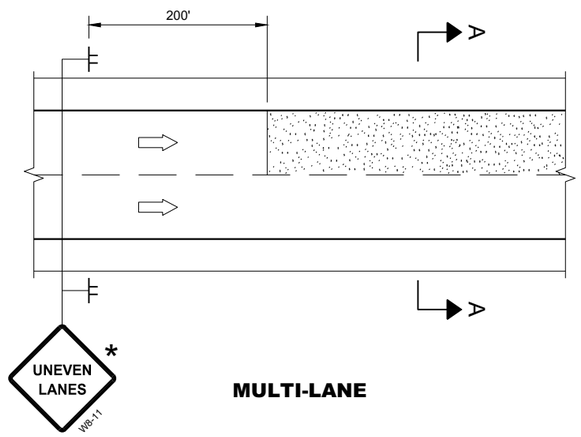
APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

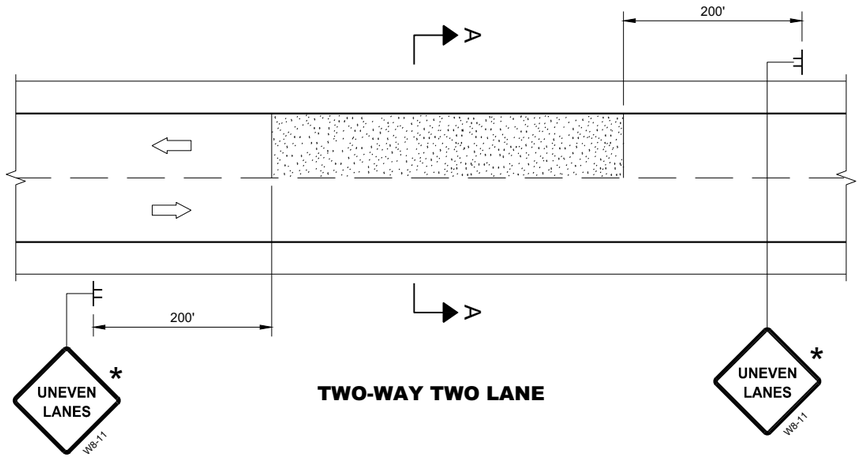
FHWA

6

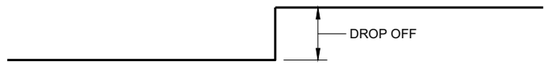
SDD 15D28 - 04



MULTI-LANE

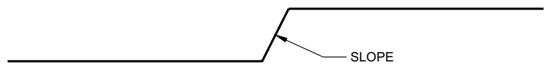


TWO-WAY TWO LANE

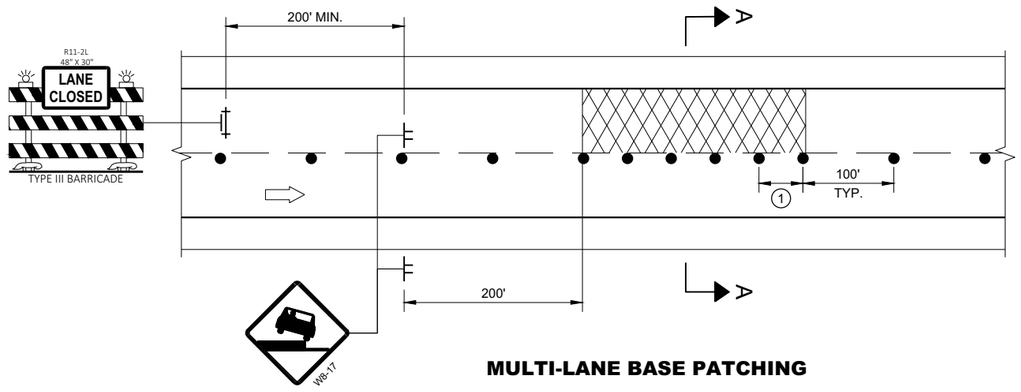


SECTION A - A

OR

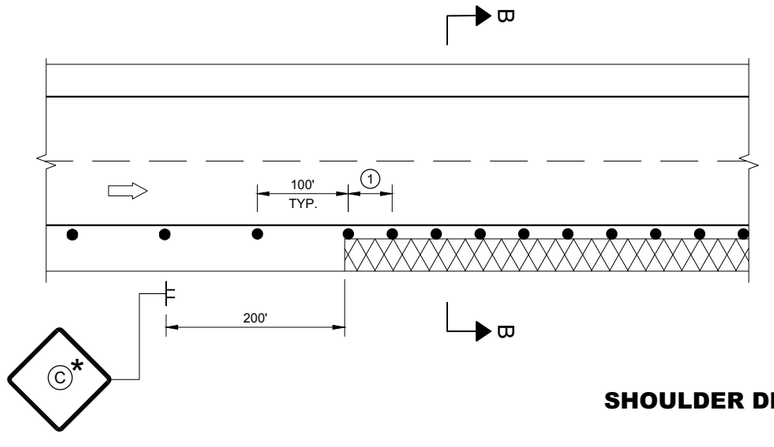


SECTION A - A

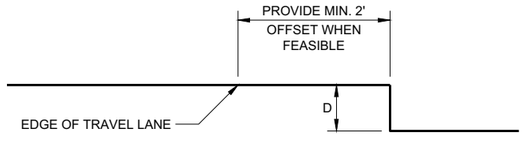


MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D39 - 02

6

SDD 15D39 - 02

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

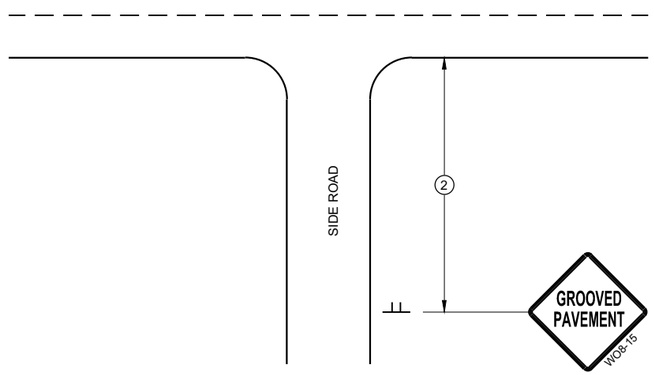
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

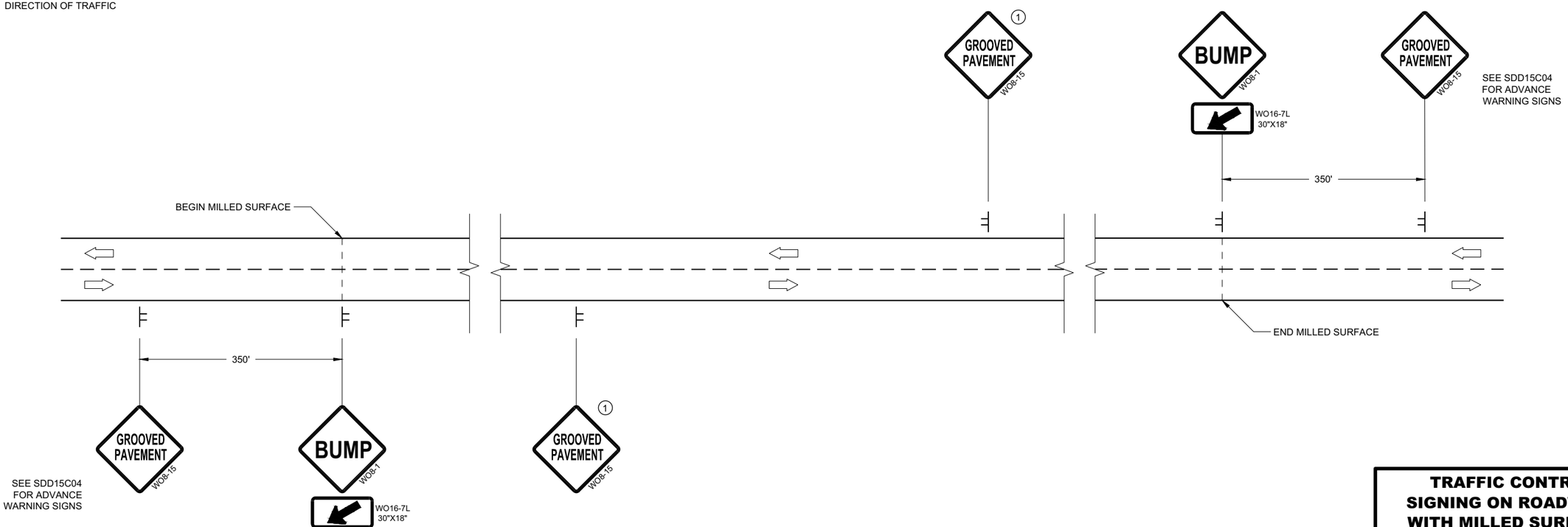
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6
SDD 15D44 - 02

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

(1) PLACE SIGNS 350' IN ADVANCE OF CHIP SEALED OR LOOSE GRAVEL SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

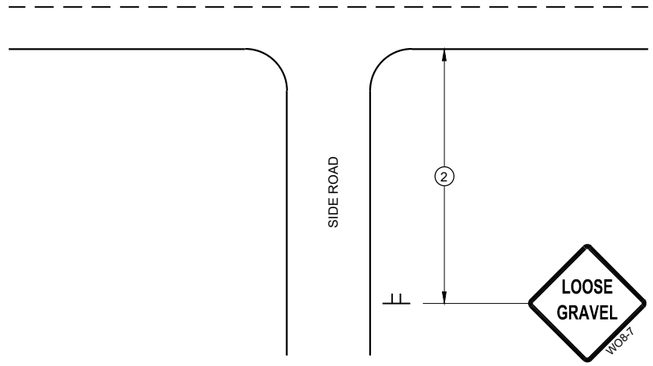
(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

(3) ADD WO8-1 OR WO8-2 SIGN WHEN THE CONDITION IS PRESENT.

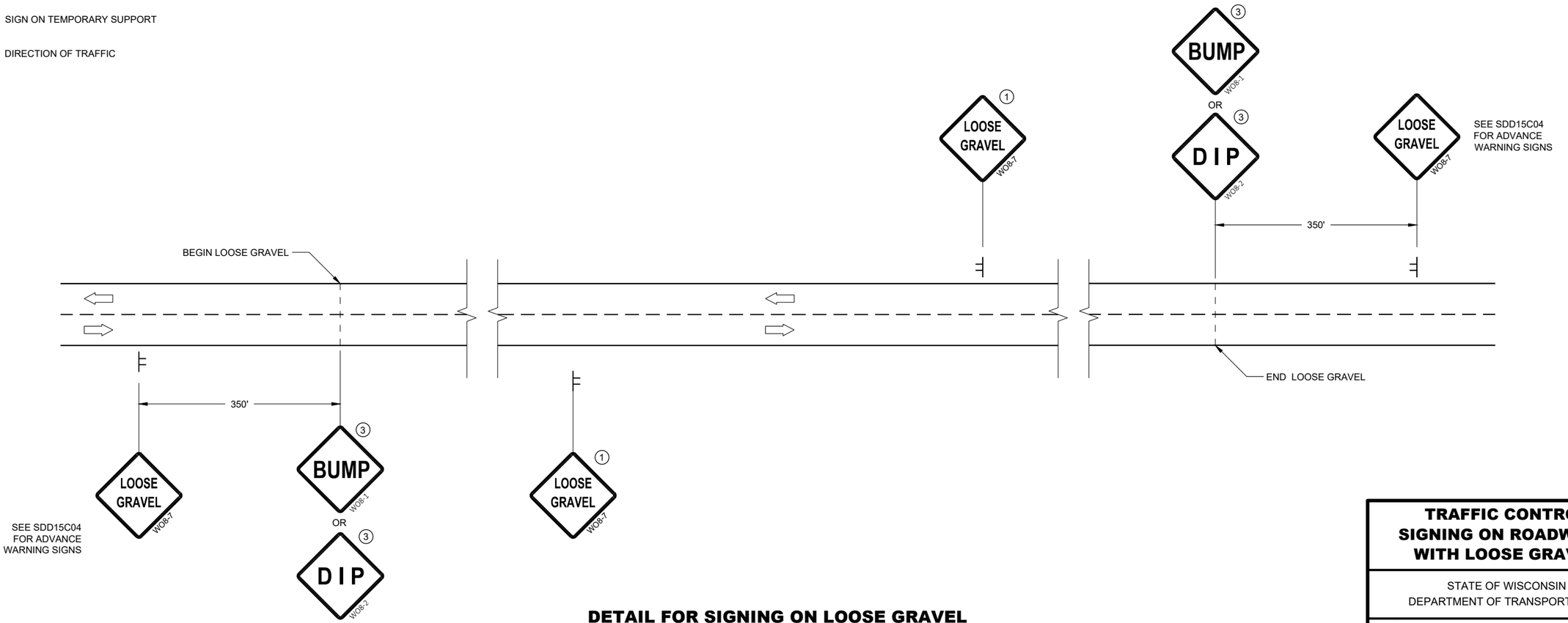
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON LOOSE GRAVEL OR CHIP SEALED SURFACES

TRAFFIC CONTROL SIGNING ON ROADWAYS WITH LOOSE GRAVEL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15D45 - 03

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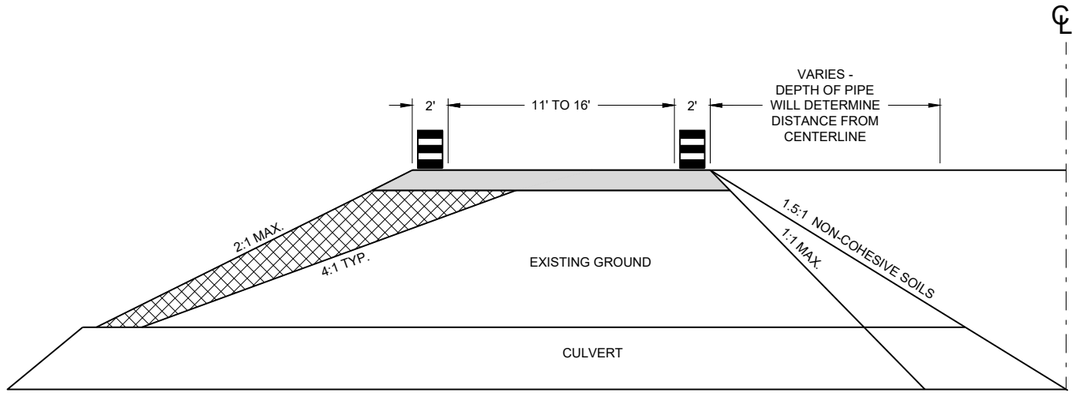
SDD 15D45 - 03



CROSS SECTION

GENERAL NOTES

USE 1:1 FOR COHESIVE CLAYS AND SILTS, LOAMS, SANDY CLAYS AND ANGULAR GRAVEL SOILS.
USE 1.5:1 FOR NON-COHESIVE SOILS.

THE TAPER SHOULD EXTEND ACROSS THE SHOULDER UNLESS DOING SO WOULD GREATLY CONFLICT WITH THE WORK OPERATION.

ALL LANE CLOSURE SIGNS SHALL BE REMOVED OR COVERED AND ALL DEVICES REMOVED BEYOND THE SHOULDER WHEN WORK IS NOT IN PROGRESS AND THE LANE IS RESTORED TO A SAFE OPERATING CONDITION.

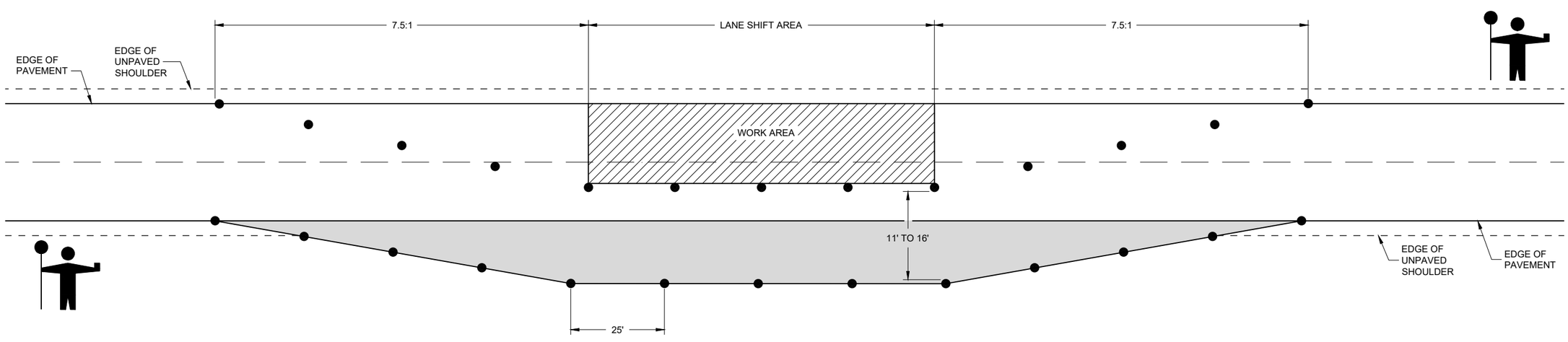
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

USE WITH SDD 15C12 "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATIONS"

USE WITH SDD 15D45 "SIGNING ON ROADWAYS WITH LOOSE GRAVEL"

LEGEND

- DRUM WITHOUT WARNING LIGHT
- 6" BASE AGGREGATE DENSE 1 ¼" -INCIDENTAL TO LANE SHIFT ITEM
- FILL - INCIDENTAL TO LANE SHIFT ITEM
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF



LANE SHIFT IN FLAGGING OPERATION

TRAFFIC CONTROL, TEMPORARY LANE SHIFT DURING CULVERT WORK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D48 - 01

6

SDD 15D48 - 01

LEGEND

V1 WORK VEHICLE

V2 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

FLASHING ARROW PANEL (CAUTION)

WORK AREA

DIRECTION OF TRAFFIC

POSTED SPEED PRIOR TO WORK STARTING (MPH)	DECISION SIGHT DISTANCE (D)
0 - 25	550'
30	550'
35	700'
40	700'
45	900'
50	900'
55	1200'

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

MOBILE IS WORK THAT MOVES CONTINUOUSLY OR MOVES AT LEAST THE DECISION SIGHT DISTANCE EVERY 15 MINUTES.

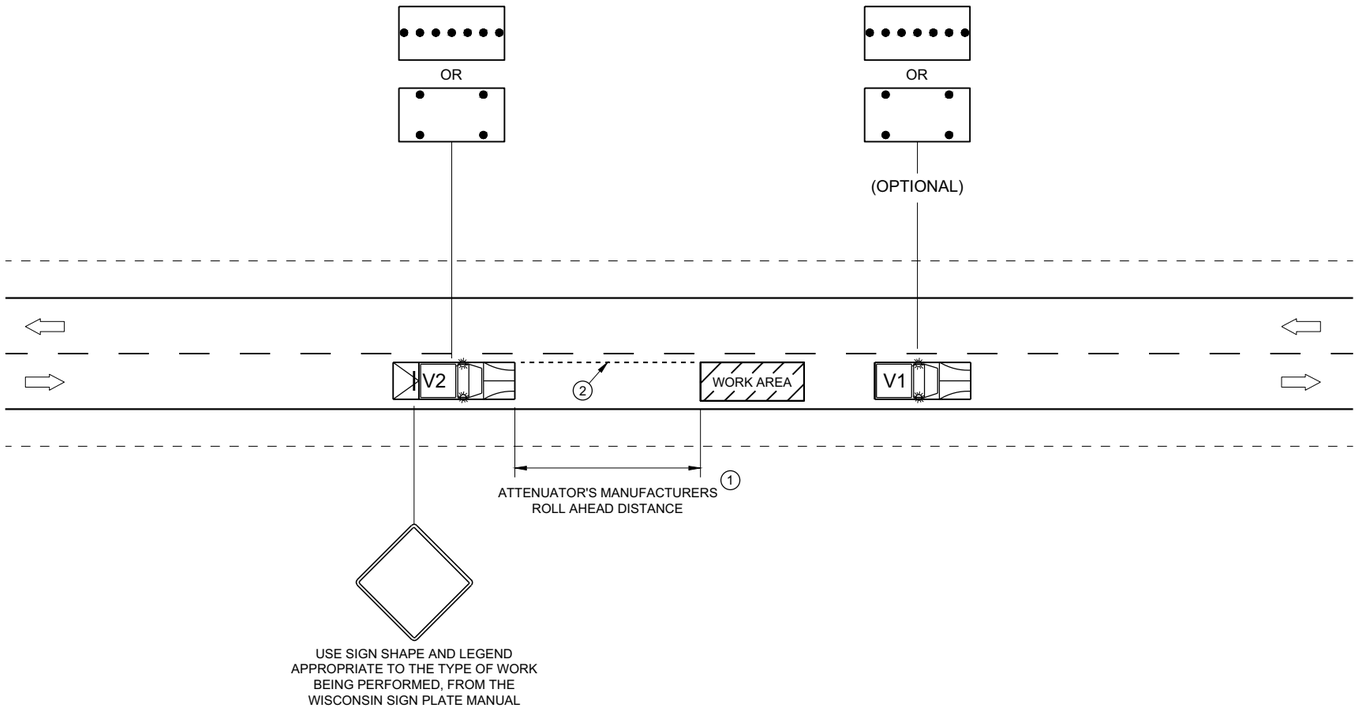
ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL ARROW PANELS SHALL BE REAR FACING, TYPE "B" OR "C", AND DISPLAYING THE FLASHING CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

(1) DISTANCE BETWEEN VEHICLES MAY INCREASE FROM THE ATTENUATOR'S ROLL AHEAD BASED ON TERRAIN, SIGHT DISTANCE, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

(2) ALIGN LEFT SIDE OF SHADOW VEHICLE WITH EDGE OF WORK AREA.



TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 — DATE
/S/ Andrew Heidtke — STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

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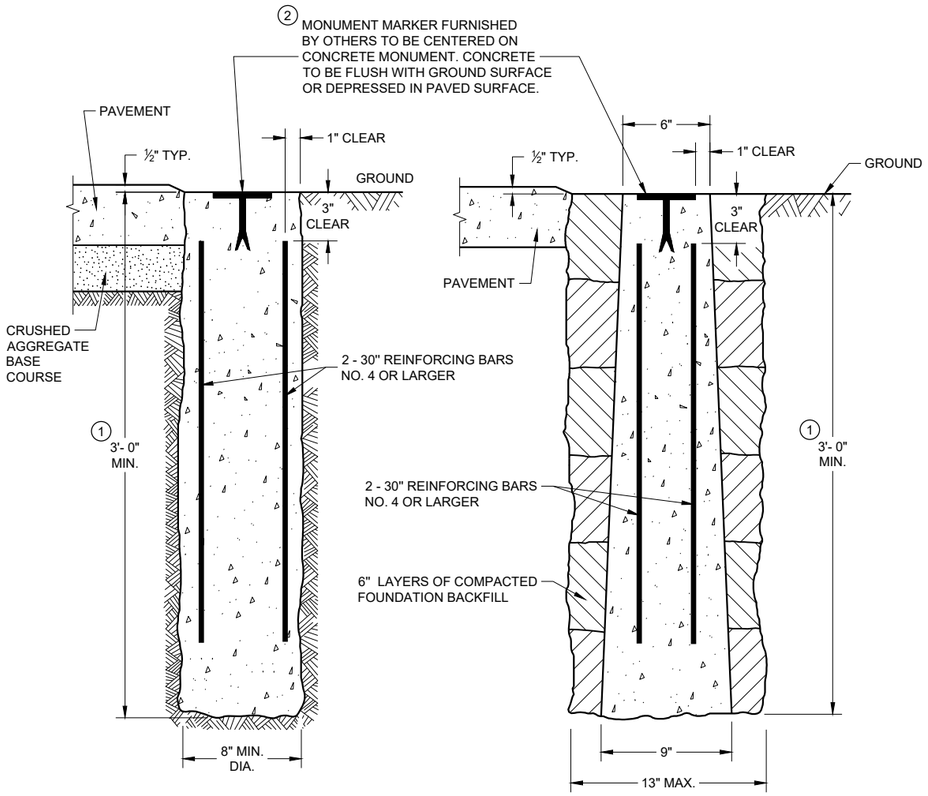
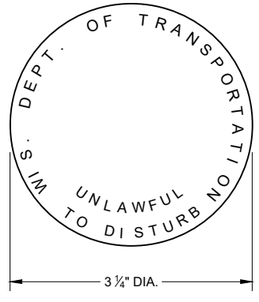
SDD 15D51 - 01



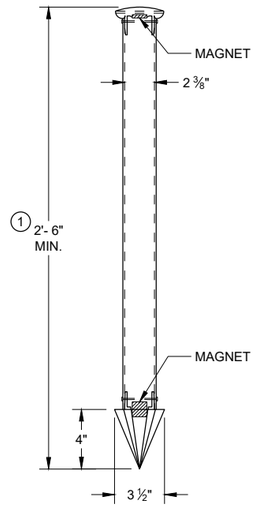
CAST-IN-PLACE **PRECAST**

CONCRETE MONUMENTS
TYPE A

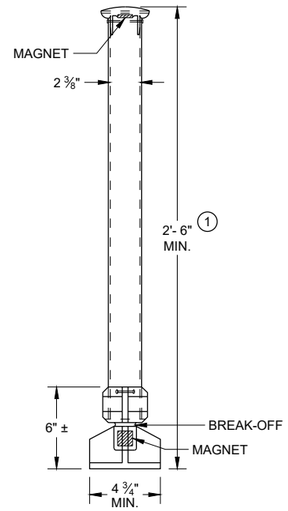


② **WIS DOT MONUMENT MARKER LOGO**

FOR TYPES "A", "C" & "D"

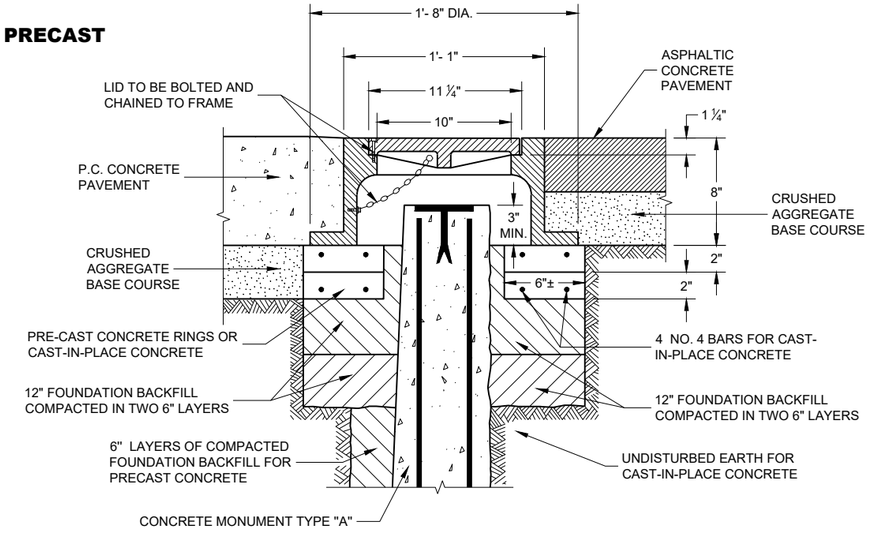


TYPE C
DRIVEN MONUMENT



TYPE D
NON-DRIVEN
BREAK-OFF MONUMENT

ALUMINUM MONUMENTS
(INCLUDES MARKER)



CAST IRON MONUMENT COVER
(APPROXIMATE WEIGHT 95 LBS)

GENERAL NOTES

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

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

PERMANENT MAGNETS SHALL BE INSERTED NEAR THE TOP AND BOTTOM OF ALL ALUMINUM MONUMENTS SO THE MONUMENT CAN EASILY BE DETECTED BY A METAL DETECTOR.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

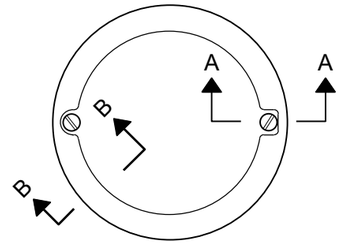
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

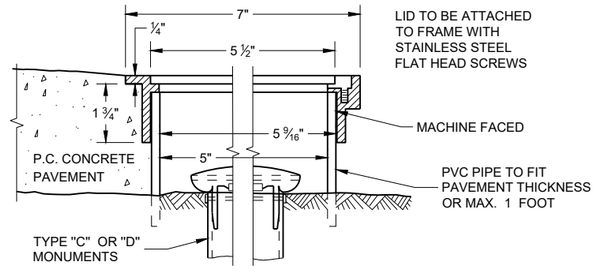
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WISDOT MARKER.



TOP VIEW



SECTION B-B **SECTION A-A**

ALUMINUM MONUMENT COVER
(APPROXIMATE WEIGHT 2 LBS)
(FOR CONCRETE PAVEMENT ONLY)

LANDMARK REFERENCE MONUMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

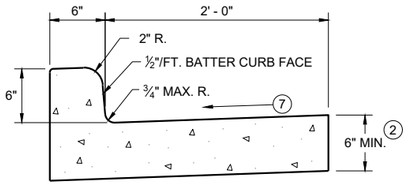
/S/ Raymond A. Kumapayii
CHIEF SURVEYING AND MAPPING ENGINEER

FHWA

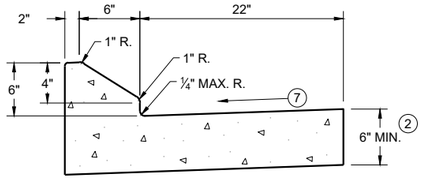
6

SDD 16A01 - 07

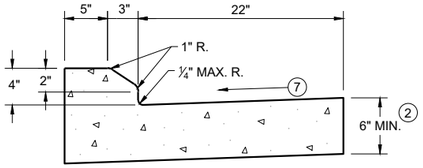
SDD 16A01 - 07



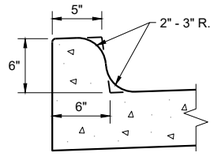
TYPES A (1) & D



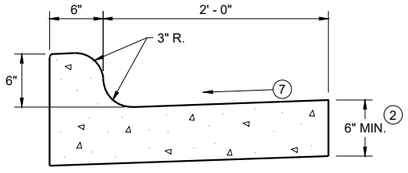
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

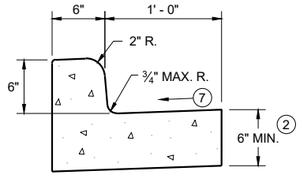


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



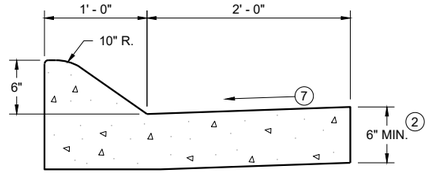
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

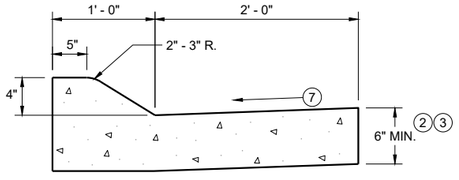


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

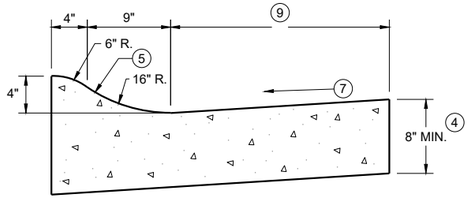


6" SLOPED CURB TYPES A (1) & D



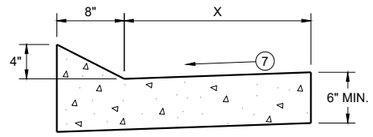
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

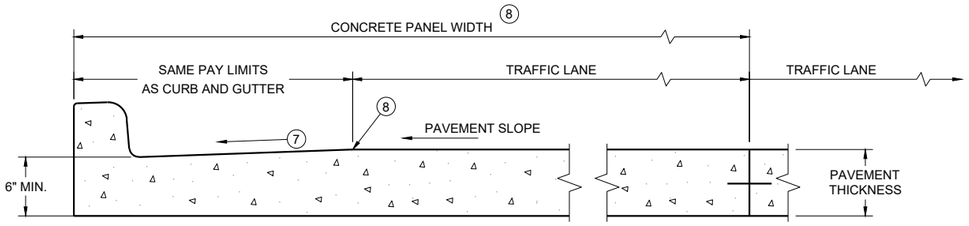


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

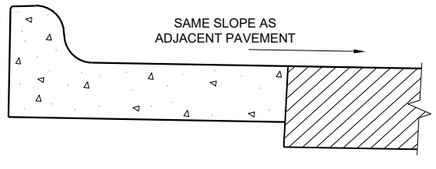
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

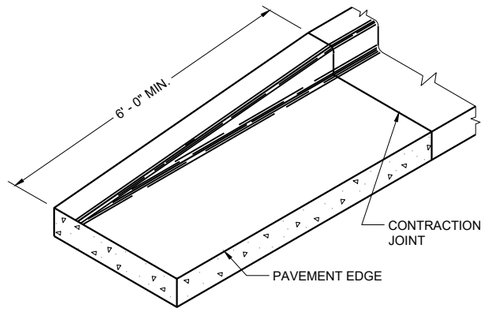
(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

(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

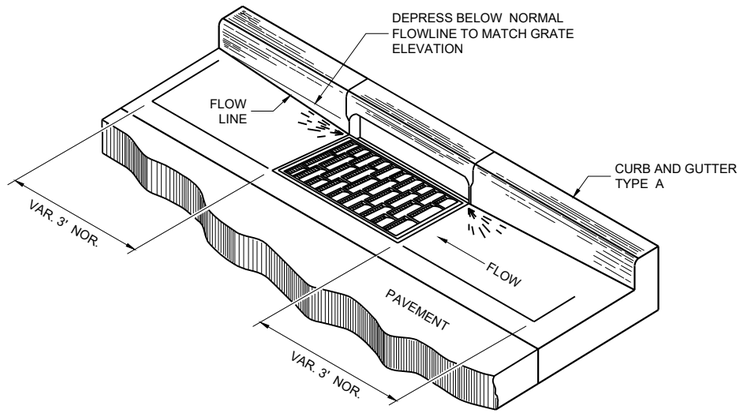
CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D01-23a



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

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

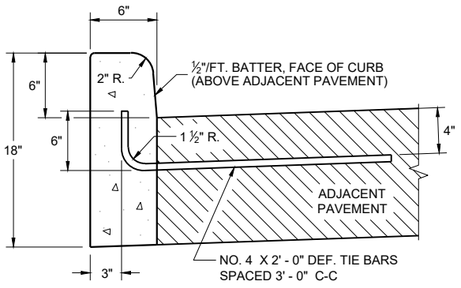
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

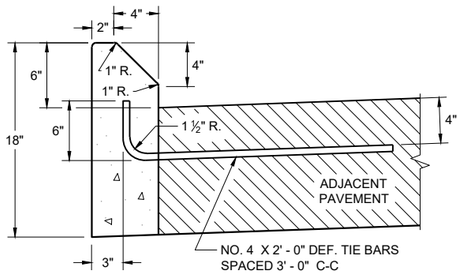
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

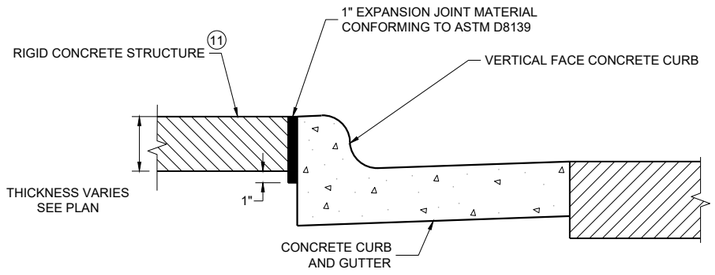


TYPES A (1) & D

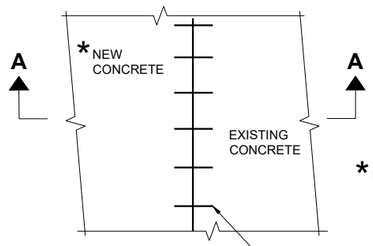


TYPES G (1) & J

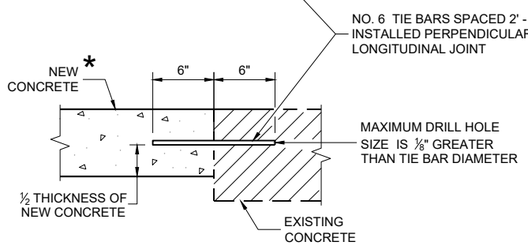
CONCRETE CURB



EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)

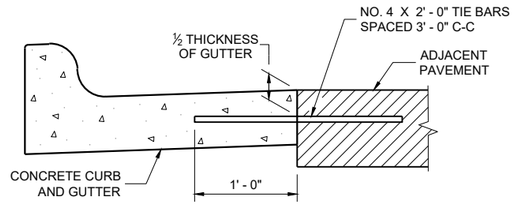


PLAN VIEW

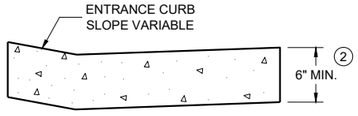


SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

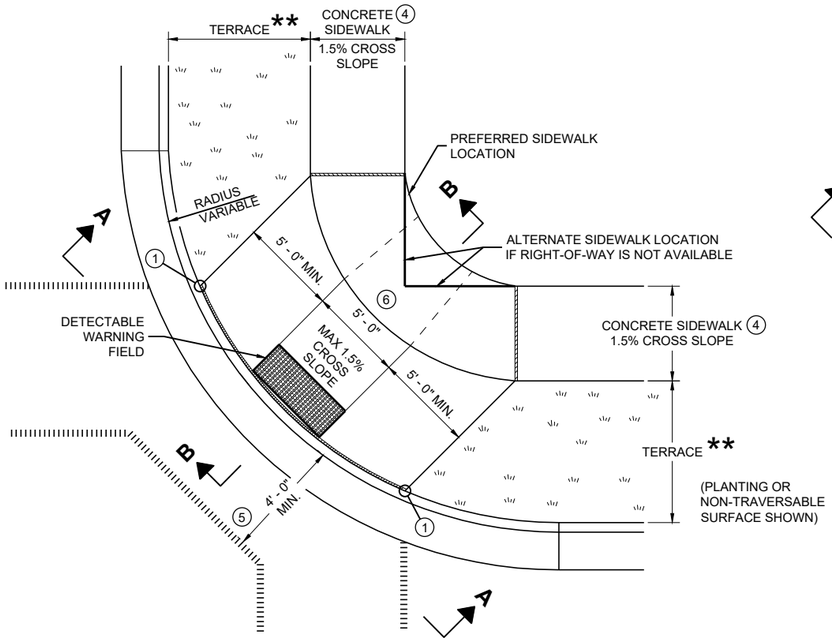
CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

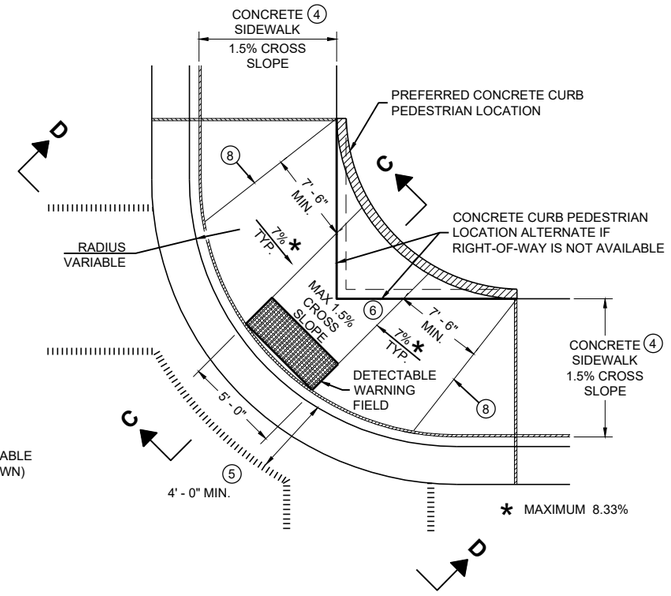
6
SDD 08D01-23b



PLAN VIEW

CURB RAMP TYPE 1

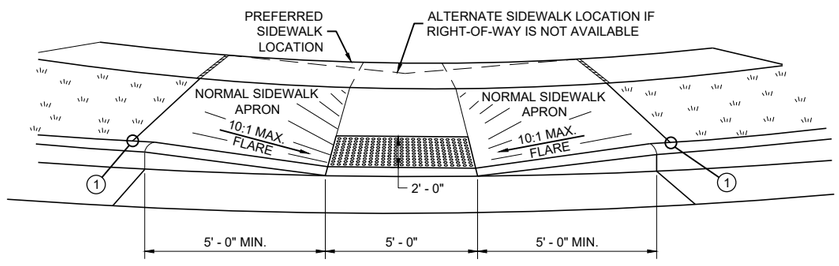
(CENTER OF CORNER RADIUS)



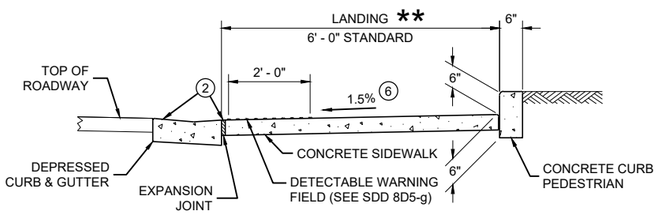
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

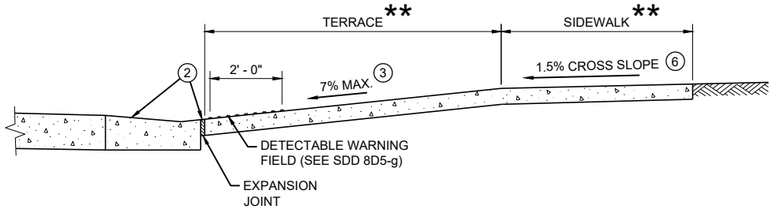


VIEW A - A FOR TYPE 1

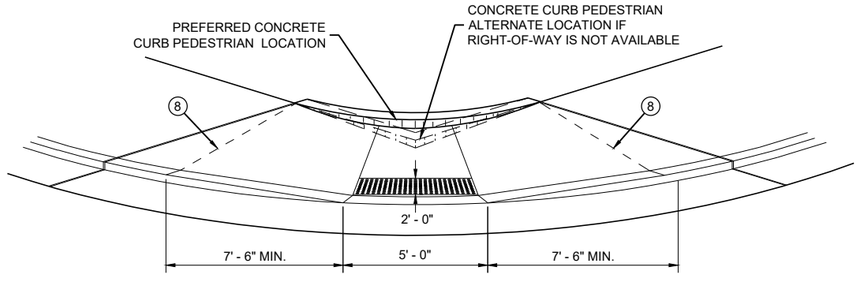


SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF 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. 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE

(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.

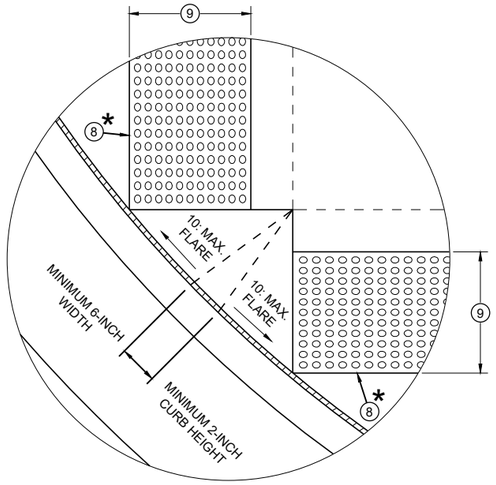
LEGEND

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

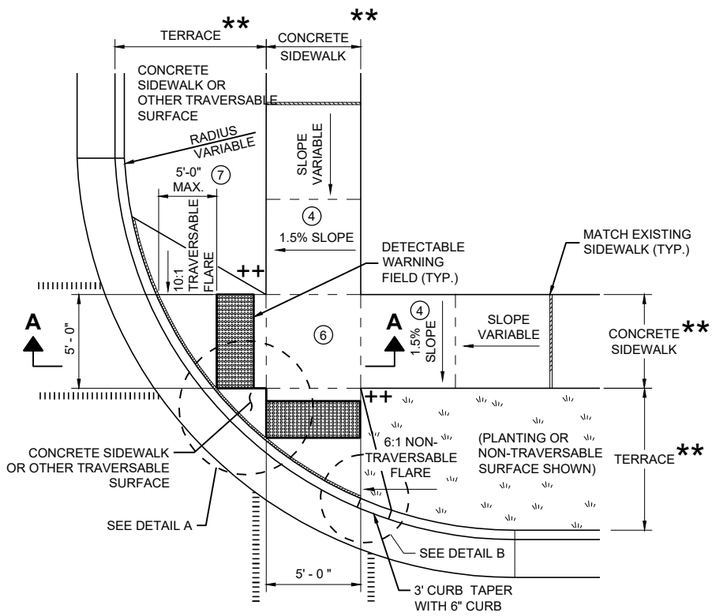
CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

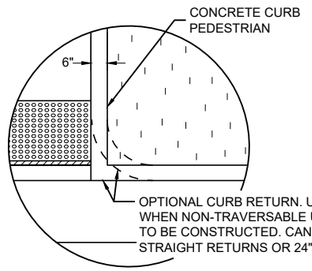
6
SDD 08D05-21a



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.

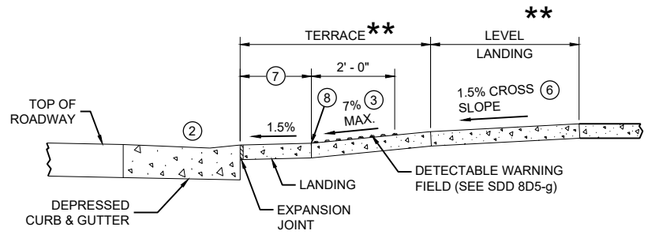
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

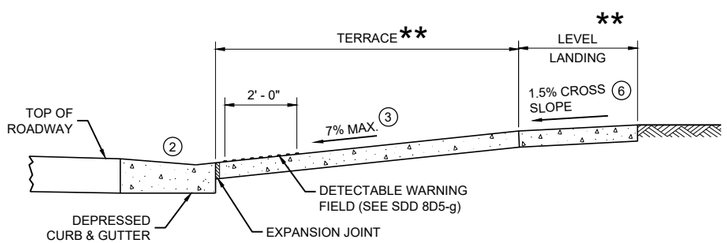
(7) WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

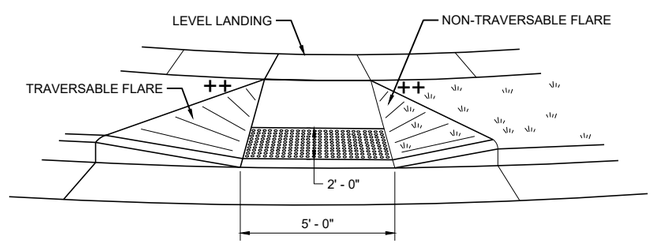
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS

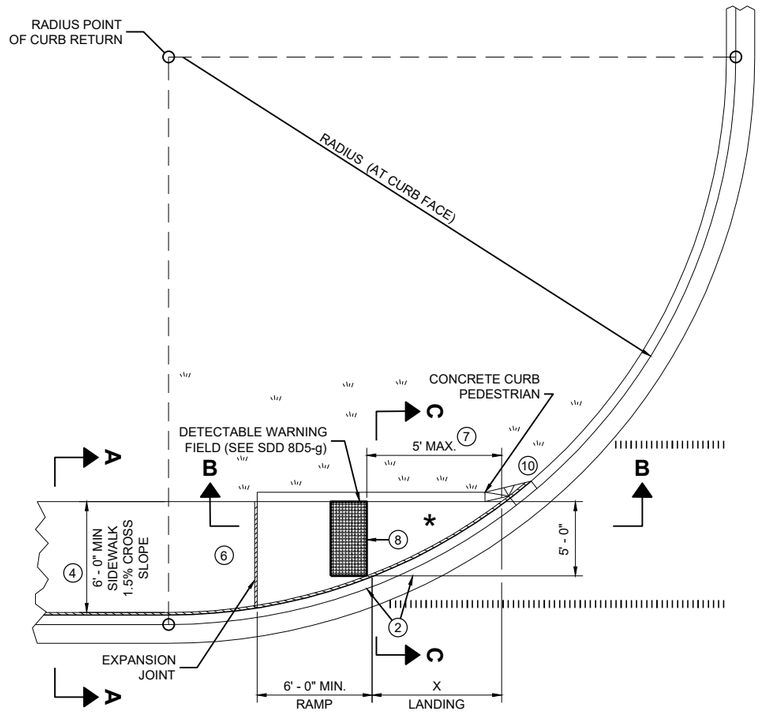
++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

LEGEND

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

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

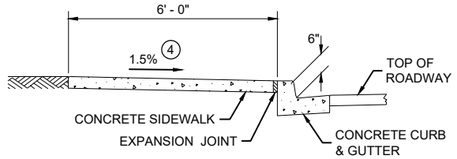


PLAN VIEW

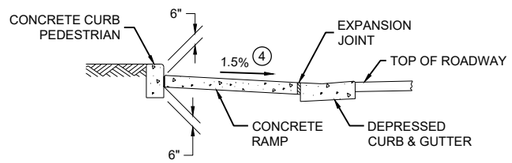
CURB RAMP TYPE 4A

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

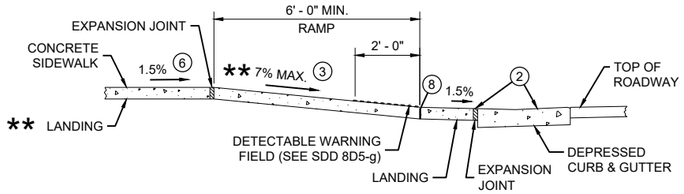
INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A



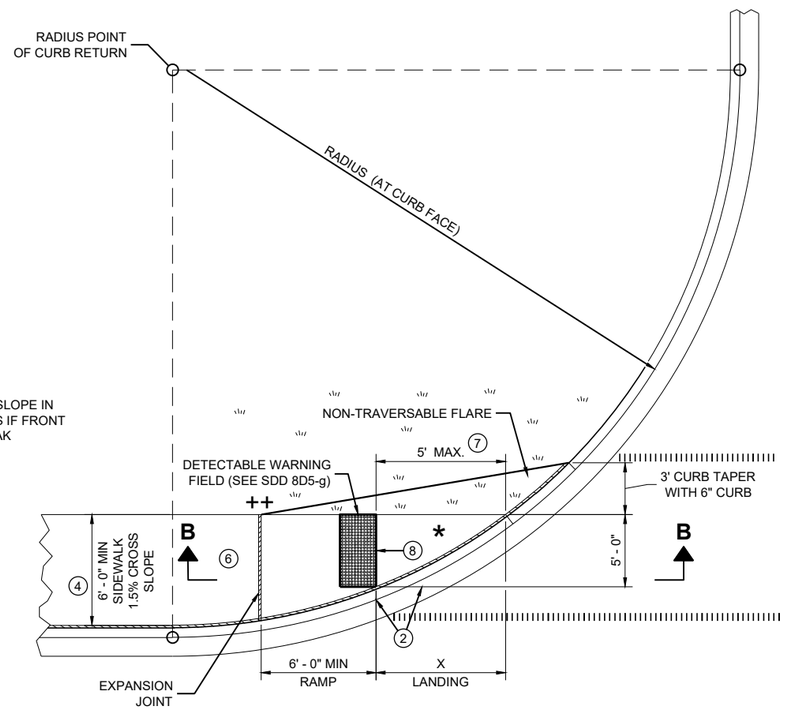
SECTION C - C FOR TYPE 4A



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

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

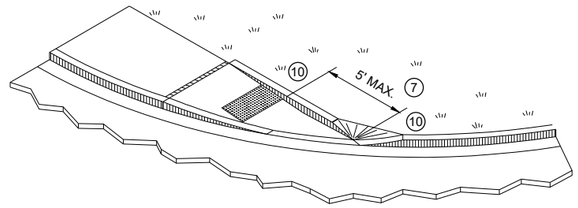
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK



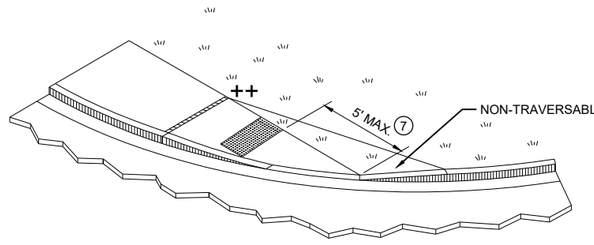
PLAN VIEW

CURB RAMP TYPE 4A1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

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

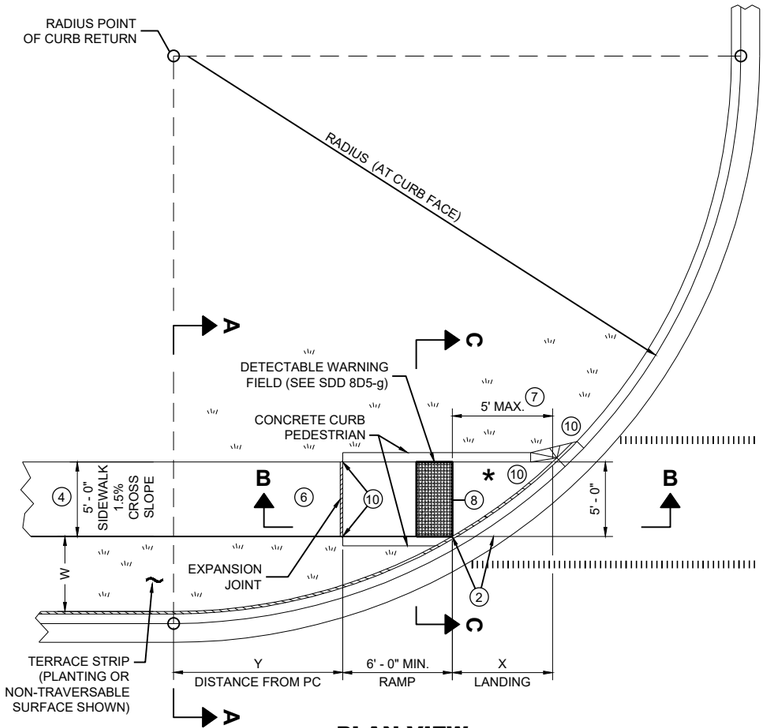
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



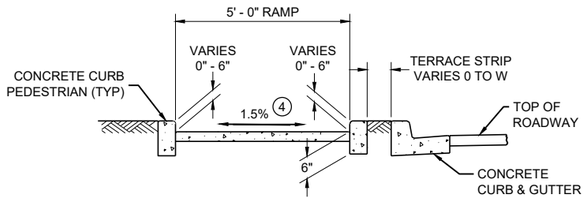
PLAN VIEW
CURB RAMP TYPE 4B

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

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

LEGEND

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



SECTION C - C FOR TYPE 4B

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.

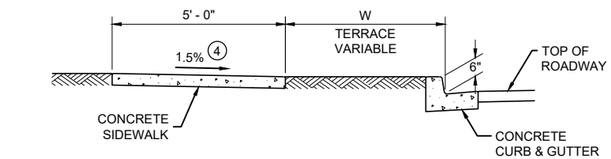
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

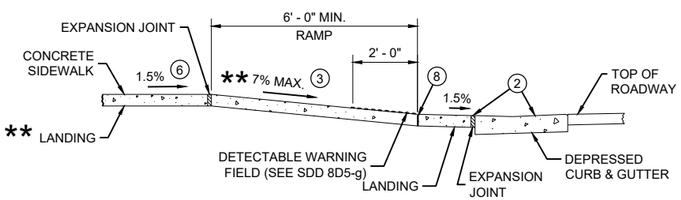
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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

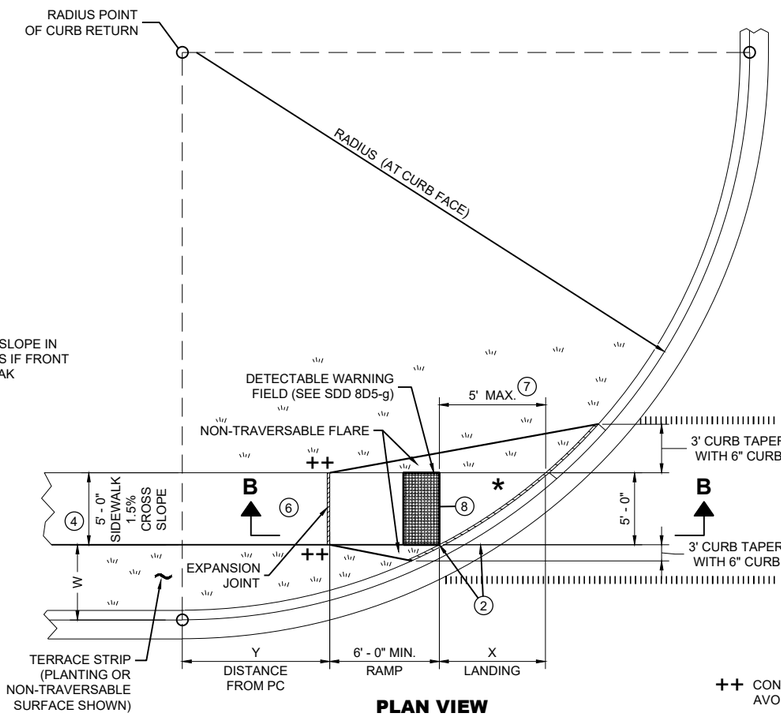


SECTION A - A FOR TYPE 4B



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

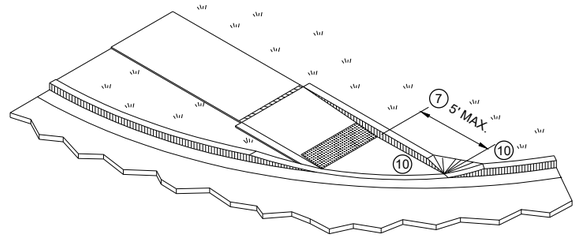
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED



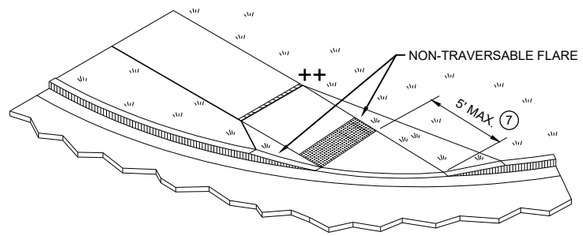
PLAN VIEW
CURB RAMP TYPE 4B1

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

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



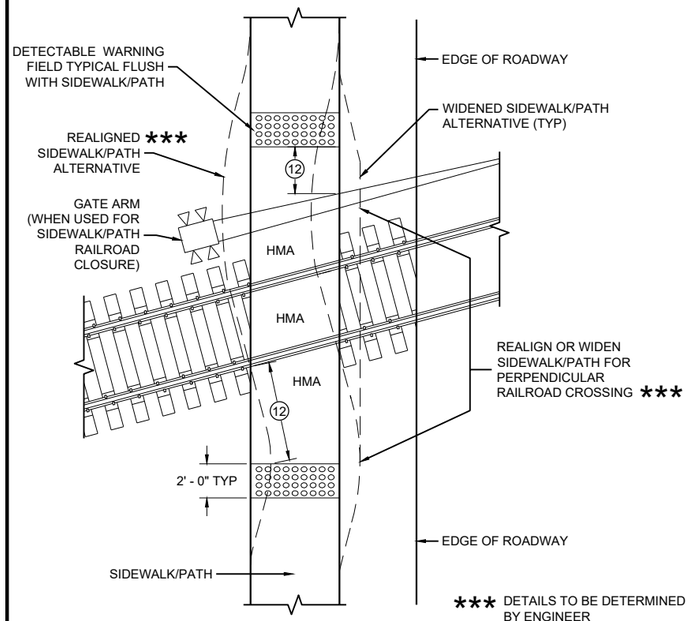
ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

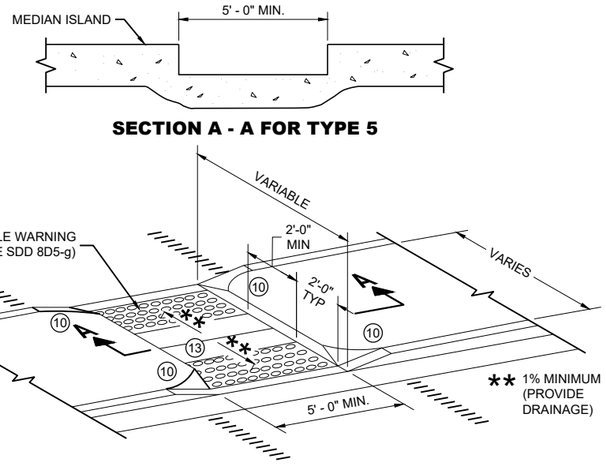
CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CURB RAMP TYPE 8

DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



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 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.

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

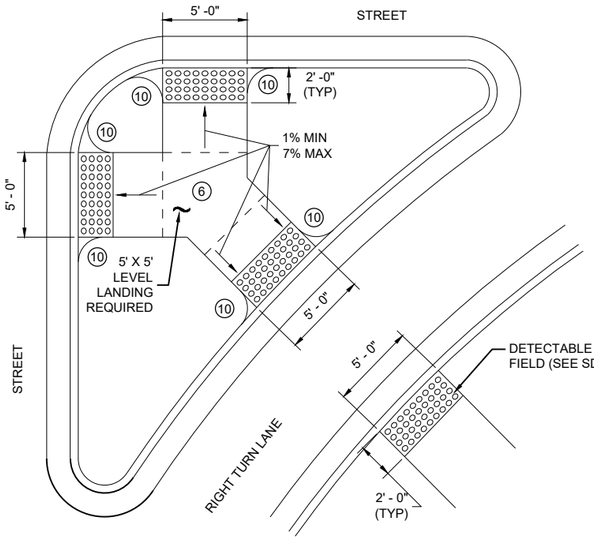
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

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

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

LEGEND

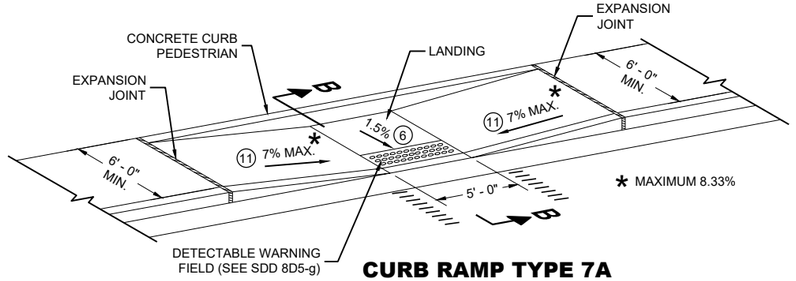
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

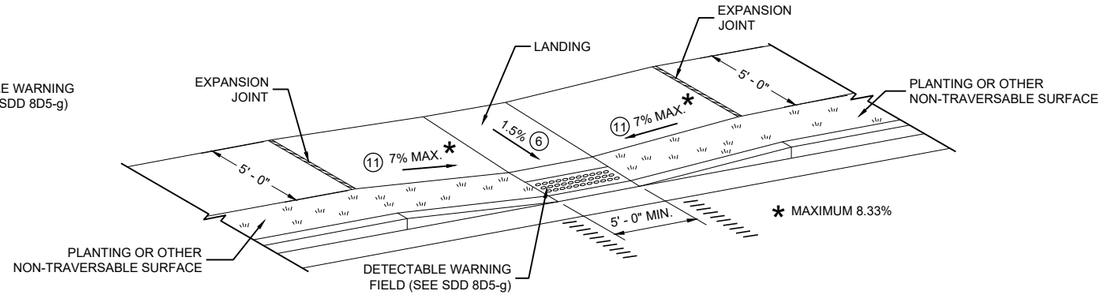
DETECTABLE WARNING AT ISLANDS

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



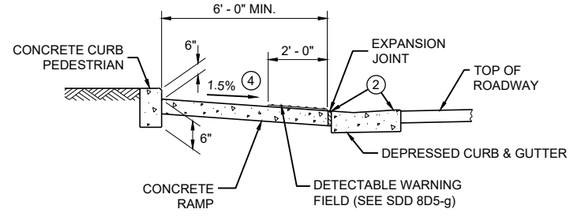
CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS



CURB RAMP TYPE 7B

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

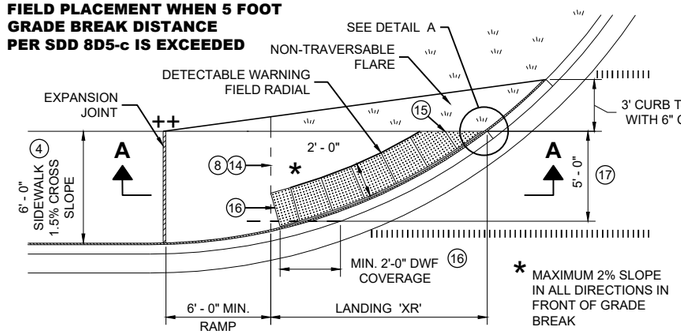


SECTION B - B FOR TYPE 7A

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

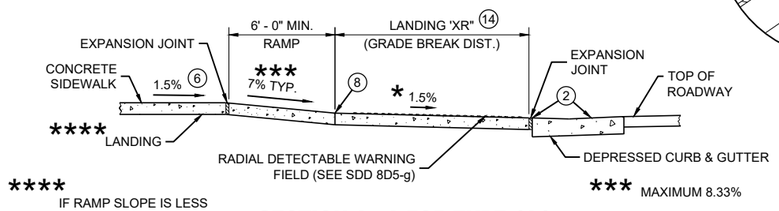
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

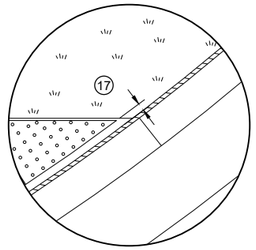


PLAN VIEW

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



SECTION A - A FOR TYPE 4A1



DETAIL A

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.

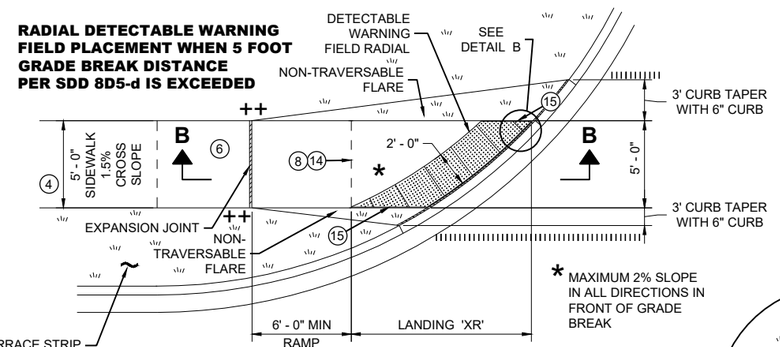
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(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.

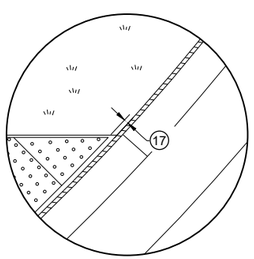
(17) A MAXIMUM 3 INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

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

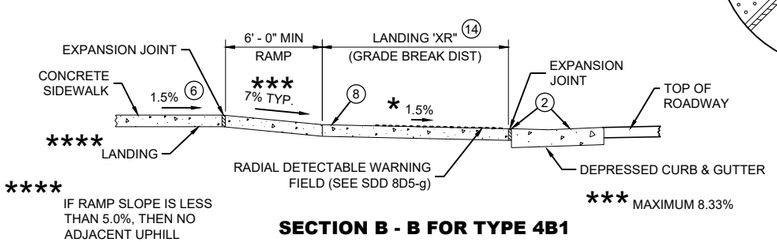


PLAN VIEW

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

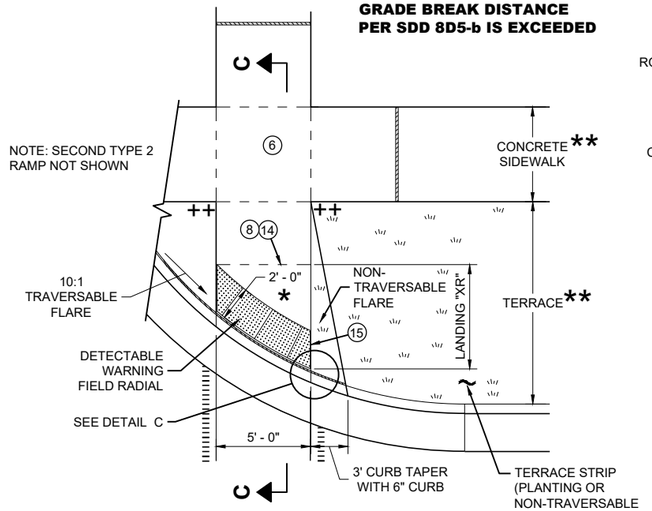


DETAIL B



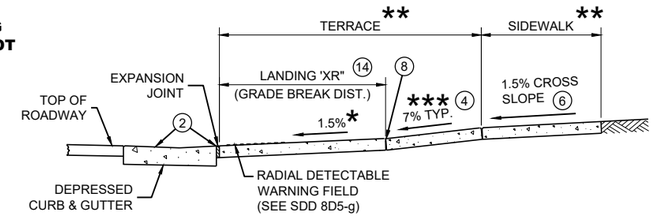
SECTION B - B FOR TYPE 4B1

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

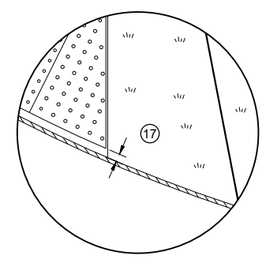


PLAN VIEW

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



SECTION C - C FOR TYPE 2



DETAIL C

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

CURB RAMPS
RADIAL DETECTABLE WARNING

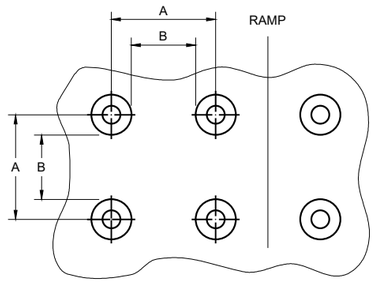
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

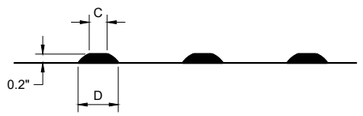
SDD 08D05-21f

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

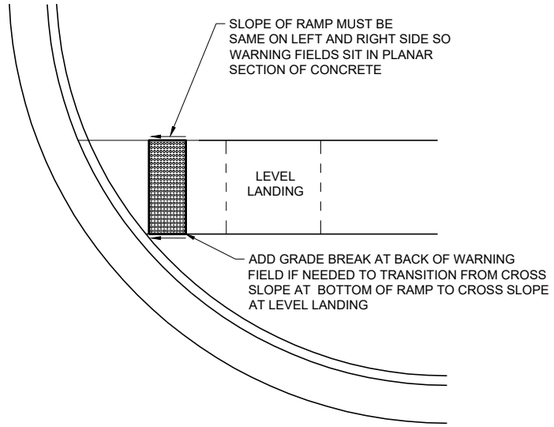
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW



DETECTABLE WARNING FIELD
PLANAR INSTALLATION

GENERAL NOTES

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

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

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

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

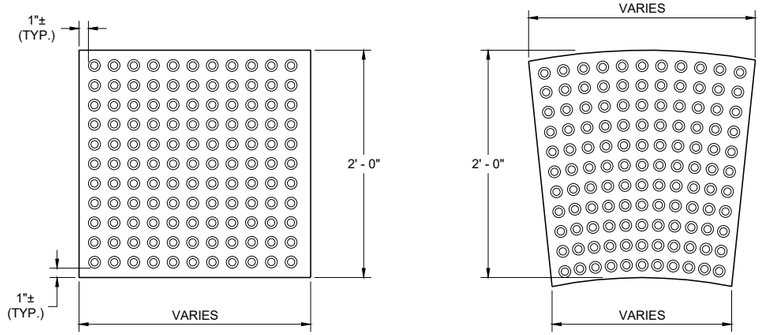
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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

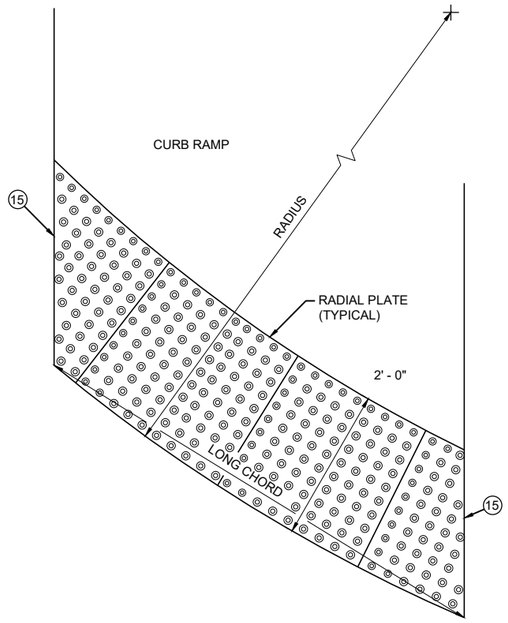
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



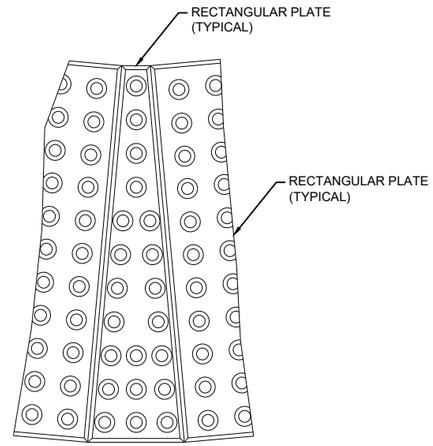
RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

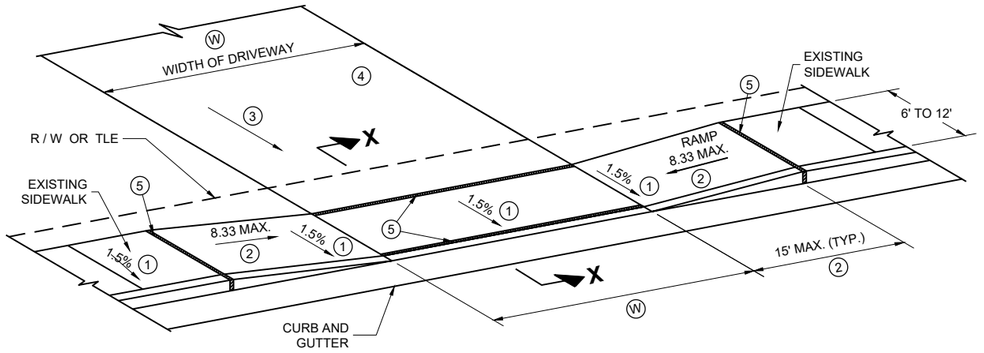
CURB RAMPS
RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

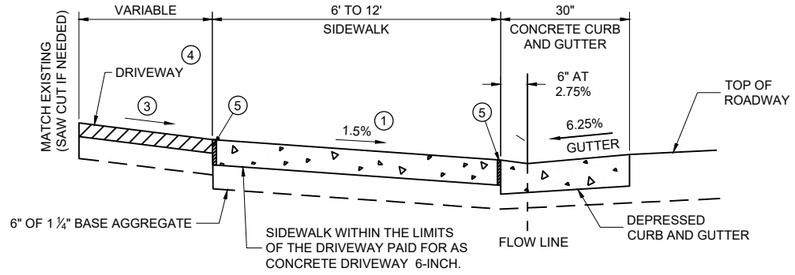
APPROVED
July 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

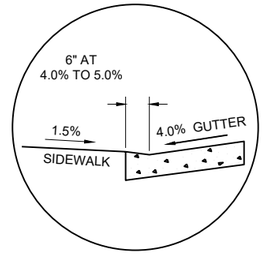
6
SDD 08D05-21g



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



SECTION X - X



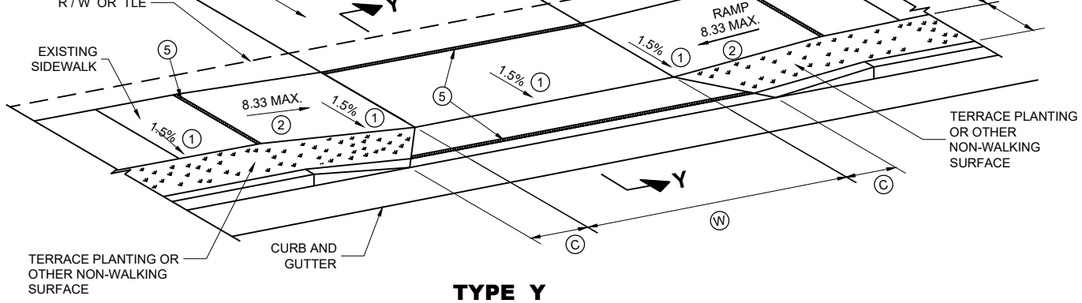
SECTION X - X
4% GUTTER SLOPE

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

16' MIN. - 35' MAX. COMMERCIAL (CE)

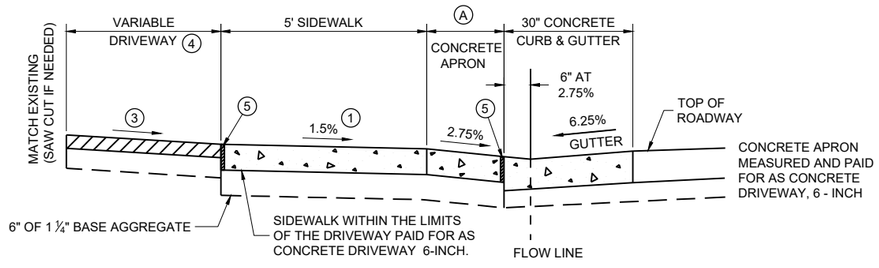
TABLE Y

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

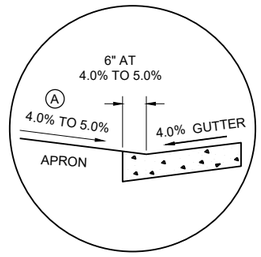


Ⓐ:MEASURE FROM BACK OF CURB

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



NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS



SECTION Y - Y
4% GUTTER SLOPE

SECTION Y - Y

DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER

(URBAN AND SUBURBAN)

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.

Ⓦ IS SHOWN ON PLAN AND PROFILE SHEETS.

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

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

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

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

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

⑤ ½" EXPANSION JOINT FILLER

DRIVEWAY AND SIDEWALK RAMPS TYPES X AND Y

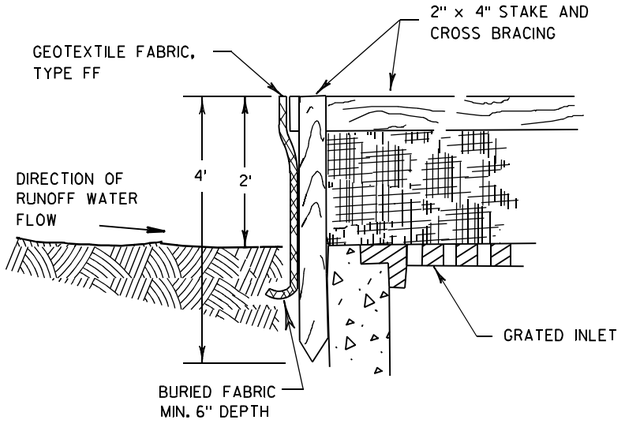
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

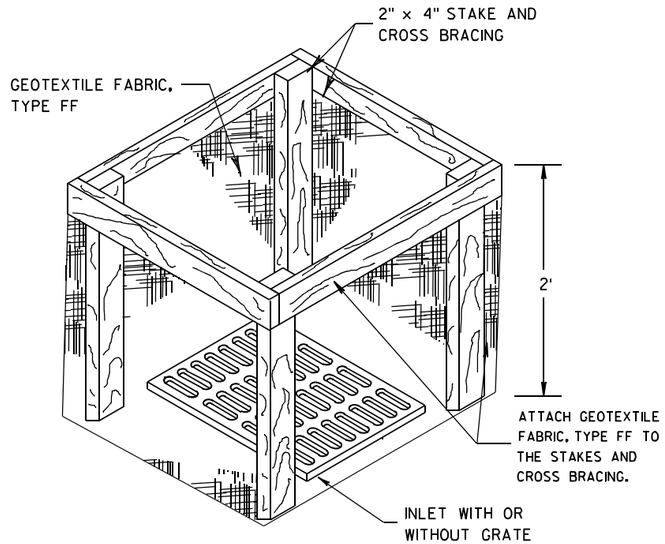
APPROVED
July 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

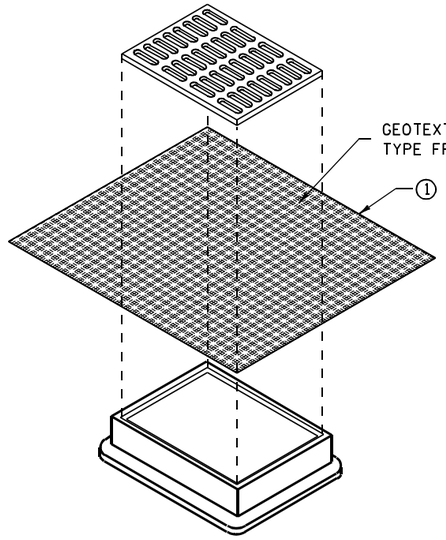
SDD 08D18-04

6



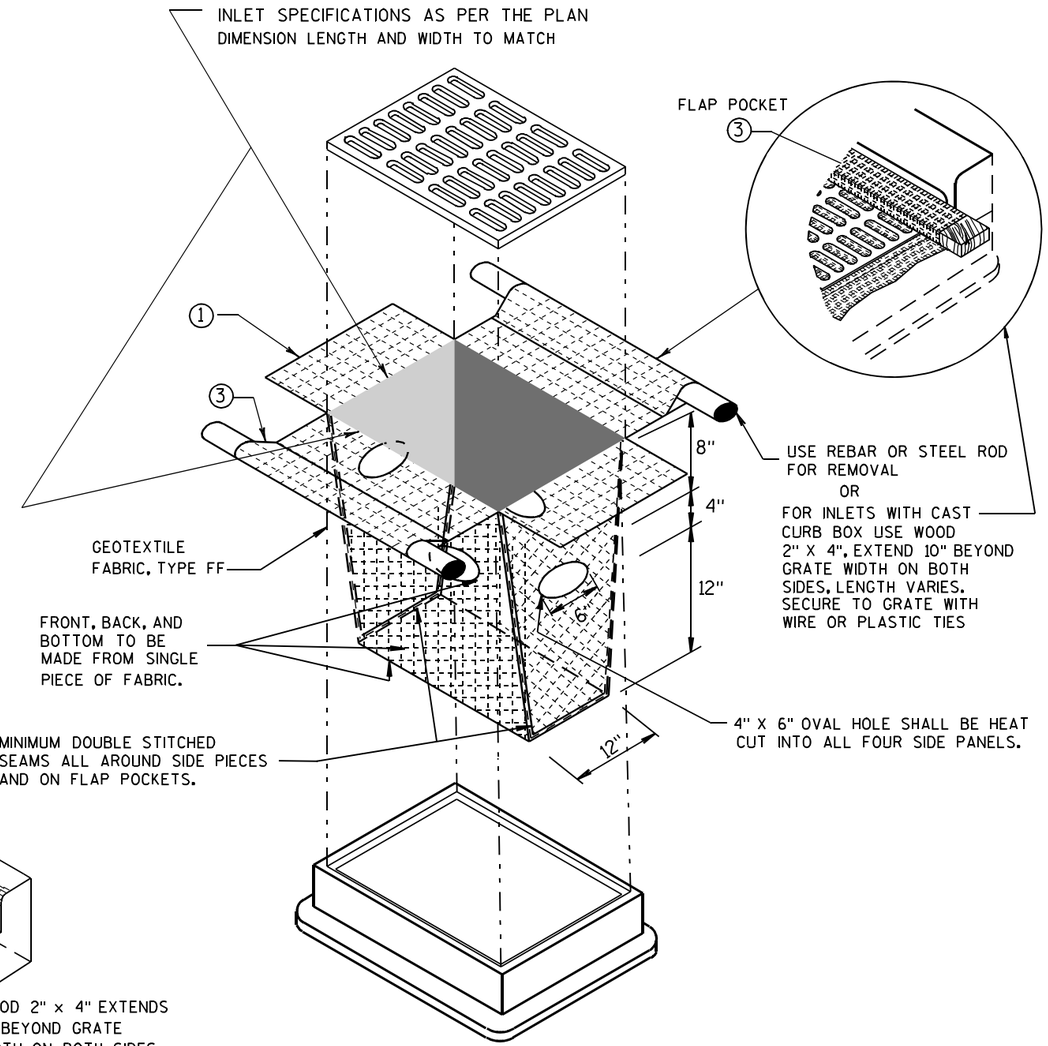


INLET PROTECTION, TYPE A



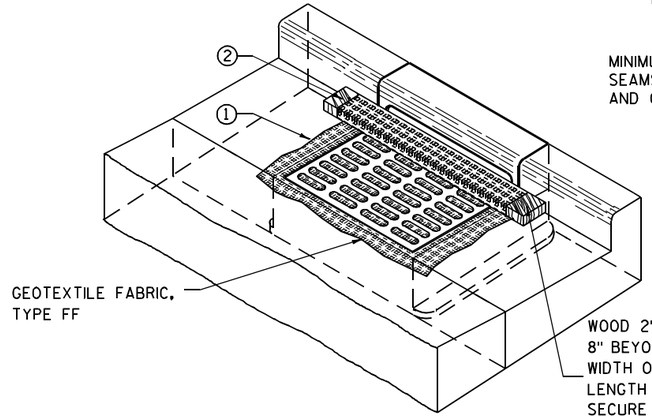
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE D

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

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.

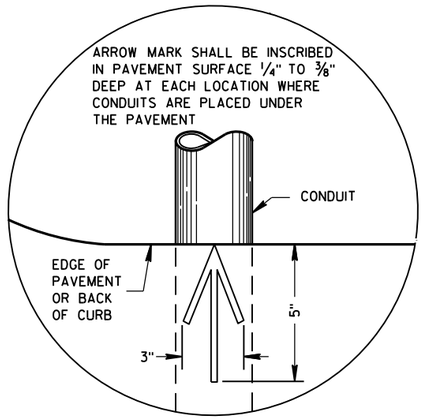
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

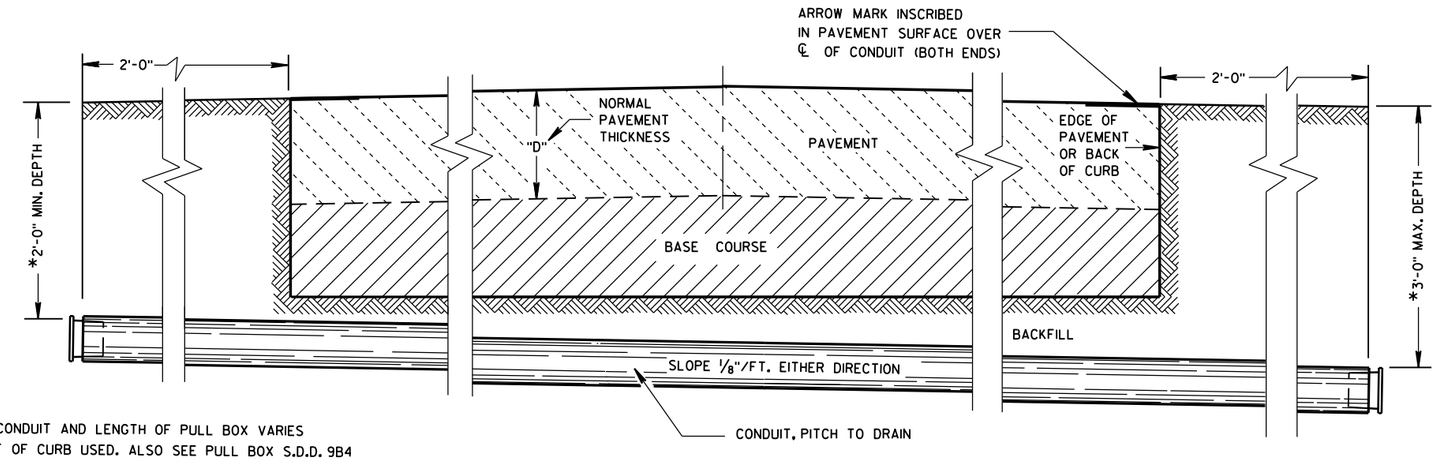
APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 E 10-2



PLAN VIEW

ARROW MARK



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

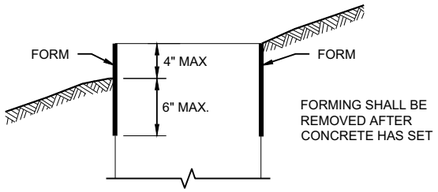
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 B 2-10

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWINGSHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, TYPE 5 AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER ALL BASE TYPES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

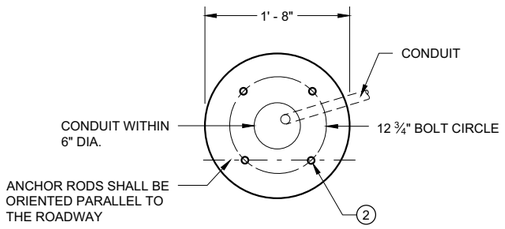
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

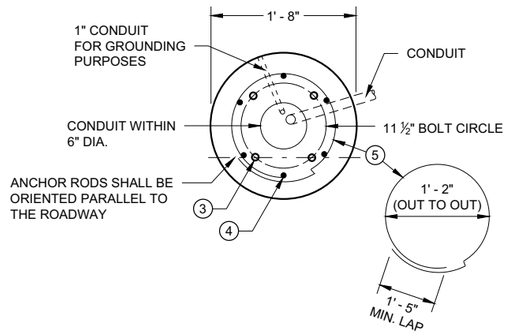
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

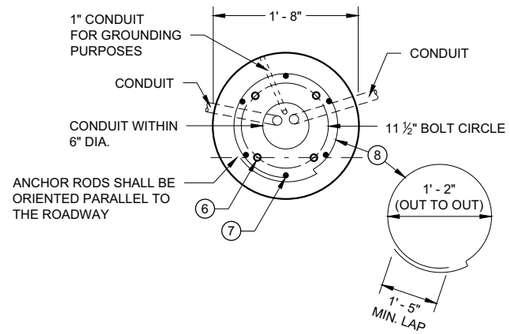
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).







1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

2 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

3 (4) 1" DIA. X 5' - 0" ANCHOR RODS.

4 (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.

5 (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.

6 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

7 (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.

8 (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

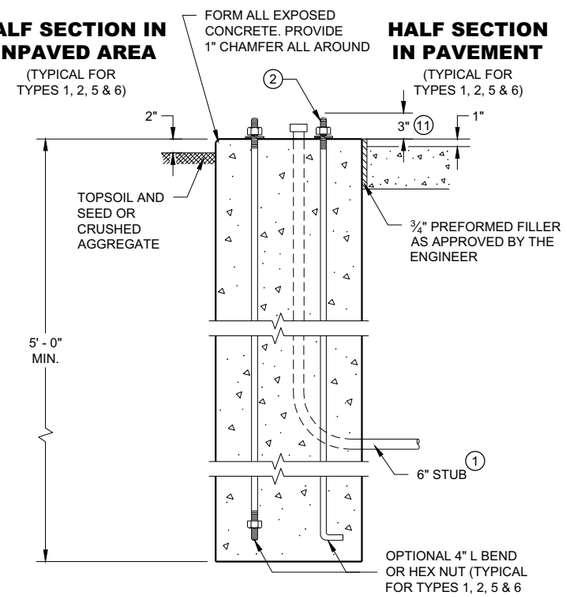
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

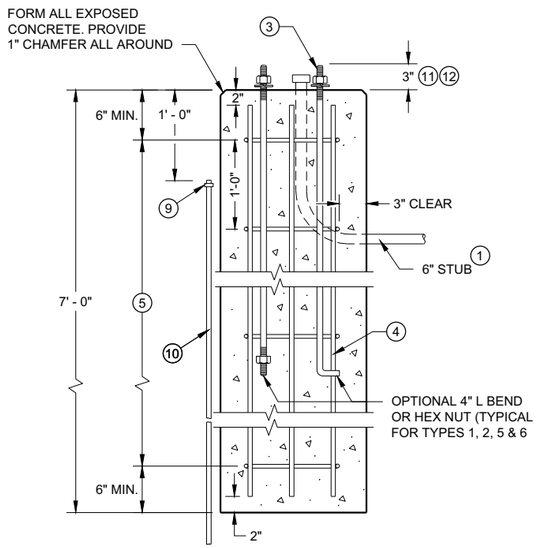
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5 & 6)

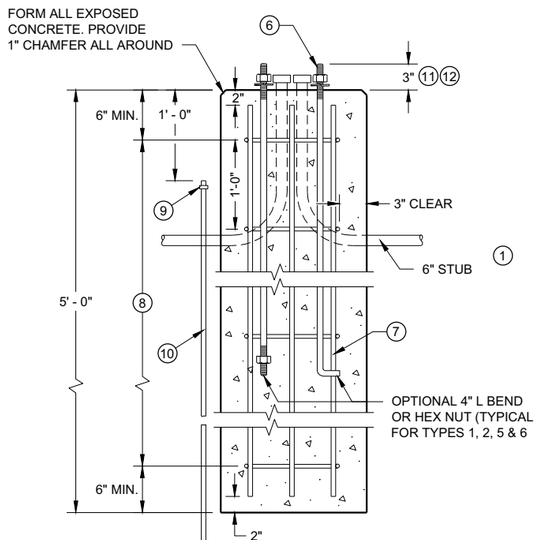
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



TYPE 1



TYPE 2



TYPE 5 & 6

CONCRETE BASES

CONCRETE BASES
TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

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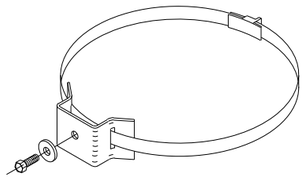
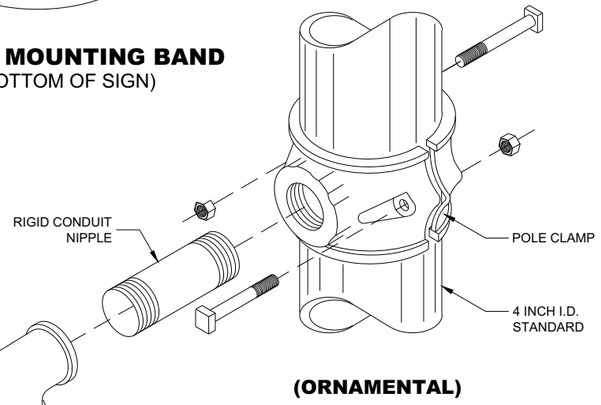
SDD 09C02 - 09



TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



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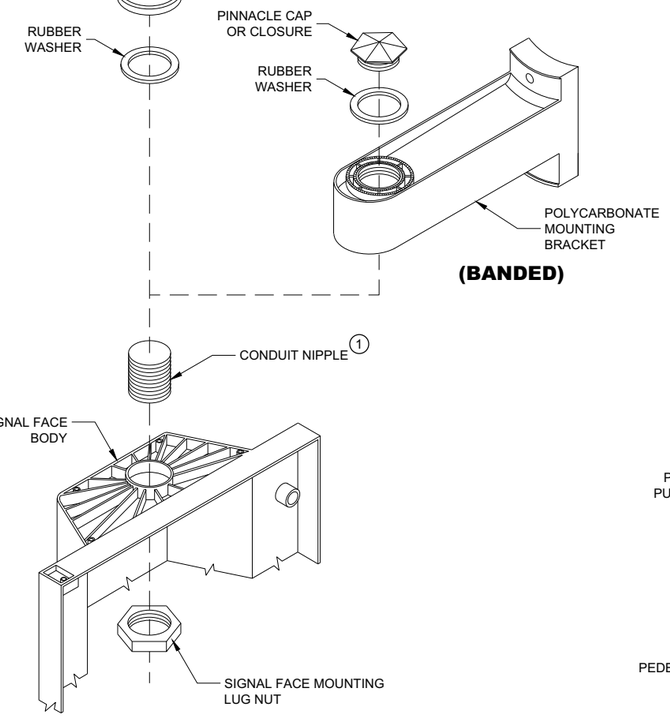

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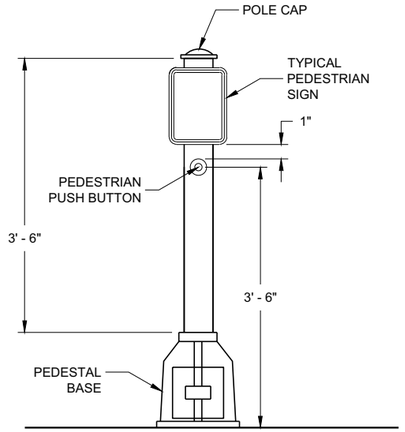
SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS, UNLESS APPROVED BY THE ENGINEER IN THE FIELD.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

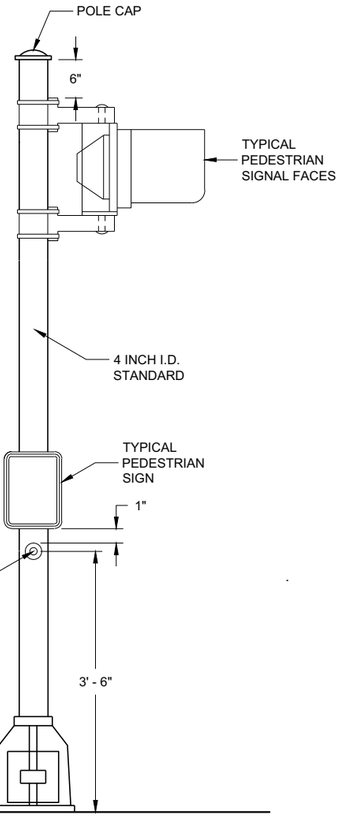
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE REGION TRAFFIC ENGINEER).

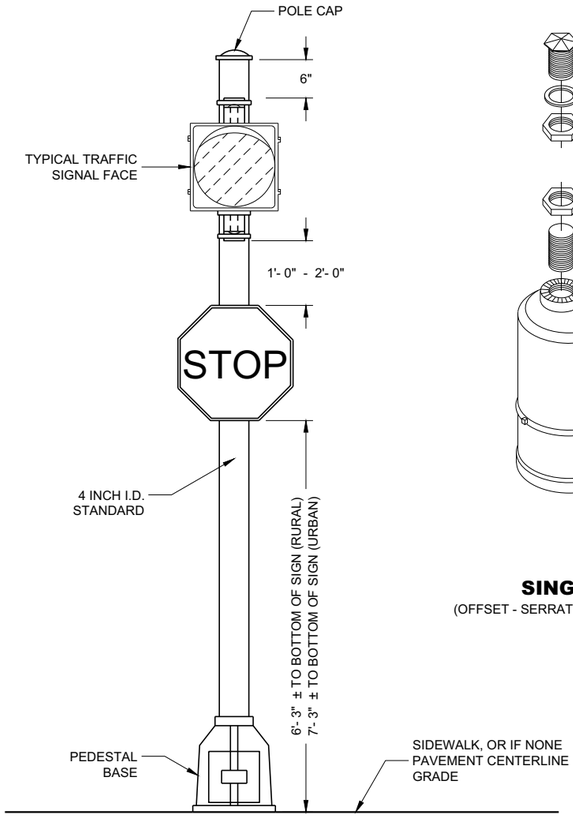
PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

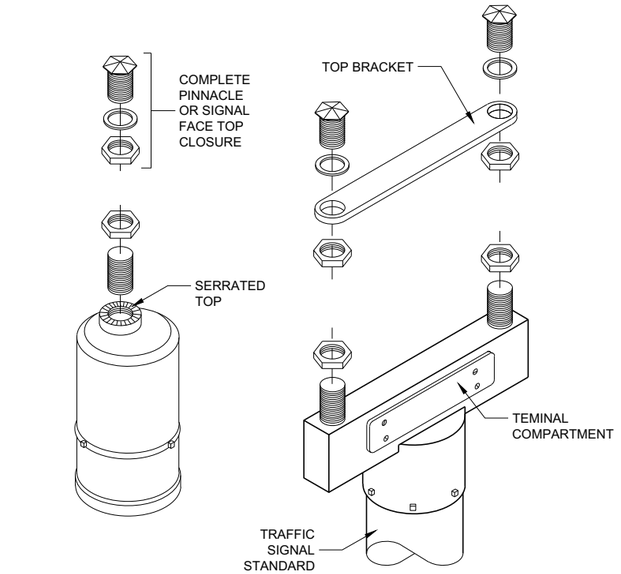
(1) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACESAND BRACKET ENDS.



PEDESTRIAN FACE STANDARD - 10 FT.
(WALK - DON'T WALK)



STANDARD FLASHER
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED



SINGLE
(OFFSET - SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD
PEDESTRIAN AND FLASHER
TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

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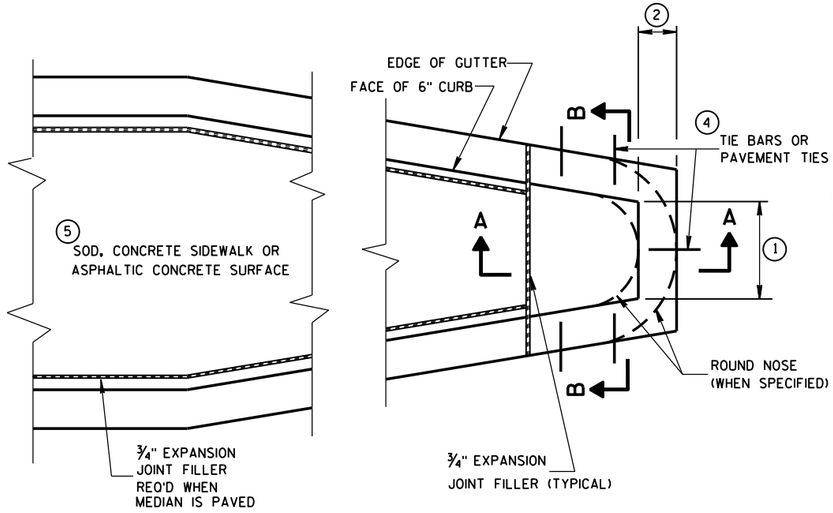
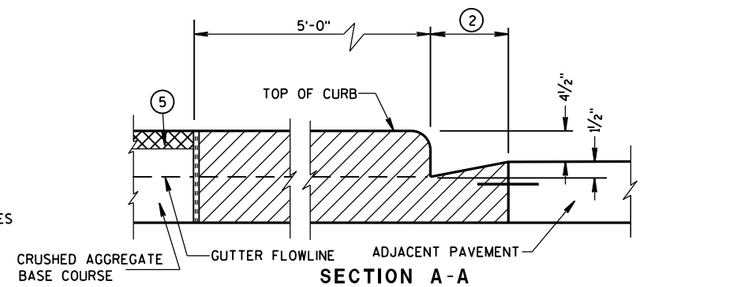
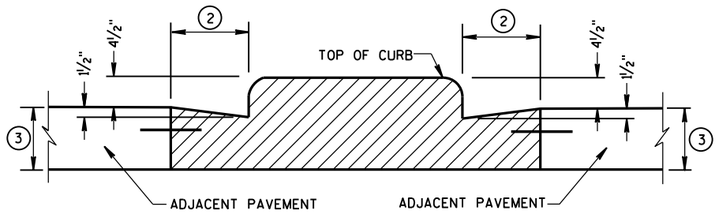
SDD 09E07 - 06





SECTION A-A



SECTION B-B

CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

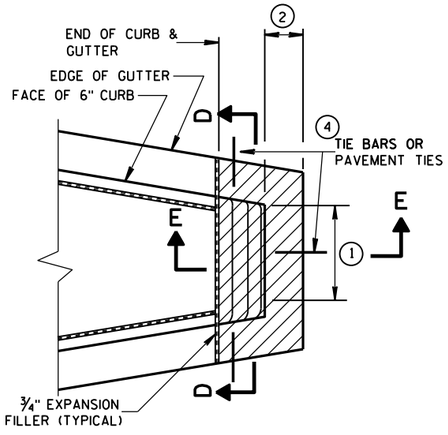
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

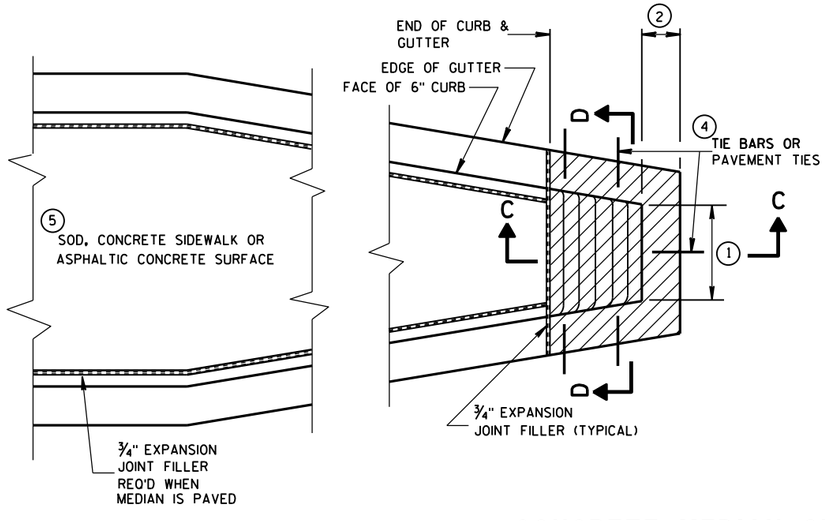
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

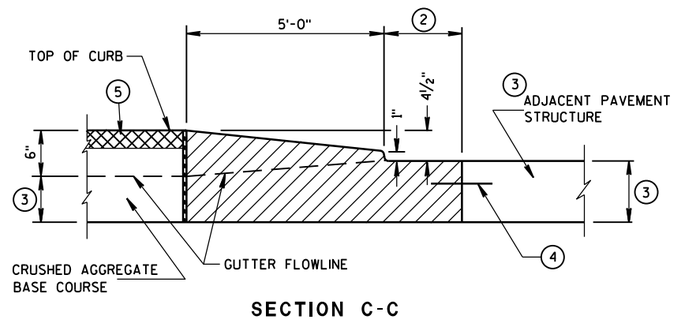
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

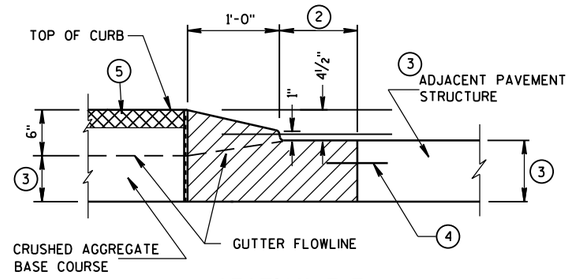




CONCRETE MEDIAN SLOPED NOSE TYPE 1

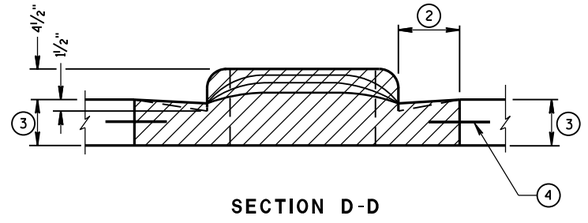


SECTION C-C



SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS D ENGINEER
FHWA

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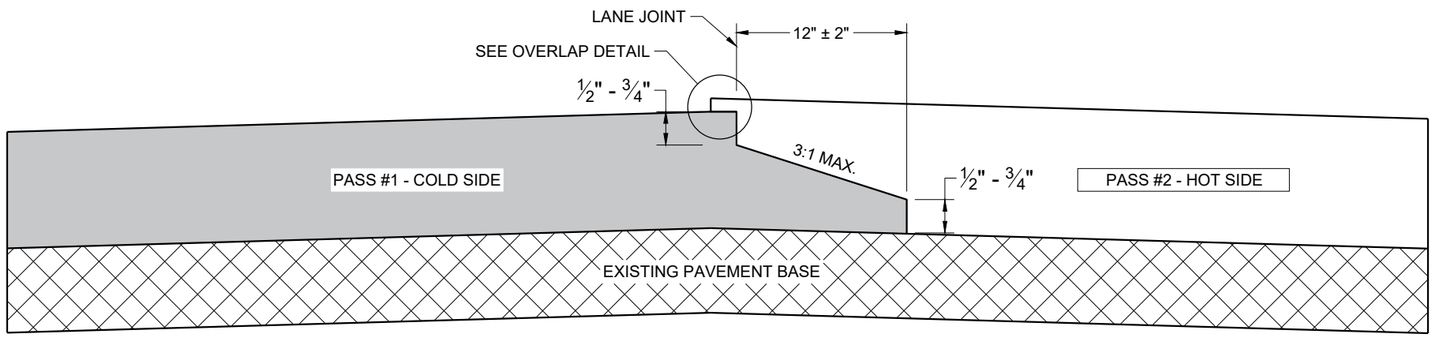
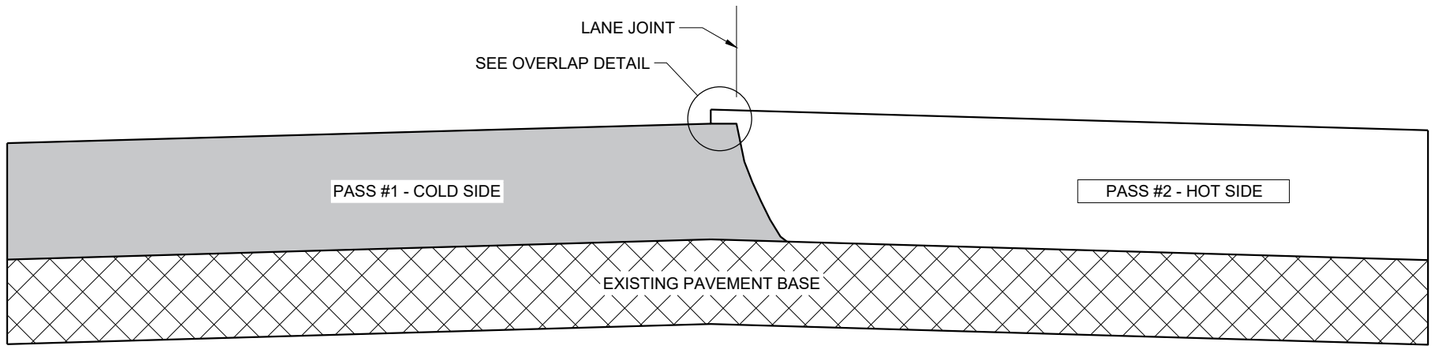
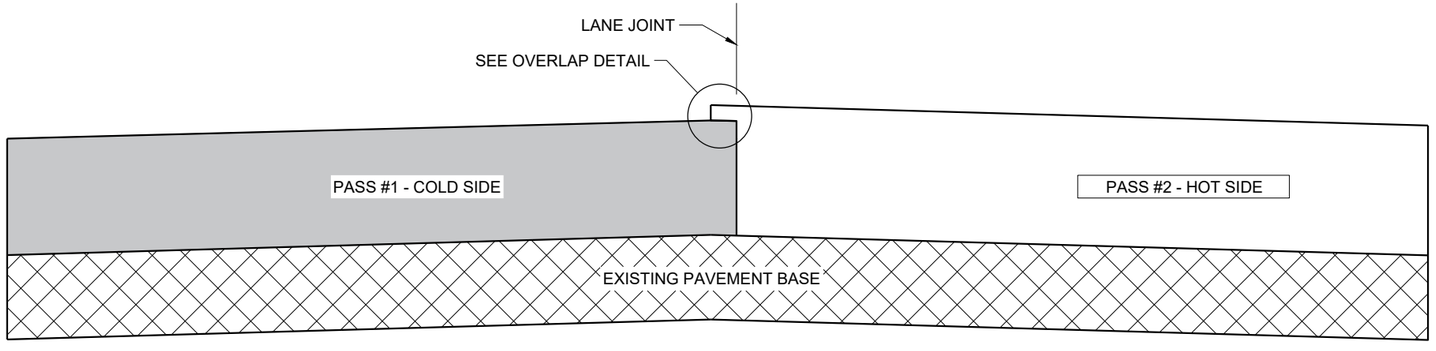
S.D.D. 11 B 2-2



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

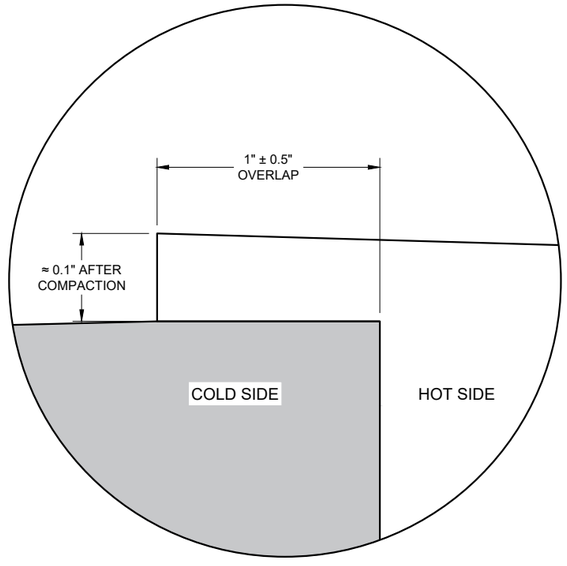
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

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SDD 13C19 - 03

SDD 13C19 - 03

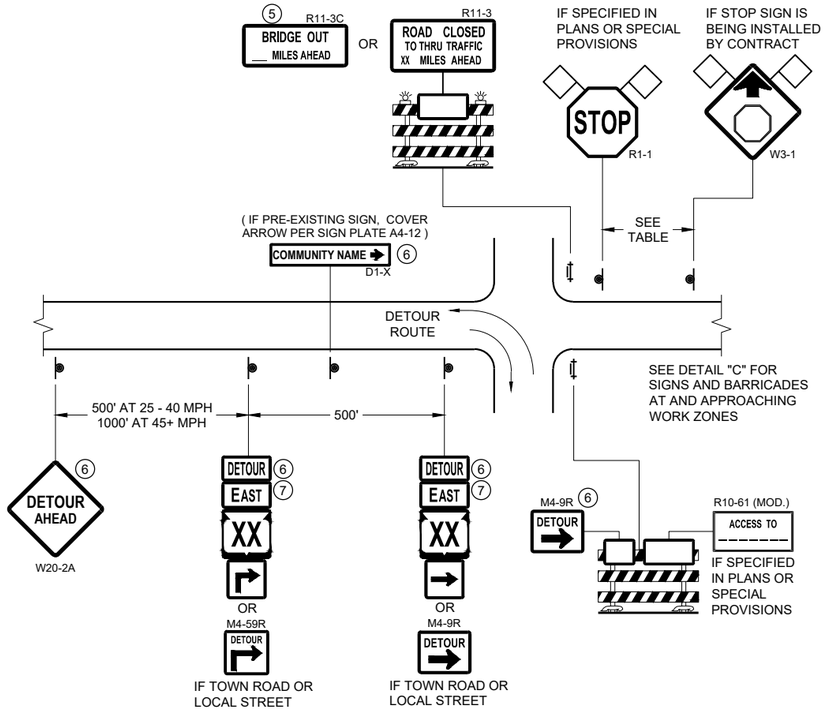
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

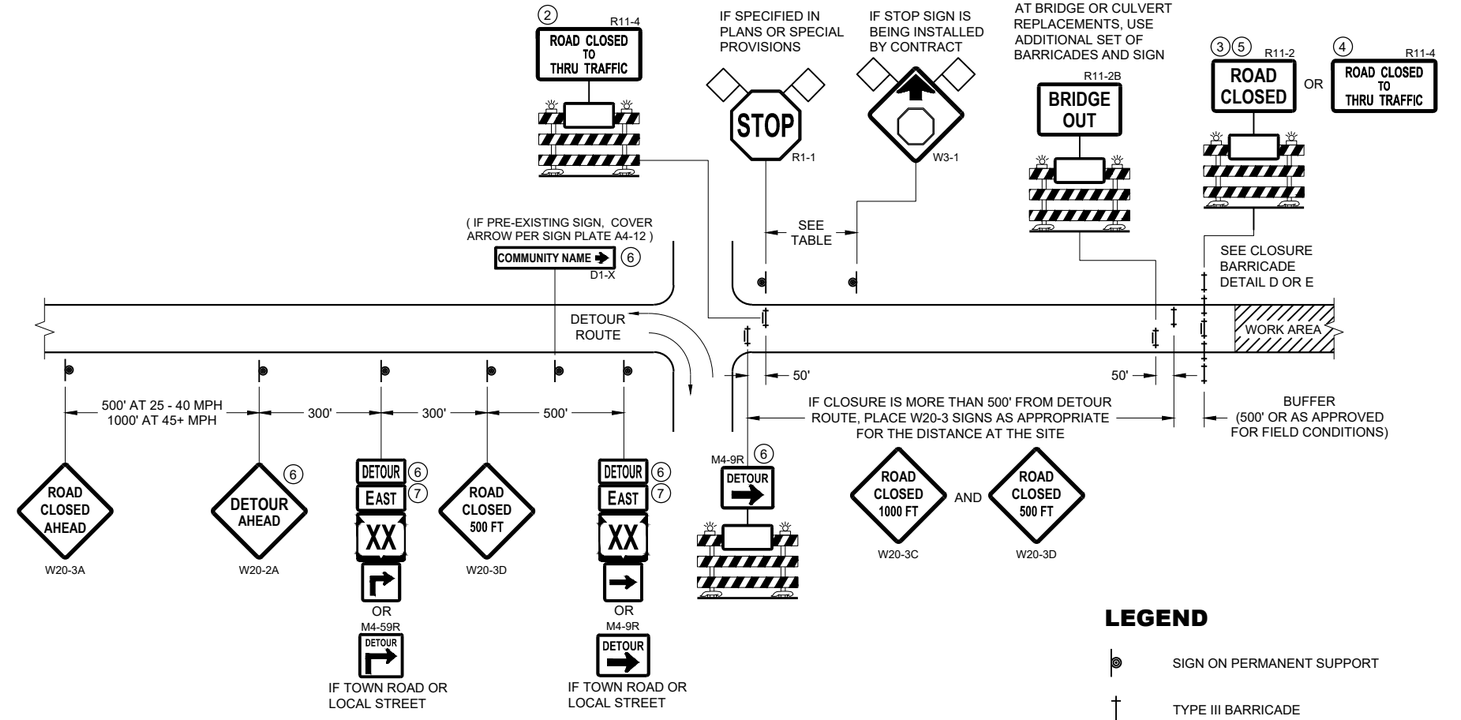
/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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

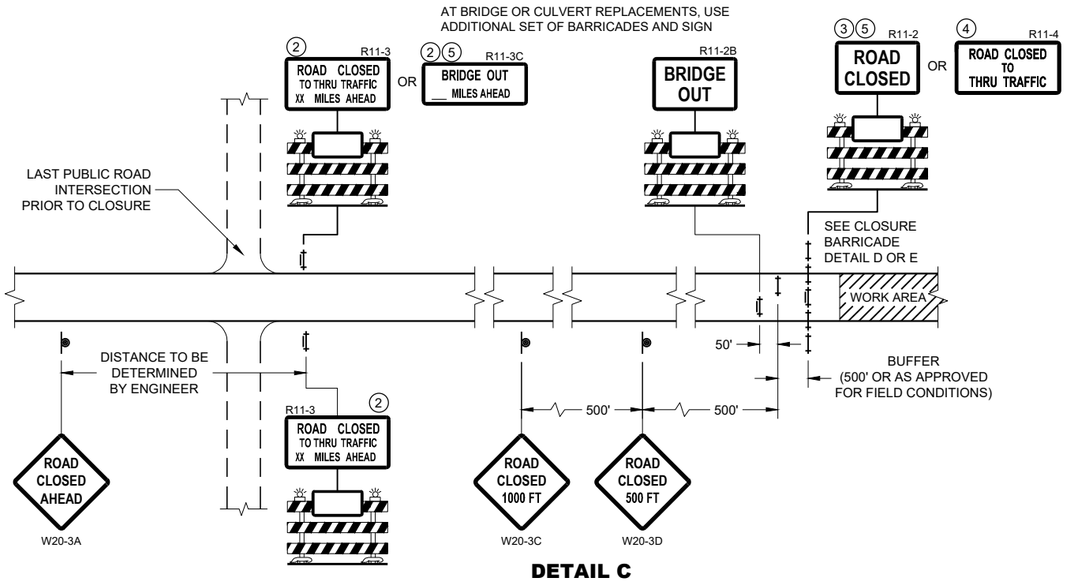


DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY 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
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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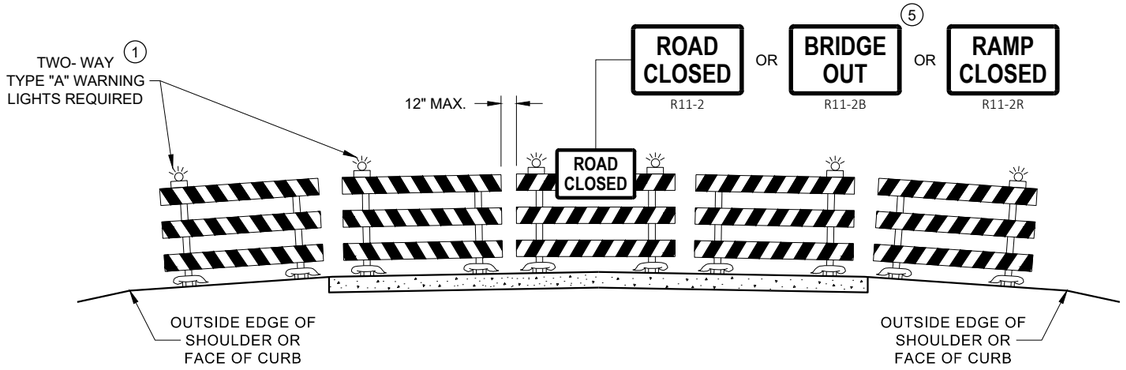
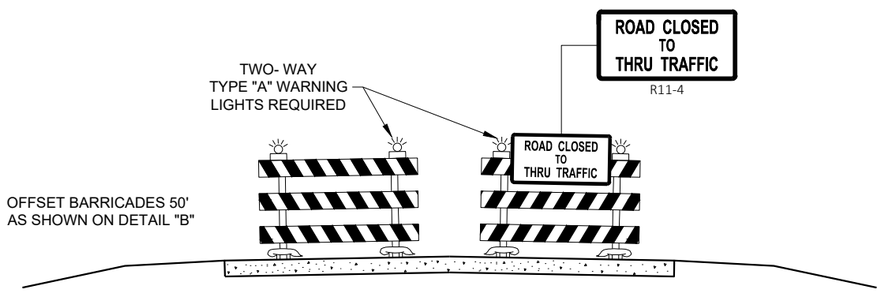
SDD 15C02 - 09a

SDD 15C02 - 09a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

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SDD 15C02 - 09b

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SDD 15C02 - 09b

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR / EAST — M4 - 8, M3 - X
- XX — M1 - 4
- OR XX — M1 - 6
- OR COUNTY X — M1 - 5A
- M05 - 1
- OR M06 - 1
- OR M06 - 1

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

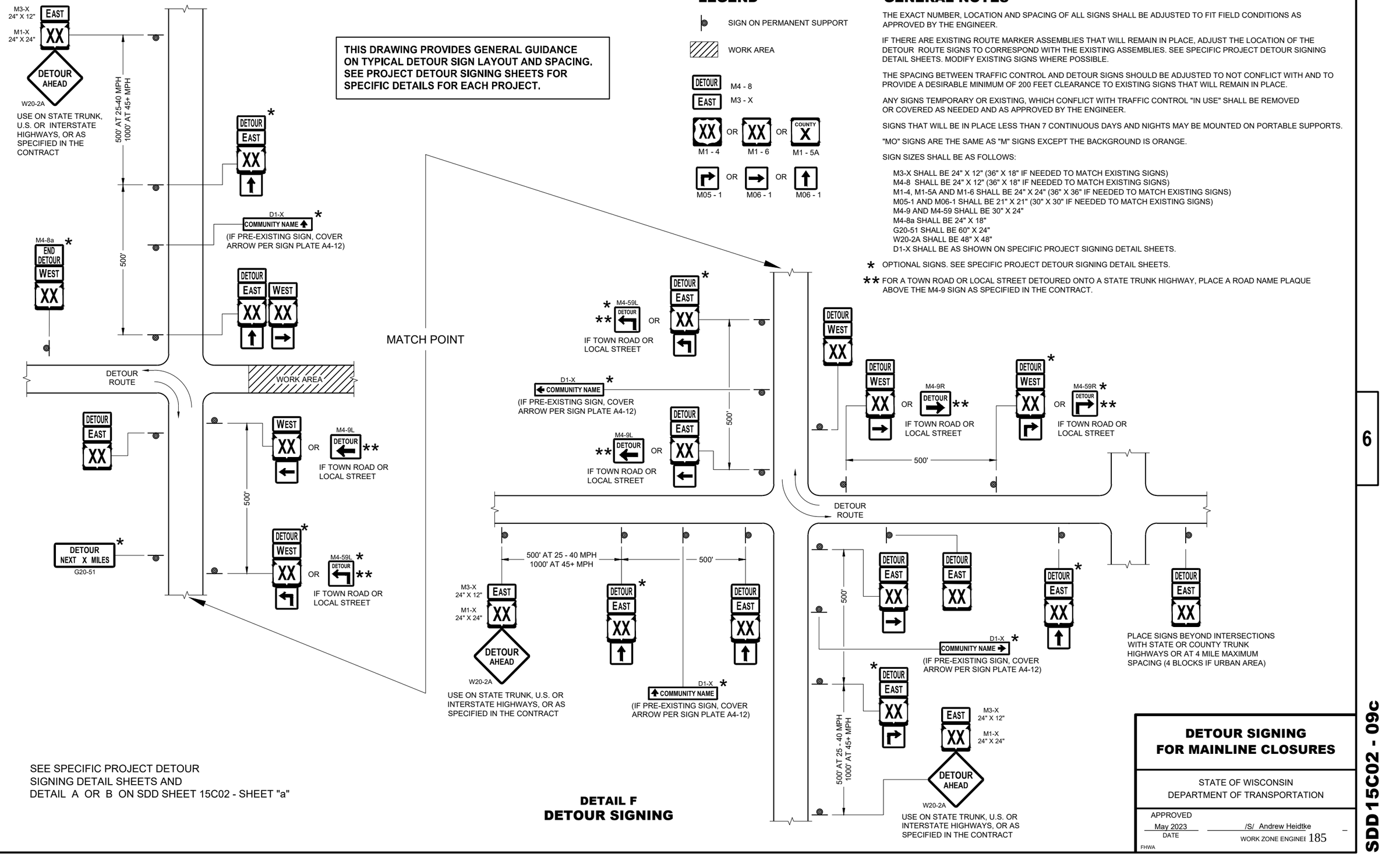
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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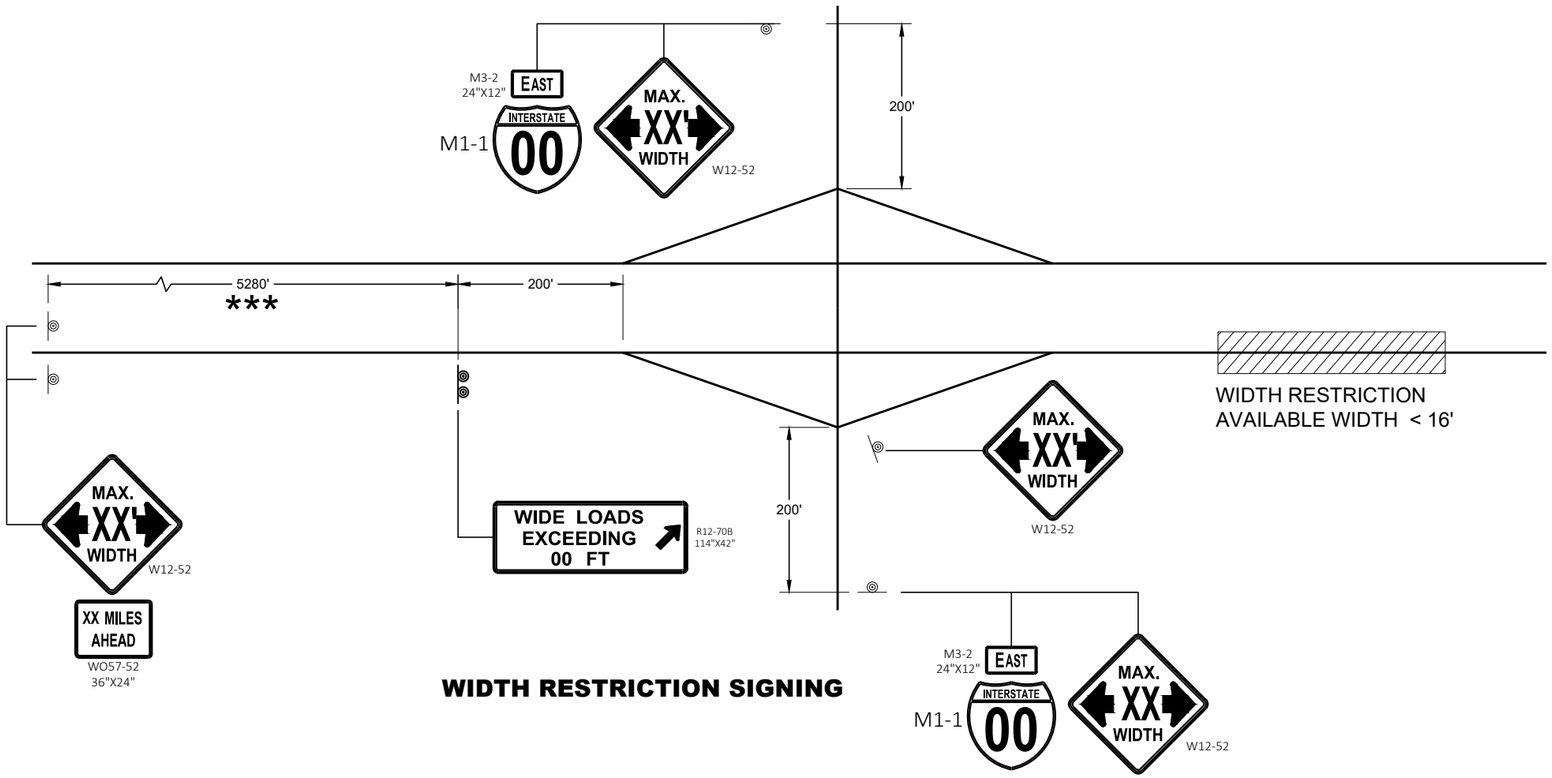
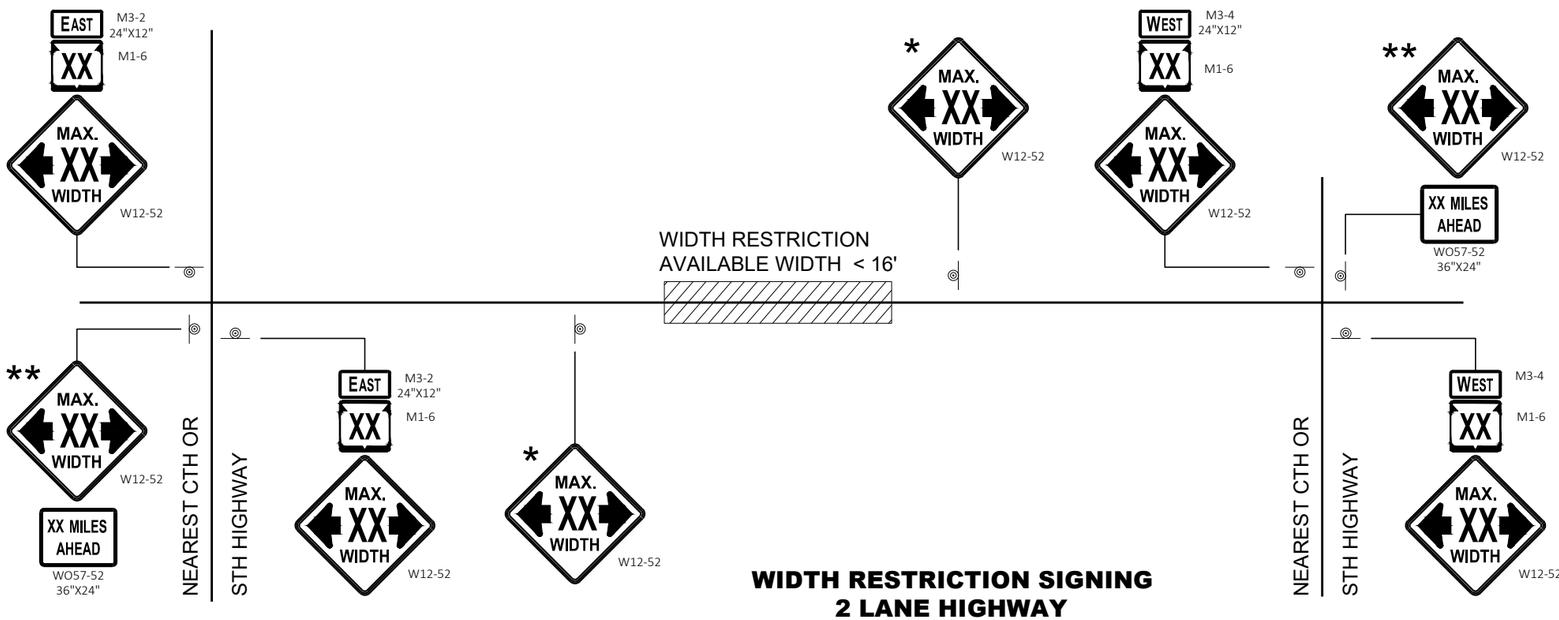
SDD 15C02 - 09c



WIDTH RESTRICTION SIGNING



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

LEGEND

◎ SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

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

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

*** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.

WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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SDD 15C02 - 09f

6

SDD 15C02 - 09f

GENERAL NOTES

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

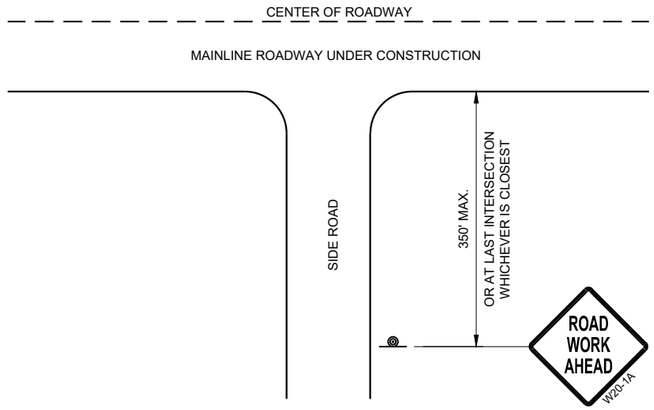
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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.

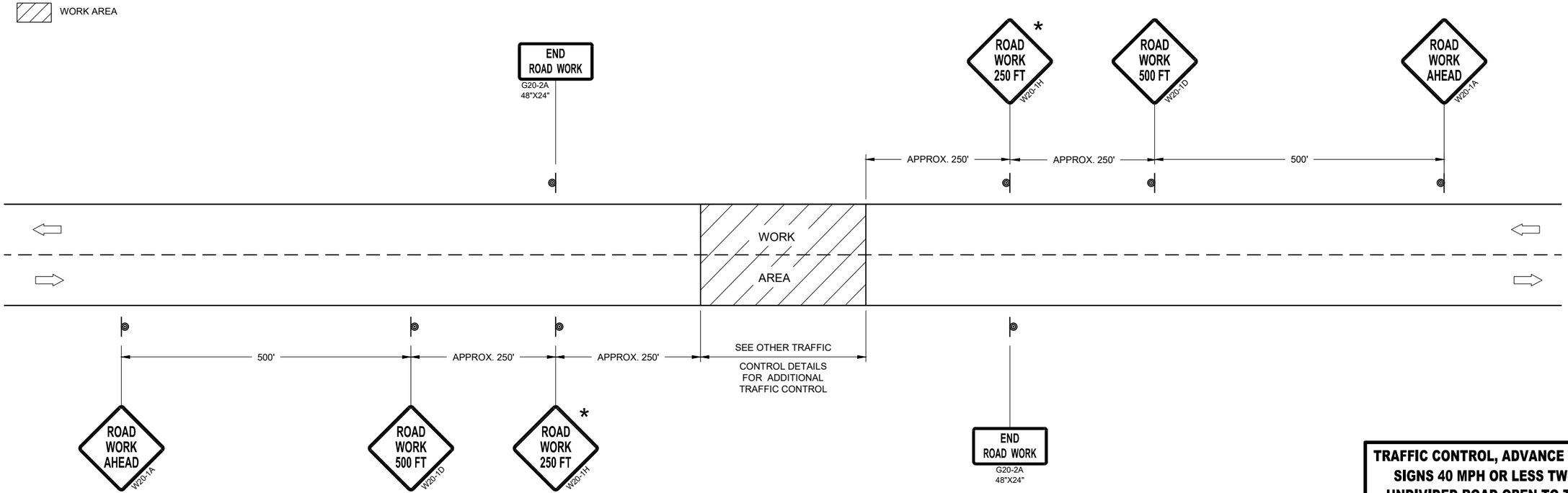
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



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 TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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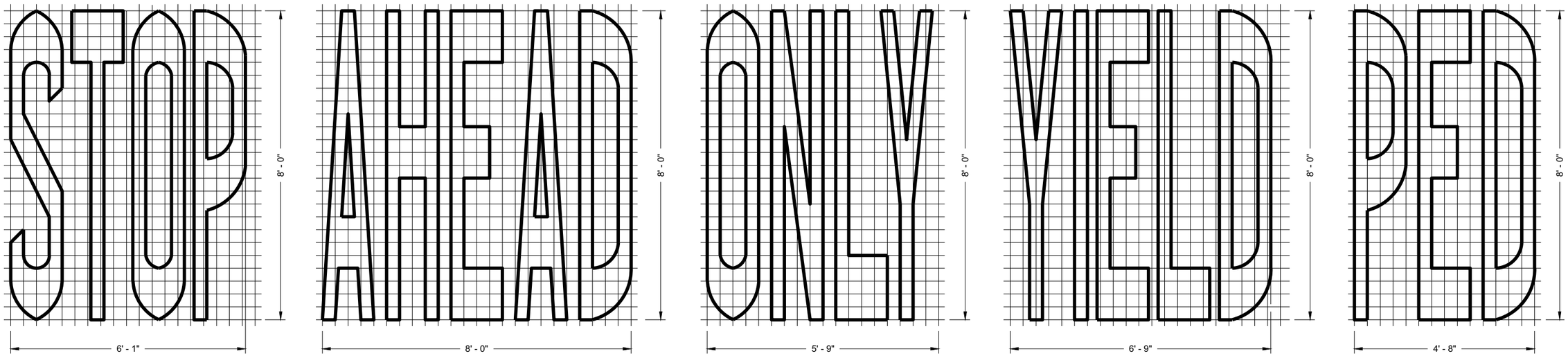
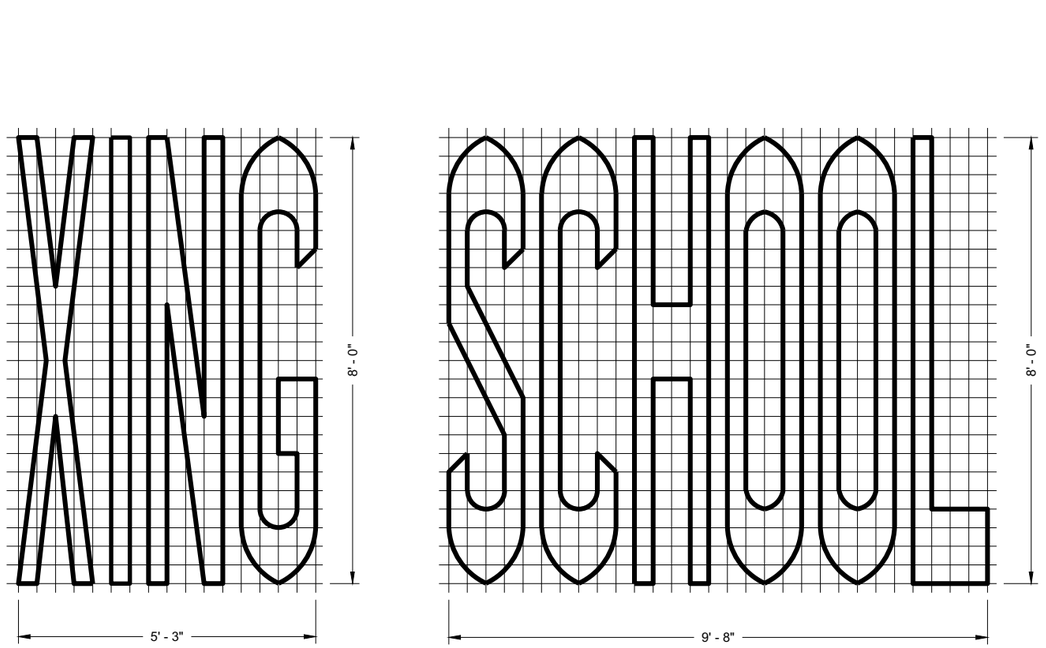
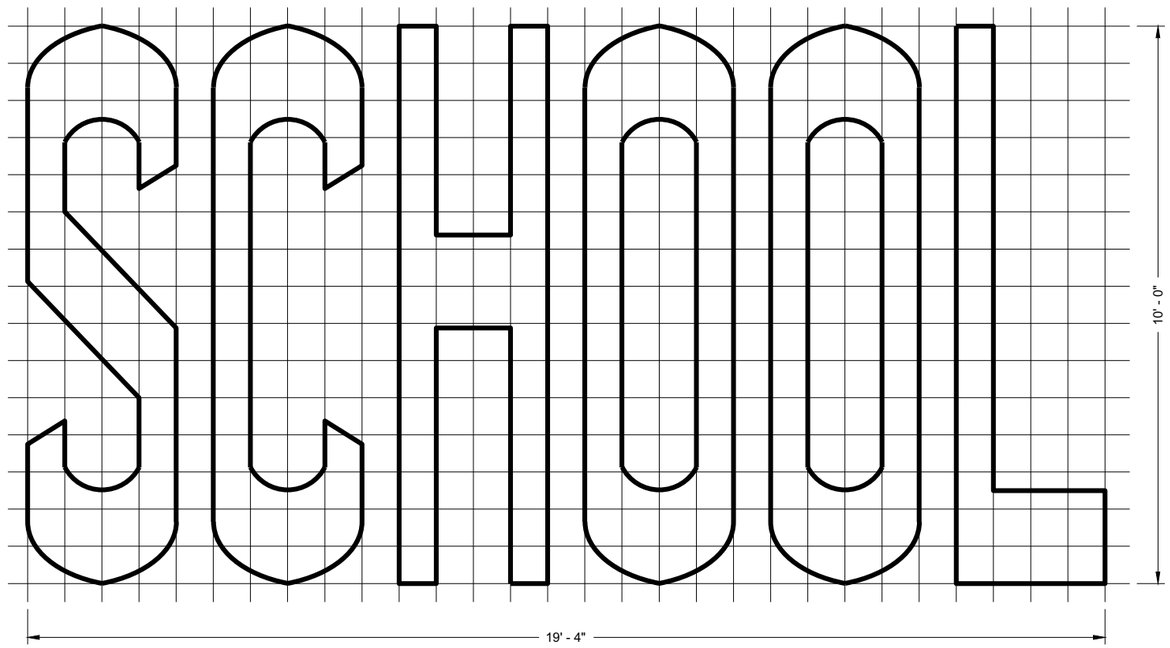
SDD 15C05 - 05





SINGLE LANE



TWO - LANE

GENERAL NOTES

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

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

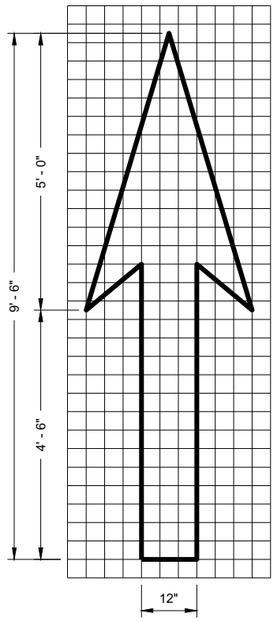
/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

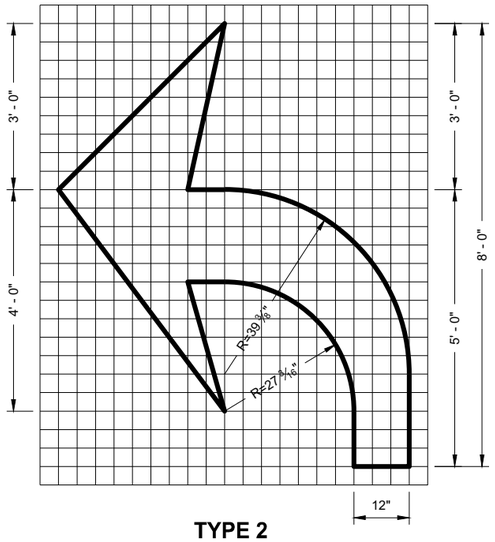
6

SDD 15C07 - 15b

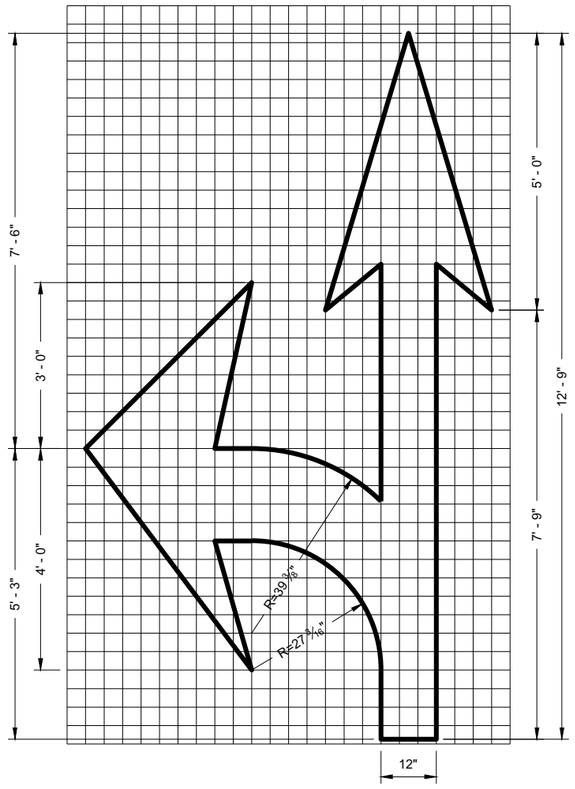
SDD 15C07 - 15b



TYPE 1



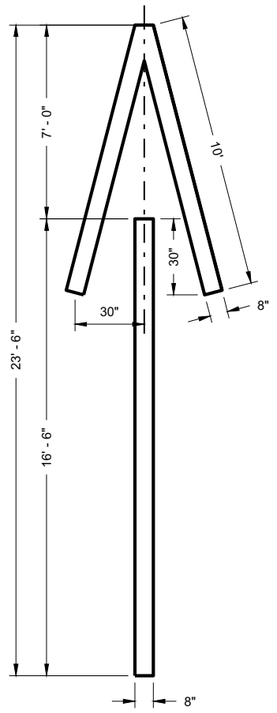
TYPE 2



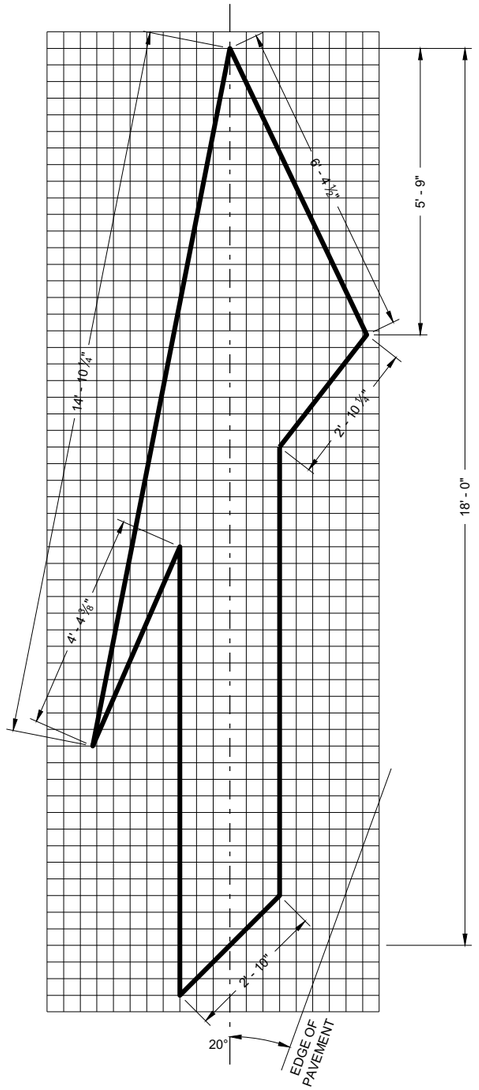
TYPE 3

GENERAL NOTES

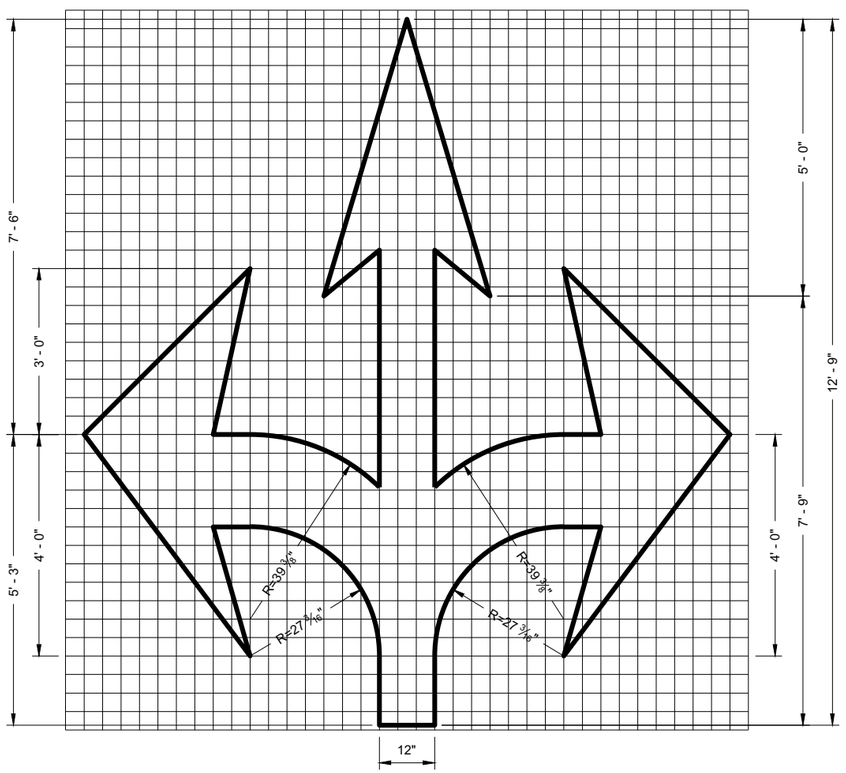
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



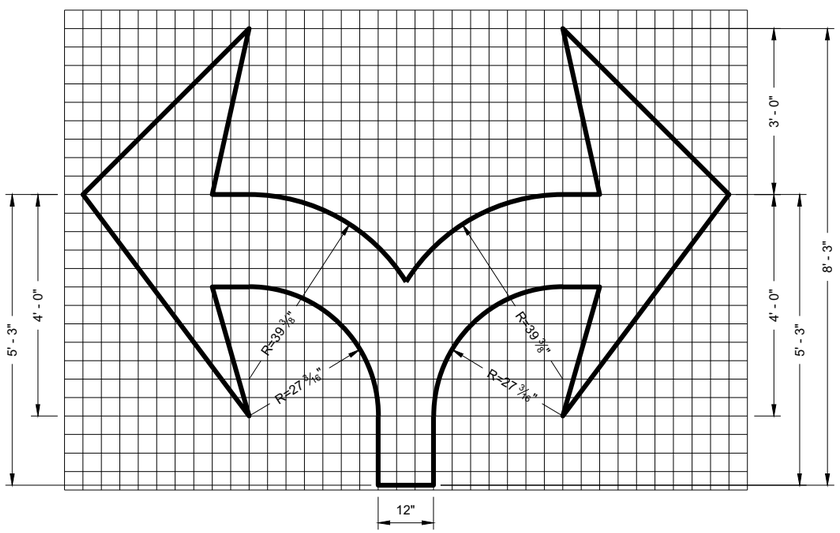
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

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SDD 15C07 - 15c

6

SDD 15C07 - 15c

GENERAL NOTES

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

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

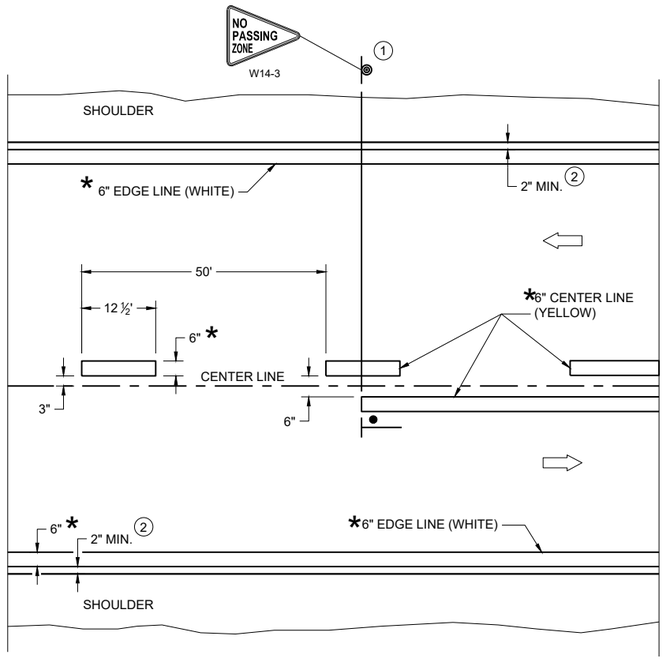
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

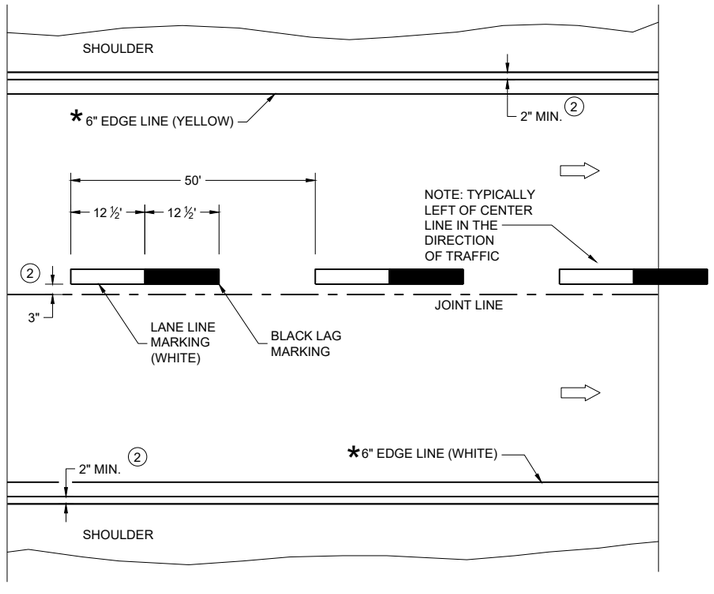
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

6

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

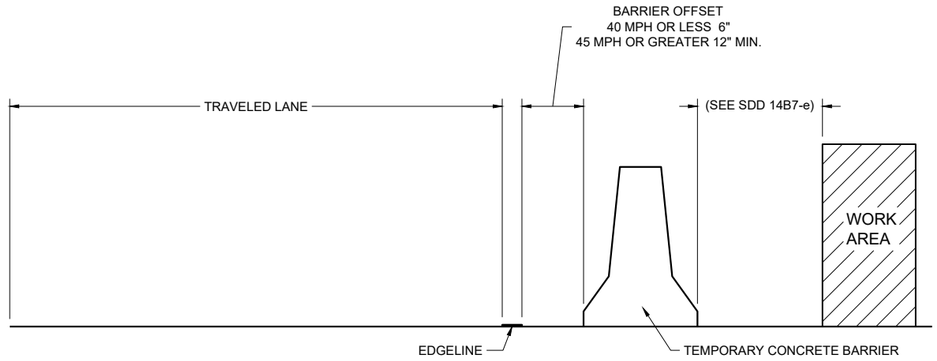
APPROVED

May 2023
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

SDD 15C08-23a



TEMPORARY BARRIER OFFSET FROM EDGELINE

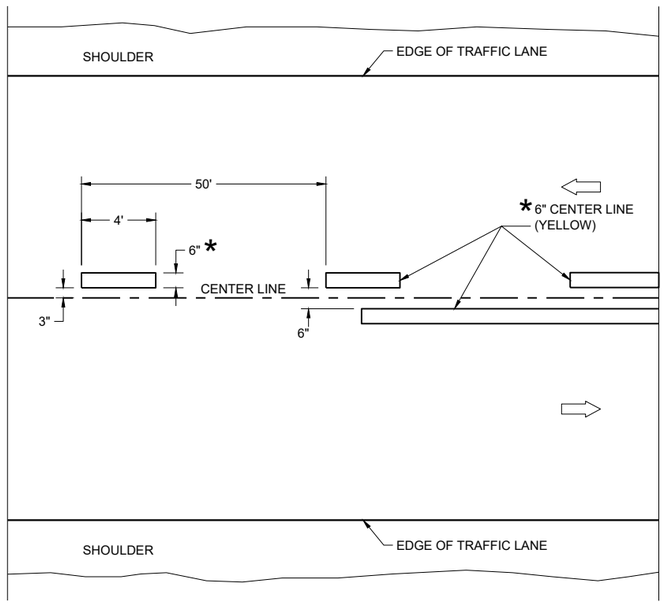
GENERAL NOTES

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

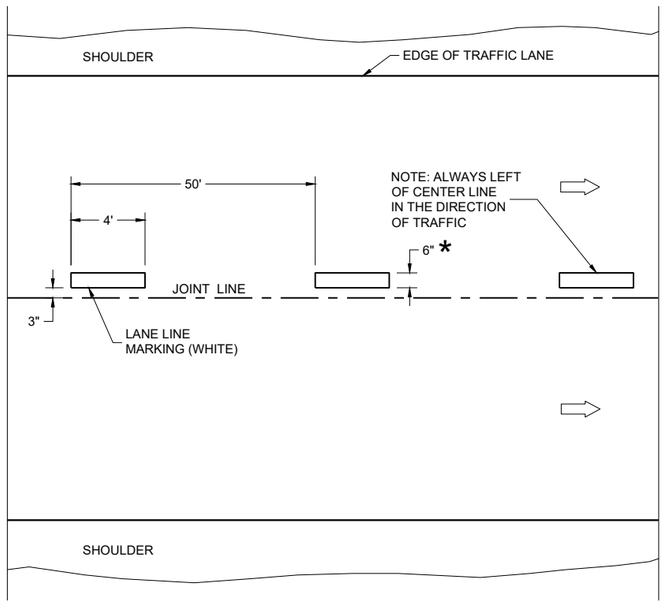
LEGEND

DIRECTION OF TRAFFIC

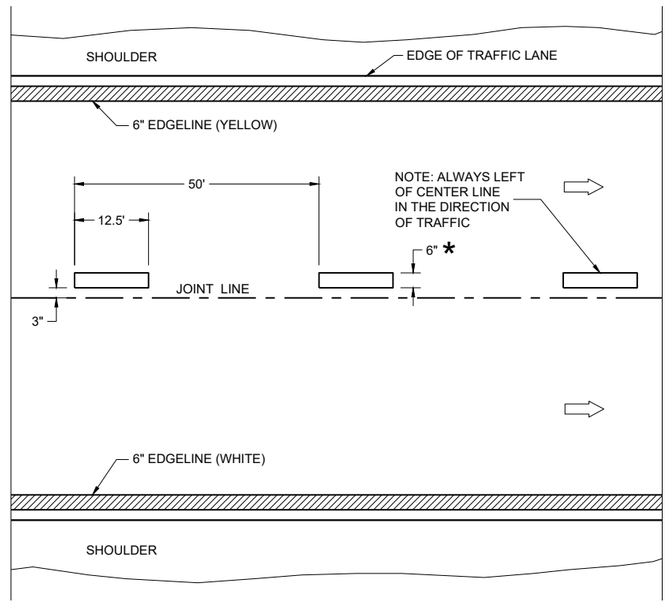
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — Statewide Pavement Marking Engineer

FHWA

6

SDD 15C08-23b

6

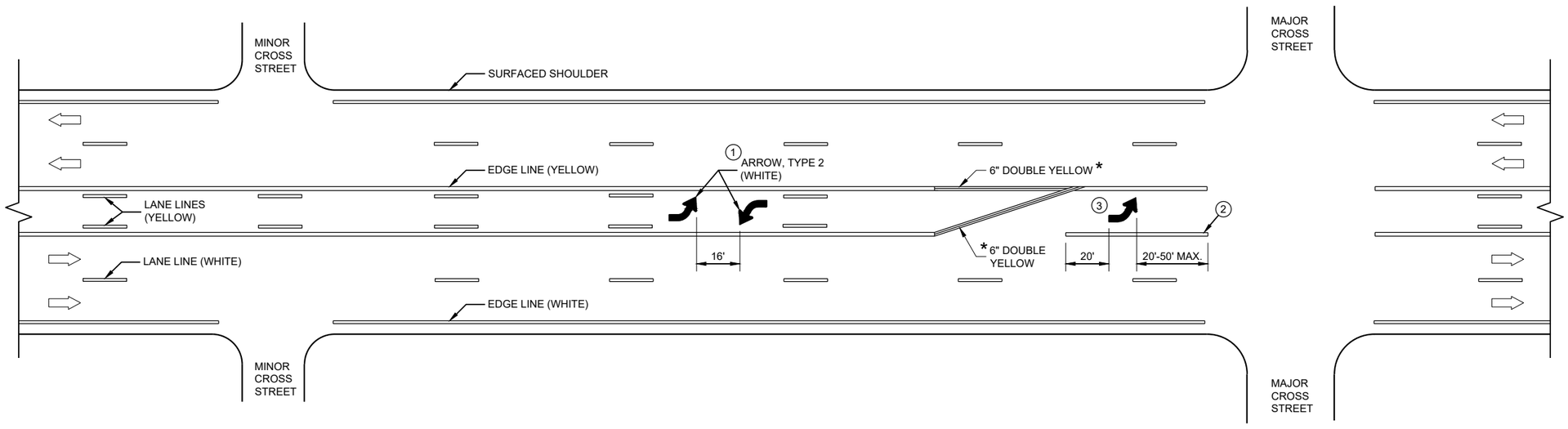
SDD 15C08-23b

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 10" WHITE
3. TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

DIRECTION OF TRAFFIC

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



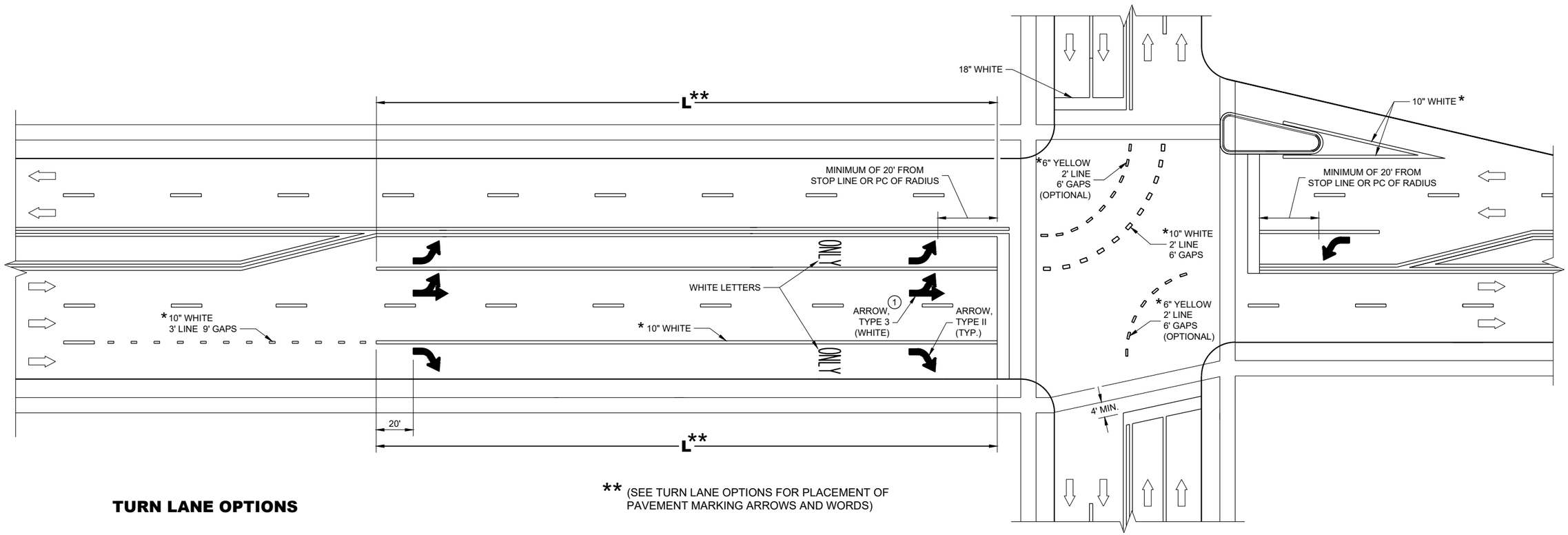
TWO WAY LEFT TURN LANE

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA· 192

SDD 15C08-23c

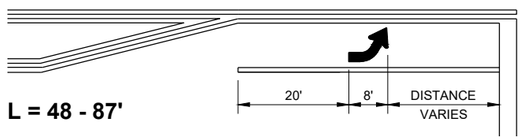
6



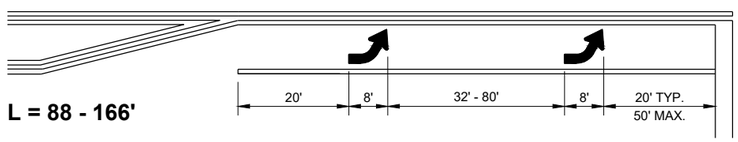
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

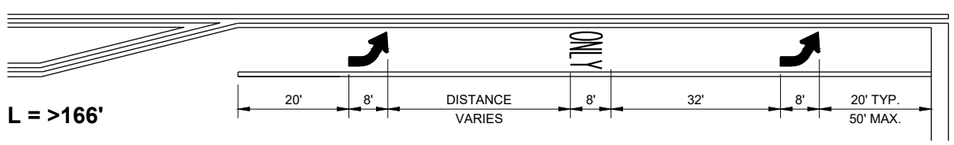
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

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

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

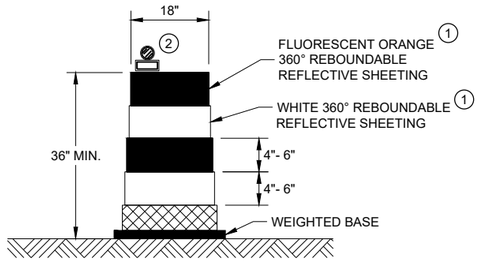
6

SDD 15C08-23d

SDD 15C08-23d

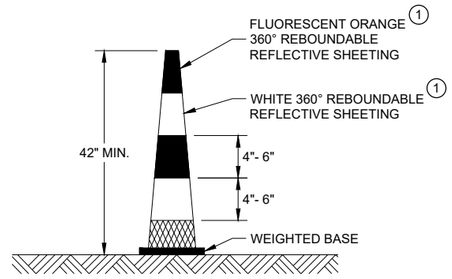
GENERAL NOTES

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



DRUM

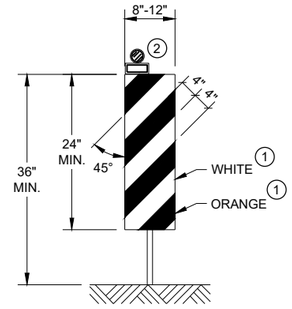
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

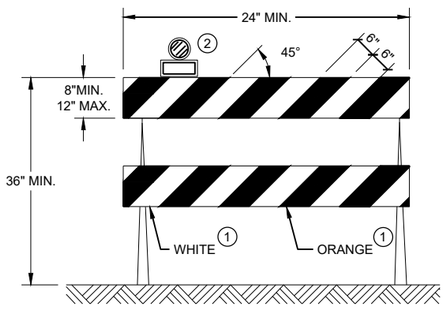
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



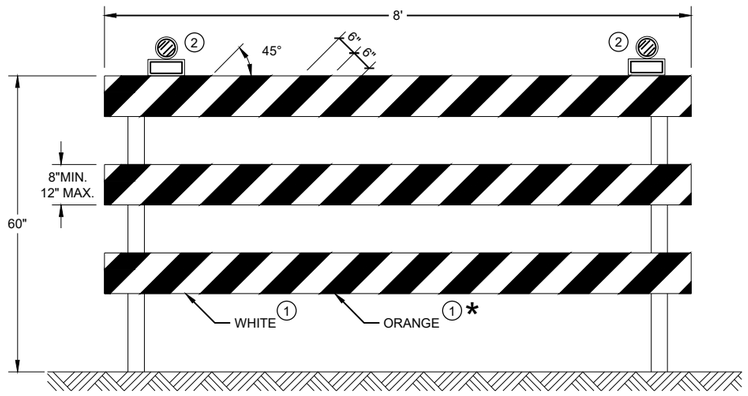
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C11 - 10b

6

SDD 15C11 - 10b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

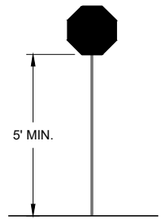
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



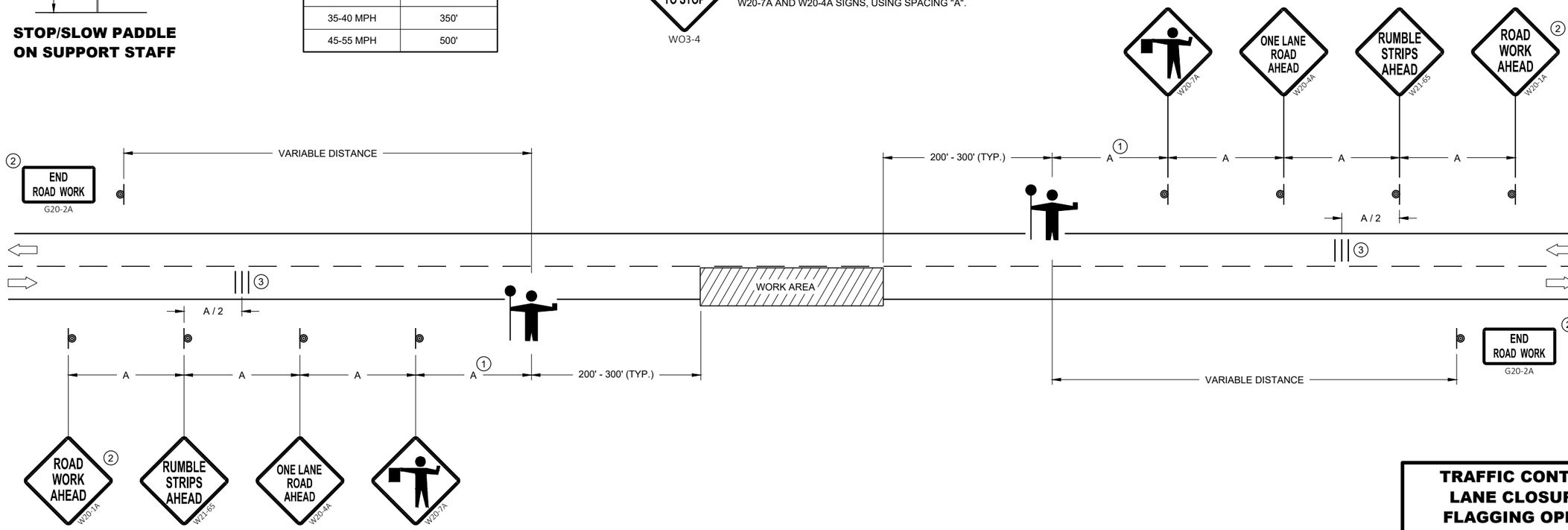
STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C12 - 09a

6

SDD 15C12 - 09a

GENERAL NOTES

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL CONE 42-INCH

TRAFFIC CONTROL DRUM

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

AFAD — AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

IF THE AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) STOPS WORKING, FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

(1) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

(2) IF FLAGGERS ARE PHYSICALLY NEEDED TO FLAG, REPLACE WO3-4 SIGNS WITH W20-7A SIGNS.

TEMPORARY PORTABLE RUMBLE STRIPS

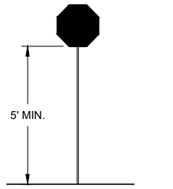
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

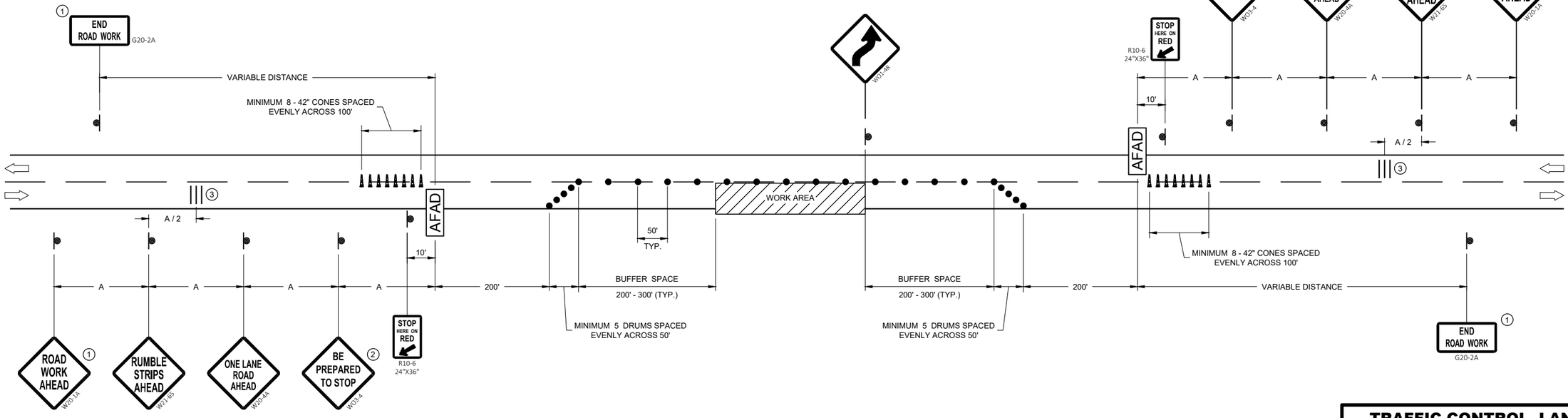
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSELY AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER.



STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE

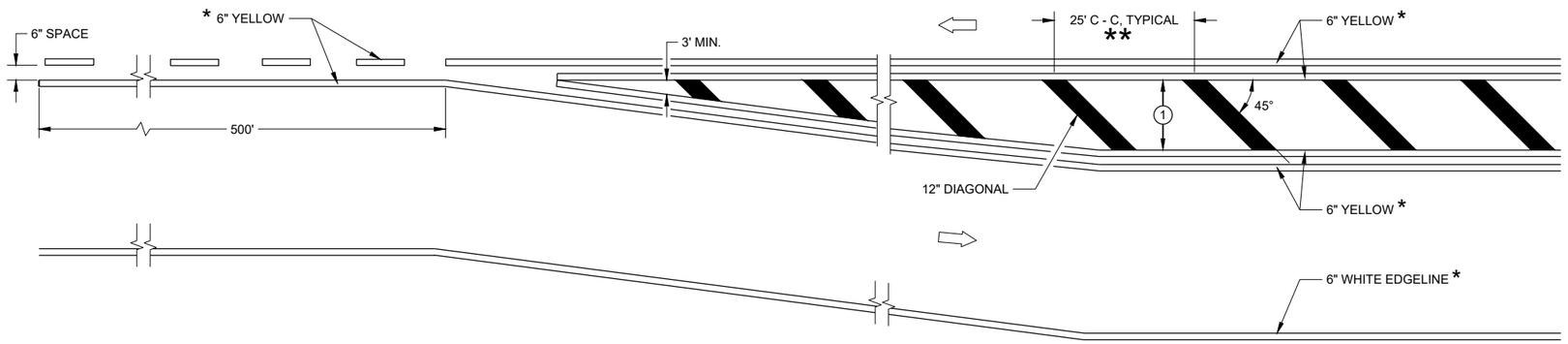
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

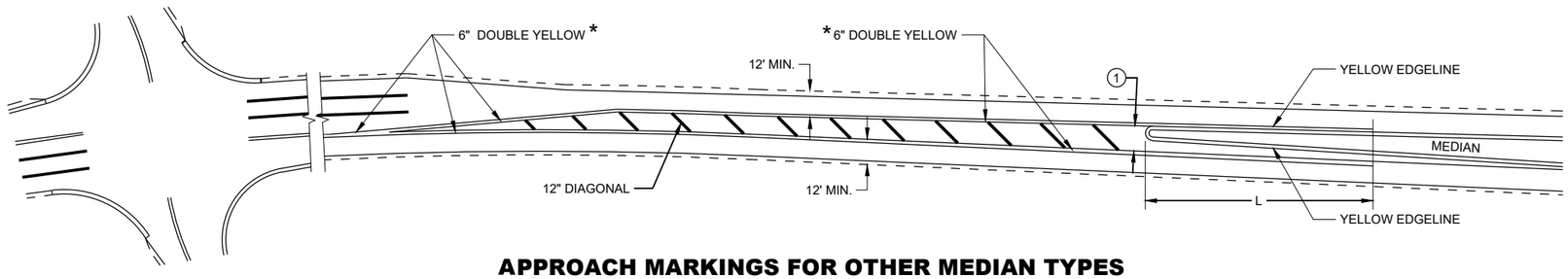
FHWA

SDD 15C12 - 09b

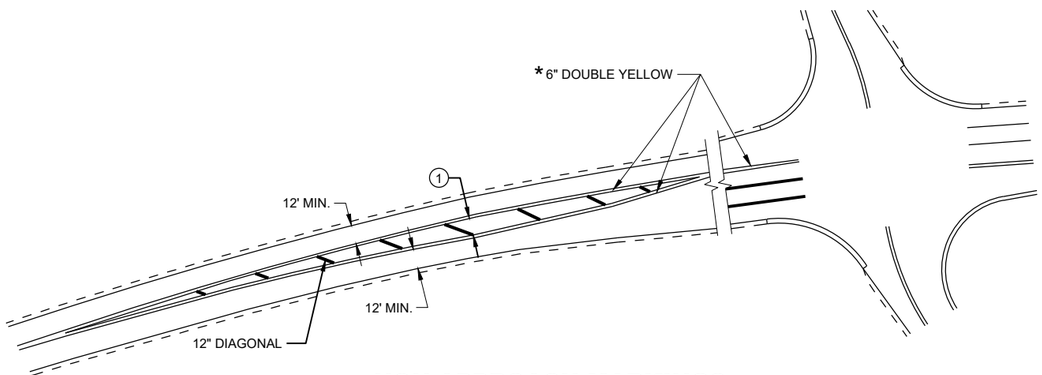
SDD 15C12 - 09b



MEDIAN ISLAND DETAIL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

GENERAL NOTES

1. DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

⇨ DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

SPEED LIMIT	L
<35 MPH	5'
35> MPH	50'

MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MAF ENGINEER
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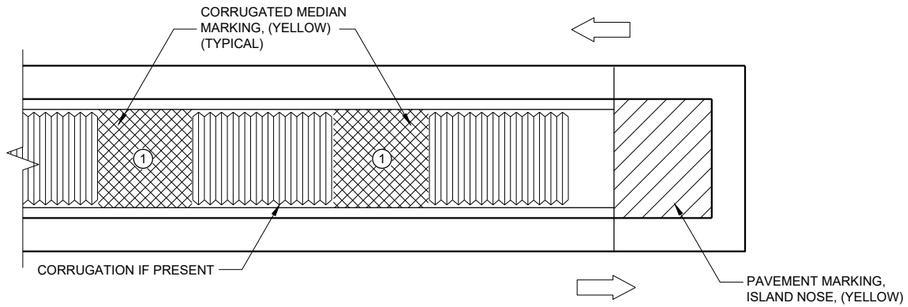
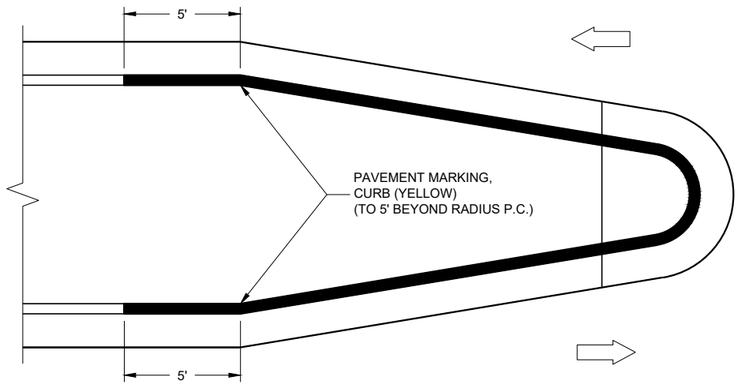
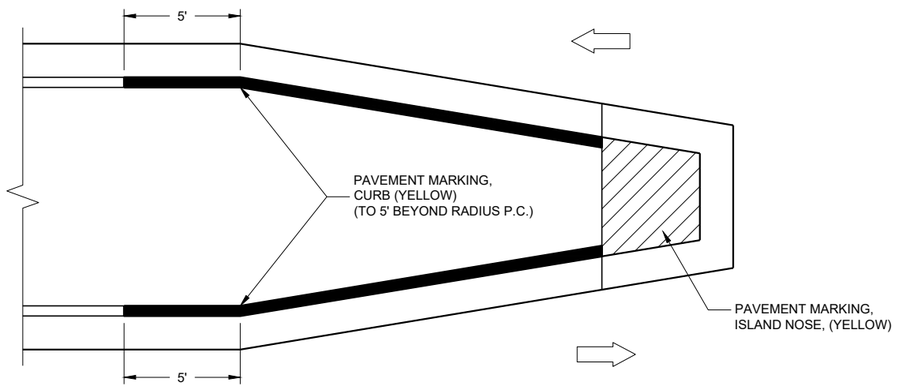


MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

PAVEMENT MARKINGS, MEDIAN ISLAND NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023
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/S/ Jeannie Silver
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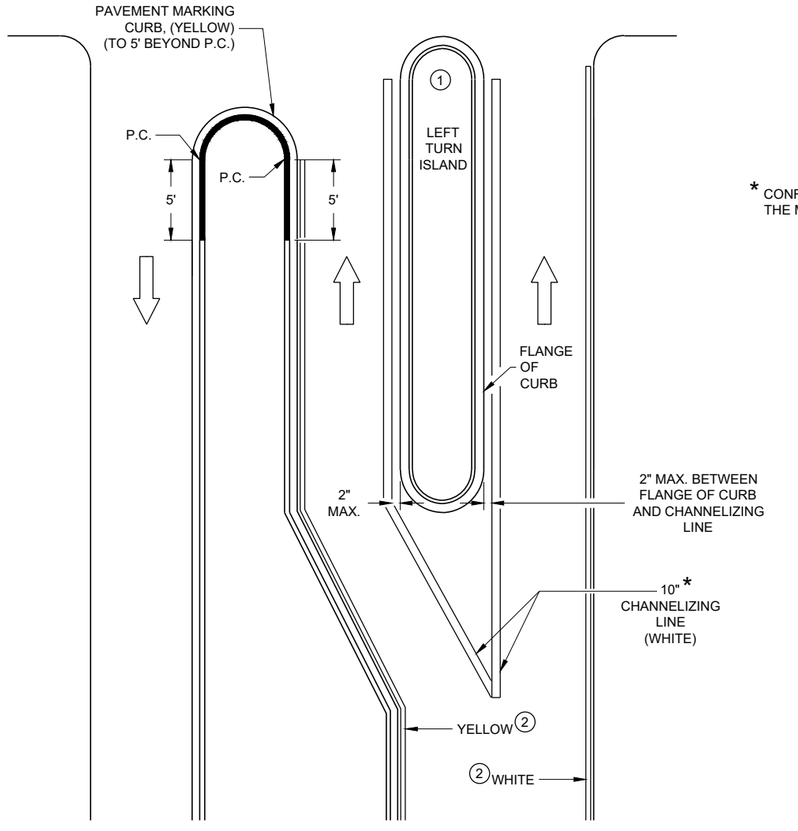
REQUIREMENTS FOR EDGE LINES		
POSTED SPEED	IS THERE CONTINUOUS LIGHTING?	
	YES	NO
≤ 30 MPH	NO	OPTIONAL
35 OR 40 MPH	OPTIONAL	RECOMMENDED
≥ 45 MPH	RECOMMENDED	REQUIRED



* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

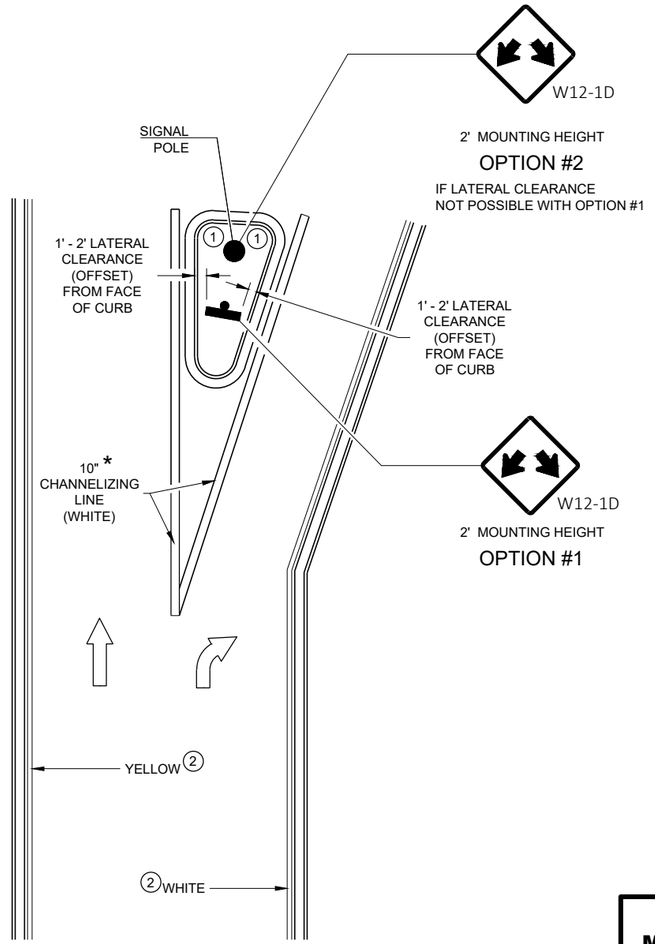
APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

(1) MARK CURB NOSES YELLOW.

(2) MARK ACCORDING TO TABLE.

DIRECTION OF TRAVEL



RIGHT TURN ISLAND

MEDIAN PAVEMENT MARKINGS, DOUBLE ARROW WARNING SIGN PLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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May 2023 — DATE

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LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (MERGE)

FLASHING ARROW PANEL (CAUTION)

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

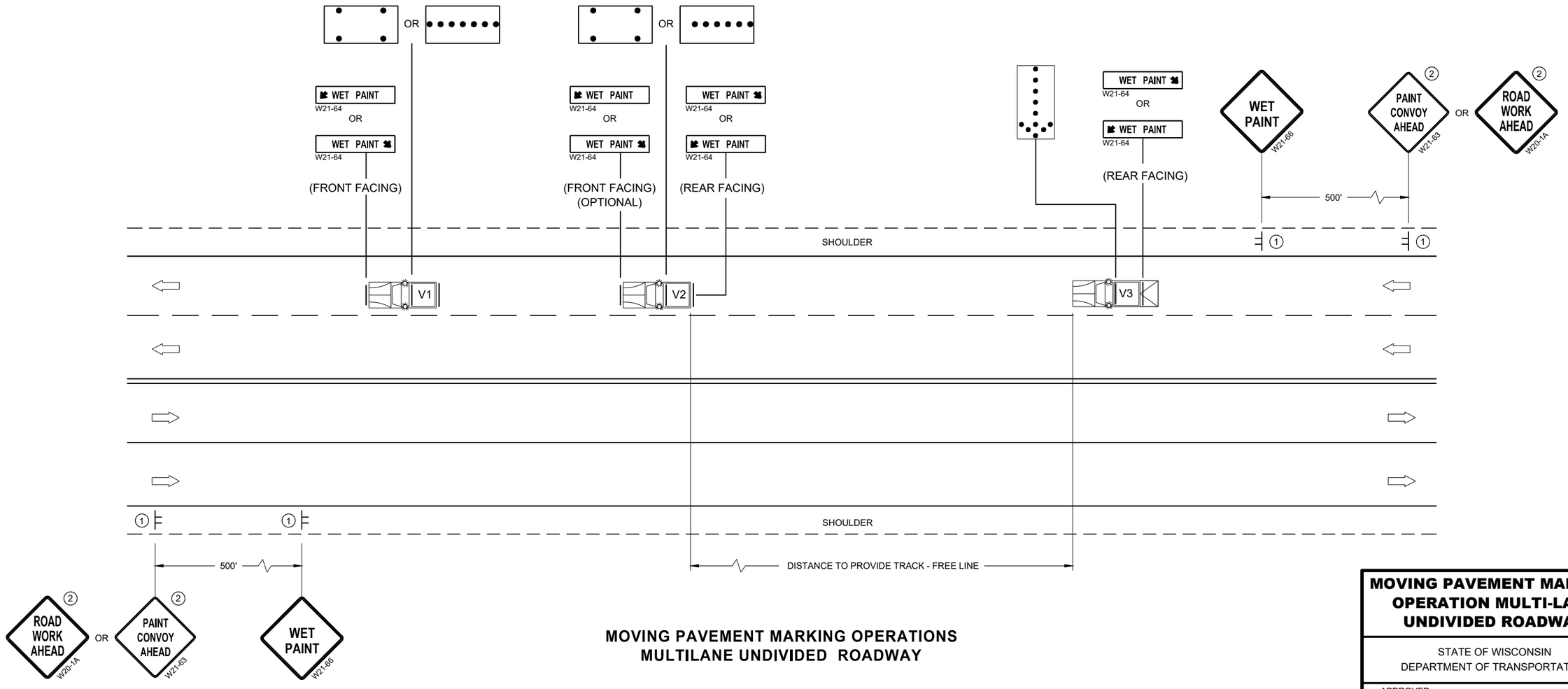
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLES AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL HAVE A MINIMUM HEIGHT OF 28" FOR WET PAVEMENT MARKINGS.

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.



MOVING PAVEMENT MARKING OPERATIONS
MULTILANE UNDIVIDED ROADWAY

MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2023
DATE

/S/ Andrew I...
WORK ZONE EN

FHWA

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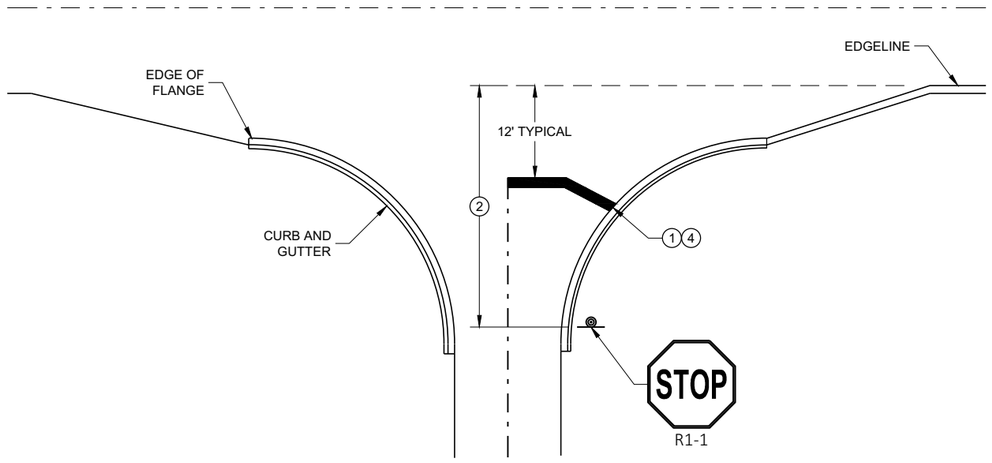
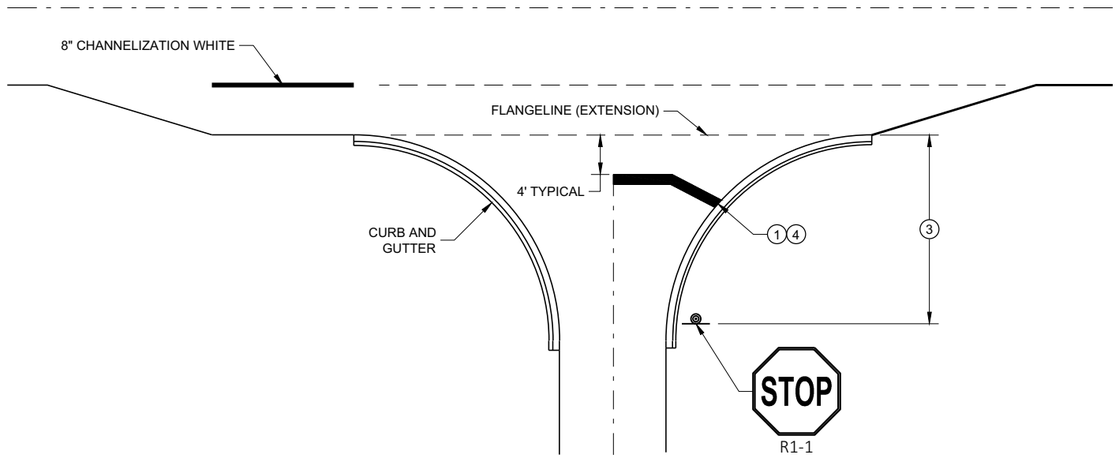
GENERAL NOTES

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

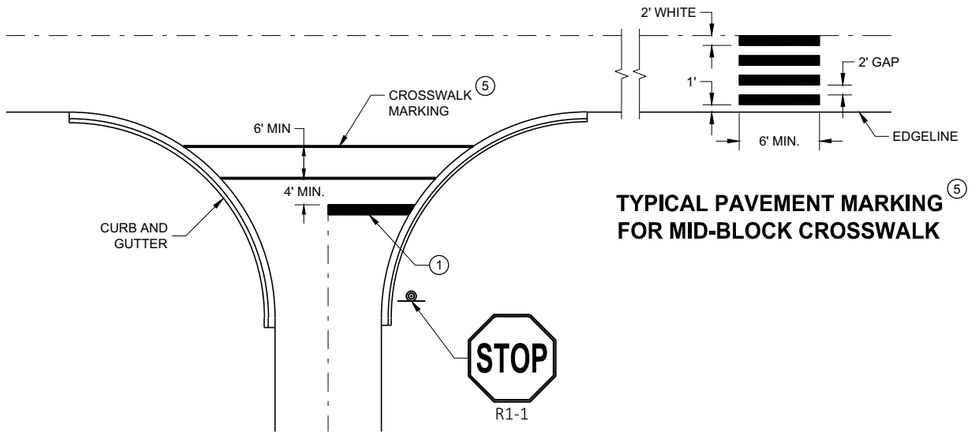
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE 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

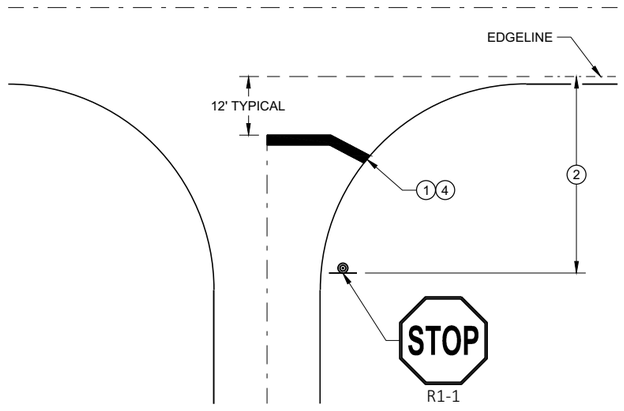


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS 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

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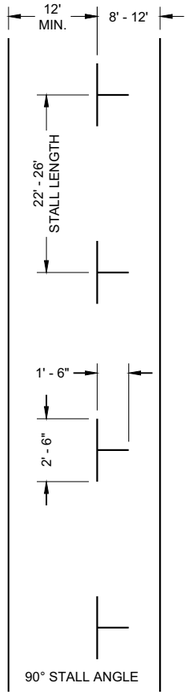
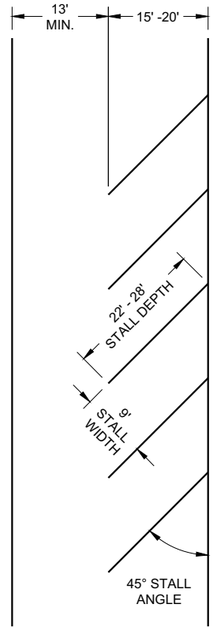
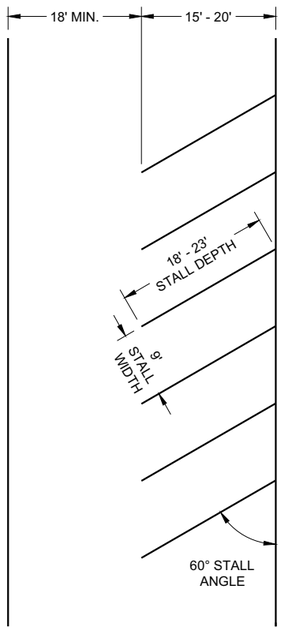


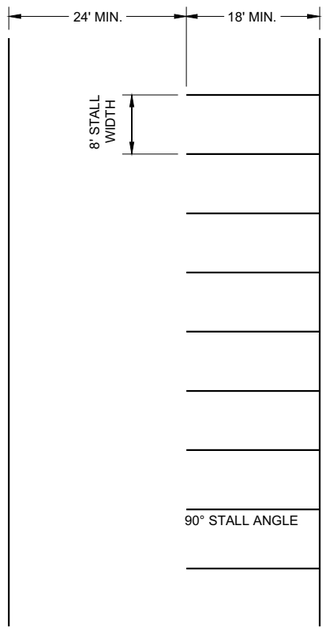
PARALLEL PARKING





ANGLED PARKING

(ANGLED PARKING IS NOT ALLOWED ON STATE HIGHWAYS UNLESS A DESIGN JUSTIFICATION HAS BEEN COMPLETED.)



PARKING LOTS

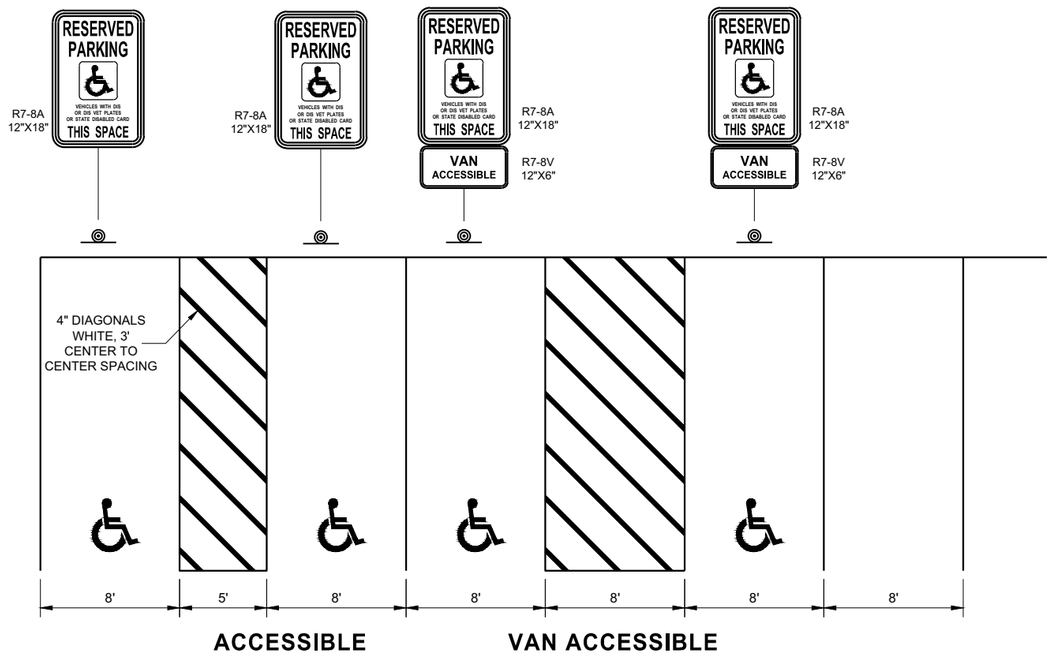
GENERAL NOTES

ALL LINES 4" WHITE (UNLESS OTHERWISE NOTED)

LAST PARKING STALL IS A MINIMUM OF 15' FROM THE CROSSWALK.

LEGEND

SIGN ON PERMANENT SUPPORT



ACCESSIBLE

VAN ACCESSIBLE

PARKING STALL MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER

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SDD 15C36 - 01

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 LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

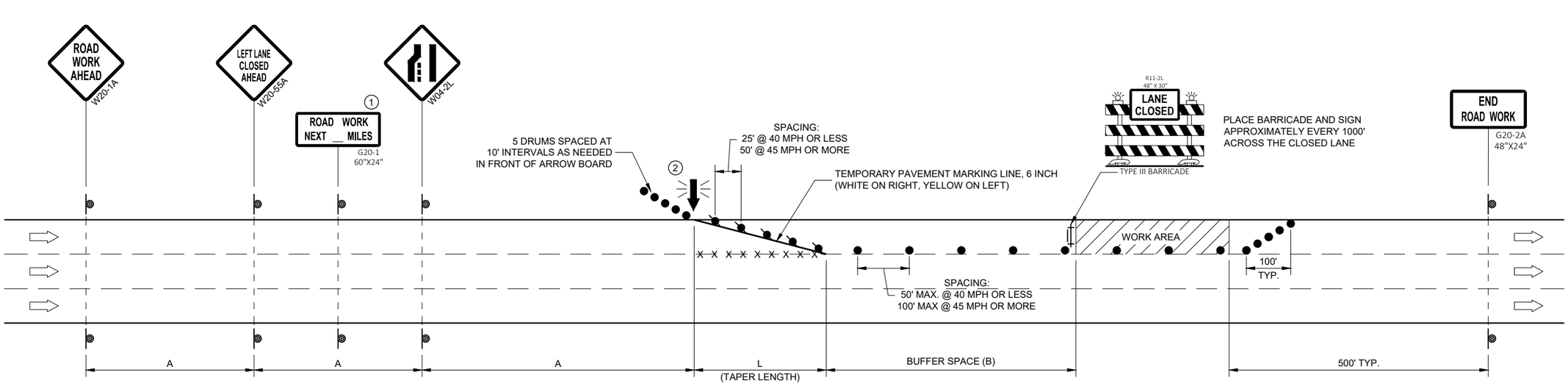
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15D20-07a
SDD 15D20-07a

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

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

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

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

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

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

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

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

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

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

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

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.

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'
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35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'
50	500'	600'	280'
55	500'	660'	335'

TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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SDD 15D20-07b

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SDD 15D20-07b

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

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

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

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

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

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

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

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

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

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

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

DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

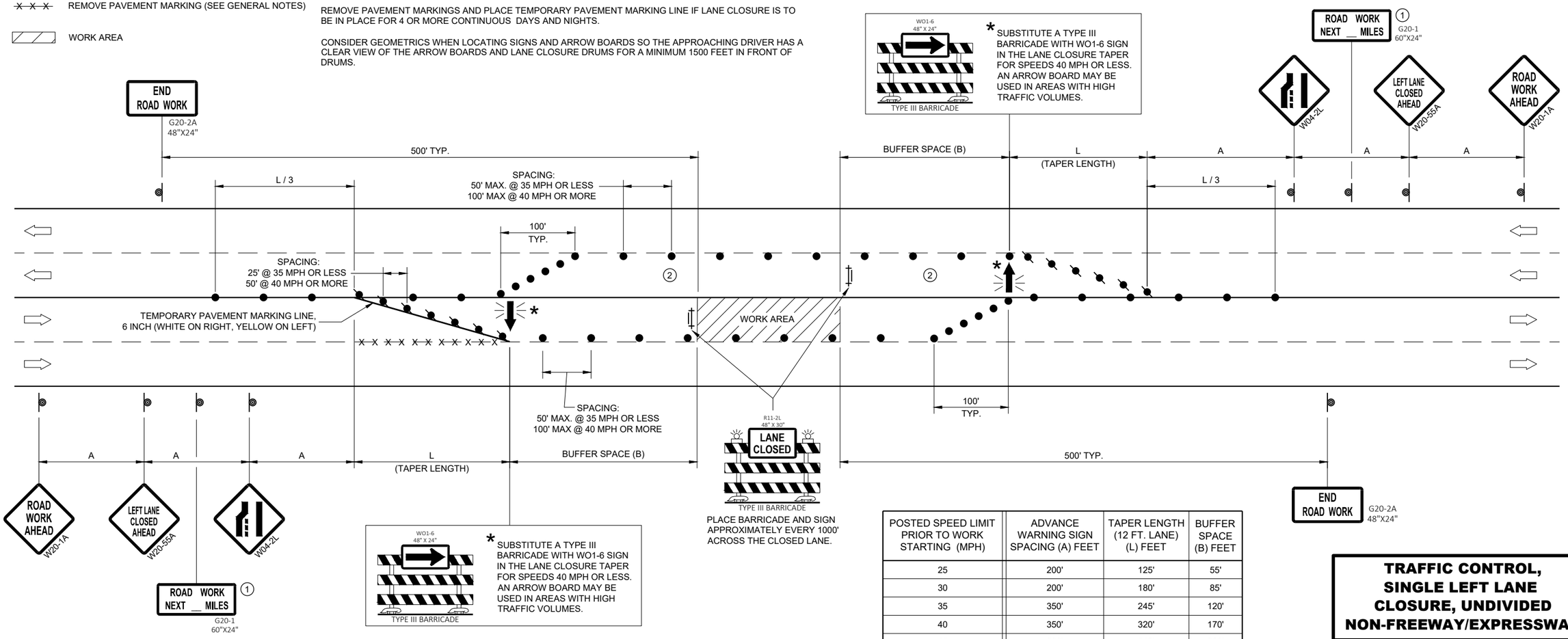
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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) LANE MAY BE OPENED WHEN WORKERS ARE NOT PRESENT IN THE WORK AREA.



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55	500'	660'	335'

TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

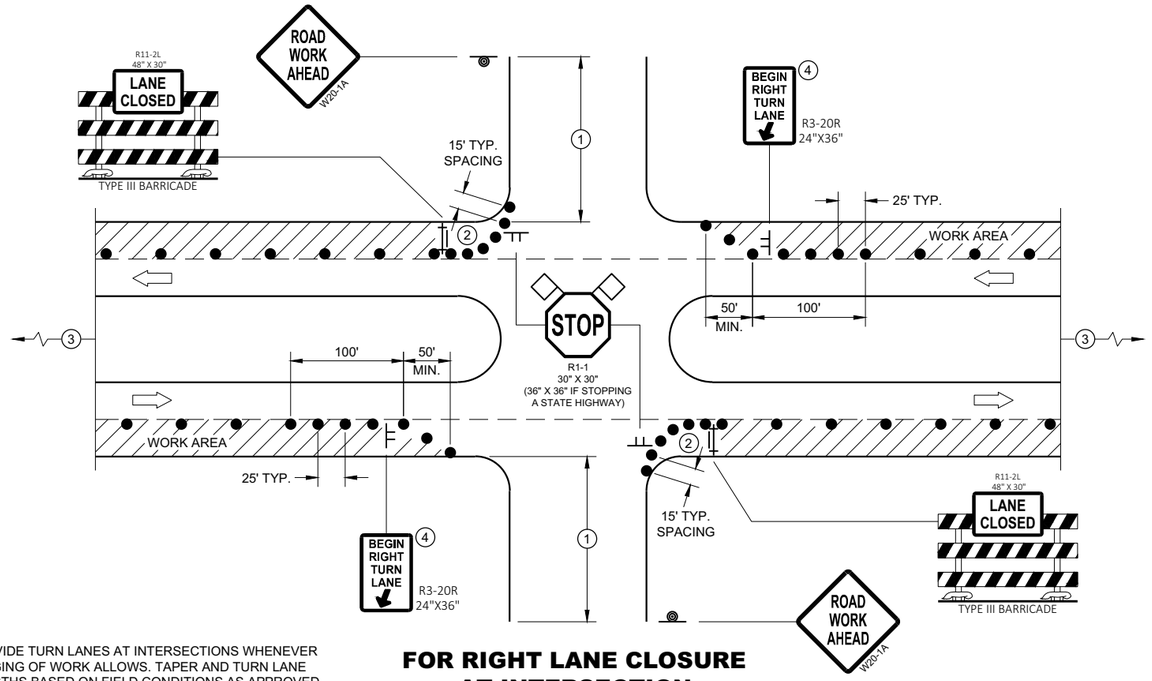
FHWA

6

SDD 15D20-07c

6

SDD 15D20-07c



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

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

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

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.

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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

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

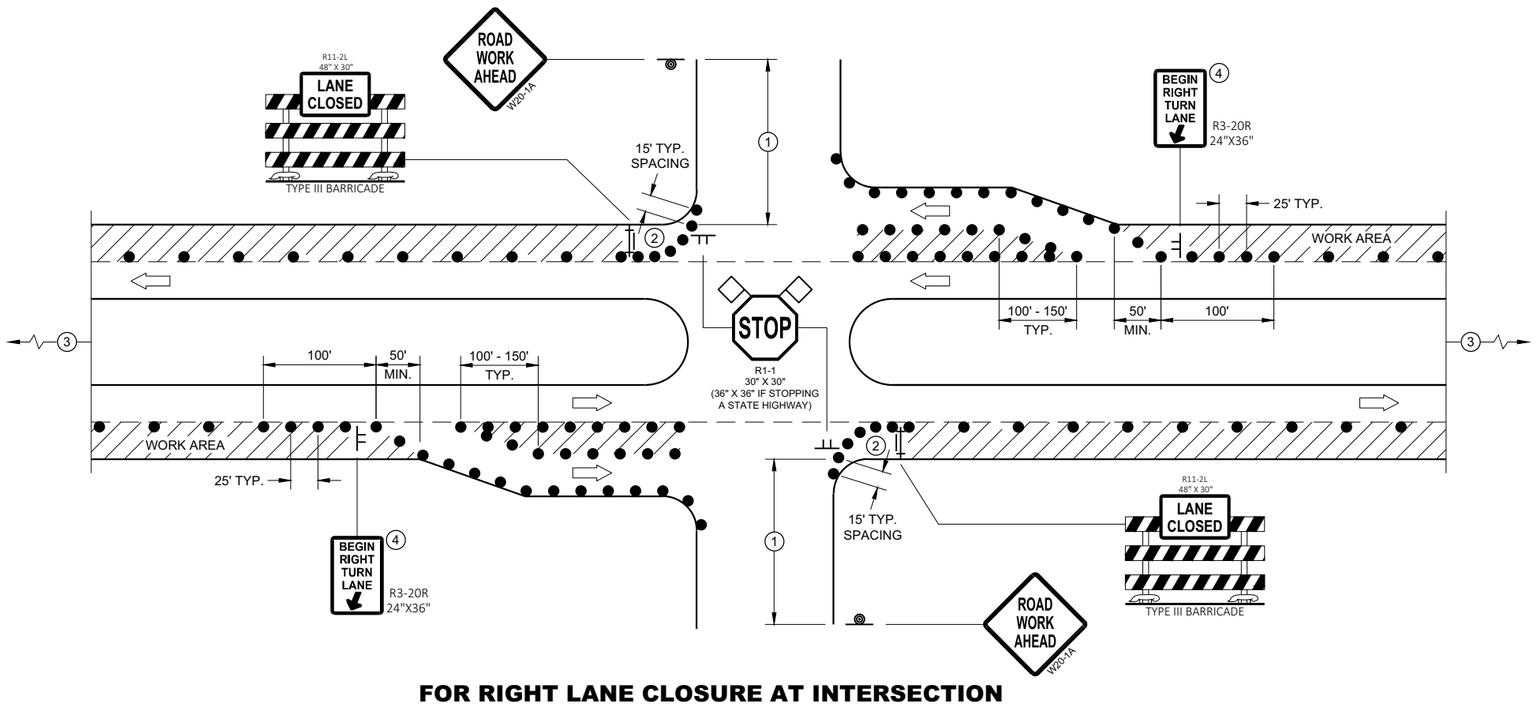
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

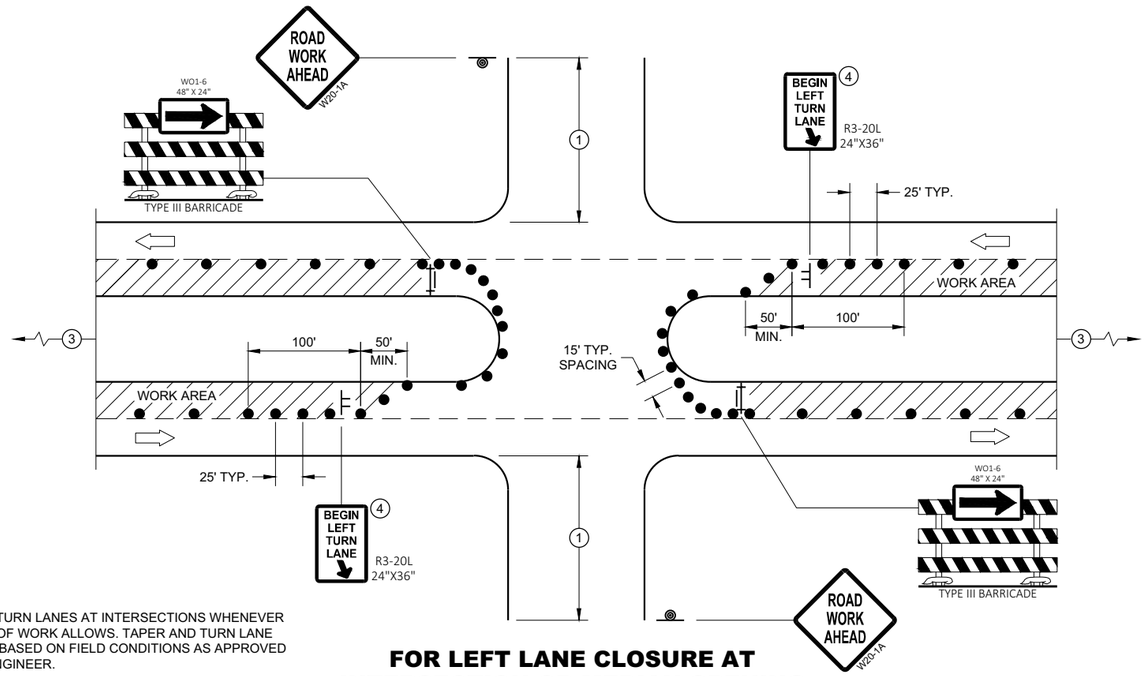
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD15D21 - 07a



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

GENERAL NOTES

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

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

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.

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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

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

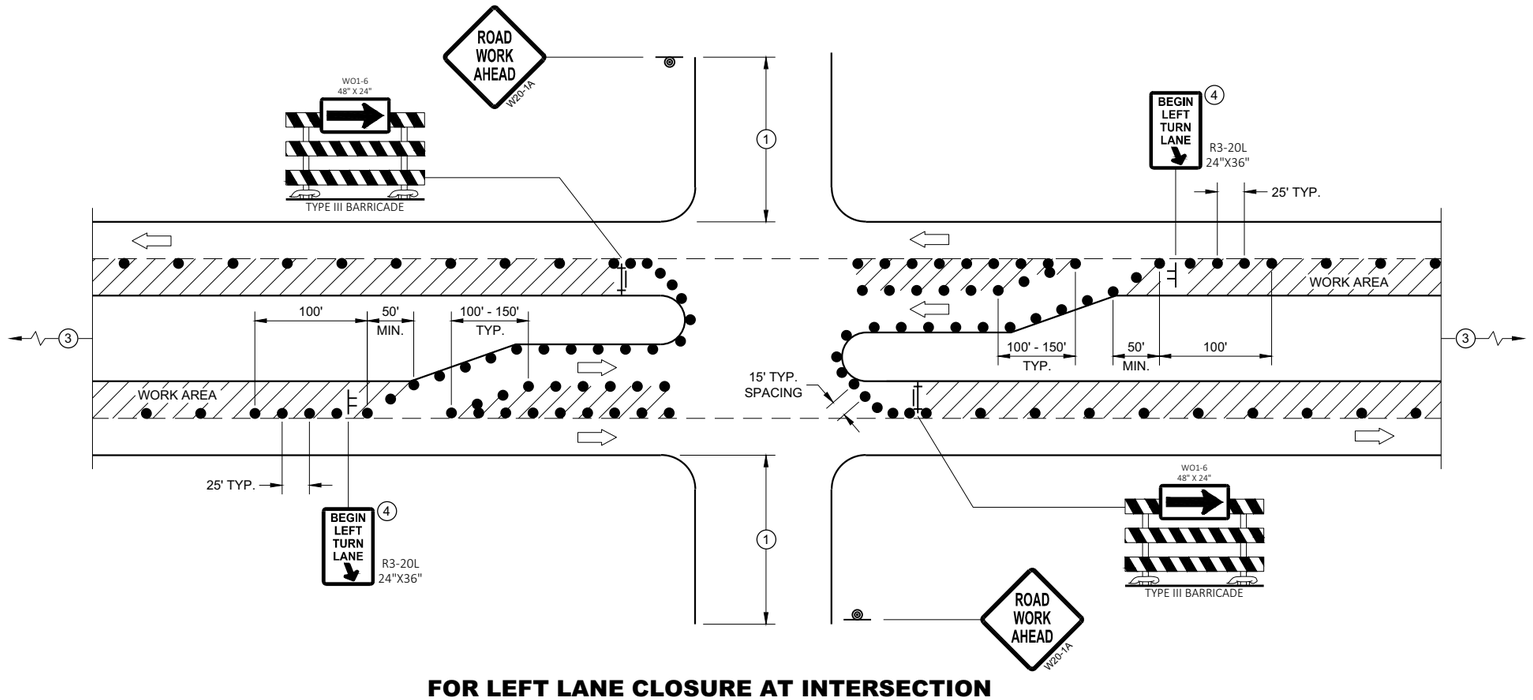
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D21 - 07b

6

SDD 15D21 - 07b

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.

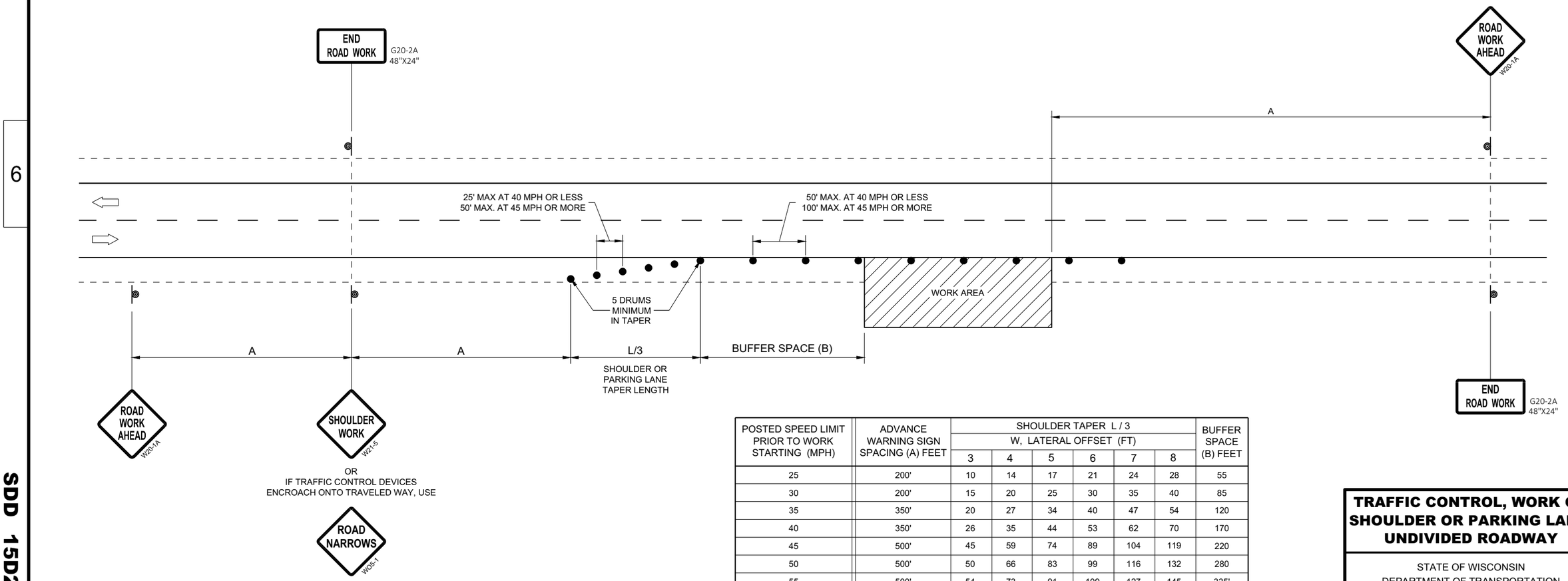
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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 T SAFETY ENGINEER

FHWA

SDD 15D28 - 04

SDD 15D28 - 04

GENERAL NOTES

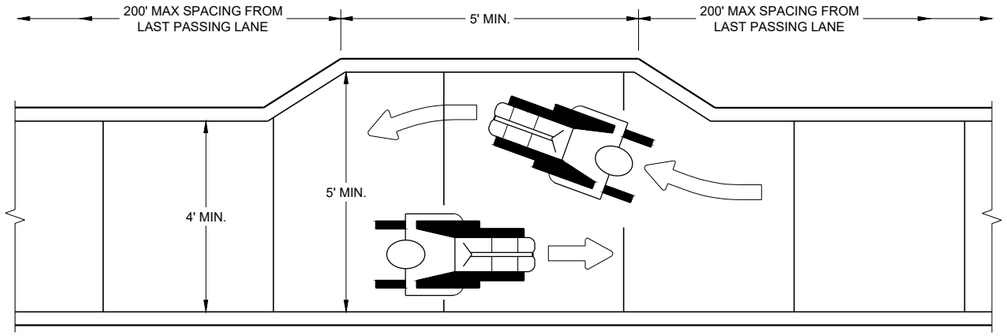
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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

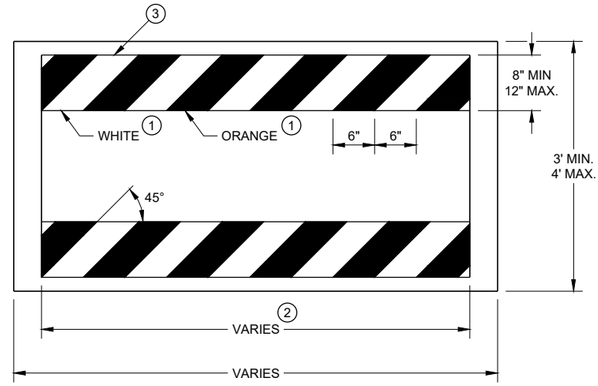
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

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

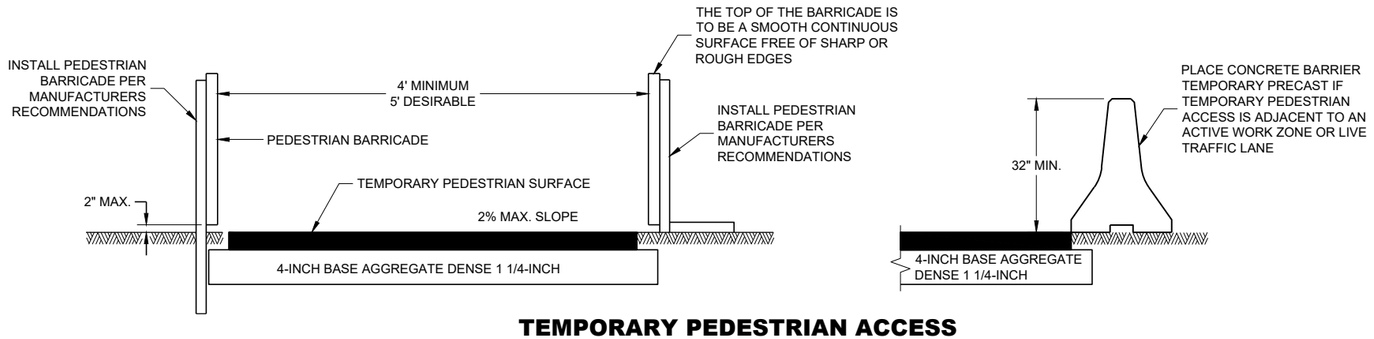
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*

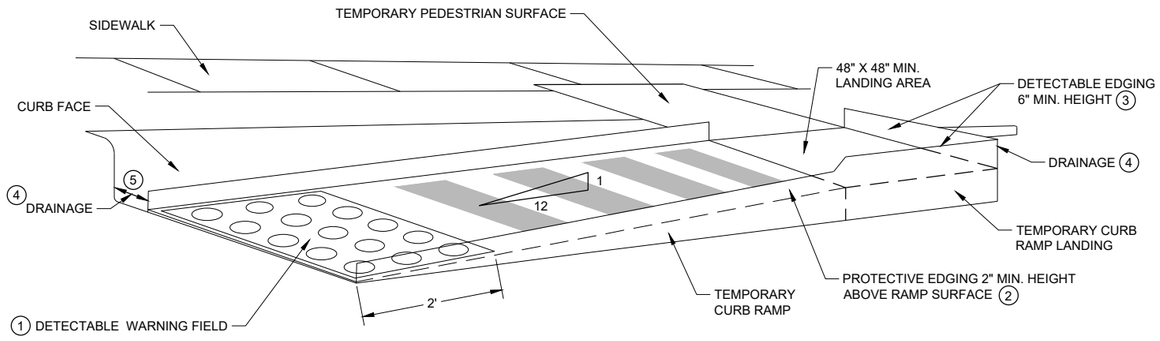


TEMPORARY PEDESTRIAN ACCESS

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 09a



PERSPECTIVE VIEW

GENERAL NOTES

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

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

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

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

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.

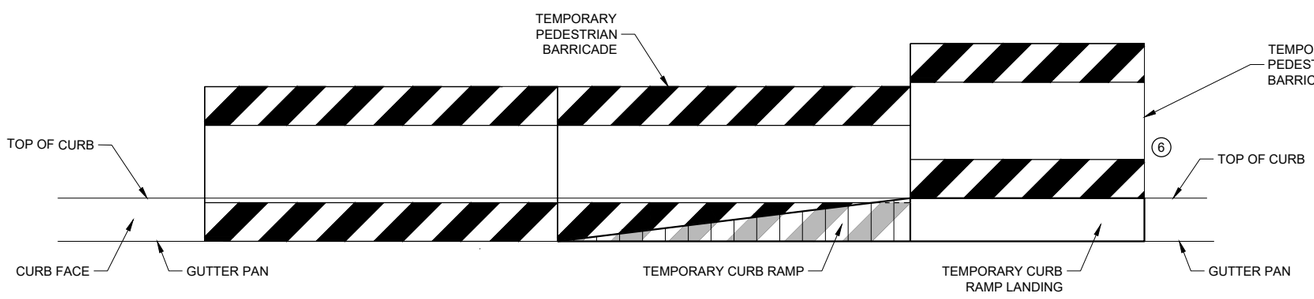
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

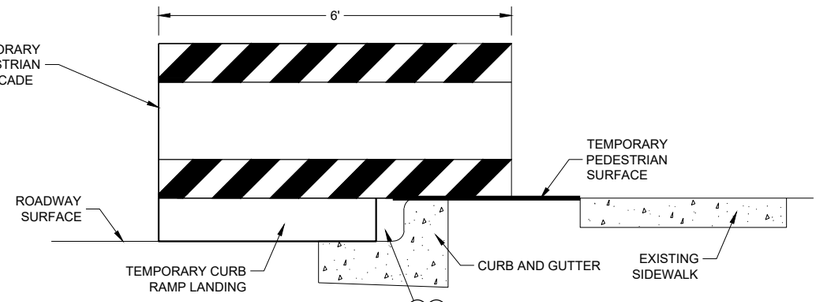
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.

(6) IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.



FRONT VIEW



SIDE VIEW

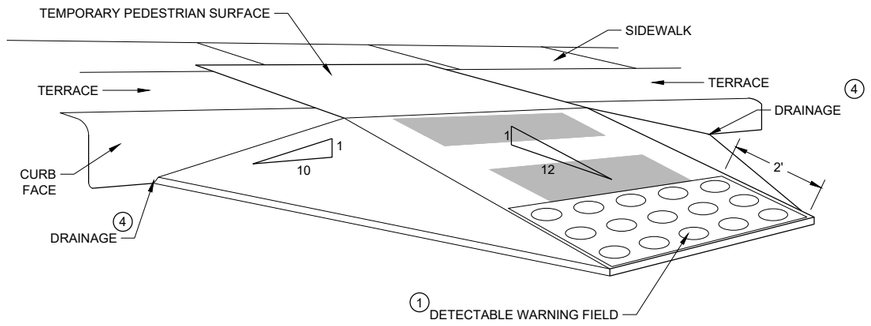
TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

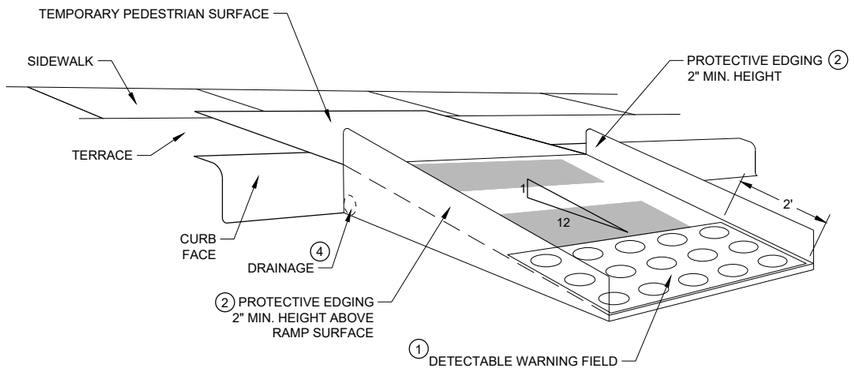
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30 - 09b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

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

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

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

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

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

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

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

GENERAL NOTES

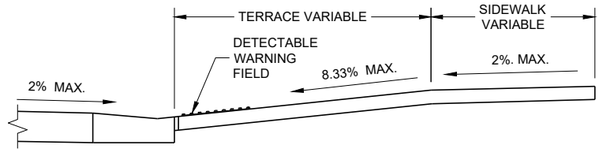
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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

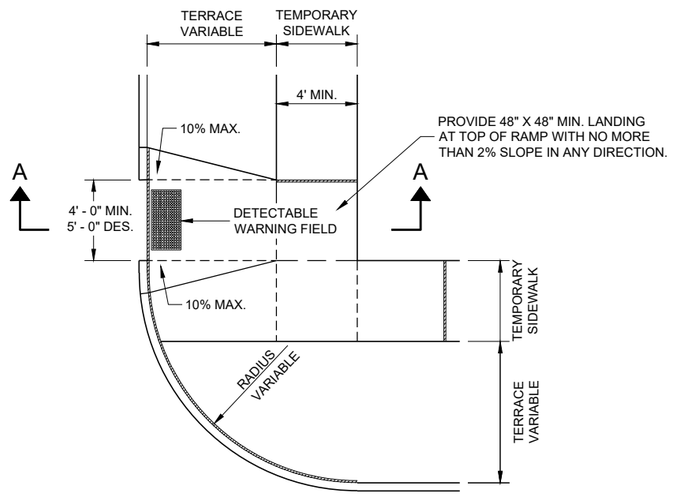
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

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

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



SECTION A - A



PLAN VIEW

TEMPORARY TYPE 3 RAMP

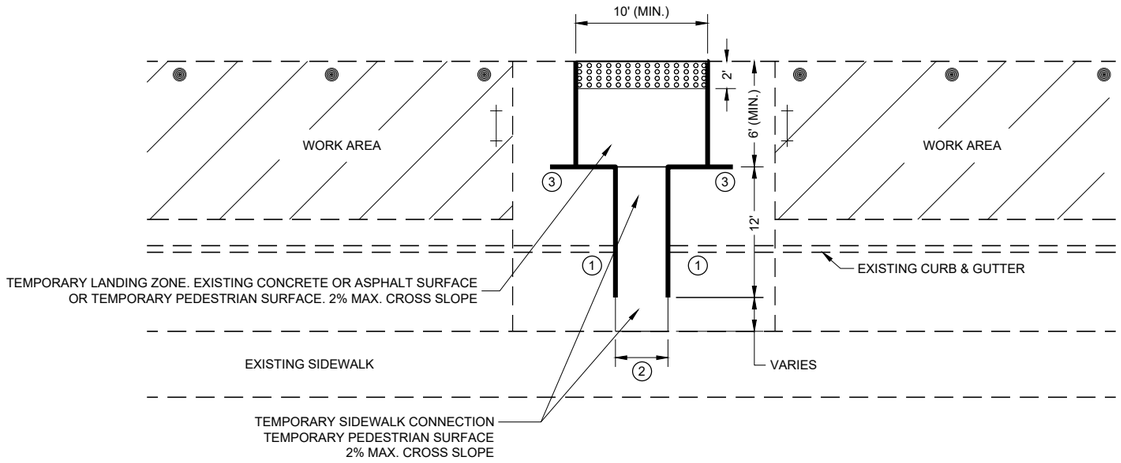
(OUTSIDE OF CROSSWALK AREA)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

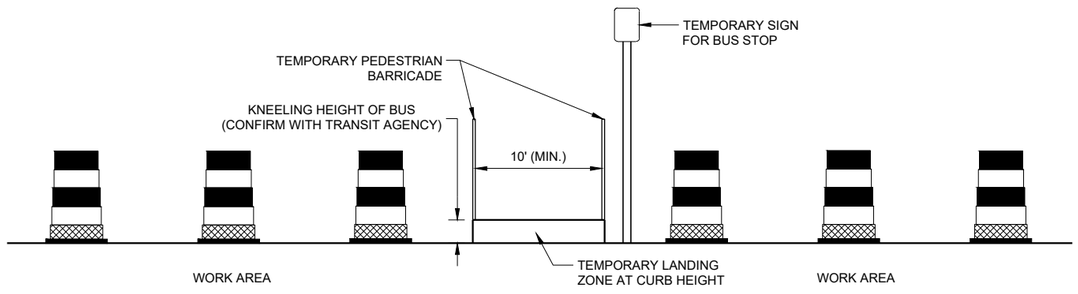
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
SDD 15D30-09d



PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

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

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

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

(1) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(2) 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.

(3) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

LEGEND

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

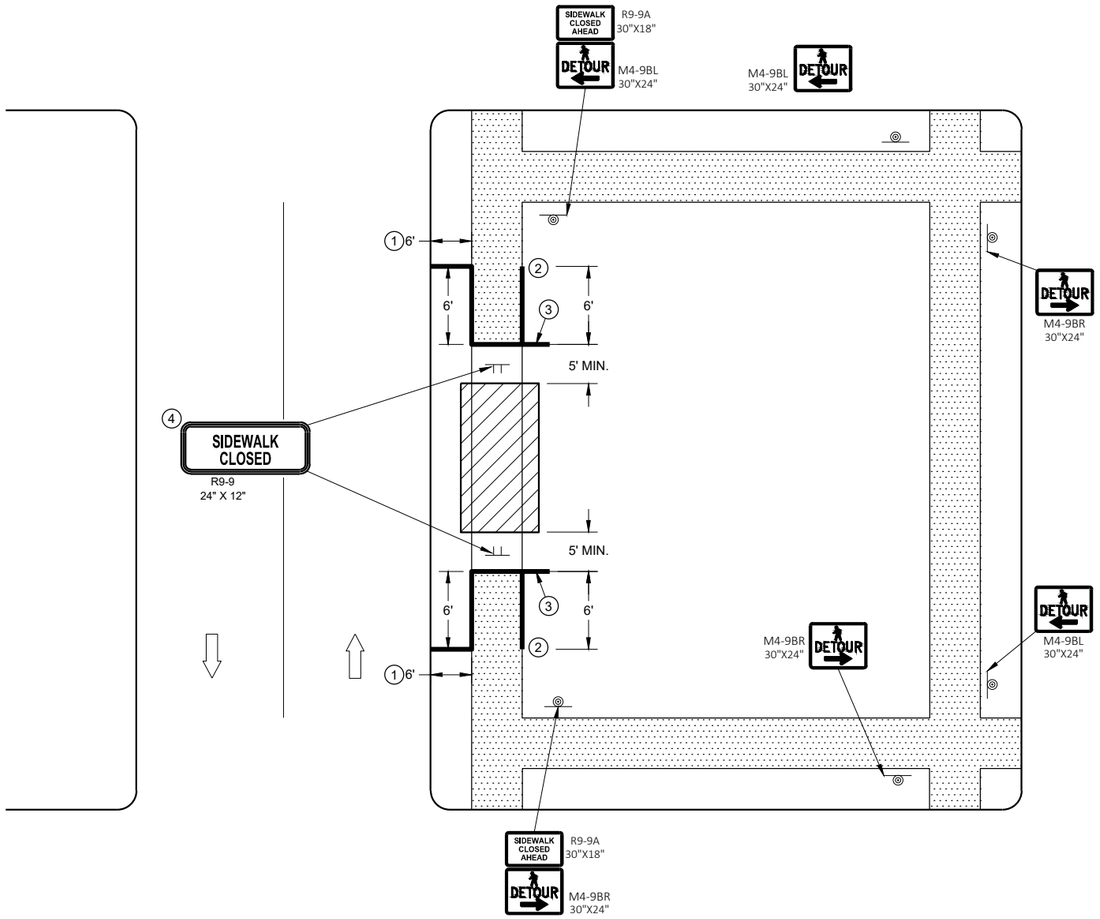
6

SDD 15D30 - 09e

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

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



GENERAL NOTES

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

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

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

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

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

SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 09f

LEGEND

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

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

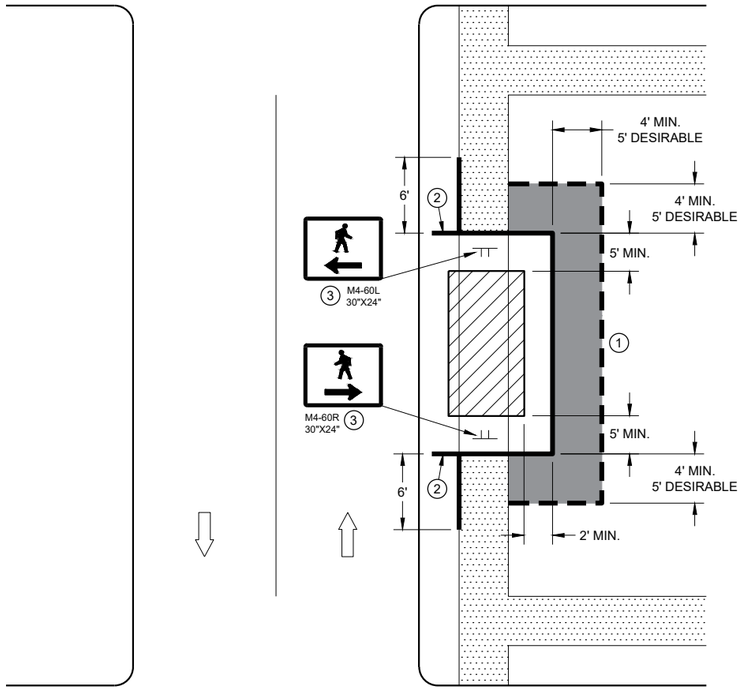
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

(1) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

(2) IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.

(3) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK DIVERSION
SINGLE SIDE

6

SDD 15D30 - 09g

6

SDD15D30 - 09g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

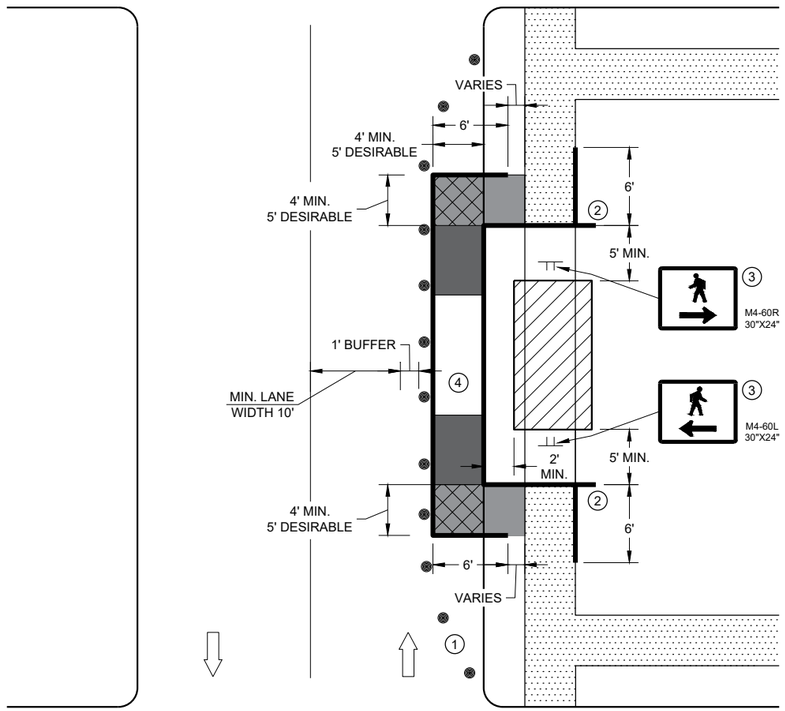
GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

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

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
2. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
4. USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE.



SIDEWALK DIVERSION, SINGLE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

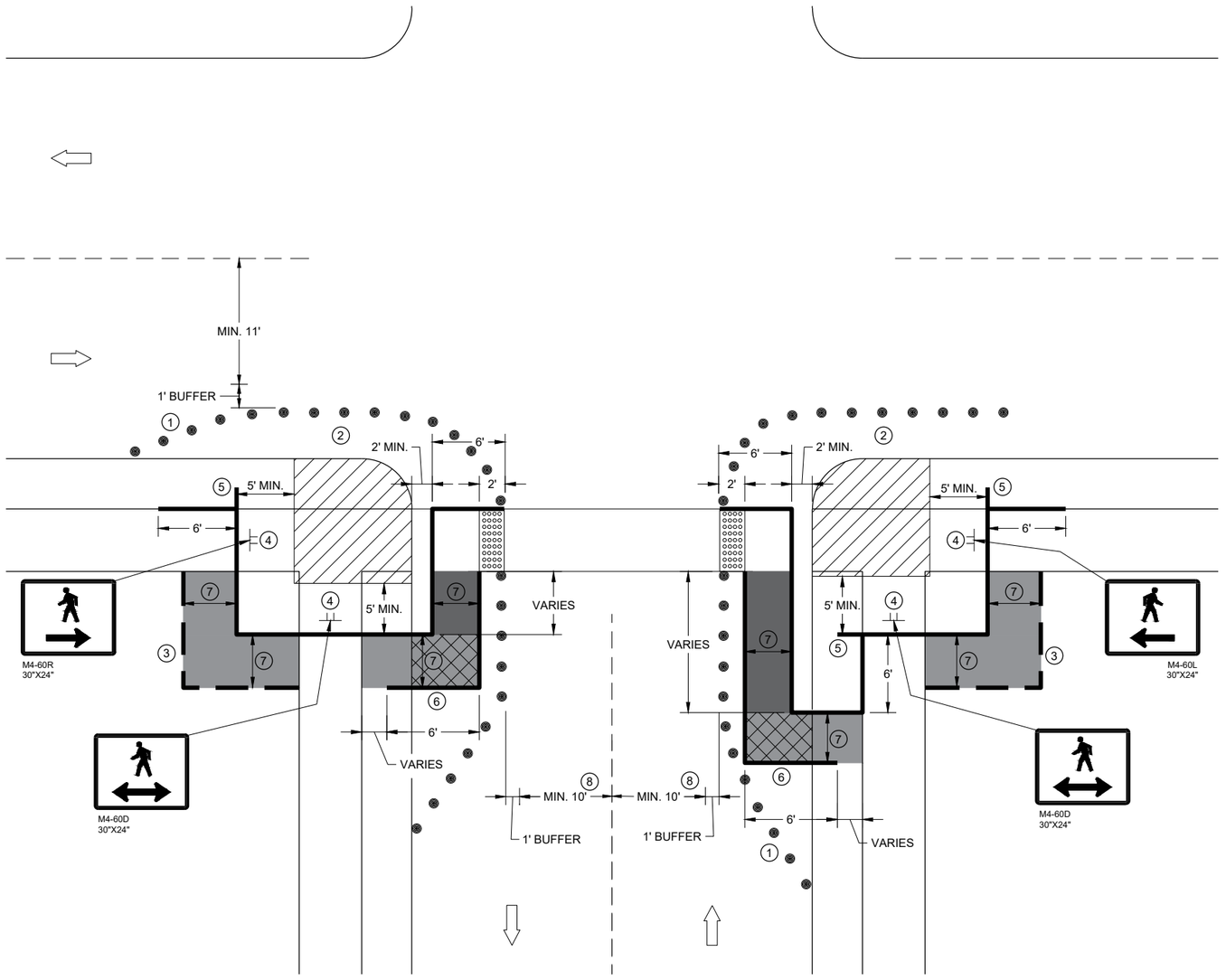
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30 - 09h

6

SDD 15D30 - 09h



CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

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

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

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

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

(1) SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.

(2) PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS

(3) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

(4) MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.

(5) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.

(6) IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.

(7) 4 FEET MINIMUM, 5 FEET DESIRABLE

(8) IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

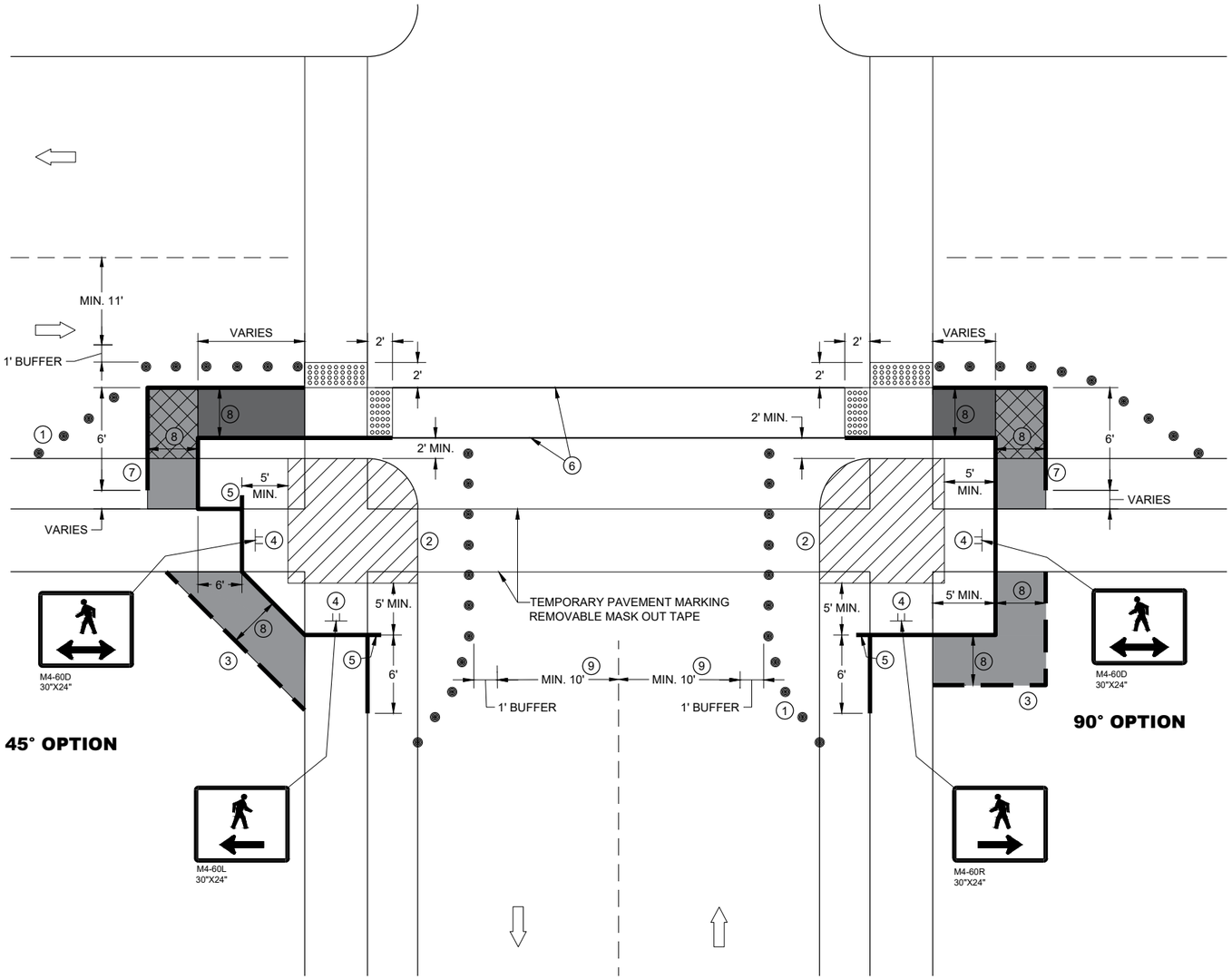
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

6

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

SDD 15D30 - 09i



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

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

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

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

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

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. WHITE 6" TEMPORARY PAVEMENT MARKING
7. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
8. 4 FEET MINIMUM, 5 FEET DESIRABLE
9. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

SIGN ON PERMANENT SUPPORT

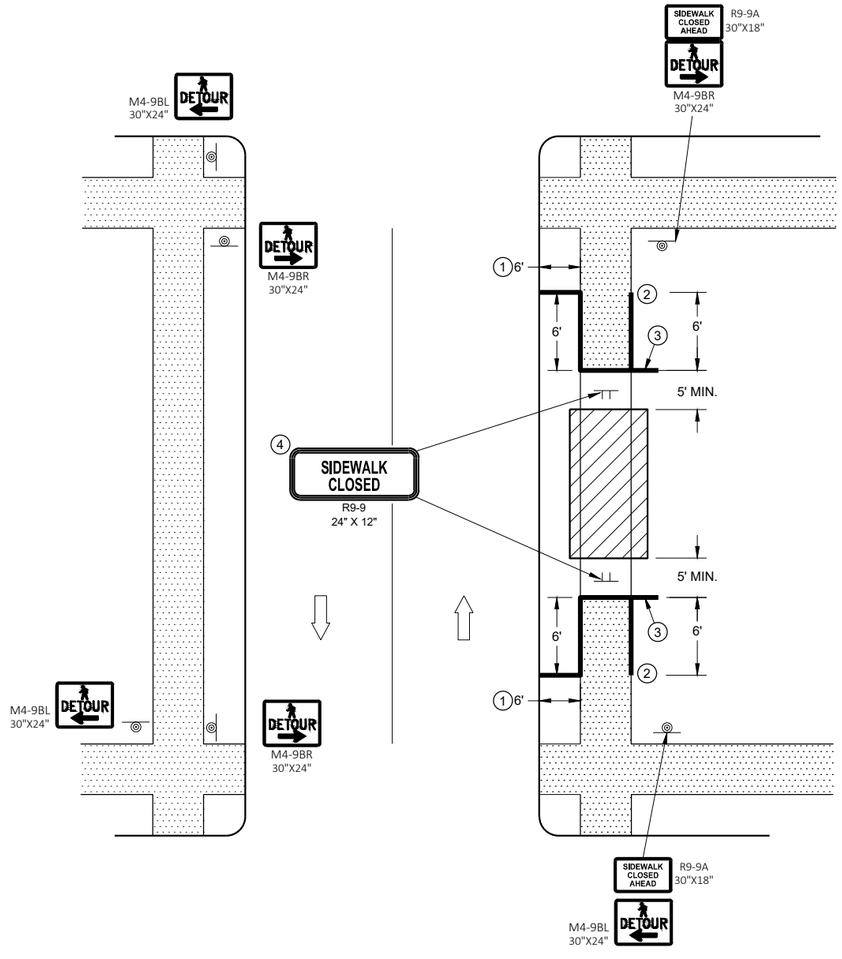
SIGN ON TEMPORARY SUPPORT

UNDER PEDESTRIAN TRAFFIC

WORK AREA

TEMPORARY PEDESTRIAN BARRICADE

DIRECTION OF TRAFFIC



GENERAL NOTES

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

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

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

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

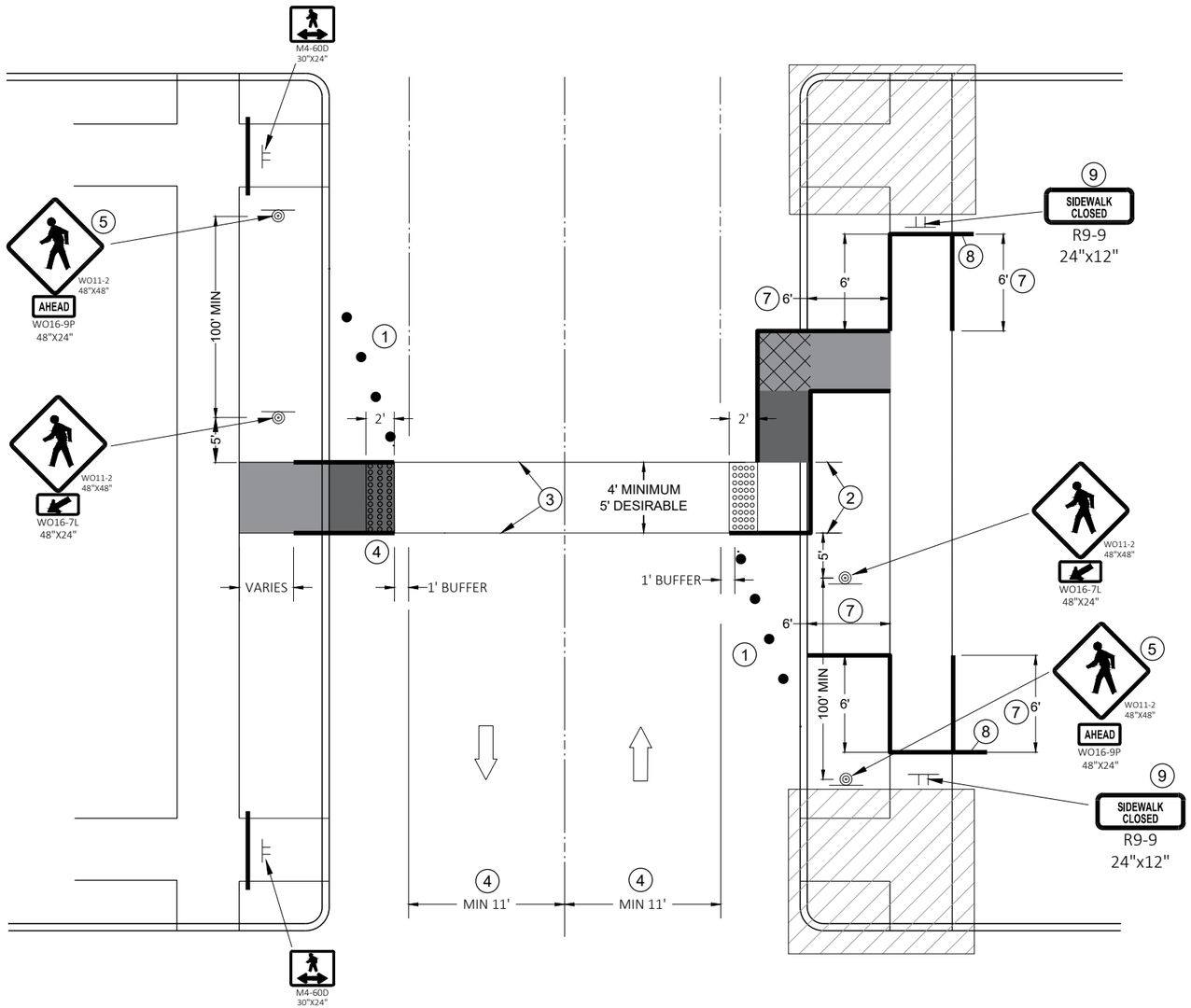
1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN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

SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 09k



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

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

1. SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.
2. 4 FEET MINIMUM, 5 FEET DESIRABLE.
3. WHITE 6" TEMPORARY PAVEMENT MARKING.
4. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.
5. IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.
6. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
7. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
8. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF THE EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
9. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF THE SIGN.

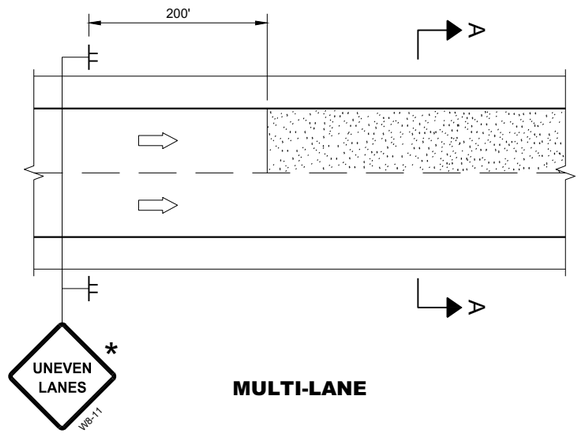
LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

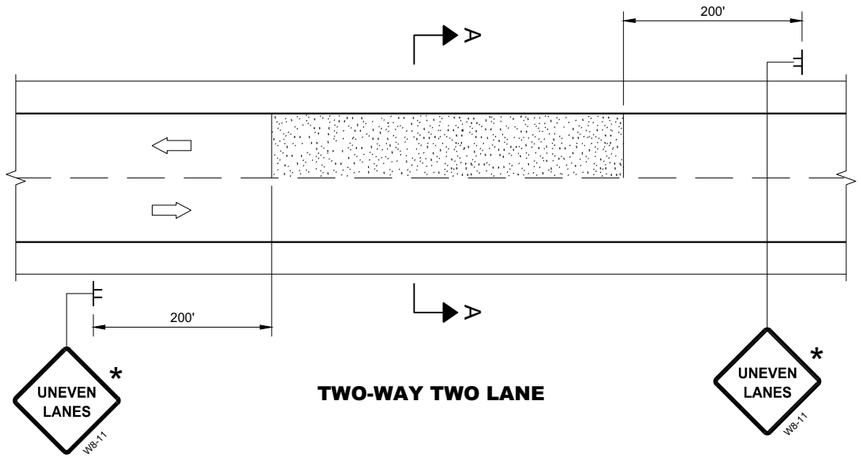
6

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

SDD 15D30 - 09L



MULTI-LANE



TWO-WAY TWO LANE

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

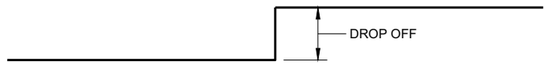
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

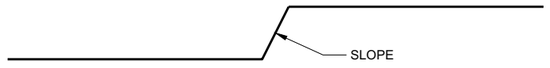
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE

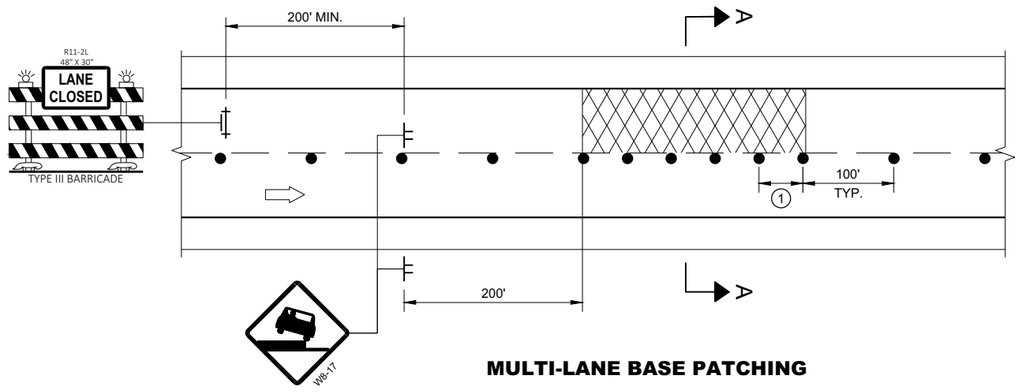


SECTION A - A

OR

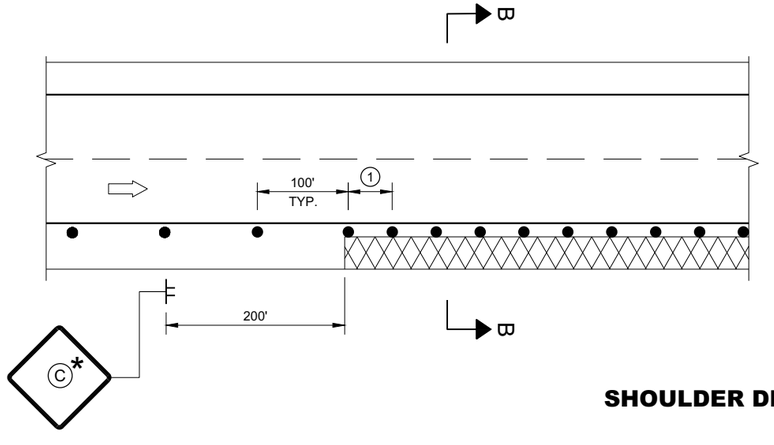


SECTION A - A

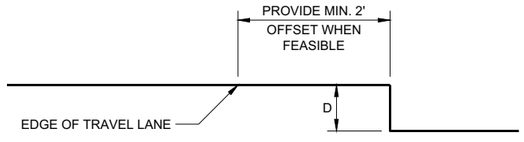


MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D39 - 02

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

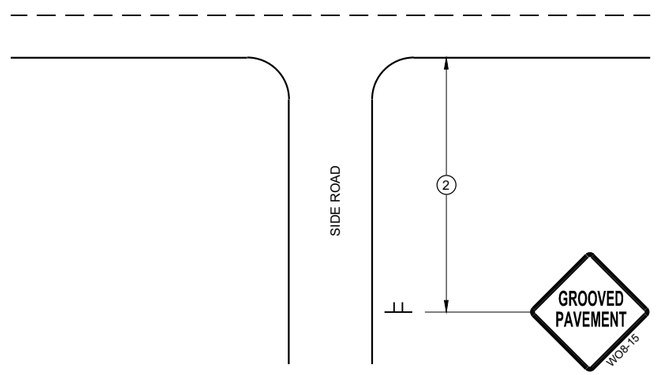
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

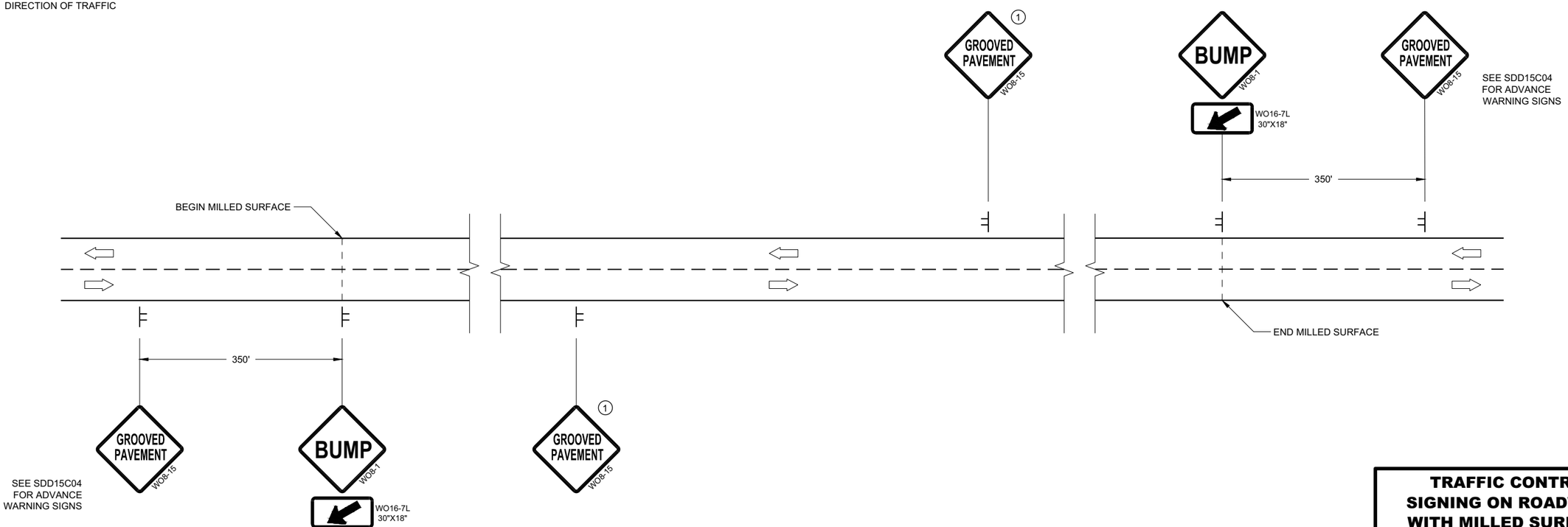
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15D44 - 02

SDD 15D44 - 02

LEGEND

V1 WORK VEHICLE

V2 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

FLASHING ARROW PANEL (CAUTION)

WORK AREA

DIRECTION OF TRAFFIC

POSTED SPEED PRIOR TO WORK STARTING (MPH)	DECISION SIGHT DISTANCE (D)
0 - 25	550'
30	550'
35	700'
40	700'
45	900'
50	900'
55	1200'

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

MOBILE IS WORK THAT MOVES CONTINUOUSLY OR MOVES AT LEAST THE DECISION SIGHT DISTANCE EVERY 15 MINUTES.

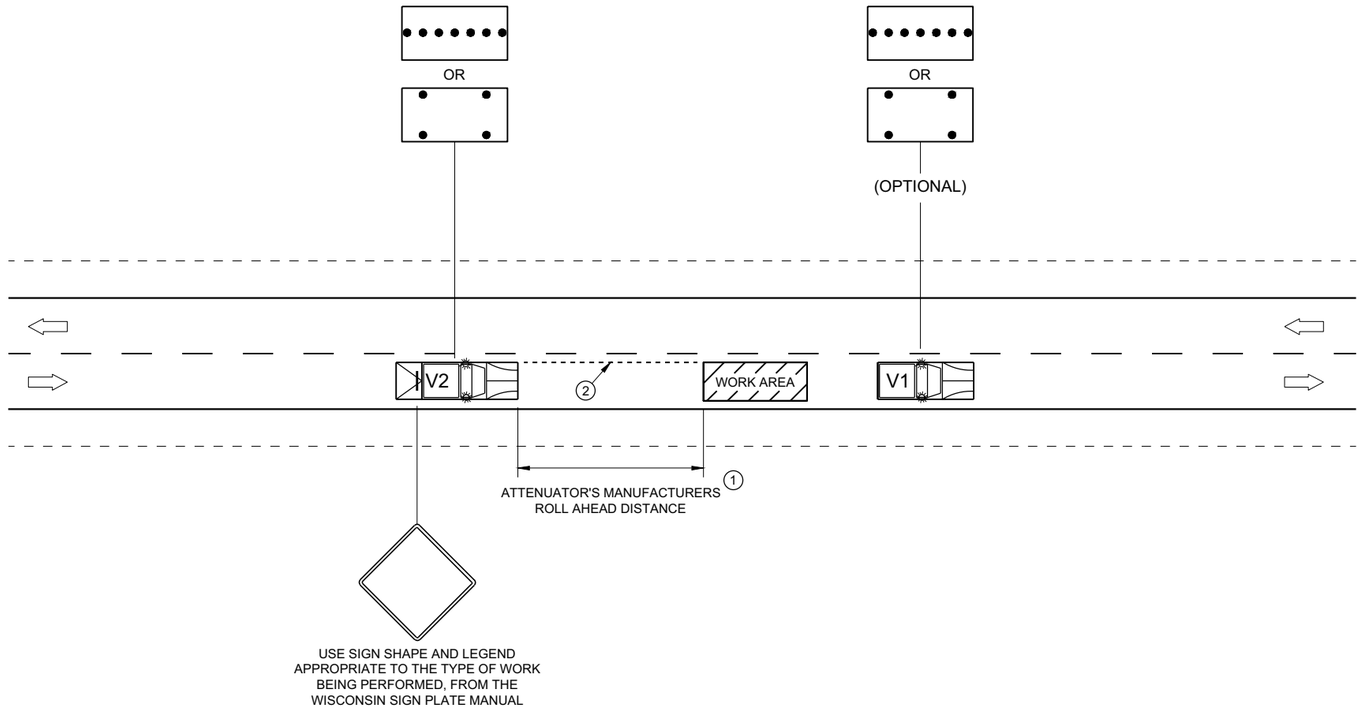
ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL ARROW PANELS SHALL BE REAR FACING, TYPE "B" OR "C", AND DISPLAYING THE FLASHING CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

(1) DISTANCE BETWEEN VEHICLES MAY INCREASE FROM THE ATTENUATOR'S ROLL AHEAD BASED ON TERRAIN, SIGHT DISTANCE, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

(2) ALIGN LEFT SIDE OF SHADOW VEHICLE WITH EDGE OF WORK AREA.



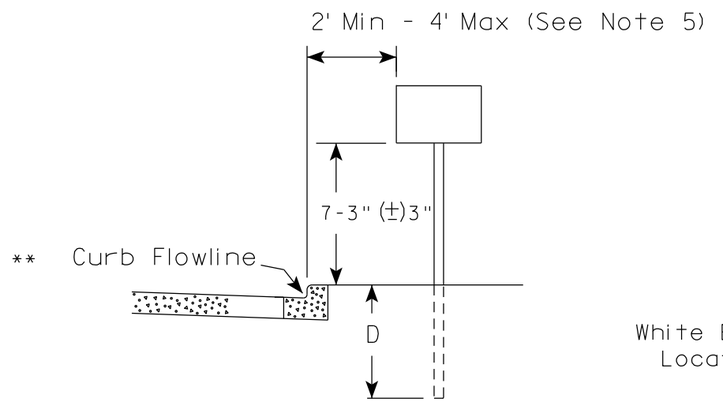
TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

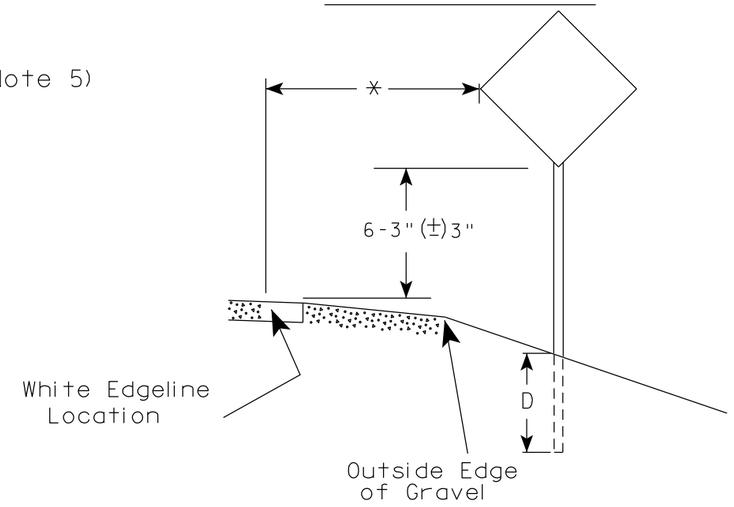
APPROVED
February 2021 — DATE
/S/ Andrew Heidtke — STATEWIDE WORK ZONE T SAFETY ENGINEER
FHWA

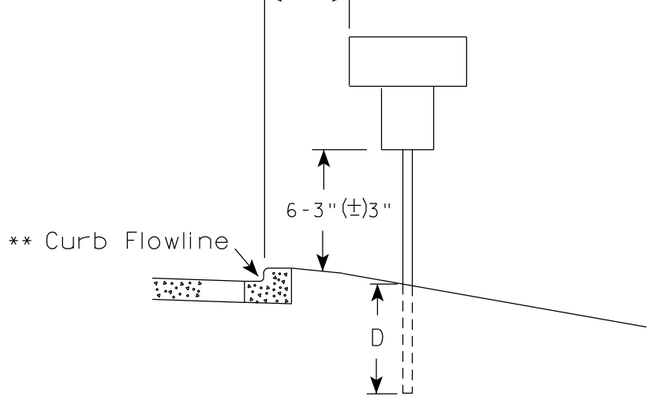
6
SDD 15D51 - 01

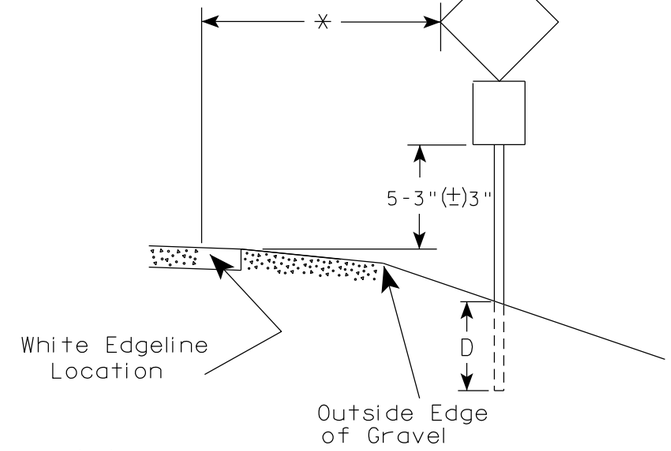
URBAN AREA



RURAL AREA (See Note 2)







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

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

GENERAL NOTES

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

POST EMBEDMENT DEPTH

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

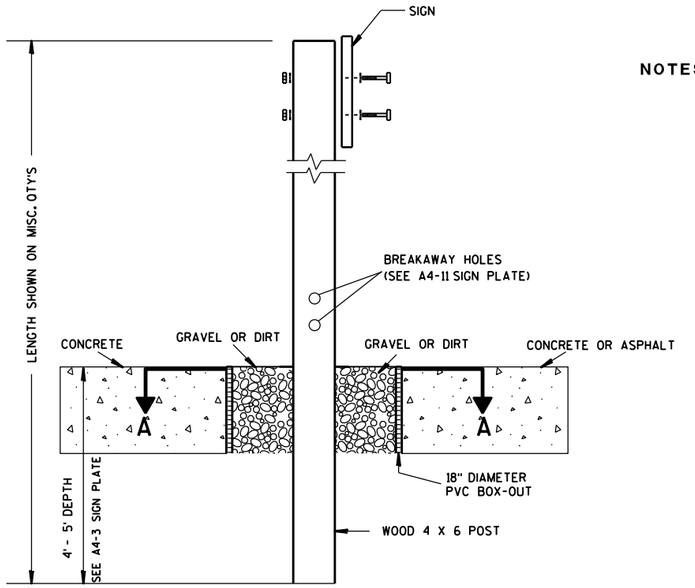
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

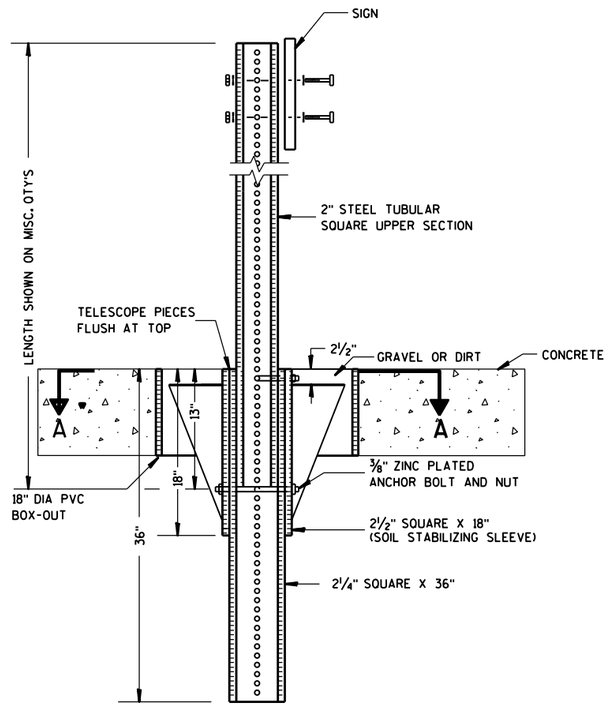
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 224	E



ELEVATION VIEW

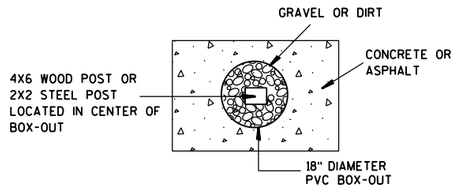
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

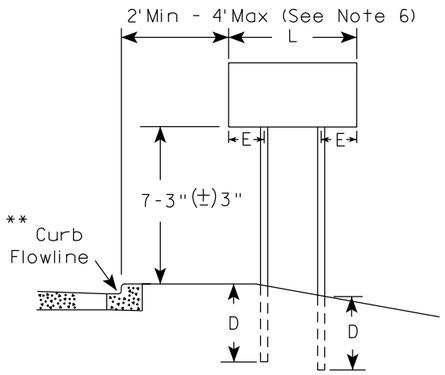
APPROVED Matthew R Rauch
for State Traffic Engineer

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

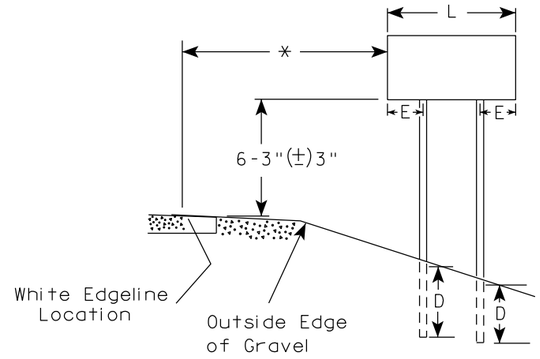
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

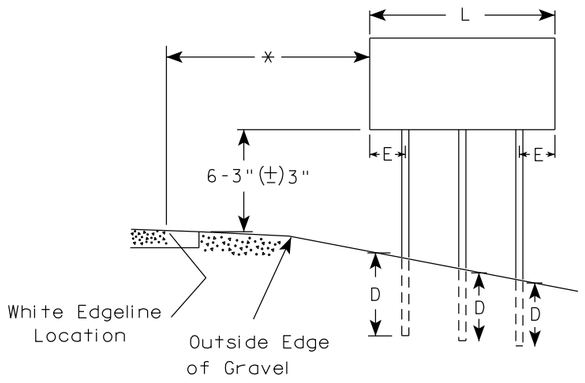
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

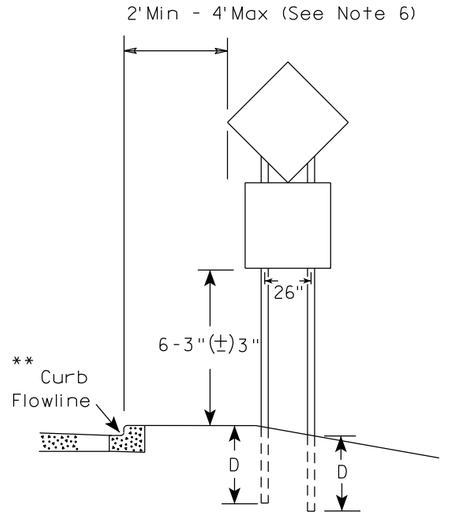
URBAN AREA



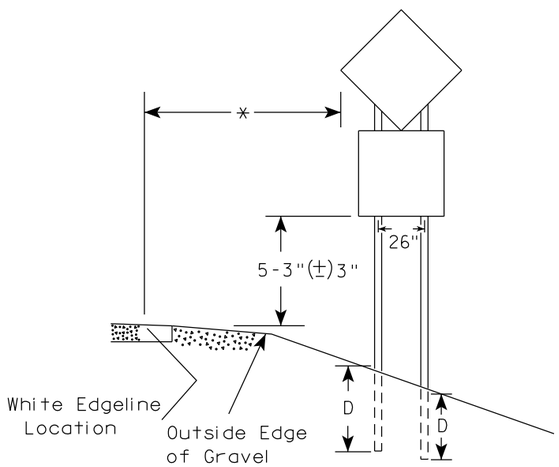
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

GENERAL NOTES

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

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

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

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

POST EMBEDMENT DEPTH

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

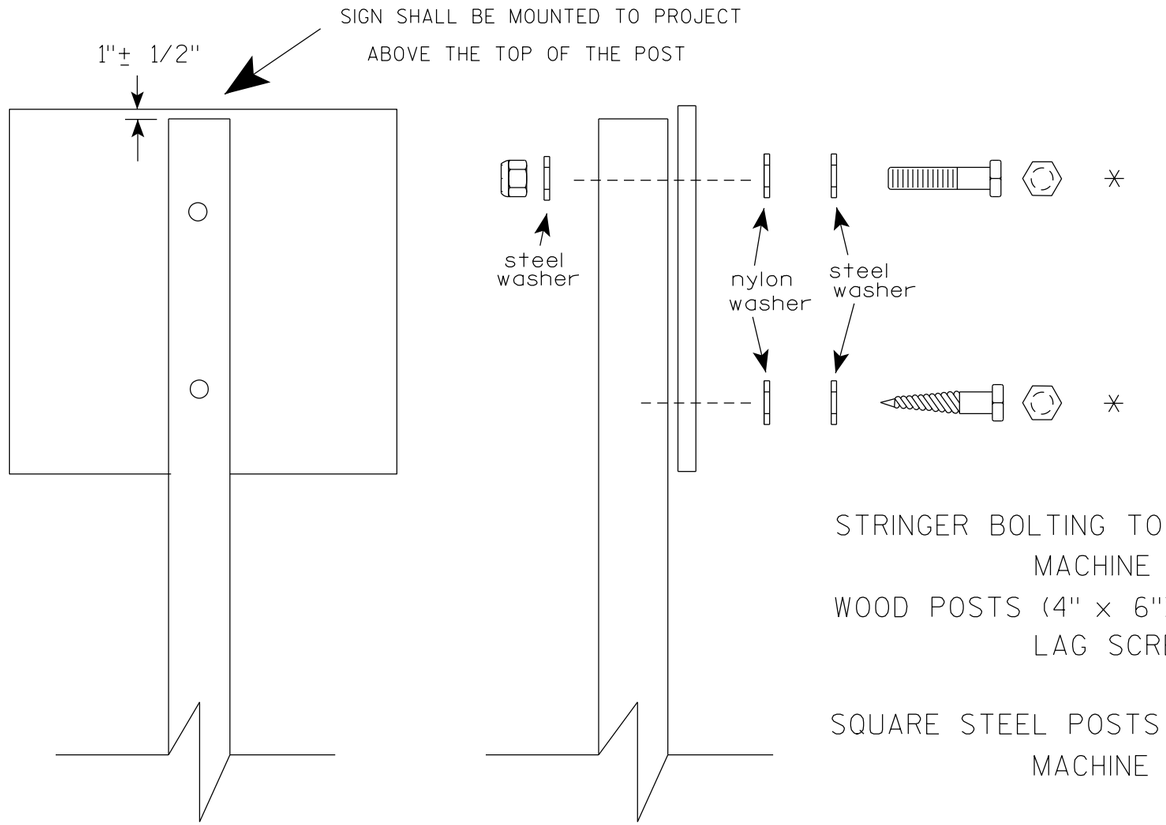
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 226	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: 227 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 01-APRIL-2020 PLOT BY : dotc4c

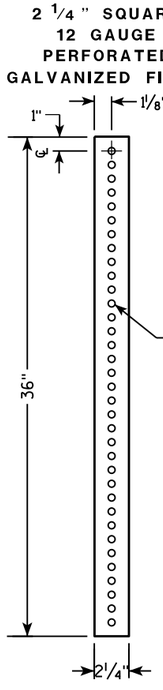
WISDOT/CADDS SHEET 42

7

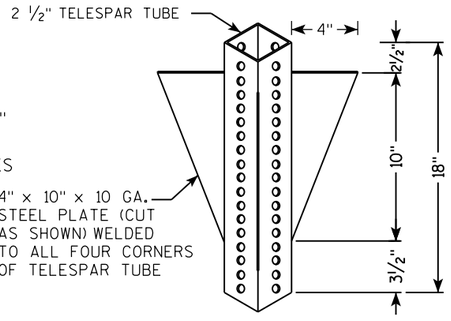
7

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

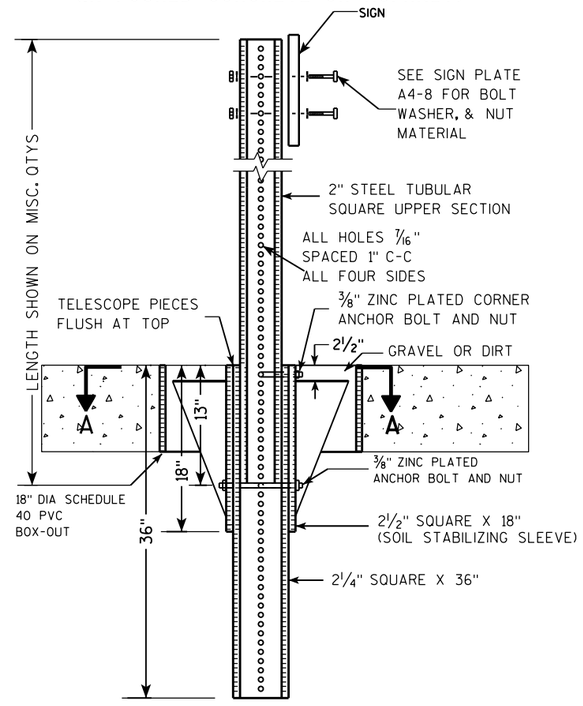
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



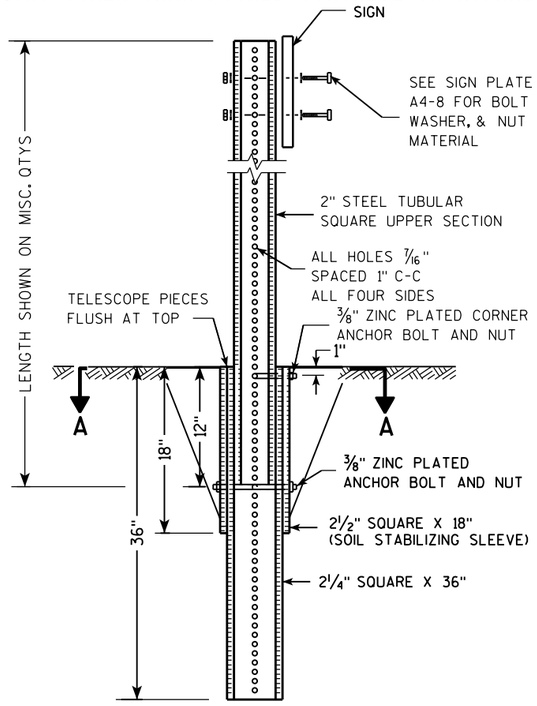
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

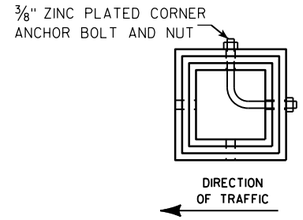


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

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

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

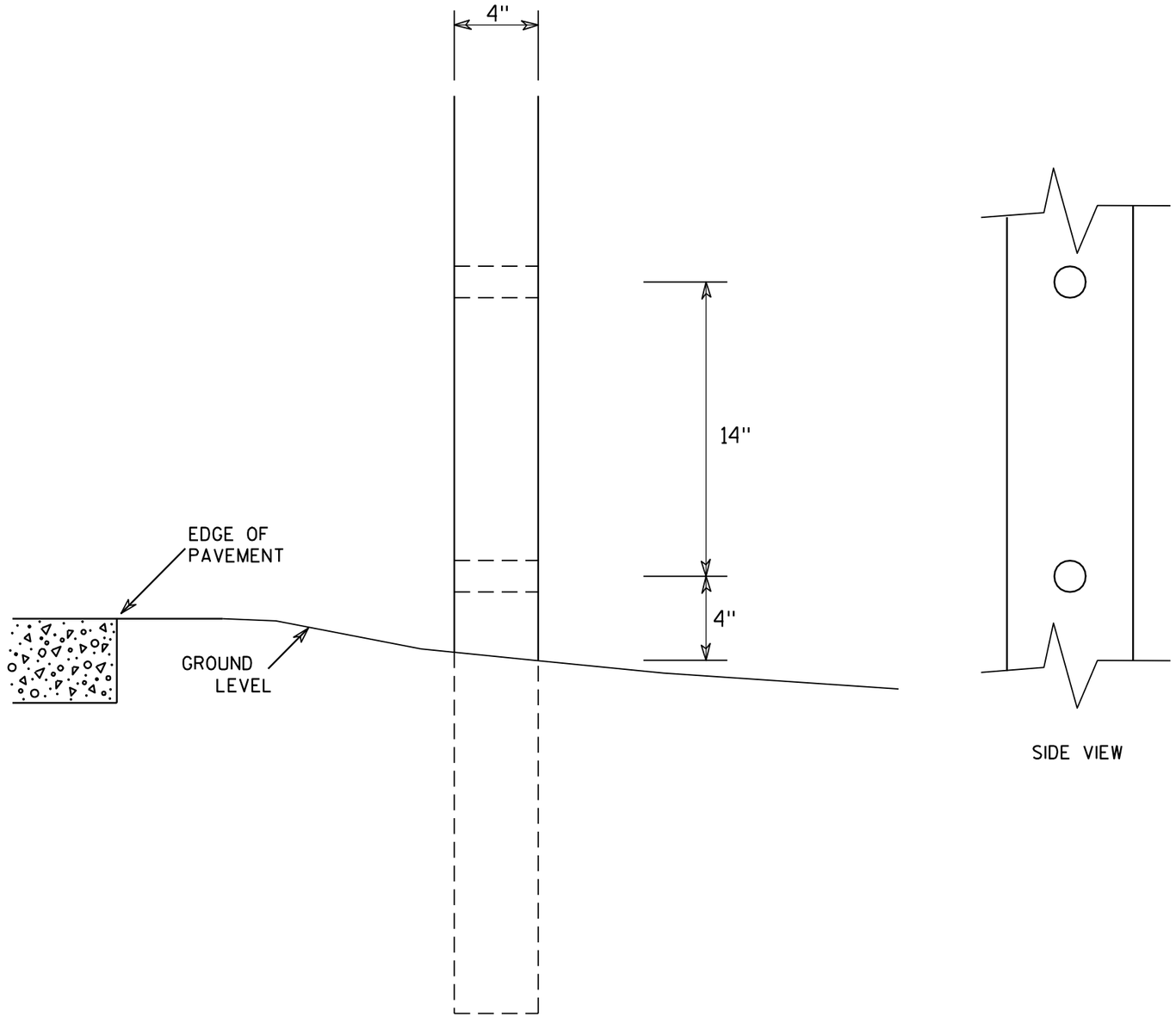
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 228 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

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

7

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4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

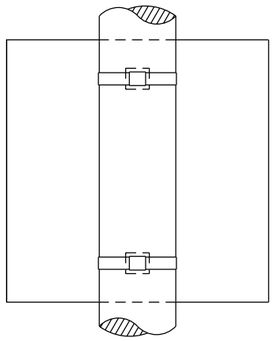
APPROVED Chester J Spang for State Traffic Engineer

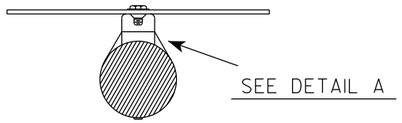
DATE 3/27/97 PLATE NO. A4-11.2

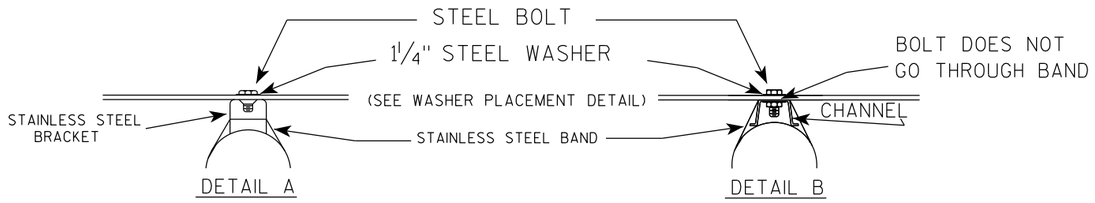
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 229	E

BANDING

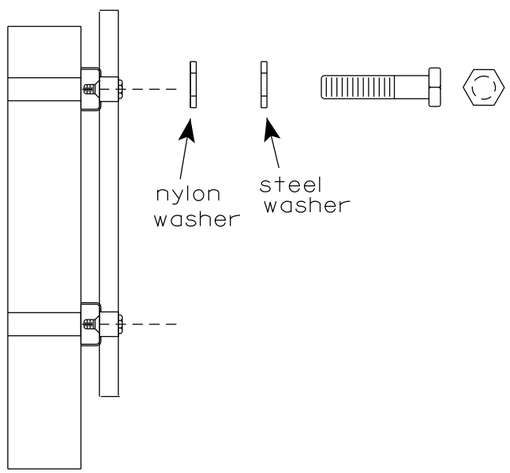
SINGLE SIGN







WASHER PLACEMENT

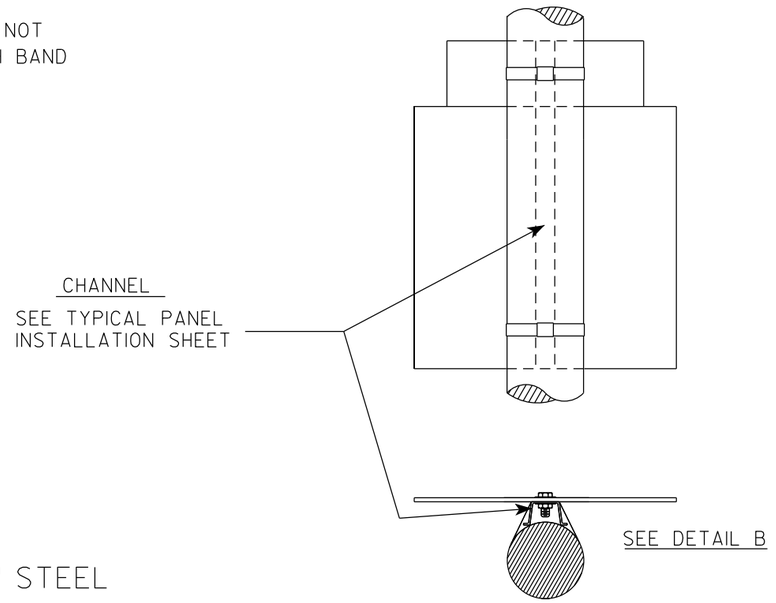


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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

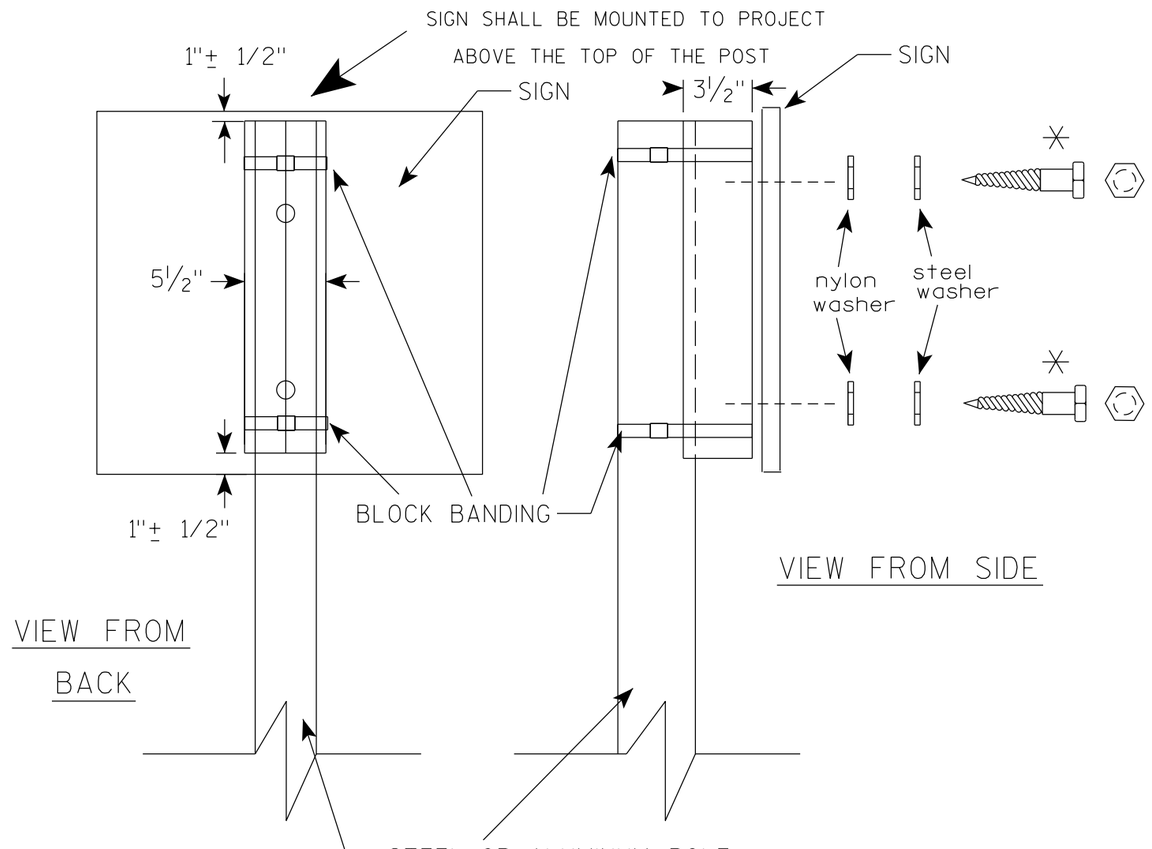
DATE 6/10/19 PLATE NO. A5-9.4

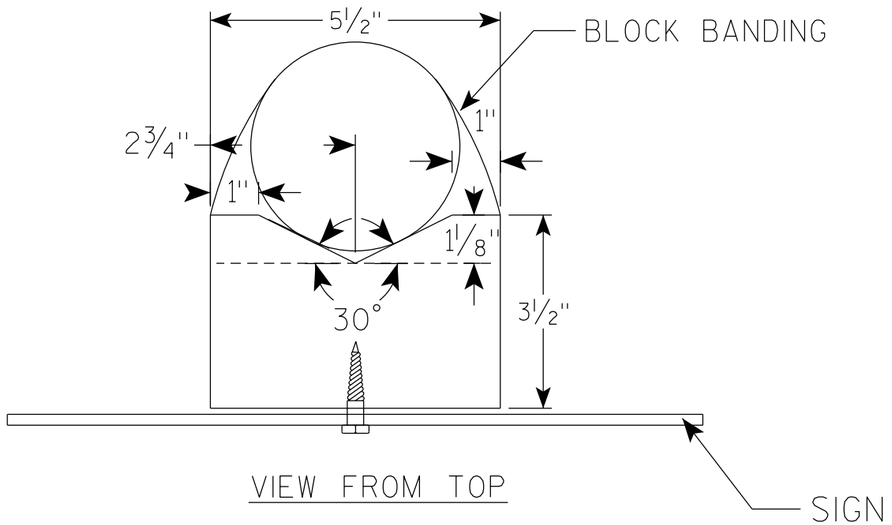
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 230	E

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

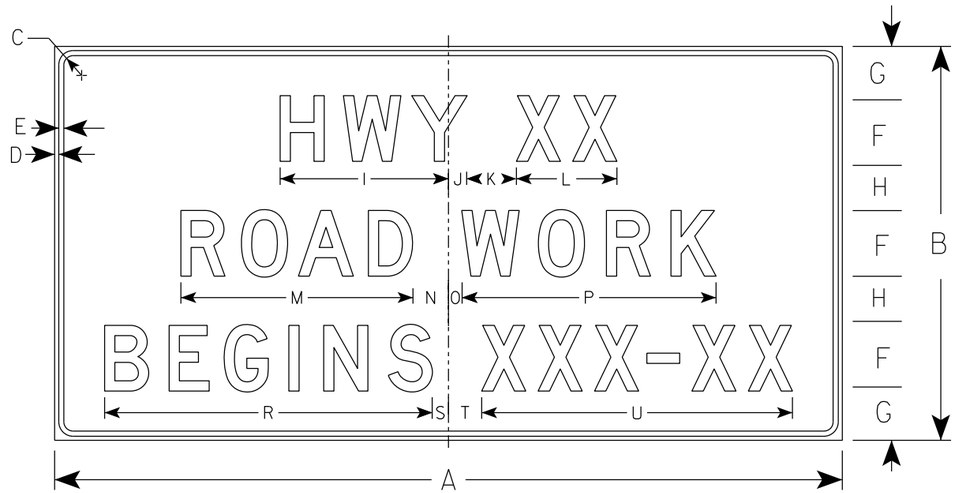
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 231 E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Substitute appropriate numeral and adjust spacing to achieve proper balance.



G20-57

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																											
3	72	36	1 1/8	1/2	5/8	6	5	4	15 5/8	1 5/8	5	9 1/4	21 1/4	3 1/2	1 1/2	23 1/4		29 7/8	1 3/4	3 1/4	28 1/2						18.0
4	96	48	2 1/4	3/4	1	8	6 1/2	5 1/2	20 5/8	2 1/4	6	12 1/4	28 1/4	4 3/8	1 5/8	31		39 1/4	2	4	37 7/8						32.0
5																											

STANDARD SIGN
G20-57

WISCONSIN DEPT OF TRANSPORTATION

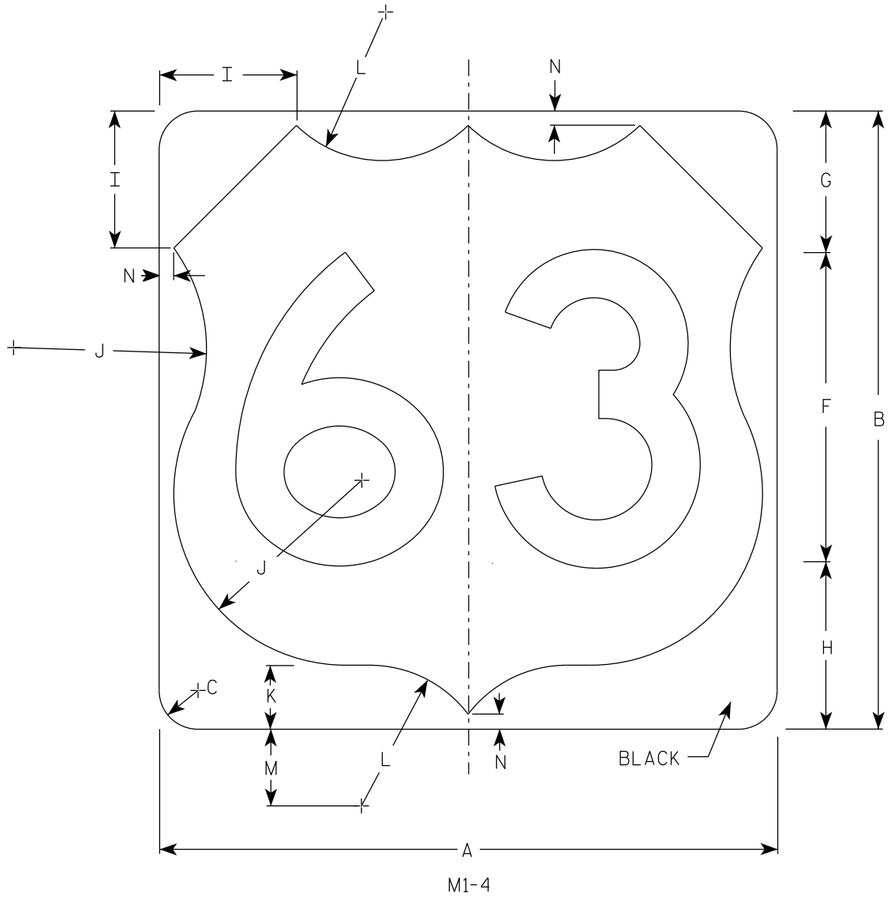
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/22/19 PLATE NO. G20-57.3

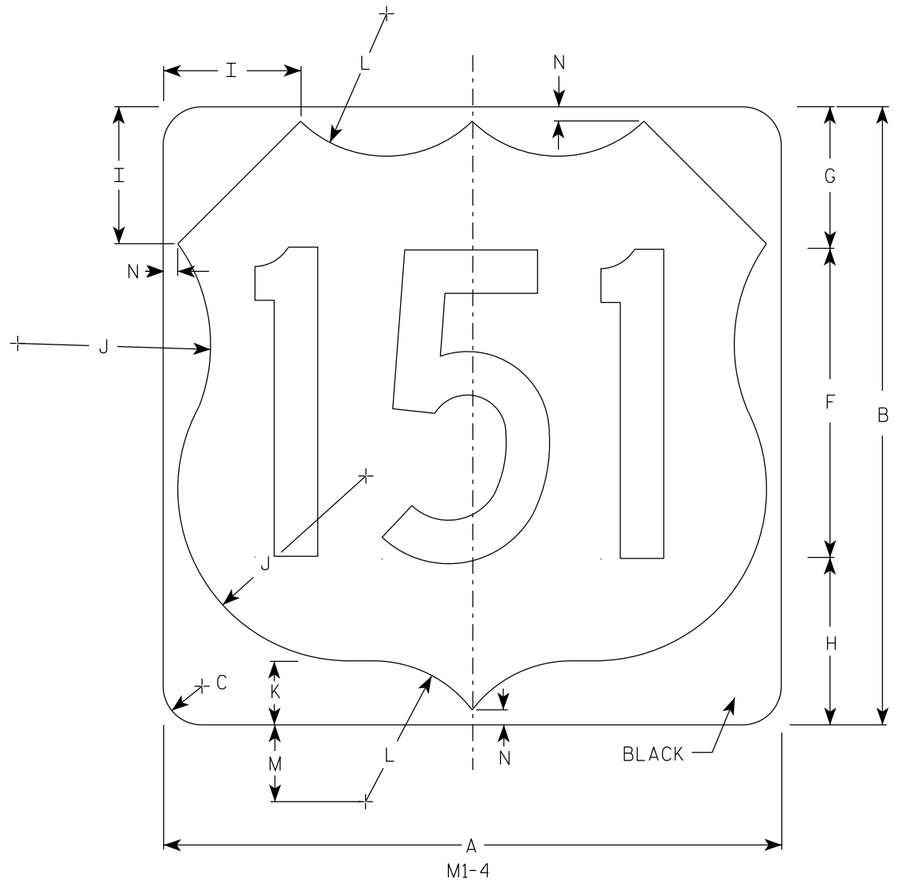
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 232	E

NOTES

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



M1-4



M1-4

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0
2M	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0

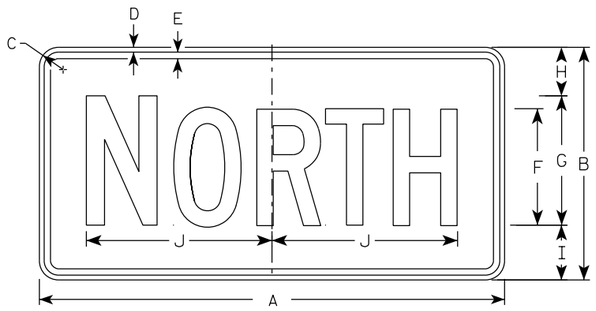
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

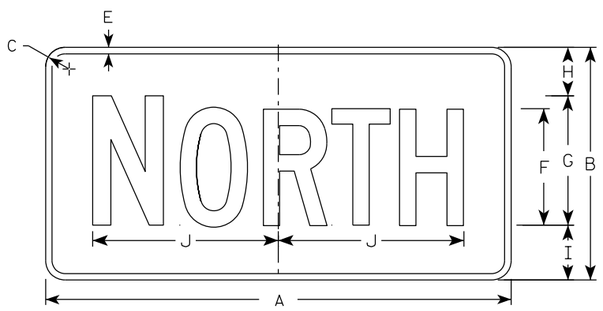
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/20/22 PLATE NO. M1-4.11

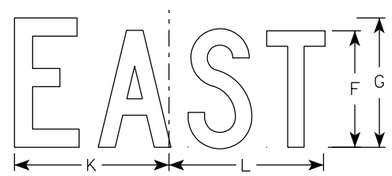
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 233 E



M3-1
MM3-1
MP3-1

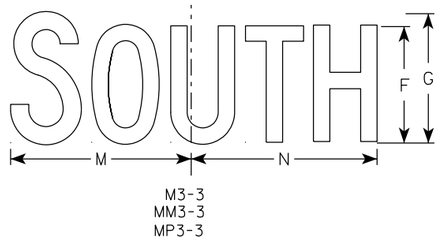


MB3-1
MK3-1
MN3-1

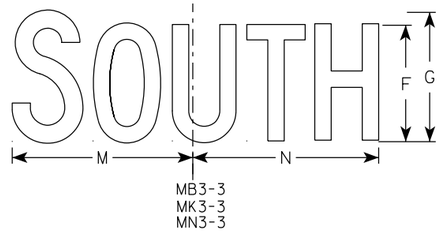


M3-2
MM3-2
MP3-2

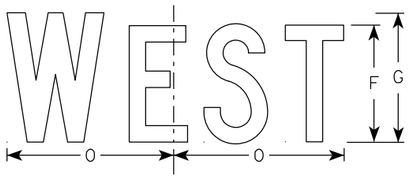
MB3-2
MK3-2
MN3-2



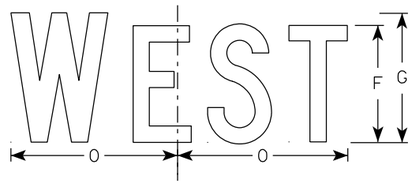
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
2M	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
3	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
4	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
5	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5

STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

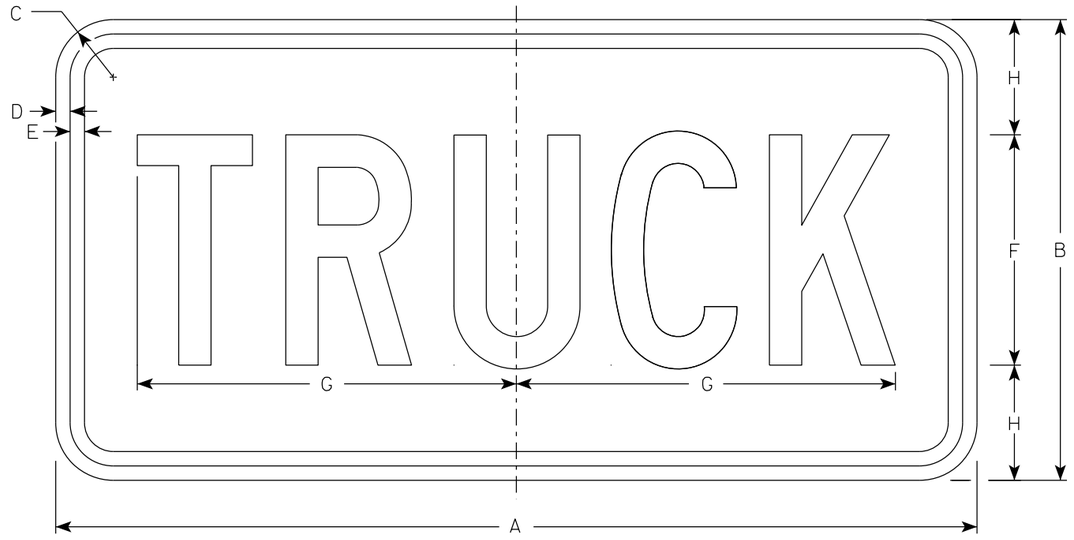
APPROVED Matthew R Rauch
For State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 234 | E

NOTES

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



M4-4

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/2	3/8	3/8	6	9 7/8	3																			2.0
2M	24	12	1 1/2	3/8	3/8	6	9 7/8	3																			2.0
3	36	18	1 1/2	3/8	1/2	9	15 5/8	4 1/2																			4.5
4	36	18	1 1/2	3/8	1/2	9	15 5/8	4 1/2																			4.5
5	36	18	1 1/2	3/8	1/2	9	15 5/8	4 1/2																			4.5

STANDARD SIGN

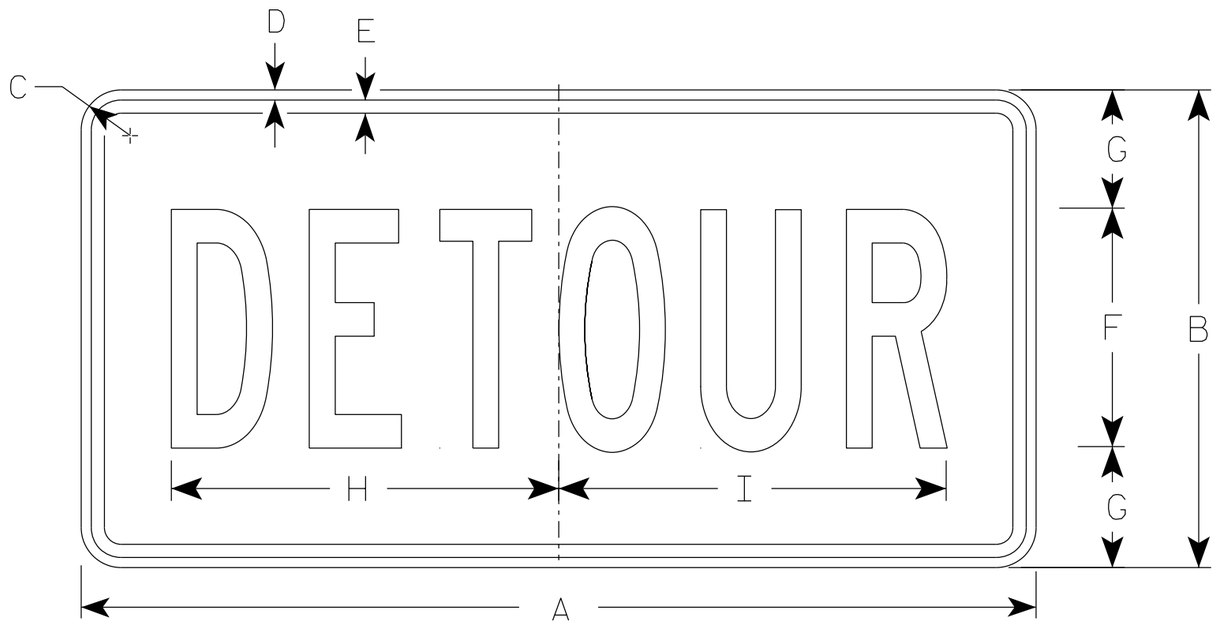
M4-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 11/21/2022 PLATE NO. M4-4.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



M4-8

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
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.

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 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
2M	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
5	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5

STANDARD SIGN
M4-8

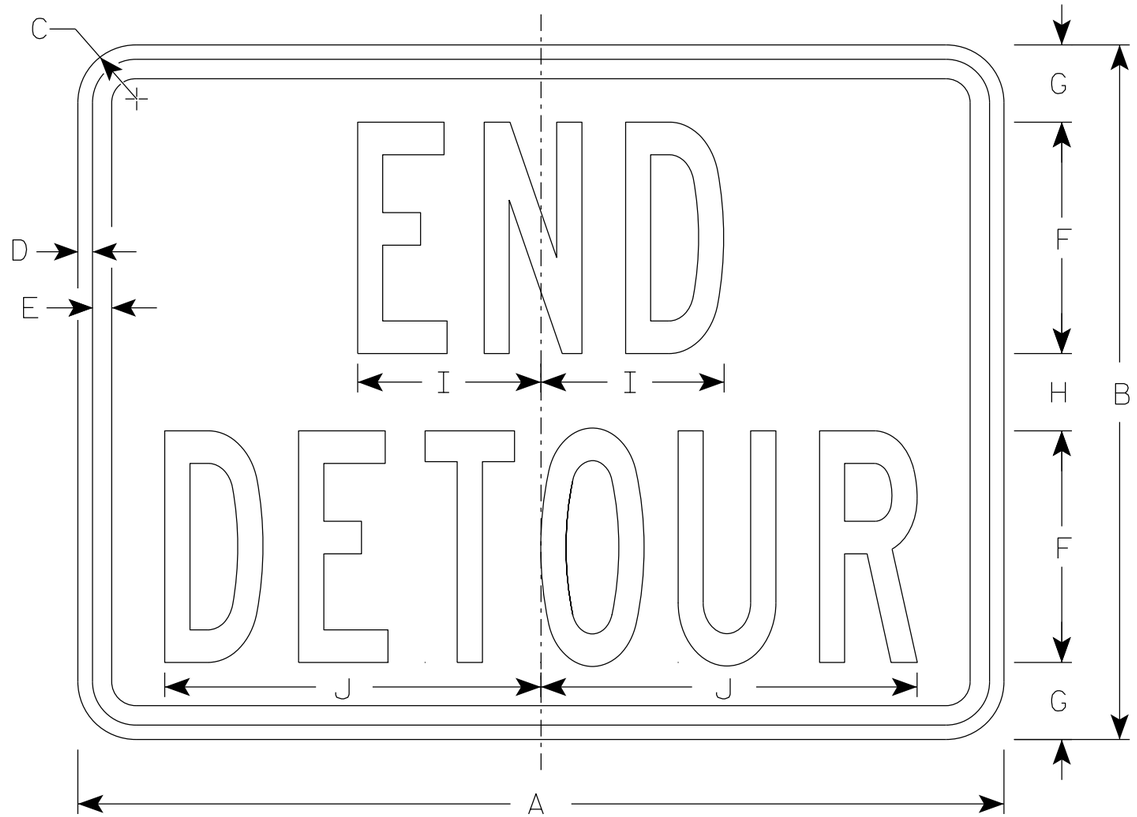
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M48.dgn PLOT DATE : 9-FEB 2023 7:38 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



M4-8A

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
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.

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	18	1 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
2M	24	18	1 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
3	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
4	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
5	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0

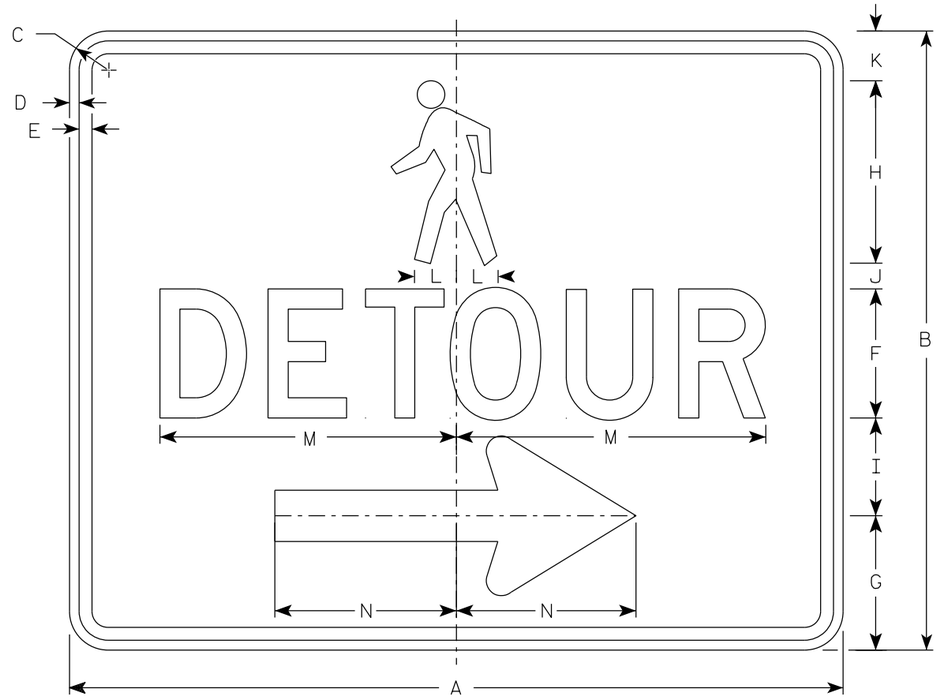
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8A.4

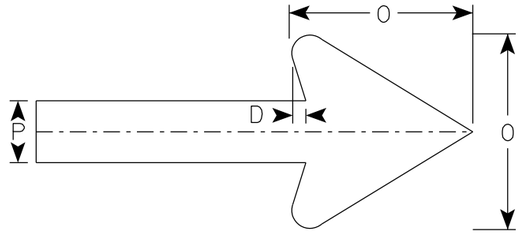
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 237 | E



M4-9BR

NOTES

1. Sign is Type II-Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9BL is the same as M4-9BR except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.0
2M	30	24	1 1/2	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.0
3																											
4																											
5																											

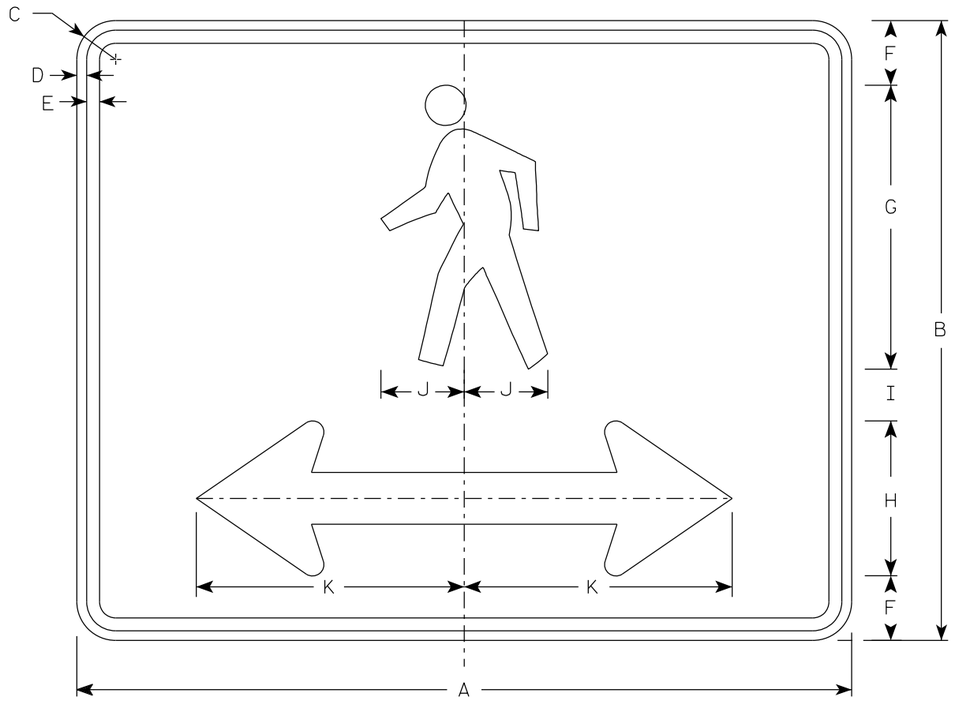
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9B.4

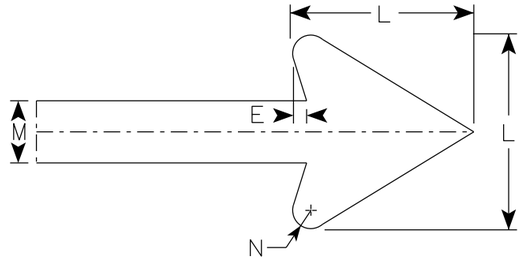
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 238 | E



M4-60D

NOTES

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



Arrow Detail

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

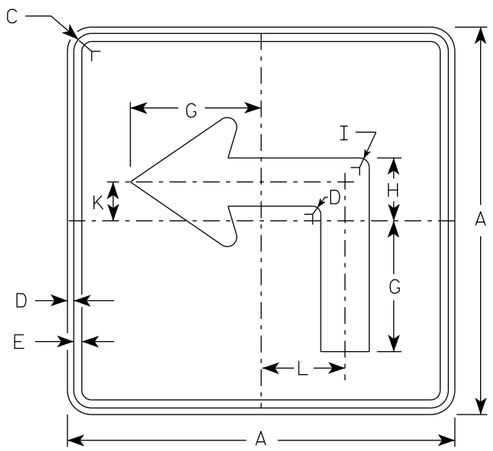
STANDARD SIGN
M4-60D

WISCONSIN DEPT OF TRANSPORTATION

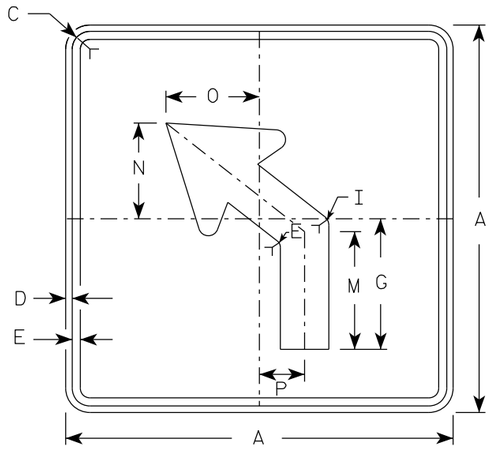
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60D.2

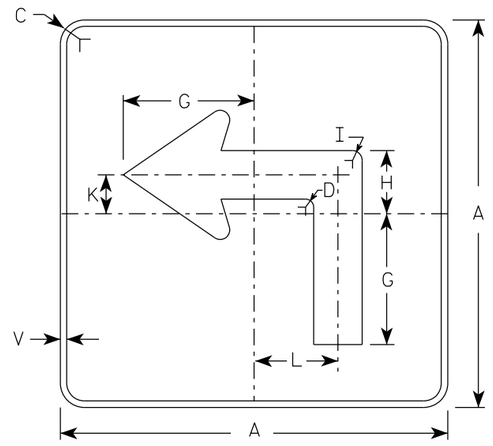
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 239 | E



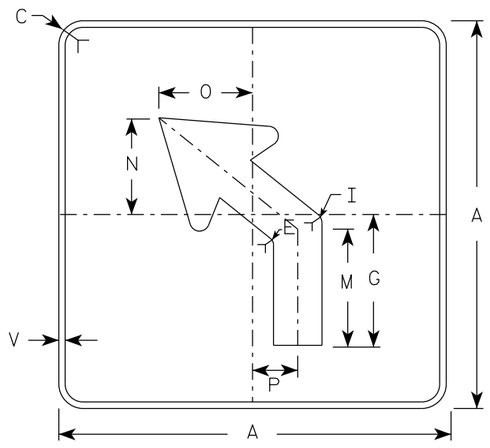
M5-1L
MM5-1L
MO5-1L
MP5-1L



M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L

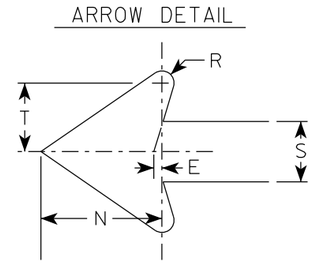


MB5-2L
MK5-2L
MN5-2L
MR5-2L

NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
2M	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
3	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25
4	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25
5	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25

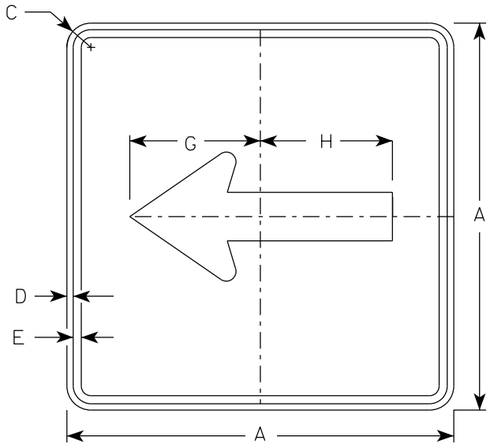
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

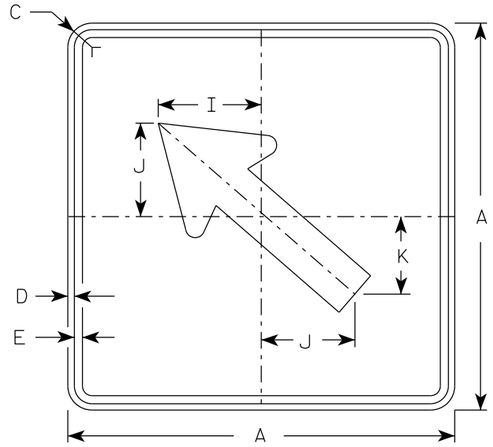
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M5-1.15

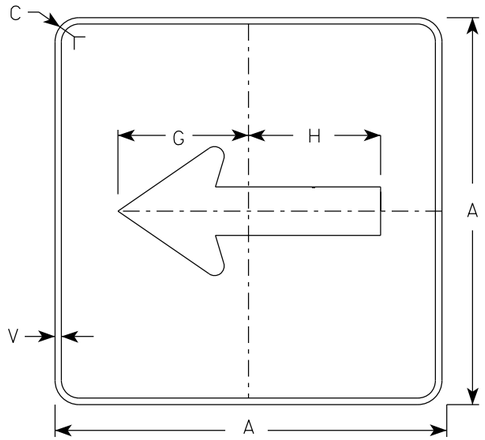
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 240 | E



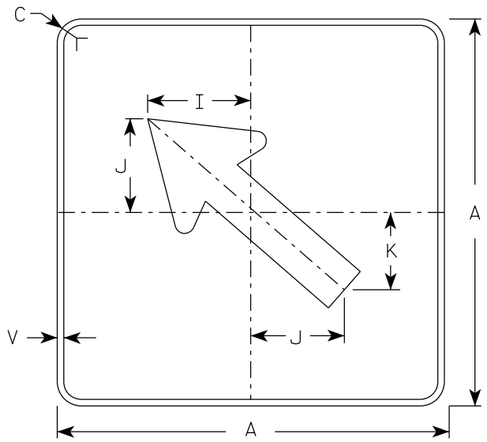
M6-1
MM6-1
MO6-1
MP6-1



M6-2
MM6-2
MO6-2
MP6-2



MB6-1
MK6-1
MN6-1
MR6-1

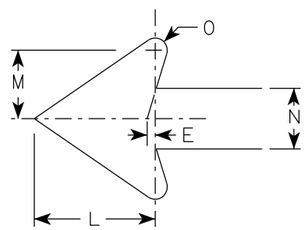


MB6-2
MK6-2
MN6-2
MR6-2

NOTES

1. Signs are Type II - Type H Reflective except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21		1 1/2	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2							1/2					3.06
2M	21		1 1/2	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2							1/2					3.06
3	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
4	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
5	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

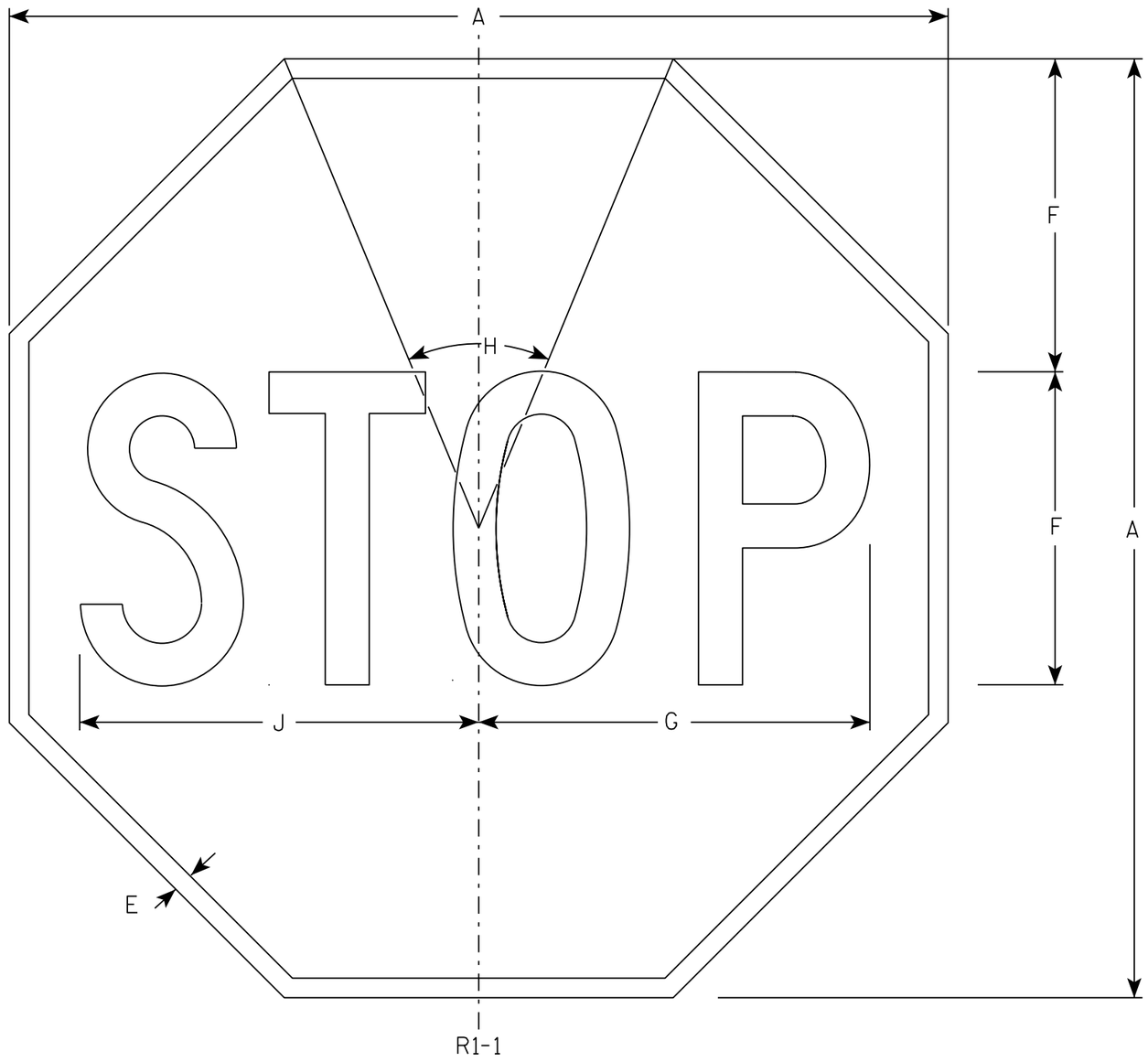
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 241 | E

7

7



NOTES

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

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

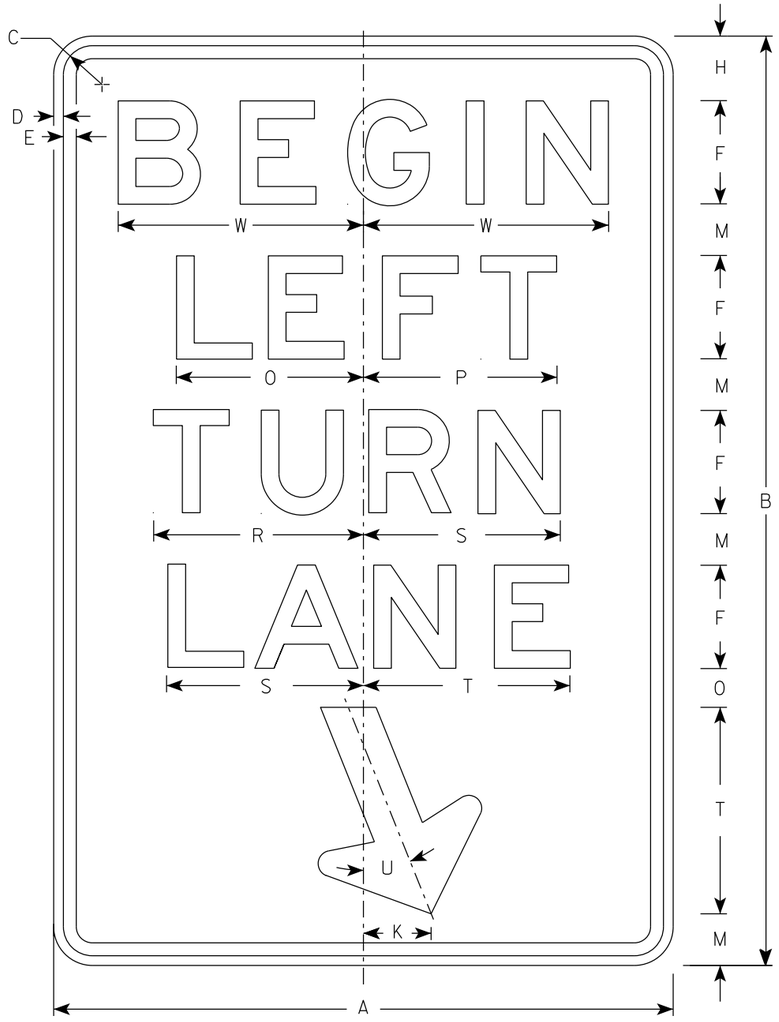
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

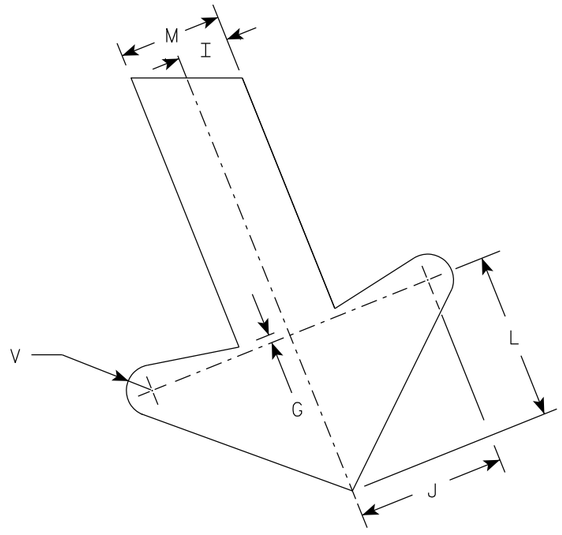
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 242	E



R3-20L

NOTES

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



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 7/8	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

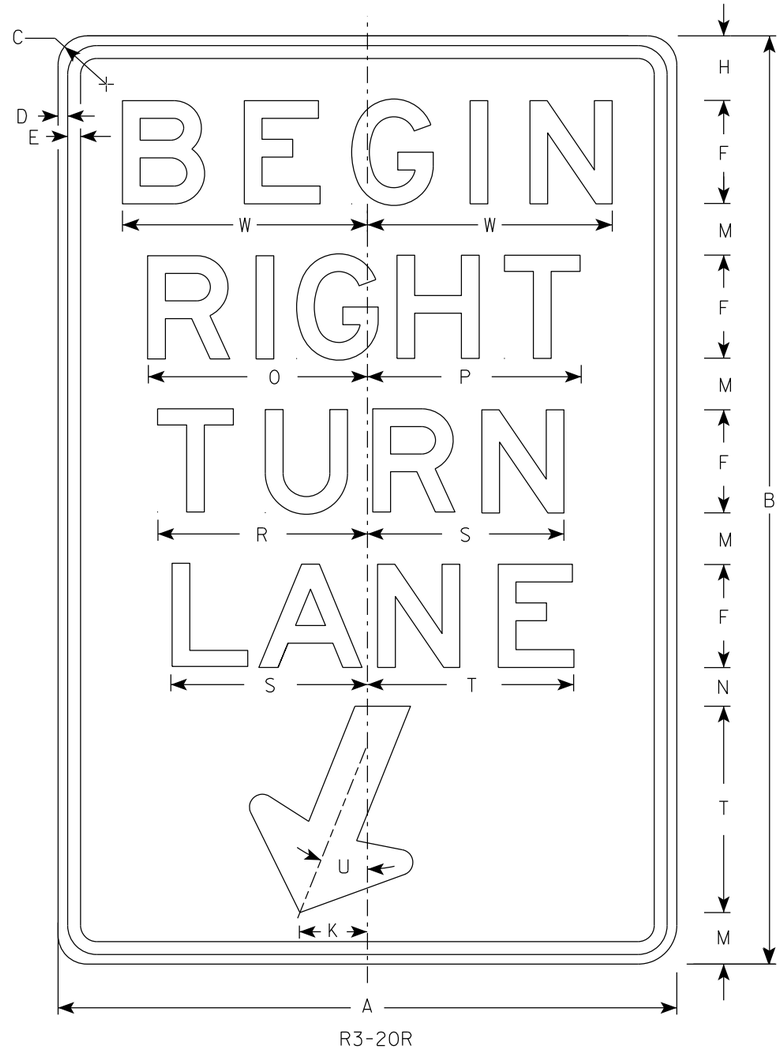
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-20L.8

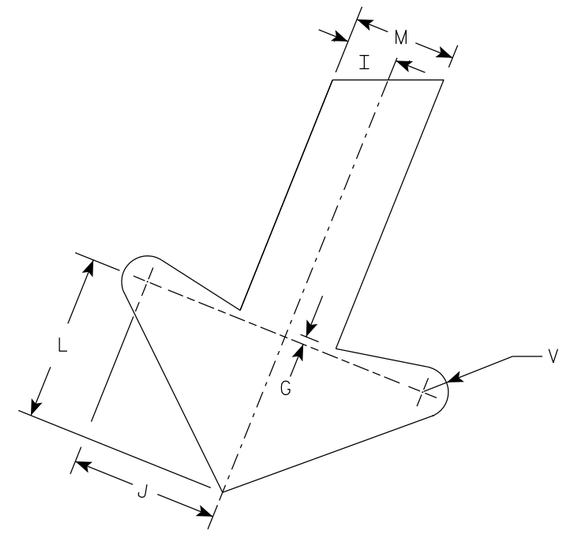
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 243	E



R3-20R

NOTES

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



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 7/8	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	12 3/4	12 1/2		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

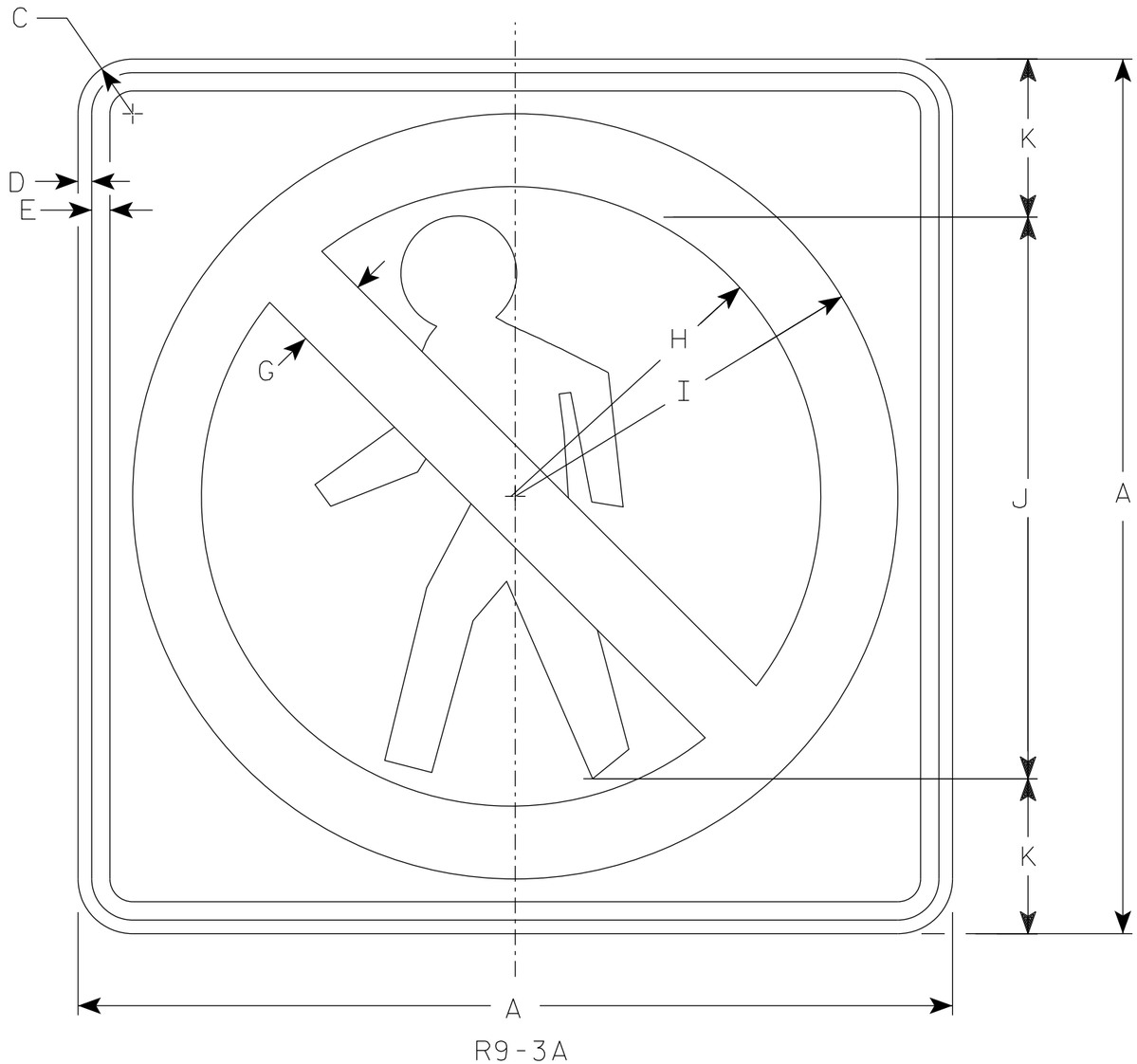
STANDARD SIGN
R3-20R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-20R.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 244 | E



R9-3A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Pedestrian are non-reflective black. Circle with diagonal bar is reflective red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18		1 1/2	3/8	3/8		1 1/2	6 1/4	7 7/8	12	3																2.25
2S	24		1 1/2	3/8	1/2		2	8 1/2	10 1/2	15	4																4.00
2M	24		1 1/2	3/8	1/2		2	8 1/2	10 1/2	15	4																4.00
3																											
4																											
5																											

STANDARD SIGN
R9-3A

WISCONSIN DEPT OF TRANSPORTATION

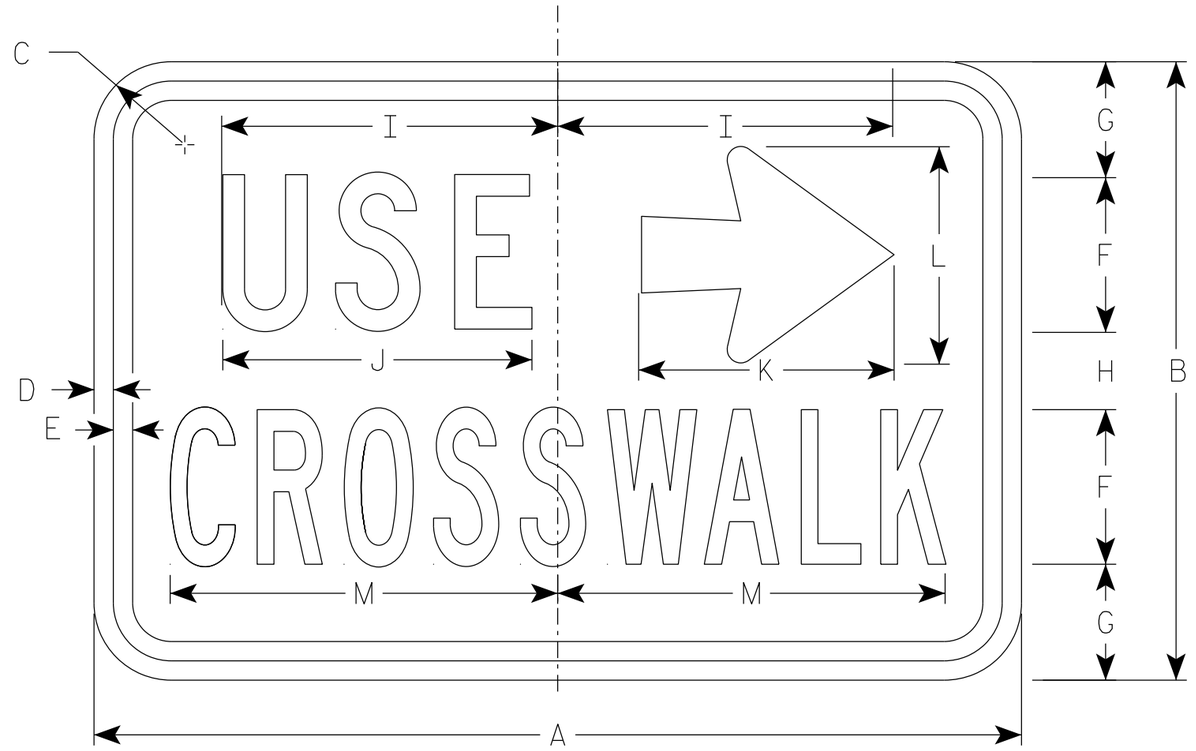
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/23/24 PLATE NO. R9-3A.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 245 E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C Line 1, Series B Line 2



R9-3B

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

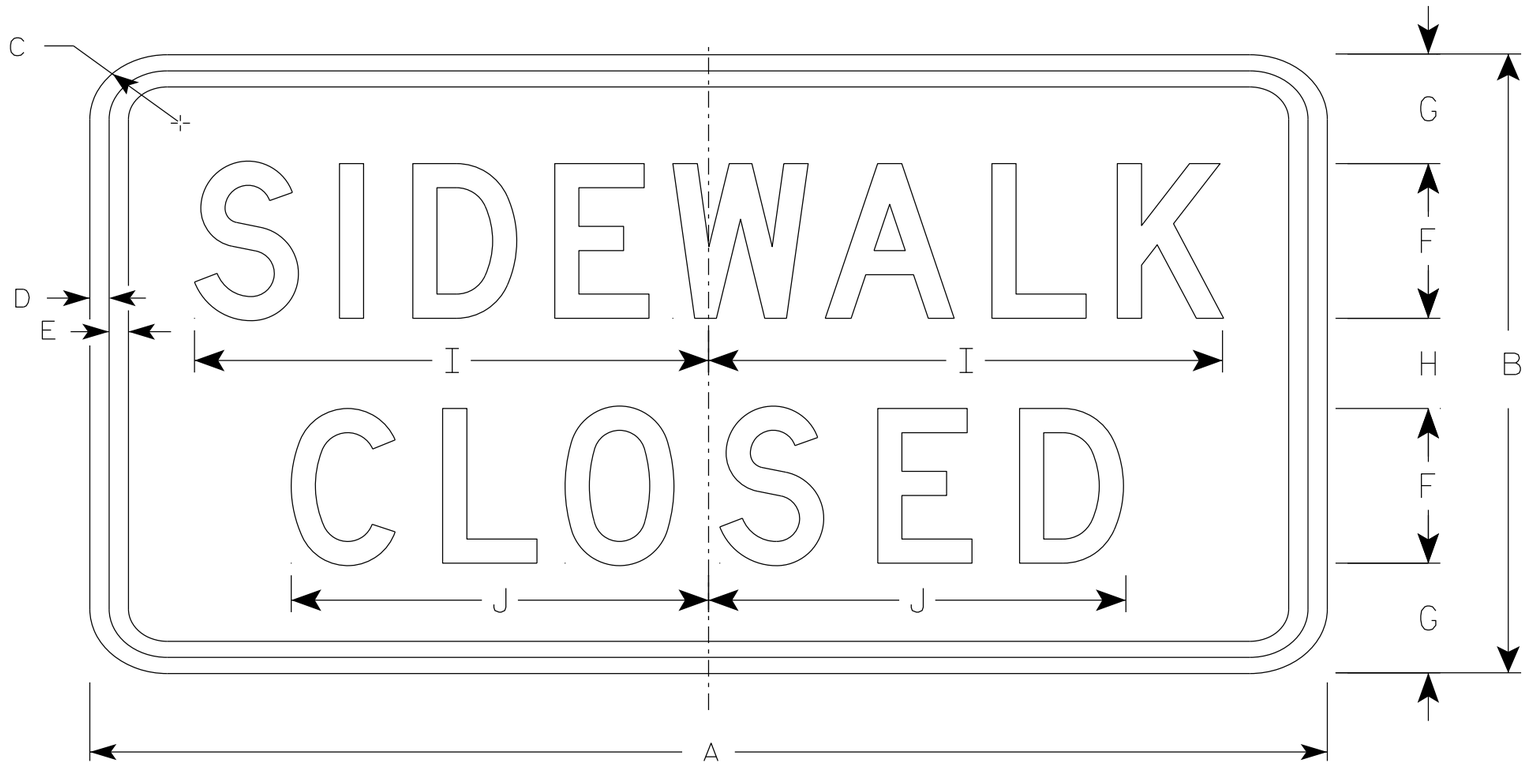
STANDARD SIGN
R9-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/23/24 PLATE NO. R9-3B.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 246 | E



R9-9

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
2M	24	12	1 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
3	30	18	1 ½	½	½	4	3 ½	3	12 ½	10 ¼																	3.75
4																											
5																											

STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

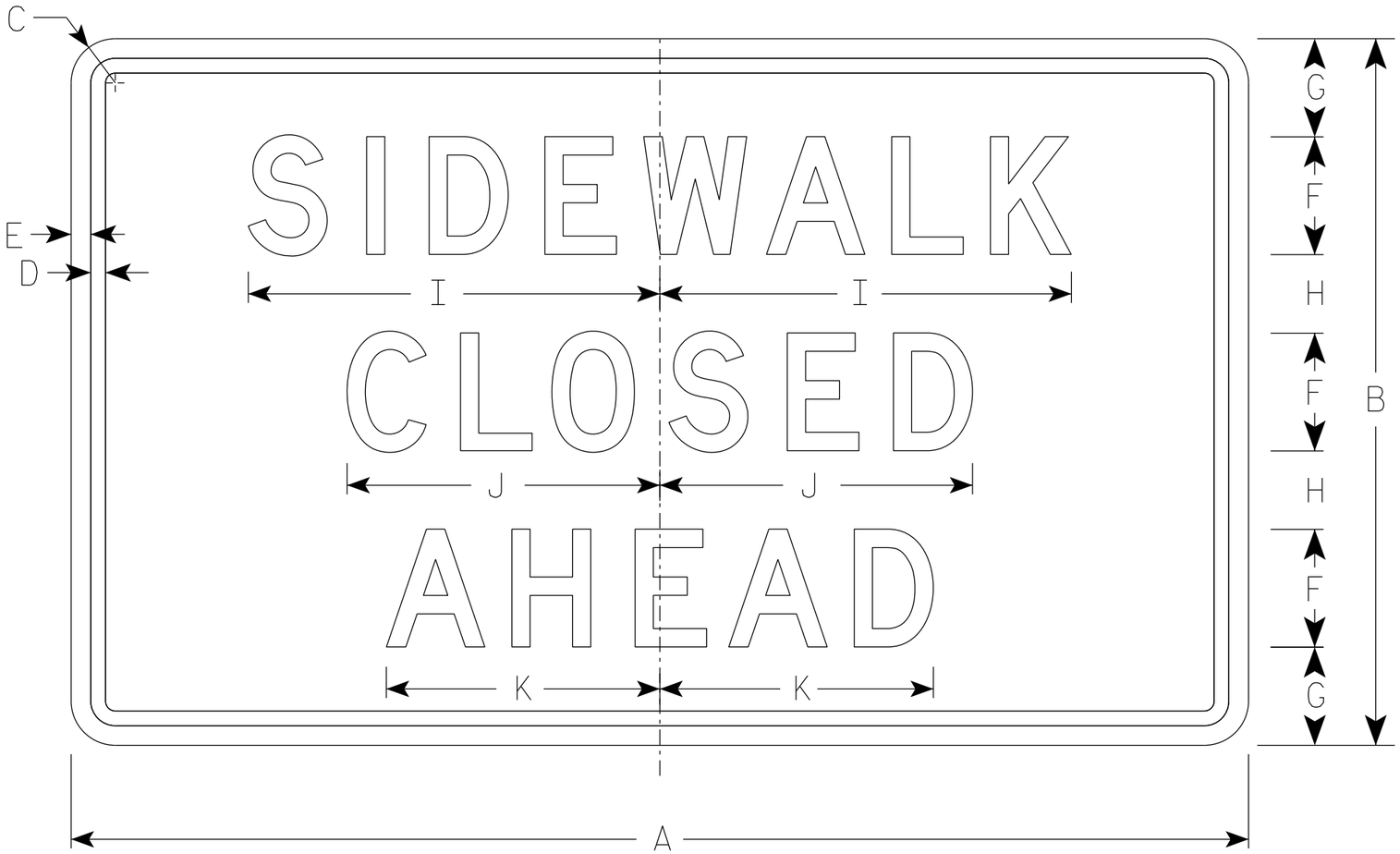
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 247 | E

NOTES

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



R9-9A

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
2M	30	18	1 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
3																											
4																											
5																											

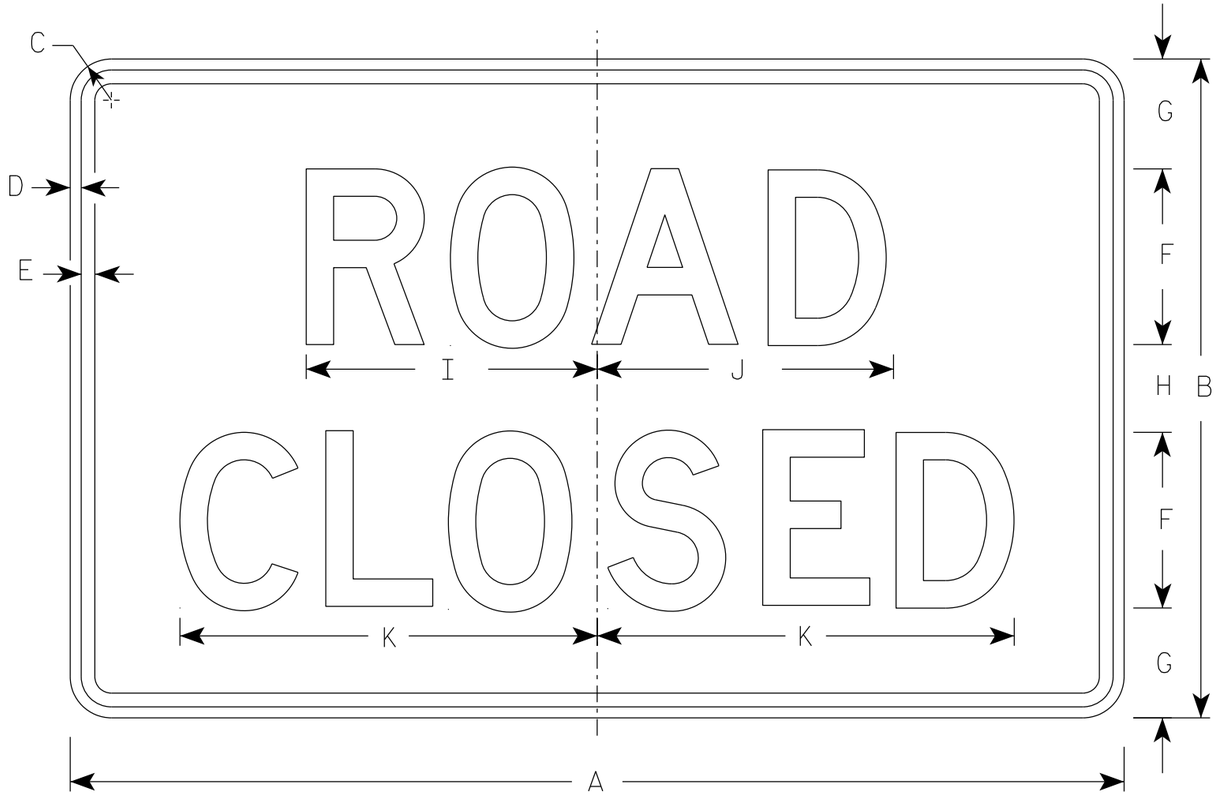
STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9A.2

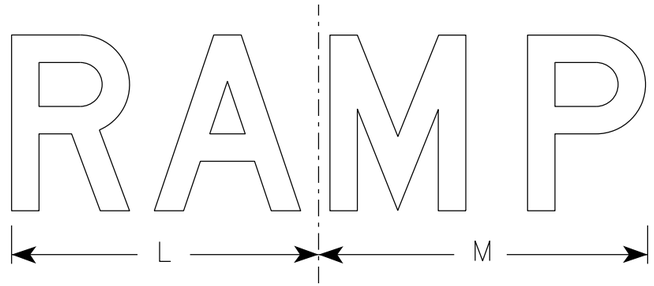
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 248 | E



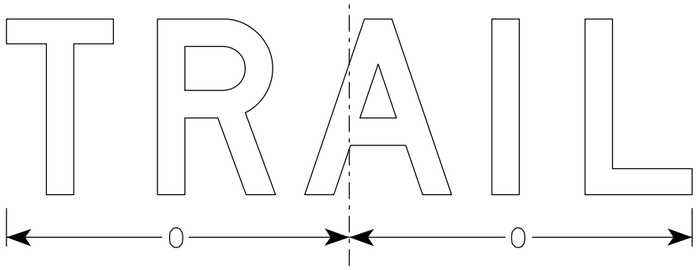
R11-2

NOTES

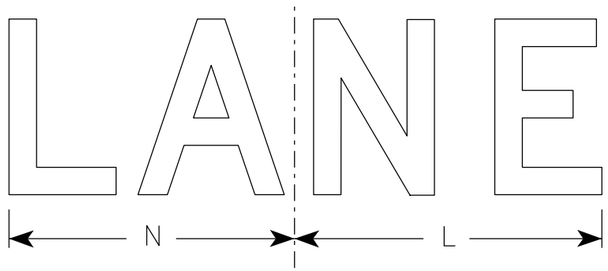
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the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



R11-2R



R11-2T



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
2M	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
3	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
4	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
5	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

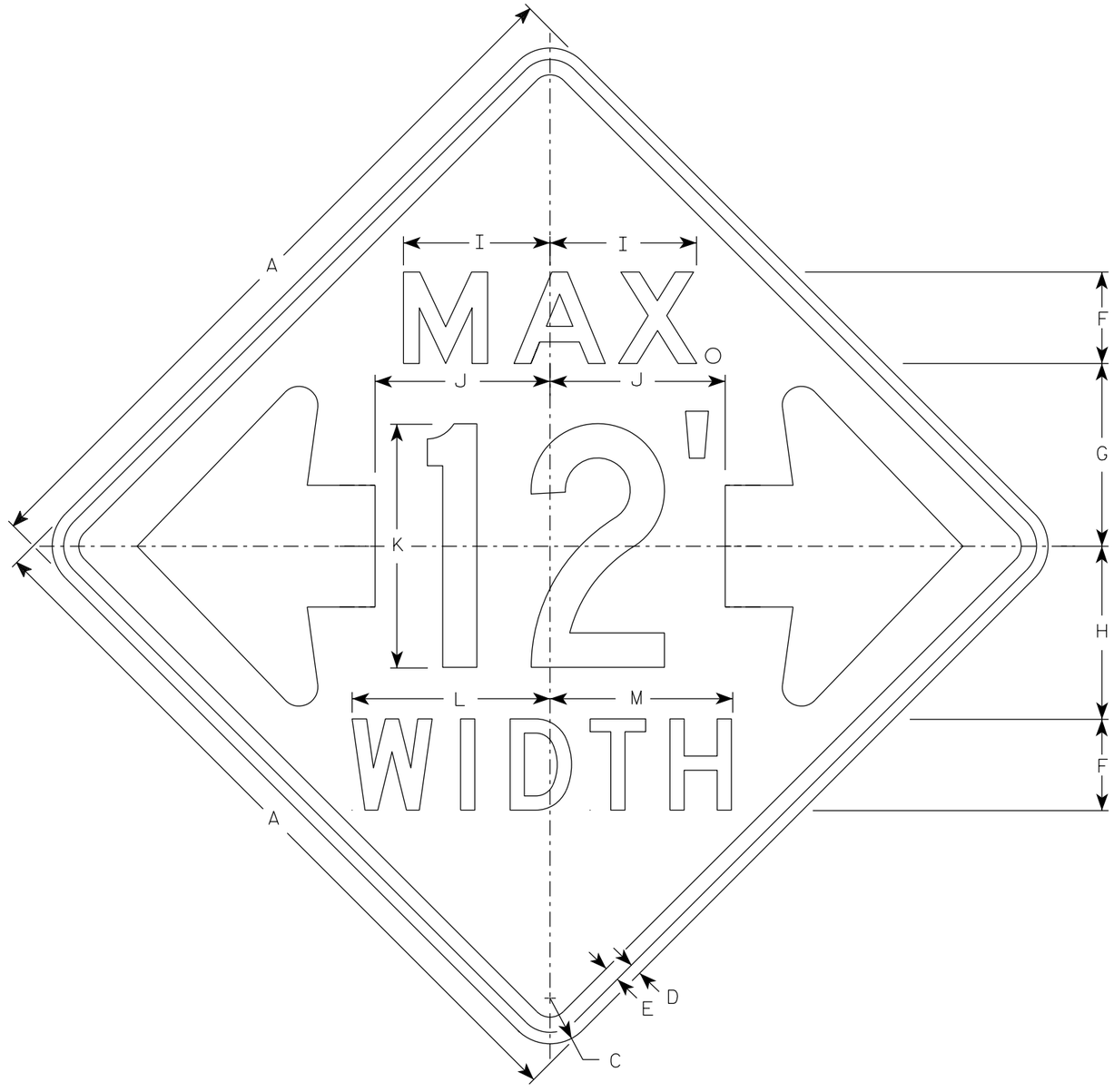
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-2.12

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

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R112.dgn PLOT DATE : 5-FEB 2024 2:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

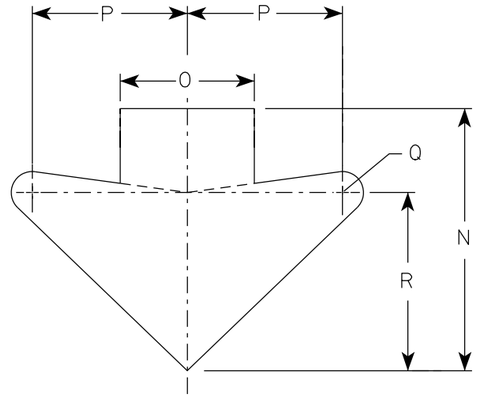
7



W12-52

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. The top line is series E, the numerals are series C, and the bottom line is series D.
5. Substitute appropriate numerals and adjust spacing as required.



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	48		3	¾	1	6	12	11 ⅜	9 ⅝	11 ½	16	13	12	15 ⅝	8	9 ¼	1 ¼	10 ⅝									16.0
2M	48		3	¾	1	6	12	11 ⅜	9 ⅝	11 ½	16	13	12	15 ⅝	8	9 ¼	1 ¼	10 ⅝									16.0
3																											
4																											
5																											

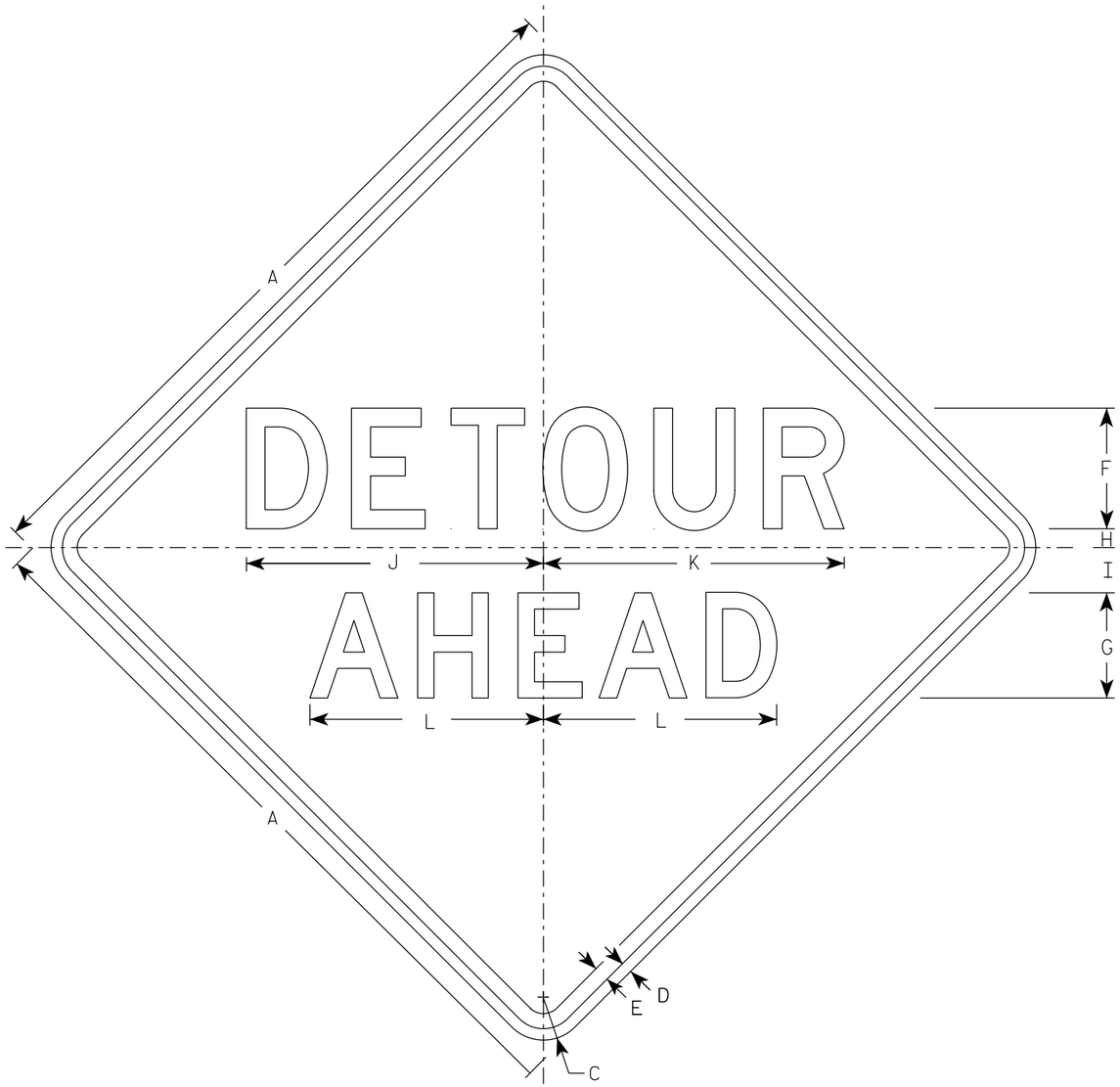
STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

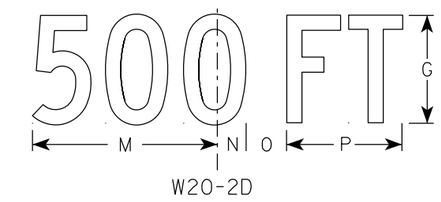
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/10/2024 PLATE NO. W12-52.8

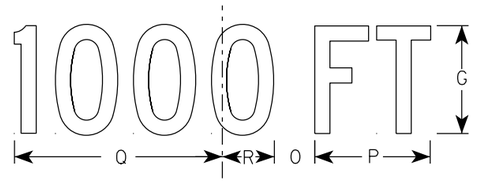
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 250 | E



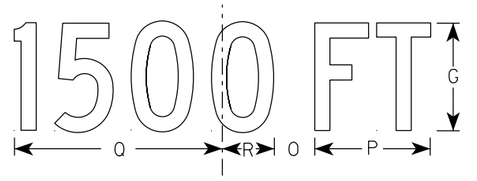
W20-2A



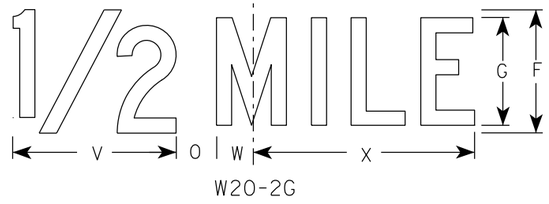
W20-2D



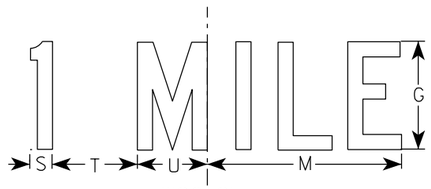
W20-2C



W20-2B



W20-2G



W20-2F

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

STANDARD SIGN
W20-2A,B,C,D,F & G

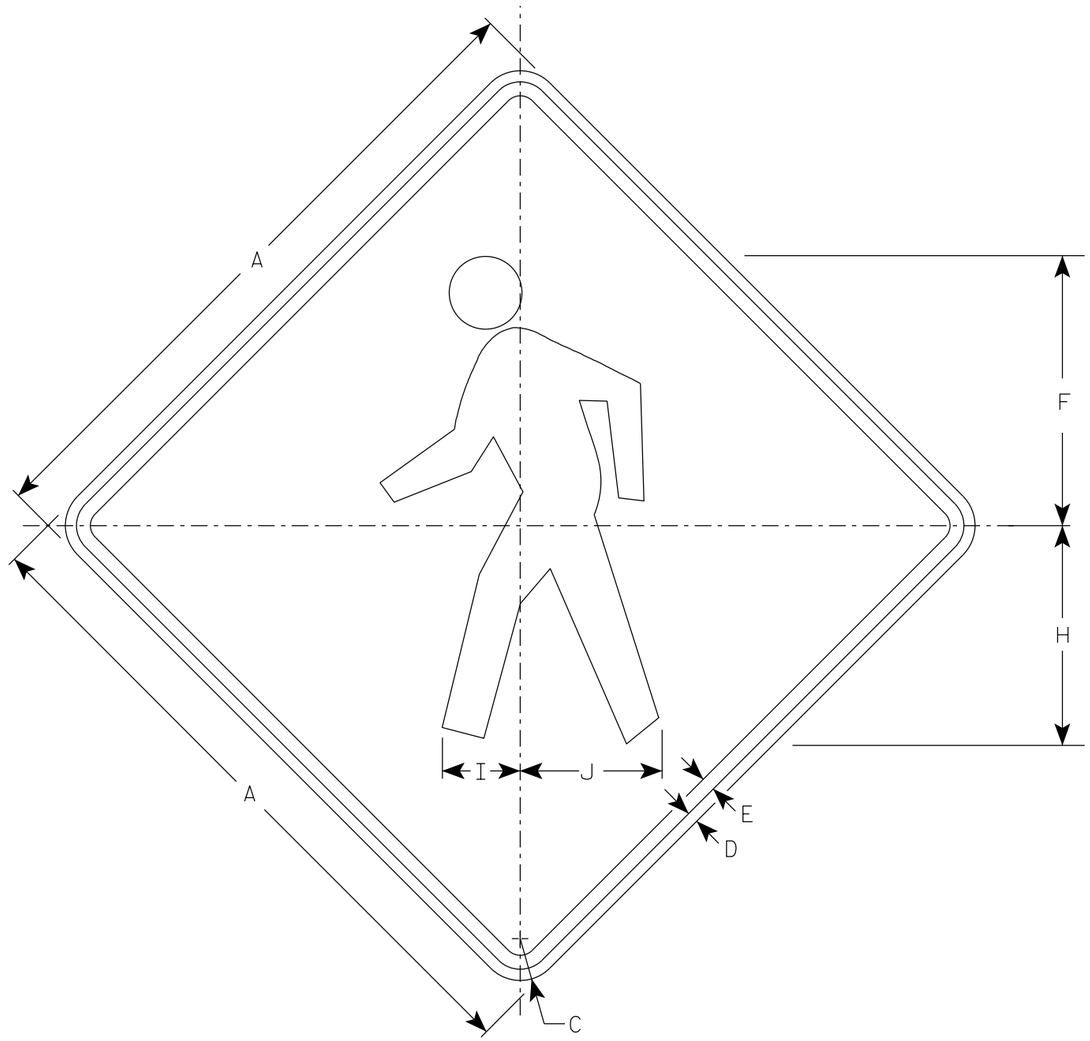
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-2.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W202.DGN PLOT DATE : 10-JAN 2024 11:36 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



WO11-2

NOTES

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

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

STANDARD SIGN

WO11-2

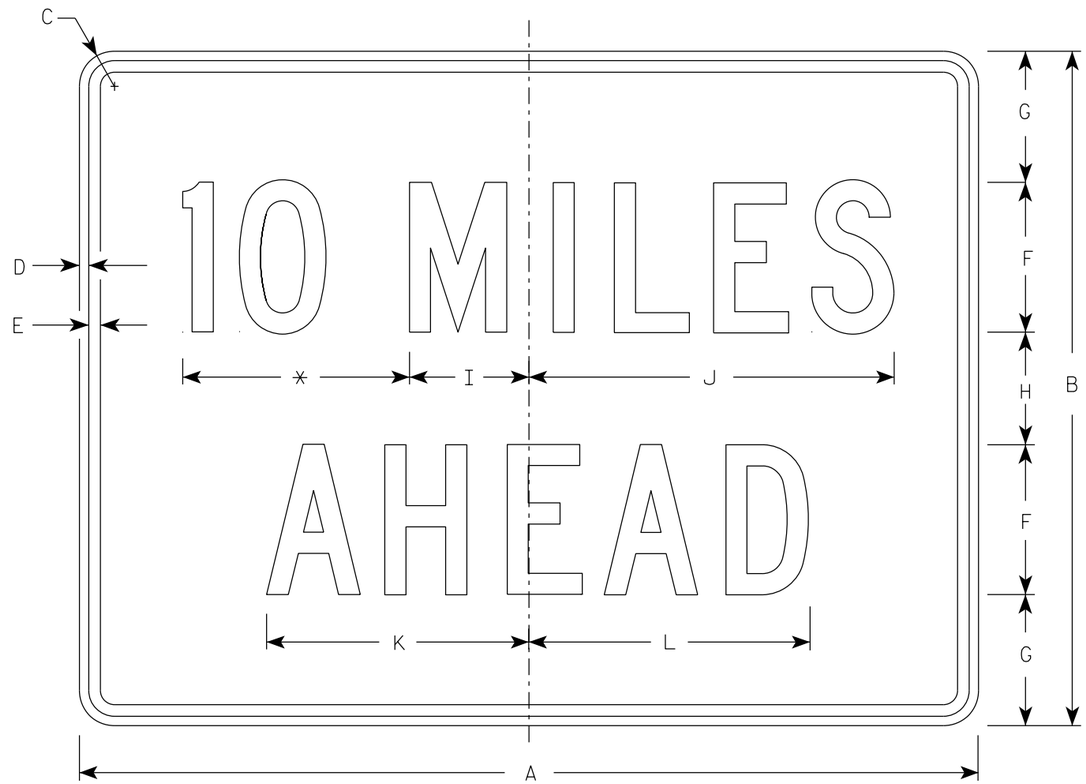
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

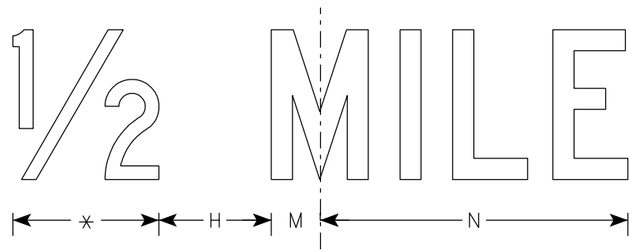
For State Traffic Engineer

DATE 2/1/2024 PLATE NO. WO11-2.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 252	E



W057-52



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.
5. Substitute appropriate numerals to the nearest quarter mile and optically adjust spacing to achieve proper balance.

* See note 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.
1	36	24	1 1/2	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	12													6.0
2S	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
2M	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
3	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
4	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
5	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0

STANDARD SIGN
W057-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W057-52.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 253 | E

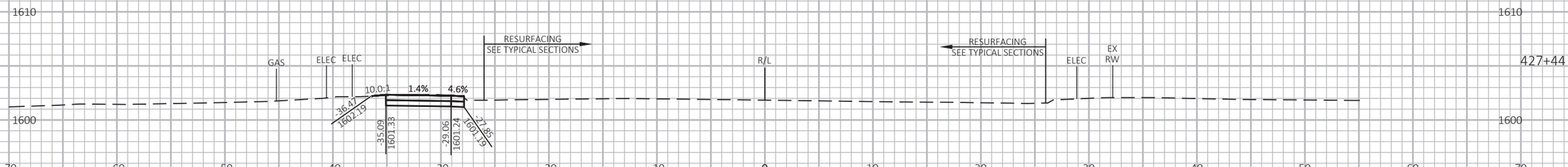
DIVISION 1 - USH 51 - SB

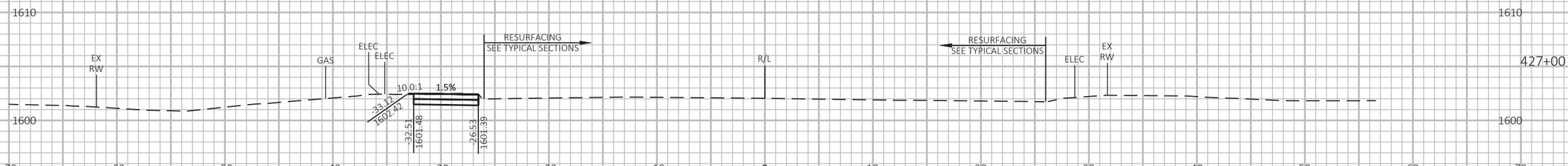
STATION	LOCATION	DISTANCE	AREA (SF) CUT NOTE 1	AREA (SF) FILL NOTE 2	INCREMENTAL VOLUME (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOLUME (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOLUME (CY) CUT NOTE 1 1.00	CUMULATIVE VOLUME (CY) EXPANDED FILL NOTE 3 1.25	MASS ORDINATE NOTE 4
426+65	LT	0	5	0	0	0	0	0	0
426+76	LT	11	6	0	2	0	2	0	2
427+00	LT	24	6	0	4	0	6	0	6
427+44	LT	44	6	0	10	0	16	0	16
427+50	LT	6	6	0	1	0	18	0	18
427+74	LT	24	8	0	6	0	24	0	24
				TOTALS	24	0			

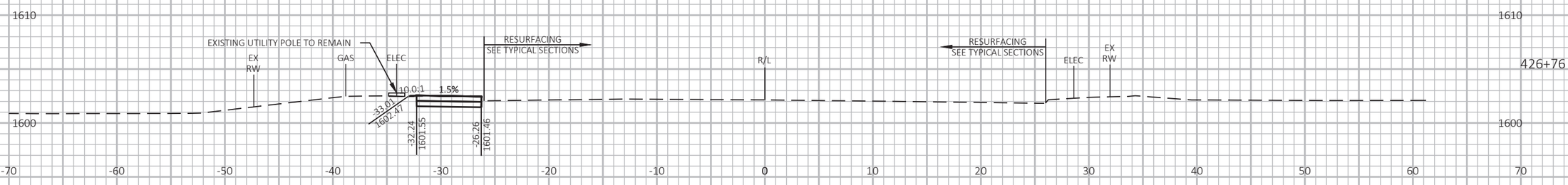
DIVISION 2 - USH 51 - SB

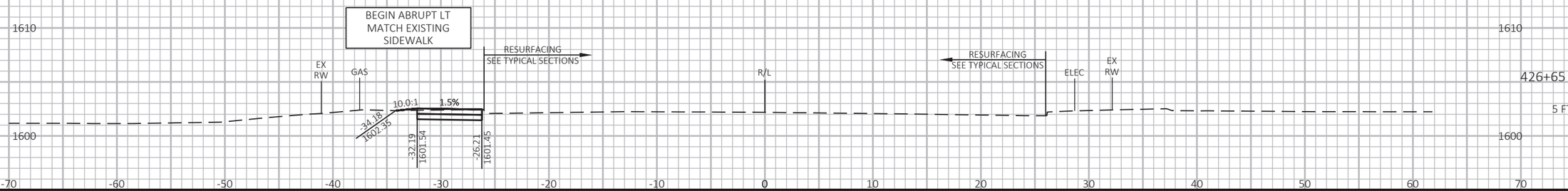
STATION	LOCATION	DISTANCE	AREA (SF) CUT NOTE 1	AREA (SF) FILL NOTE 2	INCREMENTAL VOLUME (CY) (UNADJUSTED) CUT NOTE 1	INCREMENTAL VOLUME (CY) (UNADJUSTED) FILL NOTE 2	CUMULATIVE VOLUME (CY) CUT NOTE 1 1.00	CUMULATIVE VOLUME (CY) EXPANDED FILL NOTE 3 1.25	MASS ORDINATE NOTE 4
428+00	RT	0	6	0	0	0	0	0	0
428+11	RT	11	6	0	2	0	2	0	2
428+50	RT	39	6	0	9	0	11	0	11
429+00	RT	50	6	0	11	0	22	0	22
429+50	RT	50	5	0	10	0	32	0	32
430+00	RT	50	5	0	10	0	42	0	42
430+50	RT	50	6	0	10	0	52	0	52
430+59	RT	9	6	0	2	0	54	0	54
431+00	RT	41	6	0	9	0	63	0	63
431+50	RT	50	7	0	11	0	74	0	74
431+75	RT	25	6	0	6	0	80	0	80
431+85	RT	10	7	0	2	0	83	0	83
				TOTALS	83	0			

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL. SALVAGED/UNUSABLE PAVEMENT MATERIAL IS CALCULATED ON THE SECTION 3 SUMMARY SHEET.
2 - FILL	DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT AREA/VOLUME. SALVAGED/UNUSABLE PAVEMENT MATERIAL IS CALCULATED ON THE SECTION 3 SUMMARY SHEET.
3 - EXPANDED MATERIAL	(UNEXPANDED MATERIAL)*(EXPANSION FACTOR)
4 - MASS ORDINATE	CUT - (EXPANDED FILL); POSITIVE. INDICATES AN EXCESS OF MATERIAL









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PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	CROSS SECTIONS: USH 51 SB - NEW SIDEWALK	SHEET 255	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 01

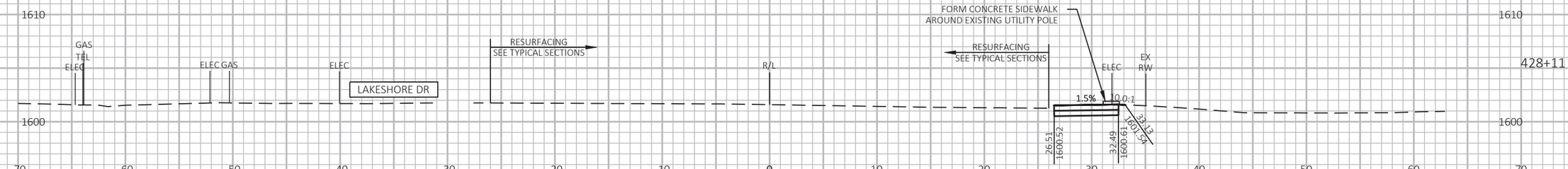
PLOT DATE : 12/12/2023 9:33 AM

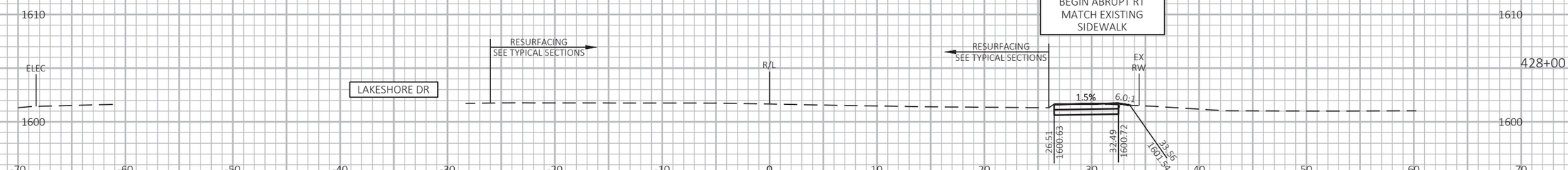
PLOT BY : NICHOLAS WIEDERIN

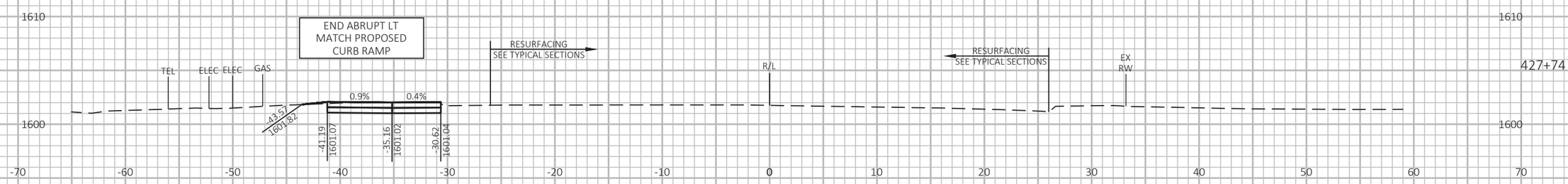
PLOT NAME :

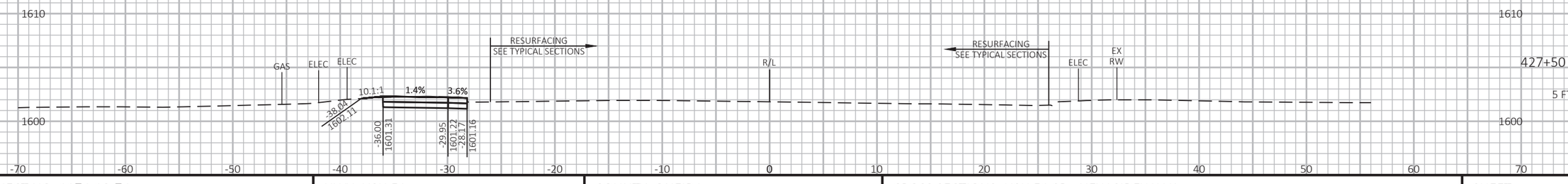
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49









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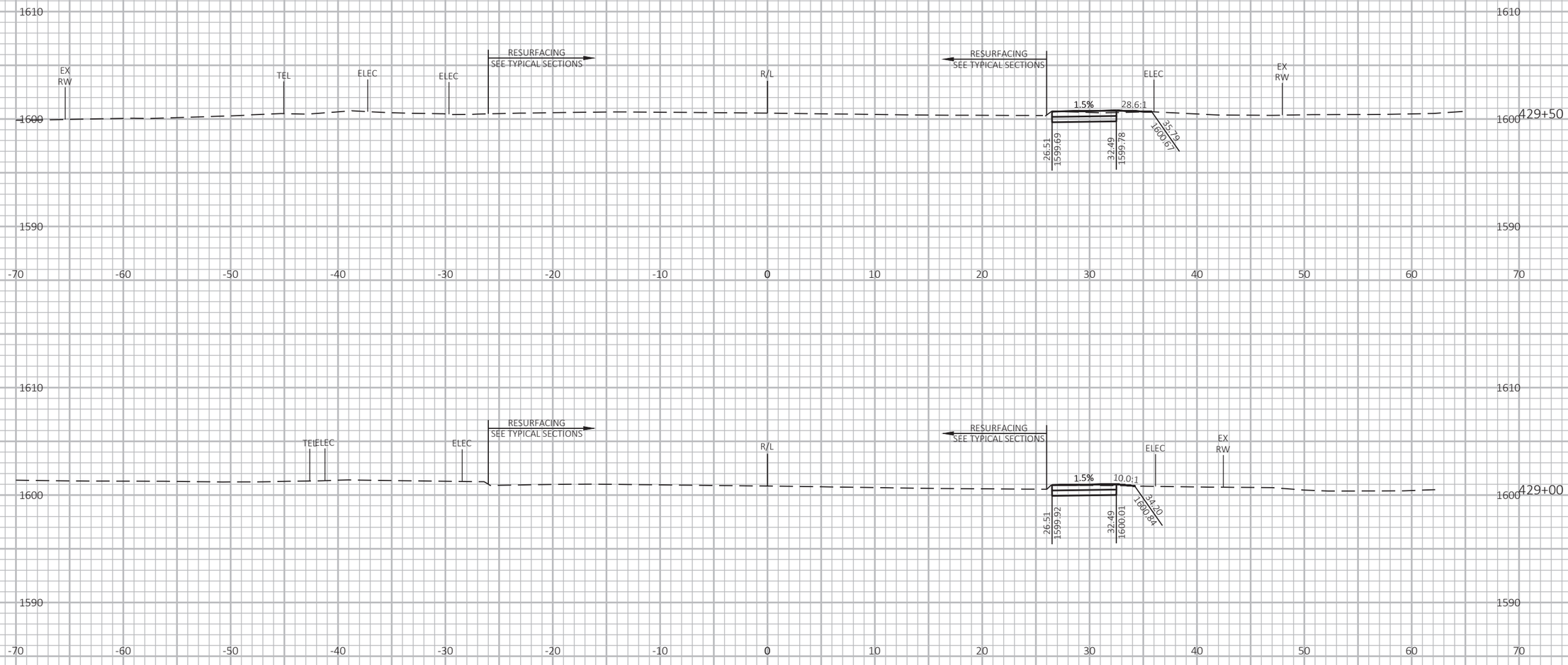
PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	CROSS SECTIONS: USH 51 SB - NEW SIDEWALK	SHEET 256	E

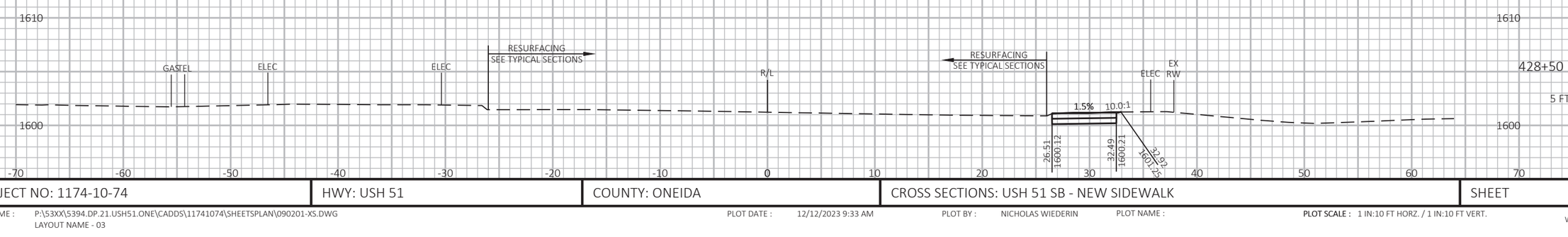
FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 12/12/2023 9:33 AM PLOT BY : NICHOLAS WIEDERIN PLOT NAME :

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

WISDOT/CADDS SHEET 49





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PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	CROSS SECTIONS: USH 51 SB - NEW SIDEWALK	SHEET 257	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 03

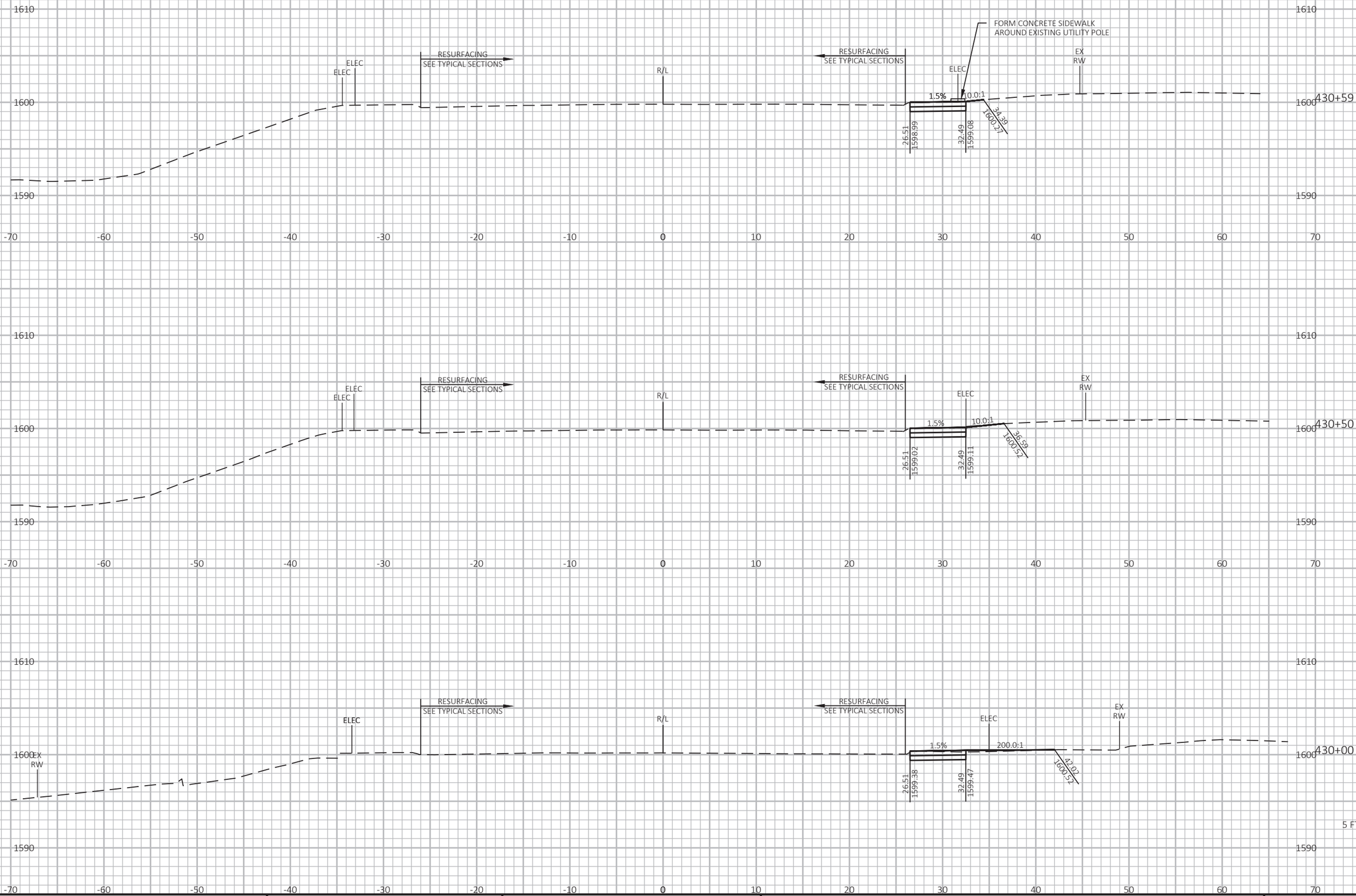
PLOT DATE : 12/12/2023 9:33 AM

PLOT BY : NICHOLAS WIEDERIN

PLOT NAME :

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

WISDOT/CADDS SHEET 49



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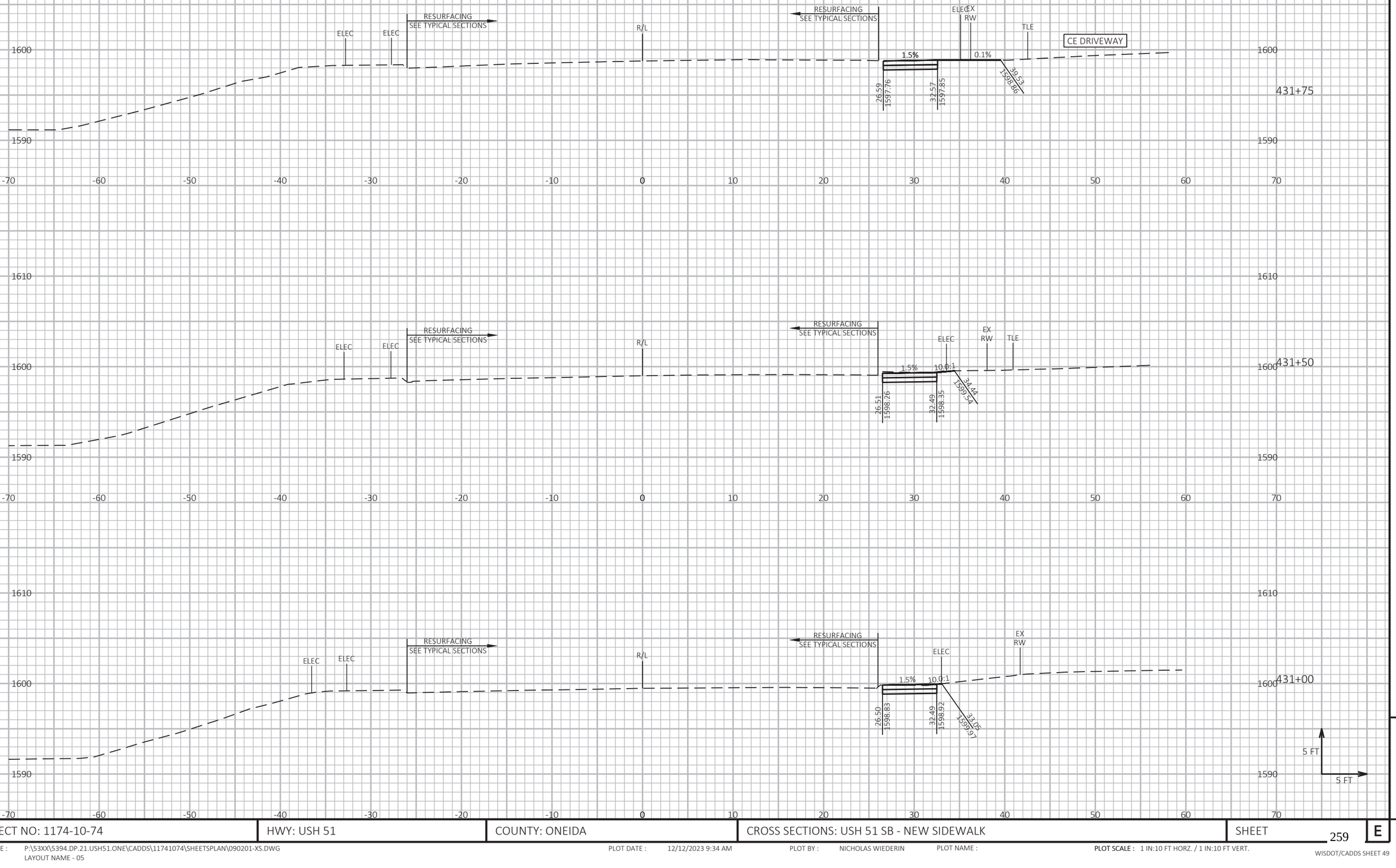
PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	CROSS SECTIONS: USH 51 SB - NEW SIDEWALK	SHEET 258	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 12/12/2023 9:33 AM PLOT BY : NICHOLAS WIEDERIN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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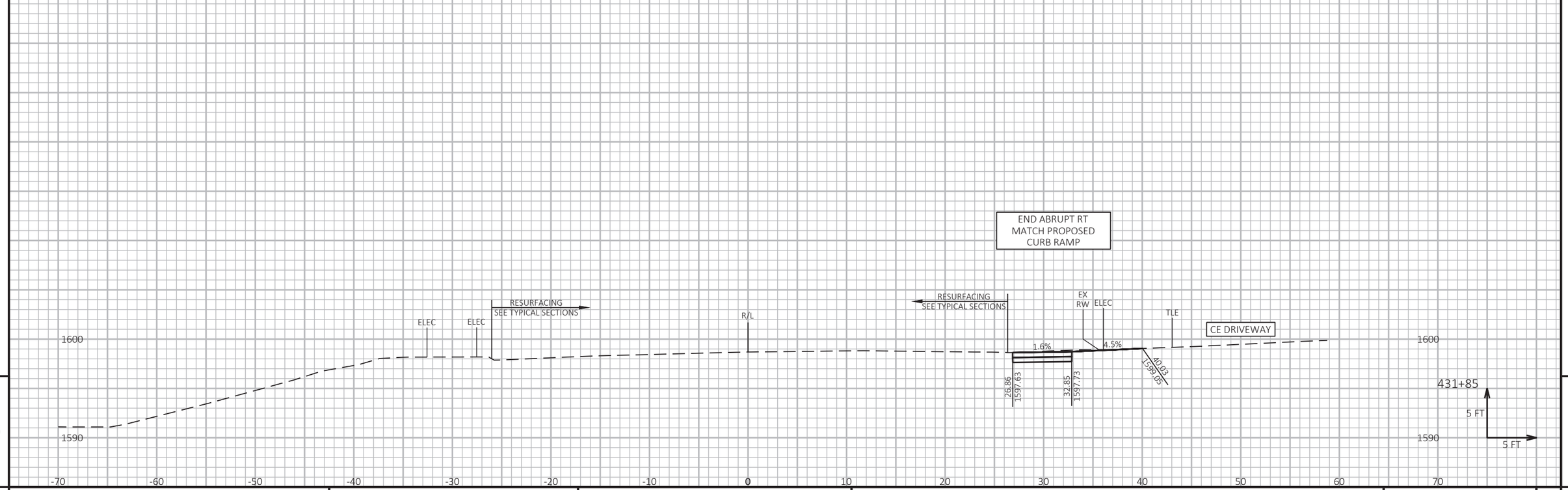
PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	CROSS SECTIONS: USH 51 SB - NEW SIDEWALK	SHEET 259	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 05

PLOT DATE : 12/12/2023 9:34 AM PLOT BY : NICHOLAS WIEDERIN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1174-10-74	HWY: USH 51	COUNTY: ONEIDA	CROSS SECTIONS: USH 51 SB - NEW SIDEWALK	SHEET 260	E

FILE NAME : P:\53XX\5394.DP.21.USH51.ONE\CADDS\11741074\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 12/12/2023 9:34 AM PLOT BY : NICHOLAS WIEDERIN PLOT NAME :

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

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov