

ORDER OF SHEETS

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

TOTAL SHEETS = 168

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

C CUMBERLAND, ELM ST AND 2ND AVE

WEST JUNCTION STH 48 TO CHARRIE LN

USH 63

BARRON COUNTY

STATE PROJECT NUMBER

1550-04-74

STATE PROJECT

1550-04-74

FEDERAL PROJECT

PROJECT

WISC 2025064

CONTRACT

1

R-14-W R-13-W

BEGIN PROJECT
STA 624+00
Y= 144,621.6200
X= 255,568.6947

END PROJECT
STA 754+45

DESIGN DESIGNATION 1550-04-04

A.A.D.T.	2025	=	10,000
A.A.D.T.	2045	=	12,500
D.H.V.		=	700
D.D.		=	50/50
T.		=	7.9%
DESIGN SPEED		=	VARIES
ESALS		=	1,900,000

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

EXISTING CULVERT

PROPOSED CULVERT
(Box or Pipe)

COMBUSTIBLE FLUIDS

MARSH AREA

WOODED OR SHRUB AREA

PROFILE

GRADE LINE

ORIGINAL GROUND
MARSH OR ROCK PROFILE
(To be noted as such)

SPECIAL DITCH

GRADE ELEVATION

CULVERT (Profile View)

UTILITIES

ELECTRIC

FIBER OPTIC

GAS

SANITARY SEWER

STORM SEWER

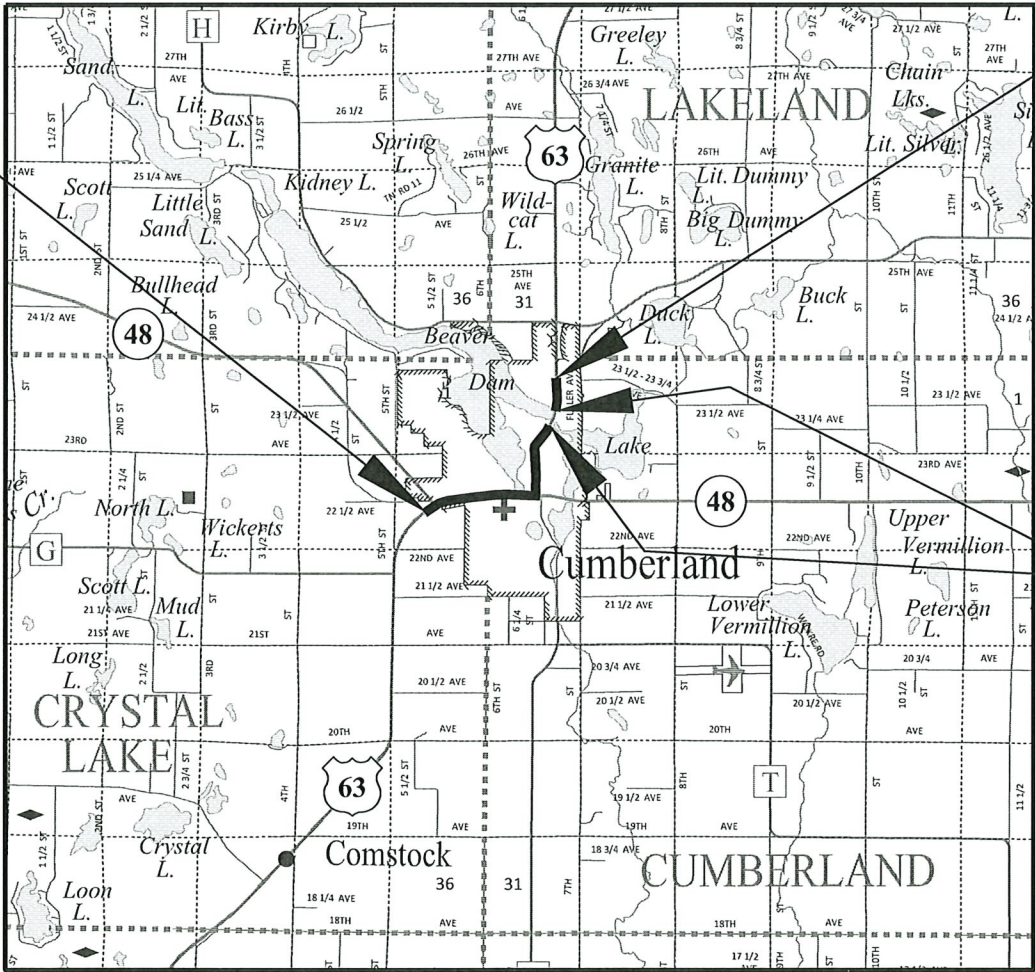
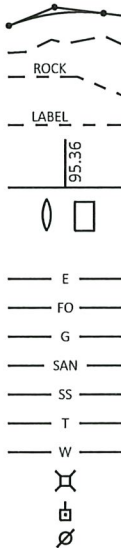
TELEPHONE

WATER

UTILITY PEDESTAL

POWER POLE

TELEPHONE POLE



LAYOUT
SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 2.285 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), BARRON 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.

ORIGINAL PLANS PREPARED BY



Short Elliott Hendrickson Inc.
10 North Bridge Street
Chippewa Falls, WI 54729-2550
715.720.6200 main | 888.908.8166 fax
for All of Us™ 800.472.5881 toll free | www.sehinc.com



9/16/2024
(Date) *Bu*
(Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	CBS2
Designer	WISDOT / SEH
Project Manager	TYSON PELKOER
Regional Examiner	WISDOT NW REGION
Regional Supervisor	DAVE KOEPP

APPROVED FOR THE DEPARTMENT

Tyson Pelkoer
DATE: (Signature)

STANDARD ABBREVIATIONS

ABUT.	ABUTMENT	ESALS	EQUIVALENT SINGLE AXLE LOADS
AGG.	AGGREGATE	E.B.S.	EXCAVATION BELOW SUBGRADE
AH.	AHEAD	EL.	EXISTING
AADT	ANNUAL AVERAGE DAILY TRAFFIC	FERT.	FERTILIZE
APPROX.	APPROXIMATE	FE	FIELD ENTRANCE
AEW	APRON END WALL	FIN.	FINISHED
ASPH.	ASPHALTIC	FL OR R	FLOW LINE
BK.	BACK	HOR.	HORIZONTAL
BEG.	BEGIN	INL.	INLET
B.M.	BENCH MARK	INTER.	INTERSECTION
C/L OR C	CENTER LINE	INV.	INVERT
C.E.	COMMERCIAL ENTRANCE	LT	LEFT
CONC.	CONCRETE	L.H.F.	LEFT-HAND FORWARD
CONSTRUT.	CONSTRUCTION	LF	LINEAR FOOT
CO.	COUNTY	LS	LUMP SUM
CTH	COUNTY TRUNK HIGHWAY	MAX.	MAXIMUM
X-SEC.	CROSS SECTION	MISC.	MISCELLANEOUS
CR.	CRUSHED	N.	NORTH
CULV.	CULVERT	NE	NORTHEAST
DOT	DEPARTMENT OF TRANSPORTATION	NW	NORTHWEST
D.H.V.	DESIGN HOUR VOLUME	PAVT.	PAVEMENT
DIA.	DIAMETER	PC	POINT OF CURVATURE
DISCH.	OR DIS. DISCHARGE	PI	POINT OF INTERSECTION
E.	EAST	PT	POINT OF TANGENCY
EB	EASTBOUND	POT	POINT ON TANGENT
EA.	EACH	PE	PRIVATE ENTRANCE
ELEC.	ELECTRIC	PROJ.	PROJECT
OR ELEV.	ELEVATION	R	RANGE

REQ'D	REQUIRED	R/L	REFERENCE LINE
RT	RIGHT	R.H.F.	RIGHT-HAND FORWARD
R/W	RIGHT-OF-WAY	S.	SOUTH
RD	ROAD	SDD	STANDARD DETAIL DRAWINGS
SHLD	SHOULDER	SR	SIDE ROAD
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE	STH	STATE TRUNK HIGHWAYS
STA.	STATION	STRUCT.	STRUCTURE
TEL	TELEPHONE	TEMP.	TEMPORARY
T	TOWN	T	TRUCKS (PERCENT OF)
TYP.	TYPICAL	UG	UNDERGROUND
VAR.	VARIABLE	V	VELOCITY OR DESIGN SPEED
VC	VERTICAL CURVE	W.	WEST
WB	WESTBOUND	WD	WORKING DAY
WZ	WORK ZONE	X	EAST GRID COORDINATE
Y	NORTH GRID COORDINATE		

WISDOT CONTACT:

WISCONSIN DEPT OF TRANSPORTATION
NORTHWEST REGION
1701 N 4TH ST SUPERIOR, WI 54880
TELEPHONE: 715.836.2067
ATTENTION: TYSON PELKOFFER
EMAIL: TYSON.PELKOFFER@DOT.WI.GOV

DESIGN CONTACT:

SHORT ELLIOTT HENDRICKSON INC.
10 NORTH BRIDGE STREET
CHIPPEWA FALLS, WI 54729-2550
TELEPHONE: 715.720.6253
ATTENTION: BRETT HOLLISTER
EMAIL: BHOLLISTER@SEHINC.COM

DNR AREA LIAISON:

DNR NORTHERN REGION HEADQUARTERS
810 W. MAPLE STREET
SPOONER, WI 54801
TELEPHONE: 715.635.4229
715.520.3976
ATTENTION: AMY CRONK
EMAIL: AMY.CRONK@WISCONSIN.GOV

UTILITIES CONTACTS

BARRON ELECTRIC COOPERATIVE
ELECTRIC
JEFF NELSON
1434 HWY 25 NORTH
BARRON, WI 54812
PHONE: 715-537-3171
EMAIL: JNELSON@BARRONELECTRIC.COM

BRIGHTSPEED
COMMUNICATION LINE
BRIAN HUHN
425 ELLINGSON AVE
HAWKINS, WI 54530
PHONE: 980-376-1559
EMAIL: BRIAN.HUHN@BRIGHTSPEED.COM

CUMBERLAND MUNICIPAL UTILITY
ELECTRIC
JORDAN PEICHEL
P.O. BOX 726
BARRON, WI 54812
PHONE: 715-671-8111
EMAIL: JORDAN@CMUTILITY.COM

SPECTRUM
COMMUNICATION LINE
MICKEY BENIK
2016 18 3/4 ST
RICE LAKE, WI 54868
PHONE: 715-210-3868
EMAIL: MICKEY.BENIK@CHARTER.COM

DAIRYLAND POWER COOPERATIVE
ELECTRIC
MICHAEL LYDON
3200 EAST AVE S
LA CROSSE, WI 54602
PHONE: 608-787-1381
EMAIL: MICHAEL.LYDON@DAIRYLANDPOWER.COM

MOSAIC TELECOM
COMMUNICATION LINE
LYNN BENDER
401 S 1ST ST
CAMERON, WI 54822
PHONE: 715-933-4752
EMAIL: LBENDER@EXPERIENCEMOSAIC.COM

CUMBERLAND MUNICIPAL UTILITY
SANITARY SEWER
JORDAN PEICHEL
P.O. BOX 726
BARRON, WI 54812
PHONE: 715-671-8111
EMAIL: JORDAN@CMUTILITY.COM

WE ENERGIES
GAS / PETROLEUM
STEVE CHAVERS
104 W. SOUTH STREET
RICE LAKE, WI 54868
PHONE: 715-234-9605
EMAIL: WE-UTILITY-RELOCATIONS@WE-ENERGIES.COM

CUMBERLAND MUNICIPAL UTILITY
WATER
JORDAN PEICHEL
P.O. BOX 726
BARRON, WI 54812
PHONE: 715-671-8111
EMAIL: JORDAN@CMUTILITY.COM

DIGGERSHOTLINE

Dial 811 or (800)242-8511

www.DiggersHotline.com

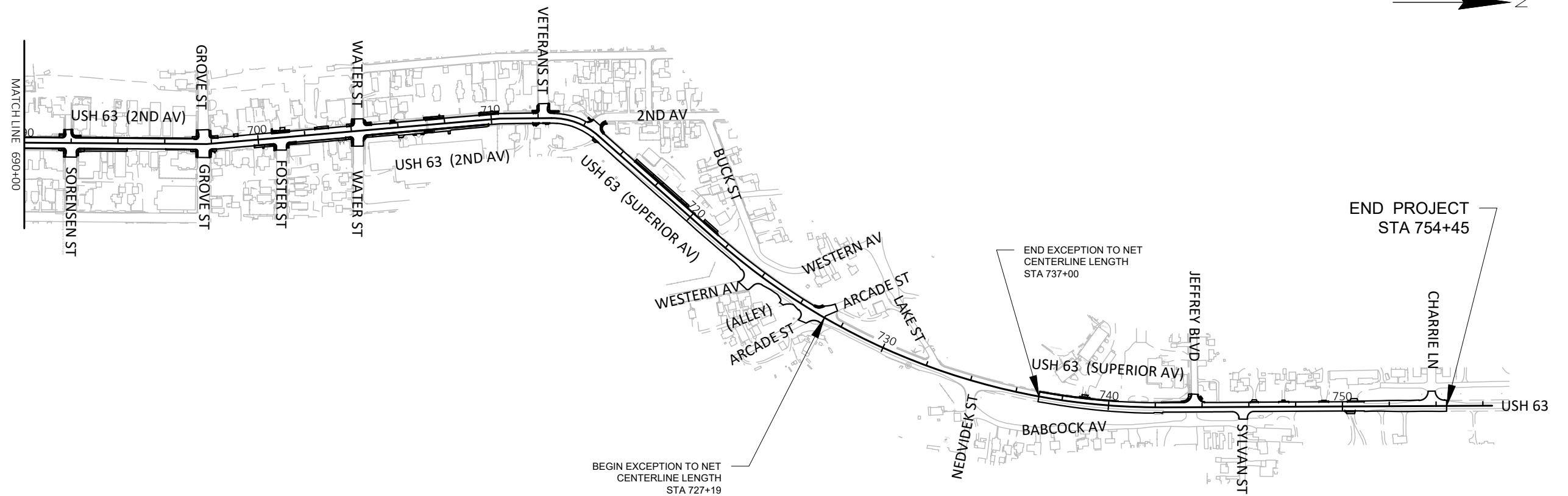
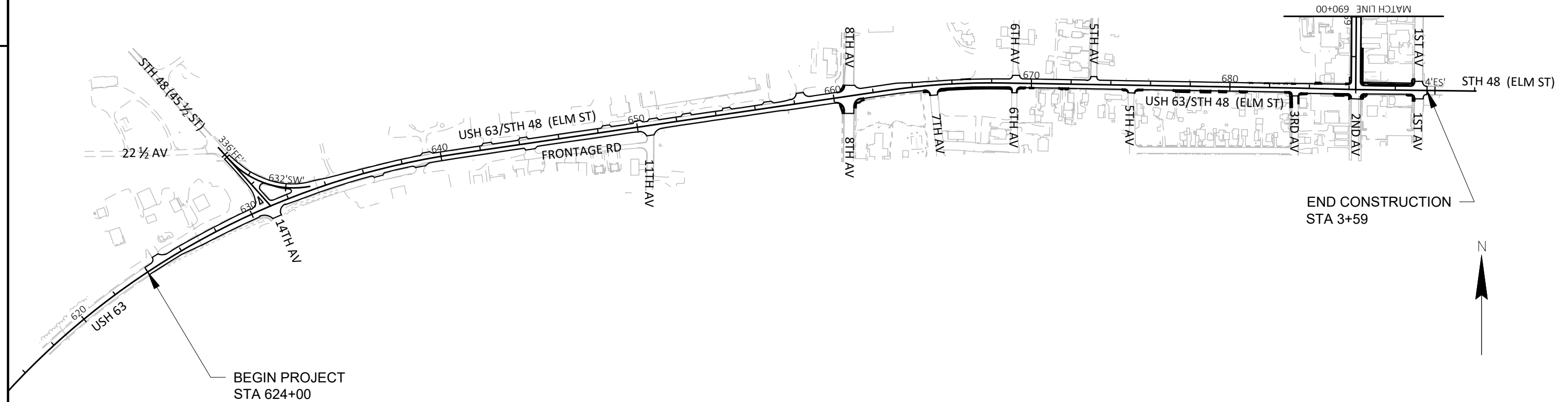
INDEX OF SECTION 2 SHEETS

- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- CURB RAMP DETAILS
- BEACON REMOVAL PLAN
- BEACON INSTALLATION PLAN
- PAVEMENT MARKING PLAN
- TRAFFIC CONTROL

GENERAL NOTES:

- THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS IS APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
- NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT APPROVAL FROM ENGINEER.
- ACCESS TO ALL RESIDENCES, BUSINESSES, AND DRIVEWAYS SHALL BE MAINTAINED THROUGHOUT THE DURATION OF THE PROJECT.
- THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.
- DISTURBED AREAS WITHIN THE RIGHT OF WAY AS A RESULT OF THIS PROJECT SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- HMA PAVEMENT AND ASPHALTIC SURFACE WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN.
- MATCH EXISTING SUPERELEVATION RATES.
- THE EXACT LOCATION OF THE EROSION CONTROL DEVICES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, BIKE OR PARKING LANE EXCEPT WHERE AS NOTED IN THE PLANS.
- DISTURBED AREAS WITHIN THE RIGHT OF WAY ARE TO BE TOPSOILED, FERTILIZED, SEEDED, AND COVERED WITH EROSION MAT AS DIRECTED BY THE ENGINEER.

PAVEMENT CORE LOG			
CORE NO.	STATION	OFFSET	HMA DEPTH
1	635+00	17' LT	11.5"
2	640+00	3' RT	7.75"
3	645+00	3' LT	6.5"
4	650+00	17' RT	6.0"
5	655+00	15' LT	6.75"
6	660+00	3' RT	6.25"
7	664+00	2' LT	7.75"
8	671+00	16' RT	5.0"
9	676+00	16' LT	5.0"
10	680+00	6' RT	10.5"
11	689+19	13' LT	5.75"
12	696+69	14' RT	6.5"
13	703+19	14' LT	5.0"
14	711+19	7' RT	5.75"
15	719+19	7' LT	3.75"
16	727+19	9' RT	8.25"
17	734+19	16' LT	6.5"
18	741+19	5' RT	8.25"
19	749+19	6' LT	6.25"



PROJECT NO: 1550-04-74

HWY: USH 63

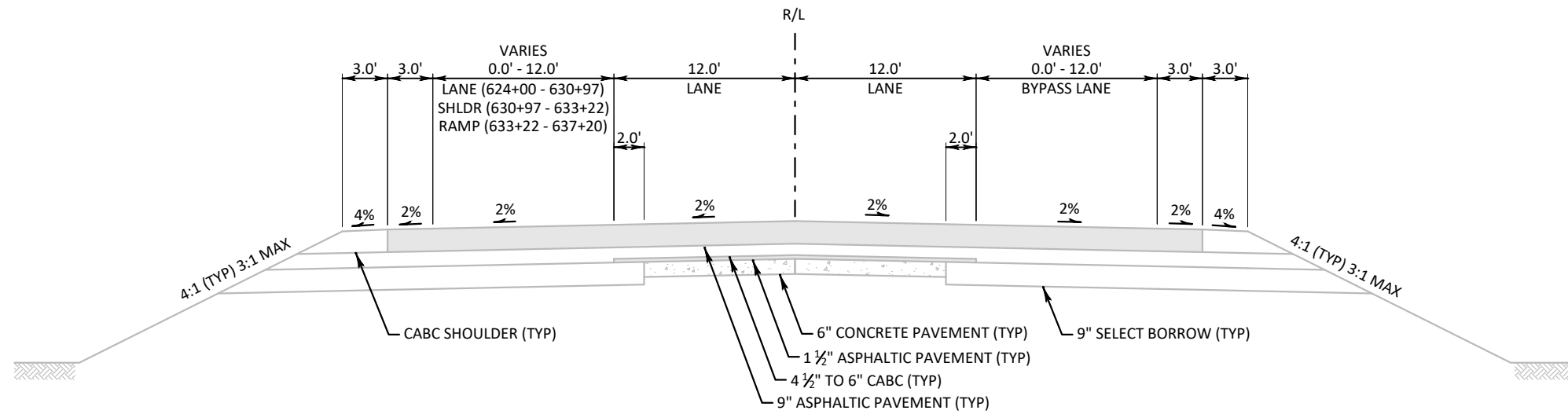
COUNTY: BARRON

PROJECT OVERVIEW

SHEET

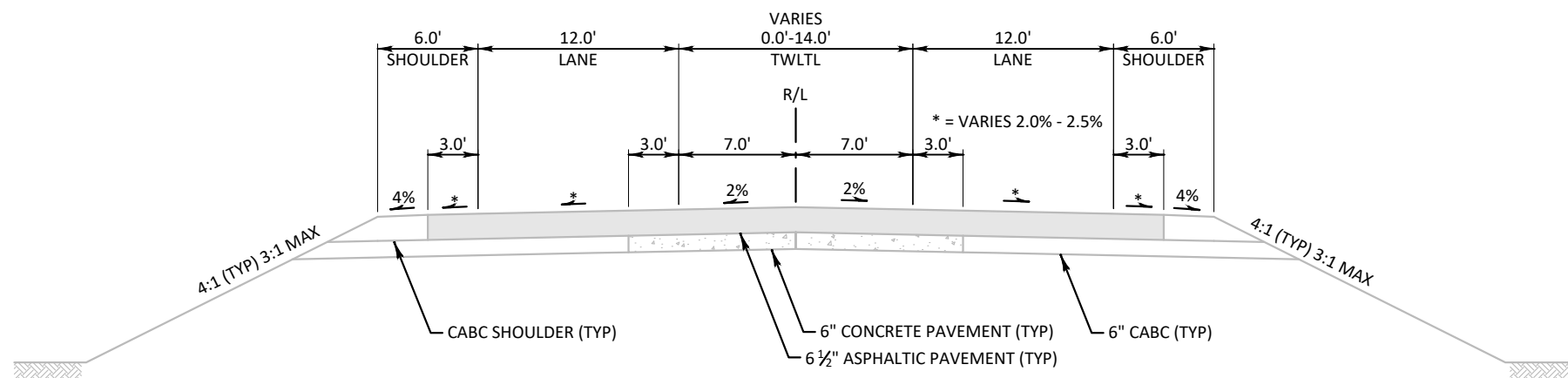
3

E

**TYPICAL EXISTING SECTION**

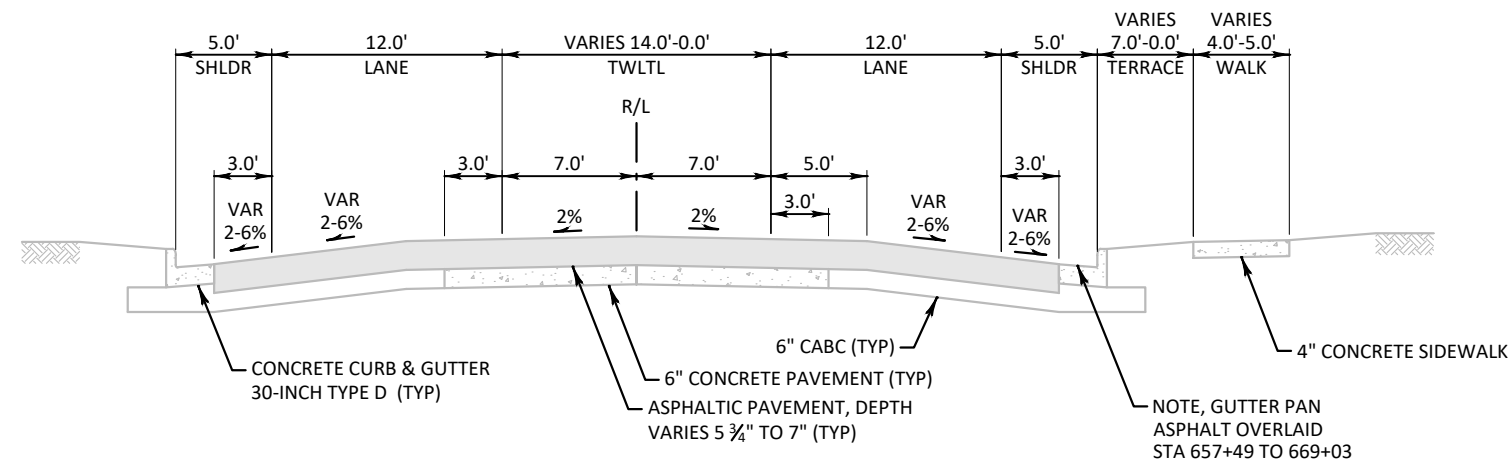
USH 63/STH 48

STA 624+00 TO STA 637+20

**TYPICAL EXISTING SECTION**

USH 63/STH 48 (ELM ST)

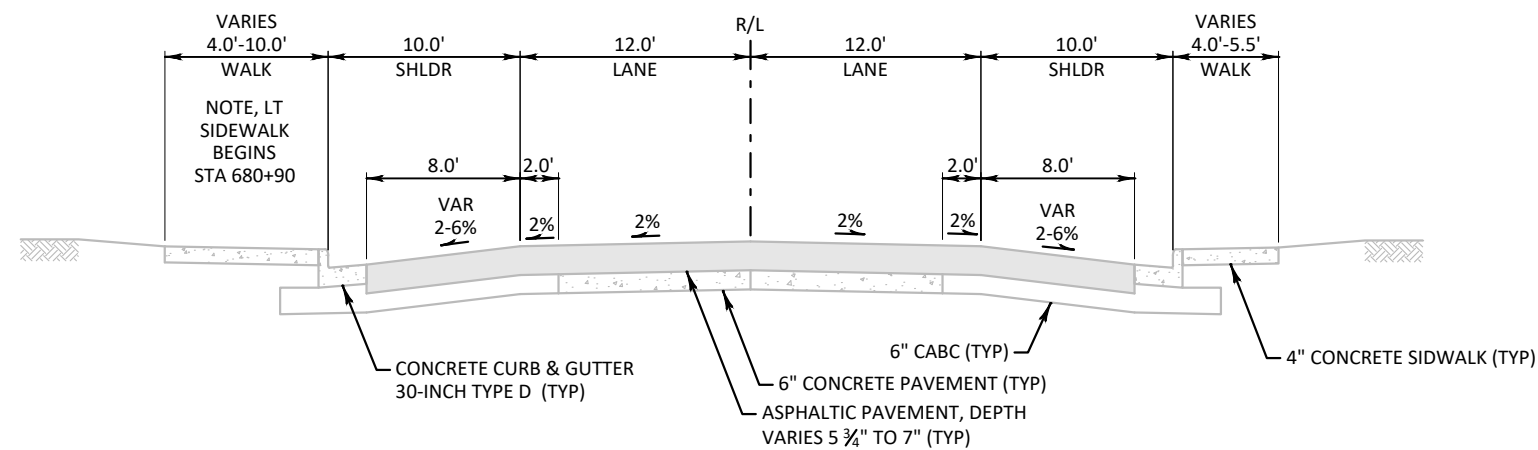
STA 637+20 TO STA 657+49



TYPICAL EXISTING SECTION

USH 63/STH 48 (ELM ST)

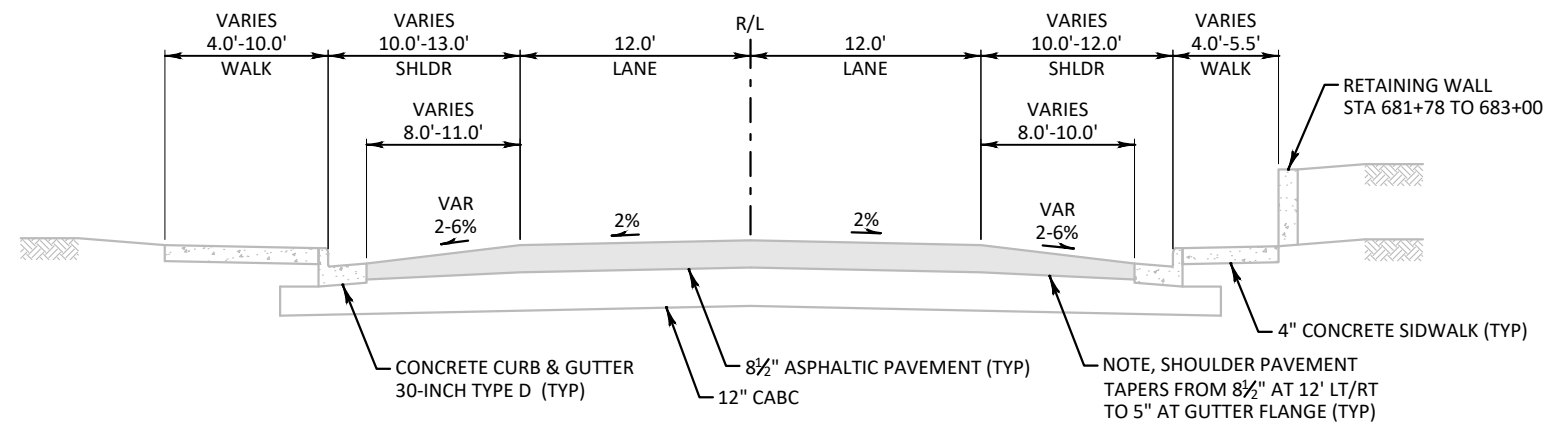
STA 657+49 TO STA 674+72



TYPICAL EXISTING SECTION

USH 63/STH 48 (ELM ST)

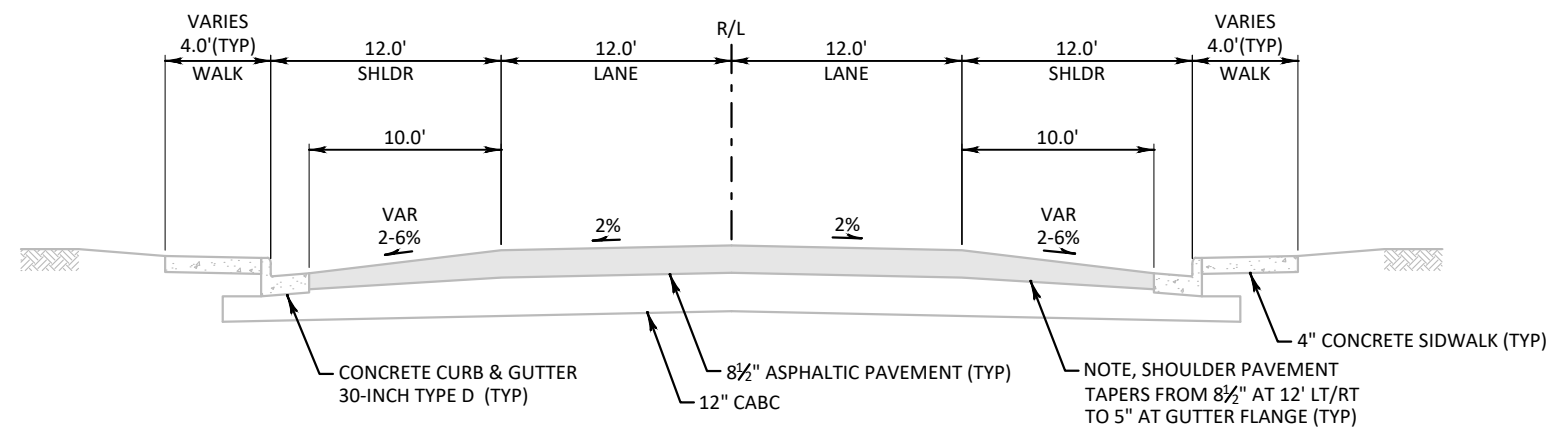
STA 674+72 TO STA 683+29



TYPICAL EXISTING SECTION

USH 63/STH 48 (ELM ST)

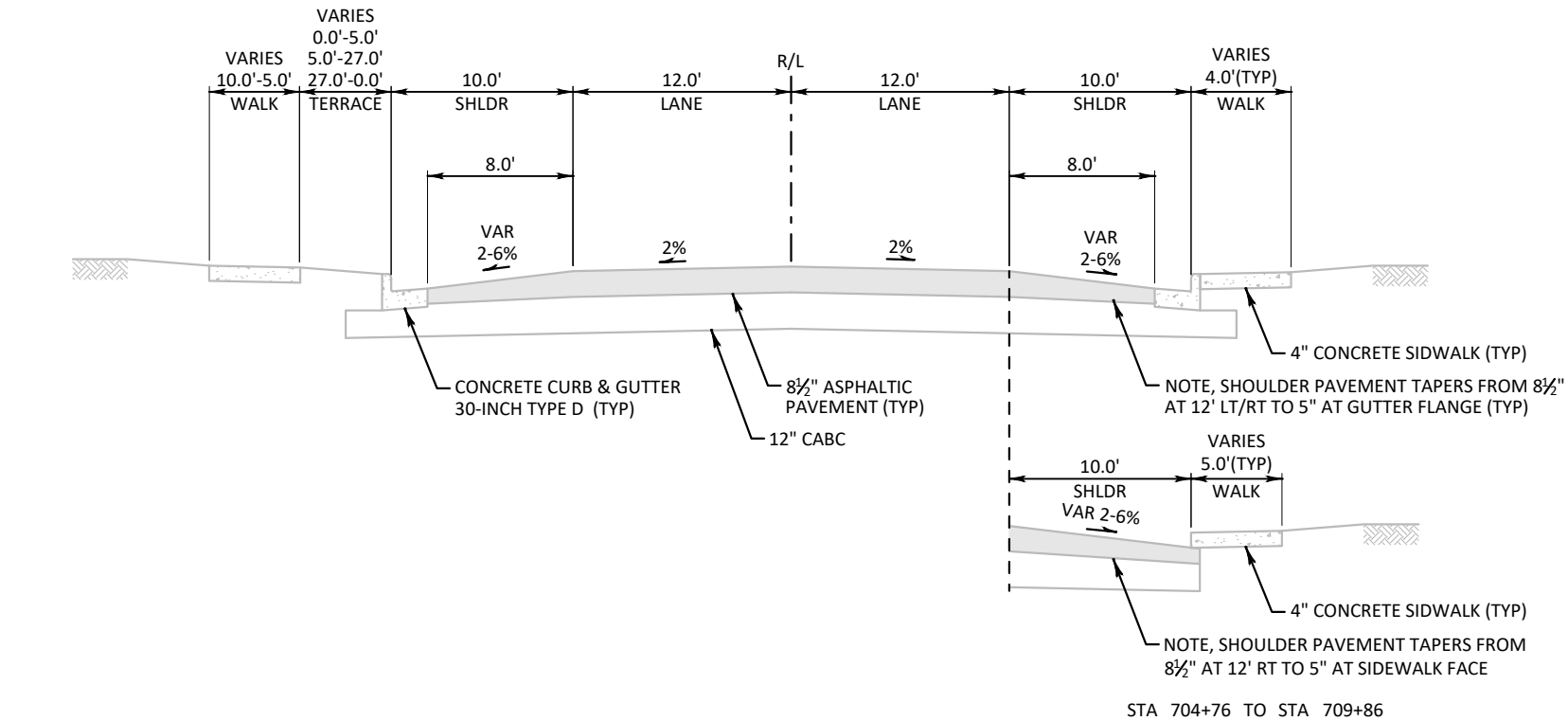
STA 683+29 TO STA 686+34



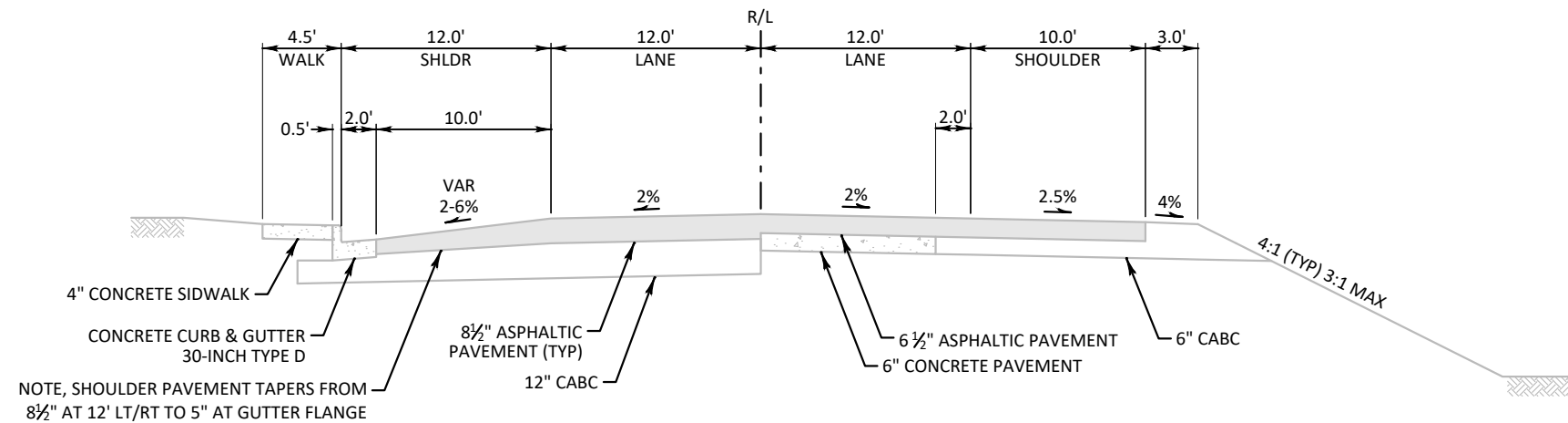
TYPICAL EXISTING SECTION

USH 63/STH 48 (ELM ST)

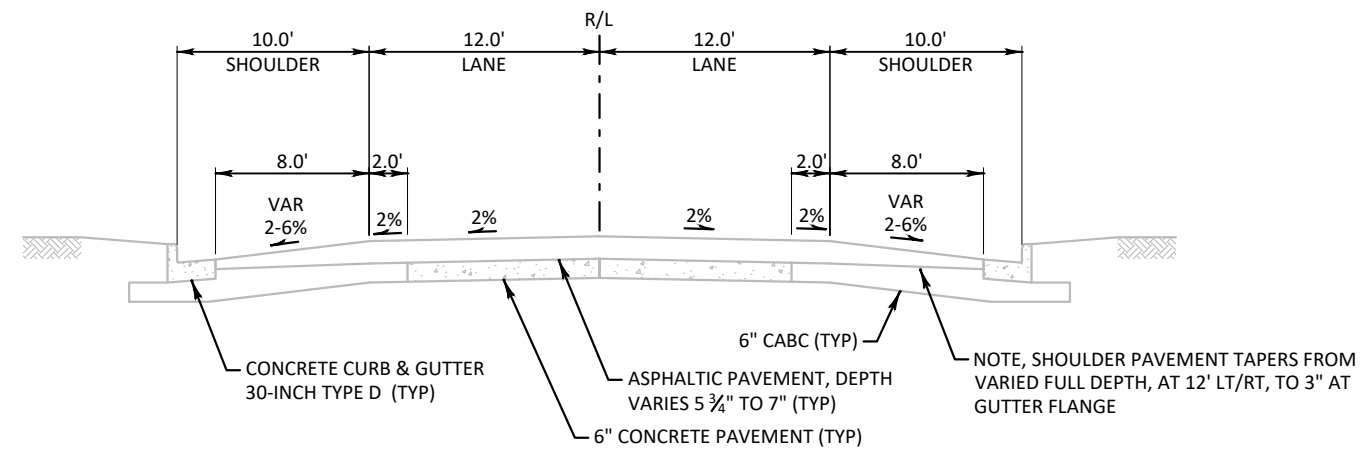
STA 686+34 TO STA 704+31

**TYPICAL EXISTING SECTION**

USH 63 (SUPERIOR AV)
STA 686+34 TO STA 715+52

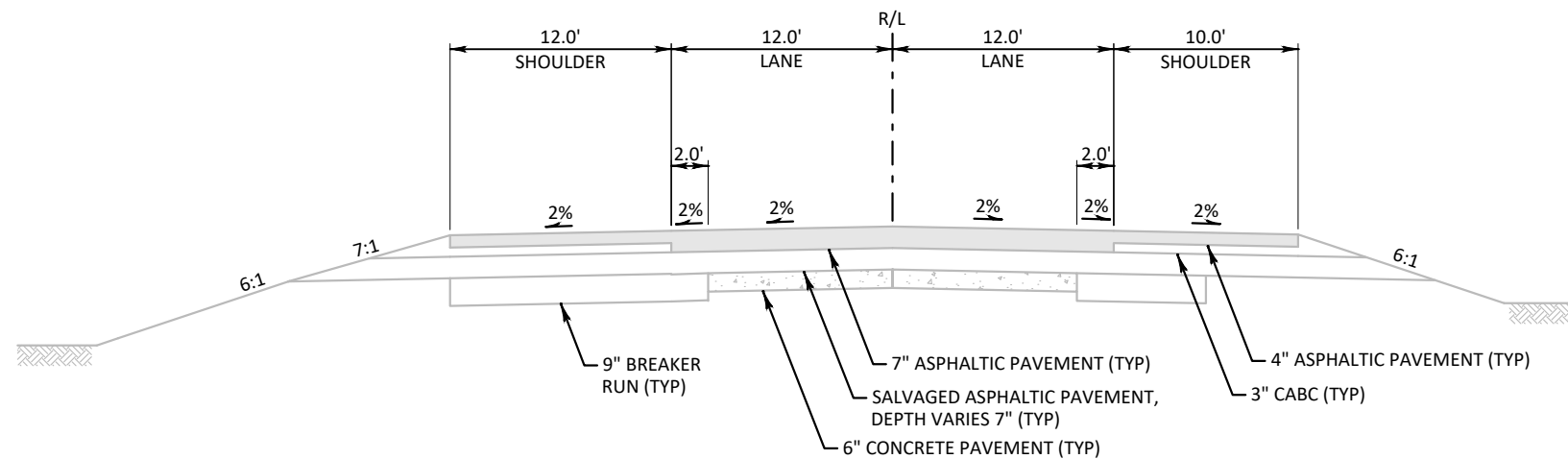
**TYPICAL EXISTING SECTION**

USH 63 (SUPERIOR AV)
STA 715+52 TO STA 727+19
STA 737+00,RT TO STA 742+30,RT
STA 737+00,LT TO STA 743+69,LT



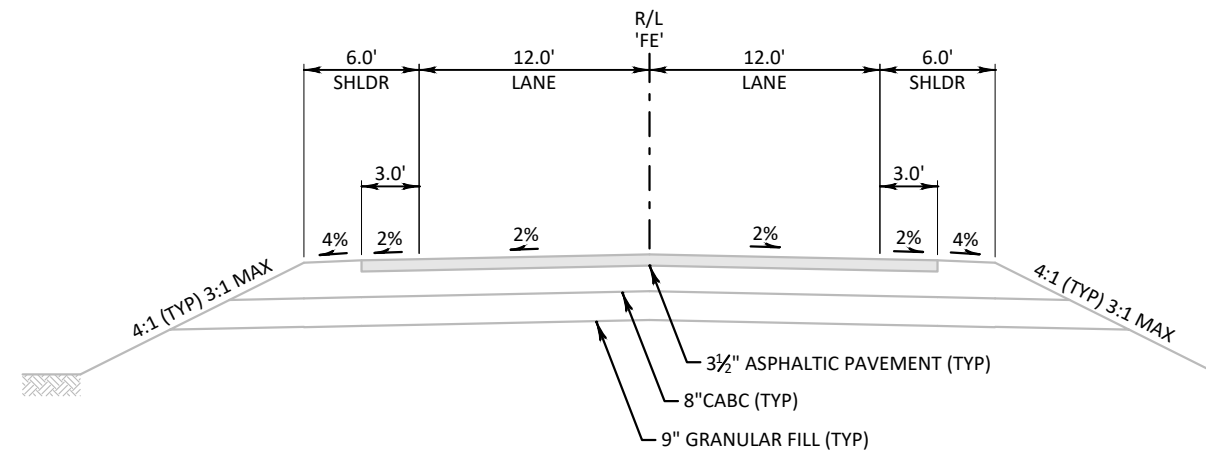
TYPICAL EXISTING SECTION

USH 63 (SUPERIOR AV)
STA 742+30,RT TO STA 750+94,RT
STA 743+69,LT TO STA 750+94,LT



TYPICAL EXISTING SECTION

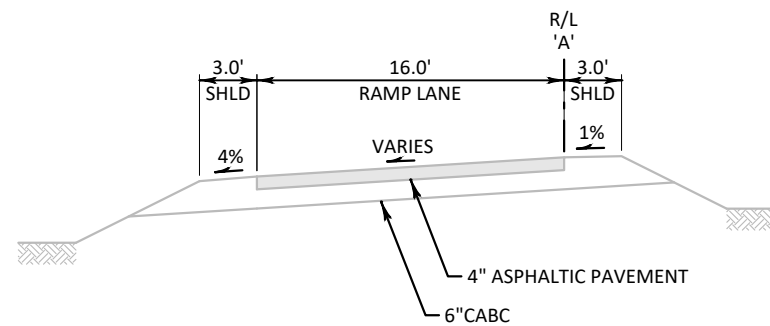
USH 63/STH 48 (ELM ST)
STA 750+94 TO STA 754+36



TYPICAL EXISTING SECTION

STH 48 (22 1/2 AV)

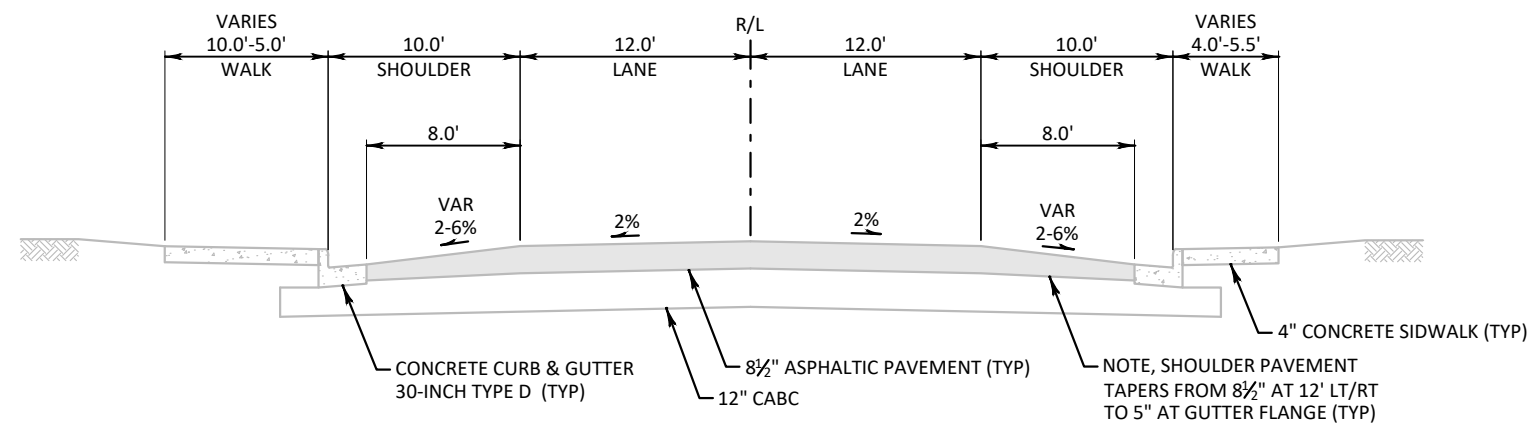
STA 336+15'FE' TO STA 339+22'FE'



TYPICAL EXISTING SECTION

SB TO WB RAMP

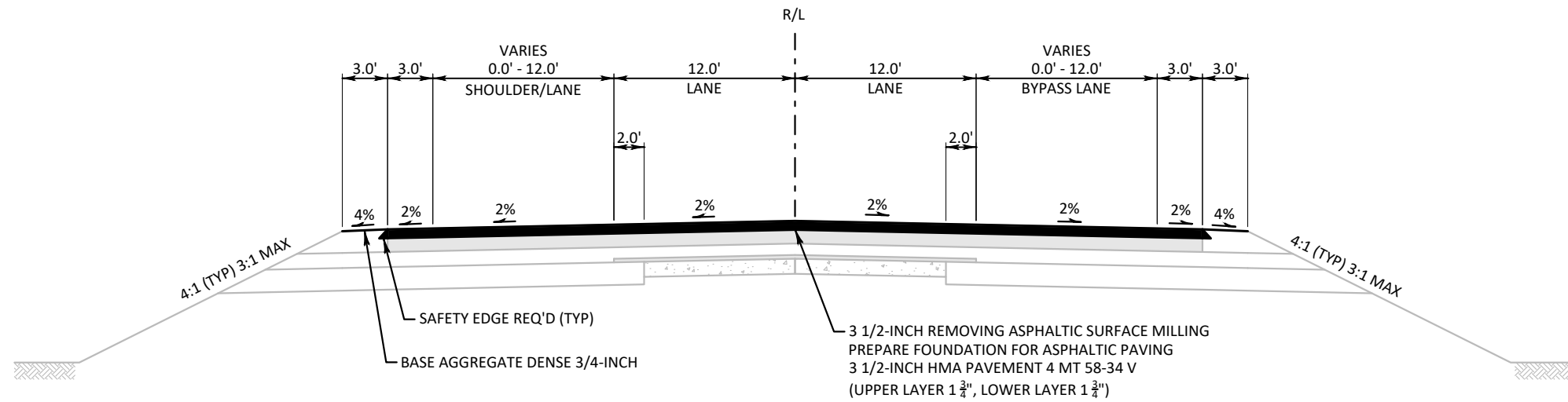
STA 628+47'A' TO STA 637+00'FE'



TYPICAL EXISTING SECTION

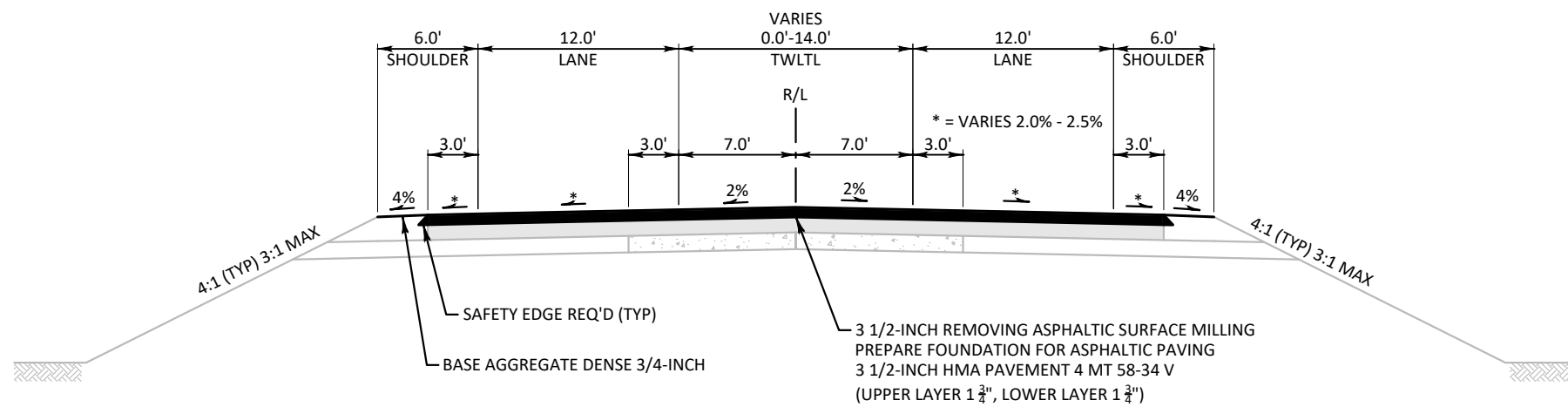
STH 48 (ELM ST)

STA 0+01'ES' TO STA 3+39'ES'

**TYPICAL FINISHED SECTION**

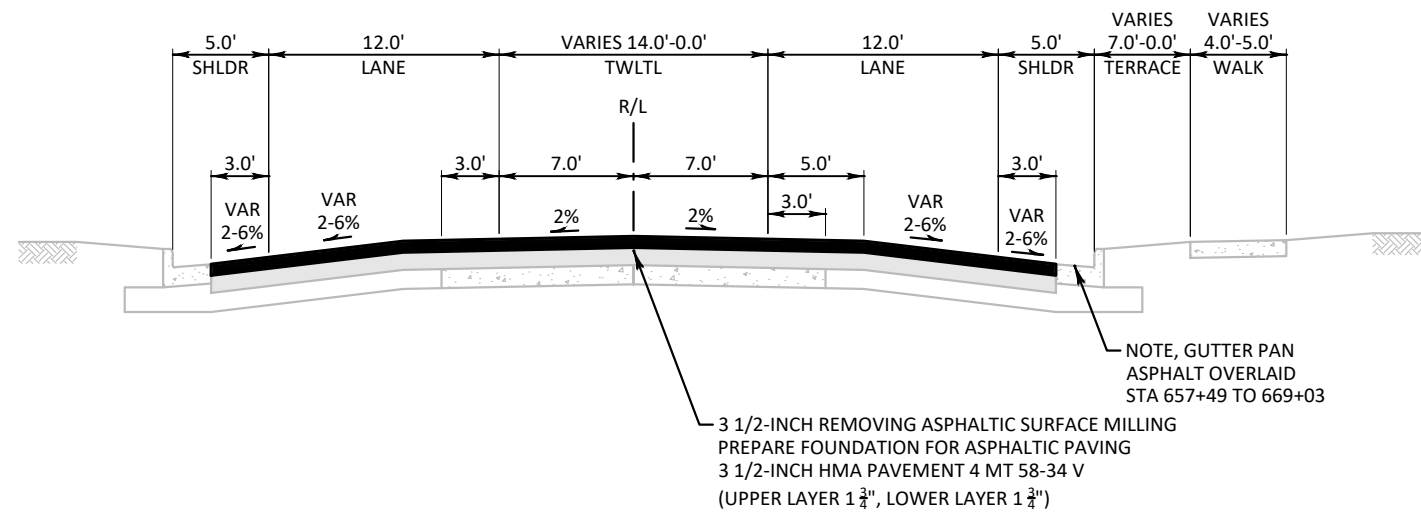
USH 63, USH 63/STH 48

STA 624+00 TO STA 637+20

**TYPICAL FINISHED SECTION**

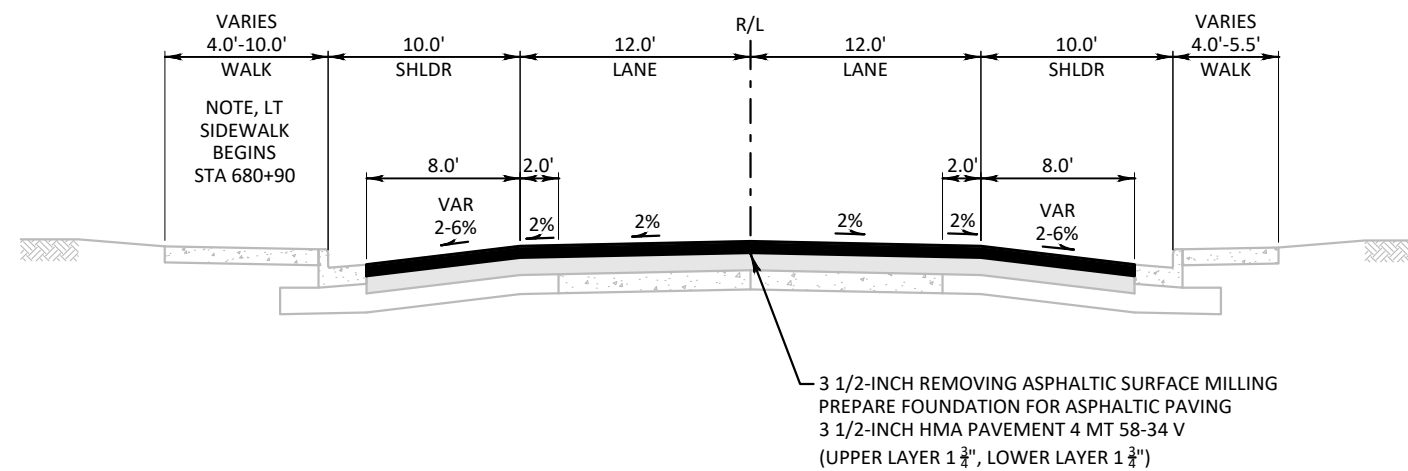
USH 63/STH 48 (ELM ST)

STA 637+20 TO STA 657+49

**TYPICAL FINISHED SECTION**

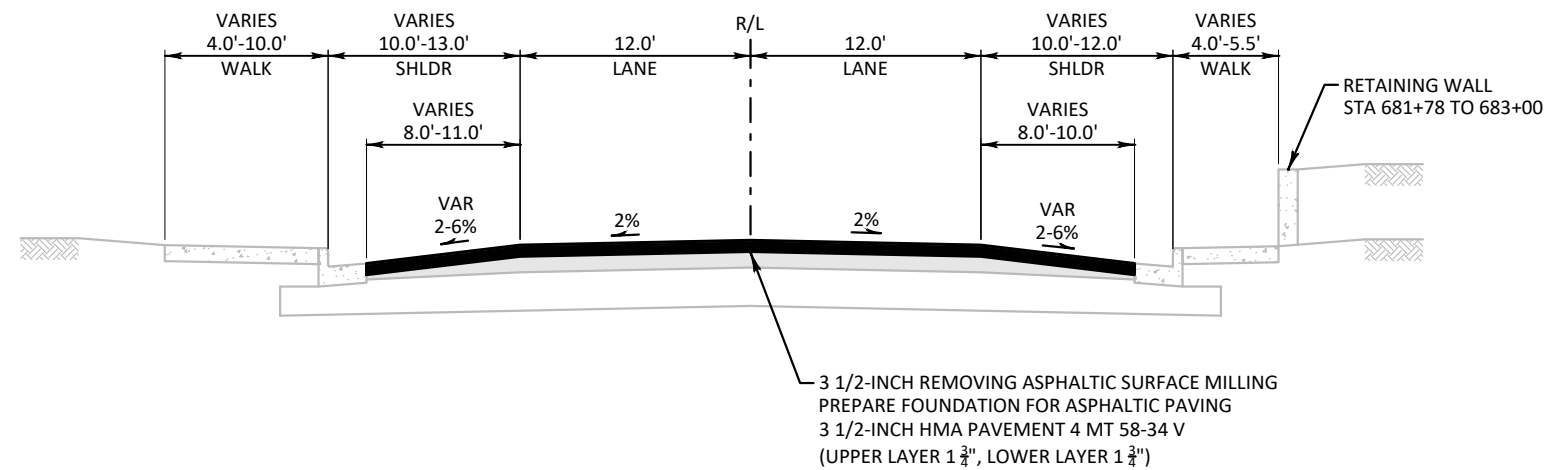
USH 63/STH 48 (ELM ST)

STA 657+49 TO STA 674+72

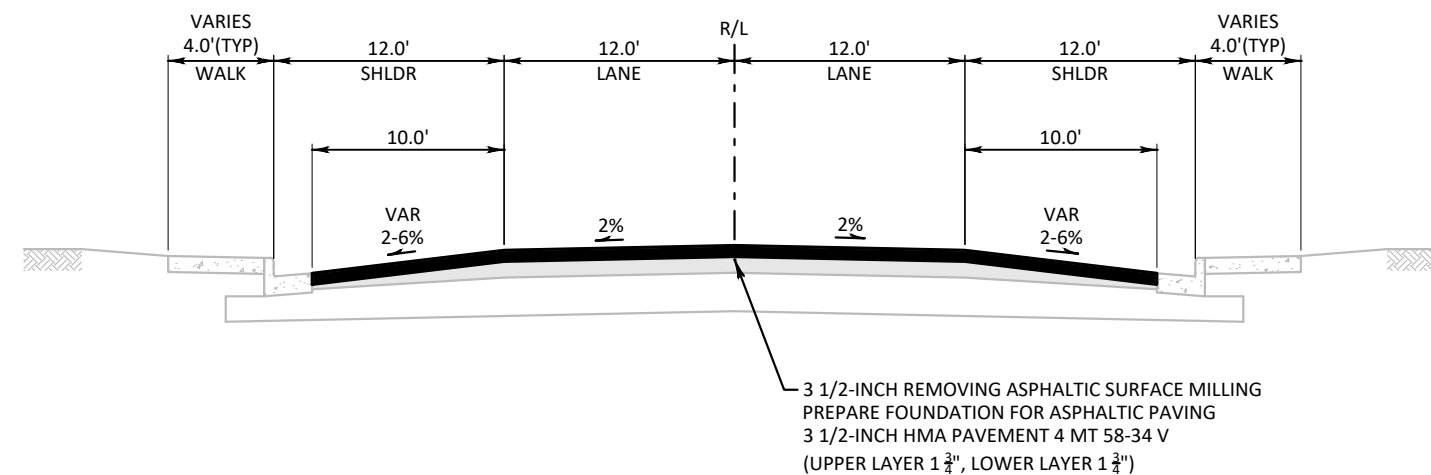
**TYPICAL FINISHED SECTION**

USH 63/STH 48 (ELM ST)

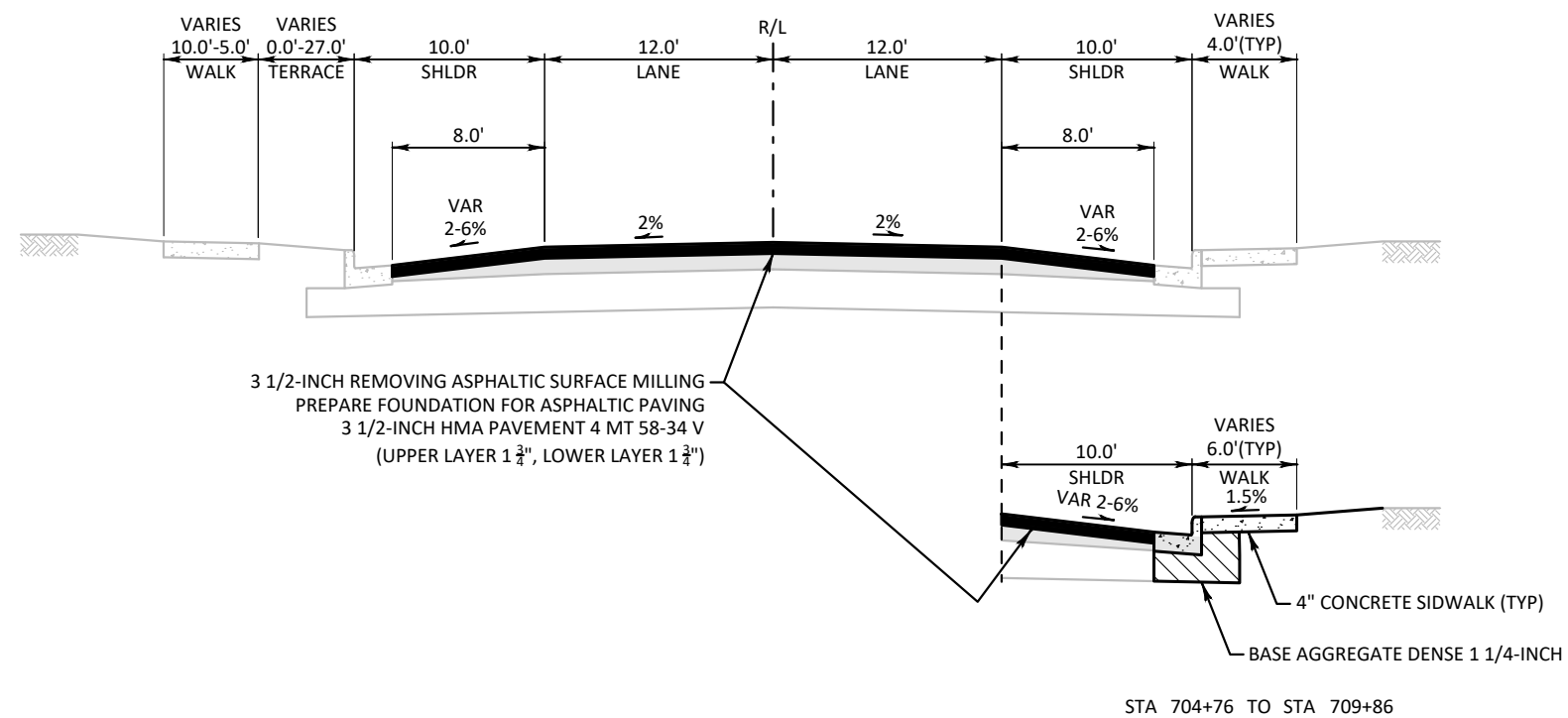
STA 674+72 TO STA 683+29



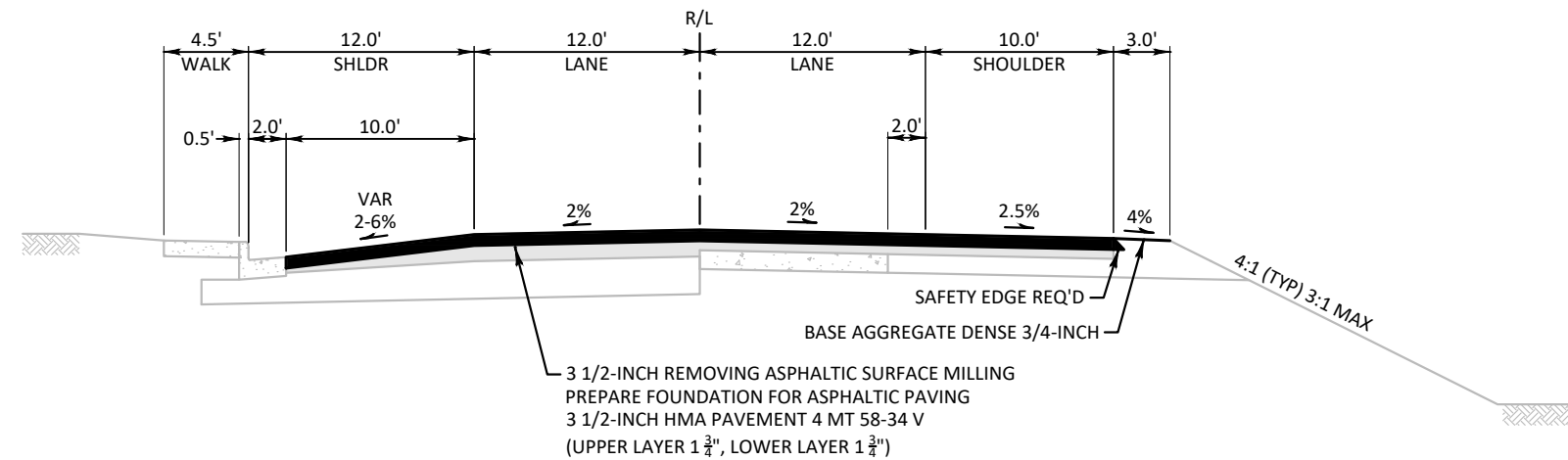
TYPICAL FINISHED SECTION
USH 63/STH 48 (ELM ST)
STA 683+29 TO STA 686+34



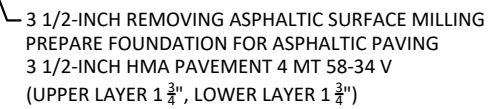
TYPICAL FINISHED SECTION
USH 63/STH 48 (ELM ST)
STA 686+34 TO STA 704+31

**TYPICAL FINISHED SECTION**

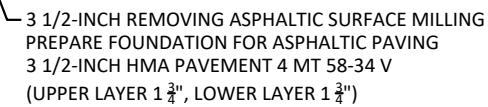
USH 63 (2ND AV/SUPERIOR AV)
STA 704+31 TO STA 715+52

**TYPICAL FINISHED SECTION**

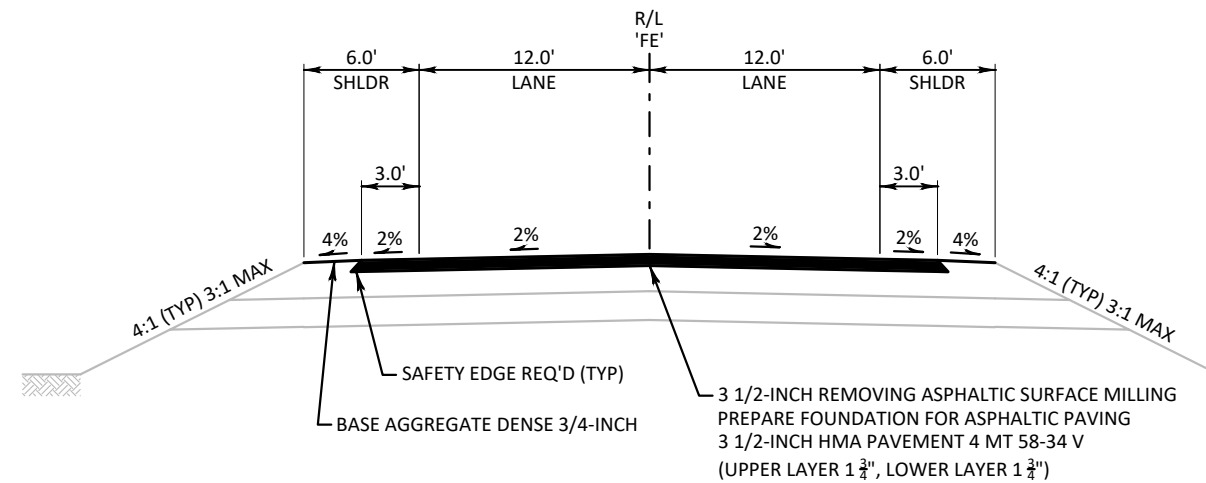
USH 63 (SUPERIOR AV)
STA 715+52 TO STA 727+19
STA 737+00,LT TO STA 743+69,LT
STA 737+00,RT TO STA 742+30,RT



STA 743+69,LT TO STA 750+94,LT
STA 742+30,RT TO STA 750+94,LT



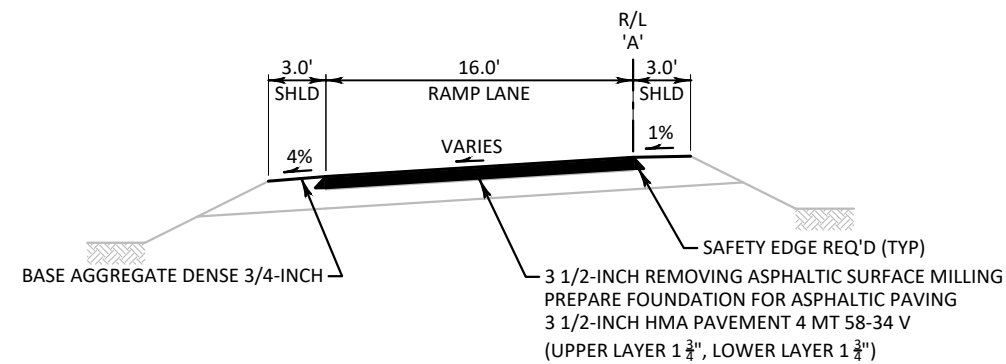
STA 750+94 TO STA 754+45



TYPICAL FINISHED SECTION

STH 48

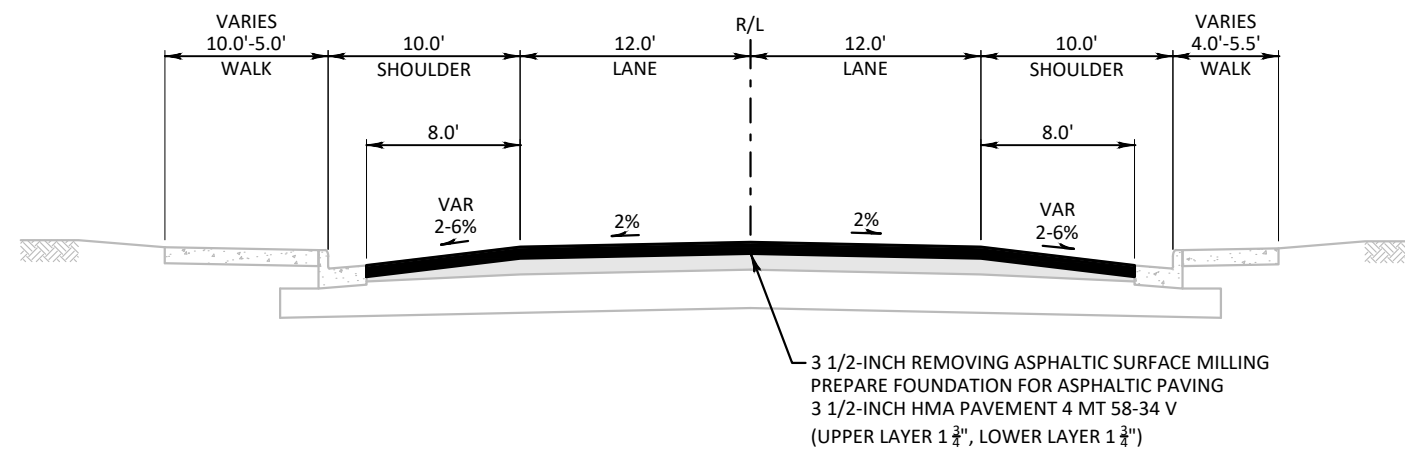
STA 336+15'FE' TO STA 339+22'FE'



TYPICAL FINISHED SECTION

SB TO WB RAMP

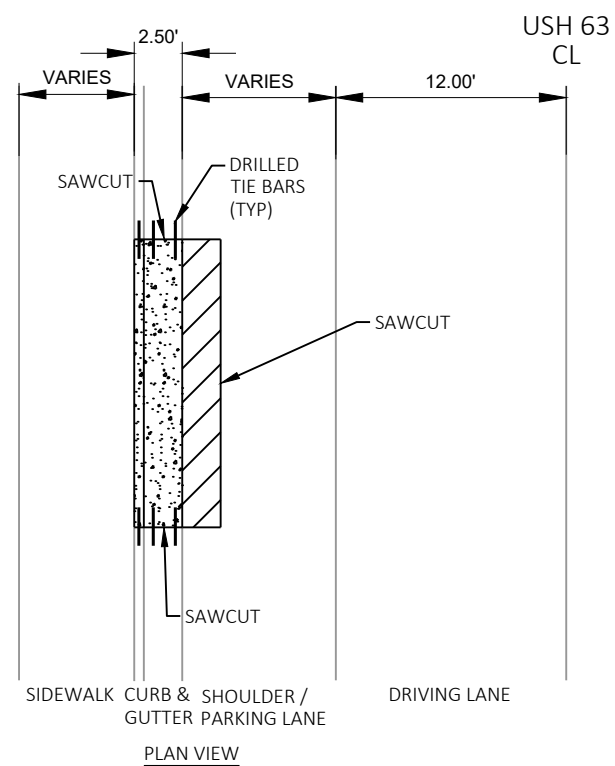
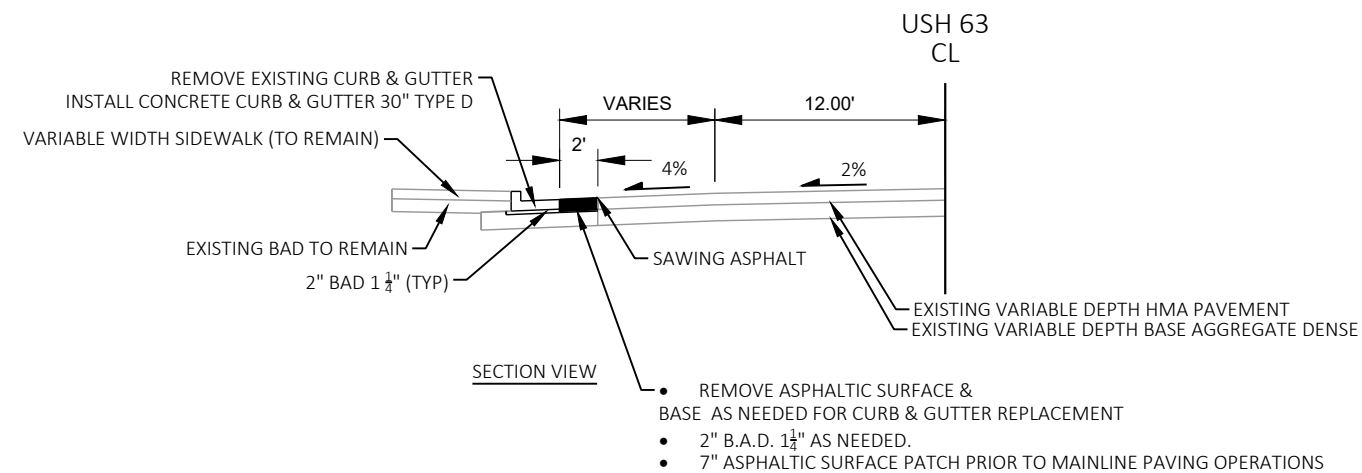
STA 628+47'A' TO STA 637+00'FE'



TYPICAL FINISHED SECTION

STH 48 (ELM ST)

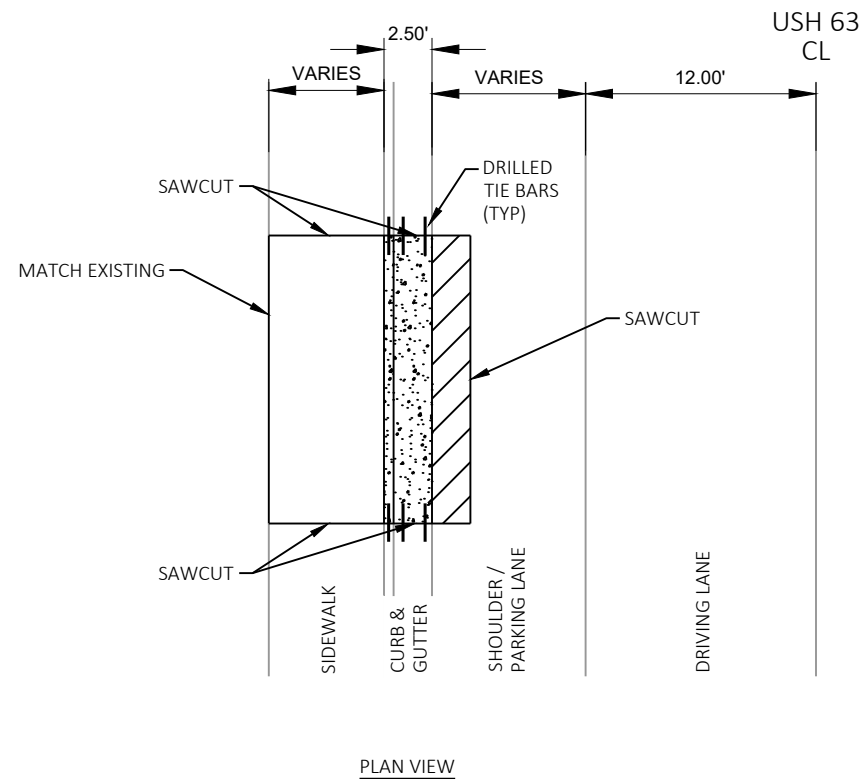
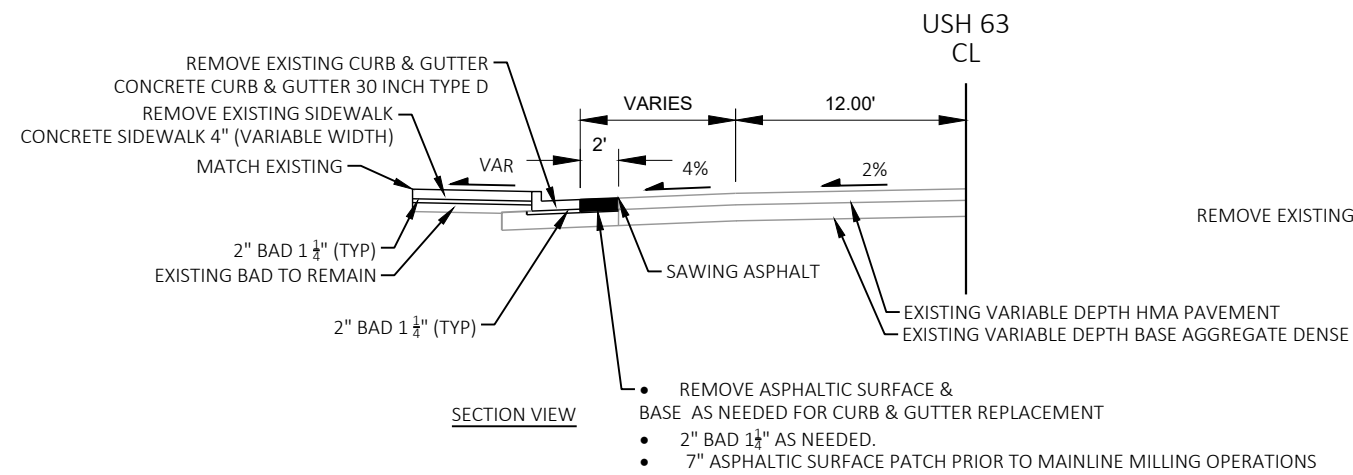
STA 0+01'ES' TO STA 3+39'ES'



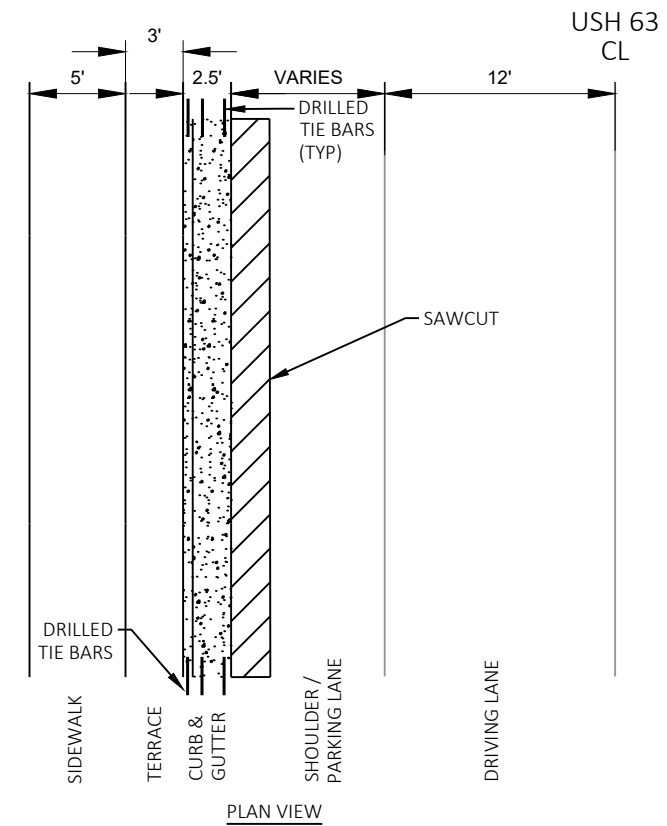
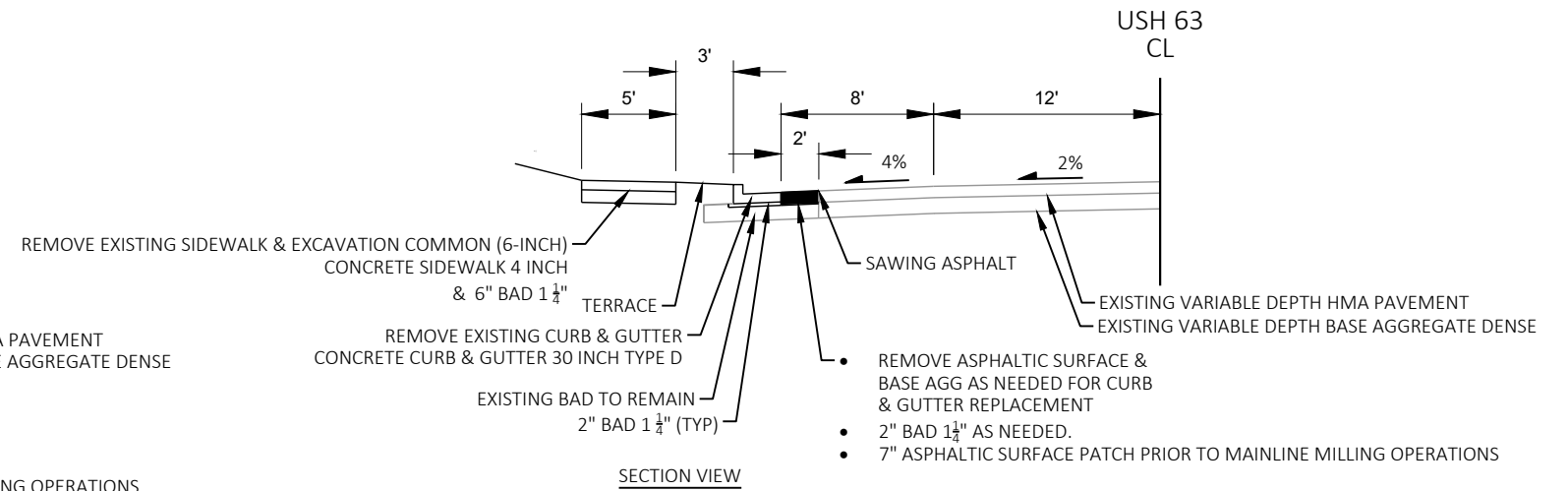
CURB & GUTTER REPLACEMENT DETAIL - SIDEWALK TO REMAIN (NO TERRACE)

NOTES:

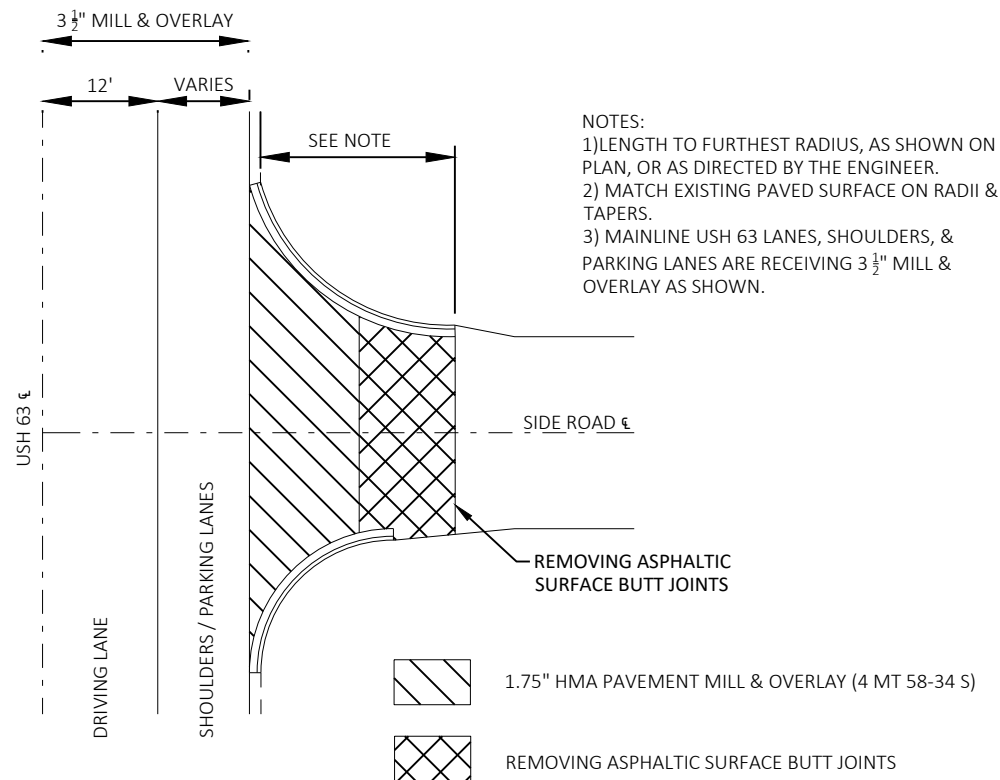
- EXISTING SIDEWALK SHALL REMAIN IN PLACE. CURB AND GUTTER SHALL BE PLACED DIRECTLY AGAINST EXISTING SIDEWALK.
- CONTRACTOR SHALL TAKE CARE NOT TO DAMAGE EXISTING SIDEWALK. ANY SIDEWALK DAMAGE DURING REMOVAL, WAITING FOR REPLACEMENT, OR DURING REPLACEMENT SHALL BE REPLACED BY THE CONTRACTOR AT CONTRACTOR COST.
- AFTER REMOVING EXISTING CURB AND GUTTER AND ASPHALTIC SURFACE, NEW CURB AND GUTTER SHALL BE PLACED WITHIN 5 CALENDAR DAYS TO PREVENT DAMAGE TO EXISTING SIDEWALK BY VEHICLES OR WEATHER EVENTS. CONTRACTOR WILL ASSUME RESPONSIBILITY OF ANY DAMAGE THAT OCCURS TO EXISTING SIDEWALK OR BASE MATERIAL AFTER REMOVAL OCCURS.



CURB & GUTTER REPLACEMENT DETAIL - SIDEWALK REPLACED (NO TERRACE)

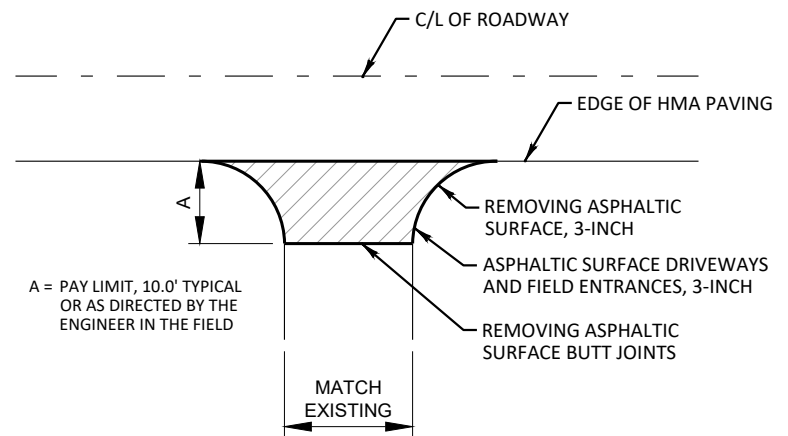


CURB & GUTTER REPLACEMENT DETAIL - SIDEWALK REPLACED (WITH TERRACE)



SIDE ROAD PAVING DETAIL

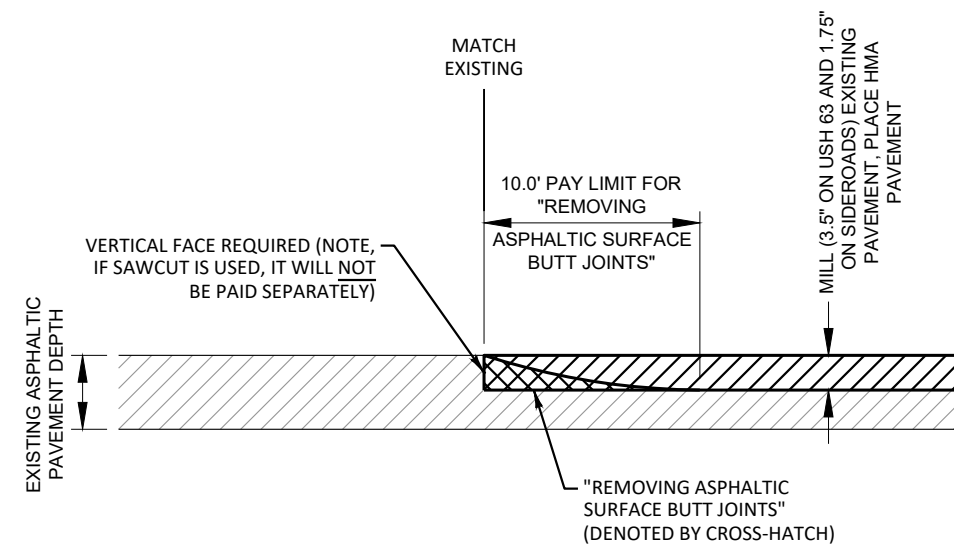
NOTES:
1) LENGTH TO FURTHEST RADIUS, AS SHOWN ON PLAN, OR AS DIRECTED BY THE ENGINEER.
2) MATCH EXISTING PAVED SURFACE ON RADII & TAPERS.
3) MAINLINE USH 63 LANES, SHOULDERS, & PARKING LANES ARE RECEIVING 3 1/2" MILL & OVERLAY AS SHOWN.



PAYMENT INCLUDES SHAPING OF EXISTING SURFACES.

ANY ADDITIONAL BASE AGGREGATE DENSE REQUIRED SHALL BE PAID UNDER ITEM:
BASE AGGREGATE DENSE 3/4-INCH.

ASPHALTIC SURFACE DRIVEWAYS
AND FIELD ENTRANCES, 3-INCH
(PE, CE, OR FE)



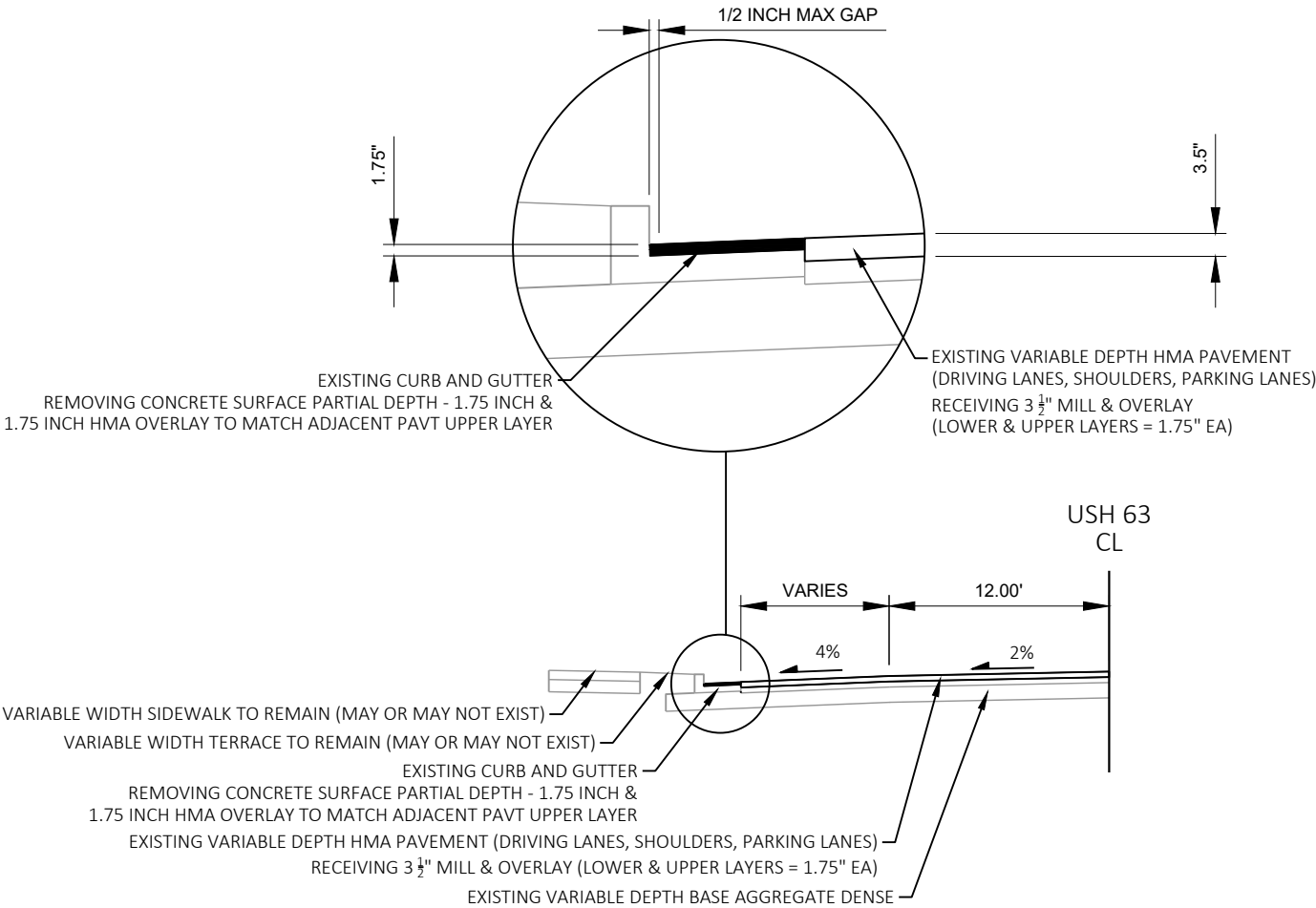
REMOVING ASPHALTIC SURFACE BUTT JOINTS

(NOTE, PROFILE VIEW AT BEGINNING AND ENDING CONSTRUCTION LIMITS AND AT SIDE ROAD CENTERLINES)

RUNOFF COEFFICIENT TABLE

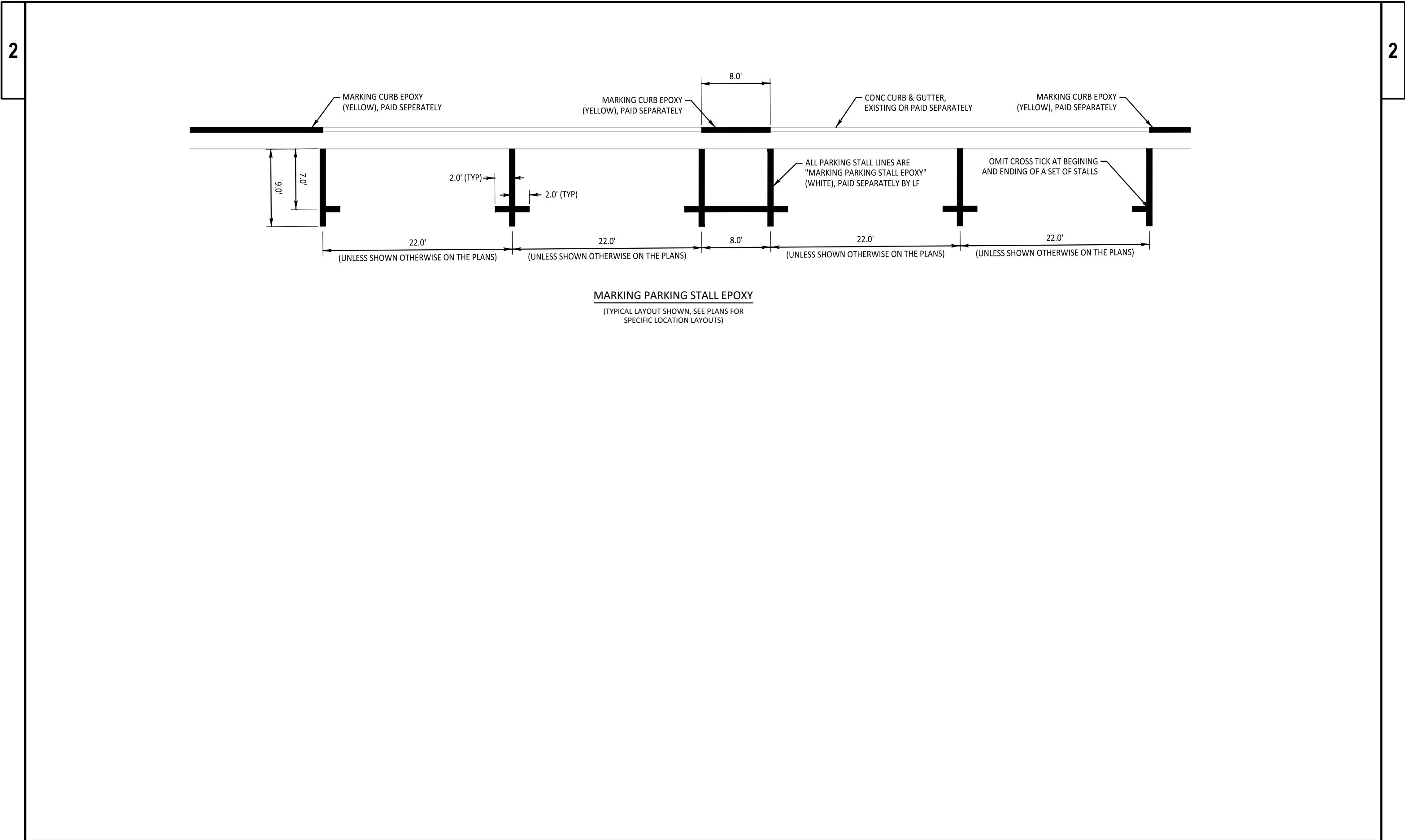
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08	.16	.22	.12	.20	.27	.15	.24	.33	.19	.28	.38
	.22	.30	.38	.26	.34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

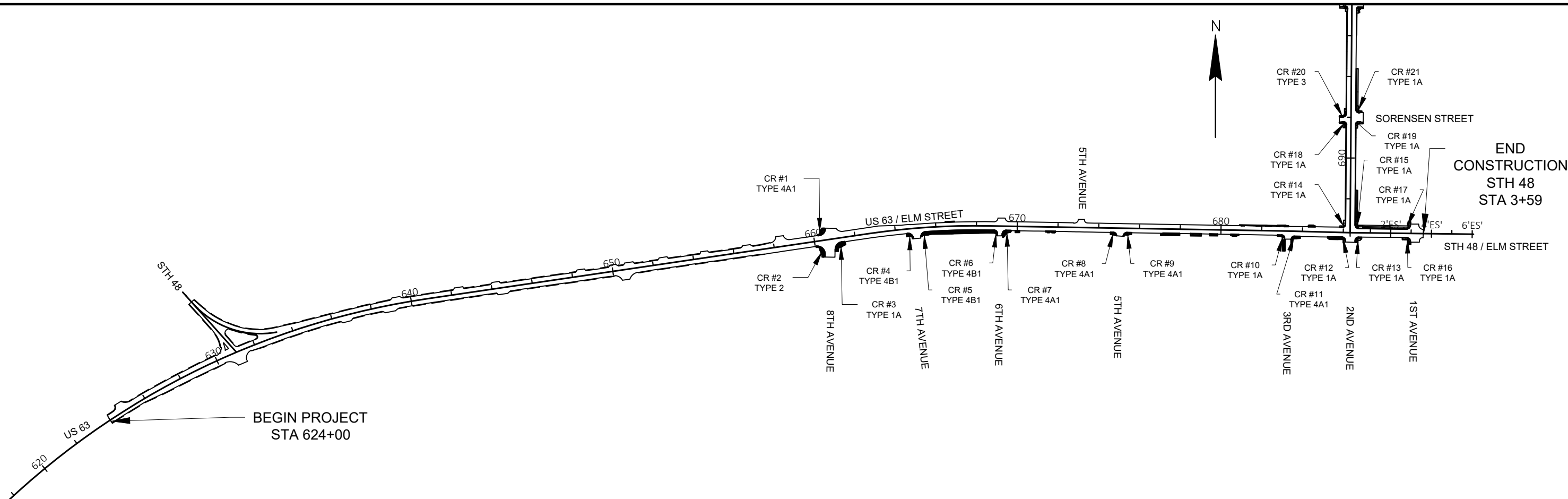
TOTAL PROJECT AREA = 30.9 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 13.9 ACRES



CURB PAN MILL AND OVERLAY DETAIL

- STA 658+50 - 660+21L
- STA 661+13 - 664+76L
- STA 675+61 - 682+77R
- STA 698+19 - 700+50R
- STA 698+29 - 700+80L
- STA 701+55 - 703+82L
- STA 701+60 - 703+73R
- STA 704+87 - 707+03L
- STA 707+64 - 711+80L
- STA 709+87 - 711+77R
- STA 712+06 - 715+52R

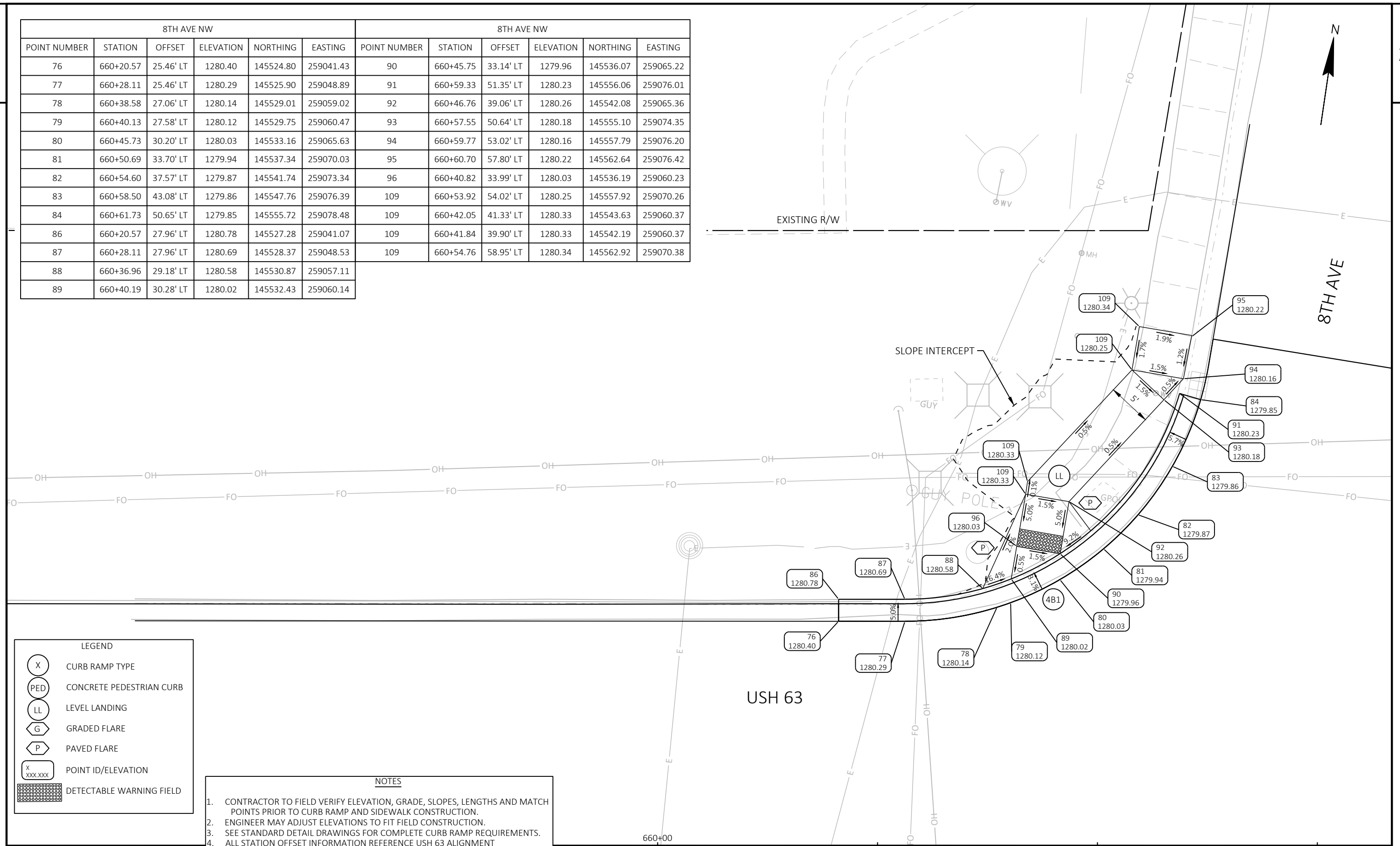




2

8TH AVE NW						8TH AVE NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
76	660+20.57	25.46' LT	1280.40	145524.80	259041.43	90	660+45.75	33.14' LT	1279.96	145536.07	259065.22
77	660+28.11	25.46' LT	1280.29	145525.90	259048.89	91	660+59.33	51.35' LT	1280.23	145556.06	259076.01
78	660+38.58	27.06' LT	1280.14	145529.01	259059.02	92	660+46.76	39.06' LT	1280.26	145542.08	259065.36
79	660+40.13	27.58' LT	1280.12	145529.75	259060.47	93	660+57.55	50.64' LT	1280.18	145555.10	259074.35
80	660+45.73	30.20' LT	1280.03	145533.16	259065.63	94	660+59.77	53.02' LT	1280.16	145557.79	259076.20
81	660+50.69	33.70' LT	1279.94	145537.34	259070.03	95	660+60.70	57.80' LT	1280.22	145562.64	259076.42
82	660+54.60	37.57' LT	1279.87	145541.74	259073.34	96	660+40.82	33.99' LT	1280.03	145536.19	259060.23
83	660+58.50	43.08' LT	1279.86	145547.76	259076.39	109	660+53.92	54.02' LT	1280.25	145557.92	259070.26
84	660+61.73	50.65' LT	1279.85	145555.72	259078.48	109	660+42.05	41.33' LT	1280.33	145543.63	259060.37
86	660+20.57	27.96' LT	1280.78	145527.28	259041.07	109	660+41.84	39.90' LT	1280.33	145542.19	259060.37
87	660+28.11	27.96' LT	1280.69	145528.37	259048.53	109	660+54.76	58.95' LT	1280.34	145562.92	259070.38
88	660+36.96	29.18' LT	1280.58	145530.87	259057.11						
89	660+40.19	30.28' LT	1280.02	145532.43	259060.14						

2



LEGEND

X

CURB RAMP TYPE

PED

CONCRETE PEDESTRIAN CURB

LL

LEVEL LANDING

G

GRADED FLARE

P

PAVED FLARE

X
XXX.XXX

POINT ID/ELEVATION

XXXXXXXXXX

DETECTABLE WARNING FIELD

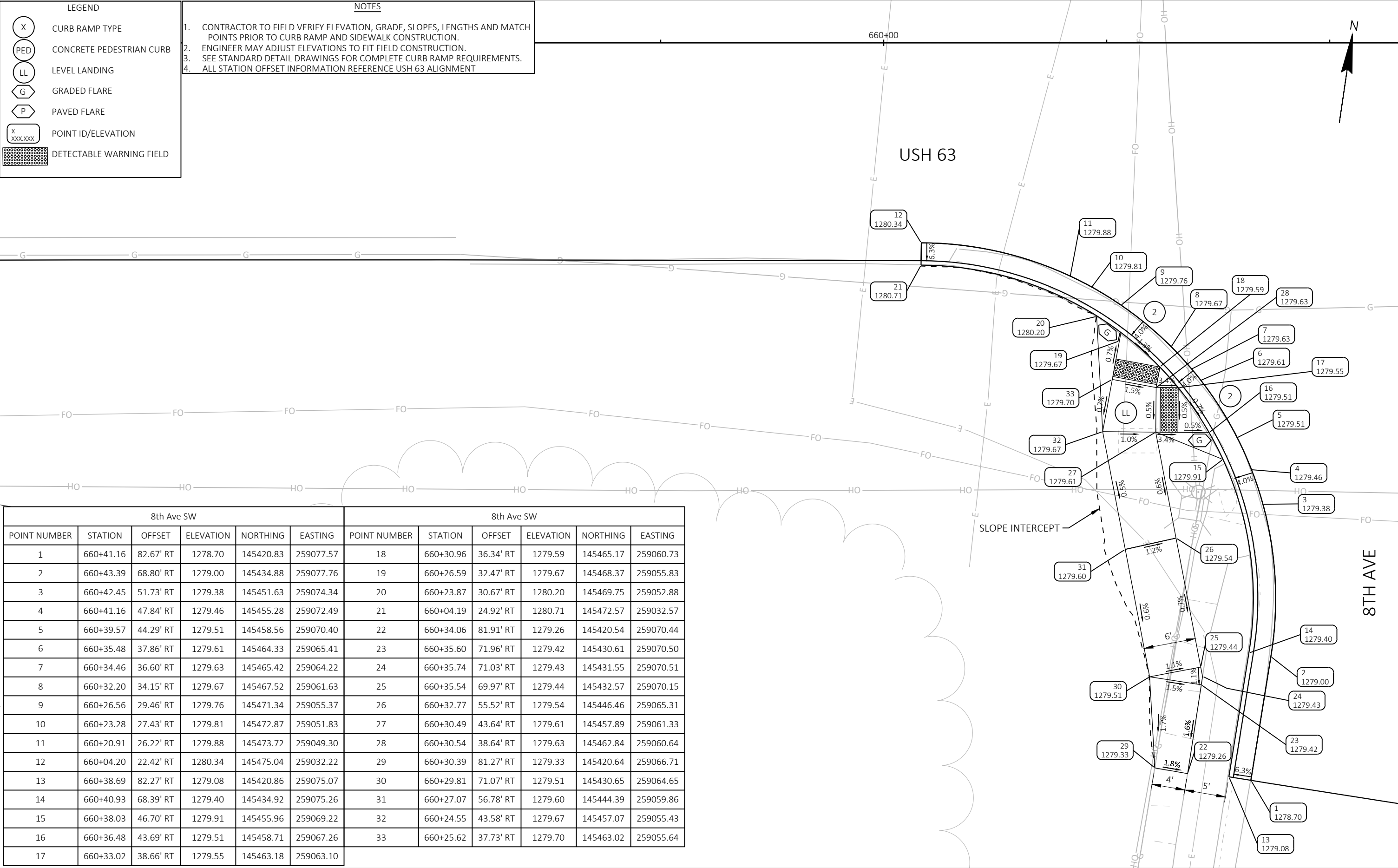
- NOTES
1.

CONTRACTOR TO FIELD VERIFY ELEVATION, GRADE, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2.

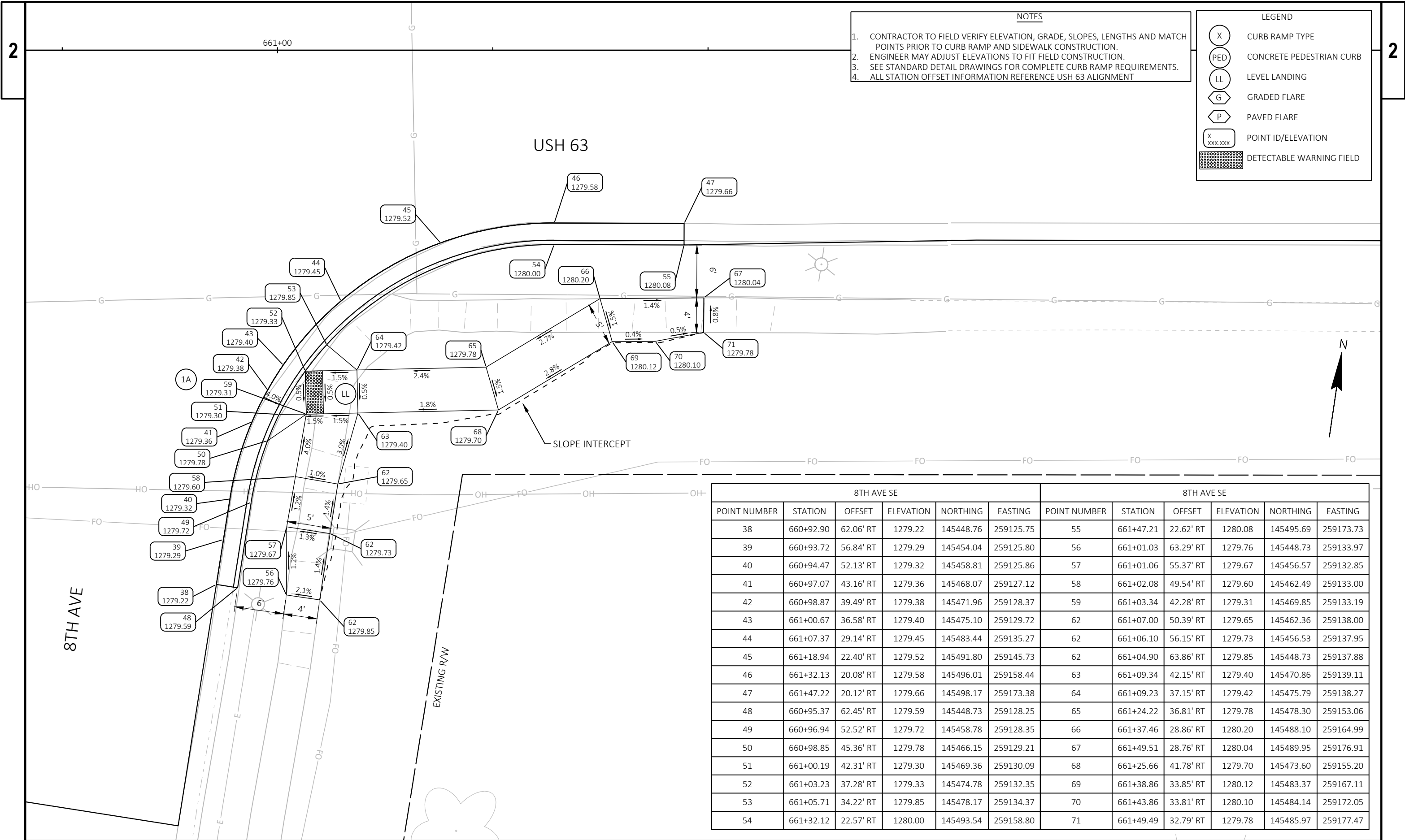
ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3.

SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4.

ALL STATION OFFSET INFORMATION REFERENCE USH 63 ALIGNMENT



8th Ave SW						8th Ave SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	660+41.16	82.67' RT	1278.70	145420.83	259077.57	18	660+30.96	36.34' RT	1279.59	145465.17	259060.73
2	660+43.39	68.80' RT	1279.00	145434.88	259077.76	19	660+26.59	32.47' RT	1279.67	145468.37	259055.83
3	660+42.45	51.73' RT	1279.38	145451.63	259074.34	20	660+23.87	30.67' RT	1280.20	145469.75	259052.88
4	660+41.16	47.84' RT	1279.46	145455.28	259072.49	21	660+04.19	24.92' RT	1280.71	145472.57	259032.57
5	660+39.57	44.29' RT	1279.51	145458.56	259070.40	22	660+34.06	81.91' RT	1279.26	145420.54	259070.44
6	660+35.48	37.86' RT	1279.61	145464.33	259065.41	23	660+35.60	71.96' RT	1279.42	145430.61	259070.50
7	660+34.46	36.60' RT	1279.63	145465.42	259064.22	24	660+35.74	71.03' RT	1279.43	145431.55	259070.51
8	660+32.20	34.15' RT	1279.67	145467.52	259061.63	25	660+35.54	69.97' RT	1279.44	145432.57	259070.15
9	660+26.56	29.46' RT	1279.76	145471.34	259055.37	26	660+32.77	55.52' RT	1279.54	145446.46	259065.31
10	660+23.28	27.43' RT	1279.81	145472.87	259051.83	27	660+30.49	43.64' RT	1279.61	145457.89	259061.33
11	660+20.91	26.22' RT	1279.88	145473.72	259049.30	28	660+30.54	38.64' RT	1279.63	145462.84	259060.64
12	660+04.20	22.42' RT	1280.34	145475.04	259032.22	29	660+30.39	81.27' RT	1279.33	145420.64	259066.71
13	660+38.69	82.27' RT	1279.08	145420.86	259075.07	30	660+29.81	71.07' RT	1279.51	145430.65	259064.65
14	660+40.93	68.39' RT	1279.40	145434.92	259075.26	31	660+27.07	56.78' RT	1279.60	145444.39	259059.86
15	660+38.03	46.70' RT	1279.91	145455.96	259069.22	32	660+24.55	43.58' RT	1279.67	145457.07	259055.43
16	660+36.48	43.69' RT	1279.51	145458.71	259067.26	33	660+25.62	37.73' RT	1279.70	145463.02	259055.64
17	660+33.02	38.66' RT	1279.55	145463.18	259063.10						



LEGEND

X

CURB RAMP TYPE

PED

CONCRETE PEDESTRIAN CURB

LL

LEVEL LANDING

G

GRADED FLARE

P

PAVED FLARE

X
XXX.XXX

POINT ID/ELEVATION

DETECTABLE WARNING FIELD

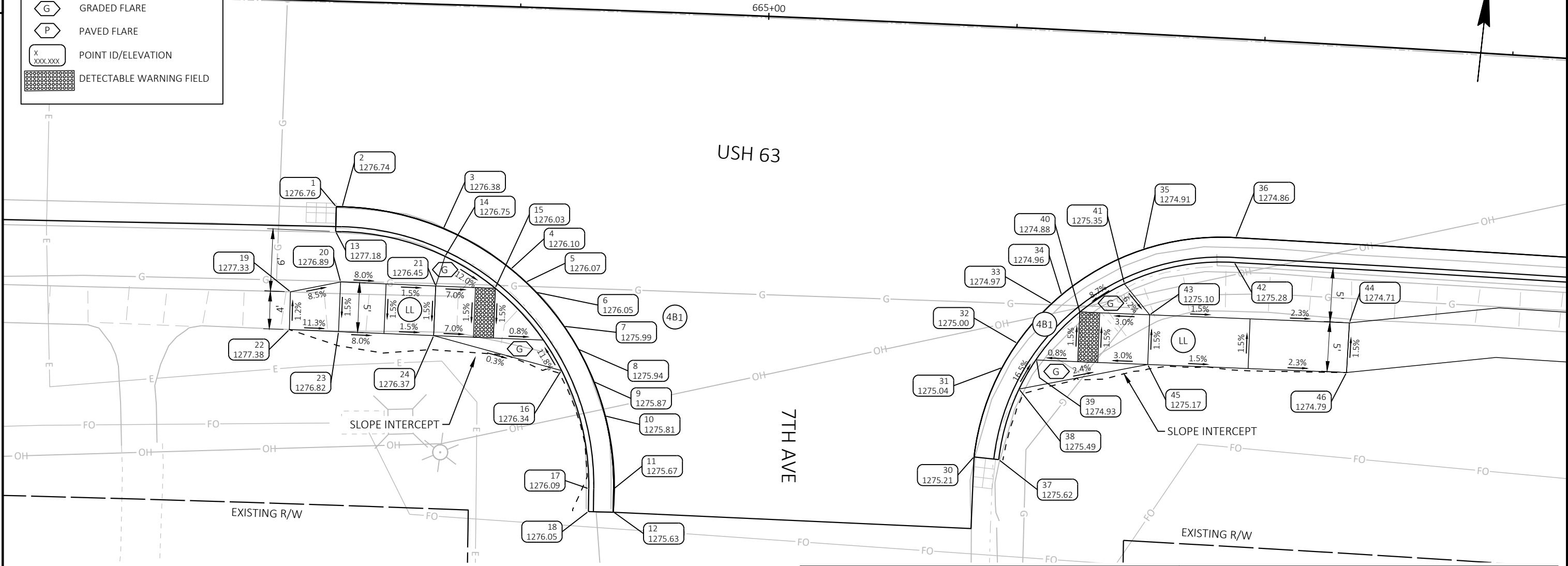
- NOTES
1.

CONTRACTOR TO FIELD VERIFY ELEVATION, GRADE, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2.

ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3.

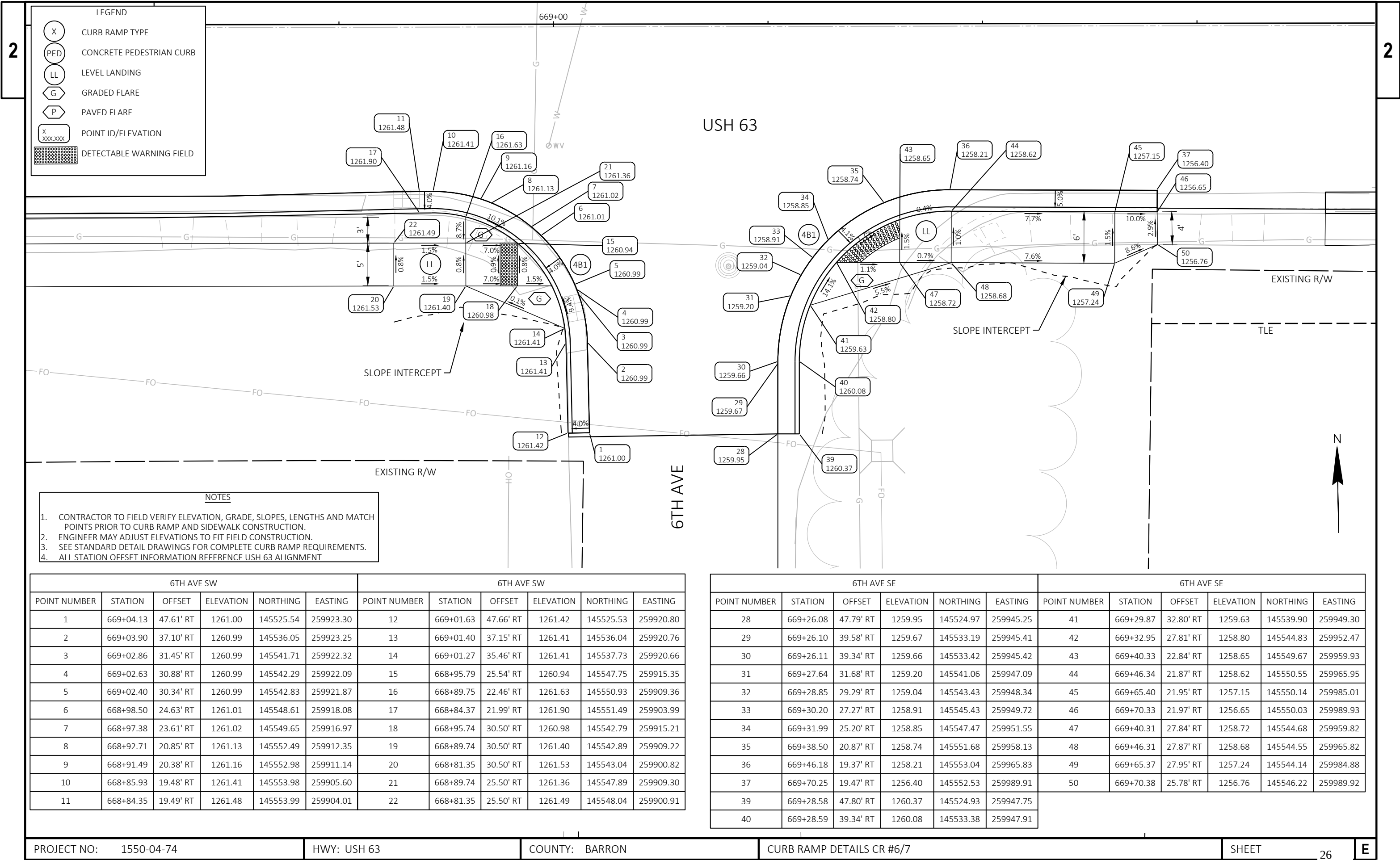
SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4.

ALL STATION OFFSET INFORMATION REFERENCE USH 63 ALIGNMENT



7TH AVE SW						7TH AVE SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	664+57.03	20.69' RT	1276.76	145538.03	259479.50	13	664+57.04	23.19' RT	1277.18	145535.55	259479.75
2	664+57.62	20.68' RT	1276.74	145538.09	259480.09	14	664+68.19	25.36' RT	1276.75	145534.41	259490.98
3	664+67.94	22.56' RT	1276.38	145537.18	259490.48	15	664+73.38	28.38' RT	1276.03	145531.87	259496.38
4	664+74.91	26.40' RT	1276.10	145533.98	259497.71	16	664+80.39	36.43' RT	1276.34	145524.47	259504.02
5	664+76.48	27.67' RT	1276.07	145532.86	259499.38	17	664+83.62	48.22' RT	1276.09	145513.01	259508.23
6	664+77.53	28.64' RT	1276.05	145531.98	259500.50	18	664+83.67	50.51' RT	1276.05	145510.74	259508.48
7	664+80.50	31.97' RT	1275.99	145528.93	259503.73	19	664+52.63	29.38' RT	1277.33	145528.96	259475.99
8	664+82.01	34.21' RT	1275.94	145526.82	259505.42	20	664+57.69	28.24' RT	1276.89	145530.57	259480.87
9	664+83.72	37.43' RT	1275.87	145523.77	259507.38	21	664+67.35	28.36' RT	1276.45	145531.35	259490.42
10	664+84.99	40.83' RT	1275.81	145520.49	259508.94	22	664+52.62	33.18' RT	1277.38	145525.17	259476.34
11	664+86.15	48.17' RT	1275.67	145513.28	259510.71	23	664+57.63	33.25' RT	1276.82	145525.58	259481.28
12	664+86.21	50.45' RT	1275.63	145511.01	259510.97	24	664+67.31	33.36' RT	1276.37	145526.37	259490.84

7TH ST SE						7TH ST SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
30	665+22.75	43.37' RT	1275.21	145521.01	259546.33	39	665+28.55	33.34' RT	1274.93	145531.44	259551.29
31	665+25.18	34.27' RT	1275.04	145530.26	259548.03	40	665+32.78	28.30' RT	1274.88	145536.78	259555.10
32	665+26.59	31.75' RT	1275.00	145532.88	259549.23	41	665+37.14	25.24' RT	1275.35	145540.14	259559.19
33	665+29.88	27.59' RT	1274.97	145537.27	259552.18	42	665+48.15	22.50' RT	1275.28	145543.65	259569.90
34	665+30.84	26.68' RT	1274.96	145538.25	259553.06	43	665+39.87	28.22' RT	1275.10	145537.37	259562.11
35	665+38.90	21.70' RT	1274.91	145543.80	259560.69	44	665+60.15	27.92' RT	1274.71	145539.05	259582.16
36	665+48.17	20.00' RT	1274.86	145546.14	259569.75	45	665+39.93	33.22' RT	1275.17	145532.38	259562.52
37	665+25.27	43.54' RT	1275.62	145521.03	259548.83	46	665+60.15	32.92' RT	1274.79	145534.06	259582.49
38	665+27.00	36.35' RT	1275.49	145528.32	259549.98						

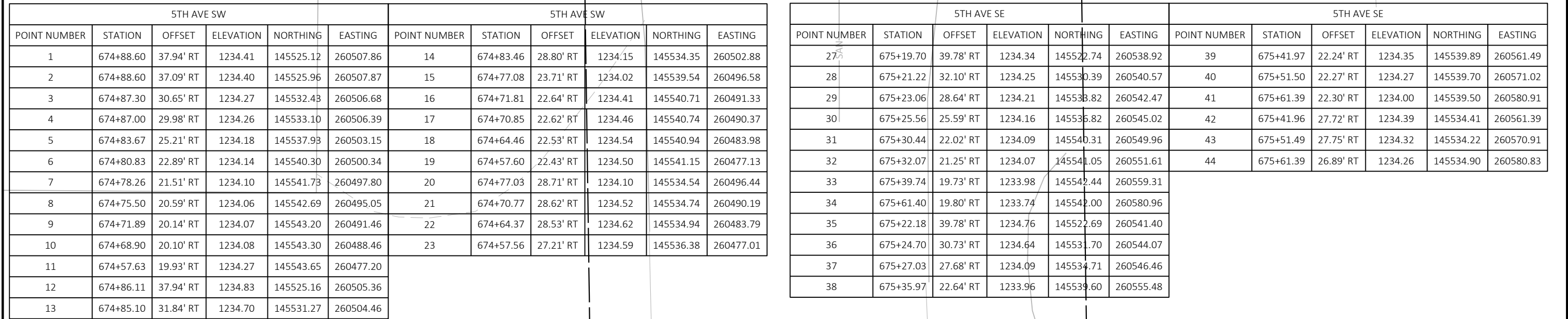


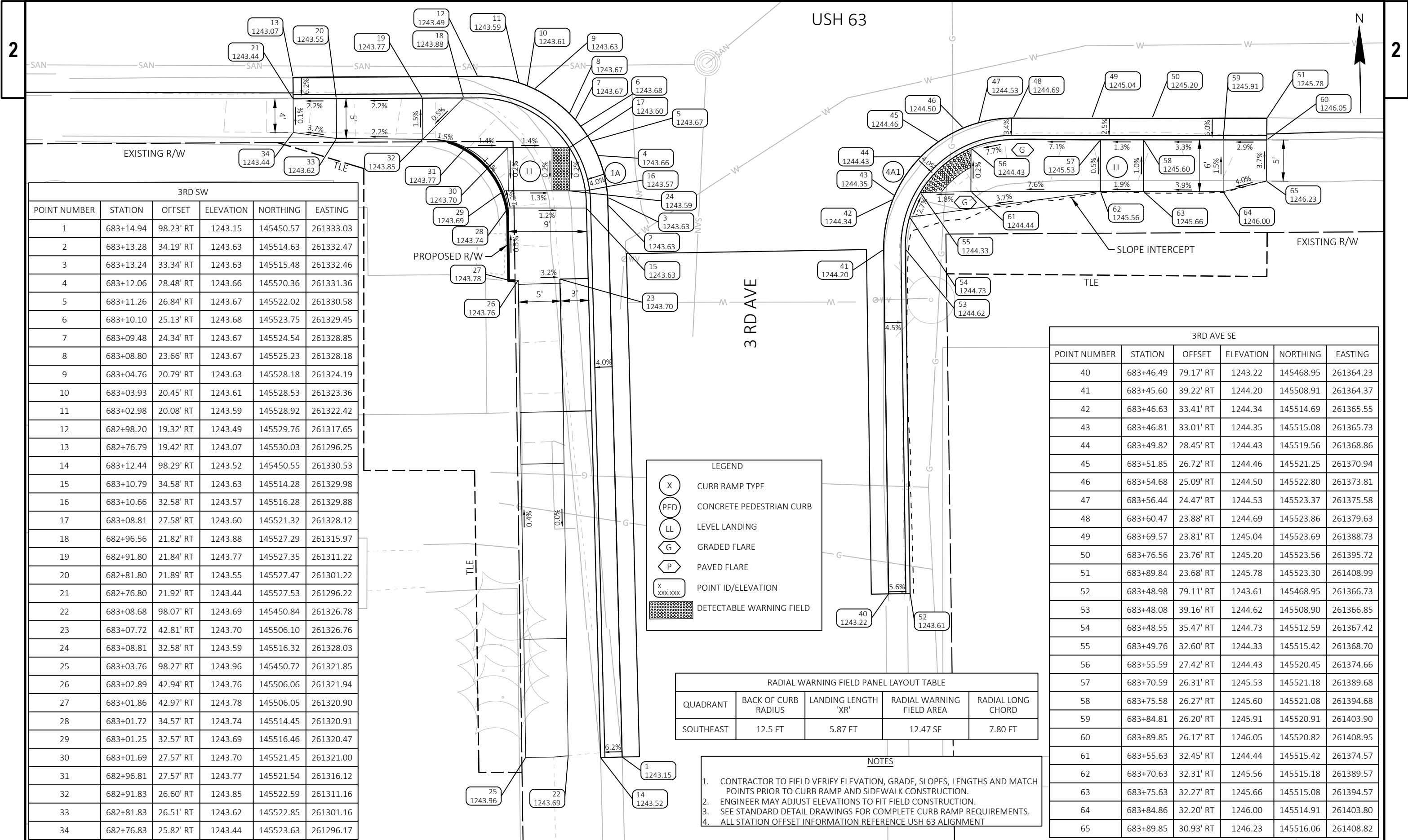
- NOTES
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADE, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
 2. ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
 3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
 4. ALL STATION OFFSET INFORMATION REFERENCE USH 63 ALIGNMENT

6TH AVE SW						6TH AVE SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	669+04.13	47.61' RT	1261.00	145525.54	259923.30	12	669+01.63	47.66' RT	1261.42	145525.53	259920.80
2	669+03.90	37.10' RT	1260.99	145536.05	259923.25	13	669+01.40	37.15' RT	1261.41	145536.04	259920.76
3	669+02.86	31.45' RT	1260.99	145541.71	259922.32	14	669+01.27	35.46' RT	1261.41	145537.73	259920.66
4	669+02.63	30.88' RT	1260.99	145542.29	259922.09	15	668+95.79	25.54' RT	1260.94	145547.75	259915.35
5	669+02.40	30.34' RT	1260.99	145542.83	259921.87	16	668+89.75	22.46' RT	1261.63	145550.93	259909.36
6	668+98.50	24.63' RT	1261.01	145548.61	259918.08	17	668+84.37	21.99' RT	1261.90	145551.49	259903.99
7	668+97.38	23.61' RT	1261.02	145549.65	259916.97	18	668+95.74	30.50' RT	1260.98	145542.79	259915.21
8	668+92.71	20.85' RT	1261.13	145552.49	259912.35	19	668+89.74	30.50' RT	1261.40	145542.89	259909.22
9	668+91.49	20.38' RT	1261.16	145552.98	259911.14	20	668+81.35	30.50' RT	1261.53	145543.04	259900.82
10	668+85.93	19.48' RT	1261.41	145553.98	259905.60	21	668+89.74	25.50' RT	1261.36	145547.89	259909.30
11	668+84.35	19.49' RT	1261.48	145553.99	259904.01	22	668+81.35	25.50' RT	1261.49	145548.04	259900.91

6TH AVE SE						6TH AVE SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
28	669+26.08	47.79' RT	1259.95	145524.97	259945.25	41	669+29.87	32.80' RT	1259.63	145539.90	259949.30
29	669+26.10	39.58' RT	1259.67	145533.19	259945.41	42	669+32.95	27.81' RT	1258.80	145544.83	259952.47
30	669+26.11	39.34' RT	1259.66	145533.42	259945.42	43	669+40.33	22.84' RT	1258.65	145549.67	259959.93
31	669+27.64	31.68' RT	1259.20	145541.06	259947.09	44	669+46.34	21.87' RT	1258.62	145550.55	259965.95
32	669+28.85	29.29' RT	1259.04	145543.43	259948.34	45	669+65.40	21.95' RT	1257.15	145550.14	259985.01
33	669+30.20	27.27' RT	1258.91	145545.43	259949.72	46	669+70.33	21.97' RT	1256.65	145550.03	259989.93
34	669+31.99	25.20' RT	1258.85	145547.47	259951.55	47	669+40.31	27.84' RT	1258.72	145544.68	259959.82
35	669+38.50	20.87' RT	1258.74	145551.68	259958.13	48	669+46.31	27.87' RT	1258.68	145544.55	259965.82
36	669+46.18	19.37' RT	1258.21	145553.04	259965.83	49	669+65.37	27.95' RT	1257.24	145544.14	259984.88
37	669+70.25	19.47' RT	1256.40	145552.53	259989.91	50	669+70.38	25.78' RT	1256.76	145546.22	259989.92
39	669+28.58	47.80' RT	1260.37	145524.93	259947.75						
40	669+28.59	39.34' RT	1260.08	145533.38	259947.91						

NOTES	
1.	CONTRACTOR TO FIELD VERIFY ELEVATION, GRADE, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2.	ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3.	SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4.	ALL STATION OFFSET INFORMATION REFERENCE USH 63 ALIGNMENT





3RD SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	683+14.94	98.23' RT	1243.15	145450.57	261333.03
2	683+13.28	34.19' RT	1243.63	145514.63	261332.47
3	683+13.24	33.34' RT	1243.63	145515.48	261332.46
4	683+12.06	28.48' RT	1243.66	145520.36	261331.36
5	683+11.26	26.84' RT	1243.67	145522.02	261330.58
6	683+10.10	25.13' RT	1243.68	145523.75	261329.45
7	683+09.48	24.34' RT	1243.67	145524.54	261328.85
8	683+08.80	23.66' RT	1243.67	145525.23	261328.18
9	683+04.76	20.79' RT	1243.63	145528.18	261324.19
10	683+03.93	20.45' RT	1243.61	145528.53	261323.36
11	683+02.98	20.08' RT	1243.59	145528.92	261322.42
12	682+98.20	19.32' RT	1243.49	145529.76	261317.65
13	682+76.79	19.42' RT	1243.07	145530.03	261296.25
14	683+12.44	98.29' RT	1243.52	145450.55	261330.53
15	683+10.79	34.58' RT	1243.63	145514.28	261329.98
16	683+10.66	32.58' RT	1243.57	145516.28	261329.88
17	683+08.81	27.58' RT	1243.60	145521.32	261328.12
18	682+96.56	21.82' RT	1243.88	145527.29	261315.97
19	682+91.80	21.84' RT	1243.77	145527.35	261311.22
20	682+81.80	21.89' RT	1243.55	145527.47	261301.22
21	682+76.80	21.92' RT	1243.44	145527.53	261296.22
22	683+08.68	98.07' RT	1243.69	145450.84	261326.78
23	683+07.72	42.81' RT	1243.70	145506.10	261326.76
24	683+08.81	32.58' RT	1243.59	145516.32	261328.03
25	683+03.76	98.27' RT	1243.96	145450.72	261321.85
26	683+02.89	42.94' RT	1243.76	145506.06	261321.94
27	683+01.86	42.97' RT	1243.78	145506.05	261320.90
28	683+01.72	34.57' RT	1243.74	145514.45	261320.91
29	683+01.25	32.57' RT	1243.69	145516.46	261320.47
30	683+01.69	27.57' RT	1243.70	145521.45	261321.00
31	682+96.81	27.57' RT	1243.77	145521.54	261316.12
32	682+91.83	26.60' RT	1243.85	145522.59	261311.16
33	682+81.83	26.51' RT	1243.62	145522.85	261301.16
34	682+76.83	25.82' RT	1243.44	145523.63	261296.17

3RD AVE SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
40	683+46.49	79.17' RT	1243.22	145468.95	261364.23
41	683+45.60	39.22' RT	1244.20	145508.91	261364.37
42	683+46.63	33.41' RT	1244.34	145514.69	261365.55
43	683+46.81	33.01' RT	1244.35	145515.08	261365.73
44	683+49.82	28.45' RT	1244.43	145519.56	261368.86
45	683+51.85	26.72' RT	1244.46	145521.25	261370.94
46	683+54.68	25.09' RT	1244.50	145522.80	261373.81
47	683+56.44	24.47' RT	1244.53	145523.37	261375.58
48	683+60.47	23.88' RT	1244.69	145523.86	261379.63
49	683+69.57	23.81' RT	1245.04	145523.69	261388.73
50	683+76.56	23.76' RT	1245.20	145523.56	261395.72
51	683+89.84	23.68' RT	1245.78	145523.30	261408.99
52	683+48.98	79.11' RT	1243.61	145468.95	261366.73
53	683+48.08	39.16' RT	1244.62	145508.90	261366.85
54	683+48.55	35.47' RT	1244.73	145512.59	261367.42
55	683+49.76	32.60' RT	1244.33	145515.42	261368.70
56	683+55.59	27.42' RT	1244.43	145520.45	261374.66
57	683+70.59	26.31' RT	1245.53	145521.18	261389.68
58	683+75.58	26.27' RT	1245.60	145521.08	261394.68
59	683+84.81	26.20' RT	1245.91	145520.91	261403.90
60	683+89.85	26.17' RT	1246.05	145520.82	261408.95
61	683+55.63	32.45' RT	1244.44	145515.42	261374.57
62	683+70.63	32.31' RT	1245.56	145515.18	261389.57
63	683+75.63	32.27' RT	1245.66	145515.08	261394.57
64	683+84.86	32.20' RT	1246.00	145514.91	261403.80
65	683+89.85	30.93' RT	1246.23	145516.06	261408.82

LEGEND

X

CURB RAMP TYPE

PED

CONCRETE PEDESTRIAN CURB

LL

LEVEL LANDING

G

GRADED FLARE

P

PAVED FLARE

X
XXX.XXX

POINT ID/ELEVATION

DETECTABLE WARNING FIELD

RADIAL WARNING FIELD PANEL LAYOUT TABLE				
QUADRANT	BACK OF CURB RADIUS	LANDING LENGTH 'XR'	RADIAL WARNING FIELD AREA	RADIAL LONG CHORD
SOUTHEAST	12.5 FT	5.87 FT	12.47 SF	7.80 FT

- NOTES
1.

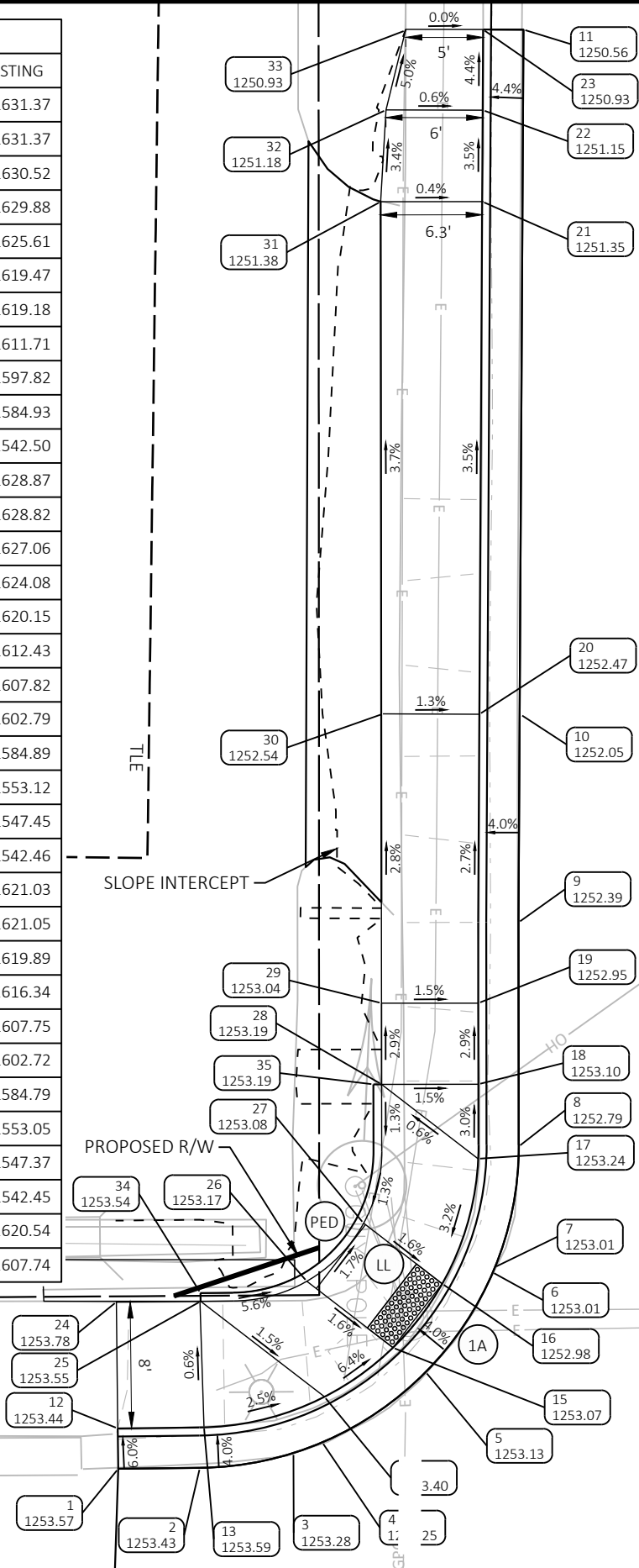
CONTRACTOR TO FIELD VERIFY ELEVATION, GRADE, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2.

ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3.

SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4.

ALL STATION OFFSET INFORMATION REFERENCE USH 63 ALIGNMENT

2ND AVE NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	686+12.87	46.32' RT	1253.57	145494.94	261631.37
2	686+12.74	41.26' RT	1253.43	145500.00	261631.37
3	686+11.74	35.46' RT	1253.28	145505.82	261630.52
4	686+11.05	33.69' RT	1253.25	145507.61	261629.88
5	686+06.62	27.33' RT	1253.13	145514.08	261625.61
6	686+00.38	23.27' RT	1253.01	145518.29	261619.47
7	686+00.08	23.15' RT	1253.01	145518.43	261619.18
8	685+92.57	21.75' RT	1252.79	145520.02	261611.71
9	685+78.68	21.94' RT	1252.39	145520.19	261597.82
10	685+65.79	21.98' RT	1252.05	145520.48	261584.93
11	685+23.35	22.36' RT	1250.56	145521.19	261542.50
12	686+10.37	46.38' RT	1253.44	145494.94	261628.87
13	686+10.18	41.03' RT	1253.59	145500.29	261628.82
14	686+08.23	33.58' RT	1253.40	145507.79	261627.06
15	686+05.14	29.38' RT	1253.07	145512.07	261624.08
16	686+01.14	26.38' RT	1252.98	145515.17	261620.15
17	685+93.36	24.25' RT	1253.24	145517.50	261612.43
18	685+88.75	24.29' RT	1253.10	145517.57	261607.82
19	685+83.72	24.37' RT	1252.95	145517.63	261602.79
20	685+65.82	24.53' RT	1252.47	145517.92	261584.89
21	685+34.04	24.77' RT	1251.35	145518.50	261553.12
22	685+28.37	24.81' RT	1251.15	145518.61	261547.45
23	685+23.38	24.86' RT	1250.93	145518.69	261542.46
24	686+02.54	46.56' RT	1253.78	145494.95	261621.03
25	686+02.42	41.34' RT	1253.55	145500.18	261621.05
26	686+01.09	34.78' RT	1253.17	145506.78	261619.89
27	685+97.45	31.30' RT	1253.08	145510.34	261616.34
28	685+88.83	30.29' RT	1253.19	145511.57	261607.75
29	685+83.80	30.36' RT	1253.04	145511.63	261602.72
30	685+65.86	30.51' RT	1252.54	145511.95	261584.79
31	685+34.14	31.07' RT	1251.38	145512.20	261553.05
32	685+28.44	30.81' RT	1251.18	145512.61	261547.37
33	685+23.49	29.67' RT	1250.93	145513.88	261542.45
34	686+01.91	41.36' RT	1253.54	145500.18	261620.54
35	685+88.84	30.80' RT	1253.19	145511.06	261607.74



LEGEND

X

CURB RAMP TYPE

PED

CONCRETE PEDESTRIAN CURB

LL

LEVEL LANDING

G

GRADED FLARE

P

PAVED FLARE

X
XXX.XXX

POINT ID/ELEVATION

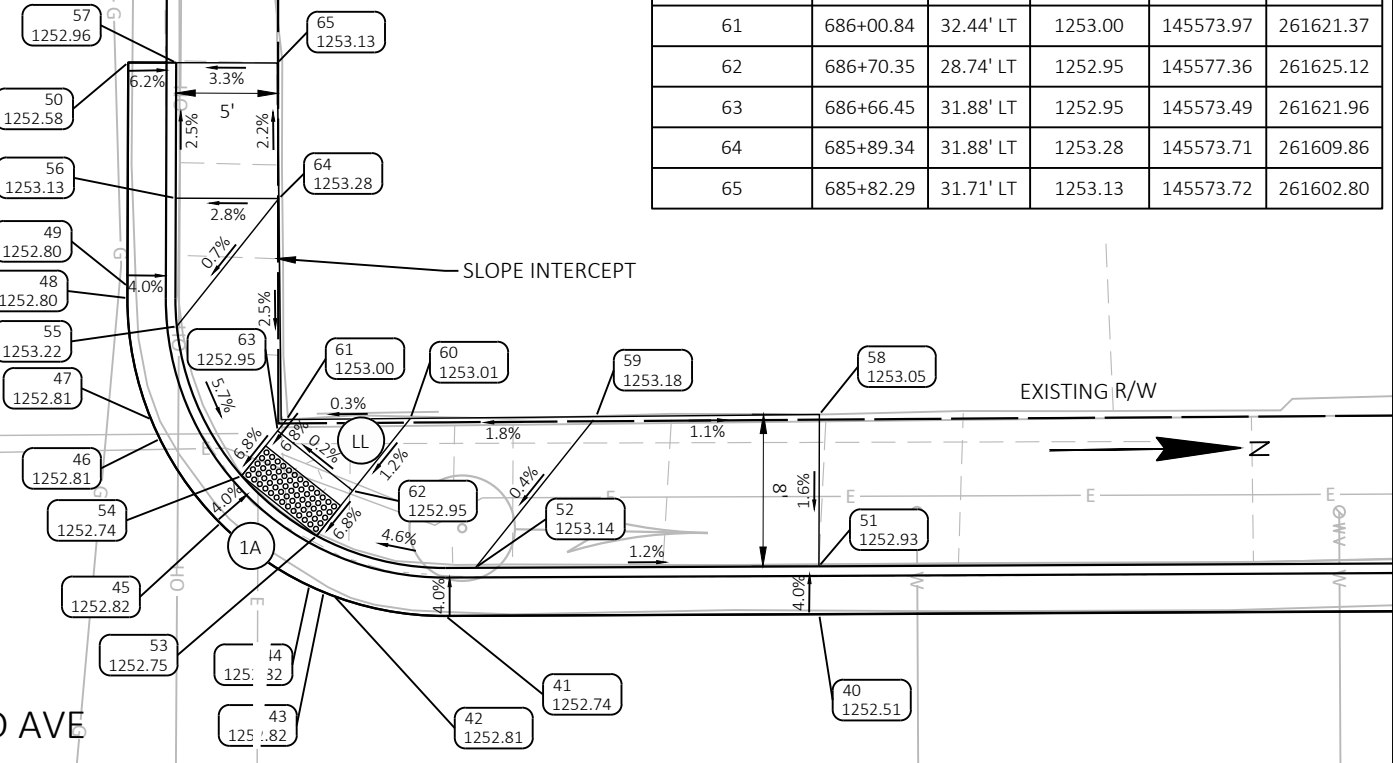
[Pattern]

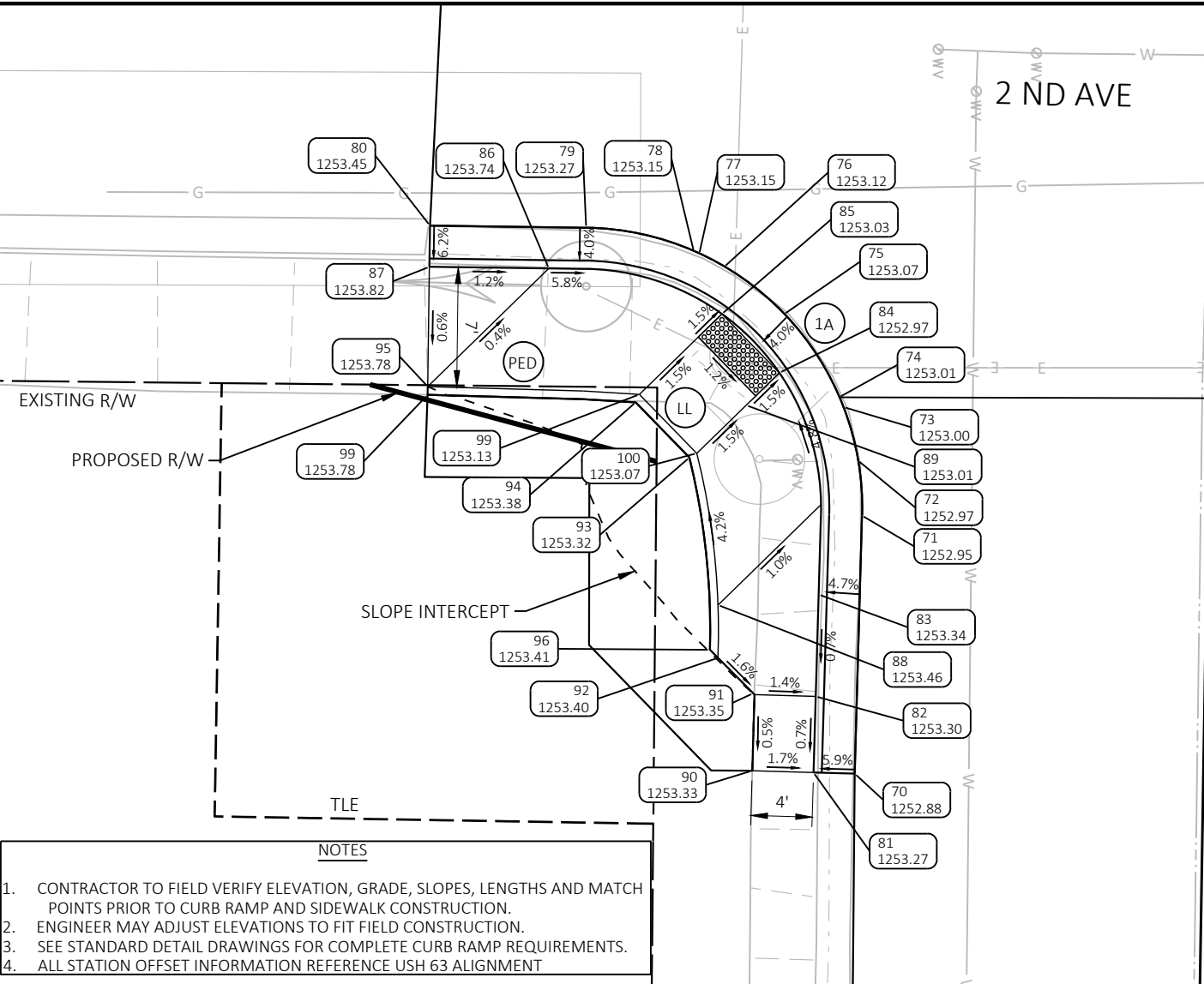
DETECTABLE WARNING FIELD

NOTES					
1.	CONTRACTOR TO FIELD VERIFY ELEVATION, GRADE, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.				
2.	ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.				
3.	SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.				
4.	ALL STATION OFFSET INFORMATION REFERENCE USH 63 ALIGNMENT				
2ND AVE NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
40	686+94.61	22.18' LT	1252.51	145601.57	261631.87
41	686+75.15	22.20' LT	1252.74	145582.12	261631.70
42	686+69.33	23.29' LT	1252.81	145576.30	261630.57
43	686+68.81	23.47' LT	1252.82	145575.79	261630.38
44	686+68.07	23.83' LT	1252.82	145575.05	261630.02
45	686+63.46	27.10' LT	1252.82	145570.46	261626.72
46	686+01.94	25.85' LT	1252.81	145567.36	261622.30
47	686+00.94	25.42' LT	1252.81	145566.95	261621.29
48	685+94.63	24.08' LT	1252.80	145565.77	261614.95
49	685+94.02	24.07' LT	1252.80	145565.79	261614.33
50	685+82.36	23.94' LT	1252.58	145565.95	261602.68
51	686+94.61	24.68' LT	1252.93	145601.59	261629.37
52	686+76.72	24.70' LT	1253.14	145583.70	261629.22
53	686+68.46	26.41' LT	1252.75	145575.46	261627.44
54	686+64.57	29.54' LT	1252.74	145571.59	261624.28
55	685+96.06	26.65' LT	1253.22	145568.31	261616.45
56	685+89.40	26.51' LT	1253.13	145568.34	261609.78
57	685+82.34	26.44' LT	1252.96	145568.45	261602.72
58	686+94.67	32.59' LT	1253.05	145601.72	261621.46
59	686+83.05	32.54' LT	1253.18	145590.09	261621.42
60	686+73.37	32.49' LT	1253.01	145580.42	261621.39
61	686+00.84	32.44' LT	1253.00	145573.97	261621.37
62	686+70.35	28.74' LT	1252.95	145577.36	261625.12
63	686+66.45	31.88' LT	1252.95	145573.49	261621.96
64	685+89.34	31.88' LT	1253.28	145573.71	261609.86
65	685+82.29	31.71' LT	1253.13	145573.72	261602.80

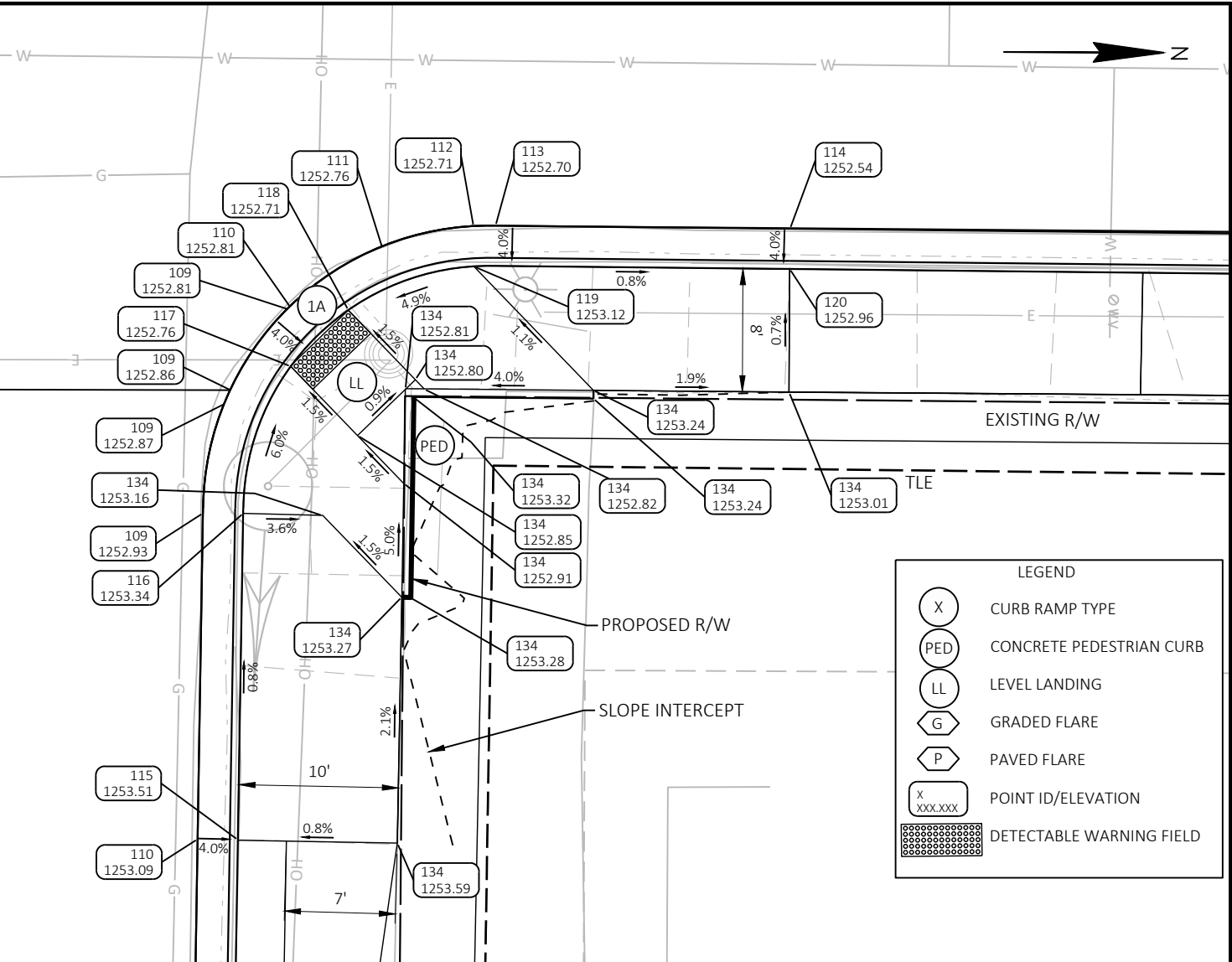
USH 63

2 ND AVE





2ND AVE SW						2ND AVE SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
70	0+57.77	21.18' RT	1252.88	145518.81	261710.17	85	0+29.97	29.70' RT	1253.03	145510.63	261682.27
71	0+42.08	20.99' RT	1252.95	145519.19	261694.49	86	0+27.38	40.25' RT	1253.74	145500.12	261679.55
72	0+38.73	21.30' RT	1252.97	145518.93	261691.14	87	0+27.39	47.50' RT	1253.82	145492.86	261679.47
73	0+35.50	22.23' RT	1253.00	145518.04	261687.90	88	0+47.66	29.64' RT	1253.46	145510.47	261699.96
74	0+34.92	22.50' RT	1253.01	145517.77	261687.31	89	0+35.49	28.13' RT	1253.01	145512.13	261687.81
75	0+29.93	25.92' RT	1253.07	145514.41	261682.28	90	0+57.69	27.40' RT	1253.33	145512.59	261710.02
76	0+27.11	29.60' RT	1253.12	145510.77	261679.41	91	0+52.99	27.42' RT	1253.35	145512.62	261705.31
77	0+26.35	31.13' RT	1253.15	145509.25	261678.63	92	0+50.87	29.60' RT	1253.40	145510.48	261703.17
78	0+26.20	31.47' RT	1253.15	145508.91	261678.48	93	0+38.72	31.53' RT	1253.32	145508.70	261691.00
79	0+24.87	38.03' RT	1253.27	145502.37	261677.07	94	0+35.43	34.85' RT	1253.38	145505.42	261687.67
80	0+24.89	47.51' RT	1253.45	145492.89	261676.97	95	0+34.67	47.49' RT	1253.78	145492.79	261686.75
81	0+57.73	23.68' RT	1253.27	145516.31	261710.11	96	0+50.39	30.09' RT	1253.41	145509.99	261702.68
82	0+53.11	23.62' RT	1253.30	145516.42	261705.49	99	0+34.94	34.63' RT	1253.13	145505.64	261687.18
83	0+46.91	23.55' RT	1253.34	145516.57	261699.29	99	0+35.17	47.49' RT	1253.78	145492.78	261687.25
84	0+33.50	26.15' RT	1252.97	145514.14	261685.84	100	0+38.46	31.08' RT	1253.07	145509.15	261690.74



2ND AVE SE						2ND AVE SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
109	0+29.24	25.13' LT	1252.81	145565.47	261682.23	120	0+26.21	56.20' LT	1252.96	145596.58	261679.58
109	0+34.33	21.64' LT	1252.86	145561.91	261687.27	134	0+33.47	33.06' LT	1252.80	145573.35	261686.55
109	0+35.12	21.32' LT	1252.87	145561.59	261688.06	134	0+34.08	32.45' LT	1252.81	145572.73	261687.16
109	0+41.98	20.00' LT	1252.93	145560.18	261694.90	134	0+34.03	33.63' LT	1252.82	145573.91	261687.12
110	0+29.13	25.24' LT	1252.81	145565.58	261682.12	134	0+37.00	29.52' LT	1252.85	145569.76	261690.04
110	0+62.24	20.00' LT	1253.09	145559.93	261715.16	134	0+39.93	32.44' LT	1252.91	145572.65	261693.00
111	0+25.32	30.87' LT	1252.76	145571.26	261678.37	134	0+33.86	56.29' LT	1253.01	145596.57	261687.24
112	0+23.88	36.52' LT	1252.71	145576.92	261677.01	134	0+41.99	27.44' LT	1253.16	145567.62	261695.01
113	0+23.82	37.89' LT	1252.70	145578.30	261676.97	134	0+34.46	44.14' LT	1253.24	145584.41	261687.69
114	0+23.71	56.19' LT	1252.54	145596.59	261677.08	134	0+33.95	44.14' LT	1253.24	145584.42	261687.18
115	0+62.24	22.50' LT	1253.51	145562.43	261715.19	134	0+47.00	32.43' LT	1253.27	145572.55	261700.07
116	0+41.95	22.50' LT	1253.34	145562.68	261694.90	134	0+47.00	32.94' LT	1253.28	145573.06	261700.08
117	0+32.76	25.30' LT	1252.76	145565.60	261685.75	134	0+34.55	32.96' LT	1253.32	145573.23	261687.63
118	0+29.22	28.83' LT	1252.71	145569.17	261682.25	134	0+62.28	32.41' LT	1253.59	145572.34	261715.35
119	0+26.38	36.59' LT	1253.12	145576.96	261679.51						

1ST AVE SW						1ST AVE SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	2+97.86	54.79' RT	1251.10	145482.19	261949.83	14	2+77.48	23.00' RT	1251.94	145514.23	261929.85
2	2+97.77	40.90' RT	1251.15	145496.08	261949.91	15	2+56.83	22.93' RT	1252.27	145514.57	261909.19
3	2+97.75	39.37' RT	1251.16	145497.61	261949.91	16	2+90.84	54.78' RT	1251.59	145482.29	261942.80
4	2+96.27	32.17' RT	1251.25	145504.83	261948.52	17	2+91.03	41.12' RT	1251.71	145495.95	261943.17
5	2+92.18	26.06' RT	1251.33	145510.99	261944.50	18	2+88.38	32.50' RT	1251.31	145504.60	261940.62
6	2+86.05	21.99' RT	1251.41	145515.14	261938.42	19	2+85.99	54.74' RT	1251.83	145482.40	261937.96
7	2+80.11	20.58' RT	1251.49	145516.63	261932.50	20	2+86.01	47.29' RT	1251.87	145489.84	261938.07
8	2+78.83	20.51' RT	1251.50	145516.70	261931.23	21	2+86.03	35.38' RT	1251.37	145501.75	261938.24
9	2+56.84	20.43' RT	1251.85	145517.07	261909.23	22	2+84.50	29.34' RT	1251.38	145507.81	261936.78
10	2+95.36	54.81' RT	1251.47	145482.21	261947.33	23	2+72.61	28.99' RT	1252.06	145508.31	261924.90
11	2+94.95	36.30' RT	1251.62	145500.71	261947.15	24	2+61.97	28.95' RT	1252.28	145508.48	261914.26
12	2+91.46	28.72' RT	1251.24	145508.35	261943.75	25	2+56.81	27.01' RT	1252.26	145510.48	261909.13
13	2+87.58	25.56' RT	1251.31	145511.55	261939.91						

LEGEND

X

CURB RAMP TYPE

PED

CONCRETE PEDESTRIAN CURB

LL

LEVEL LANDING

G

GRADED FLARE

P

PAVED FLARE

X
xxx.xxx

POINT ID/ELEVATION

DETECTABLE WARNING FIELD

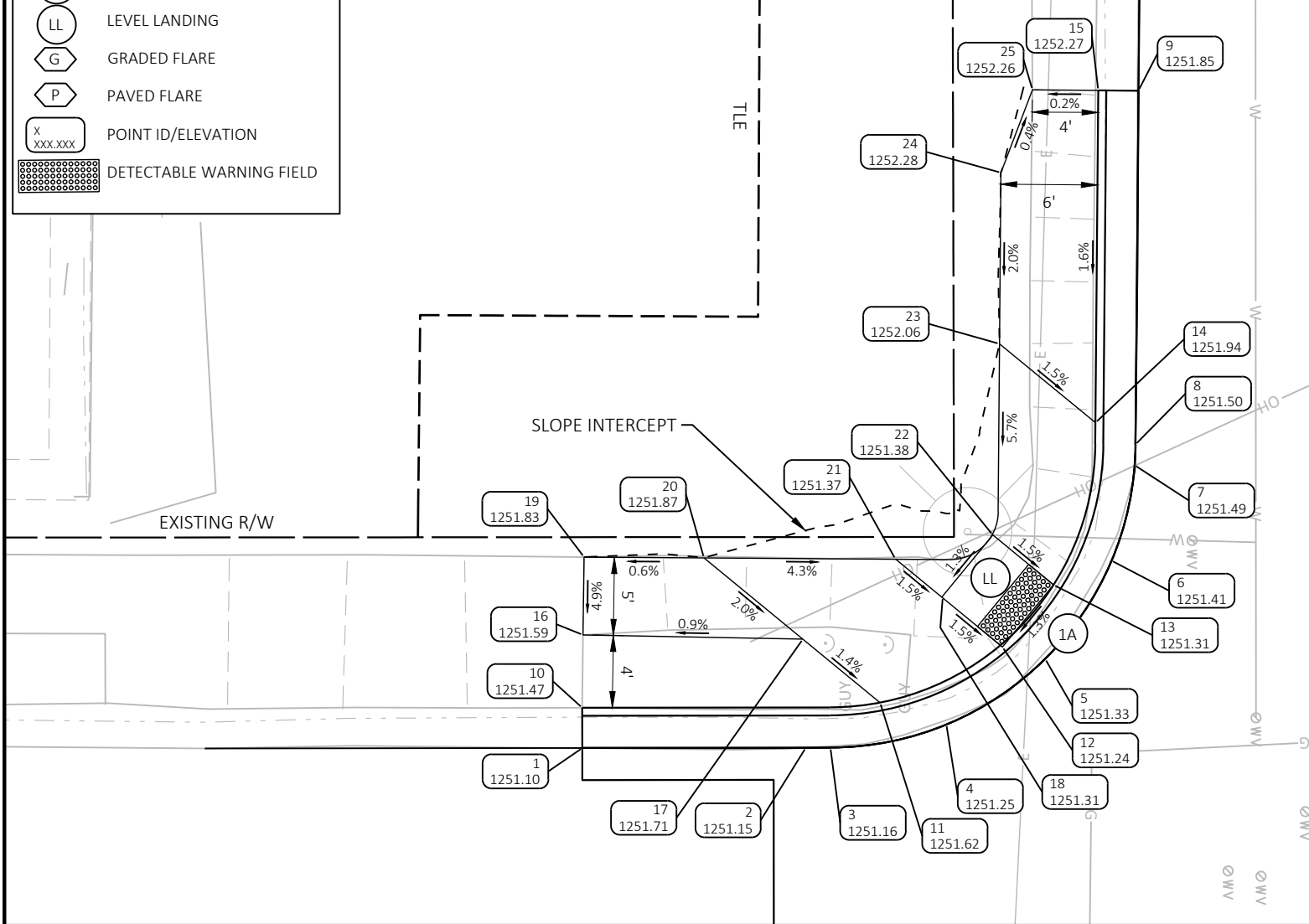
- NOTES
1.

CONTRACTOR TO FIELD VERIFY ELEVATION, GRADE, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2.

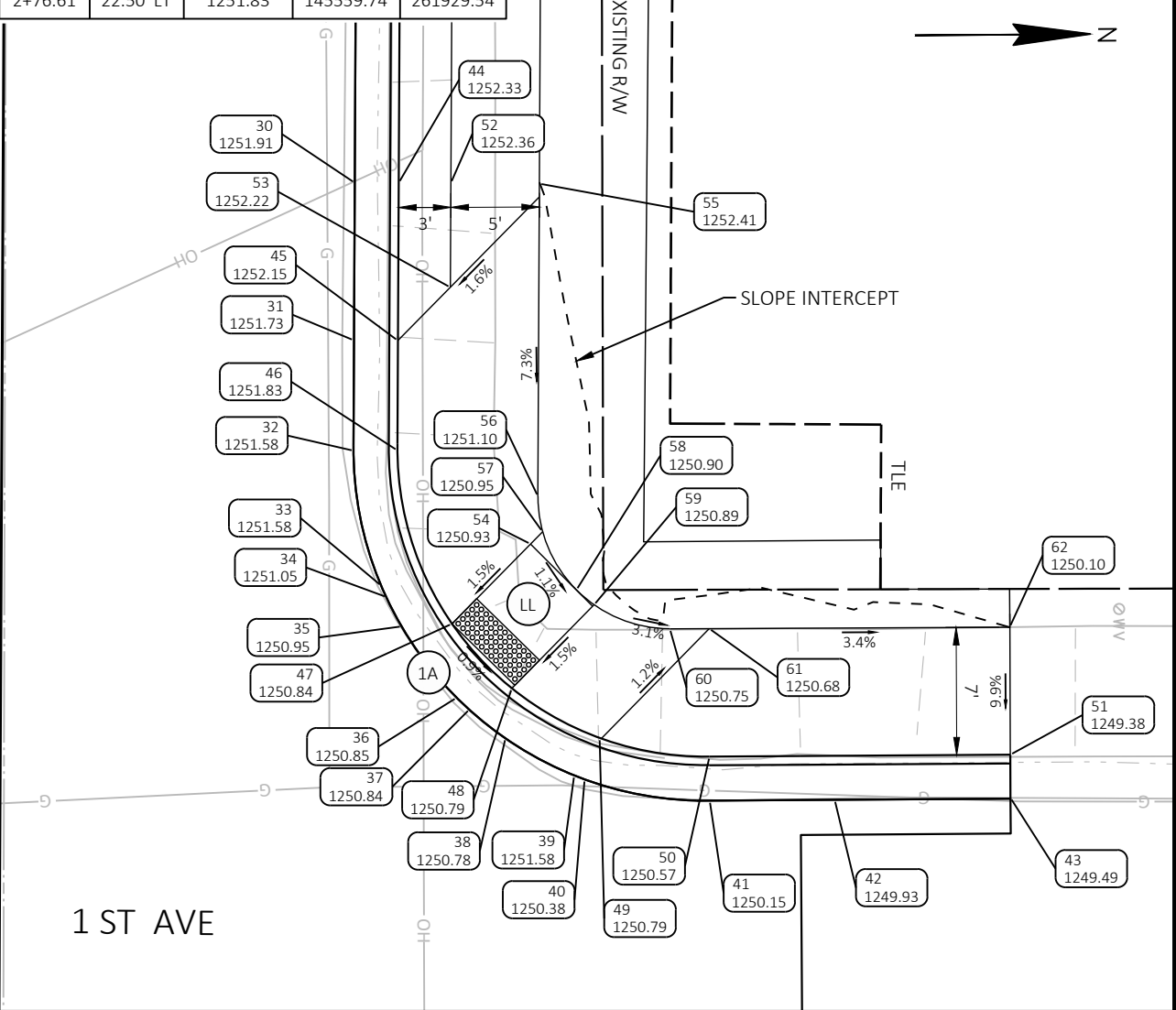
ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3.

SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4.

ALL STATION OFFSET INFORMATION REFERENCE USH 63 ALIGNMENT



1ST AVE NW						1ST AVE NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
30	2+61.39	20.00' LT	1251.91	145557.43	261914.29	47	2+86.45	25.65' LT	1250.84	145562.77	261939.43
31	2+70.36	20.00' LT	1251.73	145557.32	261923.26	48	2+90.11	29.07' LT	1250.79	145566.15	261943.12
32	2+76.63	20.02' LT	1251.58	145557.26	261929.54	49	2+92.90	34.08' LT	1250.79	145571.12	261945.98
33	2+84.31	21.62' LT	1251.58	145558.77	261937.23	50	2+93.93	40.33' LT	1250.57	145577.35	261947.09
34	2+84.95	21.93' LT	1251.05	145559.07	261937.87	51	2+93.74	57.43' LT	1249.38	145594.46	261947.11
35	2+86.61	22.81' LT	1250.95	145559.93	261939.54	52	2+61.39	25.47' LT	1252.36	145562.90	261914.36
36	2+90.66	25.94' LT	1250.85	145563.00	261943.63	53	2+67.32	25.47' LT	1252.22	145562.82	261920.29
37	2+91.31	26.67' LT	1250.84	145563.73	261944.30	54	2+81.89	30.10' LT	1250.93	145567.27	261934.92
38	2+92.94	28.72' LT	1250.78	145565.76	261945.95	55	2+61.39	30.50' LT	1252.41	145567.93	261914.43
39	2+95.03	32.64' LT	1251.58	145569.65	261948.09	56	2+79.18	30.50' LT	1251.10	145567.71	261932.21
40	2+95.26	33.24' LT	1250.38	145570.25	261948.32	57	2+81.19	30.78' LT	1250.95	145567.96	261934.23
41	2+96.43	40.35' LT	1250.15	145577.35	261949.59	58	2+84.49	32.71' LT	1250.90	145569.86	261937.55
42	2+96.35	47.46' LT	1249.93	145584.45	261949.60	59	2+85.34	33.72' LT	1250.89	145570.86	261938.41
43	2+96.20	57.46' LT	1249.49	145594.45	261949.57	60	2+86.68	38.04' LT	1250.75	145575.16	261939.80
44	2+61.39	22.50' LT	1252.33	145559.93	261914.33	61	2+86.65	40.28' LT	1250.68	145577.40	261939.81
45	2+70.36	22.50' LT	1252.15	145559.82	261923.29	62	2+86.49	57.36' LT	1250.10	145594.48	261939.86
46	2+76.61	22.50' LT	1251.83	145559.74	261929.54						



SORENSEN ST SW						SORENSEN ST SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	691+48.64	22.14' LT	1248.19	146055.59	261635.39	19	691+69.87	27.37' LT	1248.45	146076.86	261630.32
2	691+61.98	22.11' LT	1248.38	146068.93	261635.53	20	691+73.06	31.24' LT	1248.51	146080.08	261626.48
3	691+67.75	23.26' LT	1248.47	146074.71	261634.42	21	691+74.52	37.19' LT	1248.93	146081.58	261620.54
4	691+68.23	23.46' LT	1248.48	146075.19	261634.22	22	691+74.50	40.24' LT	1249.10	146081.59	261617.50
5	691+70.22	24.57' LT	1248.51	146077.19	261633.13	23	691+74.49	41.12' LT	1249.11	146081.59	261616.62
6	691+72.63	26.53' LT	1248.54	146079.61	261631.18	24	691+72.73	51.10' LT	1249.21	146079.90	261606.62
7	691+75.90	31.42' LT	1248.79	146082.92	261626.32	25	691+72.72	56.91' LT	1249.25	146079.93	261600.81
8	691+76.34	32.76' LT	1248.61	146083.37	261624.99	26	691+48.79	32.00' LT	1248.70	146055.82	261625.53
9	691+77.00	37.21' LT	1248.65	146084.06	261620.54	27	691+65.04	31.98' LT	1248.55	146072.07	261625.68
10	691+76.98	40.55' LT	1248.69	146084.07	261617.20	28	691+68.50	35.59' LT	1248.60	146075.55	261622.09
11	691+76.93	41.50' LT	1248.69	146084.03	261616.26	29	691+48.83	38.02' LT	1249.05	146055.90	261619.52
12	691+76.81	42.43' LT	1248.70	146083.92	261615.32	30	691+68.51	37.90' LT	1248.73	146075.59	261619.79
13	691+75.36	50.52' LT	1248.78	146082.53	261607.22	31	691+68.56	45.89' LT	1249.19	146075.70	261611.80
14	691+75.23	51.32' LT	1248.79	146082.40	261606.42	32	691+68.07	46.36' LT	1249.19	146075.20	261611.32
15	691+75.23	52.47' LT	1248.80	146082.41	261605.27	33	691+68.13	56.94' LT	1249.28	146075.35	261600.75
16	691+75.22	56.91' LT	1248.83	146082.43	261600.82	34	691+48.83	38.52' LT	1249.05	146055.91	261619.02
17	691+48.64	24.73' LT	1248.61	146055.62	261632.80	35	691+68.01	38.41' LT	1249.23	146075.08	261619.27
18	691+65.04	24.98' LT	1248.55	146072.02	261632.68	36	691+68.06	45.90' LT	1249.19	146075.20	261611.78

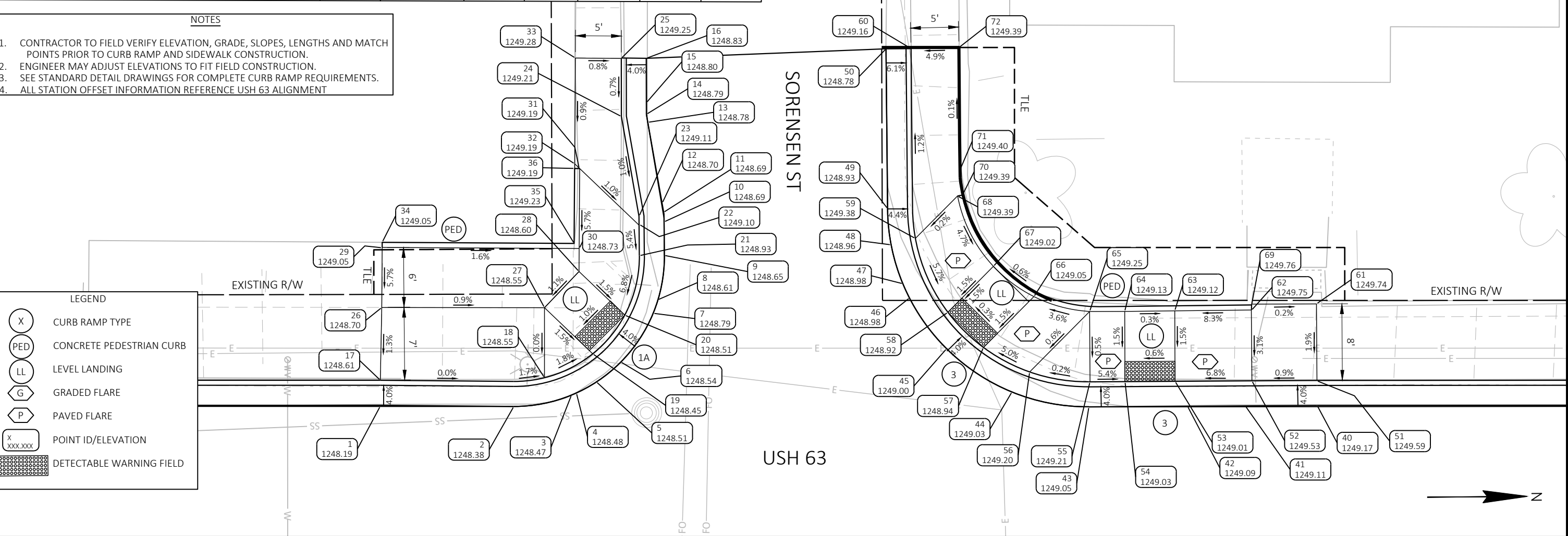
- NOTES
1.

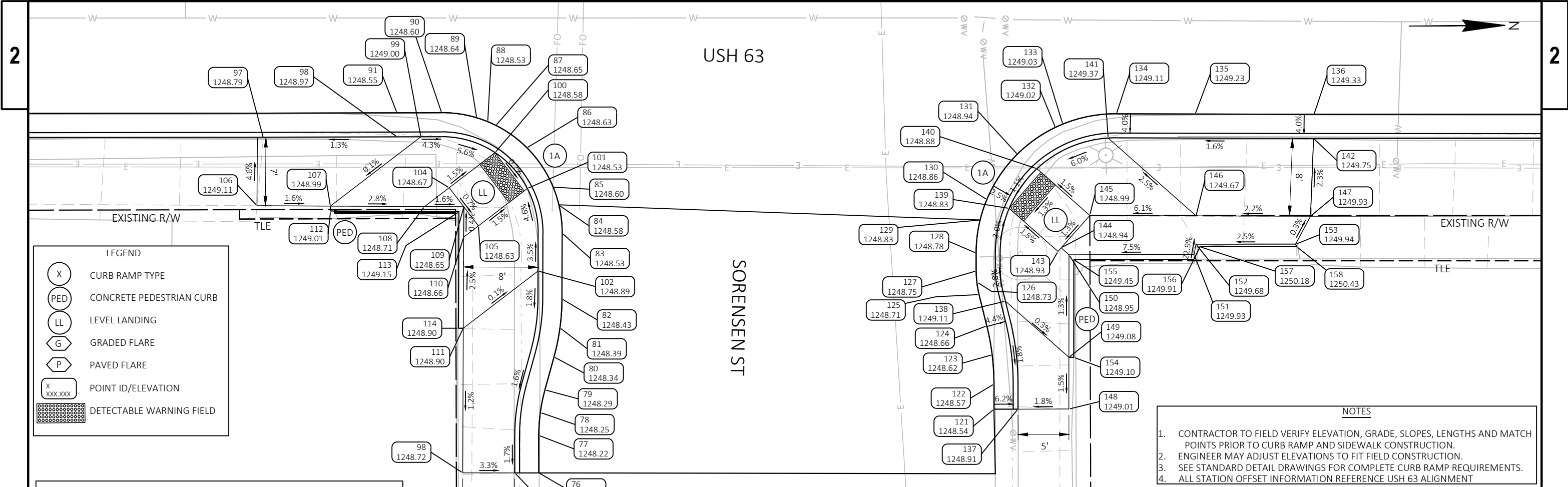
CONTRACTOR TO FIELD VERIFY ELEVATION, GRADE, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2.

ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3.

SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4.

ALL STATION OFFSET INFORMATION REFERENCE USH 63 ALIGNMENT



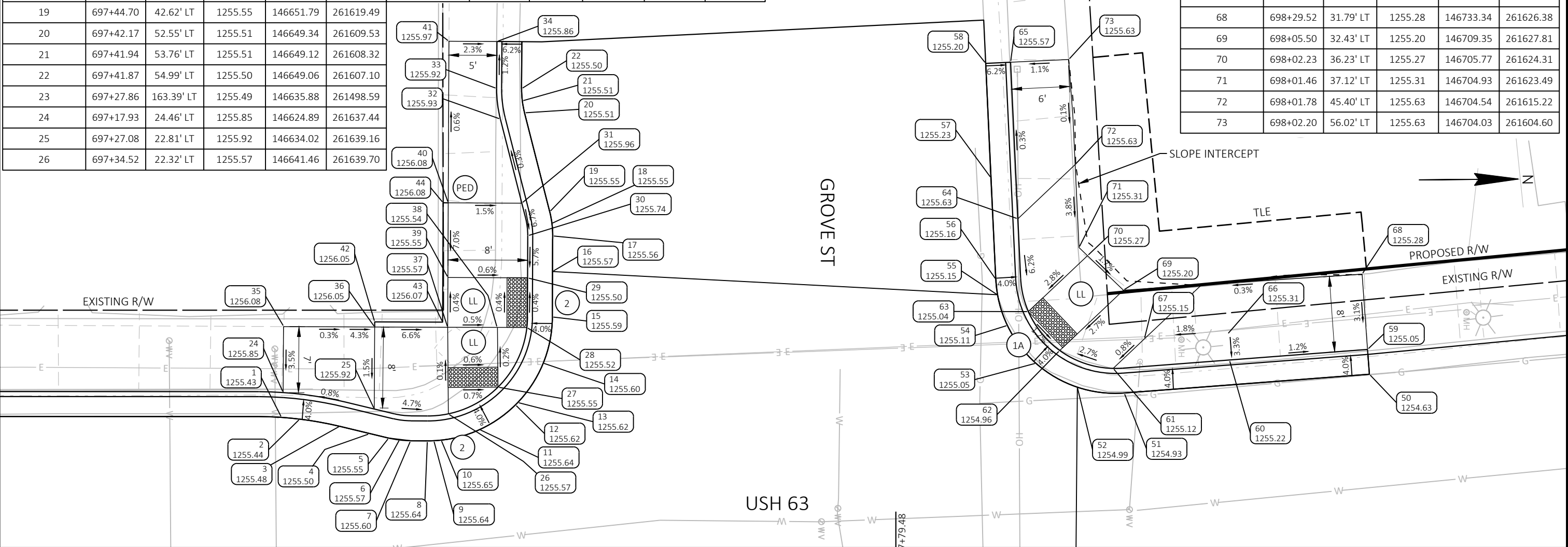


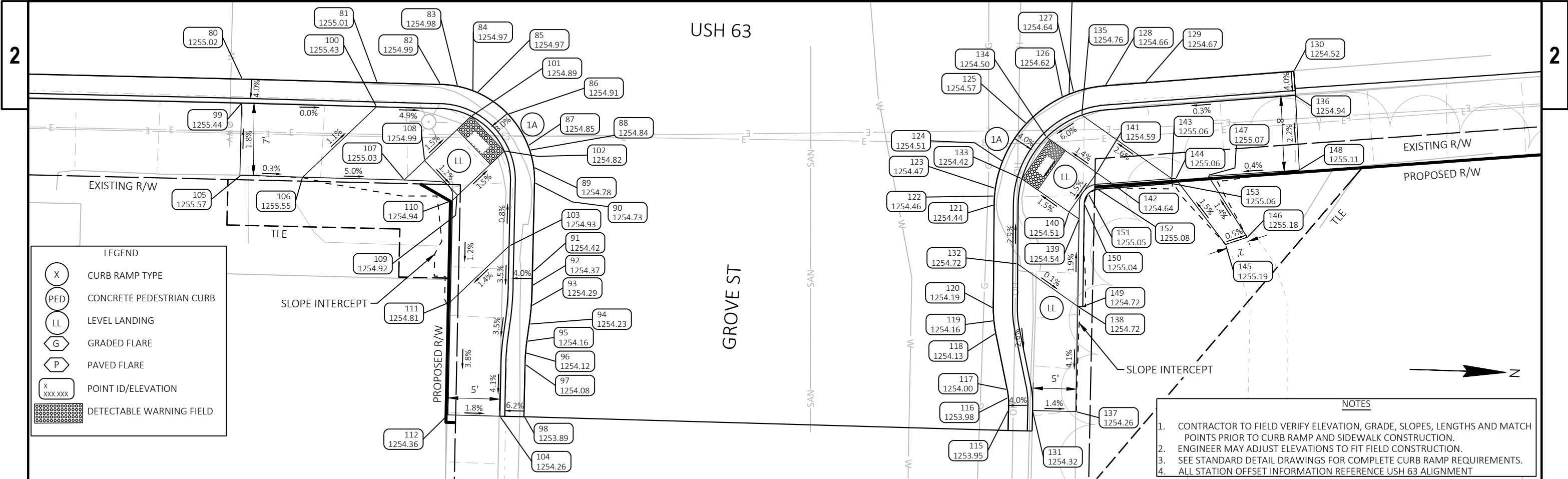
SORENSEN ST SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
76	691+76.14	60.08' RT	1248.16	146082.46	261717.83
77	691+76.15	56.18' RT	1248.22	146082.50	261713.93
78	691+76.30	53.79' RT	1248.25	146082.66	261711.53
79	691+76.78	51.44' RT	1248.29	146083.16	261709.19
80	691+77.72	48.01' RT	1248.34	146084.13	261705.76
81	691+78.35	44.99' RT	1248.39	146084.78	261702.75
82	691+78.54	41.98' RT	1248.43	146085.00	261699.74
83	691+78.57	35.13' RT	1248.53	146085.08	261692.90
84	691+78.18	32.18' RT	1248.58	146084.72	261689.94
85	691+77.57	30.35' RT	1248.60	146084.12	261688.10
86	691+74.89	26.27' RT	1248.63	146081.47	261684.00
87	691+71.66	23.94' RT	1248.65	146078.26	261681.65
88	691+70.83	23.54' RT	1248.53	146077.43	261681.25
89	691+69.68	23.15' RT	1248.64	146076.28	261680.84
90	691+66.02	22.63' RT	1248.60	146072.63	261680.29
91	691+61.38	22.62' RT	1248.55	146067.99	261680.25
97	691+47.46	25.18' RT	1248.79	146054.05	261682.71
98	691+68.23	60.08' RT	1248.72	146074.55	261717.76
98	691+61.39	25.12' RT	1248.97	146067.97	261682.75

SORENSEN ST SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
99	691+63.87	25.11' RT	1249.00	146070.46	261682.76
100	691+71.59	26.76' RT	1248.58	146078.16	261684.47
101	691+74.94	30.49' RT	1248.53	146081.49	261688.22
102	691+76.06	39.08' RT	1248.89	146082.54	261696.82
103	691+73.64	60.08' RT	1248.54	146079.96	261717.80
104	691+66.82	30.41' RT	1248.67	146073.37	261688.08
105	691+69.86	34.38' RT	1248.63	146076.38	261692.07
106	691+46.82	32.28' RT	1249.11	146053.35	261689.80
107	691+54.45	32.32' RT	1248.99	146060.98	261689.90
108	691+64.26	32.37' RT	1248.71	146070.79	261690.02
109	691+68.34	32.39' RT	1248.65	146074.87	261690.08
110	691+68.32	35.55' RT	1248.66	146074.83	261693.24
111	691+68.29	45.03' RT	1248.90	146074.72	261702.71
112	691+54.46	32.85' RT	1249.01	146060.99	261690.43
113	691+67.83	32.90' RT	1249.15	146074.36	261690.58
114	691+67.78	45.02' RT	1248.90	146074.22	261702.70

SORENSEN ST NE						SORENSEN ST NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
121	692+23.51	53.45' RT	1248.54	146129.88	261711.56	140	692+27.98	28.43' RT	1248.88	146134.54	261686.57
122	692+23.51	50.85' RT	1248.57	146129.90	261708.95	141	692+35.39	25.24' RT	1249.37	146141.97	261683.44
123	692+23.32	47.80' RT	1248.62	146129.73	261705.90	142	692+56.77	25.27' RT	1249.75	146163.35	261683.64
124	692+22.76	44.79' RT	1248.66	146129.20	261702.89	143	692+30.17	37.04' RT	1248.93	146136.66	261695.19
125	692+21.95	41.51' RT	1248.71	146128.41	261699.60	144	692+30.50	36.66' RT	1248.94	146137.00	261694.82
126	692+21.77	40.29' RT	1248.73	146128.24	261698.38	145	692+33.48	33.29' RT	1248.99	146140.00	261691.47
127	692+21.65	39.07' RT	1248.75	146128.13	261697.16	146	692+44.54	33.33' RT	1249.67	146151.06	261691.60
128	692+21.66	37.21' RT	1248.78	146128.15	261695.30	147	692+56.45	33.38' RT	1249.93	146162.97	261691.74
129	692+22.10	33.76' RT	1248.83	146128.62	261691.86	148	692+31.30	53.44' RT	1249.01	146137.67	261711.60
130	692+22.77	31.64' RT	1248.86	146129.31	261689.74	149	692+31.31	48.05' RT	1249.08	146137.72	261706.22
131	692+25.96	26.95' RT	1248.94	146132.53	261685.07	150	692+31.31	37.39' RT	1248.95	146137.81	261695.55
132	692+29.91	24.16' RT	1249.02	146136.50	261682.31	151	692+44.34	37.35' RT	1249.93	146150.83	261695.62
133	692+30.68	23.83' RT	1249.03	146137.28	261681.99	152	692+44.53	36.30' RT	1249.68	146151.03	261694.56
134	692+36.25	22.73' RT	1249.11	146142.85	261680.93	153	692+54.89	36.29' RT	1249.94	146161.39	261694.64
135	692+44.44	22.77' RT	1249.23	146151.04	261681.04	154	692+31.82	48.06' RT	1249.10	146138.23	261706.22
136	692+56.78	22.86' RT	1249.33	146163.39	261681.22	155	692+31.82	37.89' RT	1249.45	146138.31	261696.06
137	692+26.01	53.45' RT	1248.91	146132.38	261711.57	156	692+44.31	37.86' RT	1249.91	146150.80	261696.12
138	692+24.70	42.21' RT	1249.11	146131.15	261700.33	157	692+44.96	36.55' RT	1250.18	146151.45	261694.82
139	692+25.09	32.55' RT	1248.83	146131.62	261690.67	158	692+55.02	36.53' RT	1250.43	146161.52	261694.87

GROVE ST SW						GROVE ST SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	697+17.76	21.97' LT	1255.43	146624.70	261639.93	27	697+39.50	25.01' LT	1255.55	146646.46	261637.06
2	697+19.60	21.79' LT	1255.44	146626.53	261640.12	28	697+42.40	31.00' LT	1255.52	146649.40	261631.09
3	697+23.63	21.11' LT	1255.48	146630.56	261640.84	29	697+42.48	35.98' LT	1255.50	146649.52	261626.10
4	697+26.57	20.36' LT	1255.50	146633.49	261641.61	30	697+42.50	40.22' LT	1255.74	146649.57	261621.87
5	697+28.53	19.89' LT	1255.55	146635.45	261642.09	31	697+41.90	43.49' LT	1255.96	146649.00	261618.60
6	697+29.63	19.75' LT	1255.57	146636.55	261642.24	32	697+39.75	51.94' LT	1255.93	146646.91	261610.13
7	697+30.73	19.62' LT	1255.60	146637.65	261642.38	33	697+39.37	55.00' LT	1255.92	146646.56	261607.06
8	697+32.41	19.61' LT	1255.64	146639.32	261642.40	34	697+39.41	59.72' LT	1255.86	146646.63	261602.34
9	697+33.06	19.66' LT	1255.64	146639.97	261642.36	35	697+17.99	31.09' LT	1256.08	146625.00	261630.81
10	697+33.79	19.71' LT	1255.65	146640.71	261642.31	36	697+27.12	31.05' LT	1256.05	146634.13	261630.92
11	697+37.63	20.76' LT	1255.64	146644.55	261641.29	37	697+34.46	31.02' LT	1255.57	146641.46	261631.01
12	697+41.26	23.23' LT	1255.62	146648.20	261638.85	38	697+39.46	31.01' LT	1255.54	146646.46	261631.06
13	697+41.48	23.47' LT	1255.62	146648.43	261638.61	39	697+34.48	36.02' LT	1255.55	146641.52	261626.01
14	697+44.02	27.43' LT	1255.60	146650.99	261634.66	40	697+34.51	43.52' LT	1256.08	146641.61	261618.51
15	697+44.95	32.05' LT	1255.59	146651.96	261630.05	41	697+34.58	59.75' LT	1255.97	146641.81	261602.28
16	697+44.99	36.62' LT	1255.57	146652.03	261625.49	42	697+27.13	31.56' LT	1256.05	146634.13	261630.41
17	697+45.00	40.21' LT	1255.56	146652.07	261621.90	43	697+33.95	31.53' LT	1256.07	146640.96	261630.49
18	697+44.88	41.42' LT	1255.55	146651.96	261620.69	44	697+34.00	43.52' LT	1256.08	146641.10	261618.50
19	697+44.70	42.62' LT	1255.55	146651.79	261619.49						
20	697+42.17	52.55' LT	1255.51	146649.34	261609.53						
21	697+41.94	53.76' LT	1255.51	146649.12	261608.32						
22	697+41.87	54.99' LT	1255.50	146649.06	261607.10						
23	697+27.86	163.39' LT	1255.49	146635.88	261498.59						
24	697+17.93	24.46' LT	1255.85	146624.89	261637.44						
25	697+27.08	22.81' LT	1255.92	146634.02	261639.16						
26	697+34.52	22.32' LT	1255.57	146641.46	261639.70						





GROVE ST SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
80	697+11.24	22.79' RT	1255.02	146617.83	261684.64
81	697+25.29	22.84' RT	1255.01	146631.88	261684.80
82	697+31.89	22.87' RT	1254.99	146638.48	261684.88
83	697+33.66	23.05' RT	1254.98	146640.25	261685.07
84	697+35.27	23.51' RT	1254.97	146641.85	261685.54
85	697+35.70	23.65' RT	1254.97	146642.29	261685.68
86	697+38.95	25.81' RT	1254.91	146645.52	261687.87
87	697+41.12	29.04' RT	1254.85	146647.66	261691.11
88	697+41.29	29.51' RT	1254.84	146647.82	261691.59
89	697+41.75	31.25' RT	1254.78	146648.27	261693.33
90	697+41.87	32.86' RT	1254.73	146648.38	261694.94
91	697+41.91	42.16' RT	1254.42	146648.35	261704.24
92	697+41.87	43.60' RT	1254.37	146648.30	261705.68
93	697+41.85	45.69' RT	1254.29	146648.26	261707.77
94	697+41.69	47.59' RT	1254.23	146648.08	261709.67
95	697+41.48	49.37' RT	1254.16	146647.86	261711.45
96	697+41.34	50.57' RT	1254.12	146647.72	261712.64
97	697+41.35	51.77' RT	1254.08	146647.71	261713.84
98	697+41.36	57.14' RT	1253.89	146647.68	261719.21
99	697+11.24	25.29' RT	1255.44	146617.81	261687.13

GROVE ST SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
100	697+25.28	25.34' RT	1255.43	146631.85	261687.30
101	697+35.14	26.11' RT	1254.89	146641.70	261688.14
102	697+38.67	29.65' RT	1254.82	146645.20	261691.71
103	697+39.40	39.51' RT	1254.93	146645.86	261701.57
104	697+38.86	57.23' RT	1254.26	146645.18	261719.29
105	697+11.35	32.78' RT	1255.57	146617.86	261694.63
106	697+17.76	32.85' RT	1255.55	146624.27	261694.74
107	697+28.34	32.89' RT	1255.03	146634.85	261694.87
108	697+30.41	30.82' RT	1254.99	146636.94	261692.82
109	697+33.94	34.36' RT	1254.92	146640.44	261696.39
110	697+33.42	34.89' RT	1254.94	146639.91	261696.90
111	697+33.43	45.46' RT	1254.81	146639.85	261707.48
112	697+33.45	57.22' RT	1254.36	146639.77	261719.24

GROVE ST NE						GROVE ST NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
115	697+86.49	56.27' RT	1253.95	146698.09	261717.83	135	697+96.27	26.21' RT	1254.76	146705.24	261687.03
116	697+86.56	54.98' RT	1253.98	146698.06	261716.53	136	698+18.56	25.74' RT	1254.94	146727.41	261684.63
117	697+86.50	54.15' RT	1254.00	146697.92	261715.71	137	697+93.46	56.93' RT	1254.26	146705.10	261717.88
118	697+85.74	48.19' RT	1254.13	146696.65	261709.84	138	697+94.46	46.04' RT	1254.72	146705.14	261706.94
119	697+85.66	46.90' RT	1254.16	146696.46	261708.56	139	697+95.23	36.98' RT	1254.54	146705.13	261697.85
120	697+85.67	45.60' RT	1254.19	146696.36	261707.26	140	697+94.24	36.17' RT	1254.51	146704.07	261697.13
121	697+86.54	34.86' RT	1254.44	146696.29	261696.49	141	697+97.40	32.30' RT	1254.59	146706.89	261693.00
122	697+86.64	33.95' RT	1254.46	146696.32	261695.57	142	697+98.86	33.50' RT	1254.64	146708.45	261694.06
123	697+86.78	33.19' RT	1254.47	146696.39	261694.81	143	698+05.15	33.47' RT	1255.06	146714.71	261693.49
124	697+87.75	30.41' RT	1254.51	146697.11	261691.95	144	698+05.56	33.52' RT	1255.06	146715.12	261693.51
125	697+90.47	26.68' RT	1254.57	146699.50	261688.00	145	698+10.24	40.70' RT	1255.19	146720.41	261700.25
126	697+94.40	24.24' RT	1254.62	146703.20	261685.23	146	698+12.54	40.12' RT	1255.18	146722.65	261699.48
127	697+95.60	23.80' RT	1254.64	146704.36	261684.69	147	698+08.97	33.48' RT	1255.07	146718.51	261693.18
128	697+98.91	23.36' RT	1254.66	146707.62	261683.97	148	698+18.45	33.52' RT	1255.11	146727.96	261692.39
129	698+03.09	23.32' RT	1254.67	146711.79	261683.56	149	697+94.96	46.08' RT	1254.72	146705.65	261706.94
130	698+18.60	23.24' RT	1254.52	146727.23	261682.14	150	697+95.88	35.41' RT	1255.04	146705.64	261696.23
131	697+88.98	56.51' RT	1254.32	146700.60	261717.84	151	697+96.37	34.42' RT	1255.05	146706.04	261695.20
132	697+88.52	41.18' RT	1254.72	146698.81	261702.62	152	697+97.39	34.01' RT	1255.08	146707.03	261694.71
133	697+89.59	32.37' RT	1254.42	146699.12	261693.75	153	698+05.11	33.98' RT	1255.06	146714.71	261694.00
134	697+92.46	28.25' RT	1254.50	146701.61	261689.40						

FOSTER ST W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	700+59.12	21.90' LT	1253.21	146962.94	261616.37
2	700+68.15	21.90' LT	1253.17	146971.94	261615.58
3	700+74.68	21.91' LT	1253.15	146978.44	261615.01
4	701+36.26	21.94' LT	1252.76	147039.79	261609.65
5	700+59.11	24.40' LT	1253.51	146962.72	261613.88
6	700+63.92	24.40' LT	1253.56	146967.50	261613.46
7	700+69.14	24.40' LT	1253.10	146972.71	261613.00
8	700+74.16	24.40' LT	1253.07	146977.71	261612.57
9	700+79.18	24.41' LT	1253.55	146982.70	261612.13
11	700+89.43	24.41' LT	1253.46	146992.91	261611.24
12	700+96.42	24.42' LT	1252.93	146999.89	261610.63
13	701+18.74	24.43' LT	1252.79	147022.11	261608.69
14	701+36.26	24.44' LT	1253.13	147039.57	261607.16
15	700+64.54	32.35' LT	1253.67	146967.44	261605.48
16	700+79.16	31.96' LT	1253.53	146982.03	261604.61
18	700+89.28	31.09' LT	1253.57	146992.19	261604.60
19	700+96.30	30.42' LT	1253.02	146999.24	261604.66
20	701+18.73	30.43' LT	1252.88	147021.59	261602.71
21	701+36.33	30.24' LT	1253.22	147039.14	261601.38

- NOTES
1.

CONTRACTOR TO FIELD VERIFY ELEVATION, GRADE, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2.

ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3.

SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4.

ALL STATION OFFSET INFORMATION REFERENCE USH 63 ALIGNMENT

LEGEND

X

CURB RAMP TYPE

PED

CONCRETE PEDESTRIAN CURB

LL

LEVEL LANDING

G

GRADED FLARE

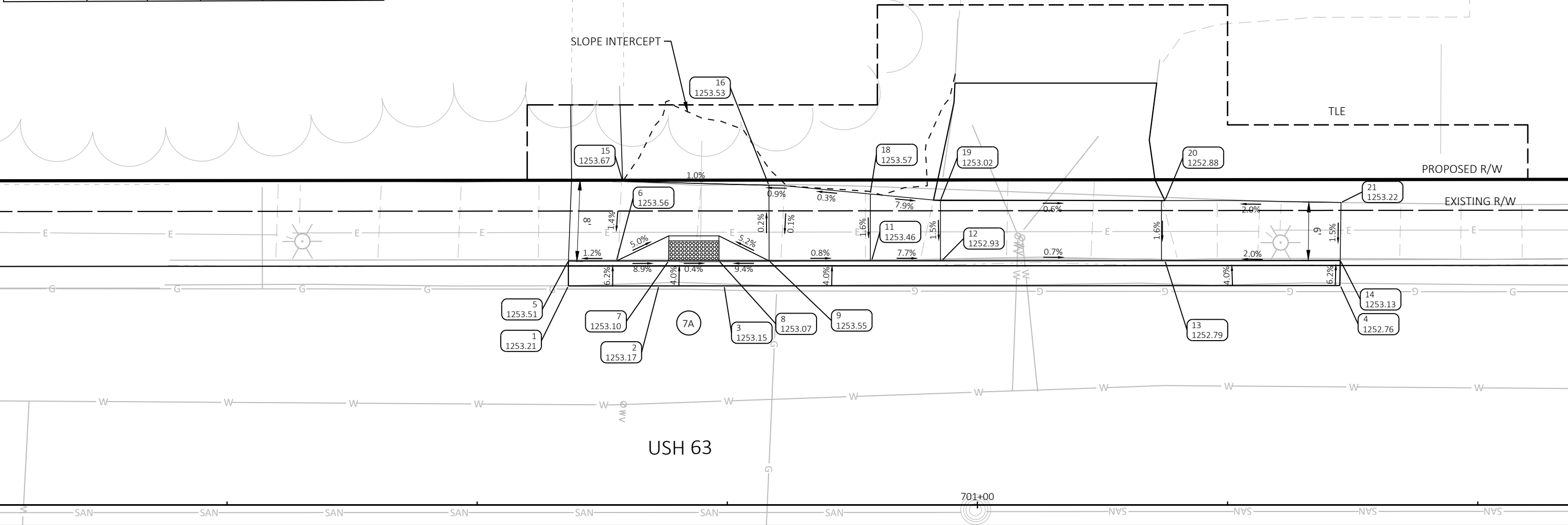
P

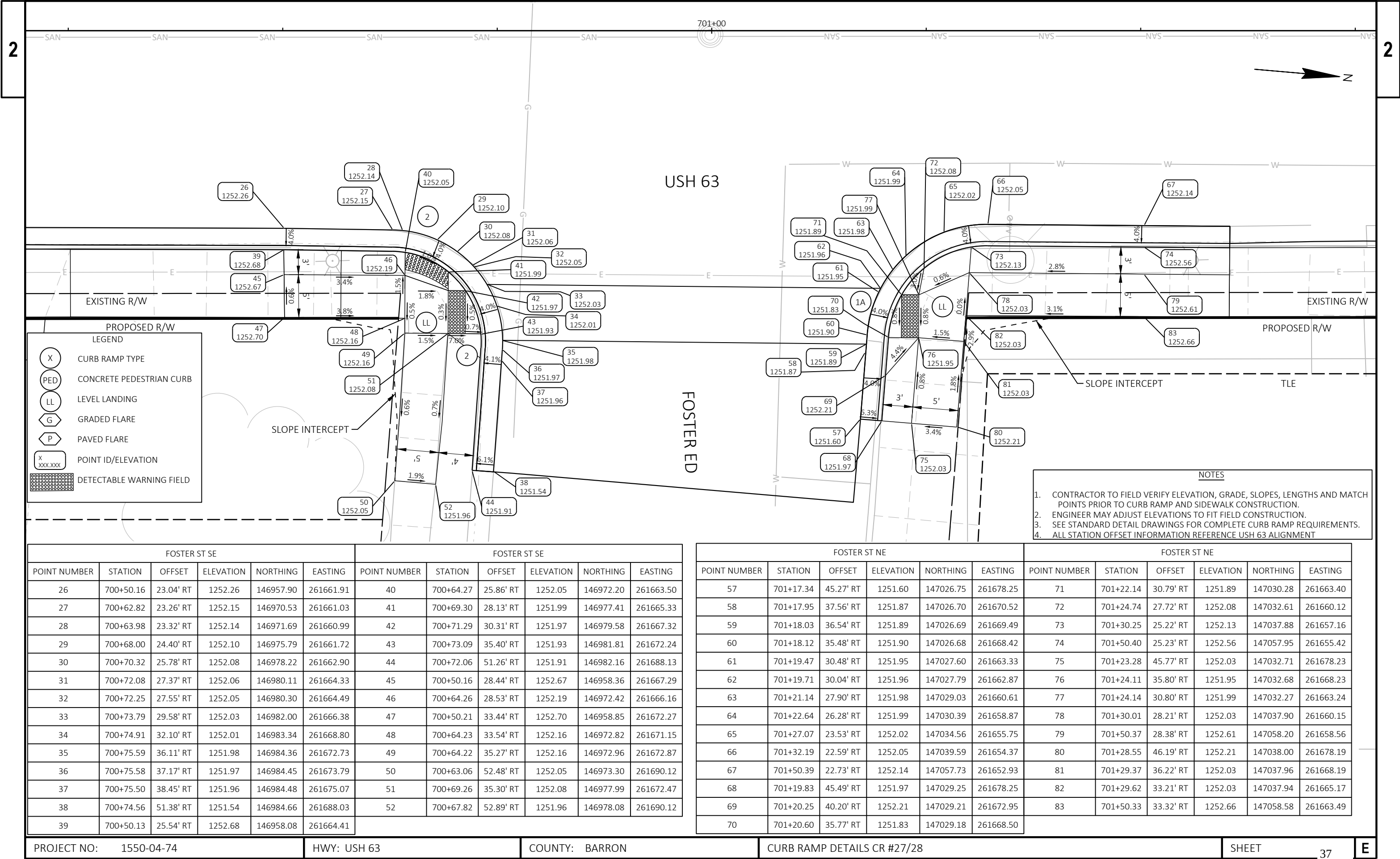
PAVED FLARE

X
XXX.XXX

POINT ID/ELEVATION

DETECTABLE WARNING FIELD





FOSTER ST SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
26	700+50.16	23.04' RT	1252.26	146957.90	261661.91
27	700+62.82	23.26' RT	1252.15	146970.53	261661.03
28	700+63.98	23.32' RT	1252.14	146971.69	261660.99
29	700+68.00	24.40' RT	1252.10	146975.79	261661.72
30	700+70.32	25.78' RT	1252.08	146978.22	261662.90
31	700+72.08	27.37' RT	1252.06	146980.11	261664.33
32	700+72.25	27.55' RT	1252.05	146980.30	261664.49
33	700+73.79	29.58' RT	1252.03	146982.00	261666.38
34	700+74.91	32.10' RT	1252.01	146983.34	261668.80
35	700+75.59	36.11' RT	1251.98	146984.36	261672.73
36	700+75.58	37.17' RT	1251.97	146984.45	261673.79
37	700+75.50	38.45' RT	1251.96	146984.48	261675.07
38	700+74.56	51.38' RT	1251.54	146984.66	261688.03
39	700+50.13	25.54' RT	1252.68	146958.08	261664.41

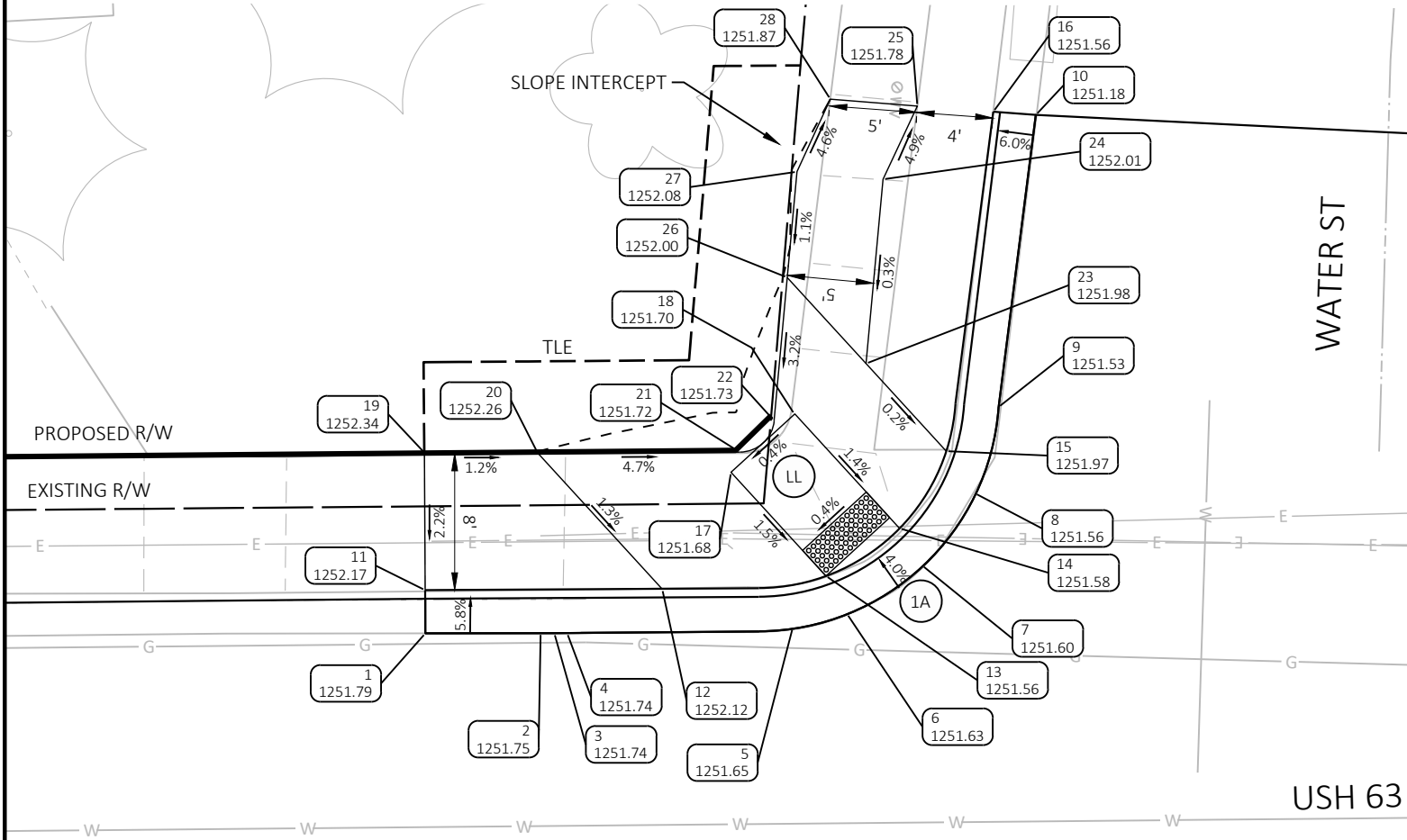
FOSTER ST SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
40	700+64.27	25.86' RT	1252.05	146972.20	261663.50
41	700+69.30	28.13' RT	1251.99	146977.41	261665.33
42	700+71.29	30.31' RT	1251.97	146979.58	261667.32
43	700+73.09	35.40' RT	1251.93	146981.81	261672.24
44	700+72.06	51.26' RT	1251.91	146982.16	261688.13
45	700+50.16	28.44' RT	1252.67	146958.36	261667.29
46	700+64.26	28.53' RT	1252.19	146972.42	261666.16
47	700+50.21	33.44' RT	1252.70	146958.85	261672.27
48	700+64.23	33.54' RT	1252.16	146972.82	261671.15
49	700+64.22	35.27' RT	1252.16	146972.96	261672.87
50	700+63.06	52.48' RT	1252.05	146973.30	261690.12
51	700+69.26	35.30' RT	1252.08	146977.99	261672.47
52	700+67.82	52.89' RT	1251.96	146978.08	261690.12

FOSTER ST NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
57	701+17.34	45.27' RT	1251.60	147026.75	261678.25
58	701+17.95	37.56' RT	1251.87	147026.70	261670.52
59	701+18.03	36.54' RT	1251.89	147026.69	261669.49
60	701+18.12	35.48' RT	1251.90	147026.68	261668.42
61	701+19.47	30.48' RT	1251.95	147027.60	261663.33
62	701+19.71	30.04' RT	1251.96	147027.79	261662.87
63	701+21.14	27.90' RT	1251.98	147029.03	261660.61
64	701+22.64	26.28' RT	1251.99	147030.39	261658.87
65	701+27.07	23.53' RT	1252.02	147034.56	261655.75
66	701+32.19	22.59' RT	1252.05	147039.59	261654.37
67	701+50.39	22.73' RT	1252.14	147057.73	261652.93
68	701+19.83	45.49' RT	1251.97	147029.25	261678.25
69	701+20.25	40.20' RT	1252.21	147029.21	261672.95
70	701+20.60	35.77' RT	1251.83	147029.18	261668.50

FOSTER ST NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
71	701+22.14	30.79' RT	1251.89	147030.28	261663.40
72	701+24.74	27.72' RT	1252.08	147032.61	261660.12
73	701+30.25	25.22' RT	1252.13	147037.88	261657.16
74	701+50.40	25.23' RT	1252.56	147057.95	261655.42
75	701+23.28	45.77' RT	1252.03	147032.71	261678.23
76	701+24.11	35.80' RT	1251.95	147032.68	261668.23
77	701+24.14	30.80' RT	1251.99	147032.27	261663.24
78	701+30.01	28.21' RT	1252.03	147037.90	261660.15
79	701+50.37	28.38' RT	1252.61	147058.20	261658.56
80	701+28.55	46.19' RT	1252.21	147038.00	261678.19
81	701+29.37	36.22' RT	1252.03	147037.96	261668.19
82	701+29.62	33.21' RT	1252.03	147037.94	261665.17
83	701+50.33	33.32' RT	1252.66	147058.58	261663.49

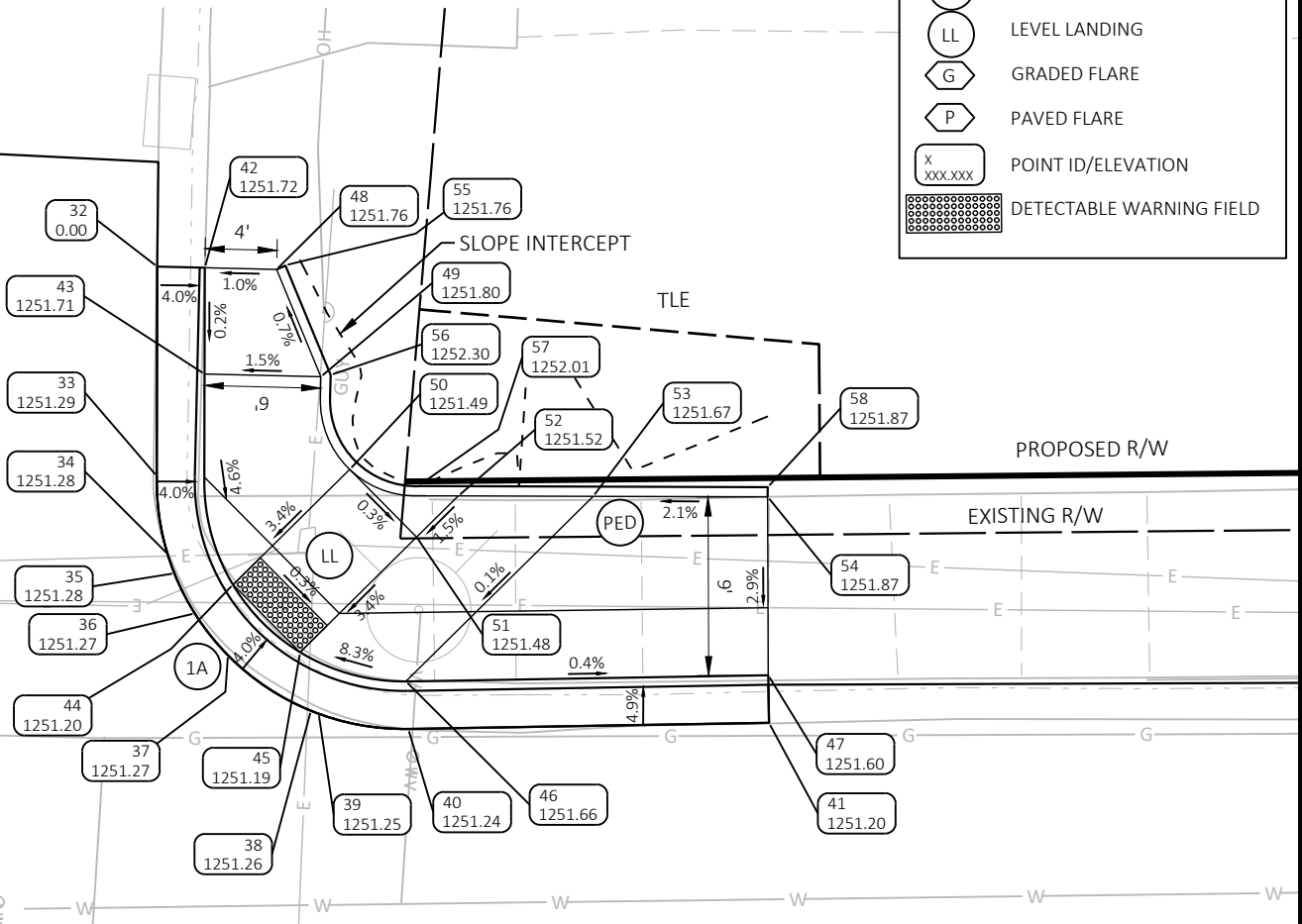
2

WATER ST SW						WATER ST SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	703+81.98	22.32' LT	1251.79	147284.55	261588.02	16	704+15.06	52.23' LT	1251.56	147314.92	261555.36
2	703+88.65	22.30' LT	1251.75	147291.20	261587.46	17	703+99.73	31.50' LT	1251.68	147301.44	261577.34
3	703+89.44	22.27' LT	1251.74	147291.99	261587.42	18	704+03.44	34.85' LT	1251.70	147304.85	261573.68
4	703+90.18	22.27' LT	1251.74	147292.73	261587.36	19	703+82.05	32.72' LT	1252.34	147283.73	261577.65
5	704+03.22	22.46' LT	1251.65	147305.70	261586.04	20	703+88.56	32.70' LT	1252.26	147290.21	261577.11
6	704+06.36	23.26' LT	1251.63	147308.76	261584.97	21	704+00.24	32.66' LT	1251.72	147301.85	261576.14
7	704+10.75	26.01' LT	1251.60	147312.89	261581.85	22	704+02.24	34.46' LT	1251.73	147303.69	261574.17
8	704+13.82	30.17' LT	1251.56	147315.59	261577.44	23	704+07.58	37.73' LT	1251.98	147308.73	261570.45
9	704+15.22	35.14' LT	1251.53	147316.56	261572.37	24	704+08.65	48.37' LT	1252.01	147308.87	261559.75
10	704+17.52	52.03' LT	1251.18	147317.39	261555.34	25	704+10.67	52.59' LT	1251.78	147310.52	261555.38
11	703+81.99	24.82' LT	1252.17	147284.35	261585.53	26	704+03.07	42.74' LT	1252.00	147303.79	261565.85
12	703+95.69	24.77' LT	1252.12	147298.00	261584.39	27	704+03.68	48.85' LT	1252.08	147303.87	261559.71
13	704+05.17	25.46' LT	1251.56	147307.38	261582.88	28	704+05.63	53.04' LT	1251.87	147305.46	261555.37
14	704+09.44	28.18' LT	1251.58	147311.40	261579.80						
15	704+12.17	32.62' LT	1251.97	147313.74	261575.14						



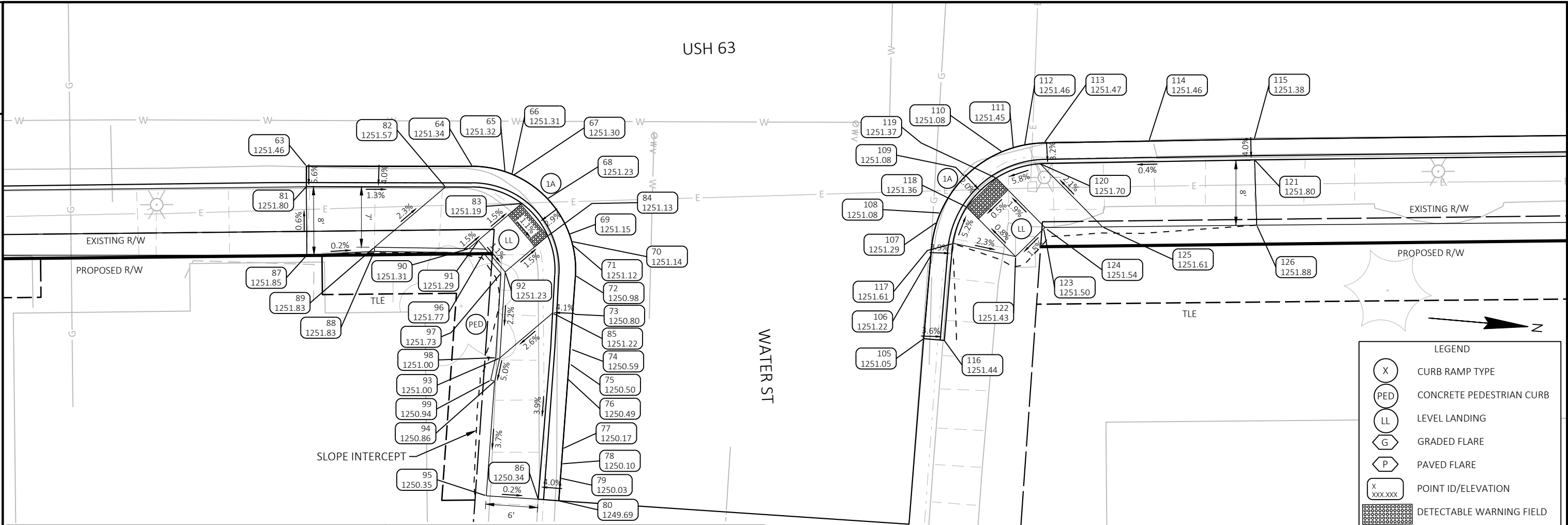
- | NOTES | |
|-------|---|
| 1. | CONTRACTOR TO FIELD VERIFY ELEVATION, GRADE, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION. |
| 2. | ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION. |
| 3. | SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS. |
| 4. | ALL STATION OFFSET INFORMATION REFERENCE USH 63 ALIGNMENT |

WATER ST NW						WATER ST NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
32	704+55.25	44.36' LT	0.00	147355.64	261559.72	47	704+87.20	22.61' LT	1251.60	147389.35	261578.62
33	704+55.14	33.34' LT	1251.29	147356.49	261570.71	48	704+61.52	44.16' LT	1251.76	147361.91	261559.37
34	704+55.73	29.19' LT	1251.28	147357.43	261574.80	49	704+63.81	38.50' LT	1251.80	147364.67	261564.82
35	704+56.04	28.22' LT	1251.28	147357.83	261575.73	50	704+65.29	33.61' LT	1251.49	147366.57	261569.56
36	704+57.09	26.11' LT	1251.27	147359.05	261577.75	51	704+68.77	30.03' LT	1251.48	147370.35	261572.83
37	704+58.87	23.88' LT	1251.27	147361.02	261579.81	52	704+70.98	32.17' LT	1251.52	147372.37	261570.50
38	704+63.15	20.95' LT	1251.26	147365.54	261582.36	53	704+78.07	32.10' LT	1251.67	147379.44	261569.96
39	704+63.54	20.82' LT	1251.25	147365.94	261582.46	54	704+87.24	32.00' LT	1251.87	147388.58	261569.27
40	704+68.25	19.94' LT	1251.24	147370.71	261582.92	55	704+62.00	44.35' LT	1251.76	147362.36	261559.14
41	704+87.22	20.11' LT	1251.20	147389.59	261581.11	56	704+64.32	38.59' LT	1252.30	147365.18	261564.69
42	704+57.75	44.28' LT	1251.72	147358.14	261559.59	57	704+68.93	32.71' LT	1252.01	147370.28	261570.15
43	704+57.69	38.69' LT	1251.71	147358.57	261565.16	58	704+87.25	32.51' LT	1251.87	147388.54	261568.76
44	704+59.11	27.60' LT	1251.20	147360.94	261576.08	Z LEGEND X CURB RAMP TYPE PFD CONCRETE PEDESTRIAN CURB					
45	704+62.60	24.02' LT	1251.19	147364.72	261579.35						
46	704+68.15	22.44' LT	1251.66	147370.39	261580.44						



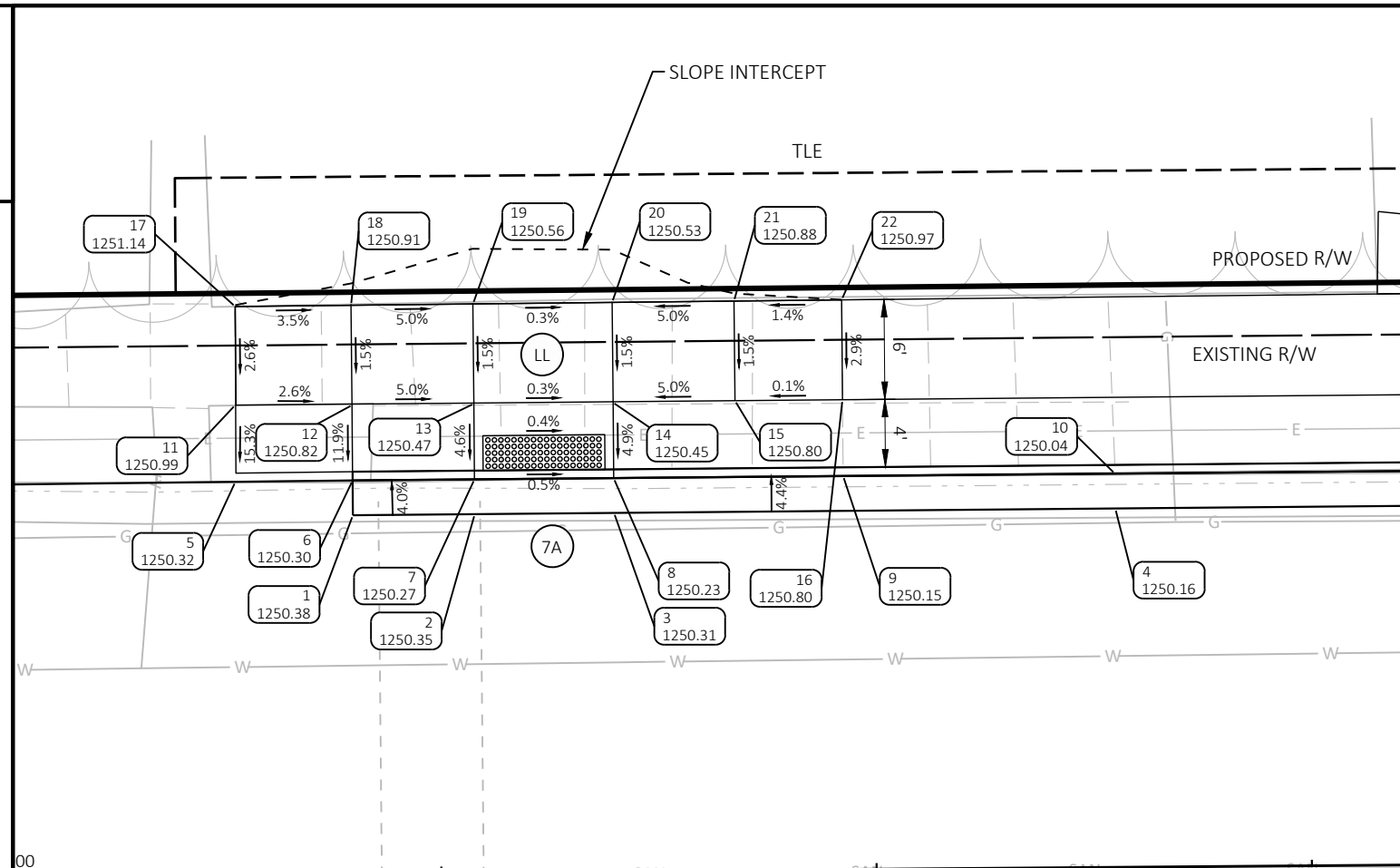
LEGEND

	CURB RAMP TYPE
	CONCRETE PEDESTRIAN CURB
	LEVEL LANDING
	GRADED FLARE
	PAVED FLARE
	POINT ID/ELEVATION
	DETECTABLE WARNING FIELD



WATER ST SE						WATER ST SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
63	703+73.22	22.45' RT	1251.46	147279.70	261633.38	82	703+89.98	25.15' RT	1251.57	147296.63	261634.61
64	703+93.26	22.68' RT	1251.34	147299.69	261631.88	83	703+99.19	27.24' RT	1251.19	147305.98	261635.90
65	703+97.21	23.38' RT	1251.32	147303.67	261632.23	84	704+02.27	31.16' RT	1251.13	147309.39	261639.54
66	703+98.03	23.73' RT	1251.31	147304.53	261632.51	85	704+02.79	40.51' RT	1251.22	147310.72	261648.81
67	703+98.20	23.81' RT	1251.30	147304.71	261632.57	86	704+00.83	62.98' RT	1250.34	147310.71	261671.36
68	704+02.28	26.69' RT	1251.23	147309.02	261635.09	87	703+73.18	33.22' RT	1251.85	147280.59	261644.11
69	704+04.86	31.01' RT	1251.15	147311.96	261639.17	88	703+81.33	32.84' RT	1251.83	147288.68	261643.03
70	704+05.17	31.87' RT	1251.14	147312.34	261640.00	89	703+81.35	32.34' RT	1251.83	147288.65	261642.53
71	704+05.24	32.27' RT	1251.12	147312.45	261640.39	90	703+92.73	32.62' RT	1251.31	147300.02	261641.82
72	704+05.59	35.99' RT	1250.98	147313.12	261644.07	91	703+93.91	31.64' RT	1251.29	147301.10	261640.74
73	704+05.29	40.67' RT	1250.80	147313.22	261648.75	92	703+97.11	35.48' RT	1251.23	147304.62	261644.29
74	704+05.00	44.90' RT	1250.59	147313.30	261653.00	93	703+96.36	45.87' RT	1251.00	147304.78	261654.71
75	704+04.82	46.67' RT	1250.50	147313.28	261654.78	94	703+95.70	48.67' RT	1250.86	147304.37	261657.56
76	704+04.48	48.42' RT	1250.49	147313.09	261656.55	95	703+94.56	62.50' RT	1250.35	147304.42	261671.43
77	704+03.84	56.91' RT	1250.17	147313.19	261665.05	96	703+94.54	33.19' RT	1251.77	147301.86	261642.24
78	704+03.69	58.73' RT	1250.10	147313.19	261666.88	97	703+96.60	35.65' RT	1251.73	147304.13	261644.50
79	704+03.55	60.46' RT	1250.03	147313.20	261668.62	98	703+95.86	45.83' RT	1251.00	147304.28	261654.71
80	704+03.32	63.18' RT	1249.69	147313.21	261671.36	99	703+95.23	48.54' RT	1250.94	147303.88	261657.47
81	703+73.19	24.95' RT	1251.80	147279.89	261635.87						

WATER ST NE						WATER ST NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
105	704+47.59	44.02' RT	1251.05	147355.66	261648.43	116	704+49.97	44.12' RT	1251.44	147358.03	261648.33
106	704+48.56	33.98' RT	1251.22	147355.75	261638.35	117	704+51.22	32.53' RT	1251.61	147358.28	261636.67
107	704+49.31	29.99' RT	1251.29	147356.16	261634.30	118	704+52.94	28.19' RT	1251.36	147359.62	261632.20
108	704+49.74	28.86' RT	1251.08	147356.48	261633.15	119	704+56.54	24.72' RT	1251.37	147362.91	261628.43
109	704+52.80	24.47' RT	1251.08	147359.15	261628.51	120	704+61.87	23.04' RT	1251.70	147368.07	261626.29
110	704+57.28	21.54' RT	1251.08	147363.37	261625.20	121	704+87.77	22.82' RT	1251.80	147393.85	261623.84
111	704+58.64	21.10' RT	1251.45	147364.68	261624.64	122	704+58.78	34.22' RT	1251.43	147365.95	261637.70
112	704+60.00	20.78' RT	1251.46	147366.01	261624.21	123	704+62.22	30.89' RT	1251.50	147369.10	261634.08
113	704+62.35	20.53' RT	1251.47	147368.33	261623.75	124	704+62.51	30.89' RT	1251.54	147369.38	261634.06
114	704+75.03	20.42' RT	1251.46	147380.95	261622.55	125	704+69.32	30.74' RT	1251.61	147376.15	261633.32
115	704+87.75	20.32' RT	1251.38	147393.61	261621.35	126	704+87.95	30.71' RT	1251.88	147394.72	261631.68



SCHOOL MID BLOCK W						SCHOOL MID BLOCK W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	707+20.08	20.56' LT	1250.38	147621.54	261560.52	16	707+48.25	26.97' LT	1250.80	147649.05	261551.70
2	707+27.08	20.57' LT	1250.35	147628.51	261559.91	17	707+13.41	32.60' LT	1251.14	147613.86	261549.11
3	707+35.08	20.58' LT	1250.31	147636.48	261559.21	18	707+20.07	32.62' LT	1250.91	147620.48	261548.51
4	707+63.87	20.61' LT	1250.16	147665.16	261556.69	19	707+27.07	32.64' LT	1250.56	147627.45	261547.88
5	707+13.34	22.54' LT	1250.32	147614.65	261559.14	20	707+35.07	32.67' LT	1250.53	147635.42	261547.17
6	707+20.08	22.56' LT	1250.30	147621.36	261558.53	21	707+42.07	32.69' LT	1250.88	147642.39	261546.54
7	707+27.08	22.57' LT	1250.27	147628.34	261557.92	22	707+48.25	32.71' LT	1250.97	147648.55	261545.99
8	707+35.08	22.56' LT	1250.23	147636.31	261557.23						
9	707+48.25	22.59' LT	1250.15	147649.43	261556.06						
10	707+63.86	22.61' LT	1250.04	147664.98	261554.70						
11	707+13.37	26.94' LT	1250.99	147614.30	261554.75						
12	707+20.06	26.95' LT	1250.82	147620.97	261554.17						
13	707+27.07	26.95' LT	1250.47	147627.95	261553.55						
14	707+35.07	26.96' LT	1250.45	147635.92	261552.85						
15	707+42.07	26.97' LT	1250.80	147642.89	261552.24						



LEGEND

X

CURB RAMP TYPE

PED

CONCRETE PEDESTRIAN CURB

LL

LEVEL LANDING

G

GRADED FLARE

P

PAVED FLARE

X
XXX.XXX

POINT ID/ELEVATION

DETECTABLE WARNING FIELD

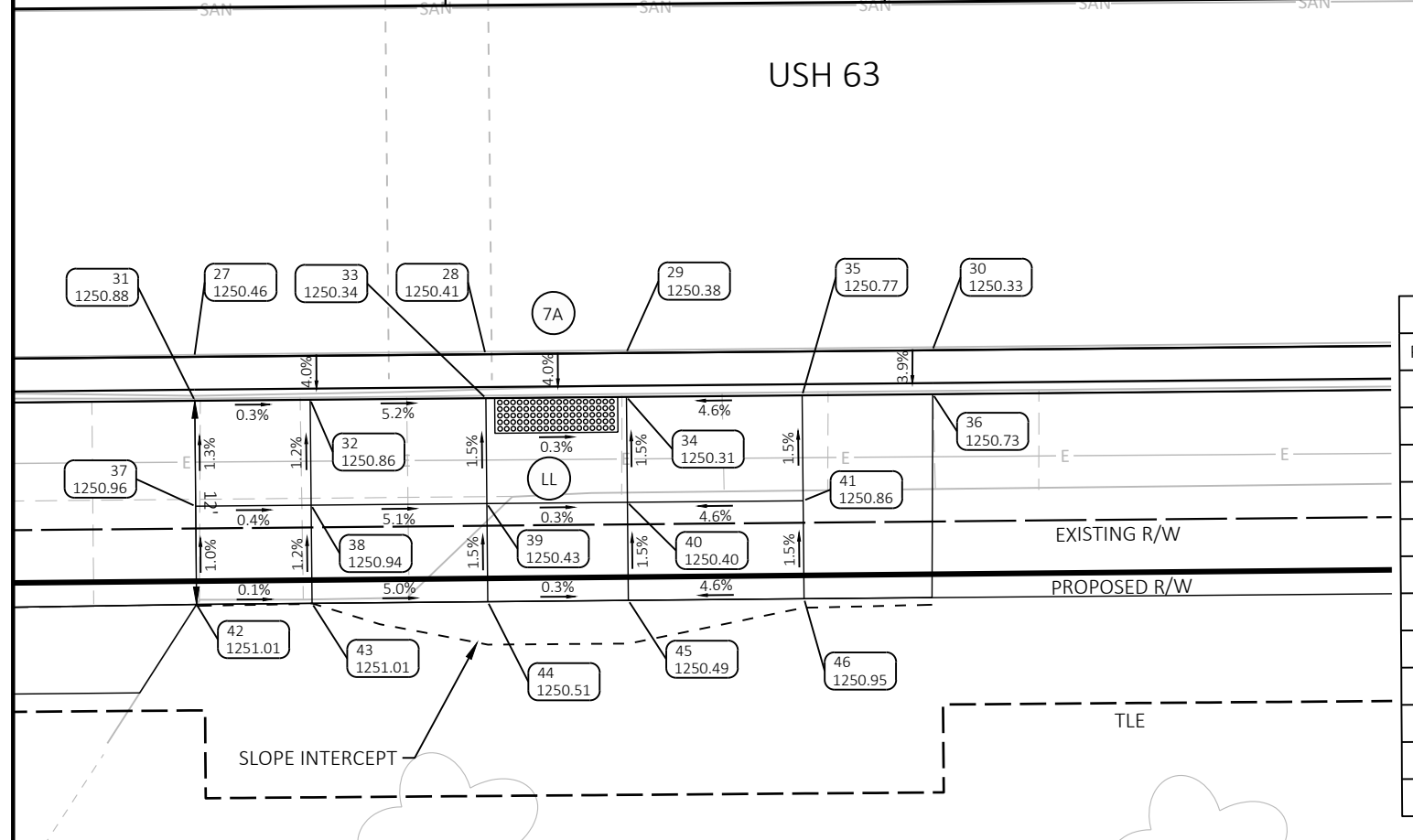
- NOTES
1.

CONTRACTOR TO FIELD VERIFY ELEVATION, GRADE, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2.

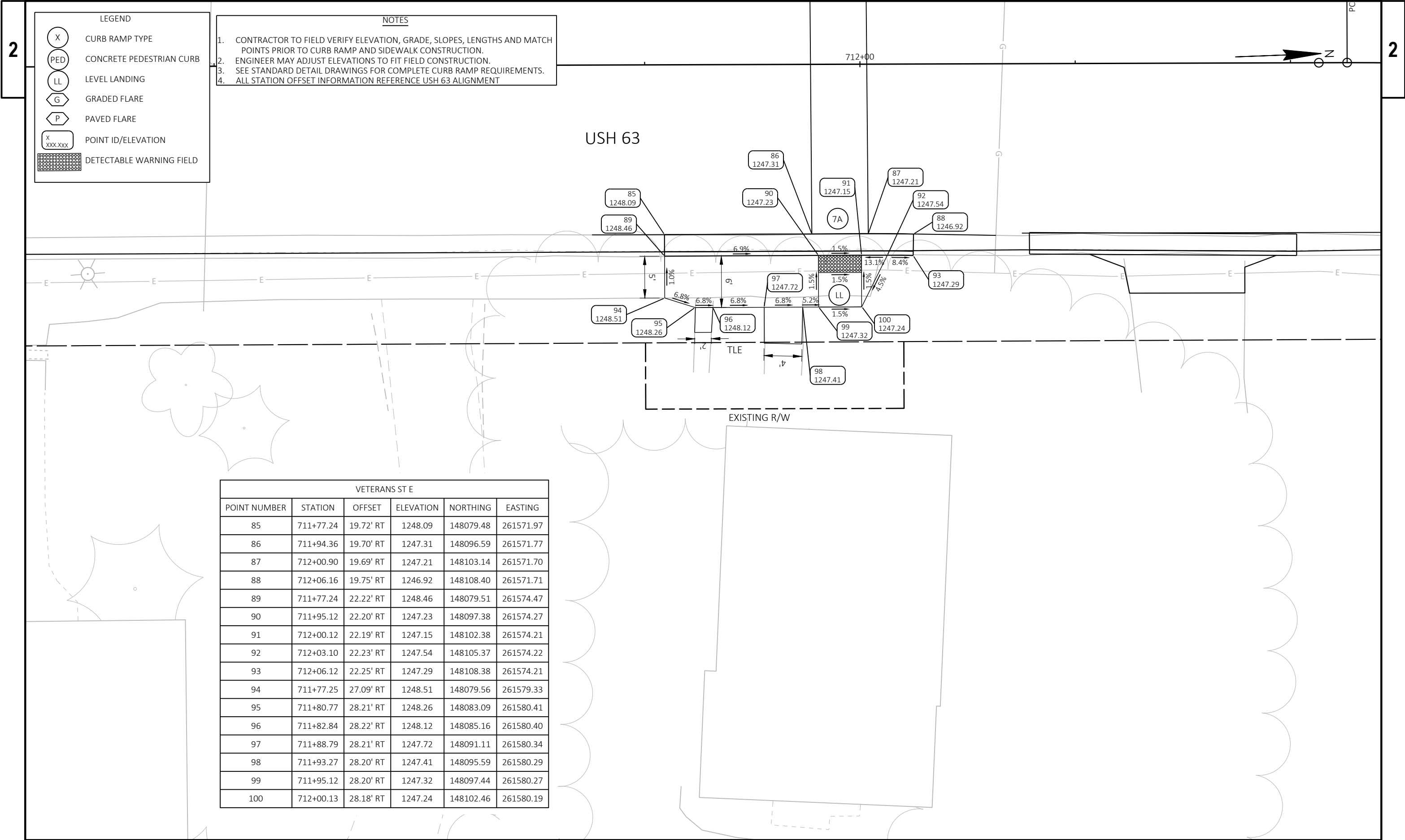
ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3.

SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4.

ALL STATION OFFSET INFORMATION REFERENCE USH 63 ALIGNMENT



SCHOOL MID BLOCK E						SCHOOL MID BLOCK E					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
27	707+10.55	19.87' RT	1250.46	147615.54	261601.63	39	707+27.13	28.36' RT	1250.43	147632.79	261608.65
28	707+27.12	19.86' RT	1250.41	147632.05	261600.18	40	707+35.13	28.35' RT	1250.40	147640.76	261607.95
29	707+35.12	19.85' RT	1250.38	147640.02	261599.48	41	707+45.13	28.34' RT	1250.86	147650.72	261607.08
30	707+52.55	19.83' RT	1250.33	147657.38	261597.96	42	707+10.56	33.97' RT	1251.01	147616.77	261615.67
31	707+10.56	22.37' RT	1250.88	147615.76	261604.12	43	707+17.14	33.96' RT	1251.01	147623.32	261615.10
32	707+17.12	22.37' RT	1250.86	147622.31	261603.55	44	707+27.13	33.94' RT	1250.51	147633.28	261614.21
33	707+27.12	22.36' RT	1250.34	147632.27	261602.67	45	707+35.13	33.93' RT	1250.49	147641.25	261613.51
34	707+35.12	22.35' RT	1250.31	147640.24	261601.97	46	707+45.14	33.91' RT	1250.95	147651.22	261612.63
35	707+45.12	22.34' RT	1250.77	147650.20	261601.10	47	707+52.42	33.91' RT	1250.94	147658.47	261611.99
36	707+52.56	22.33' RT	1250.73	147657.60	261600.45						
37	707+10.56	28.37' RT	1250.96	147616.28	261610.10						
38	707+17.13	28.37' RT	1250.94	147622.83	261609.52						



2ND AVE NORTH SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	714+08.47	21.43' LT	1239.54	148314.65	261569.18
2	714+14.23	25.24' LT	1239.32	148321.93	261568.89
3	714+17.12	28.40' LT	1239.19	148326.24	261567.74
4	714+19.49	32.26' LT	1239.12	148330.45	261565.74
5	714+21.74	38.87' LT	1239.03	148336.03	261561.38
6	714+21.94	39.99' LT	1239.02	148336.80	261560.54
7	714+22.04	40.58' LT	1239.01	148337.20	261560.10
8	714+22.43	43.01' LT	1239.00	148338.84	261558.25
9	714+07.57	23.73' LT	1239.91	148314.91	261566.70
10	714+15.37	30.00' LT	1239.61	148325.39	261565.39
11	714+17.29	33.06' LT	1239.06	148328.76	261563.82
12	714+19.26	38.02' LT	1238.98	148333.18	261560.67
13	714+19.88	41.03' LT	1239.43	148335.33	261558.44
14	714+20.28	43.49' LT	1239.39	148336.99	261556.57
15	714+01.33	37.51' LT	1239.84	148315.27	261551.30
16	714+06.27	34.76' LT	1239.46	148318.90	261556.32
17	714+11.89	33.03' LT	1239.36	148323.54	261560.85
18	714+02.69	41.80' LT	1239.71	148318.61	261548.20
19	714+11.95	38.48' LT	1239.33	148326.28	261556.13

LEGEND

X

CURB RAMP TYPE

PED

CONCRETE PEDESTRIAN CURB

LL

LEVEL LANDING

G

GRADED FLARE

P

PAVED FLARE

X
XXX.XXX

POINT ID/ELEVATION

DETECTABLE WARNING FIELD

2ND AVE NORTH NW						2ND AVE NORTH NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
48	714+86.71	20.11' LT	1236.13	148380.76	261618.86	61	714+60.63	36.89' LT	1237.66	148370.78	261588.14
49	714+81.50	20.23' LT	1236.40	148376.94	261615.31	62	714+59.07	41.68' LT	1237.75	148372.39	261583.30
50	714+66.47	25.43' LT	1237.28	148368.51	261601.09	63	714+58.53	51.70' LT	1238.30	148378.12	261575.05
51	714+61.97	30.02' LT	1237.63	148367.62	261594.42	64	714+63.47	65.44' LT	1238.09	148391.34	261568.05
52	714+58.63	35.81' LT	1237.73	148368.34	261587.58	65	714+61.34	51.08' LT	1238.31	148380.30	261577.59
53	714+57.57	38.72' LT	1237.78	148369.21	261584.56	66	714+69.34	64.91' LT	1238.21	148396.49	261573.05
54	714+56.66	42.55' LT	1237.84	148370.76	261580.91	67	714+86.84	26.27' LT	1236.59	148384.94	261614.33
55	714+56.21	47.53' LT	1237.91	148373.41	261576.66	68	714+81.28	28.73' LT	1237.00	148382.41	261608.81
56	714+56.96	55.25' LT	1237.84	148378.86	261571.12	69	714+70.81	32.75' LT	1237.81	148376.88	261598.59
57	714+61.89	67.03' LT	1237.72	148390.84	261565.61	70	714+66.24	37.96' LT	1237.75	148376.34	261591.32
58	714+86.76	22.61' LT	1236.55	148382.46	261617.02	71	714+65.47	42.88' LT	1237.83	148378.81	261586.97
59	714+81.55	22.73' LT	1236.82	148378.63	261613.48	72	714+65.52	50.21' LT	1238.32	148383.54	261581.36
60	714+67.17	27.97' LT	1237.75	148370.72	261599.63	73	714+71.90	61.65' LT	1238.25	148396.72	261577.55

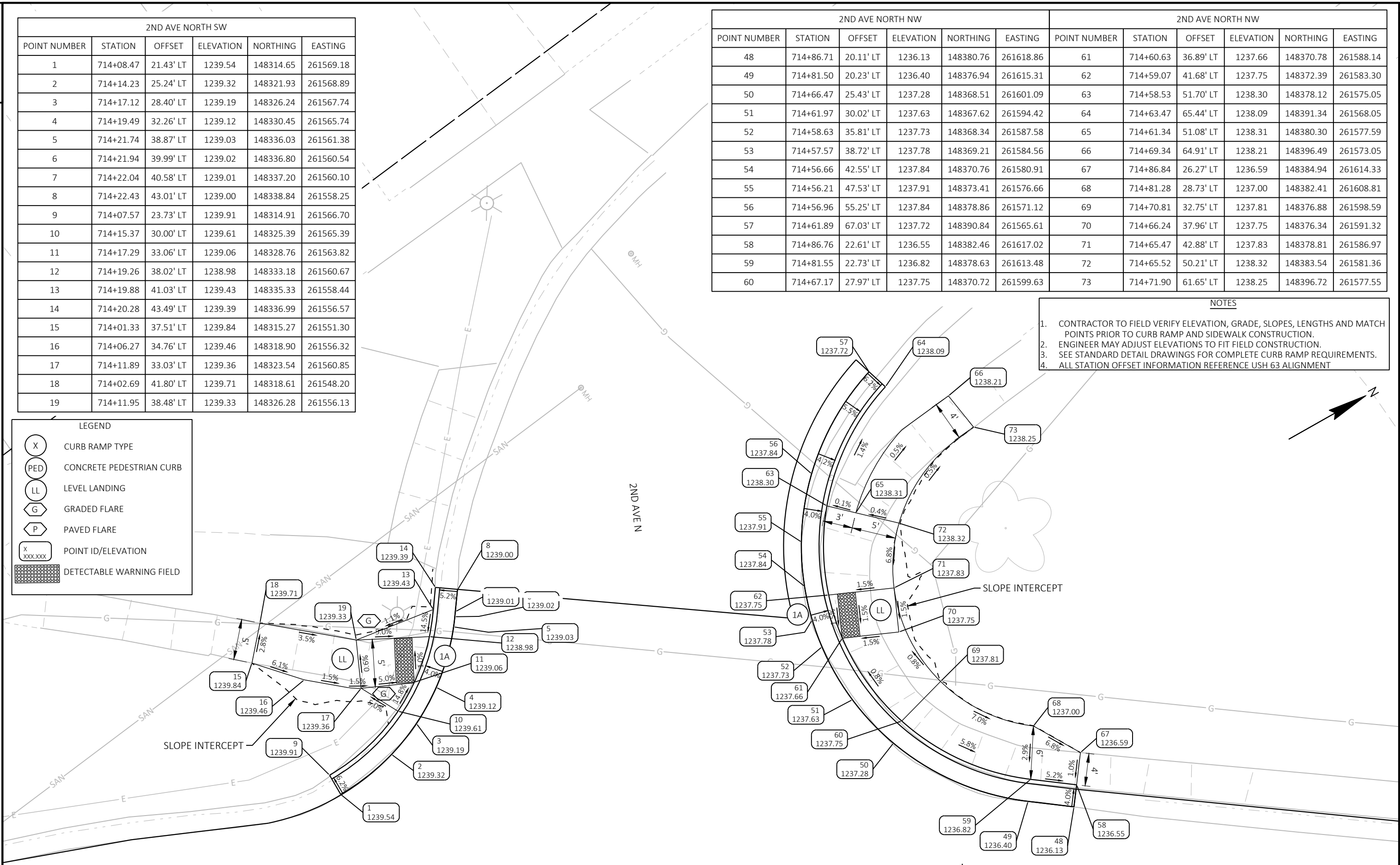
- NOTES
1.

CONTRACTOR TO FIELD VERIFY ELEVATION, GRADE, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2.

ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3.

SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4.

ALL STATION OFFSET INFORMATION REFERENCE USH 63 ALIGNMENT



2

ARCADE AVE SW						ARCADE AVE SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	726+55.86	19.46' LT	1240.68	149281.59	262355.73	13	726+81.13	29.27' LT	1240.56	149308.12	262360.21
2	726+64.11	19.63' LT	1240.66	149288.68	262359.82	14	726+85.80	34.70' LT	1241.04	149314.86	262357.89
3	726+69.98	20.37' LT	1240.66	149294.07	262362.19	15	726+89.85	39.58' LT	1241.03	149320.79	262355.73
4	726+75.56	22.35' LT	1240.65	149299.84	262363.33	16	726+91.75	41.85' LT	1240.53	149323.55	262354.72
5	726+79.85	24.93' LT	1240.64	149304.81	262363.29	17	726+55.72	25.96' LT	1241.10	149284.84	262350.09
6	726+80.59	25.47' LT	1240.66	149305.72	262363.21	18	726+66.31	28.30' LT	1241.14	149295.03	262353.52
7	726+84.83	29.59' LT	1240.63	149311.43	262361.80	19	726+68.76	28.84' LT	1240.98	149297.38	262354.31
8	726+86.58	31.70' LT	1240.62	149314.00	262360.87	20	726+71.13	29.68' LT	1240.82	149299.83	262354.79
9	726+93.71	40.26' LT	1240.61	149324.40	262357.07	21	726+73.36	30.82' LT	1240.66	149302.31	262354.94
10	726+55.80	21.96' LT	1241.10	149282.83	262353.56	22	726+77.32	33.94' LT	1240.65	149307.26	262354.27
11	726+70.58	23.11' LT	1241.07	149295.98	262360.14	23	726+81.90	39.48' LT	1241.12	149313.98	262351.82
12	726+77.20	26.13' LT	1240.57	149303.16	262360.92	24	726+85.11	43.35' LT	1241.12	149318.68	262350.11

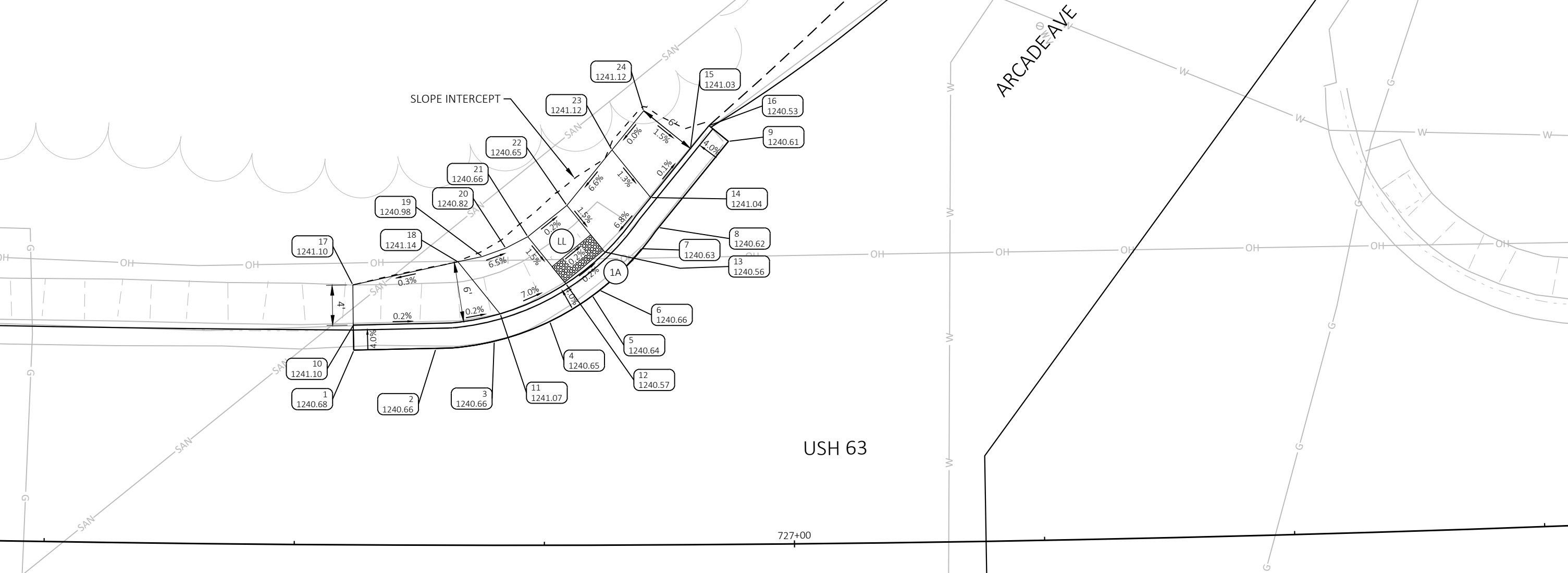
NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADE, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4. ALL STATION OFFSET INFORMATION REFERENCE USH 63 ALIGNMENT

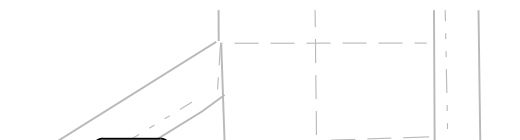
LEGEND

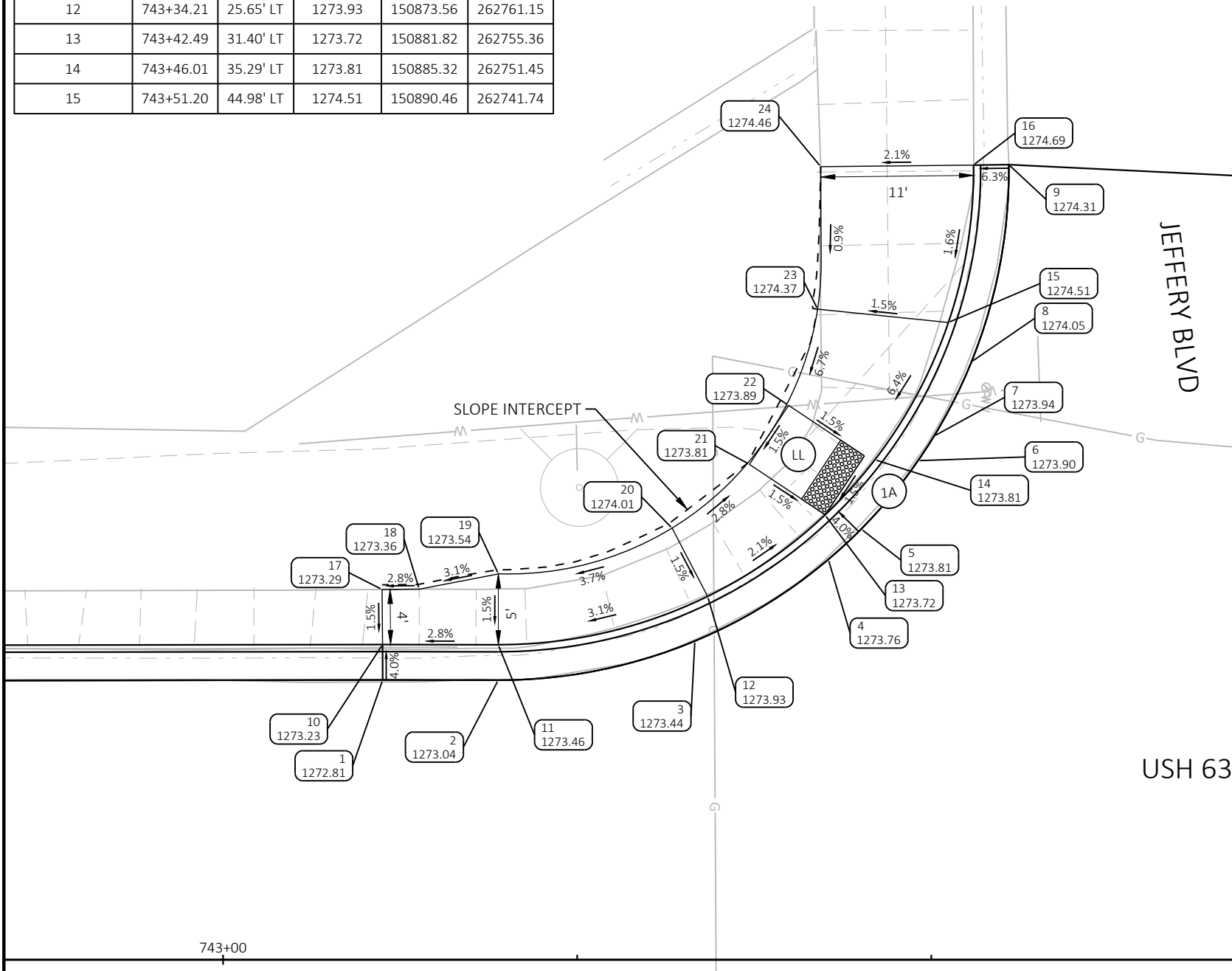
- (X) CURB RAMP TYPE
- (PED) CONCRETE PEDESTRIAN CURB
- (LL) LEVEL LANDING
- (G) GRADED FLARE
- (P) PAVED FLARE
- (X
XXX.XXX) POINT ID/ELEVATION
- [Pattern] DETECTABLE WARNING FIELD

2

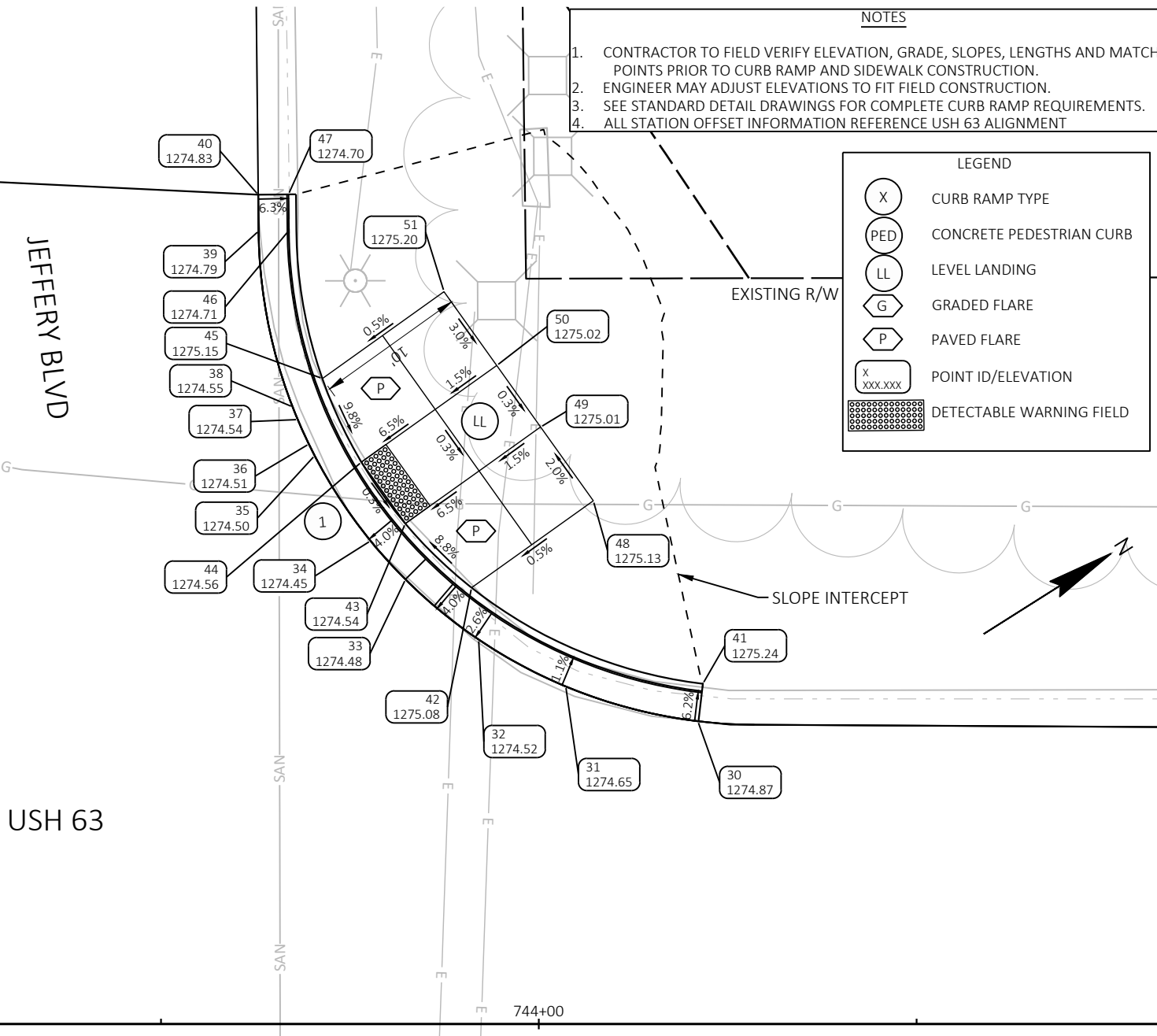


2

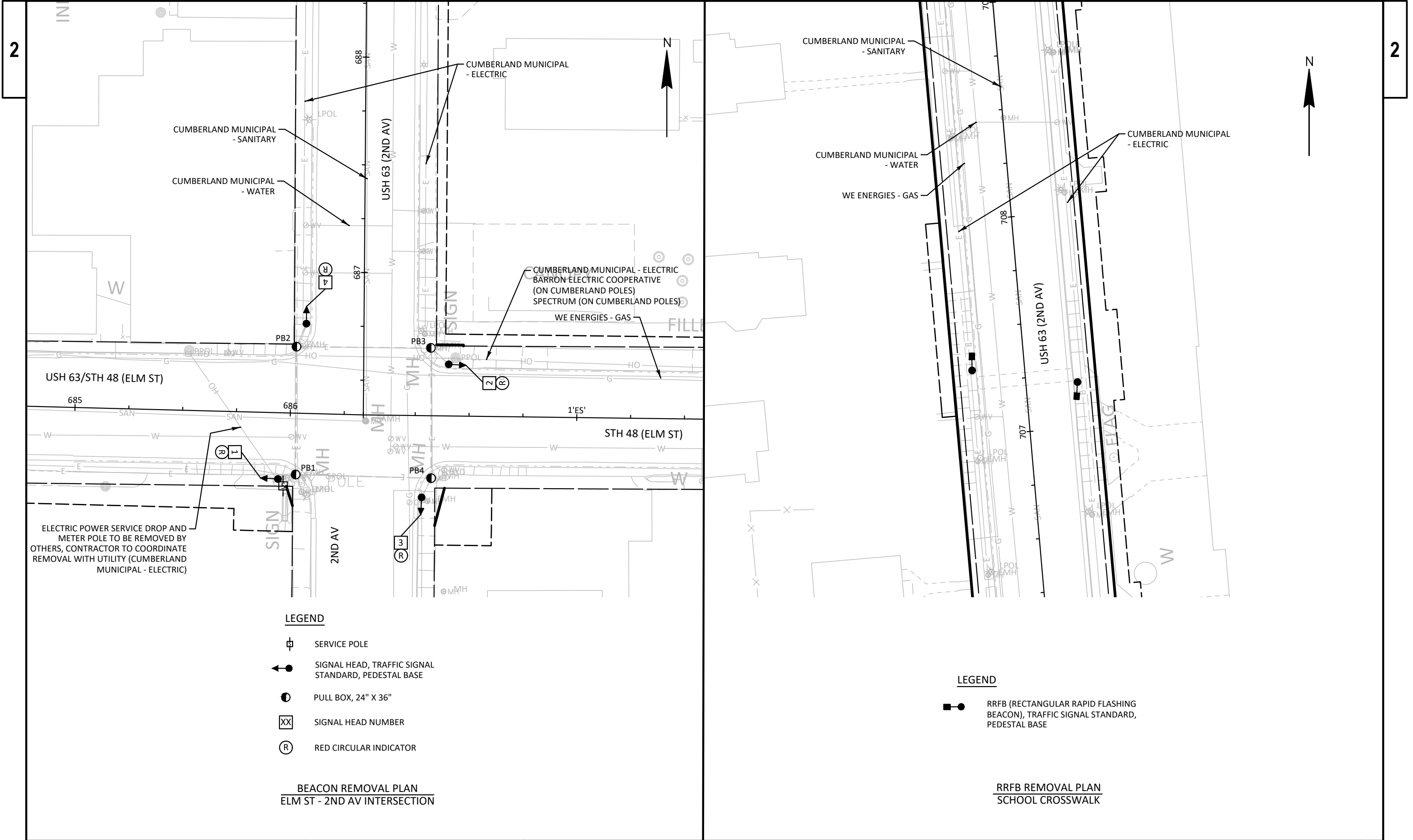
JEFFERY BLVD SW						JEFFERY BLVD SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	743+11.26	19.75' LT	1272.81	150850.65	262767.17	16	743+52.97	56.09' LT	1274.69	150892.18	262730.62
2	743+19.42	19.74' LT	1273.04	150858.81	262767.14	17	743+11.22	26.14' LT	1273.29	150850.58	262760.78
3	743+33.30	22.51' LT	1273.44	150872.67	262764.30	18	743+13.85	26.16' LT	1273.36	150853.20	262760.74
4	743+42.73	28.26' LT	1273.76	150882.07	262758.50	19	743+19.43	27.24' LT	1273.54	150858.78	262759.64
5	743+45.05	30.40' LT	1273.81	150884.38	262756.35	20	743+31.71	30.46' LT	1274.01	150871.04	262756.36
6	743+49.06	35.23' LT	1273.90	150888.37	262751.50	21	743+37.15	34.97' LT	1273.81	150876.46	262751.82
7	743+50.18	36.95' LT	1273.94	150889.48	262749.77	22	743+39.92	39.13' LT	1273.89	150879.21	262747.65
8	743+52.83	42.22' LT	1274.05	150892.11	262744.50	23	743+41.97	45.93' LT	1274.37	150881.23	262740.84
9	743+55.47	56.12' LT	1274.31	150894.68	262730.58	24	743+42.19	55.98' LT	1274.46	150881.40	262730.79
10	743+11.26	22.25' LT	1273.23	150850.63	262764.67						
11	743+19.43	22.24' LT	1273.46	150858.80	262764.64						
12	743+34.21	25.65' LT	1273.93	150873.56	262761.15						
13	743+42.49	31.40' LT	1273.72	150881.82	262755.36						
14	743+46.01	35.29' LT	1273.81	150885.32	262751.45						
15	743+51.20	44.98' LT	1274.51	150890.46	262741.74						

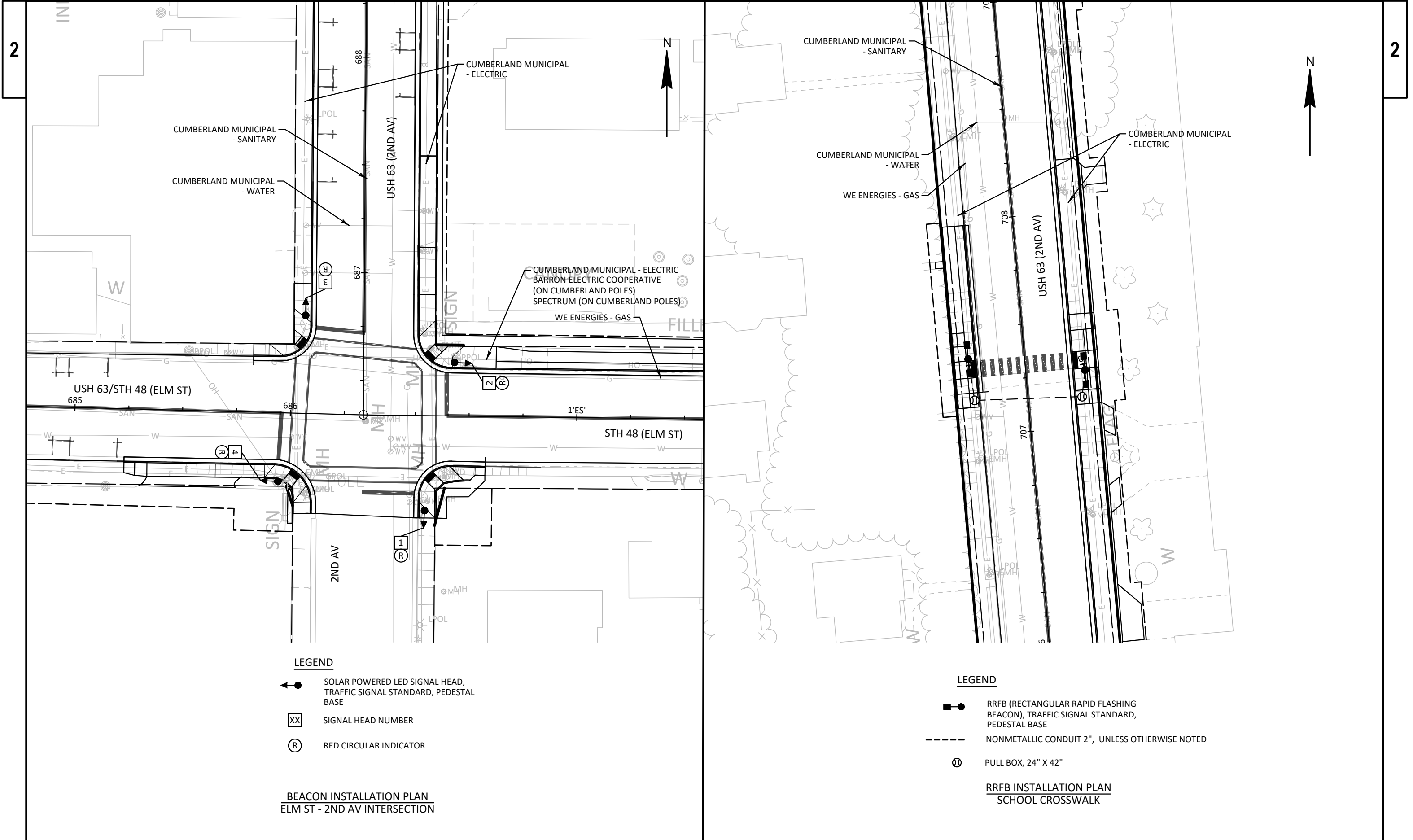


JEFFERY BLVD NW						JEFFERY BLVD NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING	POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
30	744+10.53	20.04' LT	1274.87	150949.91	262766.39	41	744+10.86	22.51' LT	1275.24	150950.23	262763.91
31	744+01.78	22.35' LT	1274.65	150941.15	262764.13	42	743+95.55	28.86' LT	1275.08	150934.89	262757.64
32	743+96.02	25.44' LT	1274.52	150935.37	262761.06	43	743+91.17	33.11' LT	1274.54	150930.48	262753.42
33	743+91.18	29.42' LT	1274.48	150930.51	262757.11	44	743+88.26	37.18' LT	1274.56	150927.56	262749.36
34	743+88.87	31.97' LT	1274.45	150928.19	262754.57	45	743+85.68	42.70' LT	1275.15	150924.95	262743.85
35	743+85.17	37.60' LT	1274.50	150924.47	262748.95	46	743+83.46	52.48' LT	1274.71	150922.68	262734.08
36	743+84.79	38.38' LT	1274.51	150924.09	262748.18	47	743+83.43	54.88' LT	1274.70	150922.64	262731.68
37	743+84.06	39.99' LT	1274.54	150923.34	262746.57	48	744+03.61	34.61' LT	1275.13	150942.92	262751.85
38	743+83.71	40.83' LT	1274.55	150922.99	262745.73	49	744+00.12	39.50' LT	1275.01	150939.41	262746.98
39	743+81.47	52.46' LT	1274.79	150920.69	262734.11	50	743+97.22	43.57' LT	1275.02	150936.48	262742.93
40	743+81.43	54.86' LT	1274.83	150920.65	262731.71	51	743+93.73	48.45' LT	1275.20	150932.97	262738.06



2





BEGIN PROJECT
BEGIN MARKING
 STA 624+00
 MATCH EX CENTER
 & EDGE LINES
 MATCH EX CYCLES

GENERAL NOTES: PAVEMENT MARKING

UNLESS SHOWN OTHERWISE, CROSSWALK MARKINGS SHALL BE 6' WIDE (INSIDE EDGE TO INSIDE EDGE), PARALLEL TO AND CENTERED ON A LINE CONNECTING THE CENTER POINTS OF THE CURB RAMP.

UNLESS SHOWN OTHERWISE, STOP LINES SHALL BE PARALLEL TO THE CROSSWALK LINE AND 4' (INSIDE EDGE TO INSIDE EDGE) IN ADVANCE OF THE CROSSWALK LINE.

WIDTH DIMENSION SHOWN ARE NOMINAL.

SEE THE PERTINENT SPECIFICATIONS AND STANDARD DETAIL DRAWINGS FOR DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN.

KEYNOTE LEGEND: PAVEMENT MARKING

1	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
3	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW) (12.5 FT LINE 37.5 FT SKIP)
4	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) (3.0 FT LINE 9.0 FT SKIP)
5	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
6	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE) (3.0 FT LINE 9.0 FT SKIP)
7	MARKING DIAGONAL EPOXY 12-INCH (YELLOW) (25 FT OC)
8	MARKING STOP LINE EPOXY 18-INCH (WHITE)
9	MARKING ARROW EPOXY (WHITE)
10	MARKING WORD EPOXY (WHITE)

KEYNOTE LEGEND: PAVEMENT MARKING

6	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE) (3.0 FT LINE 9.0 FT SKIP)
7	MARKING DIAGONAL EPOXY 12-INCH (YELLOW) (25 FT OC)
8	MARKING STOP LINE EPOXY 18-INCH (WHITE)
9	MARKING ARROW EPOXY (WHITE)
10	MARKING WORD EPOXY (WHITE)

UNLESS SHOWN OTHERWISE, CROSSWALK MARKINGS SHALL BE 6' WIDE (INSIDE EDGE TO INSIDE EDGE), PARALLEL TO AND CENTERED ON A LINE CONNECTING THE CENTER POINTS OF THE CURB RAMP.

UNLESS SHOWN OTHERWISE, STOP LINES SHALL BE PARALLEL TO THE CROSSWALK LINE AND 4' (INSIDE EDGE TO INSIDE EDGE) IN ADVANCE OF THE CROSSWALK LINE.

WIDTH DIMENSION SHOWN ARE NOMINAL.

SEE THE PERTINENT SPECIFICATIONS AND STANDARD DETAIL DRAWINGS FOR
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN.

- ① MARKING LINE GROOVED WET REF EPOXY
6-INCH (YELLOW)
- ② MARKING LINE GROOVED WET REF EPOXY
6-INCH (WHITE)
- ③ MARKING LINE GROOVED WET REF EPOXY
6-INCH (YELLOW) (12.5 FT LINE 37.5 FT SKIP)
- ④ MARKING LINE GROOVED WET REF EPOXY
6-INCH (WHITE) (3.0 FT LINE 9.0 FT SKIP)
- ⑤ MARKING LINE GROOVED WET REF EPOXY
10-INCH (WHITE)

6	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)(3.0 FT LINE 9.0 FT SKIP)
7	MARKING DIAGONAL EPOXY 12-INCH (YELLOW) (25 FT OC)
8	MARKING STOP LINE EPOXY 18-INCH (WHITE)
9	MARKING ARROW EPOXY (WHITE)
10	MARKING WORD EPOXY (WHITE)

PERMANENT SIGNING LEGEND

- EXISTING SIGN MOUNTED ON WOOD POST(S)
- PROPOSED SIGN MOUNTED ON WOOD POST(S)
- DENOTES SIGN NUMBER
- SIGN COUNT SEQUENCE PER PAGE
- PAGE NUMBER
- WORK CODE: R=REMOVE, W=WORK BY OTHERS, M=MOVE

PLAN VIEW DETAILS:

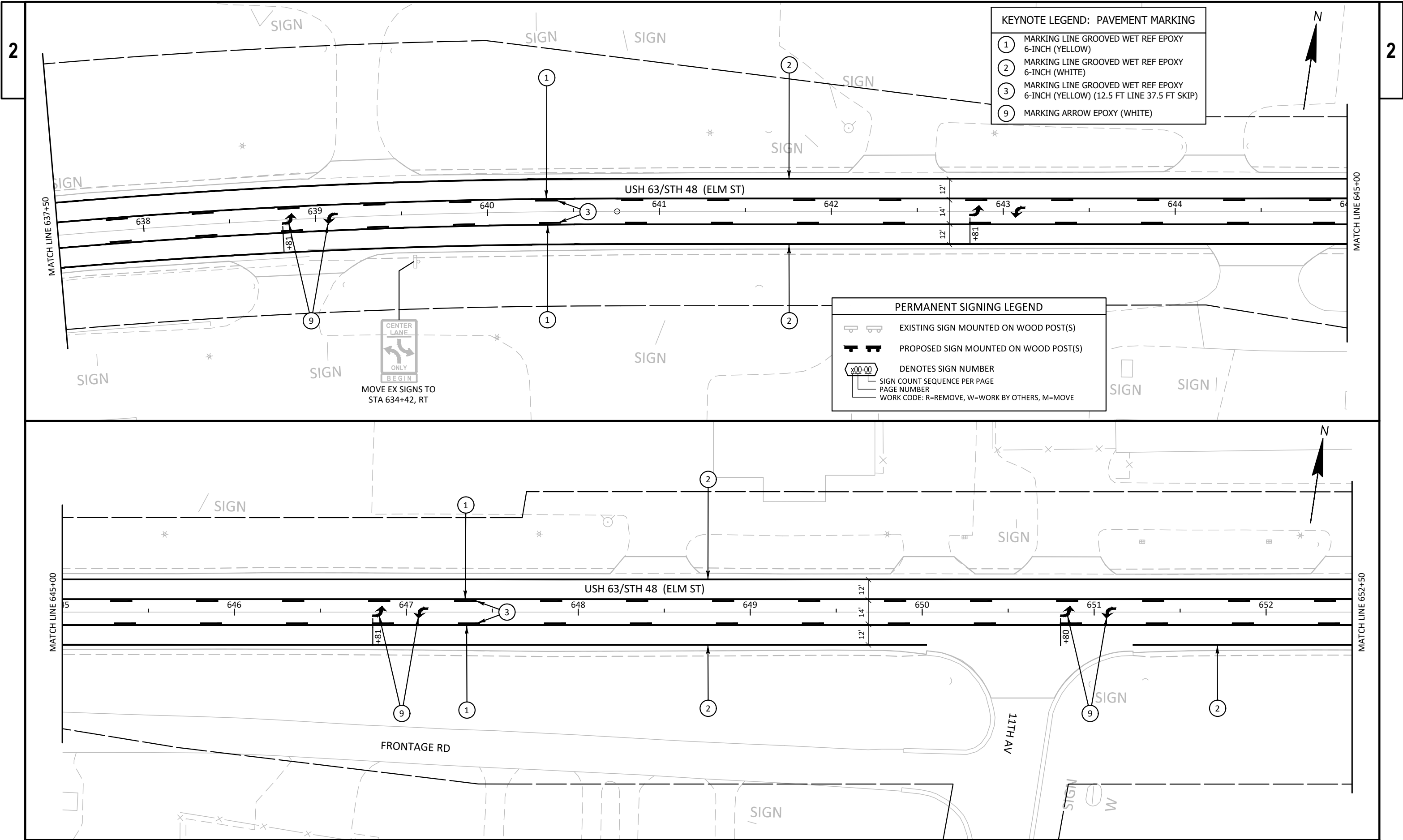
- ROADWAY:** USH 63/STH 48 (ELM ST)
- STATIONING:** 630+00 to 637+50
- LANES:** 2.0' RT, 7.0' LT, 22.0' LT, 19.0' LT
- INTERSECTIONS:** RAMP SB TO WB, 14TH AV
- Signs:** M1-2, M1-1, R3-9B, R3-9C, EX SIGNS MOVED FROM STA 639+56, RT
- Notes:** MATCH EXISTING CENTER & CHANNELIZING LINES, RETRACE EX ARROWS



 EXISTING SIGN MOUNTED ON WOOD POST(S)
 PROPOSED SIGN MOUNTED ON WOOD POST(S)

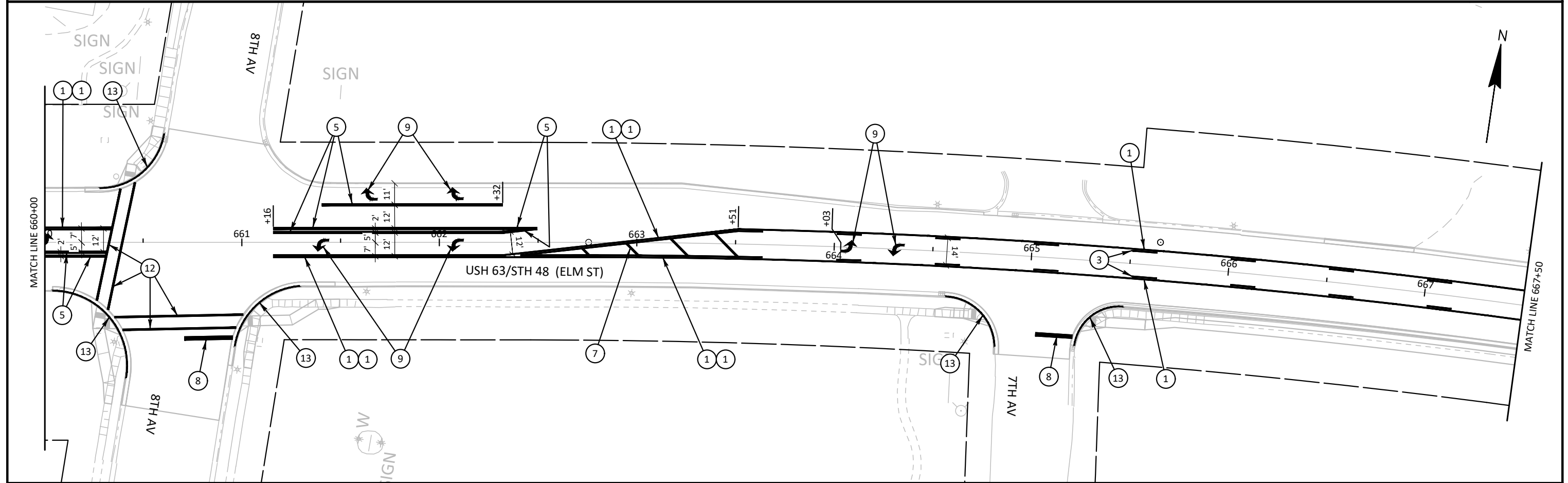
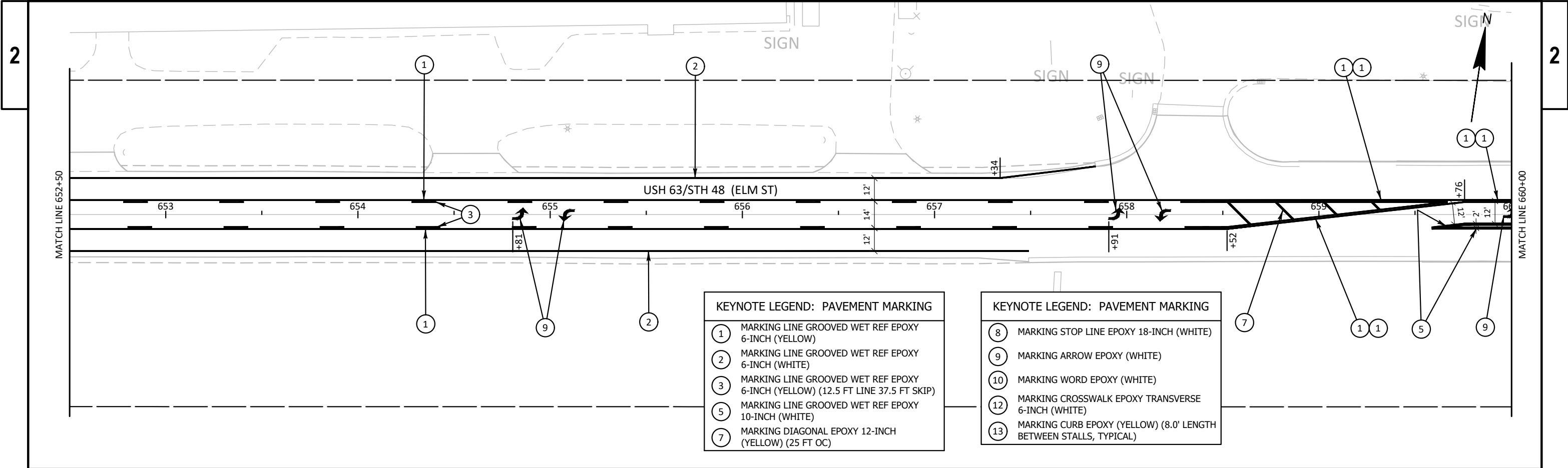
 DENOTES SIGN NUMBER
 SIGN COUNT SEQUENCE PER PAGE
 PAGE NUMBER
 WORK CODE: R=REMOVE, W=WORK BY OTHERS, M=MOVE

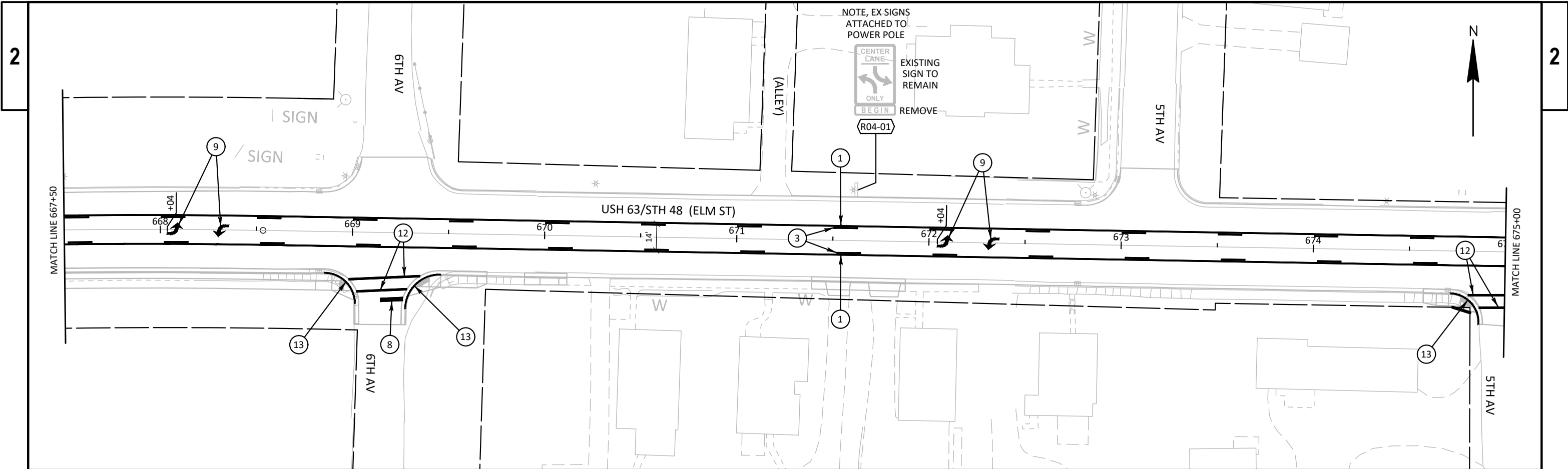
19



KEYNOTE LEGEND: PAVEMENT MARKING	
①	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
②	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
③	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW) (12.5 FT LINE 37.5 FT SKIP)
⑨	MARKING ARROW EPOXY (WHITE)

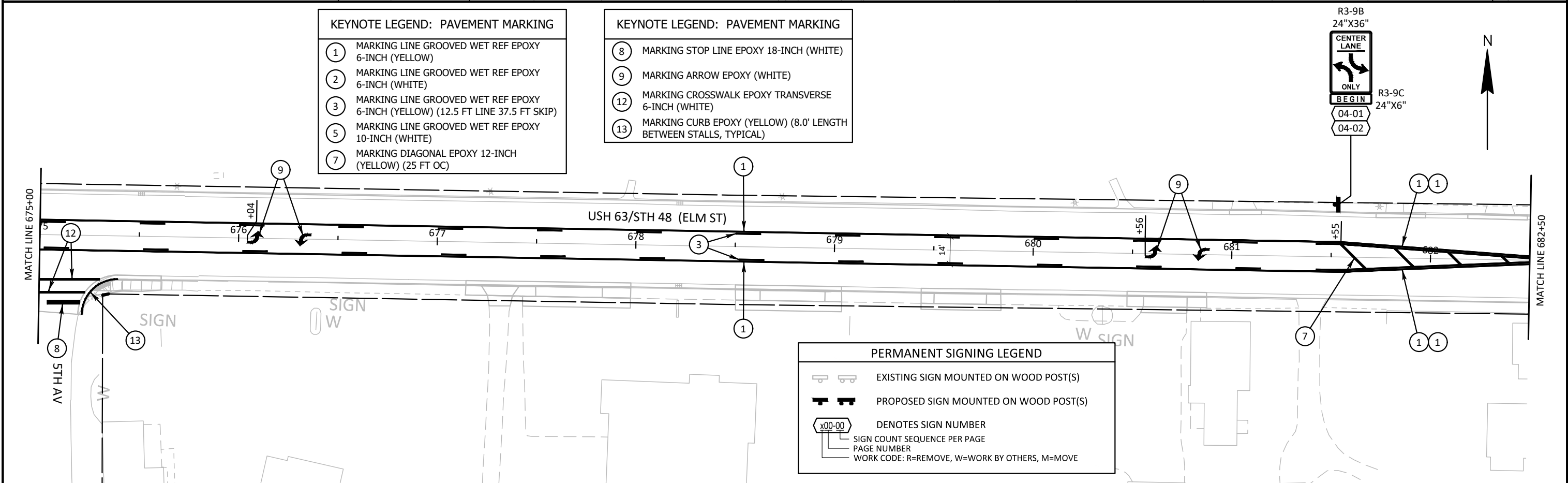
PERMANENT SIGNING LEGEND	
	EXISTING SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON WOOD POST(S)
	DENOTES SIGN NUMBER
	SIGN COUNT SEQUENCE PER PAGE
	PAGE NUMBER
	WORK CODE: R=REMOVE, W=WORK BY OTHERS, M=MOVE



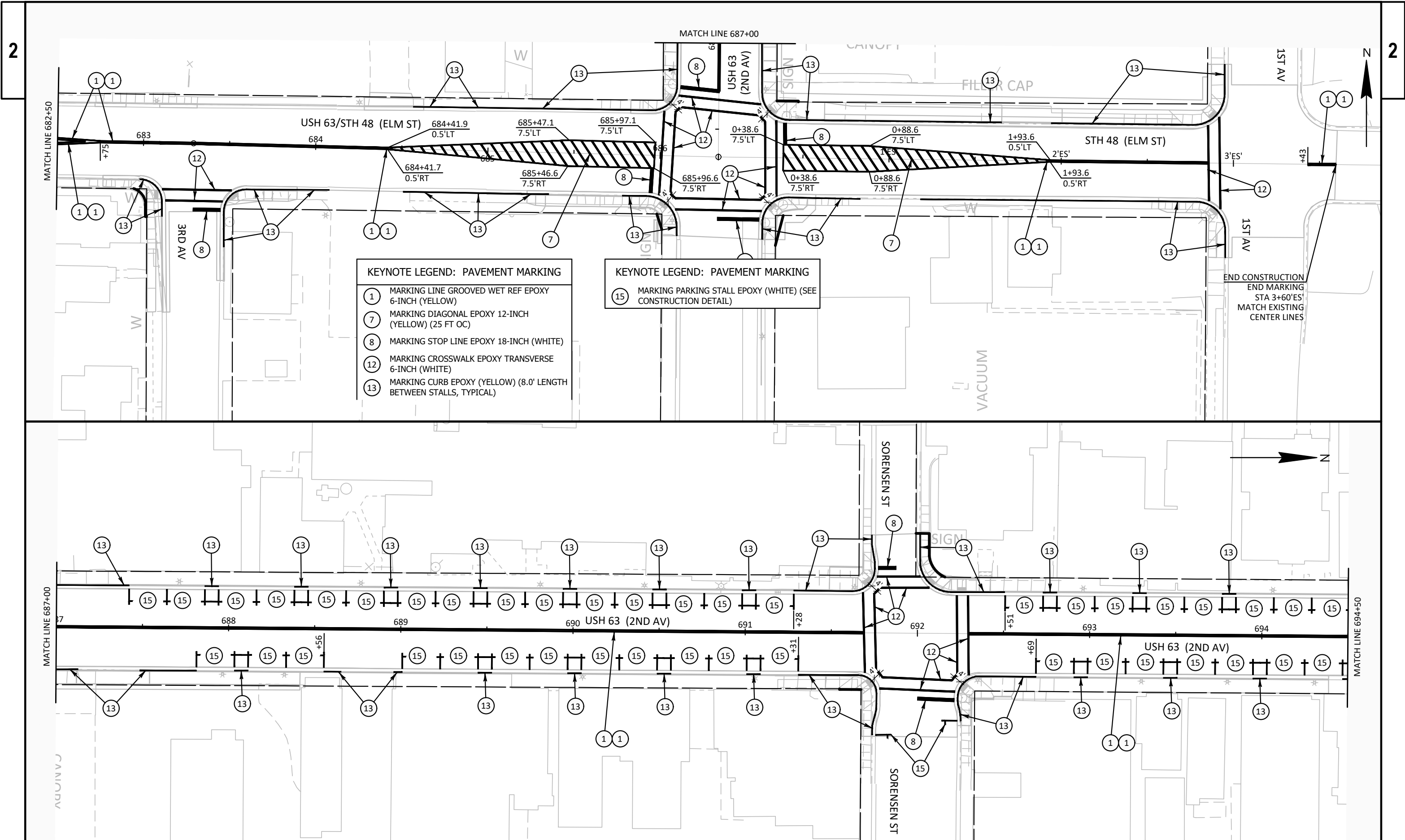


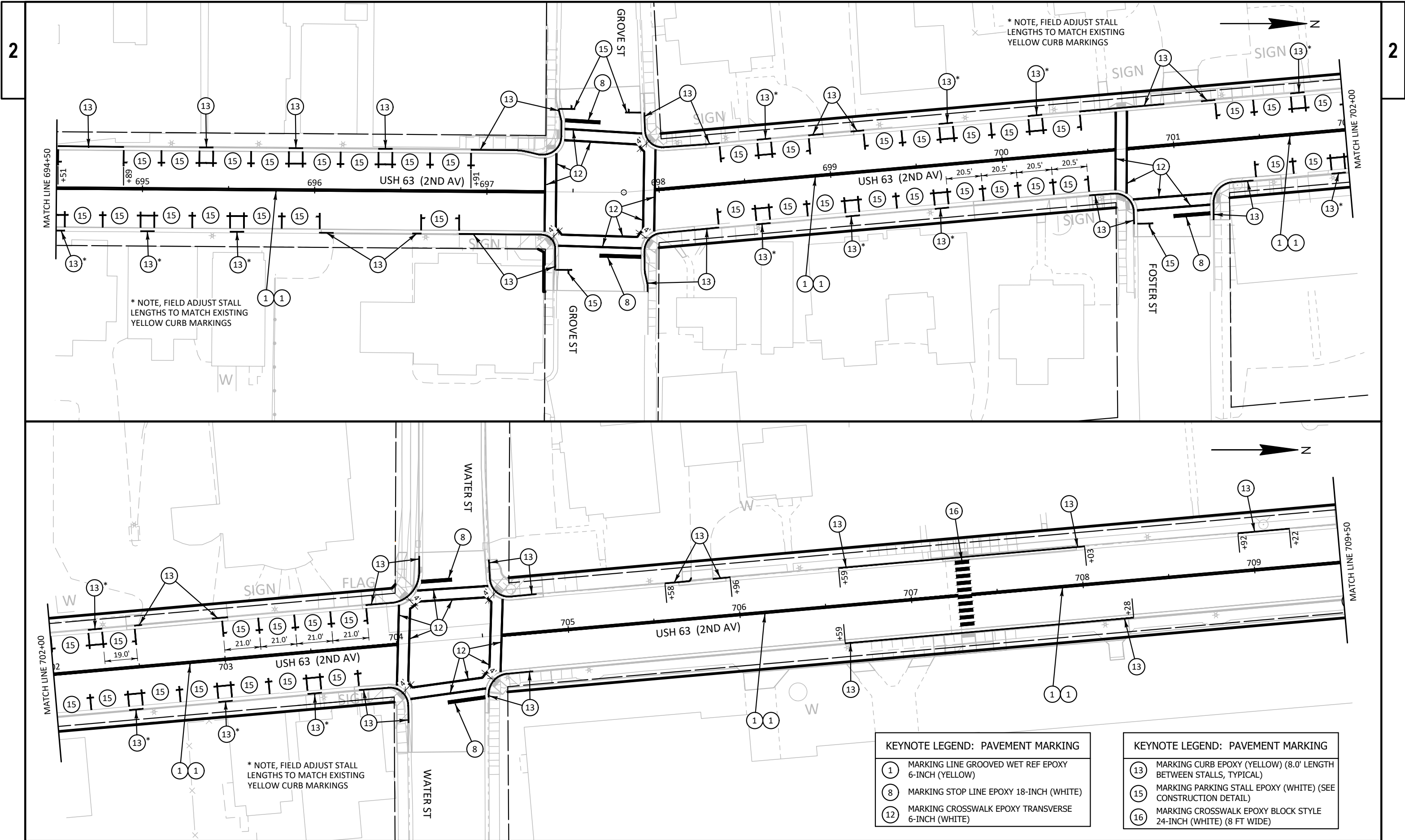
KEYNOTE LEGEND: PAVEMENT MARKING	
1	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
3	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW) (12.5 FT LINE 37.5 FT SKIP)
5	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
7	MARKING DIAGONAL EPOXY 12-INCH (YELLOW) (25 FT OC)

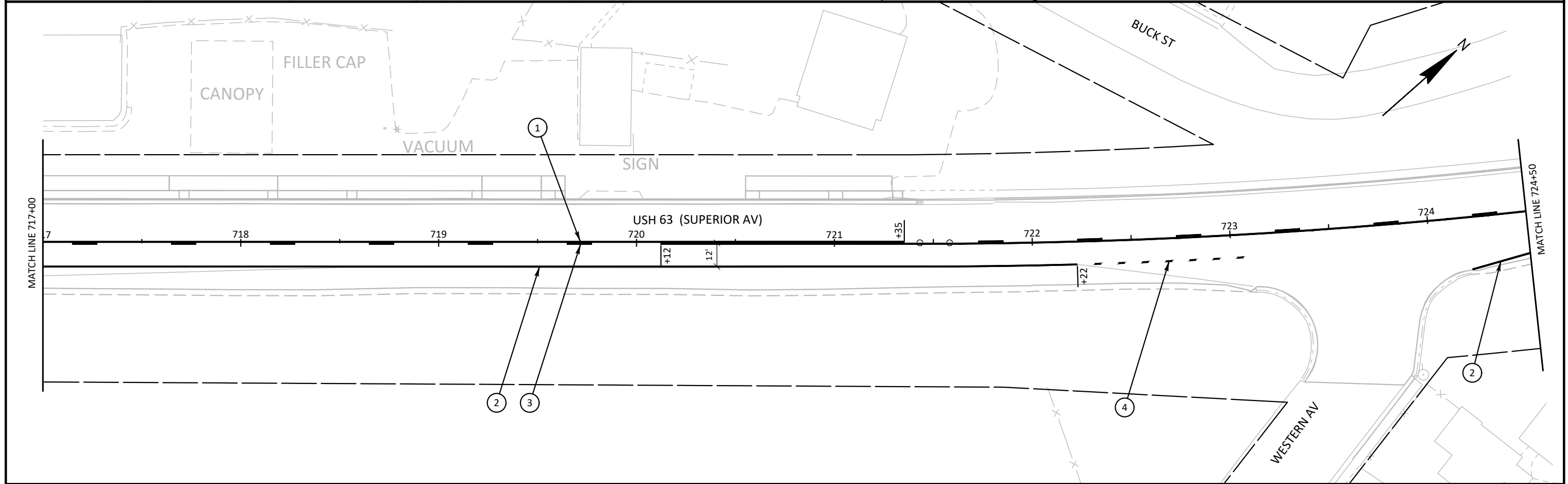
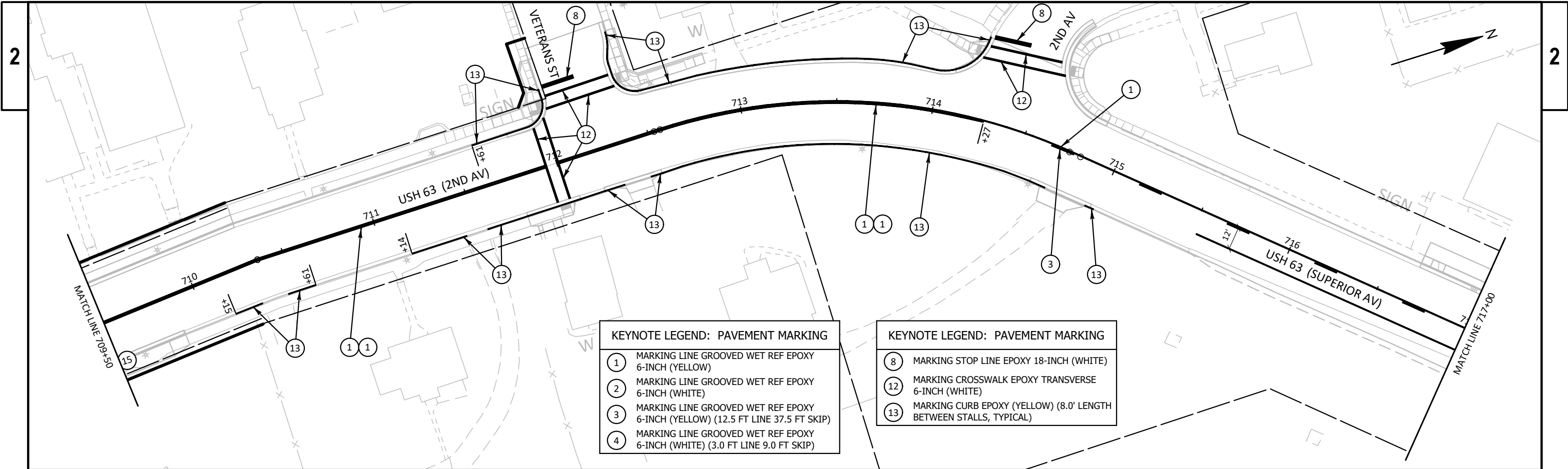
KEYNOTE LEGEND: PAVEMENT MARKING	
8	MARKING STOP LINE EPOXY 18-INCH (WHITE)
9	MARKING ARROW EPOXY (WHITE)
12	MARKING CROSSWALK EPOXY TRANSVERSE 6-INCH (WHITE)
13	MARKING CURB EPOXY (YELLOW) (8.0' LENGTH BETWEEN STALLS, TYPICAL)

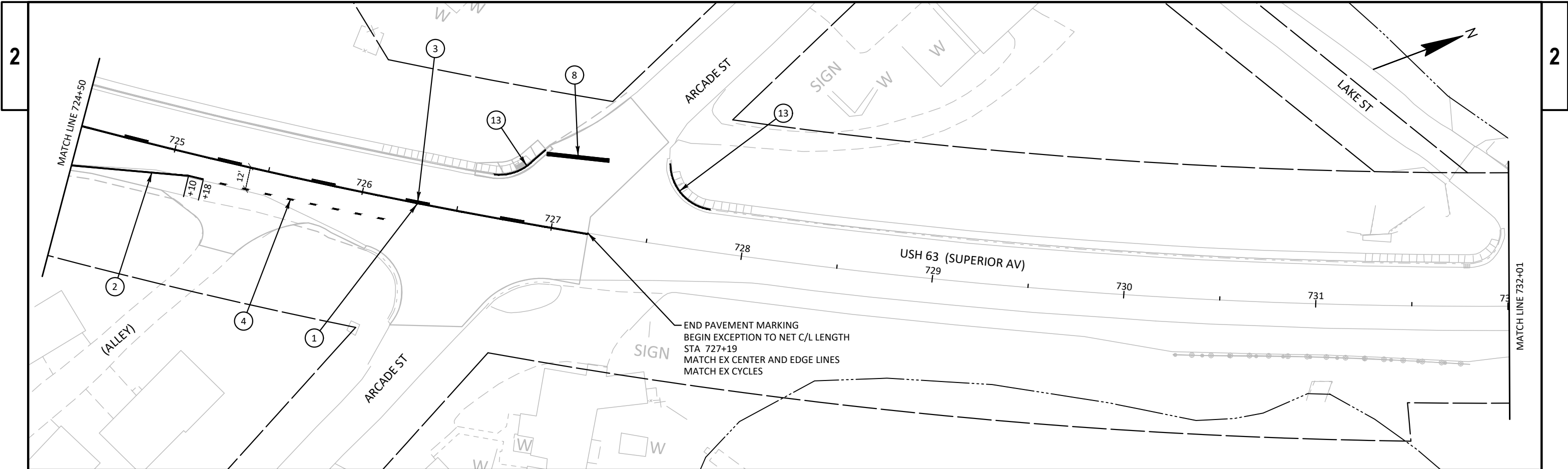


PERMANENT SIGNING LEGEND	
	EXISTING SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON WOOD POST(S)
	DENOTES SIGN NUMBER
	SIGN COUNT SEQUENCE PER PAGE
	PAGE NUMBER
	WORK CODE: R=REMOVE, W=WORK BY OTHERS, M=MOVE



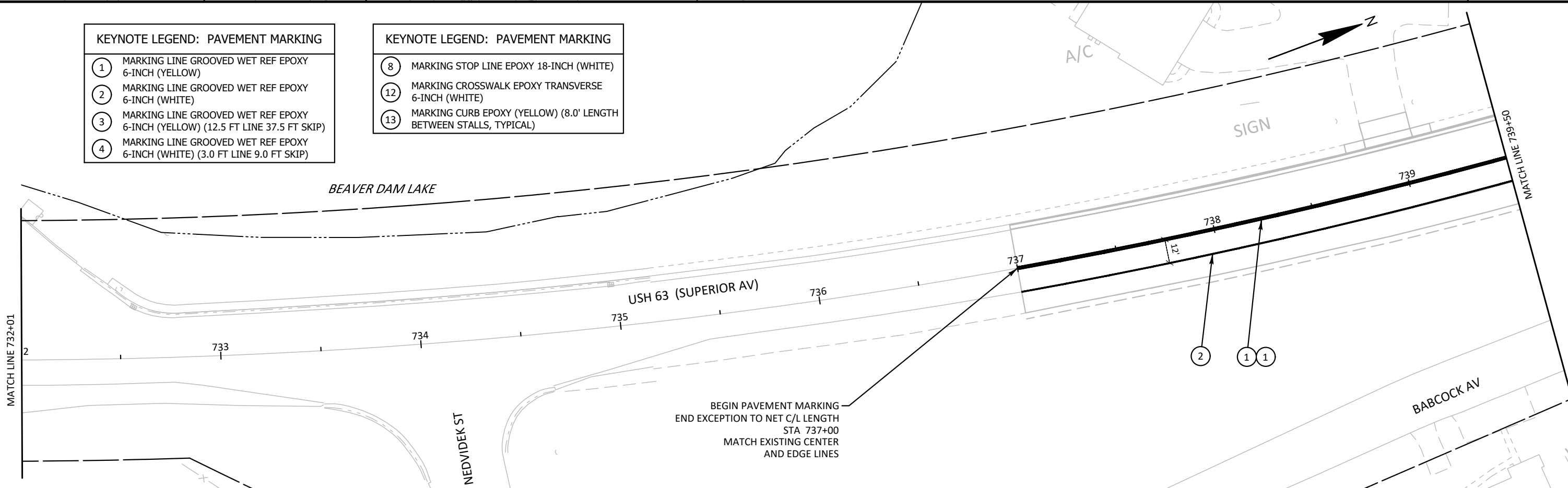


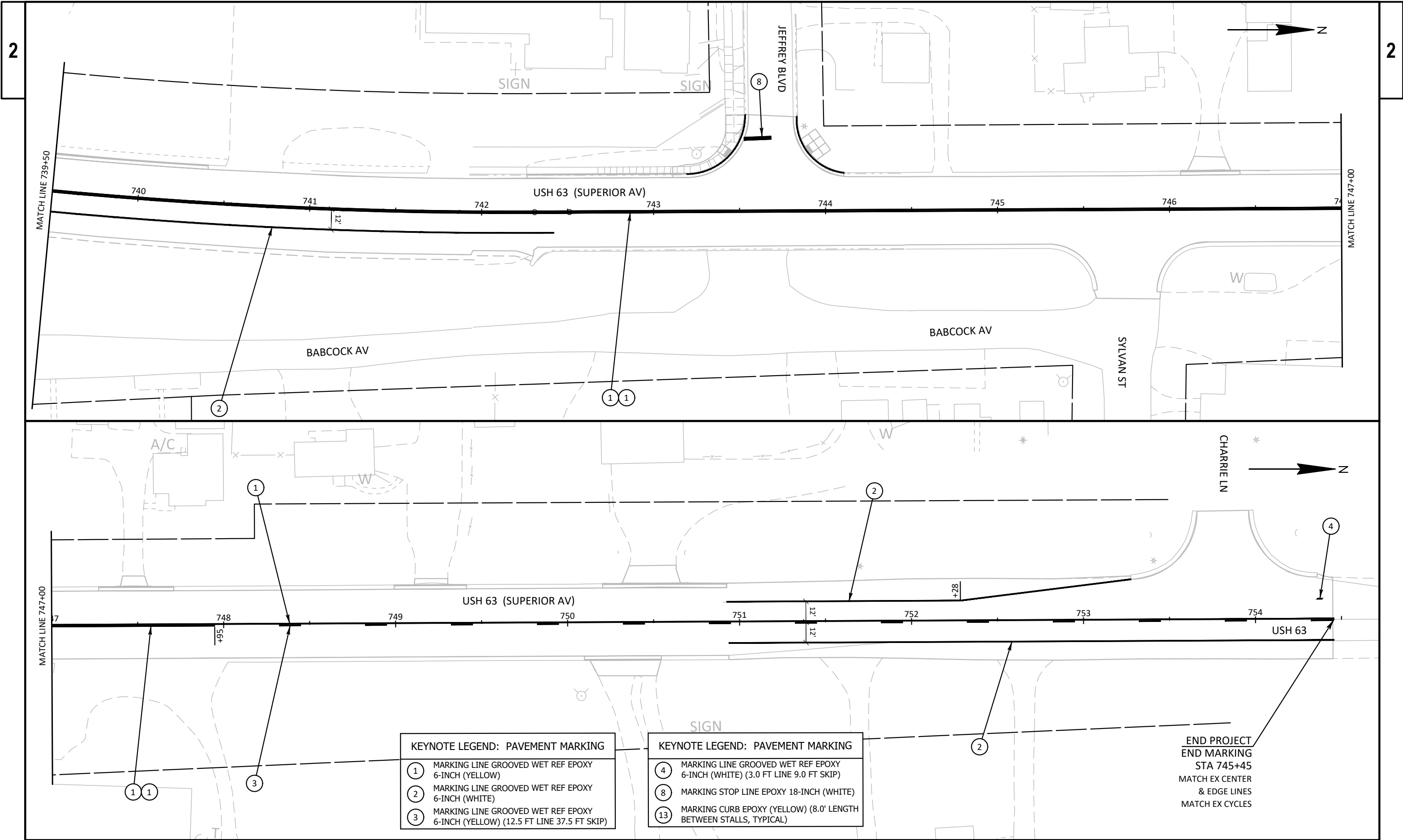




KEYNOTE LEGEND: PAVEMENT MARKING	
①	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
②	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
③	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW) (12.5 FT LINE 37.5 FT SKIP)
④	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) (3.0 FT LINE 9.0 FT SKIP)

KEYNOTE LEGEND: PAVEMENT MARKING	
⑧	MARKING STOP LINE EPOXY 18-INCH (WHITE)
⑫	MARKING CROSSWALK EPOXY TRANSVERSE 6-INCH (WHITE)
⑬	MARKING CURB EPOXY (YELLOW) (8.0' LENGTH BETWEEN STALLS, TYPICAL)



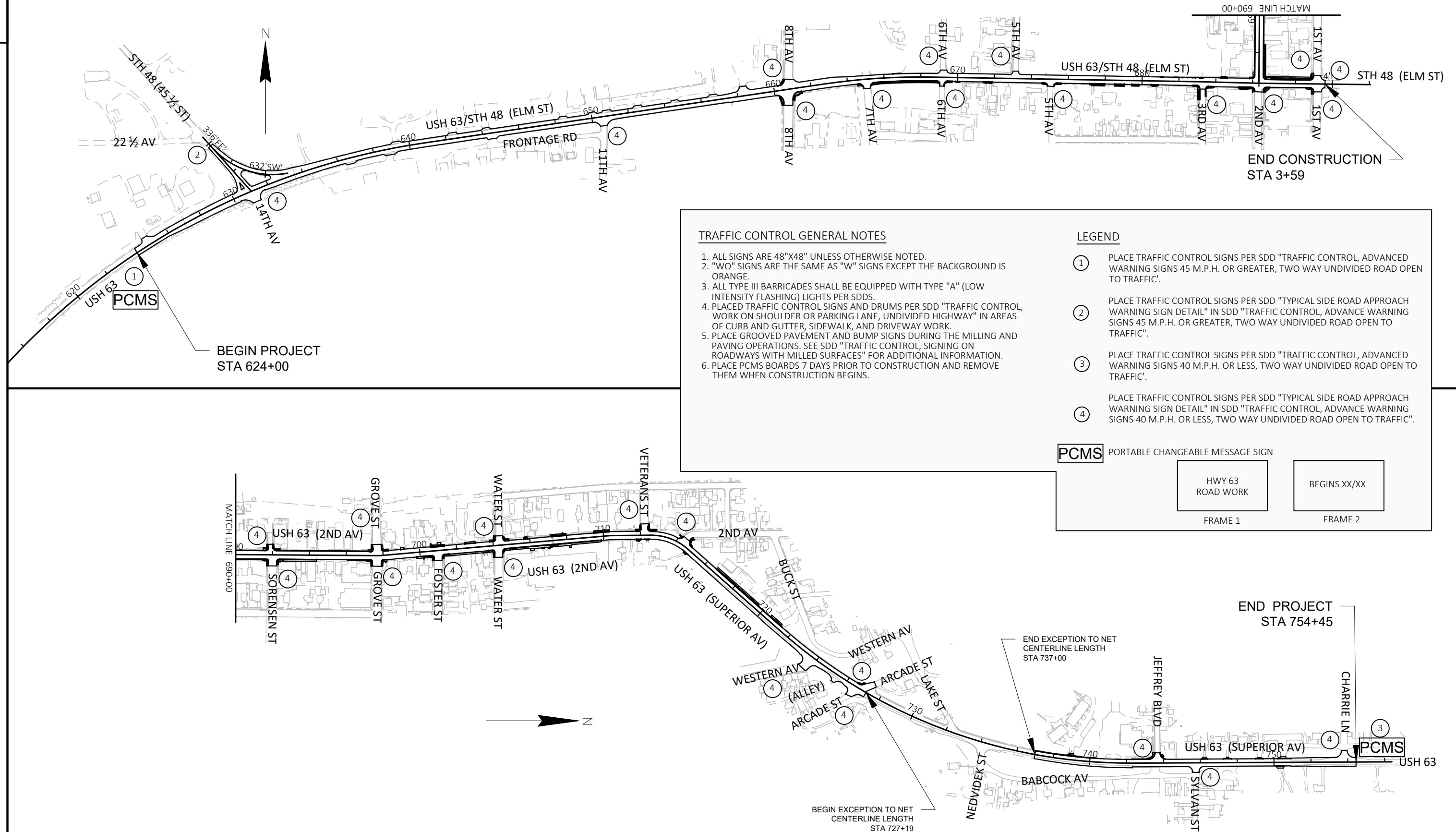


KEYNOTE LEGEND: PAVEMENT MARKING	
①	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
②	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
③	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW) (12.5 FT LINE 37.5 FT SKIP)

KEYNOTE LEGEND: PAVEMENT MARKING	
④	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) (3.0 FT LINE 9.0 FT SKIP)
⑧	MARKING STOP LINE EPOXY 18-INCH (WHITE)
⑬	MARKING CURB EPOXY (YELLOW) (8.0' LENGTH BETWEEN STALLS, TYPICAL)

END PROJECT
END MARKING
STA 745+45
MATCH EX CENTER
& EDGE LINES
MATCH EX CYCLES





PROJECT NO: 1550-04-74

HWY: USH 63

COUNTY: BARRON

TRAFFIC CONTROL OVERVIEW

SHEET

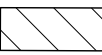
58

E

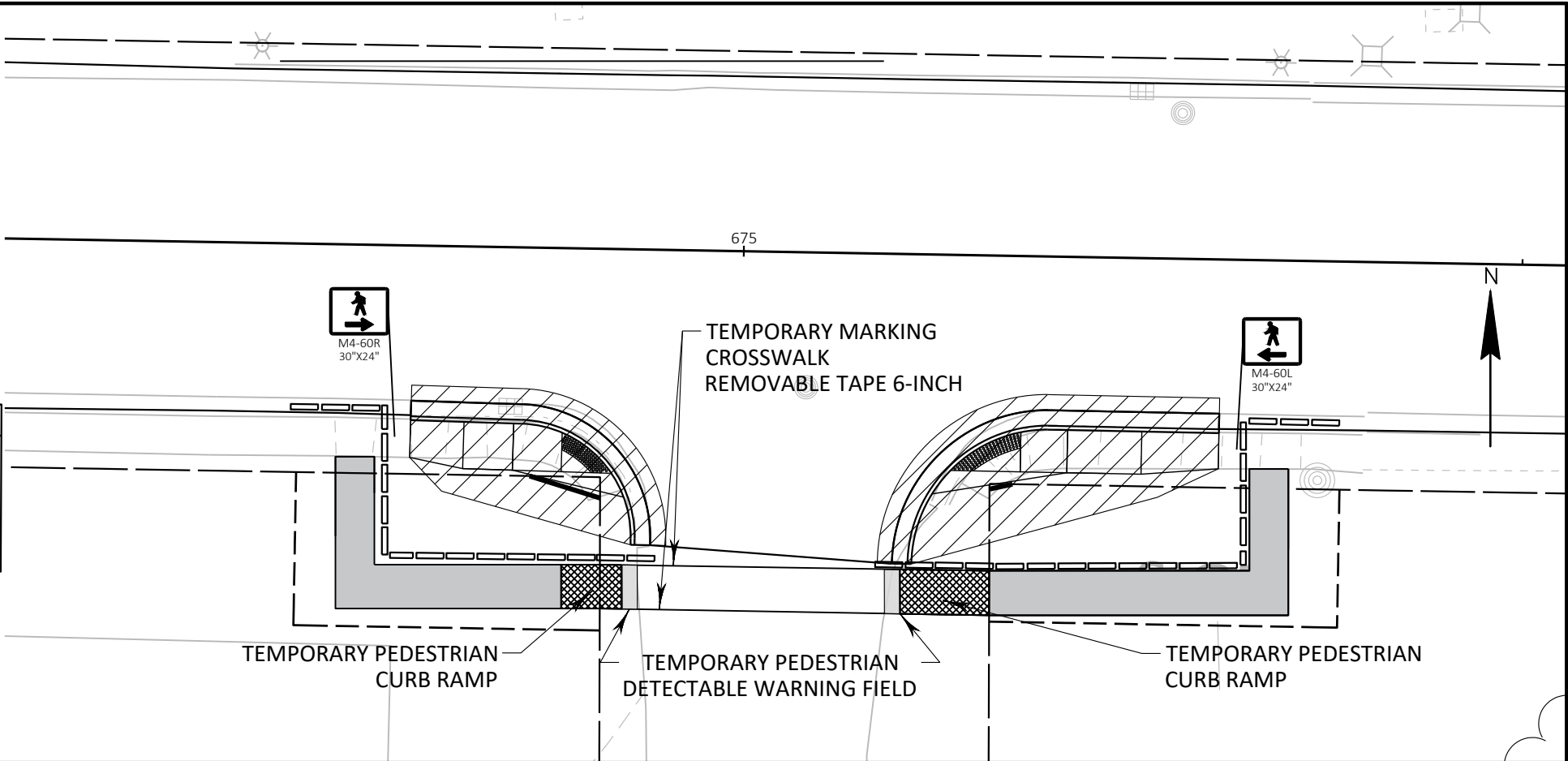
TYPICAL TEMPORARY PEDESTRIAN CURB RAMP APPLIATION 1

ROADWAY	STAGE	QUADRANT
5TH AVE	1	SW
5TH AVE	1	SE
6TH AVE	1	SW
6TH AVE	1	SE
7TH AVE	1	SW
7TH AVE	1	SE
2ND AVE N	1	SW
JEFFREY BLVD	1	SW

TRAFFIC CONTROL LEGEND

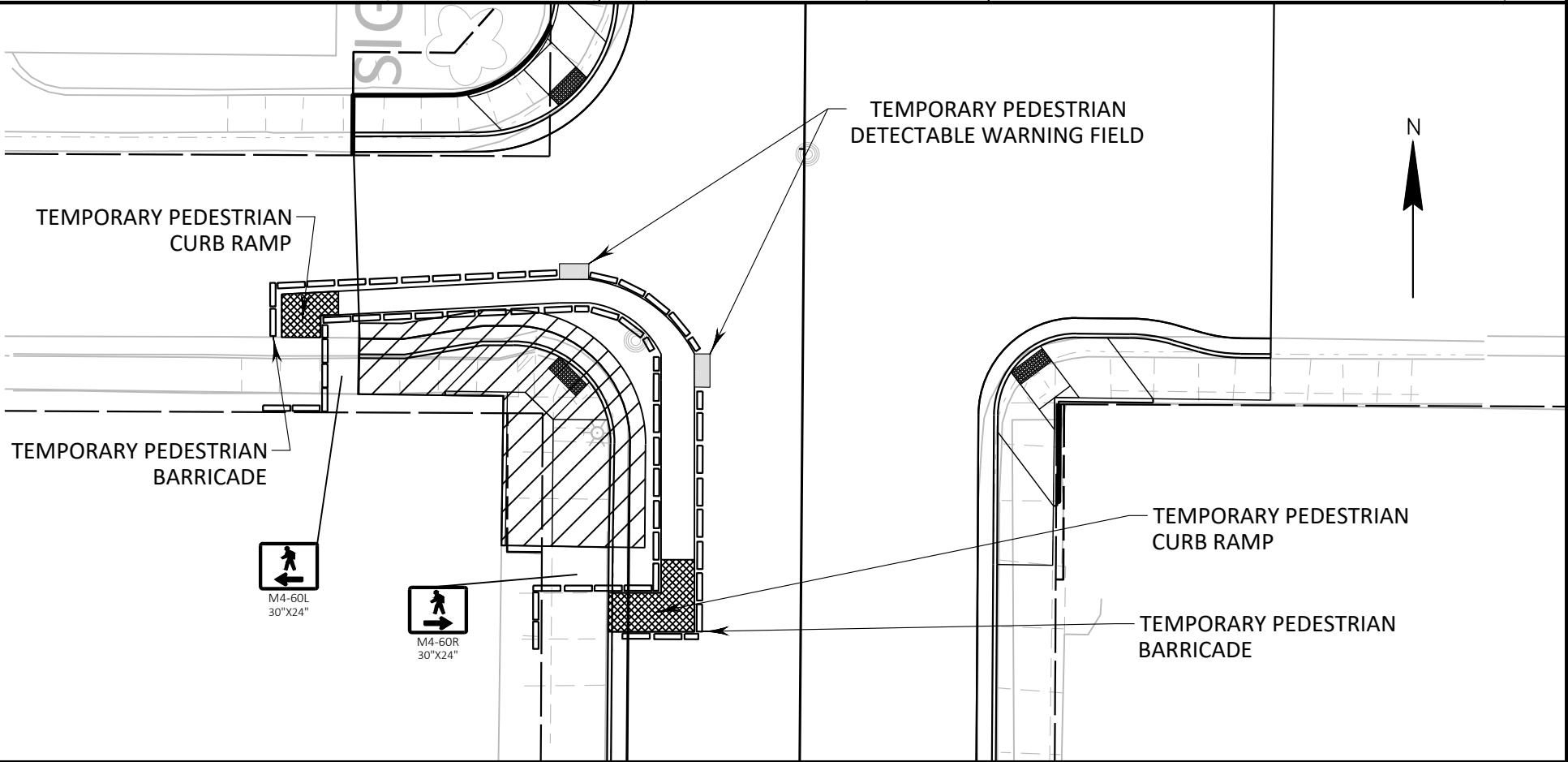
●	TRAFFIC CONTROL DRUM*	⏏	SIGN ON TEMPORARY SUPPORT		WORK SPACE, CLOSED TO TRAFFIC
⦿	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT*	▬▬▬	TEMP PEDESTRIAN BARRICADE		
⦿	SIGN ON PERMANENT SUPPORT	➡	DIRECTION OF TRAFFIC		TEMPORARY PEDESTRIAN SURFACE MATTING **

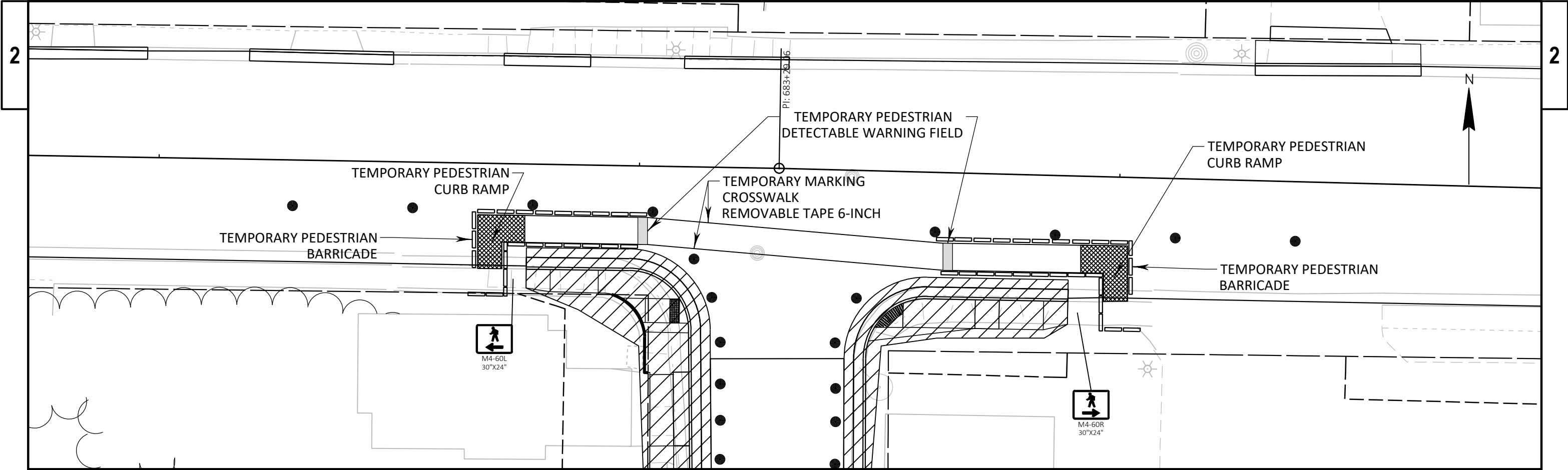
*25' DEVICE SPACING UNLESS NOTED OTHERWISE
** PLACE 2-INCHES OF 3/4 -INCH BASE AGGREGATE DENSE UNDER TEMPORARY PEDESTRIAN SURFACE MATTING



TYPICAL TEMPORARY PEDESTRIAN CURB RAMP APPLIATION 2

ROADWAY	STAGE	QUADRANT
8TH AVE	2	SW
2ND AVE S	1	SW
2ND AVE S	2	SE
2ND AVE S	2	NW
2ND AVE S	1	NE
1ST AVE	2	SW
1ST AVE	1	NW
SORENSEN ST	1	SW
SORENSEN ST	2	SE
SORENSEN ST	2	NW
SORENSEN ST	1	NE
GROVE ST	1	SW
GROVE ST	2	SE
GROVE ST	2	NW
GROVE ST	1	NE
FOSTER ST	2	SW
FOSTER ST	1	SE
FOSTER ST	1	NE
WATER ST	2	SW
WATER ST	1	SE
WATER ST	1	NW
WATER ST	2	NE
SCHOOL CROSSING	1	W
SCHOOL CROSSING	2	E
VETERANS ST	1	SW
VETERANS ST	2	SE
VETERANS ST	2	NW
2ND AVE N	2	NW





TYPICAL TEMPORARY PEDESTRIAN CURB RAMP APPLIATION 3

ROADWAY	STAGE	QUADRANT
8TH AVE	1	NW
8TH AVE	2	SE
3RD AVE	1	SW
3RD AVE	1	SE
ARCADE AVE	1	NW

TRAFFIC CONTROL LEGEND

●

TRAFFIC CONTROL DRUM*

●

TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT*

●

SIGN ON PERMANENT SUPPORT

⊥

SIGN ON TEMPORARY SUPPORT

— — —

TEMP PEDESTRIAN BARRICADE

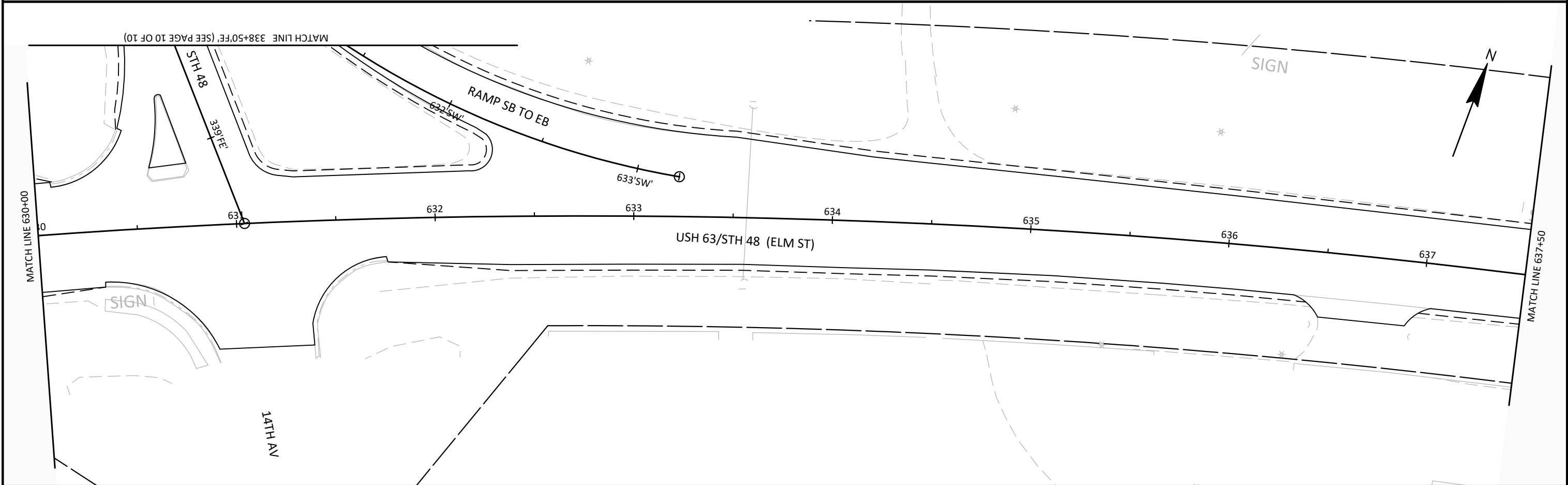
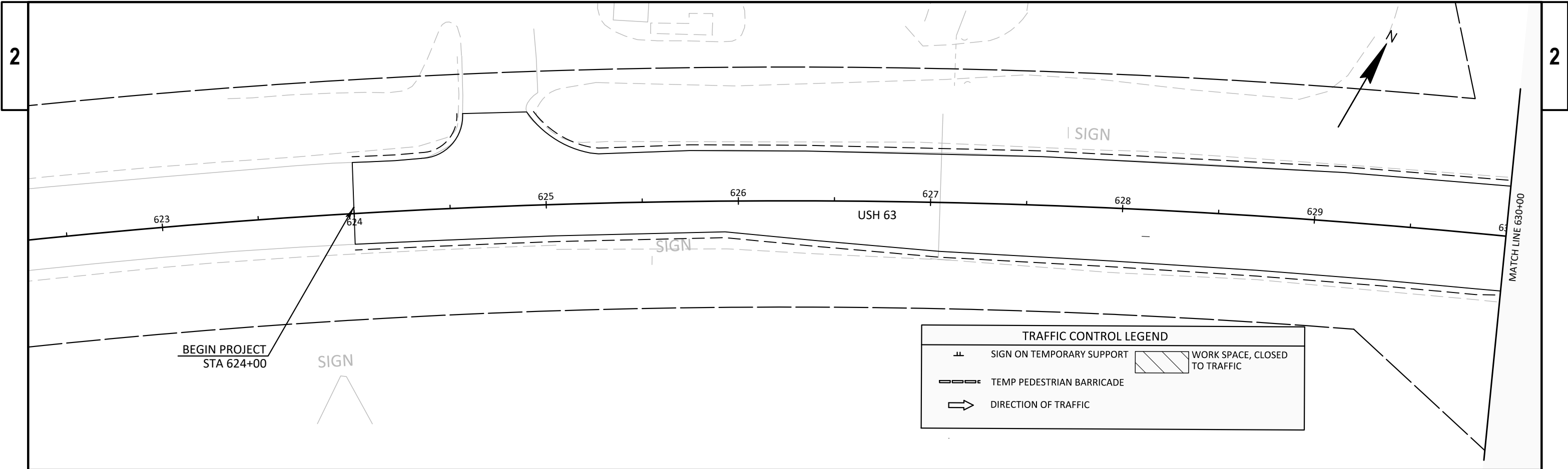
➡

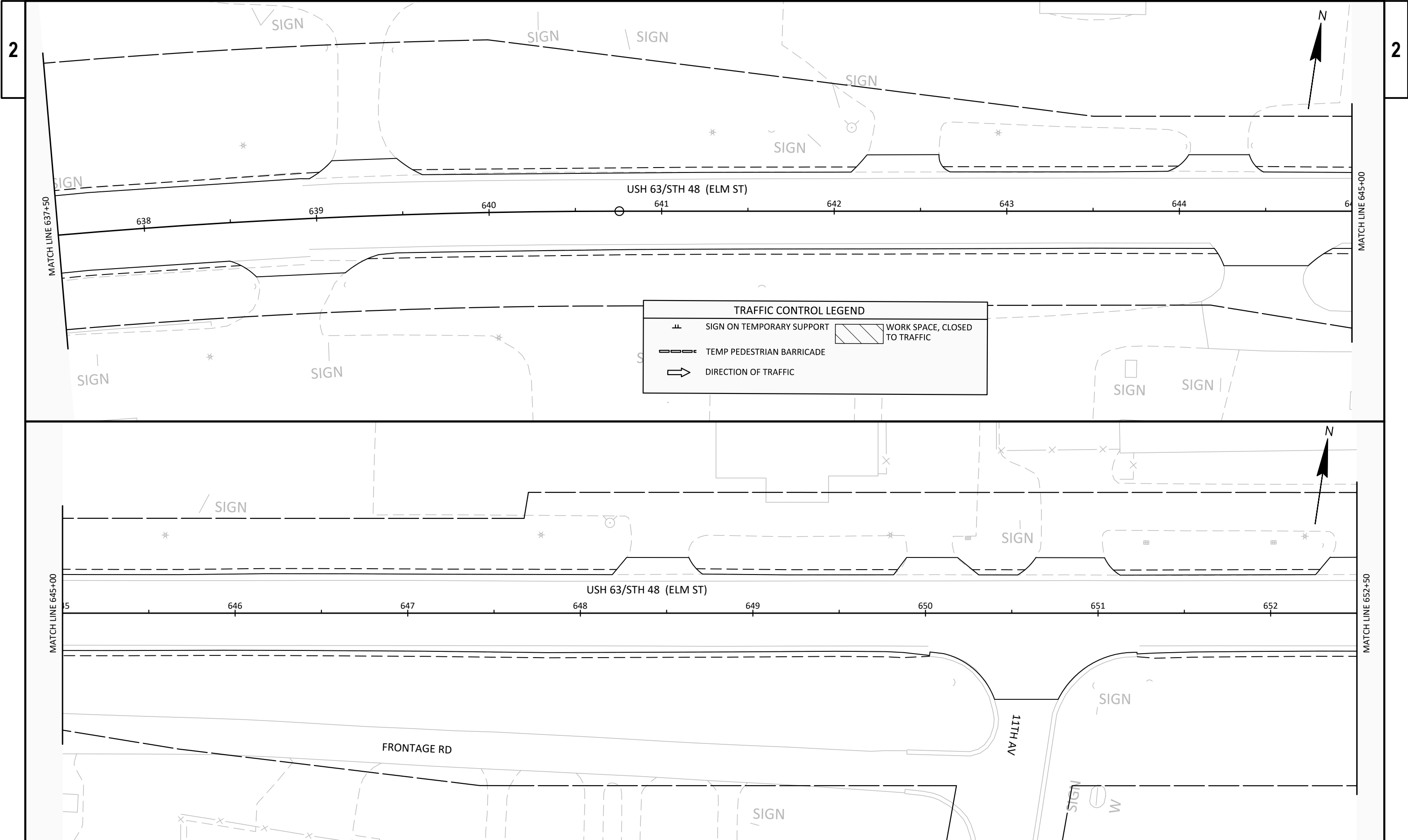
DIRECTION OF TRAFFIC

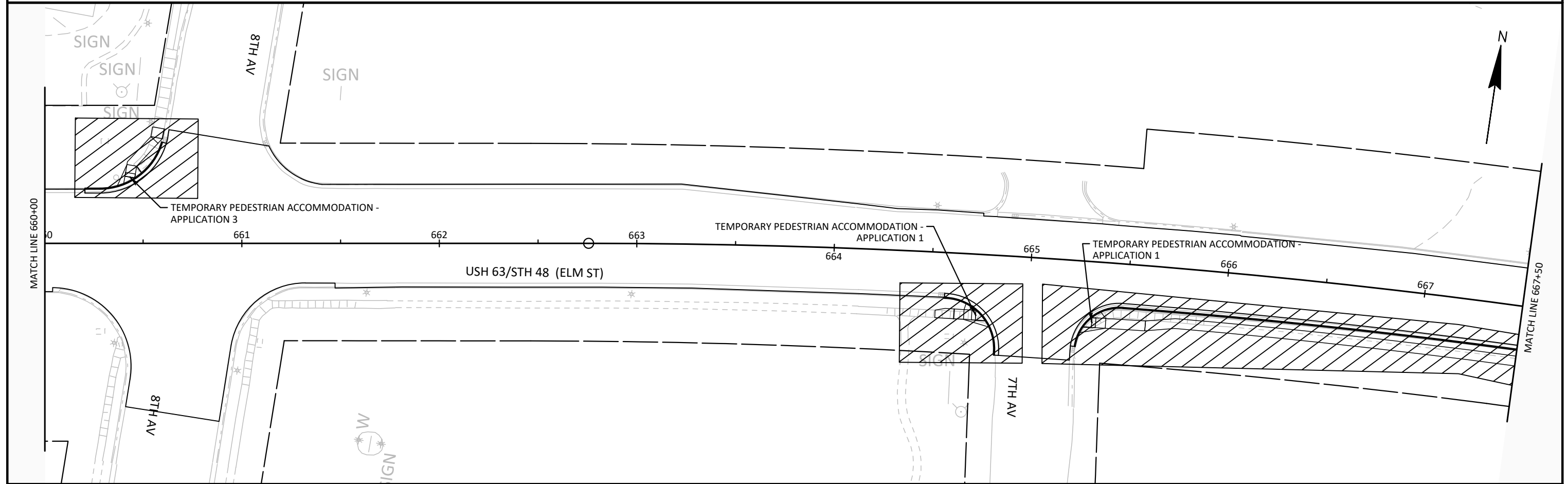
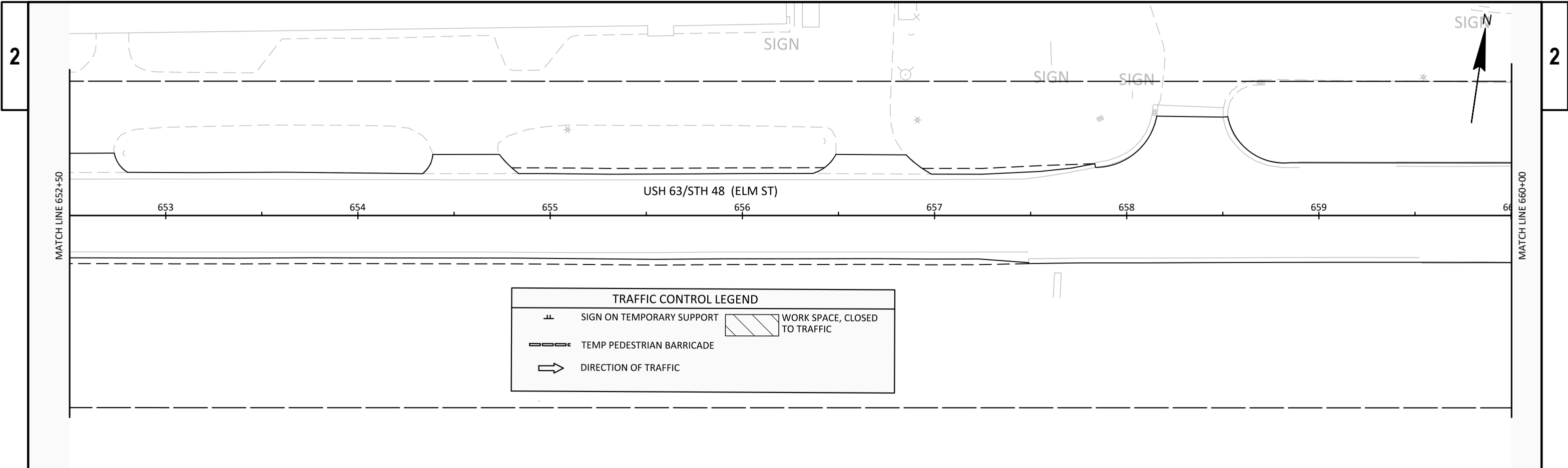
WORK SPACE, CLOSED TO TRAFFIC

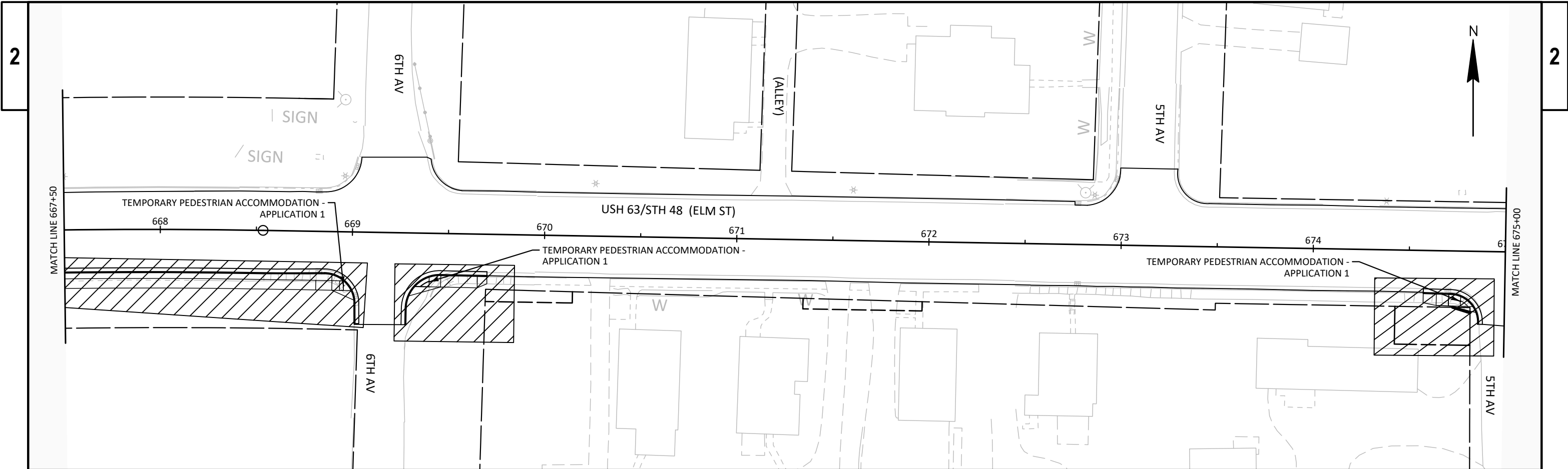
TEMPORARY PEDESTRIAN SURFACE MATTING **

*25' DEVICE SPACING UNLESS NOTED OTHERWISE
** PLACE 2-INCHES OF 3/4 -INCH BASE AGGREGATE DENSE UNDER TEMPORARY PEDESTRIAN SURFACE MATTING

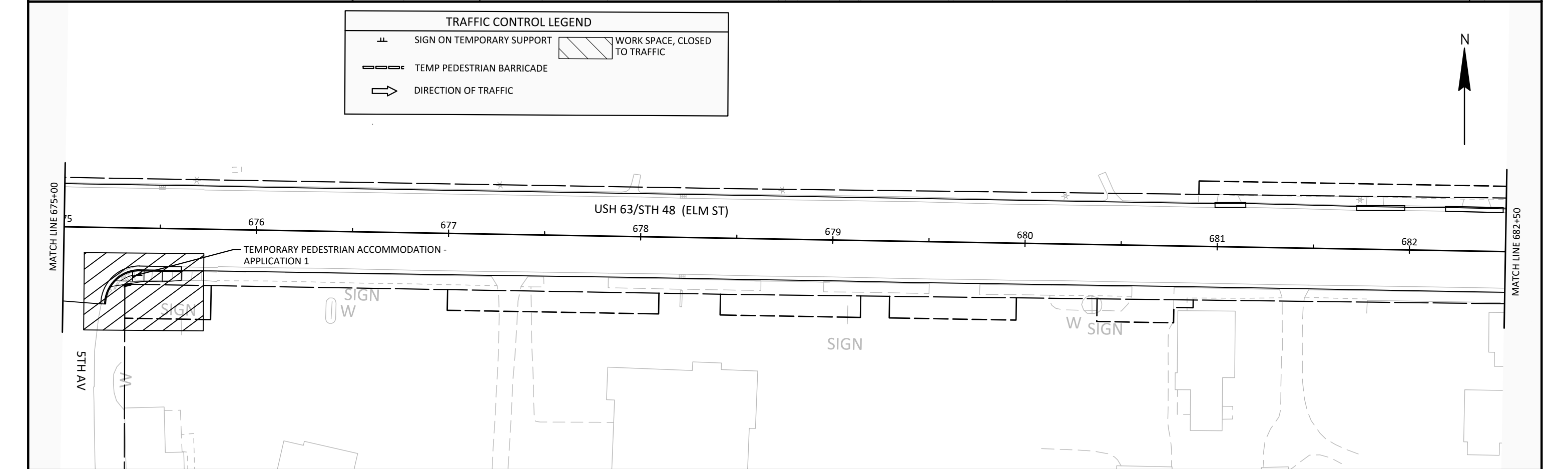


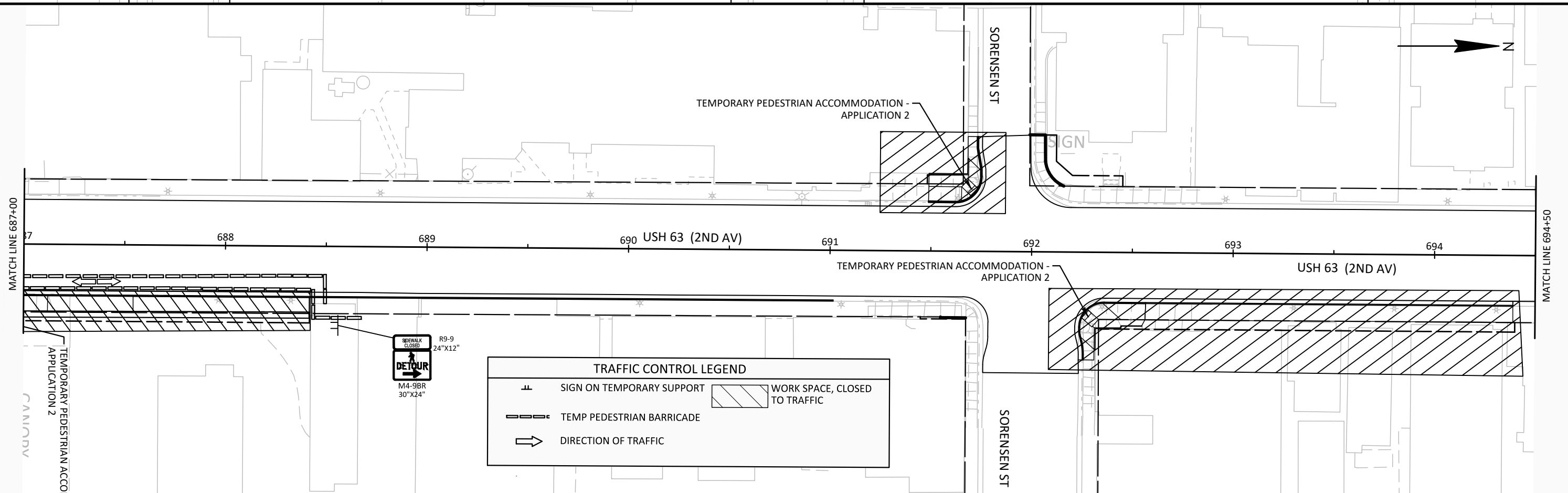


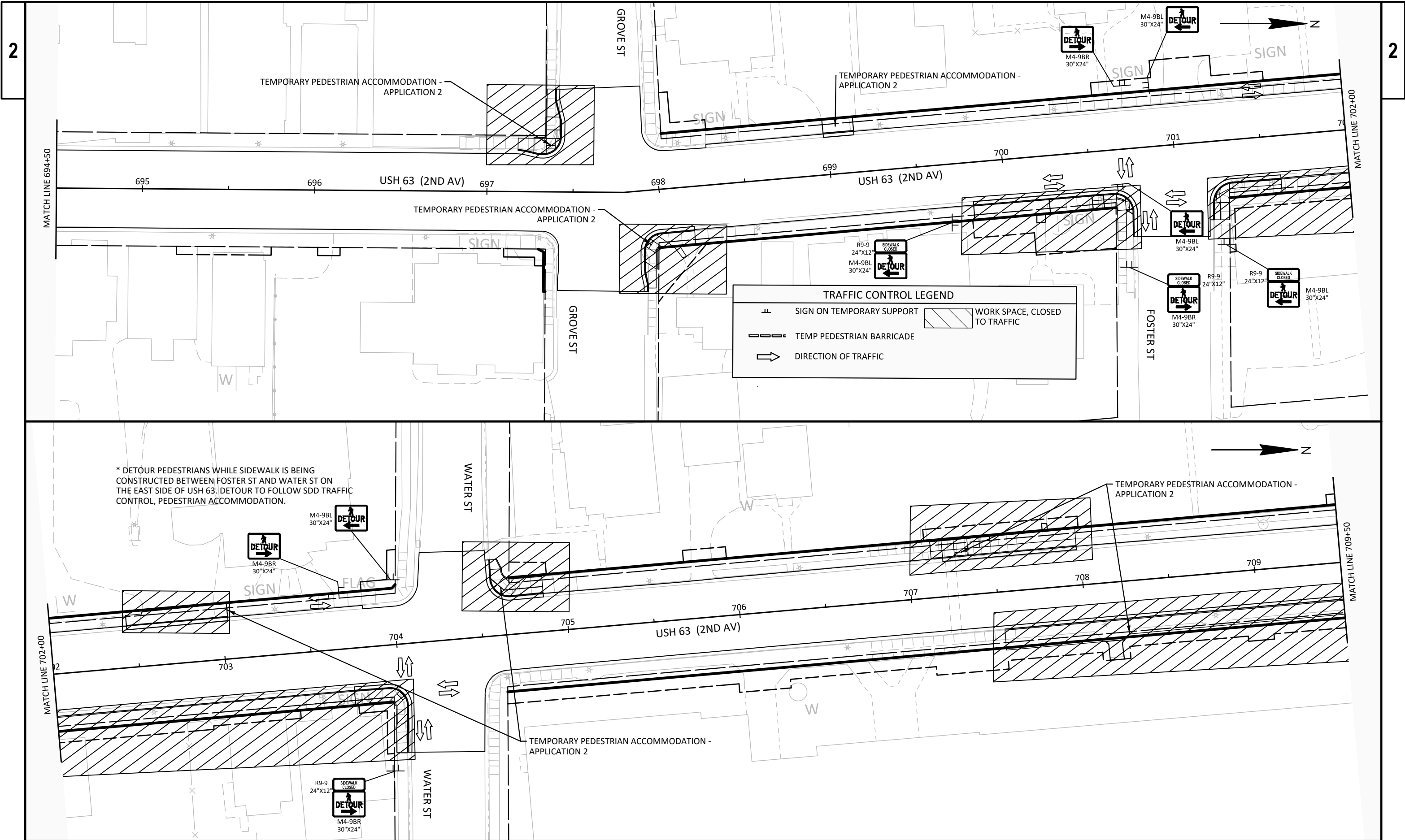


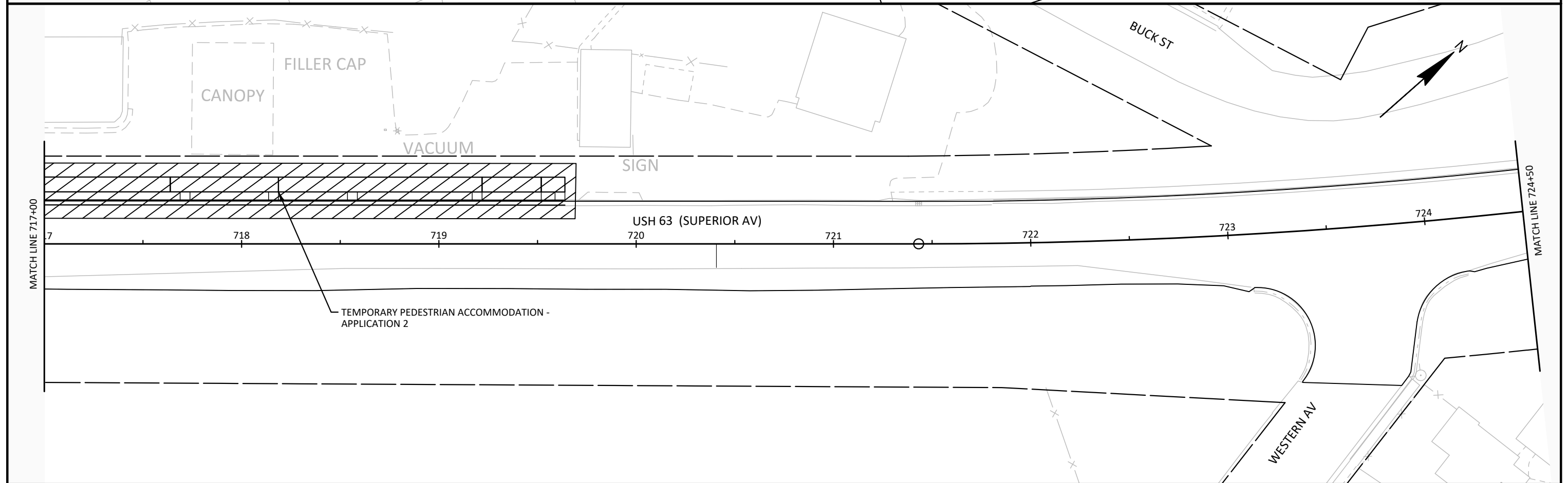


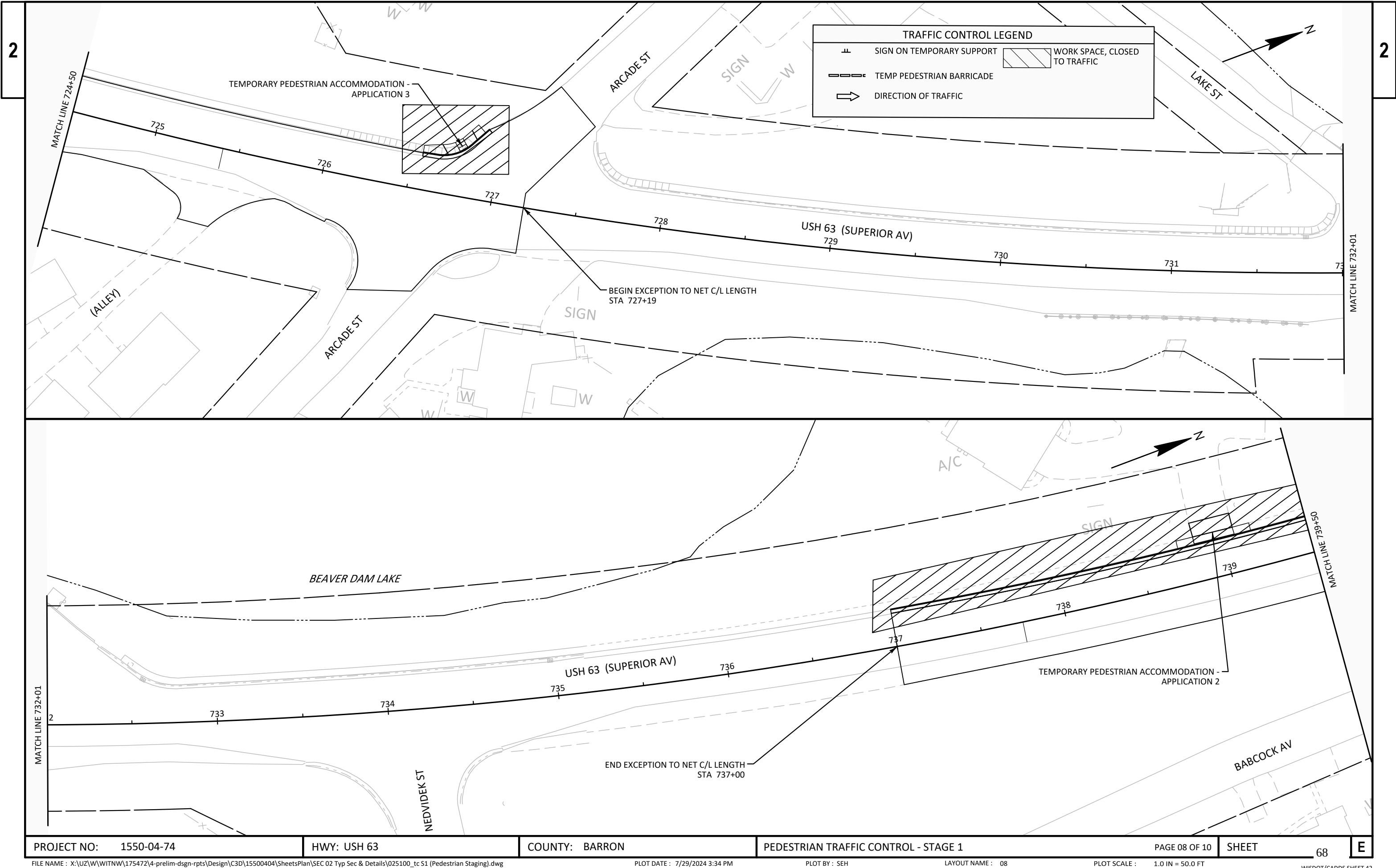
TRAFFIC CONTROL LEGEND	
	SIGN ON TEMPORARY SUPPORT
	TEMP PEDESTRIAN BARRICADE
	DIRECTION OF TRAFFIC
	WORK SPACE, CLOSED TO TRAFFIC

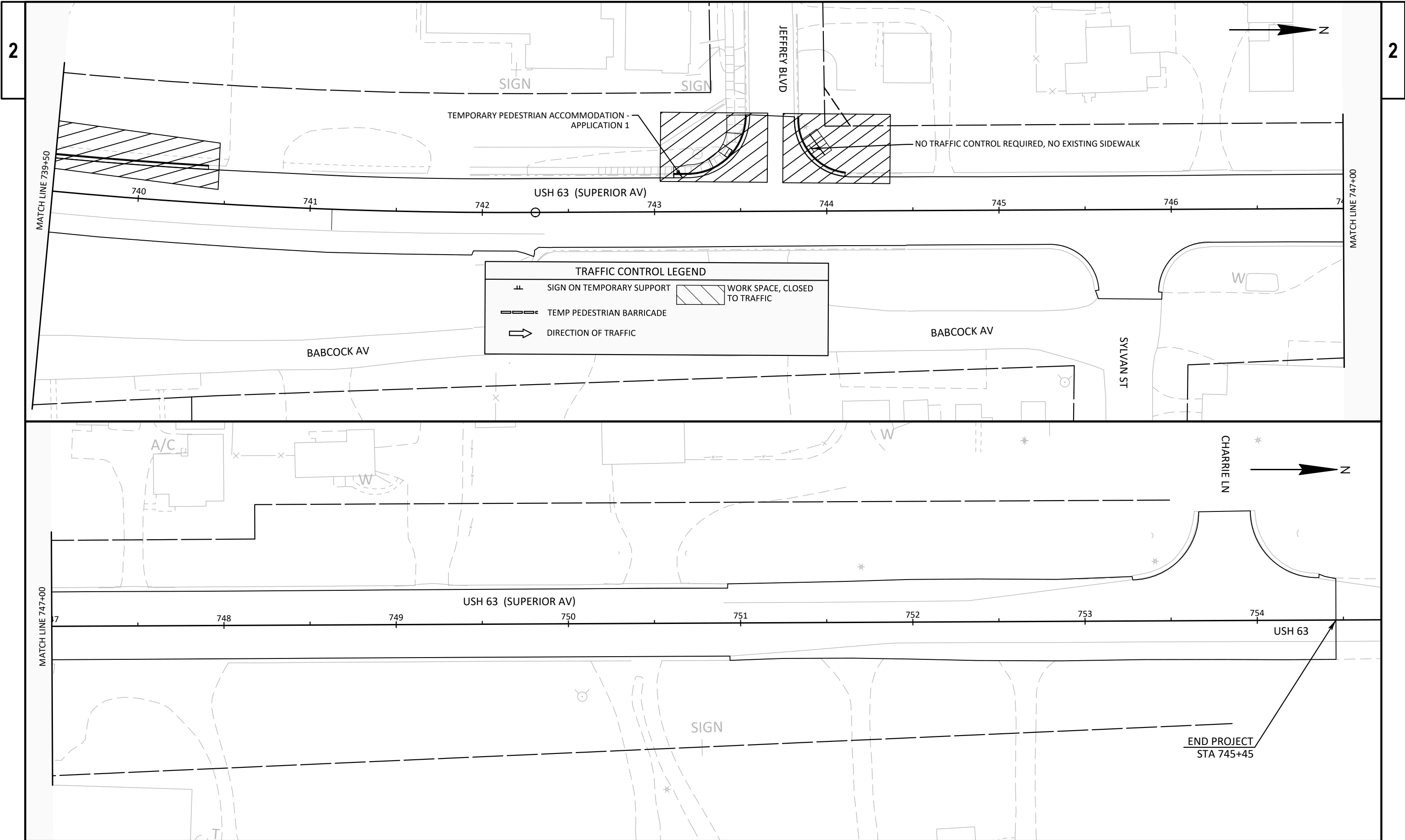


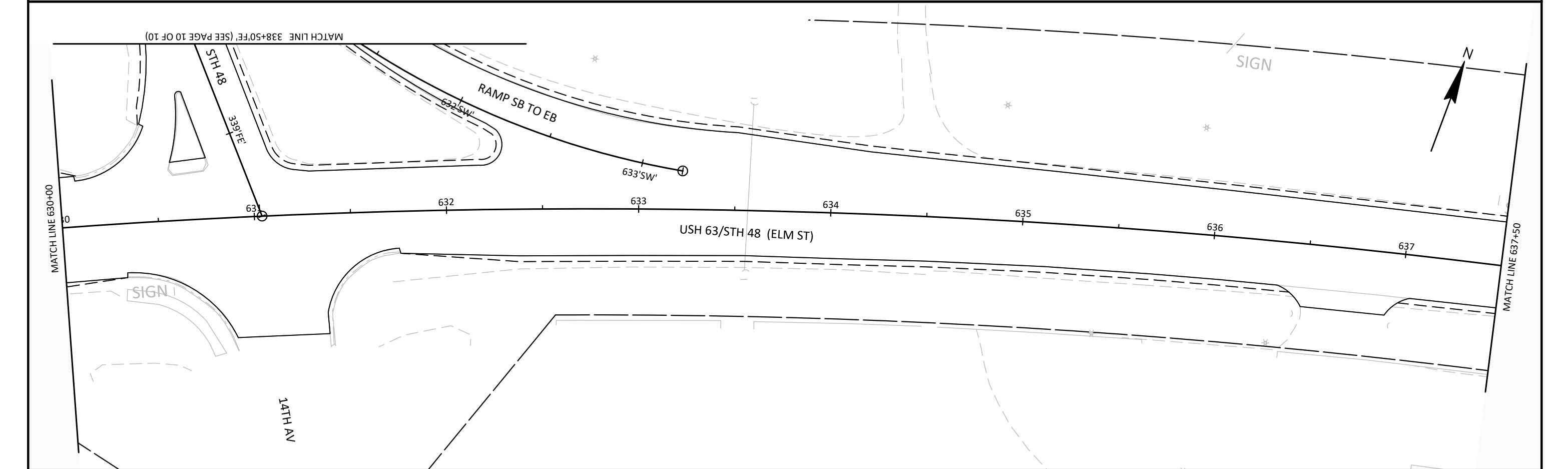
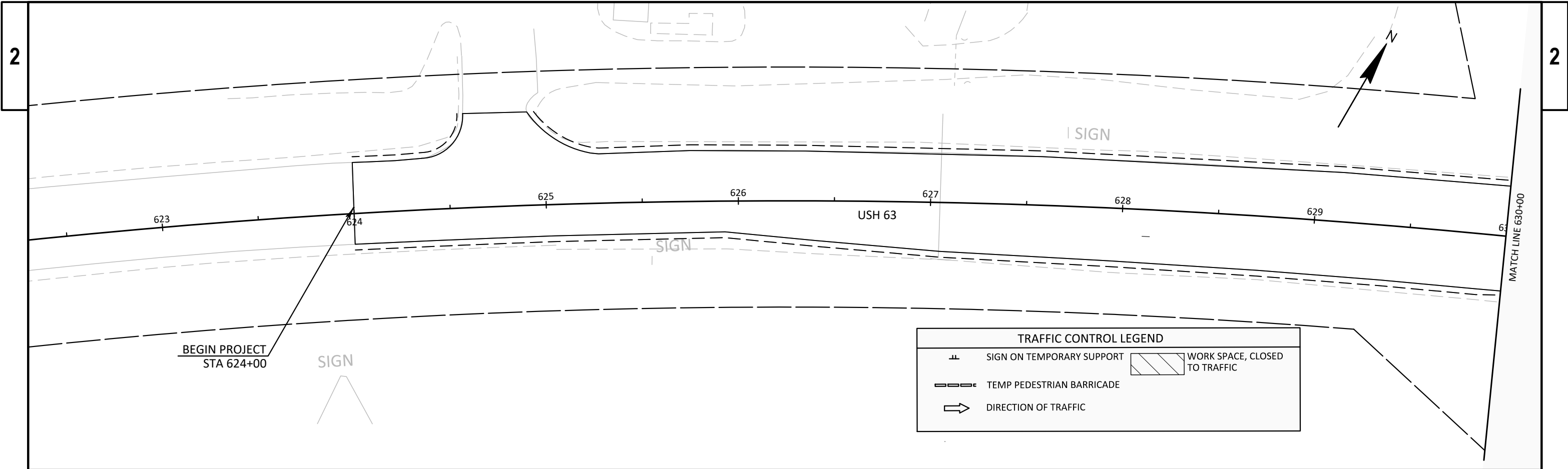


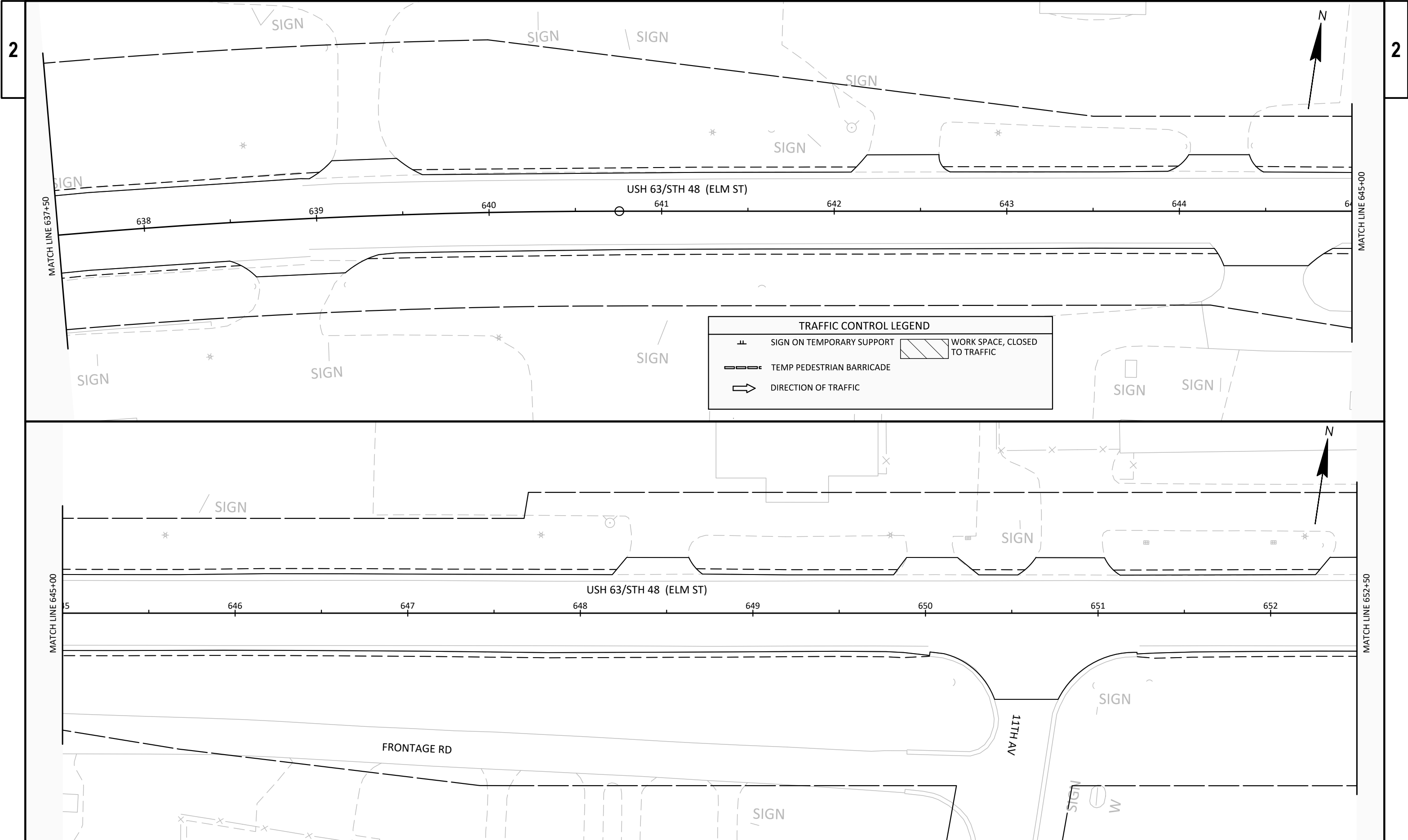


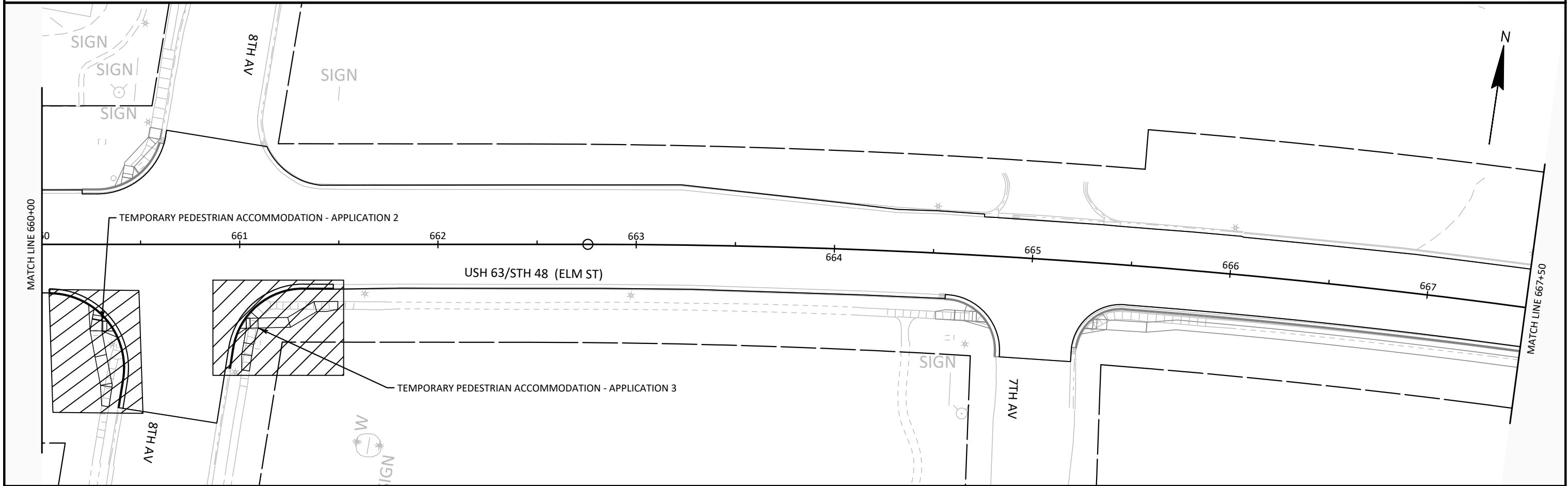
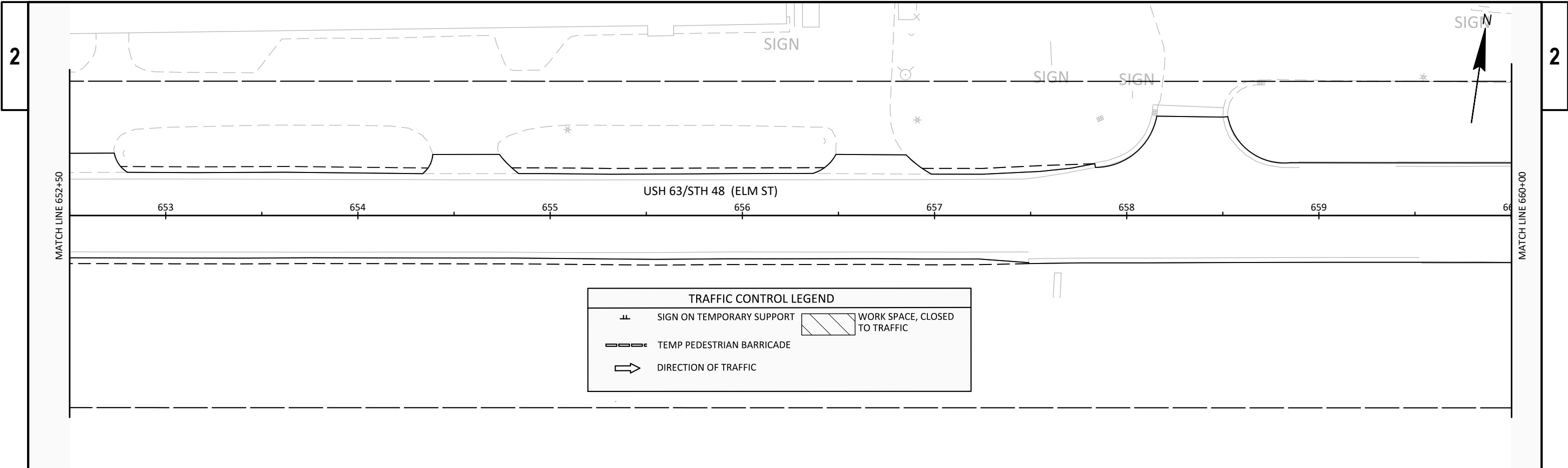


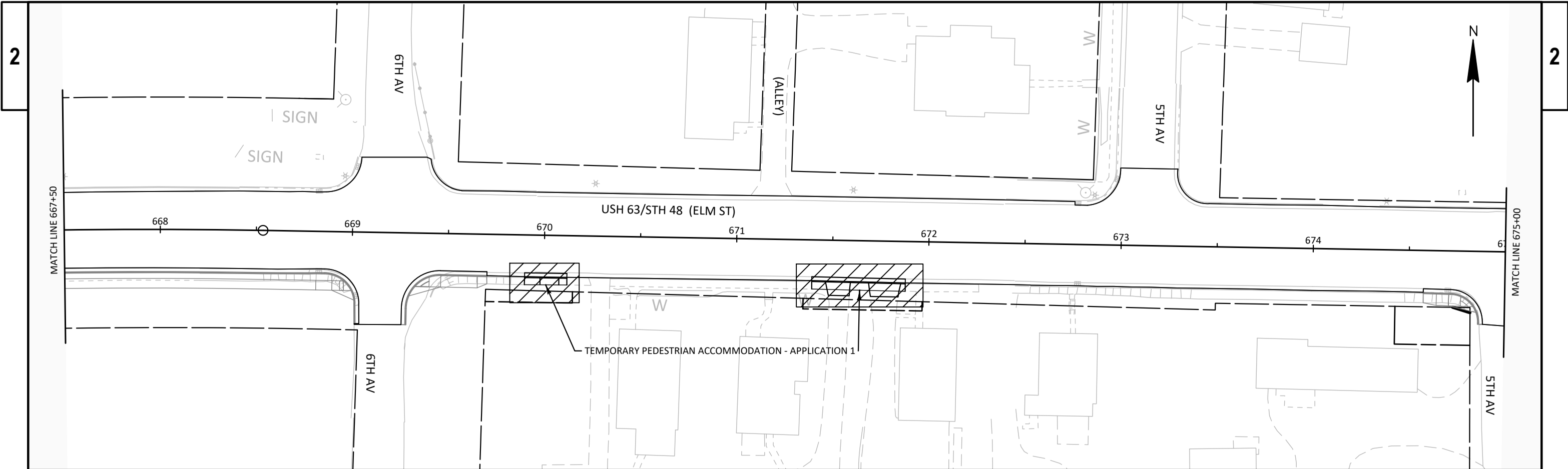




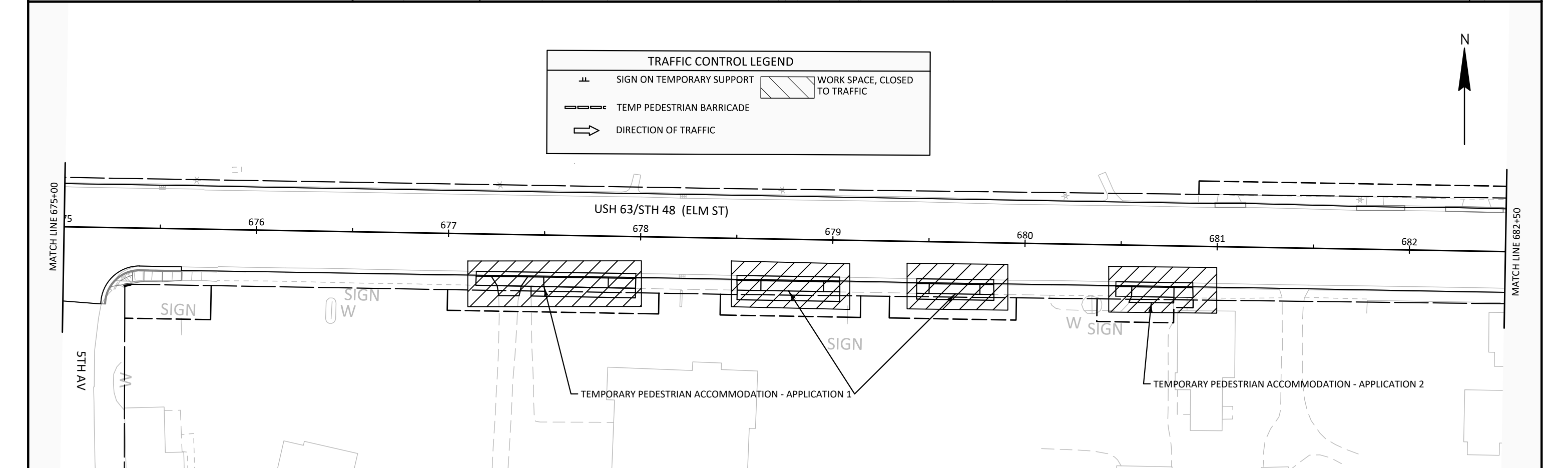


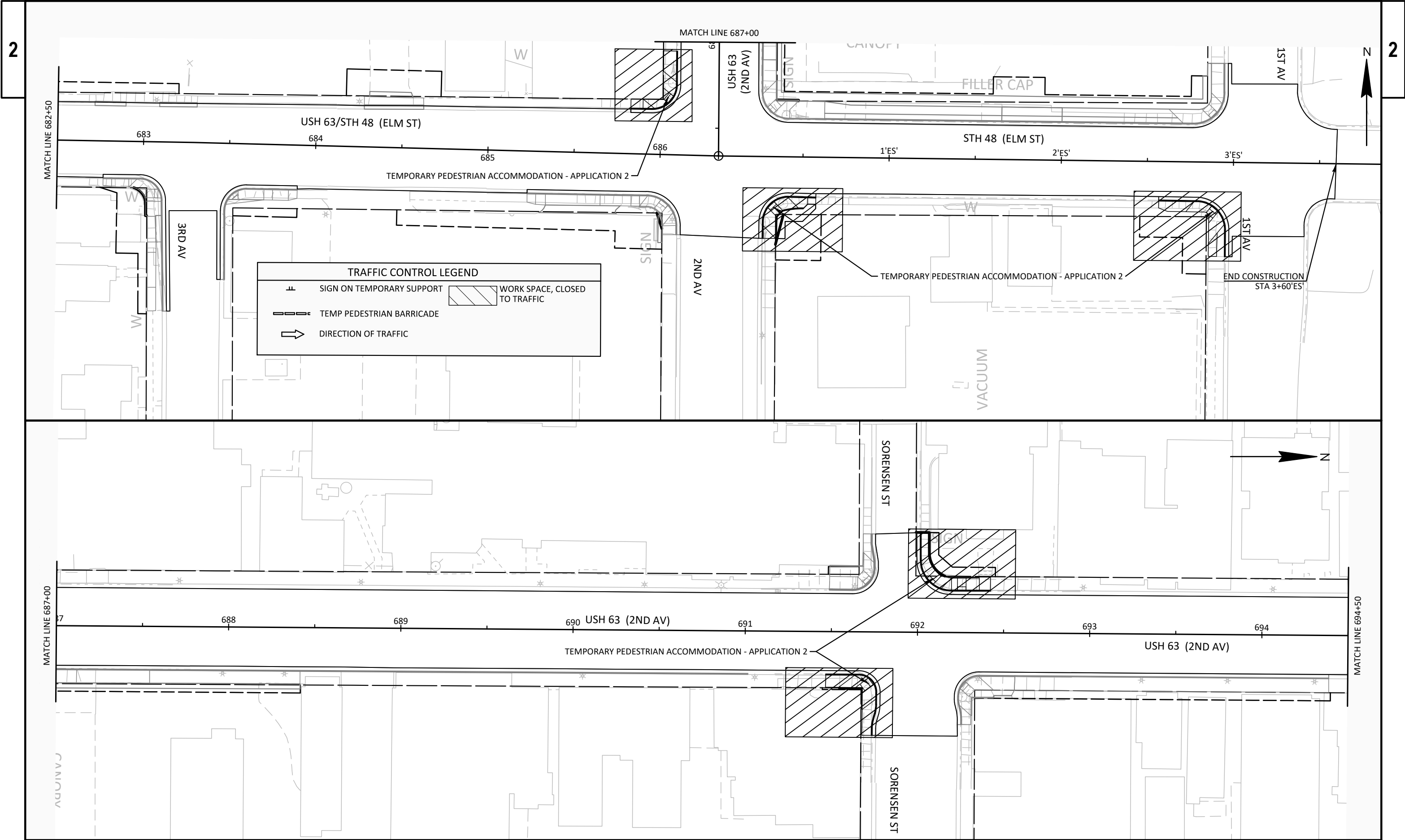


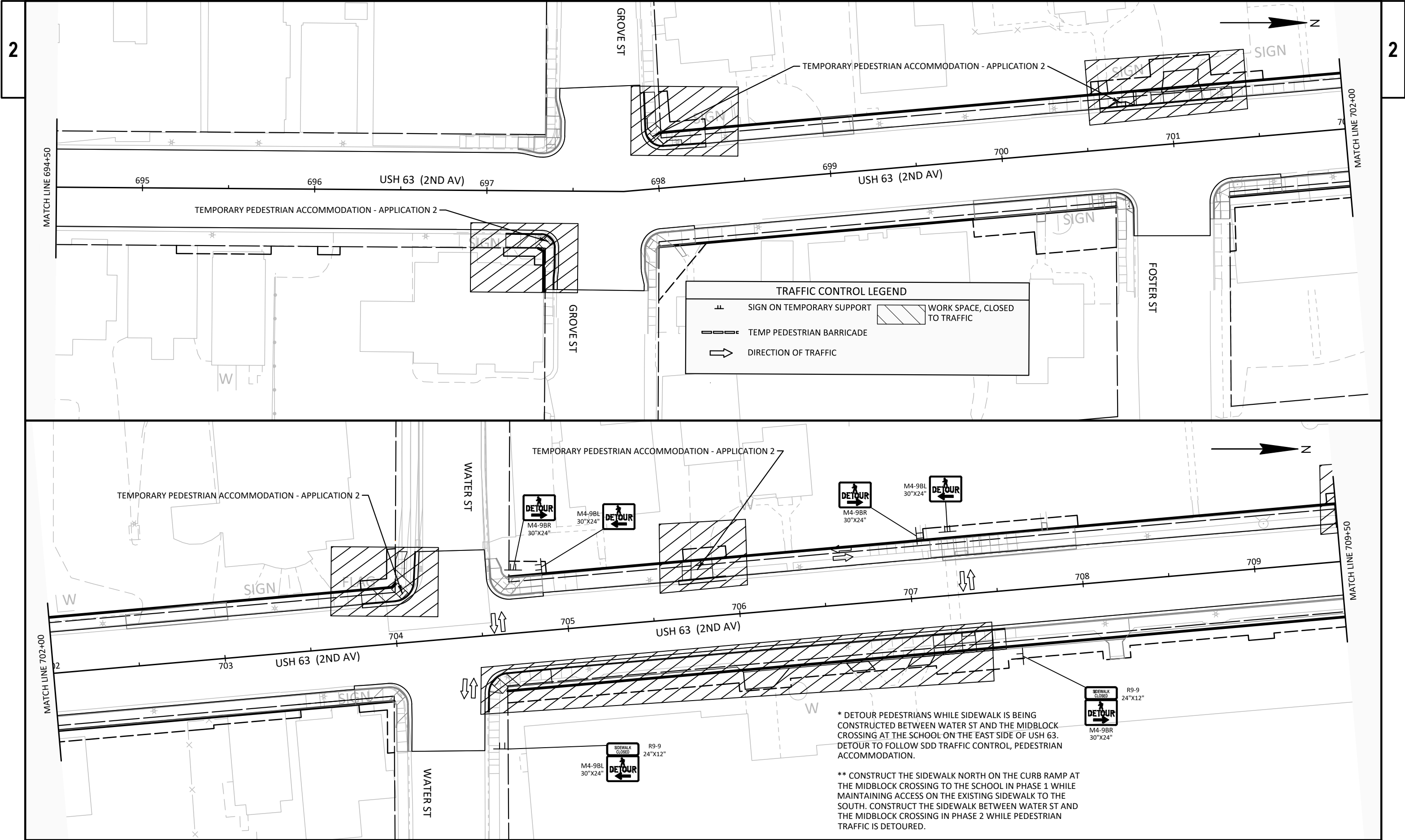


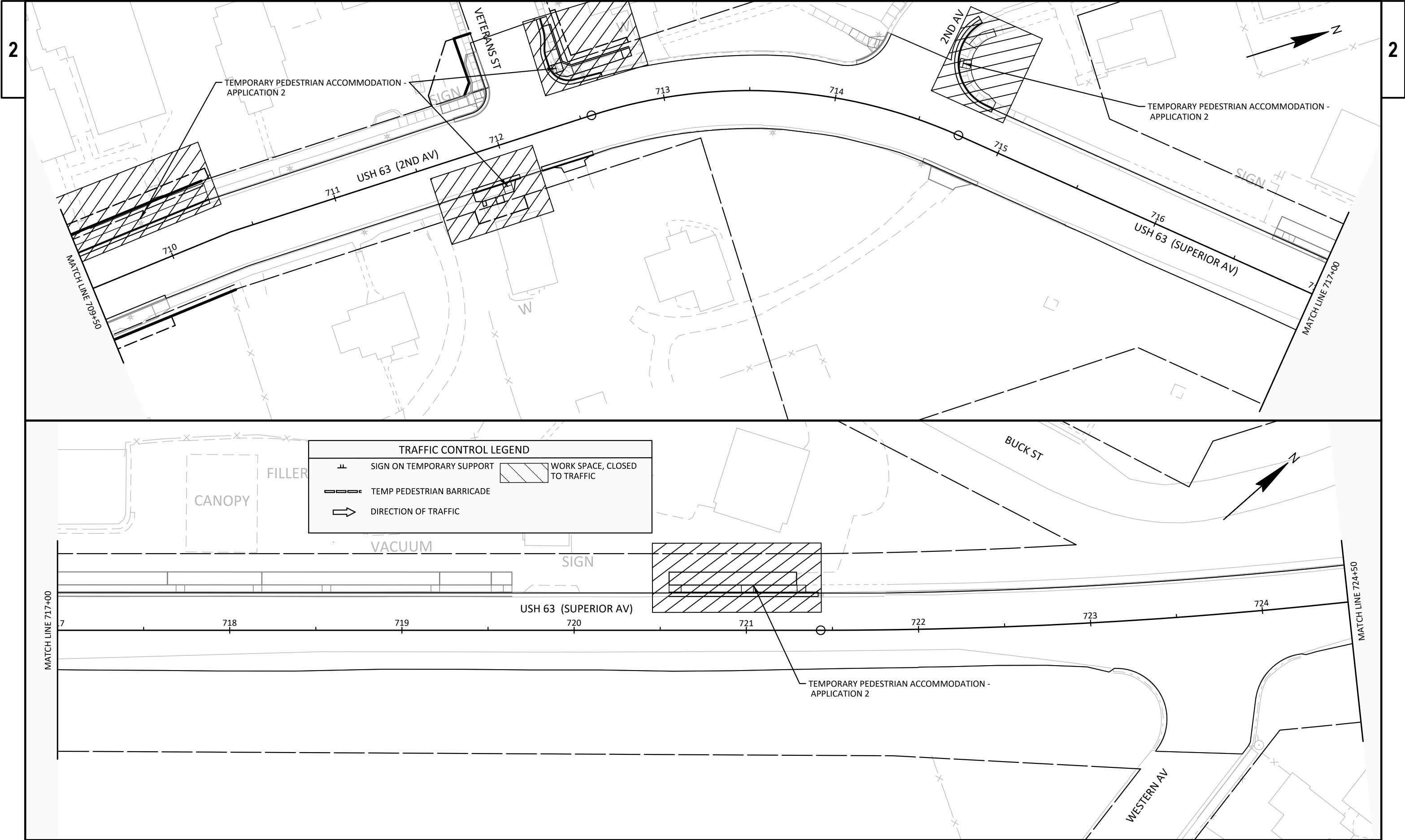


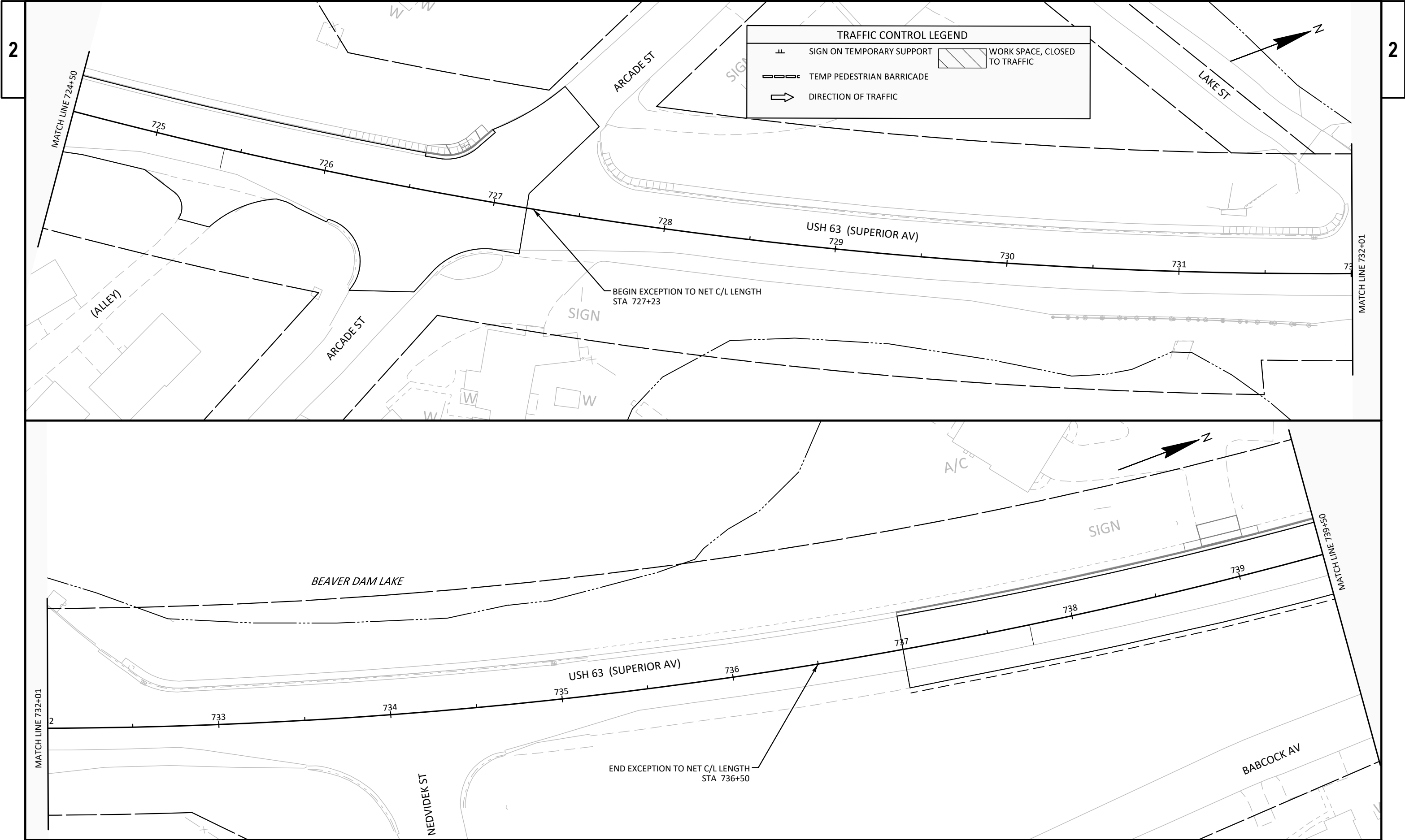
TRAFFIC CONTROL LEGEND		
	SIGN ON TEMPORARY SUPPORT	
	TEMP PEDESTRIAN BARRICADE	
	DIRECTION OF TRAFFIC	

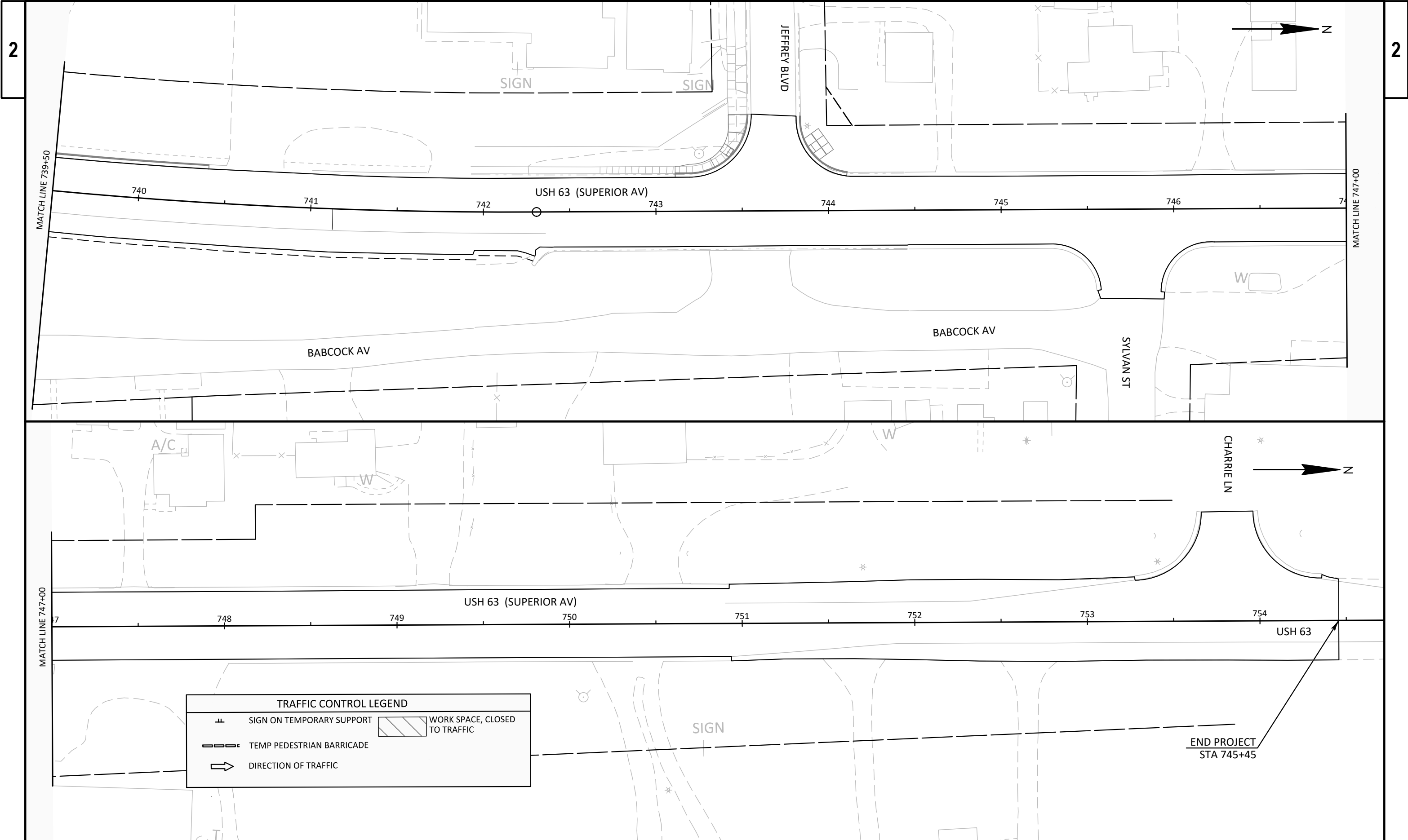












Estimate Of Quantities

1550-04-74

Line	Item	Item Description	Unit	Total	Qty
0002	204.0109.S	Removing Concrete Surface Partial Depth	SF	15,684.000	15,684.000
0004	204.0110	Removing Asphaltic Surface	SY	2,586.000	2,586.000
0006	204.0115	Removing Asphaltic Surface Butt Joints	SY	1,403.000	1,403.000
0008	204.0120	Removing Asphaltic Surface Milling	SY	65,820.000	65,820.000
0010	204.0150	Removing Curb & Gutter	LF	6,683.000	6,683.000
0012	204.0155	Removing Concrete Sidewalk	SY	3,521.000	3,521.000
0014	204.0195	Removing Concrete Bases	EACH	6.000	6.000
0016	205.0100	Excavation Common	CY	99.000	99.000
0018	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 1550-04-74	EACH	1.000	1.000
0020	213.0100	Finishing Roadway (project) 01. 1550-04-74	EACH	1.000	1.000
0022	305.0110	Base Aggregate Dense 3/4-Inch	TON	226.000	226.000
0024	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	661.000	661.000
0026	305.0500	Shaping Shoulders	STA	81.000	81.000
0028	416.0610	Drilled Tie Bars	EACH	516.000	516.000
0030	455.0605	Tack Coat	GAL	7,864.000	7,864.000
0032	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000
0034	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	2.000	2.000
0036	460.2000	Incentive Density HMA Pavement	DOL	4,110.000	4,110.000
0038	460.2005	Incentive Density PWL HMA Pavement	DOL	6,450.000	6,450.000
0040	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	4,830.000	4,830.000
0042	460.2010	Incentive Air Voids HMA Pavement	DOL	12,870.000	12,870.000
0044	460.6644	HMA Pavement 4 MT 58-34 V	TON	12,868.000	12,868.000
0046	460.9000.S	Material Transfer Vehicle	EACH	1.000	1.000
0048	465.0110	Asphaltic Surface Patching	TON	1,170.000	1,170.000
0050	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	240.000	240.000
0052	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	7,199.000	7,199.000
0054	601.0600	Concrete Curb Pedestrian	LF	400.000	400.000
0056	602.0405	Concrete Sidewalk 4-Inch	SF	29,362.000	29,362.000
0058	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	390.000	390.000
0060	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	68.000	68.000
0062	602.0860	Concrete Driveway HES 6-Inch	SY	537.000	537.000
0064	611.0420	Reconstructing Manholes	EACH	9.000	9.000
0066	611.0430	Reconstructing Inlets	EACH	1.000	1.000
0068	611.8110	Adjusting Manhole Covers	EACH	19.000	19.000
0070	611.8115	Adjusting Inlet Covers	EACH	9.000	9.000
0072	618.0100	Maintenance and Repair of Haul Roads (project) 01. 1550-04-74	EACH	1.000	1.000
0074	619.1000	Mobilization	EACH	1.000	1.000
0076	624.0100	Water	MGAL	7.000	7.000
0078	625.0100	Topsoil	SY	2,473.000	2,473.000
0080	628.1504	Silt Fence	LF	120.000	120.000
0082	628.1520	Silt Fence Maintenance	LF	120.000	120.000
0084	628.2008	Erosion Mat Urban Class I Type B	SY	2,473.000	2,473.000
0086	628.7015	Inlet Protection Type C	EACH	33.000	33.000
0088	629.0210	Fertilizer Type B	CWT	1.560	1.560
0090	630.0140	Seeding Mixture No. 40	LB	44.200	44.200
0092	630.0200	Seeding Temporary	LB	66.200	66.200
0094	630.0500	Seed Water	MGAL	53.800	53.800
0096	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	1.000	1.000
0098	637.2210	Signs Type II Reflective H	SF	7.000	7.000

Estimate Of Quantities

1550-04-74					
Line	Item	Item Description	Unit	Total	Qty
0100	638.2102	Moving Signs Type II	EACH	2.000	2.000
0102	638.2602	Removing Signs Type II	EACH	1.000	1.000
0104	638.4000	Moving Small Sign Supports	EACH	1.000	1.000
0106	642.5201	Field Office Type C	EACH	1.000	1.000
0108	643.0300	Traffic Control Drums	DAY	32,250.000	32,250.000
0110	643.0705	Traffic Control Warning Lights Type A	DAY	1,750.000	1,750.000
0112	643.0900	Traffic Control Signs	DAY	14,950.000	14,950.000
0114	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0116	643.3165	Temporary Marking Line Paint 6-Inch	LF	25,087.000	25,087.000
0118	643.3350	Temporary Marking Crosswalk Removable Tape 6-inch	LF	450.000	450.000
0120	643.5000	Traffic Control	EACH	1.000	1.000
0122	644.1440	Temporary Pedestrian Surface Matting	SF	5,115.000	5,115.000
0124	644.1601	Temporary Pedestrian Curb Ramp	DAY	3,780.000	3,780.000
0126	644.1605	Temporary Pedestrian Detectable Warning Field	SF	620.000	620.000
0128	644.1810	Temporary Pedestrian Barricade	LF	10,060.000	10,060.000
0130	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	34,105.000	34,105.000
0132	646.4040	Marking Line Grooved Wet Ref Epoxy 10-Inch	LF	1,649.000	1,649.000
0134	646.5020	Marking Arrow Epoxy	EACH	38.000	38.000
0136	646.5120	Marking Word Epoxy	EACH	2.000	2.000
0138	646.6120	Marking Stop Line Epoxy 18-Inch	LF	433.000	433.000
0140	646.7120	Marking Diagonal Epoxy 12-Inch	LF	803.000	803.000
0142	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	2,432.000	2,432.000
0144	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	38.000	38.000
0146	646.8120	Marking Curb Epoxy	LF	3,607.000	3,607.000
0148	646.8320	Marking Parking Stall Epoxy	LF	1,933.000	1,933.000
0150	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	7,199.000	7,199.000
0152	650.8000	Construction Staking Resurfacing Reference	LF	12,064.000	12,064.000
0154	650.8501	Construction Staking Electrical Installations (project) 01. 1550-04-74	EACH	1.000	1.000
0156	650.9000	Construction Staking Curb Ramps	EACH	47.000	47.000
0158	650.9500	Construction Staking Sidewalk (project) 01. 1550-04-74	EACH	1.000	1.000
0160	650.9911	Construction Staking Supplemental Control (project) 01. 1550-04-74	EACH	1.000	1.000
0162	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	31.000	31.000
0164	652.0605	Conduit Special 2-Inch	LF	50.000	50.000
0166	653.0164	Pull Boxes Non-Conductive 24x42-Inch	EACH	2.000	2.000
0168	653.0900	Adjusting Pull Boxes	EACH	30.000	30.000
0170	654.0101	Concrete Bases Type 1	EACH	6.000	6.000
0172	690.0150	Sawing Asphalt	LF	9,285.000	9,285.000
0174	690.0250	Sawing Concrete	LF	1,042.000	1,042.000
0176	740.0440	Incentive IRI Ride	DOL	9,180.000	9,180.000
0178	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	800.000	800.000
0180	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	600.000	600.000
0182	SPV.0035	Special 01. Excavating, Hauling, Segregation, and Disposal of Contaminated Soil	CY	50.000	50.000
0184	SPV.0060	Special 01. Adjusting Water Valve Boxes	EACH	37.000	37.000
0186	SPV.0060	Special 02. Remove, Salvage and Reinstall RRFB System	EACH	2.000	2.000
0188	SPV.0060	Special 03. Stop Sign Traffic Flashing Beacon System Solar	EACH	4.000	4.000

BUTT JOINTS

204.0115
REMOVING
ASPHALTIC SURFACE
BUTT JOINTS

CATEGORY	STATION	TO	STATION	ALIGNMENT	LOCATION	SY	REMARKS
0010	624+00	-	624+10	USH 63	USH 63 (BEGIN PROJECT)	34	BASED ON 10 FT WIDTH
0010	13+31	-	13+41	STH 48	WEST JUCT STH 48	34	BASED ON 10 FT WIDTH
0010	630+88	-	631+37	USH 63	14TH AVE	55	BASED ON 10 FT WIDTH
0010	650+40	-	650+77	USH 63	11TH AVE	42	BASED ON 10 FT WIDTH
0010	660+43	-	660+93	USH 63	8TH AVE - N	56	BASED ON 10 FT WIDTH
0010	660+63	-	661+11	USH 63	8TH AVE - S	54	BASED ON 10 FT WIDTH
0010	664+86	-	665+22	USH 63	7TH AVE	40	BASED ON 10 FT WIDTH
0010	669+04	-	669+34	USH 63	6TH AVE - N	34	BASED ON 10 FT WIDTH
0010	669+04	-	669+24	USH 63	6TH AVE - S	23	BASED ON 10 FT WIDTH
0010	672+98	-	673+13	USH 63	5TH AVE - N	17	BASED ON 10 FT WIDTH
0010	674+89	-	675+20	USH 63	5TH AVE - S	35	BASED ON 10 FT WIDTH
0010	683+13	-	683+45	USH 63	3RD AVE	36	BASED ON 10 FT WIDTH
0010	686+13	-	686+58	USH 63	2ND AVE	50	BASED ON 10 FT WIDTH
0010	2+97	-	3+36	STH 48	1ST AVE - N (STH 48)	44	BASED ON 10 FT WIDTH
0010	2+98	-	3+42	STH 48	1ST AVE - S (STH 48)	49	BASED ON 10 FT WIDTH
0010	3+51	-	3+61	STH 48	EAST JUCT STH 48	46	BASED ON 10 FT WIDTH
0010	691+76	-	692+24	USH 63	SORENSEN ST - E	54	BASED ON 10 FT WIDTH
0010	691+77	-	691+99	USH 63	SORENSEN ST - W	25	BASED ON 10 FT WIDTH
0010	697+42	-	697+85	USH 63	GROVE ST - E	48	BASED ON 10 FT WIDTH
0010	697+45	-	697+93	USH 63	GROVE ST - W	54	BASED ON 10 FT WIDTH
0010	700+76	-	701+17	USH 63	FOREST ST	46	BASED ON 10 FT WIDTH
0010	704+05	-	704+48	USH 63	WATER ST - E	48	BASED ON 10 FT WIDTH
0010	704+15	-	704+55	USH 63	WATER ST - W	45	BASED ON 10 FT WIDTH
0010	712+15	-	712+43	USH 63	VETERAN ST	32	BASED ON 10 FT WIDTH
0010	714+21	-	714+58	USH 63	2ND AVE	42	BASED ON 10 FT WIDTH
0010	723+32	-	723+81	USH 63	WESTERN AVE	55	BASED ON 10 FT WIDTH
0010	726+27	-	726+64	USH 63	ARCADE AVE - S	42	BASED ON 10 FT WIDTH
0010	727+31	-	727+52	USH 63	ARCADE AVE - N	34	BASED ON 10 FT WIDTH
0010	727+09	-	727+19	USH 63	USH 63	58	BASED ON 10 FT WIDTH
0010	737+00	-	737+10	USH 63	USH 63	35	BASED ON 10 FT WIDTH
0010	743+56	-	743+81	USH 63	JEFFREY BLVD	28	BASED ON 10 FT WIDTH
0010	745+58	-	745+94	USH 63	SYLVAN ST	40	BASED ON 10 FT WIDTH
0010	753+63	-	753+93	USH 63	CHARRIE LN	34	BASED ON 10 FT WIDTH
0010	754+35	-	754+45	USH 63	USH 63 (END PROJECT)	34	BASED ON 10 FT WIDTH
TOTAL 0010						1,403	
PROJECT TOTAL						1,403	

MILLING

204.0120
REMOVING
ASPHALTIC SURFACE
MILLING

CATEGORY	STATION	TO	STATION	LOCATION	SY	REMARKS
0010	624+00	-	631+04	USH 63	4070	BEGIN - STH 48
0010	631+04	-	660+77	USH 63	14660	STH 48 - 8TH AVE
0010	660+77	-	669+15	USH 63	3970	8TH AVE - 6TH AVE
0010	669+15	-	675+04	USH 63	2650	6TH AVE - 5TH AVE
0010	675+04	-	683+29	USH 63	3680	5TH AVE - 3RD AVE
0010	683+29	-	686+34	USH 63	1180	3RD AVE - 2ND AVE
0010	686+34	-	692+00	USH 63	1500	2ND AVE - SORENSON
0010	692+00	-	697+66	USH 63	1660	SORENSEN - GROVE
0010	697+66	-	700+98	USH 63	1010	GROVE - FOSTER
0010	700+98	-	704+25	USH 63	970	FOSTER - WATER
0010	704+25	-	712+23	USH 63	2240	WATER - VETERANS
0010	712+23	-	727+19	USH 63	7070	VETERANS - ARCADE
0010	737+00	-	743+68	USH 63	3110	BEGIN - JEFFREY
0010	743+68	-	754+45	USH 63	5010	JEFFREY - END
0010			STH 48 N		2400	-
0010			CAROLINE ST		260	-
0010			11TH AVE		180	-
0010			8TH AVE N		120	-
0010			8TH AVE S		380	-
0010			7TH AVE		110	-
0010			6TH AVE N		40	-
0010			6TH AVE S		60	-
0010			5TH AVE N		40	-
0010			5TH AVE S		50	-
0010			3RD AVE		40	-
0010			2ND AVE		100	-
0010			STH 48 E		1360	-
0010			SORENSEN ST E		140	-
0010			SORENSEN ST W		80	-
0010			GROVE ST E		140	-
0010			GROVE ST W		130	-
0010			FOSTER ST		110	-
0010			WATER ST E		170	-
0010			WATER ST W		100	-
0010			VETERANS ST		130	-
0010			2ND AVE		90	-
0010			WESTERN AVE		290	-
0010			ARCADE AVE N		180	-
0010			ARCADE AVE S		150	-
0010			JEFFREY BLVD		130	-
0010			SYLVAN ST		120	-
0010			CHARRIE LN		170	-
TOTAL 0010					60,050	

PARKING LANES

0020	683+29	-	685+15	USH 63	400	3RD AVE - 2ND AVE
0020	0+69	-	2+52	STH 48	440	2ND AVE - 1ST AVE
0020	686+33	-	691+95	USH 63	1,150	STH 48 - SORENSON ST
0020	691+95	-	697+65	USH 63	1,150	SORENSEN ST - GROVE ST
0020	697+65	-	700+98	USH 63	660	GROVE ST - FOREST ST
0020	700+98	-	704+34	USH 63	650	FOREST ST - WATER ST
0020	704+34	-	712+23	USH 63	1,320	WATER ST - VETERAN ST
TOTAL 0020					5,770	
PROJECT TOTAL					65,820	

EARTHWORK

205.0100
EXCAVATION
COMMON

CATEGORY	STATION	TO	STATION	LOCATION	CY	REMARKS
0010	664+53	-	664+84	RT	1	PEDESTRIAN SURFACE MATTING
0010	665+25	-	669+01	RT	46	PEDESTRIAN SURFACE MATTING, SIDEWALK BASE
0010	669+28	-	669+71	RT	1	PEDESTRIAN MATTING
0010	669+85	-	671+90	RT	1	PEDESTRIAN MATTING
0010	674+58	-	674+86	RT	1	PEDESTRIAN MATTING
0010	675+22	-	675+62	RT	1	PEDESTRIAN MATTING
0010	677+15	-	680+88	RT	1	PEDESTRIAN MATTING
0010	704+73	-	709+86	RT	43	CURB BASE
0010	714+00	-	714+20	LT	1	PEDESTRIAN MATTING
0010	743+00	-	743+50	LT	2	PEDESTRIAN MATTING

PROJECT TOTAL 99

BASE AGGREGATE

305.0110* 305.0120 305.0500 624.0100

CATEGORY	STATION	TO	STATION	LOCATION	BASE AGGREGATE	BASE AGGREGATE	SHAPING SHOULDERS	WATER	REMARKS
					DENSE 3/4-INCH	DENSE 1 1/4-INCH			
0010	624+00	-	630+31	RT	12	-	6	0.1	-
0010	624+00	-	624+58	LT	1	-	1	0.0	-
0010	624+94	-	630+07	LT	10	-	5	0.1	-
0010	10+68	-	13+30	STH 48 EB SHOULDER	5	-	3	0.1	-
0010	631+20	-	632+19	LT	2	-	1	0.0	-
0010	628+60	-	633+21	STH 48 WB SHOULDER	9	-	5	0.1	-
0010	631+76	-	634+54	RT	5	-	3	0.1	-
0010	635+13		636+41	RT	2	-	1	0.0	-
0010	636+98		638+55	RT	3	-	2	0.0	-
0010	634+60	-	639+04	LT	9	-	4	0.1	-
0010	639+20	-	644+20	RT	10	-	5	0.1	-
0010	639+55	-	642+13	LT	5	-	3	0.0	-
0010	642+65	-	644+00	LT	3	-	1	0.0	-
0010	644+80	-	650+02	RT	10	-	5	0.1	-
0010	644+45	-	648+18	LT	7	-	4	0.1	-
0010	648+69	-	650+55	LT	4	-	2	0.0	-
0010	651+11	-	652+25	LT	2	-	1	0.0	-
0010	651+22	-	657+49	RT	12	-	6	0.1	-
0010	652+80	-	654+35	LT	3	-	2	0.0	-
0010	654+84	-	656+41	LT	3	-	2	0.0	-
0010	656+95	-	657+84	LT	2	-	1	0.0	-
0010	665+41	-	668+81	7TH AVE - 6TH AVE	-	39	-	0.4	CURB & SIDEWALK
0010	669+90	-	670+12	RT	-	1	-	0.0	CURB & GUTTER
0010	671+39		671+88	RT	-	10	-	0.1	CURB & GUTTER
0010	678+50	-	679+05	RT	-	4	-	0.0	CURB & GUTTER
0010	679+44	-	679+84	RT	-	3	-	0.0	CURB & GUTTER
0010	683+31	-	683+31	3RD AVE INT	-	3	-	0.0	CURB & GUTTER
0010	0+27	-	2+93	2ND AVE - 1ST AVE (48)	-	29	-	0.3	CURB & SIDEWALK
0010	686+94	-	691+48	2ND AVE - SORENSON ST	-	54	-	0.5	CURB & GUTTER
0010	692+42	-	697+17	SORENSONST - GROVE ST	-	40	-	0.4	CURB & GUTTER
0010	698+28	-	700+59	GROVE ST - FOREST ST	-	3	-	0.0	CURB & GUTTER
0010	704+87	-	711+74	WATER ST - VETERAN ST	-	45	-	0.5	CURB & GUTTER
0010	715+53		723+12	RT	15	-	8	0.1	-
0010	724+18		725+10	RT	2	-	1	0.0	-
0010	714+87	-	726+56	2ND AVE - ARCADE AVE	-	160	-	1.6	CURB & SIDEWALK
0010	737+00		742+30	RT	10	-	5	0.1	-
0010	737+00	-	743+11	737+00 - JEFFREY BLVD	-	19	-	0.2	CURB & GUTTER
0010	746+06	-	746+41	LT	-	3	-	0.0	CURB & GUTTER
0010	747+27	-	747+71	LT	-	3	-	0.0	CURB & GUTTER
0010	748+99	-	749+41	LT	-	3	-	0.0	CURB & GUTTER
0010	750+10	-	750+92	LT&RT	-	7	-	0.1	CURB & GUTTER
0010	750+93		753+27	LT	4	-	2	0.0	-
0010	750+93		754+45	RT	7	-	4	0.1	-

TOTAL 0010 156 425 81 6

CONTINUED

BASE AGGREGATE									
					305.0110*	305.0120	305.0500	624.0100	
CATEGORY	STATION	TO	STATION	LOCATION	BASE AGGREGATE DENSE 3/4-INCH TON	BASE AGGREGATE DENSE 1 1/4-INCH TON	SHAPING SHOULDERS STA	WATER MGAL	REMARKS
CITY DIRECTED CURB & GUTTER AND SIDEWALK									
0020	677+14		677+98	RT	-	19	-	-	CURB & GUTTER
0020	686+90		687+12	RT	-	4	-	-	SIDEWALK
0020	687+54		688+42	RT	-	4	-	-	SIDEWALK
0020	691+02	-	691+47	RT	-	2	-	-	CURB & GUTTER
0020	692+57	-	693+58	RT	-	4	-	-	CURB & GUTTER
0020	692+57		694+37	RT	-	7	-	-	SIDEWALK
0020	693+06		693+58	RT	-	2	-	-	CURB & GUTTER
0020	694+35	-	695+57	RT	-	4	-	-	CURB & GUTTER
0020	695+84	-	696+02	RT	-	1	-	-	CURB & GUTTER
0020	696+80	-	697+11	RT	-	1	-	-	CURB & GUTTER
0020	693+06	-	693+57	LT	-	2	-	-	CURB & GUTTER
0020	694+40	-	695+22	LT	-	3	-	-	CURB & GUTTER
0020	695+72	-	697+18	LT	-	5	-	-	CURB & GUTTER
TOTAL 0020					0	59	0	0	
CITY DIRECTED MANHOLE MAINTENANCE									
0030	9 MANHOLE PATCHES				-	33	-	-	SANITARY MANHOLE
TOTAL 0030					0	33	0	0	
CURB RAMP REPLACEMENT									
0040	660+77	-	660+77	8TH AVE INT	-	16	-	0.2	CURB RAMPS
0040	665+03	-	665+03	7TH AVE INT	-	6	-	0.1	CURB RAMPS
0040	669+23	-	669+23	6TH AVE INT	-	7	-	0.1	CURB RAMPS
0040	675+04	-	675+04	S 5TH AVE INT	-	5	-	0.1	CURB RAMPS
0040	683+31	-	683+31	3RD AVE INT	-	8	-	0.1	CURB RAMPS
0040	686+34	-	686+34	2ND AVE INT	-	12	-	0.1	CURB RAMPS
0040	3+20	-	3+20	1ST AVE INT	-	7	-	0.1	CURB RAMPS
0040	691+91	-	691+91	SORENSEN ST INT	-	10	-	0.1	CURB RAMPS
0040	697+60	-	697+60	GROVE ST INT	-	14	-	0.1	CURB RAMPS
0040	701+01	-	701+01	FOREST ST INT	-	12	-	0.1	CURB RAMPS
0040	704+30	-	704+30	WATER ST INT	-	11	-	0.1	CURB RAMPS
0040	707+11	-	707+52	LT&RT	-	12	-	0.1	CURB RAMPS
0040	712+24	-	712+24	VETERAN ST INT	-	9	-	0.1	CURB RAMPS
0040	714+42	-	714+42	2ND AVE INT	-	5	-	0.1	CURB RAMPS
0040	726+82	-	726+82	ARCADE AVE INT	-	3	-	0.0	CURB RAMPS
0040	743+67	-	743+67	JEFFREY BLVD INT	-	7	-	0.1	CURB RAMPS
TOTAL 0040					0	144	0	1	
PROJECT TOTAL					156	661	81	7	

* QUANTITY SHOWN ELSEWHERE IN PLANS

PAVEMENT SUMMARY

					455.0605	460.6644		
					TACK COAT	HMA Pavement		
					4 MT 58-34 V			
CATEGORY	STATION	TO	STATION	LOCATION	GAL	TON	REMARKS	
0010	624+00	-	631+04	USH 63	475	775	BEGIN - STH 48	
0010	631+04	-	660+77	USH 63	1825	2981	STH 48 - 8TH AVE	
0010	660+77	-	669+15	USH 63	495	808	8TH AVE - 6TH AVE	
0010	669+15	-	675+04	USH 63	317	538	6TH AVE - 5TH AVE	
0010	675+04	-	683+29	USH 63	441	749	5TH AVE - 3RD AVE	
0010	683+29	-	686+34	USH 63	141	238	3RD AVE - 2ND AVE	
0010	686+34	-	692+00	USH 63	180	293	2ND AVE - SORENSON	
0010	692+00	-	697+66	USH 63	200	326	SORENSON - GROVE	
0010	697+66	-	700+98	USH 63	121	209	GROVE - FOSTER	
0010	700+98		704+25	USH 63	117	202	FOSTER - WATER	
0010	704+25		712+23	USH 63	267	457	WATER - VETERANS	
0010	712+23		727+19	USH 63	895	1489	VETERANS - ARCADE	
0010	737+00		743+68	USH 63	379	620	BEGIN - JEFFREY	
0010	743+68		754+45	USH 63	600	980	JEFFREY - END	
0010			STH 48 N		292	477	-	
0010			CAROLINE ST		22	31	-	
0010			11TH AVE		13	18	-	
0010			8TH AVE N		13	19	-	
0010			8TH AVE S		30	42	-	
0010			7TH AVE		11	15	-	
0010			6TH AVE N		6	8	-	
0010			6TH AVE S		6	8	-	
0010			5TH AVE N		5	7	-	
0010			5TH AVE S		6	8	-	
0010			3RD AVE		5	7	-	
0010			2ND AVE		10	14	-	
0010			STH 48 E		105	147	-	
0010			SORENSEN ST E		14	19	-	
0010			SORENSEN ST W		7	10	-	
0010			GROVE ST E		14	19	-	
0010			GROVE ST W		14	20	-	
0010			FOSTER ST		11	15	-	
0010			WATER ST E		15	21	-	
0010			WATER ST W		10	14	-	
0010			VETERANS ST		12	17	-	
0010			2ND AVE		10	13	-	
0010			WESTERN AVE		24	34	-	
0010			ARCADE AVE N		15	21	-	
0010			ARCADE AVE S		14	19	-	
0010			JEFFREY BLVD		11	16	-	
0010			SYLVAN ST		11	16	-	
0010			CHARRIE LN		14	20	-	
TOTAL 0010					7,173	11,741		
PAVING PARKING LANES								
0020	683+29	-	685+15	USH 63	48	78	3RD AVE - 2ND AVE	
0020	0+42	-	2+79	STH 48	53	86	2ND AVE - 1ST AVE	
0020	686+33	-	691+95	USH 63	137	224	STH 48 - SORENSON ST	
0020	691+95	-	697+65	USH 63	138	225	SORENSON ST - GROVE ST	
0020	697+65	-	700+98	USH 63	79	129	GROVE ST - FOREST ST	
0020	700+98	-	704+34	USH 63	78	127	FOREST ST - WATER ST	
0020	704+34	-	712+23	USH 63	158	258	WATER ST - VETERAN ST	
TOTAL 0020					691	1,127		
PROJECT TOTAL					7864	12,868		

HMA PERCENT WITHIN LIMITS (PWL)

	460.0105.S	460.0100.S
	TEST	TEST
	STRIP	STRIP
	<u>VOLUMETRICS</u>	<u>DENSITY</u>
LOCATION	EACH	EACH
PROJECT	1	2
	1	2

PWL MIXTURE USE TABLE

LOCATION	STATION - STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
24-FOOT DRIVING LANE	624+00 - 727+19 737+00 - 754+45	LOWER LAYER	MILLED SURFACE	4 MT 58-34 V	3152	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT460.2005
24-FOOT DRIVING LANE	624+00 - 727+19 737+00 - 754+45	UPPER LAYER	4 MT 58-34 V	4 MT 58-34 V	3152	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT460.2005
24-FOOT DRIVING LANE	0+00 - 2+79 STH 48	LOWER LAYER	MILLED SURFACE	4 MT 58-34 V	73	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT460.2005
24-FOOT DRIVING LANE	0+00 - 2+79 STH 48	UPPER LAYER	4 MT 58-34 V	4 MT 58-34 V	73	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT460.2005
STH 48 W	336+15 - 339+22 STH 48	LOWER LAYER	MILLED SURFACE	4 MT 58-34 V	237	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
STH 48 W	336+15 - 339+22 STH 48	UPPER LAYER	4 MT 58-34 V	4 MT 58-34 V	237	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
INTERSECTIONS	624+00 - 727+19 737+00 - 754+45	UPPER LAYER	MILLED SURFACE	4 MT 58-34 V	598	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
SHOULDERS/PARKING LANES/TURN LANES	624+00 - 727+19 737+00 - 754+45	LOWER LAYER	MILLED SURFACE	4 MT 58-34 V	2567	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
SHOULDERS/PARKING LANES/TURN LANES	624+00 - 727+19 737+00 - 754+45	UPPER LAYER	4 MT 58-34 V	4 MT 58-34 V	2567	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
SHOULDERS/PARKING LANES	0+00 - 2+79 STH 48	LOWER LAYER	MILLED SURFACE	4 MT 58-34 V	43	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
SHOULDERS/PARKING LANES	0+00 - 2+79 STH 48	UPPER LAYER	4 MT 58-34 V	4 MT 58-34 V	43	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
CURB PAN OVERLAY	624+00 - 727+19 737+00 - 754+45	UPPER LAYER	MILLED SURFACE	4 MT 58-34 V	125	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	NONE

DRIVEWAYS

			305.0110*	465.0120	602.0860	
			BASE	ASPHALTIC		
			AGGREGATE	SURFACE		
			DENSE 3/4-	DRIVEWAYS AND	CONCRETE	
			INCH	FIELD ENTRANCES	DRIVEWAY	
					HES 6-INCH	
CATEGORY	STATION	LOCATION	TON	TON	SY	REMARKS
0010	624+75	LT	-	21	-	-
0010	636+70	RT	-	10	-	-
0010	638+90	RT	-	12	-	-
0010	639+29	LT	-	9	-	-
0010	642+40	LT	-	9	-	-
0010	644+24	LT	-	8	-	-
0010	644+50	RT	-	11	-	-
0010	648+45	LT	-	8	-	-
0010	650+03	LT	-	7	-	-
0010	650+84	LT	-	9	-	-
0010	652+54	LT	-	8	-	-
0010	654+57	LT	-	8	-	-
0010	656+65	LT	-	9	-	-
0010	658+33	LT	-	25	-	-
0010	671+54	RT	-	-	9	-
0010	671+77	RT	-	-	12	-
0010	678+77	RT	-	5	19	-
0010	679+64	RT	-	2	15	-
0010	680+66	RT	-	1	12	-
0010	683+09	RT	-	-	14	-
0010	684+43	LT	-	1	17	-
0010	685+53	RT	-	4	30	-
0010	1+09	LT	-	-	83	-
0010	2+06	LT	-	-	63	-
0010	701+07	LT	-	5	16	-
0010	705+80	LT	-	-	14	-
0010	712+38	RT	-	1	-	-
0010	714+77	RT	-	3	-	-
0010	717+91	LT	-	42	132	-
0010	720+92	LT	-	10	34	-
0010	725+33	RT	-	17	-	-
0010	738+95	LT	-	-	34	-
0010	746+23	LT	-	3	-	-
0010	747+48	LT	-	2	-	-
0010	749+21	LT	1	-	-	-
0010	750+35	RT	-	6	-	-
0010	750+49	LT	4	-	-	-
TOTAL 0010			5	235	503	
0020	677+32	RT	-	-	15	-
0020	677+71	RT	-	5	19	-
TOTAL 0020			0	5	34	
PROJECT TOTAL			5	240	537	

* QUANTITY SHOWN ELSEWHERE IN PLANS

ASPHALTIC PATCHING SUMMARY

					204.0109.S REMOVING CONCRETE SURFACE PARTIAL DEPTH	204.0110 REMOVING ASPHALTIC SURFACE	465.0110 ASPHALTIC SURFACE PATCHING		
CATEGORY	STATION	TO	STATION	LOCATION	SF	SY	TON	REMARKS	
0010	657+49	-	660+04	RT	616	-	-	MILL CONCRETE GUTTER PAN 1 3/4"	
0010	658+50	-	660+21	LT	392	-	-	MILL CONCRETE GUTTER PAN 1 3/4"	
0010	661+13	-	664+75	LT	648	-	-	MILL CONCRETE GUTTER PAN 1 3/4"	
0010	661+47	-	664+54	RT	753	-	-	MILL CONCRETE GUTTER PAN 1 3/4"	
0010	669+40	-	672+75	LT	635	-	-	MILL CONCRETE GUTTER PAN 1 3/4"	
0010	669+70	-	674+57	RT	974	-	-	MILL CONCRETE GUTTER PAN 1 3/4"	
0010	673+27	-	685+82	LT	2416	-	-	MILL CONCRETE GUTTER PAN 1 3/4"	
0010	675+61	-	682+76	RT	1460	-	-	MILL CONCRETE GUTTER PAN 1 3/4"	
0010	683+89	-	685+23	RT	416	-	-	MILL CONCRETE GUTTER PAN 1 3/4"	
0010	665+25	-	669+03	RT	-	74	29	CURB & GUTTER REPLACEMENT	
0010	666+46	-	666+92	LT	-	20	8	CLOSE ACCESS - REPLACE C&G	
0010	669+90	-	670+12	RT	-	5	2	CLOSE ACCESS - REPLACE C&G	
0010	671+39	-	671+88	RT	-	20	4	C&G/DRIVEWAY REPLACEMENT	
0010	678+50	-	679+04	RT	-	42	16	CURB & GUTTER REPLACEMENT	
0010	679+44	-	679+84	RT	-	22	9	CLOSE ACCESS - REPLACE C&G	
0010	680+47	-	680+88	RT	-	19	8	CLOSE ACCESS - REPLACE C&G	
0010	680+98	-	681+15	LT	-	4	1	CLOSE ACCESS - REPLACE C&G	
0010	681+72	-	681+97	LT	-	6	2	CLOSE ACCESS - REPLACE C&G	
0010	682+18	-	682+49	LT	-	7	3	CLOSE ACCESS - REPLACE C&G	
0010	682+71	-	682+90	LT	-	4	2	CLOSE ACCESS - REPLACE C&G	
0010	683+09	-	683+34	LT	-	6	2	CLOSE ACCESS - REPLACE C&G	
0010	683+31	-	683+31	3RD AVE INT	-	20	10	CURB & GUTTER REPLACEMENT	
0010	684+27	-	684+62	LT	-	16	6	CLOSE ACCESS - REPLACE C&G	
0010	0+41	-	2+77	2ND AVE - 1ST AVE (STH 48)	-	285	110	CURB & GUTTER REPLACEMENT	
0010	686+75	-	691+02	2ND AVE - SORENSON ST	-	95	35	CURB & GUTTER REPLACEMENT	
0010	691+47	-	691+61	3rd AVE - SORENSON ST	-	3	1	CURB & GUTTER REPLACEMENT	
0010	692+42	-	693+06	LT	-	14	6	CURB & GUTTER REPLACEMENT	
0010	693+57	-	694+34	RT	-	17	7	CURB & GUTTER REPLACEMENT	
0010	693+57	-	694+40	LT	-	18	7	CURB & GUTTER REPLACEMENT	
0010	695+22	-	695+72	LT	-	11	4	CURB & GUTTER REPLACEMENT	
0010	696+04	-	696+81	RT	-	17	7	CURB & GUTTER REPLACEMENT	
0010	698+18	-	700+62	RT	521	-	-	MILL CONCRETE GUTTER PAN 1 3/4"	
0010	698+29	-	703+82	LT	1238	-	-	MILL CONCRETE GUTTER PAN 1 3/4"	
0010	698+98	-	699+15	LT	-	4	1	CURB & GUTTER REPLACEMENT	
0010	699+82	-	700+50	RT	-	15	6	CURB & GUTTER REPLACEMENT	
0010	701+60	-	703+73	RT	666	-	-	MILL CONCRETE GUTTER PAN 1 3/4"	
0010	702+44	-	703+02	LT	-	13	5	CURB & GUTTER REPLACEMENT	
0010	704+87	-	711+80	LT	1573	-	-	MILL CONCRETE GUTTER PAN 1 3/4"	
0010	705+67	-	705+94	LT	-	6	2	CURB & GUTTER REPLACEMENT	
0010	707+52	-	707+98	LT	-	10	4	CURB & GUTTER REPLACEMENT	
0010	709+49	-	710+32	LT	-	18	7	CURB & GUTTER REPLACEMENT	
0010	709+88	-	715+53	RT	1006	-	-	MILL CONCRETE GUTTER PAN 1 3/4"	
0010	714+86	-	726+60	LT OF CL	2370	-	-	MILL CONCRETE GUTTER PAN 1 3/4"	
0010	716+66	-	721+52	2ND AVE - ARCADE AVE	-	280	110	CURB & GUTTER REPLACEMENT	
0010	737+00	-	740+40	LT	-	76	30	CURB & GUTTER REPLACEMENT	
0010	740+98	-	741+65	LT	-	15	6	CURB & GUTTER REPLACEMENT	
0010	736+50	-	740+39	LT	-	86	29	CURB & GUTTER REPLACEMENT	
0010	746+06	-	746+41	LT	-	8	3	CURB & GUTTER REPLACEMENT	
0010	747+27	-	747+71	LT	-	10	4	CURB & GUTTER REPLACEMENT	
0010	748+99	-	749+41	LT	-	9	4	CURB & GUTTER REPLACEMENT	
0010	750+09	-	750+54	RT	-	10	4	CURB & GUTTER REPLACEMENT	
0010	750+20	-	750+92	LT	-			CURB & GUTTER REPLACEMENT	
0010	UNDISTRIBUTED			LT&RT	-	-	200	PATCHING MILLED SURFACE	
TOTAL 0010					15,684	1,286	693		
					CONTINUED				

ASPHALTIC PATCHING SUMMARY

					204.0109.S REMOVING CONCRETE SURFACE PARTIAL DEPTH	204.0110 REMOVING ASPHALTIC SURFACE SY	465.0110 ASPHALTIC SURFACE PATCHING TON		
CATEGORY	STATION	TO	STATION	LOCATION	SF	SY	TON	REMARKS	
CITY DIRECTED CURB AND GUTTER REPLACEMENT									
0020	677+15	-	677+98	USH 63 - R	-	48	6	C&G/DRIVEWAY REPLACEMENT	
0020	686+90	-	687+12	USH 63 - R	-	8	3	SIDEWALK REPLACEMENT	
0020	687+54	-	688+41	USH 63 - R	-	30	10	SIDEWALK REPLACEMENT	
0020	691+02	-	691+47	USH 63 - R	-	10	3	CURB & GUTTER REPLACEMENT	
0020	692+57	-	693+58	USH 63 - R	-	41	14	CURB & GUTTER REPLACEMENT	
0020	696+04	-	697+11	USH 63 - R	-	24	8	CURB & GUTTER REPLACEMENT	
0020	700+25	-	200+50	USH 63 - R	-	6	2	CURB & GUTTER REPLACEMENT	
0020	704+88	-	709+87	USH 63 - R	-	111	37	CURB & GUTTER REPLACEMENT	
0020	693+06	-	693+58	USH 63 - L	-	11	4	CURB & GUTTER REPLACEMENT	
0020	694+40	-	695+22	USH 63 - L	-	18	6	CURB & GUTTER REPLACEMENT	
0020	695+72	-	697+18	USH 63 - L	-	33	11	CURB & GUTTER REPLACEMENT	
TOTAL 0020					0	340	104		
FOR CITY DIRECTED MANHOLE RECONSTRUCT WORK									
0030	-	-	686+34	USH 63	-	11	4	MANHOLE RECONSTRUCT	
0030	-	-	688+95	USH 63	-	11	4	MANHOLE RECONSTRUCT	
0030	-	-	691+99	USH 63	-	11	4	MANHOLE RECONSTRUCT	
0030	-	-	697+79	USH 63	-	11	4	MANHOLE RECONSTRUCT	
0030	-	-	701+01	USH 63	-	11	4	MANHOLE RECONSTRUCT	
0030	-	-	704+32	USH 63	-	11	4	MANHOLE RECONSTRUCT	
0030	-	-	708+44	USH 63	-	11	4	MANHOLE RECONSTRUCT	
0030	-	-	710+23	USH 63	-	11	4	MANHOLE RECONSTRUCT	
0030	-	-	713+08	USH 63	-	11	4	MANHOLE RECONSTRUCT	
TOTAL 0030					0	100	34		
CURB RAMP REPLACEMENT									
0040	660+81	-	660+81	8TH AVE INT	-	50	20	CURB AND GUTTER REPLACEMENT	
0040	665+04	-	665+04	7TH AVE INT	-	70	28	CURB AND GUTTER REPLACEMENT	
0040	669+15	-	669+15	6TH AVE INT	-	60	24	CURB AND GUTTER REPLACEMENT	
0040	674+89	-	675+20	S 5TH AVE INT	-	25	9	CURB AND GUTTER REPLACEMENT	
0040	683+31	-	683+31	3RD AVE INT	-	50	18	CURB AND GUTTER REPLACEMENT	
0040	685+23	-	686+75	2ND AVE INT	-	50	20	CURB AND GUTTER REPLACEMENT	
0040	2+77	-	2+99	1ST AVE INT (STH 48)	-	25	9	CURB AND GUTTER REPLACEMENT	
0040	691+61	-	692+57	SORENSON ST INT	-	65	26	CURB AND GUTTER REPLACEMENT	
0040	697+18	-	698+29	GROVE ST INT	-	109	43	CURB AND GUTTER REPLACEMENT	
0040	699+15	-	701+60	FOREST ST INT	-	85	33	CURB AND GUTTER REPLACEMENT	
0040	703+72	-	704+88	WATER ST INT	-	53	21	CURB AND GUTTER REPLACEMENT	
0040	707+11	-	707+52	LT&RT	-	16	9	CURB AND GUTTER REPLACEMENT	
0040	711+80	-	712+68	VETERAN ST INT	-	76	30	CURB AND GUTTER REPLACEMENT	
0040	714+09	-	714+87	2ND AVE INT	-	30	12	CURB AND GUTTER REPLACEMENT	
0040	726+56	-	726+95	ARCADE AVE INT	-	16	6	CURB AND GUTTER REPLACEMENT	
0040	742+26	-	744+10	JEFFREY BLVD INT	-	80	31	CURB AND GUTTER REPLACEMENT	
TOTAL 0040					0	860	339		
PROJECT TOTAL					15684	2586	1170		

3

3

CURB AND SIDEWALK SUMMARY													
				204.0150	204.0155	416.0610	601.0411	601.0600	602.0405	602.0505	602.0605		
				REMOVING	REMOVING		Concrete Curb &	CONCRETE CURB	CONCRETE	CURB RAMP DETECTABLE	CURB RAMP DETECTABLE	WARNING FIELD RADIAL	
				CURB & GUTTER	SIDEWALK	DRILLED TIE BARS	Gutter 30-Inch Type D	PEDESTRIAN	SIDEWALK 4-INCH	WARNING FIELD YELLOW	WARNING FIELD YELLOW	YELLOW	
CATEGORY	STATION	TO	STATION	LOCATION	LF	SY	EACH	LF	LF	SF	SF	SF	REMARKS
0010	665+05	-	669+15	7TH - 6TH AVE	380	186	12	380	-	1670	-	-	-
0010	669+15	-	675+05	6TH - 5TH AVE	71	31	12	71	-	241	-	-	-
0010	675+05	-	683+30	5TH - 3RD AVE	246	190	48	246	-	228	-	-	-
0010	683+30	-	686+34	3RD - 2ND AVE	95	45	9	95	-	347	-	-	-
0010	0+01	-	3+22	2ND - 1ST AVE	214	206	6	214	-	1457	-	-	-
0010	686+34	-	691+90	ELM ST - SORENSEN ST	866	36	12	866	-	316	-	-	-
0010	691+90	-	697+65	SORENSEN - GROVE ST	278	43	24	278	-	384	-	-	-
0010	697+65	-	701+00	GROVE - FOSTER ST	62	40	12	62	-	39	-	-	-
0010	701+00	-	704+30	FOSTER - WATER ST	77	16	6	77	-	16	-	-	-
0010	704+30	-	712+23	WATER - VETERANS ST	110	81	12	110	-	294	-	-	-
0010	712+23	-	714+40	VETERANS ST - 2ND AVENUE	32	0	6	32	-	0	-	-	-
0010	714+40	-	727+19	2ND AVE - ARCADE AVE	516	193	12	516	-	1735	-	-	-
0010	737+00	-	743+67	NEDVIDEK ST - JEFFERY BLVD	491	10	18	491	-	84	-	-	-
0010	743+67	-	754+46	JEFFERY BLVD - CHARRIE LN	238	0	30	238	-	0	-	-	-
TOTAL 0010					3,676	1,077	219	3,676	0	6,811	0	0	
CITY DIRECTED CURB AND GUTTER AND SIDEWALK REPLACEMENT													
0020	677+14	-	677+98	RT	83	46	6	83	-	412	-	-	-
0020	686+90	-	687+12	RT	-	19	-	-	-	167	-	-	-
0020	687+54	-	688+42	RT	-	72	-	-	-	643	-	-	-
0020	691+02	-	691+47	RT	45	-	6	45	-	-	-	-	-
0020	692+57	-	693+58	RT	101	-	6	101	-	-	-	-	-
0020	692+57	-	694+37	RT	-	160	-	-	-	1438	-	-	-
0020	693+06	-	693+58	LT	52	-	6	52	-	-	-	-	-
0020	694+40	-	695+22	LT	82	-	6	82	-	-	-	-	-
0020	695+72	-	697+18	LT	146	-	6	146	-	-	-	-	-
0020	696+04	-	697+11	RT	107	-	6	107	-	-	-	-	-
0020	700+25	-	700+50	RT	25	23	6	25	-	200	-	-	-
0020	701+62	-	703+73	RT	-	186	-	-	-	1672	-	-	-
0020	704+88	-	709+87	RT	-	-	-	499	-	-	-	-	-
0020	704+88	-	707+10	RT	-	282	-	-	-	2533	-	-	-
0020	707+52	-	709+86	RT	-	251	-	-	-	2257	-	-	-
TOTAL 0020					641	1,039	48	1,140	0	9,322	0	0	
CURB RAMP REPLACEMENT													
0040	624+00	-	665+05	BEGINNING OF PROJECT - 8TH AVE	250	75	24	250	-	1057	40	-	-
0040	665+05	-	669+15	7TH - 6TH AVE	72	30	12	72	-	369	20	-	-
0040	669+15	-	675+05	6TH - 5TH AVE	99	27	12	99	-	377	-	28	-
0040	675+05	-	683+30	5TH - 3RD AVE	156	77	12	156	-	515	10	17	-
0040	683+30	-	686+34	3RD - 2ND AVE	187	84	15	187	20	802	20	13	-
0040	0+01	-	3+22	2ND - 1ST AVE	223	139	24	223	54	1375	40	-	-
0040	686+34	-	691+90	ELM ST - SORENSEN ST	113	82	12	113	50	803	20	-	-
0040	691+90	-	697+65	SORENSEN - GROVE ST	242	151	24	242	87	1539	40	-	-
0040	697+65	-	701+00	GROVE - FOSTER ST	297	226	30	297	21	1888	50	10	-
0040	701+00	-	704+30	FOSTER - WATER ST	118	69	12	118	30	621	20	-	-
0040	704+30	-	712+23	WATER - VETERANS ST	302	272	36	319	74	2341	60	-	-
0040	712+23	-	714+40	VETERANS ST - 2ND AVENUE	89	55	12	89	64	494	20	-	-
0040	714+40	-	727+19	2ND AVE - ARCADE AVE	109	64	12	109	-	572	30	-	-
0040	737+00	-	743+67	NEDVIDEK ST - JEFFERY BLVD	62	42	6	62	-	371	10	-	-
0040	743+67	-	754+46	JEFFERY BLVD - CHARRIE LN	47	12	6	47	-	105	10	-	-
TOTAL 0040					2366	1405	249	2383	400	13229	390	68	
PROJECT TOTAL					6683	3522	516	7199	400	29362	390	68	

PROJECT NO: 1550-04-74

HWY: USH 63

COUNTY: BARRON

MISCELLANEOUS QUANTITIES

SHEET

3

ADJUSTING COVERS

CATEGORY	STATION	OFFSET	LOCATION	611.8110	611.8115	SPV.0060.01	REMARKS
				ADJUSTING MANHOLE COVERS EACH	ADJUSTING INLET COVERS EACH	ADJUSTING WATER VALVE BOXES EACH	
0010	660+62	-53.8	LT 8TH AVE	-	1	-	-
0010	664+94	-15.3	LT USH 63	1	-	-	-
0010	668+83	20.4	RT 6TH AVE	-	1	-	-
0010	668+87	19.4	LT USH 63	1	-	-	-
0010	669+03	33.1	RT 6TH AVE	-	1	-	-
0010	669+20	28.1	RT 6TH AVE	1	-	-	-
0010	672+82	6.7	LT USH 63	1	-	-	-
0010	672+87	-17.8	LT USH 63	1	-	-	-
0010	674+71	20.3	RT 5TH AVE	-	1	-	-
0010	675+56	-18.6	LT USH 63	1	-	-	-
0010	684+30	20.5	RT USH 63	1	-	-	-
0010	691+19	-22.9	LT USH 63	-	1	-	-
0010	691+19	19.1	LT USH 63	1	-	-	-
0010	691+75	-21.2	LT USH 63	1	-	-	-
0010	712+06	-27.0	LT VETERAN ST	-	1	-	-
0010	712+24	20.5	RT USH 63	-	1	-	-
0010	716+96	-20.4	LT USH 63	-	1	-	-
0010	721+43	-20.4	LT USH 63	-	1	-	-
TOTAL 0010				9	9	0	

CATEGORY	STATION	OFFSET	LOCATION				
0030	668+99	14.2	RT USH 63	-	-	1	-
0030	669+06	11.8	LT USH 63	-	-	1	-
0030	669+23	-4.4	LT USH 63	1	-	-	-
0030	671+87	-9.5	LT USH 63	1	-	-	-
0030	672+96	16.4	LT USH 63	-	-	1	-
0030	673+10	3.5	LT USH 63	1	-	-	-
0030	673+30	13.0	RT USH 63	1	-	-	-
0030	673+48	7.6	RT USH 63	1	-	-	-
0030	675+08	17.5	RT USH 63	1	-	-	-
0030	677+60	17.3	RT USH 63	1	-	-	-
0030	680+15	17.7	RT USH 63	1	-	-	-
0030	683+15	40.6	RT USH 63	-	-	1	-
0030	683+25	17.7	RT USH 63	1	-	-	-
0030	683+44	1.4	RT USH 63	1	-	-	-
0030	683+44	45.1	RT USH 63	-	-	1	-
0030	0+13	16.8	RT STH 48	-	-	1	-
0030	0+14	10.8	RT STH 48	-	-	1	-
0030	0+16	14.5	RT STH 48	-	-	1	-
0030	2+85	16.9	RT STH 48	-	-	1	-
0030	2+96	12.9	RT STH 48	-	-	1	-
0030	3+01	9.8	RT STH 48	-	-	1	-
0030	3+05	14.6	RT STH 48	-	-	1	-

CONTINUED

ADJUSTING COVERS

CATEGORY	STATION	OFFSET	LOCATION	611.8110	611.8115	SPV.0060.01	REMARKS
				ADJUSTING MANHOLE COVERS EACH	ADJUSTING INLET COVERS EACH	ADJUSTING WATER VALVE BOXES EACH	
0030	3+06	12.6	RT STH 48	-	-	1	-
0030	687+10	27.3	RT USH 63	-	-	1	-
0030	687+29	27.4	RT USH 63	-	-	1	-
0030	692+20	12.8	RT USH 63	-	-	1	-
0030	692+22	15.2	RT USH 63	-	-	1	-
0030	692+24	37.7	RT USH 63	-	-	1	-
0030	692+25	12.8	RT USH 63	-	-	1	-
0030	692+36	26.8	LT USH 63	-	-	1	-
0030	692+65	27.3	RT USH 63	-	-	1	-
0030	697+72	11.5	LT USH 63	-	-	1	-
0030	697+74	12.8	LT USH 63	-	-	1	-
0030	697+74	7.2	LT USH 63	-	-	1	-
0030	698+03	10.4	LT USH 63	-	-	1	-
0030	700+63	10.0	LT USH 63	-	-	1	-
0030	701+04	26.9	LT USH 63	-	-	2	-
0030	701+34	21.8	RT USH 63	-	-	1	-
0030	704+15	19.2	RT USH 63	-	-	1	-
0030	704+40	18.0	RT USH 63	-	-	1	-
0030	704+42	11.1	LT USH 63	-	-	1	-
0030	704+46	11.0	LT USH 63	-	-	1	-
0030	704+68	18.5	LT USH 63	-	-	1	-
0030	709+71	25.7	LT USH 63	-	-	1	-
0030	710+13	25.3	LT USH 63	-	-	1	-
0030	727+25	51.4	LT USH 63	-	-	1	-

TOTAL 0020	10	0	37
------------	----	---	----

PERMANENT SIGNING

					637.2210	634.0616	638.2102	638.2602	638.4000
					SIGNS	POSTS			
					TYPE II	WOOD	<u>MOVING</u>		<u>MOVING</u>
					<u>REFLECTIVE H</u>	<u>4X6-INCH</u>	<u>SIGNS</u>	<u>REMOVING</u>	<u>SMALL SIGN</u>
SIGN NO.	LT/RT	SIGN CODE	SIGN MESSAGE	SIZE W" X H"	(SF)	16-FT (EACH)	TYPE II (EACH)	SIGNS TYPE II (EACH)	SUPPORTS (EACH)
M1-1	RT	R3-9C	BEGIN	-	-	-	1	-	1
M1-2	RT	R3-9B	CENTER LANE LEFT TURN	-	-	-	1	-	-
R04-01	LT	R3-9C	BEGIN	-	-	-	-	1	-
04-01	LT	R3-9B	CENTER LANE LEFT TURN	24"x36"	6.00	1	-	-	-
04-02	LT	R3-9C	BEGIN	24"x6"	1.00	-	-	-	-
PROJECT TOTALS					7.00	1	2	1	1

INLET PROTECTION

628.7015			
INLET PROTECTION			
TYPE C			
CATEGORY	LOCATION	EACH	REMARKS
0010	ENTIRE PROJECT	26	-
0010	UNDISTRIBUTED	7	-
PROJECT TOTAL		33	

RECONSTRUCTING MANHOLES & INLETS

611.0420 611.0430					
RECONSTRUCTING RECONSTRUCTING					
MANHOLES INLETS					
CATEGORY	STATION	LOCATION	EACH	EACH	REMARKS
0010	678+22	USH 63	-	1	-
TOTAL 0010			0	1	
0030	686+34	USH 63	1	-	-
0030	688+95	USH 63	1	-	-
0030	691+99	USH 63	1	-	-
0030	697+79	USH 63	1	-	-
0030	701+01	USH 63	1	-	-
0030	704+32	USH 63	1	-	-
0030	708+44	USH 63	1	-	-
0030	710+23	USH 63	1	-	-
0030	713+08	USH 63	1	-	-
TOTAL 0030			9	0	
PROJECT TOTAL			9	1	

RESTORATION

					625.0100	628.1504	628.1520	628.2008	629.0210	630.0140	630.0200	630.0500	
					TOPSOIL	SILT FENCE	SILT FENCE	EROSION MAT URBAN	FERTILIZER TYPE	SEEDING	SEEDING	SEED WATER	
CATEGORY	STATION	TO	STATION	LOCATION	SY	LF	LF	CLASS I TYPE B	B	MIXTURE NO. 40	TEMPORARY	MGAL	REMARKS
0010	645+05	-	645+75	RT	-	70	70	-	-	-	-	-	-
	660+77	-	665+05	8TH - 7TH AVE									
0010	660+04	-	660+39	RT	65	-	-	65	0.04	1.2	1.7	1.0	-
0010	660+21	-	660+55	LT	46	-	-	46	0.03	0.8	1.2	1.0	-
0010	660+96	-	661+50	RT	86	-	-	86	0.05	1.5	2.3	2.0	-
0010	664+53	-	664+84	RT	47	-	-	47	0.03	0.8	1.3	1.0	-
	665+05		669+15	7TH - 6TH AVE									
0010	665+25	-	669+01	RT	605	-	-	605	0.38	10.9	16.3	14.0	-
	669+15		675+05	6TH - 5TH AVE									
0010	669+28	-	669+71	RT	72	-	-	72	0.05	1.3	1.9	2.0	-
0010	669+90	-	671+90	RT	52	-	-	52	0.03	0.9	1.4	1.0	-
0010	674+58	-	674+86	RT	35	-	-	35	0.02	0.6	0.9	1.0	-
	675+05		683+30	5TH - 3RD AVE									
0010	675+22	-	675+62	RT	38	-	-	38	0.02	0.7	1.0	1.0	-
0010	677+15	-	680+88	RT	12	-	-	12	0.01	0.2	0.3	0.0	-
0010	680+90	-	683+31	LT	111	-	-	111	0.07	2.0	3.0	2.0	-
	683+30		686+34	3RD - 2ND AVE									
0010	683+08	-	683+13	RT	16	-	-	16	0.01	0.3	0.4	0.0	-
0010	683+49	-	683+90	RT	33	-	-	33	0.02	0.6	0.9	1.0	-
0010	684+24	-	684+62	LT	23	-	-	23	0.01	0.4	0.6	1.0	-
0010	685+29	-	686+00	RT	37	-	-	37	0.02	0.7	1.0	1.0	-
	0+01		3+22	2ND - 1ST AVE									
0010	2+91	-	2+95	RT	8	-	-	8	0.01	0.1	0.2	0.0	-
	691+90		697+65	SORENSEN - GROVE ST									
0010	697+12	-	697+33	RT	15	-	-	15	0.01	0.3	0.4	0.0	-
	697+65		701+00	GROVE - FOSTER ST									
0010	698+02	-	698+30	LT	25	-	-	25	0.02	0.5	0.7	1.0	-
0010	697+93	-	698+19	RT	23	-	-	23	0.02	0.4	0.6	1.0	-
0010	699+81	-	700+70	RT	52	-	-	52	0.03	0.9	1.4	1.0	-
0010	700+55	-	701+36	LT	49	-	-	49	0.03	0.9	1.3	1.0	-
	701+00		704+30	FOSTER - WATER ST									
0010	701+30	-	701+63	RT	17	-	-	17	0.01	0.3	0.5	0.0	-
0010	703+82	-	704+14	LT	31	-	-	31	0.02	0.6	0.8	1.0	-
	704+30		712+23	WATER - VETERANS ST									
0010	704+53	-	704+88	RT	22	-	-	22	0.01	0.4	0.6	0.0	-
0010	704+62	-	704+87	LT	17	-	-	17	0.01	0.3	0.5	0.0	-
0010	705+86	-	705+94	LT	4	-	-	4	0.00	0.1	0.1	0.0	-
0010	707+07	-	707+52	RT	31	-	-	31	0.02	0.6	0.8	1.0	-
0010	707+13	-	707+98	LT	44	-	-	44	0.03	0.8	1.2	1.0	-
0010	709+49	-	710+33	LT	40	-	-	40	0.03	0.7	1.1	1.0	-
0010	711+75	-	711+99	LT	37	-	-	37	0.02	0.7	1.0	1.0	-
0010	711+77	-	712+06	RT	21	-	-	21	0.01	0.4	0.6	0.0	-
0010	712+20	-	712+50	RT	10	-	-	10	0.01	0.2	0.3	0.0	-
	712+23		714+40	VETERANS ST - 2ND AVENUE									
0010	712+49	-	712+87	LT	54	-	-	54	0.03	1.0	1.5	1.0	-
0010	714+00	-	714+20	LT	30	-	-	30	0.02	0.5	0.8	1.0	-
	714+40		727+19	2ND AVE - ARCADE AVE									
0010	714+59	-	714+87	LT	26	-	-	26	0.02	0.5	0.7	1.0	-
0010	714+62	-	714+98	RT	14	-	-	14	0.01	0.2	0.4	0.0	-
0010	726+59	-	726+87	LT	18	-	-	18	0.01	0.3	0.5	0.0	-
	737+00		743+67	NEDVIDEK ST - JEFFERY BLVD									
0010	738+73	-	739+17	LT	19	-	-	19	0.01	0.3	0.5	0.0	-
0010	741+20	-	742+15	RT	-	95	95	-	-	-	-	-	-
0010	743+11	-	743+42	LT	38	-	-	38	0.02	0.7	1.0	1.0	-
	743+67		754+46	JEFFERY BLVD - CHARRIE LN									
0010	743+84	-	744+11	LT	42	-	-	42	0.03	0.7	1.1	1.0	-
0010	UNDISTRIBUTED			LT&RT	491	25	25	491	0.31	8.8	13.1	10.8	
TOTAL 0010					2456	120	120	2456	1.55	43.9	65.7	53.8	
0020	677+04	-	677+43	RT	17	-	-	17	0.01	0.3	0.5	0.0	-
TOTAL 0020					17	0	0	17	0.01	0.3	0.5	0.0	
PROJECT TOTAL					2473	120	120	2473	1.56	44.2	66.2	53.8	

SAWING SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	690.0150	690.0250	REMARKS
					SAWING ASPHALT LF	SAWING CONCRETE LF	
0010	624+00		675+05	BEGIN PROJECT - 6TH AVE	881	0	-
0010	669+15		675+05	6TH - 5TH AVE	104	33	-
0010	675+05		683+30	5TH AVE - 3RD AVE	419	78	-
0010	683+30		686+34	3RD - 2ND AVE	213	26	-
0010	0+01		3+22	2ND - 1ST AVE (STH 48)	460	4	-
0010	686+34		691+90	ELM ST - SORENSEN ST	911	0	-
0010	691+90		697+65	SORENSEN - GROVE ST	450	0	-
0010	697+65		701+00	GROVE - FOSTER ST	94	33	-
0010	701+00		704+30	FOSTER - WATER ST	83	11	-
0010	704+30		712+23	WATER - VETERANS ST	185	65	-
0010	712+23		714+40	VETERANS ST - 2ND AVENUE	64	5	-
0010	714+40		727+19	2ND AVE - ARCADE AVE	782	77	-
0010	737+00	-	743+67	STA 736+50 - END PROJECT	667	20	-
TOTAL 0010					5,313	352	
CITY DIRECTED CURB AND GUTTER AND SIDEWALK REPLACEMENT							
0020	669+15		675+05	6TH AVE - 2ND AVE	147	15	-
0020	686+34		697+65	ELM - FOSTER ST	448	10	-
0020	701+00		704+30	FOSTER - WATER ST	-	48	-
0020	704+30		712+23	WATER - VETERANS ST	456	58	-
TOTAL 0020					1,051	131	
CITY DIRECTED SANITARY MANHOLE RECONSTRUCT							
0030		-		RECONSTRUCTION 9 MANHOLES	360	0	-
TOTAL 0030					360	0	
CURB RAMP REPLACEMENT							
0040	624+00		675+05	BEGIN PROJECT - 6TH AVE	377	58	-
0040	669+15		675+05	6TH - 5TH AVE	114	16	-
0040	675+05		683+30	5TH AVE - 3RD AVE	123	18	-
0040	683+30		686+34	3RD - 2ND AVE	180	30	-
0040	0+01		3+22	2ND - 1ST AVE (STH 48)	287	45	-
0040	686+34		691+90	ELM ST - SORENSEN ST	135	58	-
0040	691+90		697+65	SORENSEN - GROVE ST	274	100	-
0040	697+65		701+00	GROVE - FOSTER ST	340	74	-
0040	701+00		704+30	FOSTER - WATER ST	127	30	-
0040	704+30		712+23	WATER - VETERANS ST	244	58	-
0040	712+23		714+40	VETERANS ST - 2ND AVENUE	104	27	-
0040	714+40		727+19	2ND AVE - ARCADE AVE	133	23	-
0040	737+00	-	743+67	STA 736+50 - END PROJECT	123	22	-
TOTAL 0040					2,561	559	
PROJECT TOTAL					9,285	1,042	

3

3

TRAFFIC CONTROL												
643.0705												
643.0300 TRAFFIC CONTROL 643.0900 643.1050												
APPROX. SERVICE TRAFFIC CONTROL WARNING LIGHTS TRAFFIC CONTROL TRAFFIC CONTROL												
PERIOD DRUMS TYPE A SIGNS SIGNS PCMS												
CATEGORY	STAGE	LOCATION	DAYS	QTY	DAYS	QTY	DAYS	QTY.	DAYS	QTY.	DAYS	NOTES
0010		PRE-WARNING	7	0	0	0	0	0	0	2	14	PRE-WARN PRIOR TO CONSTRUCTION START
		ENTIRE PROJECT	170	0	0	0	0	38	6460	0	0	ADVANCED WARNING SIGNS
	1	ENTIRE PROJECT	75	320	24000	20	1500	78	5850	0	0	-
	2	ENTIRE PROJECT	50	165	8250	5	250	42	2100	0	0	-
	3	ENTIRE PROJECT	45	0	0	0	0	12	540	0	0	-
PROJECT TOTALS				32250		1750		14950		14		

STAKING ITEMS									
			650.5500	650.8000	650.8501	650.9000	650.9500	650.9911	
			CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION	
			STAKING	STAKING	STAKING	STAKING	STAKING	STAKING	
			CURB GUTTER AND CURB & GUTTER	RESURFACING REFERENCE	ELECTRICAL INSTALLATIONS	CURB RAMPS	SIDEWALK	SUPPLEMENTAL CONTROL	
CATEGORY	STATION	LOCATION	LF	LF	EACH	EACH	EACH	EACH	REMARKS
0010	ENTIRE PROJECT	LT&RT	6059	12064	-	-	0.7	1	-
0020	ENTIRE PROJECT	LT&RT	1140	-	-	-	0.3	-	-
0030	ENTIRE PROJECT	LT&RT	-	-	1	-	-	-	-
0040	ENTIRE PROJECT	LT&RT	-	-	-	47	-	-	-
PROJECT TOTALS			7,199	12,064	1	47	1	1	

		PEDESTRIAN TRAFFIC CONTROL							
			305.0110 BASE AGGREGATE DENSE 3/4-INCH*	643.3350 TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH	644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING	644.1601 TEMPORARY PEDESTRIAN CURB RAMPS	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD	644.1810 TEMPORARY PEDESTRIAN BARRICADE	
CATEGORY	STAGE	LOCATION	TON	LF	SF	DAY	SF	LF	NOTES
0010	1	ENTIRE PROJECT	45	390	3515	2340	360	6165	-
	2	ENTIRE PROJECT	20	60	1600	1440	260	3895	-
	PROJECT TOTALS		65	450	5115	3780	620	10060	

* QUANTITY SHOWN ELSEWHERE IN PLANS

3

3

PAVEMENT MARKING SUMMARY																
				646.2040	646.4040		646.5020	646.5120	646.6120	646.7120	646.7420	646.7520	646.8120	646.8320	643.3165	
				MARKING LINE GROOVED WET REF EPOXY 6-INCH		MARKING LINE GROOVED WET REF EPOXY 10-INCH	MARKING ARROW EPOXY EACH	MARKING WORD EPOXY EACH	MARKING STOP LINE EPOXY 18-INCH	MARKING DIAGONAL EPOXY 12-INCH	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	MARKING CROSSWALK EPOXY LADDER PATTERN 24-INCH	MARKING CURB EPOXY	MARKING PARKING STALL EPOXY	TEMPORARY MARKING LINE PAINT 6-INCH	
CATEGORY	STATION	TO	STATION	LOCATION	WHITE LF	YELLOW LF										REMARKS
0010	624+00	-	631+00	BEGIN PROJECT - STH 48	1,268	1,337	400	4	2	-	-	-	-	-	1,400	-
0010	336+16 'FE'	-	639+46 'FE'	STH 48 INTERSECTION	766	595	630	1	-	30	50	-	-	-	595	-
0010	631+00	-	650+60	STH 48 - 11TH AVE	3,360	4,900	150	12	-	30	-	-	160	-	3,920	-
0010	650+60	-	660+80	11TH AVE - 8TH AVE	1,326	2,550	145	7	-	24	43	-	74	-	2,040	-
0010	660+80	-	665+03	8TH AVE - 7TH AVE	-	1,058	324	6	-	19	40	-	53	-	846	-
0010	665+03	-	669+20	7TH AVE - 6TH AVE	-	1,043	-	2	-	12	-	-	-	-	834	-
0010	669+20	-	673+13	6TH AVE - 5TH AVE INT. N	-	983	-	2	-	-	-	-	-	-	786	-
0010	673+13	-	675+04	5TH AVE INT. N - 5TH AVE INT. S	-	478	-	-	-	16	-	-	52	-	382	-
0010	675+04	-	683+29	5TH AVE INT. S - 3RD AVE	-	1,650	-	4	-	16	45	-	79	-	1,650	-
0010	683+29	-	686+33	3RD AVE - 2ND AVE	-	550	-	-	-	65	314	-	450	-	608	-
0010	0+00 'ES'	-	3+60 'ES'	2ND AVE - 1ST AVE (STH 48)	-	508	-	-	-	311	-	-	204	-	508	-
0010	686+33	-	691+95	2ND AVE - SORENSON ST	-	1,124	-	-	-	32	-	-	435	-	1,124	-
0010	691+95	-	697+65	SORENSON ST - GROVE ST	-	1,140	-	-	-	44	-	-	427	-	1,140	-
0010	697+65	-	700+98	GROVE ST - FOSTER ST	-	666	-	-	-	21	-	-	200	-	666	-
0010	700+98	-	704+34	FOSTER ST - WATER ST	-	672	-	-	-	40	-	-	234	-	672	-
0010	704+34	-	712+23	WATER ST - VETERAN ST	-	1,578	-	-	-	17	-	-	557	-	1,578	-
0010	712+23	-	714+36	VETERAN ST - 2ND AVE	-	426	-	-	-	19	-	-	448	-	426	-
0010	714+36	-	723+67	2ND AVE - WESTERN AVE	670	1,164	-	-	-	-	-	-	-	-	1,862	-
0010	723+67	-	727+19	WESTERN AVE - ARCADE AVE	92	440	-	-	-	32	-	-	34	-	704	-
0010	737+00	-	743+69	NEDVIDEK ST - JEFFREY BLVD	544	1,338	-	-	-	16	-	-	100	-	1,338	-
0010	743+69	-	745+78	JEFFREY BLVD - SYLVAN ST	-	418	-	-	-	-	-	-	-	-	418	-
0010	745+78	-	753+84	SYLVAN ST - END OF PROJECT	455	1,008	-	-	-	-	-	-	-	-	1,612	-
TOTAL 0010					34,105		1,649	38	2	433	803	0	0	3,507	0	25,109
0020	686+33	-	691+95	2ND AVE - SORENSON ST	-	-	-	-	-	-	-	-	-	604	-	-
0020	691+95	-	697+65	SORENSON ST - GROVE ST	-	-	-	-	-	-	-	-	-	616	-	-
0020	697+65	-	700+98	GROVE ST - FOSTER ST	-	-	-	-	-	-	-	-	-	348	-	-
0020	700+98	-	704+34	FOSTER ST - WATER ST	-	-	-	-	-	-	-	-	-	365	-	-
TOTAL 0020					0		0	0	0	0	0	0	0	1,933	0	
0040	650+60	-	660+80	11TH AVE - 8TH AVE	-	-	-	-	-	-	246	-	-	-	-	-
0040	665+03	-	669+20	7TH AVE - 6TH AVE	-	-	-	-	-	-	63	-	-	-	-	-
0040	673+13	-	675+04	5TH AVE INT. N - 5TH AVE INT. S	-	-	-	-	-	-	86	-	-	-	-	-
0040	675+04	-	683+29	5TH AVE INT. S - 3RD AVE	-	-	-	-	-	-	79	-	-	-	-	-
0040	683+29	-	686+33	3RD AVE - 2ND AVE	-	-	-	-	-	-	380	-	-	-	-	-
0040	0+00 'ES'	-	3+60 'ES'	2ND AVE - 1ST AVE (STH 48)	-	-	-	-	-	-	97	-	-	-	-	-
0040	686+33	-	691+95	2ND AVE - SORENSON ST	-	-	-	-	-	-	336	-	-	-	-	-
0040	691+95	-	697+65	SORENSON ST - GROVE ST	-	-	-	-	-	-	370	-	-	-	-	-
0040	697+65	-	700+98	GROVE ST - FOSTER ST	-	-	-	-	-	-	181	-	-	-	-	-
0040	700+98	-	704+34	FOSTER ST - WATER ST	-	-	-	-	-	-	355	-	-	-	-	-
0040	704+34	-	712+23	WATER ST - VETERAN ST	-	-	-	-	-	-	157	38	-	-	-	-
0040	712+23	-	714+36	VETERAN ST - 2ND AVE	-	-	-	-	-	-	82	-	-	-	-	-
TOTAL 0040					0		0	0	0	0	2,432	38	0	0	0	
PROJECT TOTAL					34,105		1,649	38	2	433	803	2,432	38	3,507	1,933	25,109

3

653.0900

653.0900 ADJUSTING PULL BOXES				
CATEGORY	STATION	LOCATION	EACH	REMARKS
0030	686+02	LT	1	-
0030	686+03	RT	1	-
0030	686+08	RT	1	-
0030	0+31	RT	1	-
0030	686+74	RT	1	-
0030	687+96	RT	1	-
0030	688+32	RT	1	-
0030	691+63	LT	1	-
0030	692+35	RT	1	-
0030	693+30	RT	1	-
0030	693+80	RT	1	-
0030	694+30	RT	1	-
0030	695+41	RT	1	-
0030	697+29	RT	1	-
0030	698+13	LT	1	-
0030	700+55	RT	1	-
0030	701+28	LT	1	-
0030	701+56	RT	1	-
0030	701+90	RT	1	-
0030	702+55	RT	1	-
0030	703+56	RT	1	-
0030	703+98	LT	1	-
0030	704+62	LT	1	-
0030	704+64	RT	1	-
0030	706+56	RT	1	-
0030	708+10	RT	1	-
0030	708+75	RT	1	-
0030	709+63	RT	1	-
0030	709+88	LT	1	-
0030	712+57	LT	1	-

TOTAL 0010 30

PROJECT TOTAL 30

STOP SIGN TRAFFIC FLASHING BEACON SYSTEM, SOLAR

SPV.0060.03 STOP SIGN TRAFFIC FLASHING BEACON SYSTEM SOLAR		
CATEGORY	LOCATION	EACH
0010	RRFB SYSTEM	
	USH 63 (NORTH) & STH 48 - NB	1
	USH 63 (NORTH) & STH 48 - SB	1
	USH 63 (NORTH) & STH 48 - WB	1
	USH 63 (NORTH) & STH 48 - EB	1
PROJECT TOTALS		4

CONTAMINATED SOIL

SPV.0035.01 EXCAVATION, HAULING, SEGREGATION, AND DISPOSAL OF CONTAMINATED SOIL					
CATEGORY	STATION	TO	STATION	LOCATION	CY
0010	697+85	-	698+85	RT	50
PROJECT TOTAL					50

CONCRETE BASE REMOVALS

204.0195 REMOVING CONCRETE BASES		
CATEGORY	NUMBER	EACH
0010	USH 63 (NORTH) & STH 48	
	SB1	1
	SB2	1
	SB3	1
	SB4	1
INTERSECTION TOTAL		4
0040	RRFB SYSTEM	
	SB5	1
	SB6	1
RRFB TOTAL		2
PROJECT TOTALS		6

CONCRETE BASES

654.0101 CONCRETE BASES		
CATEGORY	BASE NUMBER	TYPE 1 EACH
0010	USH 63 (NORTH) & STH 48	
	SB1	1
	SB2	1
	SB3	1
	SB4	1
INTERSECTION TOTAL		4
0040	RRFB SYSTEM	
	SB5	1
	SB6	1
RRFB TOTAL		2
PROJECT TOTALS		6

CONDUIT

652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH				
CATEGORY	FROM	TO	LF	2-INCH LF
0040	RRFB SYSTEM			
	PB1	PB2	-	50
	PB1	SB5	12	-
	PB2	SB6	19	-
PROJECT TOTALS			31	50

PULL BOXES NON-CONDUCTIVE

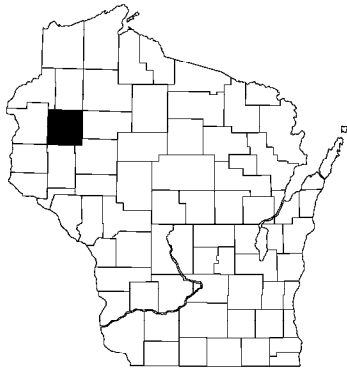
653.0164 PULL BOXES NON-CONDUCTIVE 24 X 42 - INCH		
CATEGORY	PULL BOX NUMBER	EACH
0040	RRFB SYSTEM	
	PB1	1
	PB2	1
PROJECT TOTAL		2

REMOVE, SALVAGE, AND REINSTALL RRFB SYSTEM

SPV.0060.02 REMOVE, SALVAGE AND REINSTALL RRFB SYSTEM		
CATEGORY	LOCATION	EACH
0040	RRFB SYSTEM	
	STA 707+25 L	1
	STA 707+25 R	1
PROJECT TOTALS		2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
1550-04-24
CITY OF CUMBERLAND, ELM STREET AND 2ND AVE
WEST JUNCTION STH 48 TO CHARRIE LN

USH 63
BARRON COUNTY



CONVENTIONAL SYMBOLS

SECTION LINE	---	SECTION CORNER SYMBOL		R/W MONUMENT (TO BE SET)	●
QUARTER LINE	---	SECTION CORNER MONUMENT	□	NON-MONUMENTED R/W POINT	○
SIXTEENTH LINE	---	GEODETIC SURVEY MONUMENT		FOUND IRON PIN (1-INCH UNLESS NOTED)	IP ○
NEW REFERENCE LINE	---	SIXTEENTH CORNER MONUMENT		OFF-PREMISE SIGN	
NEW R/W LINE	---	SIGN			
EXISTING R/W OR HE LINE	---				
PROPERTY LINE	---				
LOT, TIE & OTHER MINOR LINES	---				
SLOPE INTERCEPT	---				
CORPORATE LIMITS	---				
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC.)	---				
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)	---				
TEMPORARY LIMITED EASEMENT AREA	---				
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)	---				
TRANSMISSION STRUCTURES	---				
BUILDING	---				
BRIDGE	---				
CULVERT	---				
TO BE REMOVED	---				
PARCEL NUMBER	---	UTILITY NUMBER	---		
PARALLEL OFFSETS	---				

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	POINT OF CURVATURE	PC
ACRES	AC	POINT OF COMPOUND CURVE	PCC
AHEAD	AH	POINT OF INTERSECTION	PI
ALUMINUM	ALUM	PROPERTY LINE	PL
AND OTHERS	ET AL	RECORDED AS	(100')
BACK	BK	REEL / IMAGE	R/I
BLOCK	BLK	REFERENCE LINE	R/L
CENTERLINE	C/L	REMAINING	REM
CERTIFIED SURVEY MAP	CSM	RESTRICTIVE DEVELOPMENT	RDE
CONCRETE	CONC	EASEMENT	
COUNTY	CO	RIGHT	RT
COUNTY TRUNK HIGHWAY	CTH	RIGHT OF WAY	R/W
DISTANCE	DIST	SECTION	SEC
CORNER	COR	SEPTIC VENT	SEPV
DOCUMENT NUMBER	DOC	SQUARE FEET	SF
EASEMENT	EASE	STATE TRUNK HIGHWAY	STH
EXISTING	EX	STATION	STA
GAS VALVE	GV	TELEPHONE PEDESTAL	TP
GRID NORTH	GN	TEMPORARY LIMITED EASEMENT	TLE
HIGHWAY EASEMENT	HE		
IDENTIFICATION	ID	TRANSPORTATION PROJECT PLAT	TPP
LAND CONTRACT	LC	UNITED STATES HIGHWAY	USH
LEFT	LT	VOLUME	V
MONUMENT	MON		
NOT APPLICABLE	N/A		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		

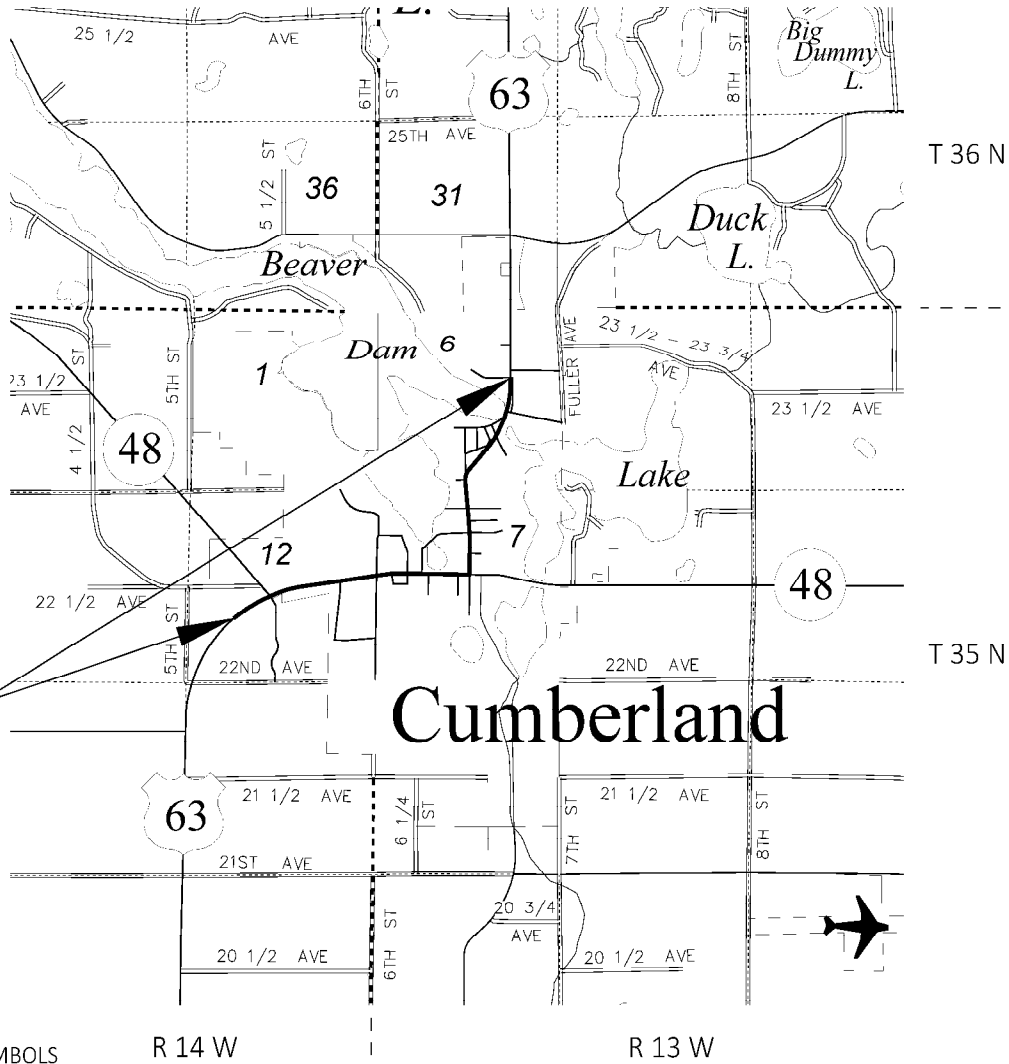
CURVE DATA ABBREVIATIONS

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

CONVENTIONAL UTILITY SYMBOLS

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

PROJECT LOCATION



THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 1550-04-24.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), BARRON COUNTY, NAD83(2011), IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES. NGS POINT UTILIZED WAS DNS417.

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

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

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

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

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

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

AN EASEMENT FOR HIGHWAY PURPOSES (HE), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

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

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN THE NW REGION-SUPERIOR.

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

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

PROJECT NUMBER 1550-04-24-4.01
SHEET 2 OF 2
AMENDMENT NO:

93

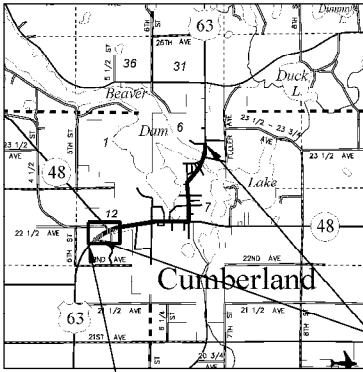
TRANSPORTATION PROJECT PLAT NO:1550-04-24-4.01

LOCATED IN PART OF THE NW 1/4 OF THE SW 1/4, AND PART OF THE NE 1/4 OF THE SW 1/4, TOWN OF CRYSTAL LAKE, AND PART OF THE NE 1/4 OF THE SW 1/4, CITY OF CUMBERLAND, ALL IN SECTION 12, TOWNSHIP 35 NORTH, RANGE 14 WEST, BARRON COUNTY, WISCONSIN.

USH 63 CITY OF CUMBERLAND, ELM STREET AND 2ND AVE, WEST JUNCTION
STH 48 TO CHARRIE LN, BARRON COUNTY.

THE STATE OF WISCONSIN HAS DEEMED IT NECESSARY TO MONUMENT RIGHT-OF-WAY INTERESTS PREVIOUSLY ACQUIRED UNDER SECTIONS 84.02 (3), 84.09 AND 84.30 OF THE WISCONSIN STATE STATUTES AND DOES HEREBY CERTIFY THE DEPARTMENT OF TRANSPORTATION HAS SURVEYED THE HIGHWAY RIGHT-OF-WAY; THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE EXTERIOR BOUNDARIES OF THE LAND SURVEYED AND SHOWS ACCURATE MEASUREMENTS THEREOF.

LOCATION SKETCH
NOT TO SCALE



PROJECT LOCATION



SCALE, FEET
0 50 100

* BARRON COUNTY PUBLISHED COORDINATE VALUE. COORDINATE VALUES FIELD VERIFIED WITH CORNER TIE SHEETS.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), BARRON COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES. NGS POINT UTILIZED WAS DMS417.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE X (TYPICALLY 2X X 2X" IRON REBAR), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN THE NW REGION - SUPERIOR.

UTILITY INFORMATION IS NOT SHOWN ON THIS PLAT.

NW-SW
SECTION 12

ROAD NAME	BASIS OF EXISTING R/W	YEAR
USH 63, 1 1/4TH AVE	CSM 6670, V 44, P 80 DOC 866286	2020
USH 63	QUIT CLAIM DEED DOC 839154	2017
USH 63, STH 48	R/W PLAT 1550-04-21	1988
USH 63, STH 48	CSM 1924, V 13, P 184 DOC 467218	1983
STH 48, 22 1/2 AVE	R/W PLAT T 0132(2)	1956
USH 63	R/W PLAT DIVISION JOB NO 8548	1955

PI = 619+43.53
V = 144744.918
X = 253924.081
Δ = 80°29'02" RT
D = 1°30'02"
L = 3231.25'
T = 5363.18'
R = 3818.00'
PC = 587+12.27
PT = 640+75.45
DB = N01° 07' 58"E
DA = N81° 37' 00"E

ALIGNMENT USH 63
CURVE 897-900
L= 3225.81'
LCH= 3130.72'
LCB= N25°20'14"E
R= 3818.00'

ALIGNMENT USH 63
CURVE 900-902
L= 1489.14'
LCH= 1479.72'
LCB= N60°42'55"E
R= 3818.00'

ALIGNMENT USH 63
CURVE 902-924
L= 648.23'
LCH= 647.45'
LCB= N76°45'10"E
R= 3818.00'

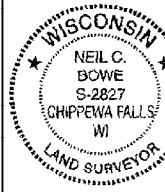
CURVE 104-903 L=173.84' LCH=173.82' LCB=N 71°06'23" E R=3919.72'	CURVE 901-38000 L=1448.45' LCH=1439.53' LCB=S 60°33'29" W R=3764.72'	CURVE 100-101 L=1058.35' LCH=1055.09' LCB=N 57°19'51" E R=3889.72'	CURVE 38004-38000 L=972.47' LCH=968.76' LCB=S 56°56'10" W R=3764.72'
CURVE 901-60000 L=149.15' LCH=149.14' LCB=S 70°27'20" W R=3764.72'	CURVE 60000-38004 L=326.85' LCH=326.73' LCB=S 66°49'07" W R=3764.72'	CURVE 60000-38004 L=1299.31' (1299.28') LCH=326.73' LCB=S 66°49'07" W R=3764.72'	CURVE 60000-38000 L=1299.31' (1299.28') LCH=1292.87 (1292.84') LCB=S 59°25'19" W (S 59°25'23" W) R=3764.72 (3764.72)

FROM	TO	DIRECTION	DISTANCE
903	902	S 00° 59' 58" W	105.55'
902	901	S 00° 59' 58" W	58.40'
38000	900	N 40° 27' 50" W	55.43'
900	100	N 40° 27' 50" W	69.57'
60104	903	S 00° 59' 58" W	68.87'

FROM	TO	DIRECTION	DISTANCE
711	899	N 89° 03' 56" E	1949.32'
899	904	N 89° 03' 56" E	221.42'
904	103	S 41° 51' 01" E	96.64'
103	104	S 76° 30' 27" E	198.27'
903	901	S 00° 59' 58" W	163.95'
38000	100	N 40° 27' 50" W	125.00'
101	102	N 41° 51' 01" W	289.10'
102	899	N 00° 56' 04" W	49.90'

FROM	TO	DIRECTION	DISTANCE
711	904	N 89° 03' 56" E	2170.74'
904	60104	N 89° 03' 56" E	422.99'
711	60104	S 89° 03' 56" W	2593.73'
60104	903	S 00° 59' 58" W	68.87'
903	902	S 00° 59' 58" W	105.55'
902	901	S 00° 59' 58" W	58.40'
901	748	S 00° 59' 58" W	2401.61'
748	60104	N 00° 59' 58" E	2634.43'

POINT	Y	X	DESCRIPTION
38000	144301.679	255235.948	1" IRON PIPE
37152	144615.093	255660.340	3/4" REBAR
37153	144789.222	255964.910	3/4" REBAR
38004	144830.757	256048.671	1" IRON PIPE
37154	144789.576	256236.483	3/4" REBAR
37155	144576.844	256337.233	3/4" REBAR
37156	144605.532	256396.673	3/4" REBAR
60001	144812.330	256298.271	3/4" REBAR
60000	144959.374	256349.025	1" IRON PIPE
38005	145178.554	255682.533	1" IRON PIPE
38003	144759.102	255685.046	1" IRON PIPE
38001	144567.602	255395.672	1" IRON PIPE



SIGNATURE: *Neil C. Bowe* DATE: 4/21/2023
PRINT NAME: NEIL C. BOWE
REGISTRATION NUMBER: S-2827
THIS PLAT IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NW REGION - SUPERIOR.
SIGNATURE: *Aaron Gustafson* DATE: 4/21/2023
PRINT NAME: AARON GUSTAFSON
94

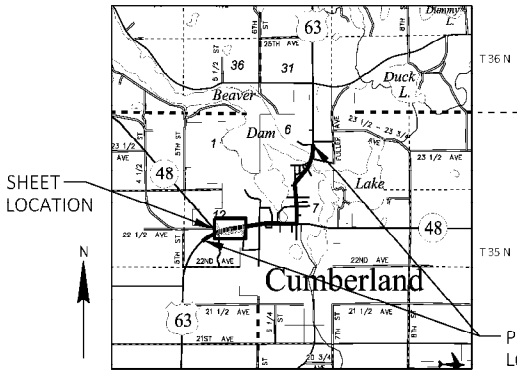
TRANSPORTATION PROJECT PLAT NO:1550-04-24-4.02

LOCATED IN PART OF THE SW 1/4 OF THE NE 1/4, AND PART OF THE NW 1/4 OF THE SE 1/4, ALL IN SECTION 12, TOWNSHIP 35 NORTH, RANGE 14 WEST, CITY OF CUMBERLAND, BARRON COUNTY, WISCONSIN.

USH 63 CITY OF CUMBERLAND, ELM STREET AND 2ND AVE, WEST JUNCTION STH 48 TO CHARRIE LN, BARRON COUNTY.

THE STATE OF WISCONSIN HAS DEEMED IT NECESSARY TO MONUMENT RIGHT-OF-WAY INTERESTS PREVIOUSLY ACQUIRED UNDER SECTIONS 82.01, 82.31(1), 82.31(2), AND 84.09 OF THE WISCONSIN STATE STATUTES AND DOES HEREBY CERTIFY THE DEPARTMENT OF TRANSPORTATION HAS SURVEYED THE HIGHWAY RIGHT-OF-WAY; THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE EXTERIOR BOUNDARIES OF THE LAND SURVEYED AND SHOWS ACCURATE MEASUREMENTS THEREOF.

LOCATION SKETCH
NOT TO SCALE



FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN BARRON COUNTY AS SHEET 2 OF 2 DOCUMENT NUMBER 894873.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), BARRON COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES. NGS POINT UTILIZED WAS DN5417.

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

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN THE NW REGION-SUPERIOR.

UTILITY INFORMATION IS NOT SHOWN ON THIS PLAT.

RECOVERED MONUMENTS			
POINT	Y	X	DESCRIPTION
37143	145303.107	257021.223	1" IRON PIPE
37142	145305.744	257171.208	5/8" REBAR
37147	145182.636	257269.473	1" IRON PIPE
37146	145202.794	257406.367	1" IRON PIPE
37148	145198.973	257569.865	1" REBAR
70032	145174.584	257573.913	3/4" REBAR
70033	145179.608	257623.871	NAIL IN HUB
70034	145196.246	257794.801	1" IRON PIPE
38006	145297.976	256775.962	1" IRON PIPE
37140	145371.709	257797.684	3/4" REBAR

ROAD NAME	BASIS OF EXISTING R/W	YEAR
USH 63 / STH 48	CSM 6657, V 44, P 67 DOC 864843	2020
USH 63 / STH 48	CSM 6496, V 43, P 76 DOC 847688	2018
USH 63 / STH 48	QUIT CLAIM DEED DOC 839154	2017
USH 63 / STH 48	CSM 4857, V 33, P 159 DOC 686390	2003
USH 63 / STH 48	CSM 4549, V 31, P 153 DOC 652068	2002
USH 63 / STH 48	CSM 3328, V 23, P 109 DOC 361643	1994
USH 63 / STH 48	R/W PROJECT 1550-04-21	1988
USH 63 / STH 48	CSM 1353, V 10, P 117 DOC 437556	1979
USH 63 / STH 48	CSM 995, V 8, P 76 DOC 416802	1976
OLD STH 48	CSM 32, V 1, P 32 DOC 321163	1957
USH 63 / STH 48	R/W PLAT DIVISION JOB NO 8548	1955

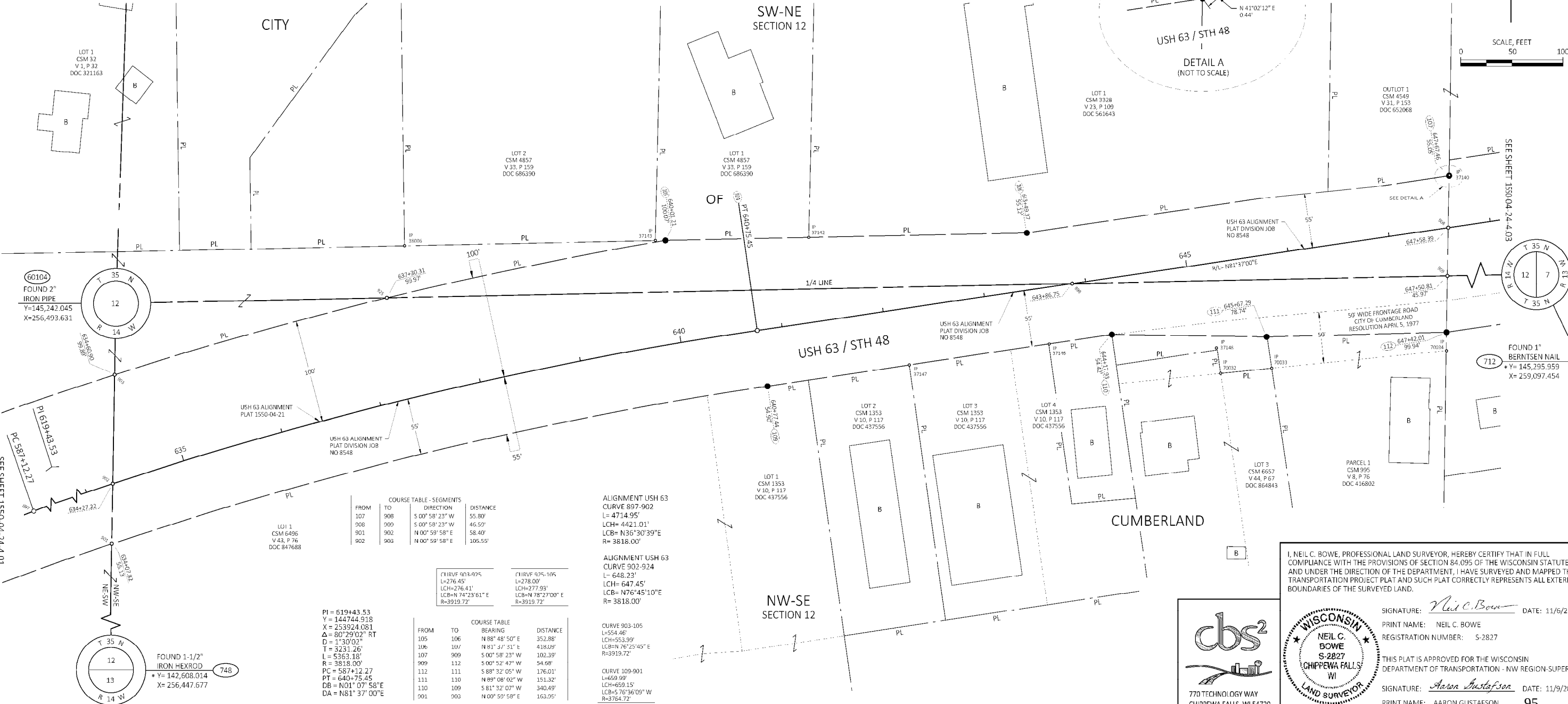
Document Number: 899326
MARGO KATTERHAGEN
Barron County, Wisconsin
Register of Deeds
Recorded On:
11/10/2023 10:32:41 AM
Number of Pages: 1
This document has
been electronically recorded and
Protect your investment.
www.propertyfraudalert.com

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1550-04-24-4.02

SURVEYOR'S NOTE:
THE SECTION 12 CENTER 1/4 CORNER IS THE POSITION AS MONUMENTED BY J.A.H. JOHNSON, COUNTY SURVEYOR, IN BOOK 3, PAGE 3 DATED JUNE 30TH, 1928. THE CENTER 1/4 IS ALSO DOCUMENTED BY FRANK A. HAVEL, COUNTY SURVEYOR, ON MAP #32, VOLUME 1 OF SURVEY MAPS, PAGE 32, DOCUMENT 321163, DATED JULY 31, 1957.

COURSE TABLE - 1/4 LINE			
FROM	TO	DIRECTION	DISTANCE
60104	925	N 88° 48' 50" E	265.08'
925	898	N 88° 48' 50" E	670.27'
898	909	N 88° 48' 50" E	366.95'
909	712	N 88° 48' 50" E	1302.08'
60104	712	N 88° 48' 50" E	2604.38'
60104	903	S 00° 59' 58" W	68.87'
903	902	S 00° 59' 58" W	105.55'
902	901	S 00° 59' 58" W	58.40'
901	748	S 00° 59' 58" W	2401.61'
748	60104	N 00° 59' 58" E	2634.43'

* BARRON COUNTY PUBLISHED COORDINATE
VALUE. COORDINATE VALUES FIELD
VERIFIED WITH CORNER TIE SHEETS.



COURSE TABLE - SEGMENTS			
FROM	TO	DIRECTION	DISTANCE
107	908	S 00° 58' 23" W	55.80'
908	909	S 00° 58' 23" W	46.50'
901	902	N 00° 59' 58" E	58.40'
902	903	N 00° 59' 58" E	105.55'

ALIGNMENT USH 63
CURVE 897-902
L= 4714.95'
LCH= 4421.01'
LCB= N36°30'39"E
R= 3818.00'

ALIGNMENT USH 63
CURVE 902-924
L= 648.23'
LCH= 647.45'
LCB= N76°45'10"E
R= 3818.00'

CURVE 903-105
L=554.46'
LCH=553.99'
LCB=N 76°25'49" E
R=3919.72'

CURVE 109-901
L=659.99'
LCH=659.15'
LCB=S 76°36'09" W
R=3764.72'

COURSE TABLE			
FROM	TO	BEARING	DISTANCE
105	106	N 88° 48' 50" E	352.88'
106	107	N 81° 37' 31" E	418.09'
107	909	S 00° 58' 23" W	102.39'
909	112	S 00° 52' 47" W	94.68'
112	111	S 88° 32' 05" W	176.01'
111	110	N 89° 08' 02" W	151.32'
110	109	S 81° 32' 07" W	340.49'
901	903	N 00° 59' 58" E	163.95'

PI = 619443.53
Y = 144744.918
X = 253924.081
Δ = 80°29'02" RT
D = 1°30'02"
T = 3231.26'
L = 5363.18'
R = 3818.00'
PC = 587412.27
PT = 640175.45
DB = N01° 07' 58"E
DA = N81° 37' 00"E

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

SIGNATURE: *Neil C. Bowe* DATE: 11/6/2023
PRINT NAME: NEIL C. BOWE
REGISTRATION NUMBER: S-2827

THIS PLAT IS APPROVED FOR THE WISCONSIN
DEPARTMENT OF TRANSPORTATION - NW REGION-SUPERIOR.

SIGNATURE: *Aaron Gustafson* DATE: 11/9/2023
PRINT NAME: AARON GUSTAFSON 95



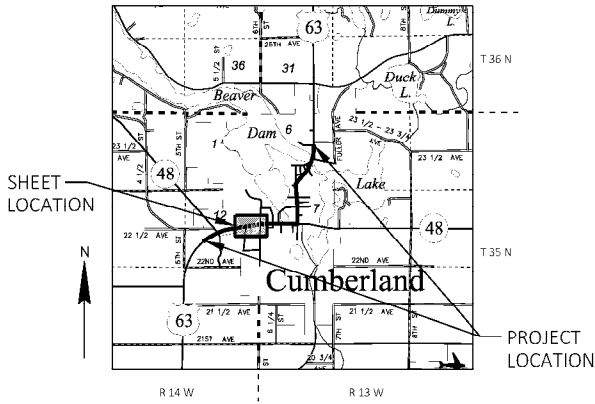
TRANSPORTATION PROJECT PLAT NO:1550-04-24-4.03

LOCATED IN PART OF THE SE 1/4 OF THE NE 1/4, AND PART OF THE NE 1/4 OF THE SE 1/4, ALL IN SECTION 12, TOWNSHIP 35 NORTH, RANGE 14 WEST, CITY OF CUMBERLAND, BARRON COUNTY, WISCONSIN.

USH 63 CITY OF CUMBERLAND, ELM STREET AND 2ND AVE, WEST JUNCTION
STH 48 TO CHARRIE LN, BARRON COUNTY.

THE STATE OF WISCONSIN HAS DEEMED IT NECESSARY TO MONUMENT RIGHT-OF-WAY INTERESTS PREVIOUSLY ACQUIRED UNDER SECTIONS 82.01, 82.31(1), 82.31(2), AND 84.09 OF THE WISCONSIN STATE STATUTES AND DOES HEREBY CERTIFY THE DEPARTMENT OF TRANSPORTATION HAS SURVEYED THE HIGHWAY RIGHT-OF-WAY; THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE EXTERIOR BOUNDARIES OF THE LAND SURVEYED AND SHOWS ACCURATE MEASUREMENTS THEREOF.

LOCATION SKETCH
NOT TO SCALE



FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN BARRON COUNTY AS SHEET 2 OF 2 DOCUMENT NUMBER 894873.

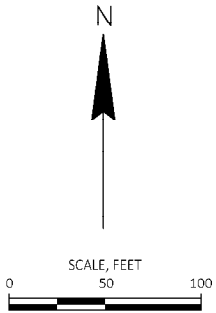
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), BARRON COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES. NGS POINT UTILIZED WAS DN5417.

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

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN THE NW REGION SUPERIOR.

UTILITY INFORMATION IS NOT SHOWN ON THIS PLAT.

ROAD NAME	BASIS OF EXISTING R/W	YEAR
USH 63 / STH 48, 8TH AVE	CSM 5443, V 37, P 91 DOC 733790	2007
USH 63 / STH 48	CSM 4549, V 31, P 153 DOC 652068	2002
USH 63 / STH 48	CSM 3688, V 26, P 23 DOC 288140	1997
USH 63 / STH 48, 8TH AVE	CSM 3545, V 25, P 35 DOC 576176	1996
USH 63 / STH 48	CSM 2153, V 15, P 83 DOC 480873	1985
USH 63, FRONTAGE RD	CSM 1407, V 10, P 171 DOC 440717	1979
ELEVENTH AVE	TALBOT'S WEST SIDE ADDITION - DOC 399192 R/W PLAT DIVISION JOB NO 8548	1974
USH 63 / STH 48		1955



Document Number: 899327
MARGO KATTERHAGEN
Barron County, Wisconsin
Register of Deeds
Recorded On:
11/10/2023 10:34:51 AM
Number of Pages: 1
This document has been electronically recorded and
Protect your investment.
www.propertyfraudalert.com

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1550-04-24-4.03

COURSE TABLE - 1/4 LINE			
FROM	TO	DIRECTION	DISTANCE
712	92	S 88° 48' 50" W	47.57'
92	917	S 88° 48' 50" W	823.21'
917	909	S 88° 48' 50" W	431.29'
909	60104	S 88° 48' 50" W	1302.31'
712	60104	S 88° 48' 50" W	2604.38'

DETAIL A
(NOT TO SCALE)

SE-NE
SECTION 12

USH 63 / STH 48

CUMBERLAND

NE-SE
SECTION 12

* BARRON COUNTY PUBLISHED COORDINATE
VALUE. COORDINATE VALUES FIELD
VERIFIED WITH CORNER TIE SHEETS.

RECOVERED MONUMENTS			
POINT	Y	X	DESCRIPTION
37140	145371.709	257797.684	3/4" REBAR
37138	145426.677	258065.526	3/4" REBAR
37137	145520.611	258709.094	1-1/4" IRON PIPE
37136	145545.739	258879.285	MAG NAIL IN ASPH
37134	145573.856	259069.783	3/4" REBAR
38007	145664.225	259135.609	1/2" IRON PIPE
37135	145465.356	259156.383	3/4" REBAR W/STEEL DISK
37149	145264.286	258134.163	1-1/4" REBAR
70034	145196.246	257794.801	1" IRON PIPE

COURSE TABLE - SEGMENTS			
FROM	TO	DIRECTION	DISTANCE
908	908	N 00° 58' 23" E	46.59'
908	107	N 00° 58' 23" E	55.80'
107	108	N 00° 58' 23" E	15.20'
114	917	S 81° 37' 31" W	833.30'
917	37149	S 81° 37' 31" W	93.70'
113	113	S 81° 37' 31" W	67.05'
113	112	S 81° 37' 31" W	275.96'
905	905	S 00° 58' 16" W	61.29'
905	907	S 00° 58' 16" W	109.38'

COURSE TABLE			
FROM	TO	DIRECTION	DISTANCE
712	907	N 00° 58' 16" E	102.54'
907	114	N 89° 01' 44" W	47.92'
114	112	S 81° 37' 31" W	1270.00'
112	909	N 00° 52' 47" E	54.68'
909	108	N 00° 58' 23" E	117.59'
108	37134	N 81° 37' 31" E	1285.84'
37134	905	S 81° 40' 34" E	32.65'
905	907	S 00° 58' 16" W	170.67'



SIGNATURE: *Neil C. Bowe* DATE: 11/6/2023
PRINT NAME: NEIL C. BOWE
REGISTRATION NUMBER: S-2827
THIS PLAT IS APPROVED FOR THE WISCONSIN
DEPARTMENT OF TRANSPORTATION - NW REGION-SUPERIOR.
SIGNATURE: *Aaron Gustafson* DATE: 11/9/2023
PRINT NAME: AARON GUSTAFSON 96

SURVEYOR'S NOTE:
THE SECTION 12 CENTER 1/4 CORNER IS THE POSITION AS MONUMENTED
BY J.A.H. JOHNSON, COUNTY SURVEYOR, IN BOOK 3, PAGE 3 DATED JUNE
30TH, 1928. THE CENTER 1/4 IS ALSO DOCUMENTED BY FRANK A. HAVEL,
COUNTY SURVEYOR, ON MAP #32, VOLUME 1 OF SURVEY MAPS, PAGE 32,
DOCUMENT 321163, DATED JULY 31, 1957.

TRANSPORTATION PROJECT PLAT NO:1550-04-24-4.04

THAT PART OF RESERVE LOT 1, MAP OF TP STONES OAK PARK ADDITION TO VILLAGE OF CUMBERLAND WITH SUBDIVISIONS A & B, LOCATED IN PART OF GOVERNMENT LOT 10, AND PART OF GOVERNMENT LOT 9, ALL IN SECTION 7, TOWNSHIP 35 NORTH, RANGE 13 WEST, CITY OF CUMBERLAND, BARRON COUNTY, WISCONSIN.

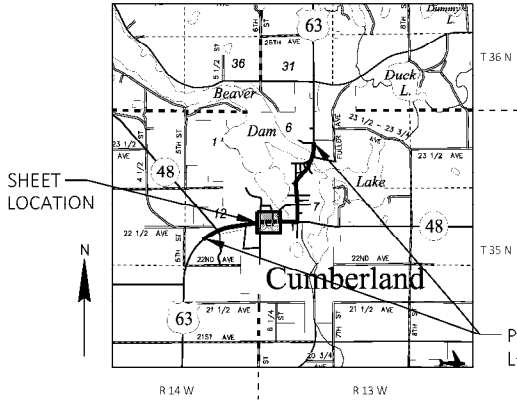
RELOCATION ORDERUSH 63 CITY OF CUMBERLAND, ELM STREET AND 2ND AVE, WEST JUNCTION STH 48 TO CHARRIE LN,BARRON COUNTY.

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

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

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

LOCATION SKETCH
NOT TO SCALE



FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN BARRON COUNTY AS SHEET 2 OF 2 DOCUMENT NUMBER 894873.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), BARRON COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES. NGS POINT UTILIZED WAS DNS417.

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

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN THE NW REGION-SUPERIOR.

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTERESTS REQUIRED	R/W SQUARE FEET REQUIRED			TLE SQUARE FEET
			NEW	EXISTING	TOTAL	
1	JOHN M & MARY L SCHWANKE	TLE	-	-	-	276
2	JOLENE R. CHARTRAW F/K/A JOLENE LANE	TLE	-	-	-	258
3	KATHY SUE STUMPF	TLE	-	-	-	63

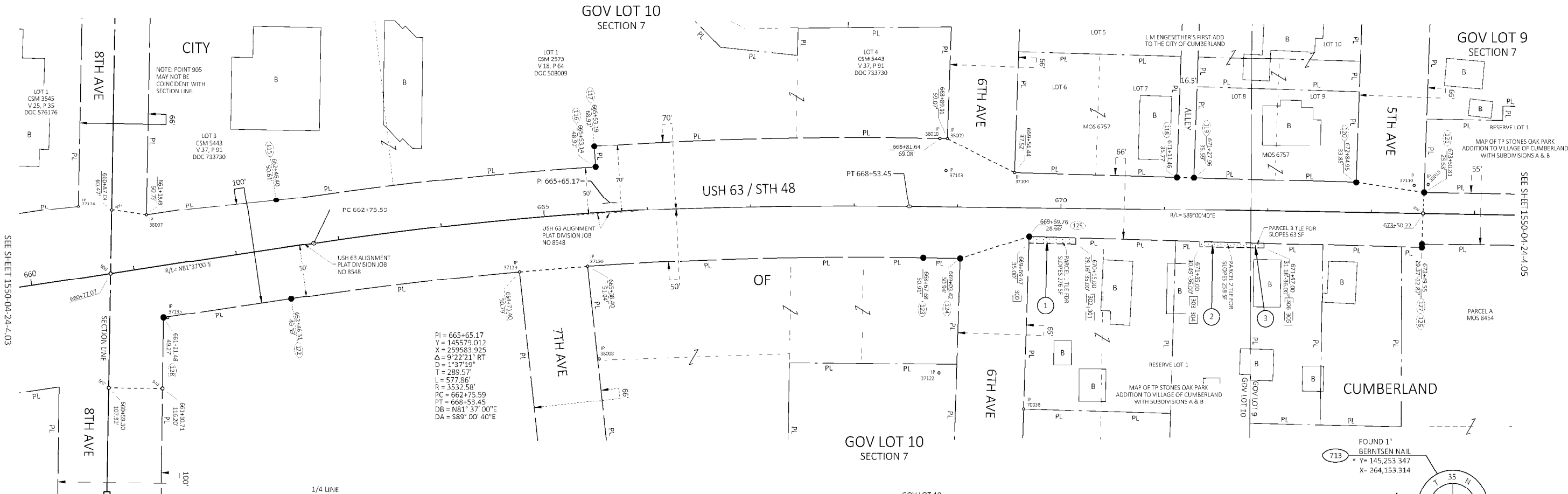
OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

Document Number: 896815
MARGO KATTERHAGEN
Barron County, Wisconsin
Register of Deeds
Recorded On:
07/20/2023 08:14:22 AM
Number of Pages: 1
This document has
been electronically recorded and
Protect your investment.
www.propertyfraudalert.com

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1550-04-24-4.04

UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
82	CENCOM OF WISCONSIN(TELEPHONE)	RELEASE OF RIGHTS

UTILITY EASEMENT TABLE			
UTILITY NUMBER	PARCEL	RECORDING INFORMATION	NAME
82	1	VOL. 507, PG. 471, DOC. 458613	CENCOM OF WISCONSIN(TELEPHONE)
82	1	VOL. 507, PG. 467, DOC. 458609	CENCOM OF WISCONSIN(TELEPHONE)
82	2	VOL. 507, PG. 472, DOC. 458614	CENCOM OF WISCONSIN(TELEPHONE)



COURSE TABLE - SEGMENTS			
FROM	TO	DIRECTION	DISTANCE
907	906	N 00° 58' 16" E	109.38'
906	905	N 00° 58' 16" E	61.29'
37104	118	S 88° 22' 31" E	157.03'
118	119	S 88° 22' 31" E	16.50'
119	120	S 88° 22' 31" E	157.00'
121	930	S 02° 17' 58" W	25.64'
930	127	S 02° 17' 58" W	29.37'

RECOVERED MONUMENTS			
POINT	Y	X	DESCRIPTION
37134	145573.856	259069.783	3/4" REBAR
38007	145564.225	259135.609	1/2" IRON PIPE
38010	145642.562	259902.832	3/4" REBAR
38009	145642.459	259910.206	3/4" REBAR
37103	145611.734	259908.862	5/8" REBAR
37104	145609.782	259975.081	5/8" REBAR
37110	145597.492	260361.489	2" IRON PIPE
38013	145598.296	260375.002	1" IRON PIPE
70038	145378.069	259983.972	1" IRON PIPE
37122	145412.648	259902.025	1" IRON PIPE
38008	145425.948	259573.470	1" IRON PIPE
37130	145514.501	259562.296	1" IRON PIPE
37129	145509.380	259496.462	2" BRASS CAP-R/W
37135	145465.356	259156.383	3/4" REBAR W/STEEL DISK

COURSE TABLE - 1/4 LINE			
FROM	TO	DIRECTION	DISTANCE
712	713	S 80° 31' 02" E	5056.04'
COURSE TABLE			
FROM	TO	BEARING	DISTANCE
712	907	N 00° 58' 16" E	102.54'
907	905	N 00° 58' 16" E	170.67'
905	38007	S 81° 40' 34" E	33.88'
38007	115	N 81° 40' 15" E	126.91'
116	117	N 03° 43' 53" W	20.00'
38010	38009	S 88° 57' 58" E	7.38'
		(S 89° 51' 19" W)	(7.34')
38009	37104	S 63° 15' 55" E	72.64'
37104	120	S 88° 22' 31" E	330.53'
120	121	S 81° 53' 47" E	66.37'
121	127	S 02° 17' 58" W	55.01'
127	126	S 00° 58' 08" W	3.50'
126	125	N 88° 22' 31" W	379.82'
125	124	S 72° 25' 11" W	69.98'
124	123	N 88° 57' 58" W	35.74'
37130	37129	S 85° 33' 07" W	66.03'
122	128	S 81° 40' 15" W	124.82'
128	910	S 00° 45' 37" W	67.79'
910	907	N 89° 14' 23" W	52.08'

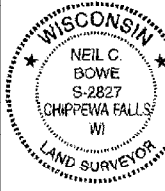
CURVE 115-116
L=310.64'
LCB=310.35'
LCB=N 83° 58' 05" E
R=3869.48'

CURVE 117-38010
L=334.30'
LCB=334.19'
LCB=N 88° 43' 58" E
R=3889.48'

CURVE 123-37130
L=324.72'
LCB=324.62'
LCB=S 88° 51' 22" W
R=3769.48'

CURVE 37129-122
L=222.32'
LCB=222.28'
LCB=S 83° 21' 24" W
R=3769.48'

ROAD NAME	BASIS OF EXISTING R/W	YEAR
USH 63 / STH 48	MOS 8454	2015
USH 63 / STH 48, 8TH AVE, 6TH AVE	CSM 5443, V 37, P 91, DOC 733730	2007
USH 63 / STH 48, 8TH AVE	CSM 3545, V 25, P 35, DOC 576176	1996
USH 63 / STH 48, 6TH AVE, 5TH AVE	MOS 6757	1990
USH 63 / STH 48	CSM 2573, V 18, P 64, DOC 508009	1989
USH 63 / STH 48, 5TH AVE	R/W PLAT T011-1 (21)	1959
USH 63 / STH 48, 8TH AVE, 7TH AVE, 6TH AVE, 5TH AVE	R/W PLAT DIVISION JOB NO 8548	1955
USH 63 / STH 48, 6TH AVE, 5TH AVE	L M ENGESETH'S FIRST ADD TO THE CITY OF CUMBERLAND	1909
N/A	MAP OF TP STONES OAK PARK ADDITION TO VILLAGE OF CUMBERLAND WITH SUBDIVISIONS A & B	1882



I, NEIL C. BOWE, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.
SIGNATURE: *Neil C. Bowe* DATE: 7/19/2023
PRINT NAME: NEIL C. BOWE
REGISTRATION NUMBER: S-2827
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION - NW REGION-SUPERIOR.
SIGNATURE: *Aaron Gustafson* DATE: 7/19/2023
PRINT NAME: AARON GUSTAFSON
97

TRANSPORTATION PROJECT PLAT NO:1550-04-24-4.05

THAT PART OF LOT A, AND LOTS 1 THRU 6, BLOCK 3, AND PART OF OUTLOT 3, AND PART OF LOTS 1, 2, 9, 10, 12, 13, AND 14, BLOCK 2, AND PART OF LOT 1, BLOCK 1, ALL IN J.F. MILLER'S ADDITION TO CUMBERLAND, PART OF RESERVE LOT 1, MAP OF TP STONES OAK PARK ADDITION TO VILLAGE OF CUMBERLAND WITH SUBDIVISIONS A & B, LOCATED IN PART OF GOV LOT 9, AND PART OF LOT 1, BLOCK B, VILLAGE OF CUMBERLAND PLAT, LOCATED IN PART OF GOV LOT 7, ALL IN SECTION 7, TOWNSHIP 35 NORTH, RANGE 13 WEST, CITY OF CUMBERLAND, BARRON COUNTY, WISCONSIN.

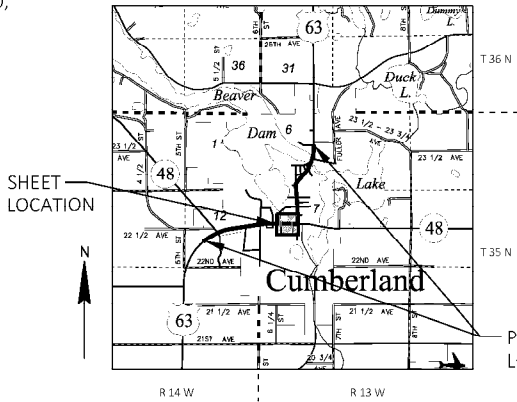
RELOCATION ORDERUSH 63 CITY OF CUMBERLAND, ELM STREET AND 2ND AVE, WEST JUNCTION STH 48 TO CHARRIE LN,BARRON COUNTY.

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

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

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

LOCATION SKETCH
NOT TO SCALE



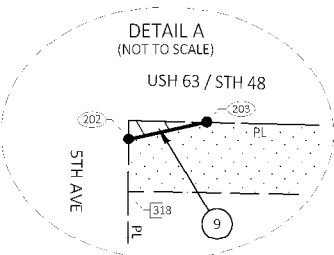
FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN BARRON COUNTY AS SHEET 2 OF 2 DOCUMENT NUMBER 894873.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WICRS), BARRON COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES. NGS POINT UTILIZED WAS DMS417.

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

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN THE NW REGION-SUPERIOR.

DETAIL A
(NOT TO SCALE)



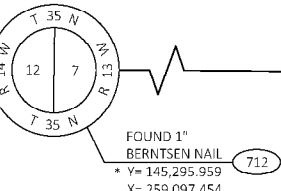
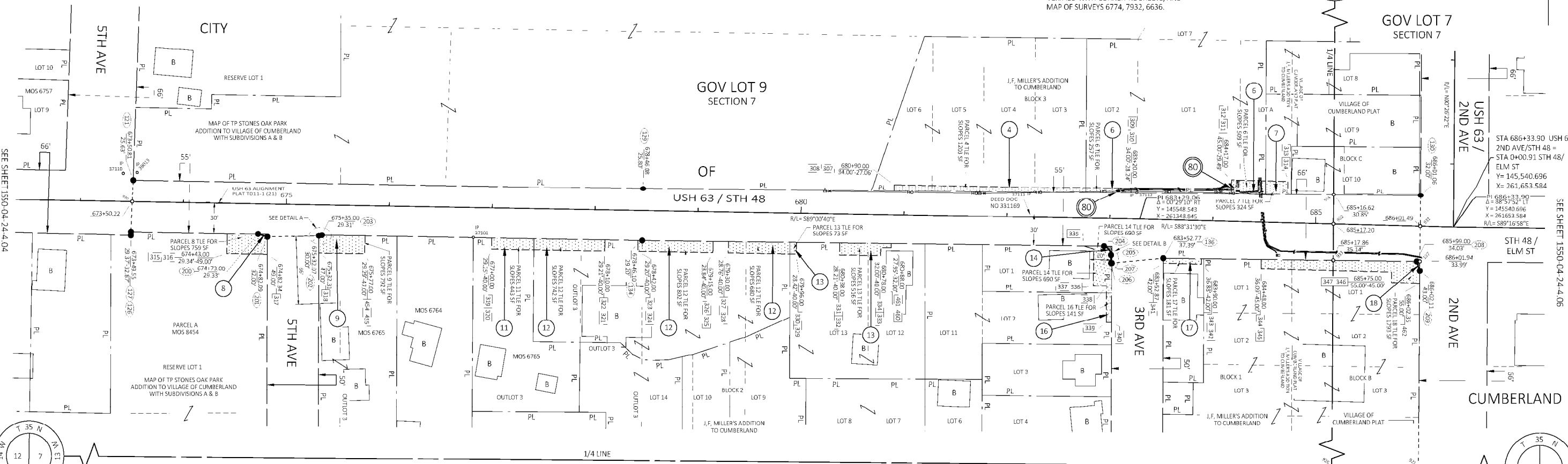
SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTERESTS REQUIRED	R/W SQUARE FEET REQUIRED			TLE SQUARE FEET
			NEW	EXISTING	TOTAL	
4	BEAVER DAM LAKE MANAGEMENT DISTRICT	TLE	-	-	-	1203
6	CITY OF CUMBERLAND	TLE	-	-	-	766
7	MICHAEL A RITCHIE	TLE	-	-	-	324
8	CITY OF CUMBERLAND	FEE/TLE	12	-	12	759
9	DBM PARTNERS, LLC	FEE/TLE	1	-	1	792
11	GARY E JOHNSON	TLE	-	-	-	443
12	HARMON PLACE PROPERTIES, LLC	TLE	-	-	-	2274
13	WILLIAM & CONNIE LUSSIER	TLE	-	-	-	589
14	BRETT E & LAURA L LEE	FEE/TLE	29	-	29	690
16	COLIN JOHNSON	TLE	-	-	-	141
17	WILLIAM D & NICOLE M LEHMANN	TLE	-	-	-	181
18	MARK W FORDER	FEE/TLE	13	-	13	1793

Document Number: 896834
MARGO KATTERHAGEN
Barron County, Wisconsin
Register of Deeds
Recorded On:
07/21/2023 08:15:13 AM
Number of Pages: 1
This document has been electronically recorded and
Protect your investment.
www.propertyfraudalert.com

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1550-04-24-4.05

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
80	CUMBERLAND MUNICIPAL UTILITY (ELECTRIC)	RELEASE OF RIGHTS
83	DAIRYLAND POWER COOPERATIVE(ELECTRIC)	RELEASE OF RIGHTS



COURSE TABLE - 1/4 LINE			
FROM	TO	DIRECTION	DISTANCE
713	921	N 89° 31' 02" W	2534.13'
921	926	N 89° 31' 02" W	84.19'
926	712	N 89° 31' 02" W	2437.72'
712	712	N 89° 31' 02" W	5056.04'
750	926	N 00° 23' 33" E	2615.09'
926	933	N 00° 23' 33" E	233.15'
933	932	N 00° 23' 33" E	35.15'
932	914	N 00° 23' 33" E	30.86'
914	658	N 00° 23' 33" E	2356.87'
658	658	N 00° 23' 33" E	5271.12'

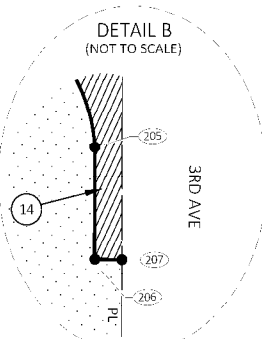
RECOVERED MONUMENTS			
POINT	Y	X	DESCRIPTION
37110	145587.492	260361.489	2" IRON PIPE
38013	145598.296	260375.002	1" IRON PIPE
37111	145578.074	261246.701	3/4" IRON PIPE
37112	145576.872	261345.887	3/4" REBAR
37101	145530.633	260701.468	1-1/2" IRON PIPE

STATION & OFFSET TABLE		
POINT	STATION	OFFSET
335	682+75.00	26.99' RT
336	682+85.00	30.00' RT
337	682+85.00	65.00' RT
338	682+97.83	65.00' RT
339	682+98.33	100.00' RT
240	683+03.34	100.00' RT
204	682+94.64	26.89' RT
205	683+01.96	35.52' RT
206	683+01.77	45.00' RT
207	683+02.52	43.00' RT
313	684+72.00	45.00' LI
314	684+72.00	30.24' LT

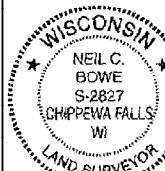
CURVE 205-204
L=11.81'
LCB=N 38°08'00" W
R=10.00'

COURSE TABLE - SEGMENTS		
FROM	TO	DISTANCE
127	970	N 02° 17' 58" E 79.37'
930	121	N 02° 17' 58" E 25.64'
129	914	S 89° 18' 22" E 670.80'
914	130	S 89° 18' 22" E 84.45'
130	931	S 00° 42' 28" W 32.01'
931	137	S 00° 42' 28" W 34.00'
208	993	N 89° 18' 22" W 81.15'
933	136	N 89° 18' 22" W 165.11'

UTILITY EASEMENT TABLE			
UTILITY NUMBER	PARCEL	RECORDING INFORMATION	NAME
80	6	NO RECORDED EASEMENT	CUMBERLAND MUNICIPAL UTILITY(ELECTRIC)
83	12 & 13	VOL. 471, PG. 319, DOC. 438922	DAIRYLAND POWER COOPERATIVE(ELECTRIC)
83	12	VOL. 471, PG. 329, DOC. 438927	DAIRYLAND POWER COOPERATIVE(ELECTRIC)
83	12 & 13	VOL. 471, PGS. 310-312, DOC. 438918	DAIRYLAND POWER COOPERATIVE(ELECTRIC)
83	13	VOL. 471, PG. 313, DOC. 438919	DAIRYLAND POWER COOPERATIVE(ELECTRIC)
83	12 & 13	VOL. 471, PG. 766, DOC. 439201	DAIRYLAND POWER COOPERATIVE(ELECTRIC)
83	13	VOL. 471, PG. 770, DOC. 439203	DAIRYLAND POWER COOPERATIVE(ELECTRIC)
83	12 & 13	VOL. 471, PG. 772, DOC. 439204	DAIRYLAND POWER COOPERATIVE(ELECTRIC)



ROAD NAME	BASIS OF EXISTING R/W	YEAR
USH 63 / STH 48, STH AVE	MOS 8454	2015
USH 63 / STH 48, STH AVE	MOS 6765	2002
USH 63 / STH 48, STH AVE	MOS 6764	1991
USH 63 / STH 48, STH AVE	MOS 6757	1990
USH 63 / STH 48, STH AVE	R/W PLAT T011-1 (21)	1959
USH 63 / STH 48, 3RD AVE	J.F. MILLER'S ADDITION TO CUMBERLAND	1882
USH 63 / STH 48, 3RD AVE	MAP OF TP STONES OAK PARK ADDITION TO VILLAGE OF CUMBERLAND WITH SUBDIVISIONS A & B	1882
USH 63 / STH 48, 2ND AVE	VILLAGE OF CUMBERLAND PLAT	1879



I, NEIL C. BOWE, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.09 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: *Neil C. Bowe* DATE: 7/19/2023
PRINT NAME: NEIL C. BOWE
REGISTRATION NUMBER: S-2827
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE
WISCONSIN DEPARTMENT OF TRANSPORTATION -
NW REGION-SUPERIOR.
SIGNATURE: *Aaron Gustafson* DATE: 7/20/2023
PRINT NAME: AARON GUSTAFSON 98

TRANSPORTATION PROJECT PLAT NO:1550-04-24-4.06

THAT PART OF LOT 1, BLOCK C, PART OF LOT 10, BLOCK F, ALL IN VILLAGE OF CUMBERLAND PLAT, PART OF VACATED LAKE ST, ALL LOCATED IN GOV LOT 9, PART OF LOT 1, CSM 5604, V 38, P 052, DOC 749718, PART OF LOT 1, CSM 5577, V 38, P 025, DOC 745749, PART OF CSM 1568, V 11, P 155, DOC 450000, PART OF LOT 1, BLOCK A, PART OF LOT 20, BLOCK D, PART OF LOTS 11 THRU 16 AND LOTS 18 AND 20, ALL IN BLOCK E, ALL IN THE VILLAGE OF CUMBERLAND PLAT, ALL LOCATED IN GOV LOT 7, ALL IN SECTION 7, TOWNSHIP 35 NORTH, RANGE 13 WEST, CITY OF CUMBERLAND, BARRON COUNTY, WISCONSIN.

RELOCATION ORDERUSH 63 CITY OF CUMBERLAND, ELM STREET AND 2ND AVE, WEST JUNCTION STH 48 TO CHARRIE LN,BARRON COUNTY.

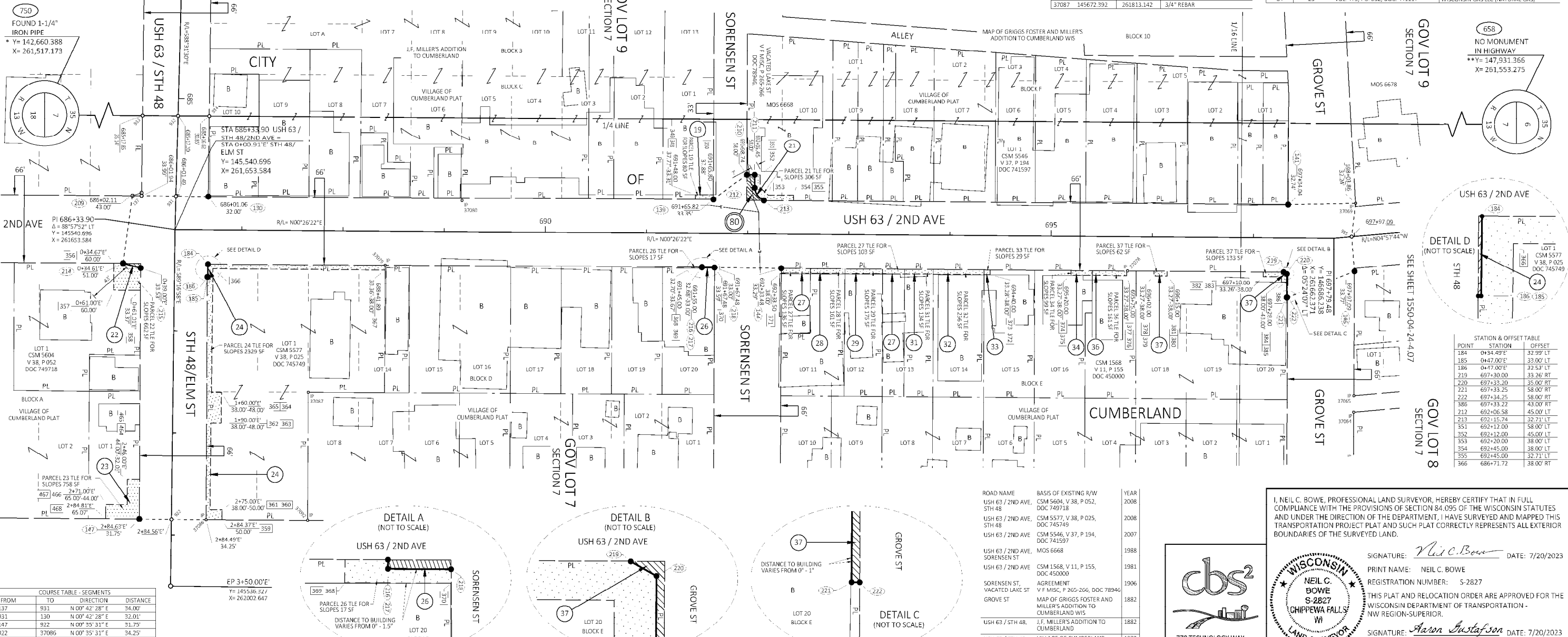
TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN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

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

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

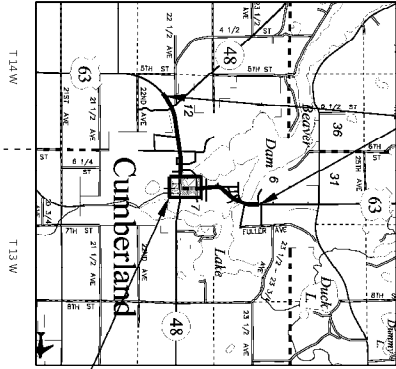
* BARRON COUNTY PUBLISHED COORDINATE VALUE. COORDINATE VALUES FIELD VERIFIED WITH CORNER TIE SHEETS.

SEE SHEET 1550-04-24-4.05



FROM	TO	DIRECTION	DISTANCE
137	931	N 00° 42' 28" E	34.00'
931	130	N 00° 42' 28" E	32.01'
147	922	N 00° 35' 31" E	31.75'
922	37086	N 00° 35' 31" E	34.25'

LOCATION SKETCH
NOT TO SCALE



PROJECT LOCATION

SHEET LOCATION

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN BARRON COUNTY AS SHEET 2 OF 2 DOCUMENT NUMBER 894873.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), BARRON COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES. NGS POINT UTILIZED WAS DMS147.

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

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN THE NW REGION-SUPERIOR.

FROM	TO	BEARING	DISTANCE	FROM	TO	BEARING	DISTANCE
750	914	N 00° 23' 33" E	2914.24'	219	144	S 00° 26' 10" W	486.53'
914	130	S 89° 18' 22" E	84.45'	144	218	S 00° 41' 33" W	66.00'
130	139	N 00° 18' 53" E	499.33'	218	217	S 00° 26' 22" W	12.48'
139	210	N 30° 23' 22" W	41.13'	217	216	N 80° 33' 38" W	0.32'
210	211	N 00° 26' 22" E	7.72'	216	184	S 0° 18' 53" W	488.27'
211	212	N 89° 58' 26" E	13.60'	184	185	S 89° 19' 20" E	12.51'
212	141	N 00° 26' 10" E	518.29'	185	186	S 00° 43' 02" W	0.47'
141	37069	N 00° 58' 54" W	66.70'	186	37086	S 80° 41' 50" E	237.49'
37069	915	S 83° 06' 35" E	32.94'	37086	147	S 00° 35' 31" W	66.00'
915	146	N 85° 02' 16" E	33.77'	147	215	N 89° 41' 50" W	245.64'
146	222	S 21° 06' 46" E	70.89'	215	214	S 14° 49' 09" W	18.01'
222	221	S 00° 26' 22" W	1.00'	214	209	N 82° 00' 53" W	66.59'
221	220	N 89° 41' 55" W	23.00'	209	137	N 00° 21' 59" E	9.01'
220	219	S 28° 57' 16" W	3.64'	137	130	N 00° 42' 28" E	66.00'

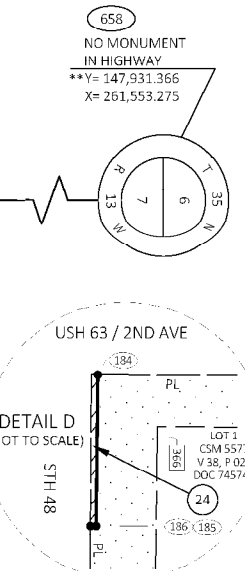
** BARRON COUNTY PUBLISHED COORDINATE VALUE. COORDINATE VALUES FIELD VERIFIED WITH CORNER TIE SHEETS, AND MAP OF SURVEYS 6774, 7932, 6636.

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTERESTS REQUIRED	R/W SQUARE FEET REQUIRED			TLE SQUARE FEET
			NEW	EXISTING	TOTAL	
19	CUMBERLAND CHAMBER OF COMMERCE, INC.	TLE	-	-	-	80
21	CITY OF CUMBERLAND	FEE/TLE	231	-	231	306
22	WAITE'S WASH, LLC	FEE/TLE	39	-	39	662
23	KG RED, LLC	TLE	-	-	-	758
24	CITY OF CUMBERLAND	FEE/TLE	6	-	6	2329
26	TROY & JESSICA LONGTINE	FEE/TLE	4	-	4	17
27	BRENT D KNUTSON & KRISTA PATRIN	TLE	-	-	-	239
28	DUSTIN & AMANDA SCHELL	TLE	-	-	-	161
29	FRIESS ENTERPRISES LLC	TLE	-	-	-	176
31	JONATHAN & NICOLE HILE	TLE	-	-	-	134
32	CUMBERLAND TELEPHONE COMPANY	TLE	-	-	-	236
33	BARRY J ZAPPA	TLE	-	-	-	29
34	PUMPKIN AND DUMPUN LLC	TLE	-	-	-	99
36	JEROME L SCHLEI	TLE	-	-	-	161
37	CUMBERLAND FEDERAL SAVINGS AND LOAN ASSOCIATION	FEE/TLE	28	-	28	195

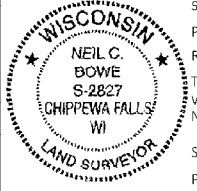
RECOVERED MONUMENTS			
POINT	Y	X	DESCRIPTION
37080	145824.354	261625.429	1" IRON PIPE
37069	146707.740	261628.142	1" IRON PIPE W/BERNTSEN NAIL
37086	145571.391	261937.568	BERNTSEN SPIKE
37092	145671.744	261938.076	3/4" REBAR
37079	145748.413	261688.537	5/8" REBAR
37078	146482.283	261694.079	5/8" REBAR
37065	146706.067	261816.524	1" IRON PIPE
37064	146705.967	261832.509	1" IRON PIPE
37087	145672.392	261813.142	3/4" REBAR

UTILITY EASEMENT TABLE			
UTILITY NUMBER	PARCEL	RELINQUISHING INFORMATION	NAME
80	21	NO RECORDED EASEMENT	CUMBERLAND MUNICIPAL UTILITY (ELECTRIC)
84	23	VOL. 1529, PG. 635, DOC. 697032	WISCONSIN GAS LLC (NATURAL GAS)
84	23	VOL. 475, PG. 352, DOC. 441117	WISCONSIN GAS LLC (NATURAL GAS)



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

SIGNATURE: *Neil C. Bowe* DATE: 7/20/2023
PRINT NAME: NEIL C. BOWE
REGISTRATION NUMBER: S-2827
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION - NW REGION-SUPERIOR.
SIGNATURE: *Aaron Gustafson* DATE: 7/20/2023
PRINT NAME: AARON GUSTAFSON



TRANSPORTATION PROJECT PLAT NO:1550-04-24-4.07

THAT PART OF LOTS 1 AND 2, BLOCK 8, PART OF VACATED FOSTER AVE, PART OF LOTS 1 THRU 6, BLOCK 9, PART OF LOTS 12 THRU 22, BLOCK 7, MAP OF GRIGGS FOSTER AND MILLER'S ADDITION TO CUMBERLAND WIS, LOCATED IN GOV LOT 9, SECTION 7, AND PART OF LOTS 1 THRU 7, BLOCK 1, PART OF LOTS 1 THRU 7, BLOCK 2, PART OF LOTS 1 THRU 8, AND PART OF VACATED MARSHALL ST, ALL IN BLOCK 3, PART OF LOT 1, BLOCK 6, ALL IN MAP OF GRIGGS FOSTER AND MILLER'S ADDITION TO CUMBERLAND WIS, ALL LOCATED IN GOV LOT 8, SECTION 7, TOWNSHIP 35 NORTH, RANGE 13 WEST, CITY OF CUMBERLAND, BARRON COUNTY, WISCONSIN.

RELOCATION ORDERUSH 63 CITY OF CUMBERLAND, ELM STREET AND 2ND AVE, WEST JUNCTION STH 48 TO CHARRIE LN,BARRON COUNTY.

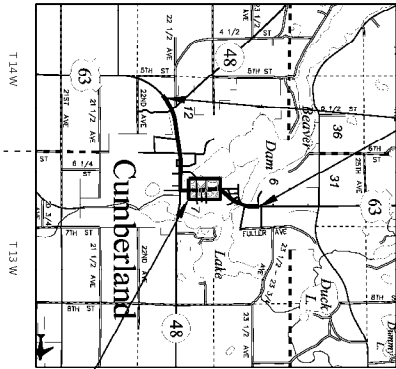
TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN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

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

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

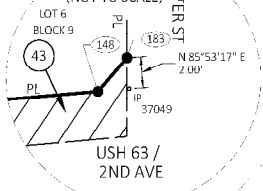
LOCATION SKETCH

NOT TO SCALE

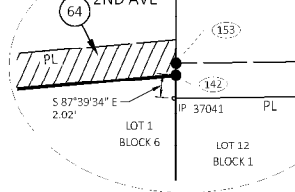


PROJECT LOCATION

DETAIL B (NOT TO SCALE)



DETAIL A (NOT TO SCALE)



SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTERESTS REQUIRED	R/W SQUARE FEET REQUIRED			TLE SQUARE FEET
			NEW	EXISTING	TOTAL	
38	BANK OF TURTLE LAKE	FEE/TLE	348	-	348	245
39	THOMAS C. PAULIE, J. LEA & BRETT TOFTNESS	FEE	198	-	198	-
41	CUMBERLAND TOWER HOUSE LLC	FEE/TLE	385	-	385	559
42	SHANNON S & TODD T BENTS	FEE/TLE	295	-	295	480
43	NORTHWESTERN STATE BANK	FEE/TLE	618	-	618	189
44	AM OF CUMBERLAND, LLC	FEE/TLE	303	-	303	172
46	SETH D BAILEY	FEE/TLE	303	-	303	171
47	MEGAN P TALBOT	FEE/TLE	148	-	148	56
48	NICHOLAS J & CAROLYN A PELA	FEE/TLE	301	-	301	535
49	KARA FALKENTHAL	FEE	301	-	301	-
51	ETHEL E ANDERSON REVOCABLE TRUST	FEE/TLE	150	-	150	151
52	ENRICHMENT THROUGH CULTURE (ETC), INC	FEE/TLE	189	-	189	389
53	LAKE HELP, LLC	FEE/TLE	147	-	147	436
54	MERCED DE JESUS MONTES & KAREN ALONDRA RAMIREZ	FEE	97	-	97	-
56	S & J HEER PROPERTIES LLC	FEE	73	-	73	-
57	IDLEWILD LAND COMPANY LLC	FEE	73	-	73	-
58	HOWARD KROLL	FEE/TLE	145	-	145	2
59	TIMOTHY J HENNINGSGARD	FEE/TLE	242	-	242	1478
61	DEAN E & DEBRA A HYLAND	FEE/TLE	461	-	461	1121
62	GEORGE E. RICHIE, TRUSTEE OF THE RICHIE FAMILY	FEE/TLE	150	-	150	247
63	TOM HOKANSON	FEE/TLE	165	-	165	207
64	CUMBERLAND SCHOOL DISTRICT	FEE/TLE	1694	-	1694	4029

Document Number: 896836
MARGO KATTERHAGEN
Barron County, Wisconsin
Register of Deeds
Recorded On:
07/21/2023 08:15:57 AM
Number of Pages: 1
This document has been electronically recorded and Protect your investment.
www.propertyfraudalert.com

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1550-04-24-4.07

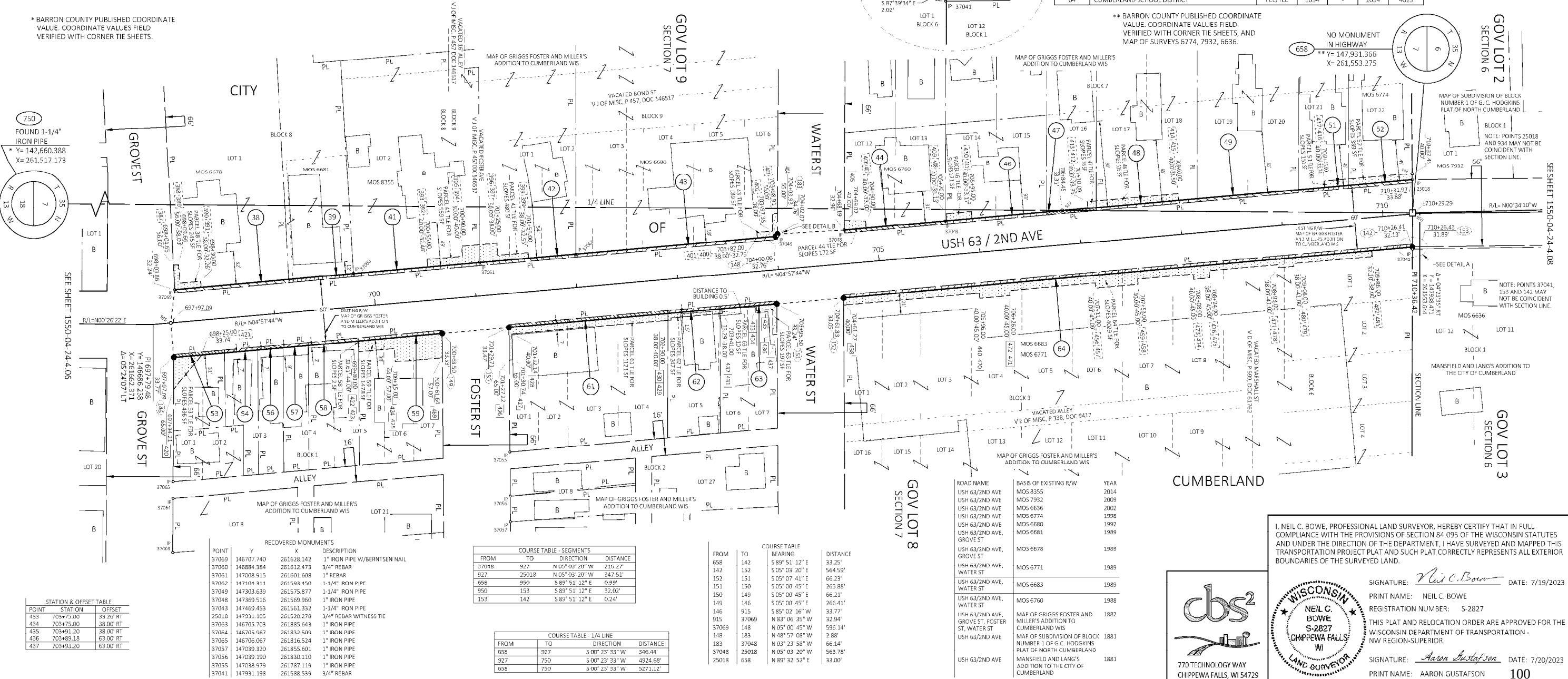
SCALE, FEET
0 50 100

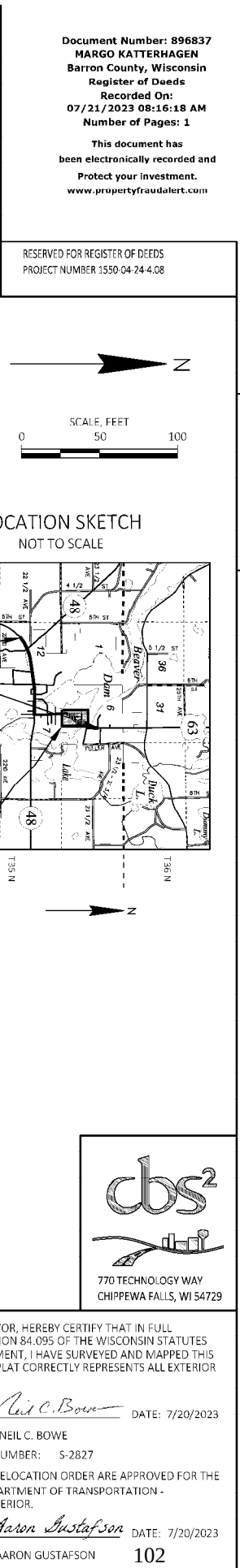
UTILITY EASEMENT TABLE			
UTILITY NUMBER	PARCEL	RECORDING INFORMATION	NAME
80	53	DOC. 869238	CUMBERLAND MUNICIPAL UTILITY(ELECTRIC)
81	64	DOC. 80086	CUMBERLAND UTILITIES(ALL UTILITIES)

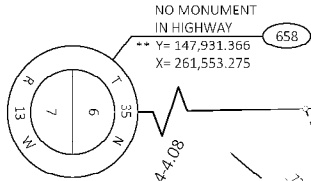
UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
80	CUMBERLAND MUNICIPAL UTILITY (ELECTRIC)	RELEASE OF RIGHTS
81	CUMBERLAND UTILITIES(ALL UTILITIES)	RELEASE OF RIGHTS

* BARRON COUNTY PUBLISHED COORDINATE VALUE. COORDINATE VALUES FIELD VERIFIED WITH CORNER TIE SHEETS.

** BARRON COUNTY PUBLISHED COORDINATE VALUE. COORDINATE VALUES FIELD VERIFIED WITH CORNER TIE SHEETS, AND MAP OF SURVEYS 6774, 7932, 6636.

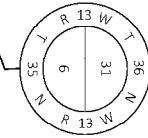






NO MONUMENT
IN HIGHWAY
** Y= 147,931.366
X= 261,553.275

** BARRON COUNTY PUBLISHED COORDINATE
VALUE. COORDINATE VALUES FIELD
VERIFIED WITH CORNER TIE SHEETS, AND
MAP OF SURVEYS 6774, 7932, 666.



FOUND 1-1/2"
IRON PIPE
* Y= 152,991.624
X= 261,439.280

* BARRON COUNTY PUBLISHED COORDINATE
VALUE. COORDINATE VALUES FIELD
VERIFIED WITH CORNER TIE SHEETS.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF
THE REGISTER OF DEEDS IN BARRON COUNTY AS SHEET 2 OF 2 DOCUMENT NUMBER 894873.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM
COORDINATES (WISCRS), BARRON COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES
SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES
MAY BE USED AS GROUND DISTANCES. NGS POINT UTILIZED WAS DM417.

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

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE
WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN THE NW REGION-SUPERIOR.

UTILITY INFORMATION IS NOT SHOWN ON THIS PLAT.

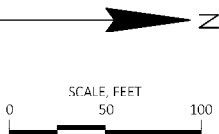
COURSE TABLE - 1/4 LINE			
FROM	TO	DIRECTION	DISTANCE
658	918	N 01° 17' 26" W	842.75'
918	566	N 01° 17' 26" W	4218.79'
566	658	S 01° 17' 26" E	5061.54'

CURVE 164-37025
L=118.76'
LCH=118.75'
LCB=N 31° 10' 21" E
R=2794.90'

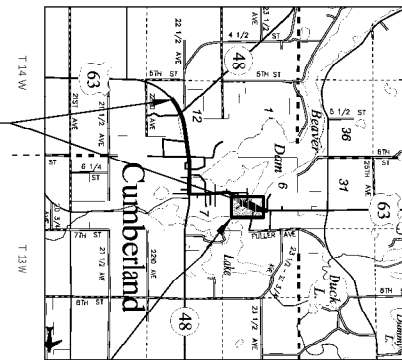
CURVE 177-176
L=136.62'
LCH=136.61'
LCB=S 20° 03' 35" W
R=2914.90'

CURVE 167-168
L=211.91'
LCH=211.86'
LCB=S 34° 13' 40" W
R=2934.90'

COURSE TABLE			
FROM	TO	DIRECTION	DISTANCE
918	70058	N 68° 56' 24" E	638.18'
70058	159	N 21° 03' 36" W	60.00'
159	160	N 68° 56' 24" E	42.71'
160	161	N 20° 59' 26" W	30.00'
161	162	N 23° 58' 29" E	113.21'
162	163	N 23° 04' 23" W	22.62'
163	70062	N 65° 55' 37" E	60.00'
70062	164	N 79° 08' 45" E	54.78'
37025	37022	N 22° 05' 55" W	36.44'
37022	165	N 64° 22' 59" E	50.04'
230	231	N 20° 48' 26" E	105.63'
911	919	S 73° 37' 45" E	69.42'
919	178	S 77° 53' 38" E	123.25'
178	177	S 46° 34' 07" W	148.66'
176	175	S 74° 31' 03" E	20.11'
166	167	S 31° 28' 30" W	70.09'
168	70057	S 25° 55' 33" W	83.96'
70057	70058	N 64° 32' 07" W	135.50'



LOCATION SKETCH
NOT TO SCALE



SHEET LOCATION

COURSE TABLE - SEGMENTS			
FROM	TO	DIRECTION	DISTANCE
70057	928	N 64° 32' 07" W	88.50'
928	70058	N 64° 32' 07" W	47.00'

RECOVERED MONUMENTS			
POINT	Y	X	DESCRIPTION
70058	149003.231	262129.851	3/4" REBAR
70062	149250.345	262229.730	3/4" REBAR
37025	149362.768	262345.003	3/4" REBAR
37022	149395.789	262330.706	3/4" REBAR
37024	149564.407	262258.788	5/8" REBAR
37023	149598.136	262296.642	1-1/2" IRON PIPE
37019	149964.921	262924.396	3/4" REBAR
70064	149912.620	262850.964	3/4" REBAR
37014	148947.164	262301.436	1" IRON PIPE
37017	148883.377	262313.906	1" IRON PIPE
37032	148841.418	262322.422	1-1/4" REBAR
70057	148944.974	262252.183	3/4" REBAR

ROAD NAME	BASIS OF EXISTING R/W	YEAR
WESTERN AVE	MOS 8829	2018
USH 63	MOS 6662	2003
NEDVIDEK ST	CSM 4680, V 32, P 123, DOC 667311	2002
USH 63, BUCK ST, WESTERN AVE	RW PLAT DIVISION JOB NO 8663	1967
WESTERN AVE	HEBERLEIN'S ADDITION TO THE CITY OF CUMBERLAND WISCONSIN	1919
ARCADE AVE	MANSFIELD AND LANG'S ADDITION TO THE CITY OF CUMBERLAND	1881
LAKE STREET	WI STATUTE 82.31 (2)	

ALIGNMENT USH 63
CURVE 935-928
L= 161.43'
LCH= 161.40'
LCB= N39°52'29"E
R= 2863.58'

ALIGNMENT USH 63
CURVE 928-919
L= 1095.43'
LCH= 1088.76'
LCB= N27°18'03"E
R= 2863.58'

ALIGNMENT USH 63
CURVE 919-936
L= 830.80'
LCH= 827.89'
LCB= N08°01'50"E
R= 2863.58'

TRANSPORTATION PROJECT PLAT NO:1550-04-24-4.09

LOCATED IN PART OF GOV LOT 3, AND PART OF GOV LOT 5, ALL IN SECTION 6, TOWNSHIP 35 NORTH, RANGE 13 WEST, CITY OF CUMBERLAND, BARRON COUNTY, WISCONSIN.

USH 63 CITY OF CUMBERLAND, ELM STREET AND 2ND AVE, WEST JUNCTION
STH 48 TO CHARRIE LN, BARRON COUNTY.

THE STATE OF WISCONSIN HAS DEEMED IT NECESSARY TO MONUMENT RIGHT-OF-WAY INTERESTS PREVIOUSLY ACQUIRED UNDER SECTIONS 82.01, 82.31(1), 82.31(2), AND 84.09 OF THE WISCONSIN STATE STATUTES AND DOES HEREBY CERTIFY THE DEPARTMENT OF TRANSPORTATION HAS SURVEYED THE HIGHWAY RIGHT-OF-WAY; THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE EXTERIOR BOUNDARIES OF THE LAND SURVEYED AND SHOWS ACCURATE MEASUREMENTS THEREOF.

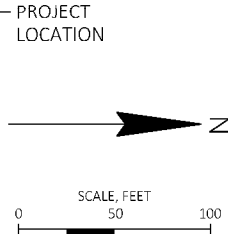
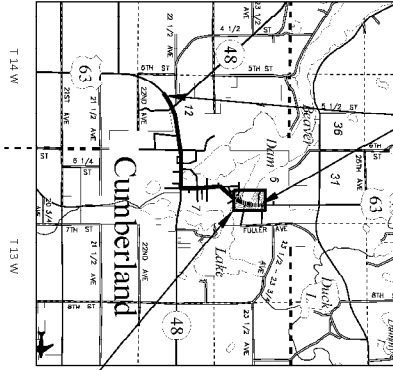
TRANSPORTATION PROJECT PLAT NO: 1550-04-24-4.10 AMENDMENT NO: 2
REMOVES UTILITY NO: 85 AND ADDS UTILITY NO: 81 OF TRANSPORTATION
PROJECT PLAT 1550-04-24-4.10 RECORDED AS DOCUMENT NO: 899329

THAT PART OF LOT 1, CSM 6862, VOL 45, PG 101, DOC 883568, BEING PART OF GOV LOT 6, SECTION 6, TOWNSHIP 35 NORTH, RANGE 13 WEST, CITY OF CUMBERLAND, BARRON COUNTY, WISCONSIN.
USH 63 CITY OF CUMBERLAND, ELM STREET AND 2ND AVE, WEST JUNCTION STH 48 TO CHARRIE LN, BARRON COUNTY.

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

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

LOCATION SKETCH
NOT TO SCALE



FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN BARRON COUNTY AS SHEET 2 OF 2, DOCUMENT NUMBER 894873.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), BARRON COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES. NGS POINT UTILIZED WAS DNS417.

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

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN THE NW REGION-SUPERIOR.

ALL TLE'S ARE FOR SLOPE GRADING PURPOSES, UNLESS NOTED.

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTERESTS REQUIRED	R/W SQUARE FEET REQUIRED			TLE SQUARE FEET
			NEW	EXISTING	TOTAL	
70	WORLD CHAMPION MEATS LLC	TLE	-	-	-	168

UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
80	CUMBERLAND MUNICIPAL UTILITY (ELECTRIC)	RELEASE OF RIGHTS
81	CITY OF CUMBERLAND (ALL UTILITIES)	RELEASE OF RIGHTS

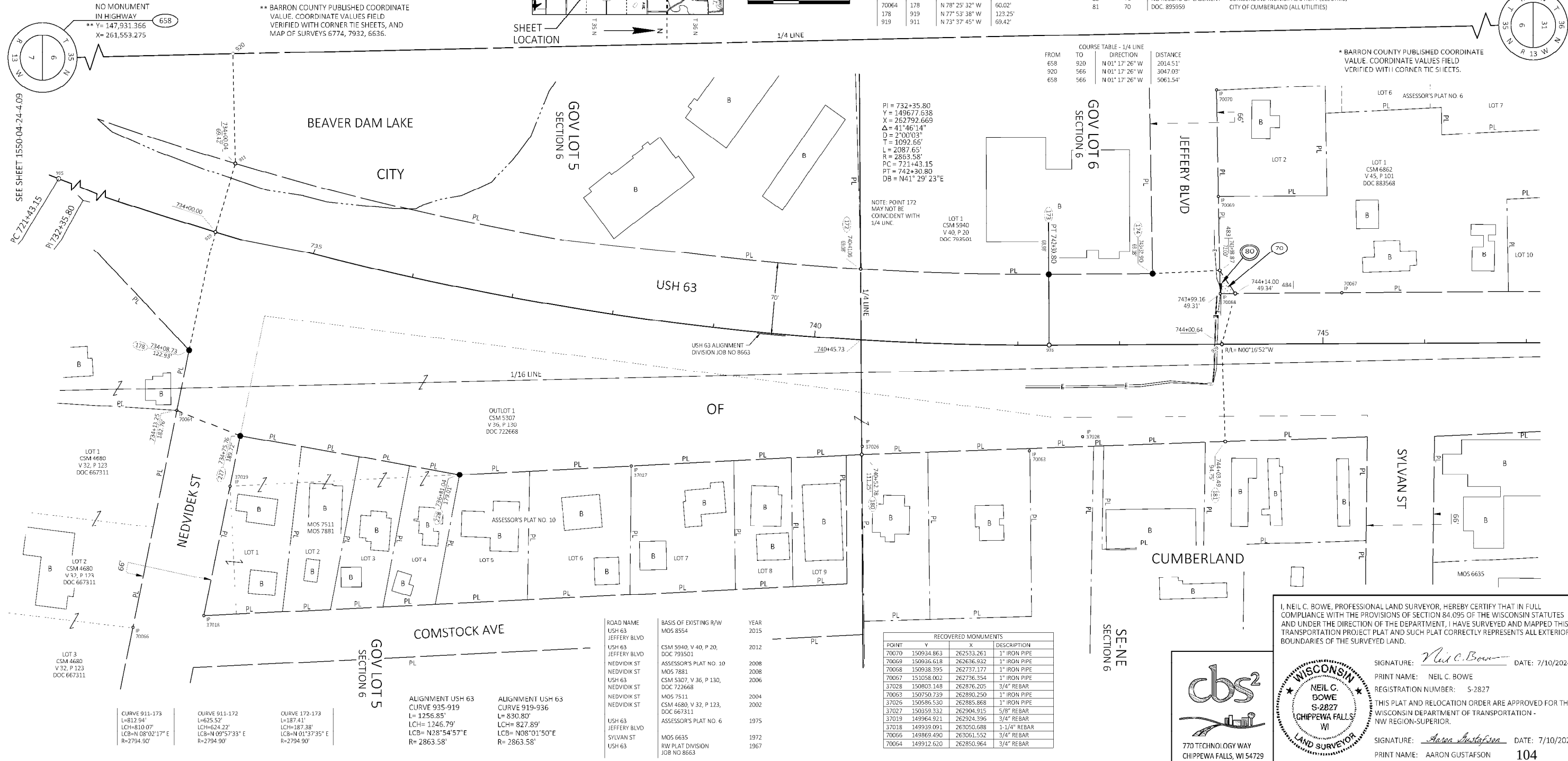
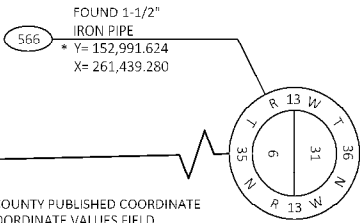
UTILITY NUMBER	PARCEL	RECORDING INFORMATION	NAME
80	70	NO RECORD OF EASEMENT	CUMBERLAND MUNICIPAL UTILITY (ELECTRIC)
81	70	DOC. 895959	CITY OF CUMBERLAND (ALL UTILITIES)

FROM	TO	COURSE TABLE	DISTANCE
920	911	N 89° 42' 34" E	1097.42'
173	174	N 00° 23' 39" W	99.85'
174	483	N 02° 43' 54" W	66.03'
483	70068	N 89° 00' 28" E	22.69'
70068	484	N 00° 23' 39" W	14.84'
484	929	S 75° 07' 45" E	51.11'
929	181	N 87° 59' 44" E	94.79'
181	180	S 02° 00' 16" E	357.67'
180	228	S 02° 49' 40" E	396.12'
228	227	S 09° 57' 59" W	218.71'
227	70064	S 21° 25' 07" W	66.94'
70064	178	N 78° 25' 32" W	60.02'
178	919	N 77° 53' 38" W	123.25'
919	911	N 73° 37' 45" W	69.42'

UTILITY NUMBER	PARCEL	RECORDING INFORMATION	NAME
80	70	NO RECORD OF EASEMENT	CUMBERLAND MUNICIPAL UTILITY (ELECTRIC)
81	70	DOC. 895959	CITY OF CUMBERLAND (ALL UTILITIES)

FROM	TO	COURSE TABLE - 1/4 LINE	DISTANCE
658	920	N 01° 17' 26" W	2014.51'
920	566	N 01° 17' 26" W	3047.03'
658	566	N 01° 17' 26" W	5061.54'

* BARRON COUNTY PUBLISHED COORDINATE VALUE. COORDINATE VALUES FIELD VERIFIED WITH CORNER TIE SHEETS.



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

SIGNATURE: *Neil C. Bowe* DATE: 7/10/2024
PRINT NAME: NEIL C. BOWE
REGISTRATION NUMBER: S-2827
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION - NW REGION-SUPERIOR.
SIGNATURE: *Aaron Gustafson* DATE: 7/10/2024
PRINT NAME: AARON GUSTAFSON



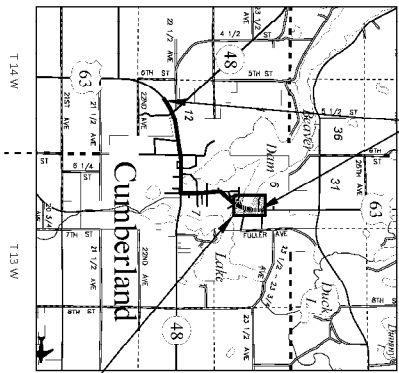
TRANSPORTATION PROJECT PLAT NO:1550-04-24-4.10 AMENDMENT NO: 1
ADDS PARCEL 70 AND UTILITY NUMBERS 80 AND 85 TO TRANSPORTATION PROJECT PLAT 1550-04-24-4.10 RECORDED AS DOCUMENT NO: 899329

THAT PART OF LOT 1, CSM 6862, VOL 45, PG 101, DOC 883568, BEING PART OF GOV LOT 6, SECTION 6, TOWNSHIP 35 NORTH, RANGE 13 WEST, CITY OF CUMBERLAND, BARRON COUNTY, WISCONSIN.
USH 63 CITY OF CUMBERLAND, ELM STREET AND 2ND AVE, WEST JUNCTION STH 48 TO CHARRIE LN, BARRON COUNTY.

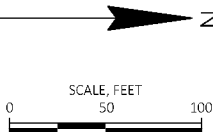
TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN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

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

LOCATION SKETCH
NOT TO SCALE



PROJECT LOCATION



FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN BARRON COUNTY AS SHEET 2 OF 2, DOCUMENT NUMBER 894873.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), BARRON COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES. NGS POINT UTILIZED WAS DMS417.

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

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN THE NW REGION-SUPERIOR.

ALL TLE'S ARE FOR SLOPE GRADING PURPOSES, UNLESS NOTED.

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTERESTS REQUIRED	R/W SQUARE FEET REQUIRED			TLE SQUARE FEET
			NEW	EXISTING	TOTAL	
70	WORLD CHAMPION MEATS LLC	TLE	-	-	-	168

UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
80	CUMBERLAND MUNICIPAL UTILITY (ELECTRIC)	RELEASE OF RIGHTS
85	CITY OF CUMBERLAND (WATER & SANITARY)	RELEASE OF RIGHTS

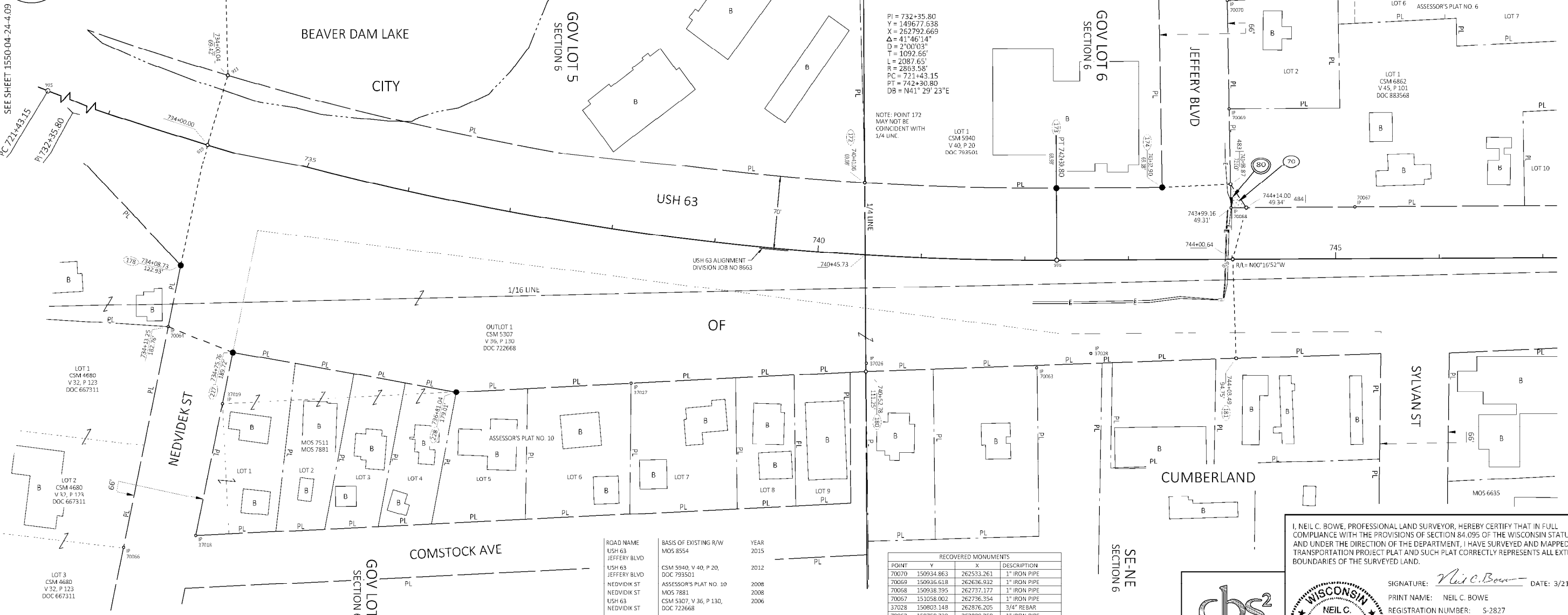
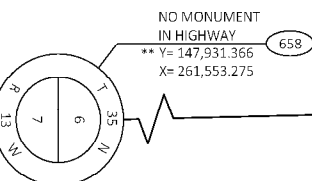
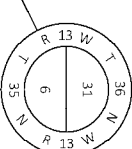
UTILITY NUMBER	PARCEL	RECORDING INFORMATION	NAME
80	70	NO RECORD OF EASEMENT	CUMBERLAND MUNICIPAL UTILITY (ELECTRIC)
85	70	DOC. 895959	CITY OF CUMBERLAND (WATER & SANITARY)

Document Number: 901852
MARGO KATTERHAGEN
Barron County, Wisconsin
Register of Deeds
Recorded On:
03/22/2024 01:47:53 PM
Number of Pages: 1

This document has been electronically recorded and Protect your investment.
www.propertyfraudalert.com

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1550-04-24-4.10
AMENDMENT NO: 1

FOUND 1-1/2" IRON PIPE
* Y= 152,991.624
X= 261,439.280



CURVE 911-173 L=812.94' LCH=810.07' LCB=N 08°02'17" E R=2794.90'	CURVE 911-172 L=625.52' LCH=624.22' LCB=N 09°57'33" E R=2794.90'	CURVE 172-173 L=187.41' LCH=187.38' LCB=N 01°37'35" E R=2794.90'
--	--	--

ALIGNMENT USH 63 CURVE 935-919 L= 1256.85' LCH= 1246.79' LCB= N28°54'57"E R= 2863.58'	ALIGNMENT USH 63 CURVE 919-936 L= 830.80' LCH= 827.89' LCB= N08°01'50"E R= 2863.58'
--	--

ROAD NAME	BASIS OF EXISTING R/W	YEAR
USH 63	MOS 8554	2015
JEFFERY BLVD	CSM 5940, V 40, P 20, DOC 793501	2012
NEWDIK ST	ASSESSOR'S PLAT NO. 10	2008
USH 63	MOS 7881	2008
NEWDIK ST	CSM 5307, V 36, P 130, DOC 722668	2006
NEWDIK ST	MOS 7511	2004
NEWDIK ST	CSM 4889, V 32, P 123, DOC 667311	2002
JEFFERY BLVD	ASSESSOR'S PLAT NO. 6	1975
SYLVAN ST	MOS 6635	1972
USH 63	RW PLAT DIVISION JOB NO 8663	1967

RECOVERED MONUMENTS			
POINT	Y	X	DESCRIPTION
70070	150934.863	262933.261	1" IRON PIPE
70069	150936.618	262636.932	1" IRON PIPE
70068	150938.395	262737.177	1" IRON PIPE
70067	151058.002	262736.354	1" IRON PIPE
37028	150803.148	262876.205	3/4" REBAR
70063	150750.739	262890.250	1" IRON PIPE
37026	150586.530	262885.868	1" IRON PIPE
37027	150359.332	262904.915	5/8" REBAR
37019	149964.921	262924.396	3/4" REBAR
37018	149939.091	263050.688	1-1/4" REBAR
70066	149869.490	263061.552	3/4" REBAR
70064	149912.620	262850.964	3/4" REBAR



SIGNATURE: *Neil C. Bowe* DATE: 3/21/2024
PRINT NAME: NEIL C. BOWE
REGISTRATION NUMBER: S-2827
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION - NW REGION-SUPERIOR.
SIGNATURE: *Aaron Gustafson* DATE: 3/22/2024
PRINT NAME: AARON GUSTAFSON

TRANSPORTATION PROJECT PLAT NO:1550-04-24-4.10

LOCATED IN PART OF GOV LOT 5, PART OF GOV LOT 6, AND PART OF THE SE 1/4 OF THE NE 1/4, ALL IN SECTION 6, TOWNSHIP 35 NORTH, RANGE 13 WEST, CITY OF CUMBERLAND, BARRON COUNTY, WISCONSIN.

USH 63 CITY OF CUMBERLAND, ELM STREET AND 2ND AVE, WEST JUNCTION STH 48 TO CHARRIE LN, BARRON COUNTY.

THE STATE OF WISCONSIN HAS DEEMED IT NECESSARY TO MONUMENT RIGHT-OF-WAY INTERESTS PREVIOUSLY ACQUIRED UNDER SECTIONS 82.01, 82.31(1), 82.31(2), AND 84.09 OF THE WISCONSIN STATE STATUTES AND DOES HEREBY CERTIFY THE DEPARTMENT OF TRANSPORTATION HAS SURVEYED THE HIGHWAY RIGHT-OF-WAY; THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE EXTERIOR BOUNDARIES OF THE LAND SURVEYED AND SHOWS ACCURATE MEASUREMENTS THEREOF.

ALIGNMENT USH 63
CURVE 935-919
L=1256.85'
LCH=1246.79'
LCB=N28°54'57"E
R=2863.58'

ALIGNMENT USH 63
CURVE 919-936
L=830.80'
LCH=827.89'
LCB=N08°01'50"E
R=2863.58'

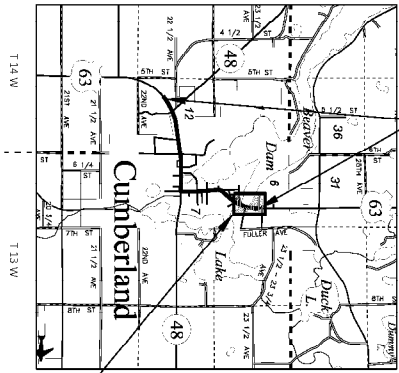
CURVE 911-173
L=812.94'
LCH=810.07'
LCB=N08°02'17"E
R=2794.90'

CURVE 911-172
L=625.52'
LCH=624.22'
LCB=N09°57'33"E
R=2794.90'

CURVE 172-173
L=187.41'
LCH=187.38'
LCB=N01°37'35"E
R=2794.90'

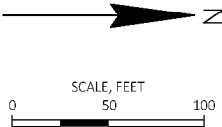
** BARRON COUNTY PUBLISHED COORDINATE VALUE. COORDINATE VALUES FIELD VERIFIED WITH CORNER TIE SHEETS, AND MAP OF SURVEYS 6774, 7932, 6636.

LOCATION SKETCH
NOT TO SCALE



PROJECT LOCATION

SHEET LOCATION



COURSE TABLE			
FROM	TO	BEARING	DISTANCE
920	911	N 88° 42' 34" E	1097.42'
173	174	N 00° 23' 39" W	99.85'
174	70068	N 16° 24' 47" E	69.17'
70068	929	N 87° 59' 44" E	49.33'
929	181	N 87° 59' 44" E	94.79'
181	180	S 02° 00' 16" E	357.67'
180	228	S 02° 49' 40" E	396.12'
228	227	S 09° 57' 59" W	218.71'
227	70064	S 31° 25' 07" W	66.94'
70064	178	N 78° 25' 32" W	60.02'
178	919	N 77° 53' 38" W	123.25'
919	911	N 73° 37' 45" W	69.42'

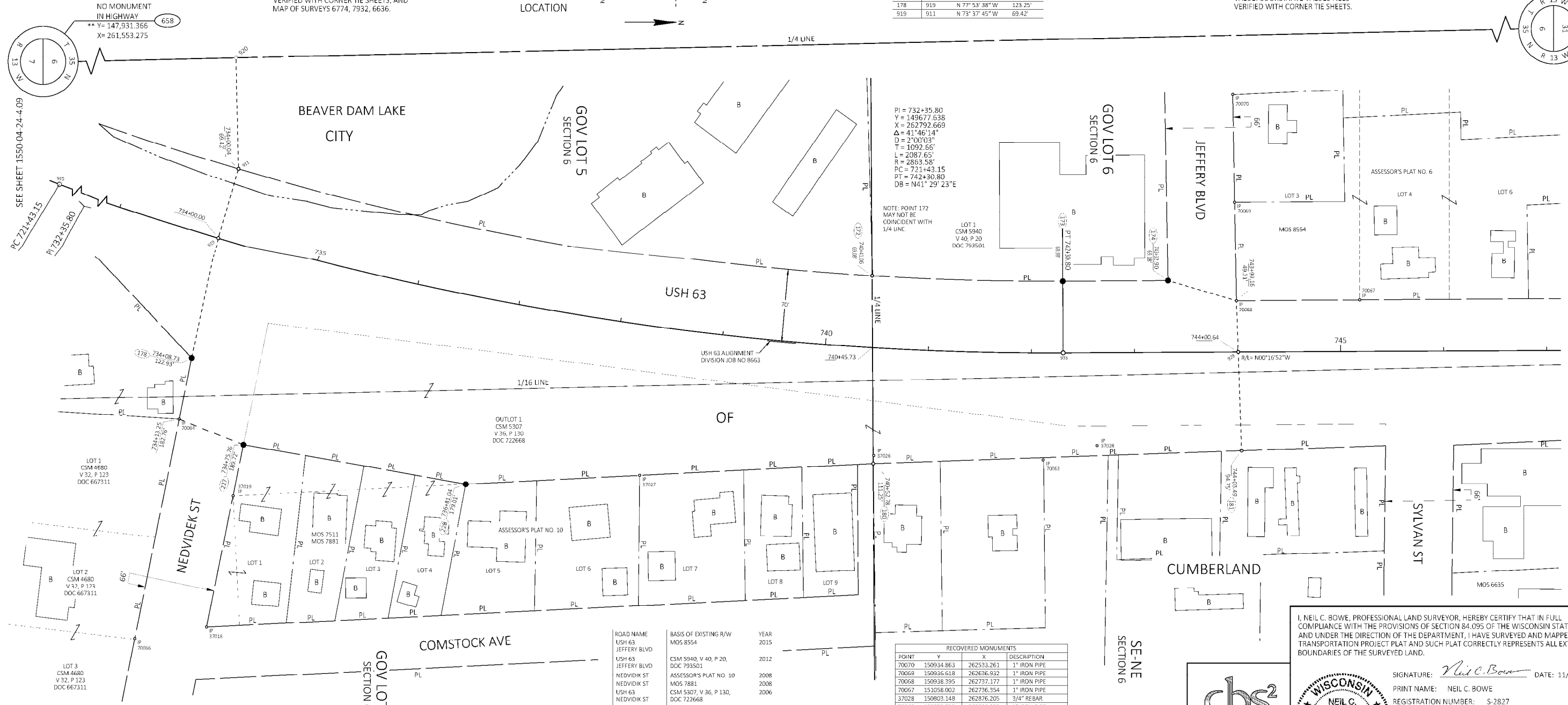
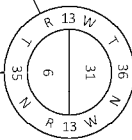
COURSE TABLE - 1/4 LINE			
FROM	TO	DIRECTION	DISTANCE
658	920	N 01° 17' 26" W	2014.51'
920	566	N 01° 17' 26" W	3047.03'
658	566	N 01° 17' 26" W	5061.54'

* BARRON COUNTY PUBLISHED COORDINATE VALUE. COORDINATE VALUES FIELD VERIFIED WITH CORNER TIE SHEETS.

Document Number: 899329
MARGO KATTERHAGEN
Barron County, Wisconsin
Register of Deeds
Recorded On:
11/10/2023 10:37:40 AM
Number of Pages: 1
This document has
been electronically recorded and
Protect your investment.
www.propertyfraudalert.com

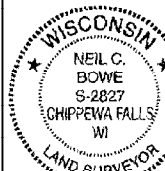
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1550-04-24-4.10

FOUND 1-1/2" IRON PIPE
* Y= 152,991.624
X= 261,439.280

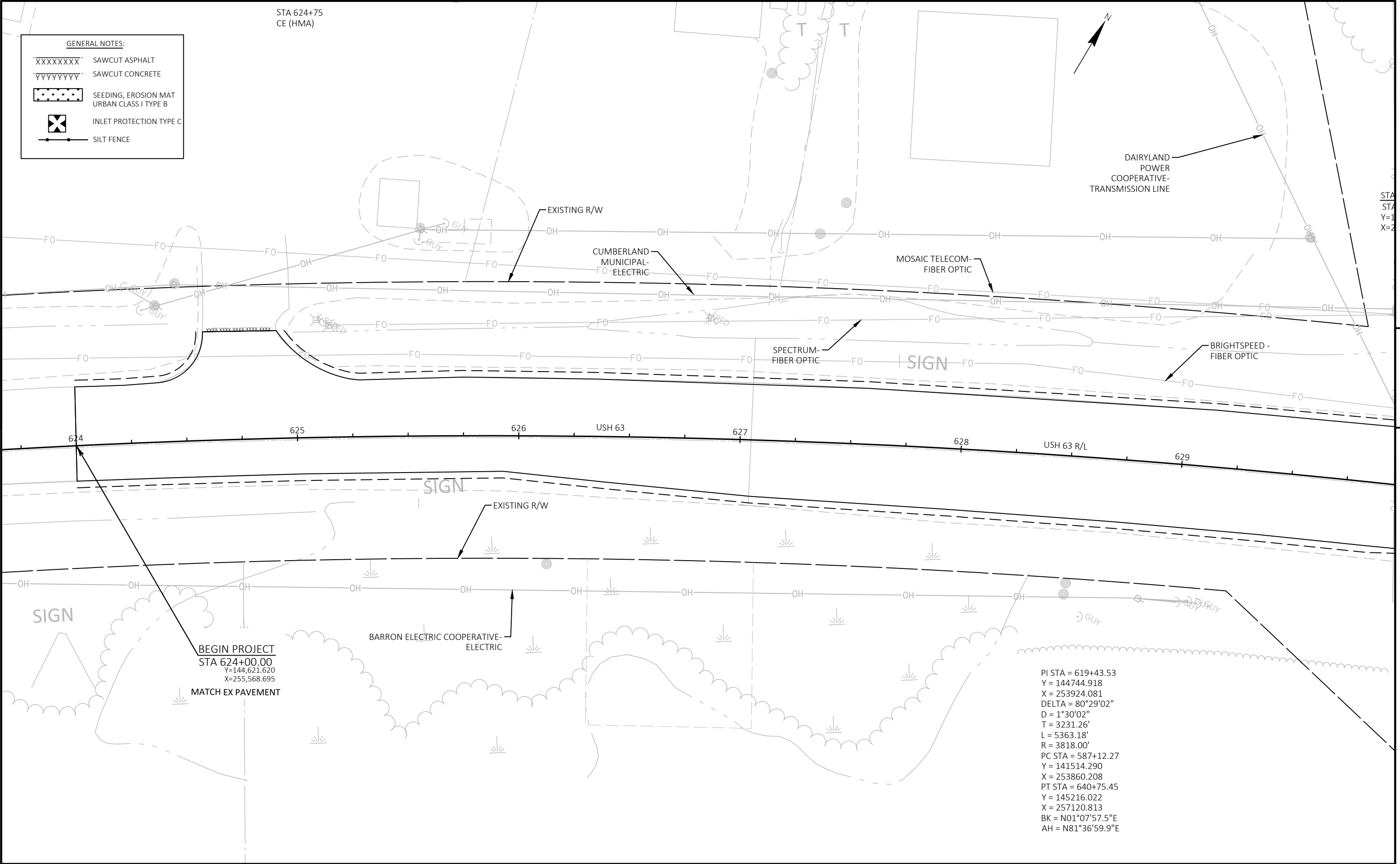


ROAD NAME	BASIS OF EXISTING R/W	YEAR
USH 63	MOS 8554	2015
JEFFERY BLVD	CSM 5940, V 40, P 20, DOC 793501	2012
USH 63	ASSESSOR'S PLAT NO. 10	2008
NEDVIDIK ST	MOS 7881	2008
USH 63	CSM 5307, V 36, P 130, DOC 722668	2006
NEDVIDIK ST	MOS 7511	2004
NEDVIDIK ST	CSM 4889, V 32, P 123, DOC 667311	2002
USH 63	ASSESSOR'S PLAT NO. 6	1975
JEFFERY BLVD	MOS 6635	1972
SYLVAN ST	RW PLAT DIVISION	1967
USH 63	JOB NO 8663	

RECOVERED MONUMENTS			
POINT	Y	X	DESCRIPTION
70070	150934.863	262933.261	1" IRON PIPE
70069	150936.618	262636.932	1" IRON PIPE
70068	150938.395	262737.177	1" IRON PIPE
70067	151058.002	262736.354	1" IRON PIPE
37028	150803.148	262876.205	3/4" REBAR
70063	150750.739	262890.250	1" IRON PIPE
37026	150586.530	262885.868	1" IRON PIPE
37027	150539.332	262904.915	5/8" REBAR
37019	149964.921	262924.396	3/4" REBAR
37018	149939.091	263050.688	1-1/4" REBAR
70066	149869.490	263061.552	3/4" REBAR
70064	149912.620	262850.964	3/4" REBAR

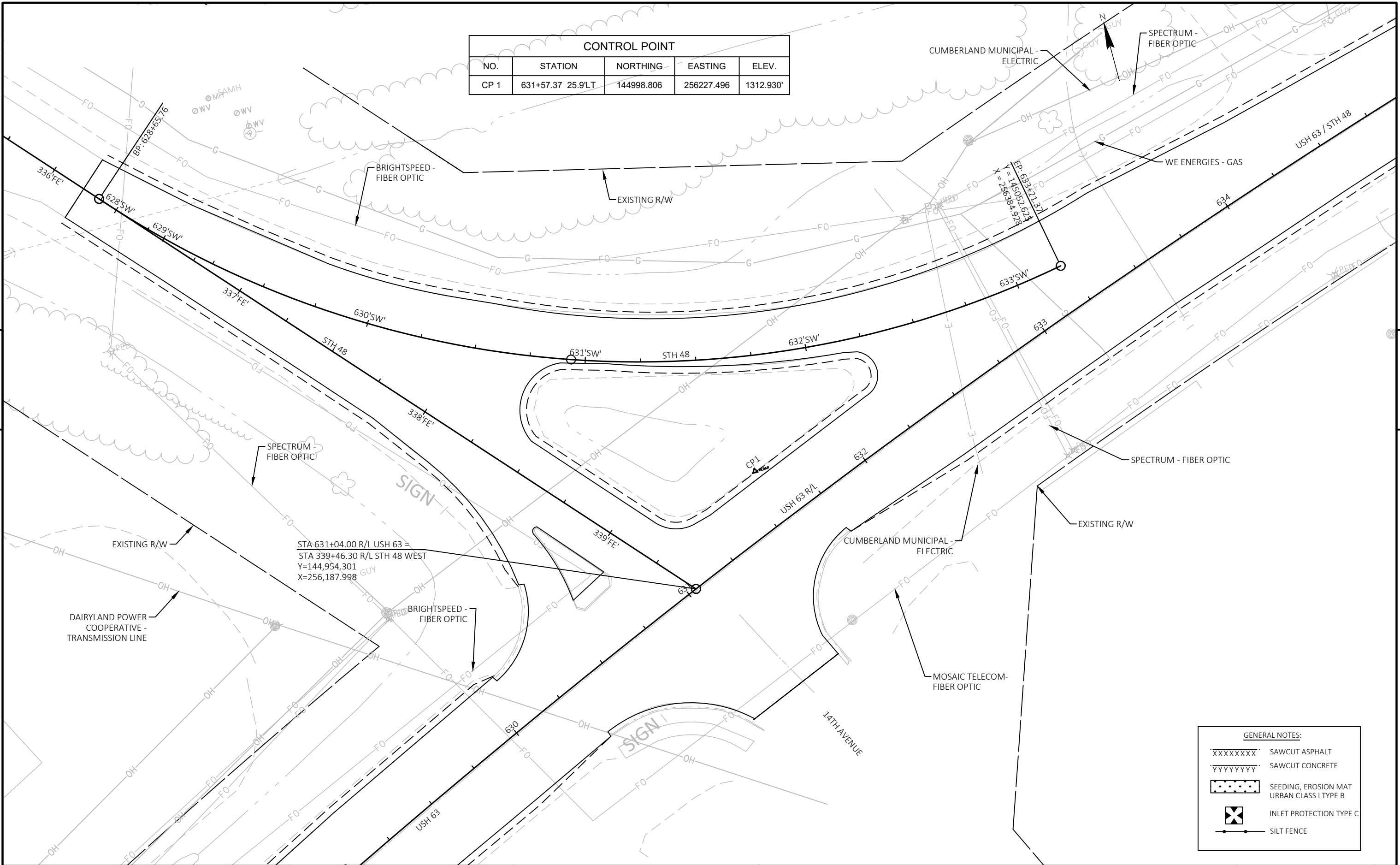


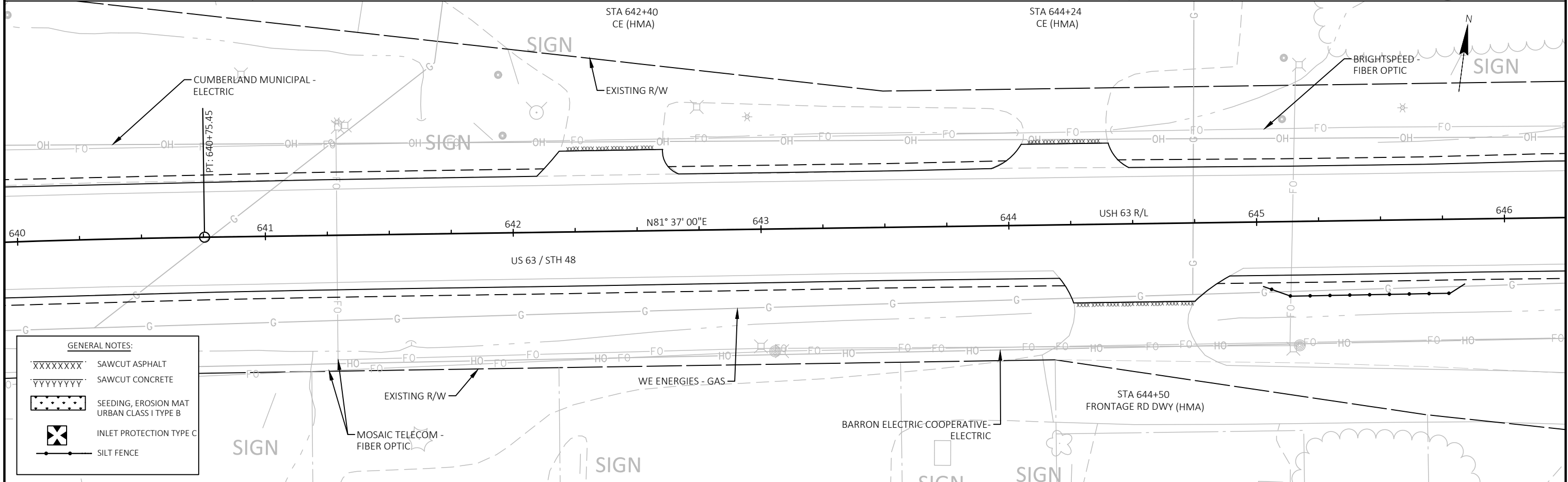
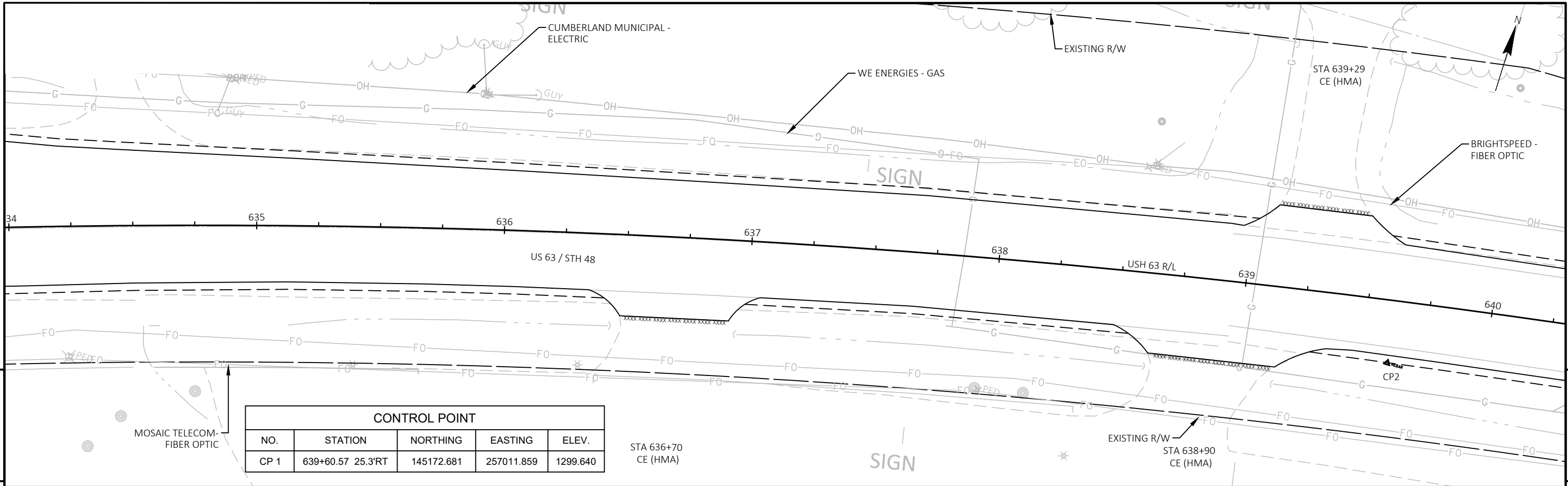
SIGNATURE: *Neil C. Bowe* DATE: 11/6/2023
PRINT NAME: NEIL C. BOWE
REGISTRATION NUMBER: S-2827
THIS PLAT IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION - NW REGION-SUPERIOR.
SIGNATURE: *Aaron Gustafson* DATE: 11/9/2023
PRINT NAME: AARON GUSTAFSON 106



PI STA = 619+43.53
Y = 144744.918
X = 253924.081
DELTA = 80°29'02"
D = 1°30'02"
T = 3231.26'
L = 5363.18'
R = 3818.00'
PC STA = 587+12.27
Y = 141514.290
X = 253860.208
PT STA = 640+75.45
Y = 145216.022
X = 257120.813
BK = N01°07'57.5"E
AH = N81°36'59.9"E

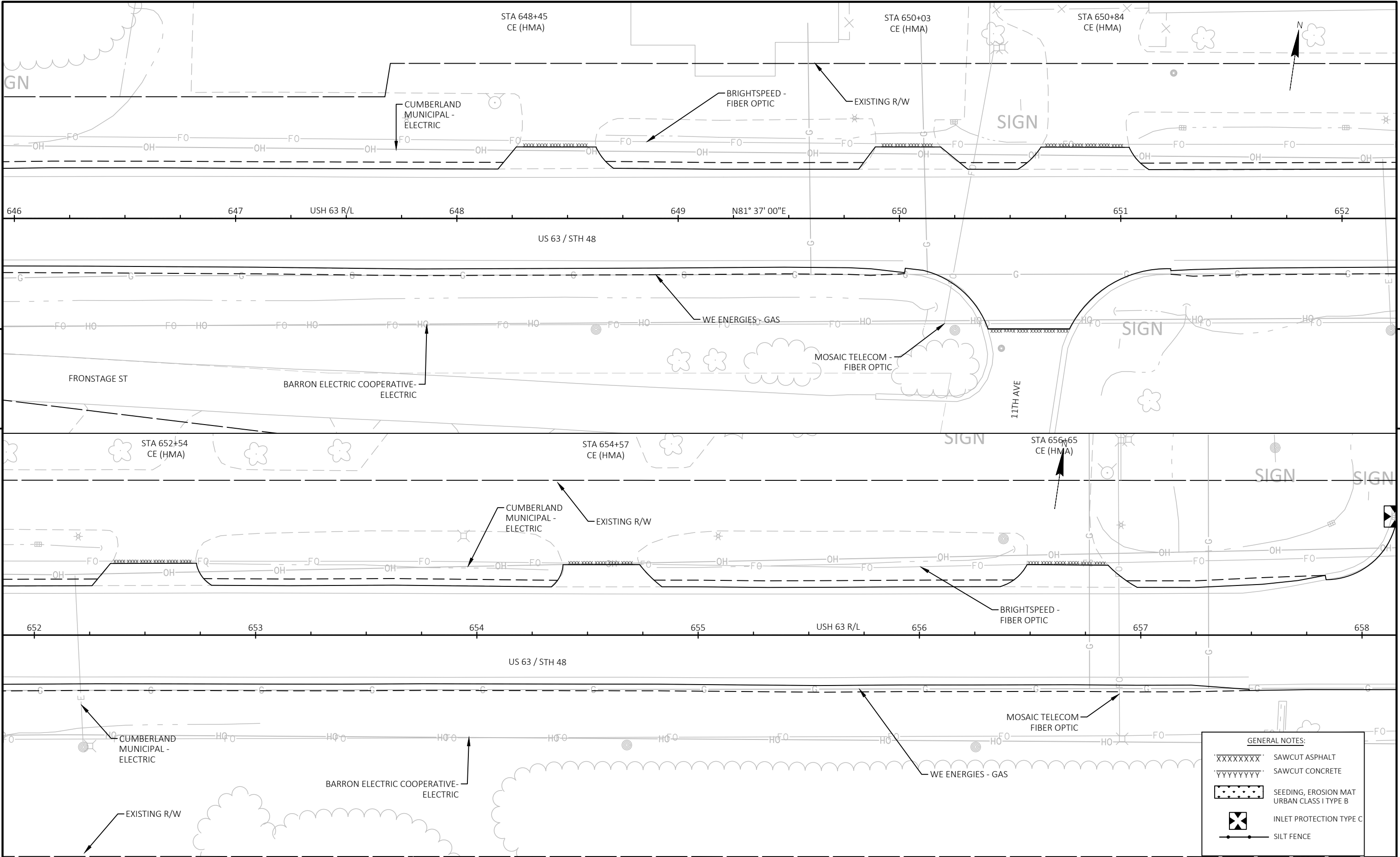
CONTROL POINT				
NO.	STATION	NORTHING	EASTING	ELEV.
CP 1	631+57.37 25.9'LT	144998.806	256227.496	1312.930'

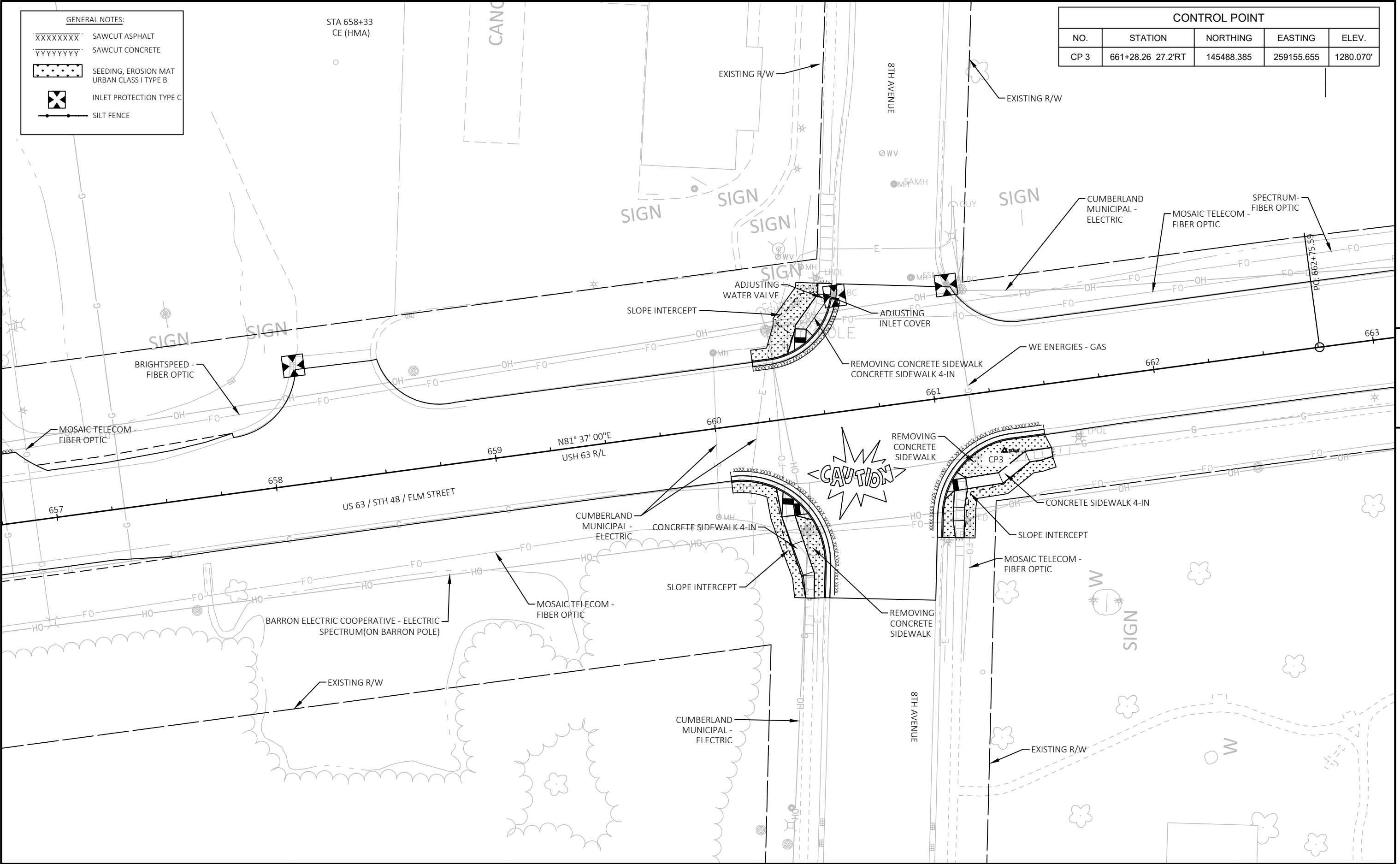




GENERAL NOTES:

- XXXXXXX SAWCUT ASPHALT
- YYYYYYY SAWCUT CONCRETE
- [Pattern] SEEDING, EROSION MAT URBAN CLASS I TYPE B
- [X] INLET PROTECTION TYPE C
- [Line] SILT FENCE





GENERAL NOTES:

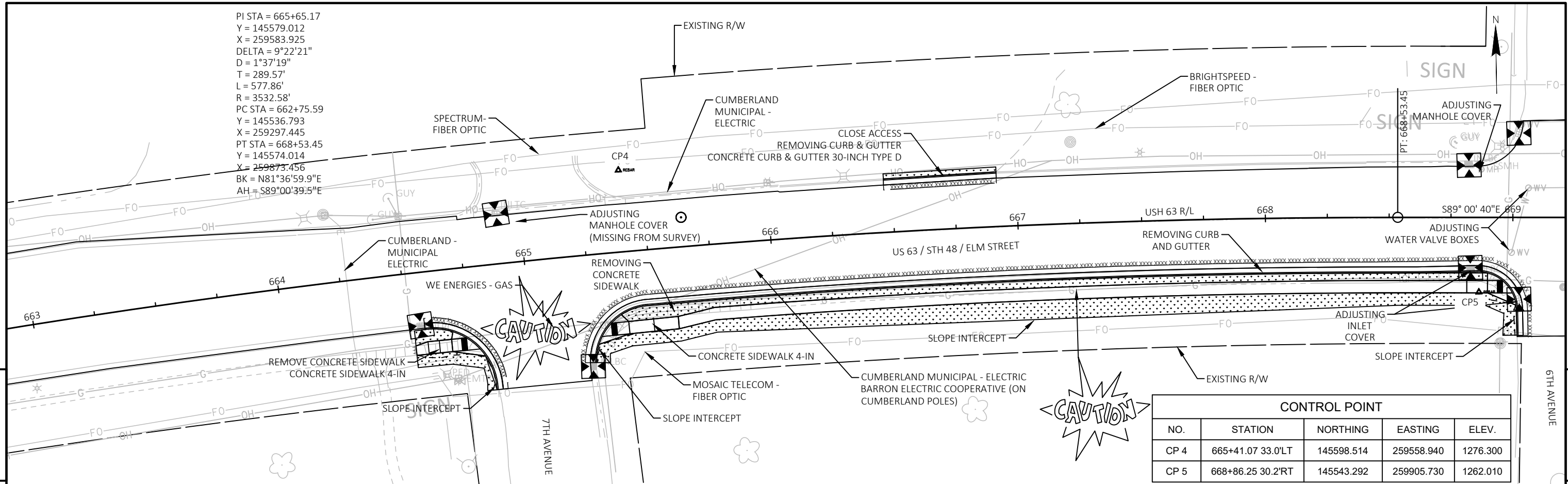
- XXXXXXX SAWCUT ASPHALT
- YYYYYYY SAWCUT CONCRETE
- [Pattern] SEEDING, EROSION MAT URBAN CLASS I TYPE B
- [Symbol] INLET PROTECTION TYPE C
- [Symbol] SILT FENCE

CONTROL POINT				
NO.	STATION	NORTHING	EASTING	ELEV.
CP 3	661+28.26 27.2'RT	145488.385	259155.655	1280.070'

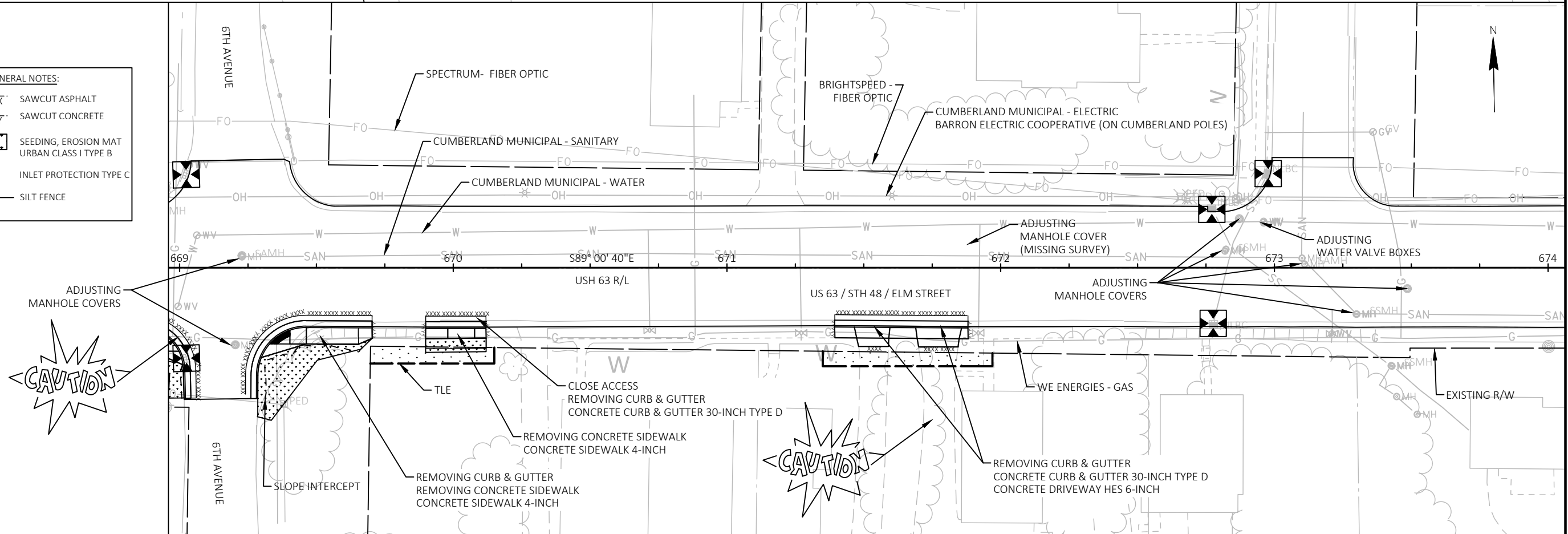
5

5

PI STA = 665+65.17
Y = 145579.012
X = 259583.925
DELTA = 9°22'21"
D = 1°37'19"
T = 289.57'
L = 577.86'
R = 3532.58'
PC STA = 662+75.59
Y = 145536.793
X = 259297.445
PT STA = 668+53.45
Y = 145574.014
X = 259873.456
BK = N81°36'59.9"E
AH = S89°00'39.5"E



GENERAL NOTES:	
XXXXXXX	SAWCUT ASPHALT
YYYYYYY	SAWCUT CONCRETE
XXXXXXX	SEEDING, EROSION MAT URBAN CLASS I TYPE B
X	INLET PROTECTION TYPE C
---	SILT FENCE



PROJECT NO: 1550-04-74

HWY: USH 63

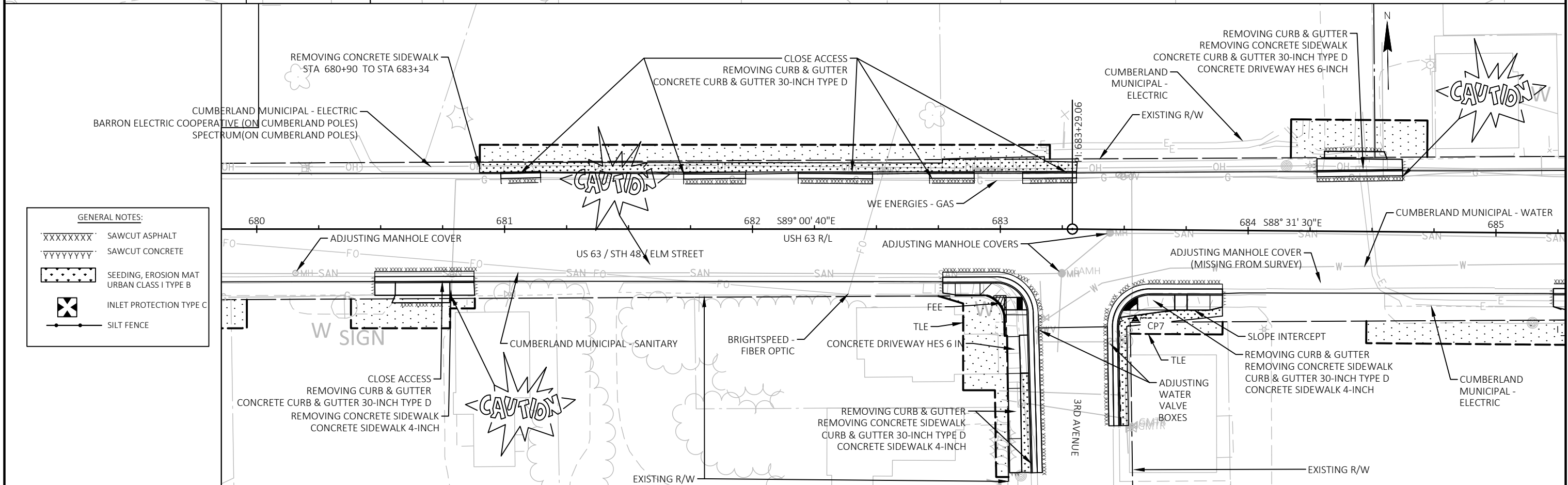
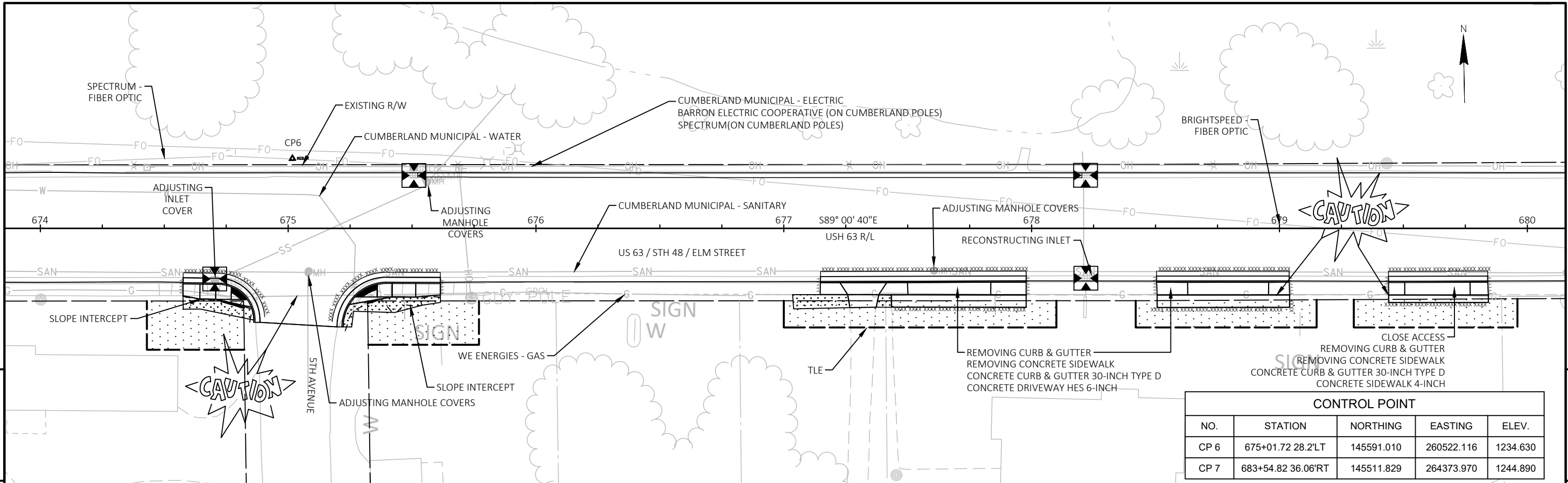
COUNTY: BARRON

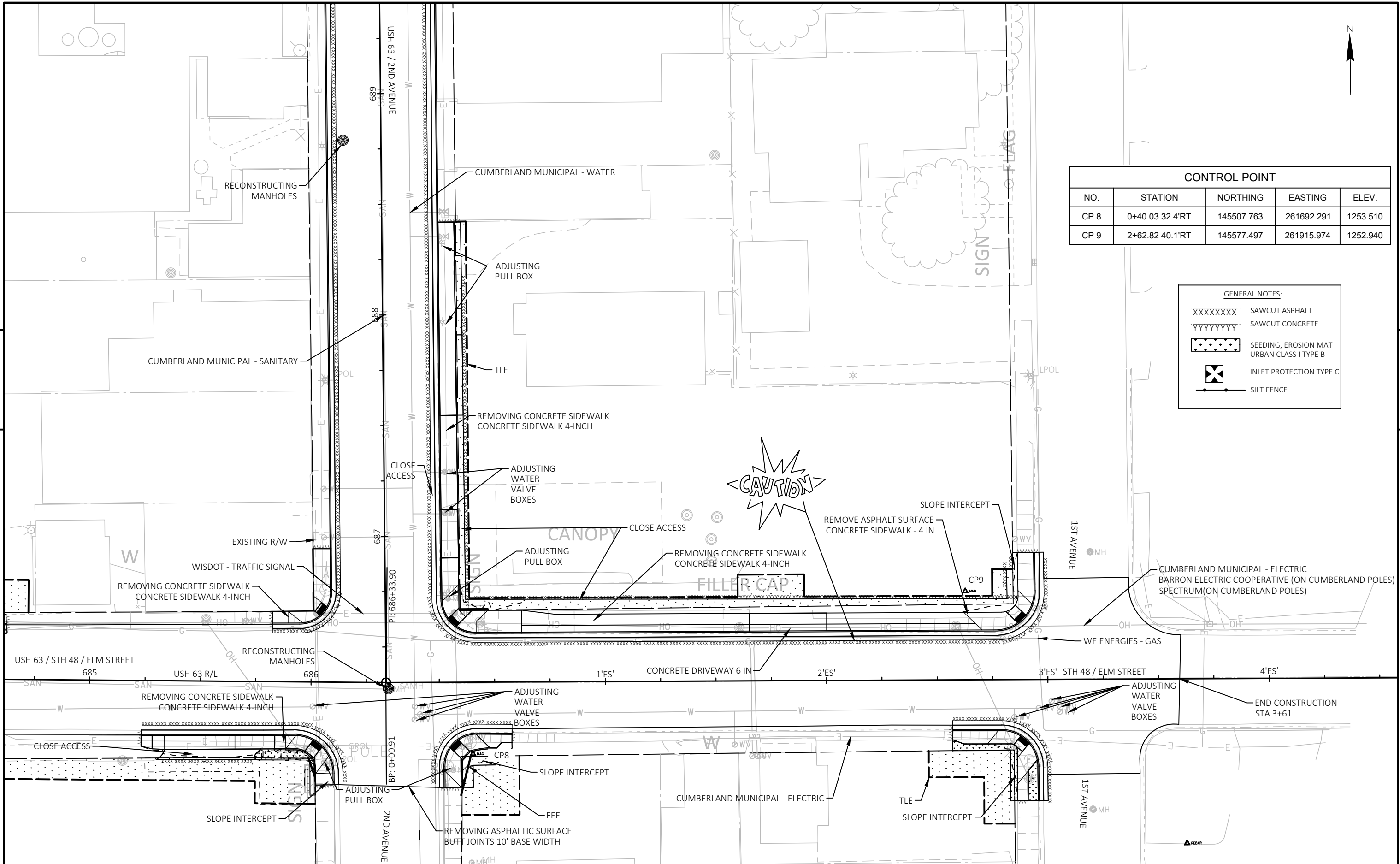
PLAN

SHEET

112

E

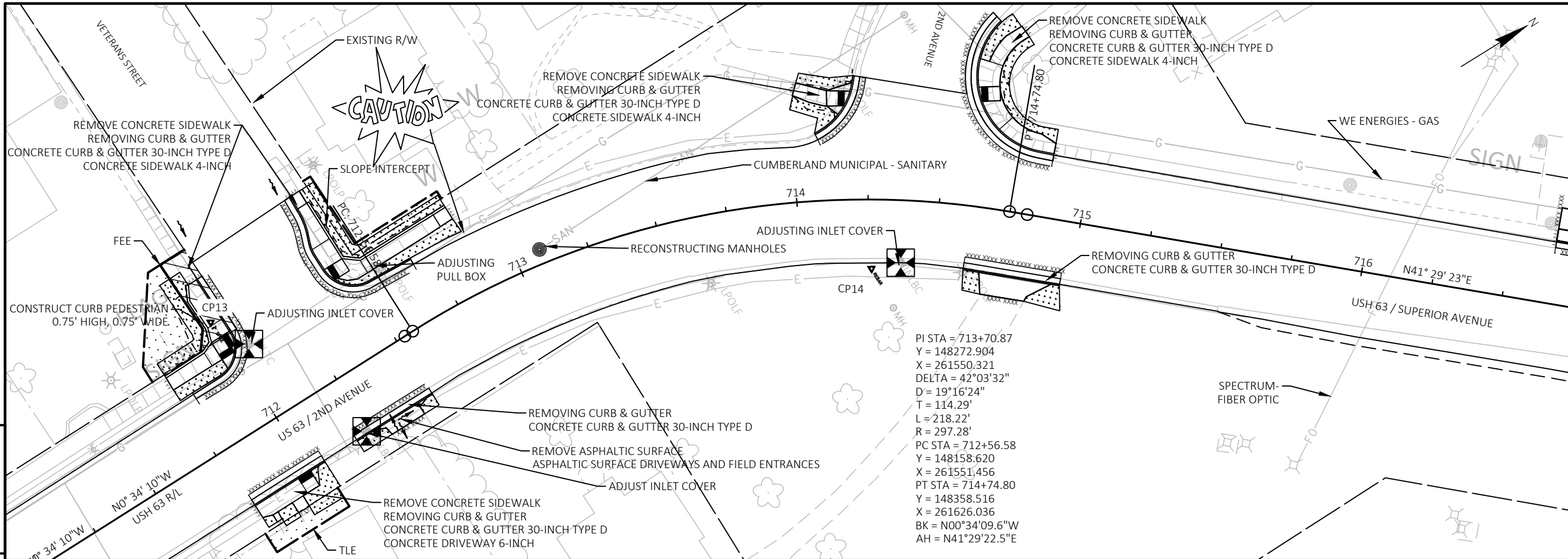




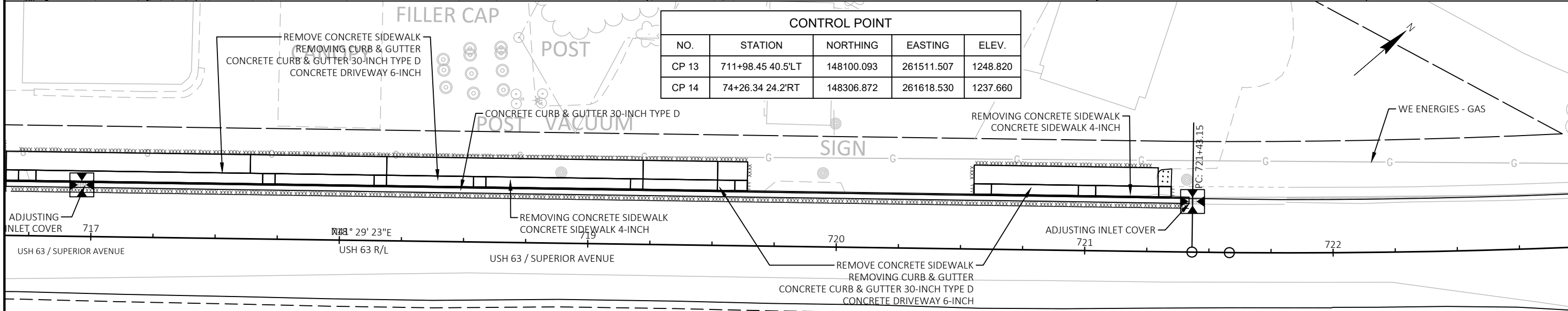
CONTROL POINT				
NO.	STATION	NORTHING	EASTING	ELEV.
CP 8	0+40.03 32.4'RT	145507.763	261692.291	1253.510
CP 9	2+62.82 40.1'RT	145577.497	261915.974	1252.940

GENERAL NOTES:

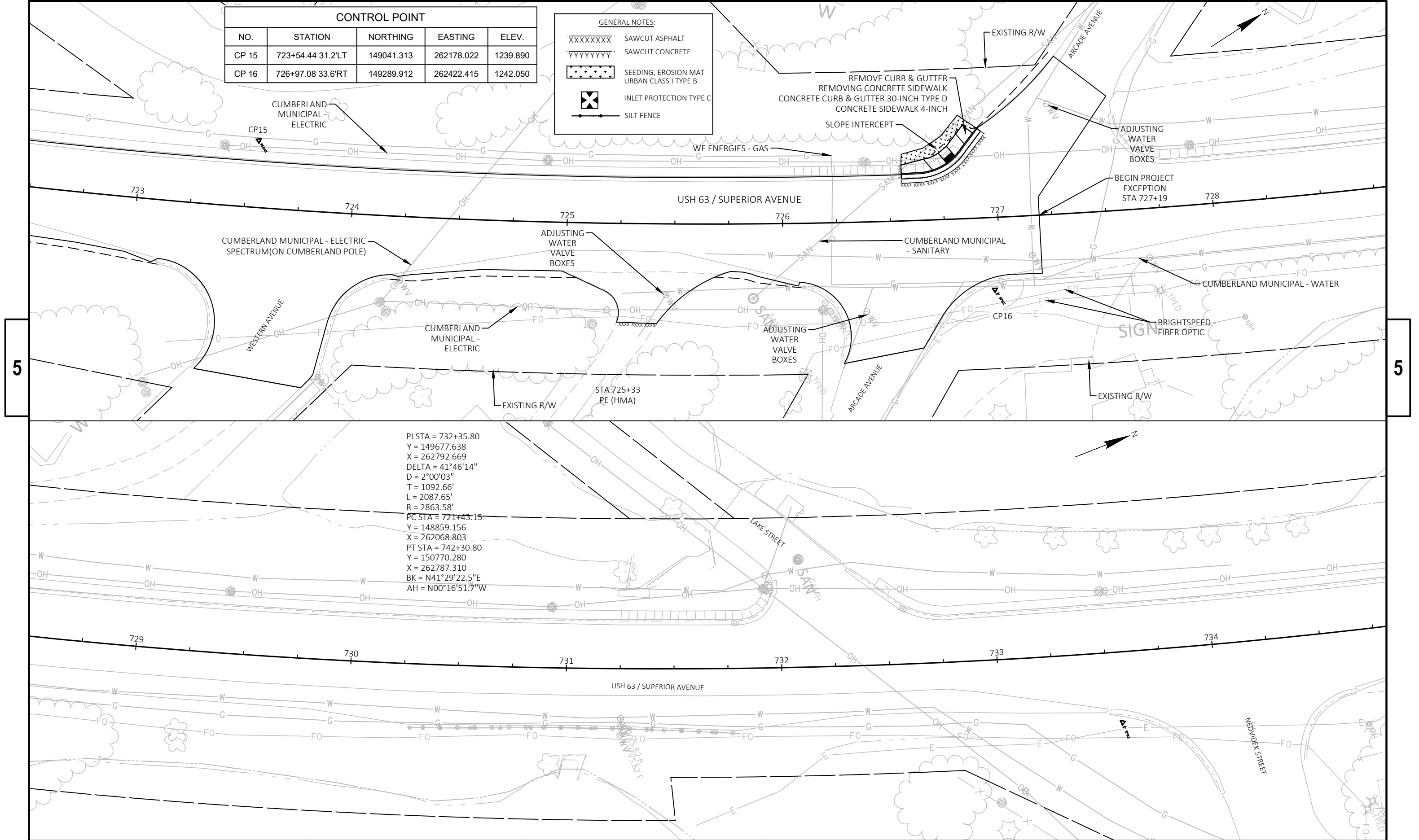
- XXXXXXX SAWCUT ASPHALT
- YYYYYYY SAWCUT CONCRETE
- SEEDING, EROSION MAT URBAN CLASS I TYPE B
- INLET PROTECTION TYPE C
- SILT FENCE

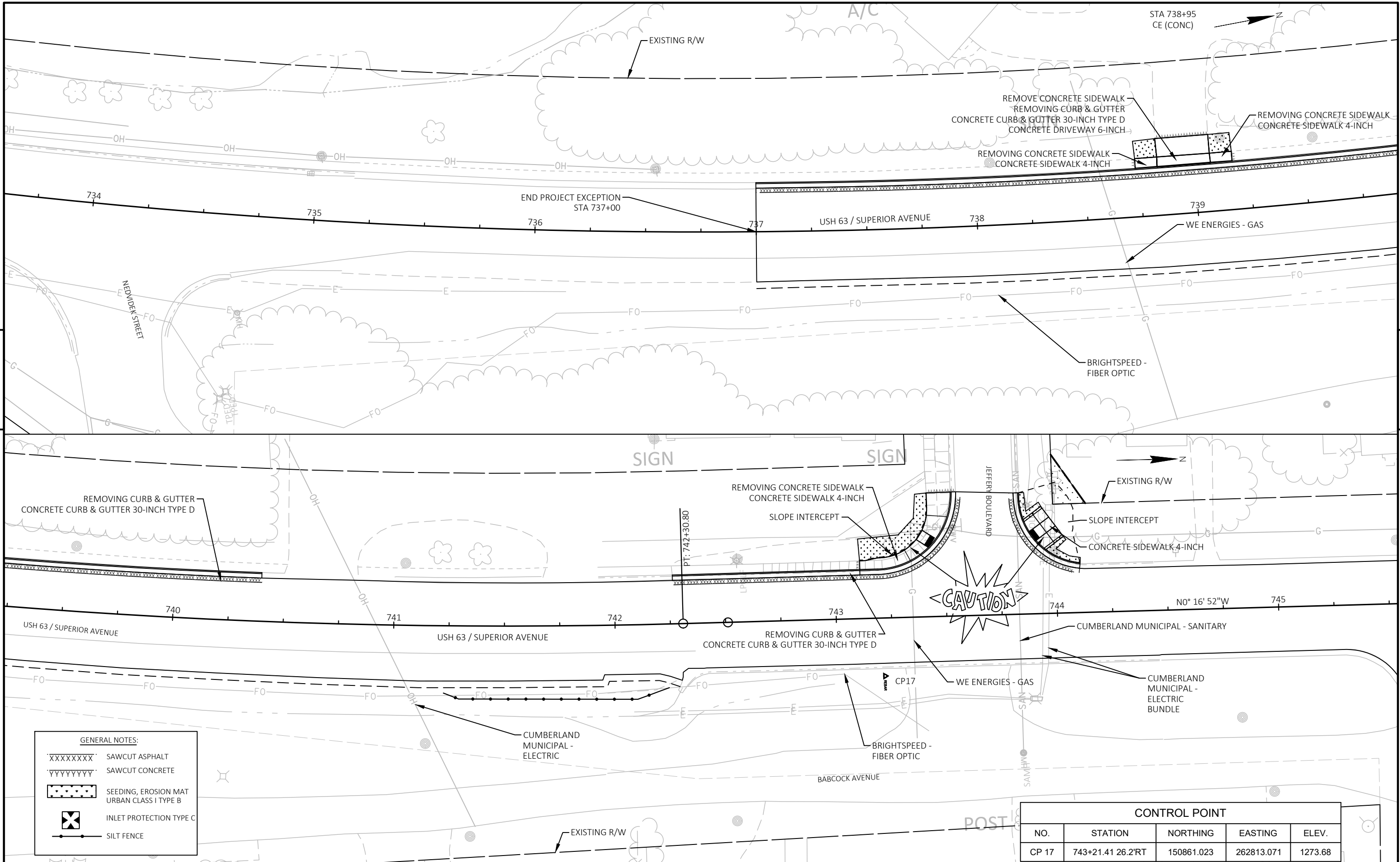


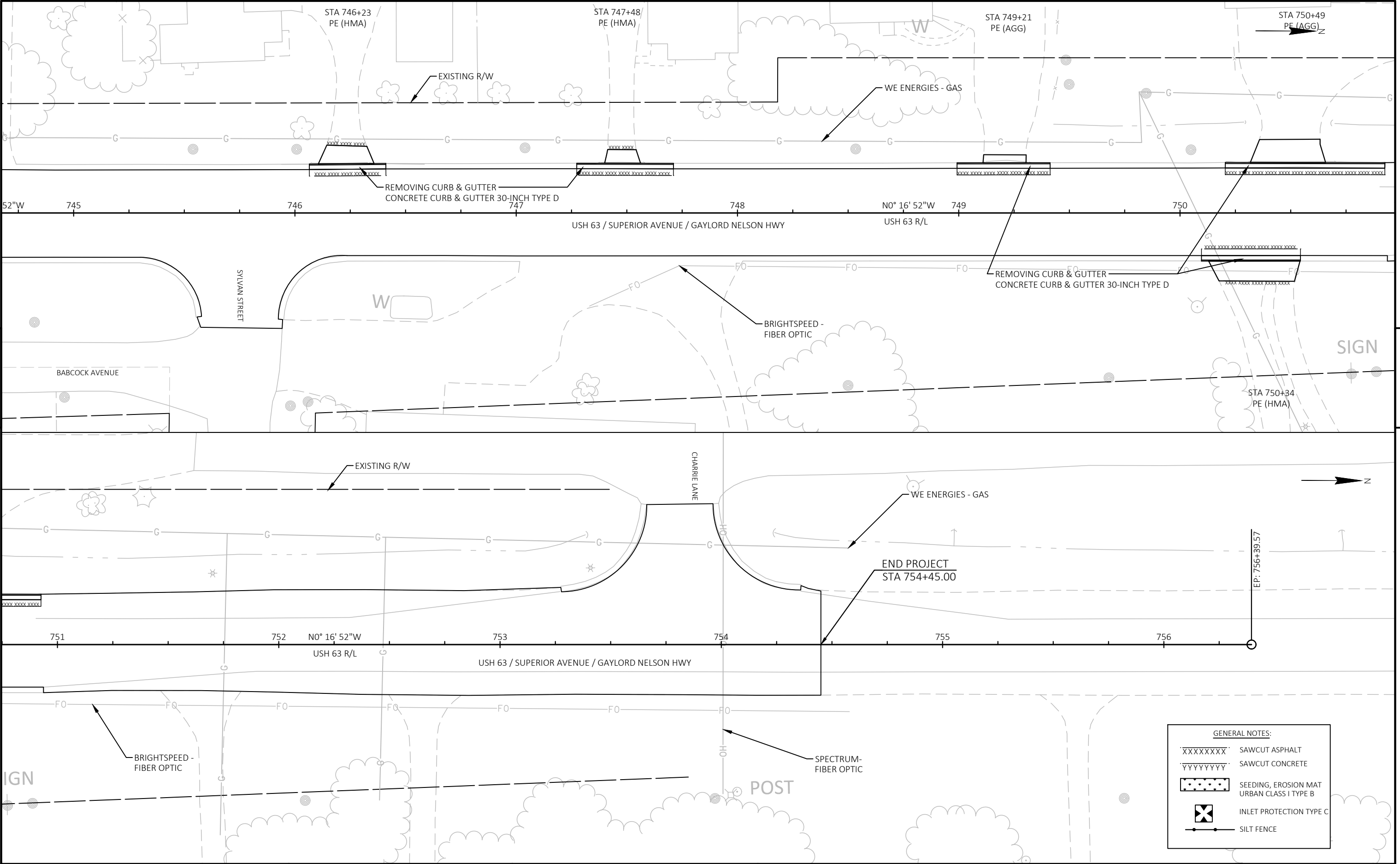
CONTROL POINT				
NO.	STATION	NORTHING	EASTING	ELEV.
CP 13	711+98.45 40.5'LT	148100.093	261511.507	1248.820
CP 14	74+26.34 24.2'RT	148306.872	261618.530	1237.660



GENERAL NOTES:	
XXXXXXXXXX	SAWCUT ASPHALT
YYYYYYYYYY	SAWCUT CONCRETE
XXXXXX	SEEDING, EROSION MAT URBAN CLASS I TYPE B
XXXXXX	INLET PROTECTION TYPE C
XXXXXX	SILT FENCE





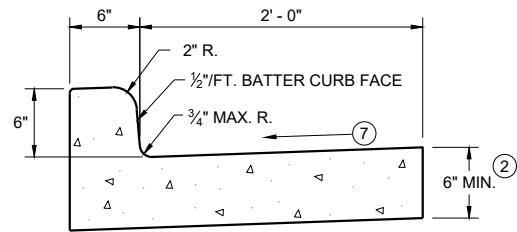


GENERAL NOTES:

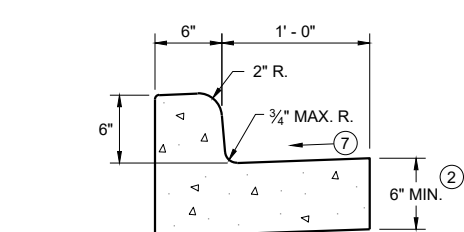
- XXXXXXX SAWCUT ASPHALT
- YYYYYYY SAWCUT CONCRETE
- [Pattern] SEEDING, EROSION MAT URBAN CLASS I TYPE B
- [Symbol] INLET PROTECTION TYPE C
- [Symbol] SILT FENCE

Standard Detail Drawing List

08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-21A	CURB RAMPS TYPES 1 AND 1-A
08D05-21B	CURB RAMPS TYPES 2 AND 3
08D05-21C	CURB RAMPS TYPES 4A AND 4A1
08D05-21D	CURB RAMPS TYPE 4B AND 4B1
08D05-21E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-21F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-21G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D18-04	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08D19-04	DRIVEWAY AND SIDEWALK RAMPS TYPE Z
08D20-01	DRIVEWAYS WITH CURB & GUTTER RETURNS
08E10-02	INLET PROTECTION TYPE A, B, C AND D
09B02-10	CONDUIT
09B16-02	PULL BOX NON-CONDUCTIVE
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09E07-06	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
13C19-03	HMA LONGITUDINAL JOINTS
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-23C	PAVEMENT MARKING (TURN LANES)
15C11-10A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-08A	MEDIAN ISLAND MARKING PAVEMENT MARKINGS
15C19-08A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D20-08B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D20-08C	TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

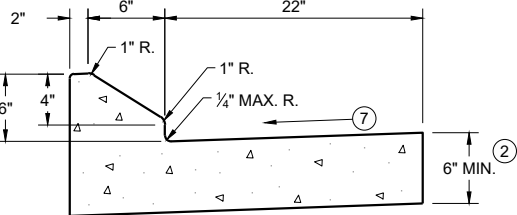


TYPES A^① & D

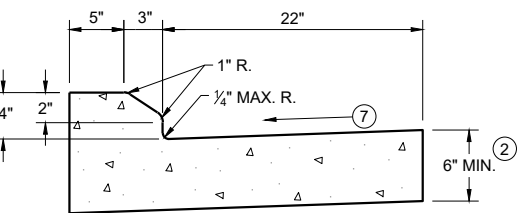


TYPES A^① & D

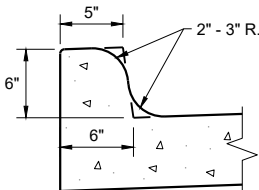
CONCRETE CURB AND GUTTER 18"



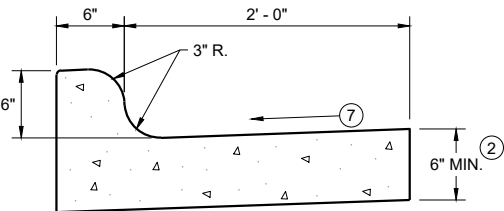
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

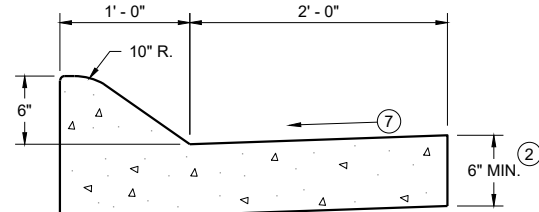


TYPES K^① & L
(OPTIONAL CURB SHAPE)

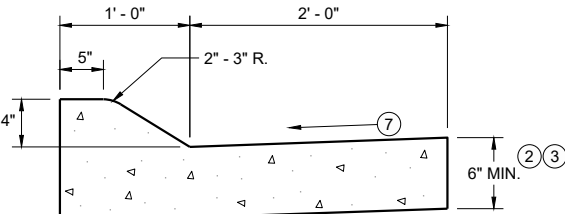


TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

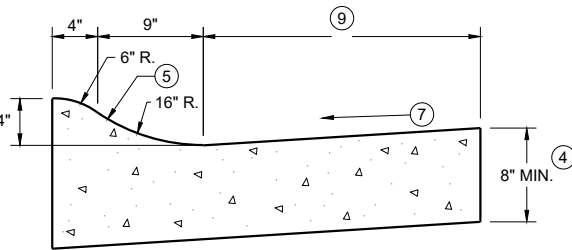


6" SLOPED CURB TYPES A^① & D



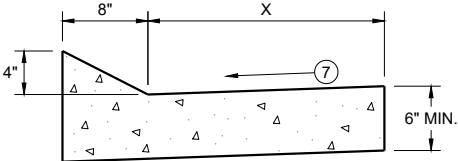
4" SLOPED CURB TYPES A^① & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R^① & T

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

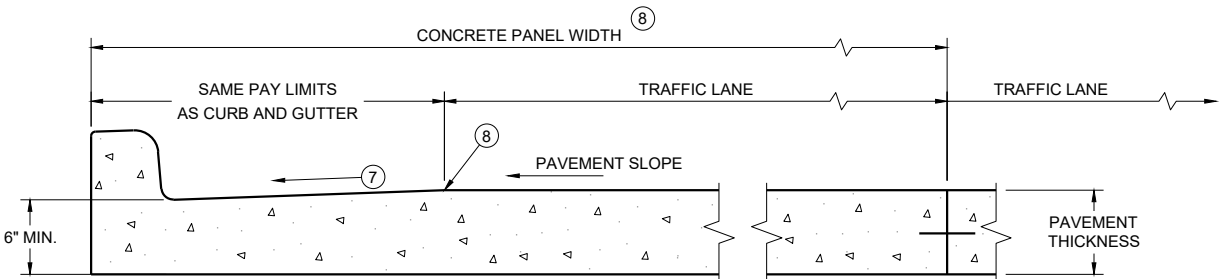


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

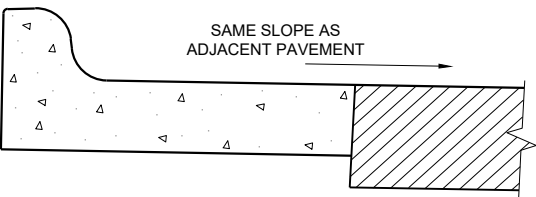
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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.

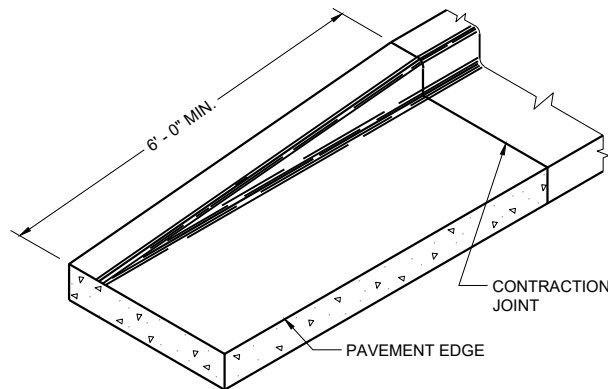
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

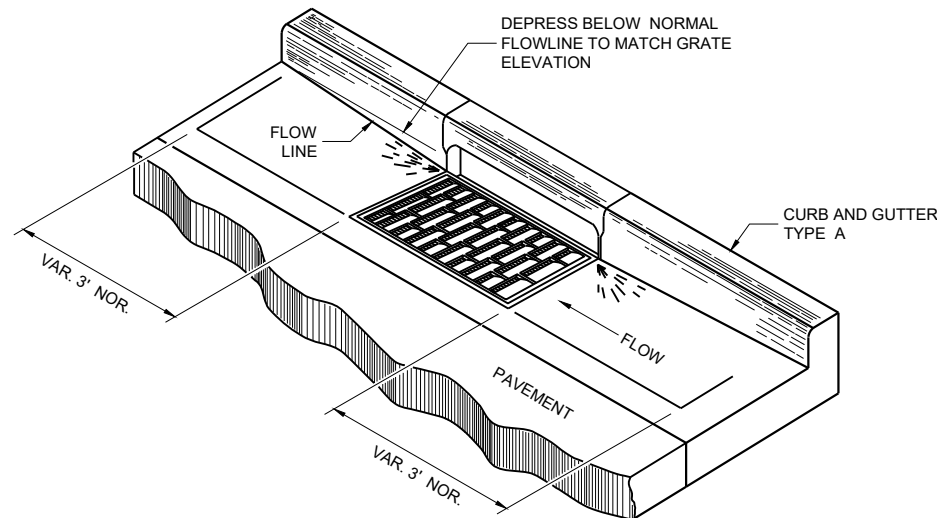
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH 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

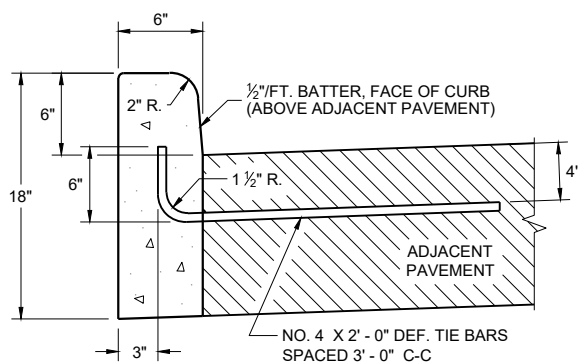


END SECTION CURB AND GUTTER

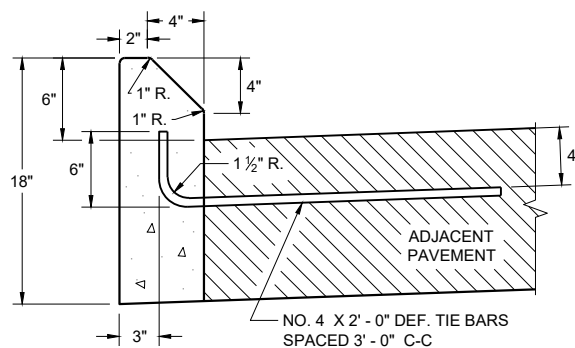


DETAIL OF CURB AND GUTTER AT INLETS

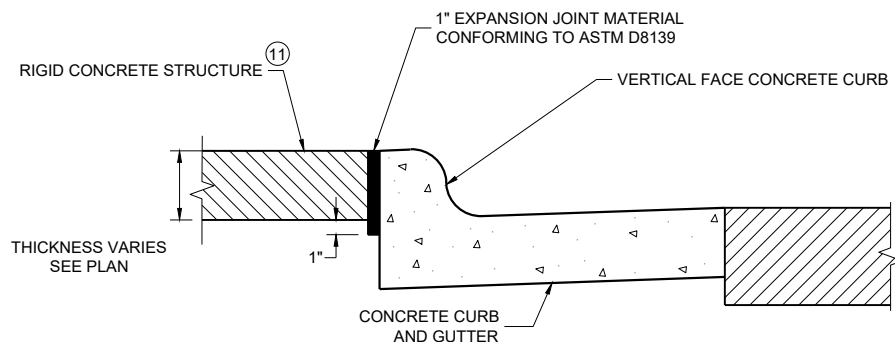
(TYPICAL H INLET COVER SHOWN)



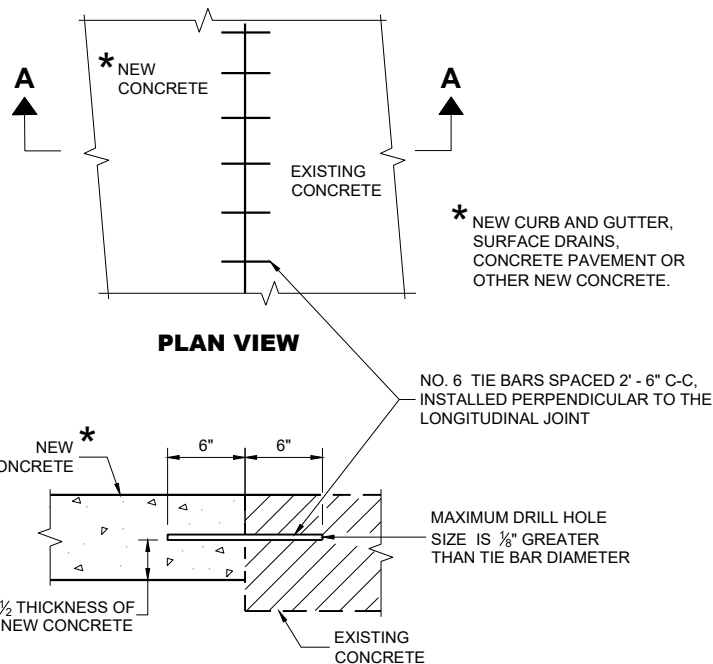
TYPES A^① & D



**TYPES G^① & J
CONCRETE CURB**



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



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

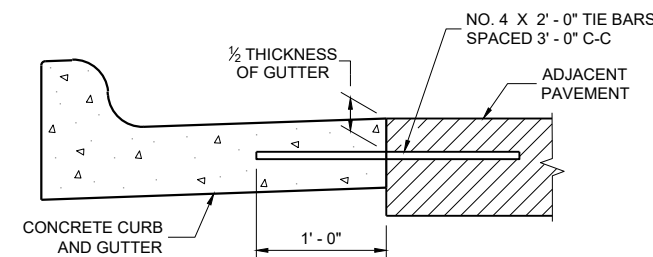
GENERAL NOTES

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

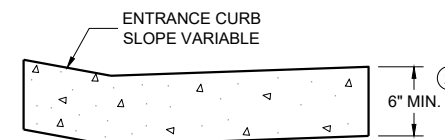
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

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



TYPICAL TIE BAR LOCATION^①

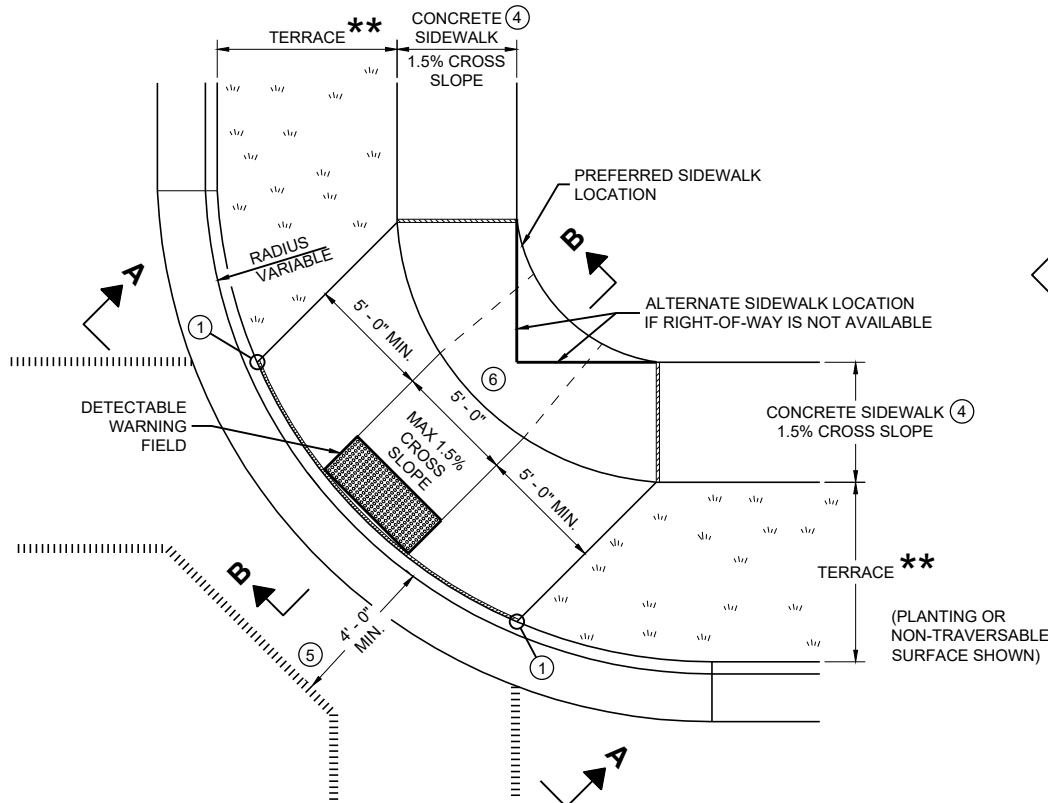


**DRIVEWAY ENTRANCE CURB^⑩
(WHEN DIRECTED BY THE ENGINEER)**

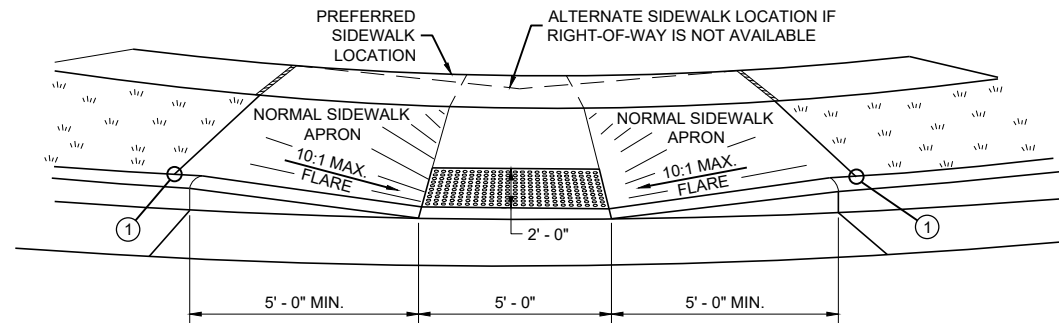
**CONCRETE CURB, TIES
AND CURB AND GUTTER
APPLICATIONS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

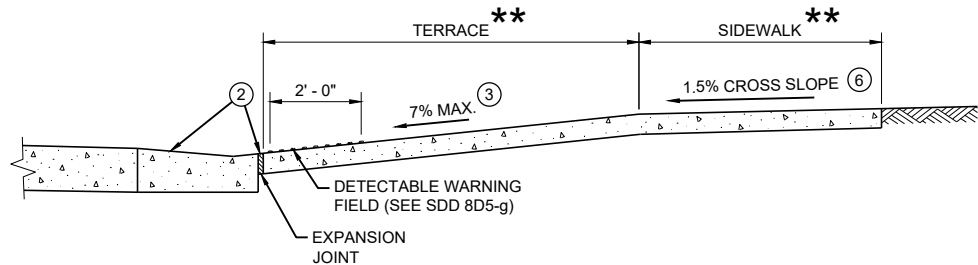


PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)

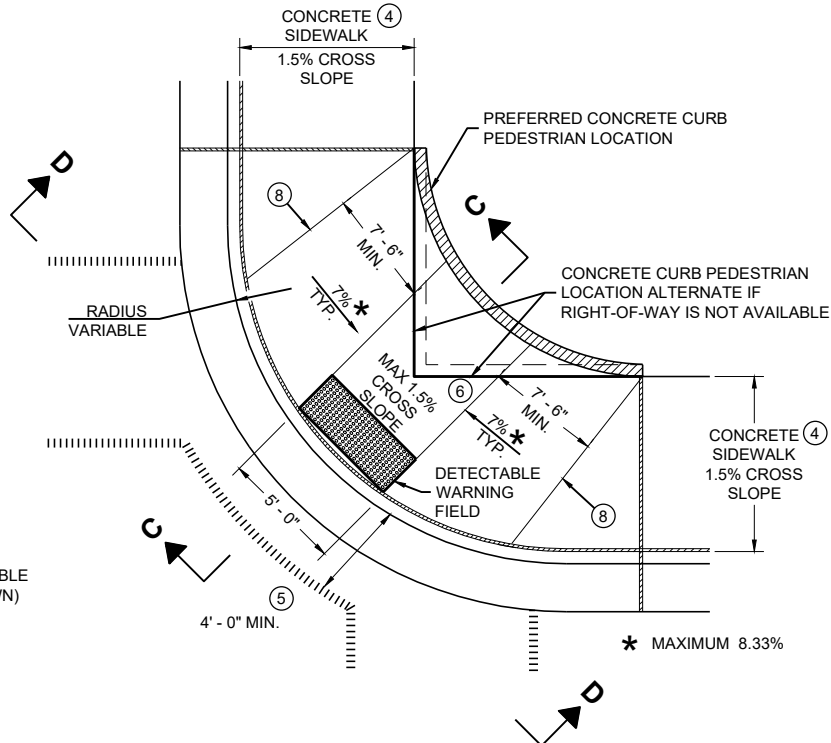


VIEW A - A FOR TYPE 1

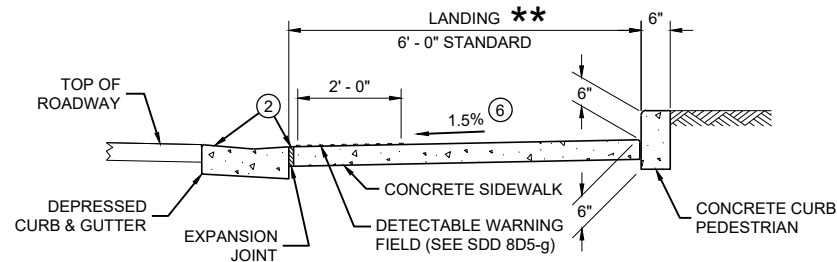
** WIDTH SHOWN ELSEWHERE
IN THE PLANS



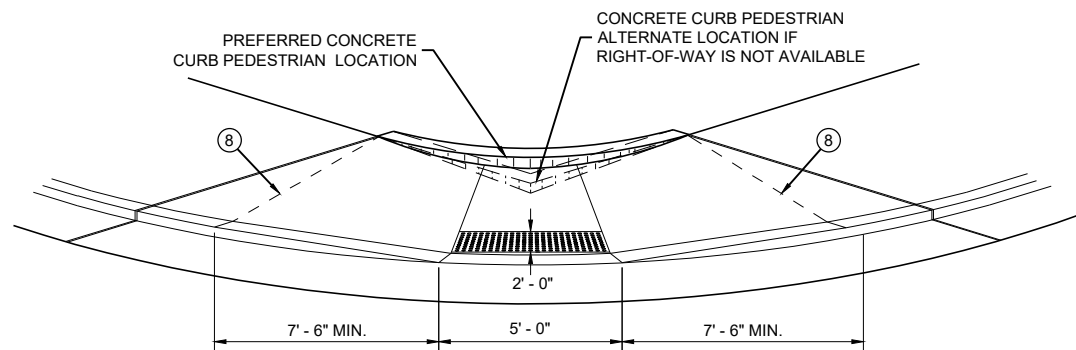
SECTION B - B FOR TYPE 1



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



SECTION C - C FOR TYPE 1 - A



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF 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 FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.
- SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD"
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.
- 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.
 - 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 1/4 - 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.
 - MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
 - ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
 - 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
 - PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
 - PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

LEGEND

- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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

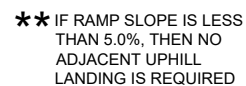


- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN $\frac{1}{4}$ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL 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 $\pm 0.5\%$ 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.

++ CONSTRUCT 6" WEDGE TO
AVOID CONCRETE BREAKAGE

	1/2" EXPANSION JOINT SIDEWALK
- - - -	CONTRACTION JOINT SIDEWALK
	PAVEMENT MARKING CROSSWALK (WHITE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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

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

INTERMEDIATE RADII CAN BE INTERPOLATED



GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF 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 $\frac{1}{4}$ - 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 $\pm 0.5\%$ 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

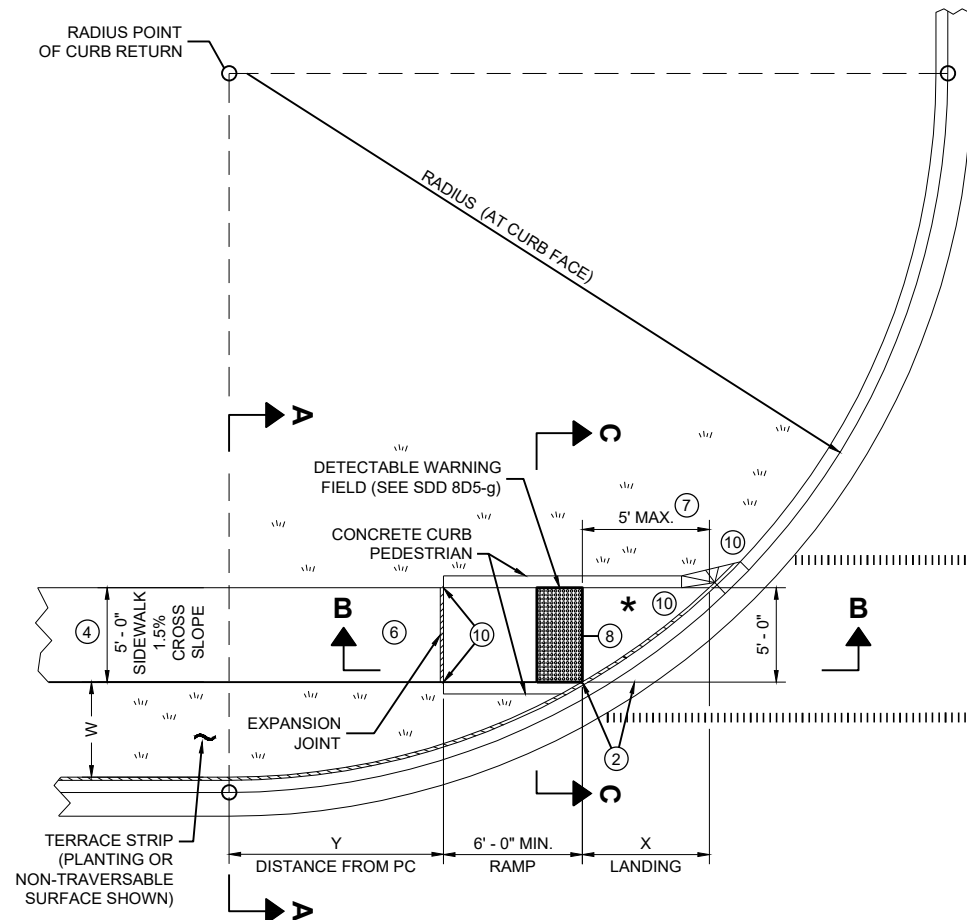
- | | |
|---|------------------------------------|
|  | 1/2" EXPANSION JOINT SIDEWALK |
|  | CONTRACTION JOINT SIDEWALK |
|  | PAVEMENT MARKING CROSSWALK (WHITE) |



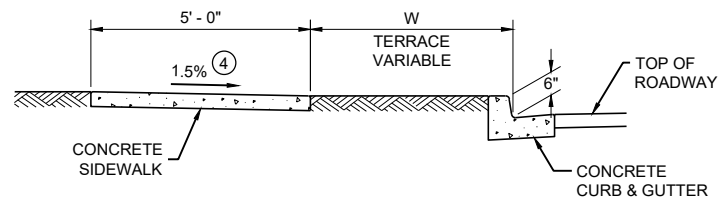
++ CONSTRUCT 6" WEDGE TO
AVOID CONCRETE BREAKAGE

CURB RAMPS TYPE 4A AND 4A1

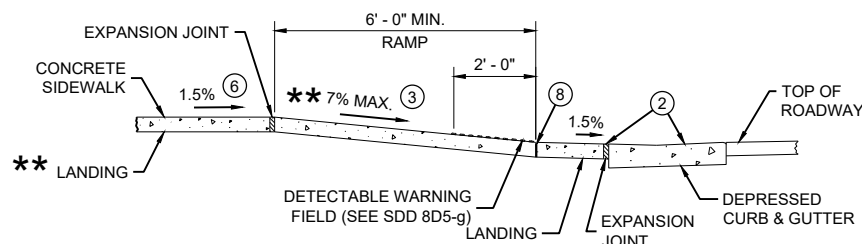
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



**PLAN VIEW
CURB RAMP TYPE 4B**



SECTION A - A FOR TYPE 4B



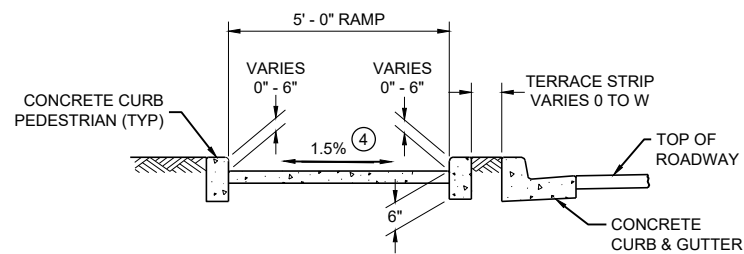
**SECTION B - B FOR
TYPE 4B AND TYPE 4B1**

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

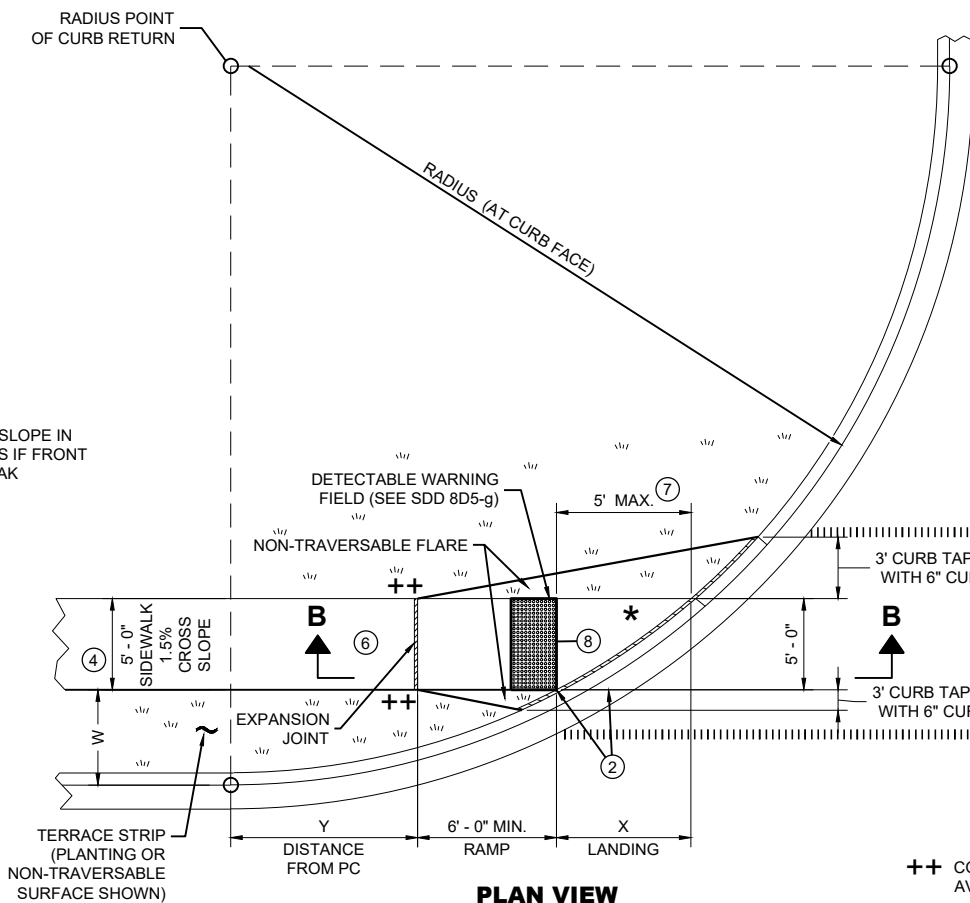
*** MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK**

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



SECTION C - C FOR TYPE 4B



**PLAN VIEW
CURB RAMP TYPE 4B1**

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

LEGEND

- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

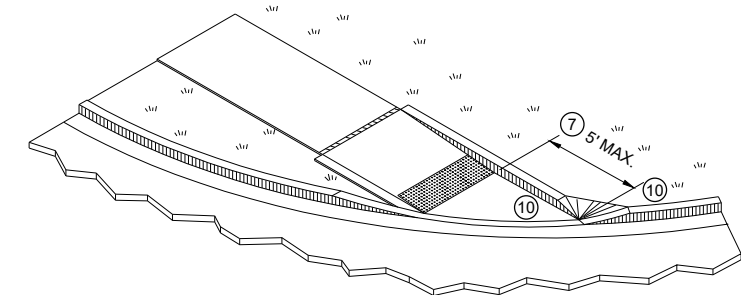
GENERAL NOTES

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

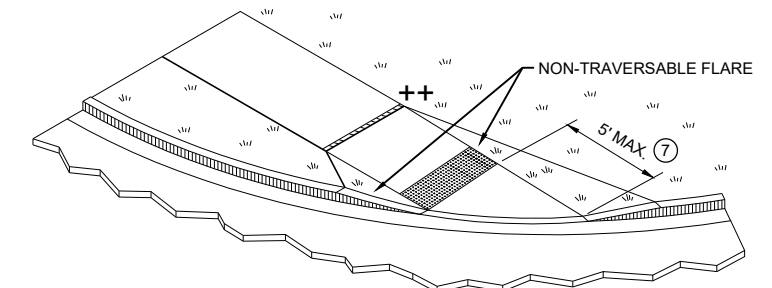
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4" 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.



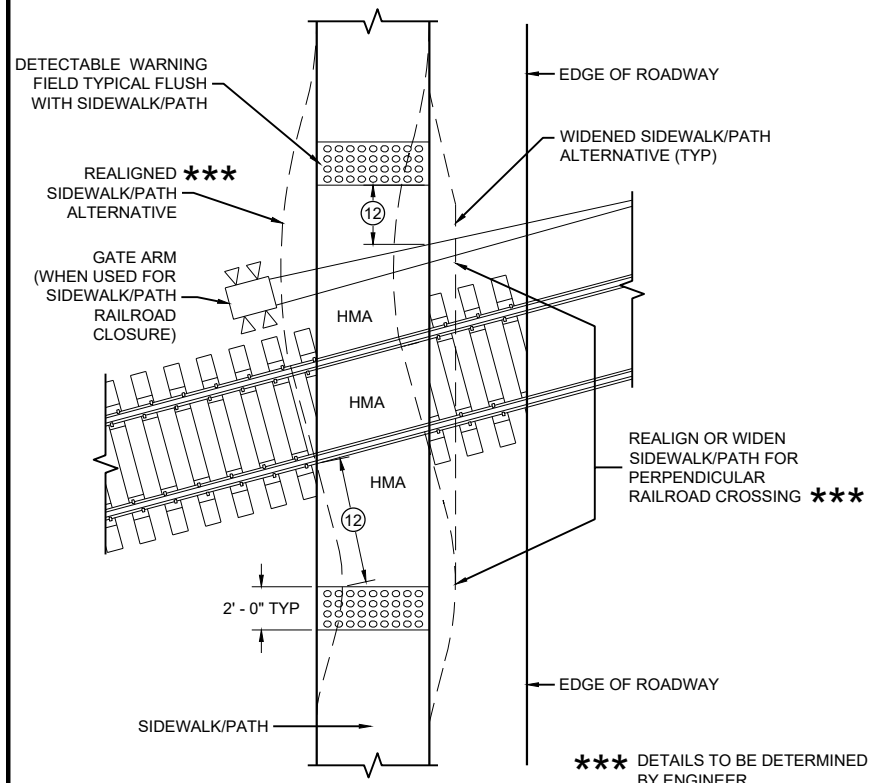
ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

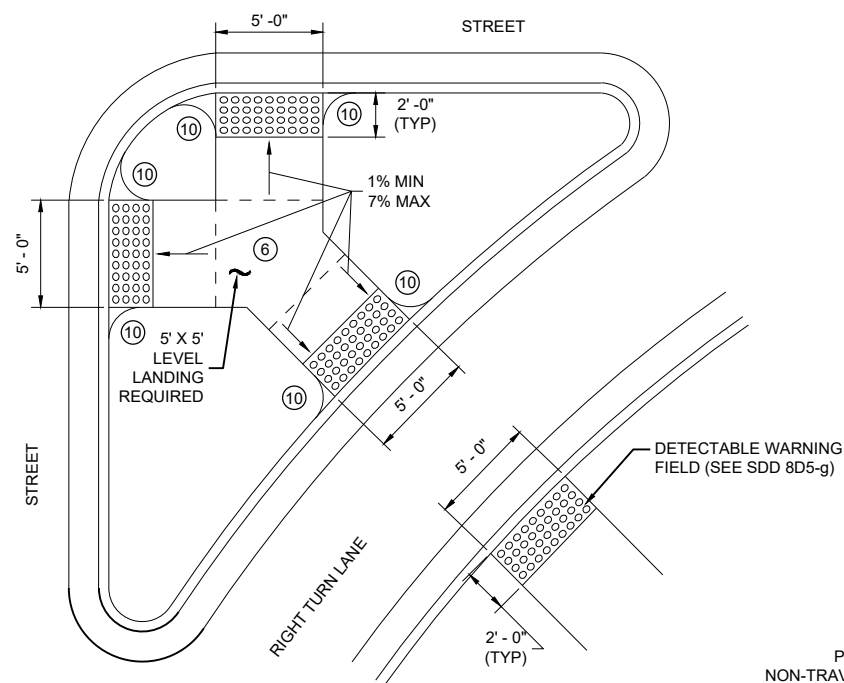
CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CURB RAMP TYPE 8

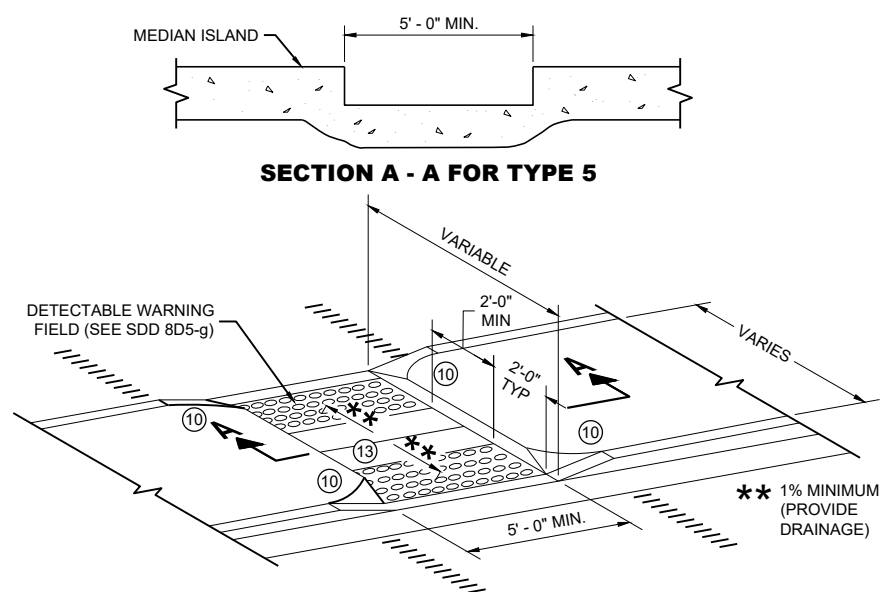
DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

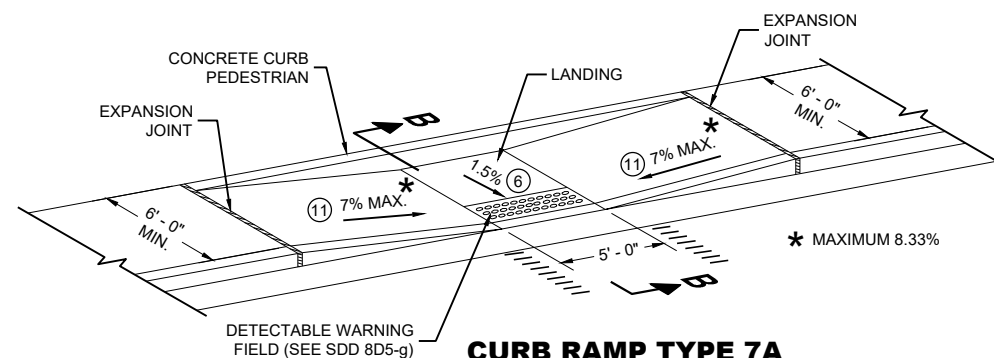
REFER TO GENERAL NOTES ② AND ③
FOR ALL ISLAND CURB RAMPS



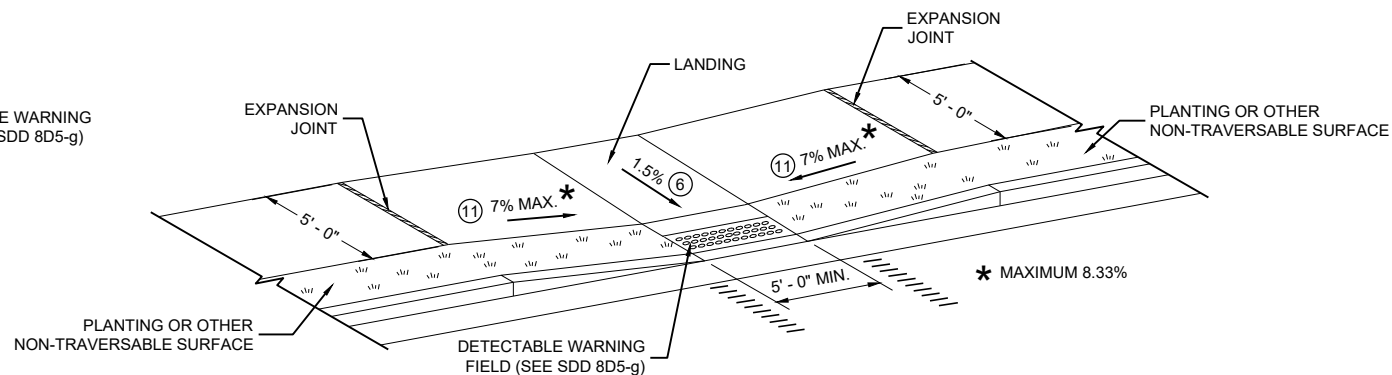
SECTION A - A FOR TYPE 5

CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING



CURB RAMP TYPE 7A FOR INTERSECTIONS AND MID BLOCK CROSSINGS



CURB RAMP TYPE 7B FOR INTERSECTIONS AND MID BLOCK CROSSINGS

GENERAL NOTES

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

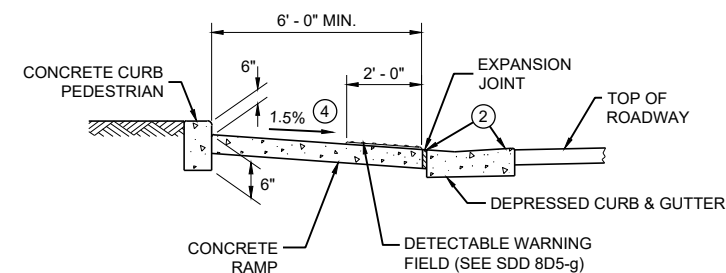
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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 1/8 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 $\pm 0.5\%$ 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 $\pm 0.1'$ FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK/PATH. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM AND 12 FEET MINIMUM, 15 FEET TYPICAL FROM THE NEAREST RAIL.
- ⑬ DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEEL-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

- ===== 1/2" EXPANSION JOINT SIDEWALK
- - - - - CONTRACTION JOINT FIELD LOCATED
- ||||||| PAVEMENT MARKING CROSSWALK (WHITE)

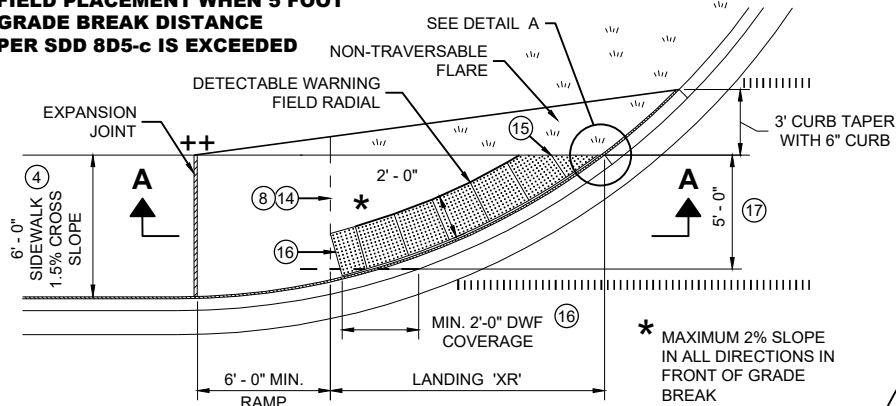


SECTION B - B FOR TYPE 7A

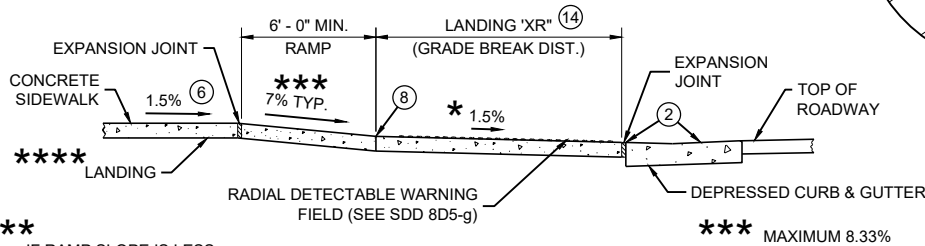
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

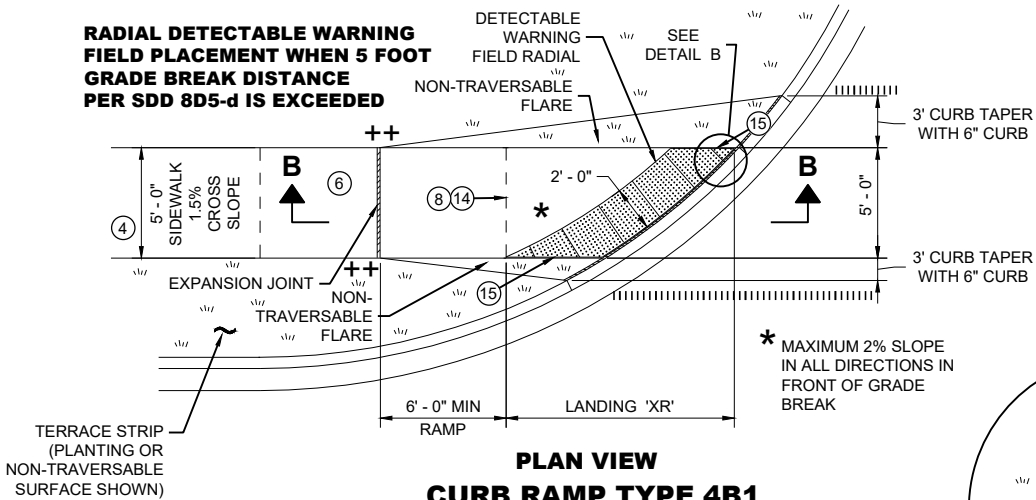


**PLAN VIEW
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**

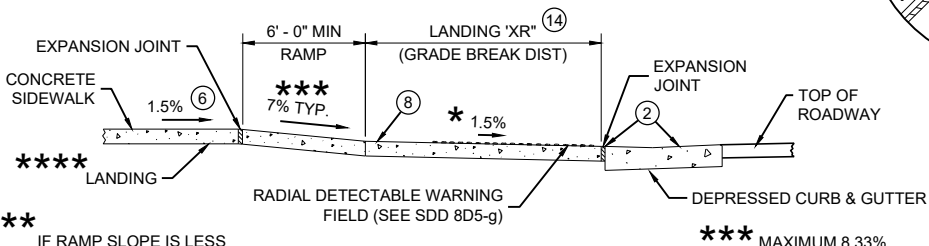


SECTION A - A FOR TYPE 4A1

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



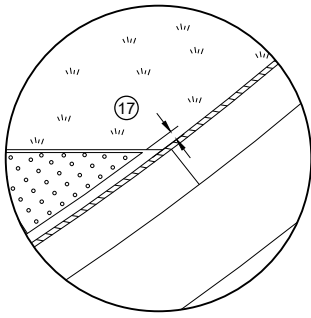
**PLAN VIEW
CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**



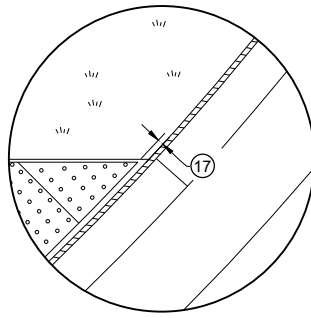
SECTION B - B FOR TYPE 4B1

LEGEND

- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)



DETAIL A



DETAIL B

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.

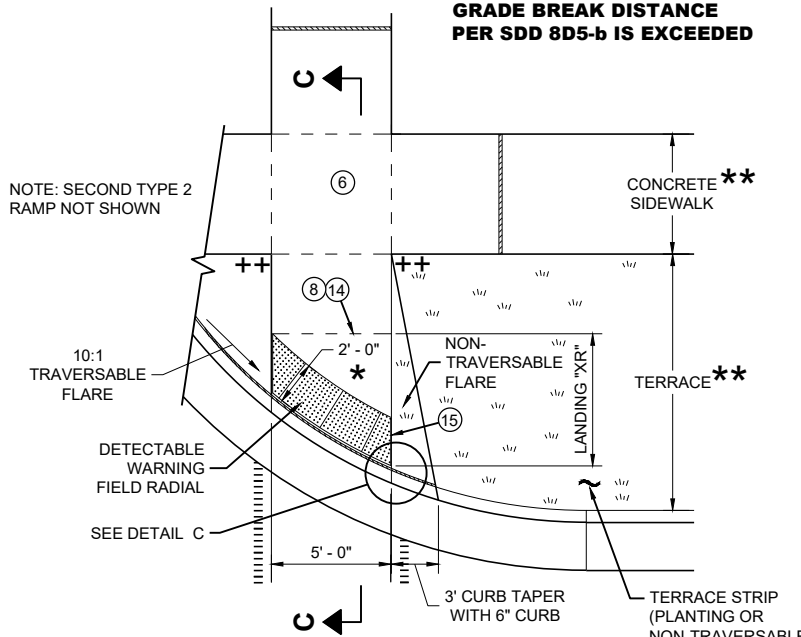
REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

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

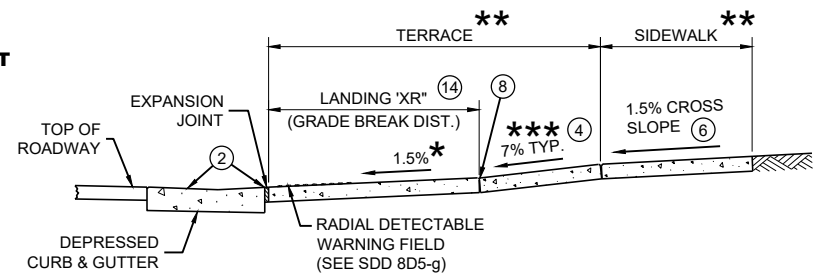
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

- 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 1/4" 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.
- AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.
- FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/2" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.
- 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.
- 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.

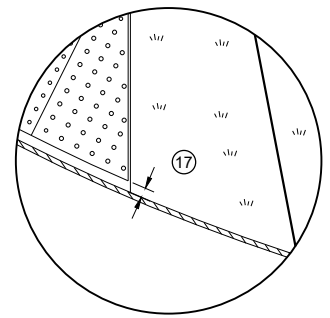
**RADIAL DETECTABLE WARNING
FIELD PLACEMENT WHEN 5 FOOT
GRADE BREAK DISTANCE
PER SDD 8D5-b IS EXCEEDED**



**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%

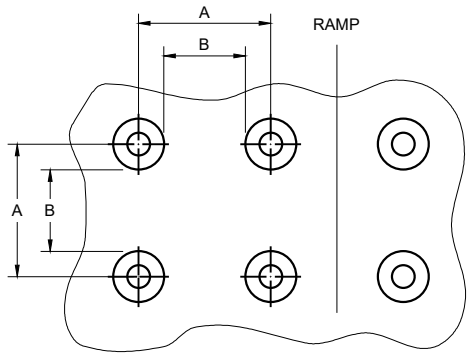
++ CONSTRUCT 6" WEDGE TO
AVOID CONCRETE BREAKAGE

**CURB RAMPS
RADIAL DETECTABLE WARNING**

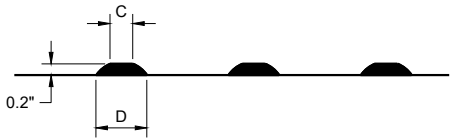
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.

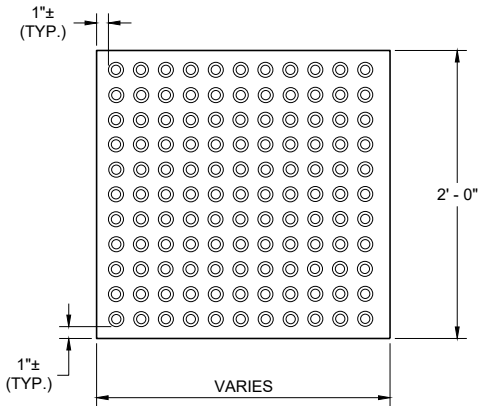


PLAN VIEW

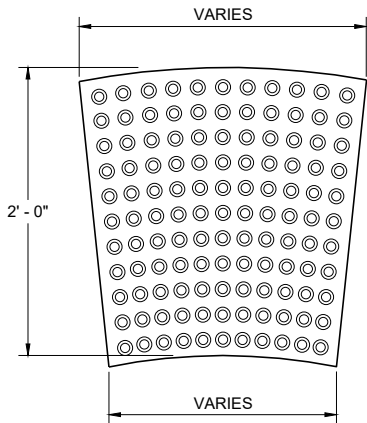


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

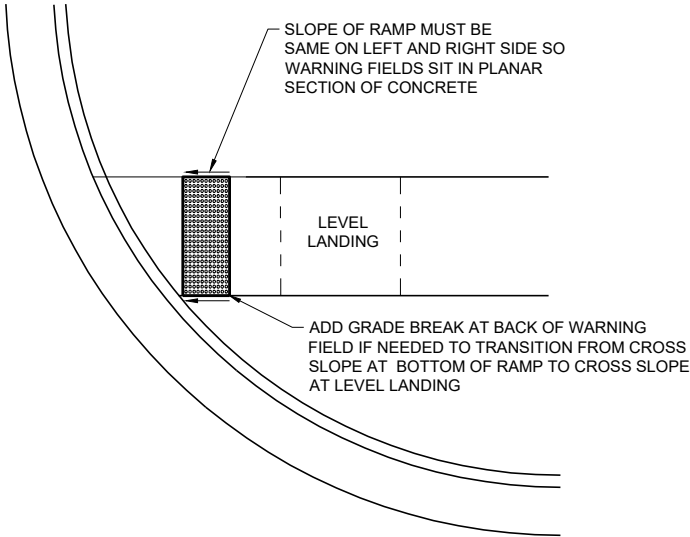


RECTANGULAR
PLATES

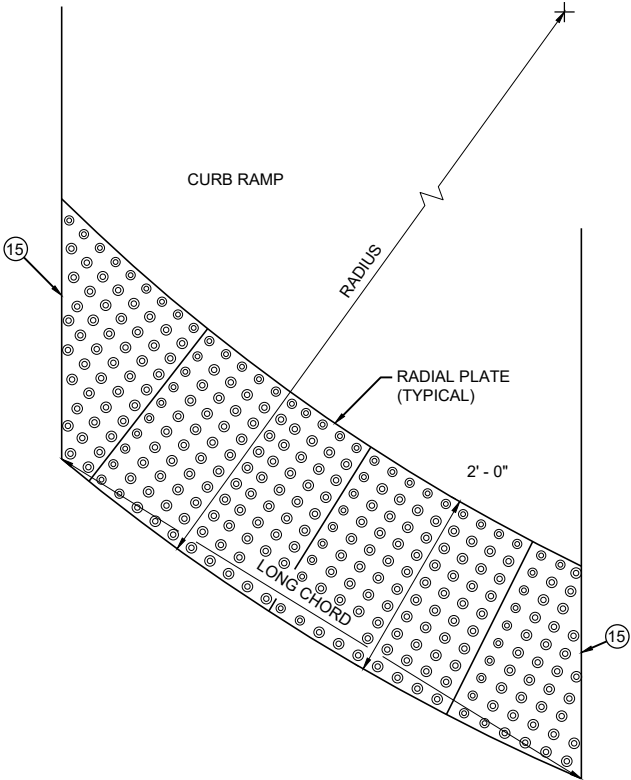


RADIAL
PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



DETECTABLE WARNING FIELD
PLANAR INSTALLATION



PLAN VIEW
RADIAL DETECTABLE
WARNING FIELD ATTRIBUTES

GENERAL NOTES

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

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

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

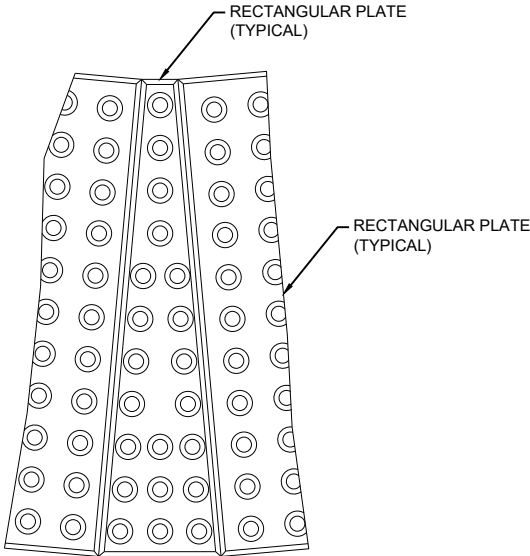
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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



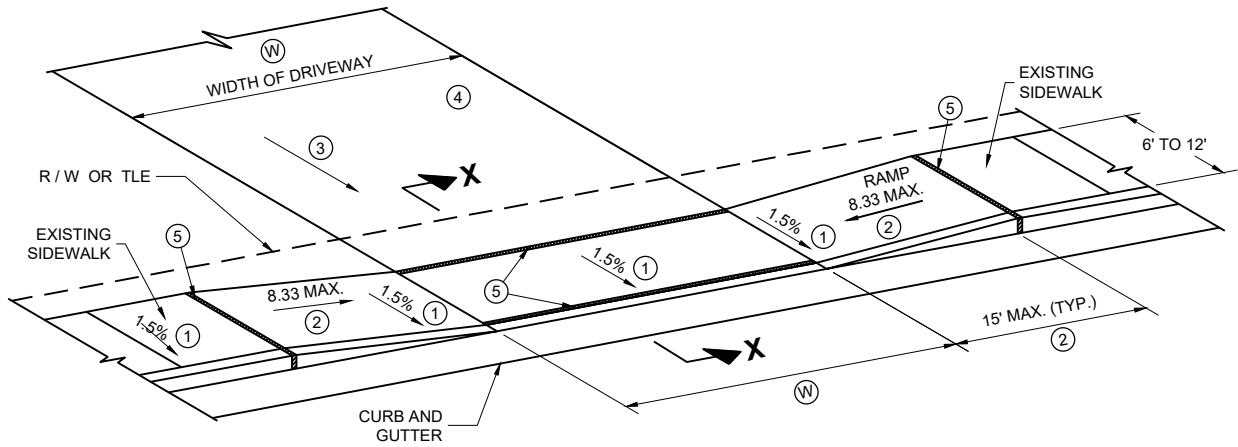
PLAN VIEW
RADIAL WEDGE PLATE
CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

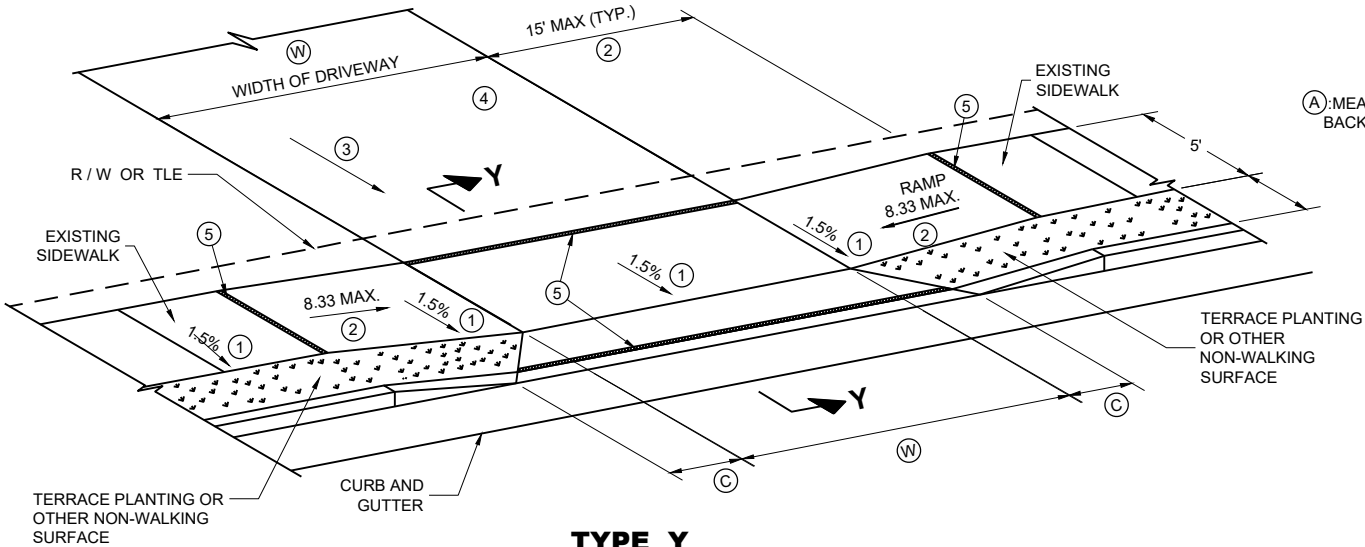
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA



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



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

GENERAL NOTES

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

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

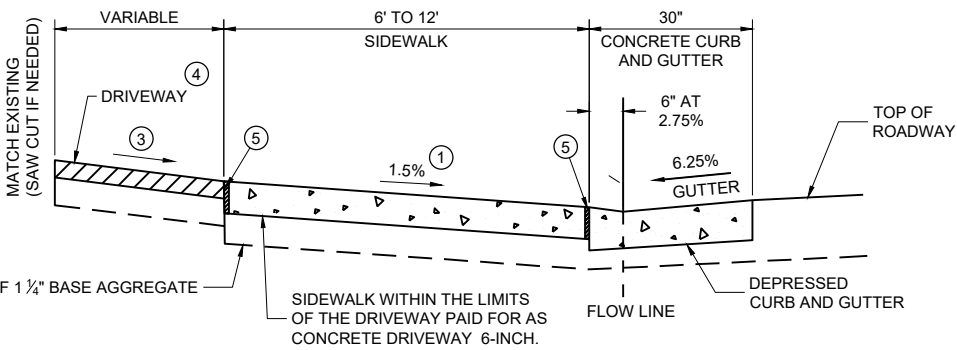
OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

- ① CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.
- ② THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

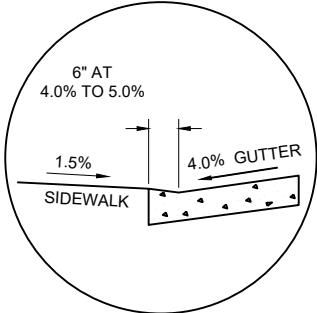
③ DRIVEWAY SLOPES: DESIRABLE MAXIMUM
10.5% UP AWAY FROM SIDEWALK (SAG)
8.5% DOWN AWAY FROM SIDEWALK (CREST)
ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

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

⑤ ½" EXPANSION JOINT FILLER



SECTION X - X



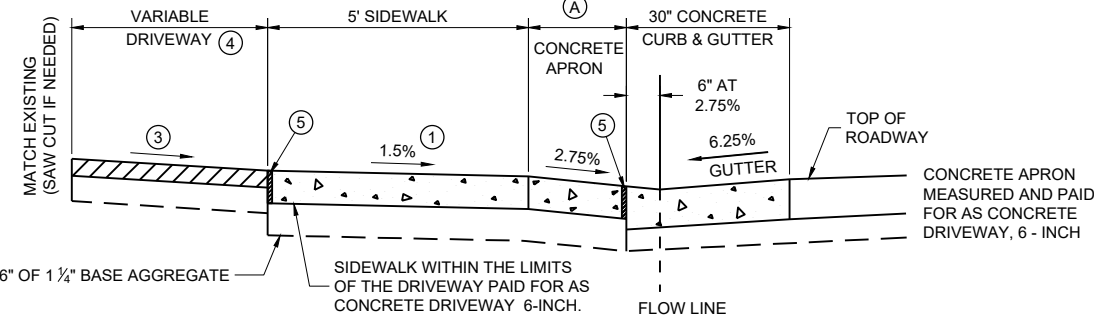
SECTION X - X
4% GUTTER SLOPE

TABLE Y

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

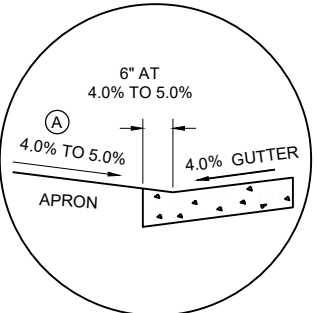
(W): 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)
16' MIN. - 35' MAX. COMMERCIAL (CE)

(A): MEASURE FROM BACK OF CURB



NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS

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

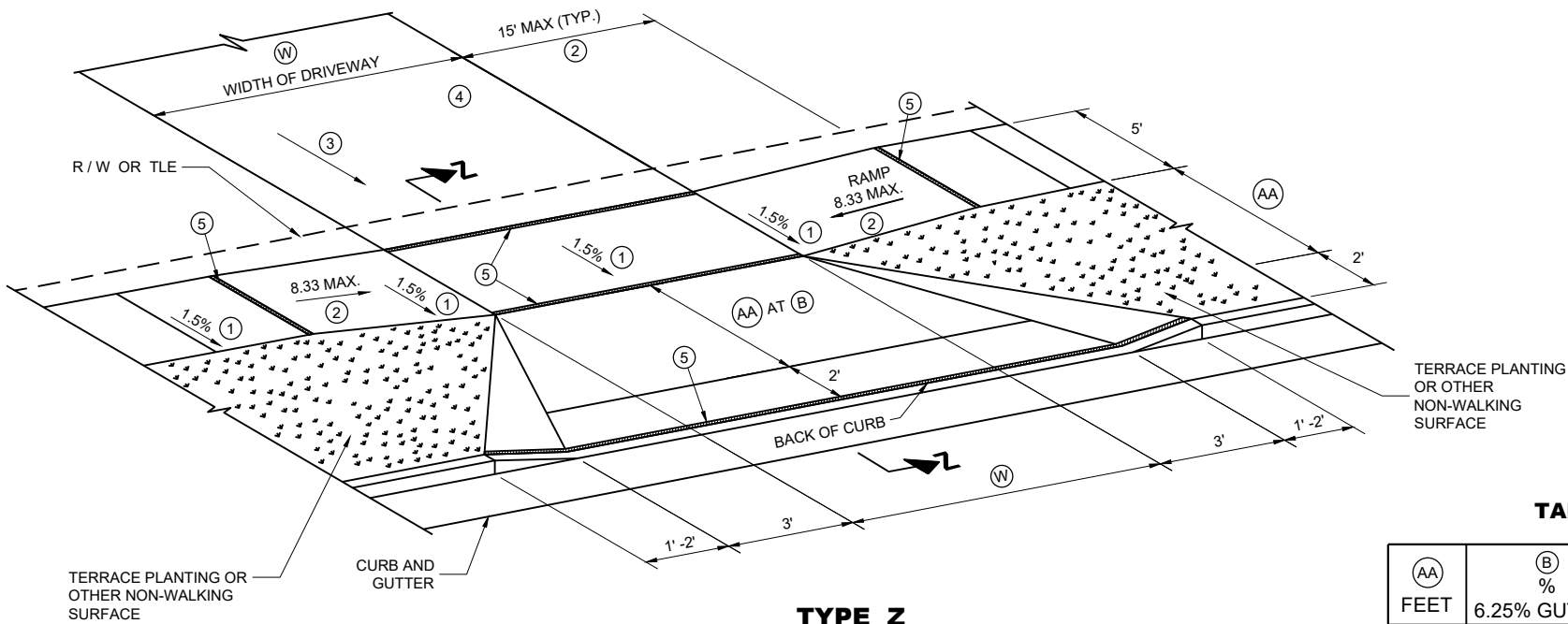


SECTION Y - Y
4% GUTTER SLOPE

DRIVEWAY AND SIDEWALK RAMPS
TYPES X AND Y

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

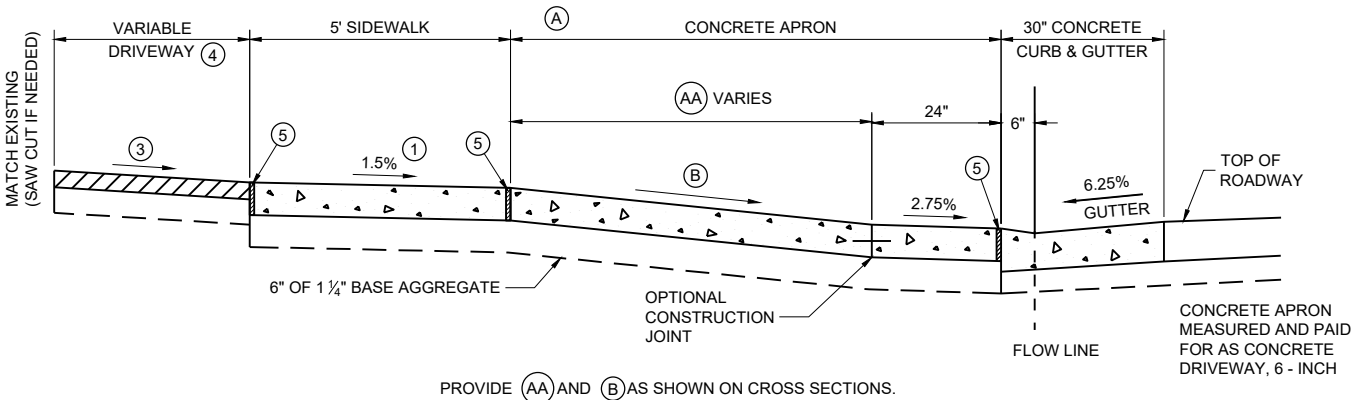


TYPE Z
SIDEWALK WITH WIDER TERRACE
TERRACE VARIES 7 TO 12 FEET

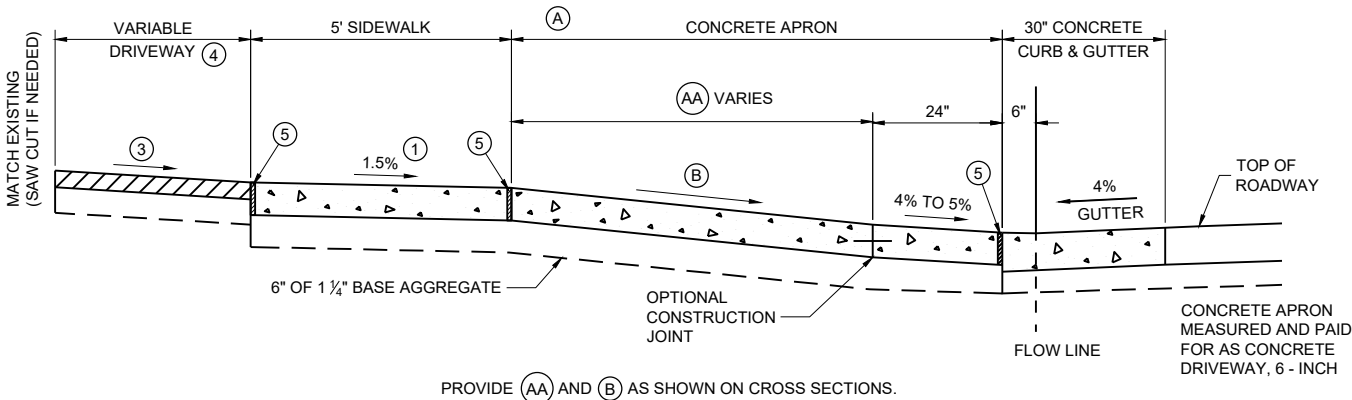
TABLE Z

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

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



6.25% GUTTER SLOPE



4% GUTTER SLOPE

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

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

GENERAL NOTES

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

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

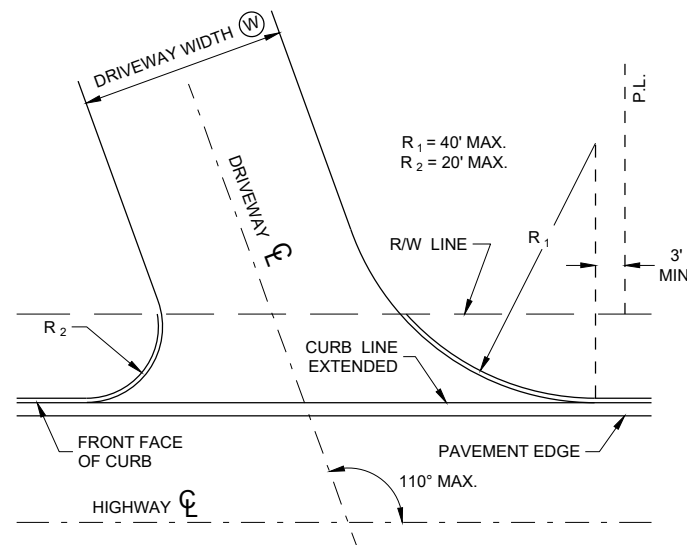
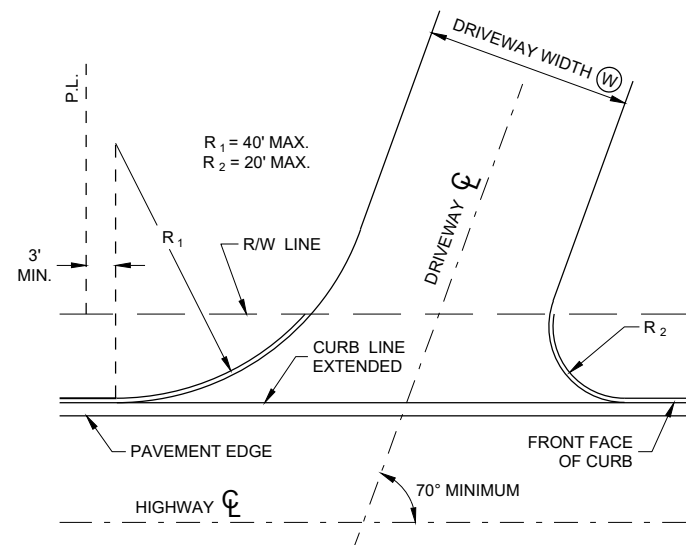
OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

- CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 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.
- 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
- 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.)
- ½" EXPANSION JOINT FILLER.

DRIVEWAY AND
SIDEWALK RAMPS
TYPE Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



**SKewed DRIVEWAY DETAILS
(COMMERCIAL AND NON-COMMERCIAL)
SIDEWALK NOT SHOWN**

GENERAL NOTES

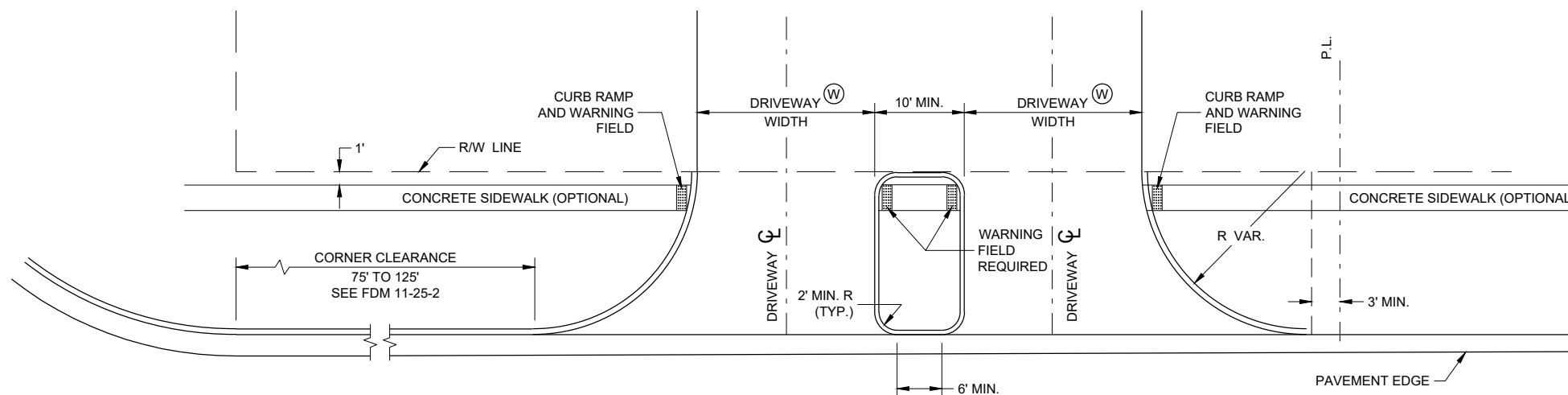
A MAXIMUM RADIUS OF 10 FEET SHALL BE USED FOR NON-COMMERCIAL PRIVATE ENTRANCES. RADII FOR COMMERCIAL DRIVEWAYS SHALL BE DETERMINED BY THE ENGINEER BASED ON TRAFFIC AND DRIVEWAY PERMIT RESTRICTIONS.

THE MINIMUM ANGLE OF INTERSECTION BETWEEN THE DRIVEWAY AND HIGHWAY CENTERLINES SHALL BE 70°.

ALL CURVILINEAR PRIVATE ENTRANCE OUTLINES SHALL BE CONTAINED WITHIN THE HIGHWAY R/W.

NO DRIVEWAY SHALL BE BUILT WITHIN 3 FEET OF THE PROPERTY LINE EXCEPT FOR EXISTING JOINT DRIVEWAY SHARED BY TWO OWNERS.

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



**DRIVEWAY LOCATION AND SPACING DETAILS
SIDEWALK SHOWN**

DRIVEWAYS WITH CURB AND GUTTER RETURNS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

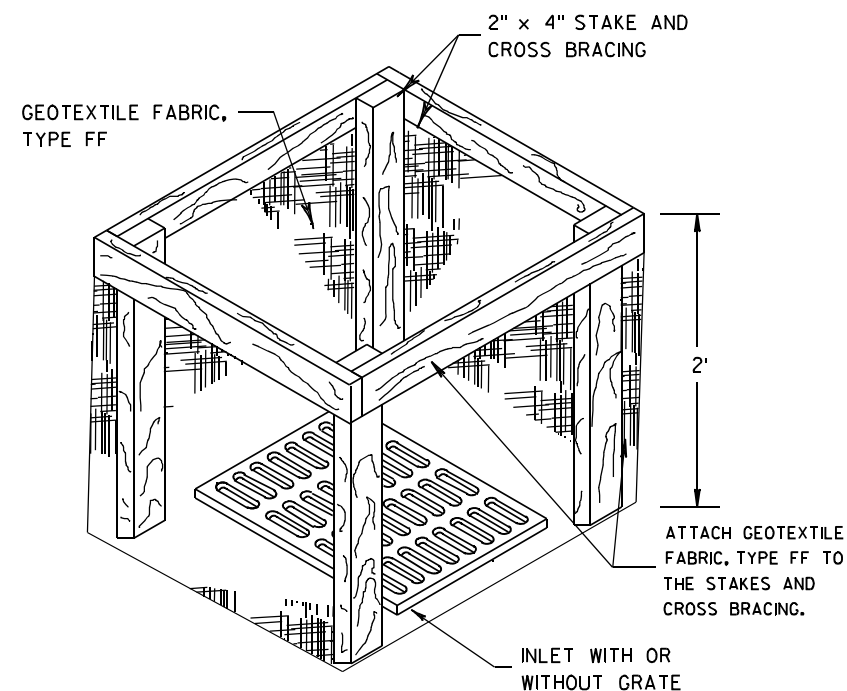
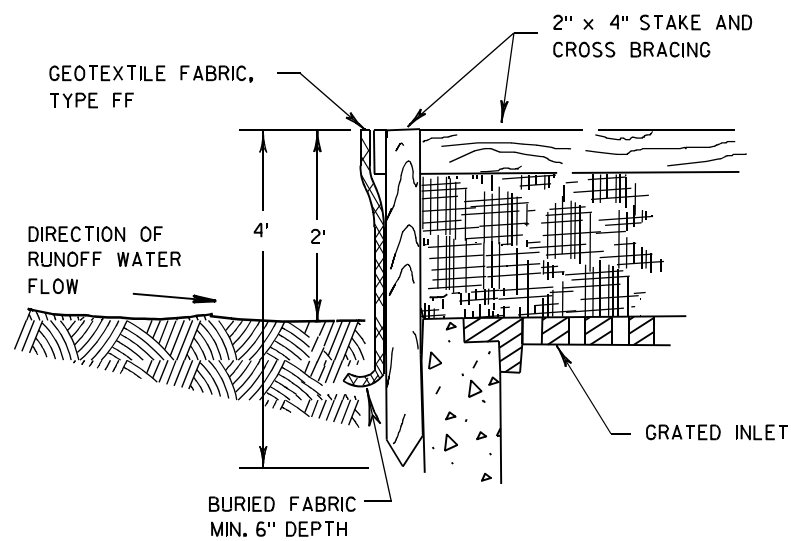
APPROVED

00-00-00
DATE

/S/ <AUTHOR>
ROADWAY STANDARDS DEVELOPMENT
ENGINEER

FHWA

133



INLET PROTECTION, TYPE A

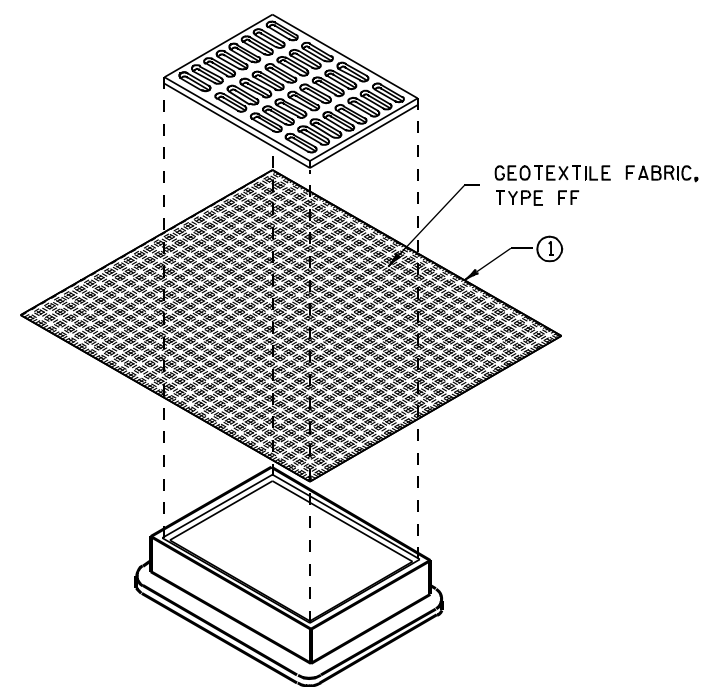
GENERAL NOTES

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

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

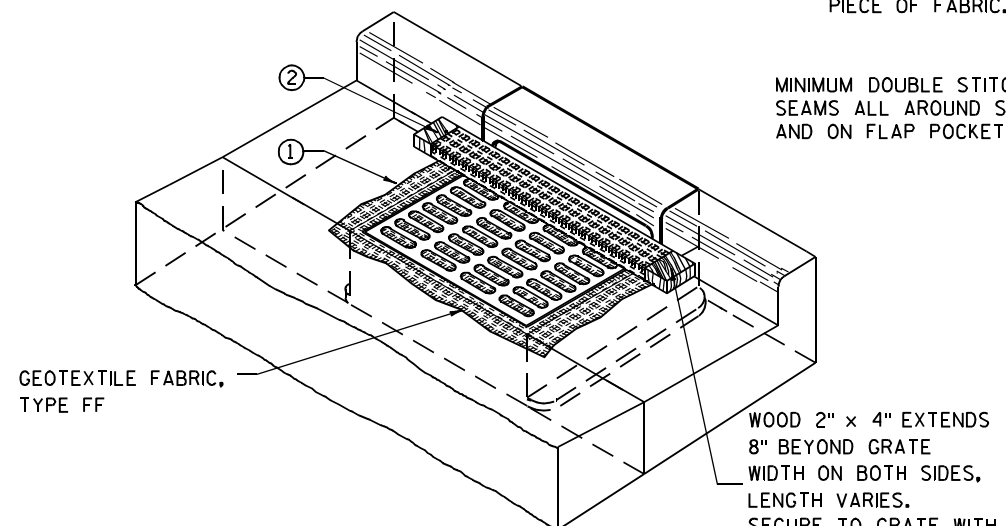
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

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



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

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

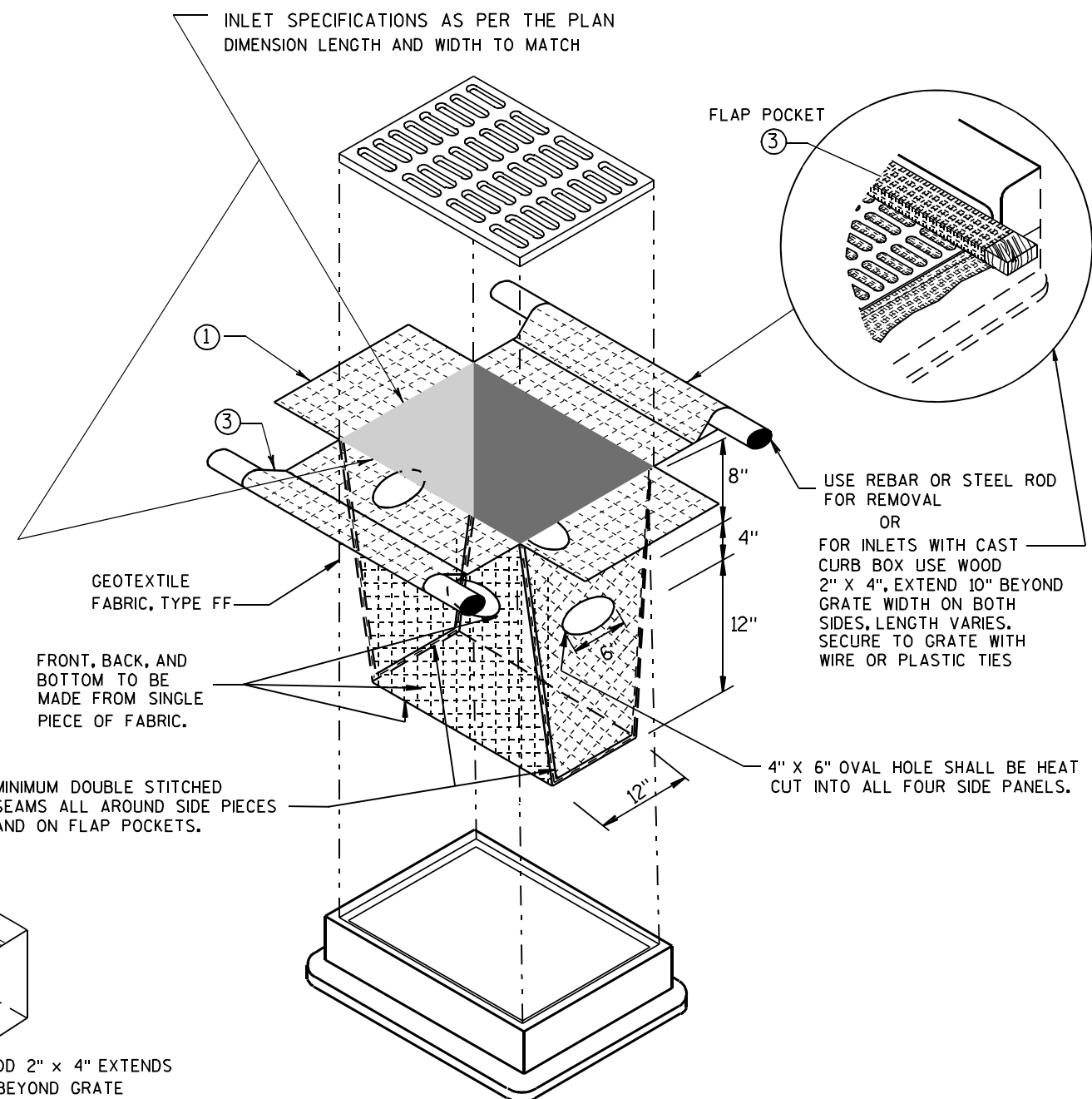
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

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

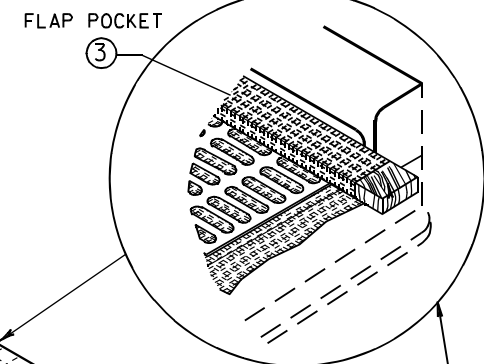
TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

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



INLET PROTECTION, TYPE D

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



USE REBAR OR STEEL ROD FOR REMOVAL OR
FOR INLETS WITH CAST CURB BOX USE WOOD 2" X 4", EXTEND 10" BEYOND GRATE WIDTH ON BOTH SIDES, LENGTH VARIES. SECURE TO GRATE WITH WIRE OR PLASTIC TIES

4" X 6" OVAL HOLE SHALL BE HEAT CUT INTO ALL FOUR SIDE PANELS.

MINIMUM DOUBLE STITCHED SEAMS ALL AROUND SIDE PIECES AND ON FLAP POCKETS.

FRONT, BACK, AND BOTTOM TO BE MADE FROM SINGLE PIECE OF FABRIC.

GEOTEXTILE FABRIC, TYPE FF

GEOTEXTILE FABRIC, TYPE FF

①

GEOTEXTILE FABRIC, TYPE FF

②

①

①

③

FLAP POCKET ③

8"

4"

12"

12"

③

①

③

①

③

①

③

①

③

①

③

①

③

①

③

①

③

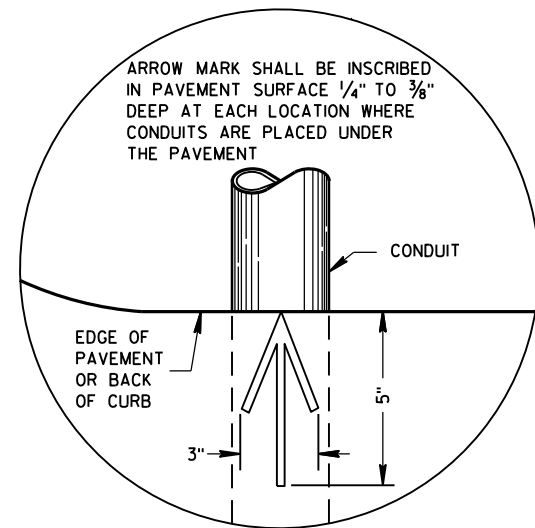
①

③

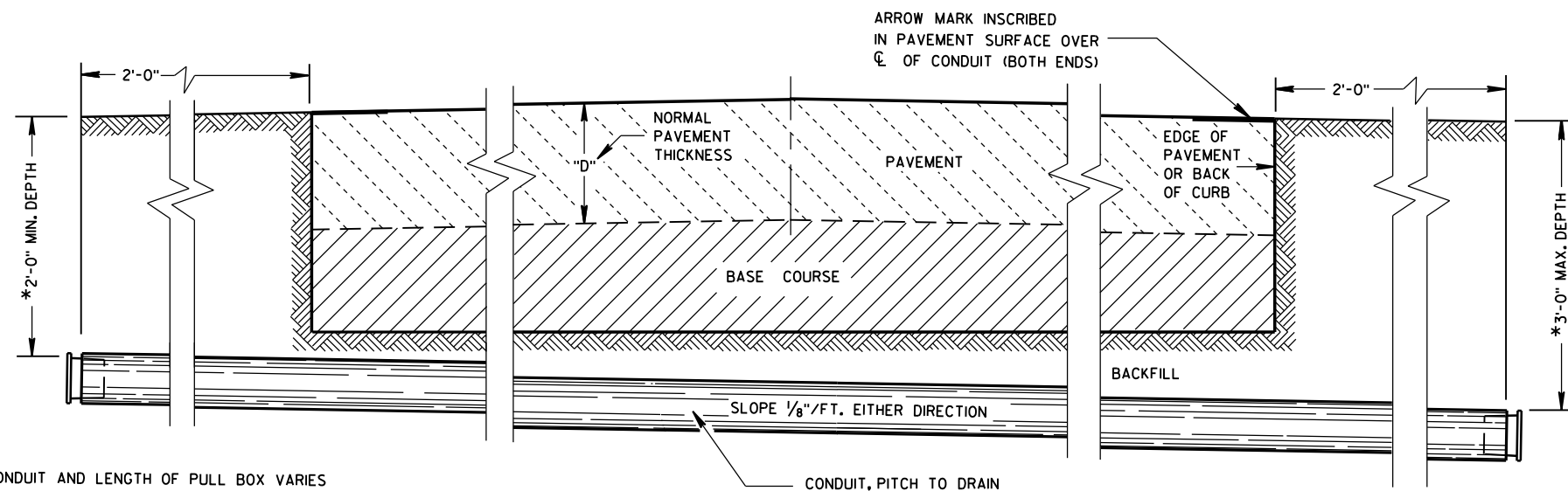
**INLET PROTECTION
TYPE A, B, C, AND D**

**STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION**

APPROVED
10/16/02 /S/ Beth Connolly
DATE 134
FHWA CHIEF ROADWAY DEVELOPMENT ENGINEER



PLAN VIEW
ARROW MARK



SIDE ELEVATION
DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

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 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL 135
FHWA

DIMENSION IN INCHES		NON- CONDUCTIVE PULL BOX	
BOX DIAMETER ** (INSIDE)	A	24	24
BOX OVERALL OUTSIDE DIAMETER	B	27	27
BOX LENGTH	C	36	42
FRAME OPENING	D	22 ½	22 ½
WEIGHT IN POUNDS *			
COVER		50	50
BOX ONLY		75	85

**** DIAMETER VARIES FROM TOP TO BOTTOM WITH THE DIAMETER LARGER AT THE BOTTOM TO PREVENT FROST HEAVE.**



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

PROVIDE AN OPENING FOR TOOL ASSISTED COVER REMOVAL NOT LARGE ENOUGH TO PERMIT PASSAGE OF A SPHERE MORE THAN 1/2" DIAMETER

COVER SHALL BE MAGNETICALLY LOCATABLE.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE.

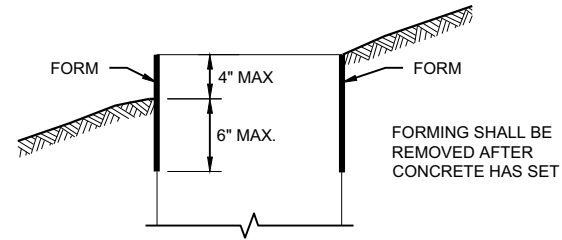
MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

APPROVED
May 2022
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 136

FHWA

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

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL 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 AT THE ENTRANCE OF THE BASE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR 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.

GENERAL NOTES

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.

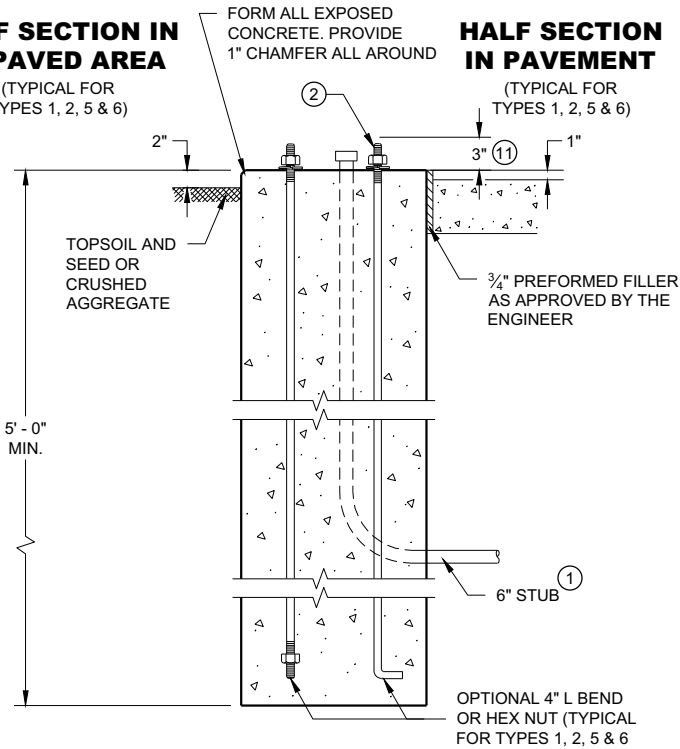
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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).

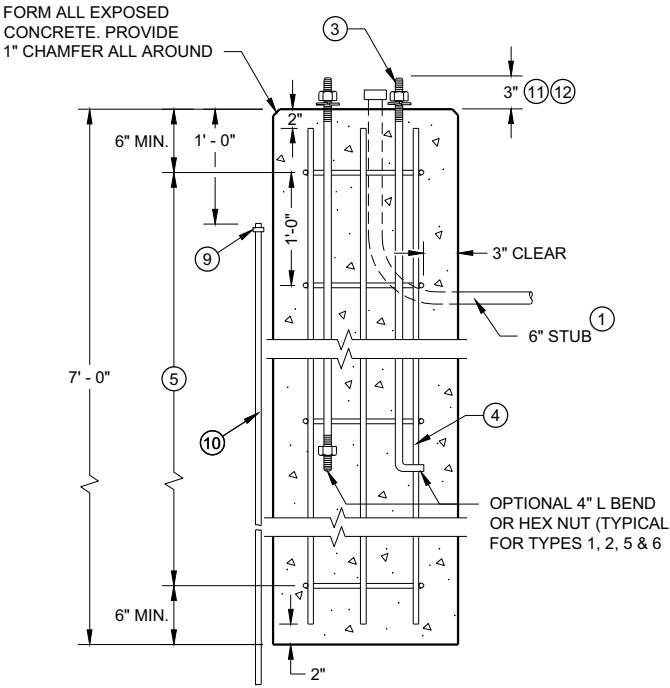
- 1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN 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 STEEL REINFORCEMENT @ 1' - 0" C - C.
- 9 EXOTHERMIC CONNECTION TO EQUIPMENT GROUNDING CONDUCTOR
- 10 5/8" DIA. X 8' - 0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED
- 11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 3/4" OR LONGER THAN 3 1/2" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.
- 12 FOR NON - BREAKAWAY INSTALLATIONS, 4 1/2" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA



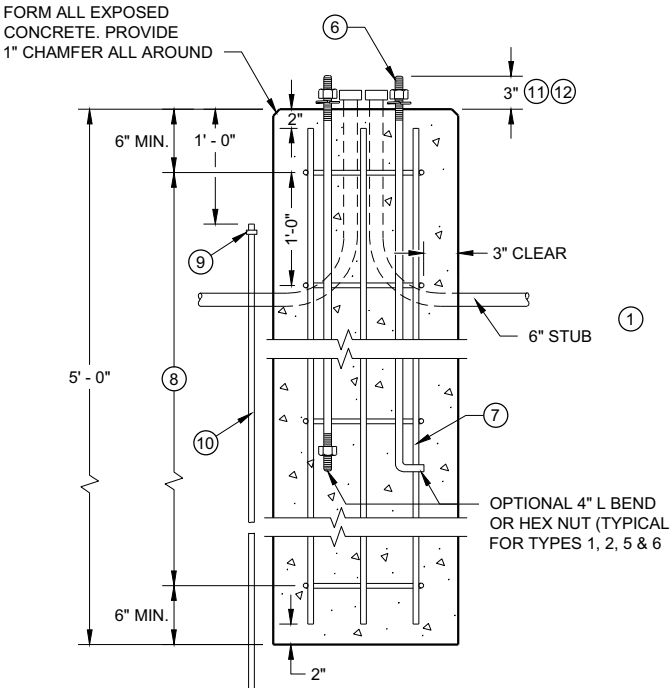
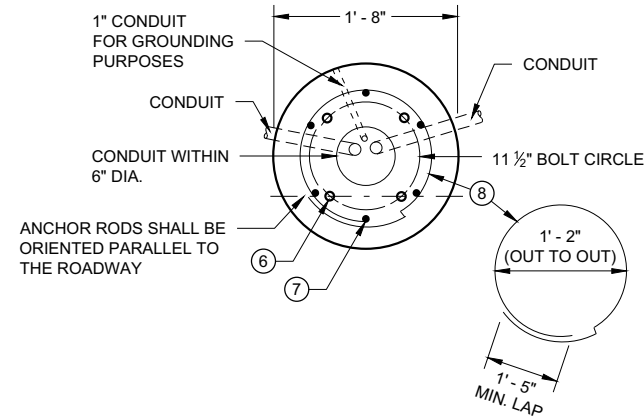
TYPE 1

HALF SECTION IN PAVEMENT



TYPE 2

CONCRETE BASES



TYPE 5 & 6

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

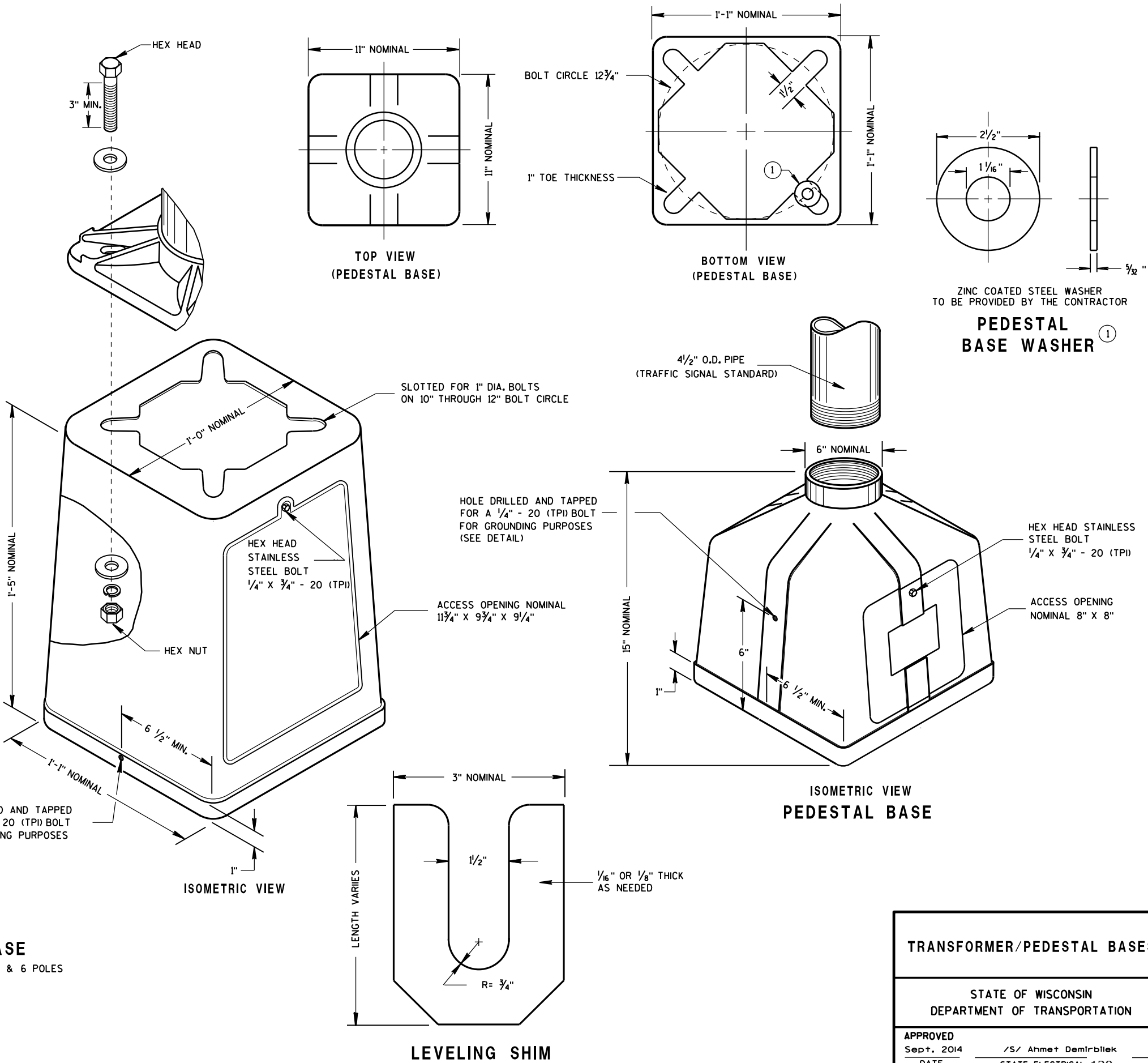
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.



TYPICAL MECHANICAL
CONNECTOR LUG
TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE
INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES

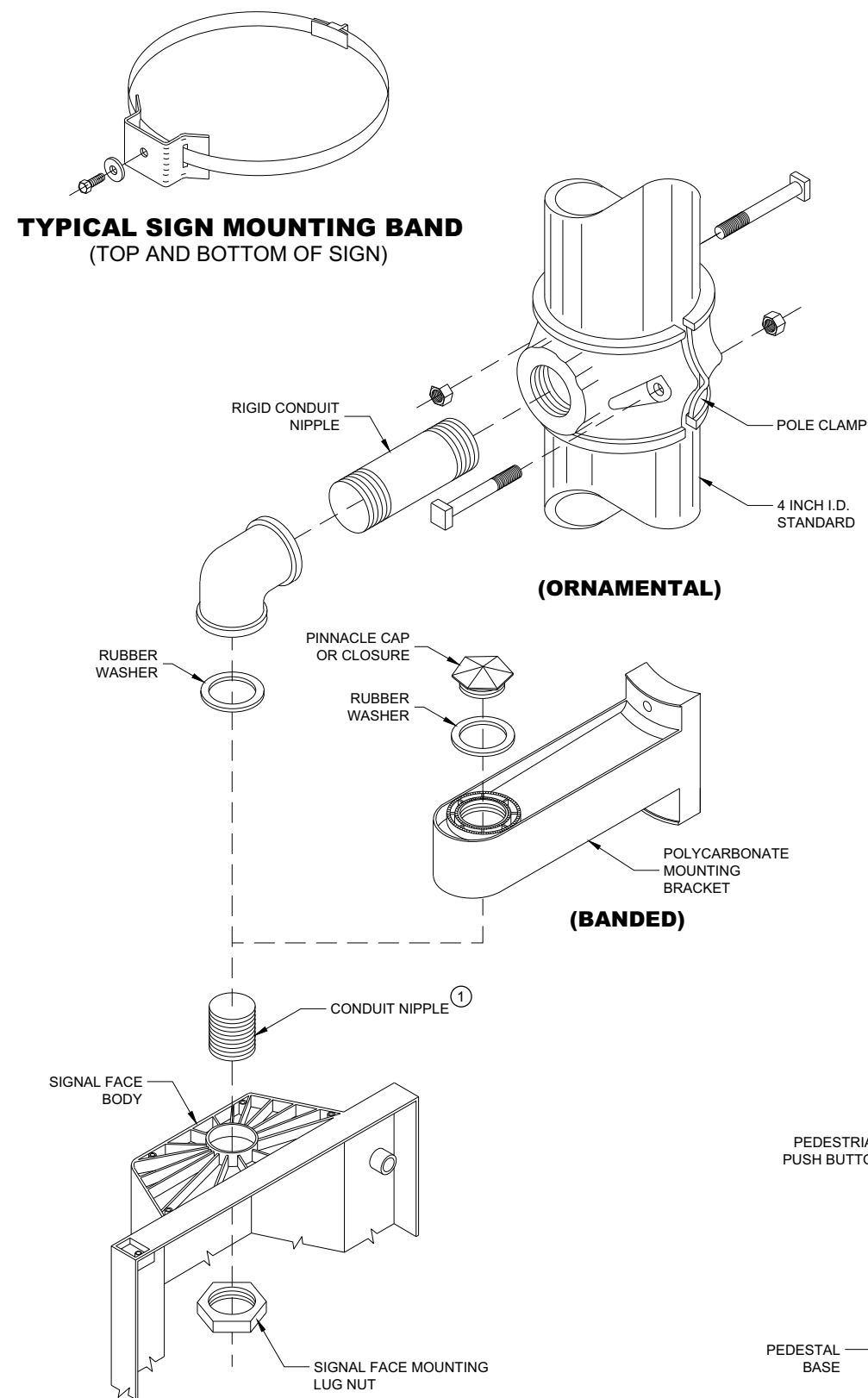
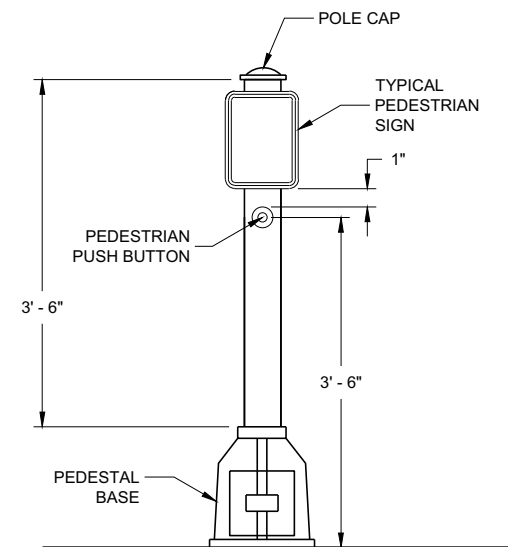
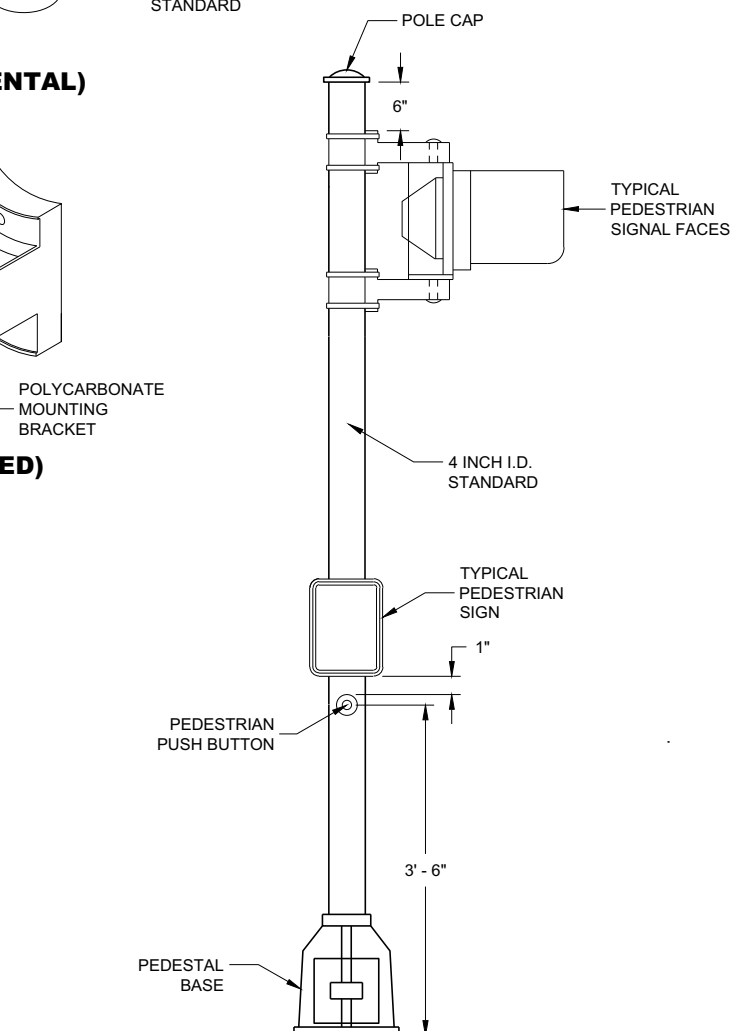
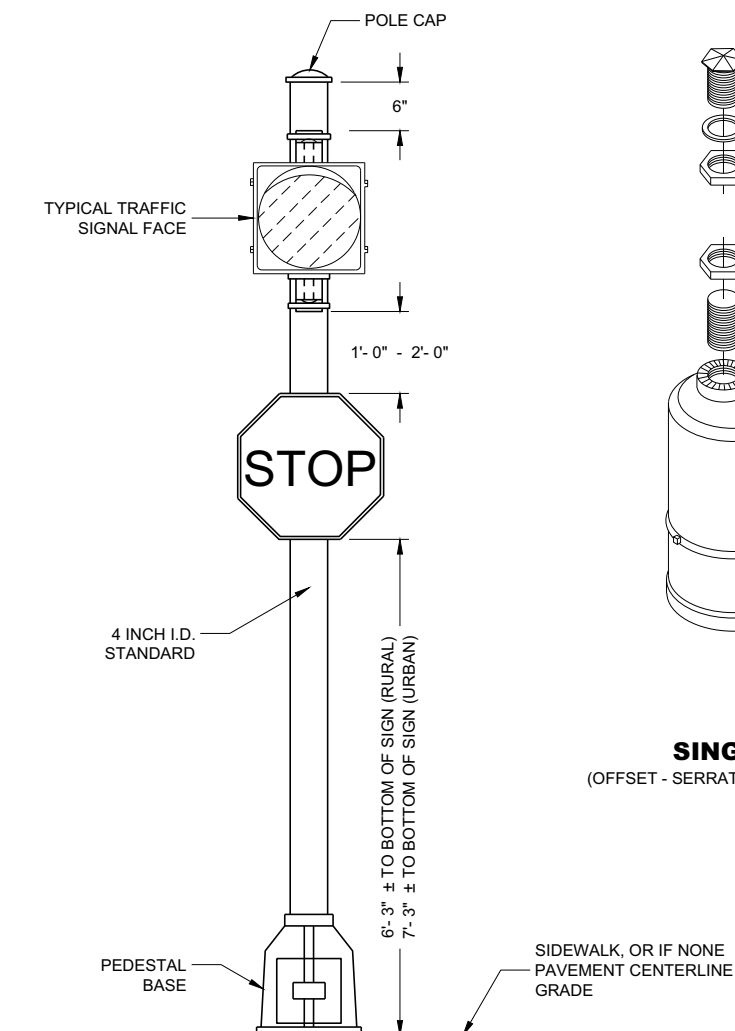
ISOMETRIC VIEW
PEDESTAL BASE

LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL 138
FHWA

**SIGNAL FACE MOUNTING DETAILS****PEDESTRIAN PUSH BUTTON
TYPICAL MOUNTING****PEDESTRIAN FACE STANDARD - 10 FT.**
(WALK - DON'T WALK)**STANDARD FLASHER**
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED**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.

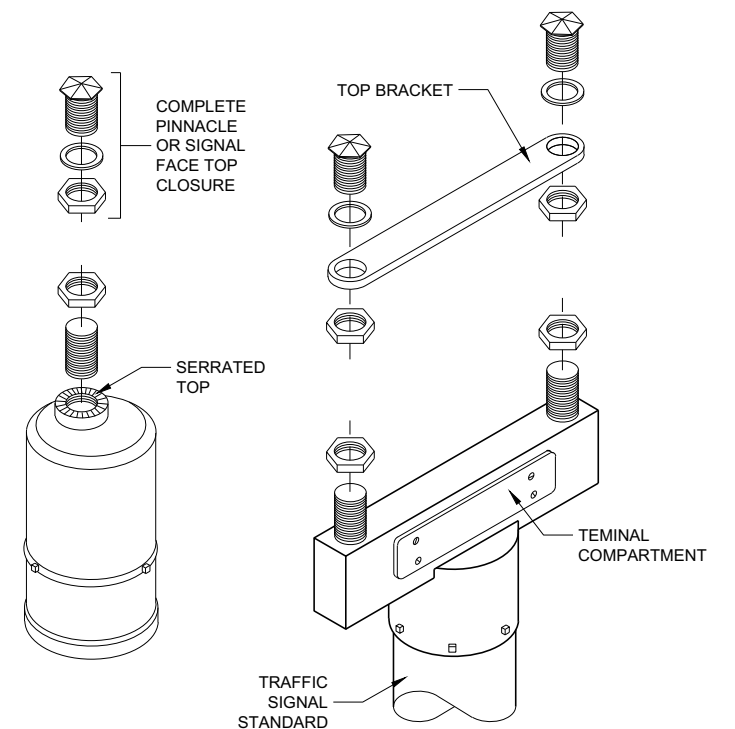
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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.

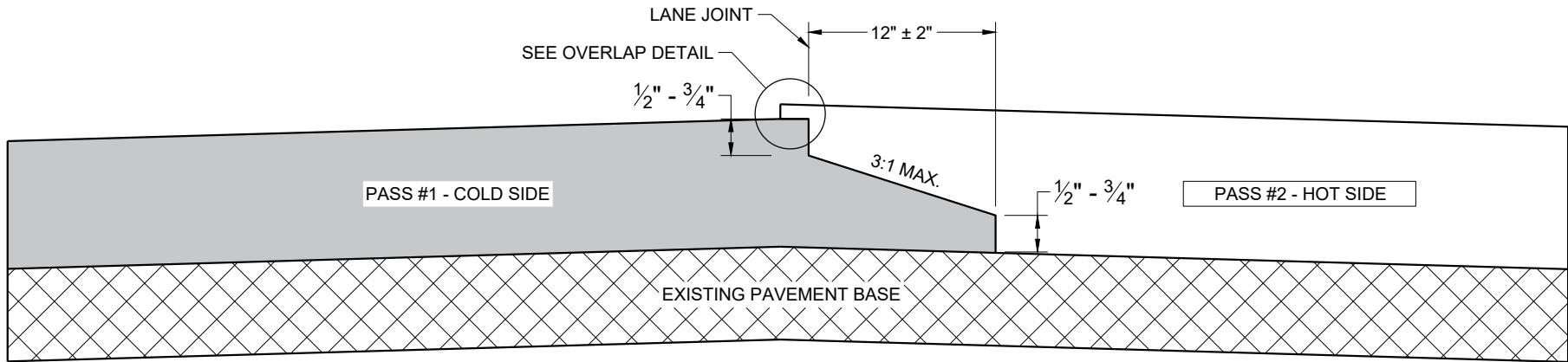
FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) 1/2" X 3/4" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

- ① USE 1 1/2" 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 1/2" OPENING IN SIGNAL FACES AND BRACKET ENDS.

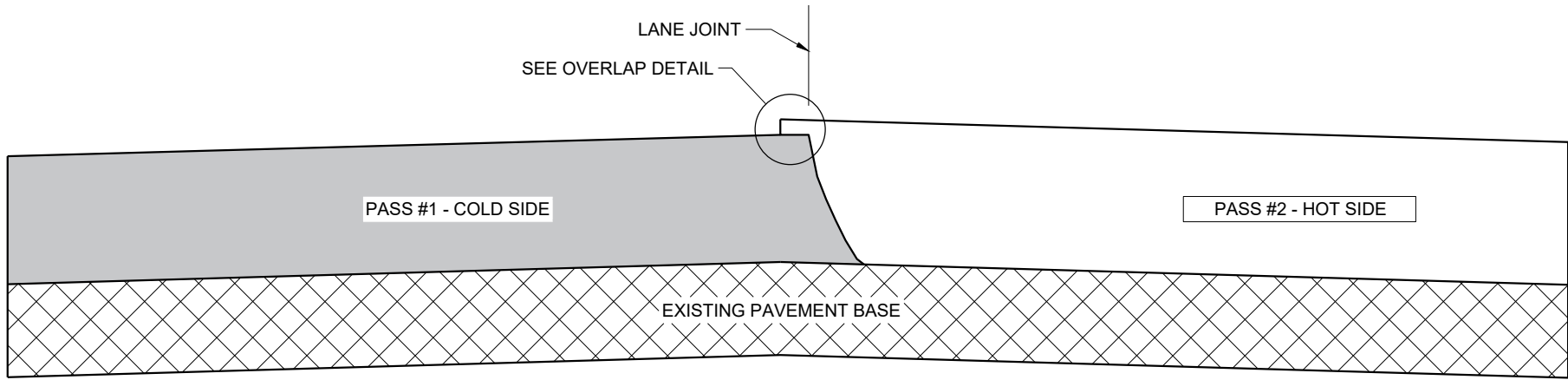
**SINGLE**
(OFFSET - SERRATED MOUNTING)**DOUBLE**
(SERRATED MOUNTING)
SLIPFITTERS**TRAFFIC SIGNAL STANDARD
PEDESTRIAN AND FLASHER
TYPICAL MOUNTING DETAILS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

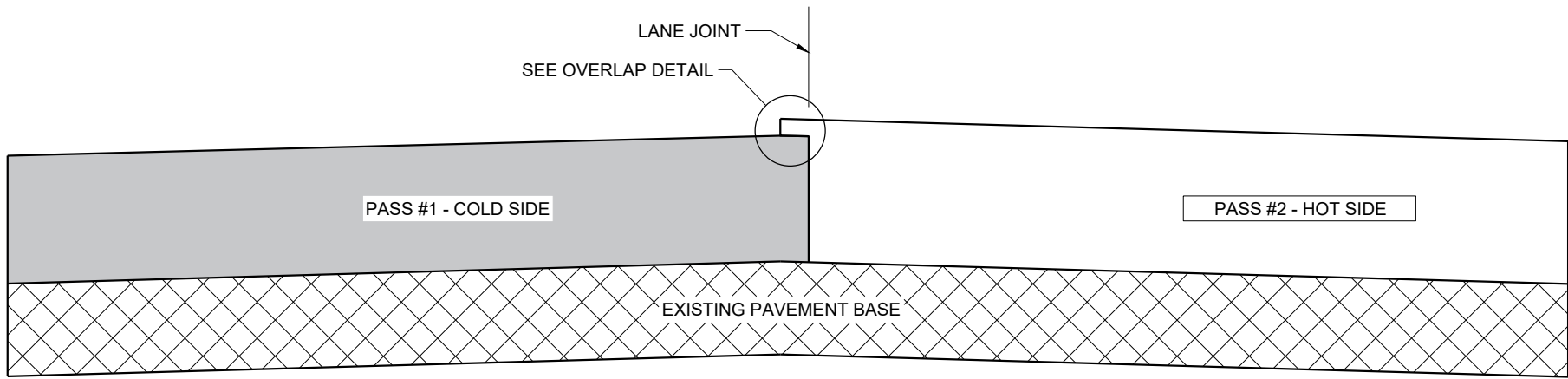
APPROVED
November 2018 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL ENGI 139
FHWA



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

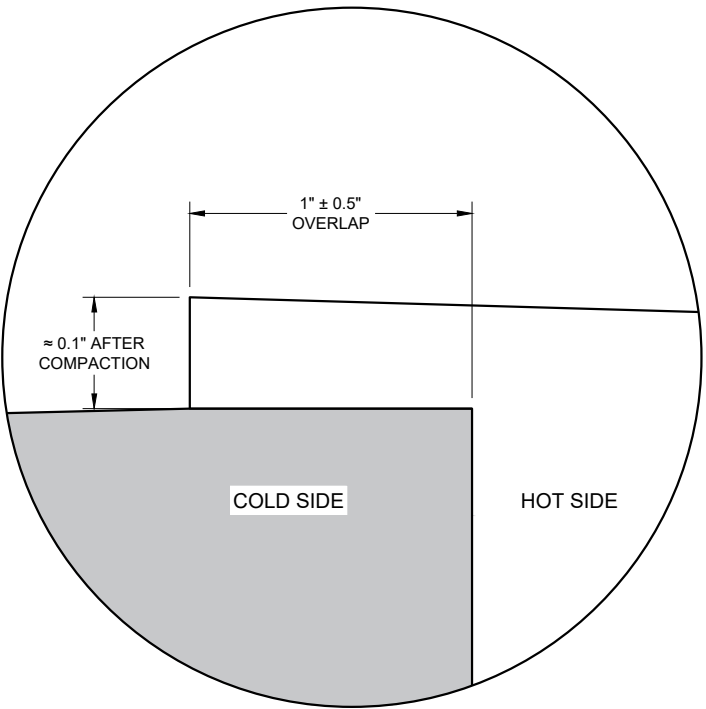
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGIN 140

FHWA

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.

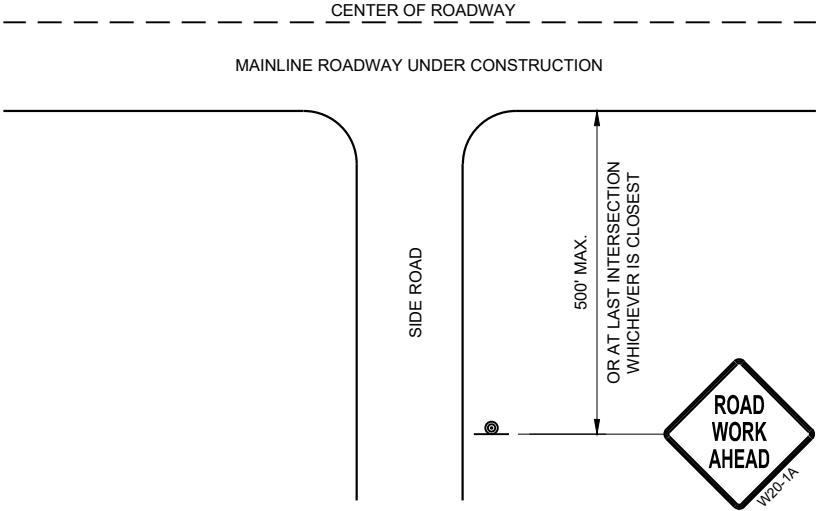
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

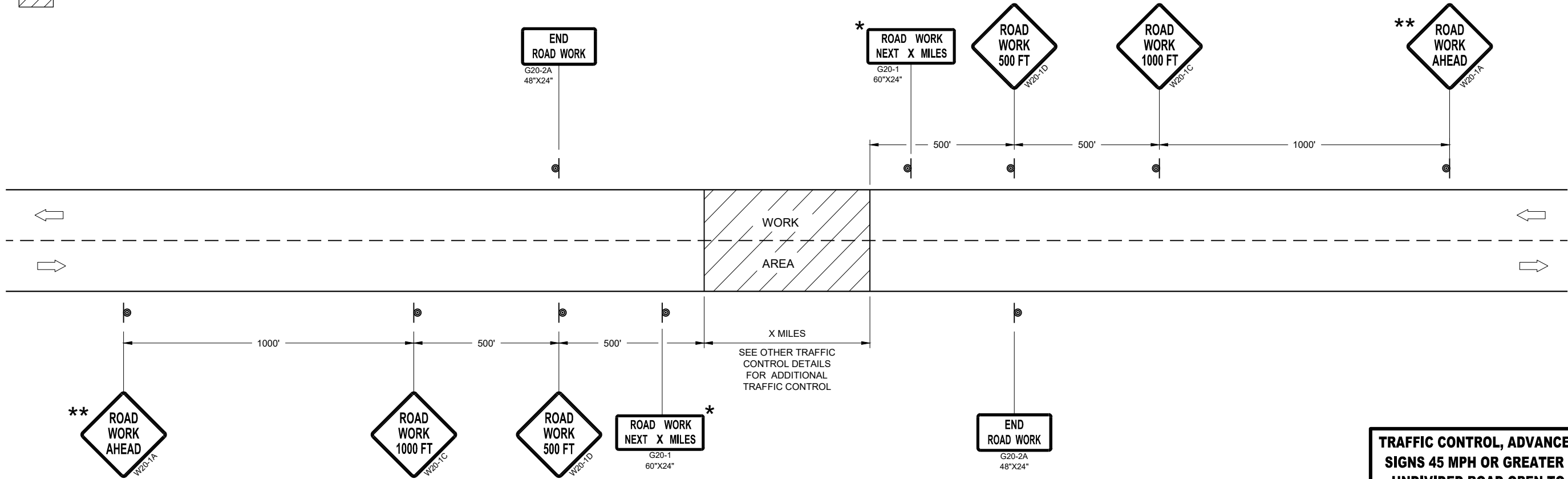
- * OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS
- ** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.

LEGEND

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



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL



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 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 141

FHWA

GENERAL NOTES

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

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

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

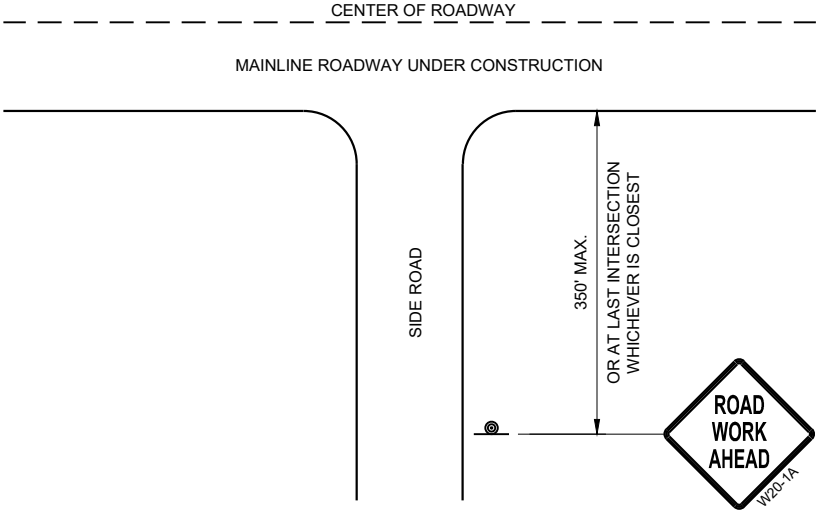
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

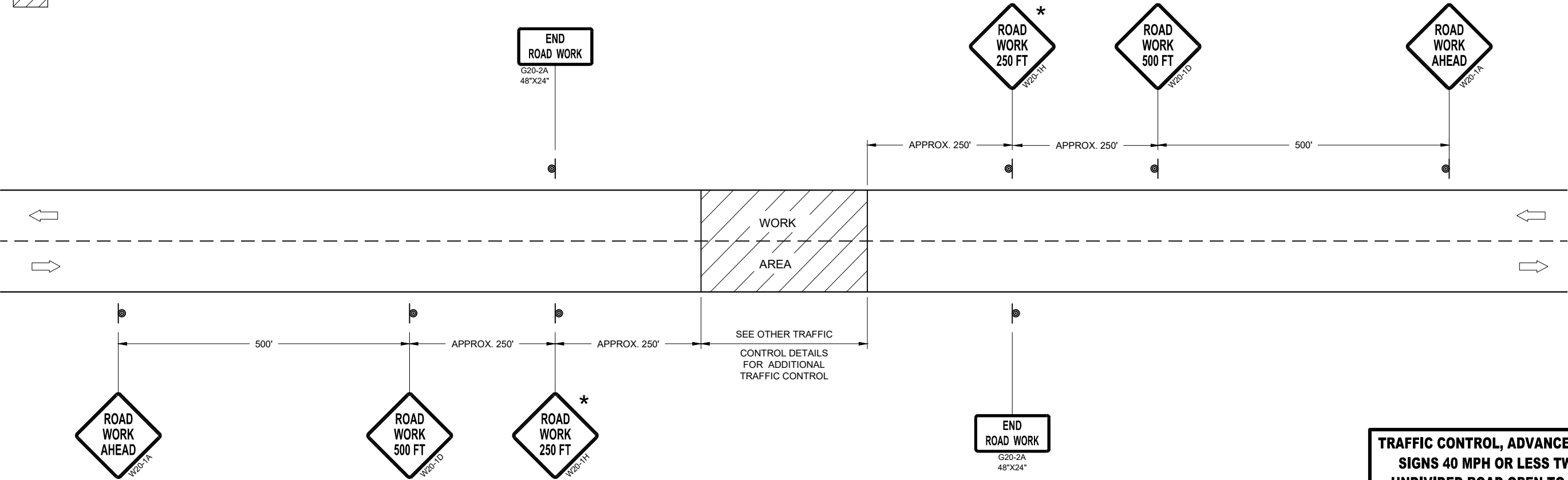
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

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



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL



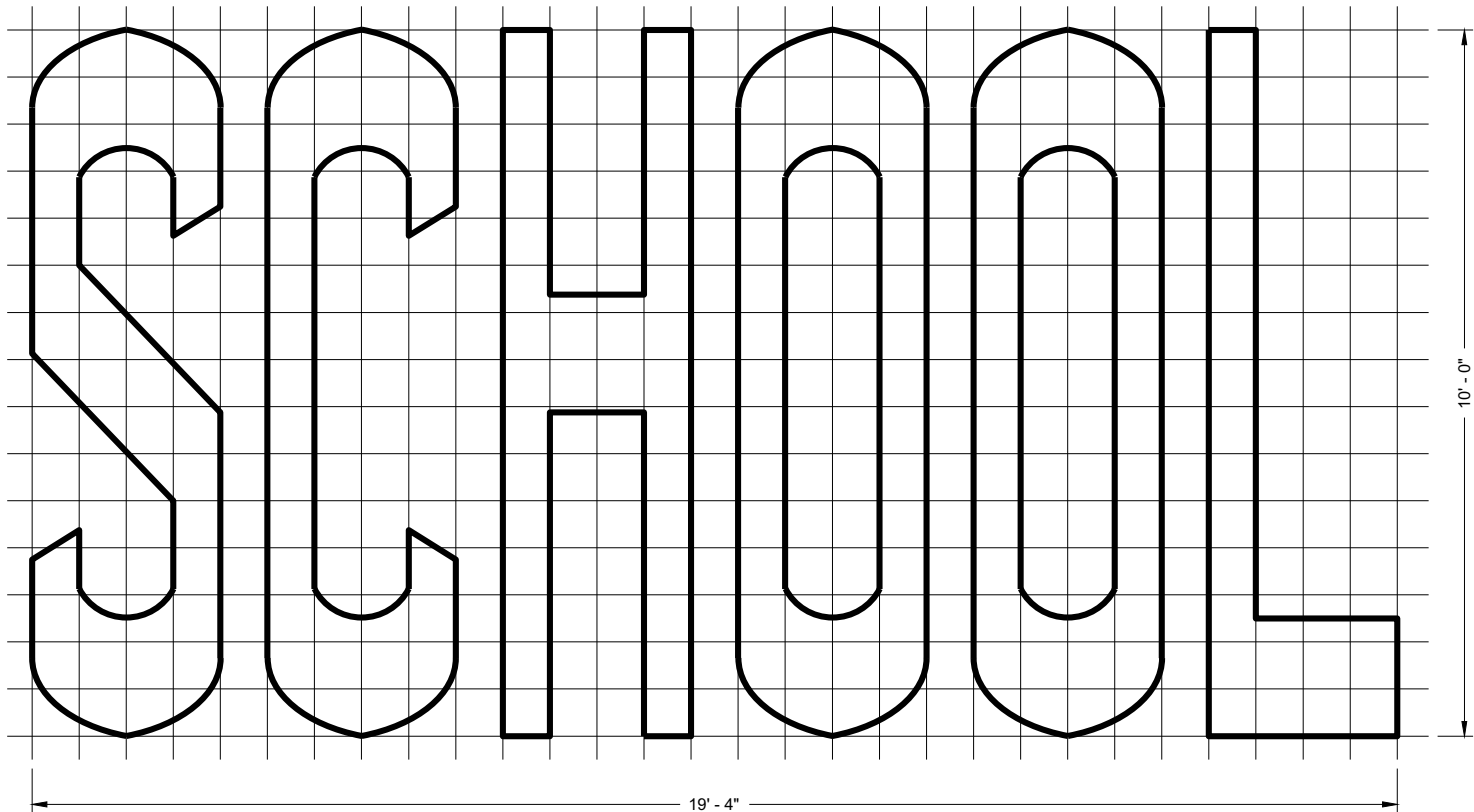
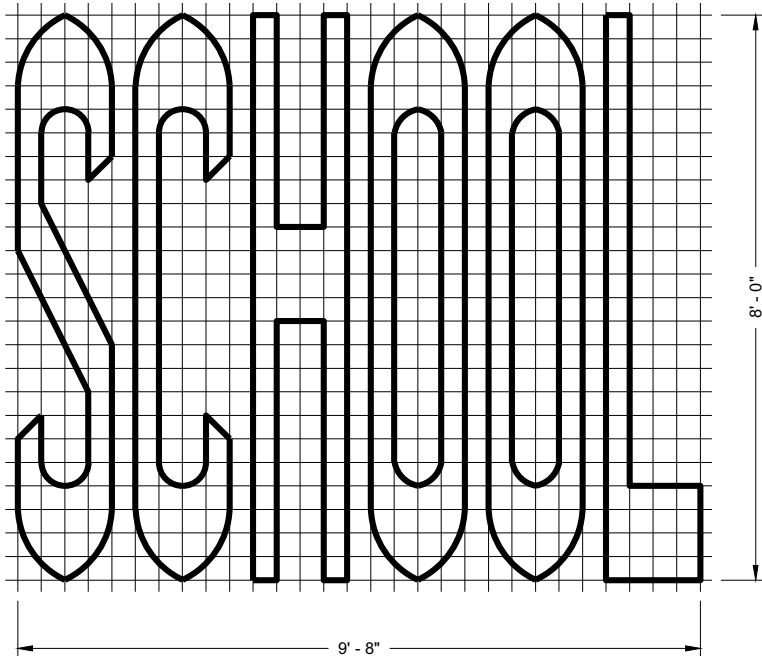
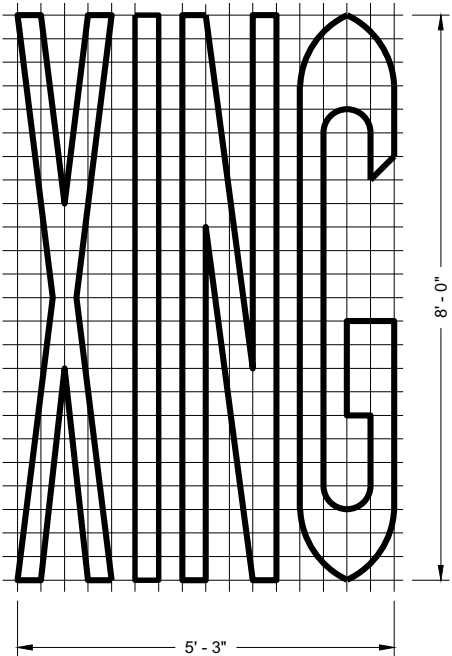
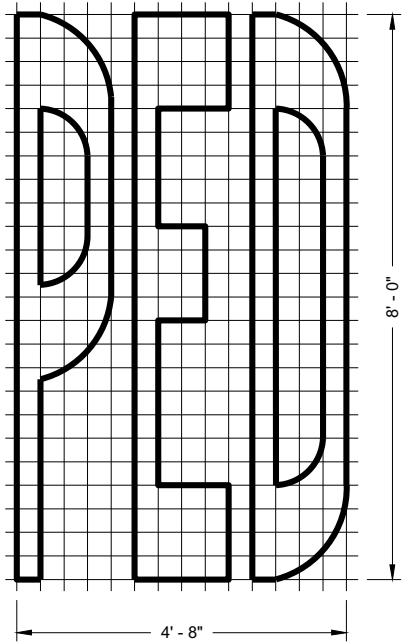
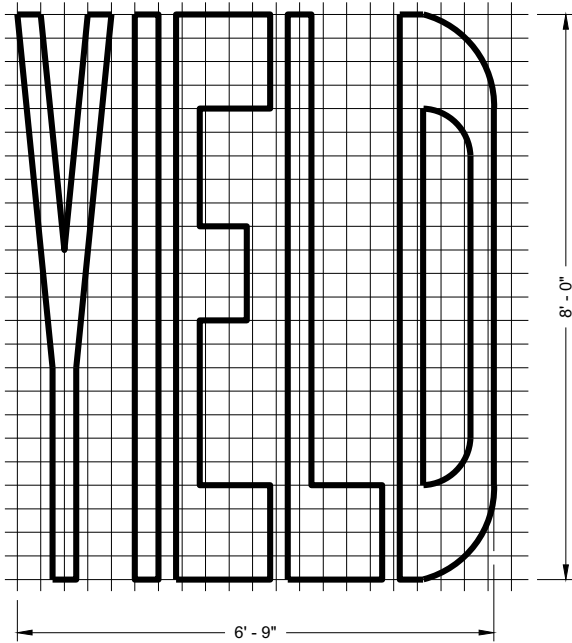
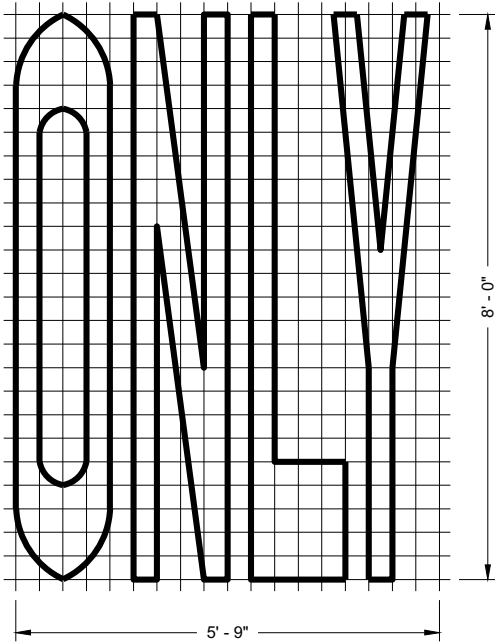
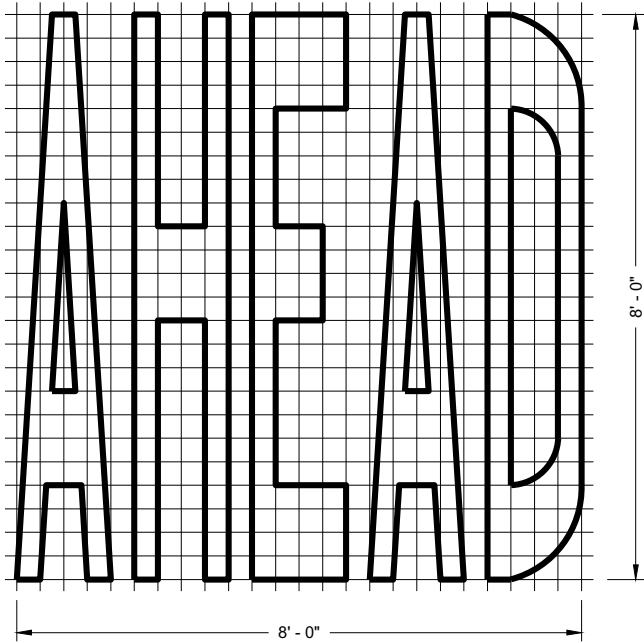
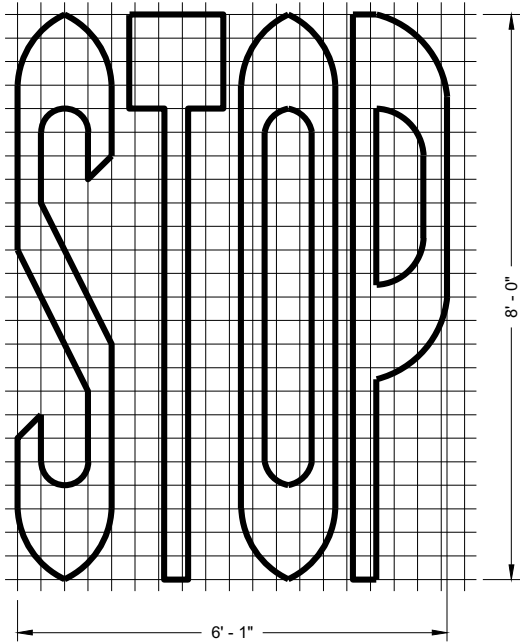
TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 142

FHWA



SINGLE LANE

TWO - LANE

GENERAL NOTES

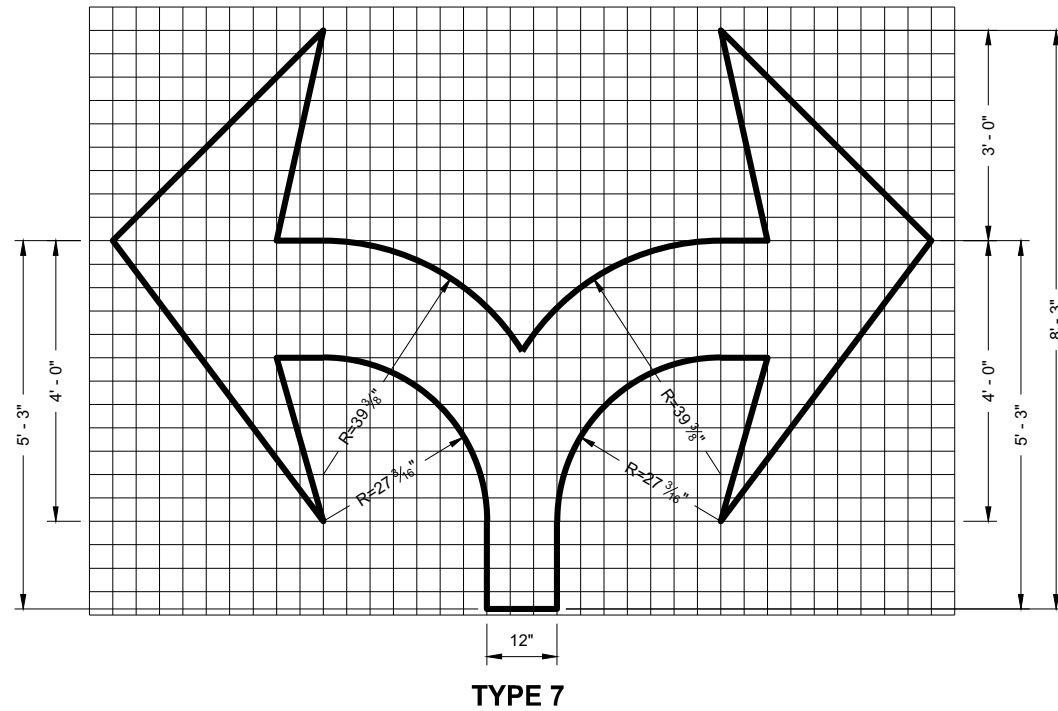
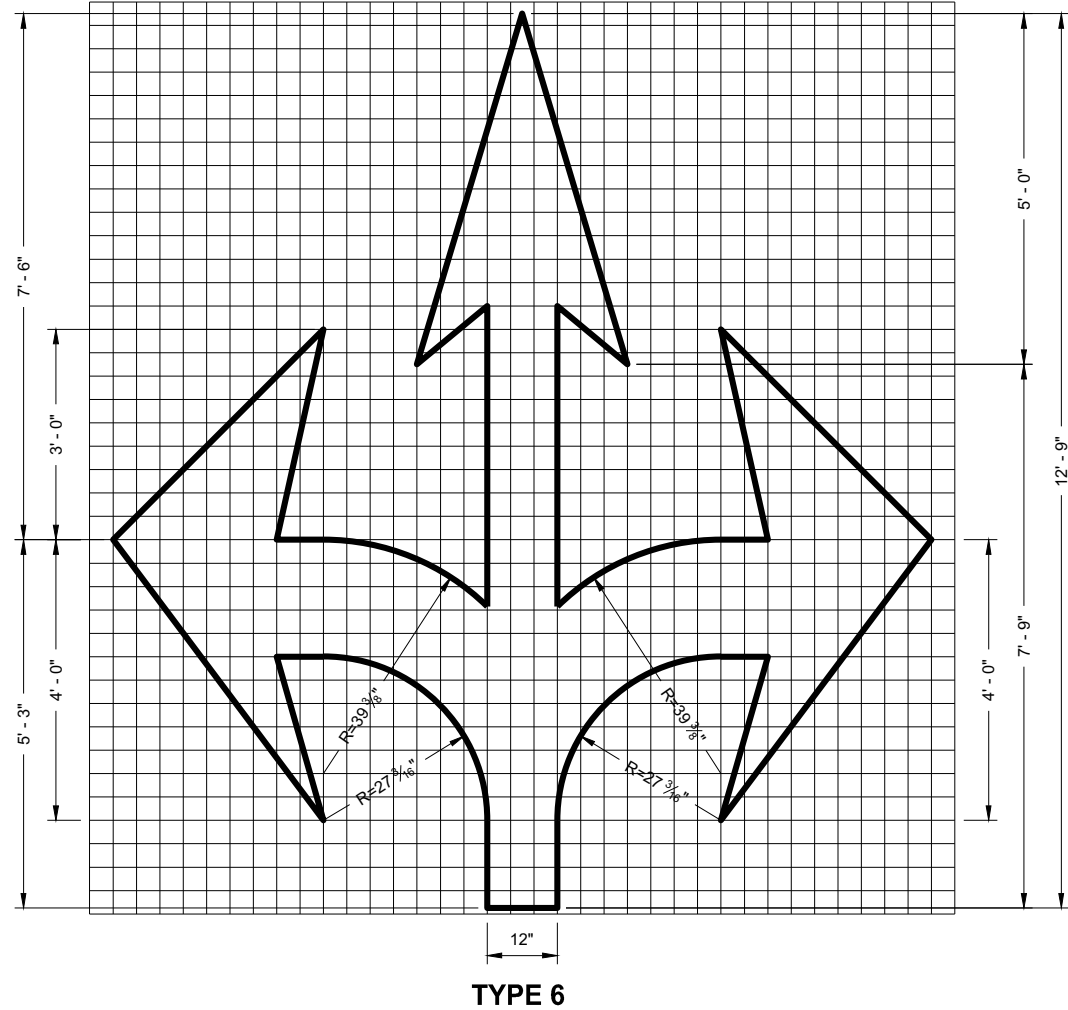
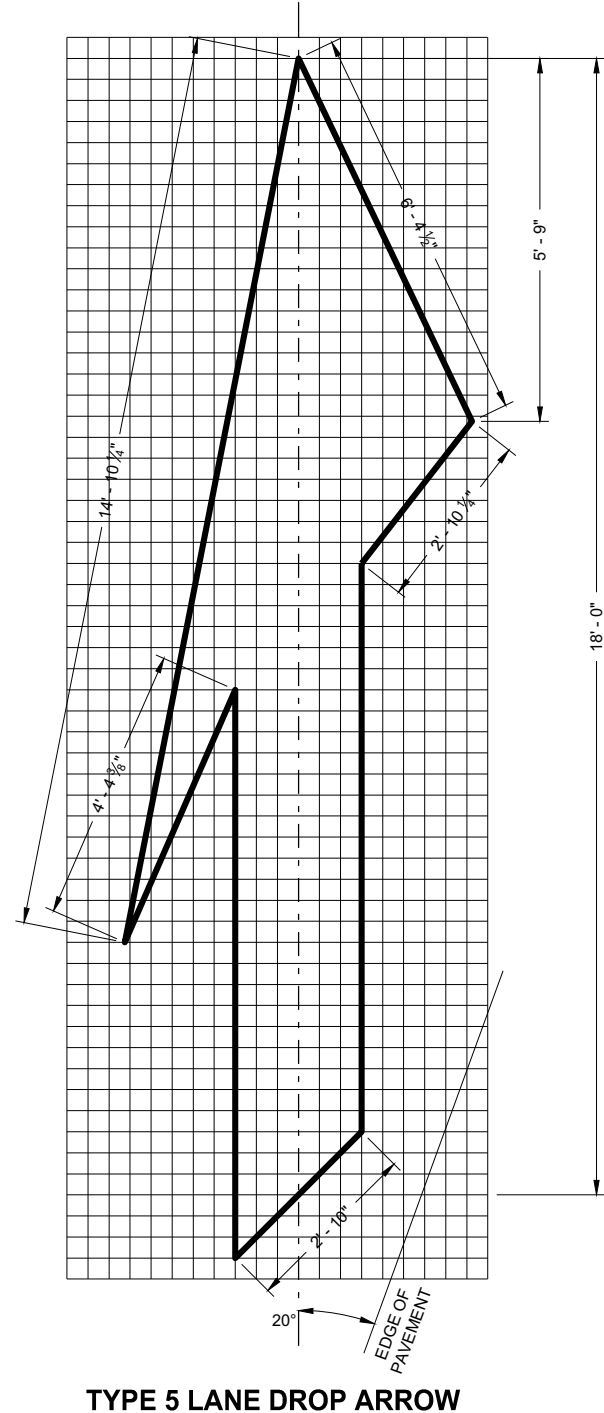
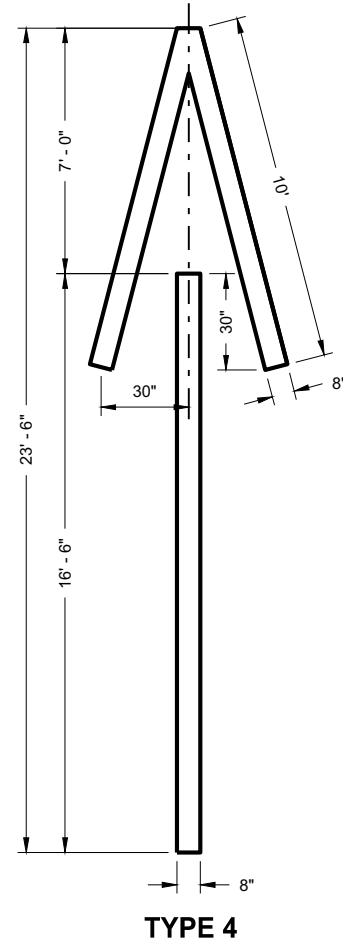
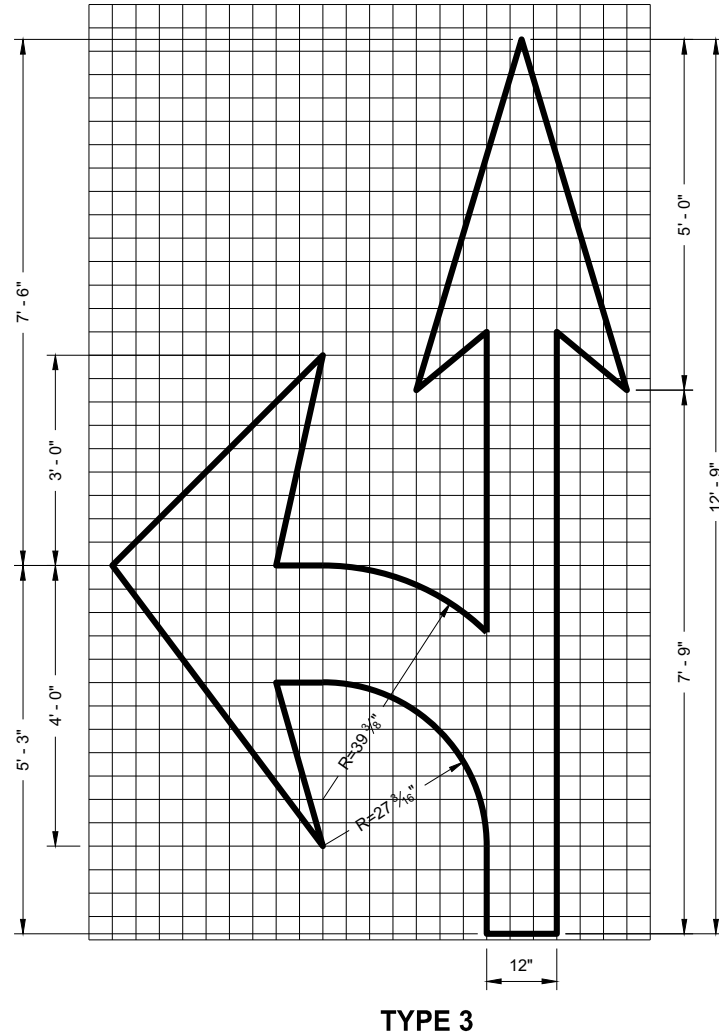
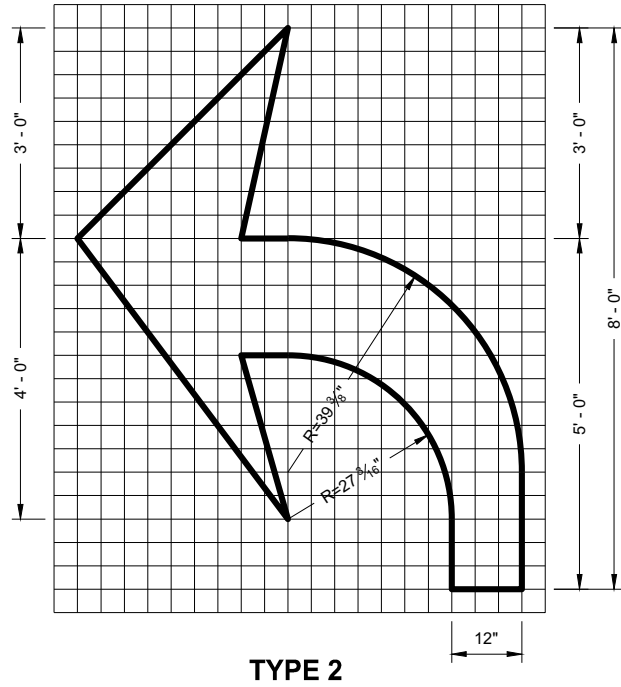
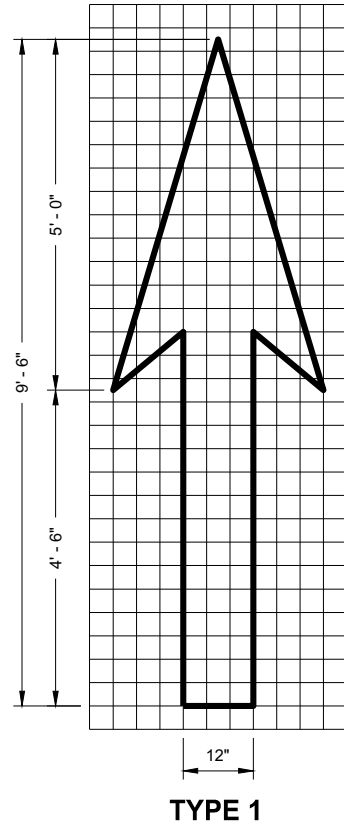
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 /S/ Matthew Rauch
DATE STATE SIGNING AND MAP ENGINEER 143

FHWA



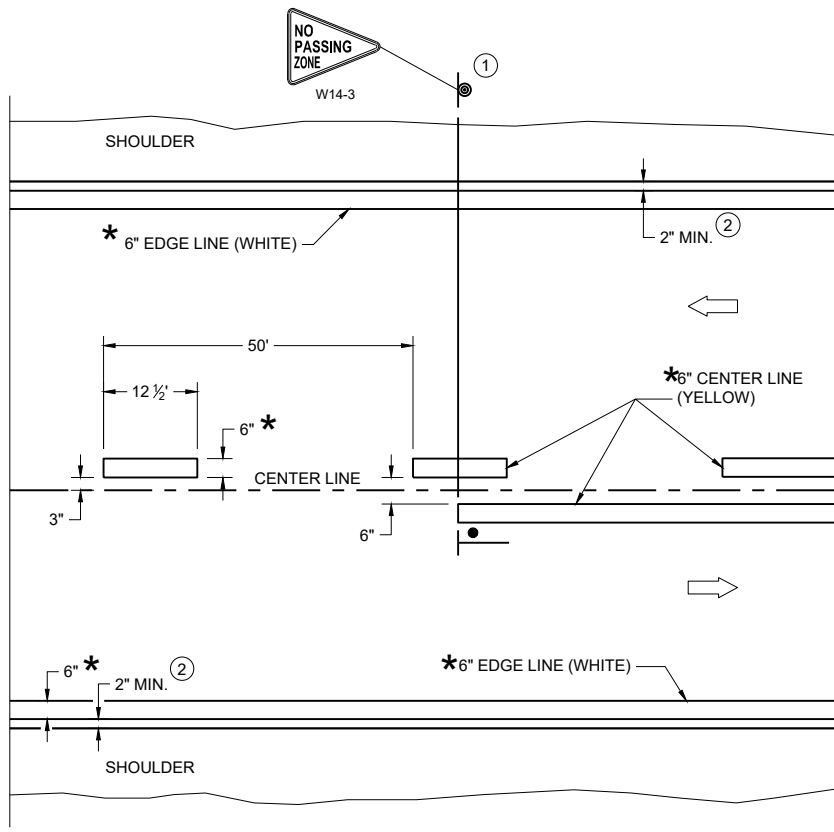
GENERAL NOTES

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

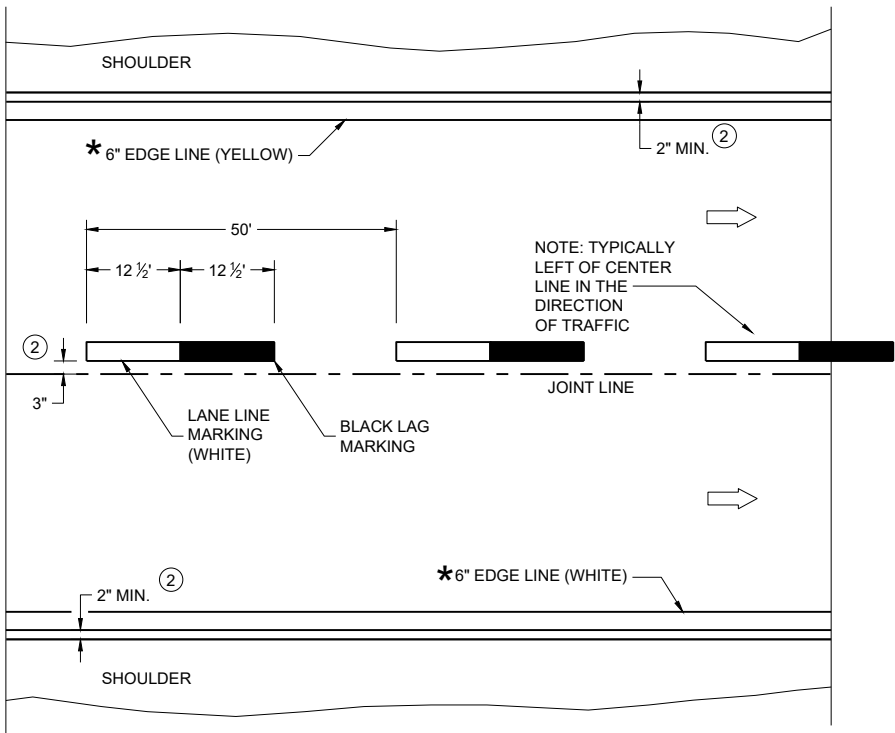
PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE
/S/ Matthew Rauch
STATE SIGNING AND MAF
ENGINEER 144
FHWA



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

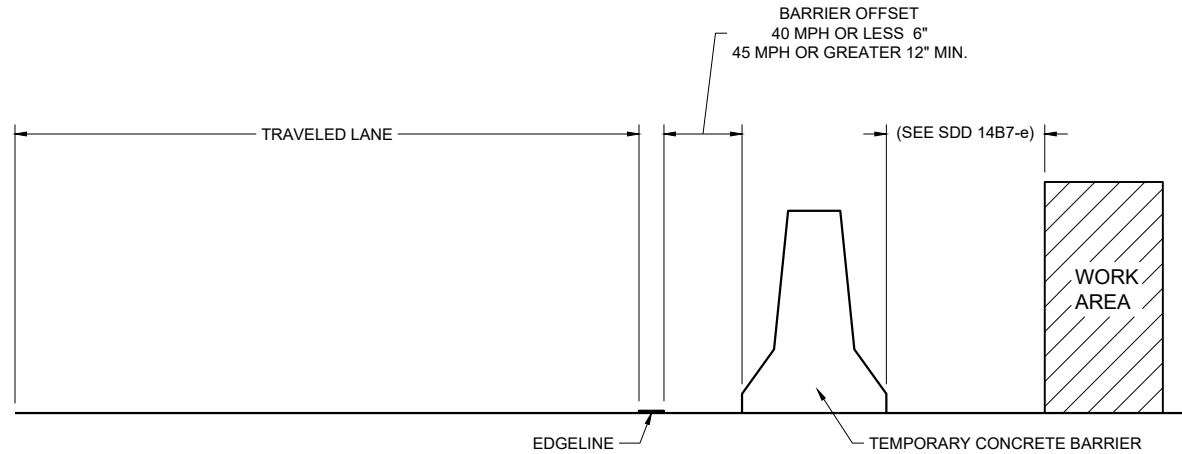
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

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

LEGEND

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

PERMANENT LONGITUDINAL PAVEMENT MARKINGS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer



TEMPORARY BARRIER OFFSET FROM EDGE LINE

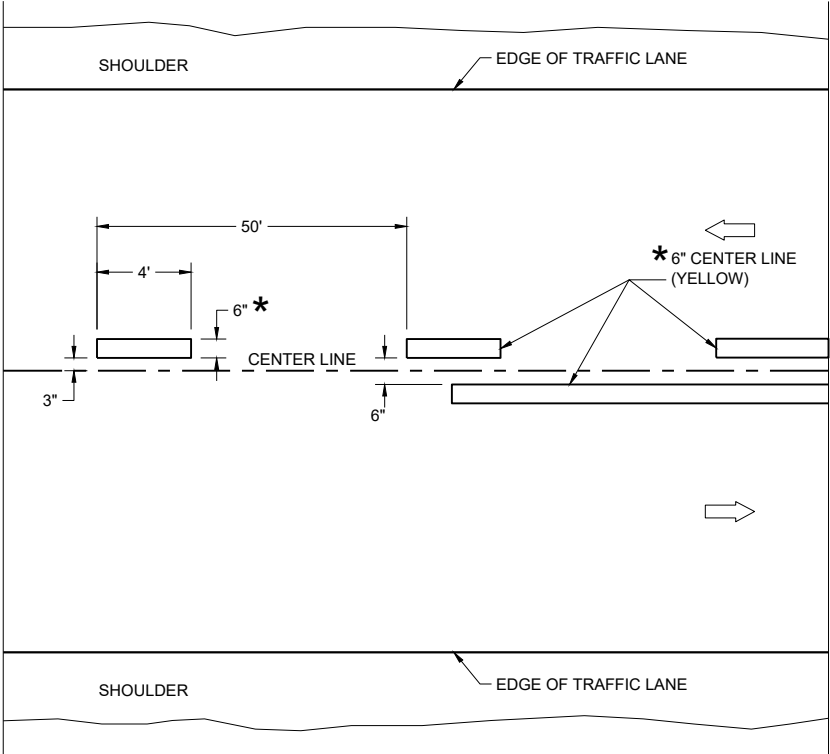
GENERAL NOTES

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

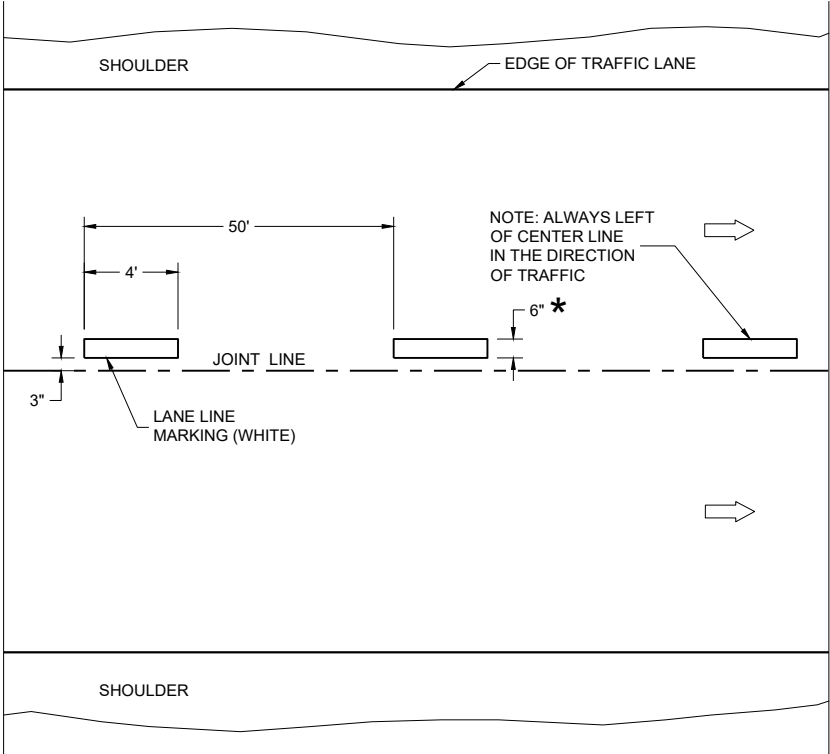
LEGEND

DIRECTION OF TRAFFIC

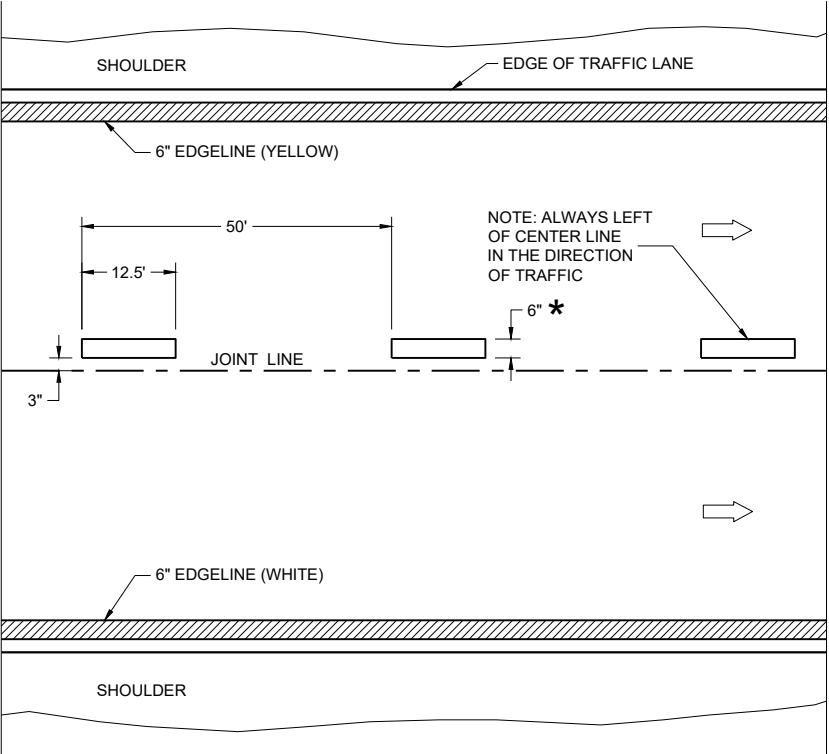
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



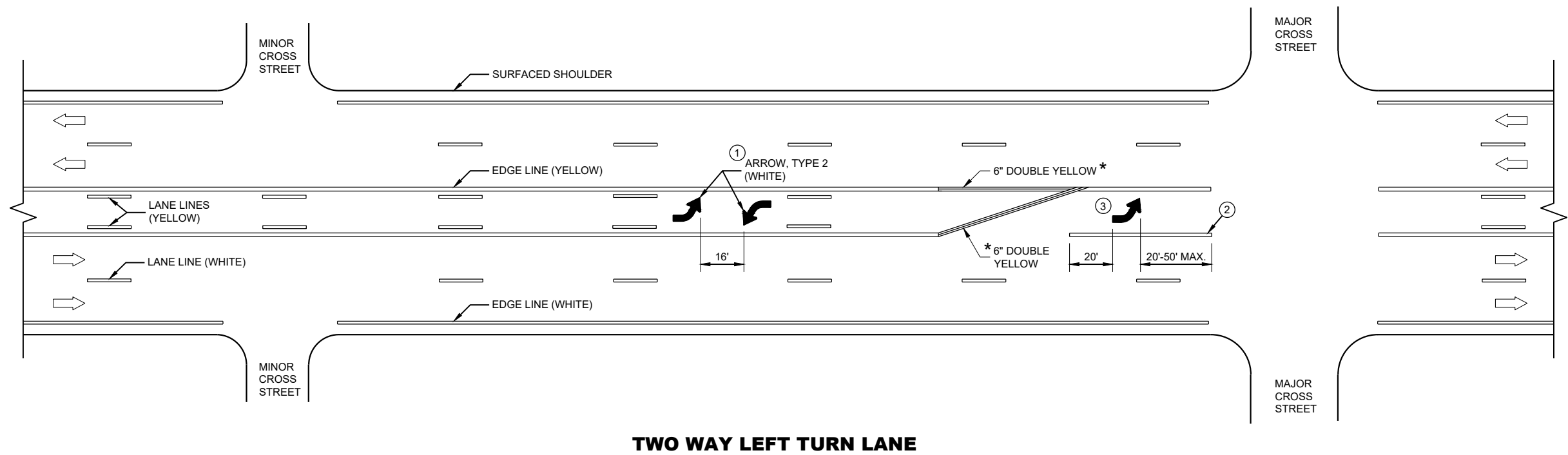
ONE WAY TRAFFIC



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

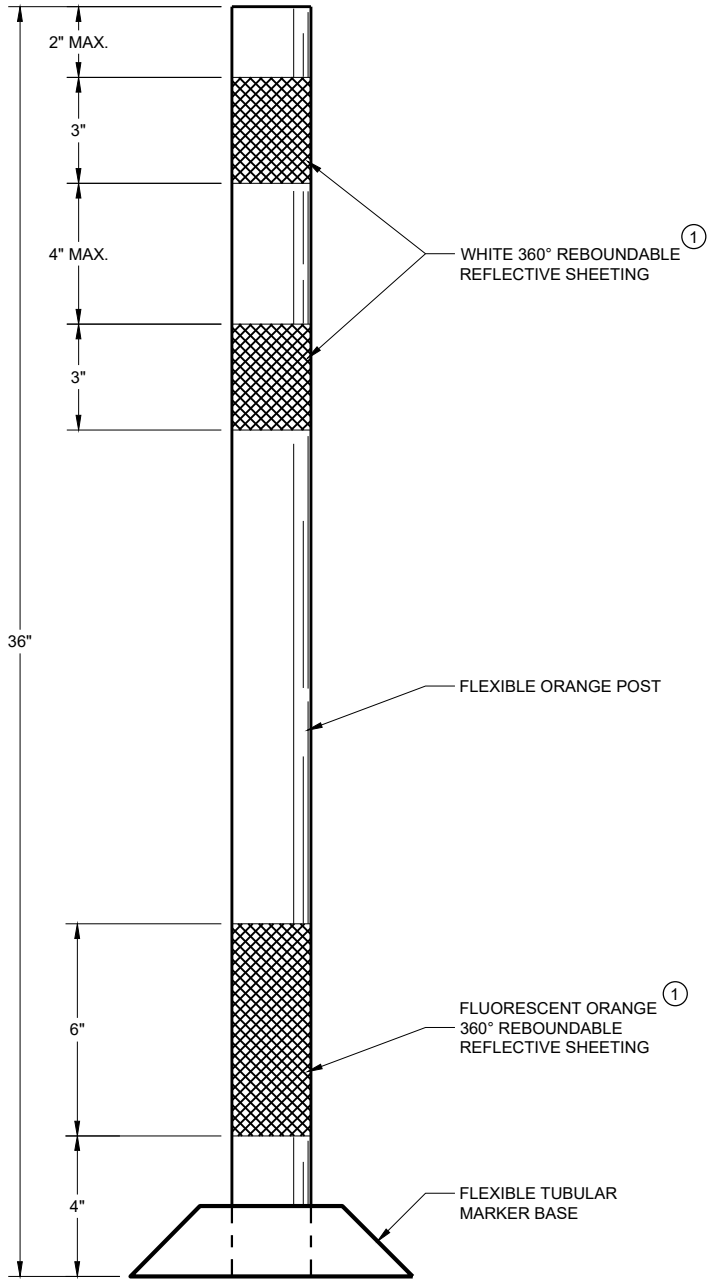


GENERAL NOTES

- 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



FLEXIBLE TUBULAR
MARKER POST
WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

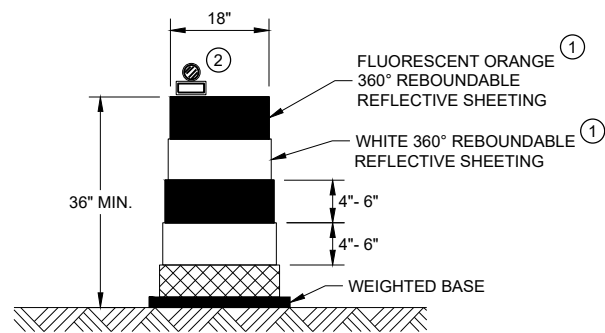
① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

CHANNELIZING DEVICES
FLEXIBLE TUBULAR
MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

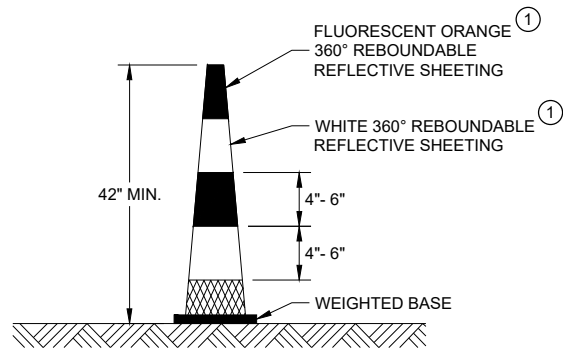
APPROVED
November 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 148

FHWA



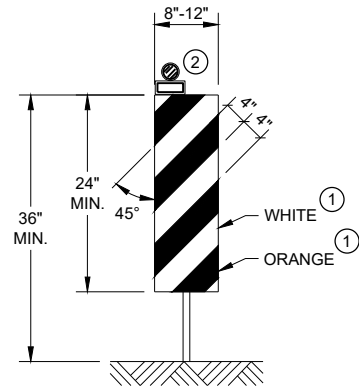
DRUM

BALLAST WIDTHS
RANGE FROM 24"-36"



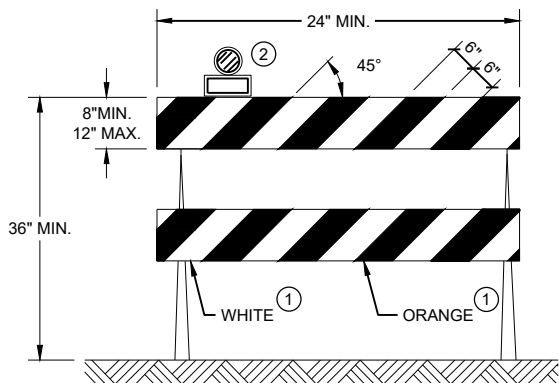
42" CONE

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



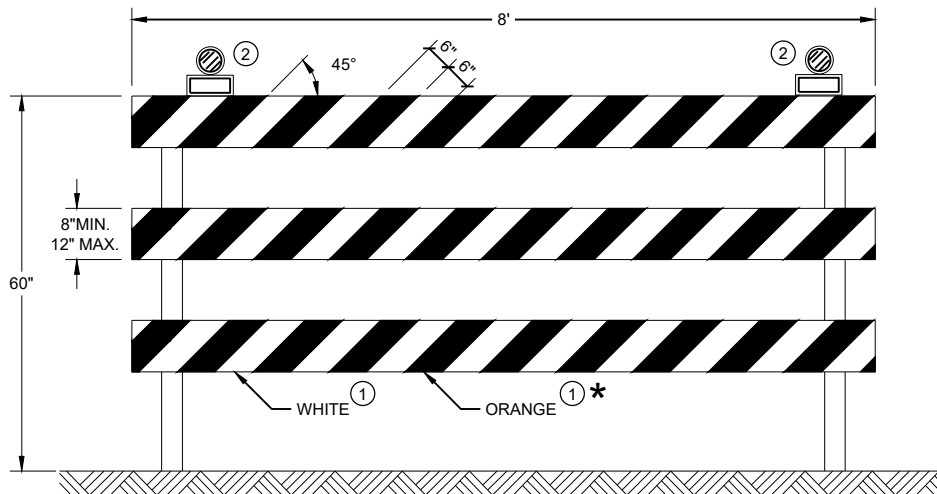
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

GENERAL NOTES

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 149
FHWA

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

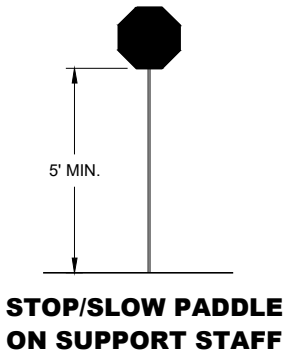
FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

- 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.

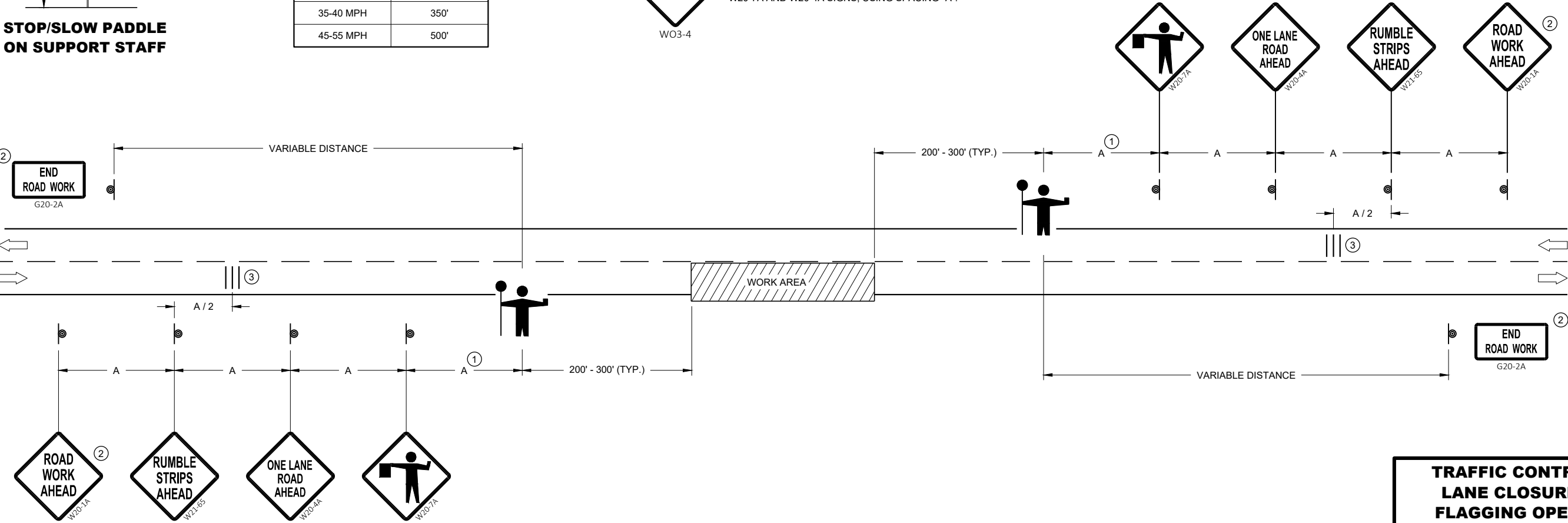


SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

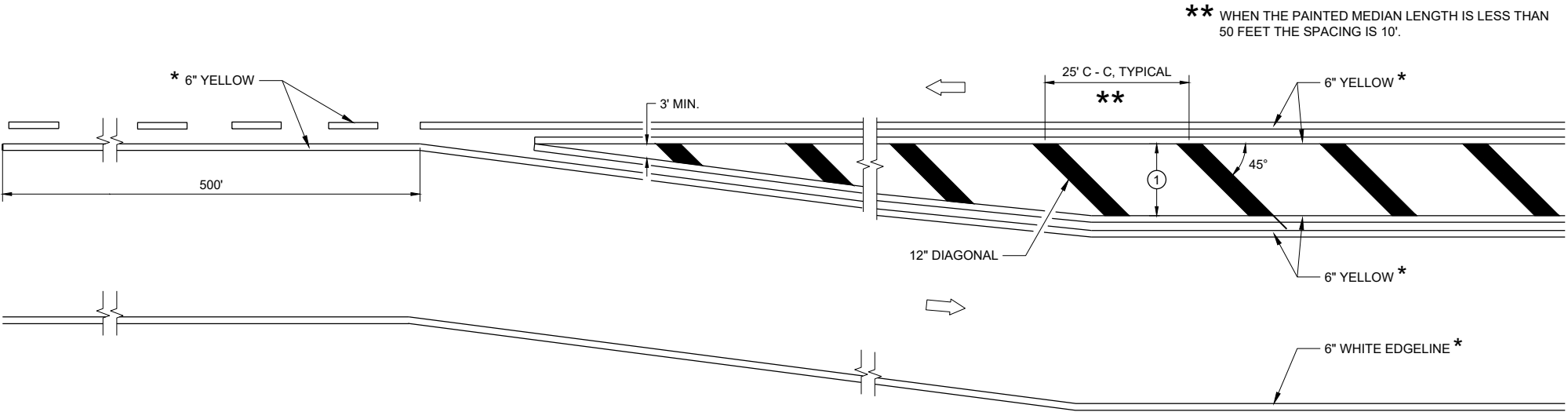
SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



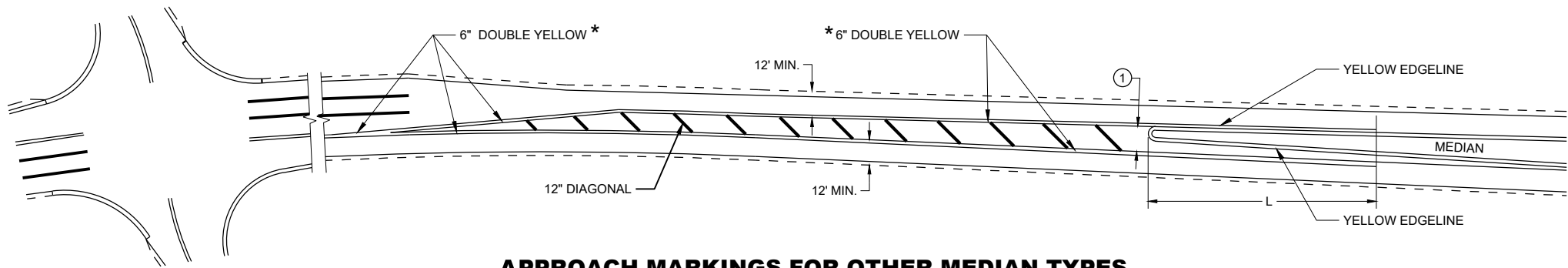
USE OF W03-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



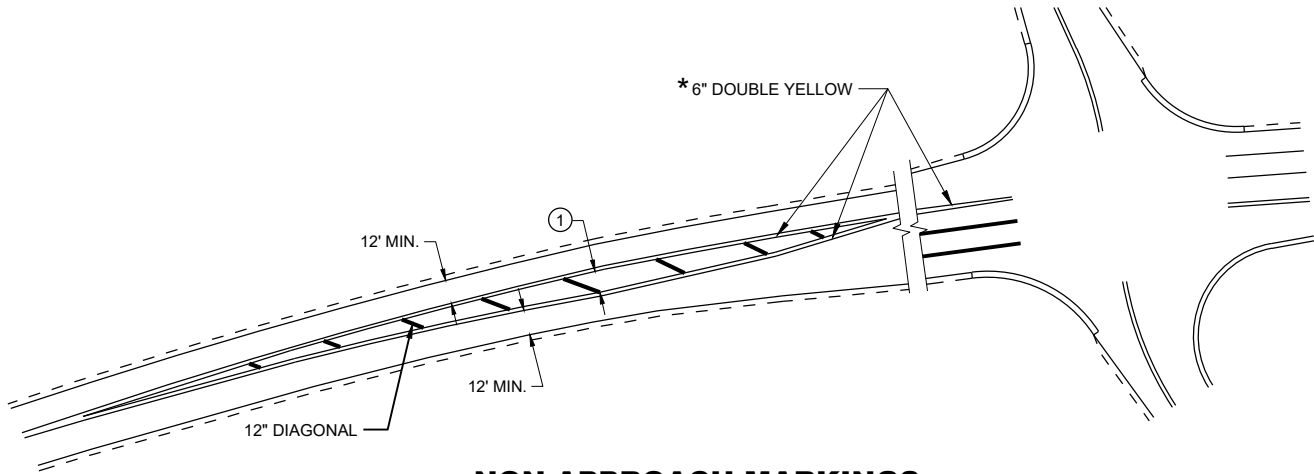
TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2022 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER 150
FHWA	



MEDIAN ISLAND DETAIL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

GENERAL NOTES

- ① DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

➡ DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

SPEED LIMIT	L
<35 MPH	5'
35> MPH	50'

**MEDIAN ISLAND
PAVEMENT MARKINGS**

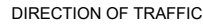
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Jeannie Silver
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

FHWA

V1	LEAD VEHICLE
V2	MARKING VEHICLE
V3	SHADOW VEHICLE



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.

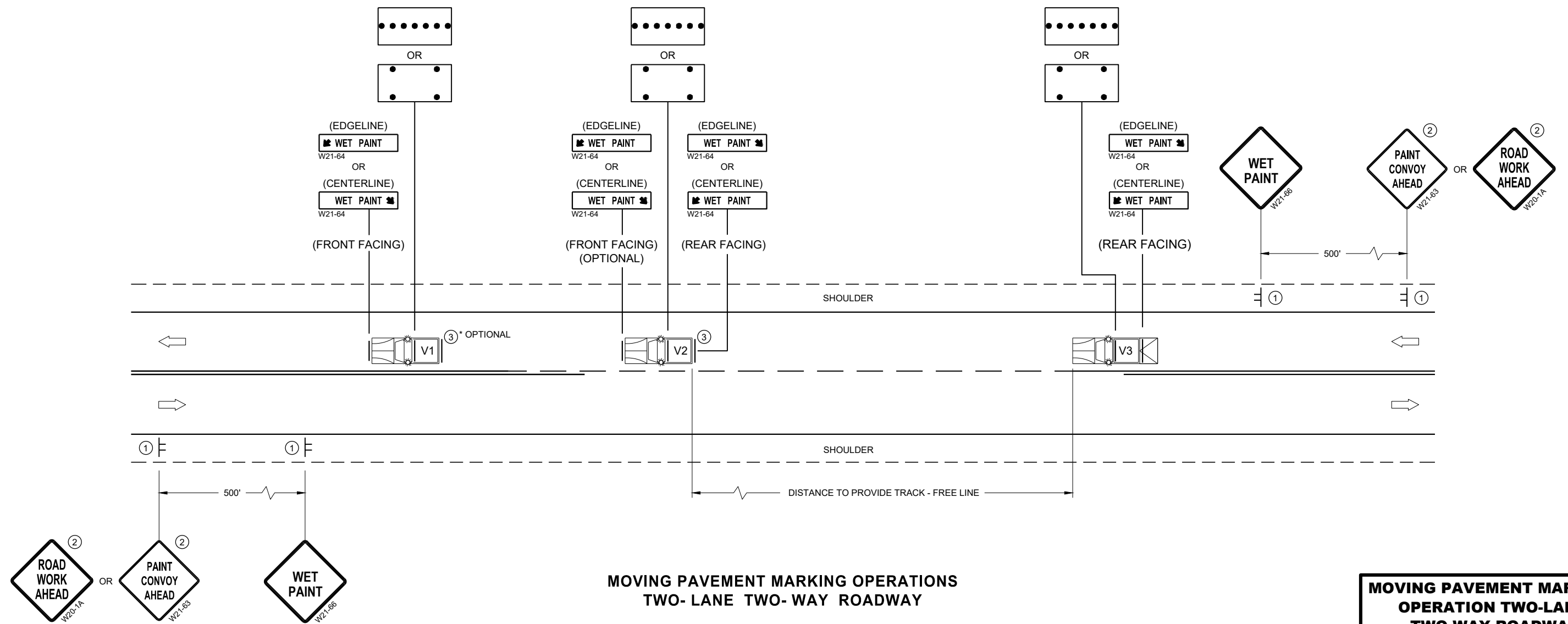
THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

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

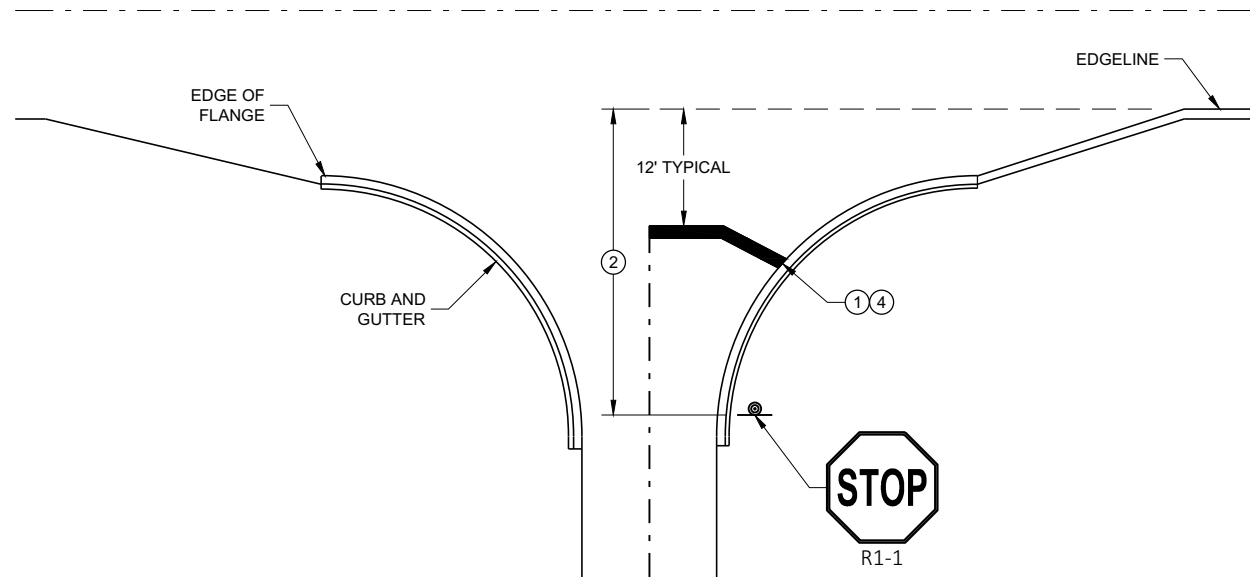
MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

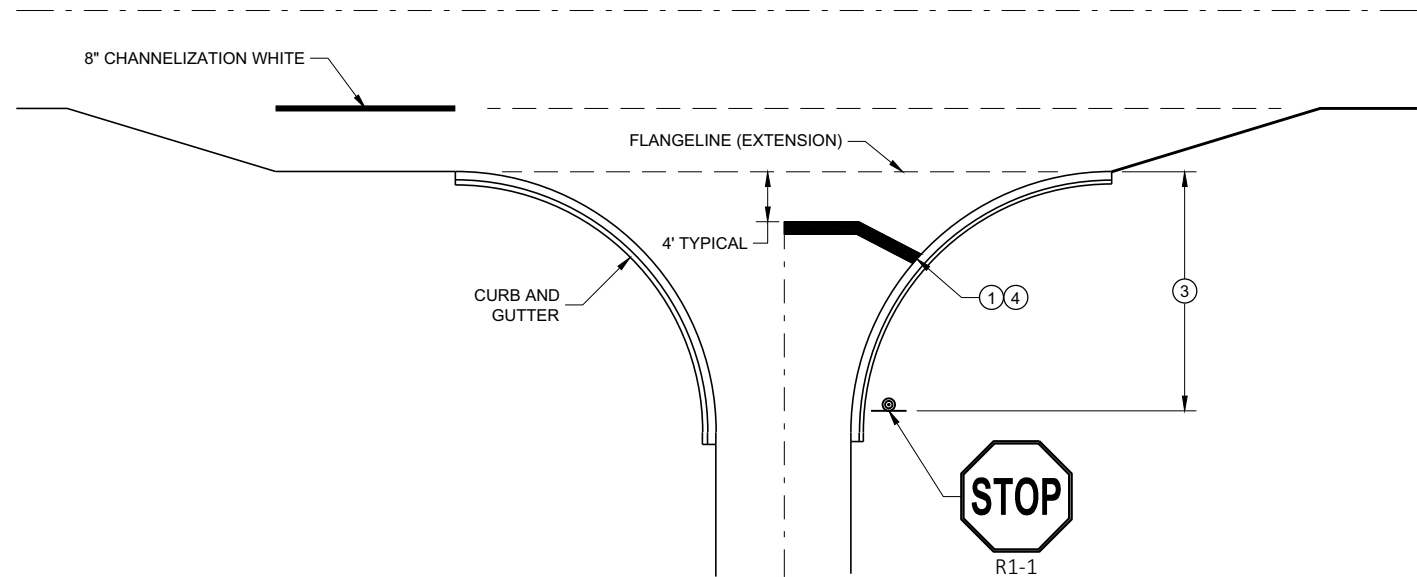
APPROVED
February 2023
DATE

/S/ Andrew I
WORK ZONE EN 152

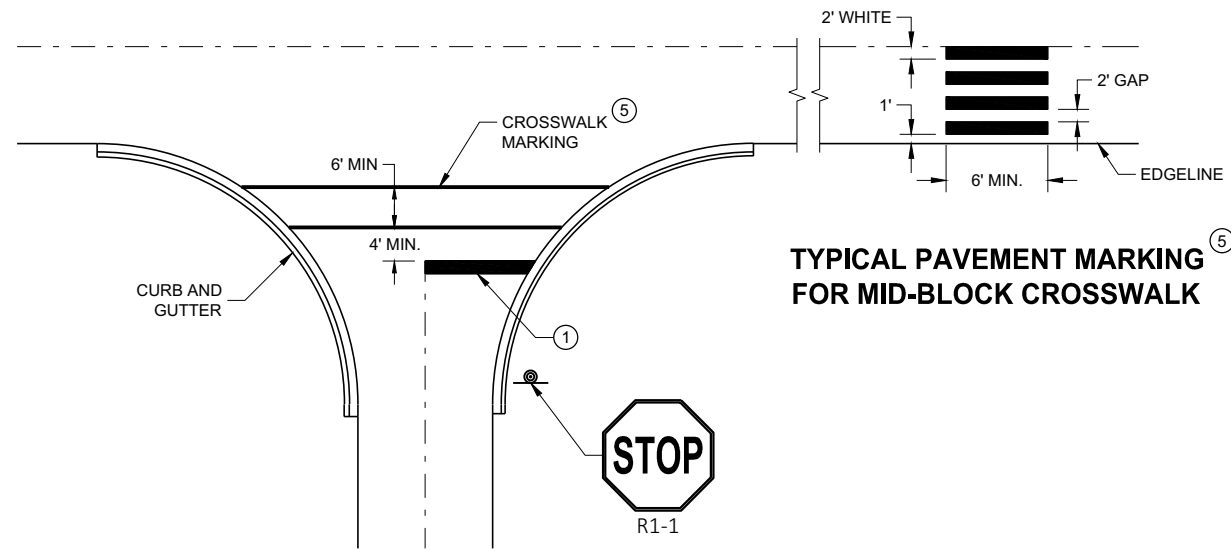
FHWA



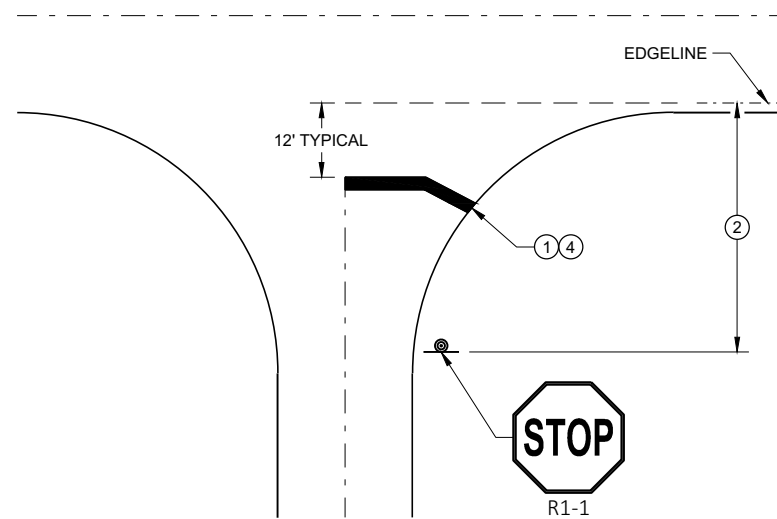
TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING
FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR
SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING
WITHOUT CURB AND GUTTER

GENERAL NOTES

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

- ① 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- ② NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGE LINE.
- ③ NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE 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.

STOP LINE AND CROSSWALK
PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 /S/ Matthew Rauch
DATE STATE SIGNING AND MAP ENGINEER 153
FHWA

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- 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.

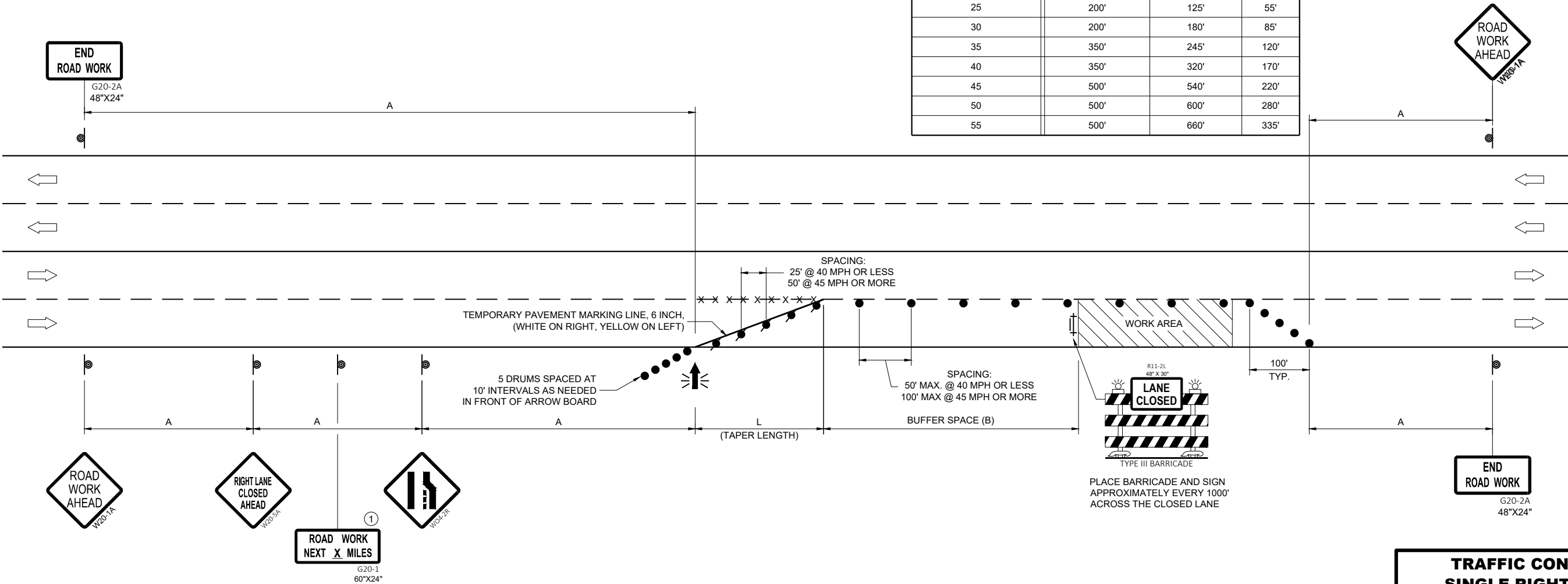
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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.

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'

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



**TRAFFIC CONTROL,
SINGLE RIGHT LANE
CLOSURE, UNDIVIDED
NON-FREEWAY/EXPRESSWAY**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- 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.

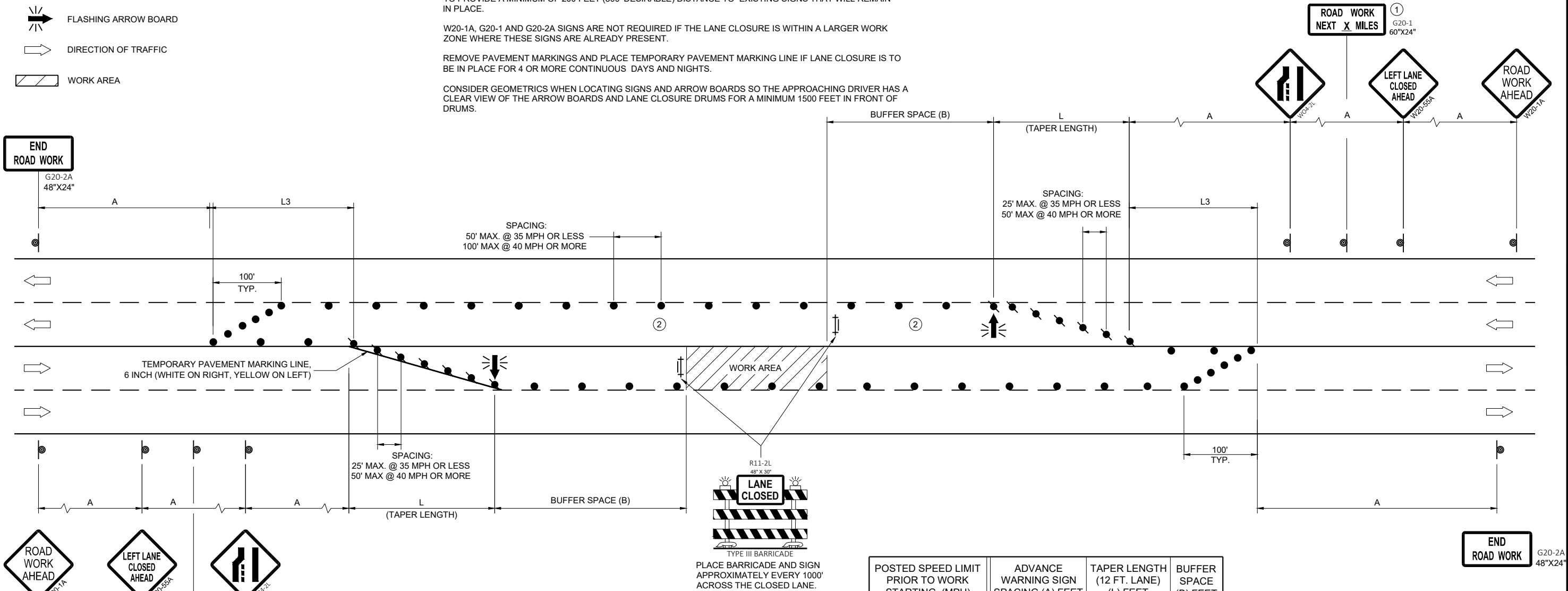
DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

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.



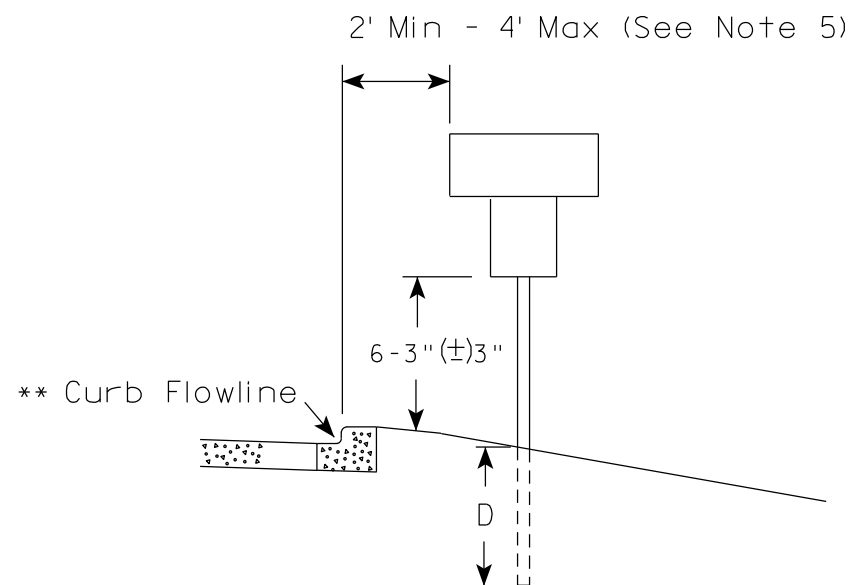
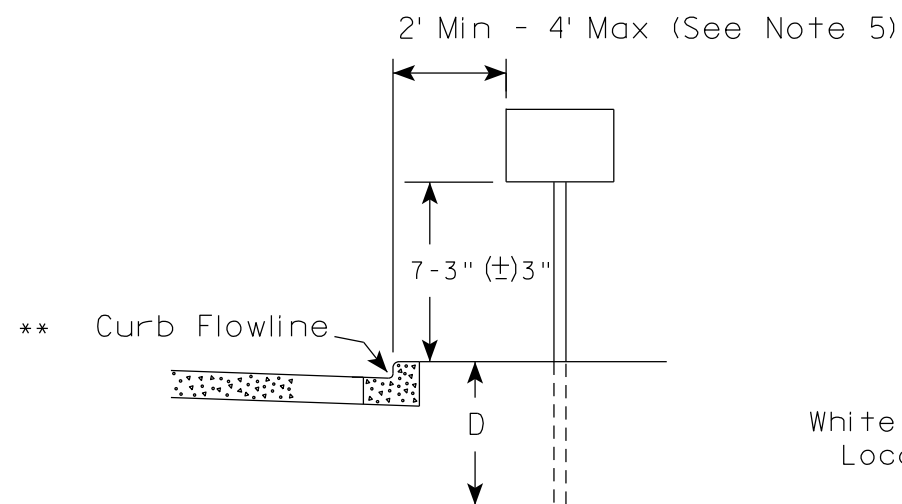
**TRAFFIC CONTROL,
SINGLE LEFT LANE
CLOSURE, UNDIVIDED
NON-FREEWAY/EXPRESSWAY**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

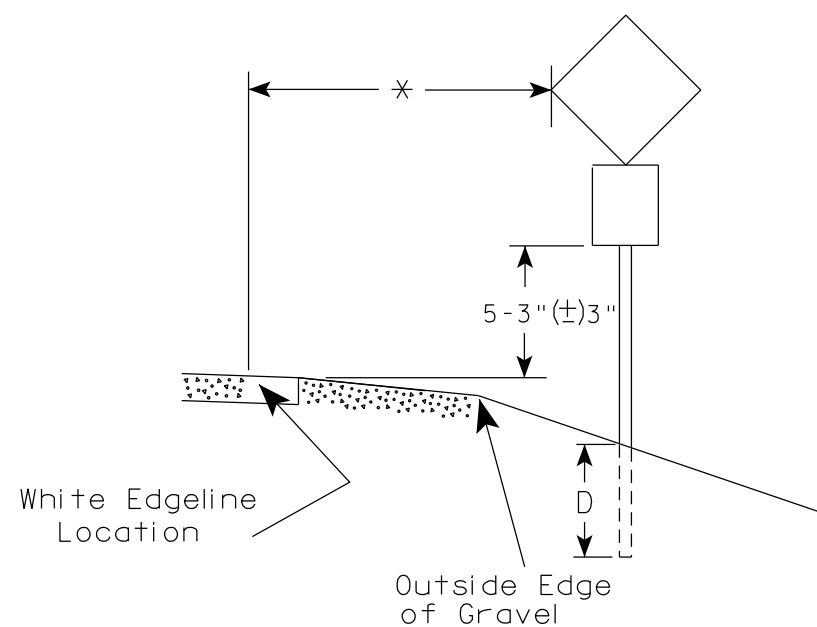
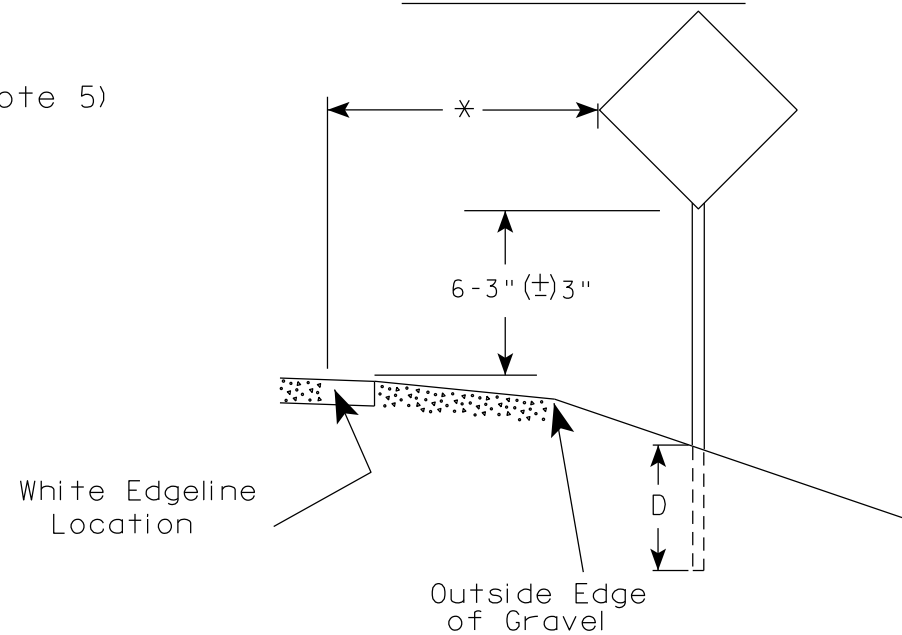
FHWA

URBAN AREA



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

RURAL AREA (See Note 2)



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

GENERAL NOTES

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

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R. Rauch
for State Traffic Engineer

DATE 12/6/23

PLATE NO. A4-3.23

PROJECT NO:

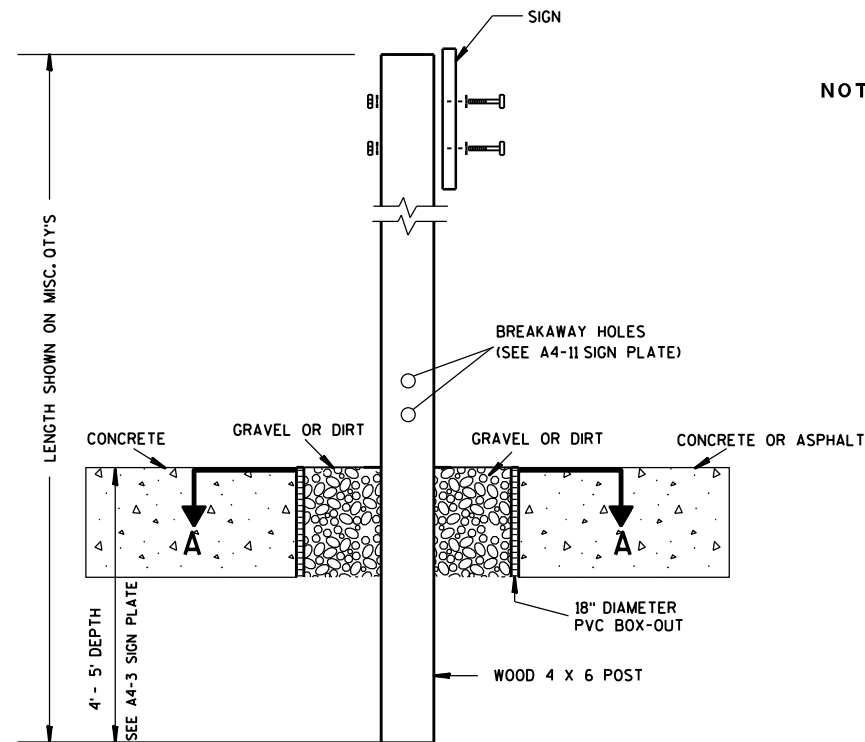
HWY:

COUNTY:

SHEET NO:

156

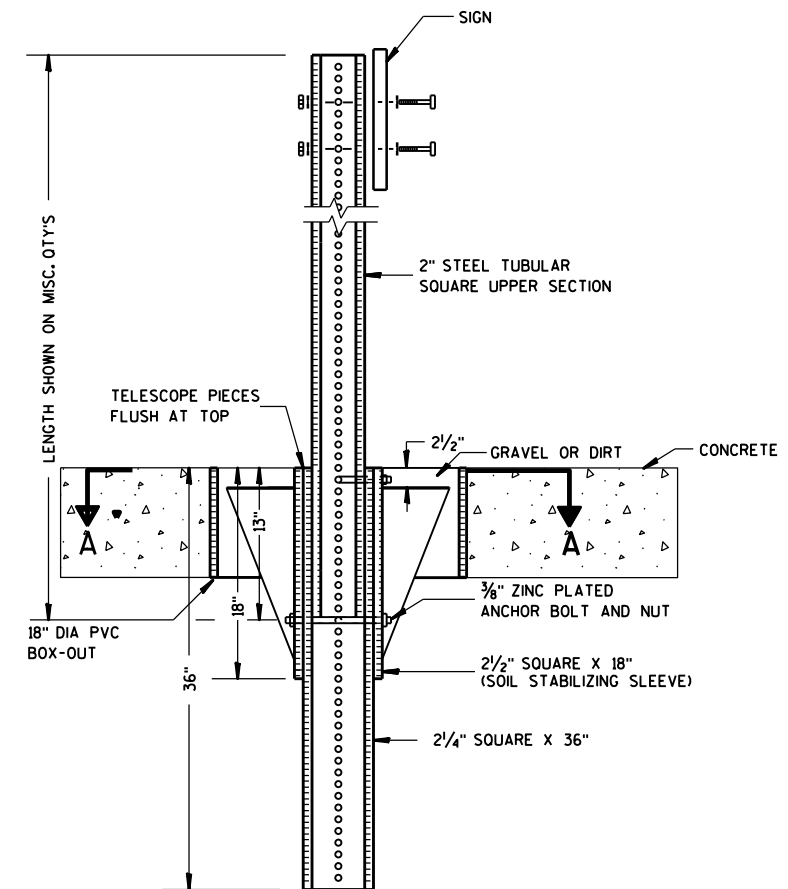
E



ELEVATION VIEW

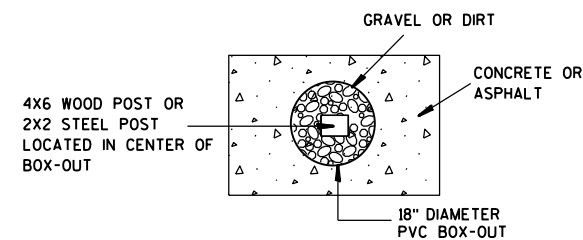
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST
BOX-OUTS
A4-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/27/14 PLAT 157 A4-3B.1

PROJECT NO:

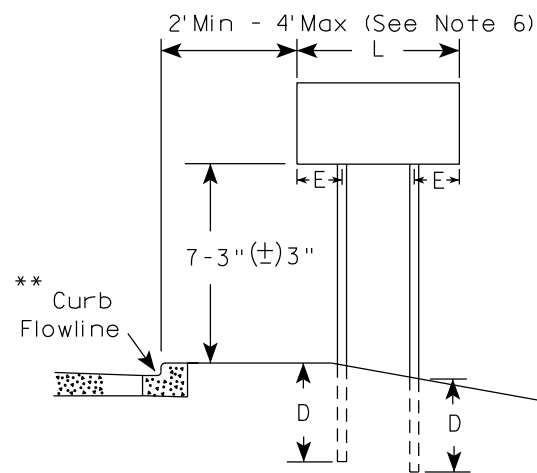
HWY:

COUNTY:

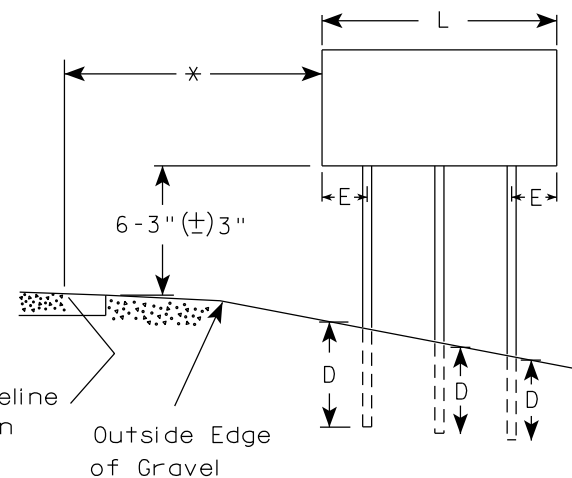
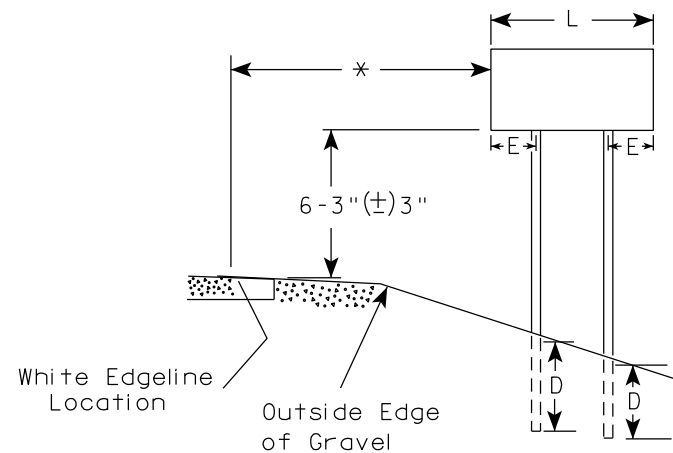
SHEET NO:

E

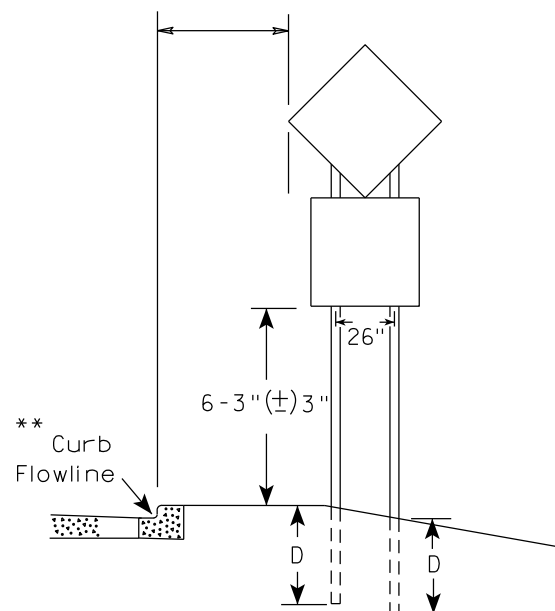
URBAN AREA



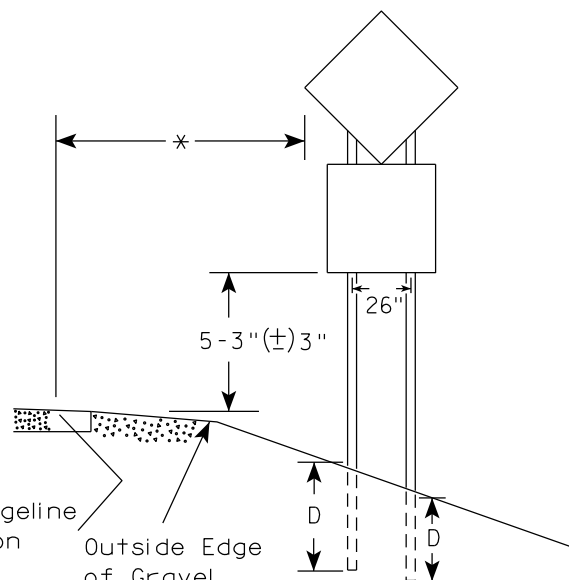
RURAL AREA (See Note 3)



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



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

POST EMBEDMENT DEPTH

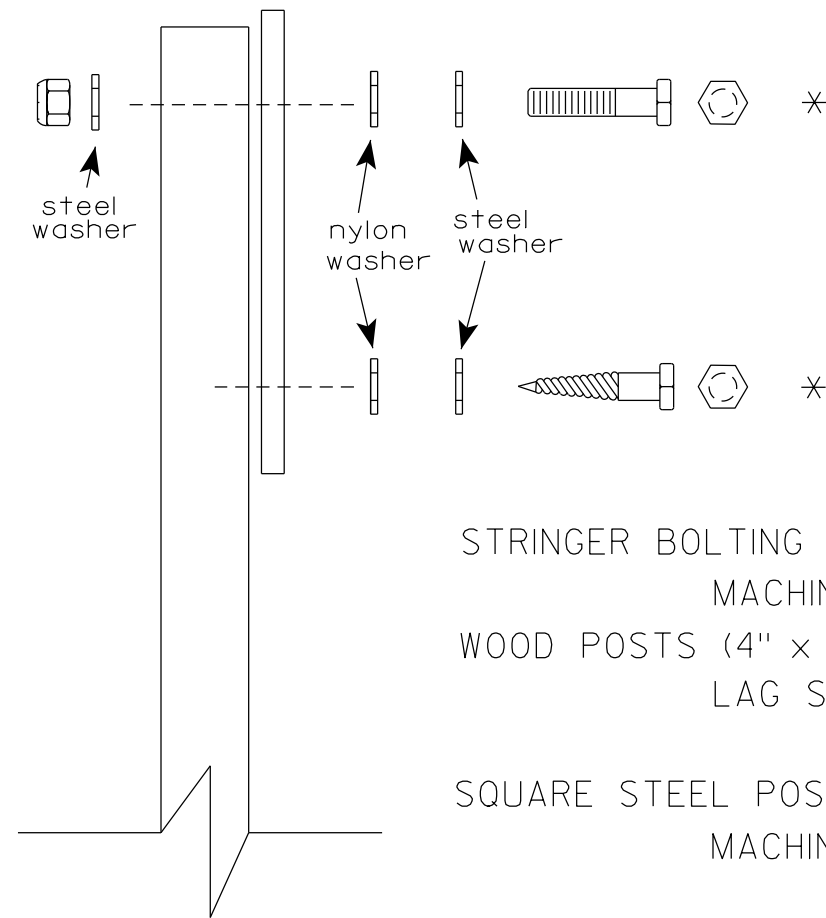
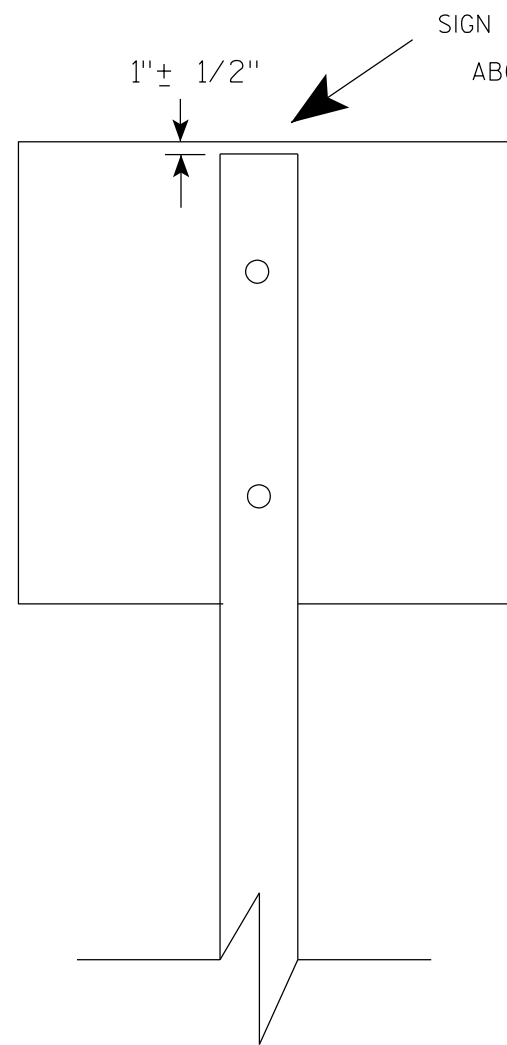
Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION
OF TYPE II SIGNS
ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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



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

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

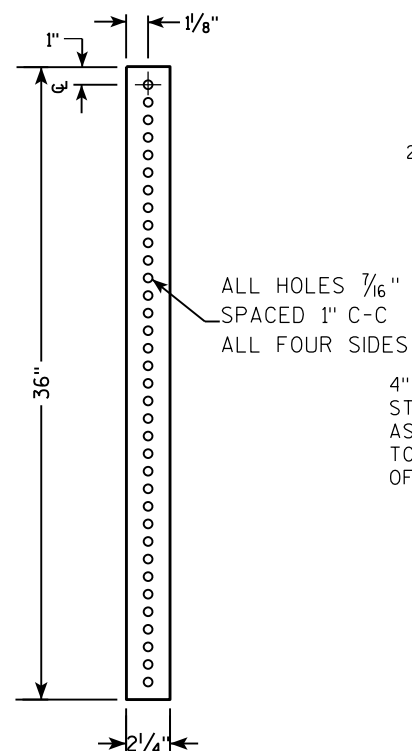
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

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

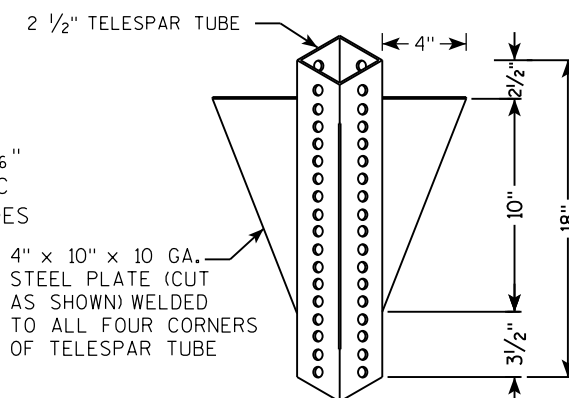
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

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

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



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



TELESCOPE PIECES
FLUSH AT TOP

18" DIA SCHEDULE
40 PVC
BOX-OUT

36"

13"

18"

2 1/2" GRAVEL OR DIRT

3/8" ZINC PLATED CORNER
ANCHOR BOLT AND NUT

2 1/2" SQUARE X 18"
(SOIL STABILIZING SLEEVE)

2 1/4" SQUARE X 36"

2" STEEL TUBULAR
SQUARE UPPER SECTION

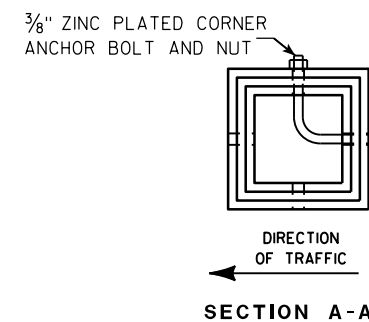
ALL HOLES 7/16"
SPACED 1" C-C
ALL FOUR SIDES

SEE SIGN PLATE
A4-8 FOR BOLT
WASHER, & NUT
MATERIAL

SIGN

TECHNICAL DRAWING OF A SIGNPOST ASSEMBLY:

- Signpost Components:**
 - 2" STEEL TUBULAR SQUARE UPPER SECTION:** The main vertical support.
 - 2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE):** A sleeve around the upper section.
 - 2 1/4" SQUARE X 36":** The lower section of the post.
- Sign Assembly:**
 - SIGN:** The top horizontal plate.
 - SEE SIGN PLATE A4-8 FOR BOLT WASHER, & NUT MATERIAL:** Reference to the sign plate details.
 - ALL HOLES 7/16" SPACED 1" C-C ALL FOUR SIDES:** Specification for the post holes.
- Dimensions:**
 - 36":** Total height of the lower section.
 - 18":** Height of the upper section.
 - 12":** Height of the signpost base.
 - 1":** Thickness of the sign plate.
- Other Labels:**
 - TELESCOPE PIECES FLUSH AT TOP:** Label for the top of the post sections.
 - LENGTH SHOWN ON MISC. QTY'S:** Label for the total height of the post.



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

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

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R. Rauch

for State Traffic Engineer

DATE 2/05/15 PLATI 160 14-9.9

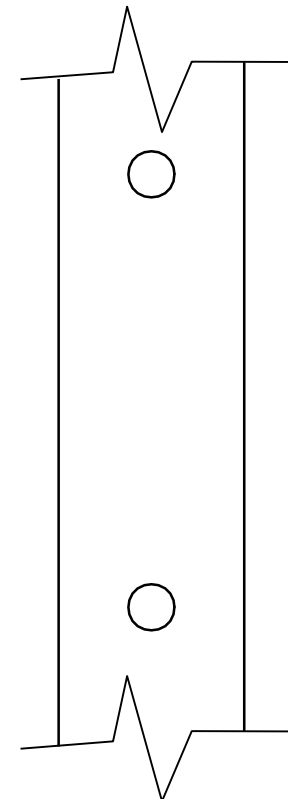
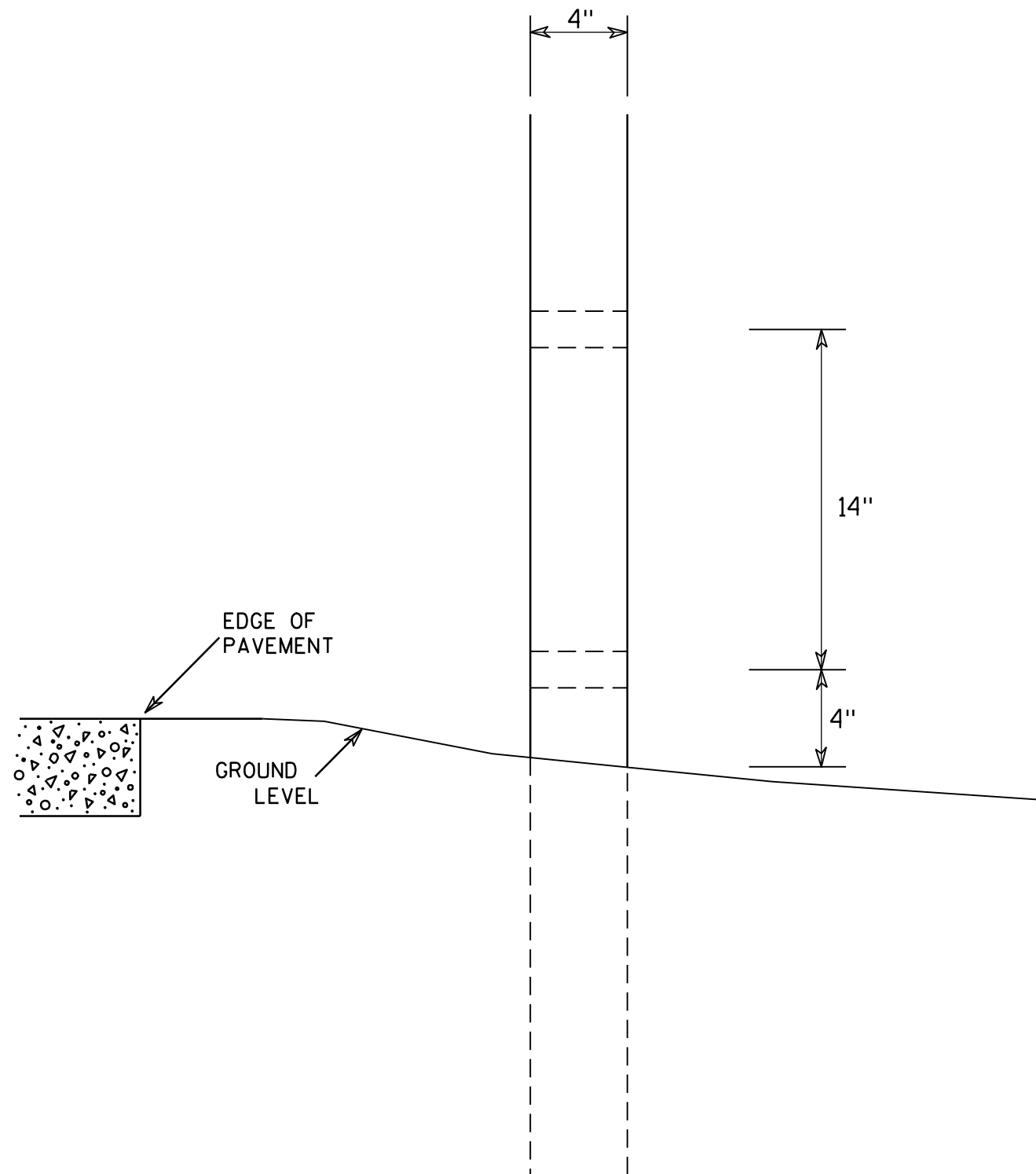
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1 1/2" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Chester J. Spang
for State Traffic Engineer

DATE 3/27/97

PLATE NO. A4-11.2

PROJECT NO:

HWY:

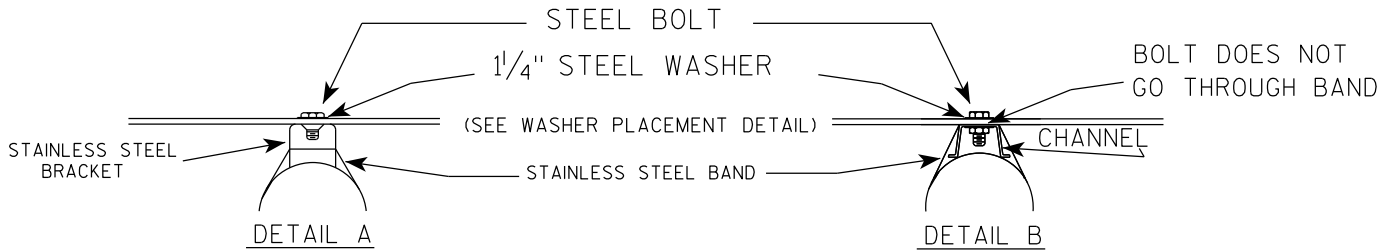
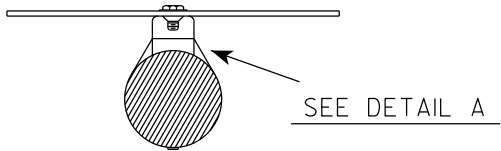
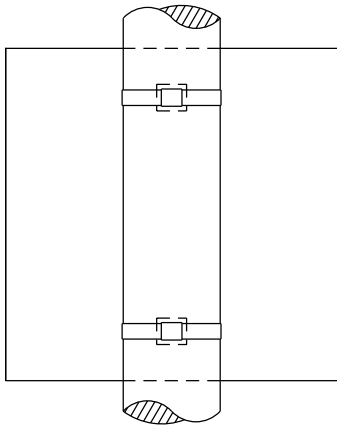
COUNTY:

SHEET NO: 161

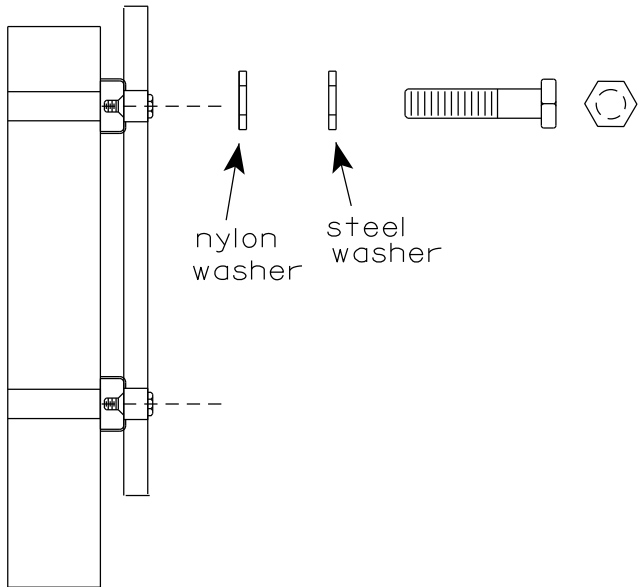
E

BANDING

SINGLE SIGN



WASHER PLACEMENT

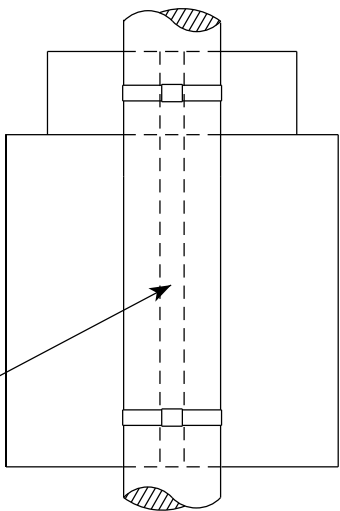


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

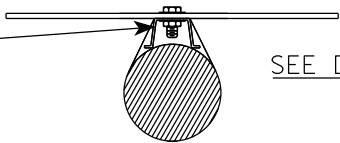
GENERAL NOTES

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

"J" ASSEMBLY



CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET

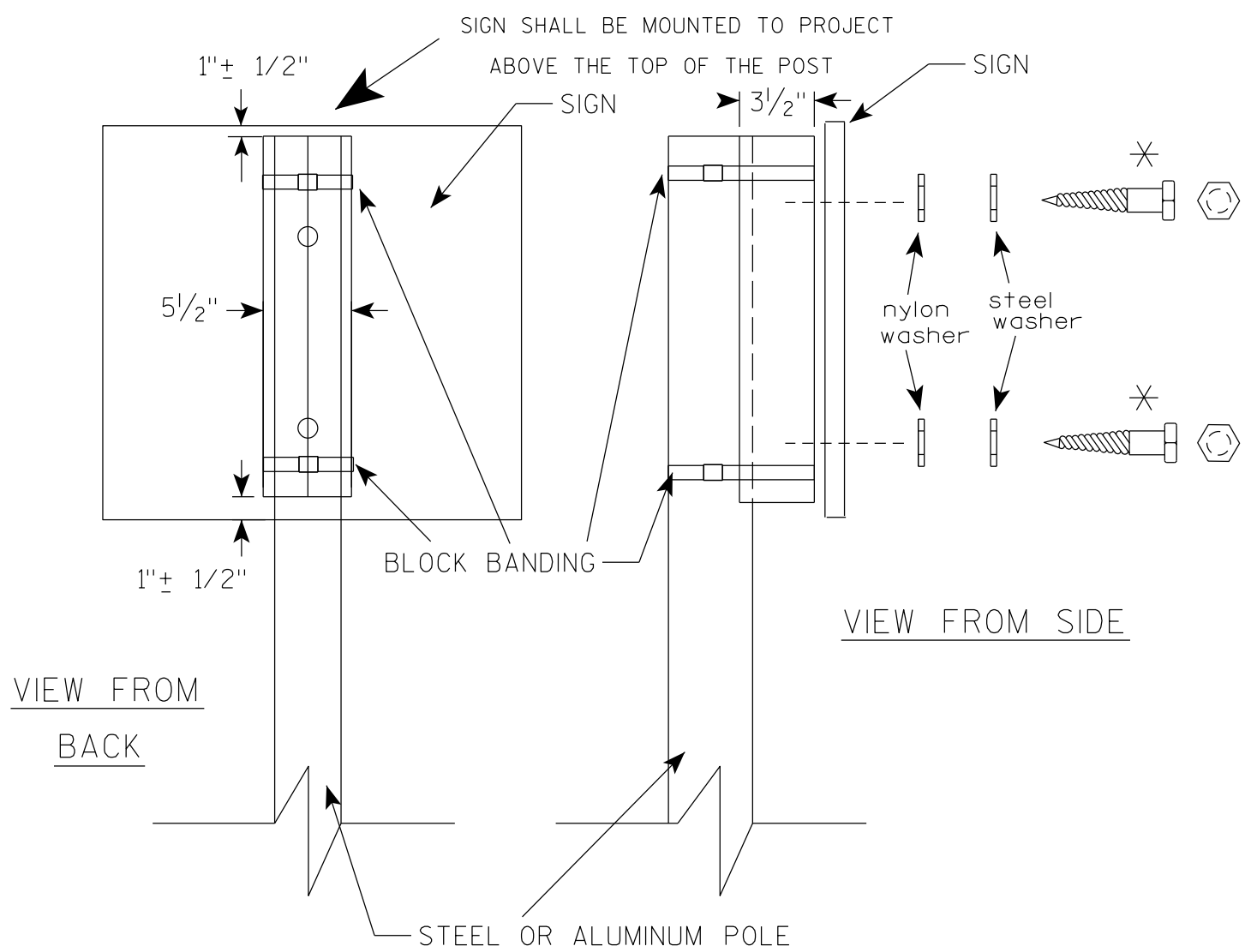


STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

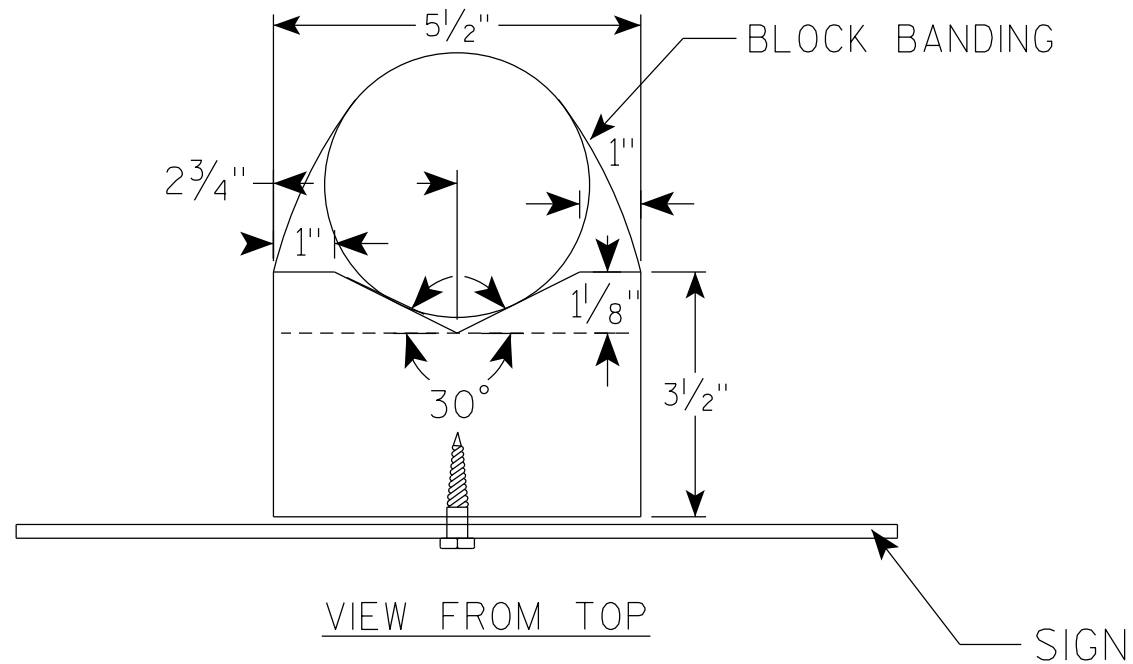
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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



VIEW FROM
BACK

VIEW FROM SIDE



VIEW FROM TOP

GENERAL NOTES

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

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

BLOCK BANDING DETAIL
(V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

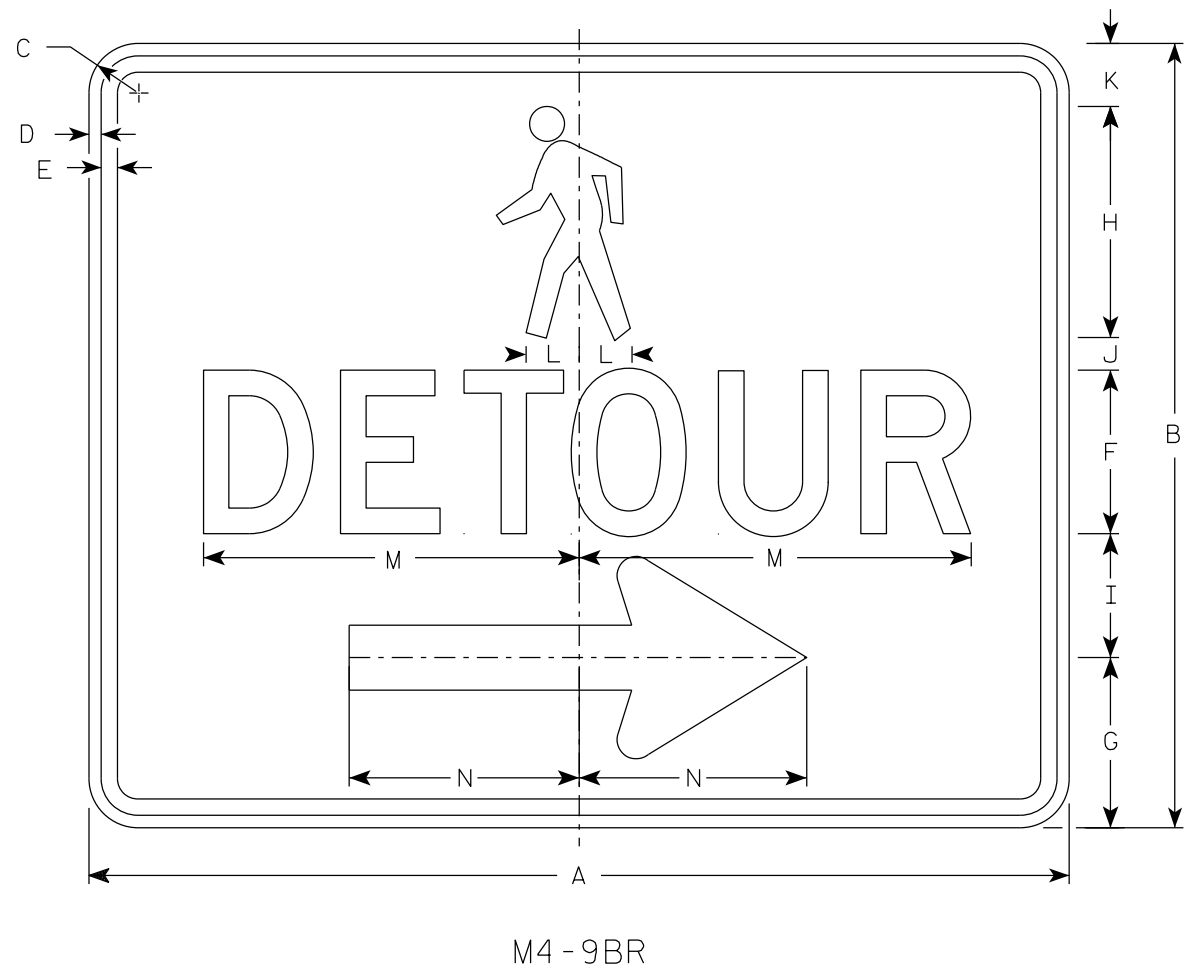
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 163

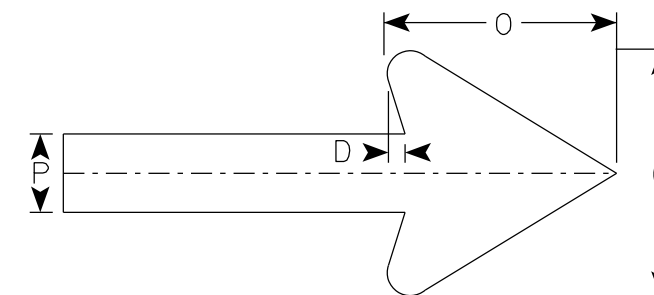
E

7



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.

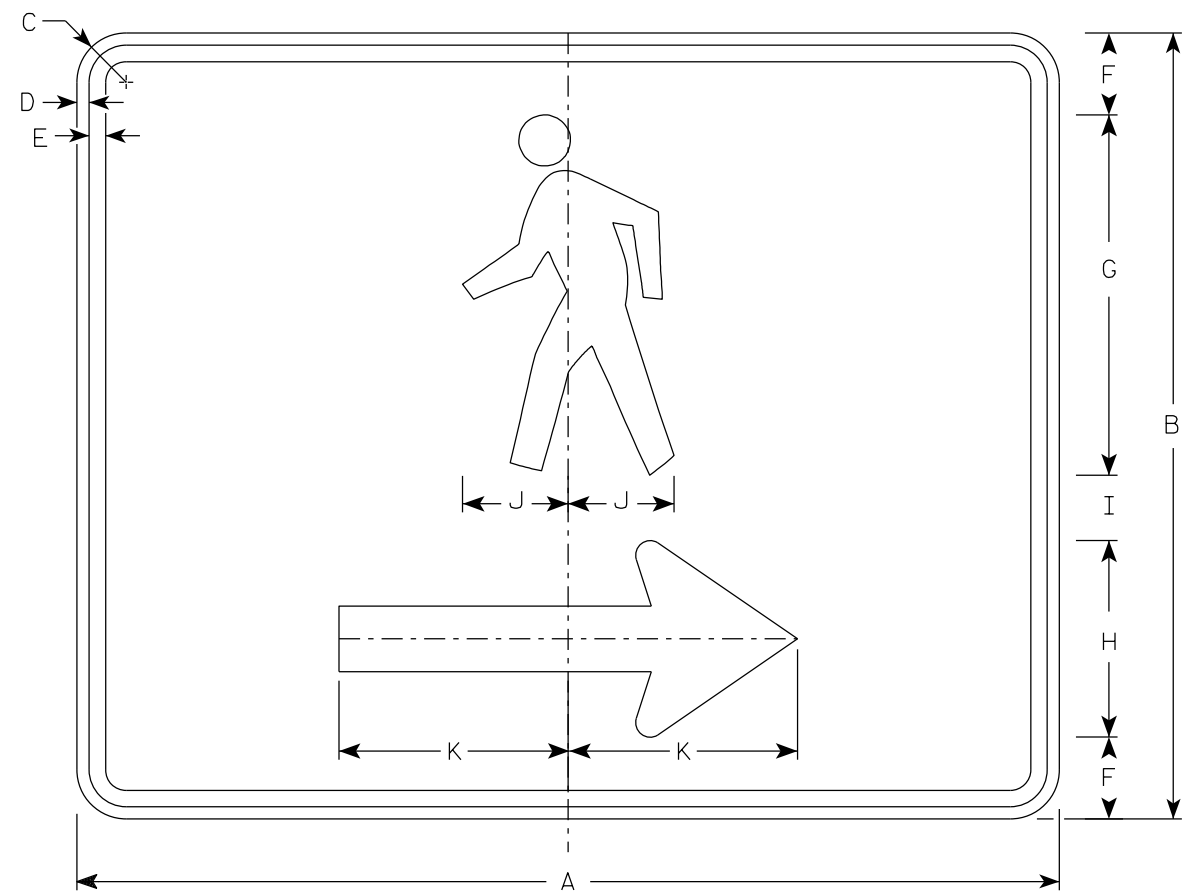


Arrow Detail

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																											

7

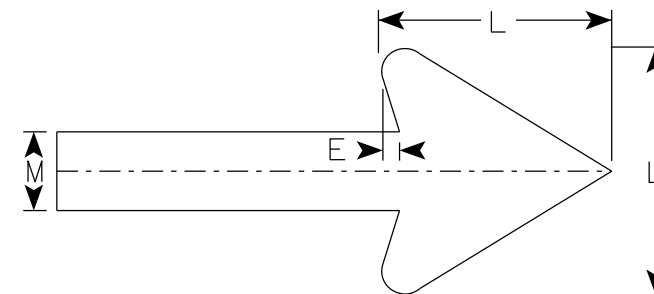
7



M4-60R

NOTES

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



Arrow Detail

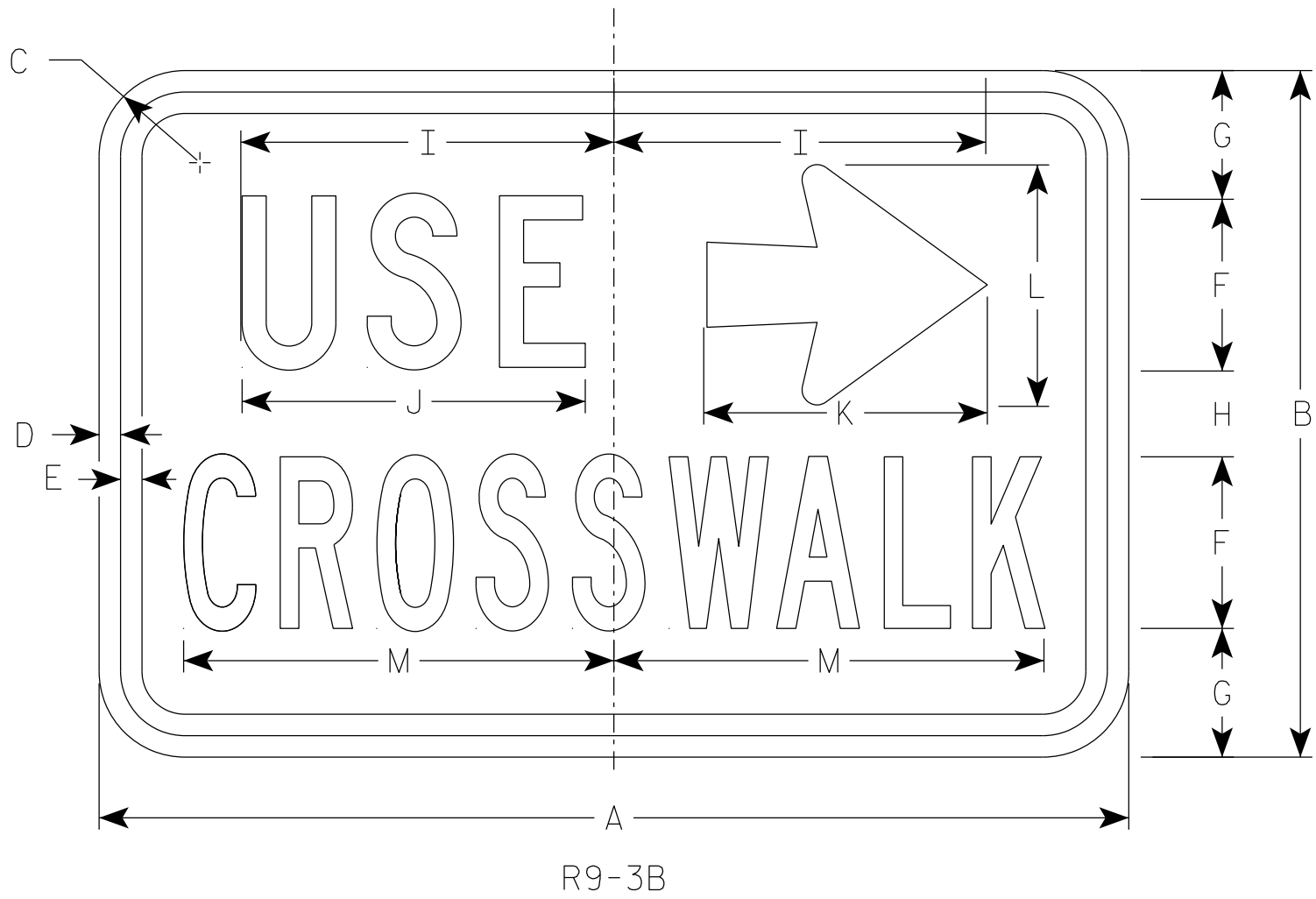
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	7	6	2														5.00
2M	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	7	6	2														5.00
3																											
4																											
5																											

PROJECT NO:	HWY:	COUNTY:	SHEET NO: 165												E
-------------	------	---------	---------------	--	--	--	--	--	--	--	--	--	--	--	---

7

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



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																											

PROJECT NO:		HWY:		COUNTY:		SHEET NO: 166		E
-------------	--	------	--	---------	--	---------------	--	---

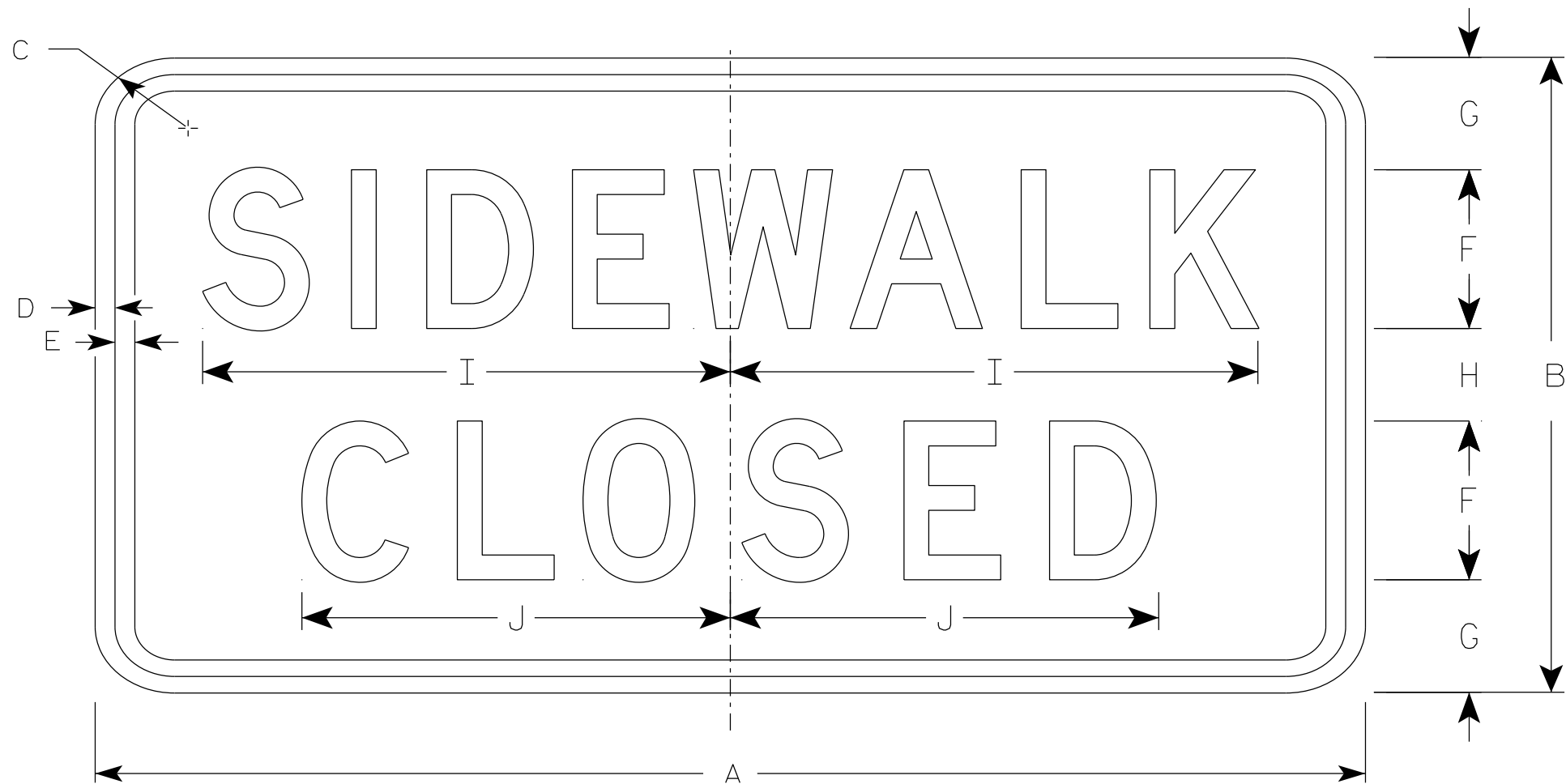
STANDARD SIGN
R9-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/23/24 PLATE NO. R9-3B.3

7



R9-9

NOTES

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

7

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

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 167

E

STANDARD SIGN

R9-9

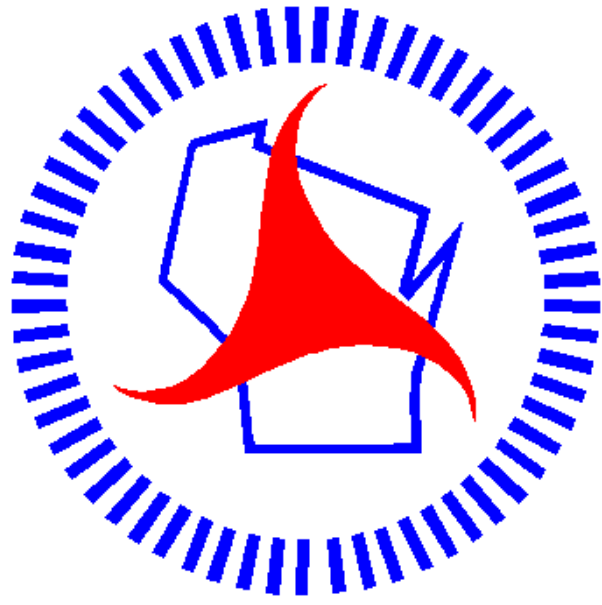
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*

For State Traffic Engineer

DATE 1/24/24

PLATE NO. R9-9.7



Wisconsin Department of Transportation

Dedicated people creating transportation solutions through innovation and exceptional service.

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